MAD NOV 2016

PROJECT ID: 1007-11-75
WITH: N/A

COUNTY: DANE

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 = 1188



N

DESIGN DESIGNATION

A.A.D.T.	2020	= 56,650
A.A.D.T.	2040	= 70,300
D.H.V.	2040	= 7,452
D.D.		= 58/42
T.		= 29.1%
DESIGN SPEED		= 70 MPH
ESALS		= 45,858,600

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
- GRADE ELEVATION (LABEL 95.36)
- CULVERT (Profile View)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

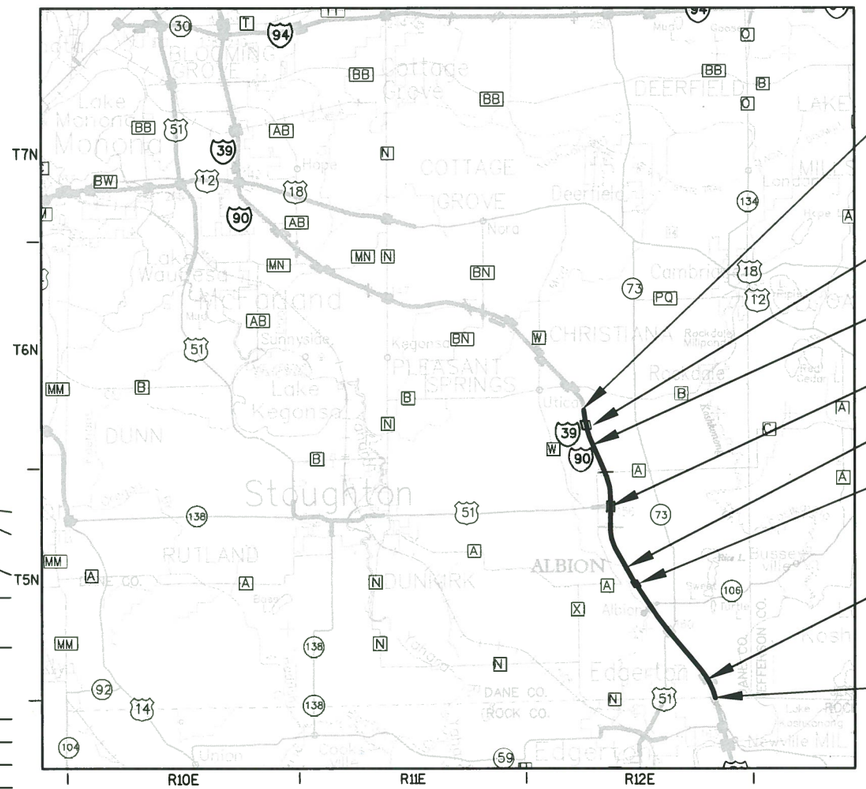
ILLINOIS STATE LINE - MADISON

S. DANE CTY LINE TO E. CHURCH RD, NB

IH 39
DANE COUNTY

STATE PROJECT NUMBER
1007-11-75

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1007-11-75	WISC 2016337	1



END PROJECT 1007-11-75
STA. 1948+00.00'NB'

STRUCTURE
B-13-711

BOX CULVERT
C-13-3078 STG 2

STRUCTURE
B-13-708

BOX CULVERT
C-13-3076 STG 2

STRUCTURE
B-13-705

STRUCTURE
B-13-701

BEGIN PROJECT 1007-11-75
STA 1498+00.00'NB'
Y = 400,094.97
X = 915,704.13

LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE
PROJECT 1007-11-75 = 8.523 MI.

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

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

ORIGINAL PLANS PREPARED BY
emcs.inc

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

4/25/16 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	DANE PARTNERS
Designer	EMCS
Project Manager	CRAIG PRINGLE
Regional Examiner	JIM BUSCHKOPF
Regional Supervisor	KATRINA FELTES

APPROVED FOR THE DEPARTMENT
DATE: 4/28/2016 (Signature)

E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\010101_TI.DWG

PLOT DATE : 3/10/2016

PLOT BY : KEVIN DRUNASKY

PLOT NAME : 010101_TI

WISDOT/CADDS SHEET 10

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

-FERTILIZER SHALL NOT BE USED WITHIN 20' OF NAVIGABLE WATERWAYS OR WETLANDS.

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

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

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

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

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

-A CONVERSION FACTOR OF 110 LBS/IN/SY IS USED TO ESTIMATE QUANTITIES FOR HMA PAVEMENT.

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

TOTAL LAYER PAVEMENT THICKNESS	LAYERS	HMA PAVEMENT ITEM	REMARKS
3.50"	3.50"	HMA PAVEMENT 4 LT 58-28 S	SHOULDERS
3.50"	1.75" 1.75"	HMA PAVEMENT 4 LT 58-28 S HMA PAVEMENT 4 LT 58-28 S	SIDEROADS
4.00"	4.00"	HMA PAVEMENT 4 MT 58-28 H	-
7.50"	2.50" UPPER 5.00" LOWER	HMA PAVEMENT 4 HT 58-28 H HMA PAVEMENT 2 HT 58-28 S	-

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLANS
PLAN DETAILS
EROSION CONTROL
STORM SEWER
ITS
PAVEMENT MARKING AND SIGNING
TRAFFIC CONTROL
ALIGNMENT PLANS

STANDARD ABBREVIATIONS

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

2

UTILITY CONTACTS

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

COMMUNICATIONS
RUSS RYAN
FRONTIER COMMUNICATIONS OF WI, LLC
315 OAK ST
OAKFIELD, WI 53565
PHONE: (920) 737-9662
EMAIL: RUSSELL.W.RYAN@FTR.COM

COMMUNICATIONS
AARON GRODI
WINDSTREAM COMMUNICATIONS
13935 BISHOPS DRIVE
BROOKFIELD, WI 53005
PHONE: (608) 819-5014
EMAIL: AARON.GRODI@WINDSTREAM.COM

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

ELECTRIC
DOUG VOSBERG
ATC MANAGEMENT, INC.
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
PHONE: (608) 438-7650
EMAIL: DVOSBERG@ATCLLC.COM

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

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

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

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

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

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

OTHER AGENCIES

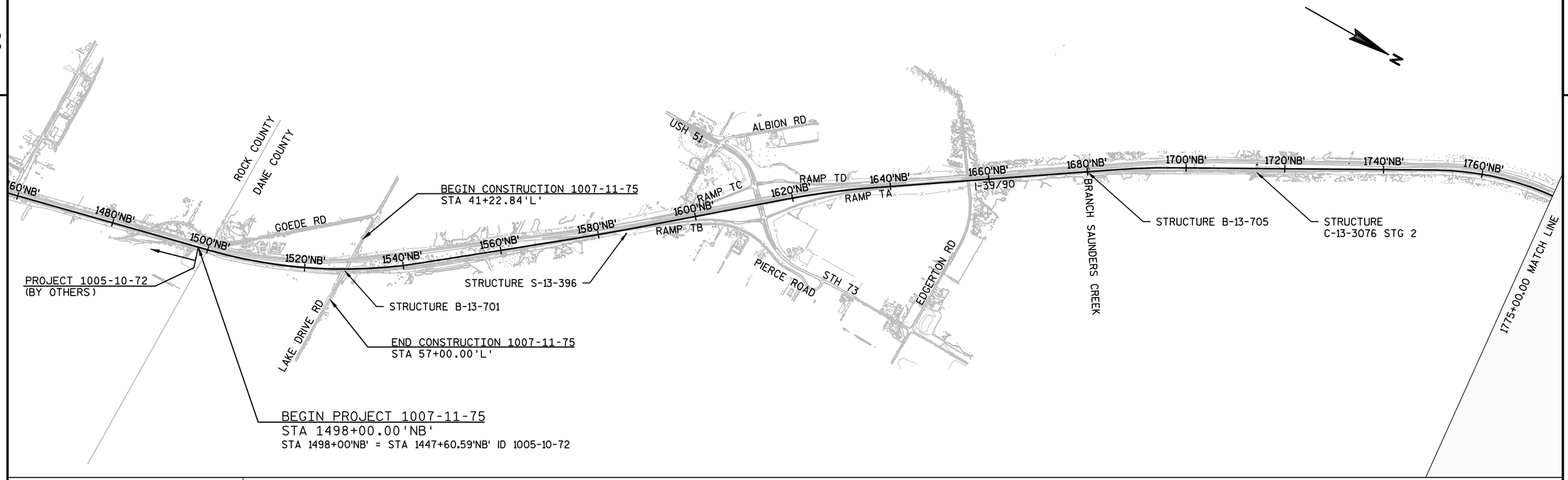
WDNR LIAISON
ERIC HEGGELUND
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PHONE: (608) 275-3301
EMAIL: ERIC.HEGGELUND@WISCONSIN.GOV

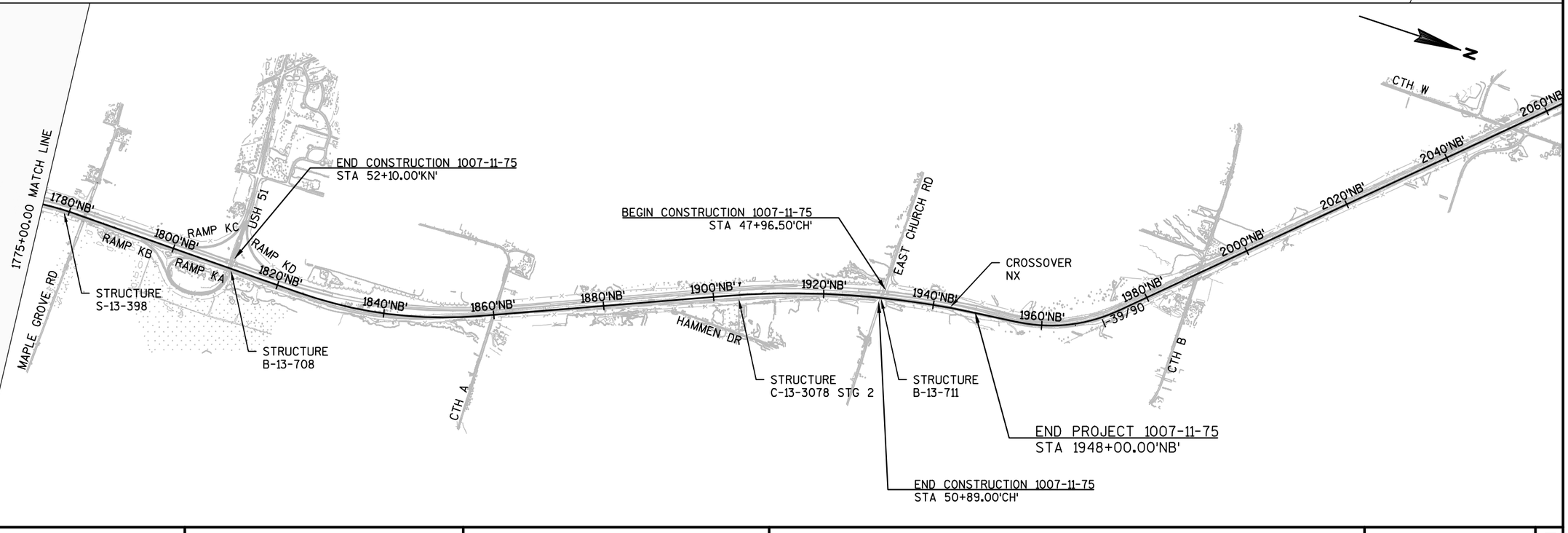
WISDOT DESIGN
CRAIG PRINGLE
111 INTERSTATE BLVD
EDGERTON, WI 53534
PHONE: (608) 884-7132
EMAIL: CRAIG.PRINGLE@DOT.WI.GOV

WISDOT CONSTRUCTION
KHADER ABU AL EIS
111 INTERSTATE BLVD
EDGERTON, WI 53704
PHONE: (608) 884-1174
EMAIL: KHADER.ABUALEIS@DOT.WI.GOV

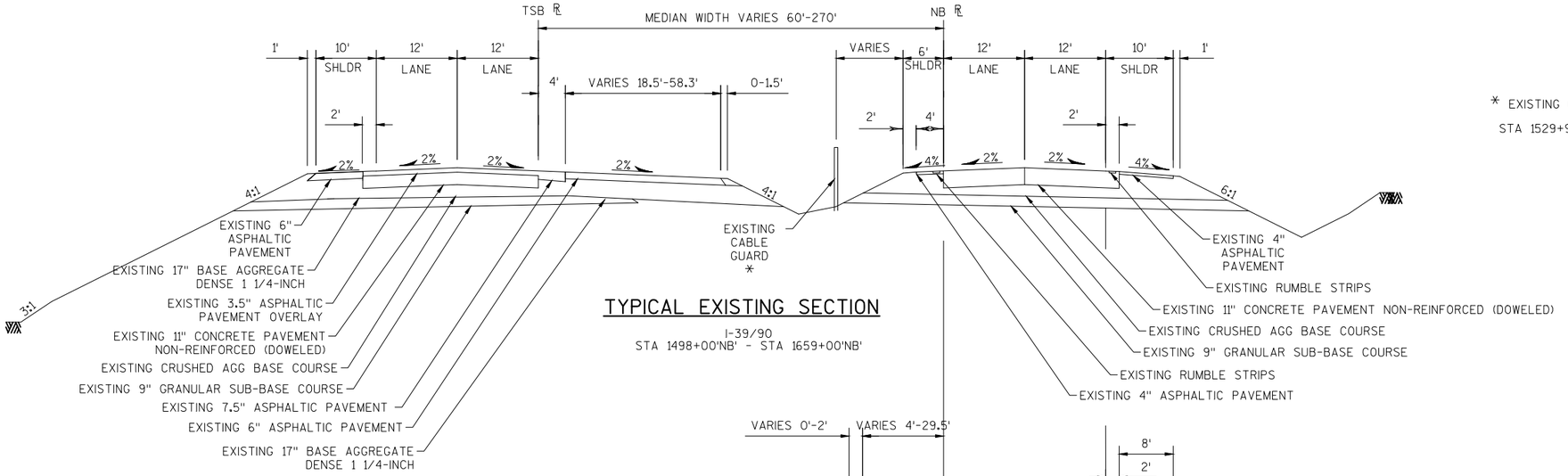
CONSULTANT DESIGN
CHRISTOPHER DRY
EMCS INC.
901 DEMING WAY
MADISON, WI 53717
PHONE: (608) 827-8810
EMAIL: CDRY@EMCSINC.COM

2





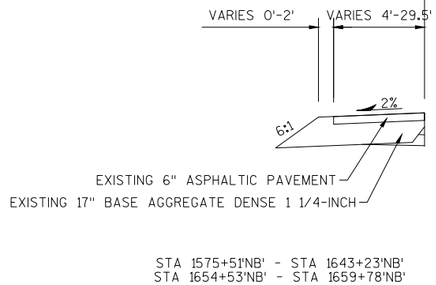
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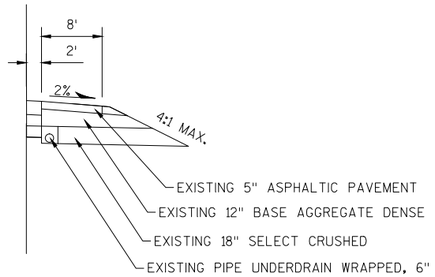
TYPICAL EXISTING SECTION

I-39/90
STA 1498+00'NB' - STA 1659+00'NB'

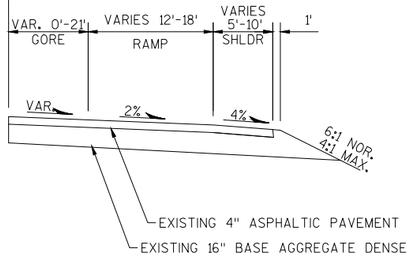
* EXISTING CABLE GUARD LOCATIONS:
NB
STA 1529+91'NB' - STA 1573+56'NB'



STA 1575+51'NB' - STA 1643+23'NB'
STA 1654+53'NB' - STA 1659+78'NB'



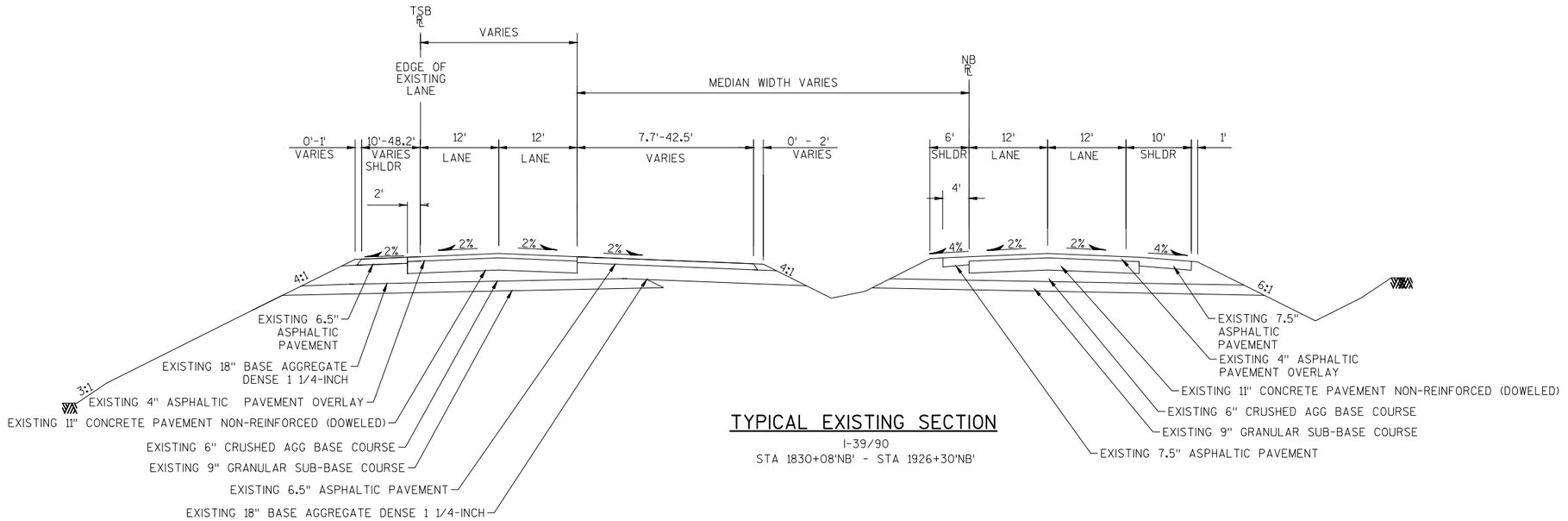
STA 1519+34'NB' - STA 1527+63'NB'
STA 1529+15'NB' - STA 1533+88'NB'



RAMPS TA & TB
STA 1583+61'NB' - STA 1590+92'NB'
STA 1636+92'NB' - STA 1651+33'NB'

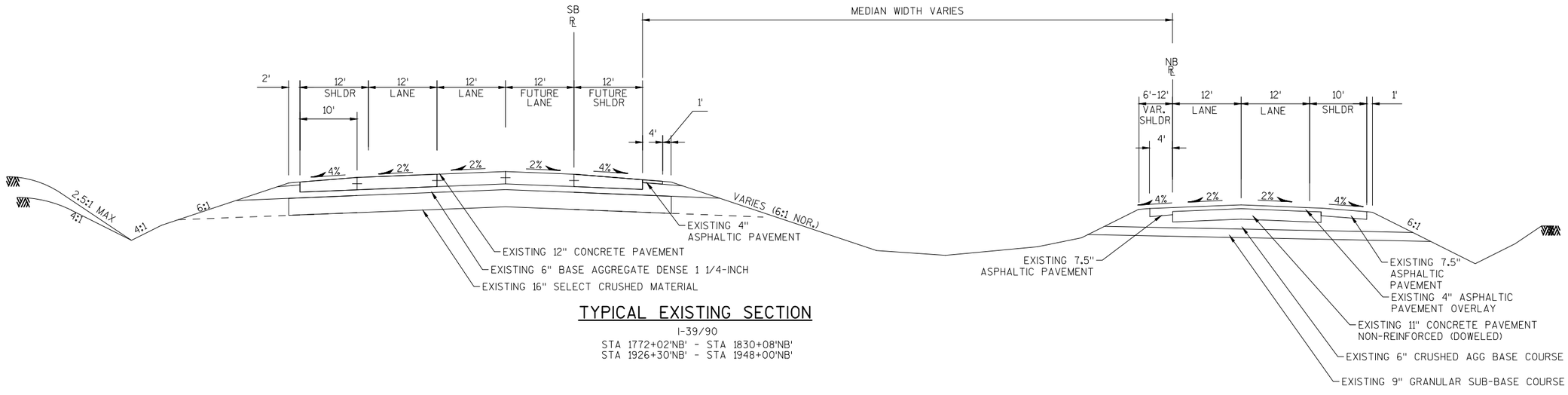
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTIONS	SHEET 5	E

2



TYPICAL EXISTING SECTION

I-39/90
STA 1830+08'NB' - STA 1926+30'NB'

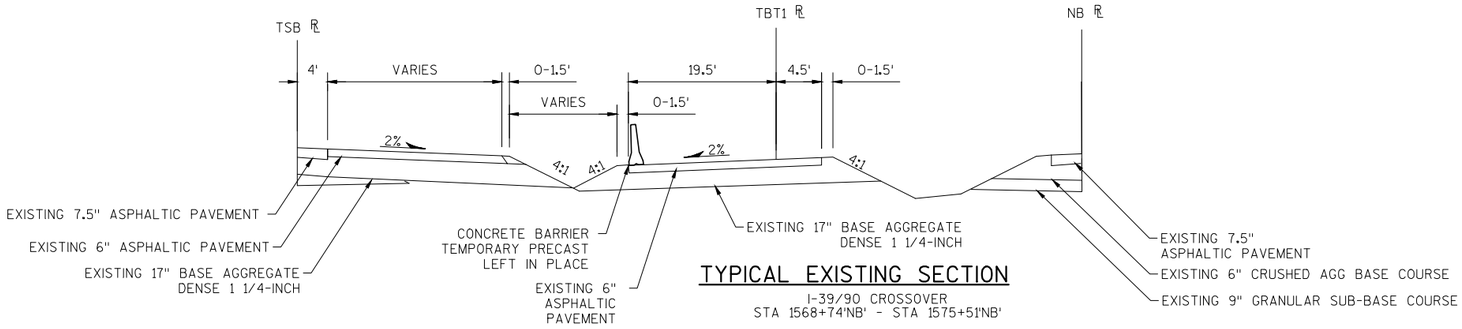


TYPICAL EXISTING SECTION

I-39/90
STA 1772+02'NB' - STA 1830+08'NB'
STA 1926+30'NB' - STA 1948+00'NB'

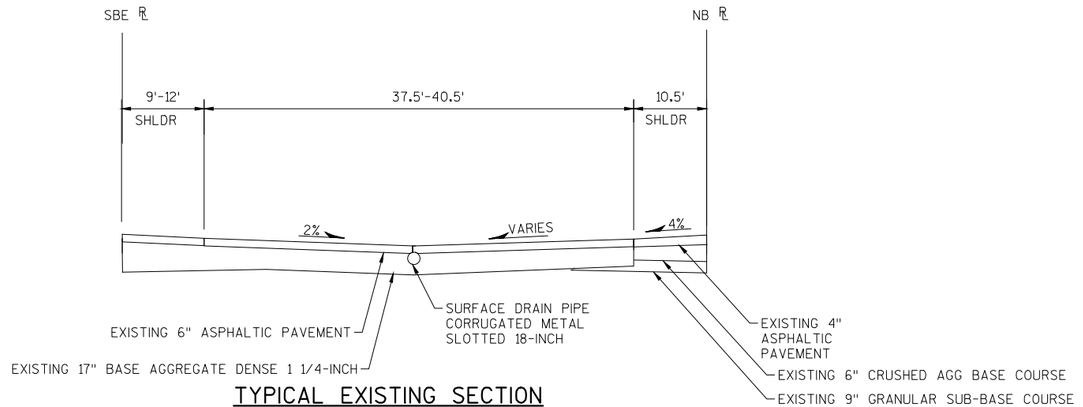
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTIONS	SHEET 6	E

2



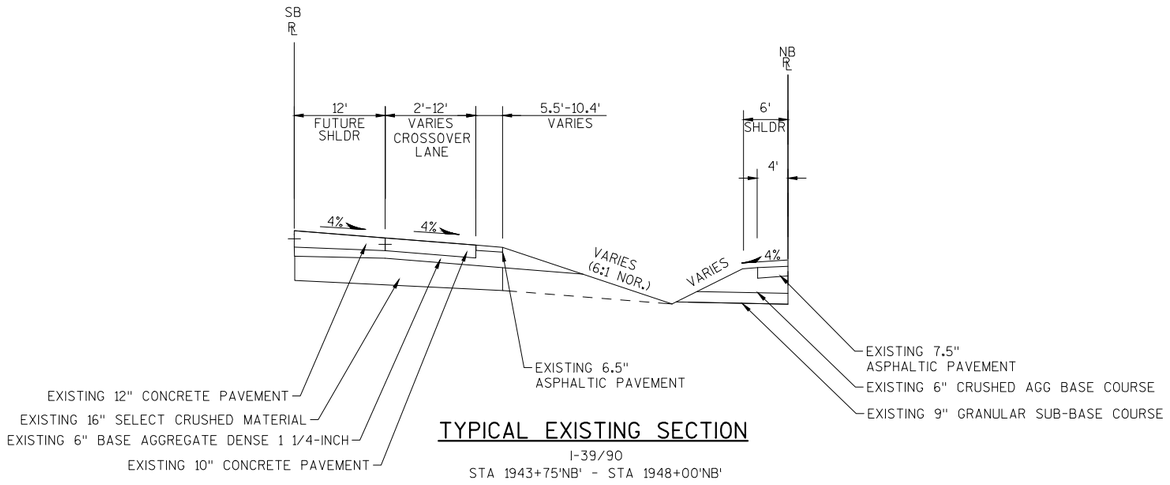
TYPICAL EXISTING SECTION

I-39/90 CROSSOVER
STA 1568+74'NB' - STA 1575+51'NB'



TYPICAL EXISTING SECTION

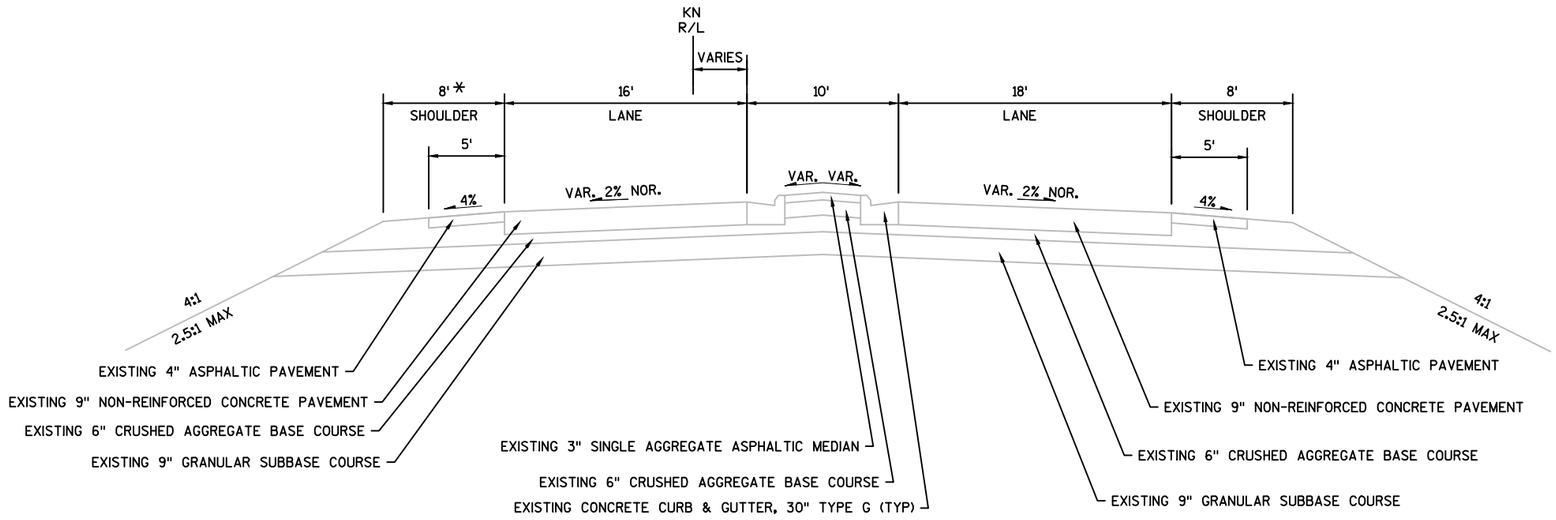
I-39/90
STA 1643+23'NB' - STA 1654+53'NB'



TYPICAL EXISTING SECTION

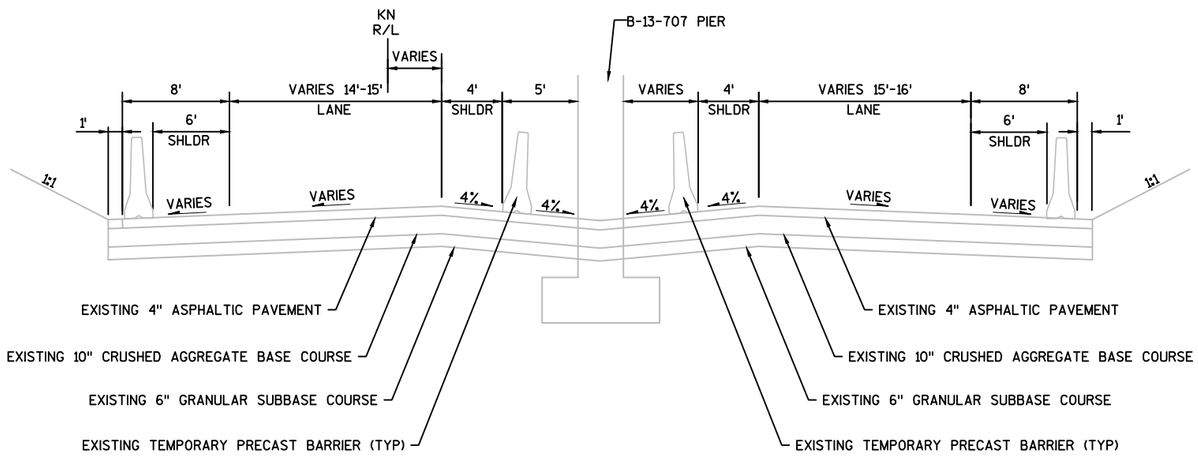
I-39/90
STA 1943+75'NB' - STA 1948+00'NB'

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTIONS	SHEET 7	E



*STA 37+24'KN' TO STA 38+69'KN 'LT - 30" CURB AND GUTTER

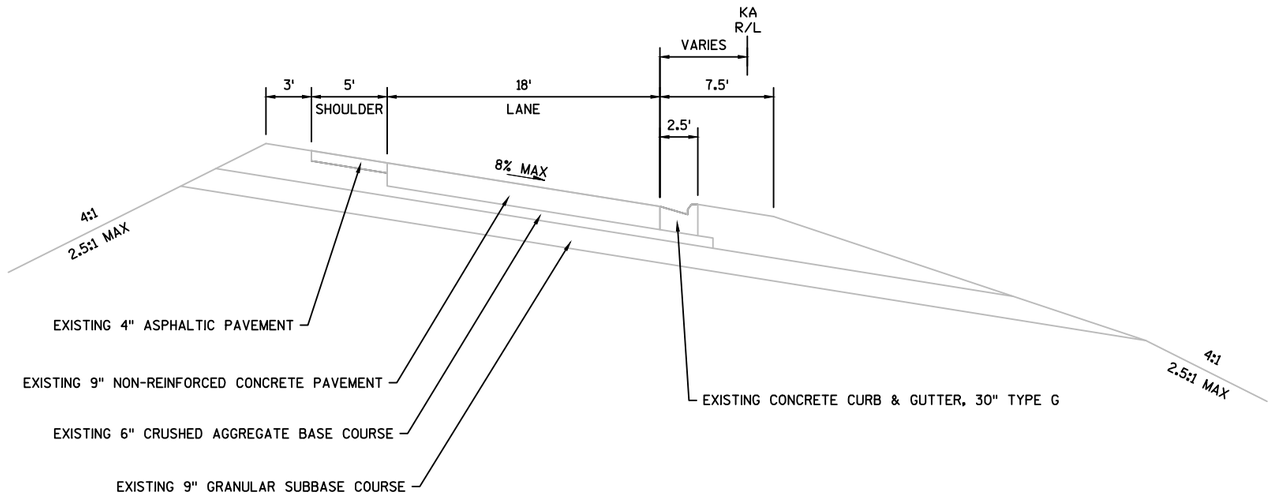
EXISTING TYPICAL SECTION
USH 51 - 'KN'
STA 37+24'KN' TO STA 48+25'KN'



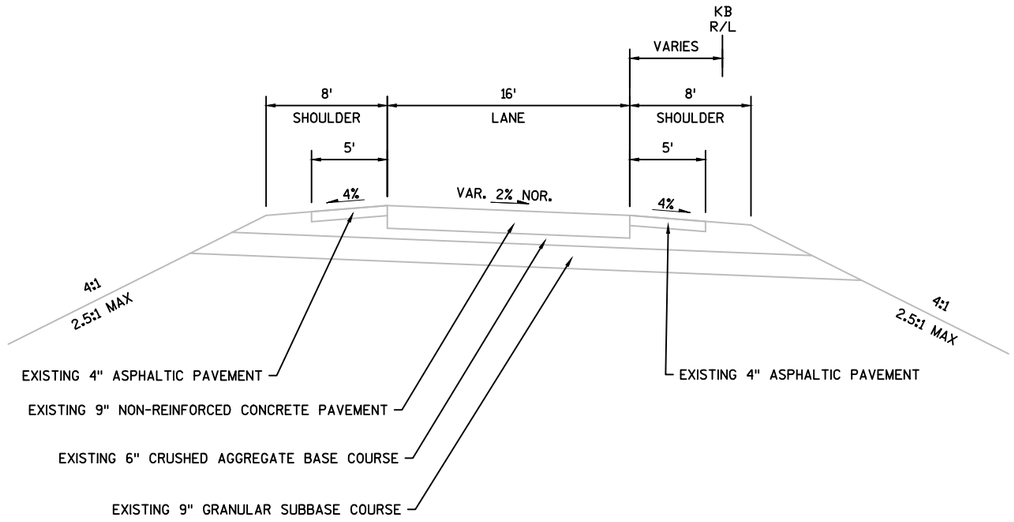
EXISTING TYPICAL SECTION
USH 51 - 'KN'
STA 48+25'KN' TO STA 52+00'KN'

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 8	E

2

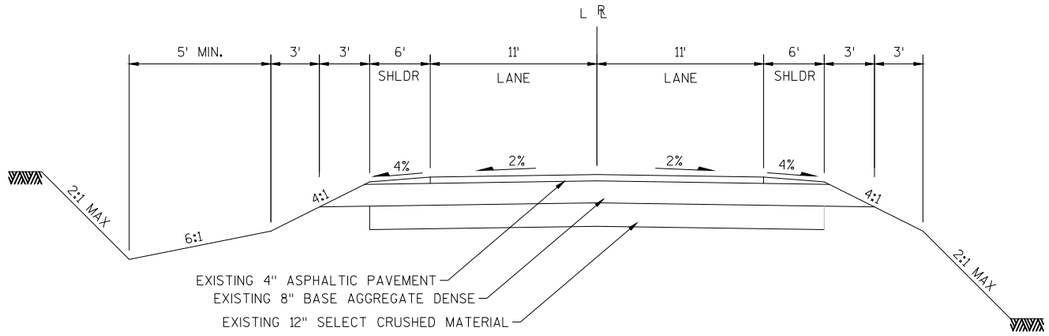


EXISTING TYPICAL SECTION
USH 51 - 'KA'



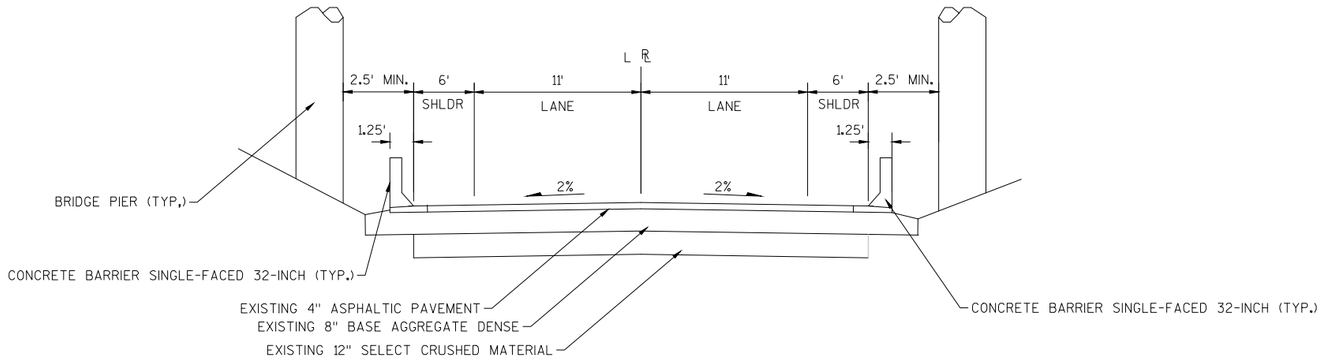
EXISTING TYPICAL SECTION
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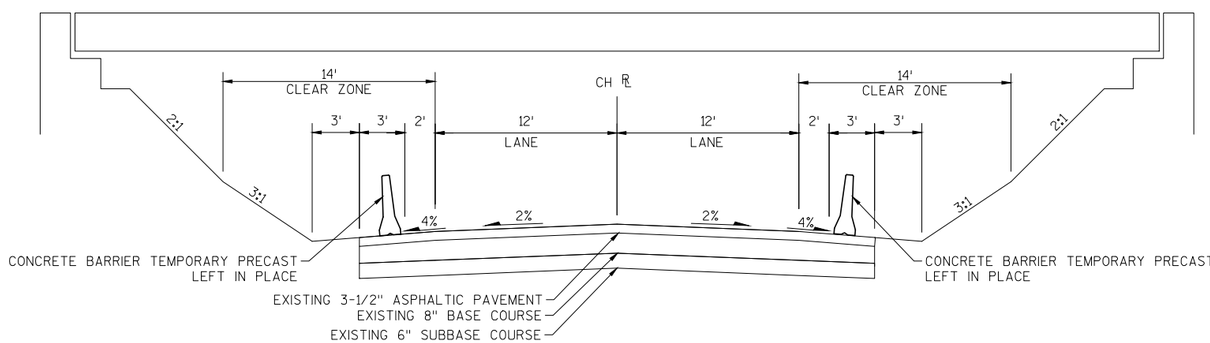
TYPICAL EXISTING SECTION

LAKE DRIVE ROAD



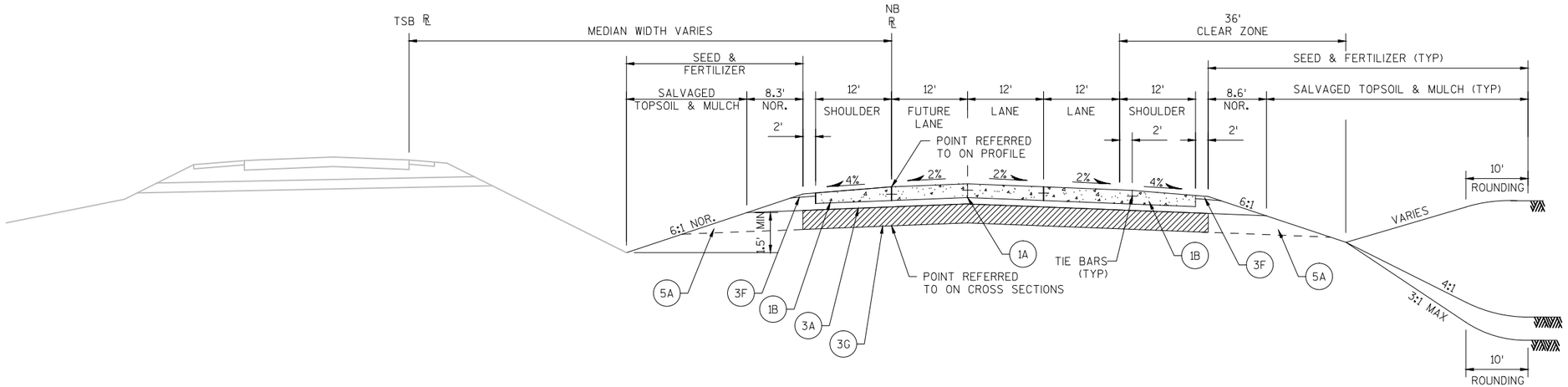
TYPICAL EXISTING SECTION

LAKE DRIVE ROAD UNDER STRUCTURES



TYPICAL EXISTING SECTION

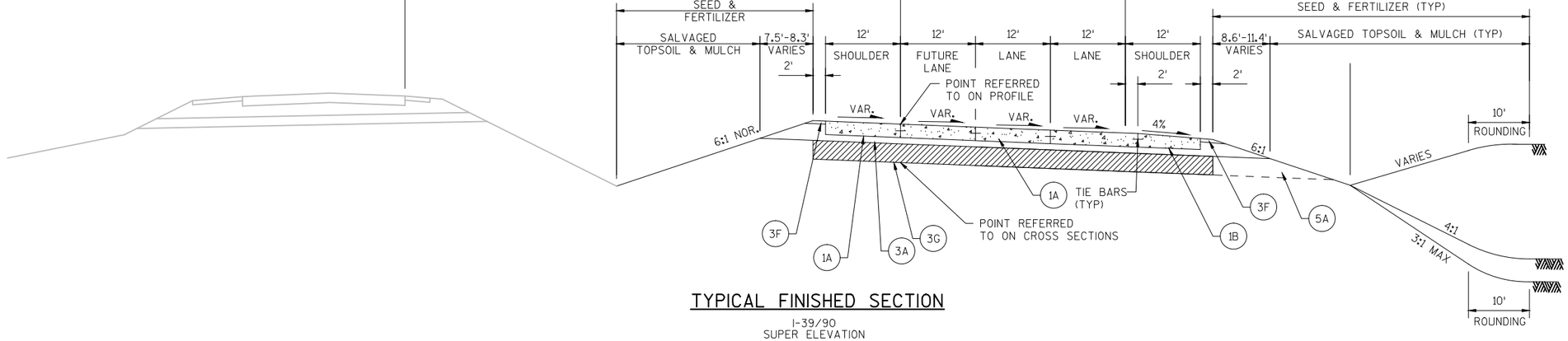
EAST CHURCH ROAD UNDER STRUCTURE
B-13-710



TYPICAL FINISHED SECTION

I-39/90
STA 1498+00'NB' - STA 1948+00'NB'

EBS EXPECTED
STA 1563+00'NB' - STA 1575+00'NB'
STA 1660+00'NB' - STA 1674+00'NB'
STA 1713+00'NB' - STA 1730+00'NB'
STA 1846+00'NB' - STA 1852+00'NB'



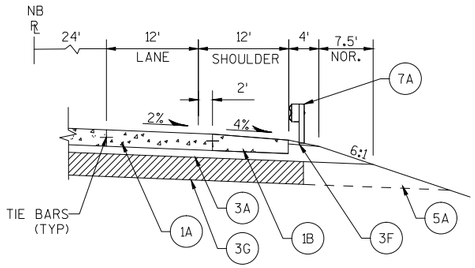
TYPICAL FINISHED SECTION

I-39/90
SUPER ELEVATION
STA 1500+92'NB' - STA 1543+04'NB'
STA 1751+07'NB' - STA 1780+80'NB'
STA 1824+66'NB' - STA 1856+95'NB'

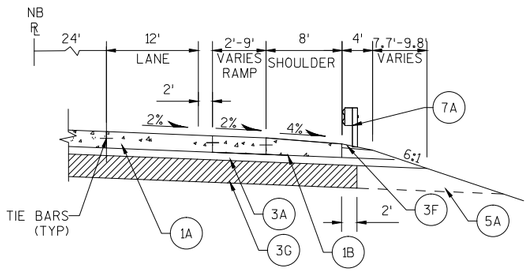
LEGEND

- (1A) CONCRETE PAVEMENT 12-INCH - DOWELED AND TINED
- (1B) TRAPEZOIDAL SHOULDER (PAID FOR AS CONCRETE PAVEMENT 12-INCH)
- (1C) CONCRETE PAVEMENT 10-INCH - DOWELED AND TINED
- (2A) 4-INCH HMA PAVEMENT 4 MT 58-28 H
- (2B) 3 1/2-INCH HMA PAVEMENT 4 LT 58-28 S
- (2C) 7 1/2-INCH NEW CONSTRUCTION: 2 1/2-INCH TOP LAYER HMA PAVEMENT 4 HT 58-28 H; 5-INCH BOTTOM LAYER HMA PAVEMENT 2 HT 58-28 S
- (3A) 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3B) 8-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3C) 10-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3D) 20-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3E) 6-INCH BASE AGGREGATE DENSE 3-INCH
- (3F) 3-INCH BASE AGGREGATE DENSE 3/4-INCH
- (3G) 16-INCH SELECT CRUSHED MATERIAL
- (3H) BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT
- (3I) 3-INCH BASE AGGREGATE DENSE 1-1/4-INCH
- (4B) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- (4C) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- (4F) CONCRETE BARRIER TYPE S36
- (4M) CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- (5A) CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)
- (6A) SLOPE PAVING CRUSHED AGGREGATE
- (6B) SLOPE PAVING CONCRETE
- (7A) MGS BEAMGUARD 3
- (RS) ROUT AND SEAL

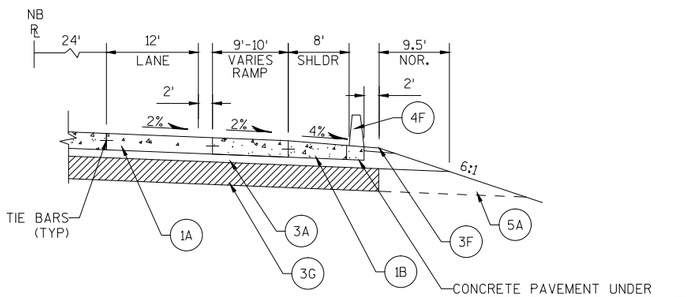
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTIONS	SHEET 11	E



STA 1524+78'NB' - STA 1527+30'NB'
STA 1582+48'NB' - STA 1583+80'NB'
STA 1677+16'NB' - STA 1679+69'NB'
STA 1776+93'NB' - STA 1777+17'NB'
STA 1927+07'NB' - STA 1929+60'NB'
STA 1931+15'NB' - STA 1931+65'NB'

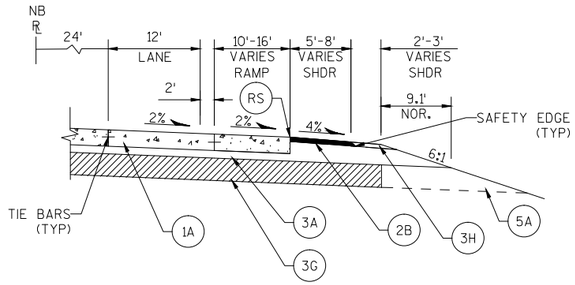


RAMPS
STA 1583+80'NB' - STA 1585+13'NB'
STA 1777+17'NB' - STA 1778+46'NB'

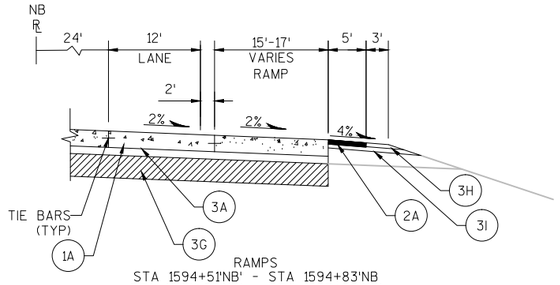


RAMPS
STA 1585+13'NB' - STA 1585+76'NB'
STA 1778+46'NB' - STA 1779+15'NB'

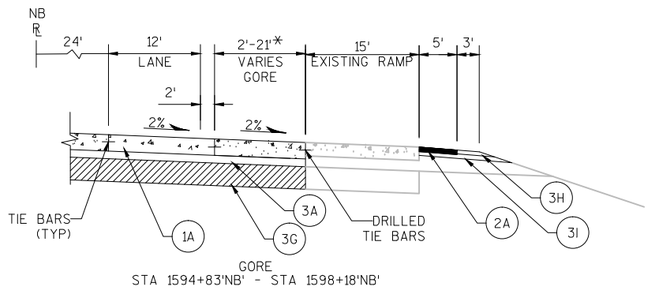
CONCRETE PAVEMENT UNDER
CONCRETE BARRIER PAID FOR AS
CONCRETE BARRIER TYPE S36



NB EXIT RAMP
STA 1585+76'NB' - STA 1594+51'NB'

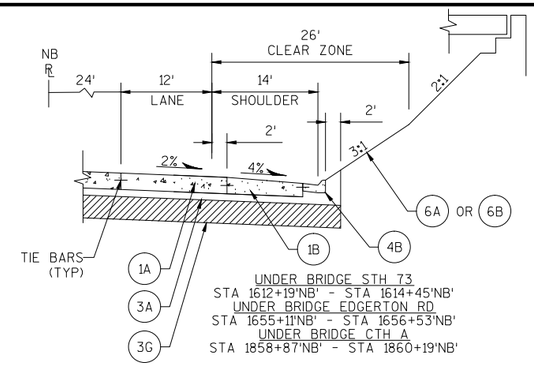


RAMPS
STA 1594+51'NB' - STA 1594+83'NB
STA 1633+05'NB' - STA 1633+50'NB'

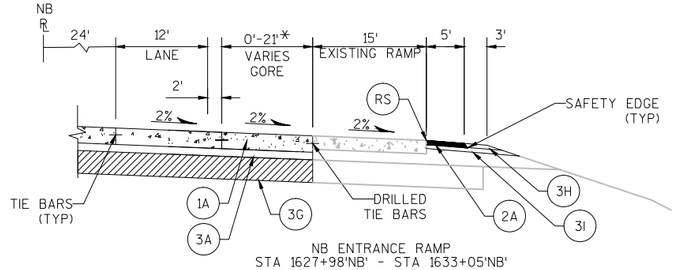


GORE
STA 1594+83'NB' - STA 1598+18'NB'

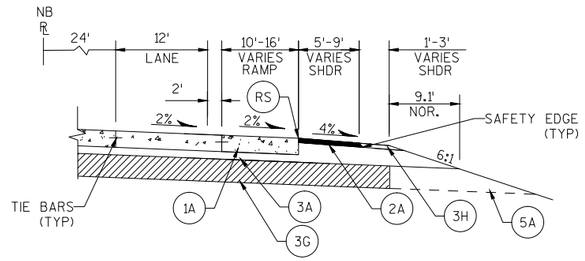
*LONGITUDINAL JOINTS NOT
TO EXCEED 15'



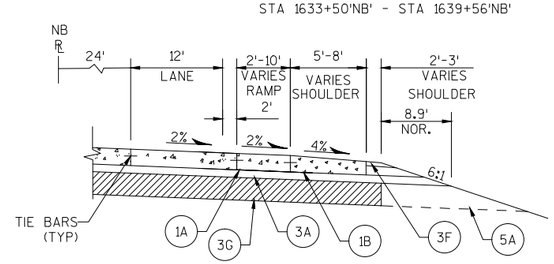
UNDER BRIDGE STH 73
STA 1612+19'NB' - STA 1614+45'NB'
UNDER BRIDGE EDGERTON RD
STA 1655+11'NB' - STA 1656+53'NB'
UNDER BRIDGE CTH A
STA 1858+87'NB' - STA 1860+19'NB'



NB ENTRANCE RAMP
STA 1627+98'NB' - STA 1633+05'NB'



NB ENTRANCE RAMP
STA 1633+50'NB' - STA 1639+56'NB'



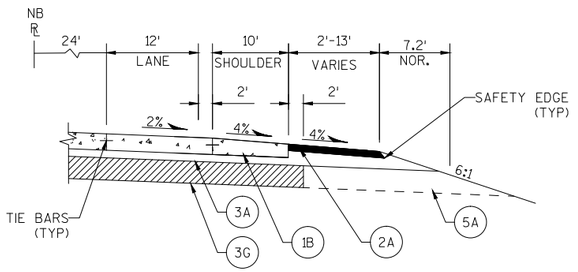
NB ENTRANCE RAMP
STA 1639+56'NB' - STA 1642+96'NB'

TYPICAL FINISHED SECTION

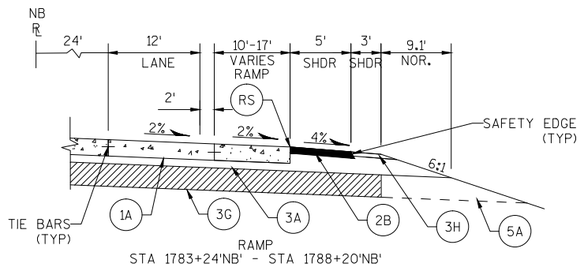
LEGEND

- 1A CONCRETE PAVEMENT 12-INCH - DOWELED AND TINED
- 1B TRAPEZOIDAL SHOULDER (PAID FOR AS CONCRETE PAVEMENT 12-INCH)
- 1C CONCRETE PAVEMENT 10-INCH - DOWELED AND TINED
- 2A 4-INCH HMA PAVEMENT 4 MT 58-28 H
- 2B 3 1/2-INCH HMA PAVEMENT 4 LT 58-28 S
- 2C 7 1/2-INCH NEW CONSTRUCTION
  2 1/2-INCH TOP LAYER HMA PAVEMENT 4 HT 58-28 H
  5-INCH BOTTOM LAYER HMA PAVEMENT 2 HT 58-28 S
- 3A 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3B 8-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3C 10-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3D 20-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3E 6-INCH BASE AGGREGATE DENSE 3-INCH
- 3F 3-INCH BASE AGGREGATE DENSE 3/4-INCH
- 3G 16-INCH SELECT CRUSHED MATERIAL
- 3H BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT
- 3I 3-INCH BASE AGGREGATE DENSE 1-1/4-INCH
- 4B CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- 4C CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- 4F CONCRETE BARRIER TYPE S36
- 4M CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- 5A CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)
- 6A SLOPE PAVING CRUSHED AGGREGATE
- 6B SLOPE PAVING CONCRETE
- 7A MGS BEAMGUARD 3
- RS ROUT AND SEAL

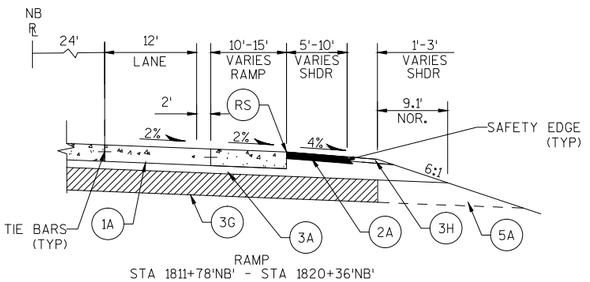
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTIONS	SHEET 12	E



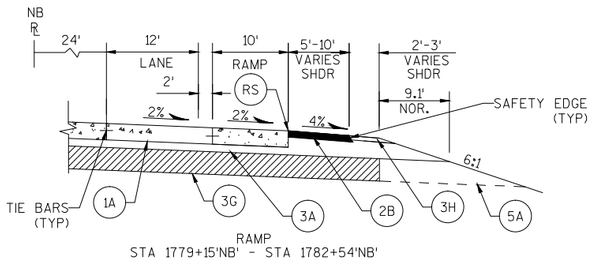
TEMPORARY EMERGENCY PULLOUT
STA 1700+00'NB' - STA 1714+10'NB'
STA 1870+50'NB' - STA 1884+60'NB'



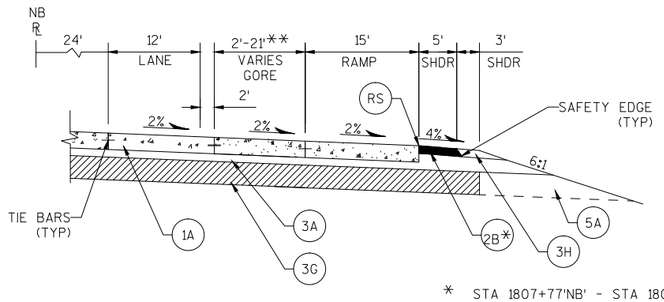
RAMP
STA 1783+24'NB' - STA 1788+20'NB'



RAMP
STA 1811+78'NB' - STA 1820+36'NB'



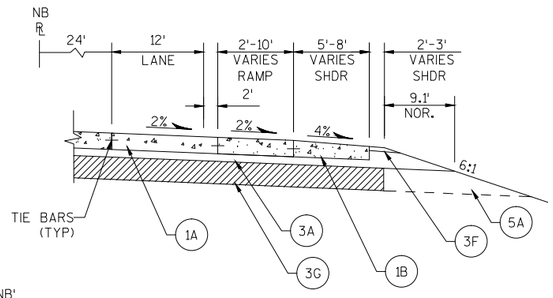
RAMP
STA 1779+15'NB' - STA 1782+54'NB'



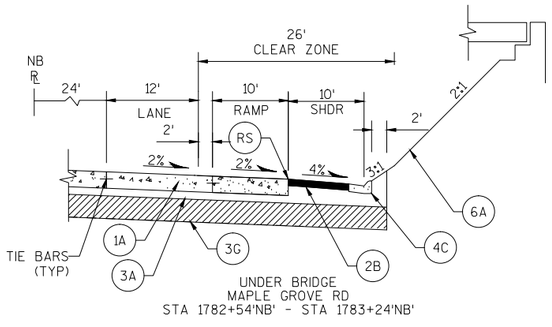
GORE
STA 1788+20'NB' - STA 1791+51'NB'
STA 1806+87'NB' - STA 1808+33'NB'

* STA 1807+77'NB' - STA 1808+33'NB'
PAVEMENT TYPE IS 2A

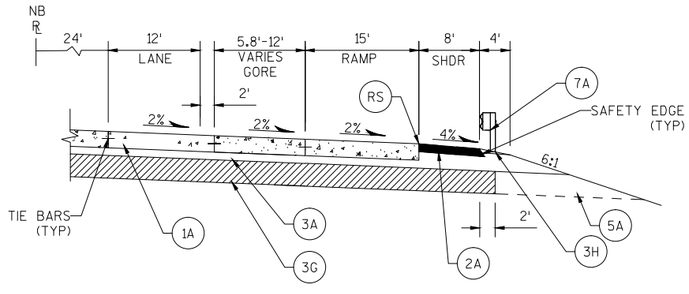
** LONGITUDINAL JOINTS NOT
TO EXCEED 15'



RAMP
STA 1820+36'NB' - STA 1823+76'NB'



UNDER BRIDGE
MAPLE GROVE RD
STA 1782+54'NB' - STA 1783+24'NB'



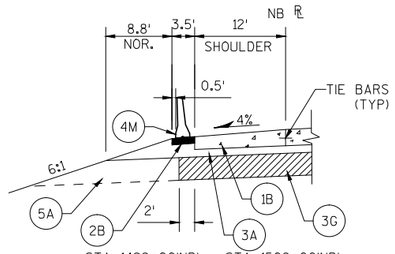
GORE
STA 1808+33'NB' - STA 1809+88'NB'

TYPICAL FINISHED SECTION

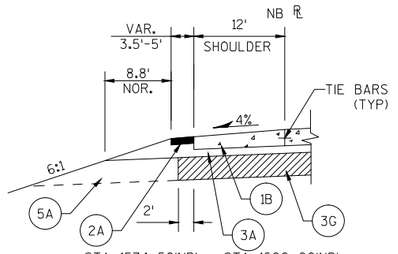
I-39/90 NB OUTSIDE SHOULDER

LEGEND

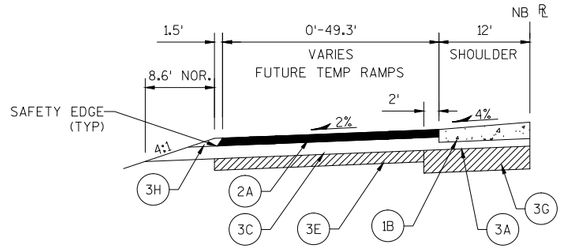
- 1A CONCRETE PAVEMENT 12-INCH - DOWELED AND TINED
- 1B TRAPEZOIDAL SHOULDER (PAID FOR AS CONCRETE PAVEMENT 12-INCH)
- 1C CONCRETE PAVEMENT 10-INCH - DOWELED AND TINED
- 2A 4-INCH HMA PAVEMENT 4 MT 58-28 H
- 2B 3 1/2-INCH HMA PAVEMENT 4 LT 58-28 S
- 2C 7 1/2-INCH NEW CONSTRUCTION
  2 1/2-INCH TOP LAYER HMA PAVEMENT 4 HT 58-28 H
  5-INCH BOTTOM LAYER HMA PAVEMENT 2 HT 58-28 S
- 3A 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3B 8-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3C 10-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3D 20-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3E 6-INCH BASE AGGREGATE DENSE 3-INCH
- 3F 3-INCH BASE AGGREGATE DENSE 3/4-INCH
- 3G 16-INCH SELECT CRUSHED MATERIAL
- 3H BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT
- 3I 3-INCH BASE AGGREGATE DENSE 1-1/4-INCH
- 4B CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- 4C CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- 4F CONCRETE BARRIER TYPE S36
- 4M CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- 5A CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)
- 6A SLOPE PAVING CRUSHED AGGREGATE
- 6B SLOPE PAVING CONCRETE
- 7A MGS BEAMGUARD 3
- RS ROUT AND SEAL



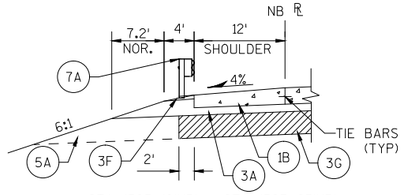
STA 1498+00'NB' - STA 1508+00'NB'
STA 1610+50'NB' - STA 1616+50'NB'
STA 1857+50'NB' - STA 1863+00'NB'



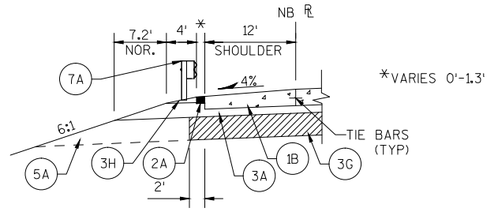
STA 1574+50'NB' - STA 1600+00'NB'
STA 1631+21'NB' - STA 1647+83'NB'



FUTURE TEMPORARY SB ENTRANCE RAMP
STA 1558+83'NB' - STA 1574+50'NB'

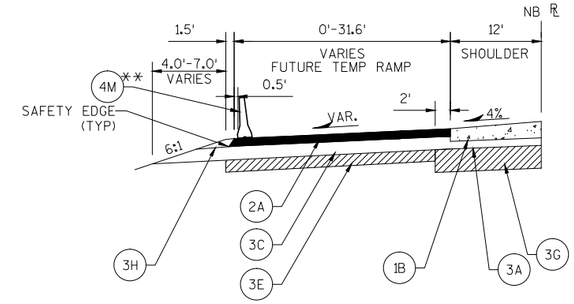


STA 1525+10'NB' - STA 1527+63'NB'
STA 1529+40'NB' - STA 1531+92'NB'
STA 1677+16'NB' - STA 1679+69'NB'
STA 1680+52'NB' - STA 1683+04'NB'
STA 1807+33'NB' - STA 1809+85'NB'
STA 1811+78'NB' - STA 1814+31'NB'
STA 1927+22'NB' - STA 1929+74'NB'
STA 1931+28'NB' - STA 1932+55'NB'



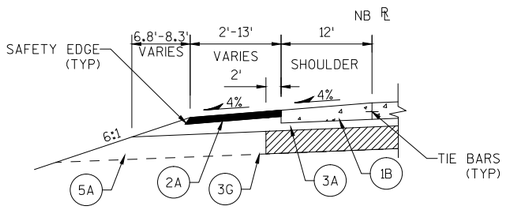
*VARIES 0'-1.3'

STA 1932+55'NB' - STA 1933+81'NB'

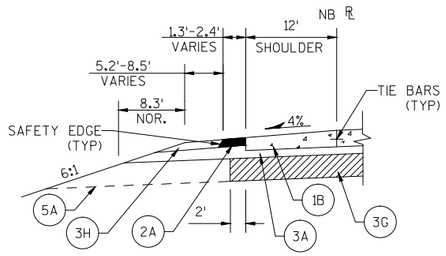


**CONCRETE BARRIER
TEMPORARY PRECAST
LEFT IN PLACE ENDS
STA 1658+42'NB'

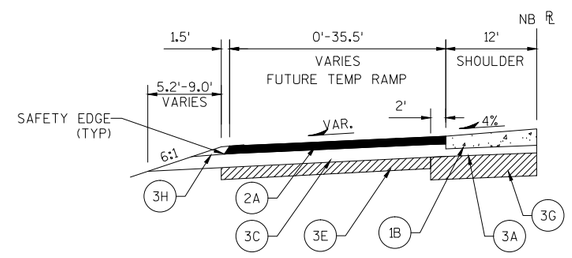
FUTURE TEMPORARY SB RAMP
STA 1647+83'NB' - STA 1660+35'NB'*
STA 1780+23'NB' - STA 1785+32'NB'



TEMPORARY EMERGENCY PULLOUT
STA 1542+40'NB' - STA 1556+04'NB'
STA 1700+20'NB' - STA 1714+50'NB'
STA 1883+40'SB' - STA 1897+50'NB'



STA 1933+81'NB' - STA 1934+30'NB'



FUTURE TEMPORARY SB RAMPS
STA 1779+34'NB' - STA 1780+23'NB'
STA 1785+32'NB' - STA 1794+52'NB'
STA 1829+50'NB' - STA 1844+89'NB'

TYPICAL FINISHED SECTION

I-39/90 NB MEDIAN SHOULDER

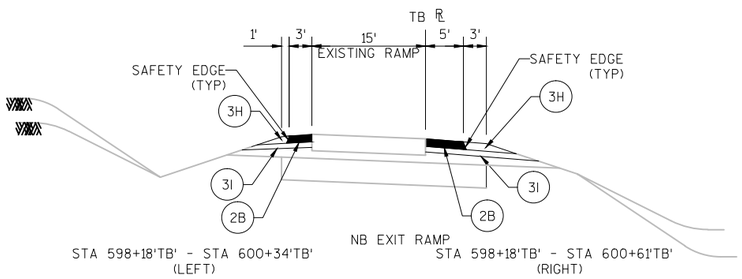
TYPICAL FINISHED SECTION

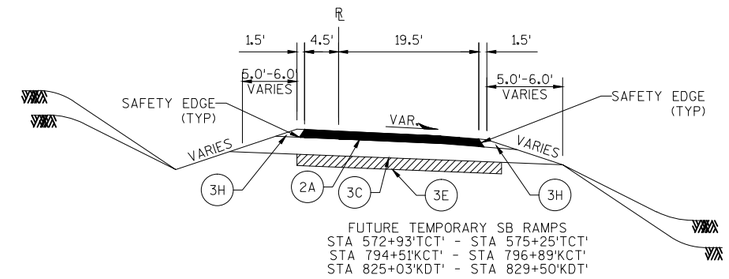
I-39/90 FUTURE TEMPORARY SB RAMPS

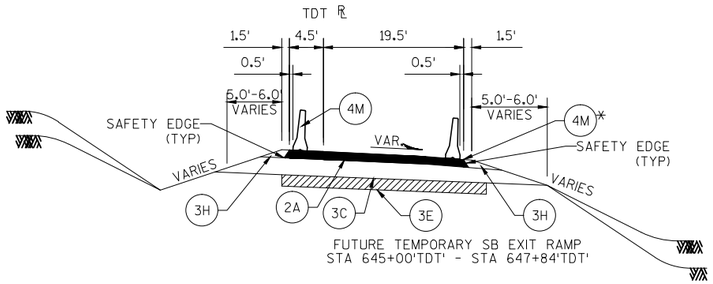
LEGEND

- 1A CONCRETE PAVEMENT 12-INCH - DOWELED AND TINED
- 1B TRAPEZOIDAL SHOULDER (PAID FOR AS CONCRETE PAVEMENT 12-INCH)
- 1C CONCRETE PAVEMENT 10-INCH - DOWELED AND TINED
- 2A 4-INCH HMA PAVEMENT 4 MT 58-28 H
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- 2C 7 1/2-INCH NEW CONSTRUCTION
  2 1/2-INCH TOP LAYER HMA PAVEMENT 4 HT 58-28 H
  5-INCH BOTTOM LAYER HMA PAVEMENT 2 HT 58-28 S
- 3A 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3B 8-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3C 10-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3D 20-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3E 6-INCH BASE AGGREGATE DENSE 3-INCH
- 3F 3-INCH BASE AGGREGATE DENSE 3/4-INCH
- 3G 16-INCH SELECT CRUSHED MATERIAL
- 3H BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT
- 3I 3-INCH BASE AGGREGATE DENSE 1-1/4-INCH
- 4B CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- 4C CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- 4F CONCRETE BARRIER TYPE S36
- 4M CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- 5A CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)
- 6A SLOPE PAVING CRUSHED AGGREGATE
- 6B SLOPE PAVING CONCRETE
- 7A MGS BEAMGUARD 3
- RS ROUT AND SEAL

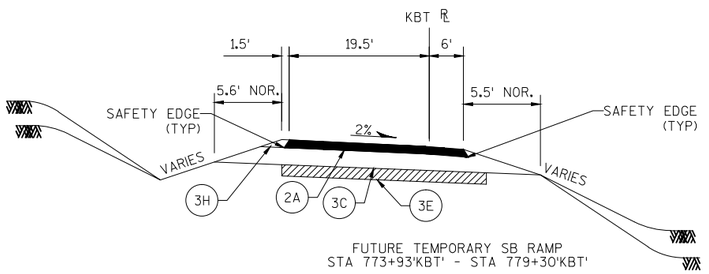
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTIONS	SHEET 14	E

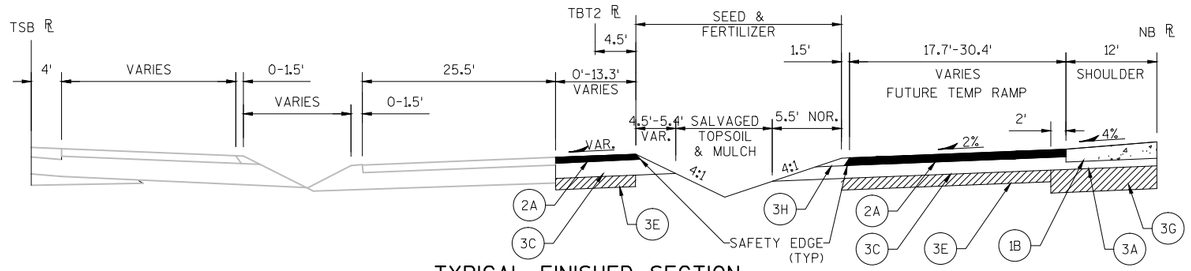






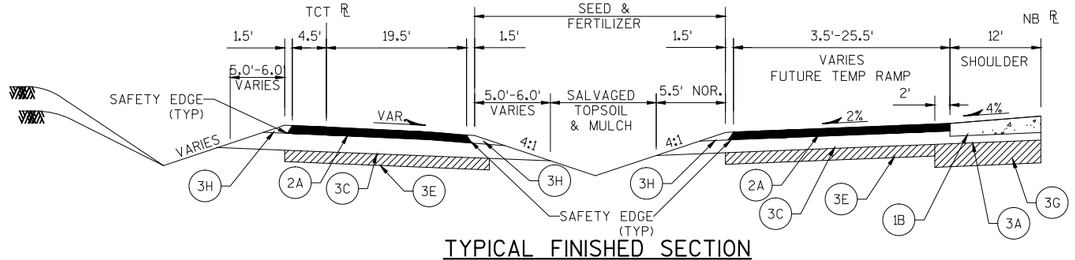
*EXTENDS TO STA 643+19'TDT'





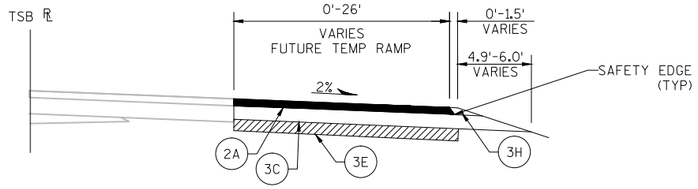
TYPICAL FINISHED SECTION

I-39/90 RAMP CROSSOVER
STA 1567+94'TBT2' - STA 1570+49'TBT2'



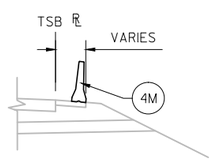
TYPICAL FINISHED SECTION

I-39/90 FUTURE SB RAMP
STA 1572+93'NB' - STA 1574+50'NB'

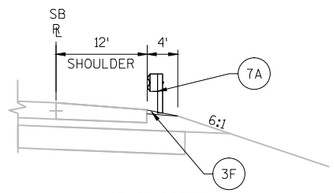


TYPICAL FINISHED SECTION

FUTURE TEMPORARY SB RAMPS
STA 1574+66'TSB' - STA 1576+26'TSB'
STA 1796+87'SB' - STA 1798+92'SB'
STA 1823+30'SB' - STA 1824+88'SB'



SB CONCRETE BARRIER
STA 1611+69'TSB' - STA 1615+65'TSB'
STA 1654+59'TSB' - STA 1658+46'TSB'



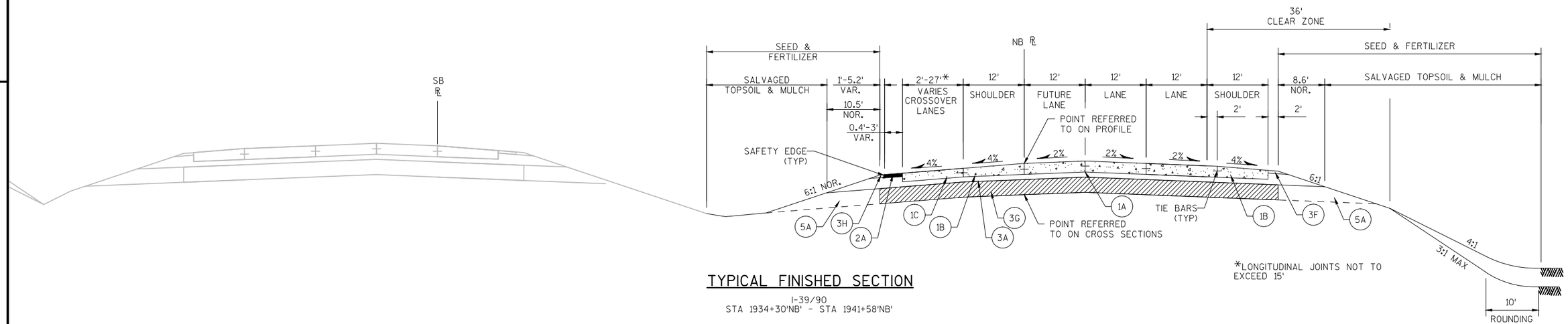
SB GUARDRAIL
STA 1785+02'SB' - STA 1787+17'SB'
STA 1931+61'SB' - STA 1934+14'SB'

TYPICAL FINISHED SECTION

I-39/90 SB MEDIAN SHOULDER

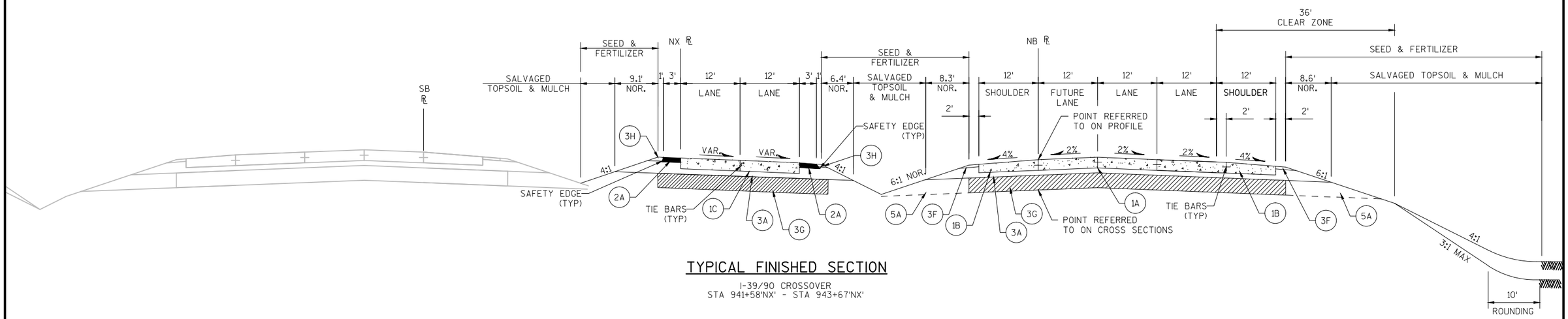
LEGEND

- 1A CONCRETE PAVEMENT 12-INCH - DOWELED AND TINED
- 1B TRAPEZOIDAL SHOULDER (PAID FOR AS CONCRETE PAVEMENT 12-INCH)
- 1C CONCRETE PAVEMENT 10-INCH - DOWELED AND TINED
- 2A 4-INCH HMA PAVEMENT 4 MT 58-28 H
- 2B 3 1/2-INCH HMA PAVEMENT 4 LT 58-28 S
- 2C 7 1/2-INCH NEW CONSTRUCTION 2 1/2-INCH TOP LAYER HMA PAVEMENT 4 HT 58-28 H 5-INCH BOTTOM LAYER HMA PAVEMENT 2 HT 58-28 S
- 3A 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3B 8-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3C 10-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3D 20-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3E 6-INCH BASE AGGREGATE DENSE 3-INCH
- 3F 3-INCH BASE AGGREGATE DENSE 3/4-INCH
- 3G 16-INCH SELECT CRUSHED MATERIAL
- 3H BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT
- 3I 3-INCH BASE AGGREGATE DENSE 1-1/4-INCH
- 4B CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- 4C CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- 4F CONCRETE BARRIER TYPE S36
- 4M CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- 5A CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)
- 6A SLOPE PAVING CRUSHED AGGREGATE
- 6B SLOPE PAVING CONCRETE
- 7A MGS BEAMGUARD 3
- RS ROUT AND SEAL



TYPICAL FINISHED SECTION

I-39/90
STA 1934+30'NB' - STA 1941+58'NB'



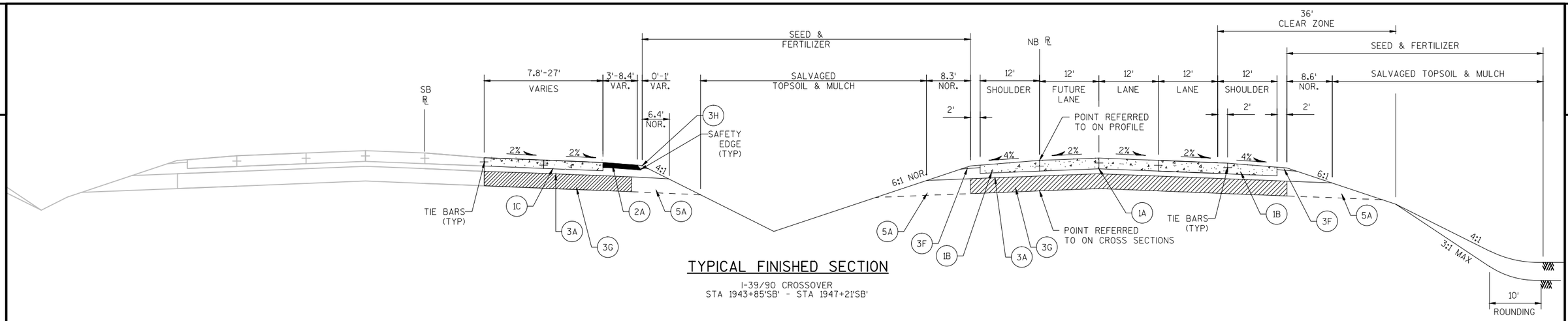
TYPICAL FINISHED SECTION

I-39/90 CROSSOVER
STA 941+58'NX' - STA 943+67'NX'

LEGEND

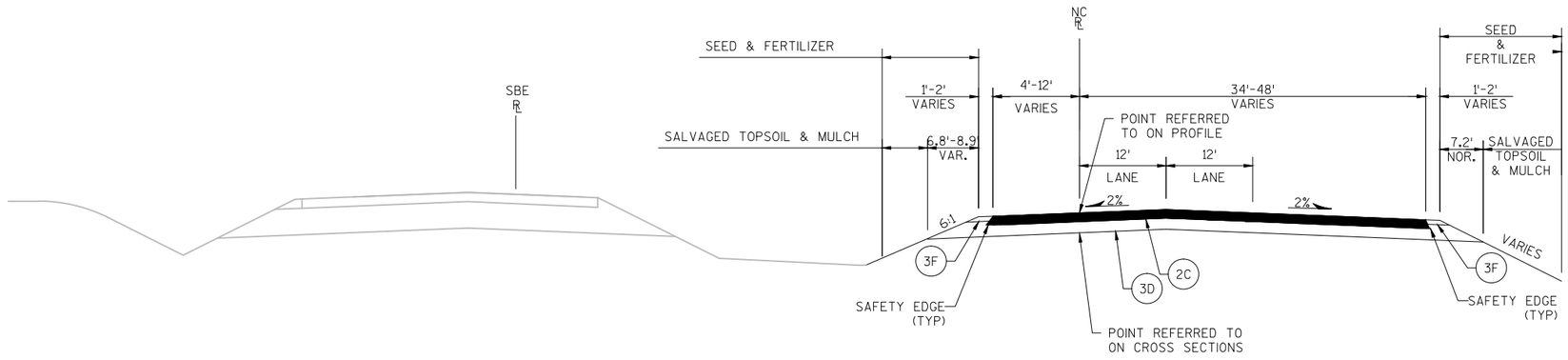
- 1A CONCRETE PAVEMENT 12-INCH - DOWELED AND TINED
- 1B TRAPEZOIDAL SHOULDER (PAID FOR AS CONCRETE PAVEMENT 12-INCH)
- 1C CONCRETE PAVEMENT 10-INCH - DOWELED AND TINED
- 2A 4-INCH HMA PAVEMENT 4 MT 58-28 H
- 2B 3 1/2-INCH HMA PAVEMENT 4 LT 58-28 S
- 2C 7 1/2-INCH NEW CONSTRUCTION: 2 1/2-INCH TOP LAYER HMA PAVEMENT 4 HT 58-28 H; 5-INCH BOTTOM LAYER HMA PAVEMENT 2 HT 58-28 S
- 3A 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3B 8-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3C 10-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3D 20-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3E 6-INCH BASE AGGREGATE DENSE 3-INCH
- 3F 3-INCH BASE AGGREGATE DENSE 3/4-INCH
- 3G 16-INCH SELECT CRUSHED MATERIAL
- 3H BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT
- 3I 3-INCH BASE AGGREGATE DENSE 1-1/4-INCH
- 4B CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- 4C CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- 4F CONCRETE BARRIER TYPE S36
- 4M CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- 5A CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)
- 6A SLOPE PAVING CRUSHED AGGREGATE
- 6B SLOPE PAVING CONCRETE
- 7A MGS BEAMGUARD 3
- RS ROUT AND SEAL

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTIONS	SHEET 16	E



TYPICAL FINISHED SECTION

I-39/90 CROSSOVER
STA 1943+85'SB' - STA 1947+21'SB'



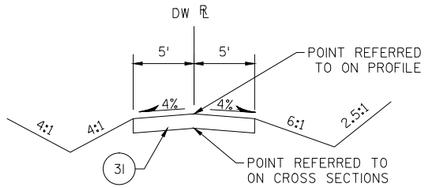
TYPICAL FINISHED SECTION

I-39/90 NORTH INTERIM CONNECTION
STA 1948+00'NC' - STA 1952+20'NC'

LEGEND

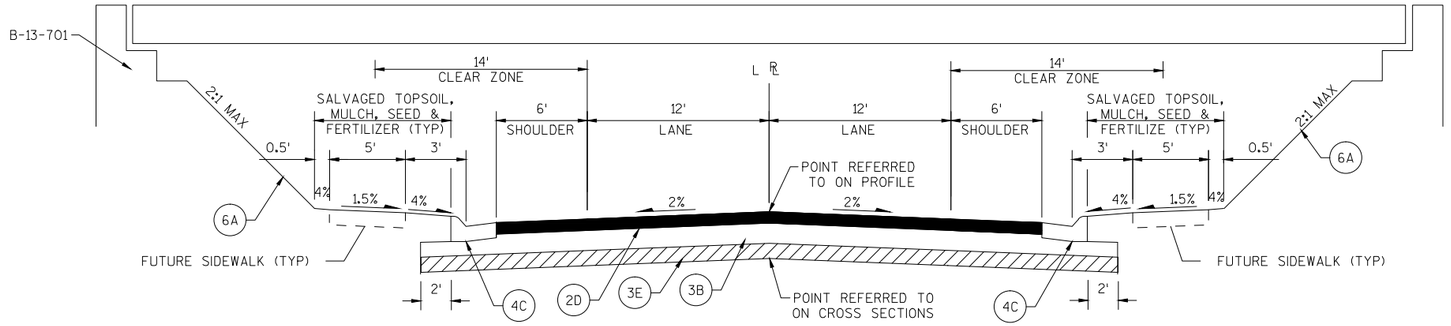
- (1A) CONCRETE PAVEMENT 12-INCH - DOWELED AND TINED
- (1B) TRAPEZOIDAL SHOULDER (PAID FOR AS CONCRETE PAVEMENT 12-INCH)
- (1C) CONCRETE PAVEMENT 10-INCH - DOWELED AND TINED
- (2A) 4-INCH HMA PAVEMENT 4 MT 58-28 H
- (2B) 3 1/2-INCH HMA PAVEMENT 4 LT 58-28 S
- (2C) 7 1/2-INCH NEW CONSTRUCTION: 2 1/2-INCH TOP LAYER HMA PAVEMENT 4 HT 58-28 H; 5-INCH BOTTOM LAYER HMA PAVEMENT 2 HT 58-28 S
- (3A) 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3B) 8-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3C) 10-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3D) 20-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3E) 6-INCH BASE AGGREGATE DENSE 3-INCH
- (3F) 3-INCH BASE AGGREGATE DENSE 3/4-INCH
- (3G) 16-INCH SELECT CRUSHED MATERIAL
- (3H) BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT
- (3I) 3-INCH BASE AGGREGATE DENSE 1-1/4-INCH
- (4B) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- (4C) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- (4F) CONCRETE BARRIER TYPE S36
- (4M) CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- (5A) CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)
- (6A) SLOPE PAVING CRUSHED AGGREGATE
- (6B) SLOPE PAVING CONCRETE
- (7A) MGS BEAMGUARD 3
- (RS) ROUT AND SEAL

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTIONS	SHEET 17	E



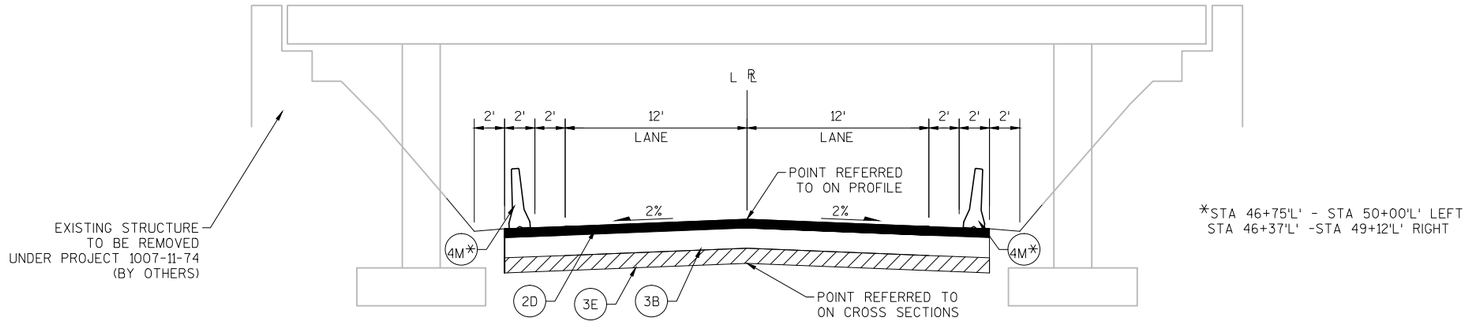
TYPICAL FINISHED SECTION

LAKE DRIVE ROAD DRIVEWAY
STA 10+17'DW' - STA 16+64'DW'



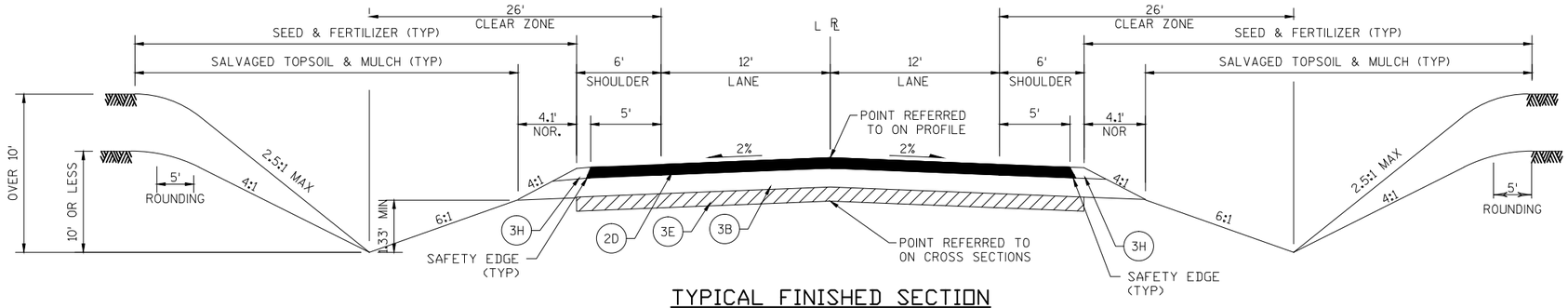
TYPICAL FINISHED SECTION

LAKE DRIVE ROAD
STA 49+00'L' - STA 50+93'L' (LEFT)
STA 49+00'L' - STA 51+15'L (RIGHT)



TYPICAL FINISHED SECTION

LAKE DRIVE ROAD
STA 47+02'L' - 49+00'L' (LEFT)
STA 47+73'L' - STA 49+00'L' (RIGHT)



TYPICAL FINISHED SECTION

DITCH GRADING
STA 41+37'L' - STA 47+02'L'
STA 51+15'L' - STA 57+00'L'

LAKE DRIVE ROAD
STA 43+00'L' - STA 47+02'L'
STA 50+93'L' - STA 57+00'L' (LEFT)
STA 43+00'L - STA 47+73'L'
STA 51+15'L' - STA 57+00'L' (RIGHT)

DITCH GRADING
STA 41+94'L' - STA 47+02'L'
STA 51+15'L' - STA 57+00'L'

LEGEND

- (2D) 3 1/2-INCH NEW CONSTRUCTION
  1 3/4-INCH TOP LAYER HMA PAVEMENT 4 LT 58-28 S
  1 3/4-INCH BOTTOM LAYER HMA PAVEMENT 4 LT 58-28 S
- (3B) 8-INCH BASE AGGREGATE DENSE
  1 1/4-INCH
- (3E) 6-INCH BASE AGGREGATE DENSE 3-INCH
- (3H) BASE AGGREGATE DENSE 3/4-INCH
  THICKNESS TO MATCH ADJACENT PAVEMENT
- (3I) 6-INCH BASE AGGREGATE DENSE 3/4-INCH
- (4C) CONCRETE CURB AND GUTTER
  4-INCH SLOPED 36-INCH TYPE D
- (4M) CONCRETE BARRIER TEMPORARY
  PRECAST LEFT IN PLACE
- (6A) SLOPE PAVING
  CRUSHED AGGREGATE

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTIONS	SHEET 18	E

LEGEND

(2D) 3 1/2-INCH NEW CONSTRUCTION
1 3/4-INCH TOP LAYER HMA PAVEMENT 4 LT 58-28 S
1 3/4-INCH BOTTOM LAYER HMA PAVEMENT 4 LT 58-28 S

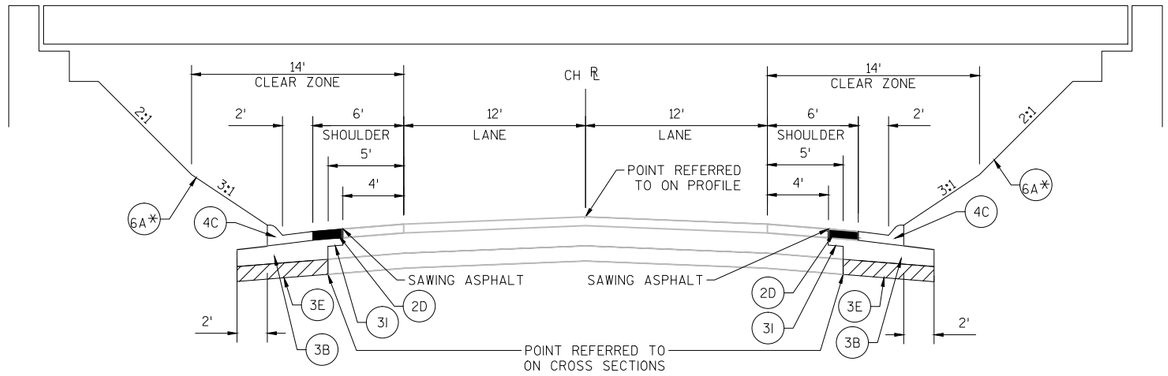
(3B) 8-INCH BASE AGGREGATE DENSE
1 1/4-INCH

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

(3I) 3-INCH BASE AGGREGATE DENSE
1 1/4-INCH

(4C) CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE D

(6A) SLOPE PAVING
CRUSHED AGGREGATE



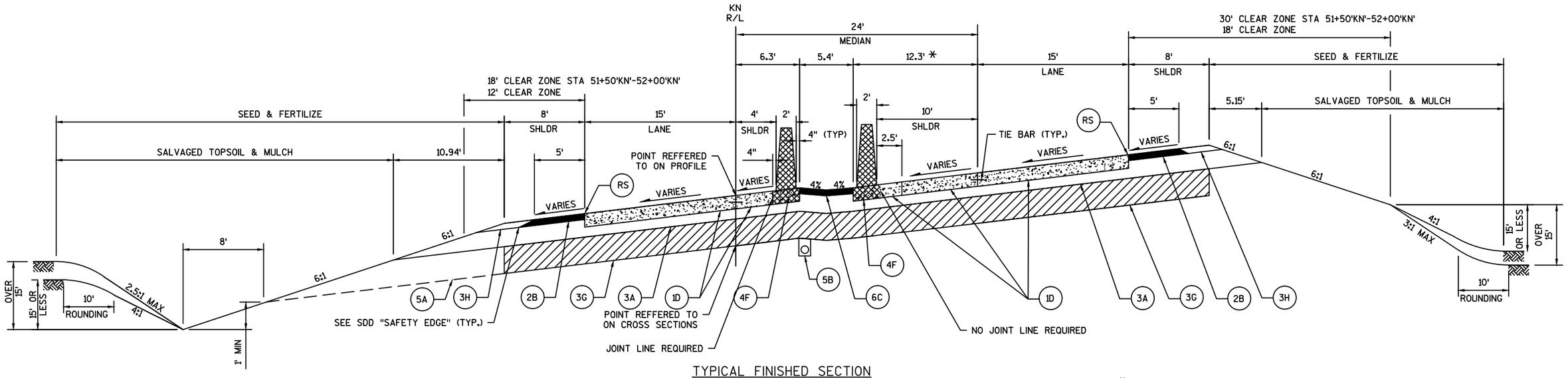
TYPICAL FINISHED SECTION

EAST CHURCH ROAD
UNDER STRUCTURES

STA 47+97'CH' - STA 50+56'CH'
(LEFT)

STA 48+22'CH' - STA 50+79'CH'
(RIGHT

*SEE SLOPE PAVING CONSTRUCTION DETAIL FOR LIMITS UNDER SB B-13-710 STRUCTURE
SEE B-13-711 STRUCTURE PLAN FOR SLOPE PAVING UNDER NB STRUCTURE



TYPICAL FINISHED SECTION

USH 51 - KN
STA. 37+24'KN' TO STA. 49+10'KN' LT SUPERELEVATED
STA. 37+24'KN' TO STA. 49+20'KN' RT SUPERELEVATED
STA. 51+50'KN' TO STA. 52+00'KN' - NORMAL CROWN

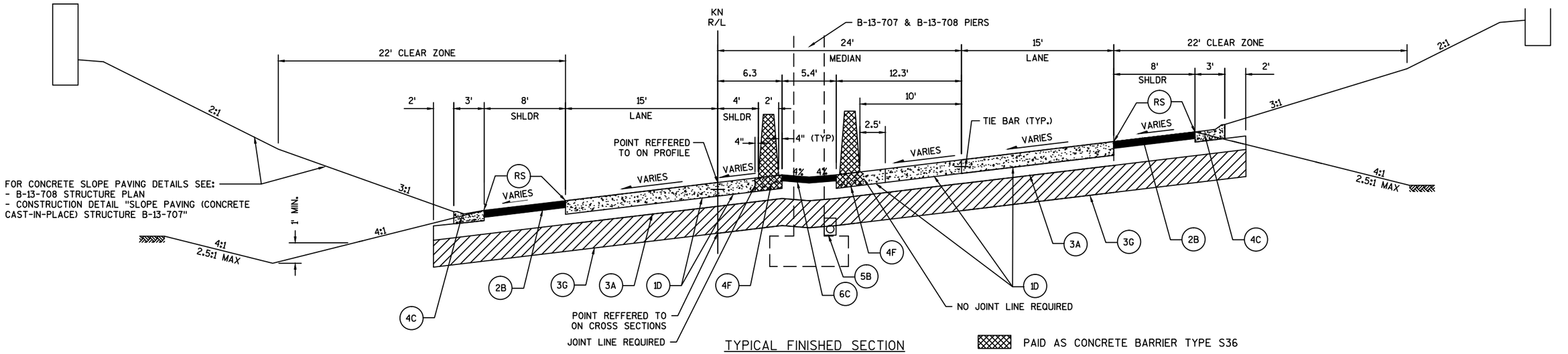
* STA 51+50'KN' - 52+00'KN' CONCRETE PAVEMENT SHOULDER WIDTH VARIES 9' - 10'

PAID AS CONCRETE BARRIER TYPE S36

LEGEND

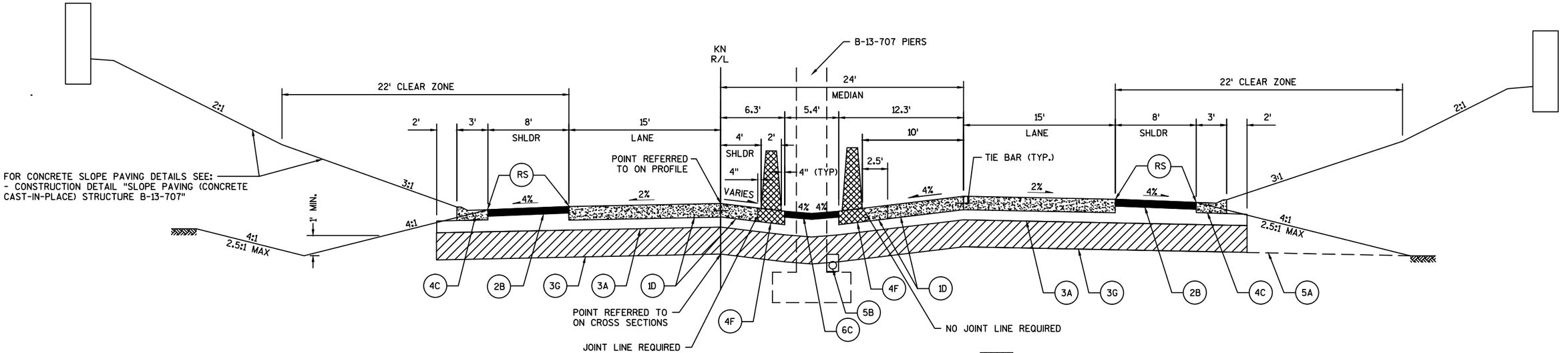
- 1D — 8-INCH CONCRETE PAVEMENT - DOWELED AND TINED
- 2B — 3 1/2-INCH NEW CONSTRUCTION
  3 1/2-INCH SINGLE LAYER HMA PAVEMENT 4 LT 58-28S
- 3A — 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- 3H — BASE AGGREGATE DENSE 3/4-INCH
  THICKNESS TO MATCH ADJACENT PAVEMENT
- 3G — 16-INCH SELECT CRUSHED MATERIAL
- 4F — CONCRETE BARRIER TYPE S36
- 5A — CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250'
  (SEE CONSTRUCTION DETAIL)
- 5B — PIPE UNDERDRAIN 6-INCH
  SEE PIPE UNDERDRAIN DETAIL
- 6C — EMULSIFIED ASPHALT MEDIAN TREATMENT
- RS — ROUT AND SEAL

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 20	E



TYPICAL FINISHED SECTION

USH 51 - KN SUPERELEVATED
STA. 49+10'KN' TO STA. 50+25'KN' LT
STA. 49+20'KN' TO STA. 51+14'KN' RT



TYPICAL FINISHED SECTION

USH 51 - KN NORMAL SECTION
STA. 51+14'KN' TO STA. 51+50'KN' RT
STA. 50+25'KN' TO STA. 51+50'KN' LT

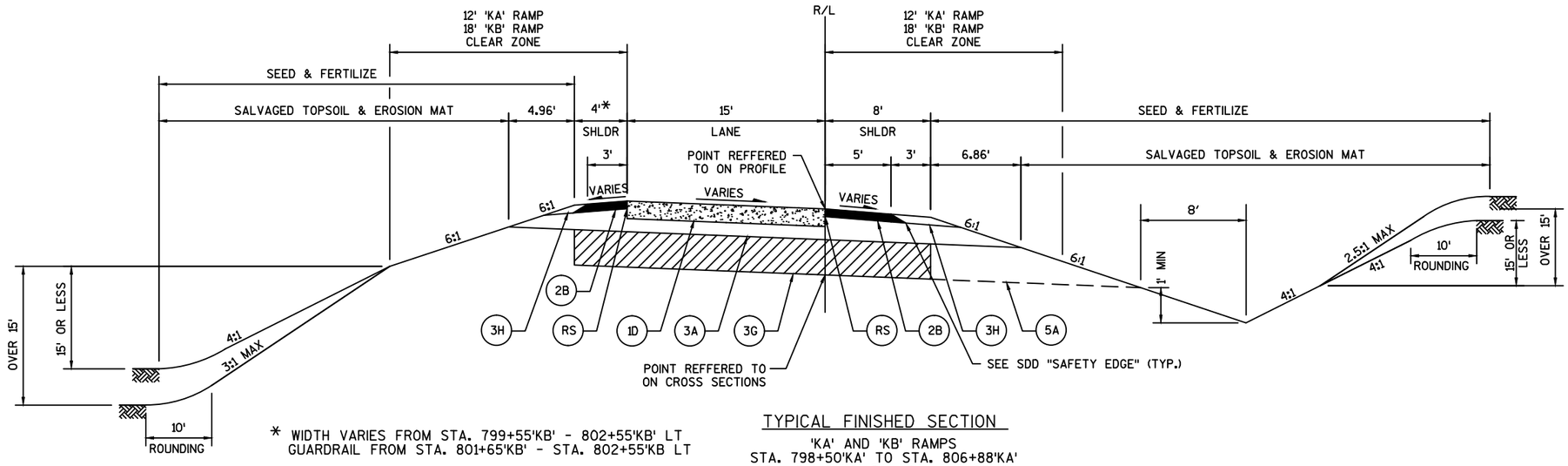
LEGEND

- (1D) 8-INCH CONCRETE PAVEMENT - DOWELED AND TINED
- (2B) 3 1/2-INCH NEW CONSTRUCTION
  3 1/2-INCH SINGLE LAYER HMA PAVEMENT 4 LT 58-28S
- (3A) 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3H) BASE AGGREGATE DENSE 3/4-INCH
  THICKNESS TO MATCH ADJACENT PAVEMENT
- (3G) 16-INCH SELECT CRUSHED MATERIAL
- (4C) CONCRETE CURB AND GUTTER 4 INCH SLOPED 36-INCH TYPE D
- (4F) CONCRETE BARRIER TYPE S36
- (5A) CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)
- (5B) PIPE UNDERDRAIN 6-INCH
  SEE PIPE UNDERDRAIN DETAIL
- (6C) EMULSIFIED ASPHALT MEDIAN TREATMENT
- (RS) ROUT AND SEAL

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 21	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\020301_TS_USH 51 - 0775.DWG PLOT DATE : 4/4/2016 11:17 AM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME : _____ PLOT SCALE : **********

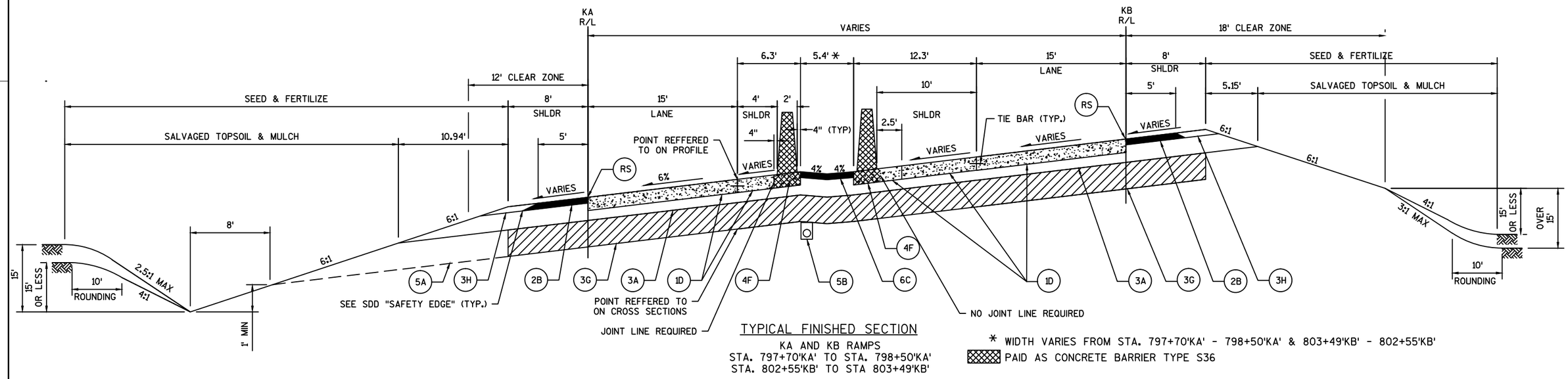
WISDOT/CADDS SHEET 42



* WIDTH VARIES FROM STA. 799+55'KB' - 802+55'KB' LT
GUARDRAIL FROM STA. 801+65'KB' - STA. 802+55'KB LT

TYPICAL FINISHED SECTION

'KA' AND 'KB' RAMPS
STA. 798+50'KA' TO STA. 806+88'KA'
STA. 791+51'KB' TO STA. 802+55'KB'



TYPICAL FINISHED SECTION

KA AND KB RAMPS
STA. 797+70'KA' TO STA. 798+50'KA'
STA. 802+55'KB' TO STA 803+49'KB'

* WIDTH VARIES FROM STA. 797+70'KA' - 798+50'KA' & 803+49'KB' - 802+55'KB'
PAID AS CONCRETE BARRIER TYPE S36

LEGEND

- (1D) 8-INCH CONCRETE PAVEMENT - DOWELED AND TINED
- (2B) 3 1/2-INCH NEW CONSTRUCTION
  3 1/2-INCH SINGLE LAYER HMA PAVEMENT 4 LT 58-28S
- (3A) 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3H) BASE AGGREGATE DENSE 3/4-INCH
  THICKNESS TO MATCH ADJACENT PAVEMENT
- (3G) 16-INCH SELECT CRUSHED MATERIAL
- (4F) CONCRETE BARRIER TYPE S36
- (5A) CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250'
  (SEE CONSTRUCTION DETAIL)
- (5B) PIPE UNDERDRAIN 6-INCH
  SEE PIPE UNDERDRAIN DETAIL
- (6C) EMULSIFIED ASPHALT MEDIAN TREATMENT
- (RS) ROUT AND SEAL

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 22	E

2

STATION	DESCRIPTION	LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
1498+00.00 'NB'	BEGIN ALIGNMENT	-4.00%	-2.00%	-2.00%	-4.00%
1498+39.50 'NB'	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
1499+65.50 'NB'	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
1500+85.50 'NB'	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
1500+91.50 'NB'	BEGIN FULL SUPER	-4.00%	-2.10%	2.10%	2.10%
1526+80.00 'NB'	END NORMAL SHLOULDER LT	-4.00%	-2.10%	2.10%	2.10%
1527+40.36 'NB'	BEGIN BRIDGE SHOULDER LT	-2.10%	-2.10%	2.10%	2.10%
1529+39.58 'NB'	END BRIDGE SHOULDER LT	-2.10%	-2.10%	2.10%	2.10%
1530+00.00 'NB'	BEGIN NORMAL SHOULDER LT	-4.00%	-2.10%	2.10%	2.10%
1543+04.41 'NB'	END FULL SUPER	-4.00%	-2.10%	2.10%	2.10%
1543+10.41 'NB'	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
1544+30.41 'NB'	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
1545+50.41 'NB'	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
1594+82.78 'NB'	BEGIN GORE	-4.00%	-2.00%	-2.00%	-4.00%
1598+18.04 'NB'	END GORE	-4.00%	-2.00%	-2.00%	-1.40%
1599+00.00 'NB'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
1628+00.00 'NB'	END NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
1629+02.16 'NB'	BEGIN GORE	-4.00%	-2.00%	-2.00%	-1.60%
1633+05.26 'NB'	END GORE	-4.00%	-2.00%	-2.00%	-4.00%
1679+00.00 'NB'	END NORMAL SHLOULDER	-4.00%	-2.00%	-2.00%	-4.00%
1679+68.75 'NB'	BEGIN BRIDGE SHOULDER	-2.00%	-2.00%	-2.00%	-2.00%
1680+61.25 'NB'	END BRIDGE SHOULDER	-2.00%	-2.00%	-2.00%	-2.00%
1681+25.00 'NB'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
1747+89.49 'NB'	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
1749+09.49 'NB'	LEVEL CROWN	0.00%	0.00%	-2.00%	-4.00%
1750+29.49 'NB'	REVERSE CROWN	2.00%	2.00%	-2.00%	-4.00%
1751+07.49 'NB'	BEGIN FULL SUPER	3.30%	3.30%	-3.30%	-4.00%
1780+80.44 'NB'	END FULL SUPER	3.30%	3.30%	-3.30%	-4.00%
1781+58.44 'NB'	REVERSE CROWN	2.00%	2.00%	-2.00%	-4.00%
1782+78.44 'NB'	LEVEL CROWN	0.00%	0.00%	-2.00%	-4.00%
1783+98.44 'NB'	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
1788+19.97 'NB'	BEGIN GORE	-4.00%	-2.00%	-2.00%	-4.00%
1791+51.44 'NB'	END GORE	-4.00%	-2.00%	-2.00%	-3.20%
1791+75.44 'NB'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
1806+60.05 'NB'	END NORMAL SHLOULDER	-4.00%	-2.00%	-2.00%	-4.00%
1806+87.05 'NB'	BEGIN GORE	-4.00%	-2.00%	-2.00%	-3.10%
1809+23.82 'NB'	END NORMAL SHLOULDER	-4.00%	-2.00%	-2.00%	-4.00%
1809+83.82 'NB'	BEGIN BRIDGE SHOULDER	-2.00%	-2.00%	-2.00%	-2.00%
1811+77.97 'NB'	END BRIDGE SHOULDER	-2.00%	-2.00%	-2.00%	-2.00%
1812+37.97 'NB'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
1821+89.98 'NB'	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
1823+09.98 'NB'	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
1824+29.98 'NB'	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
1824+65.98 'NB'	BEGIN FULL SUPER	-4.00%	-2.60%	2.60%	2.60%
1856+95.23 'NB'	BEGIN FULL SUPER	-4.00%	-2.60%	2.60%	2.60%
1857+31.23 'NB'	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
1858+51.23 'NB'	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
1859+71.23 'NB'	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
1929+00.00 'NB'	END NORMAL SHLOULDER RT	-4.00%	-2.00%	-2.00%	-4.00%
1929+14.05 'NB'	END NORMAL SHLOULDER LT	-4.00%	-2.00%	-2.00%	-3.60%
1929+60.34 'NB'	BEGIN BRIDGE SHOULDER RT	-2.60%	-2.00%	-2.00%	-2.00%
1929+74.05 'NB'	BEGIN BRIDGE SHOULDER LT	-2.00%	-2.00%	-2.00%	-2.00%
1931+14.84 'NB'	END BRIDGE SHOULDER RT	-2.00%	-2.00%	-2.00%	-2.00%
1931+28.49 'NB'	END BRIDGE SHOULDER LT	-2.00%	-2.00%	-2.00%	-3.00%
1931+74.84 'NB'	BEGIN NORMAL SHOULDER RT	-3.10%	-2.00%	-2.00%	-4.00%
1931+88.49 'NB'	BEGIN NORMAL SHOULDER LT	-4.00%	-2.00%	-2.00%	-4.00%
1948+00.00 'NB'	END ALIGNMENT	-4.00%	-2.00%	-2.00%	-4.00%

STATION	DESCRIPTION	LEFT SHOULDER	LANES	RIGHT SHOULDER
940+67.89 'NX'	MATCH 'NB'	-4.00%	-4.00%	4.00%
941+18.89 'NX'	BEGIN 2%	-2.00%	-2.00%	-
941+57.71 'NX'	BEGIN RIGHT SHOULDER	-2.00%	-2.00%	9.78%
942+56.91 'NX'	BEGIN REVERSE CROWN	-2.00%	-2.00%	2.00%
943+87.60 'NX'	END REVERSE CROWN	-2.00%	-2.00%	2.00%
944+38.60 'NX'	LEVEL CROWN	0.00%	0.00%	0.00%
944+89.60 'NX'	BEGIN REVERSE CROWN	2.00%	2.00%	-2.00%
945+00.00 'NX'	END REVERSE CROWN	2.00%	2.00%	-2.00%
945+51.00 'NX'	MATCH EXISTING 'SB'	4.00%	4.00%	-4.00%

STATION	DESCRIPTION	RIGHT SHOULDER
595+55.75 'TB'	MATCH 'NB'	-4.00%
599+64.70 'TB'	END NORMAL SHOULDER	-4.00%
599+77.45 'TB'	BEGIN FULL SUPER	-4.50%
600+61.20 'TB'	END FULL SUPER	-4.50%

STATION	DESCRIPTION	LEFT SHOULDER	LANE
1595+82.88 'TBT1'	BEGIN TRANSITION	3.40%	3.40%
1597+20.00 'TBT1'	BEGIN NORMAL SHOULDER	2.00%	2.00%
1597+70.88 'TBT1'	MATCH GORE	1.40%	1.40%
1599+18.45 'TBT1'	LOW SHOULDER MATCH	4.00%	4.00%
1599+31.20 'TBT1'	BEGIN FULL SUPER	4.50%	4.50%
1599+87.33 'TBT1'	END ALIGNMENT	4.50%	4.50%

STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
570+37.35 'TCT'	MATCH 'NB'	-2.00%	2.00%	2.00%
571+50.00 'TCT'	END FULL SUPER	-2.00%	2.00%	2.00%
571+72.00 'TCT'	END TRANSITION	-1.00%	1.00%	1.00%
574+32.89 'TCT'	BEGIN TRANSITION	-1.00%	1.00%	1.00%
574+54.89 'TCT'	LEVEL CROWN	0.00%	0.00%	0.00%
574+98.89 'TCT'	BEGIN FULL SUPER	2.00%	-2.00%	-2.00%
575+24.53 'TCT'	MATCH EXISTING 'TSB'	2.00%	-2.00%	-2.00%

STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
645+00.00 'TDT'	MATCH EXISTING 'TSB'	2.00%	-2.00%	-2.00%
645+44.00 'TDT'	LEVEL CROWN	0.00%	0.00%	0.00%
645+88.00 'TDT'	REVERSE CROWN	-2.00%	2.00%	2.00%
649+88.14 'TDT'	MATCH 'NB'	-2.00%	2.00%	2.00%

STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
784+62.22'KB'	BEGIN ALIGNMENT	-	2.00%	-4.00%
791+50.74'KB'	SHOULDER LEFT 3.31%	3.31%	2.00%	-4.00%
791+87.35'KB'	SHOULDER LEFT 2.00%	2.00%	2.00%	-4.00%
793+54.53'KB'	END NORMAL CROWN	2.00%	2.00%	-4.00%
794+02.53'KB'	LOW SHOULDER MATCH	4.00%	4.00%	-4.00%
794+50.53'KB'	BEGIN FULL SUPER	6.00%	6.00%	-6.00%
799+37.42'KB'	END FULL SUPER	6.00%	6.00%	-6.00%
799+85.42'KB'	LOW SHOULDER MATCH	4.00%	4.00%	-4.00%
800+33.42'KB'	REVERSE CROWN	2.00%	2.00%	-4.00%
800+81.42'KB'	LEVEL CROWN	0.00%	0.00%	-4.00%
801+29.42'KB'	BEGIN NORMAL CROWN	-4.00%	-2.00%	-4.00%
801+29.42'KB'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-4.00%
801+51.64'KB'	END NORMAL SHOULDER RIGHT	-4.00%	-2.00%	-4.00%
801+92.97'KB'	LEVEL SHOULDER RIGHT	-4.00%	-2.00%	0.00%
802+34.30'KB'	REVERSE SHOULDER RIGHT	-4.00%	-2.00%	2.00%
802+75.64'KB'	LOW SHOULDER MATCH	-4.00%	-4.00%	4.00%
803+16.97'KB'	BEGIN FULL SUPER	-6.00%	-6.00%	6.00%
803+49.15'KB'	END ALIGNMENT	-6.00%	-6.00%	6.00%

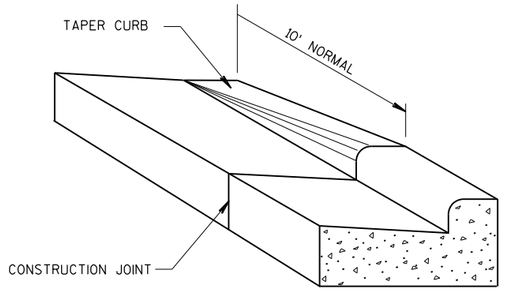
STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
773+93.81 'KBT'	MATCH EXISTING 'SB'	2.00%	2.00%	-2.00%
778+73.26 'KBT'	REVERSE CROWN	2.00%	2.00%	-2.00%
778+98.26 'KBT'	MATCH 'NB'	3.30%	3.30%	-3.30%

STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
792+93.33 'KCT'	MATCH 'NB'	-4.00%	4.00%	4.00%
794+72.00 'KCT'	BEGIN TRANSITION	-4.00%	4.00%	4.00%
795+62.00 'KCT'	LEVEL CROWN	0.00%	0.00%	0.00%
796+50.00 'KCT'	END TRANSITION	4.00%	-4.00%	-4.00%
796+88.97 'KCT'	MATCH EXISTING 'SB'	4.00%	-4.00%	-4.00%

STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
797+70.13'KA'	BEGIN ALIGNMENT	6.00%	6.00%	-6.00%
803+94.71'KA'	END FULL SUPER	6.00%	6.00%	-6.00%
804+36.04'KA'	LOW SHOULDER MATCH	4.00%	4.00%	-4.00%
804+77.38'KA'	NORMAL CROWN	2.00%	2.00%	-4.00%
806+60.93'KA'	SHOULDER LEFT 2.00%	2.00%	2.00%	-4.00%
806+87.80'KA'	SHOULDER LEFT 2.96%	2.96%	2.00%	-4.00%
809+25.12'KA'	SHOULDER RIGHT 4.00%	-	2.00%	-4.00%
809+85.12'KA'	SHOULDER RIGHT 2.00%	-	2.00%	-2.00%
811+36.04'KA'	END ALIGNMENT	-	2.00%	-2.00%

STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
825+03.13 'KDT'	MATCH EXISTING 'SB'	-2.00%	2.00%	2.00%
829+53.41 'KDT'	MATCH 'NB'	-2.00%	2.00%	2.00%

STATION	DESCRIPTION	OUTSIDE LEFT SHOULDER	LEFT LANE	INSIDE LEFT SHOULDER	INSIDE RIGHT SHOULDER	RIGHT LANE	OUTSIDE RIGHT SHOULDER
37+23.87'KN'	BEGIN ALIGNMENT	-6.00%	-6.00%	6.00%	6.00%	6.00%	6.00%
49+36.19'KN'	END FULL SUPER	-6.00%	-6.00%	6.00%	6.00%	6.00%	6.00%
49+80.52'KN'	LOW SHOULDER MATCH	-4.00%	-4.00%	4.00%	4.00%	4.00%	4.00%
50+24.86'KN'	REVERSE CROWN	-4.00%	-2.00%	2.00%	4.00%	2.00%	2.00%
50+69.19'KN'	LEVEL CROWN	-4.00%	-2.00%	0.00%	4.00%	0.00%	0.00%
51+13.52'KN'	BEGIN NORMAL CROWN	-4.00%	-2.00%	-4.00%	4.00%	-2.00%	-4.00%
51+13.52'KN'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-4.00%	4.00%	-2.00%	-4.00%

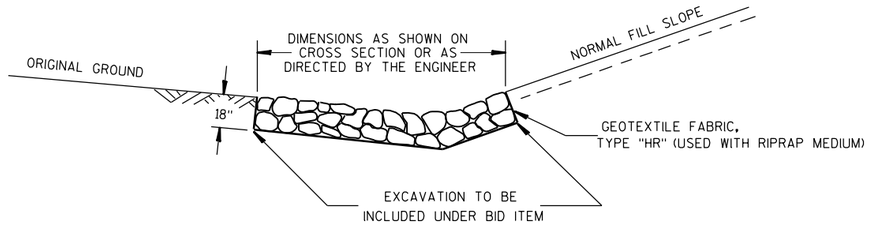


DETAIL OF CURB & GUTTER TERMINI

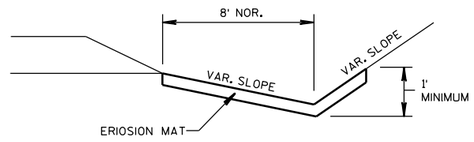
RUNOFF COEFFICIENT TABLE

	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 = 426.1 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 179.2 ACRES

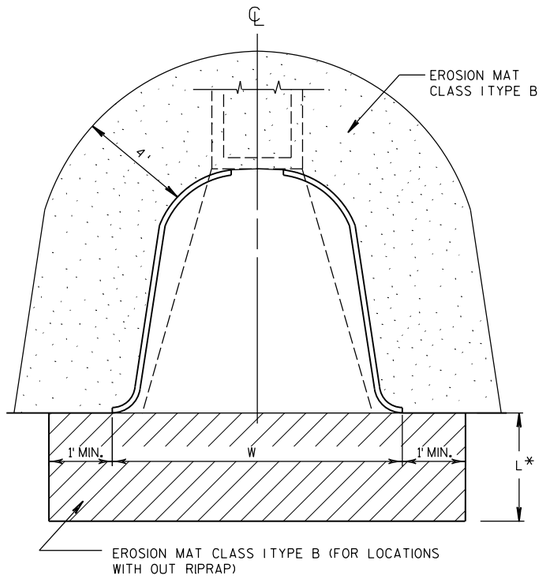


DETAIL FOR RIPRAP MEDIUM IN DITCHES



EROSION MAT DETAIL FOR DITCHES

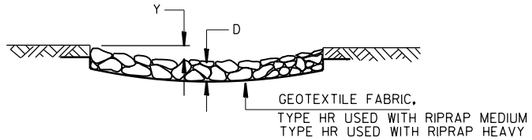
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 25	E



L = 2W (TYP)
INCREASE IF WARRANTED

* TO BE DETERMINED BY
ENGINEER IN THE FIELD

EROSION MAT DETAIL AT APRON ENDWALLS

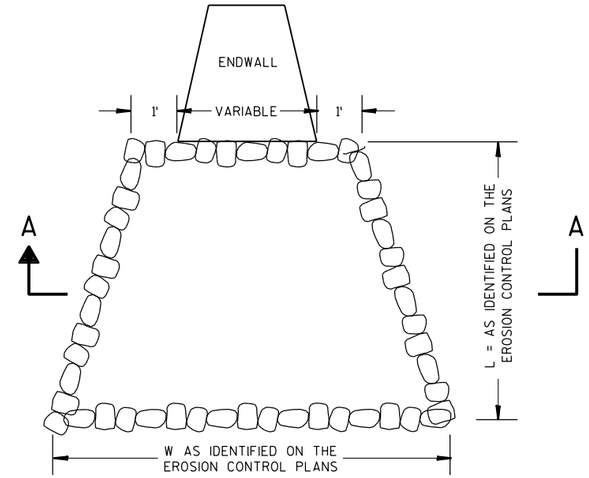


SECTION A-A

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

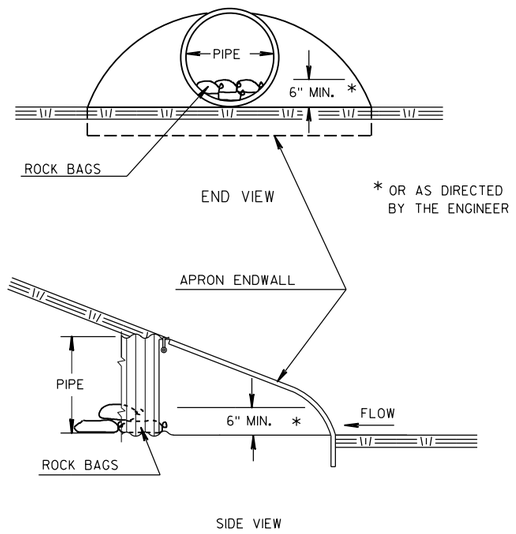
Y = 0' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH

12" FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE



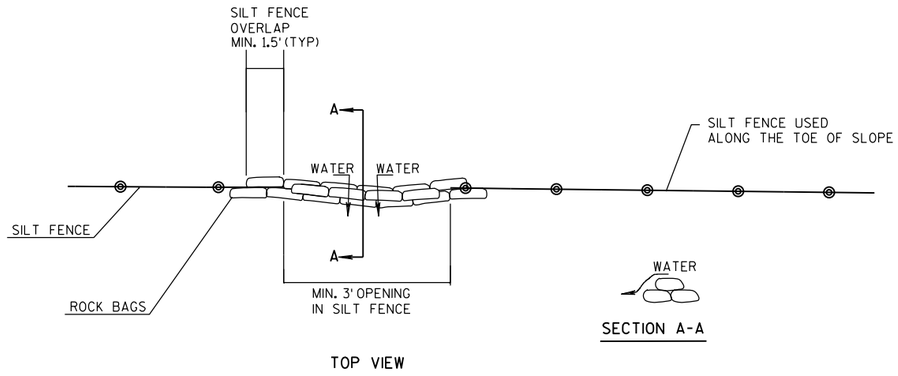
RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

(SEE EROSION CONTROL PLANS FOR LOCATIONS)



SIDE VIEW

CULVERT PIPE CHECKS DETAIL

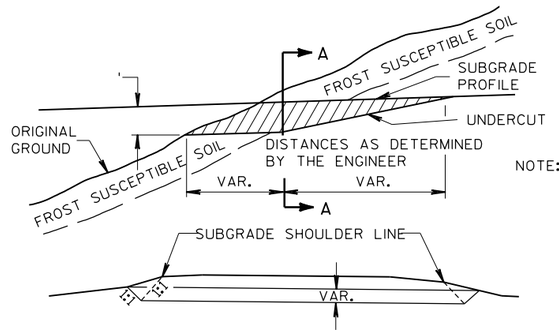


SECTION A-A

TOP VIEW

SILT FENCE RELIEF DETAIL

PAID AS ROCK BAGS



SECTION A-A

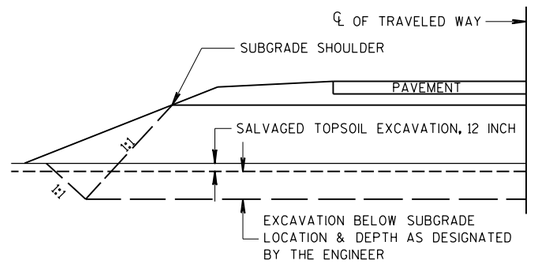
CROSS SECTION SHOWING UNDERCUT

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

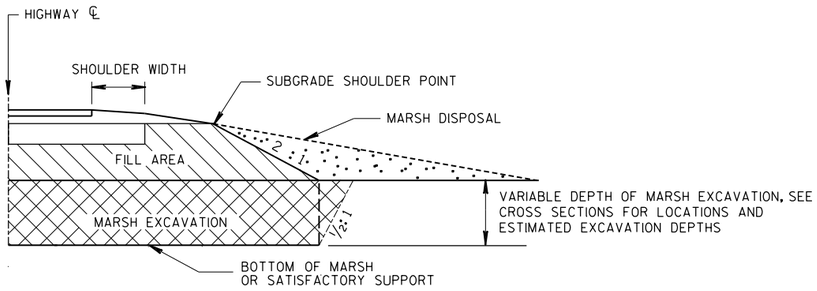
BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

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

DETAIL FOR EXCAVATION BELOW SUBGRADE AT CUTS



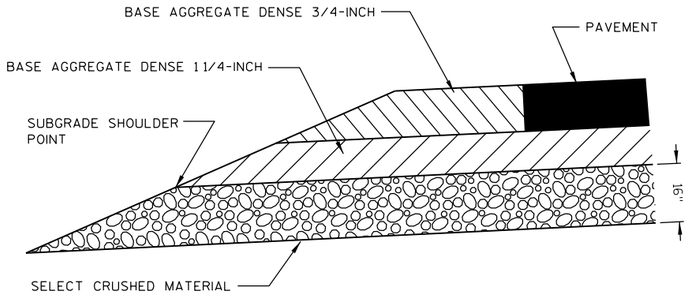
DETAIL FOR EXCAVATION BELOW SUBGRADE



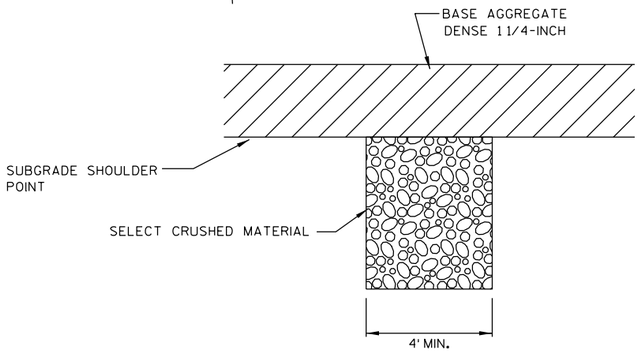
MARSH EXCAVATION DETAIL

NOTES:
MARSH EXCAVATION SHALL BE REPLACED WITH SELECT CRUSHED MATERIAL IN AREAS WHERE WATER IS ENCOUNTERED. WHERE WATER IS ENCOUNTERED, PLACE SELECT CRUSHED MATERIAL TO AN ELEVATION 1FT ABOVE THE WATER LINE. ALL OTHER AREAS SHALL BE REPLACED WITH SELECT BORROW.

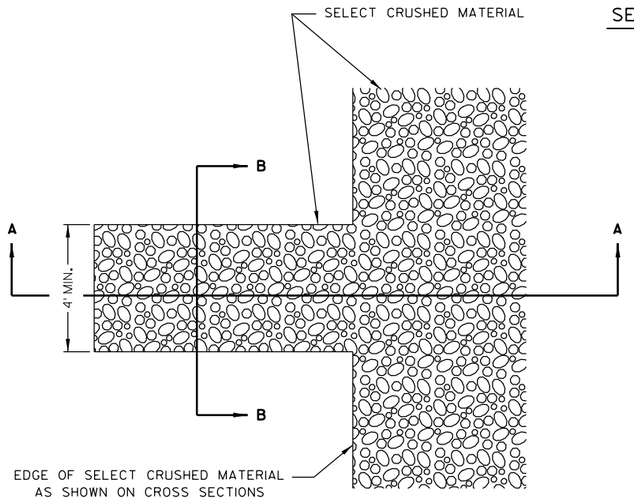
MARSH DISPOSAL SHALL NOT BE PLACED IN THE MEDIAN.



SECTION A-A



SECTION B-B

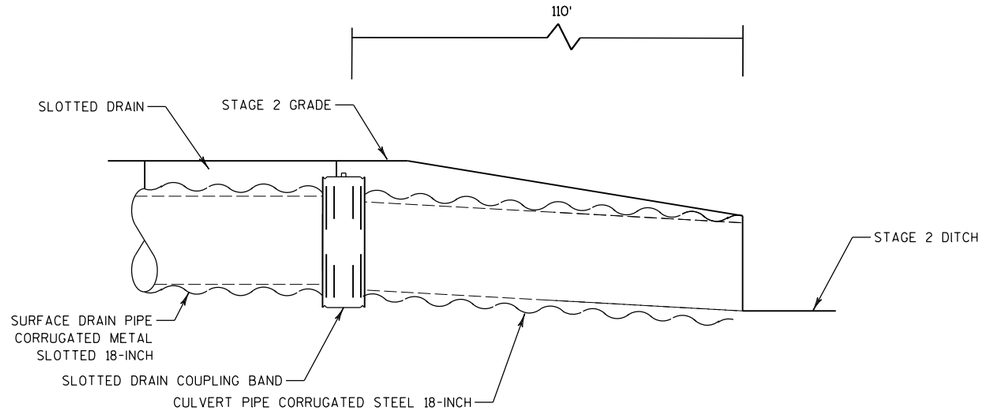


DETAIL FOR RELIEF TRENCH

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

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

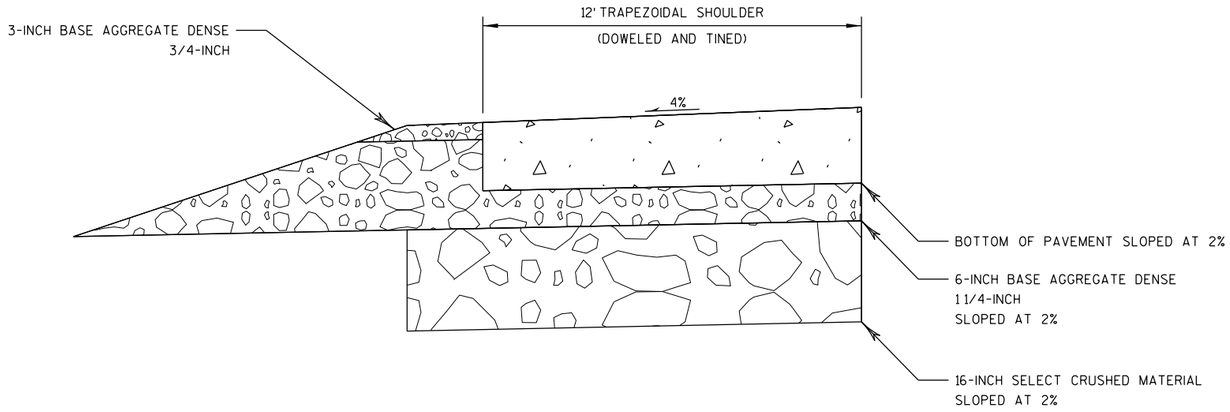
EXCAVATION REQUIRED TO CONSTRUCT RELIEF TRENCH
INCLUDED TO THE ITEM SELECT CRUSHED MATERIAL



PROFILE VIEW

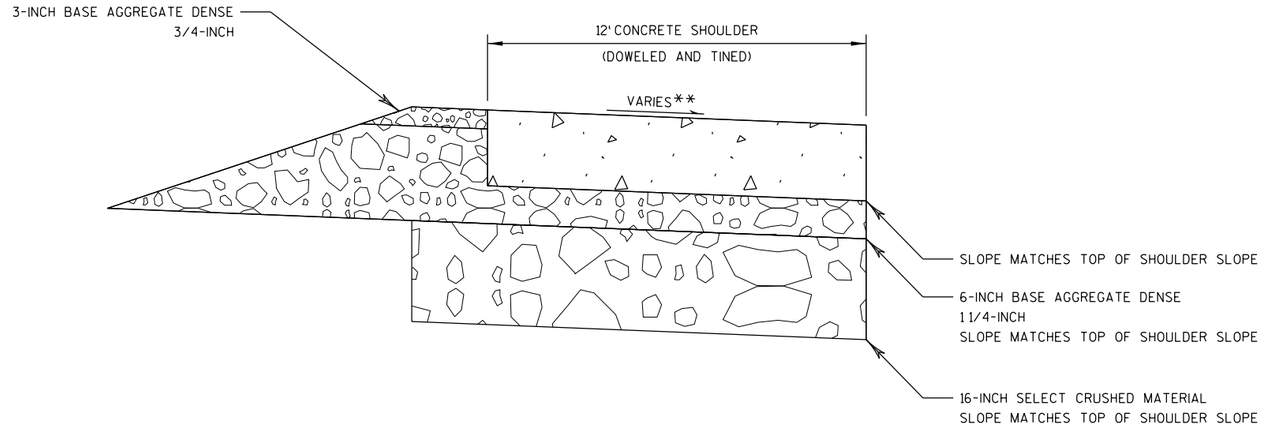
SLOTTED CORRUGATED METAL PIPE SURFACE DRAINS CONNECTION DETAIL

I-39/90
STAGE 2



NORMAL SHOULDER

*TRAPEZOIDAL SHOULDER IS PAID AS 12-INCH CONCRETE PAVEMENT

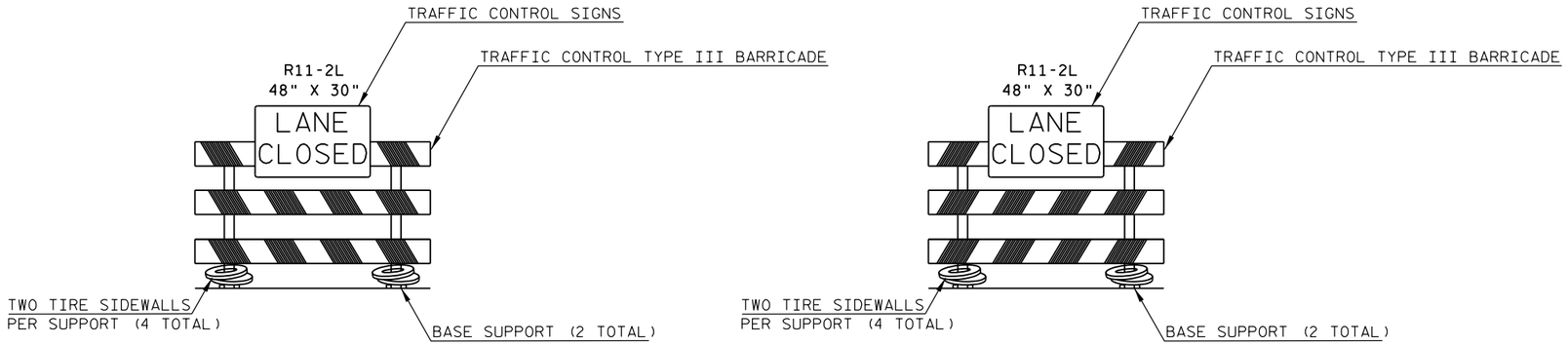


SUPERELEVATED SHOULDER

** SLOPE VARIES SEE SUPERELEVATION TABLE

NOTE: DETAIL SHOWS MEDIAN SHOULDER ADJACENT TO TRAVEL LANE, OUTSIDE SHOULDER ADJACENT TO TRAVEL LANE IS 10'

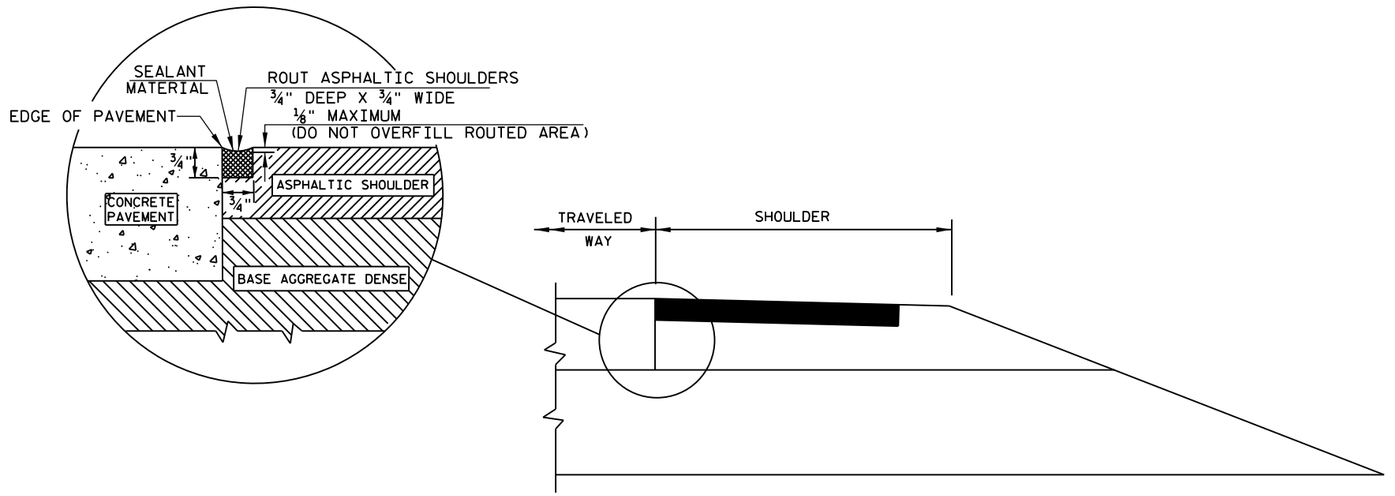
2



TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN

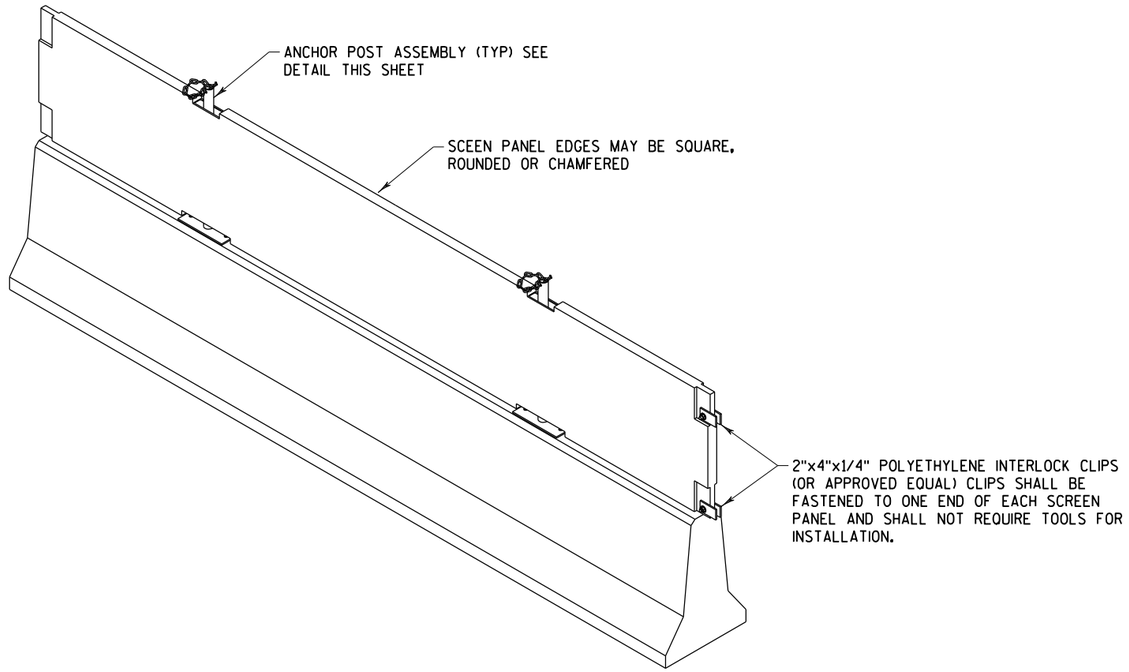
ALL THE FOLLOWING ITEMS PAID FOR AS TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN

- 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



ROUT AND SEAL DETAIL

SEE TYPICAL FINISHED SECTIONS FOR LOCATIONS



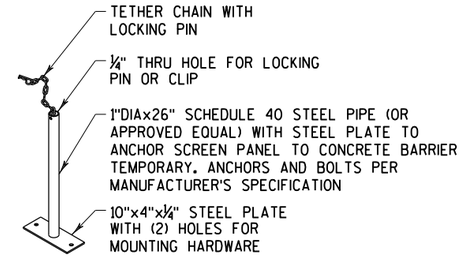
NOTE:

THE DESIGN OF THIS ITEM, WHICH INCLUDES ALL ASPECTS SHOWN, SHALL BE DESIGNED SO THAT THE SCREEN IS CAPABLE OF REMAINING IN PLACE FROM TRAFFIC GUSTS, WIND GUSTS, AND OTHER OUTDOOR ELEMENTS THAT MAY MOVE OR DISPLACE THE SCREEN.

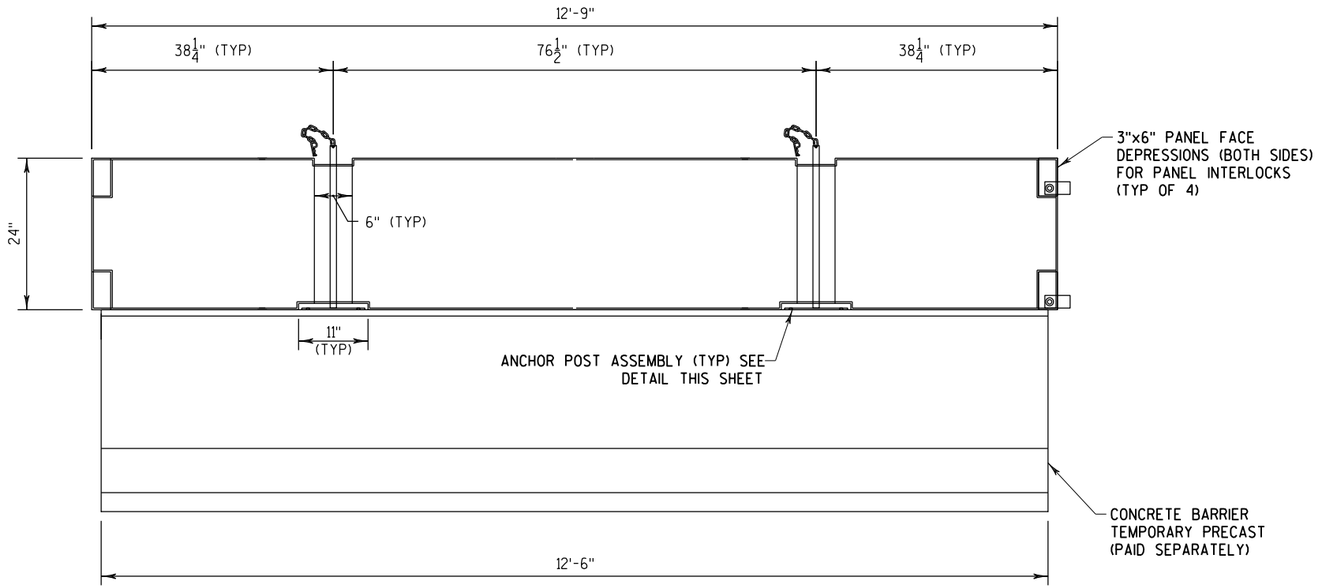
VENT HOLES THROUGH THE SCREEN PANEL ARE PERMITTED BUT NOT REQUIRED. IF VENT HOLES ARE USED, THE HOLES SHALL NOT EXCEED 3-INCHES IN DIAMETER AND SHALL BE LIMITED TO 24 OR LESS PER PANEL.

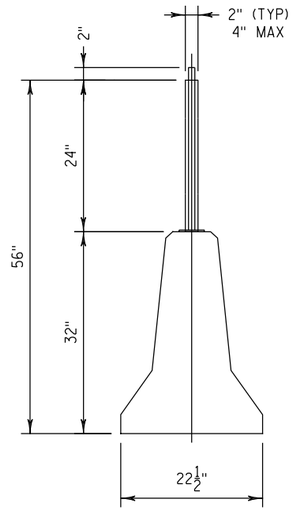
SCREEN PANELS SHALL HAVE A NON-REFLECTIVE MAT OR FLAT GRAY FINISH OR PAINTED SURFACE.

SHOP DRAWINGS WITH A FULL SIZE SAMPLE SHALL BE PROVIDED TO THE CMT (CORRIDOR MANAGEMENT TEAM) FOR APPROVAL PRIOR TO USE.



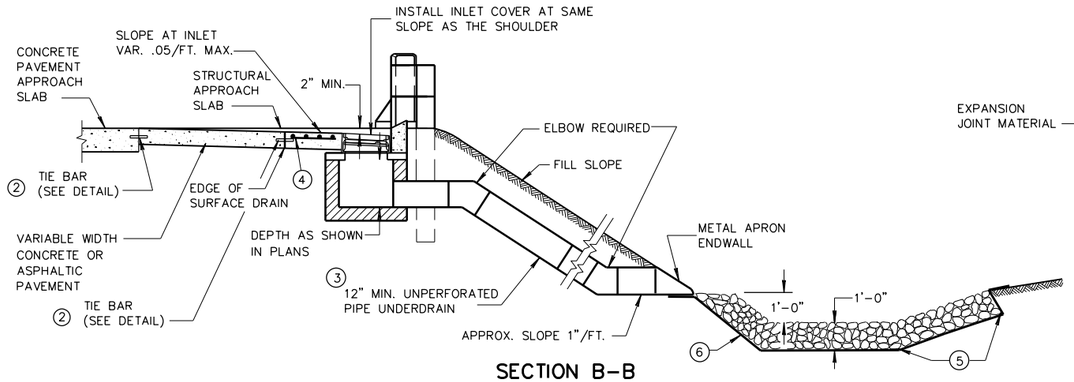
ANCHOR POST ASSEMBLY



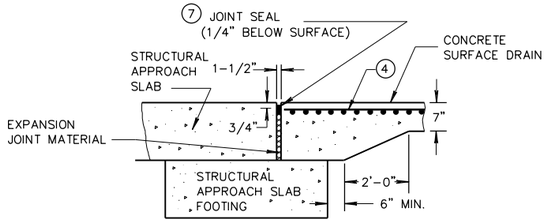


TRAFFIC CONTROL GAWK SCREEN

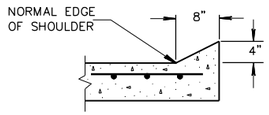
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 31	E



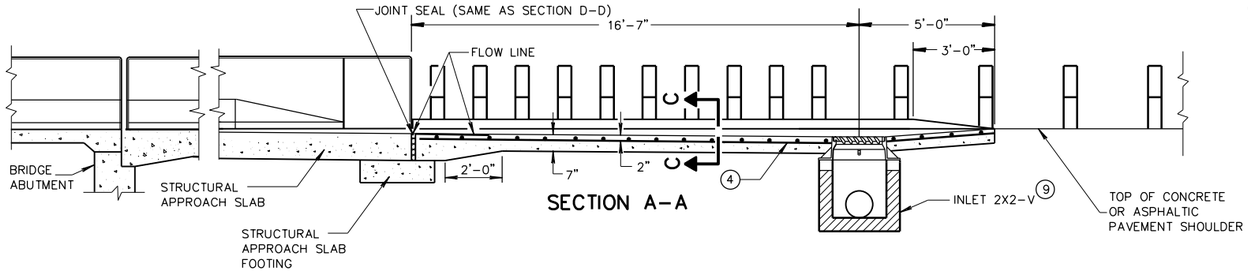
SECTION B-B



SECTION D-D



SECTION C-C



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.

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) STANDARD LONGITUDINAL JOINT WITH TIE BARS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE. SEE CURRENT STANDARD DETAIL DRAWING 13C1 FOR TIE BAR DETAILS.

(3) THE PIPE UNDERDRAIN MAY BE ANY ONE OF THE SIX MATERIALS LISTED IN THE STANDARD SPECIFICATIONS SECTION 612.2 EXCEPT DRAIN TILE.

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

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

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

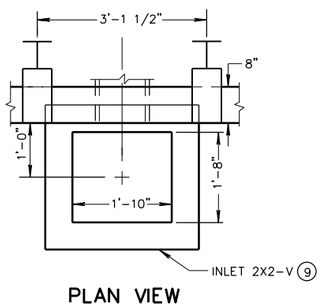
(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING IS 3'-1 1/2".

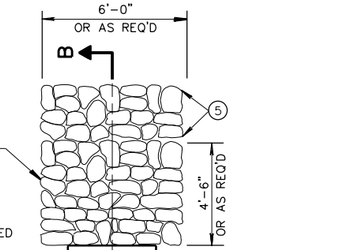
(9) SEE CURRENT STANDARD DETAIL DRAWINGS:
-INLET AND MANHOLE COVERS
-INLET 2X2-FT, 2X2.5-FT, 2X3-FTX & 2.5X3-FT FOR DETAILS.

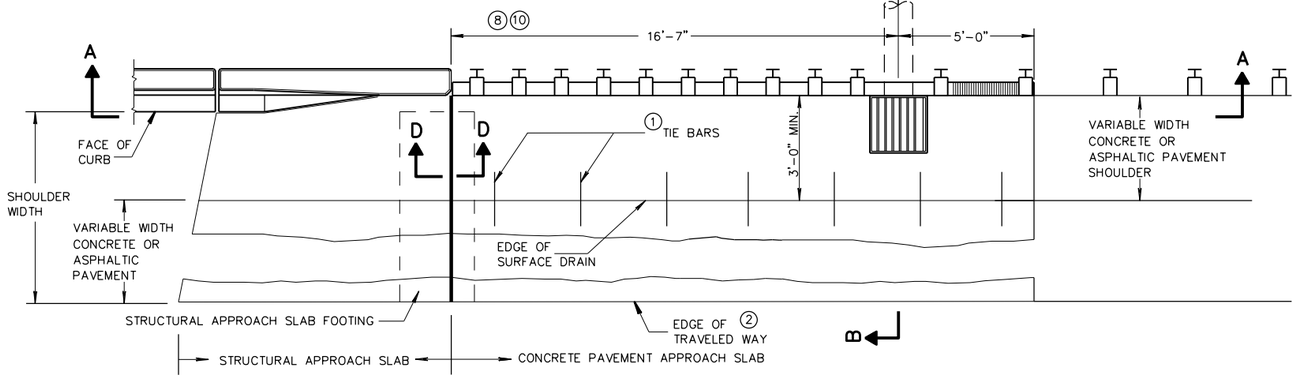
(10) SEE CURRENT STANDARD DETAIL DRAWING "MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION" FOR MGS POST SPACING DETAILS.

TIE BAR DETAIL



PLAN VIEW

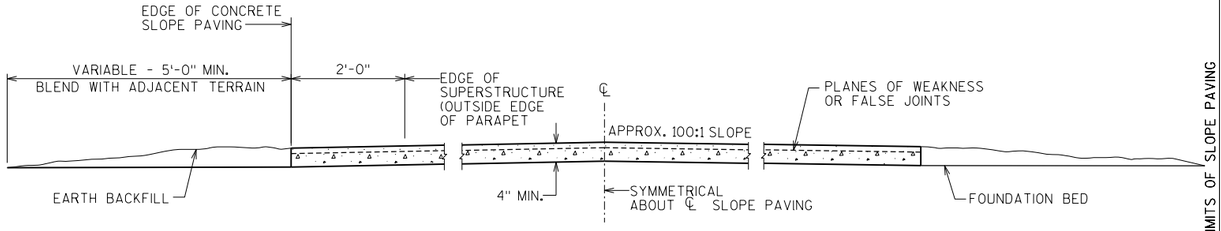




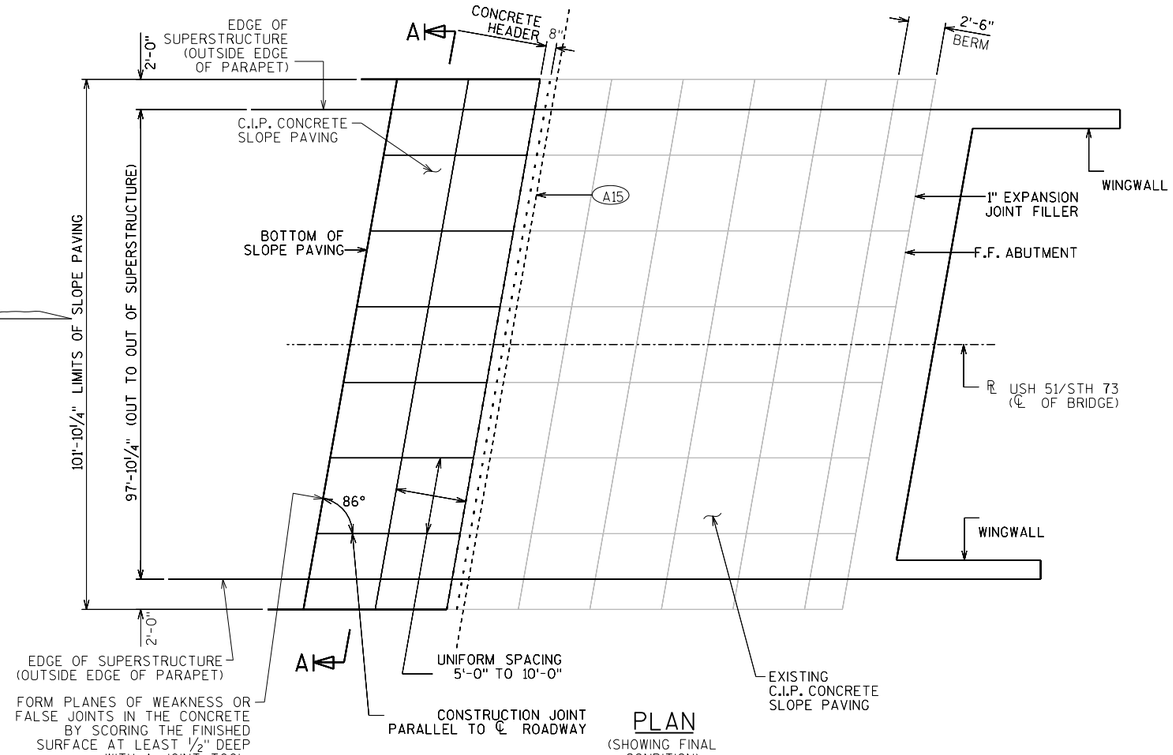
PLAN VIEW

CONCRETE SURFACE DRAINS DROP INLET AT STRUCTURES

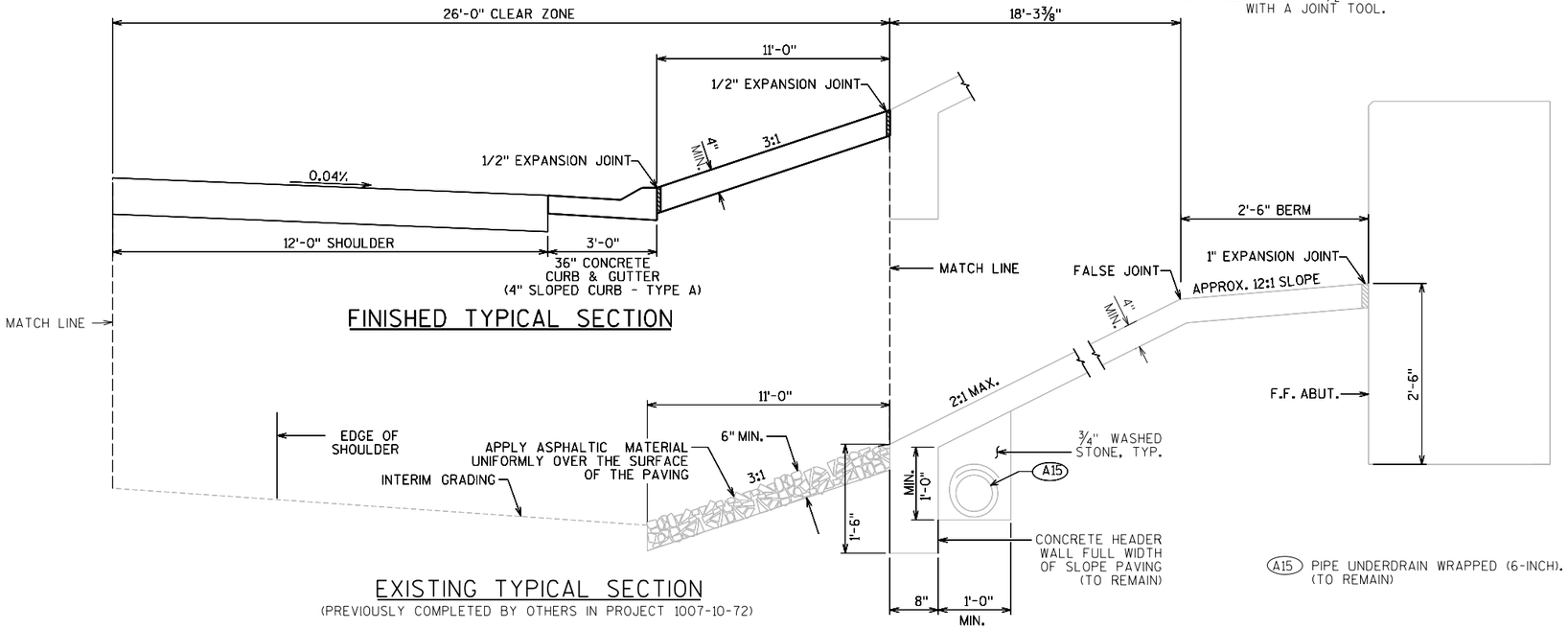
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 32	E



SECTION A-A
(SHOWING SECTION THRU C.I.P. SLOPE PAVING)



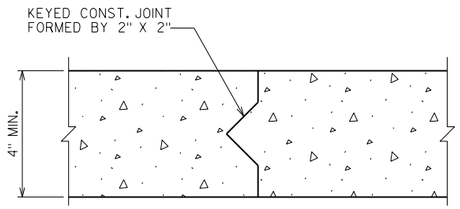
PLAN
(SHOWING FINAL CONDITION)



EXISTING TYPICAL SECTION
(PREVIOUSLY COMPLETED BY OTHERS IN PROJECT 1007-10-72)

CROSS SECTION THRU SLOPE PAVING AT EAST ABUTMENT

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). (TO REMAIN)



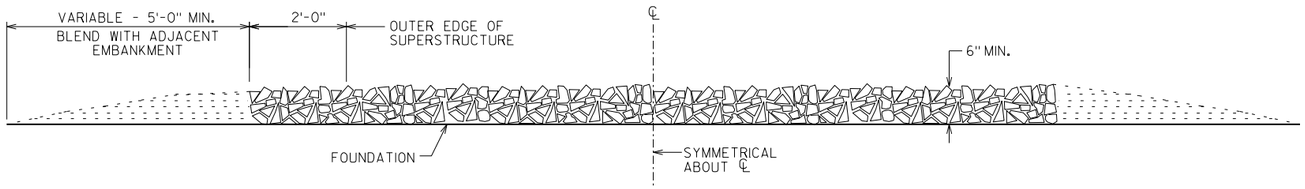
CONSTRUCTION JOINT

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HEREON SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

SLOPE PAVING (CAST-IN-PLACE CONCRETE) STRUCTURE B-13-702 EAST ABUTMENT

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 33	E

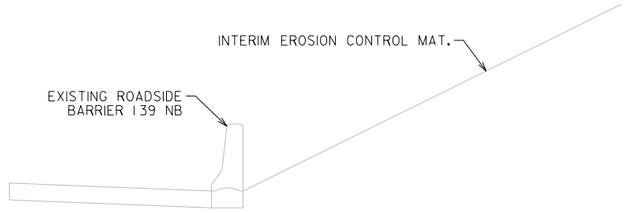


SECTION A-A

GENERAL NOTES

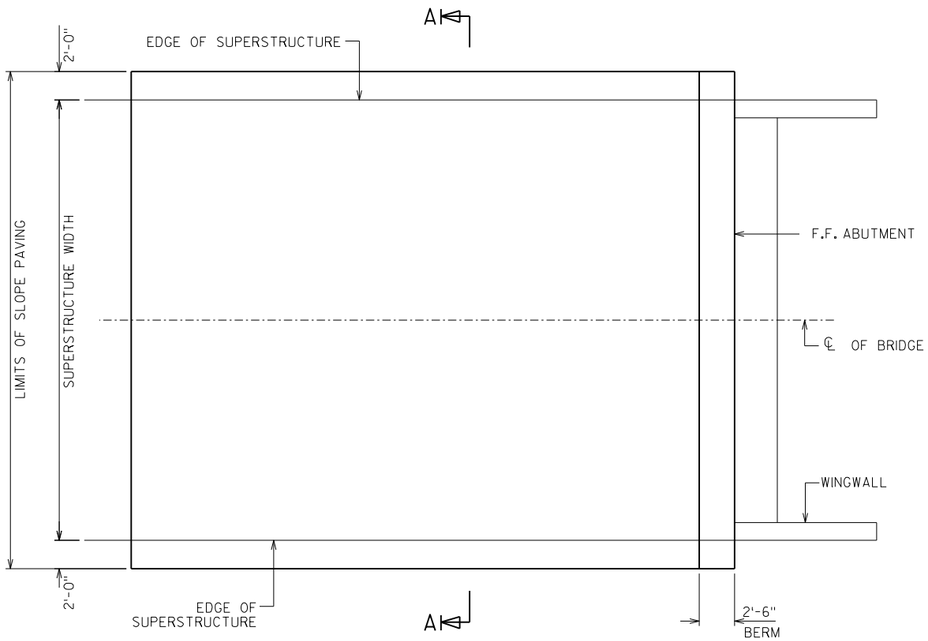
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

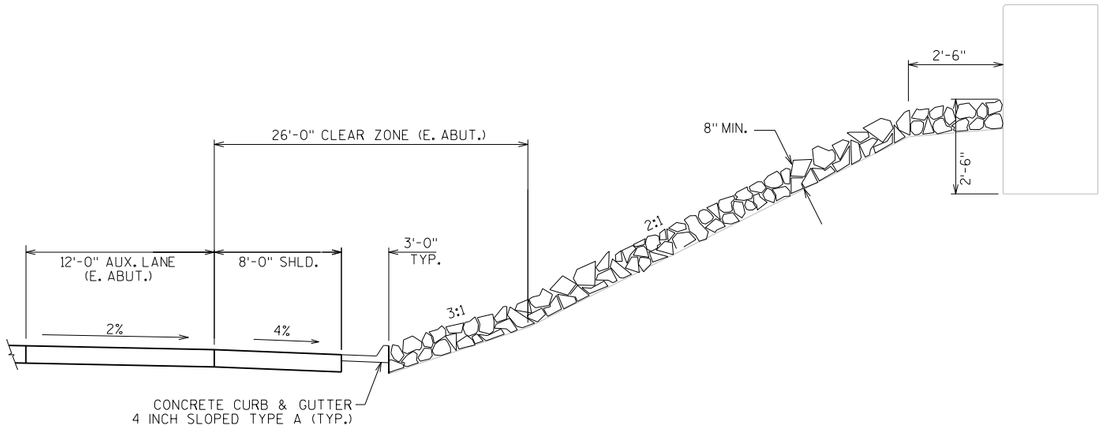


EXISTING TYPICAL SECTION

B-13-706 EAST ABUTMENT
(PREVIOUSLY COMPLETED BY OTHERS IN PROJECT 1007-10-79)

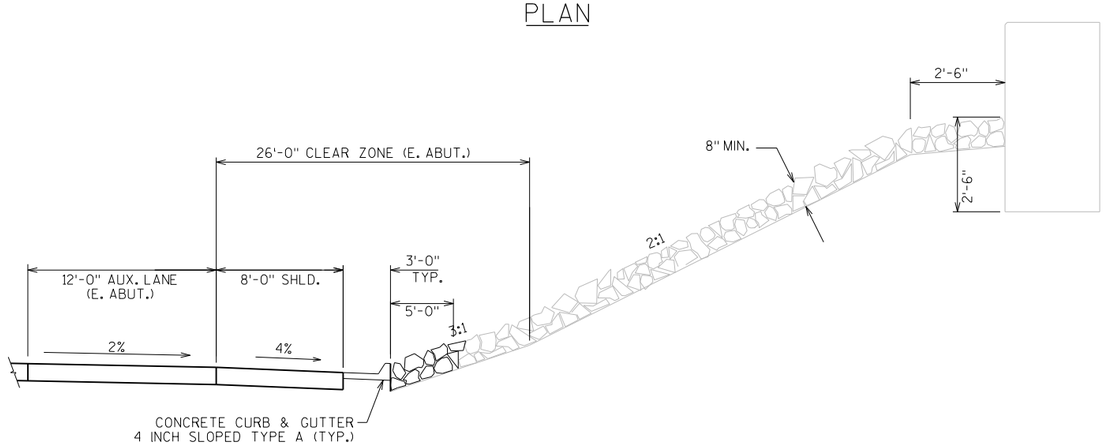


PLAN



FINISHED TYPICAL SECTION

B-13-706 EAST ABUTMENT



FINISHED TYPICAL SECTION

B-13-703, B-13-709 EAST ABUTMENTS

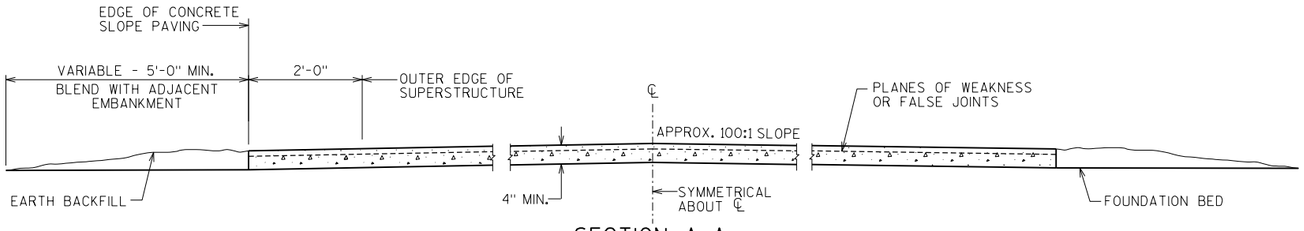
SLOPE PAVING
(CRUSHED AGGREGATE)
STRUCTURES B-13-703,
B-13-706, B-13-709
EAST ABUTMENTS

CROSS SECTION THRU SLOPE PAVING AT EAST ABUTMENTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 34	E

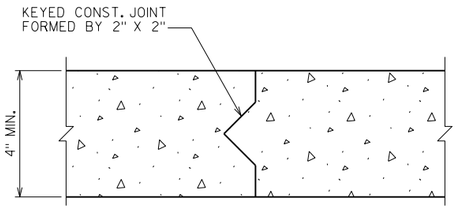
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WISDOT/CADDS SHEET 42

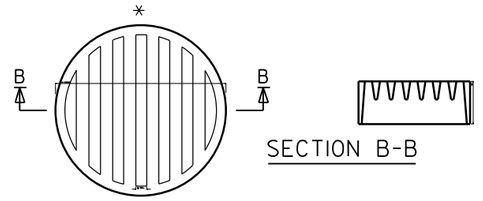


SECTION A-A

SHOWING SECTION THRU C.I.P. SLOPE PAVING



CONSTRUCTION JOINT DETAIL

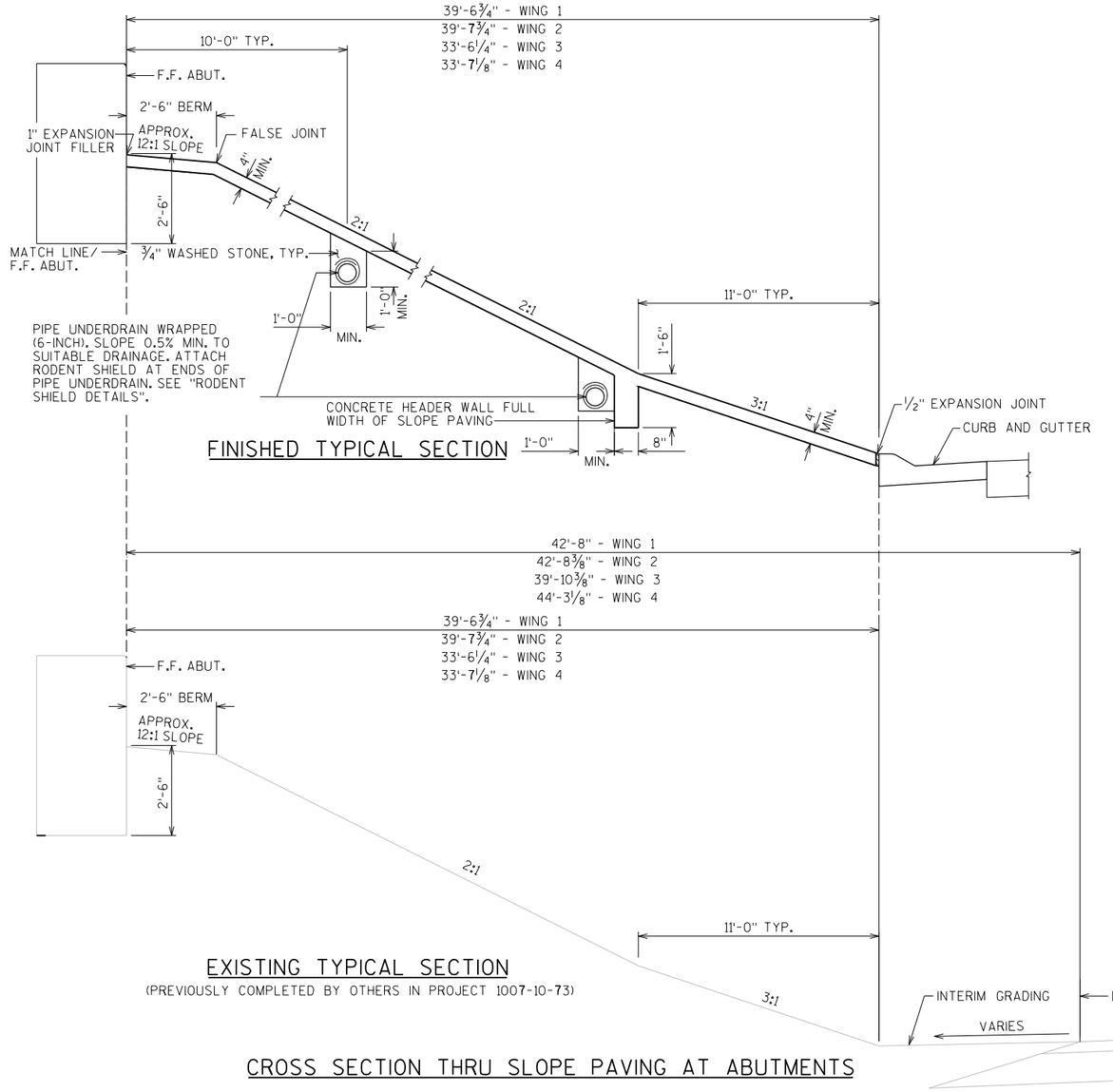


RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

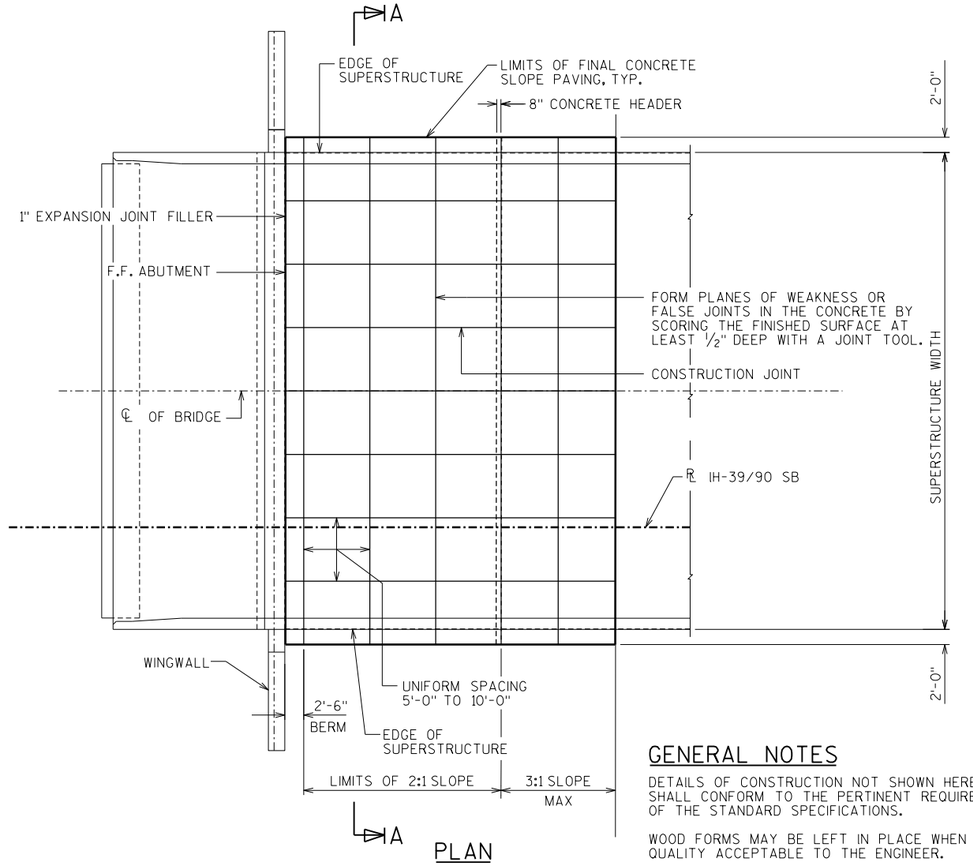


FINISHED TYPICAL SECTION

EXISTING TYPICAL SECTION

(PREVIOUSLY COMPLETED BY OTHERS IN PROJECT 1007-10-73)

CROSS SECTION THRU SLOPE PAVING AT ABUTMENTS



PLAN

CONSTRUCTION JOINT DESIGN
(SOUTH ABUT. SHOWN, NORTH ABUT. SIMILAR)

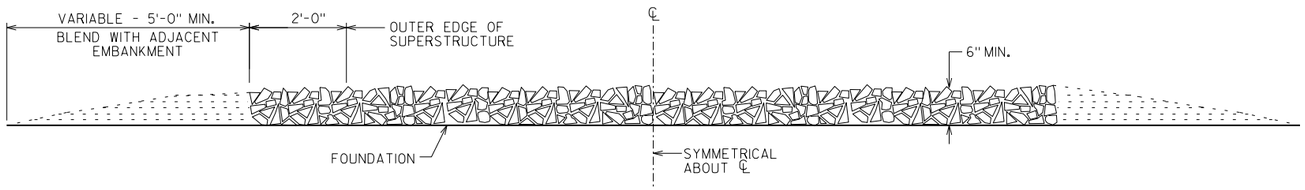
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HEREIN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

SLOPE PAVING (CONCRETE CAST-IN-PLACE) STRUCTURE B-13-707

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 35	E

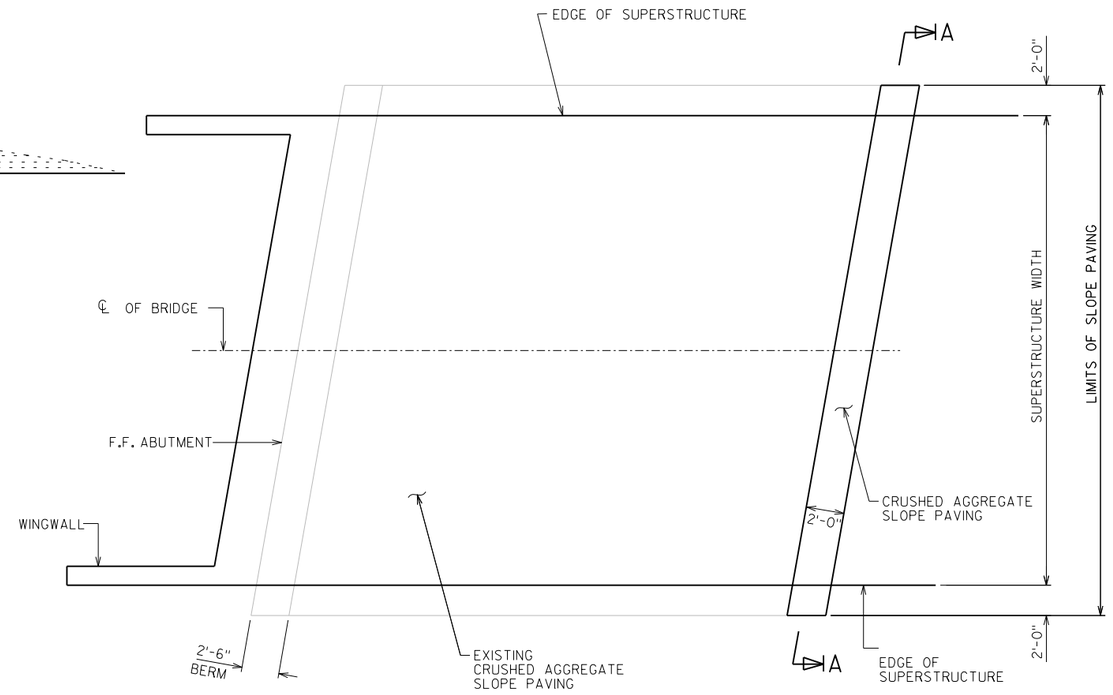


SECTION A-A

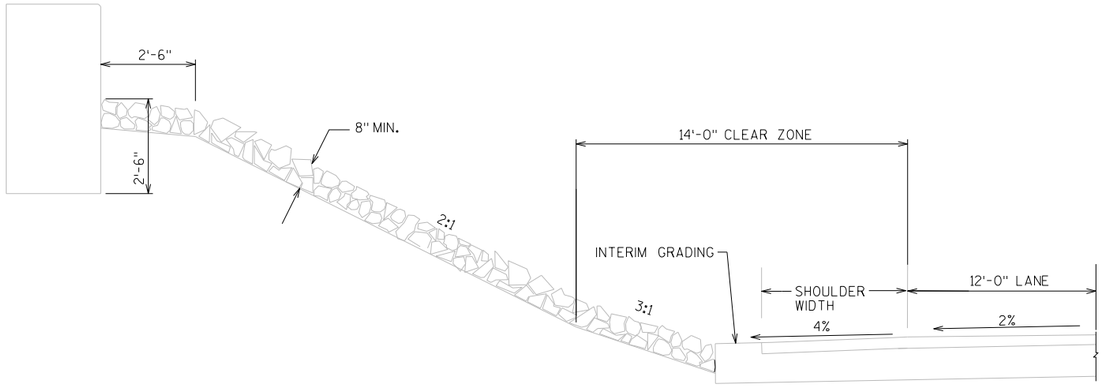
GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

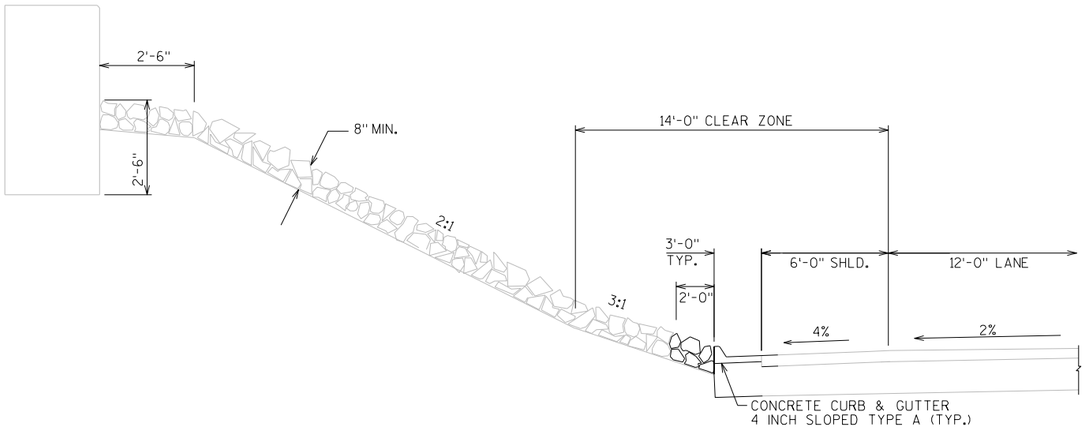


PLAN



EXISTING TYPICAL SECTION

B-13-710 ABUTMENTS
NORTH ABUTMENT SHOWN.
SOUTH ABUTMENT SIMILAR.



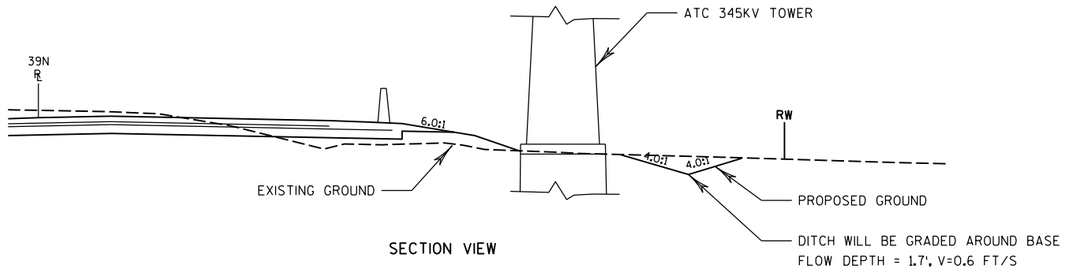
FINISHED TYPICAL SECTION

B-13-710 ABUTMENTS
NORTH ABUTMENT SHOWN.
SOUTH ABUTMENT SIMILAR.

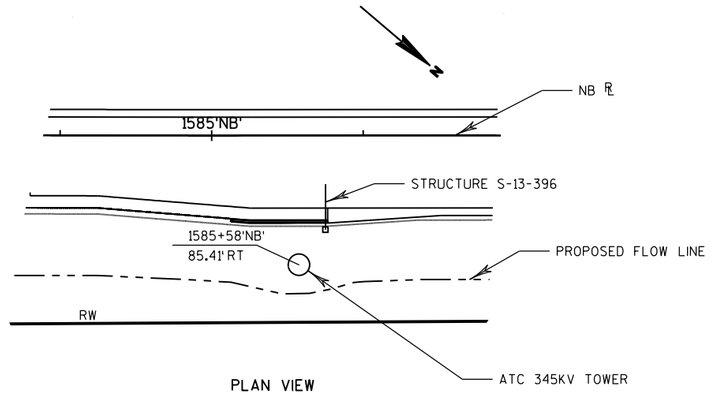
SLOPE PAVING
(CRUSHED AGGREGATE)
STRUCTURE B-13-710

CROSS SECTION THRU SLOPE PAVING AT ABUTMENTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 36	E

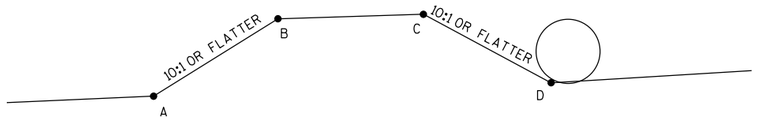


SECTION VIEW



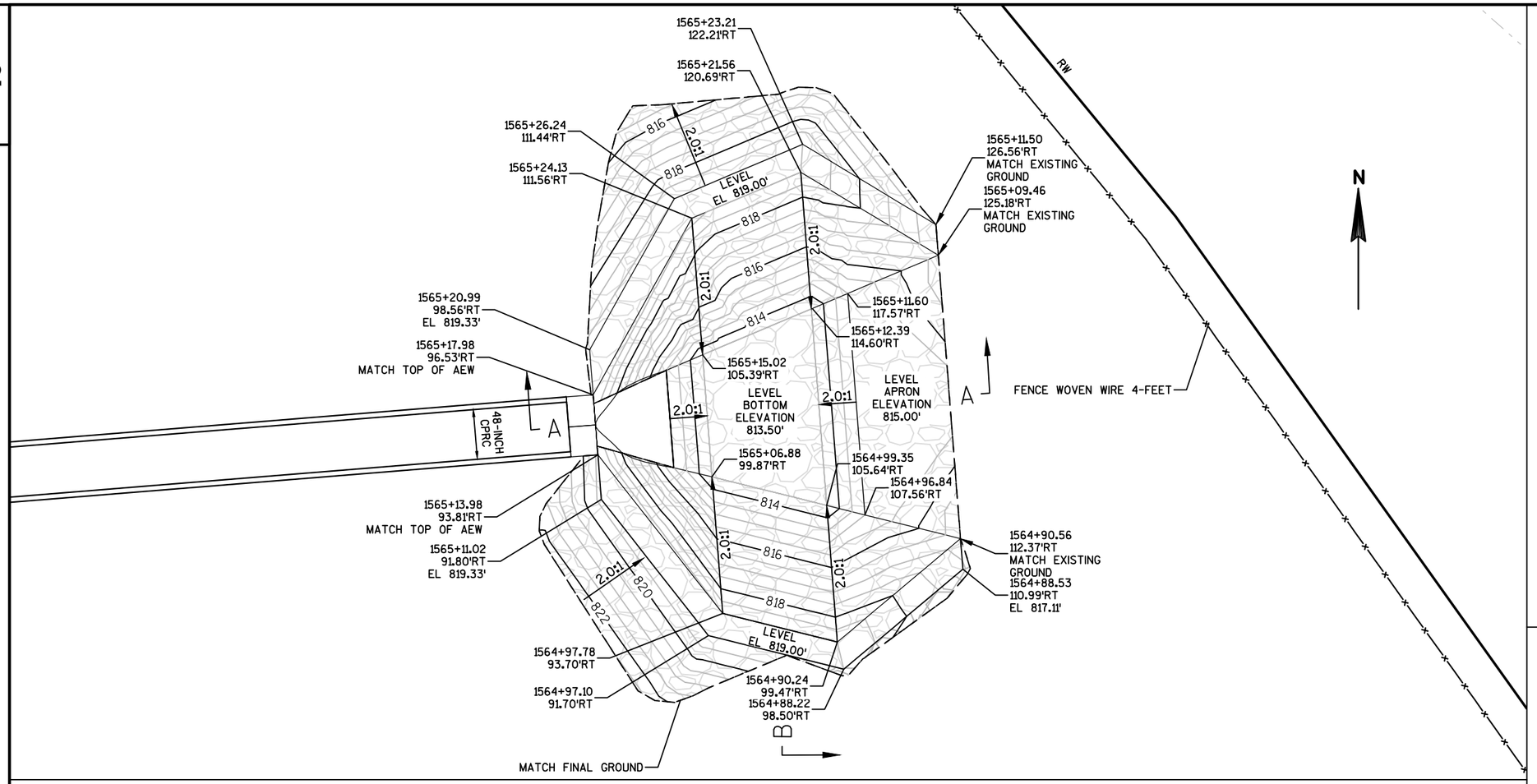
PLAN VIEW

DETAIL FOR GRADING AT ATC TOWER BASE



A		B		C		D	
STATION	ELEV.	STATION	ELEV.	STATION	ELEV.	STATION	ELEV.
1593+64.08'NB'	844.68	1593+80.00'NB'	846.28	1593+85.00'NB'	846.29	1594+00.00'NB'	844.79
1607+49.84'NB'	850.88	1609+63.00'NB'	852.76	1609+68.74'NB'	852.77	1609+81.85NB'	852.05
1661+23.33'NB'	842.35	1661+33.00'NB'	843.00	1661+35.00'NB'	842.99	1661+56.00'NB'	840.95
1676+43.60'NB'	843.51	1676+60.45'NB'	845.20	1676+85.00'NB'	845.27	1677+00.00'NB'	843.77
1728+62.27'NB'	850.69	1728+80.00'NB'	852.41	1728+85.00'NB'	852.43	1729+00.00'NB'	850.93
1736+63.47'NB'	854.68	1736+80.25'NB'	856.31	1736+85.25'NB'	856.33	1737+00.00'NB'	854.85
1753+00.00'NB'	855.58	1753+17.60'NB'	857.07	1753+22.53'NB'	857.05	1753+39.29'NB'	855.49
1786+60.00'NB'	858.83	1786+79.00'NB'	860.48	1786+85.00'NB'	860.50	1787+00.00'NB'	859.00
1801+55.00'NB'	884.29	1801+80.00'NB'	886.66	1801+85.00'NB'	886.68	1802+00.00'NB'	885.18

DETAIL FOR MEDIAN DITCH GRADING AT CULVERTS



NOTES:

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS.

RIPRAP BASIN WILL BE MEASURED AND PAID UNDER THE INDIVIDUAL ITEMS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

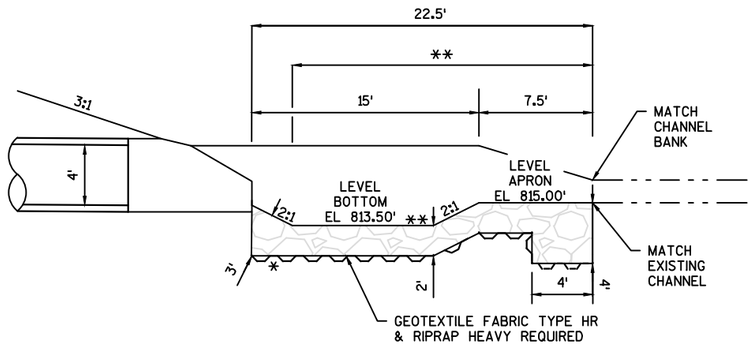
TOP OF RIPRAP BERM ELEVATION MATCHES THE TOP OF PIPE.

A TEMPORARY LAYER DURING CONSTRUCTION WILL CONSIST OF GEOTEXTILE FABRIC TYPE DF SCHEDULE B OVER THE RIPRAP HEAVY LAYER. THE GEOTEXTILE FABRIC TYPE DF SCHEDULE B WILL BE ANCHORED BY A LAYER OF SELECT CRUSHED MATERIAL. REMOVE THE SELECT CRUSHED MATERIAL AND GEOTEXTILE FABRIC TYPE DF SCHEDULE B IN A MANNER TO PREVENT CONTAMINATING THE RIPRAP WITH SELECT CRUSHED MATERIAL OR SEDIMENTS AND AS DIRECTED BY THE ENGINEER.

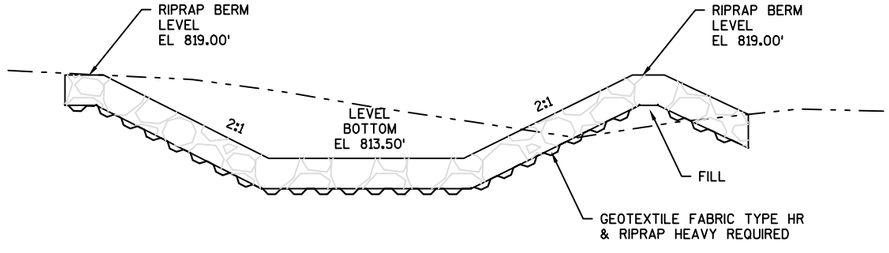
REMOVAL OF THE SELECT CRUSHED MATERIAL AND GEOTEXTILE FABRIC TYPE DF SCHEDULE B WILL BE CONSIDERED INCIDENTAL TO THOSE ITEMS.

* LAY GEOTEXTILE FABRIC ROLLS ALONG THE CHANNEL LENGTH FROM TOP OF RIPRAP DOWN TOWARD THE CHANNEL BOTTOM. OVERLAP FABRIC A MINIMUM OF 1'.

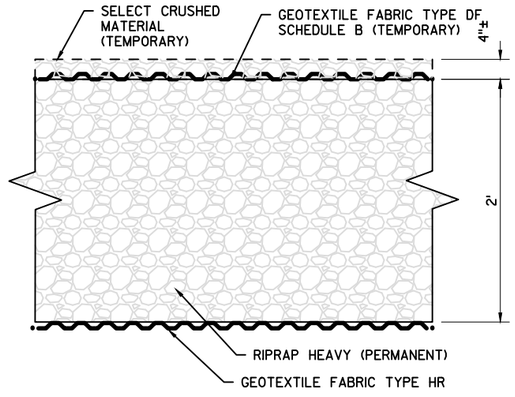
** TEMPORARY LAYER (SELECT MATERIAL REQUIRED) +/-4"



SECTION A-A



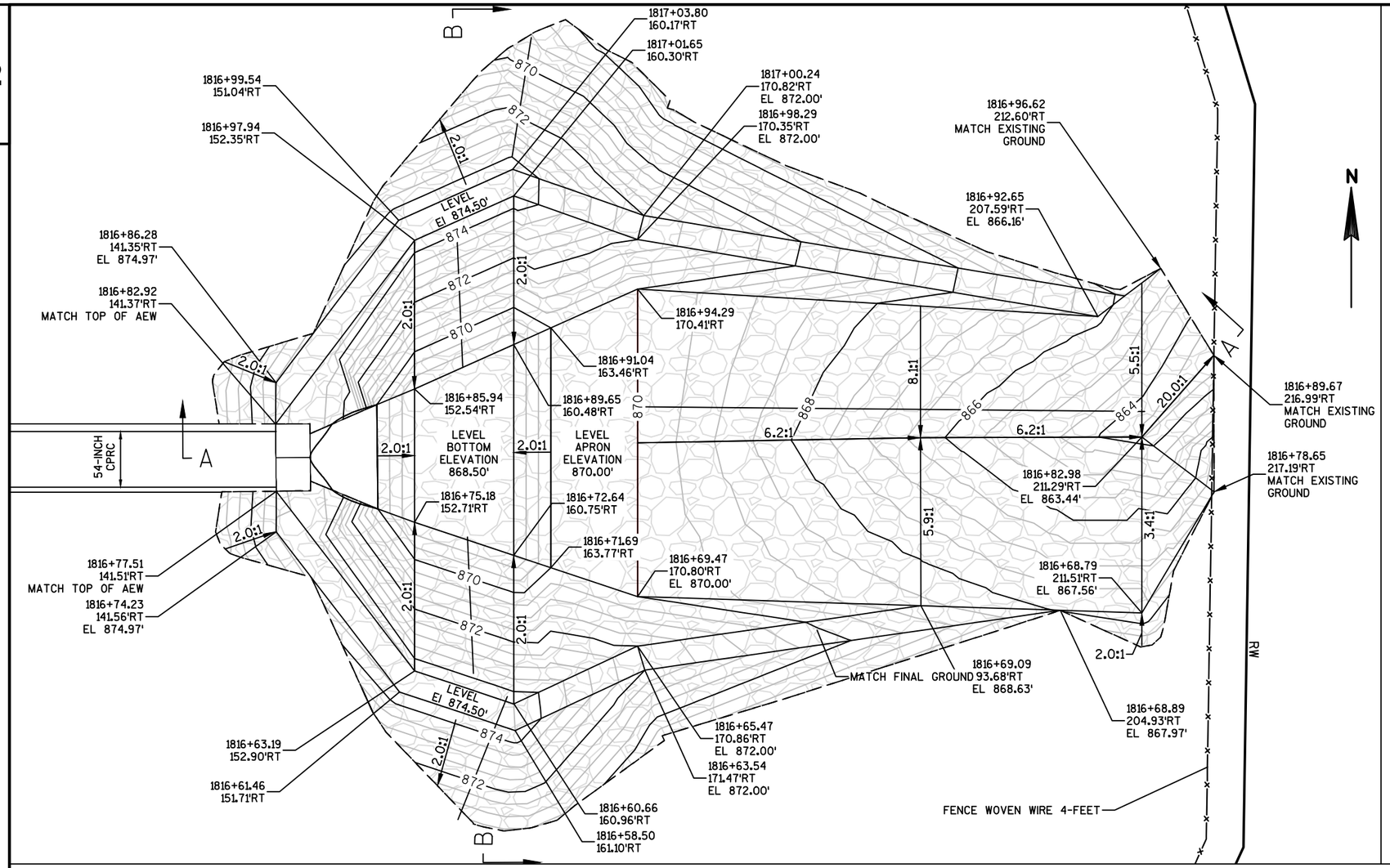
SECTION B-B



TEMPORARY LAYER DETAIL

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CONSTRUCTION DETAIL - ENERGY DISSIPATOR 1565'NB'	SHEET 38	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021001_CD_DISSIPATORS.DWG
LAYOUT NAME - ****
PLOT DATE : 4/28/2016 4:38 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



NOTES:

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS.

RIPRAP BASIN WILL BE MEASURED AND PAID UNDER THE INDIVIDUAL ITEMS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

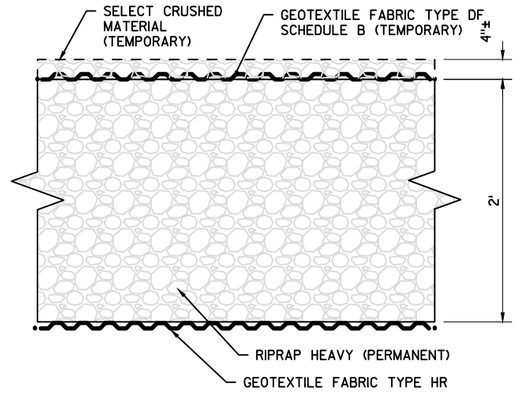
TOP OF RIPRAP BERM ELEVATION MATCHES THE TOP OF PIPE.

A TEMPORARY LAYER DURING CONSTRUCTION WILL CONSIST OF GEOTEXTILE FABRIC TYPE DF SCHEDULE B OVER THE RIPRAP HEAVY LAYER. THE GEOTEXTILE FABRIC TYPE DF SCHEDULE B WILL BE ANCHORED BY A LAYER OF SELECT CRUSHED MATERIAL. REMOVE THE SELECT CRUSHED MATERIAL AND GEOTEXTILE FABRIC TYPE DF SCHEDULE B IN A MANNER TO PREVENT CONTAMINATING THE RIPRAP WITH SELECT CRUSHED MATERIAL OR SEDIMENTS AND AS DIRECTED BY THE ENGINEER.

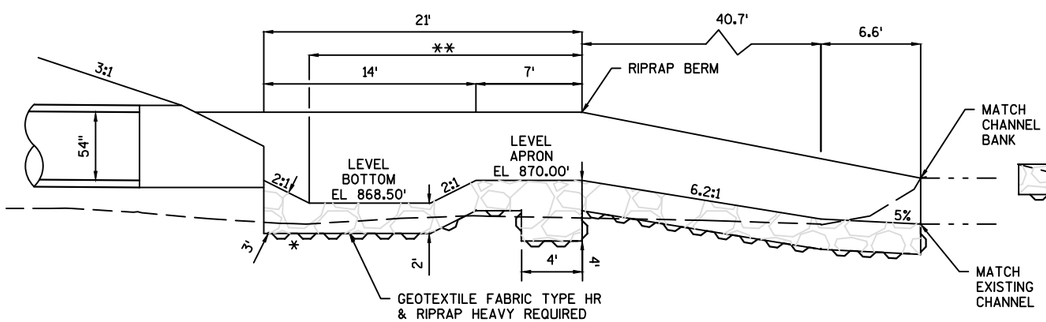
REMOVAL OF THE SELECT CRUSHED MATERIAL AND GEOTEXTILE FABRIC TYPE DF SCHEDULE B WILL BE CONSIDERED INCIDENTAL TO THOSE ITEMS.

* LAY GEOTEXTILE FABRIC ROLLS ALONG THE CHANNEL LENGTH FROM TOP OF RIPRAP DOWN TOWARD THE CHANNEL BOTTOM. OVERLAP FABRIC A MINIMUM OF 1'.

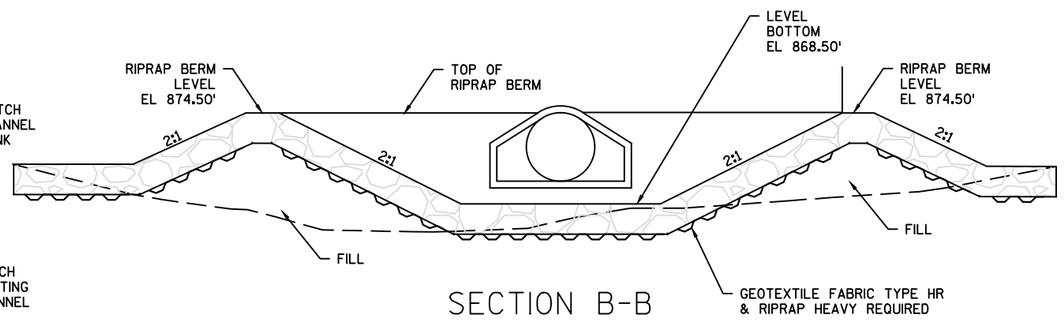
** TEMPORARY LAYER (SELECT MATERIAL REQUIRED) +/-4"



TEMPORARY LAYER DETAIL



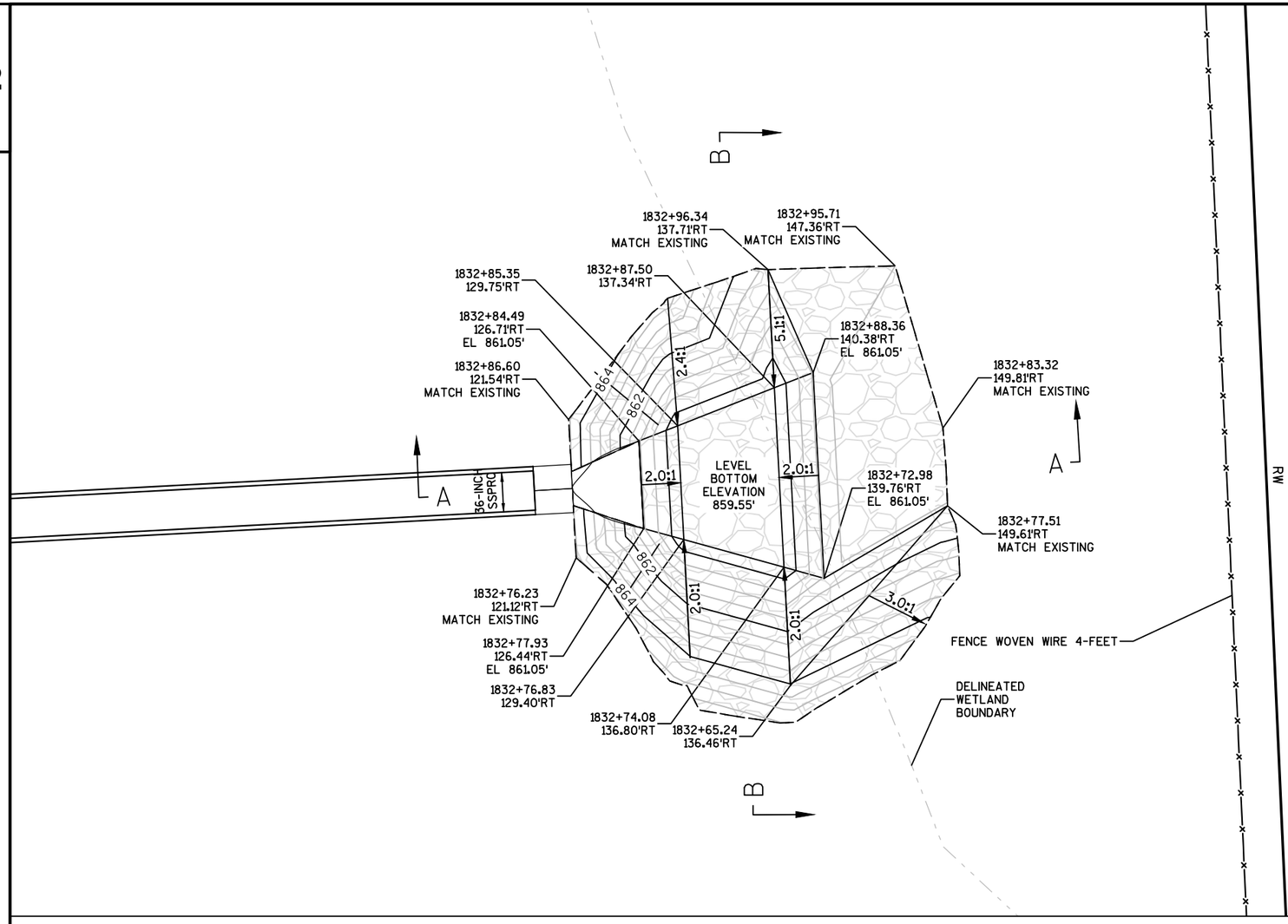
SECTION A-A



SECTION B-B

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CONSTRUCTION DETAIL - ENERGY DISSIPATOR 1816'NB'	SHEET 39	E

2



NOTES:

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS.

RIPRAP BASIN WILL BE MEASURED AND PAID UNDER THE INDIVIDUAL ITEMS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

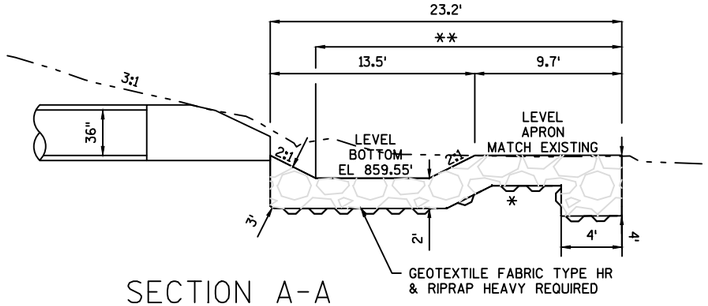
TOP OF RIPRAP BERM ELEVATION MATCHES THE TOP OF PIPE.

A TEMPORARY LAYER DURING CONSTRUCTION WILL CONSIST OF GEOTEXTILE FABRIC TYPE DF SCHEDULE B OVER THE RIPRAP HEAVY LAYER. THE GEOTEXTILE FABRIC TYPE DF SCHEDULE B WILL BE ANCHORED BY A LAYER OF SELECT CRUSHED MATERIAL. REMOVE THE SELECT CRUSHED MATERIAL AND GEOTEXTILE FABRIC TYPE DF SCHEDULE B IN A MANNER TO PREVENT CONTAMINATING THE RIPRAP WITH SELECT CRUSHED MATERIAL OR SEDIMENTS AND AS DIRECTED BY THE ENGINEER.

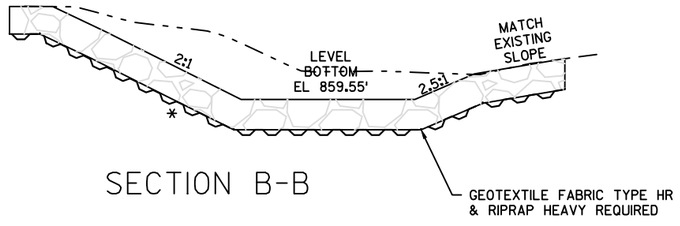
REMOVAL OF THE SELECT CRUSHED MATERIAL AND GEOTEXTILE FABRIC TYPE DF SCHEDULE B WILL BE CONSIDERED INCIDENTAL TO THOSE ITEMS.

* LAY GEOTEXTILE FABRIC ROLLS ALONG THE CHANNEL LENGTH FROM TOP OF RIPRAP DOWN TOWARD THE CHANNEL BOTTOM. OVERLAP FABRIC A MINIMUM OF 1'.

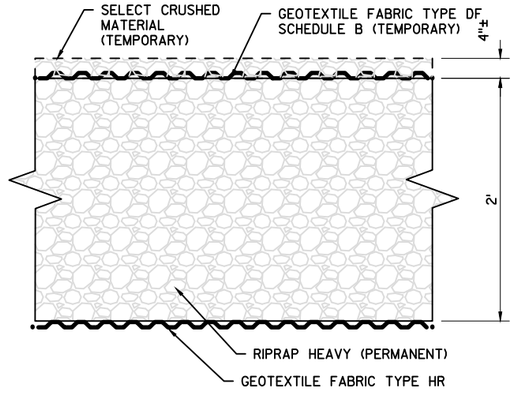
** TEMPORARY LAYER (SELECT MATERIAL REQUIRED) +/-4"



SECTION A-A



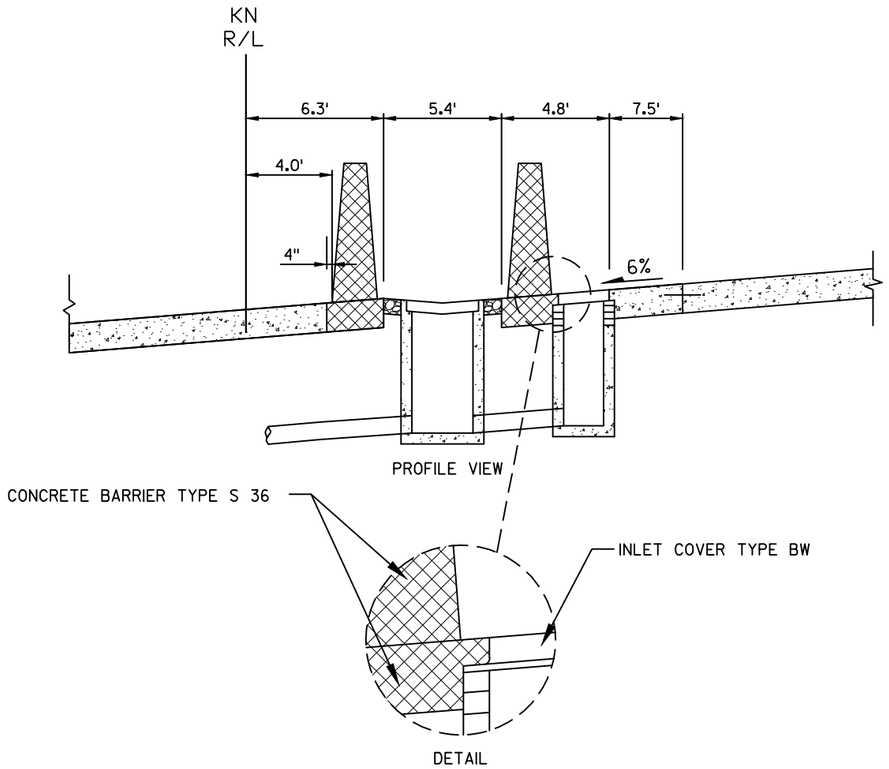
SECTION B-B

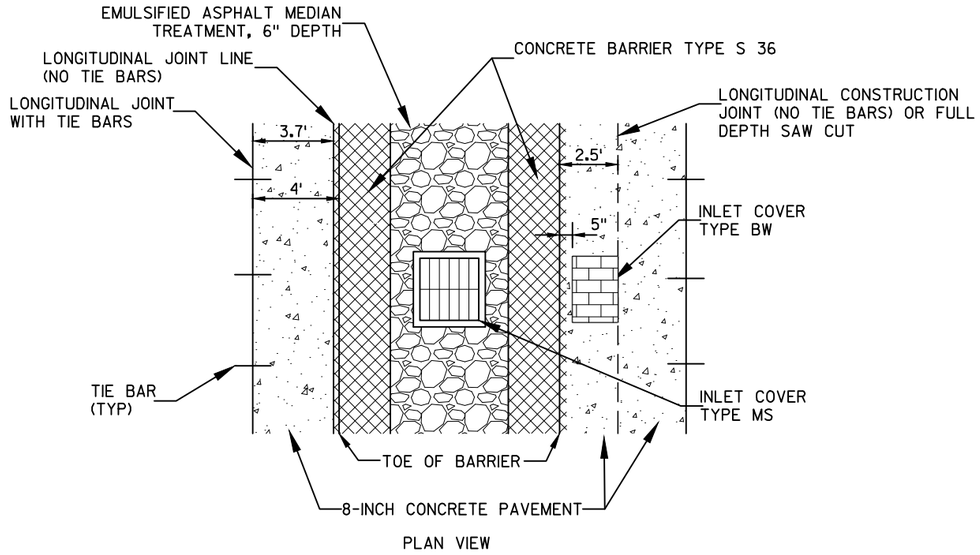


TEMPORARY LAYER DETAIL

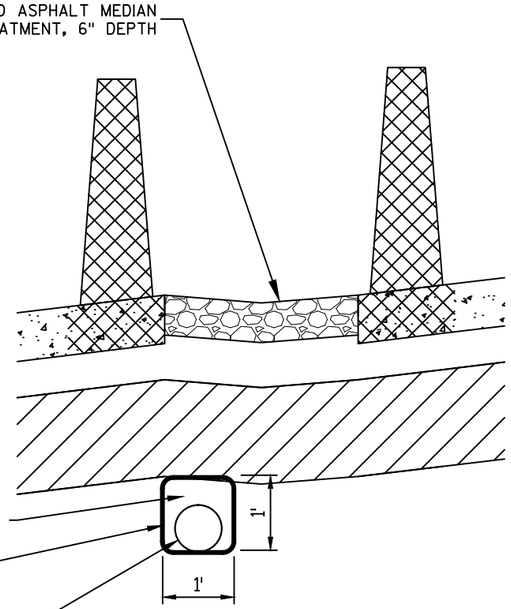
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CONSTRUCTION DETAIL - ENERGY DISSIPATOR 1832'NB'	SHEET 40	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021001_CD_DISSIPATORS.DWG
LAYOUT NAME - ****
PLOT DATE : 4/28/2016 4:38 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



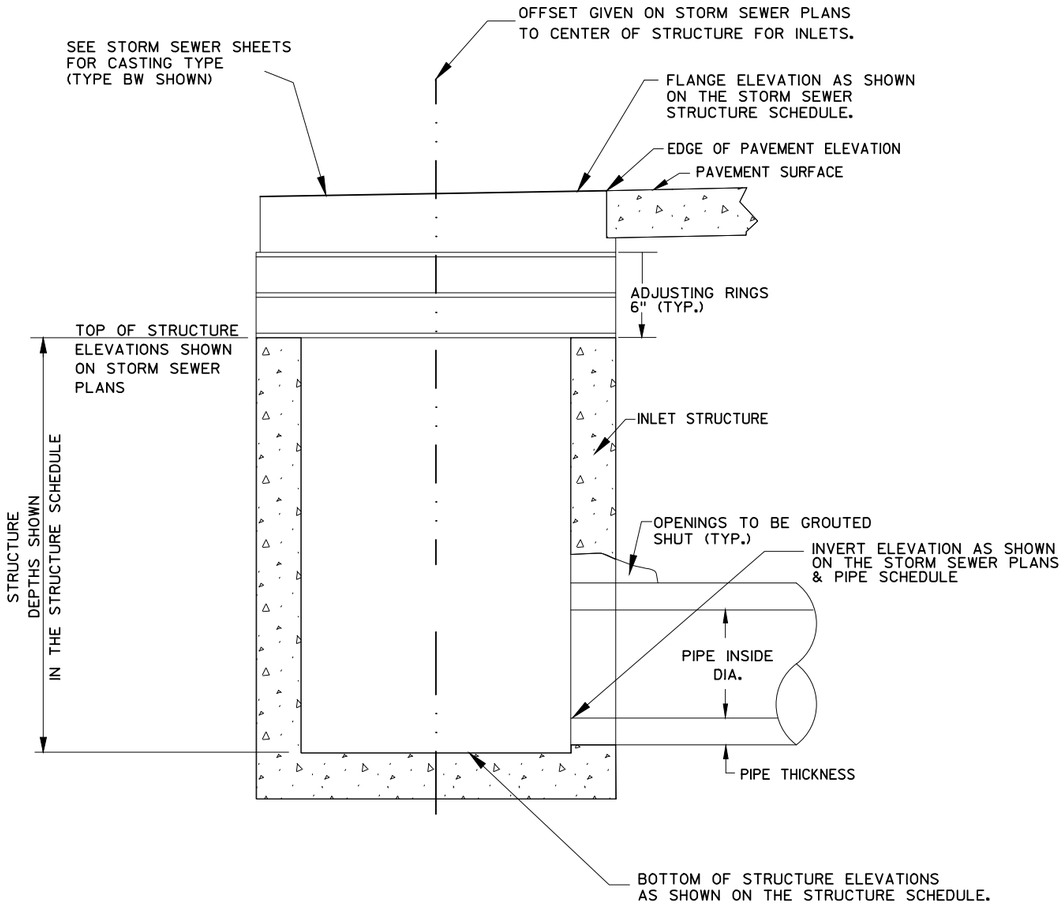


CONCRETE BARRIER TYPE S 36



PLACE UNDERDRAIN DIRECTLY BEHIND
CONCRETE PAVEMENT/BARRIER TO AVOID
SIGN POSTS PLACED IN CENTER OF MEDIAN

PIPE UNDERDRAIN DETAIL



DETAIL OF INLET W/CASTING

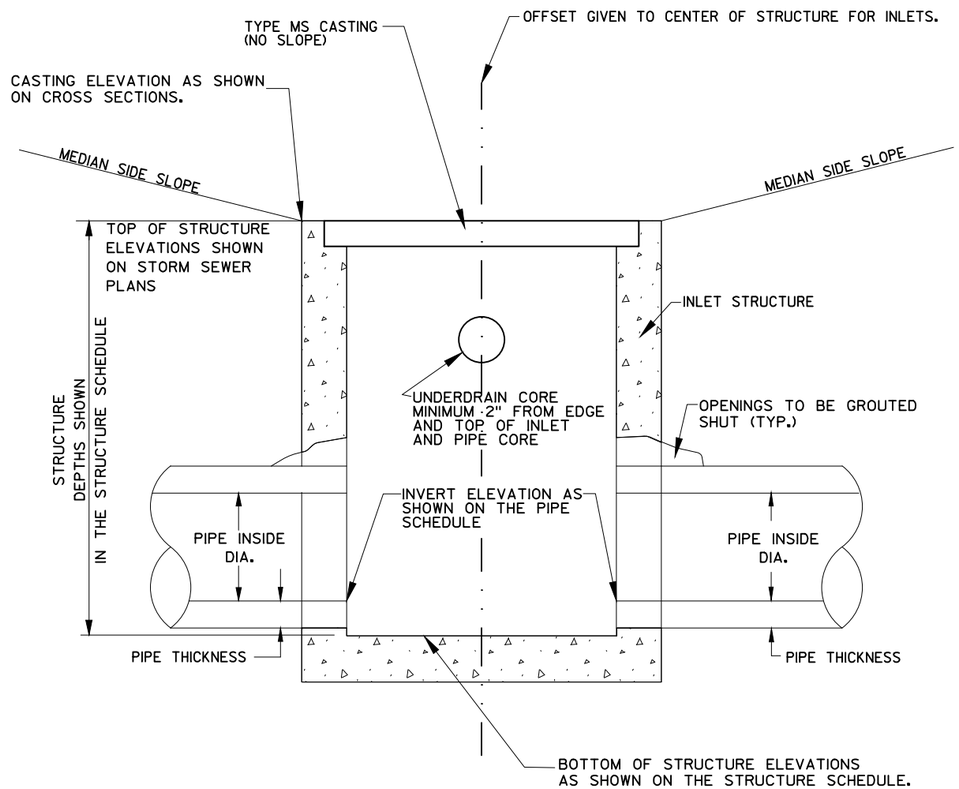
SEE STORM SEWER PLANS FOR LOCATIONS

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 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT.

CONNECT PIPE UNDERDRAIN TO INLETS.
SEE S.D.D. "EDGEDRAIN OUTLET & OUTFALL MARKERS" FOR DETAILS.



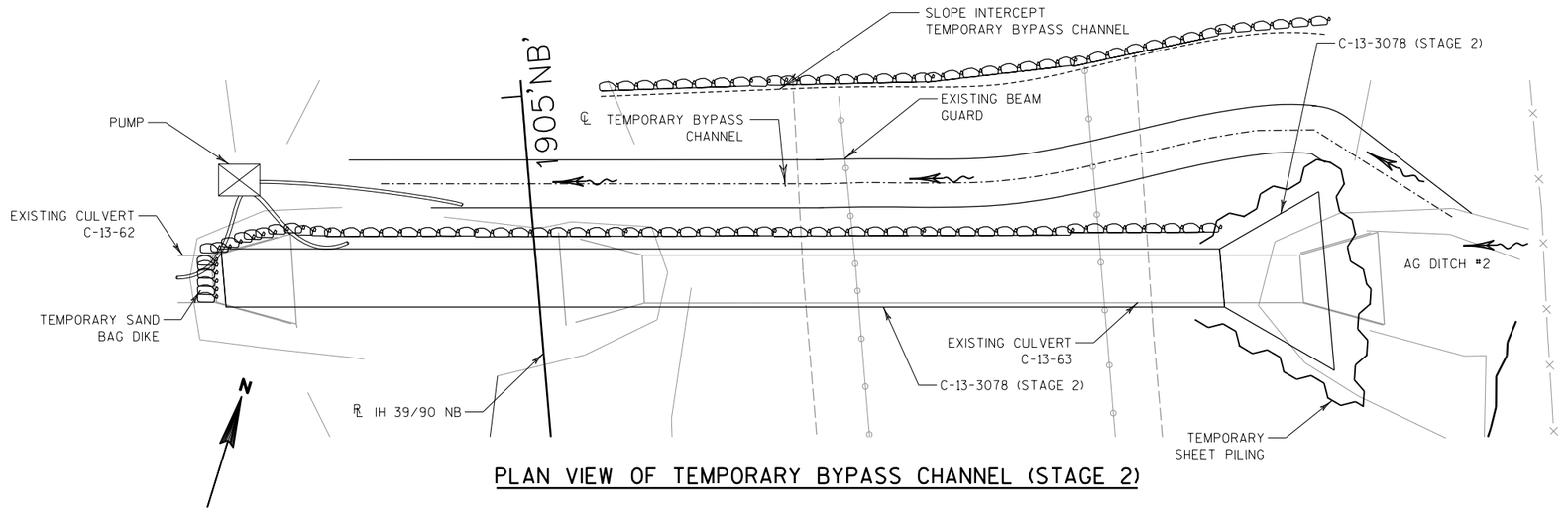
DETAIL OF MEDIAN INLET W/CASTING

SEE STORM SEWER PLANS/CROSS SECTIONS FOR LOCATIONS

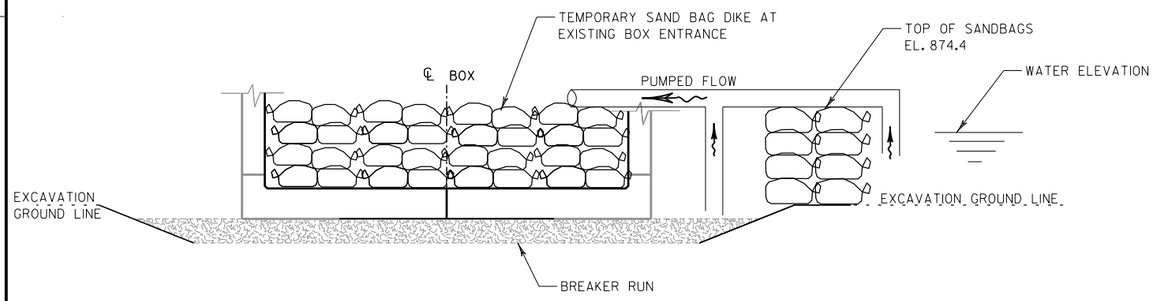
GENERAL NOTES:

GRANULAR BACKFILL REQUIRED AROUND INLET
(INCIDENTAL TO CONSTRUCTION OF INLET)

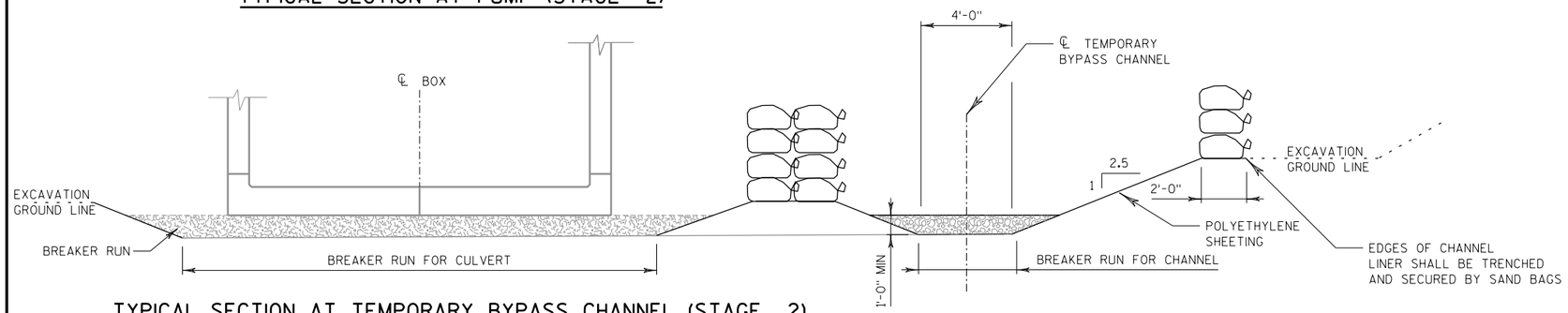
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D. FOR INLETS AND MEDIAN 1 & 2 GRATE.



PLAN VIEW OF TEMPORARY BYPASS CHANNEL (STAGE 2)



TYPICAL SECTION AT PUMP (STAGE 2)



TYPICAL SECTION AT TEMPORARY BYPASS CHANNEL (STAGE 2)

NOTES

THE TEMPORARY BYPASS CHANNEL MUST BE CAPABLE OF DIVERTING THE 2-YEAR RAINFALL EVENT STREAM FLOW. FISH AND AQUATIC SPECIES THAT BECOME STRANDED IN DEWATERED AREAS OR TEMPORARY CHANNELS SHOULD BE CAPTURED AND RETURNED TO THE ACTIVE CHANNEL IMMEDIATELY. SEE STRUCTURE PLANS FOR HYDRAULIC INFORMATION FOR TRIBUTARY SAUNDERS CREEK.

BREAKER RUN WILL BE PAID UNDER STRUCTURE BID ITEM "BREAKER RUN". SANDBAGS, POLYETHYLENE SHEETING, AND TEMPORARY SHEET PILING WILL BE PAID UNDER STRUCTURE BID ITEM "COFFERDAMS C-13-3078". SEE STRUCTURE PLAN FOR DETAILS.

EXCAVATION AND BACKFILL REQUIRED FOR DEWATERING WORK ZONE WILL BE INCLUDED IN STRUCTURE BID ITEM "COFFERDAMS C-13-3078".

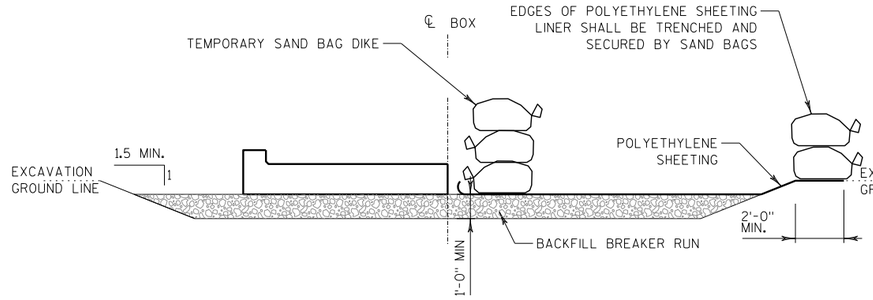
THE TOP OF SANDBAGS IS SHOWN AT EL. 874.4 WHICH IS THE STREAM ELEVATION RESULTING FROM A 2-YEAR RAINFALL EVENT. IT IS ASSUMED THE WORK ZONE WILL BE INUNDATED FOR RAINFALL EVENTS EXCEEDING 2 YEARS. CONTRACTOR MAY CHOOSE TO SET THE TOP OF SANDBAGS AT AN ELEVATION LESSER OR GREATER THAN 874.4 DEPENDING ON THEIR BEST PRACTICES AND AT THE DIRECTION OF THE ENGINEER.

A BACKWATER INCREASE DUE TO COFFERDAM IS NOT ALLOWED.

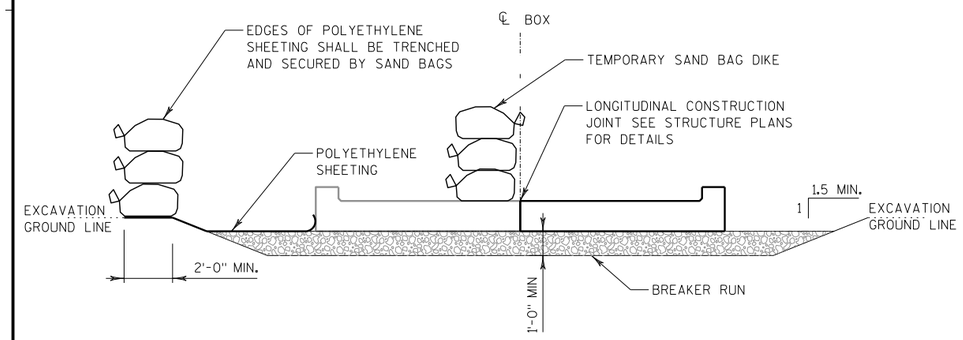
SCHEMATIC VIEWS OF DEWATERED WORK ZONE ARE FOR CONTRACTOR'S INFORMATION. CONTRACTOR MAY CHOOSE DEWATERING METHODS WHICH SUIT THEIR BEST PRACTICES.

SUBMIT A WATER DIVERSION PLAN TO THE ENGINEER IF CONTRACTOR CHOOSES A DIFFERENT METHOD THAN WHAT IS SHOWN IN THE SCHEMATIC.

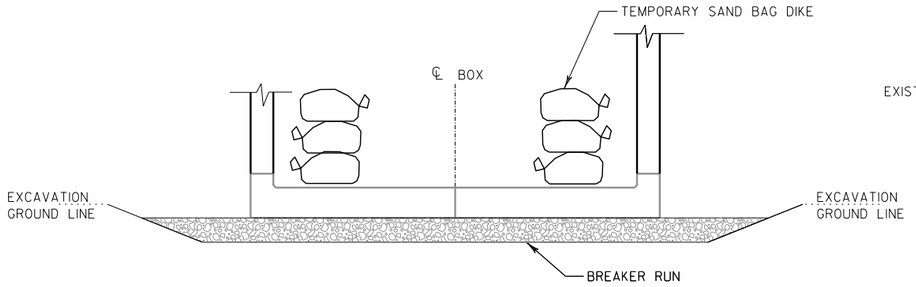
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CONSTRUCTION DETAIL - BOX CULVERT TEMP. BYPASS CHANNEL	SHEET	E



TYPICAL SECTION OF TEMPORARY BYPASS CHANNEL (STAGE 2A)



TYPICAL SECTION OF TEMPORARY BYPASS CHANNEL (STAGE 2B)



TYPICAL SECTION OF TEMPORARY BYPASS CHANNEL (STAGE 2C)

NOTES

TEMPORARY CHANNEL MUST BE CAPABLE OF CARRYING NORMAL STREAM FLOW AND MUST MAINTAIN A SUITABLE DEPTH AND VELOCITY TO ALLOW THE PASSAGE OF MIGRATING FISH AND AQUATIC SPECIES. FISH THAT BECOME STRANDED IN DEWATERED AREAS OR TEMPORARY CHANNELS SHOULD BE CAPTURED AND RETURNED TO THE ACTIVE CHANNEL IMMEDIATELY. SEE STRUCTURE PLANS FOR HYDRAULIC INFORMATION FOR AG DITCH #2.

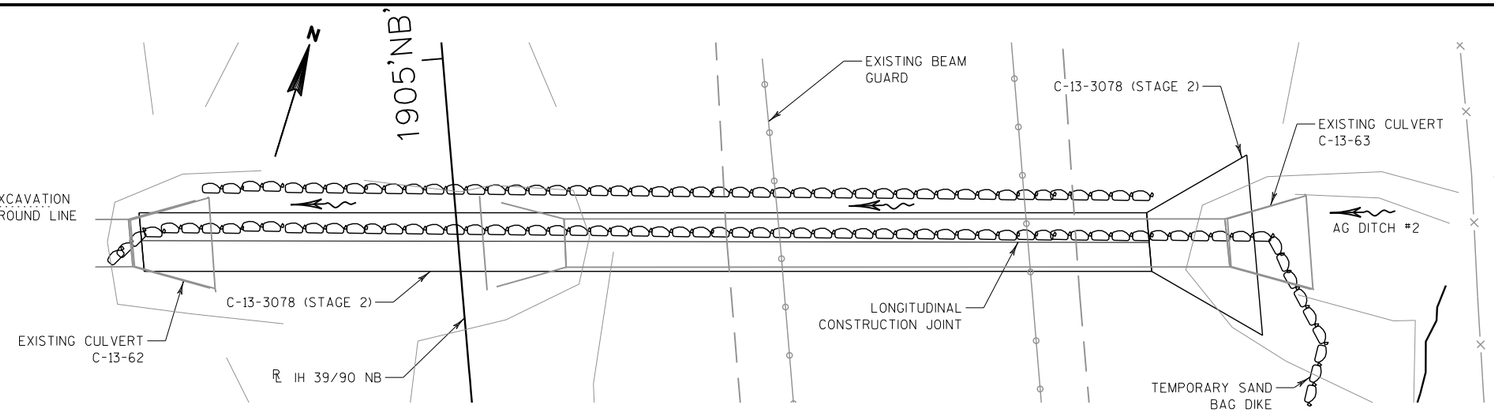
BREAKER RUN WILL BE PAID UNDER STRUCTURE BID ITEM "BREAKER RUN". POLYETHYLENE SHEETING AND TEMPORARY SANDBAG DIKE WILL BE PAID UNDER STRUCTURE BID ITEM "COFFERDAMS C-13-3078'. SEE STRUCTURE PLAN FOR DETAILS.

EXCAVATION AND BACKFILL REQUIRED FOR BYPASS CHANNEL WILL BE INCLUDED IN STRUCTURE BID ITEM "COFFERDAMS C-13-3078".

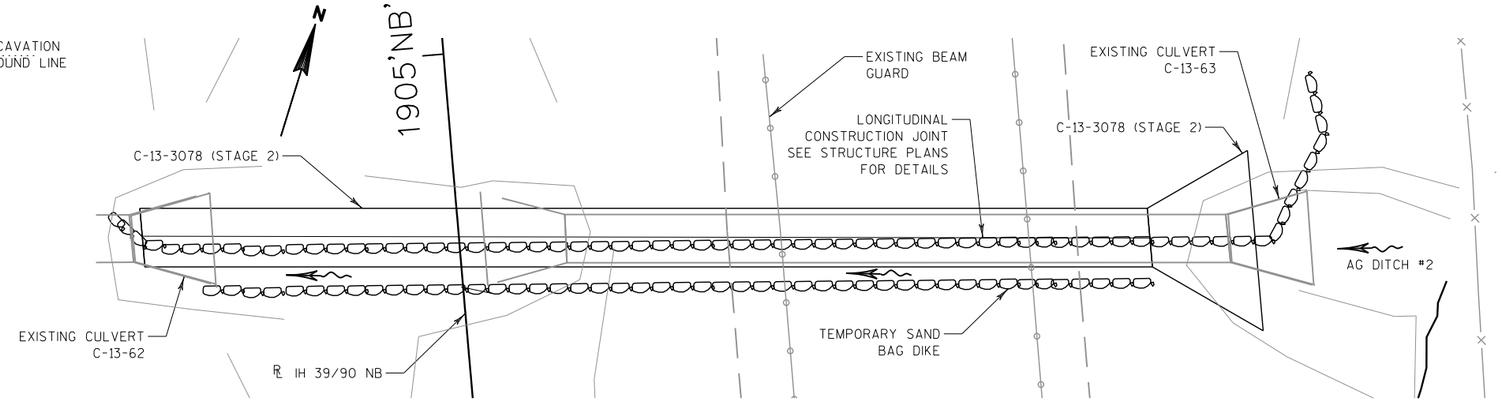
IT IS ASSUMED THE WORK ZONE WILL BE INUNDATED FOR HEAVY RAINFALL EVENTS.

SCHEMATIC VIEWS OF DEWATERED WORK ZONE ARE FOR CONTRACTOR'S INFORMATION. CONTRACTOR MAY CHOOSE DEWATERING METHODS WHICH SUIT THEIR BEST PRACTICES.

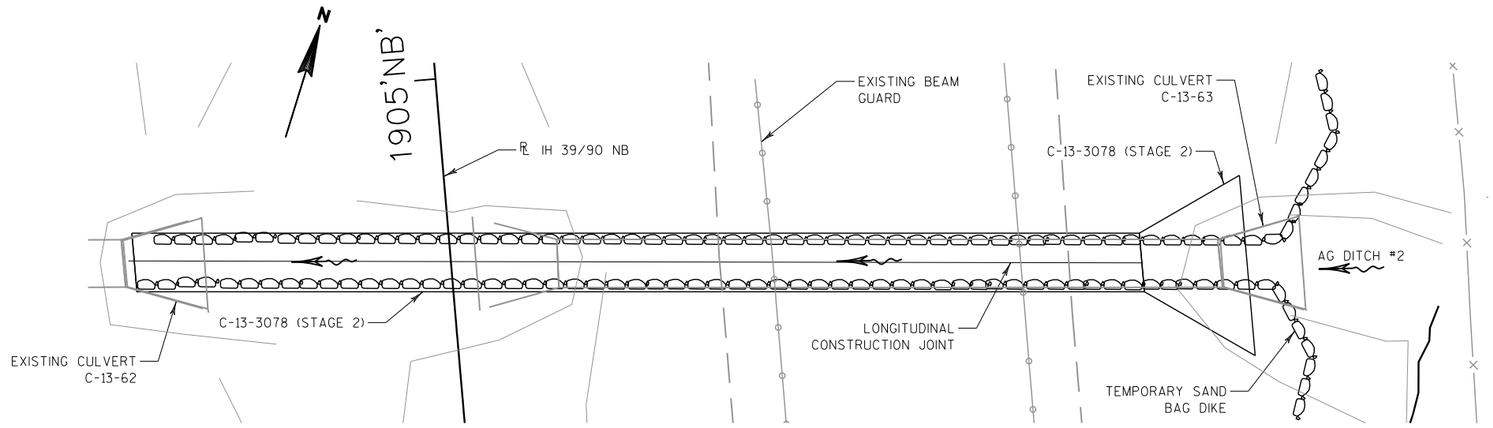
SUBMIT A WATER DIVERSION PLAN TO THE ENGINEER IF CONTRACTOR CHOOSES A DIFFERENT METHOD THAN WHAT IS SHOWN IN THE SCHEMATIC.



PLAN VIEW OF TEMPORARY BYPASS CHANNEL (STAGE 2A)



PLAN VIEW OF TEMPORARY BYPASS CHANNEL (STAGE 2B)



PLAN VIEW OF TEMPORARY BYPASS CHANNEL (STAGE 2C)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CONSTRUCTION DETAIL - BOX CULVERT TEMP. BYPASS CHANNEL	SHEET 44	E

2

2

R/W

N

SIGN

W

INL

1485'TSB

1490'TSB

I-39/90 SB

1495'TSB

1500

TSB

SLOPE INTERCEPT

NB

1485'NB

1490'NB

1495'NB

1500

I-39/90 NB

MATCHLINE STA 1500+00'NB'

SIGN

BEGIN PROJECT 1007-11-75

STA 1498+00'NB'

STA 1498+00.00'NB' = STA 1447+60.59'NB' ID 1005-10-72

R/W

PROJECT ID 1005-10-72
(WORK COMPLETED BY OTHERS)

ANT

ATHLETIC FIELD

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 45	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021101_rm2.dgn

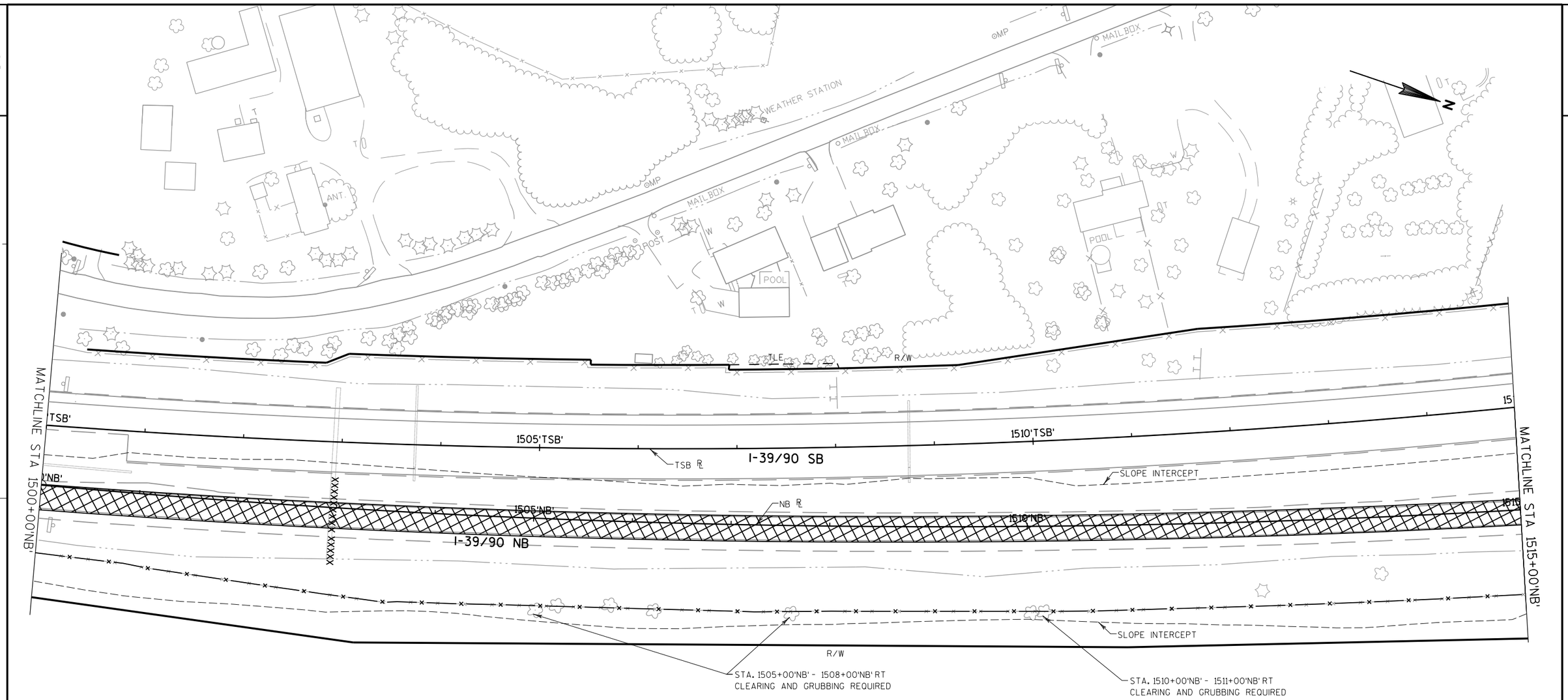
PLOT DATE : 4/28/2016

PLOT BY : kjd

PLOT NAME : $FILE$

PLOT SCALE : 1:100.003

2



LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 46	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021102_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

N

R/W

1525'TSB'

1520'TSB'

15'TSB'

TSB ℄

I-39/90 SB

MATCHLINE STA 1515+00'NB'

NB

SLOPE INTERCEPT

REMOVE BRIDGE B-13-177
(SEE STRUCTURE PLANS)

NB ℄

1520'NB'

I-39/90 NB

1525'NB'

MATCHLINE STA 1530+00'NB'

50'

WEATHER STATION

XXXXX

SLOPE INTERCEPT

R/W

STA. 1522+00'NB' - 1523+00'NB' RT
CLEARING AND GRUBBING REQUIRED

STA. 1525+00'NB' - 1528+00'NB' RT
CLEARING AND GRUBBING REQUIRED

LAKE DRIVE ROAD

52'

R/W

TLE

STA. 1529+00'NB' - 1530+00'NB' RT
CLEARING AND GRUBBING REQUIRED

L ℄

TOWER

LAKE DRIVE ROAD
STA. 41+00'L' - 43+00'L'LT & RT
STA. 44+00'L' - 47+00'L'LT
STA. 52+00'L' - 54+00'L'LT & RT
CLEARING AND GRUBBING REQUIRED

54'

POST

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

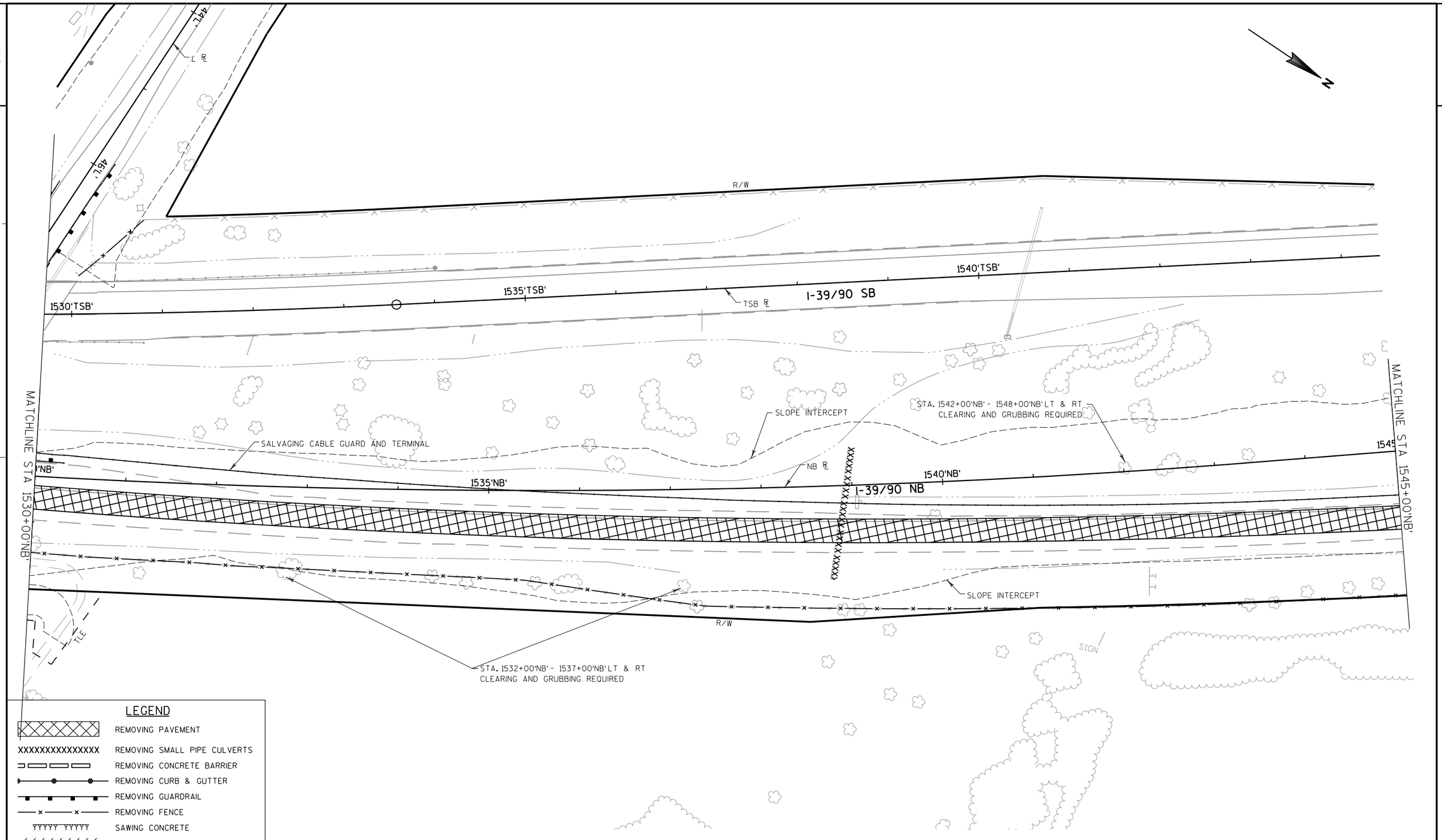
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FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021103_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2



LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

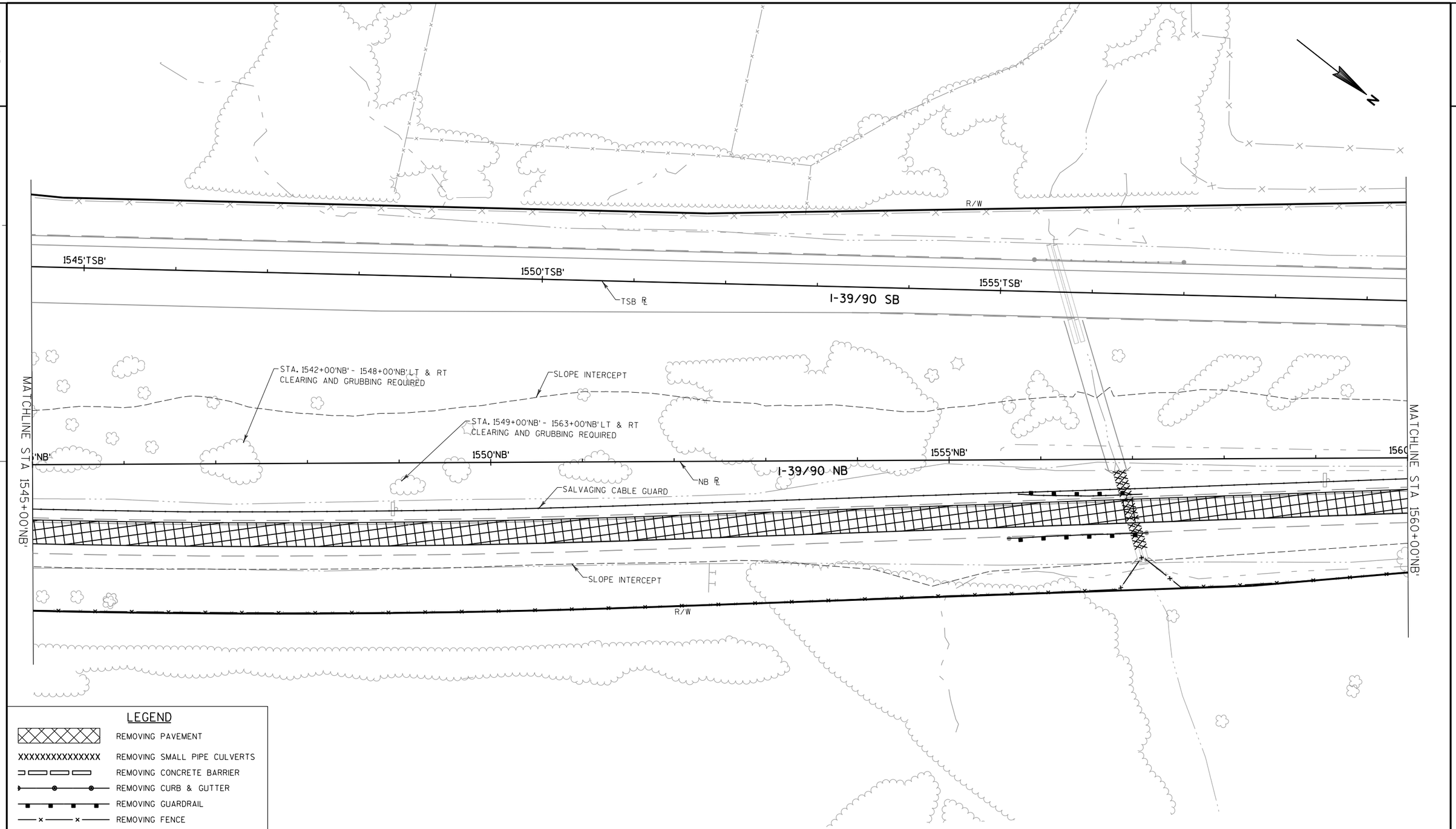
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 48	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021104_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2



LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 49	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021105_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

R/W

1560'TSB'

1565'TSB'

TSB ℄

I-39/90 SB

1570'TSB'

SLOPE INTERCEPT

STA. 1549+00'NB' - 1563+00'NB' LT & RT
CLEARING AND GRUBBING REQUIRED

SALVAGING CABLE GUARD AND TERMINAL

NB ℄

1565'NB'

1570'NB'

MATCHLINE STA 1560+00'NB'

MATCHLINE STA 1575+00'NB'

I-39/90 NB

SLOPE INTERCEPT

R/W

STA. 1564+00'NB' - 1580+00'NB' RT
CLEARING AND GRUBBING REQUIRED

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 50	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021106_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

SIGN

SIGN

R/W

1575'TSB'

1580'TSB'

I-39/90 SB

1585'TSB'

REMOVING MASONRY - MEDIAN CHANNEL

SLOPE INTERCEPT

TSB ℄

MATCHLINE STA 1575+00'NB'

MATCHLINE STA 1590+00'NB'

NB

1580'NB'

1585'NB'

1590

NB ℄

I-39/90 NB

SLOPE INTERCEPT

REMOVING MASONRY - EXISTING CONCRETE BASES FOR TYPE I SIGN
1588+02'NB', 32'RT

R/W

STA. 1564+00'NB' - 1580+00'NB' RT
CLEARING AND GRUBBING REQUIRED

REMOVING MASONRY - EXISTING CONCRETE BASES FOR TYPE I SIGN
1579+99'NB', 40'RT

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 51	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021107_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

SIGN

SIGN

MH

SOIL

SOLAR PANELS

R/W

SB ENTRANCE RAMP

1590'TSB'

1595'TSB'

I-39/90 SB

1600'TSB'

TSB ℄

SLOPE INTERCEPT

MATCHLINE STA 1590+00'NB'

MATCHLINE STA 1605+00'NB'

1590'NB'

1595'NB'

1600'NB'

I-39/90 NB

NB ℄

NB EXIT RAMP

SLOPE INTERCEPT

R/W

TLE

SEPTIC

SEPTIC

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 52	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021108_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

R/W

SB ENTRANCE RAMP

SB EXIT RAMP

N

USH 51

EXISTING B-13-175 PIER FOOTINGS (TO REMAIN)

SALVAGED CRASH CUSHION

1605'TSB'

1610'TSB'

I-39/90 SB

1615'TSB'

SLOPE INTERCEPT

TSB R

MATCHLINE STA 1605+00'NB'

1610'NB'

1615'NB'

I-39/90 NB

NB R

MATCHLINE STA 1620+00'NB'

SLOPE INTERCEPT

STH 73

NB EXIT RAMP

NB ENTRANCE RAMP

TLE

R/W

TLE

R/W

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 53	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021109_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

N

R/W

REMOVE INLET IN STAGE 2

SB EXIT RAMP

1620'TSB'

1625'TSB'

1630'TSB'

TSB ℄

I-39/90 SB

SLOPE INTERCEPT

MATCHLINE STA 1620+00'NB'

1625'NB'

1630'NB'

I-39/90 NB

NB ℄

NB ENTRANCE RAMP

MATCHLINE STA 1635+00'NB'

SLOPE INTERCEPT

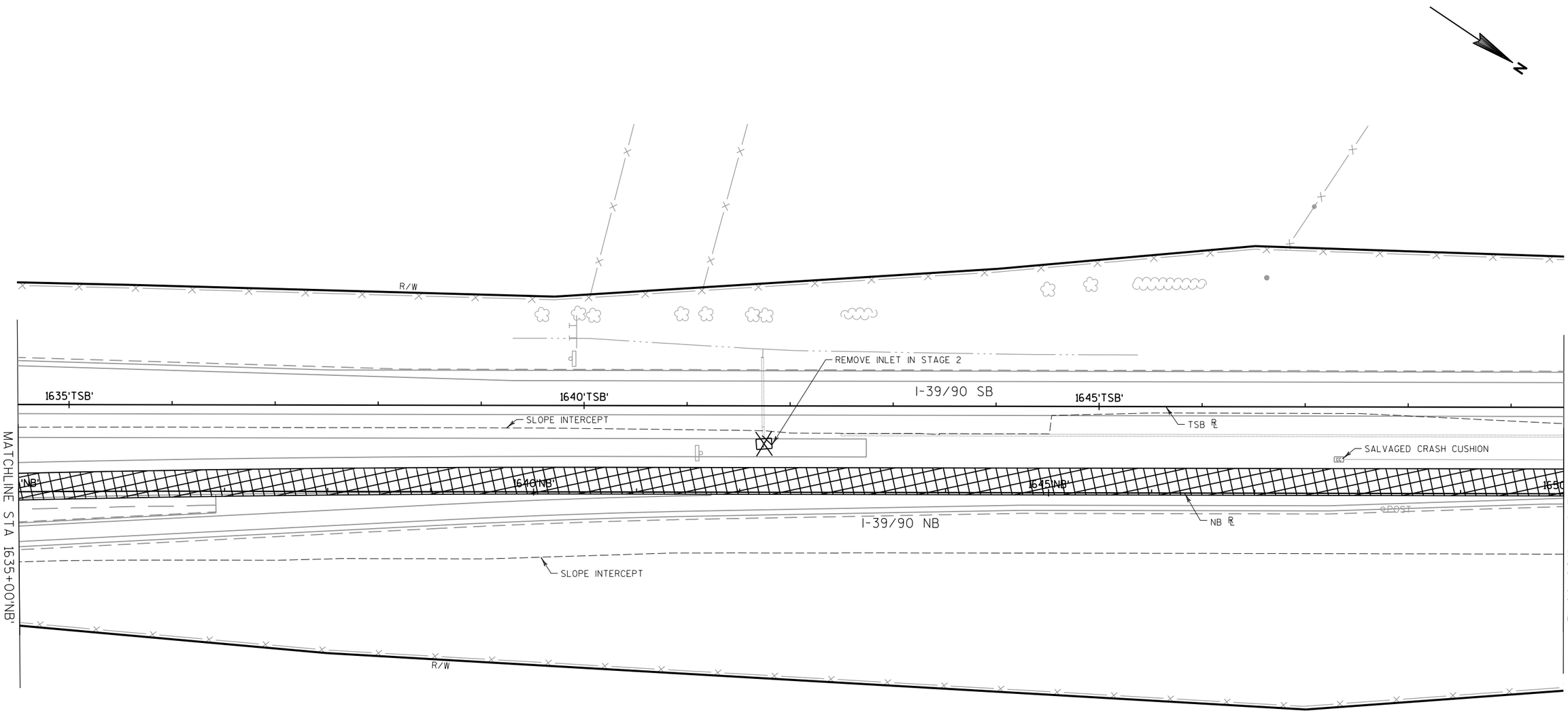
R/W

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 54	E

2



LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 55	E

2

2

EDGERTON ROAD

R/W

R/W

I-39/90 SB

1650'TSB'

1655'TSB'

1660'TSB'

SLOPE INTERCEPT

EXISTING B-13-174 PIER FOOTINGS (TO REMAIN)

TSB ℄

SALVAGED CRASH CUSHION

MATCHLINE STA 1650+00'NB'

1655'NB

1660'NB

I-39/90 NB

NB ℄

MATCHLINE STA 1665+00'NB'

SLOPE INTERCEPT

R/W

R/W

STA. 1657+00'NB' - 1689+00'NB' RT
CLEARING AND GRUBBING REQUIRED

R/W

LEGEND

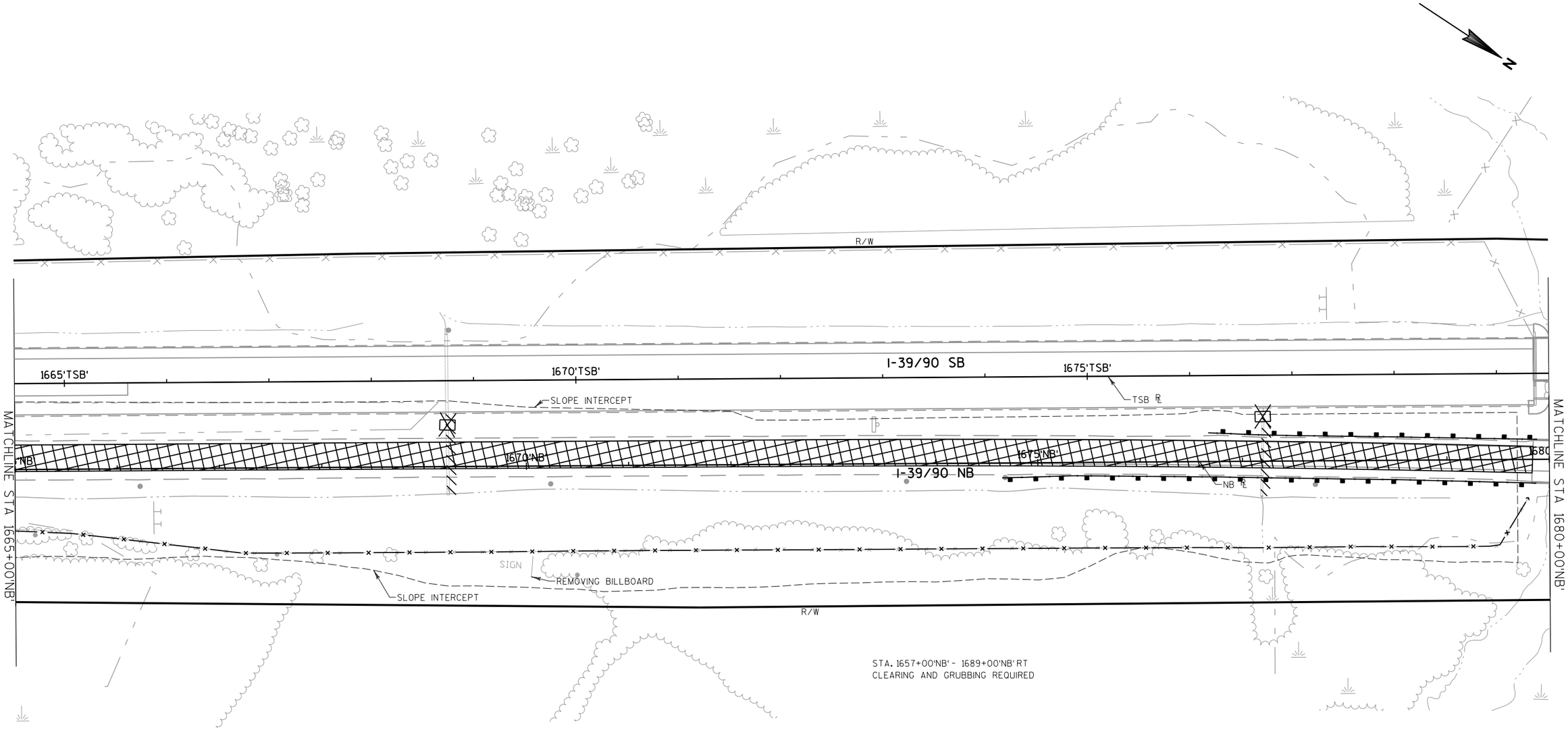
- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 56	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021112_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2



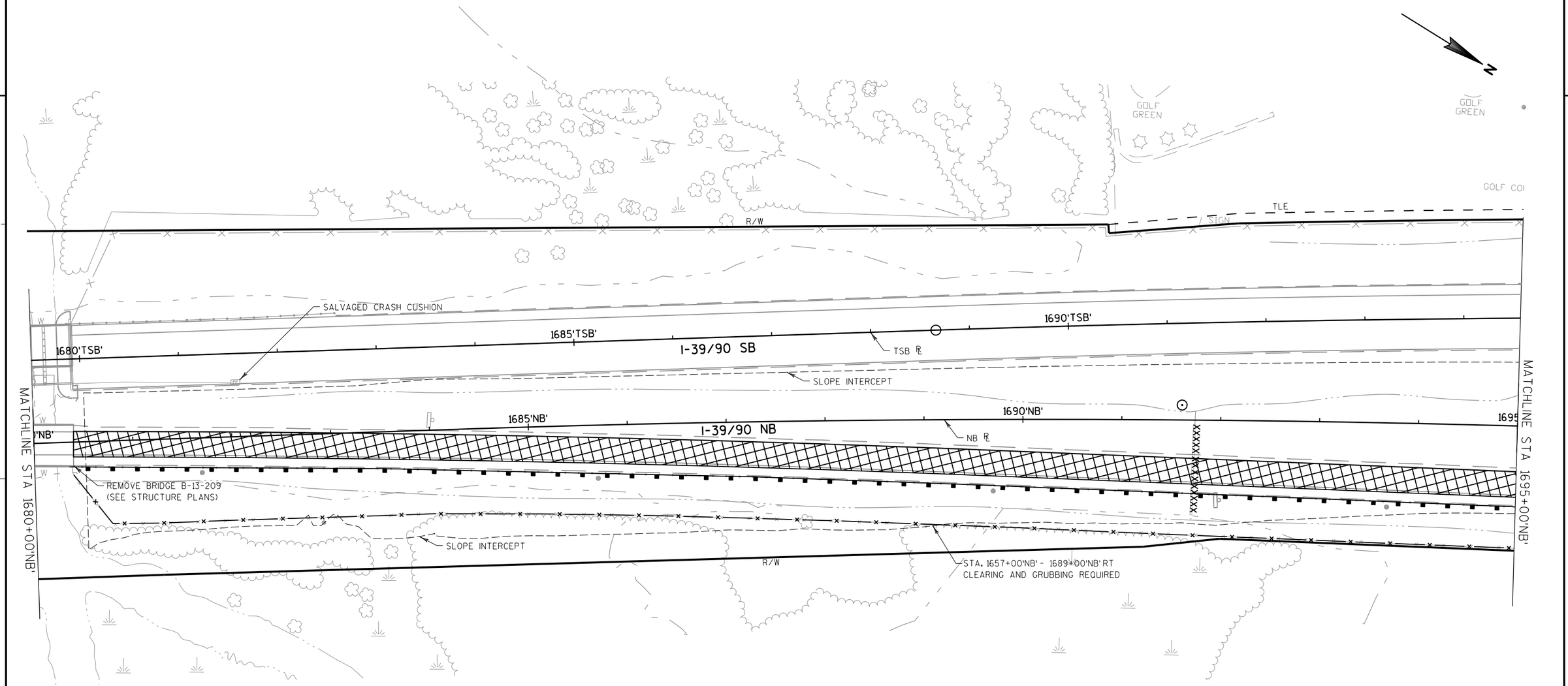
STA. 1657+00'NB' - 1689+00'NB' RT
CLEARING AND GRUBBING REQUIRED

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 57	E

2

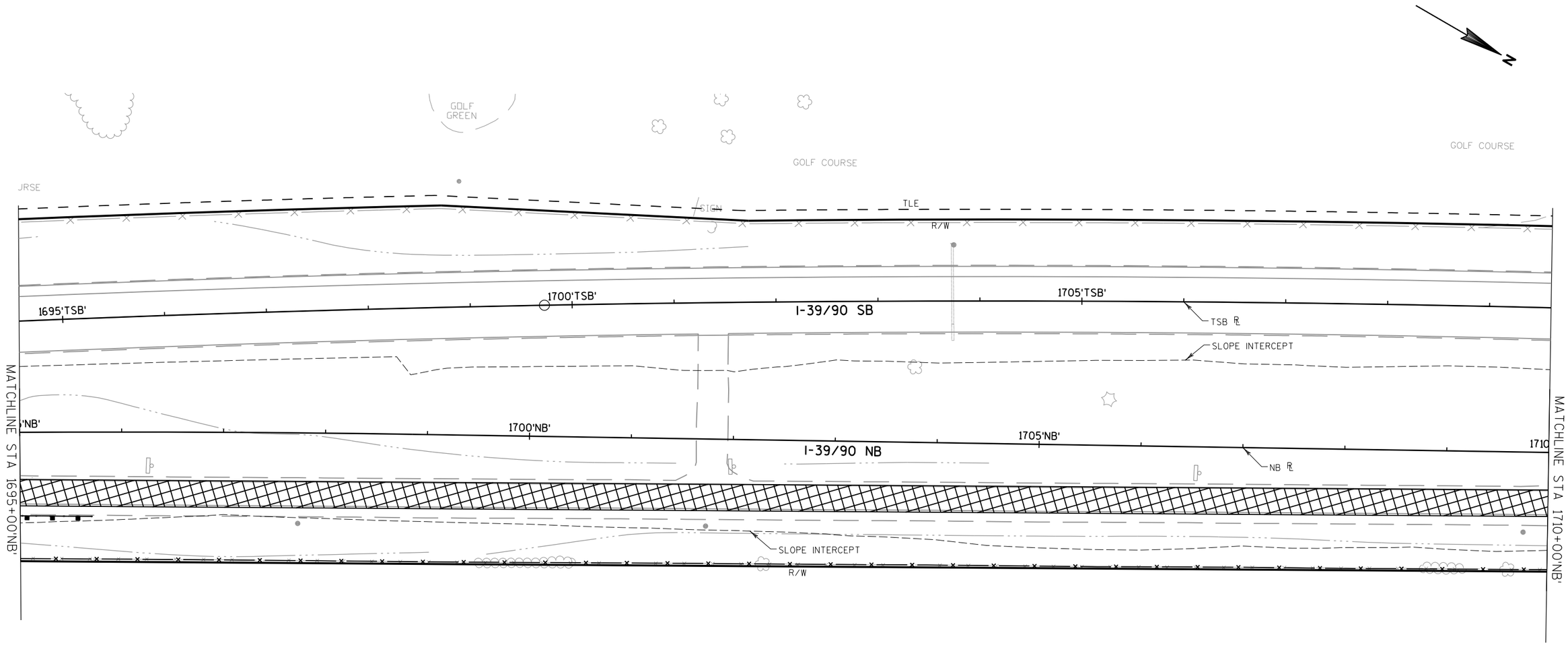


LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 58	E

2



LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 59	E

2

2

N

SAUNDERS CR

R/W

R/W

1710'TSB'

1715'TSB'

1720'TSB'

I-39/90 SB

TSB ℄

SLOPE INTERCEPT

REMOVING MASONRY - MEDIAN CHANNEL

NB ℄

'NB'

1715'NB'

1720'NB'

1725

I-39/90 NB

MATCHLINE STA 1710+00'NB'

MATCHLINE STA 1725+00'NB'

REMOVE BOX CULVERT C-13-65
(SEE STRUCTURE PLANS)

SLOPE INTERCEPT

R/W

STA. 1718+00'NB' - 1719+00'NB' RT
CLEARING AND GRUBBING REQUIRED

STA. 1712+00'NB' - 1717+00'NB' RT
CLEARING AND GRUBBING REQUIRED

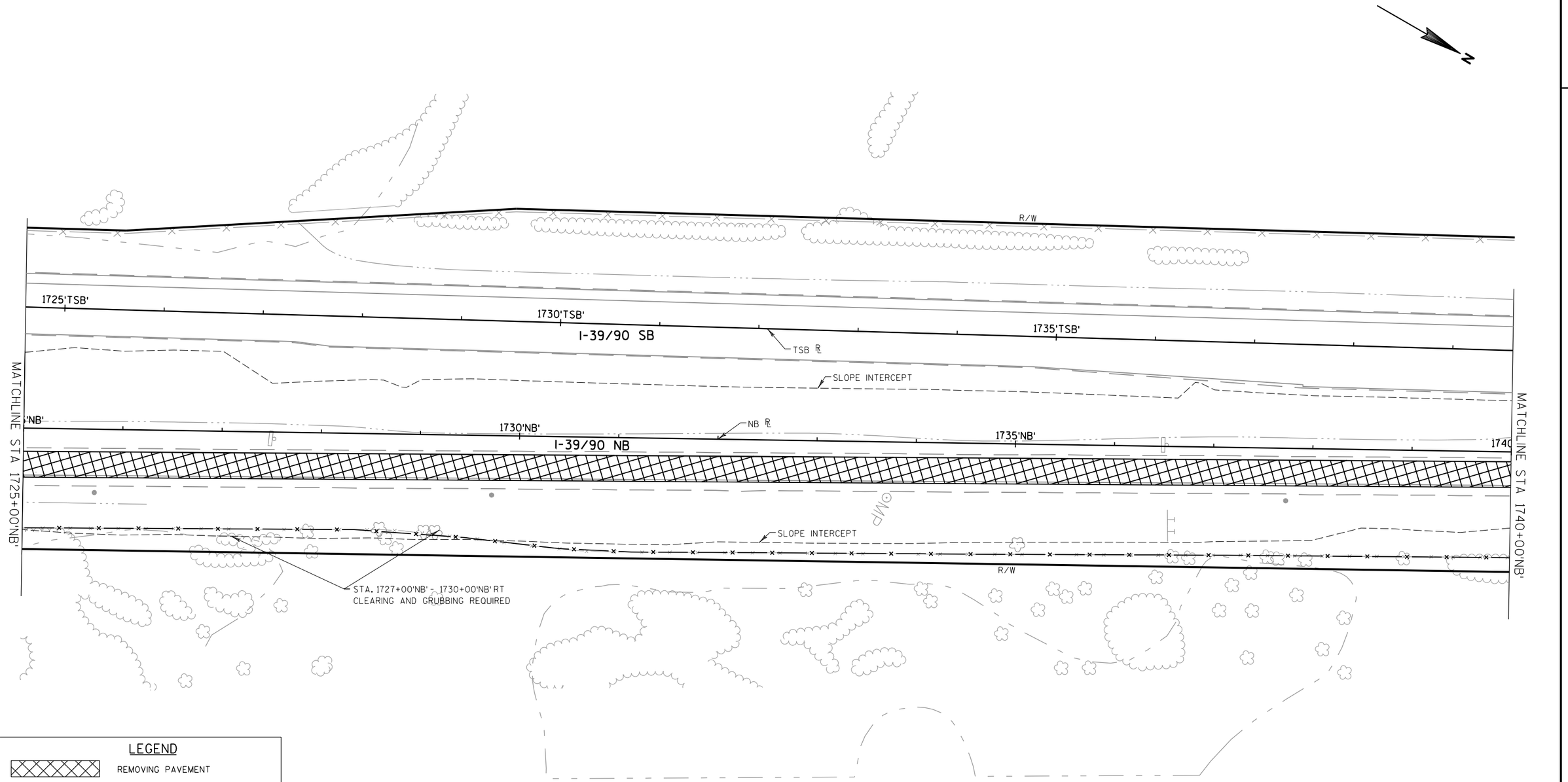
LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 60	E

2

2



LEGEND

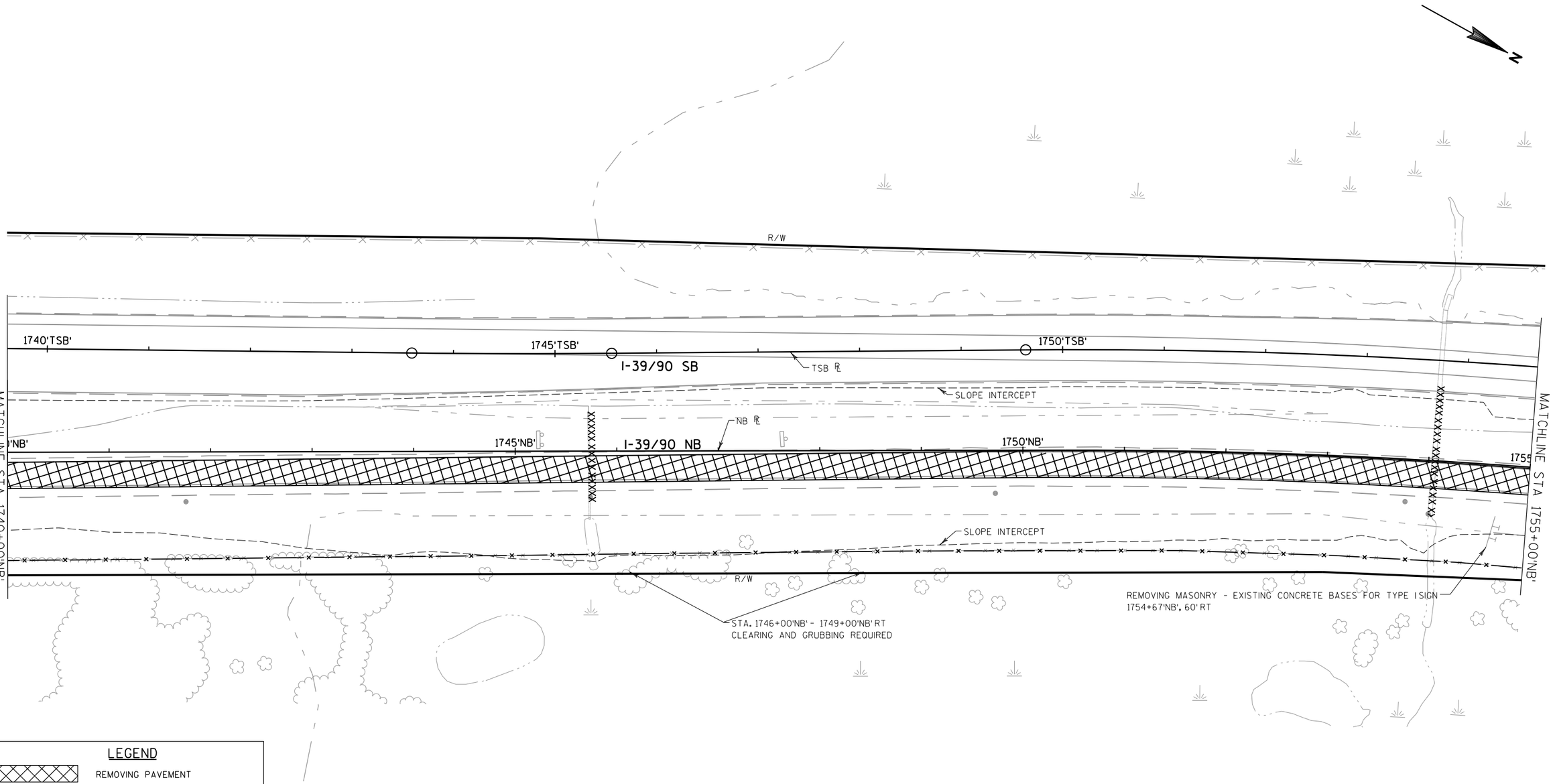
- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 61	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021117_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2



LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 62	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021118_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

N

R/W

I-39/90 SB

1760'TSB'

1765'TSB'

1755'TSB'

TSB ℄

SLOPE INTERCEPT

MATCHLINE STA 1755+00'NB'

I-39/90 NB

1760'NB'

1765'NB'

NB ℄

MATCHLINE STA 1770+00'NB'

SLOPE INTERCEPT

R/W

FOOTBRIDGE

FOOTBRIDGE

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 63	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021119_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

N

SEPTIC

R/W

R/W

STA 1772+00.00'TSB'=
STA 1772+42.42'SB', 15.00'LT

I-39/90 SB

TSB

1775'SB'

SB

1780'SB'

SLOPE INTERCEPT

STA AHEAD = 1784+94.84'SB'
STA BACK = 1781+38.91'SB'

NB

1775'NB'

1780'NB'

I-39/90 NB

MATCHLINE STA 1770+00'NB'

MATCHLINE STA 1785+00'NB'

SLOPE INTERCEPT

R/W

R/W

MAPLE GROVE ROAD

STA. 1784+00'NB' -
1785+00'NB' RT
CLEARING AND
GRUBBING
REQUIRED

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 64	E

2

2

N

R/W

SALVAGED CRASH CUSHION

I-39/90 SB

'SB'

1790'SB'

SB ℄

1795'SB'

1800

SLOPE INTERCEPT

MATCHLINE STA 1785+00'NB'

'NB'

1790'NB'

1795'NB'

1800

MATCHLINE STA 1800+00'NB'

I-39/90 NB

NB ℄

790'KB'

RAMP KB

SIGN

795'KB'

SLOPE INTERCEPT

R/W

MATCHLINE STA 791+51'KB'

800'KB'

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 65	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021121_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

N

R/W

RAMP KC

I-39/90 SB

USH 51

1805'SB'

1810'SB'

1815

SB ℄

SLOPE INTERCEPT

NB ℄

1805'NB'

1810'NB'

1815

I-39/90 NB

MATCHLINE STA 1800+00'NB'

MATCHLINE STA 1815+00'NB'

RAMP KA

805'KA'

810'KA'

MATCHLINE STA 804+95'KA'

SLOPE INTERCEPT

800'KA'

50'KN'

45'KN'

REMOVE BRIDGE B-13-172
(SEE STRUCTURE PLANS)

R/W

STA. 1805+00'NB' - 1807+00'NB' RT
CLEARING AND GRUBBING REQUIRED

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 66	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021122_rm2.dgn
PLOT DATE : 4/28/2016
PLOT BY : kjd
PLOT NAME : $FILE$
PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

2

2

RUINS

RUINS

RUINS

RUINS

RUINS

N

R/W

RAMP KD

I-39/90 SB

'SB'

1820'SB'

1825'SB'

SB ℄

SLOPE INTERCEPT

MATCHLINE STA 1815+00'NB'

'NB'

1820'NB'

NB ℄

I-39/90 NB

1825'NB'

XXXXX XXXXX

1830

MATCHLINE STA 1830+00'NB'

SLOPE INTERCEPT

RIPRAP

R/W

STA. 1815+00'NB' - 1818+00'NB' RT
CLEARING AND GRUBBING REQUIRED

STA. 1824+00'NB' - 1828+00'NB' RT
CLEARING AND GRUBBING REQUIRED

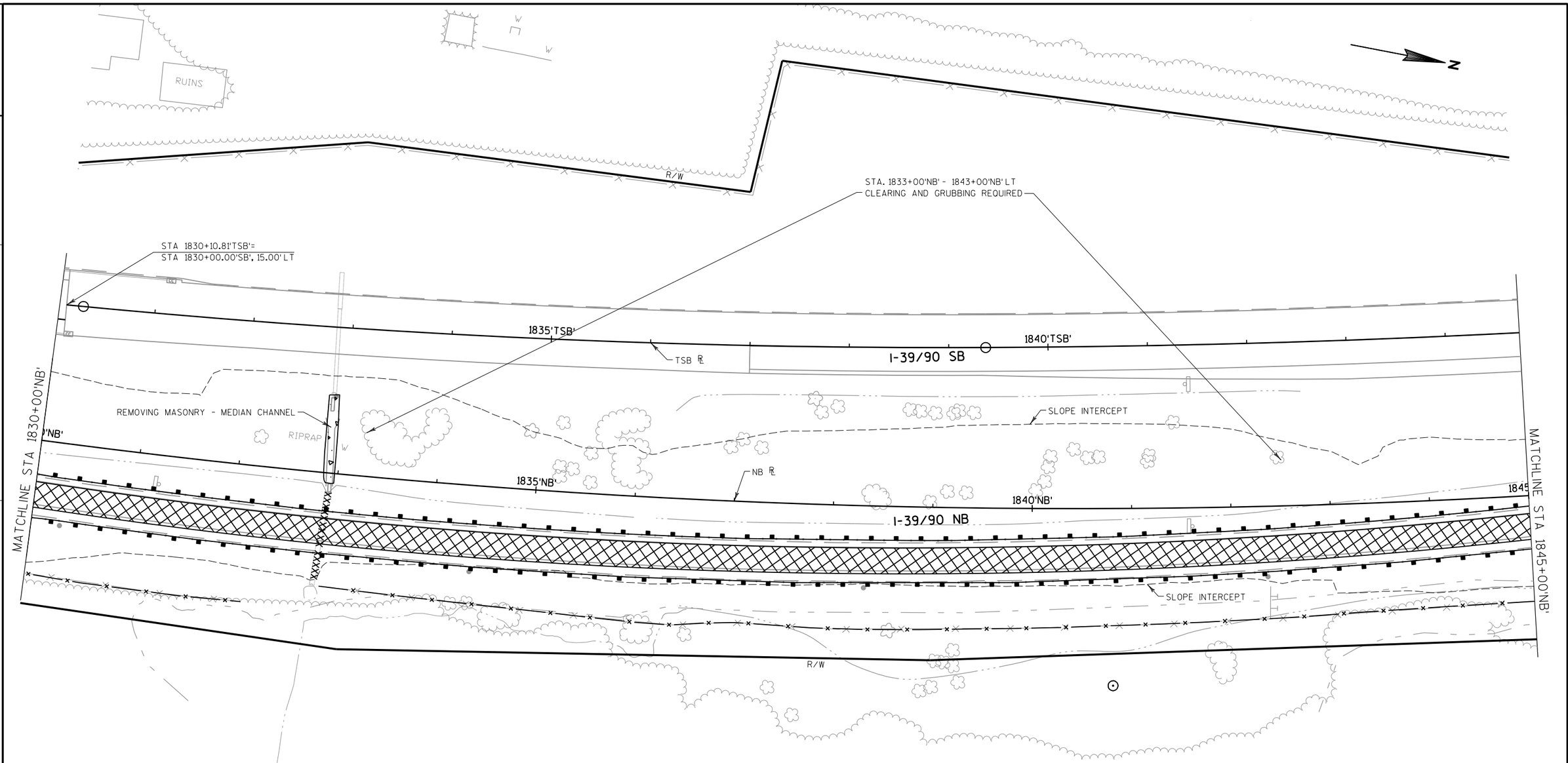
LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 67	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021123_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 68	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021124_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

N

R/W

1845'TSB'

TSB ℄

1850'TSB'

1855'TSB'

I-39/90 SB

SLOPE INTERCEPT

SALVAGED
CRASH CUSHION

MATCHLINE STA 1845+00'NB'

'NB'

NB ℄

1850'NB'

1855'NB'

I-39/90 NB

MATCHLINE STA 1860+00'NB'

SLOPE INTERCEPT

R/W

STA. 1852+00'NB' - 1859+00'NB' RT
CLEARING AND GRUBBING REQUIRED

CTH A

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 69	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021125_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

N

TOWER

R/W

CTH A

SALVAGED CRASH CUSHION

1860'TSB'

1865'TSB'

1870'TSB'

I-39/90 SB

TSB ℄

EXISTING B-13-170 PIER FOOTINGS (TO REMAIN)

SLOPE INTERCEPT

NB ℄

1875

MATCHLINE STA 1860+00'NB'

1865'NB'

1870'NB'

I-39/90 NB

MATCHLINE STA 1875+00'NB'

SIGN

SIGN

SIGN

SIGN

REMOVING BILLBOARD

SLOPE INTERCEPT

R/W

STA. 1862+00'NB' - 1869+00'NB' RT
CLEARING AND GRUBBING REQUIRED

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 70	E

2

2

N

R/W

1875'TSB'

1880'TSB'

1885'TSB'

I-39/90 SB

TSB ℄

SLOPE INTERCEPT

REMOVING MASONRY - MEDIAN CHANNEL

RIPRAP

MATCHLINE STA 1875+00'NB'

'NB'

1880'NB'

1885'NB'

1890

I-39/90 NB

NB ℄

MATCHLINE STA 1890+00'NB'

SLOPE INTERCEPT

REMOVING MASONRY - CHANNEL

RIPRAP

R/W

SIGN

STA. 1876+00'NB' - 1883+00'NB' RT
CLEARING AND GRUBBING REQUIRED

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 71	E

2

2

N

R/W

1890'TSB'

1895'TSB'

1900'TSB'

I-39/90 SB

TSB ℄

SLOPE INTERCEPT

NB ℄

'NB'

1895'NB'

1900'NB'

1905

I-39/90 NB

MATCHLINE STA 1890+00'NB'

MATCHLINE STA 1905+00'NB'

SLOPE INTERCEPT

REMOVE BOX CULVERT C-13-63
(SEE STRUCTURE PLANS)

R/W

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 72	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021128_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

N

R/W

1910'TSB'

1905'TSB'

1915'TSB'

I-39/90 SB

TSB ℄

SALVAGED CRASH CUSHION

SLOPE INTERCEPT

MATCHLINE STA 1905+00'NB'

1910'NB'

1915'NB'

1920

'NB'

I-39/90 NB

NB ℄

RIPRAP

SLOPE INTERCEPT

R/W

MATCHLINE STA 1920+00'NB'

STA. 1915+00'NB' - 1920+00'NB' RT
CLEARING AND GRUBBING REQUIRED

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 73	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021129_rm2.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

N

R/W

SIGN

TLE

R/W

TLE

46'CH.

48'CH.

50'CH.

SALVAGED CRASH CUSHIONS

SALVAGED CRASH CUSHION

STA 1926+00.00'TSB'=
STA 1926+43.50'SB, 15.00'LT

1920'TSB'

1925'TSB'

I-39/90 SB

SB ℄

SB ℄

1930'SB'

1935'SB

SLOPE INTERCEPT

REMOVE BRIDGE B-13-169
(SEE STRUCTURE PLANS)

NB ℄

1925'NB'

1930'NB'

1935'NB'

I-39/90 NB

MATCHLINE STA 1920+00'NB'

MATCHLINE STA 1935+00'NB'

SLOPE INTERCEPT

CH ℄

R/W

R/W

SALVAGED
CRASH
CUSHIONS

EAST CHURCH ROAD

52'CH.

54'CH.

STA. 1922+00'NB' - 1930+00'NB' RT
CLEARING AND GRUBBING REQUIRED

STA. 1931+00'NB' - 1935+00'NB' RT
CLEARING AND GRUBBING REQUIRED

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 74	E

2

2

N

SIGN

TLE

R/W

STA 1948+00.00'SB'=
STA 548+99.94'SBE', 16.84' RT

SB

1940'SB'

I-39/90 SB

1945'SB'

SBE

550'SBE'

TSB

SLOPE INTERCEPT

STA 1948+00.00'SB'=
STA 1947+58.61'TSB', 0.21' LT

MATCHLINE STA 1935+00'NB'

NB

1940'NB'

1945'NB

1950'NB

NB

I-39/90 NB

RIPRAP

RIPRAP

END PROJECT 1007-11-75
STA 1948+00'NB'

SLOPE INTERCEPT

MATCHLINE STA 1950+00'NB'

R/W

STA. 1936+00'NB' - 1937+00'NB' RT
CLEARING AND GRUBBING REQUIRED

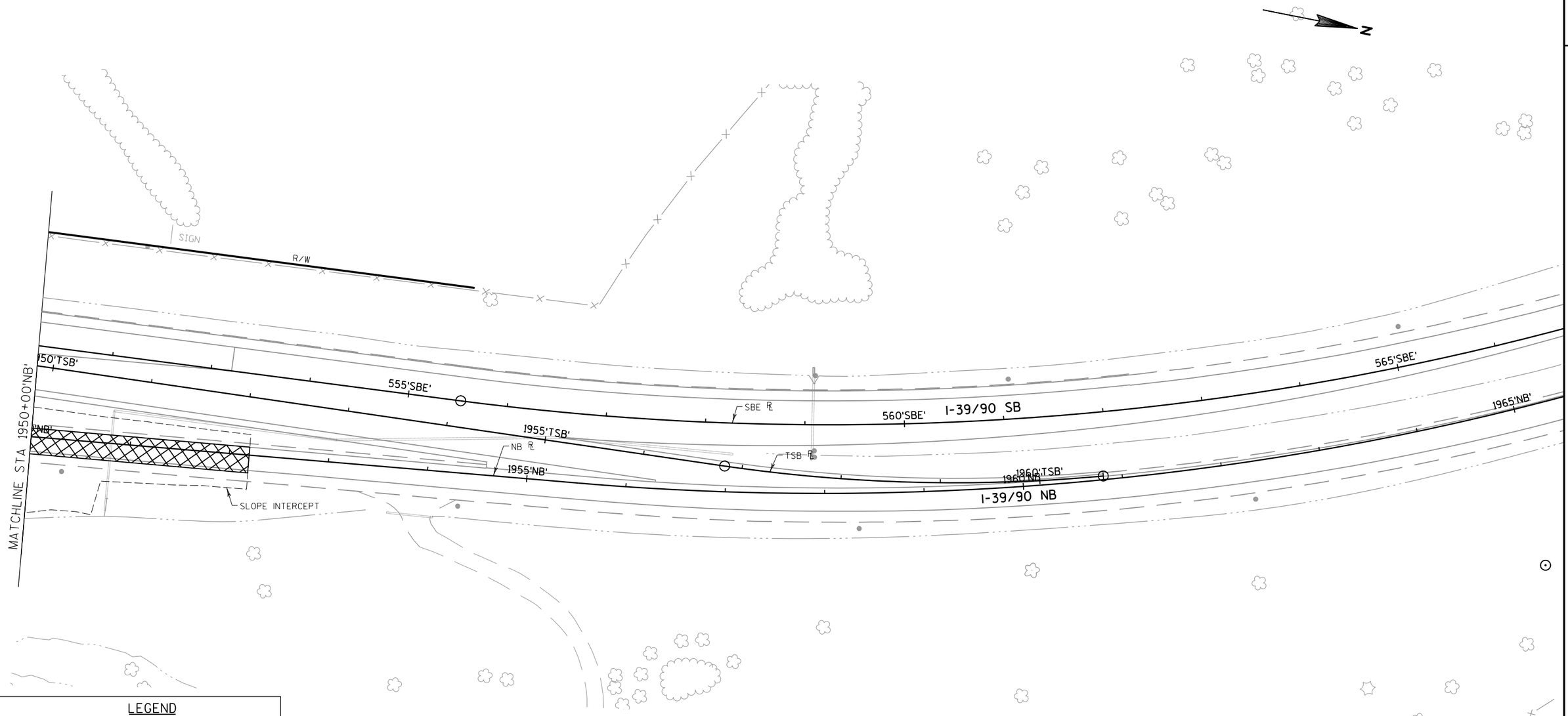
STA. 1938+00'NB' - 1947+00'NB' RT
CLEARING AND GRUBBING REQUIRED

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 75	E

2



LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 2/3	SHEET 76	E

2

2

R/W

N

SIGN

W

INL

1485'TSB

1490'TSB

I-39/90 SB

1495'TSB

1500

MATCHLINE STA 1500+00'NB'

TSB

SLOPE INTERCEPT

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

NB

1485'NB

1490'NB

1495'NB

1500

I-39/90 NB

SIGN

BEGIN PROJECT 1007-11-75

STA 1498+00'NB'

STA 1498+00.00'NB' = STA 1447+60.59'NB' ID 1005-10-72

R/W

PROJECT ID 1005-10-72
(WORK COMPLETED BY OTHERS)

ANT

ATHLETIC FIELD

LEGEND

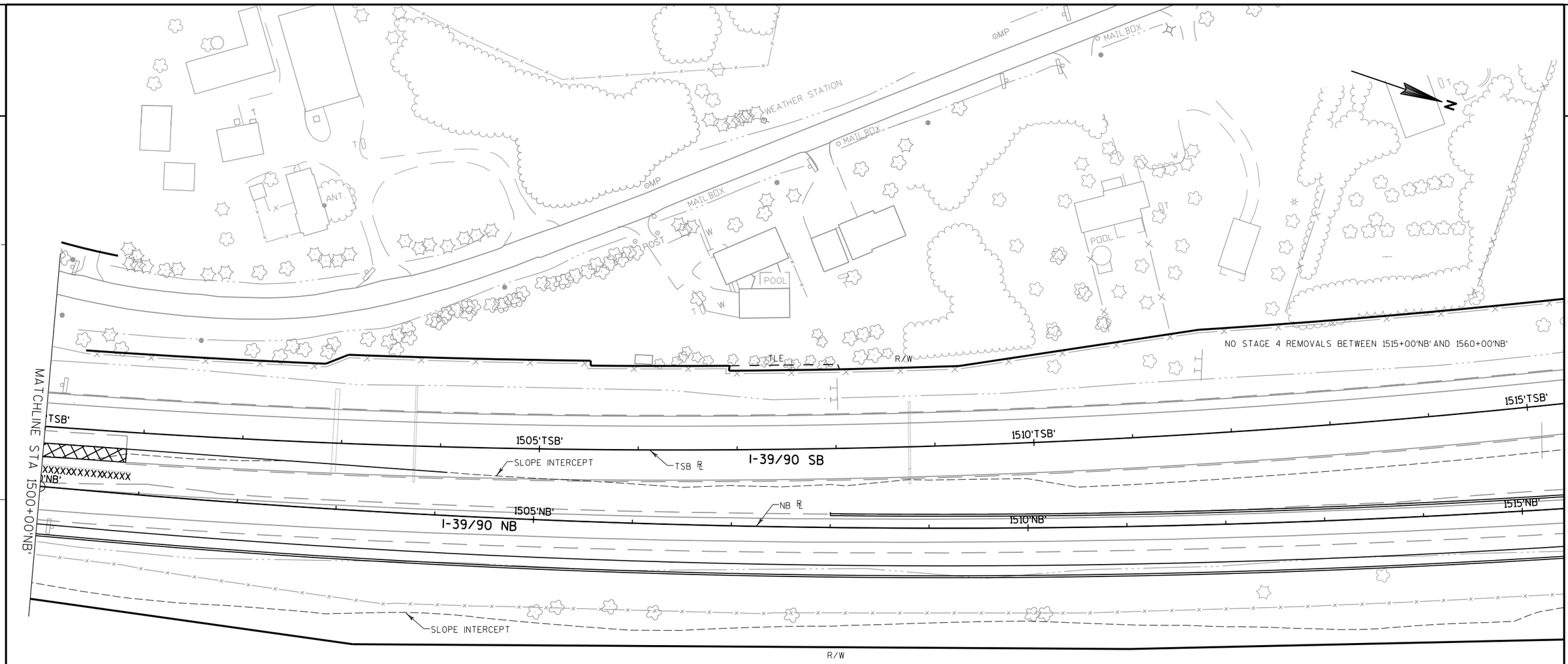
- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 4	SHEET 77	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021133_rm4.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100.003

WISDOT/CADDS SHEET 42

2



LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 4	SHEET 78	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021134_rm4.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

R/W

NO STAGE 4 REMOVALS BETWEEN 1575+00'NB' AND 1620+00'NB'

1560'TSB'

1565'TSB'

1570'TSB'

1575

TSB ℄

I-39/90 SB

SLOPE INTERCEPT

NB ℄

1560'NB'

1565'NB'

1570'NB'

1575'NB'

I-39/90 NB

R/W

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 4	SHEET 79	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021135_rm4.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

N

R/W

SB EXIT RAMP

1620'TSB'

1625'TSB'

1630'TSB'

TSB ℄

I-39/90 SB

SLOPE INTERCEPT

MATCHLINE STA 1635+00'NB'

1620'NB'

1625'NB'

1630'NB'

1635

NB ℄

I-39/90 NB

NB ENTRANCE RAMP

SLOPE INTERCEPT

R/W

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 4	SHEET 80	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021136_rm4.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

N

R/W

1635'TSB'

1640'TSB'

I-39/90 SB

1645'TSB'

SLOPE INTERCEPT

TSB R

MATCHLINE STA 1635+00'NB'

MATCHLINE STA 1650+00'NB'

'NB'

1640'NB'

1645'NB'

1650

POST

I-39/90 NB

NB R

SLOPE INTERCEPT

R/W

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 4	SHEET 81	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021137_rm4.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

N

EDGERTON ROAD

R/W

R/W

NO STAGE 4 REMOVALS BETWEEN 1665+00'NB' AND 1920+00'NB'

I-39/90 SB

1650'TSB'

1655'TSB'

1660'TSB'

1665

SLOPE INTERCEPT

TSB ℄

1665'NB'

1660'NB'

1655'NB'

I-39/90 NB

NB ℄

MATCHLINE STA 1650+00'NB'

SLOPE INTERCEPT

R/W

R/W

R/W

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 4	SHEET 82	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021138_rm4.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2

2

N

STA 1926+00.00'TSB'=
STA 1926+43.50'SB', 15.00'LT

1920'TSB'

1925'TSB'

1930'SB'

1935'SB

I-39/90 SB

SB ℄

SB ℄

SLOPE INTERCEPT

NB ℄

1920'NB'

1925'NB'

1930'NB'

1935

I-39/90 NB

SLOPE INTERCEPT

R/W

R/W

R/W

R/W

T.L.E.

T.L.E.

SIGN

EAST CHURCH ROAD

MATCHLINE STA 1935+00'NB'

LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 4	SHEET 83	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021139_rm4.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

N

SIGN

TLE

R/W

SB ℄

1940'SB'

I-39/90 SB

1945'SB'

STA 1948+00.00'SB'=
STA 548+99.94'SBE', 16.84' RT

SBE ℄

550'SBE'

1950'TSB

TSB ℄

SLOPE INTERCEPT

STA 1948+00.00'SB'=
STA 1947+58.61'TSB', 0.21' LT

MATCHLINE STA 1935+00'NB'

1940'NB'

1945'NB'

1950'NB'

NB ℄

I-39/90 NB

RIPRAP

RIPRAP

END PROJECT 1007-11-75
STA 1948+00'NB'

R/W

SLOPE INTERCEPT

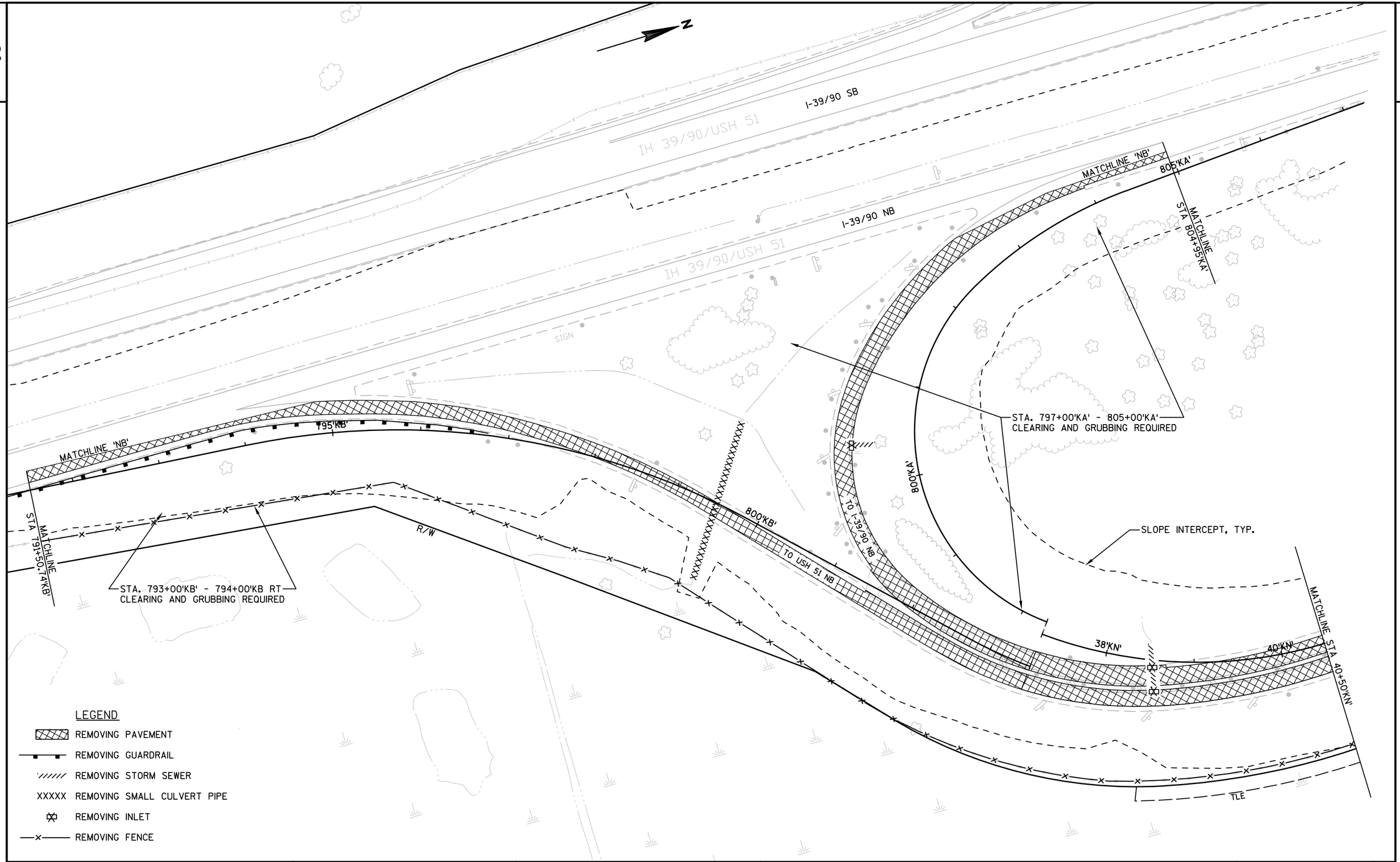
LEGEND

- REMOVING PAVEMENT
- XXXXXXXXXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE BARRIER
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- YYYYY YYYYY SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLETS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLAN - STAGE 4	SHEET 84	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\021140_rm4.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : $FILE$ PLOT SCALE : 1:100

2



PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLANS - STAGE 2/3	SHEET 85	E

2

MATCHLINE STA 40+50'KN'

SLOPE INTERCEPT, TYP.

STA. 41+00'KN' - 42+00'KN
CLEARING AND
GRUBBING REQUIRED

TLE

42'KN'

44'KN'

46'KN'

48'K

USH 51 SB

USH 51 NB

TLE

R/W

STA. 45+00'KN' - 48+00'KN LT & RT
CLEARING AND GRUBBING REQUIRED

B-13-172
810'KA'

B-13-707

MAINTENANCE AND REMOVAL OF CONCRETE
BARRIER LEFT IN PLACE BY OTHERS

SALVAGED
CRASH CUSHION

54'KN'

52'KN'

50'KN'

SALVAGED
CRASH CUSHION

MAINTENANCE AND REMOVAL OF CONCRETE
BARRIER LEFT IN PLACE BY OTHERS

I-39/90 NB

I-39/90 SB

N

LEGEND

- REMOVING PAVEMENT
- REMOVING CURB AND GUTTER
- REMOVING STORM SEWER
- XXXXX REMOVING SMALL CULVERT PIPE
- REMOVING INLET
- REMOVING FENCE
- XXX SAWING ASPHALT

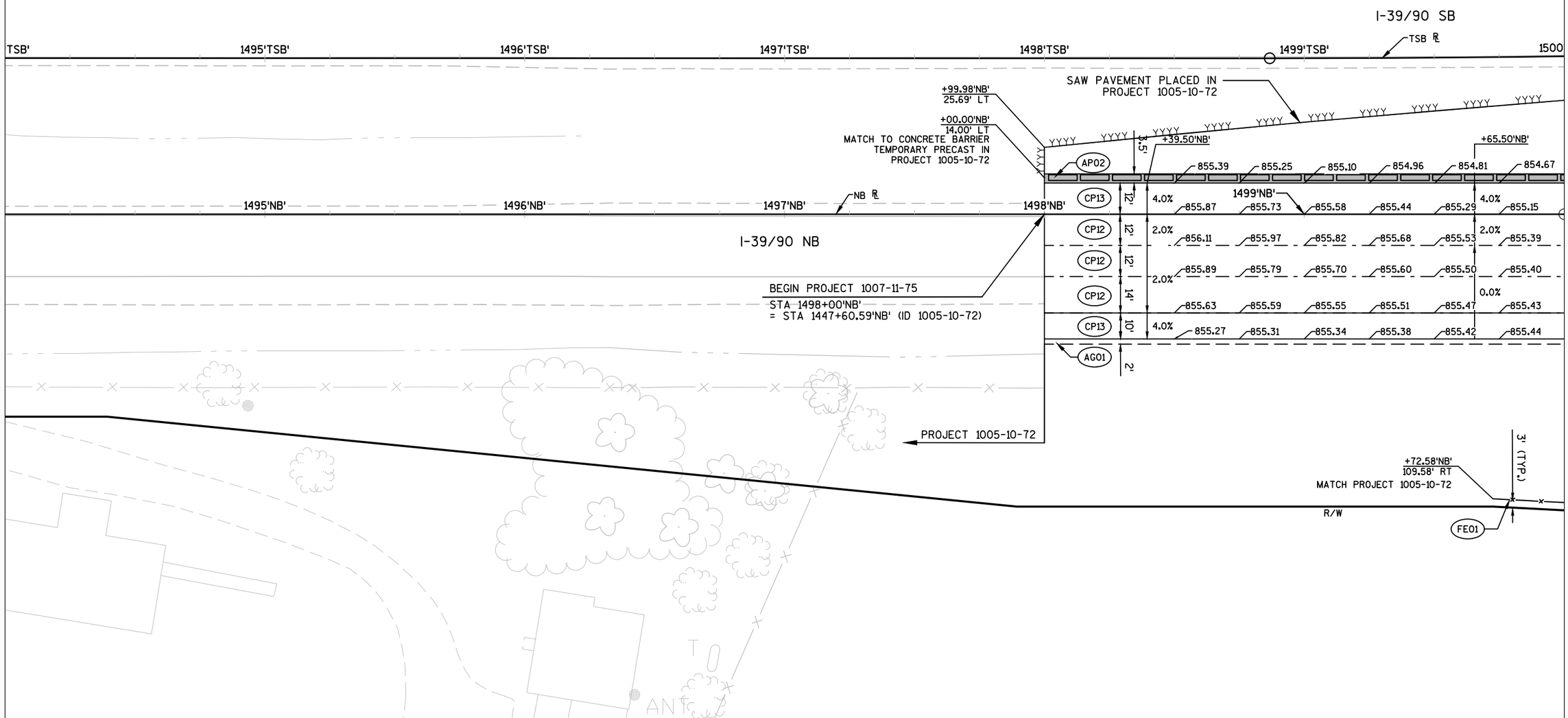
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	REMOVAL PLANS - STAGE 2/3	SHEET 86 E

2

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 87	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 2 (1494+00.00)
PLOT DATE : 8/8/2016 1:48 PM
PLOT BY : HARRY TRAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

PLAN DETAIL LEGEND

AP01	HMA PAVEMENT 4-INCH NEW CONSTRUCTION	CB01	CONCRETE BARRIER TYPE S36
AP02	HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION	FE01	FENCE WOVEN WIRE 4-FEET
AP03	HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION	PV01	CONCRETE PAVEMENT APPROACH SLAB
AG01	BASE AGGREGATE DENSE 3/4-INCH	PV11	CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01	MGS THRIE BEAM TRANSITION	SP01	SLOPE PAVING CONCRETE
BG02	MGS GUARDRAIL 3	SP02	SLOPE PAVING CRUSHED AGGREGATE
BG03	MGS GUARDRAIL TERMINAL EAT		CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	CC	CRASH CUSHIONS PERMANENT
CG02	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	XXXX	SAWING ASPHALT
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED	YYYY	SAWING CONCRETE
CP12	CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED		PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13	TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")		

R/W

N

I-39/90 SB

1501'TSB' 1502'TSB' 1503'TSB' 1504'TSB' TSB ℄ 1505'TSB' 150

+02.37'TSB' 16.73' RT

+83.38'TSB' 17.00' RT

+00.00'TSB' 30.50' RT

YYYY YYYY YYYY YYYY

XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

MATCHLINE 1500+00'NB'

+91.50'NB'

854.52 854.37 854.23 854.08 853.99

855.00 854.85 854.71 854.56 4.0% 854.47

855.24 855.09 854.95 854.80 854.72

855.31 855.21 855.12 855.02 2.1% 854.97

855.39 855.35 855.32 855.28 855.27

855.45 855.45 855.46 855.46 855.48

1501'NB' 1502'NB' 1503'NB' 1504'NB' 1505'NB'

NB ℄ NB ℄

I-39/90 NB

AP02 3.5'

CP13 12'

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

MATCHLINE 1506+00'NB'

3' (TYP.)

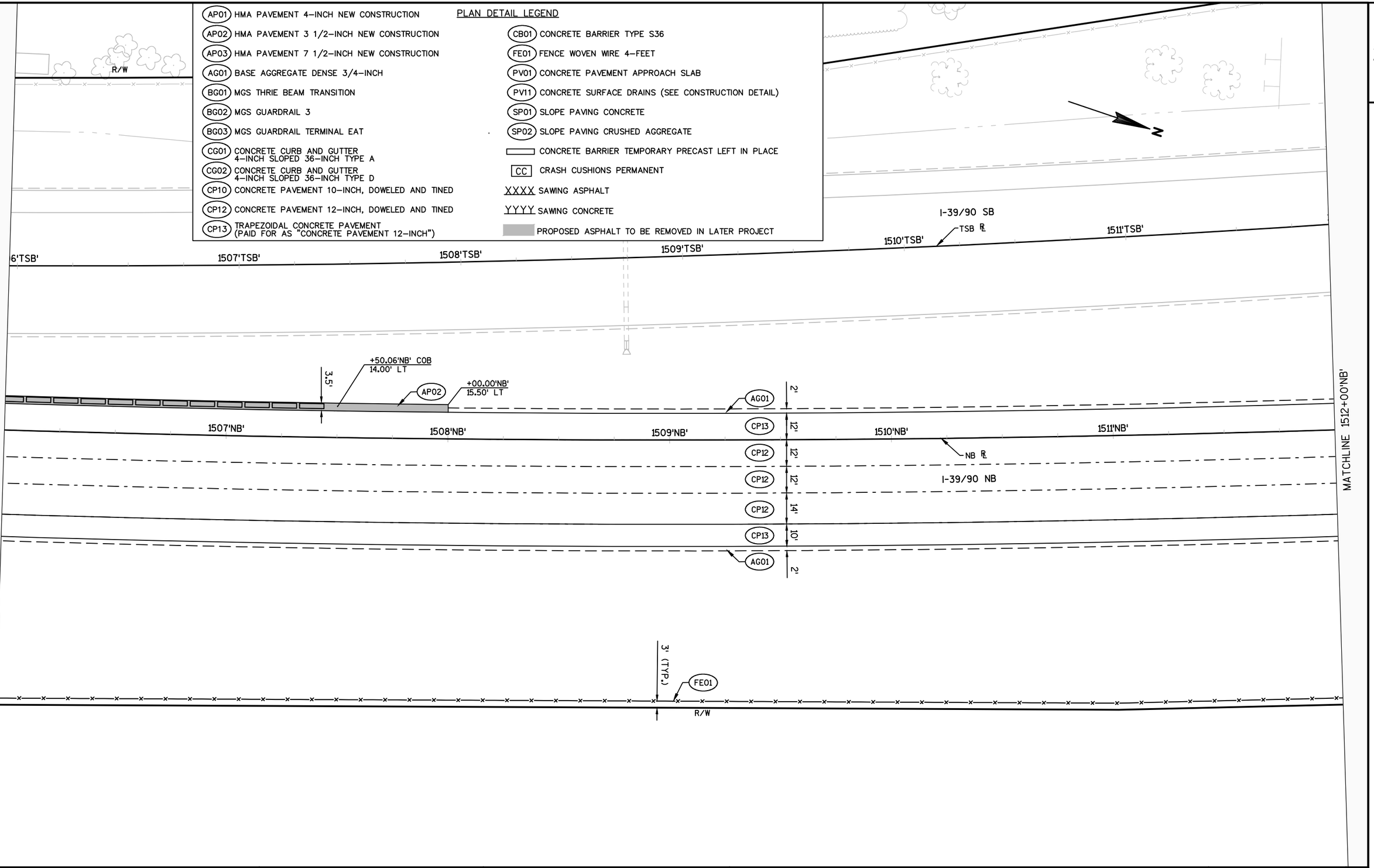
FE01

R/W

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 89	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 4 (1506+00.00)
PLOT DATE : 4/29/2016 3:03 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

N

I-39/90 SB

1516'TSB'

TSB ℄

1517'TSB'

1512'TSB'

PIPE UNDERDRAIN 6-INCH EXTENSION

MATCHLINE 1512+00'NB'

MATCHLINE 1518+00'NB'

1513'NB'

1514'NB'

1515'NB'

1516'NB'

1517'NB'

NB ℄

I-39/90 NB

AG01 2'

CP13 12'

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

3' (TYP.)

FE01

R/W

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 90	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 5 (1512+00.00)

PLOT DATE : 4/29/2016 3:04 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

N

I-39/90 SB

IH 39/90

TSB ℄

1522'TSB'

1523'TSB'

1518'TSB'

MATCHLINE 1518+00'NB'

MATCHLINE 1524+00'NB'

AG01 2'

CP13 12' 1519'NB' 1520'NB' 1521'NB' 1522'NB' 1523'NB'

CP12 12' NB ℄

CP12 12' I-39/90 NB

CP12 14'

CP13 10'

AG01 2'

+81.36'NB' 50.00' RT

3' (TYP.)

FE01

R/W

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 91	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 6 (1518+00.00)

PLOT DATE : 4/29/2016 3:05 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

MATCHLINE 1524+00'NB'

1524'TSB'

+12.00'NB' 14.00' LT

+09.63'NB' 20.50' LT

+09.63'NB' 14.00' LT

BG03

+34.64'NB' 17.33' LT

+59.66'NB' 16.00' LT

BG02

AG01

CP13

CP12

CP12

CP12

CP13

1525'NB'

1526'NB'

+80.00'NB'

4'

12'

12'

12'

14'

10'

4.0%

1527'NB'

+40.36'NB'

BG01

2.1%

1528'NB'

B-13-701

I-39/90 NB

+20.00'NB' 0.00'

PV01

1529'NB'

I-39/90 SB

TSB ℄

1528'TSB'

1529'TSB'

CC

LAKE DRIVE ROAD

+54.43'NB' 17.02' LT

+75.43'NB' 46.90' LT

PV11

BG01

AG01

BG02

+39.58

CP13

CP12

CP12

CP12

CP13

+00.00

4.0%

4'

12'

12'

14'

10'

2'

+47.70'NB' 38.00' RT

AG01

MATCHLINE 1530+00'NB'

BG03

+78.39'NB' 50.00' RT

+78.39'NB' 56.50' RT

+03.24'NB' 53.33' RT

+28.10'NB' 52.00' RT

BG02

AG01

BG01

+40.36'NB' 65.73' RT

+75.61'NB' 64.47' RT

3' (TYP.)

FE01

R/W

+74.17'NB' 137.12' RT

+61.92'NB' 124.45' RT

FE01

R/W

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 92	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 7 (1524+00.00)

PLOT DATE : 4/29/2016 3:06 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

1530'TSB'

TSB ℄

I-39/90 SB

N

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

MATCHLINE 1530+00'NB'

4'

BG02

+42.10'NB' 16.00' LT

+67.11'NB' 17.33' LT

+92.12'NB' 20.50' LT

+92.12'NB' 14.00' LT

+90.33'NB' 14.00' LT

AG01

BG03

1531'NB'

1532'NB'

1533'NB'

1534'NB'

1535'NB'

NB ℄

I-39/90 NB

CP13 2'

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

MATCHLINE 1536+00'NB'

3' (TYP.)

FE01

R/W

2

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 93	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 8 (1530+00.00)

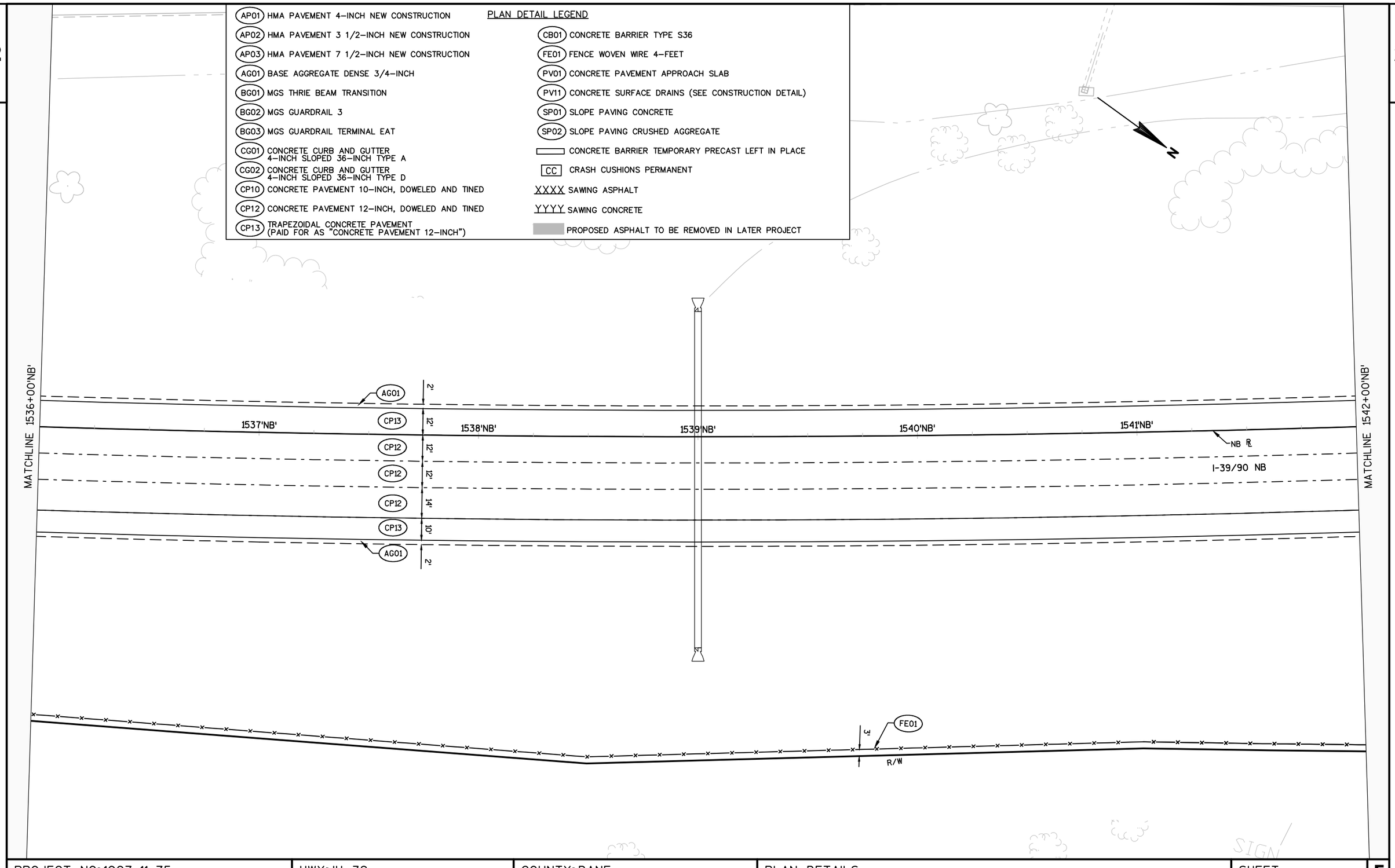
PLOT DATE : 4/29/2016 3:07 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 94	E

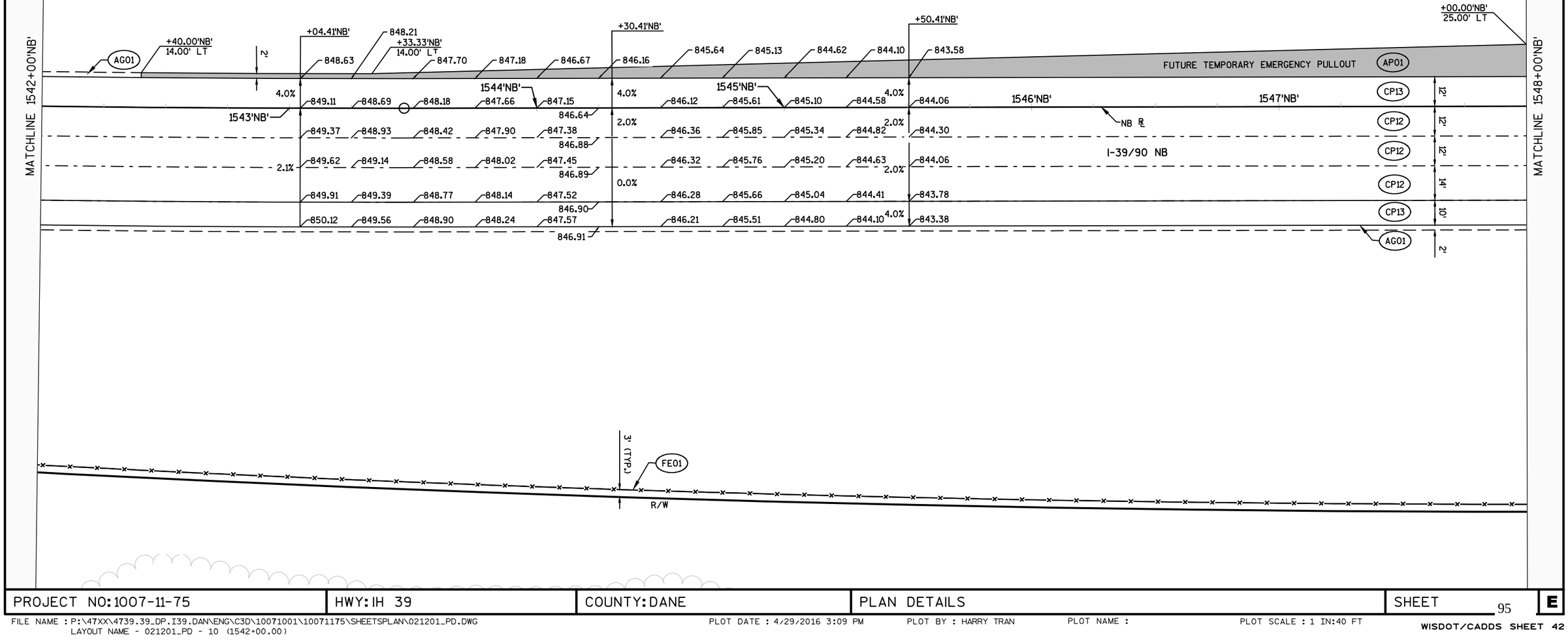
FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 9 (1536+00.00)

PLOT DATE : 4/29/2016 3:09 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

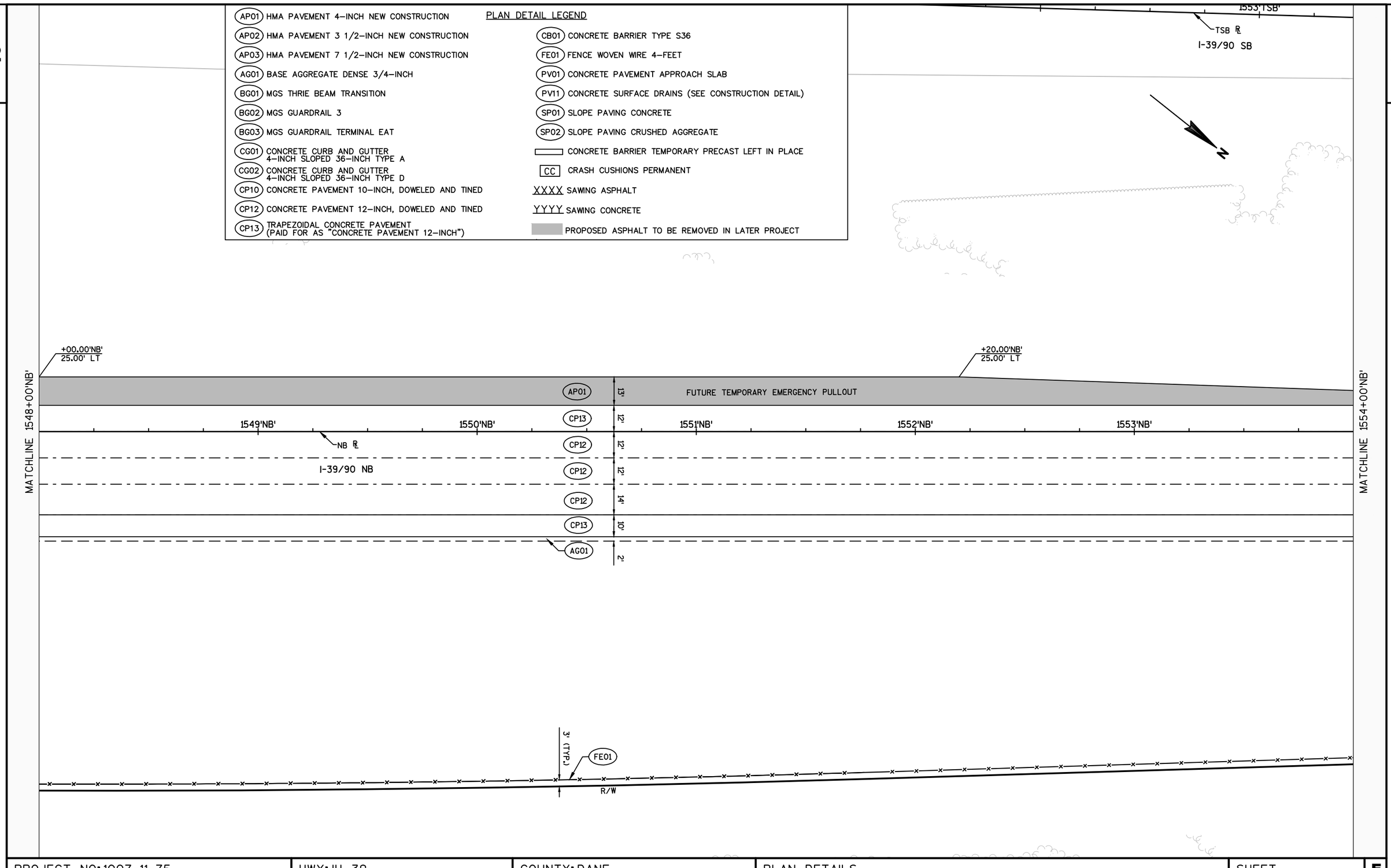


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 95	E

2

PLAN DETAIL LEGEND

AP01	HMA PAVEMENT 4-INCH NEW CONSTRUCTION	CB01	CONCRETE BARRIER TYPE S36
AP02	HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION	FE01	FENCE WOVEN WIRE 4-FEET
AP03	HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION	PV01	CONCRETE PAVEMENT APPROACH SLAB
AG01	BASE AGGREGATE DENSE 3/4-INCH	PV11	CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01	MGS THRIE BEAM TRANSITION	SP01	SLOPE PAVING CONCRETE
BG02	MGS GUARDRAIL 3	SP02	SLOPE PAVING CRUSHED AGGREGATE
BG03	MGS GUARDRAIL TERMINAL EAT		CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	CC	CRASH CUSHIONS PERMANENT
CG02	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	XXXX	SAWING ASPHALT
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED	YYYY	SAWING CONCRETE
CP12	CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED		PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13	TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")		



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 96	E

2

2

PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4-FEET
AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4-INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")	

1554'TSB'

1558'TSB'

TSB ℄

1559'TSB'

I-39/90 SB

N

MATCHLINE 1554+00'NB'

MATCHLINE 1560+00'NB'

FUTURE TEMPORARY EMERGENCY PULLOUT

AP01

+40.00'NB'
14.00' LT

+04.06'NB'
14.00' LT

FUTURE TEMPORARY ENTRANCE RAMP

AG01

+83.48'NB'
12.00' LT

+98.48'NB'
14.00' LT

AP01

1.5'

2'

1555'NB'

1556'NB'

1557'NB'

1558'NB'

1559'NB'

NB ℄

I-39/90 NB

CP13 12'

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

+83.88'NB'
86.33' RT

+14.66'NB'
85.99' RT

+27.07'NB'
141.96' RT

+94.47'NB'
136.88' RT

3' (TYP.)

FE01

R/W

PROJECT NO:1007-11-75	HWY:IH 39	COUNTY:DANE	PLAN DETAILS	SHEET 97	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021202_PD.DWG
LAYOUT NAME - 021202_PD - 12 (1554+00.00)

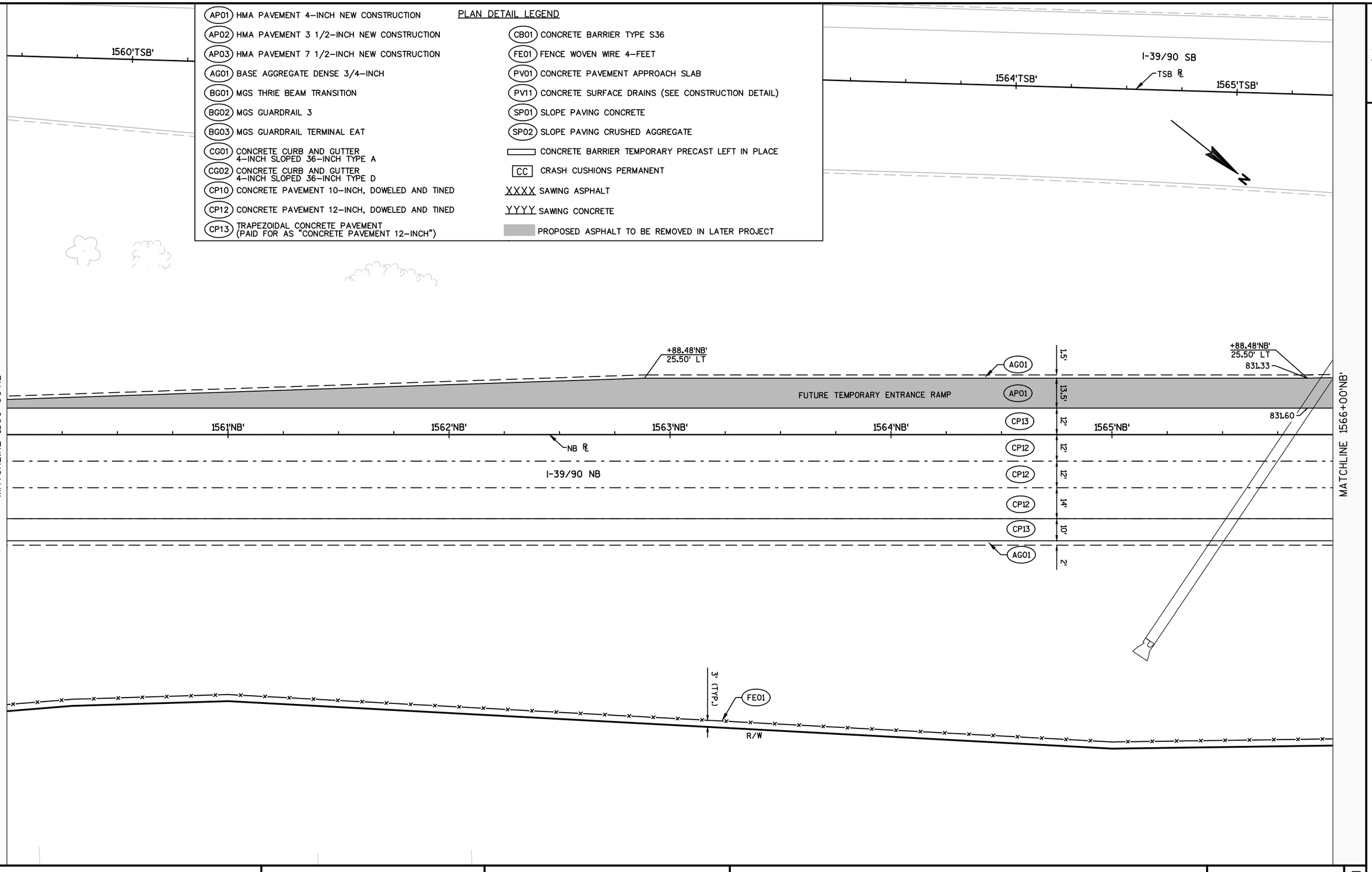
PLOT DATE : 4/29/2016 11:12 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

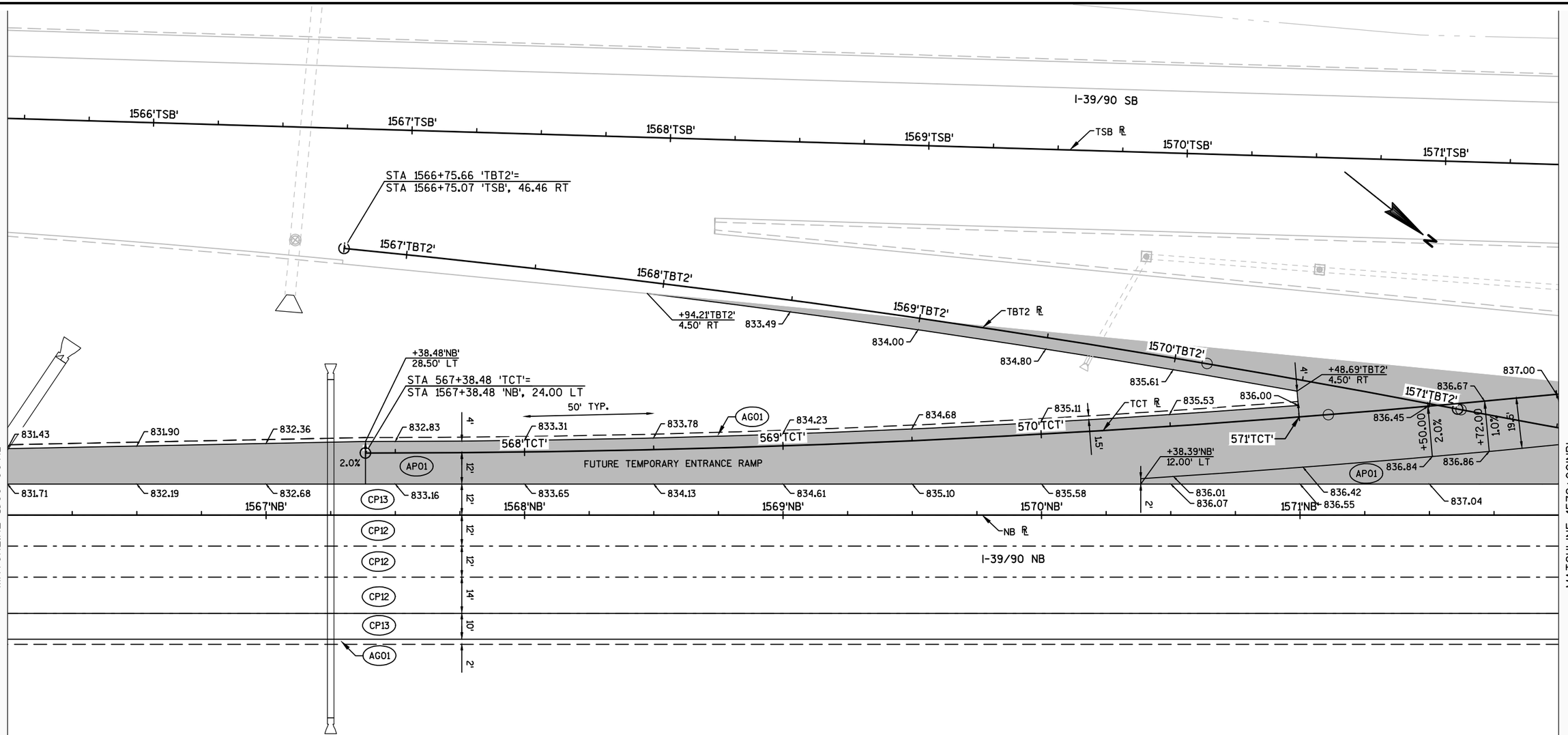
PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 98	E

2

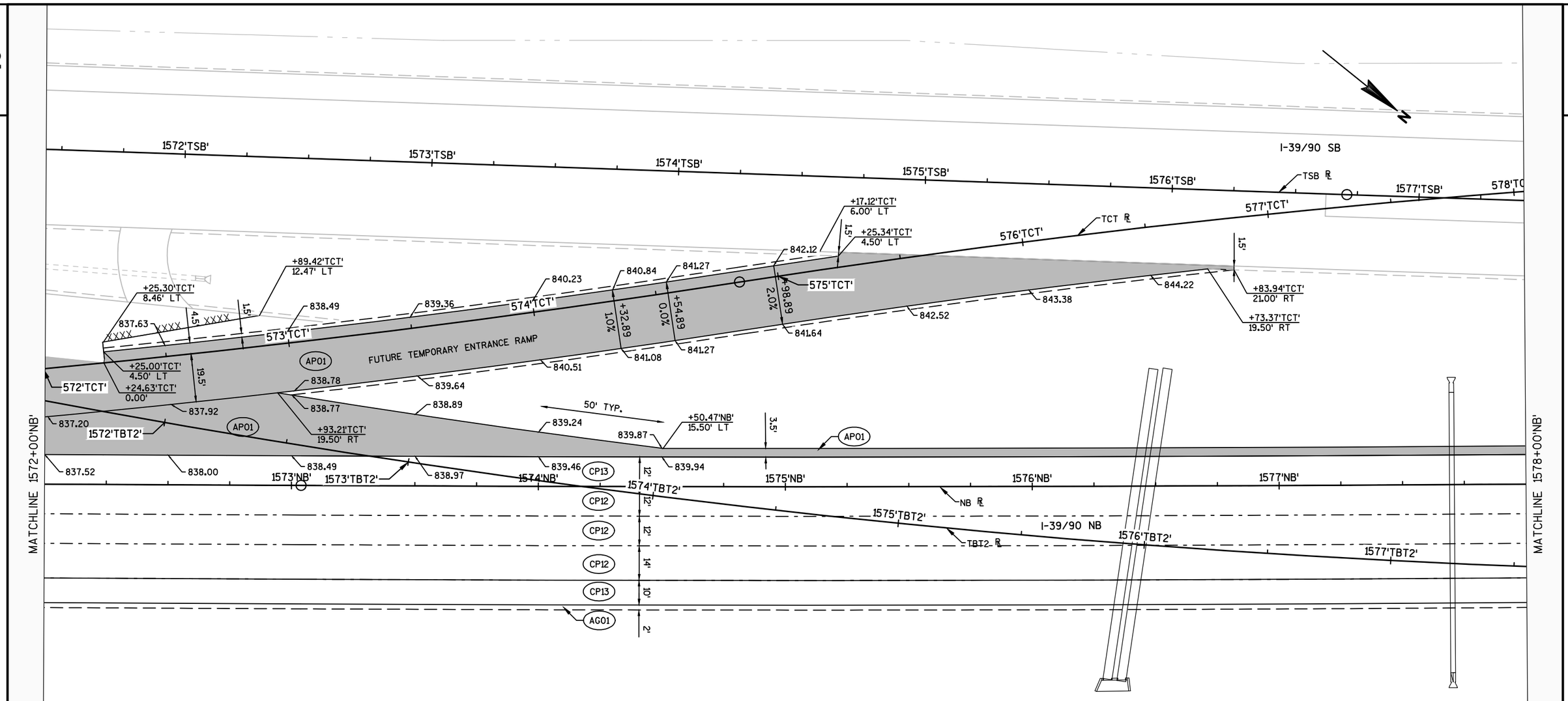


PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

PROJECT NO:1007-11-75	HWY:IH 39	COUNTY:DANE	PLAN DETAILS	SHEET 99	E

2



PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

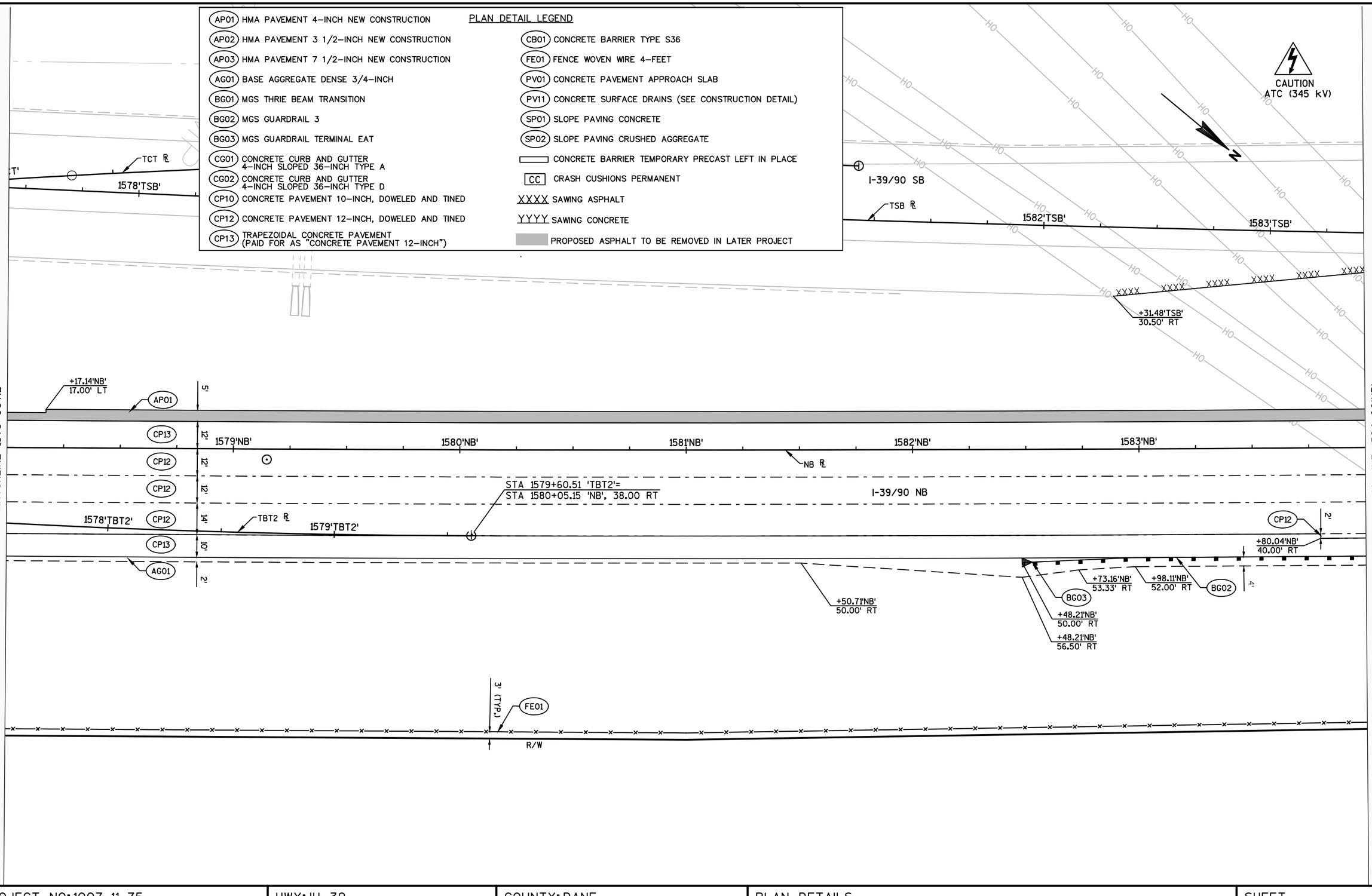
PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 100	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021202_PD.DWG
LAYOUT NAME - 021202_PD - 15 (1572+00.00)
PLOT DATE : 4/29/2016 5:57 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 101	E

2

2

PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

MATCHLINE 1584+00'NB'

MATCHLINE 1590+00'NB'

1584'TSB'

+25.19'TSB'
8.00' RT

I-39/90 SB

TSB ℄

1588'TSB'

1589'TSB'

1585'NB' 1586'NB' 1587'NB' 1588'NB' 1589'NB'

NB ℄

I-39/90 NB

AP01 5"
CP13 12"
CP12 12"
CP12 12"
CP12 14"
CP12 10"
AP02 5"
AG01 3"

+25.00'NB'
40.00' RT

+25.00'NB'
48.00' RT

S-13-396

4'

BG02

+24.80'NB'
52.00' RT

BG01

+12.51'NB'
56.00' RT

CP13

8"

2'

CB01

+24.68'NB'
60.00' RT

END ANCHOR SINGLE
SLOPE CONCRETE BARRIER

15:1 TAPER

+51.47'NB'
53.00' RT

+36.47'NB'
56.00' RT

+76.47'NB'
48.00' RT

+76.47'NB'
57.00' RT

+76.47'NB'
60.00' RT

3' (TYP.)

FE01

+57.50'NB'
120.94' RT
MATCH EXISTING FENCE

R/W

CAUTION
ATC (345kV)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 102	E

2

2

SB ENTRANCE RAMP

I-39/90 SB

1590'TSB' 1591'TSB' 1592'TSB' 1593'TSB' 1594'TSB' 1595'TSB'

TSB ℄

8"

MATCHLINE 1590+00'NB'

MATCHLINE 1596+00'NB'

AP01 5"

+36.22'NB' 17.00' LT

3.5"

CP13 12"

CP12 12"

CP12 12"

CP12 14"

CP12 10"

5" 3"

1591'NB' 1592'NB' 1593'NB' 1594'NB' 1595'NB'

NB ℄

I-39/90 NB

+82.78'NB' 38.00' RT

+82.29'TB' 15.00' LT

12"

849.94 849.99 CP12 850.14

849.90 849.94 850.05

NB EXIT RAMP

EXISTING CONCRETE PAVEMENT

595'TB' TB ℄

+82.88'TB' 0.00'

+82.88' 4.0%

849.55

592'TB' 593'TB' 594'TB'

AP02 AG01

STA 591+25.00 'TB'=
STA 1591+25.00 'NB', 48.00 RT

+50.60'NB' 55.79' RT

AP01

NWS

R/W

PLAN DETAIL LEGEND

AP01	HMA PAVEMENT 4-INCH NEW CONSTRUCTION	CB01	CONCRETE BARRIER TYPE S36
AP02	HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION	FE01	FENCE WOVEN WIRE 4-FEET
AP03	HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION	PV01	CONCRETE PAVEMENT APPROACH SLAB
AG01	BASE AGGREGATE DENSE 3/4-INCH	PV11	CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01	MGS THRIE BEAM TRANSITION	SP01	SLOPE PAVING CONCRETE
BG02	MGS GUARDRAIL 3	SP02	SLOPE PAVING CRUSHED AGGREGATE
BG03	MGS GUARDRAIL TERMINAL EAT		CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	CC	CRASH CUSHIONS PERMANENT
CG02	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	XXXX	SAWING ASPHALT
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED	YYYY	SAWING CONCRETE
CP12	CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED		PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13	TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")		

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 103	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

SB ENTRANCE RAMP

I-39/90 SB

MATCHLINE 1596+00'NB'

MATCHLINE 1602+00'NB'

1596'TSB' 1597'TSB' 1598'TSB' 1599'TSB' TSB ℄ 1600'TSB' 1601'TSB'

XXXX

8'

3.5'

AP01

+00.00'NB' 15.50' LT

AG01

2'

1597'NB' 1598'NB' 1599'NB' 1600'NB' 1601'NB'

CP13 12'

CP12 12'

NB ℄

I-39/90 NB

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

+18.04'NB' 38.00' RT

+18.04'NB' 48.00' RT

+17.38'TB' 15.00' LT

+18.04 1.4%

+00.00 4.0%

SEE STAGING PLAN DETAILS FOR LEFT SHOULDER TRANSITIONS

AG01 AP01

+33.59'TB' 18.00' LT

850.29 850.44 850.59 850.74 850.89

1596'TBT1'

TBT1 ℄

850.16 850.27 850.39 1597'TBT1' 850.50 850.61 850.65

CP12

TB ℄

597'TB' 598'TB' 1598'TBT1' EXISTING CONCRETE PAVEMENT 599'TB' 1599'TBT1' 600'TB' 601'TB' 602'

NB EXIT RAMP

849.66 849.77 849.89 850.00 850.11 850.24 850.44 850.84 850.91

AG01 AP01

50' TYP

5' 3'

+64.70 14.0%

+77.45 4.5%

3' 1'

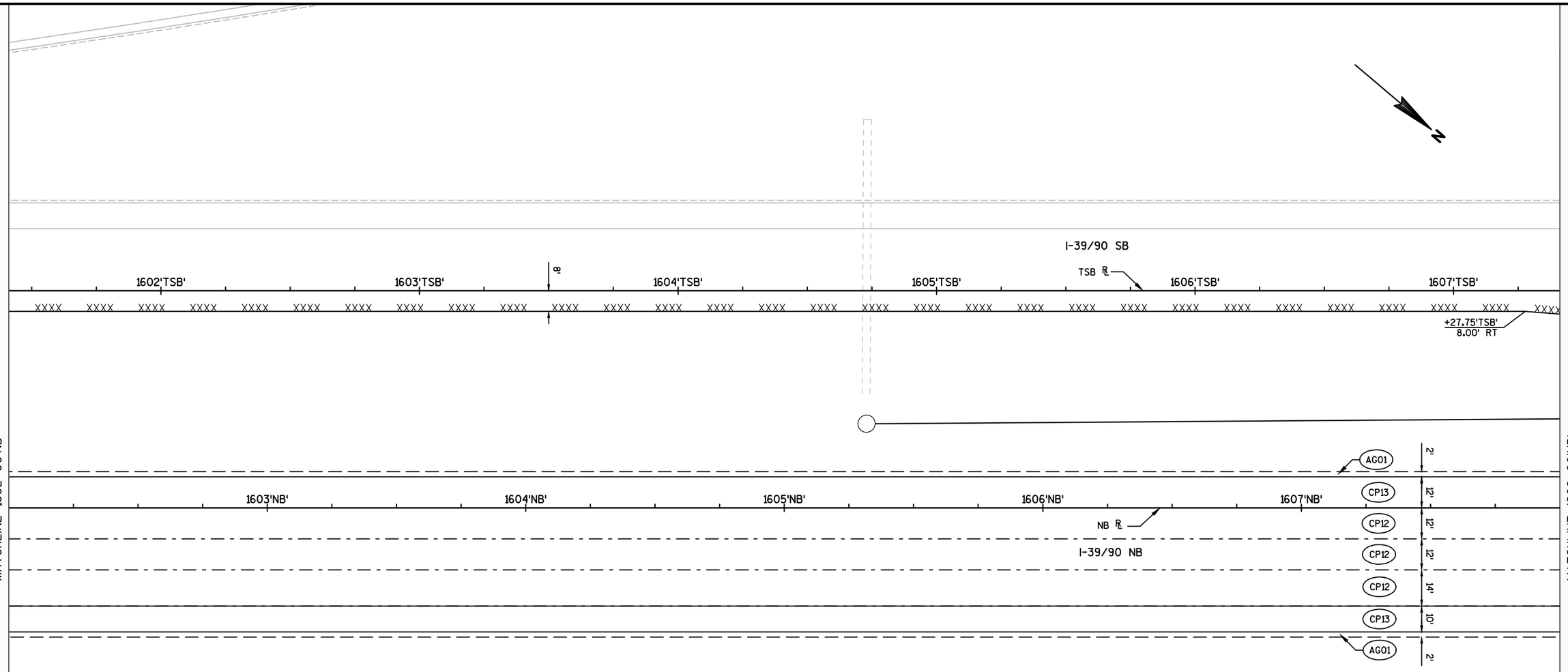
+61.20'TB' 5.00' RT

R/W

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 104	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021202_PD.DWG
LAYOUT NAME - 021202_PD - 19 (1596+00.00)
PLOT DATE : 4/29/2016 11:16 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

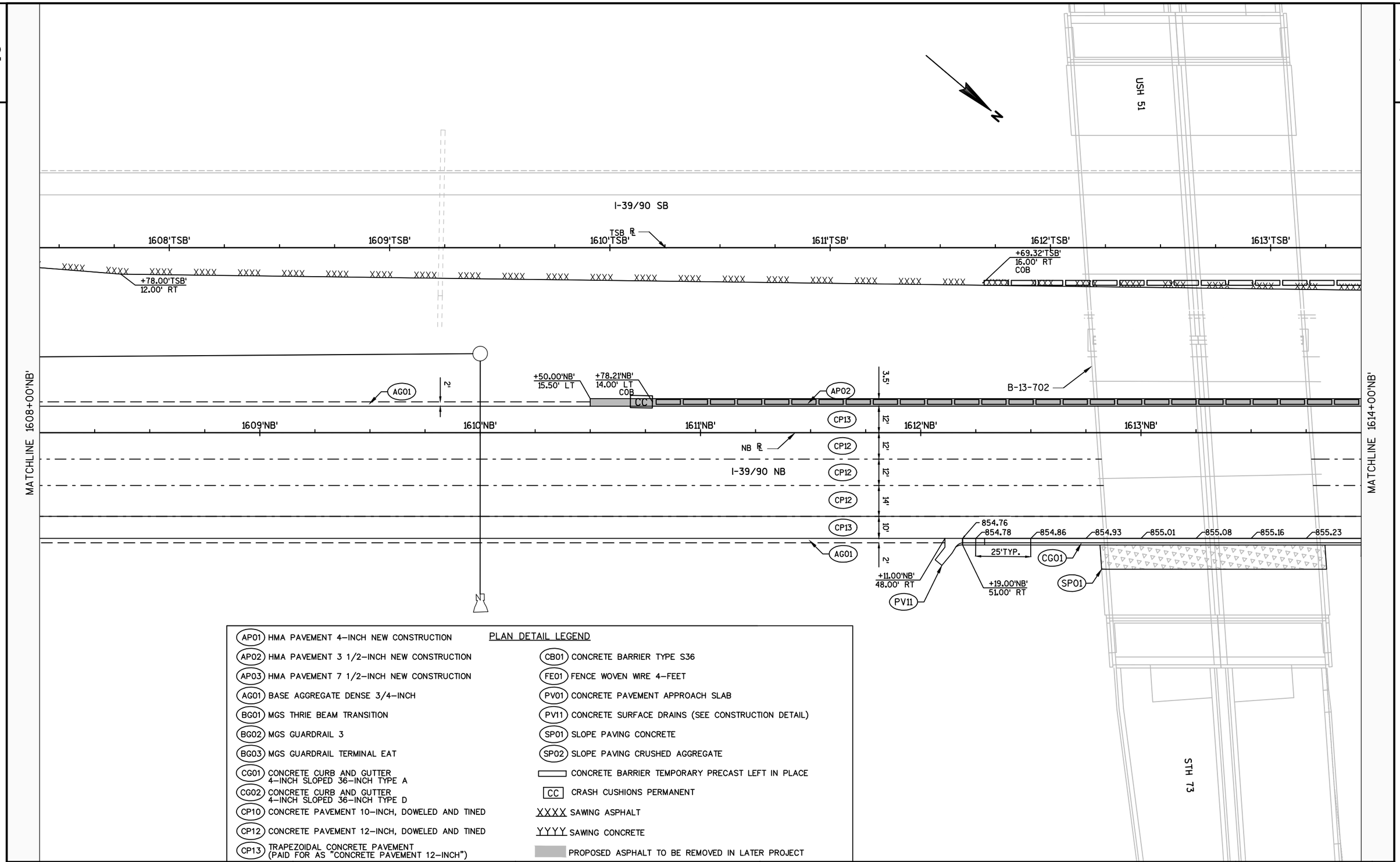


PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 105	E

2



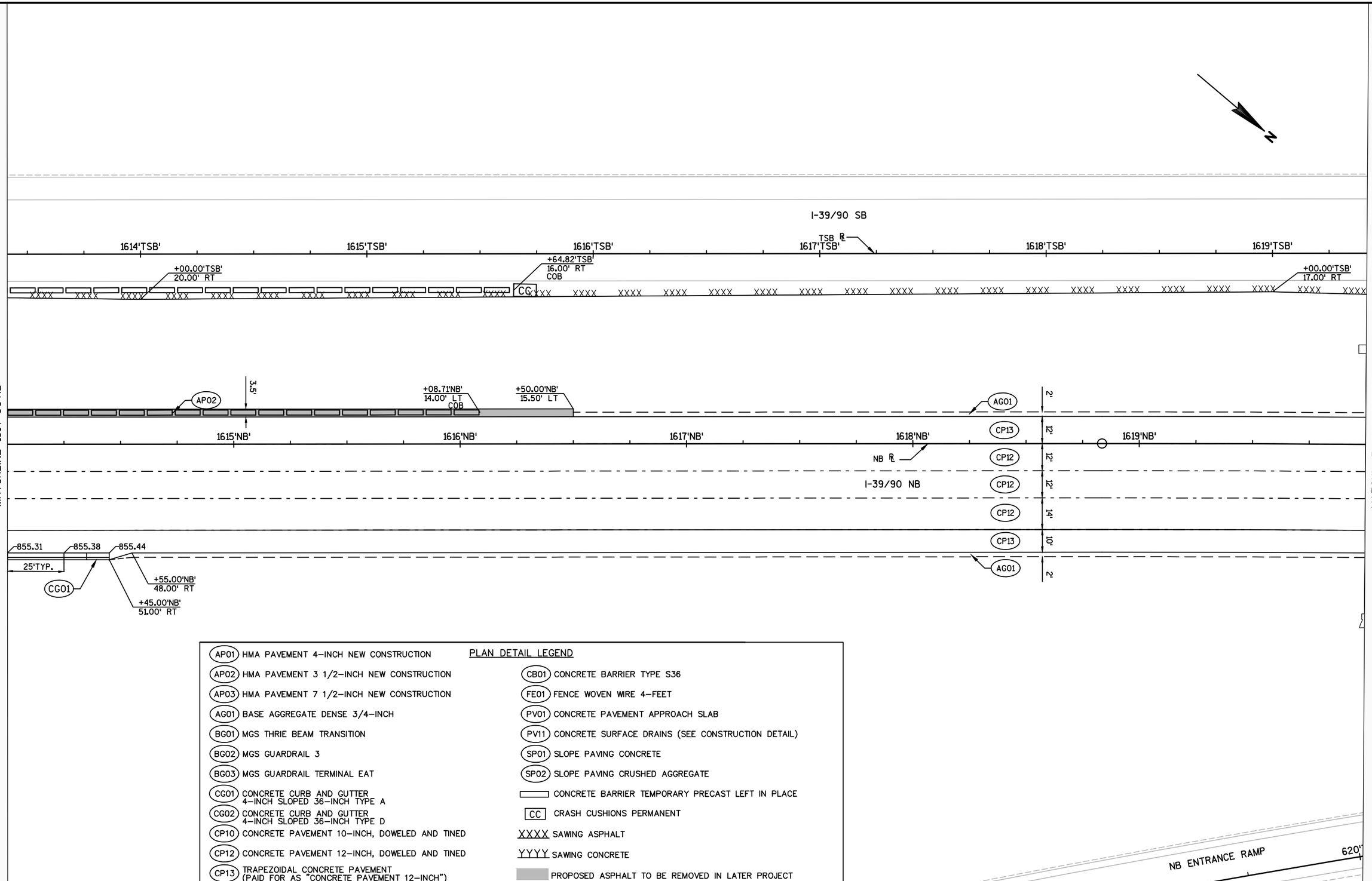
PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4-FEET
AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4-INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")	

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 106	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021203_PD.DWG
LAYOUT NAME - 021203_PD - 21 (1608+00.00)
PLOT DATE : 4/29/2016 11:25 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 107	E

2

2

I-39/90 SB

1620'TSB' 1621'TSB' 1622'TSB' 1623'TSB' 1624'TSB' TSB ℄ 1625'TSB'

+50.00'TSB'
26.00' RT

XXXX

MATCHLINE 1620+00'NB'

1621'NB' 1622'NB' 1623'NB' 1624'NB' 1625'NB' NB ℄

I-39/90 NB

AG01 2'
CP13 12'
CP12 12'
CP12 12'
CP12 14'
CP13 10'
AG01 2'

MATCHLINE 1626+00'NB'

NB ENTRANCE RAMP

624'TA' 625'TA' TA ℄ 626'

R/W

PLAN DETAIL LEGEND

AP01	HMA PAVEMENT 4-INCH NEW CONSTRUCTION	CB01	CONCRETE BARRIER TYPE S36
AP02	HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION	FE01	FENCE WOVEN WIRE 4-FEET
AP03	HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION	PV01	CONCRETE PAVEMENT APPROACH SLAB
AG01	BASE AGGREGATE DENSE 3/4-INCH	PV11	CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01	MGS THRIE BEAM TRANSITION	SP01	SLOPE PAVING CONCRETE
BG02	MGS GUARDRAIL 3	SP02	SLOPE PAVING CRUSHED AGGREGATE
BG03	MGS GUARDRAIL TERMINAL EAT		CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	CC	CRASH CUSHIONS PERMANENT
CG02	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	XXXX	SAWING ASPHALT
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED	YYYY	SAWING CONCRETE
CP12	CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED		PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13	TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")		

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 108 E

2

2

SB EXIT RAMP

I-39/90 SB

TSB ℄

1626'TSB' 1627'TSB' 1628'TSB' 1629'TSB' 1630'TSB' 1631'TSB'

+00.00'TSB'
21.00' RT

MATCHLINE 1626+00'NB'

1627'NB' 1628'NB' 1629'NB' 1630'NB' 1631'NB'

NB ℄

I-39/90 NB

AG01 CP13 2'

+21.11'NB'
15.50' LT

AP01 3.5'

CP12 12'

CP12 12'

CP12 14'

50' TYP.

MATCHLINE 1632+00'NB'

856.99 856.82 856.65 856.48 856.31 856.13 855.96

CP13 10'

+02.16'NB'
48.00' RT

AG01 2'

856.64 856.52 856.38 856.24 856.10 855.97 855.83

+04.49'TA'
15.00' LT

NB ENTRANCE RAMP

+99.78'TA'
0.00'

628'TA' 629'TA' 630'TA' 631'TA'

TA ℄

NB ENTRANCE RAMP
EXISTING CONCRETE PAVEMENT 632

AP01 AG01 5' 3'

R/W

PLAN DETAIL LEGEND

AP01	HMA PAVEMENT 4-INCH NEW CONSTRUCTION	CB01	CONCRETE BARRIER TYPE S36
AP02	HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION	FE01	FENCE WOVEN WIRE 4-FEET
AP03	HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION	PV01	CONCRETE PAVEMENT APPROACH SLAB
AG01	BASE AGGREGATE DENSE 3/4-INCH	PV11	CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01	MGS THRIE BEAM TRANSITION	SP01	SLOPE PAVING CONCRETE
BG02	MGS GUARDRAIL 3	SP02	SLOPE PAVING CRUSHED AGGREGATE
BG03	MGS GUARDRAIL TERMINAL EAT		CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	CC	CRASH CUSHIONS PERMANENT
CG02	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	XXXX	SAWING ASPHALT
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED	YYYY	SAWING CONCRETE
CP12	CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED		PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13	TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")		

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 109	E

2

SB EXIT RAMP

I-39/90 SB

TSB ℄

1632'TSB' 1633'TSB' 1634'TSB' 1635'TSB' 1636'TSB' 1637'TSB'

+00.00'TSB'
18.00' RT

MATCHLINE 1632+00'NB'

3.5'

+21.01'NB'
17.00' LT

1633'NB' 1634'NB' 1635'NB' 1636'NB' 1637'NB'

NB ℄

I-39/90 NB

STA 636+49.09 'TA'=
STA 1636+50.00 'NB', 48.00 RT

5' AP01
12' CP13
12' CP12
12' CP12
14' CP12
10' CP12
9' AP01
1'

MATCHLINE 1638+00'NB'

+50.00'NB'
38.00' RT

+05.26'NB'
38.00' RT

855.54

+05.26'NB'
40.00' RT

855.44

855.79

855.62

855.69

855.55

CP12

+05.26
3.0%

+50.00
2.0%

NB ENTRANCE RAMP

634'TA' 635'TA' 636'TA'

TA ℄

TA'

855.12

854.40

633'TA'

EXISTING CONCRETE PAVEMENT

+52.22'NB'
57.00' RT

+50.08'NB'
58.00' RT

+55.54'NB'
57.00' RT

AG01

+52.21'NB'
57.00' RT

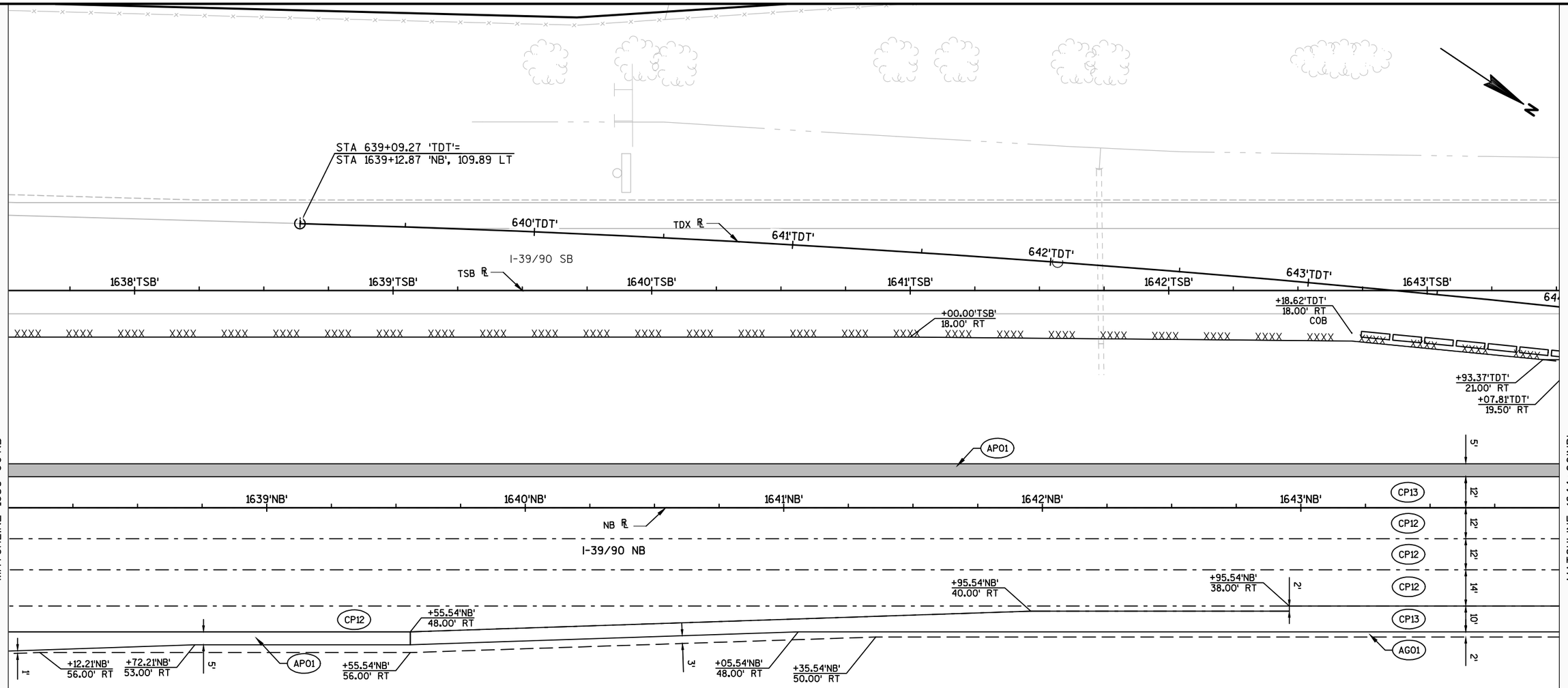
R/W

PLAN DETAIL LEGEND

AP01	HMA PAVEMENT 4-INCH NEW CONSTRUCTION	CB01	CONCRETE BARRIER TYPE S36
AP02	HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION	FE01	FENCE WOVEN WIRE 4-FEET
AP03	HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION	PV01	CONCRETE PAVEMENT APPROACH SLAB
AG01	BASE AGGREGATE DENSE 3/4-INCH	PV11	CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01	MGS THRIE BEAM TRANSITION	SP01	SLOPE PAVING CONCRETE
BG02	MGS GUARDRAIL 3	SP02	SLOPE PAVING CRUSHED AGGREGATE
BG03	MGS GUARDRAIL TERMINAL EAT		CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	CC	CRASH CUSHIONS PERMANENT
CG02	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	XXXX	SAWING ASPHALT
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED	YYYY	SAWING CONCRETE
CP12	CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED		PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13	TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")		

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 110	E

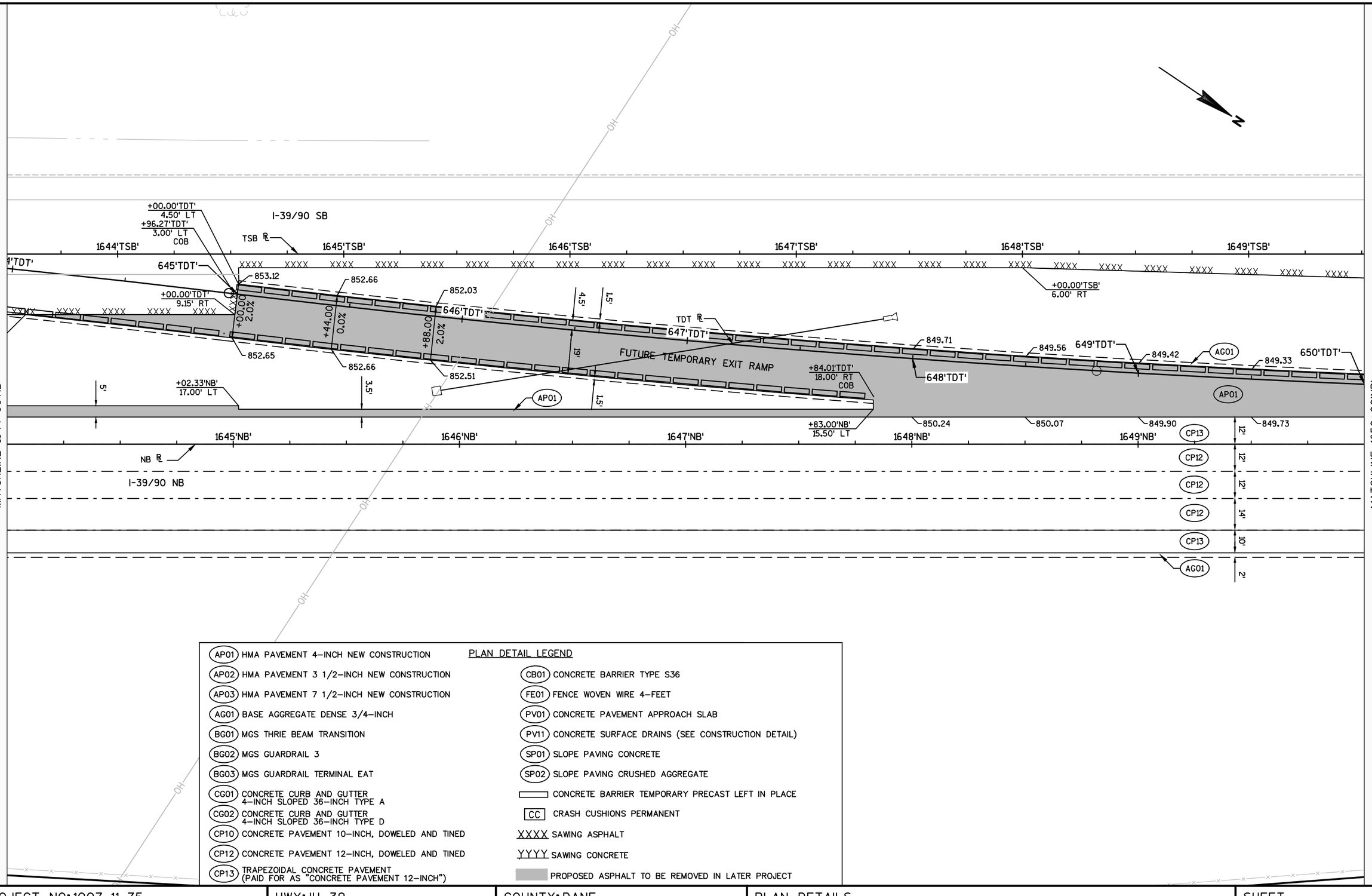
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PLAN DETAIL LEGEND	
AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 111	E

2

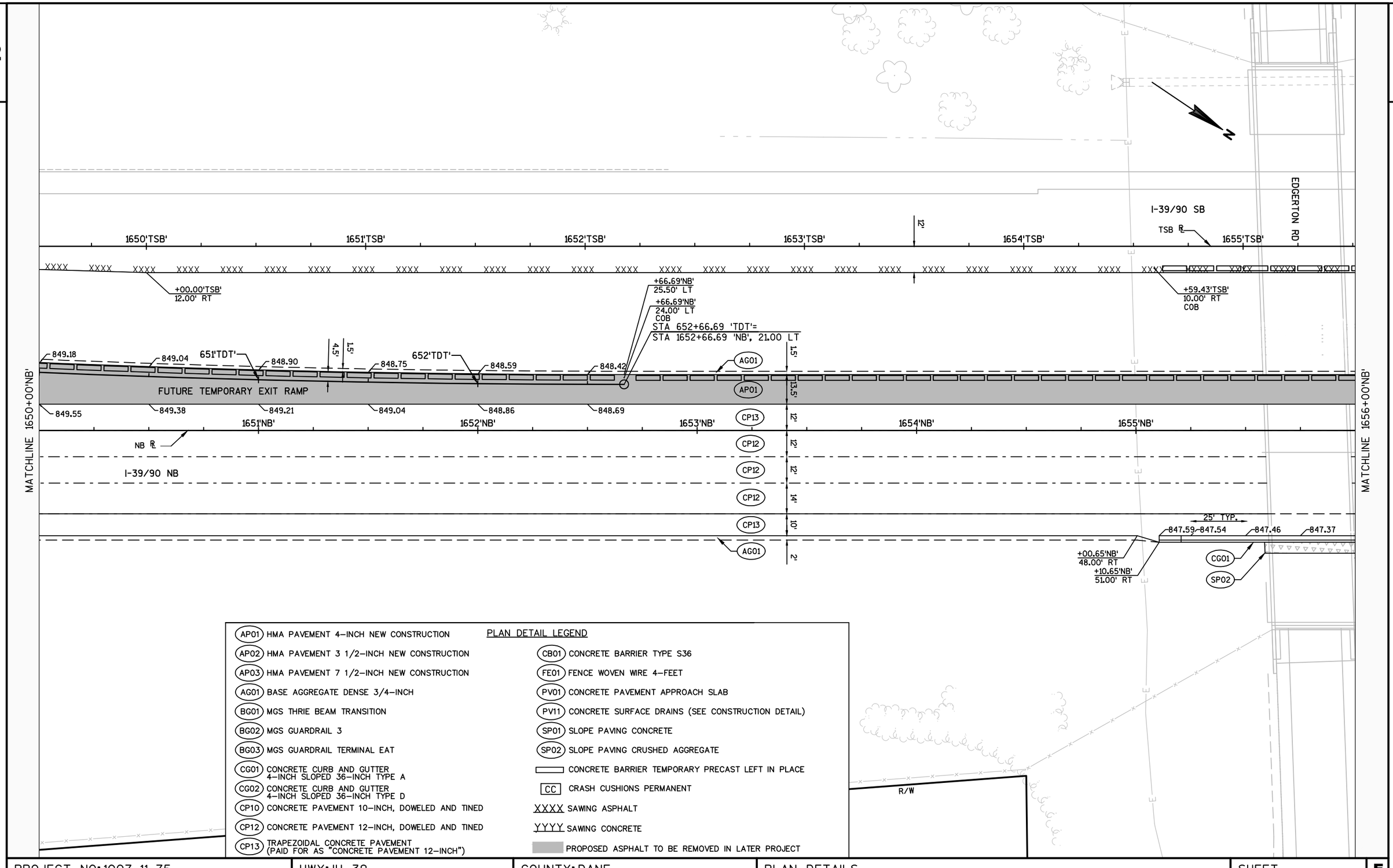


PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 112	E

2



PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 113	E

2

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

MATCHLINE 1656+00'NB'

MATCHLINE 1662+00'NB'

I-39/90 SB

TSB ℄

1656'TSB' 1657'TSB' 1658'TSB' 1659'TSB' 1660'TSB' 1661'TSB'

12'

CC

+46.43'TSB'
10.00' RT
COB

AG01

AP01

1.5'

13.5'

+41.69'NB'
24.00' LT
COB

+66.69'NB'
27.00' LT

FUTURE TEMPORARY EXIT RAMP

+35.44'NB'
12.00' LT

+29.19'NB'
14.00' LT

AG01 2'

1657'NB' 1658'NB' 1659'NB' 1660'NB' 1661'NB'

CP13 12'

NB ℄

I-39/90 NB

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

CG01

847.29 847.20 847.11

25' TYP.

+52.58'NB'
51.00' RT

+60.58'NB'
48.00' RT

PV11

+32.62'NB'
116.71' RT
MATCH EXISTING FENCE

3' (TYP.)

FE01

R/W

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 114	E

2

PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

MATCHLINE 1662+00'NB'

MATCHLINE 1668+00'NB'

I-39/90 SB

TSB ℄ 1662'TSB'

1665'TSB' 1666'TSB' 1667'TSB'

XXXX

NB ℄

I-39/90 NB

1663'NB' 1664'NB' 1665'NB' 1666'NB' 1667'NB'

AG01 2'

CP13 12'

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

3' (TYP.)

FE01

R/W

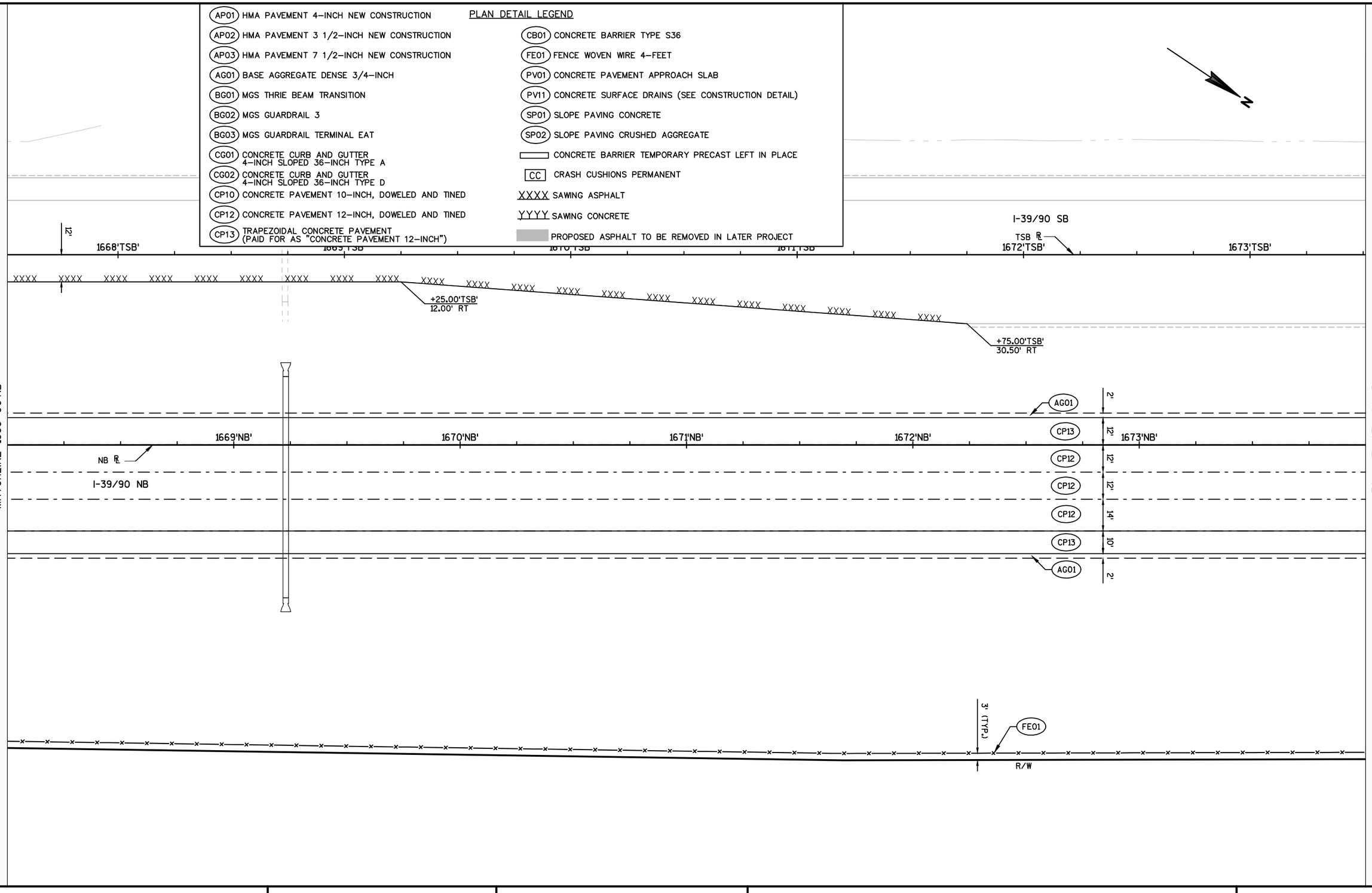
PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 115	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021203_PD.DWG
LAYOUT NAME - 021203_PD - 30 (1662+00.00)
PLOT DATE : 4/29/2016 11:30 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

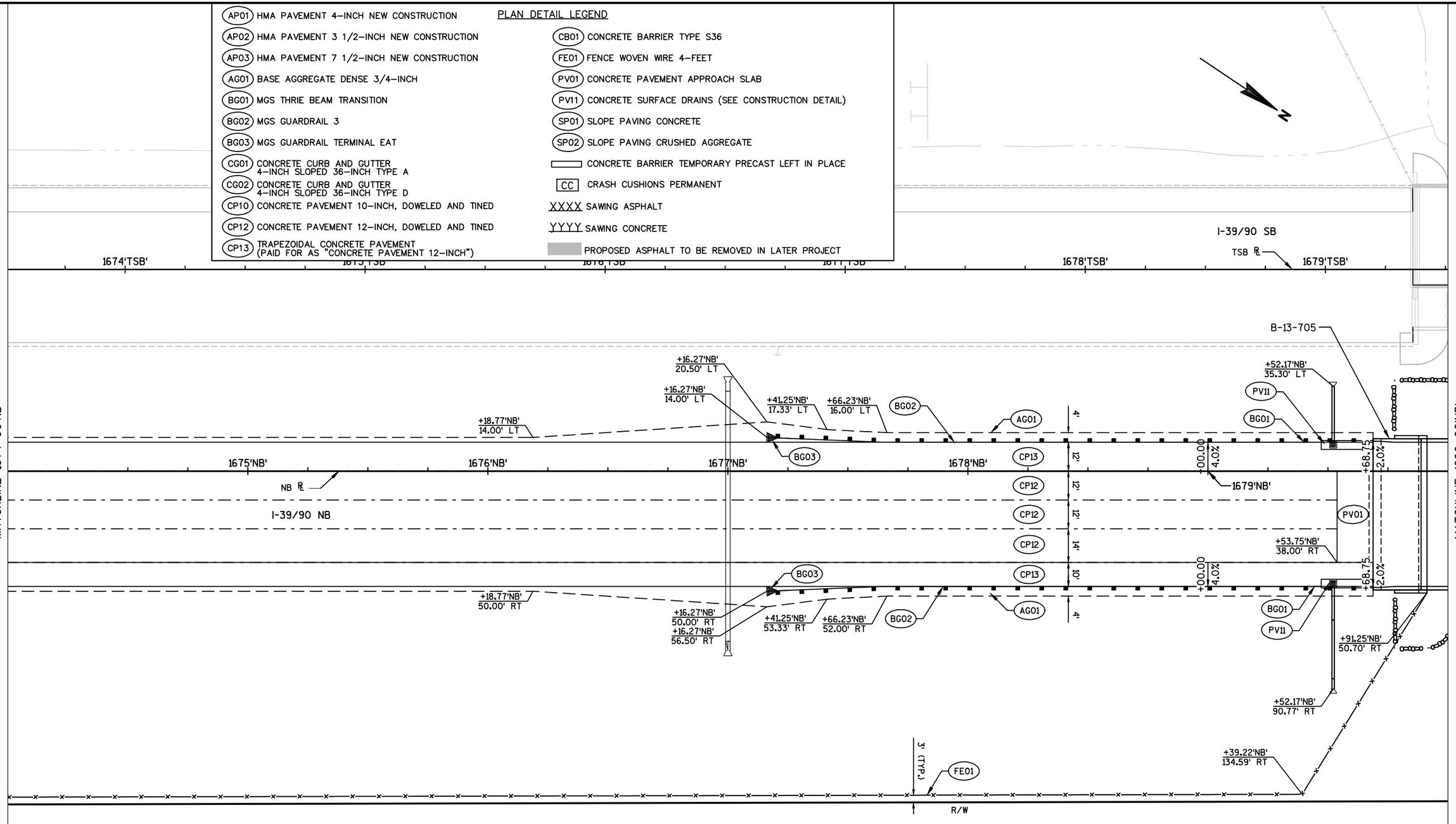


PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 116	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 117	E

2

PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

BRANCH SAUNDERS CREEK

N

I-39/90 SB

TSB ℄

1680'TSB' 1681'TSB' 1682'TSB' 1683'TSB' 1684'TSB' 1685'TSB'

CC

MATCHLINE 1680+00'NB'

BG01 BG02 BG03

+04.35'NB' 20.50' LT

+04.35'NB' 14.00' LT

+51.27'NB' 16.00' LT

+74.49'NB' 17.33' LT

+01.85'NB' 14.00' LT

+61.25 2.0% 25.00 4.0%

1681'NB' 1682'NB' 1683'NB' 1684'NB' 1685'NB'

NB ℄

I-39/90 NB

AG01 CP13 CP12 CP12 CP12 CP13 AG01

2" 12" 12" 14" 10" 2"

PV01

+76.25'NB' 38.00' RT

+61.25 2.0% 25.00 4.0%

+38.75'NB' 50.70' RT

+37.98'NB' 134.23' RT

3" (TYP.) FE01

R/W

MATCHLINE 1686+00'NB'

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 118	E

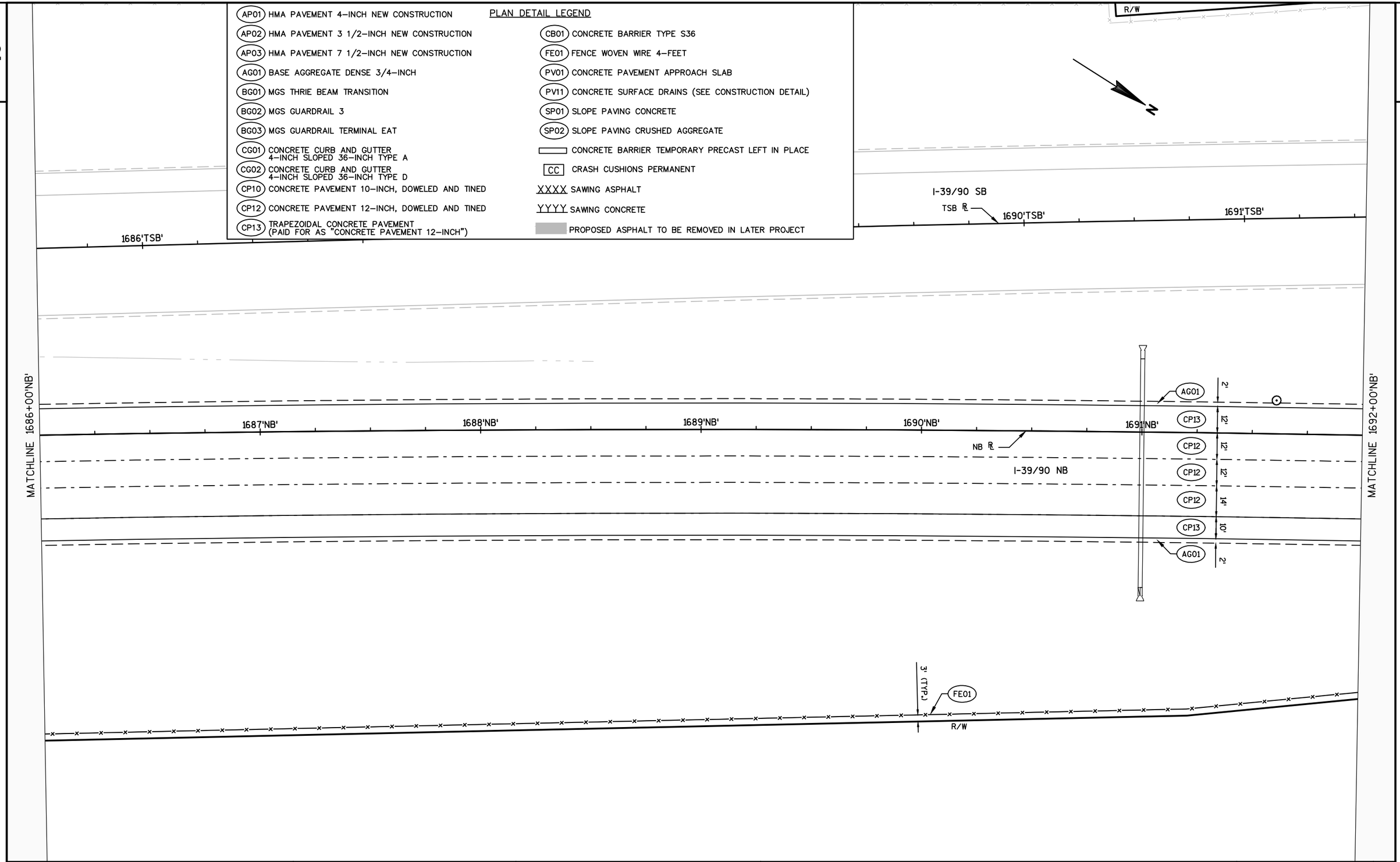
FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021204_PD.DWG
LAYOUT NAME - 021204_PD - 33 (1680+00.00)

PLOT DATE : 4/29/2016 11:40 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 119	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021204_PD.DWG
LAYOUT NAME - 021204_PD - 34 (1686+00.00)
PLOT DATE : 4/29/2016 11:41 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

N

I-39/90 SB

TSB ℄

1692'TSB'

1696'TSB'

1697'TSB'

MATCHLINE 1692+00'NB'

MATCHLINE 1698+00'NB'

1693'NB'

1694'NB'

1695'NB'

1696'NB'

1697'NB'

NB ℄

I-39/90 NB

AG01 2'

CP13 12'

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

3' (TYP.)

FE01

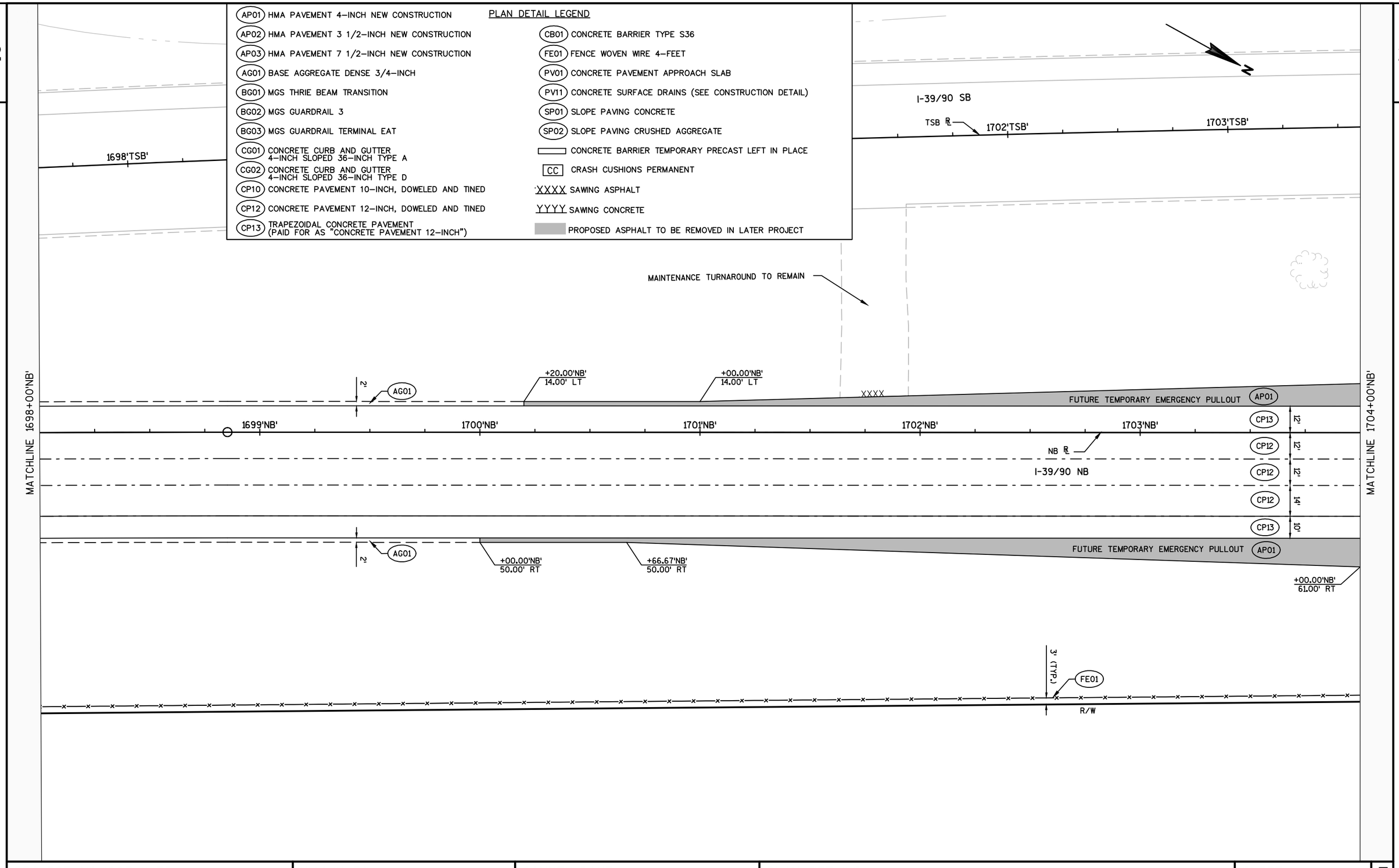
R/W

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 120	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

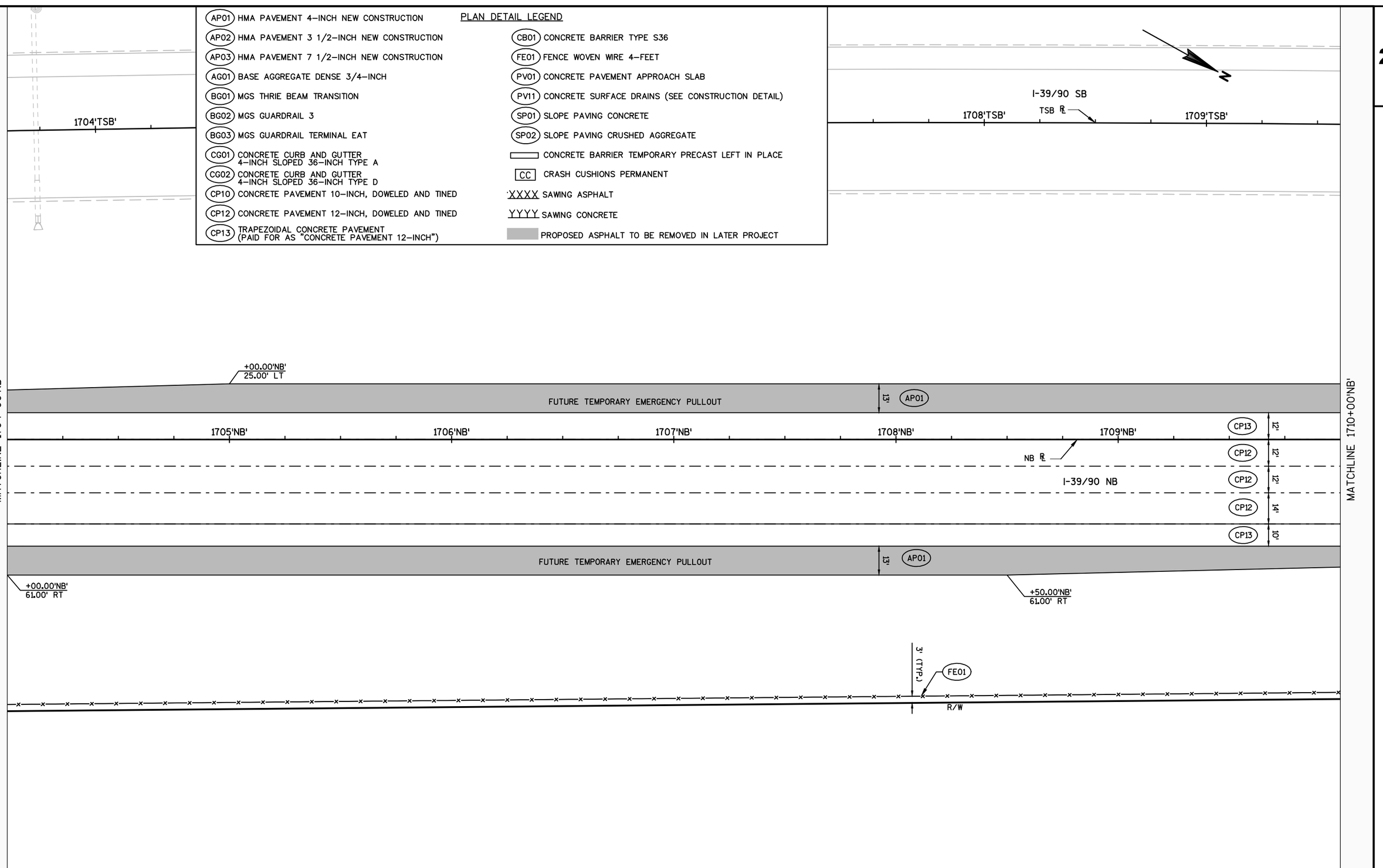


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 121	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 122	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021204_PD.DWG
LAYOUT NAME - 021204_PD - 37 (1704+00.00)

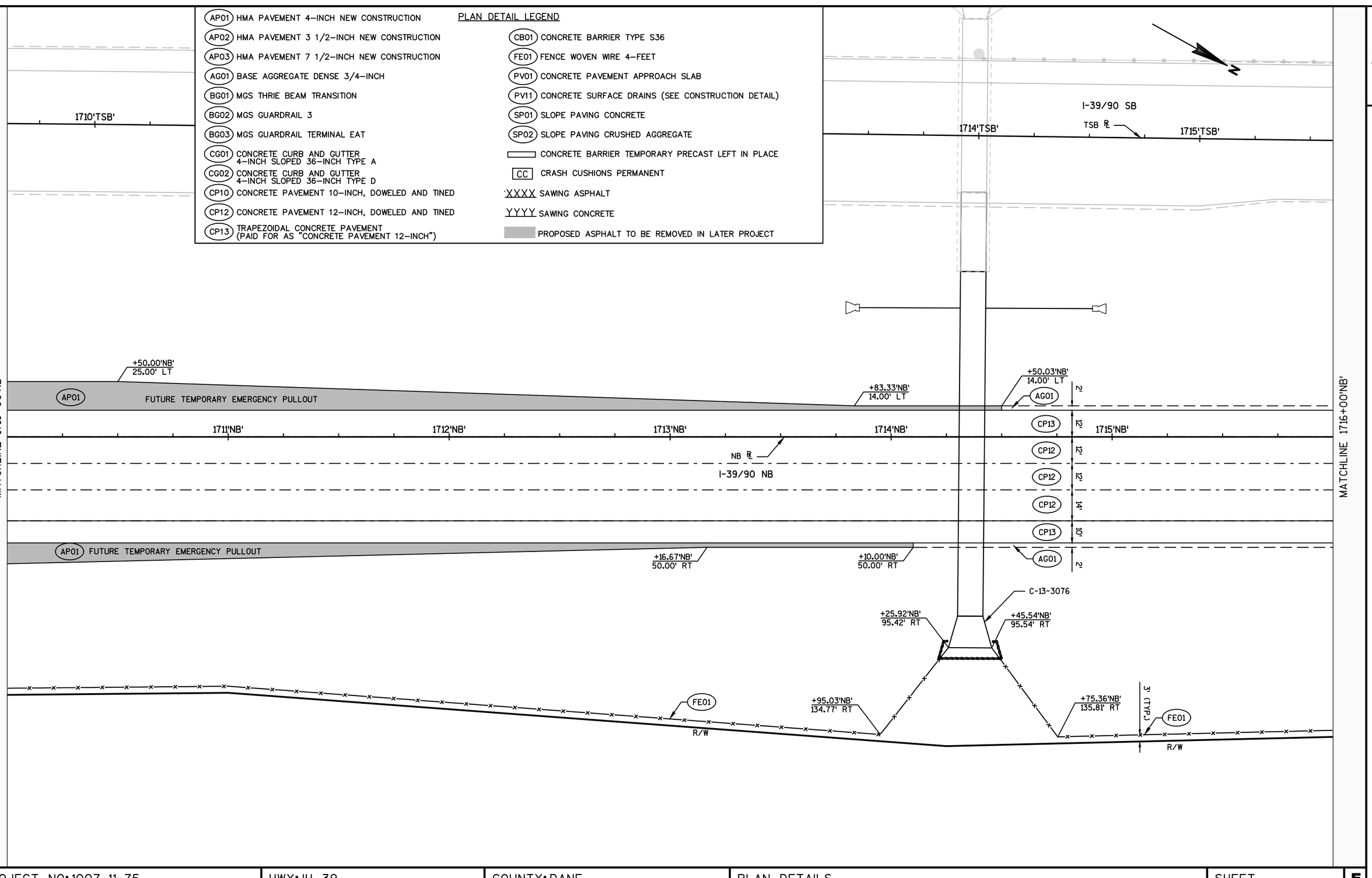
PLOT DATE : 4/29/2016 11:43 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

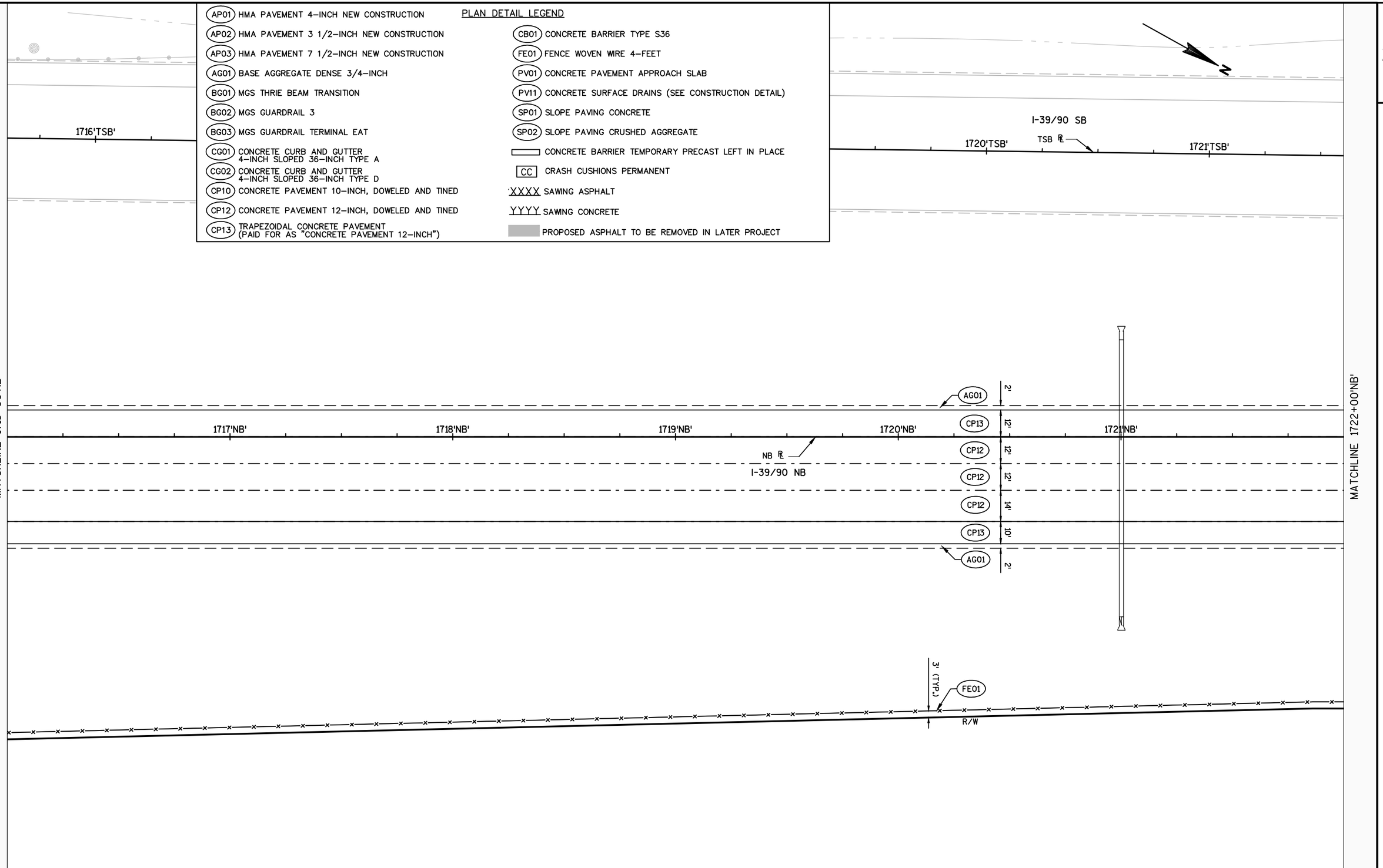


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 123	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



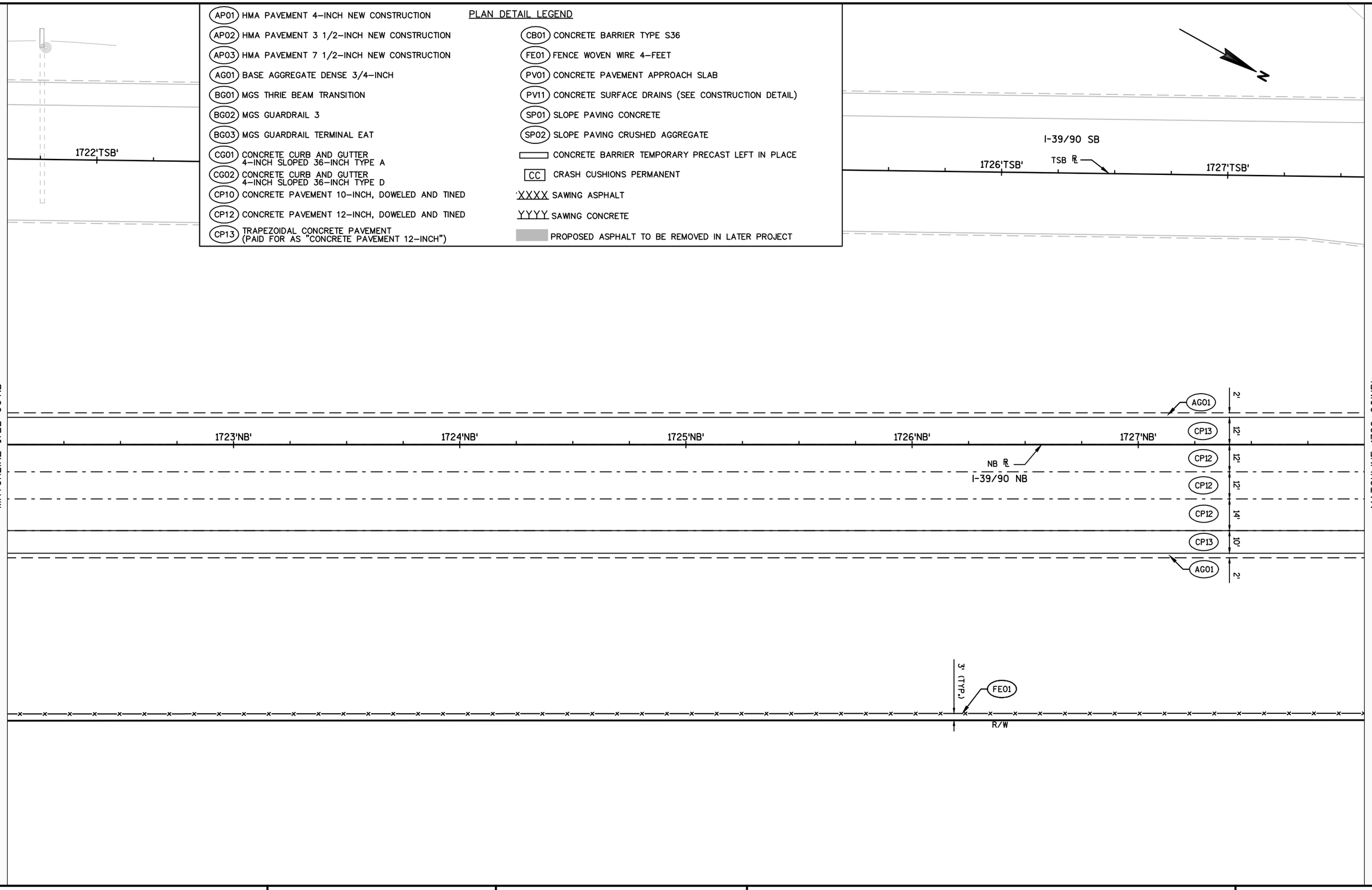
PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 124	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021204_PD.DWG
LAYOUT NAME - 021204_PD - 39 (1716+00.00)
PLOT DATE : 4/29/2016 11:45 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

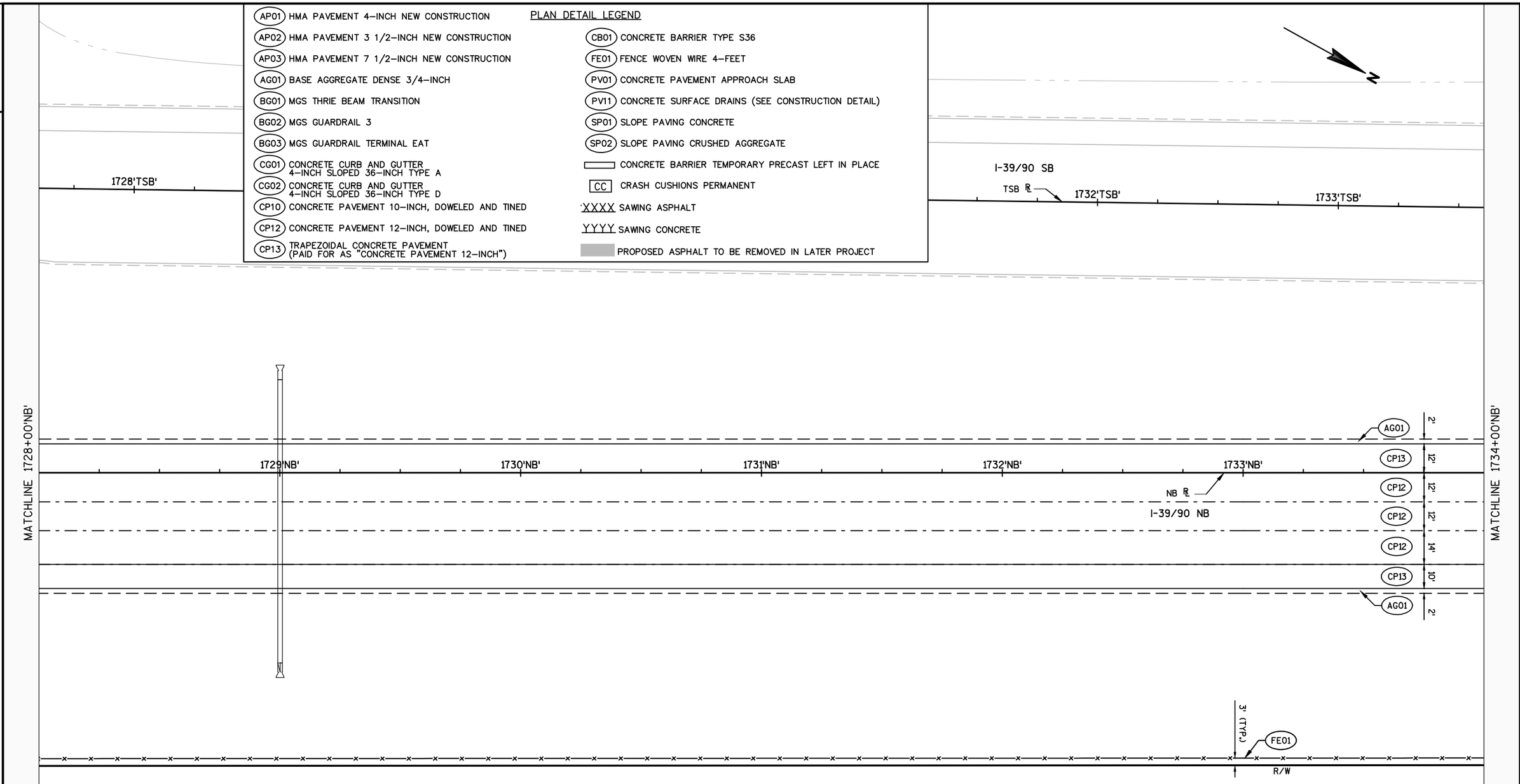


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 125	E

2

PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4-FEET
AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4-INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")	

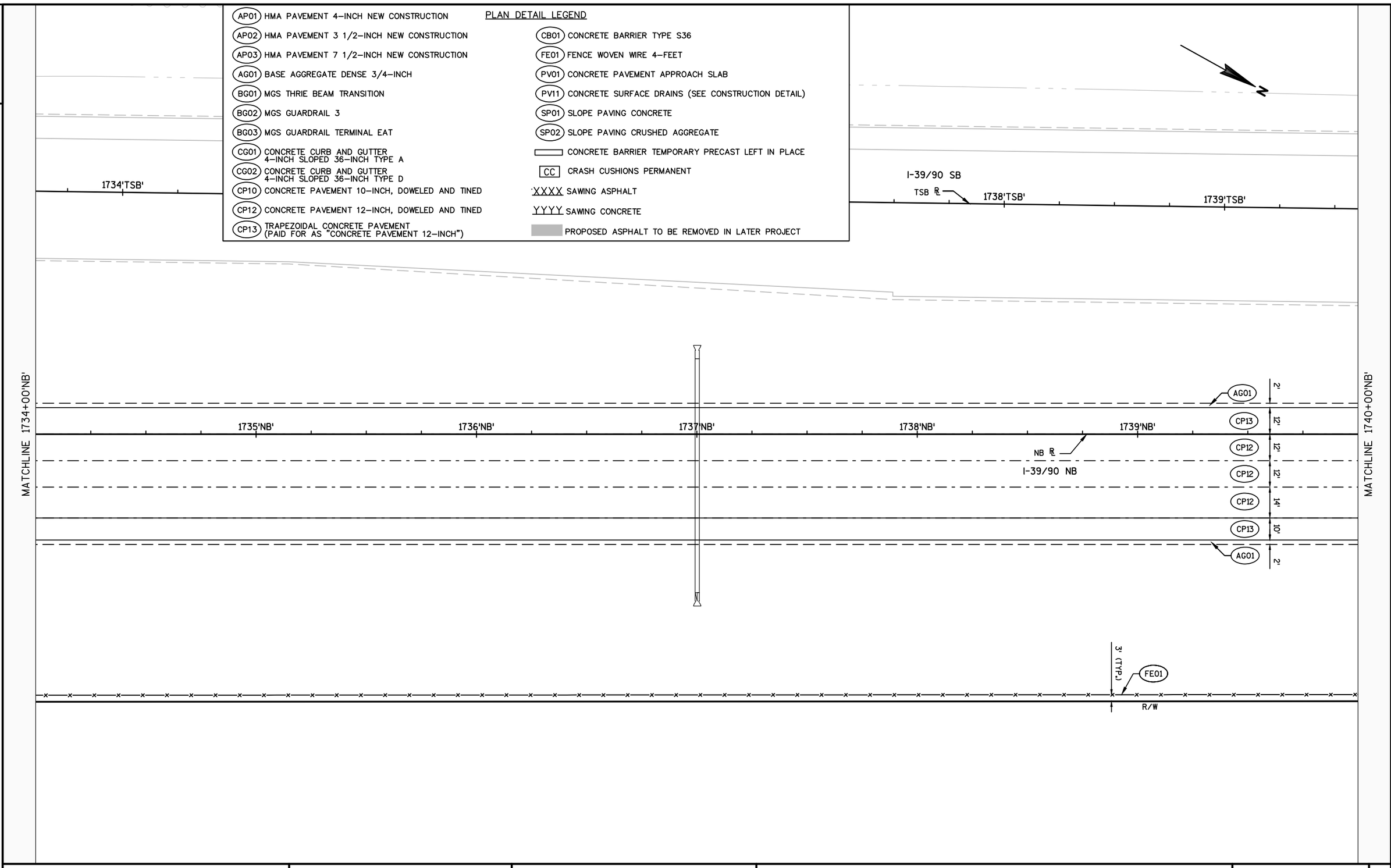


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 126	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

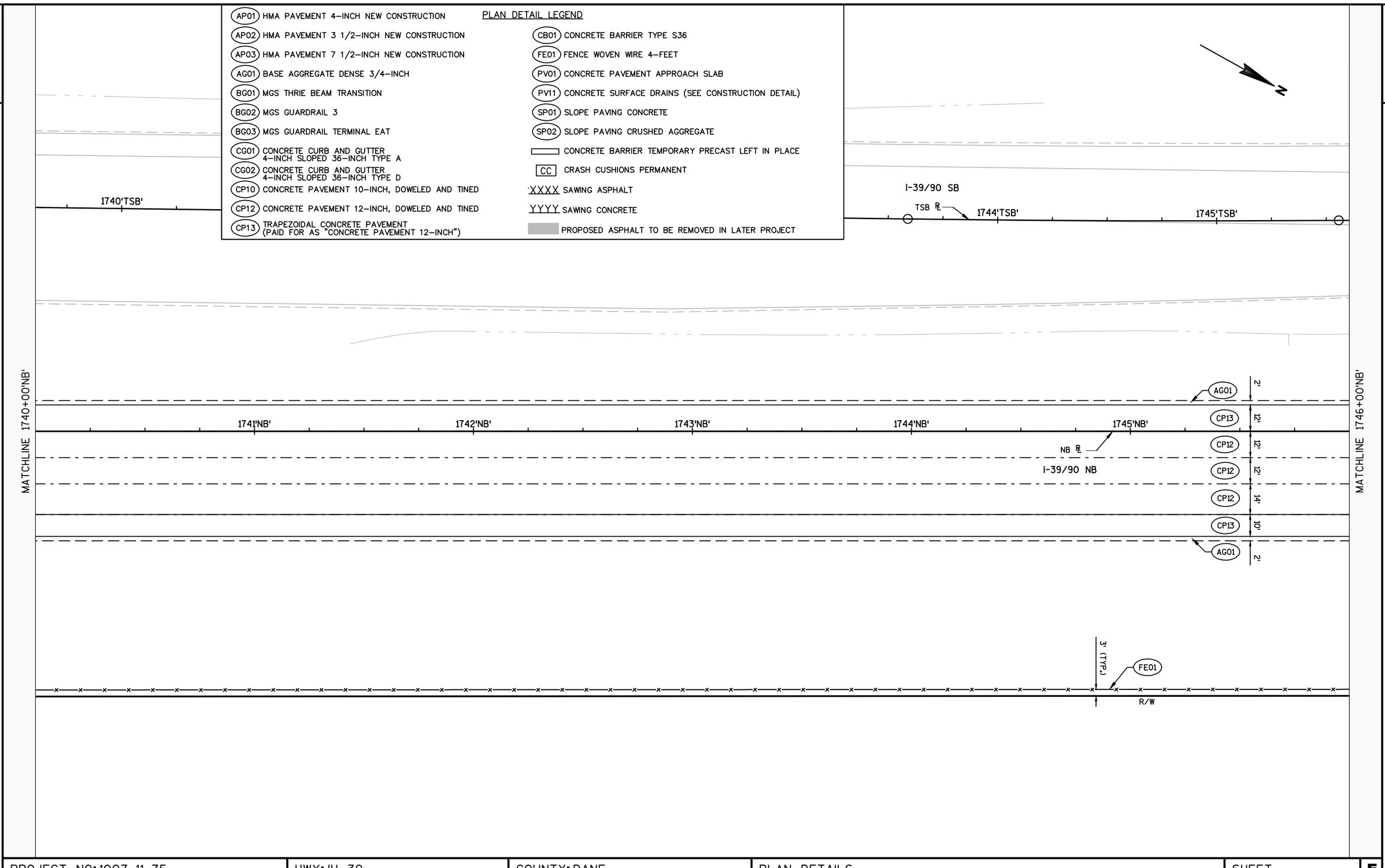


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 127	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



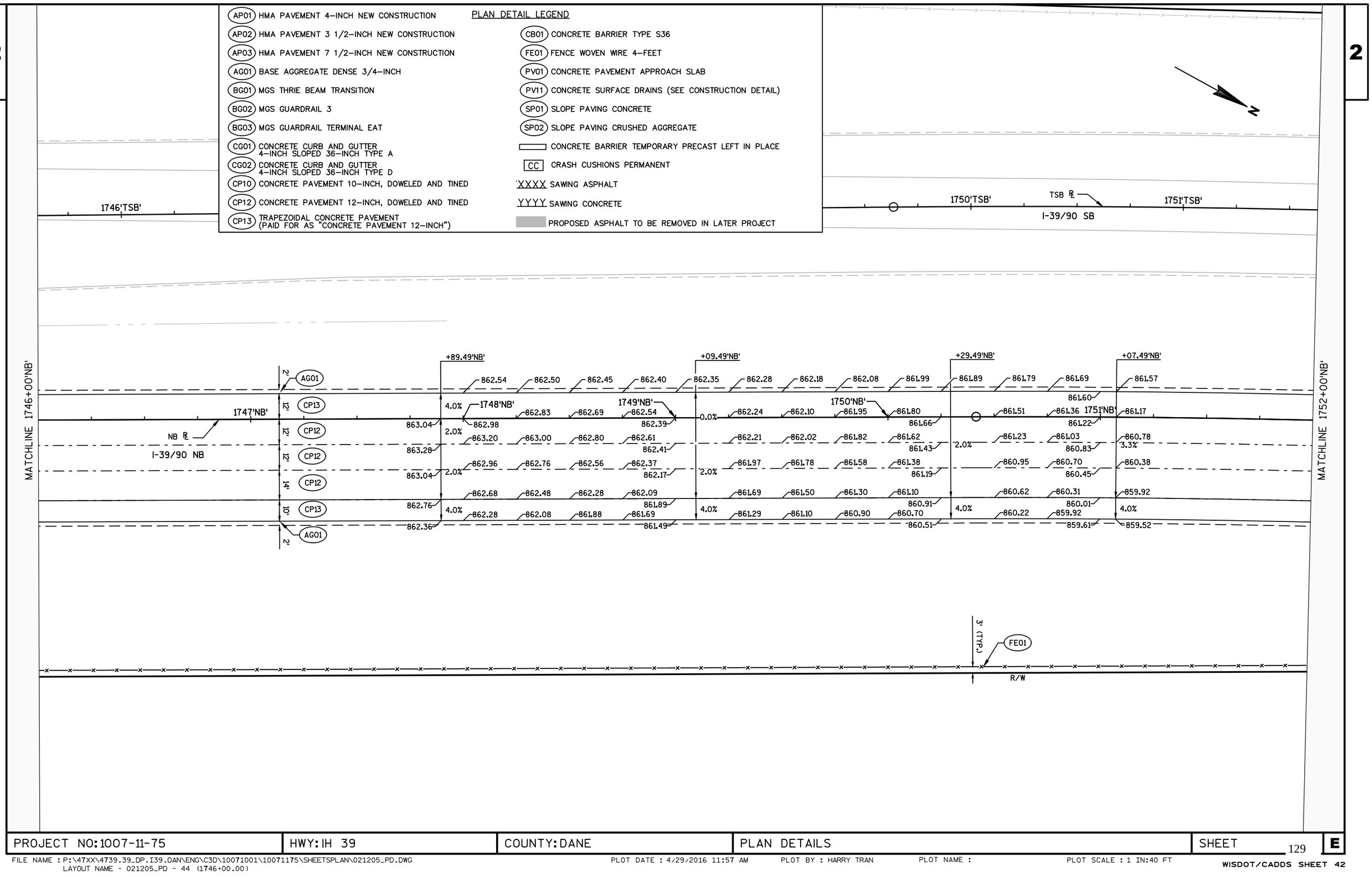
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 128	E

2

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 129	E

2

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

N

I-39/90 SB

1752'TSB'

1756'TSB'

TSB ℄

1757'TSB'

MATCHLINE 1752+00'NB'

1753'NB'

1754'NB'

1755'NB'

1756'NB'

1757'NB'

NB ℄

I-39/90 NB

MATCHLINE 1758+00'NB'

AG01 2'

CP13 12'

CP12 12'

CP12 14'

CP12 10'

CP13

AG01 2'

3' (TYP.)

FE01

R/W

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 130	E

2

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

N

I-39/90 SB

1758'TSB'

1762'TSB'

TSB ℄

1763'TSB'

761'KBT'

762'KBT'

KBT ℄

763'KBT'

STA 760+40.20 'KBT'=
STA 1760+40.20 'TSB', 24.00 RT

MATCHLINE 1758+00'NB'

1759'NB'

1760'NB'

1761'NB'

1762'NB'

NB ℄

1763'NB'

I-39/90 NB

AG01 2'

CP13 12'

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

MATCHLINE 1764+00'NB'

3' (TYP.)

FE01

R/W

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 131	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021205_PD.DWG
LAYOUT NAME - 021205_PD - 46 (1758+00.00)
PLOT DATE : 4/29/2016 11:59 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

N

I-39/90 SB

1764'TSB' 1768'TSB' TSB ℄ 1769'TSB'

764'KBT' 765'KBT' 766'KBT' 767'KBT' 768'KBT' KBT ℄ 769'KBT'

MATCHLINE 1764+00'NB'

1765'NB' 1766'NB' 1767'NB' 1768'NB' 1769'NB' NB ℄

I-39/90 NB

AG01 2'
CP13 12'
CP12 12'
CP12 12'
CP12 14'
CP13 10'
AG01 2'

MATCHLINE 1770+00'NB'

3' (TYP.)
FE01
R/W

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021205_PD.DWG
LAYOUT NAME - 021205_PD - 47 (1764+00.00)
PLOT DATE : 4/29/2016 11:59 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

N

I-39/90 SB

'70'TSB'

1775'SB'

SB ℄

1776'SB'

+92.80'KBT'
19.50' LT

857.96

857.89

AG01

857.92

858.08

TEMPORARY EXIT RAMP

AP01

770'KBT'

771'KBT'

772'KBT'

773'KBT'

'KBT'

774'KBT'

775'KBT'

19.5'

1.5'

+93.81'KBT'
6.00' RT

857.45

857.38

857.41

857.57

6'

AG01

2'

MATCHLINE 1770+00'NB'

1771'NB'

1772'NB'

1773'NB'

1774'NB'

CP13

12'

1775'NB'

CP12

12'

NB ℄

I-39/90 NB

CP12

14'

CP13

10'

AG01

2'

MATCHLINE 1776+00'NB'

+95.43'NB'
50.00' RT

3' (TYP.)

FE01

R/W

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 133	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021205_PD.DWG
LAYOUT NAME - 021205_PD - 48 (1770+00.00)

PLOT DATE : 4/29/2016 12:00 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

N

I-39/90 SB

SB ℄

STA BACK = 1781+98.91'SB'
STA AHEAD = 1781+46.44'SB'

1777'SB' 1781'SB' 1782

MATCHLINE 1776+00'NB'

MATCHLINE 1782+00'NB'

858.27 AG01 858.47 858.67 858.86 859.06 859.25 859.35 859.70 36.49' LT 859.79 33.15' LT 859.93 +18.13'KBT' 18.00' LT COB 29.70' LT 860.07 +80.44'NB' 27.55' LT 860.15 26.14' LT 860.12 24.31' LT 860.09 22.46' LT 860.08 +58.44'NB' 20.55' LT 860.07

AP01

19.5' 1.5'

776'KBT' 777'KBT' 778'KBT'

2.0% +73.26 3.3% +98.26

TEMPORARY EXIT RAMP

857.76 857.96 AG01 2' 858.16 6' 858.35 858.55 858.74 858.84 858.86 +98.26'KBT' 6.00' RT 779'KBT' +33.64'NB' 12.00', LT 858.99 859.23 CP13 12' 859.48 859.64 859.70

1777'NB' 1778'NB' 1779'NB' 1780'NB' 1781'NB'

859.77 859.84 859.93

STA 779+00.00 'KBT'=
STA 1779+04.59 'NB', 19.88 LT

NB ℄

859.24 859.34 859.47 859.59 859.72

I-39/90 NB

CP12 12' 858.85 858.98 859.16 859.51

CP12 14' 3.3% 858.45 858.63 858.85 859.08 859.34 2.0% 859.27

CP12 10' 857.99 858.21 858.49 858.78 858.99

4.0% 857.66 857.91 858.24 857.46 857.71 858.56 858.36

858.04 858.79 858.59 3' 5'

2' +16.92'NB' 40.00' RT +62.22'NB' 40.00' RT

S-13-398

+62.22'NB' 48.00' RT

BG03 12.5:1 TAPER CP13 15:1 TAPER

15:1 TAPER

+92.93'NB' 50.00' RT +92.93'NB' 56.50' RT +18.13'NB' 53.33' RT +43.31'NB' 52.00' RT +62.22'NB' 52.00' RT BG02 8' 4' BG01 +62.22'NB' 60.00' RT CB01 2' +14.79'NB' 57.00' RT +14.71'NB' 60.00' RT AP02 AG01 +75.28'NB' 56.00' RT +90.39'NB' 53.00' RT 5' 3'

END ANCHOR SINGLE SLOPE CONCRETE BARRIER

+46.36'NB' 55.73' RT

3' (TYP.) FE01 R/W

+92.75'NB' 124.84' RT MATCH EXITSTING FENCE

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 134	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021205_PD.DWG
LAYOUT NAME - 021205_PD - 49 (1776+00.00)

PLOT DATE : 5/31/2016 10:47 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

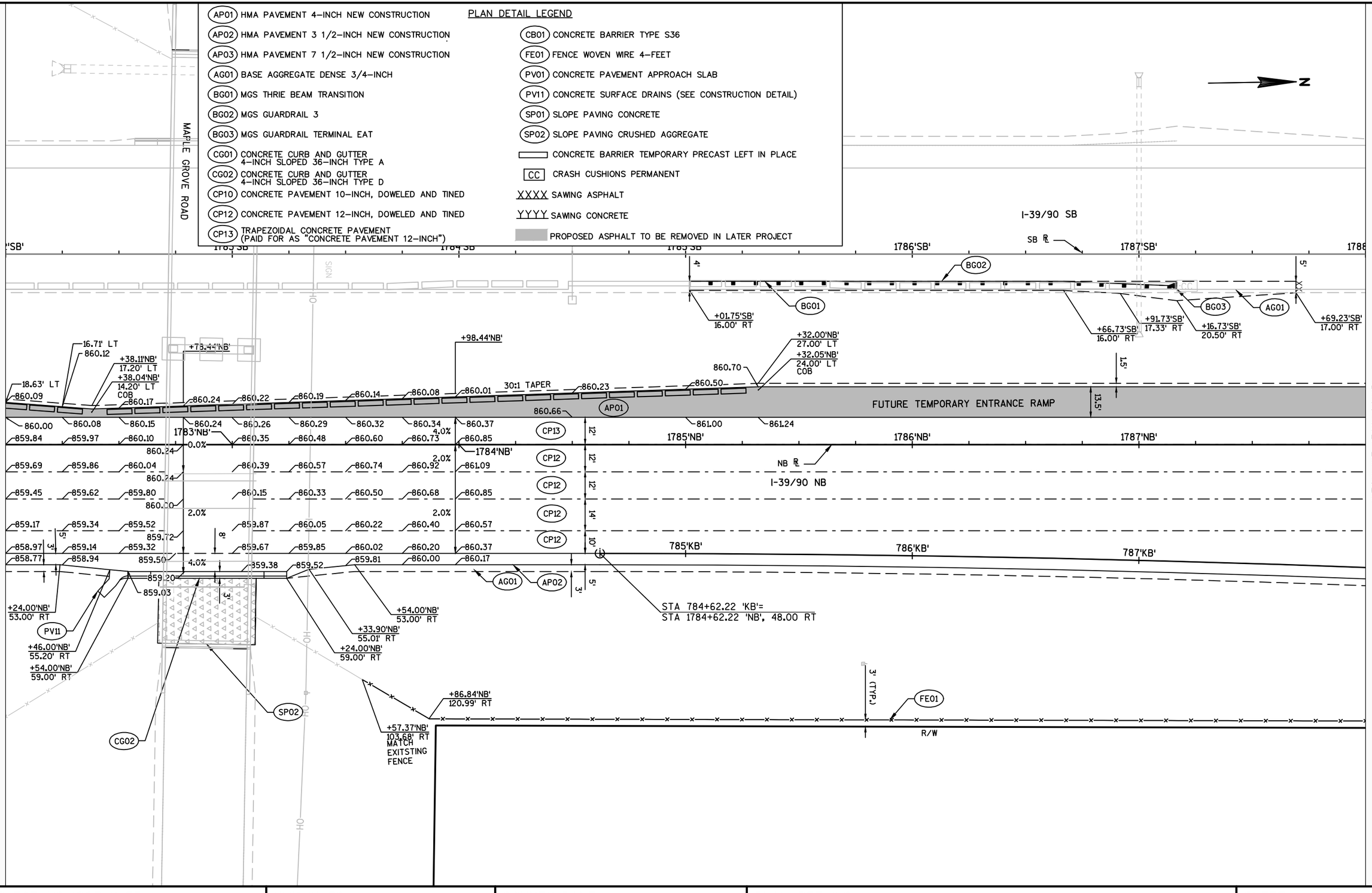
WISDOT/CADDS SHEET 42

2

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

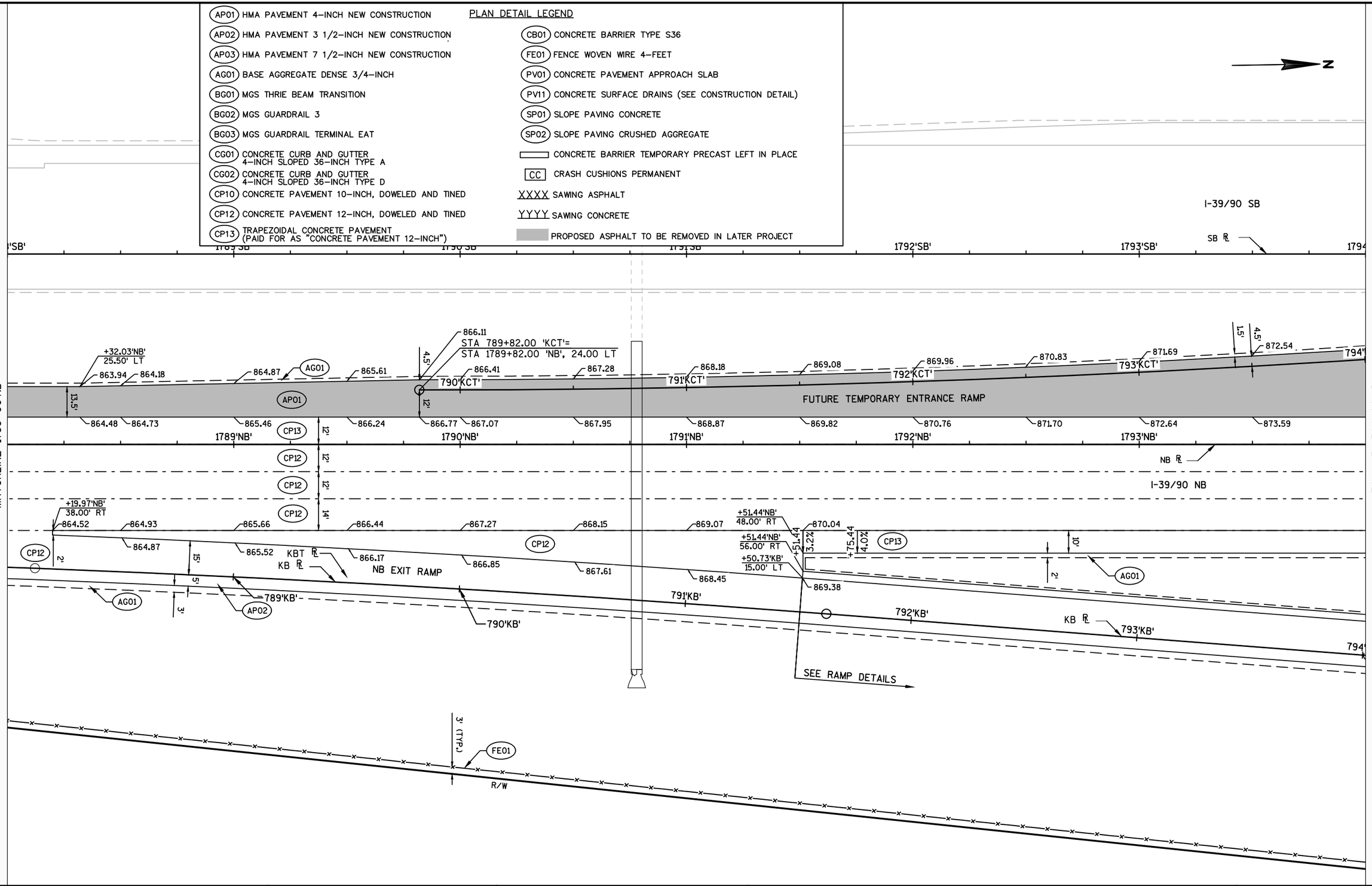


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 135 E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 136 E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

N

MATCHLINE 1794+00'NB'

MATCHLINE 1800+00'NB'

I-39/90 SB

SB ℄

1798'SB'

1799'SB'

800'KC

799'KCT'

798'KCT'

797'KCT'

796'KCT'

795'KCT'

+16.69'KCT' 12.00' LT

+16.69'KCT' 6.00' LT

+88.97'KCT' 4.50' LT

+92.01'KCT' 21.00' RT

+81.37'KCT' 19.50' RT

FUTURE TEMPORARY ENTRANCE RAMP

AP01

AG01

1.5'

4.5'

19.5'

+50.00

4.0%

+62.00

0.0%

+72.00

4.0%

.10'

873.39

874.28

874.71

875.35

876.57

876.88

877.84

879.10

880.50

881.71

882.94

879.31

878.14

877.42

876.88

876.70

875.24

875.67

876.01

874.53

875.47

+51.84'NB' 14.00' LT

1795'NB'

1796'NB'

1797'NB'

1798'NB'

1799'NB'

NB ℄

I-39/90 NB

CP13 12'

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

KB'

795'KB'

NB EXIT RAMP

SEE RAMP DETAILS

796'KB'

KB ℄

797'KB'

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

SB ENTRANCE RAMP

N

I-39/90 SB

SB ℄

1801'SB' 1802'SB' 1803'SB' 1804'SB' 1805'SB' 1806

MATCHLINE 1800+00'NB'

1801'NB' 1802'NB' 1803'NB' 1804'NB' 1805'NB'

AG01 2'
CP13 12'
CP12 12'
CP12 12'
CP12 14'
CP13 10'
AG01 2'

I-39/90 NB

MATCHLINE 1806+00'NB'

KA ℄

NB ENTRANCE RAMP

802'KA' 803'KA' 804'KA' 805'KA' 806

SEE RAMP DETAILS

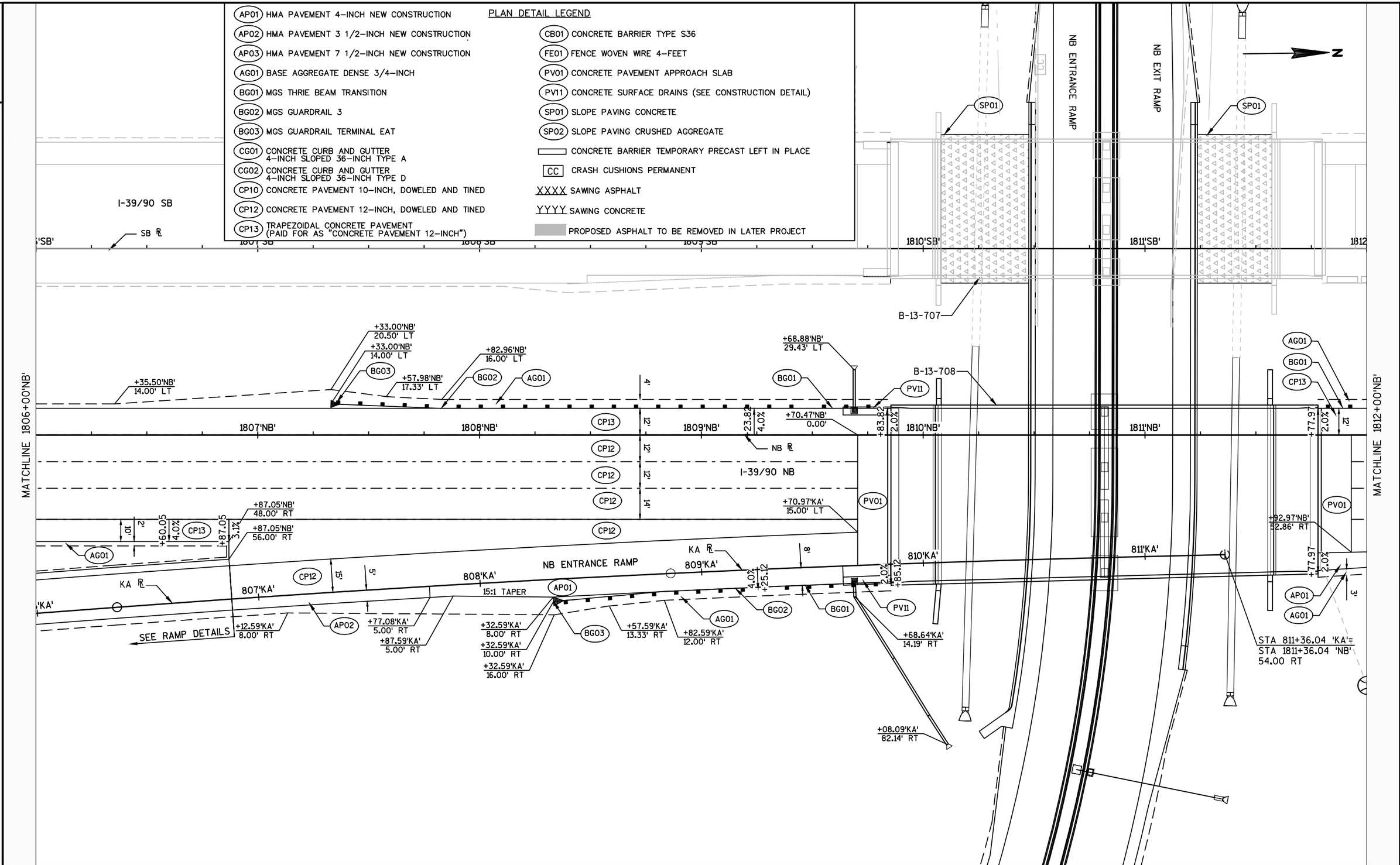
2

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 138	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



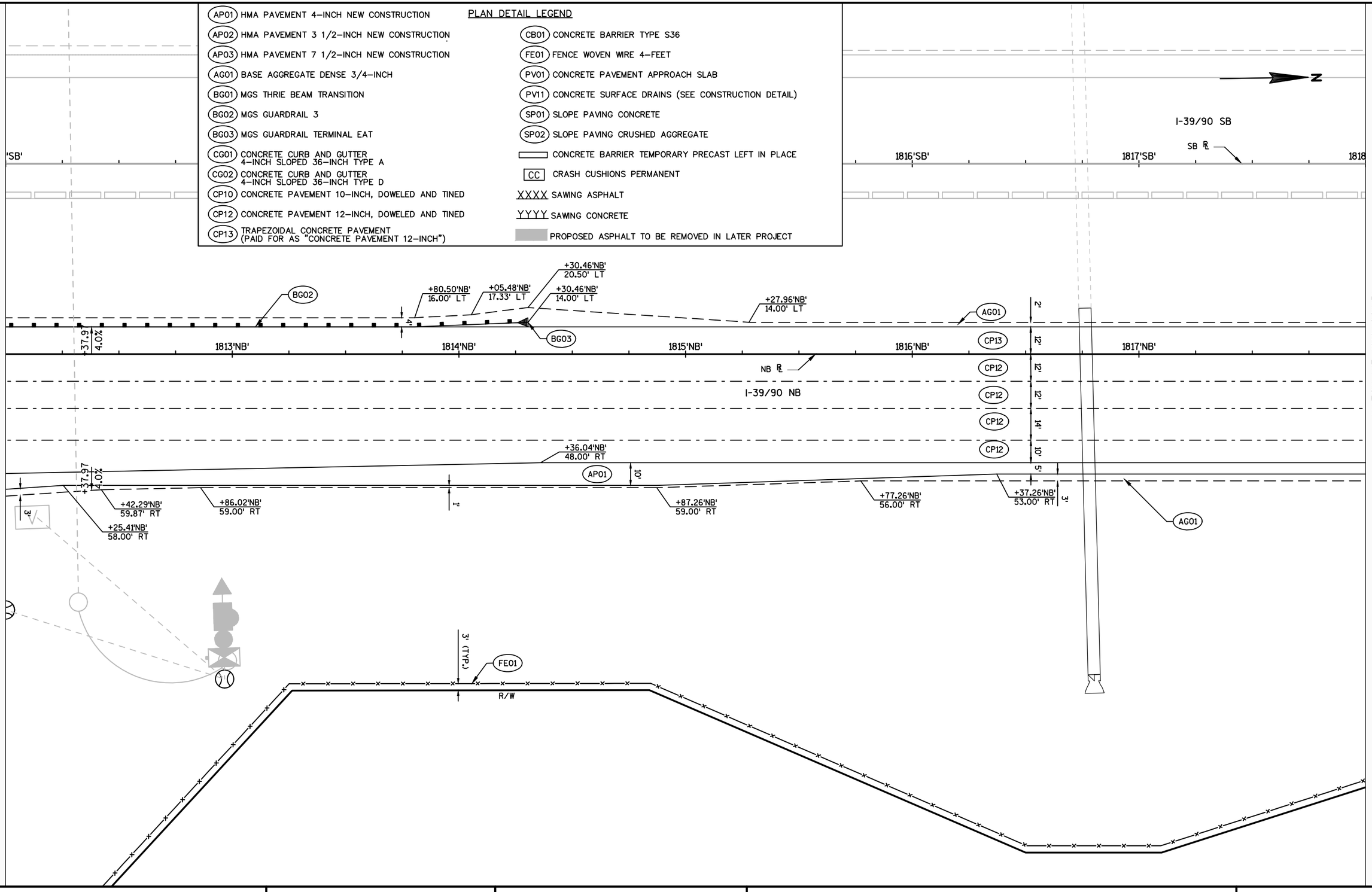
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 139 E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021206_PD.DWG
LAYOUT NAME - 021206_PD - 54 (1806+00.00)
PLOT DATE : 5/4/2016 8:53 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

PLAN DETAIL LEGEND

AP01	HMA PAVEMENT 4-INCH NEW CONSTRUCTION	CB01	CONCRETE BARRIER TYPE S36
AP02	HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION	FE01	FENCE WOVEN WIRE 4-FEET
AP03	HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION	PV01	CONCRETE PAVEMENT APPROACH SLAB
AG01	BASE AGGREGATE DENSE 3/4-INCH	PV11	CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01	MGS THRIE BEAM TRANSITION	SP01	SLOPE PAVING CONCRETE
BG02	MGS GUARDRAIL 3	SP02	SLOPE PAVING CRUSHED AGGREGATE
BG03	MGS GUARDRAIL TERMINAL EAT		CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	CC	CRASH CUSHIONS PERMANENT
CG02	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	XXXX	SAWING ASPHALT
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED	YYYY	SAWING CONCRETE
CP12	CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED		PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13	TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")		



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 140	E

2

2

PLAN DETAIL LEGEND

AP01	HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01	CONCRETE BARRIER TYPE S36
AP02	HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01	FENCE WOVEN WIRE 4–FEET
AP03	HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01	CONCRETE PAVEMENT APPROACH SLAB
AG01	BASE AGGREGATE DENSE 3/4–INCH	PV11	CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01	MGS THRIE BEAM TRANSITION	SP01	SLOPE PAVING CONCRETE
BG02	MGS GUARDRAIL 3	SP02	SLOPE PAVING CRUSHED AGGREGATE
BG03	MGS GUARDRAIL TERMINAL EAT		CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01	CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC	CRASH CUSHIONS PERMANENT
CG02	CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX	SAWING ASPHALT
CP10	CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY	SAWING CONCRETE
CP12	CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED		PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13	TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")		

SB EXIT RAMP

N

822'KDT'

823'KDT'

I-39/90 SB

KDT ℄

SB ℄

1824

824'KD

1822'SB'

1823'SB'

'SB'

FUTURE TEMPORARY EXIT RAMP

15'

AP01

AG01

+36.65'KDT'
21.00' RT

+45.37'KDT'
19.50' RT

898.21

897.55

MATCHLINE 1818+00'NB'

MATCHLINE 1824+00'NB'

+89.98'NB'

+09.98'NB'

898.37 898.09 897.81 897.51 896.90 896.57 896.24

898.48 897.21

4.0%

1819'NB' 1820'NB' 1821'NB' 1822'NB' 1823'NB'

898.85 898.57 898.29 897.99 897.38 897.05 896.72

898.96 897.69

NB ℄

I-39/90 NB

2.0%

899.09 898.81 898.53 898.23 897.62 897.29 896.96

899.20 897.93

898.87 898.64 898.41 898.16 897.65 897.37 897.09

898.95 897.91

2.0%

0.0%

898.61 898.45 898.27 898.08 897.68 897.47 897.24

898.68 897.89

4.0%

2'

8'

10'

2'

12'

12'

12'

14'

10'

5'

3'

AG01

CP13

CP12

CP12

CP12

CP12

AP01

+35.89'NB'
56.00' RT

AG01

CP13

+85.97'NB'
48.00' RT

+16.02'NB'
50.00' RT

+75.89'NB'
40.00' RT

+75.89'NB'
40.00' RT

897.35

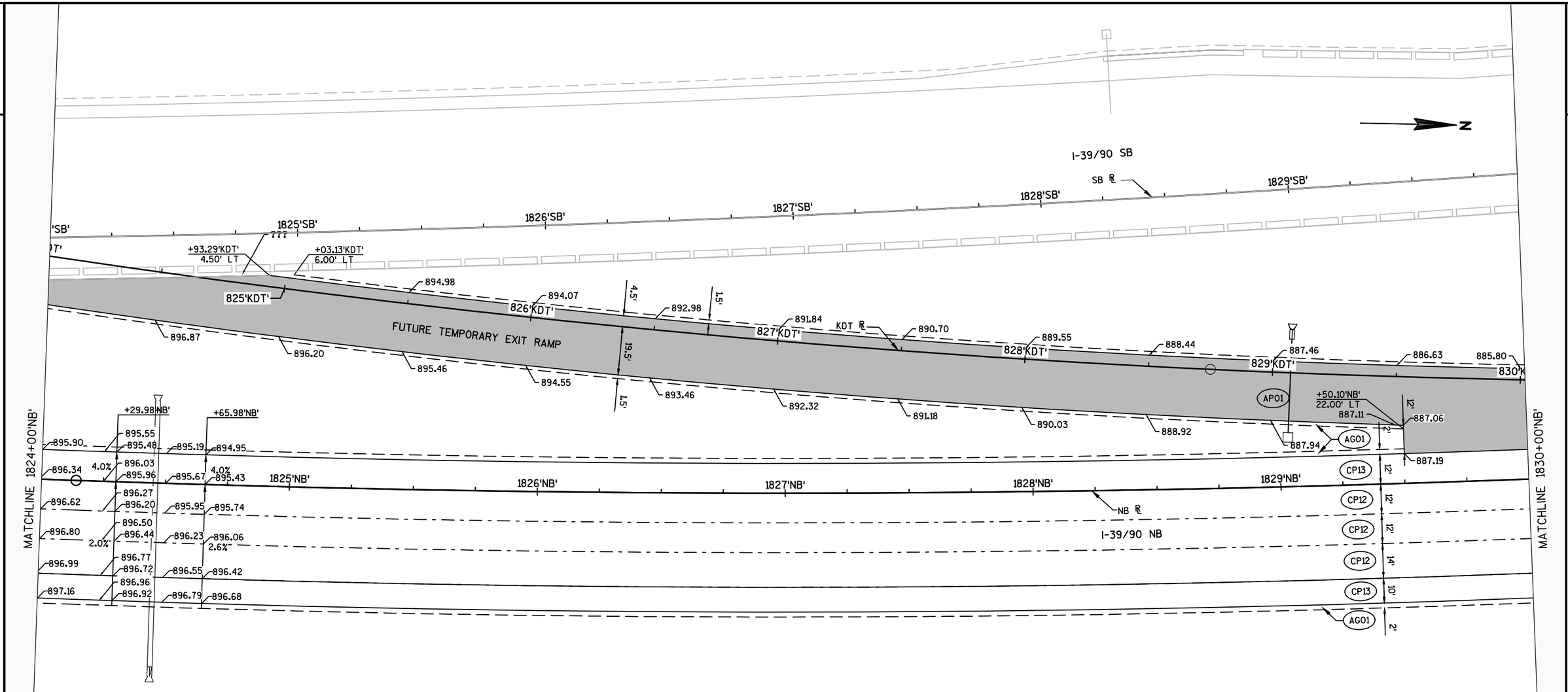
3' (TYP.)

FE01

R/W

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 141	E

2



PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

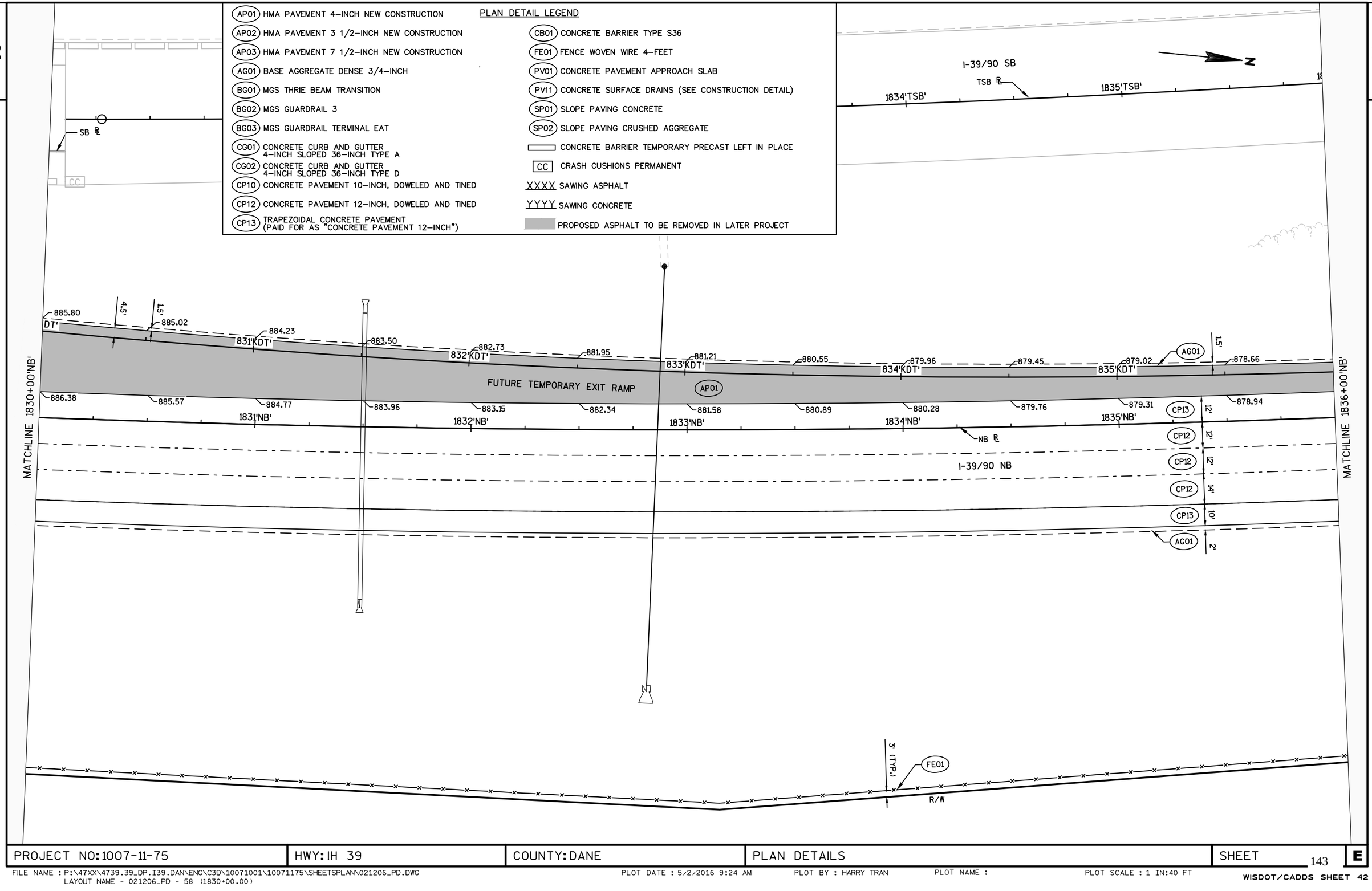
PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 142	E

2

AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
AG01 BASE AGGREGATE DENSE 3/4-INCH
BG01 MGS THRIE BEAM TRANSITION
BG02 MGS GUARDRAIL 3
BG03 MGS GUARDRAIL TERMINAL EAT
CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")

PLAN DETAIL LEGEND

CB01 CONCRETE BARRIER TYPE S36
FE01 FENCE WOVEN WIRE 4-FEET
PV01 CONCRETE PAVEMENT APPROACH SLAB
PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
SP01 SLOPE PAVING CONCRETE
SP02 SLOPE PAVING CRUSHED AGGREGATE
CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CC CRASH CUSHIONS PERMANENT
XXXX SAWING ASPHALT
YYYY SAWING CONCRETE
PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



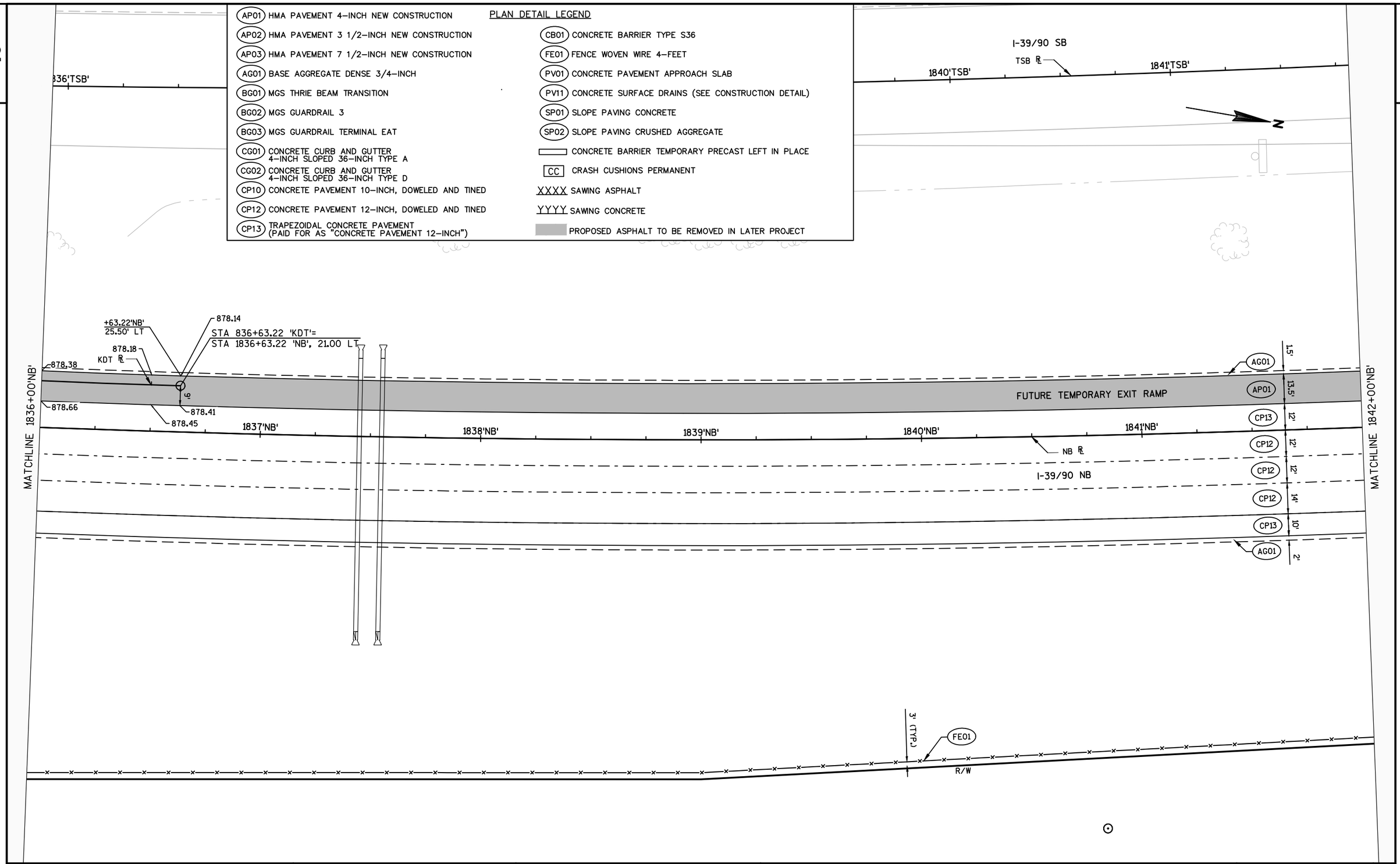
PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 143	E

2

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
AG01 BASE AGGREGATE DENSE 3/4–INCH
BG01 MGS THRIE BEAM TRANSITION
BG02 MGS GUARDRAIL 3
BG03 MGS GUARDRAIL TERMINAL EAT
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")

PLAN DETAIL LEGEND

CB01 CONCRETE BARRIER TYPE S36
FE01 FENCE WOVEN WIRE 4–FEET
PV01 CONCRETE PAVEMENT APPROACH SLAB
PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
SP01 SLOPE PAVING CONCRETE
SP02 SLOPE PAVING CRUSHED AGGREGATE
CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CC CRASH CUSHIONS PERMANENT
XXXX SAWING ASPHALT
YYYY SAWING CONCRETE
PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

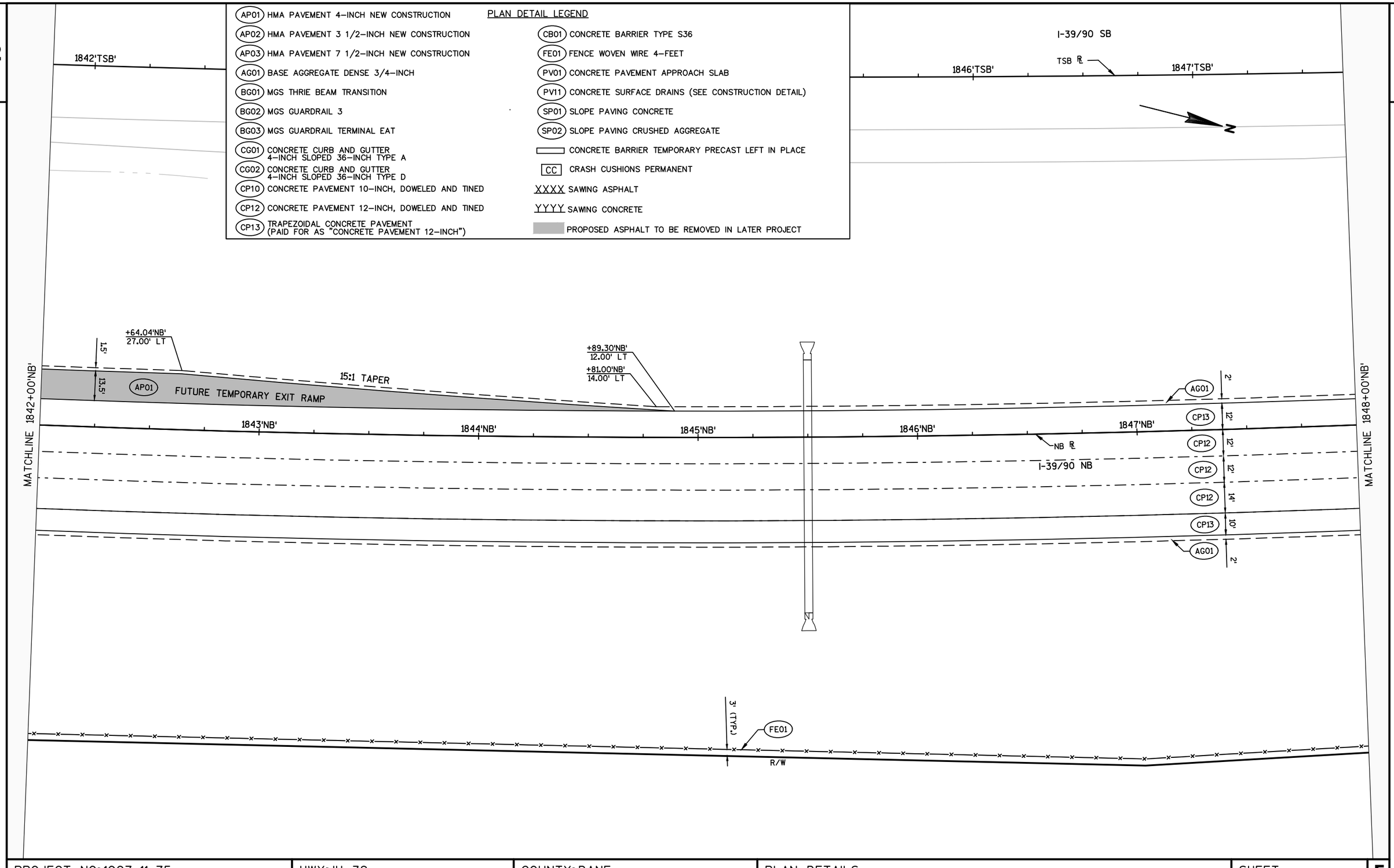


PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 144	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

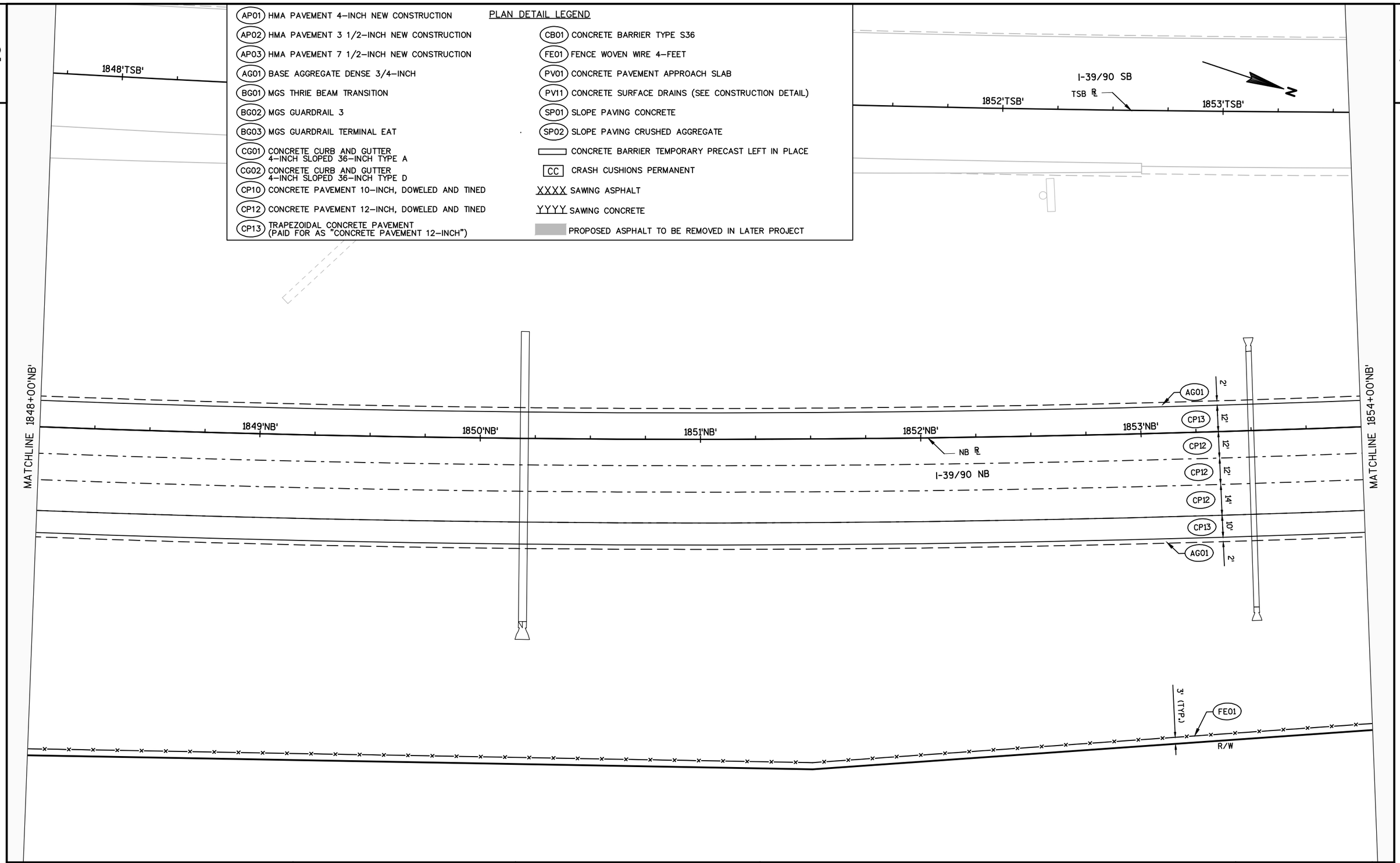


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 145	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



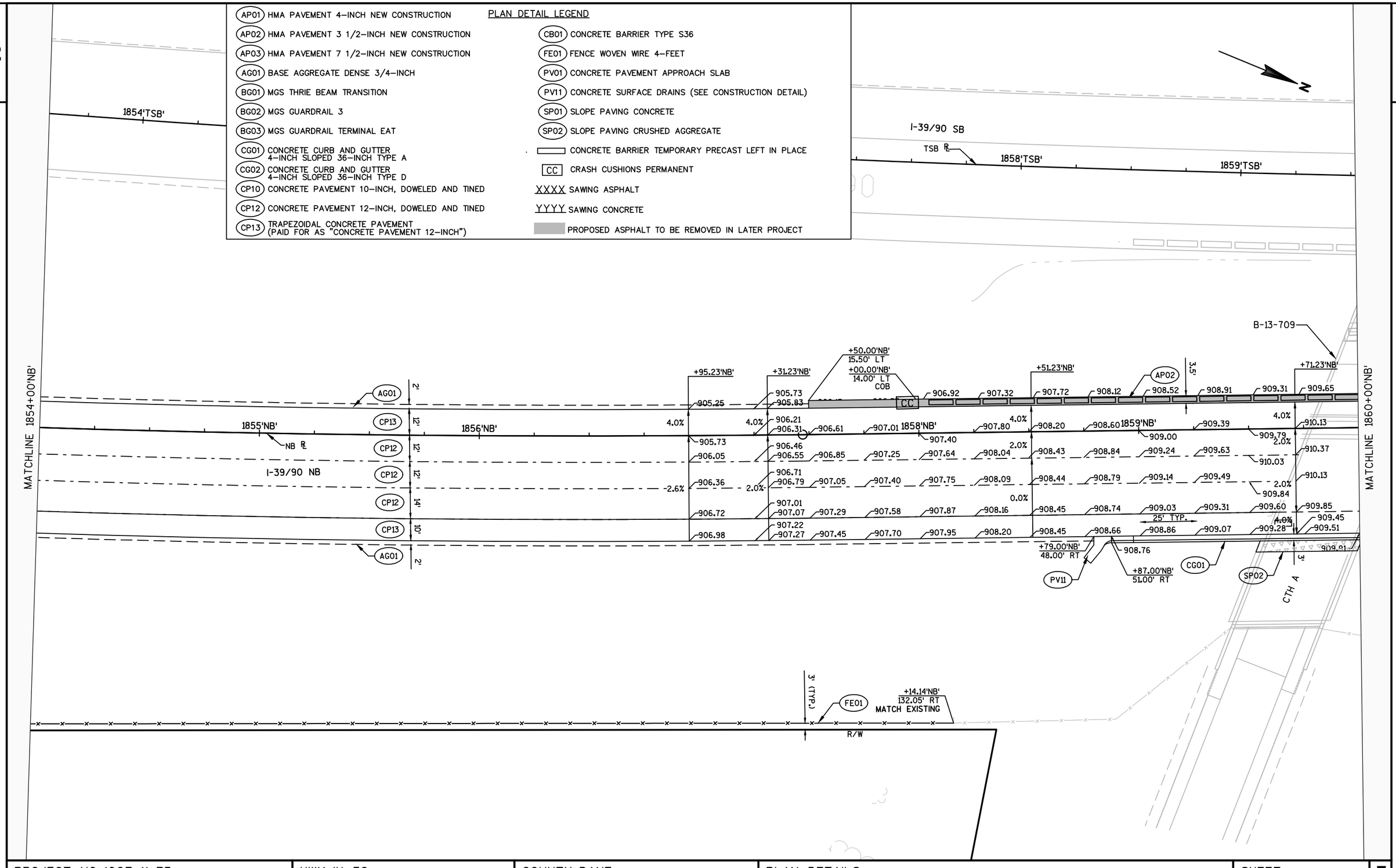
2

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 146	E

2

PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 147	E

2

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

MATCHLINE 1860+00'NB'

MATCHLINE 1866+00'NB'

1860'TSB'

I-39/90 SB

TSB ℄

1864'TSB'

1865'TSB'

CC

CTH A

B-13-709

+75.00'NB'
14.00' LT
COB

+00.00'NB'
15.50' LT

AP02

3'

AG01

2'

1861'NB'

1862'NB'

1863'NB'

1864'NB'

1865'NB'

NB ℄

I-39/90 NB

CP13 12'

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

910.21

+29.00'NB'
48.00' RT

+19.00'NB'
51.00' RT

3'

SP02

CG01

E

+25.80'NB'
117.00' RT
MATCH EXISTING

3' (TYP.)

FE01

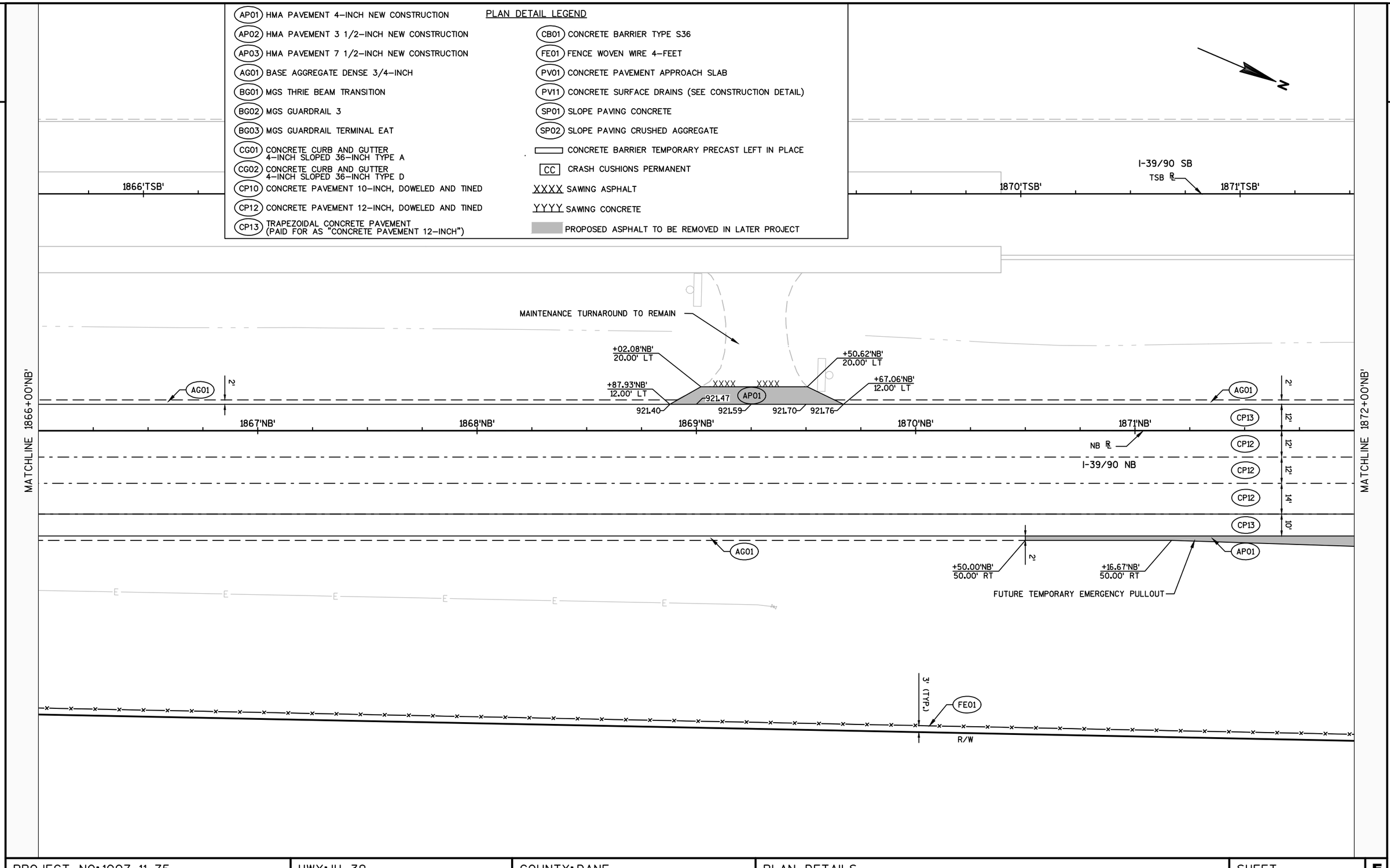
R/W

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 148	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

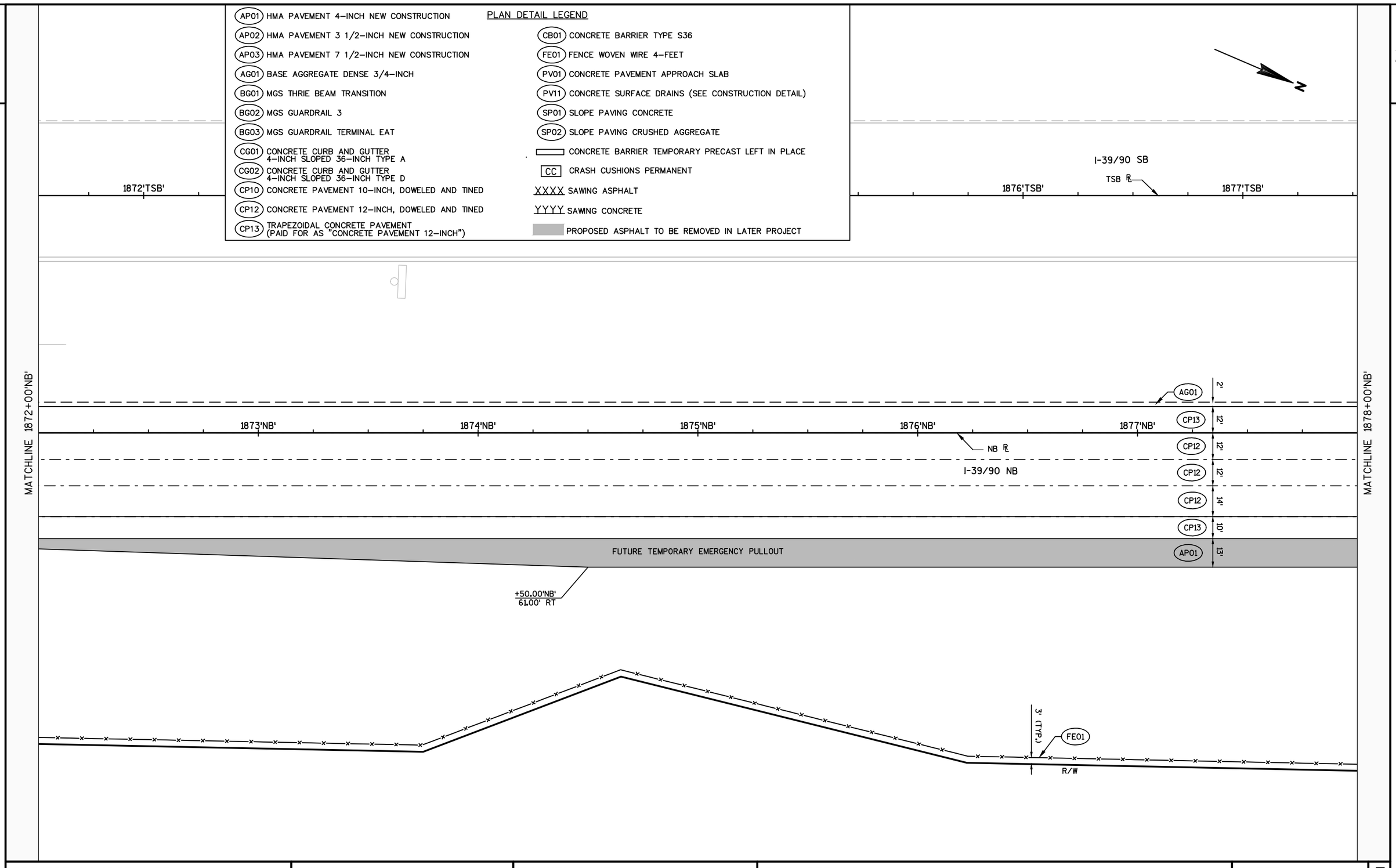


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 149	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

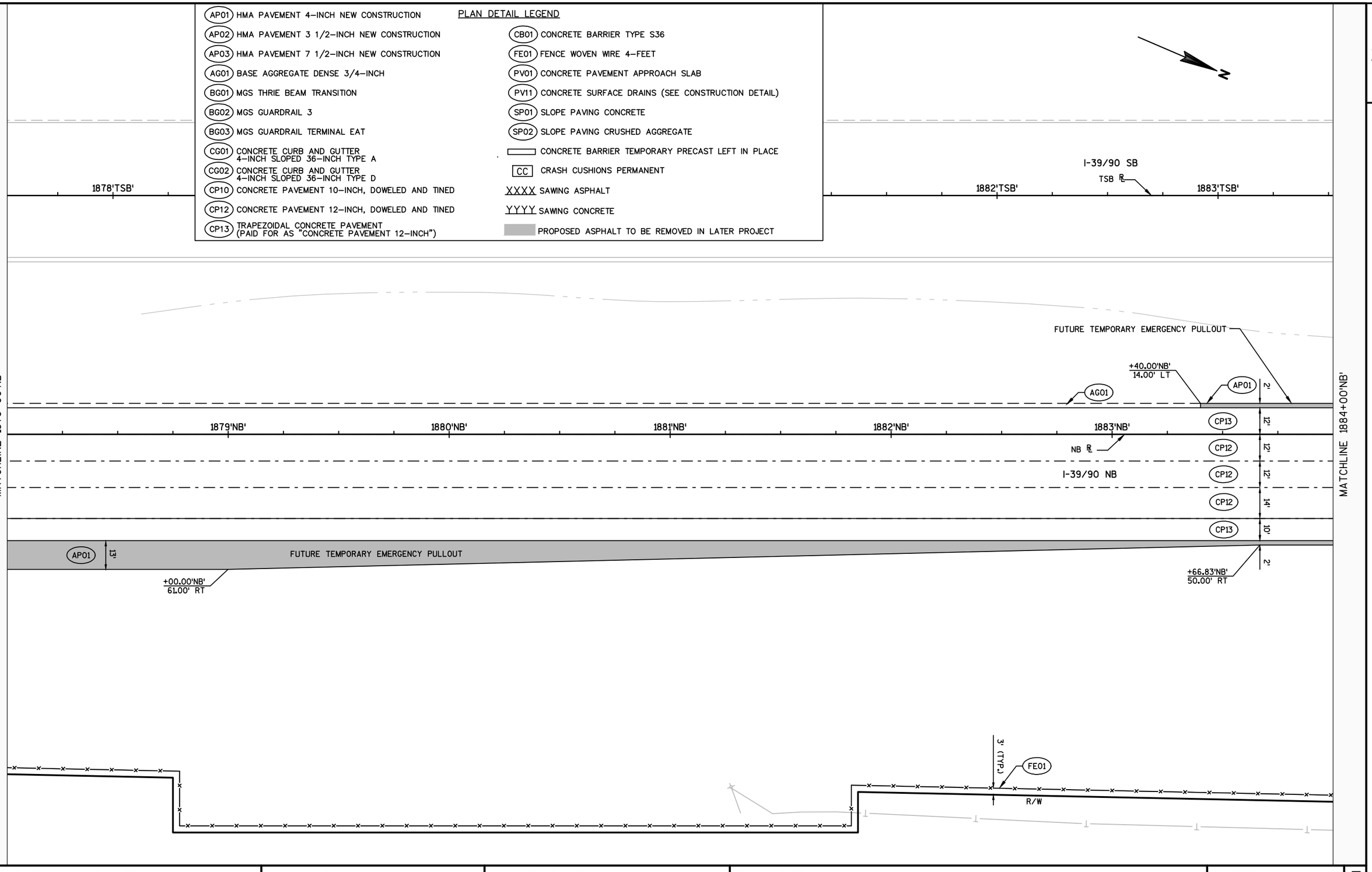


PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 150	E

2

PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

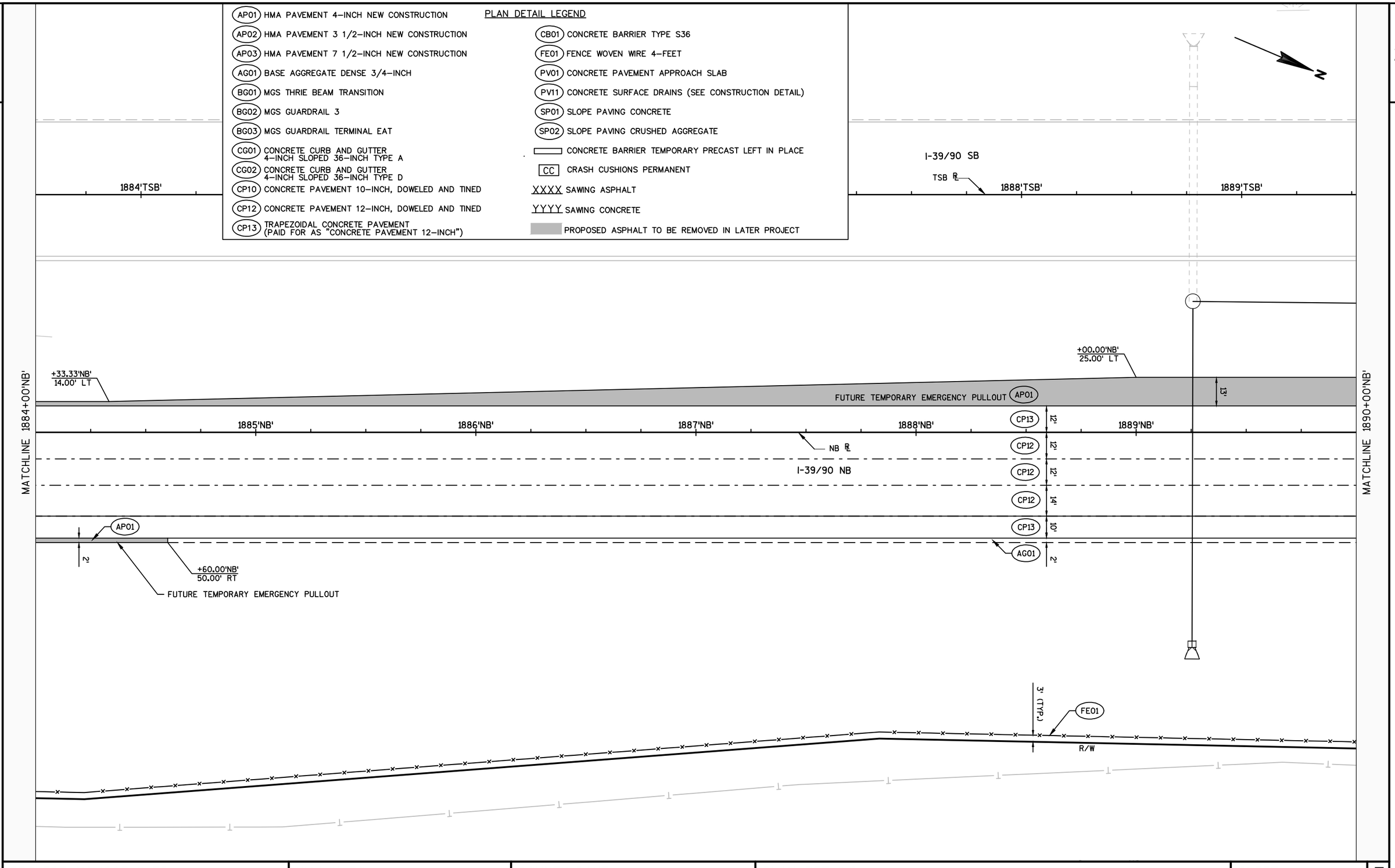


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 151	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

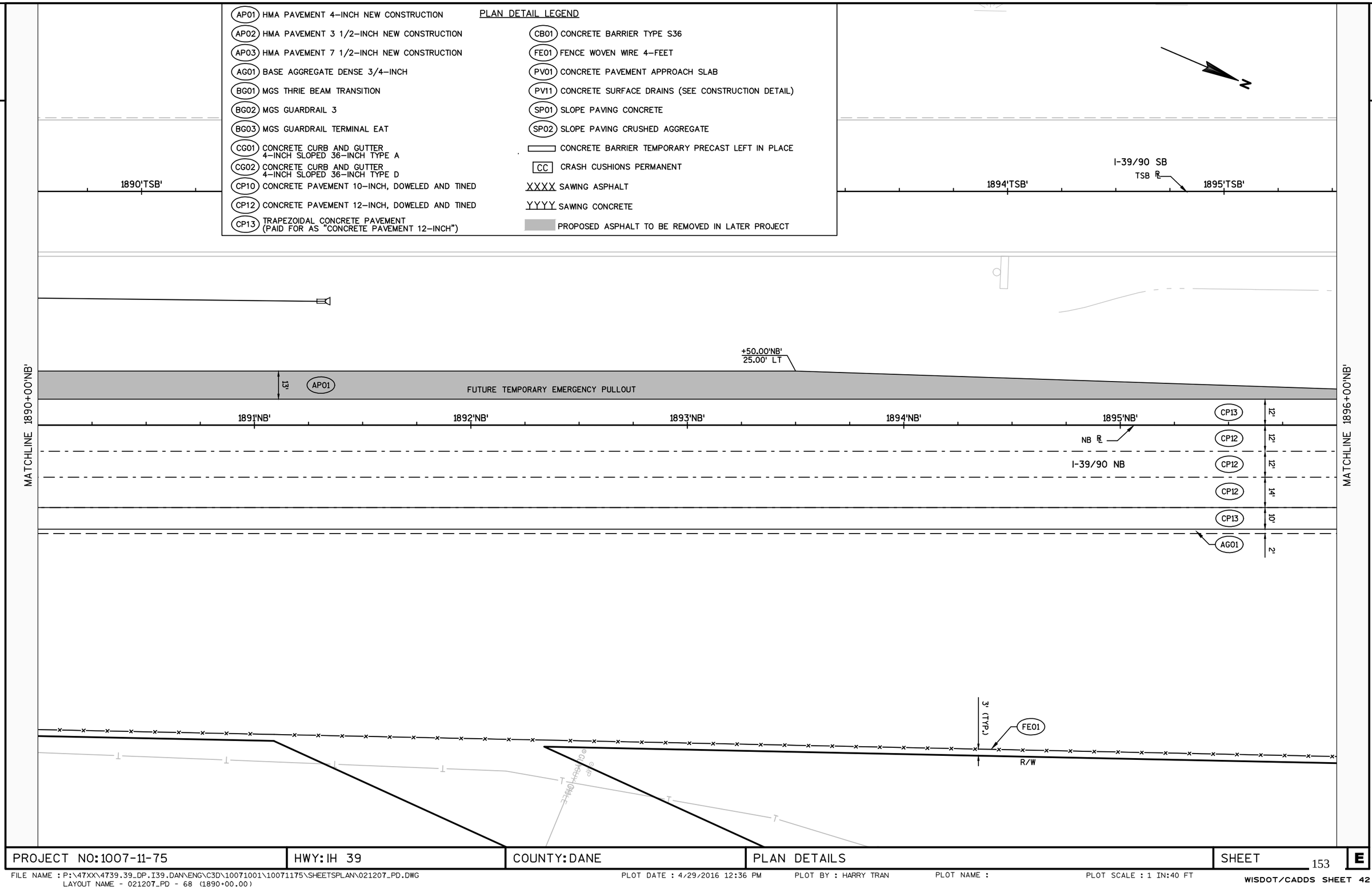


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 152	E

2

PLAN DETAIL LEGEND

- (AP01) HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- (AP02) HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- (AP03) HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (BG01) MGS THRIE BEAM TRANSITION
- (BG02) MGS GUARDRAIL 3
- (BG03) MGS GUARDRAIL TERMINAL EAT
- (CG01) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- (CG02) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- (CP10) CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- (CP12) CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- (CP13) TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- (CB01) CONCRETE BARRIER TYPE S36
- (FE01) FENCE WOVEN WIRE 4-FEET
- (PV01) CONCRETE PAVEMENT APPROACH SLAB
- (PV11) CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- (SP01) SLOPE PAVING CONCRETE
- (SP02) SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- (CC) CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 153	E

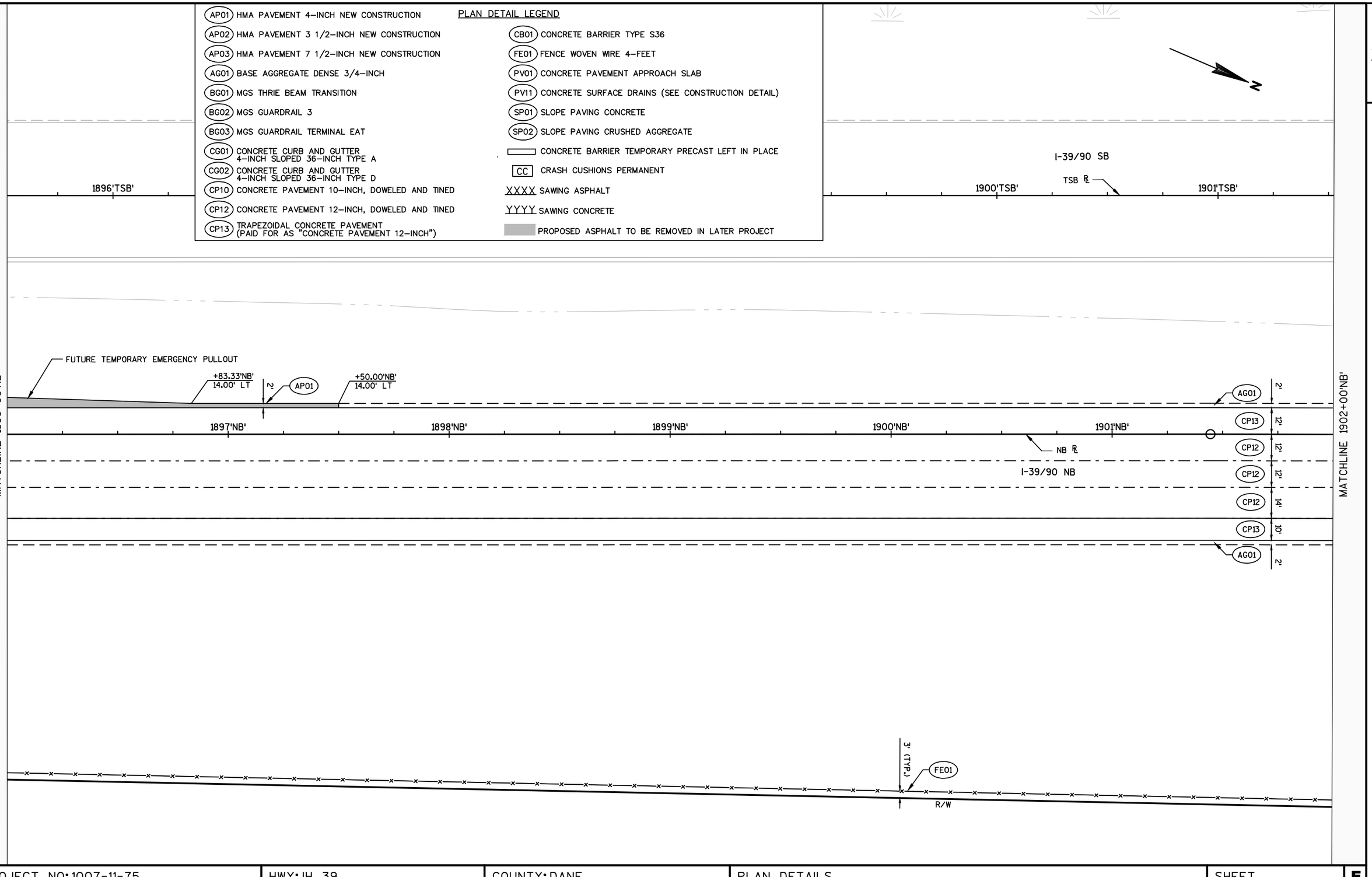
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LAYOUT NAME - 021207_PD - 68 (1890+00.00)

PLOT DATE : 4/29/2016 12:36 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 154	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

N

I-39/90 SB

TSB ℄

1902'TSB'

1906'TSB'

1907'TSB'

MATCHLINE 1902+00'NB'

MATCHLINE 1908+00'NB'

1903'NB'

1904'NB'

1905'NB'

1906'NB'

1907'NB'

NB ℄

I-39/90 NB

AG01 2'

CP13 12'

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

C-13-3078

+42.81'NB' 130.91' RT

+72.93'NB' 130.86' RT

+97.59'NB' 167.53' RT

+11.96'NB' 167.64' RT

FE01

FE01

3' (TYP.)

R/W

R/W

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 155	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

N

I-39/90 SB

1908'TSB' 1912'TSB' TSB ℄ 1913'TSB'

CC

MATCHLINE 1908+00'NB'

1909'NB' 1910'NB' 1911'NB' 1912'NB' 1913'NB'

NB ℄

I-39/90 NB

AG01 2'

CP13 12'

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

MATCHLINE 1914+00'NB'

FE01 3'

R/W

2

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 156	E

2

2

PLAN DETAIL LEGEND

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION	CB01 CONCRETE BARRIER TYPE S36
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION	FE01 FENCE WOVEN WIRE 4–FEET
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION	PV01 CONCRETE PAVEMENT APPROACH SLAB
AG01 BASE AGGREGATE DENSE 3/4–INCH	PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01 MGS THRIE BEAM TRANSITION	SP01 SLOPE PAVING CONCRETE
BG02 MGS GUARDRAIL 3	SP02 SLOPE PAVING CRUSHED AGGREGATE
BG03 MGS GUARDRAIL TERMINAL EAT	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A	CC CRASH CUSHIONS PERMANENT
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D	XXXX SAWING ASPHALT
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED	YYYY SAWING CONCRETE
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED	PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")	

N

1914'TSB'

I-39/90 SB

1918'TSB'

TSB ℄

1919'TSB'

MATCHLINE 1914+00'NB'

MATCHLINE 1920+00'NB'

1915'NB'

1916'NB'

1917'NB'

1918'NB'

1919'NB'

NB ℄

I-39/90 NB

AG01 2'

CP13 12'

CP12 12'

CP12 12'

CP12 14'

CP13 10'

AG01 2'

3' LTYP.

FE01

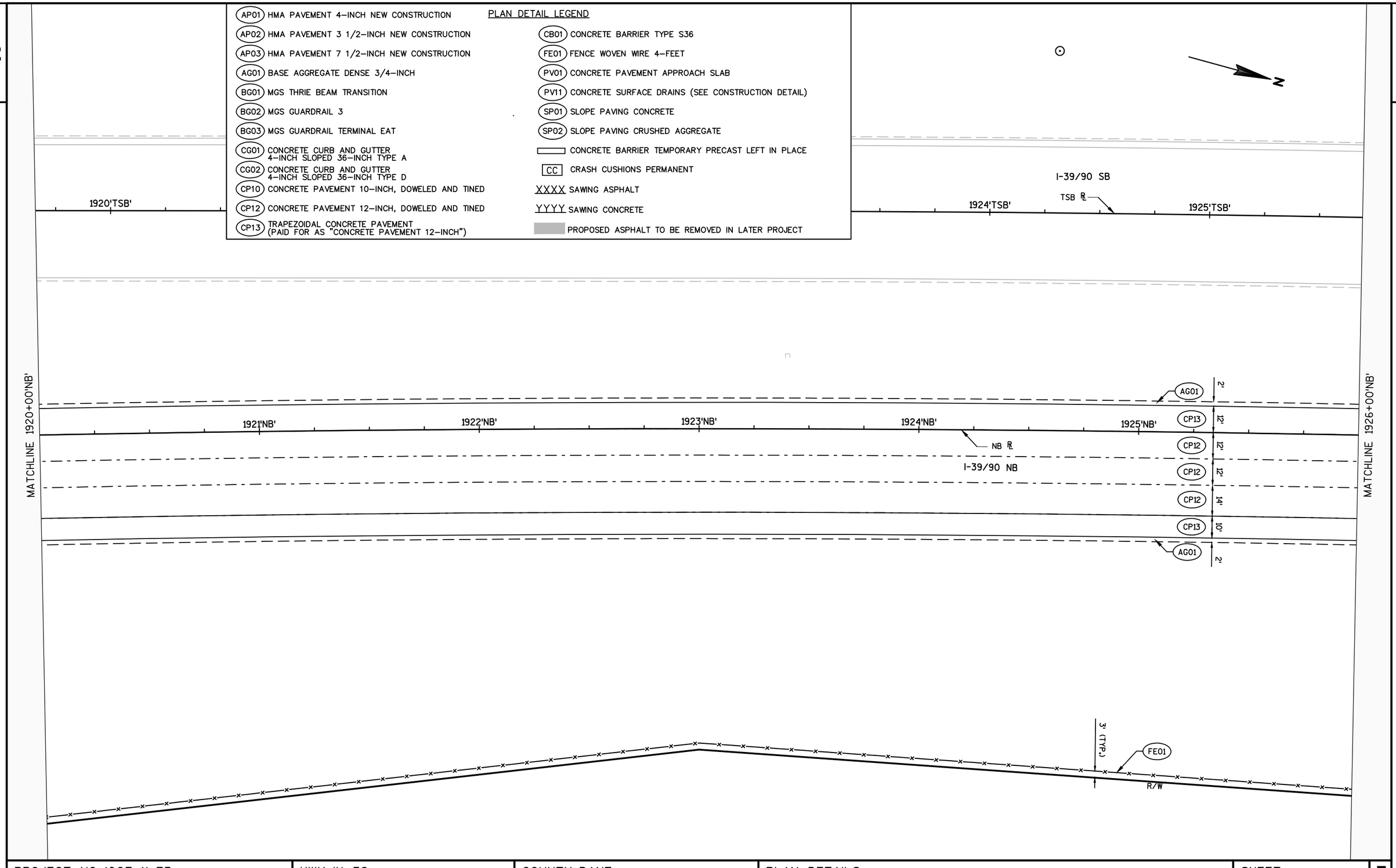
R/W

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 157	E

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4–INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4–FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

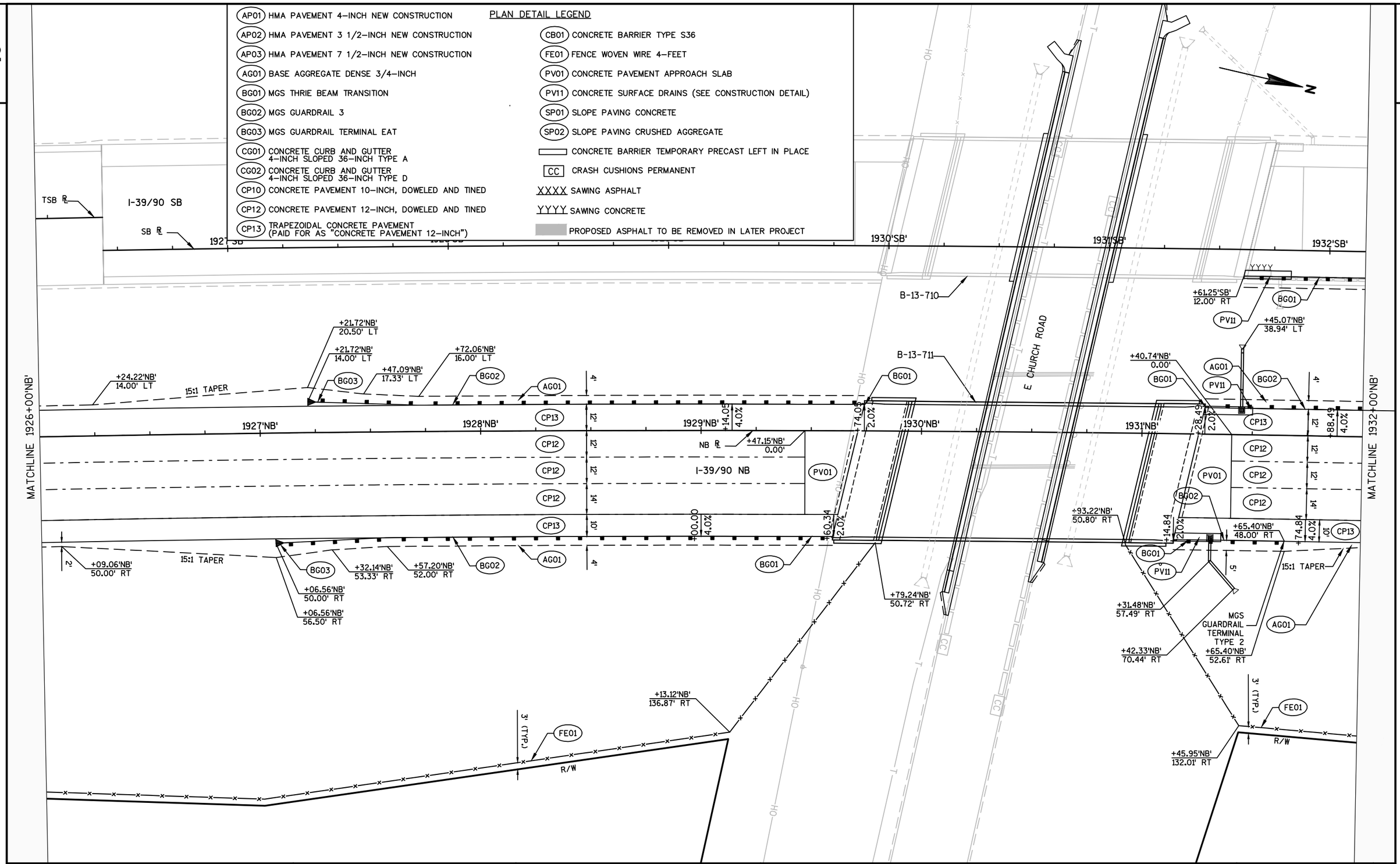


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 158	E

2

PLAN DETAIL LEGEND

- (AP01) HMA PAVEMENT 4–INCH NEW CONSTRUCTION
- (AP02) HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- (AP03) HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
- (AG01) BASE AGGREGATE DENSE 3/4–INCH
- (BG01) MGS THRIE BEAM TRANSITION
- (BG02) MGS GUARDRAIL 3
- (BG03) MGS GUARDRAIL TERMINAL EAT
- (CG01) CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
- (CG02) CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- (CP10) CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
- (CP12) CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
- (CP13) TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")
- (CB01) CONCRETE BARRIER TYPE S36
- (FE01) FENCE WOVEN WIRE 4–FEET
- (PV01) CONCRETE PAVEMENT APPROACH SLAB
- (PV11) CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- (SP01) SLOPE PAVING CONCRETE
- (SP02) SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- (CC) CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 159 E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021208_PD.DWG
LAYOUT NAME - 021208_PD - 74 (1926+00.00)

PLOT DATE : 4/29/2016 5:21 PM PLOT BY : CORY INMAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

PLAN DETAIL LEGEND

- AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- AP03 HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL 3
- BG03 MGS GUARDRAIL TERMINAL EAT
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP10 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CP12 CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- CB01 CONCRETE BARRIER TYPE S36
- FE01 FENCE WOVEN WIRE 4-FEET
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- SP01 SLOPE PAVING CONCRETE
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- CC CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

N

I-39/90 SB

SB ℄

1933'SB

1936'SB

1937'SB

1938'SB

BG02 AG01 BG03

+80.59'NB' 21.83' LT

+13.93'SB' 14.00' RT

+13.93'SB' 20.50' RT

+13.93'SB' 16.00' RT

+80.72'NB' 15.33' LT

+30.84'NB' 16.49' LT

+55.71'NB' 18.19' LT

+55.32'NB' 12.00' LT

+29.86'NB' 14.00' LT

15:1 TAPER

+93.09'NB' 16.97' LT

14.00' LT 937.84

14.00' LT 937.57

14.61' LT 937.27

16.22' LT 936.93

17.99' LT 936.59

19.93' LT 936.24

22.02' LT 935.89

AP01 AG01

FUTURE CROSSOVER CP10

MATCHLINE 1932+00.00'NB'

MATCHLINE 1938+00.00'NB'

1933'NB' 1934'NB' 1935'NB' 1936'NB' 1937'NB'

NB ℄

I-39/90 NB

CP10 CP13 CP12 CP12 CP12 CP13 AG01

+04.50'NB' 50.00' RT

3' (TYP.)

FE01

R/W

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 160	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021208_PD.DWG
LAYOUT NAME - 021208_PD - 75 (1932+00.00)
PLOT DATE : 4/29/2016 5:22 PM PLOT BY : CORY INMAN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

AP01 HMA PAVEMENT 4–INCH NEW CONSTRUCTION
AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
AP03 HMA PAVEMENT 7 1/2–INCH NEW CONSTRUCTION
AG01 BASE AGGREGATE DENSE 3/4–INCH
BG01 MGS THRIE BEAM TRANSITION
BG02 MGS GUARDRAIL 3
BG03 MGS GUARDRAIL TERMINAL EAT
CG01 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A
CG02 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
CP10 CONCRETE PAVEMENT 10–INCH, DOWELED AND TINED
CP12 CONCRETE PAVEMENT 12–INCH, DOWELED AND TINED
CP13 TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12–INCH")

PLAN DETAIL LEGEND

CB01 CONCRETE BARRIER TYPE S36
FE01 FENCE WOVEN WIRE 4–FEET
PV01 CONCRETE PAVEMENT APPROACH SLAB
PV11 CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
SP01 SLOPE PAVING CONCRETE
SP02 SLOPE PAVING CRUSHED AGGREGATE
CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CC CRASH CUSHIONS PERMANENT
XXXX SAWING ASPHALT
YYYY SAWING CONCRETE
PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

N

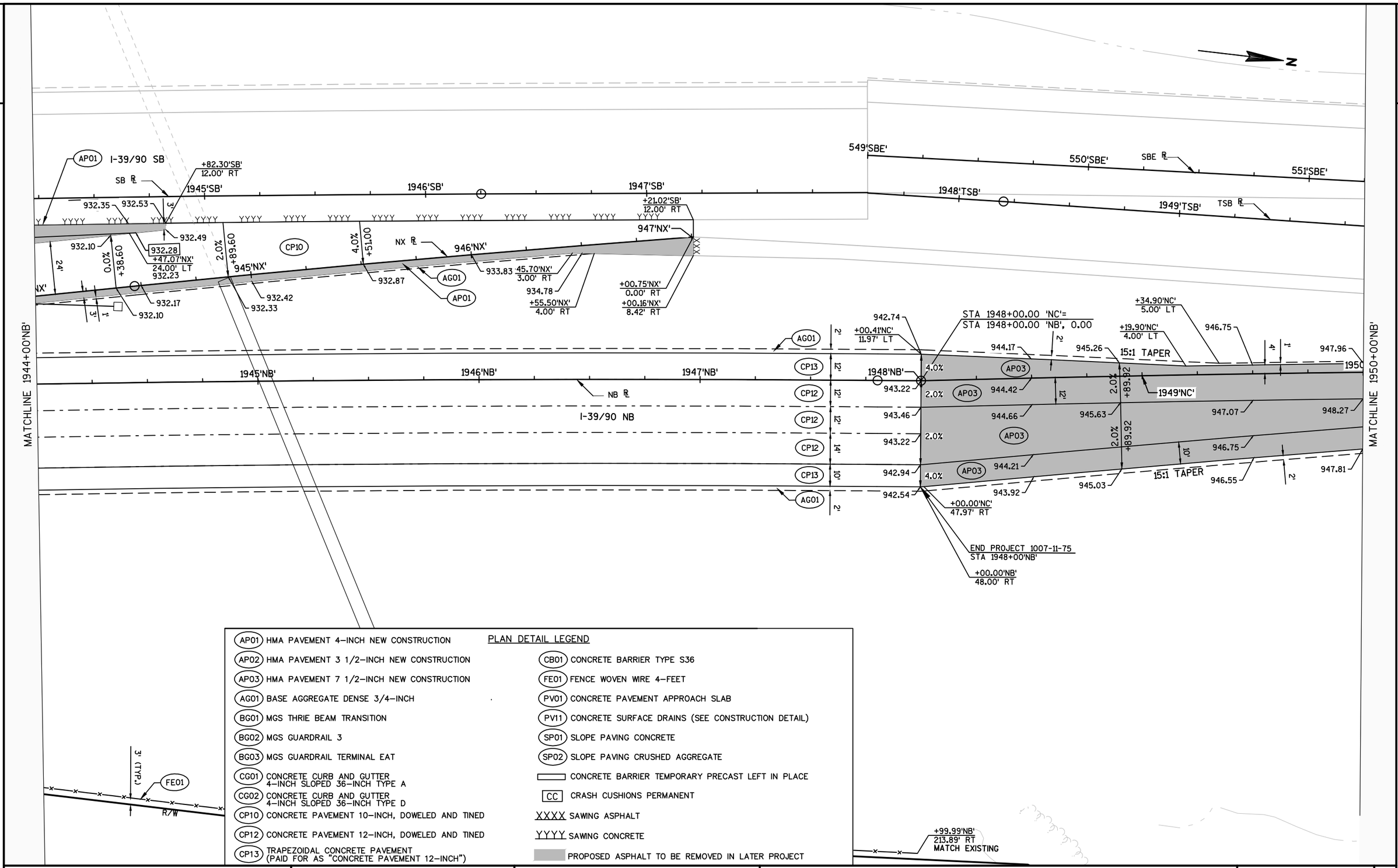
I-39/90 SB
+85.34'SB' 12.00' RT 931.67
+67.07'NX' 31.12' LT 931.37
SB ℄
+66.73'NX' 26.99' LT 931.37
931.81
YYYY
931.44
+87.60'NX' 27.50' LT 931.43
931.44
931.92
931.94
944'
1939'SB
1942'SB
1943'SB
1944'SB
24.27' LT 935.52
26.69' LT 935.16
AG01
29.26' LT 934.78
AP01
32.00' LT 934.40
34.89' LT 934.01
37.95' LT 933.63
933.50
933.48
933.15
932.61
932.05
931.64
1'
3'
24'
CP10
NX ℄
932.53
943'NX'
932.12
931.92
931.94
FUTURE CROSSOVER
4.0%
+67.89
933.53
2.0%
+18.89
+67.43'NB' 15.00' LT
941'NX'
934.54
934.16
933.96
933.63
942'NX'
933.09
AG01
AP01
934.60
934.50
934.43
+57.57'NB' 18.00' LT
+57.57'NB' 12.00' LT
1939'NB'
1940'NB'
1941'NB'
1942'NB'
1943'NB'
CP13
CP12
CP12
CP12
CP12
CP13
AG01
2'
12'
12'
12'
14'
10'
2'
NB ℄
I-39/90 NB
STA 940+67.89 'NX'=
STA 1940+67.43 'NB', 15.00 LT
MATCHLINE 1938+00'NB'
MATCHLINE
MATCHLINE 1944+00'NB'
3' (TYP.)
FE01
R/W

2

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 161	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\021208_PD.DWG
LAYOUT NAME - 021208_PD - 76 (1938+00.00)
PLOT DATE : 5/31/2016 11:39 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PLAN DETAIL LEGEND

AP01	HMA PAVEMENT 4-INCH NEW CONSTRUCTION	CB01	CONCRETE BARRIER TYPE S36
AP02	HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION	FE01	FENCE WOVEN WIRE 4-FEET
AP03	HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION	PV01	CONCRETE PAVEMENT APPROACH SLAB
AG01	BASE AGGREGATE DENSE 3/4-INCH	PV11	CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
BG01	MGS THRIE BEAM TRANSITION	SP01	SLOPE PAVING CONCRETE
BG02	MGS GUARDRAIL 3	SP02	SLOPE PAVING CRUSHED AGGREGATE
BG03	MGS GUARDRAIL TERMINAL EAT		CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	CC	CRASH CUSHIONS PERMANENT
CG02	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	XXXX	SAWING ASPHALT
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED	YYYY	SAWING CONCRETE
CP12	CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED		PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT
CP13	TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")		

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 162	E

2

2

PLAN DETAIL LEGEND

- (AP01) HMA PAVEMENT 4-INCH NEW CONSTRUCTION
- (AP02) HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- (AP03) HMA PAVEMENT 7 1/2-INCH NEW CONSTRUCTION
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (BG01) MGS THRIE BEAM TRANSITION
- (BG02) MGS GUARDRAIL 3
- (BG03) MGS GUARDRAIL TERMINAL EAT
- (CG01) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- (CG02) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- (CP10) CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- (CP12) CONCRETE PAVEMENT 12-INCH, DOWELED AND TINED
- (CP13) TRAPEZOIDAL CONCRETE PAVEMENT (PAID FOR AS "CONCRETE PAVEMENT 12-INCH")
- (CB01) CONCRETE BARRIER TYPE S36
- (FE01) FENCE WOVEN WIRE 4-FEET
- (PV01) CONCRETE PAVEMENT APPROACH SLAB
- (PV11) CONCRETE SURFACE DRAINS (SEE CONSTRUCTION DETAIL)
- (SP01) SLOPE PAVING CONCRETE
- (SP02) SLOPE PAVING CRUSHED AGGREGATE
- CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- [CC] CRASH CUSHIONS PERMANENT
- XXXX SAWING ASPHALT
- YYYY SAWING CONCRETE
- PROPOSED ASPHALT TO BE REMOVED IN LATER PROJECT

N

552'SBE' 553'SBE' 554'SBE' 555'SBE' I-39/90 SB 556'SBE' SBE ℄ 557'SBE'

1950'TSB' 1951'TSB' 1952'TSB' 1953'TSB' 1954'TSB' TSB ℄ 1955'TSB'

MATCHLINE 1950+00'NB'

949.16 AP01 NC ℄ 950.36 951.57 952.77

'NC' 1951'NC' 1952'NC' 1953'NC' 1954'NC' 1955'NC' 1956

AP03 4" 12"

949.48 AP03 950.68 12" 951.89 953.09

AP03 10"

2" 949.04 950.24 1" 951.44 952.65

+24.54'NC' 35.00' RT

+09.59'NC' 34.00' RT

END CONSTRUCTION 1007-11-75
STA 1952+19.93'NC'
MATCH EXISTING
SAWING CONCRETE

I-39/90 NB

MATCHLINE 1956+00'NB'

PROJECT NO:1007-11-75	HWY:IH 39	COUNTY:DANE	PLAN DETAILS	SHEET 163	E

PAVEMENT DETAIL LEGEND

(AP02) HMA PAVEMENT 3 1/2-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH

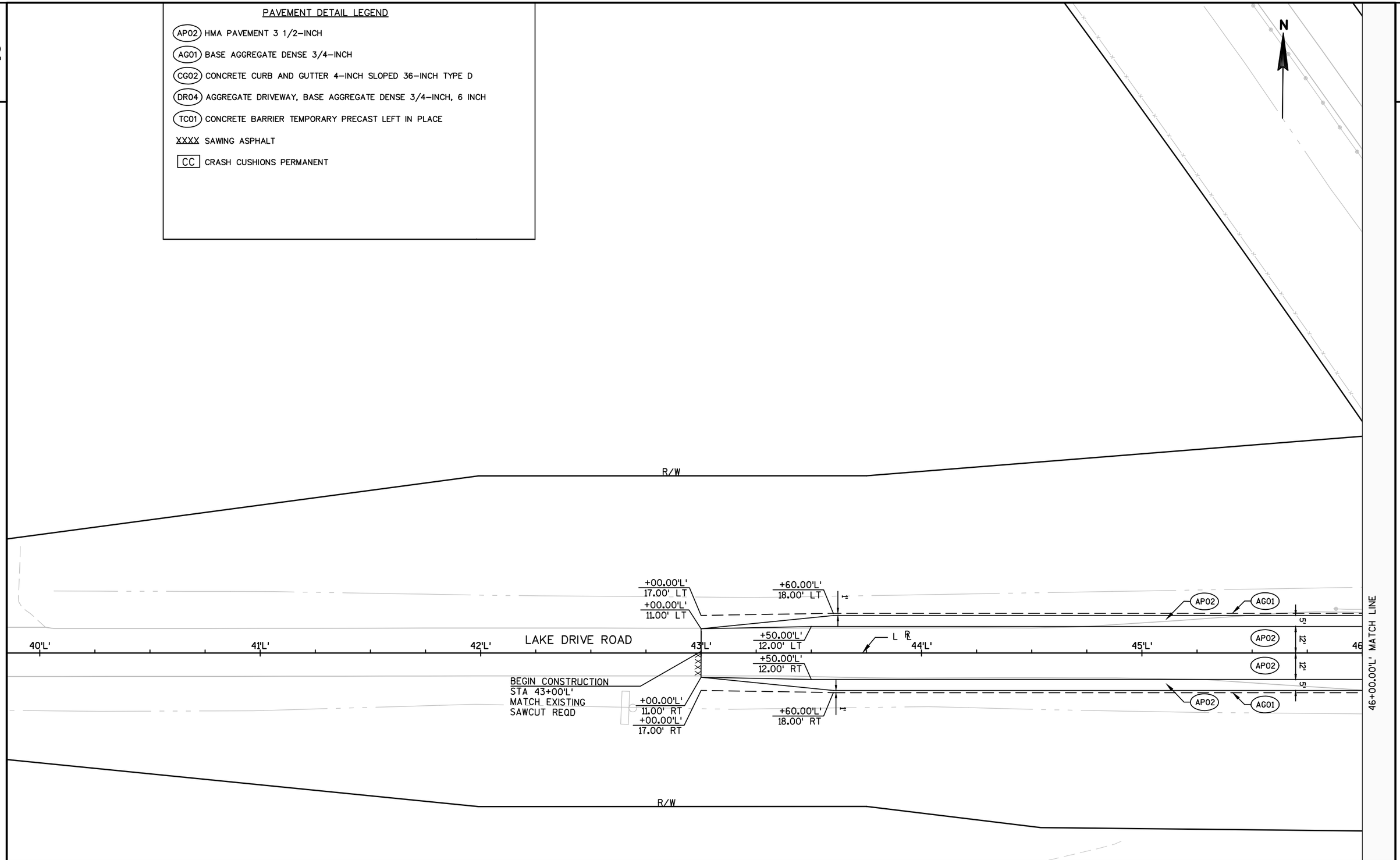
(CG02) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D

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

(TC01) CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

XXXX SAWING ASPHALT

[CC] CRASH CUSHIONS PERMANENT



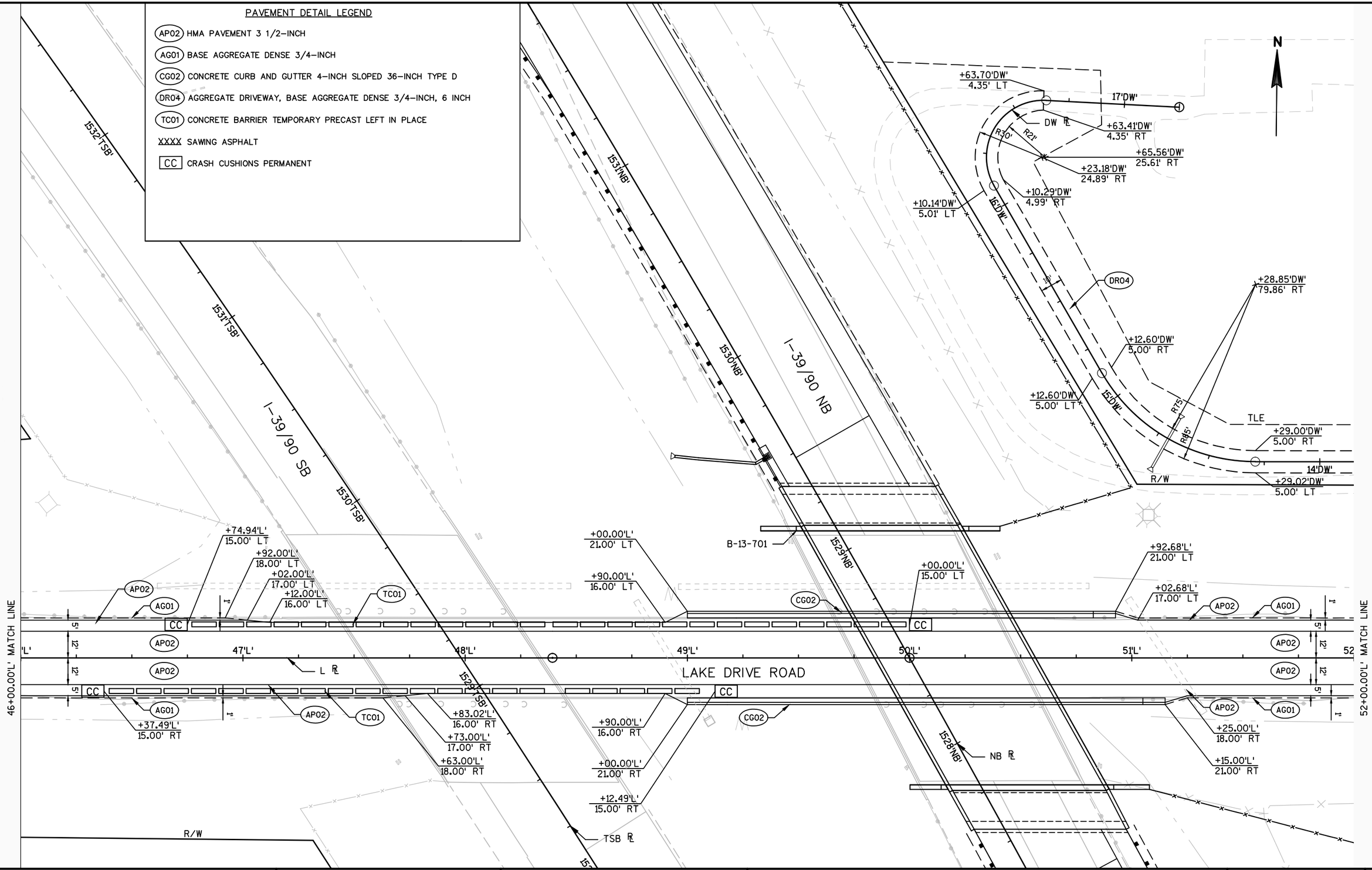
PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS - LAKE DRIVE RD	SHEET 164 E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\DESIGN\EM_1175_PD_LD.DWG PLOT DATE : 4/19/2016 3:26 PM PLOT BY : KEVIN DRUNASKY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

PAVEMENT DETAIL LEGEND

- (AP02) HMA PAVEMENT 3 1/2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (CG02) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- (DR04) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6 INCH
- (TC01) CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- XXXX SAWING ASPHALT
- [CC] CRASH CUSHIONS PERMANENT



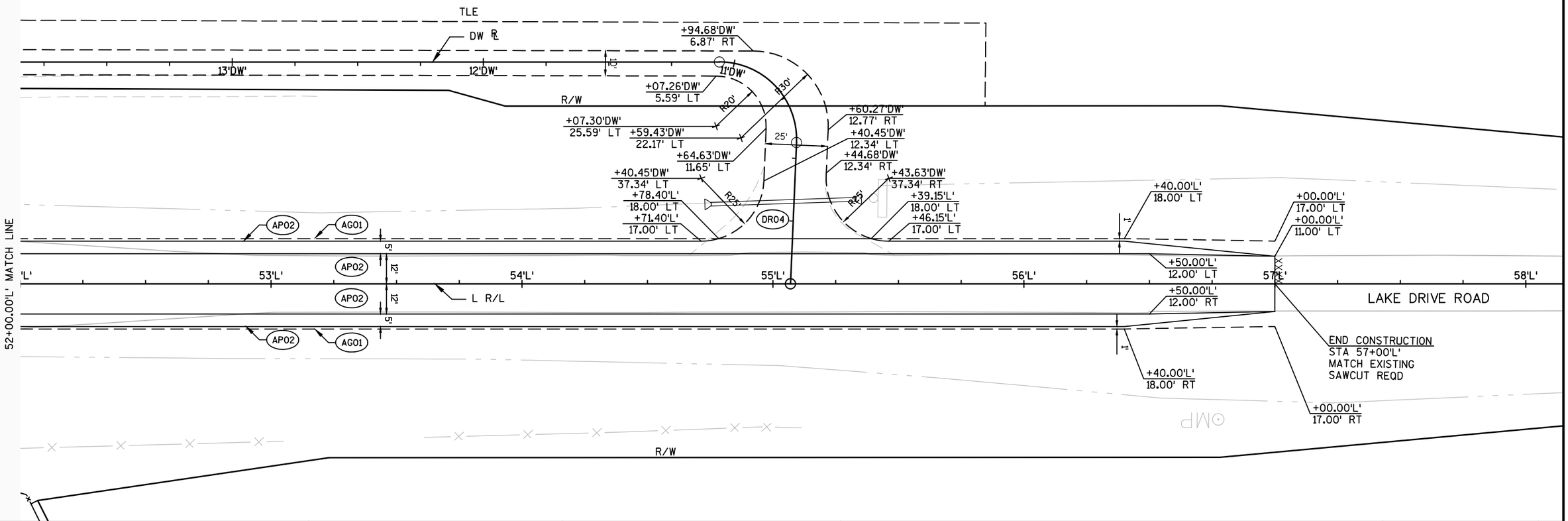
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS - LAKE DRIVE RD	SHEET 165 E

2

PAVEMENT DETAIL LEGEND

- (AP02) HMA PAVEMENT 3 1/2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (CG02) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- (DR04) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6 INCH
- (TC01) CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- XXXX SAWING ASPHALT
- [CC] CRASH CUSHIONS PERMANENT

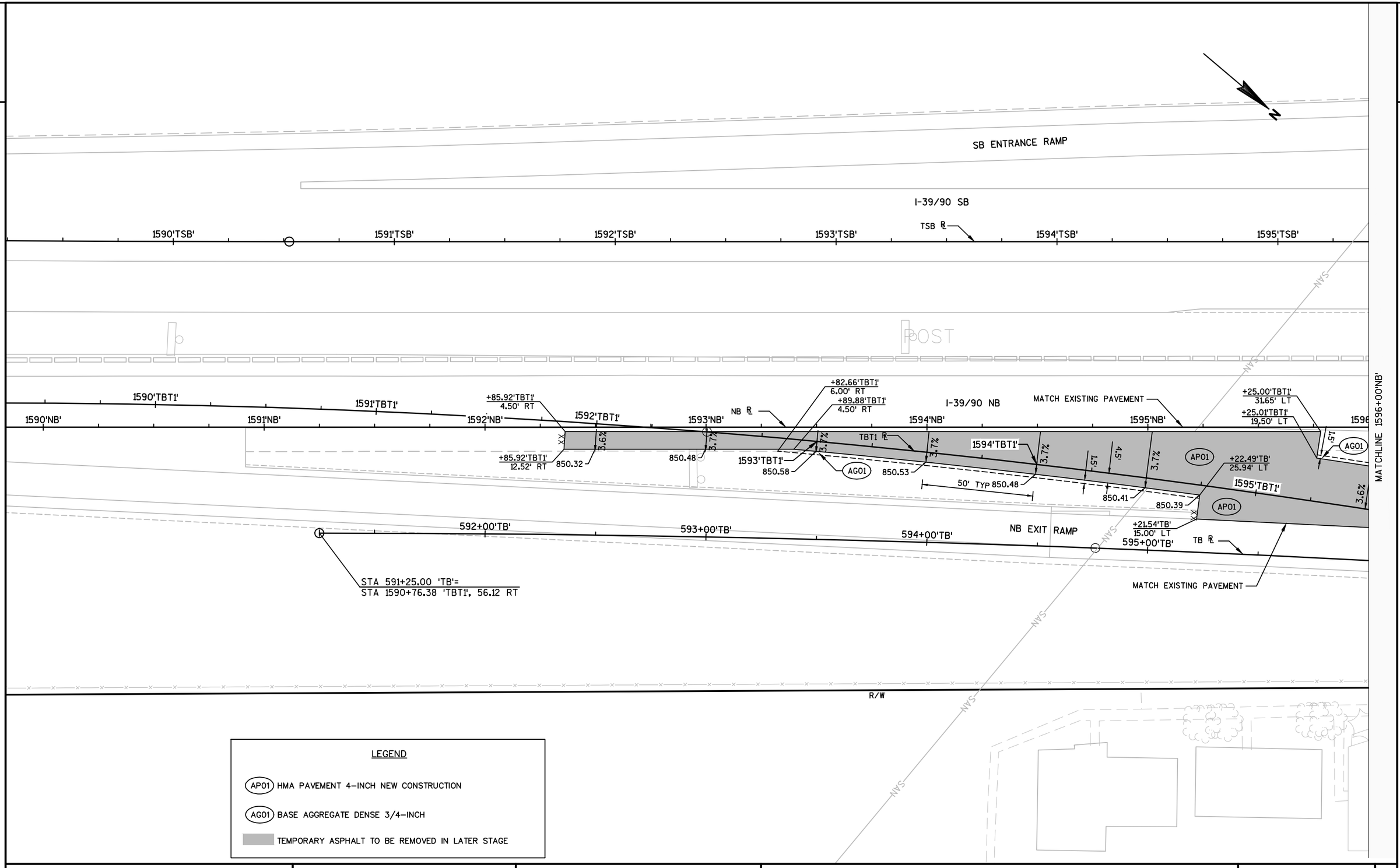
N



PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS - LAKE DRIVE RD	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\DESIGN\EM_1175_PD_LD.DWG PLOT DATE : 4/19/2016 3:27 PM PLOT BY : KEVIN DRUNASKY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION

AG01 BASE AGGREGATE DENSE 3/4-INCH

TEMPORARY ASPHALT TO BE REMOVED IN LATER STAGE

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	STAGE 1 PLAN DETAILS	SHEET 167	E

2

2

SB ENTRANCE RAMP

I-39/90 SB

TSB ℄

1596'TSB' 1597'TSB' 1598'TSB' 1599'TSB' 1600'TSB' 1601'TSB'

8'

MATCHLINE 1596+00'NB'

'NB' 1597'NB' NB ℄ 1598'NB' 1599'NB' 1600'NB' 1601'NB' 1602'NB'

851.16 851.06 850.98 50' TYP 850.86 850.81 850.81 850.80 850.80 15' 850.91 AG01 851.14 851.63 851.87 852.05 852.18 4.5' 852.51

3.4% 75.00 AP01 3.2% 2.7% 2.2% 2.0% +20.00 1.6% 1.4% +70.88 1.9% 2.8% 3.7% 4.0% +18.46 4.5% +31.20 4.5%

AP01

1596'TBT1'

TB ℄ 597+00'TB' 1597'TBT1' TBT1 ℄ 598+00'TB' 1598'TBT1' MATCH EXISTING PAVEMENT 599+00'TB' 1599'TBT1' 600+00'TB' +33.59'TB' 15.00' LT NB EXIT RAMP 601+00'TB' 602+00'TB'

STA 1599+87.33 'TBT1'=
STA 600+33.59 'TB', 0.00

R/W

LEGEND

AP01 HMA PAVEMENT 4-INCH NEW CONSTRUCTION

AG01 BASE AGGREGATE DENSE 3/4-INCH

TEMPORARY ASPHALT TO BE REMOVED IN LATER STAGE

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	STAGE 1 PLAN DETAILS	SHEET 168	E

2

SB EXIT RAMP

I-39/90 SB

TSB ℄

1632'TSB' 1633'TSB' 1634'TSB' 1635'TSB' 1636'TSB' 1637'TSB'

PIPE EXTENSION

+79.45'TAT2'
21.00' LT

+74.23'TAT2'
19.50' LT

1.5'

1.0%

854.88

854.64

AG01

854.44

0.4%

1.0%

854.51

854.47

854.38

50' TYP

854.55

2.1%

854.93

4.6%

AP01

854.99

4.7%

+00.00'TAT2'
23.00' LT

AG01

1637'TAT2'

+00.00'TAT2'
4.50' RT

4.7%

1.5'

5.2%

853.79

853.79

854.29

854.21

854.12

854.03

853.95

853.86

1.0%

25'TYP

+00.00'TAT2'
17.14' RT

1632'NB' 1633'NB' 1634'NB' 1634'TAT2' 1635'NB' 1636'NB' 1636'TAT2' 1637'NB'

SLOTTED CORRUGATED METAL
PIPE SURFACE DRAINS

1635'TAT2'

10'

12'

I-39/90 NB

MATCH EXISTING PAVEMENT

SEE SLOTTED CORRUGATED METAL PIPE
SURFACE DRAINS CONNECTION DETAIL

MATCHLINE 1638+00'NB'

1633'TAT2'

TAT2 ℄

1632'TAT2'

NB ENTRANCE RAMP

TA ℄

632'TA' 633'TA' 634'TA' 635'TA' 636'TA'

R/W

LEGEND

(AP01) HMA PAVEMENT 4-INCH NEW CONSTRUCTION

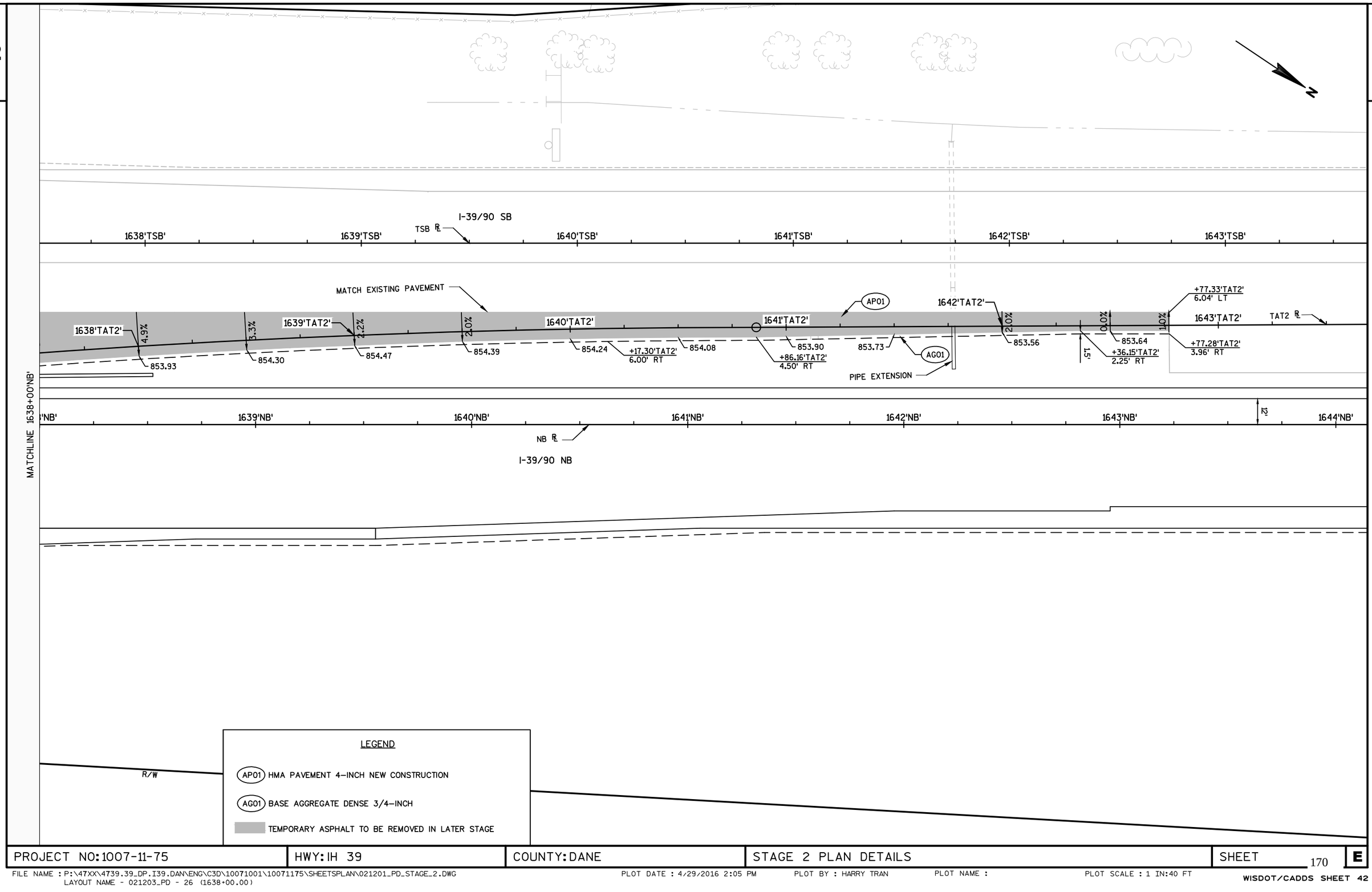
(AG01) BASE AGGREGATE DENSE 3/4-INCH

TEMPORARY ASPHALT TO BE REMOVED IN LATER STAGE

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	STAGE 2 PLAN DETAILS	SHEET 169	E

2

2



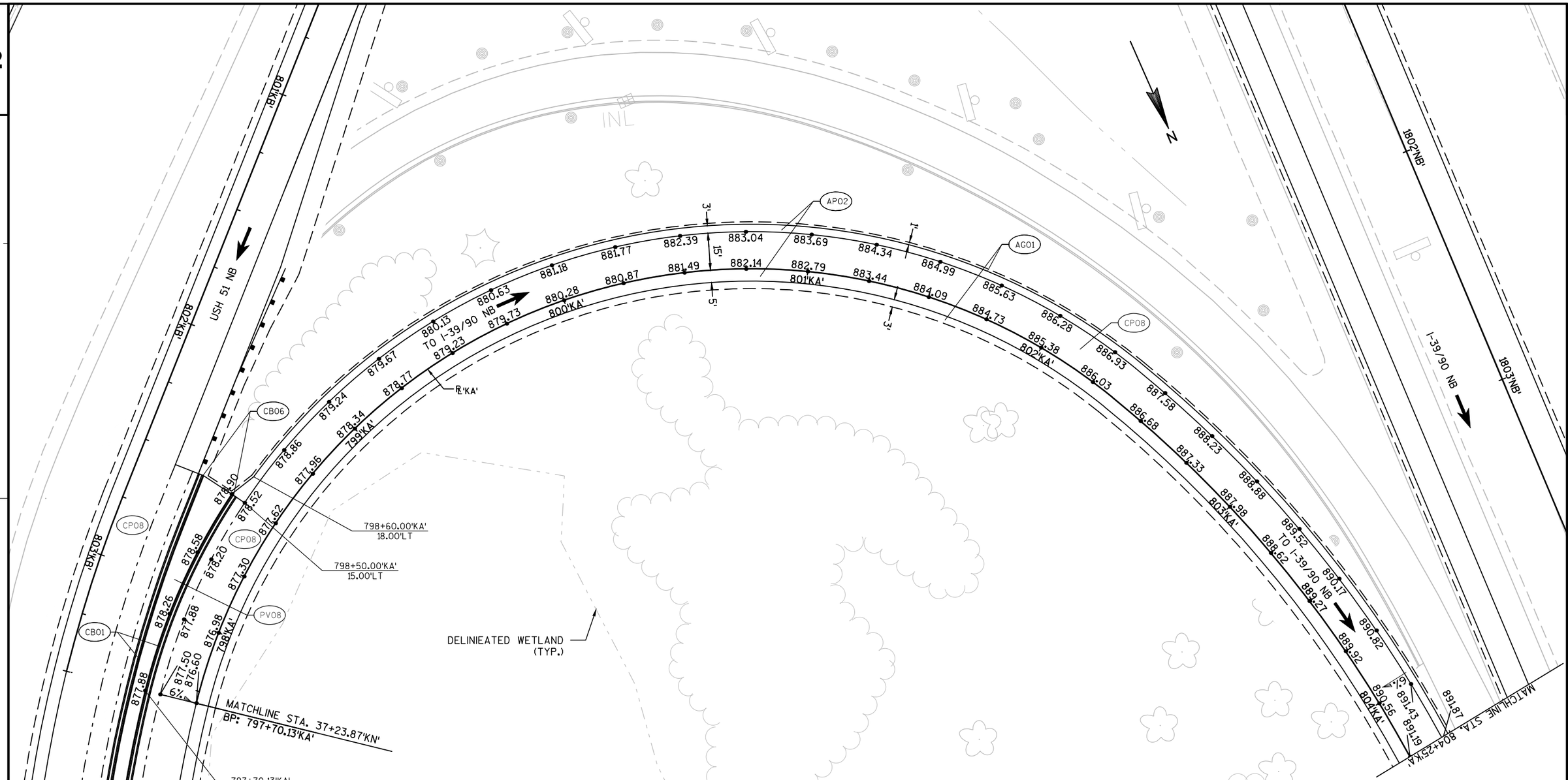
LEGEND

(AP01) HMA PAVEMENT 4-INCH NEW CONSTRUCTION

(AG01) BASE AGGREGATE DENSE 3/4-INCH

TEMPORARY ASPHALT TO BE REMOVED IN LATER STAGE

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	STAGE 2 PLAN DETAILS	SHEET 170	E



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS: USH 51 'KA'	SHEET 171	E

PAVEMENT DETAIL LEGEND

(AG01) BASE AGGREGATE DENSE 3/4-INCH

(AP02) HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION

(CP08) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED

N

I-39/90 SB

I-39/90 NB

1805'NB' 1806'NB' 1807'NB' 1808'NB' 1809'NB' 1810'NB'

MATCHLINE STA. 804+25'KA'

892.30 892.70 892.39 891.80 893.25 893.80 894.33 894.84 895.33 895.80 896.25 896.68

892.95 893.50 894.03 894.54 895.03 895.50 895.95 896.38

4% 2% CP08 3' 1' 15' 5' 3' AG01 AP02

TO I-39/90 NB

805'KA' 806'KA' 807'KA' 808'KA' 809'KA' 810'KA'

R 'KA'

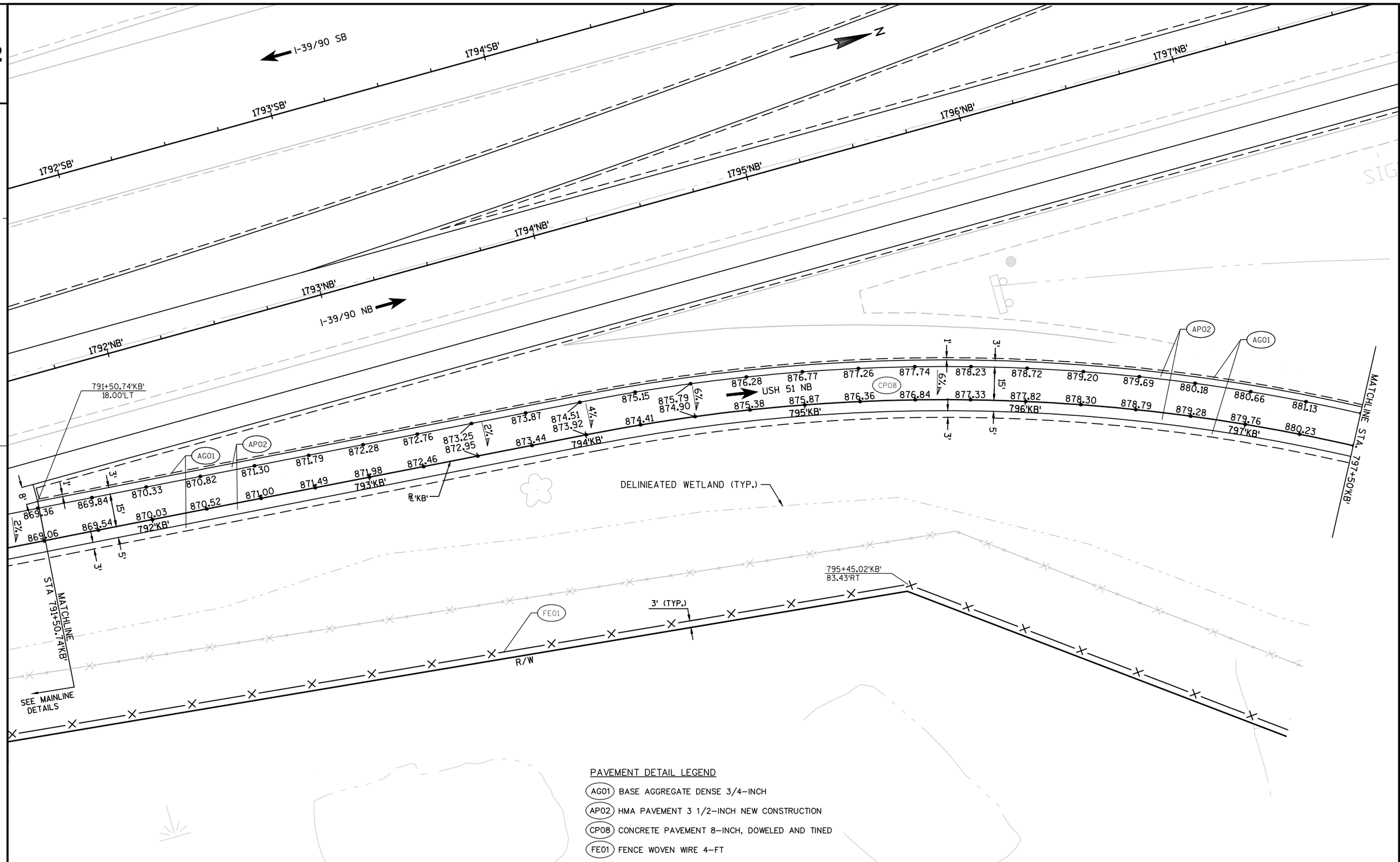
MATCHLINE STA 806+87.80'KA'

SEE MAINLINE DETAILS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS: USH 51 'KA'	SHEET	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\021201_PD_USH 51_KA.DWG PLOT DATE : 4/13/2016 2:49 PM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42



PAVEMENT DETAIL LEGEND

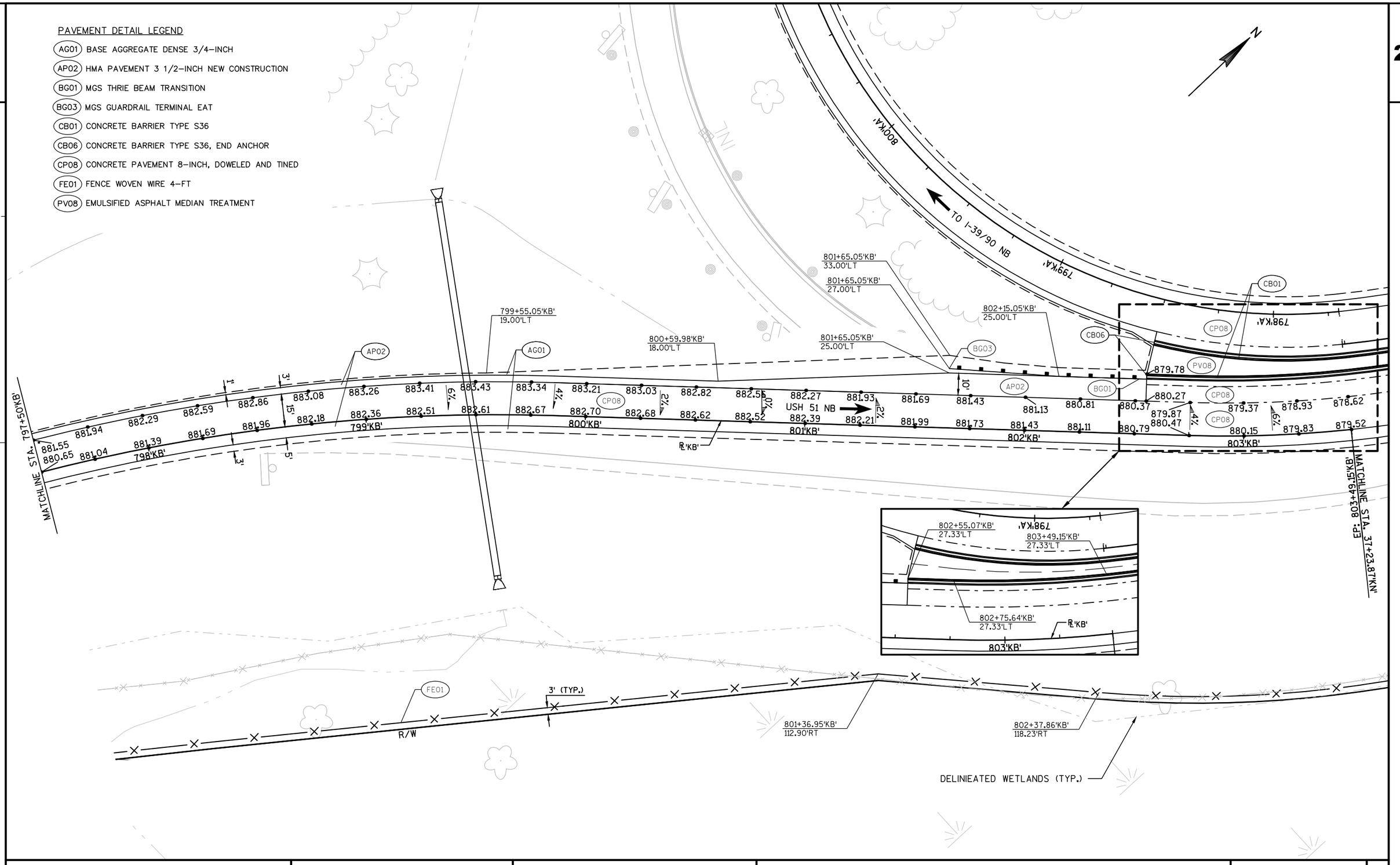
AG01	BASE AGGREGATE DENSE 3/4–INCH
AP02	HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
CP08	CONCRETE PAVEMENT 8–INCH, DOWELED AND TINED
FE01	FENCE WOVEN WIRE 4–FT

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS: USH 51 'KB'	SHEET	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\021201_PD_USH 51_KB.DWG PLOT DATE : 4/4/2016 12:47 PM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME : PLOT SCALE : 1" = 40'_XREF

PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4–INCH
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- BG01 MGS THRIE BEAM TRANSITION
- BG03 MGS GUARDRAIL TERMINAL EAT
- CB01 CONCRETE BARRIER TYPE S36
- CB06 CONCRETE BARRIER TYPE S36, END ANCHOR
- CP08 CONCRETE PAVEMENT 8–INCH, DOWELED AND TINED
- FE01 FENCE WOVEN WIRE 4–FT
- PV08 EMULSIFIED ASPHALT MEDIAN TREATMENT



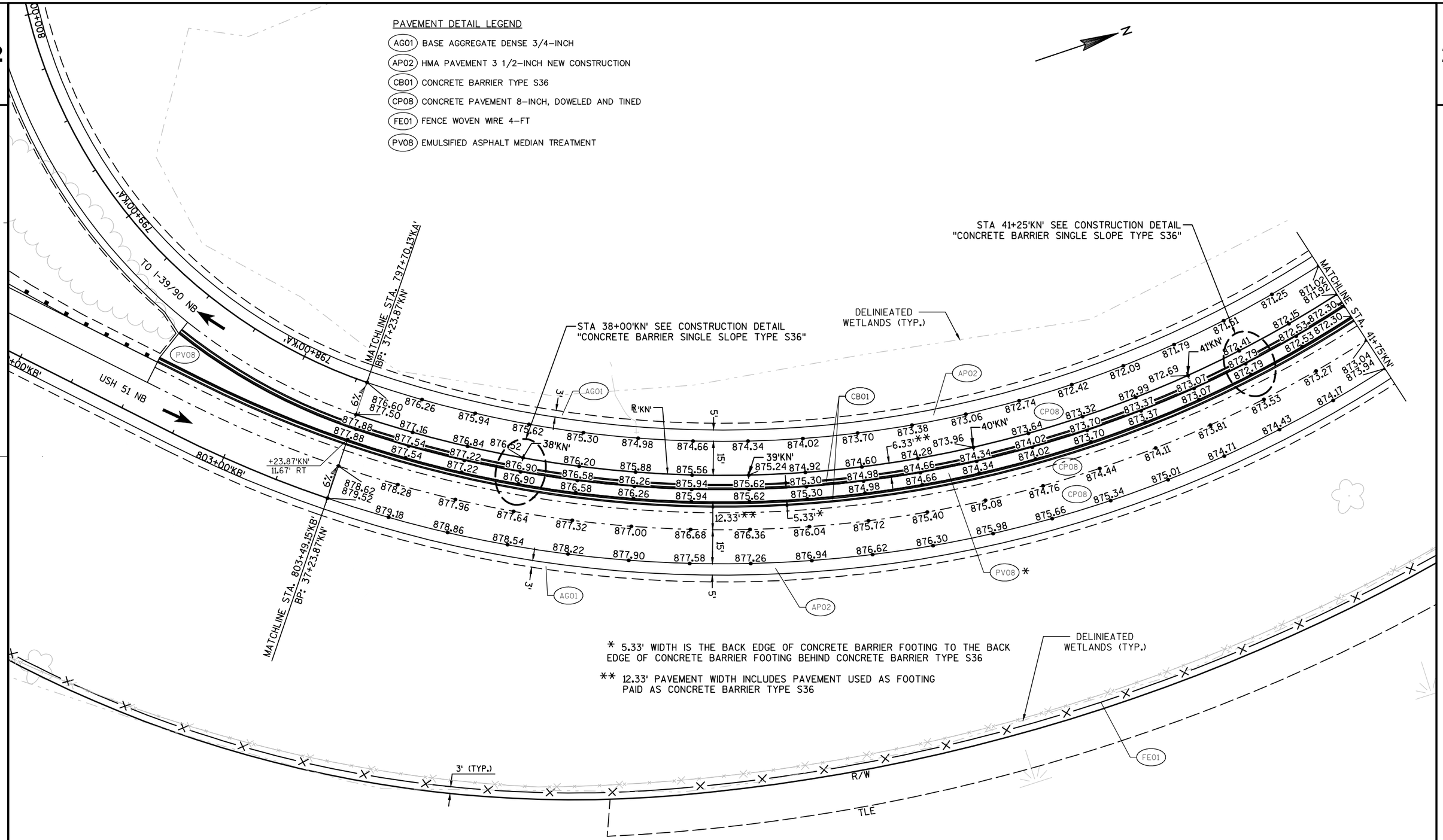
PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS: USH 51 'KB'	SHEET	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\021201_PD_USH 51_KB.DWG PLOT DATE : 4/4/2016 12:48 PM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP02 HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- CB01 CONCRETE BARRIER TYPE S36
- CP08 CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- FE01 FENCE WOVEN WIRE 4-FT
- PV08 EMULSIFIED ASPHALT MEDIAN TREATMENT



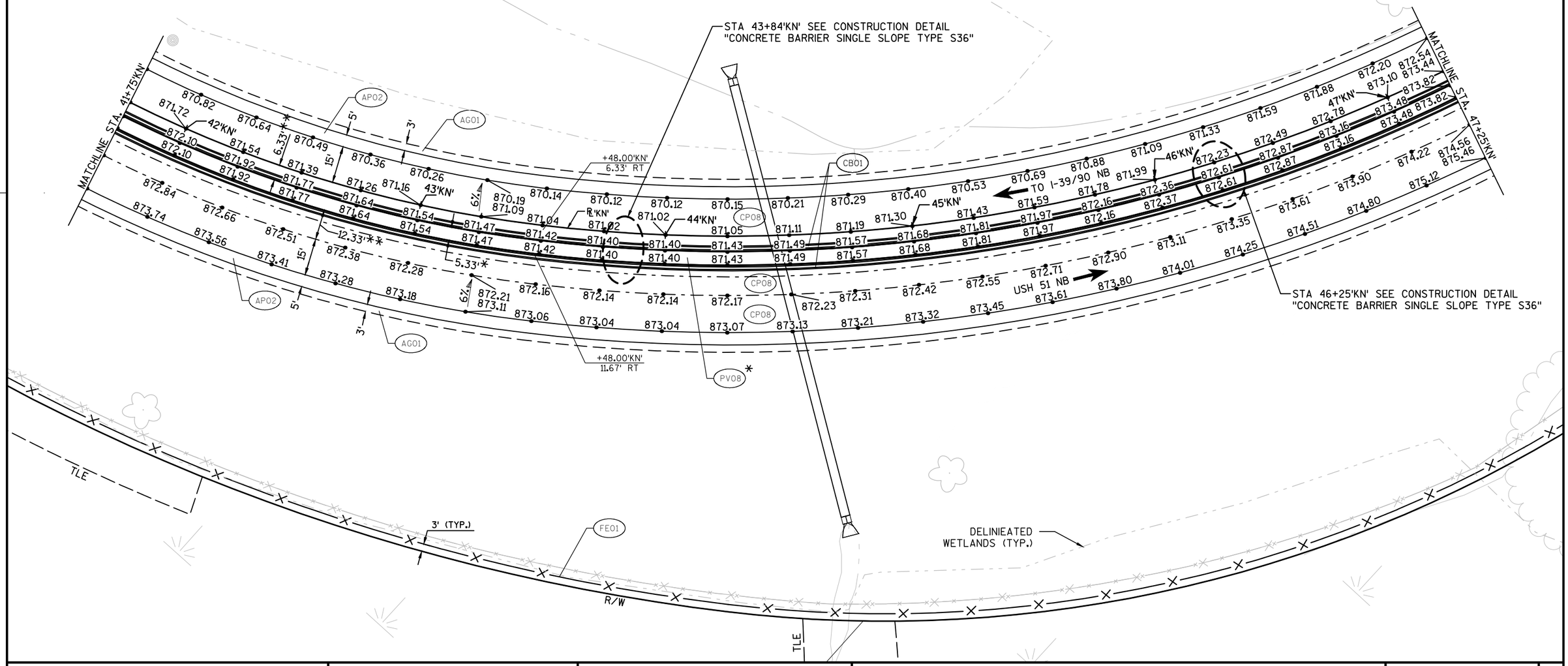
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS: USH 51 'KN'	SHEET 175	E

PAVEMENT DETAIL LEGEND

- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AP02) HMA PAVEMENT 3 1/2-INCH NEW CONSTRUCTION
- (CB01) CONCRETE BARRIER TYPE S36
- (CP08) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (FE01) FENCE WOVEN WIRE 4-FT
- (PV08) EMULSIFIED ASPHALT MEDIAN TREATMENT

* 5.33' WIDTH IS THE BACK EDGE OF CONCRETE BARRIER FOOTING TO THE BACK EDGE OF CONCRETE BARRIER FOOTING BEHIND CONCRETE BARRIER TYPE S36

** 12.33' PAVEMENT WIDTH INCLUDES PAVEMENT USED AS FOOTING PAID AS CONCRETE BARRIER TYPE S36



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS: USH 51 'KN'	SHEET 176	E

PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4–INCH
- AP02 HMA PAVEMENT 3 1/2–INCH NEW CONSTRUCTION
- CB01 CONCRETE BARRIER TYPE S36
- CG15 CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE D
- CP08 CONCRETE PAVEMENT 8–INCH, DOWELED AND TINED
- FE01 FENCE WOVEN WIRE 4–FT
- PV08 EMULSIFIED ASPHALTIC MEDIAN TREATMENT
- PV11 CONCRETE SURFACE DRAIN

N

SEE CONSTRUCTION DETAIL "SLOPE PAVING (CONCRETE CAST-IN-PLACE) STRUCTURE B-13-707"

END CONSTRUCTION
STA. 52+75'KN' END GRADING
STA. 52+00'KN' END PAVEMENT

SEE B-13-708 STRUCTURE PLAN FOR SLOPE PAVING DETAIL

MATCHLINE STA. 47+25'KN'

STA 48+50'KN' SEE CONSTRUCTION DETAIL "CONCRETE BARRIER SINGLE SLOPE TYPE S36"

SAWCUT REQD

DOWEL BARS REQUIRED 15" C-C

TO I-39/90 NB

TO USH 51 NB

* 5.33' WIDTH IS THE BACK EDGE OF CONCRETE BARRIER FOOTING TO THE BACK EDGE OF CONCRETE BARRIER FOOTING BEHIND CONCRETE BARRIER TYPE S36

** 12.33' PAVEMENT WIDTH INCLUDES PAVEMENT USED AS FOOTING

3' (TYP.)

R/W

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS: USH 51 'KN'	SHEET 177	E

2

2

PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP02 HMA PAVEMENT 3 1/2-INCH
- CG02 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- PV11 CONCRETE SURFACE DRAINS
- SP02 SLOPE PAVING CRUSHED AGGREGATE
- XXXX SAWING ASPHALT

N

I-39/90 SB

I-39/90 NB

1932SB'

1931NB'

R/W

TLE

B-13-710

+04.00'CH' 20.00' LT

+96.50'CH' 18.00' LT

+96.50'CH' 17.00' LT

+96.50'CH' 16.00' LT

+12.00'CH' 21.00' LT

PV11

SP02

CG02

NB ℄

CH ℄

AG01

AP02

+56.00'CH' 21.00' LT

+66.01'CH' 18.00' LT

+66.00'CH' 17.00' LT

+66.00'CH' 16.00' LT

END CONSTRUCTION STA 50+89.00'CH'

CC

47'CH'

48'CH'

49'CH'

50'CH'

51'CH'

52'CH'

EAST CHURCH ROAD

BEGIN CONSTRUCTION STA 47+96.50'CH'

+21.50'CH' 16.00' RT

+21.50'CH' 17.00' RT

+21.50'CH' 18.00' RT

+29.00'CH' 20.00' RT

+37.00'CH' 21.00' RT

+89.00'CH' 16.00' RT

+89.00'CH' 17.00' RT

+89.00'CH' 18.00' RT

+79.00'CH' 21.00' RT

B-13-711

1930NB'

1930SB'

SB ℄

1929NB'

1926SB'

R/W

TLE

R/W

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN DETAILS - EAST CHURCH RD	SHEET 178 E

2

2

GOEDE RD

R/W

GOEDE RD.

SIGN

SLOPE INTERCEPT

1485'TSB' I 39/90 1490'TSB' IH 39/90 SB 1495'TSB' 1500

MATCHLINE STA. 1500+00'NB'

1485'NB' 1490'NB' 1495'NB' 1500

I 39/90

IH 39/90 NB

BEGIN PROJECT 1007-11-75
STA 1498+00'NB'
=STA 1447+60.59'NB' (ID 1005-10-72)

SIGN

R/W

SLOPE INTERCEPT

PROJECT ID 1005-10-72
(WORK COMPLETED BY OTHERS)

ATHLETIC FIELD

LEGEND

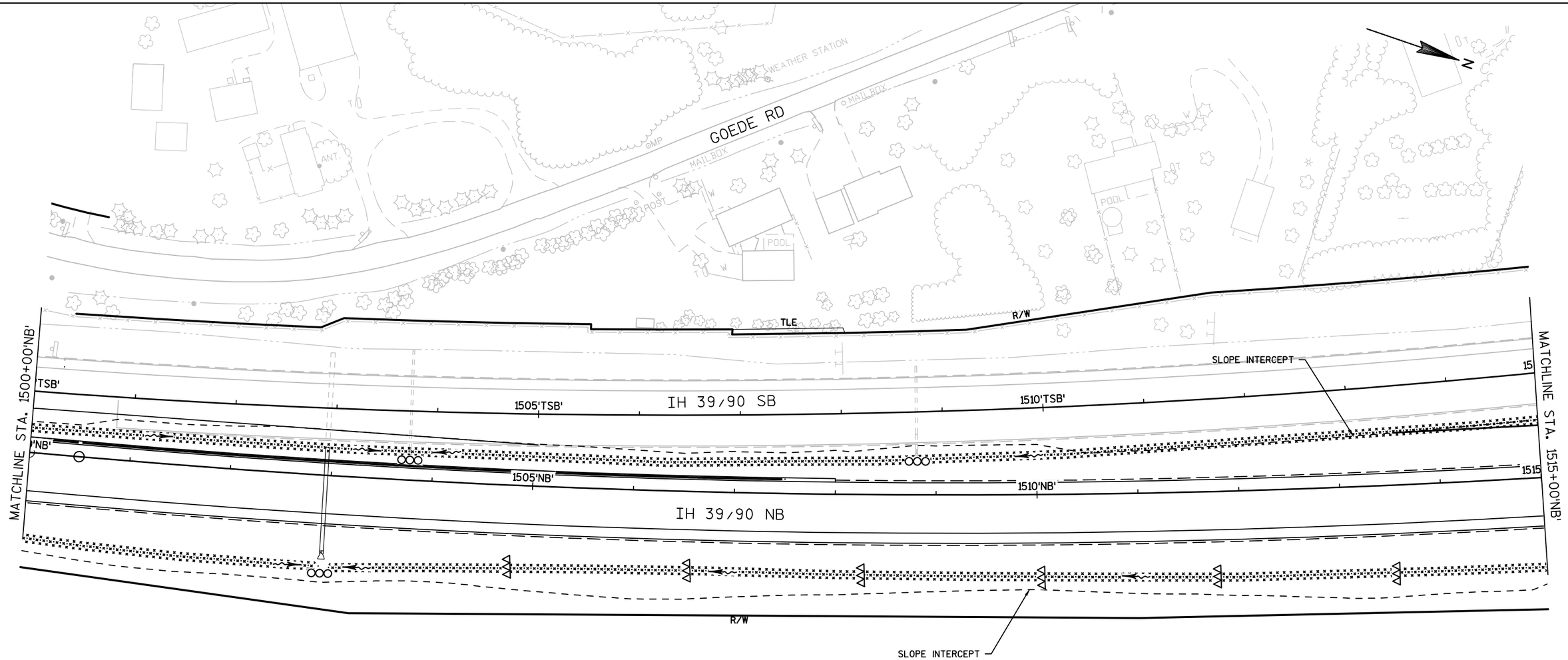
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH APPLIED.
2. PLACE SILT FENCE 2' BEYOND THE SLOPE INTERCEPT LINE.

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 179	E

2



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 180	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022002-EC
PLOT DATE : 4/29/2016 3:39 PM PLOT BY : HARRY TRAN PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

R/W

R/W

1525'TSB'

1520'TSB'

IH 39/90 SB

MATCHLINE STA. 1515+00'NB'

5'TSB'

RIPRAP MEDIUM
L = 22 FT
W = 11 FT

SLOPE INTERCEPT

RIPRAP MEDIUM
L = 6 FT
W = 6 FT

MATCHLINE STA. 1530+00'NB'

'NB'

1520'NB'

1525'NB'

1530

IH 39/90 NB

RIPRAP MEDIUM
L = 13 FT
W = 6.5 FT

+41.04'NB'
115.06' RT

+88.65'NB'
108.59' RT

LAKE DRIVE ROAD

12

TLE

RIPRAP MEDIUM

+17.39'NB'
109.58' RT

TOWER

R/W

R/W

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 181	E

2

2

LAKE DRIVE ROAD

IH 39/90 SB

1530'TSB'

1535'TSB'

1540'TSB'

MATCHLINE STA. 1530+00'NB'

MATCHLINE STA. 1545+00'NB'

RIPRAP MEDIUM
L = 16 FT
W = 8 FT

F

1535'NB'

1540'NB'

IH 39/90 NB

R/W

SLOPE INTERCEPT

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

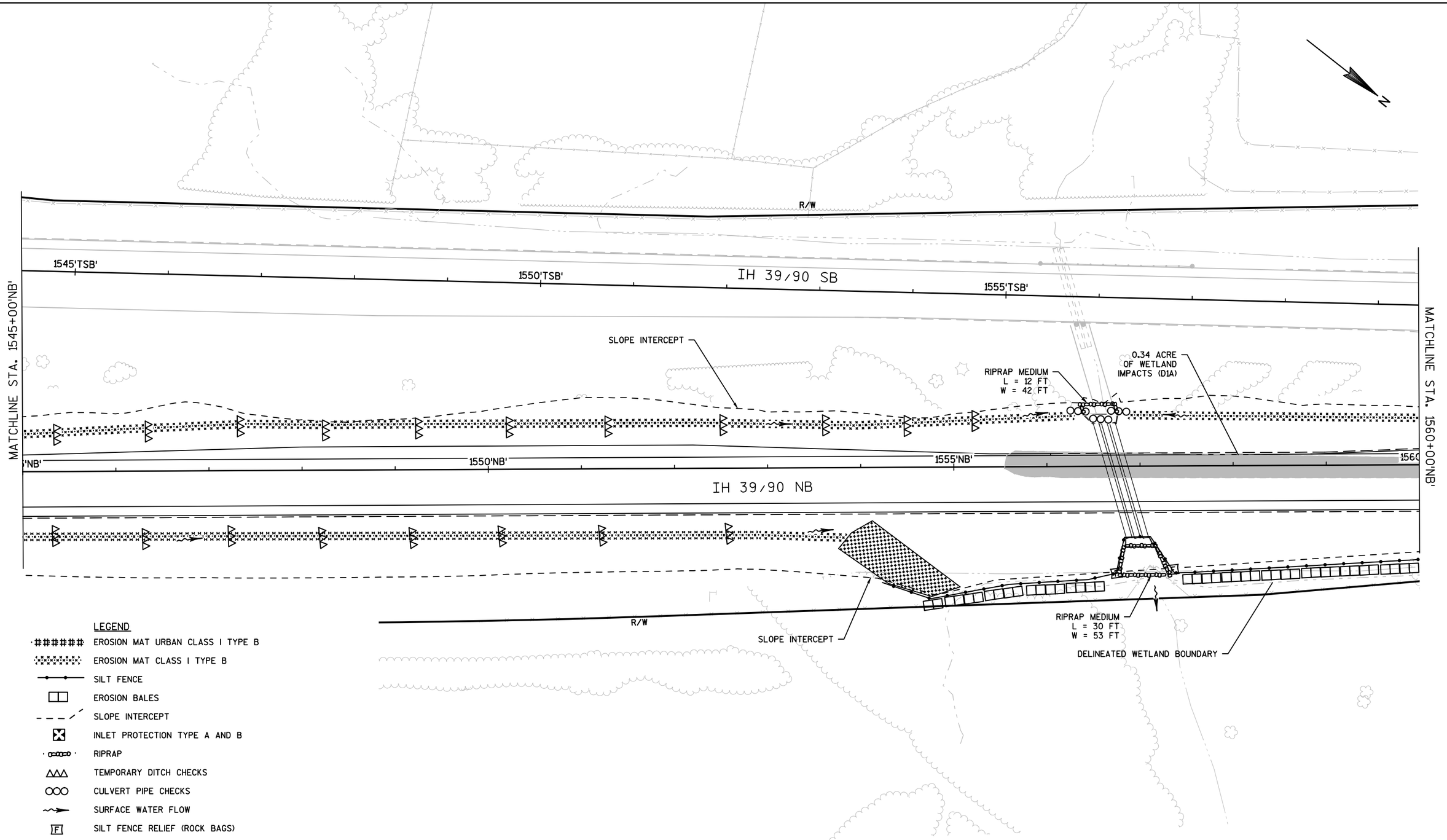
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 182	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022004-EC

PLOT DATE : 4/29/2016 3:41 PM PLOT BY : HARRY TRAN PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO:1007-11-75	HWY:IH 39	COUNTY:DANE	EROSION CONTROL	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG PLOT DATE : 4/29/2016 3:41 PM PLOT BY : HARRY TRAN PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

2

N

R/W

1560'TSB'

1565'TSB'

IH 39/90 SB

1570'TSB'

SLOPE INTERCEPT

RIPRAP MEDIUM
L = 6 FT
W = 10 FT

RIPRAP MEDIUM
L = 6 FT
W = 10 FT

WETLAND IMPACTS (D1A)
SEE PREVIOUS SHEET
FOR ACREAGE

MATCHLINE STA. 1560+00'NB'

'NB'

1565'NB'

1570'NB'

1575

IH 39/90 NB

MATCHLINE STA. 1575+00'NB'

ENERGY DISSIPATOR
SEE CONSTRUCTION DETAIL

RIPRAP MEDIUM
L = 22 FT
W = 6.5 FT

SLOPE INTERCEPT

R/W

0.22 ACRE
OF WETLAND
IMPACTS (D1)

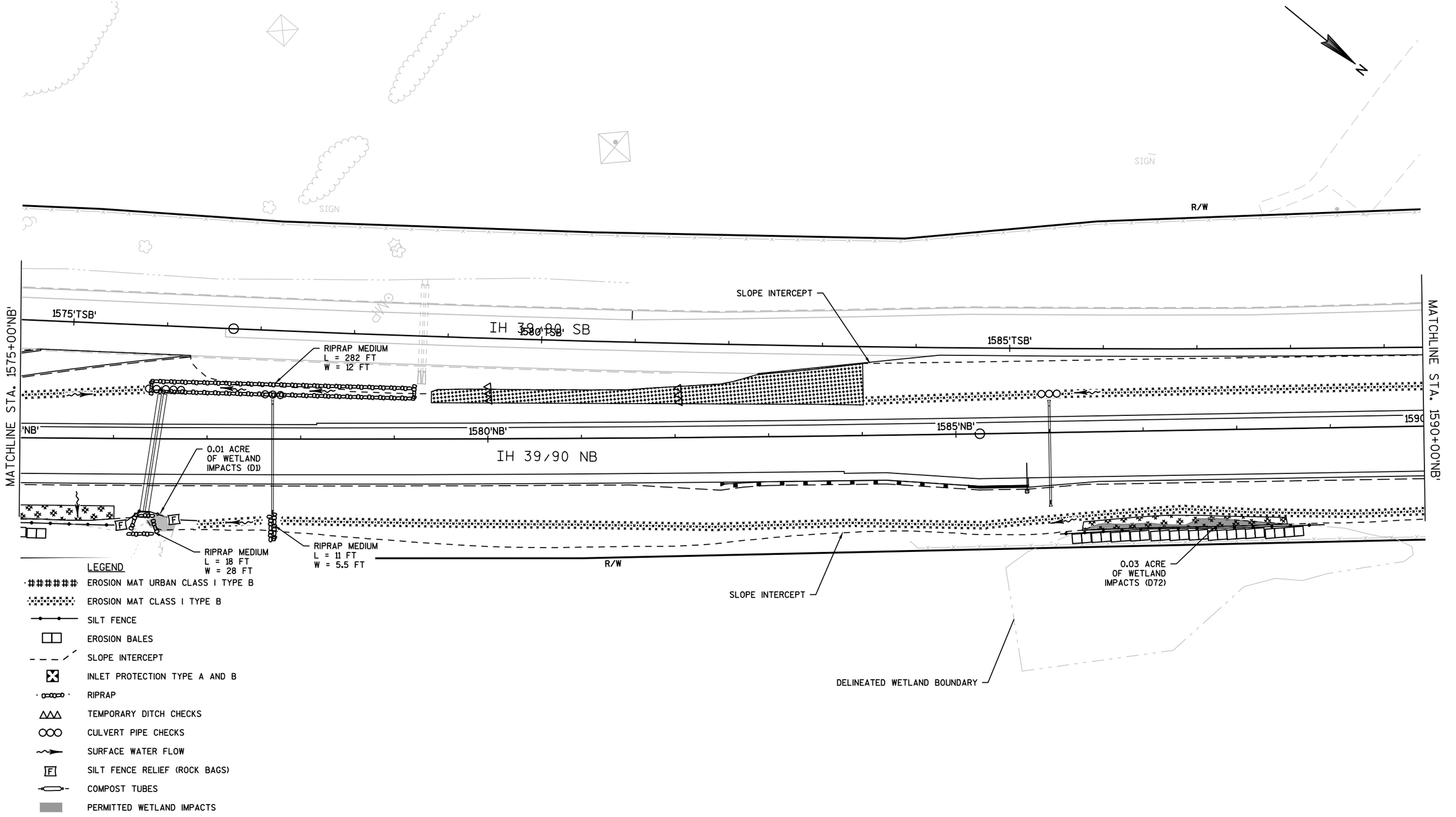
LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 184	E

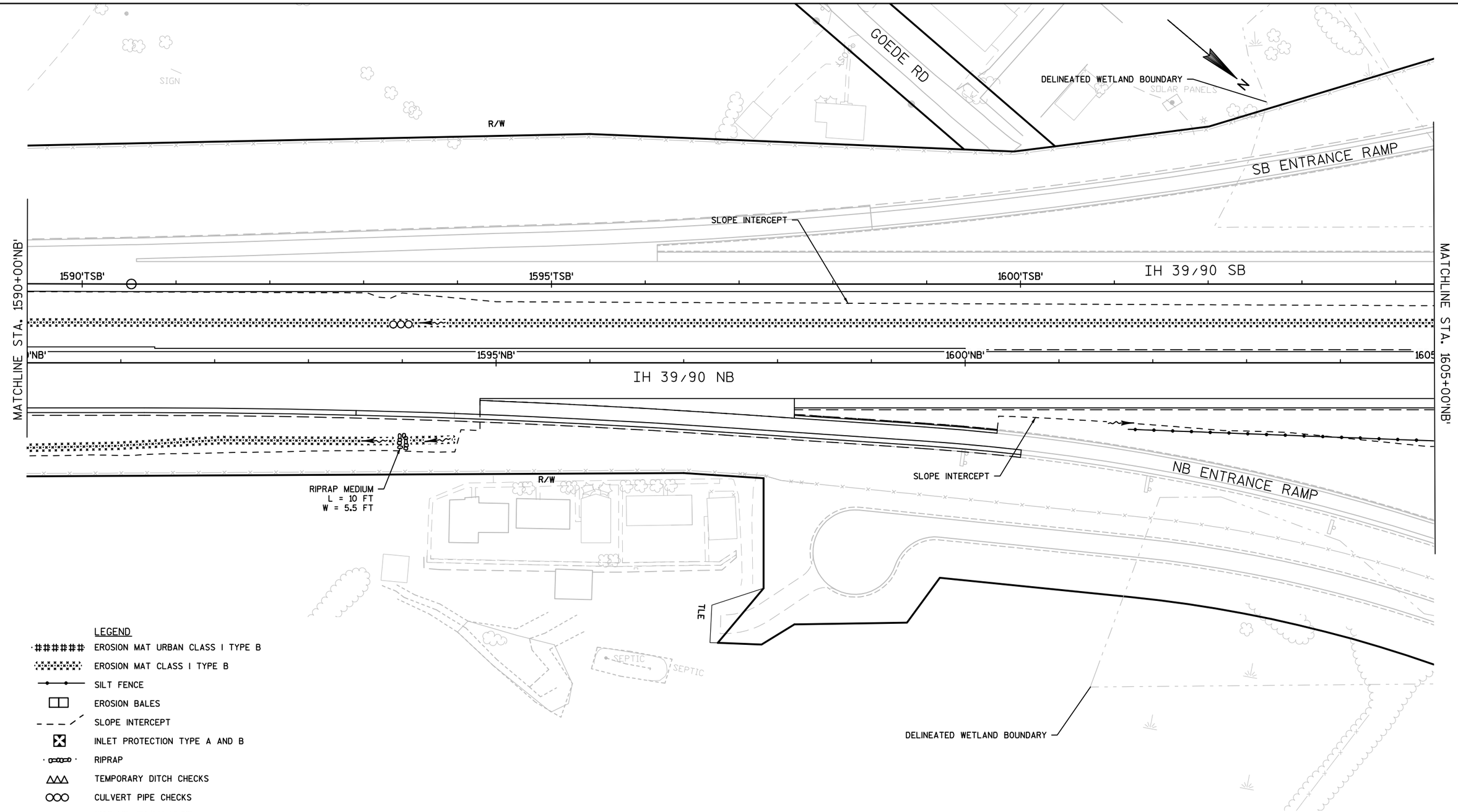
2

2



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 185	E

2



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 186	E

2

2

DELINEATED WETLAND BOUNDARY

R/W

SLOPE INTERCEPT

1605'TSB'

1610'TSB'

IH 39/90 SB

1615'TSB'

MATCHLINE STA. 1605+00'NB'

1610'NB'

1615'NB'

IH 39/90 NB

MATCHLINE STA. 1620+00'NB'

SLOPE INTERCEPT

RIPRAP MEDIUM
L= 20 FT
W= 6 FT

STH 73

R/W

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 187	E

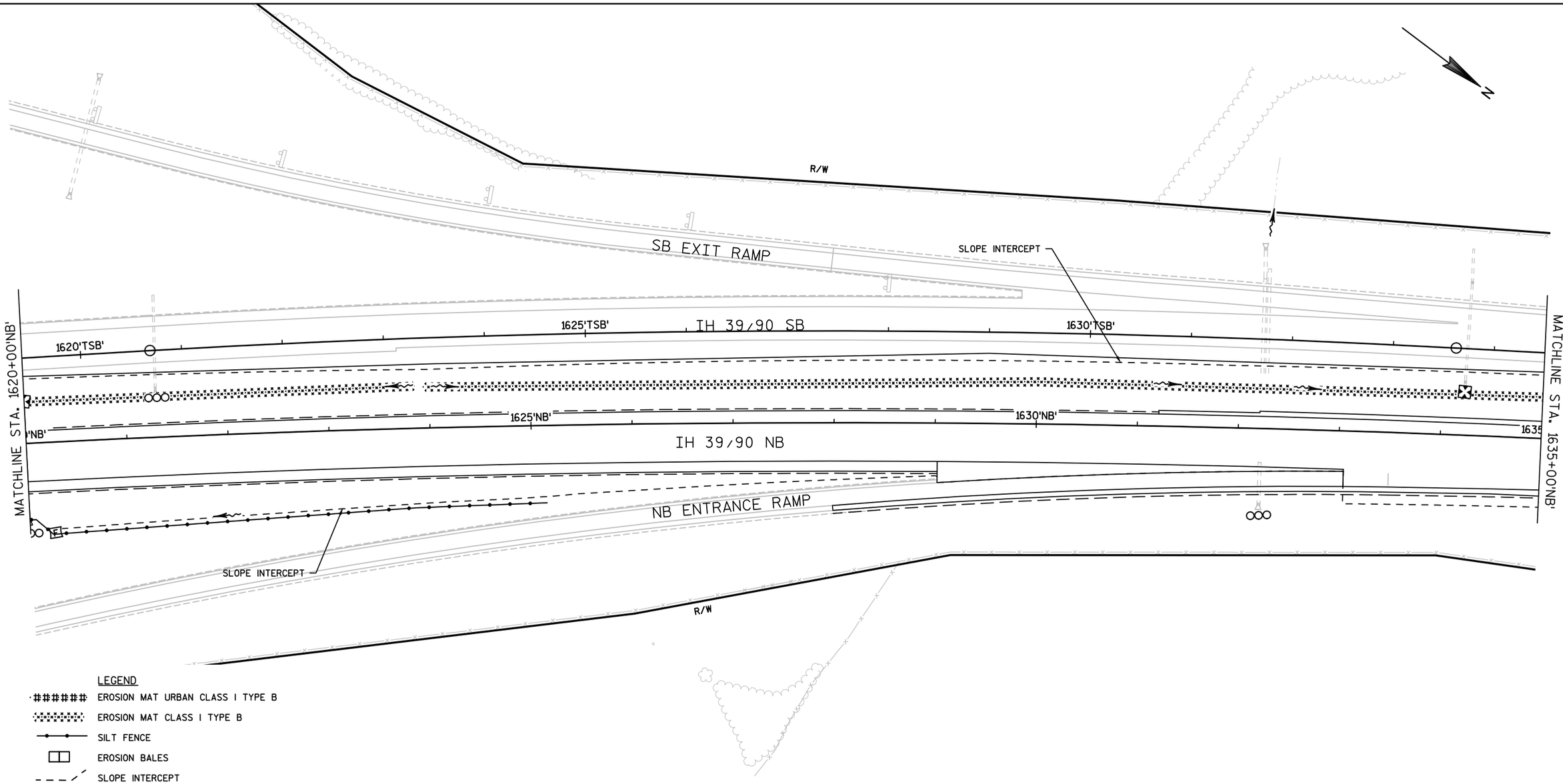
FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022309-PS

PLOT DATE : 4/29/2016 4:50 PM PLOT BY : HARRY TRAN PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

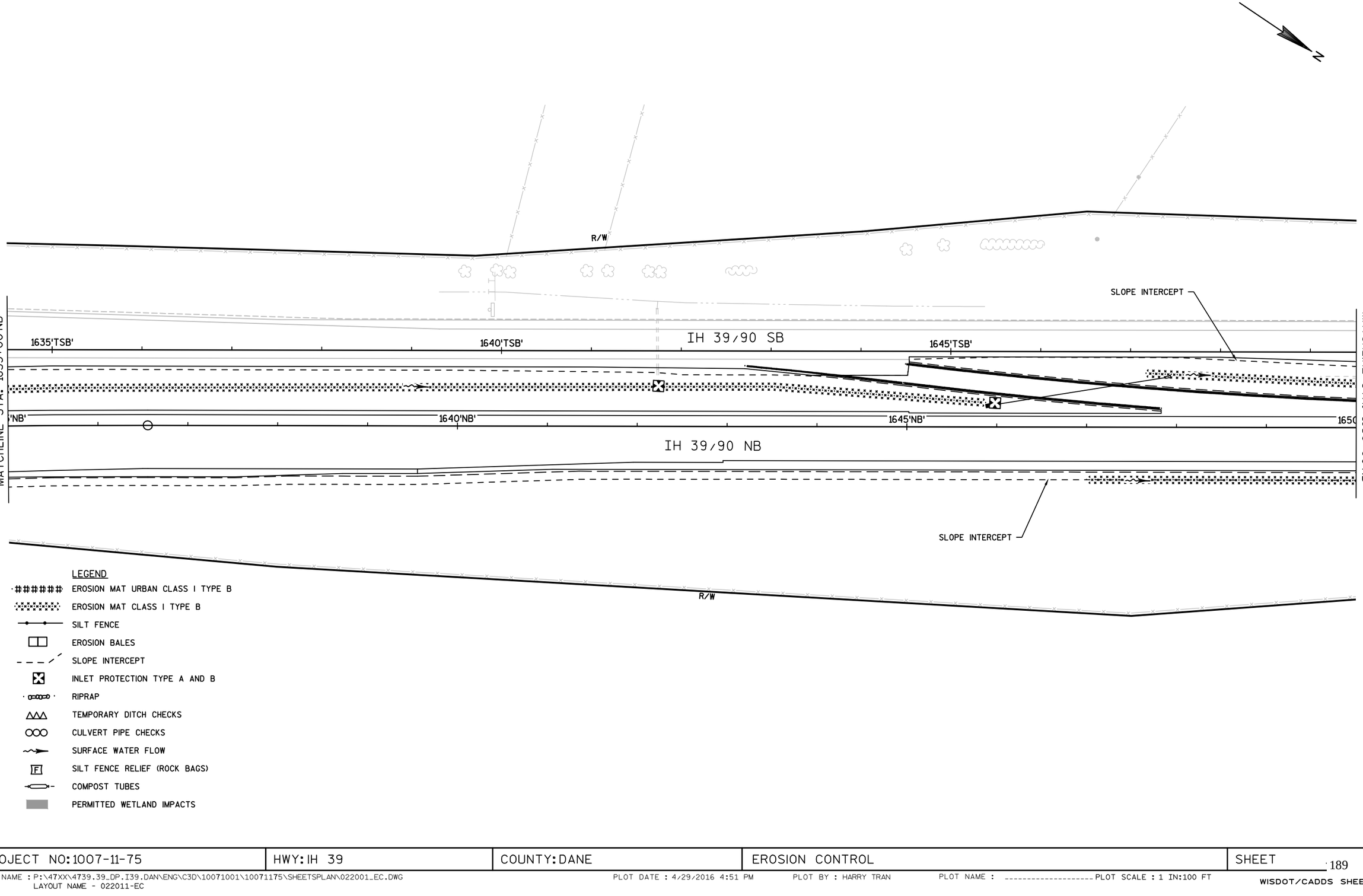
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 188	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022010-EC

PLOT DATE : 4/29/2016 4:50 PM PLOT BY : HARRY TRAN PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO:1007-11-75	HWY:IH 39	COUNTY:DANE	EROSION CONTROL	SHEET 189	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022011-EC
PLOT DATE : 4/29/2016 4:51 PM PLOT BY : HARRY TRAN PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

EDGERTON RD

DELINEATED WETLAND BOUNDARY

R/W

R/W

SLOPE INTERCEPT

IH 39/90 SB

WETLAND IMPACTS FROM PREVIOUS PROJECT

1650'TSB'

1655'TSB'

1660'TSB'

MATCHLINE STA. 1650+00'NB'

1655'NB'

1660'NB'

IH 39/90 NB

MATCHLINE STA. 1665+00'NB'

R/W

RIPRAP MEDIUM
L= 20 FT
W = 6 FT

SLOPE INTERCEPT

0.78 ACRE OF WETLAND IMPACTS (D5A)

R/W

DELINEATED WETLAND BOUNDARY

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

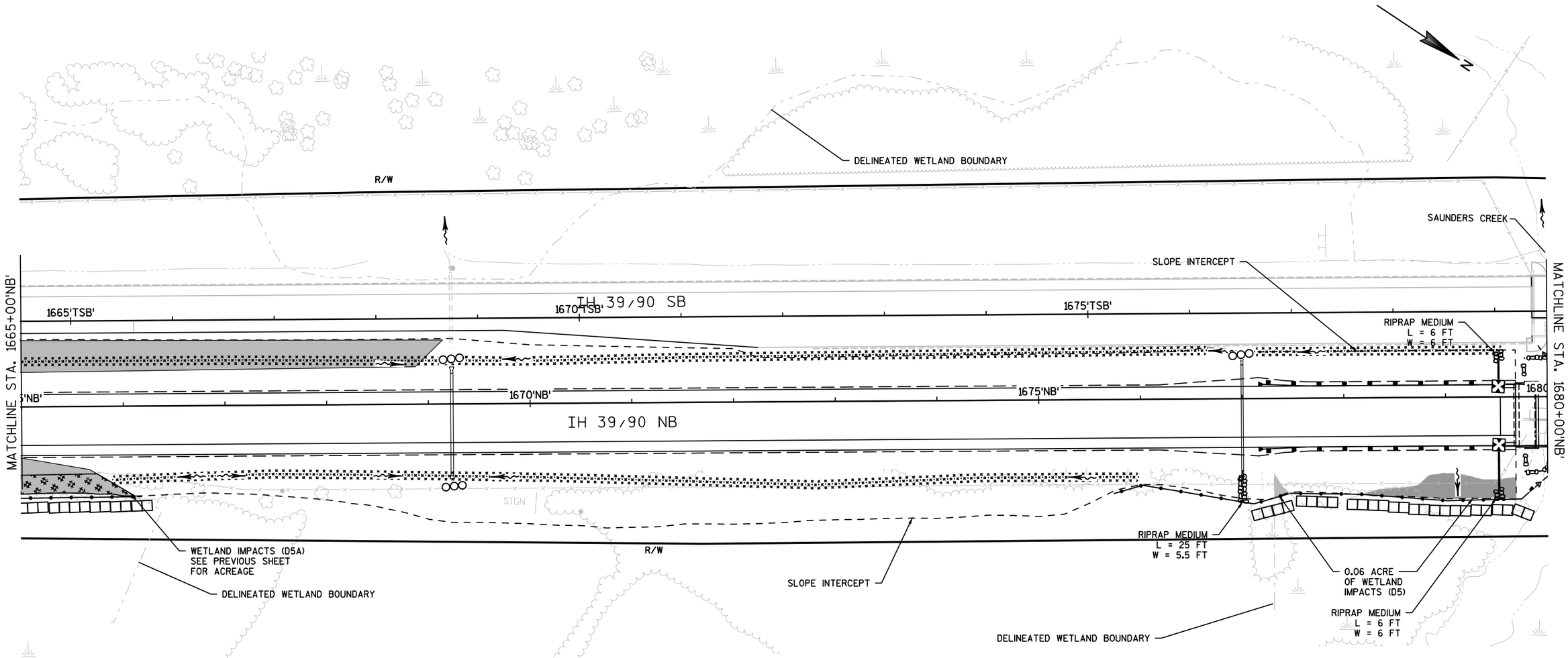
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 190	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022012-EC

PLOT DATE : 4/29/2016 3:47 PM PLOT BY : HARRY TRAN PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



LEGEND

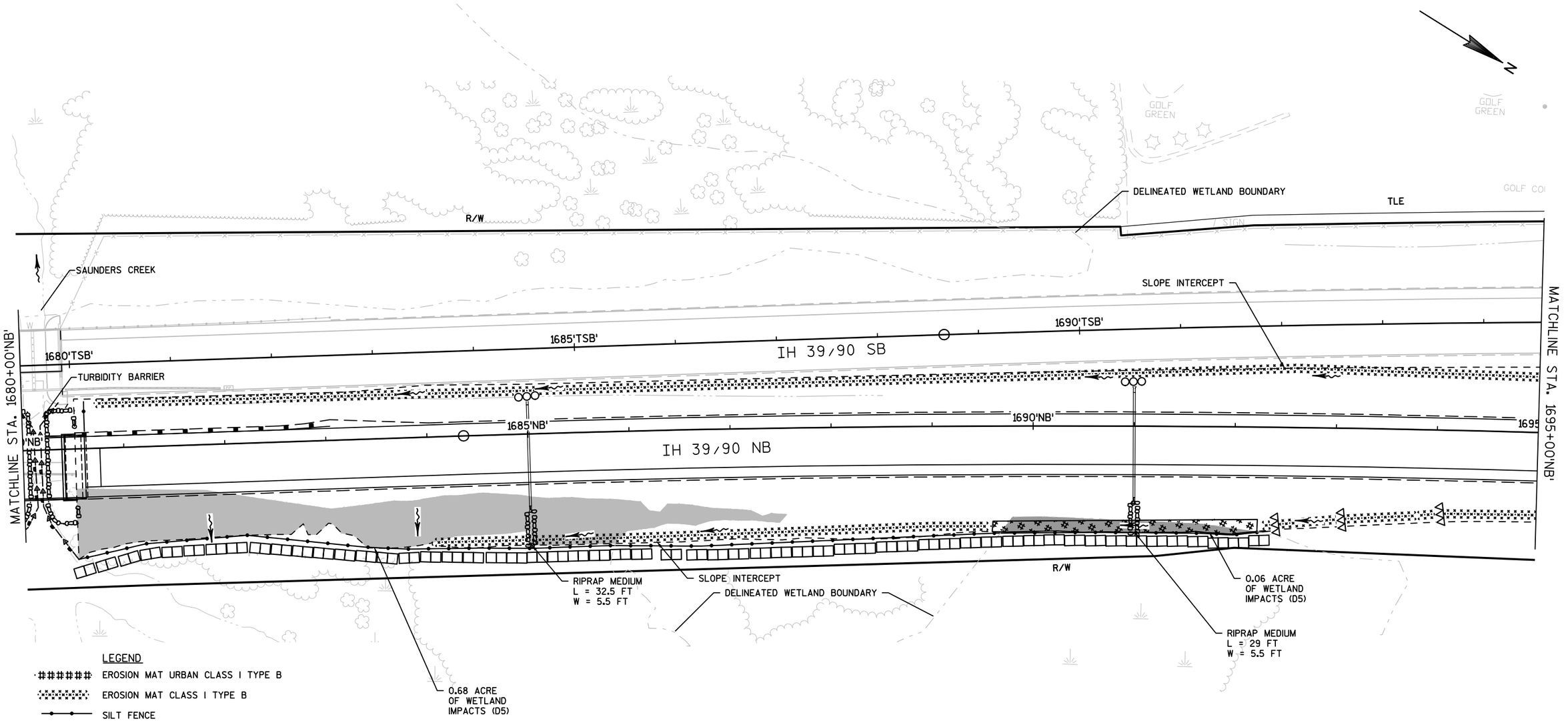
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 191	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022013-EC
PLOT DATE : 4/29/2016 3:48 PM PLOT BY : HARRY TRAN PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

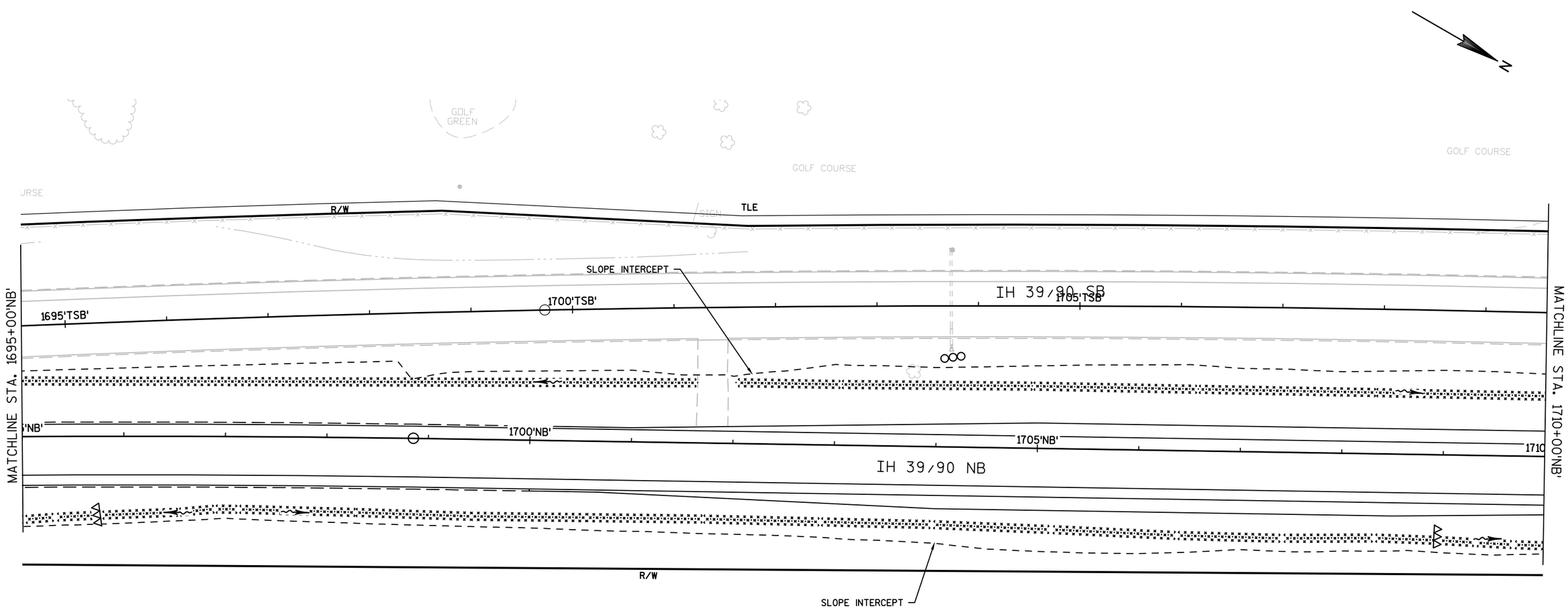


LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 192	E

2

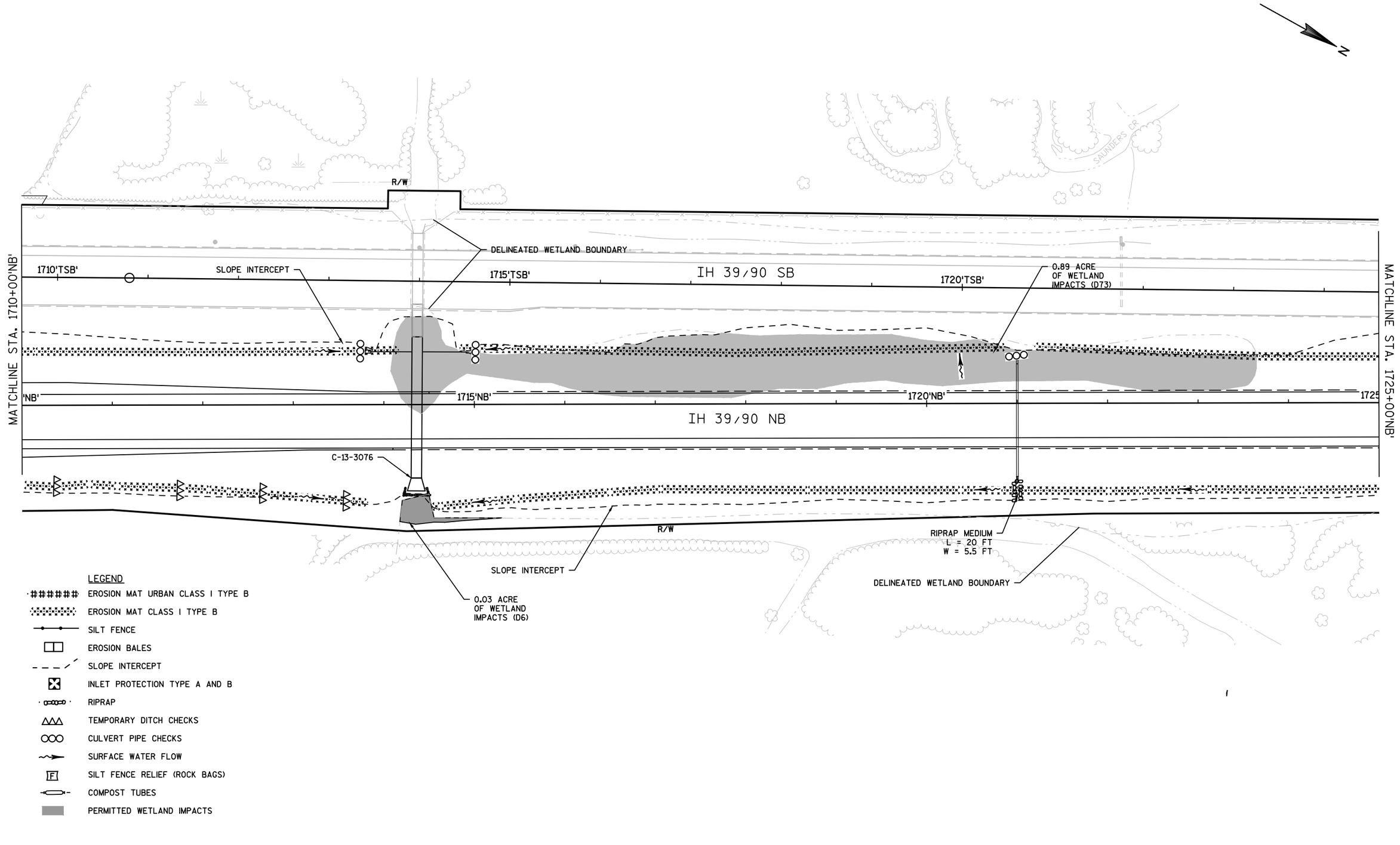


LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 193	E

2



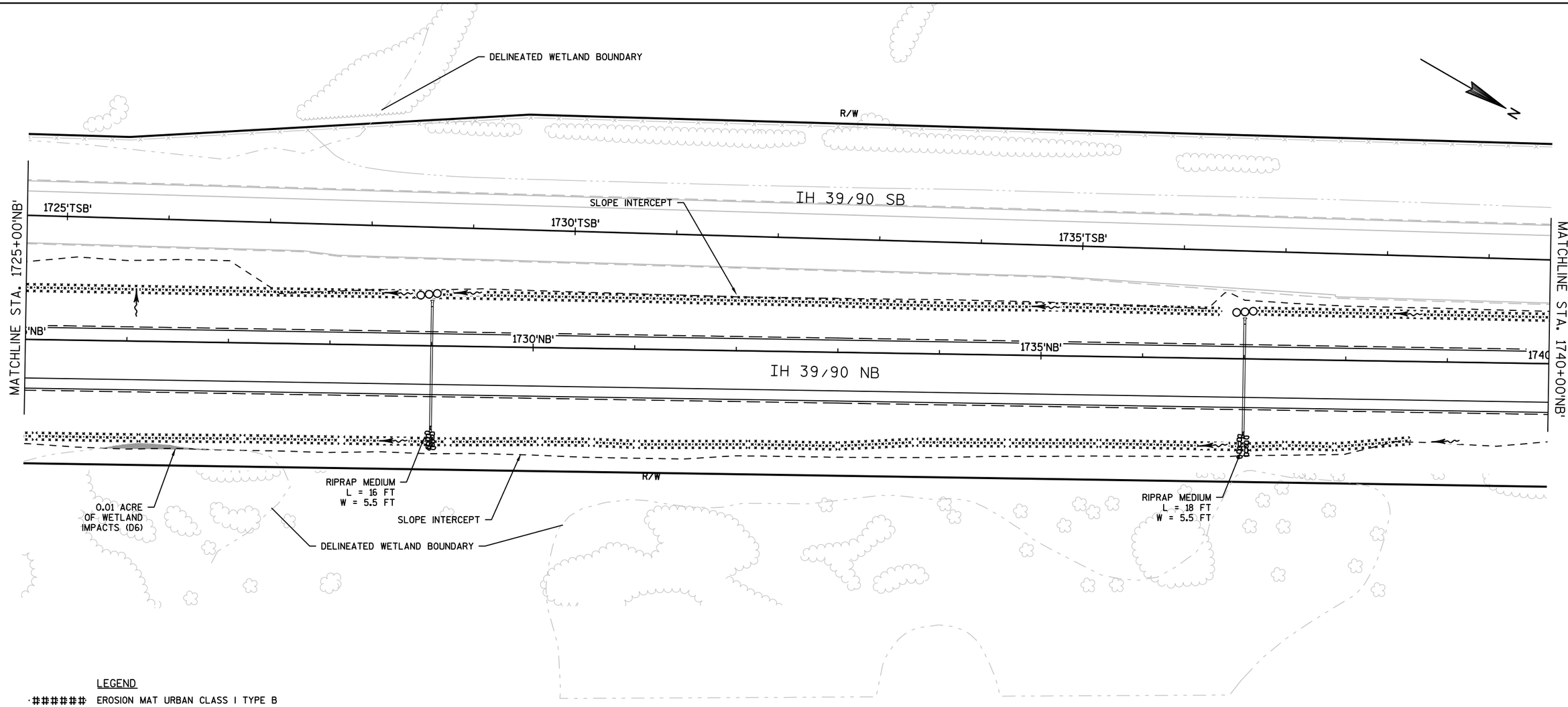
LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 194	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022016-EC
PLOT DATE : 4/29/2016 3:50 PM PLOT BY : HARRY TRAN PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

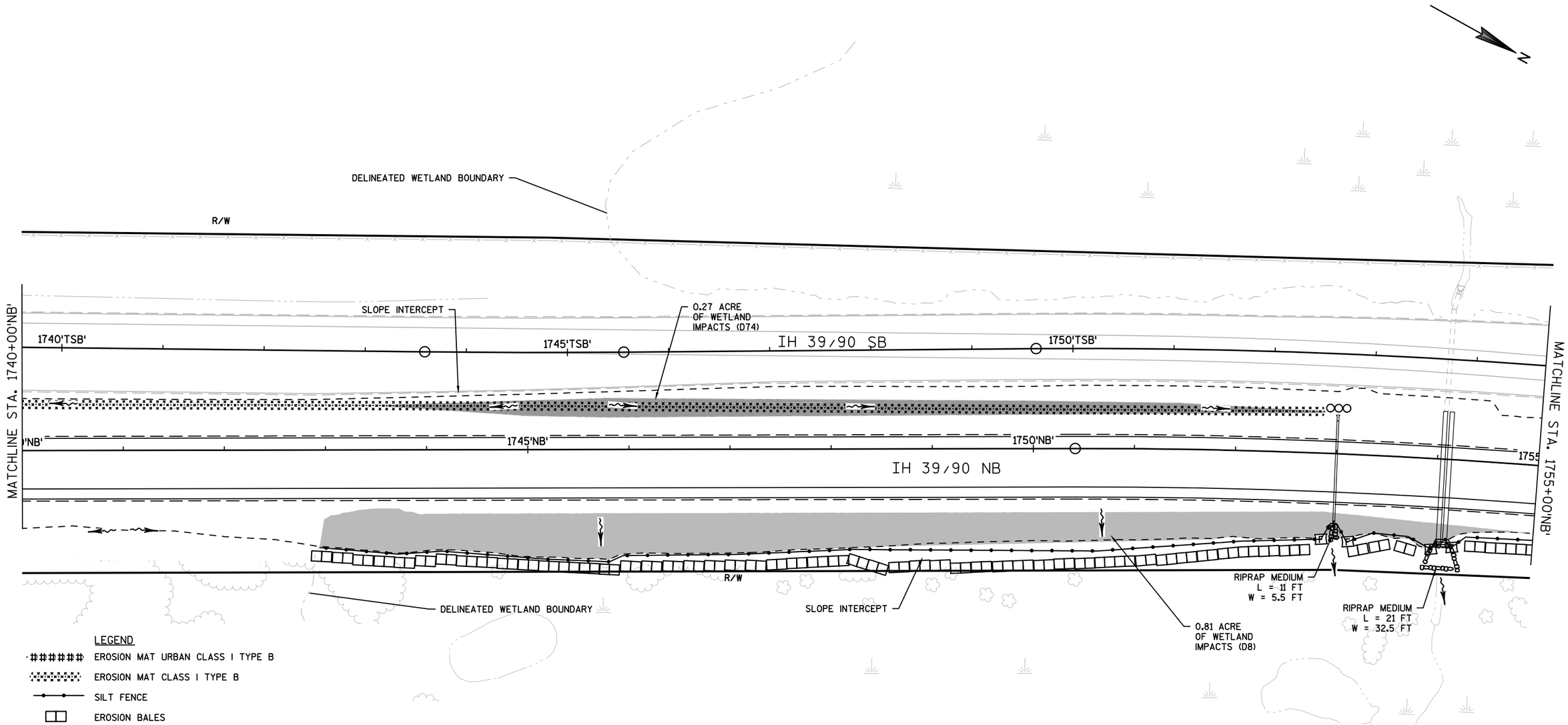
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LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

2



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 196	E

2

2

N

R/W

DELINEATED WETLAND BOUNDARY

IH 39/90 SB

SLOPE INTERCEPT

1760'TSB'

1765'TSB'

1755'TSB'

MATCHLINE STA. 1755+00'NB'

1760'NB'

1765'NB'

IH 39/90 NB

MATCHLINE STA. 1770+00'NB'

0.12 ACRE
OF WETLAND
IMPACTS (D8)

RIPRAP MEDIUM
L = 13.5 FT
W = 6 FT

RIPRAP MEDIUM
L = 13.5 FT
W = 6 FT

R/W

FOOTBRIDGE

0.10 ACRE
OF WETLAND
IMPACTS (D8)

0.01 ACRE
OF WETLAND
IMPACTS (D8)

SLOPE INTERCEPT

FOOTBRIDGE

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 197	E

2

2

N

R/W

SEPTIC

SLOPE INTERCEPT

DELINEATED WETLAND BOUNDARY

IH 39/90 SB

1775'SB'

1780'SB'

1775'NB'

1780'NB'

IH 39/90 NB

MATCHLINE STA. 1770+00'NB'

MATCHLINE STA. 1785+00'NB'

STA. BACK = 1781+91.91'SB

STA. AHEAD = 1781+44.44'SB

WETLAND IMPACTS (D8)
SEE PREVIOUS SHEET
FOR ACREAGE

SLOPE INTERCEPT

WETLAND IMPACTS (D8)
SEE PREVIOUS SHEET
FOR ACREAGE

RIPRAP MEDIUM
L = 20 FT
W = 6 FT

DELINEATED WETLAND BOUNDARY

MAPLE GROVE RD

R/W

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 198	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022020-EC

PLOT DATE : 4/29/2016 3:53 PM PLOT BY : HARRY TRAN PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

R/W

MATCHLINE STA. 1785+00'NB'

'SB'

1790'SB'

SLOPE INTERCEPT

IH 39/90 SB

1795'SB'

1800

'NB'

1790'NB'

1795'NB'

1800

IH 39/90 NB

MATCHLINE STA. 1800+00'NB'

R/W

SLOPE INTERCEPT

RIPRAP MEDIUM
L = 20 FT
W = 10 FT

WETLAND IMPACTS (D8)
SEE RAMP EROSION
CONTROL FOR ACREAGE

SEE RAMP EROSION CONTROL

DELINEATED WETLAND BOUNDARY

NB EXIT RAMP

+52.78'NB'
222.24' RT

MATCHLINE STA. 800+00'KB'

LEGEND

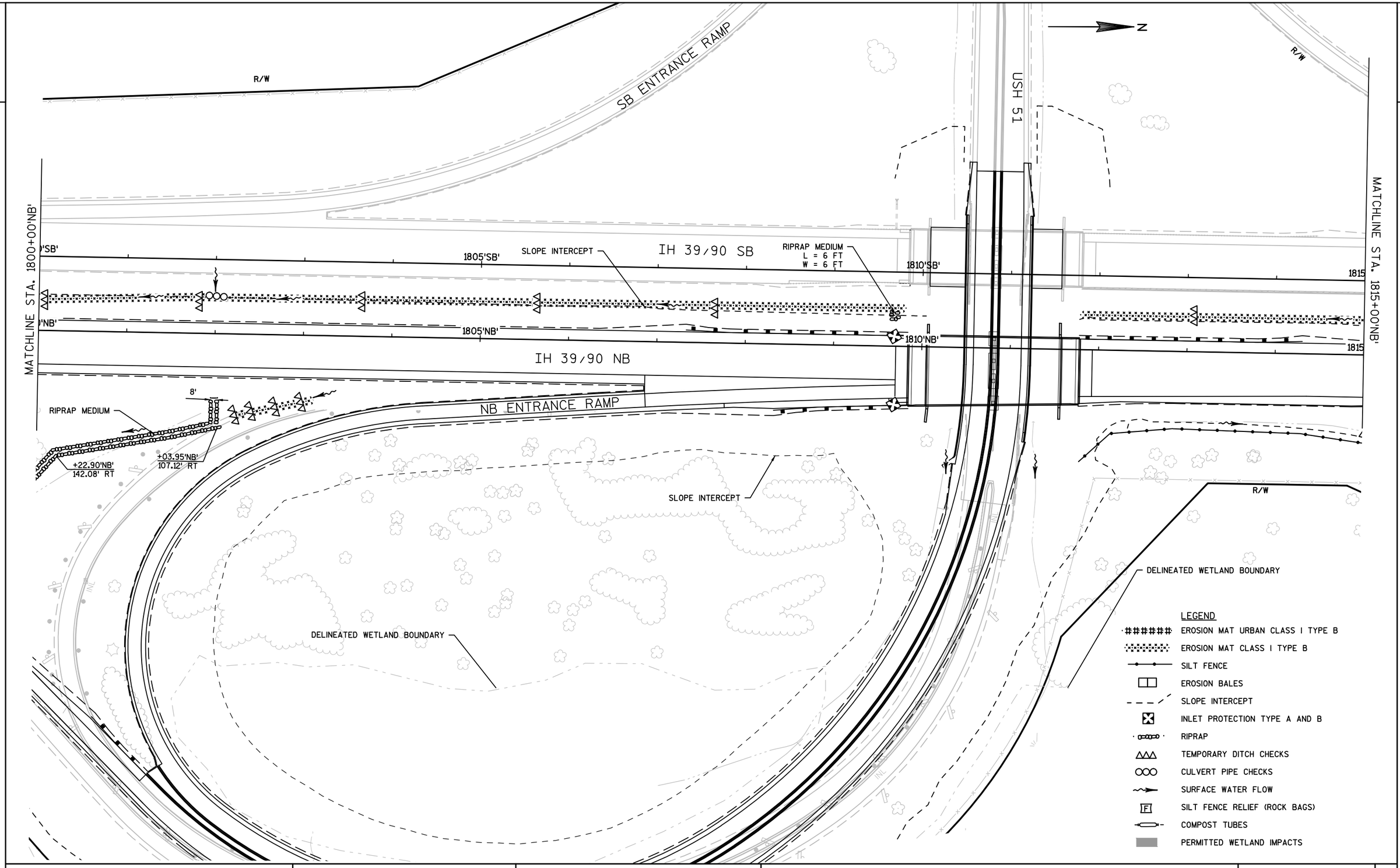
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO:1007-11-75	HWY:IH 39	COUNTY:DANE	EROSION CONTROL	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022021-EC

PLOT DATE : 4/29/2016 4:52 PM PLOT BY : HARRY TRAN PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 200	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022022-EC
PLOT DATE : 4/29/2016 4:52 PM PLOT BY : HARRY TRAN PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

RUINS

RUINS

RUINS

RUINS

RUINS

N

R/W

SB EXIT RAMP

MATCHLINE STA. 1815+00'NB'

'SB'

1820'SB'

SLOPE INTERCEPT

IH 39/90 SB

1825'SB'

MATCHLINE STA. 1830+00'NB'

'NB'

1820'NB'

1825'NB'

1830

IH 39/90 NB

F

F

SLOPE STABILIZER
TYPE A

SLOPE INTERCEPT

RIPRAP MEDIUM
L = 40 FT
W = 5.5 FT

R/W

ENERGY DISSIPATOR
SEE CONSTRUCTION DETAIL

LEGEND

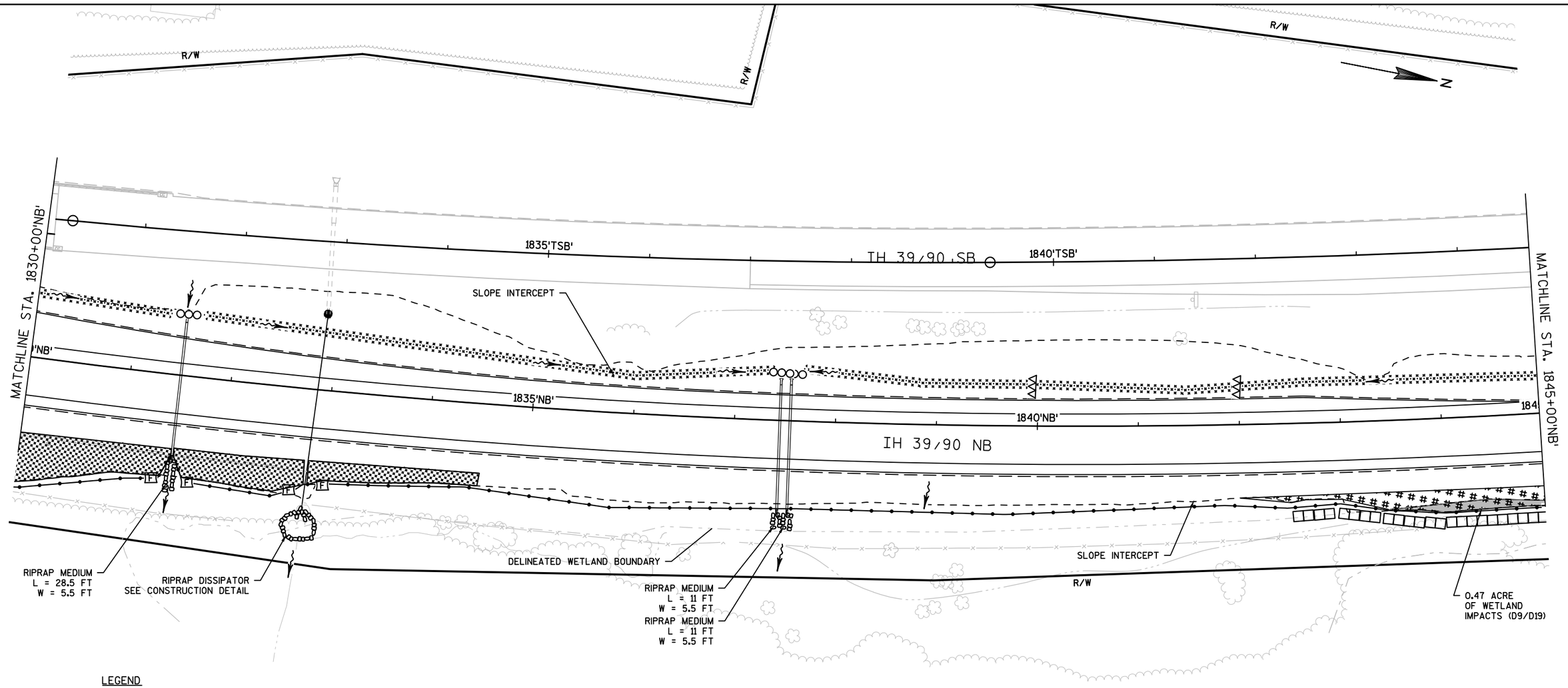
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 201	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022023-EC

PLOT DATE : 4/29/2016 4:53 PM PLOT BY : HARRY TRAN PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 202	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022024-EC
PLOT DATE : 4/29/2016 3:55 PM PLOT BY : HARRY TRAN PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

R/W

R/W

1845'TSB'

1850'TSB'

1855'TSB'

IH 39/90 SB

SLOPE INTERCEPT

MATCHLINE STA. 1845+00'NB'

MATCHLINE STA. 1860+00'NB'

'NB'

1850'NB'

1855'NB'

IH 39/90 NB

F

RIPRAP MEDIUM
L = 18 FT
W = 9 FT

RIPRAP MEDIUM
L = 30 FT
W = 9 FT

WETLAND IMPACTS (D9/D19)
SEE PREVIOUS SHEET
FOR ACREAGE

SLOPE INTERCEPT

RIPRAP MEDIUM
L = 35.5 FT
W = 5.5 FT

R/W
+98.53'NB'
114.57' RT

+85.27'NB'
114.37' RT

+00.00'NB'
89.42' RT

RIPRAP MEDIUM

RIPRAP MEDIUM
L = 20 FT
W = 6 FT

DELINEATED WETLAND BOUNDARY

R/W

R/W

TLE

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 203	E

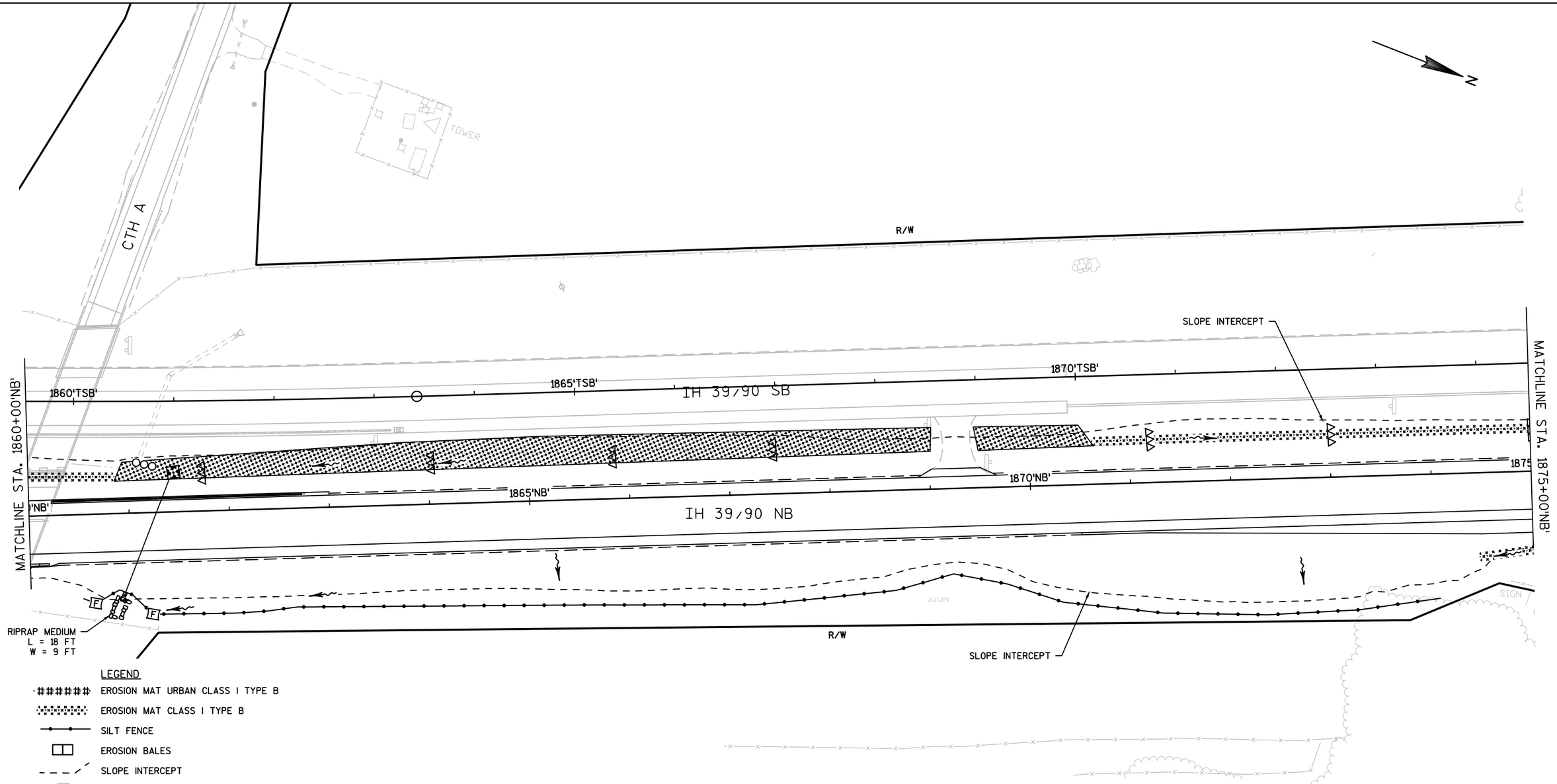
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LAYOUT NAME - 022025-EC

PLOT DATE : 4/29/2016 3:56 PM PLOT BY : HARRY TRAN PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

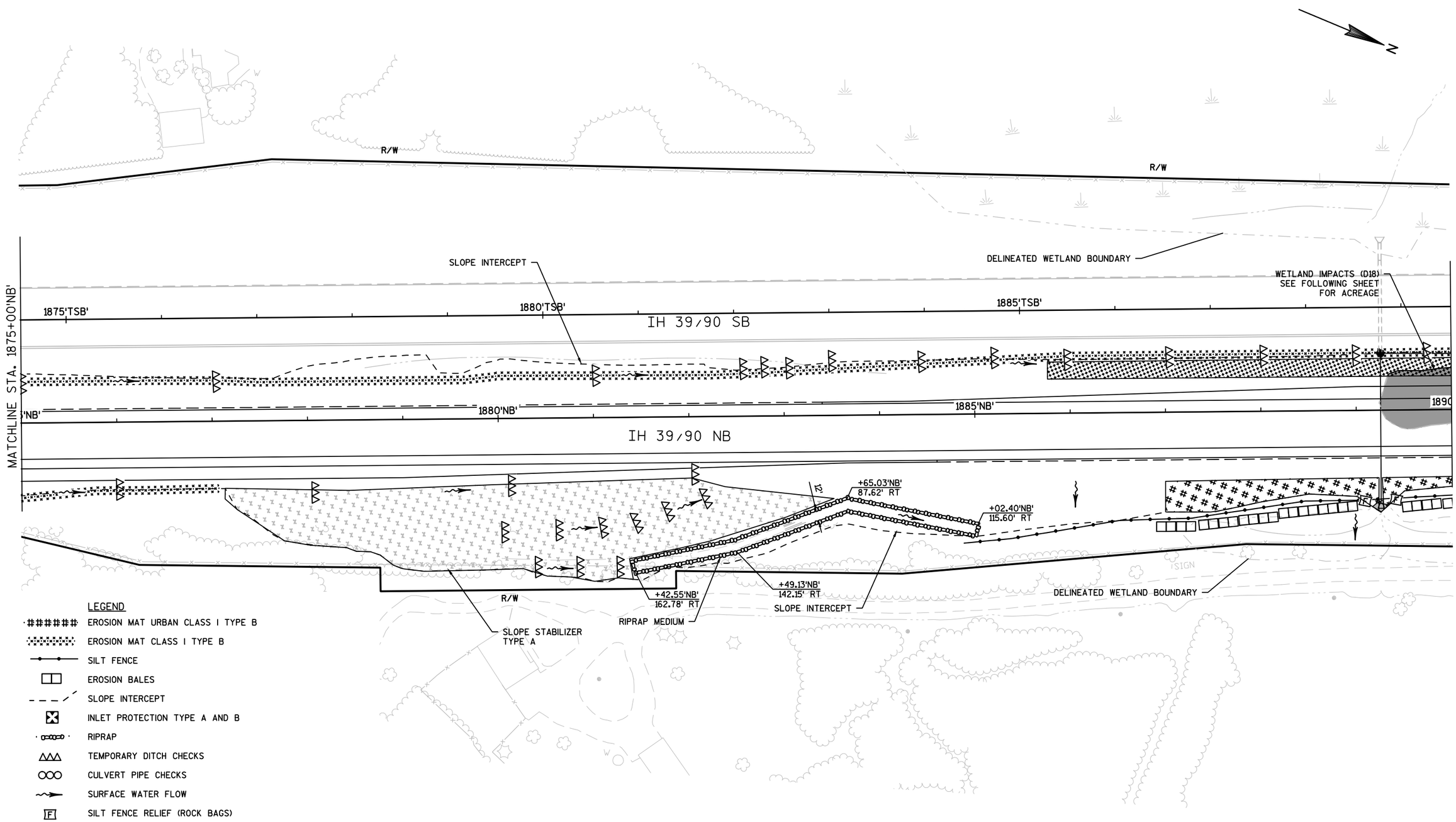


LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 204	E

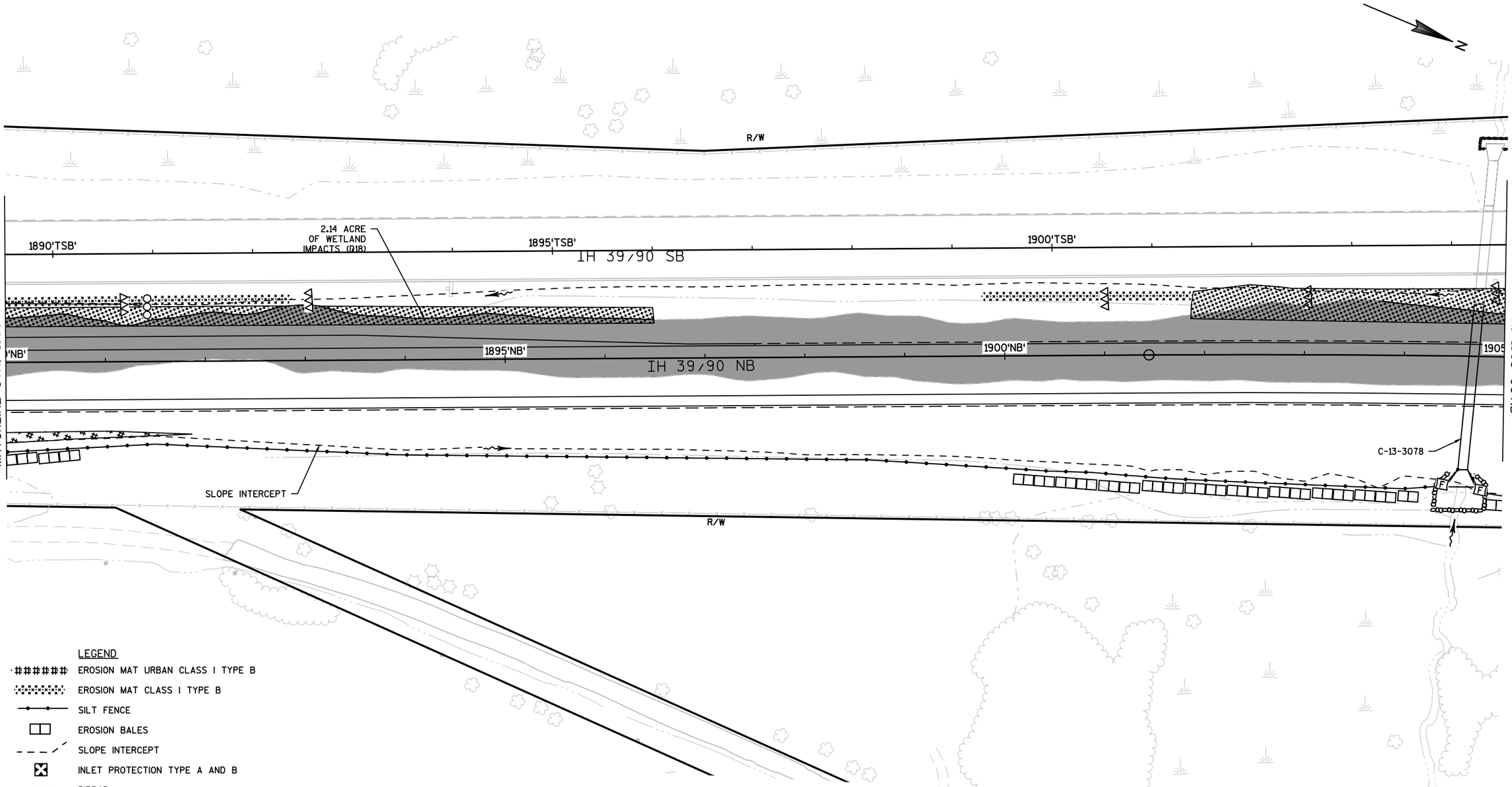
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 205	E

2

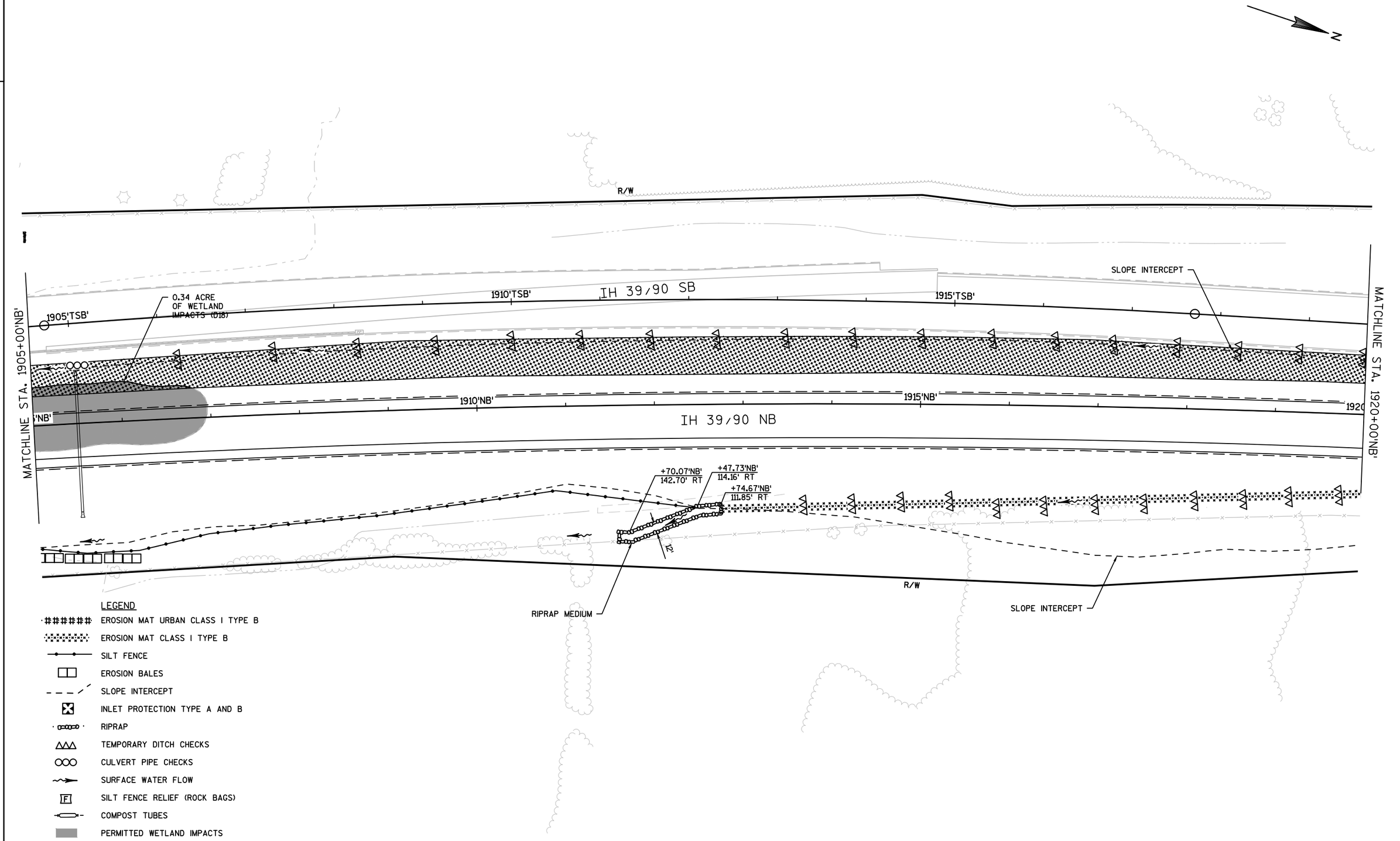
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 206	E

2

2



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 207	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022029-EC
PLOT DATE : 4/29/2016 3:59 PM PLOT BY : HARRY TRAN PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

R/W

TLE

TLE

R/W

SIGN

SLOPE INTERCEPT

1920'TSB'

1925'TSB'

IH 39/90 SB

1930'SB'

1935'SB

RIPRAP MEDIUM
L = 6 FT
W = 6 FT

RIPRAP MEDIUM
L = 6 FT
W = 6 FT

MATCHLINE STA. 1920+00'NB'

'NB'

1925'NB'

1930'NB'

1935

IH 39/90 NB

MATCHLINE STA. 1935+00'NB'

RIPRAP MEDIUM
L = 6 FT
W = 6 FT

EAST CHURCH RD

R/W

R/W

SLOPE INTERCEPT

R/W

R/W

LEGEND

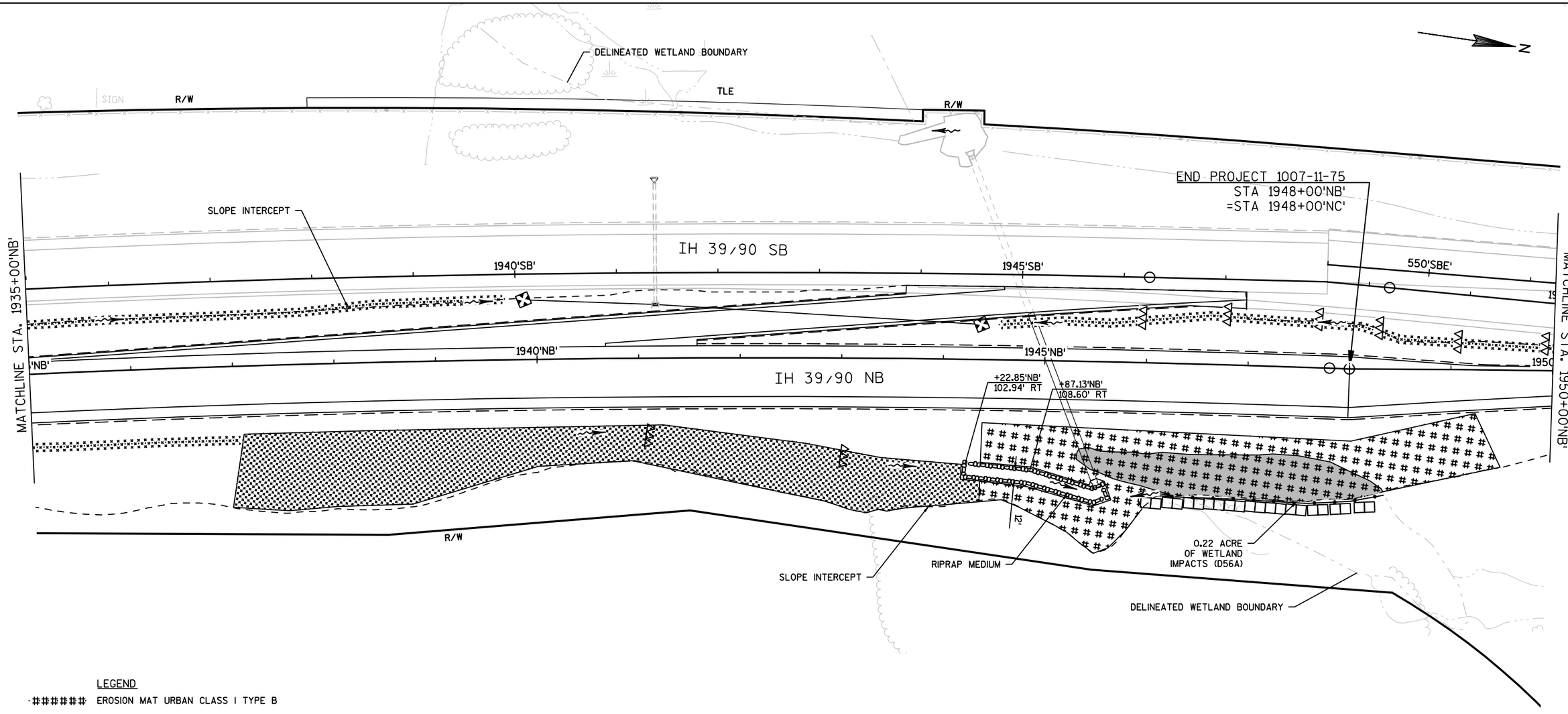
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 208	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022030-EC

PLOT DATE : 4/29/2016 4:00 PM PLOT BY : HARRY TRAN PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2



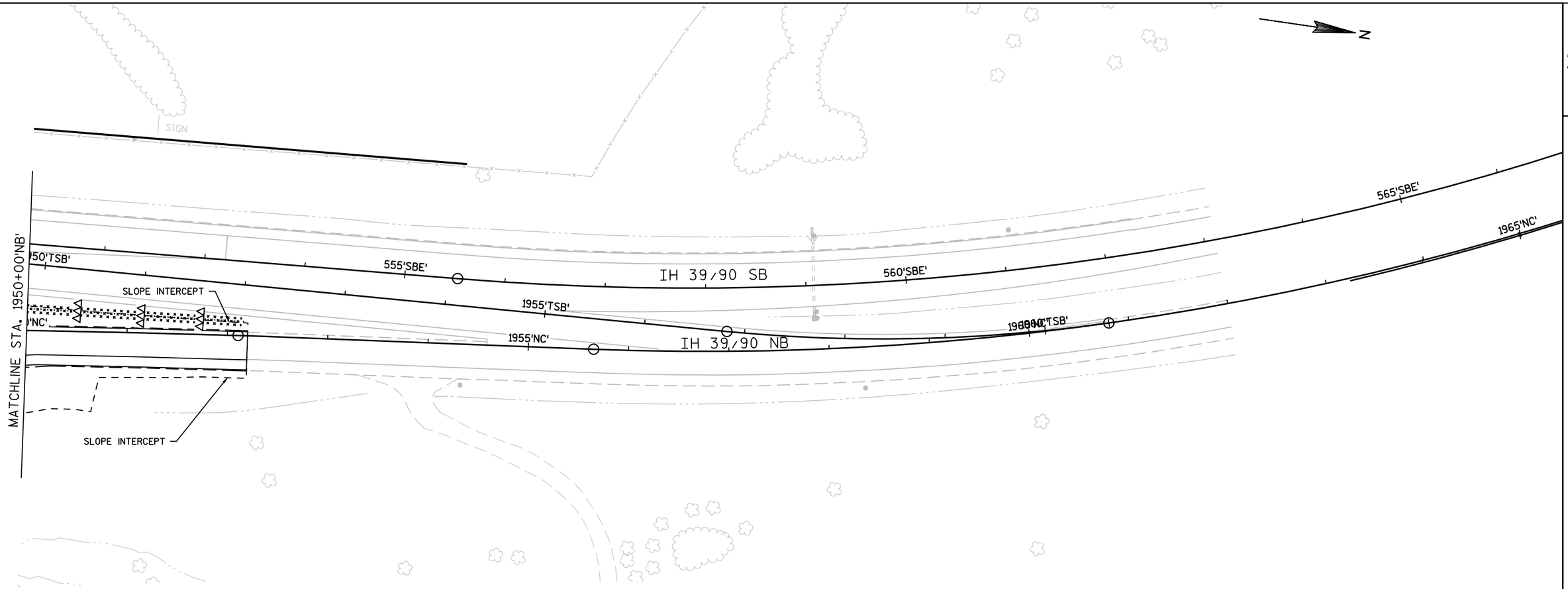
LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 209	E

2

2



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A AND B
- RIPRAP
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE RELIEF (ROCK BAGS)
- COMPOST TUBES
- PERMITTED WETLAND IMPACTS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET 210	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022032-EC

PLOT DATE : 4/29/2016 4:01 PM PLOT BY : HARRY TRAN PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

1790'SB'
1795'SB'
1800'SB'
℄ I-39/90 SB
I-39/90 SB
N
1790'NB'
1795'NB'
1800'NB'
℄ I-39/90 NB
I-39/90 NB
790'KB'
795'KB'
800'KB'
SIGN
'KB' - 'NB' MATCHLINE
'KA' - 'NB' MATCHLINE
MATCHLINE STA 804+00'KA'
℄'KB'
℄'KA'
800'KA'
R/W
MATCHLINE STA 1791+55.67'NB'
STA 791+50.74'KB'
RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR W=10.5 FT L=21 FT
0.23 ACRES OF WETLAND IMPACTS (D8)
DELINEATED WETLANDS, TYP.
SLOPE INTERCEPT, TYP.
USH 51 NB
RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR W=17.5 FT L=15 FT
℄'KN'
MATCHLINE STA 37+50'KN'

LEGEND

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

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

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\022001_EC_USH 51_0775.DWG PLOT DATE : 4/14/2016 10:34 AM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME : PLOT SCALE : 1IN:100_XREF
WISDOT/CADDS SHEET 42

2

MATCHLINE STA 37+50'KN'

MATCHLINE STA 804+00'KA'

805'SB'

805'NB'

805'KA'

R'KA'

R I-39/90 SB

R I-39/90 NB

810'SB'

810'NB'

810'KA'

50'KN'

40'KN'

45'KN'

R'KN'

USH 51 SB

USH 51 NB

USH 51

I-39/90 SB

I-39/90 NB

1815'NB'

TLE

R/W

INL

RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR W=10.5 FT L=43 FT

DELINEATED WETLANDS, TYP.

0.84 ACRES OF WETLAND IMPACTS (D20)

SLOPE INTERCEPT, TYP.

RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR W=10.5 FT L=27 FT

RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR W=10.5 FT L=25 FT

RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR W=10.5 FT L=9 FT

RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR W=21 FT L=18 FT

RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR W=21 FT L=18 FT

RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR W=10.5 FT L=9 FT

RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR W=21 FT L=18 FT

LEGEND

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

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

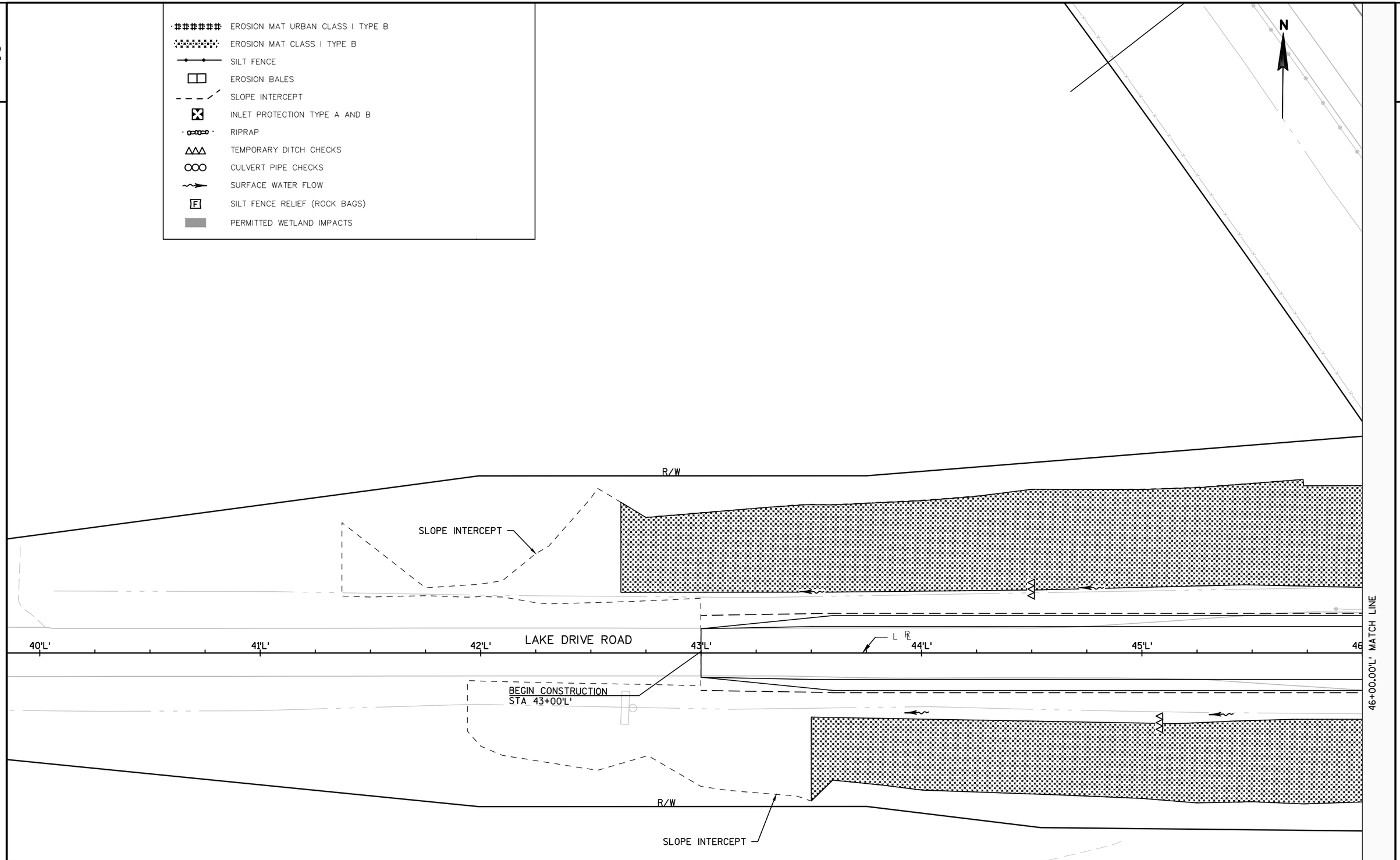
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL	SHEET	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\022001_EC_USH 51_0775.DWG PLOT DATE : 4/14/2016 10:34 AM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME : PLOT SCALE : 1IN:100_XREF

WISDOT/CADDS SHEET 42

2

EROSION MAT URBAN CLASS I TYPE B
EROSION MAT CLASS I TYPE B
SILT FENCE
EROSION BALES
SLOPE INTERCEPT
INLET PROTECTION TYPE A AND B
RIPRAP
TEMPORARY DITCH CHECKS
CULVERT PIPE CHECKS
SURFACE WATER FLOW
SILT FENCE RELIEF (ROCK BAGS)
PERMITTED WETLAND IMPACTS



2

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - LAKE DRIVE RD	SHEET 213	E

EROSION MAT URBAN CLASS I TYPE B
EROSION MAT CLASS I TYPE B
SILT FENCE
EROSION BALES
SLOPE INTERCEPT
INLET PROTECTION TYPE A AND B
RIPRAP
TEMPORARY DITCH CHECKS
CULVERT PIPE CHECKS
SURFACE WATER FLOW
SILT FENCE RELIEF (ROCK BAGS)
PERMITTED WETLAND IMPACTS

N

1532TSB'
1531TSB'
1530TSB'
1529TSB'
1531NB'
1530NB'
1529NB'
1528NB'
I-39/90 SB
I-39/90 NB
SLOPE INTERCEPT
17'DW'
DW ℄
16'DW'
15'DW'
14'DW'
TLE
R/W
RIPRAP MEDIUM
L = 43 FT
w = 6 FT
B-13-701
CC
'L'
47'L'
48'L'
49'L'
50'L'
51'L'
52
L ℄
NB ℄
TSB ℄
LAKE DRIVE ROAD
46+00.00'L' MATCH LINE
52+00.00'L' MATCH LINE

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - LAKE DRIVE RD	SHEET 214	E

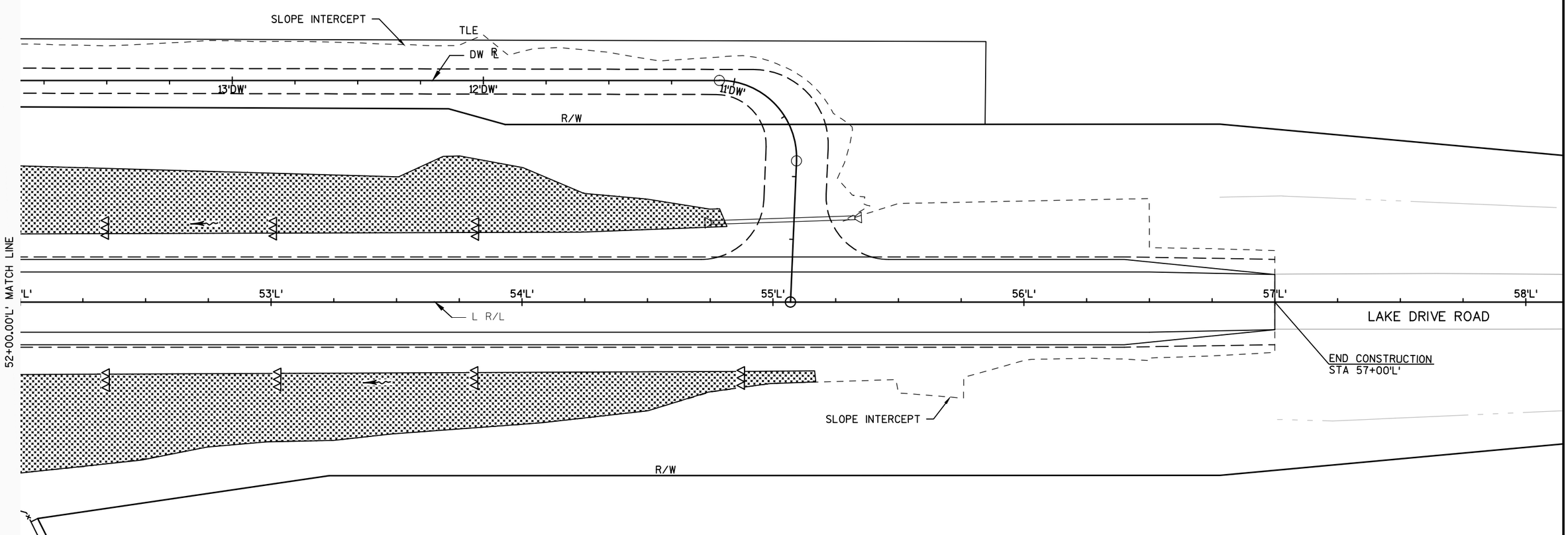
FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\DESIGN\EM_1175_EC_EC.DWG
PLOT DATE : 4/29/2016 3:24 PM
PLOT BY : HARRY TRAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

EROSION MAT URBAN CLASS I TYPE B
EROSION MAT CLASS I TYPE B
SILT FENCE
EROSION BALES
SLOPE INTERCEPT
INLET PROTECTION TYPE A AND B
RIPRAP
TEMPORARY DITCH CHECKS
CULVERT PIPE CHECKS
SURFACE WATER FLOW
SILT FENCE RELIEF (ROCK BAGS)
PERMITTED WETLAND IMPACTS

N



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - LAKE DRIVE RD	SHEET 215	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\DESIGN\EM_1175_EC_EC.DWG PLOT DATE : 4/29/2016 3:21 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

1.3 STA 50+67.73, 29.6' LT
MANHOLES 6-M

1.4 STA 50+87.94, 29.7' LT
APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS STEEL
24-INCH 10 TO 1

STA 48+96.32, 29.8' LT
APRON ENDWALLS FOR CPRC 30-INCH 1.5

℄ NB

152.9NB

152.8NB

CC

℄ 'L'

46'L' 47'L' 48'L' 49'L' 50'L' 51'L' 52'L'

LAKE DRIVE RD

1.2 STA 50+79.11, 25.4' RT
MANHOLES 5-M

1.1 STA 51+12.50, 27.8' RT
APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS STEEL
24-INCH 10 TO 1

858 856 854 852 850 848 846 844 842 840

EXISTING CPCS 30-INCH

EXISTING SURFACE

PROPOSED FINISHED GRADE

1.5 1.3 1.2 1.1 1.4

853.74 853.88 850.51 847.79 848.29 847.50 844.76 843.62

171 LF - SSPRC CLASS III 30-INCH @ 1.77%

56 LF - SSPRC CLASS III 24-INCH @ 0.75%

33 LF - SSPRC CLASS III 24-INCH @ 4.30%

848.71 848.46 850.61 852.03

851.25 847.50

20 LF - SSPRC CLASS III 24-INCH @ 3.70%

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 216	E

I-39/90 SB

2.3 STA 1605+31.85, 32.5' LT
MANHOLES 6-M

2.2 STA 1610+00.00, 35.9' LT
MANHOLES 6-M

CC

℄ NB

1605'NB' 1606'NB' 1607'NB' 1608'NB' 1609'NB' 1610'NB'

I-39/90 NB

STA 1610+00, 73.3' RT
APRON ENDWALLS FOR CPRC 36-INCH 2.1

858 856 854 852 850 848 846 844 842 840

EXISTING SURFACE

PROPOSED FINISHED GRADE

2.3 850.66

845.00
845.00
844.66

468 LF - SSPRC CLASS III 36-INCH @ 0.22%

107 LF - EXISTING CPRC CLASS III 36-INCH @ 0.29%

2.2 852.32

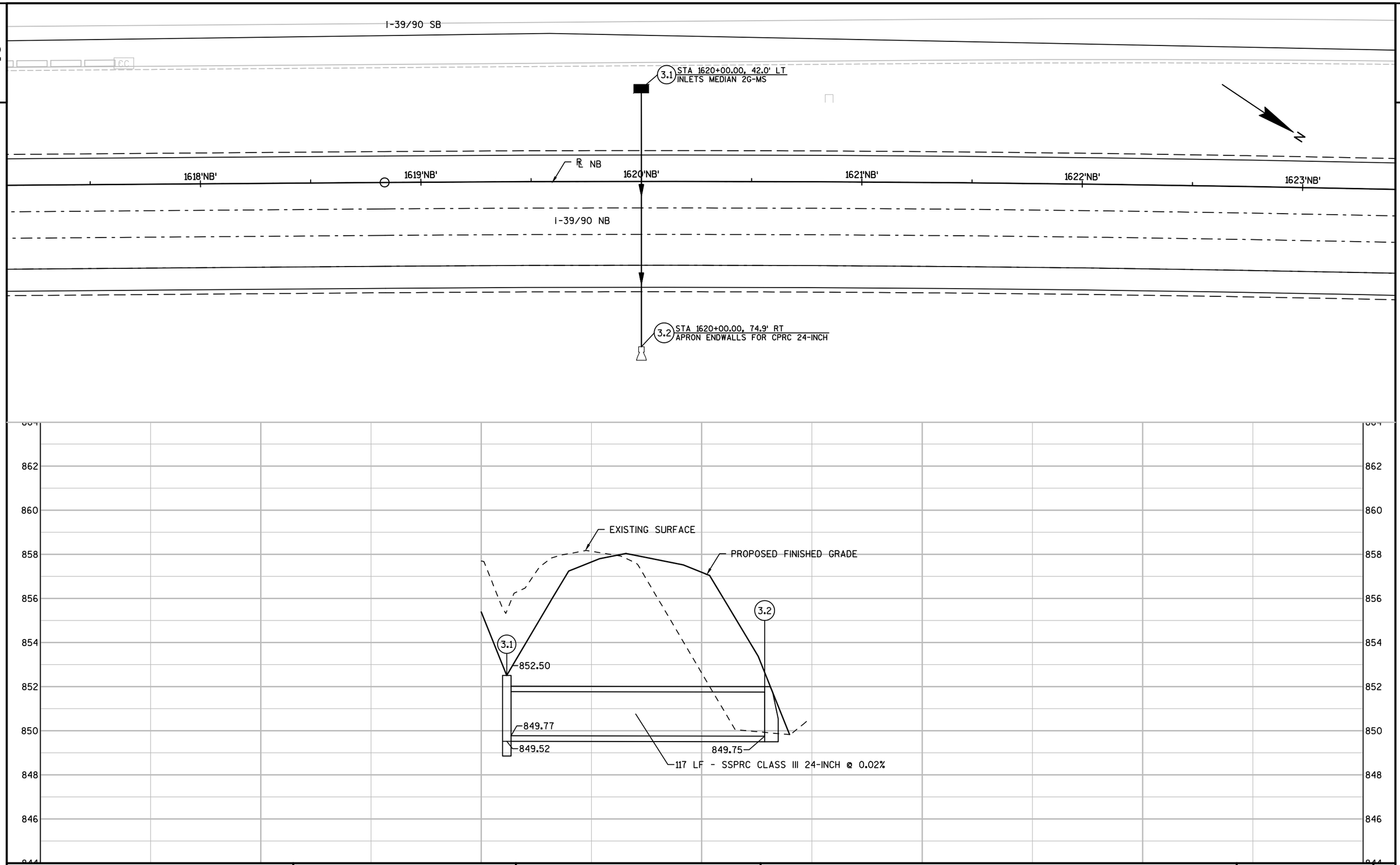
845.56 845.56
845.23

845.96

2.1

109 LF - SSPRC CLASS III 36-INCH @ 0.36%

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 217 E


I-39/90 SB
3.1
STA 1620+00.00, 42.0' LT
INLETS MEDIAN 2G-MS
℄ NB
1618'NB'
1619'NB'
1620'NB'
1621'NB'
1622'NB'
1623'NB'
I-39/90 NB
3.2
STA 1620+00.00, 74.9' RT
APRON ENDWALLS FOR CPRC 24-INCH
EXISTING SURFACE
PROPOSED FINISHED GRADE
3.2
3.1
852.50
849.77
849.52
849.75
117 LF - SSPRC CLASS III 24-INCH @ 0.02%
864
862
860
858
856
854
852
850
848
846
844

2

IH 39/90 SB

℄ TDT

645'TDT'

FUTURE TEMPORARY EXIT RAMP

650'TDT'

4.1 STA 645+92.10, 32.7' RT
INLETS MEDIAN 16 MS

4.2 STA 647+85.81, 16.6' LT
APRON ENDWALLS FOR CPRC 18-INCH

℄ NB

644'NB' 1645'NB' 1646'NB' 1647'NB' 1648'NB' 1649'NB' 1650'NB'

IH 39/90 NB

858 856 854 852 850 848 846 844 842 840

EXISTING SURFACE

PROPOSED FINISHED GRADE

4.1

849.50

847.30

847.09

4.2

847.00

200 LF - SSPRC CLASS IV 18-INCH @ 0.15%

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 219	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - ****

PLOT DATE : 5/2/2016 10:43 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

I-39/90 SB

STA 1713+86, 58.5' LT
APRON ENDWALLS FOR CPRC 30-INCH (5.1)

(5.2) STA 1714+91.10, 58.0' LT
APRON ENDWALLS FOR CPRC 24-INCH

℄ NB

1712'NB' 1713'NB' 1714'NB' 1715'NB' 1716'NB' 1717'NB'

I-39/90 NB

854 852 850 848 846 844 842 840 838 836

PROPOSED FINISHED GRADE

5.1 5.2

EXISTING SURFACE

844.64 844.68

46 LF - SSPRC CLASS III 30-INCH @ 1.83%

48 LF - SSPRC CLASS III 24-INCH @ 1.83%

843.80 843.80

C-13-3076

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 220	E

2

2

N

I-39/90 SB

6.2 STA 1776+93.47, 62.0' LT
MANHOLES 5-M

6.1 STA 1778+78.41, 58.2' LT
INLETS MEDIAN 2G-MS

FUTURE TEMPORARY CROSSOVER

780'KBT'

℄ NB

1776'NB' 1777'NB' 1778'NB' 1779'NB' 1780'NB' 1781'NB'

I-39/90 NB

862 860 858 856 854 852 850 848 846 844

EXISTING SURFACE

6.2

856.45

PROPOSED FINISHED GRADE

6.1

855.11

853.00

852.62

852.37

852.62

852.37

99 LF - EXISTING CPRCHE CLASS HE-III 19X30-INCH @ 0.76%

187 LF - SSPRC CLASS III 18-INCH @ 0.00%

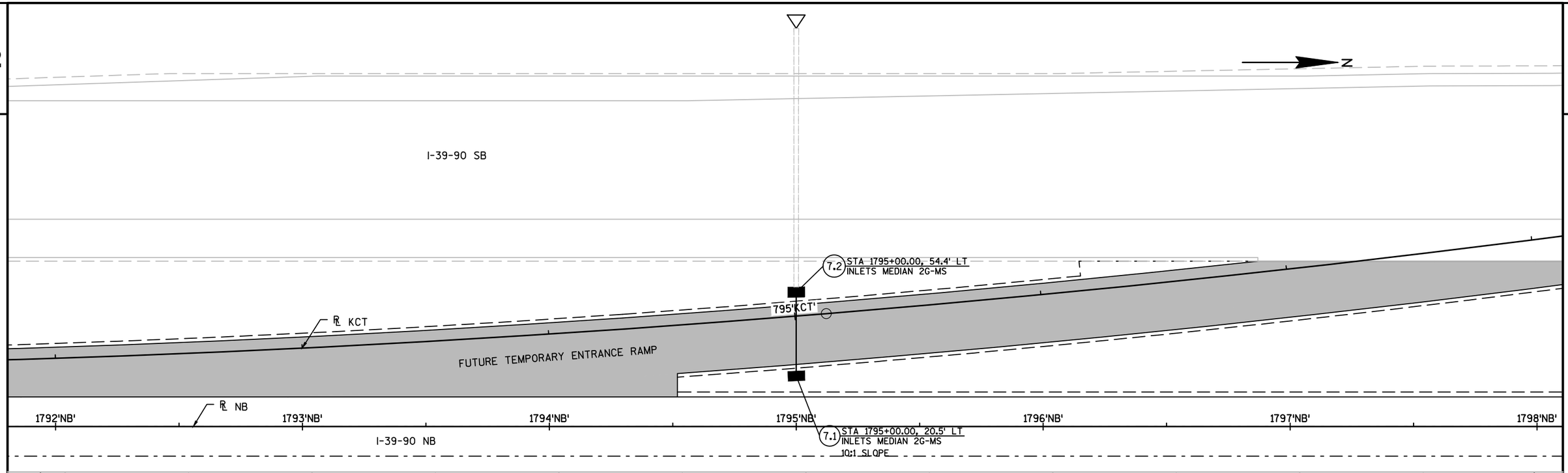
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 221	E

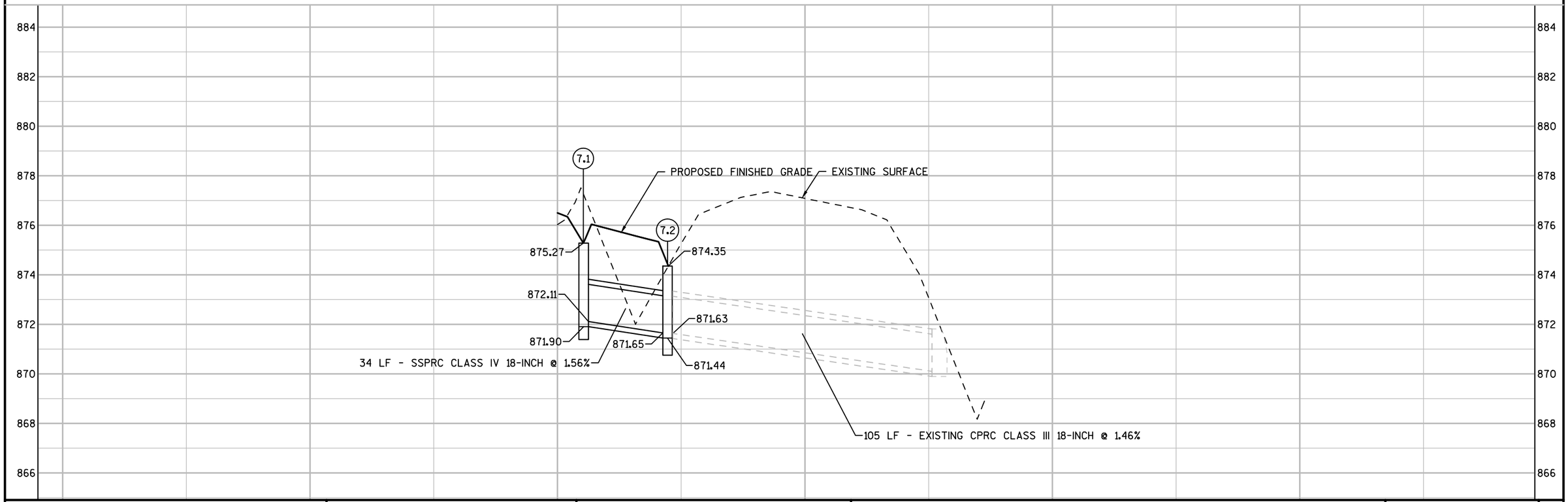
FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - ****

PLOT DATE : 5/2/2016 10:44 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2





PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 222	E

2

I-39/90 SB

℄ KDT

FUTURE TEMPORARY EXIT RAMP

830'KDT'

N

8.2 STA 1829+05.91, 59.5' LT
APRON ENDWALLS FOR CPRC 18-INCH

8.1 STA 1829+03.27, 19.9' LT
INLETS MEDIAN 1G-MS

℄ NB

1826'NB' 1827'NB' 1828'NB' 1829'NB' 1830'NB' 1831'NB'

I-39/90 NB

PROPOSED FINISHED GRADE

EXISTING SURFACE

8.2 8.1

886.96

40 LF - SSPRC
CLASS IV @ 1.78%

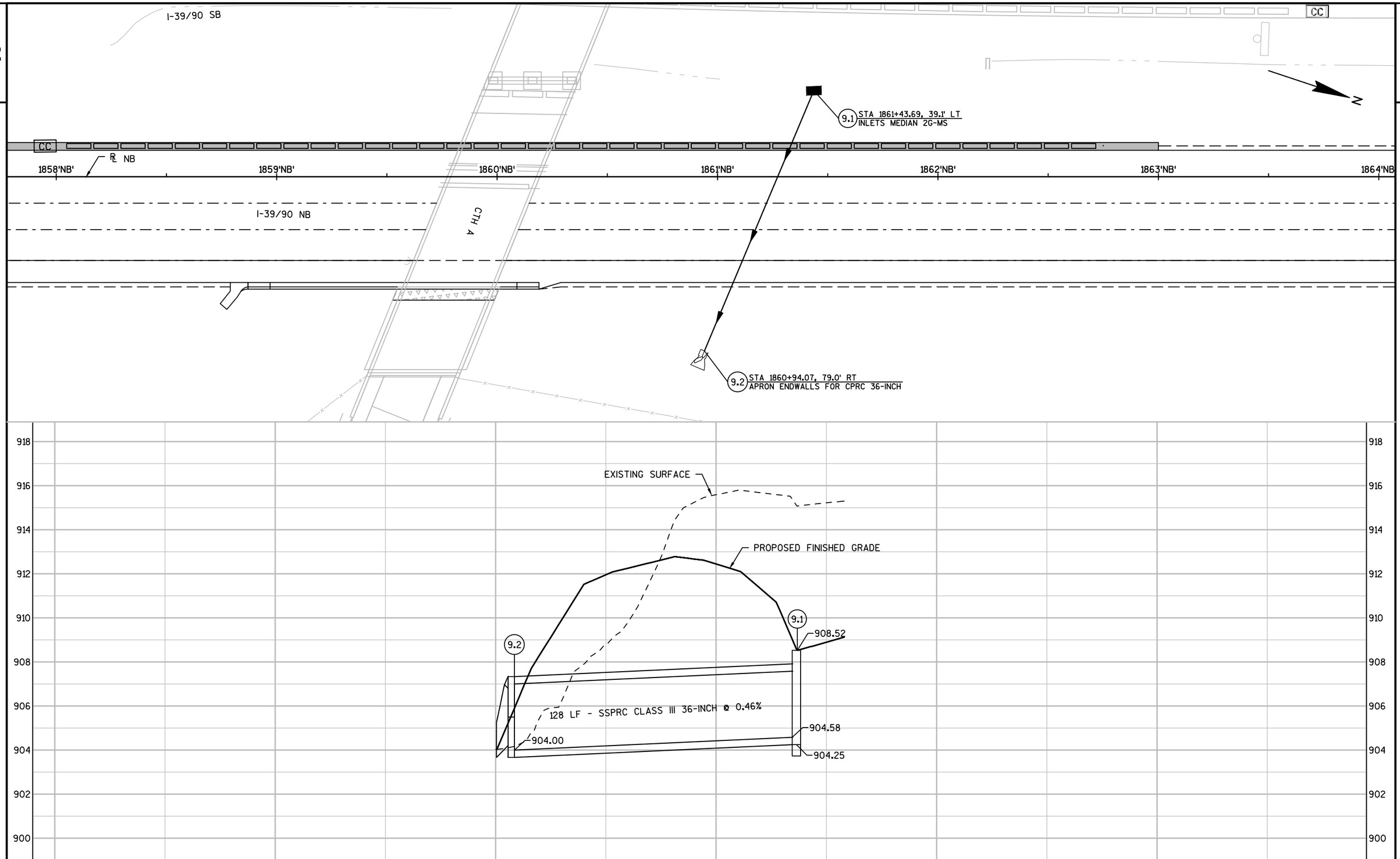
882.81

883.52

883.32

892 890 888 886 884 882 880 878 876 874

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 223	E



2

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 224	E

2

I-39/90 SB

N

10.1 STA 1939+87.50, 58.7' LT
INLETS MEDIAN 1G-MS

STA 1941+16.86, 52.9' LT
EXISTING INLET MEDIAN 2G-MS

FUTURE CROSSOVER

℄ NX

℄ NB

940'NX' 941'NX' 942'NX' 943'NX' 944'NX' 945'NX'

1940'NB' 1941'NB' 1942'NB' 1943'NB' 1944'NB' 1945'NB'

10.2 STA 1944+37.14, 34.5' LT
INLETS MEDIAN 1G-MS

I-39/90 NB

938 936 934 932 930 928 926 924 922 920

EXISTING SURFACE

PROPOSED FINISHED GRADE

10.1

929.58

EXISTING INLETS MEDIAN 2G-MS
(COVER PLATE LEFT IN PLACE)

130 LF - SSPRC CLASS III 18-INCH @ 1.25%

926.34

926.13

924.72

924.72

EXISTING
119 LF- SSPRC CLASS III 24-INCH
INLET EL 923.81'
OUTLET EL 923.33'
@ 1.24%

322 LF - SSPRC CLASS III 18-INCH @ 1.01%

10.2

929.41

927.96

927.75

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 225	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - ****

PLOT DATE : 5/2/2016 10:48 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

11.2 STA 1889+25.76, 59.6' LT
CATCH BASINS 6-S

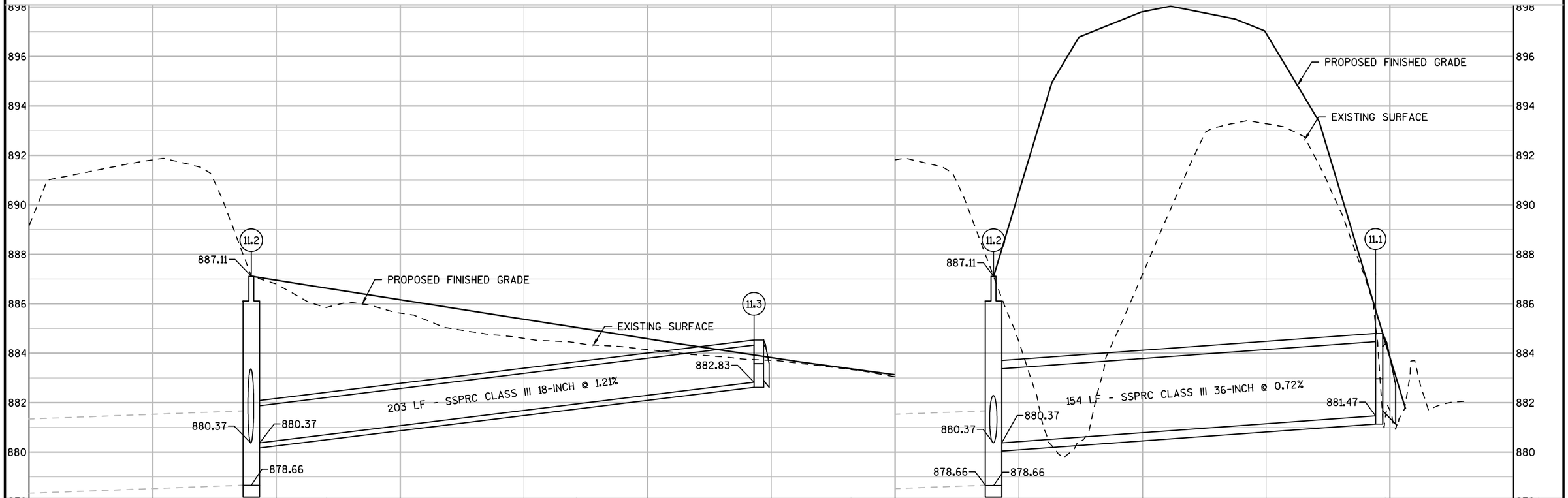
11.3 STA 1891+28.89, 57.3' LT
APRON ENDWALLS FOR CPRC 18-INCH

1888'NB' 1889'NB' ℄ NB 1890'NB' 1891'NB' 1892'NB' 1893'NB'

I-39/90 NB

N

11.1 STA 1889+25.37, 94.8' RT
APRON ENDWALLS FOR CPRC 36-INCH



PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - ****

PLOT DATE : 5/2/2016 10:47 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

I-39/90 SB

℄ KDT

℄ NB

1833'NB'

1832'NB'

FUTURE TEMPORARY EXIT RAMP

I-39/90 NB

I-39/90 SB

N

STA 1832+89, 75.6' LT
MANHOLES 5-M
12.1

12.2 STA 1832+81.53, 118.4' RT
APRON ENDWALLS FOR CPRC 36-INCH

880
878
876
874
872
870
868
866
864
862

12.1
878.39
870.08
867.38
867.71
861.05

PROPOSED FINISHED GRADE

EXISTING SURFACE

128 LF - EXISTING CPRC CLASS III 42-INCH

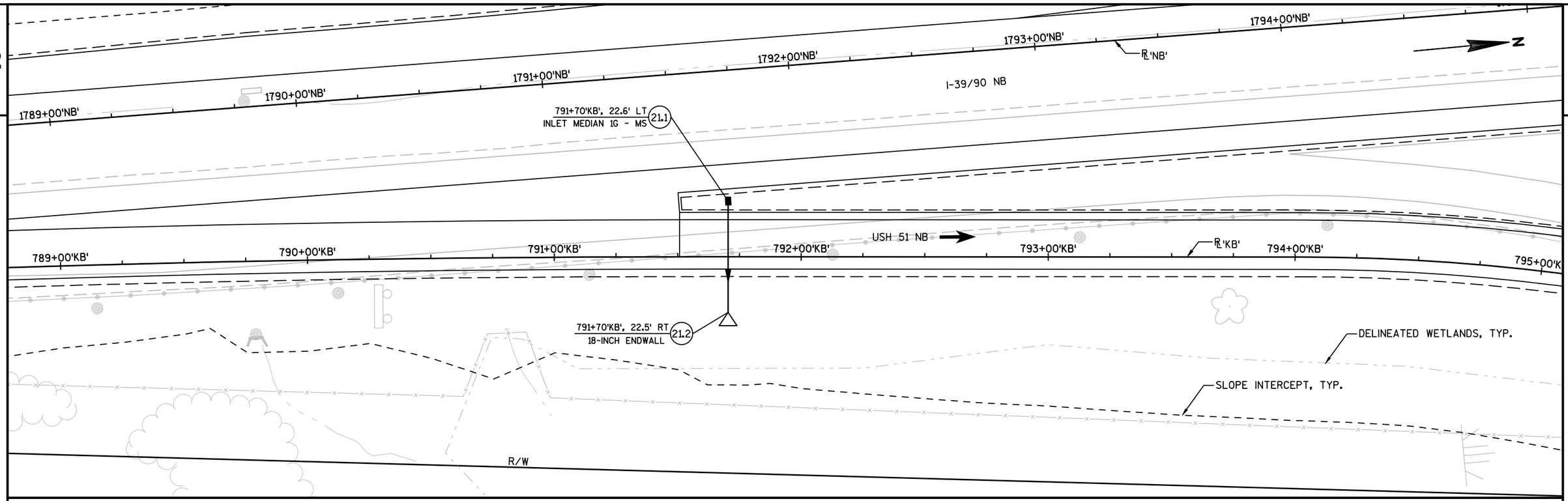
194 LF - SSPRC CLASS IV 36-INCH @ 3.43%

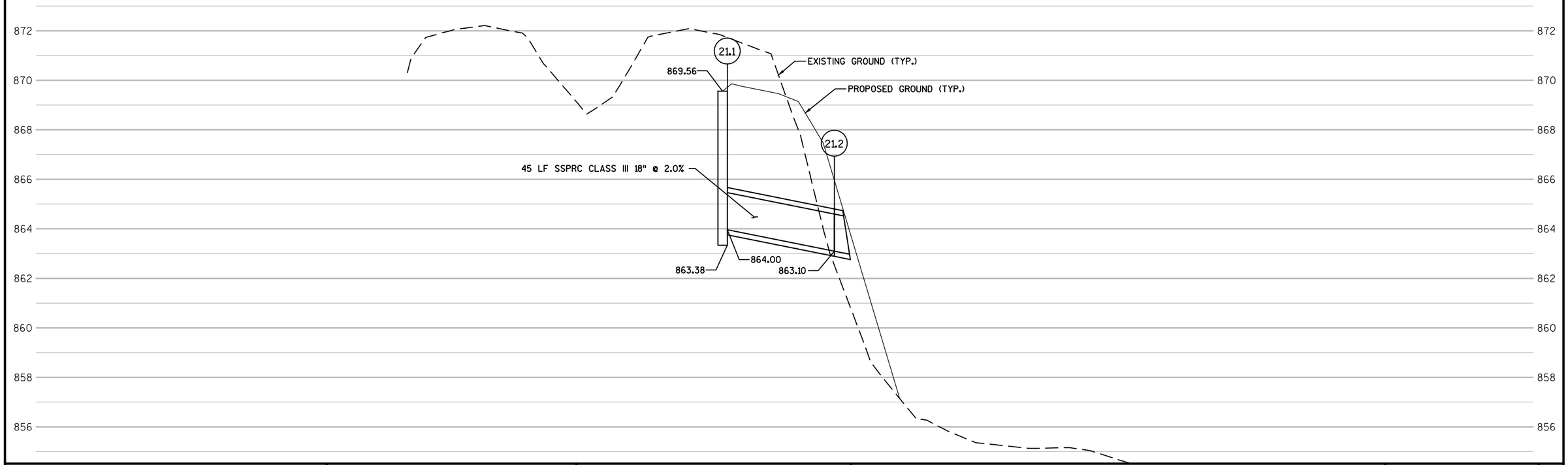
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 227 E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - ****

PLOT DATE : 5/2/2016 10:47 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

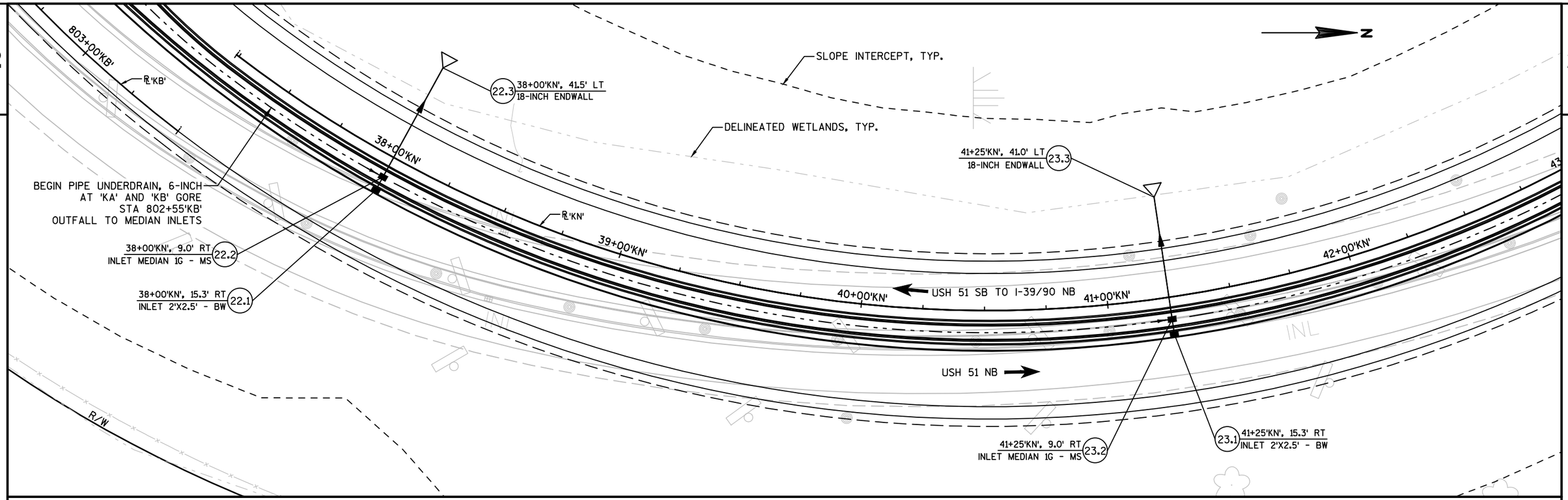
WISDOT/CADDS SHEET 41

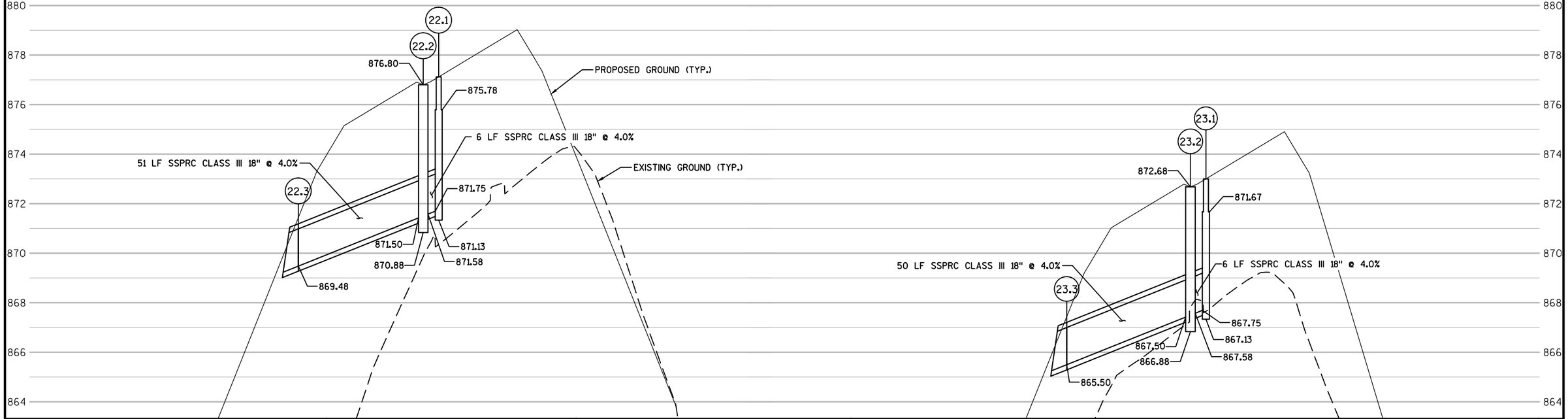




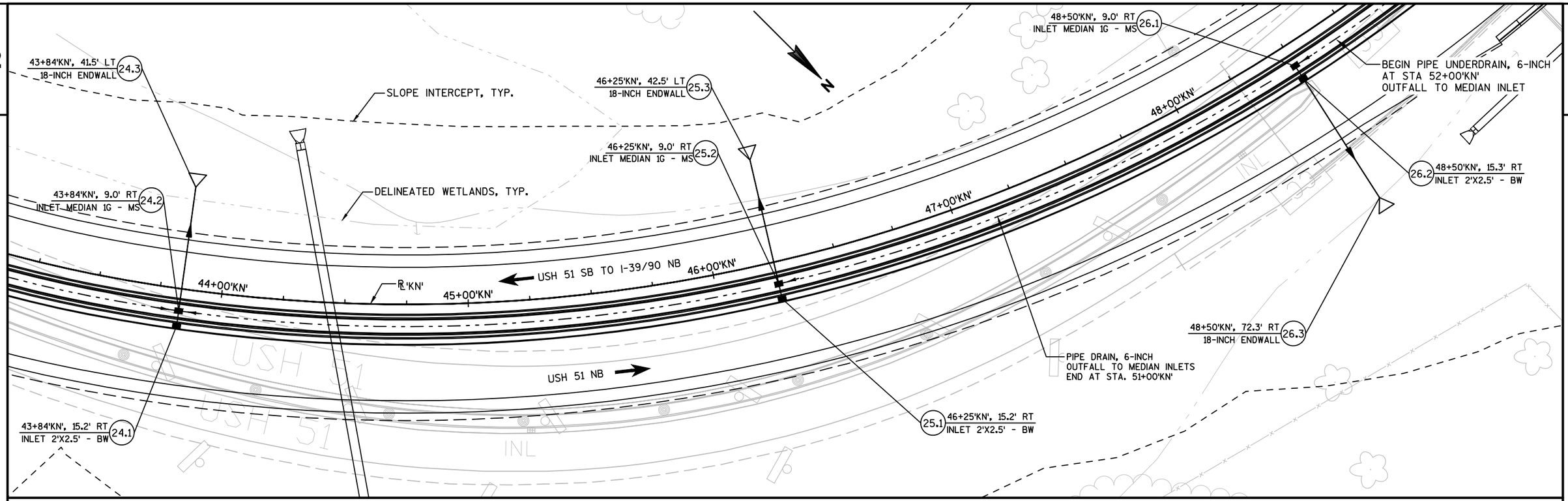
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 228	E

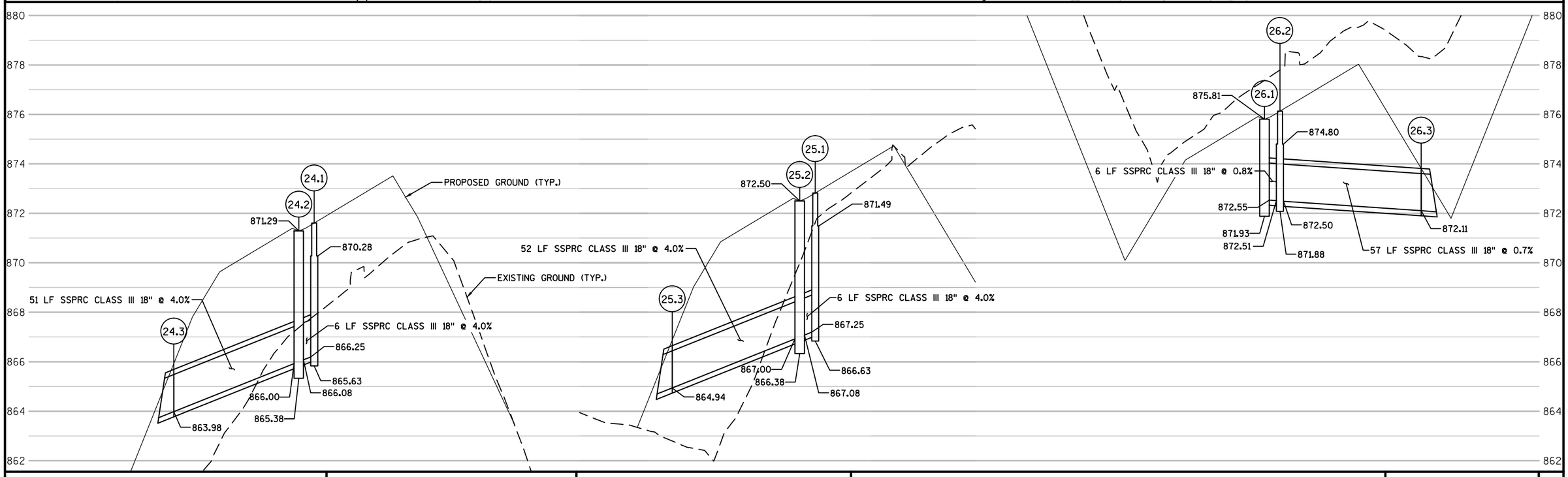
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 229 E





PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	STORM SEWER	SHEET 230	E

2

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	◀▬
GROUND MOUNTED CABINET	▣
POLE MOUNTED CABINET	▣
POLE	●
PULL BOX NON-CONDUCTIVE 24X36	◑
PULL BOX NON-CONDUCTIVE 24X42	◑
COMMUNICATIONS VAULT	V
COMMUNICATIONS MANHOLE	Ⓜ
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	-----	COMMUNICATIONS VAULT
DMS	-----	DYNAMIC MESSAGE SIGN
DP	-----	DETECTOR POLE
DS	-----	DRAINAGE STRUCTURE (ON ITS PLANS ONLY)
EX	-----	EXISTING
FO	-----	FIBER OPTIC
JB	-----	JUNCTION BOX
MB	-----	METER BREAKER
MD	-----	MICROWAVE DETECTOR
MH	-----	MANHOLE
MM	-----	MULTIMODE
PB	-----	PULL BOX
PCMS	-----	PORTABLE CHANGEABLE MESSAGE SIGN
PF	-----	POLE FOUNDATION
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
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MR. GRAHAM HEITZ
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MR. DON SCHELL
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SRF CONSULTING GROUP
INTELLIGENT TRANSPORTATION SYSTEMS
MR. JACOB FOLKERINGA
763-452-4730
MS. CORTNEY FALERO
763-452-4806
1 CARLSON PARKWAY NORTH, SUITE 150
MINNEAPOLIS, MN 55447

ORIGINAL PLANS PREPARED BY

SRF Consulting Group, Inc. | ENGINEERS PLANNERS DESIGNERS

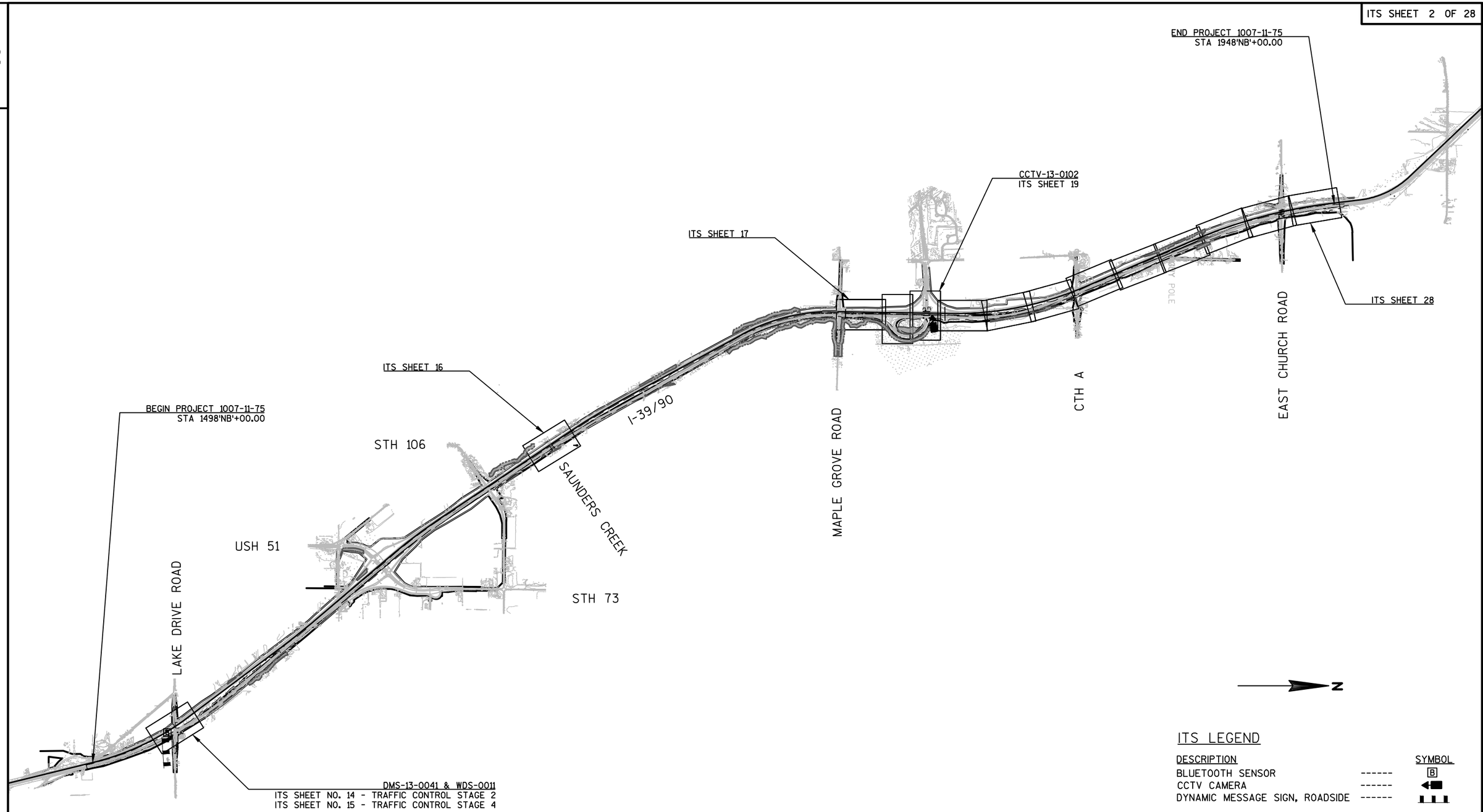
ITS SHEETS 1-28

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

4/15/2016
(Date)

(Signature)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	ITS GENERAL NOTES	SHEET 231 E



N

ITS LEGEND

DESCRIPTION		SYMBOL
BLUETOOTH SENSOR	------	B
CCTV CAMERA	------	
DYNAMIC MESSAGE SIGN, ROADSIDE	------	

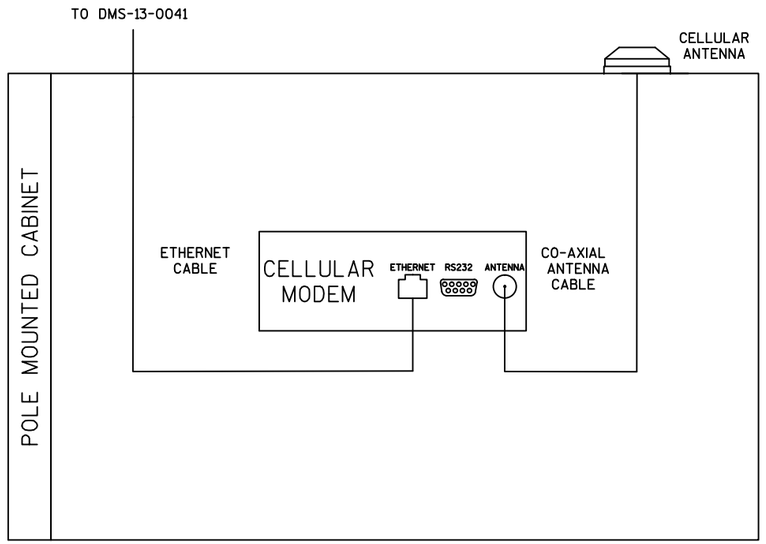
ITS STANDARD ABBREVIATIONS

CCTV	-----	CLOSED CIRCUIT TELEVISION
DMS	-----	DYNAMIC MESSAGE SIGN
WDS	-----	WIRELESS DETECTION STATION

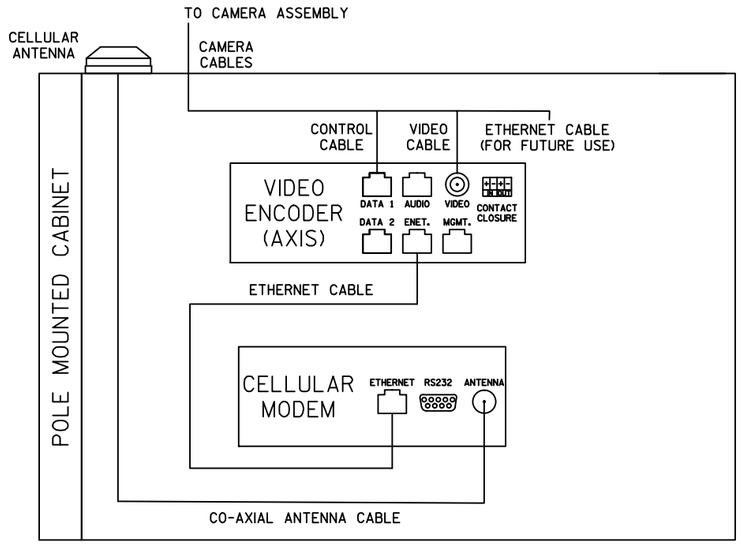
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	ITS PROJECT OVERVIEW	SHEET	E

FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-11-75_MAPLE GROVE RD TO EAST CHURCH RD_ML\SR_ITS PLANS_10071175.DWG PLOT DATE : 4/18/2016 2:47 PM PLOT BY : CORTNEY FALERO PLOT NAME : PLOT SCALE : 1:3000
WISDOT/CADDS SHEET 42

NOT TO SCALE



DMS-13-0041 & WDS-0011 - I-39/90 @ LAKE DRIVE ROAD



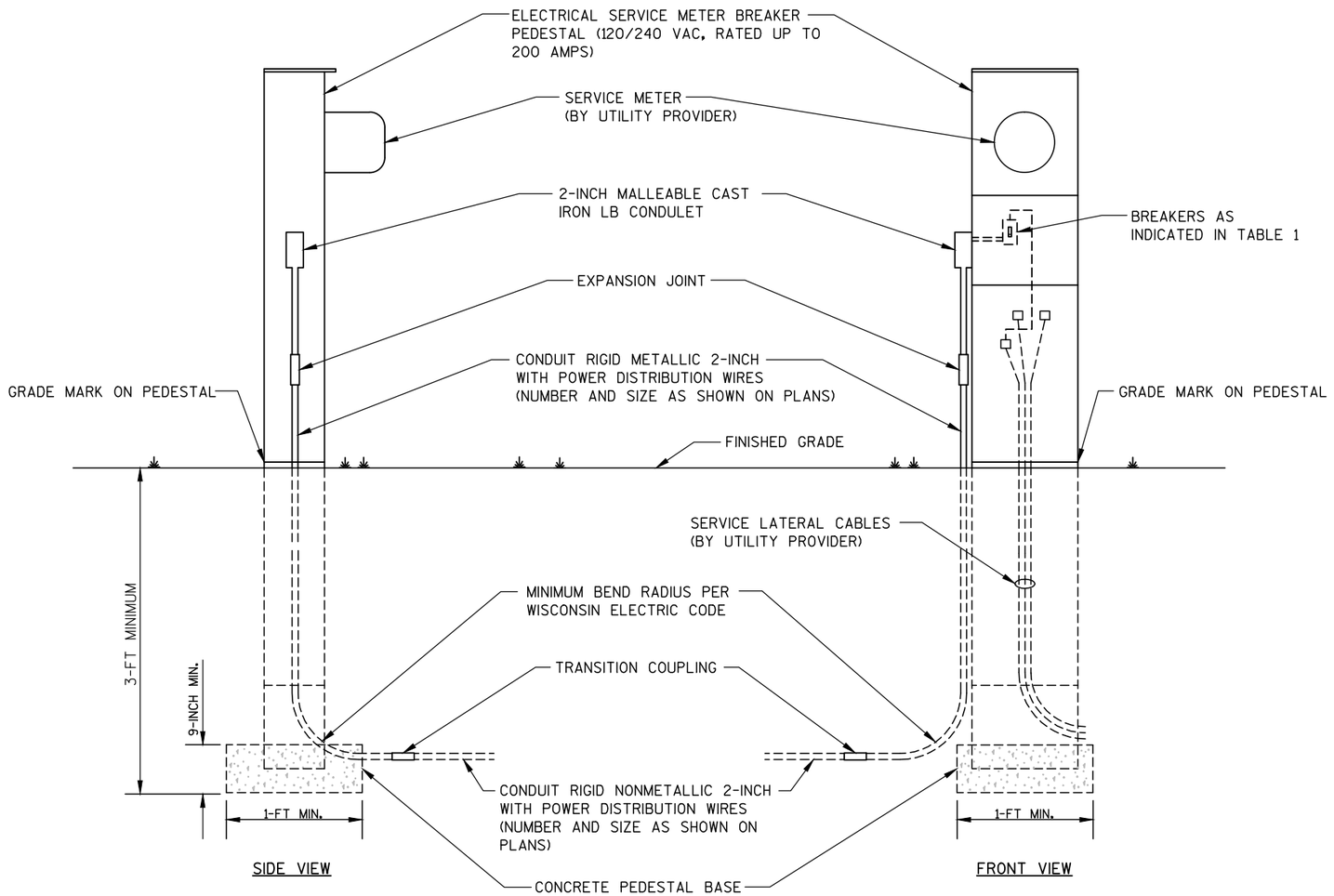
CCTV-13-0102 - I-39/90 @ USH 51

NOTES

ALL CABLES INCIDENTAL TO DEVICE INSTALLATION.

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	ITS COMMUNICATION SCHEMATICS	SHEET 233	E

NOT TO SCALE



ELECTRICAL SERVICE METER BREAKER PEDESTAL

DMS-13-0041 & WDS-0011 - I-39/90 @ LAKE DRIVE ROAD

NOTES

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

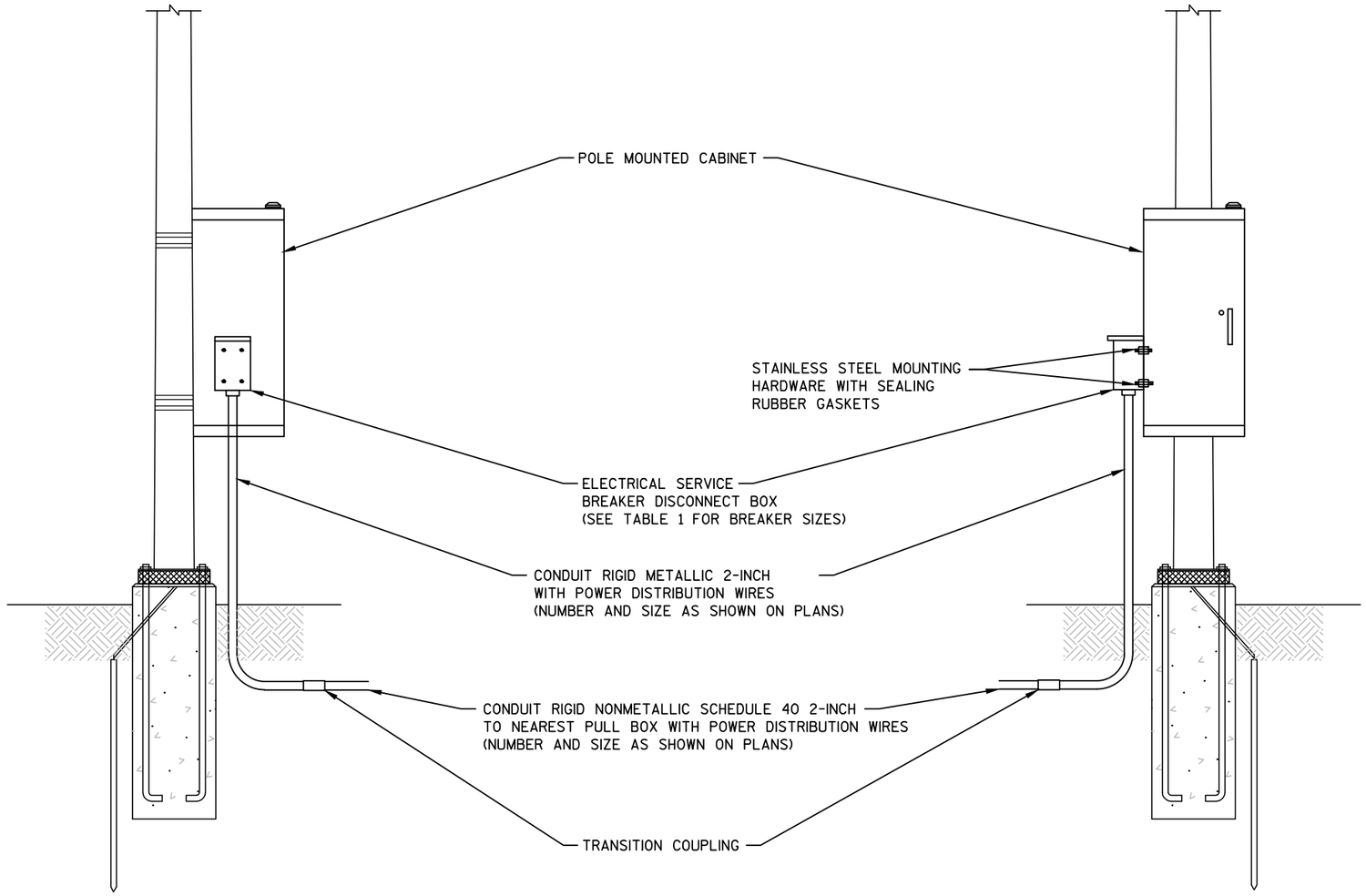
MAIN BREAKER MAY BE INCREASED IF MAXIMUM POWER DRAW IS EXPECTED TO EXCEED 100 AMPS.

TABLE 1

BREAKER SIZES BY LOCATION

LOCATION	ID	MAIN BREAKER SIZE	SUB-BREAKER #1 SIZE	SUB-BREAKER #2 SIZE	SUB-BREAKER #3 SIZE
I-39/90 @ LAKE DRIVE ROAD	DMS-13-0041 WDS-0011	100 AMPS (2P)	60 AMPS (DMS)	30 AMPS (SPARE)	

NOT TO SCALE



SIDE VIEW

FRONT VIEW

ELECTRICAL SERVICE BREAKER DISCONNECT BOX

(POLE MOUNTED CABINET)

CCTV-13-0102 - I-39/90 @ USH 51

DMS-13-0041& WDS-0011 - I-39/90 @ LAKE DRIVE ROAD

NOTES

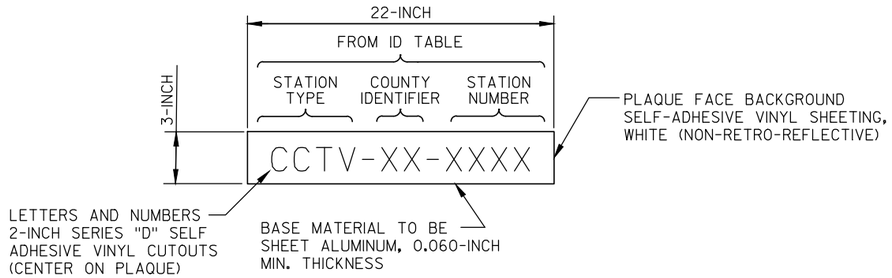
MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

TABLE 1

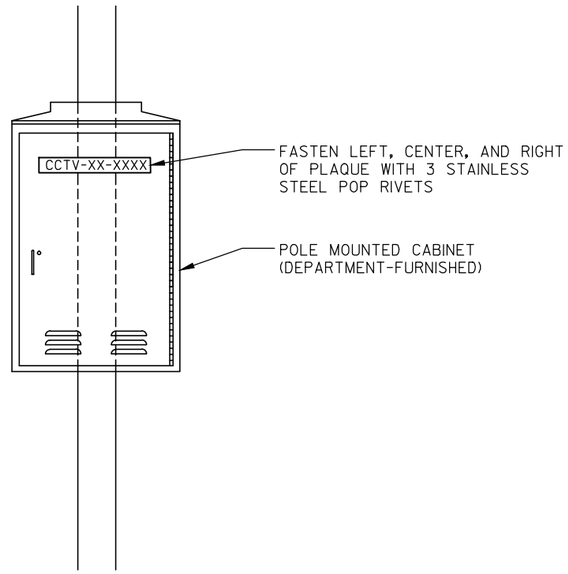
BREAKER SIZES BY LOCATION

LOCATION	ID	MAIN BREAKER SIZE	SUB-BREAKER #1 SIZE	SUB-BREAKER #2 SIZE	SUB-BREAKER #3 SIZE
I-39/90 @ LAKE DRIVE ROAD	DMS-13-0041 WDS-0011	60 AMPS	60 AMPS (DMS)	30 AMPS (CB)	
I-39/90 @ USH 51	CCTV-13-0102	30 AMPS			

NOT TO SCALE



CONTROL CABINET IDENTIFICATION PLAQUE



CONTROL CABINET PLAQUES SEQUENCE

IDENTIFICATION

PLAQUES SEQUENCE IDENTIFICATION TABLE		
SITE LOCATION	ID PLAQUE	NO. OF PLAQUES
I-39/90 @ LAKE DRIVE ROAD	WDS-0011	2
I-39/90 @ USH 51	CCTV-13-0102	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

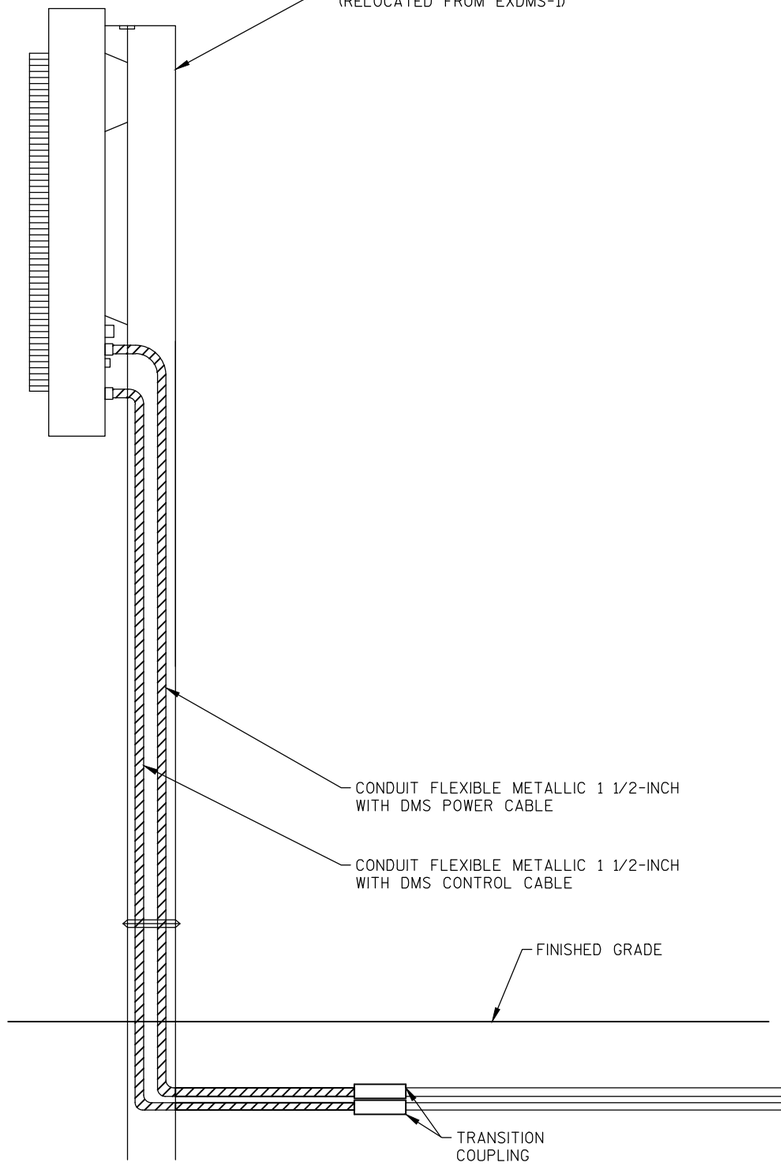
NOTES

TWO PLAQUES PER DEVICE REQUIRED ON CONTROL CABINET.

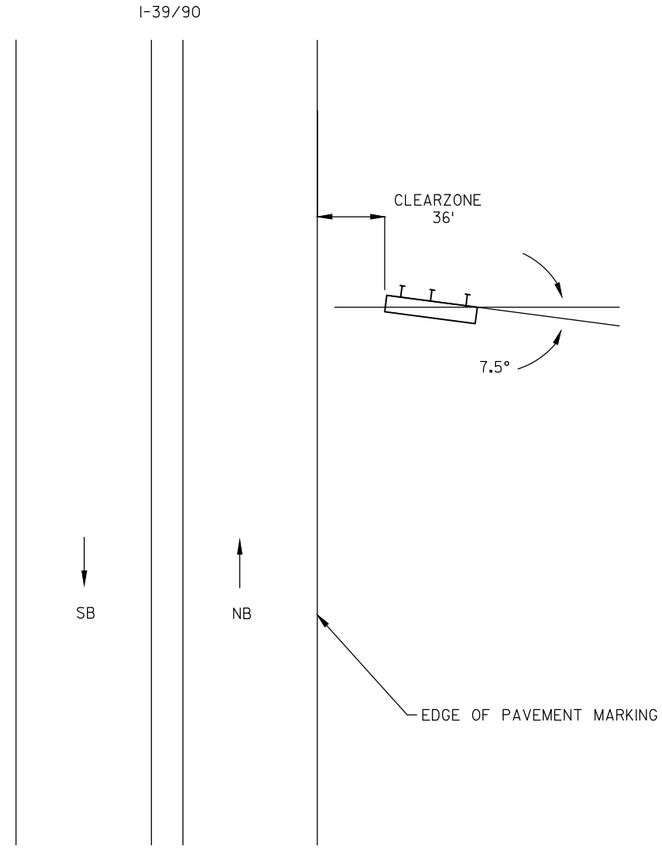
FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.

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 VIEW



PLAN VIEW

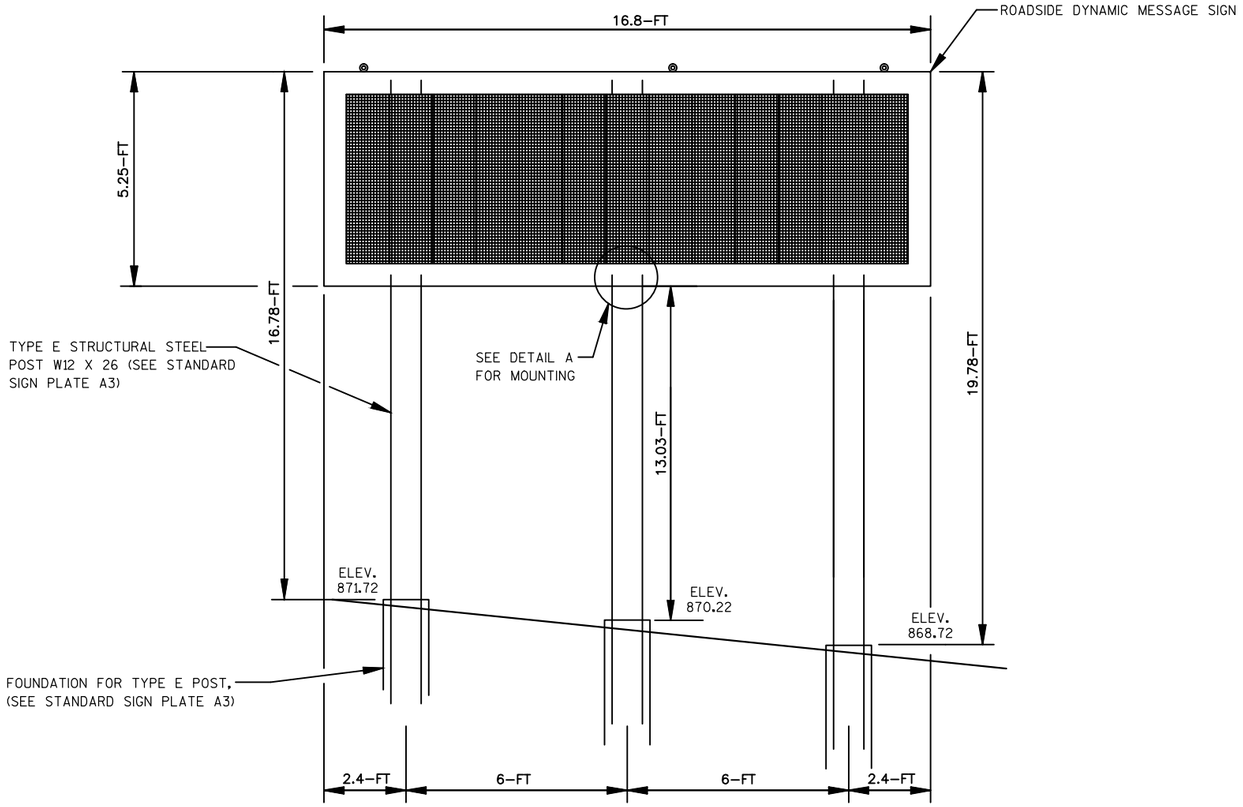
DMS-13-0041 I-39/90 @ LAKE DRIVE ROAD

NOTES

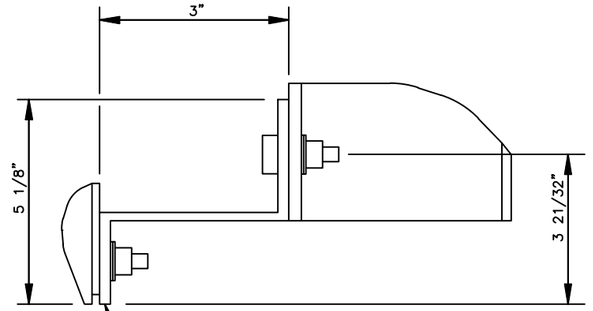
MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

CONDUIT FLEXIBLE METALLIC SHOULD BE LIQUID TIGHT AND SECURED TO DMS STRUCTURE AT 5-FT INTERVALS.

NOT TO SCALE



ELEVATION VIEW



TWO Z-BRACKETS ARE BOLTED TO THE REAR OF THE DISPLAY. THE VERTICAL SUPPORTS SHOWN ARE STRUCTURAL STEEL SIGN SUPPORTS. EACH Z-BRACKET IS ATTACHED TO THE SIGN ENCLOSURE USING 1/2" A325 MECHANICALLY GALVANIZED STRUCTURAL GRADE HARDWARE.

DETAIL A
SIGN ATTACHMENT

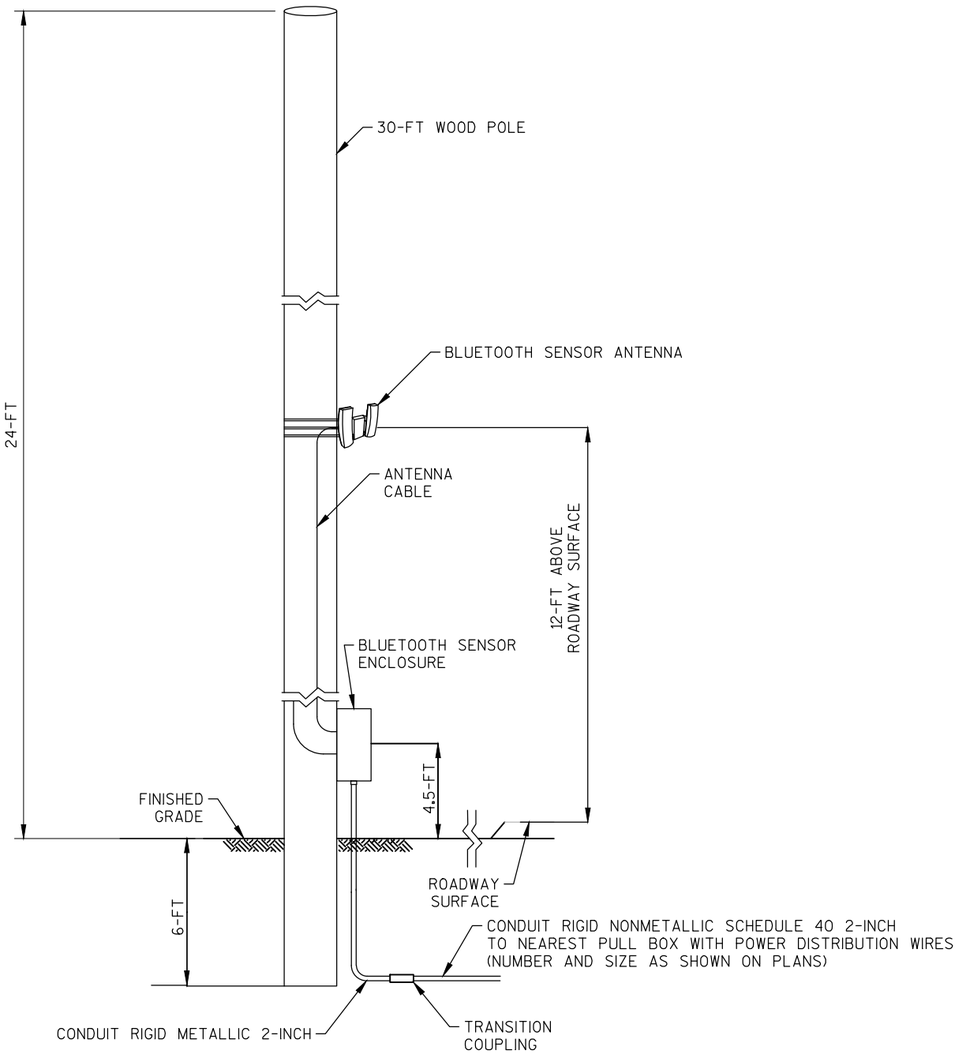
DMS-13-0041
I-39/90 @ LAKE DRIVE ROAD

NOTES

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

POST LENGTHS AND ELEVATIONS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY POST LENGTHS PRIOR TO INSTALLATION.

NOT TO SCALE



SOLAR-POWERED BLUETOOTH SENSOR MOUNTING

WDS-0011 - IH 39/90 @ LAKE DRIVE ROAD

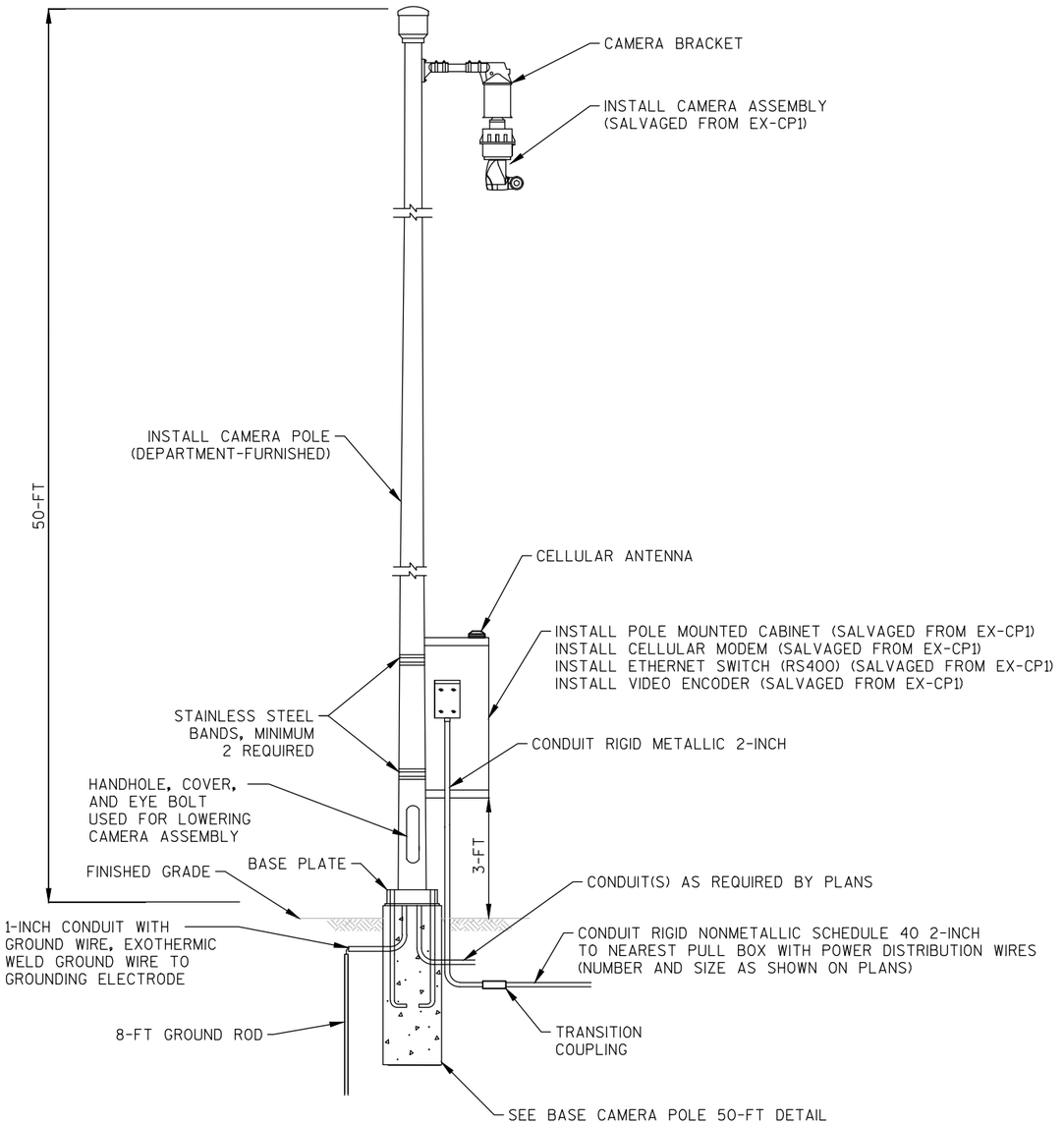
NOTES

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.

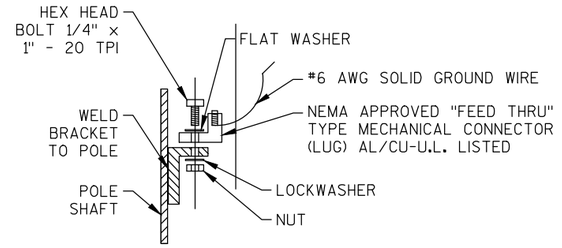
MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

NOT TO SCALE

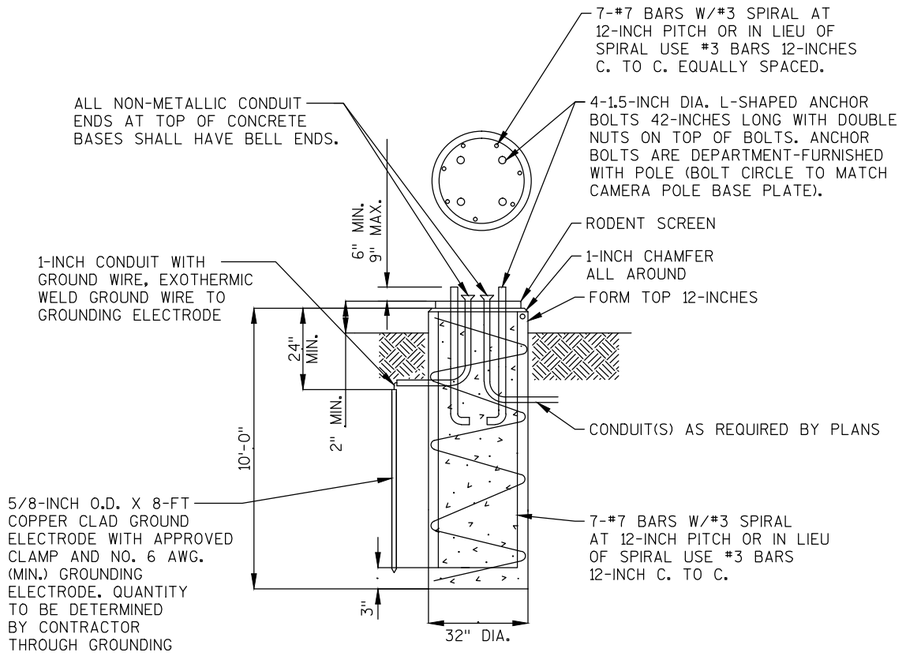


CAMERA & POLE MOUNTED CABINET MOUNTING

CCTV-13-0102 - I-39/90 NB @ USH 51



FIELD INSTALLED GROUNDING LUG



MATERIALS DATA

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

BASE CAMERA POLE 50-FT

NOTES

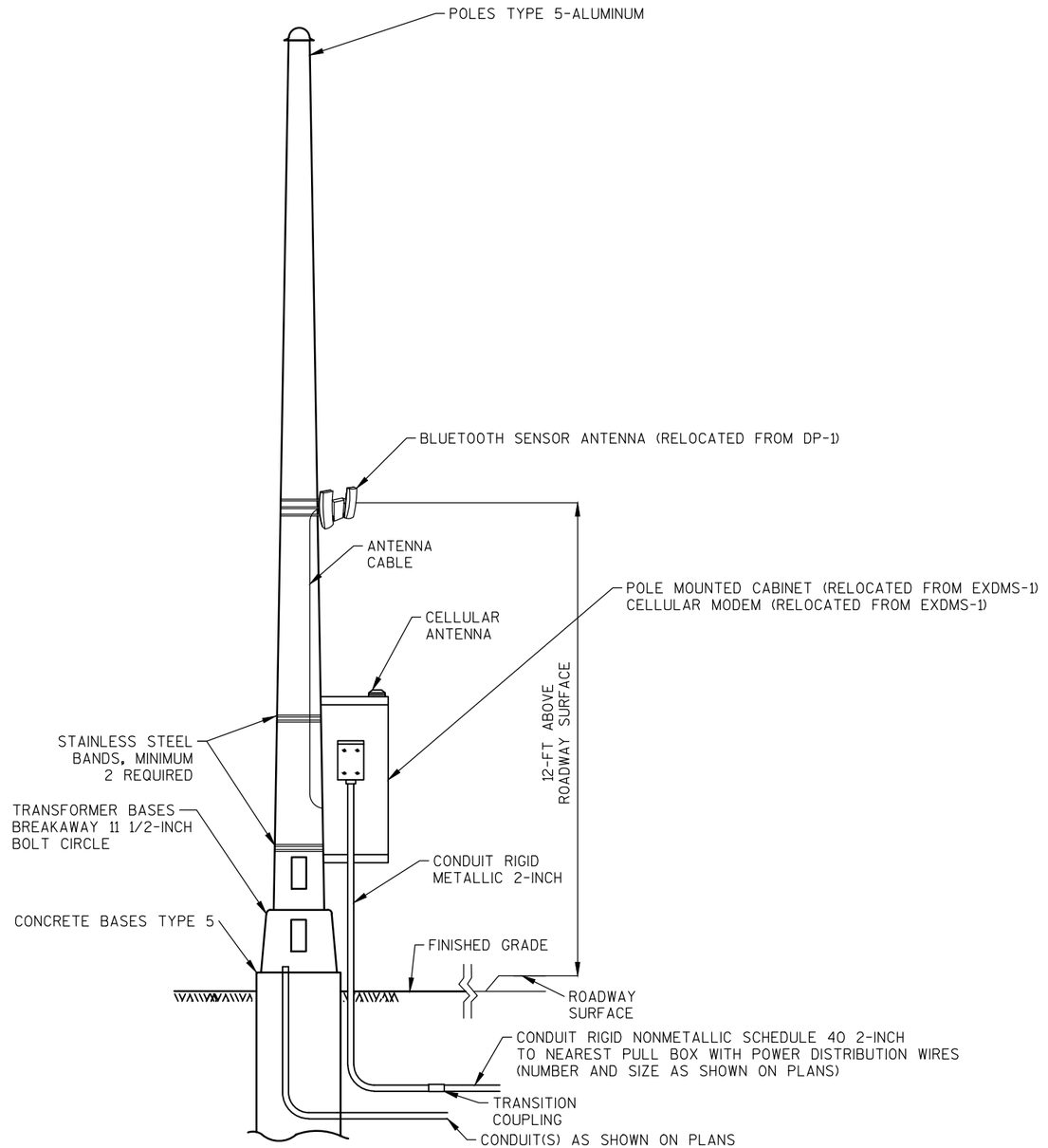
ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL.

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

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

CONTRACTOR SHALL INSTALL GROUNDING LUG AS SHOWN.

NOT TO SCALE



ELEVATION VIEW

BLUETOOTH SENSOR & POLE MOUNTED CABINET MOUNTING

DMS-13-0041 & WDS-0011 - IH 39/90 @ LAKE DRIVE ROAD

NOTES

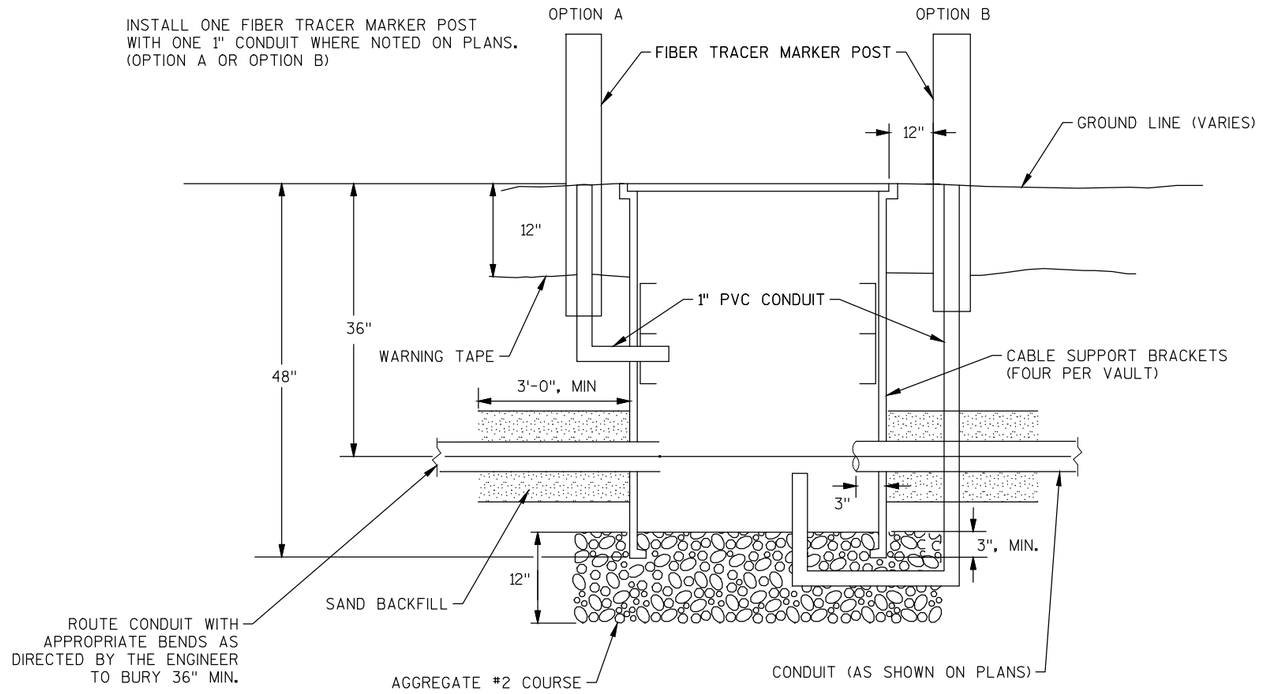
ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL.

SECURE LOOSE CABLES TO POLE AT 5-FT INTERVALS.

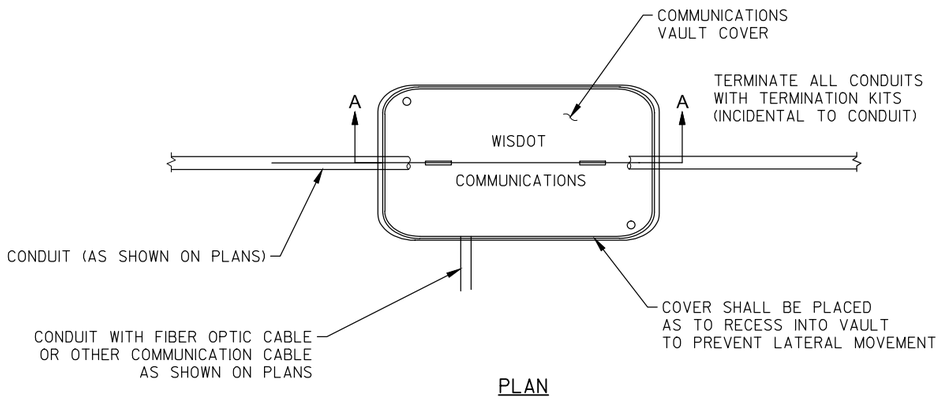
INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

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

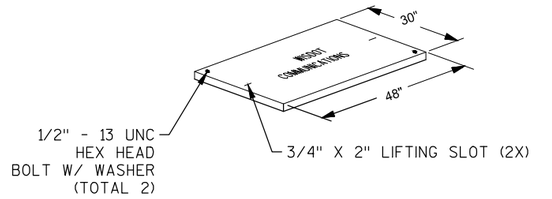
NOT TO SCALE

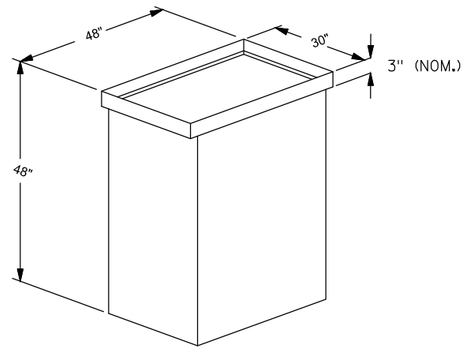


SECTION A-A



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.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER (INSIDE)**	A	24	24
BOX DIAMETER (OUTSIDE)**	B	25	25
BOX LENGTH	C	36	42
COVER	D	25 1/2	25 1/2
FRAME	E	27	27
FRAME	F	25 3/4	25 3/4
FRAME	G	22 1/2	22 1/2
WEIGHT IN POUNDS*			
COVER		50	50

* THE ACTUAL WEIGHT OF THE COVER MAY VARY NOT TO EXCEED 100 LBS.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

GENERAL NOTES

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

ALL BOXES, FRAMES, AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER.

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN 1/4".

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

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".

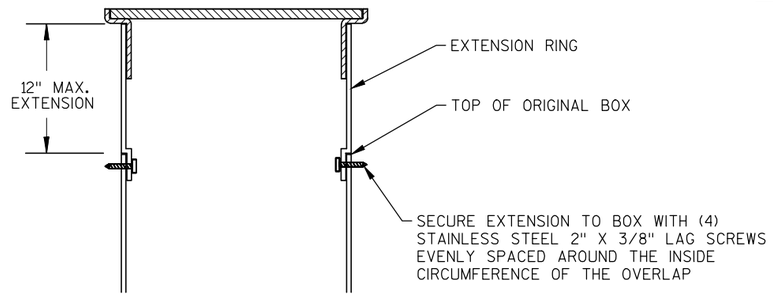
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS.

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

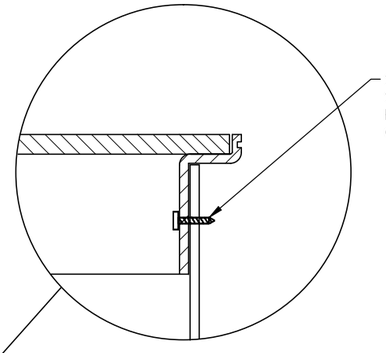
LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL OR LIGHTING SYSTEMS, "WISDOT COMMUNICATIONS" FOR COMMUNICATIONS SYSTEMS,



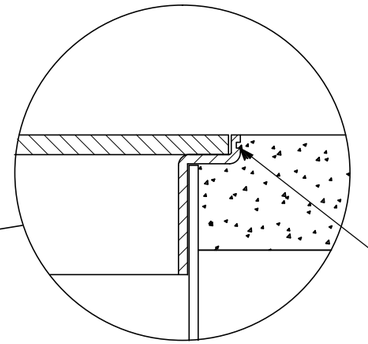
BOX EXTENSION

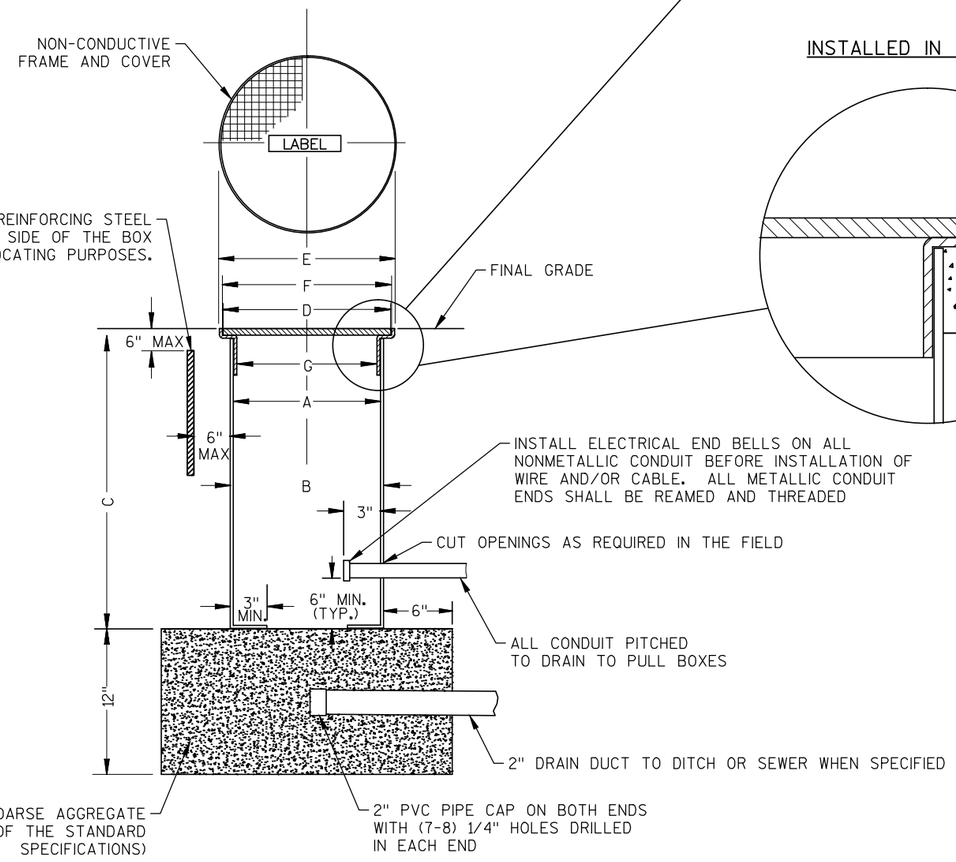
INSTALLED IN SOD OR CRUSHED AGGREGATE

NOT TO SCALE



INSTALLED IN SIDEWALK





NON-CONDUCTIVE PULL BOX

ITS LEGEND

DESCRIPTION	SYMBOL
POLE MOUNTED CABINET	
POLE	
ITS CONDUIT	
DYNAMIC MESSAGE SIGN, ROADSIDE	
BREAKER DISCONNECT BOX	
BLUETOOTH SENSOR	B

ITS STANDARD ABBREVIATIONS

DMS ----- DYNAMIC MESSAGE SIGN
DP ----- DETECTOR POLE
WDS ----- WIRELESS DETECTION SENSOR

R/W

PLACED AND OPERATED BY THE DEPARTMENT

IH 39/90

I-39/90 SB

1525'SB'

1530'SB'

1535'SB'

PCMS

EXISTING WDS-0011 (1007-10-70)
RELOCATE SOLAR-POWERED BLUETOOTH SENSOR

IH 39/90

I-39/90 NB

1525'NB'

1530'NB'

1535'NB'

EXDMS-1

EXDP-1

DP-1

WEATHER STATION

REMOVING RWIS

REMOVING ELECTRICAL EQUIPMENT

SLOPE INTERCEPT

R/W

EXISTING DMS-13-0041 (1007-10-70)
RELOCATE ROADSIDE DMS
3-REMOVING STRUCTURAL STEEL SIGN SUPPORTS

TOWER

COORDINATE WITH THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5360, SECONDARY 608-884-1166) TO ENSURE PCMS IS PLACED AND OPERATIONAL PRIOR TO SALVAGING OR ROADSIDE DMS. THIS SHALL BE COMPLETED AT BEGINNING OF TRAFFIC CONTROL STAGE 2.

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

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	ITS PLANS - TRAFFIC CONTROL STAGE 2	SHEET	E

FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-11-75_MAPLE GROVE RD TO EAST CHURCH RD_ML\SR_ITS PLANS_10071175.DWG PLOT DATE : 4/18/2016 2:49 PM PLOT BY : CORTNEY FALERO PLOT NAME : PLOT SCALE : 1IN:100_XREF

ITS LEGEND

DESCRIPTION	SYMBOL
POLE MOUNTED CABINET	
POLE	
PULL BOX NON-CONDUCTIVE 24X36	
PULL BOX NON-CONDUCTIVE 24x42	
ITS CONDUIT	
DYNAMIC MESSAGE SIGN, ROADSIDE	
METER BREAKER PEDESTAL	
BREAKER DISCONNECT BOX	
BLUETOOTH SENSOR	B

ITS STANDARD ABBREVIATIONS

DMS ----- DYNAMIC MESSAGE SIGN
DP ----- DETECTOR POLE
PB ----- PULL BOX
WDS ----- WIRELESS DETECTION SENSOR

REMOVED BY DEPARTMENT

IH 39/90

I-39/90 SB

1525'SB'

1530'SB'

1535'SB'

I-39/90 SB

PCMS

DMS-12-0041 & WDS-0011
CONCRETE BASES TYPE 5
TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
POLES TYPE 5-ALUMINUM
HARD-WIRED BLUETOOTH SENSOR (RELOCATED FROM DP-1)
POLE MOUNTED CABINET (RELOCATED FROM EXDMS-1)
CELLULAR MODEM (RELOCATED FROM EXDMS-1)
ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-13-0041) (RELOCATED FROM EXDMS-1)
2-PLAQUES SEQUENCE IDENTIFICATION (INCIDENTAL)

SLOPE INTERCEPT

SLOPE INTERCEPT

I-39/90 NB

1525'NB'

1530'NB'

1535'NB'

I-39/90 NB

DMS-1

PB-2

PB-1

MB-1

DP-2

PB-3

PB-4

WEATHER STATION

SLOPE INTERCEPT

R/W

PULL BOXES NON-CONDUCTIVE 24X42-INCH (SEE BRIDGE PLANS B-13-701 FOR CONDUIT IN BRIDGE)

SLOPE INTERCEPT

ELECTRICAL SERVICE METER BREAKER PEDESTAL (DMS-13-0041)

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
3-ELECTRICAL WIRE LIGHTING 4 AWG

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
3-ELECTRICAL WIRE LIGHTING 4 AWG
CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
INSTALL COMMUNICATIONS CABLE (DEPARTMENT FURNISHED) (INCIDENTAL)

DMS-13-0041
ROADSIDE DMS (RELOCATED FROM EXDMS-1)
CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (TO PB-2)
3-ELECTRICAL WIRE LIGHTING 4 AWG
CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (TO PB-2)
INSTALL DMS COMMUNICATIONS CABLE (DEPARTMENT-FURNISHED) (INCIDENTAL)

COORDINATE WITH THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5360, SECONDARY 608-884-1166) TO ENSURE DMS IS INSTALLED AND OPERATIONAL PRIOR TO REMOVAL OF PCMS. THIS SHALL BE COMPLETED PRIOR TO THE COMPLETION OF TRAFFIC CONTROL STAGE 4.

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

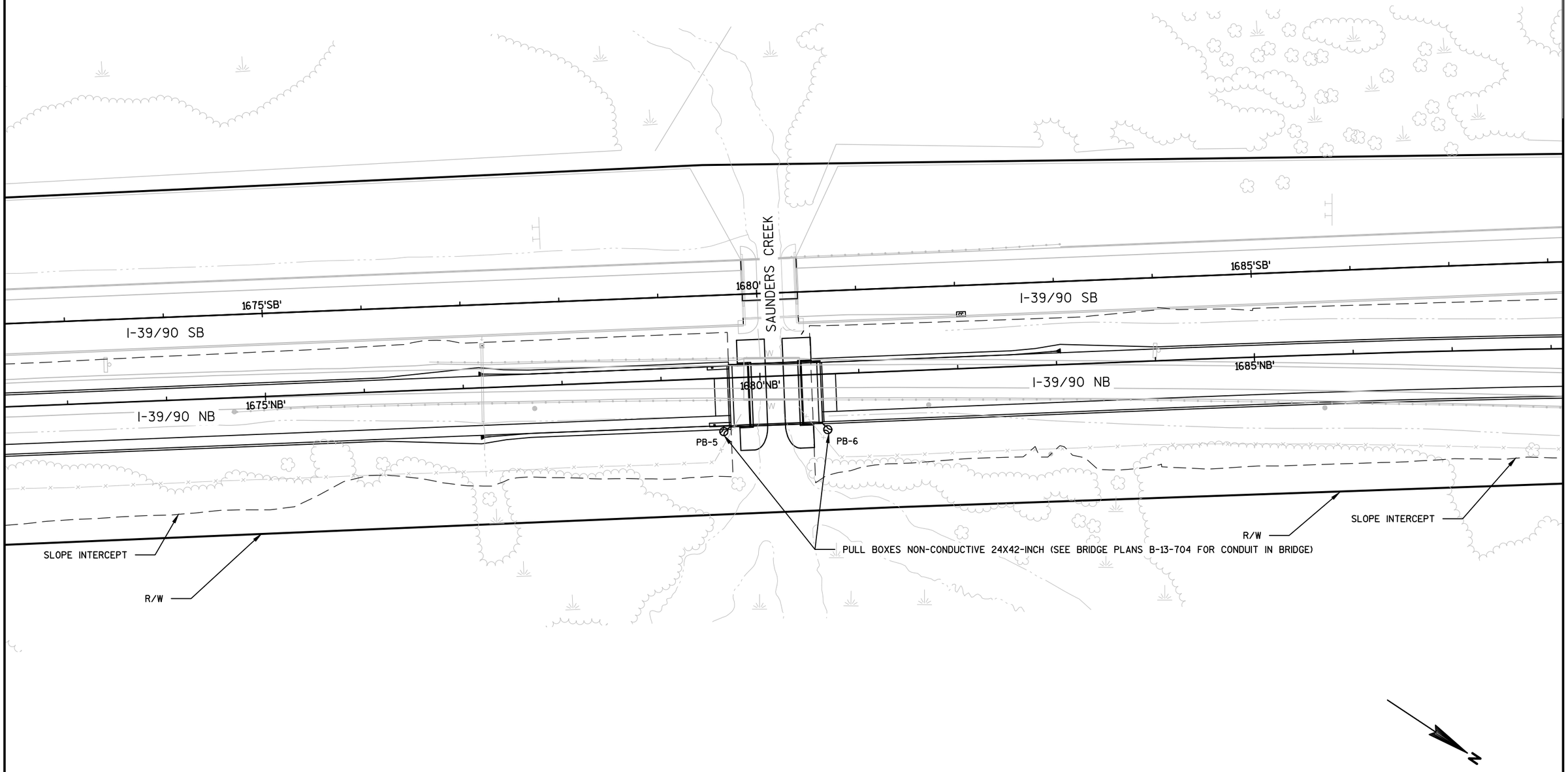
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	ITS PLANS - TRAFFIC CONTROL STAGE 4	SHEET	E

FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-11-75_MAPLE GROVE RD TO EAST CHURCH RD_ML\SR_ITS PLANS_10071175.DWG PLOT DATE : 4/18/2016 2:49 PM PLOT BY : CORTNEY FALERO PLOT NAME : PLOT SCALE : 1IN:100_XREF
WISDOT/CADDS SHEET 42

ITS LEGEND

ITS SHEET 16 OF 28

DESCRIPTION	
PULL BOX NON-CONDUCTIVE 24x42 ---	(1)



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

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	ITS PLANS	SHEET E

FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-11-75_MAPLE GROVE RD TO EAST CHURCH RD_ML\SR_ITS PLANS_10071175.DWG PLOT DATE : 4/18/2016 2:49 PM PLOT BY : CORTNEY FALERO PLOT NAME : PLOT SCALE : 1IN:100_XREF

2

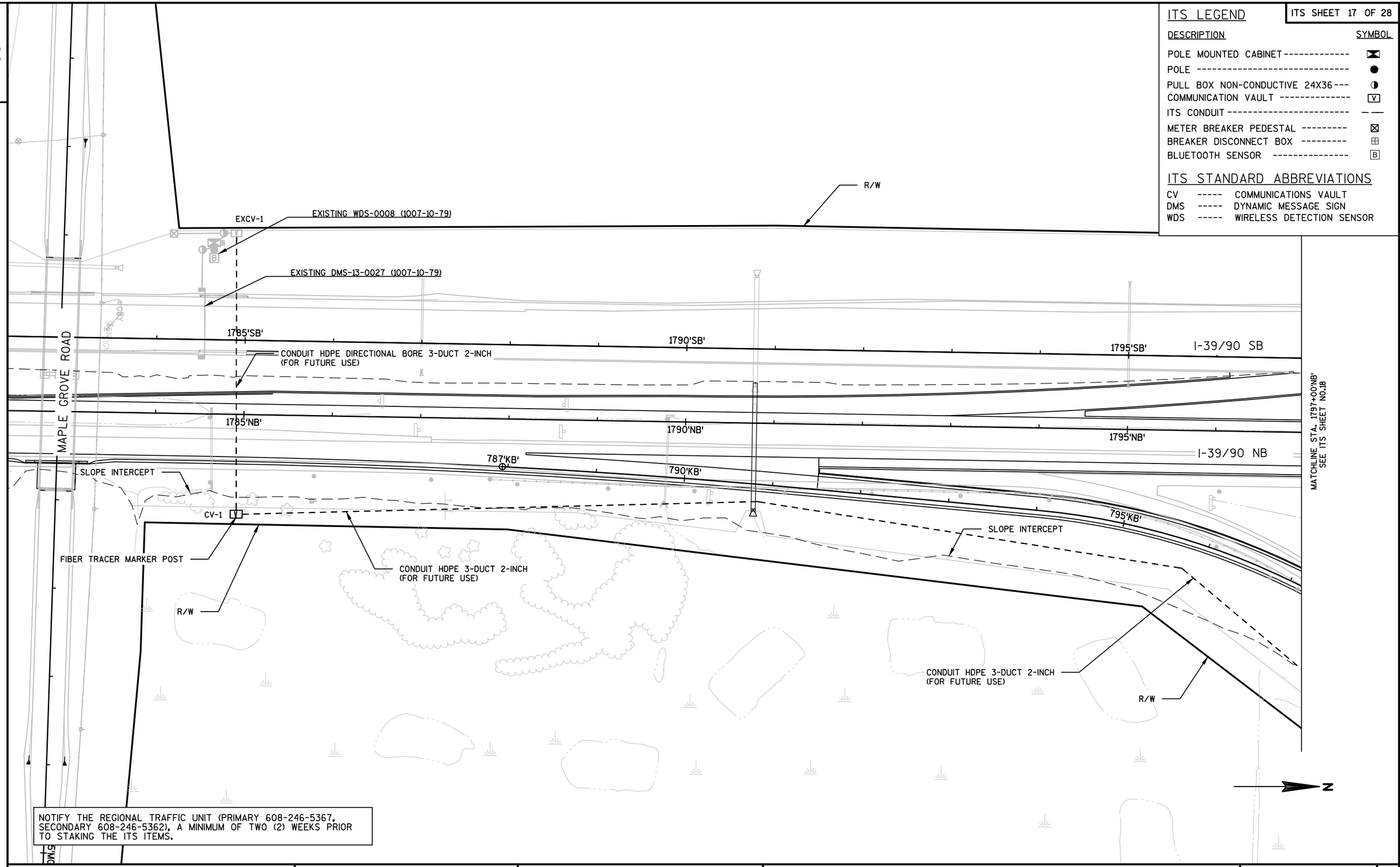
ITS LEGEND

ITS SHEET 17 OF 28

DESCRIPTION	SYMBOL
POLE MOUNTED CABINET	
POLE	
PULL BOX NON-CONDUCTIVE 24X36	
COMMUNICATION VAULT	V
ITS CONDUIT	
METER BREAKER PEDESTAL	
BREAKER DISCONNECT BOX	
BLUETOOTH SENSOR	B

ITS STANDARD ABBREVIATIONS

CV	-----	COMMUNICATIONS VAULT
DMS	-----	DYNAMIC MESSAGE SIGN
WDS	-----	WIRELESS DETECTION SENSOR



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.

ITS LEGEND

DESCRIPTION

COMMUNICATION VAULT ---------- V

ITS CONDUIT ----------

ITS STANDARD ABBREVIATIONS

CV ----- COMMUNICATIONS VAULT

MATCHLINE STA. 1806+00'NB'
SEE ITS SHEET NO.19

805'KC'
RAMP 'KC'
1805'SB'
1805'NB'
805'KA'
407'KN'
CONDUIT HDPE 3-DUCT 2-INCH
(FOR FUTURE USE)
INSTALL 1-FT FROM TOE OF SLOPE
SLOPE INTERCEPT
SLOPE INTERCEPT
R/W
800'KA'
803'KB'
800'KC'
1800'SB'
1800'NB'
IH 39/90/USH 51
I-39/90 SB
I-39/90 NB
797'KC'
SIGN
SLOPE INTERCEPT
CV-2
800'KB'
FIBER TRACER MARKER POST
R/W
CONDUIT HDPE 3-DUCT 2-INCH
(FOR FUTURE USE)
INSTALL 1-FT FROM TOE OF SLOPE
N

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.

MATCHLINE STA. 1797+00'NB'
SEE ITS SHEET NO.17

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	ITS PLANS	SHEET 248	E

FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-11-75_MAPLE GROVE RD TO EAST CHURCH RD_ML\SR_ITS PLANS_10071175.DWG PLOT DATE : 4/18/2016 2:50 PM PLOT BY : CORTNEY FALERO PLOT NAME : PLOT SCALE : 1IN:100_XREF

MATCHLINE STA. 1815+00'NB'
SEE ITS SHEET NO.20

EXISTING CCTV-13-0102 (1007-10-70)
SALVAGE ITS EQUIPMENT
REMOVE POLES WOOD
EXISTING CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (TO EXPB-1)
EXISTING 3-ELECTRICAL WIRE LIGHTING 6 AWG
REMOVE CABLE
(PULL BACK CABLE TO EXPB-1)
ABANDON CONDUIT

CCTV-13-0102
BASE CAMERA POLE 50-FT
INSTALL CAMERA POLE (DEPARTMENT-FURNISHED)
INSTALL CAMERA ASSEMBLY (SALVAGED FROM EXCP-1)
INSTALL POLE MOUNTED CABINET (SALVAGED FROM EXCP-1)
INSTALL CELLULAR MODEM (SALVAGED FROM EXCP-1)
INSTALL ETHERNET SWITCH (RS400) (SALVAGED FROM EXCP-1)
INSTALL VIDEO ENCODER (SALVAGED FROM EXCP-1)
1-PLAQUES SEQUENCE IDENTIFICATION (INCIDENTAL)
CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (TO EXPB-1)
REINSTALL CABLE (CABLE PULLED BACK FROM EXCP-1 TO EXPB-1)

SLOPE INTERCEPT

CONDUIT HDPE 3-DUCT 2-INCH
FOR FUTURE USE

COMMUNICATION VAULT TYPE 1
FIBER TRACER MARKER POST
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH (TO EXPB-1)
(FOR FUTURE USE)

EXCP-1 EXPB-1
CP-1
CV-3

R/W

PB-8

CONDUIT HDPE 3-DUCT 2-INCH
(FOR FUTURE USE)

PB-7

PULL BOXES NON-CONDUCTIVE 24X42-INCH (SEE BRIDGE PLANS B-13-708
FOR CONDUIT IN BRIDGE)

EXISTING ELECTRICAL SERVICE METER BREAKER PEDESTAL (1007-10-79)

USH 51

I-39/90 SB

I-39/90 NB

CONDUIT HDPE 3-DUCT 2-INCH
(FOR FUTURE USE)
INSTALL 1-FT FROM
TOE OF SLOPE

SLOPE INTERCEPT

SLOPE INTERCEPT

N

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
POLE MOUNTED CAMBINET	
POLE	
PULL BOX NON-CONDUCTIVE 24X36	
PULL BOX NON-CONDUCTIVE 24X42	
COMMUNICATIONS VAULT	V
ITS CONDUIT	
METER BREAKER PEDESTAL	
BREAKER DISCONNECT BOX	

ITS STANDARD ABBREVIATIONS

CCTV	-----	CLOSED CIRCUIT TELEVISION
CP	-----	CAMERA POLE
CV	-----	COMMUNICATIONS VAULT
PB	-----	PULL BOX

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.

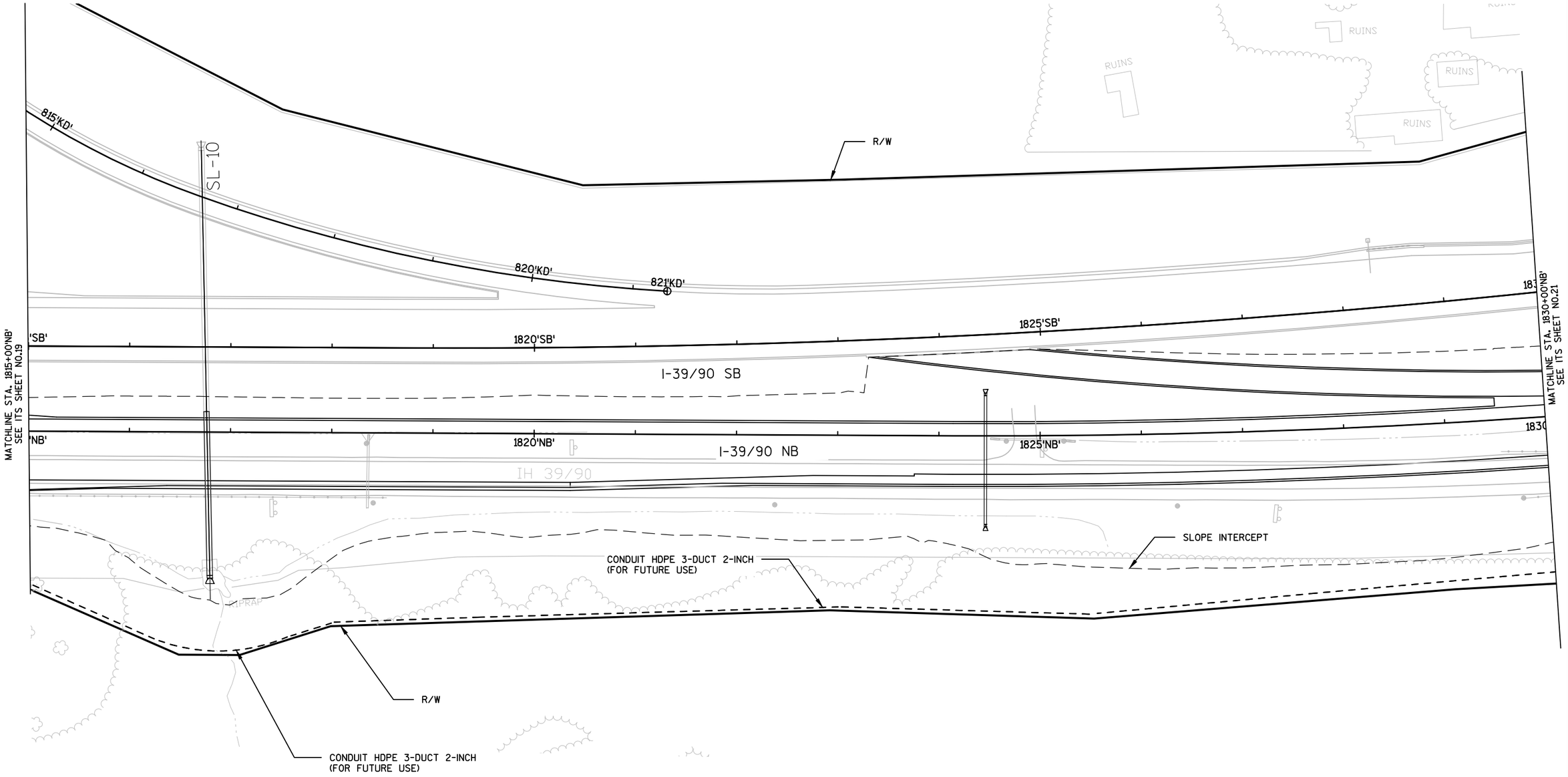
MATCHLINE STA. 1806+00'NB'
SEE ITS SHEET NO.18

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	ITS PLANS	SHEET	E

FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-11-75_MAPLE GROVE RD TO EAST CHURCH RD_ML\SR_ITS PLANS_10071175.DWG PLOT DATE : 4/18/2016 2:50 PM PLOT BY : CORTNEY FALERO PLOT NAME : PLOT SCALE : 1IN:100_XREF
WISDOT/CADDS SHEET 42

ITS LEGEND

DESCRIPTION	SYMBOL
ITS CONDUIT	----------



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.

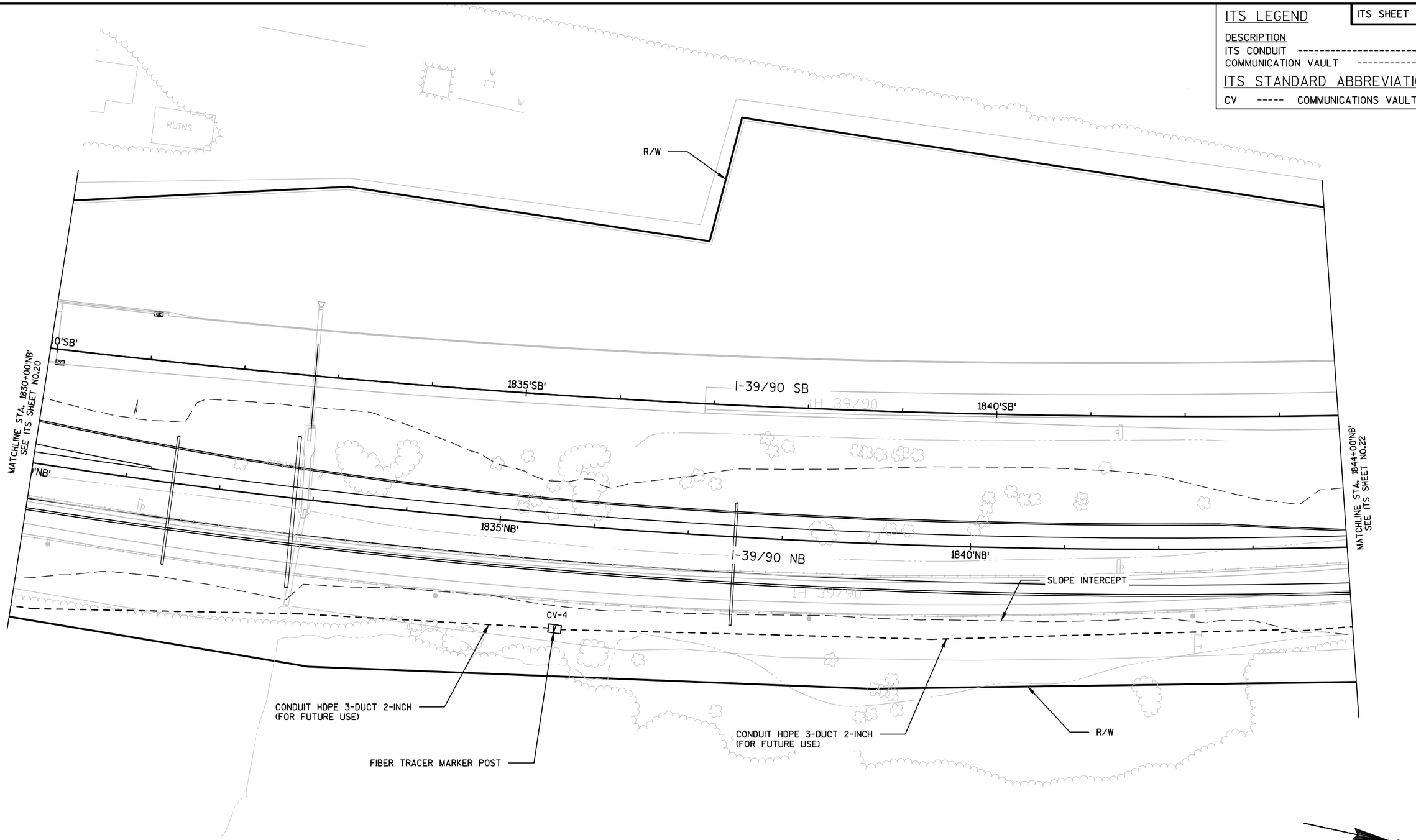
ITS LEGEND

ITS SHEET 21 OF 28

DESCRIPTION	SYMBOL
ITS CONDUIT	----------
COMMUNICATION VAULT	---------- V

ITS STANDARD ABBREVIATIONS

CV ----- COMMUNICATIONS VAULT

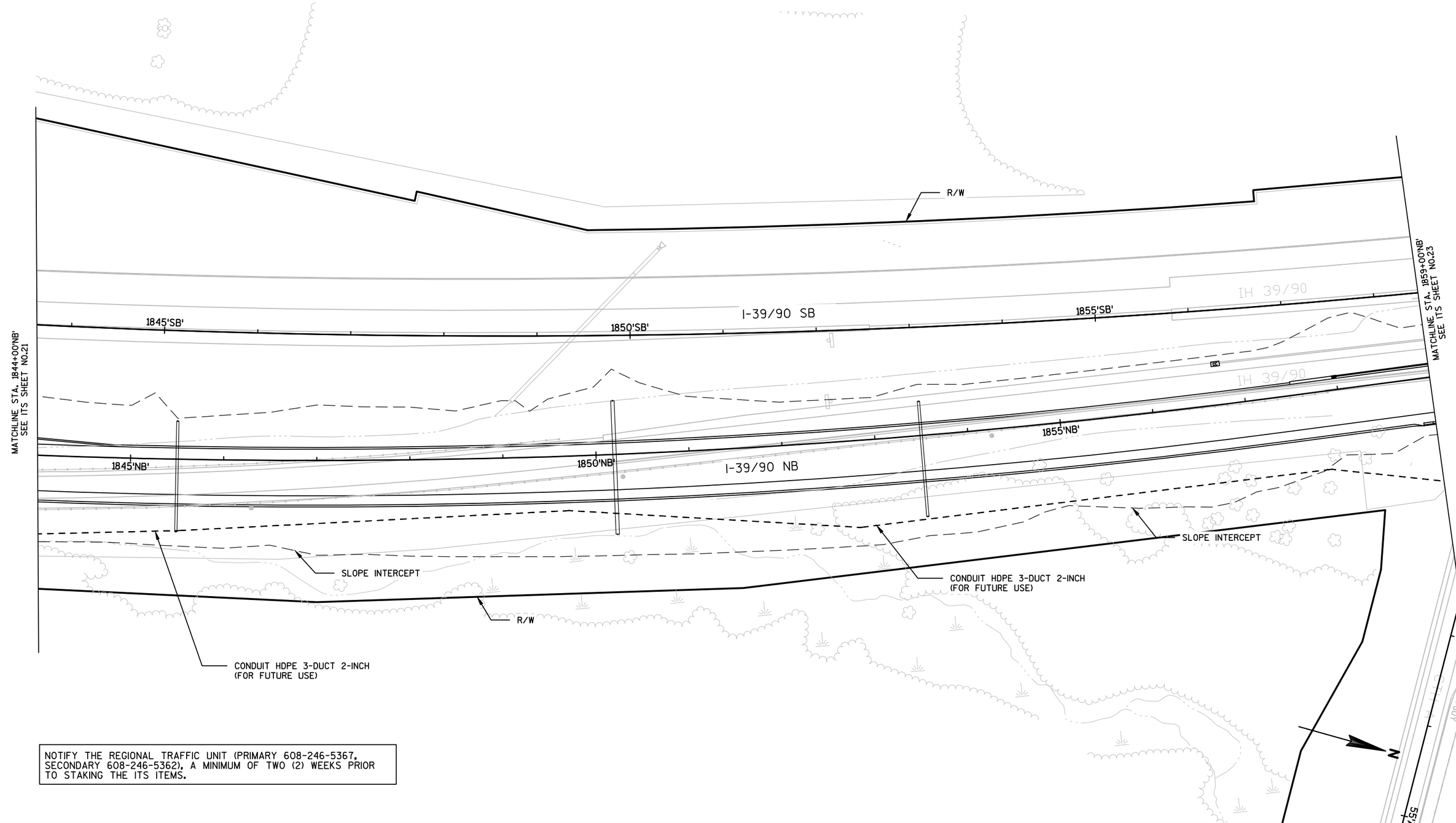


NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

ITS LEGEND

ITS SHEET 22 OF 28

DESCRIPTION	SYMBOL
ITS CONDUIT	----------



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

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	ITS PLANS	SHEET	E

FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-11-75_MAPLE GROVE RD TO EAST CHURCH RD_ML\SR_ITS PLANS_10071175.DWG PLOT DATE : 4/18/2016 2:51 PM PLOT BY : CORTNEY FALERO PLOT NAME : PLOT SCALE : 1IN:100_XREF

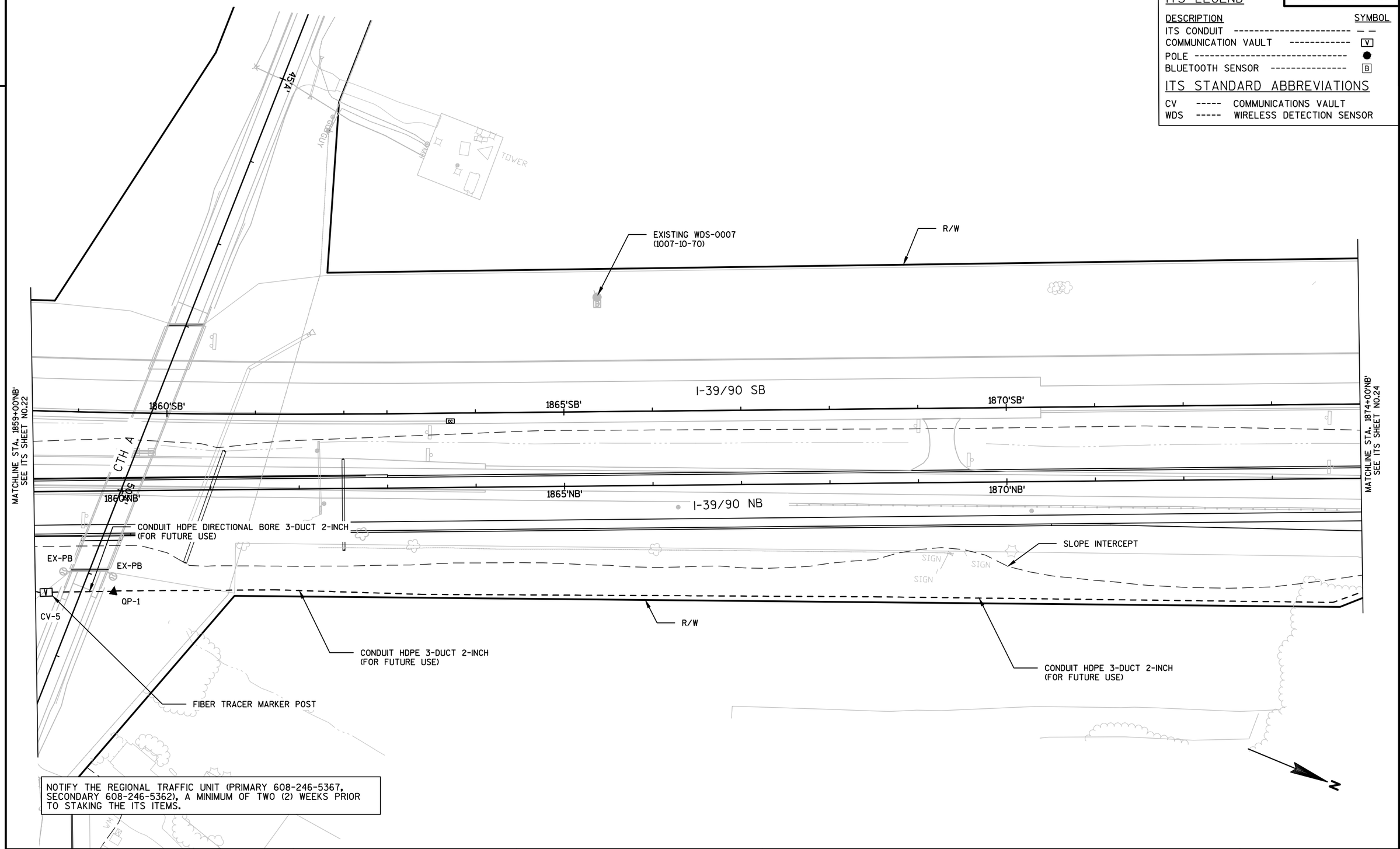
WISDOT/CADDS SHEET 42

ITS LEGEND

DESCRIPTION	SYMBOL
ITS CONDUIT	— —
COMMUNICATION VAULT	V
POLE	●
BLUETOOTH SENSOR	B

ITS STANDARD ABBREVIATIONS

CV	-----	COMMUNICATIONS VAULT
WDS	-----	WIRELESS DETECTION SENSOR



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

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	ITS PLANS	SHEET	E

FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-11-75_MAPLE GROVE RD TO EAST CHURCH RD_ML\SR_ITS PLANS_10071175.DWG PLOT DATE : 4/18/2016 2:52 PM PLOT BY : CORTNEY FALERO PLOT NAME : PLOT SCALE : 1IN:100_XREF
WISDOT/CADDS SHEET 42

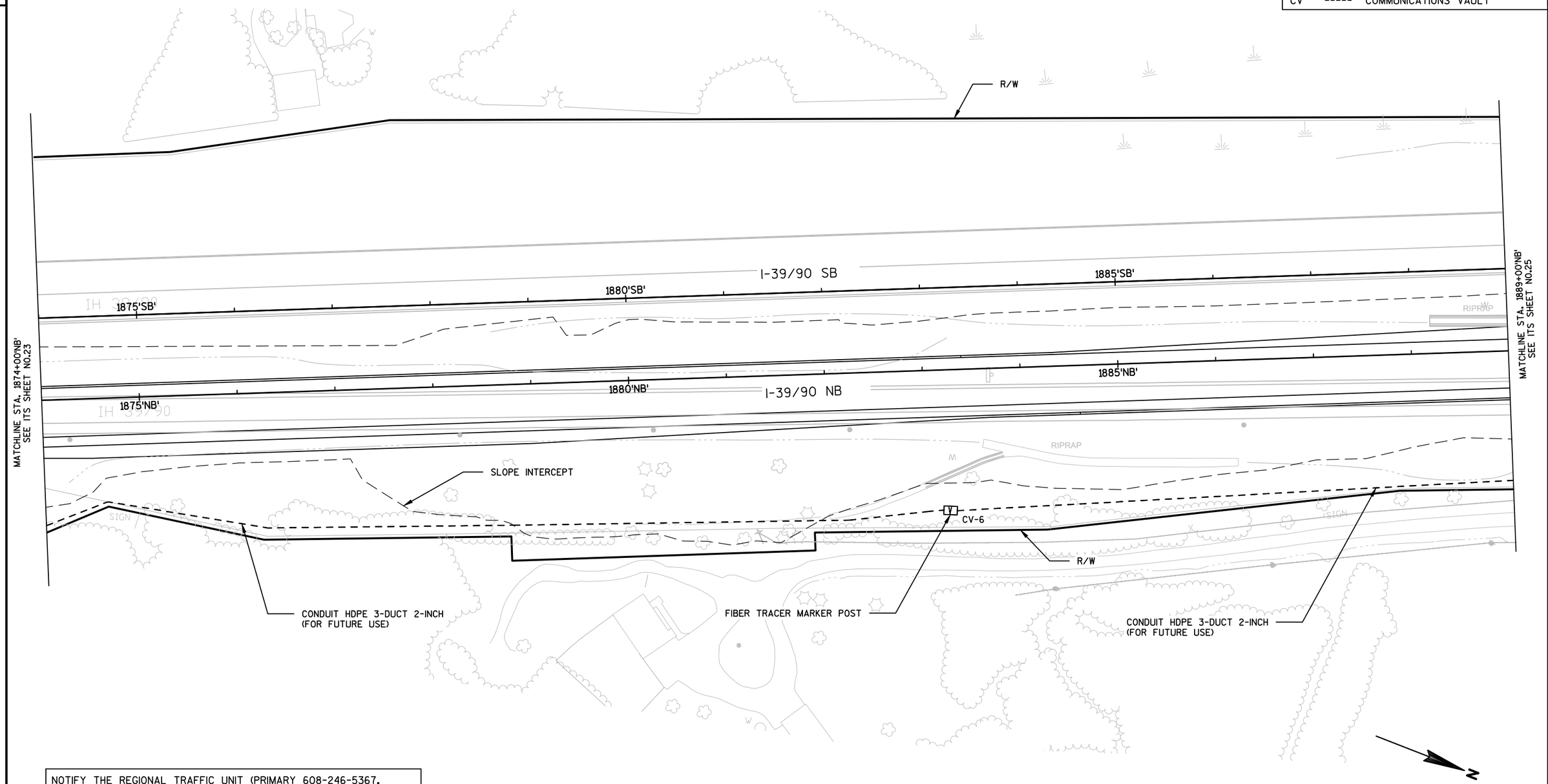
ITS LEGEND

ITS SHEET 24 OF 28

DESCRIPTION	SYMBOL
ITS CONDUIT	— —
COMMUNICATION VAULT	V

ITS STANDARD ABBREVIATIONS

CV ----- COMMUNICATIONS VAULT

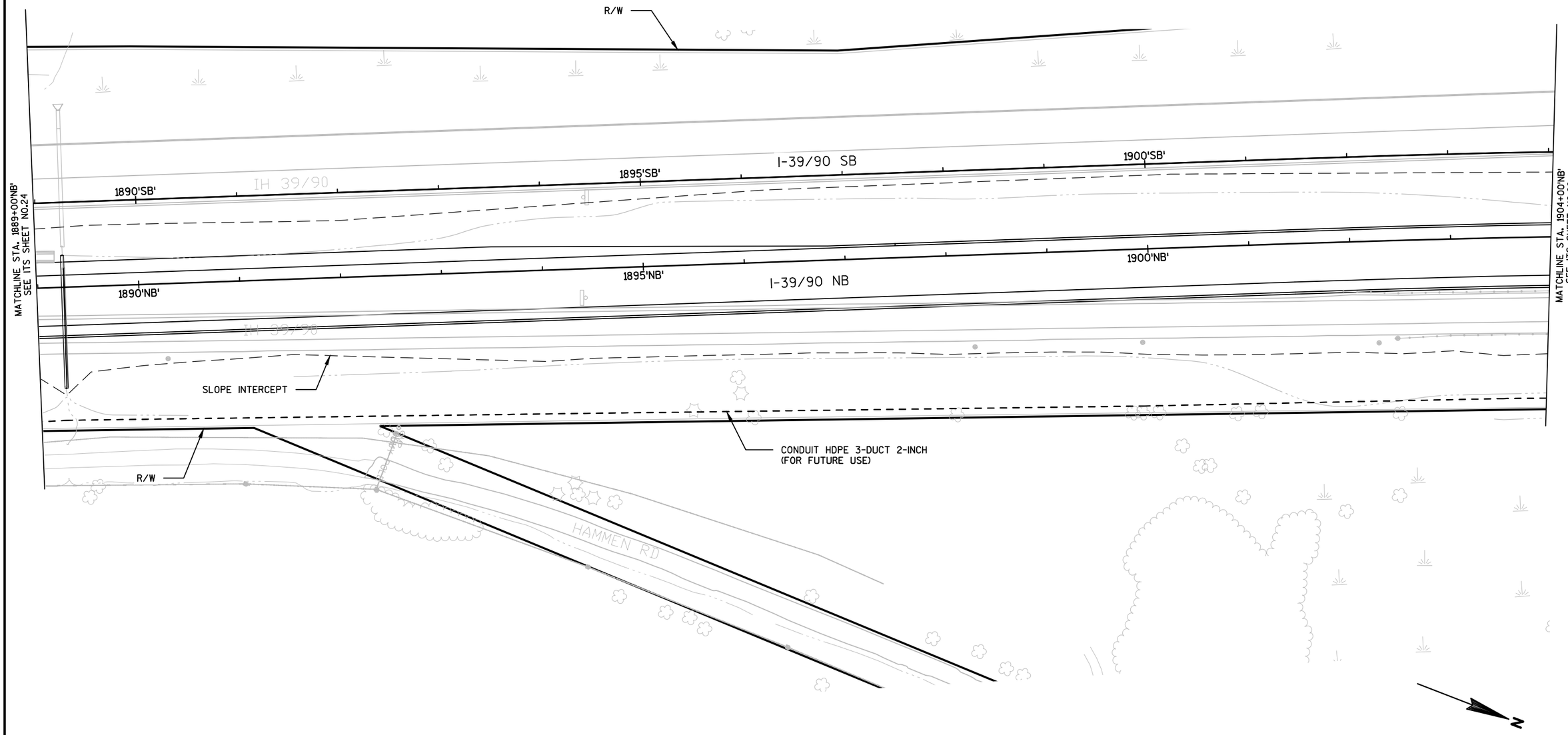


NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

ITS LEGEND

ITS SHEET 25 OF 28

DESCRIPTION	SYMBOL
ITS CONDUIT	– –



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

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	ITS PLANS	SHEET 255	E

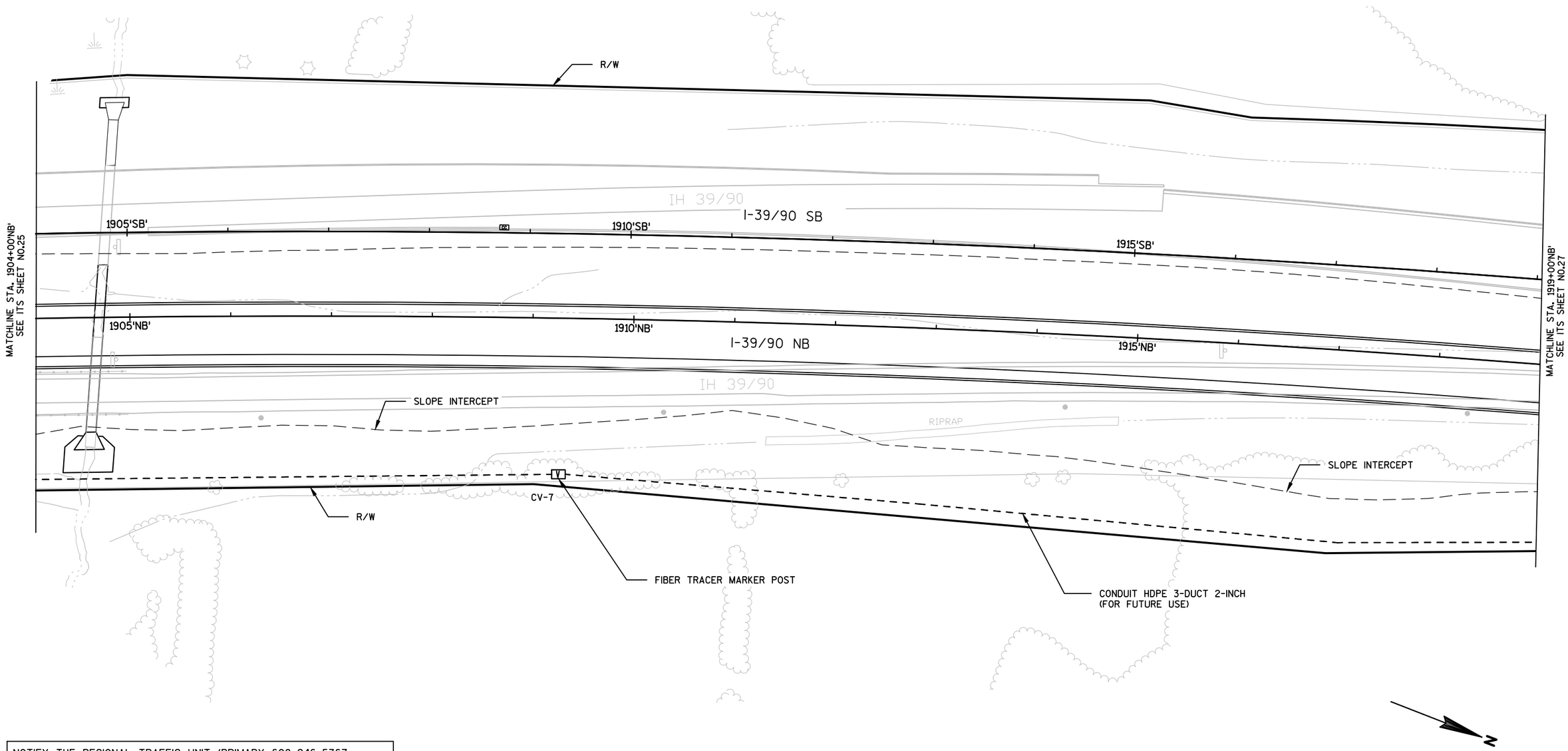
ITS LEGEND

ITS SHEET 26 OF 28

DESCRIPTION	SYMBOL
ITS CONDUIT	— —
COMMUNICATION VAULT	V

ITS STANDARD ABBREVIATIONS

CV ----- COMMUNICATIONS VAULT



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.

2

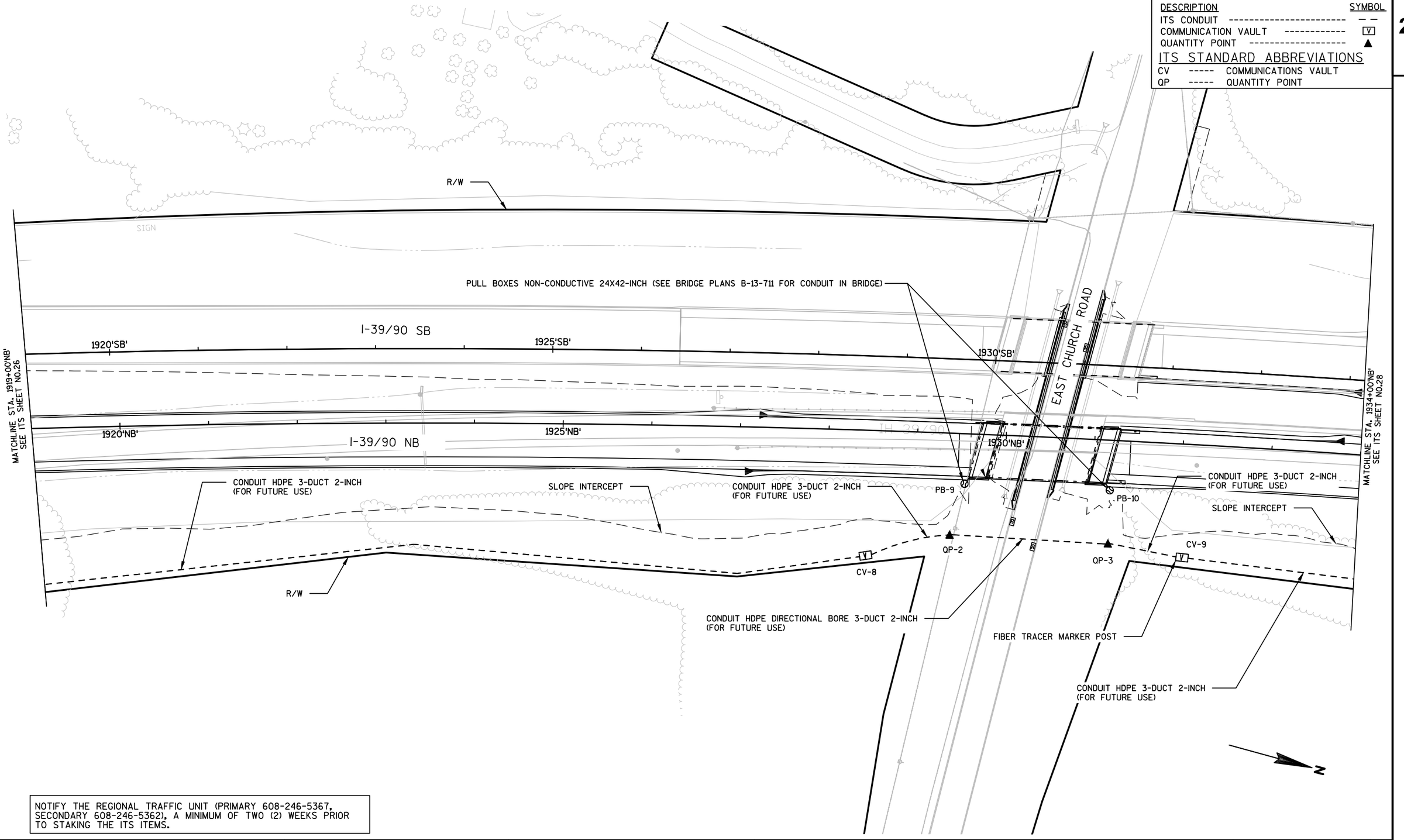
ITS LEGEND

ITS SHEET 27 OF 28

DESCRIPTION	SYMBOL
ITS CONDUIT	– –
COMMUNICATION VAULT	V
QUANTITY POINT	▲

ITS STANDARD ABBREVIATIONS

CV ----- COMMUNICATIONS VAULT
QP ----- QUANTITY POINT



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

PROJECT NO: 1007-11-75	HWY: IH-39/90	COUNTY: DANE	ITS PLANS	SHEET	E

FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-11-75_MAPLE GROVE RD TO EAST CHURCH RD_ML\SR_ITS PLANS_10071175.DWG PLOT DATE : 4/18/2016 2:53 PM PLOT BY : CORTNEY FALERO PLOT NAME : PLOT SCALE : 1IN:100_XREF
WISDOT/CADDS SHEET 42

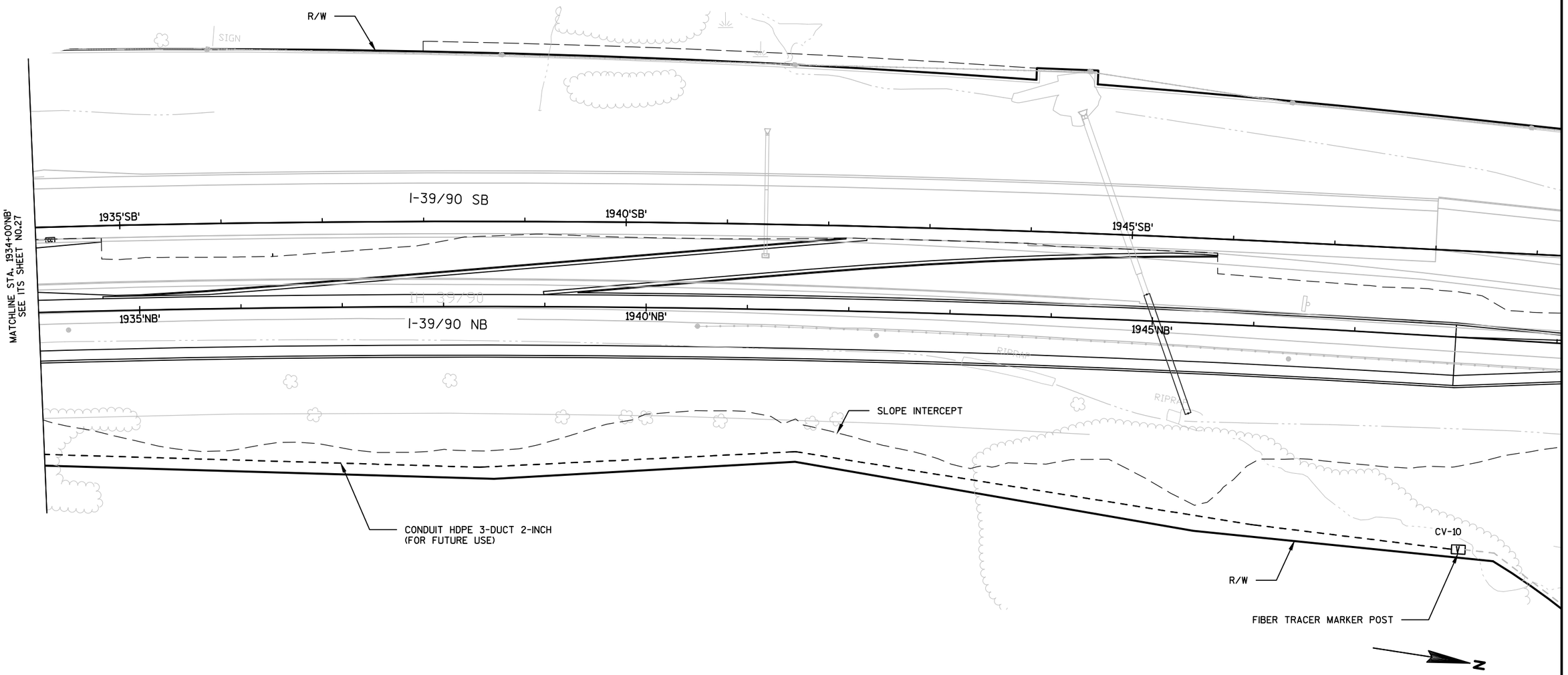
ITS LEGEND

ITS SHEET 28 OF 28

DESCRIPTION	SYMBOL
ITS CONDUIT	– –
COMMUNICATION VAULT	V

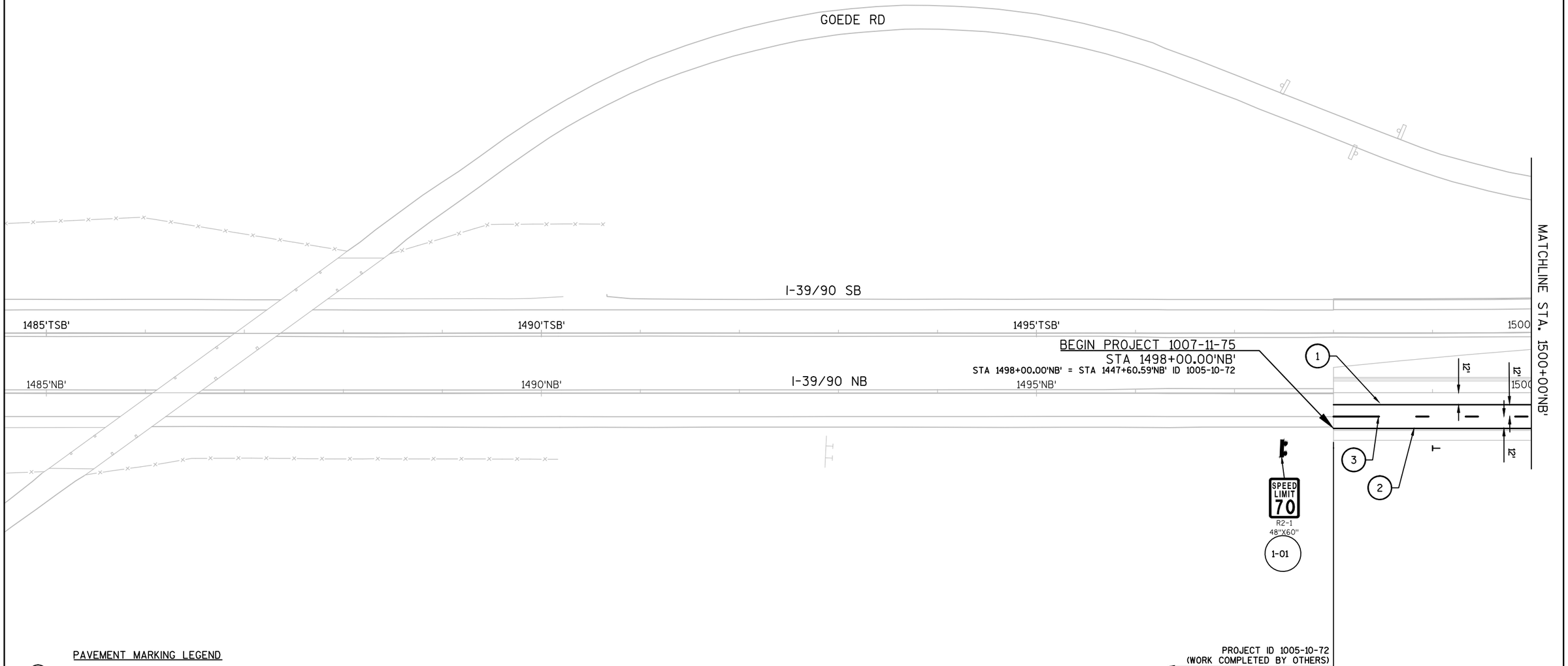
ITS STANDARD ABBREVIATIONS

CV ----- COMMUNICATIONS VAULT



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.

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- ⊙ FLEXIBLE TUBULAR MARKER POSTS
- I DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 259	E

2

N

GOEDE RD

ROCK CO
TO REMAIN

REMOVE

R2-02 & R2-03

COORDINATE STRIPING WITH PROJECT ID 1005-10-72

EAST 39 90 MILE 162 .4
TO REMAIN

EXIT 163
59
Milton
Edgerton
1 MILE
TO REMAIN

Hospital
EXIT 163
TO REMAIN

MATCHLINE STA. 1500+00'NB'

MATCHLINE STA. 1515+00'NB'

1505'TSB'

+77'TSB'

1510'TSB'

I-39/90 SB

I-39/90 NB

1505'NB'

1510'NB'

12'

400' TYP

DANE CO
REMOVE
R2-01

DANE CO
I2-2
66"X21"
2-01

SLOWER TRAFFIC KEEP RIGHT
R4-3
48"X60"
2-02

WEST 39 90 MILE 162 .4
MOVE
M2-01

2-03

51 73 106 2
Madison 20
E8-1
168" X 60"

PAVEMENT MARKING LEGEND

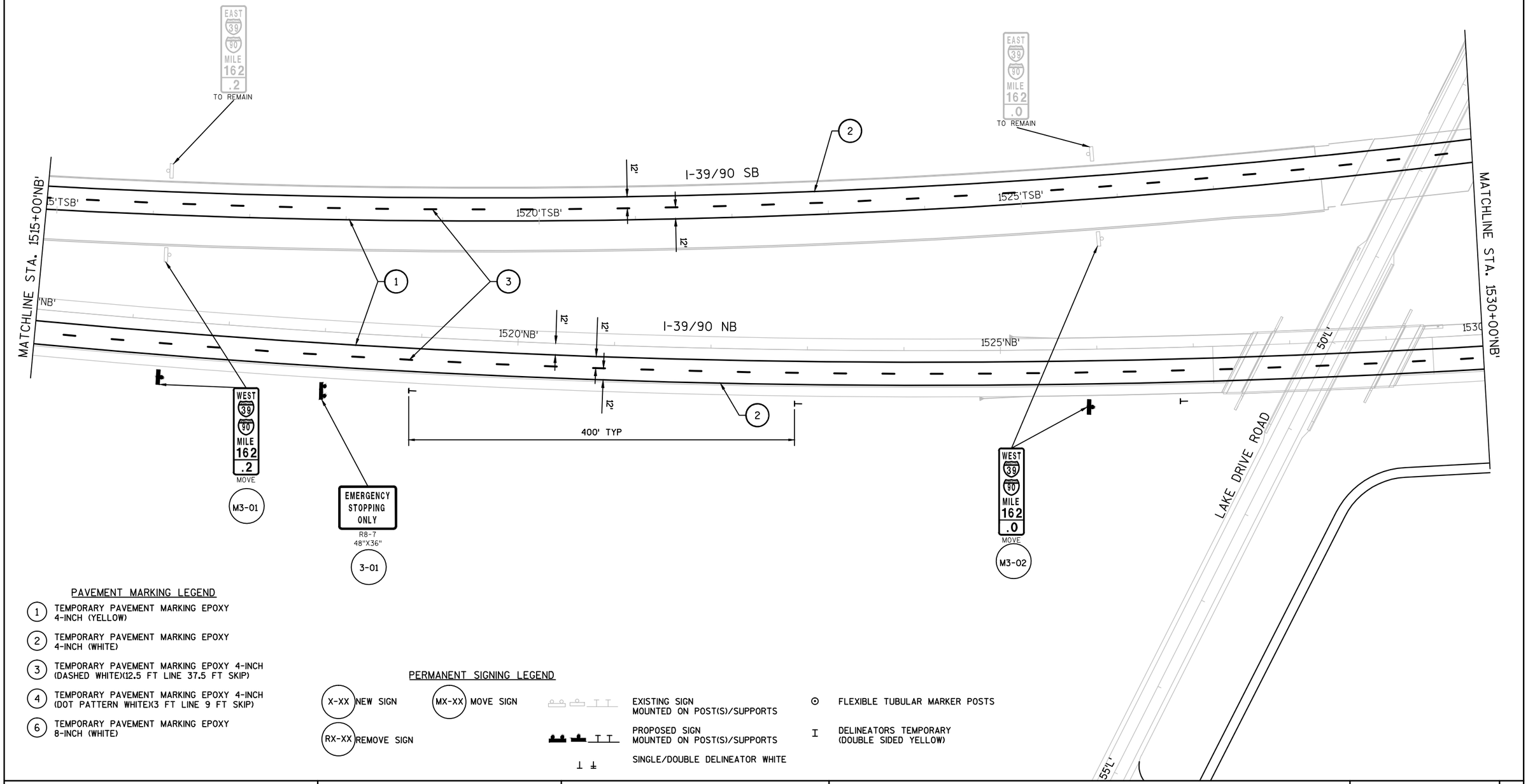
1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 260	E

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

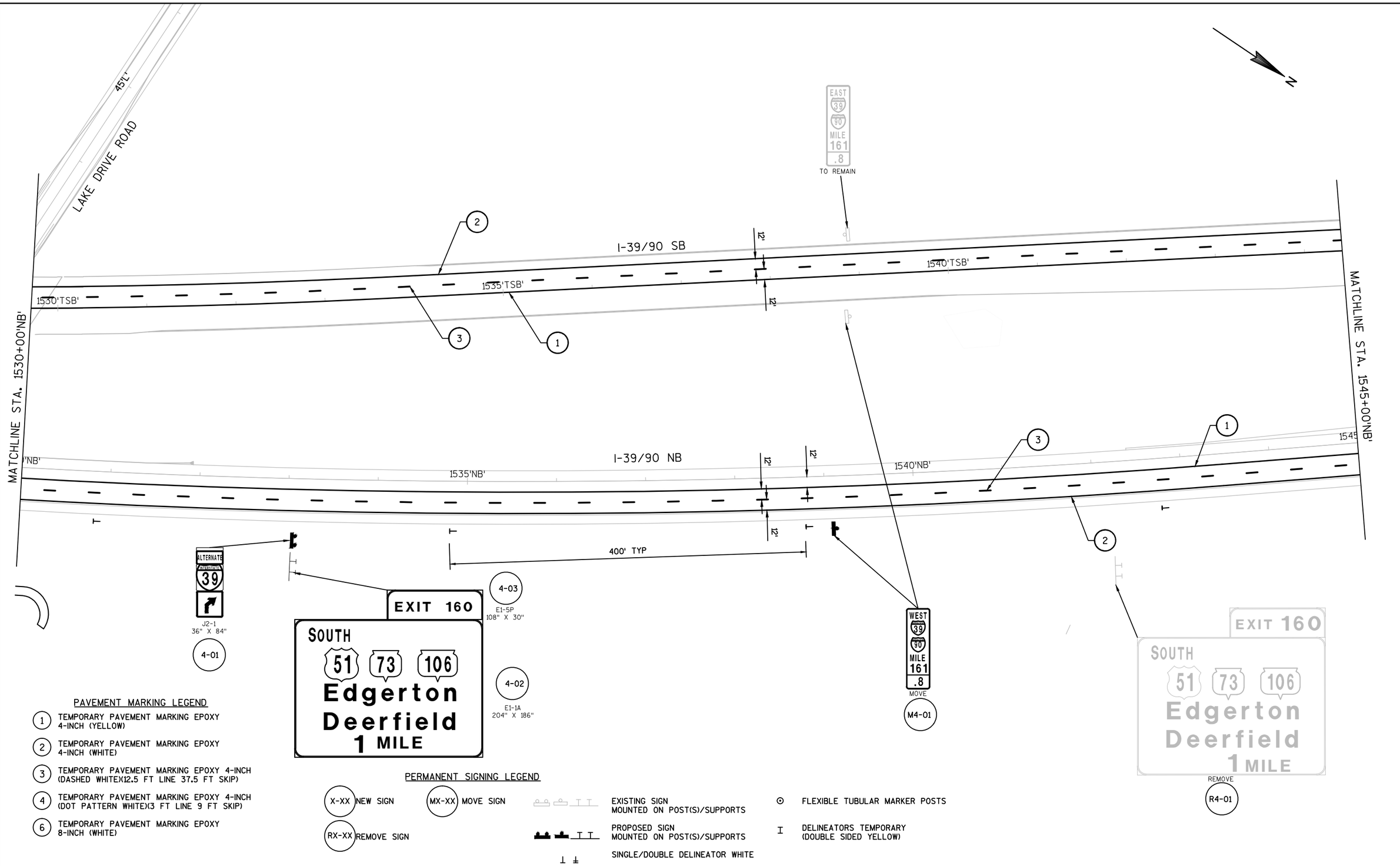
PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 261	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022303-PS
PLOT DATE : 4/26/2016 10:08 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

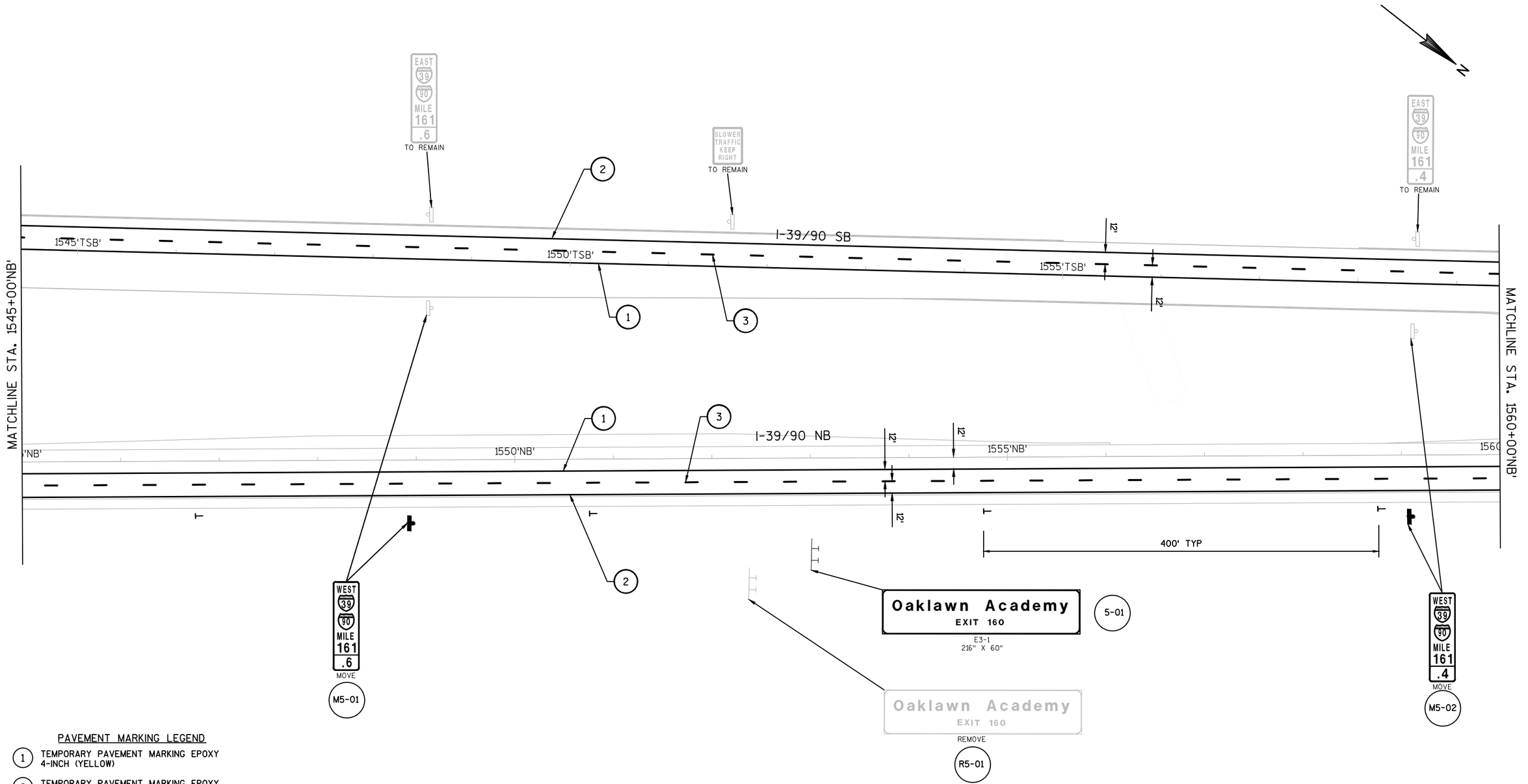
PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 262	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022304-PS
PLOT DATE : 4/26/2016 10:09 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

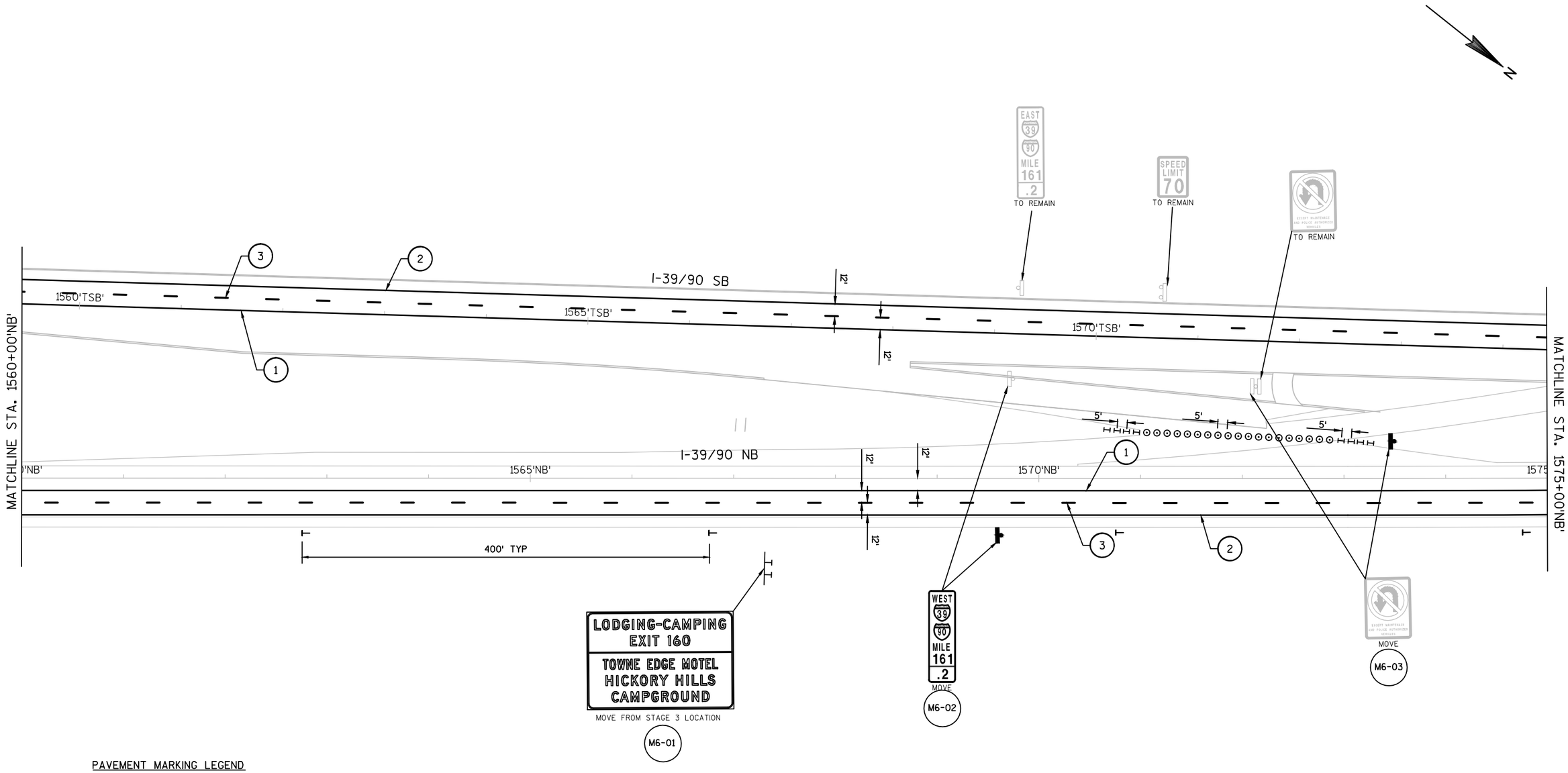
1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 263	E

2



PAVEMENT MARKING LEGEND

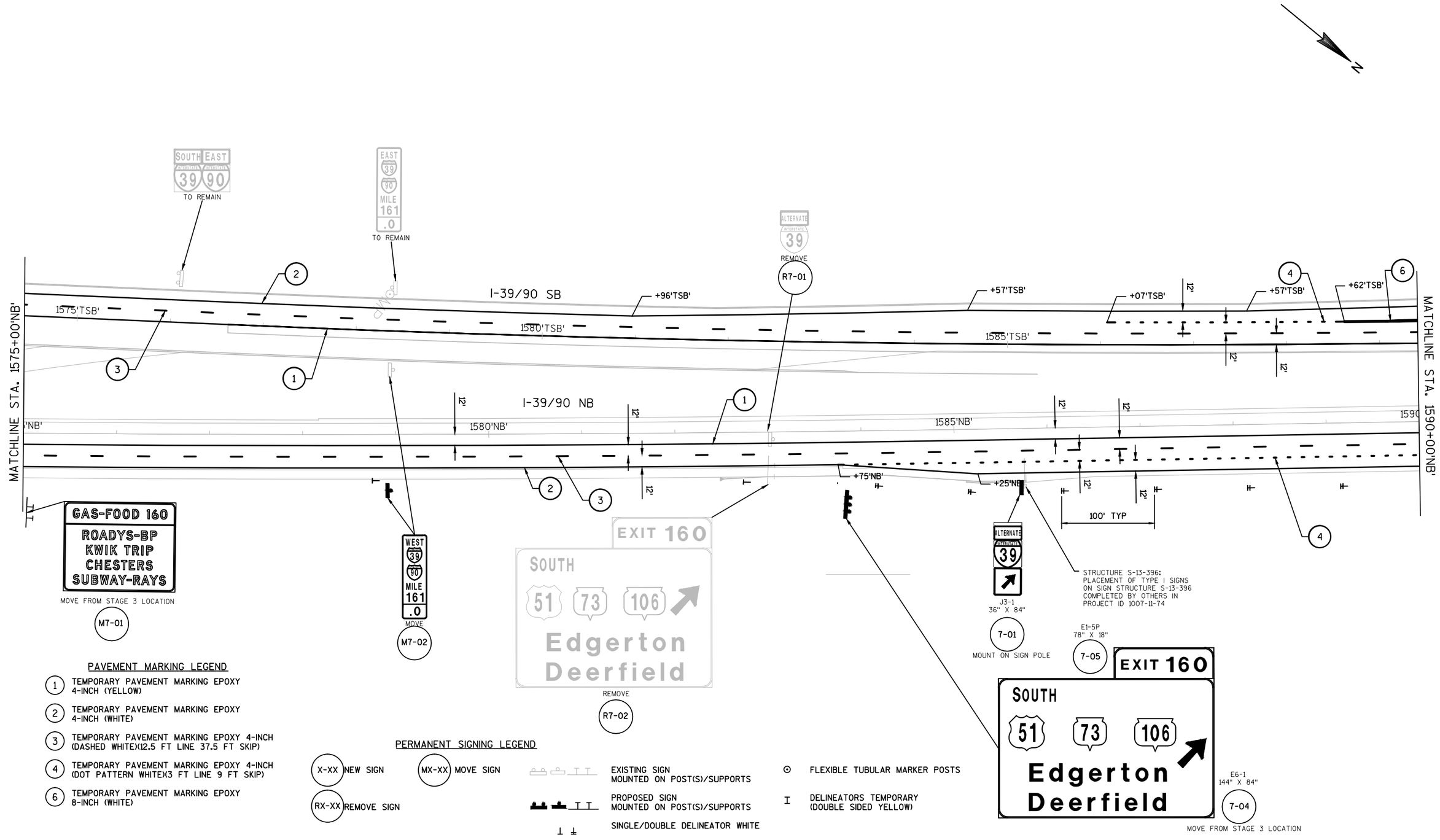
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4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 264	E

2



PAVEMENT MARKING LEGEND

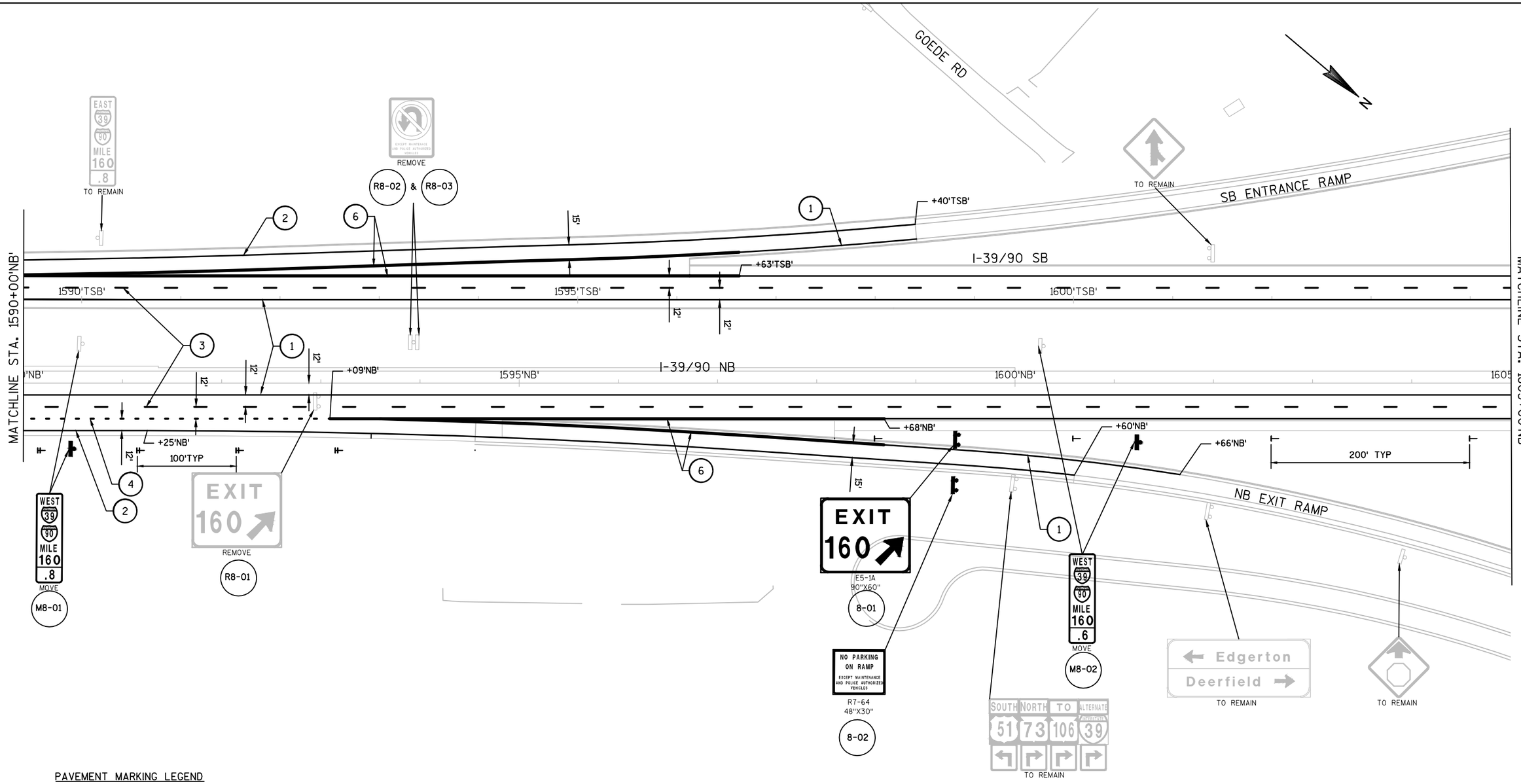
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2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
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4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 265	E

2



PAVEMENT MARKING LEGEND

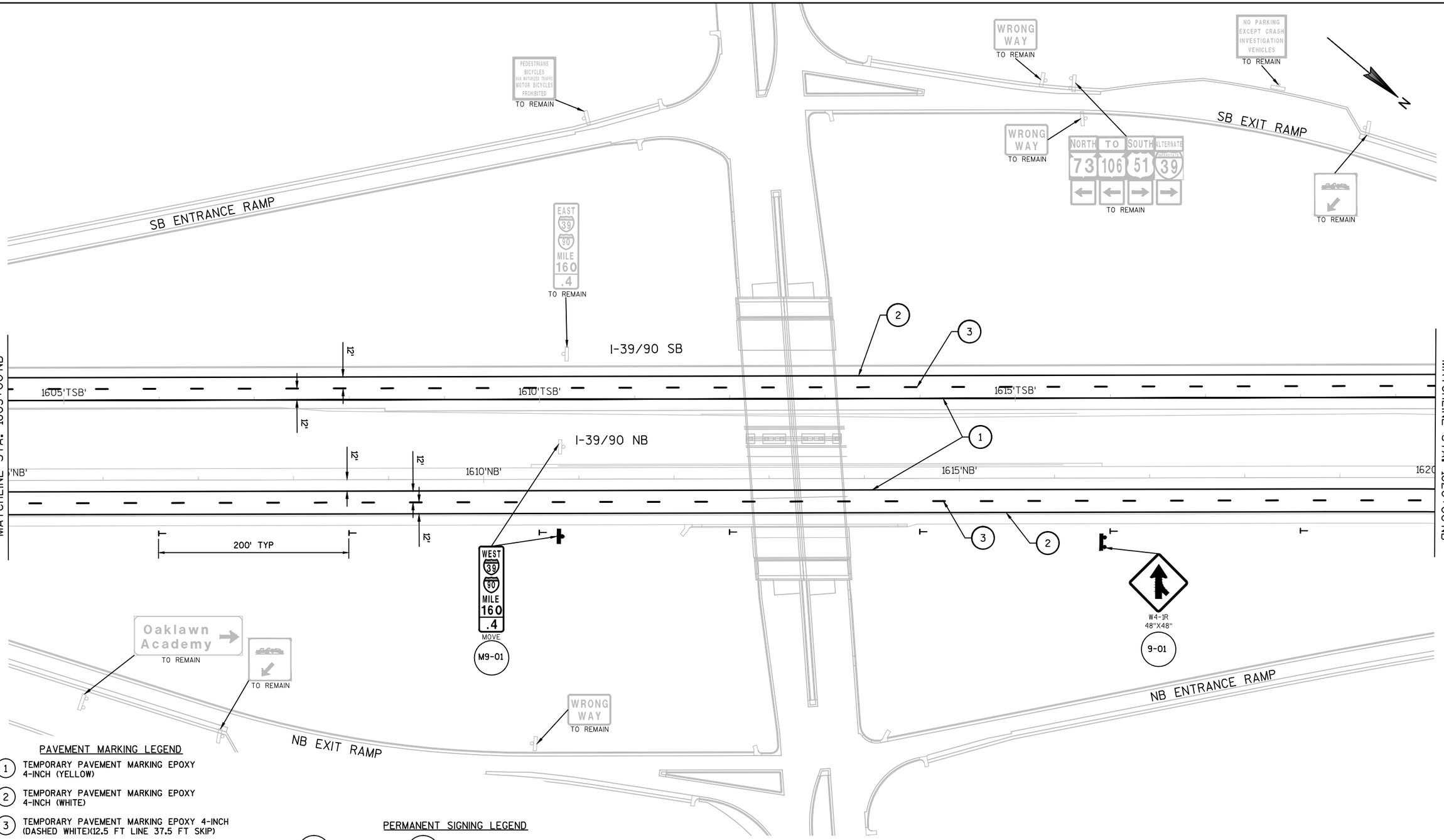
1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 266	E

2



PAVEMENT MARKING LEGEND

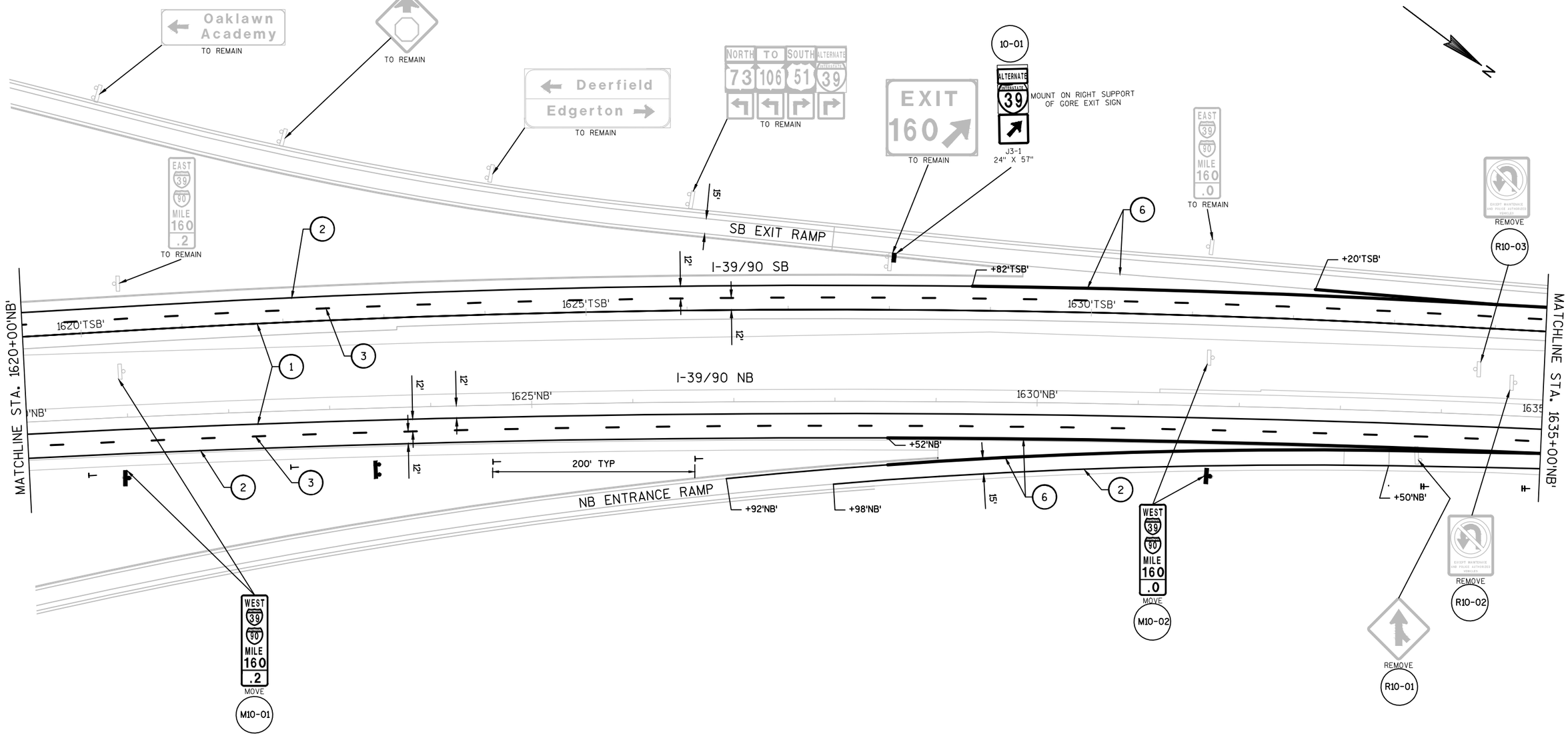
1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 267	E

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

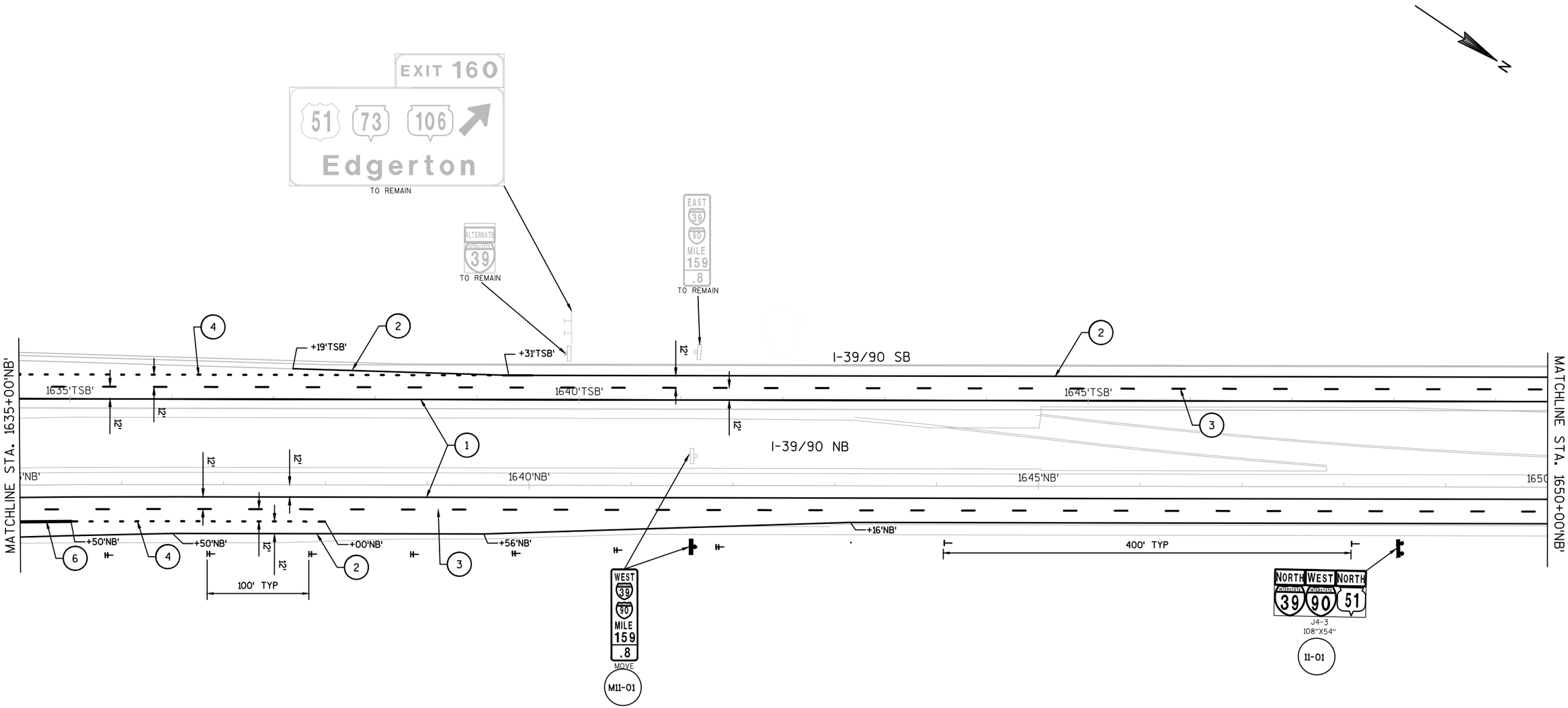
PERMANENT SIGNING LEGEND

- (X-XX) NEW SIGN
- (MX-XX) MOVE SIGN
- (RX-XX) REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY:IH 39	COUNTY:DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022310-PS
PLOT DATE : 4/26/2016 10:14 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

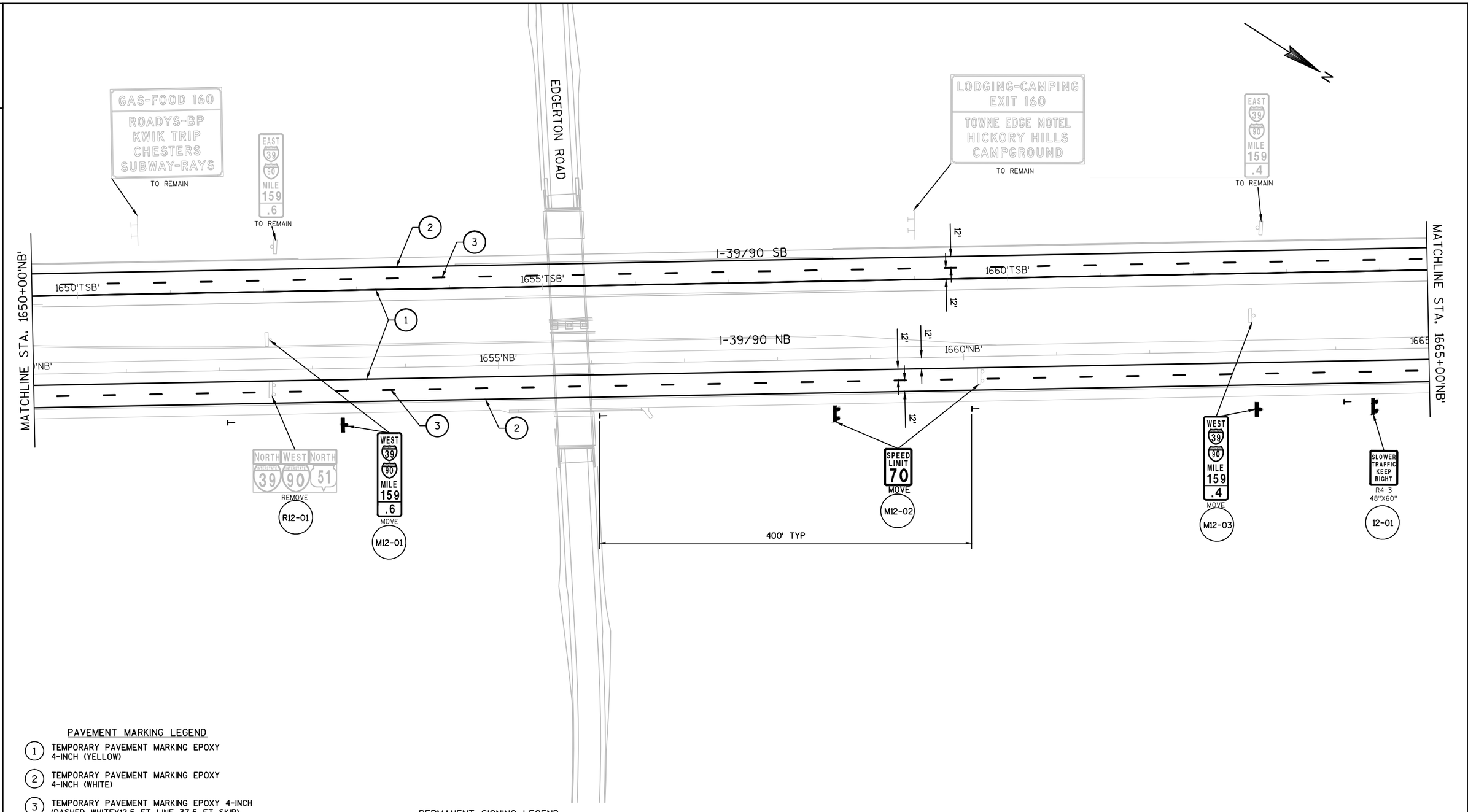
PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 269	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022311-PS
PLOT DATE : 4/26/2016 10:15 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- (X-XX) NEW SIGN
- (MX-XX) MOVE SIGN
- (RX-XX) REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- I DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 270	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022312-PS
PLOT DATE : 4/26/2016 10:15 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

EAST 39 90 MILE 159 .2
TO REMAIN

Oaklawn Academy
EXIT 160
TO REMAIN

MATCHLINE STA. 1665+00'NB'

I-39/90 SB

1665'TSB'
1670'TSB'
1675'TSB'

I-39/90 NB

'NB'
1670'NB'
1675'NB'
1680

MATCHLINE STA. 1680+00'NB'

12'

400' TYP

Stoughton 10
Madison 28
Tomah 117

REMOVE
R13-01

13-01

Stoughton 10
Madison 17

E8-1
180" X 60"

WEST 39 90 MILE 159 .2
MOVE
M13-01

EMERGENCY STOPPING ONLY
R8-7
48"X36"
13-02

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

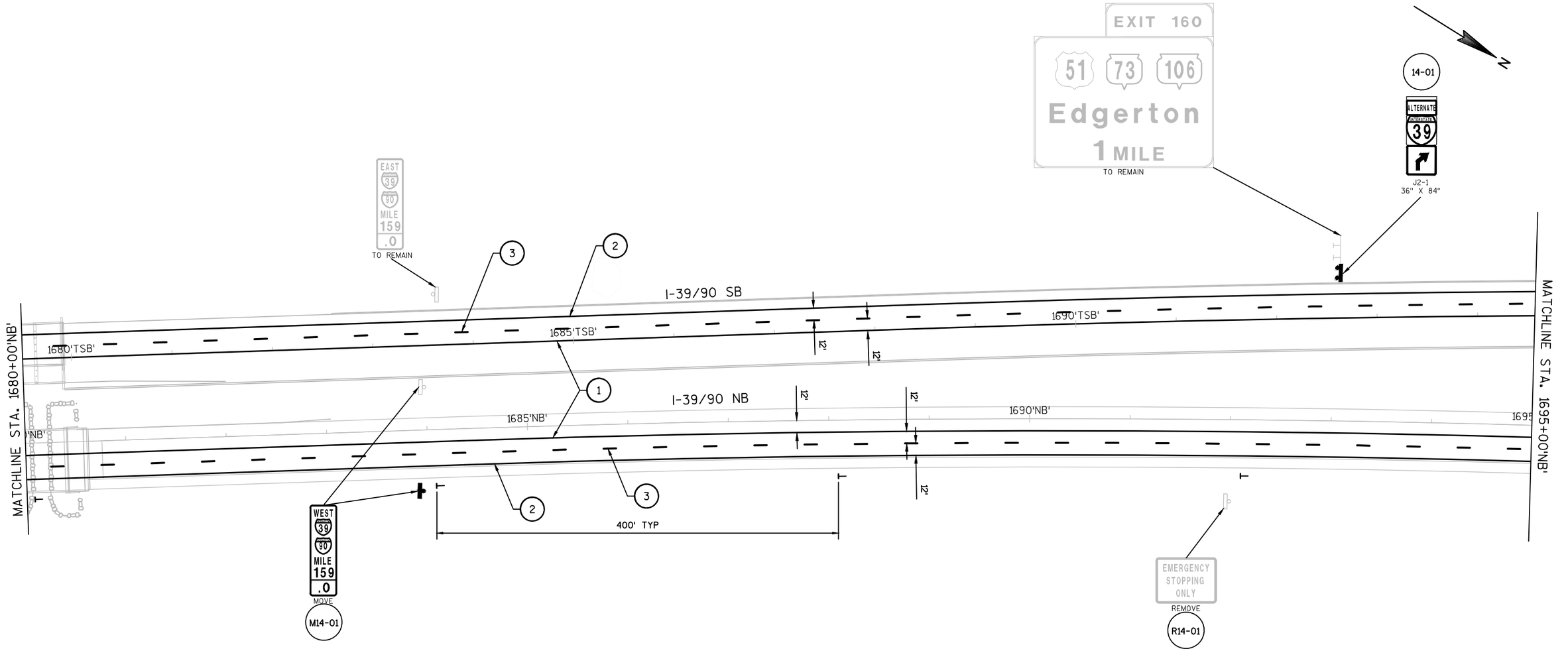
PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 271	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022313-PS
PLOT DATE : 4/26/2016 10:16 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 272	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022314-PS
PLOT DATE : 4/26/2016 10:17 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

N

EAST 39 90 MILE 158 .8
TO REMAIN

TO REMAIN

EAST 39 90 MILE 158 .6
TO REMAIN

DOUBLE YELLOW DELINEATOR

I-39/90 SB

12'

1695'TSB'

1700'TSB'

1705'TSB'

MATCHLINE STA. 1695+00'NB'

MATCHLINE STA. 1710+00'NB'

'NB'

1700'NB'

I-39/90 NB

1705'NB'

1710

12'

12'

12'

12'

1

2

3

3

2

400' TYP

WEST 39 90 MILE 158 .8
MOVE
M15-01

REMOVE
R15-01

R3-4-B
36"X48"
15-01

WEST 39 90 MILE 158 .6
MOVE
M15-02

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
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6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

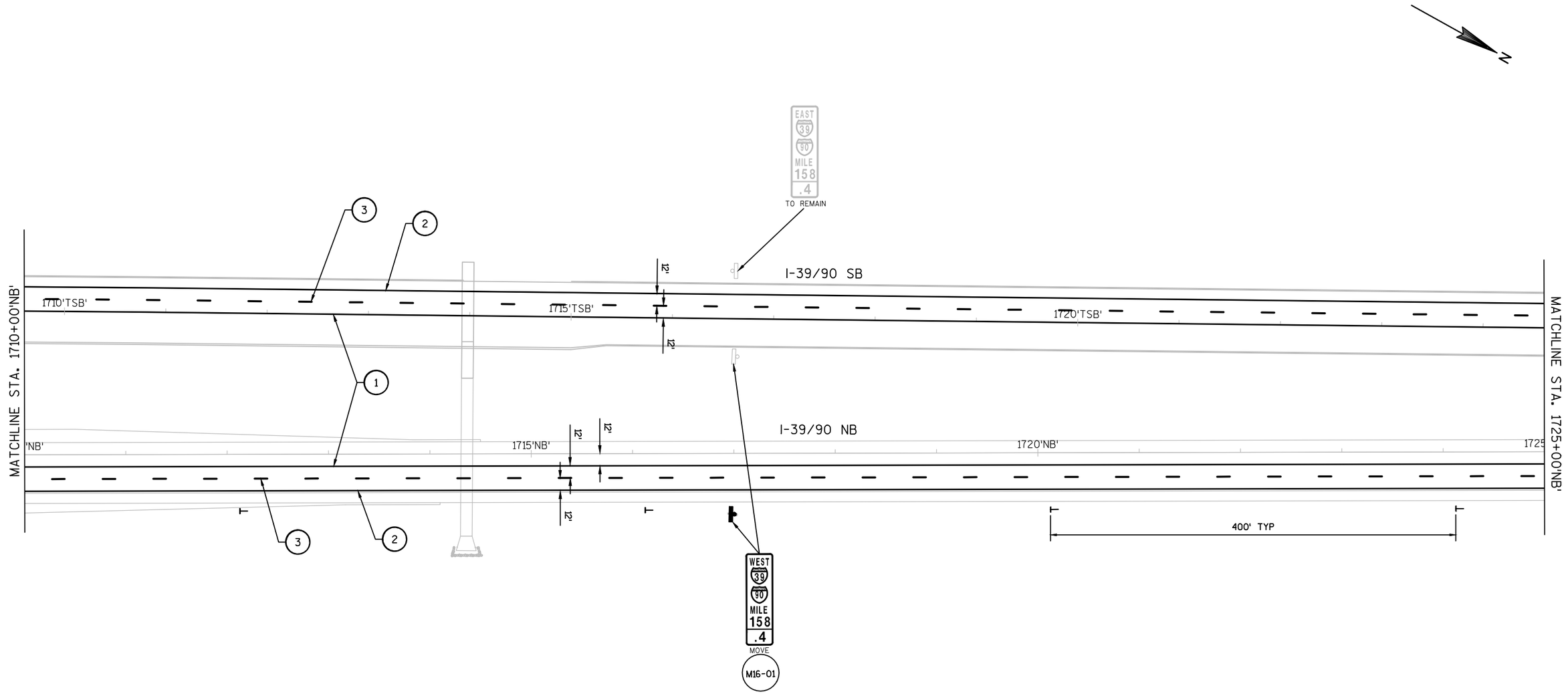
PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY:IH 39	COUNTY:DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 273	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022315-PS
PLOT DATE : 4/26/2016 10:17 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

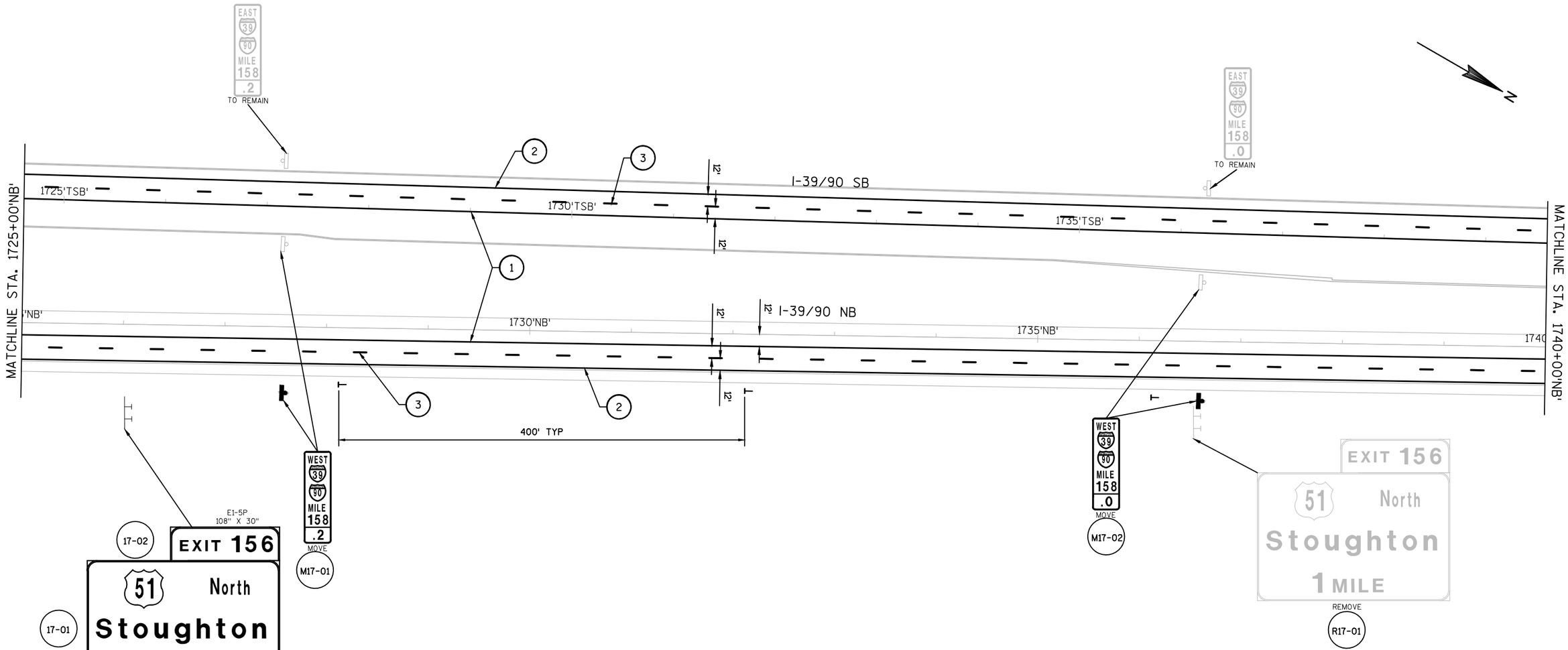
1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
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3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- (X-XX) NEW SIGN
- (MX-XX) MOVE SIGN
- (RX-XX) REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 274	E

2



PAVEMENT MARKING LEGEND

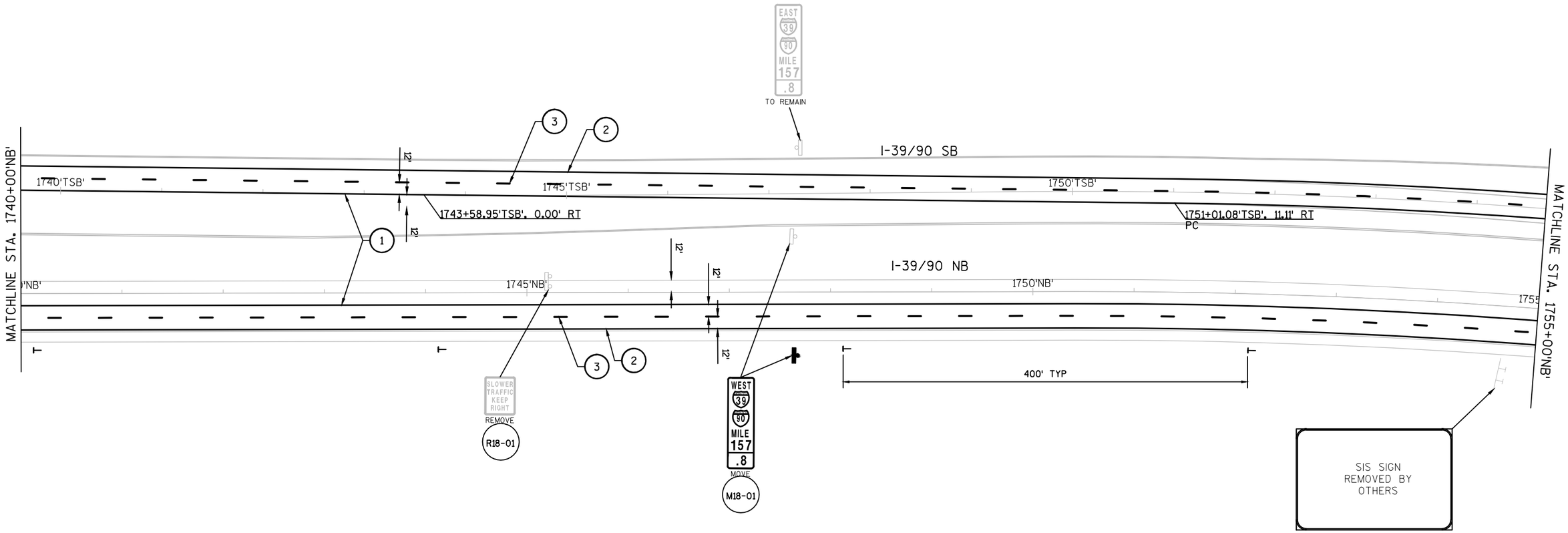
1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 275	E

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 276	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022318-PS
PLOT DATE : 4/26/2016 10:20 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

Edgerton 5
Rockford 57
Chicago 126
TO REMAIN

EAST 39 90 MILE 157 .6
TO REMAIN

EAST 39 90 MILE 157 .4
TO REMAIN

I-39/90 SB

1760'TSB'

1765'TSB'

1755'TSB'

12'

I-39/90 NB

1760'NB'

1765'NB'

1770'NB'

MATCHLINE STA. 1755+00'NB'

MATCHLINE STA. 1770+00'NB'

400' TYP

WEST 39 90 MILE 157 .6
MOVE
M19-01

WEST 39 90 MILE 157 .4
MOVE
M19-02

6010' RAD.
STA 1781+71.36'TSB'
6013.00' O/S

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

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

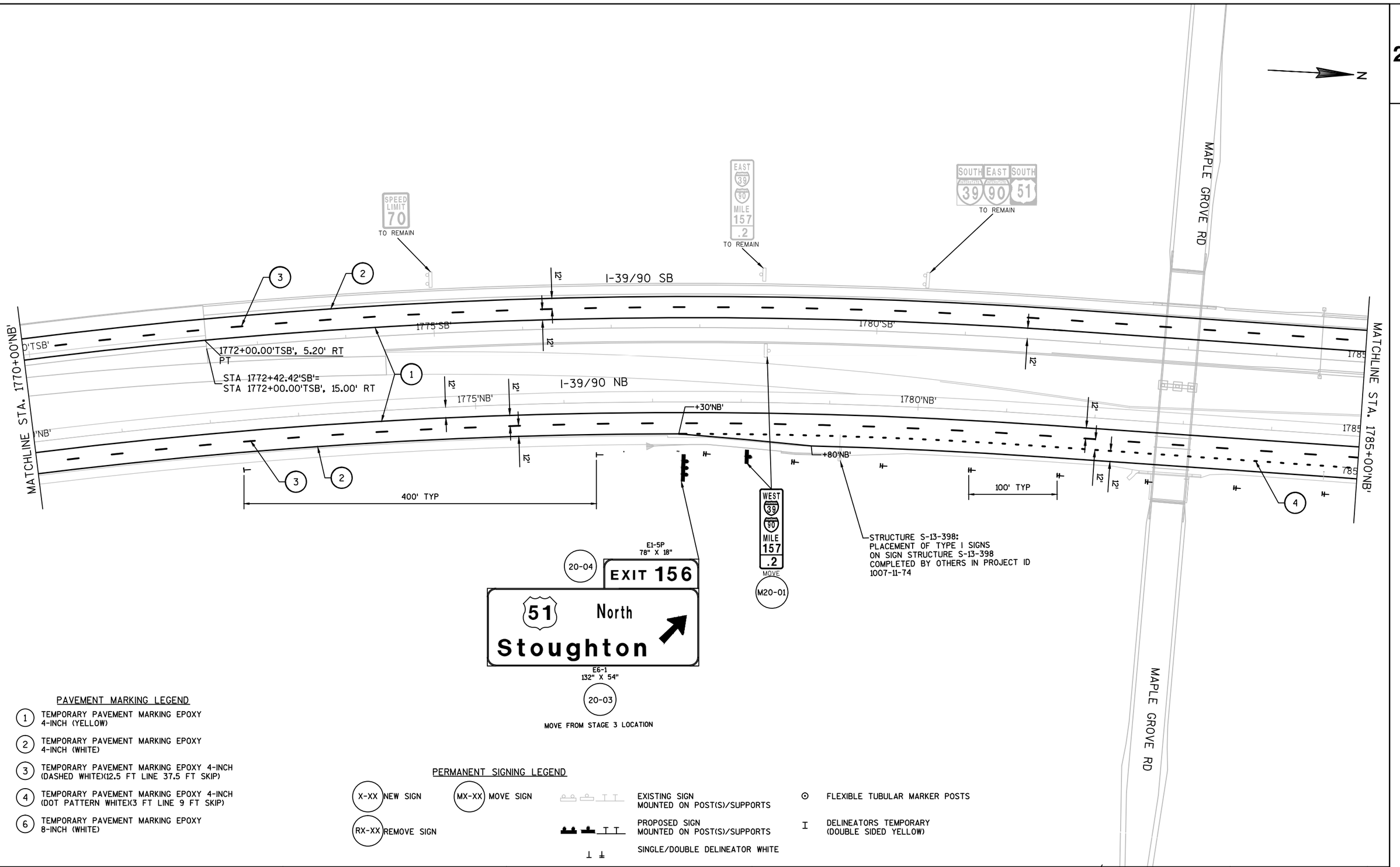
EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
SINGLE/DOUBLE DELINEATOR WHITE

FLEXIBLE TUBULAR MARKER POSTS
DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 277	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022319-PS
PLOT DATE : 4/26/2016 10:20 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 278	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022320-PS
PLOT DATE : 4/26/2016 10:21 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA. 1785+00'NB'

MATCHLINE STA. 1800+00'NB'

I-39/90 SB

I-39/90 NB

'SB'

1790'SB'

1795'SB'

1800

'NB'

1790'NB'

1795'NB'

1800

'KB'

+47'NB'

790'KB'

+01'NB'

795'KB'

+97'SB'

+56'SB'

+06'SB'

+57'SB'

12'

5'

100' TYP

200' TYP

15'

NB EXIT RAMP

MATCHLINE STA. 800+00'KB'

REMOVE
R21-01

EAST 39 90 MILE 157 .0
TO REMAIN

REMOVE
R21-02

RAMP 35 M.P.H.
W13-3
48"X60"
21-01

WEST 39 90 MILE 157 .0
MOVE
M21-01

RAMP 45 M.P.H.
REMOVE
R21-04

EXIT 156
51 North
Stoughton
REMOVE
R21-03

TEMPORARY PAVEMENT MARKING EPOXY

PAVEMENT MARKING EPOXY

EXIT 156
E5-1A
90"X60"
21-02

EXIT 156
REMOVE
R21-05

W1-2L
36"X36"
21-03

35 M.P.H.
W13-1
24"X24"
21-04

REMOVE
R21-06

40 M.P.H.
REMOVE
R21-07

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
8. PAVEMENT MARKING EPOXY 4-INCH (WHITE)

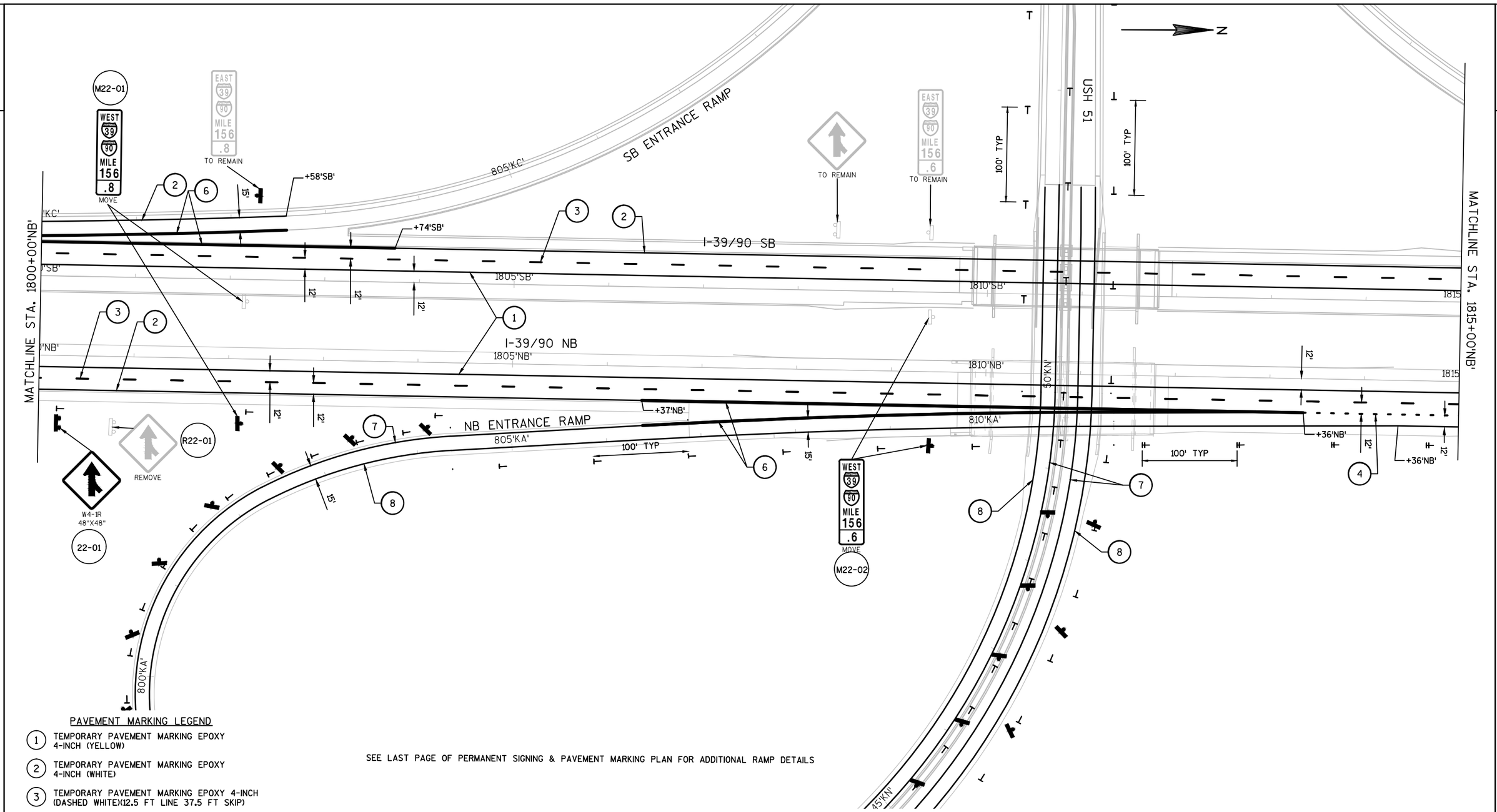
PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 279	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022321-PS
PLOT DATE : 4/26/2016 10:22 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
8. PAVEMENT MARKING EPOXY 4-INCH (WHITE)

SEE LAST PAGE OF PERMANENT SIGNING & PAVEMENT MARKING PLAN FOR ADDITIONAL RAMP DETAILS

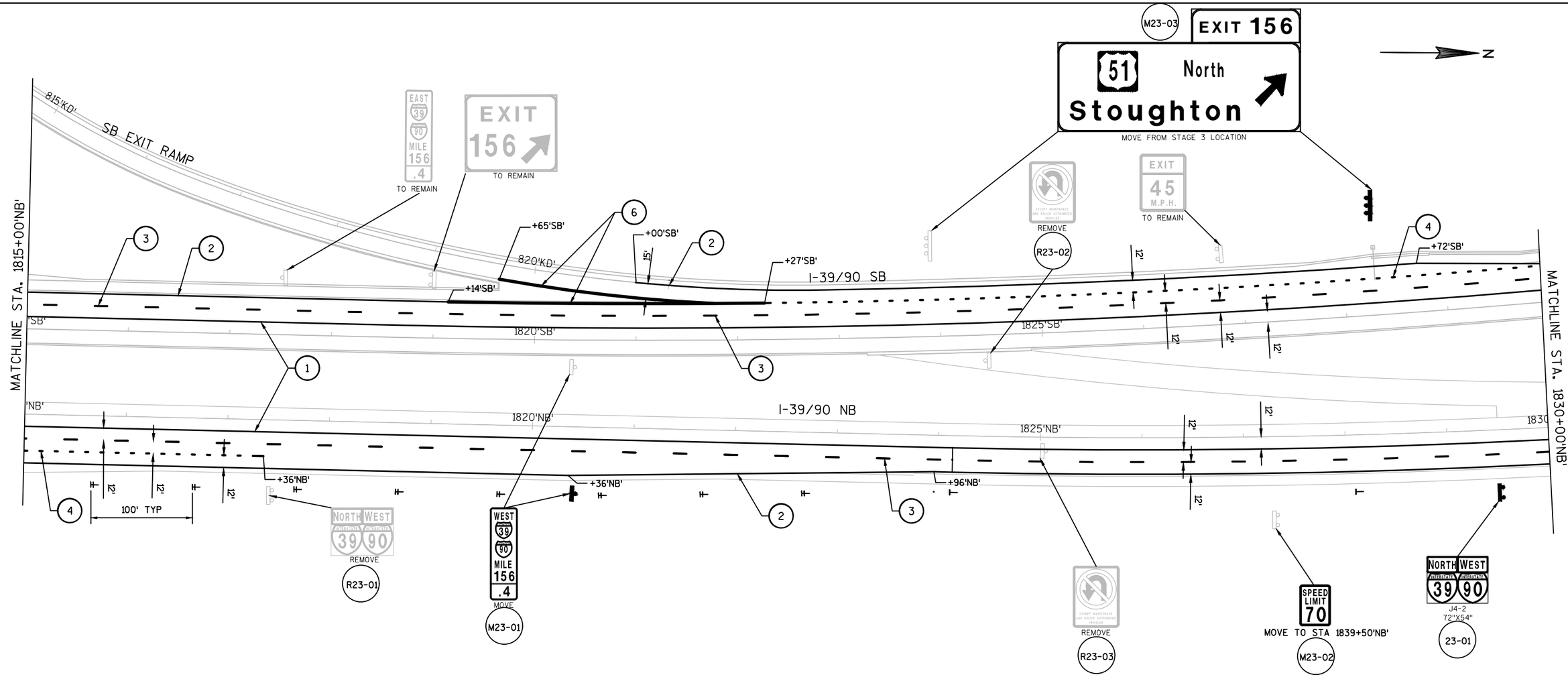
PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 280	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022322-PS
PLOT DATE : 4/26/2016 10:22 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

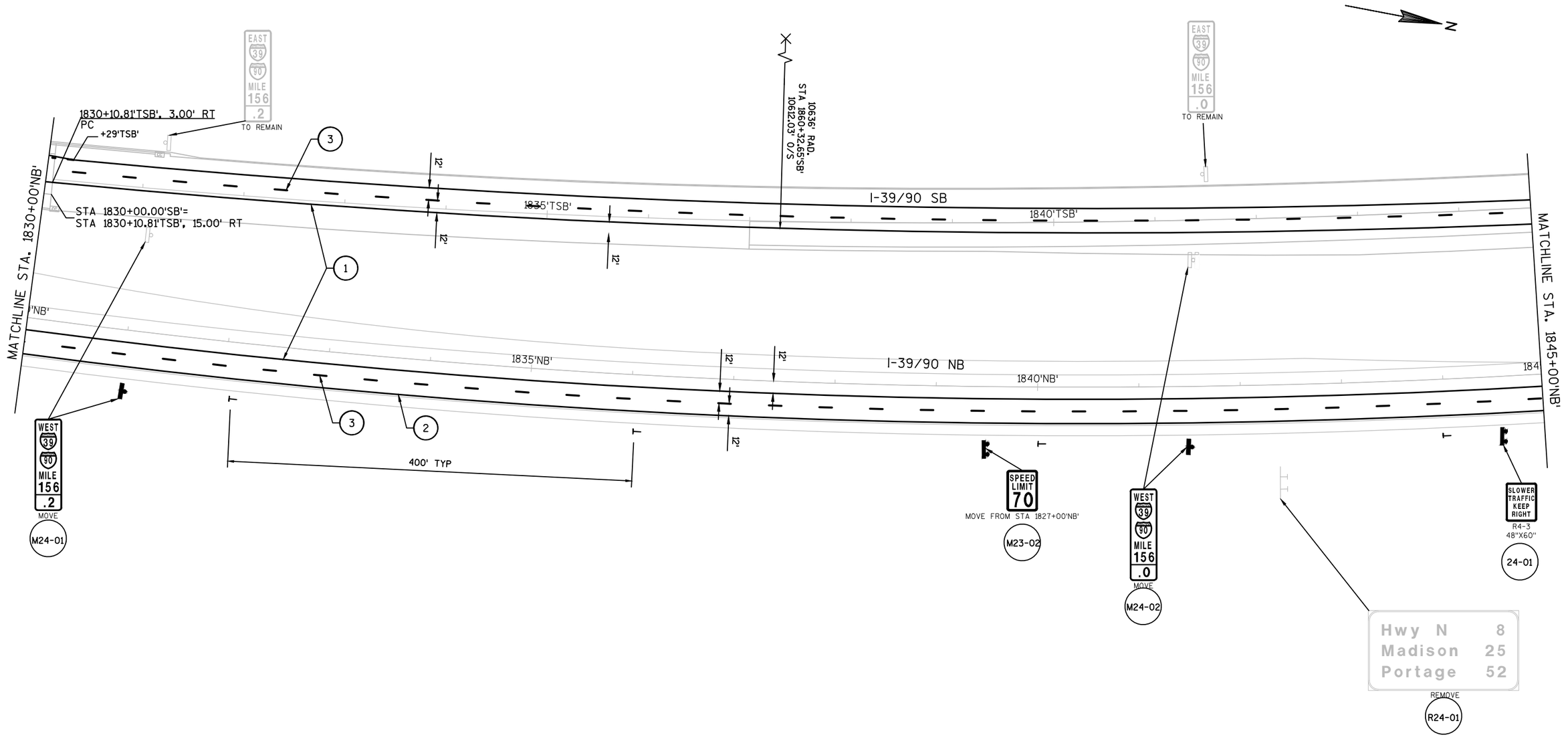
PERMANENT SIGNING LEGEND

- (X-XX) NEW SIGN
- (MX-XX) MOVE SIGN
- (RX-XX) REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY:IH 39	COUNTY:DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 281	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022323-PS
PLOT DATE : 4/26/2016 10:23 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 282	E

2

N

EAST 39 90 MILE 155 .8
TO REMAIN

MATCHLINE STA. 1845+00'NB'

1845'TSB'

1850'TSB'

1855'TSB'

12'

I-39/90 SB

1850'NB'

1855'NB'

I-39/90 NB

MATCHLINE STA. 1860+00'NB'

1860

Hwy A
REMOVE

R25-01

400' TYP

CTH A

WEST 39 90 MILE 155 .8
MOVE

M25-01

25-01

N 8
Madison 14

E8-1
156" X 60"

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

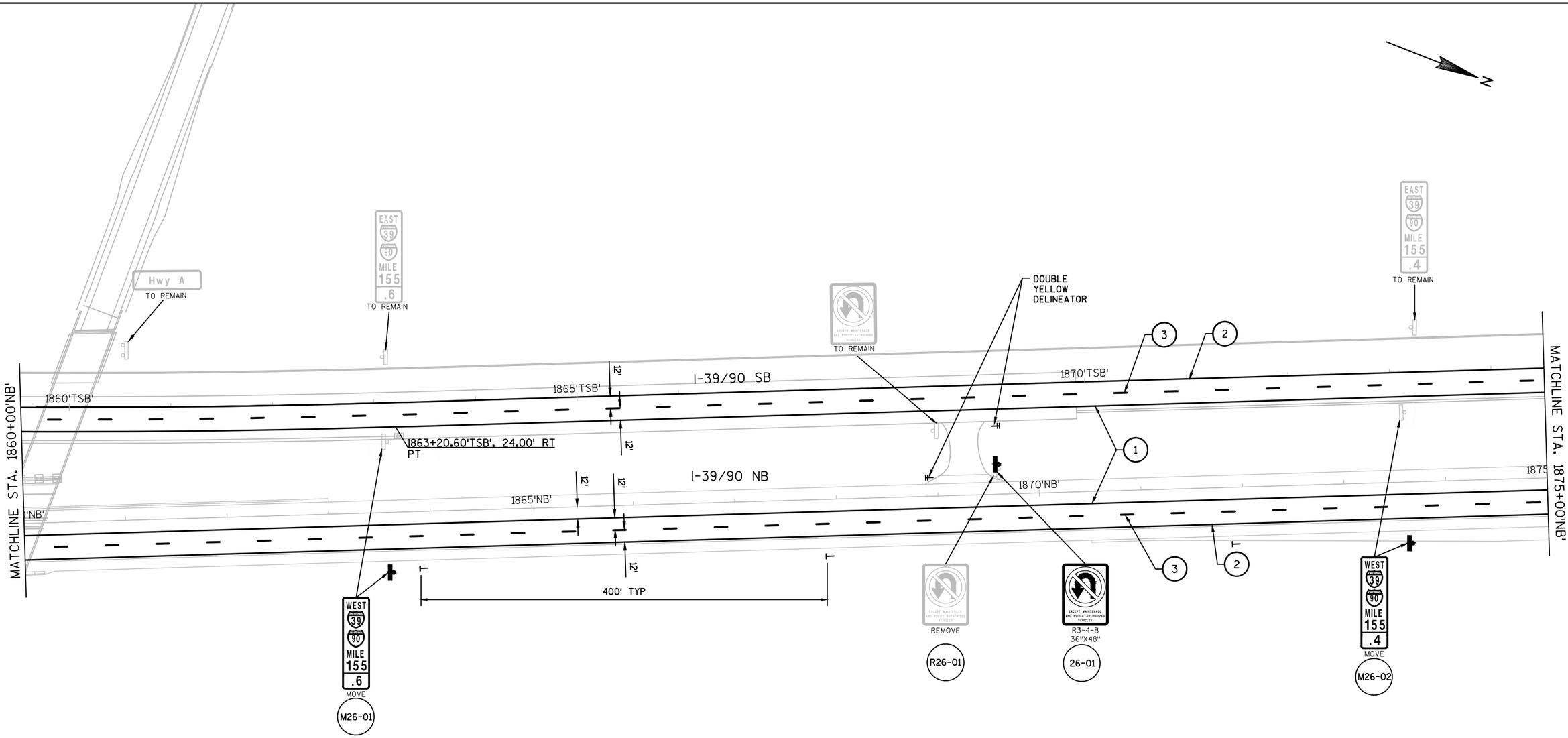
PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 283	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022325-PS
PLOT DATE : 4/26/2016 10:25 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

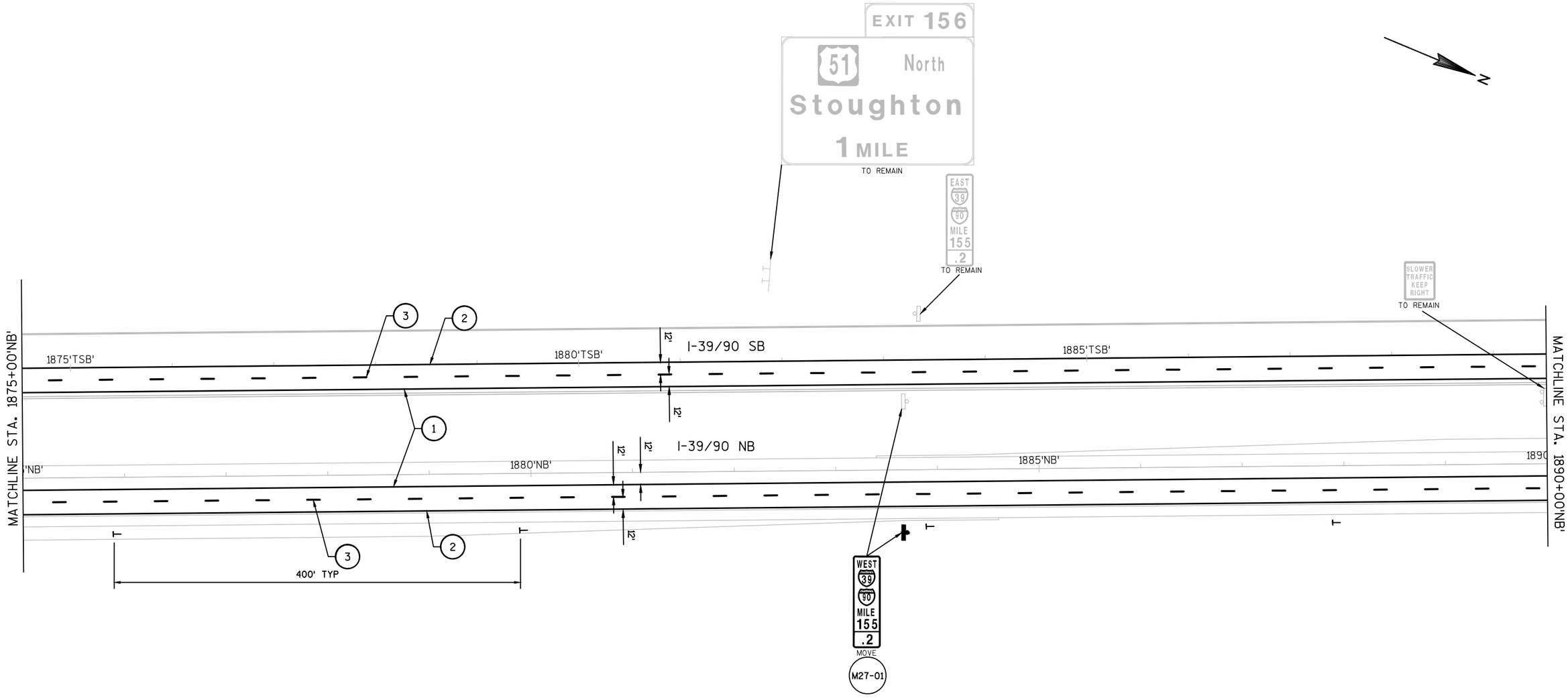
PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 284	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022326-PS
PLOT DATE : 4/26/2016 10:25 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

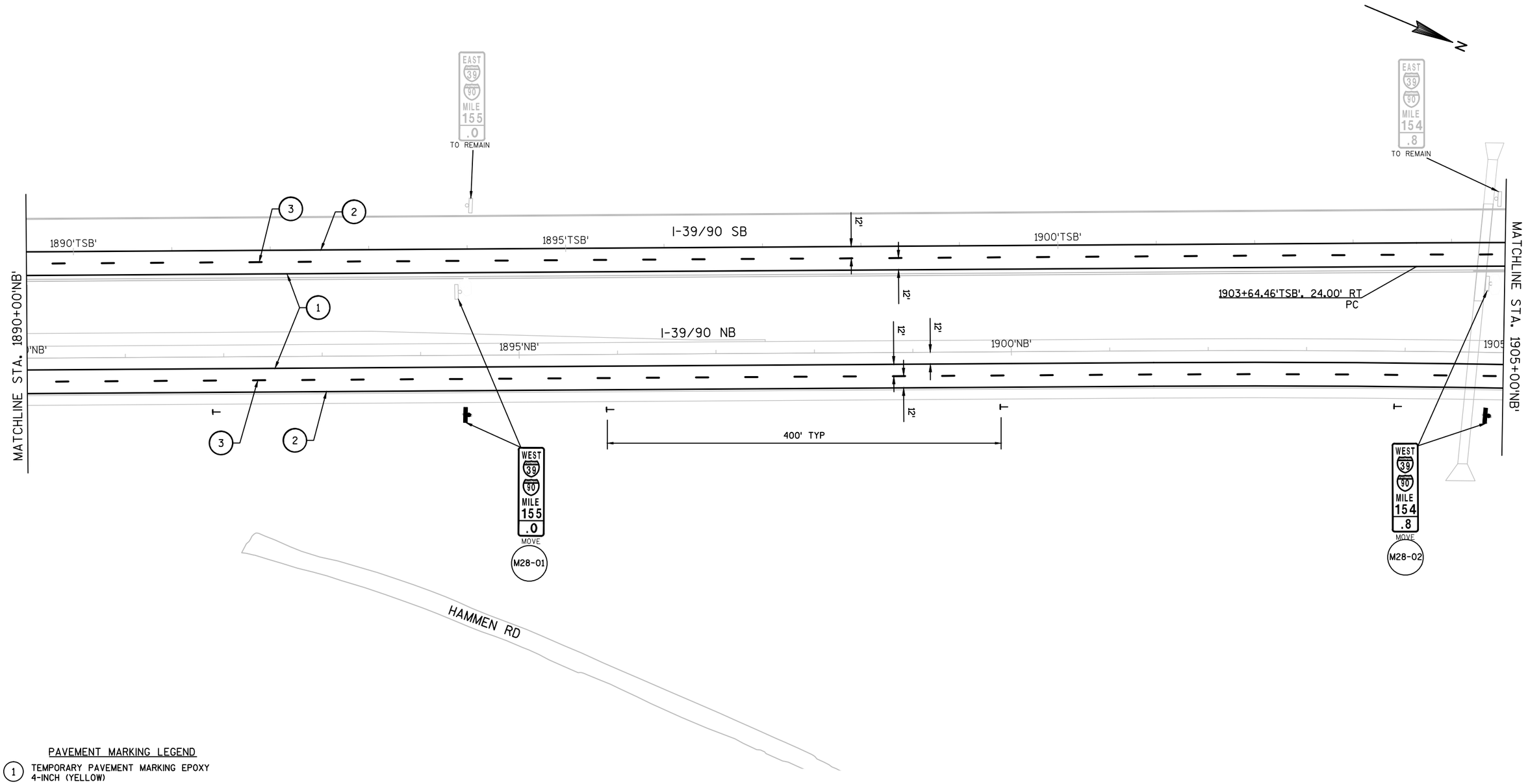
1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- (X-XX) NEW SIGN
- (MX-XX) MOVE SIGN
- (RX-XX) REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 285	E

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

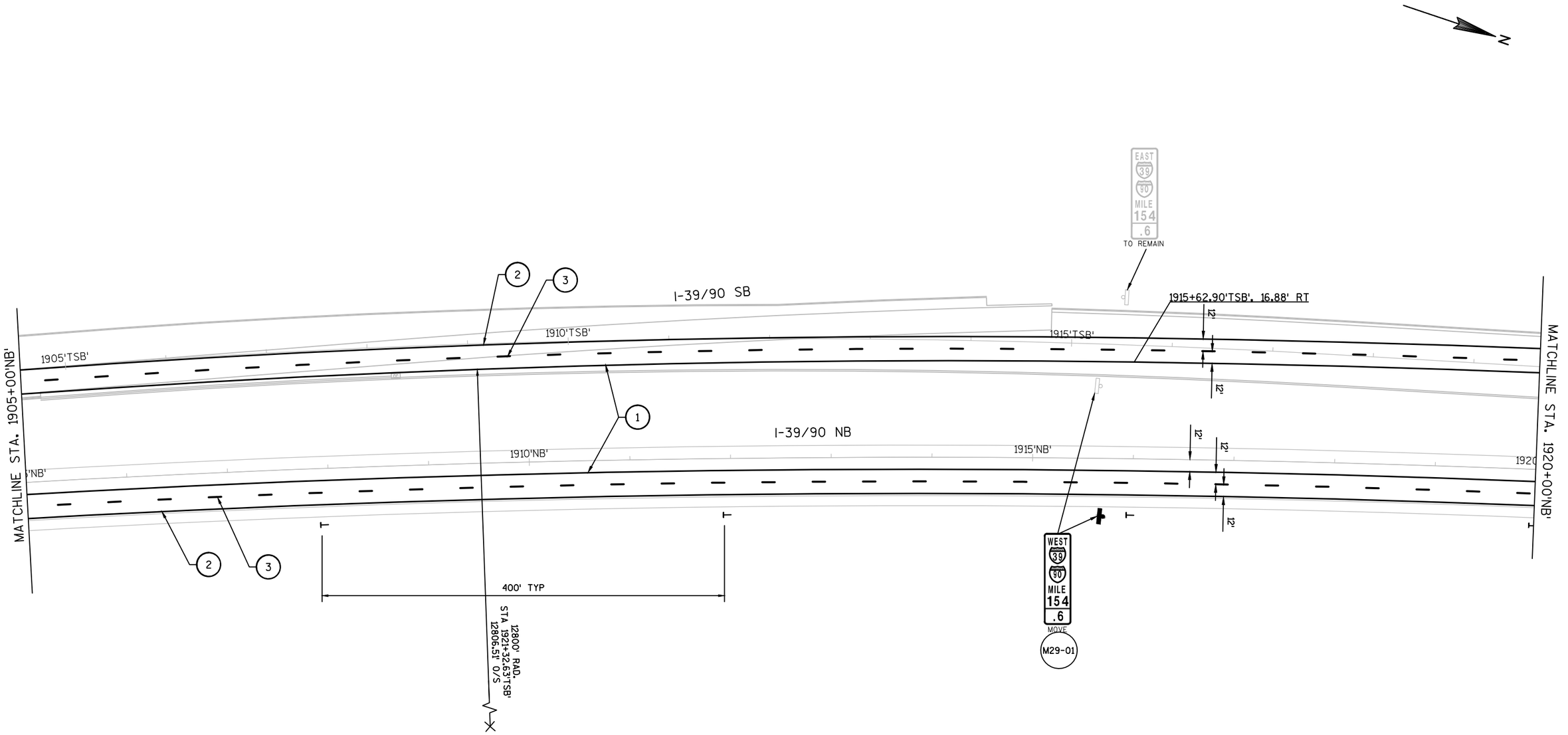
PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 286	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022328-PS
PLOT DATE : 4/26/2016 10:27 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

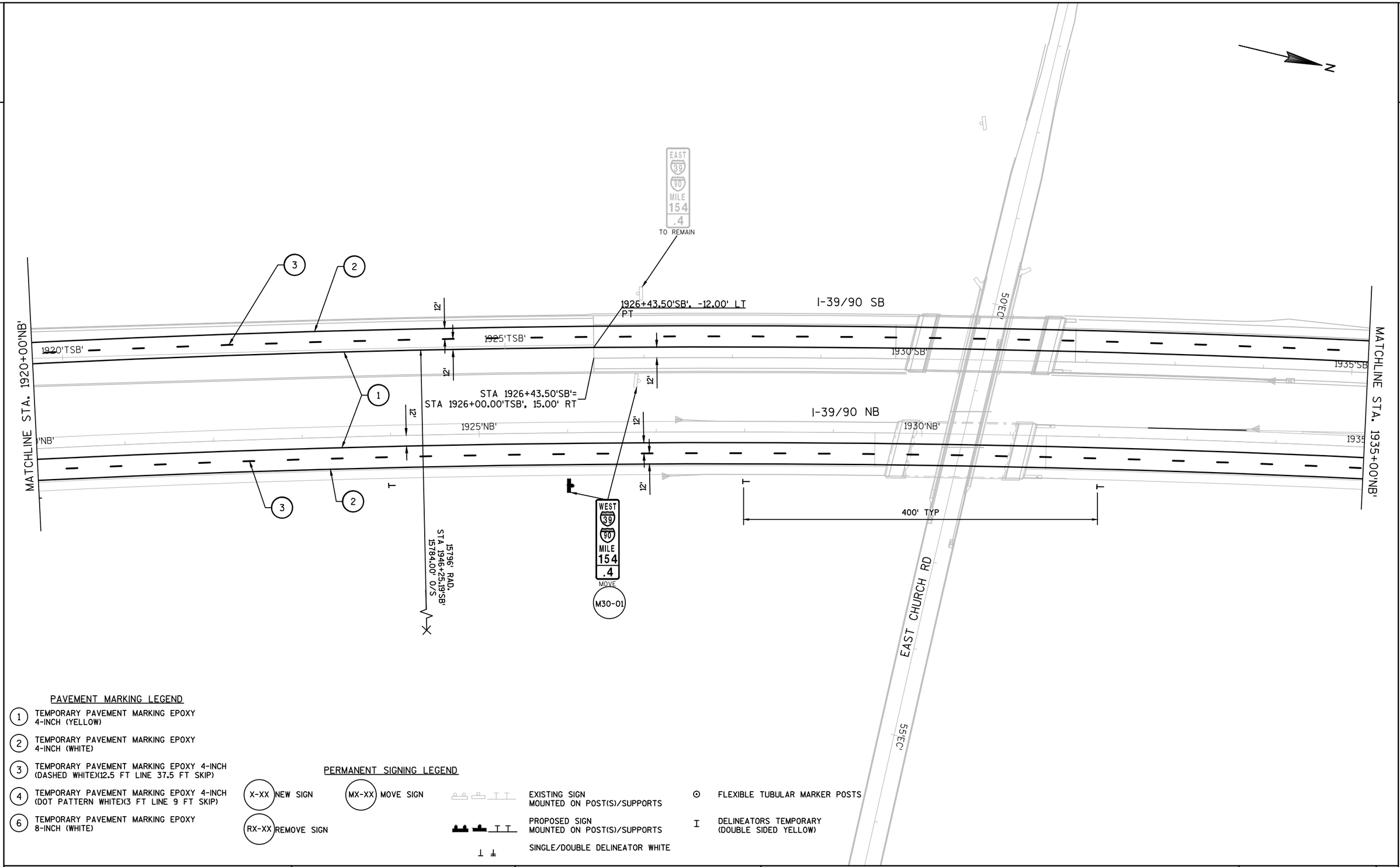
1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- I DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 287	E

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

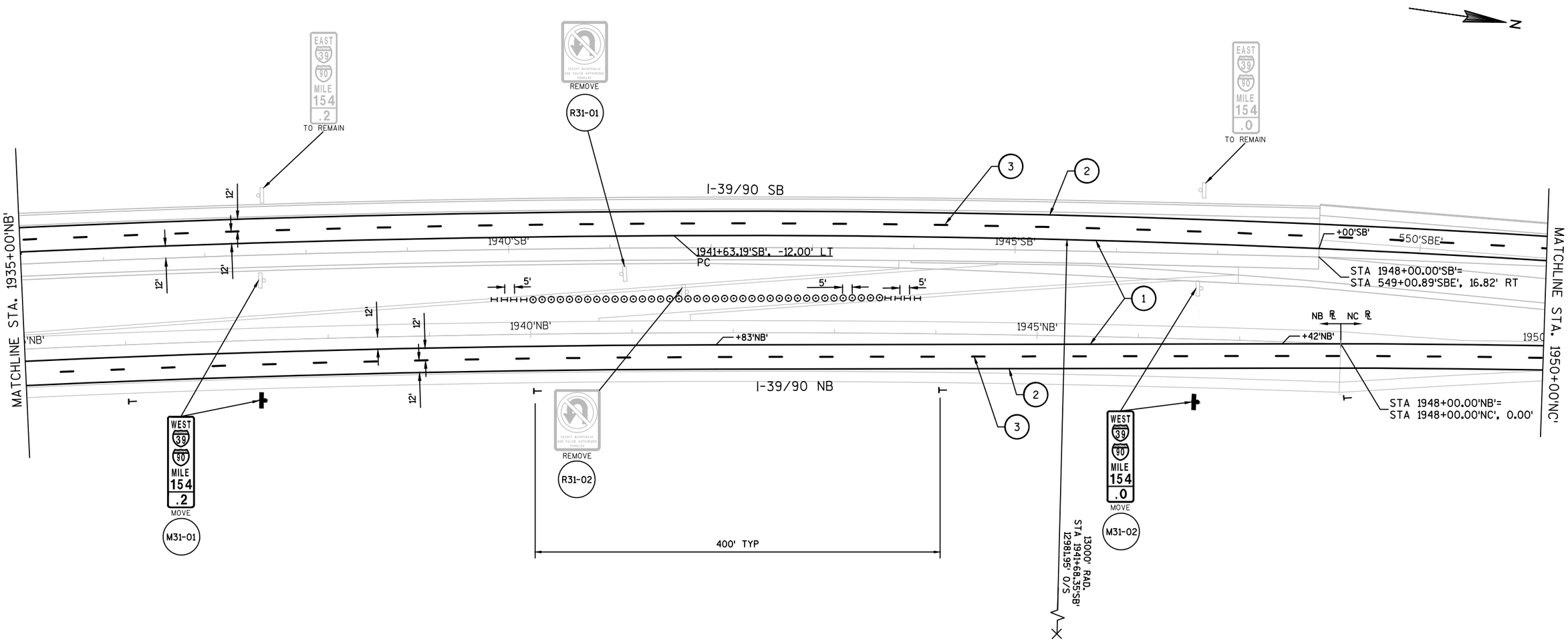
PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 288	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022330-PS
PLOT DATE : 4/26/2016 10:28 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

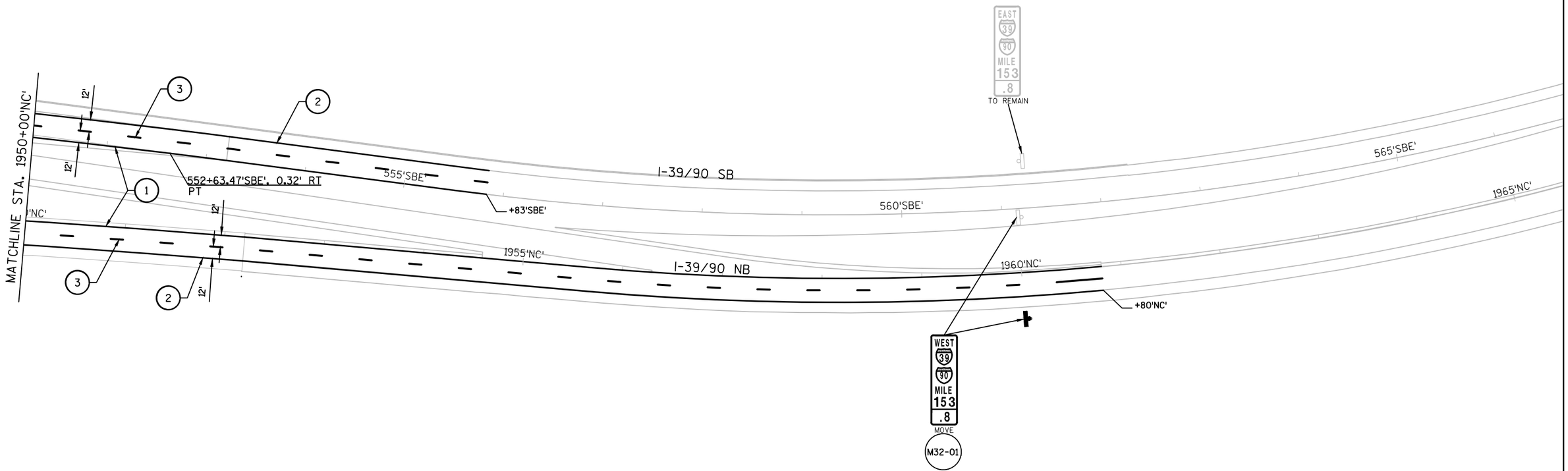
1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- (X-XX) NEW SIGN
- (MX-XX) MOVE SIGN
- (RX-XX) REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 289	E

2



PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 290	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 022331-PS
PLOT DATE : 4/26/2016 10:30 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

PERMANENT SIGNING LEGEND

- (X-XX) NEW SIGN
- (MX-XX) MOVE SIGN
- (RX-XX) REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)/SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)/SUPPORTS
- SINGLE/DOUBLE DELINEATOR WHITE
- FLEXIBLE TUBULAR MARKER POSTS
- DELINEATORS TEMPORARY (DOUBLE SIDED YELLOW)

65' SPACING FOR WHITE DELINEATORS ON NB EXIT RAMP OUTSIDE SHOULDER

40' SPACING FOR YELLOW DELINEATORS ON NB ENTRANCE RAMP MOUNTED ON BARRIER WALL.

CONTINUE DELINEATORS TO STA. 58+00 'KN'

MATCHLINE STA. 800+00'KB'

'KB'

NB EXIT RAMP

800'KA'

805'KA'

NB ENTRANCE RAMP

1805'SB'

1805'NB'

I-39/90 SB

I-39/90 NB

1810'SB'

1810'NB'

810'KA'

50'KN'

40'KN'

45'KN'

USH 51

15'

REMOVE

R33-01 TO R33-03

R33-04 TO R33-06

W1-8 18"X24"

33-01 TO 33-08

33-09 TO 33-13

R33-07 TO R33-10

R33-11

33-14

R33-12 TO R33-13

R33-14 TO R33-15

R33-16 TO R33-18

33-15 TO 33-17

33-18 TO 33-20

33-21 TO 33-24

R33-19 TO R33-21

R33-22 TO R33-24

R33-25 TO R33-27

33-25 TO 33-28

33-29 TO 33-30

R33-28 TO R33-30

33-31 TO 33-33

R33-31 TO R33-33

33-34 TO 33-35

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
8. PAVEMENT MARKING EPOXY 4-INCH (WHITE)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 291	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
- PCMS TRAFFIC CONTROL SIGN PORTABLE CHANGEABLE MESSAGE

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 AND PLACE TEMPORARY 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.

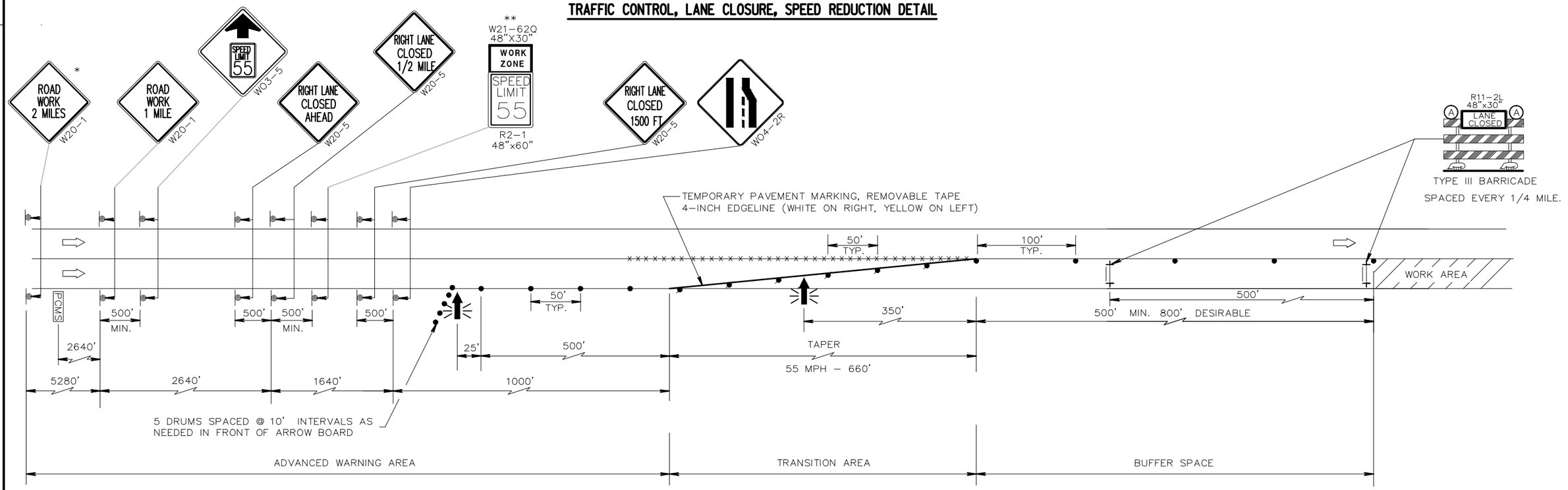
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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.

* OPTIONAL – USE WHEN WARRANTED BY ROADWAY GEOMETRICS OR TRAFFIC VOLUMES.

TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION DETAIL



PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION	SHEET 292	E

2

CONSTRUCTION TO BE COMPLETED

STAGE 1
-CONSTRUCT TEMPORARY PAVEMENT FOR NORTHBOUND EXIT RAMP AT STH 73
-CONSTRUCT SHOULDER PAVEMENT FOR NORTHBOUND ENTRANCE RAMP AT STH 73

MAINTENANCE OF TRAFFIC

IH 39/90 & RAMPS
-TRAFFIC SHALL BE MAINTAINED ON ALL EXISTING MAINLINE LANES.
-SINGLE LANE, RAMP AND SHOULDER CLOSURES SHALL BE USED FOR CONSTRUCTION DURING PERMITTED LANE CLOSURE TIMES.

GENERAL NOTES FOR TRAFFIC CONTROL

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

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

3) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER. IH 39/90 SHALL NOT BE FLAGGED.

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

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

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

7) ALL TYPE III BARRICADES ARE TO BE 8' WIDE, UNLESS OTHERWISE NOTED.

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

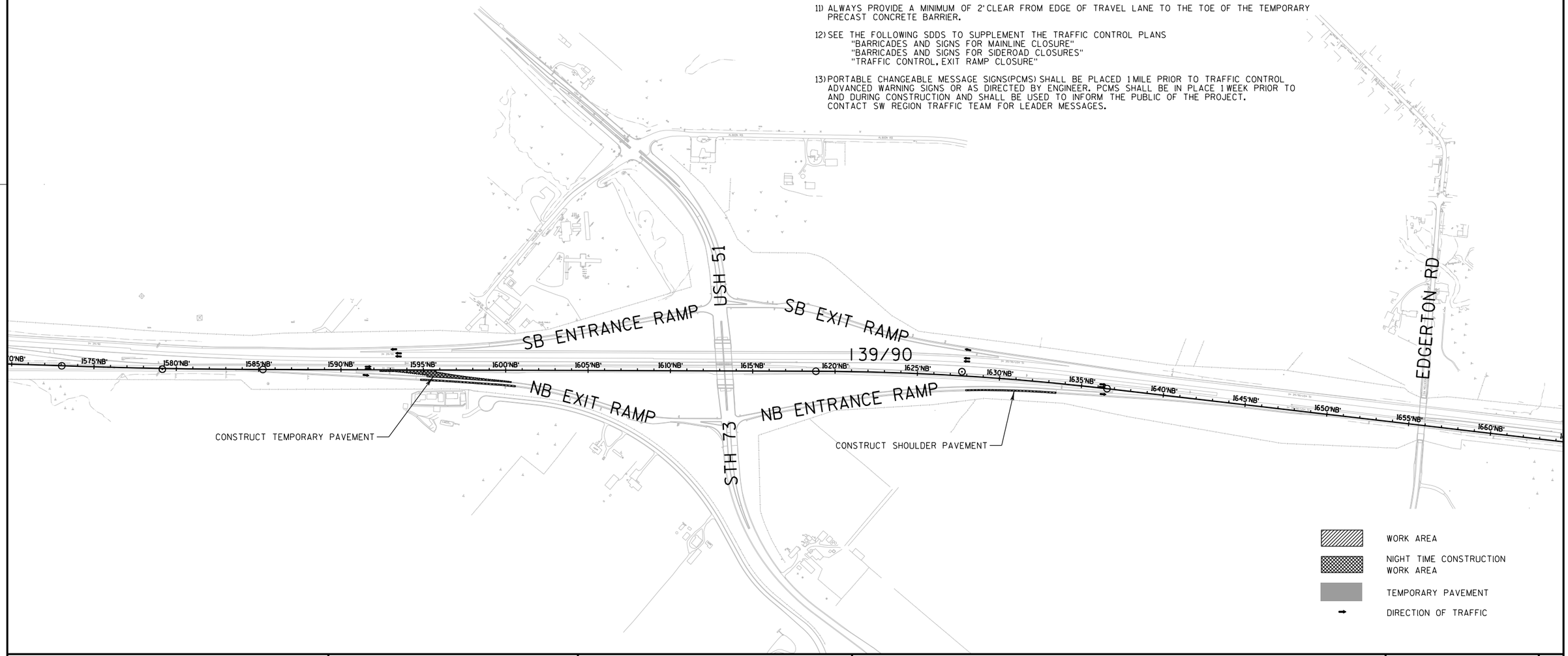
9) TRAFFIC CONTROL DEVICES NOT IN USE ARE TO BE LAID DOWN OR REMOVED, TURNING OF DEVICES TO OBSTRUCT THE MESSAGE WILL NOT BE ALLOWED.

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

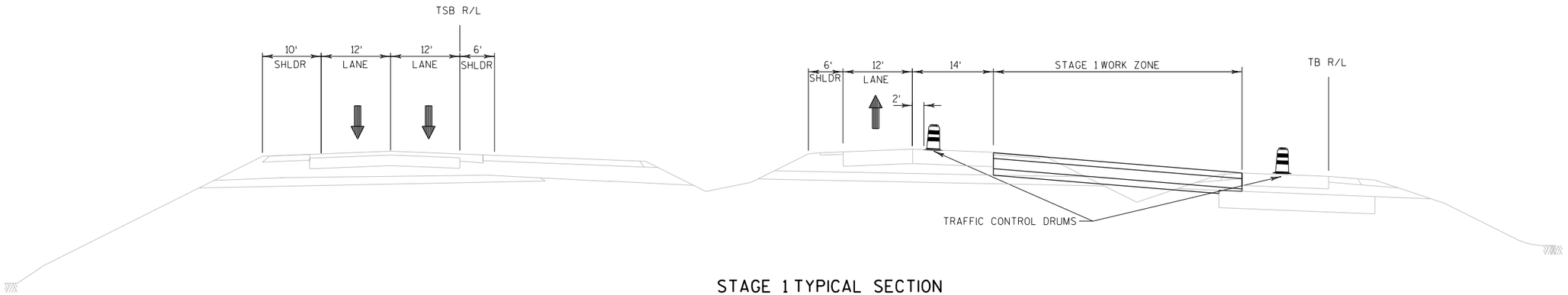
11) ALWAYS PROVIDE A MINIMUM OF 2' CLEAR FROM EDGE OF TRAVEL LANE TO THE TOE OF THE TEMPORARY PRECAST CONCRETE BARRIER.

12) SEE THE FOLLOWING SDDS TO SUPPLEMENT THE TRAFFIC CONTROL PLANS
"BARRICADES AND SIGNS FOR MAINLINE CLOSURE"
"BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
"TRAFFIC CONTROL, EXIT RAMP CLOSURE"

13) PORTABLE CHANGEABLE MESSAGE SIGNS(PCMS) SHALL BE PLACED 1 MILE PRIOR TO TRAFFIC CONTROL ADVANCED WARNING SIGNS OR AS DIRECTED BY ENGINEER. PCMS SHALL BE IN PLACE 1 WEEK PRIOR TO AND DURING CONSTRUCTION AND SHALL BE USED TO INFORM THE PUBLIC OF THE PROJECT. CONTACT SW REGION TRAFFIC TEAM FOR LEADER MESSAGES.



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL OVERVIEW - IH 39 STAGE 1	SHEET 293	E

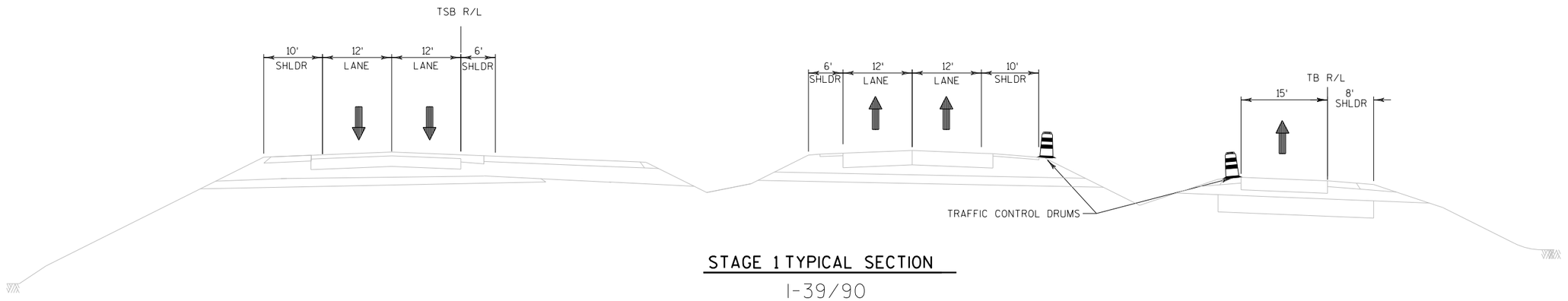


STAGE 1 TYPICAL SECTION

I-39/90

NIGHTTIME OPERATION
SHOULDER WORK

SEE STAGING PLANS
FOR LOCATION



STAGE 1 TYPICAL SECTION

I-39/90

DAYTIME CONFIGURATION

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTION STAGE 1	SHEET 294	E

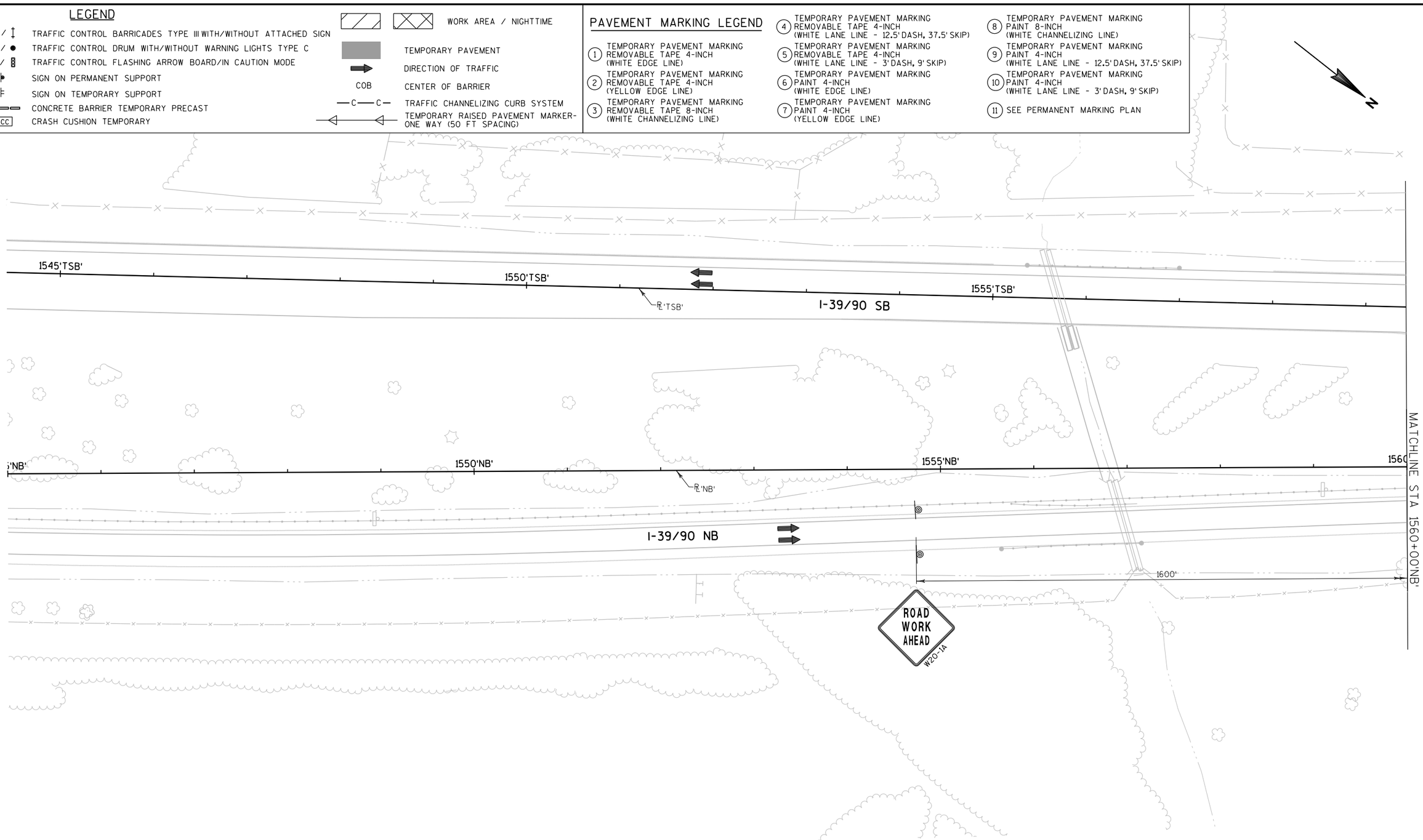
2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- C — C — TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE CHANNELIZING LINE)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
6. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGE LINE)
7. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW EDGE LINE)
8. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE CHANNELIZING LINE)
9. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



2

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 1	SHEET 295	E

2

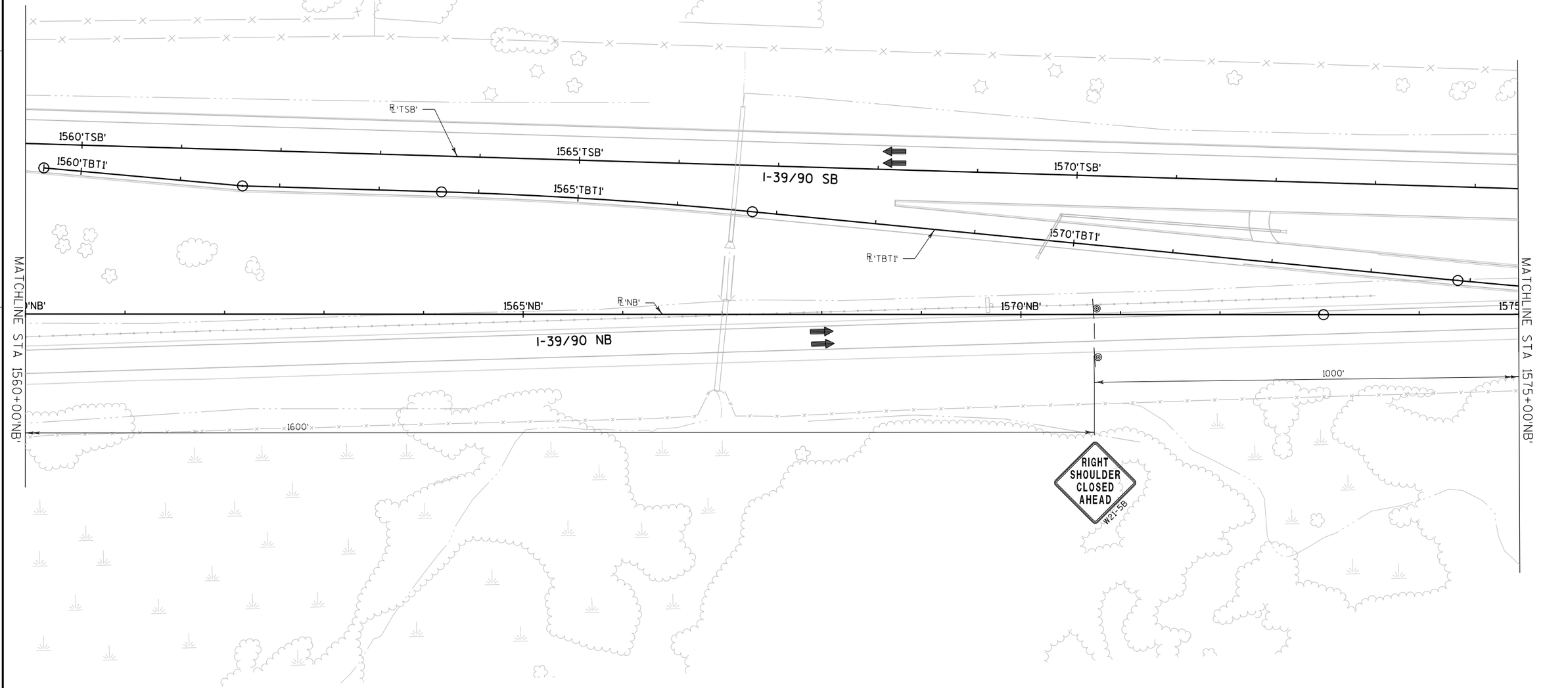
LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- C — C — TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE CHANNELIZING LINE)
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5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
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8. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE CHANNELIZING LINE)
9. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN

N



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 1	SHEET 296	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026107_tc1.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

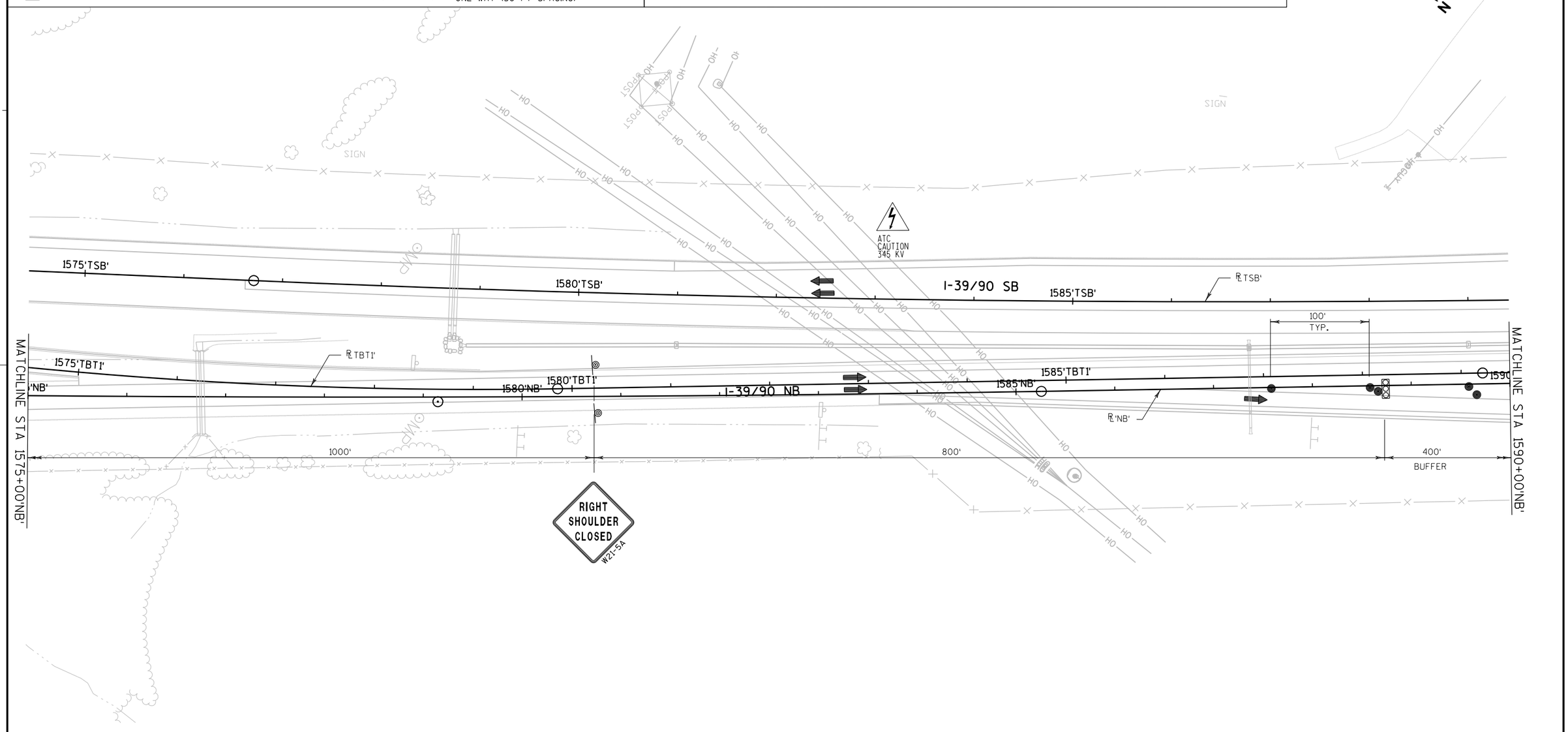
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LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB CENTER OF BARRIER
- C C TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
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4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
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8. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE CHANNELIZING LINE)
9. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 1	SHEET 297	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026108_tc1.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100.002

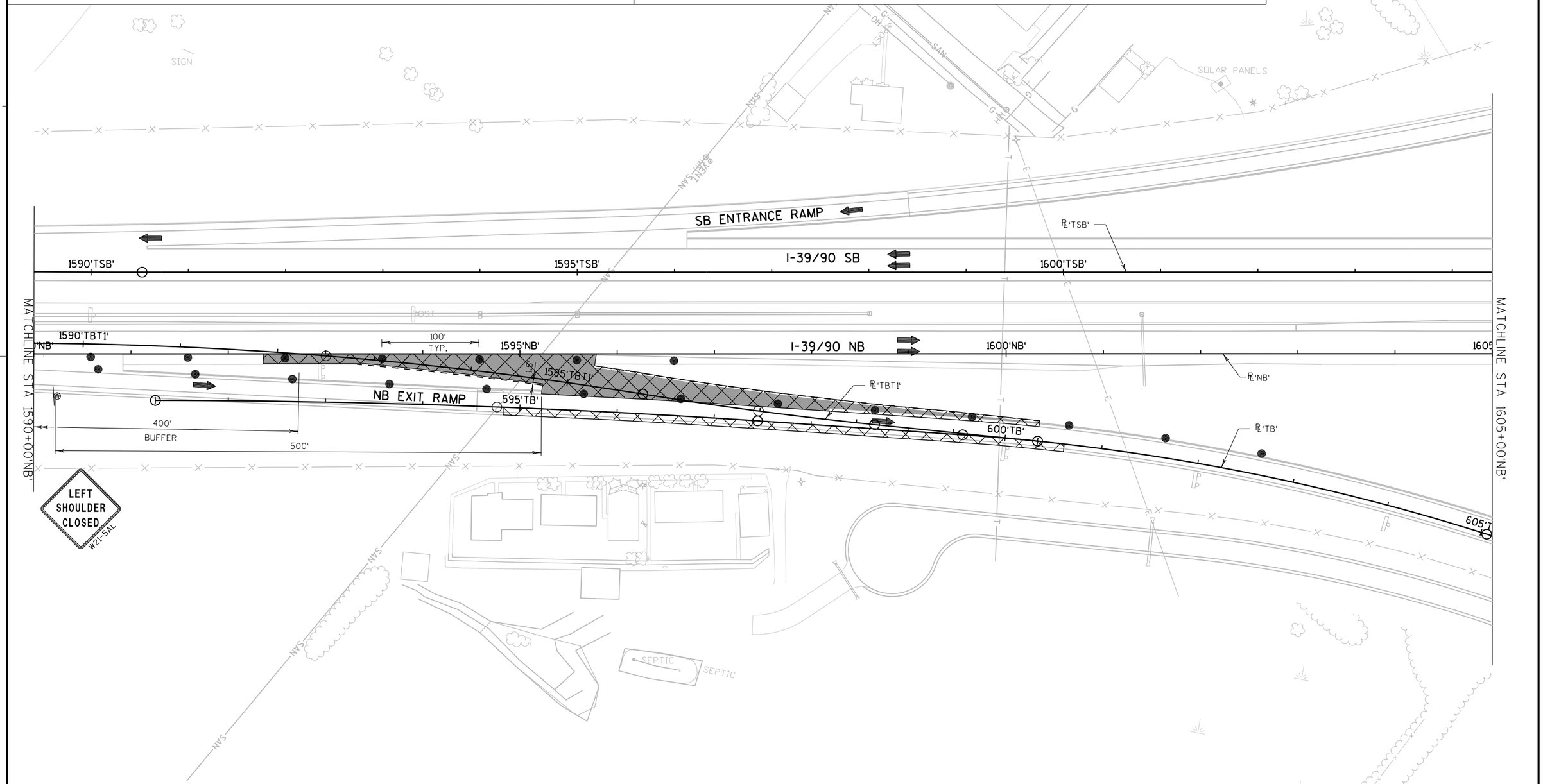
2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
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- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
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4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
6. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGE LINE)
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 1	SHEET 298	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026109_tc1.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- C — C — TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE CHANNELIZING LINE)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
6. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGE LINE)
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8. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE CHANNELIZING LINE)
9. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN

N

SB EXIT RAMP

USH 51

1605'TSB'

1610'TSB'

1615'TSB'

℄'TSB'

I-39/90 SB

MATCHLINE STA 1605+00'NB'

'NB'

1610'NB'

I-39/90 NB

1615'NB'

1620

℄'NB'

MATCHLINE STA 1620+00'NB'

STH 73

8'

500'

620'

NB ENTRANCE RAMP

℄'TB'

610'TB'

NB EXIT RAMP

615'TA'

℄'TA'

RIGHT SHOULDER CLOSED

W21-5A

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 1	SHEET 299	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026110_tc1.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

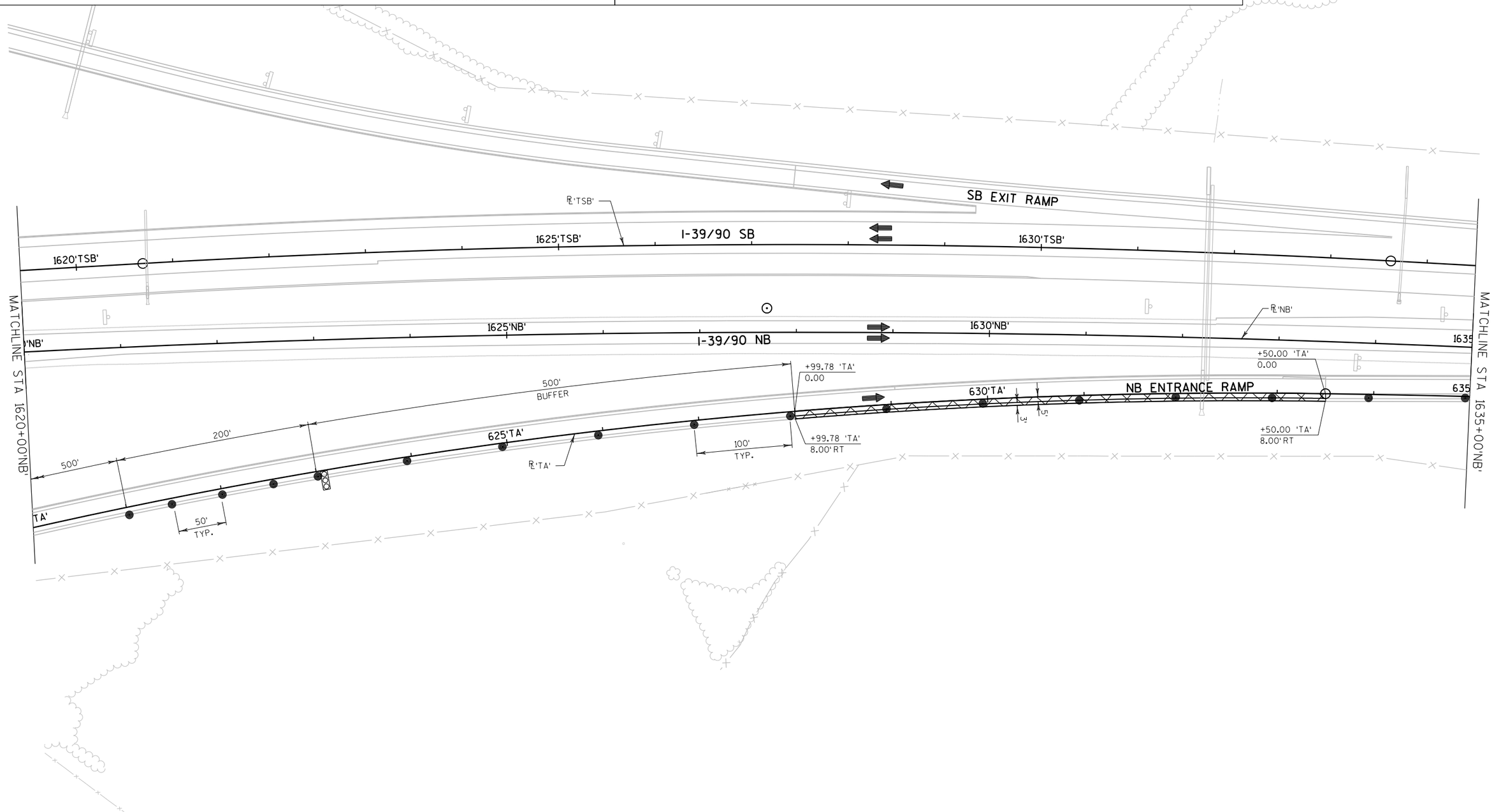
2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- C — C — TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3'DASH, 9'SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 1	SHEET 300	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026111_tc1.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

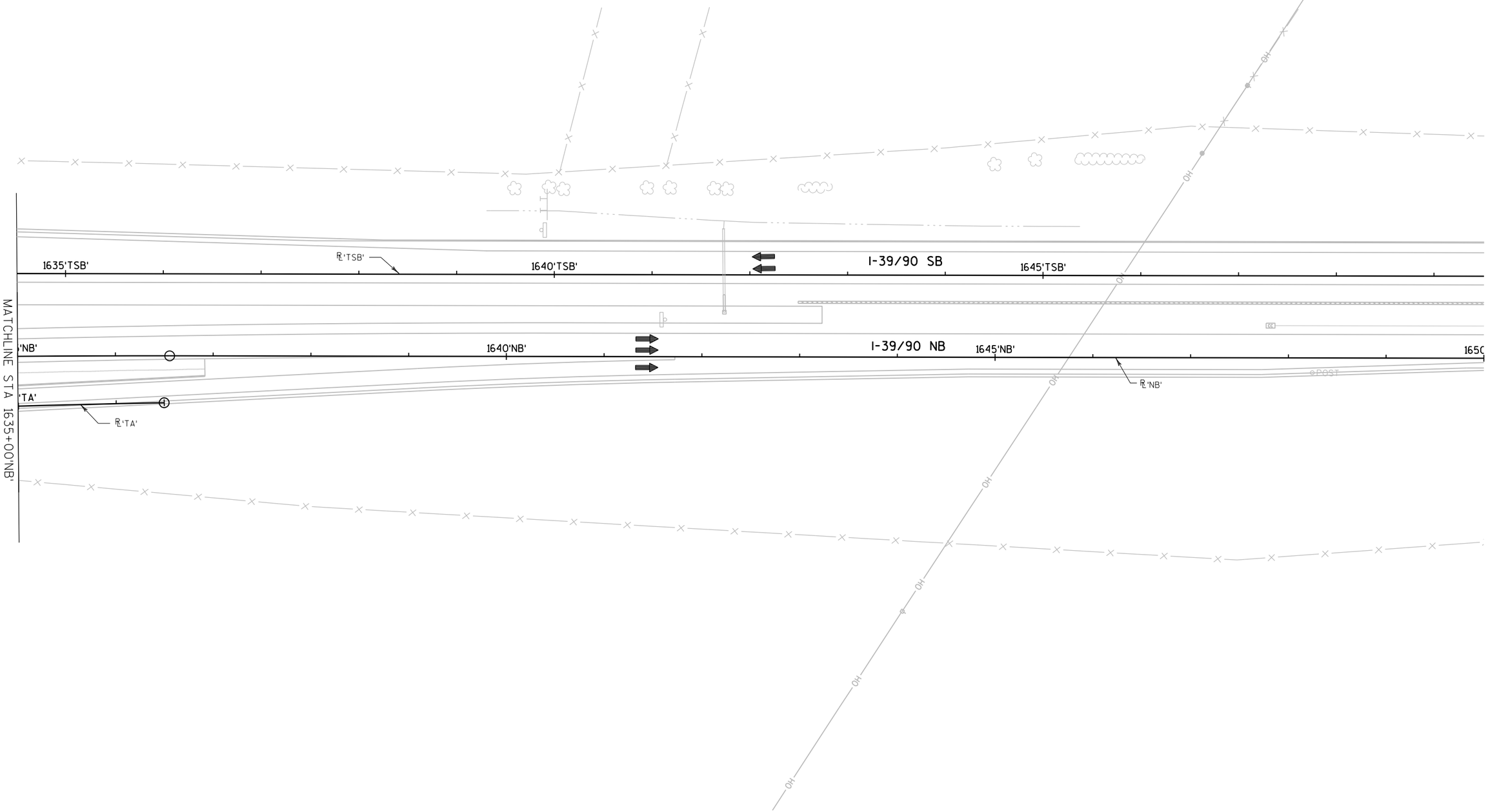
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11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 1	SHEET 301	E

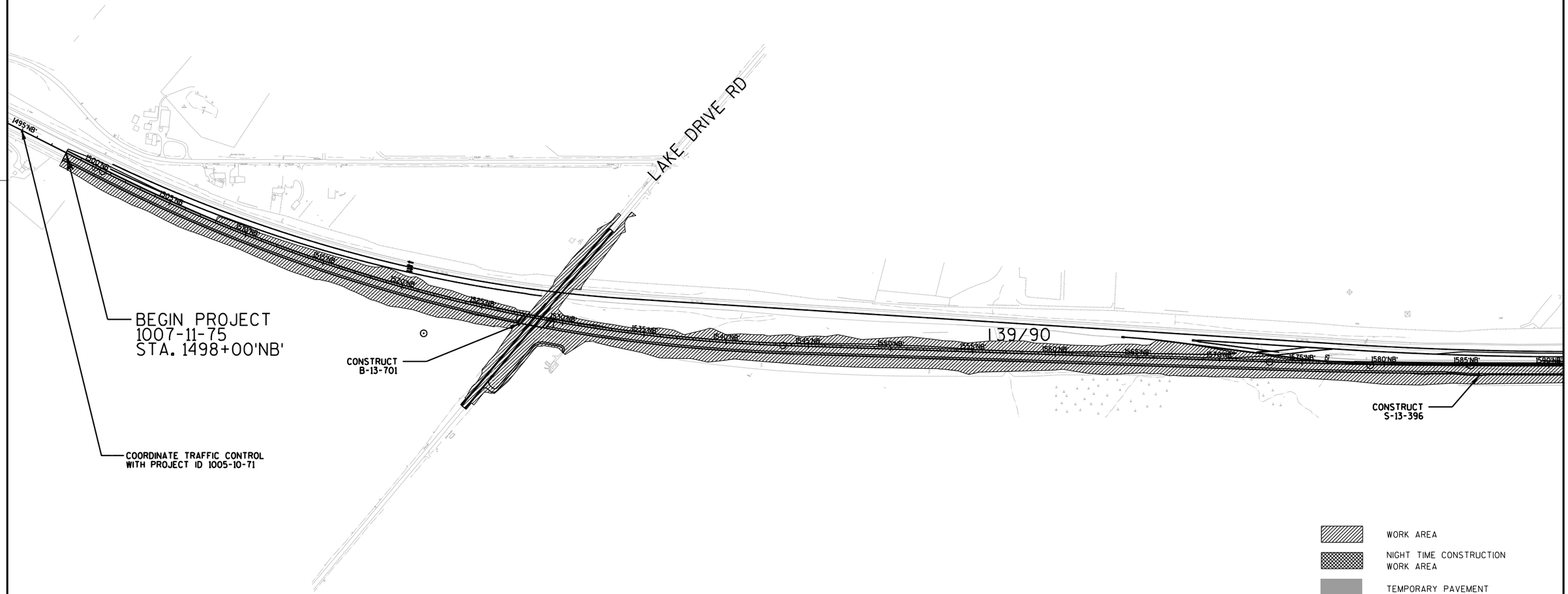
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STAGE 2
-CONSTRUCT NORTHBOUND CONCRETE PAVEMENT
-CONSTRUCT TEMPORARY RAMP CROSSOVERS AT STH 73 NORTHBOUND EXIT AND ENTRANCE
-CONSTRUCT TEMPORARY RAMP CROSSOVER AT USH 51 NORTHBOUND EXIT
-CONSTRUCT PROPOSED PAVEMENT LAKE DRIVE ROAD
-CONSTRUCT PROPOSED PAVEMENT EAST CHURCH ROAD
-CONSTRUCT USH 51 PERMANENT NORTHBOUND EXIT AND ENTRANCE RAMPS
-CONSTRUCT TEMPORARY SOUTHBOUND EXIT RAMP AT STH 73 FOR PROJECT 1007-11-74
-CONSTRUCT TEMPORARY SOUTHBOUND ENTRANCE RAMP AT STH 73 FOR PROJECT 1007-11-74
-CONSTRUCT TEMPORARY SOUTHBOUND EXIT RAMP AT USH 51 FOR PROJECT 1007-11-74
-CONSTRUCT TEMPORARY SOUTHBOUND ENTRANCE RAMP AT USH 51 FOR PROJECT 1007-11-74
-CONSTRUCT CONCRETE CROSSOVER NORTH OF EAST CHURCH RD FOR PROJECT 1007-11-74
-CONSTRUCT NORTHBOUND STRUCTURES B-13-701,705,708, 711 AND S-13-396,398
-CONSTRUCT CULVERTS C-13-3076 AND C-13-3078

STAGE 3
-CONSTRUCT NORTHBOUND CONCRETE PAVEMENT IN LOCATIONS WHERE STH 73 EXIT AND ENTRANCE RAMPS WERE LOCATED IN STAGE 2
-CONTINUE STAGE 2 CONSTRUCTION
-STRUCTURE B-13-708 TO BE STAINED UTILIZING A ONE-DAY NORTHBOUND EXIT RAMP CLOSURE PER S.D.D. TRAFFIC CONTROL, EXIT RAMP CLOSURE

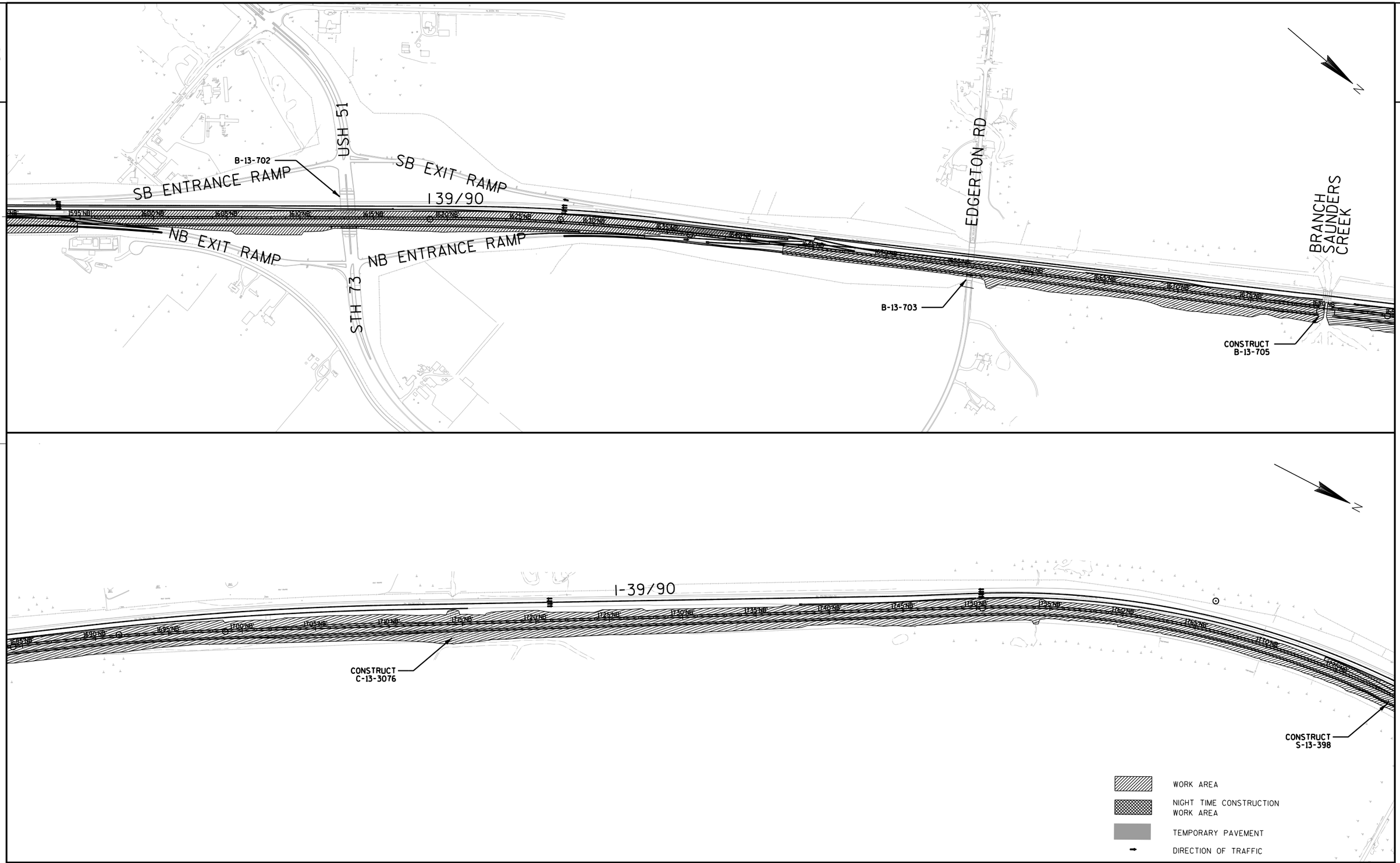
MAINTENANCE OF TRAFFIC

STAGE 2:
IH 39/90 & RAMPS
-ALL MAINLINE TRAFFIC SHALL BE SHIFTED TO SOUTHBOUND COUNTER-DIRECTIONAL LANES
-STH 73 EXIT AND ENTRANCE RAMPS SHALL REMAIN OPEN
-USH 51 NORTHBOUND EXIT AND ENTRANCE RAMPS SHALL BE CLOSED AND DETOURED. SOUTHBOUND EXIT AND ENTRANCE RAMPS SHALL REMAIN OPEN
STAGE 3:
IH 39/90 & RAMPS
-ALL MAINLINE TRAFFIC SHAL REMAIN SHIFTED ONTO SOUTHBOUND COUNTER-DIRECTIONAL LANES
-STH 73 NORTHBOUND EXIT AND ENTRANCE RAMPS SHALL SHIFT ONTO NEW PAVEMENT
-USH 51 NORTHBOUND EXIT SHALL BE OPENED AND USE TEMPORARY EXIT RAMP. NORTHBOUND ENTRANCE SHALL REMAIN CLOSED AND DETOURED



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL OVERVIEW - IH 39 STAGE 2/3	SHEET 302	E

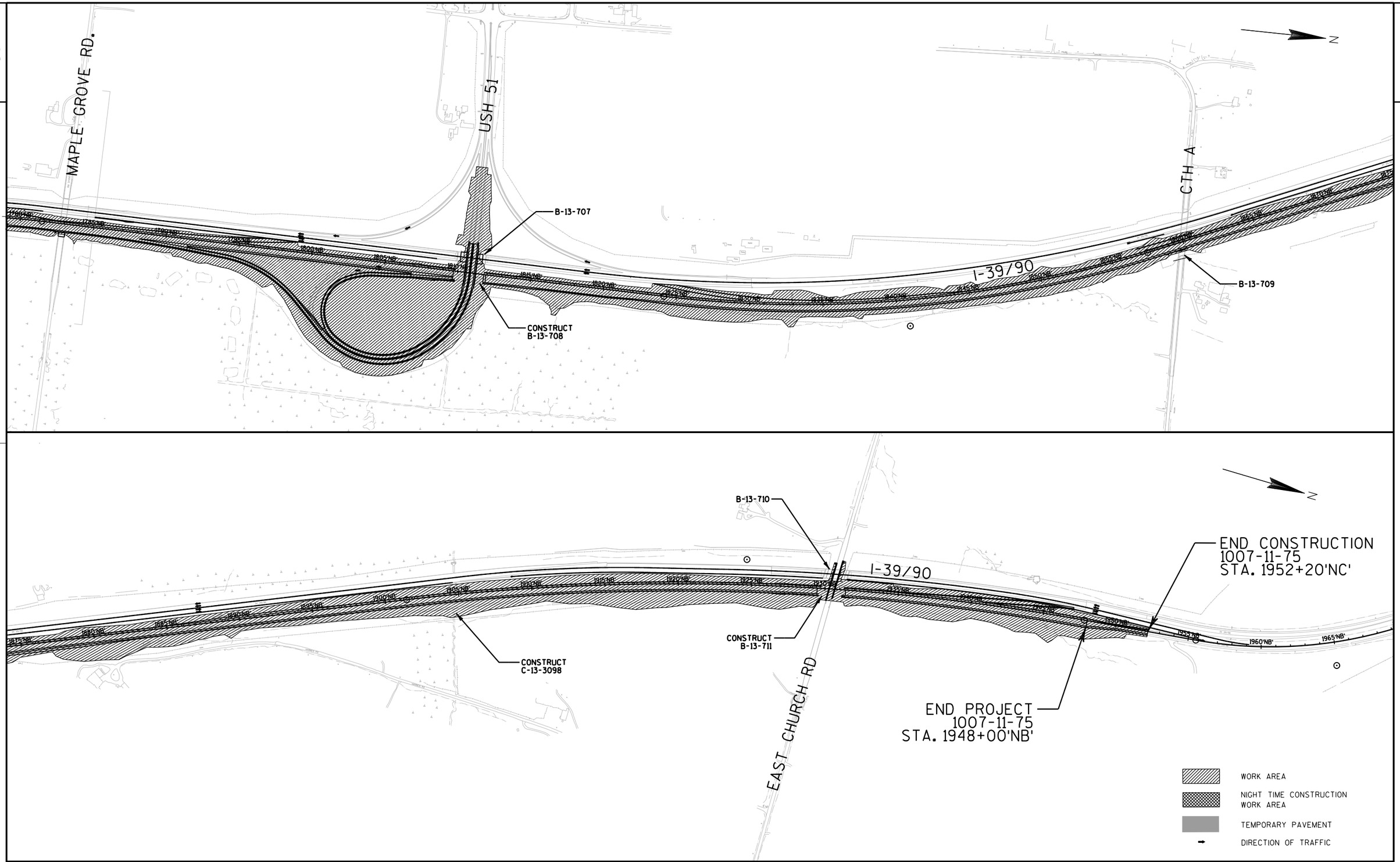
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL OVERVIEW - IH 39 STAGE 2/3	SHEET 303	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026101_s2ov.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:600
WISDOT/CADDS SHEET 42

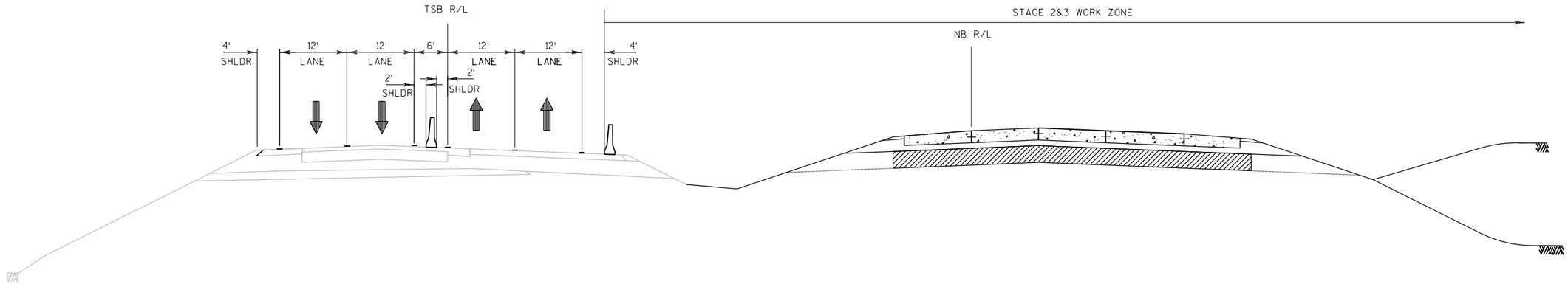
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL OVERVIEW - IH 39 STAGE 2/3	SHEET 304	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026101_s2ov.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:600

2



STAGE 2&3 TYPICAL SECTION

I-39/90

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTION STAGE 2&3	SHEET 305	E

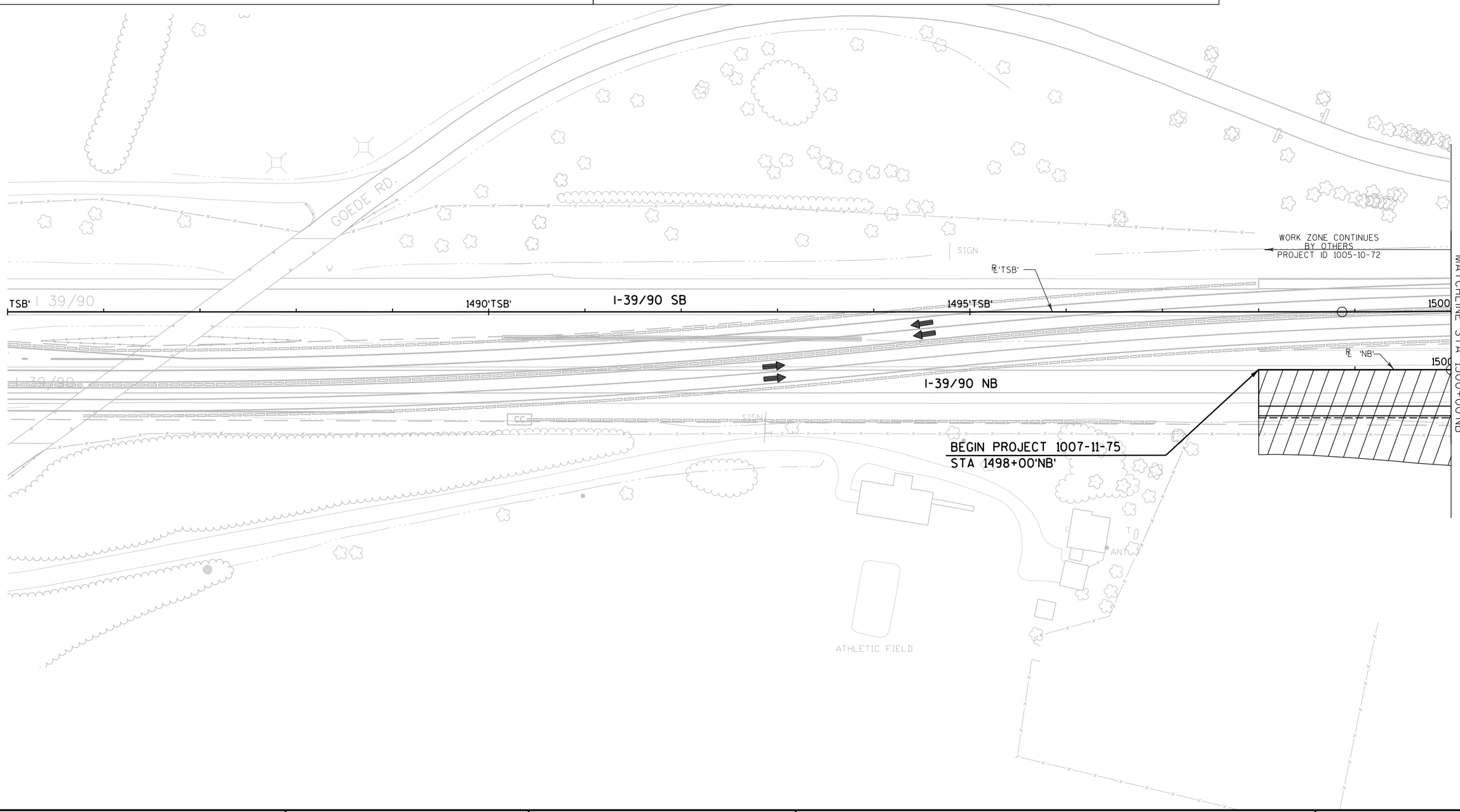
2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- C — C — TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
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11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 306	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026202_tc2.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

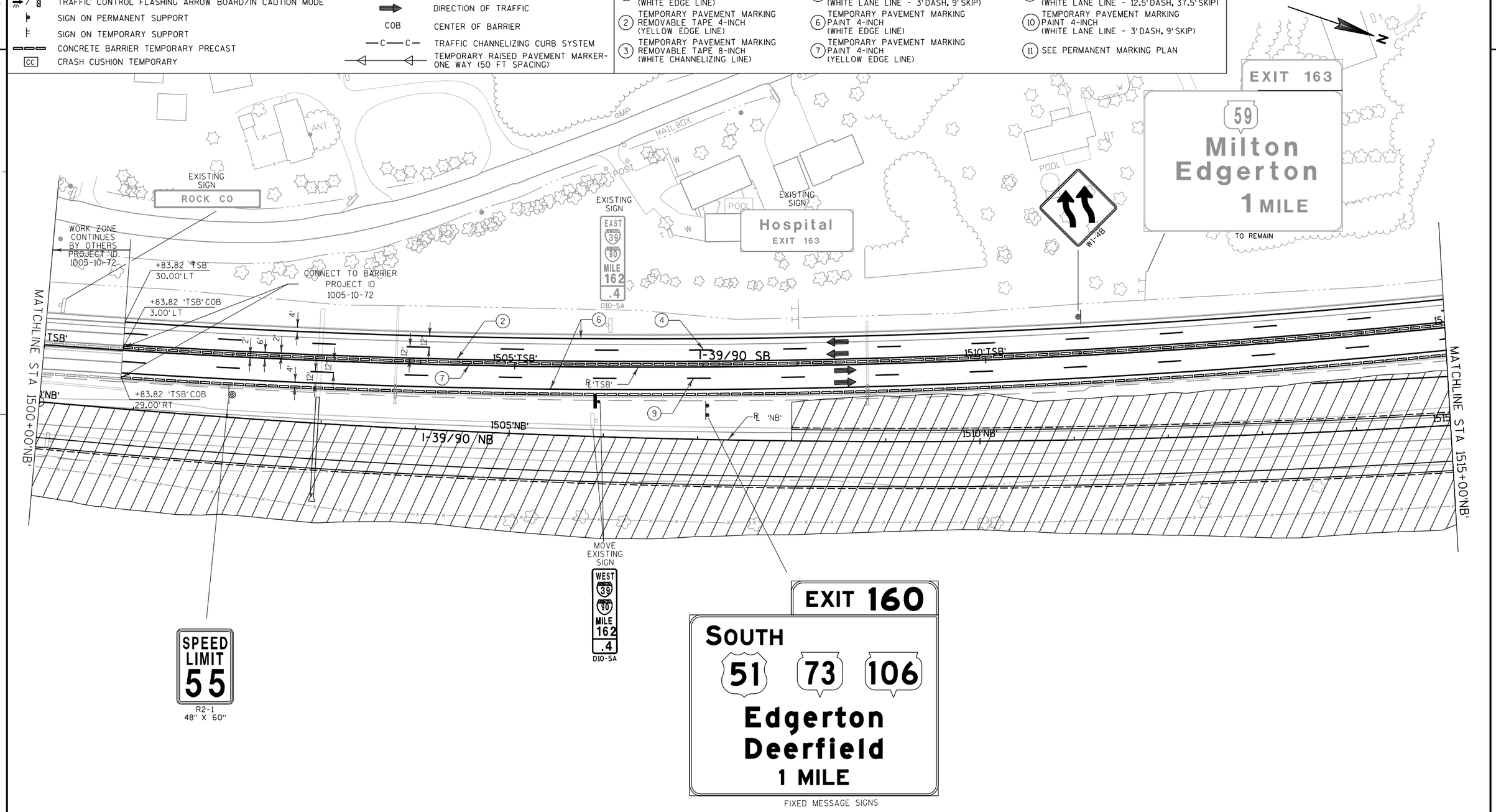
2

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 307	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026203_tc2.dgn PLOT DATE : 8/11/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

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11. SEE PERMANENT MARKING PLAN

TRANSITION TO TIED-DOWN SYSTEM
SEE SDD: CONCRETE BARRIER TEMPORARY PRECAST

EXISTING SIGN
EAST 39 90 MILE 162 .2
D10-5A

EXISTING SIGN
EAST 39 90 MILE 162 .0
D10-5A

EMERGENCY PARKING 1/4 MILE
R8-53
48" X 36"

MATCHLINE STA 1515+00'NB'

1515'TSB'
1520'TSB'
1525'TSB'
T-39/90 SB
1520'NB'
1525'NB'
℄ 'NB'
I-39/90 NB

+15.74 'TSB' COB
29.00' RT
+41.33 'TSB' COB
30.62' RT
+16.31 'TSB' COB
30.62' RT

LAKE DRIVE ROAD

MATCHLINE STA 1530+00'NB'

MOVE EXISTING SIGN
WEST 39 90 MILE 162 .2
D10-5A

MOVE EXISTING SIGN
WEST 39 90 MILE 162 .0
D10-5A

CONSTRUCT B-13-701

TOWER

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 308	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026204_tc2.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME : $FILE$
PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
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N

EXISTING SIGN
EAST 39 90 MILE 161 .8
D10-5A

MATCHLINE STA 1530+00 'NB'

1530'ISB'
1535'ISB'
R 'TSB'
100' TYP.
T-39/90 SB
1540'ISB'
15'
4'
12'

1535'NB'
R 'NB'
1540'NB'
I-39/90 NB

MATCHLINE STA 1545+00 'NB'

MOVE EXISTING SIGN
WEST 39 90 MILE 161 .8
D10-5A

LODGING-CAMPING
EXIT 160
TOWNE EDGE MOTEL
HICKORY HILLS
CAMPGROUND

MOVE EXISTING SIGN

OAKLAWN
ACADEMY
EXIT 160

FIXED MESSAGE SIGN

SIGN

GAS-FOOD 160
ROADYS-BP
KWIK TRIP
CHESTERS
SUBWAY-RAYS

MOVE EXISTING SIGN

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 309	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026205_tc2.dgn
PLOT DATE : 8/11/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

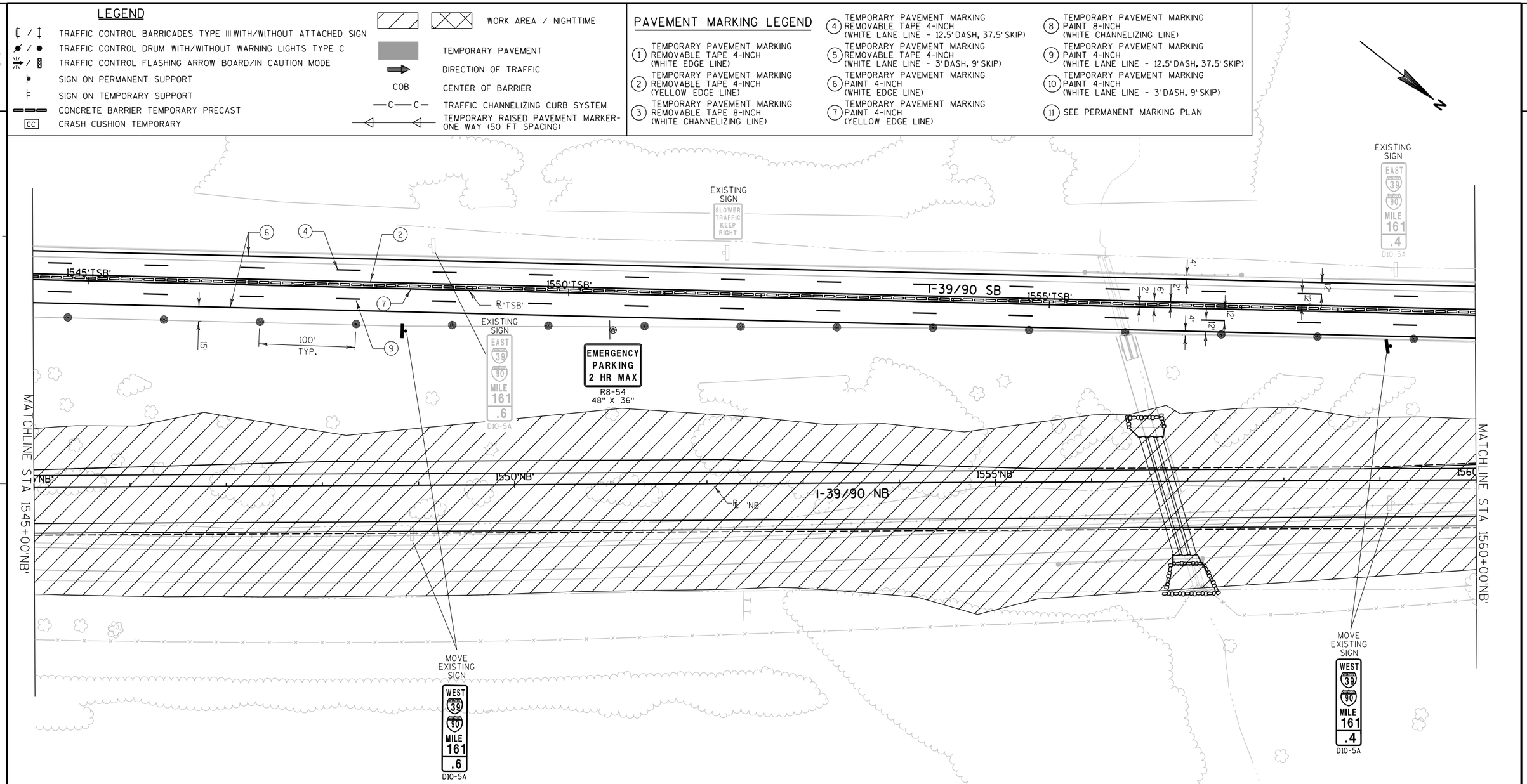
2

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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 310	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026206_tc2.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

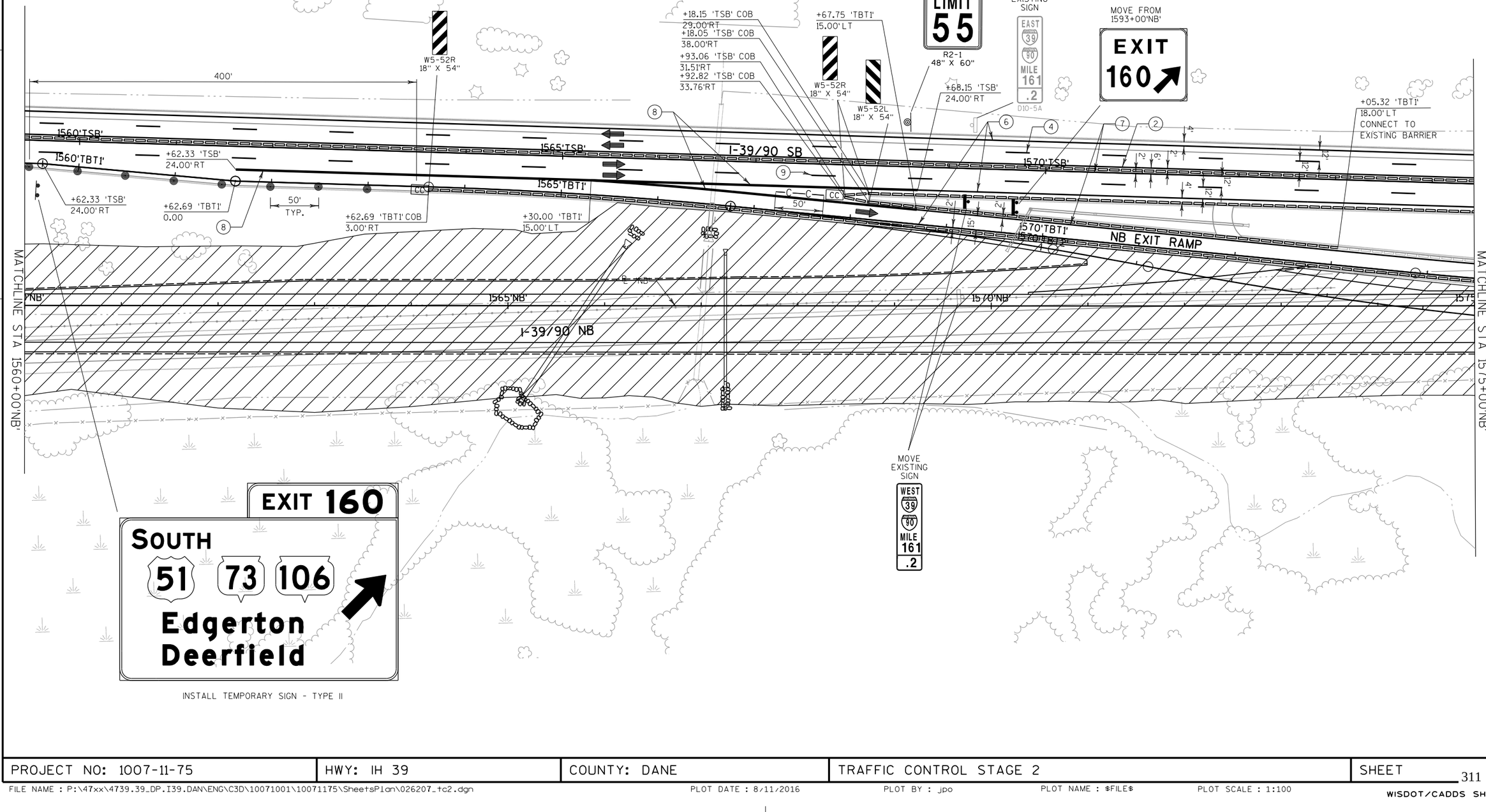
LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- C — C — TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN

N



INSTALL TEMPORARY SIGN - TYPE II

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 311	E

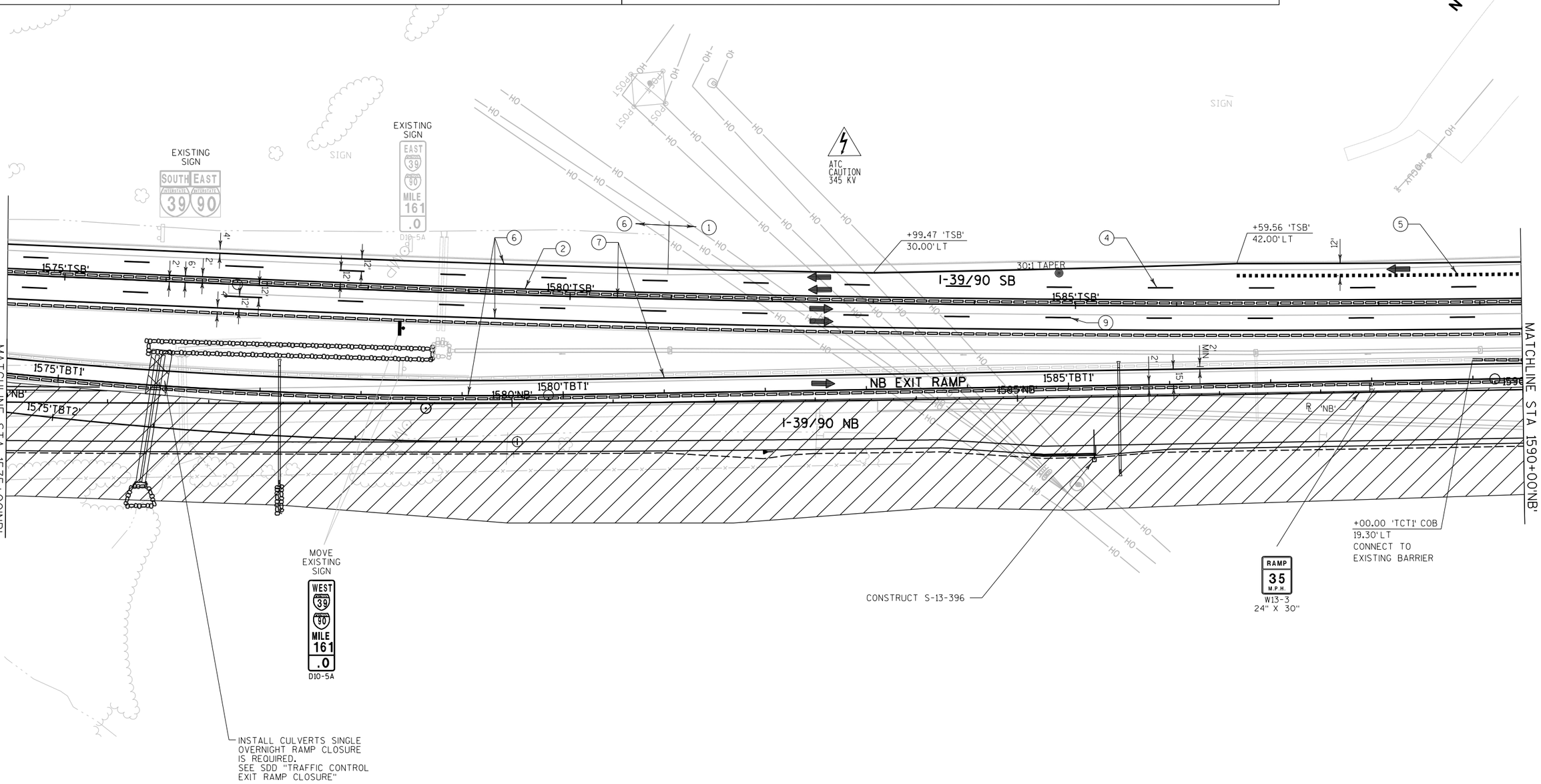
2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
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- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
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11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 312	E

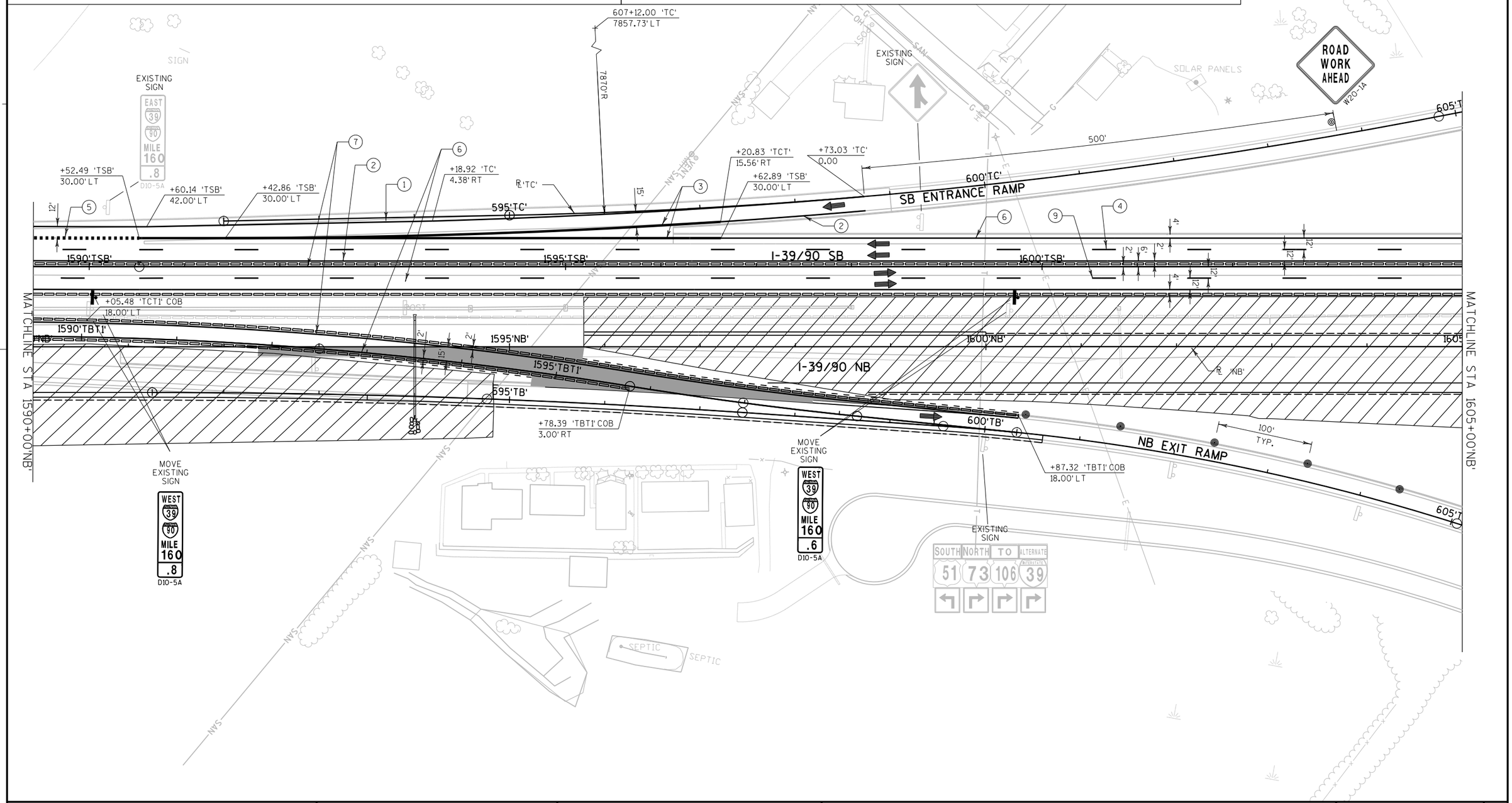
2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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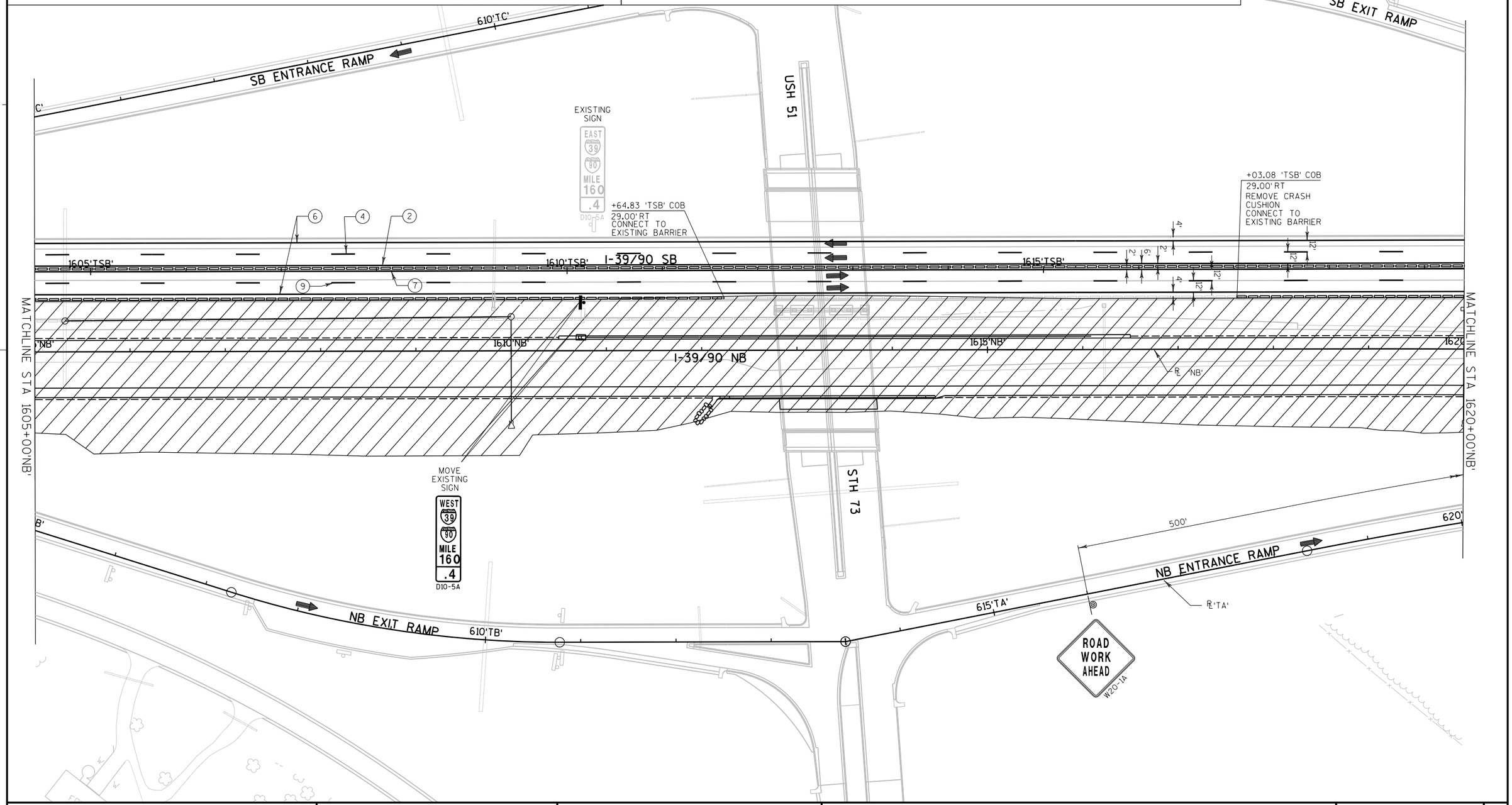
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 313	E

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 314	E

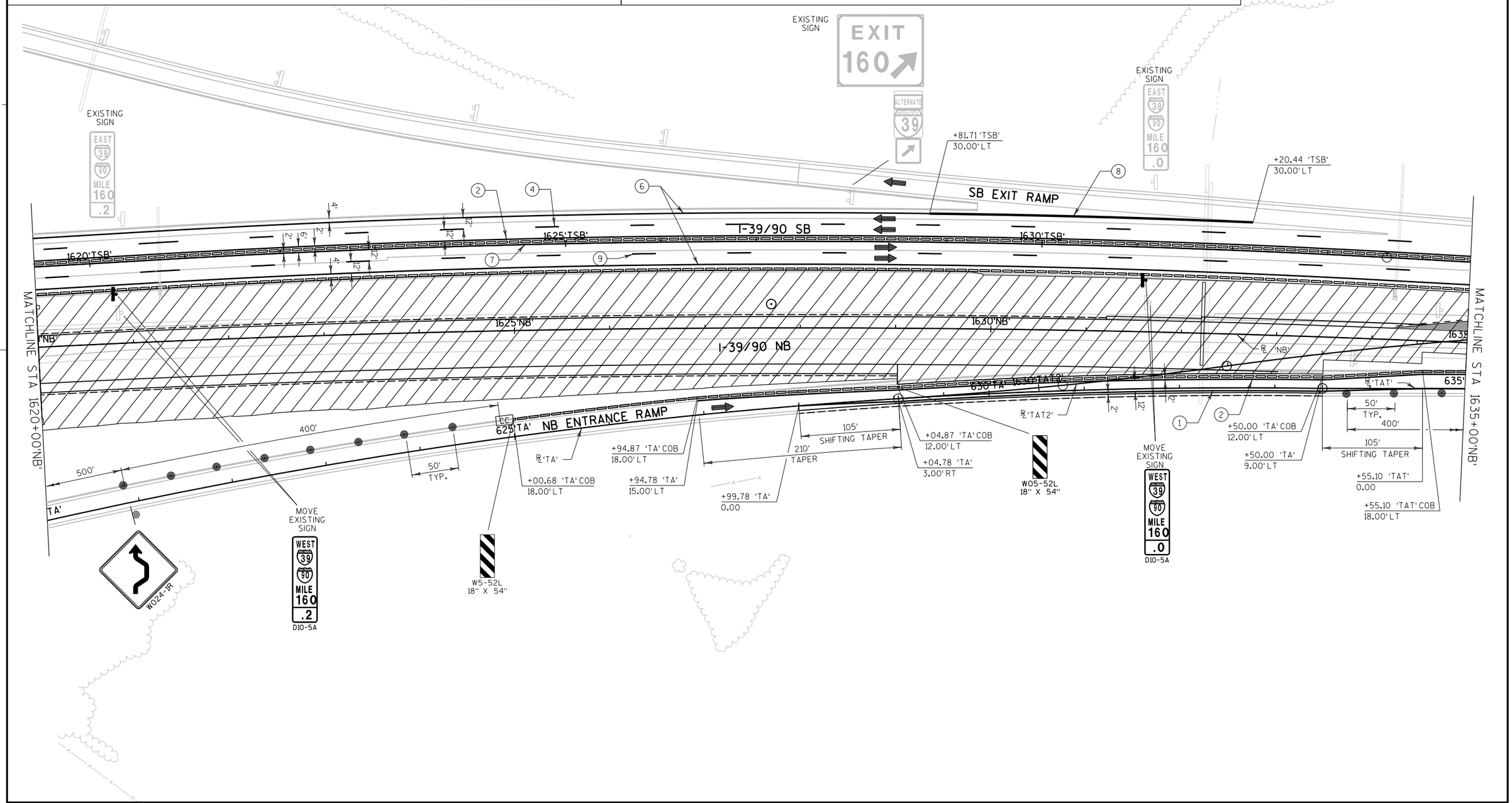
2

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 315	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026211_tc2.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME : $FILE$
PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

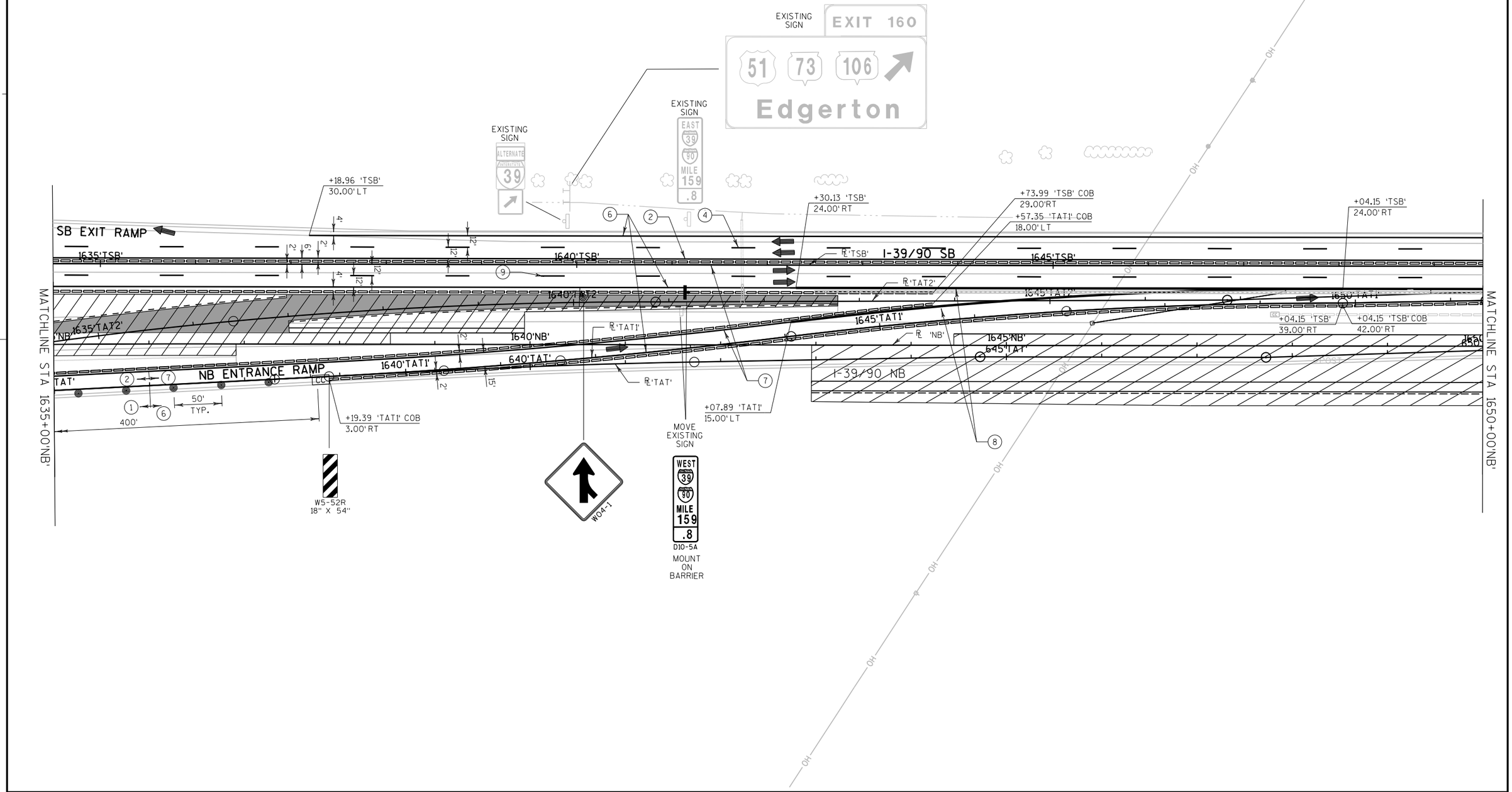
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11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 316	E

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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11. SEE PERMANENT MARKING PLAN

EXISTING SIGN
GAS-FOOD 160
ROADYS-BP
KWIK TRIP
CHESTERS
SUBWAY-RAYS

EXISTING SIGN
EAST 39 90 MILE 159 .6

EXISTING SIGN
LODGING-CAMPING EXIT 160
TOWNE EDGE MOTEL
HICKORY HILLS
CAMPGROUND

EXISTING SIGN
EAST 39 90 MILE 159 .4

EDGERTON ROAD

W5-52R 18" X 54"

+54.15 'TSB' 36.00' RT
+54.15 'TSB' COB 39.00' RT
+22.53 'TSB' 24.00' RT
+04.33 'TSB' 24.00' RT
+04.33 'TSB' 36.00' RT
+04.38 'TSB' COB 39.00' RT CONNECT TO EXISTING BARRIER
+64.33 'TSB' 24.00' RT
+12.33 'TSB' COB 29.00' RT REMOVE CRASH CUSHION CONNECT TO EXISTING BARRIER

1650'TSB'
1650'TAT2'
R'TAT2'
NB ENTRANCE RAMP
1655'TAT1'
R'TAT1'
1655'TSB'
R'TSB'
1650'TSB'
I-39/90 SB
1655'NB'
1660'NB'
I-39/90 NB
R' NB'

MATCHLINE STA 1650+00'NB'
MATCHLINE STA 1665+00'NB'

MOVE EXISTING SIGN
WEST 39 90 MILE 159 .6
D10-5A

MOVE EXISTING SIGN
WEST 39 90 MILE 159 .4
D10-5A

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 317	E

2

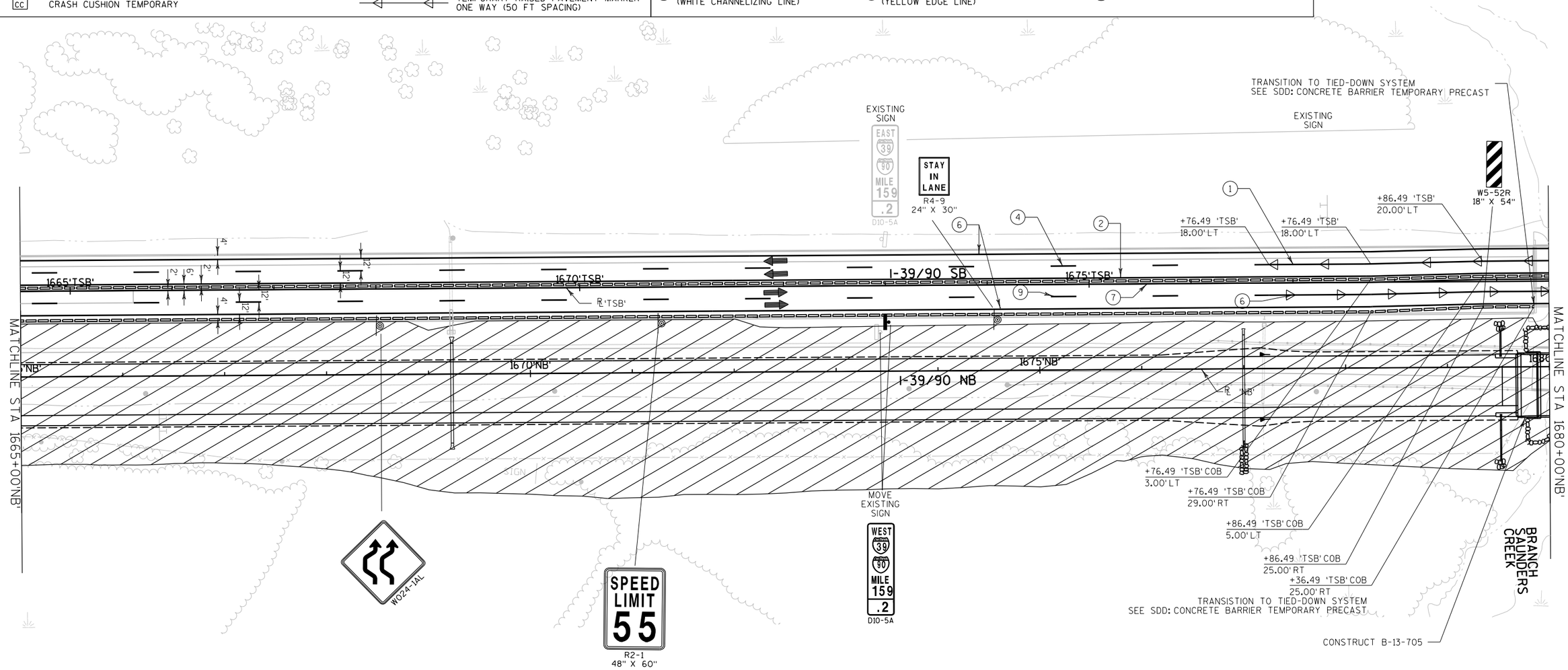
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11. SEE PERMANENT MARKING PLAN

N



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 318	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026214_tc2.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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N

GOLF GREEN

GOLF COU

EXISTING SIGN
EAST 39 90 MILE 159 .0 D10-5A

STAY IN LANE
R4-9
24" X 30"

WD24-1AR

+42.22 'TSB' 20.00' LT
+42.22 'TSB' COB 5.00' LT
+52.22 'TSB' 18.00' LT
+52.22 'TSB' COB 3.00' LT
+52.22 'TSB' 18.00' LT

1680'TSB'
1685'TSB'
1690'TSB'

I-39/90 SB
I-39/90 NB

1685'NB'
1690'NB'
1695'NB'
℄ 'NB'

MATCHLINE STA 1680+00'NB'
MATCHLINE STA 1695+00'NB'

BRANCH SAUNDERS CREEK

+52.22 'TSB' COB 29.00' RT CONNECT TO EXISTING BARRIER

MOVE EXISTING SIGN
WEST 39 90 MILE 159 .0 D10-5A

EXISTING SIGN
EXIT 160
51 73 106
Edgerton
1 MILE

EXISTING SIGN
ALTERNATE INTERSTATE 39

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 319	E

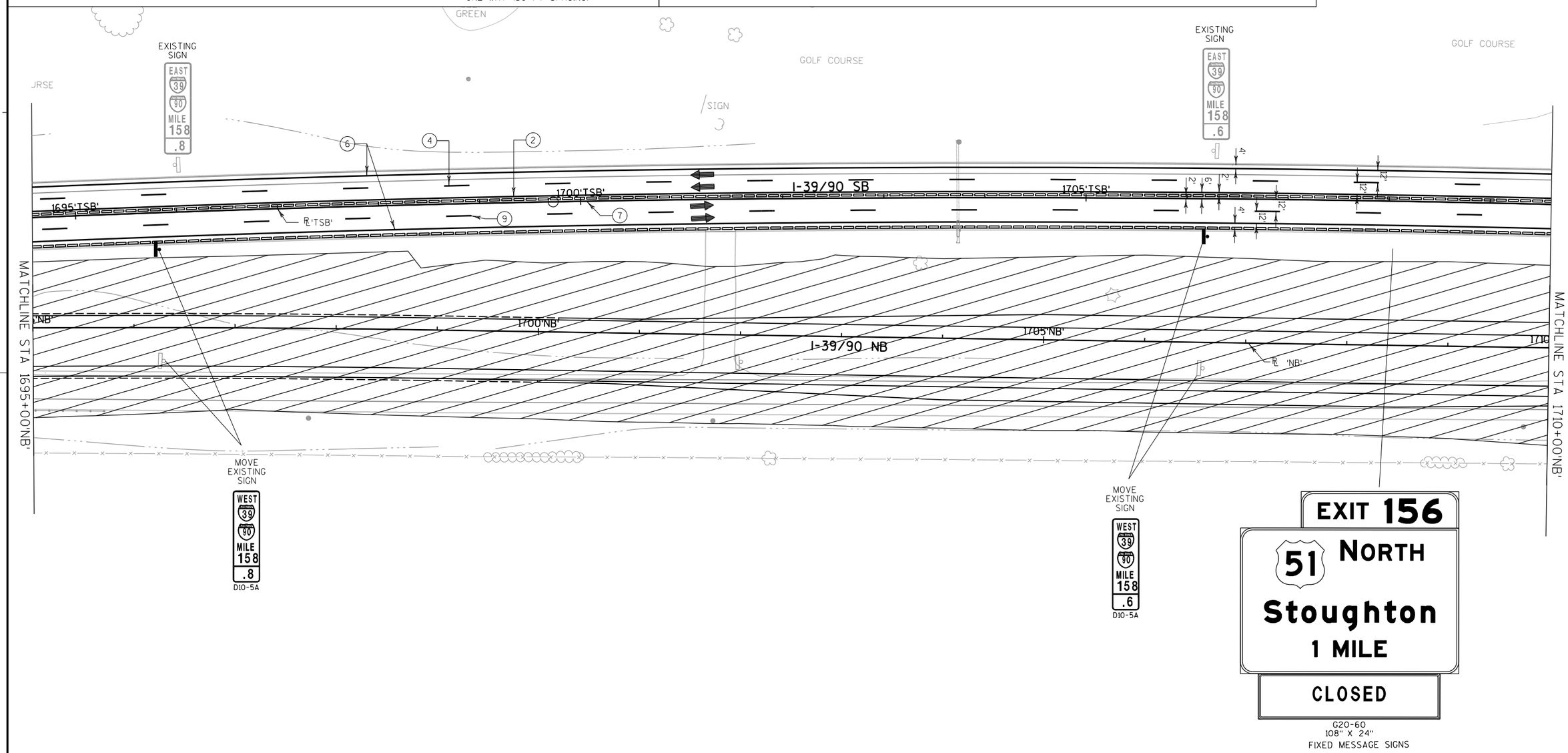
2

LEGEND

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11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 320	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026216_tc2.dgn PLOT DATE : 8/11/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- C — C — TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE CHANNELIZING LINE)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN

N

EXISTING SIGN
EAST 39 90 MILE 158 .4

SAUNDERS CR

EMERGENCY PARKING 1/4 MILE
R8-53
48" X 36"

1710'TSB'
1715'TSB'
I-39/90 SB
1720'TSB'
'TSB'
+99.29 'TSB' COB
29.00' RT
100' TYP.

MATCHLINE STA 1710+00'NB'

'NB'
1715'NB'
I-39/90 NB
1720'NB'
'NB'
1725

MATCHLINE STA 1725+00'NB'

CONSTRUCT C-13-3076

MOVE EXISTING SIGN
WEST 39 90 MILE 158 .4
D10-5A

2

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 321	E

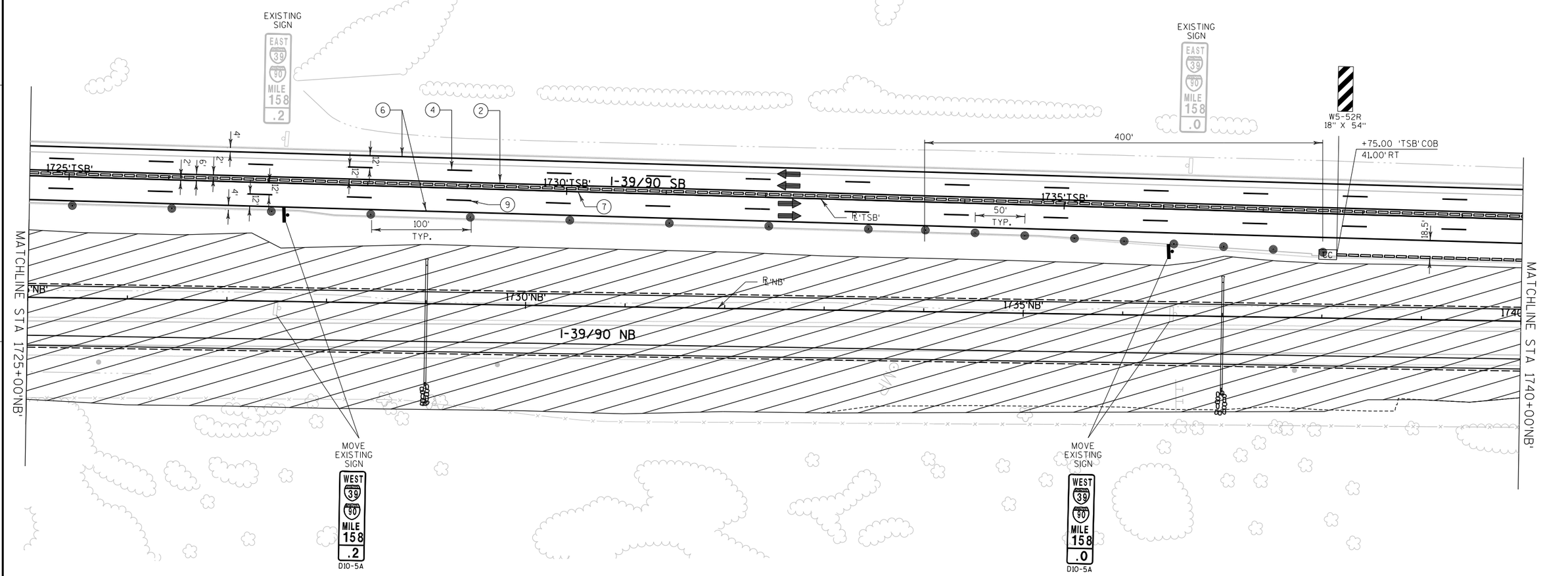
2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- C — C — TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 322	E

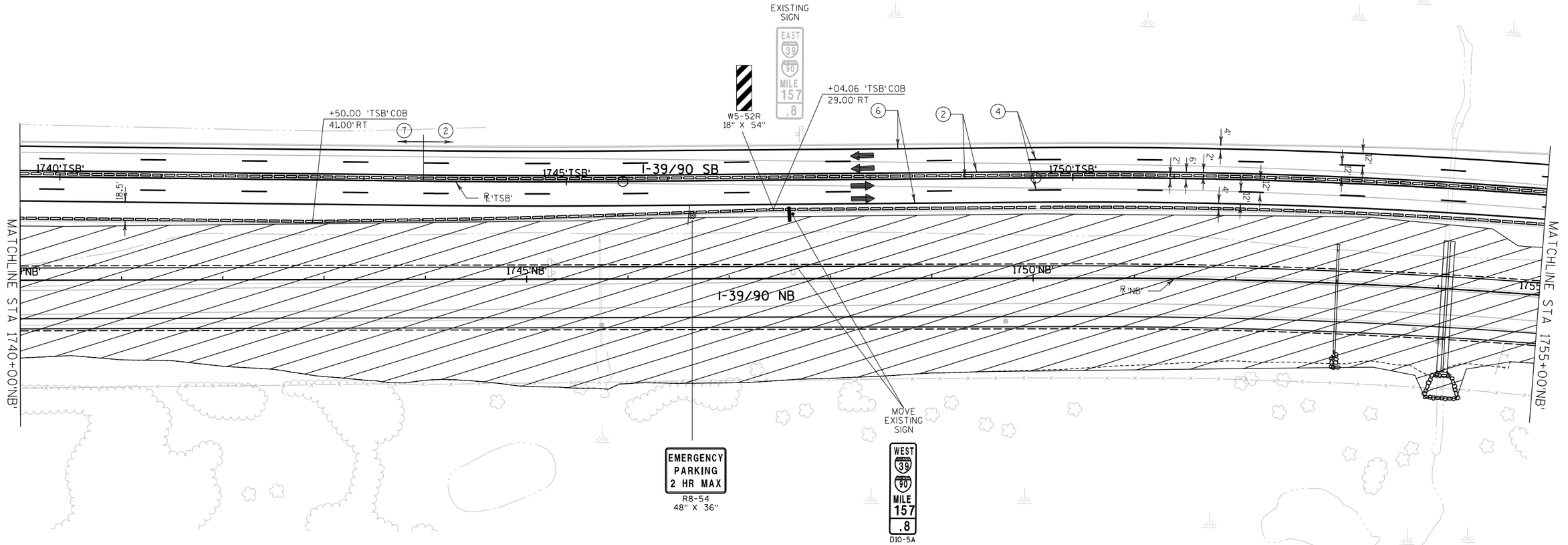
2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 323	E

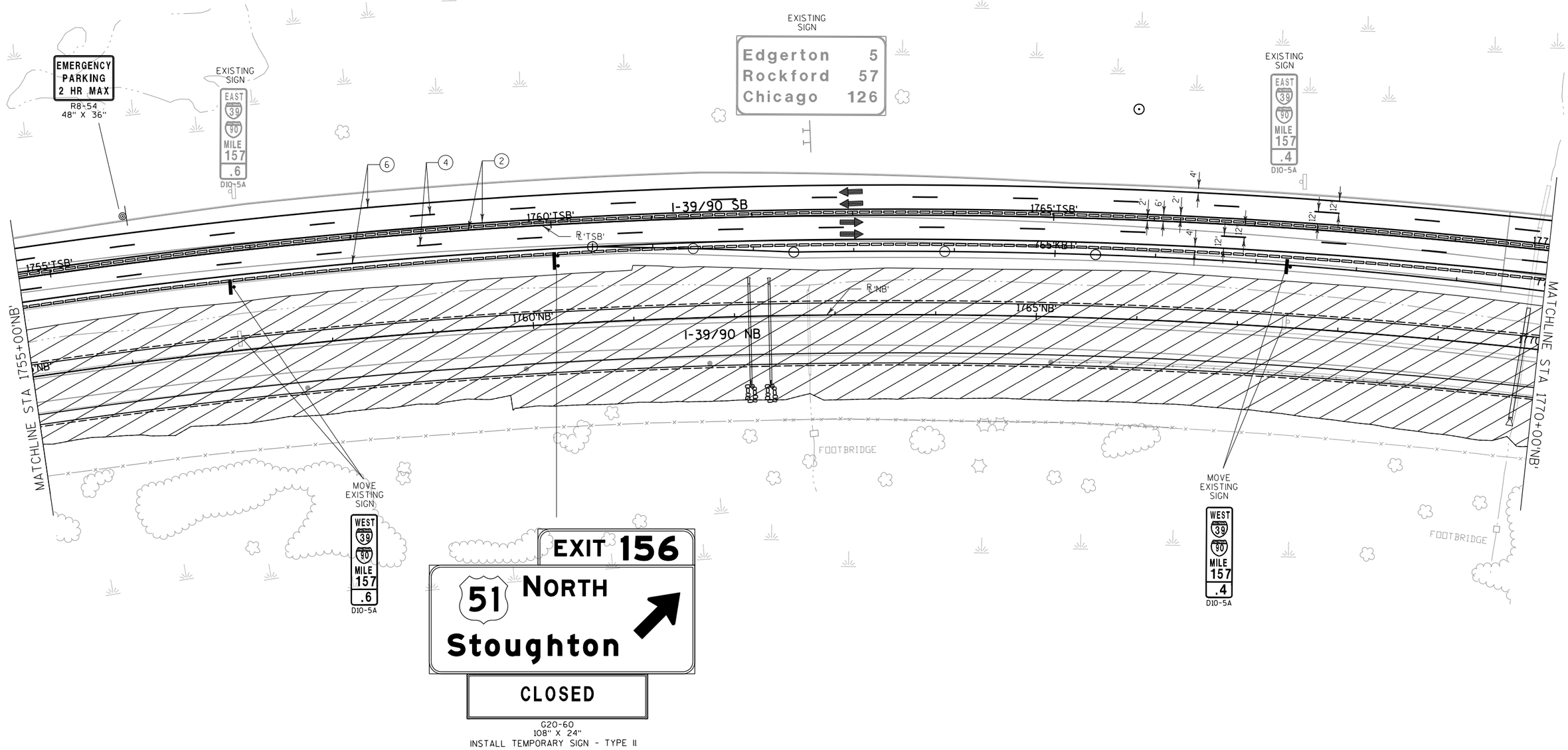
2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
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11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 324	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026220_tc2.dgn PLOT DATE : 8/11/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

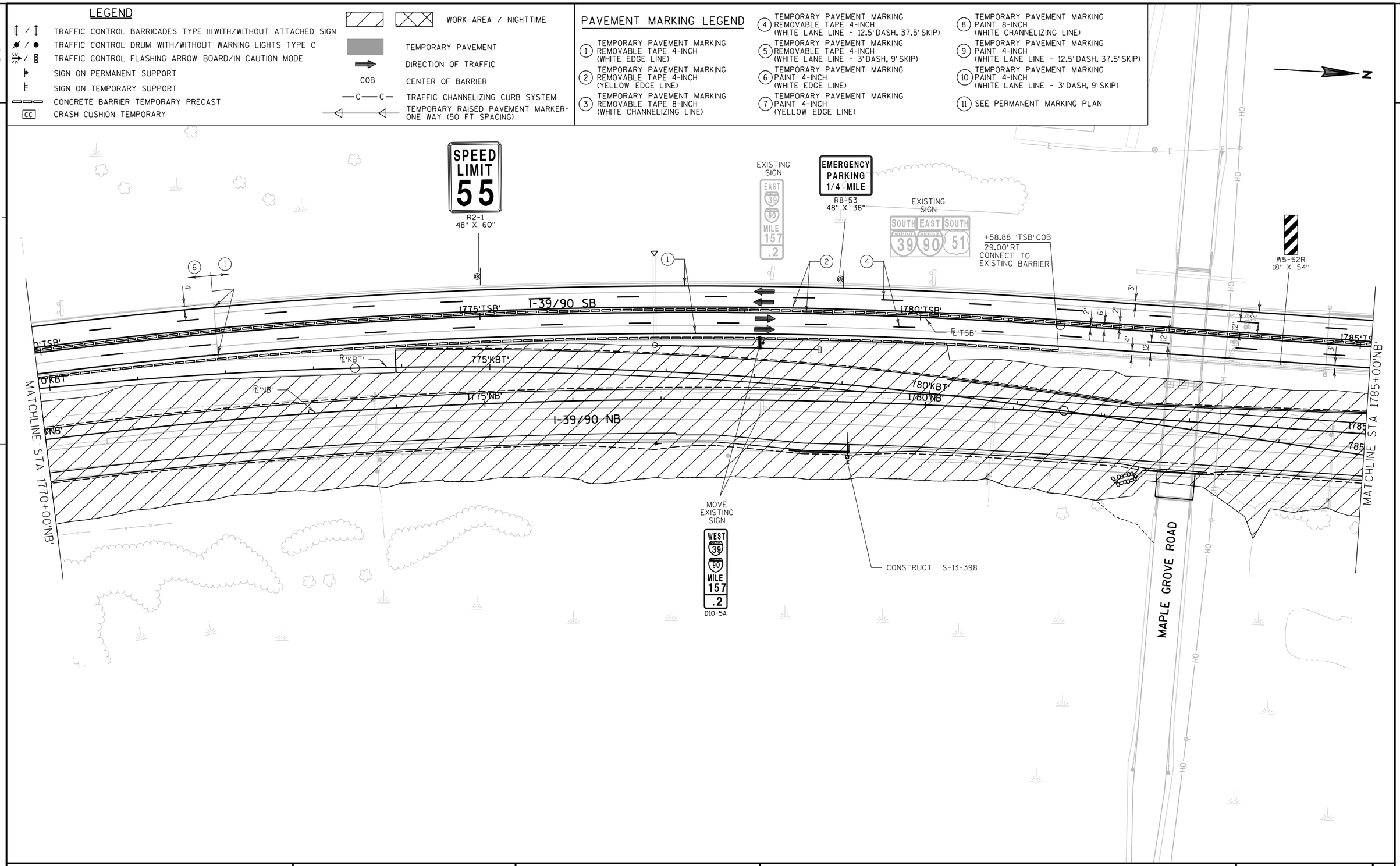
2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 325	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026221_tc2.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN

N

EXISTING SIGN
EAST
39
90
MILE
157
.0

+30.48 'TSB' COB
29.00' RT
REMOVE CRASH CUSHION
CONNECT TO EXISTING BARRIER

+58.68 'TSB'
30.00' LT

EXISTING SIGN
W4-2R
48"X48"

+18.68 'TSB'
42.00' LT

+68.02 'TSB'
42.00' LT
+68.81 'TSB'
30.00' LT

+00.48 'TSB'
30.00' LT

RAMP KC

I-39/90 SB

1790'TSB'
1795'TSB'
℄'TSB'
℄'KCT'
790'KCT'
1790'NB'
795'KCT'
1795'NB'
℄'NB'
I-39/90 NB
RAMP KB
790'KBT'
℄'KBT'
795'KB'
℄'KB'
800'KB'

MATCHLINE STA 1785+00'NB'

MATCHLINE STA 1800+00'NB'

MOVE EXISTING SIGN
WEST
39
90
MILE
157
.0
D10-5A

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 326	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026222_tc2.dgn
PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

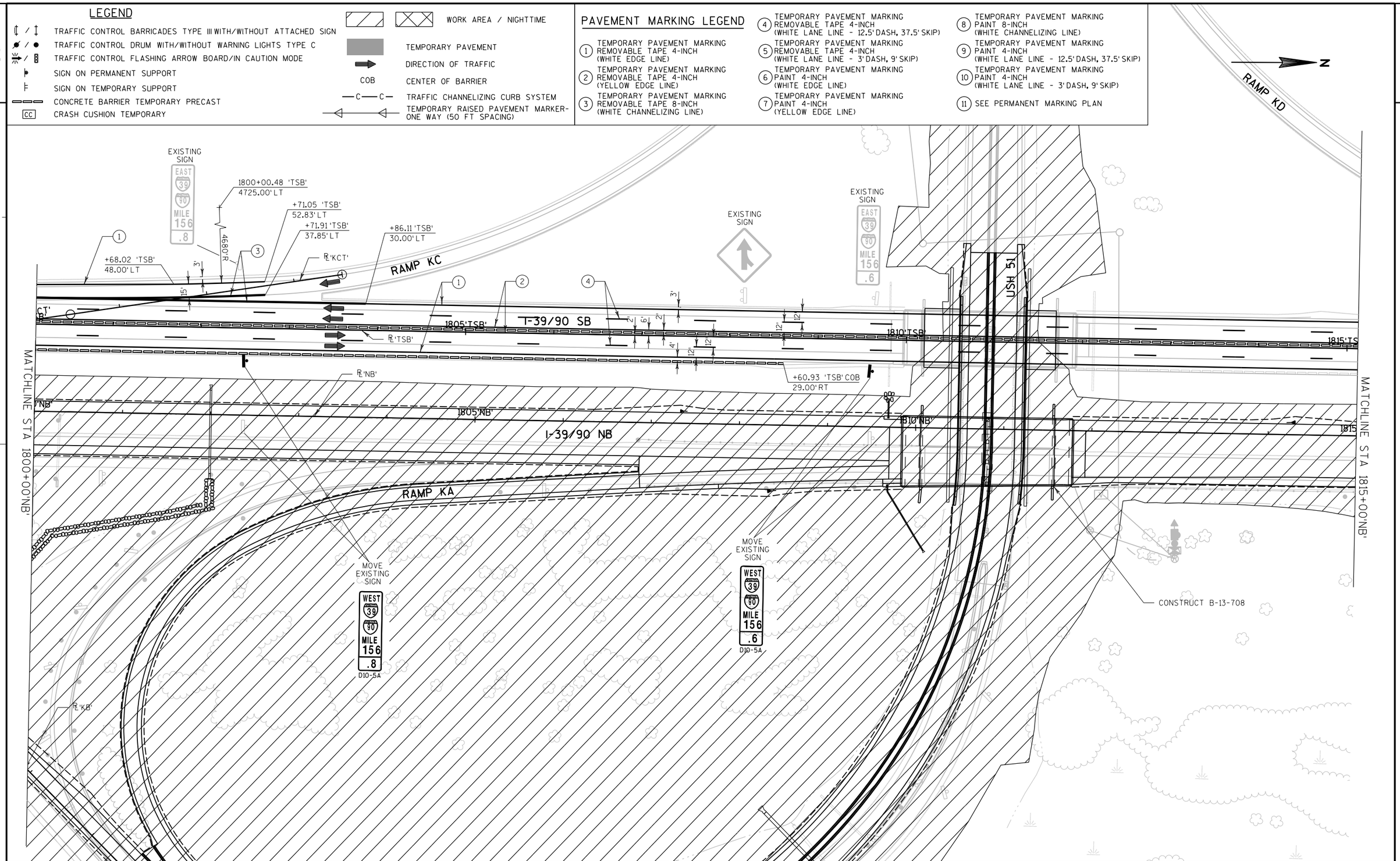
2

LEGEND

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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 327	E

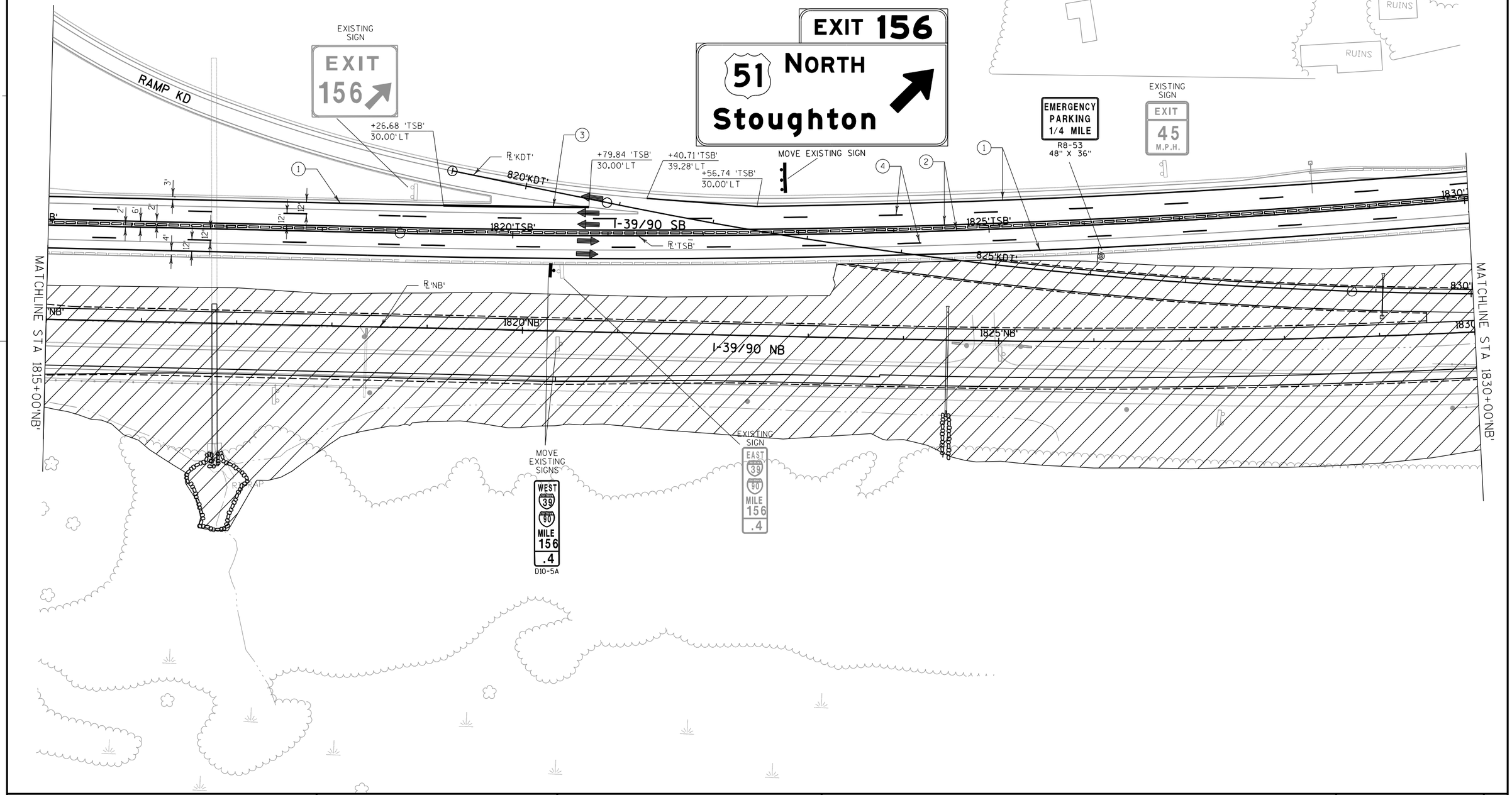
2

LEGEND

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11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 328	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026224_tc2.dgn PLOT DATE : 8/11/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

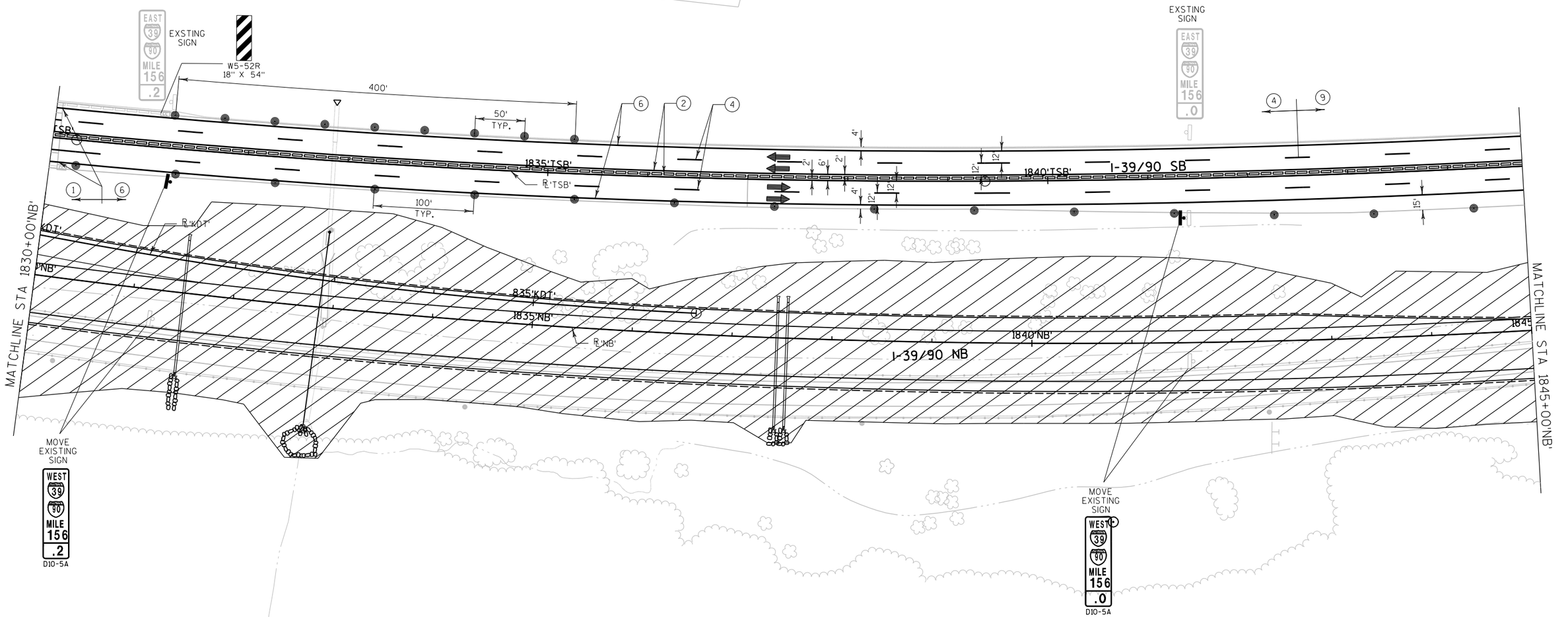
WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 329	E

2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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11. SEE PERMANENT MARKING PLAN

N

EXISTING SIGN
EAST 39 90 MILE 155 .8

EMERGENCY PARKING 2 HR MAX
R8-54
48" X 36"

W5-52R
18" X 54"

+45.63 'TSB' COB
33.00' RT
CONNECT TO EXISTING BARRIER

1845'TSB'
1850'TSB'
1855'TSB'
I-39/90 SB
℄'TSB'
100' TYP.
50' TYP.
400'
15'
4'
2'
6'
12'
8'
CC

+05.73 'TSB' COB
33.00' RT

MATCHLINE STA 1845+00'NB'
℄'NB'
1850'NB'
1855'NB'
I-39/90 NB
1860
MATCHLINE STA 1860+00'NB'

MOVE EXISTING SIGN
WEST 39 90 MILE 155 .8
D10-5A

CTH A
QUIET DR

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 330	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026226_tc2.dgn
PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

2

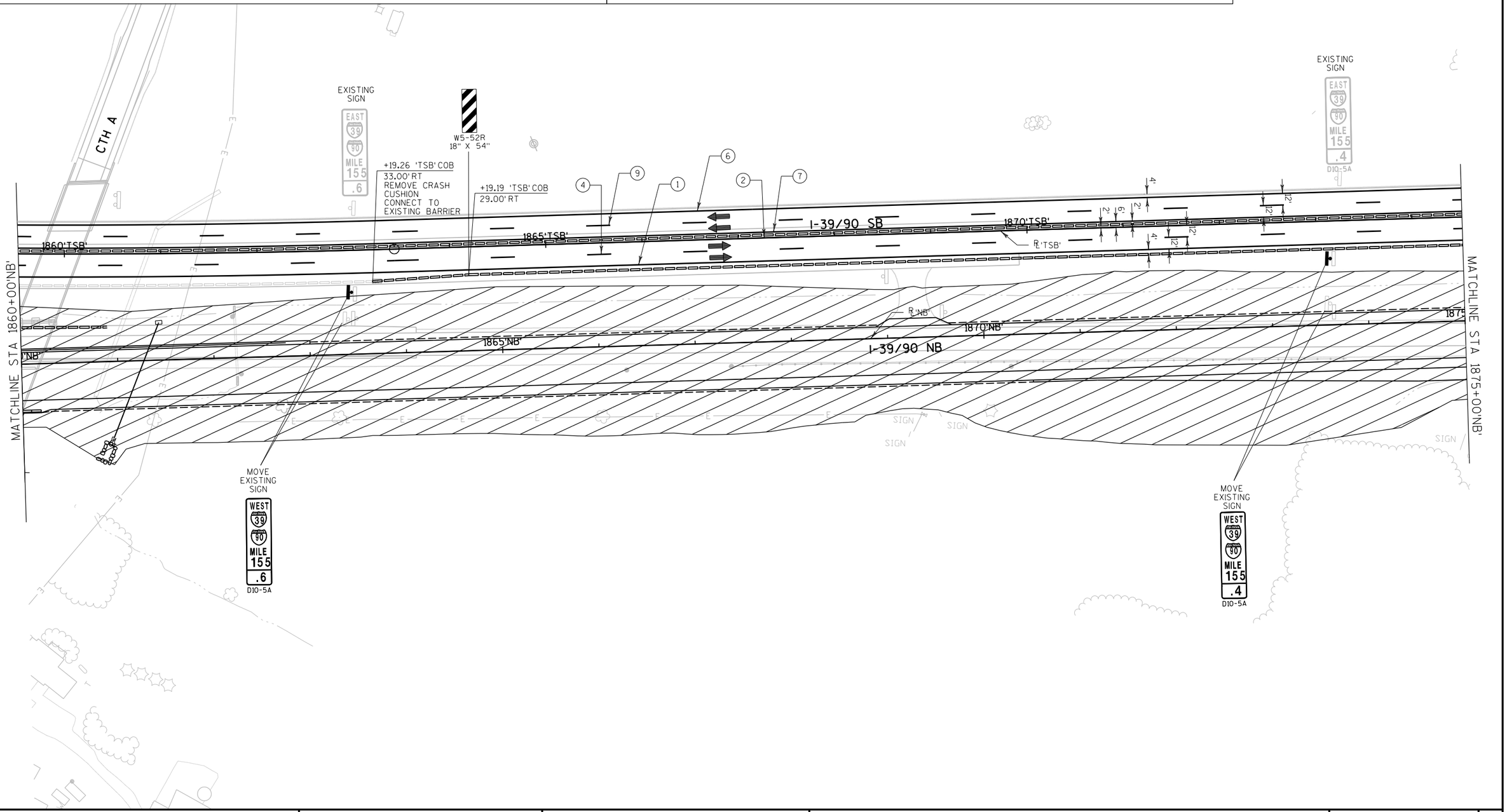
LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- C — C — TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE CHANNELIZING LINE)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN

N



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 331	E

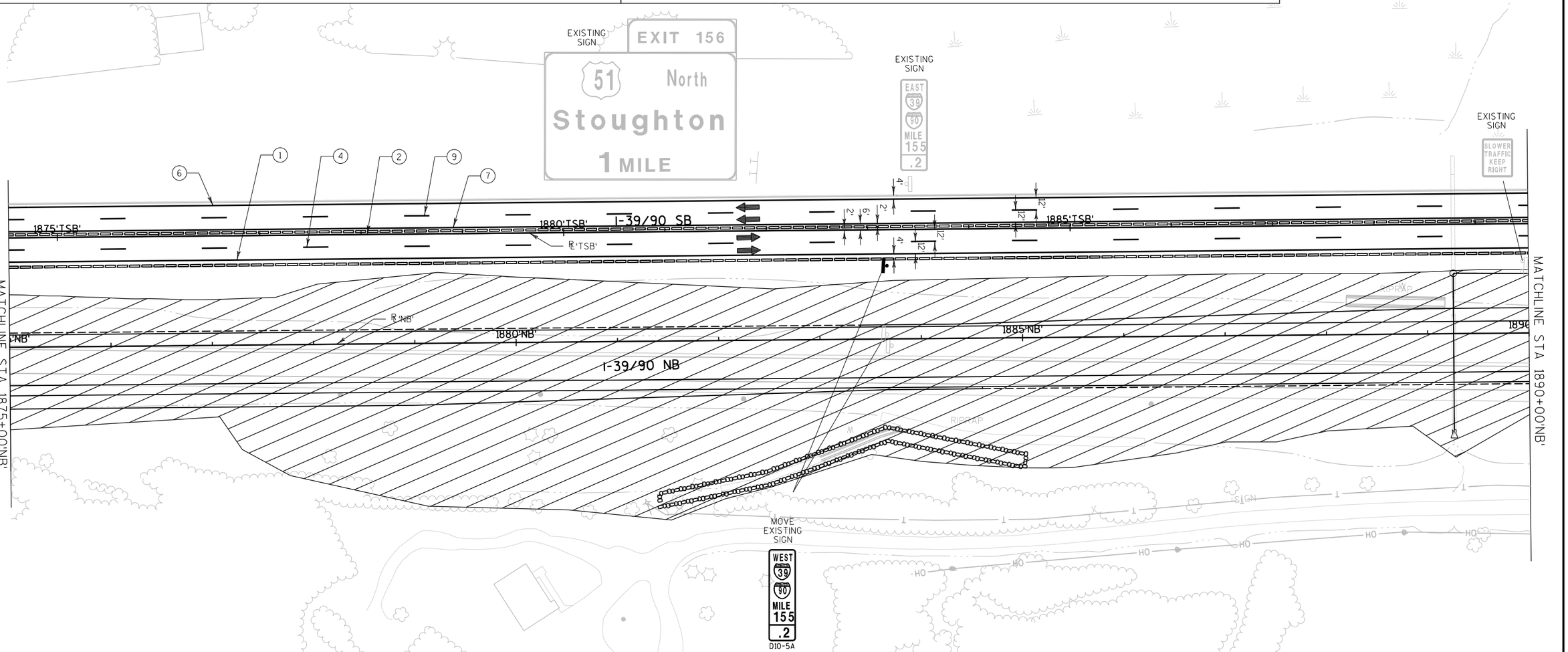
2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 332	E

2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
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11. SEE PERMANENT MARKING PLAN

N

2

EXISTING SIGN
EAST 39 90 MILE 155 .0

EXISTING SIGN
EAST 39 90 MILE 154 .8

+22.09 'TSB' COB
29.00' RT
CONNECT TO
EXISTING BARRIER

1890'TSB'
1895'TSB'
1900'TSB'
'L'TSB'
I-39/90 SB
'R'NB'
1895'NB'
1900'NB'
I-39/90 NB

MATCHLINE STA 1890+00'NB'

MATCHLINE STA 1905+00'NB'

MOVE EXISTING SIGN
WEST 39 90 MILE 155 .0
D10-5A

MOVE EXISTING SIGN
WEST 39 90 MILE 154 .8
D10-5A

CONSTRUCT C-13-3078

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 333	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026229_tc2.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME : $FILE$
PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
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- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

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11. SEE PERMANENT MARKING PLAN

N

+22.94 'TSB' COB
29.00' RT
REMOVE CRASH CUSHION
CONNECT TO EXISTING BARRIER

1905'TSB'
1910'TSB'
1915'TSB'
℄'TSB'
I-39/90 SB

EXISTING SIGN
EAST 39 90 MILE 154 .6

MATCHLINE STA 1905+00'NB'
1910'NB'
1915'NB'
1920'NB'
℄'NB'
I-39/90 NB
RIPRAP

MATCHLINE STA 1920+00'NB'

MOVE EXISTING SIGN
WEST 39 90 MILE 154 .6
D10-5A

2

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 334	E

2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
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11. SEE PERMANENT MARKING PLAN

N

EXISTING SIGN
EAST 39 90 MILE 154 .4

TRANSITION TO TIED-DOWN SYSTEM
SEE SDD: CONCRETE BARRIER TEMPORARY PRECAST

+83.78 'TSB' COB
28.00' RT
REMOVE CRASH CUSHION
CONNECT TO EXISTING BARRIER

+57.31 'TSB' COB
29.00' RT

1920'TSB'
1925'TSB'
1930'TSB'
1935'TSB'
℄'TSB'
I-39/90 SB

℄'NB'
1925'NB'
1930'NB'
I-39/90 NB

MATCHLINE STA 1920+00'NB'
MATCHLINE STA 1935+00'NB'

℄'NX'
CONSTRUCT B-13-711

MOVE EXISTING SIGN
WEST 39 90 MILE 154 .4
D10-5A

EAST CHURCH ROAD

OH

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 335	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026231_tc2.dgn
PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

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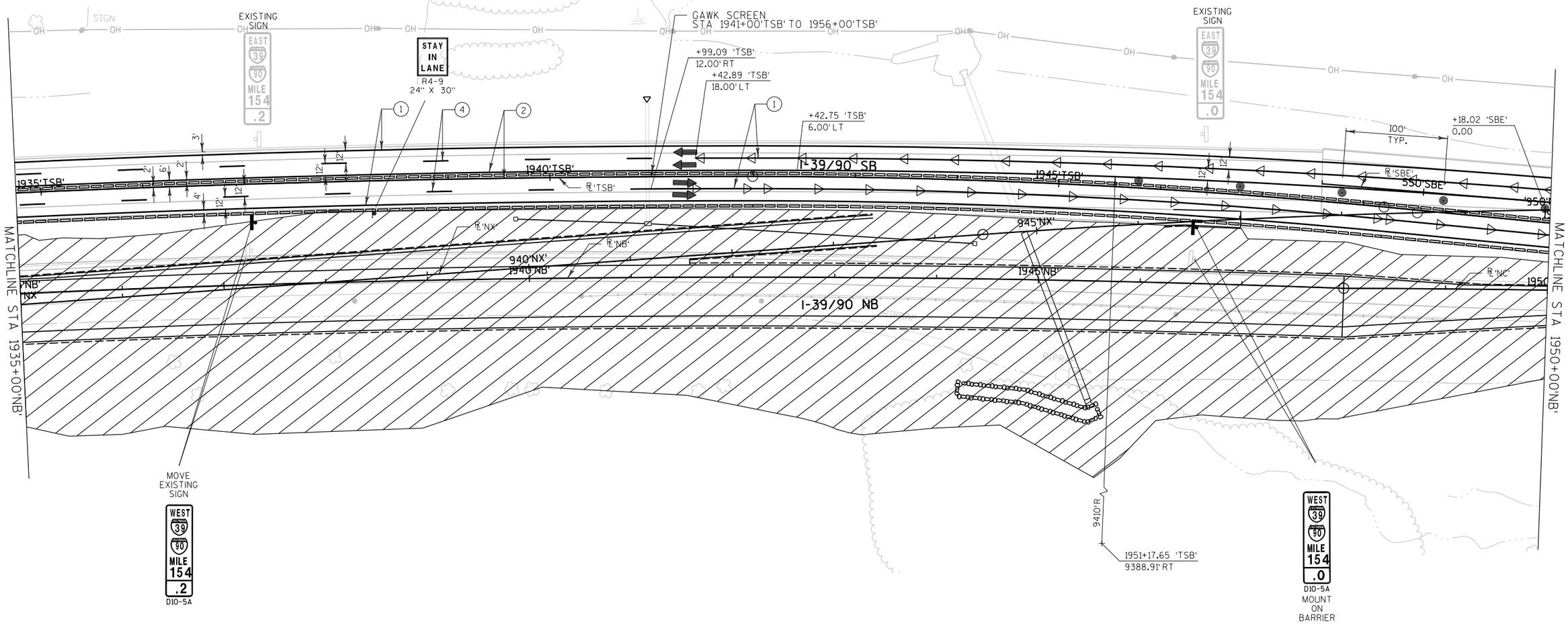
LEGEND

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11. SEE PERMANENT MARKING PLAN

N



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 336	E

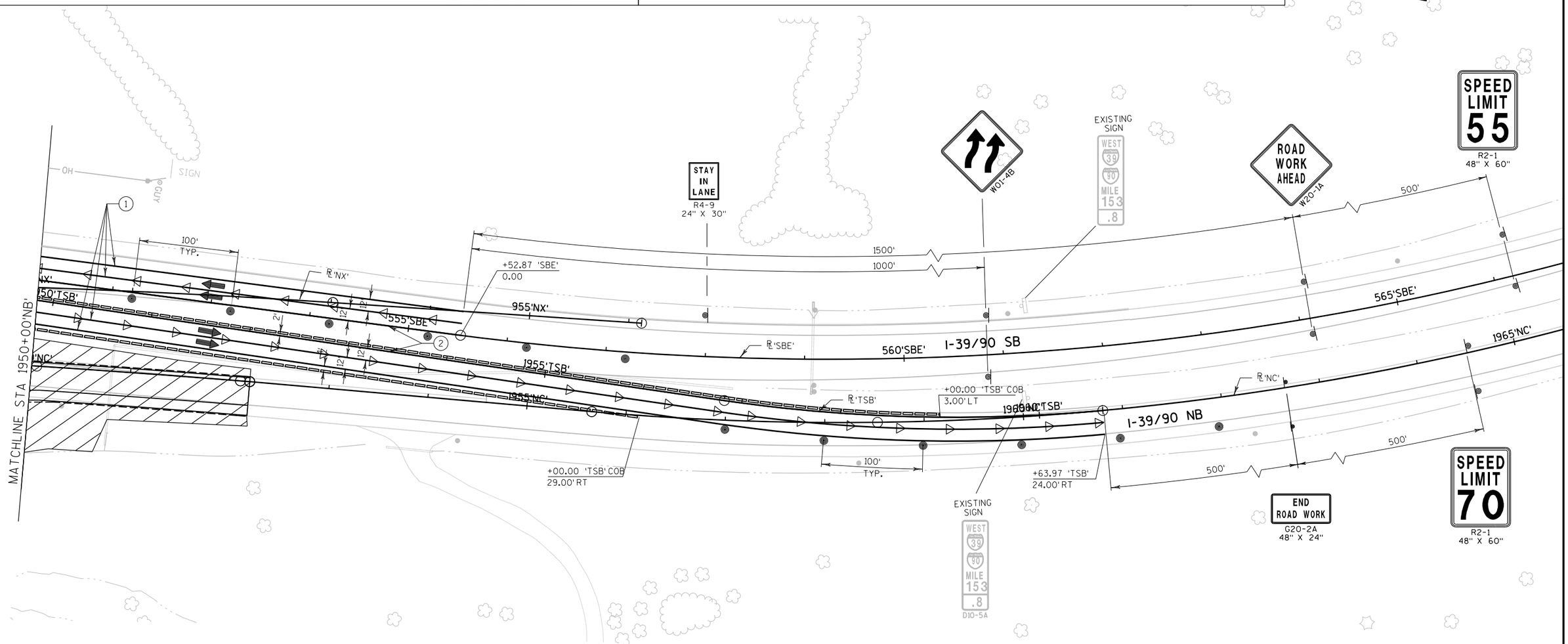
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NOTE: SEE DETAIL "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR ADVANCE WARNING SIGNS

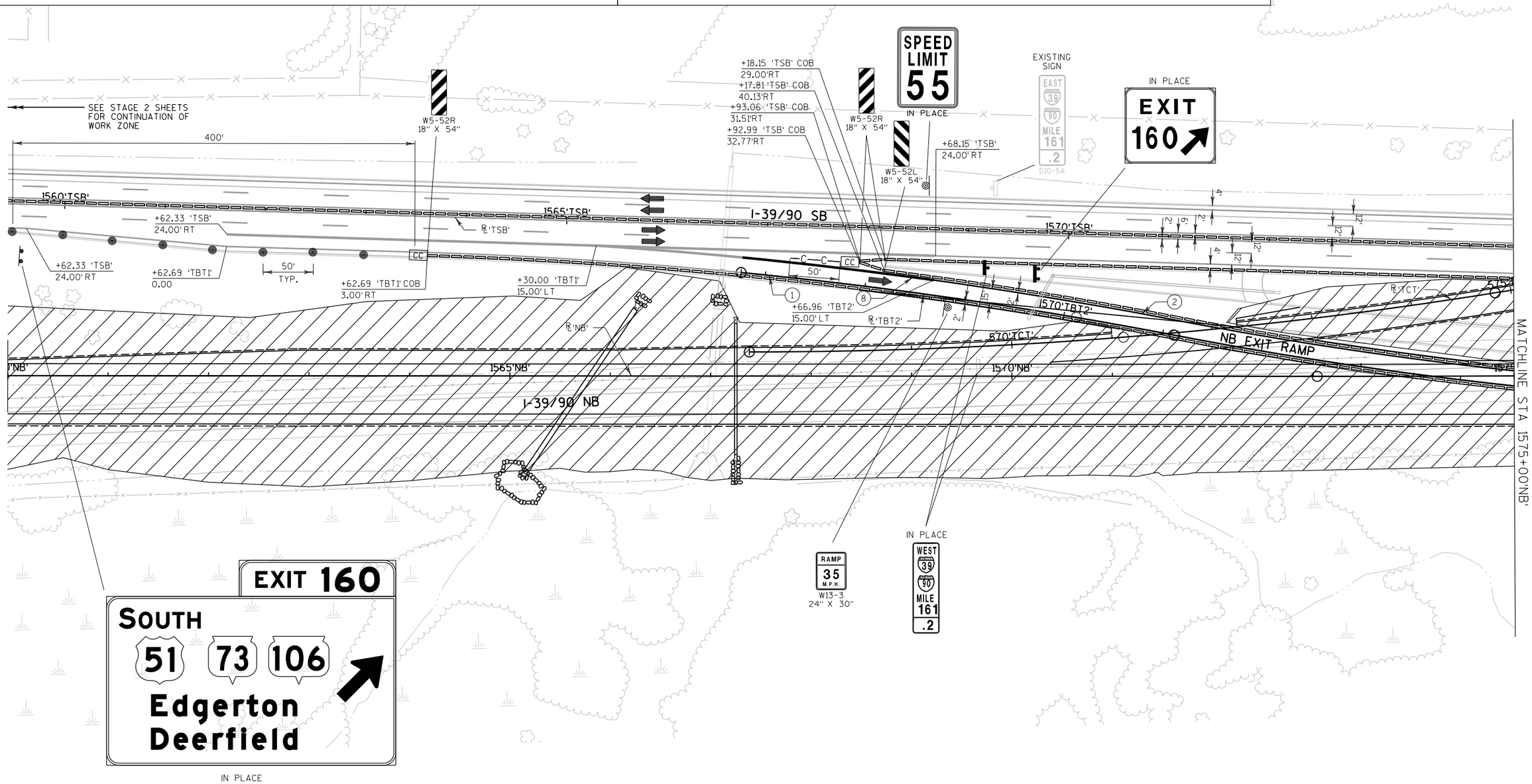
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 2	SHEET 337	E

LEGEND

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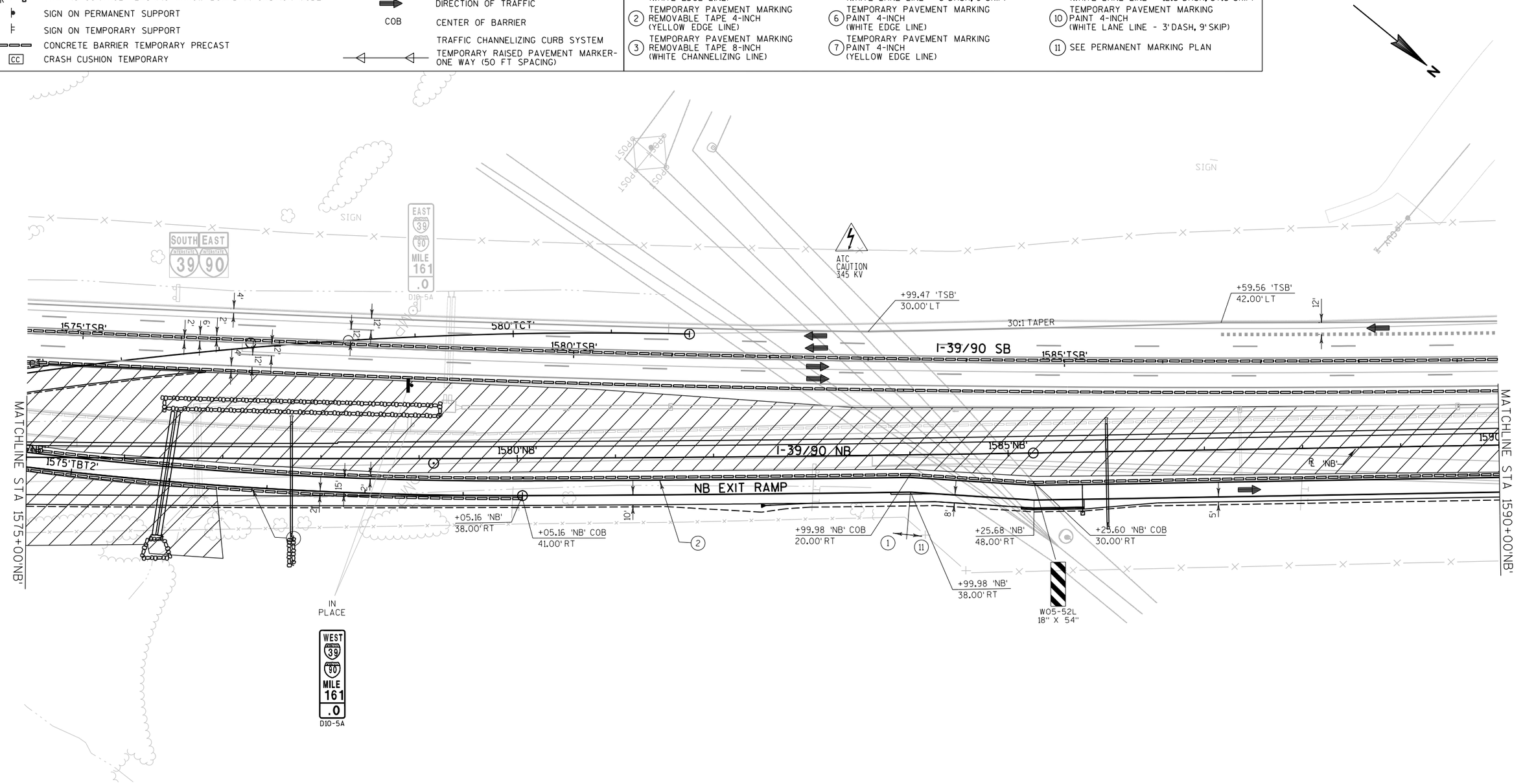
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 3	SHEET 338	E

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 3	SHEET 339	E

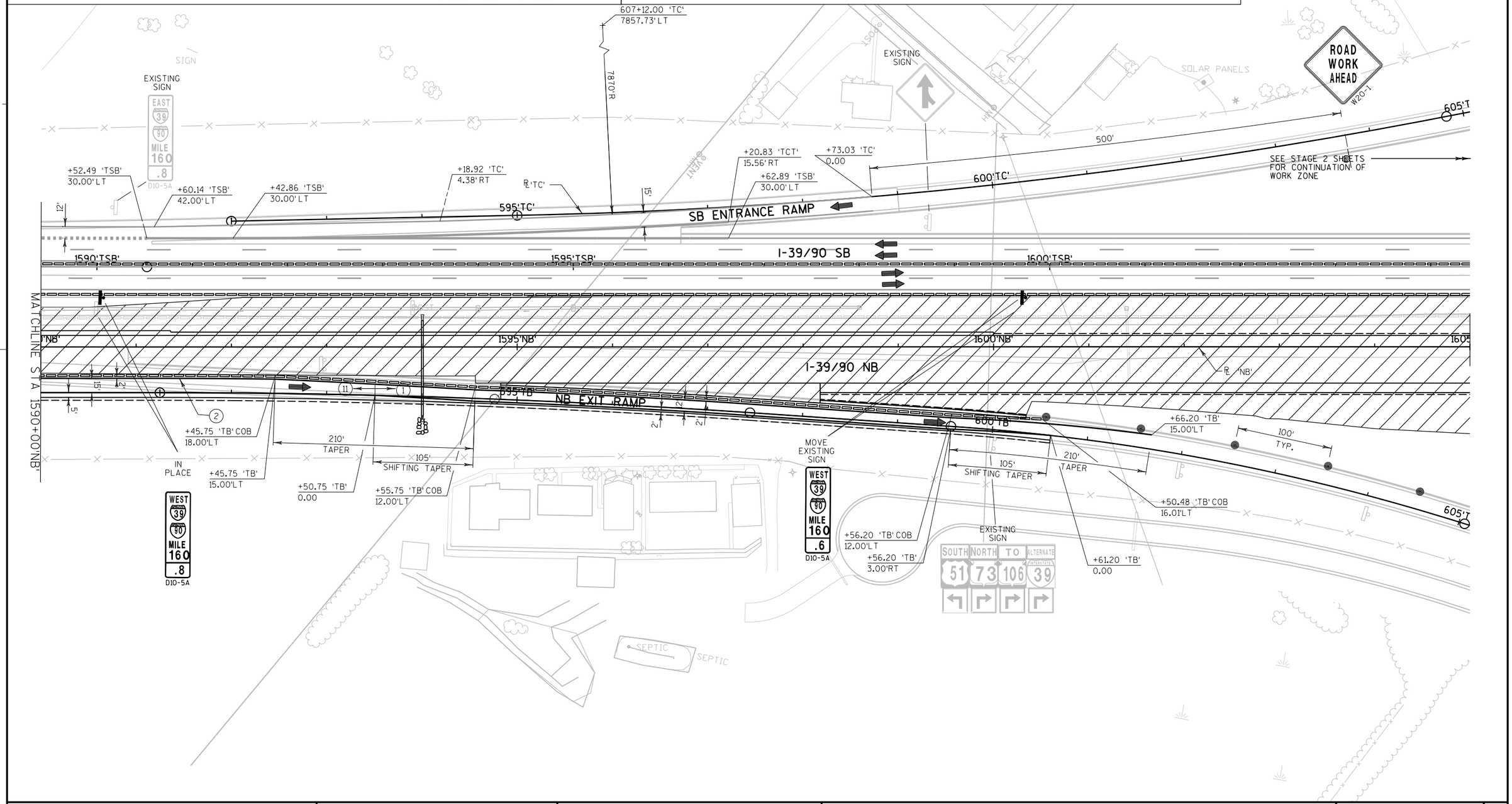
2

LEGEND

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 3	SHEET 340	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026309_tc3.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME : $FILE$
PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

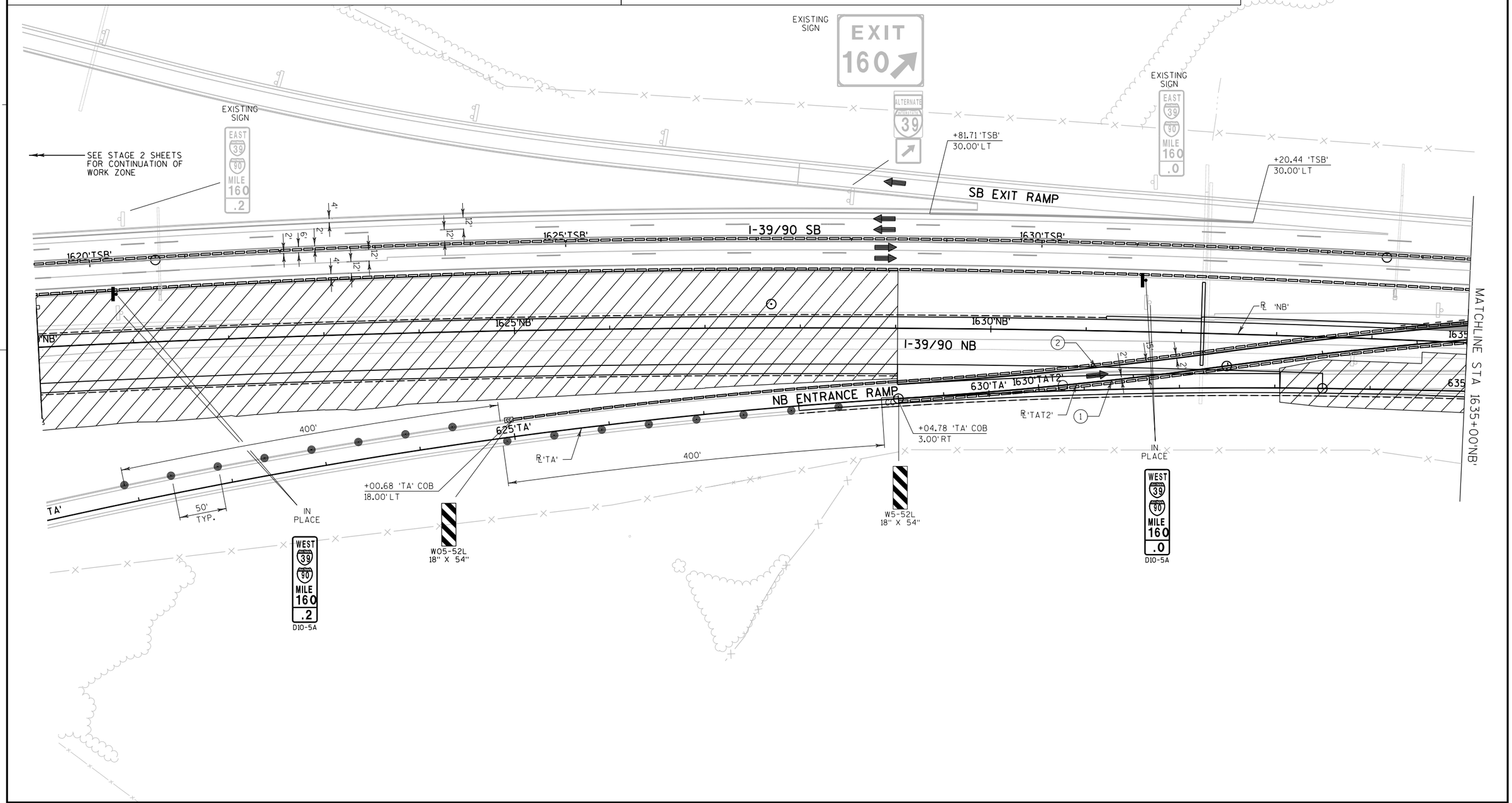
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LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE CHANNELIZING LINE)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
6. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGE LINE)
7. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW EDGE LINE)
8. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE CHANNELIZING LINE)
9. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 3	SHEET 341	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026311_tc3.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

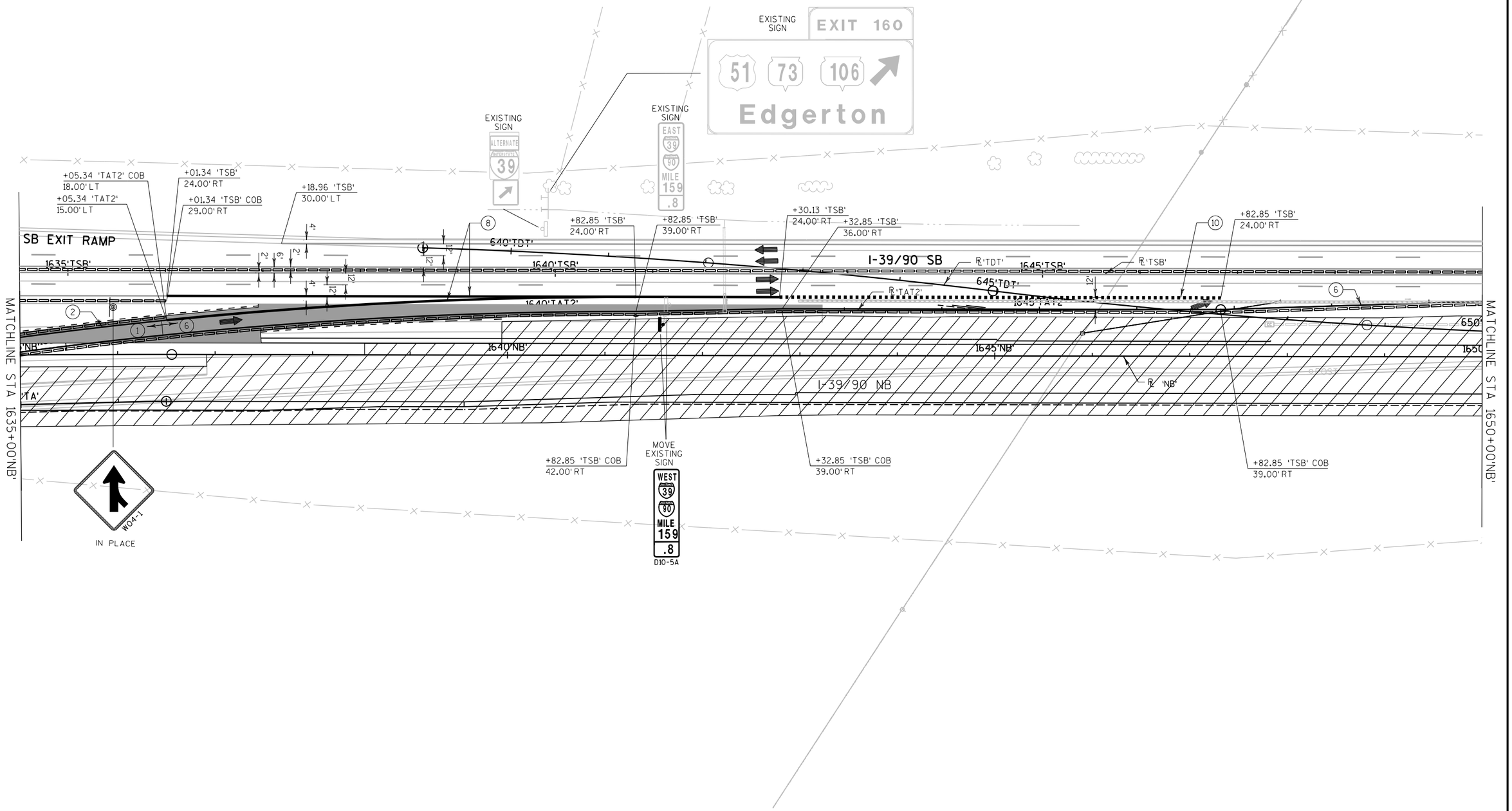
WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
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- DIRECTION OF TRAFFIC
- COB CENTER OF BARRIER
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 3	SHEET 342	E

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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- SIGN ON TEMPORARY SUPPORT
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- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- COB — DIRECTION OF TRAFFIC
- CENTER OF BARRIER
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN

EXISTING SIGN
GAS-FOOD 160
ROADYS-BP
KWIK TRIP
CHESTERS
SUBWAY-RAYS

EXISTING SIGN
EAST 39 90 MILE 159 .6

EDGERTON ROAD

EXISTING SIGN
LODGING-CAMPING
EXIT 160
TOWNE EDGE MOTEL
HICKORY HILLS
CAMPGROUND

EXISTING SIGN
EAST 39 90 MILE 159 .4

SEE STAGE 2 SHEETS FOR CONTINUATION OF WORK ZONE

W5-52R
18" X 54"

+42.85 'TSB'
24.00' RT

+82.89 'TSB' COB
29.00' RT

+04.11 'TSB' COB
29.00' RT
CONNECT TO
EXISTING BARRIER

+12.33 'TSB' COB
29.00' RT

1650'TSB'
1655'TSB'
1650'TSB'
1650'TAT2'
℄'TAT2'
℄'TDT'
℄'TSB'
I-39/90 SB
1655'NB'
1660'NB'
I-39/90 NB
℄ 'NB'
TDT'
'NB'
MATCHLINE STA 1650+00'NB'

MOVE EXISTING SIGN
WEST 39 90 MILE 159 .6
D10-5A

IN PLACE
WEST 39 90 MILE 159 .4
D10-5A

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 3	SHEET 343	E

2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB CENTER OF BARRIER
- TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN

N

EMERGENCY PARKING 2 HR MAX
R8-54
48" X 36"

EXISTING SIGN
EAST 39 90 MILE 157 .6
D10-5A

EXISTING SIGN
Edgerton 5
Rockford 57
Chicago 126

+73.58 'TSB' COB
29.00' RT

+40.82 'TSB' COB
38.99' RT

+40.20 'TSB'
24.00' RT

+41.00 'TSB'
24.00' RT

EXIT 35 M.P.H.
W13-2
48" X 60"

EXISTING SIGN
EAST 39 90 MILE 157 .4
D10-5A

I-39/90 SB

1760'TSB'

1765'TSB'

1755'TSB'

℄'TSB'

765'KBT'

℄'NB'

1760'NB'

1765'NB'

I-39/90 NB

FOOTBRIDGE

MATCHLINE STA 1770+00'NB'

IN PLACE
WEST 39 90 MILE 157 .6
D10-5A

IN PLACE
WEST 39 90 MILE 157 .4
D10-5A

SEE STAGE 2 SHEETS FOR CONTINUATION OF WORK ZONE

EXIT 156
51 NORTH
Stoughton
1 MILE

FIXED MESSAGE SIGN
IN PLACE STA. 1707+00'TSB', 40' RT

EXIT 156
51 NORTH
Stoughton

IN PLACE

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 3	SHEET 344	E

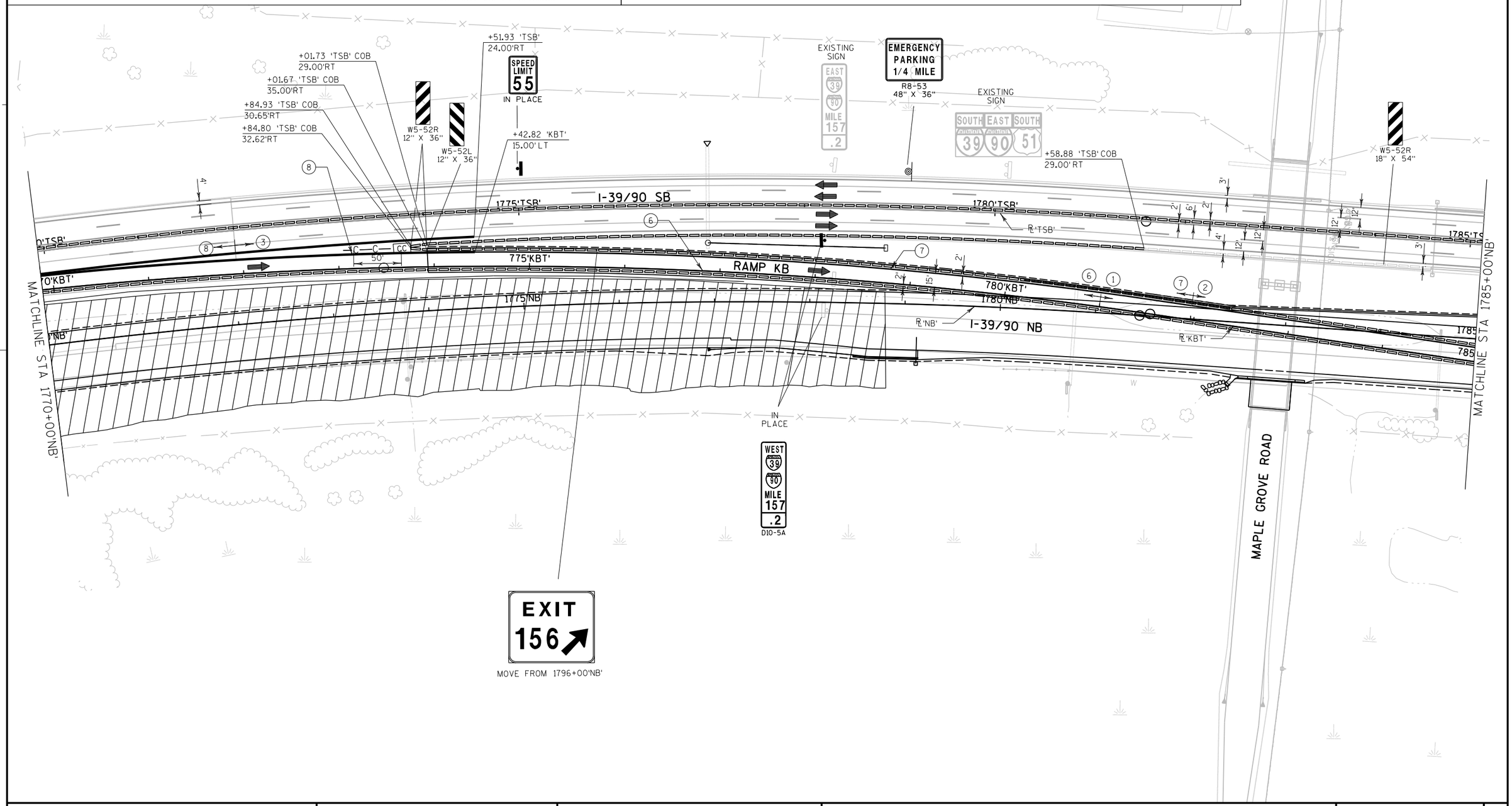
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PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 3	SHEET 345	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026321_tc3.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
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11. SEE PERMANENT MARKING PLAN

N

EXISTING SIGN — EAST 39 90 MILE 157 .0

EXISTING SIGN — W4-2R 48"X48"

SEE STAGE 2 SHEETS FOR CONTINUATION OF WORK ZONE

MATCHLINE STA 1785+00 NB

+30.48 'TSB' COB
29.00' RT

+58.68 'TSB'
30.00' LT

+18.68 'TSB'
42.00' LT

+68.02 'TSB'
42.00' LT

+68.81 'TSB'
30.00' LT

+00.48 'TSB'
30.00' LT

I-39/90 SB

1790'TSB'

1795'TSB'

℄'KCT'

℄'TSB'

790'KCT'

795'KCT'

1790'NB'

1795'NB'

℄'NB'

I-39/90 NB

RAMP KB

790'KBT'

℄'KBT'

105' TAPER

+62.15 'KB' COB
15.00' LT

+62.15 'KB'
12.00' LT

+55.99 'KBT' COB
18.00' LT

+55.99 'KBT'
15.00' LT

+60.99 'KBT' COB
3.00' RT

795'KB

℄'KB'

+00.00 'KB' COB
15.00' LT

+00.00 'KB'
12.00' LT

105' TAPER

+05.00 'KB'
15.00' LT

+05.00 'KB'
0.00

100' TYP.

800'KB'

IN PLACE

WEST 39 90 MILE 157 .0
D10-5A

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 3	SHEET 346	E

2

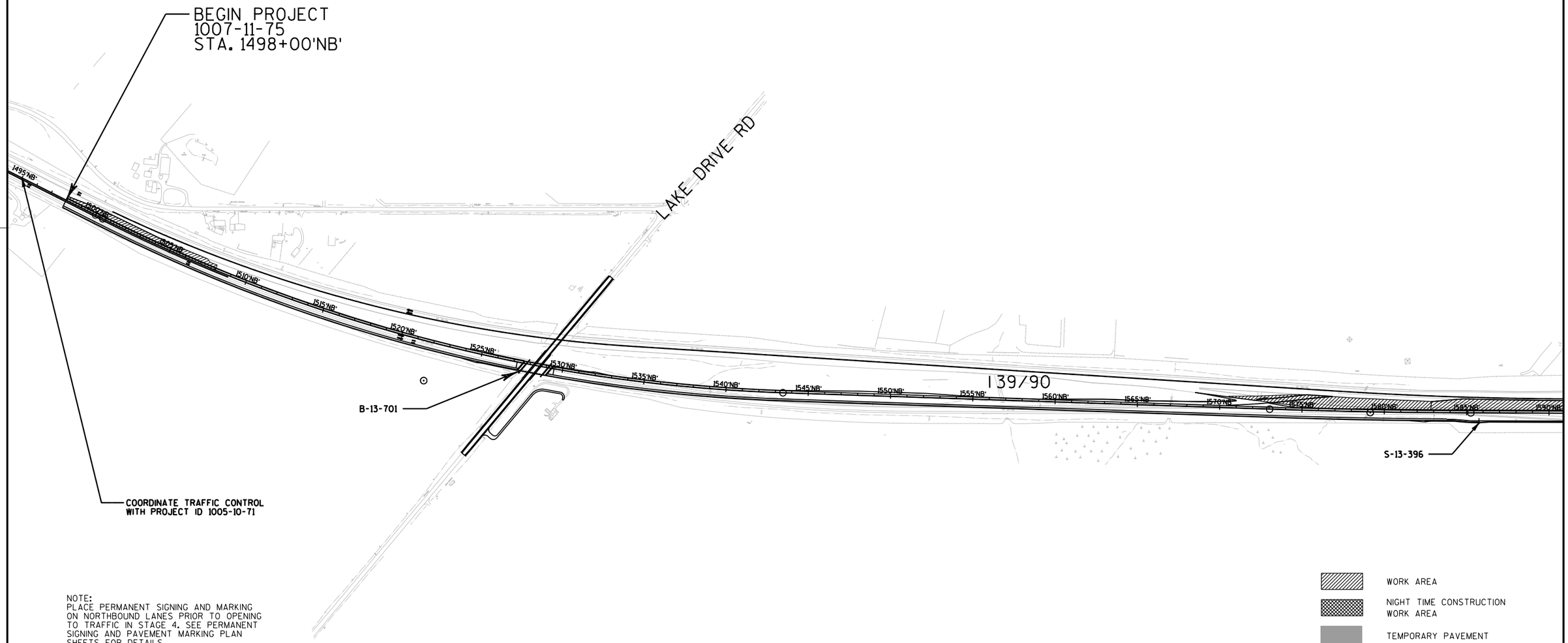
CONSTRUCTION TO BE COMPLETED

STAGE 4
-CONSTRUCT CONCRETE SHOULDER STA 1498+00'NB' TO 1508+00'NB'
-CONSTRUCT TEMPORARY SOUTHBOUND EXIT RAMP AT STH 73 FOR PROJECT 1007-11-74
-CONSTRUCT TEMPORARY SOUTHBOUND ENTRANCE RAMP AT STH 73 FOR PROJECT 1007-11-74
-CONSTRUCT CONCRETE CROSSOVER NORTH OF EAST CHURCH RD FOR PROJECT 1007-11-74
-CONSTRUCT MEDIAN BEAMGUARD FOR SOUTHBOUND STRUCTURES B-13-710 AND S-13-399
-REMOVE TEMPORARY NORTHBOUND EXIT RAMP AT USH 51

MAINTENANCE OF TRAFFIC

IH 39/90 & RAMPS
-TRAFFIC SHALL BE MAINTAINED ON ALL EXISTING MAINLINE LANES.
-SINGLE LANE AND SHOULDER CLOSURE SHALL BE USED FOR CONSTRUCTION DURING PERMITTED LANE CLOSURE TIMES.

N

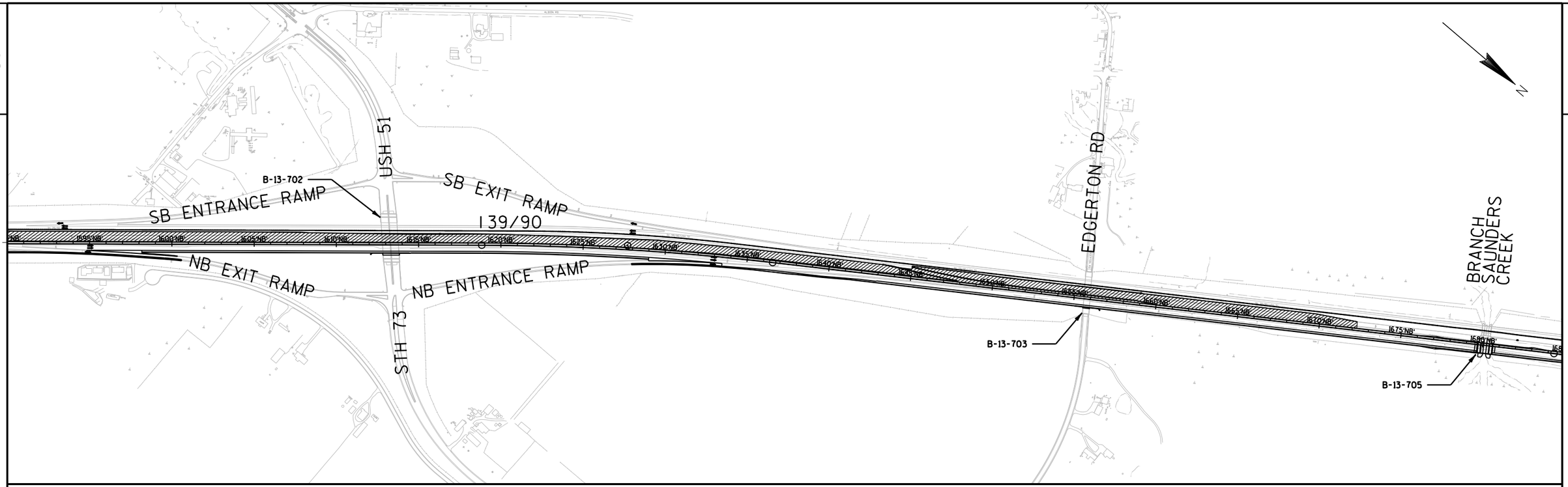


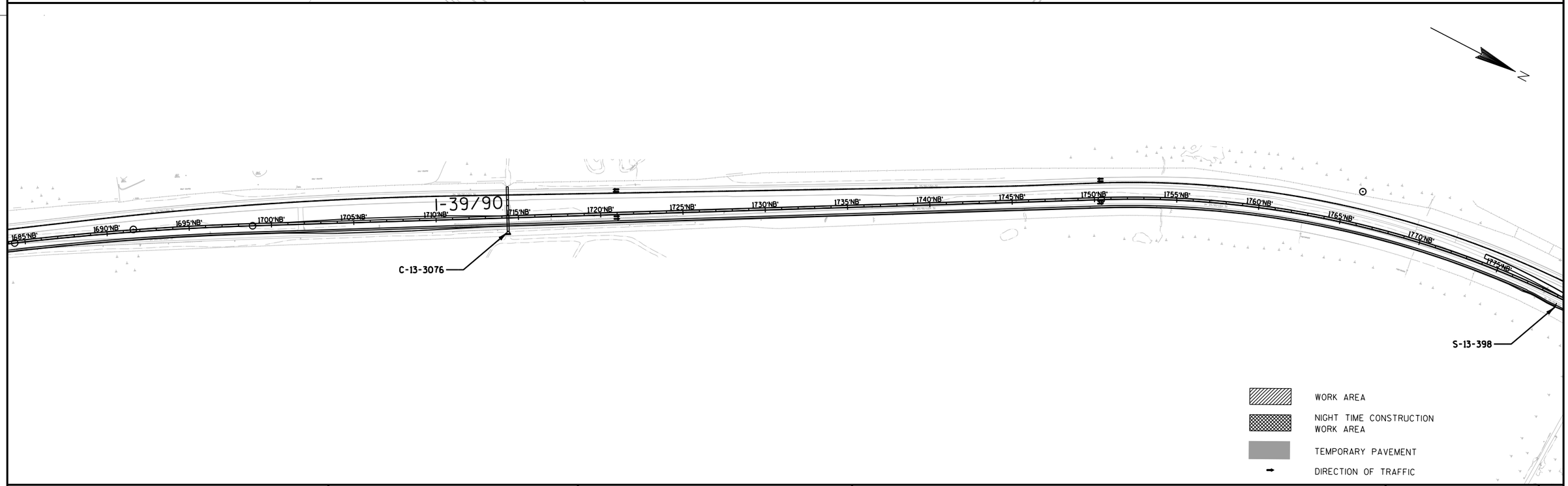
NOTE:
PLACE PERMANENT SIGNING AND MARKING ON NORTHBOUND LANES PRIOR TO OPENING TO TRAFFIC IN STAGE 4. SEE PERMANENT SIGNING AND PAVEMENT MARKING PLAN SHEETS FOR DETAILS.

WORK AREA
NIGHT TIME CONSTRUCTION WORK AREA
TEMPORARY PAVEMENT
DIRECTION OF TRAFFIC

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL OVERVIEW - IH 39 STAGE 4	SHEET 347	E

2

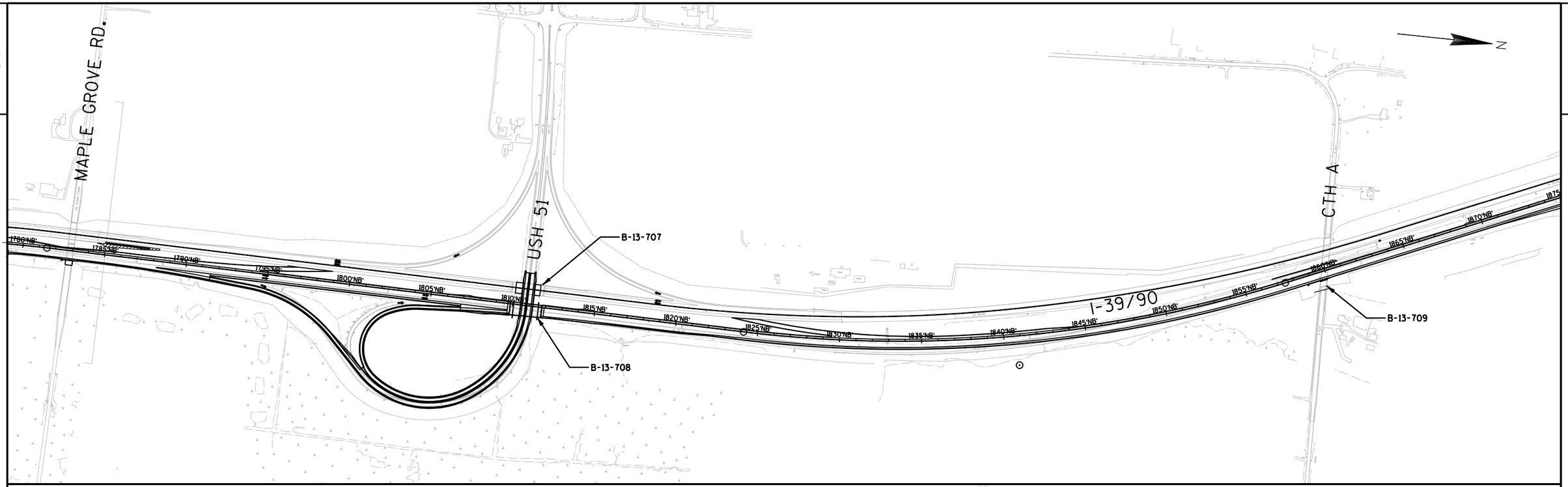


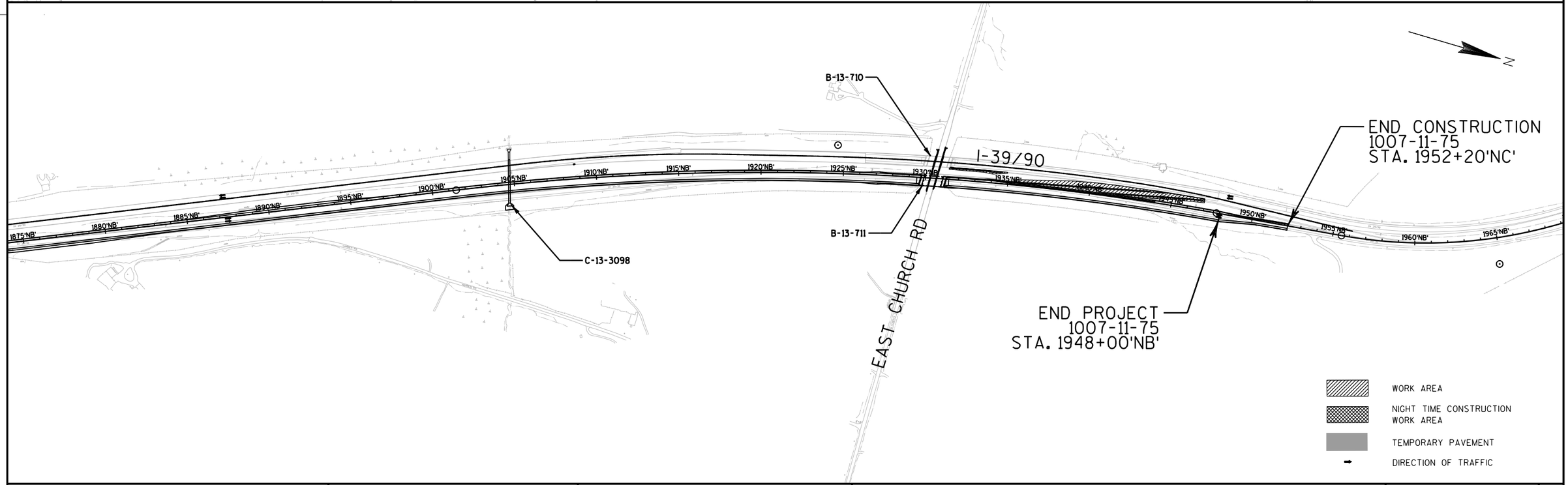


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL OVERVIEW - IH 39 STAGE 4	SHEET 348	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026101_s4ov.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:600

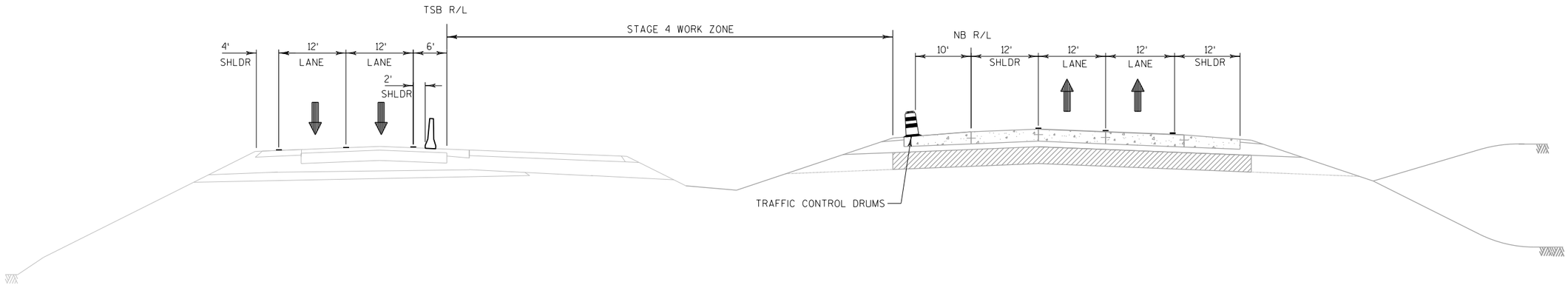
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL OVERVIEW - IH 39 STAGE 4	SHEET 349	E

2



STAGE 4 TYPICAL SECTION

I-39/90

MEDIAN WORK

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTION STAGE 4	SHEET 350	E

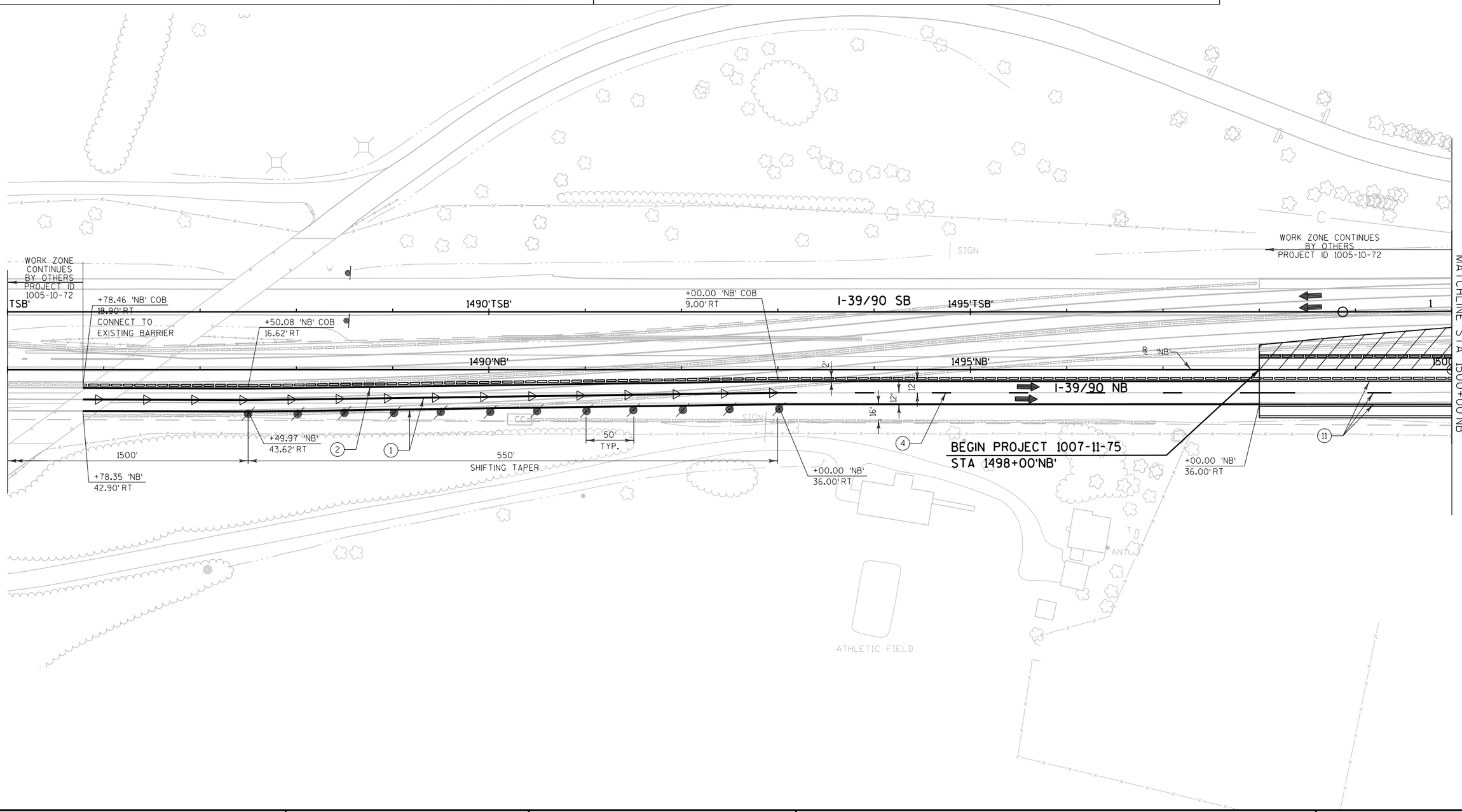
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LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
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- SIGN ON TEMPORARY SUPPORT
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- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
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- DIRECTION OF TRAFFIC
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PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 351	E

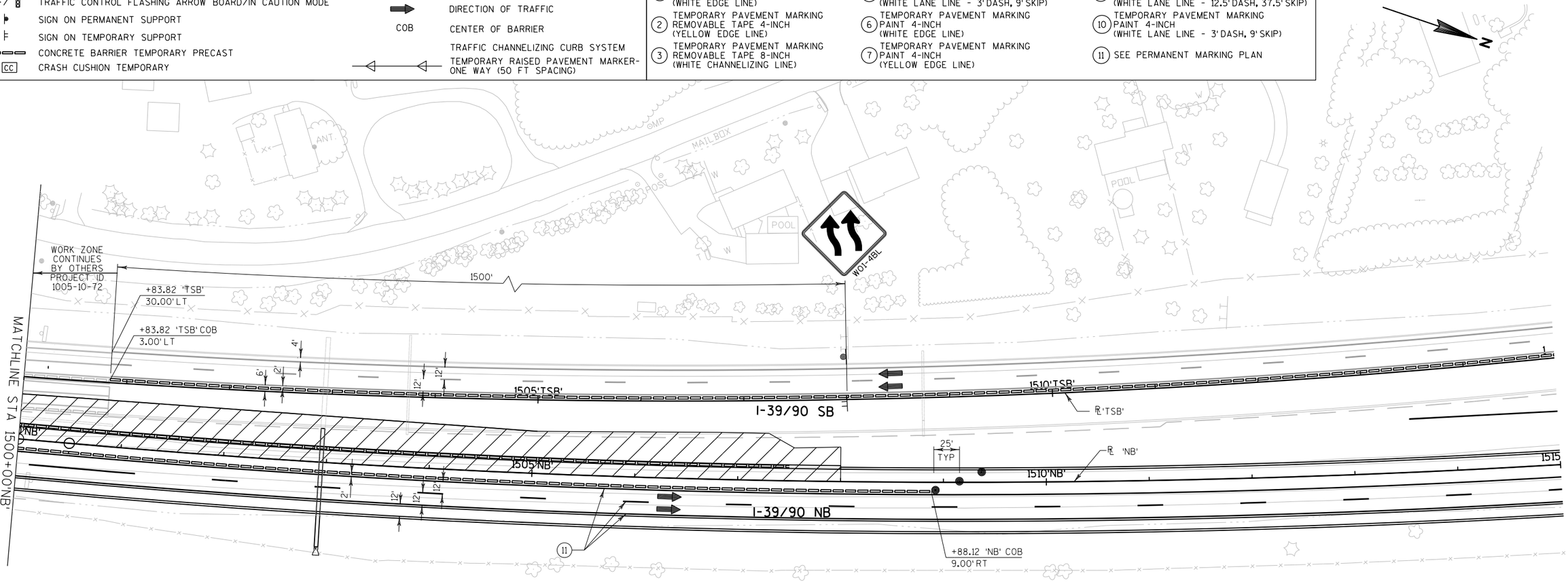
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



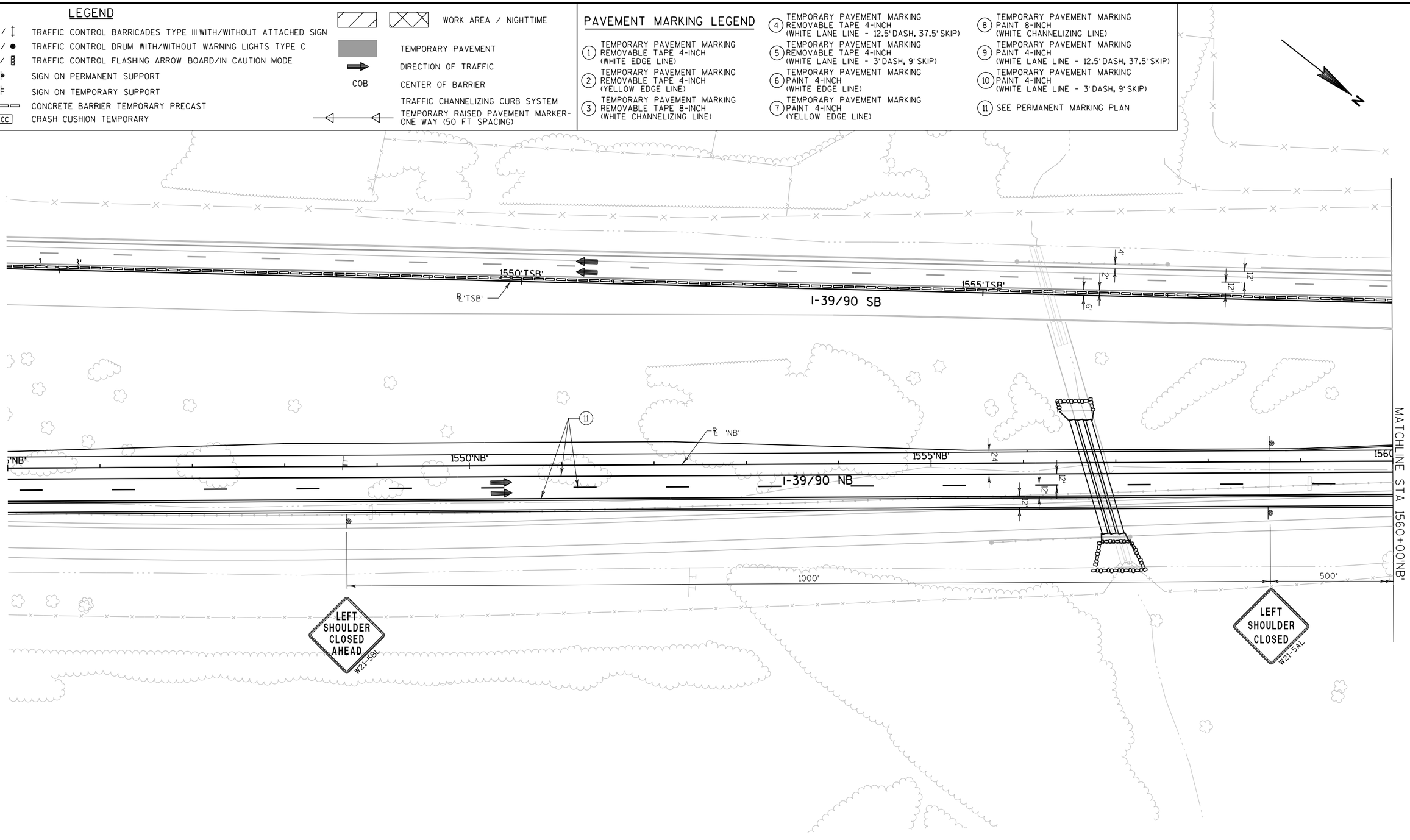
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 352	E

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
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5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
6. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGE LINE)
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10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 353	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026406_tc4.dgn
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PLOT BY : jpo
PLOT NAME : $FILE$
PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

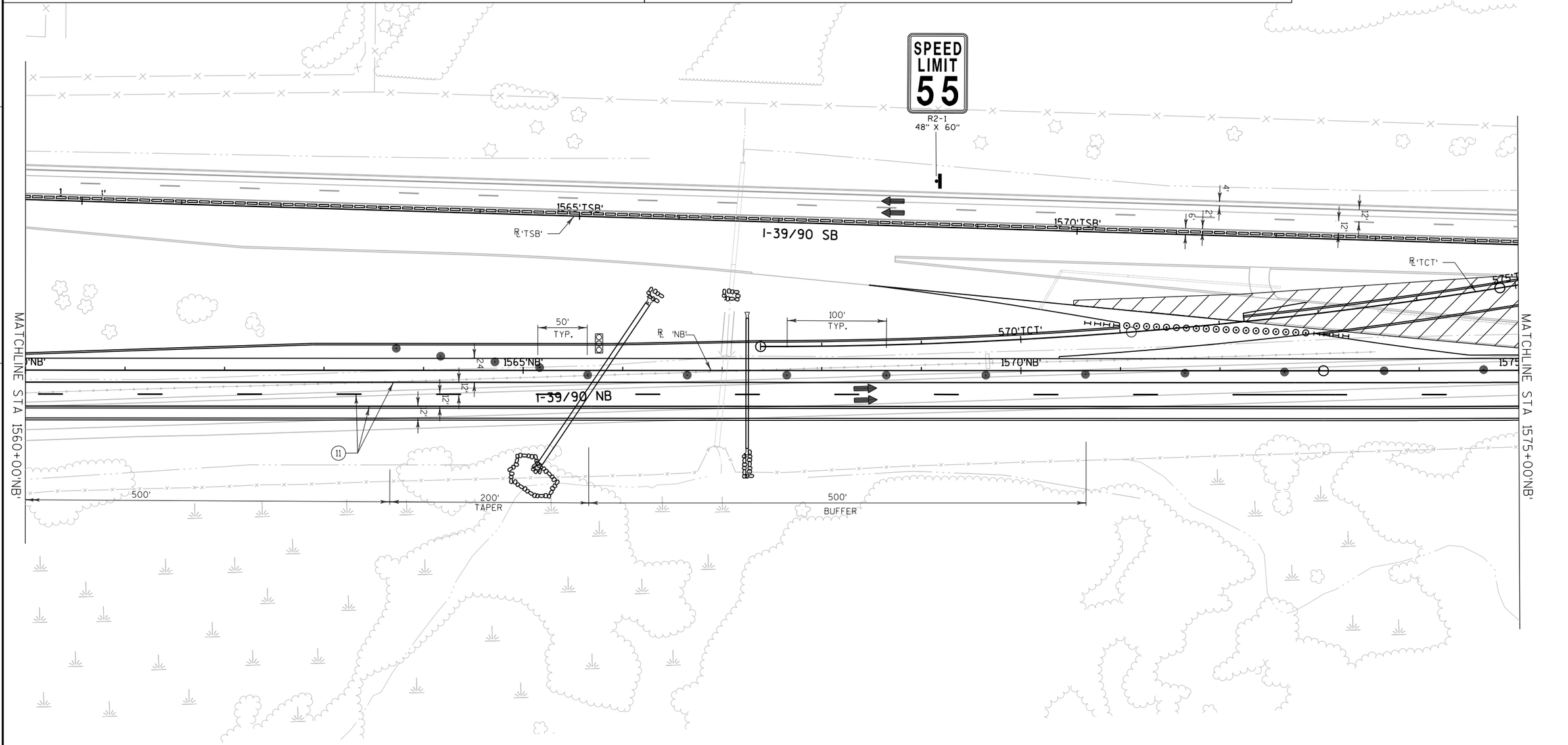
2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 354	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026407_tc4.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

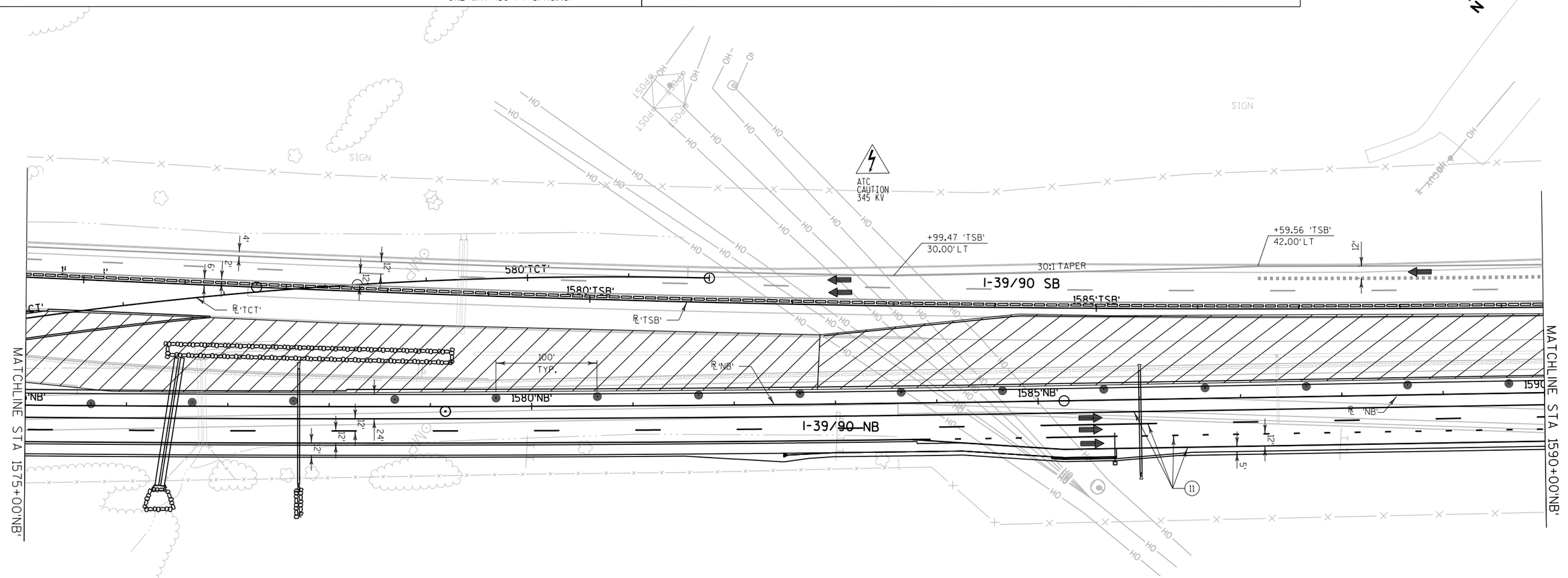
WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 355	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026408_tc4.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100.002

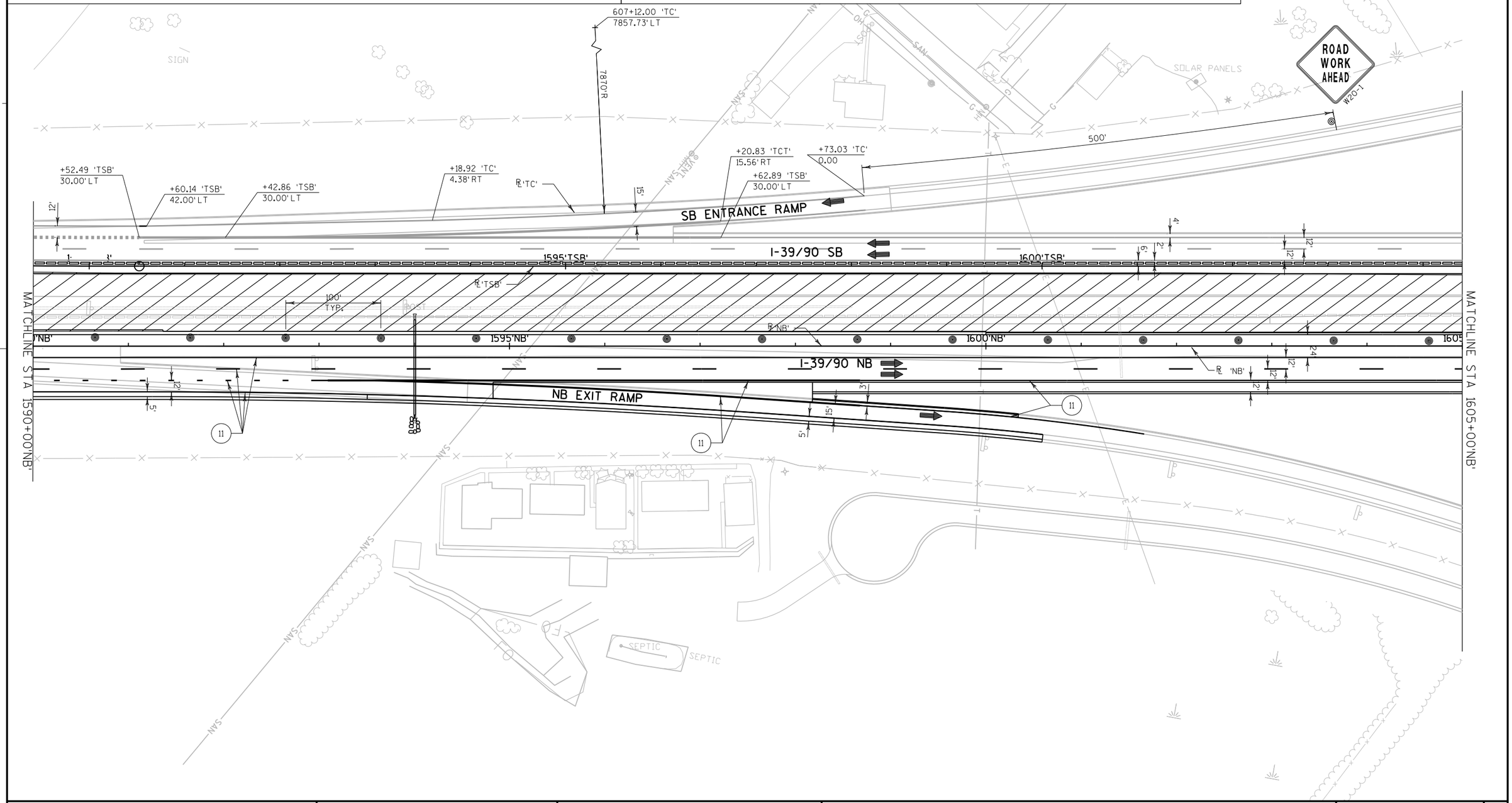
WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 356	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026409_tc4.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

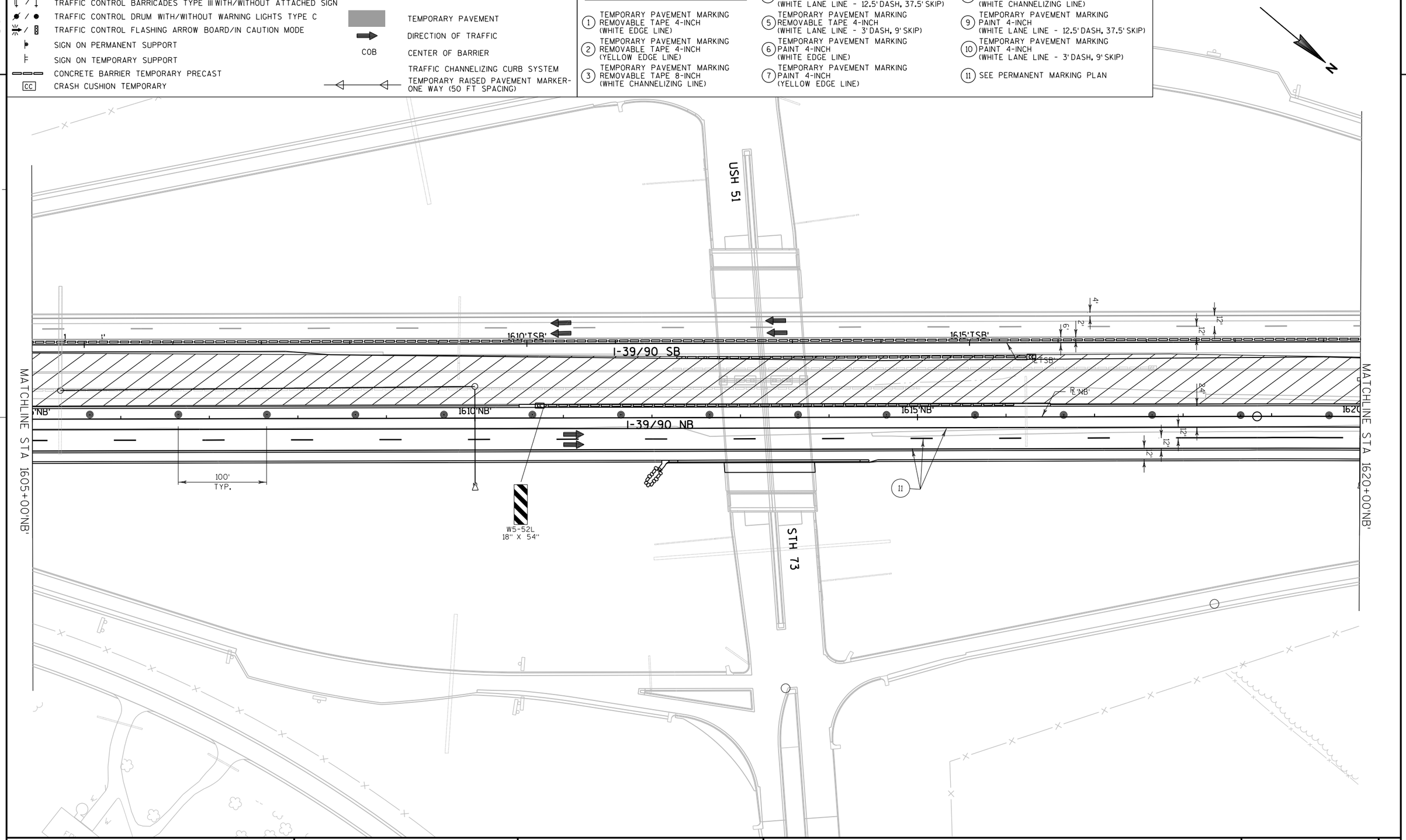
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LEGEND

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11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 357	E

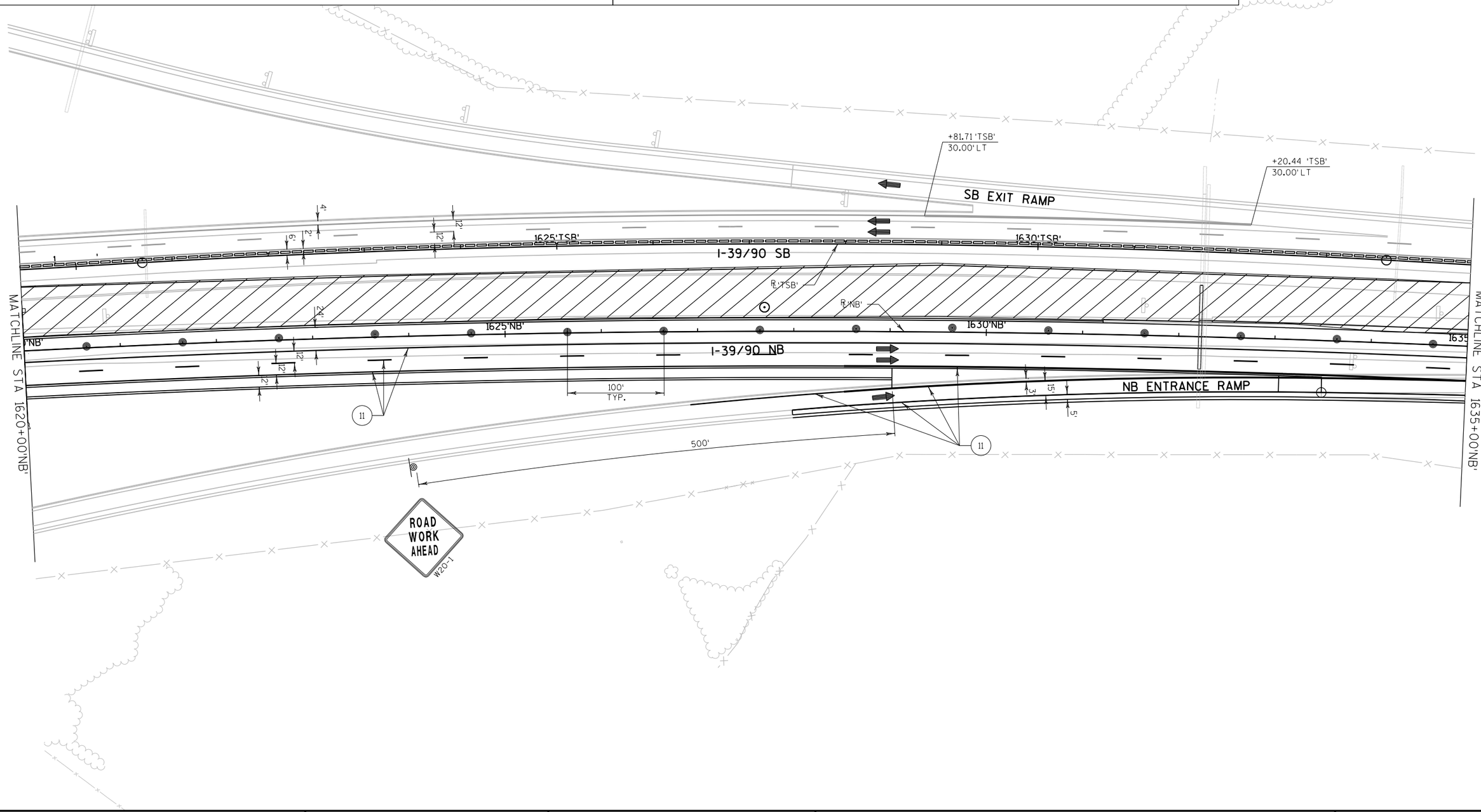
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LEGEND

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 358	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026411_tc4.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

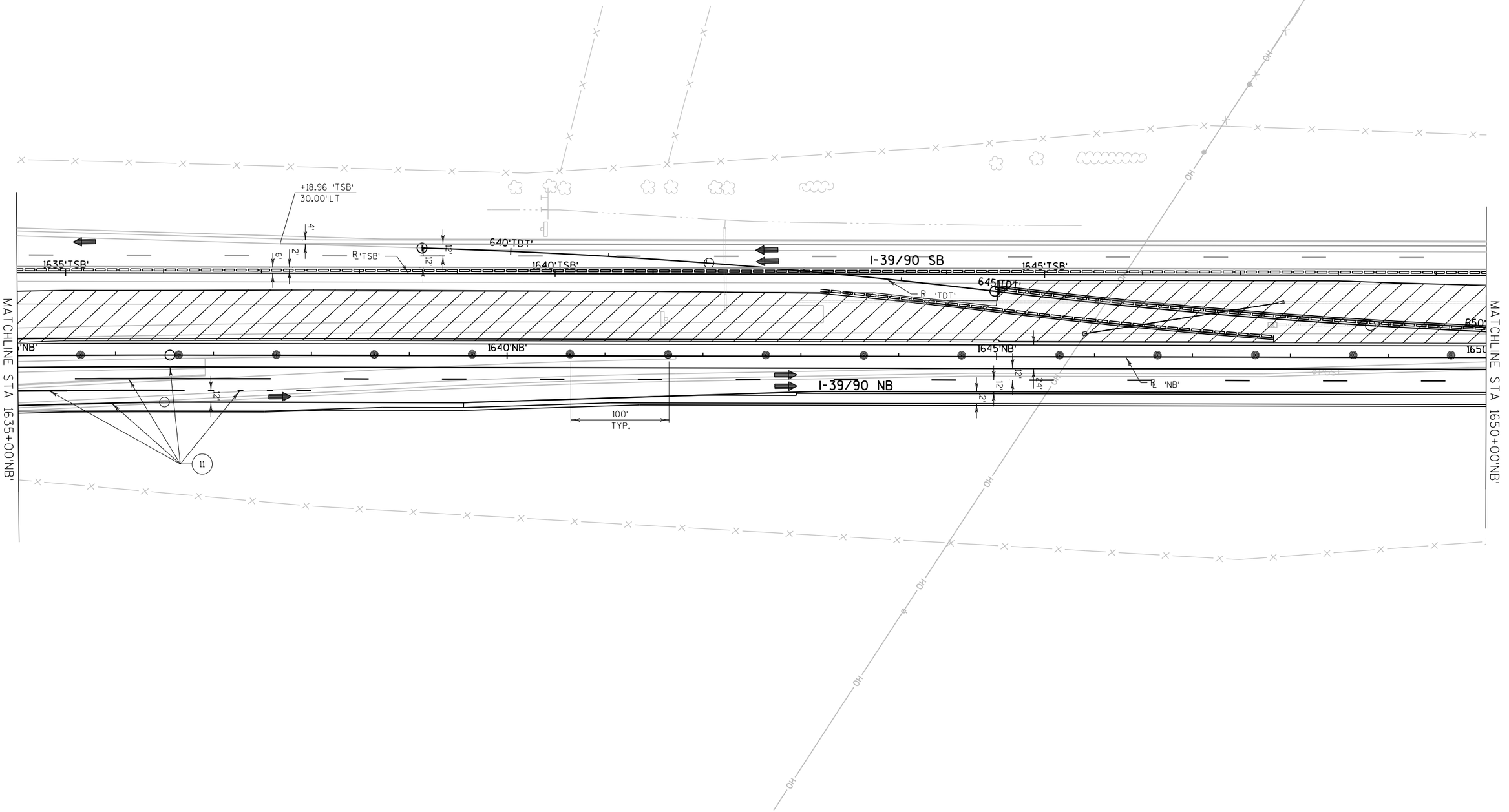
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LEGEND

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 359	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026412_tc4.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
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11. SEE PERMANENT MARKING PLAN

N

EXISTING SIGN
GAS-FOOD 160
ROADYS-BP
KWIK TRIP
CHESTERS
SUBWAY-RAYS

EDGERTON ROAD

EXISTING SIGN
LODGING-CAMPING
EXIT 160
TOWNE EDGE MOTEL
HICKORY HILLS
CAMPGROUND

I-39/90 SB

I-39/90 NB

1655'TSB'
1660'TSB'
1655'NB'
1660'NB'
100' TYP.

SPEED LIMIT 55
R2-1
48" X 60"

MATCHLINE STA 1650+00'NB'

MATCHLINE STA 1665+00'NB'

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 360	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026413_tc4.dgn
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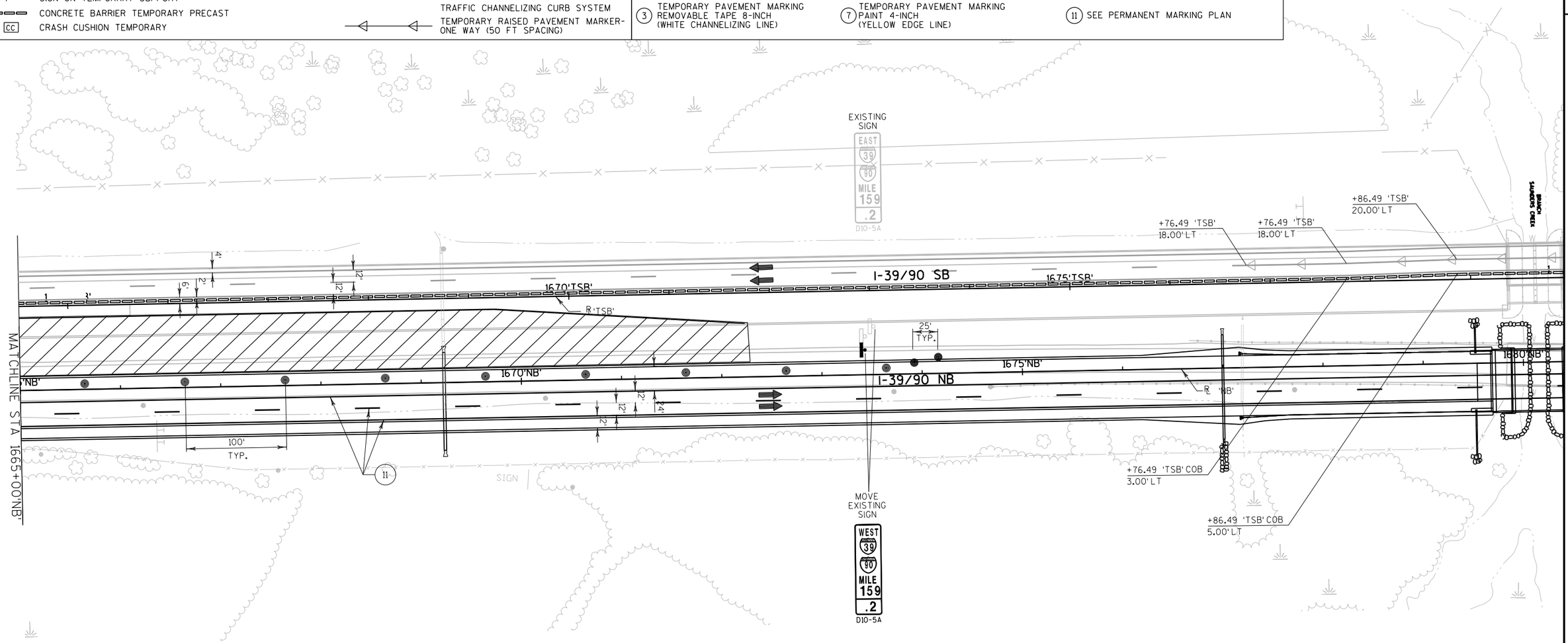
WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
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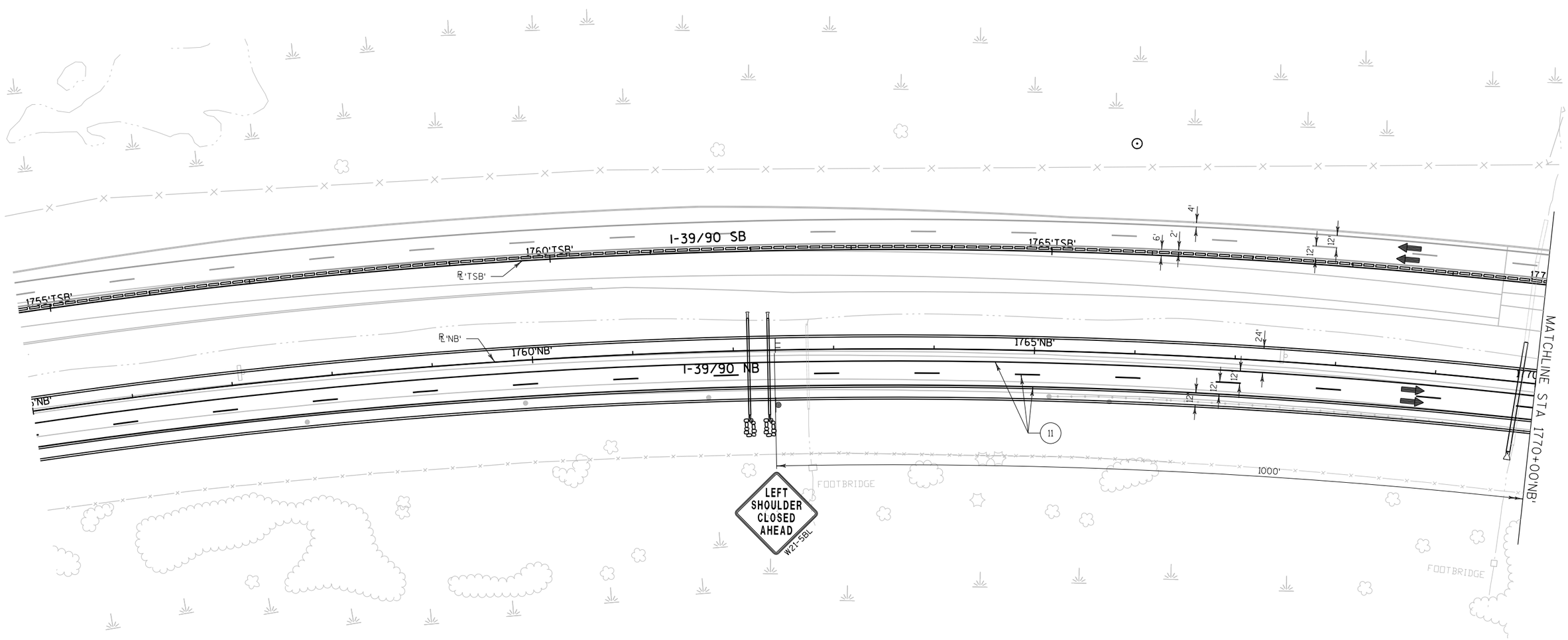
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 361	E

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
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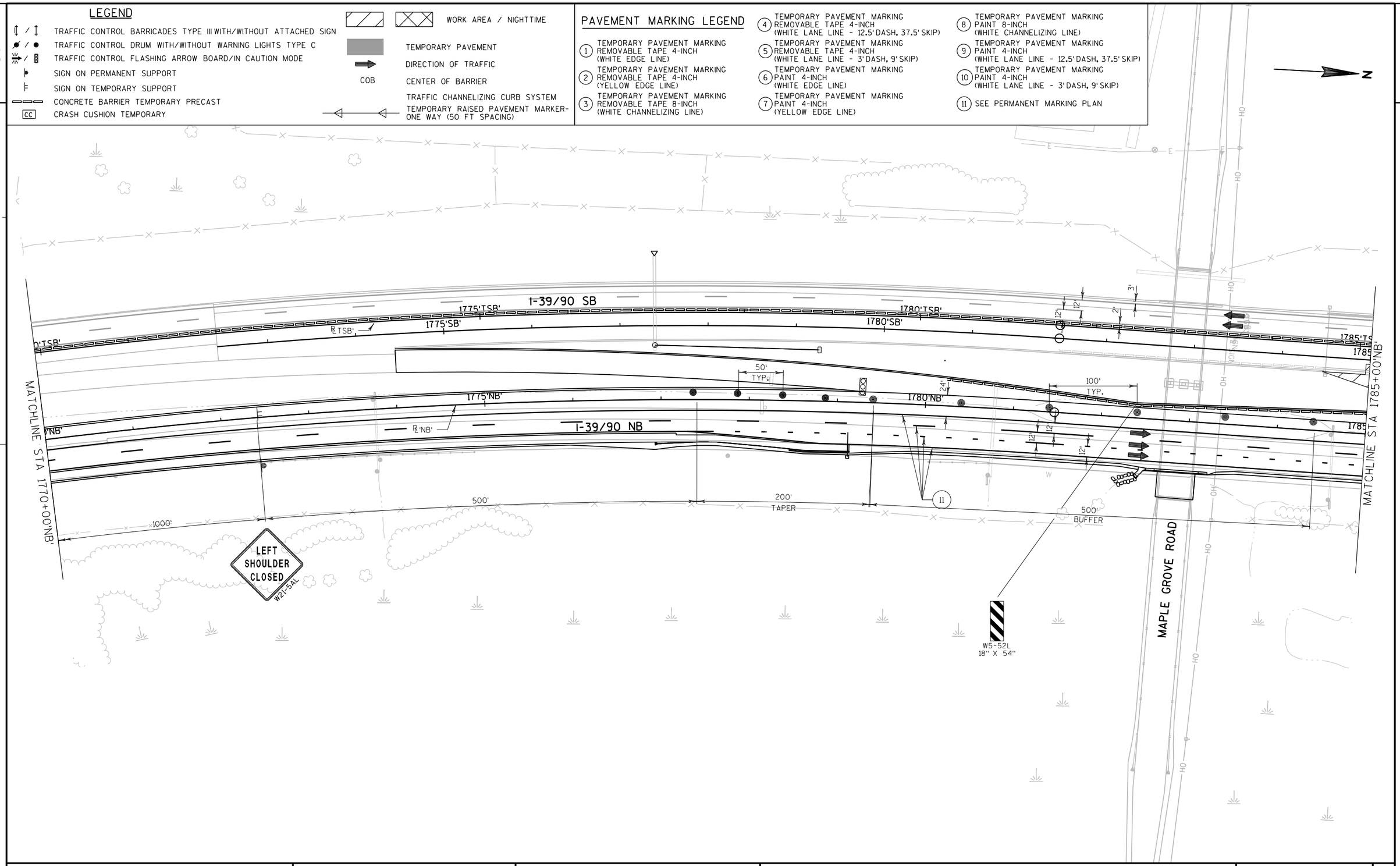
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 362	E

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE CHANNELIZING LINE)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
6. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGE LINE)
7. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW EDGE LINE)
8. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE CHANNELIZING LINE)
9. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



2

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 363	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026421_tc4.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME : $FILE$
PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE CHANNELIZING LINE)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
6. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGE LINE)
7. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW EDGE LINE)
8. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE CHANNELIZING LINE)
9. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN

N

MATCHLINE STA 1785+00'NB'

+58.68 'TSB' 30.00' LT

+18.68 'TSB' 42.00' LT

+68.02 'TSB' 42.00' LT

+68.81 'TSB' 30.00' LT

+00.48 'TSB' 30.00' LT

1790'SB'

1795'SB'

1790'NB'

1795'NB'

I-39/90 SB

I-39/90 NB

RAMP KB

SIGN

100' TYP.

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 364	E

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE CHANNELIZING LINE)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
6. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGE LINE)
7. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW EDGE LINE)
8. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE CHANNELIZING LINE)
9. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN

N

1905'TSB'
1910'TSB'
℄'TSB'
1915'TSB'
I-39/90 SB
4'
6'
2'
12'
12'
11
℄'NB'
1910'NB'
1915'NB'
1920'NB'
I-39/90 NB
24'
12'
12'
12'
1000'
RIPRAP
MATCHLINE STA 1920+00'NB'
LEFT SHOULDER CLOSED AHEAD
W21-5BL

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 365	E

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE CHANNELIZING LINE)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
6. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGE LINE)
7. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW EDGE LINE)
8. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE CHANNELIZING LINE)
9. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 366	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026431_tc4.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE CHANNELIZING LINE)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
6. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGE LINE)
7. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW EDGE LINE)
8. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE CHANNELIZING LINE)
9. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN

N

SIGN

OH

MATCHLINE STA 1935+00'NB'

MATCHLINE STA 1950+00'NB'

1935'TSB'

1940'TSB'

1940'SB'

'TSB'

I-39/90 SB

1945'TSB'

1945'SB'

+99.16 'TSB'
6.00' LT

+18.02 'SBE'
0.00

100' TYP.

'SBE'

'NX'

940'NX'

945'NX'

940'NB'

945'NB'

'NB'

I-39/90 NB

+00.00 'NB' COB
5.00' LT

RIPRAP

+43.54 'NB' COB
5.00' LT

WO5-52L
18" X 54"

9410'R

1951+17.65 'TSB'
9388.91' RT

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 367	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026432_tc4.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : $FILE$ PLOT SCALE : 1:100

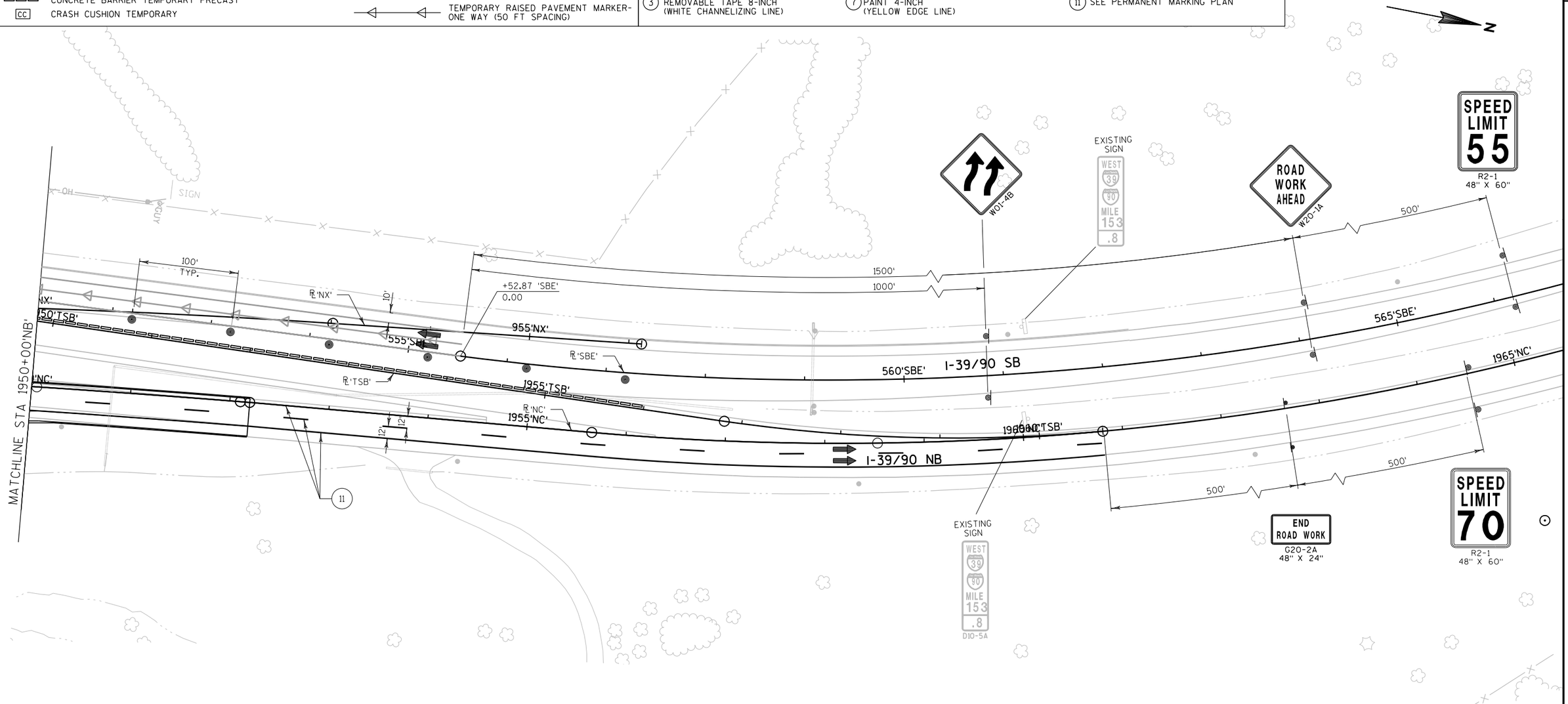
WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLASHING ARROW BOARD/IN CAUTION MODE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHION TEMPORARY
- WORK AREA / NIGHTTIME
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- COB — CENTER OF BARRIER
- TRAFFIC CHANNELIZING CURB SYSTEM
- TEMPORARY RAISED PAVEMENT MARKER-ONE WAY (50 FT SPACING)

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE EDGE LINE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW EDGE LINE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE CHANNELIZING LINE)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
6. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGE LINE)
7. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW EDGE LINE)
8. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE CHANNELIZING LINE)
9. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 12.5' DASH, 37.5' SKIP)
10. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE LANE LINE - 3' DASH, 9' SKIP)
11. SEE PERMANENT MARKING PLAN



NOTE: SEE DETAIL "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR ADVANCE WARNING SIGNS

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL STAGE 4	SHEET 368	E

2

2

N

R11-2-R
48"X30"
RAMP CLOSED
TYPE III BARRICADE

R11-2-R
48"X30"
RAMP CLOSED
TYPE III BARRICADE

R11-2L
48"X30"
LANE CLOSED
TYPE III BARRICADE

RUINS
RUINS
SEPTIC

USH 51 SB TO I-39/90 SB RAMP

USE PCMS FOR 7 DAYS
PRIOR TO RAMP CLOSURES

PCMS

52'KN'
54'KN'
56'KN'
58'KN'
60'KN'
62'KN'
64'KN'
66'KN'

USH 51 SB TO I-39/90
NB RAMP CLOSED

I-39/90 NB RAMP TO USH 51 NB RAMP CLOSED

100'
(TYP.)

100'
(TYP.)

USH 51 SB

USH 51 NB

USH 51

I-39/90 SB TO USH 51 NB RAMP

SEE TRAFFIC CONTROL SHEET - USH 51 WEST
APPROACH LANE CLOSURE AND SPEED REDUCTION

LEGEND

- WORK AREA
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- XXXX — SAWCUT ASPHALT

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - USH 51 STAGE 2	SHEET 369	E

2

2

N

R11-2-R
48"X30"
RAMP CLOSED
TYPE III BARRICADE

R11-2-R
48"X30"
RAMP CLOSED
TYPE III BARRICADE

R11-2L
48"X30"
LANE CLOSED
TYPE III BARRICADE

RUINS
RUINS
SEPTIC

USH 51 SB TO I-39/90 SB RAMP

52'KN'
54'KN'
56'KN'
USH 51 SB TO I-39/90 NB RAMP CLOSED
58'KN'
60'KN'
62'KN'
64'KN'
66'KN'
100' (TYP.)
USH 51 SB
USH 51 NB
I-39/90 NB RAMP TO USH 51 NB RAMP OPEN
USH 51
USH 51

I-39/90 SB TO USH 51 NB RAMP

SEE TRAFFIC CONTROL SHEET - USH 51 WEST APPROACH LANE CLOSURE AND SPEED REDUCTION

LEGEND

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

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - USH 51 STAGE 3	SHEET 370	E

2

GENERAL NOTES

THIS LANE CLOSURE IS TYPICAL FOR CLOSING THE INSIDE SOUTHBOUND US 51 LANE IN STAGE 2 AND STAGE 3. CLOSE THE OUTSIDE LANE BY PLACING DRUM SHIFTING TAPER AS NEEDED TO CLOSE SECOND LANE AT THE SOUTHBOUND GORE.

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

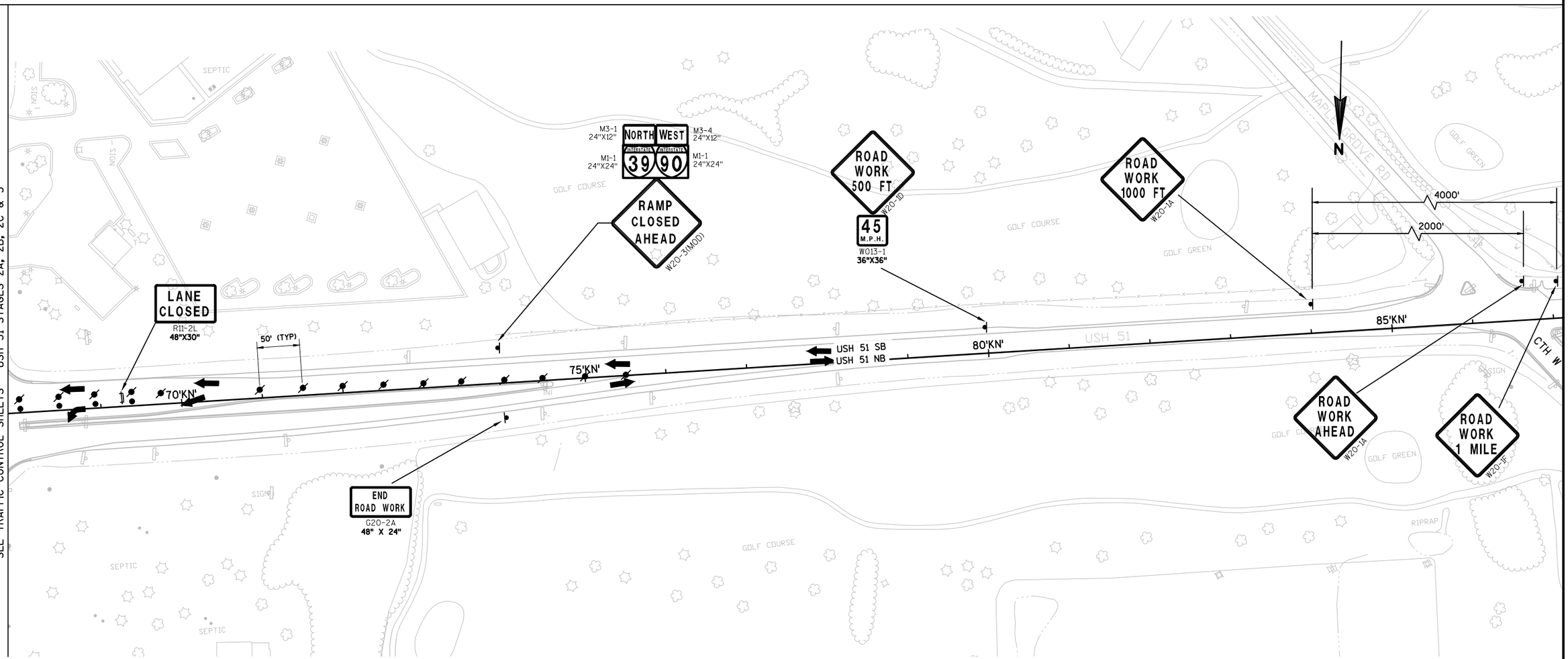
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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 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.

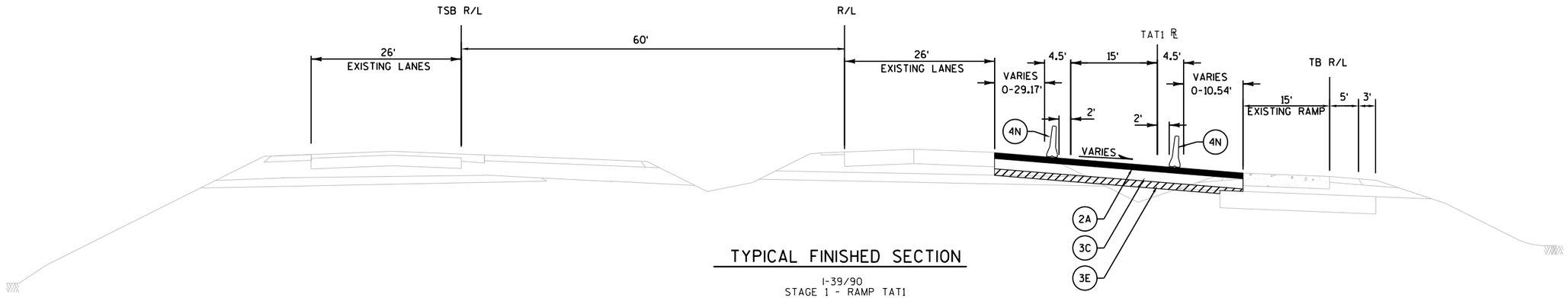
LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT



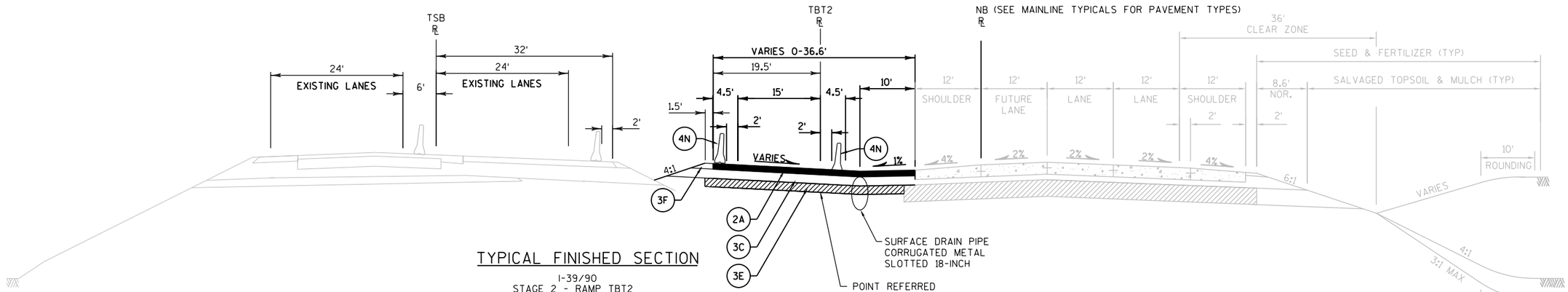
TRAFFIC CONTROL - USH 51 WEST APPROACH LANE CLOSURE AND SPEED REDUCTION

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL DETAIL - USH 51	SHEET 371	E



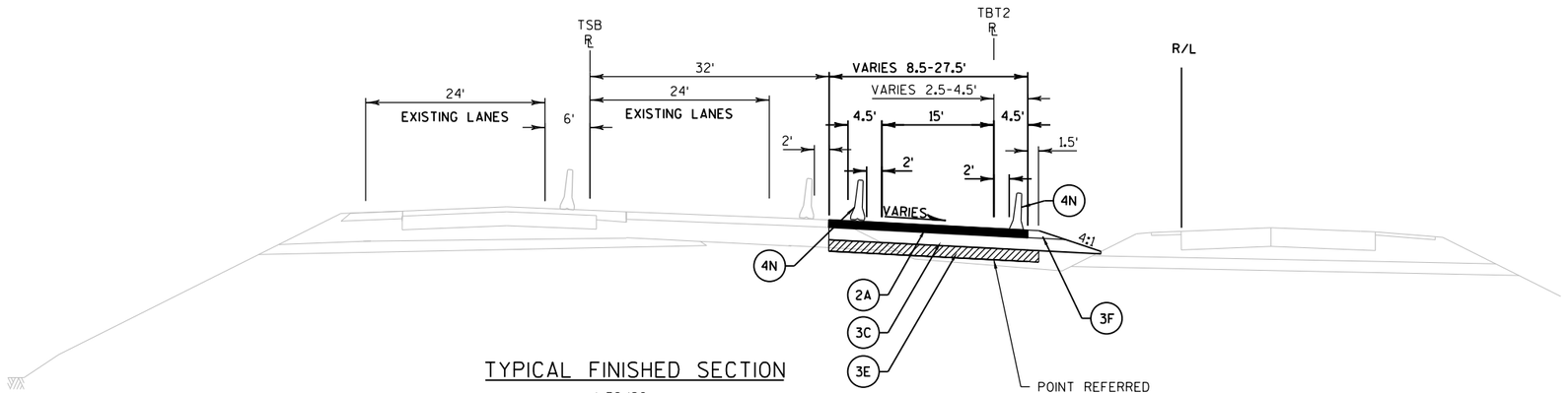
TYPICAL FINISHED SECTION

I-39/90
STAGE 1 - RAMP TAT1



TYPICAL FINISHED SECTION

I-39/90
STAGE 2 - RAMP TBT2
STA 1633+75'TBT2' - 1637+00'TBT2'



TYPICAL FINISHED SECTION

I-39/90
STAGE 2 - RAMP TBT2
STA 1637+00TBT2' - 1642+75'TBT2'

LEGEND

- (2A) 4-INCH HMA PAVEMENT 4 MT 58-28 H
- (3C) 10-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3E) 6-INCH BASE AGGREGATE DENSE 3-INCH
- (3F) 3-INCH BASE AGGREGATE DENSE 3/4-INCH
- (4N) CONCRETE BARRIER TEMPORARY PRECAST

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTION STAGING	SHEET 372	E

2

CURVE TBT11
PI STA = 1565+19.24'TBT1'
Y = 405831.35
X = 912282.54
DELTA = 3°49'54"
D = 1°13'27"
T = 156.55
L = 312.98
R = 4680.00
PC STA = 1563+62.69'TBT1'
PT STA = 1566+75.66'TBT1'

CURVE TBT12
PI STA = 1576+86.97'TBT1'
Y = 406810.19
X = 911645.56
DELTA = 7°17'09"
D = 1°13'09"
T = 299.23
L = 597.66
R = 4700.00
PC STA = 1573+87.74'TBT1'
PT STA = 1579+85.40'TBT1'

CURVE TBT13
PI STA = 1592+50.76'TBT1'
Y = 408002.74
X = 910632.75
DELTA = 9°10'36"
D = 1°23'51"
T = 329.04
L = 656.66
R = 4100.00
PC STA = 1589+21.72'TBT1'
PRC STA = 1595+78.39'TBT1'

CURVE TBT14
PI STA = 1596+98.62'TBT1'
Y = 408387.18
X = 910400.26
DELTA = 3°21'34"
D = 1°23'51"
T = 120.23
L = 240.40
R = 4100.00
PRC STA = 1595+78.39'TBT1'
PT STA = 1598+18.79'TBT1'

N36° 53' 10.00"W
PI: 1561+62.69'TBT1'
PC: 1563+62.69'TBT1'
PT: 1566+75.66'TBT1'
N33° 27' 08.93"W
N33° 03' 16.04"W
PC: 1573+87.74'TBT1'
PT: 1579+85.40'TBT1'
R/L TBT1
PC: 1589+21.72'TBT1'
PRC: 1595+78.39'TBT1'
PT: 1598+18.79'TBT1'
N40° 20' 25.00"W
N34° 31' 23.42"W
CURVE TBT11
CURVE TBT12
CURVE TBT13
CURVE TBT14

STA 1559+62.33'TBT1'=
STA 1560+18.43'NB', 146.77 LT
Y= 405379.01
X= 912607.00

Y = 405557.19
X = 912609.21

STA 1599+87.33'TBT1'=
STA 1600+32.34'NB', 89.92 RT
Y= 408625.10
X= 910236.60

Y = 408184.58
X = 909981.44

1550'TSB' 1560'TSB' 1570'TSB' 1580'TSB' 1590'TSB' 1600'TSB' 1610'TSB' 1620'TS
1550'NB' 1560'NB' 1570'NB' 1580'NB' 1590'NB' 1600'NB' 1610'NB' 1620'NB'
1560'TBT1' 1570'TBT1' 1590'TBT1' 600'TB' 610'TB' 620'TA'
600'TC' 610'TC' 620'TD'

RL 'NB'
RL 'TSB'
R/L RAMP TC
R/L RAMP TD
R/L RAMP TB
R/L RAMP TA
R/L USH 51/
STH 73
40'T'
50'T'
60'T'

1550'TSB' 1560'TSB' 1570'TSB' 1580'TSB' 1590'TSB' 1600'TSB' 1610'TSB' 1620'T
1550'NB' 1560'NB' 1570'NB' 1580'NB' 1590'NB' 1600'NB' 1610'NB' 1620'NB
600'TC' 610'TC'
600'TB' 610'TB' 620'TA'
RL 'NB'
RL 'TSB'
R/L RAMP TC
R/L RAMP TD
R/L RAMP TB
R/L RAMP TA
R/L USH 51/
STH 73
50'T'
60'T'

CURVE TBT21
PRC: 1571+11.06TBT2'

R/L RAMP TBT2

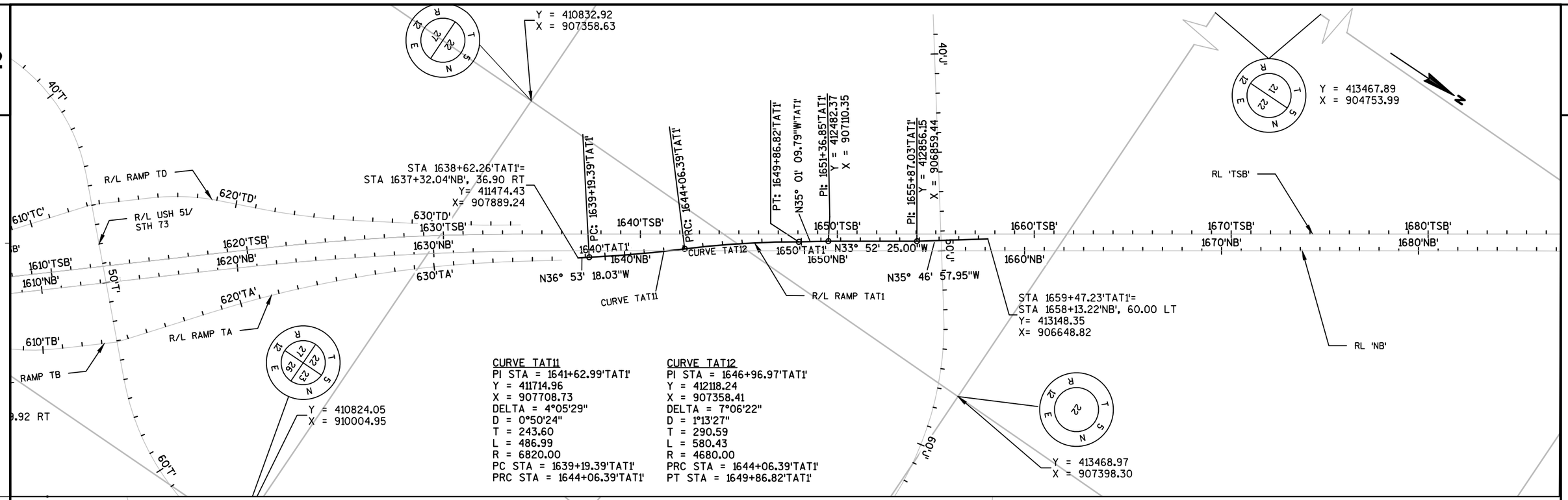
STA 1566+75.66TBT2'=
STA 1567+30.19'NB', 103.12 LT
Y= 405962.56
X= 912197.16

STA 1579+60.51TBT2'=
STA 1580+05.15'NB', 38.00 RT
Y= 407043.79
X= 911507.01

CURVE TBT21
PI STA = 1568+93.52TBT2'
Y = 406145.16
X = 912078.33
DELTA = 5°19'50"
D = 1°13'27"
T = 217.86
L = 435.40
R = 4680.00
PC STA = 1566+75.66TBT2'
PRC STA = 1571+11.06TBT2'

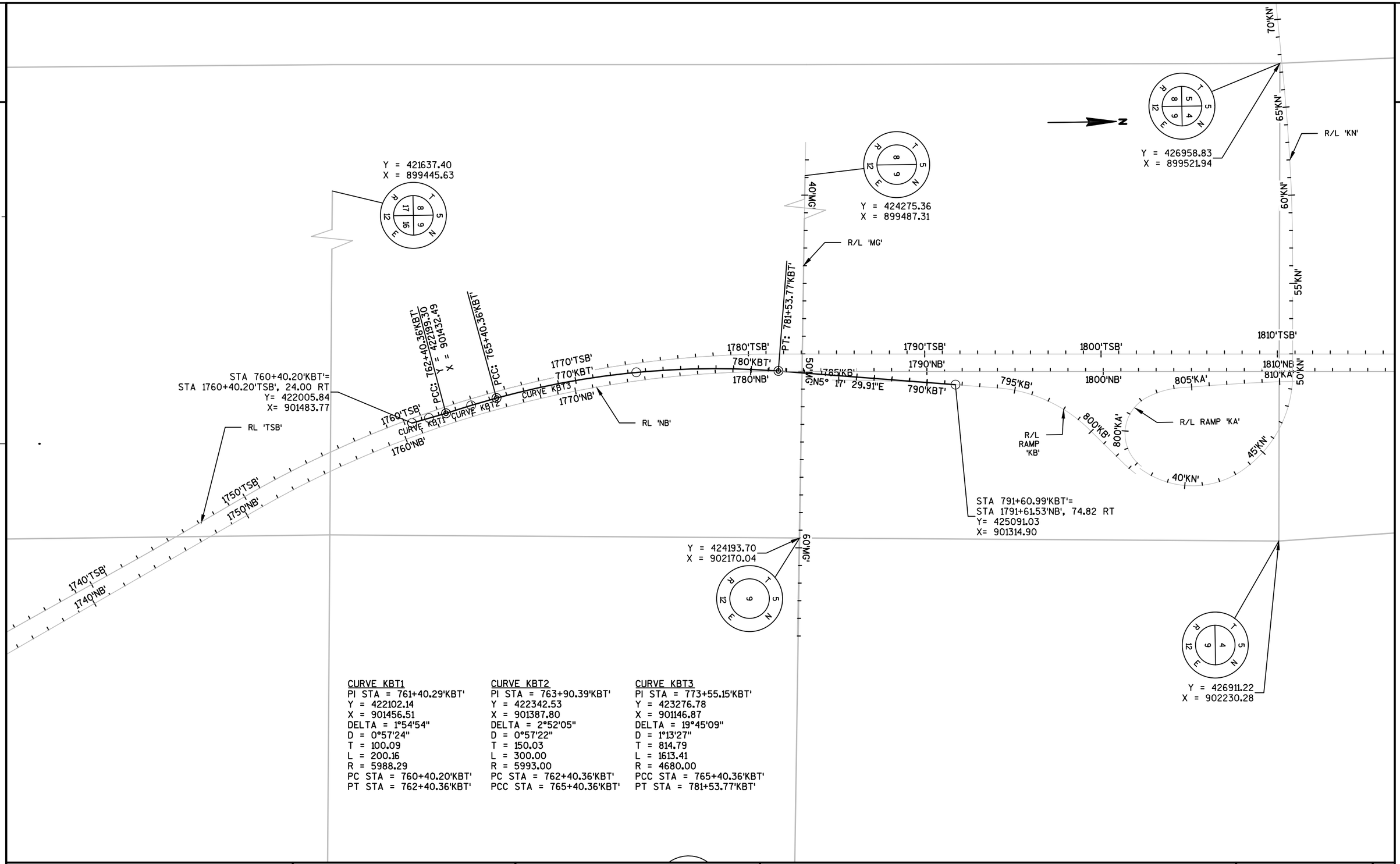
CURVE TBT22
PI STA = 1575+37.31TBT2'
Y = 406715.33
X = 911778.68
DELTA = 11°52'15"
D = 1°23'51"
T = 426.25
L = 849.45
R = 4100.00
PRC STA = 1571+11.06TBT2'
PT STA = 1579+60.51TBT2'

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: STAGING ALIGNMENT DETAILS	SHEET 373	E



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: STAGING ALIGNMENT DETAILS	SHEET 374	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\027201_AD_TC.DWG
PLOT DATE : 4/26/2016 9:50 AM
PLOT BY : JEFF OTTO
PLOT NAME :
PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42



CURVE KBT1
PI STA = 761+40.29'KBT'
Y = 422102.14
X = 901456.51
DELTA = 1°54'54"
D = 0°57'24"
T = 100.09
L = 200.16
R = 5988.29
PC STA = 760+40.20'KBT'
PT STA = 762+40.36'KBT'

CURVE KBT2
PI STA = 763+90.39'KBT'
Y = 422342.53
X = 901387.80
DELTA = 2°52'05"
D = 0°57'22"
T = 150.03
L = 300.00
R = 5993.00
PC STA = 762+40.36'KBT'
PCC STA = 765+40.36'KBT'

CURVE KBT3
PI STA = 773+55.15'KBT'
Y = 423276.78
X = 901146.87
DELTA = 19°45'09"
D = 1°13'27"
T = 814.79
L = 1613.41
R = 4680.00
PCC STA = 765+40.36'KBT'
PT STA = 781+53.77'KBT'

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: STAGING ALIGNMENT DETAILS	SHEET 375	E

2

WILLIAM & JILL MYHRE
JOHN & KATHRINE NELSON

RYAN KAHL

SEPTIC

MGH-1

ALLIANT ENERGY

DELINEATED WETLANDS

R/W

SLOPE INTERCEPT

R/W

S-13-399

S399-1

S399-2

DELINEATED WETLANDS

B1770SB

BH-81

IH 39/90 SB

R 'KBT'

775'KBT'

770'KBT'

1775'NB'

780'KBT'

1780'NB'

IH 39/90 NB

1785'NB'

785'KBT'

IH 39/90 SB

790

1790'NB'

790'KBT'

R/W

BH-80

765'KBT'

1765'NB'

BH-17

1770'NB'

R 'NB'

S398-2

BH-18

B-13-706

1760'NB'

MB-8

R/W

DELINEATED WETLANDS

SLOPE INTERCEPT

FOOTBRIDGE

MGH-2

MAPLE GROVE ROAD

HO

LEIN ACRES LLC

LEIN ACRES LLC

VCL = 150.00

K = 216.93

STA 778+98.26
EL 859.05

CONTROLLED BY NB PROFILE

PROPOSED PROFILE AT KBT R/L

-0.30%

0.39%

EXISTING GROUND

VPC 773+93.57
EL 857.59

VPI 774+68.57
EL 857.37

VPT 775+43.57
EL 857.66

KBT EXISTING PROFILE ELEVATIONS

KBT FINISHED PROFILE ELEVATIONS

| | | |

2

2

BLIVEN RD

73

ALBION RD

PIERCE RD

HILLSIDE RD

LIGUORI RD

EDGERTON RD

I-39/90

GOEDE RD

ROAD CLOSED
R11-2
48" X 30"
ON TYPE III
BARRICADE

HIGHWOOD DR

60" X 30"
ON TYPE III
BARRICADE

ROAD CLOSED
500 FT
W20-3D

51

ROAD CLOSED
0.1 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3

GRANDVIEW CT

LAKE DRIVE RD

500'

500'

500'

ROAD CLOSED
AHEAD
W20-3

ROAD CLOSED
1000 FT
W20-3C

ROAD CLOSED
0.5 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"
ON TYPE III
BARRICADE

Lake Koshkonong

DANE COUNTY

JACOBAS RD

ROCK COUNTY

I-39/90

GOEDE RD

59

EDGERTON

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- WORK AREA

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - LAKE DRIVE RD	SHEET 377	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026101_tc_EC.dgn PLOT DATE : 12/17/2015 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:2000

WISDOT/CADDS SHEET 42

2

2

Utica

ELLEN LN

UTICA RD

I-39 / 90

B

73

N

ROAD CLOSED
R11-2
48" X 30"
ON TYPE III
BARRICADE

ROAD CLOSED
500 FT
W20-3D

ROAD CLOSED
1000 FT
W20-3C

ROAD CLOSED
1.5 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"
ON TYPE III
BARRICADE

EAST CHURCH RD

500' 500'

500' 500'

WASHINGTON RD

STEFFRUD RD

ROAD CLOSED
1.5 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"
ON TYPE III
BARRICADE

W

ROAD CLOSED
1000 FT
W20-3C

ROAD CLOSED
500 FT
W20-3D

HAMMEN DR

BILLS RD

TOBACCO RD

HILLSIDE RD

LIEN

I-39 / 90

KAASE RD

A

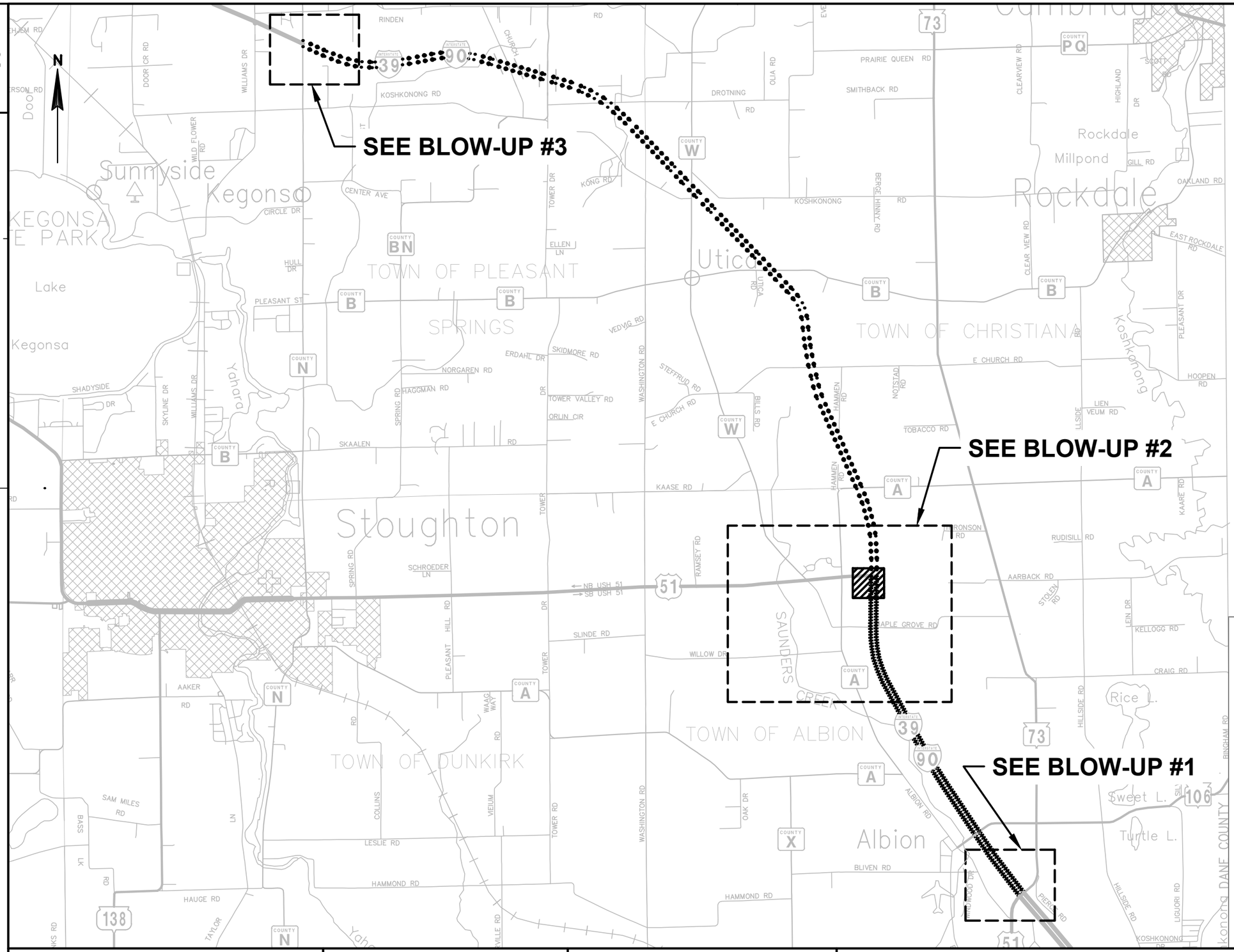
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- WORK AREA

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - EAST CHURCH RD	SHEET 378	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\026101_tc_EC.dgn PLOT DATE : 12/17/2015 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:2000

WISDOT/CADDS SHEET 42



DETOUR GENERAL NOTES

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

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

ALL"W" AND "WO" SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED AND SHALL HAVE REFLECTIVE FLORESCENT DIAMOND GRADE SHEETING.

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

ALL M3 SERIES SIGNS (NORTH, EAST, SOUTH, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

DETOUR SIGNS SHALL BE PLACED A MINIMUM OF 7 CALENDAR DAYS PRIOR TO THE START OF THE DETOUR AND COVERED UNTIL NEEDED. THE COVERED DETOUR SIGNS ARE INCIDENTAL TO ITEM DETOUR SIGNS.

PCMS SHALL BE IN PLACE A MINIMUM OF 7 DAYS PRIOR TO CONSTRUCTION. CONTACT SW REGION TRAFFIC TEAM LEADER, JEFF GUSTAFSON, 608-516-6400, FOR MESSAGES.

LEGEND

- USH 51 NORTH INTERCHANGE DETOUR ROUTE NB 39 TO NB 51 (STAGE 2)
- USH 51 NORTH INTERCHANGE DETOUR ROUTE SB 51 TO NB 39 (STAGE 2 AND 3)
- WORK AREA

NB 39 TRAFFIC IS SHIFTED TO BE COUNTER DIRECTIONAL ON SB 39 IN THIS AREA. SEE STAGE 2/3 TYPICAL SECTION FOR PLACEMENT AREAS AVAILABLE FOR TRAFFIC CONTROL DEVICES.

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: DETOUR ROUTE - OVERVIEW STAGE 2	SHEET 379	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\027001_DT_S2_USH 51.DWG
PLOT DATE : 2/29/2016 10:13 AM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME :
PLOT SCALE : **********
WISDOT/CADDS SHEET 42

BLOW-UP #1

2

N

TO / TO
NORTH / WEST
39 / 90
36"x18" 36"x18" 36"x36" 30"x30"

INTERSTATE 39
INTERSTATE 90
1800'

NORTH WEST NORTH
39 90 51

EXIT 160
51 73 106
Edgerton
TO / TO
NORTH / WEST
39 / 90
36"x18" 36"x18" 36"x36" 30"x30"

BLIVEN RD

WINDWOOD DR

ALBION RD

73

EXIT 160
TO / TO
NORTH / WEST
39 / 90
24"x12" 24"x12" 24"x24" 21"x21"

NORTH WEST NORTH
39 90 51

24"x12" 24"x12" 24"x24" 21"x21"
TO / TO
NORTH / WEST
39 / 90
NORTH TO SOUTH
73 106 51

NORTH WEST NORTH
39 90 51

SOUTH
51

PIERCE RD

24"x12" 24"x12" 24"x24" 21"x21"
TO / TO
NORTH / WEST
39 / 90
NORTH TO SOUTH ALTERNATE
73 106 51 39

NORTH WEST NORTH
39 90 51

INTERSTATE 39
INTERSTATE 90

51

SIGN CODE LEGEND

NORTH M3-1	MO5-1L	INTERSTATE 39 M1-1
WEST M3-4	MO6-1	INTERSTATE 90 M1-1
DETOUR M4-8	MO6-2	
TO M4-5		

LEGEND

USH 51 NORTH INTERCHANGE DETOUR ROUTE SB 39 TO NB 39 (STAGE 2 AND 3)

51 NEW SIGN

51 EXISTING SIGN

51 EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL

SIGN ON WOOD POST (EXISTING)

SIGN ON WOOD POST (NEW)

SIGN ON DOUBLE WOOD POST (EXISTING)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: DETOUR ROUTE - BLOW-UP #1 DETAIL STAGE 2	SHEET 380	E

BLOW-UP #2

N

2

2

EXIT 156 — 51 NORTH Stoughton — DETOUR 36"x18" / NORTH 36"x18" / 51 36"x36" / 30"x30"

DETOUR 36"x18" / NORTH 36"x18" / 51 36"x36" / 30"x30" — M5-2R

1800'

INTERSTATE 39 / INTERSTATE 90

EXIT 156 — DETOUR 36"x18" / NORTH 36"x18" / 51 36"x36" / 30"x30"

NORTH WEST INTERSTATE 39 90 — DETOUR 36"x18" / NORTH 36"x18" / 51 36"x36"

EXIT 156

TYPE 2SIGN TO BE REMOVED IN STAGE 1/2. PCMS SIGNS TO BE USED FOR NOTIFICATION OF CLOSED RAMP

COUNTY W

END DETOUR / JCT COUNTY A / NORTH 51 — 24"x18" / 24"x12" / 24"x24"

COUNTY A

NORTH WEST INTERSTATE 39 90 — COVER SIGN IN MEDIAN OF USH 51

51

JCT JCT INTERSTATE 39 90

SAUNDERS CREEK

DETOUR 36"x18" / NORTH 36"x18" / 51 36"x36" / 30"x30"

EXIT 156 — 51 NORTH Stoughton — TYPE 1 SIGN TO BE REMOVED IN STAGE 1/2.

PCMS — USE PCMS FOR SEVEN DAYS PRIOR TO RAMP CLOSURE

NORTH WEST INTERSTATE 39 90 — 24"x12" / 24"x24"

RAMP CLOSED AHEAD W20-3

MAPLE GROVE RD

THRON RD

TO TO / SOUTH EAST SOUTH INTERSTATE 39 90 51 / NORTH WEST INTERSTATE 39 90 — 24"x12" / 24"x12" / 24"x24" / 21"x21"

NORTH 51 — 36"x18" / 36"x36"

DETOUR AHEAD

WILLOW DR

Madison / Janesville

COUNTY A

TO TO / SOUTH EAST SOUTH INTERSTATE 39 90 51 / NORTH WEST INTERSTATE 39 90 — 30"x15" / 36"x18" / 36"x36"

INTERSTATE 39 / INTERSTATE 90

EXIT 156 — 51 NORTH Stoughton

TYPE 1 SIGN TO BE REMOVED IN STAGE 1/2.

TO TO / SOUTH EAST SOUTH INTERSTATE 39 90 51 / NORTH WEST INTERSTATE 39 90 — 24"x12" / 24"x12" / 24"x24" / 21"x21"

SIGN CODE LEGEND

NORTH M3-1	M05-2R	51 M1-4
WEST M3-4	M06-2	INTERSTATE 39 M1-1
DETOUR M4-8	TO M4-5	INTERSTATE 90 M1-1
END DETOUR M4-8A	M06-1	
DETOUR AHEAD W20-2A		

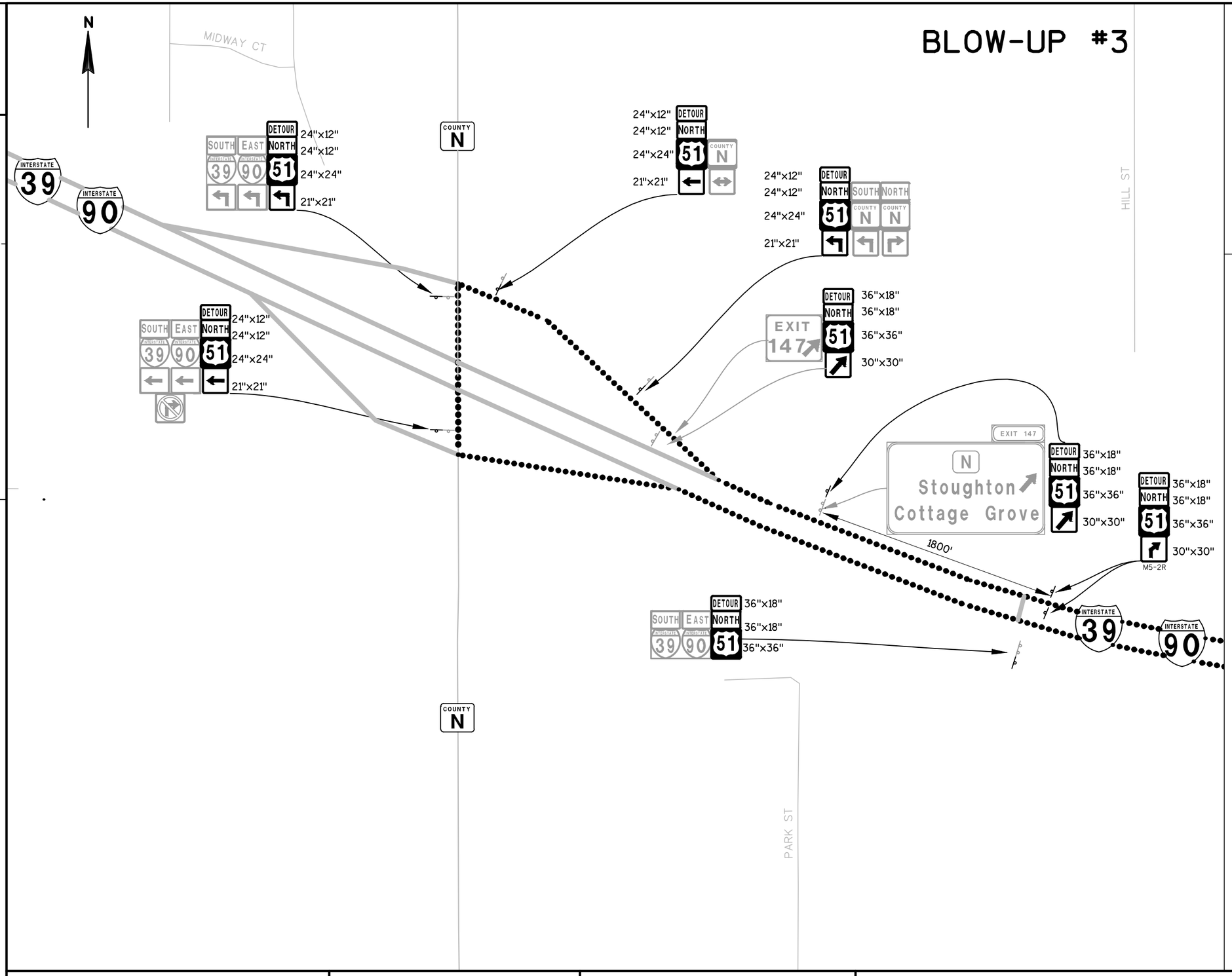
LEGEND

- USH 51 NORTH INTERCHANGE DETOUR ROUTE NB 39 TO NB 51 (STAGE 2)
- USH 51 NORTH INTERCHANGE DETOUR ROUTE SB 39 TO NB 39 (STAGE 2 AND 3)
- WORK AREA
- 51 NEW SIGN
- 51 EXISTING SIGN
- 51 EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- SIGN ON WOOD POST (EXISTING)
- SIGN ON WOOD POST (NEW)
- PCMS PORTABLE CHANGEABLE MESSAGE BOARED
- SIGN ON DOUBLE WOOD POST (EXISTING)

I-39/90 NB TRAFFIC IS SHIFTED TO BE COUNTER DIRECTIONAL ON I-39/90 SB LANES IN THIS AREA. SEE STAGE 2/3 TYPICAL SECTION FOR PLACEMENT AREAS AVAILABLE FOR TRAFFIC CONTROL DEVICES.

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: DETOUR ROUTE - BLOW-UP #2 DETAIL STAGE 2	SHEET 381	E

BLOW-UP #3



SIGN CODE LEGEND

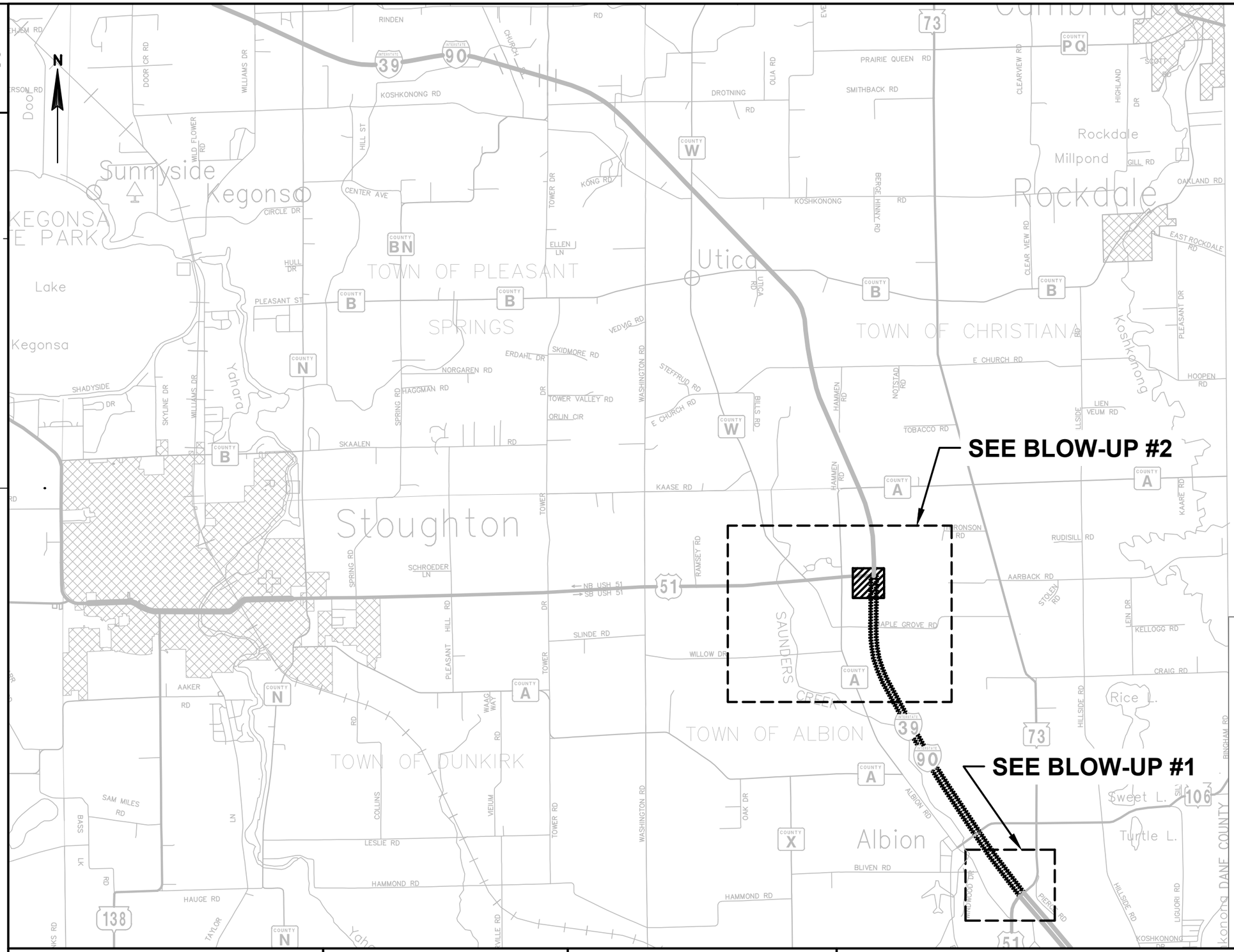
NORTH M3-1 | M05-1L | 51 M1-4

DETOUR M4-8 | M06-1 | M05-2R

LEGEND

- USH 51 NORTH INTERCHANGE DETOUR ROUTE NB 39 TO NB 51 (STAGE 2)
- 51 NEW SIGN
- 51 EXISTING SIGN
- 51 EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- SIGN ON WOOD POST (EXISTING)
- SIGN ON WOOD POST (NEW)
- SIGN ON DOUBLE WOOD POST (EXISTING)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: DETOUR ROUTE - BLOW-UP #3 DETAIL STAGE 2	SHEET 382 E



DETOUR GENERAL NOTES

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

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

ALL"W" AND "WO" SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED AND SHALL HAVE REFLECTIVE FLORESCENT DIAMOND GRADE SHEETING.

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

ALL M3 SERIES SIGNS (NORTH, EAST, SOUTH, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

DETOUR SIGNS SHALL BE PLACED A MINIMUM OF 7 CALENDAR DAYS PRIOR TO THE START OF THE DETOUR AND COVERED UNTIL NEEDED. THE COVERED DETOUR SIGNS ARE INCIDENTAL TO ITEM DETOUR SIGNS.

PCMS SHALL BE IN PLACE A MINIMUM OF 7 DAYS PRIOR TO CONSTRUCTION. CONTACT SW REGION TRAFFIC TEAM LEADER, JEFF GUSTFASON, 608-516-6400, FOR MESSAGES.

LEGEND

USH 51 NORTH INTERCHANGE DETOUR ROUTE SB 51 TO NB 39

WORK AREA

I-39/90 NB TRAFFIC IS SHIFTED TO BE COUNTER DIRECTIONAL ON I-39/90 SB LANES IN THIS AREA. SEE STAGE 2/3 TYPICAL SECTION FOR PLACEMENT AREAS AVAILABLE FOR TRAFFIC CONTROL DEVICES.

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: DETOUR ROUTE - OVERVIEW STAGE 3	SHEET 383	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\027001_DT_S3_USH 51.DWG
PLOT DATE : 2/29/2016 10:08 AM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

BLOW-UP #1

N

1800'

BLIVEN RD

WINDWOOD DR

ALBION RD

PIERCE RD

EXIT 160

Edgerton

EXIT 160

SIGN CODE LEGEND

NORTH M3-1	MO5-1L	INTERSTATE 39 M1-1
WEST M3-4	MO6-1	INTERSTATE 90 M1-1
DETOUR M4-8	MO6-2	
TO M4-5		

LEGEND

- USH 51 NORTH INTERCHANGE DETOUR ROUTE SB 39 TO NB 39 (STAGE 2 AND 3)
- NEW SIGN
- EXISTING SIGN
- EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- SIGN ON WOOD POST (EXISTING)
- SIGN ON WOOD POST (NEW)
- SIGN ON DOUBLE WOOD POST (EXISTING)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: DETOUR ROUTE - BLOW-UP #1 DETAIL STAGE 3	SHEET 384	E

BLOW-UP #2

2

N

COUNTY W

COUNTY A

INTERSTATE 39

INTERSTATE 90

COVER SIGN IN MEDIAN OF USH 51

51

SAUNDERS CREEK

JCT 39 90

NORTH WEST 39 90 — 24"x12" / 24"x24"

RAMP CLOSED AHEAD W20-3

SOUTH EAST SOUTH 39 90 51 — TO NORTH WEST 39 90 — 24"x12" / 24"x12" / 24"x24" / 21"x21"

WILLOW DR

Madison / Janesville

SOUTH EAST SOUTH 39 90 51 — TO NORTH WEST 39 90 — 30"x15" / 36"x18" / 36"x36"

SOUTH EAST SOUTH 39 90 51 — TO NORTH WEST 39 90 — 24"x12" / 24"x12" / 24"x24" / 21"x21"

MAPLE GROVE RD

THRON RD

SIGN CODE LEGEND

NORTH M3-1	M05-2R	51 M1-4
WEST M3-4	M06-2	INTERSTATE 39 M1-1
DETOUR M4-8	TO M4-5	INTERSTATE 90 M1-1
END DETOUR M4-8A	M06-1	
DETOUR AHEAD W20-2A		

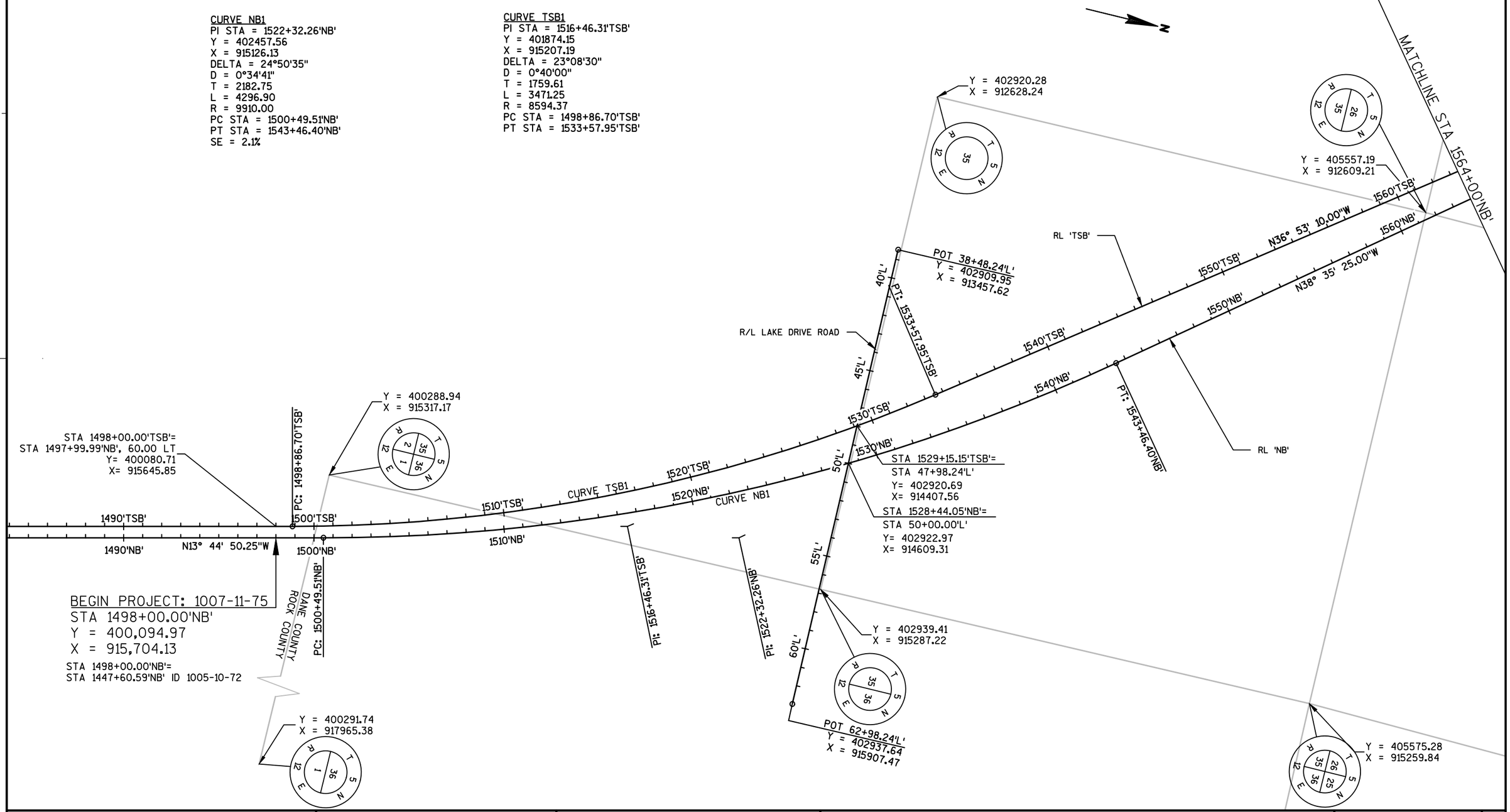
LEGEND

- USH 51 NORTH INTERCHANGE DETOUR ROUTE SB 39 TO NB 39 (STAGE 2 AND 3)
- WORK AREA
- 51 NEW SIGN
- 51 EXISTING SIGN
- 51 EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- SIGN ON WOOD POST (EXISTING)
- SIGN ON WOOD POST (NEW)
- SIGN ON DOUBLE WOOD POST (EXISTING)

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: DETOUR ROUTE - BLOW-UP #2 DETAIL STAGE 3	SHEET 385	E

CURVE NB1
PI STA = 1522+32.26'NB'
Y = 402457.56
X = 915126.13
DELTA = 24°50'35"
D = 0°34'41"
T = 2182.75
L = 4296.90
R = 9910.00
PC STA = 1500+49.51'NB'
PT STA = 1543+46.40'NB'
SE = 2.1%

CURVE TSB1
PI STA = 1516+46.31'TSB'
Y = 401874.15
X = 915207.19
DELTA = 23°08'30"
D = 0°40'00"
T = 1759.61
L = 3471.25
R = 8594.37
PC STA = 1498+86.70'TSB'
PT STA = 1533+57.95'TSB'



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: ALIGNMENT DETAILS	SHEET 386	E

2

Y = 405539.59
X = 909958.49

CURVE TSB2
PI STA = 1583+61.87'TSB'
Y = 407283.83
X = 911147.54
DELTA = 3°27'15"
D = 0°15'00"
T = 691.04
L = 1381.67
R = 22918.31
PC STA = 1576+70.83'TSB'
PT STA = 1590+52.49'TSB'

CURVE TSB3
PI STA = 1627+16.36'TSB'
Y = 410603.20
X = 908328.49
DELTA = 6°28'00"
D = 0°30'00"
T = 647.35
L = 1293.33
R = 11459.16
PC STA = 1620+69.01'TSB'
PT STA = 1633+62.34'TSB'

CURVE TC1
PI STA = 599+92.24'TC'
Y = 408440.56
X = 910081.40
DELTA = 9°51'15"
D = 1°00'12"
T = 492.24
L = 982.06
R = 5710.00
PC STA = 595+00.00'TC'
PT STA = 604+82.06'TC'

Y = 408194.51
X = 907335.94

CURVE NB3
PI STA = 1627+70.50'NB'
Y = 410653.96
X = 908395.59
DELTA = 6°28'00"
D = 0°21'54"
T = 886.93
L = 1771.97
R = 15700.00
PC STA = 1618+83.57'NB'
PT STA = 1636+55.54'NB'
SE = NC

Y = 410832.92
X = 907358.63

STA 592+00.00'TC'=
STA 1591+41.18'TSB', 48.00 LT
Y= 407847.07
X= 910606.21

STA 45+96.80'T'=
STA 613+22.93'TC'
Y = 409273.34
X = 909040.41

STA 1612+64.14'TSB'=
STA 49+15.79'T'
Y = 409496.29
X = 909268.55

STA 1613+28.89'NB'=
STA 50+00.00'T'
Y = 409555.15
X = 909328.78

Y = 408184.58
X = 909981.44

MATCHLINE STA 1564'NB'

MATCHLINE STA 1641+00'NB'

1570'TSB' 1580'TSB' 1590'TSB' 1600'TSB' 1610'TSB' 1620'TSB' 1630'TSB' 1640'TSB'

1570'NB' 1580'NB' 1590'NB' 1600'NB' 1610'NB' 1620'NB' 1630'NB' 1640'NB'

PC: 1576+70.83'TSB' CURVE TCT2 RL 'TSB' CURVE TSB2 PT: 1590+52.49'TSB' N41° 29' 09.75"W PC: 595+00.00'TC' CURVE TC1 600'TC' N40° 20' 25.00"W PT: 604+82.06'TC' R/L RAMP TC 610'TC' N51° 20' 25.00"W PC: 1618+83.57'NB' 620'TD' R/L RAMP TD PC: 1620+69.01'TSB' PI: 1627+16.36'TSB' PI: 1627+70.50'NB' 630'TD' CURVE TSB3 PT: 1633+62.34'TSB' PT: 1636+55.54'NB'

CURVE NB2 RL 'NB' PC: 1573+03.95'NB' PI: 1579+14.86'NB' PI: 1583+61.87'TSB' PT: 1585+25.68'NB' CURVE TB1 R/L RAMP TB 600'TB' N40° 20' 25.00"W CURVE TB2 N22° 44' 58.09"W 610'TB' CURVE TB3 PT: 597+44.81'TB' PC: 599+56.20'TB' N36° 27' 02.28"W PT: 605+06.20'TB' PC: 607+28.02'TB' PT: 610+78.02'TB' 50'T' N40° 20' 25.00"W R/L USH 51/ STH 73 N51° 20' 25.00"W 620'TA' CURVE TA1 R/L RAMP TA CURVE NB3 630'TA' CURVE TA2 PC: 618+35.00'TA' PCC: 633+50.00'TA' 640'NB'

STA 591+25.00'TB'=
STA 1591+25.00'NB', 48.00 RT
Y= 407906.38
X= 910792.00

STA 53+06.71'T'=
STA 613+78.02'TB'
Y = 409769.51
X = 909548.14

STA 53+06.71'T'=
STA 613+41.29'TA'
Y = 409769.51
X = 909548.14

Y = 410824.05
X = 910004.95

STA 636+49.09'TA'=
STA 1636+50.00'NB', 48.00 RT
Y= 411412.51
X= 907944.18

60'T' 70'T' 80'T'

CURVE NB2
PI STA = 1579+14.86'NB'
Y = 406952.85
X = 911538.83
DELTA = 1°45'00"
D = 0°08'36"
T = 610.91
L = 1221.73
R = 40000.00
PC STA = 1573+03.95'NB'
PT STA = 1585+25.68'NB'
SE = NC

Y = 408203.50
X = 912650.71

CURVE TB1
PI STA = 594+35.02'TB'
Y = 408142.69
X = 910591.31
DELTA = 3°53'23"
D = 0°37'39"
T = 310.02
L = 619.81
R = 9130.00
PC STA = 591+25.00'TB'
PT STA = 597+44.81'TB'

CURVE TB2
PI STA = 602+32.52'TB'
Y = 408784.36
X = 910117.35
DELTA = 13°42'04"
D = 2°29'28"
T = 276.32
L = 550.00
R = 2300.00
PC STA = 599+56.20'TB'
PT STA = 605+06.20'TB'

CURVE TB3
PI STA = 609+04.40'TB'
Y = 409406.40
X = 909856.52
DELTA = 17°35'27"
D = 5°01'33"
T = 176.39
L = 350.00
R = 1140.00
PC STA = 607+28.02'TB'
PT STA = 610+78.02'TB'

CURVE TA1
PI STA = 625+96.98'TA'
Y = 410553.93
X = 908567.61
DELTA = 15°12'07"
D = 1°00'12"
T = 761.97
L = 1515.00
R = 5710.00
PC STA = 618+35.00'TA'
PCC STA = 633+50.00'TA'

CURVE TA2
PI STA = 634+99.55'TA'
Y = 411290.07
X = 908030.05
DELTA = 1°05'43"
D = 0°21'58"
T = 149.55
L = 299.09
R = 15645.85
PCC STA = 633+50.00'TA'
PT STA = 636+49.09'TA'

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MATCHLINE STA 1641+00'NB'

MATCHLINE STA 1715+00'NB'

STA 1655+26.44'TSB'=
STA 49+15.95'J'
Y = 412937.46
X = 906761.49

STA 1655+78.31'NB'=
STA 50+00.00'J'
Y = 412986.76
X = 906829.57

40'J'

50'J'

60'J'

70'J'

80'J'

100'T'

Y = 413467.89
X = 904753.99

RL 'TSB'

RL 'NB'

Y = 413468.97
X = 907398.30

R/L EDGERTON ROAD

Y = 413472.66
X = 910041.03

R/L STH 73

SB'

1650'TSB'

1650'NB'

1660'TSB'

1660'NB'

N33° 52' 25.00"W

1670'TSB'

1670'NB'

1680'TSB'

1680'NB'

PC: 1684+36.49'NB'

PC: 1688+66.13'TSB'

1690'TSB'

1690'NB'

PI: 1691+61.33'NB'

CURVE NB4

Y = 416110.59
X = 904790.96

CURVE TSB4

PI: 1699+73.65'TSB'

1700'TSB'

1700'NB'

PT: 1698+85.33'NB'

PT: 1710+79.46'TSB'

1710'TSB'

1710'NB'

N29° 06' 10.00"W

Y = 416182.32
X = 902093.81

Y = 418795.40
X = 904764.34

Y = 416112.18
X = 907438.08

CURVE NB4
PI STA = 1691+61.33'NB'
Y = 415961.63
X = 904832.53
DELTA = 4°46'15"
D = 0°19'45"
T = 724.84
L = 1448.84
R = 17400.00
PC STA = 1684+36.49'NB'
PT STA = 1698+85.33'NB'
SE = NC

CURVE TSB4
PI STA = 1699+73.65'TSB'
Y = 416629.85
X = 904282.78
DELTA = 5°32'00"
D = 0°15'00"
T = 1107.53
L = 2213.33
R = 22918.32
PC STA = 1688+66.13'TSB'
PT STA = 1710+79.46'TSB'

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FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\027201_AD.DWG PLOT DATE : 4/26/2016 10:24 AM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

Y = 418936.62
X = 899425.58

Y = 421591.34
X = 899445.63

Y = 424275.36
X = 899487.31

R/L MAPLE GROVE ROAD

STA 1783+04.16'TSB'=
STA 49+00.99'MG'
Y = 424224.04
X = 901127.48

STA 1782+90.06'NB'=
STA 50+00.00'MG'
Y = 424220.84
X = 901226.44

40'MG'

PI: 1765+99.72'TSB'

PI: 1766+30.43'NB'

RL 'TSB'

PT: 1781+58.88'TSB'

1780'TSB'

1790'TSB'

50'MG'

785'KB'

1790'NB'

CURVE TSB6

1770'TSB'

1780'NB'

CURVE NB5

1770'NB'

790'KB'

CURVE KB1

R/L RAMP 'KB'

PT: 791+62.46'KB'

MATCHLINE STA 1792+00'NB'

Y = 418865.91
X = 902103.23

PC: 1749+63.61'TSB'

PT: 1745+55.80'TSB'

PC: 1743+58.95'TSB'

1760'TSB'

1760'NB'

RL 'NB'

1750'TSB'

1750'NB'

CURVE TSB5

PT: 1781+46.44'NB'

STA 784+62.22'KB'=
STA 1784+62.22'NB', 48.00 RT
Y= 424392.22
X= 901277.13

Y = 424193.70
X = 902170.04

60'MG'

1740'TSB'

1740'NB'

N29° 28' 06.90"W

PC: 1750+41.50'NB'

1730'TSB'

1730'NB'

N28° 20' 25.00"W

1720'TSB'

1720'NB'

N29° 06' 10.00"W

Y = 421530.80
X = 902111.01

CURVE NB5
PI STA = 1766+30.43'NB'
Y = 422488.48
X = 901199.31
DELTA = 30°00'00"
D = 0°57'58"
T = 1588.94
L = 3104.94
R = 5930.00
PC STA = 1750+41.50'NB'
PT STA = 1781+46.44'NB'
SE = 3.3%

CURVE KB1
PI STA = 788+12.51'KB'
Y = 424742.47
X = 901282.62
DELTA = 4°23'40"
D = 0°37'39"
T = 350.29
L = 700.24
R = 9130.00
PC STA = 784+62.22'KB'
PT STA = 791+62.46'KB'

CURVE TSB5
PI STA = 1744+57.38'TSB'
Y = 420577.68
X = 902153.51
DELTA = 1°07'42"
D = 0°34'23"
T = 98.43
L = 196.85
R = 9996.21
PC STA = 1743+58.95'TSB'
PT STA = 1745+55.80'TSB'

CURVE TSB6
PI STA = 1765+99.72'TSB'
Y = 422442.87
X = 901099.59
DELTA = 30°21'57"
D = 0°57'01"
T = 1636.11
L = 3195.27
R = 6029.00
PC STA = 1749+63.61'TSB'
PT STA = 1781+58.88'TSB'

MATCHLINE STA 1715+00'NB'

Y = 418795.40
X = 904764.34

Y = 421471.19
X = 904737.55

Y = 424116.66
X = 904701.26

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CURVE KB2
PI STA = 797+06.48'KB'
Y = 425632.97
X = 901365.10
DELTA = 40°05'35"
D = 6°52'42"
T = 303.95
L = 582.90
R = 833.00
PC STA = 794+02.52'KB'
PT STA = 799+85.42'KB'
SE = 6.0%

CURVE KB3
PI STA = 803+12.45'KB'
Y = 426076.14
X = 901814.26
DELTA = 7°48'50"
D = 10°37'48"
T = 36.81
L = 73.51
R = 539.00
PC STA = 802+75.64'KB'
PT STA = 803+49.15'KB'
SE = 6.0%

CURVE TSB7
PI STA = 1824+55.27'TSB'
Y = 428374.64
X = 901192.48
DELTA = 6°19'24"
D = 0°33'06"
T = 573.65
L = 1146.14
R = 10385.00
PC STA = 1818+81.61'TSB'
PCC STA = 1830+27.75'TSB'

CURVE TSB8
PI STA = 1834+82.90'TSB'
Y = 429398.83
X = 901095.20
DELTA = 5°42'28"
D = 0°37'39"
T = 455.15
L = 909.54
R = 9130.00
PCC STA = 1830+27.75'TSB'
PCC STA = 1839+37.29'TSB'

CURVE TSB9
PI STA = 1851+44.42'TSB'
Y = 431029.82
X = 900774.20
DELTA = 12°03'07"
D = 0°30'04"
T = 1207.13
L = 2405.35
R = 11435.16
PCC STA = 1839+37.29'TSB'
PT STA = 1863+42.65'TSB'

N

Y = 426958.83
X = 899521.94

Y = 429651.49
X = 899437.34

Y = 431794.08
X = 899294.39

Y = 431795.19
X = 899328.59

PT: 66+03.00'KN'

CURVE KN3

R/L USH 51

STA 1810+86.03'TSB'=
STA 51+00.00'KN'
Y = 427005.59
X = 901170.04

PC: 56+19.14'KN'

PCC: 802+34.97'KA'

PT: 804+36.04'KA'

PT: 806+36.02'KA'

MATCHLINE STA 1792+00'NB'

N5° 17' 29.91"E

N0° 53' 50.00"E

795'KB'

1800'TSB'

1800'NB'

CURVE KB2

805'KA'

N3° 23' 10.73"W

R/L RAMP 'KA'

CURVE KA2

CURVE KA1

CURVE KA3

CURVE KN1

R/L RAMP 'KB'

PC: 794+02.52'KB'

PT: 799+85.42'KB'

N45° 23' 04.96"E

PC: 802+75.64'KB'

CURVE KB3

800'KB'

800'KA'

797'KA'

803'KB'

37'KN'

40'KN'

45'KN'

50'KN'

55'KN'

60'KN'

65'KN'

70'KN'

75'KN'

S85° 19' 28.11"W

S89° 01' 58.08"W

1810'TSB'

1810'NB'

810'KA'

CURVE KN2

STA 811+36.04'KA'=
STA 1811+36.04'NB', 54.00 RT
Y= 427065.62
X= 901325.00

PT: 49+80.52'KN'

PC: 1818+81.61'TSB'

N0° 53' 50.00"E

1820'TSB'

1820'NB'

RL 'TSB'

CURVE TSB7

1830'TSB'

PCC: 1830+27.75'TSB'

CURVE TSB8

PCC: 1839+37.29'TSB'

1840'TSB'

1850'TSB'

CURVE TSB9

1860'TSB'

1860'NB'

1850'NB'

1840'NB'

CURVE NB6

1830'NB'

RL 'NB'

PC: 1824+13.98'NB'

PI: 1841+05.58'NB'

PI: 1851+44.42'TSB'

PT: 1857+47.23'NB'

PT: 1863+42.65'TSB'

STA 1859+96.32'TSB'=
STA 48+77.82'A'
Y = 431819.08
X = 900430.44

STA 37+23.87'KN'=
STA 797+70.13'KA', 15.00 LT
Y= 426129.09
X= 901805.79

PCC: 43+48.00'KN'

STA 803+49.15'KB'=
STA 37+23.87'KN', 39.00 RT
Y= 426105.31
X= 901836.70

Y = 426911.22
X = 902230.28

Y = 429528.06
X = 902087.52

Y = 431849.65
X = 901938.35

R/L CTH A

STA 1859+98.39'NB'
STA 50+00.00'A'
Y = 431821.50
X = 900552.60

MATCHLINE STA 1866+00'NB'

40'A'

60'A'

65'A'

CURVE KA1
PI STA = 801+34.80'KA'
Y = 425849.18
X = 901571.58
DELTA = 115°17'42"
D = 24°48'12"
T = 364.67
L = 464.84
R = 231.00
PC STA = 797+70.13'KA'
PCC STA = 802+34.97'KA'
SE = 6.0%

CURVE KA2
PI STA = 803+36.97'KA'
Y = 426264.46
X = 901358.69
DELTA = 23°45'15"
D = 11°48'49"
T = 102.00
L = 201.07
R = 485.00
PCC STA = 802+34.97'KA'
PT STA = 804+36.04'KA'
SE = 6.0%

CURVE KA3
PI STA = 808+86.09'KA'
Y = 426815.55
X = 901326.09
DELTA = 3°08'16"
D = 0°37'39"
T = 250.07
L = 500.02
R = 9130.00
PC STA = 806+36.02'KA'
PT STA = 811+36.04'KA'
SE = RC

CURVE KN1
PI STA = 40+83.95'KN'
Y = 426414.51
X = 902025.31
DELTA = 71°31'11"
D = 11°27'33"
T = 360.08
L = 624.13
R = 500.00
PC STA = 37+23.87'KN'
PCC STA = 43+48.00'KN'
SE = 6.0%

CURVE KN2
PI STA = 46+91.10'KN'
Y = 426997.78
X = 901632.55
DELTA = 55°04'39"
D = 8°42'27"
T = 343.10
L = 632.53
R = 658.00
PCC STA = 43+48.00'KN'
PT STA = 49+80.52'KN'
SE = 6.0%

CURVE KN3
PI STA = 61+11.47'KN'
Y = 427022.66
X = 900158.72
DELTA = 5°38'34"
D = 0°34'25"
T = 492.33
L = 983.86
R = 9990.00
PC STA = 56+19.14'KN'
PT STA = 66+03.00'KN'
SE = RC

CURVE NB6
PI STA = 1841+05.58'NB'
Y = 430035.64
X = 901317.51
DELTA = 24°05'00"
D = 0°43'21"
T = 1691.60
L = 3333.24
R = 7930.00
PC STA = 1824+13.98'NB'
PT STA = 1857+47.23'NB'
SE = 2.6%

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Y = 434413.63
X = 896707.09

Y = 437065.94
X = 896780.39

CURVE TSB10
PI STA = 1911+22.93'TSB'
Y = 436533.63
X = 898416.84
DELTA = 7°54'07"
D = 0°36'32"
T = 649.92
L = 1297.78
R = 9410.00
PC STA = 1904+73.01'TSB'
PT STA = 1917+70.79'TSB'

CURVE TSB11
PI STA = 1932+39.53'TSB'
Y = 438577.36
X = 897858.35
DELTA = 6°58'08"
D = 0°21'46"
T = 962.00
L = 1921.64
R = 15799.00
PC STA = 1922+77.53'TSB'
PCC STA = 1941+99.16'TSB'

CURVE NB7
PI STA = 1924+79.40'NB'
Y = 437779.04
X = 898000.91
DELTA = 16°55'06"
D = 0°21'54"
T = 2334.92
L = 4635.87
R = 15700.00
PC STA = 1901+44.48'NB'
PT STA = 1947+80.35'NB'
SE = NC

STA 1930+41.99'TSB'=
STA 48+98.59'CH'
Y = 438391.39
X = 897928.34

POT 37+00.00'CH'
Y = 438391.76
X = 896729.75

S89° 58' 56.44"E
40'CH'

PI: 1911+22.93'TSB'
PC: 1904+73.01'TSB'
PI: 1924+79.40'NB'
PC: 1922+77.53'TSB'
PT: 1917+70.79'TSB'
PI: 1932+39.53'TSB'

RL 'TSB'
N15° 17' 02.94"W
CURVE TSB11
CURVE TSB10
CURVE NB7

1870'TSB'
1880'TSB'
1890'TSB'
1900'TSB'
1910'TSB'
1920'TSB'
1930'TSB'
1940'TSB'
1870'NB'
1880'NB'
1890'NB'
1900'NB'
1910'NB'
1920'NB'
1930'NB'
1940'NB'

N23° 11' 10.00"W
N23° 11' 10.00"W

STA 1930+47.50'NB'=
STA 50+00.00'CH'
Y = 438391.45
X = 898029.75

PC: 49+37.40'CH'
40'CH'
CURVE CH1
PT: 52+81.85'CH'

RL 'NB'

PC: 1901+44.48'NB'

R/L EAST CHURCH ROAD

MATCHLINE STA 1866+00'NB'

MATCHLINE STA 1942+00'NB'

Y = 434433.46
X = 899430.00

Y = 437065.86
X = 899492.89

60'CH'
N89° 09' 23.56"E

POT 69+00.00'CH'
Y = 438417.68
X = 899929.56

Y = 439705.33
X = 899533.53

CURVE CH1
PI STA = 51+09.63'CH'
Y = 438391.33
X = 898139.38
DELTA = 0°51'40"
D = 0°15'00"
T = 172.23
L = 344.44
R = 22918.31
PC STA = 49+37.40'CH'
PT STA = 52+81.85'CH'
SE=NC

Y = 434491.48
X = 902023.00

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Y = 439711.76
X = 896756.72

Y = 439718.05
X = 894041.94

Y = 442375.80
X = 894069.79

STA 549+00.00'SBE'=
STA 1947+57.63'TSB', 17.02 LT
Y= 440083.64
X= 897645.37

STA 1948+00.00'NC'=
STA 1948+00.00'NB'
Y = 440119.54
X = 897743.84

CURVE TSB12
PI STA = 1945+09.94'TSB'
Y = 439836.76
X = 897674.28
DELTA = 5°29'30"
D = 0°53'03"
T = 310.78
L = 621.09
R = 6480.00
PCC STA = 1941+99.16'TSB'
PT STA = 1948+20.25'TSB'

CURVE TSB13
PI STA = 1958+74.04'TSB'
Y = 441199.67
X = 897607.06
DELTA = 13°34'57"
D = 3°33'31"
T = 191.73
L = 381.66
R = 1610.00
PC STA = 1956+82.31'TSB'
PT STA = 1960+63.97'TSB'

CURVE NC1
PI STA = 1950+05.33'NC'
Y = 440322.77
X = 897714.50
DELTA = 1°40'07"
D = 0°24'23"
T = 205.33
L = 410.63
R = 14100.00
PC STA = 1948+00.00'NC'
PT STA = 1952+10.63'NC'

CURVE NC2
PI STA = 1965+33.90'NC'
Y = 441842.50
X = 897550.15
DELTA = 37°21'36"
D = 2°00'00"
T = 968.56
L = 1867.99
R = 2864.79
PC STA = 1955+65.34'NC'
PT STA = 1974+33.33'NC'

CURVE SBE1
PI STA = 565+89.39'SBE'
Y = 441769.53
X = 897536.66
DELTA = 39°46'54"
D = 2°00'00"
T = 1036.52
L = 1989.08
R = 2864.79
PC STA = 555+52.87'SBE'
PT STA = 575+41.96'SBE'

STA 1960+63.97'TSB'=
STA 1960+80.08'NC'
Y = 441383.60
X = 897552.90

Y = 442367.27
X = 896732.97

Y = 445029.22
X = 894106.08

Y = 439705.33
X = 899533.53

Y = 445029.53
X = 896758.51

Y = 442365.62
X = 899438.17

END PROJECT 1007-11-75
STA 1948+00.00'NB'
Y = 440119.54
X = 897743.84

MATCHLINE STA 1942+00'NB'
PCC: 1941+99.16'TSB'
RL 'TSB'
PI: 1945+09.94'TSB'
CURVE TSB12
PT: 1948+20.25'TSB'
RL 'NB'
1950'TSB'
1950'NC'
CURVE NC1
PT: 1947+80.35'NB'
PI: 1952+20.08'NC'
Y = 440536.15
X = 897690.02
N3° 41' 22.00"W
PT: 1952+10.63'NC'
N6° 16' 04.49"W
PC: 555+52.87'SBE'
PC: 1956+82.31'TSB'
560'SBE'
1960'TSB'
1960'NC'
CURVE TSB13
PC: 1955+65.34'NC'
N6° 06' 40.49"W
PI: 1958+74.04'TSB'
CURVE SBE1
CURVE NC2
570'SBE'
1970'NC'
PI: 565+89.39'SBE'
PI: 1965+33.90'NC'
PT: 575+41.96'SBE'
PT: 1974+33.33'NC'
580'SBE'
590'SBE'
N43° 28' 16.00"W
600'SBE'
610'SBE'
620'S
1980'NC'
1990'NC'
2000'NC'
N43° 28' 16.00"W
2010'NC'
R/L I-39/90 SBE
R/L I-39/90 NC

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CURVE TCT1
PI STA = 571+12.14'TCT'
Y = 406310.46
X = 912020.76
DELTA = 9°07'48"
D = 1°13'27"
T = 373.66
L = 745.75
R = 4680.00
PC STA = 567+38.48'TCT'
PRC STA = 574+84.23'TCT'

CURVE TCT2
PI STA = 578+32.75'TCT'
Y = 406796.31
X = 911486.44
DELTA = 9°43'03"
D = 1°23'51"
T = 348.52
L = 695.37
R = 4100.00
PRC STA = 574+84.23'TCT'
PT STA = 581+79.60'TCT'

STA 567+38.54'TCT'=
STA 1567+38.54'NB', 24.00 LT
Y= 406018.44
X= 912253.80

STA 581+79.60'TCT'=
STA 1581+17.47'TSB', 24.00 LT
Y= 407070.94
X= 911271.86

Y = 405557.19
X = 912609.21

Y = 408184.58
X = 909981.44

Y = 907535.94

50'TSB' N36° 53' 10.00"W
1560'TSB'
1560'NB'
1570'TSB'
570
CURVE TCT1
1570'NB'
575
PRC: 574+84.23'TCT'
CURVE TCT2
580
1580'TSB'
1580'NB'
RL 'TSB'
RL 'NB'
R/L RAMP TCT
1590'TSB'
1590'NB'
R/L RAMP TC
600'TC'
1600'TSB' 25.00"W
1600'NB'
600'TB'
R/L RAMP TB
610'TC'
610'TB'
620'TD'
R/L RAMP TD
1610'TSB'
1610'NB'
1620'TSB'
1620'NB'
50'T'
R/L USH 51/
STH 73
620'TA'
R/L RAMP TA
30'T'
40'T'
60'T'

CURVE TDT1
PI STA = 642+02.97'TDT'
Y = 411791.13
X = 907509.85

Y = 410832.92
X = 907358.63

STA 639+09.27'TDT'=
STA 1638+63.98'TSB', 25.89 LT
Y= 411542.74
X= 907666.58

STA 652+66.69'TDT'=
STA 1652+66.69'NB', 21.00 LT
Y= 412716.32
X= 906985.82

Y = 413467.89
X = 904753.99

620'TD'
R/L RAMP TD
630'TD'
1620'TSB'
1620'NB'
630'TSB'
1630'NB'
630'TA'
620'TA'
R/L RAMP TA
50'T'
R/L USH 51/
STH 73
640'TDT'
CURVE TDT1
1640'TSB'
1640'NB'
645'TDT'
PRC: 644+96.27'TDT'
R/L RAMP TDT
CURVE TDT2
1650'TSB'
650'TDT'
1650'NB'
R/L RAMP TDT
40'T'
1660'TSB' 25.00"W
1660'NB'
1670'TSB'
1670'NB'
1680'TSB'
1680'NB'
1690'
1690'NB
RL 'TSB'
RL 'NB'
60'T'

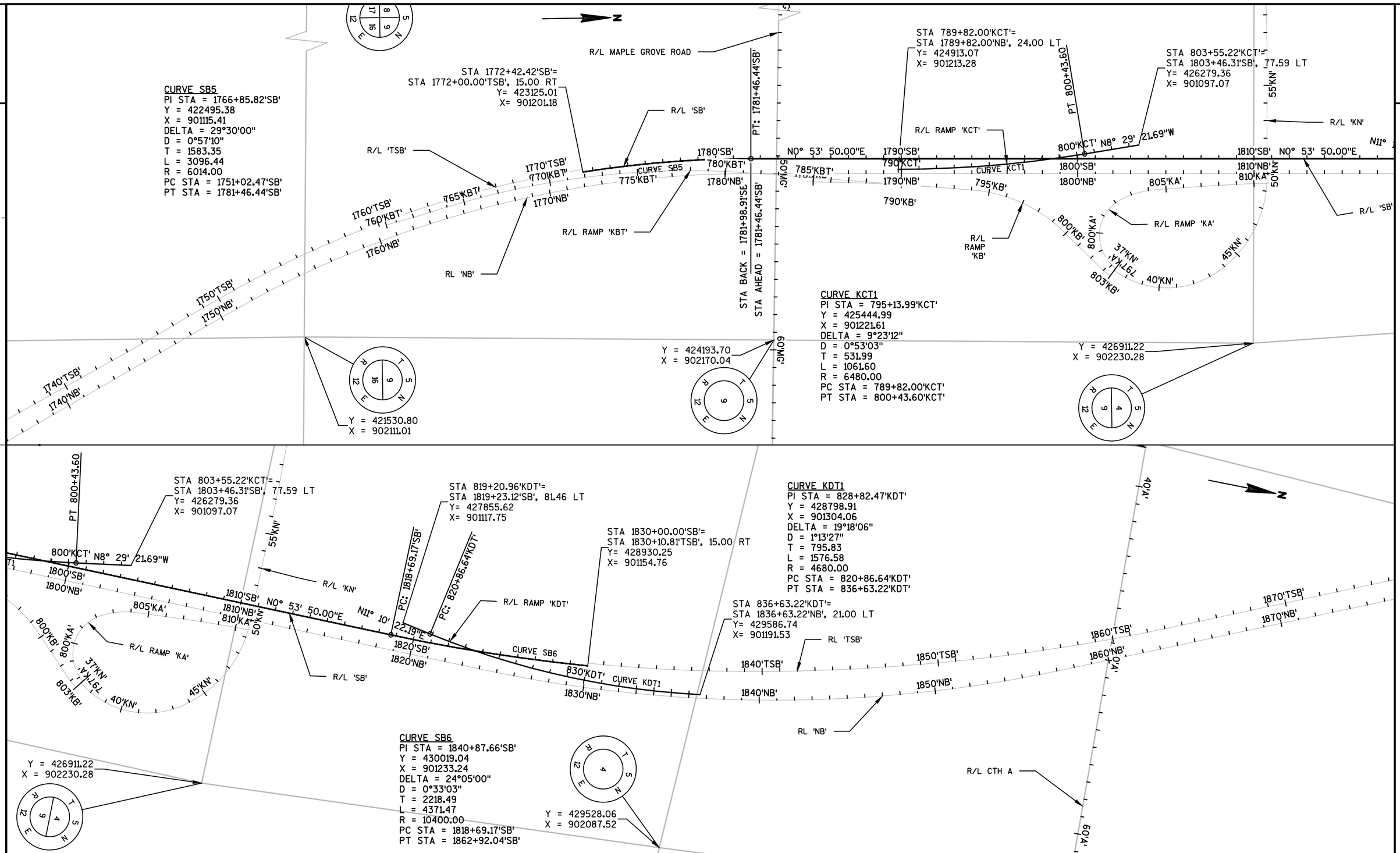
CURVE TDT1
PI STA = 642+02.97'TDT'
Y = 411791.13
X = 907509.85
DELTA = 5°11'25"
D = 0°53'03"
T = 293.70
L = 587.00
R = 6480.00
PC STA = 639+09.27'TDT'
PRC STA = 644+96.27'TDT'

CURVE TDT2
PI STA = 648+81.94'TDT'
Y = 412396.12
X = 907200.78
DELTA = 6°48'43"
D = 0°53'03"
T = 385.67
L = 770.42
R = 6480.00
PRC STA = 644+96.27'TDT'
PT STA = 652+66.69'TDT'

Y = 413468.97
X = 907398.30

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FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\027201_AD_RAMPS.DWG PLOT DATE : 4/12/2016 9:02 AM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN: ALIGNMENT DETAILS - FUTURE RAMPS & CROSSOVER	SHEET 394	E

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N

Y = 437065.94
X = 896780.39

Y = 439711.76
X = 896756.72

CURVE NX1
PI STA = 933+11.16'NX'
Y = 438652.29
X = 897989.02
DELTA = 0°40'48"
D = 0°36'32"
T = 55.84
L = 111.68
R = 9410.00
PC STA = 932+55.32'NX'
PT STA = 933+67.00'NX'

CURVE NX2
PI STA = 948+74.69'NX'
Y = 440178.69
X = 897650.25
DELTA = 5°12'14"
D = 0°36'32"
T = 427.62
L = 854.66
R = 9410.00
PC STA = 944+47.07'NX'
PT STA = 953+01.73'NX'

CURVE SB7
PI STA = 1924+00.00'SB'
Y = 437672.98
X = 897954.95
DELTA = 16°15'54"
D = 0°21'47"
T = 2255.53
L = 4480.72
R = 15784.00
PC STA = 1901+44.48'SB'
PT STA = 1946+25.19'SB'

STA 956+12.90'NX'=
STA 557+33.88'SBE', 30.00 LT
Y= 440911.48
X= 897556.25

Y = 442367.27
X = 896732.97

RL 'SB'E

RL 'TSB'

1910'TSB'
1910'NB'
1920'TSB'
1920'NB'
1930'NB'
1940'SB'
1940'NX'
1940'NB'
1950'TSB'
1950'NC'
1960'TSB'
1960'NC'
580'SBE'
1980'NC'
570'SBE'
1970'NC'
560'SBE'

40'CH'

PT: 933+67.00'NX'
PC: 944+47.07'NX'
PT: 1946+25.19'SB'
PT: 953+01.73'NX'

N12° 30' 48.14"W
N6° 55' 16.13"W
N7° 18' 34.27"W

CURVE SB7
CURVE NX1
CURVE NX2

R/L 'NX'

RL 'NB'

STA 1926+43.50'SB'=
???
Y= 437964.95
X= 898044.66

R/L 'CH'

60'CH'

STA 932+55.32'NX'=
STA 1932+55.32'NB', 15.00 RT
Y= 438597.64
X= 898000.47

STA 1948+00.00'SB'=
STA 1947+58.61'TSB', 0.21 LT
Y= 440085.60
X= 897662.09

R/L 'NC'

Y = 437065.86
X = 899492.89

Y = 439705.33
X = 899533.53

Y = 439705.33
X = 899533.53

Y = 442365.62
X = 899438.17

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DATE 02SEP16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1007-11-75 QUANTITY
0010	201.0105	Clearing	STA	176.000	176.000
0020	201.0205	Grubbing	STA	176.000	176.000
0030	203.0100	Removing Small Pipe Culverts	EACH	46.000	46.000
0040	203.0200	Removing Old Structure (station) 001. 1528+44'NB'	LS	1.000	1.000
0050	203.0200	Removing Old Structure (station) 002. 1810'NB'+90	LS	1.000	1.000
0060	203.0200	Removing Old Structure (station) 003. 1930+48'NB'	LS	1.000	1.000
0070	203.0200	Removing Old Structure (station) 004. 1713+36'NB'	LS	1.000	1.000
0080	203.0200	Removing Old Structure (station) 005. 1904+70'NB'	LS	1.000	1.000
0090	203.0210.S	Abatement of Asbestos Containing Material (structure) 001. B-13-172	LS	1.000	1.000
0100	203.0210.S	Abatement of Asbestos Containing Material (structure) 002. B-13-169	LS	1.000	1.000
0110	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 001. 1679+84'NB'	LS	1.000	1.000
0120	204.0100	Removing Pavement	SY	139,817.000	139,817.000
0130	204.0150	Removing Curb & Gutter	LF	53.000	53.000
0140	204.0157	Removing Concrete Barrier	LF	918.000	918.000
0150	204.0165	Removing Guardrail	LF	18,050.000	18,050.000
0160	204.0170	Removing Fence	LF	37,949.000	37,949.000
0170	204.0180	Removing Delineators and Markers	EACH	189.000	189.000
0180	204.0185	Removing Masonry	CY	176.500	176.500
0190	204.0220	Removing Inlets	EACH	22.000	22.000
0200	204.0245	Removing Storm Sewer (size) 001. 18-Inch	LF	2,806.000	2,806.000
0210	204.0245	Removing Storm Sewer (size) 002. 24-Inch	LF	833.000	833.000
0220	204.0245	Removing Storm Sewer (size) 003. 30-Inch	LF	1,077.000	1,077.000
0230	204.0245	Removing Storm Sewer (size) 004. 42-Inch	LF	137.000	137.000
0240	204.0270	Abandoning Culvert Pipes	EACH	1.000	1.000
0250	204.9105.S	Removing (item description) 001. Electrical Equipment	LS	1.000	1.000
0260	204.9105.S	Removing (item description) 002. Removing RWIS	LS	1.000	1.000
0270	205.0100	Excavation Common	CY	507,357.000	507,357.000
0280	205.0200	Excavation Rock	CY	1,340.000	1,340.000
0290	205.0400	Excavation Marsh	CY	117,318.000	117,318.000
0300	206.1000	Excavation for Structures Bridges (structure) 001. B-13-701	LS	1.000	1.000
0310	206.1000	Excavation for Structures Bridges (structure) 002. B-13-705	LS	1.000	1.000
0320	206.1000	Excavation for Structures Bridges (structure) 003. B-13-708	LS	1.000	1.000
0330	206.1000	Excavation for Structures Bridges (structure) 004. B-13-711	LS	1.000	1.000
0340	206.2000	Excavation for Structures Culverts (structure) 001. C-13-3076	LS	1.000	1.000
0350	206.2000	Excavation for Structures Culverts (structure) 002. C-13-3078	LS	1.000	1.000
0360	206.5000	Cofferdams (structure) 001. C-13-3076	LS	1.000	1.000
0370	206.5000	Cofferdams (structure) 002. C-13-3078	LS	1.000	1.000
0380	208.1100	Select Borrow	CY	64,468.000	64,468.000
0390	210.0100	Backfill Structure	CY	5,232.000	5,232.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1007-11-75 QUANTITY
0400	213.0100	Finishing Roadway (project) 001. 1007-11-75	EACH	1.000	1.000
0410	305.0110	Base Aggregate Dense 3/4-Inch	TON	5,871.000	5,871.000
0420	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	192,275.000	192,275.000
0430	305.0130	Base Aggregate Dense 3-Inch	TON	9,517.000	9,517.000
0440	311.0115	Breaker Run	CY	225.000	225.000
0450	312.0110	Select Crushed Material	TON	508,818.000	508,818.000
0460	415.0080	Concrete Pavement 8-Inch **P**	SY	10,939.000	10,939.000
0470	415.0100	Concrete Pavement 10-Inch **P**	SY	2,304.000	2,304.000
0480	415.0120	Concrete Pavement 12-Inch **P**	SY	296,905.000	296,905.000
0490	415.0210	Concrete Pavement Gaps	EACH	3.000	3.000
0500	415.0410	Concrete Pavement Approach Slab **P**	SY	697.000	697.000
0510	415.6000.S	Rout and Seal	LF	11,931.000	11,931.000
0520	416.0610	Drilled Tie Bars	EACH	549.000	549.000
0530	416.0620	Drilled Dowel Bars	EACH	109.000	109.000
0540	416.1010	Concrete Surface Drains	CY	21.400	21.400
0550	440.4410	Incentive IRI Ride	DOL	56,600.000	56,600.000
0560	450.4000	HMA Cold Weather Paving	TON	214.000	214.000
0570	455.0605	Tack Coat	GAL	655.000	655.000
0580	460.2000	Incentive Density HMA Pavement	DOL	6,311.000	6,311.000
0590	460.5224	HMA Pavement 4 LT 58-28 S	TON	2,232.000	2,232.000
0600	460.6424	HMA Pavement 4 MT 58-28 H	TON	6,822.000	6,822.000
0610	460.7222	HMA Pavement 2 HT 58-28 S	TON	561.000	561.000
0620	460.7424	HMA Pavement 4 HT 58-28 H	TON	276.000	276.000
0630	501.1000.S	Ice Hot Weather Concreting	LB	18,275.000	18,275.000
0640	502.0100	Concrete Masonry Bridges **P**	CY	1,116.000	1,116.000
0650	502.3200	Protective Surface Treatment **P**	SY	4,552.000	4,552.000
0660	502.3210	Pigmented Surface Sealer	SY	614.000	614.000
0670	502.6105	Masonry Anchors Type S 5/8-Inch	EACH	58.000	58.000
0680	503.0136	Prestressed Girder Type I 36-Inch **P**	LF	357.000	357.000
0690	503.0137	Prestressed Girder Type I 36W-Inch **P**	LF	1,206.000	1,206.000
0700	503.0146	Prestressed Girder Type I 45W-Inch **P**	LF	1,243.000	1,243.000
0710	503.0172	Prestressed Girder Type I 72W-Inch **P**	LF	945.000	945.000
0720	504.0100	Concrete Masonry Culverts **P**	CY	412.000	412.000
0730	504.0900	Concrete Masonry Endwalls **P**	CY	79.000	79.000
0740	505.0400	Bar Steel Reinforcement HS Structures **P**	LB	115,170.000	115,170.000
0750	505.0600	Bar Steel Reinforcement HS Coated Structures **P**	LB	369,035.000	369,035.000
0760	505.0800.S	Bar Steel Reinforcement HS Stainless Structures **P**	LB	9,180.000	9,180.000
0770	505.0907	Bar Couplers No. 7	EACH	175.000	175.000
0780	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	82.000	82.000
0790	506.4000	Steel Diaphragms (structure) 001. B-13-701 **P**	EACH	12.000	12.000
0800	506.4000	Steel Diaphragms (structure) 002. B-13-705 **P**	EACH	6.000	6.000
0810	506.4000	Steel Diaphragms (structure) 003. B-13-708 **P**	EACH	14.000	14.000
0820	506.4000	Steel Diaphragms (structure) 004. B-13-711 **P**	EACH	20.000	20.000
0830	511.2200	Temporary Shoring Left in Place (structure) 001. C-13-3078	SF	300.000	300.000
0840	516.0500	Rubberized Membrane Waterproofing	SY	227.000	227.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1007-11-75 QUANTITY
0850	517.1010.S	Concrete Staining (structure) 001. B-13-708 **P**	SF	7,265.000	7,265.000
0860	520.8000	Concrete Collars for Pipe	EACH	18.000	18.000
0870	521.0112	Culvert Pipe Corrugated Steel 12-Inch	LF	18.000	18.000
0880	521.0118	Culvert Pipe Corrugated Steel 18-Inch	LF	167.000	167.000
0890	521.0130	Culvert Pipe Corrugated Steel 30-Inch	LF	182.000	182.000
0900	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	9.000	9.000
0910	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	2.000	2.000
0920	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	2.000	2.000
0930	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	1.000	1.000
0940	521.1624	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 10 to 1	EACH	2.000	2.000
0950	521.2005.S	Surface Drain Pipe Corrugated Metal Slotted (inch) 001. 18-Inch	LF	212.000	212.000
0960	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	943.000	943.000
0970	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	616.000	616.000
0980	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	486.000	486.000
0990	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	1,317.000	1,317.000
1000	522.0142	Culvert Pipe Reinforced Concrete Class III 42-Inch	LF	260.000	260.000
1010	522.0148	Culvert Pipe Reinforced Concrete Class III 48-Inch	LF	330.000	330.000
1020	522.0160	Culvert Pipe Reinforced Concrete Class III 60-Inch	LF	390.000	390.000
1030	522.0318	Culvert Pipe Reinforced Concrete Class IV 18-Inch	LF	937.000	937.000
1040	522.0330	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	259.000	259.000
1050	522.0354	Culvert Pipe Reinforced Concrete Class IV 54-Inch	LF	162.000	162.000
1060	522.0360	Culvert Pipe Reinforced Concrete Class IV 60-Inch	LF	175.000	175.000
1070	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	43.000	43.000
1080	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	12.000	12.000
1090	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	10.000	10.000
1100	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	13.000	13.000
1110	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	3.000	3.000
1120	522.1054	Apron Endwalls for Culvert Pipe Reinforced Concrete 54-Inch	EACH	1.000	1.000
1130	522.1060	Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	EACH	1.000	1.000
1140	524.0618	Apron Endwalls for Culvert Pipe Salvaged 18-Inch	EACH	1.000	1.000
1150	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1007-11-75 QUANTITY
1160	524.0648	Apron Endwalls for Culvert Pipe Salvaged 48-Inch	EACH	1.000	1.000
1170	550.0020	Pre-Boring Rock or Consolidated Materials	LF	405.000	405.000
1180	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	459.000	459.000
1190	550.2126	Piling CIP Concrete 12 3/4 X 0.375-Inch	LF	4,250.000	4,250.000
1200	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A **P**	LF	500.000	500.000
1210	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D **P**	LF	1,489.000	1,489.000
1220	603.1136	Concrete Barrier Type S36 **P**	LF	3,301.000	3,301.000
1230	603.8000	Concrete Barrier Temporary Precast Delivered	LF	96,039.000	96,039.000
1240	603.8125	Concrete Barrier Temporary Precast Installed	LF	106,678.000	106,678.000
1250	604.0400	Slope Paving Concrete	SY	1,448.000	1,448.000
1260	604.0500	Slope Paving Crushed Aggregate	SY	1,179.000	1,179.000
1270	606.0200	Riprap Medium	CY	1,809.000	1,809.000
1280	606.0300	Riprap Heavy	CY	917.000	917.000
1290	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	1,178.000	1,178.000
1300	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	274.000	274.000
1310	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	217.000	217.000
1320	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	859.000	859.000
1330	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	274.000	274.000
1340	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	194.000	194.000
1350	611.0550	Manhole Covers Type M	EACH	6.000	6.000
1360	611.0610	Inlet Covers Type BW	EACH	5.000	5.000
1370	611.0642	Inlet Covers Type MS	EACH	20.000	20.000
1380	611.0651	Inlet Covers Type S	EACH	1.000	1.000
1390	611.0654	Inlet Covers Type V	EACH	7.000	7.000
1400	611.1006	Catch Basins 6-FT Diameter	EACH	1.000	1.000
1410	611.2005	Manholes 5-FT Diameter	EACH	3.000	3.000
1420	611.2006	Manholes 6-FT Diameter	EACH	3.000	3.000
1430	611.3220	Inlets 2x2-FT	EACH	7.000	7.000
1440	611.3225	Inlets 2x2.5-FT	EACH	5.000	5.000
1450	611.3901	Inlets Median 1 Grate	EACH	10.000	10.000
1460	611.3902	Inlets Median 2 Grate	EACH	5.000	5.000
1470	612.0106	Pipe Underdrain 6-Inch	LF	1,726.000	1,726.000
1480	612.0212	Pipe Underdrain Unperforated 12-Inch	LF	267.000	267.000
1490	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	1,604.000	1,604.000
1500	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	16.000	16.000
1510	614.0800	Crash Cushions Permanent	EACH	11.000	11.000
1520	614.0905	Crash Cushions Temporary	EACH	7.000	7.000
1530	614.0930	Salvaged Crash Cushions	EACH	16.000	16.000
1540	614.2300	MGS Guardrail 3	LF	2,388.500	2,388.500
1550	614.2500	MGS Thrie Beam Transition	LF	709.200	709.200
1560	614.2610	MGS Guardrail Terminal EAT	EACH	18.000	18.000
1570	614.2620	MGS Guardrail Terminal Type 2	EACH	1.000	1.000

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DATE 02SEP16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1007-11-75 QUANTITY
1580	616.0100	Fence Woven Wire (height) 001. 4-Ft **P**	LF	37,951.000	37,951.000
1590	616.0700.S	Fence Safety	LF	4,000.000	4,000.000
1600	618.0100	Maintenance And Repair of Haul Roads (project) 001. 1007-11-75	EACH	1.000	1.000
1610	619.1000	Mobilization	EACH	1.000	1.000
1620	624.0100	Water	MGAL	3,000.000	3,000.000
1630	625.0500	Salvaged Topsoil	SY	511,800.000	511,800.000
1640	627.0200	Mulching	SY	347,150.000	347,150.000
1650	628.1104	Erosion Bales	EACH	8,860.000	8,860.000
1660	628.1504	Silt Fence	LF	29,630.000	29,630.000
1670	628.1520	Silt Fence Maintenance	LF	177,750.000	177,750.000
1680	628.1905	Mobilizations Erosion Control	EACH	24.000	24.000
1690	628.1910	Mobilizations Emergency Erosion Control	EACH	8.000	8.000
1700	628.2004	Erosion Mat Class I Type B	SY	134,820.000	134,820.000
1710	628.2008	Erosion Mat Urban Class I Type B	SY	34,400.000	34,400.000
1720	628.6005	Turbidity Barriers	SY	230.000	230.000
1730	628.6505	Soil Stabilizer Type A	ACRE	4.000	4.000
1740	628.6510	Soil Stabilizer Type B	ACRE	25.000	25.000
1750	628.7005	Inlet Protection Type A	EACH	33.000	33.000
1760	628.7010	Inlet Protection Type B	EACH	33.000	33.000
1770	628.7504	Temporary Ditch Checks	LF	6,184.000	6,184.000
1780	628.7555	Culvert Pipe Checks	EACH	580.000	580.000
1790	628.7560	Tracking Pads	EACH	20.000	20.000
1800	628.7570	Rock Bags	EACH	765.000	765.000
1810	629.0205	Fertilizer Type A	CWT	397.000	397.000
1820	630.0110	Seeding Mixture No. 10	LB	1,386.000	1,386.000
1830	630.0120	Seeding Mixture No. 20	LB	4,466.000	4,466.000
1840	630.0130	Seeding Mixture No. 30	LB	3,432.000	3,432.000
1850	630.0200	Seeding Temporary	LB	12,322.000	12,322.000
1860	633.0100	Delineator Posts Steel	EACH	209.000	209.000
1870	633.0500	Delineator Reflectors	EACH	254.000	254.000
1880	633.1100	Delineators Temporary	EACH	24.000	24.000
1890	633.5200	Markers Culvert End	EACH	74.000	74.000
1900	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	35.000	35.000
1910	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	3.000	3.000
1920	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	9.000	9.000
1930	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	22.000	22.000
1940	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	4.000	4.000
1950	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	4.000	4.000
1960	635.0200	Sign Supports Structural Steel HS	LB	3,570.200	3,570.200
1970	636.0100	Sign Supports Concrete Masonry **P**	CY	27.200	27.200
1980	636.0500	Sign Supports Steel Reinforcement	LB	656.000	656.000
1990	636.1500	Sign Supports Steel Coated Reinforcement HS	LB	1,980.000	1,980.000
2000	637.1220	Signs Type I Reflective SH	SF	776.500	776.500
2010	637.2210	Signs Type II Reflective H	SF	515.630	515.630
2020	637.2230	Signs Type II Reflective F	SF	170.000	170.000
2030	638.2102	Moving Signs Type II	EACH	99.000	99.000
2040	638.2103	Moving Signs Type III	EACH	2.000	2.000
2050	638.2601	Removing Signs Type I	EACH	7.000	7.000
2060	638.2602	Removing Signs Type II	EACH	58.000	58.000
2070	638.3000	Removing Small Sign Supports	EACH	66.000	66.000
2080	638.3100	Removing Structural Steel Sign Supports	EACH	17.000	17.000

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DATE 02SEP16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1007-11-75 QUANTITY
2090	641.1200	Sign Bridge Cantilevered (structure) 001. S-13-396	LS	1.000	1.000
2100	641.1200	Sign Bridge Cantilevered (structure) 002. S-13-398	LS	1.000	1.000
2110	642.5401	Field Office Type D	EACH	1.000	1.000
2120	643.0100	Traffic Control (project) 001. 1007-11-75	EACH	1.000	1.000
2130	643.0300	Traffic Control Drums	DAY	39,084.000	39,084.000
2140	643.0420	Traffic Control Barricades Type III	DAY	5,888.000	5,888.000
2150	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	170.000	170.000
2160	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	170.000	170.000
2170	643.0705	Traffic Control Warning Lights Type A	DAY	8,832.000	8,832.000
2180	643.0715	Traffic Control Warning Lights Type C	DAY	3,765.000	3,765.000
2190	643.0800	Traffic Control Arrow Boards	DAY	153.000	153.000
2200	643.0900	Traffic Control Signs	DAY	18,330.000	18,330.000
2210	643.0910	Traffic Control Covering Signs Type I	EACH	1.000	1.000
2220	643.0920	Traffic Control Covering Signs Type II	EACH	12.000	12.000
2230	643.1000	Traffic Control Signs Fixed Message	SF	201.500	201.500
2240	643.1050	Traffic Control Signs PCMS	DAY	170.000	170.000
2250	643.2000	Traffic Control Detour (project) 001. 1007-11-75	EACH	1.000	1.000
2260	643.3000	Traffic Control Detour Signs	DAY	18,320.000	18,320.000
2270	645.0105	Geotextile Type C	SY	751.000	751.000
2280	645.0112	Geotextile Type DF Schedule B	SY	211.000	211.000
2290	645.0120	Geotextile Type HR	SY	6,326.000	6,326.000
2300	646.0106	Pavement Marking Epoxy 4-Inch	LF	10,081.000	10,081.000
2310	646.0600	Removing Pavement Markings	LF	88,421.000	88,421.000
2320	646.0690.S	Removing Pavement Markings Water Blasting	LF	21,200.000	21,200.000
2330	646.0805.S	Pavement Marking Outfall	EACH	8.000	8.000
2340	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	121,217.000	121,217.000
2350	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	114,722.000	114,722.000
2360	649.0403	Temporary Pavement Marking Epoxy 4-Inch	LF	212,270.000	212,270.000
2370	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	2,423.000	2,423.000
2380	649.0802	Temporary Pavement Marking Paint 8-Inch	LF	5,564.000	5,564.000
2390	649.0803	Temporary Pavement Marking Epoxy 8-Inch	LF	9,016.000	9,016.000
2400	649.2100	Temporary Raised Pavement Markers Type I	EACH	107.000	107.000
2410	652.0125	Conduit Rigid Metallic 2-Inch **P**	LF	168.000	168.000
2420	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch **P**	LF	1,454.000	1,454.000
2430	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	35.000	35.000
2440	653.0222	Junction Boxes 18x12x6-Inch	EACH	7.000	7.000
2450	654.0105	Concrete Bases Type 5	EACH	1.000	1.000
2460	655.0630	Electrical Wire Lighting 4 AWG	LF	609.000	609.000
2470	656.0200	Electrical Service Meter Breaker Pedestal (location) 001. DMS-13-0041	LS	1.000	1.000
2480	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000	1.000
2490	657.0322	Poles Type 5-Aluminum	EACH	1.000	1.000
2500	670.0100	Field System Integrator	LS	1.000	1.000

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DATE 02SEP16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1007-11-75 QUANTITY
2510	670.0200	ITS Documentation	LS	1.000	1.000
2520	671.0132	Conduit HDPE 3-Duct 2-Inch **P**	LF	16,220.000	16,220.000
2530	671.0232	Conduit HDPE Directional Bore 3-Duct 2-Inch **P**	LF	650.000	650.000
2540	672.0250	Base Camera Pole 50-FT	EACH	1.000	1.000
2550	673.0105	Communication Vault Type 1	EACH	10.000	10.000
2560	673.0225.S	Install Pole Mounted Cabinet	EACH	1.000	1.000
2570	674.0300	Remove Cable	LF	20.000	20.000
2580	674.0400	Reinstall Cable	LF	20.000	20.000
2590	675.0400.S	Install Ethernet Switch	EACH	1.000	1.000
2600	677.0100	Install Camera Pole	EACH	1.000	1.000
2610	677.0200	Install Camera Assembly	EACH	1.000	1.000
2620	677.0300.S	Install Video Encoder	EACH	1.000	1.000
2630	690.0150	Sawing Asphalt	LF	10,209.000	10,209.000
2640	690.0250	Sawing Concrete	LF	716.000	716.000
2650	715.0415	Incentive Strength Concrete Pavement	DOL	30,612.000	30,612.000
2660	715.0502	Incentive Strength Concrete Structures	DOL	21,066.000	21,066.000
2670	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	3,200.000	3,200.000
2680	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	6,000.000	6,000.000
2690	SPV.0035	Special 001. Roadway Embankment	CY	453,373.000	453,373.000
2700	SPV.0035	Special 701. HPC Masonry Structures **P**	CY	1,983.000	1,983.000
2710	SPV.0060	Special 001. Baseline CPM Progress Schedule	EACH	1.000	1.000
2720	SPV.0060	Special 002. CPM Progress Schedule Updates and Accepted Revisions	EACH	7.000	7.000
2730	SPV.0060	Special 003. Removing Billboards	EACH	2.000	2.000
2740	SPV.0060	Special 004. Salvage Terminal High-Tension Cable TL-3 Gibraltar	EACH	2.000	2.000
2750	SPV.0060	Special 005. Landmark Reference Monuments Special	EACH	3.000	3.000
2760	SPV.0060	Special 100. Cover Plate Left in Place	EACH	2.000	2.000
2770	SPV.0060	Special 200. Traffic Control Barricades Type III with Sign	EACH	36.000	36.000
2780	SPV.0060	Special 401. Remove Wood Poles	EACH	1.000	1.000
2790	SPV.0060	Special 402. Install Cellular Modem	EACH	1.000	1.000
2800	SPV.0060	Special 403. Fiber Tracer Marker Post	EACH	8.000	8.000
2810	SPV.0060	Special 404. Pull Boxes Non-Conductive 24X36-Inch	EACH	2.000	2.000
2820	SPV.0060	Special 405. Pull Boxes Non-Conductive 24x42-Inch	EACH	8.000	8.000
2830	SPV.0060	Special 406. Relocate Solar-Powered Bluetooth Sensor	EACH	2.000	2.000
2840	SPV.0090	Special 004. Salvage High-Tension Cable TL-3 Socketed Gibraltar	LF	4,369.000	4,369.000
2850	SPV.0090	Special 150. Compost Tube	LF	2,540.000	2,540.000
2860	SPV.0090	Special 200. Maintenance and Removal of Concrete Barrier Temp Precast L.I.P. by Others	LF	4,466.000	4,466.000
2870	SPV.0090	Special 201. Traffic Channelizing Curb System Furnished	LF	100.000	100.000
2880	SPV.0090	Special 202. Traffic Channelizing Curb System Installed	LF	100.000	100.000
2890	SPV.0090	Special 203. Traffic Control Gawk Screen Furnished	LF	1,800.000	1,800.000

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DATE 02SEP16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1007-11-75 QUANTITY
2900	SPV.0090	Special 204. Traffic Control Gawk Screen Installed	LF	1,800.000	1,800.000
2910	SPV.0105	Special 001. Concrete Pavement Joint Layout	LS	1.000	1.000
2920	SPV.0105	Special 002. Survey Project 1007-11-75	LS	1.000	1.000
2930	SPV.0105	Special 402. Relocate Roadside DMS	LS	1.000	1.000
2940	SPV.0105	Special 403. Salvage ITS Equipment	LS	1.000	1.000
2950	SPV.0165	Special 701. Longitudinal Grooving Bridge Deck **P**	SF	40,137.000	40,137.000
2960	SPV.0180	Special 001. Emulsified Asphalt Median Treatment	SY	965.000	965.000
2970	SPV.0180	Special 002. Geogrid Reinforcement	SY	50,000.000	50,000.000

CLEARING AND GRUBBING

STAGE	LOCATION	STATION		201.0105 CLEARING STA	201.0205 GRUBBING STA
2	IH 39 NB	1505+00 - 1508+00	'NB'	3	3
		1510+00 - 1511+00	'NB'	1	1
		1522+00 - 1523+00	'NB'	1	1
		1525+00 - 1528+00	'NB'	3	3
		1529+00 - 1530+00	'NB'	1	1
		1532+00 - 1537+00	'NB'	5	5
		1542+00 - 1548+00	'NB'	6	6
		1549+00 - 1563+00	'NB'	14	14
		1564+00 - 1580+00	'NB'	16	16
		1657+00 - 1689+00	'NB'	32	32
		1712+00 - 1717+00	'NB'	5	5
		1718+00 - 1719+00	'NB'	1	1
		1727+00 - 1730+00	'NB'	3	3
		1746+00 - 1749+00	'NB'	3	3
		1784+00 - 1785+00	'NB'	1	1
		1805+00 - 1807+00	'NB'	2	2
		1815+00 - 1818+00	'NB'	3	3
		1824+00 - 1828+00	'NB'	4	4
		1833+00 - 1843+00	'NB'	10	10
		1852+00 - 1859+00	'NB'	7	7
		1862+00 - 1864+00	'NB'	2	2
		1876+00 - 1883+00	'NB'	7	7
		1915+00 - 1920+00	'NB'	5	5
		1922+00 - 1930+00	'NB'	8	8
		1931+00 - 1935+00	'NB'	4	4
		1936+00 - 1937+00	'NB'	1	1
		1938+00 - 1947+00	'NB'	9	9
	LAKE DRIVE ROAD	41+00 - 43+00	'L'	2	2
		44+00 - 47+00	'L'	3	3
		52+00 - 54+00	'L'	2	2
	KN (USH 51)	45+00 - 48+00	'KN'	3	3
	RAMP KA	797+00 - 805+00	'KA'	8	8
	RAMP KB	793+00 - 794+00	'KD'	1	1
	CATEGORY 1000 SUBTOTALS			176	176
	PROJECT TOTALS			176	176

REMOVING SMALL PIPE CULVERTS

STAGE	LOCATION	STATION		OFFSET	DESCRIPTION	203.0100 EACH	204.0270 ABANDONING CULVERT PIPES EACH	524.0618 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH EACH	524.0636 36-INCH EACH	524.0648 48-INCH EACH	REMARKS
2/3	IH 39 NB	1502+95	'NB'	LT & RT	173' x 42" CPRC	1	-	-	-	-	REMOVE 80'
		1538+86	'NB'	LT & RT	147' x 24" CPCS	1	-	-	-	-	CROSS PIPE
		1556+94	'NB'	LT & RT	101' x 54" CPCS	1	-	-	-	-	CROSS PIPE
		1557+01	'NB'	LT & RT	101' x 54" CPCS	1	-	-	-	-	CROSS PIPE
		1566+99	'NB'	LT & RT	93' x 48" CPRC	1	-	-	-	-	CROSS PIPE
		1576+72	'NB'	LT & RT	85' x 36" CPCS	1	-	-	-	-	CROSS PIPE
		1576+77	'NB'	LT & RT	85' x 36" CPCS	1	-	-	-	-	CROSS PIPE
		1605+32	'NB'	LT & RT	190' x 36" CPCS	1	-	-	-	-	REMOVE 108'
		1632+22	'NB'	LT & RT	182' x 36" CPCS	1	-	-	-	-	REMOVE 87', TO 53' LT O/S & 34' RT O/S
		1632+27	'NB'	LT & RT	202' x 36" CPCS	1	1	-	-	-	REMOVE 97', TO 53' LT O/S & 44' RT O/S
		1653+90	'NB'	LT & RT	45' x 18" CPRC	1	-	-	-	-	CROSS PIPE
		1662+23	'NB'	LT & RT	172' x 36" CPRC	1	-	-	-	-	REMOVE 76'
		1662+30	'NB'	LT & RT	172' x 36" CPRC	1	-	-	-	-	REMOVE 76'
		1691+72	'NB'	LT & RT	91' x 24" CPCS	1	-	-	-	-	CROSS PIPE
		1745+73	'NB'	LT & RT	106' x 18" CPCS	1	-	-	-	-	CROSS PIPE
		1754+06	'NB'	LT & RT	204' x 42" CPRC	1	-	-	-	-	REMOVE 129'
		1762+74	'NB'	LT & RT	85' x 18" CPRC	1	-	-	-	-	CROSS PIPE
		1769+86	'NB'	LT & RT	183' x 36" CPRC	1	-	-	-	-	REMOVE 102'
		1773+75	'NB'	LT & RT	84' x 18" CPRC	1	-	-	-	-	CROSS PIPE
		1780+78	'NB'	LT & RT	109' x 36" CPCS	1	-	-	-	-	CROSS PIPE
		1784+64	'NB'	RT	77' x 18" CPRC	1	-	-	-	-	CROSS PIPE
		1789+79	'NB'	LT & RT	98' x 18" CPCS	1	-	-	-	-	CROSS PIPE
		1790+78	'NB'	LT & RT	121' x 48" CPCS	1	-	-	-	-	CROSS PIPE
		1800+28	'NB'	RT	70' x 18" CPRC	1	-	-	-	-	CROSS PIPE
		1816+78	'NB'	LT & RT	147' x 54" CPCS	1	-	-	-	-	CROSS PIPE
		1818+36	'NB'	RT	65' x 18" CPRC	1	-	-	-	-	CROSS PIPE
		1824+59 - 1825+35	'NB'	RT	66' x 18" CPCS	1	-	-	-	-	UNDER MAINTENANCE CROSSOVER
		1832+88	'NB'	RT	95' x 48" CPRC	1	-	-	-	-	CROSS PIPE
		1860+89	'NB'	LT & RT	187' x 36" CPRC	1	-	-	1	-	REMOVE 83'
		1862+23	'NB'	LT & RT	70' x 18" CPRC	1	-	-	-	-	CROSS PIPE
		1889+26	'NB'	LT & RT	118' x 42" CPCS	1	-	-	-	-	CROSS PIPE
		1923+42	'NB'	LT & RT	82' x 24" CPCS	1	-	-	-	-	CROSS PIPE
		1945+12	'NB'	LT & RT	147' x 24" CPCS	1	-	-	-	-	CROSS PIPE
	IH 39 SB	1621+29	'TSB'	RT	91' x 18" CPRC	1	-	1	-	-	REMOVE 34', INSTALL SALVAGED AEW
		1777+40	'SB'	RT	107' x 19X30" CPRCHE	1	-	-	-	-	REMOVE AEW & 8'
		1790+78	'SB'	LT & RT	121' x 48" CPRC	1	-	-	-	-	REMOVE 4'
		1795+00	'SB'	RT	108' x 18" CPRC	1	-	-	-	-	REMOVE AEW & 1'
	LAKE DRIVE ROAD	51+16	'L'	LT & RT	62' x 19"X30" CPRCHE	1	-	-	-	-	CROSS PIPE
	USH 51	799+48	'KB'	LT/RT	30"CPCM	1	-	-	-	-	CROSS PIPE
		44+77	'KN'	LT/RT	30" CPCM	1	-	-	-	-	CROSS PIPE
		49+04'KN' - 51+85'KN'		LT	30" CPCM	1	-	-	-	-	PARALLEL TO ROADWAY
		49+21'KN' - 51+79'KN'		RT	30" CPCM	1	-	-	-	-	PARALLEL TO ROADWAY
					STAGE 2-3 SUBTOTAL	42	1	1	1	-	
4	IH 39 NB	1498+00 - 1500+90	'NB'	LT	290' X 18" CPRC	1	-	-	-	-	PARALLEL TO ROADWAY
	IH 39 SB	1566+61	'TSB'	RT	137' x 48" CPCS	1	-	-	-	1	REMOVE 16', INSTALL SALVAGED AEW
		1633+73	'TSB'	RT	16' x 18" CPRC	1	-	-	-	-	REMOVE 16'
		1641+74	'TSB'	RT	20' x 18" CPRC	1	-	-	-	-	REMOVE 20'
					STAGE 4 SUBTOTAL	4	-	-	-	1	
					CATEGORY 1000 SUBTOTAL	46	1	1	1	1	
					PROJECT TOTAL	46	1	1	1	1	

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REMOVING PAVEMENT

STAGE	LOCATION	STATION				204.0100 SY	REMARKS
2/3	IH 39 NB	1498+00	-	1527+78	'NB'	8,588	TRAVEL LANES
		1528+89	-	1679+84	'NB'	43,612	TRAVEL LANES
		1680+40	-	1810+11	'NB'	38,103	TRAVEL LANES/RAMPS
		1811+52	-	1929+94	'NB'	34,235	TRAVEL LANES
		1888+17	-	1889+15	'NB'	123	MEDIAN CHANNEL
		1931+05	-	1952+20	'NB'	6,106	TRAVEL LANES
	RAMP TB	594+56	-	594+83	'TB'	49	TRAVEL LANE
	RAMP TA	633+05	-	633+50	'TA'	82	TRAVEL LANE
	RAMP KA	797+70	-	804+95	'KA'	1,739	TRAVEL LANE WITH CURB AND GUTTER
	RAMP KB	791+51	-	803+49	'KB'	1,880	TRAVEL LANE
	USH 51	37+24	-	48+28	'KN'	4,982	TRAVEL LANES WITH CURB AND GUTTER
		STAGE 2/3 SUBTOTAL				139,499	
4	IH 39	1498+00	-	1500+90	'NB'	318	CROSSOVER BUILT IN ID 1005-10-72
		STAGE 4 SUBTOTAL				318	
		CATEGORY 1000 SUBTOTAL				139,817	
		PROJECT TOTAL				139,817	

REMOVING CURB & GUTTER

STAGE	LOCATION	STATION				204.0150 LF	REMARKS
2	USH 51	48+28	-	48+52	'KN'	53	MEDIAN
	CATEGORY 1000 SUBTOTAL					53	
	PROJECT TOTAL					53	

HIGH-TENSION CABLE GUARD ITEMS

STAGE	LOCATION	STATION		OFFSET	SPV.0060.004 SALVAGE TERMINAL HIGH-TENSION CABLE TL-3 GIBRALTAR EACH	SPV.0090.004 SALVAGE HIGH-TENSION CABLE TL-3 SOCKETED GIBRALTAR LF
2-3	IH 39	1529+91	'NB'	LT	1	-
		1529+91 - 1573+66	'NB'	LT	-	4369
		1573+66	'NB'	LT	1	-
		CATEGORY 1000 SUBTOTAL			2	4,369
		PROJECT TOTAL			2	4,369

REMOVING GUARDRAIL

STAGE	LOCATION	STATION				OFFSET	204.0165 LF
2/3	IH 39 NB	1523+75	-	1527+57	'NB'	RT	382
		1526+91	-	1527+83	'NB'	LT	92
		1528+85	-	1530+03	'NB'	RT	118
		1529+26	-	1530+31	'NB'	LT	105
		1555+60	-	1557+14	'NB'	RT	154
		1555+75	-	1557+11	'NB'	LT	136
		1656+02		1662+44	'NB'	RT	642
		1674+65	-	1679+87	'NB'	RT	522
		1676+67	-	1679+89	'NB'	LT	322
		1680+36	-	1695+69	'NB'	RT	1,533
		1710+96	-	1724+62	'NB'	RT	1,366
		1711+12	-	1724+65	'NB'	RT	1,353
		1765+14	-	1774+80	'NB'	RT	966
		1780+06	-	1780+79	'NB'	RT	73
		1787+77'NB'	-	796+76'KB'		RT	903
		1806+83	-	1810+06	'NB'	RT	323
		1806+95	-	1810+04	'NB'	RT	309
		1810+02			'NB'	LT & RT	38
		1811+59	-	1818+56	'NB'	RT	697
		1811+62			'NB'	LT & RT	39
		1829+55	-	1849+71	'NB'	LT & RT	2,016
		1829+72	-	1858+11	'NB'	RT	2,839
		1867+35	-	1873+77	'NB'	RT	642
		1901+93	-	1904+97	'NB'	RT	304
		1902+43	-	1904+97	'NB'	RT	254
		1926+68	-	1930+04	'NB'	LT	336
		1926+94	-	1929+93	'NB'	RT	299
		1940+49	-	1949+03	'NB'	RT	854
	LAKE DRIVE ROAD	45+87	-	47+17	'L'	LT	130
		46+36	-	47+43	'L'	RT	107
		50+66	-	51+70	'L'	LT	104
		50+87	-	51+78	'L'	RT	92
		CATEGORY 1000 SUBTOTAL					18,050
		PROJECT TOTAL					18,050

REMOVING CONCRETE BARRIER

STAGE	LOCATION	STATION				OFFSET	204.0157 LF
2/3	IH 39 NB	1780+77	-	1783+05	'NB'	RT	228
	LAKE DRIVE ROAD	47+18	-	50+87	'L'	LT & RT	690
		CATEGORY 1000 SUBTOTAL					918
		PROJECT TOTAL					918

REMOVING FENCE

STAGE	LOCATION	STATION				OFFSET	204.0170 LF
2/3	IH 39 NB	1499+71	-	1527+56	'NB'	RT	3,010
		1528+85	-	1584+57	'NB'	RT	5,790
		1658+30	-	1791+51	'NB'	RT	13,171
		1812+00	-	1944+42	'NB'	RT	12,925
	LAKE DRIVE ROAD	47+26	-	55+13	'L'	RT	459
	USH 51	791+51'KB'	-	48+76'KN'		RT	2594
		CATEGORY 1000 SUBTOTAL					37,949
		PROJECT TOTAL					37,949

REMOVING DELINEATORS AND MARKERS

STAGE	LOCATION	STATION				204.0180 REMOVING DELINEATORS AND MARKERS EACH	REMARKS
2/3	IH 39 NB	1498+00	-	1528+00	'NB'	11	
		1528+00	-	1680+00	'NB'	55	
		1680+00	-	1810+00	'NB'	47	
		1810+00	-	1930+00	'NB'	43	
		1930+00	-	1948+00	'NB'	7	
	IH 39 NB RAMPS USH 51	52+00'KN'	-	791+51'KB'		26	RAMPS KA, KB, AND KN
	CATEGORY 1000 SUBTOTAL					189	
	PROJECT TOTAL					189	

REMOVING STORM SEWER STRUCTURES

STAGE	LOCATION	STATION		OFFSET	204.0220 REMOVING INLETS EACH	REMARKS
2/3	IH 39 NB	1518+50	'NB'	71.3' LT	1	MEDIAN
		1581+57	'NB'	52.9' LT	1	MEDIAN
		1587+36	'NB'	40.8' LT	1	MEDIAN
		1589+59	'NB'	40.0' LT	1	MEDIAN
		1594+59	'NB'	39.6' LT	1	MEDIAN
		1595+59	'NB'	40.0 ' LT	1	MEDIAN
		1598+59	'NB'	42.2' LT	1	MEDIAN
		1601+41	'NB'	40.2' LT	1	MEDIAN
		1609+82	'NB'	44.6' LT	1	MEDIAN
		1616+23	'NB'	46.5' LT	1	MEDIAN
		1634+23	'NB'	41.2' LT	1	MEDIAN
		1642+23	'NB'	47.6' LT	1	MEDIAN
		1669+23	'NB'	40.5' LT	1	MEDIAN
		1677+20	'NB'	44.6' LT	1	MEDIAN
	USH 51	800+38	'KA'	72.1' LT	1	NB LANE
		38+57	'KN'	7.7' RT	1	NB LANE
		38+57	'KN'	35.1' RT	1	MEDIAN
		41+71	'KN'	15.9' RT	1	MEDIAN
		45+22	'KN'	52.6' RT	1	MEDIAN
		48+14	'KN'	28.7' RT	1	MEDIAN
	LAKE DRIVE ROAD	49+10	'L'	26.3' RT	1	
		STAGE 2/3 SUBTOTALS			21	
4	IH 39 NB	1661+23	'NB'	45.2' LT	1	MEDIAN
		STAGE 4 SUBTOTALS			1	
		CATEGORY 1000 SUBTOTALS			22	
		PROJECT TOTALS			22	

REMOVING STORM SEWER

STAGE	LOCATION	STATION		OFFSET	204.0245.001 18-INCH LF	204.0245.002 24-INCH LF	204.0245.003 30-INCH LF	204.0245.004 42-INCH LF	REMARKS
2/3	IH 39 NB	1518+35	'NB'	LT & RT	-	-	-	137	CORRUGATED STEEL
		1579+44 - 1581+57	'NB'	LT	-	-	213	-	REINFORCED CONCRETE
		1581+57 - 1587+36	'NB'	LT		-	580	-	REINFORCED CONCRETE
		1587+36	'NB'	LT & RT	66	-	-	-	REINFORCED CONCRETE
		1587+36 - 1589+59	'NB'	LT	-	-	222	-	REINFORCED CONCRETE
		1589+59 - 1594+59	'NB'	LT	-	500	-	-	REINFORCED CONCRETE
		1594+59 - 1595+59	'NB'	LT	-	100	-	-	REINFORCED CONCRETE
		1595+59 - 1598+59	'NB'	LT	300	-	-	-	REINFORCED CONCRETE
		1601+41	'NB'	LT & RT	-	75	-	-	REINFORCED CONCRETE
		1616+23	'NB'	LT & RT	-	79	-	-	REINFORCED CONCRETE
		1634+23	'NB'	LT	7	-	-	-	REINFORCED CONCRETE
		1642+23	'NB'	LT	4	-	-	-	REINFORCED CONCRETE
		1669+23	'NB'	LT & RT	-	79	-	-	REINFORCED CONCRETE
		1677+20	'NB'	LT & RT	76	-	-	-	REINFORCED CONCRETE
	USH 51	800+38	'KA'	LT	80	-	-	-	REINFORCED CONCRETE
		38+57	'KN'	RT	50	-	-	-	REINFORCED CONCRETE
		41+74	'KN'	LT/RT	50	-	-	-	REINFORCED CONCRETE
		45+22	'KN'	RT	82	-	-	-	REINFORCED CONCRETE
		48+14	'KN'	LT/RT	52	-	-	-	REINFORCED CONCRETE
	LAKE DRIVE ROAD	49+00	'L'	LT & RT	-	-	62	-	REINFORCED CONCRETE
		STAGE 2/3 SUBTOTALS			767	833	1,077	137	
4	IH 39 NB	1635+32 - 1638+52	'NB'	LT	212	-	-	-	SLOTTED CORRUGATED METAL PIPE SURFACE DRAIN
		1643+00 - 1661+23	'NB'	LT	1,825	-	-	-	SLOTTED CORRUGATED METAL PIPE SURFACE DRAIN
		1661+23	'NB'	LT	2	-	-	-	REINFORCED CONCRETE
		STAGE 4 SUBTOTALS			2,039				
		CATEGORY 1000 SUBTOTALS			2,806	833	1,077	137	
		PROJECT TOTALS			2,806	833	1,077	137	

REMOVING MASONRY

STAGE	LOCATION	STATION		OFFSET	*204.0185 CY	REMARKS
2/3	IH 39 NB	1576+70 - 1578+12	'NB'	60' LT	40	MEDIAN CHANNEL
		1579+99	'NB'	40' RT	2	TYPE I SIGN BASE
		1588+02	'NB'	32' RT	2	TYPE I SIGN BASE
		1714+36	'NB'	0'	57	MEDIAN CHANNEL
		1754+67	'NB'	60 RT	2	TYPE I SIGN BASE
		1832+91	'NB'	0'	24	MEDIAN CHANNEL
		1883+50	'NB'	100' RT	12	CHANNEL
		1888+17 - 1889+15	'NB'	30' LT	27	MEDIAN CHANNEL
		CATEGORY 1000 SUBTOTAL			166	
		PROJECT TOTAL			166	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

REMOVING BILLBOARDS

STAGE	LOCATION	STATION	OFFSET	SPV.0060.003 EACH	REMARKS
2/3	IH 39 NB	1670+06'NB'	RT	1	COACHMAN'S
		1869+33'NB'	RT	1	HOLIDAY INN/COMFORT INN
		CATEGORY 1000 SUBTOTAL		2	
		PROJECT TOTAL		2	

EARTHWORK SUMMARY

STAGE	LOCATION	STATION				205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	205.0400 MARSH EXCAVATION (4) CY	205.0200 ROCK EXCAVATION CY	FILL CY	SPV.0035.001 ROADWAY EMBANKMENT (5) CY	MASS ORDINATE (6) CY	*312.0110 SELECT CRUSHED MATERIAL (7) TON	208.1100 SELECT BORROW MATERIAL (8) CY	SPV.0180.002 GEOGRID REINFORCEMENT SY
1	RAMP TBT1	1591+86	-	1599+87	'TBT1'	401	0	0	0	104	104	297	0	0	0
	STAGE 1 SUBTOTALS					401	0	0	0	104	104	297	0	0	0
2-3	IH 39 NB BEGIN TO LAKE DRIVE	1498+00	-	1527+82	'NB'	14,211	0	0	0	23,437	23,437	-9,226	0	0	0
	IH 39 NB LAKE DRIVE TO SAUNDERS CREEK	1528+35	-	1679+69	'NB'	156,580	39,737	5,707	0	49,387	49,387	152,637	18,393	35,763	0
	IH 39 NB SAUNDERS CREEK TO USH 51	1680+52	-	1810+04	'NB'	84,474	21,426	31,380	0	81,160	81,160	56,120	63,693	19,283	0
	IH 39 NB USH 51 TO EAST CHURCH	1811+58	-	1929+94	'NB'	76,766	1,801	51,943	0	226,791	226,791	-96,281	99,034	1,621	0
	IH 39 NB EAST CHURCH TO END	1930+95	-	1948+00	'NB'	26,792	0	0	1,340	11,100	11,100	17,032	0	0	0
	IH 39 NB NORTH TEMPORARY CONNECTION	1948+50	-	1952+20	'NC'	1,250	0	0	0	1,292	1,292	-42	0	0	0
	LAKE DRIVE RD	41+37	-	57+00	'L'	14,617	0	0	0	43	43	14,574	0	0	0
	LAKE DRIVE RD DRIVEWAY	10+50	-	16+63	'DW'	725	0	0	0	99	99	626	0	0	0
	RAMP TCT	567+38	-	576+83	'TCT'	104	0	0	0	2,384	2,384	-2,280	0	0	0
	RAMP TAT2	1633+74	-	1642+77	'TAT2'	2,362	0	0	0	12	12	2,350	0	0	0
	RAMP KB	791+51	-	803+49	'KB'	11,498	0	4,260	0	7,925	7,925	7,833	737	3,876	0
	RAMP KA	797+70	-	806+88	'KA'	13,004	0	4,178	0	14,216	14,216	2,966	6,261	884	0
	USH 51	37+27	-	52+75	'KN'	13,856	0	19,850	0	22,150	22,150	11,556	31,941	3,040	0
	RAMP KBT	773+94	-	782+33	'KBT'	640	0	0	0	1,252	1,252	-612	0	0	0
	RAMP KCT	789+82	-	798+92	'KCT'	751	0	0	0	997	997	-246	0	0	0
	RAMP KDT	823+37	-	836+63	'KDT'	114	0	0	0	10,268	10,268	-10,154	0	0	0
	EAST CHURCH RD	47+97	-	50+89	'CH'	752	0	0	0	2	2	750	0	0	0
	STAGE 2-3 SUBTOTALS					418,496	62,964	117,318	1,340	452,515	452,515	147,603	220,059	64,468	0
4	IH 39 NB BEGIN TO LAKE DRIVE	1498+00	-	1508+00	'NB'	2,796	0	0	0	14	14	2,782	0	0	0
	IH 39 NB LAKE DRIVE TO SAUNDERS CREEK	1582+73	-	1673+00	'NB'	15,474	0	0	0	13	13	15,461	0	0	0
	IH 39 NB EAST CHURCH TO END	1930+95	-	1948+00	'NB'	116	0	0	0	50	50	66	0	0	0
	IH 39 NB CROSSOVER NORTH END	940+72	-	947+00	'NX'	1,756	0	0	0	236	236	1,520	0	0	0
	RAMP TCT	567+38	-	576+84	'TCT'	546	0	0	0	441	441	105	0	0	0
	RAMP TDT	643+91	-	652+67	'TDT'	4,808	0	0	0	0	0	4,808	0	0	0
	STAGE 4 SUBTOTALS					25,496	0	0	0	754	754	24,742	0	0	0
	UNDISTRIBUTED														50,000
	CATEGORY 1000 SUBTOTALS					444,393	62,964	117,318	1,340	453,373	453,373	172,642	220,059	64,468	50,000
	PROJECT TOTALS					444,393	62,964	117,318	1,340	453,373	453,373	172,642	220,059	64,468	50,000
						507,357									

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW. SELECT CRUSHED TO BE USED IN AREAS OF STANDING WATER PER NOTE 7.
SEE CONSTRUCTION DETAILS FOR LIMITS OF EBS EXCAVATION AND PLACEMENT.

4) MARSH EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED.
SEE CONSTRUCTION DETAILS FOR LIMITS OF MARSH EXCAVATION AND PLACEMENT.

5) ROADWAY EMBANKMENT = FILL

6) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
MASS ORDINATE = CUT +EBS EXC + MARSH EXC + ROCK EXC - EMBANKMENT. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY AS COMMON EXCAVATION AND ROADWAY EMBANKMENT ARE NOT BALANCED FOR QUANTITY PURPOSES AND DOES NOT GUARANTEE THE QUALITY OF COMMON EXCAVATION, AND IF IT CAN BE REUSED ONSITE.

7) SELECT CRUSHED MATERIAL USED IN AREAS OF MARSH EXCAVATION AND IN EBS AREAS WHERE WATER IS ENCOUNTERED. WHERE WATER IS ENCOUNTERED, PLACE SELECT CRUSHED MATERIAL TO AN ELEVATION 1 FT ABOVE THE WATER LINE.

8) SELECT BORROW USED IN AREAS OF EBS.

BASE AGG ITEMS

STAGE	LOCATION	STATION				305.0110 BASE AGG DENSE $^{3}/_{4}$-INCH TON	305.0120 BASE AGG DENSE 1 $^{1}/_{4}$-INCH TON	305.0130 BASE AGG DENSE 3-INCH TON	*312.0110 SELECT CRUSHED MATERIAL TON	REMARKS
1	RAMP TBT1	1591+86	-	1599+87	'TBT1'	39	1,010	574	-	TEMPORARY USH 51/STH 73 EXIT RAMP
	RAMP TB	594+83	-	600+61	'TB'	60	143	-	-	RAMP TB OUTSIDE S HOULDER
	RAMP TA	628+00	-	633+00	'TA'	46	109	-	-	RAMP TA OUTSIDE SHOULDER
				STAGE 1 SUBTOTALS		145	1,262	574	-	
2	USH 51	37+24	-	52+00	'KN'	115	3,247	-	5,571	TO US 51 NB INCLUDES/ ONE HALF OF MEDIAN AREA/ SHOULDER
		791+50	-	803+49	'KB'	180	2,427	-	3,260	TRAVEL LANES/SHOULDER
				STAGE 2 SUBTOTALS		295	5,674	-	8,831	
2/3	IH 39 NB	1498+00	-	1528+00	'NB'	374	9,402	-	16,382	TRAVEL LANES, SHOULDERS
		1529+00	-	1680+00	'NB'	1,288	53,487	758	91,556	TRAVEL LANES, SHOULDERS, RAMPS
		1680+00	-	1811+00	'NB'	1,260	46,462	-	79,715	TRAVEL LANES, SHOULDERS, RAMPS
		1811+00	-	1930+00	'NB'	1,066	42,071	-	71,449	TRAVEL LANES, SHOULDERS, RAMPS
		1930+00	-	1948+00	'NB'	163	5,594	-	10,024	TRAVEL LANES, SHOULDERS
		1948+00	-	1952+20	'NC'	39	3,037	-	-	INTERIM CONNECTION
	RAMP TBT1	1567+94	-	1574+28	'TBT1'	-	731	433	-	TEMPORARY USH 51/STH 73 EXIT RAMP CROSSOVER
	RAMP TCT	567+38	-	570+98	'TCT'	20	571	304	-	FUTURE TEMPORARY USH 51/STH 73 ENTRANCE RAMP CROSSOVER
	RAMP TAT2	1634+22	-	1642+77	'TAT2'	49	1,161	662	-	TEMPORARY USH 51/STH 73 ENTRANCE RAMP CROSSOVER
	RAMP KBT	773+94	-	782+33	'KBT'	47	1,361	770	-	FUTURE TEMPORARY USH 51 EXIT RAMP CROSSOVER
	RAMP KCT	1782+51'NB'	-	1798+81'KCT'		129	2,243	1,126	-	FUTURE TEMPORARY USH 51 ENTRANCE RAMP CROSSOVER
	RAMP KDT	823+45'KDT'	-	1844+89'NB'		175	3,020	1,558	-	FUTURE TEMPORARY USH 51 EXIT RAMP CROSSOVER
	LAKE DRIVE RD	43+00	-	57+00	'L'	89	2,814	2,107	-	TRAVEL LANES AND SHOULDERS
		10+18	-	16+64	'DW'	300	-	-	-	DRIVEWAY
	EAST CHURCH RD	48+24	-	50+89	'CH'	1	137	113		SHOULDERS
				STAGE 2/3 SUBTOTALS		5,000	172,091	7,831	269,126	
3	USH 51	37+24	-	52+00	'KN'	119	2,824	-	4,508	TO IH 39 NB INCLUDES/ ONE HALF OF MEDIAN AREA/ SHOULDER
		797+70	-	806+88	'KA'	113	1,851	-	2,491	TRAVEL LANE/SHOULDER
				STAGE 3 SUBTOTALS		232	4,675	-	6,999	
4	IH 39 NB	1498+00	-	1508+00	'NB'	-	989	-	1,312	NB MEDIAN SHOULDER
	IH 39 SB	1931+61	-	1934+14	'SB'	36	-	-	-	MEDIAN SHOULDER
	IH 39 CROSSOVERS	932+55	-	947+00	'NX'	65	1,986	-	2,481	NORTH CROSSOVER
		572+25	-	576+84	'TCT'	38	708	387	-	FUTURE TEMPORARY USH 51/STH 73 ENTRANCE RAMP CROSSOVER
		643+91	-	652+67	'TDT'	60	1,194	725	-	FUTURE TEMPORARY USH 51/STH 73 EXIT RAMP CROSSOVER
				STAGE 4 SUBTOTALS		199	4,877	1,112	3,793	
				UNDISTRIBUTED		-	2,000	-	-	
				CATEGORY 1000 SUBTOTALS		5,871	190,579	9,517	288,749	
				PROJECT TOTALS		5,871	190,579	9,517	288,749	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

CONCRETE PAVEMENT

STAGE	LOCATION	STATION				OFFSET	415.0080 8-INCH SY	415.0100 10-INCH SY	415.0120 12-INCH SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	415.6000.S ROUT AND SEAL LF	REMARKS
2	KB	791+50	-	803+49	'KB'	LT&RT	2,103		-	-	-	2,304	TRAVEL LANE
	KN	37+24	-	52+00	'KN'	RT	4,205	-	-	-	18	1,710	TRAVEL LANE AND INSIDE SHOULDER
				STAGE 2 SUBTOTALS			6,308	-	-	-	18	4,014	
2/3	IH 39 NB	1498+00	-	1527+62	'NB'	LT & RT	-	-	18,233	-	48	-	NB TRAVEL LANES/SHOULDERS
		1529+05	-	1679+69	'NB'	LT & RT	-	-	100,625	250	20	2,053	NB TRAVEL LANES/SHOULDERS/GORES
		1680+61	-	1809+70	'NB'	LT & RT	-	-	87,249	-	-	1,529	NB TRAVEL LANES/SHOULDERS/GORES
		1811+78	-	1929+74	'NB'	LT & RT	-	-	78,658	-	-	866	NB TRAVEL LANES/SHOULDERS
		1931+16	-	1948+00	'NB'	LT & RT	-	-	10,807	-	-	-	NB TRAVEL LANES/SHOULDERS
				STAGE 2 SUBTOTALS					295,572	250	68	4,448	
3	KA	797+70	-	806+88	KA'	LT&RT	1,595	-	-		-	1,756	TRAVEL LANE
	KN	37+24	-	52+00	'KN'	LT & RT	3,036	-	-		13	1,713	TRAVEL LANE AND INSIDE SHOULDER
				STAGE 3 SUBTOTALS			4,631	-	-		13	3,469	
4	IH 39 NB	1498+00	-	1508+00	'NB'	LT	-	-	1,333	-	12	-	NB MEDIAN SHOULDER
		934+30	-	947+00	'NX'	LT	-	2,304	-	299	10	-	CROSSOVER
				STAGE 4 SUBTOTALS			-	2,304	1,333	299	10	-	
				CATEGORY 1000 SUBTOTALS			10,939	2,304	296,905	549	109	11,931	
				PROJECT TOTALS			10,939	2,304	296,905	549	109	11,931	

CONCRETE PAVEMENT GAPS

STAGE	LOCATION	STATION				415.0210 EACH	REMARKS
2	IH 39 NB	1576+00	-	1598+75	'NB'	1	
		1633+50	-	1650+00	'NB'	1	
4		1498+00	-	1508+00	'NB'	1	
		CATEGORY 1000 SUBTOTAL				3	
		PROJECT TOTAL				3	

CONCRETE SURFACE DRAINS

STAGE	LOCATION	STATION		OFFSET	*416.1010 CY
2-3	IH 39 NB	1612+19	'NB'	RT	1.0
		1756+53	'NB'	RT	1.0
		1782+54	'NB'	RT	1.0
		1858+87	'NB'	RT	1.0
	EAST CHURCH RD	48+08	'CH'	LT	1.0
		48+33	'CH'	RT	1.0
	USH 51	48+75	'KN'	LT	1.0
		STAGE 2-3 SUBTOTALS			7.0
		CATEOGRY 1000 SUBTOTALS			7.0
		PROJECT TOTALS			7.0

*ADDITIONAL QUANTITES LISTED ELSEWHERE IN PLAN

CONCRETE PAVEMENT APPROACH SLAB

STAGE	LOCATION	STATION				415.0410 SY	REMARKS
2/3	IH 39 NB	1527+20	-	1527+56	'NB'	107	NB TRAVEL LANES
		1529+11	-	15629+48	'NB'	110	NB TRAVEL LANES
		1679+54	-	1679+69	'NB'	64	NB TRAVEL LANES
		1680+61	-	1680+76	'NB'	64	NB TRAVEL LANES
		1809+70	-	1809+85	'NB'	98	NB TRAVEL LANES
		1811+78	-	1811+93	'NB'	89	NB TRAVEL LANES
		1929+47	-	1929+71	'NB'	83	NB TRAVEL LANES
		1931+17	-	1931+41	'NB'	82	NB TRAVEL LANES
		CATEGORY 1000 SUBTOTAL				697	
		PROJECT TOTAL				697	

EMULSIFIED APSHALT MEDIAN TREATMENT

STAGE	LOCATION	STATION				OFFSET	SPV.0180.001 EMULSIFIED ASPHALT MEDIAN TREATMENT SY	REMARKS
3	USH 51	797+50	798+50	'KA'		RT	78	PLACE STONE 6" DEEP
		37+24	- 52+00	'KN'		RT	887	PLACE STONE 6" DEEP
		CATEGORY 1000 SUBTOTAL					965	
		PROJECT TOTAL					965	

HMA PAVEMENT ITEMS

STAGE	LOCATION	STATION				OFFSET	455.0605 TACK COAT GAL	450.4000 HMA COLD WEATHER PAVING TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	460.7222 HMA PAVEMENT 2 HT 58-28 S TON	460.7424 HMA PAVEMENT 4 HT 58-28 H TON	REMARKS
1	IH 39 NB	1591+86	-	1599+87	'TBT1'	LT & RT	-	-	-	323	-	-	TEMPORARY USH 51/STH 73 EXIT RAMP CROSSOVER
	RAMP TB	594+83	-	600+61	'TB'	RT	-	-	-	73	-	-	OUTSIDE SHOULDER
	RAMP TA	628+00	-	1633+50	'TA'	RT	-	-	-	70	-	-	OUTSIDE SHOULDER
					STAGE 1 SUBTOTALS		-	-	-	466	-	-	
2/3	IH 39 NB	1542+40	-	1556+04	'NB'	LT	-	-	-	291	-	-	FUTURE MEDIAN TEMPORARY EMERGENCY PULLOUT
		1558+84	-	1567+38	'NB'	LT	-	-	-	224	-	-	FUTURE TEMPORARY USH 51/STH 73 ENTRANCE RAMP CROSSOVER
		1574+50	-	1600+00	'NB'	LT	-	-	-	277	-	-	MEDIAN SHOULDER
		1585+76	-	1594+51	'NB'	RT	-	-	101	-	-	-	OUTSIDE SHOULDER
		1594+51	-	1594+83	'NB'	RT	-	-	-	3	-	-	OUTSIDE SHOULDER
		1610+50	-	1616+50	'NB'	LT	-	-	47	-	-	-	MEDIAN SHOULDER
		1631+21	-	1634+57	'NB'	LT	-	-	-	37	-	-	MEDIAN SHOULDER
		1633+50	-	1639+56	'NB'	RT	-	-	-	102	-	-	OUTSIDE SHOULDER
		1637+41	-	1647+83	'NB'	LT	-	-	-	121	-	-	MEDIAN SHOULDER
		1652+67	-	1660+35	'NB'	LT	-	-	-	229	-	-	FUTURE TEMPORARY USH 51/STH 73 EXIT RAMP CROSSOVER
		1700+00	-	1714+10	'NB'	RT	-	-	-	304	-	-	FUTURE OUTSIDE TEMPORARY EMERGENCY PULLOUT
		1700+20	-	1714+50	'NB'	LT	-	-	-	323	-	-	FUTURE MEDIAN TEMPORARY EMERGENCY PULLOUT
		1779+15	-	1791+50	'NB'	RT	-	-	148	-	-	-	OUTSIDE SHOULDER
		1806+88	-	1807+78	'NB'	RT	-	-	11	-	-	-	OUTSIDE SHOULDER
		1807+78		1809+64	'NB'	RT	-	-	-	40	-	-	OUTSIDE SHOULDER
		1811+78	-	1820+36	'NB'	RT	-	-	-	141	-	-	OUTSIDE SHOULDER
		1857+50	-	1863+00	'NB'	LT	-	-	43	-	-	-	MEDIAN SHOULDER
		1868+88	-	1869+67	'NB'	LT	-	-	-	12	-	-	MAINTENANCE TURNAROUND
		1870+50	-	1884+60	'NB'	RT	-	-	-	304	-	-	FUTURE OUTSIDE TEMPORARY EMERGENCY PULLOUT
		1883+40	-	1897+50	'NB'	LT	-	-	-	304	-	-	FUTURE MEDIAN TEMPORARY EMERGENCY PULLOUT
		1948+00	-	1952+20	'NC'	LT & RT	140	-	-	-	561	-	INTERIM CONNECTION, LOWER LAYERS
		1948+00	-	1952+20	'NC'	LT & RT	140	-	-	-	-	276	INTERIM CONNECTION, TOP LAYER
	RAMP TBT1	1567+94	-	1574+30	'TBT1'	RT	-	-	-	275	-	-	TEMPORARY USH 51/STH 73 EXIT RAMP CROSSOVER
	RAMP TAT2	1634+22	-	1642+77	'TAT2'	LT & RT	-	-	-	359	-	-	TEMPORARY USH 51/STH 73 ENTRANCE RAMP CROSSOVER
	RAMP TCT	567+38	-	571+00	'TCT'	LT & RT	-	-	-	188	-	-	FUTURE TEMPORARY USH 51/STH 73 ENTRANCE RAMP CROSSOVER
	RAMP KBT	773+94	-	782+33	'KBT'	LT & RT	-	-	-	451	-	-	FUTURE TEMPORARY USH 51 EXIT RAMP CROSSOVER
	RAMP KCT	1782+51'NB'	-	1798+81'KCT'		LT & RT	-	-	-	674	-	-	FUTURE TEMPORARY USH 51 ENTRANCE RAMP CROSSOVER
	RAMP KDT	823+45'KDT'	-	1844+89'NB'		LT & RT	-	-	-	924	-	-	FUTURE TEMPORARY USH 51 EXIT RAMP CROSSOVER
	LAKE DRIVE ROAD	43+00	-	57+00	'L'	LT & RT	367	-	1,016	-	-	-	TRAVEL LANES/SHOULDER
	USH 51	791+51	-	802+55	KB	LT	-	-	97	-	-	-	SHOULDER
		791+51	-	803+49	KB	RT	-	-	133	-	-	-	SHOULDER
		37+24	-	52+00	KN	RT	-	-	191	-	-	-	SHOULDER
	EAST CHURCH ROAD	48+24	-	50+89	'CH'	LT & RT	8	-	21	-	-	-	SHOULDERS
					STAGE 2/3 SUBTOTALS		655	-	1,808	5,583	561	276	
3	USH 51	798+50	-	806+88	KA	LT	-	-	60	-	-	-	SHOULDER
		797+70	-	806+88	KA	RT	-	-	101	-	-	-	SHOULDER
		37+24	-	52+00.00	KN	LT	-	-	184	-	-	-	SHOULDER
					STAGE 3 SUBTOTALS		-	-	345	-	-	-	
4	IH 39 NB	1498+00	-	1508+00	'NB'	LT	-	20	79	-	-	-	MEDIAN SHOULDER
	RAMP TCT	572+25	-	576+84	'TCT'	LT & RT	-	53	-	210	-	-	FUTURE TEMPORARY USH 51/STH 73 ENTRANCE RAMP CROSSOVER
	RAMP TDT	644+08	-	652+67	'TDT'	LT & RT	-	104	-	414	-	-	FUTURE TEMPORARY USH 51/STH 73 EXIT RAMP CROSSOVER
	IH 39 CROSSOVER	932+55	-	947+00	'NX'	LT & RT	-	37	-	149	-	-	NORTH CROSSOVER LT & RT SHOULDERS
					STAGE 4 SUBTOTALS		-	214	79	773	-	-	
					CATEGORY 1000 SUBTOTALS		655	214	2,232	6,822	561	276	
					PROJECT TOTALS		655	214	2,232	6,822	561	276	

CULVERT PIPE

		INLET			OUTLET			SLOPE	*520.8000 CONCRETE COLLARS FOR PIPE	521.0112 CULVERT PIPE CORRUGATED STEEL 12-INCH	*521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH	*522.0118 REINFORCED CONC. CLASS III 18-INCH	522.0124 REINFORCED CONC. CLASS III 24-INCH	522.0130 REINFORCED CONC. CLASS III 30-INCH	522.0136 REINFORCED CONC. CLASS III 36-INCH	522.0142 REINFORCED CONC. CLASS III 42-INCH	522.0148 REINFORCED CONC. CLASS III 48-INCH	522.0160 REINFORCED CONC. CLASS III 60-INCH	522.0318 REINFORCED CONC. CLASS IV 18-INCH	588.0330 REINFORCED CONC. CLASS IV 30-INCH	522.0354 REINFORCED CONC. CLASS IV 54-INCH	522.0360 REINFORCED CONC. CLASS IV 60-INCH	
STAGE	LOCATION	STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION	%	EACH	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	REMARKS
2-3	IH 39	1502+95.06	74.91 RT	845.99	1502+94.74	27.78 LT	845.89	0.10	1	-	-	-	-	-	103	-	-	-	-	-	-	-	CONNECT TO EXISTING CULVERT
		1516+50.00	35.89 LT	861.61	1516+50.00	81.17 RT	860.77	0.72	-	-	-	-	117	-	-	-	-	-	-	-	-	-	-
		1518+40.83	107.22 RT	855.97	1518+70.34	56.67 LT	855.41	0.34	-	-	-	-	-	-	167	-	-	-	-	-	-	-	-
		1539+00.00	96.24 RT	845.61	1539+00.00	57.07 LT	844.71	0.59	-	-	-	-	-	154	-	-	-	-	-	-	-	-	-
		1556+52.98	46.47 LT	816.41	1556+88.12	76.94 RT	815.97	0.34	-	-	-	-	-	-	-	-	-	130	-	-	-	-	-
		1556+61.81	46.47 LT	816.41	1556+96.96	76.94 RT	815.97	0.34	-	-	-	-	-	-	-	-	-	130	-	-	-	-	-
		1556+70.64	46.47 LT	816.41	1557+05.80	76.94 RT	815.97	0.34	-	-	-	-	-	-	-	-	-	130	-	-	-	-	-
		1566+20.42	60.00 LT	817.70	1565+17.20	93.38 RT	815.00	1.46	-	-	-	-	-	-	-	-	185	-	-	-	-	-	-
		1567+25.00	52.39 LT	824.77	1567+25.00	78.37 RT	823.78	0.76	-	-	-	-	131	-	-	-	-	-	-	-	-	-	-
		1576+49.28	47.50 LT	834.14	1576+30.23	78.10 RT	833.42	0.57	-	-	-	-	-	-	127	-	-	-	-	-	-	-	-
		1576+55.02	47.56 LT	834.14	1576+35.82	78.95 RT	833.42	0.57	-	-	-	-	-	-	127	-	-	-	-	-	-	-	-
		1577+70.00	37.39 LT	836.35	1577+70.00	76.16 RT	835.36	0.87	-	-	-	114	-	-	-	-	-	-	-	-	-	-	-
		1586+00.00	28.43 LT	842.30	1586+00.00	72.51 RT	841.59	0.70	-	-	-	-	-	-	-	-	-	-	102	-	-	-	-
		1594+00.00	27.68 LT	844.81	1594+00.00	72.32 RT	844.37	0.44	-	-	-	-	-	-	-	-	-	-	100	-	-	-	-
		1632+22.00	33.70 RT	849.76	1632+22.39	53.42 LT	848.66	1.26	2	-	-	-	-	-	-	-	-	-	-	87	-	-	CONNECT TO EXISTING CULVERT
		1662+23.15	82.85 RT	836.10	1662+23.15	45.29 LT	836.05	0.04	1	-	-	-	-	-	128	-	-	-	-	-	-	-	CONNECT TO EXISTING CULVERT
		1662+29.46	82.85 RT	836.10	1662+28.86	37.53 LT	836.05	0.04	1	-	-	-	-	-	120	-	-	-	-	-	-	-	CONNECT TO EXISTING CULVERT
		1662+28.86	37.53 LT	836.05	1662+30.50	45.35 LT	836.05	0.00	1	-	-	-	-	-	8	-	-	-	-	-	-	-	CONNECT TO EXISTING CULVERT
		1669+23.00	67.57 RT	838.53	1669+23.00	30.19 LT	838.40	0.13	-	-	-	-	98	-	-	-	-	-	-	-	-	-	-
		1677+00.00	33.21 LT	843.07	1677+00.00	70.06 RT	842.31	0.73	-	-	-	104	-	-	-	-	-	-	-	-	-	-	-
		1685+00.00	28.75 LT	847.69	1685+00.00	71.41 RT	845.79	1.90	-	-	-	-	-	-	-	-	-	-	100	-	-	-	-
		1691+00.00	33.21 LT	849.69	1691+00.00	70.56 RT	849.04	0.63	-	-	-	104	-	-	-	-	-	-	-	-	-	-	-
		1721+00.00	43.55 LT	845.84	1721+00.00	80.80 RT	845.34	0.40	-	-	-	124	-	-	-	-	-	-	-	-	-	-	-
		1729+00.00	38.69 LT	850.89	1729+00.00	78.96 RT	849.01	1.59	-	-	-	118	-	-	-	-	-	-	-	-	-	-	-
		1737+00.00	34.20 LT	854.80	1737+00.00	71.89 RT	854.01	0.75	-	-	-	106	-	-	-	-	-	-	-	-	-	-	-
		1753+00.00	32.22 LT	855.37	1753+00.00	66.59 RT	853.13	2.26	-	-	-	-	-	-	-	-	-	-	99	-	-	-	-
		1754+05.00	47.24 LT	849.05	1754+05.00	82.23 RT	849.00	0.04	1	-	-	-	-	-	-	130	-	-	-	-	-	-	CONNECT TO EXISTING CULVERT
		1754+11.34	47.24 LT	849.05	1754+11.34	82.23 RT	849.00	0.04	-	-	-	-	-	-	-	130	-	-	-	-	-	-	-
		1762+15.00	32.29 LT	852.59	1762+15.00	64.06 RT	850.92	1.74	-	-	-	-	-	-	-	-	-	-	96	-	-	-	-
		1762+35.00	31.65 LT	852.58	1762+35.00	64.35 RT	850.86	1.79	-	-	-	-	-	-	-	-	-	-	96	-	-	-	-
						SHEET 1 SUBTOTALS			7	0	0	670	346	154	780	260	185	390	593	87	0	0		

NOTE: STATION, OFFSET AND ELEVATION INFORMATION PROVIDED IS TO THE END OF PIPE

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

CULVERT PIPE (CONT.)

										*520.8000		521.0112	*521.0118	521.0130	*522.0118	522.0124	522.0130	522.0136	522.0142	522.0148	522.0160	522.0318	522.0330	522.0354	522.0360	
										CONCRETE	MIN. PIPE	CULVERT PIPE			REINFORCED							REINFORCED				
										COLLARS	THICKNESS	CORRUGATED STEEL			CONC. CLASS III							CONC. CLASS IV				
		INLET			OUTLET			SLOPE	FOR PIPE	STEEL	12-INCH	18-INCH	30-INCH	18-INCH	24-INCH	30-INCH	36-INCH	42-INCH	48-INCH	60-INCH	18-INCH	30-INCH	54-INCH	60-INCH	
STAGE	LOCATION	STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION	%	EACH	IN	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	REMARKS
2-3	IH 39	1769+79.97	68.95 RT	850.72	1769+86.62	39.96 LT	850.72	0.00	1	-	-	-	-	-	-	-	110	-	-	-	-	-	-	-	CONNECT TO EXISTING CULVERT
		1790+78.00	45.47 LT	857.56	1790+78.00	96.52 RT	857.02	0.37	1	-	-	-	-	-	-	-	-	-	145	-	-	-	-	-	CONNECT TO EXISTING CULVERT
		1802+00.00	27.63 LT	884.98	1802+00.00	66.89 RT	884.19	0.82	-	-	-	-	-	-	-	-	-	-	-	-	96	-	-	-	-
		1816+76.17	20.21 LT	876.51	1816+80.22	141.44 RT	870.00	4.02	1	-	-	-	-	-	-	-	-	-	-	-	-	-	162	-	CONNECT TO EXISTING CULVERT
		1824+46.00	29.42 LT	890.19	1824+46.00	74.21 RT	889.58	0.59	-	-	-	-	-	104	-	-	-	-	-	-	-	-	-	-	-
		1831+50.00	52.71 LT	877.52	1831+50.00	79.93 RT	876.56	0.72	-	-	-	-	-	133	-	-	-	-	-	-	-	-	-	-	-
		1837+45.00	35.47 LT	873.84	1837+45.00	88.50 RT	871.46	1.92	-	-	-	-	-	-	-	-	-	-	-	-	124	-	-	-	-
		1837+55.00	35.66 LT	873.88	1837+55.00	88.32 RT	871.50	1.92	-	-	-	-	-	-	-	-	-	-	-	-	124	-	-	-	-
		1845+50.00	35.17 LT	879.27	1845+50.00	80.03 RT	878.33	0.82	-	-	-	-	-	-	-	-	115	-	-	-	-	-	-	-	-
		1850+20.00	48.57 LT	885.49	1850+20.00	83.15 RT	884.76	0.55	-	-	-	-	-	-	-	-	132	-	-	-	-	-	-	-	-
		1853+50.00	36.08 LT	892.90	1853+50.00	80.10 RT	892.24	0.57	-	-	-	-	-	-	116	-	-	-	-	-	-	-	-	-	-
		1905+50.00	54.09 LT	885.44	1905+50.00	99.88 LT	884.53	0.59	-	-	-	-	-	-	154	-	-	-	-	-	-	-	-	-	-
		1945+49.51	116.39 RT	914.10	1944+85.29	46.23 LT	911.96	1.22	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	175	CONNECT TO EXISTING CULVERT
	LAKE DRIVE	10+34.61 'DW'	24.21' RT	862.15	10+30.27 'DW'	32.88' LT	861.70	0.79	-	0.064	-	57	-	-	-	-	-	-	-	-	-	-	-	-	CONNECT TO EXISTING CULVERT
		14+70.00 'DW'	8.46' RT	863.39	14+70.00 'DW'	9.54' LT	863.09	1.66	-	0.064	18	-	-	-	-	-	-	-	-	-	-	-	-	-	CONNECT TO EXISTING CULVERT
	EAST CHURCH	50+50.76 'CH'	30.50' LT	917.59	49+67.00 'CH'	30.50' LT	913.94	4.36	-	0.079	-	-	84	-	-	-	-	-	-	-	-	-	-	-	-
		50+74.70 'CH'	29.47' RT	918.65	49+76.62 'CH'	30.00' RT	914.29	4.44	-	0.079	-	-	98	-	-	-	-	-	-	-	-	-	-	-	-
	RAMP KB	799+36 'KB'	97.0' LT	862.40	799+60 'KB'	73.3' RT	860.80	0.93	-	-	-	-	-	-	-	-	-	-	-	-	-	172	-	-	-
	RAMP KN	44+28 'KN'	61.0' LT	857.70	44+66 'KN'	114.7' RT	856.70	0.56	-	-	-	-	-	-	-	-	180	-	-	-	-	-	-	-	-
		50+40 'KN'	49.9' LT	875.26	48+69 'KN'	45.5' LT	870.62	2.85	1	-	-	-	-	-	-	163	-	-	-	-	-	-	-	-	-
		50+35 'KN'	67.6' RT	877.63	48+93 'KN'	71.5' RT	875.77	1.23	1	-	-	-	-	-	-	151	-	-	-	-	-	-	-	-	-
		51+92 'KN'	45.8' LT	879.59	51+84 'KN'	46.0' LT	879.36	2.83	1	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-
		51+89 'KN'	70.2' RT	879.52	51+79 'KN'	70.0' RT	879.40	1.23	-	-	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-
							SHEET 2 SUBTOTALS		7		18	57	182	237	270	332	537	0	145	0	344	172	162	175	-
							UNDISTRIBUTED		2		-	-	-	-	-	-	-	-	-	-	-	-	-	-	
							CATEGORY 1000 SUBTOTALS		16		18	57	182	907	616	486	1,317	260	330	390	937	259	162	175	
							PROJECT TOTALS		16		18	57	182	907	616	486	1,317	260	330	390	937	259	162	175	

NOTE: STATION, OFFSET AND ELEVATION INFORMATION PROVIDED IS TO THE END OF PIPE

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

3

CULVERT PIPE ENDWALLS

LOCATION	STATION	OFFSET	504.0900 CONCRETE MASONRY ENDWALLS CY	*521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	521.1018 18-INCH EACH	521.1030 30-INCH EACH	521.1036 36-INCH EACH	*522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	*522.1024 24-INCH EACH	*522.1030 30-INCH EACH	*522.1036 36-INCH EACH	522.1048 48-INCH EACH	522.1054 54-INCH EACH	522.1060 60-INCH EACH	*633.5200 MARKERS CULVERT END EACH
IH 39	1502+95	RT	-	-	-	-	-	-	-	-	1	-	-	-	1
	1516+50	LT & RT	-	-	-	-	-	-	2	-	-	-	-	-	2
	1518+58	LT	-	-	-	-	1	-	-	-	-	-	-	-	1
	1518+41	RT	-	-	-	-	-	-	-	-	1	-	-	-	1
	1518+70	LT	-	-	-	-	-	-	-	-	1	-	-	-	1
	1539+00	LT & RT	-	-	-	-	-	-	-	2	-	-	-	-	2
	1556+62	LT	17	-	-	-	-	-	-	-	-	-	-	-	1
	1556+97	RT	15	-	-	-	-	-	-	-	-	-	-	-	1
	1566+25	LT	-	-	-	-	-	-	-	-	-	1	-	-	1
	1565+17	RT	-	-	-	-	-	-	-	-	-	1	-	-	1
	1567+25	LT & RT	-	-	-	-	-	-	2	-	-	-	-	-	2
	1576+33	RT	15	-	-	-	-	-	-	-	-	-	-	-	1
	1577+70	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1586+00	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1594+00	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1662+27	RT	17	-	-	-	-	-	-	-	-	-	-	-	1
	1669+23	LT & RT	-	-	-	-	-	-	2	-	-	-	-	-	2
	1677+00	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1685+00	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1691+00	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1721+00	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1729+00	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1737+00	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1753+00	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1754+09	RT	15	-	-	-	-	-	-	-	-	-	-	-	2
	1762+15	LT	-	-	-	-	-	2	-	-	-	-	-	-	1
	1762+35	RT	-	-	-	-	-	2	-	-	-	-	-	-	1
	1769+80	RT	-	-	-	-	-	-	-	-	1	-	-	-	1
	1790+78	RT	-	-	-	-	-	-	-	-	-	1	-	-	1
SHEET 1 SUBTOTALS			79	0	0	0	1	24	6	2	4	3	0	0	44

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

3

CULVERT PIPE ENDWALLS (CONT.)

LOCATION	STATION	OFFSET	504.0900 CONCRETE MASONRY ENDWALLS CY	*521.1012 12-INCH EACH	521.1018 18-INCH EACH	521.1030 30-INCH EACH	521.1036 36-INCH EACH	*522.1018 18-INCH EACH	*522.1024 24-INCH EACH	*522.1030 30-INCH EACH	*522.1036 36-INCH EACH	522.1048 48-INCH EACH	522.1054 54-INCH EACH	522.1060 60-INCH EACH	*633.5200 MARKERS CULVERT END EACH
				APRON ENDWALLS FOR CULVERT PIPE STEEL				APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE							
IH 39	1802+00	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1816+80	RT	-	-	-	-	-	-	-	-	-	-	1	-	1
	1824+46	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1831+50	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1837+45	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1837+55	LT & RT	-	-	-	-	-	2	-	-	-	-	-	-	2
	1845+50	LT & RT	-	-	-	-	-	-	-	-	2	-	-	-	2
	1850+20	RT	-	-	-	-	-	-	-	-	1	-	-	-	2
	1853+50	LT & RT	-	-	-	-	-	-	2	-	-	-	-	-	2
	1905+50	LT & RT	-	-	-	-	-	-	2	-	-	-	-	-	2
	1945+50	RT	-	-	-	-	-	-	-	-	-	-	-	1	1
LAKE DRIVE RD	10+33	'DW' LT & RT	-	-	2	-	-	-	-	-	-	-	-	-	-
	14+70	'DW' LT & RT	-	2	-	-	-	-	-	-	-	-	-	-	-
EAST CHURCH	50+51	'CH' LT	-	-	-	1	-	-	-	-	-	-	-	-	1
	50+75	'CH' RT	-	-	-	1	-	-	-	-	-	-	-	-	1
RAMP KB	799+36	'KB' LT	-	-	-	-	-	-	-	1	-	-	-	-	1
	799+60	'KB' RT	-	-	-	-	-	-	-	1	-	-	-	-	1
RAMP KN	44+28	'KN' LT	-	-	-	-	-	-	-	-	1	-	-	-	1
	44+66	'KN' RT	-	-	-	-	-	-	-	-	1	-	-	-	1
	48+79	'KN' LT	-	-	-	-	-	-	-	1	-	-	-	-	1
	49+04	'KN' RT	-	-	-	-	-	-	-	1	-	-	-	-	1
	51+89	'KN' RT**	-	-	-	-	-	-	-	1	-	-	-	-	1
	51+92	'KN' LT**	-	-	-	-	-	-	-	1	-	-	-	-	1
SHEET 2 TOTALS			0	2	2	2	0	10	4	6	5	0	1	1	30
CATEGORY 1000 SUBTOTALS			79	2	2	2	1	34	10	8	9	3	1	1	74
PROJECT TOTALS			79	2	2	2	1	34	10	8	9	3	1	1	74

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

**REMOVE BULKHEADS FROM PREVIOUS PROJECT AND ADD CULVERT PIPE

STORM SEWER SUMMARY

						608.0318	608.0324	608.0330	608.0336	608.0418	608.0436		
						STORM SEWER PIPE REINFORCED CONCRETE CLASS III				STORM SEWER PIPE REINFORCED CONCRETE CLASS IV		*633.5200 MARKERS CULVERT END	
	INLET		OUTLET		SLOPE	18-INCH	24-INCH	30-INCH	36-INCH	18-INCH	36-INCH		
STAGE	STRUCTURE	ELEVATION	STRUCTURE	ELEVATION	%	LF	LF	LF	LF	LF	LF	EACH	REMARKS
2-3	1.1	852.03	1.2	850.61	4.30	-	33	-	-	-	-	-	-
	1.2	848.71	1.3	848.29	0.75	-	56	-	-	-	-	-	-
	1.4	851.25	1.3	850.51	3.70	-	20	-	-	-	-	-	-
	1.3	847.79	1.5	844.76	1.77	-	-	171	-	-	-	-	-
	2.1	845.96	2.2	845.56	0.36	-	-	-	109	-	-	1	-
	2.2	845.56	2.3	845.00	0.22	-	-	-	468	-	-	-	CONNECT TO EXISTING CULVERT PIPE
	3.2	849.75	3.1	849.77	0.02	-	117	-	-	-	-	1	-
	4.1	847.30	4.2	847.00	0.15	-	-	-	-	200	-	1	-
	5.1	844.64	C-13-3076	843.80	1.83	-	-	46	-	-	-	1	-
	5.2	844.68	C-13-3076	843.80	1.83	-	48	-	-	-	-	1	-
	6.1	852.62	6.2	852.62	0.00	187	-	-	-	-	-	-	CONNECT TO EXISTING CULVERT PIPE
	7.1	872.11	7.2	871.65	1.56	-	-	-	-	34	-	-	CONNECT TO EXISTING CULVERT PIPE
	8.1	883.52	8.2	882.81	1.78	-	-	-	-	40	-	1	-
	9.1	904.58	9.2	904.00	0.46	-	-	-	128	-	-	1	-
	10.1	926.34	EXISTING INLET	924.72	1.25	130	-	-	-	-	-	-	-
	10.2	927.96	EXISTING INLET	924.72	1.01	322	-	-	-	-	-	-	-
	11.1	881.47	11.2	880.37	0.72	-	-	-	154	-	-	-	-
	11.3	882.83	11.2	880.37	1.21	203	-	-	-	-	-	-	-
	12.1	867.71	12.2	861.05	3.43	-	-	-	-	-	194	1	CONNECT TO EXISTING CULVERT PIPE
	21.1	864.00	21.2	863.10	2.00	45	-	-	-	-	-	1	-
	22.1	871.75	22.2	871.58	4.00	6	-	-	-	-	-	-	-
	22.2	871.50	22.3	869.48	4.00	51	-	-	-	-	-	1	-
	23.1	867.75	23.2	867.58	4.00	6	-	-	-	-	-	-	-
	23.2	867.50	23.3	865.50	4.00	50	-	-	-	-	-	1	-
	24.1	866.25	24.2	866.08	4.00	6	-	-	-	-	-	-	-
	24.2	866.00	24.3	863.98	4.00	51	-	-	-	-	-	1	-
	25.1	867.25	25.2	867.08	4.00	6	-	-	-	-	-	-	-
	25.2	867.00	25.3	864.94	4.00	52	-	-	-	-	-	1	-
	26.1	872.55	26.2	872.51	0.80	6	-	-	-	-	-	-	-
	26.2	872.50	26.3	872.11	0.69	57	-	-	-	-	-	1	-
				STAGE 2 -3 SUBTOTALS		1,178	274	217	859	274	194	14	
				CATEGORY 1000 SUBTOTALS		1,178	274	217	859	274	194	14	
				PROJECT TOTALS		1,178	274	217	859	274	194	14	

*ADDITIONAL QUANTITES LISTED ELSEWHERE IN PLAN

STORM SEWER STRUCTURE SCHEDULE

STAGE	STRUCTURE	STATION	OFFSET	FLANGE ELEVATION	TOP OF STRUCTURE ELEVATION	BOTTOM OF STRUCTURE ELEVATION	DEPTH	611.0550 MANHOLE COVERS TYPE M EACH	611.0610 INLET COVERS TYPE BW EACH	611.0642 INLET COVERS TYPE MS EACH	611.0651 INLET COVERS TYPE S EACH	*611.1006 CATCH BASINS 6-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3225 INLETS 2x2.5-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH
2-3	1.2	50+79 L	25.4' RT	853.88	853.55	848.46	5.09	1	-	-	-	-	1	-	-	-	-
	1.3	50+67 L	29.6' LT	853.74	853.41	847.50	5.91	1	-	-	-	-	-	1	-	-	-
	2.2	1610+00 NB	35.9' LT	852.32	851.99	845.23	6.76	1	-	-	-	-	-	1	-	-	-
	2.3	1605+32 NB	32.5' LT	850.66	850.33	844.66	5.67	1	-	-	-	-	-	1	-	-	-
	3.1	1620+00 NB	42.0' LT	852.50	852.50	849.52	2.98	-	-	2	-	-	-	-	-	-	1
	4.1	645+92 TDT	32.7' RT	849.50	849.50	847.09	2.41	-	-	1	-	-	-	-	-	1	-
	6.1	1778+78 NB	58.2' LT	855.11	855.11	852.37	2.74	-	-	2	-	-	-	-	-	-	1
	6.2	1776+93 NB	62.0' LT	856.45	856.12	852.37	3.75	1	-	-	-	-	1	-	-	-	-
	7.1	1795+00 NB	20.5' LT	875.27	875.27	871.90	3.37	-	-	2	-	-	-	-	-	-	1
	7.2	1795+00 NB	54.4' LT	874.35	874.35	871.44	2.91	-	-	2	-	-	-	-	-	-	1
	8.1	1829+03 NB	19.9' LT	886.96	886.96	883.32	3.64	-	-	1	-	-	-	-	-	1	-
	9.1	1861+44 NB	39.1' LT	908.52	908.52	904.25	4.27	-	-	2	-	-	-	-	-	-	1
	10.1	1939+88 NB	58.7' LT	929.58	929.58	926.13	3.45	-	-	1	-	-	-	-	-	1	-
	10.2	1944+37 NB	34.5' LT	929.41	929.41	927.75	1.66	-	-	1	-	-	-	-	-	1	-
	11.2	1889+26 NB	59.6' LT	887.11	886.61	878.66	7.95	-	-	-	1	1	-	-	-	-	-
	12.1	1832+89 NB	75.6' LT	878.39	878.06	867.38	10.68	1	-	-	-	-	1	-	-	-	-
	21.1	791+70'KB'	22.6' LT	869.56	869.56	863.38	6.18	-	-	1	-	-	-	-	-	1	-
	22.1	38+00'KN'	15.3' RT	877.19	875.78	871.13	4.65	-	1	-	-	-	-	-	1	-	-
	22.2	38+00'KN'	9.0' RT	876.80	876.80	870.88	5.92	-	-	1	-	-	-	-	-	1	-
	23.1	41+25'KN'	15.3' RT	873.08	871.67	867.13	4.54	-	1	-	-	-	-	-	1	-	-
	23.2	41+25'KN'	9.0' RT	872.68	872.68	866.88	5.80	-	-	1	-	-	-	-	-	1	-
	24.1	43+84'KN'	15.3' RT	871.69	870.28	865.63	4.65	-	1	-	-	-	-	-	1	-	-
	24.2	43+84'KN'	9.0' RT	871.29	871.29	865.38	5.91	-	-	1	-	-	-	-	-	1	-
	25.1	46+25'KN'	15.3' RT	872.90	871.49	866.63	4.87	-	1	-	-	-	-	-	1	-	-
	25.2	46+25'KN'	9.0' RT	872.50	872.50	866.38	6.13	-	-	1	-	-	-	-	-	1	-
	26.1	48+50'KN'	9.0' RT	875.81	875.81	871.93	3.88	-	-	1	-	-	-	-	-	1	-
	26.2	48+50'KN'	15.3' RT	876.21	874.80	871.88	2.92	-	1	-	-	-	-	-	1	-	-
						STAGE 2-3 SUBTOTALS		6	5	20	1	1	3	3	5	10	5
						CATEGORY 1000 SUBTOTALS		6	5	20	1	1	3	3	5	10	5
						PROJECT TOTALS		6	5	20	1	1	3	3	5	10	5

*CATCH BASINS TO HAVE NO SUMP

STORM SEWER STRUCTURE SCHEDULE (CONT.)

STAGE	STRUCTURE	STATION	OFFSET	521.1624 APRON ENDWALLS FOR CULVERT PIPE SLOPPED DRAIN STEEL 24 INCH 10 TO 1 EACH	*522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	*522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	*522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	*522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH
2-3	1.1	51+12.50 'L'	27.8' RT	1	-	-	-	-
	1.4	50+87.94 'L'	29.7' LT	1	-	-	-	-
	1.5	48+96.32 'L'	29.8' LT	-	-	-	1	-
	2.1	1610+00.00 'NB'	73.3' RT	-	-	-	-	1
	3.2	1620+00.00 'NB'	74.9' RT	-	-	1	-	-
	4.2	647+85.81 'TDT'	16.6' LT	-	1	-	-	-
	5.1	1713+86.00 'NB'	58.5' LT	-	-	-	1	-
	5.2	1714+91.10 'NB'	58.0' LT	-	-	1	-	-
	8.2	1829+05.91 'NB'	59.5' LT	-	1	-	-	-
	9.2	1860+94.07 'NB'	79.0' RT	-	-	-	-	1
	11.1	1889+25.37 'NB'	94.8' RT	-	-	-	-	1
	11.3	1891+28.89 'NB'	57.3' LT	-	1	-	-	-
	12.2	1832+81.53 'NB'	118.4' RT	-	-	-	-	1
	21.2	791+70.00 'KB'	22.5' RT	-	1	-	-	-
	22.3	38+00 'KN'	41.5' LT	-	1	-	-	-
	23.3	41+25 'KN'	41.0' LT	-	1	-	-	-
	24.3	43+84 'KN'	41.5' LT	-	1	-	-	-
	25.3	46+25 'KN'	42.5' LT	-	1	-	-	-
	26.3	48+50 'KN'	72.3' RT	-	1	-	-	-
STAGE 2 -3 SUBTOTALS				2	9	2	2	4
CATEGORY 1000 SUBTOTALS				2	9	2	2	4
PROJECT TOTALS				2	9	2	2	4

*ADDITIONAL QUANTITES LISTED ELSEWHERE IN PLAN

TEMPORARY DRAINAGE

STAGE	LOCATION	INLET STATION	INLET OFFSET	INLET ELEVATION	OUTLET STATION	OUTLET OFFSET	OUTLET ELEVATION	*520.8000 CONCRETE COLLAR FOR PIPE EACH	MIN PIPE THICKNESS STEEL IN	*521.0118 CULVERT PIPE CORRUGATE STEEL 18-INCH LF	521.2005.S SURFACE DRAIN PIPE CORRUGATED METAL SLOTTED 18-INCH LF	*522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	REMARKS
2	IH 39	1633+73.11 'TSB'	41.89' RT	852.00	1633+73.28 'TSB'	57.89' RT	852.00	1	-	-	-	16	TEMPORARY EXTENSION
		1641+74.07 'TSB'	38.30' RT	850.41	1641+74.29 'TSB'	58.30' RT	850.41	1	-	-	-	20	TEMPORARY EXTENSION
		1634+86.51 'TAT2'	15.00' LT	-	1636+96.44 'TAT2'	6.81' RT	-	-	0.064	-	212	-	-
		1636+96.44 'TAT2'	6.81' RT	852.00	1638+05.91 'TAT2'	13.63' RT	852.00	-	0.064	110	-	-	-
					CATEGORY 1000 SUBTOTALS			2		110	212	36	
					PROJECT TOTALS			2		110	212	36	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLANS

CONCRETE CURB & GUTTER

STAGE	LOCATION	STATION			OFFSET		601.0551 4-INCH SLOPED 36-INCH TYPE A LF	601.0553 4-INCH SLOPED 36-INCH TYPE D LF
2	KN	49+00	51+50	'SB'	RT		-	250
				STAGE 2 SUBTOTALS			-	250
2/3	IH 39 NB	1612+19	1614+45	'NB'	RT		226	-
		1655+11	1656+53	'NB'	RT		142	-
		1782+54	1783+24	'NB'	RT		-	70
		1858+87	1860+19	'NB'	RT		132	-
	LAKE DRIVE ROAD	49+00	50+93	'L'	LT		-	193
		49+00	51+15	'L'	RT		-	215
	EAST CHURCH ROAD	48+12	50+56	'CH'	LT		-	244
		48+37	50+79	'CH'	RT		-	242
				STAGE 2/3 SUBTOTALS			500	964
3	KN	48+75	51+50	'KN'	LT		-	275
				STAGE 3 SUBTOTALS			-	275
				CATEGORY 1000 SUBTOTALS			500	1,489
				PROJECT TOTALS			500	1,489

SLOPE PAVING ITEMS

STAGE	LOCATION	STATION				604.0400 SLOPE PAVING CONCRETE SY	604.0500 SLOPE PAVING CRUSHED AGGREGATE SY	REMARKS
2-3	IH 39 NB	1612+81	1613+84	'NB'	RT	132	-	B-13-702 EAST ABUTMENT
		1655+59	1656+02	'NB'	RT	-	25	B-13-703 EAST ABUTMENT
		1782+67	1783+11	'NB'	RT	-	152	B-13-706 EAST ABUTMENT
		1859+53	1860+01	'NB'	RT	-	27	B-13-709 EAST ABUTMENT
	USH 51	50+68	51+35	'KN'	RT	275	-	B-13-707 NORTH ABUTMENT
		50+69	51+36	'KN'	LT	325	-	B-13-707 SOUTH ABUTMENT
	EAST CHURCH ROAD	48+56	49+25	'CH'	LT	-	16	B-13-710 NORTH ABUTMENT
		48+66	49+35	'CH'	RT	-	16	B-13-710 SOUTH ABUTMENT
				CATEGORY 1000 SUBTOTALS		732	236	
				PROJECT TOTALS		732	236	

COVER PLATE LEFT IN PLACE

STAGE	LOCATION	STATION	OFFSET	SPV.0060.100 EACH	REMARKS
2/3	IH 39	1754+12	'NB 52.9' LT	1	OVER PIPE
		1941+17	'NB 47.1' LT	1	OVER INLET
			CATEGORY 1000 SUBTOTAL	2	
			PROJECT TOTAL	2	

3

PIPE UNDERDRAIN

STAGE	LOCATION	STATION		STATION		612.0106 6-INCH LF	612.0406 WRAPPED 6-INCH LF	*645.0112 GEOTEXTILE FABRIC TYPE DF SCHEDULE B SY	REMARKS
2	IH 39	1513+55 'NB'	-	1515+23 'NB'		167	-	-	CONNECT TO EXISITING, OUTFALL ELEVATION =856.45'
	USH 51	802+55 'KB'	-	38+00 'KN'		169	-	-	FROM STA 802+55'KB' LT CONNECT TO INLET 22.2
		38+00 'KN'	-	41+25 'KN'		319	-	-	FROM STA 38+06'KN' RT CONNECT TO INLET 23.2
		41+25 'KN'	-	43+84 'KN'		262	-	-	FROM STA 41+30'KN' RT CONNECT TO INLET 24.2
		43+84 'KN'	-	46+25 'KN'		236	-	-	FROM STA 43+90'KN' RT CONNECT TO INLET 24.2
		46+25 'KN'	-	48+50 'KN'		220	-	-	FROM STA 48+45'KN' RT CONNECT TO INLET 25.2
		48+50 'KN'	-	52+00 'KN'		353	-	-	FROM STA 52+00'KN' RT CONNECT TO INLET 26.1
		50+43	-	51+60 'KN'	RT	-	117	52	UNDER B-13-707 SLOPE PAVING
		50+44	-	51+61 'KN'	LT	-	117	52	UNDER B-13-707 SLOPE PAVING
				STAGE 2 SUBTOTAL		1,726	234	104	
				CATEGORY 1000 SUBTOTALS		1,726	234	104	
				PROJECT TOTALS		1,726	234	104	

GUARDRAIL ITEMS

STAGE	LOCATION	STATION			OFFSET	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
2/3	IH 39 NB	1524+78.4	-	1527+29.6 'NB'	RT	162.5	39.4	1	-
		1525+09.7	-	1527+63.2 'NB'	LT	162.5	39.4	1	-
		1529+39.6	-	1531+92.1 'NB'	LT	162.5	39.4	1	
		1582+48.2	-	1585+12.5 'NB'	RT	175.0	39.4	1	-
		1677+16.2	-	1679+68.8 'NB'	RT	162.5	39.4	1	-
		1677+16.2	-	1679+68.8 'NB'	LT	162.5	39.4	1	-
		1680+51.9	-	1683+04.4 'NB'	LT	162.5	39.4	1	-
		1776+92.9	-	1778+46.4 'NB'	RT	62.5	39.4	1	-
		1807+33.0	-	1809+85.5 'NB'	LT	162.5	39.4	1	-
		1808+33.3	-	1809+87.5 'NB'	RT	62.5	39.4	1	-
		1811+78.0	-	1814+30.5 'NB'	LT	162.5	39.4	1	-
		1927+06.6	-	1929+59.8 'NB'	RT	162.5	39.4	1	-
		1927+21.7	-	1929+74.0 'NB'	LT	162.5	39.4	1	-
		1931+14.9	-	1931+65.4 'NB'	RT	13.5	39.4	1	1
		1931+28.4	-	1933+80.6 'NB'	LT	162.5	39.4	1	-
	RAMP KB	801+64.9	-	802+57.4 'KB'	LT	-	39.4	1	-
				STAGE 2/3 SUBTOTALS		2101.0	630.4	16	1
4	IH 39 SB	1785+01.8	-	1787+16.3 'SB'	RT	125.0	39.4	1	-
		1931+61.3	-	1934+13.9 'SB'	RT	162.5	39.4	1	-
				STAGE 4 SUBTOTALS		287.5	78.8	2	-
				CATEGORY 1000 SUBTOTALS		2,388.5	709.2	18	1
				PROJECT TOTALS		2,388.5	709.2	18	1

3

DROP INLET ITEMS

STAGE	LOCATION	STATION		OFFSET	FLANGE ELEVATION	**TOP OF STRUCTURE ELEVATION	BOTTOM OF STRUCTURE ELEVATION	PIPE UNDERDRAIN OUTLET ELEVATION	DEPTH	*416.1010 CONCRETE SURFACE DRAINS CY	*521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	*606.0200 RIPRAP MEDIUM CY	611.3220 INLETS 2X2-FT EA	611.0654 INLET COVERS TYPE V EACH	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH LF	*645.0120 GEOTEXTILE FABRIC TYPE HR SY	*633.5200 MARKERS CULVERT END EACH
2-3	IH 39 NB	1529+54.43	'NB'	LT	873.07	871.74	869.74	864.97	2.00	1.8	1	4	1	1	43	17	1
		1679+52.17	'NB'	LT	849.71	848.38	846.38	845.00	2.00	1.8	1	4	1	1	24	17	1
		1679+52.17	'NB'	RT	849.48	848.15	846.15	840.05	2.00	1.8	1	4	1	1	43	17	1
		1809+68.89	'NB'	LT	900.34	899.01	897.01	896.68	2.00	1.8	1	4	1	1	17	17	1
		1809+68.53	'NB'	RT	899.83	898.50	896.50	870.41	2.00	1.8	1	-	1	1	85	-	1
		1931+31.48	'NB'	RT	939.54	938.21	936.21	936.00	2.00	1.8	1	4	1	1	28	17	1
		1931+45.03	'NB'	LT	939.77	938.44	936.44	934.34	2.00	1.8	1	4	1	1	27	17	1
		UNDISTRIBUTED								-	-	6	-	-	-	26	-
		STAGE 2-3 SUBTOTALS								12.6	7	30	7	7	267	128	7
4	IH 39 SB	1931+61.26	'SB'	RT	-	-	-	-	-	1.8	-	-	-	-	-	-	-
		STAGE 4 SUBTOTALS								1.8	-	-	-	-	-	-	-
		CATEOGRY 1000 SUBTOTALS								14.4	7	30	7	7	267	128	7
		PROJECT TOTALS								14.4	7	30	7	7	267	128	7

*ADDITIONAL QUANTITES LISTED ELSEWHERE IN PLAN

**6-INCH ADJUSTMENT INCLUDED

CONCRETE BARRIER

STAGE	LOCATION	STATION				OFFSET	603.1136 CONCRETE BARRIER TYPE S36 LF	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	SPV.0090.200 MAINTENANCE AND REMOVAL OF CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE BY OTHERS LF	REMARKS
2	IH 39 COUNTERDIRECTIONAL	1500+83	-	1959+00	'TSB'	LT	-	45,817	45,817	-	SEPARATING COUNTERDIRECTIONAL
		1500+83	-	1528+16	'TSB'	RT	-	2,742	2,742	-	-
		1567+92	-	1611+65	'TSB'	RT	-	4,374	4,374	-	-
		1617+02	-	1643+74	'TSB'	RT	-	2,668	2,668	-	-
		1663+12	-	1679+37	'TSB'	RT	-	1,624	1,624	-	-
		1681+52	-	1715+00	'TSB'	RT	-	3,344	3,344	-	-
		1737+75	-	1781+59	'TSB'	RT	-	4,370	4,370	-	-
		1787+31	-	1808+61	'TSB'	RT	-	2,130	2,130	-	-
		1856+06	-	1858+46	'TSB'	RT	-	241	241	-	-
		1863+19	-	1904+22	'TSB'	RT	-	4,103	4,103	-	-
		1908+23	-	1929+53	'TSB'	RT	-	2,126	2,126	-	-
		1933+84	-	1956+00	'TSB'	RT	-	2,212	2,212	-	-
	RAMP TB	1563+63	-	1595+78	'TBT1	RT	-	3,215	3,215	-	-
		1567+92	-	1573+05	'TBT1	LT	-	513	513	-	-
		1589+00	-	1599+87	'TBT1	LT	-	489	1,089	-	-
	RAMP TA	625+00'TA'	-	1645+67'TAT1'		LT	-	1,927	1,927	-	-
		1639+19	-	1655+87	'TAT1	RT	-	1,000	1,668	-	-
	USH 51	802+55	-	803+49	'KB'	LT	90	-	-	-	MEDIAN
		37+24	-	52+00	'KN'	RT	1,505	-	-	-	MEDIAN
		48+32	-	51+55	'KN'	RT	-	-	-	334	-
		48+85	-	52+00	'KN'	MEDIAN	-	-	-	517	-
		49+23	-	51+65	'KN'	LT/RT	-	-	-	240	-
	STAGE 2 SUBTOTALS						1,595	82,895	84,163	1,091	
2/3	IH 39 NB	1585+13	-	1585+76	'NB'	RT	63	-	-	-	-
		1778+46	-	1779+15	'NB'	LT	69	-	-	-	-
	STAGE 2/3 SUBTOTALS						132	-	-	-	
3	RAMP TB	1566+75	-	1579+61	'TBT2'	RT	-	785	1,285	-	-
		1567+92'TBT2'	-	600+51'TB'		LT	-	2,500	3,214	-	-
	RAMP TA	627+01'TA'	-	1635+05'TAT2'		LT	-	450	958	-	-
		1628+52'TAT2'	-	1657+04'TSB'		RT	-	1,100	2,855	-	-
	RAMP KB	760+74	-	791+61	'KBT'	RT	-	1,786	3,086	-	-
		773+76'KBT'	-	795+00'KB'		LT	-	2,128	2,128	-	LEAVE 216' LEFT IN PLACE, SEE PLAN DETAILS FOR LIMITS
	RAMP KA	797+70	-	798+50	'KA'	RT	87	-	-	-	MEDIAN
	KN	37+24	-	52+00	'KN'	RT	1,487	-	-	-	MEDIAN
	STAGE 3 SUBTOTALS						1,574	8,749	13,526	-	
4	IH 39 NB	1485+78	-	1508+88	'NB'	RT	-	2,310	2,310	-	-
		1933+80	-	1944+00	'NB'	LT & RT	-	1,019	1,019	-	-
	STAGE 4 SUBTOTALS						-	3,329	3,329	-	
FINAL	IH 39	1498+00	-	1507+50	'NB'	LT	-	-	950	-	LEFT IN PLACE
		1610+78	-	1616+09	'NB'	LT	-	-	531	-	LEFT IN PLACE
		1611+69	-	1615+65	'TSB'	RT	-	-	396	-	LEFT IN PLACE
		1652+67	-	1658+42	'NB'	LT	-	-	575	-	LEFT IN PLACE
		1654+59	-	1658+46	'TSB'	RT	-	-	387	-	LEFT IN PLACE
		1780+23	-	1785+32	'NB'	LT	-	-	510	-	LEFT IN PLACE
		1858+00	-	1862+75	'NB'	LT	-	-	475	-	LEFT IN PLACE
	RAMP TDT	645+00	-	652+67	'TDT'	LT	-	-	770		LEFT IN PLACE
		643+19	-	648+56	TDT'	RT	-	466	466		LEFT IN PLACE
	LAKE DRIVE RD	46+37	-	49+12	'L'	RT	-	275	275	-	LEFT IN PLACE
		46+75	-	50+00	'L'	LT	-	325	325	-	LEFT IN PLACE
	VARIES						-	-	-	3,375	REMAINING LEFT IN PLACE BARRIER NOT USED AS SPV.0090.200
	FINAL CONDITION SUBTOTALS						-	1,066	5,660	3,375	
	CATEGORY 1000 SUBTOTALS						3,301	96,039	106,678	4,466	
	PROJECT TOTALS						3,301	96,039	106,678	4,466	

CRASH CUSHIONS

STAGE	LOCATION	STATION		614.0800 CRASH CUSHIONS PERMANENT EACH	614.0905 CRASH CUSHIONS TEMPORARY EACH	614.0930 SALVAGED CRASH CUSHIONS EACH	BACK WIDTH FT	SIGN PLATE	CRASH TEST LEVEL	TRAFFIC LOCATION	REMARKS
2	IH 39 COUNTERDIRECTIONAL	1567+92	'TSB'	-	1	-	4	WO5-58D	TL-3	LT & RT	TEMPORARY GORE
		1617+02	'TSB'	-	-	1	-	-	-	-	-
		1663+12	'TSB'	-	-	1	-	-	-	-	-
		1681+52	'TSB'	-	-	1	-	-	-	-	-
		1737+75	'TSB'	-	1	-	2	WO5-58R	TL-3	LT	-
		1787+31	'TSB'	-	-	1	-	-	-	-	-
		1856+06	'TSB'	-	1	-	2	WO5-58R	TL-3	LT	-
		1863+19	'TSB'	-	-	1	-	-	-	-	-
		1908+23	'TSB'	-	-	1	-	-	-	-	-
		1933+84	'TSB'	-	-	1	-	-	-	-	-
	IH 39 NB	1647+86	'NB'	-	-	1	-	-	-	-	-
		1856+77	'NB'	-	-	1	-	-	-	-	-
	RAMP TB	1563+63	'TBT1'	-	1	-	2	WO5-58R	TL-3	LT	-
	RAMP TA	625+00	'TA'	-	1	-	2	WO5-58L	TL-3	RT	-
	USH 51	48+32	'KN'	-	-	1	-	-	-	-	-
		48+85	'KN'	-	-	1	-	-	-	-	-
		51+65	'KN'	-	-	1	-	-	-	-	-
	EAST CHRUCH RD	48+73	'CH'	-	-	1	-	-	-	-	-
		48+94	'CH'	-	-	1	-	-	-	-	-
		51+00	'CH'	-	-	1	-	-	-	-	-
		51+22	'CH'	-	-	1	-	-	-	-	-
	STAGE 2 SUBTOTALS			-	5	16					
3	IH 39 COUNTERDIRECTIONAL	1773+85	'TSB'	-	1	-	4	WO5-58D	TL-3	LT & RT	TEMPORARY GORE
	RAMP TA	1628+52	'TAT2'	-	1	-	2	WO5-58R	TL-3	LT	-
	STAGE 3 SUBTOTALS			-	2	-					
4	IH 39 NB	1611+28	'NB'	1	-	-	2	WO5-58L	TL-3	RT	-
		1857+98	'NB'	1	-	-	2	WO5-58L	TL-3	RT	-
	IH 39 SB	1617+02	'TSB'	1	-	-	2	WO5-58R	TL-3	LT	-
		1663+12	'TSB'	1	-	-	2	WO5-58R	TL-3	LT	-
		1681+52	'TSB'	1	-	-	2	WO5-58R	TL-3	LT	-
		1863+19	'TSB'	1	-	-	2	WO5-58R	TL-3	LT	-
		1908+23	'TSB'	1	-	-	2	WO5-58R	TL-3	LT	-
	LAKE DRIVE RD	46+37	'L'	1	-	-	2	WO5-58R	TL-3	LT	-
		46+75	'L'	1	-	-	2	WO5-58R	TL-3	RT	-
		49+12	'L'	1	-	-	2	WO5-58R	TL-3	RT	-
		50+00	'L'	1	-	-	2	WO5-58R	TL-3	LT	-
	STAGE 4 SUBTOTALS			11	-	-					
	CATEGORY 1000 SUBTOTALS			11	7	16					
	PROJECT TOTALS			11	7	16					

WATER

LOCATION	624.0100 MGAL	REMARKS
UNDISTRIBUTED	900	BASE COMPACTION
	2,100	EARTHWORK DUST CONTROL
CATEGORY 1000 SUBTOTAL	3,000	
PROJECT TOTAL	3,000	

ENERGY DISSIPATOR

STAGE	LOCATION	STATION	*312.0110 SELECT CRUSHED MATERIAL TON	*606.0300 RIPRAP HEAVY CY	*645.0112 GEOTEXTILE FABRIC TYPE DF SCHEDULE B SY	*645.0120 GEOTEXTILE FABRIC TYPE HR SY
2-3	IH 39 NB	1565+17.20 RT	4	97	36	155
		1816+80.22 RT	4	275	36	434
		1832+81.21 RT	2	61	36	99
		CATEGORY 1000 SUBTOTALS	10	433	107	687
		PROJECT TOTALS	10	433	107	687

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLANS

FENCE WOVEN WIRE 4-FT

STAGE	LOCATION	STATION			OFFSET	616.0100 LF
2-3	IH 39 NB	1499+73	-	1527+30 'NB'	RT	2,835
		1528+62	-	1584+58 'NB'	RT	5,690
		1658+33	-	1782+54 'NB'	RT	12,444
		1783+08	-	1795+21 'NB'	RT	1,223
		1813+23	-	1858+17 'NB'	RT	4,574
		1861+26	-	1929+79 'NB'	RT	6,926
		1930+93	-	1948+00 'NB'	RT	1,739
	USH 51	791+50'KB	-	48+00'KN'	RT	2,520
				CATEGORY 1000 SUBTOTAL		37,951
				PROJECT TOTAL		37,951

FENCE SAFETY

LOCATION	616.0700.S LF
UNDISTRIBUTED	4,000
CATEGORY 1000 SUBTOTAL	4,000
PROJECT TOTAL	4,000

DELINEATOR ITEMS

STAGE	LOCATION	STATION			633.0100 POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS (WHITE) EACH	633.0500 DELINEATOR REFLECTORS (YELLOW) EACH	633.1100 DELINEATORS TEMPORARY EACH
3	IH 39 NB	1498+00	-	1583+00 'NB'	22	22	-	-
		1583+00	-	1642+00 'NB'	36	53	4	8
		1642+00	-	1777+00 'NB'	33	33	-	-
		1777+00	-	1823+00 'NB'	35	57	-	8
		1823+00	-	1948+00 'NB'	34	32	4	8
	RAMP KA	797+70	-	804+95 'KA'	12	-	12	-
	RAMP KB	791+50	-	813+49 'KB'	22	22	-	-
	KN	37+23	-	52+00 'KN'	15	15	-	-
				CATEGORY 1000 SUBTOTALS	209	234	20	24
				PROJECT TOTALS	209	234	20	24
						254		

EROSION CONTROL

LOCATION	STATION	*606.0200 RIPRAP MEDIUM CY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTAINANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.6005 TURBIDITY BARRIERS SY	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH	*645.0120 GEOTEXTILE FABRIC TYPE HR SY
IH 39 NB	1498+00 - 1528+50 'NB'	18	-	120	720	8,230	-	-	-	-	288	48	-	-	52
	1528+50 - 1680+00 'NB'	418	2,110	7,250	43,500	27,130	4,820	-	7	7	1,104	176	-	204	1,081
	1680+00 - 1811+00 'NB'	235	2,820	4,330	25,980	26,110	1,090	230	8	8	648	112	-	136	670
	1811+00 - 1930+50 'NB'	501	1,410	8,550	51,300	31,770	5,030	-	2	2	2,256	88	-	272	1,308
	1930+50 - 1948+00 'NB'	102	150	230	1,380	7,480	3,660	-	5	5	216	-	-	-	268
LAKE DRIVE RD	41+37 - 57+00 'L'	15	-	-	-	6,330	-	-	-	-	360	24	-	-	45
USH 51	37+24 - 52+00 'KN'	111	340	2,050	12,300	-	4,900	-	10	10	12	8	-	-	304
RAMP KB	791+51 - 803+49 'KB'	23	260	1,170	7,020	300	8,020	-	-	-	24	8	-	-	67
RAMP KA	797+70 - 806+88 'KA'	-	-	-	-	-	-	-	1	1	36	-	-	-	-
	UNDISTRIBUTED	356	1,770	5,930	35,550	27,470	6,880	-	-	-	1,240	116	20	153	949
	CATEGORY 1000 SUBTOTALS	1,779	8,860	29,630	177,750	134,820	34,400	230	33	33	6,184	580	20	765	4,744
	PROJECT TOTALS	1,779	8,860	29,630	177,750	134,820	34,400	230	33	33	6,184	580	20	765	4,744

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLANS
ROCK BAGS ARE FOR SILT FENCE RELIEF

EROSION CONTROL MOBILIZATION

LOCATION	STAGE	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 EMERGENCY MOBILIZATIONS EROSION CONTROL EACH
IH 39	1	3	1
	2	9	3
	3	9	3
	4	3	1
CATEGORY 1000 SUBTOTALS		24	8
PROJECT TOTALS		24	8

RESTORATION

STAGE	LOCATION	STATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.6505 SOIL STABILIZER TYPE A ACRE	628.6510 SOIL STABILIZER TYPE B ACRE	629.0205 FERTILIZER TYPE A CWT	SPV.0090.150 COMPOST TUBE LF	630.0110 SEEDING MIXTURE NO. 10 LB	630.0120 SEEDING MIXTURE NO. 20 LB	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 TEMPORARY SEEDING LB
2-3	IH 39 NB	1498+00 - 1528+50 'NB'	22,400	14,170	-	-	17	-	120	250	150	550
		1528+50 - 1680+00 'NB'	89,500	65,570	-	-	71	-	530	780	670	2,360
		1680+00 - 1811+00 'NB'	92,800	65,600	-	-	75	-	160	690	750	2,500
		1811+00 - 1930+50 'NB'	109,600	72,800	2	-	84	2,030	61	940	720	2,800
		1930+50'NB' - 1952+20'NC'	19,100	7,960	-	-	15	-	77	0	73	500
	LAKE DRIVE RD	41+37 - 57+00 'L'	12,800	6,430	-	-	9	-	42	150	72	290
	USH 51	37+24 - 52+75 'KN'	17,070	13,220	-	-	12	-	-	380	79	0
	RAMP KB	791+51 - 803+49 'KB'	12,250	6,240	-	-	8	-	-	180	37	120
	RAMP KA	797+70 - 806+88 'KA'	10,490	9,720	-	-	7	-	-	110	49	120
	EAST CHURCH RD	48+24 - 50+89 'CH'	730	730			1	-	-	-	16	22
		UNDISTRIBUTED	96,700	65,600	2	24	75	510	250	830	650	2,320
		STAGE 2-3 SUBTOTALS	483,440	328,040	4	24	374	2,540	1,240	4,310	3,266	11,582
4	IH 39 NB	1498+00 - 1508+00 'NB'	1,890	1,890	-	-	2	-	24	-	30	60
		1528+50 - 1680+00 'NB'	20,800	13,400	-	-	16	-	93	140	110	530
		UNDISTRIBUTED	5,670	3,820	-	1	5	-	29	16	26	150
		STAGE 4 SUBTOTALS	28,360	19,110	-	1	23	-	146	156	166	740
		CATEGORY 1000 SUBTOTALS	511,800	347,150	4	25	397	2,540	1,386	4,466	3,432	12,322
		PROJECT TOTALS	511,800	347,150	4	25	397	2,540	1,386	4,466	3,432	12,322

PERMANENT SIGNING

SIGN NO.	CODE NO.	SIGN MESSAGE	SIZE INCH	x	INCH	*635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	*636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	*636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF
1-01	R2-1	SPEED LIMIT 70	48	x	60	-	-	-	-	20.00	-
2-01	I2-2	DANE CO	66	x	21	-	-	-	-	9.63	-
2-02	R4-3	SLOWER TRAFFIC KEEP RIGHT	48	x	60	-	-	-	-	20.00	-
2-03	E8-1	51/73/106, MADISON	168	x	60	152.0	1.2	68	70.00	-	-
3-01	R8-7	EMERGENCY STOPPING ONLY	48	x	36	-	-	-	-	12.00	-
4-01	J2-1	ROUTE TURN ASSEMBLY	36	x	84	-	-	-	-	21.00	-
4-02	E1-1A	51/73/106, EDGERTON/DEERFIELD 1 MI	204	x	186	364.2	1.8	100	263.50	-	-
4-03	E1-5P	EXIT 160	108	x	30	-	-	-	22.50	-	-
5-01	E3-1	OAKLAWN ACADEMY, EXIT 160	216	x	60	152.0	1.2	68	90.00	-	-
7-01	J3-1	DIRECTIONAL ASSEMBLY	36	x	84	-	-	-	-	21.00	-
7-04	E6-1	SOUTH 51/73/106, EDGERTON/DEERFIELD	144	x	84	-	-	-	-	84.00	-
7-05	E1-5P	EXIT 160	78	x	18	-	-	-	-	9.75	-
8-01	E5-1A	EXIT 160	90	x	60	-	-	-	-	37.50	-
8-02	R7-64	NO PARKING ON RAMP	48	x	30	-	-	-	-	10.00	-
9-01	W4-1R	MERGING TRAFFIC SYMBOL	48	x	48	-	-	-	-	-	16.00
10-01	J3-1	DIRECTIONAL ASSEMBLY	24	x	57	-	-	-	-	9.50	-
11-01	J4-3	REASSURANCE ASSEMBLY	108	x	54	-	-	-	-	40.50	-
12-01	R4-3	SLOWER TRAFFIC KEEP RIGHT	48	x	60	-	-	-	-	20.00	-
13-01	E8-1	STOUGHTON, MADISON	180	x	60	152.0	1.2	68	75.00	-	-
13-02	R8-7	EMERGENCY STOPPING ONLY	48	x	36	-	-	-	-	12.00	-
14-01	J2-1	ROUTE TURN ASSEMBLY	36	x	84	-	-	-	-	21.00	-
15-01	R3-4-B	NO U TURN	36	x	48	-	-	-	-	12.00	-
17-01	E1-1A	NORTH 51, STOUGHTON, 1 MI	192	x	126	293.0	1.6	98	168.00	-	-
17-02	E1-5P	EXIT 156	108	x	30	-	-	-	22.50	-	-
20-03	E6-1	NORTH 51, STOUGHTON	132	x	54	-	-	-	-	49.50	-
20-04	E1-5P	EXIT 156	78	x	18	-	-	-	-	9.75	-
21-01	W13-3	RAMP SPEED 35 MPH	48	x	60	-	-	-	-	-	20.00
21-02	E5-1A	EXIT 156	90	x	60	-	-	-	-	37.50	-
21-03	W1-2L	LEFT CURVE	36	x	36	-	-	-	-	-	9.00
21-04	W13-1	35 MPH	24	x	24	-	-	-	-	-	4.00
22-01	W4-1R	MERGING TRAFFIC SYMBOL	48	x	48	-	-	-	-	-	16.00
23-01	J4-2	REASSURANCE ASSEMBLY	72	x	54	-	-	-	-	27.00	-
24-01	R4-3	SLOWER TRAFFIC KEEP RIGHT	48	x	60	-	-	-	-	20.00	-
25-01	E8-1	CTH N, MADISON	156	x	60	152.0	1.2	68	65.00	-	-
26-01	R3-4-B	NO U TURN	36	x	48	-	-	-	-	12.00	-
33-01 - 33-35	W1-8	CHEVRON	18	x	24	-	-	-	-	-	105.00
		CATEGORY 1000 SUBTOTALS				1265.2	8.2	470	776.50	515.63	170.00
		PROJECT TOTALS				1265.2	8.2	470	776.50	515.63	170.00

*ADDITIONAL QUANTITY LISTED ELSEWHERE IN PLAN

PERMANENT SIGNING (CONT.)

SIGN NO.	CODE NO.	SIGN MESSAGE	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	*634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	634.0622 POSTS WOOD 4X6-INCH X 22-FT EACH	REMARKS
1-01	R2-1	SPEED LIMIT 70	-	-	-	2	-	-	-
2-01	I2-2	DANE CO	-	2	-	-	-	-	-
2-02	R4-3	SLOWER TRAFFIC KEEP RIGHT	-	-	-	2	-	-	-
2-03	E8-1	51/73/106, MADISON	-	-	-	-	-	-	-
3-01	R8-7	EMERGENCY STOPPING ONLY	-	-	1	-	-	-	-
4-01	J2-1	ROUTE TURN ASSEMBLY	-	-	-	2	-	-	-
4-02	E1-1A	51/73/106, EDGERTON/DEERFIELD 1 MI	-	-	-	-	-	-	MOUNT ON SAME POST AS 4-03
4-03	E1-5P	EXIT 160	-	-	-	-	-	-	MOUNT ON SAME POST AS 4-02
5-01	E3-1	OAKLAWN ACADEMY, EXIT 160	-	-	-	-	-	-	-
7-01	J3-1	DIRECTIONAL ASSEMBLY	-	-	-	-	-	-	MOUNT ON S-13-396 POLE
7-04	E6-1	SOUTH 51/73/106, EDGERTON/DEERFIELD	-	-	-	-	1	2	MOUNT ON SAME POST AS 7-05
7-05	E1-5P	EXIT 160	-	-	-	-	-	-	MOUNT ON SAME POST AS 7-04
8-01	E5-1A	EXIT 160	-	-	-	2	-	-	-
8-02	R7-64	NO PARKING ON RAMP	-	-	-	2	-	-	-
9-01	W4-1R	MERGING TRAFFIC SYMBOL	-	-	2	-	-	-	-
10-01	J3-1	DIRECTIONAL ASSEMBLY	-	-	-	-	-	-	MOUNT ON RIGHT SUPPORT OF EXISTING GORE EXIT SIGN
11-01	J4-3	REASSURANCE ASSEMBLY	-	-	-	2	-	-	-
12-01	R4-3	SLOWER TRAFFIC KEEP RIGHT	-	-	-	2	-	-	-
13-01	E8-1	STOUGHTON, MADISON	-	-	-	-	-	-	-
13-02	R8-7	EMERGENCY STOPPING ONLY	-	-	1	-	-	-	-
14-01	J2-1	ROUTE TURN ASSEMBLY	-	-	-	2	-	-	-
15-01	R3-4-B	NO U TURN	-	-	1	-	-	-	-
17-01	E1-1A	NORTH 51, STOUGHTON, 1 MI	-	-	-	-	-	-	MOUNT ON SAME POST AS 17-02
17-02	E1-5P	EXIT 156	-	-	-	-	-	-	MOUNT ON SAME POST AS 17-01
20-03	E6-1	NORTH 51, STOUGHTON	-	-	-	-	1	2	MOUNT ON SAME POST AS 20-04
20-04	E1-5P	EXIT 156	-	-	-	-	-	-	MOUNT ON SAME POST AS 20-03
21-01	W13-3	RAMP SPEED 35 MPH	-	-	-	2	-	-	-
21-02	E5-1A	EXIT 156	-	-	-	-	2	-	-
21-03	W1-2L	LEFT CURVE	-	1	-	-	-	-	MOUNT ON SAME POST AS 21-04
21-04	W13-1	35 MPH	-	-	-	-	-	-	MOUNT ON SAME POST AS 21-03
22-01	W4-1R	MERGING TRAFFIC SYMBOL	-	-	2	-	-	-	-
23-01	J4-2	REASSURANCE ASSEMBLY	-	-	-	2	-	-	-
24-01	R4-3	SLOWER TRAFFIC KEEP RIGHT	-	-	-	2	-	-	-
25-01	E8-1	CTH N, MADISON	-	-	-	-	-	-	-
26-01	R3-4-B	NO U TURN	-	-	1	-	-	-	-
33-01 - 33-35	W1-8	CHEVRON	35	-	-	-	-	-	EACH CHEVRON=3.00 SF
		CATEGORY 1000 SUBTOTALS	35	3	8	22	4	4	
		PROJECT TOTALS	35	3	8	22	4	4	

*ADDITIONAL QUANTITY LISTED ELSEWHERE IN PLAN

MOVING SIGNS

SIGN NO.	SIGN MESSAGE	638.2102 TYPE II EACH	*638.2103 TYPE III EACH	*634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	REMARKS
M2-01	MILE MARKER	2	-		MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M3-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M3-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M4-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M5-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M5-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M6-01	LODGING-CAMPING, EXIT 160, TOWNE EDGE MOTEL, CAMPGROUND	2	-	-	MOVE FROM STAGE 3 LOCATION
M6-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M6-03	NO U TURN	1	-	1	-
M7-01	GAS-FOOD 160, ROADYS BP, KWIK TRIP, CHESTERS, SUBWAY-RAYS	2	-	-	MOVE FROM STAGE 3 LOCATION
M7-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
7-04	SOUTH 51/73/106, EDGERTON/DEERFIELD	1	-	-	MOVE FROM STAGE 3 LOCATION
7-05	EXIT 160	1	-	-	MOVE FROM STAGE 3 LOCATION
M8-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M8-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M9-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M10-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M10-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M11-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M12-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M12-02	SPEED LIMIT 70	1	-	-	-
M12-03	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M13-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M14-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M15-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M15-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M16-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M17-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M17-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M18-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M19-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M19-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M20-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
20-03	NORTH 51, STOUGHTON	1	-	-	MOVE FROM STAGE 3 LOCATION
20-04	EXIT 156	1	-	-	MOVE FROM STAGE 3 LOCATION
M21-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M22-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M22-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M23-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M23-02	SPEED LIMIT 70	1	-	-	-
M23-03	NORTH 51, STOUGHTON, EXIT 156	-	2	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M24-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M24-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M25-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M26-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M26-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M27-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M28-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M28-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M29-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M30-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M31-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M31-02	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
M32-01	MILE MARKER	2	-	-	MOVED ONCE IN STAGE 2 (SEE TRAFFIC CONTROL PLAN) AND ONCE STAGE 4 (FINAL LOCATION IN SIGNING PLAN)
	CATEGORY 1000 SUBTOTALS	99	2	1	
	PROJECT TOTALS	99	2	1	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

FIXED MESSAGE SIGNS

CODE NO.	SIGN MESSAGE	SIZE INCH	x	INCH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	REMARKS
E1-1A	51/73/106, EDGERTON/DEERFIELD 1 MI	132	x	96	88.00	MOUNT ON SAME POST AS EXIT 160
E1-5P	EXIT 160	78	x	18	9.75	MOUNT ON SAME POST AS51/73/106, EDGERTON/DEERFIELD 1 MI
E3-1	OAKLAWN ACADEMY, EXIT 160	96	x	60	40.00	-
E1-1A	NORTH 51, STOUGHTON, 1 MI	108	x	72	54.00	MOUNT ON SAME POST AS EXIT 156
E1-5P	EXIT 156	78	x	18	9.75	MOUNT ON SAME POST AS NORTH 51, STOUGHTON, 1 MI
					201.50	
					201.50	

REMOVING SIGNS

SIGN NO.	SIGN MESSAGE	638.2601 REMOVING SIGNS TYPE 1 EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	*638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	*204.0185 REMOVING MASONRY CY	REMARKS
R2-01	DANE COUNTY	-	1	1	-	-	-
R2-02	NO U TURN	-	1	1	-	-	MOUNTED ON SAME POST AS R2-03
R2-03	NO U TURN	-	-	-	-	-	MOUNTED ON SAME POST AS R2-02
R4-01	SOUTH 51/73/106, EDGERTON/DEERFIELD (1 MILE)	1	-	-	2	1.5	-
R5-01	OAKLAWN ACADEMY, EXIT 160	1	-	-	2	1.5	-
R7-01	ROUTE MARKER ASSEMBLY	-	1	1	-	-	-
R7-02	SOUTH 51/73/106, EDGERTON/DEERFIELD, EXIT 160	1	-	-	2	1.5	-
R8-01	EXIT 160	-	1	2	-	-	-
R8-02	NO U TURN	-	1	1	-	-	MOUNTED ON SAME POST AS R8-03
R8-03	NO U TURN	-	-	-	-	-	MOUNTED ON SAME POST AS R8-02
R10-01	MERGIN TRAFFIC SYMBOL	-	1	1	-	-	-
R10-02	NO U TURN	-	1	1	-	-	-
R10-03	NO U TURN	-	1	1	-	-	-
R12-01	ROUTE MARKER ASSEMBLY	-	1	2	-	-	-
R13-01	STOUGHTON, MADISON, TOMAH	1	-	-	2	1.5	-
R14-01	EMERGENCY STOPPING ONLY	-	1	1	-	-	-
R15-01	NO U TURN	-	1	1	-	-	-
R17-01	NORTH 51, STOUGHTON (1 MILE)	1	-	-	2	1.5	-
R18-01	SLOWER TRAFFIC KEEP RIGHT	-	1	2	-	-	-
R21-01	NO U TURN	-	1	1	-	-	-
R21-02	NO U TURN	-	1	1	-	-	-
R21-03	NORTH 51, STOUGHTON, EXIT 156	1	-	-	2	1.5	-
R21-04	RAMP 45 MPH	-	1	2	-	-	-
R21-05	EXIT 156	-	1	2	-	-	-
R21-06	LEFT CURVE	-	1	1	-	-	MOUNTED ON SAME POST AS R21-06
R21-07	40 MPH	-	-	-	-	-	MOUNTED ON SAME POST AS R21-05
R22-01	MERGING TRAFFIC SYMBOL	-	1	2	-	-	-
R23-01	ROUTE MARKER ASSEMBLY	-	1	2	-	-	-
R23-02	NO U TURN	-	1	1	-	-	-
R23-03	NO U TURN	-	1	1	-	-	-
R24-01	HWY N, MADISON, PORTAGE	1	-	-	2	1.5	-
R25-01	CTH A	-	1	2	-	-	-
R26-01	NO U TURN	-	1	1	-	-	-
R31-01	NO U TURN	-	1	1	-	-	-
R31-02	NO U TURN	-	1	1	-	-	-
R33-01 - R33-33	CHEVRONS	-	33	33	-	-	-
	CATEGORY 1000 SUBTOTALS	7	58	66	14	10.5	
	PROJECT TOTALS	7	58	66	14	10.5	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

TRAFFIC CONTROL ITEMS

STAGE	LOCATION	# OF DAYS	643.0300 DRUMS NO.	643.0300 DRUMS (DAYS)	643.0420 BARRICADES TYPE III NO.	643.0420 BARRICADES TYPE III (DAYS)	SPV.0060.200 BARRICADES TYPE III SIGNED EACH	643.0705 WARNING LIGHTS TYPE A NO.	643.0705 WARNING LIGHTS TYPE A (DAYS)	643.0715 WARNING LIGHTS TYPE C NO.	643.0715 WARNING LIGHTS TYPE C (DAYS)	643.0800 ARROW BOARDS NO.	643.0800 ARROW BOARDS (DAYS)	643.0900 SIGNS NO.	643.0900 SIGNS (DAYS)	643.0910 COVERING SIGNS TYPE I (EACH)	643.0920 COVERING SIGNS TYPE II (EACH)	643.3000 DETOUR SIGNS NO.	643.3000 DETOUR SIGNS (DAYS)	643.1050 PCMS NO.	643.1050 PCMS (DAYS)	REMARKS
1	IH 39	20	42	840	-	-	-	-	-	-	-	2	40	8	160	-	-	-	-	2	14	DAYTIME OPS
		7	26	182	-	-	-	-	-	6	42	2	14	18	126	-	-	-	-	2	14	NIGHT-TIME OPS LANE CLOSURE
		5	14	70	-	-	-	-	-	15	75	1	5	26	130	-	-	-	-	-	-	NIGHT-TIME OPS SHOULDER CLOSURE
	STAGE 1 SUBTOTALS			1,092		0	0		0		117		59		416	0	0		0		28	
2	IH 39	107	142	15,194	-	-	-	-	-	-	-	1	10	56	6,072	1	6	-	-	2	14	DAYTIME OPS
	LAKE DRIVE RD	107	-	-	14	1,498	-	20	2140	-	-	-	-	9	963	-	-	-	-	-	-	
	USH 51	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	123	13,161	1	114	PCMS INSTALLED FOR 7 DAYS PRIOR TO DETOUR
	USH 51 DETOUR	107	38	4,066	4	428	-	8	856	18	1,926	-	-	15	1,605	-	2	-	-	1	7	PCMS INSTALLED FOR 7 DAYS PRIOR TO DETOUR
	EAST CHURCH RD	107	-	-	14	1,498	-	20	2140	-	-	-	-	10	1,070	-	-	-	-	-	-	
	STAGE 2 SUBTOTALS			19,260		3,424	0		5,136		1,926		10		9,710	1	11		13,161		135	
3	IH 39	77	149	11,473	-	-	-	-	-	-	-	-	-	58	4,466	-	-	-	-	-	-	DAYTIME OPS
	LAKE DRIVE RD	77	-	-	14	1,078	-	20	1540	-	-	-	-	9	693	-	-	-	-	-	-	
	USH 51 AND DETOUR	77	31	2,387	4	308	-	8	616	18	1,386		-	15	1,155	-	1	67	5,159	-	-	
	EAST CHURCH RD	77	-	-	14	1,078	-	20	1540	-	-	-	-	10	770	-	-	-	-	-	-	
	STAGE 3 SUBTOTALS			13,860		2,464	0		3,696		1,386		0		7,084	0	1		5,159		0	
4	IH 39	28	174	4,872	-	-	36	-	-	12	336	3	84	40	1,120	-	-	-	-	1	7	DAYTIME OPS
	STAGE 4 SUBTOTALS			4,872		0	36		0		336		84		1,120	0	0		0		7	
	CATEGORY 1000 SUBTOTALS			39,084		5,888	36		8,832		3,765		153		18,330	1	12		18,320		170	
	PROJECT TOTALS			39,084		5,888	36		8,832		3,765		153		18,330	1	12		18,320		170	

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER

STAGE	LOCATION	STATION	643.0500 POSTS EACH	643.0600 BASES EACH	REMARKS
4	IH 39 RAMP CROSSOVERS	1571+00 - 1572+94 'NB'	39	39	RAMP TCT
		1793+75 - 1796+80 'NB'	61	61	RAMP KCT
	IH 39 NORTH CROSSOVER	940+00 - 943+50 'NB'	70	70	NORTH CROSSOVER
		CATEGORY 1000 SUBTOTALS	170	170	
		PROJECT TOTALS	170	170	

TRAFFIC CONTROL GAWK SCREEN

STAGE	LOCATION	STATION	SPV.0090.203 FURNISHED LF	SPV.0090.204 INSTALLED LF	REMARKS
2/3	IH 39	1941+00 - 1959+00 'TSB'	1,800	1,800	ON MEDIAN BARRIER
		STAGE 2/3 SUBTOTALS	1,800	1,800	
		CATEGORY 1000 SUBTOTALS	1,800	1,800	
		PROJECT TOTALS	1,800	1,800	

TRAFFIC CONTROL ITEMS (CONT.)

STAGE	LOCATION	*638.2103 MOVING SIGNS TYPE III EACH	SPV.0090.201 TRAFFIC CHANNELIZING CURB SYSTEM FURNISHED LF	SPV.0090.202 TRAFFIC CHANNELIZING CURB SYSTEM INSTALLED LF	REMARKS
1	IH 39	-	-	-	DAYTIME OPS
		-	-	-	NIGHT-TIME OPS LANE CLOSURE
		-	-	-	NIGHT-TIME OPS SHOULDER CLOSURE
	STAGE 1 SUBTOTALS		-	-	
2	IH 39	1	50	50	DAYTIME OPS
	LAKE DRIVE RD	-	-	-	
	USH 51	-	-	-	PCMS INSTALLED FOR 7 DAYS PRIOR TO DETOUR
	USH 51 DETOUR	-	-	-	PCMS INSTALLED FOR 7 DAYS PRIOR TO DETOUR
	EAST CHURCH RD	-	-	-	
	STAGE 1 SUBTOTALS	1	50	50	
3	IH 39	-	50	50	DAYTIME OPS
	LAKE DRIVE RD	-	-	-	
	USH 51 AND DETOUR	-	-	-	
	EAST CHURCH RD	-	-	-	
	STAGE 1 SUBTOTALS	-	50	50	
4	IH 39	-	-	-	DAYTIME OPS
	STAGE 1 SUBTOTALS	-	-	-	
	CATEGORY 1000 SUBTOTALS	1	100	100	
	PROJECT TOTALS	1	100	100	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

PAVEMENT MARKING

STAGE	LOCATION	STATION			646.0106 EPOXY 4-INCH (WHITE) LF	646.0106 EPOXY 4-INCH (YELLOW) LF	649.0403 TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE) LF	649.0403 TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW) LF	649.0403 TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (SKIPS WHITE) LF	649.0803 TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE) LF	646.0805.S OUTFALL EACH
2	IH 39 NB	1575+00 - 1640+00	'NB'		-	-	1600	-	-	-	-
		STAGE 2 SUBTOTALS			-	-	1600	-	-	-	-
3	IH 39 NB	1498+00 - 1575+00	'NB'		-	-	7,716	7,705	1,928	-	-
		1575+00 - 1640+00	'NB'		-	-	5,224	6,977	1,930	2,410	-
		1640+00 - 1715+00	'NB'		-	-	1,797	7,499	1,875	-	-
		1715+00 - 1777+00	'NB'		-	-	6,183	6,195	1,548	-	-
		1777+00 - 1858+00	'NB'		-	-	8,066	8,141	2,255	2,406	-
		1858+00 - 1948+00	'NB'		-	-	10,264	10,266	2,569	-	-
	USH 51/RAMP KA	52+00'KN' - 806+36'KA'			2,306	2,381	-	-	-	-	-
	USH 51/RAMP KB	52+00'KN' - 792+00'KB'			2,710	2,684	-	-	-	-	-
	UNDISTRIBUTED	-			-	-	750	750	500	-	-
		STAGE 3 SUBTOTALS			5,016	5,065	40,000	47,533	12,605	4,816	-
4	IH 39 SB	1500+28 - 1575+00	'TSB'		-	-	7,463	7,472	1,867	-	-
		1515+12	'TSB'		-	-	-	-	-	-	1
		1517+92	'TSB'		-	-	-	-	-	-	1
		1519+95	'TSB'		-	-	-	-	-	-	1
		1521+98	'TSB'		-	-	-	-	-	-	1
		1524+00	'TSB'		-	-	-	-	-	-	1
		1532+00	'TSB'		-	-	-	-	-	-	1
		1534+40	'TSB'		-	-	-	-	-	-	1
		1536+95	'TSB'		-	-	-	-	-	-	1
		1575+00 - 1640+00	'TSB'		-	-	5,861	6,500	7,291	2,207	-
		1640+00 - 1715+00	'TSB'		-	-	7,503	1,876	7,501	-	-
		1715+00 - 1772+00	'TSB'		-	-	5,705	1,426	5,695	-	-
		1772+42 - 1830+00	'SB'		-	-	5,762	6,072	2,565	1,993	-
		1830+11 - 1926+00	'TSB'		-	-	9,588	9,592	2,398	-	-
		1926+44 - 1948+00	'SB'		-	-	2,161	2,158	540		-
		549+00 - 555+83	'SBE'		-	-	683	682	171	-	-
	UNDISTRIBUTED	555+83			-	-	750	750	500	-	-
		STAGE 4 SUBTOTALS			-	-	45,476	36,528	28,528	4,200	8
		CATEGORY 1000 SUBTOTALS			5,016	5,065	87,076	84,061	41,133	9,016	8
		PROJECT TOTALS			5,016	5,065	87,076	84,061	41,133	9,016	8
					10,081			212,270			

REMOVING PAVEMENT MARKINGS

STAGE	LOCATION	STATION			646.0600 LF	646.0690.S REMOVING LONGITUDINAL PAVEMENT MARKINGS WATER BLASTING LF	REMARKS
2	IH 39 SB	1498+00 - 1772+00	'TSB'		59,683	2,467	LANE LINES & CENTER LINE, RAMP TA/TB/TC/TD LANE LINES
		1772+00 - 1830+11	'TSB'		-	13,875	LANE LINES & CENTER LINE, RAMP KC/KD LANE LINES
		1830+11 - 1926+00	'TSB'		21,576	-	LANE LINES & CENTER LINE
		1926+00 1947+59	'TSB'		-	4,858	LANE LINES & CENTER LINE
		549+00 - 555+53	'SBE'		1,470	-	LANE LINES & CENTER LINE
	IH 39 NB	1956+00 - 1960+80	'NC'		855	-	LANE LINES & CENTER LINE
	RAMP TA	926+95'TA' - 643+30'TAT1'			2,500	-	LANE LINES AND CENTER LINE
	RAMP TB	1576+50 - 1599+87	'TB'		2,337	-	LANE LINES AND CENTER LINE
		CATEGORY 1000 SUBTOTAL			88,421	21,200	
		PROJECT TOTAL			88,421	21,200	

TEMPORARY PAVEMENT MARKING

STAGE	LOCATION	649.0400 REMOVABLE TAPE 4-INCH WHITE LF	649.0400 REMOVABLE TAPE 4-INCH YELLOW LF	649.0402 PAINT 4-INCH WHITE LF	649.0402 PAINT 4-INCH YELLOW LF	649.0801 REMOVABLE TAPE 8-INCH WHITE LF	649.0802 PAINT 8-INCH WHITE LF	649.2100 TEMPORARY RAISED PAVEMENT MARKERS EACH
2	IH 39 SB	21,581	39,043	35,661	6,439	2,172	340	39
	IH 39 NB	24,825	22,415	39,255	28,270	-	2,418	53
STAGE 2 SUBTOTALS		46,406	61,458	74,916	34,709	2,172	2,758	92
3	IH 39 SB	-	-	-	-	-	-	-
	IH 39 NB	4,642	5,420	4,341	756	251	2,806	-
STAGE 3 SUBTOTALS		4,642	5,420	4,341	756	251	2,806	-
4	IH 39 NB	2,069	1,222	-	-	-	-	15
STAGE 4 SUBTOTALS		2,069	1,222	-	-	-	-	15
CATEGORY 1000 SUBTOTALS		53,117	68,100	79,257	35,465	2,423	5,564	107
PROJECT TOTALS		53,117	68,100	79,257	35,465	2,423	5,564	107
		121,217		114,722				

SAWING PAVEMENT

STAGE	LOCATION	STATION		690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
1	IH 39	-	'TSB'	26	-	-
STAGE 1 SUBTOTALS				26	-	
2/3	IH 39	-	'TSB'	120	56	-
	LAKE DRIVE RD	43+00	'L'	11	-	-
		57+00	'L'	11	-	EXISTING TIE-IN
	USH 51	52+00	'KN'	10	-	SHOULDER LT & RT
	EAST CHURCH RD	48+24 - 50+89	'CH'	541	-	-
STAGE 2/3 SUBTOTALS				693	56	
4	IH 39	-	'TSB'	9,490	660	-
STAGE 4 SUBTOTALS				9,490	660	
CATEGORY 1000 SUBTOTALS				10,209	716	
PROJECT TOTALS				10,209	716	

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\030201_MQ.DWG PLOT DATE : 8/11/2016 10:45 AM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

3

ITS PULL BOX & COMMUNICATION VAULT ITEMS

EQUIPMENT CODE	STATION	OFFSET	673.0105 COMMUNICATION VAULT TYPE 1 EACH	SPV.0060.403 FIBER TRACER MARKER POST EACH	SPV.0060.404 PULL BOXES NON-CONDUCTIVE 24X36-INCH EACH	SPV.0060.405 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
CATEGORY 1200						
PB-1	1526+67 'NB'	RT	---	---	1	---
PB-2	1525+93 'NB'	RT	---	---	1	---
PB-3	1527+25 'NB'	RT	---	---	---	1
PB-4	1529+20'NB'	RT	---	---	---	1
PB-5	1679+65 'NB'	RT	---	---	---	1
PB-6	1680+69 'NB'	RT	---	---	---	1
CV-1	1784+90 'NB'	RT	1	1	---	---
CV-2	802+40'KB'	RT	1	1	---	---
PB-7	1809+81'NB'	RT	---	---	---	1
PB-8	1811+79'NB'	RT	---	---	---	1
CV-3	1813+00 'NB'	RT	1	1	---	---
CV-4	1835+70 'NB'	RT	1	1	---	---
CV-5	1859+60 'NB'	RT	1	---	---	---
CV-6	1883+30 'NB'	RT	1	1	---	---
CV-7	1909+20 'NB'	RT	1	1	---	---
CV-8	1928+60 'NB'	RT	1	---	---	---
PB-9	1929+56'NB'	RT	---	---	---	1
PB-10	1931+21'NB'	RT	---	---	---	1
CV-9	1932+00 'NB'	RT	1	1	---	---
CV-10	1948+00 'NB'	RT	1	1	---	---
TOTALS			10	8	2	8

3

ITS CONDUIT ITEMS

FROM	TO	LINEAR DISTANCE LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	671.0132 CONDUIT HDPE 3-DUCT 2-INCH LF	671.0232 CONDUIT HDPE DIRECTIONAL BORE 3-DUCT 2-INCH LF
CATEGORY 1200						
MB-1	PB-1	30	30	---	---	---
PB-1	DP-2	20	20	---	---	---
DP-2	PB-2	110	110	---	---	---
PB-2	DMS-13-0041	40	40	---		
EXCV-1	CV-1	330	---	---	---	330
CV-1	CV-2	1630	---	---	1630	---
CV-2	CV-3	1700	---	---	1700	---
CV-3	EXPB-1	35	---	35	---	---
EXPB-1	CP-1	20	20	---	---	---
CV-3	CV-4	2330	---	---	2330	---
CV-4	CV-5	2410	---	---	2410	---
CV-5	QP-1	115	---	---	---	115
QP-1	CV-6	2360	---	---	2360	---
CV-6	CV-7	2630	---	---	2630	---
CV-7	CV-8	1930	---	---	1930	---
CV-8	QP-2	100	---	---	100	---
QP-2	QP-3	205	---	---	---	205
QP-3	CV-9	100	---	---	100	---
CV-9	CV-10	1030	---	---	1030	---
TOTALS			220	35	16220	650

3

3

ITS CABLE ITEMS

FROM	TO	LINEAR DISTANCE LF	CABLE SLACK ELECTRICAL LF	NUMBER OF ELECTRICAL WIRES LIGHTING 4 AWG	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	674.0400 REINSTALL CABLE LF
CATEGORY 1200						
MB-1	PB-1	30	16	3	138	---
PB-1	DP-2	20	16	3	108	---
DP-2	PB-2	55	16	3	213	---
PB-2	DMS-13-0041	20	30	3	150	---
EXCV-1	CV-1	330		FOR FUTURE USE		
CV-1	CV-2	1630		FOR FUTURE USE		
CV-2	CV-3	1700		FOR FUTURE USE		
CV-3	EXPB-1	35		FOR FUTURE USE		
EXPB-1	CP-1	20	---	---	---	20
CV-3	CV-4	2330		FOR FUTURE USE		
CV-4	CV-5	2410		FOR FUTURE USE		
CV-5	QP-1	115		FOR FUTURE USE		
QP-1	CV-6	2360		FOR FUTURE USE		
CV-6	CV-7	2630		FOR FUTURE USE		
CV-7	CV-8	1930		FOR FUTURE USE		
CV-8	QP-2	100		FOR FUTURE USE		
QP-2	QP-3	205		FOR FUTURE USE		
QP-3	CV-9	100		FOR FUTURE USE		
CV-9	CV-10	1030		FOR FUTURE USE		
TOTALS					609	20

3

3

ITS DMS ITEMS

ITEM ID	EQUIPMENT CODE	STATION	OFFSET	635.0200* SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100* SIGN SUPPORTS CONCRETE MASONRY CY	636.0500* SIGN SUPPORTS STEEL REINFORCEMENT LB	SPV.0105.402 RELOCATE ROADSIDE DMS LS
CATEGORY 1200							
DMS-13-0041	DMS-1	1525+75'NB'	RT	2305	3	186	1
TOTALS				2305	3	186	1

*Additional quantities listed elsewhere in plan

ITS POWER CONNECTION ITEMS

ITEM ID	EQUIPMENT CODE	STATION	OFFSET	656.0200.001 ELECTRICAL SERVICE METER BREAKER PEDASTAL (DMS-13-0041) LS
CATEGORY 1200				
DMS-13-0041	MB-1	1527+00 'NB'	RT	1
TOTALS				1

ITS MISCELLANEOUS ITEMS

ITEM ID	EQUIPMENT CODE	STATION	OFFSET	654.0105 CONCRETE BASE TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	670.0100 FIELD SYSTEM INTEGRATOR LS	670.0200 ITS DOCUMENTATION LS	672.0250 BASE CAMERA POLE 50-FT EACH	673.0225.S INSTALL POLE MOUNTED CABINET EACH	675.0400.S INSTALL ETHERNET SWITCH EACH	677.0100 INSTALL CAMERA POLE EACH	677.0200 INSTALL CAMERA ASSEMBLY EACH	677.0300.S INSTALL VIDEO ENCODER EACH	SPV.0060.402 INSTALL CELLULAR MODEM EACH	SPV.0060.406 RELOCATE SOLAR POWERED BLUETOOTH SENSOR LS	SPV.0105.403 SALVAGE ITS EQUIPMENT LS
CATEGORY 1200																	
WDS-0011	EXDP-1	1526+00 'NB'	RT	---	---	---	---	---	---	---	---	---	---	---	---	1	---
WDS-0011	DP-1	1526+46'NB'	RT	1	1	1	---	---	---	---	---	---	---	---	---	1	---
CCTV-13-0102	CP-1	1812+80 'NB'	RT	---	---	---	---	---	1	1	1	1	1	1	1	---	1
UNDISTRIBUTED	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---
TOTALS				1	1	1	1	1	1	1	1	1	1	1	1	2	1

ITS REMOVAL - EACH ITEMS

ITEM ID	EQUIPMENT CODE	STATION	OFFSET	204.9105.S.001 REMOVING ELECTRICAL EQUIPMENT LS	204.9105.S.002 REMOVING RWIS LS	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	SPV.0060.401 REMOVING POLES WOOD EACH
CATEGORY 1200							
DMS-13-0041	EXDMS-1	1526+00 'NB'	RT	---	---	3	---
DMS-13-0041	EXDMS-1	1526+00 'NB'	RT	1	---	---	---
RWIS		1527+00 'NB'	RT	---	1		
CCTV-13-0102	EXCP-1	1813+00 'NB'	RT	---	---	---	1
TOTALS				1	1	3	1

ITS REMOVAL - LINEAR ITEMS

FROM	TO	LINEAR DISTANCE LF	674.0300 REMOVE CABLE LF
CATEGORY 1200			
EXPB-1	EXCP-1	20	20
TOTALS			20

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	MISCELLANEOUS QUANTITIES	SHEET 434	E

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

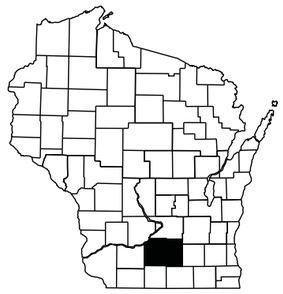
TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT 1007-10-21
ILLINOIS STATE LINE - MADISON

SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD

I-39/90

DANE COUNTY



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR 1007-10-21.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT: PROJECT I-90-3(29) 140, ASSESSOR'S PLAT OF VILLAGE OF ALBION, CSM 489, CSM 9619, CSM 5733, CSM 6883, CSM 7490, CSM 8753, CSM 7703, CSM 7950, CSM 5363, CSM 5053 AND CSM 9667.
EXISTING HIGHWAY RIGHT-OF-WAY FOR LAKE DRIVE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 7418, AND CSM 9619.
EXISTING HIGHWAY RIGHT-OF-WAY FOR PIERCE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 7703, AND CSM 2552.
EXISTING HIGHWAY RIGHT-OF-WAY FOR GOEDE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 5719, CSM 489, AND CSM 8753.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 73 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 13090, AND CSM 6546.
EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 51 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140 AND CSM 9667
EXISTING HIGHWAY RIGHT OF WAY FOR ALBION ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR HAUGAN ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 106 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140 AND ASSESSOR'S PLAT OF VILLAGE OF ALBION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR MAPLE GROVE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH A ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 866, CSM 7989, CSM 5053, AND CSM 7950.
EXISTING HIGHWAY RIGHT-OF-WAY FOR EAST CHURCH ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT-OF-WAY FOR UNNAMED ROAD ESTABLISHED FROM SURVEYS OF RECORD.
EXISTING HIGHWAY RIGHT-OF-WAY FOR HAMMEN ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING ACCESS CONTROL FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

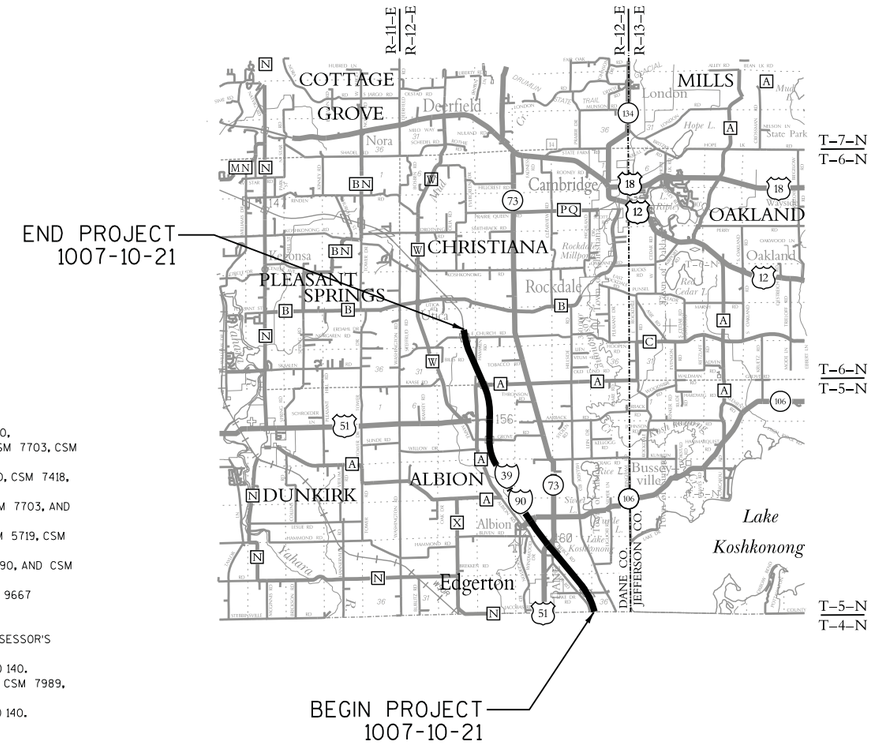
FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

PARCEL INDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF AQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS.

A **TEMPORARY LIMITED EASEMENT** (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLES EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A **HIGHWAY EASEMENT** (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.



CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	BUILDING	B
ACCESS RIGHTS	AR	REFERENCE LINE	R/L
ACRES	AC.	RELEASE OF RIGHTS	ROR
AND OTHERS	ET.AL.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
EASEMENT	EASE.	VOLUME	VOL.
HIGHWAY EASEMENT	H.E.	**CURVE DATA**	
LAND CONTRACT	LC	LONG CHORD	LCH
MONUMENT	MON.	LONG CHORD BEARING	LCB
PAGE	P.	RADIUS	R
PERMANENT LIMITED EASEMENT	PLE	DEGREE OF CURVE	D
PROPERTY LINE	PL	CENTRAL ANGLE OR DELTA	Δ
RECORDED AS	(100')	LENGTH OF CURVE	L
DIRECTION AHEAD	DA	TANGENT	T
DIRECTION BACK	DB		
POINT OF TANGENCY	POT		

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	⌀ (1" UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT	•(SET)	EXISTING H.E. LINE	
R/W STANDARD	▲(SET)	PROPERTY LINE	
SIGN	ISIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		CORPORATE LIMITS	
FEE (HATCH VARIES)		ACCESS CONTROLLED (BY PREVIOUS ACQUISITION/CONTROL)	
TEMPORARY LIMITED EASEMENT		ACCESS CONTROLLED (BY ACQUISITION)	
PERMANENT LIMITED EASEMENT		ACCESS CONTROLLED (BY STATUTORY AUTHORITY)	
R/W BOUNDARY POINT		SECTION LINE	
PARCEL NUMBER	RWB20	QUARTER LINE	
UTILITY PARCEL NUMBER	102	SIXTEENTH LINE	
SIGN NUMBER (OFF PREMISE)	92 / 21-A	EXISTING CENTERLINE	
BUILDING		PROPOSED REFERENCE LINE	
BRIDGE		PARALLEL OFFSET	
GEODETIC MONUMENT			

CONVENTIONAL UTILITY SYMBOLS

		NON COMPENSABLE	COMPENSABLE
WATER	W		
GAS	G		
TELEPHONE	T		
OVERHEAD TRANSMISSION LINES	OH		
ELECTRIC	E	POWER POLE	
CABLE TELEVISION	TV	TELEPHONE POLE	
FIBER OPTIC	FO	TELEPHONE PEDESTAL	
SANITARY SEWER	SAN	ELECTRIC TOWER	
STORM SEWER	SS		

PROJECT NUMBER 1007-10-21 - 4.01
SHEET 2 OF 2

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\CADDS\Plan\TPP\040100_rp.dgn PLOT DATE : 2/19/2014 PLOT BY : bjl PLOT NAME : PLOT SCALE : 1:200

1007-10-21-4.01

COMPOSITE DRWAING, ORIGINAL ON FILE AT THE DATE COUNTY RECISTER OF DEEDS OFFICE

UTILITY SCHEDULE & INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

FOUND ALUMINUM MONUMENT
Y = 402,939.411
X = 915,287.223

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #
5109378
11/06/2014 3:14 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.01
AMENDMENT NO: 1

1007-10-21-4.01 AMENDMENT NO: 1
PLOT SCALE : 1:1100
PLOT NAME :
PLOT BY : kcb
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 11/5/2014

N89°35'16"E 1236.64' TRAV. PNT. TO TAN.
B-13-700
B-13-701
N89°35'16"E 542.52' TAN. TO MON
N89°31'31"E 618.91' MON. TO TRAV. PNT.
POT STA50+00.00"L"/ 1528+44.05
STA 1528+57.34
1/4 LINE 45"L"
50"L"
55"L"
1/4 LINE
R=N89°21'09"E
LAKE DRIVE RD
FO
OH
P.L.
RO
S00°38'50"E 8.78' MON TO RL
S00°38'50"E 77.90' MON TO TRAV. PNT.
S00°40'14"E 6.92' TRAV. PNT. TO RL
S89°31'31"W 2027.91' MON. TO TRAV. PNT.
N89°31'31"E 618.91' MON. TO TRAV. PNT.
SAME POINT
60+00 1/4 LINE
S00°40'14"E 31.87' RL TO RW
STA 56+78.06"L"
PI 1522+32.26
Y =402,457.556
X =915,126.129
Δ =24°50'35" LT
D =0°34'41"
T =2182.75'
L =4296.90'
R =9910.00'
DA =N38°35'25"W
PT 1543+46.40
N89°35'16"E 1236.64' TRAV. PNT. TO TAN.
N89°35'16"E 3523.29' MON. TO TRAV. PNT.
40+00 1/4 LINE
SAME POINT
P.L.
1/16 LINE
C6
C7
C8
100'
80'
105'
N00°40'14"W 16.09' RL TO TRAV. PNT.
N00°40'14"W 32.83' RW TO RL
RL
TOWN OF NE-SE
SE-SE
SW-SW
NW-SW
EXISTING RL FOR PROJECT I-90-3 (29) 140
I-39/90
1525
1515
1510
1505
1520
SECTION LINE
S00°38'50"E 1042.83' RW TO RW
S00°38'50"E 774.72' TAN. RL S12°44'50"E TO SEC. LINE PI 10 SEC.
STA 1512+09.01
TAN. RL S12°44'50"E 1448.02' SEC LINE TO PC
N00°38'50"W 74.89' TAN TO RW
N00°38'50"W 797.58' RW TO TAN
N00°38'50"W 125.80' RW TO RW
N00°38'50"W 1042.83' MON TO RW
N00°38'50"W 1035.71' RW TO RW
N49°42'18"E 66.00' RW TO RW
PC STA1500+49.51
S13°44'50"E 49.45' PC TO TRAV. PNT.
N89°56'23"E 93.45' MON. TO RW
S89°56'23"W 245.97' RL TO RW
S89°56'23"W 115.88' RW TO RL
S89°56'23"W 2192.91' MON. TO RW
STA 1500+00.06
SECTION LINE
DANE COUNTY
ROCK COUNTY
SCALE, FEET
0 100 200
GN
ALBION
LOCATION SKETCH NOT TO SCALE
END PROJECT
SHEET LOCATION
BEGIN PROJECT
CHRISTIANA
Rockdale
ALBION
Albion
Edgerton
Brush Valley
Bass Valley
Jones Valley
Hanks Lake
Jefferson
T-5-N
T-4-N
R-12-E
R-11-E

FOUND ALUMINUM MONUMENT
Y = 402,901.260
X = 909,984.913

CURVE TABLE				
CURVE NUMBER	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C2	8504.42	244.89	244.88	N17°22'23"W
C3	8509.42	140.48	140.48	N18°40'12"W
C4	8514.42	34.68	34.68	N19°16'22"W
C5	8514.42	194.87	194.87	N20°02'43"W
C6	8489.42	493.98	493.91	N24°00'51"W
C7	8514.42	232.21	232.21	N31°33'59"W
C8	8494.42	107.73	107.73	N33°22'40"W
C9	676.78	284.87	282.77	N19°56'43"W
C10	676.78	96.97	96.89	N36°06'30"W

R/W COURSE TABLE		
142-143	SEE C9 IN CURVE TABLE	
143-144	SEE C10 IN CURVE TABLE	
144-145	N 37°17'02" W	136.98'
102-103	S 40°17'42" E	136.56'
103-104	S 40°17'42" E	181.94'
104-106	SEE C2 IN CURVE TABLE	
106-107	N 73°20'51" E	5.00'
107-108	SEE C3 IN CURVE TABLE	
108-109	N 49°28'36" E	5.37'
109-110	SEE C4 IN CURVE TABLE	
110- IP 151	SEE C5 IN CURVE TABLE	
IP 151-111	N 27°22'02" W	245.53'
	(RECORDED AS S27°50'00"E)	
111-112	SEE C6 IN CURVE TABLE	
112-113	N 19°08'47" W	110.95'
113-114	N 28°48'46" W	594.06'
114-115	N 14°06'54" W	55.19'
115-116	SEE C7 IN CURVE TABLE	
116-117	N 44°06'26" W	100.95'
117-118	SEE C8 IN CURVE TABLE	
118-119	S 89°57'34" W	277.59'
119-120	N 83°44'15" W	79.58'
120-121	S 89°19'46" W	176.05'
121-122	N 84°57'14" W	301.50'
122-123	N 00°40'14" W	6.98'
131-132	S 00°40'14" E	17.00'
132-133	S 89°19'46" W	400.00'
133-134	S 84°06'36" W	219.85'
134-135	S 89°19'46" W	354.87'
135-136	S 80°59'54" W	117.38'
136-137	S 27°12'57" E	831.82'
137-138	S 20°00'28" E	298.53'
138-139	S 20°00'28" E	462.10'
139-140	S 18°24'21" E	785.00'
140-141	S 10°46'05" E	356.56'

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, AND CSM 489.
EXISTING HIGHWAY RIGHT OF WAY FOR GOEDE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140, CSM 5719, AND CSM 489.
EXISTING HIGHWAY RIGHT OF WAY FOR LAKE DRIVE RD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29)140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

R/W STATION & OFFSET TABLE					
102	1506+00.30	287.17'	121	41+98.95 "L"	69.73'
103	1504+71.93	232.21'	122	38+98.94 "L"	39.82'
104	1503+03.18	156.49'	123	38+98.93"L"	32.83'
106	1505+52.00	162.64'	131	62+96.98"L"	31.87
107	1505+52.00	157.64'	132	62+96.98"L"	48.87
108	1506+94.72	161.57'	133	58+96.98"L"	49.03
109	1506+96.86	156.63'	134	56+78.06"L"	69.12
110	1507+32.09	157.65'	135	53+23.18"L"	69.26'
IP 151	1509+30.08	163.70'	136	1526+70.00	140.00'
111	1511+77.85	197.08'	137	1518+50.00	150.00'
112	1516+81.95	216.79'	138	1515+56.15	132.81'
113	1517+95.00	208.34'	139	1511+00.00	123.68
114	1524+02.00	241.71'	140	1503+25.00	135.00'
115	1524+57.00	228.93'	141	1499+72.64	112.59'
116	1526+94.49	241.95'	142	1500+58.48	238.98'
117	1527+94.68	267.70'	143	1503+47.39	265.15'
118	1529+05.23	274.16'	144	1504+40.88	298.88'
119	44+54.00 "L"	79.23'	145	1505+73.17	347.72'
120	43+75.00 "L"	69.66'			

TLE STATION & OFFSET TABLE		
T160	1508+05.70	164.84'
T161	1508+07.81	159.90'

EXISTING IRON PIPES		
PT #	Y	X
IP 150	401014.378	915285.724
IP 151	401129.403	915242.952
IP 152	401187.441	915213.805
IP 153	401325.662	915141.699
IP 154	401347.630	915130.505
IP 155	401423.855	915098.742

(241) ROCK ENERGY COOPERATIVE
VOL. 18728, PG. 16-17, DOC. 2348518 - PARCEL 2
VOL. 18728, PG. 18-19, DOC. 2348519 - PARCEL 6

LOT 1 CSM 489 VOL. 2 PG. 296 DOC. 1283831
LOT 2 CSM 489 VOL. 2 PG. 296 DOC. 1283831
LOT 3 CSM 489 VOL. 2 PG. 296 DOC. 1283831
LOT 2 CSM 5719 VOL. 27 PG. 17-18 DOC. 2121019

IP 154 IS N67°39'10"E, 0.46' FROM POINT 111
IP 150 IS S29°23'13"E, 2.36' FROM POINT T161
TLE - GRADING 0.013 ACRES

FOUND ALUMINUM MONUMENT
Y = 400,291.736
X = 917,965.375

FOUND ALUMINUM MONUMENT
Y = 400,288.944
X = 915,317.169

SCHEDULE OF LANDS & INTERESTS REQUIRED						
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.						
PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
1	STEVEN R. DRAYS AND SUSAN M. DRAYS	FEE/TLE	0.075	0.288	0.363	0.013
2	ROGER ROENNEBURG	FEE	1.504	---	1.504	---
3	CRAZY ACRES, INC.	FEE	1.150	---	1.150	---
4	DANE COUNTY GROWERS	FEE	0.138	---	0.138	---
6	ALBERT J. FRYE AND MARGARET FRYE	FEE	0.078	---	0.078	---
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED						

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.01 AMENDMENT NO: 1

AMENDMENT CORRECTS TOTAL ACRES FOR PARCEL 1 IN THE SCHEDULE OF LANDS & INTERESTS OF TPP 1007-10-21-4.01 RECORDED AS DOCUMENT NUMBER 5054949.
THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 AND THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 35. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 36. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

emcs inc

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.01 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE 11/5/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 11/05/14
(PRINTED NAME) DAVID R. MILLER

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.02 AMENDMENT NO: 1

AMENDMENT ADDS AN ACCESS EASEMENT TO PARCEL 11, REMOVES UTILITY PARCEL 251 AND REVISES UTILITY NUMBERS 221 AND 250 OF TRANSPORTATION PROJECT PLAT 1007-10-21-4.02 RECORDED AS DOCUMENT NUMBER 5059301.
THAT PART OF LOT 1 OF CSM 9619 LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 35. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 35. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR LAKE DRIVE RD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 7418, AND CSM 9619

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #
5077879
06/19/2014 09:27 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.02
AMENDMENT NO: 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
9	ROBERT JOSEPH HICKS AND CONNIE MAE HICKS	FEE	0.050	---	0.050	---
11	EASTMAN HUNTING CLUB, INC.	FEE/TLE	0.758	---	0.758	0.516

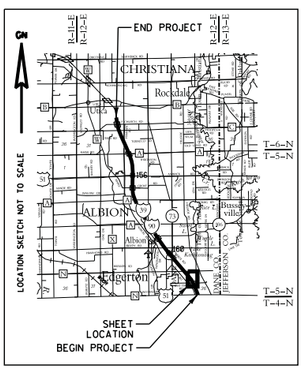
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, LLC (ELECTRIC)	RELEASE OF RIGHTS
221	FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS
250	CELLCO PARTNERSHIP	RELEASE OF RIGHTS

EXISTING IRON PIPES

PT #	Y	X
IP 250	403221.609	914063.506
IP 251	403792.453	913634.400
IP 252	404129.521	913419.701



TLE STATION & OFFSET TABLE

T260	1530+81.00	123.62'
T261	1530+29.00	206.00'
T266	1530+08.00	194.00'
T262	1530+09.00	159.00'
T263	1528+99.00	155.00'
T264	1528+65.00	177.00'
T265	55+84.82"L"	103.82'
T267	55+84.52"L"	70.84'

R/W STATION & OFFSET TABLE

203	38+98.91"L"	33.18'
204	38+98.91"L"	40.18'
205	41+99.00"L"	80.29'
206	43+75.00"L"	80.36'
207	1531+32.00	292.92'
IP 250	1533+92.36	309.53'
208	1541+30.26	330.60'
209	1545+34.89	291.12'
210	1546+77.82	286.89'
213	1543+31.67	153.46'
214	1541+00.00	144.11'
215	1538+50.00	149.05'
216	1528+62.00	127.45'
217	53+71.00"L"	77.04'
218	53+93.27"L"	70.77'
219	56+78.11"L"	70.88'
220	58+96.94"L"	50.97'
221	62+96.94"L"	51.13'
222	62+96.95"L"	34.13'

R/W COURSE TABLE

203-204	N 00°40'14" W	7.00'
204-205	N 81°44'27" E	302.76'
205-206	N 89°19'46" E	176.00'
206-207	N 84°48'00" E	230.07'
207-IP 250	SEE CURVE DATA ON SHEET	
IP 250-208	N 36°53'48" W	714.18'
208-209	N 32°35'28" W	399.59'
209-210	N 36°53'48" W	142.99'
213-214	SEE CURVE DATA ON SHEET	
214-215	S 37°33'27" E	253.74'
215-216	S 31°37'49" E	1001.60'
216-217	N 89°35'16" E	268.71'
217-218	S 74°54'18" E	23.14'
218-219	N 89°19'46" E	284.84'
219-220	S 85°26'54" E	219.73'
220-221	N 89°19'46" E	400.00'
221-222	S 00°40'14" E	17.00'

202 WISCONSIN POWER AND LIGHT COMPANY (ELECTRIC)
NO EASEMENT OF RECORD - PARCEL 11

221 FRONTIER COMMUNICATIONS OF WI LLC
VOL. 12691, PG. 76, DOC. 2135087 - PARCEL 11

250 CELLCO PARTNERSHIP
DOC. 3029163 - PARCEL 11

N89°35'54"E 365.01' RW TO RL
N89°35'54"E 195.23' RL TO RW
1/16 LINE STA 1544+52.15
RL=N38°35'25" W
105.75'
R =11559.19
L =235.34
CB =S35°33'30"E
CL =235.33
PI 1522+32.26
Y =402,457.556
X =915,126.129
Δ =24°50'35" LT
D =0°34'41"
T =2182.75'
L =4296.90'
R =9910.00'
DB =S13°44'50"E
PC 1500+49.51
IP 252 0.75" IRON ROD
IP 252 IS N53°06'12"E, 0.21' FROM POINT 209
IP 251 0.75" IRON ROD
IP 251 IS N53°06'12"E, 0.46' FROM POINT 208
PT STA1543+46.40
STA 1540+45.10
STA 43+48.54"L"
FOUND ALUMINUM MONUMENT
Y = 402,939.411
X = 915,287.223
T 05 N R 12 E 35 36
SECTION LINE
LOT 1 CSM 7418 VOL. 38 PG. 124-125 DOC. 2592336
S00°40'14"E 27.21' RW TO TRAV. PNT.
55"L" 1/4 LINE
N00°35'43"W 62.10' MON TO RW
60+00
S89°35'16"W 542.52' MON. TO TAN.
S89°31'31"W 618.91' TRAV. PNT. TO MON.
S89°31'31"W 2027.91' MON. TO TRAV. PNT.
CALCULATED POSITION
Y = 402983.583
X = 920618.336
T 05 N R 12 E 36 31 R 13 E
TOWN
SW - NE
SE - NE
OF
ALBION
LOT 1 CSM 9619 VOL.55 PG.156-159 DOC.3196520 TRANS 233 RESTICTIONS APPLY DOT 13-0I90-242-00-0 FEBUARY 28, 2000
I-39/90
EXISTING RL FOR PROJECT I-90-3 (29) 140
TAN. RL N38°35'25"W TRAV. PNT. TO PI STA 1522+32.26 TAN. 611.48'
SAME POINT
20' UTILITY AND INGRESS/EGRESS EASEMENT CELLCO PARTNERSHIP DOC. 3029163
TLE - GRADING 0.516 ACRES
N00°40'14"W 17.10' TRAV. PNT. TO RW
R =8489.42'
L =253.03'
CB =N36°05'10"W
CL =253.02
0.75" IRON ROD
0.25" IP
B-13-701
B-13-700
SECTION LINE
38+48
40"L"
1/4 LINE
45"L"
50"L"
55"L"
STA 1528+57.34
LAKE DRIVE RD
R =N89°21'09"E
N89°35'16"E 3523.29' MON. TO TRAV. PNT.
S89°35'16"W 542.52' MON. TO TAN.
S89°35'16"W 1236.64' TAN. TO TRAV. PNT.
POT STA50+00.00"L"/ 1528+44.05
FOUND ALUMINUM MONUMENT
Y = 402,901.260
X = 909,984.913
T 05 N R 12 E 34 35
TAN. RL S38°35'25"E 611.48' TRAV. PNT. TO PI STA 1522+32.26
GN

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.02 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

emcs inc

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

(SIGNATURE) Kevin C. Boyer DATE 6/17/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 6/18/2014
(PRINTED NAME) DAVID R. MILLER

SCALE, FEET
0 100 200

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

1007-10-21-4.02 AMENDMENT NO: 1
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 06/17/2014

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

4

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.03

I-39/90 ILLINOIS STATE LINE - MADISON SOUTH DANE COUNTY LINE - EAST CHURCH ROAD

THAT PART OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 AND THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 35. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5059303
03/20/2014 09:10 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.03
AMENDMENT NO:

1007-10-21-4.03

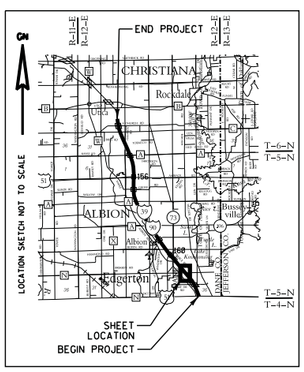
R/W STATION & OFFSET TABLE		
302	1546+77.82	286.89'
303	1552+37.52	270.34'
304	1558+47.21	276.95'
305	1563+51.96	282.42'
309	1560+33.17	122.61'
310	1560+29.49	122.72'
311	1558+29.89	138.80'
312	1551+76.73	158.66'
313	1543+31.67	153.46'

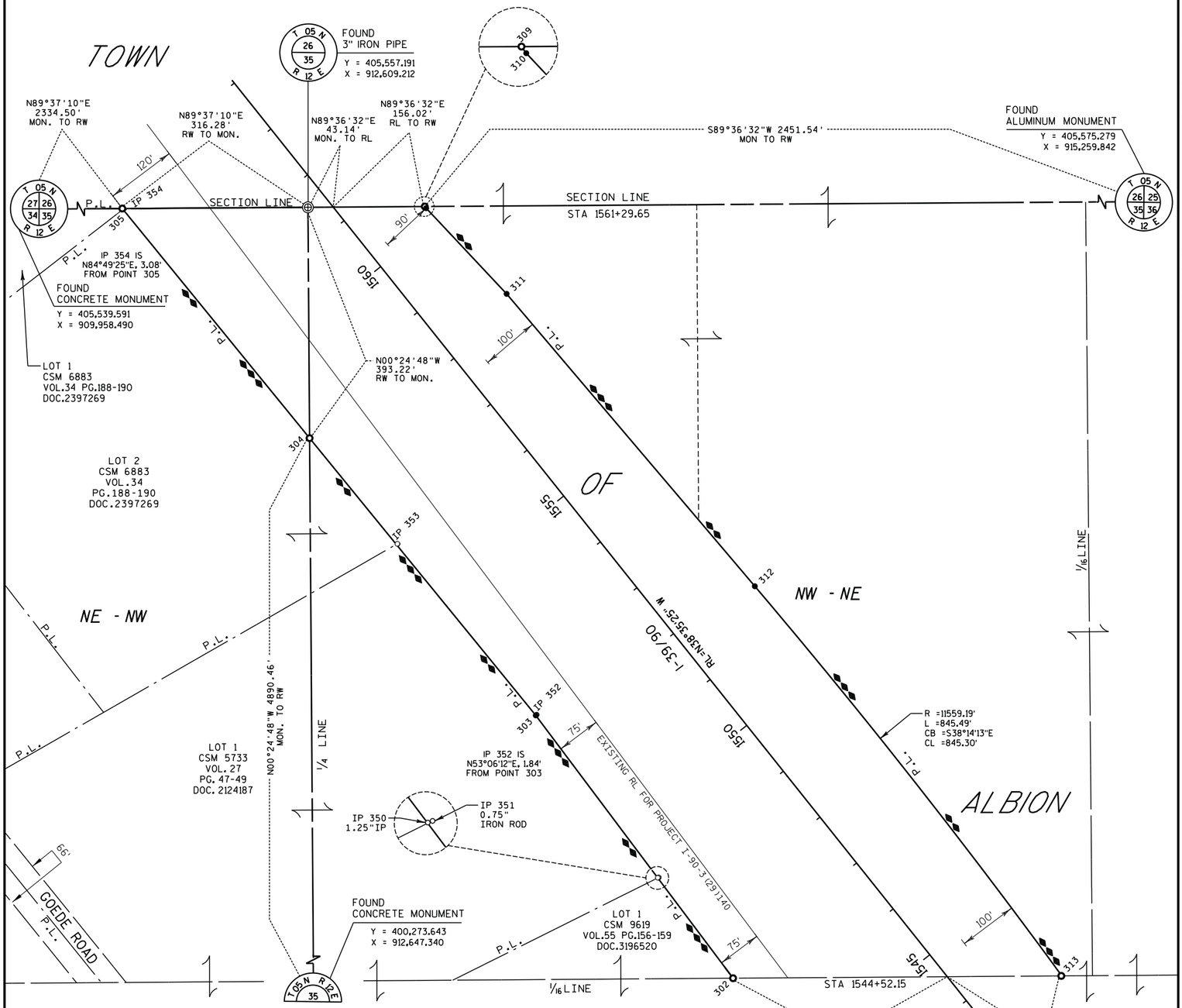
R/W COURSE TABLE		
309-310	S 40°19'57" E	3.68'
310-311	S 43°11'41" E	200.25'
311-312	S 40°19'57" E	653.46'
312-313	SEE CURVE DATA ON SHEET	
302-303	N 36°53'48" W	559.94'
	(RECORDED AS S37° 17'03"E)	
303-304	N 39°12'39" W	609.73'
	(RECORDED AS S38° 54'02"E)	
304-305	N 39°12'39" W	504.78'

EXISTING IRON PIPES		
PT #	Y	X
IP 350	404414.943	913205.442
IP 351	404415.513	913206.987
IP 352	404692.651	912998.979
IP 353	404983.824	912761.767
IP 354	405555.369	912296.010

GN

SCALE, FEET
0 100 200





I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

emcs inc

WISCONSIN
KEVIN C BOYER S-2675 HEWITT WI
LAND SURVEYOR

(SIGNATURE) Kevin C. Boyer DATE 3/12/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE

(SIGNATURE) DATE 3/27/14
(PRINTED NAME) Jennifer Queram

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 03/12/2014

4

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

4

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.04

THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, AND THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 26, ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140 AND CSM 7490.

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5059304
03/20/2014 09:13 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.04
AMENDMENT NO:

1007-10-21-4.04

PLOT SCALE : 1:100

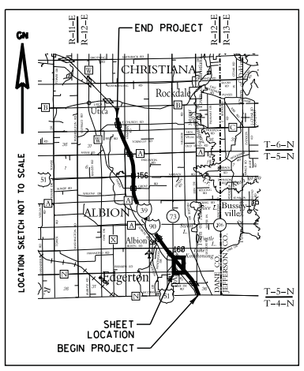
PLOT NAME :

PLOT BY : bjl

PLOT DATE : $DATE$

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 02/25/2014

EXISTING IRON PIPES		
PT #	Y	X
IP 450	405555.369	912296.010
IP 451	406699.698	911439.900



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL
11	EASTMAN HUNTING CLUB, INC.	FEE	2.275	---	2.275

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	AMERICAN TRANSMISSION COMPANY, LLC	RELEASE OF RIGHTS

(200) AMERICAN TRANSMISSION COMPANY, LLC
DOC. 4460612 - PARCEL 11

R/W COURSE TABLE		
404-405	N 36°53'48" W	1232.06'
405-IP 451	N 35°26'05" W	195.51'
IP 451-406	SEE CURVE DATA ON SHEET	
409-410	S 40°38'08" E	320.93'
410-411	S 39°22'30" E	1602.64'
411-412	S 35°31'29" E	139.45'
412-413	S 35°31'29" E	261.12'
413-414	S 40°19'57" E	66.86'

N00°41'53"E 188.97' TAN. TO RW
STA 1582+76.14
1/16 LINE
TOWN
NE- SW
409
11
410
P.I. STA 1579+14.86
N40°20'25"E 322.27' TAN. TO P.I. 10 TRAV. PNT.
1580
90°
406
N00°41'53"E 345.46' RW TO TAN.
1/16 LINE
STA 1578+15.66
I-39/90
P.I.
115'
P.I.
IP 451
R =22803.33'
L =230.95'
CB =N 37°14'40" W
CL =230.94'
LOT 2
CSM 7490
VOL. 38
PG. 314-316
DOC. 2610686
405
120'
1575
PC STA 1576+02.95
EXISTING RL FOR PROJECT I-90-3(29)140
1/16 LINE
SE - SW
1570
90°
P.I.
RL N38°35'25"W 1565.55'
PI 1579+14.86
Y =406,952.851
X =911,538.831
Δ =01°45'00" LT
D =00°08'36"
T =610.91'
L =1221.73'
R =40,000.00'
DA =N40°20'25"W
PT 1585+25.68
FOUND CONCRETE MONUMENT
Y = 410,826.575
X = 912,691.852
S00°53'55"W 5005.16' MON. TO RW
GN
SCALE, FEET
0 100 200
OF
1/4 LINE
SW - SE
STA 1561+97.47
411
1565
412
N38°35'25"W 67.82' TRAV. PNT. TO 1/4 LINE
S00°53'55"W 211.57' RW TO RL
S00°53'55"W 53.31' RL TO MON.
11
ALBION
N89°37'10"E 2334.50' MON. TO RW
120'
IP 450
413
90°
S89°36'32"W 2451.54' MON. TO RW
FOUND CONCRETE MONUMENT
Y = 405,539.591
X = 909,958.490
P.L. SECTION LINE
404
STA 1561+29.65
414
IP 450 IS N84°49'25"E, 3.08' FROM POINT 404
S89°37'10"W 316.28' MON. TO RW
1950
S89°36'32"W 156.02' RW TO RL
S89°36'32"W 43.14' RL TO MON.
FOUND ALUMINUM MONUMENT
Y = 405,575.279
X = 915,259.842
FOUND 3" IRON PIPE
Y = 405,557.191
X = 912,609.212

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

emcs inc

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

(SIGNATURE) Kevin C. Boyer DATE 2/25/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) DATE 3/17/14
(PRINTED NAME) Jennifer Queram

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

R/W STATION & OFFSET TABLE		
404	1563+51.96	282.42'
405	1575+85.21	245.02'
IP 451	1577+81.49	232.41'
406	1580+13.59	223.56'
409	1584+19.90	124.21'
410	1581+00.00	128.00'
411	1565+00.00	142.00'
412	1563+60.75	134.54'
413	1561+00.00	120.58'
414	1560+33.17	122.61'

4

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5093305
08/22/2014 09:54 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.05
AMENDMENT NO: 2

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.05 AMENDMENT NO: 2

AMENDS UTILITY NUMBERS 221 AND 241 OF TPP 1007-10-21-4.05 RECORDED AS DOCUMENT 5059305.

THAT PART OF LOT 2 OF C.S.M. NO. 7490 AND PART OF LOTS 1 & 2 OF C.S.M. NO. 8753, LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 26. ALSO THAT PART OF LOT 1 OF C.S.M. NO. 7703 LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26. ALSO THAT PART OF VACATED GOEDE ROAD LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

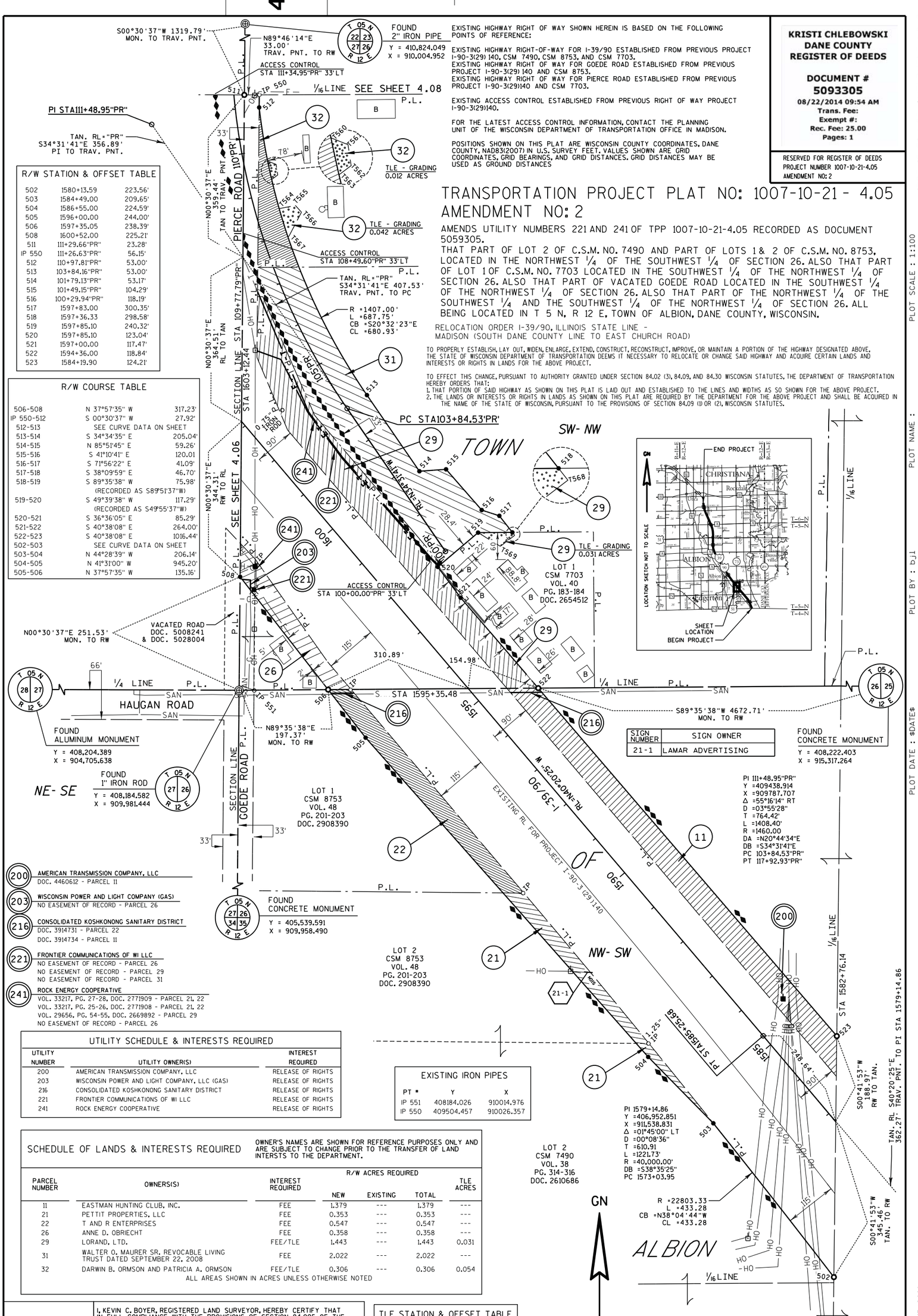
EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140, CSM 7490, CSM 8753, AND CSM 7703.
EXISTING HIGHWAY RIGHT OF WAY FOR GOEDE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140 AND CSM 8753.
EXISTING HIGHWAY RIGHT OF WAY FOR PIERCE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140 AND CSM 7703.

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29)140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES



SIGN NUMBER	SIGN OWNER
21-1	LAMAR ADVERTISING

R/W STATION & OFFSET TABLE

502	1580+13.59	223.56'
503	1584+49.00	209.65'
504	1586+55.00	224.59'
505	1596+00.00	244.00'
506	1597+35.05	238.39'
508	1600+52.00	225.21'
511	111+29.66"PR"	23.28'
IP 550	111+26.63"PR"	56.15'
512	110+97.81"PR"	53.00'
513	103+84.16"PR"	53.00'
514	101+79.13"PR"	53.17'
515	101+49.15"PR"	104.29'
516	100+29.94"PR"	118.19'
517	1597+83.00	300.35'
518	1597+36.33	298.58'
519	1597+85.10	240.32'
520	1597+85.10	123.04'
521	1597+00.00	117.47'
522	1594+36.00	118.84'
523	1584+19.90	124.21'

R/W COURSE TABLE

506-508	N 37°57'35" W	317.23'
IP 550-512	S 00°30'37" W	27.92'
512-513	SEE CURVE DATA ON SHEET	
513-514	S 34°34'35" E	205.04'
514-515	N 85°51'45" E	59.26'
515-516	S 41°10'41" E	120.01
516-517	S 71°56'22" E	41.09'
517-518	S 38°09'59" E	46.70'
518-519	S 89°35'38" W	75.98'
	(RECORDED AS S89°51'37"W)	
519-520	S 49°39'38" W	117.29'
	(RECORDED AS S49°55'37"W)	
520-521	S 36°36'05" E	85.29'
521-522	S 40°38'08" E	264.00'
522-523	S 40°38'08" E	1016.44'
502-503	SEE CURVE DATA ON SHEET	
503-504	N 44°28'39" W	206.14'
504-505	N 41°31'00" W	945.20'
505-506	N 37°57'35" W	135.16'

(200) AMERICAN TRANSMISSION COMPANY, LLC
DOC. 4460612 - PARCEL 11

(203) WISCONSIN POWER AND LIGHT COMPANY (GAS)
NO EASEMENT OF RECORD - PARCEL 26

(216) CONSOLIDATED KOSHKONONG SANITARY DISTRICT
DOC. 3914731 - PARCEL 22
DOC. 3914734 - PARCEL 11

(221) FRONTIER COMMUNICATIONS OF WI LLC
NO EASEMENT OF RECORD - PARCEL 26
NO EASEMENT OF RECORD - PARCEL 29
NO EASEMENT OF RECORD - PARCEL 31

(241) ROCK ENERGY COOPERATIVE
VOL. 33217, PG. 27-28, DOC. 2771909 - PARCEL 21, 22
VOL. 33217, PG. 25-26, DOC. 2771908 - PARCEL 21, 22
VOL. 29656, PG. 54-55, DOC. 2669892 - PARCEL 29
NO EASEMENT OF RECORD - PARCEL 26

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	AMERICAN TRANSMISSION COMPANY, LLC	RELEASE OF RIGHTS
203	WISCONSIN POWER AND LIGHT COMPANY, LLC (GAS)	RELEASE OF RIGHTS
216	CONSOLIDATED KOSHKONONG SANITARY DISTRICT	RELEASE OF RIGHTS
221	FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

EXISTING IRON PIPES

PT =	Y	X
IP 551	408184.026	910014.976
IP 550	409504.457	910026.357

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
11	EASTMAN HUNTING CLUB, INC.	FEE	1.379	---	1.379	---
21	PETTIT PROPERTIES, LLC	FEE	0.353	---	0.353	---
22	T AND R ENTERPRISES	FEE	0.547	---	0.547	---
26	ANNE D. OBRIECHT	FEE	0.358	---	0.358	---
29	LORAND, LTD.	FEE/TLE	1.443	---	1.443	0.031
31	WALTER O. MAURER SR. REVOCABLE LIVING TRUST DATED SEPTEMBER 22, 2008	FEE	2.022	---	2.022	---
32	DARWIN B. ORMSON AND PATRICIA A. ORMSON	FEE/TLE	0.306	---	0.306	0.054

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

TLE STATION & OFFSET TABLE

T560	109+73.02"PR"	53.00'
T561	109+61.29"PR"	69.98'
T562	109+36.64"PR"	68.39'
T563	109+29.51"PR"	53.00'
T564	108+60.33"PR"	53.00'
T565	108+56.94"PR"	89.44'
T566	108+37.67"PR"	98.12'
T567	107+90.37"PR"	53.00'
T568	1597+28.00	298.26'
T569	1597+30.00	258.29'

emcs inc

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.05 AMENDMENT NO: 2 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE 8/15/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2575

WISCONSIN KEVIN C BOYER S-2575 HEWITT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 8/20/2014
(PRINTED NAME) DAVID R. MILLER

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

1007-10-21-4.05 AMENDMENT NO: 2
PLOT SCALE : 1:1100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 8/15/2014

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.06
AMENDMENT NO: 1

AMENDS UTILITY NUMBER 241 AND REMOVES UTILITY NUMBER 202 OF TPP 1007-10-21-4.06 RECORDED AS DOCUMENT 5059306.

THAT PART OF VACATED GOEDE ROAD LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 27. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 27. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140.
EXISTING HIGHWAY RIGHT OF WAY FOR USH 51 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140.
EXISTING HIGHWAY RIGHT OF WAY FOR ALBION ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140
EXISTING HIGHWAY RIGHT OF WAY FOR HAUGAN ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140
EXISTING HIGHWAY RIGHT-OF-WAY FOR GOEDE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR PIERCE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140.
EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29)140.
FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL
27	WILLIAM E. GRIDLEY AND VICKY L. GRIDLEY	FEE	0.424	---	0.424
28	TRUCK STOP, LLC	FEE	5.857	---	5.857
36	JEROME A. SHINKAY AND ARDYS A. SHINKAY REVOCABLE TRUST AND KEITH E. HOLDEN	FEE	0.215	---	0.215

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

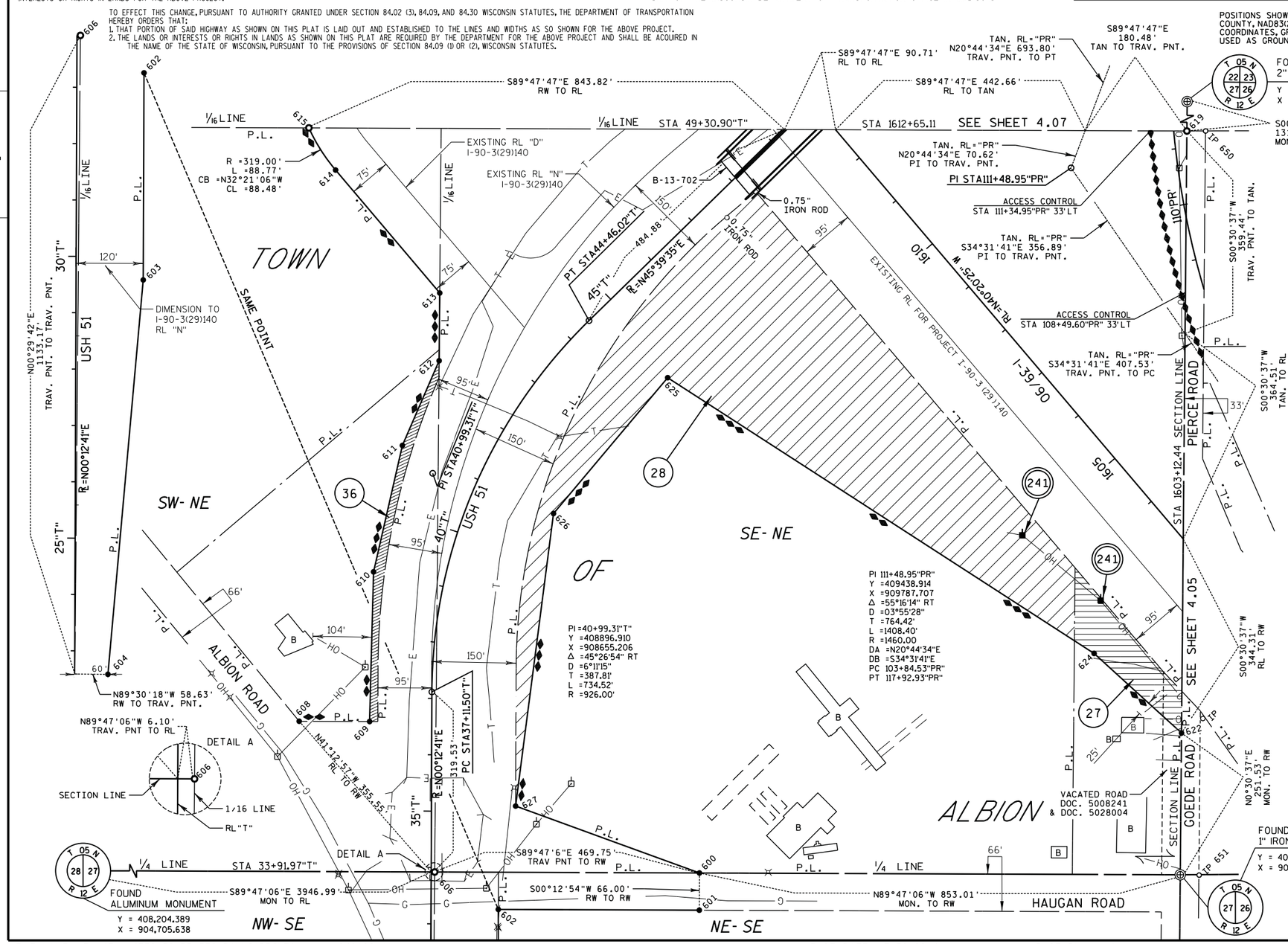
KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5089315
08/05/2014 12:20 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.06
AMENDMENT NO: 1

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET, VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

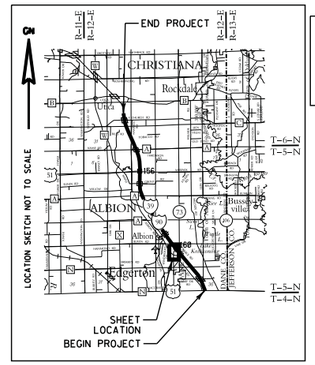


UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
221	FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

(221) FRONTIER COMMUNICATIONS OF WI LLC
VOL. 9862, PG. 56, DOC. 2011857 - PARCEL 28

(241) ROCK ENERGY COOPERATIVE
VOL. 33089, PG. 37, DOC. 2768195 - PARCEL 27
NO EASEMENT OF RECORD - PARCEL 28



EXISTING IRON PIPES

PT #	Y	X
IP 650	409504.457	910026.357
IP 651	408184.026	910014.976

GN

SCALE, FEET
0 100 200

R/W COURSE TABLE

600-601	S 00°12'54" W	66.00'
601-602	N 89°47'06" W	356.61'
602-603	S 00°13'03" W	367.44'
603-604	S 05°07'00" W	702.57'
608-609	S 89°46'57" E	124.95'
609-610	N 01°30'37" E	265.70'
610-611	N 12°51'14" E	229.99'
611-612	N 23°26'40" E	163.84'
612-613	N 00°30'05" E	120.28'
613-614	N 40°16'12" W	285.89'
614-615	SEE CURVE DATA ON SHEET	
622-624	N 47°40'46" W	209.72'
624-625	N 57°06'14" W	900.97'
625-626	S 40°03'13" W	314.85'
626-627	S 07°22'43" W	523.40'
627-600	S 69°59'24" E	347.11'

R/W STATION & OFFSET TABLE

600	33+91.94"T"	475.85'
601	33+25.94"T"	475.84'
602	33+25.96"T"	119.24'
603	29+58.52"T"	119.20'
604	22+58.52"T"	59.12'
606	33+91.97"T"	6.10'
608	36+58.55"T"	235.25'
609	36+58.54"T"	110.30'
610	39+00.00"T"	126.00'
611	41+00.00"T"	147.00'
612	42+40.00"T"	161.71'
613	43+21.40"T"	230.64'
614	43+59.01"T"	511.69'
615	43+75.08"T"	596.37'
619	1608+60.05	473.53'
622	1600+52.00	225.21'
624	1602+60.00	252.00'
625	44+75.00"T"	170.00'
626	41+00.00"T"	147.00'
627	35+09.51"T"	149.26'

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

emcs inc

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.06 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE 7/30/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 7/31/2014
(PRINTED NAME) DAVID R

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\CADDS\Plan\tpp\040106_A1_rp.dgn
APPRAISAL PLAT DATE : 7/30/2014
PLOT DATE : 7/30/2014
PLOT BY : bjl
PLOT NAME :
PLOT SCALE : 1:100

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

SCHEDULE OF LANDS & INTERESTS REQUIRED			OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.		
PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL
37	HENRY B. BRATLAND SR., AND RITA R. BRATLAND	FEE	4.490	---	4.490
51	JACOB A. REPPEN AND LINDA G. REPPEN	FEE	0.585	---	0.585
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED					

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140.
EXISTING HIGHWAY RIGHT OF WAY FOR PIERCE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29)140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.07

THAT PART OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 AND PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 27. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

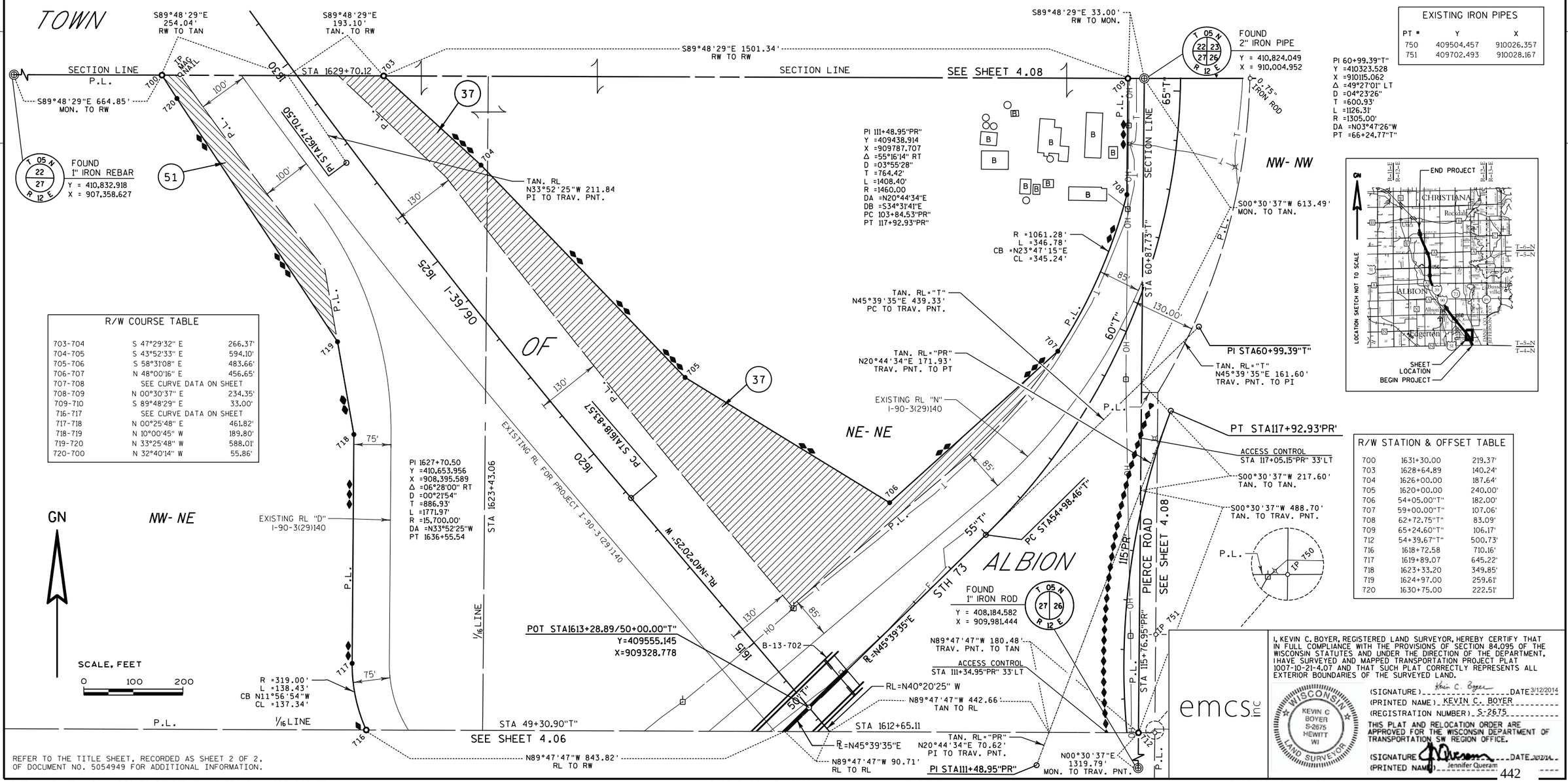
RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #
5059307
03/20/2014 09:20 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.07
AMENDMENT NO:



R/W COURSE TABLE		
703-704	S 47°29'32" E	266.37'
704-705	S 43°52'33" E	594.10'
705-706	S 58°31'08" E	483.66'
706-707	N 48°00'16" E	456.65'
707-708	SEE CURVE DATA ON SHEET	
708-709	N 00°30'37" E	234.35'
709-710	S 89°48'29" E	33.00'
716-717	SEE CURVE DATA ON SHEET	
717-718	N 00°25'48" E	461.82'
718-719	N 10°00'45" W	189.80'
719-720	N 33°25'48" W	588.01'
720-700	N 32°40'14" W	55.86'

R/W STATION & OFFSET TABLE		
700	1631+30.00	219.37'
703	1628+64.89	140.24'
704	1626+00.00	187.64'
705	1620+00.00	240.00'
706	54+05.00"T"	182.00'
707	59+00.00"T"	107.06'
708	62+72.75"T"	83.09'
709	65+24.60"T"	106.17'
712	54+39.67"T"	500.73'
716	1618+72.58	710.16'
717	1619+89.07	645.22'
718	1623+33.20	349.85'
719	1624+97.00	259.61'
720	1630+75.00	222.51'

emcs inc

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.07 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

(SIGNATURE) Kevin C. Boyer DATE 3/12/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) DATE 3/27/14
(PRINTED NAME) Jennifer Queram

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\CADDS\Plan\TPP\040107_rp.dgn
APPRAISAL PLAT DATE : 03/12/2014
PLOT DATE : 3/12/2014 PLOT BY : bjl PLOT NAME : PLOT SCALE : 1:100

1007-10-21-4.07

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5089316
08/05/2014 12:34 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.08
AMENDMENT NO: 1

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140, CSM 13090, AND CSM 6546
EXISTING HIGHWAY RIGHT OF WAY FOR PIERCE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140 AND CSM 2552

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29)140 AND PREVIOUS ACCESS CONTROL PROJECT 3070-00-29

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.08 AMENDMENT NO: 1

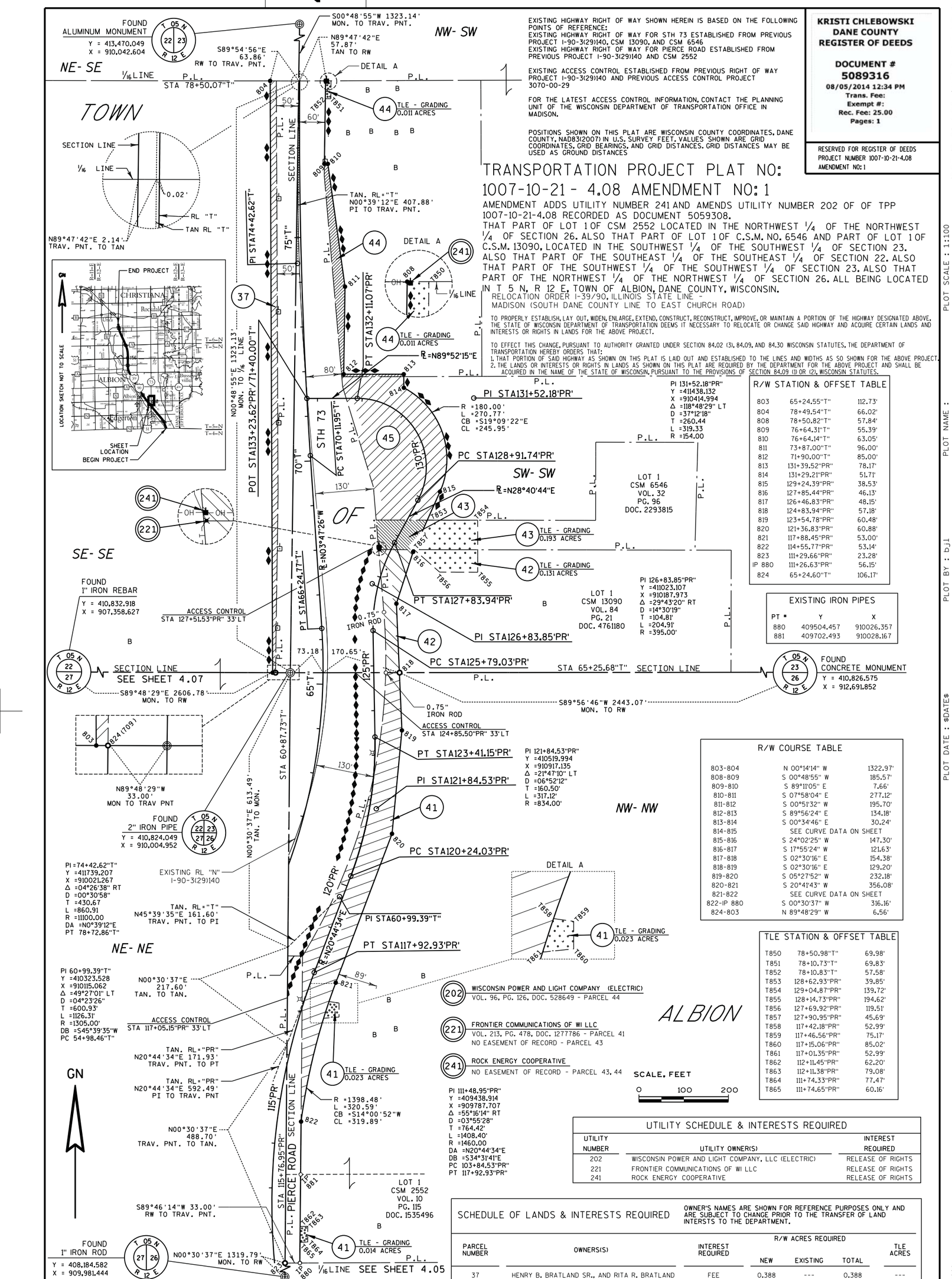
AMENDMENT ADDS UTILITY NUMBER 241 AND AMENDS UTILITY NUMBER 202 OF OF TPP 1007-10-21-4.08 RECORDED AS DOCUMENT 5059308.

THAT PART OF LOT 1 OF CSM 2552 LOCATED IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26. ALSO THAT PART OF LOT 1 OF C.S.M. NO. 6546 AND PART OF LOT 1 OF C.S.M. 13090, LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 22. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



R/W STATION & OFFSET TABLE

803	65+24.55"T"	112.73'
804	78+49.54"T"	66.02'
808	78+50.82"T"	57.84'
809	76+64.31"T"	55.39'
810	76+64.14"T"	63.05'
811	73+87.00"T"	96.00'
812	71+90.00"T"	85.00'
813	131+39.52"PR"	78.17'
814	131+29.21"PR"	51.71'
815	129+24.39"PR"	38.53'
816	127+85.44"PR"	46.13'
817	126+46.83"PR"	48.15'
818	124+83.94"PR"	57.18'
819	123+54.78"PR"	60.48'
820	121+36.83"PR"	60.88'
821	117+88.45"PR"	53.00'
822	114+55.77"PR"	53.14'
823	111+29.66"PR"	23.28'
IP 880	111+26.63"PR"	56.15'
824	65+24.60"T"	106.17'

EXISTING IRON PIPES

PT #	Y	X
880	409504.457	910026.357
881	409702.493	910028.167

R/W COURSE TABLE

803-804	N 00°14'14" W	1322.97'
808-809	S 00°48'55" W	185.57'
809-810	S 89°11'05" E	7.66'
810-811	S 07°58'04" E	277.12'
811-812	S 00°51'32" W	195.70'
812-813	S 89°56'24" E	134.18'
813-814	S 00°34'46" E	30.24'
814-815	SEE CURVE DATA ON SHEET	
815-816	S 24°02'25" W	147.30'
816-817	S 17°55'24" W	121.63'
817-818	S 02°30'16" E	154.38'
818-819	S 02°30'16" E	129.20'
819-820	S 05°27'52" W	232.18'
820-821	S 20°41'43" W	356.08'
821-822	SEE CURVE DATA ON SHEET	
822-IP 880	S 00°30'37" W	316.16'
824-803	N 89°48'29" W	6.56'

TLE STATION & OFFSET TABLE

T850	78+50.98"T"	69.98'
T851	78+10.73"T"	69.83'
T852	78+10.83"T"	57.58'
T853	128+62.93"PR"	39.85'
T854	129+04.87"PR"	139.72'
T855	128+14.73"PR"	194.62'
T856	127+69.92"PR"	119.51'
T857	127+90.95"PR"	45.69'
T858	117+42.18"PR"	52.99'
T859	117+46.56"PR"	75.17'
T860	117+15.06"PR"	85.02'
T861	117+01.35"PR"	52.99'
T862	112+11.45"PR"	62.20'
T863	112+11.38"PR"	79.08'
T864	111+74.33"PR"	77.47'
T865	111+74.65"PR"	60.16'

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, LLC (ELECTRIC)	RELEASE OF RIGHTS
221	FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
37	HENRY B. BRATLAND SR., AND RITA R. BRATLAND	FEE	0.388	---	0.388	---
41	ROBERT W. LYKE AND SANDRA P. LYKE, TRUSTEES OF THE ROBERT W. LYKE AND SANDRA P. LYKE REVOCABLE TRUST DATED 6-18-09	FEE/TLE	1.249	0.520	1.769	0.037
42	CHS INC.	FEE/TLE	0.252	---	0.252	0.131
43	DAVID G. MILLAR	FEE/TLE	0.147	---	0.147	0.193
44	EDWARD J. OLSON AND JEAN A. OLSON	FEE/TLE	0.194	---	0.194	0.011
45	CRAZY ACRES, INC.	FEE	1.209	---	1.209	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.08 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE: 7/30/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 7/31/2014
(PRINTED NAME) DAVID R. MILLER

emcs inc

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

1007-10-21-4.08 AMENDMENT NO: 1
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 7/30/2014

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.09

THAT PART OF OUTLOT 61 OF ASSESSOR'S PLAT OF VILLAGE OF ALBION (UNINCORPORATED) LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 AND THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4. ALL BEING LOCATED IN SECTION 22. T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #
5059309
03/20/2014 09:20 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

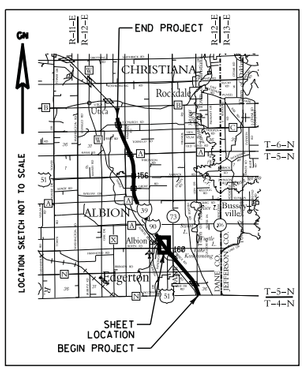
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.09
AMENDMENT NO:

SIGN NUMBER	SIGN OWNER
37-1	COACHMAN'S GOLF RESORT

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140 AND ASSESSOR'S PLAT OF VILLAGE OF ALBION.
EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29)140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES



R/W COURSE TABLE

902-903	N 32°40'14" W	491.84'
903-904	N 32°23'18" W	405.65'
904-905	N 37°34'03" W	274.61'
908-909	S 38°08'21" E	133.78'
909-910	S 30°40'46" E	949.47'
910-911	S 28°51'27" E	399.57'
911-912	S 36°56'53" E	480.23'
912-913	S 47°29'32" E	51.59'

R/W STATION & OFFSET TABLE

902	1631+30.00	219.37'
903	1636+15.00	200.18'
904	1640+20.00	189.61'
905	1642+94.04	207.30'
908	1648+81.41	199.95'
909	1647+48.00	209.90'
910	1638+00.00	157.00'
911	1634+00.00	120.00'
912	1629+16.00	130.55'
913	1628+64.89	140.24'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL
37	HENRY B. BRATLAND, SR., AND RITA R. BRATLAND	FEE	2.158	---	2.158
52	BERT N. BROOKENS AND BRENDA J. BROOKENS	FEE	0.536	---	0.536
53	HARDING JOINT REVOCABLE TRUST DATED MARCH 26, 2012, AND AS THEREAFTER MAY BE AMENDED FROM TIME TO TIME	FEE	0.161	---	0.161
54	ROGER J. OLSON AND NANCY J. OLSON	FEE	0.611	---	0.611

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

(202) WISCONSIN POWER AND LIGHT COMPANY (ELECTRIC)
NO EASEMENT OF RECORD - PARCEL 37, 54

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, LLC (ELECTRIC)	RELEASE OF RIGHTS

emcs inc

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.09 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

(SIGNATURE) Kevin C. Boyer DATE 3/19/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SW REGION OFFICE.

(SIGNATURE) DATE 3/19/14
(PRINTED NAME) Jennifer Queram

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

1007-10-21-4.09
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 03/19/2014

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.10 AMENDMENT NO: 1

AMENDS PARCEL 59 OF TRANSPORTATION PROJECT PLAT 1007-20-21-4.10 RECORDED AS DOCUMENT NUMBER 5059310

THAT PART OF OUTLOT 61 OF ASSESSOR'S PLAT OF VILLAGE OF ALBION (UNINCORPORATED) LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 22. ALSO THAT PART OF OUTLOT 62 OF ASSESSOR'S PLAT OF VILLAGE OF ALBION (UNINCORPORATED) LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 22. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 22. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140 AND ASSESSOR'S PLAT OF VILLAGE OF ALBION.
EXISTING HIGHWAY RIGHT OF WAY FOR STH 106 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140 AND ASSESSOR'S PLAT OF VILLAGE OF ALBION.

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29)140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5068788
05/08/2014 2:28 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.10
AMENDMENT NO: 1

1007-10-21-4.10 AMENDMENT NO: 1
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 05/7/2014

R/W STATION & OFFSET TABLE

1002	1642+94.04	207.30'
1003	1644+50.00	217.37'
1004	1647+00.00	240.00'
1005	1654+50.00	216.00'
1006	43+75.00"J"	60.00'
1007	43+75.00"J"	54.67'
1008	47+00.00"J"	104.35'
1009	47+75.00"J"	135.77'
1010	1657+15.00	143.50'
1011	1662+93.86	201.59'
1012	1666+16.52	205.85'
1015	1671+13.66	138.46'
1016	1660+75.98	123.27'
1017	1657+80.94	118.95'
1018	54+85.44"J"	208.12'
1019	54+11.83"J"	75.21'
1020	55+60.64"J"	79.32'
1021	57+15.64"J"	96.78'
1023	56+16.60"J"	118.27'
1024	1654+50.00	157.54'
1025	1648+81.41	199.95'
1026	40+08.92"J"	54.65'
1027	40+25.38"J"	32.65'
1028	40+74.75"J"	33.35'
1029	43+16.17"J"	33.33'
1033	44+25.00"J"	46.11'

CURVE TABLE

CURVE NUMBER	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	941.47	164.35	164.14	N59°12'03"E

SIGN NUMBER / SIGN OWNER

SIGN NUMBER	SIGN OWNER
54-1	COACHMAN'S GOLF RESORT

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, LLC (ELECTRIC)	RELEASE OF RIGHTS
221	FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS

R/W COURSE TABLE

1002-1003	N 37°34'03" W	156.28'
1003-1004	N 39°02'46" W	251.02'
1004-1005	N 32°02'27" W	750.38'
1005-1006	S 62°36'02" W	409.08'
1006-1007	N 35°54'40" W	5.33'
1007-1026	S 54°05'34" W	366.08'
1026-1027	N 00°53'29" E	27.47'
1028-1029	N 54°05'34" E	241.42
1029-1033	N 47°23'28" E	109.58'
1033-1008	N 42°07'53" E	281.10'
1008-1009	N 31°21'22" E	81.32'
1009-1010	N 41°59'09" E	36.85'
1010-1011	N 34°37'46" W	578.92'
1011-1012	N 34°37'46" W	322.68'
1015-1016	S 33°02'06" E	1037.80'
1016-1017	S 33°02'06" E	295.06'
1017-1018	N 54°05'34" E	380.47'
1018-1019	S 00°15'26" E	155.06'
1019-1020	N 58°30'41" E	155.78
1020-1021	SEE C1 IN CURVE TABLE	
1023-1024	S 55°22'36" W	440.68'
1024-1025	S 38°08'21" E	570.17'

TLE STATION & OFFSET TABLE

T1050	54+17.77"J"	85.10'
T1051	54+84.76"J"	85.47'
T1052	54+85.00"J"	75.47'
T1053	55+80.93"J"	82.36'
T1054	55+75.00"J"	156.46'
T1055	56+69.00"J"	136.23'
T1056	57+03.68"J"	95.90'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
53	HARDING JOINT REVOCABLE TRUST DATED MARCH 26, 2012	FEE	0.261	---	0.261	---
54	ROGER J. OLSON AND NANCY J. OLSON	FEE	4.045	---	4.045	---
58	MARK W. EVERSON AND LINDA L. EVERSON	FEE	0.649	---	0.649	---
59	PALZKILL PROPERTIES, LLC.	FEE	0.171	---	0.171	---
63	RONALD J. WALTER AND MARY G. WALTER	TLE	---	---	---	0.164

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.10 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE 5/7/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) JQueram DATE 5/7/14
(PRINTED NAME) JENNIFER QUERAM

emcs inc

WISCONSIN — KEVIN C BOYER S-2675 HEWITT WI — LAND SURVEYOR

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

202 WISCONSIN POWER AND LIGHT COMPANY (ELECTRIC)
VOL. 434, PG. 191, DOC. 145372 - PARCEL 54
NO EASEMENT OF RECORD - PARCEL 53,54,58

221 FRONTIER COMMUNICATIONS OF WI LLC
VOL. 31883, PG. 19, DOC. 2734305 - PARCEL 58

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

SCALE, FEET
0 100 200

GN

TOWN OF ALBION

SW-NW | SE-NW | NW-SW | NE-SW | SE-SW

FOUND 6" X 6" STONE MONUMENT
Y = 416,112.185
X = 907,438.081

FOUND 1" IRON PIPE
Y = 413,467.888
X = 904,753.990

FOUND ALUMINUM MONUMENT
Y = 413,470.049
X = 910,042.604

FOUND 1" IRON REBAR
Y = 410,832.918
X = 907,358.627

PI STA 58+61.01"J"
Y =413491.769
X =907526.930
Δ =36°36'00" RT
D =03°28'21"
T =545.69
L =1054.00
R =1650.00
DA =S89°18'40"E
PT 63+69.33"J"

PI STA 58+61.01"J"
Y=413491.769
X=907526.930

POT STA 1655+78.31/50+00.00"J"
Y = 412,386.755
X = 906,829.570

PC STA 53+15.33"J"
385.55'PC STA53+15.33"J" TO TRAV. PNT.

PT STA 55+90.87"J"
ACCESS CONTROL ENDS

STA 56+74.59"J"

STA 43+06.17"J"
ACCESS CONTROL ENDS

STA 40+49.80"J"

STA 1645+93.02

STA 1661+58.66

DETAIL A
TLE - GRADING
0.017 ACRES

TLE - GRADING
0.147 ACRES

DIMENSION TO I-90-3(29)140 RL "M"

GEODETIC MONUMENT DF9911

B-13-703

ASSESSOR'S PLAT OF VILLAGE OF ALBION (UNINCORPORATED)
OUTLOT 62

ASSESSOR'S PLAT OF VILLAGE OF ALBION (UNINCORPORATED)
OUTLOT 61

EXISTING RL FOR PROJECT I-90-3(29)140

N89°58'36"E 1509.38' MON. TO RW
S89°58'36"W 743.76' 1/4 LINE TO RW
S00°51'44"W 14.18' 1/4 LINE TO RW
S00°51'44"W 2643.52' MON. TO 1/4 LINE
S89°58'36"W 2644.30' MON. TO 1/4 LINE
S00°51'44"W 179.44' TAN. TO RW
S00°51'44"W 56.95' RW TO TAN
S00°51'44"W 698.91' RW TO RW
S00°51'44"W 350.92' RW TO RL
S00°51'44"W 363.82' RL TO RW
N00°51'44"E 972.12' MON. TO RW
N00°49'55"E 243.19' RL TO RW
N00°49'55"E 361.54' RW TO RL
N00°53'29"E 41.65' RL TO RW
N00°53'29"E 40.78' RW TO RL
TAN. RL="J" N54°05'20"E 160.14' TRAV. PNT. TO PI STA 58+61.01"J"

LOCATION SKETCH NOT TO SCALE
END PROJECT
BEGIN PROJECT
SHEET LOCATION
CHRISTIANA
ALBION
Rockdale
Albion
Edgerton
T-6-N T-3-N
T-5-N T-4-N
R-14-E R-13-E R-12-E R-11-E

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

4

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.11

THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 22. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 106 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5059311
03/20/2014 09:24 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.11
AMENDMENT NO:

1007-10-21-4.11

PLOT SCALE : 1:100

PLOT NAME :

PLOT BY : bjl

PLOT DATE : $DATE$

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 03/06/2014

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
54	ROGER J. OLSON AND NANCY J. OLSON	FEE	1.690	0.836	2.526	---
62	DANIEL PHILLIP CUNNINGHAM AND MARJORIE ANNE THOMAS	TLE	---	---	---	0.024

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, LLC (ELECTRIC)	RELEASE OF RIGHTS

R/W COURSE TABLE

1102-1103	SEE C1 IN CURVE TABLE	
1103-1104	SEE C2 IN CURVE TABLE	
1104-1105	S 89°18'26" E	33.37'
1105-1106	N 89°58'36" E	551.46'
1106-1107	S 00°41'20" W	32.31'
1110-1111	S 00°41'20" W	33.70'
1111-1112	S 89°58'36" W	474.02'
1112-1113	S 75°34'19" W	282.01'
1113-1114	S 64°25'29" W	275.01'
1114-1115	S 55°22'36" W	15.45'

R/W STATION & OFFSET TABLE

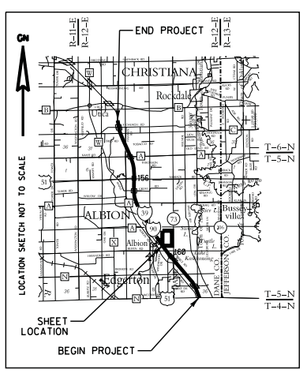
1102	57+15.64"J"	96.78'
1103	57+47.56"J"	98.73'
1104	61+25.95"J"	79.07'
1105	61+57.54"J"	74.48'
1106	67+00.00"J"	67.15'
1107	67+00.00"J"	34.84'
1110	67+00.00"J"	31.16'
1111	67+00.00"J"	64.86'
1112	62+20.00"J"	64.26'
1113	59+25.00"J"	88.00'
1114	56+33.00"J"	115.73'
1115	56+16.60"J"	118.27'

TLE STATION & OFFSET TABLE

T1150	57+65.89"J"	99.60'
T1151	57+77.00"J"	130.57'
T1152	58+14.00"J"	116.69'
T1153	58+09.01"J"	100.92'

CURVE TABLE

CURVE NUMBER	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	941.47	33.87	33.87	N65°13'57"E
C2	941.47	401.42	398.39	N78°28'41"E



(202) WISCONSIN POWER AND LIGHT COMPANY (ELECTRIC)
NO EASEMENT OF RECORD - PARCEL 54

FOUND 6" X 6" STONE MONUMENT
Y = 416,112.185
X = 907,438.081

T 05 N R 12 E 15 22

TOWN

SE-NW

P.L.

S00°51'44"W 2643.52' MON. TO 1/4 LINE

TLE - GRADING 0.024 ACRES

62

T1151 T1152 T1153 T1150 T1103 T1104 C1 C2

DETAIL A

PI STA58+61.01"J"
Y =413491.769
X =907526.930
Δ =36°36'00" RT
D =03°28'21"
T =545.69
L =1054.00
R =1650.00
DB =S54°05'20"W
PC 53+15.33"J"

1/4 LINE

N89°58'36"E 30.54' 1/4 LINE TO RW

B

DIMENSIONS TO I-90-3(29)140 RL "M"

54

S89°18'40"E 330.67' PT TO TRAV. PNT.

PT STA63+69.33"J"

66'

1104 1105 1106 1107

S89°58'36"W 1639.53' MON. TO TRAV. PNT.

65"J" 70"J"

STH 106

R=S89°18'40"E

N89°58'36"E 2644.30' MON. TO 1/4 LINE

1/4 LINE

STA 61+18.19"J"

S00°51'44"W 14.18' 1/4 LINE TO RW

FOUND 1.25" IRON PIPE
Y = 413,467.888
X = 904,753.990

1102 1103 1112 1113 1114 1115 1110 1111

N00°51'44"E 56.95' TAN. TO RW

N00°51'44"E 179.44' RW TO TAN.

202 202

N89°58'36"E 974.23' RW TO TRAV. PNT.

TAN RL="J" N54°05'20"E 160.14' TRAV. PNT. TO PI STA 58+61.01"J"

FOUND ALUMINUM MONUMENT
Y = 413,470.049
X = 910,042.604

T 05 N R 12 E 22 23

LOT 1
CSM 2292
VOL. 9
PG. 127-128
DOC. 1505332

SW-NE

S00°41'20"W 34.84' RW TO RL

R=S89°18'40"E

S00°41'20"W 11.86' RL TO TRAV. PNT.

1/4 LINE

S00°41'20"W 19.30' TRAV. PNT TO RW

OF

NE-SW

N0°51'44"E 2385.78' MON. TO RW

1/4 LINE STA 56+74.59"J"

FOUND 1" IRON REBAR
Y = 410,832.918
X = 907,358.627

T 05 N R 12 E 22 27

NW- SE

ALBION

GN

SCALE, FEET
0 100 200

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.11 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE 3/6/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SW REGION OFFICE.

(SIGNATURE) DATE 3/17/14
(PRINTED NAME) Jennifer Queram

emcs inc

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

4

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.12

THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 22. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 21. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT # 5059312
03/20/2014 09:24 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.12
AMENDMENT NO:

1007-10-21-4.12
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$

FOUND 1.25" IRON PIPE
Y = 418,795.404
X = 904,764.338

FOUND 1.25" OD IP
Y = 416,110.586
X = 904,790.963

FOUND 6" X 6" STONE MONUMENT
Y = 416,112.185
X = 907,438.081

FOUND RAILROAD SPIKE
Y = 416,182.325
X = 902,093.807

FOUND 1" IRON PIPE
Y = 413,467.888
X = 904,753.990

S00°34'05"E 2684.95' MON. TO MON.
S88°28'35"E 41.99' TAN. TO MON.
S88°28'35"E 234.91' RW TO TAN.
S88°28'35"E 2421.21' MON. TO RW
S89°57'55"W 2536.66' MON. TO RW
N89°57'55"E 110.46' MON. TO RW
N00°48'06"E 2226.47' MON. TO RW

SECTION LINE
P.L.
P.L. 1/16 LINE
1/16 LINE
STA 1693+26.85
STA 1692+67.00
STA 1677+49.78
STA 1669+13.74

DETAIL A

PI 1691+61.33
Y =415,961.630
X =904,832.528
Δ =04°46'15" RT
D =00°19'45"
T =724.84'
L =1448.84'
R =17,400.00'
DA =N29°06'10"W
PT 1698+85.33

TAN. RL S29°06'10"E 84.21'
TAN. RL S29°06'10"E 87.54'
PI STA 1691+61.33

72.47' TAN TO MON.
344.01' RW TO TAN

R =23018.33'
L =244.57'
CB =N32°48'19"W
CL =244.56'

TLE - GRADING 0.085 ACRES (68)
TLE - GRADING 0.085 ACRES (68)

PC STA 1684+36.49
RL N33°52'25"W

SCALE, FEET
0 100 200

GN

LOCATION SKETCH NOT TO SCALE
END PROJECT
BEGIN PROJECT
SHEET LOCATION
CHRISTIANA
ALBION
STERLING

SAUNDERS CREEK

B-13-705
B-13-704

EXISTING RL FOR PROJECT I-90-3 (29) 140

S00°49'55"W 243.19' RW TO RL
S00°49'55"W 361.54' RL TO RW

NE- NE
SE- SE
NW- NW
SW- SW
SE- NE
SW- NW
TOWN OF ALBION

R/W COURSE TABLE

1213-1214	S 29°37'26" E	52.30'
1214-1215	S 37°53'15" E	77.93'
1215-1216	S 33°36'14" E	989.77'
1216-1217	S 33°59'56" E	958.00'
1217-1218	S 33°02'06" E	55.34'
1202-1203	N 34°37'46" W	216.50'
1203-1204	N 34°14'52" W	1117.02'
1204-1205	N 32°19'08" W	1016.03'
1205-1206	N 32°19'08" W	127.21'
1206-1207	N 54°17'17" E	8.69'
1207-1208	N 36°15'48" W	131.05'
1208-1209	SEE CURVE DATA ON SHEET	

R/W STATION & OFFSET TABLE

1202	1666+16.52	205.85'
1203	1668+33.00	208.70'
1204	1679+50.00	216.00'
1205	1689+59.83	196.39'
1206	1690+85.62	197.23'
1207	1690+86.21	188.56'
1208	1692+15.38	199.40'
1209	1694+56.99	207.48'
1213	1692+52.64	121.26'
1214	1692+00.00	119.75'
1215	1691+22.00	128.44'
1216	1681+27.00	137.18'
1217	1671+69.00	139.27'
1218	1671+13.66	138.46'

TLE STATION & OFFSET TABLE

T1250	1692+15.32	209.40'
T1251	1694+63.31	217.71'

(229) KOCH PIPELINE
VOL. 217, PG. 322-327, DOC. 773822 - PARCEL 54
VOL. 217, PG. 301-306, DOC. 773818 - PARCEL 60

(241) ROCK ENERGY COOPERATIVE
VOL. 33217, PG. 29, DOC. 2771910 - PARCEL 67
VOL. 8337, PG. 812-813, DOC. 1944199 - PARCEL 68

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
229	KOCH PIPELINE	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
54	ROGER J. OLSON AND NANCY J. OLSON	FEE	1.512	---	1.512	---
60	CRAZY ACRES, INC.	FEE	2.191	---	2.191	---
67	LAND CONTRACT BETWEEN VIOLA L. EKLUND, AS VENDOR, AND ERIC C. NUENTHEL AND CHERYL L. NUENTHEL, AS PURCHASERS	FEE	0.032	---	0.032	---
68	CPTM, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	0.001	---	0.001	0.085

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

emcs inc

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.12 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

(SIGNATURE) Kevin C. Boyer DATE 3/12/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SW REGION OFFICE.

(SIGNATURE) DATE 3/31/14
(PRINTED NAME) Jennifer Queram

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 03/12/2014

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5074811
06/09/2014 10:00 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.13
AMENDMENT NO:

1007-10-21-4.13

PLOT SCALE : 1:100

PLOT NAME :

PLOT BY : bjl

PLOT DATE : $DATE$

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 05/29/2014

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.13

THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4, THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4, AND THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 16, ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

EXISTING ACCESS CONTROL FOR I-39/90 ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

R/W STATION & OFFSET TABLE		
1302	1694+56.99	207.48'
1303	1699+09.85	224.76'
1304	1702+11.51	214.66'
1305	1711+25.56	220.54'
1306	1725+69.35	201.33'
1309	1723+78.00	121.95'
1310	1721+86.00	122.05'
1311	1714+25.00	140.00'
1312	1711+00.00	115.91'
1313	1694+81.66	125.96'
1314	1692+52.64	121.26'
1316	1714+05.05	216.82'
1317	1714+05.31	236.82'
1318	1714+85.31	235.75'
1319	1714+85.04	215.76'

R/W COURSE TABLE	
1302-1303	SEE CURVE DATA ON SHEET
1303-1304	N 27°11'08" W 301.83'
1304-1305	SEE CURVE DATA ON SHEET
1305-1316	N 28°20'26" W 279.53'
1316-1317	S 61°39'34" W 20.00'
1317-1318	N 28°20'26" W 80.00'
1318-1319	N 61°39'34" E 20.00'
1319-1306	N 28°20'26" W 1084.40'
1309-1310	S 29°07'51" E 192.00'
1310-1311	S 30°27'15" E 761.21'
1311-1312	S 24°51'51" E 325.89'
1312-1313	S 29°37'26" E 1615.45'
1313-1314	S 29°37'26" E 227.43'

TLE STATION & OFFSET TABLE		
T1350	1694+63.31	217.71'
T1351	1699+03.66	234.53'
T1352	1702+05.40	224.51'
T1353	1710+28.38	231.64'
T1354	1710+22.49	221.69'

S88°28'56"E 3574.29' MON. TO RW
S88°28'56"E 233.96' RW TO RL
S88°28'56"E 141.71' RL TO RW
N88°28'56"W 1390.66' MON. TO RW
1/4 LINE
STA 1724+50.18
1306
1309
1725
80'
P.L.
71
1310
FOUND 1.25" IRON PIPE
Y = 418,795.404
X = 904,764.338
FOUND CONCRETE MONUMENT
Y = 418,936.616
X = 899,425.582
60
1720
STA 1720+33.97
1715
1311
SAUNDERS CREEK
TOWN
NW- SE
NE- SE
1319
1318
1316
1317
72
N 01°90'62"W RL 59-1
1312
1710
1305
1/16 LINE
STA 1708+91.26
T1353
T1354
EXISTING RL FOR PROJECT I-90-3(29)140
SW- SE
OF
GN
R =22998.33'
L =914.12'
CB =N29°28'16"W
CL =914.06'
PI 1691+61.33
Y =415,961.630
X =904,832.528
Δ =04°46'15" RT
D =00°19'45"
T =724.84'
L =1448.84'
R =17,400.00'
DB =S33°52'25"E
PC 1684+36.49
SCALE, FEET
0 100 200
SE- SE
TLE - GRADING
0.358 ACRES
68
1304
T1352
1705
1700
PI STA 1698+85.37
1303
T1351
100'
R =23018.33'
L =458.49'
CB =N31°55'49"W
CL =458.48'
ALBION
S88°28'35"E 2421.21' MON. TO RW
STA 1693+26.85
1695
1302
T1350
FOUND RAILROAD SPIKE
Y = 416,182.325
X = 902,093.807
TAN. RL N29°6'10"W 553.09'
TAN. PNT. TO PI STA 1691+61.33
TAN. RL S29°6'10"E 171.75'
TRAV. PNT. TO PI STA 1691+61.33
FOUND 1.25" OD IP
Y = 416,110.586
X = 904,790.963
FOUND 1.25" IRON PIPE
Y = 418,795.404
X = 904,764.338
FOUND 6" X 6" STONE MONUMENT
Y = 416,112.185
X = 907,438.081
S89°57'55"W 2536.66' MON. TO RW
1314
S00°34'05"E 2487.17' MON. TO RW
SW- SW
SAME POINT
SECTION LINE
S00°34'05"E 197.78' MON. TO RW
S89°57'55"W 110.46' RW TO MON
N88°28'35"W 41.99' MON TO TAN
1313
N88°28'35"W 234.91' TAN TO RW
STA 1693+26.85
1314
1/16 LINE
P.L.
80'

LOCATION SKETCH NOT TO SCALE
END PROJECT
BEGIN PROJECT
SHEET LOCATION
CHRISTIANA
Rockdale
ALBION
Albion
Sublette
T-6-N
T-5-N
R-11-E
R-12-E
R-13-E

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
60	CRAZY ACRES, INC.	FEE	0.497	---	0.497	---
68	CPTM, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	0.358
71	WILLIAM L MYHRE, JR., JILL E. MYHRE, JOHN C. NELSON, AND KATHRINE M. NELSON	FEE	0.056	---	0.056	---
72	MELVIN E. BECKER AND BONITA G. BECKER HIS WIFE	FEE	0.037	---	0.037	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

emcs inc

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.13 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

(SIGNATURE) _____ DATE 5/29/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) _____ DATE 5/27/2014
(PRINTED NAME) DAVID R. WILLER

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5074812
06/09/2014 10:07 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.14
AMENDMENT NO:

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.14

THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4, THE NORTHWEST 1/4 OF THE NORTHEAST 1/4, AND THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 16. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT;
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

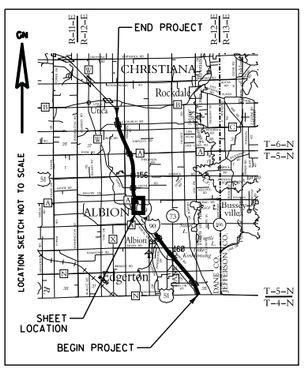
EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

EXISTING ACCESS CONTROL FOR I-39/90 ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

S88°41'55"E 2083.52 MON. TO RW
S88°41'55"E 199.00' RW TO TAN
S88°41'55"E 148.55' TAN. TO RW
SECTION LINE
FOUND CONCRETE MONUMENT
Y = 421,530.795
X = 902,111.010
SECTION LINE
STA 1755+32.95
N88°41'55"W 234.99 MON. TO RW
S00°10'03"W 429.75' MON. TO RW
FOUND ALUMINUM MONUMENT
Y = 421,591.340
X = 899,445.632
PI 1766+30.43
Y =422,488.483
X =901,199.314
Δ =30°00'00" RT
D =00°57'58"
T =1588.94'
L =3104.94'
R =5930.00'
DA =N0°53'50"E
PT 1781+46.44
TRAV. PNT. N29°06'10"W 1085.43
TRAV. PNT. TO PI S14°06'10"E 1756.10
TAN. RL N29°06'10"W
PC STA1760+41.50
PC STA 1747+60.04
1/4 LINE
246.83'
N00°10'03"E 246.83' RL TO RW
1/4 LINE 281.46' TO PC 1750
N00°10'03"E 432.52' RW TO RL
EXISTING RL FOR PROJECT I-90-3(29)140
1/16 LINE
STA 1739+98.92
N00°10'03"E 4239.40' MON. TO RW
1/4 LINE
RL-N29°06'10"W
I-39/90
P.I.
P.L.
90'
100'
80'
1402
1403
1404
1405
1406
1411
1412
1413
1414
1707
1725
1740
1745
1750
1720
77
71
71-1
241
TOWN
NE- NW
NW- NE
SE- NW
SW- NE
ALBION
OF
GN
SCALE, FEET
0 100 200



SCHEDULE OF SIGN STRUCTURE

SIGN NUMBER	SIGN OWNER	OASIS NUMBER
71-1	TOWN OF EDGERTON WILLIAM L MYHRE, JR., JILL E. MYHRE, JOHN C. NELSON, AND KATHRINE M. NELSON	14602

OASIS* (OUTDOOR ADVERTISING SIGN INVENTORY SYSTEM)

R/W STATION & OFFSET TABLE

1402	1725+69.35	201.33'
1403	1726+00.00	200.92'
1404	1729+93.00	229.11'
1405	1743+82.74	211.47'
1406	1745+23.00	209.69'
1407	1755+90.00	204.03'
1408	1756+26.17	201.41'
1411	1754+77.81	112.38'
1412	1753+00.00	115.00'
1413	1749+75.35	120.68'
1414	1723+78.00	121.95'

R/W COURSE TABLE

1402-1403	N 28°20'26" W	30.66'
1403-1404	N 33°12'17" W	394.01'
1404-1405	N 28°22'32" W	1389.85'
1405-1406	N 28°22'32" W	140.27'
1406-1407	N 27°25'11" W	1085.53'
1407-1408	N 19°37'33" W	37.50'
1411-1412	S 26°36'22" E	174.41'
1412-1413	S 29°07'51" E	319.56'
1413-1414	S 29°07'51" E	2597.35'

FOUND RAILROAD SPIKE
Y = 416,182.325
X = 902,093.807

(241) ROCK ENERGY COOPERATIVE
VOL. 20726, PG. 17-20, DOC. 2408351 - PARCEL 71, 77

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL
71	WILLIAM L MYHRE, JR., JILL E. MYHRE, JOHN C. NELSON, AND KATHRINE M. NELSON TOWN OF EDGERTON	FEE	1.268	---	1.268
77	SHIRLE J. BALIS	FEE	0.968	---	0.968

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

FOUND CONCRETE MONUMENT
Y = 418,936.616
X = 899,425.582
S88°28'56"E 3574.29' MON. TO RW
STA 1724+50.18
1/4 LINE
N88°28'56"W 233.96' RL TO RW
N88°28'56"W 1390.66' MON. TO RW
N88°28'56"W 141.71' RW TO RL
P.L.
FOUND 1.25" IRON PIPE
Y = 418,795.404
X = 904,764.338

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.14 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE 6/2/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R Miller DATE 6/3/2014
(PRINTED NAME) DAVID R. MILLER

emcs inc

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

1007-10-21-4.14
PLOT SCALE : 1:1100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 06/02/2014

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #
5074813
06/09/2014 10:46 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-15
AMENDMENT NO:

1007-10-21-4.15

PLOT SCALE : 1:100

PLOT NAME :

PLOT BY : bjl

PLOT DATE : $DATE$

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 06/02/2014

S88°15'24"E 1070.12' MON. TO TRAV. PNT.

1/4 LINE

N01°44'36"E 0.29' RL TO TRAV. PNT.

RL

S88°15'24"E 669.85' TRAV. PNT. TO RL

45"MG"

N01°44'36"E 32.71' RW TO RL

P.O.T. 1782+90.06/50+00.00"MG"
Y=424220.836
X=901226.444

50"MG"

B-13-706

1/4 LINE MAPLE GROVE RD

R=S88°08'44"E

55"MG"

STA 1782+91.65

CALCULATED
Y=424,193.702
X=902,170.041

T 05 N R 12 E 9

DETAIL A

S88°15'24"E 944.01' RL TO TRAV. PNT.

S01°16'12"W 29.59' RL TO RW

N01°16'12"E 2613.56' MON TO RW

1/4 LINE

STA 59+44.02"MG"

T 05 N R 12 E 9 16

FOUND CONCRETE MONUMENT
Y = 421,530.795
X = 902,111.010

FOUND ALUMINUM MONUMENT
Y = 424,275.358
X = 899,487.308

T 05 N R 12 E 8 9

STA 46+02.01"MG"

0.75" IRON ROD

145.21'

RL=N0°53'50"E

PI STA1781+46.44

PLAT OF SURVEY NUMBER 1997-00344

DETAIL A

1/4 LINE

S01°16'12"W 3.41' TRAV. PNT. TO RL

RL

30' ACCESS AND UTILITY EASEMENT US CELLULAR DOC. 4498869 AND PLAT OF SURVEY 2010-00149

LEASED PARCEL US CELLULAR DOC. 4498869

EXISTING RL FOR PROJECT I-90-3(29)140

1780

1775

1770

1765

1760

1755

R =5629.65'
L =974.62'
CB =S04°02'49"E
CL =973.41'

TOWN

PLAT OF SURVEY NUMBER 2004-01549

NW- SW

NE- SW

SW- SW

SE- SW

1/16 LINE

P.L.

STA 1769+46.68

PI STA1766+30.43

PI 1766+30.43
Y =422,488.483
X =901,199.314
Δ =30°00'00" RT
D =00°57'58"
T =1588.94'
L =3104.94'
R =5930.00'
DB =S29°06'10"E
PC 1750+41.50

R =5629.65'
L =1203.20'
CB =S16°22'40"E
CL =1200.91'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL
71	WILLIAM L MYHRE, JR., JILL E. MYHRE, JOHN C. NELSON, AND KATHRINE M. NELSON TOWN EDGE MOTEL	FEE	1.064	---	1.064
77	SHIRLE J. BALIS	FEE	0.168	---	0.168
81	RYAN P. KAHL	FEE	2.509	---	2.509

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.15

THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 AND THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 9. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

EXISTING HIGHWAY RIGHT OF WAY FOR MAPLE GROVE ROAD ESTABLISHED FROM PREVOIUS PROJECT I-90-3(29) 140.

EXISTING ACCESS CONTROL FOR I-39/90 ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS
252	US CELLULAR	RELEASE OF RIGHTS

SCHEDULE OF SIGN STRUCTURE

SIGN NUMBER	SIGN OWNER	OASIS NUMBER
71-2	TOWN EDGE MOTEL WILLIAM L MYHRE, JR., JILL E. MYHRE, JOHN C. NELSON, AND KATHRINE M. NELSON	14601

OASIS= (OUTDOOR ADVERTISING SIGN INVENTORY SYSTEM)

R/W STATION & OFFSET TABLE

1502	1756+26.17	201.41'
1503	1760+77.00	187.99'
1504	1770+14.00	224.05'
1505	1775+31.00	229.02'
1506	1781+88.61	218.76'
1507	43+89.36"MG"	74.07'
1508	43+89.30"MG"	44.42'
1509	43+48.91"MG"	39.68'
1510	43+48.89"MG"	32.68'
1511	43+30.19"MG"	32.71'
1517	59+44.32"MG"	29.59'
1518	59+44.49"MG"	46.59'
1519	56+22.73"MG"	66.23'
1520	56+22.85"MG"	76.25'
1521	52+68.35"MG"	97.89'
1522	1781+89.75	127.83'
1523	1780+44.53	126.95'
1524	1770+50.00	112.54'
1525	1770+50.00	120.00'
1526	1769+25.00	120.00'
1527	1769+25.00	111.11'
1528	1757+00.00	101.74'
1529	1754+77.81	112.38'

EXISTING IRON PIPES

PT #	Y	X
IP 1550	424126.933	901352.923
IP 1551	424122.572	901491.330

R/W COURSE TABLE

1502-1503	N 19°37'33" W	465.71'
1503-1504	N 16°41'47" W	969.21'
1504-1505	N 08°04'35" W	536.60'
1505-1506	N 01°01'45" W	680.62'
1506-1507	N 83°38'19" W	394.83'
1507-1508	N 01°44'36" E	29.65'
1508-1509	N 81°27'04" W	40.67'
1509-1510	N 01°44'36" E	7.00'
1510-1511	N 88°15'24" W	18.70'
1517-1518	S 01°16'12" W	17.00'
1518-1519	S 88°21'35" W	322.36'
1519-1520	S 01°09'28" W	10.01'
1520-1521	S 88°21'35" W	355.17'
1521-1522	N 88°15'24" W	138.85'
1522-1523	S 00°54'34" W	143.04'
1523-1524	SEE CURVE DATA ON SHEET	
1524-1525	N 80°18'12" E	7.46'
1525-1526	S 10°18'02" E	122.47'
1526-1527	S 79°05'44" W	8.89'
1527-1528	SEE CURVE DATA ON SHEET	
1528-1529	S 26°36'22" E	218.43'

(241) ROCK ENERGY COOPERATIVE
VOL. 20726, PG. 17-20, DOC. 2408351 - PARCEL 71

(252) US CELLULAR
DOC. 4498869 - PARCEL 81

FOUND ALUMINUM MONUMENT
Y = 421,591.340
X = 899,445.632

T 05 N R 12 E 8 9 17 16

S88°41'55"E 2083.52' MON. TO RW

N88°41'55"W 199.00' TAN. TO RW

S01°16'12"W 5381.75' MON. TO MON.

N88°41'55"W 148.55' RW TO TAN

STA 1755+32.95

FOUND 0.75" IRON PIPE
Y = 426,911.225
X = 902,230.282

T 05 N R 12 E 4 9

ALBION

FOUND ALUMINUM MONUMENT
Y = 421,471.188
X = 904,737.554

S88°42'0"E 2627.22' MON. TO MON.

SECTION LINE

T 05 N R 12 E 9 10 16 15

FOUND CONCRETE MONUMENT
Y = 421,530.795
X = 902,111.010

GN

SCALE, FEET
0 100 200

LOCATION SKETCH NOT TO SCALE

END PROJECT

CHRISTIANA

ALBION

Edgerton

SHEET LOCATION

BEGIN PROJECT

T-6-N T-5-N T-4-N

emcs inc

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.15 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE 6/2/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

KEVIN C BOYER S-2675 HEWITT WI WISCONSIN LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 6/3/2014
(PRINTED NAME) DAVID R. MILLER

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5086568
07/24/2014 11:00 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.16
AMENDMENT NO: 1

1007-10-21-4.16 AMENDMENT NO: 1
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : kcb
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 7/22/2014

S88°59'35"E 1354.38' MON. TO TRAV. PNT.
S88°59'35"E 392.79' TRAV. PNT. TO RL
PI STA46+91.10"KN"
TAN. RL="KN" N33°57'19"W 92.78' TRAV. PNT. TO PI
STA 1809+97.68/46+61.12"KN"
S88°59'35"E 175.19' TAN TO RW
N88°59'35"W 370.80' MON. TO RW
STH 51
SECTION LINE
B-13-707
B-13-708
S88°59'35"E 415.60' RL TO TAN
DETAIL A
P.L.
R =534.00'
L =55.14'
CB =S36°51'43"E
CL =55.12'
FOUND 0.75" IRON PIPE
Y = 426,911.225
X = 902,230.282
SET PK NAIL
Y = 426,958.830
X = 899,521.940
SEE SHEET 4.18
EXISTING RL "E" I-90-3(29)140
TAN. RL="KN" N33°57'19"W 250.32' PCC TO TRAV. PNT.
45°KN"
PCC STA43+48.00"KN"
N01°00'23"E 325.15' RW TO TRAV. PNT.
TOWN
NW- NW
POINT 1802 SHEET 4.18
1610
1609
1608
1607
1606
1605
1604
1603
1618
1619
1620
1621
1622
1623
1624
1625
1626
1627
1628
1629
T1653
T1654
T1655
T1656
87 TLE - GRADING 0.188 ACRES
PI STA40+83.95"KN"
R =834.00'
L =694.93'
CB =S10°01'56"E
CL =675.00'
DETAIL A
T1650
T1651
T1652
TLE - GRADING 0.007 ACRES
87
R =534.00'
L =322.19'
CB =S31°07'29"E
CL =317.32'
PI=46+91.10"KN"
Y =426997.781
X =901632.553
Δ =55°04'39" LT
D =08°42'27"
T =343.10'
L =632.53'
R =658.00'
DB =S33°57'19"E
DA =N89°01'58"W
PT =49+80.52"KN"
PI=40+83.95"KN"
Y =426414.512
X =902025.311
Δ =71°31'12" LT
D =11°27'33"
T =360.08'
L =624.13'
R =500.00'
DB = S37°33'53"W
DA = N33°57'19"W
PC STA37+23.87"KN"
40"KN"
37"KN"
1805
1800
1795
1790
1785
I-39/90
RL=N0°53'50" E
NE- NW
SW- NW
SE- NW
OF
P.L.
90'
134'
70'
.7'
EXISTING RL "B" I-90-3(29)140
0.75" IRON ROD
1/16 LINE
LOT 1 CSM 12797 VOL. 81 PG. 78-80 DOC. 4609875
EASEMENT AGREEMENT ME X 3, LLC. DOC. 4613834
STA 1796+44.69
GN
SCALE. FEET
0 100 200
END PROJECT
BEGIN PROJECT
SHEET LOCATION
LOCATION SKETCH NOT TO SCALE
CHRISTIANA
ALBION
Edgerton
T-5-N
T-4-N
R-11-E
R-12-E
86
87
80'
140'
EXISTING RL FOR PROJECT I-90-3(29)140

TLE STATION & OFFSET TABLE

T1650	44+56.54"KN"	173.91'
T1651	44+50.00"KN"	173.37'
T1652	44+50.00"KN"	155.27'
T1653	42+50.00"KN"	129.37
T1654	42+50.00"KN"	145.41'
T1655	38+50.00"KN"	161.15'
T1656	38+50.00"KN"	144.73'

R/W STATION & OFFSET TABLE

1603	43+30.06"MG"	33.29'
1604	43+30.00"MG"	65.67'
1605	1784+23.27	209.69'
1606	1791+00.00	224.00'
1607	1795+70.00	223.03'
1608	1797+50.00	249.00'
1609	1804+25.00	284.00'
1610	1806+73.29	393.41'
1617	44+69.66"KN"	157.47'
1618	44+25.26"KN"	151.95'
1619	38+72.54"KN"	141.47'
1620	1800+16.04	592.77'
1621	1799+48.00	518.48'
1622	1797+04.00	335.62'
1623	1795+20.00	200.00'
1624	1788+00.00	125.00'
1625	1783+89.83	124.00'
1626	52+67.96"MG"	102.10'
1627	55+59.35"MG"	85.42'
1628	55+58.78"MG"	75.44'
1629	59+43.47"MG"	53.41'
1630	59+43.64"MG"	36.41'

R/W COURSE TABLE

1603-1604	N 01°44'36" E	32.38'
1604-1605	N 83°53'59" E	462.57'
1605-1606	N 00°18'51" W	676.89'
1606-1607	N 01°00'54" E	470.00'
1607-1608	N 07°18'40" W	181.86'
1608-1609	N 02°04'16" W	675.91'
1609-1610	N 22°53'02" W	271.33'
1617-1618	SEE CURVE DATA ON SHEET	
1618-1619	SEE CURVE DATA ON SHEET	
1619-1620	SEE CURVE DATA ON SHEET	
1620-1621	S 48°24'34" W	100.74'
1621-1622	S 37°44'47" W	304.92'
1622-1623	S 37°17'22" W	228.58'
1623-1624	S 06°50'39" W	723.90'
1624-1625	S 01°02'15" W	410.17'
1625-1626	S 88°15'24" E	145.65'
1626-1627	S 84°52'08" E	291.87'
1627-1628	S 05°07'52" W	10.00'
1628-1629	S 84°52'08" E	385.32'
1629-1630	S 01°16'12" W	17.00'

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR MAPLE GROVE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

EXISTING ACCESS CONTROL FOR I-39/90 ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.16 AMENDMENT NO: 1

AMENDMENT ADDS AN EASEMENT AGREEMENT RECORDED AS DOCUMENT NO. 4613834 TO PARCEL 87 OF TPP 1007-10-21-4.16 RECORDED AS DOCUMENT NUMBER 5074888.
THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 9, ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
86	ROLLAND D. NELSON AND, JUDITH E. NELSON AND RANDALL D. NELSON	FEE	3.929	---	3.929	---
87	M. EUGENE VEDVIG, RICHARD W. VEDVIG AND THE MICHAEL D. BRALEY LIVING TRUST DATED AUGUST 17, 2012, MICHAEL D. BRALEY TRUSTEE (OR SUCCESSOR)	FEE/TLE	3.005	---	3.005	0.195

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

FOUND ALUMINUM MONUMENT
Y = 424,275.358
X = 899,487.308
1/16 LINE STA 46+02.01"MG"
S88°15'24"E 1070.12' MON. TO TRAV. PNT.
N01°44'36"E 33.00' TRAV. PNT. TO RW
STA 1782+91.65
50"MG"
55"MG"
60"MG"
MAPLE GROVE RD
R=S88°08'44"E
1/4 LINE
N88°15'24"W 669.85' RL TO TRAV. PNT.
N88°15'24"W 944.01' TRAV. PNT. TO RL
B-13-706
P.O.T. 1782+90.06/50+00.00"MG"
Y=424220.836
X=901226.444
FOUND 0.75" IRON PIPE
Y = 426,911.225
X = 902,230.282
STA 59+44.02"MG"
S01°16'12"W 2668.19' MON. TO RW
1/4 LINE
FOUND CONCRETE MONUMENT
Y = 424,116.657
X = 904,701.258
S01°16'12"W 33.00' RW TO TRAV. PNT.
N01°16'12"E 2663.56 MON. TO TRAV. PNT.
N88°15'24"W 2532.39' MON. TO TRAV. PNT.
CALCULATED
Y=424,193.702
X=902,170.041
FOUND CONCRETE MONUMENT
Y = 421,530.795
X = 902,111.010
ALBION

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.16 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE 7/22/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 7/23/2014
(PRINTED NAME) DAVID R. MILLER

emcs inc

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5074891
06/09/2014 12:47 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.17
AMENDMENT NO:

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.17

THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 AND THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 4, ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	R/W ACRES REQUIRED EXISTING	R/W ACRES REQUIRED TOTAL	TLE ACRES
91	BETTY L. HOESLY	FEE/TLE	2.181	---	2.181	0.009
92	NICK H. HULL AND ROXANNE HULL	FEE	4.018	---	4.018	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

R/W STATION & OFFSET TABLE

1704	1815+42.09	424.61'
1705	1817+50.00	319.00'
1706	1820+47.00	245.55'
1707	1823+02.00	252.33'
1708	1828+89.00	259.27'
1709	1832+99.00	335.25'
1710	1837+03.01	311.80'
1714	1836+12.66	159.22'
1715	1833+14.72	175.88'
1716	1829+02.00	164.39'
1717	1825+51.00	181.09'
1718	1822+93.00	172.92'
1719	1818+00.00	191.14'
1720	1817+10.00	220.00'
1721	1816+50.00	220.00'
1722	1814+84.00	148.31'
1723	1813+26.43	148.50'
1724	47+25.61"KN"	150.65'
1725	44+69.66"KN"	157.47'

TLE STATION & OFFSET TABLE

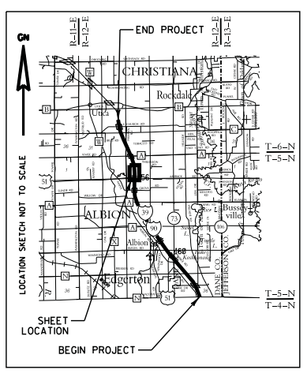
T1750	1810+06.19	582.29'
T1751	1810+19.26	594.75'
T1752	1809+96.51	614.02'

EXISTING IRON PIPES

PT #	Y	X
IP 1750	427087.074	901595.658
IP 1751	427254.518	901421.738

R/W COURSE TABLE

1704-1705	N 27°49'30" E	233.20'
1705-1706	N 14°47'19" E	305.95'
1706-1707	N 00°37'35" W	255.09'
1707-1708	N 01°10'40" W	571.57'
1708-1709	N 14°54'44" W	401.83'
1709-1710	N 03°29'41" W	388.19'
1714-1715	S 09°49'17" E	304.68'
1715-1716	S 02°33'35" E	421.68'
1716-1717	S 04°01'30" E	359.00'
1717-1718	S 02°25'20" W	261.21'
1718-1719	S 01°13'10"E	493.34'
1719-1720	S 16°52'50" E	94.51'
1720-1721	S 00°53'50" W	60.00'
1721-1722	S 24°15'15" W	180.82'
1722-1723	S 00°49'48" W	157.57'
1723-1724	S 46°27'26" E	240.07'
1724-1725	SEE CURVE DATA ON SHEET	



POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

EXISTING ACCESS CONTROL FOR I-39/90 ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOUND 1.25" IRON PIPE
Y = 429,651.486
X = 899,437.335

POINT 1902
SHEET 4.19

S87°20'00"E 1462.40'
MON. TO RW

S87°20'00"E 412.43'
RW TO TAN.

TAN. RL N00°53'50"E 471.44'
TRAV. PNT. TO PI STA 1841+05.58

S87°20'00"E 67.01'
TAN. TO RW

FOUND 1" IRON PIPE
Y = 429,528.058
X = 902,087.521

N87°20'00"W 711.23'
MON. TO RW

P.L.

1/4 LINE

STA 1836+41.98

0.75" IRON ROD

110'

85'

95'

45'

91'

58'

14'

53'

155'

120'

180'

70'

1710
1709
1708
1707
1706
1705
1704
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1717
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1721
1722
1723
1724
1725

1835
1830
1825
1820
1815

1/16 LINE

I-39/90

TOWN

NW- SW

SW- SW

NE- SW

SE- SW

ALBION

GN

PI 1841+05.58
Y =430,035.643
X =901,317.508
Δ =24°05'00" LT
D =00°43'21"
T =1691.60'
L =3333.24'
R =7930.00'
DA =N23°11'10"W
PT =1857+47.23

PC STA1824+13.98

TAN. RL N00°53'50"E 1220.16' PC TO TRAV. PNT.

RL=N00°53'50" E

EXISTING RL FOR PROJECT I-90-3(29)140

STA 1823+17.11

PI =46+91.10"KN"
Y =426997.781
X =901632.553
Δ =55°04'39" LT
D =08°42'27"
T =343.10'
L =632.53'
R =658.00'
DA =N89°01'58"W
DB =S33°57'19"E

TLE - GRADING
0.009 ACRES

DETAIL A

T1751
T1750
T1752
1725

IP 1751 IS
N89°05'26"W, 0.73'
FROM POINT 1723

IP 1750 IS
S22°06'26"W, 2.21'
FROM POINT 1724

IP 1751
0.75" IRON ROD

IP 1750
0.75" IRON ROD

POINT 1822
SHEET 4.18

SEE SHEET 4.18

EXISTING RL "D"
I-90-3(29)140

N02°27'07"W
468.93'
RL TO RW

STA 53+97.21"KN"

POT 1810+73.47/50+00.00"KN"
Y=427003.901
X=901270.029

PT STA49+80.52"KN"

PI STA46+91.10"KN"

TAN. RL="KN"
N33°57'19"W 92.78'
TRAV. PNT. TO PI

B-13-707

B-13-708

EXISTING RL "B"
I-90-3(29)140

EXISTING RL "K"
I-90-3(29)140

R "KN"=N89°01'58"W

50'KN"

R =534.00'
L =318.66'
CB =S56°54'56"E
CL =313.95'

DETAIL A

SET PK NAIL
Y = 426,958.830
X = 899,521.940

N02°27'07"W
75.65'
TRAV. PNT. TO RL

S88°59'35"E
1354.38'
MON. TO TRAV. PNT.

SECTION LINE

N88°59'35"W
392.79'
RL TO TRAV. PNT.

STA 1809+97.68/46+61.12"KN"

N88°59'35"W
415.60'
TAN TO RL

N88°59'35"W 370.80'
MON. TO RW

N88°59'35"W
175.19'
RW TO TAN

TAN. RL="KN"
N33°57'19"W 250.32'
TRAV. PNT. TO PCC

45°KN"

PCC STA43+48.00"KN"
Y=426713.188
X=901824.190

FOUND
0.75" IRON PIPE
Y = 426,911.225
X = 902,230.282

SCALE, FEET
0 100 200

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.17 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

emcs inc

WISCONSIN
KEVIN C BOYER
S-2675
HEWITT
WI
LAND SURVEYOR

(SIGNATURE) Kevin C. Boyer DATE 5/29/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 5/31/2014
(PRINTED NAME) DAVID R. MILLER

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 05/29/2014
1007-10-21-4.17

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

4

R/W COURSE TABLE		
1802-1803	N 22°53'02" W	12.80'
1803-1804	N 44°35'47" W	272.96'
1804-1805	N 66°01'38" W	205.41'
1805-1806	N 78°11'33" W	211.97'
1806-1807	N 86°52'04" W	27.91'
1807-1808	S 82°19'40" W	209.49'
1808-1809	SEE CURVE DATA ON SHEET	
1809-1810	S 42°12'38" W	83.77'
1810-1811	S 00°52'34" W	617.78'
1811-1812	N 89°15'38" W	19.00'
1817-1818	S 47°48'08" E	79.99'
1818-1819	N 86°46'25" E	119.61'
1819-1820	N 84°46'40" E	807.26'
1820-1821	N 52°03'35" E	335.87'
1821-1822	N 27°49'30" E	120.11'

R/W STATION & OFFSET TABLE		
1802	53+92.92"KN"	400.66'
1803	53+98.10"KN"	388.96'
1804	55+93.00"KN"	197.85'
1805	57+84.00"KN"	116.23'
1806	59+93.00"KN"	70.76'
1807	60+21.02"KN"	68.62'
1808	62+31.13"KN"	89.55'
1809	66+48.50"KN"	89.81'
1810	67+09.65"KN"	147.06'
1811	67+69.41"KN"	761.94'
1812	67+88.33"KN"	760.15'
1817	67+08.54"KN"	166.53'
1818	66+53.86"KN"	108.15'
1819	65+35.00"KN"	105.36'
1820	57+39.00"KN"	150.73'
1821	54+79.44"KN"	360.95'
1822	54+25.18"KN"	468.10'

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR USH 51 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR CTH A ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

EXISTING ACCESS CONTROL FOR USH 51 ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5074892
06/09/2014 12:47 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.18
AMENDMENT NO:

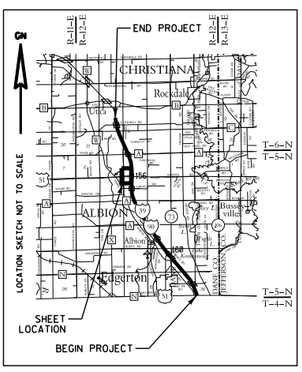
TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.18

THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 9, ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 4, ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

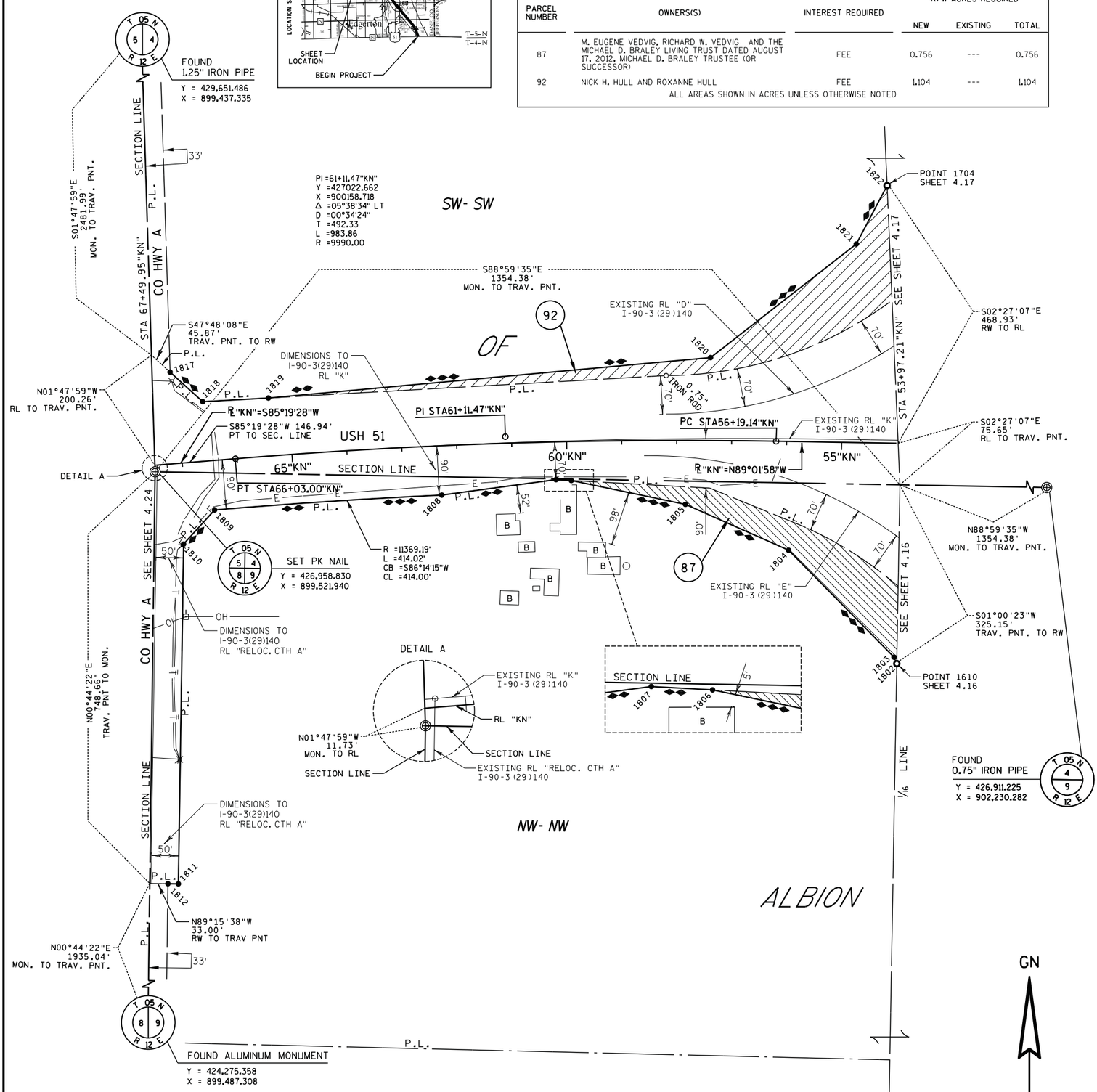
RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



SCHEDULE OF LANDS & INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.			
PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL
87	M. EUGENE VEDVIG, RICHARD W. VEDVIG AND THE MICHAEL D. BRALEY LIVING TRUST DATED AUGUST 17, 2012, MICHAEL D. BRALEY TRUSTEE (OR SUCCESSOR)	FEE	0.756	---	0.756
92	NICK H. HULL AND ROXANNE HULL	FEE	1.104	---	1.104
	ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED				



LOT 1
CSM 12797
VOL. 81
PG. 78-80
DOC. 4609875

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

emcs inc

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.18 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

(SIGNATURE) Kevin C. Boyer DATE 6/5/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 6/3/2014
(PRINTED NAME) DAVID R. MILLER

1007-10-21-4.18
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 06/05/2014

4

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.19

THAT PART OF LOT 1 OF C.S.M. NO. 5053, PART OF LOT 1 OF C.S.M. NO. 5363, AND PART OF LOT 2 OF C.S.M. 7950 LOCATED IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 4, ALSO PART OF LOT 2 OF C.S.M. 7950 LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 4, ALSO PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 4, ALL IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 7950, CSM 5363, AND CSM 5053.
EXISTING HIGHWAY RIGHT OF WAY FOR CO HYW A ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 5053, AND CSM 7950.

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5068382
05/07/2014 10:06 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.19
AMENDMENT NO:

1007-10-21-4.19

PLOT SCALE : 1:100

PLOT NAME :

PLOT BY : bjl

PLOT DATE : $DATE$

TOWN OF CHRISTIANA

TOWN OF ALBION

N88°48'24"E 846.42' TRAV. PNT. TO RL
45"A" R=N88°51'58"E
SECTION LINE
CO HWY A
B-13-709
50"A"
N88°48'24"E 782.35' RL TO RL
55"A" R=N88°51'58"E
STA 1859+97.52 CO HWY A
P.O.T. 50+00.00"A"/1859+98.39
Y =431821.498
X =900552.602
0.75" IRON ROD
PI STA1857+47.23
S88°48'24"W 505.74' MON. TO TRAV. PNT.
N88°48'24"E 121.42' RL TO TRAV. PNT.
STA 57+13.64"A" INTERSECTION SEC. LINE AND RL
DETAIL B
S01°11'44"E 32.79' RL TO RW
FOUND 0.75" REBAR Y=431850.046 X=901962.153
FOUND ALUMINUM MONUMENT Y = 431,795.187 X = 899,328.587
SAME POINT
N88°48'24"E 378.21' MON. TO TRAV. PNT.
N88°48'24"E 846.42' TRAV. PNT. TO RL
N01°11'44"W 32.99' RW TO TRAV. PNT.
STA 1857+60.83
LOT 1 CSM 5053 VOL. 22 PG. 294-295 DOC. 1966223
LOT 1 CSM 5363 VOL. 24 PG. 246-247 DOC. 2046474
LOT 1 CSM 7950 VOL. 42 PG. 129-132 DOC. 2703202
40' INGRESS-EGRESS EASEMENT VOL. 26720 PG. 15-16 DOC. 2579620
66' INGRESS-EGRESS EASEMENT VOL. 31197 PG. 60-67 DOC. 2714853
S01°11'44"E 0.13' TRAV. PNT TO RL
TLE - GRADING 0.030 ACRES
R =11349.19' L =716.88' LCB =N 18°04'31" W LCH =716.76'
PI 1841+05.58 Y =430,035.643 X =901,317.508 Δ =24°05'00" LT D =00°43'21" T =1691.60' L =3333.24' R =7930.00' DB =S00°53'50"W PC 1824+13.98
LOT 2 CSM 7950 VOL. 42 PG. 129-132 DOC. 2703202
ACCESS CONTROL STA 1849+59.72 242.64'LT
1/16 LINE STA 1848+17.40
N0°53'50"E 471.44' TRAV. PNT. TO PI
ACCESS CONTROL STA 1836+88.80 241.46'LT
S87°20'00"E 1326.53' MON. TO RW
1/4 LINE STA 1836+41.98
N87°20'00"W 548.29' TAN TO RW
N87°20'00"W 711.23' MON. TO RW
N87°20'00"W 67.01' RW TO TAN.
EXISTING RL FOR PROJECT I-90-3(29)140
FOUND 1.25" IRON PIPE Y = 429,651.486 X = 899,437.335
FOUND 1" IRON PIPE Y = 429,528.058 X = 902,087.521
SCALE, FEET 0 100 200

NW- NW
NE- NW
SW- NW
SE- NW

R/W COURSE TABLE

1902-1903	N 03°18'21" W	1041.85'
1903-1904	S 86°41'39" W	10.25'
1904-1905	N 02°49'57" W	188.03'
1905-1906	SEE CURVE DATA ON SHEET	
1906-1907	S 69°54'09" W	12.13'
1907-1908	N 20°35'25" W	187.78'
1908-1909	N 79°37'12" W	334.17'
1909-1910	S 88°48'16" W	96.00'
1910-1911	N 86°37'18" W	250.80'
1911-1912	N 01°11'44" W	27.00'
IP 1976-1921	S 01°11'44" E	57.00'
1921-1922	S 88°48'16" W	165.32'
1922-1923	S 72°26'58" W	123.94'
1923-1924	S 88°51'58" W	160.00'
1924-1925	N 76°14'07" W	134.52'
1925-1931	S 88°48'16" W	80.00'
1931-1926	S 78°27'17" W	63.82'
1926-1927	S 22°30'55" E	694.30'
1927-1928	S 17°29'43" E	458.51'
1928-1929	S 12°52'12" E	815.09'
1929-1930	S 09°49'17" E	293.04'

TLE STATION & OFFSET TABLE

T1950	58+00.00 "A"	89.91'
T1951	58+00.00 "A"	104.91'
T1952	56+87.79 "A"	105.03'

R/W STATION & OFFSET TABLE

1902	1837+30.68	445.09'
1903	1848+09.07	278.02'
1904	1848+11.48	288.00'
1905	1850+00.00	241.64'
1906	1857+37.50	211.89'
1907	1857+38.15	224.00'
1908	1859+26.00	215.50'
1909	45+00.00"A"	81.31'
1910	44+04.00"A"	81.41'
1911	41+53.98"A"	61.68'
1912	41+53.95"A"	34.68'
1913	41+53.91"A"	1.69'
1918	59+04.10"A"	0.13'
IP 1976	59+04.14"A"	32.79'
1921	59+04.20"A"	89.79'
1922	57+38.88"A"	89.97'
1923	56+20.00"A"	125.00'
1924	54+60.00"A"	125.00'
1925	53+30.00"A"	90.41'
1931	52+50.00"A"	90.50'
1926	51+94.27"A"	120.00'
1927	1851+50.00	150.00'
1928	1847+00.00	152.00'
1929	1839+00.00	154.00'
1930	1836+12.66	159.22'

EXISTING IRON PIPES

PT #	Y	X
IP1975	429579.969	900970.047
IP1976	431806.599	901457.211

LOCATION SKETCH NOT TO SCALE
END PROJECT
BEGIN PROJECT
SHEET LOCATION
CHRISTIANA
ALBION
Rockdale
Albion
Edgerton

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.19 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE 4-17-2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

KEVIN C BOYER S-2675 HEWITT WI WISCONSIN LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) DATE 4/21/14
(PRINTED NAME) JENNIFER OLERAN

emcs inc

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
96	RANDY RAY KNICKMEIER	FEE	0.346	---	0.346	---
97	GARY L. PETTIT AND JANE C. PETTIT	FEE	1.672	---	1.672	---
98	CHRIS A BUCHANAN	FEE	0.452	---	0.452	---
99	GAIL RICHARDSON	FEE/TLE	0.602	---	0.602	0.030

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 04/17/2014

COMPOSITE DRWAING, ORIGINAL ON FILE AT THE DATE COUNTY RECISTER OF DEEDS OFFICE

4

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.20 AMENDMENT NO: 1

AMENDS THE TLE AREA OF PARCEL 103 OF TRANSPORTATION PROJECT PLAT 1007-20-21-4.20 RECORDED AS DOCUMENT NUMBER 5059314.
THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 AND PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33. ALL BEING LOCATED IN T 6 N, R 12 E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR CO HYW A ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140 AND CSM 866.

EXISTING ACCESS CONTROL ESTABLISHED FROM RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #
5111025
11/18/2014 10:26 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.20
AMENDMENT NO: 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
101	WILBERT S. KNICKMEIER, JR.	FEE	0.851	---	0.851	---
103	ROY J. KAUPER	FEE/TLE	2.325	---	2.325	0.307

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, LLC (ELECTRIC)	RELEASE OF RIGHTS
221	FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS

(202) WISCONSIN POWER AND LIGHT COMPANY (ELECTRIC)
NO EASEMENT OF RECORD - PARCEL 101,103

(221) FRONTIER COMMUNICATIONS OF WI LLC
VOL. 12193, PG. 50, DOC. 2114288 - PARCEL 103
NO EASEMENT OF RECORD - PARCEL 101

R/W COURSE TABLE

2004-2005	N 01°11'44" W	37.00'
2005-2006	N 88°48'16" E	347.43'
2006-2007	N 71°17'10" E	193.04'
2007-2008	N 23°24'29" W	1284.34'
2011-2012	S 22°02'14" E	1233.61'
2012-2013	S 71°54'01" E	282.32'
2013-2014	N 66°45'24" E	172.70'
2014-2015	N 88°51'58" E	145.00'
2015-2016	S 75°54'31" E	171.00'
2016-2017	N 88°48'16" E	104.00'
2017-2018	S 01°11'44" E	57.00'

EXISTING IRON PIPES

PT #	Y	X
IP 2075	431927.102	901354.652

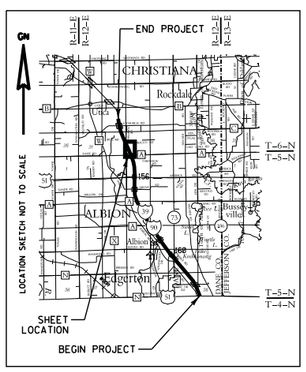
TLE STATION & OFFSET TABLE

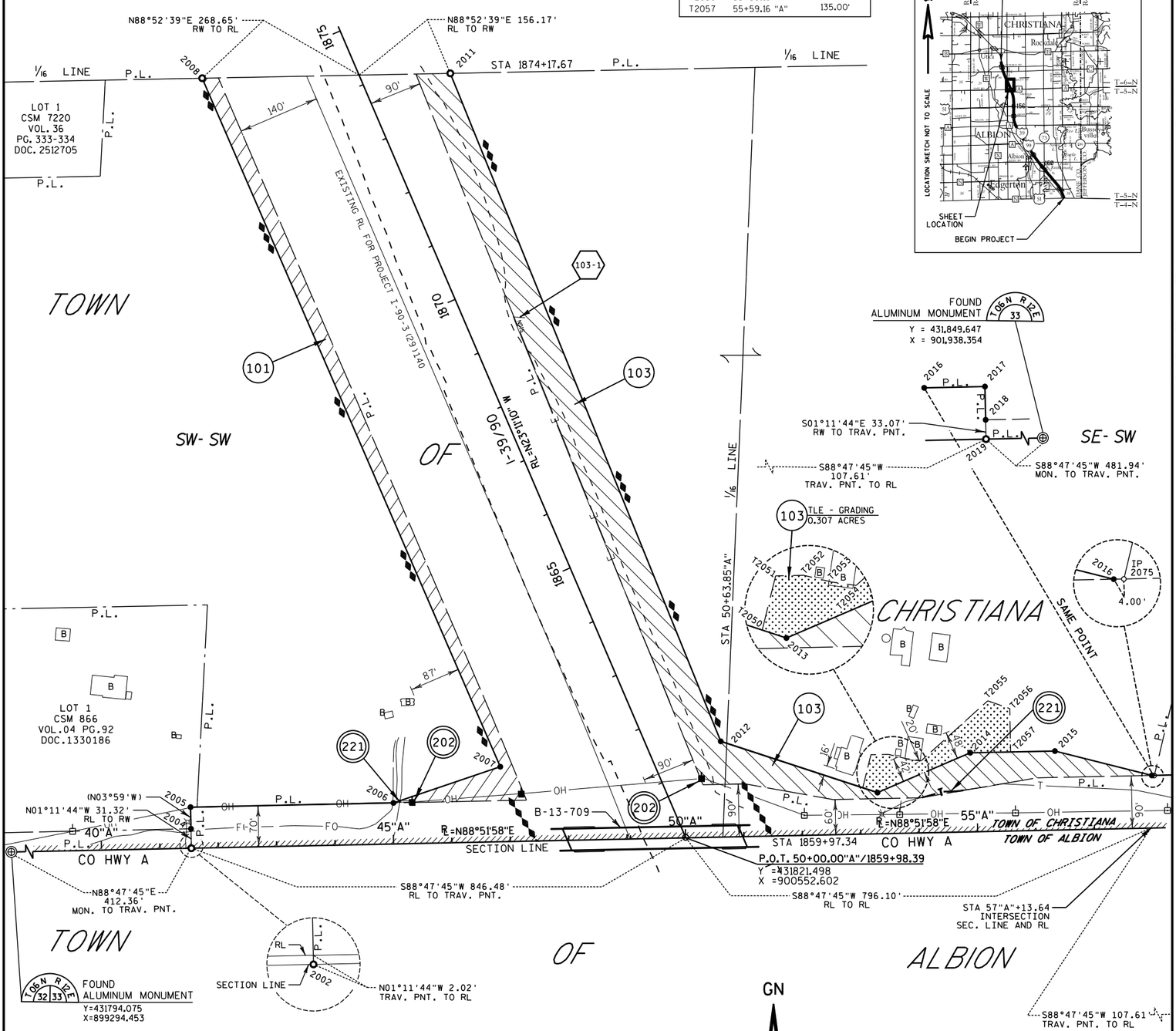
T2050	53+04.91 "A"	78.75'
T2051	53+20.00 "A"	135.00'
T2052	53+50.00 "A"	135.00'
T2053	53+79.96 "A"	127.22'
T2054	54+05.95 "A"	123.04'
T2055	55+21.74 "A"	223.35'
T2056	55+59.16 "A"	209.23'
T2057	55+59.16 "A"	135.00'

SIGN NUMBER	SIGN OWNER
103-1	LAMAR ADVERTISING

R/W STATION & OFFSET TABLE

2002	41+53.91 "A"	2.02'
2004	41+53.88 "A"	31.32'
2005	41+53.84 "A"	68.32'
2006	45+01.27 "A"	68.69'
2007	1862+34.26	244.00'
2008	1875+18.59	248.98.'
2011	1873+59.01	144.74'
2012	1861+25.65	120.00'
2013	53+30.00 "A"	70.00'
2014	54+90.00 "A"	135.00'
2015	56+35.00 "A"	135.00'
2016	58+00.00 "A"	90.09'
2017	59+04.00 "A"	90.21'
2018	59+04.07 "A"	33.21'
2019	59+04.10 "A"	0.13'





I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.20 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

emcs inc

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

(SIGNATURE) Kevin C. Boyer DATE 11/11/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 11/14/14
(PRINTED NAME) DAVID R. MILLER

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

1007-10-21-4.20 AMENDMENT NO: 1
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 11/11/2014

4

COMPOSITE DRWAING, ORIGINAL ON FILE AT THE DATE COUNTY RECISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.21 AMENDMENT NO: 1

AMENDS PARCEL 104 AND REMOVES OFF-PREMISE SIGN NUMBER 104-1 FROM TRANSPORTATION PROJECT PLAT 1007-10-21-4.21 RECORDED AS DOCUMENT NUMBER 5074893
THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 AND THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32. ALL BEING LOCATED IN T 6 N, R 12 E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR HAMMEN ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

EXISTING ACCESS CONTROL FOR I-39/90 ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5111026
11/18/2014 10:30 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.21
AMENDMENT NO: 1

FOUND
6" X 6" STONE MONUMENT
Y = 437,065.863
X = 899,492.891

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL
102	NANCY A. ANDERSON AND ROBERT NEIL ANDERSON	FEE	0.921	0.099	1.020
104	ROBERT F. HILL AND MARLETTA R. HILL	FEE	0.218	---	0.218
111	LAND CONTRACT, THE ESTATE OF WESLEY CIEBELL, DECEASED AND DORTHY HALVERSON, AS VENDORS, AND JAMES W. MORRIS AND JO ANN H. MORRIS, AS PURCHASERS AND JO ANN H. MORRIS	FEE	0.709	0.100	0.809
112	WAYNE A. LINNERUD AND FAITH A LINNERUD	FEE	0.044	---	0.044
113	STATE OF WISCONSIN (STATE CONSERVATION COMMISSION)	FEE	1.340	---	1.340

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

R/W COURSE TABLE

2102-2103	N 23°24'29" W	21.41'
2103-2104	N 29°30'42" W	226.38'
2104-2105	N 21°25'27" W	500.47'
2107-2108	N 21°25'27" W	554.60'
2108-2109	N 21°25'27" W	60.52'
2109-2110	N 20°48'47" W	700.60'
2110-2111	N 25°14'32" W	667.37'
2114-2115	S 21°59'50" E	964.22'
2117-2118	S 21°59'50" E	325.73'
2118-2119	S 27°32'32" E	362.21'
2119-2120	S 21°59'50" E	237.21'
2120-2121	N 66°48'50" E	18.31'
2121-2122	S 23°11'10" E	310.00'
2122-2123	S 66°48'50" W	24.74'
2123-2124	S 21°59'50" E	252.73'
2124-2126	S 09°12'35" E	162.13'
2126-2127	S 43°57'35" E	96.41'
2127-2125	S 22°02'14" E	15.85'

R/W STATION & OFFSET TABLE

2102	1875+18.59	248.98'
2103	1875+40.00	249.06'
2104	1877+65.00	274.00'
2105	1882+65.24	258.61'
2107	1883+85.18	254.92'
2108	1889+39.52	237.87'
2109	1890+00.00	236.01'
2110	1897+00.00	207.00'
2111	1903+63.70	232.50'
2114	1901+98.35	168.37'
2115	1892+33.76	148.45'
2117	1891+08.98	145.86'
2118	1887+83.32	139.10'
2119	1884+22.16	166.62'
2120	1881+85.00	161.69'
2121	1881+85.00	180.00'
2122	1878+75.00	180.00'
2123	1878+75.00	155.26'
2124	1876+22.33	150.02'
2126	1874+65.00	110.86'
2127	1873+74.86	145.05'
2125	1873+59.01	144.74'

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
221	FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS

N89°46'09"E 250.80' RW TO TAN.
TAN. RL N23°11'10"W 2210.28' TRAV. PNT. TO PI STA 1924+79.40
N89°46'09"E 182.94' TAN TO RW
STA 1902+68.92
1/16 LINE
TAN. RL N23°11'10"W 124.64 PC TO TRAV. PNT.
PC STA 1901+44.18
PI 1924+79.40
Y =437,779.039
X =898,000.906
Δ =16°55'06" RT
D =00°21'54"
T =2334.92'
L =4635.87'
R =15,700.00'
DA =N06°16'04"W
PT 1947+80.35
TOWN
SE- NE
HAMMEN ROAD
SECTION LINE
S01°22'12"W 2270.38' MON. TO RW
S21°59'50"E 62.40' RW TO TRAV. PNT.
S21°59'50"E 62.40' TRAV. PNT. TO RW
I-39/90 RL N23°11'10"W
N01°22'12"E 354.10' RL TO TRAV. PNT.
66' ACCESS EASEMENT DOC. 1324131
STA 1888+49.30
N88°57'39"E 150.18' RL TO RW
DETAIL A
STA 1888+39.94
S88°57'39"W 5095.99' MON. TO RW
FOUND 6" X 6" STONE MONUMENT Y = 434,528.665 X = 904,679.144
SET 1.25" X 30" REBAR Y = 434,390.173 X = 894,065.152
N89°32'16"E 5110.98' MON. TO RW
N89°32'16"E 253.98' RW TO MON.
FOUND 1" IRON PIPE Y = 434,433.463 X = 899,429.938
N02°56'19"E 574.94' RW TO MON.
N01°22'12"E 8.68' MON TO RL
3.89' MON. TO RL
SCALE, FEET 0 100 200
NE- SE
N21°25'27"W 60.00' TRAV. PNT. TO RW
N21°25'27"W 60.00' RW TO TRAV. PNT.
N02°56'19"E 2067.93' MON. TO RW
EXISTING RL FOR PROJECT I-90-3(29)140
FOUND ALUMINUM MONUMENT Y = 431,794.074 X = 899,294.453
SW- NW
NW- SW
CHRISTIANA
S88°52'39"W 156.17' RW TO RL
STA 1874+17.67
S88°52'39"W 268.65' RL TO RW
1/16 LINE P.L.
LOCATION SKETCH NOT TO SCALE
END PROJECT
BEGIN PROJECT
SHEET LOCATION
CHRISTIANA
ALDEN
Rockdale
Albion
Evansville
Edgerton
T-6-N
T-5-N
T-4-N
R-11-E
R-12-E

FRONTIER COMMUNICATIONS OF WI LLC
NO EASEMENT OF RECORD - PARCEL 104

I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.21 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

emcs inc

WISCONSIN KEVIN C BOYER S-2675 NEWITT WI LAND SURVEYOR

(SIGNATURE) _____ DATE 11/12/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE, MADISON

(SIGNATURE) David R. Miller DATE 11/14/14
(PRINTED NAME) DAVID R. MILLER

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

1007-10-21-4.21 AMENDMENT NO: 1
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 11/12/2014

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5059315
03/20/2014 09:55 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.22
AMENDMENT NO:

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR EAST CHURCH ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR UNNAMED ROAD ESTABLISHED FROM SURVEY PLAT OF RECORD (GEORGE A. WEIR, PLAT #6627-L)
EXISTING HIGHWAY RIGHT OF WAY FOR HAMMEN ROAD EXTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.22

THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, ALSO PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 AND PART OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 29. ALL BEING LOCATED IN T 6 N, R 12 E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
113	STATE OF WISCONSIN (STATE CONSERVATION COMMISSION)	FEE	0.916	---	0.916	---
114	IN SIK KIM & KYUNG SHIM KIM	TLE	---	---	---	0.020
121	JEFFREY L. NOTSTAD AND SANDRA L. NOTSTAD	FEE	0.574	---	0.574	---
122	JAMES O. NOTSTAD	FEE	1.054	---	1.054	---
123	NOTSTAD ARMSTRONG, LLC.	FEE	0.505	---	0.505	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
221	FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS

221 FRONTIER COMMUNICATIONS OF WI LLC
NO EASEMENT OF RECORD - PARCEL 114

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

EXISTING IRON PIPES

PT #	Y	X
IP 2275	437065.774	898136.936
IP 2276	437096.724	898136.776
IP 2277	438325.754	897795.411
IP 2278	438326.537	897735.071
IP 2279	438325.921	897612.621
IP 2280	438326.130	897478.510
IP 2281	438276.277	897761.493
IP 2282	438146.838	897780.323
IP 2283	438097.375	897772.855

R/W COURSE TABLE

2228-2229	S 16°16'53" E	702.42'
2229-2230	S 21°59'50" E	694.15'
2202-2203	N 25°14'32" W	138.55'
2203-2204	N 19°50'18" W	1015.00'
2204-2205	N 11°38'21" W	102.11'
2205-2206	SEE CURVE DATA ON SHEET	
2206-2207	SEE CURVE DATA ON SHEET	
2207-2208	N 89°55'55" W	60.45'
2208-2209	N 89°55'55" W	74.18'
2209-IP 2280	N 89°55'55" W	182.75'
IP 2280-2211	N 85°51'52" W	451.14'
2219-2220	S 85°30'04" W	75.62'
2220-2221	S 85°30'04" W	234.28'
2221-2222	S 89°12'05" W	462.50'
2222-2223	S 83°58'38" W	439.32'
2223-2224	S 89°17'43" W	183.86'
2224-2225	S 21°19'22" E	212.31'
2225-2226	S 11°15'57" E	396.64'
2226-2227	S 21°48'20" E	595.95'
2227-2228	S 16°16'53" E	89.02'

R/W STATION & OFFSET TABLE

2202	1903+63.70	232.50'
2203	1905+00.00	240.00'
2204	1915+00.00	236.00'
2205	1916+00.00	224.59'
2206	1917+45.61	228.71'
2207	1930+34.57	242.56'
2208	47+05.71 "CH"	65.63'
2209	46+31.53 "CH"	65.56'
IP 2280	44+48.78 "CH"	65.40'
2211	39+98.81 "CH"	33.01'
2212	39+98.84 "CH"	3.13'
2215	65+58.06 "CH"	27.14'
2219	65+58.06 "CH"	42.11'
2220	64+82.59 "CH"	46.93'
2221	62+48.79 "CH"	61.87'
2222	57+86.29 "CH"	61.51'
2223	53+48.76 "CH"	101.17'
2224	1929+12.42	140.00'
2225	1927+00.00	169.00'
2226	1923+00.00	146.00'
2227	1917+00.00	202.00'
2228	1916+09.85	199.84'
2229	1909+00.00	164.88'
2230	1901+98.35	168.37'

TLE STATION & OFFSET TABLE

T2250	47+69.48 "CH"	80.79'
T2251	47+13.45 "CH"	80.75'

PI 51+09.63"CH"
Y =438391.327
X =898139.376
Δ =00°51'40" LT
D =00°15'00"
T =172.23'
L =344.44'
R =22,918.31'

P.O.T. 50+00.00"CH"/1930+47.50

PI STA52+81.85"CH"

PC STA49+37.40"CH"

PI STA51+09.63"CH"

PI STA1924+79.40

PI 1924+79.40
Y =437,779.039
X =898,000.906
Δ =16°55'06" RT
D =00°21'54"
T =2334.92'
L =4635.87'
R =15,700.00'
DA =N06°16'04"W
DB =S23°11'10"E
PC 1901+44.48
PT 1947+80.35

SECTION LINE
S89°55'55"E 74.85'
TRAV. PNT. TO TRAV. PNT.
N00°52'56"E 1319.89'
1/16 LINE TO E 1/4 OF SECTION 29
S89°55'55"E 1579.13'
TAN. TO TRAV. PNT.
1/16 LINE
S00°50'36"E 14.97'
TRAV. PNT. TO RW
S00°52'56"W 1298.90'
RW TO SE 1/4 OF SECTION 29

S89°55'55"E 905.49'
P.L. TRAV. PNT. TO TAN.
1/16 LINE
N00°04'54"E 29.88'
RW TO TRAV. PNT.
IP 2280 0.75" REBAR

S89°55'55"E 905.49'
TRAV. PNT. TO TAN.

S89°55'55"E 1579.13'
TAN. TO TRAV. PNT.

S3°39'51"E 291.87
TRAV. PNT. TO PI

TAN. RL=B
S36°16'24"E 612.89'
TRAV. PNT. TO PI

S89°59'54"E 1367.18'
MON. TO RW

N89°59'54"W 895.74'
MON. TO RW

N1°22'12"E 2633.15'
MON. TO MON.

S89°46'09"W 250.80'
TAN. TO RW

S89°46'09"W 182.94'
RW TO TAN.

1/16 LINE
STA 1925+76.02

1/16 LINE
STA 1930+43.31

1/16 LINE
STA 1902+68.92

1/16 LINE
STA 1916+74.12

R =11554.19'
L =1308.72'
CB =N 15°35'50" W
CL =1308.02'

R =11554.19'
L =147.53'
CB =N 19°13'15" W
CL =147.53'

R =15,700.00'
L =2220.28'
CB =N 10°53'41" W
CL =2219.41'

TAN. RL

EXISTING RL FOR PROJECT I-90-3(29)140

CALCULATED POSITION BASED ON FOUND WITNESS MONUMENT
Y = 437,065.940
X = 896,780.393

FOUND 6" X 6" STONE MONUMENT
Y = 437,065.863
X = 899,492.891

FOUND 1" IRON PIPE
Y = 434,433.463
X = 899,429.938

IP 2278 IS N27°05'20"W, 0.80' FROM POINT 2208

IP 2277 IS N89°55'55"W, 0.47' FROM POINT 2207

DETAIL B
1/16 LINE
114 TLE - GRADING 0.020 ACRES

SW- SE
SE- SE
NW- NE
NE- NE

TOWN OF CHRISTIANA

CHRISTIANA

UNNAMED RD

HAMMEN RD

I-39/90

SCALE. FEET
0 100 200

LOCATION SKETCH NOT TO SCALE
END PROJECT
BEGIN PROJECT
SHEET LOCATION
CHRISTIANA
ALBION
T-6-N R-11-E
T-6-N R-12-E
T-5-N R-11-E
T-5-N R-12-E

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.22 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE 3/19/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) DATE 3/19/14
(PRINTED NAME) Jennifer Queram

emcs inc

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

1007-10-21-4.22
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 03/19/2014

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

4

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.23

THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4, AND PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 29. ALL BEING LOCATED IN T 6 N, R 12 E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR EAST CHURCH ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5059372
03/20/2014 12:46 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.23
AMENDMENT NO:

1007-10-21-4.23

PLOT SCALE : 1:1100

PLOT NAME :

PLOT BY : bjl

PLOT DATE : $DATE$

R/W COURSE TABLE

2316-2317	S 00°04'43" W	211.61'
2317-2318	S 12°58'08" E	297.61'
2318-2319	S 08°04'33" E	698.24'
2319-2320	S 85°15'27" E	288.73'
2320-2325	S 88°15'14" E	500.51'
2325-2326	S 88°15'14" E	349.24'
2326-2327	N 89°12'05" E	236.87'
2323-2324	N 85°22'03" E	451.52'
2324-2304	S 89°55'55" E	168.04'
2304-2305	S 89°55'55" E	100.02'
2305-2306	SEE CURVE DATA ON SHEET	
2306-2307	S 82°15'41" W	11.35'
2307-2308	N 07°37'47" W	43.28'
2308-2309	N 07°37'47" W	17.34'
2309-2310	N 82°28'45" E	13.66'
2310-2321	SEE CURVE DATA ON SHEET	
2321-2311	N 03°39'51" W	48.14'
2314-2315	S 03°53'46" E	298.01'
2315-2316	S 00°04'43" W	187.66'

R/W STATION & OFFSET TABLE

2302	39+98.84 "CH"	3.13'
2304	46+16.94 "CH"	69.45'
2305	1931+74.78	261.61'
2306	1943+77.35	233.65'
2307	1943+77.35	245.00'
2308	1944+19.96	244.98'
2309	1944+37.03	245.00'
2310	1944+37.03	231.34'
2311	1948+09.78	215.06'
2314	1948+50.77	219.00'
2315	1945+50.00	205.00'
2316	1943+61.65	180.40'
2317	1941+50.00	150.00'
2318	1938+50.00	170.00'
2319	1931+45.73	135.00'
2320	54+00.00 "CH"	96.52'
2321	1947+61.95	217.26'
2323	39+98.87 "CH"	32.99'
2324	44+48.90 "CH"	69.60'
2325	59+00.00 "CH"	73.91'
2326	62+48.88 "CH"	58.13'
2327	64+85.75 "CH"	57.95'
2329	64+83.22 "CH"	25.95'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
126	MYRON C. FOSDAL	FEE/TLE	2.060	---	2.060	0.183

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

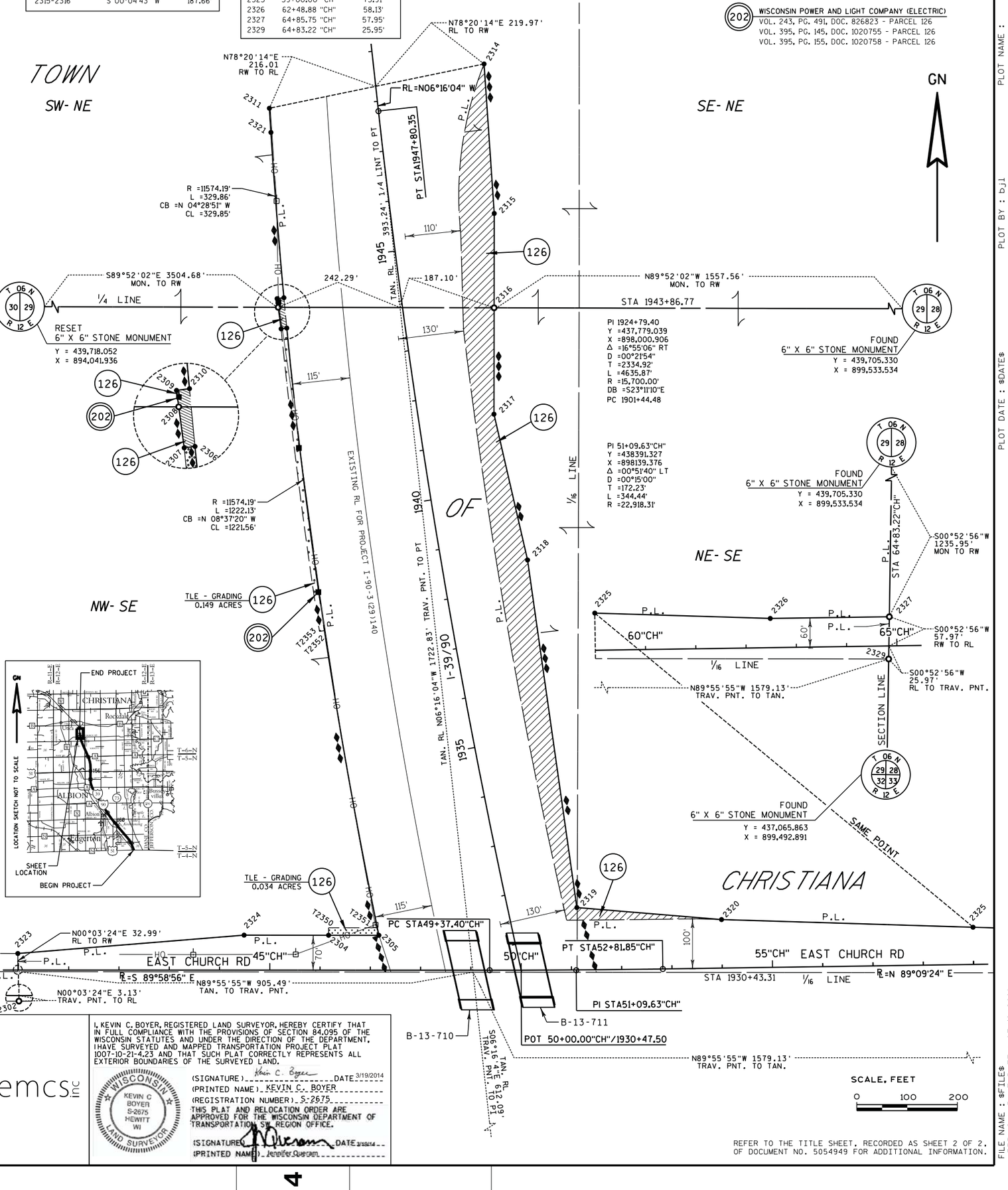
TLE STATION & OFFSET TABLE

T2350	1932+09.78	356.25'
T2351	1931+89.85	261.48'
T2352	1937+80.55	251.95'
T2353	1937+80.55	262.00'

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, LLC (ELECTRIC)	RELEASE OF RIGHTS

202 WISCONSIN POWER AND LIGHT COMPANY (ELECTRIC)
VOL. 243, PG. 491, DOC. 826823 - PARCEL 126
VOL. 395, PG. 145, DOC. 1020755 - PARCEL 126
VOL. 395, PG. 155, DOC. 1020758 - PARCEL 126



emcs inc

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.23 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE 3/19/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) Jennifer Quesan DATE 3/19/14
(PRINTED NAME) Jennifer Quesan

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 03/19/2014

4

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

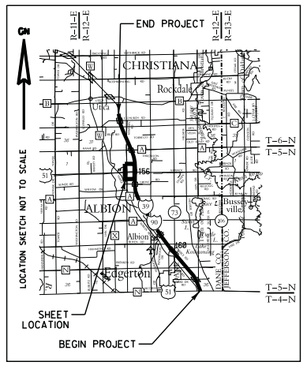
DOCUMENT #
5074896
06/09/2014 12:58 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.24
AMENDMENT NO:

R/W STATION & OFFSET TABLE		
2403	68+54.04"KN"	753.92'
2404	68+68.97"KN"	752.50'
2405	68+10.45"KN"	150.48'
2406	68+77.15"KN"	79.70'
2407	83+60.46"KN"	79.23'
2408	83+60.44"KN"	43.53'
2409	85+86.30"KN"	43.36'
2412	87+05.49"KN"	100.88'
2413	68+46.10"KN"	100.29'
2414	67+74.58"KN"	167.45'

R/W COURSE TABLE		
2403-2404	N 89°15'38" W	15.00'
2404-2405	N 00°52'34" E	604.86'
2405-2406	N 47°58'34" W	97.26'
2406-2407	S 85°20'34" W	1483.31'
2407-2408	N 04°38'00" W	35.70'
2408-2409	S 85°22'00" W	225.86'
2412-2413	N 85°20'34" E	1859.39'
2413-2414	N 42°07'40" E	98.11'

EXISTING IRON PIPES		
PT #	Y	X
2450	426210.581	899481.245
2451	426211.326	899464.637
2452	426254.991	899465.436
2453	426552.957	899470.185
2454	426817.932	899474.294
2455	426880.812	899404.172
2456	426857.833	899172.516
2457	426862.559	899172.914
2458	426853.941	899067.538
2459	426911.801	897568.864
2460	427135.146	899483.988



TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.24

THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 AND THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 8. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 AND THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR USH 51 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140 AND CSM 9667.
EXISTING HIGHWAY RIGHT OF WAY FOR CO HWY A ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140 AND CSM 9667.
EXISTING HIGHWAY RIGHT OF WAY FOR MAPLE GROVE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140 AND CSM 9667.

EXISTING ACCESS CONTROL FOR USH 51 ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29) 140 AND ACCESS CONTROL PROJECT 5845-02-29.
EXISTING ACCESS CONTROL FOR CO HWY A ESTABLISHED FROM CSM 9667.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

GN

SCALE, FEET
0 100 200

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.24 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

emcs inc

(SIGNATURE) Kevin C. Boyer DATE 6/3/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Hill DATE 6/3/2014
(PRINTED NAME) DAVID R. HILL

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 06/03/2014
PLOT DATE : $DATE$
PLOT BY : bjl
PLOT NAME :
PLOT SCALE : 1:100

1007-10-21-4.24

CP409F
¾" REBAR W/CAP
1487+63.82 'NB', 161.09' LT
N 399,050.199
E 915,793.896
ELEV. 881.34

GOEDE RD

STEVEN & SUSAN DRAYS

R/W

PROJECT ID 1005-10-72 BY OTHERS

I-39/90 SB

I-39/90 NB

1480'NB' 1485'NB' 1490'NB' 1495'NB' 1500'NB' 1505'NB'

1506+00'NB' MATCH LINE

NB R/L

BH-1

R/W

SLOPE INTERCEPT

BEGIN PROJECT 1007-11-75
STA 1498+00
STA 1498+00.00'NB'=
STA 1447+60.59'NB' ID 1005-10-72

SOIL BORING LOCATION (TYP)

ROCK COUNTY
DANE COUNTY

CRAZY ACRES, INC.

ATHLETIC FIELD

5

5

890 880 870 860 850 840 830 820

STA 1498+00.00
EL 856.16

VCL = 500
K = 244

EXISTING GROUND

-0.58%

MEDIAN DITCH PROFILE

PROPOSED PROFILE AT NB R/L

OUTSIDE DITCH PROFILE

VPC 1502+75
EL 853.40

VPI 1505+25
EL 851.95

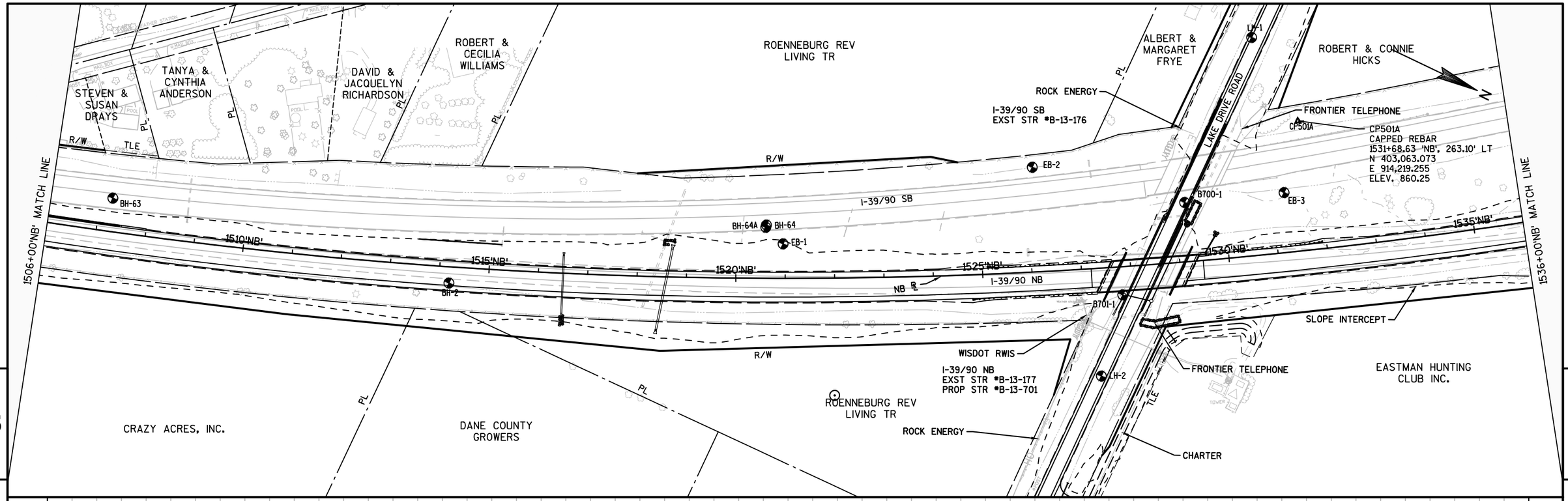
STA 1502+95'NB'
1-36" CPRC CLASS III
REQ'D

NB EXISTING PROFILE ELEVATIONS
NB FINISHED PROFILE ELEVATIONS

1476'NB'				1480'NB'				1485'NB'				1490'NB'				1495'NB'				1500'NB'				1505'NB'
860.0	860.3	860.6	860.9	861.2	861.5	861.8	861.9	862.1	862.1	862.1	862.1	862.1	862.0	861.8	861.4	860.8	860.2	859.4	858.8	858.1	857.4	855.3	856.16	855.8	855.58	855.1	855.00	854.5	854.42	854.1	853.84	853.9	853.27	854.1	853.00	854.4	853.13	854.9	853.68

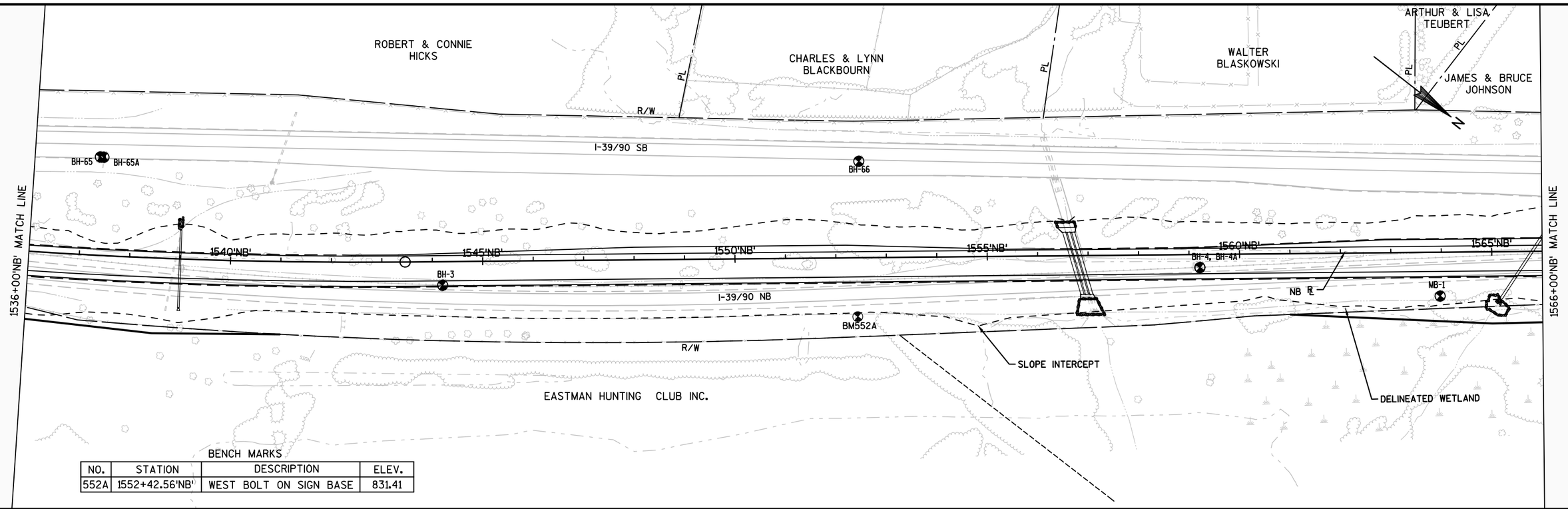
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: I-39/90 NB	SHEET 460	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_I39.DWG
LAYOUT NAME - PP-(1) [1476+00.00]
PLOT DATE : 4/28/2016 9:24 AM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



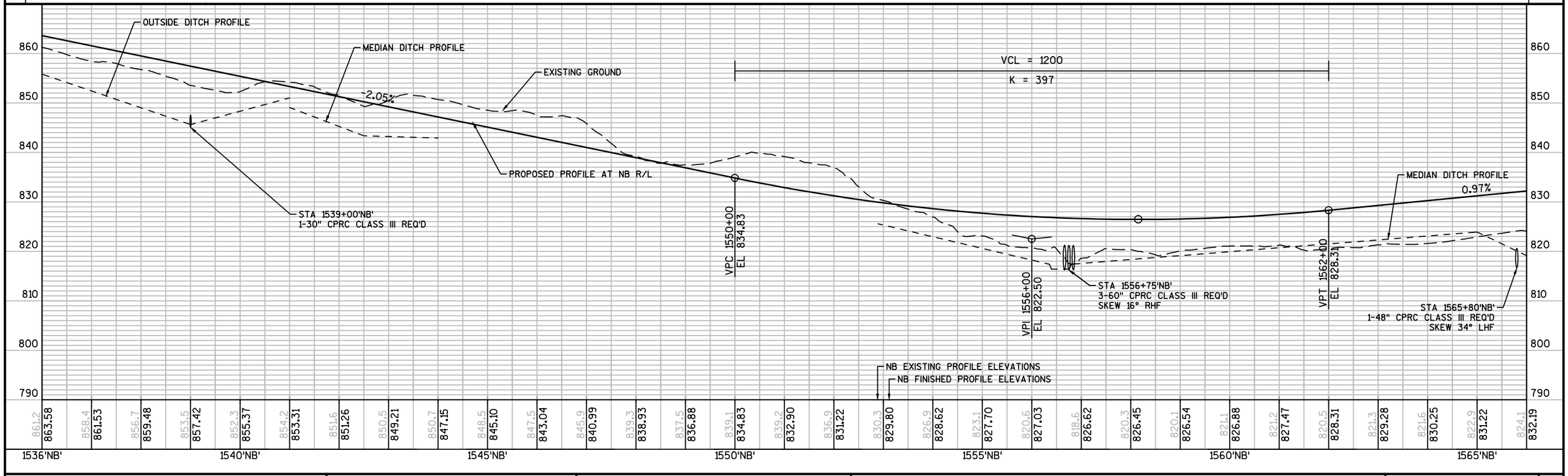
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: I-39/90 NB	SHEET 461	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_I39.DWG
LAYOUT NAME - PP-(2) [1506+00.00]
PLOT DATE : 4/28/2016 9:24 AM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

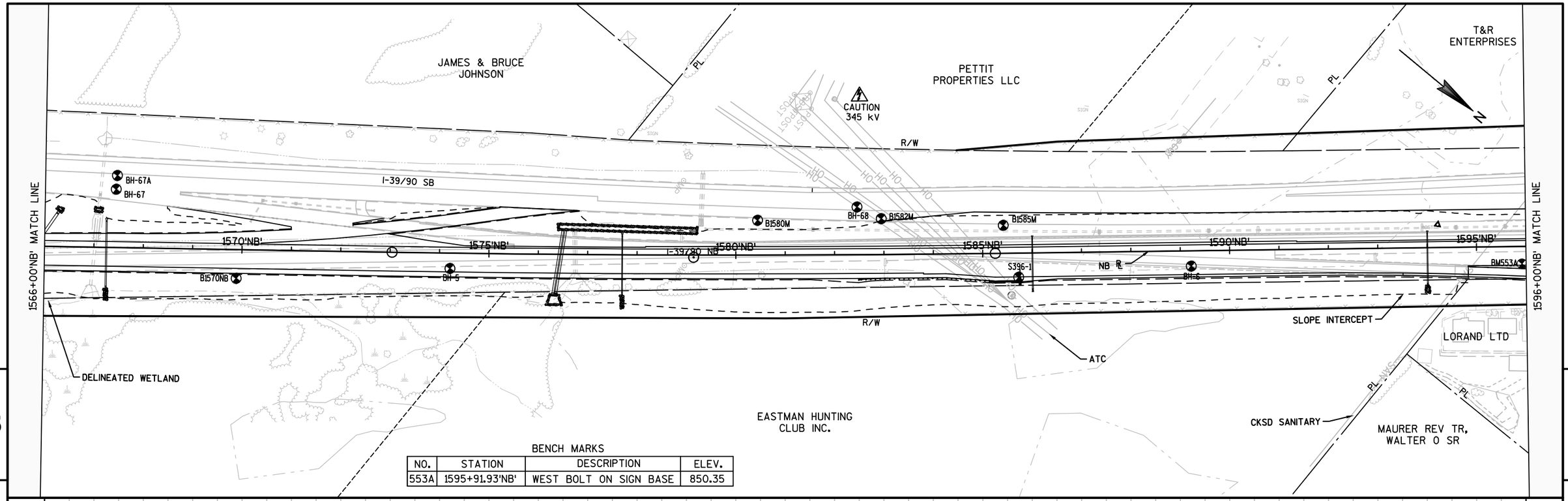


BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
552A	1552+42.56'NB'	WEST BOLT ON SIGN BASE	831.41

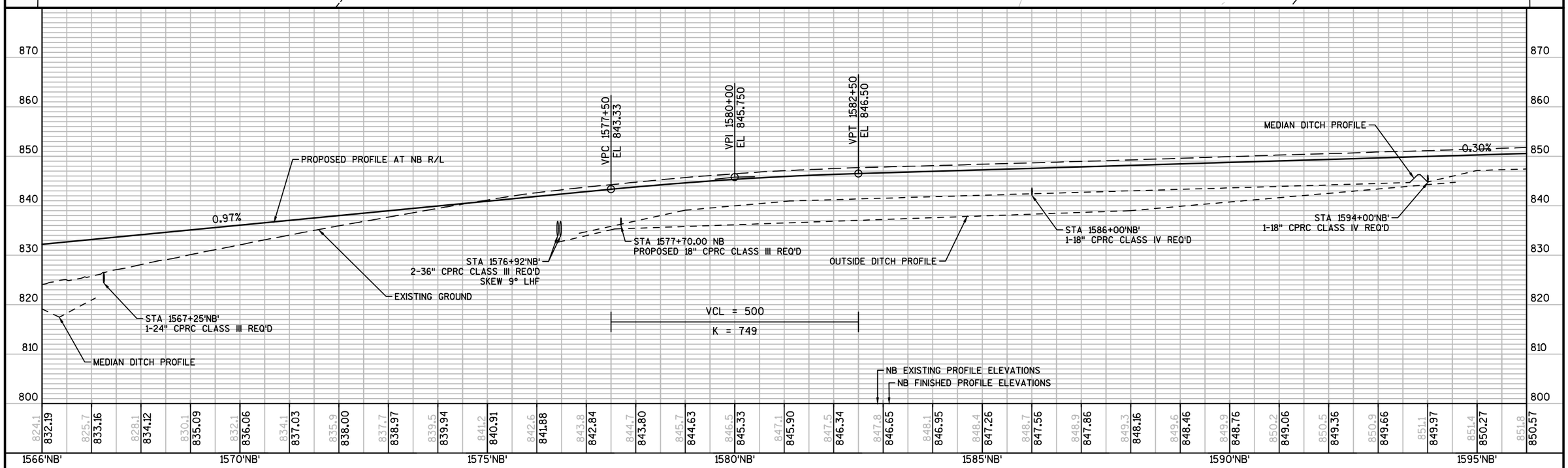


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: I-39/90 NB	SHEET 462	E



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
553A	1595+91.93'NB'	WEST BOLT ON SIGN BASE	850.35



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: I-39/90 NB	SHEET 463	E

1596+00'NB' MATCH LINE

1626+00'NB' MATCH LINE

5

5

VICKI & WILLIAM GRIDLEY

ANNE OBRIECHT

TRUCK STOP LLC

73H-9

73H-2

USH 51

73H-10

R/W

N

PL

PL

PL

R/W

DELINEATED WETLANDS

SB EXIT RAMP

SB ENTRANCE RAMP

BH-69

BH-70

I-39/90 SB

I-39/90 SB

1600'NB'

1605'NB'

1610'NB'

1615'NB'

1620'NB'

1625'NB'

NB R/L

I-39/90 NB

BH-7

BH-8

NB EXIT RAMP

ROCK ENERGY COOPERATIVE & WINDSTREAM COMMUNICATIONS (NOT FIELD VERIFIED)

SLOPE INTERCEPT

NB ENTRANCE RAMP

73H-8

PH-1

73H-5

LORAND LTD

PIERCE ROAD

R/W

73H-6

73H-3

STH 73

73H-7

B621TA

B619TA

R/W

TLE

FRONTIER TELEPHONE (NOT FIELD VERIFIED)

DELINEATED WETLANDS

MAURER REV TR, WALTER O SR

DARWIN & PATRICIA ORMSON

TLE

USH 51/STH 73 INTERCHANGE & BRIDGE B-13-702 CONSTRUCTED UNDER PROJECT 1007-10-72

HENRY & RITA BRATLAND

880
870
860
850
840
830
820
810

VPC 1621+75
EL 858.32

VPI 1624+00
EL 859.000

EXISTING GROUND

0.30%

MEDIAN DITCH PROFILE

PROPOSED PROFILE AT NB R/L

OUTSIDE DITCH PROFILE

STA 1610+00'NB'
1-36" SSPRC CLASS III REQ'D

STA 1620+00'NB'
1-24" SSPRC CLASS III REQ'D

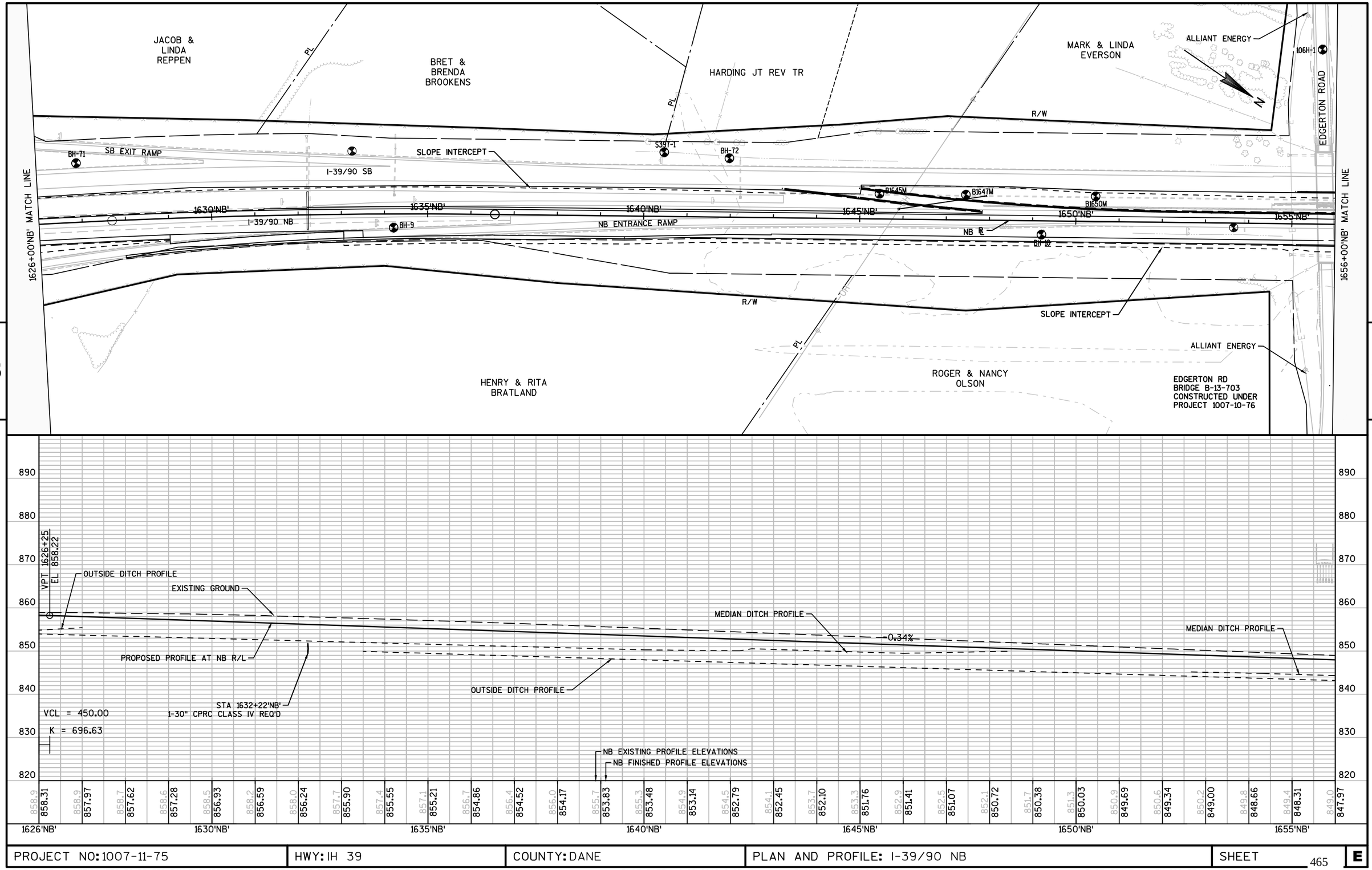
VCL = 450

K = 697

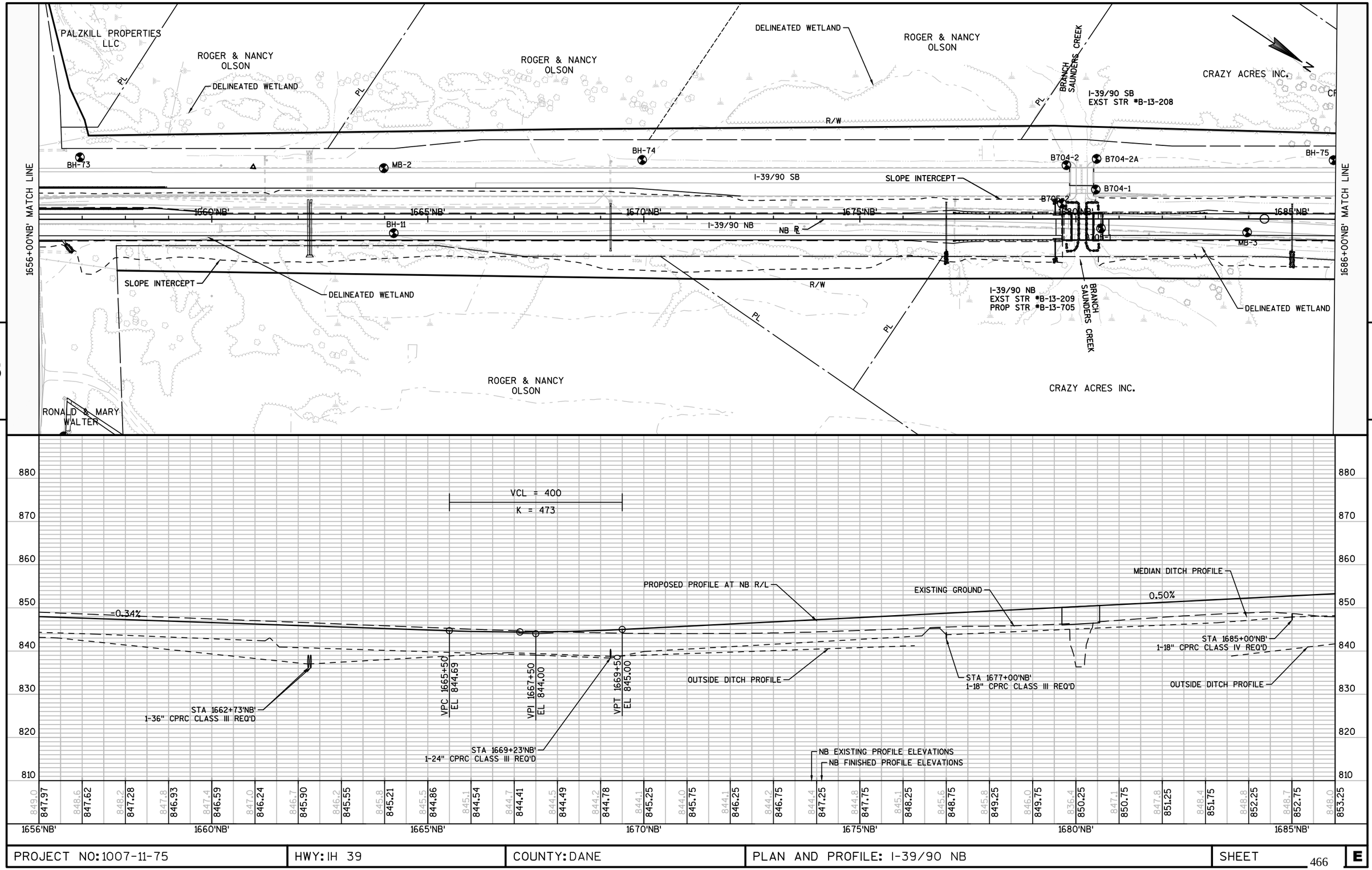
NB EXISTING PROFILE ELEVATIONS

NB FINISHED PROFILE ELEVATIONS

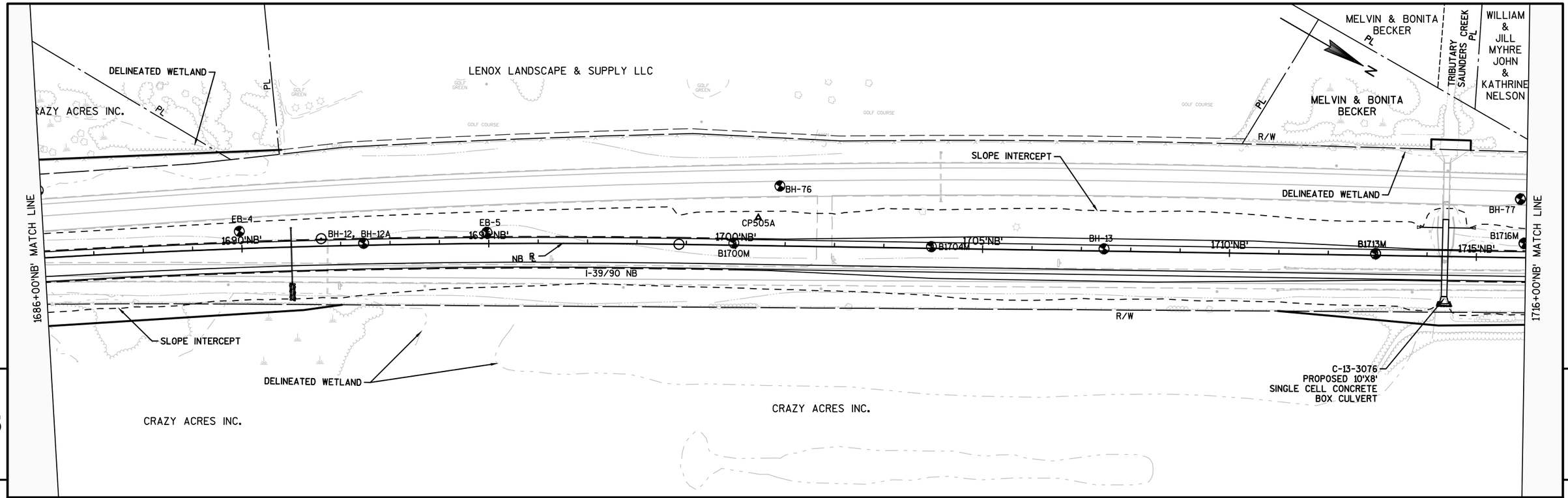
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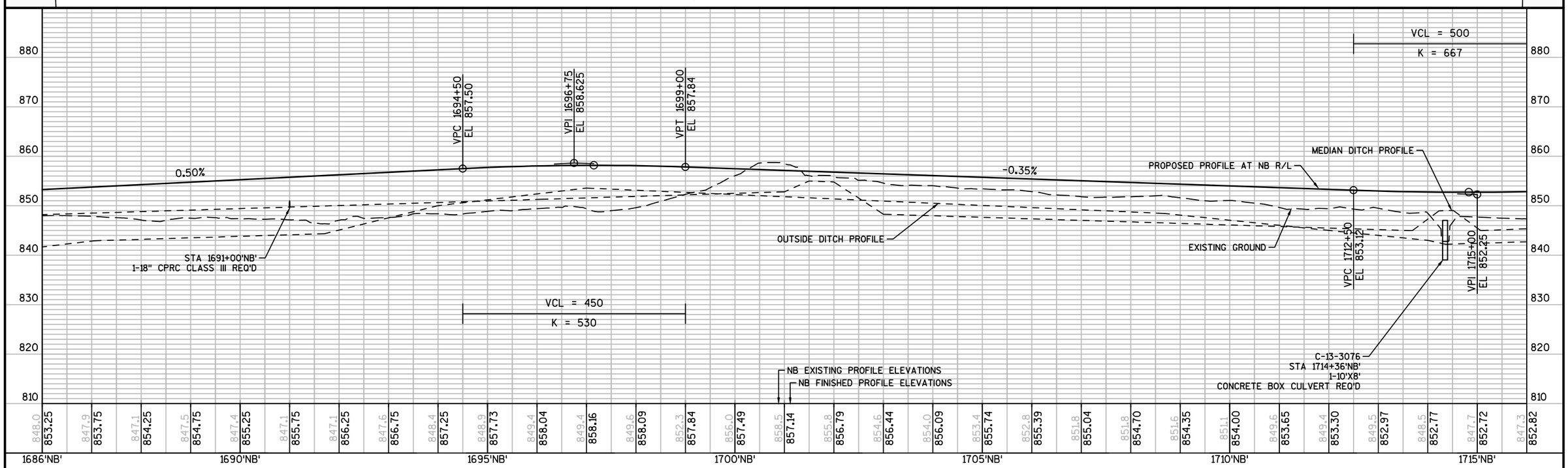


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: I-39/90 NB	SHEET 465	E



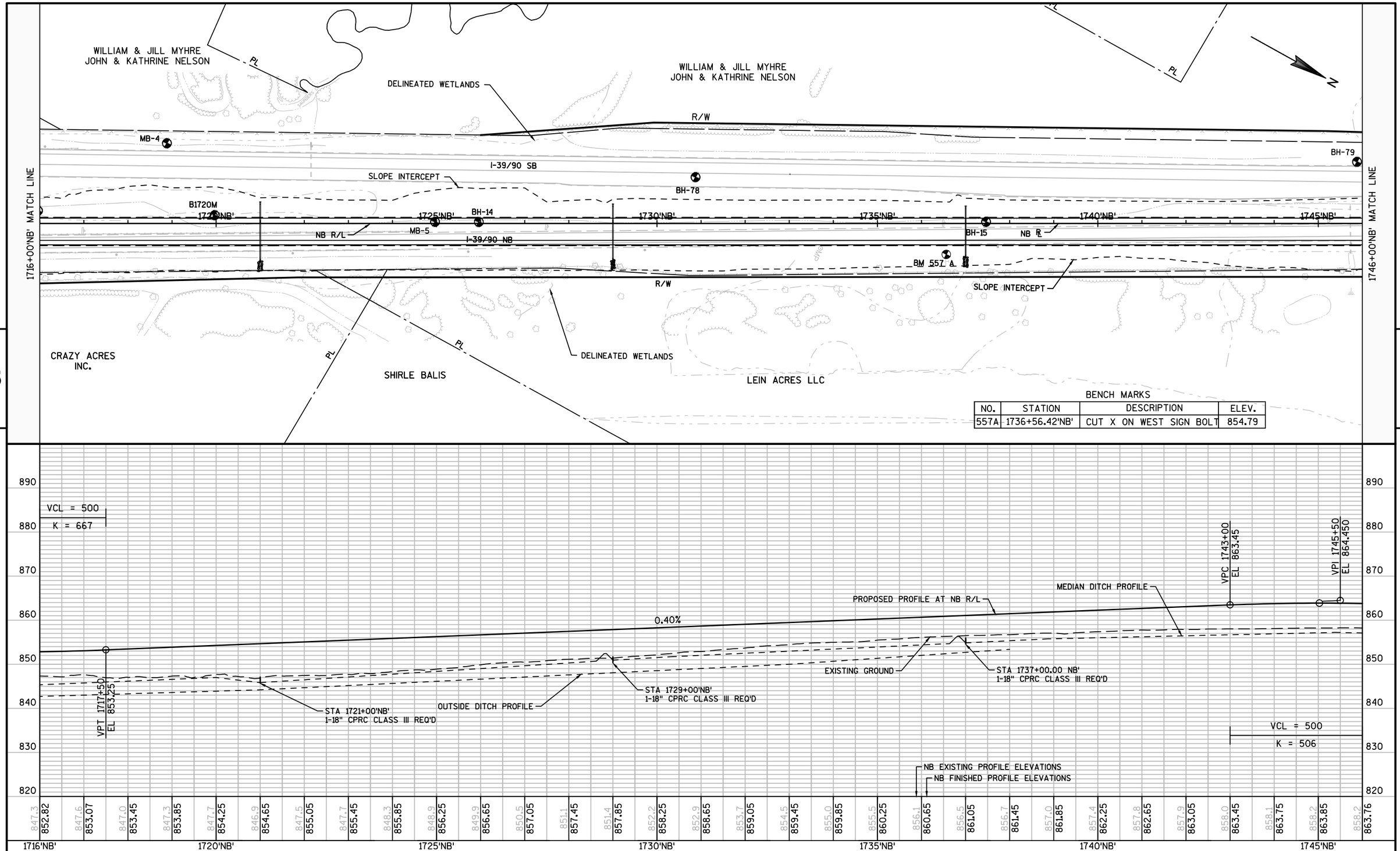
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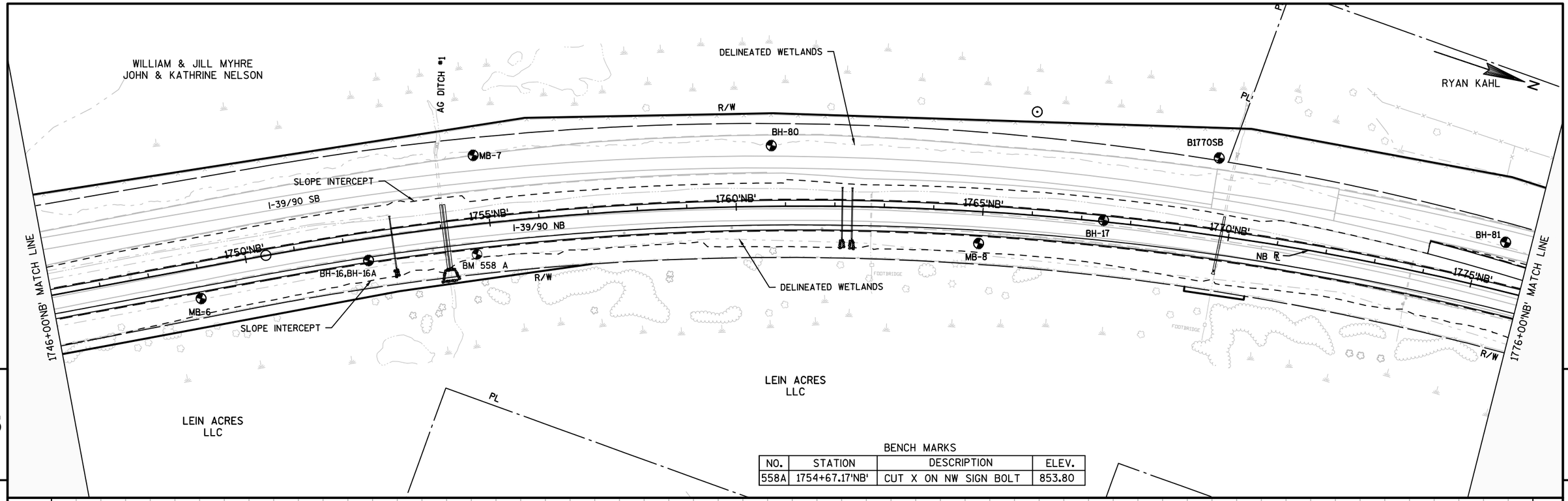
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: I-39/90 NB	SHEET 467	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_I39.DWG
LAYOUT NAME - PP-(8) [1686+00.00]
PLOT DATE : 4/28/2016 9:29 AM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



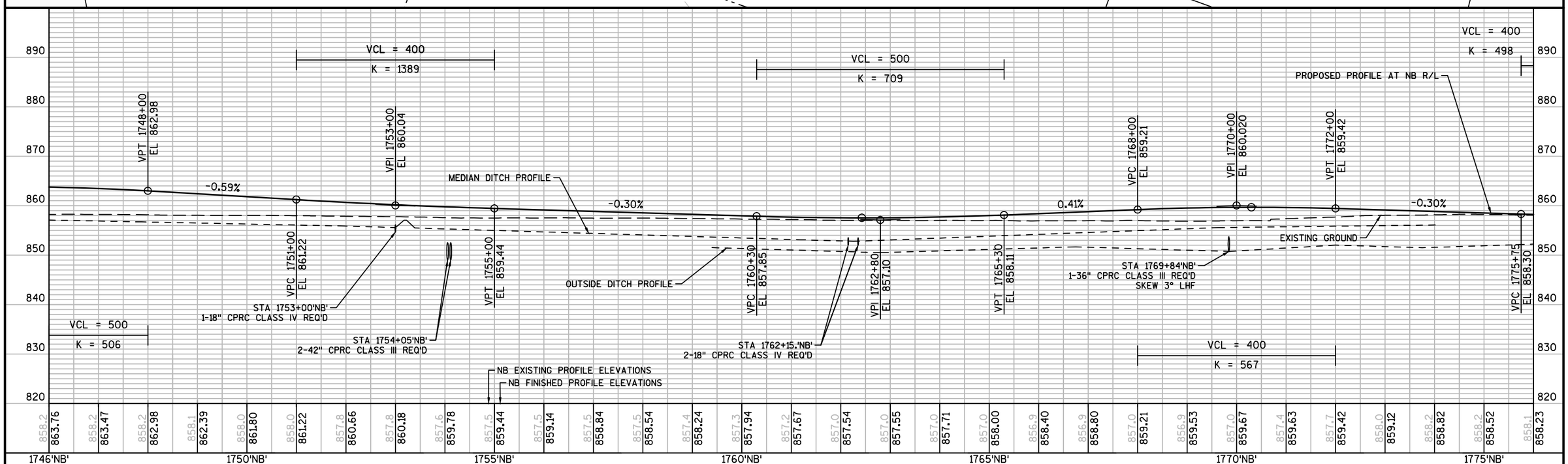
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: I-39/90 NB	SHEET 468	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_I39.DWG
LAYOUT NAME - PP-(9) [1716+00.00]
PLOT DATE : 4/28/2016 9:30 AM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

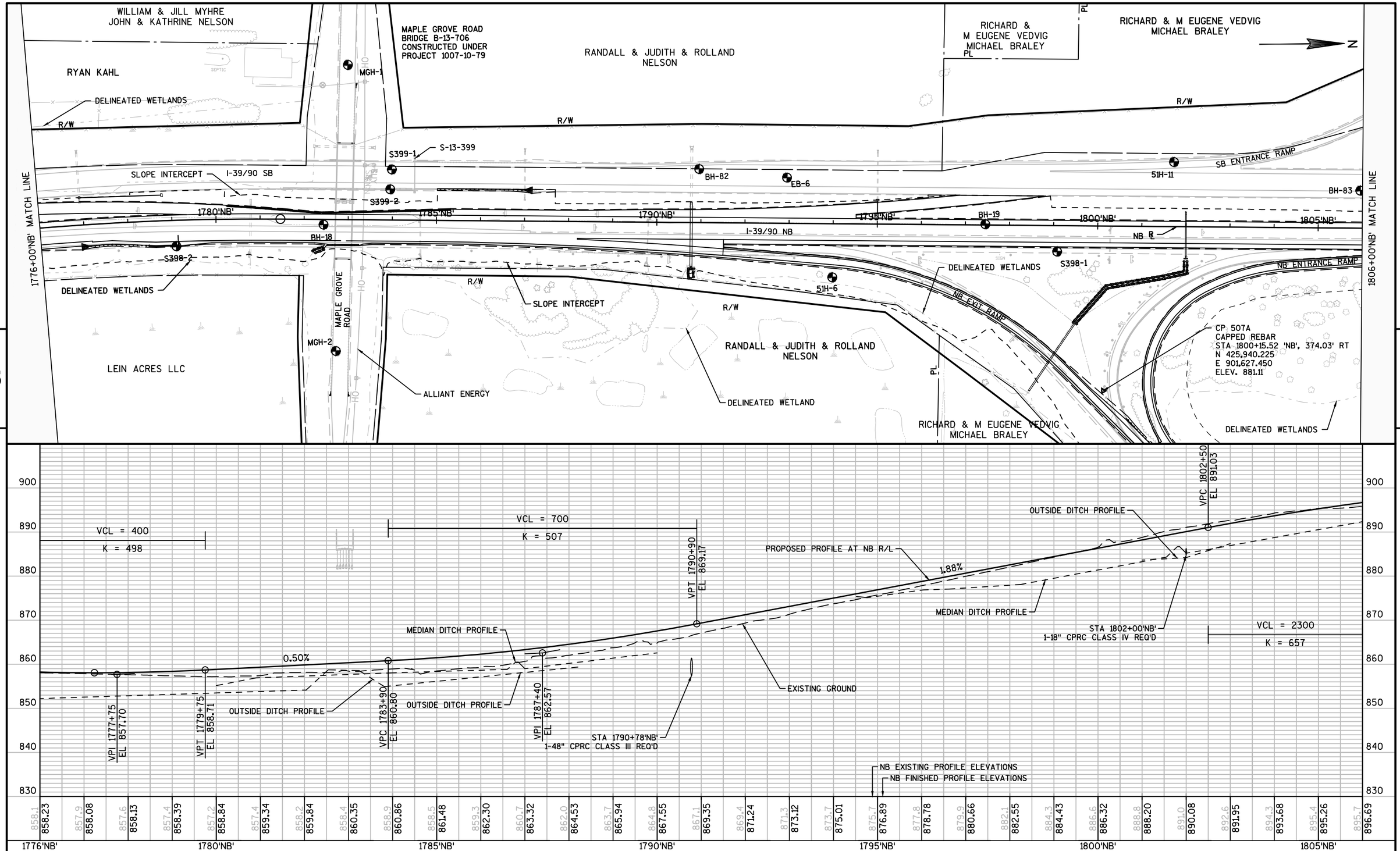


BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
558A	1754+67.17'NB'	CUT X ON NW SIGN BOLT	853.80



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: I-39/90 NB	SHEET 469	E



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: I-39/90 NB	SHEET 470	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_I39.DWG
LAYOUT NAME - PP-(11) [1776+00.00]
PLOT DATE : 4/28/2016 9:31 AM
PLOT BY : JEFF OTTO
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

1806+00'NB' MATCH LINE

1836+00'NB' MATCH LINE

5

5

51H-10

SB ENTRANCE RAMP

I-39/90 SB
BRIDGE *B-13-707
CONSTRUCTED UNDER PROJECT
1007-10-73

B53KN

51H-1

USH 51

USH 51

SB EXIT RAMP

51H-9

CP 508A
CAPPED REBAR
STA 1813+02.46 'NB', 208.94' LT
N 427,236.139
E 901,064.699
ELEV. 895.38

NICK & ROXANNE HULL

R/W

S-13-400

S400-1

NICK & ROXANNE HULL

NICK & ROXANNE HULL

N

R/W

I-39/90 SB

SLOPE INTERCEPT

EB-7

BH-20,BH-20A

1810'NB'

1815'NB'

I-39/90 NB

51H-8

SLOPE INTERCEPT

BH-84

EB-9

1820'NB'

1825'NB'

BH21-A

BH-21

1830'NB'

1835'NB'

NB R

EB-11

I-39/90 NB
EXST STR *B-13-172
PROP STR *B-13-708

EB-8

EB-10

R/W

DELINEATED WETLANDS

51H-5

SLOPE INTERCEPT

DELINEATED WETLAND

HARLAND & BETTE HOESLY

HARLAND & BETTE HOESLY

PL

DELINEATED WETLAND

930
920
910
900
890
880
870
860

VPI 1814+00
EL 912.700

STA 1810+73.47'NB'
STRUCTURE B-13-708
2-SPAN (36W GIRDERS)
146' OVERALL LENGTH

MEDIAN DITCH PROFILE

MIN 16'-9"

PROPOSED PROFILE AT NB R/L

VPT 1825+50
EL 894.13

VCL = 1000

K = 312

-1.61%

STA 1816+77'NB'
1-54" CPRC CLASS IV REQ'D
SKEW 1° RHF

VCL = 2300

K = 657

EXISTING GROUND

STA 1824+46'NB'
1-18" CPRC CLASS III REQ'D

MEDIAN DITCH PROFILE

STA 1831+50'NB'
1-18" CPRC CLASS III REQ'D

VPC 1832+50
EL 882.82

STA 1810+38.00'NB'
1-30" CPRC CLASS III REQ'D

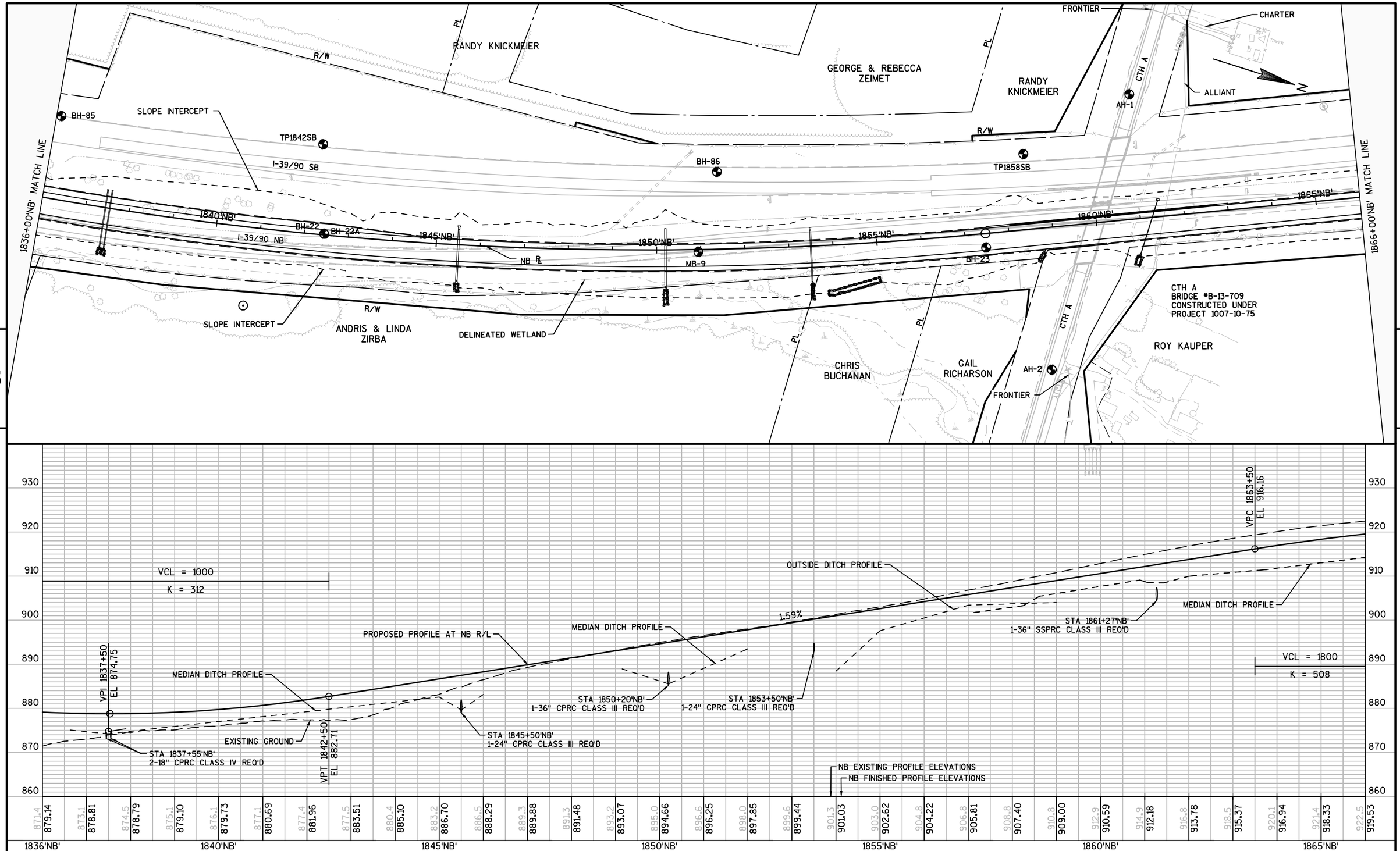
STA 1811+26.00'NB'
1-30" CPRC CLASS III REQ'D

NB EXISTING PROFILE ELEVATIONS

NB FINISHED PROFILE ELEVATIONS

STA 1832+87'NB'
1-36" SSPRC CLASS IV REQ'D

| | | |



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: I-39/90 NB	SHEET 472	E

1866+00'NB' MATCH LINE

1896+00'NB' MATCH LINE

5

5

WILBERT KNICKMEIER

ROBERT & NANCY ANDERSON

DELINEATED WETLAND

JAMES & JOANN MORRIS

PL

R/W

BH-87

SLOPE INTERCEPT

BM 650 C

BH-88

MB-10

MB-11

I-39/90 SB

1870'NB'

1875'NB'

1880'NB'

1885'NB'

1890'NB'

1895'NB'

I-39/90 NB

NB R

BH-24

BH-25

WPL

R/W

SLOPE INTERCEPT

FRONTIER COMMUNICATIONS

ALLIANT ENERGY

HAMMEN DRIVE

ROY KAUPER

ROBERT & MARLETTA HILL

JEFFREY & SANDRA NOTSTAD

JEFFREY & SANDRA NOTSTAD

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
650C	1880+34.05'NB'	CUT X ON SE SIGN BOLT	908.92

VPI 1872+50
EL 930.500

VPT 1881+50
EL 912.93

VPC 1891+00
EL 894.39

EXISTING GROUND

OUTSIDE DITCH PROFILE

MEDIAN DITCH PROFILE

PROPOSED PROFILE AT NB R/L

-1.95%

VCL = 1800
K = 508

VCL = 1500
K = 321

NB EXISTING PROFILE ELEVATIONS

NB FINISHED PROFILE ELEVATIONS

STA 1889+26'NB'
1-36" SSPRC CLASS III REQ'D

MEDIAN DITCH PROFILE

940 930 920 910 900 890 880 870

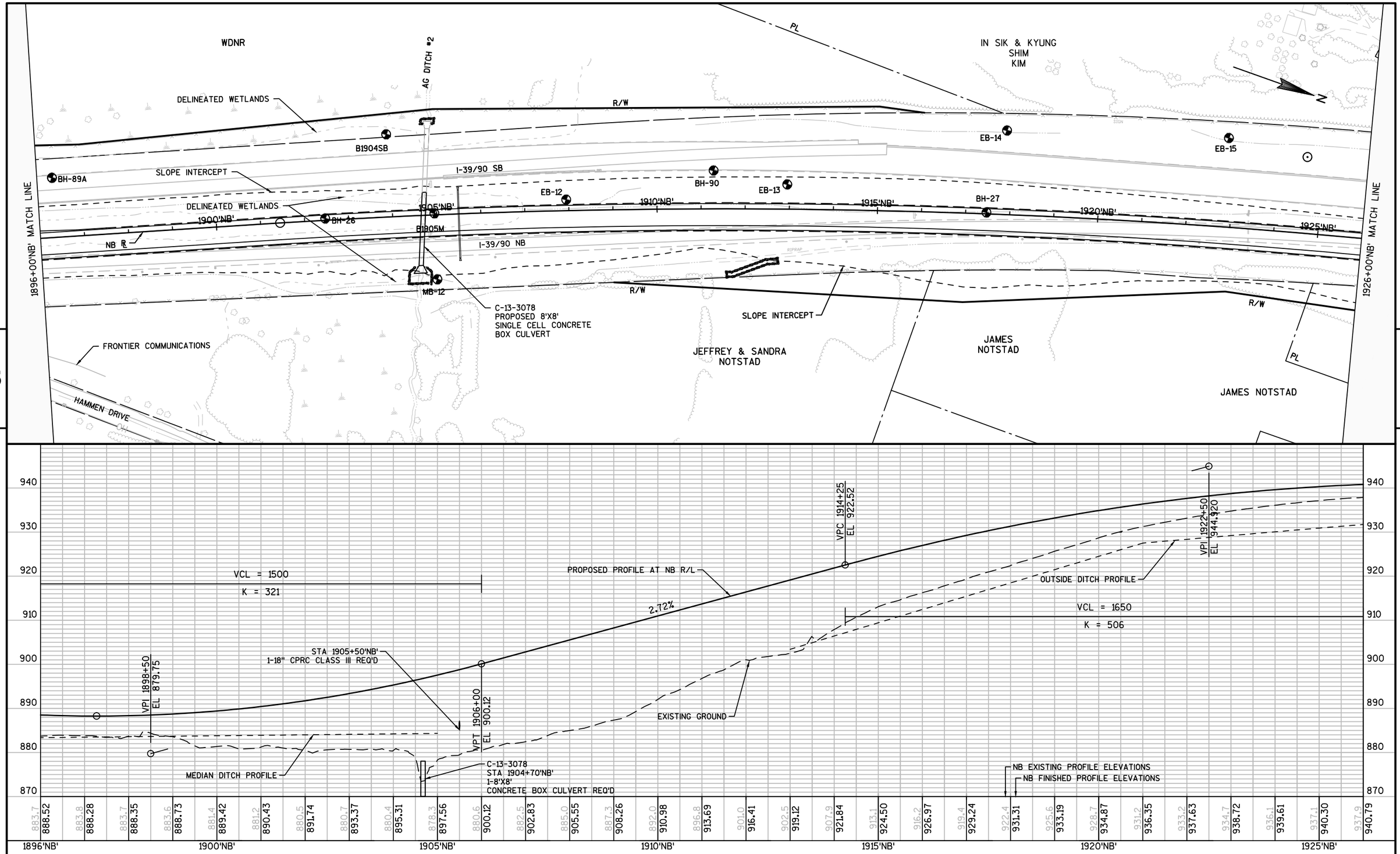
1866'NB'	1870'NB'	1875'NB'	1880'NB'	1885'NB'	1890'NB'	1895'NB'
922.5	923.3	923.8	924.2	924.3	924.2	923.9	923.2	922.3	921.2	919.9	918.2	916.1	913.7	911.3	908.9	906.7	904.6	901.7	899.0	896.5	894.1	891.3	887.9	885.0	883.2	882.2	881.8	881.6	882.2	883.7
919.53	920.53	921.34	921.95	922.36	922.57	922.59	922.41	922.03	921.46	920.69	919.72	918.56	917.20	915.64	913.88	911.96	910.00	908.05	906.10	904.15	902.20	900.25	898.29	896.34	894.39	892.59	891.11	889.93	889.07	888.52

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: I-39/90 NB	SHEET 473	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_I39.DWG
LAYOUT NAME - PP-(14) [1866+00.00]

PLOT DATE : 4/28/2016 9:34 AM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: I-39/90 NB	SHEET 474	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_I39.DWG
LAYOUT NAME - PP-(15) [1896+00.00]
PLOT DATE : 4/28/2016 9:34 AM
PLOT BY : JEFF OTTO
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

IN SIK & KYUNG SHIM KIM

ALLIANT ENERGY

EAST CHURCH ROAD

CHH-2

DELINEATED WETLANDS

MYRON FOSDAHL

AG DITCH #3

N

END CONSTRUCTION
STA 1952+20.08'NC'

R/W

STRUCTURE B-13-710
CONSTRUCTED UNDER
PROJECT ID 1007-10-73

EB-16

SLOPE INTERCEPT

I-39/90 SB

BH-92

BH-93

BH-91

1926+00'NB' MATCH LINE

1930'NB'

1935'NB'

1940'NB'

1945'NB'

STA 1948+00.00 'NB' =
1948+00.00 'NC'

NC R/L

1950'NC'

1955'NC'

I-39/90 NB

BH-28A

NB R/L

BH-29

B1947NB

I-39/90 NB
EXST STR #B-13-169
PROP STR #B-13-711

R/W

SLOPE INTERCEPT

ALLIANT ENERGY

NOTSTAD
ARMSTRONG LLC

MYRON FOSDAHL

CHH-1

FRONTIER TELEPHONE

END OF PROJECT 1007-11-75
STA 1948+00

5

5

980
970
960
950
940
930
920
910

VPT 1930+75
EL 940.44

VPI 1948+00
EL 943.22

VPI 1952+20.08
EL 953.33

VCL = 700
K = 245

OUTSIDE DITCH PROFILE

PROPOSED PROFILE AT NB R/L

-0.54%

2.41%

STRUCTURE B-13-711
12-27'-10" SKEW

VCL = 1650
K = 506

MIN 15'-3"

MEDIAN DITCH PROFILE

EXISTING GROUND

VPC 1940+25
EL 935.27

VPI 1943+75
EL 933.37

VPT 1947+25
EL 941.49

MEDIAN DITCH PROFILE

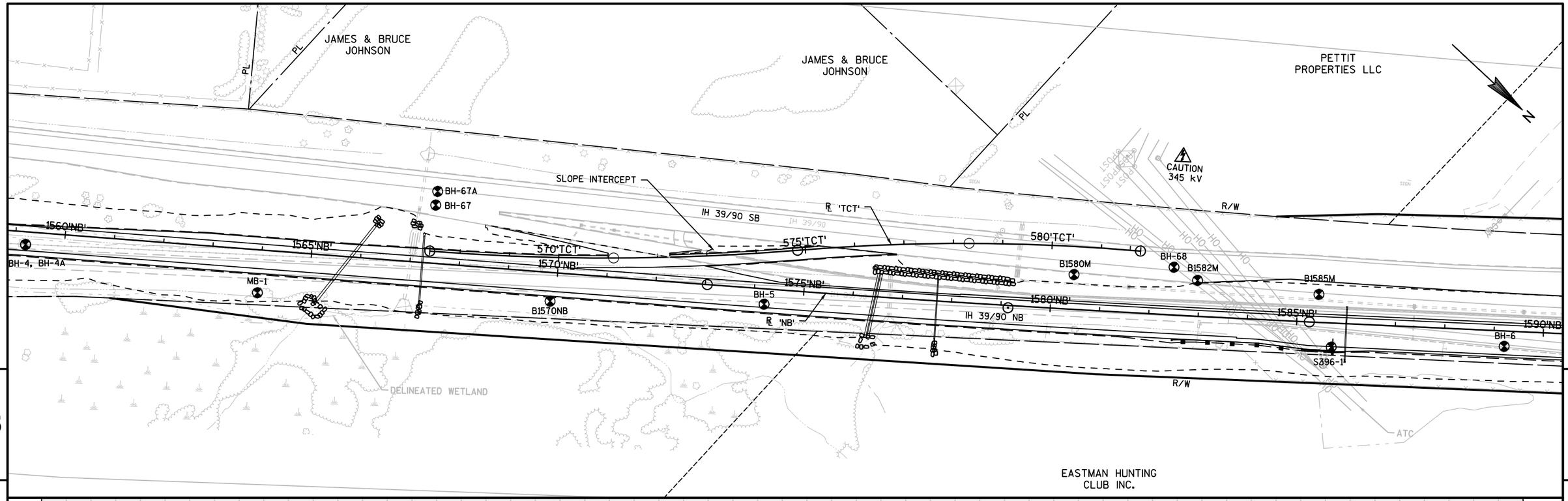
PROPOSED PROFILE AT NB R/L

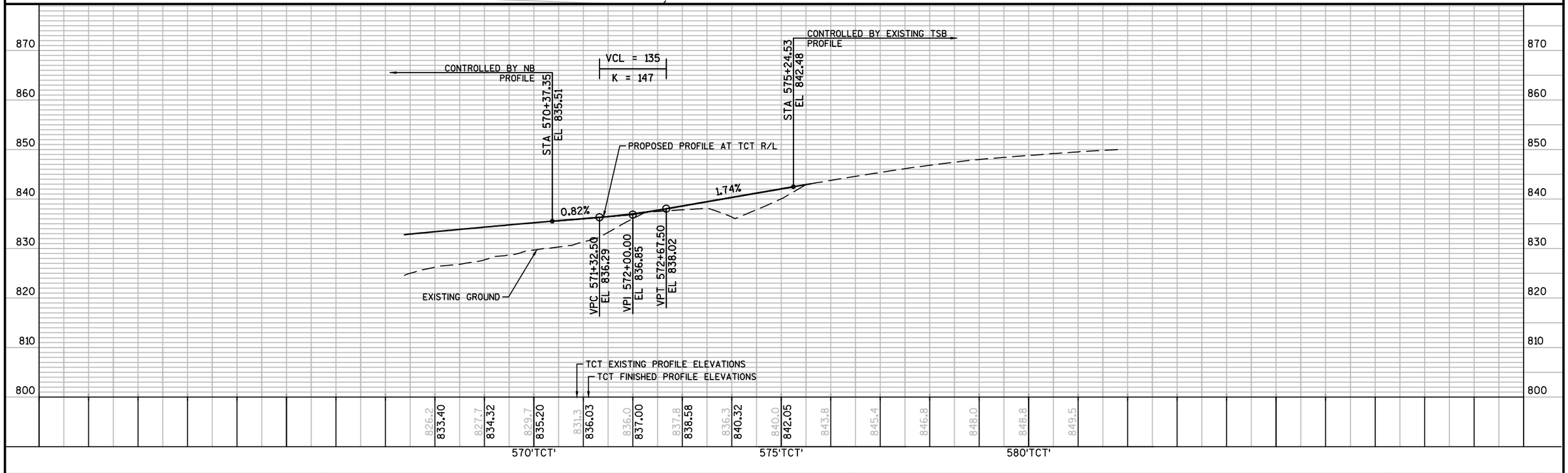
WORK PERFORMED BY OTHERS UNDER
1007-10-88, 1007-11-71

STA 1945+04'NB'
1-60" CPRC CLASS IV REQ'D
SKEW 22° RHF

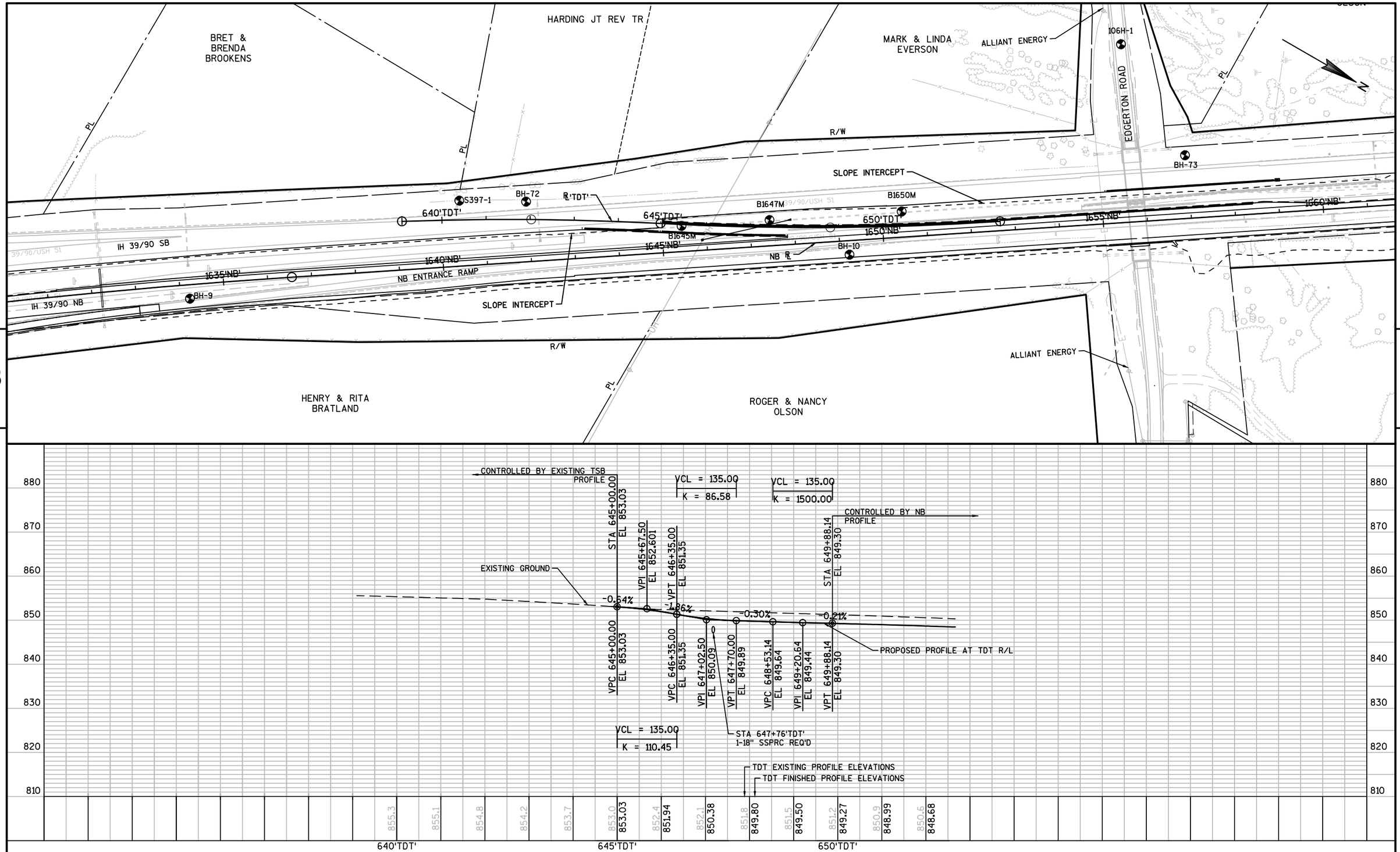
NB EXISTING PROFILE ELEVATIONS
NB FINISHED PROFILE ELEVATIONS

| | | |



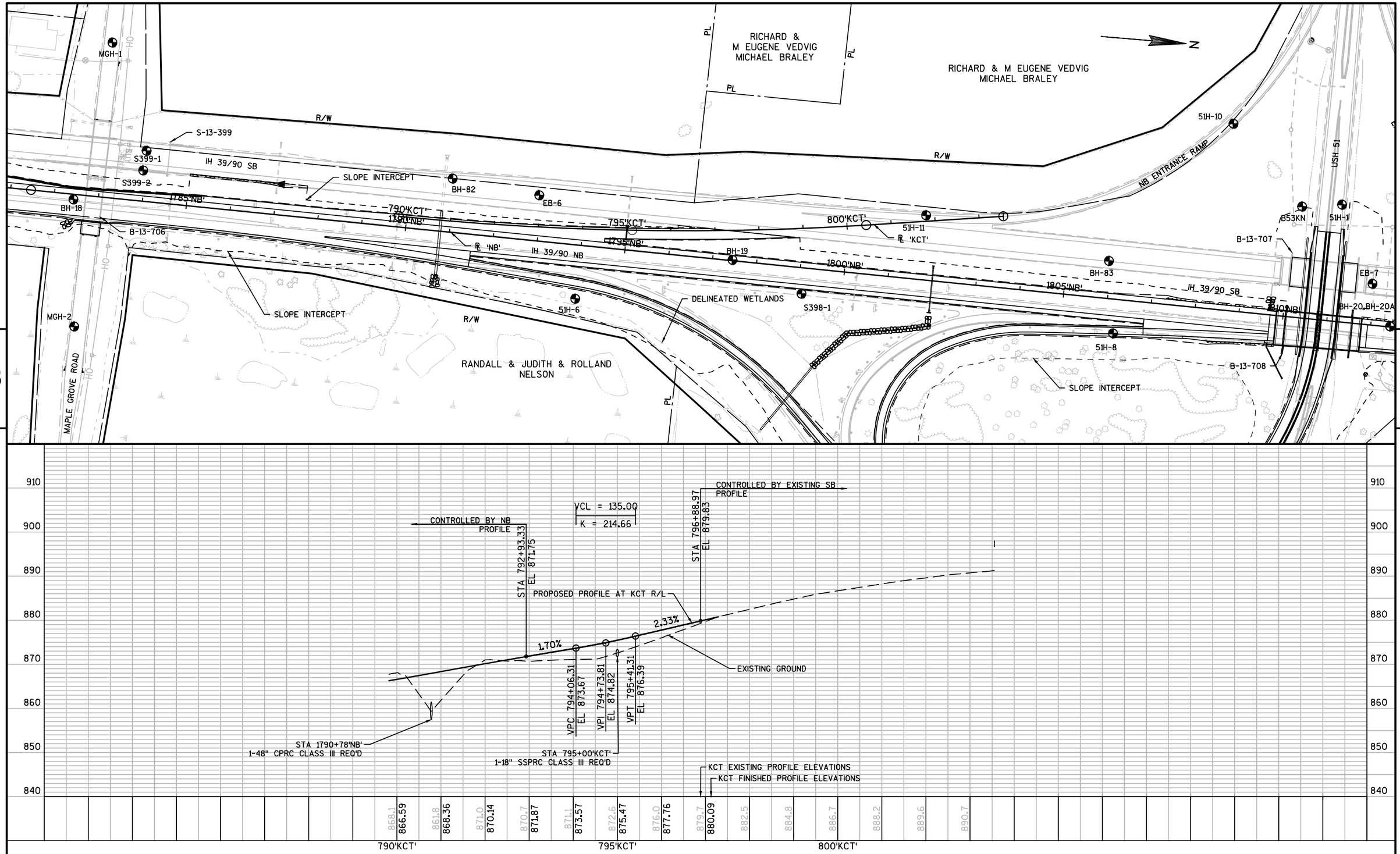


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: FUTURE TEMPORARY SB ENTRANCE RAMP	SHEET 476	E



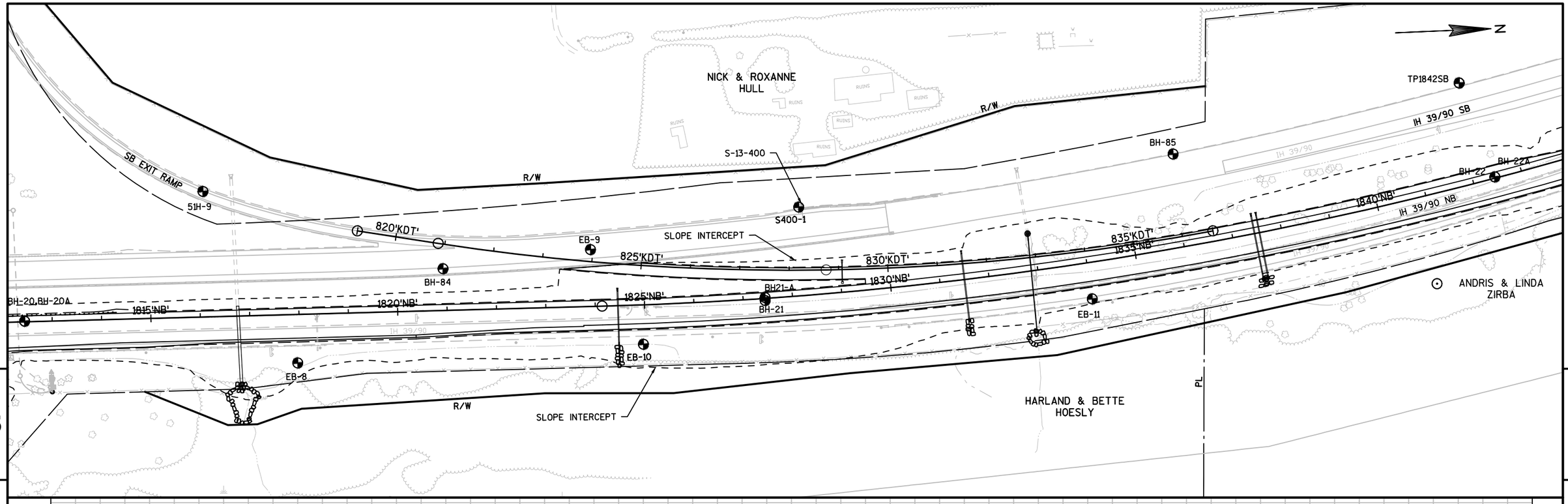
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: FUTURE TEMPORARY STH 73 SB EXIT RAMP	SHEET 477	E

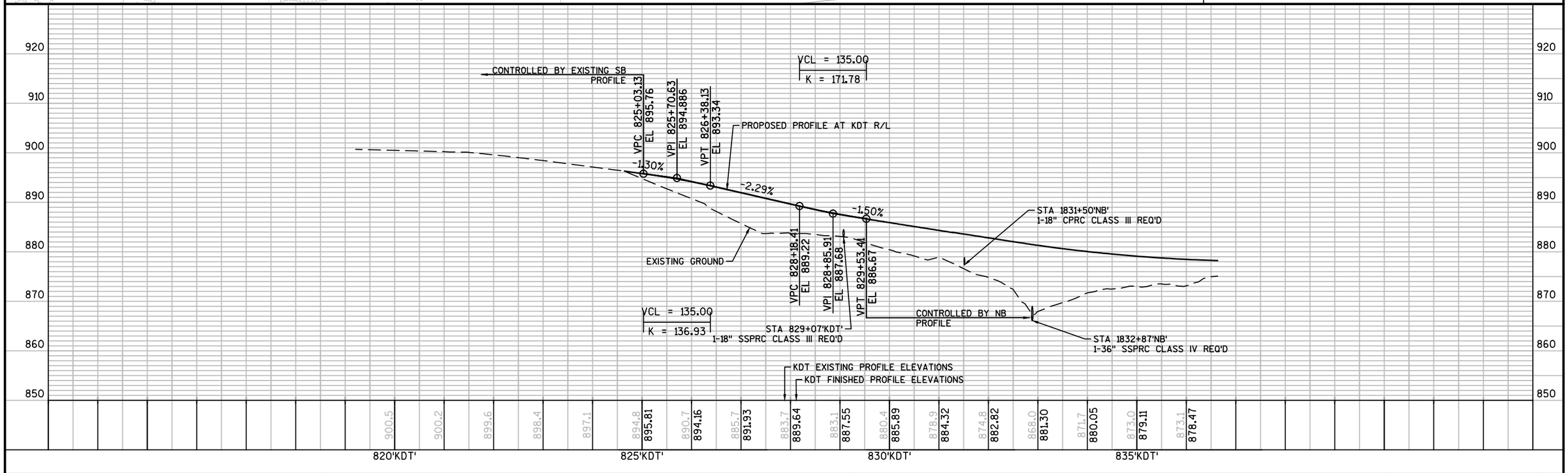
FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_STH73_TDT TEMP EXIT RAMP.DWG
LAYOUT NAME - PP-(34) [639+09.27]
PLOT DATE : 4/28/2016 10:28 AM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1 IN:200 FT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: FUTURE TEMPORARY SB ENTRANCE RAMP	SHEET 478	E

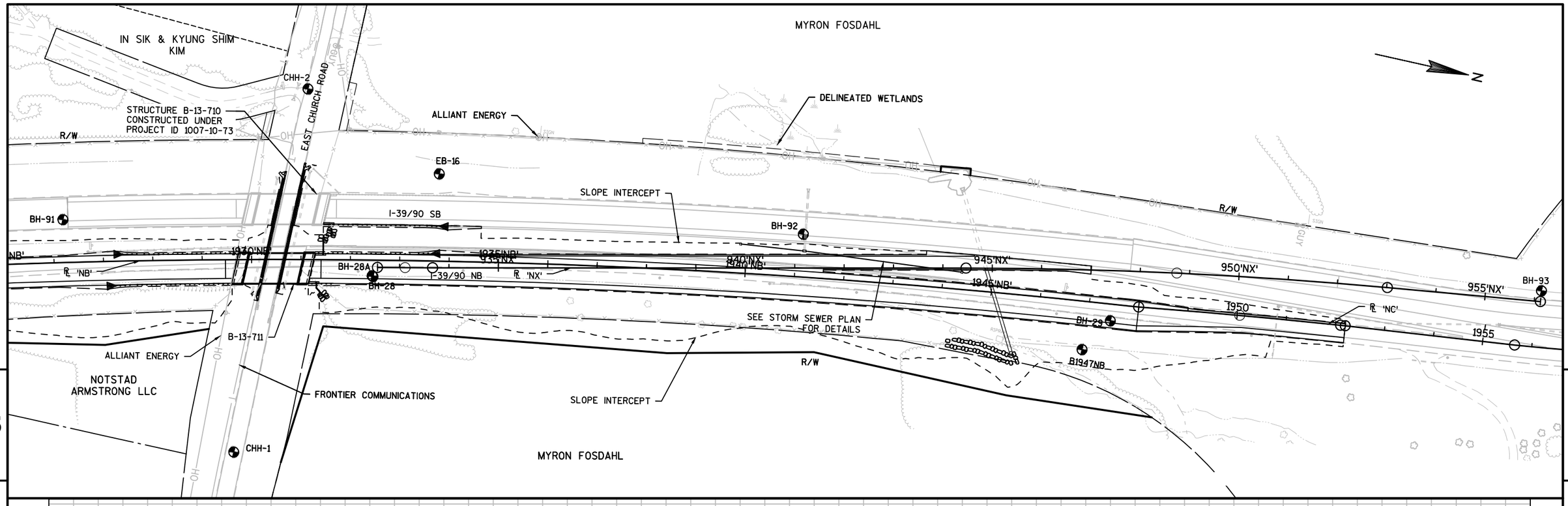
FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_USH51_KCTEMP ENTRANCE RAMP.DWG
LAYOUT NAME - PP-(68) [789+82.00]
PLOT DATE : 4/28/2016 12:38 PM
PLOT BY : JEFF OTTO
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: FUTURE TEMPORARY SB EXIT RAMP	SHEET 479	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_USH51_KDT TEMP EXIT RAMP.DWG
LAYOUT NAME - PP-(69) [819+20.96]
PLOT DATE : 4/28/2016 12:04 PM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: FUTURE CROSSOVER	SHEET 480	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_NX_CROSSOVER.DWG
LAYOUT NAME - PP-(70) [933+79.18]
PLOT DATE : 4/28/2016 10:49 AM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

CURVE DW1
PI STA = 10+88.40'DW'
Y = 403017.06
X = 915119.03
DELTA = 92°26'37"
D = 186°13'54"
T = 32.11
L = 49.64
R = 30.77
PC STA = 10+56.30'DW'
PT STA = 11+05.94'DW'
SE = NC

CURVE DW2
PI STA = 14+75.02'DW'
Y = 403012.49
X = 914717.86
DELTA = 60°04'15"
D = 71°59'49"
T = 46.01
L = 83.44
R = 79.58
PC STA = 14+29.01'DW'
PT STA = 15+12.45'DW'
SE = NC

CURVE DW3
PI STA = 16+56.87'DW'
Y = 403176.44
X = 914620.98
DELTA = 122°49'15"
D = 223°30'22"
T = 47.04
L = 54.95
R = 25.63
PC STA = 16+09.83'DW'
PT STA = 16+64.78'DW'
SE = NC

N

ROCK ENERGY
SLOPE INTERCEPT
RODGER ROENNEBURG
FRONTIER
EASTMAN HUNTING CLUB INC.
CHARTER
CURVE DW1
CURVE DW2
CURVE DW3
SLOPE INTERCEPT
SLOPE INTERCEPT
TSB ℄
NB ℄
DW ℄
L ℄
RW
TLE
TLE
TLE
TLE
LH-2
B700-1
B701-1
CP501A
1530'TSB'
1532'TSB'
1534'
1528'NB'
1530'NB'
1532'NB'
1534'NB'
STA 1528+44.05 'NB'=
STA 50+00.00 'L' EB-3
STA 10+00.00 'DW'=
STA 55+06.99 'L'
BP: 10+00.00'DW'
Y = 402928.70
X = 915116.27
N14° 47' 29.30"E
S85° 20' 52.23"W
N38° 34' 52.38"W
S87° 45' 37.56"E
10'DW'
12'DW'
14'DW'
16'DW'
EP: 17+24.73'DW'
Y = 403172.26
X = 914727.88
54'L
54'L
54'L
52'L

VCL = 19.77
K = 2.81
VCL = 40.00
K = 13.47
VCL = 30.00
K = 11.57
VCL = 90.00
K = 28.82
VCL = 20.00
K = 10.00

STA 10+17.02 EL 864.71
STA 10+18.02 EL 864.67
VPC STA 10+20.97 VPC EL 864.52
VPI STA 10+30.86 VPI EL 864.00
VPT STA 10+401.75 VPT EL 864.18
VPC STA 11+87.05 VPC EL 866.81
VPI STA 12+07.05 VPI EL 867.17
VPT STA 12+27.05 VPT EL 866.94
VPC STA 14+10.12 VPC EL 864.80
VPI STA 14+25.12 VPI EL 864.62
VPT STA 14+40.12 VPT EL 864.84
VPC STA 15+38.51 VPC EL 866.24
VPI STA 15+83.51 VPI EL 866.88
VPC STA 16+28.51 VPC EL 866.11
VPT STA 16+44.78 VPC EL 865.83
VPI STA 16+54.78 VPI EL 865.66
VPT STA 16+64.78 VPI EL 865.69
STA 16+64.78 EL 865.69

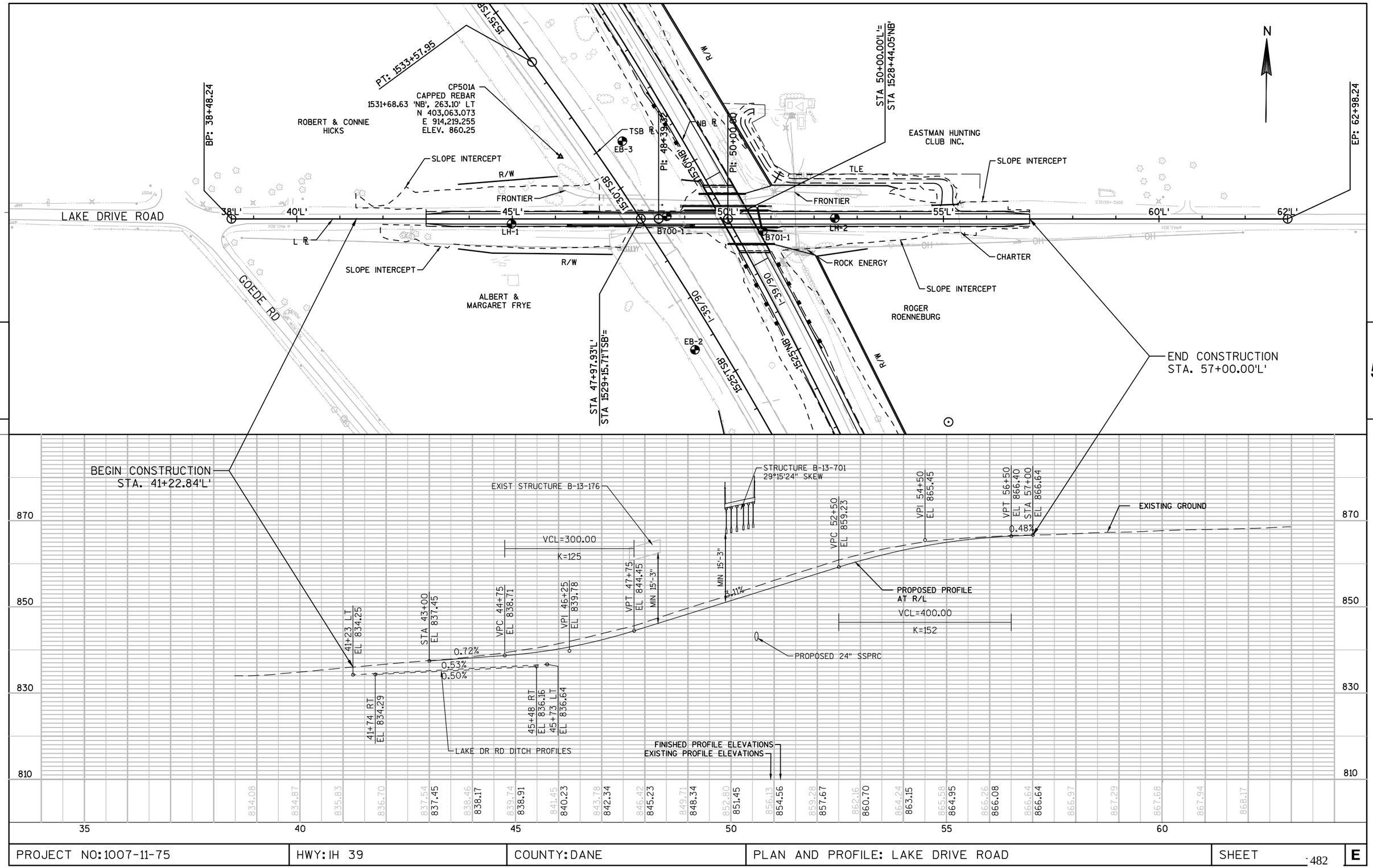
PROPOSED GROUND AT DW ℄
EXISTING GROUND
-5.45%
-3.88%
1.80%
-1.17%
1.42%
-1.70%
0.30%
STA 10+32.83'DW'
1-18" CPCS REQ'D
4° SKEW RHF
STA 14+70.00'DW'
1-12" CPCS REQ'D
EXISTING PROFILE ELEVATIONS
FINISHED PROFILE ELEVATIONS

6'DW'	7'DW'	8'DW'	9'DW'	10'DW'	11'DW'	12'DW'	13'DW'	14'DW'	15'DW'	16'DW'	17'DW'	18'DW'	19'DW'	20'DW'	21'DW'
				865.64	863.11	863.83	865.24	864.20	866.64	866.98	866.26	866.67	865.54	866.08	865.23	865.50	864.80	864.92	864.20	864.98	865.38	865.69	866.11	866.38	866.25	866.45	865.69	865.76	865.86				
					864.34			866.14																								

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: LAKE DRIVE ROAD DRIVEWAY	SHEET 481	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_DWY 1 LAKE DR RD.DWG
LAYOUT NAME - 050101
PLOT DATE : 4/28/2016 9:42 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : PLOT SCALE : 1 IN:100 FT

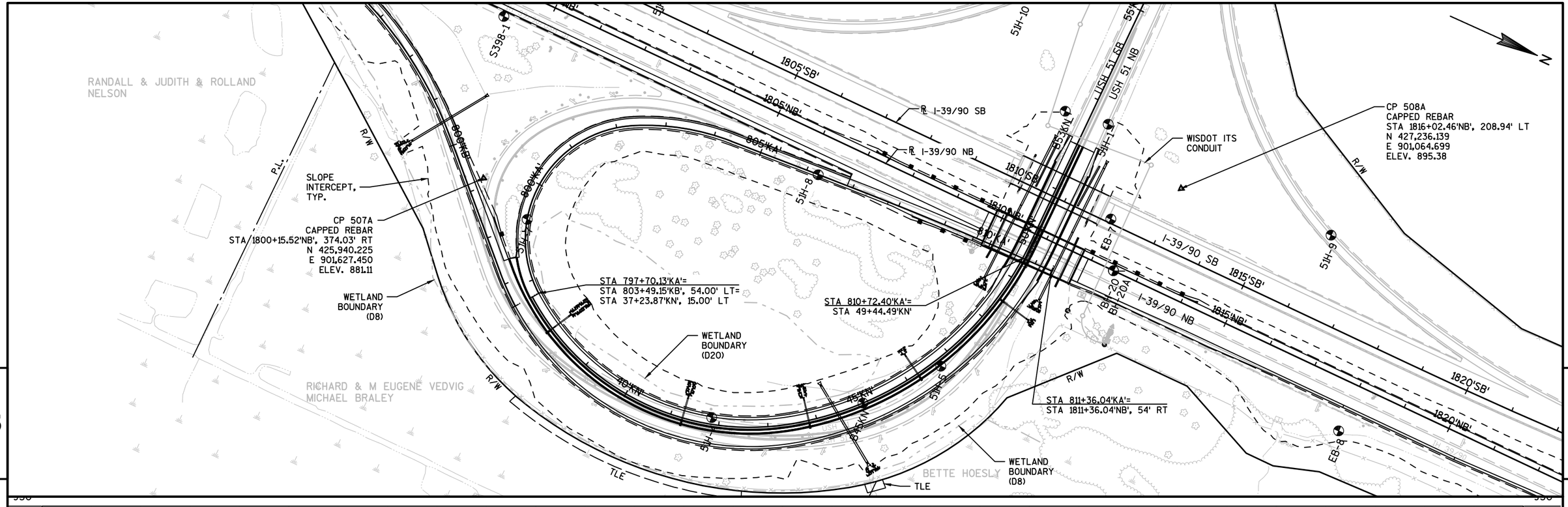
WISDOT/CADDS SHEET 44

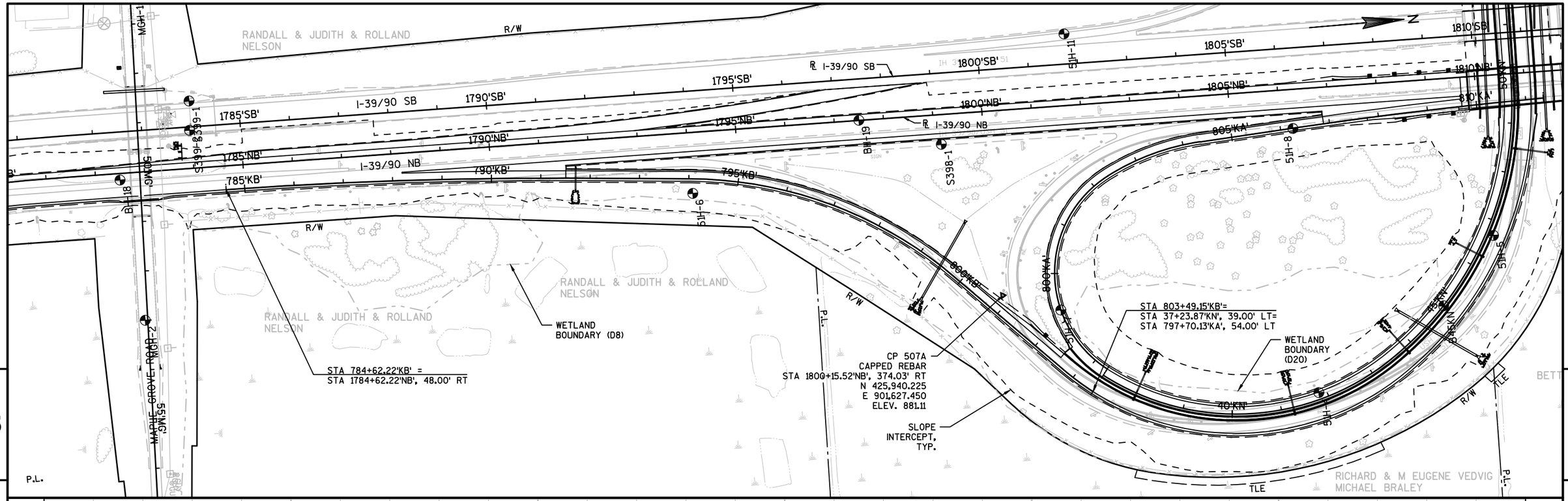


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: LAKE DRIVE ROAD	SHEET 482	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_LAKE DR RD.DWG PLOT DATE : 4/15/16 PLOT BY : KEVIN DRUNASKY PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44


RANDALL & JUDITH & ROLLAND NELSON
RICHARD & M EUGENE VEDVIG
MICHAEL BRALEY
BETTE HOESLY
R/W
P.L.
TLE
SLOPE INTERCEPT, TYP.
CP 507A
CAPPED REBAR
STA 1800+15.52'NB', 374.03' RT
N 425,940.225
E 901,627.450
ELEV. 881.11
WETLAND BOUNDARY (D8)
WETLAND BOUNDARY (D20)
WETLAND BOUNDARY (D8)
STA 797+70.13'KA'=
STA 803+49.15'KB', 54.00' LT=
STA 37+23.87'KN', 15.00' LT
STA 810+72.40'KA'=
STA 49+44.49'KN'
STA 811+36.04'KA'=
STA 1811+36.04'NB', 54' RT
CP 508A
CAPPED REBAR
STA 1816+02.46'NB', 208.94' LT
N 427,236.139
E 901,064.699
ELEV. 895.38
WISDOT ITS CONDUIT
I-39/90 SB
I-39/90 NB
USH 51 SB
USH 51 NB
1805'SB'
1805'NB'
1810'SB'
1810'NB'
1815'SB'
1815'NB'
1820'SB'
1820'NB'
880'KA'
885'KA'
890'KA'
895'KA'
900'KA'
905'KA'
910'KA'
915'KA'
920'KA'
925'KA'
930'KA'
935'KA'
940'KA'
945'KA'
950'KA'
955'KA'
960'KA'
965'KA'
970'KA'
975'KA'
980'KA'
985'KA'
990'KA'
995'KA'
1000'KA'
1005'KA'
1010'KA'
1015'KA'
1020'KA'
1025'KA'
1030'KA'
1035'KA'
1040'KA'
1045'KA'
1050'KA'
1055'KA'
1060'KA'
1065'KA'
1070'KA'
1075'KA'



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: OFF-RAMP - IH 39 NB & USH 51 NB	SHEET 484	E

RANDALL & JUDITH & ROLLAND NELSON

P.L.

NICK & ROXANNE HULL

30" CPRC TO BE CONNECTED TO EXISTING 30" CPRC WITH CONCRETE COLLAR

STA. 37+23.87'KN'=
STA. 803+49.08'KB', 39.00' RT=
STA. 797+70.13'KA', 15.00' LT

SLOPE INTERCEPT, TYP.

WETLAND BOUNDARY (D20)

STA. 50+00.00'KN'=
STA. 1810+73.47'NB'

STA 49+44.49'KN'=
STA 810+72.40'KA

PT: 49+80.52

CP 508A
CAPPED REBAR
STA 1816+02.46'NB', 208.94' LT
N 427,236.139
E 901,064.699
ELEV. 895.38

STRUCTURE B-13-707

STRUCTURE B-13-708

END CONSTRUCTION
STA 52+00 END CONCRETE PAVEMENT
STA 52+75 END SHOULDER AND SLOPE GRADING

R/W

TLE

WISDOT ITS CONDUIT

℄ I-39/90 SB

℄ I-39/90 NB

I-39/90 SB

I-39/90 NB

RICHARD & M EUGENE VEDVIG
MICHAEL BRALEY

BETTE HOESLY

TLE

P.L.

5

5

VCL = 950.00
K = 240.54

STRUCTURE B-13-707 (PREVIOUSLY BUILT)
903.95'

STRUCTURE B-13-708
900.31'

STA 37+23.87'KN'
EL 877.50

PROPOSED PROFILE

-1.28%

VPC STA 40+75.00'KN'
VPC EL 872.99

EXISTING GROUND

STA. 44+44'KN'
1 - 36-INCH CPRC REQ'D

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

VPI STA 45+50.00'KN'
VPI EL 866.90

STA 46+50.00'KN'
EL 864.64

STA 47+50.00'KN'
EL 865.60

STA 48+50.00'KN'
EL 871.80

STA 48+58.13'KN'
EL 870.32

STA 48+76.81'KN'
EL 873.91

VPT STA 50+25.00'KN'
VPT EL 879.57

STA 52+00.00'KN'
EL 884.23

STA 51+98.10'KNRT
EL 879.94

STA 52+01.94'KN'LT
EL 879.81

STA 52+50.00'KN'LT
EL 881.00

STA 52+75.00'KNRT
EL 881.80

2.73%

6.20%

1.87%

2.67%

2.42%

2.48%

SPECIAL DITCH, RT

SPECIAL DITCH, LT

SPECIAL DITCH, LT

SPECIAL DITCH, RT

910 900 890 880 870 860 850 840

30'KN' 35'KN' 40'KN' 45'KN' 50'KN' 55'KN' 60'KN'

867.9 876.52 | 867.9 875.24 | 867.2 873.96 | 866.7 872.69 | 866.4 871.72 | 866.4 871.16 | 866.5 871.02 | 866.2 871.30 | 866.9 871.99 | 871.1 873.10 | 875.6 874.62 | 878.0 876.56 | 879.5 878.91 | 881.6 881.57 | 884.2 884.23 | 886.9 | 889.6 | 892.2 | 894.9 | 897.6 | 900.2 | 902.9 | 905.6

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: USH 51	SHEET 485	E

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
603C	528+04.59'SBE'	CAPPED REBAR	939.04

MYRON FOSDAHL

MYRON FOSDAHL

PL

BP: 37+00.00'CH'

CAUTION

ALLIANT ENERGY

R/W

R 'CH'

40'CH'

45'CH'

50'CH'

55'CH'

60'CH'

65'CH'

TP48CH

TLE

GUY

MAILBOX

FRONTIER COMMUNICATIONS

CHH-2

STA 49+13.95'CH'= STA 1930+81.74'SB'

EB-16

1935'SB'

1935'NB'

R 'NB'

TP1933NB

BH-28

BH-28A

SLOPE INTERCEPT

PC: 49+37.40'CH'

30" CPCS

PT: 52+81.85'CH'

CHH-1

R/W

EAST CHURCH ROAD

TP52CH

ALLIANT ENERGY

1930'SB'

1930'NB'

I-39/90

CP603C

BH-91

R 'SB'

IN SIK & KYUNG SHIM KIM

NOTSTAD ARMSTRONG LLC

JAMES NOTSTAD

NOTSTAD ARMSTRONG LLC

STA 50+00.00'CH'= STA 1930+47.50'NB'

BEGIN CONSTRUCTION
EAST CHURCH ROAD
STA 47+97.00'CH'

END CONSTRUCTION
EAST CHURCH ROAD
STA 50+89.00'CH'

EXISTING STRUCTURE B-13-169

EXISTING STRUCTURE B-13-710

STRUCTURE B-13-711
12°27'10"SKEW

MIN 15-3"

EXISTING GROUND

SAME POINT

EXISTING PROFILE ELEVATIONS

884.47 885.17 885.83 886.63 887.89 889.57 891.53 894.48 898.17 902.23 905.94 909.33 913.31 917.82 922.40 927.19 932.15 937.12 942.09 947.06 952.03 956.62 959.85 962.10 963.34 963.62 962.71 960.50 957.18

35 40 45 50 53 55 60 65

940 930 920 910 900 890 880 870

970 960 950 940 930 920 910 900

5

5

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PLAN AND PROFILE: EAST CHURCH ROAD	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\050101_PP_EC.DWG PLOT DATE : 9/1/16 PLOT BY : CORY INMAN PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

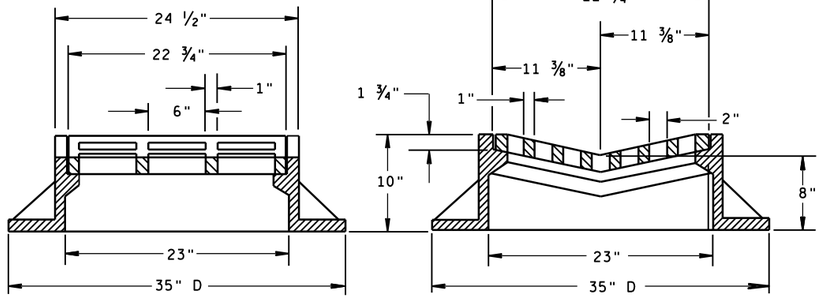
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-01	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT 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
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F10-01	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09B02-09	CONDUIT
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A03-06	CONCRETE PAVEMENT SHOULDERS
13B02-08A	CONCRETE PAVEMENT APPROACH SLAB
13B02-08B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-11A	RURAL DOWELED CONCRETE PAVEMENT
13C11-11B	RURAL DOWELED CONCRETE PAVEMENT
13C17-01A	CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI
13C17-01B	CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI
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
14B32-03A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-03B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-03C	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-03D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-03E	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B33-01D	CONCRETE BARRIER SINGLE SLOPE 36" THRIE BEAM ANCHOR
14B33-01E	CONCRETE BARRIER SINGLE SLOPE 36" THRIE BEAM ANCHOR
14B33-01F	CONCRETE BARRIER SINGLE SLOPE 36" THRIE BEAM ANCHOR
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)

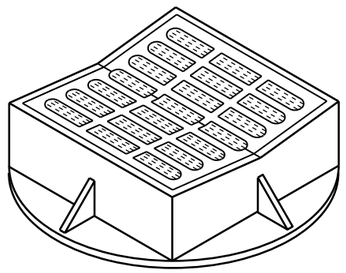
6

Standard Detail Drawing List

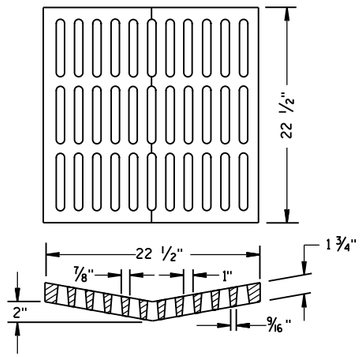
14B45-04E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (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
15A04-02	FLEXIBLE DELINEATOR POST
15A06-02	DELINEATOR LAYOUT
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C11-06	FLEXIBLE TUBULAR MARKER POST
15C19-03C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-01D	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15D03-02	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D15-02	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D16-03	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS

6



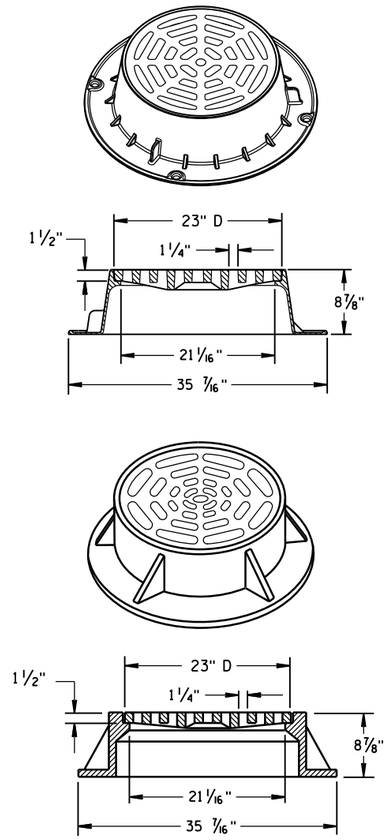


TYPE "B"



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"

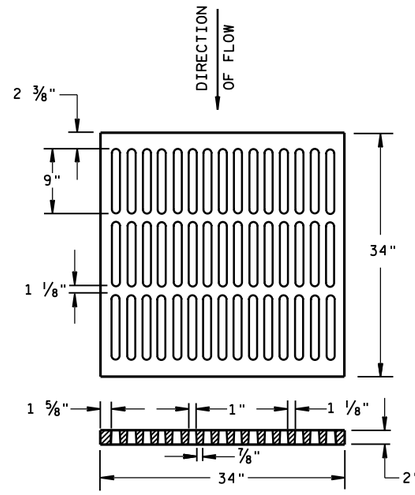
NOTE: EITHER CASTING IS ACCEPTABLE

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.

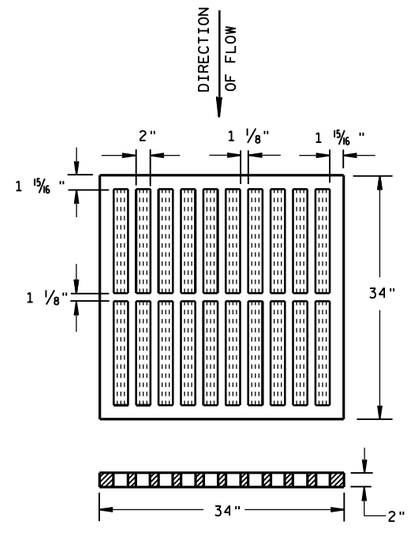
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



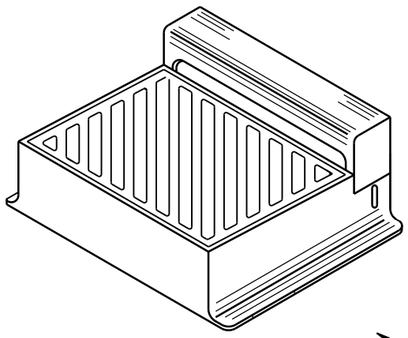
ALTERNATIVE TYPE "MS"

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

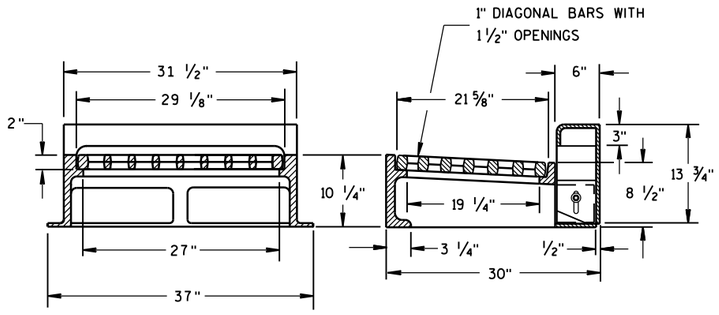


TYPE "MS"

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



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"

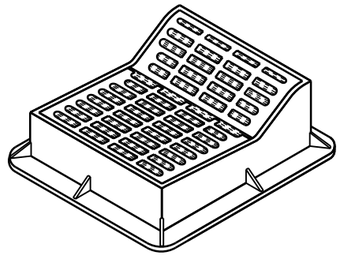
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

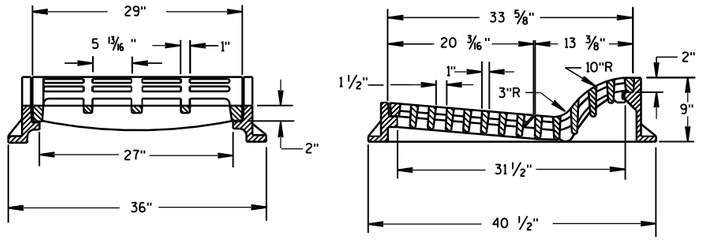
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

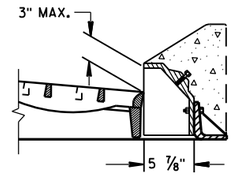
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

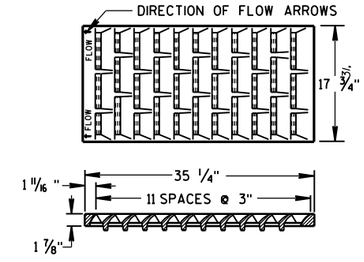
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

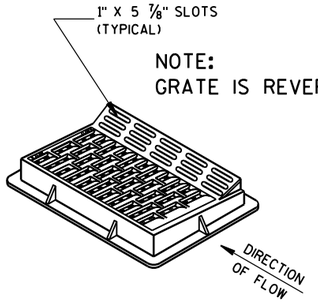
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

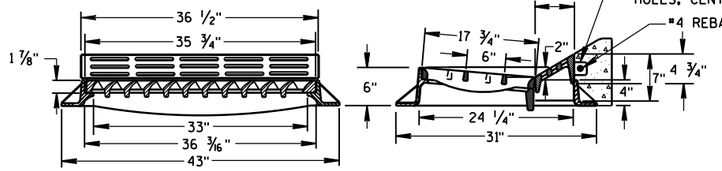
GENERAL NOTES

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.



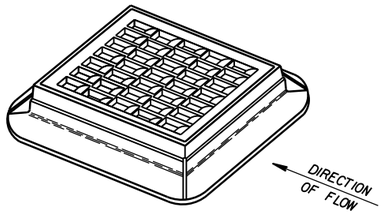


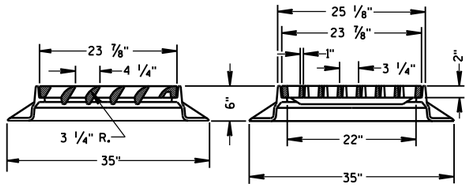


TYPE "HM"

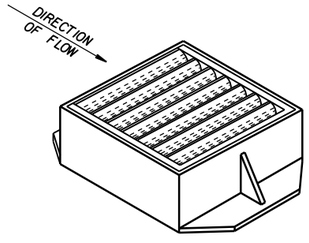
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

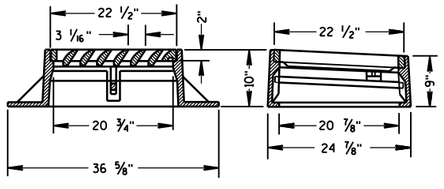
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



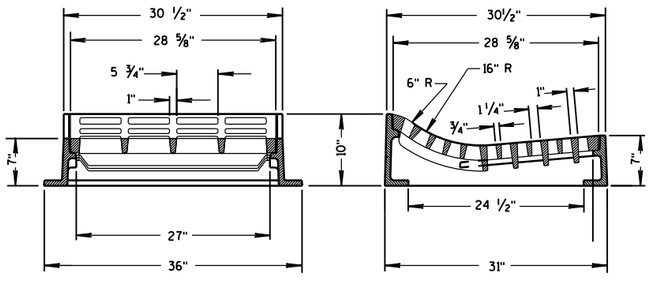


TYPE "S"



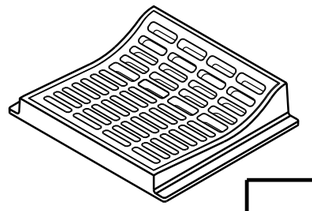


TYPE "V"



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

490

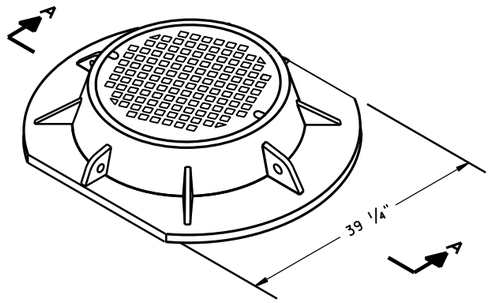
FHWA

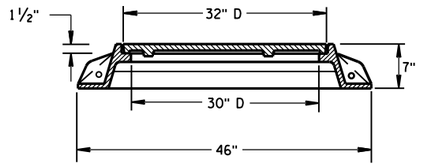
6

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

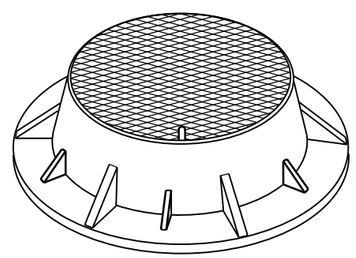
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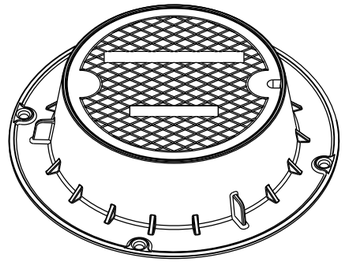
S.D.D. 8 A 5-19c

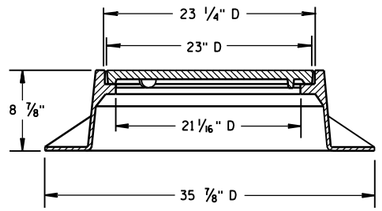


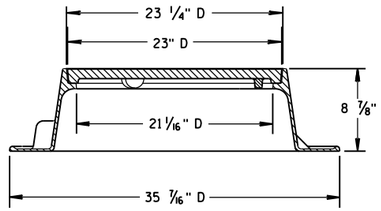


SECTION A-A
TYPE "K"









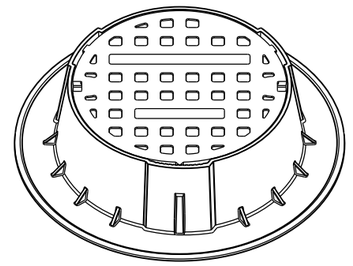
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

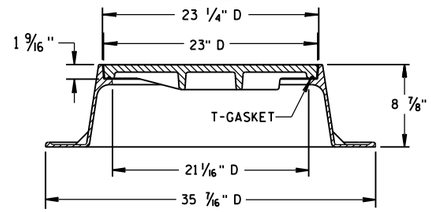
GENERAL NOTES

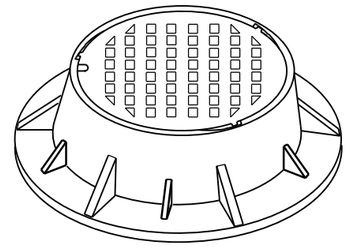
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

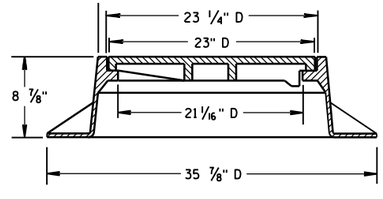
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

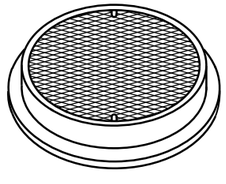


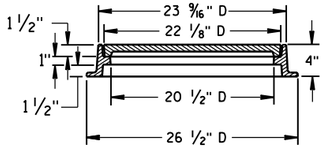




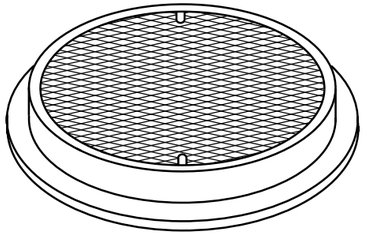


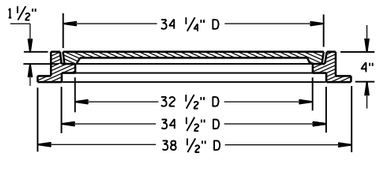
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



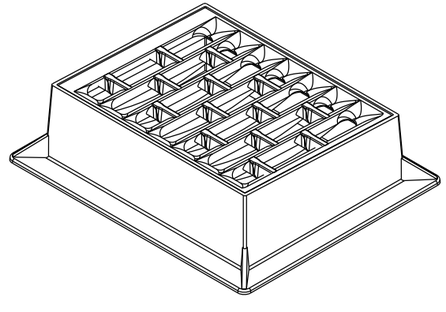


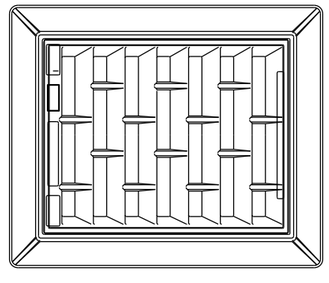
TYPE "L"

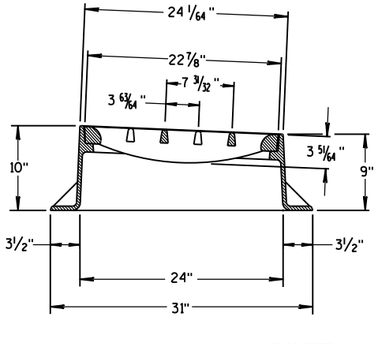


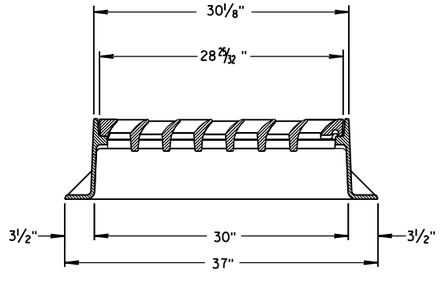


TYPE "M"









INLET COVER TYPE "BW"

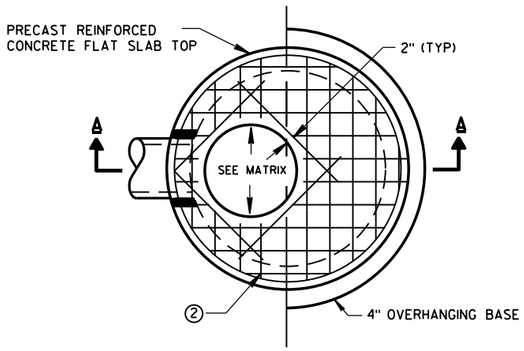
INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

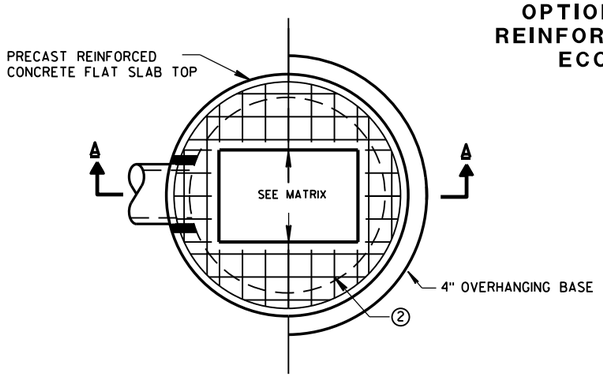
APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

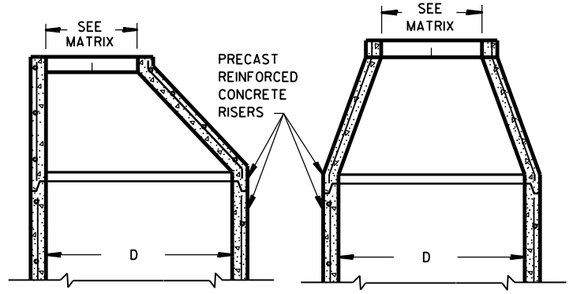
S.D.D. 8 A 5-19d



PLAN VIEW CIRCULAR OPENING

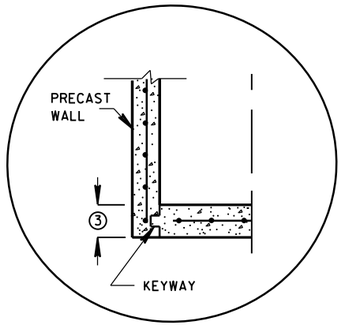


PLAN VIEW RECTANGULAR OPENING

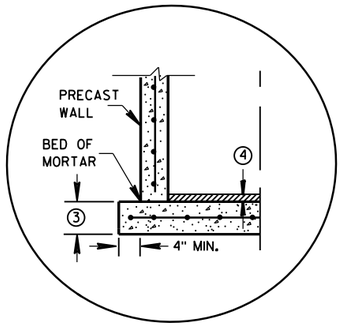


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

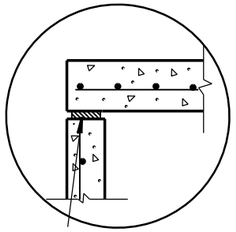


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

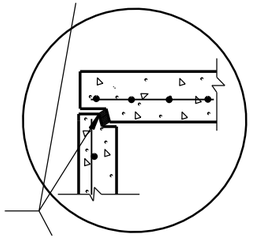


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

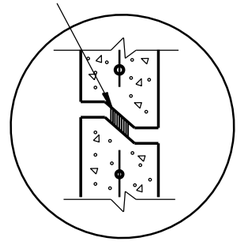


TOP WITH PLAIN END JOINT



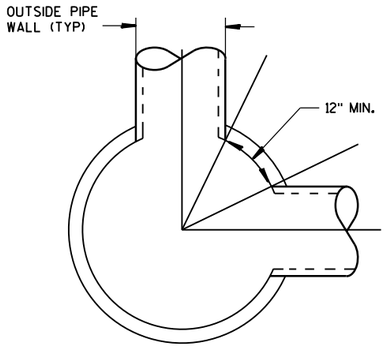
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT

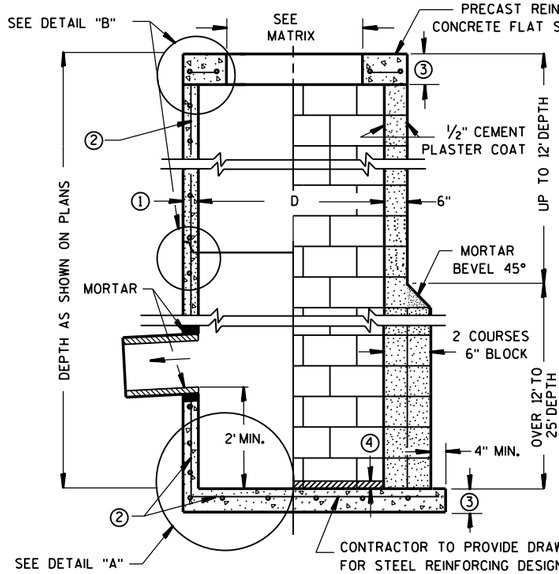


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



DETAIL "C"



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

SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE 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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN 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 CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE 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 1/2 INCH 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.

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.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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 AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

② FOR PRECAST CATCH BASINS 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".

④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

PIPE MATRIX

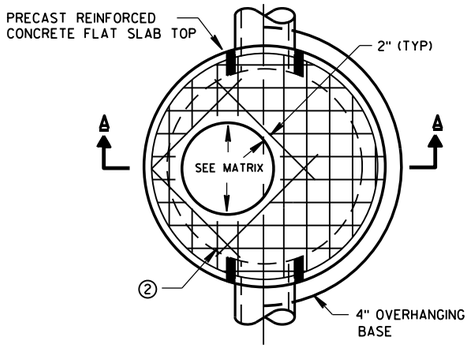
CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

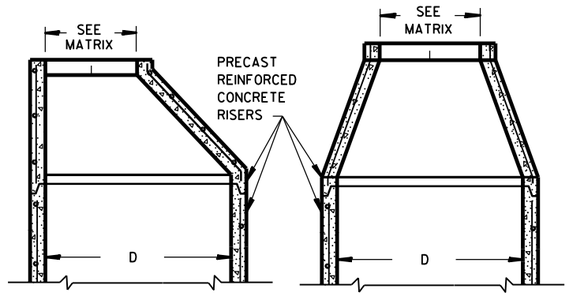
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
492
FHWA

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

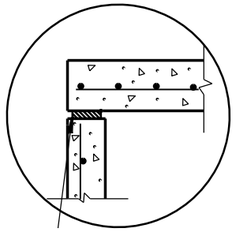


PLAN VIEW CIRCULAR OPENING

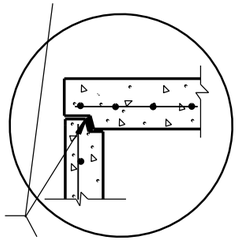


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

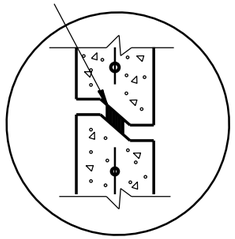


TOP WITH PLAIN END JOINT



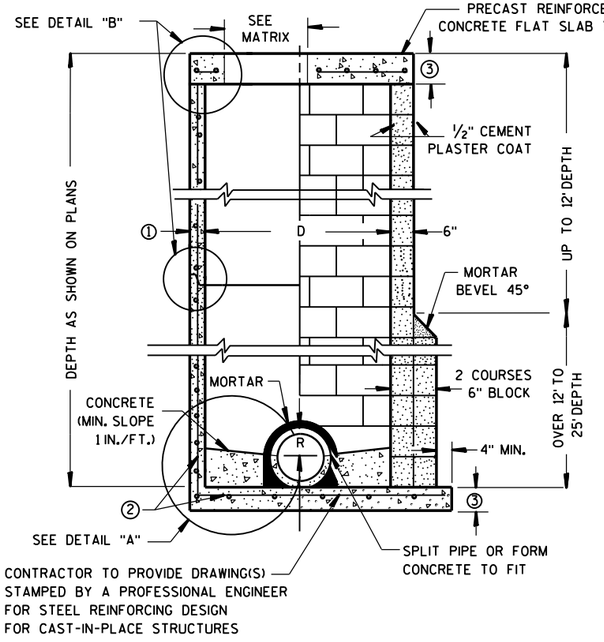
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



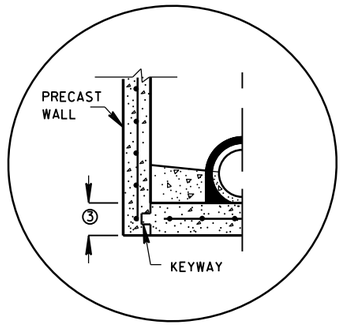
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

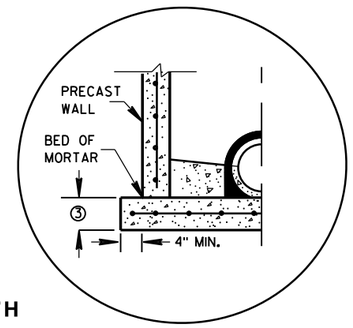


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

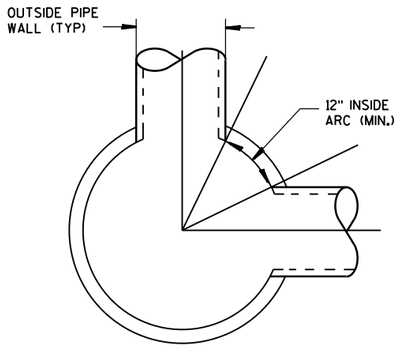


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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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

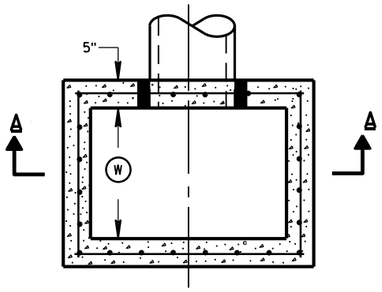
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

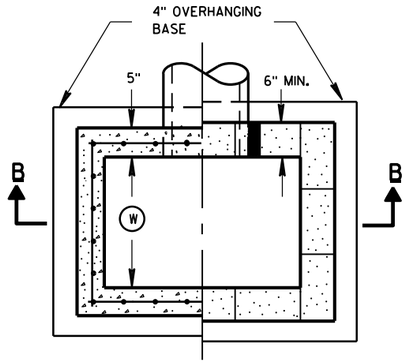
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FHWA

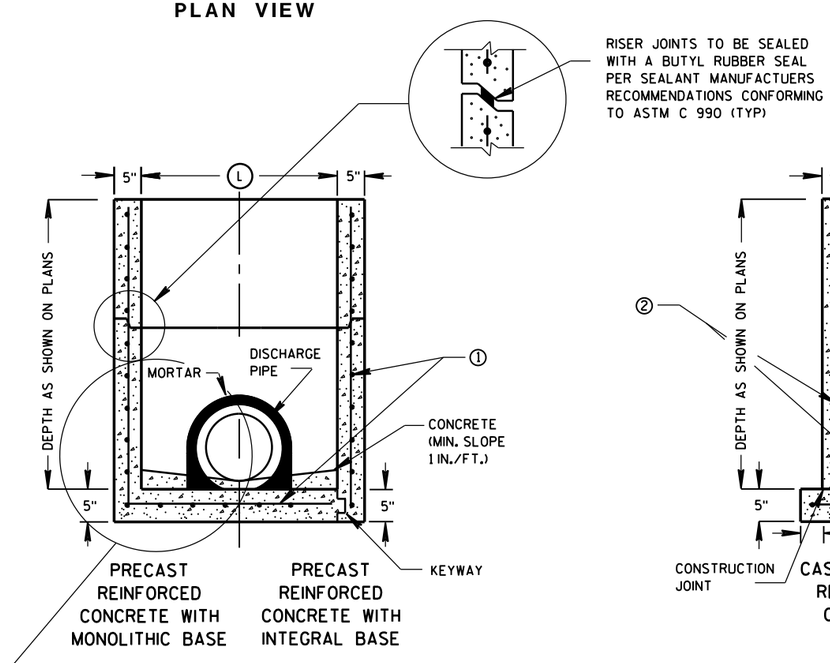
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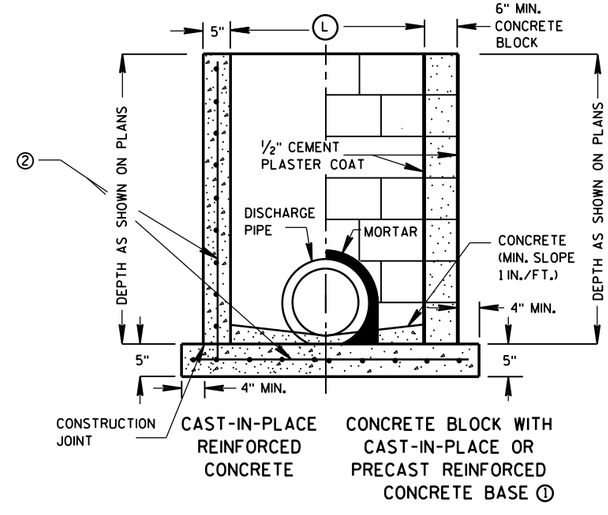
PLAN VIEW



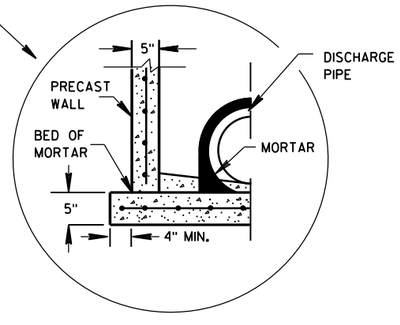
PLAN VIEW



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.

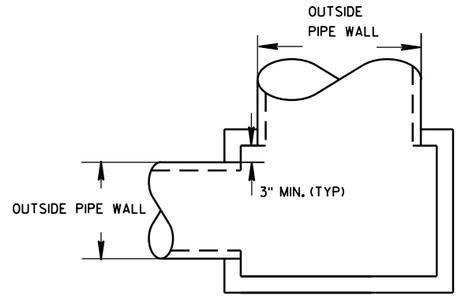
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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

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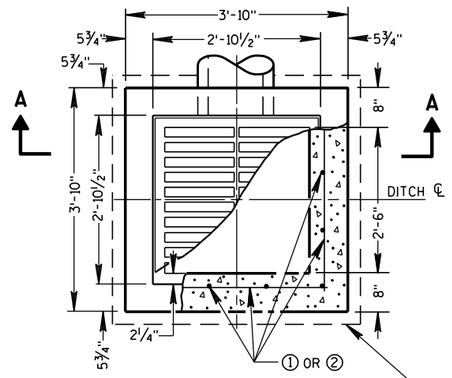
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/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER

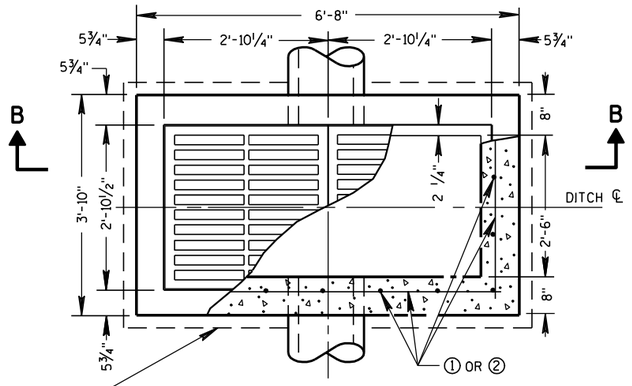
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

6

S.D.D. 8 C 7-1

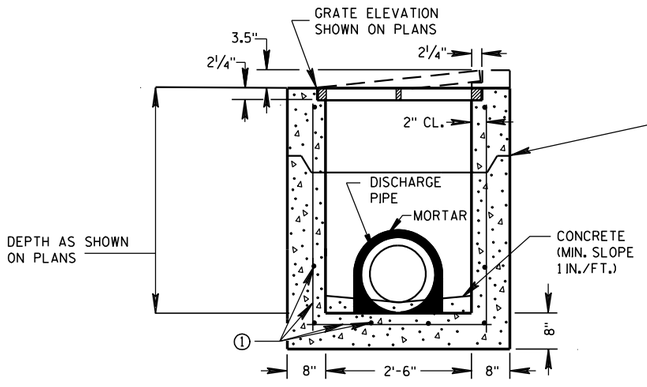


PLAN VIEW

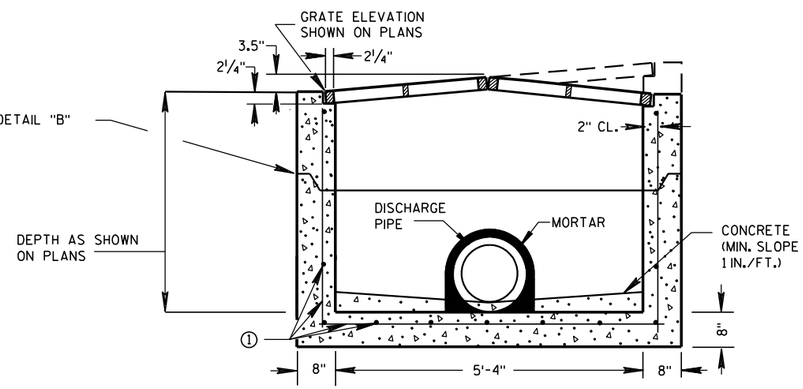


PLAN VIEW

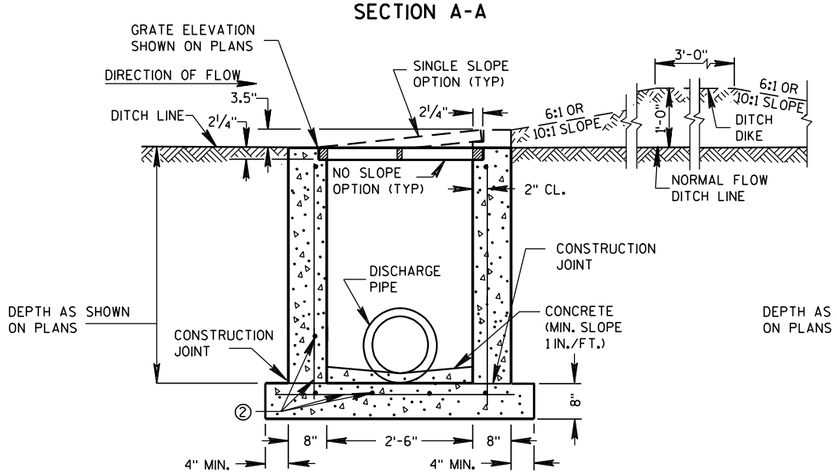
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



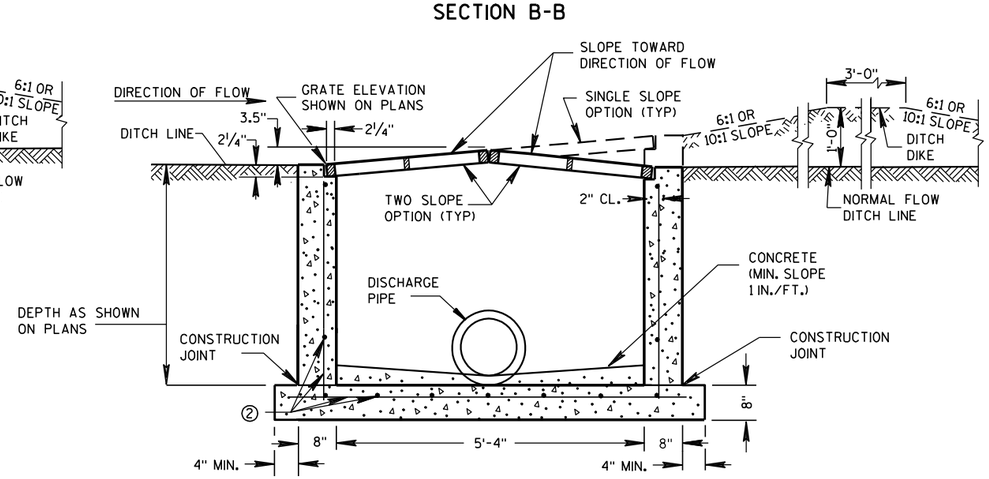
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

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.

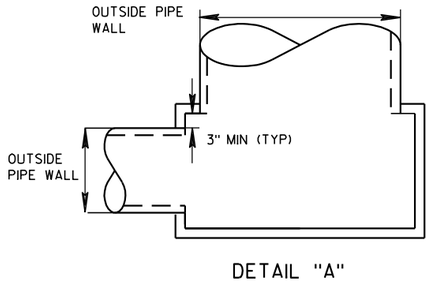
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

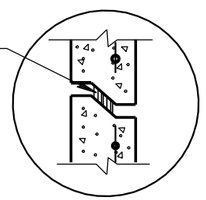
PIPE MATRIX

	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 GRATE

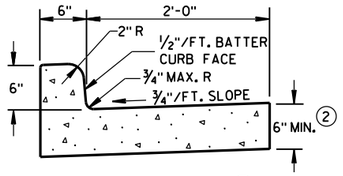
INLETS MEDIAN 2 GRATE

INLETS MEDIAN 1 AND 2 GRATE

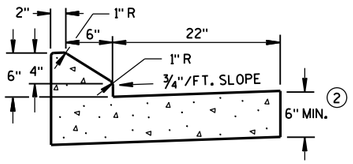
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FHWA

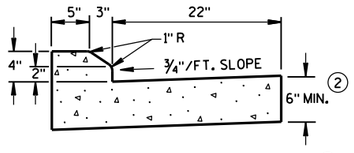
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TYPES A & D ①

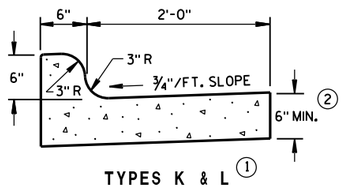


6" SLOPED CURB TYPES G & J ①

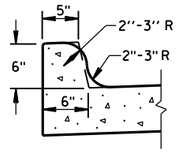


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

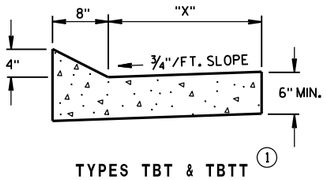


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

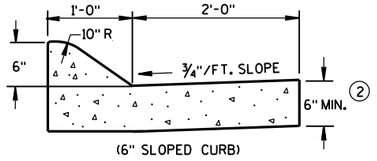
CONCRETE CURB & GUTTER 30"



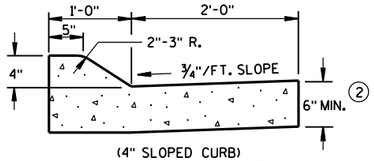
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

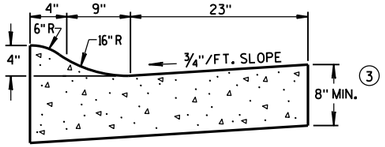


(6" SLOPED CURB)



(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.

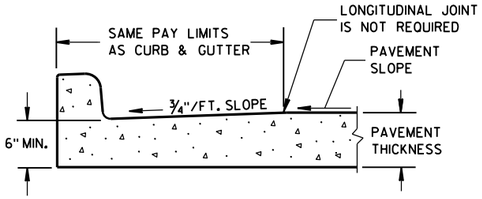
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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.

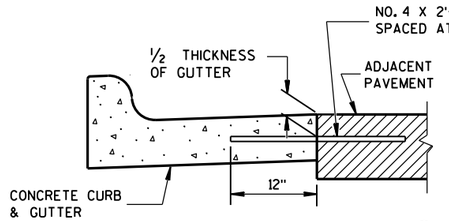
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

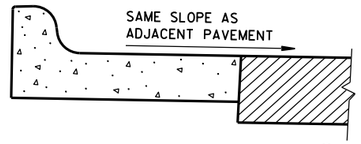
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



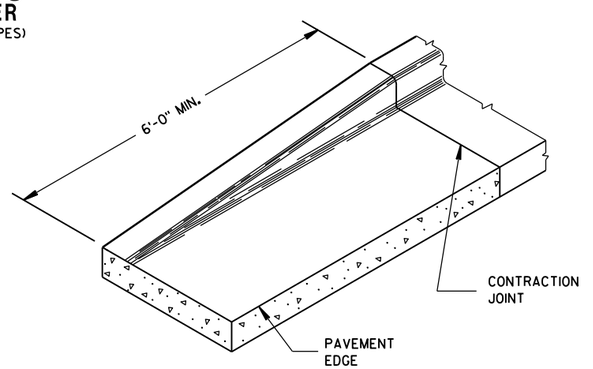
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



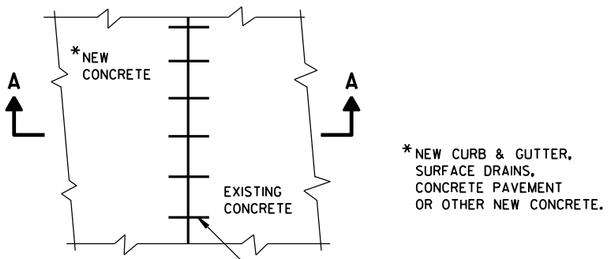
TYPICAL TIE BAR LOCATION ①



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

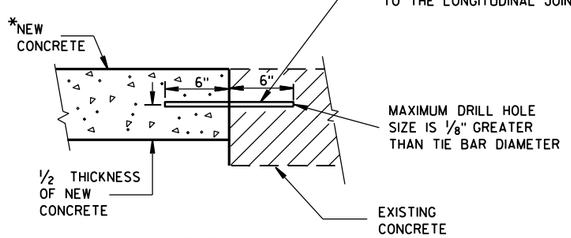


END SECTION CURB & GUTTER



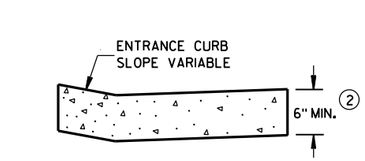
PLAN VIEW

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

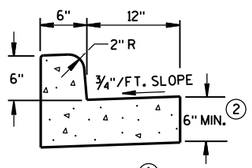


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

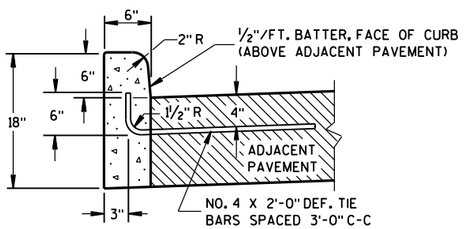


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

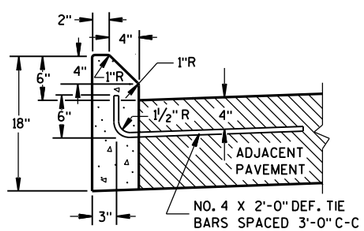


① TYPES A & D

CONCRETE CURB & GUTTER 18"



① TYPES A & D



① TYPES G & J

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

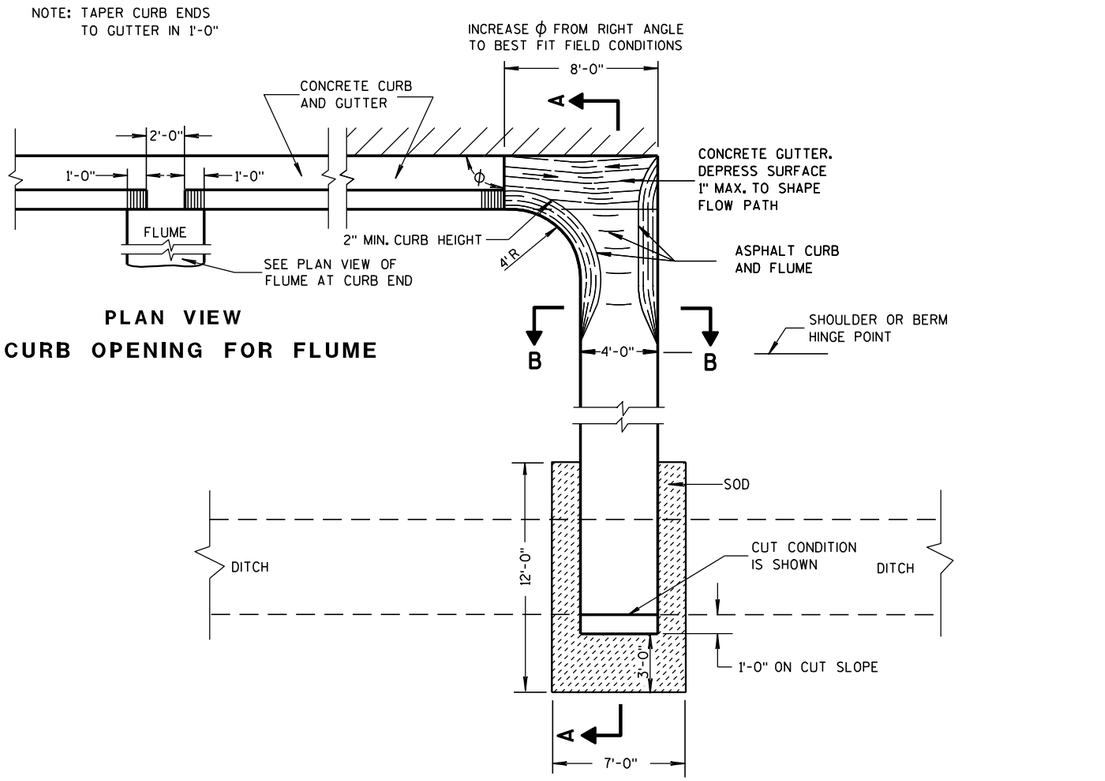
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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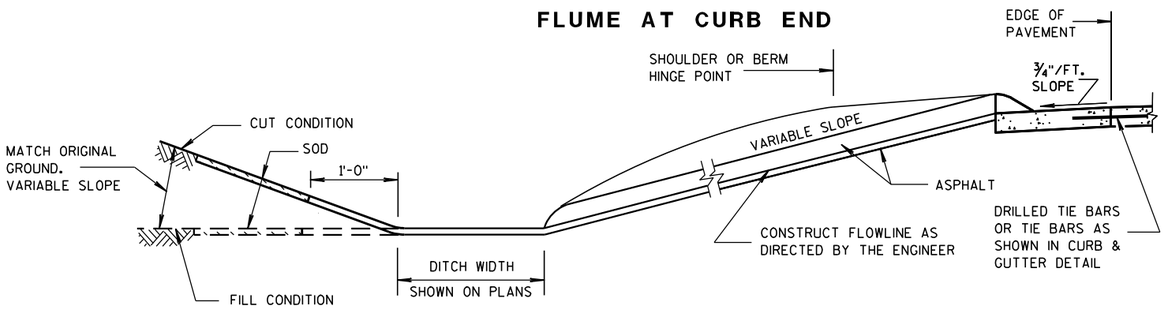
S.D.D. 8 D 1-18

ASPHALTIC FLUME

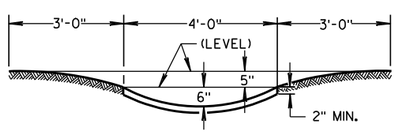


PLAN VIEW
CURB OPENING FOR FLUME

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.

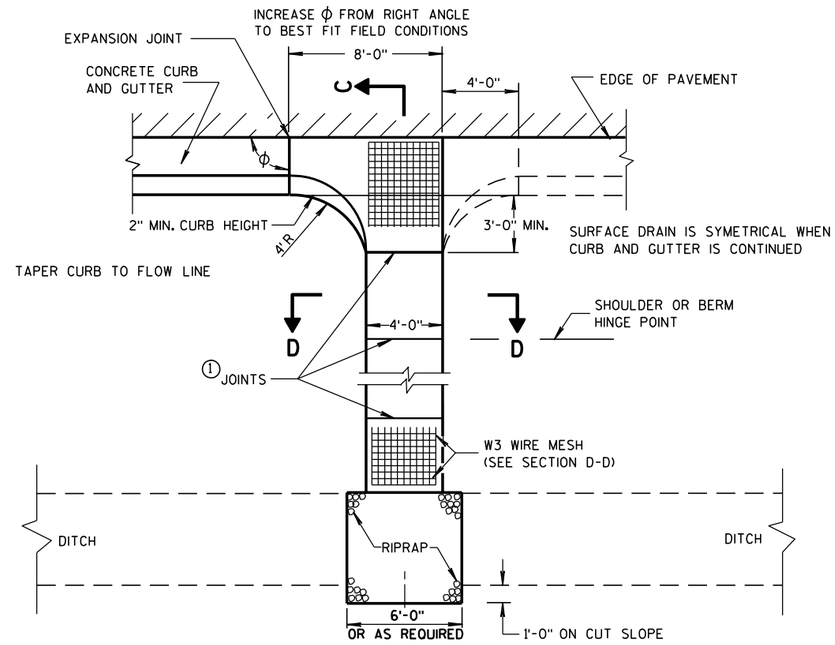
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

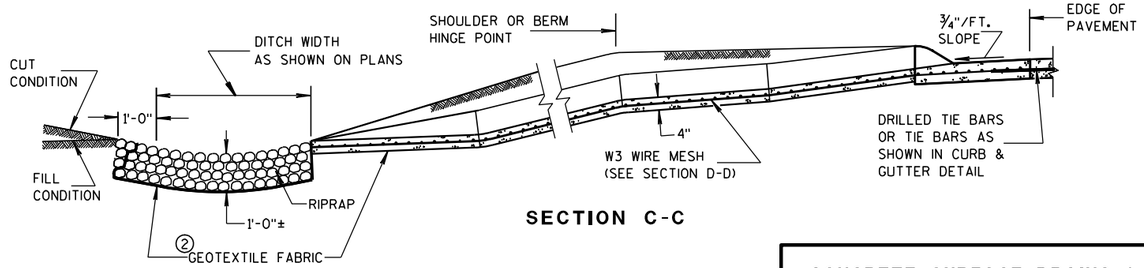
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

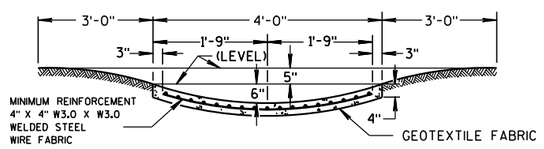
③ CONCRETE SURFACE DRAIN



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

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S.D.D. 8 D 4-5

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) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

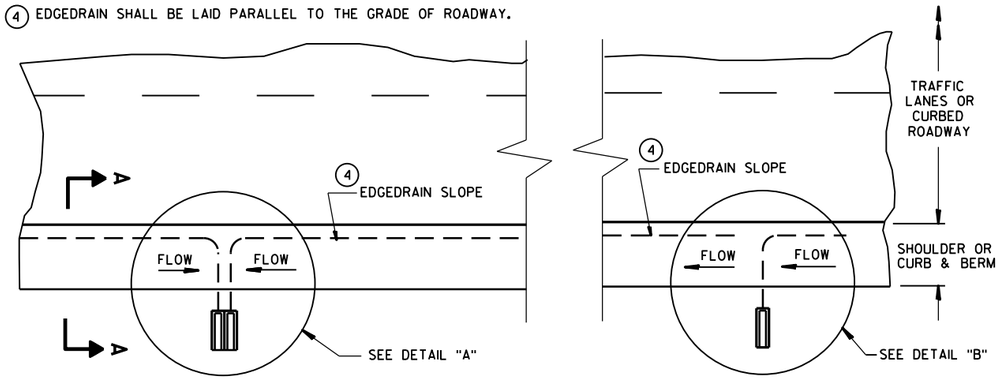
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

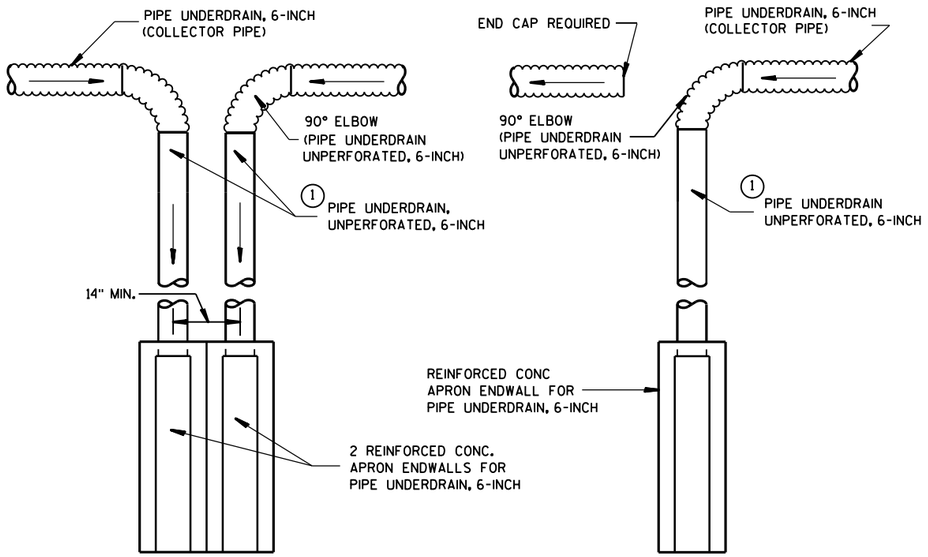
(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS

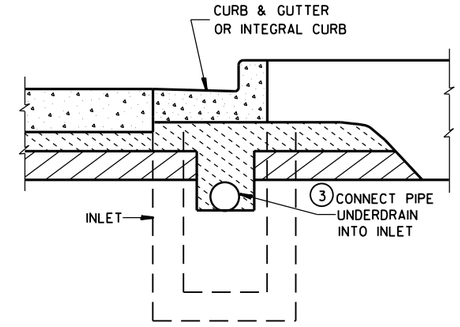
(EDGEDRAIN OUTLETS TO ROADSIDE)(2)



DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS

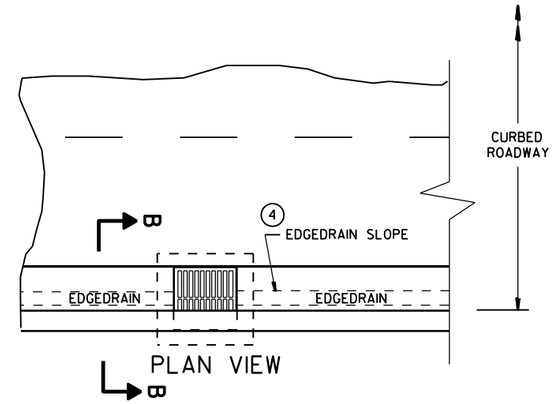
DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



SECTION B-B

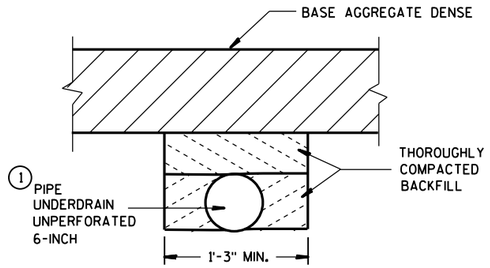
URBAN CROSS SECTION



PLAN VIEW

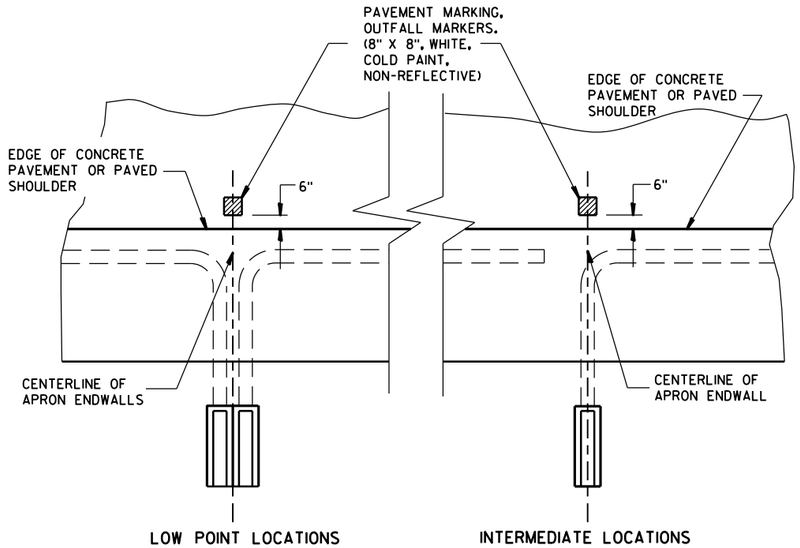
ROADWAY WITH CURBS

(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)



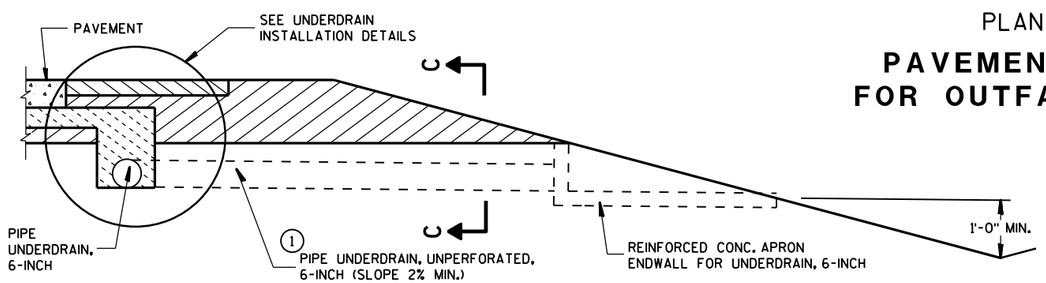
SECTION C-C

(TRENCH FOR OUTFALL PIPE)



PLAN VIEW

PAVEMENT MARKING FOR OUTFALL MARKERS



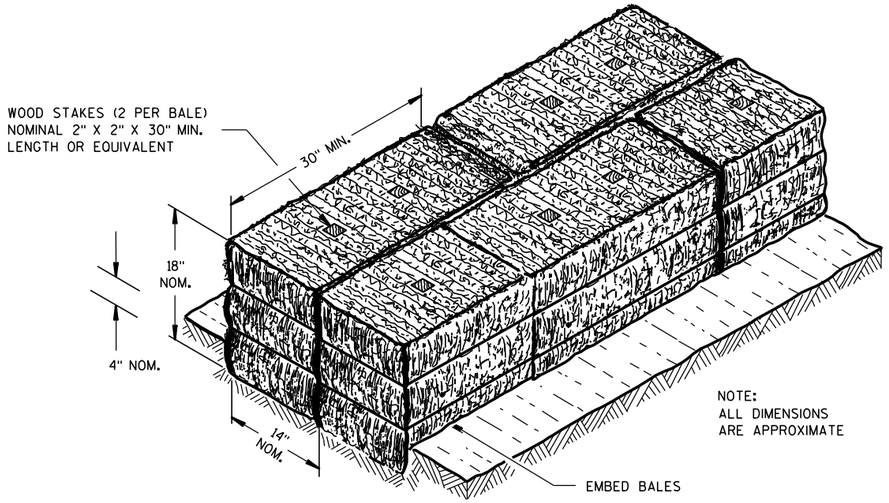
SECTION A-A

RURAL CROSS SECTION

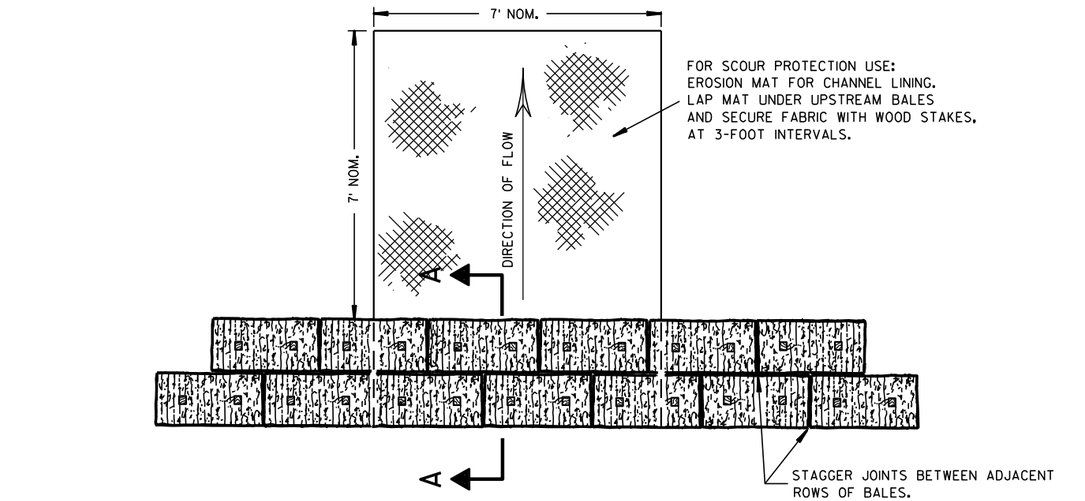
EDGEDRAIN OUTLET AND OUTFALL MARKERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

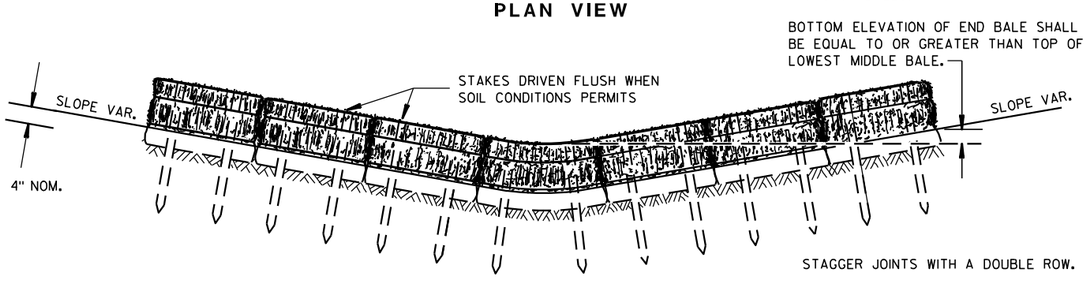
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SECTION A-A



PLAN VIEW



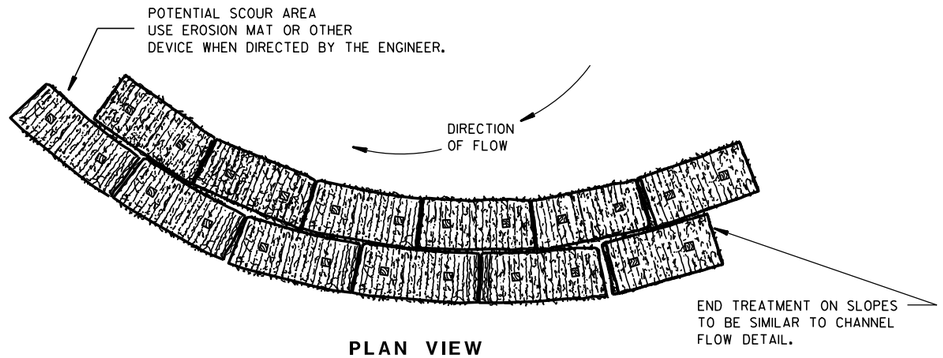
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

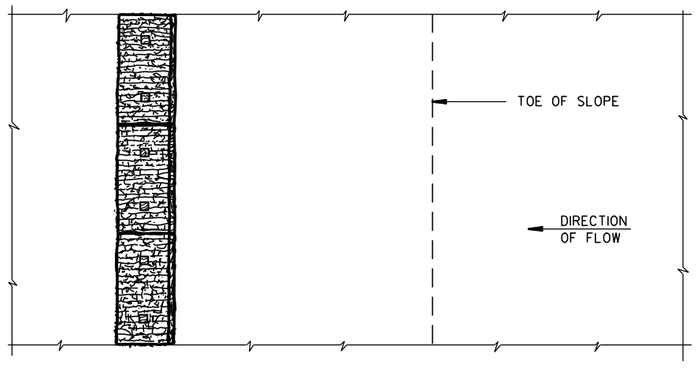
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

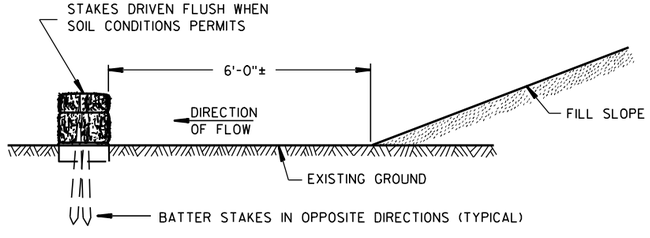


PLAN VIEW

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

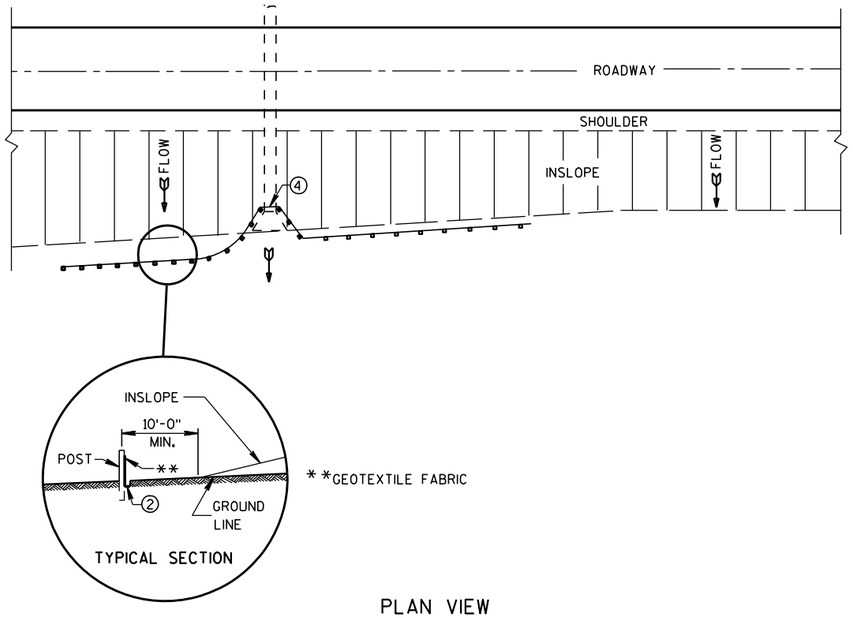
APPROVED

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

FHWA

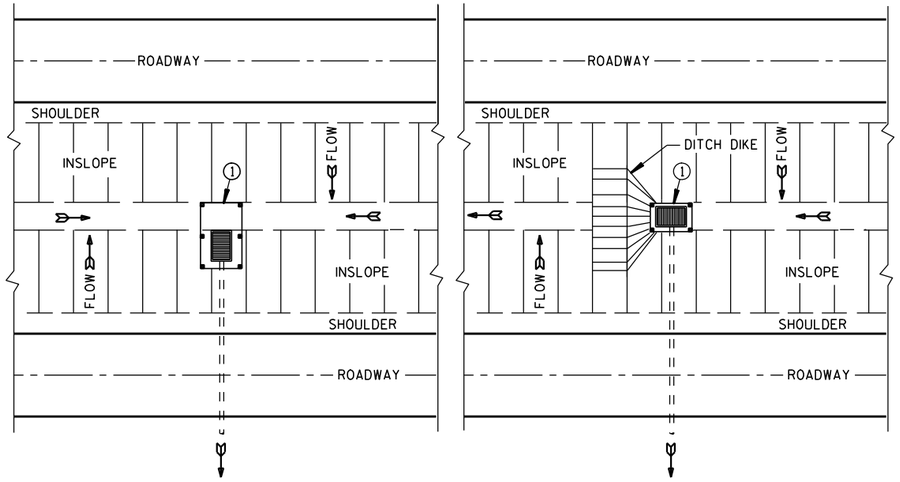
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S.D.D. 8 E 8-3



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.

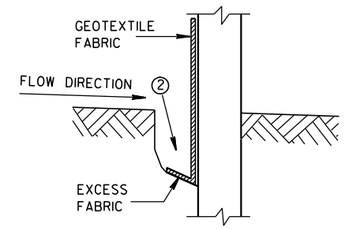
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

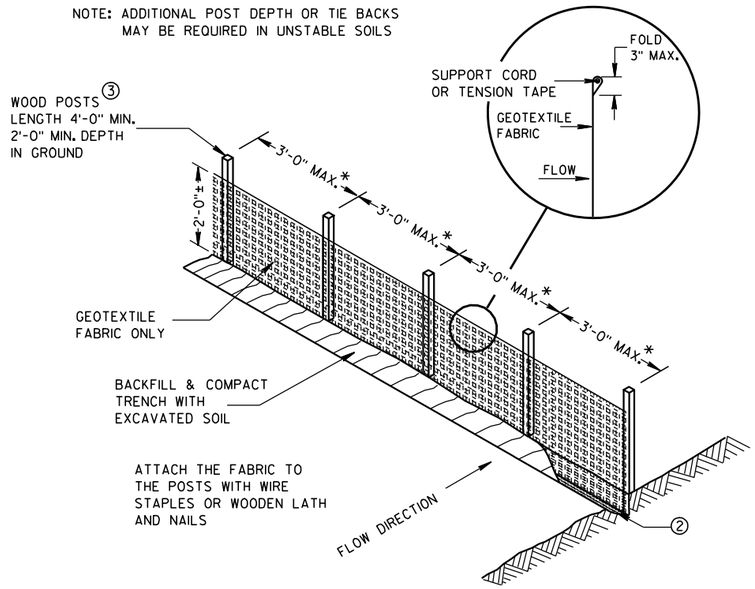
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

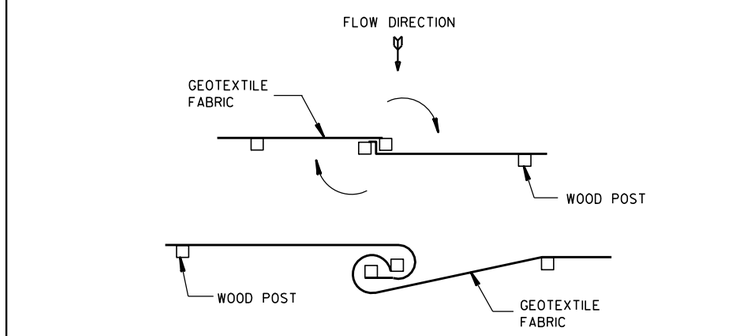
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



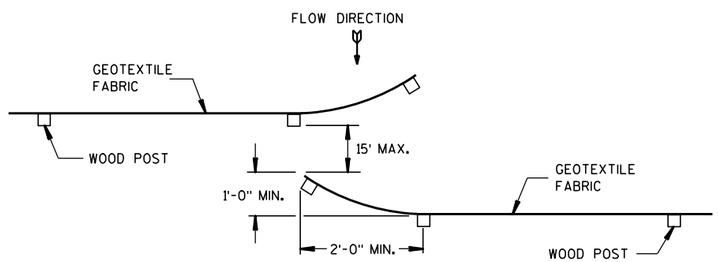
TRENCH DETAIL



SILT FENCE

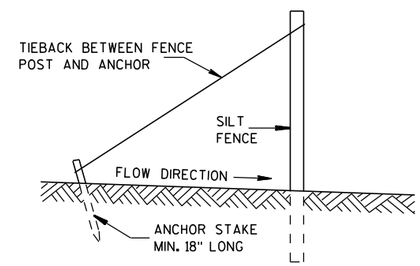


TWIST METHOD



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

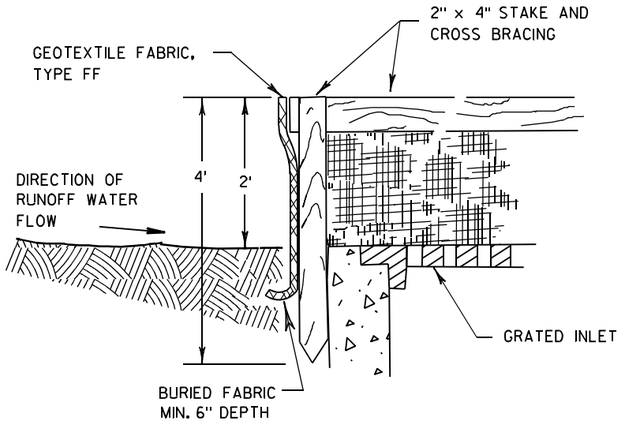
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

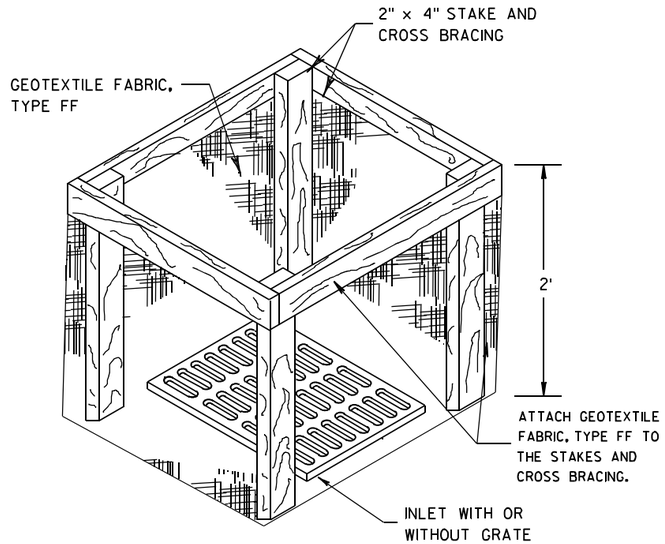
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S.D.D. 8 E 9-6

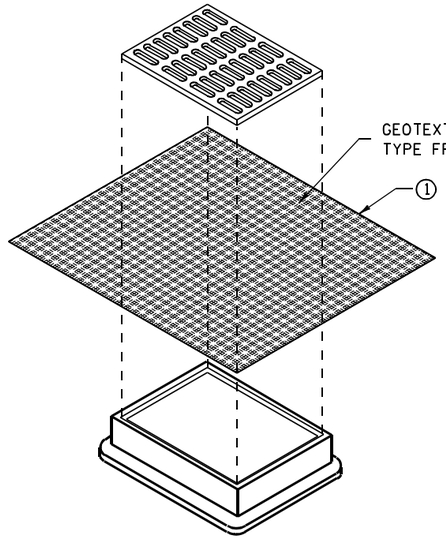
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S.D.D. 8 E 9-6



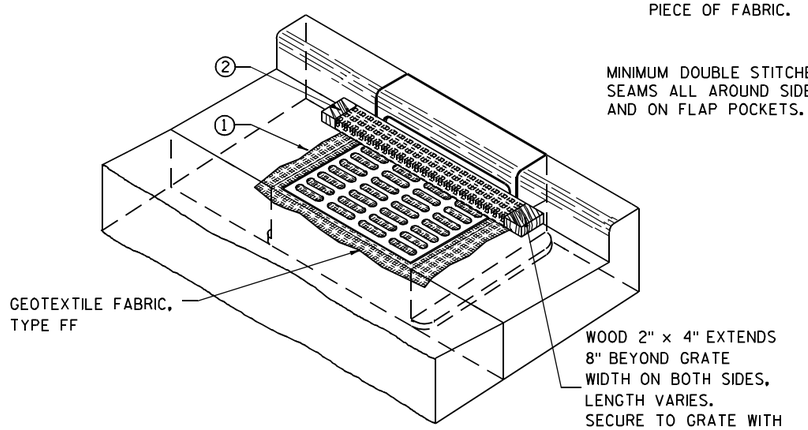


INLET PROTECTION, TYPE A

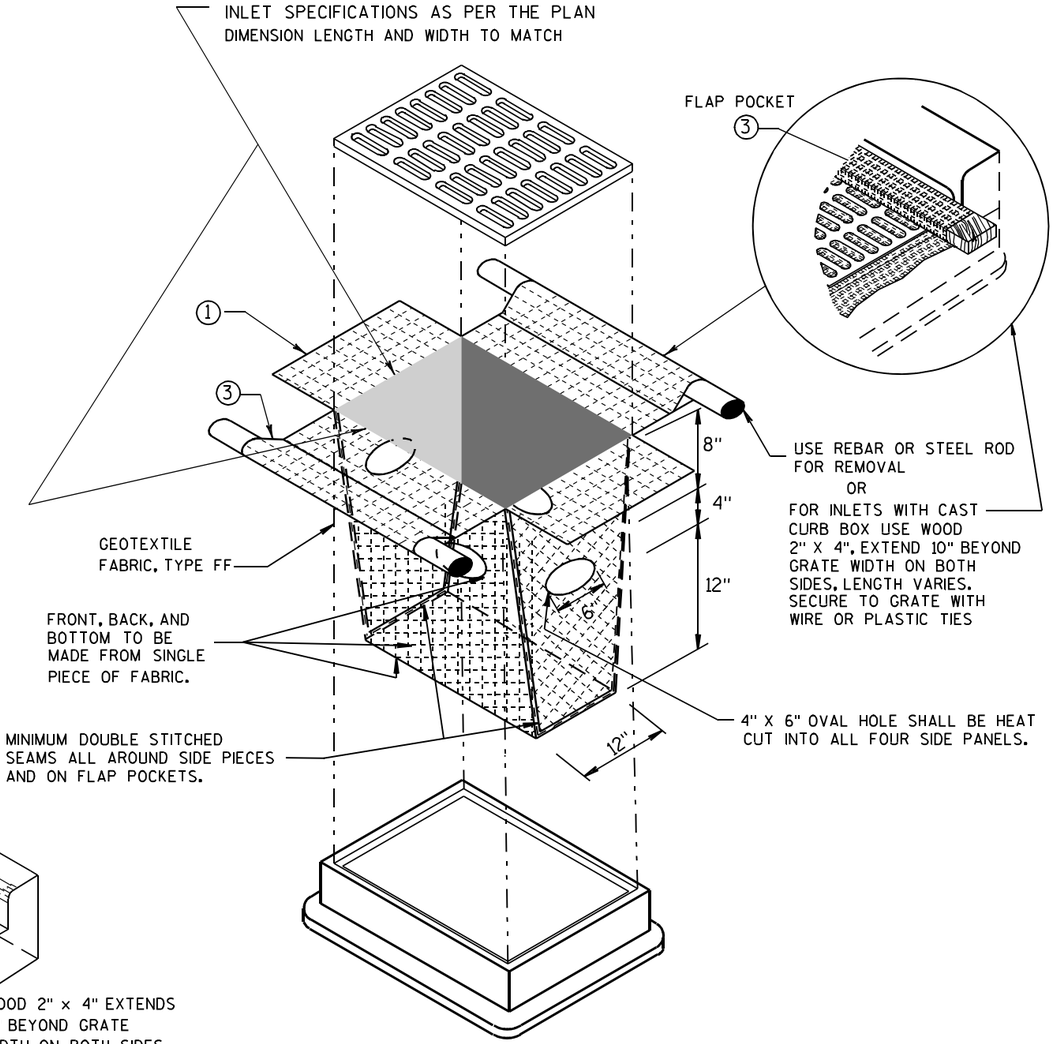


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

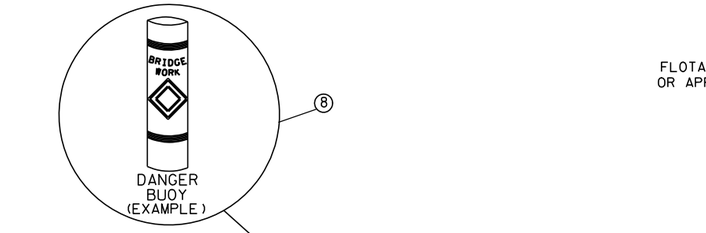
FHWA

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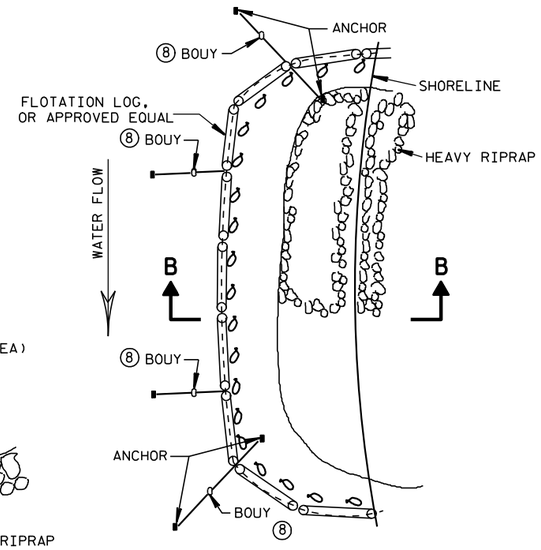
S.D.D. 8 E 10-2

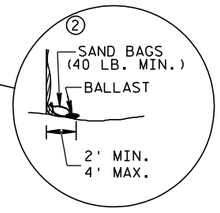
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S.D.D. 8 E 10-2

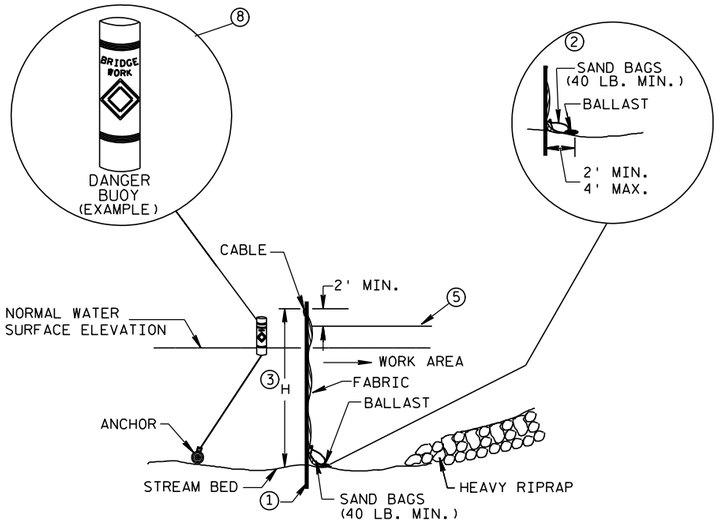


SECTION B-B

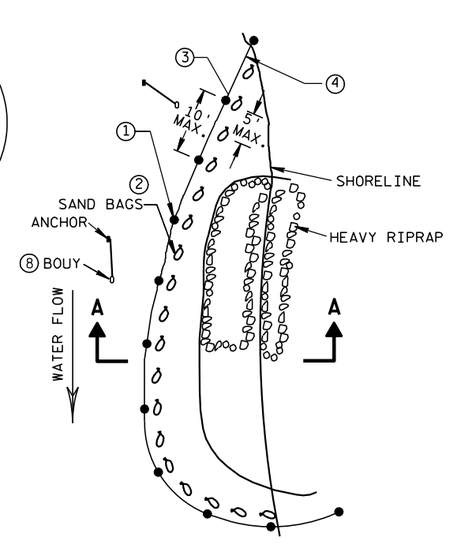




TURBIDITY BARRIER FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A-A



PLAN VIEW

TURBIDITY BARRIER STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT 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.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

① DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

② SANDBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

③ WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.

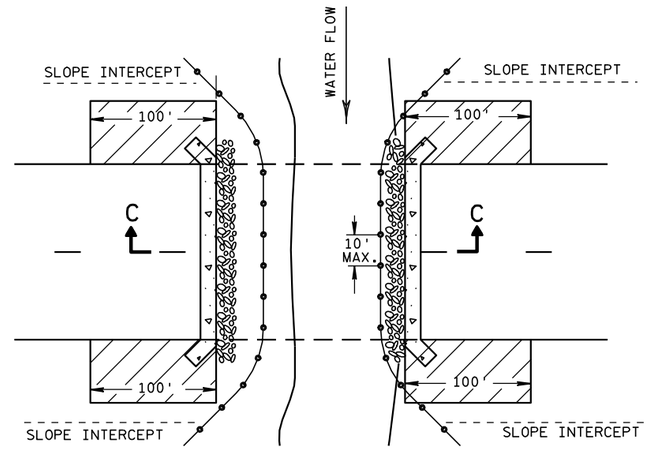
④ IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

⑤ ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MIMIMUM BARRIER HEIGHT SHALL BE 2'GREATER THAN EITHER THE 02 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WICHEVER IS GREATER.

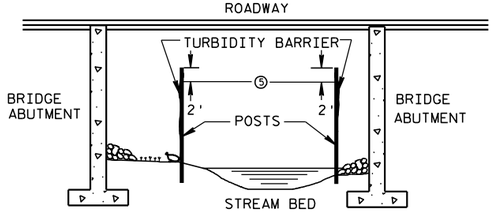
⑥ FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.

⑦ ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

⑧ USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C-C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

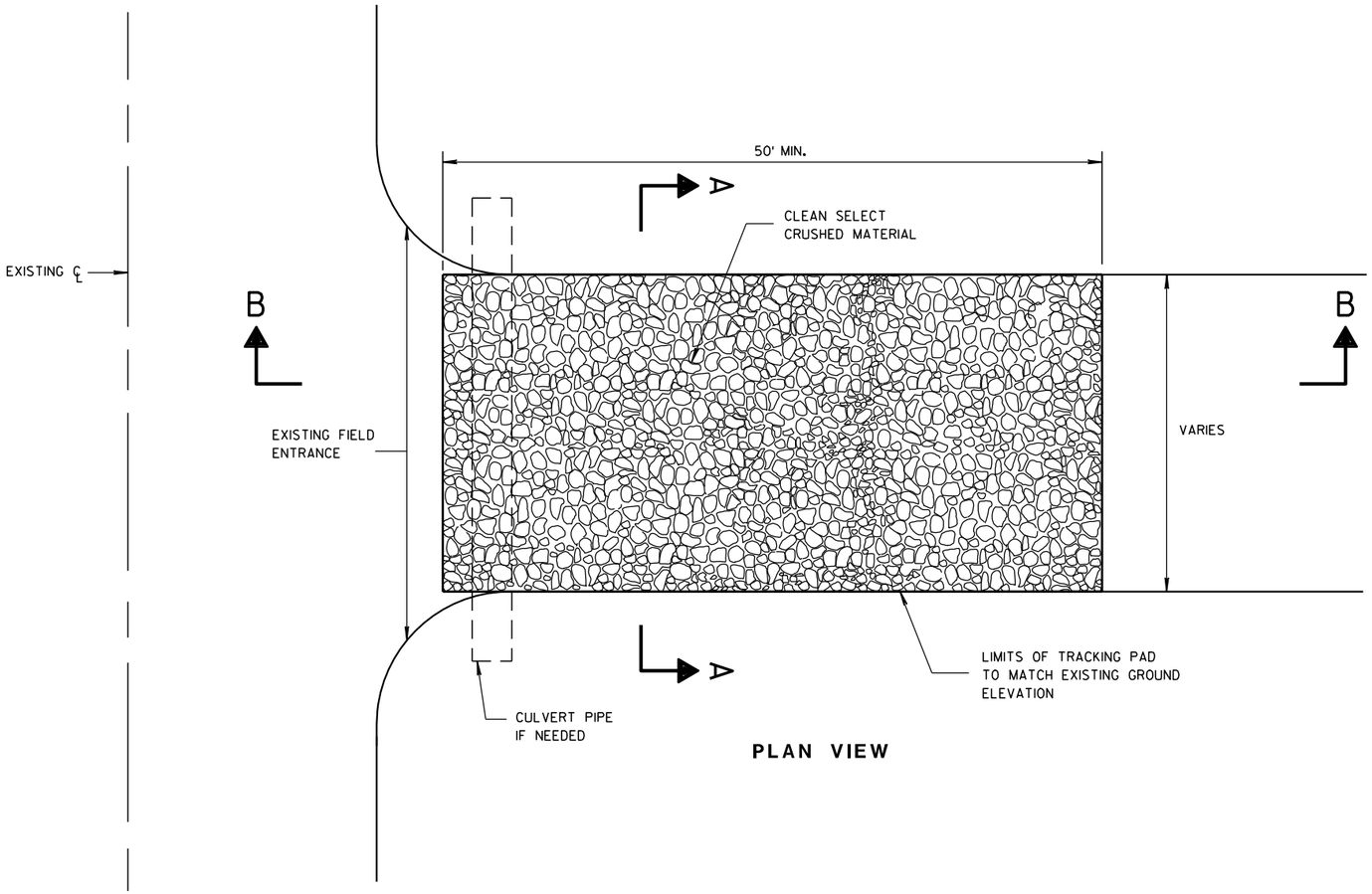
FHWA

6

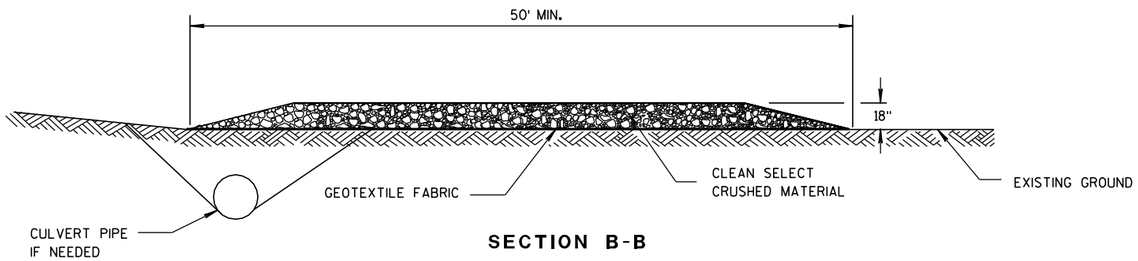
S.D.D. 8 E 11-2

6

S.D.D. 8 E 11-2



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.

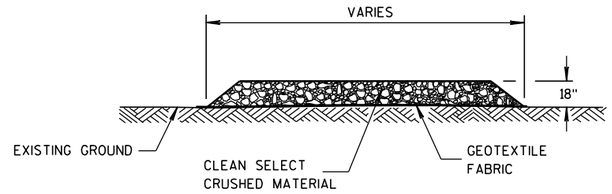
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER

503

ENT

FHWA

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

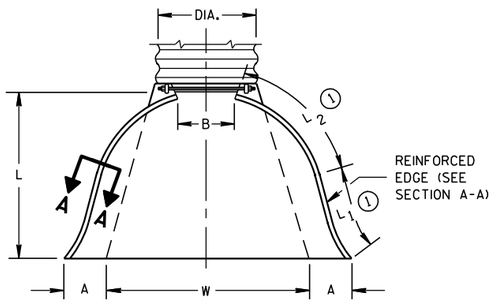
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

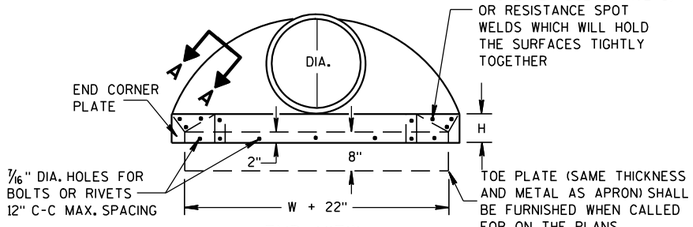
REINFORCED CONCRETE APRON ENDWALLS

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

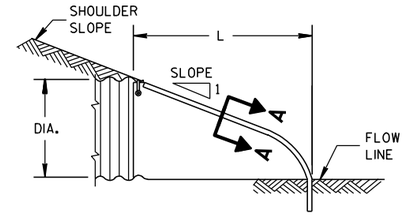
* MINIMUM
** MAXIMUM



PLAN VIEW

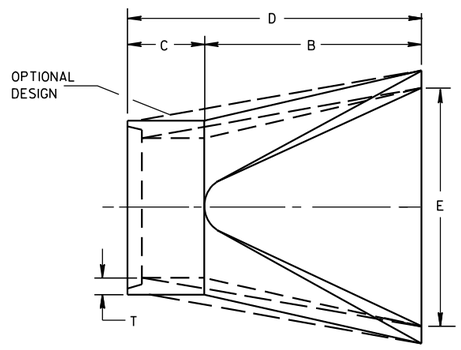


END VIEW

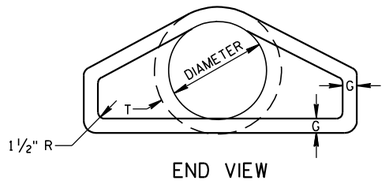


SIDE ELEVATION

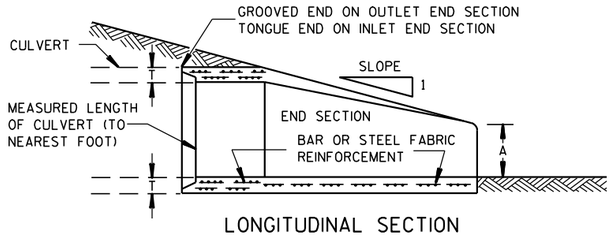
METAL ENDWALLS



PLAN

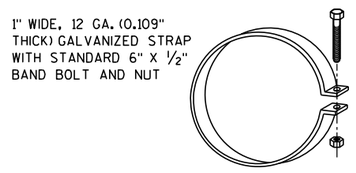


END VIEW



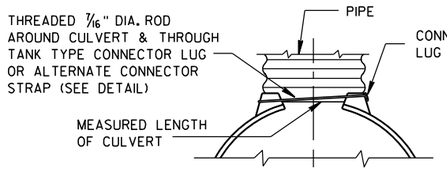
LONGITUDINAL SECTION

CONCRETE ENDWALLS

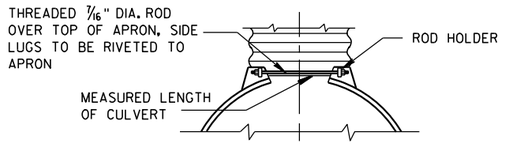


ALTERNATE FOR TYPE 1 CONNECTION

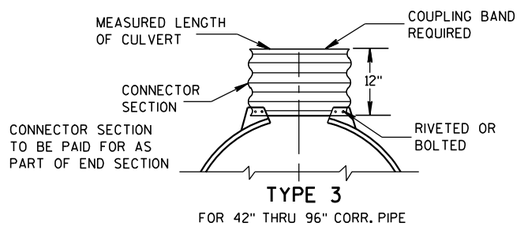
END SECTION CONNECTOR STRAP



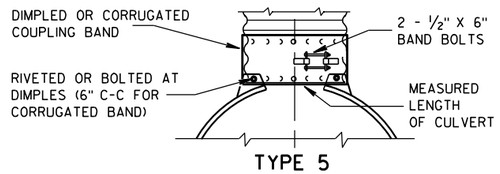
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

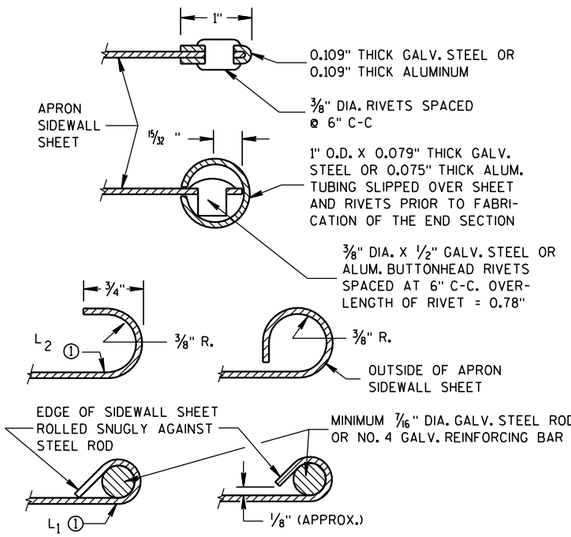
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

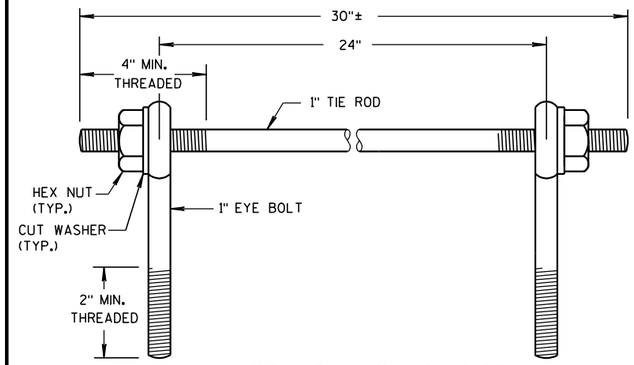
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

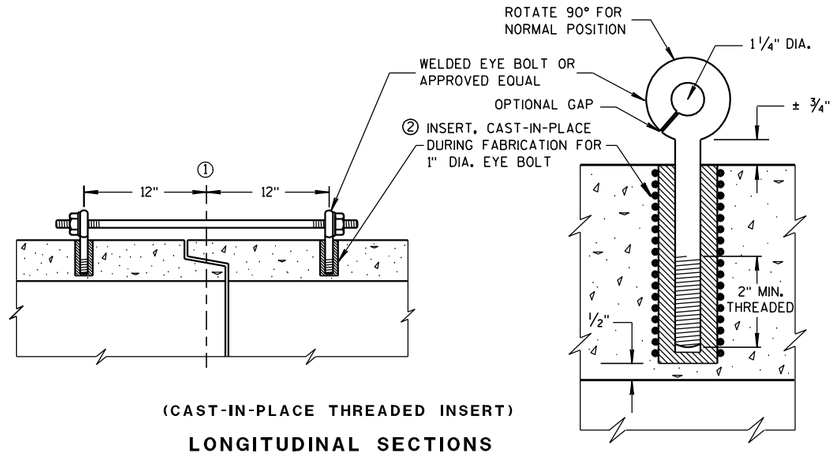
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 504 NEER
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.

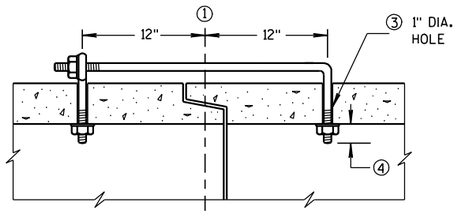
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

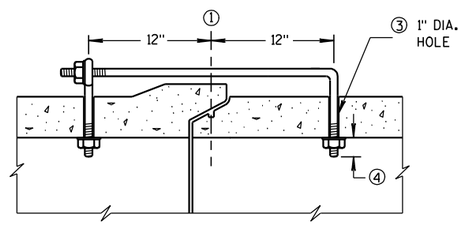
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

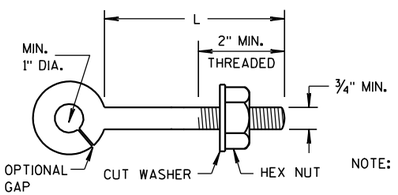


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

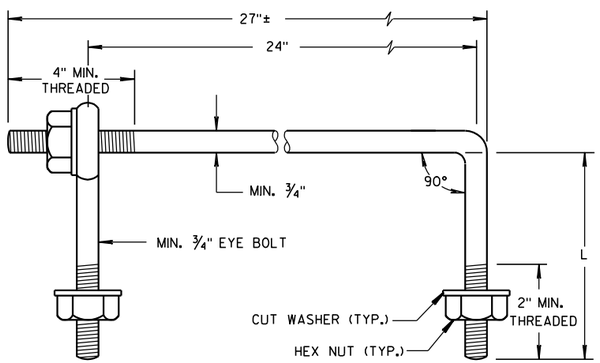
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

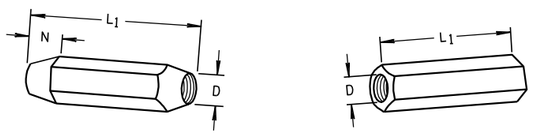
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

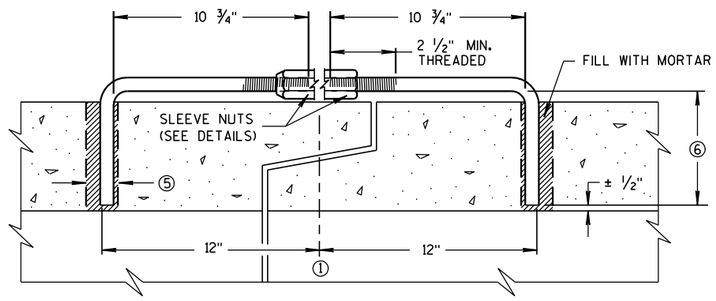
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

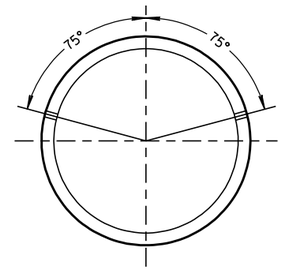
SLEEVE NUTS



LONGITUDINAL SECTION

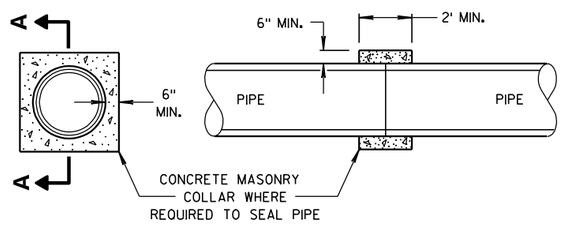
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

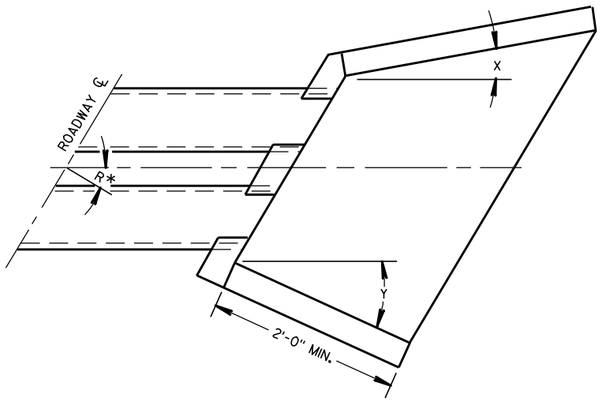
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
505
FHWA

6

S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

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.

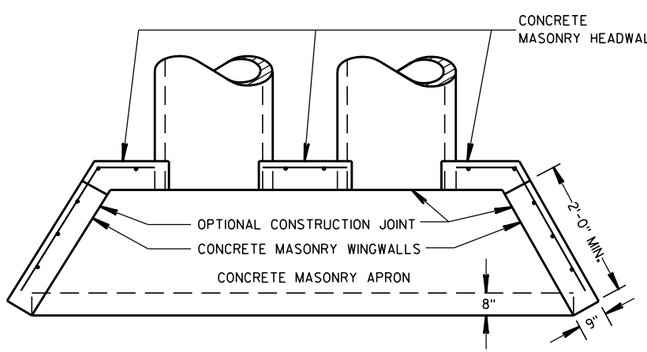
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

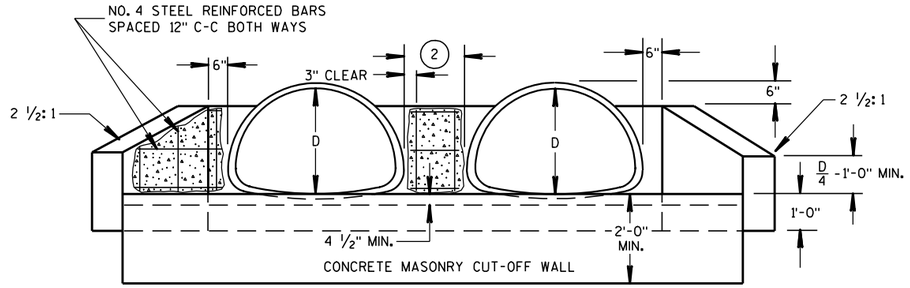
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



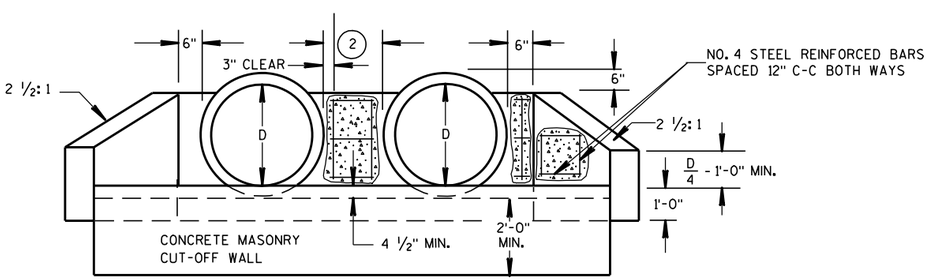
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



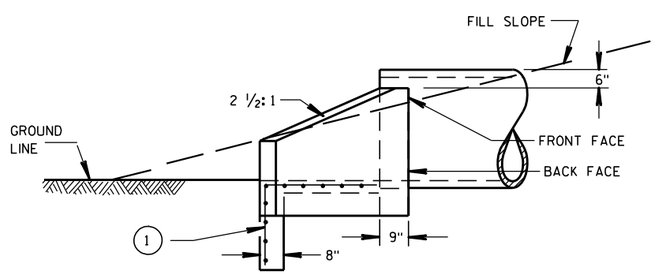
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/14/98 DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

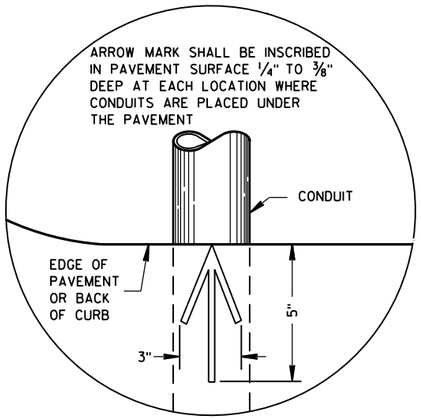
FHWA

6

S.D.D. 8 F 10-1

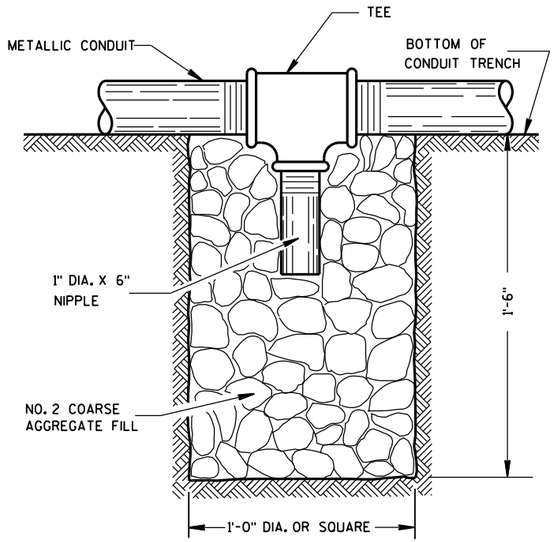
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S.D.D. 8 F 10-1



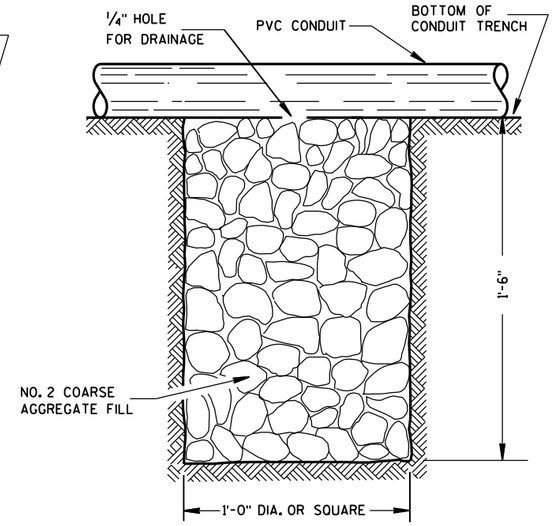
PLAN VIEW

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.

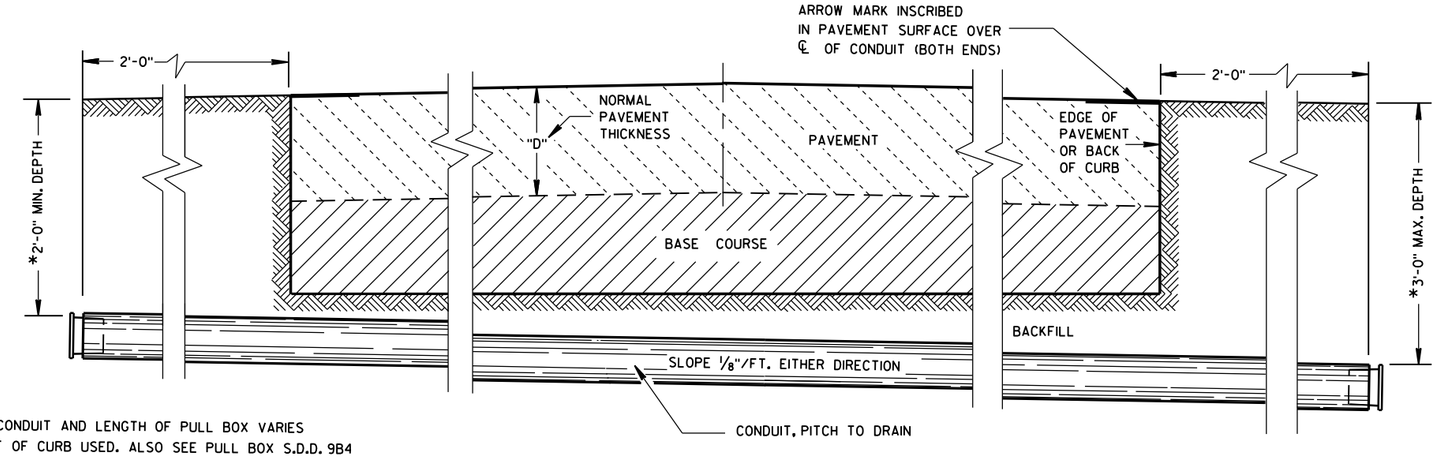
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

6

6

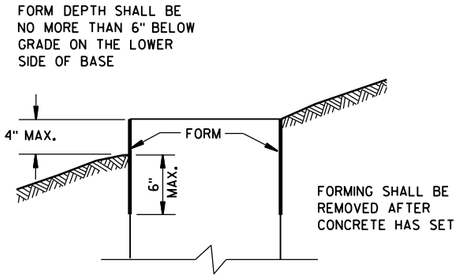
S.D.D. 9 B 2-9

S.D.D. 9 B 2-9

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 507
FHWA



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

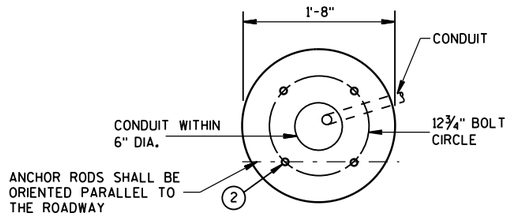
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

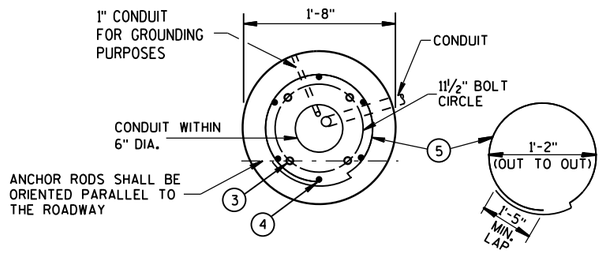
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

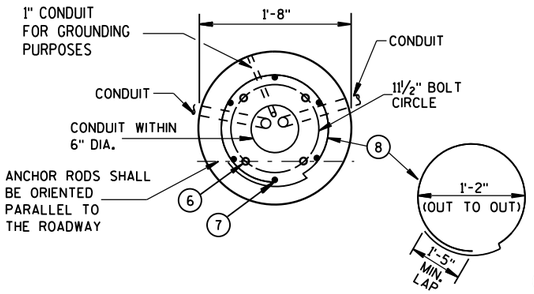
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

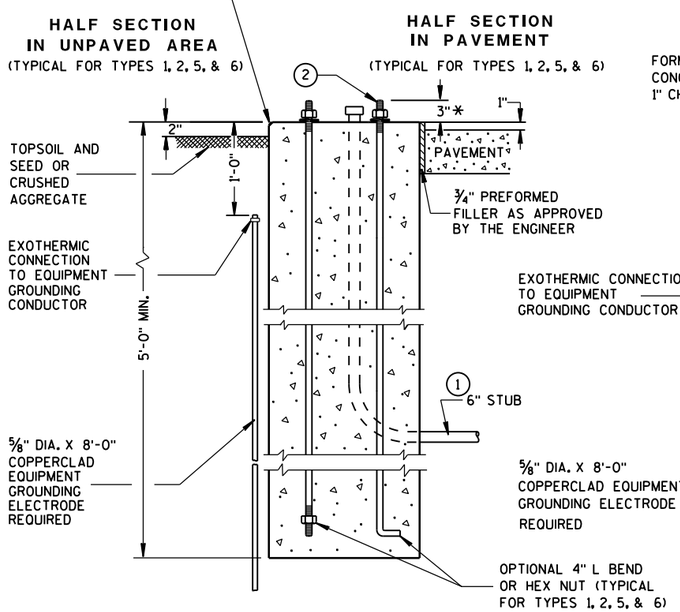






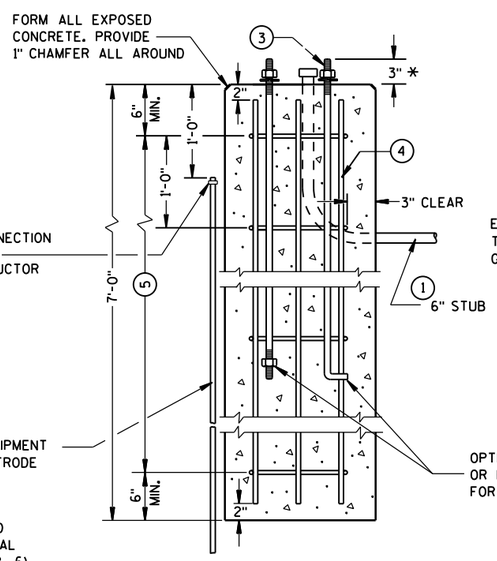
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

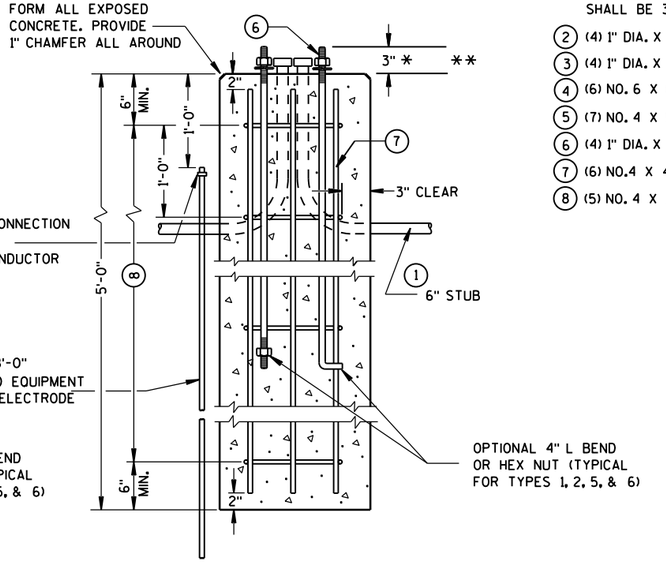


HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 508
FHWA

6

S.D.D. 9 C 2-7

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

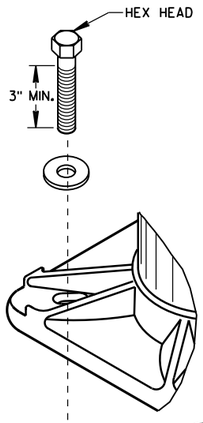
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

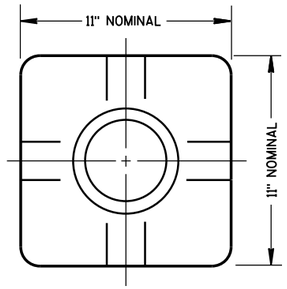
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

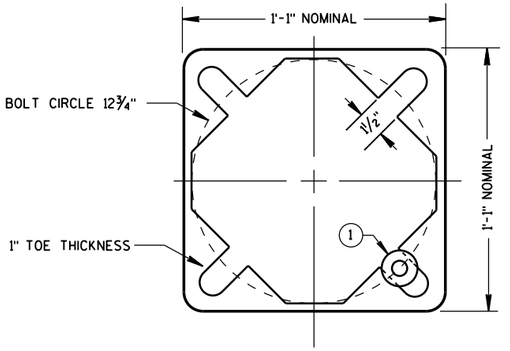
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

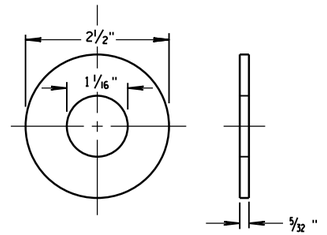




TOP VIEW
(PEDESTAL BASE)

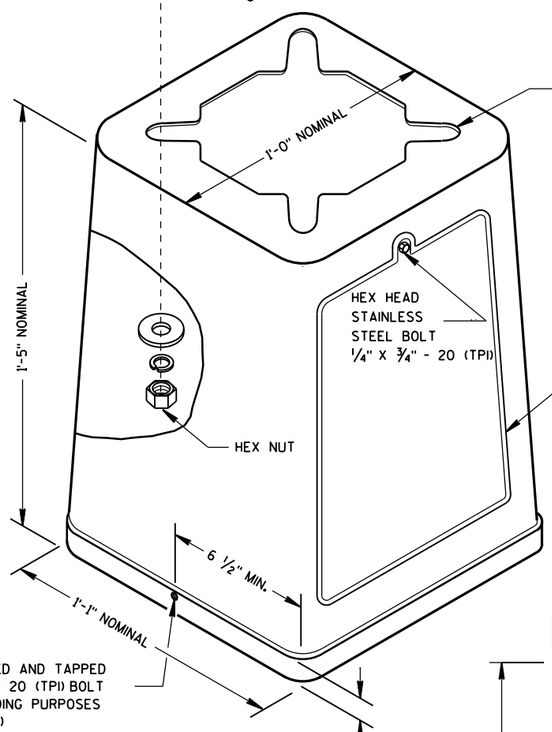


BOTTOM VIEW
(PEDESTAL BASE)

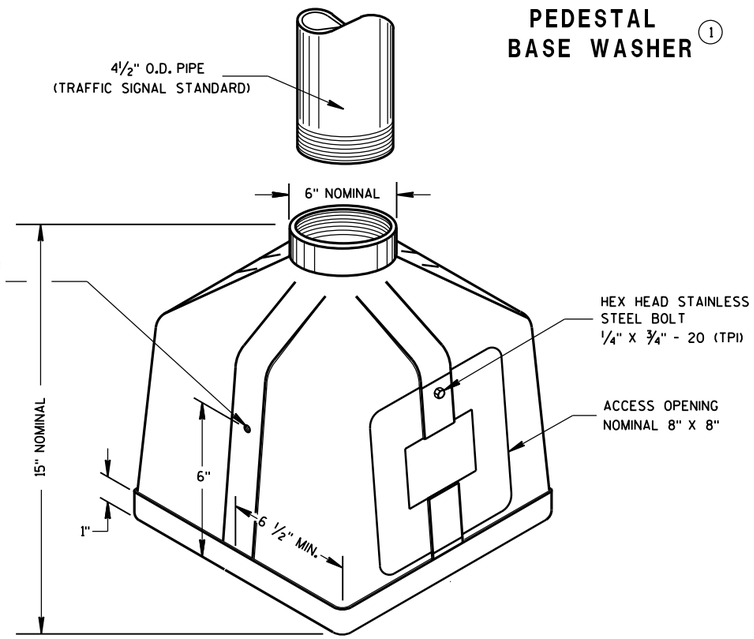


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

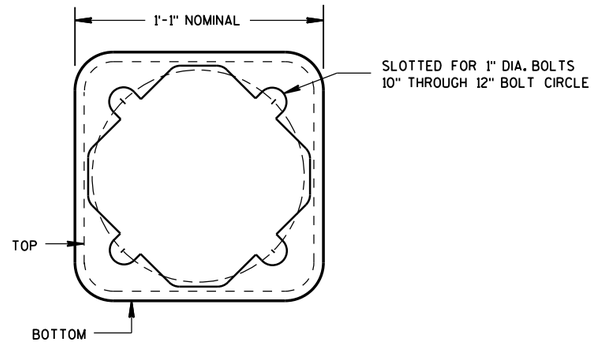


ISOMETRIC VIEW

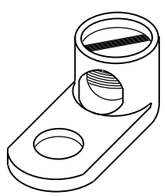


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

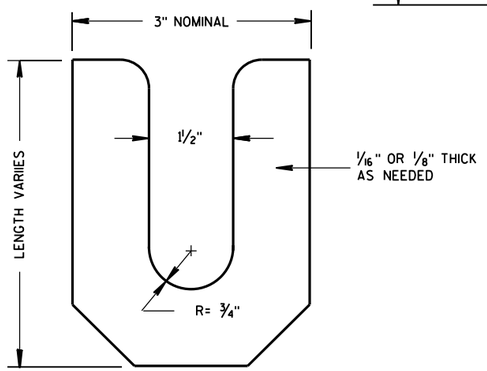


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

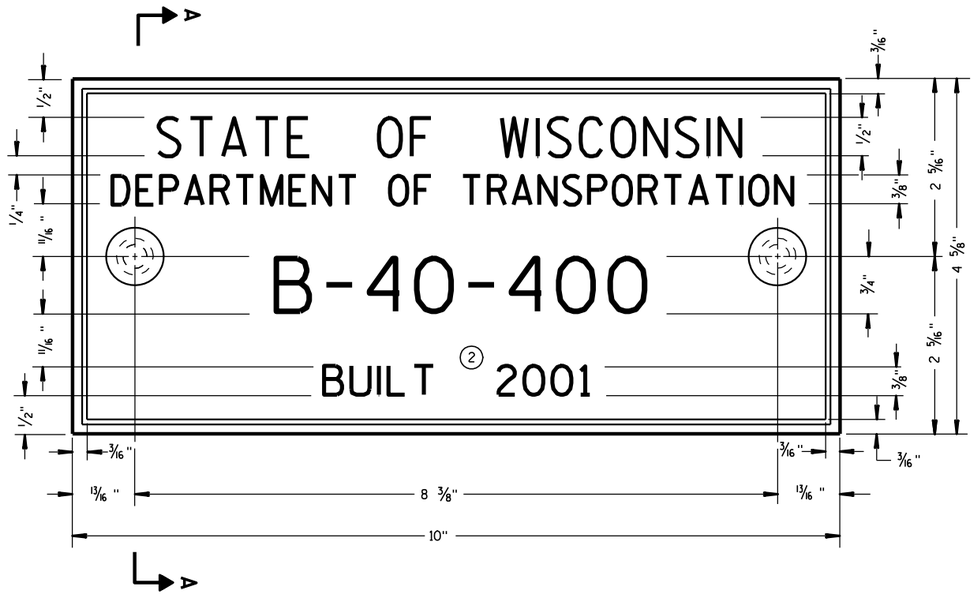
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 3-4

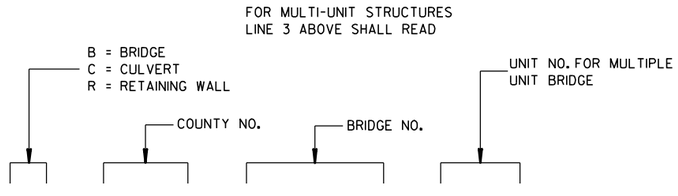
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S.D.D. 9 C 3-4



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

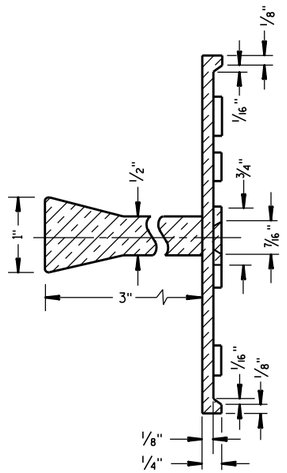
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

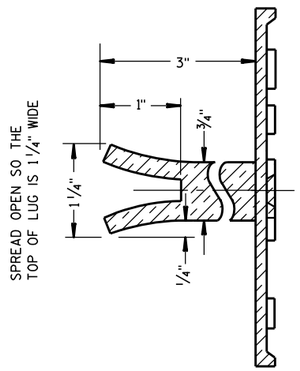
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

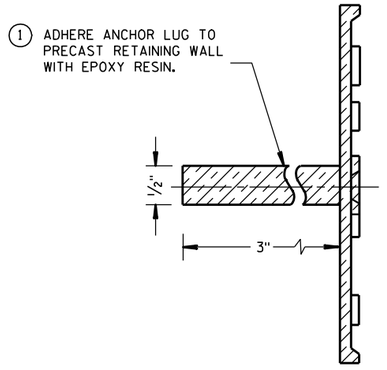
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck-- CHIEF STRUCTURAL DEVELOP 510 ENGINEER

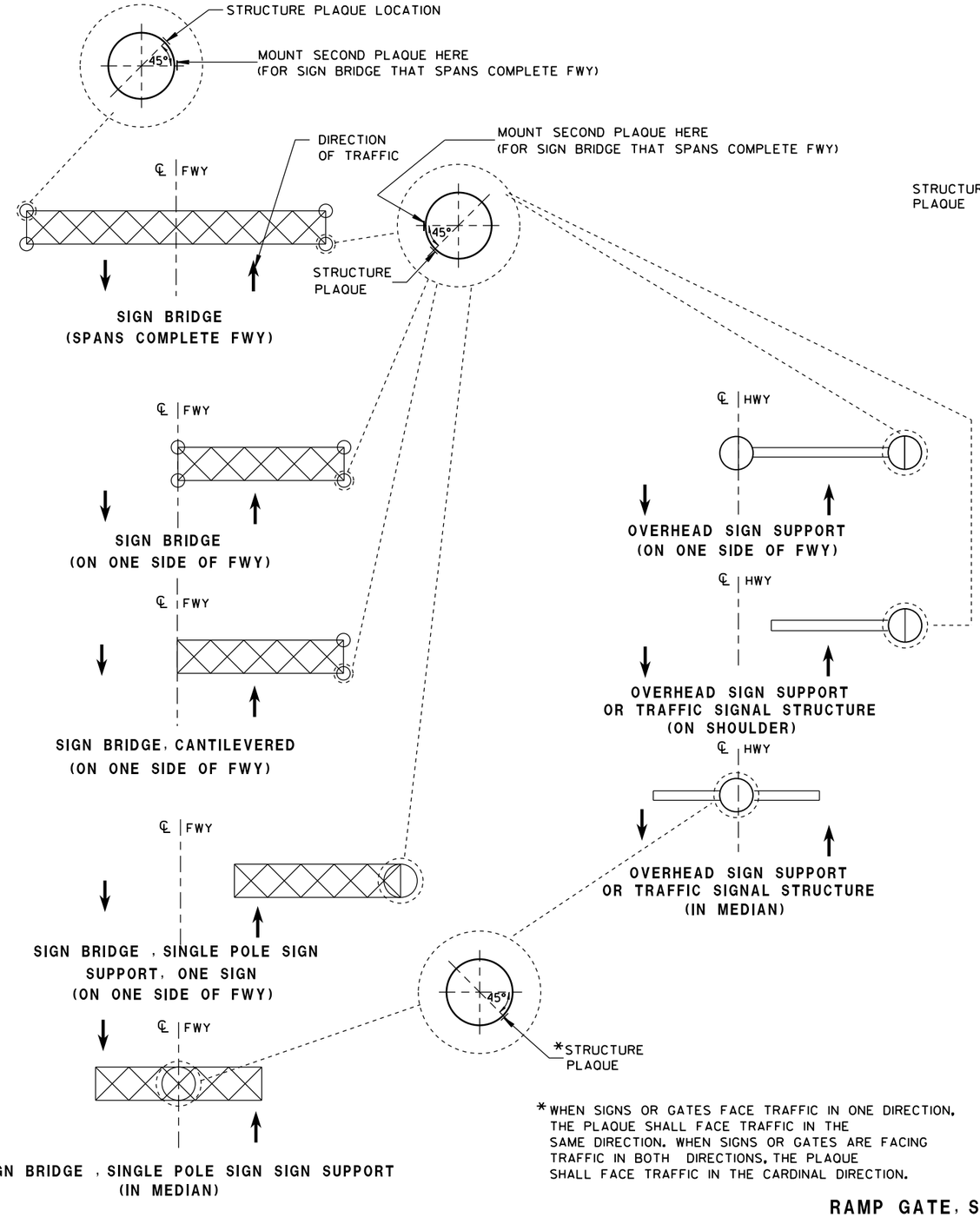
FHWA

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S.D.D. 12 A 3-10

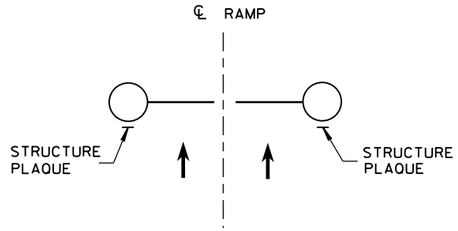
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S.D.D. 12 A 3-10

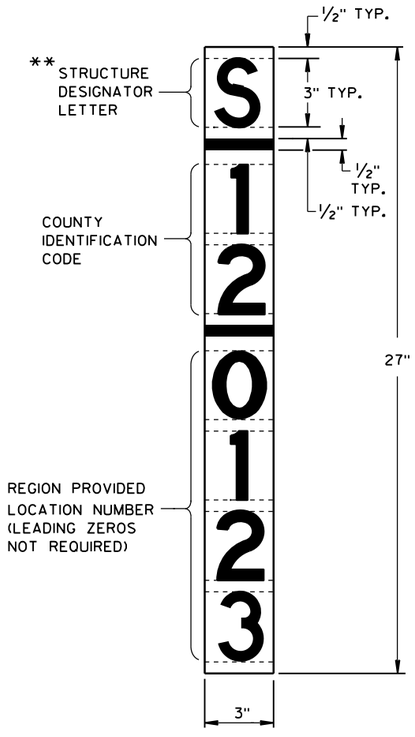


* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

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

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

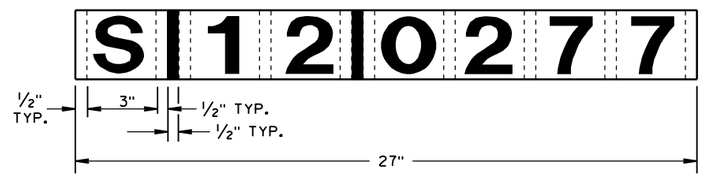
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

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

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

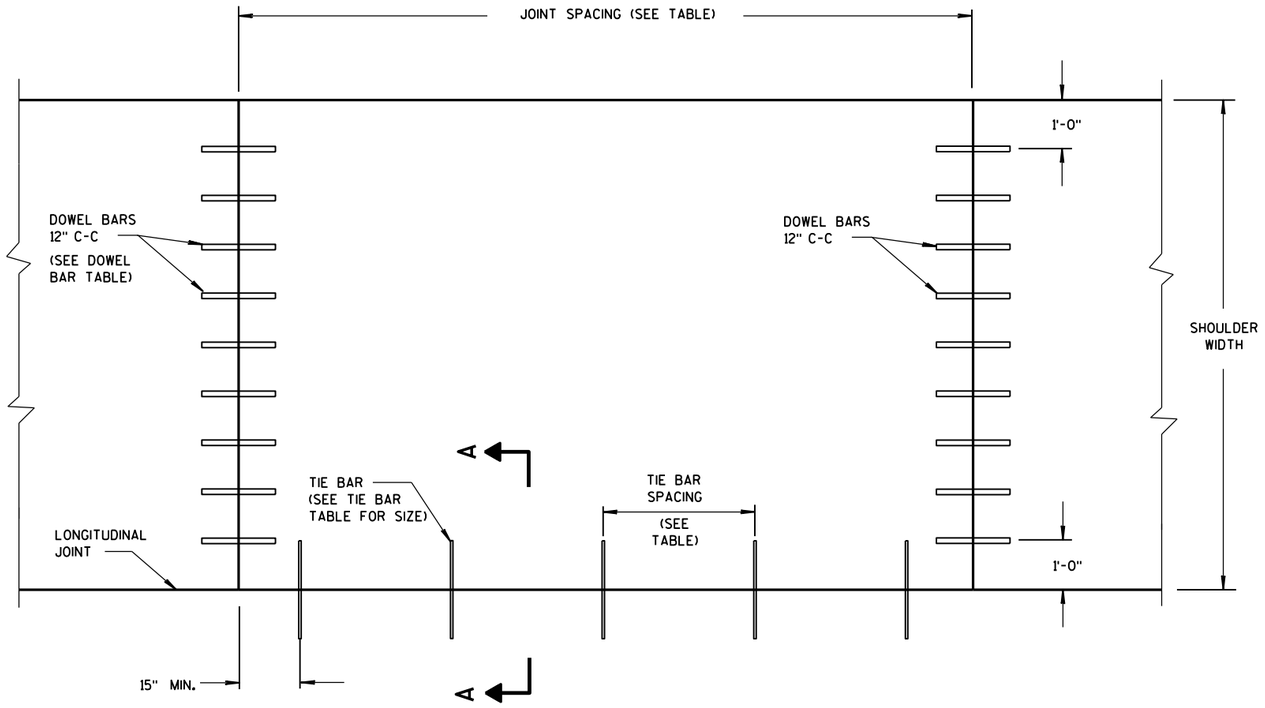
APPROVED
12/4/2012 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 12 A 4-3

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S.D.D. 12 A 4-3



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

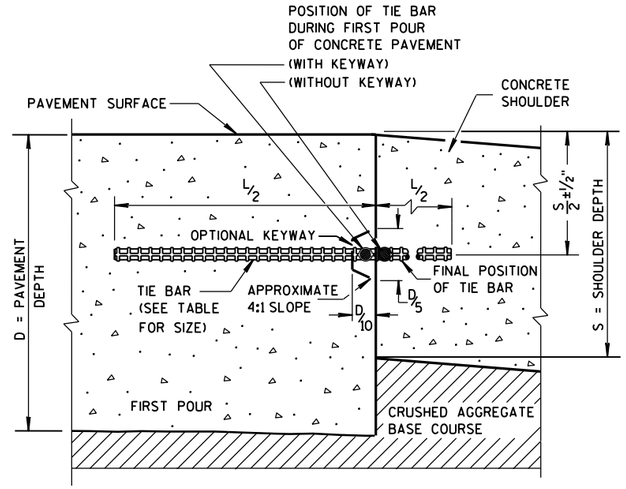
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT

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.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER***	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FOR THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

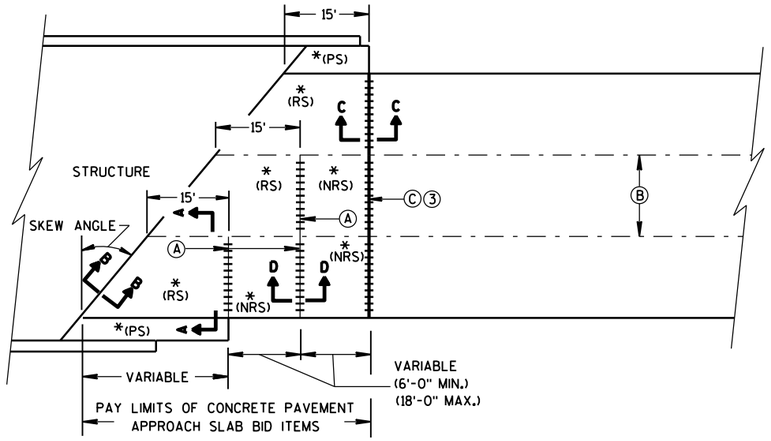
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPERF
FHWA

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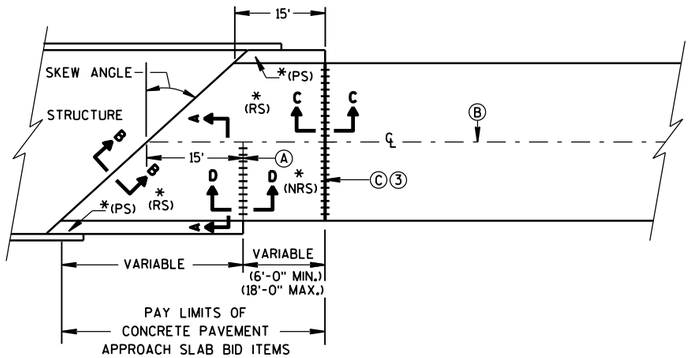
S.D.D. 13 A 3-6

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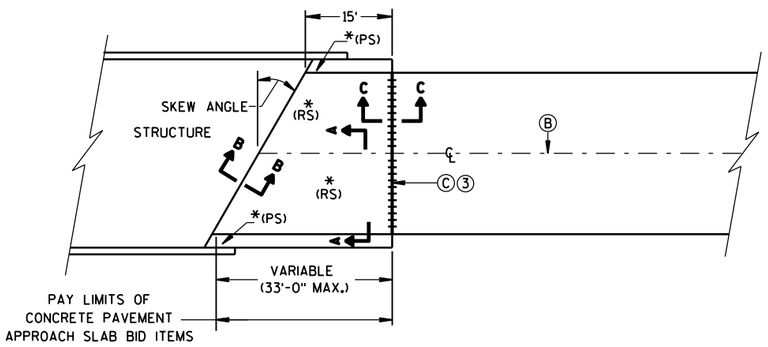
S.D.D. 13 A 3-6



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >20°
(PAVEMENT WIDTH ≤30')



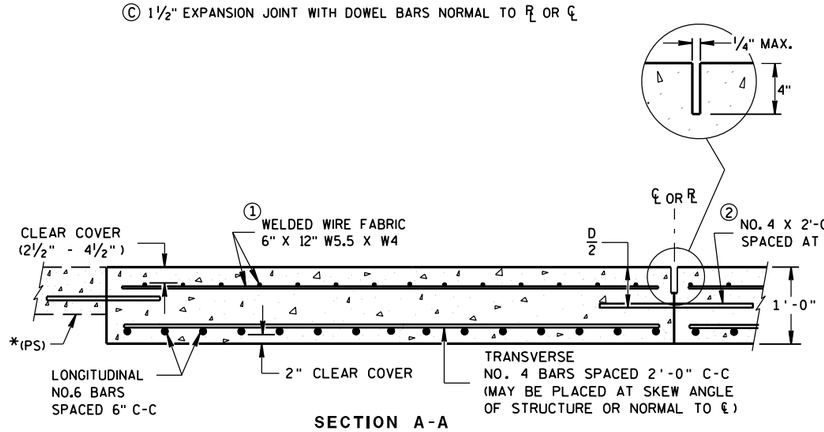
SKEWS ≤20°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

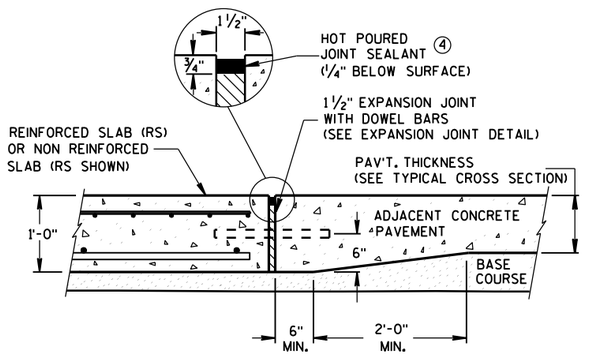
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

***STANDARD DOWEL BAR DIAMETER
(SEE SDD 13C11, & SDD 13C13)

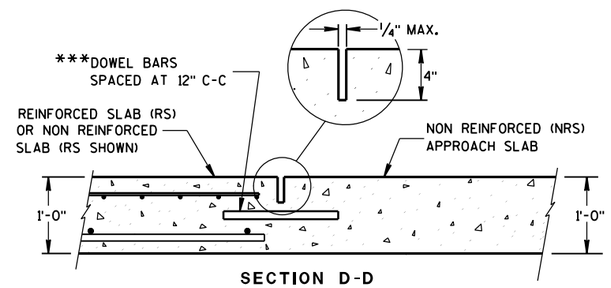
Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
Ⓑ STANDARD LONGITUDINAL JOINT WITH TIE BARS.
Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



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.

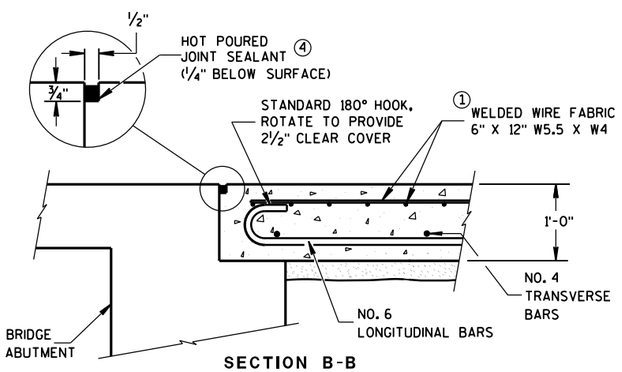
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

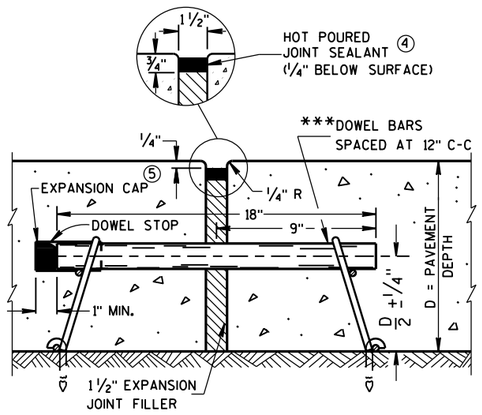
③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

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

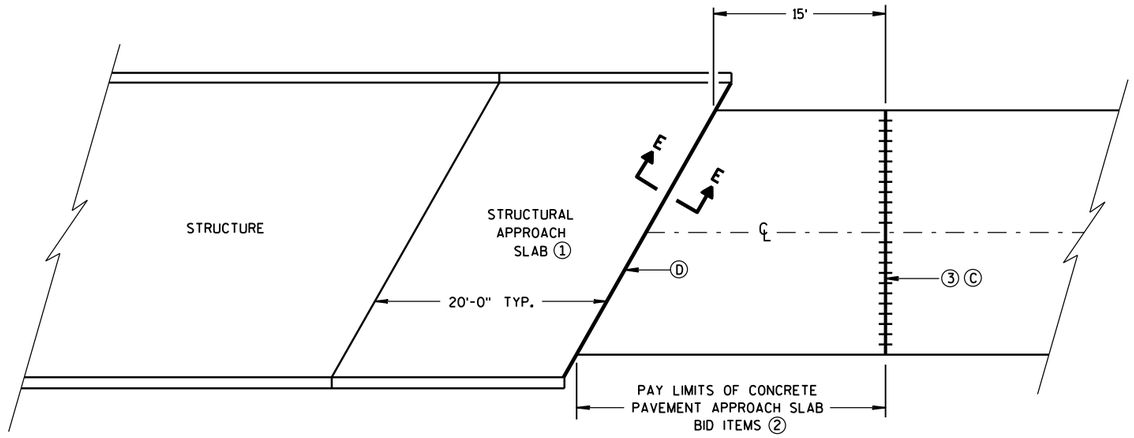
APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

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S.D.D. 13 B 2-8a

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S.D.D. 13 B 2-8a



GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

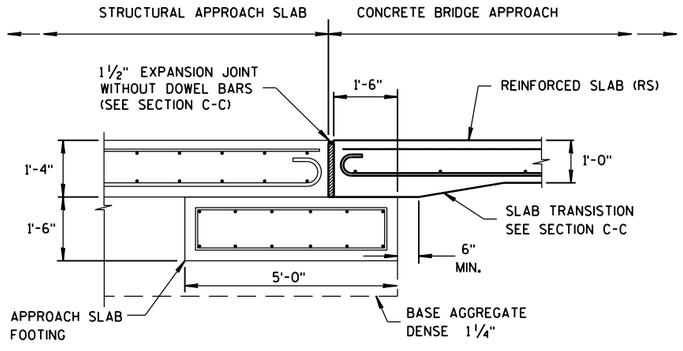
① SEE BRIDGE PLAN.

② CONFORM TO SHEET 13 B 2(A) FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS.

③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION E-E

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

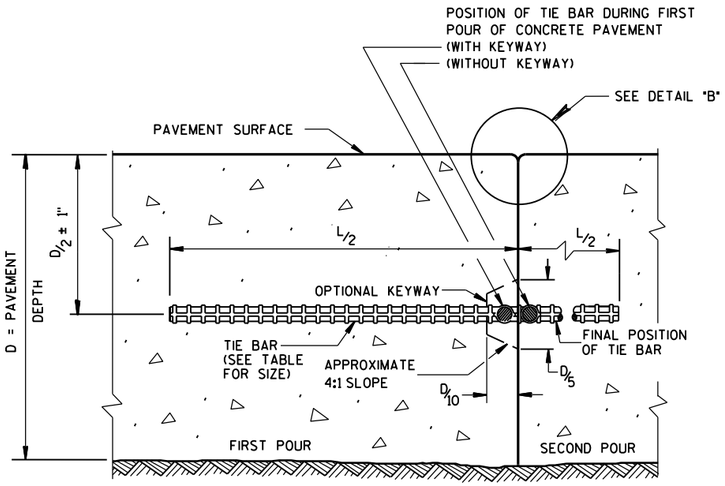
June, 2015
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPEF

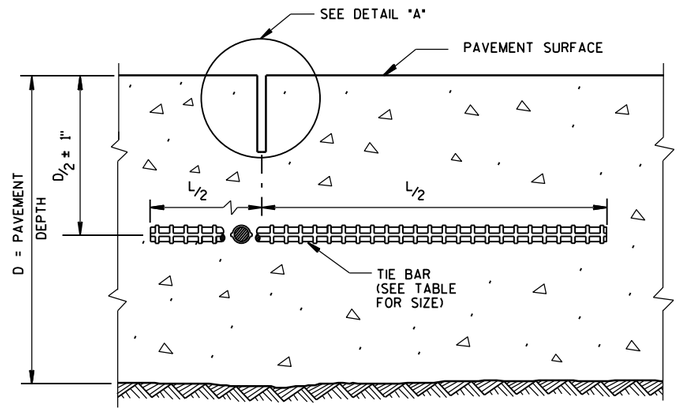
FHWA

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S.D.D. 13 B 2-8b



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"

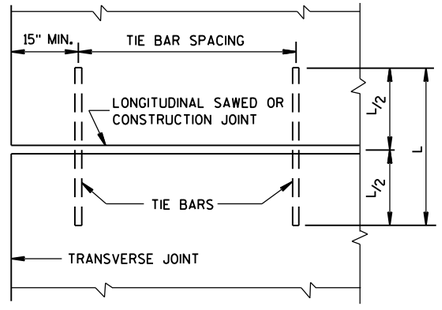
DETAIL "C"

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

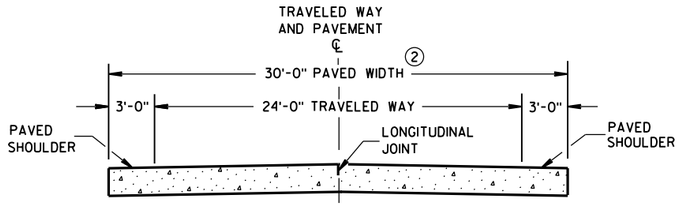
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

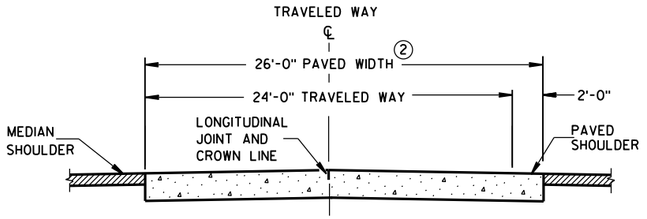
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S.D.D. 13 C 1-18

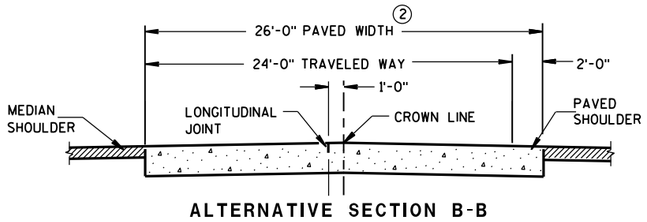


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B ①

DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

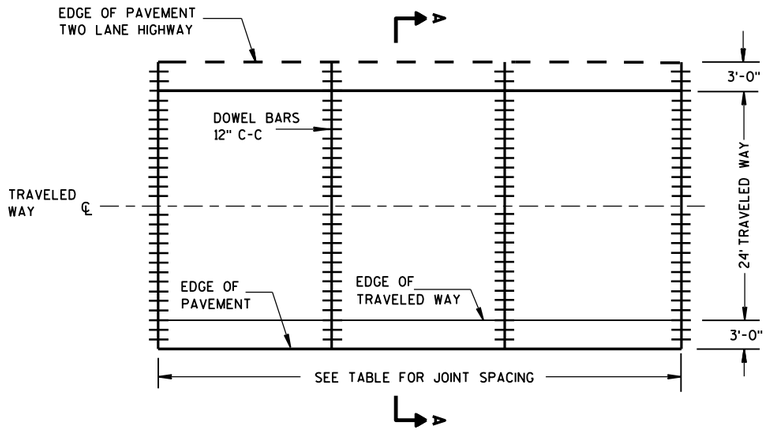
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

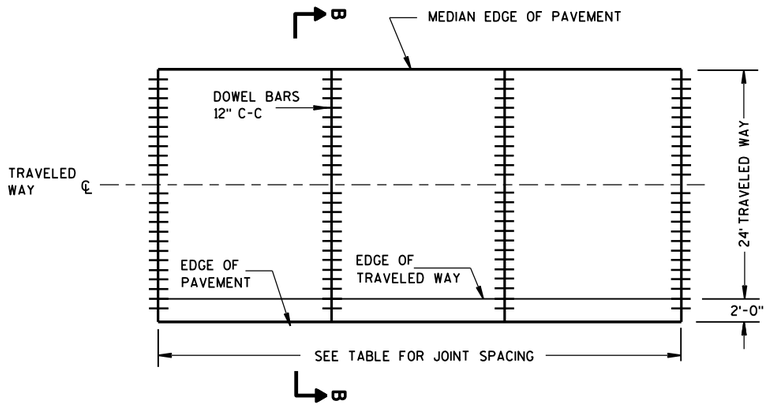
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



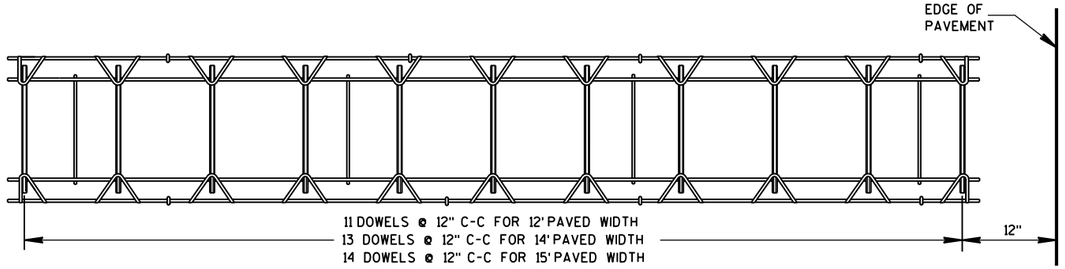
CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED
CONCRETE PAVEMENT

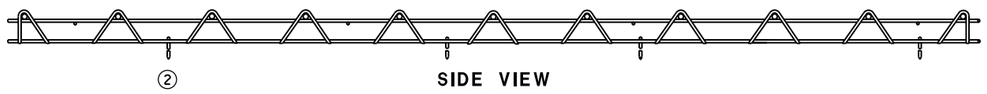
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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



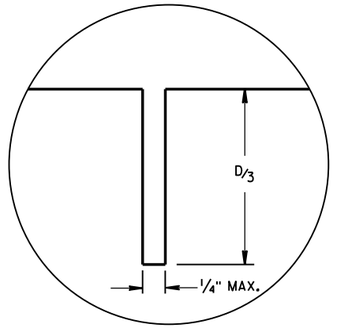
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

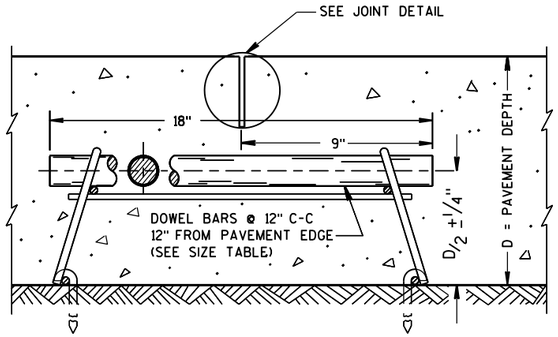
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

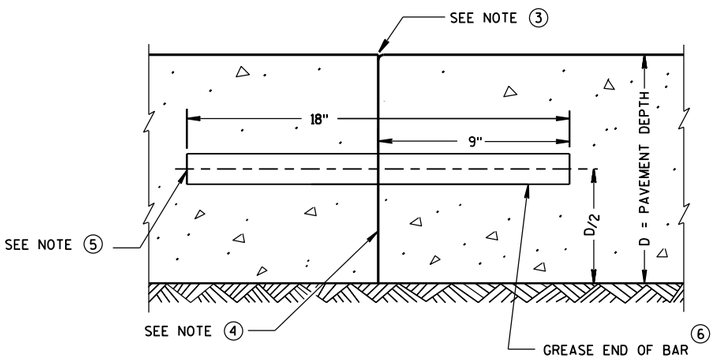
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

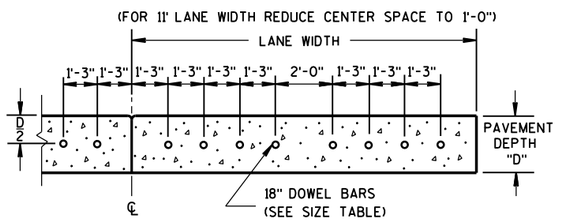
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

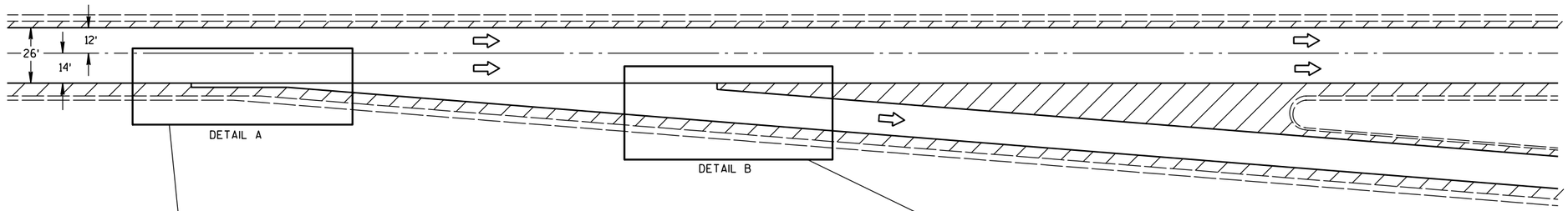
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff PAVEMENT POLICY & DE ENGINEER
FHWA

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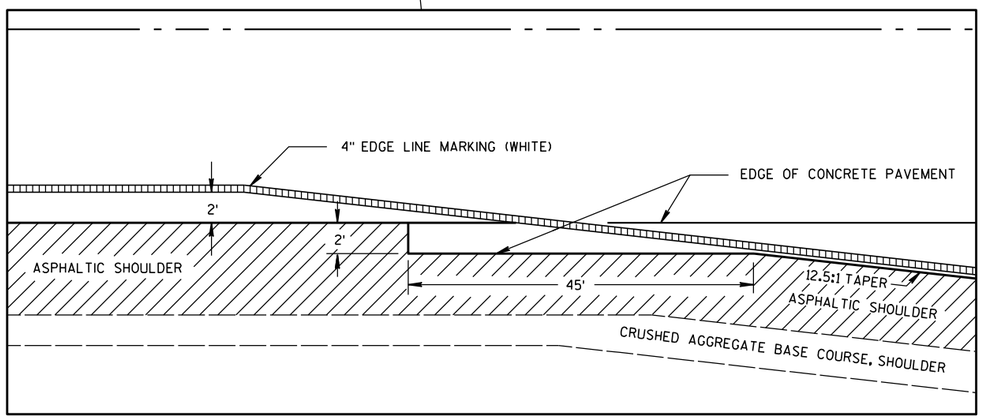
S.D.D. 13 C 11-11b

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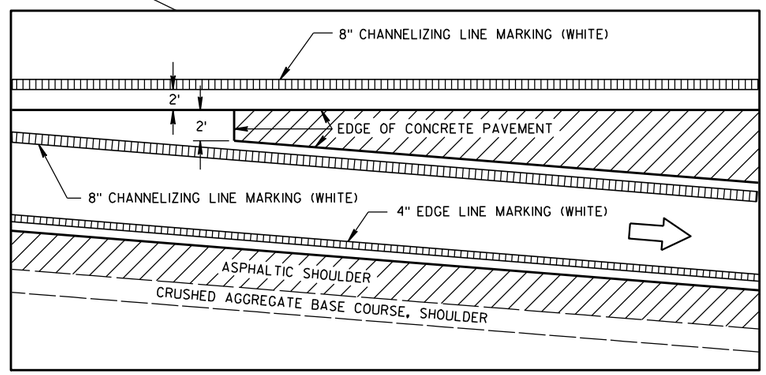
S.D.D. 13 C 11-11b



EXIT RAMP DETAIL



DETAIL A



DETAIL B

CONCRETE JOINT PAVING DETAILS

GENERAL NOTES

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

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI

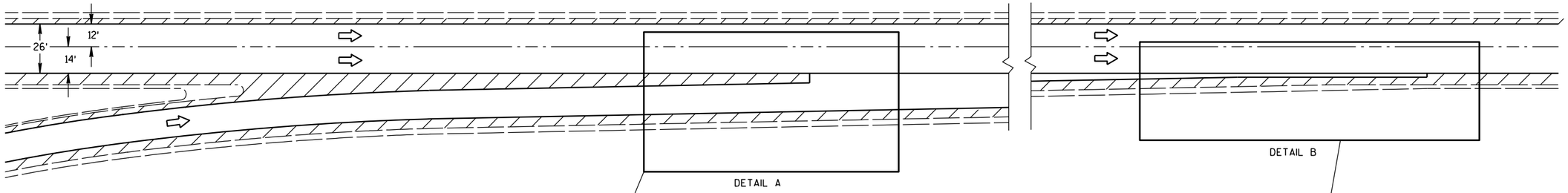
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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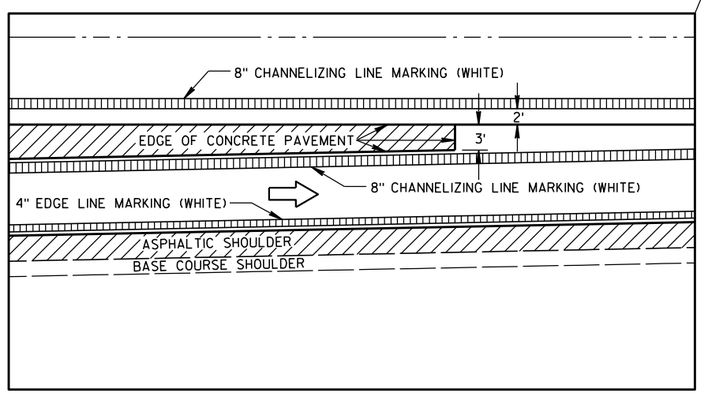
S.D.D. 13 C 17-1a

6

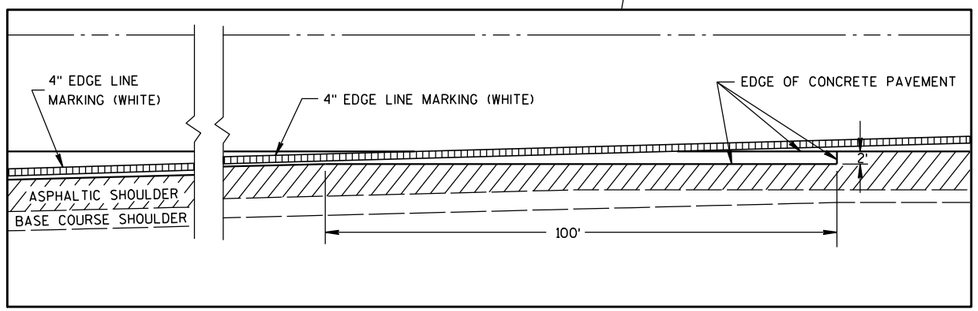
S.D.D. 13 C 17-1a



ENTRANCE RAMP DETAIL



DETAIL A



DETAIL B

CONCRETE JOINT PAVING DETAILS

GENERAL NOTES

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

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/27/98
DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

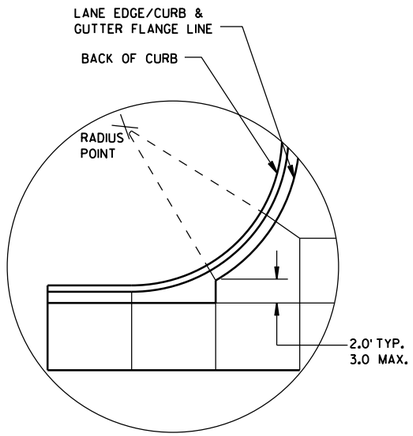
FHWA

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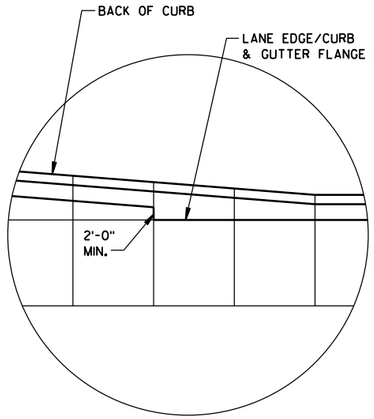
S.D.D. 13 C 17-1b

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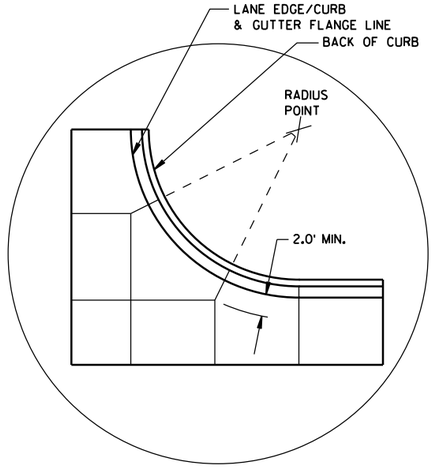
S.D.D. 13 C 17-1b



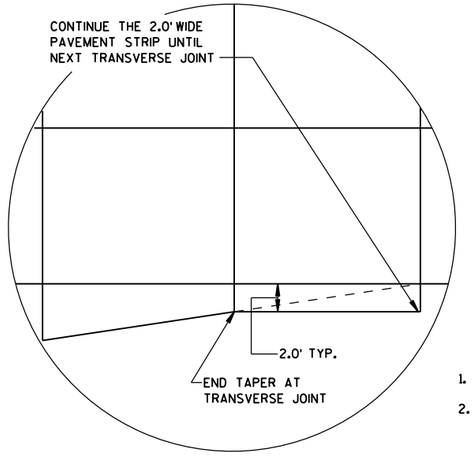
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

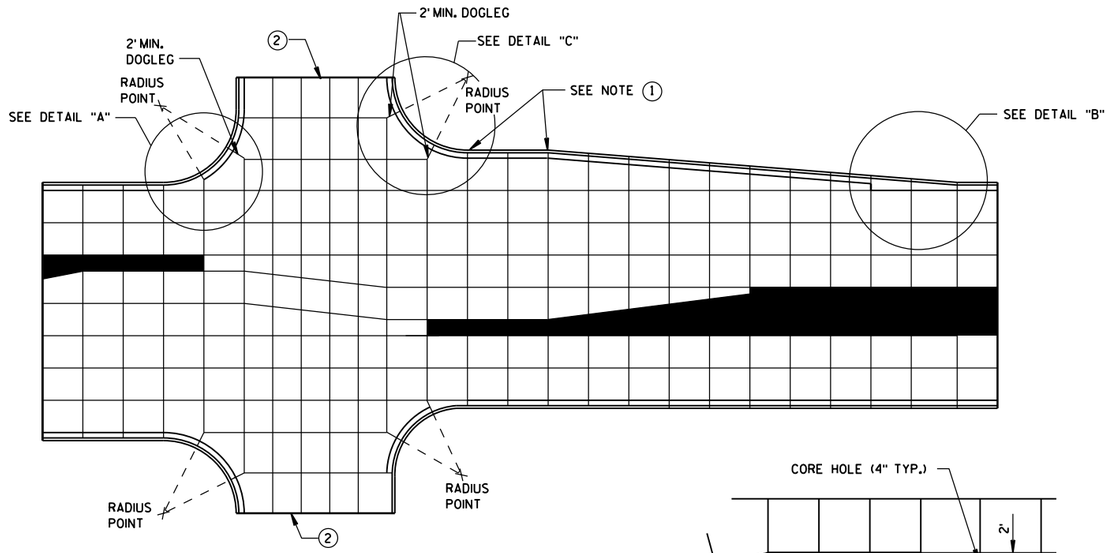
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

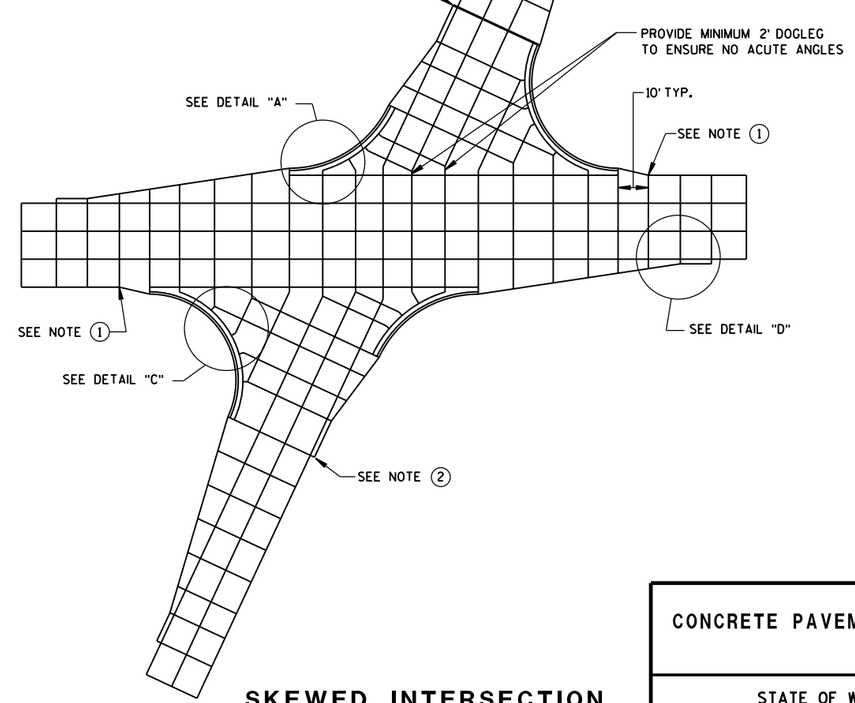
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



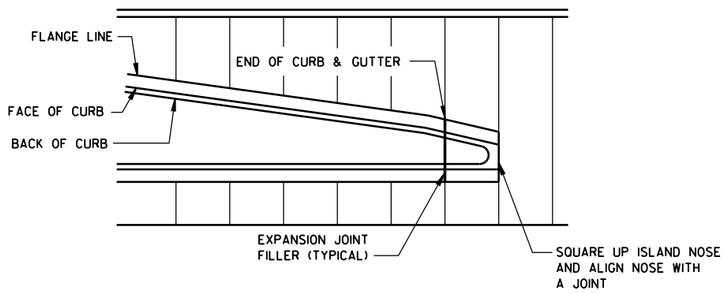
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

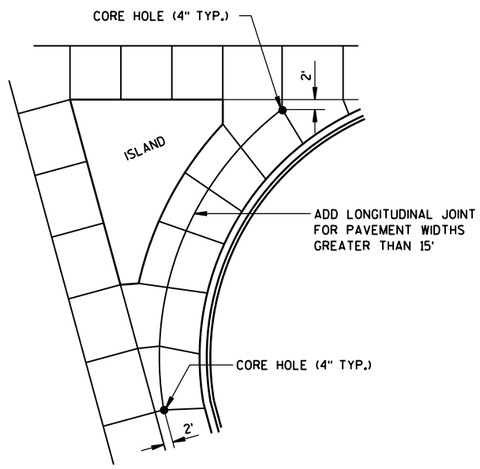
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

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DEPARTMENT OF TRANSPOR 520

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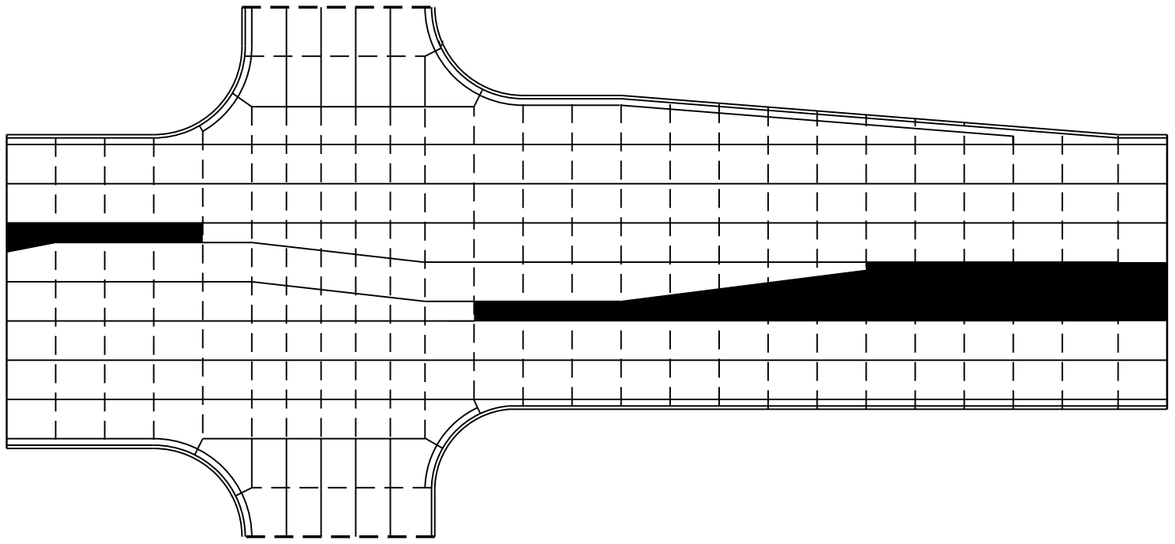
S.D.D. 13 C 18-3a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

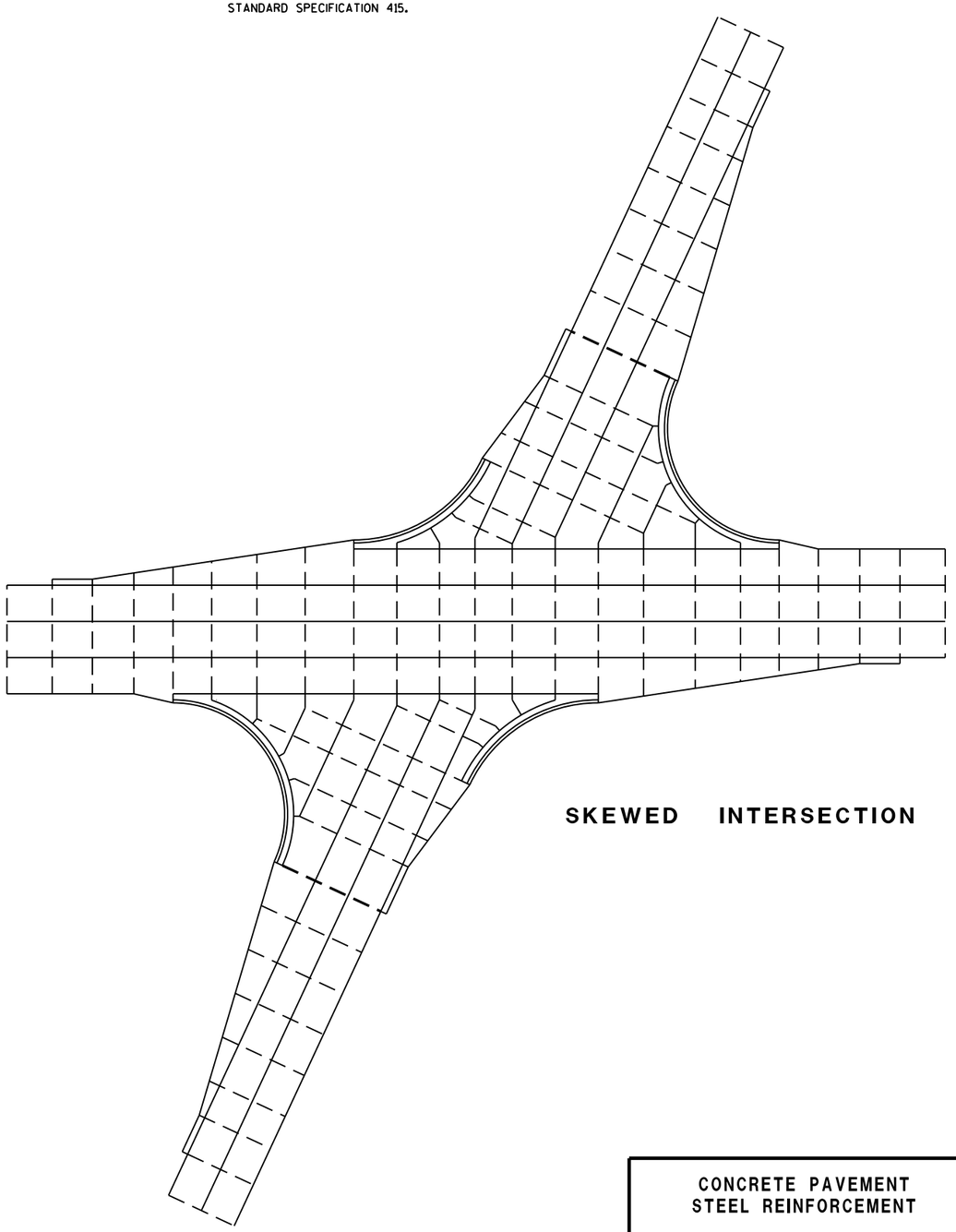
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

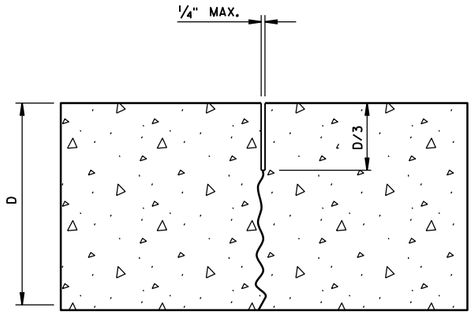
STATE OF WISCONSIN
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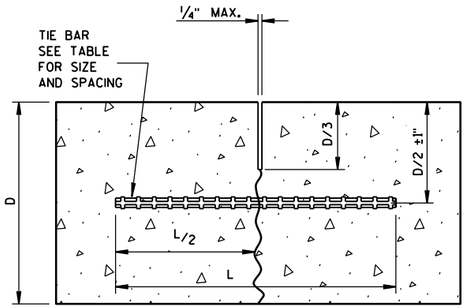
S.D.D. 13 C 18-3b

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S.D.D. 13 C 18-3b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

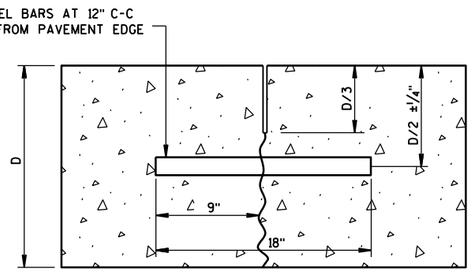
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* 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

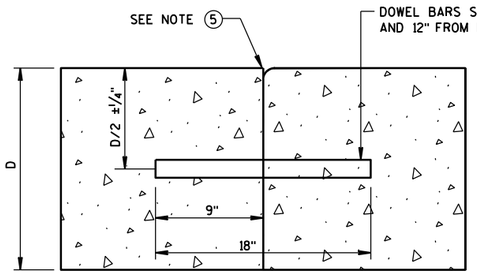
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



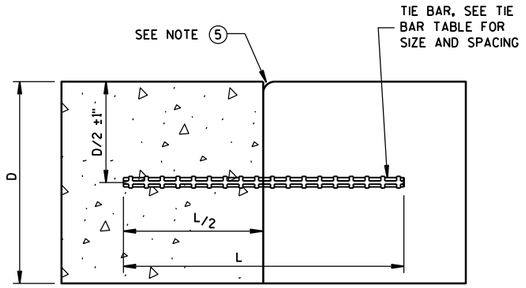
DOWELED-TRANSVERSE

CONTRACTION JOINTS

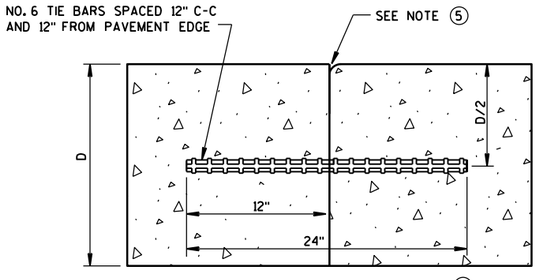
SEE NOTE (2)



DOWELED TRANSVERSE (3)

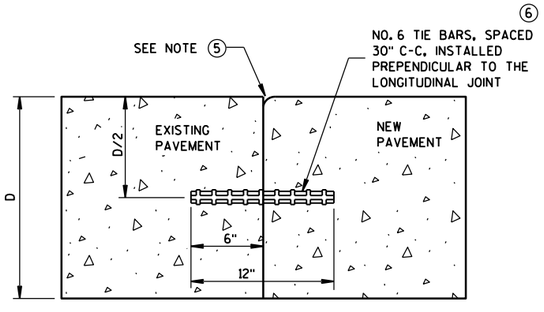


TIED LONGITUDINAL



TIED TRANSVERSE (3)

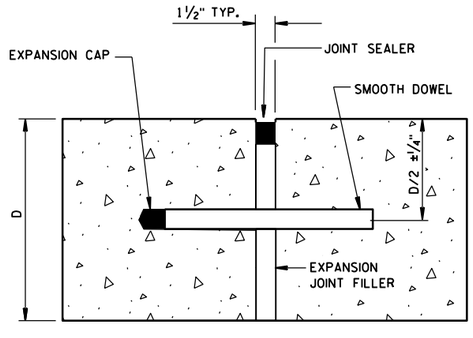
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

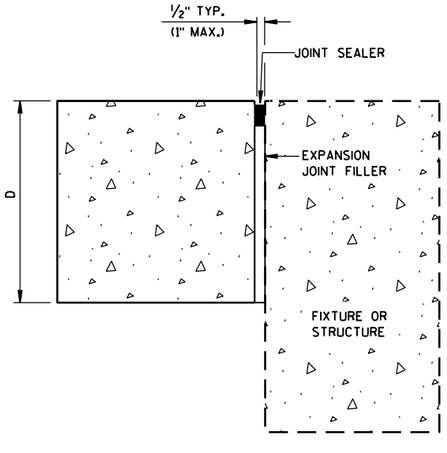
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

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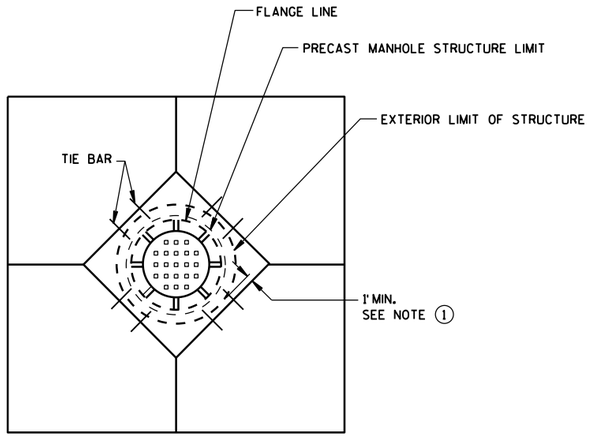
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S.D.D. 13 C 18-3c

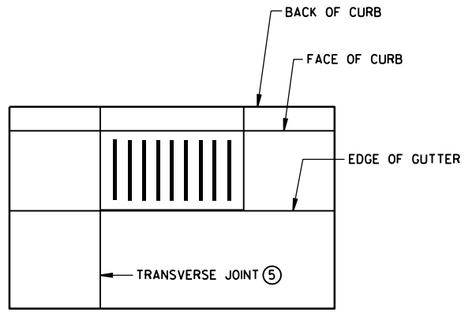
S.D.D. 13 C 18-3c

CONCRETE PAVEMENT
JOINT TYPES

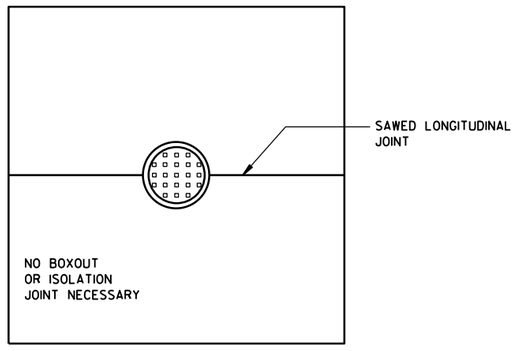
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



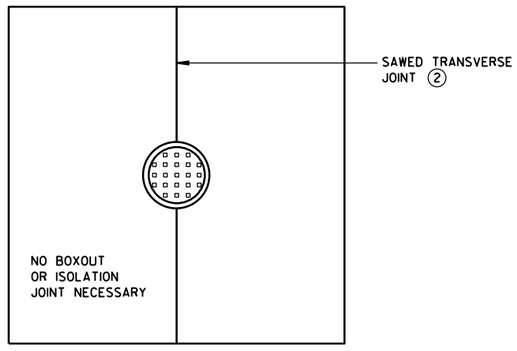
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



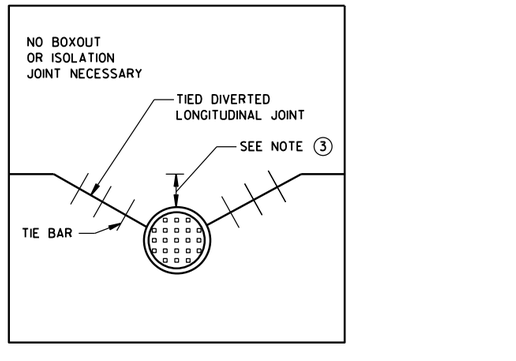
INLET WITH TRANSVERSE JOINT



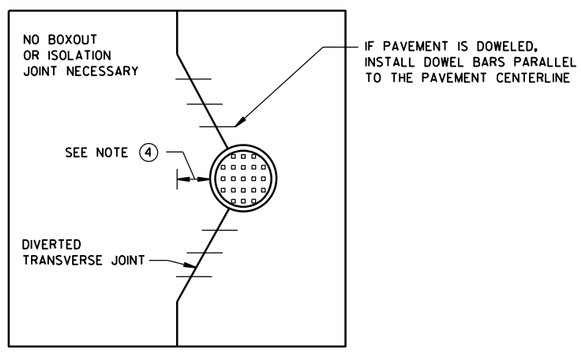
MANHOLE WITH LONGITUDINAL JOINT



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.

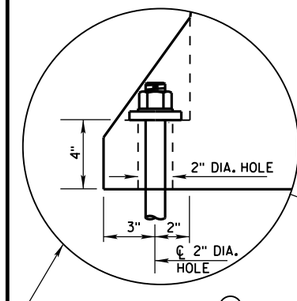
CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

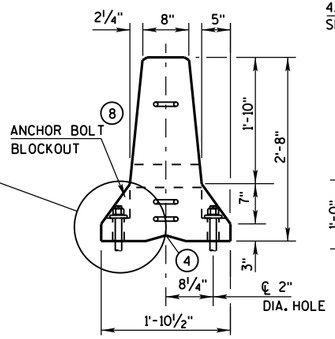
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

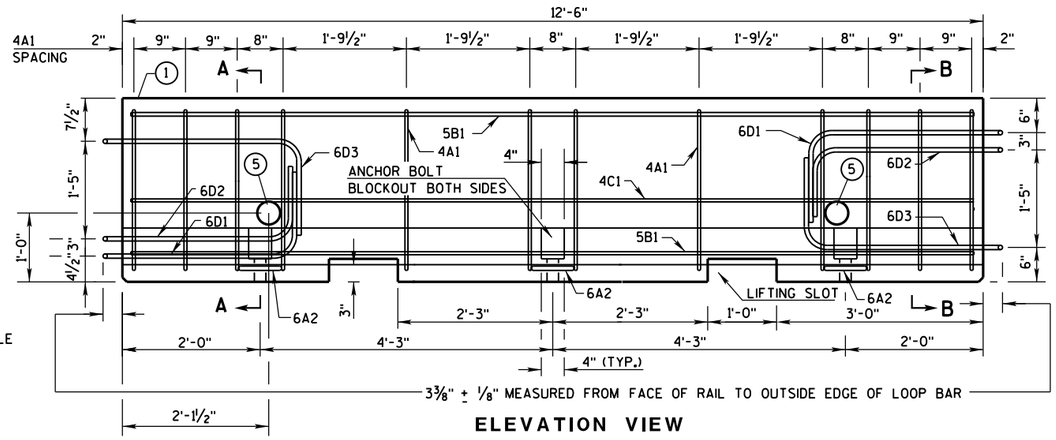
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S.D.D. 13 C 18-3d

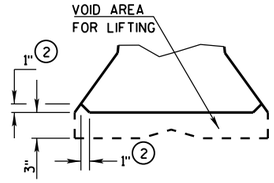




END VIEW



ELEVATION VIEW



DETAIL "B"
LIFTING SLOT DETAIL

GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

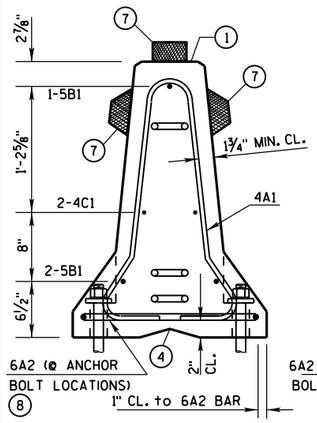
(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

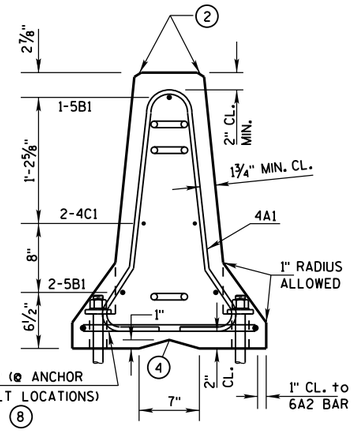
(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

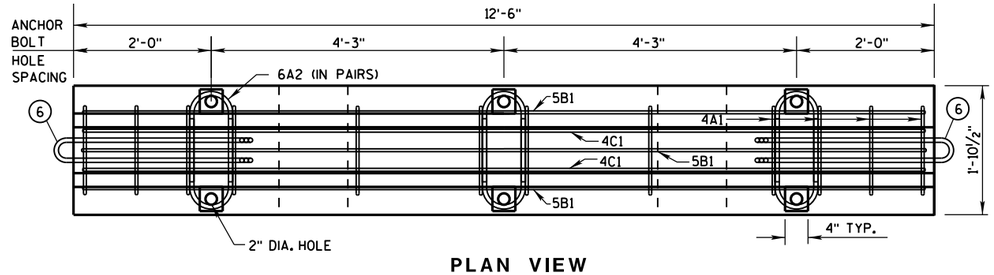
(9) 1" CHAMFER OPTIONAL.



SECTION A-A
(STIRRUP PLACEMENT)

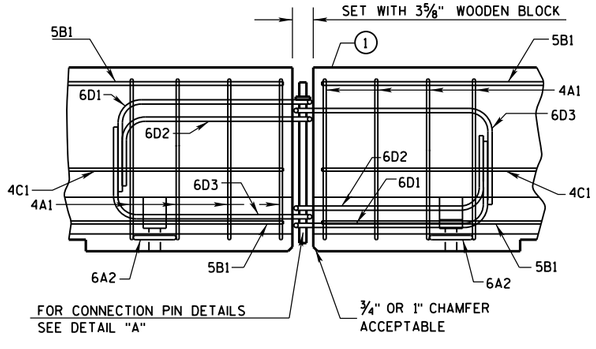


SECTION B-B
(STIRRUP PLACEMENT)

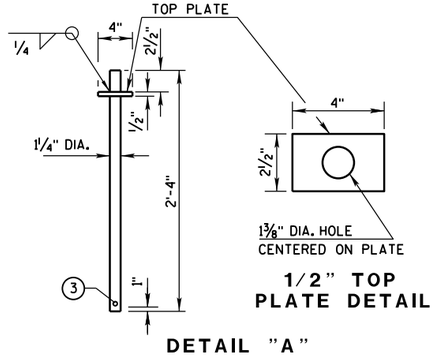


PLAN VIEW

DETAILS OF BARRIER SECTION

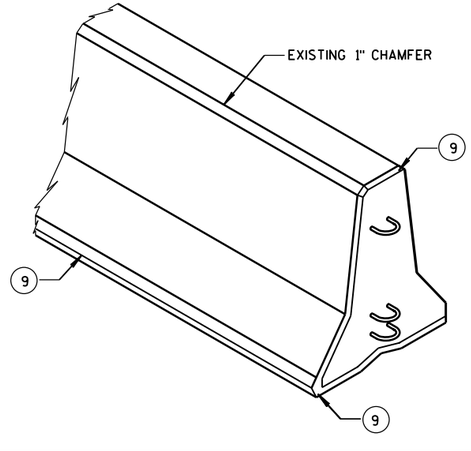


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

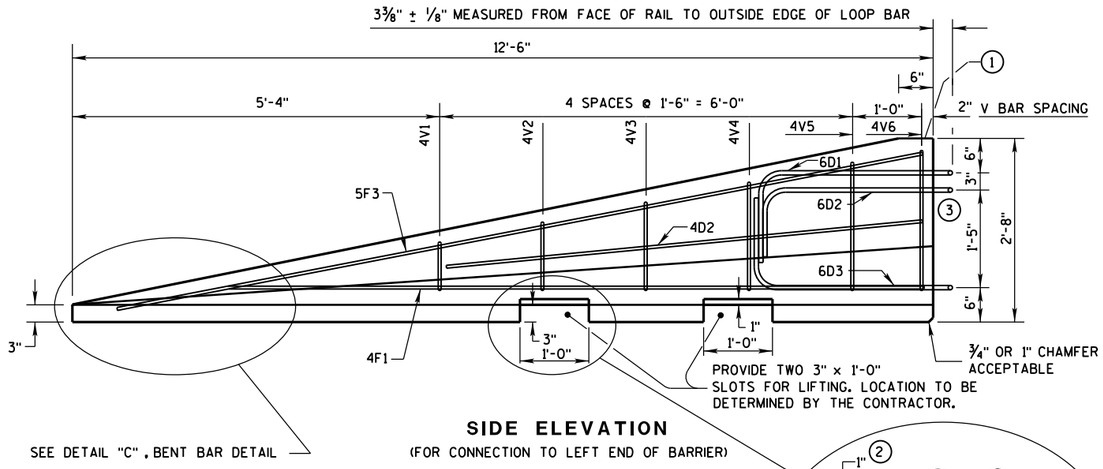
DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



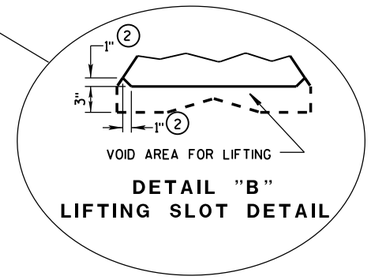
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 524

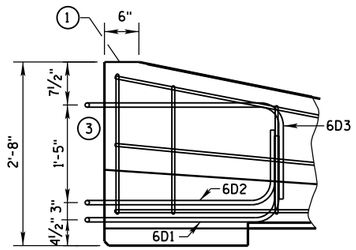
6
S.D.D. 14 B 7-14a



SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



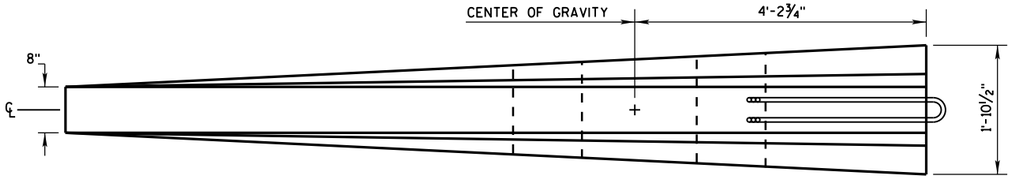
DETAIL "B"
LIFTING SLOT DETAIL



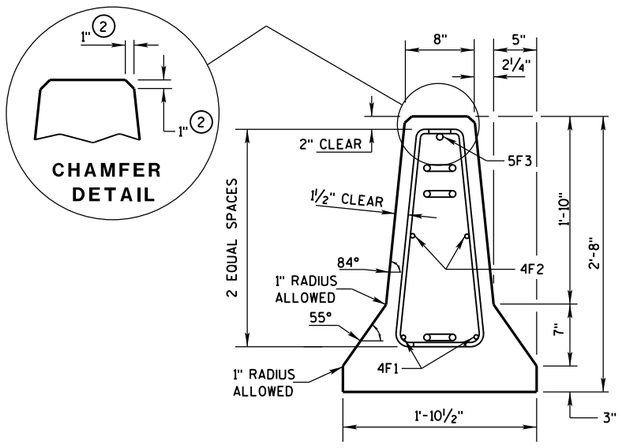
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

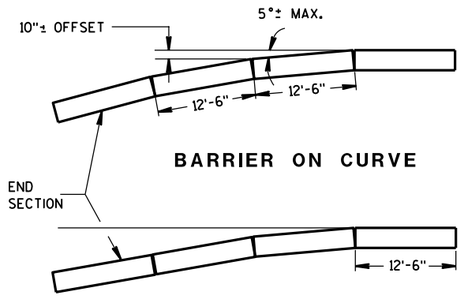
GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



PLAN VIEW





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

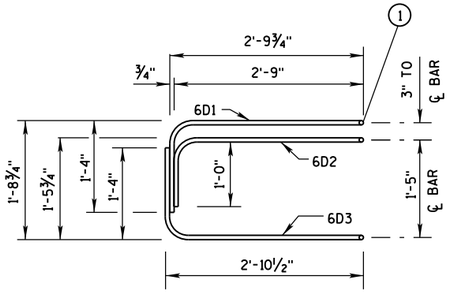
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S.D.D. 14 B 7-14b

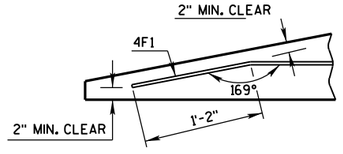
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

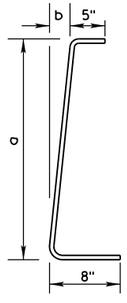
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



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

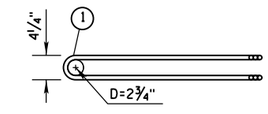
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

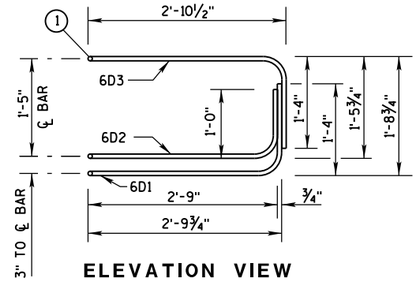
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

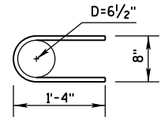
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



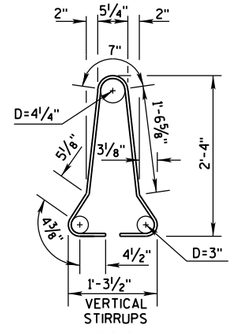
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



ELEVATION VIEW



6A2



4A1

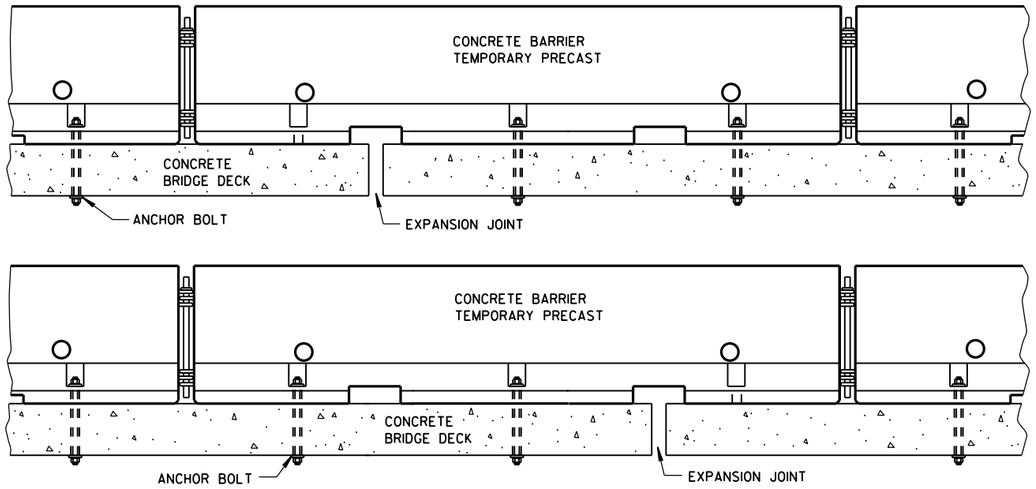
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

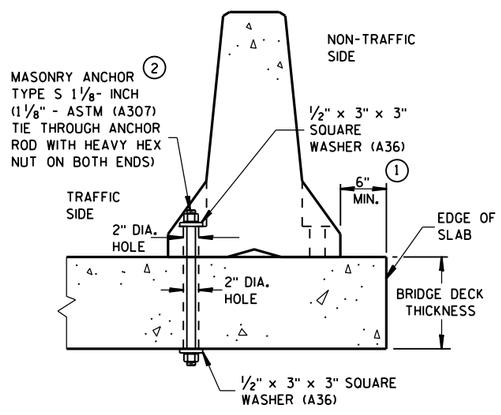
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S.D.D. 14 B 7-14c



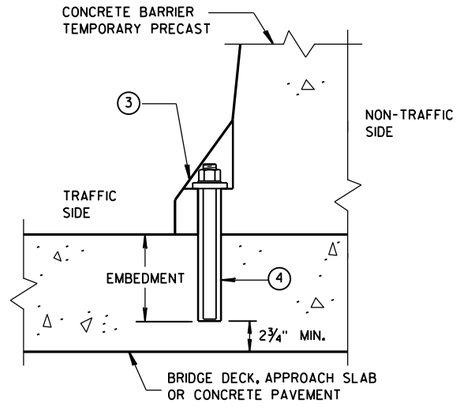
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(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.

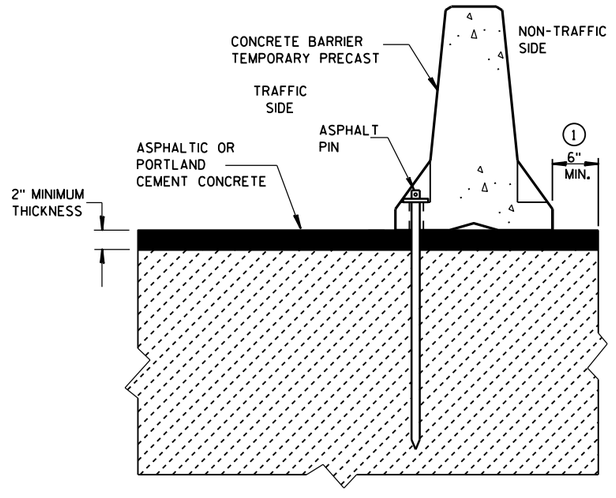
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

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.

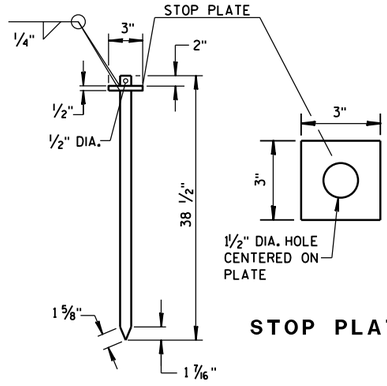
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

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.



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

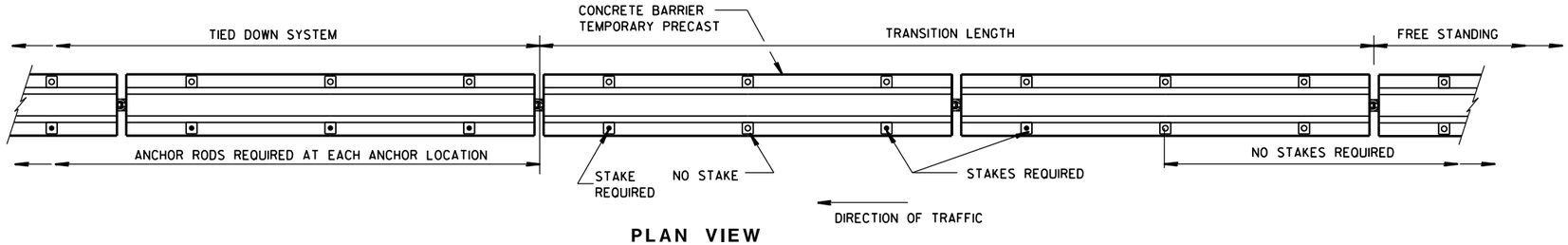
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

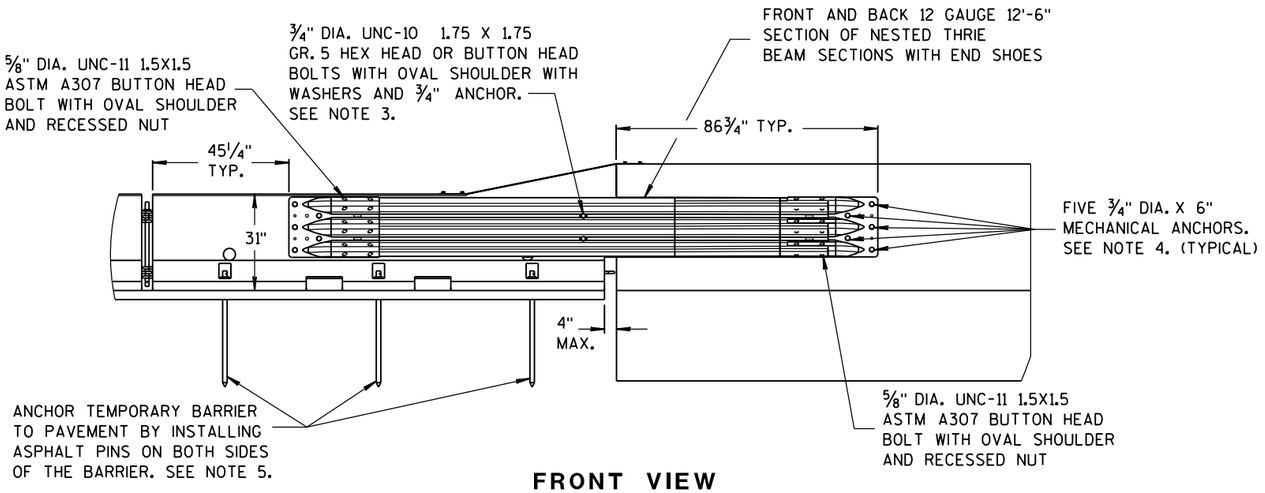
(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

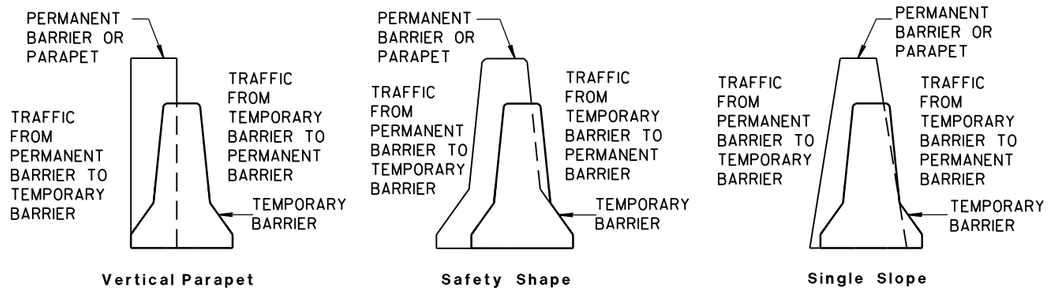
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-14d



FRONT VIEW



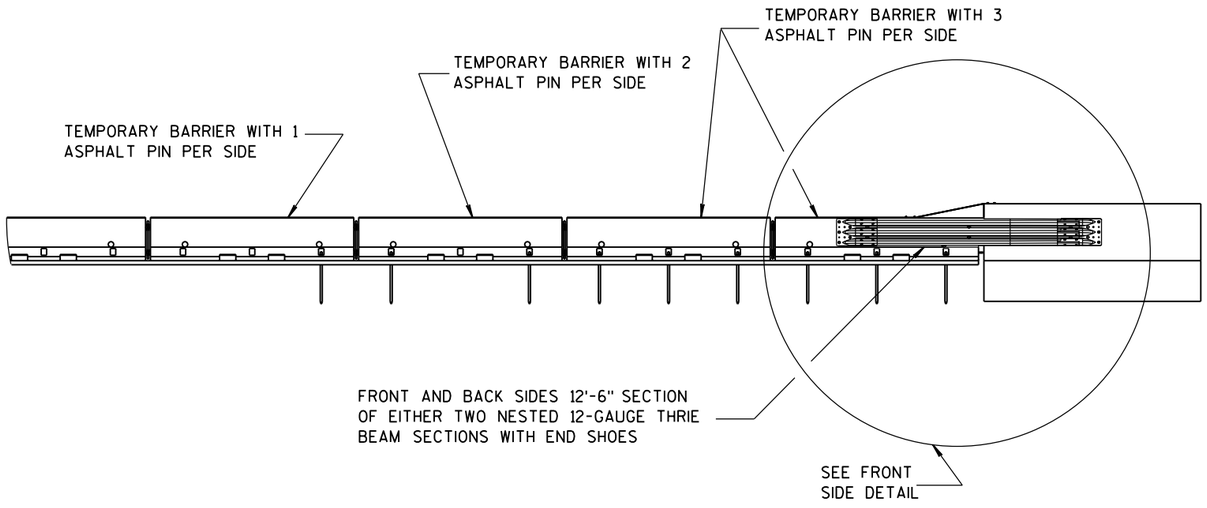
TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

NOTES

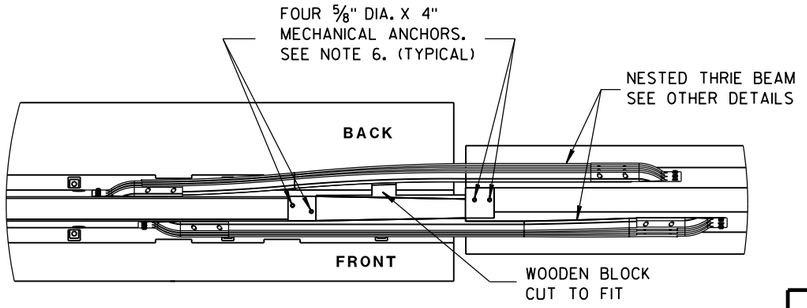
NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR 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



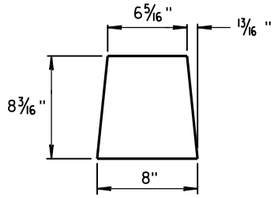
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

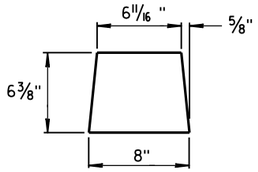
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

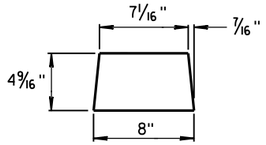
6
S.D.D. 14 B 7-14e



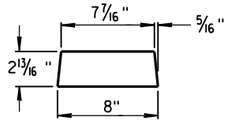
GUSSET 1



GUSSET 2

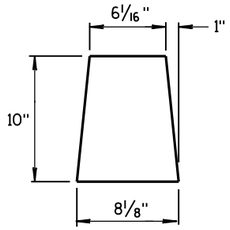


GUSSET 3

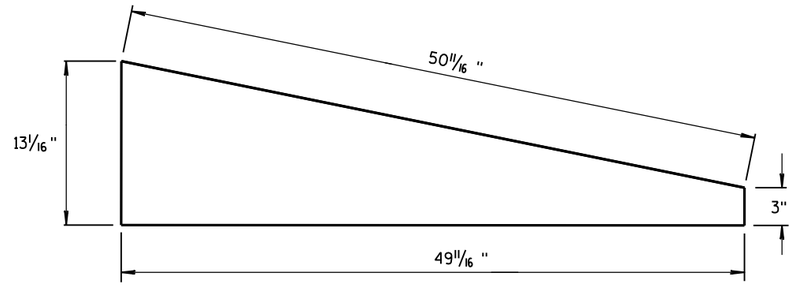


GUSSET 4

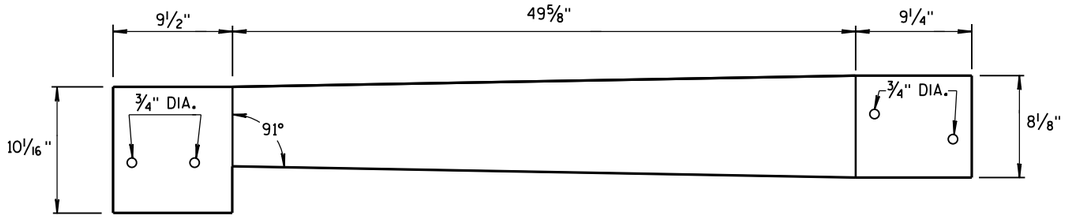
GUSSETS

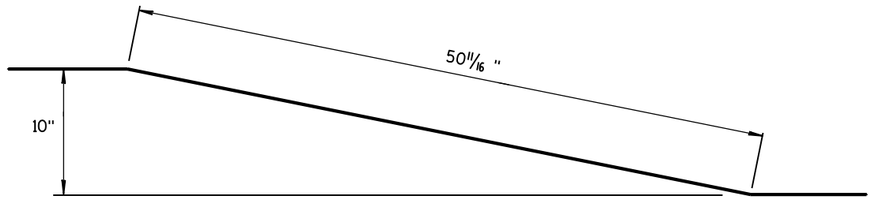


END PLATE



SIDE PLATE

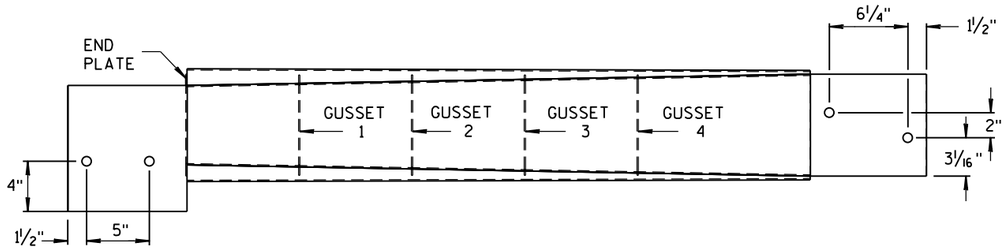


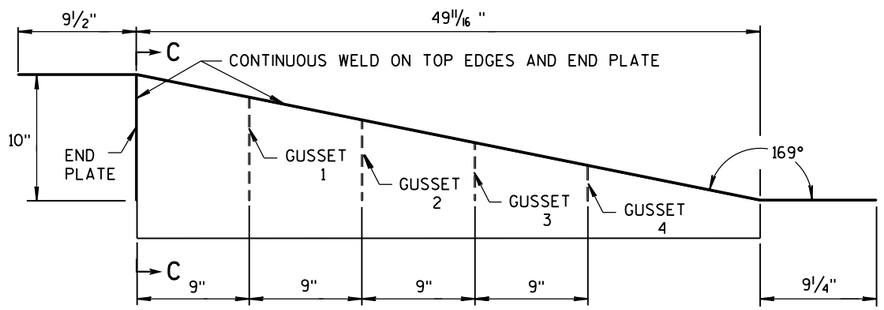


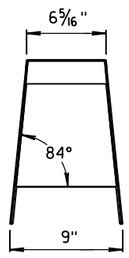
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

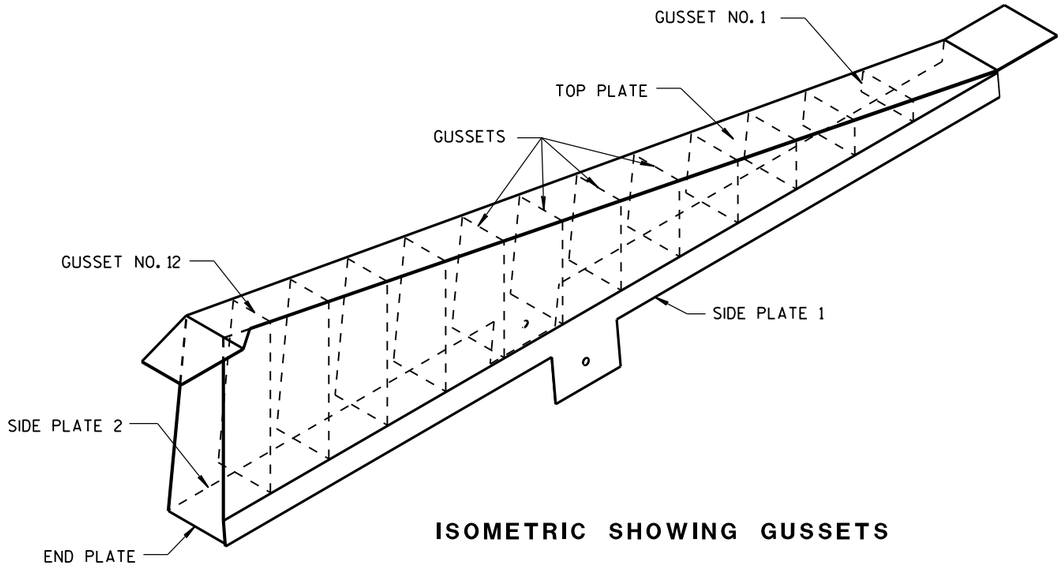
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

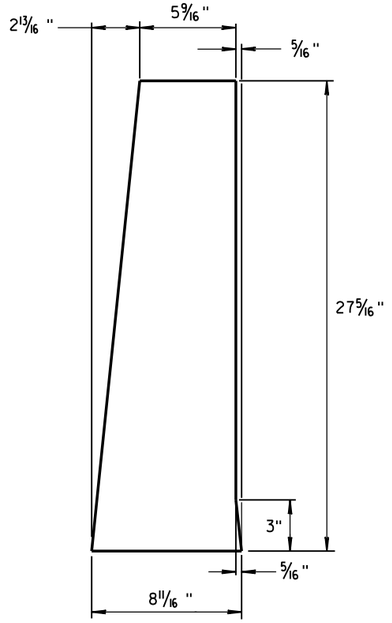
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14f

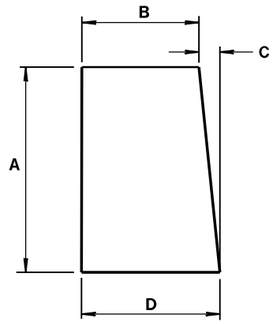


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



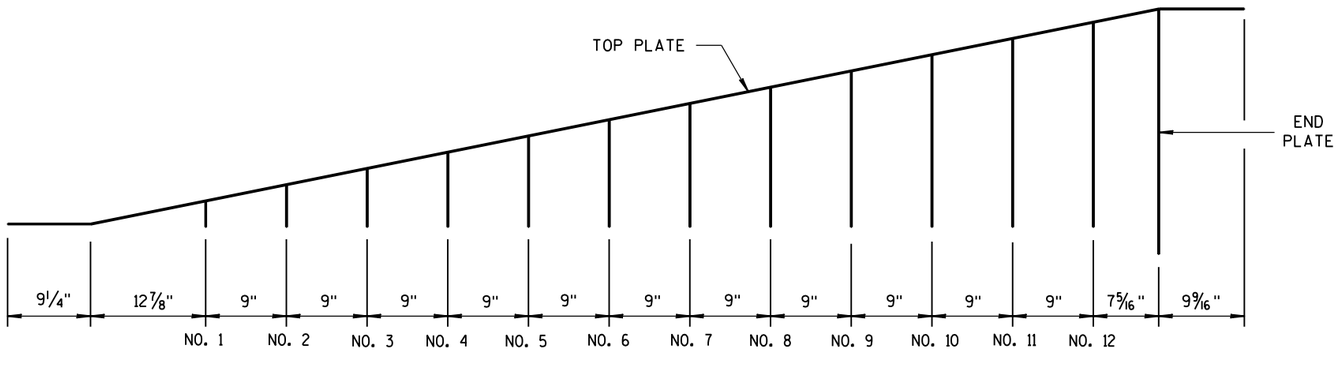
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

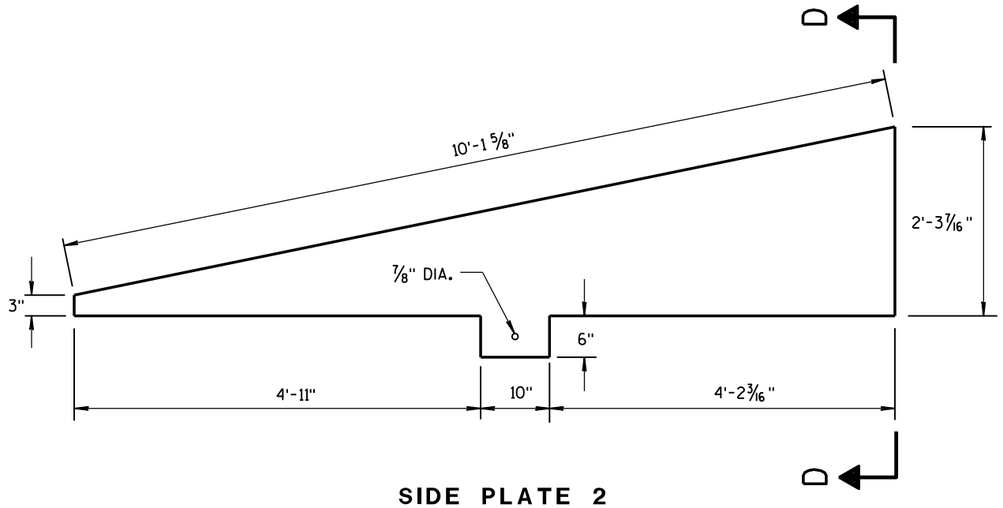
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

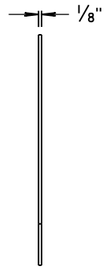
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

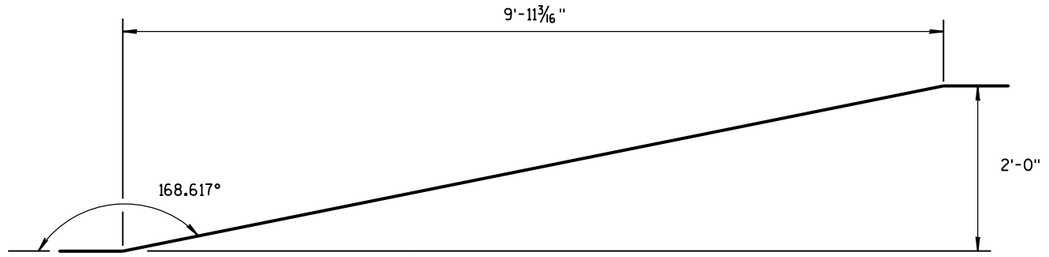
S.D.D. 14 B 7-14g



SIDE PLATE 2

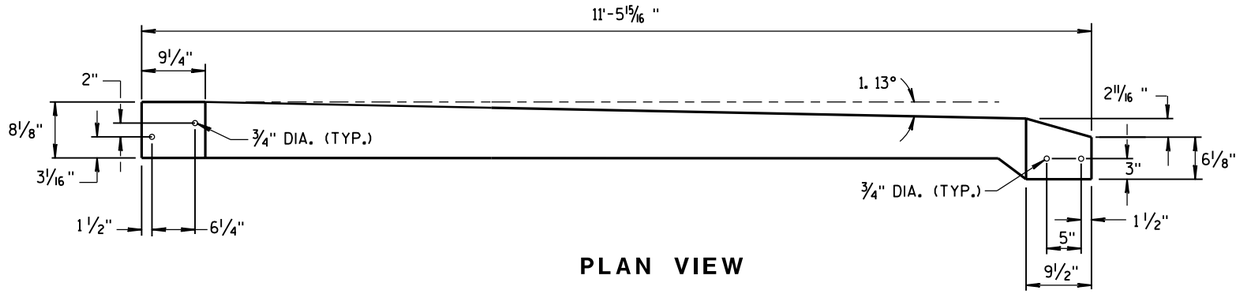


END VIEW



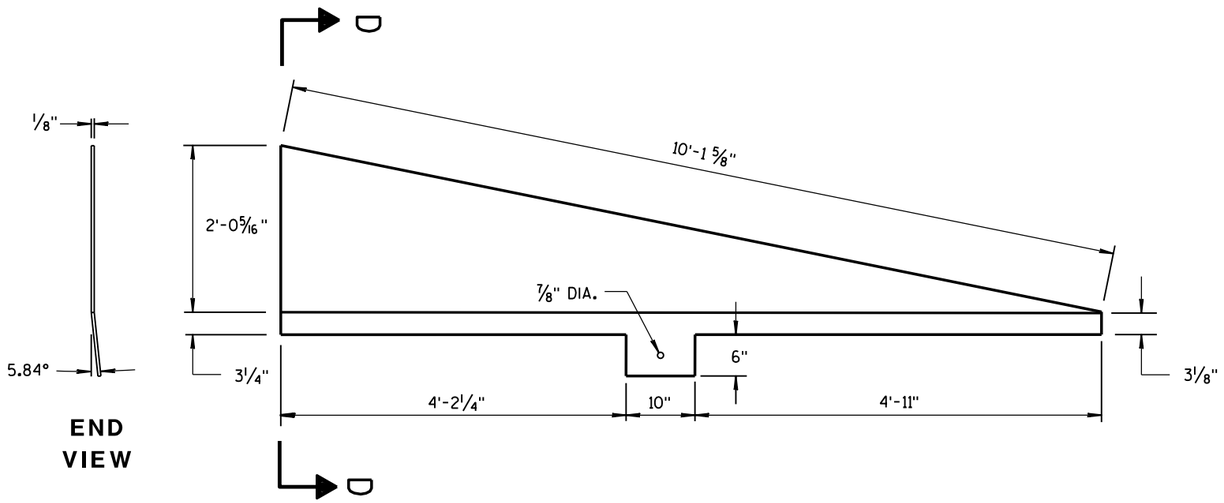
SIDE VIEW

TOP PLATE



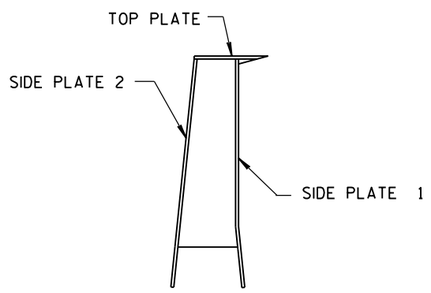
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

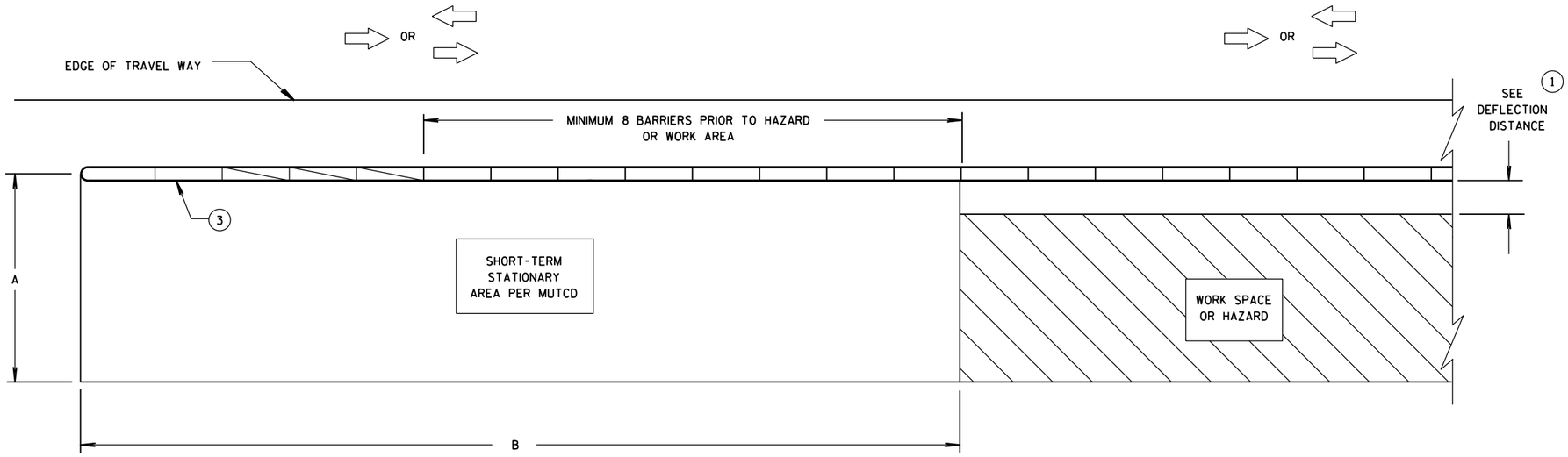
APPROVED
June 2014 — DATE
/S/ Jerry H. Zoaa — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 7-14h

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S.D.D. 14 B 7-14h



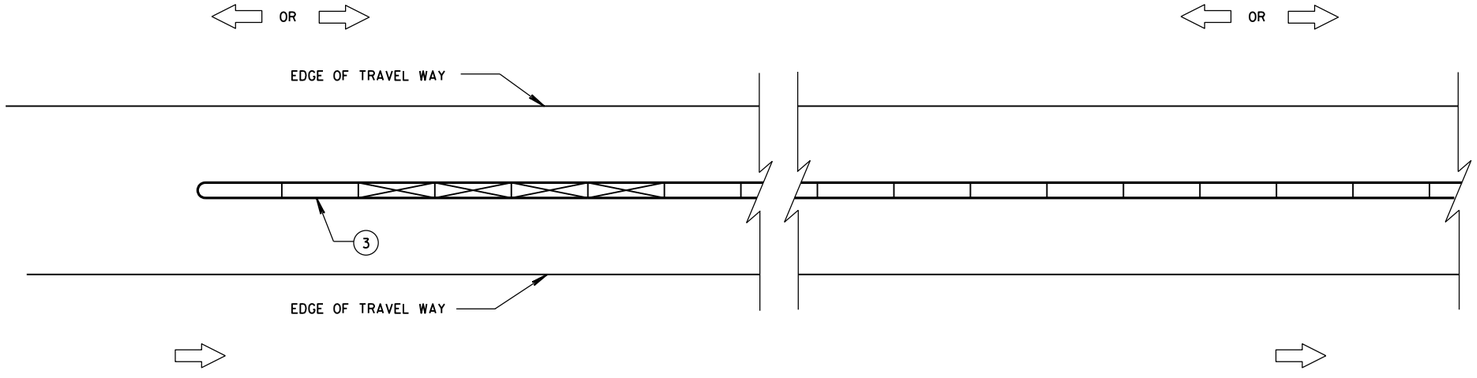
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

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.

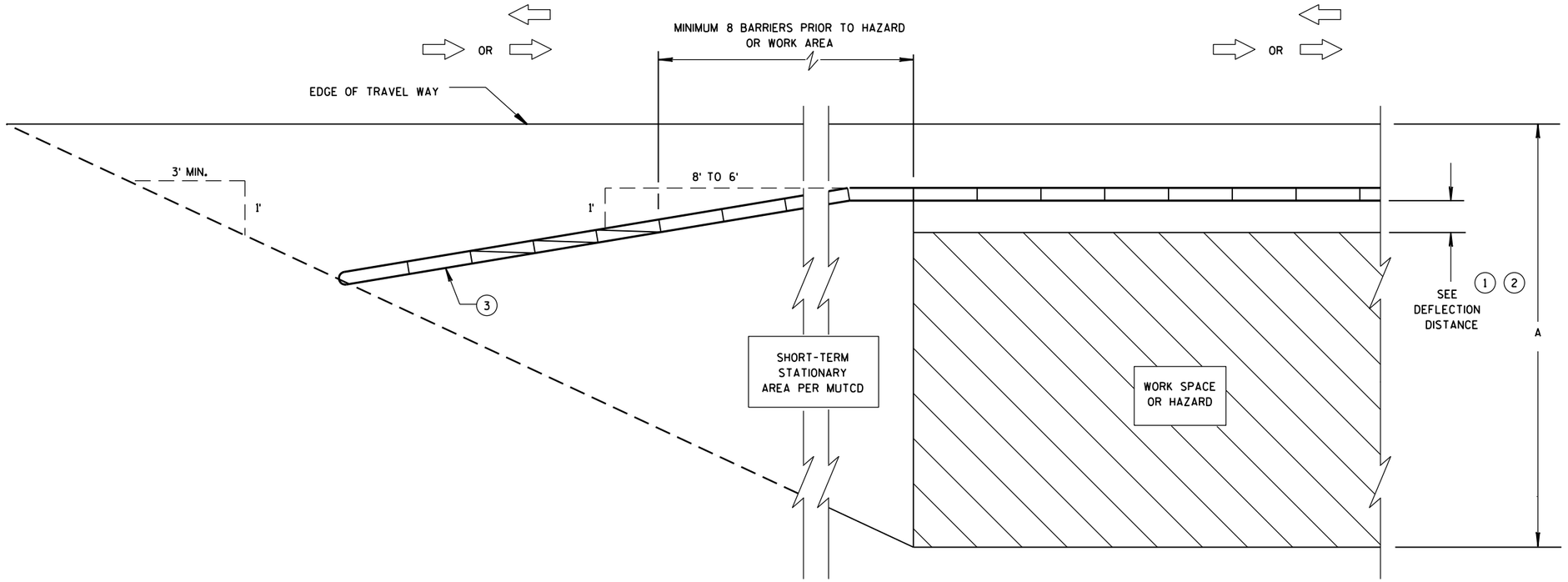
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

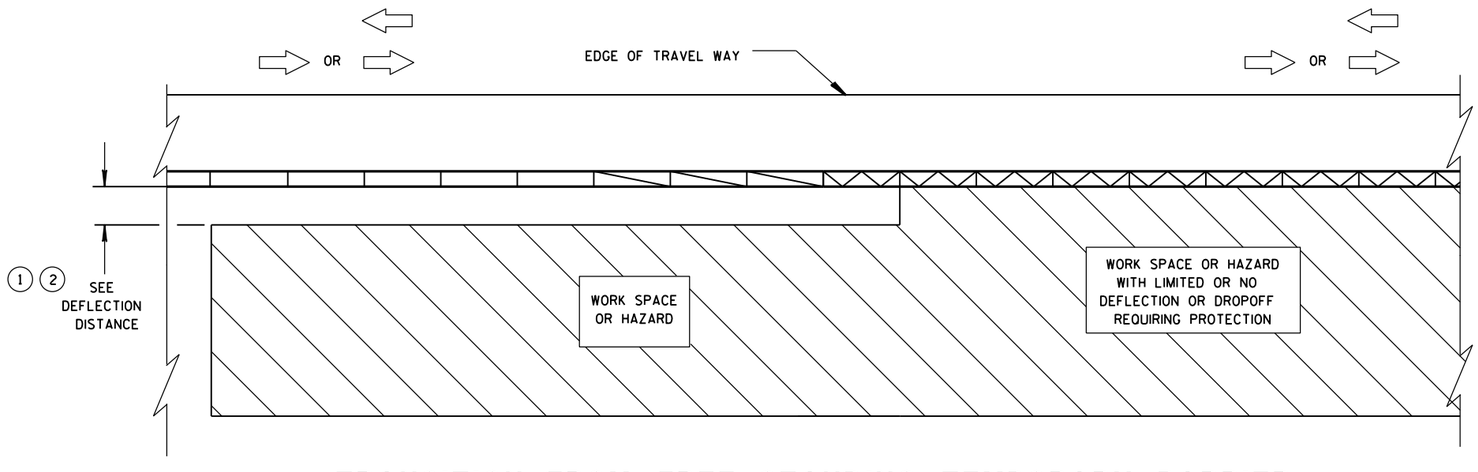
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 8-2a
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

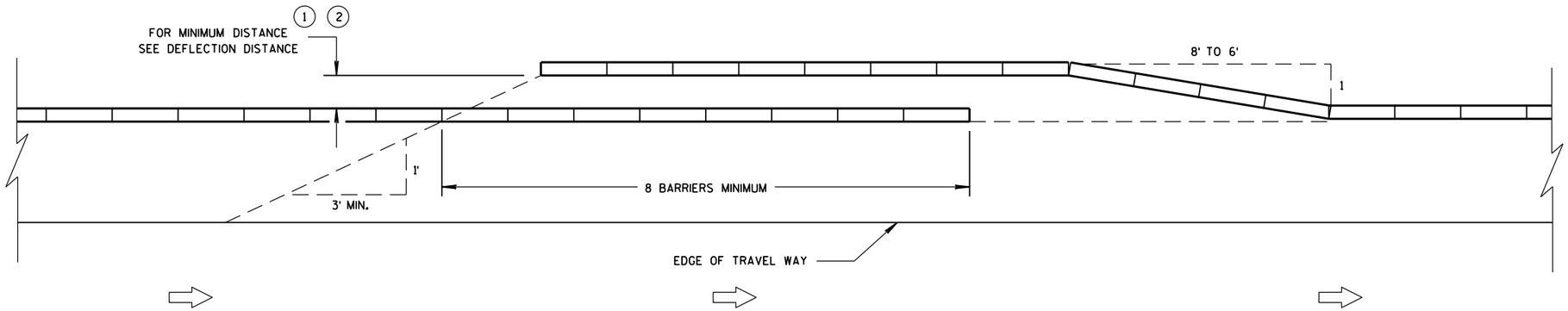
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

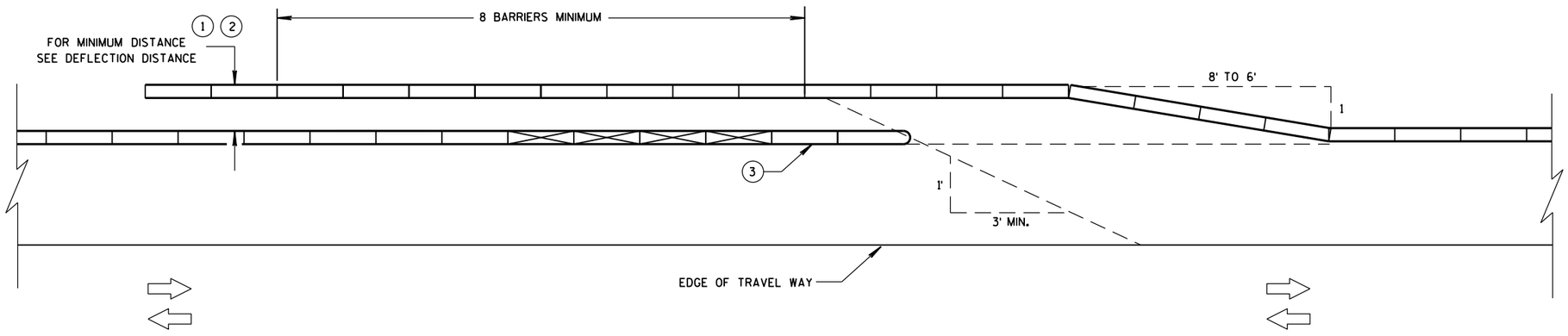
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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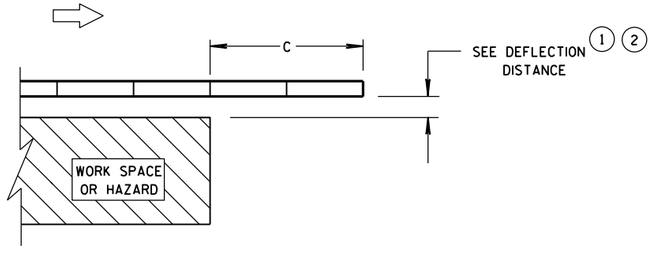
S.D.D. 14 B 8-2b



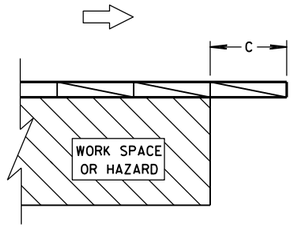
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

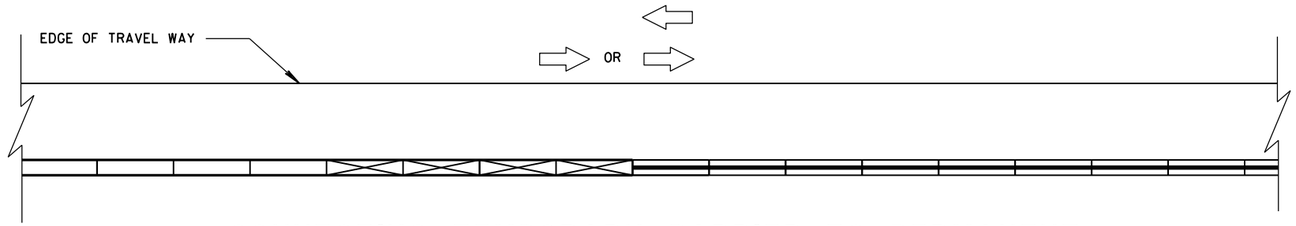
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

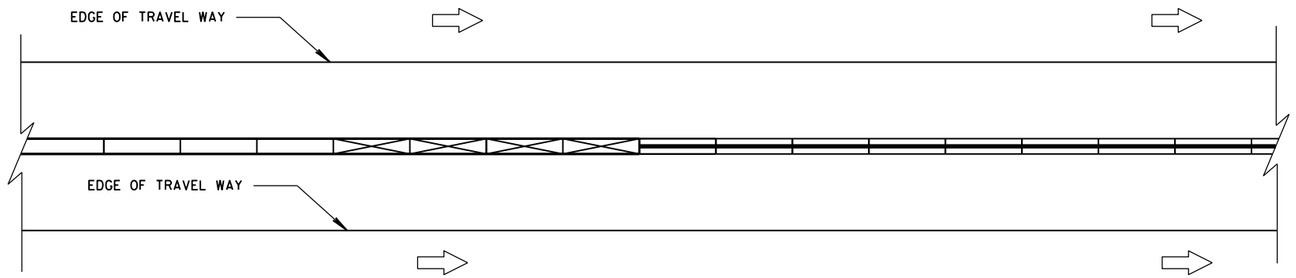
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 8-2c



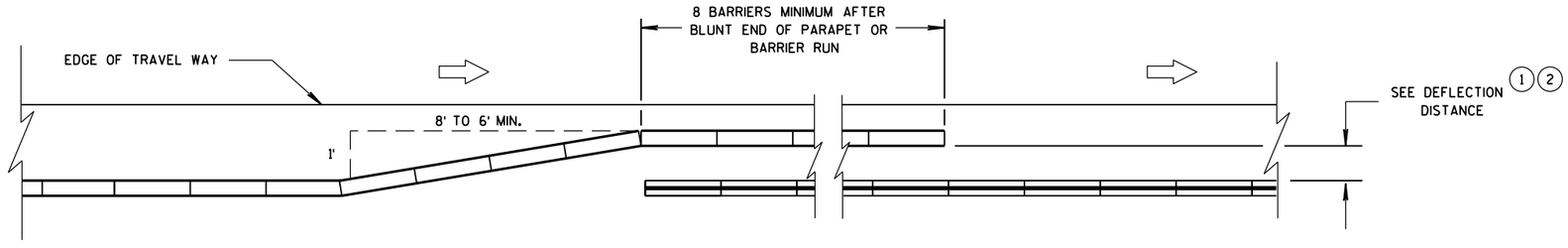
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



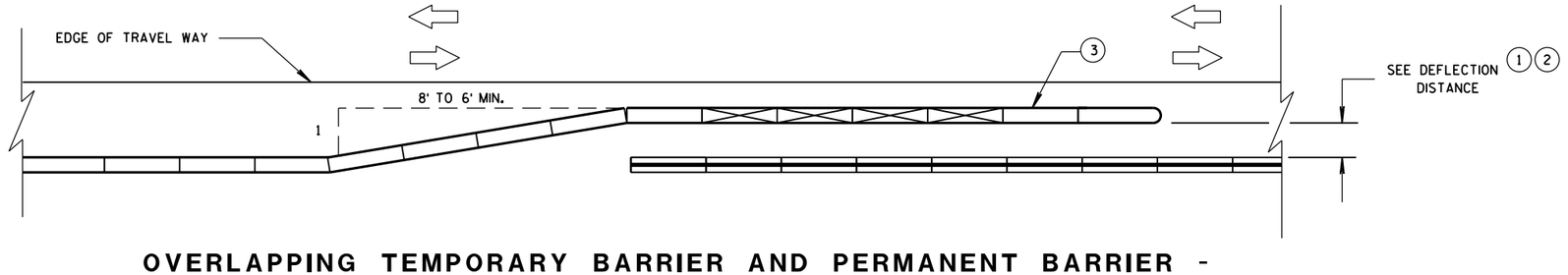
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

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

6

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

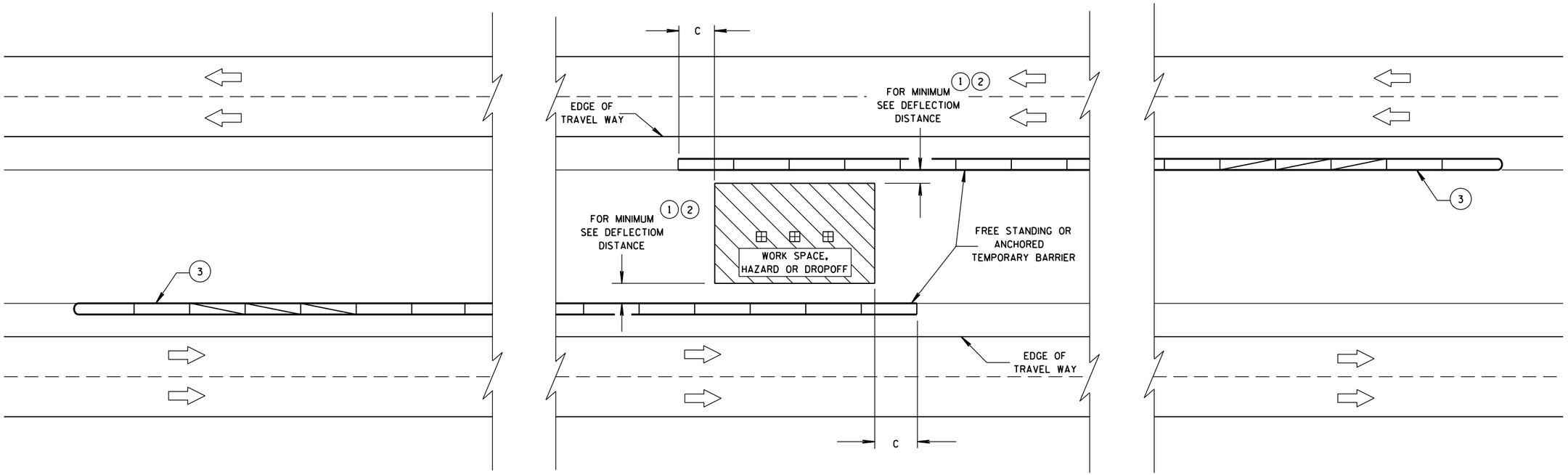
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

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



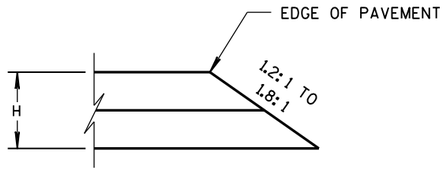
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
FHWA

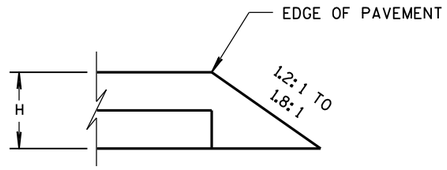
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S.D.D. 14 B 8-2e



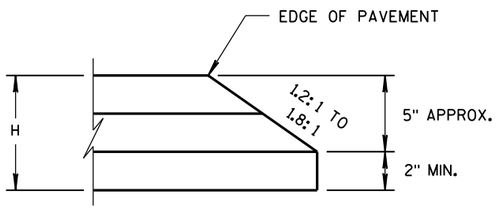
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



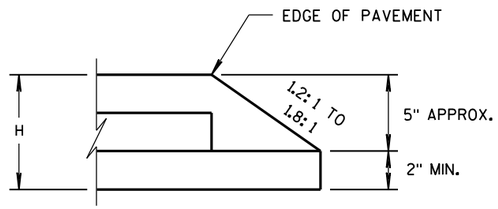
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

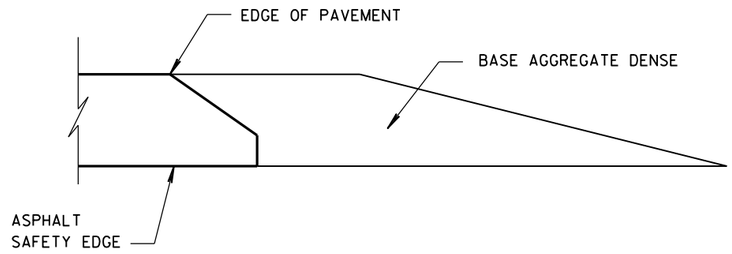
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

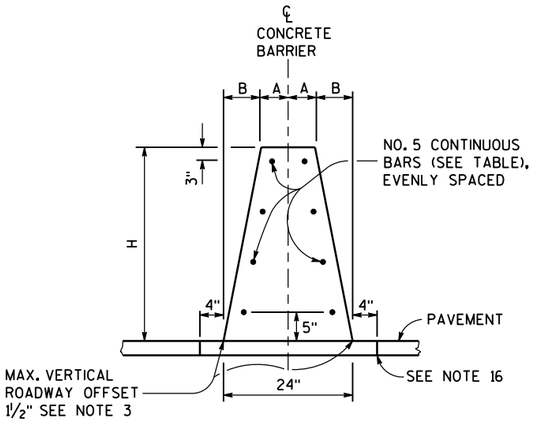
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

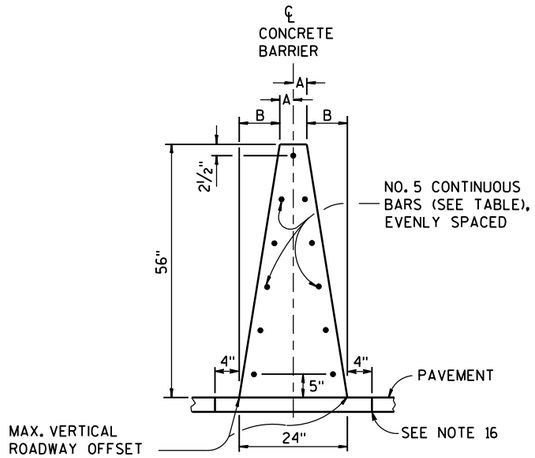
11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

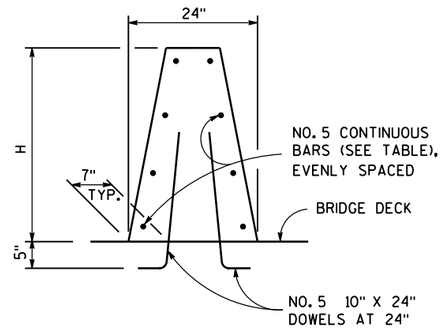
FHWA



32-INCH, 36-INCH OR 42-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S32, TYPE S36, AND TYPE S42)



56-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S56)



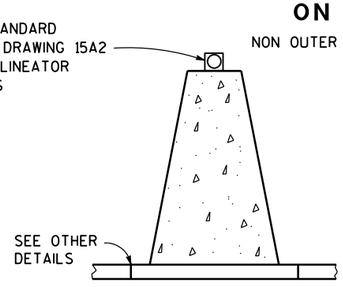
SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

NON OUTER PARAPET APPLICATION

GENERAL NOTES

1. WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
2. EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK, AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OR ½" MINIMUM.
3. WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1½", USE TYPE A
4. PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
5. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
6. FOR TYPE S32, TYPE S36, TYPE S42, AND S56 MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
7. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
8. 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
9. WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
10. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
11. 2" CLEAR COVER TYPICAL.
12. COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.
13. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 NO ADDITIONAL VERTICAL STEEL NEEDED. IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A REQUIRES VERTICAL STEEL. SEE OTHER DETAIL.
14. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 DEPTH OF FOOTING 10". IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A MATCH TOTAL HEIGHT OF SINGLE SLOPE BARRIER RETAINING WALL.
15. FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. 14B33. ANCHORS INCIDENTAL TO CBSS.
16. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6¼	5¾	8
42	5¼	6¾	10
56	3	9	11



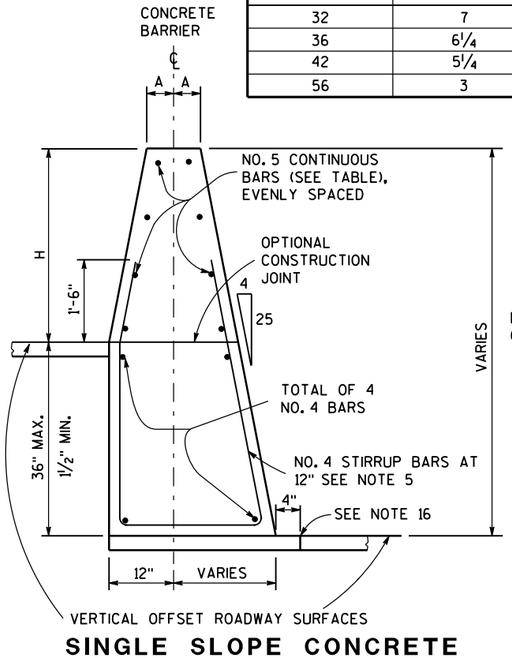
DELINEATION

DELINEATOR SPACING ON HORIZONTAL CURVES

RADIUS OF CURVE	APPROXIMATE SPACING ON CURVE
50 FEET	20 FEET
115 FEET	25 FEET
180 FEET	35 FEET
250 FEET	40 FEET
300 FEET	50 FEET
400 FEET	55 FEET
500 FEET	65 FEET
600 FEET	70 FEET
700 FEET	75 FEET
800 FEET	80 FEET
900 FEET	85 FEET
1000 FEET	90 FEET

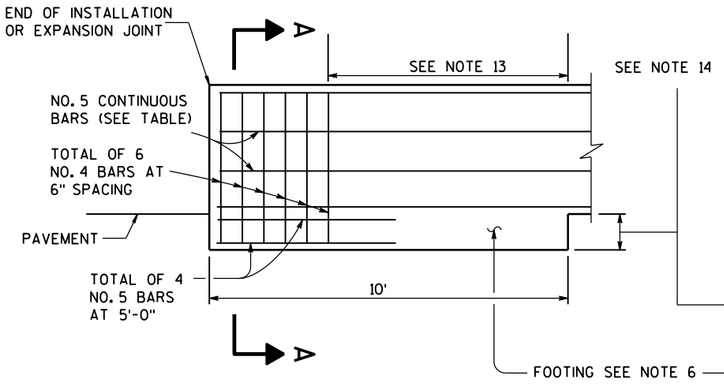
DELINEATOR SPACING ON RADIUS GREATER THAN 1000 FEET OR TANGENT SECTIONS

	LENGTH OF BARRIER	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	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2	



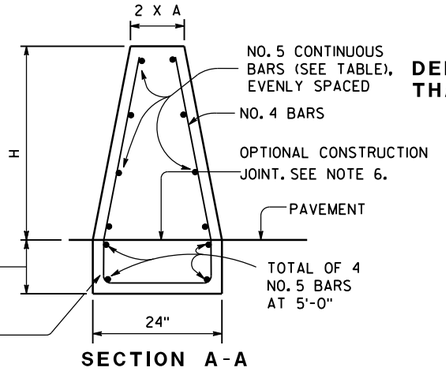
SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)

(BETWEEN ADJACENT ROADWAYS)



END ANCHOR SINGLE SLOPE CONCRETE BARRIER

AT CONSTRUCTION JOINT



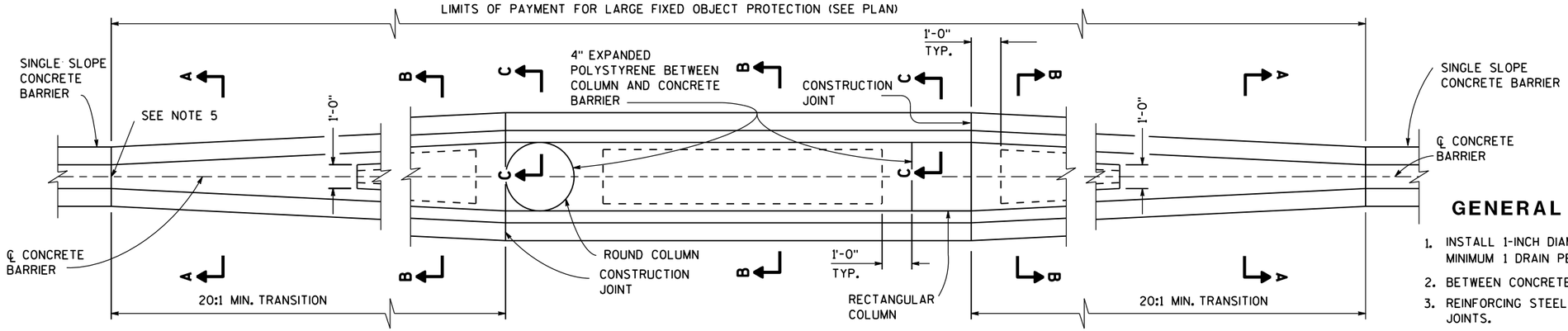
SECTION A-A

CONCRETE BARRIER SINGLE SLOPE (CBSS)

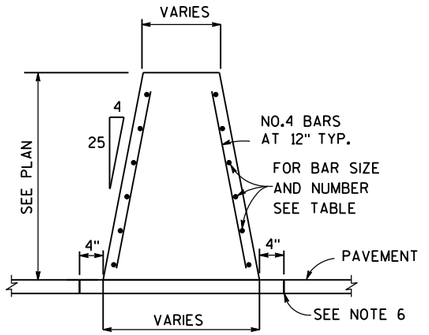
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

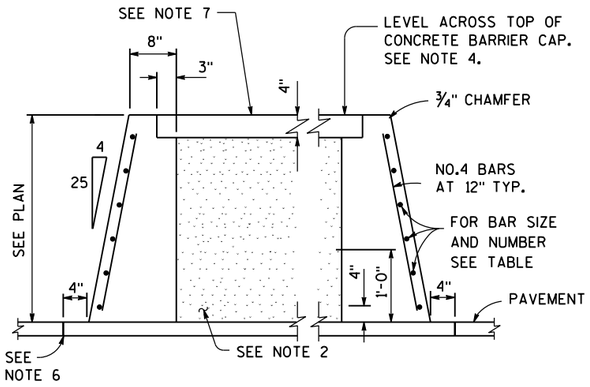
S.D.D. 14 B 32-3a



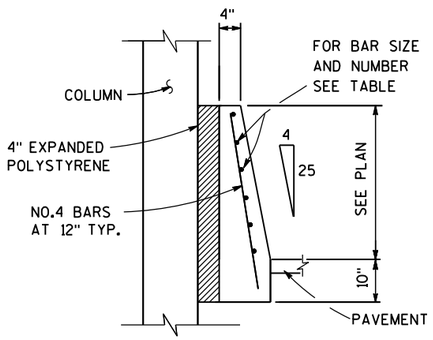
LARGE FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56



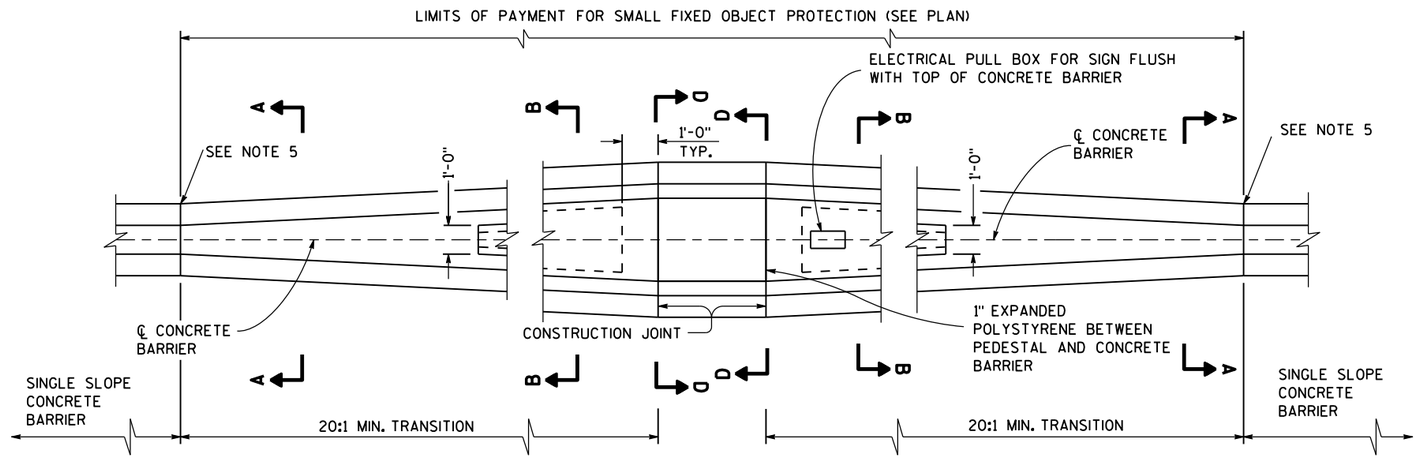
SECTION A-A



SECTION B-B



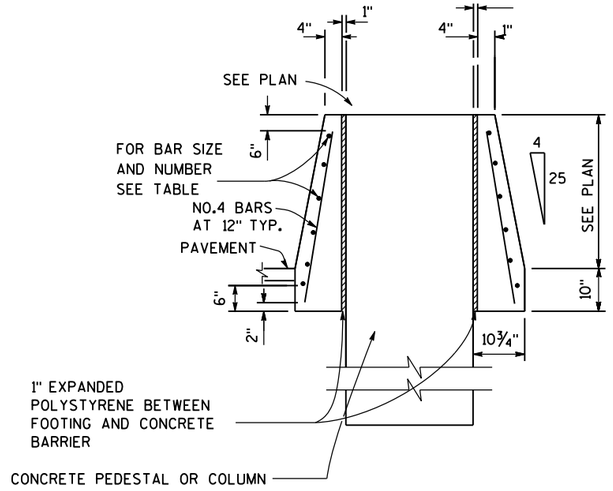
SECTION C-C



SMALL FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56

GENERAL NOTES

1. INSTALL 1-INCH DIAMETER DRAIN PIPE EVERY 20 FEET OF CROSS SECTION B-B. MINIMUM 1 DRAIN PER CAVITY.
2. BETWEEN CONCRETE BARRIER WALLS FILL WITH GRANULAR BACKFILL GRADE 2
3. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS.
4. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.
5. IF FIXED OBJECT PROTECTION IS INSTALLED FIRST, USE COLD JOINTS. IF CBSS PLACED FIRST, USE EXPANSION JOINT.
6. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
7. USE NO. 3 BAR SPACED 12 INCHES CENTER TO CENTER (PLACED IN EACH DIRECTION) OR EQUIVALENT WIRE MESH.



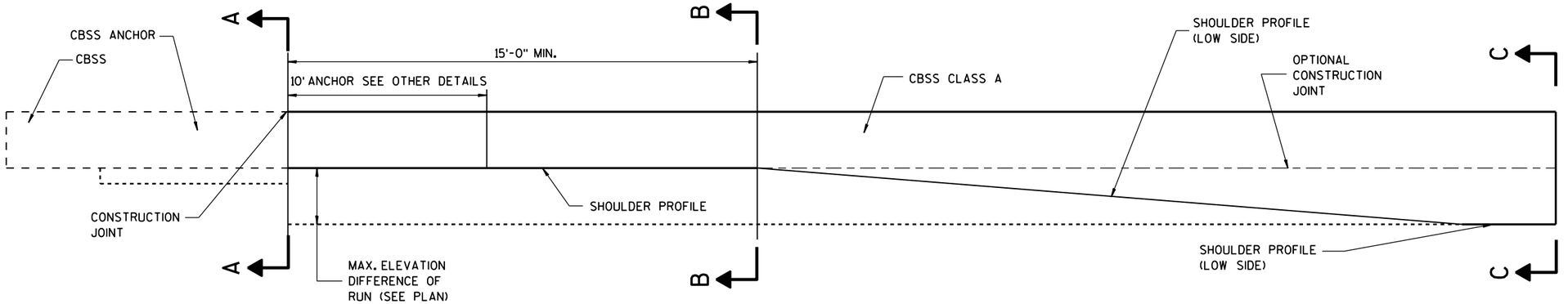
SECTION D-D

BARRIER HEIGHT H INCHES	BAR SIZE	NUMBER OF BARS EACH
32	4	6
36	4	6
42	5	6
56	5	9

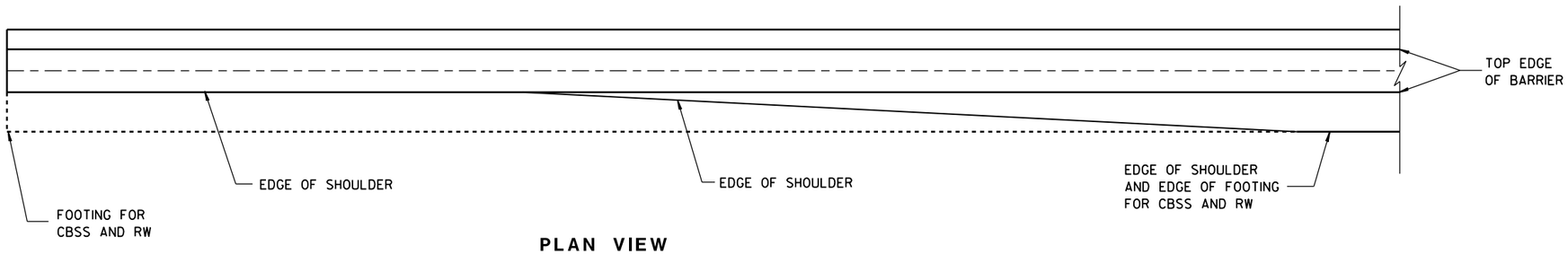
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

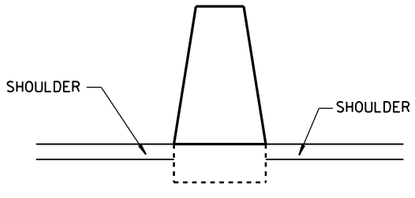
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S.D.D. 14 B 32-3b



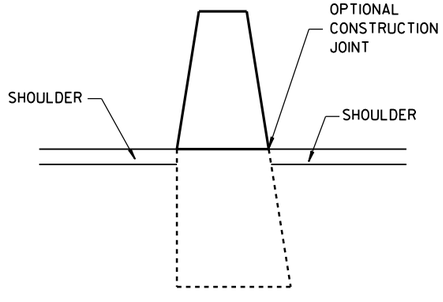
ELEVATION VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



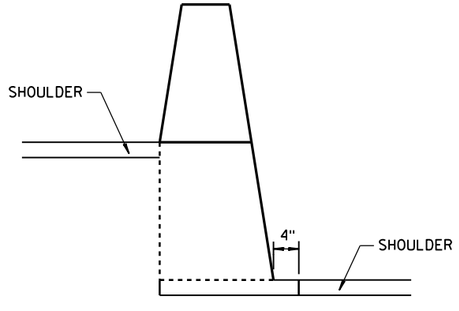
PLAN VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



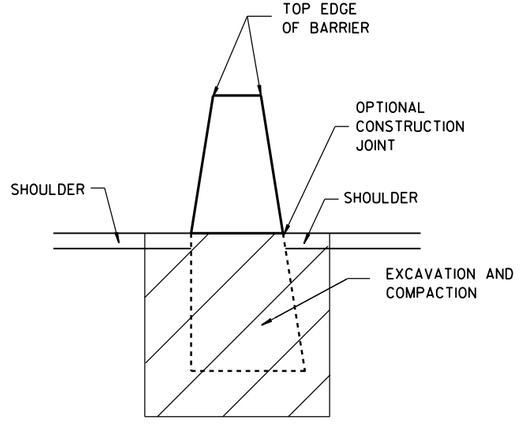
SECTION A-A



SECTION B-B



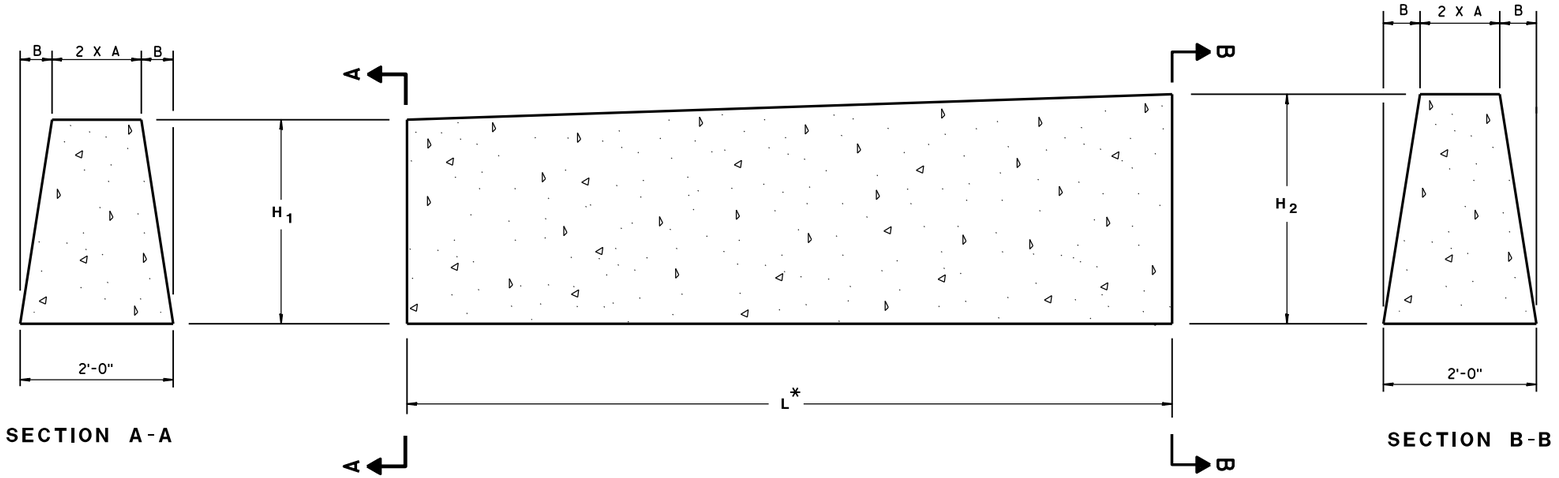
SECTION C-C



CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 32-3c



SECTION A-A

SECTION B-B

DOUBLE COLD JOINT HEIGHT TRANSITION

BARRIER DIMENSIONS

BARRIER HEIGHT INCHES	A INCHES	B INCHES
32	7	5
36	6 1/4	5 3/4
42	5 1/4	6 3/4
56	3	9

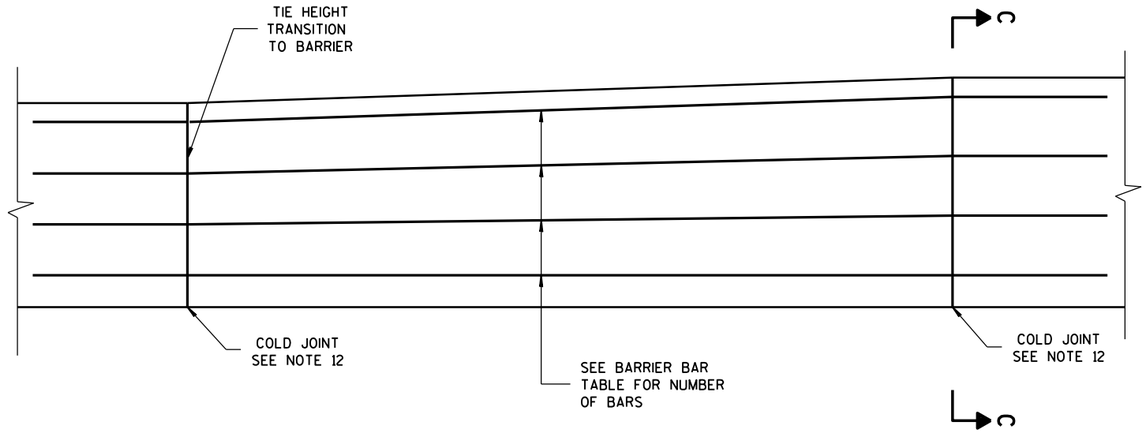
MULTIPLE HEIGHT TRANSITIONS MAY BE USED IN SEQUENCE TO GET TO APPROPRIATE HEIGHT.

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

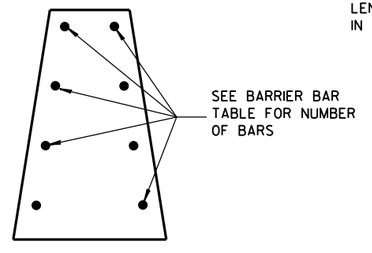
BARRIER BARS

H_1	H_2	L*	NUMBER OF NO. 5 BARS
32"	36"	10'-0"	8
36"	42"	10'-6"	10
42"	56"	24'-6"	11

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.



STEEL REINFORCEMENT DETAIL



SECTION C-C

CONCRETE BARRIER SINGLE SLOPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2014 — DATE

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

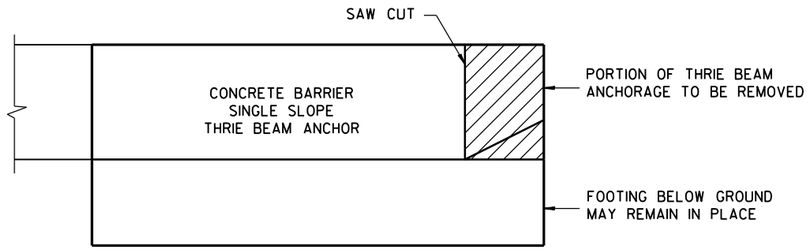
FHWA

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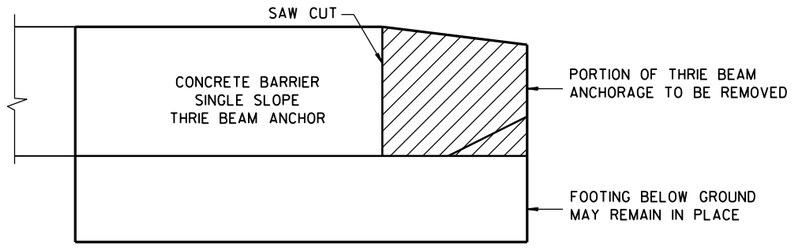
S.D.D. 14 B 32-3d

6

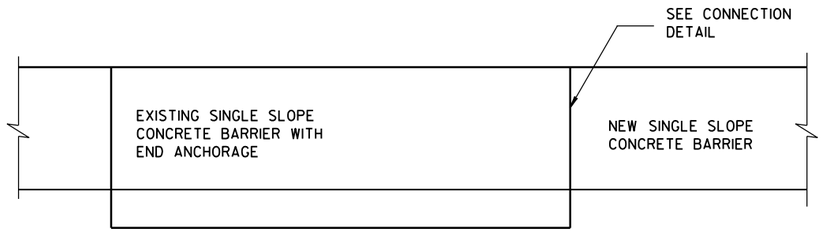
S.D.D. 14 B 32-3d



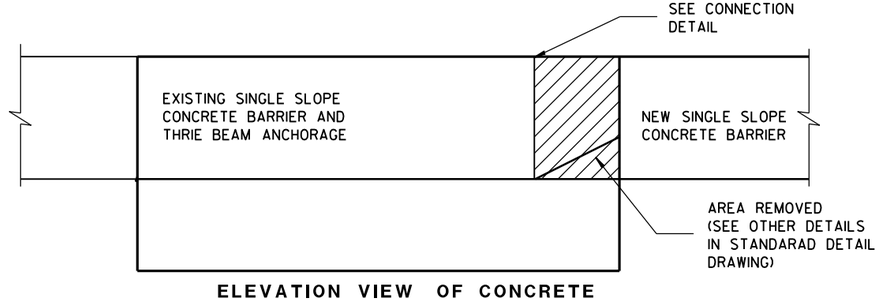
REMOVAL AREA OF
32" CONCRETE THRIE BEAM ANCHORAGE



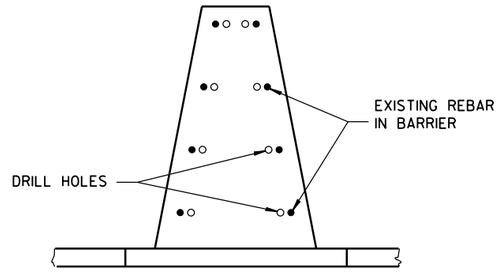
REMOVAL AREA OF CONCRETE THRIE BEAM
ANCHORAGE WITH HEIGHT GREATER THAN 32"



ELEVATION VIEW OF CONCRETE
BARRIER EXTENSION NEAR END ANCHORAGE



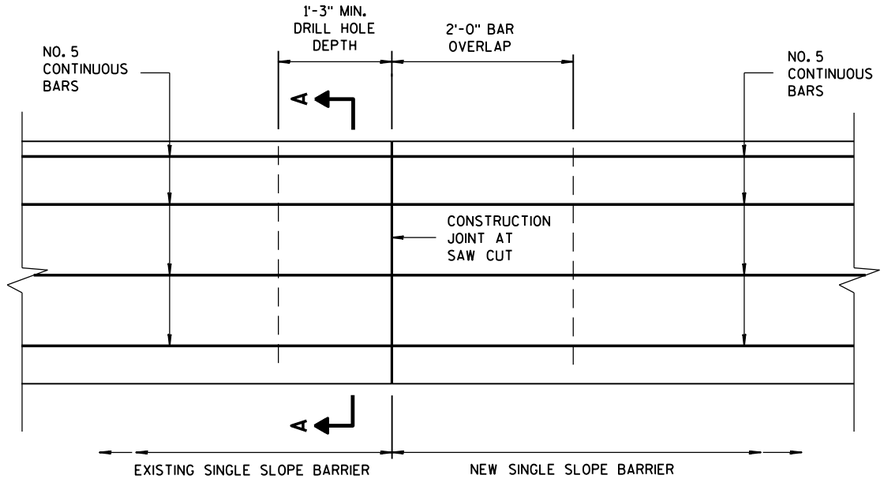
ELEVATION VIEW OF CONCRETE
BARRIER EXTENSION NEAR THRIE BEAM TERMINAL



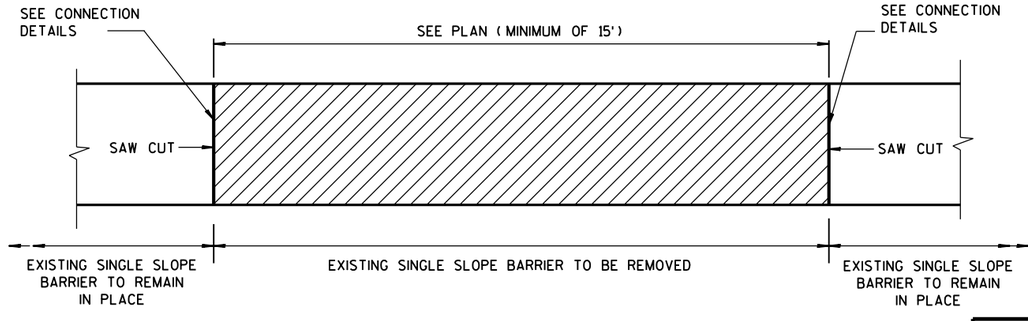
SECTION A-A

GENERAL NOTES

1. THE NUMBER OF DRILL HOLES IS EQUAL TO THE NUMBER OF REBAR IN BARRIER (SEE OTHER DETAILS).
2. MINIMUM DEPTH OF DRILL HOLES IS 1'-3".
3. DRILL HOLES TO BE A MINIMUM OF 4 INCHES FROM THE EDGE OF CONCRETE.
4. INSTALL EPOXY COATED NO. 5 BARS IN DRILL HOLES.
5. END ANCHORAGE MAY OR MAY NOT BE PRESENT ON EXISTING BARRIER.
6. REMOVE THRIE BEAM ANCHORAGE AS SHOWN.



CONNECTION OF EXISTING SINGLE SLOPE CONCRETE BARRIER TO
NEW SINGLE SLOPE CONCRETE BARRIER



ELEVATION FILE
BARRIER REMOVAL AND REPLACEMENT

CONCRETE BARRIER
SINGLE SLOPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

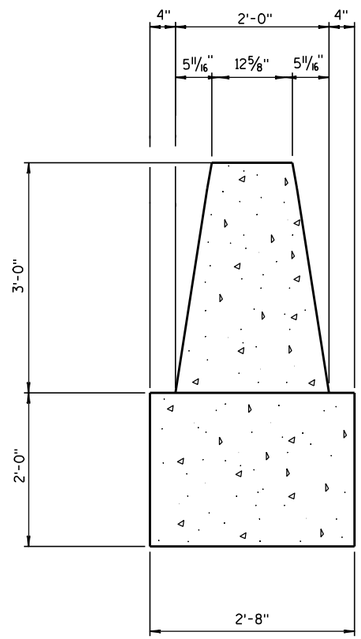
RETROFIT OR REPAIR SINGLE SLOPE CONCRETE BARRIER

6

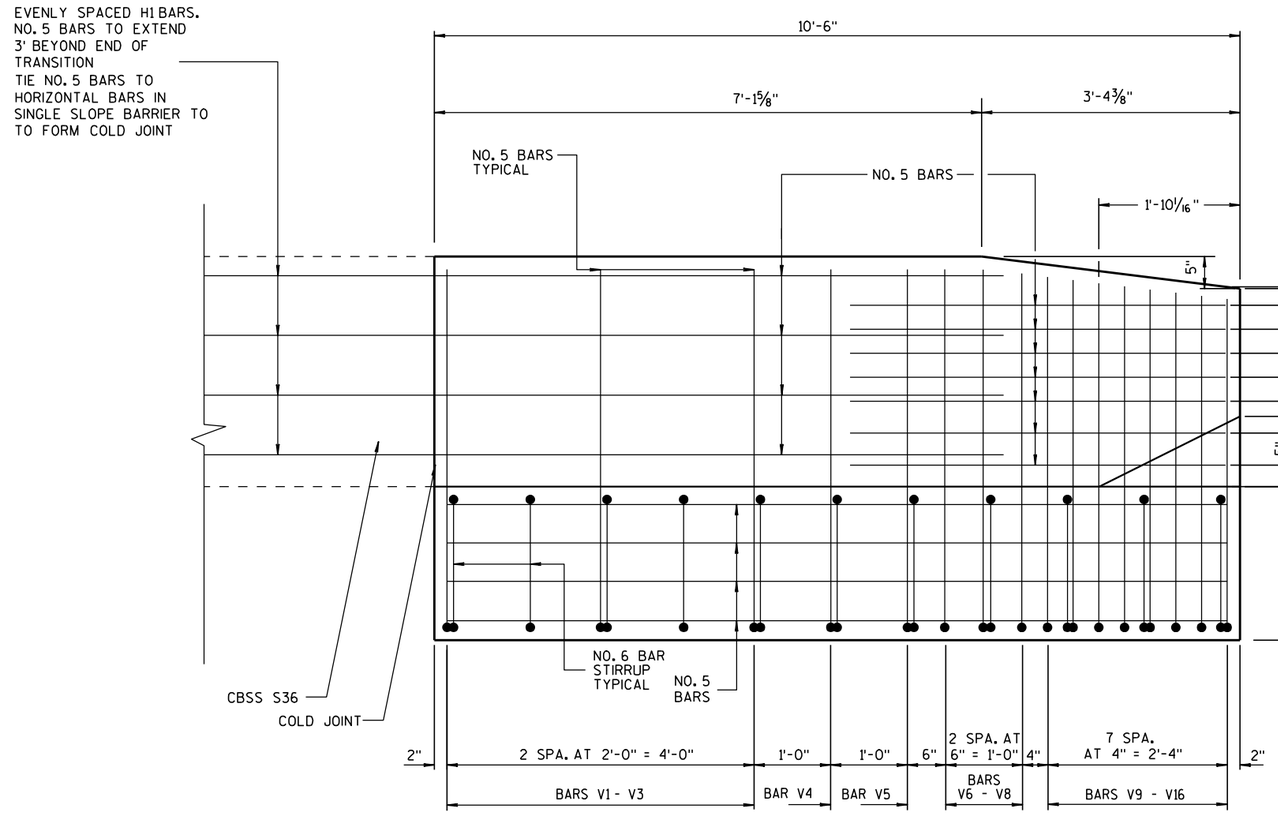
S.D.D. 14 B 32-3e

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S.D.D. 14 B 32-3e

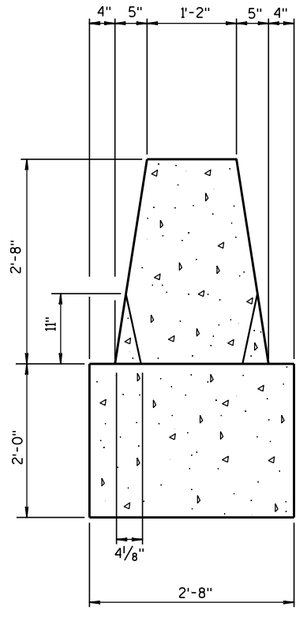


SECTION A-A

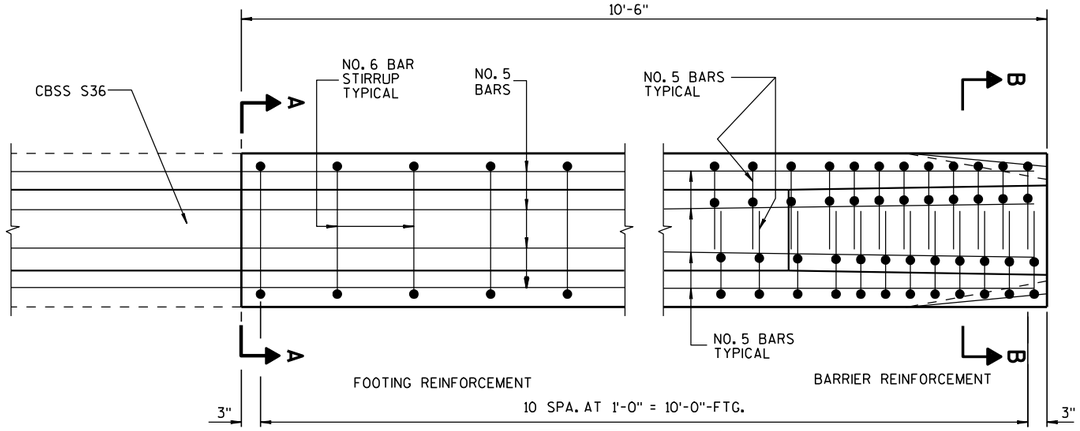


SEE SECTIONS (1) THRU (16)

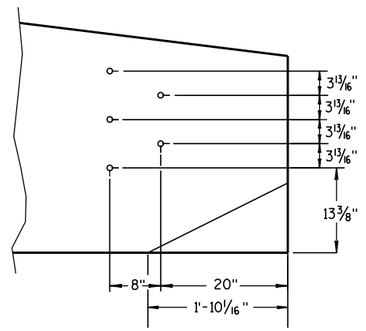
ELEVATION VIEW



SECTION B-B



PLAN VIEW



PVC PIPE LOCATIONS

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE of BARRIER.

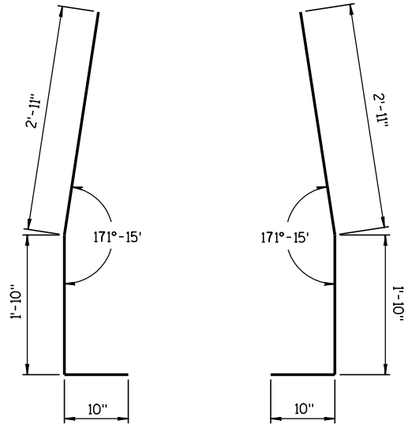
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

CONCRETE BARRIER
SINGLE SLOPE 36"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

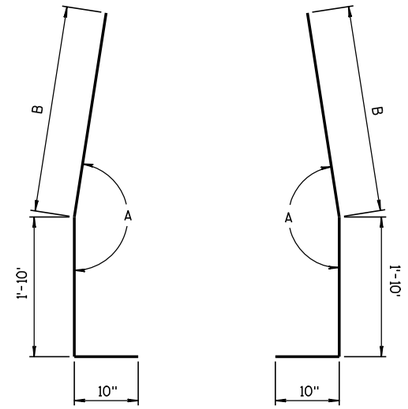
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S.D.D. 14 B 33-1d



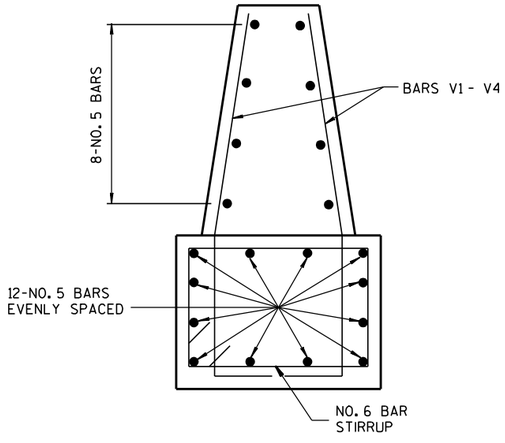
BAR BENDING DETAIL
FOR BARS V1 - V6

BAR CHART
SECTIONS V7 - V11

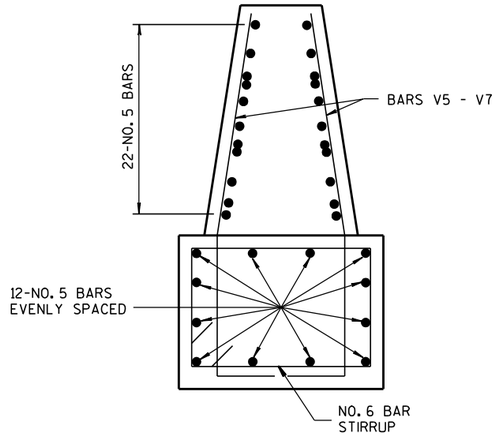
BAR	A	B
V7	171°-20'	2'-10½"
V8	171°-10'	2'-9½"
V9	171°-10'	2'-9"
V10	171°-05'	2'-8½"
V11	171°-10'	2'-8"



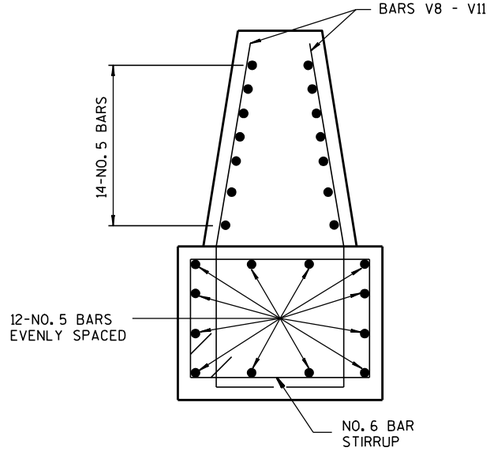
BAR BENDING DETAIL
FOR BARS V7 - V11



BAR DETAIL
SECTIONS 1 - 4



BAR DETAIL
SECTIONS 5 - 7



BAR DETAIL
SECTIONS 8 - 11

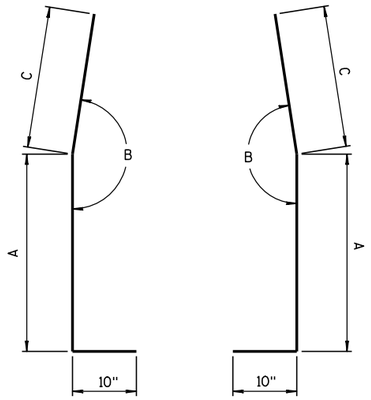
CONCRETE BARRIER
SINGLE SLOPE 36"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
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6
S.D.D. 14 B 33-1e

BAR CHART
SECTIONS V12 - V13

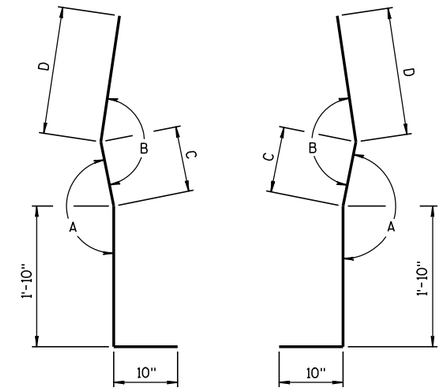
BAR	A	B	C
V12	2'-2"	171°-15'	2'-3½"
V13	2'-7"	171°-05'	1'-10"



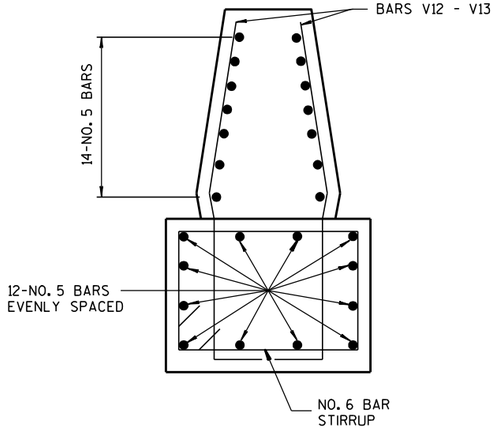
BAR BENDING DETAIL
FOR BARS V12 - V13

BAR CHART
SECTIONS V14 - V16

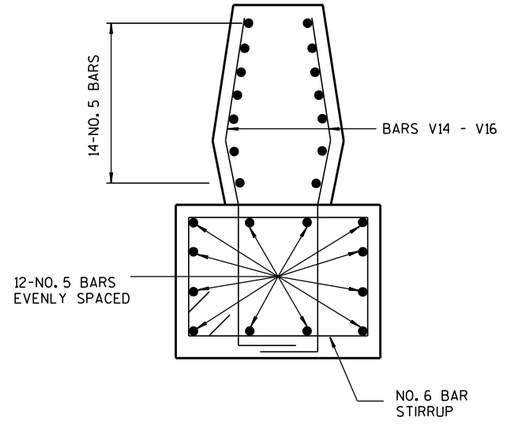
BAR	A	B	C	D
V14	168°-15'	159°-15'	6"	2'-0"
V15	169°-20'	161°-00'	8"	1'-10"
V16	168°-40'	160°-10'	10"	1'-8"



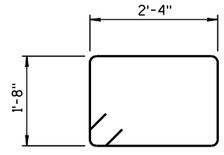
BAR BENDING DETAIL
FOR BARS V14 - V16



BAR DETAIL
SECTIONS 12 - 13



BAR DETAIL
SECTIONS 14 - 16



STIRRUP BAR
BENDING DETAIL

CONCRETE BARRIER
SINGLE SLOPE 36"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6-3-2010
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

545

FHWA

6

S.D.D. 14 B 33-1f

6

S.D.D. 14 B 33-1f

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.

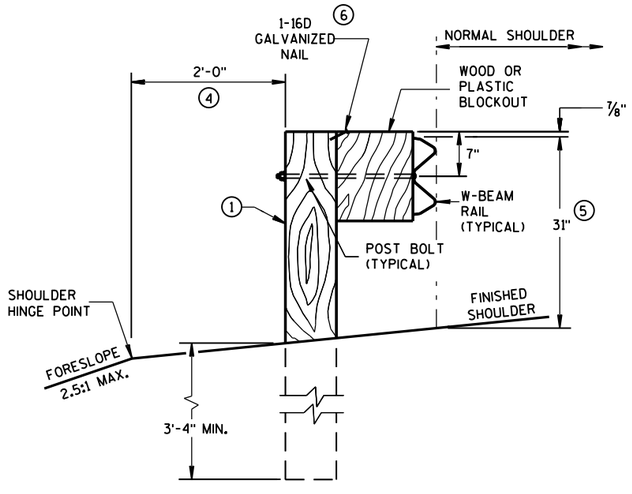
2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

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).

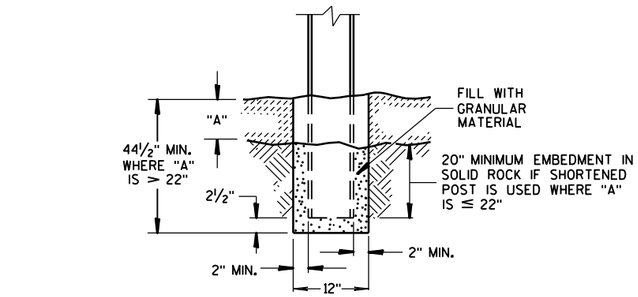
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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.



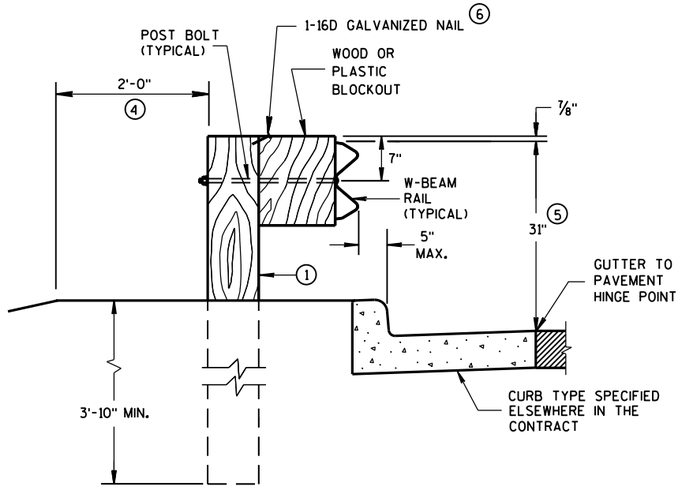
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



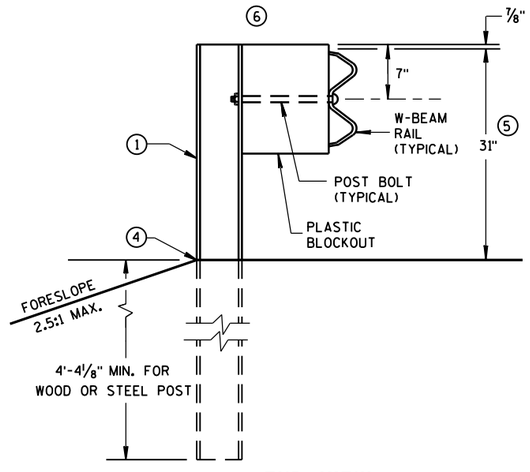
END VIEW

SETTING STEEL OR WOOD POST IN ROCK ③



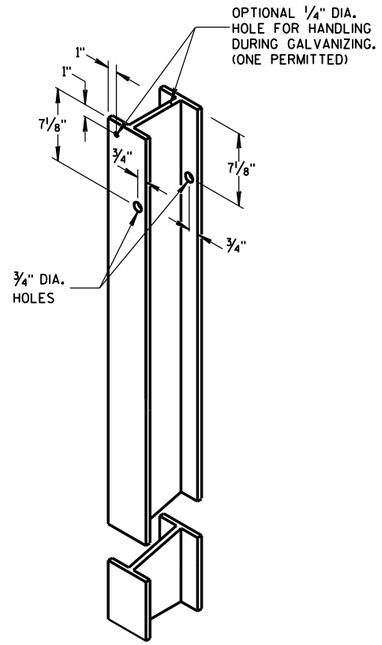
END VIEW

LOCATED ALONG A CURBED ROADWAY

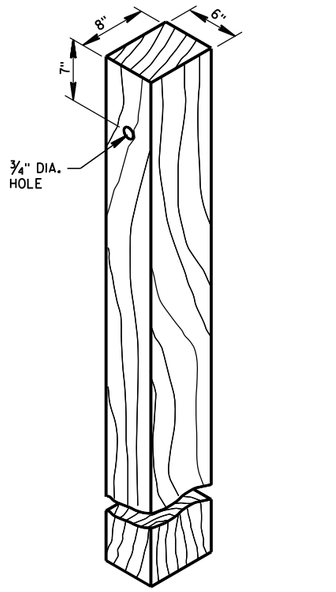


END VIEW

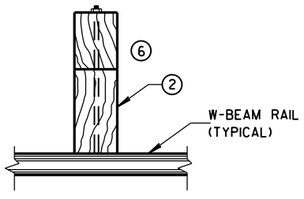
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



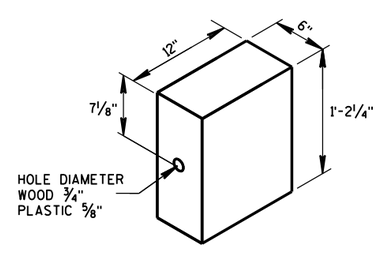
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



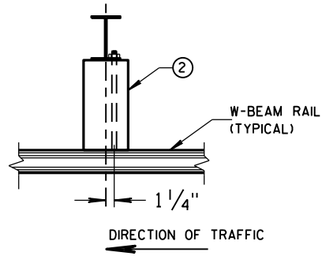
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②

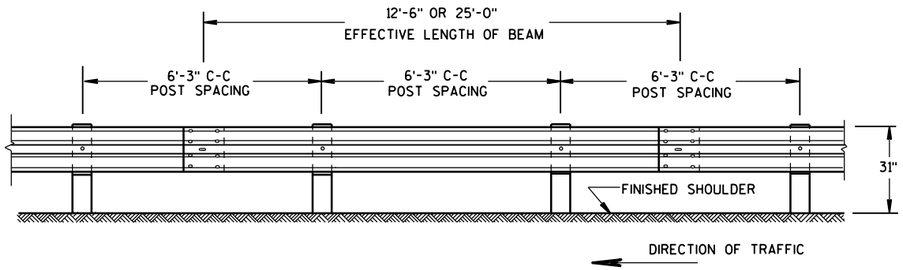


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

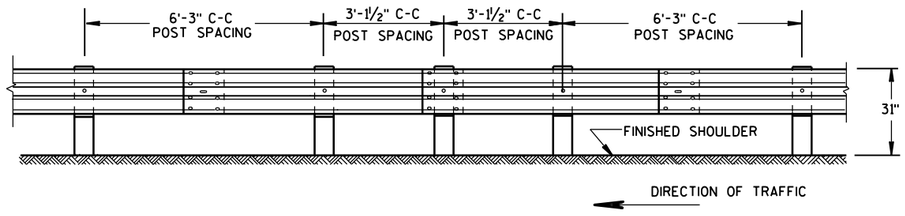
STATE OF WISCONSIN
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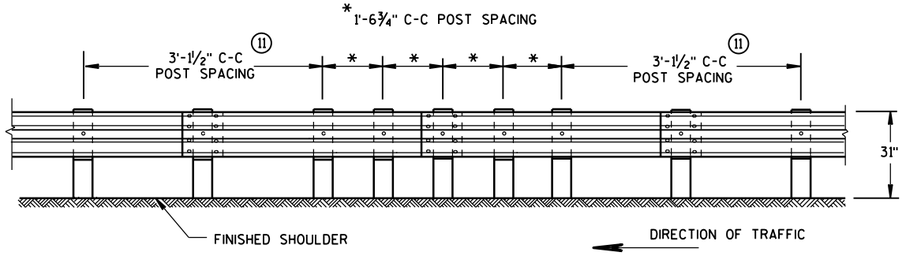
FRONT VIEW

POST SPACING STANDARD INSTALLATION



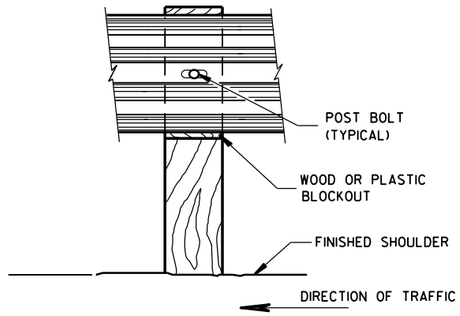
FRONT VIEW

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

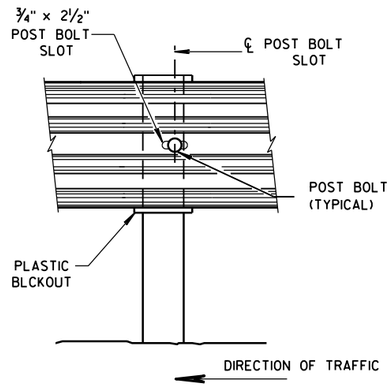


FRONT VIEW

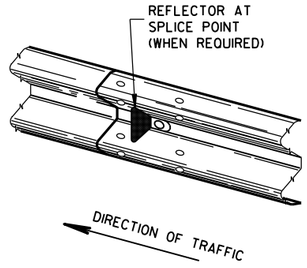
QUARTER POST SPACING (QS)

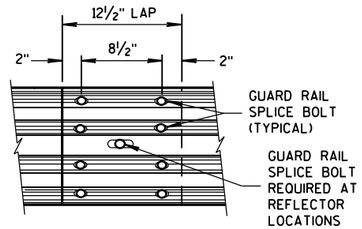


FRONT VIEW AT WOOD POST



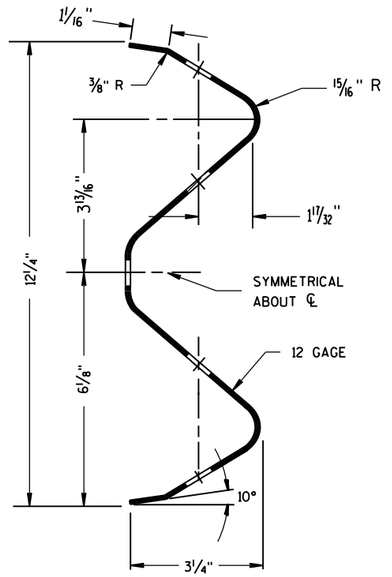
FRONT VIEW AT STEEL POST



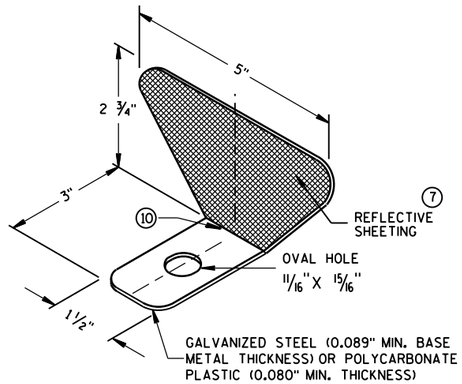


FRONT VIEW

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

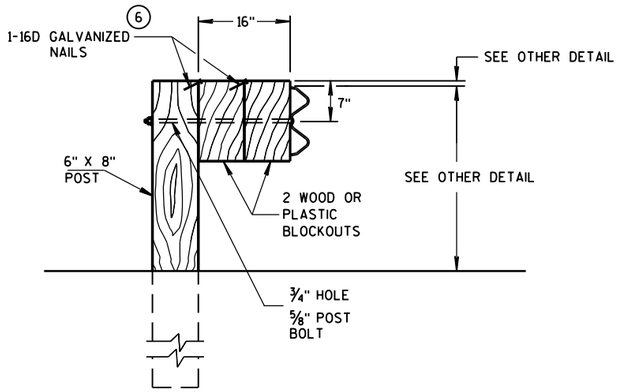
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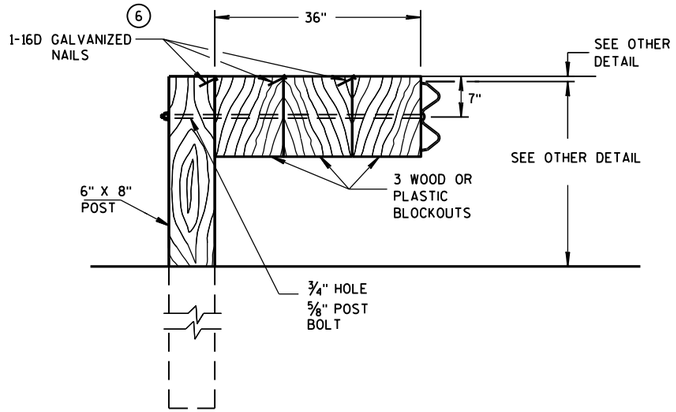
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S.D.D. 14 B 42-3b



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.

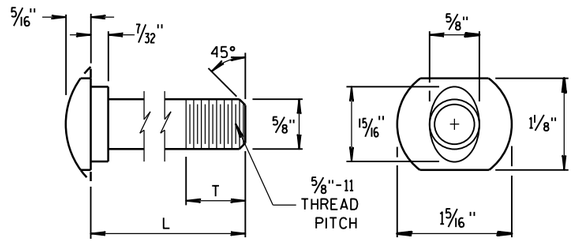


DETAIL FOR 36" BLOCKOUT DEPTH

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.

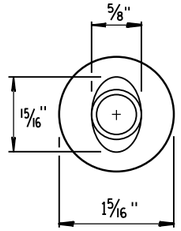
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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.

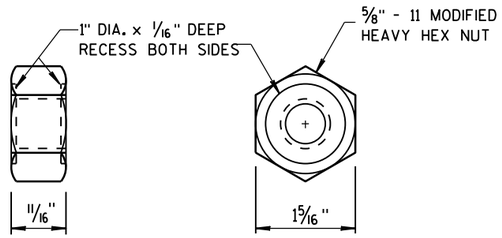


POST BOLT TABLE

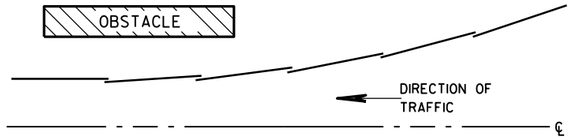
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

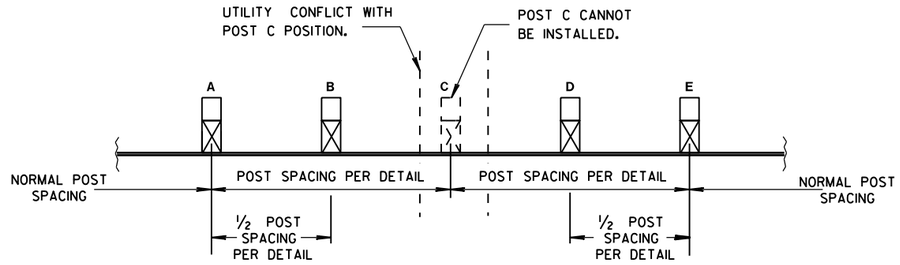


POST BOLT AND RECESS NUT

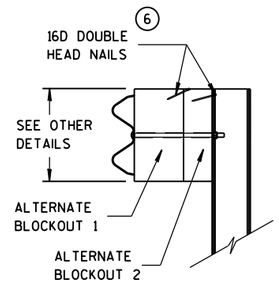


PLAN VIEW

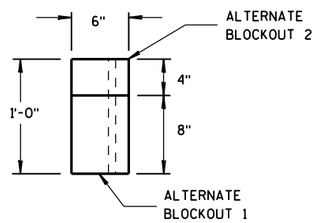
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

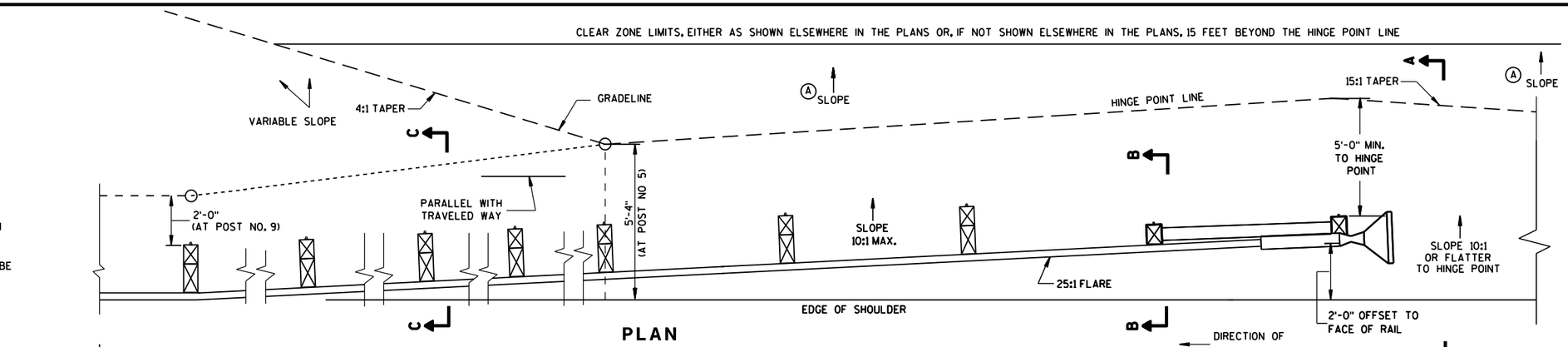
SEE SDD 14B42 FOR MORE INFORMATION.

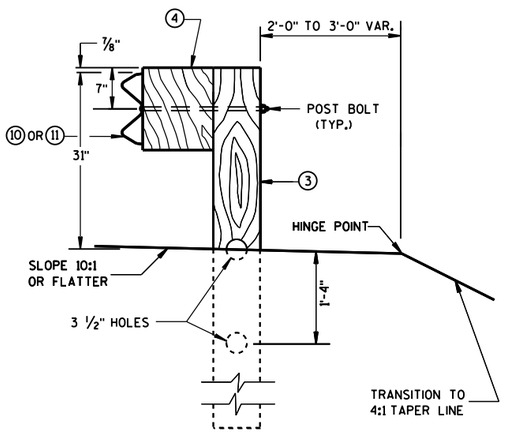
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

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

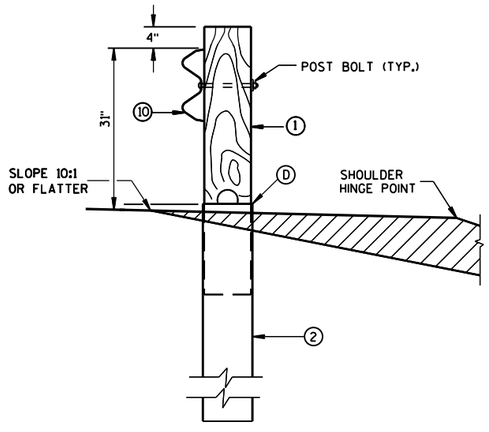
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

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.

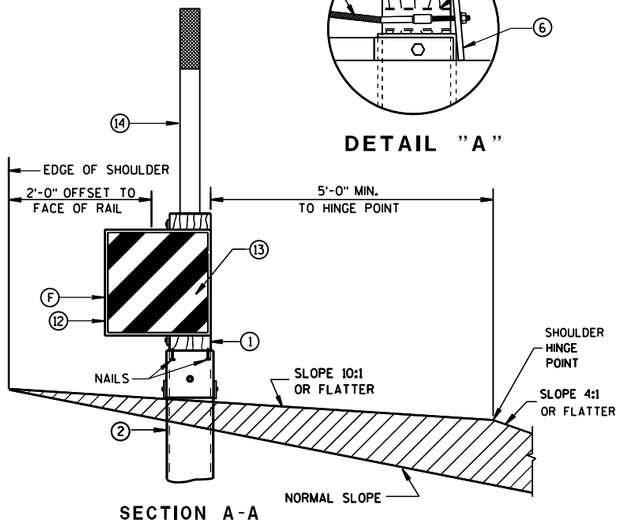




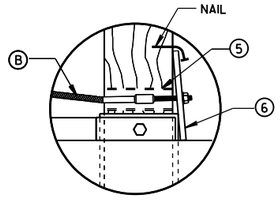
SECTION C-C
TYPICAL AT POST NOS. 3-9



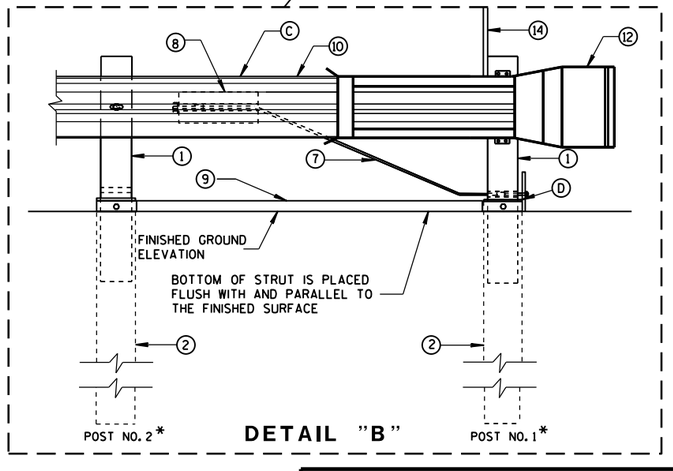
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"

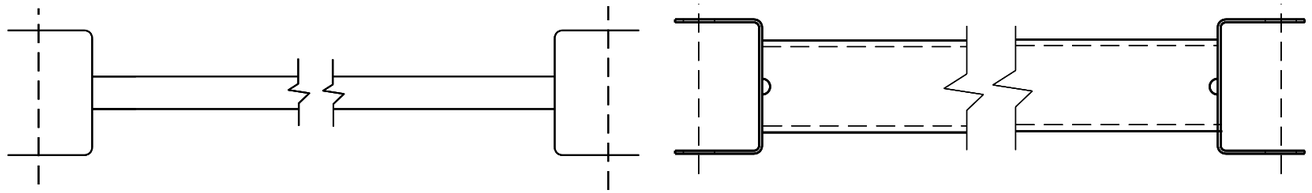


DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

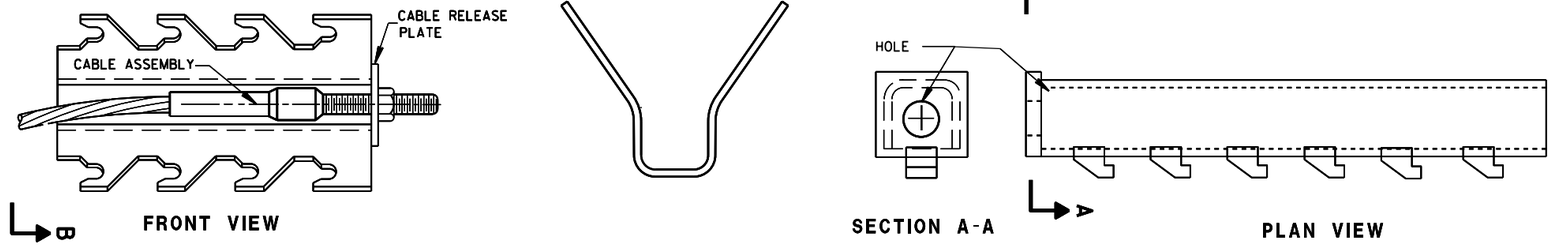
S.D.D. 14 B 44-2a



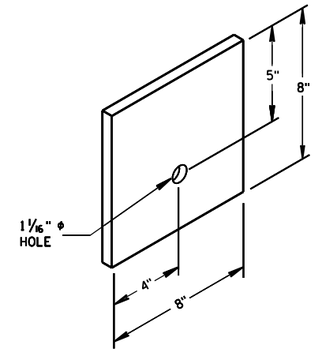
GENERIC GROUND STRUT (9) (H)

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)



GENERIC ANCHOR CABLE BOX (8) (H)



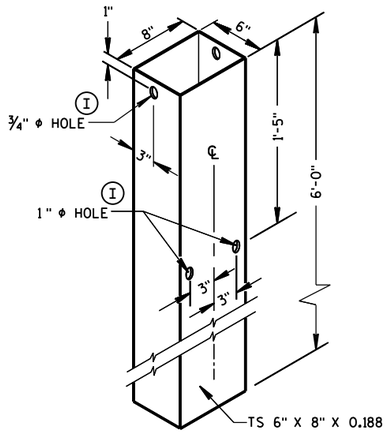
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

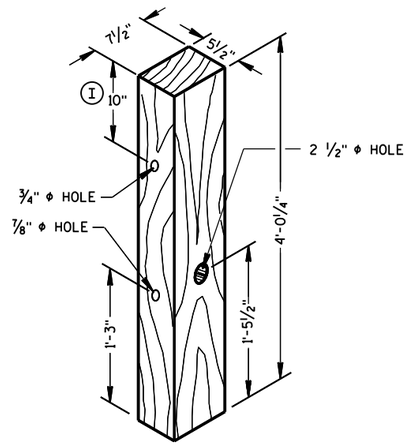
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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

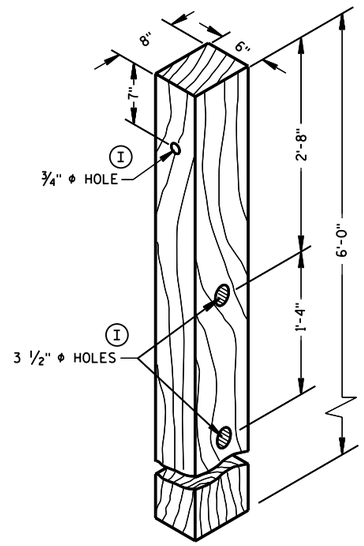


FOUNDATION TUBE (2)



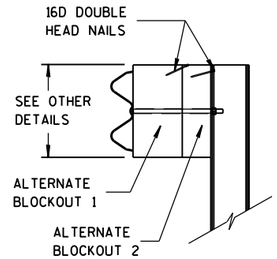
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

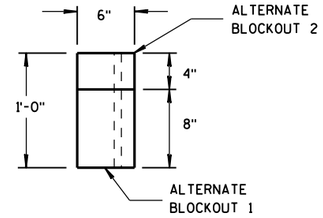


POSTS NUMBER 3-9

WOOD CRT POST (3)

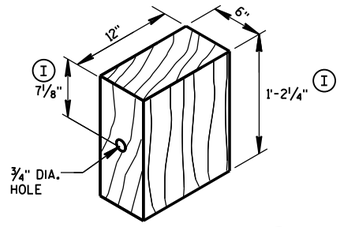


SIDE VIEW



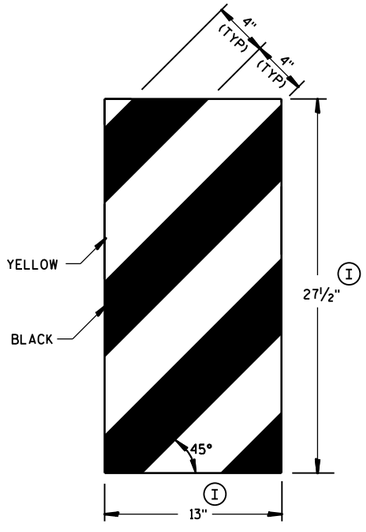
TOP VIEW

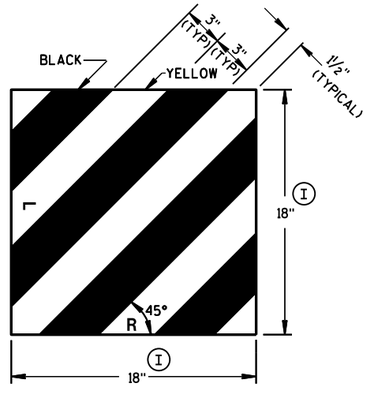
ALTERNATE WOOD BLOCKOUT DETAIL



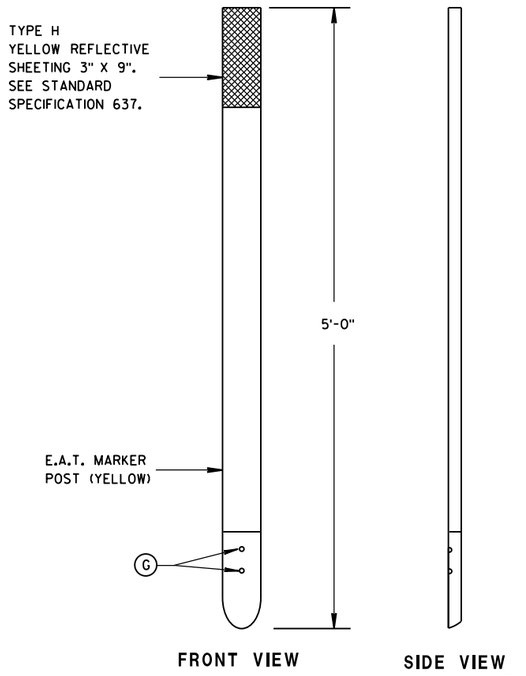
WOOD BLOCKOUT (4)

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





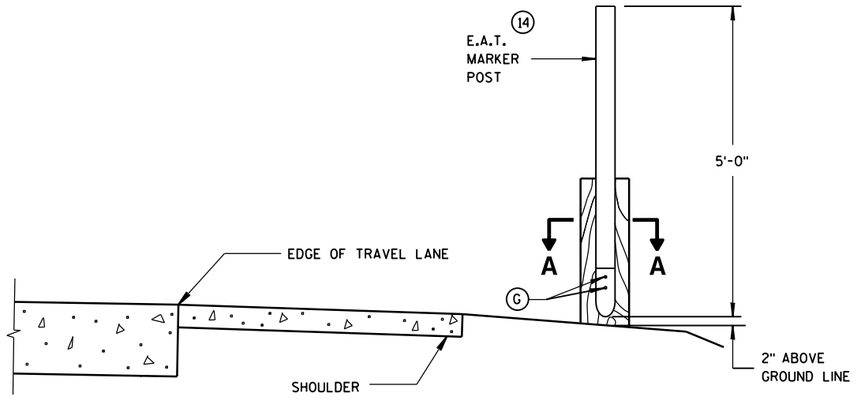
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

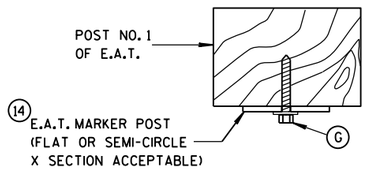
SIDE VIEW

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

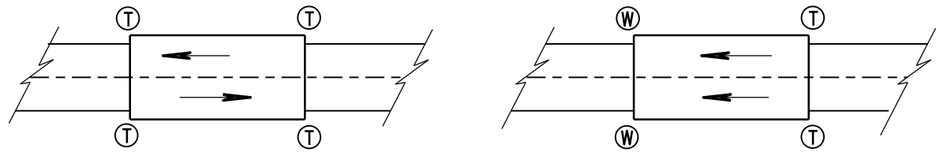
551

6

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

6

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



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

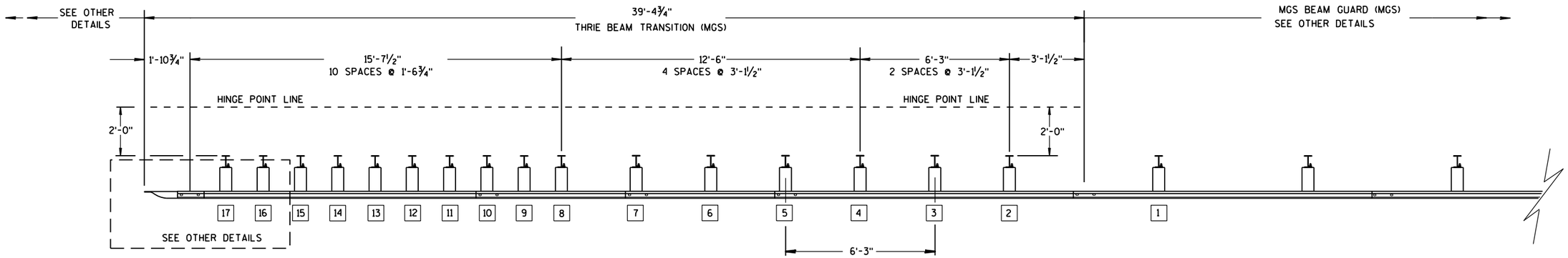
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

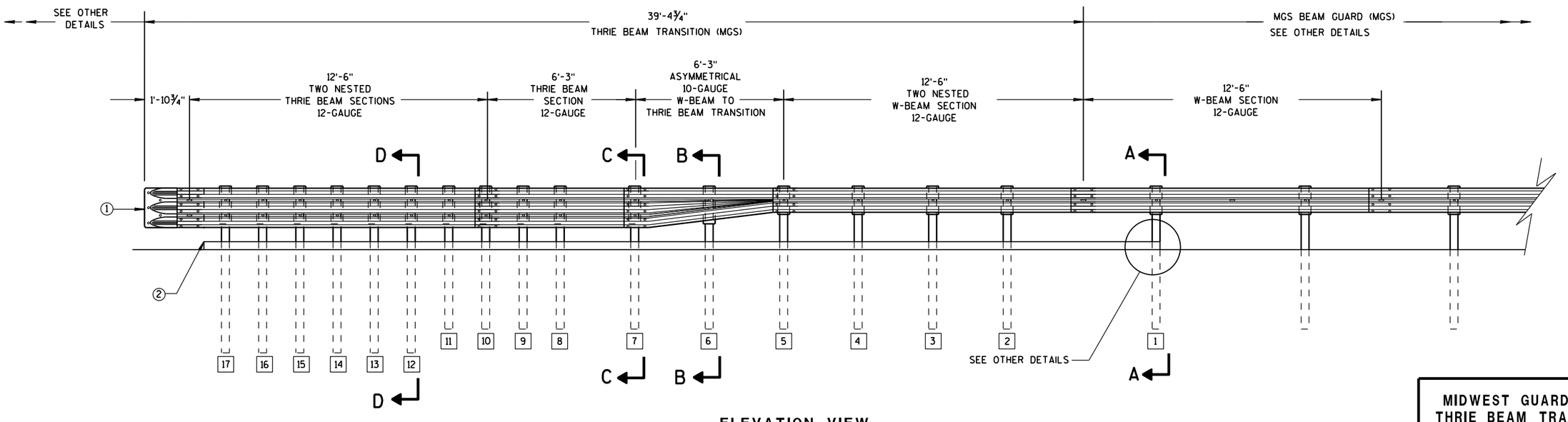
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

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

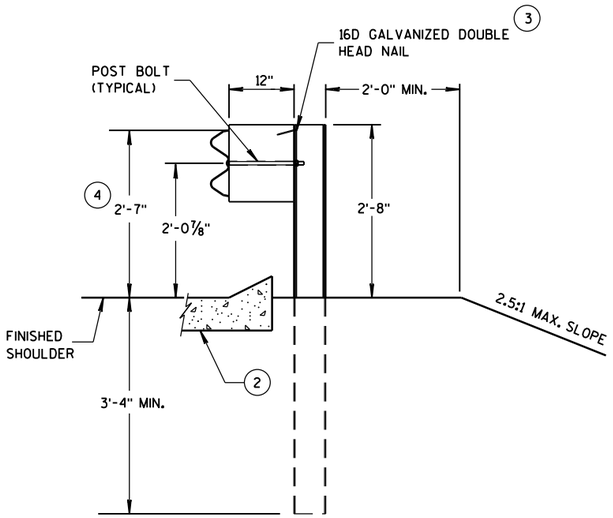
S.D.D. 14 B 45-4a

GENERAL NOTES

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

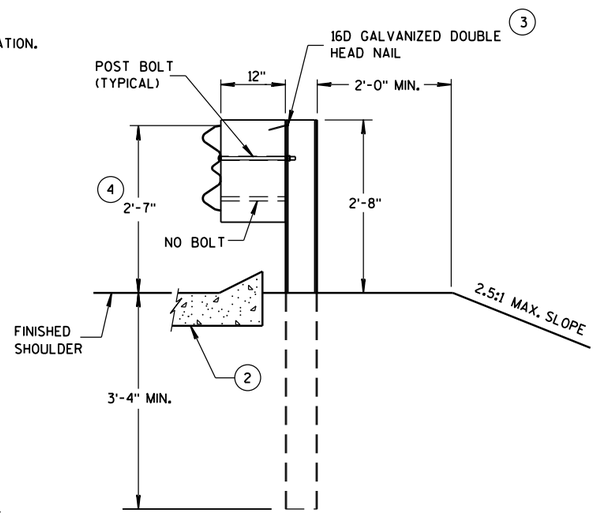
(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

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



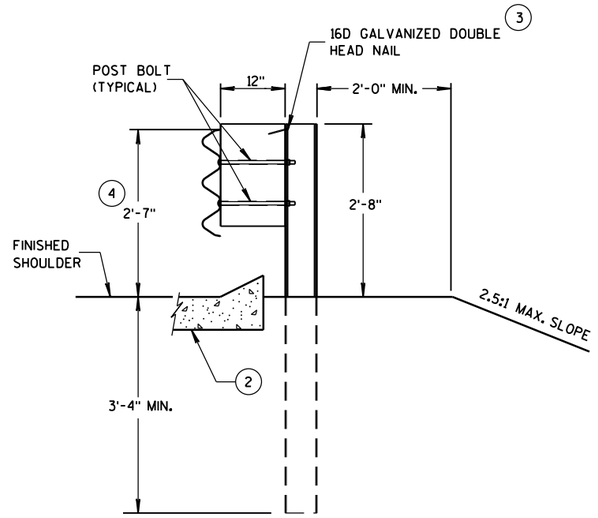
SECTION A-A

POSTS 1-5



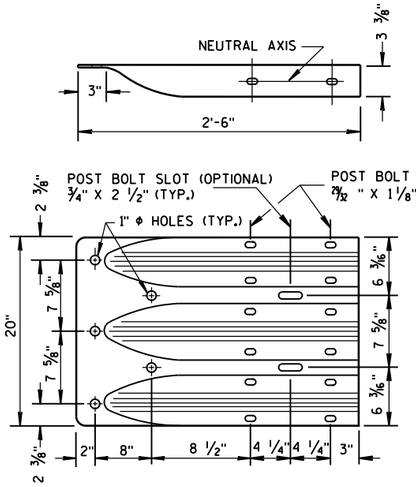
SECTION B-B

POST 6



SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR

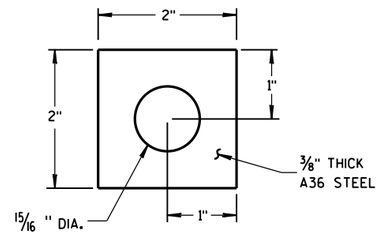
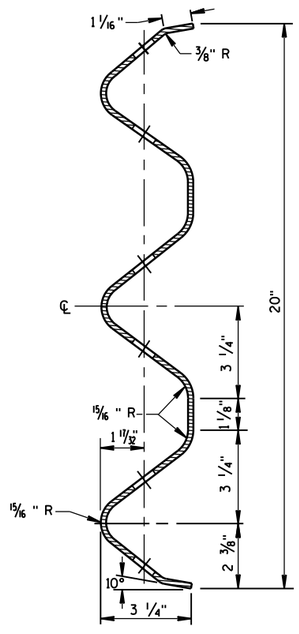
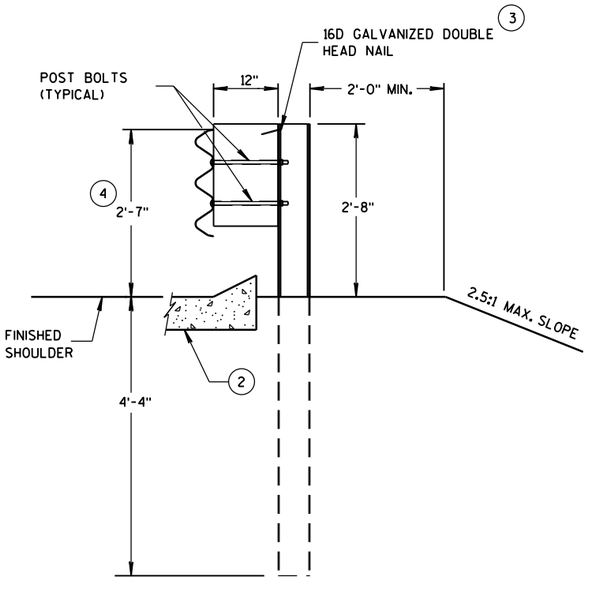


PLATE WASHER DETAIL

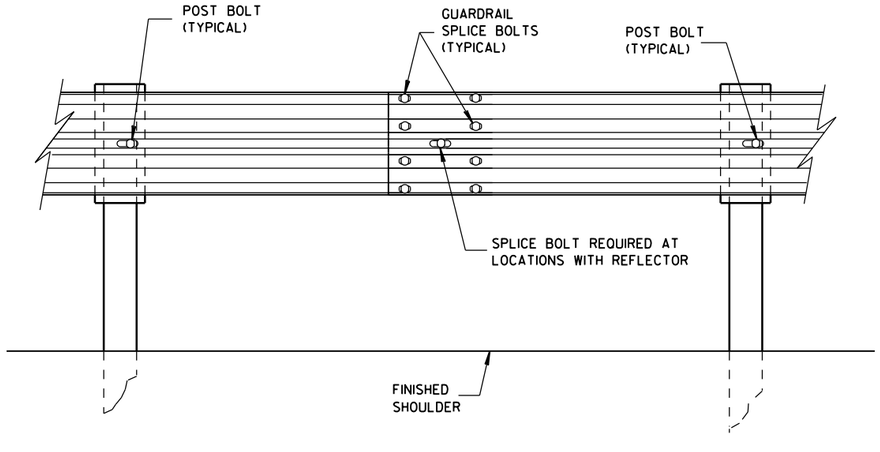


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-17



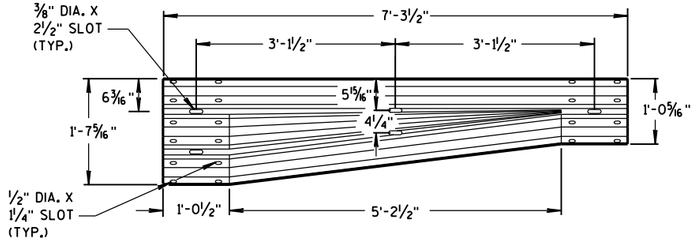
SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

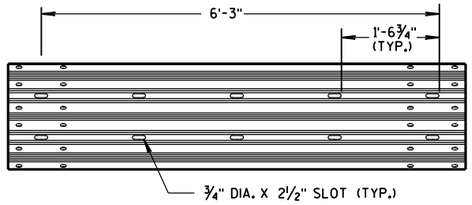
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

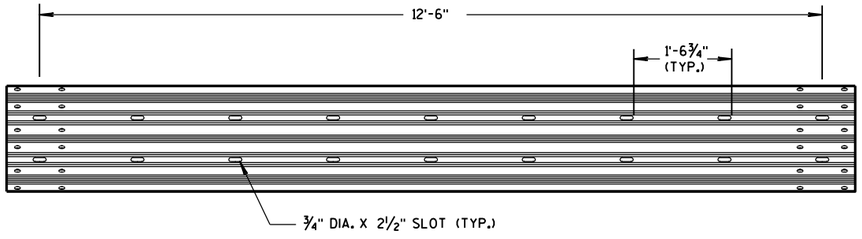
S.D.D. 14 B 45-4b



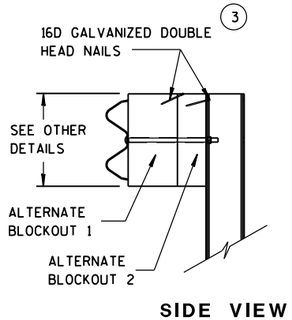
W-BEAM TO THRIE BEAM TRANSITION SECTION



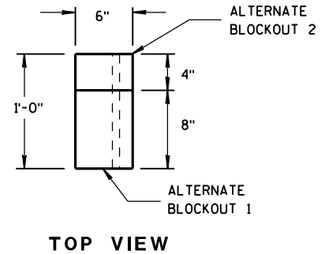
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

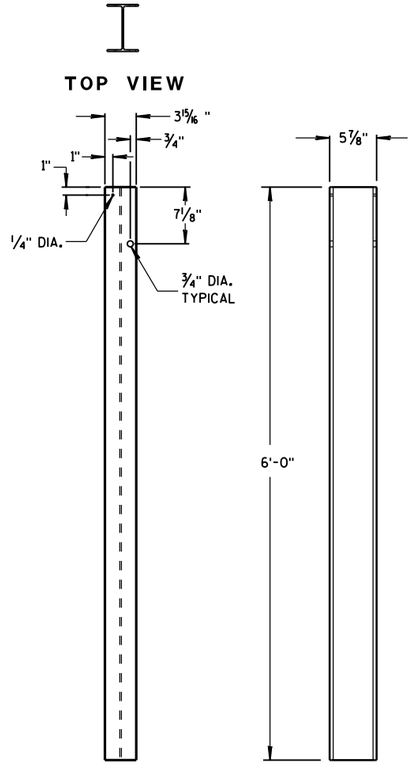


SIDE VIEW



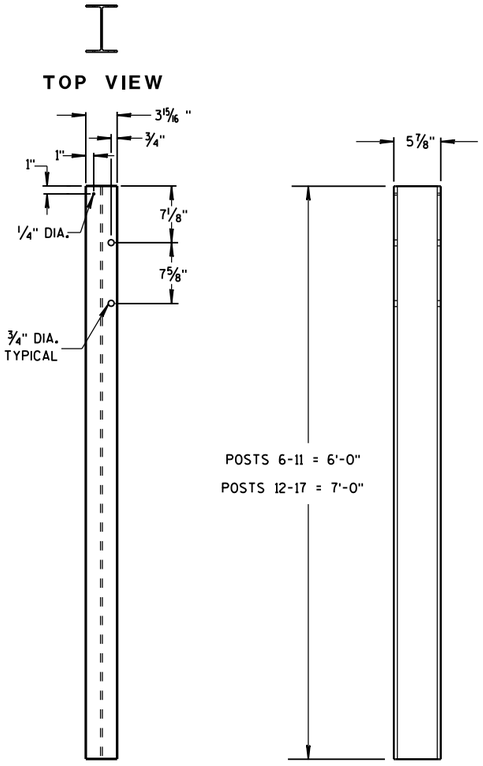
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



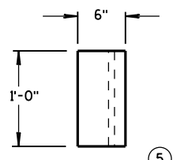
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5

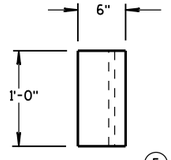


FRONT VIEW SIDE VIEW

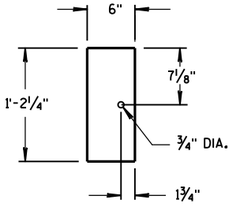
STEEL POSTS 6-17



TOP VIEW (5)

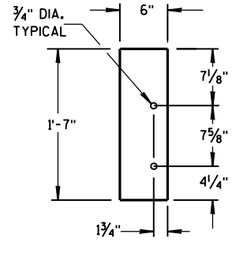


TOP VIEW (5)



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.

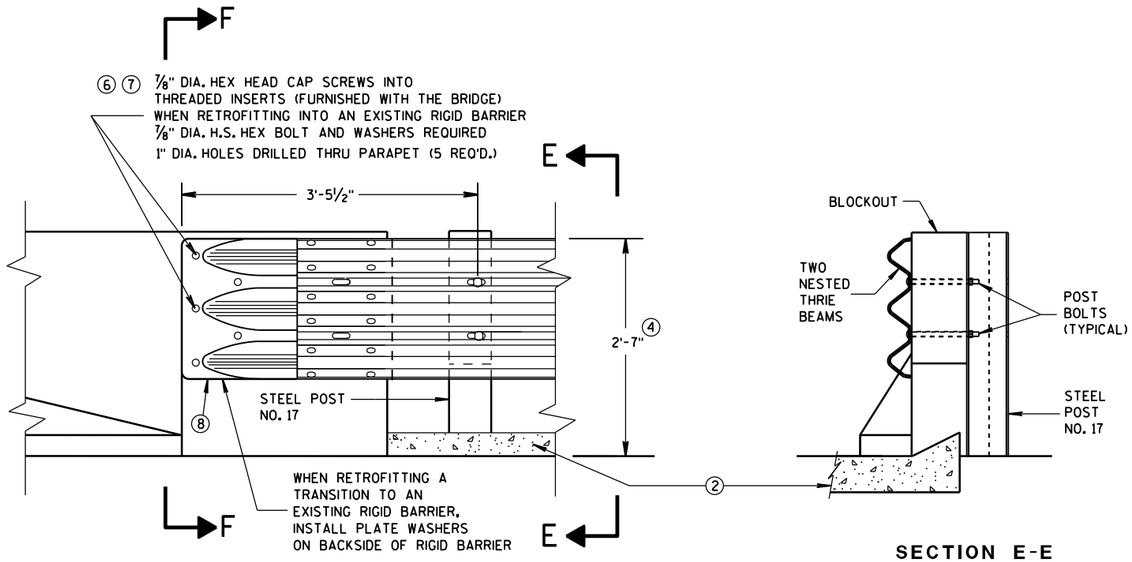
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

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.

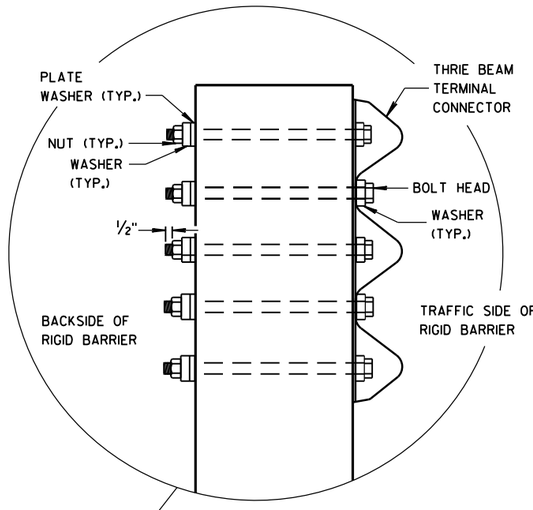
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

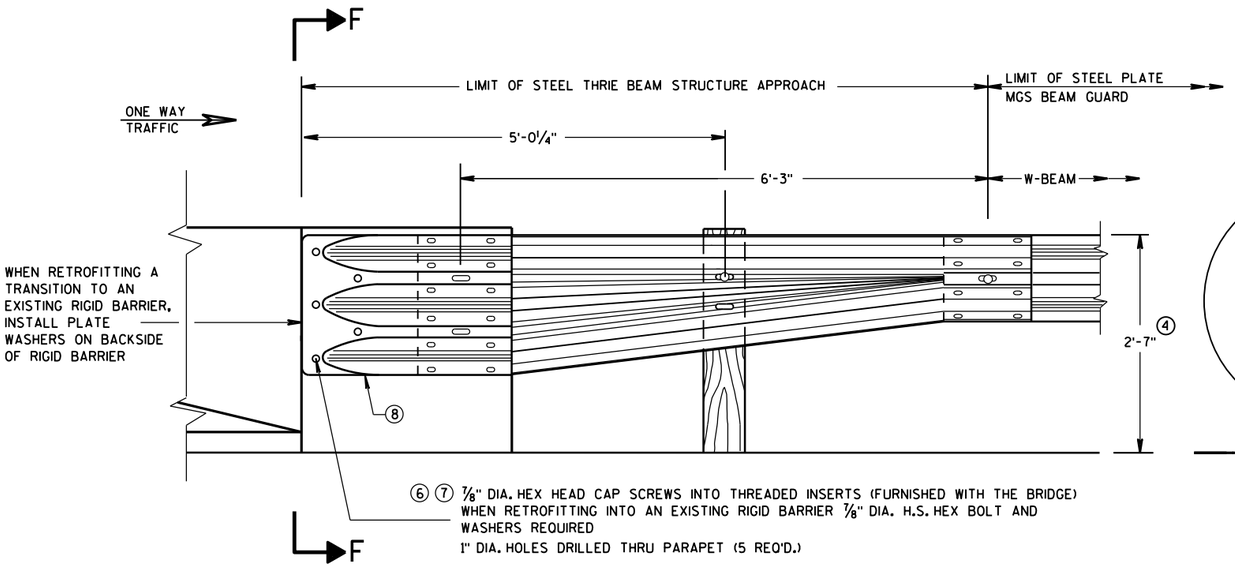
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

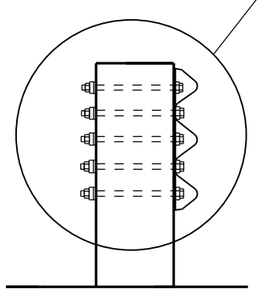
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE.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

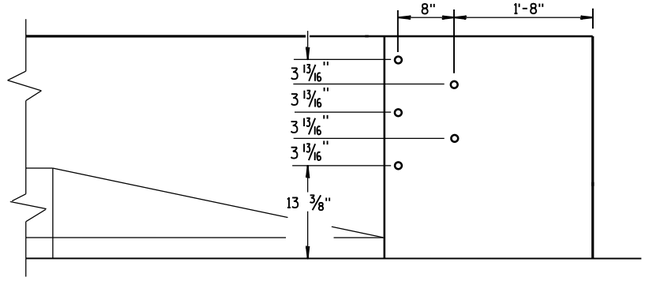




FRONT VIEW



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
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

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

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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.

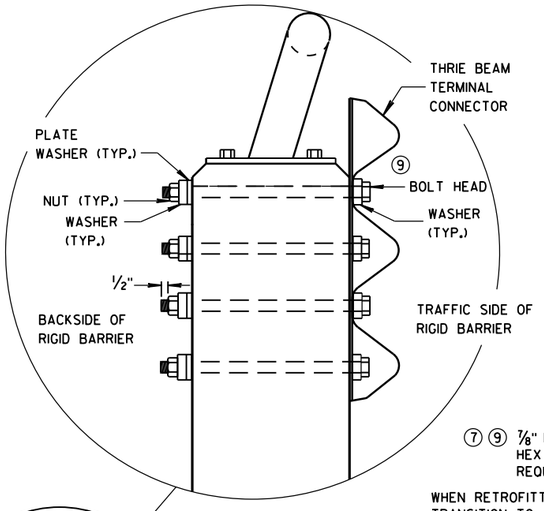
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

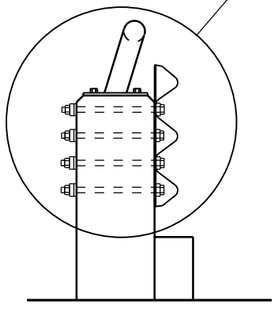
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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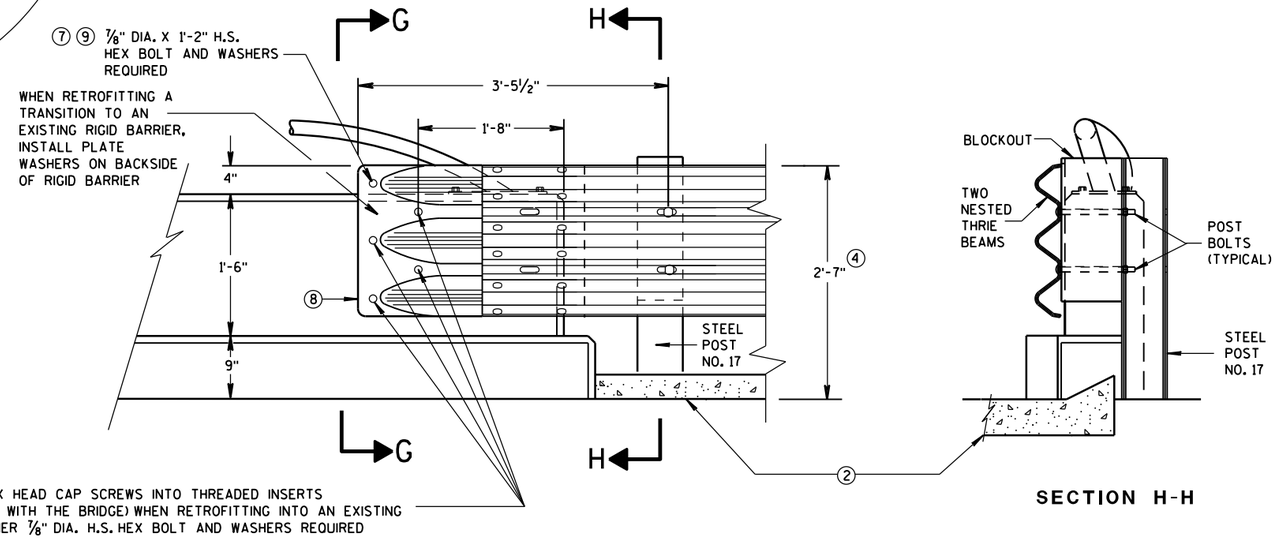
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

(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.





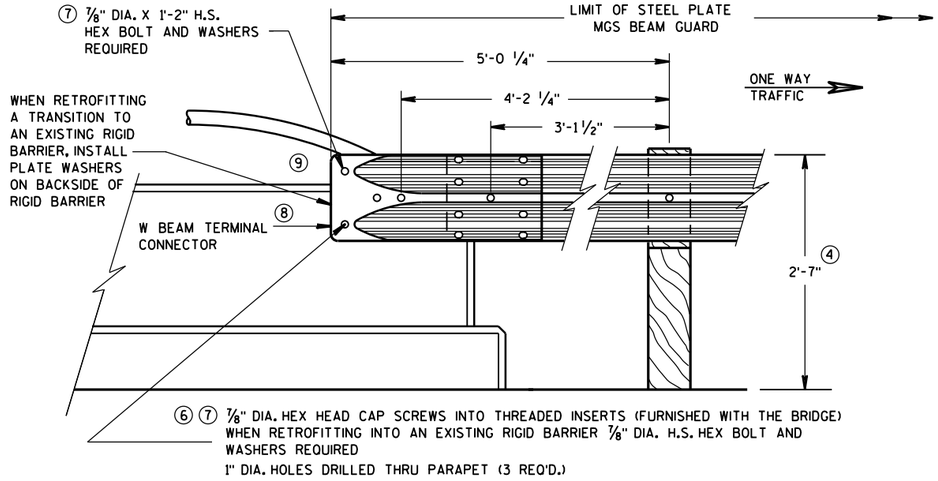
SECTION G-G



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

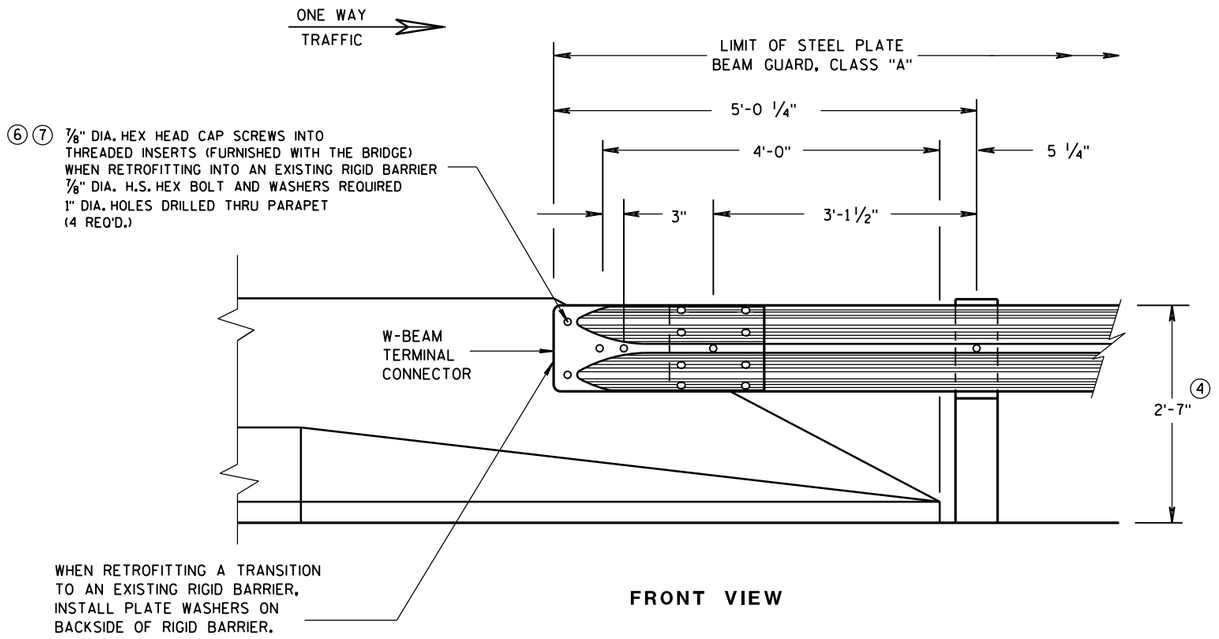
APPROVED
June, 2015 — DATE
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FHWA

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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)

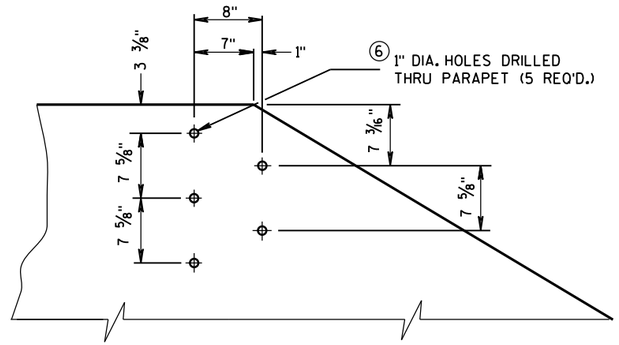
GENERAL NOTES

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

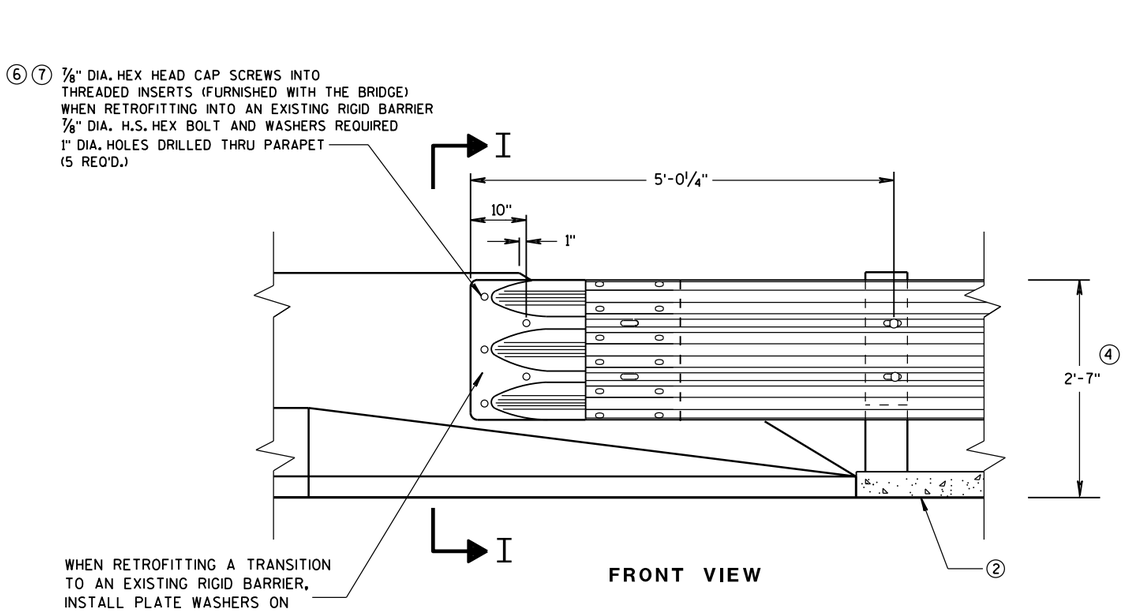
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

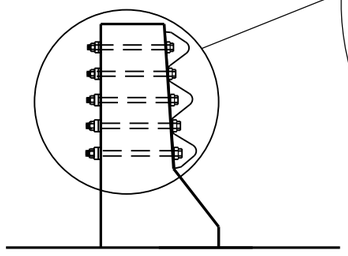
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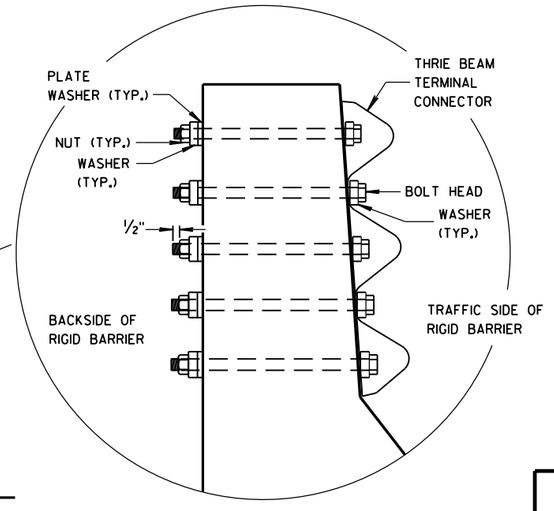
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

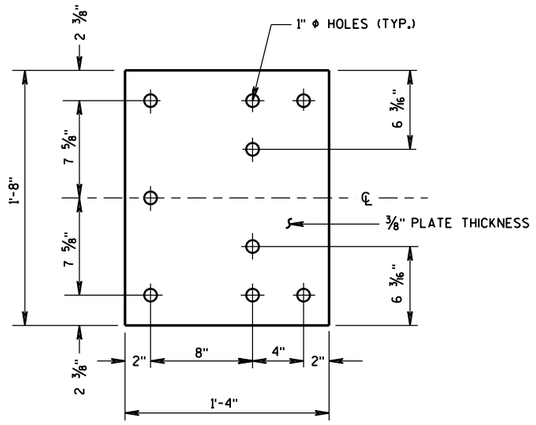
APPROVED
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FHWA

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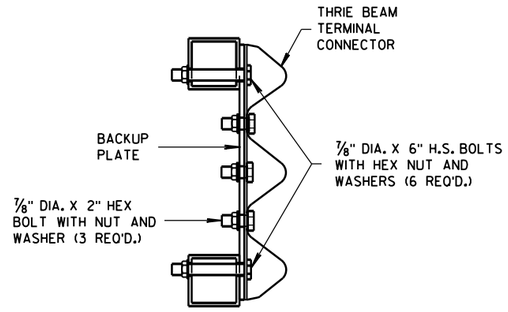
S.D.D. 14 B 45-4f

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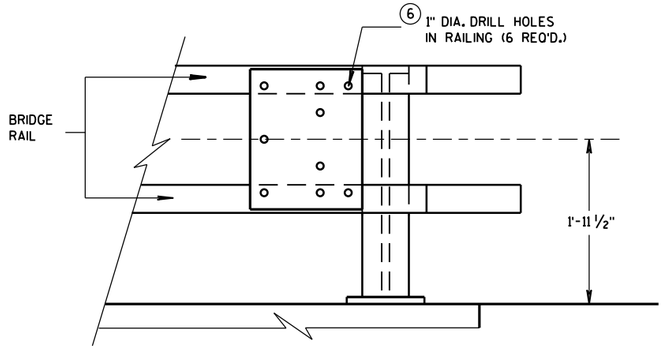
S.D.D. 14 B 45-4f



BACK-UP PLATE DETAIL



SECTION J-J

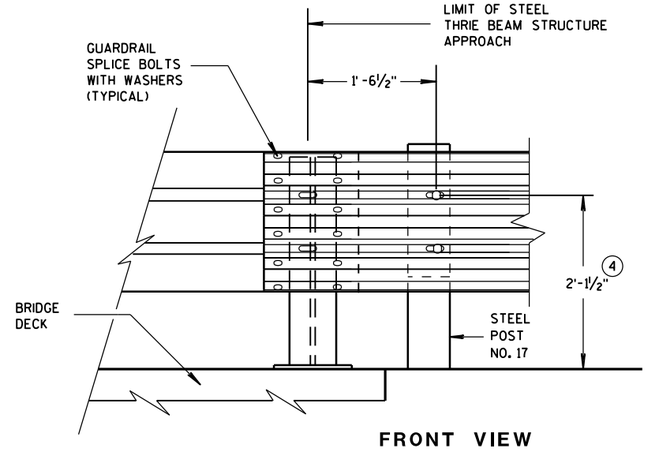


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

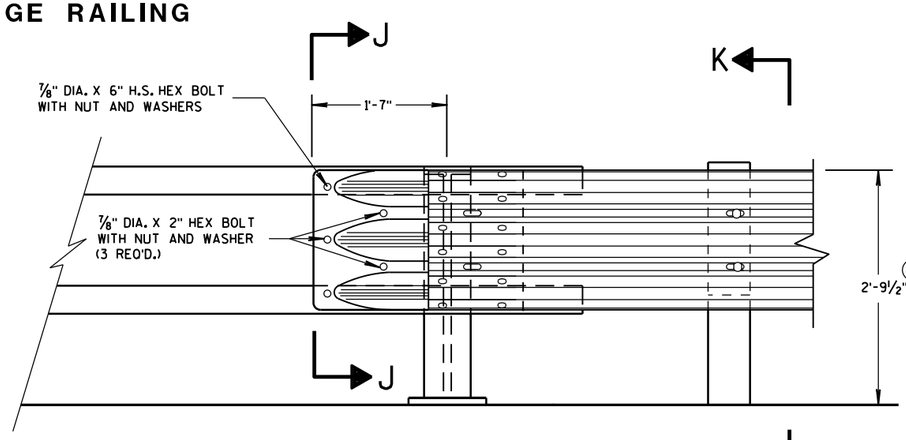
4 TOLERANCE FOR TOP OF BEAM IS ± 1".

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

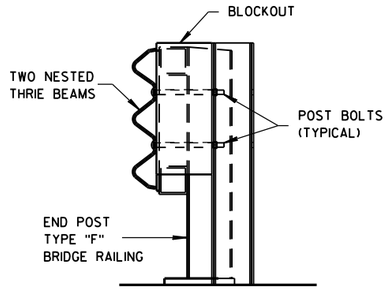


FRONT VIEW

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

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
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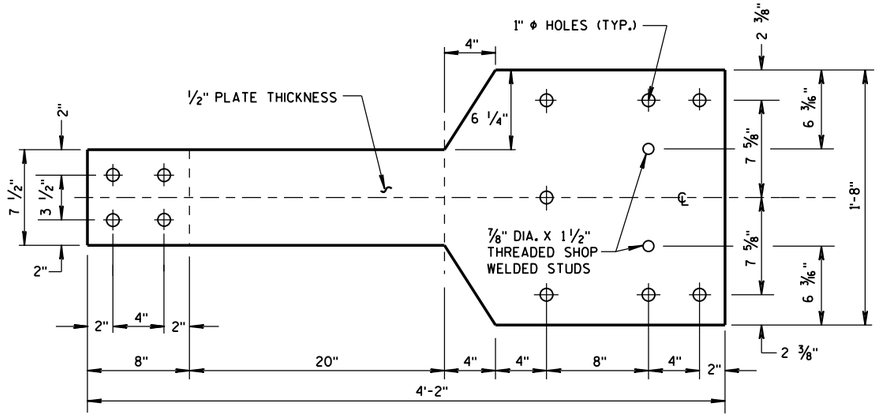
S.D.D. 14 B 45-4g

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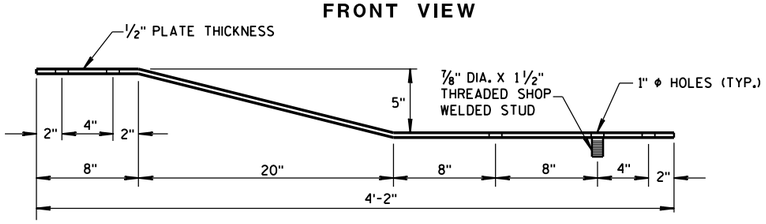
S.D.D. 14 B 45-4g

GENERAL NOTES

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

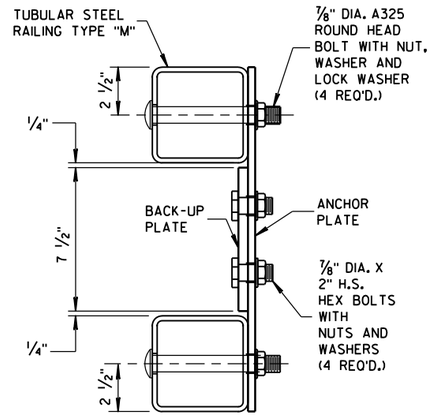


FRONT VIEW

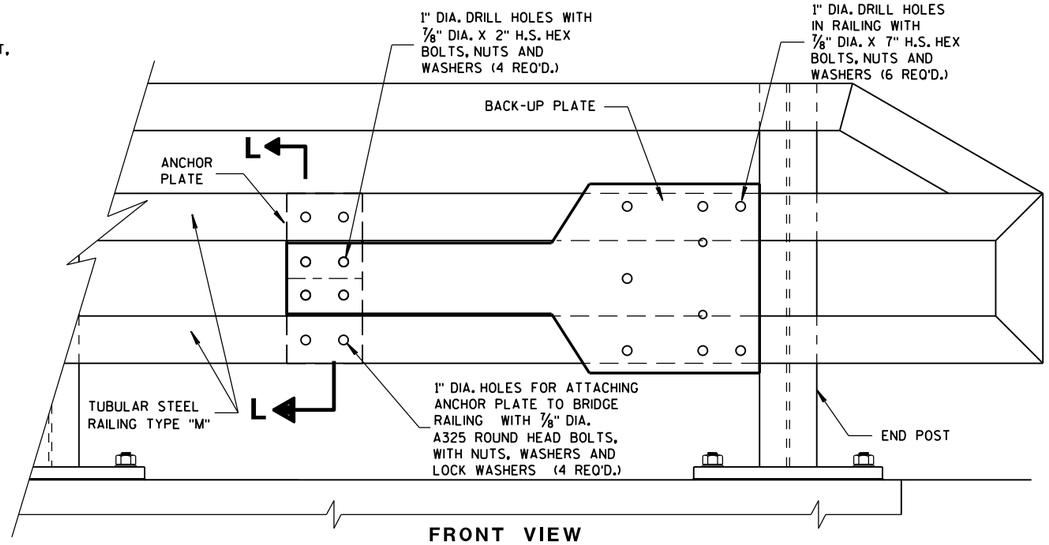


PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

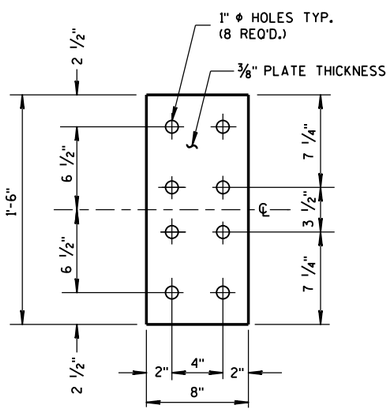


SECTION L-L



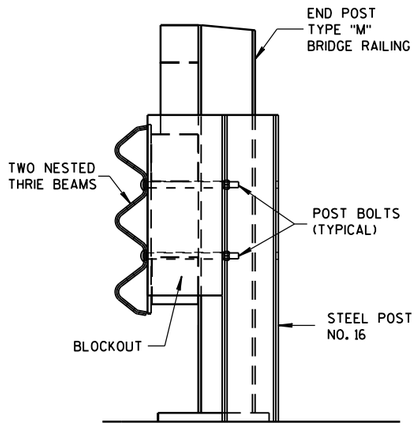
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"

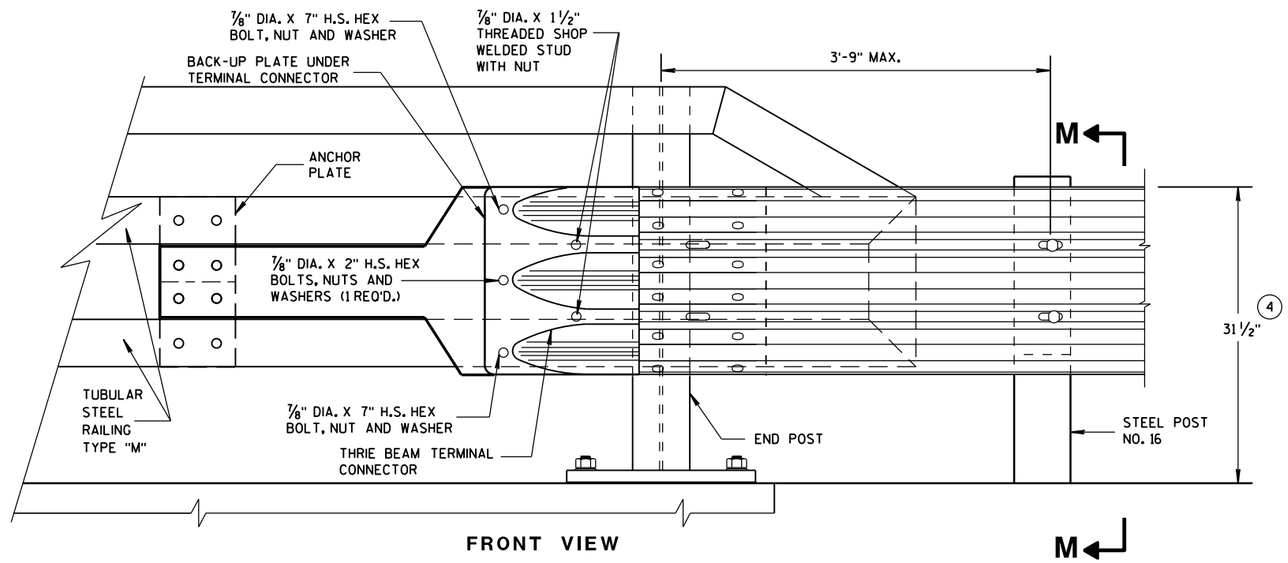


FRONT VIEW

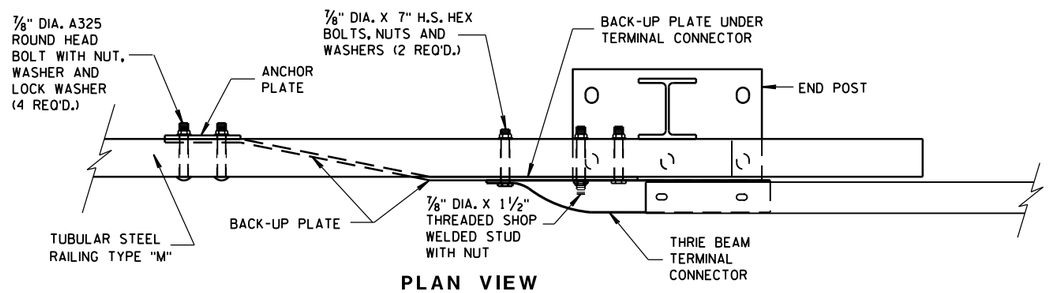
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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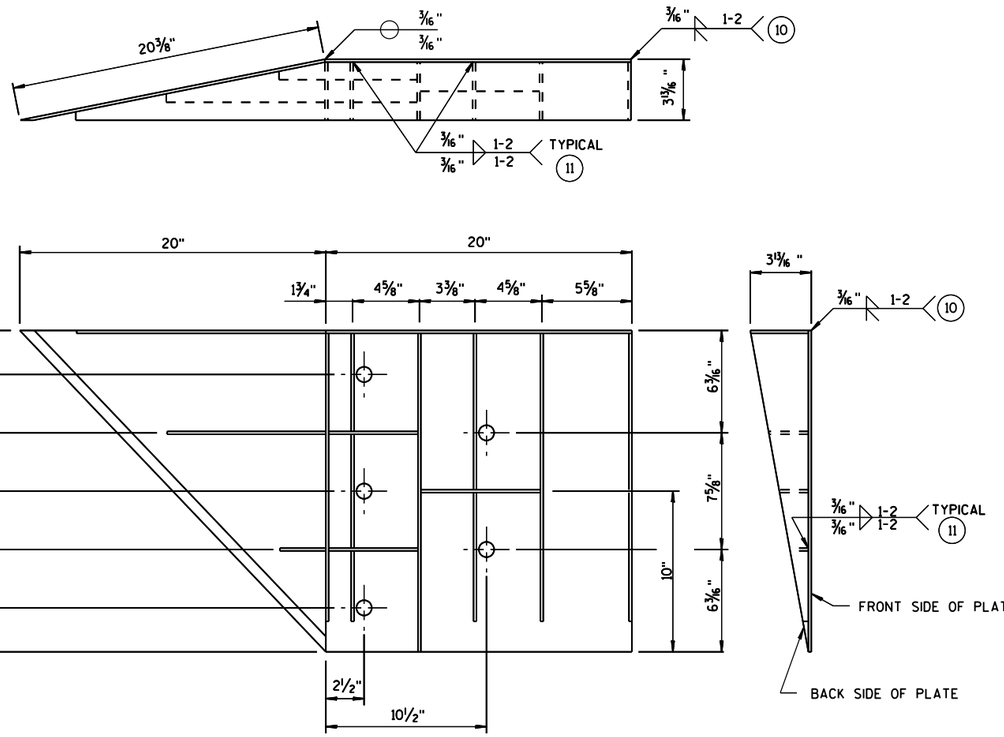
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S.D.D. 14 B 45-4h

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



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

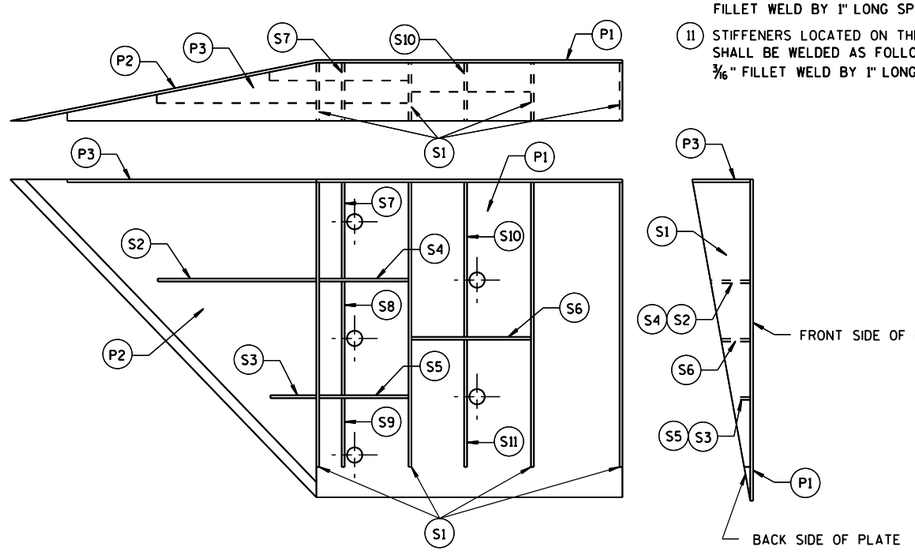


PLATE AND STIFFENER IDENTIFICATION

(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".

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

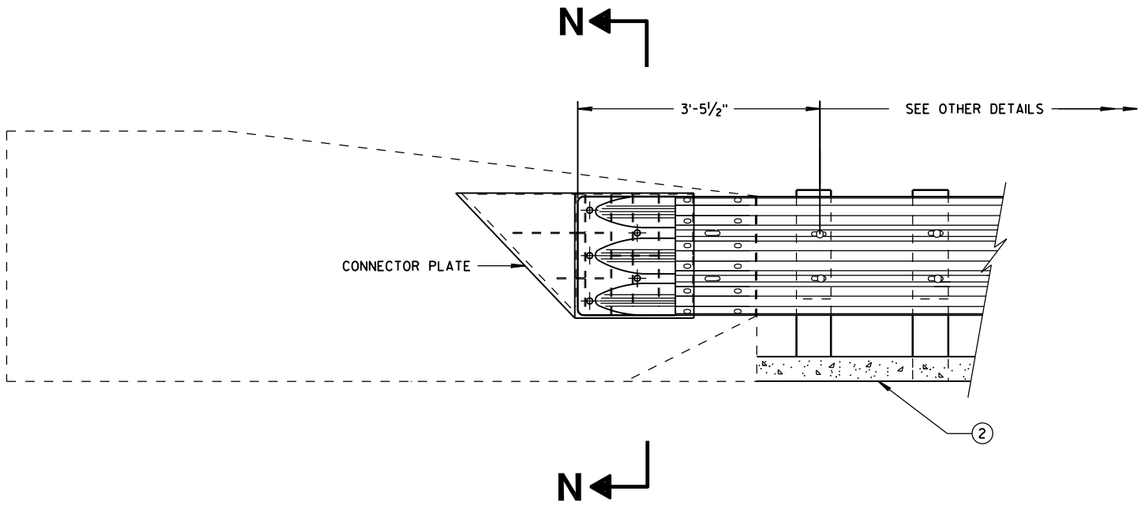
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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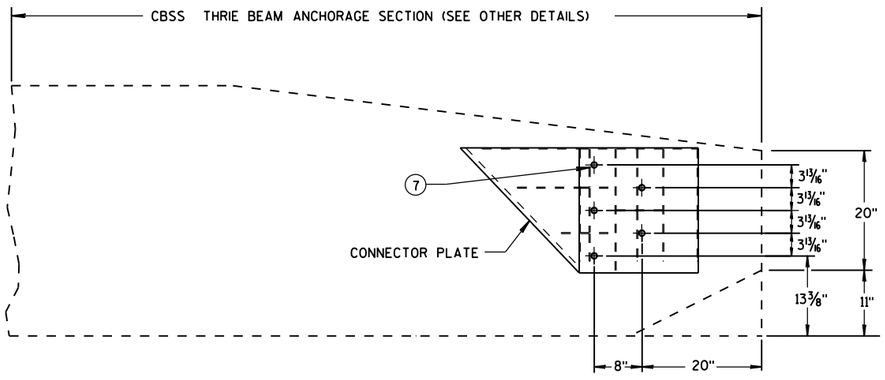
S.D.D. 14 B 45-4i

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



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



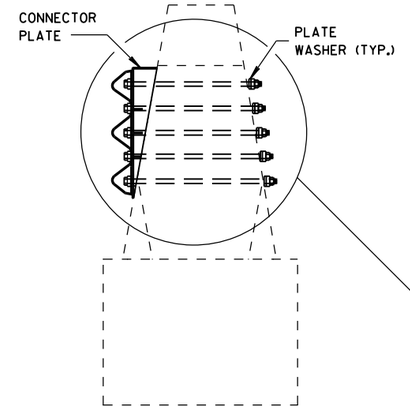
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

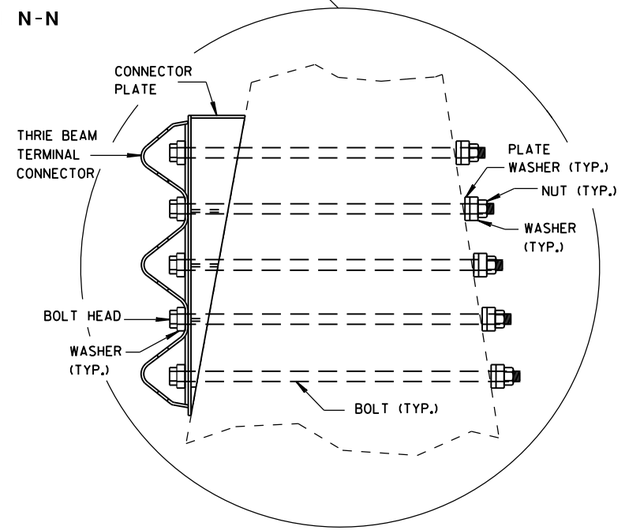
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

(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.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

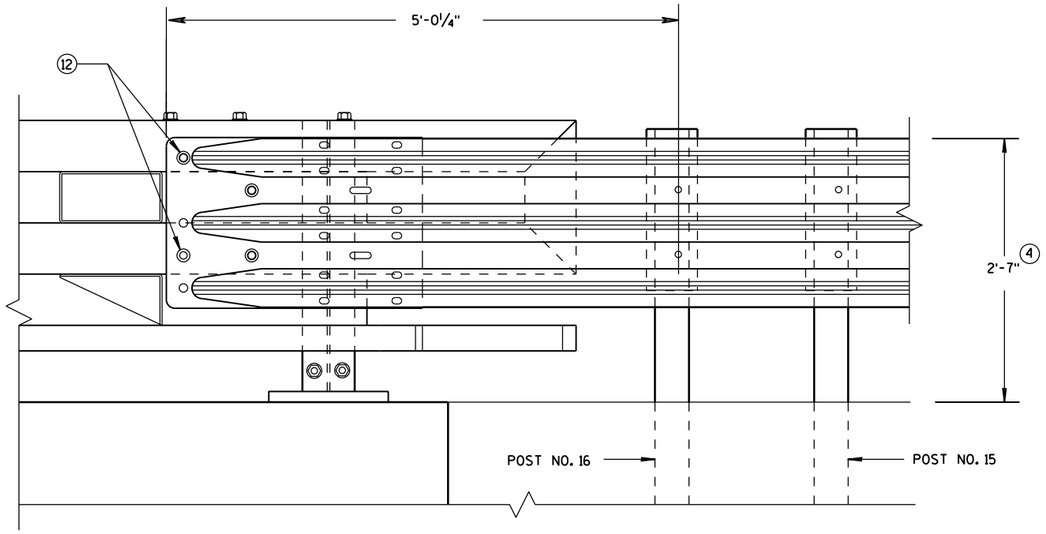
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zoga — ROADWAY STANDARDS DEVELOPMENT ENGINEER
561
NT
FHWA

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

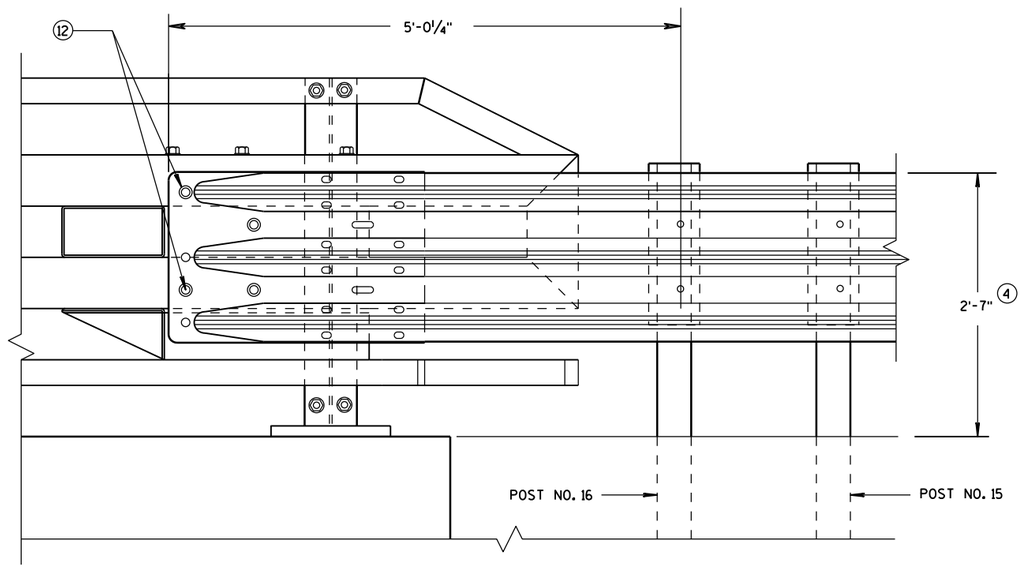
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S.D.D. 14 B 45-4j



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 ENGINEER

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NT

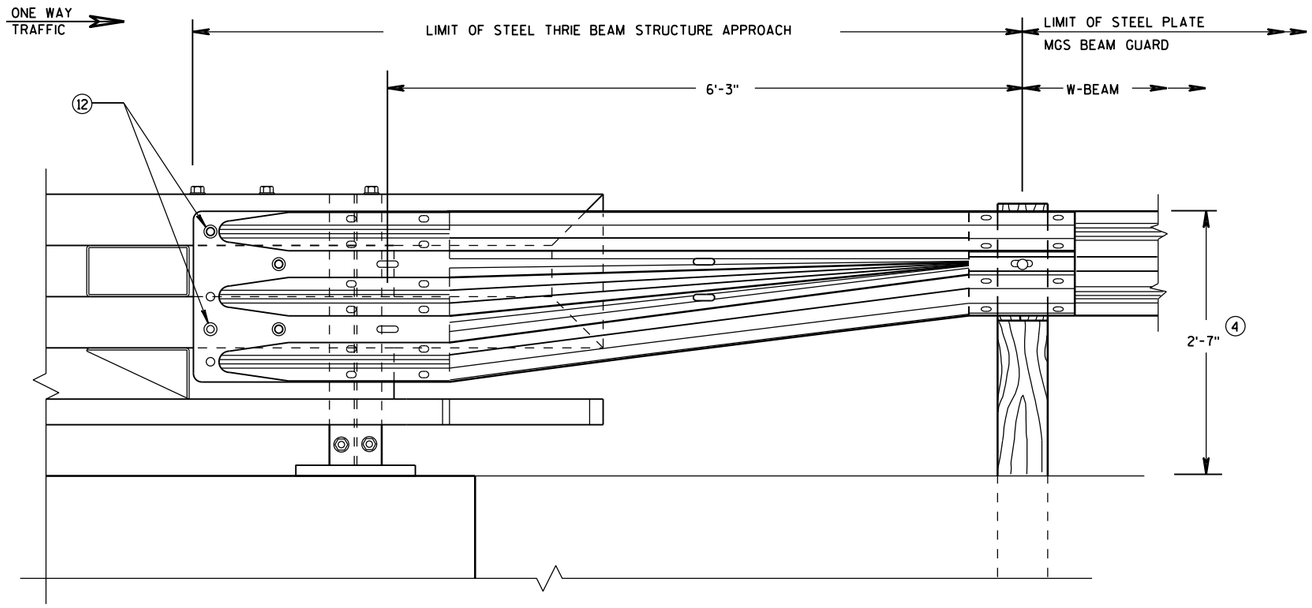
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S.D.D. 14 B 45-4k

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



FRONT VIEW

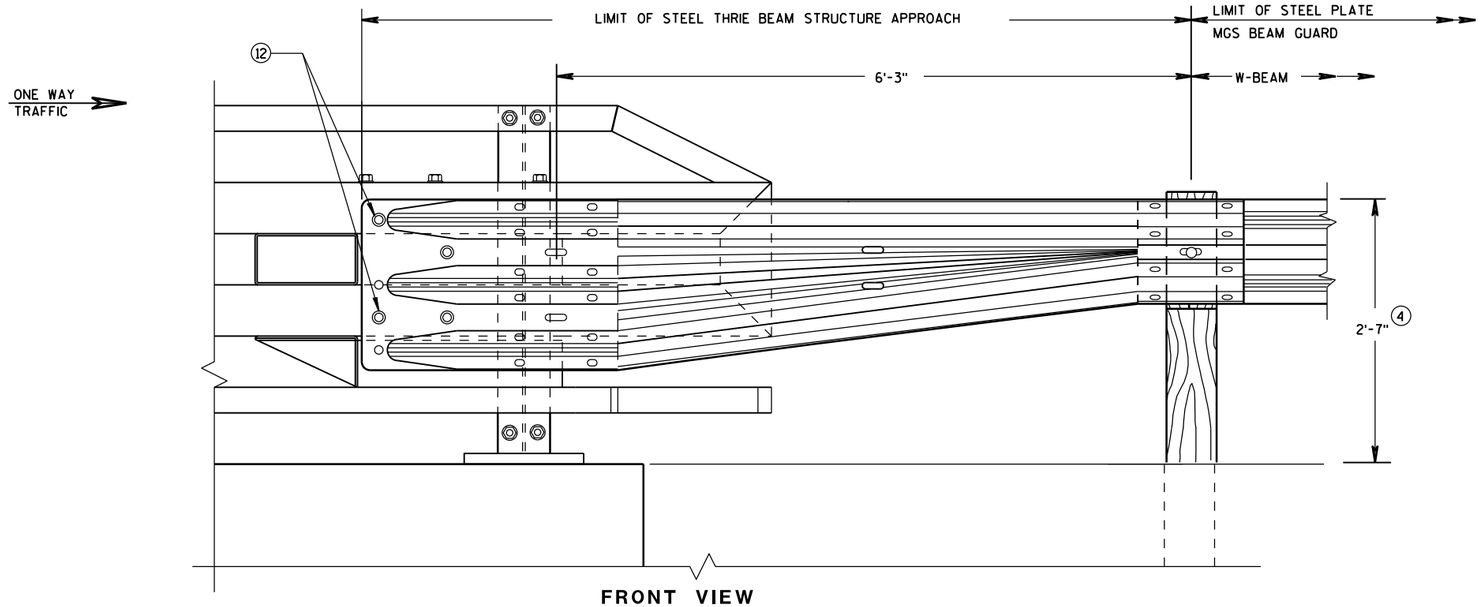
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(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

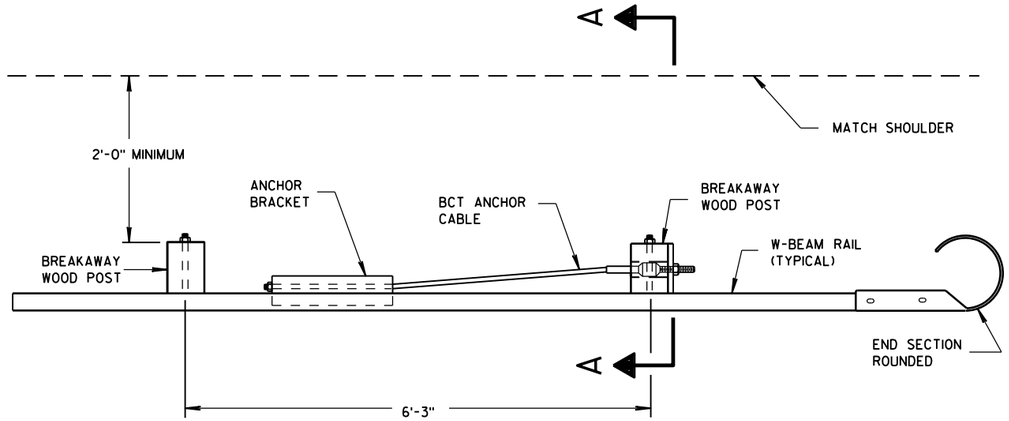
APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D 563 NT
ENGINEER
FHWA

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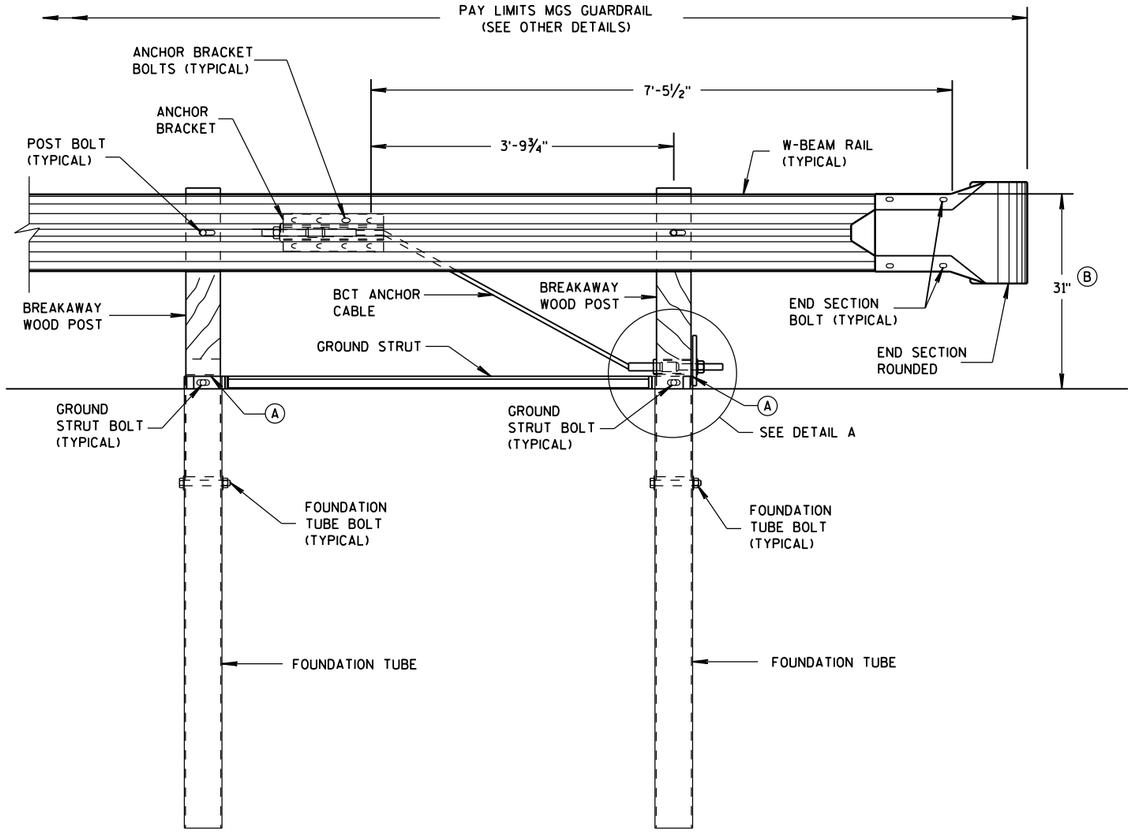
S.D.D. 14 B 45-4L

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

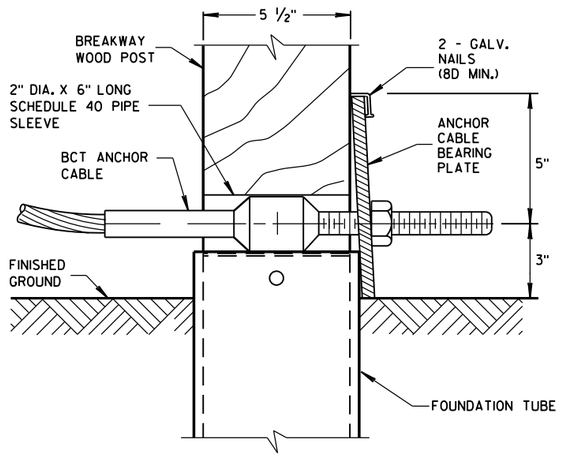


PLAN VIEW



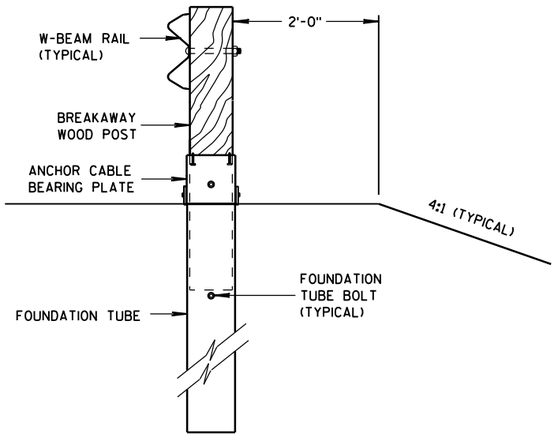
FRONT VIEW

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.

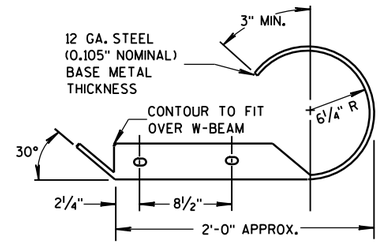
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

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.

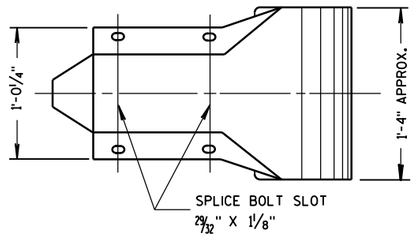
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

(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



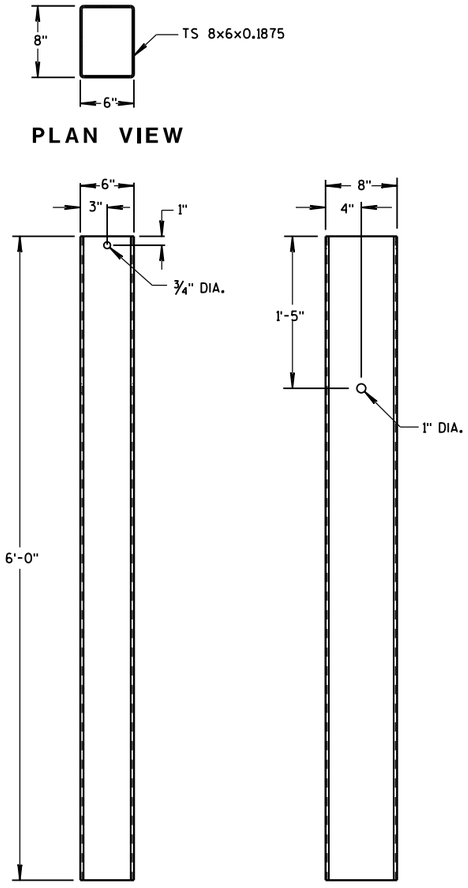
FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

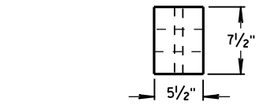
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S.D.D. 14 B 47-2a



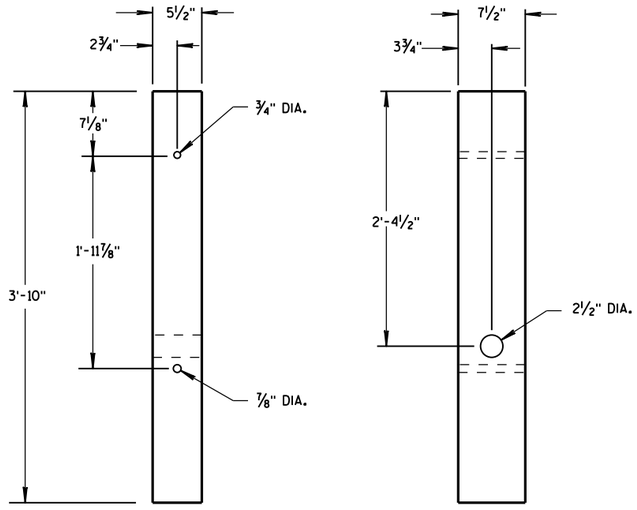
PLAN VIEW

FRONT VIEW SIDE VIEW

FOUNDATION TUBE



PLAN VIEW



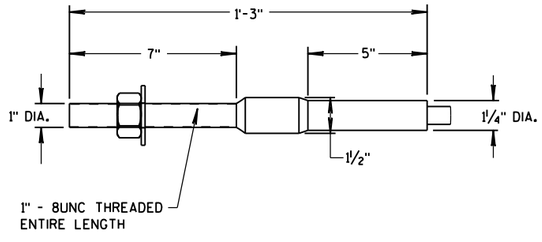
FRONT VIEW SIDE VIEW

BREAKAWAY WOOD POST

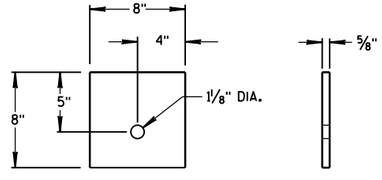
GENERAL NOTES

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

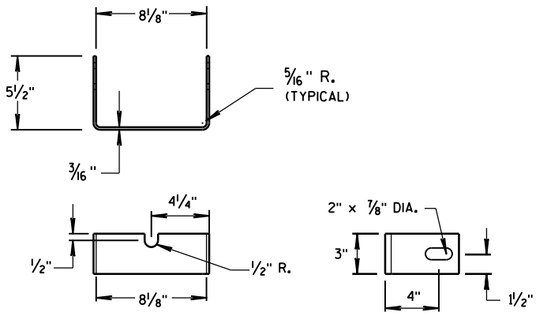
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

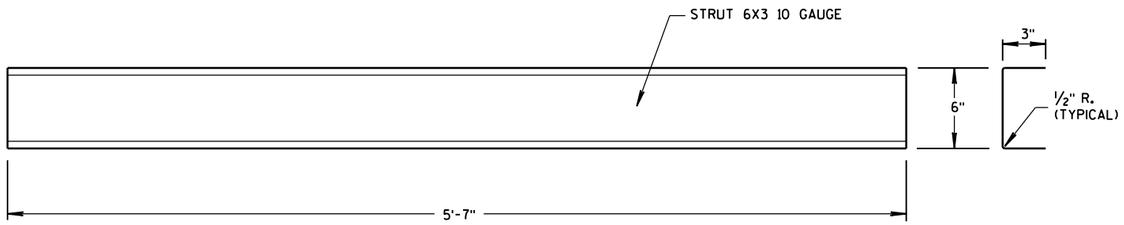
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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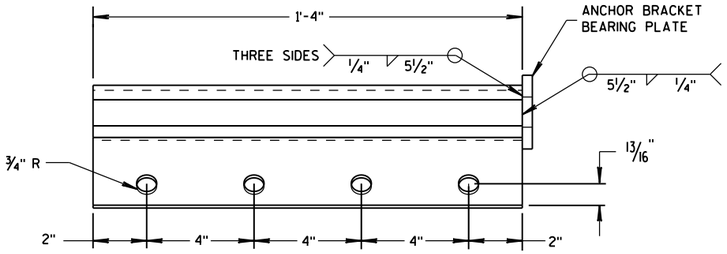
S.D.D. 14 B 47-2b

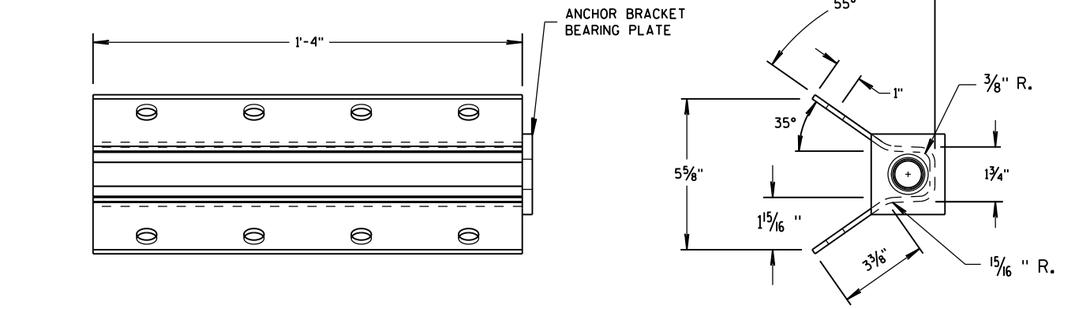


YOKE DETAIL

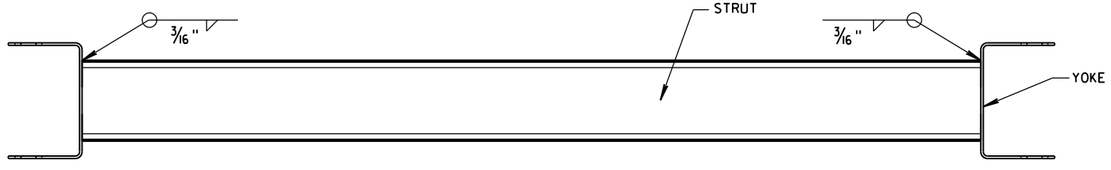


STRUT DETAIL

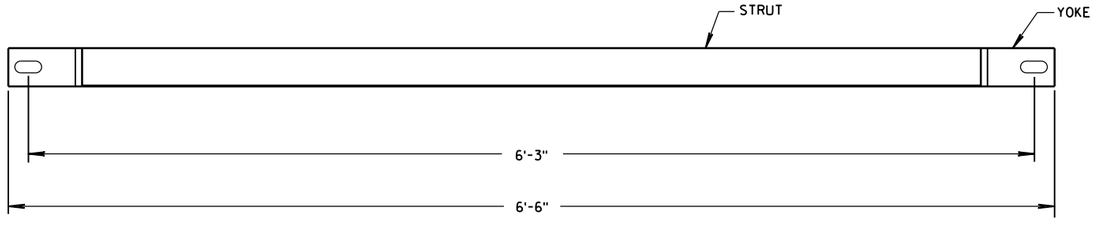




ANCHOR BRACKET

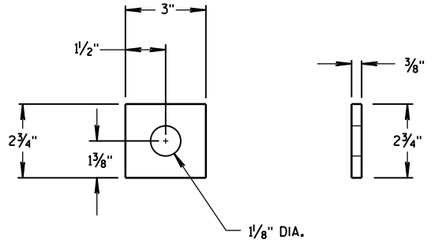


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

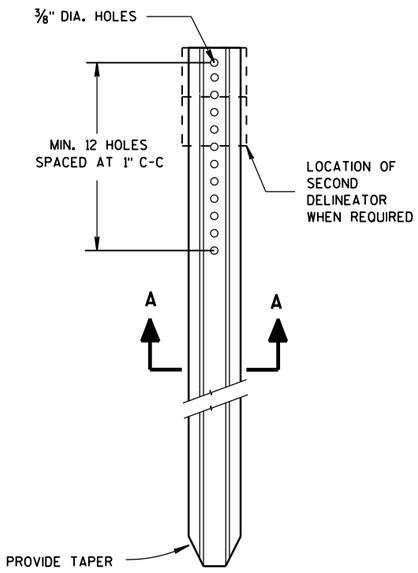
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

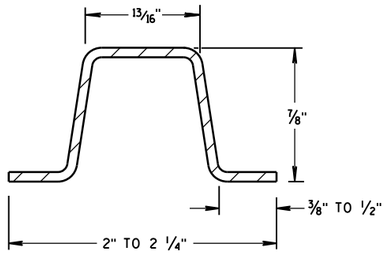
APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

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

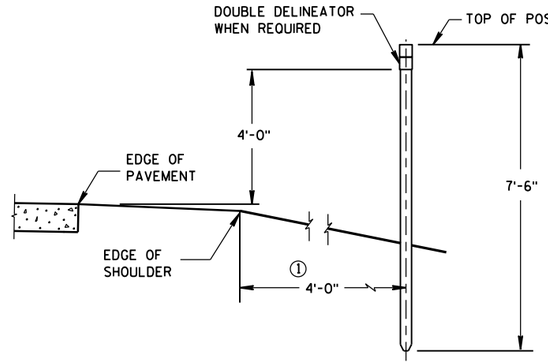


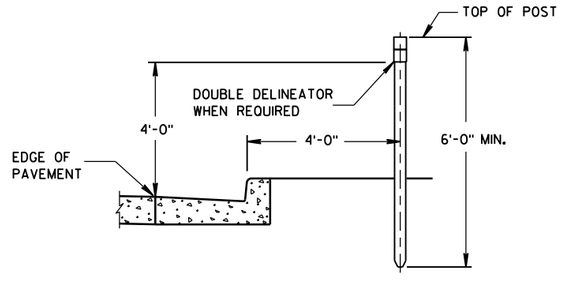
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



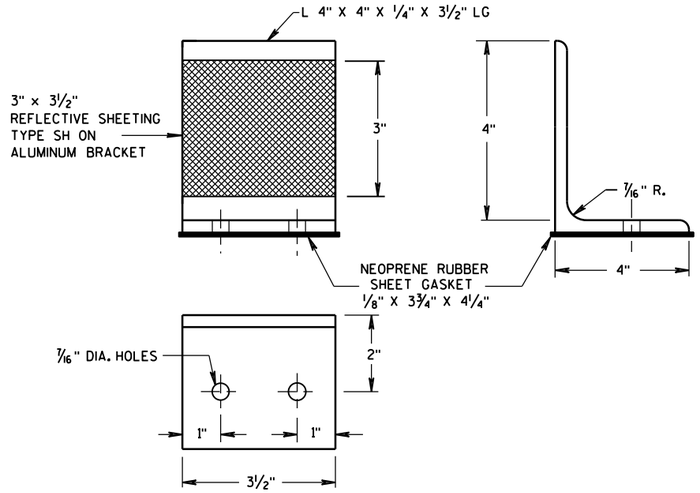


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

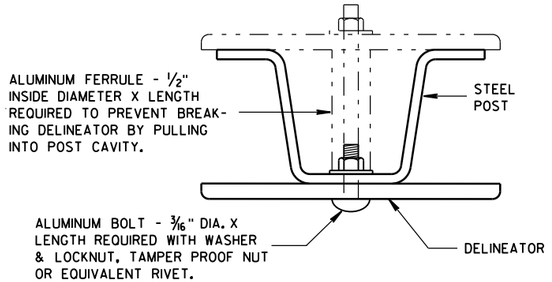
GENERAL NOTES

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

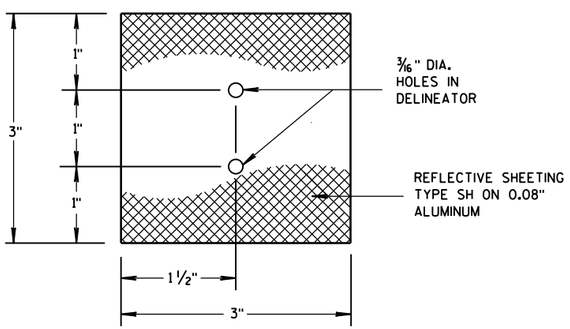
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



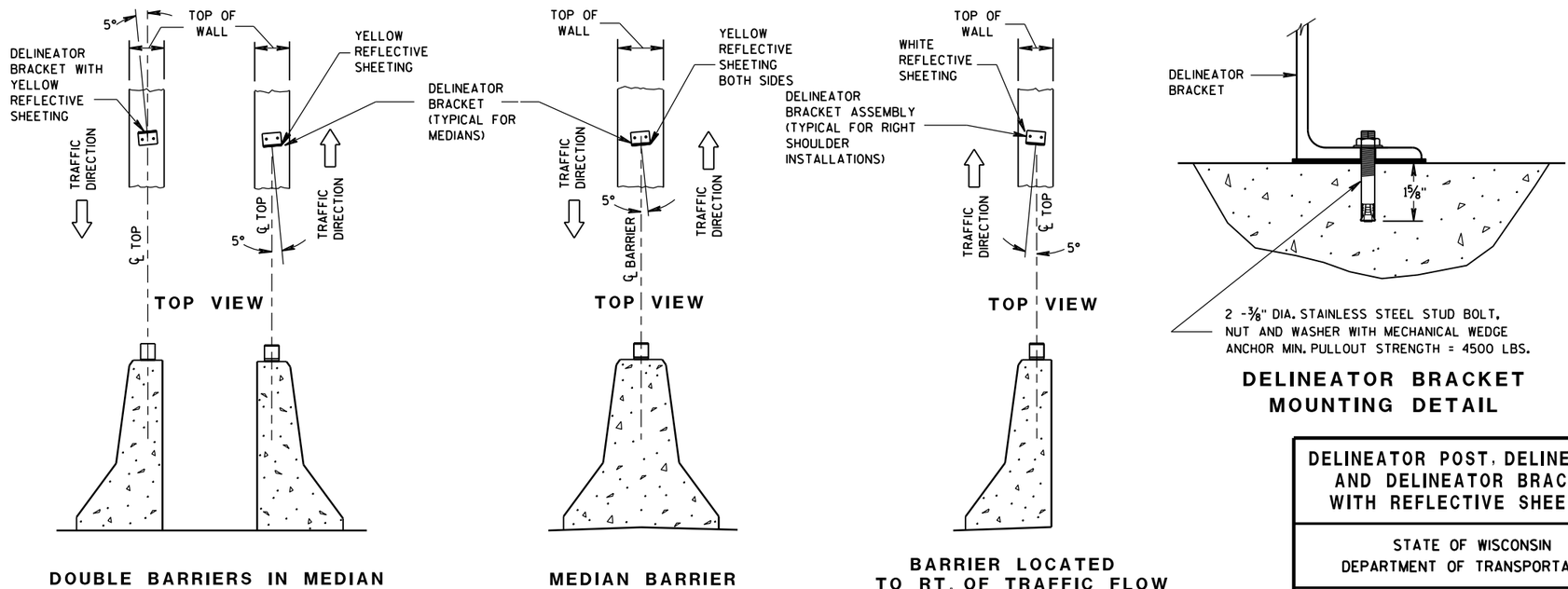
DELINEATOR BRACKET



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

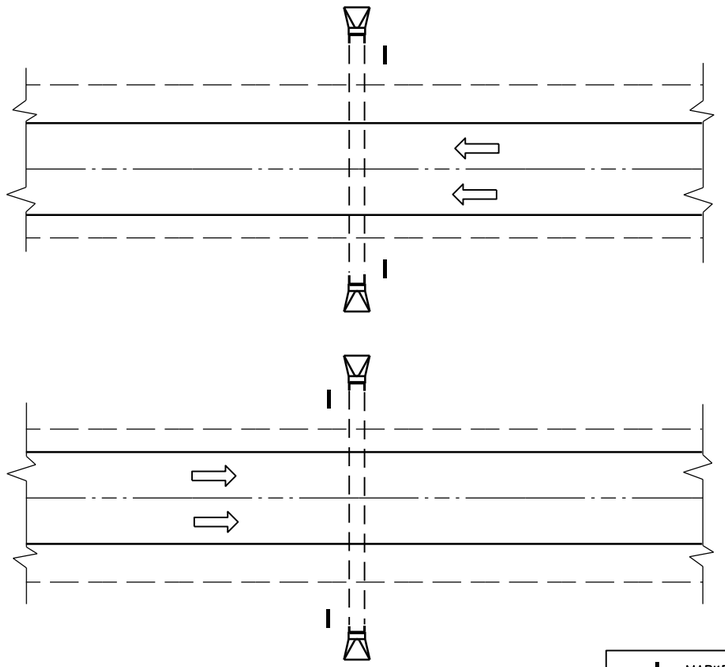
APPROVED
7/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

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S.D.D. 15 A 2-8

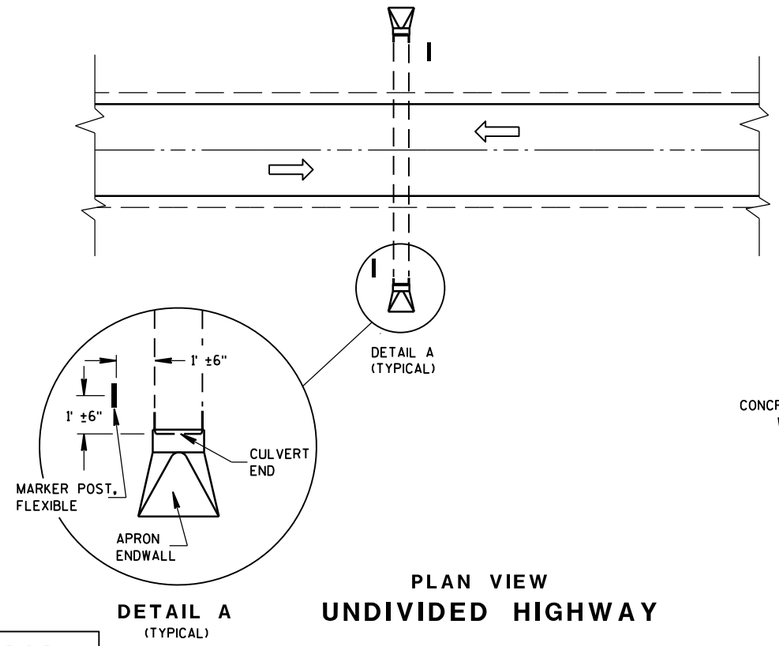
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S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

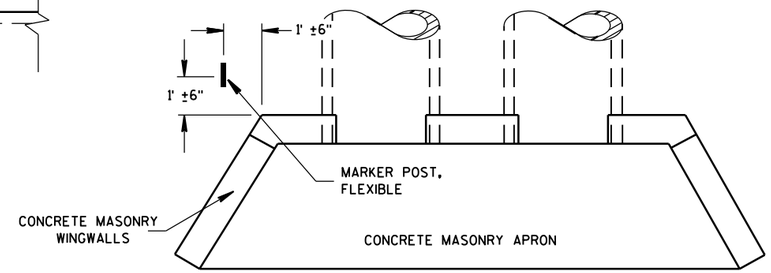
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

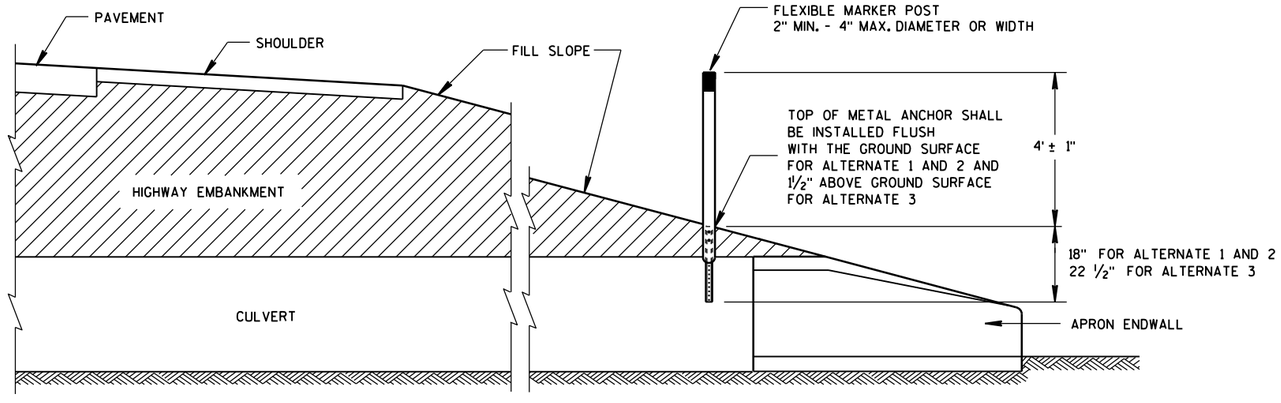
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

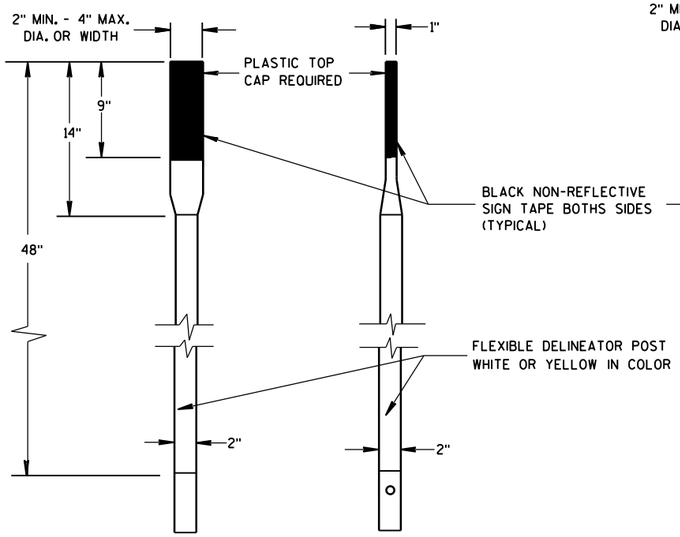
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

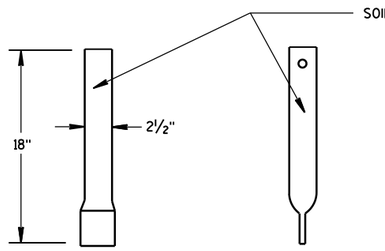
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S.D.D. 15 A 3-2a

6

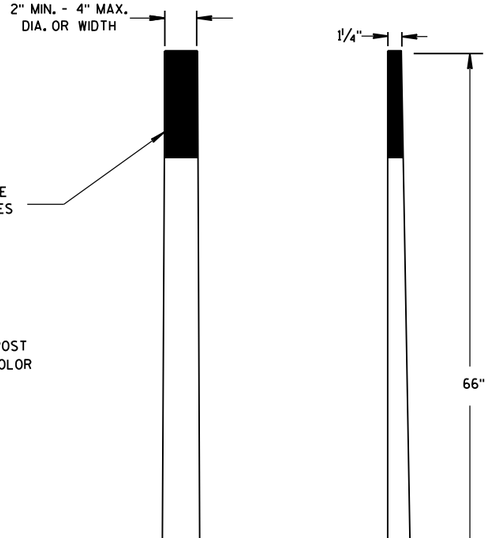
S.D.D. 15 A 3-2a





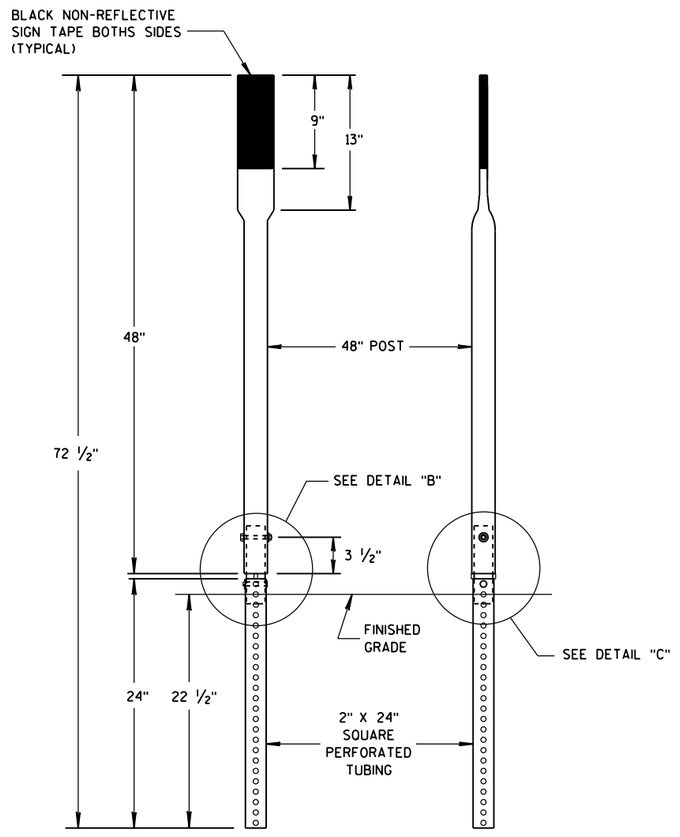
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

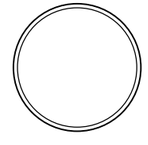
ALTERNATE 2



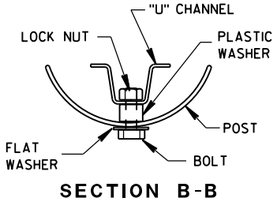
FRONT VIEW SIDE VIEW

ALTERNATE 3

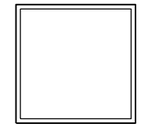
FLEXIBLE MARKER POSTS



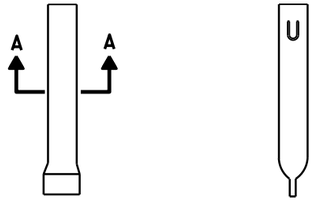
SECTION A-A



SECTION B-B

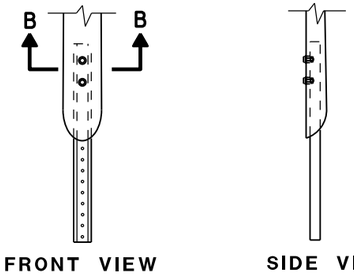


SECTION C-C



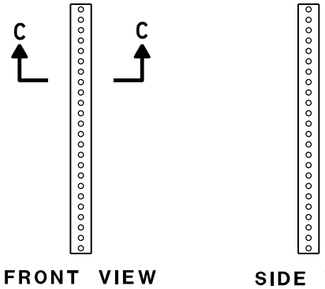
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

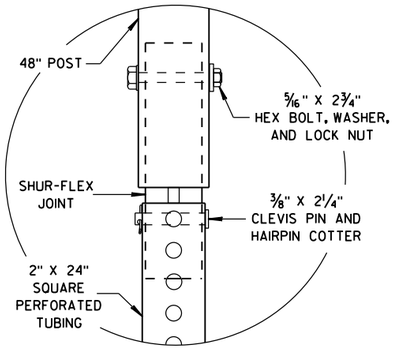
ALTERNATE 2



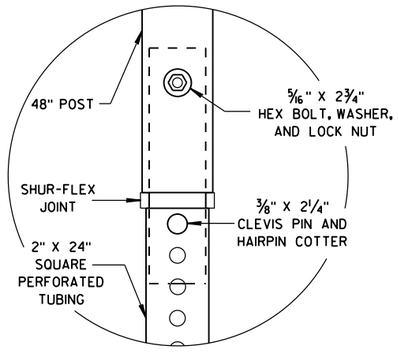
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

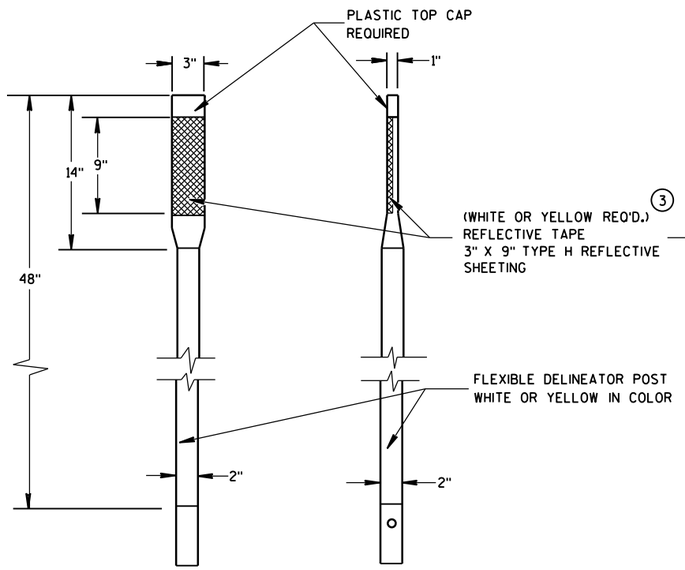
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

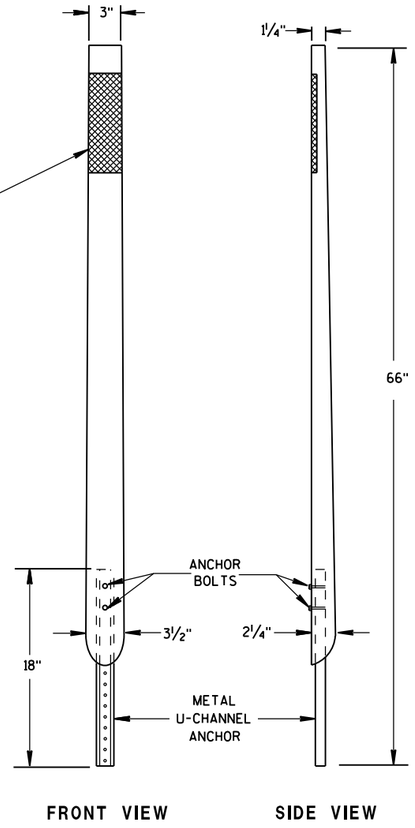
S.D.D. 15 A 3-2b

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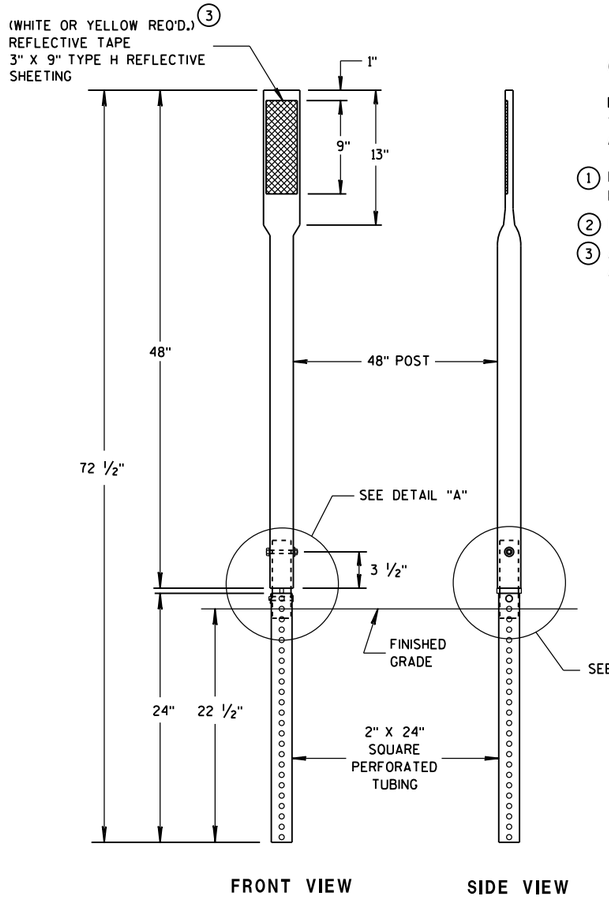
S.D.D. 15 A 3-2b



ALTERNATE 1



ALTERNATE 2



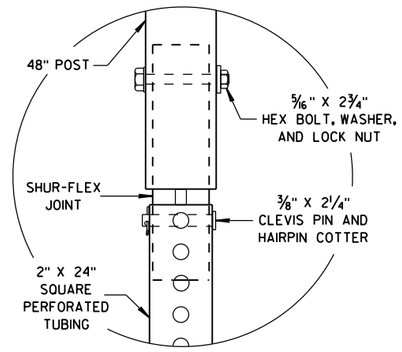
ALTERNATE 3

FLEXIBLE DELINEATOR POSTS

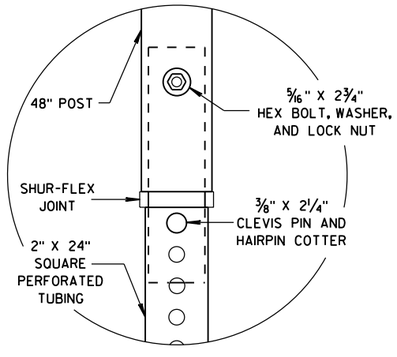
GENERAL NOTES

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

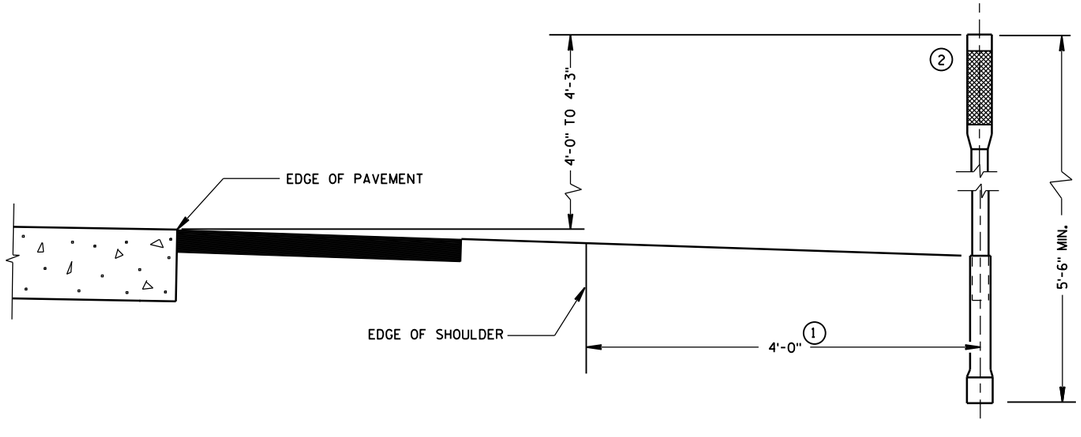
1. DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.
2. EITHER ALTERNATE NO. 1, NO. 2 OR NO. 3 MAY BE FURNISHED.
3. AS PER SECTION 637.2.2.2. OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

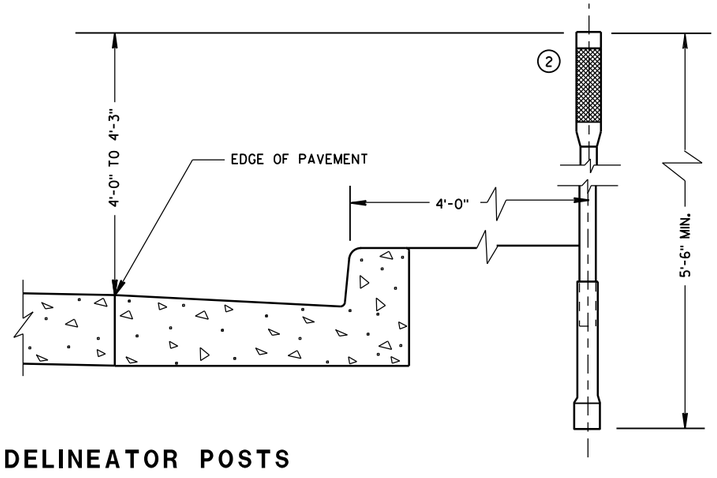


DETAIL A



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

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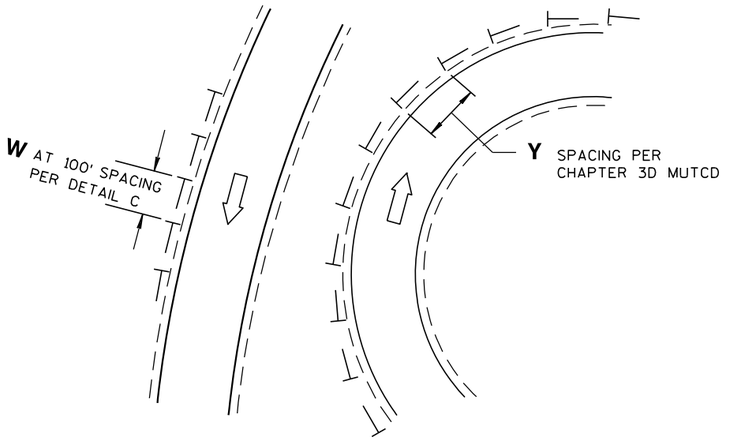
S.D.D. 15 A 4-2

6

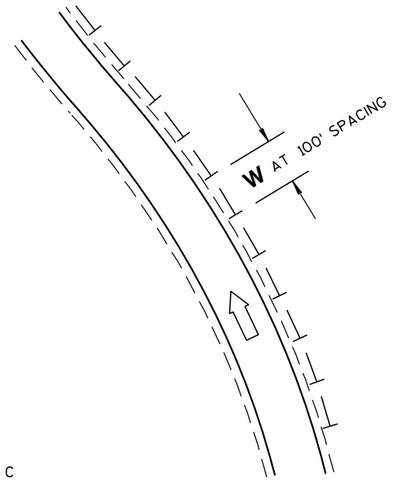
S.D.D. 15 A 4-2

GENERAL NOTES

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



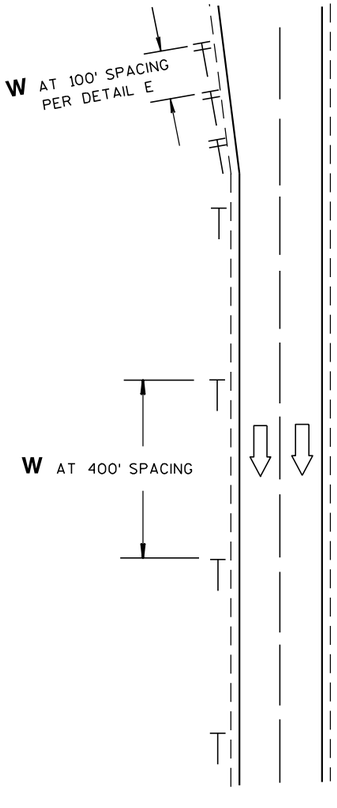
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



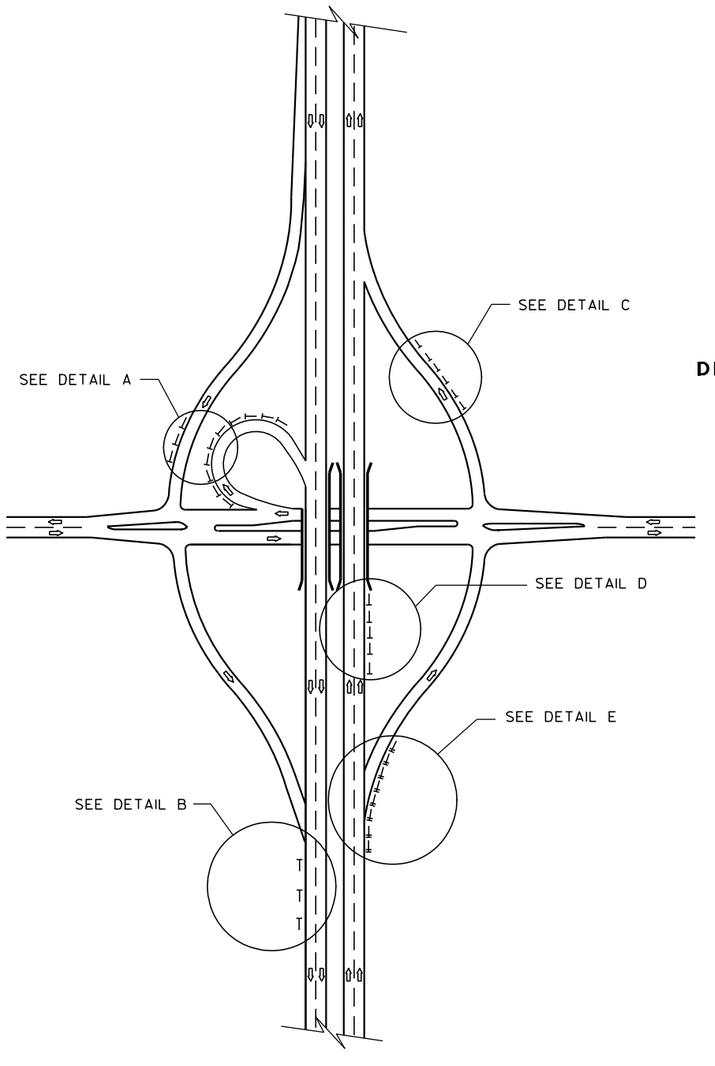
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

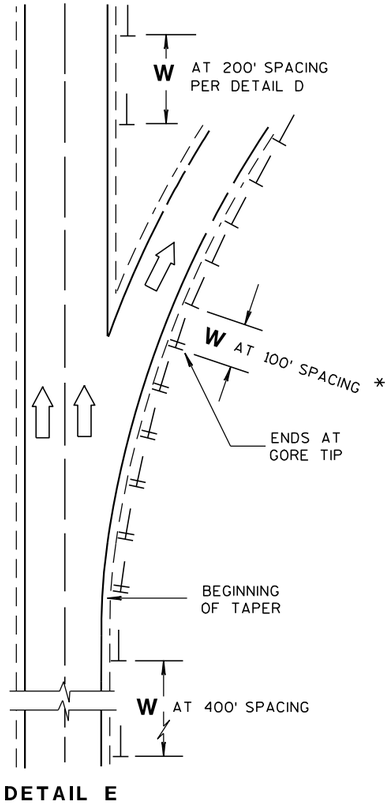
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



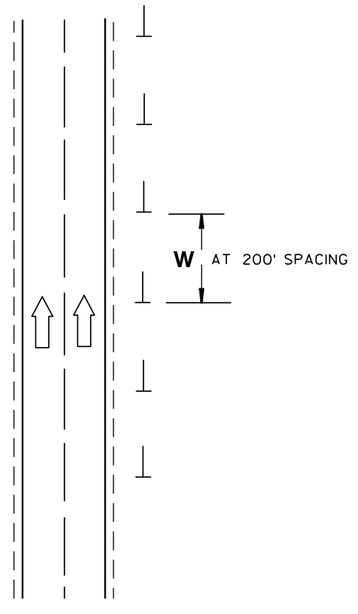
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



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

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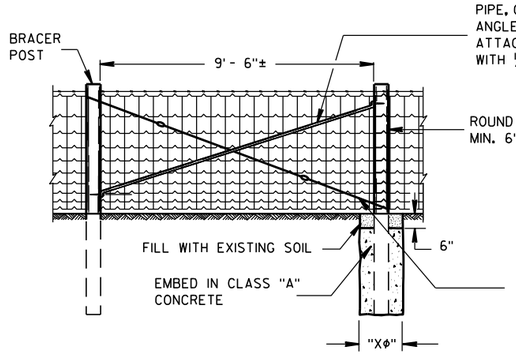
S.D.D. 15 A 6-2

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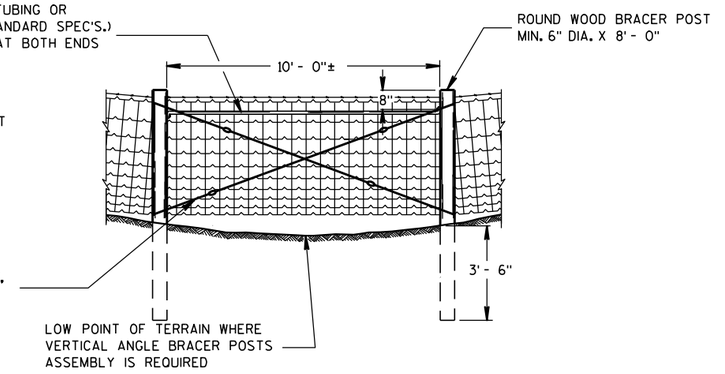
S.D.D. 15 A 6-2

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

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



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

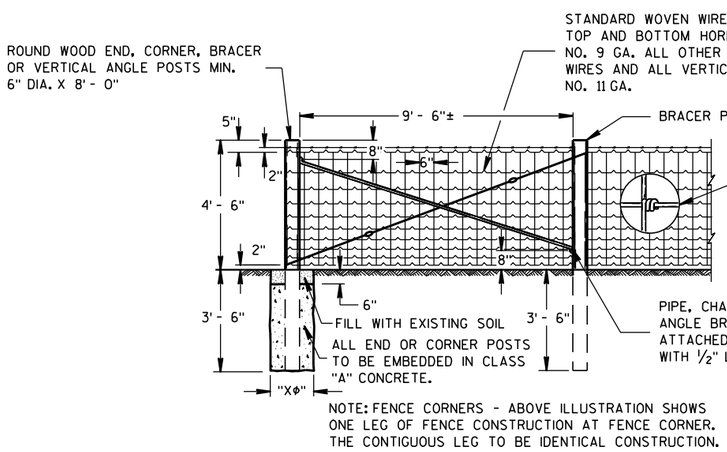
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

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

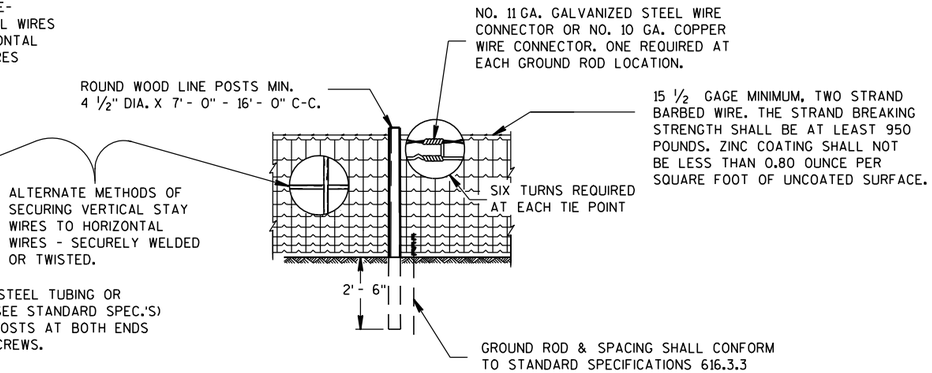
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED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

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



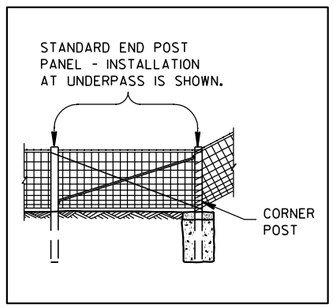
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

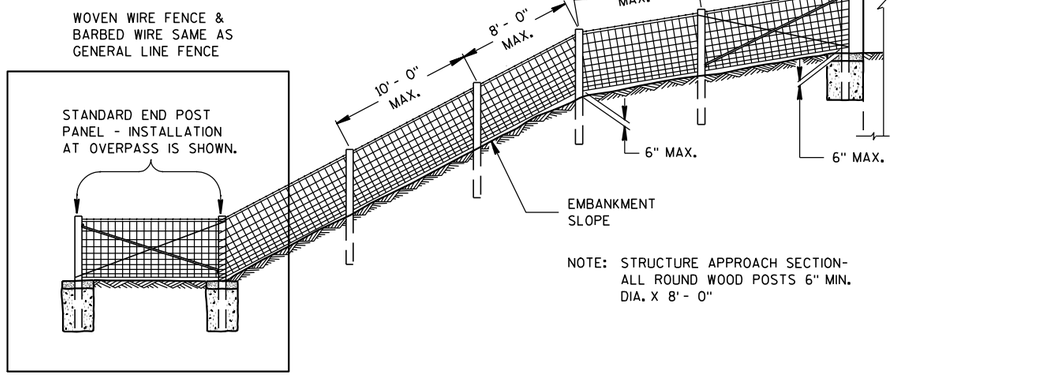


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



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

FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

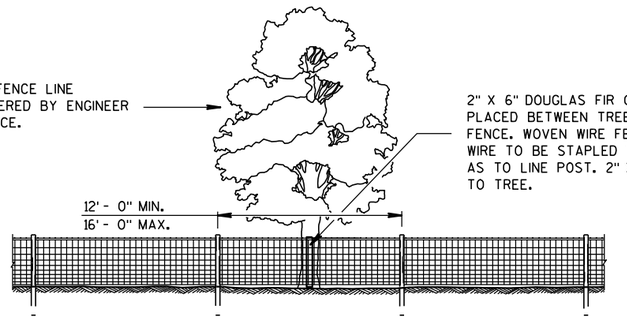
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

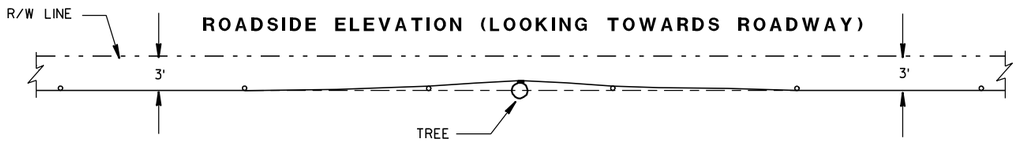
S.D.D. 15 B 1-8a

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

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

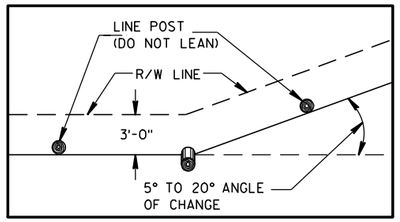


ROADSIDE ELEVATION (LOOKING TOWARDS ROADWAY)

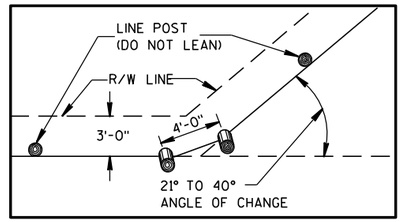


PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



PLAN VIEW
SINGLE POST CORNER

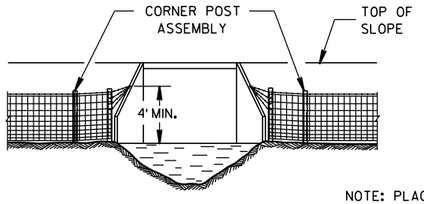


PLAN VIEW
DOUBLE POST CORNER

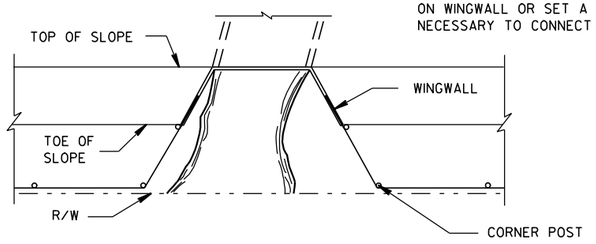
RIGHT OF WAY LINE CHANGE 40° AND LESS

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

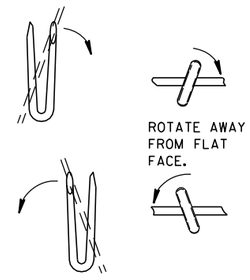
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



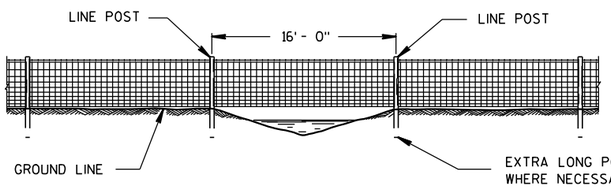
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



FENCE INSTALLATION TO WINGWALLS

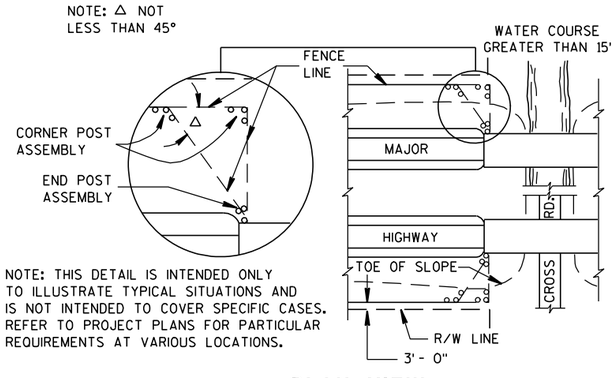


LINE POST



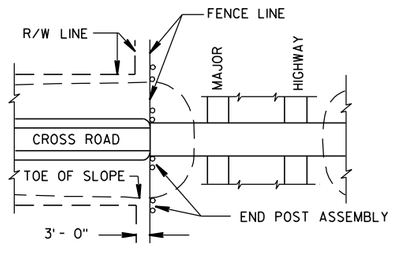
FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH

NOTE: △ NOT LESS THAN 45°



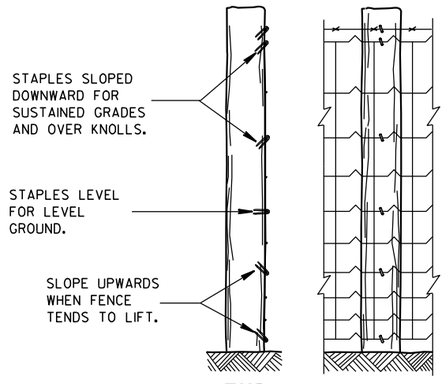
NOTE: THIS DETAIL IS INTENDED ONLY TO ILLUSTRATE TYPICAL SITUATIONS AND IS NOT INTENDED TO COVER SPECIFIC CASES. REFER TO PROJECT PLANS FOR PARTICULAR REQUIREMENTS AT VARIOUS LOCATIONS.

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



PLAN VIEW
MAJOR HIGHWAY UNDERPASS

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



END ELEVATION

FARM SIDE ELEVATION

FENCE MOUNTING DETAIL

FENCE LOCATION AT STRUCTURES

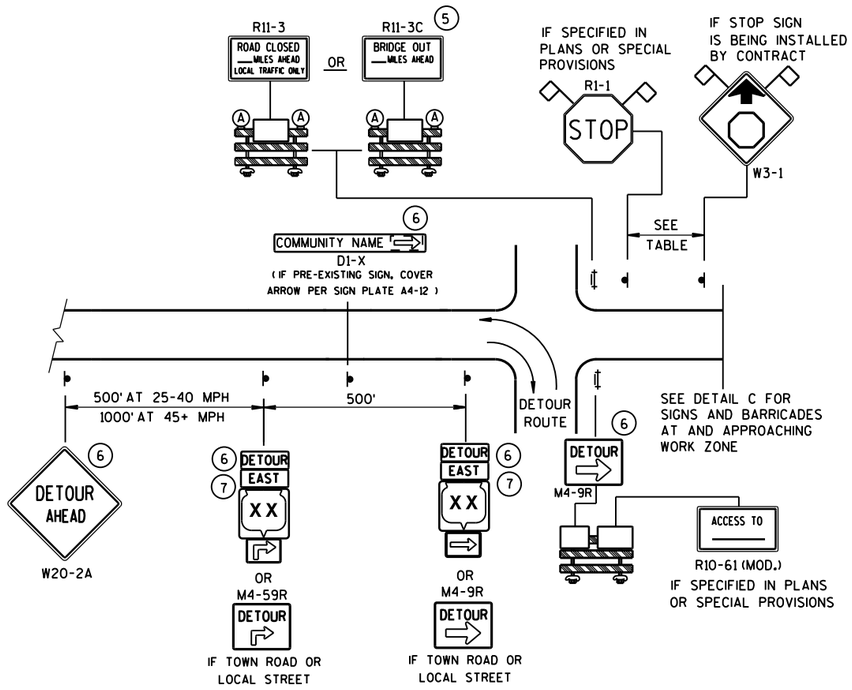
FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible]573 [illegible]ENT
ENGINEER
FHWA

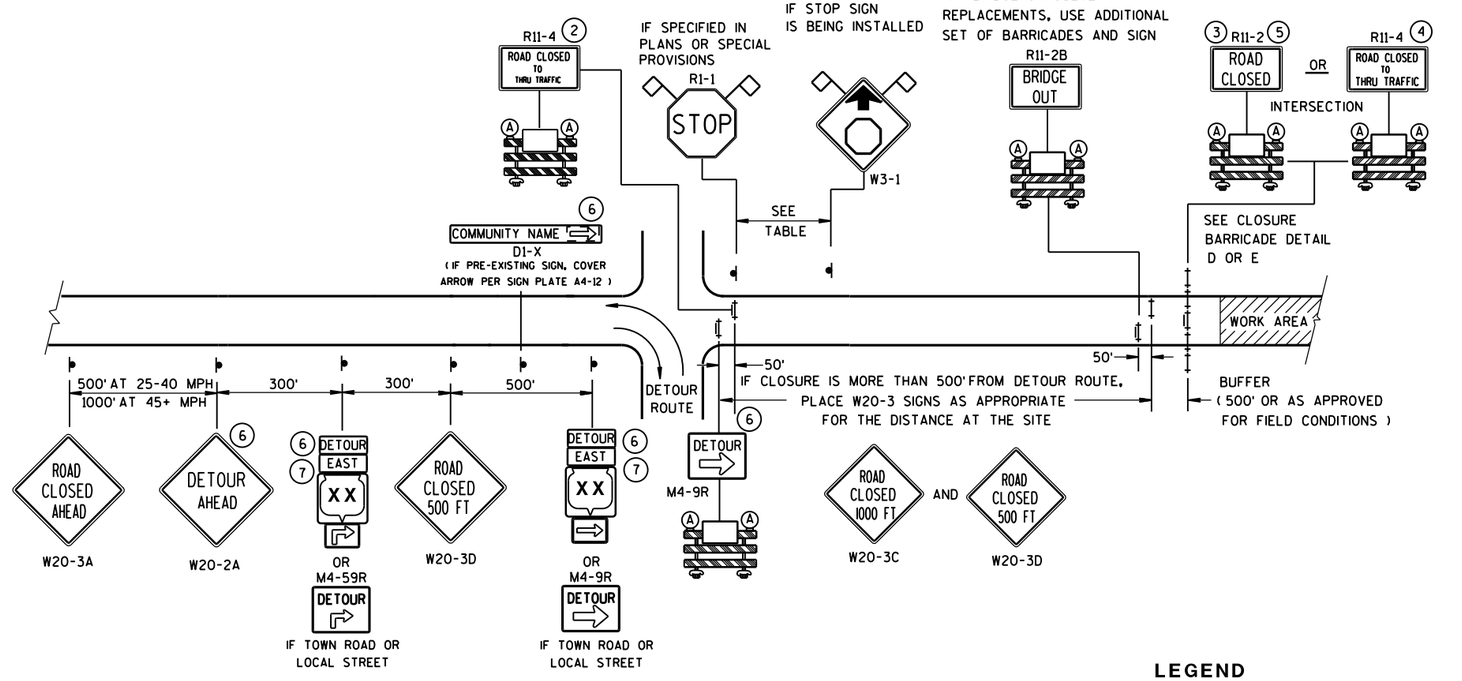
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S.D.D. 15 B 1-8b



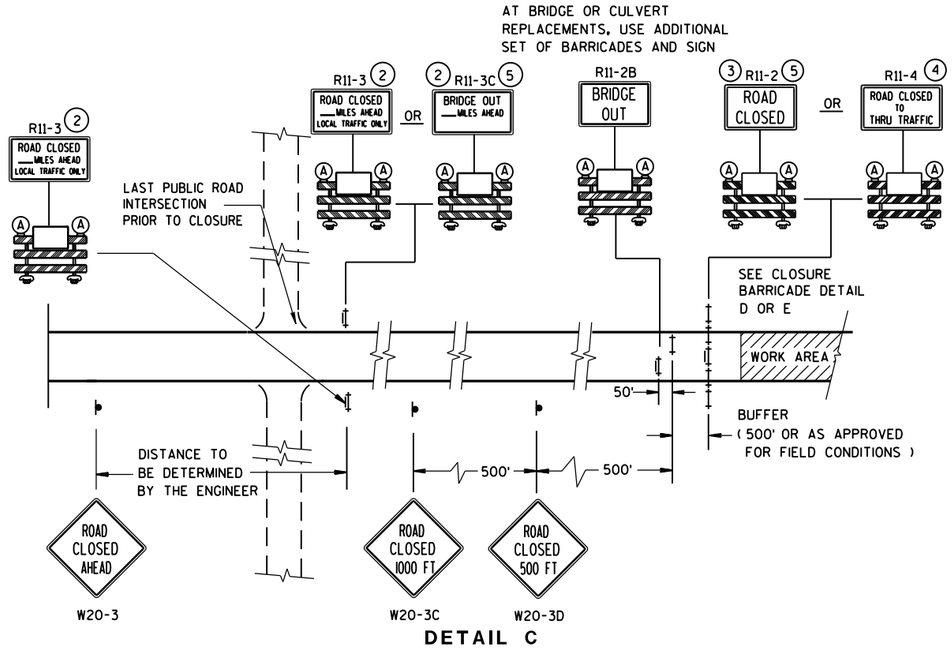
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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)

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

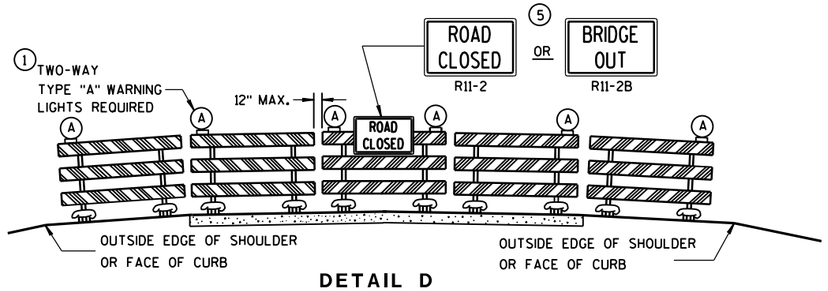
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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S.D.D. 15 C 2-6a

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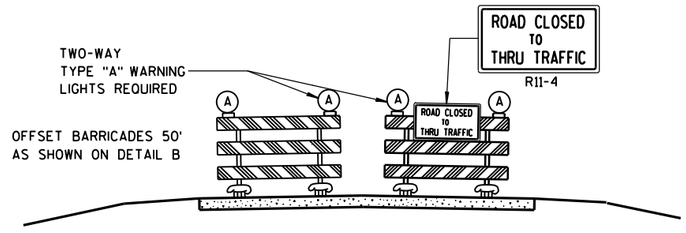
S.D.D. 15 C 2-6a



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

Sept. 2015
DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO 575 FIC
SAFETY ENGI

FHWA

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.

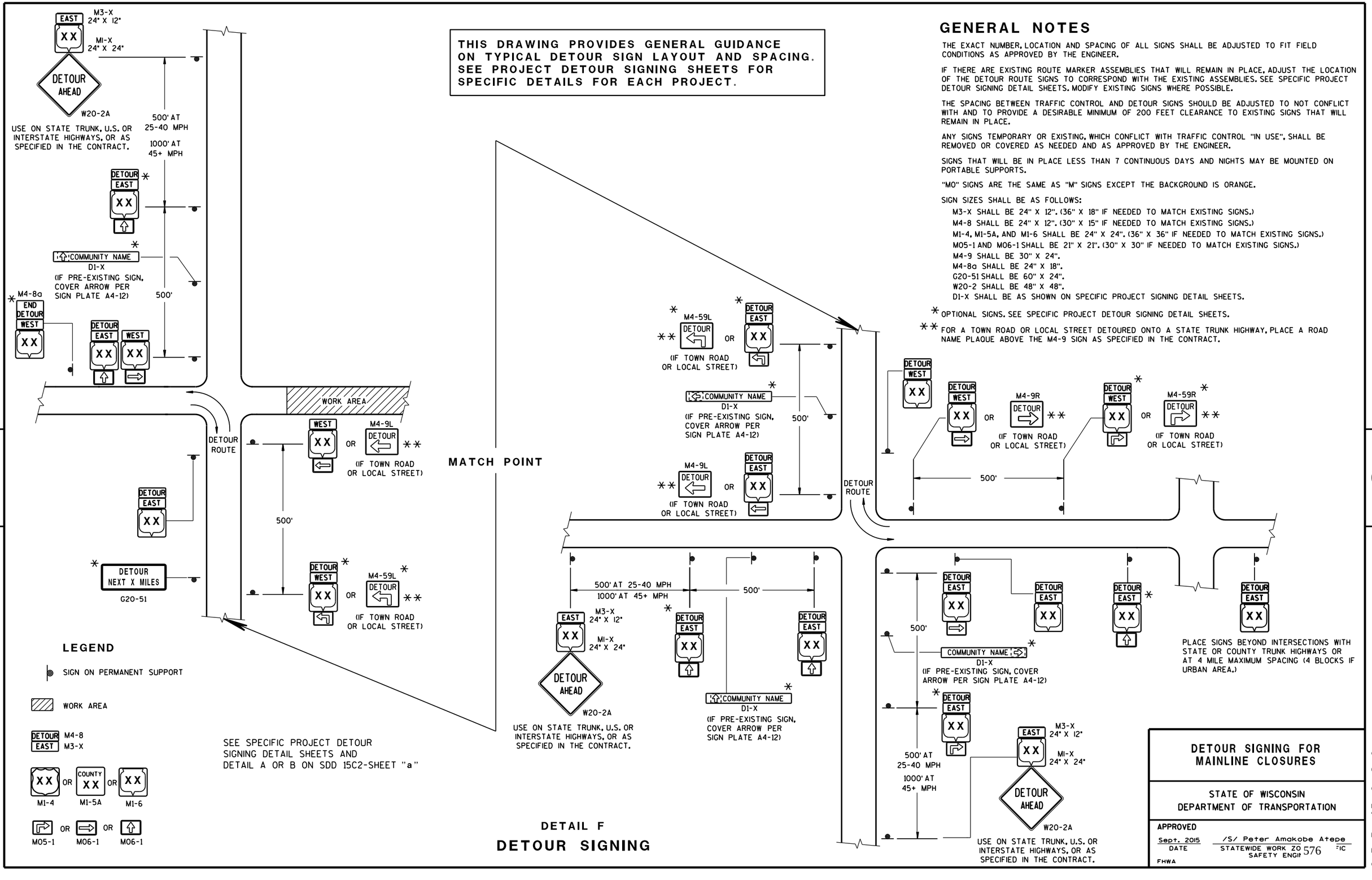
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.)
- MO5-1 AND MO6-1 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

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

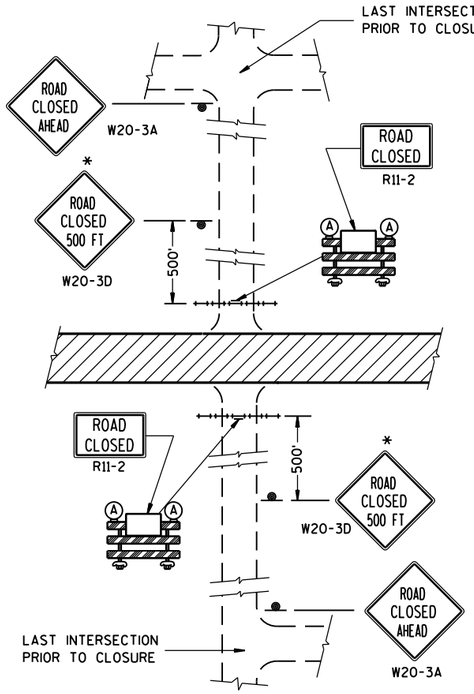
FHWA

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S.D.D. 15 C 2-6c

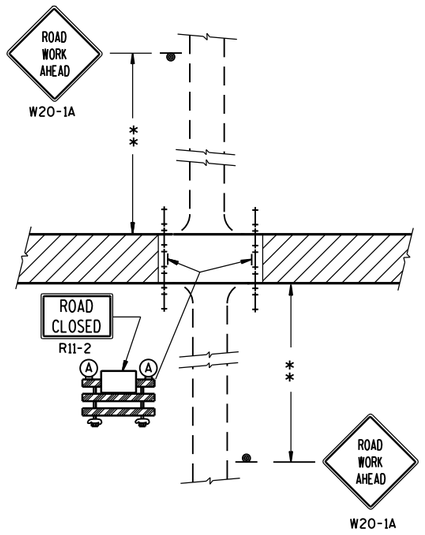
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S.D.D. 15 C 2-6c



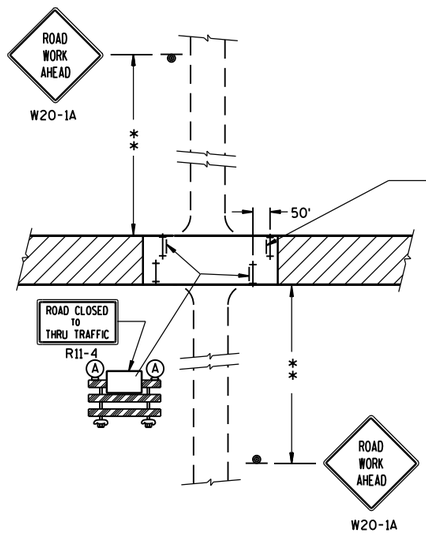
DETAIL 1

(NO ACCESS TO PROJECT)



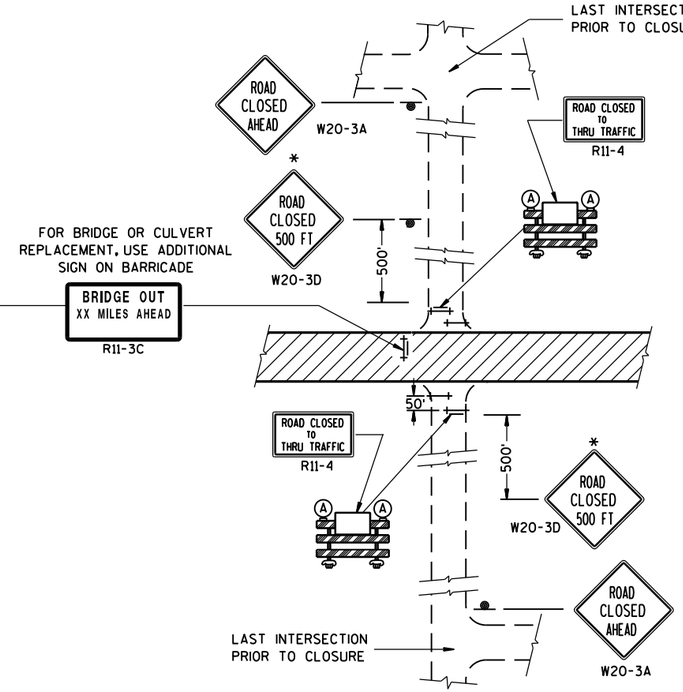
DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

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

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

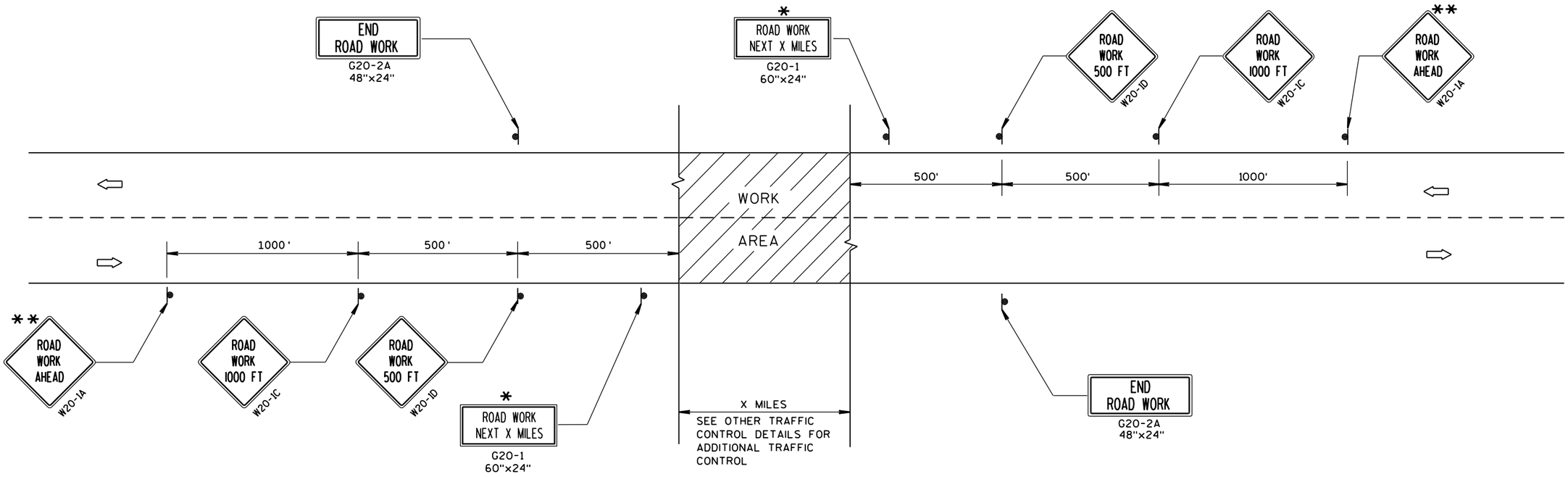
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA

6

S.D.D. 15 C 3-3

6

S.D.D. 15 C 3-3



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

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

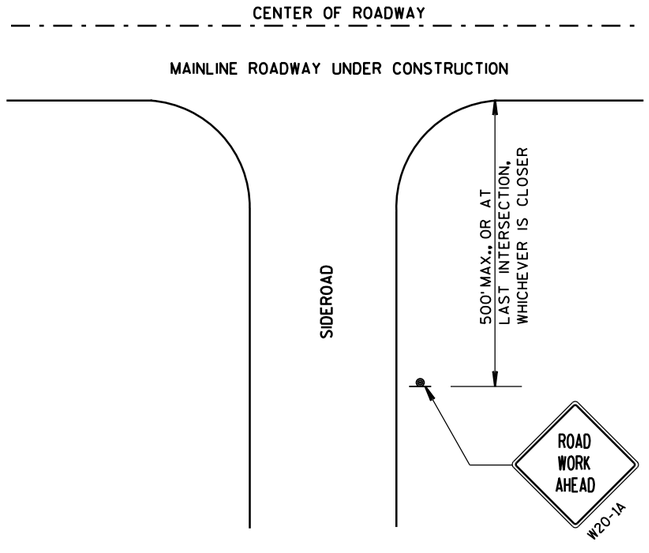
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

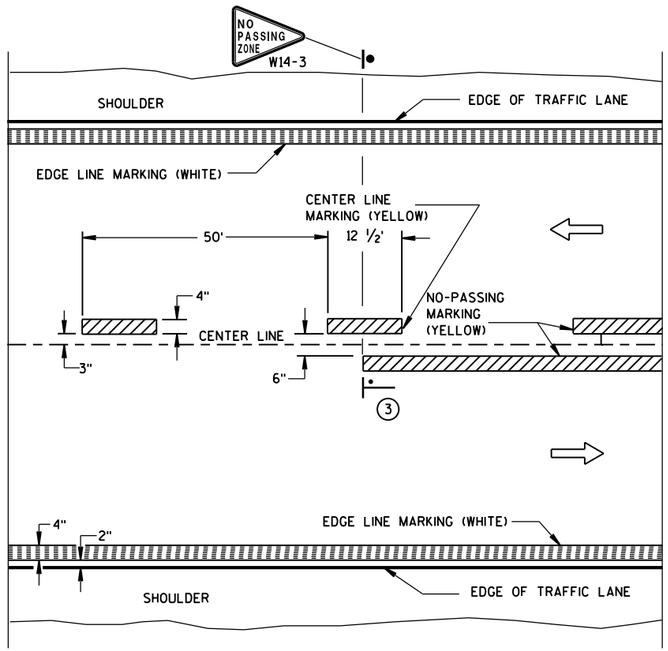
FHWA

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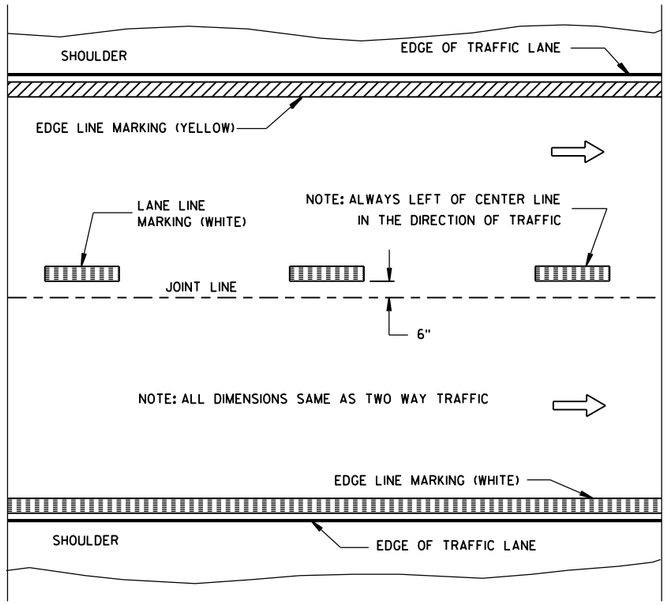
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S.D.D. 15 C 4-3

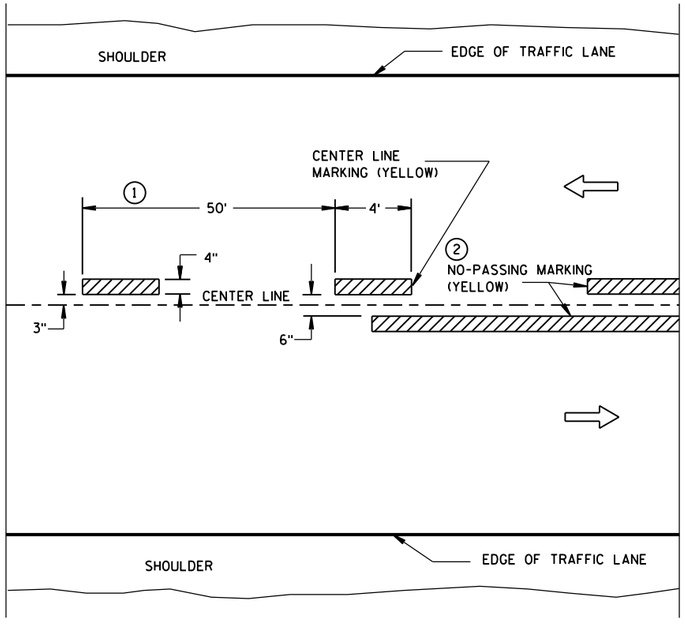


TWO WAY TRAFFIC

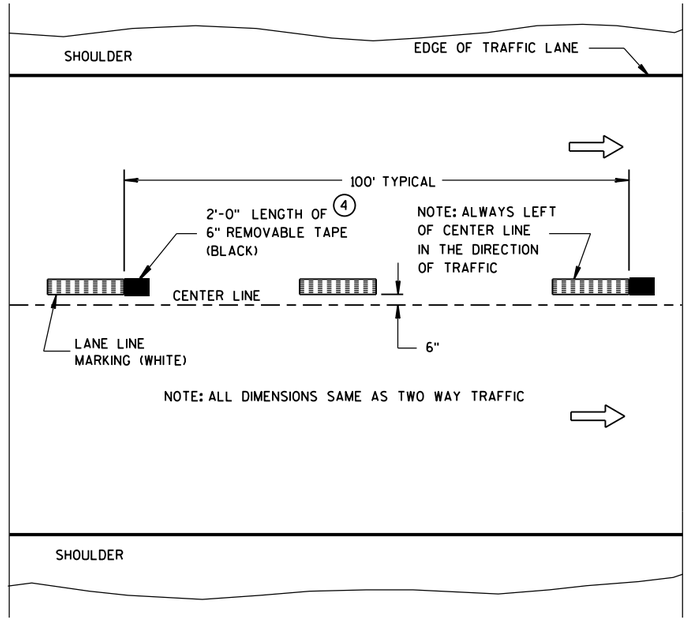


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

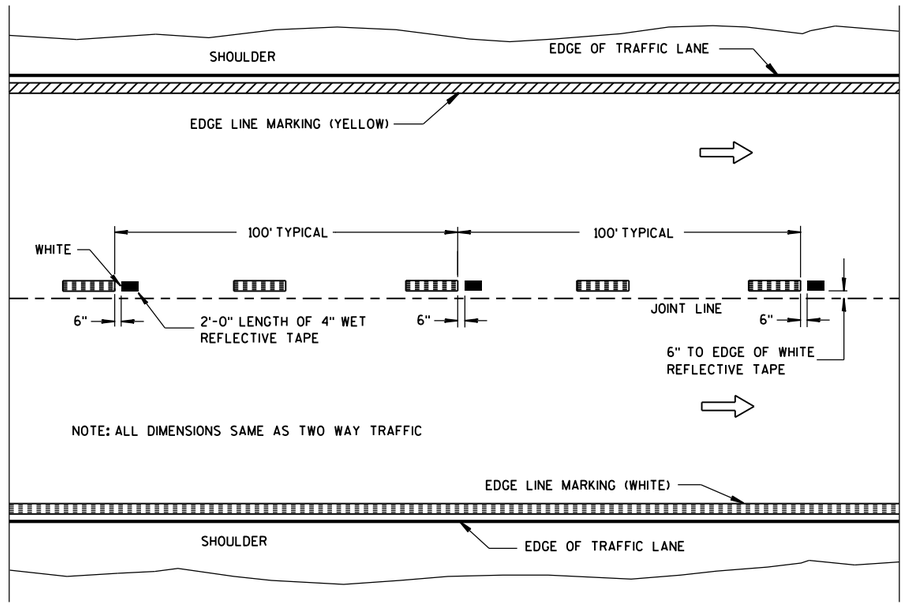
GENERAL NOTES

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

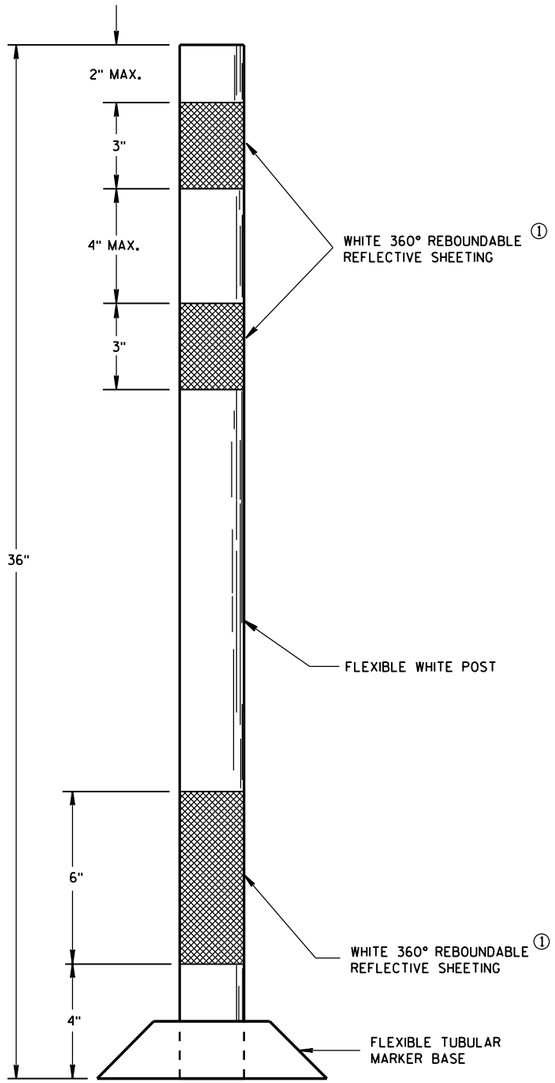
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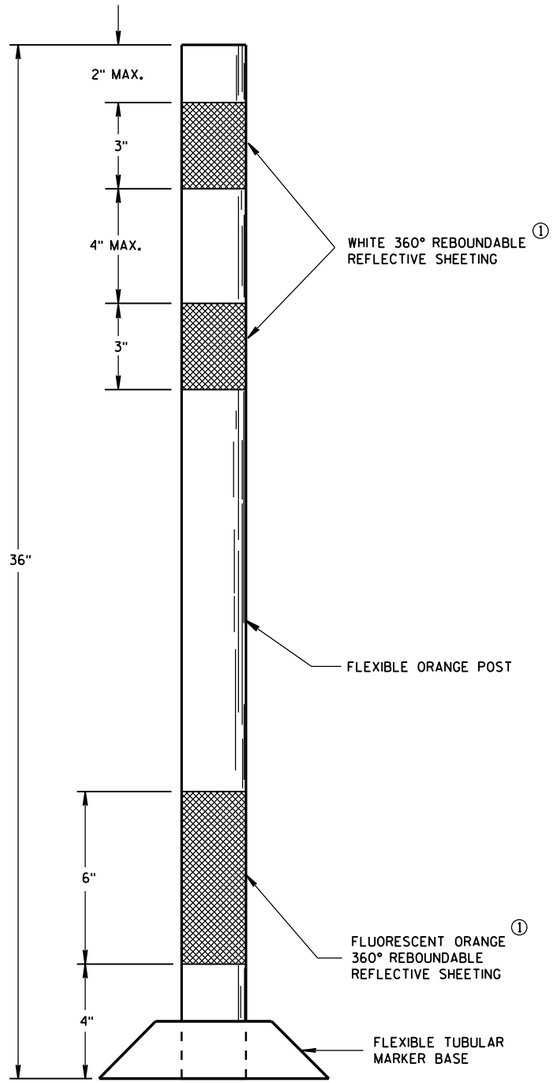
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S.D.D. 15 C 8-16a



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

FLEXIBLE TUBULAR MARKER POST

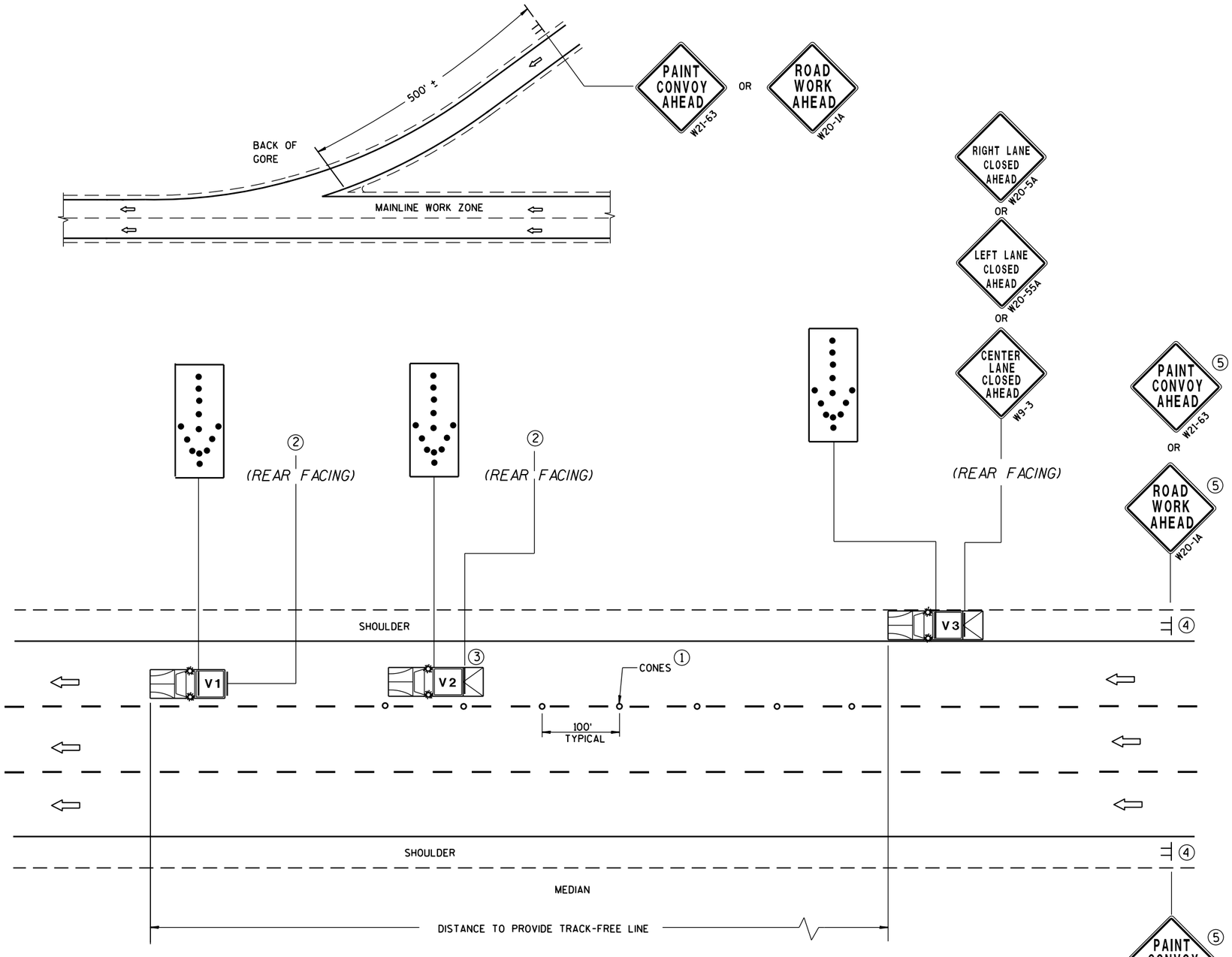
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015
DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON
SAFETY ENGINE

6

S.D.D. 15 C 11-6



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)

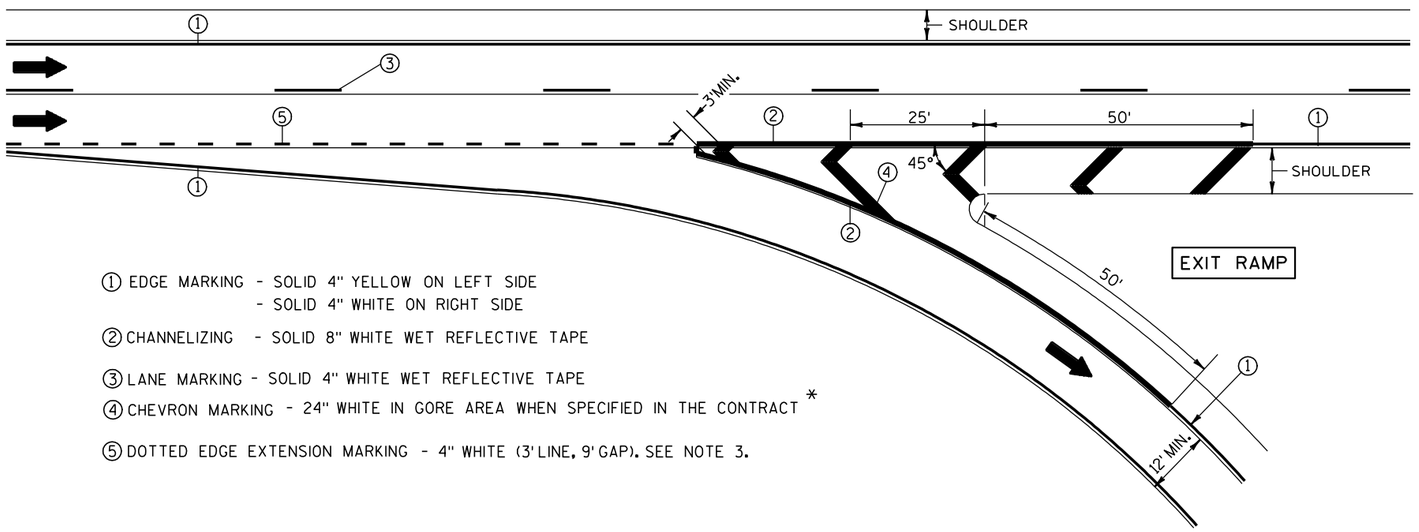
MOVING PAVEMENT MARKING OPERATION
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINI
FHWA

6 S.D.D. 15 C 19-3c

6 S.D.D. 15 C 19-3c



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

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

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

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

NOTES:

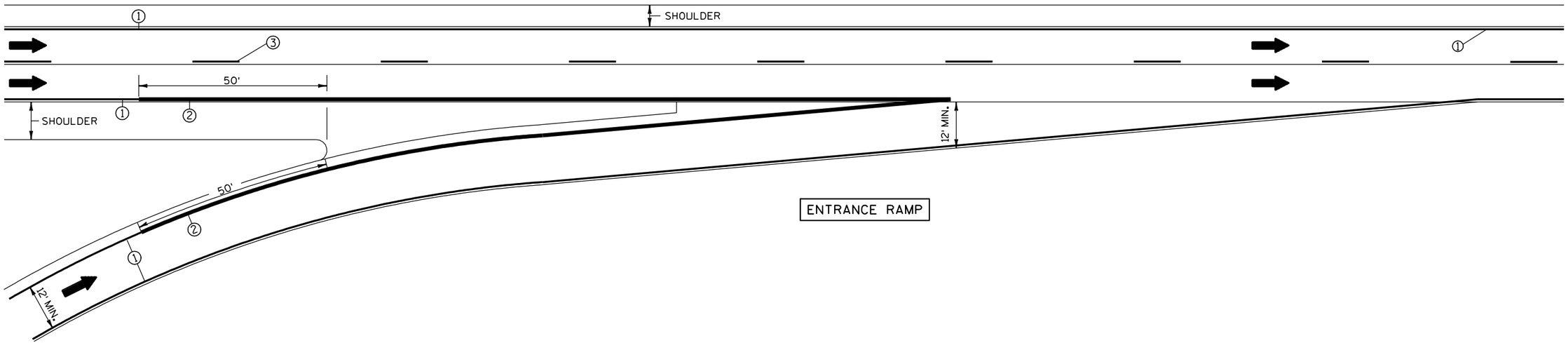
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

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

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

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



6

6

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

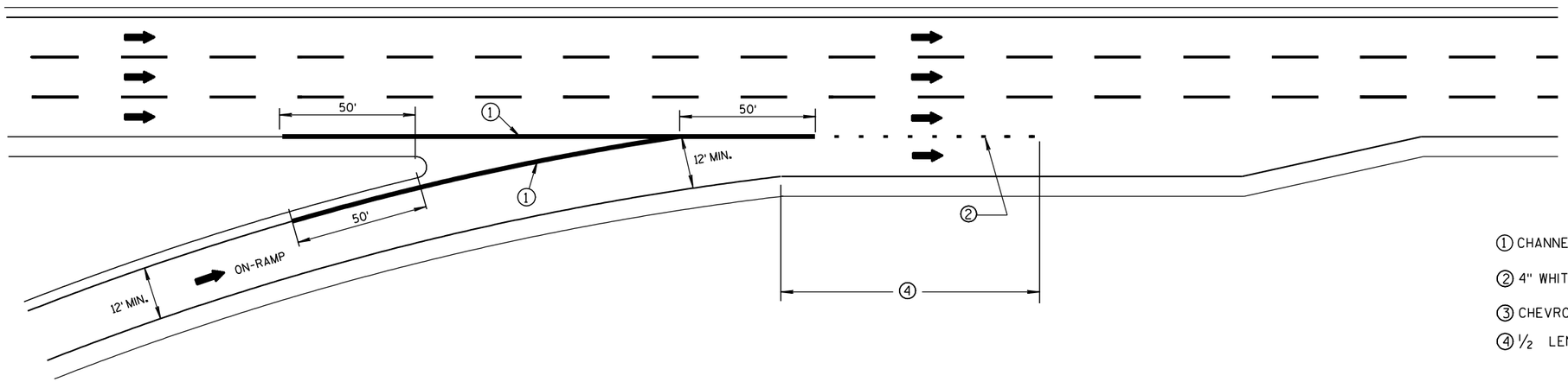
S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

NOTES:

1. AHEAD ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.
2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.
3. RETRACE EXISTING DIAGONAL MARKINGS.



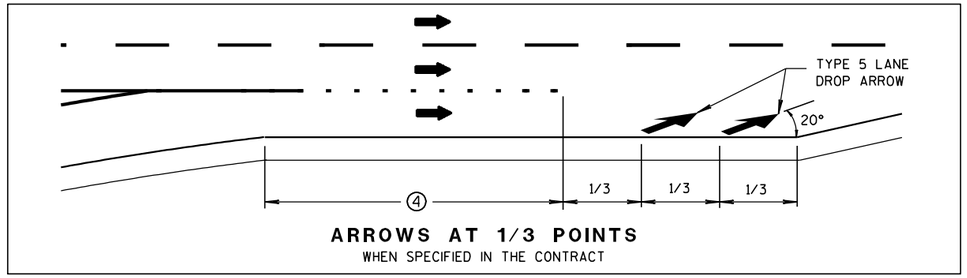
① CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN GORE AREA.

② 4" WHITE (3' LINE, 9' GAP).

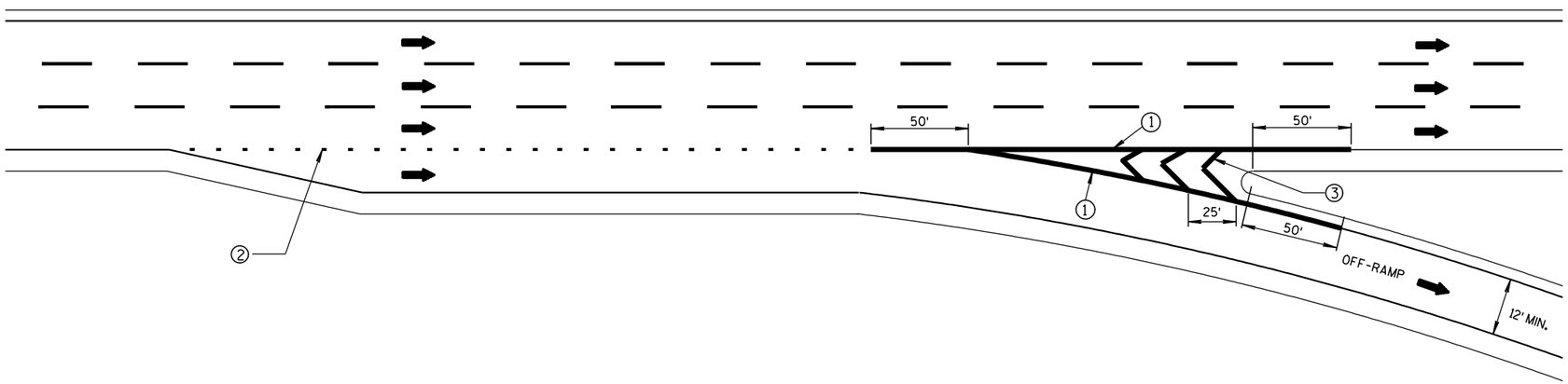
③ CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT.

④ ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP



ARROWS AT 1/3 POINTS
WHEN SPECIFIED IN THE CONTRACT



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/23/2011 DATE
/S/ Thomas N. Nothem
STATE TRAFFIC ENGINE 583 SIGN
FHWA

6

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

6

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA



W057-52
36"x24"

INSTALL ON EACH APPROACH AT THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY, OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROX. 1 FOOT LESS THAN AVAILABLE WIDTH (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET).



LOCATED 500 FEET IN ADVANCE OF R2-1 SIGN AND 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.



R2-1
48"x60"
(BLACK AND WHITE)

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES.

* INCLUDE RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

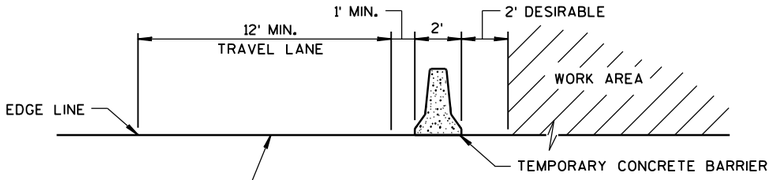
(1) CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUM TAPER.

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

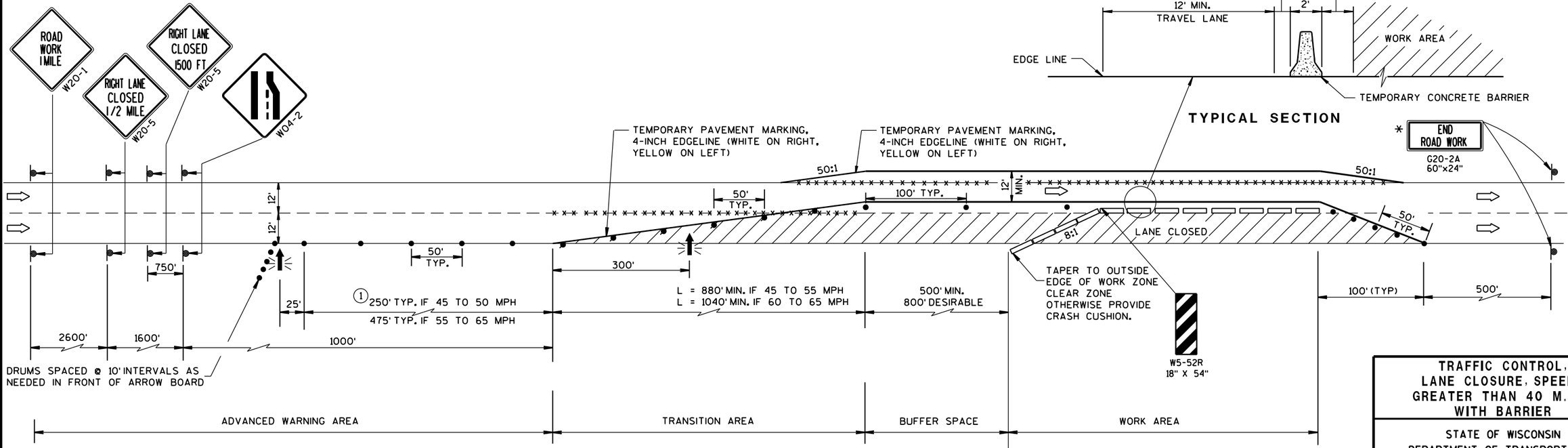
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.



TYPICAL SECTION



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

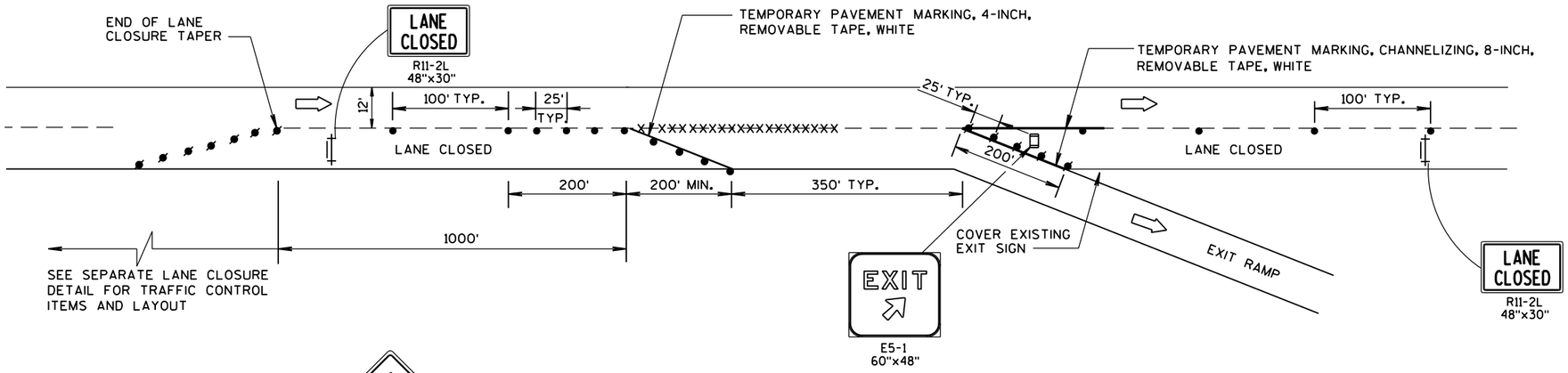
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER — SIGN
FHWA

6

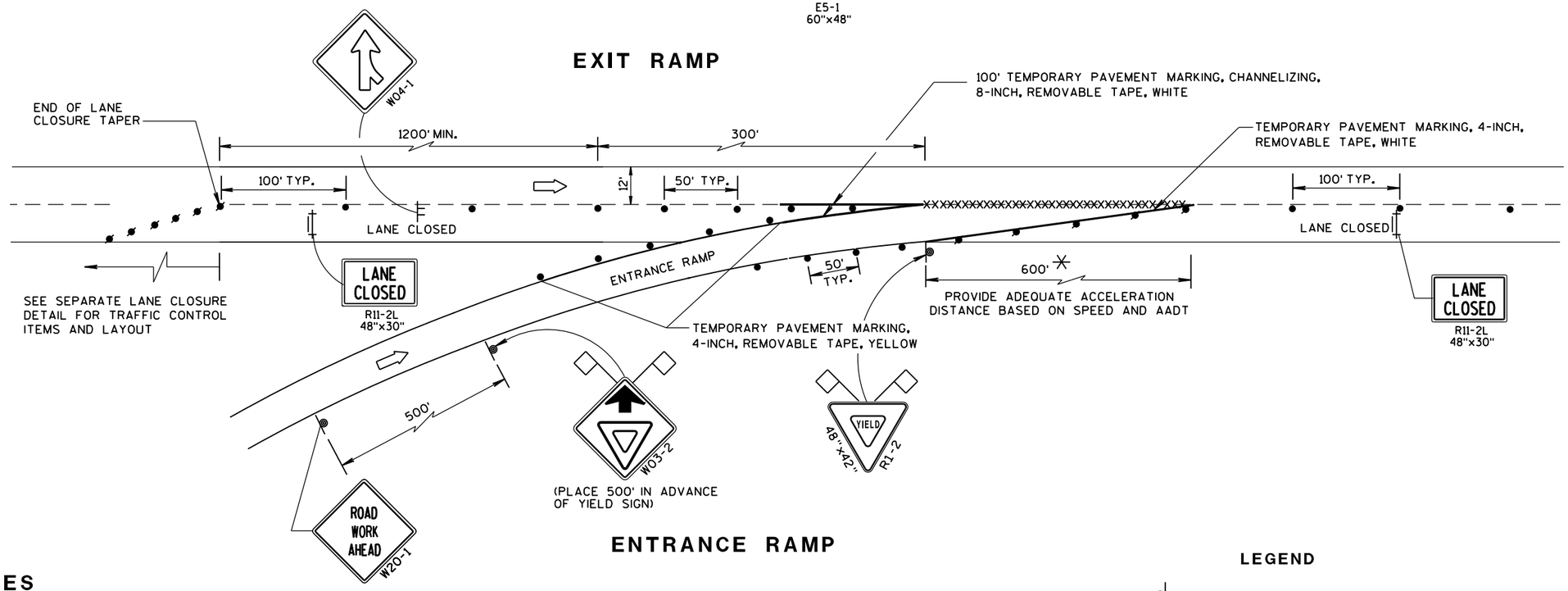
S.D.D. 15 D 3-2

6

S.D.D. 15 D 3-2



EXIT RAMP



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 R11-2L "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

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" x 16" MIN., (ORANGE)
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

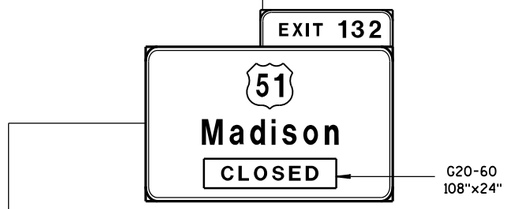
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6
S.D.D. 15 D 15-2



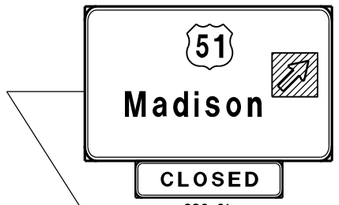
G20-60
108"x24"

OR



G20-60
108"x24"

PLACE SIGN G20-60 OVER MILEAGE
ON EXISTING E1-1A SIGN



COVER ARROW ON
EXISTING E4-1A
SIGN (COVERING
SIGNS TYPE I)

G20-61
120"x30"

TEMPORARY PAVEMENT MARKING
4" REMOVABLE TAPE, WHITE
(ACROSS THE RAMP OPENING)

END
ROAD WORK
*G20-2A
48"x24"

25' TYP.

100' MIN.

200'

EDGE OF SHOULDER

COVER EXISTING
EXIT SIGN

ROAD
WORK
AHEAD
*W20-1A

RAMP
CLOSED
AHEAD
W20-53A

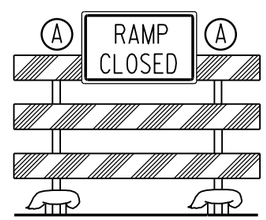
RAMP
CLOSED
1000 FT
W20-53C

1500'

1500'

1000'

R11-2R
48" X 30"
MOUNTED ON
TYPE III BARRICADE



RAMP WILL
BE CLOSED
(TIME)
BEGINNING
(DATE)

**R11-51
48"X48"
(OR SPECIAL SIGN IF INDICATED IN PLAN)

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 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.

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

TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO FIC
SAFETY ENGI
FHWA

6

S.D.D. 15 D 16-3

6

S.D.D. 15 D 16-3

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.

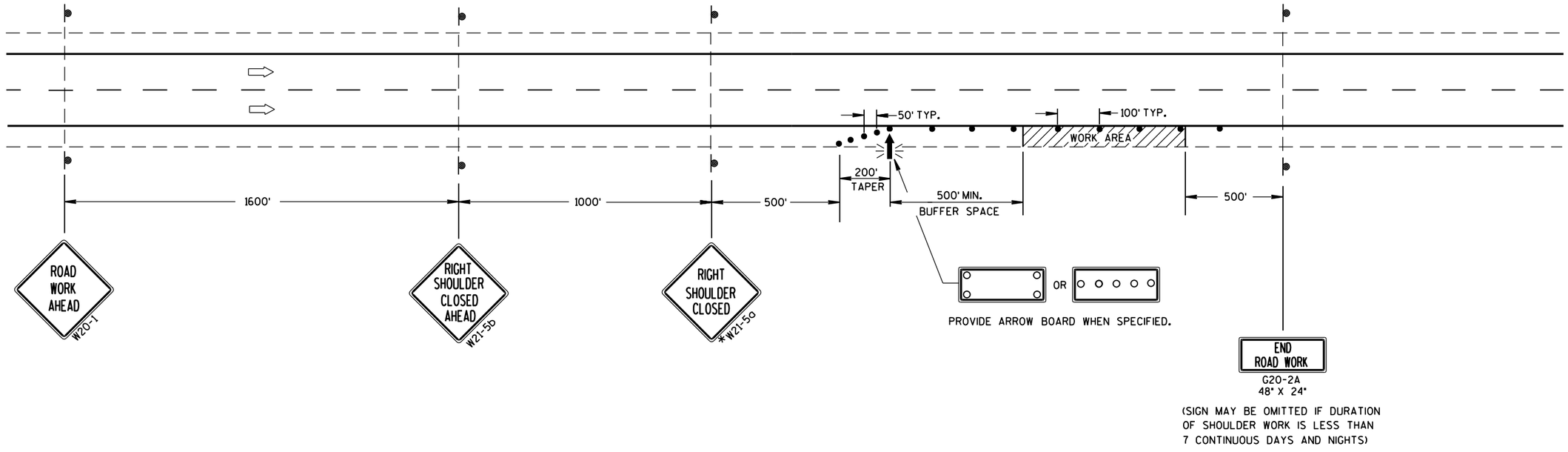
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

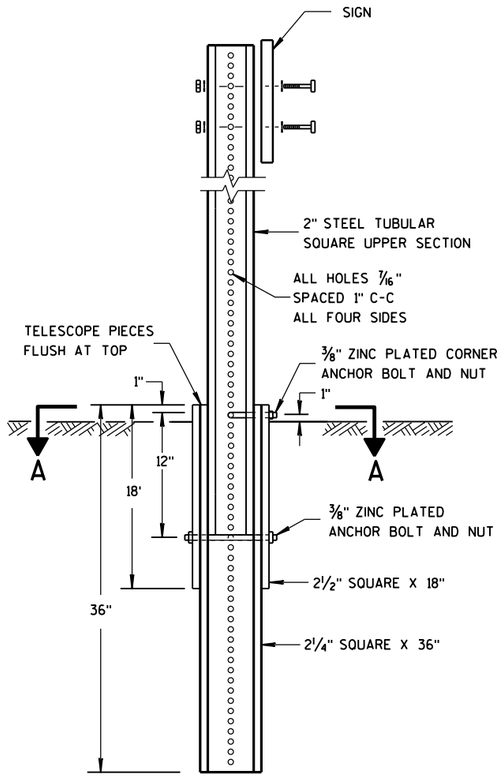
8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

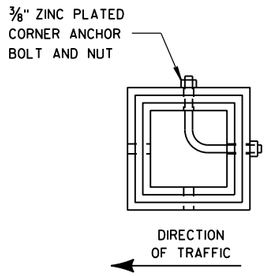
FHWA

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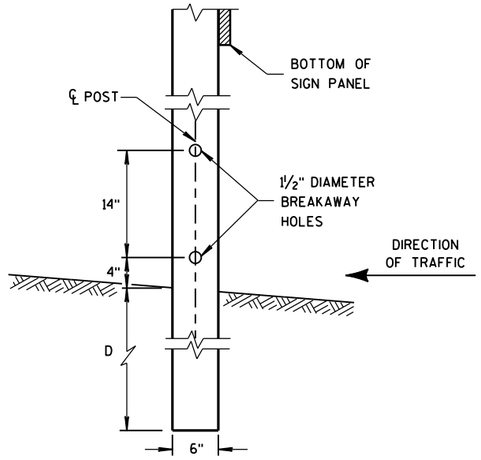
S.D.D. 15 D 27-2



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



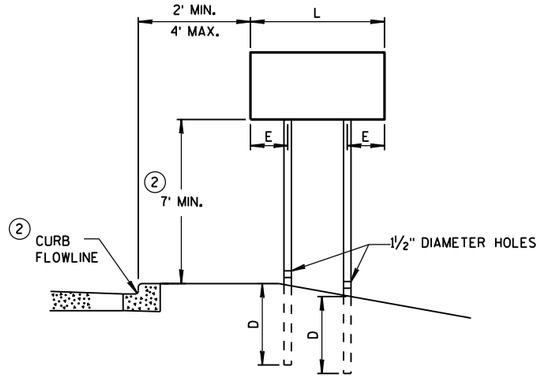
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

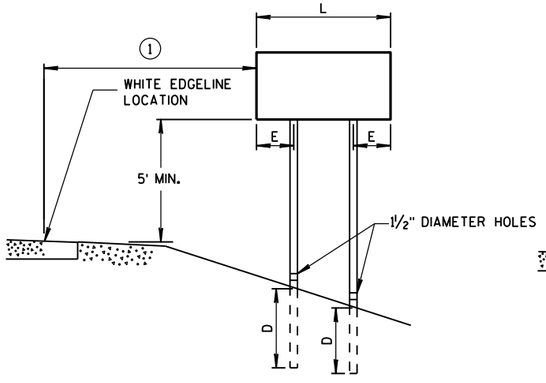
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

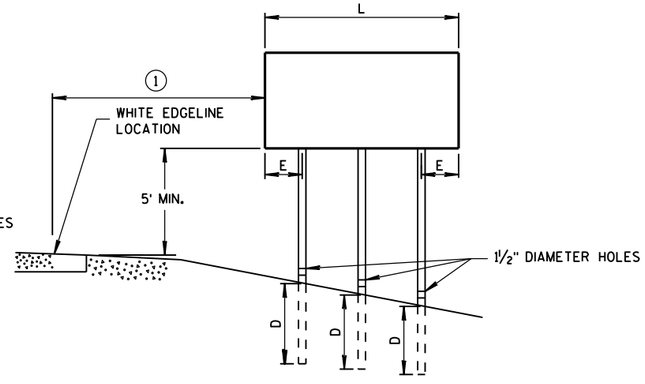
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

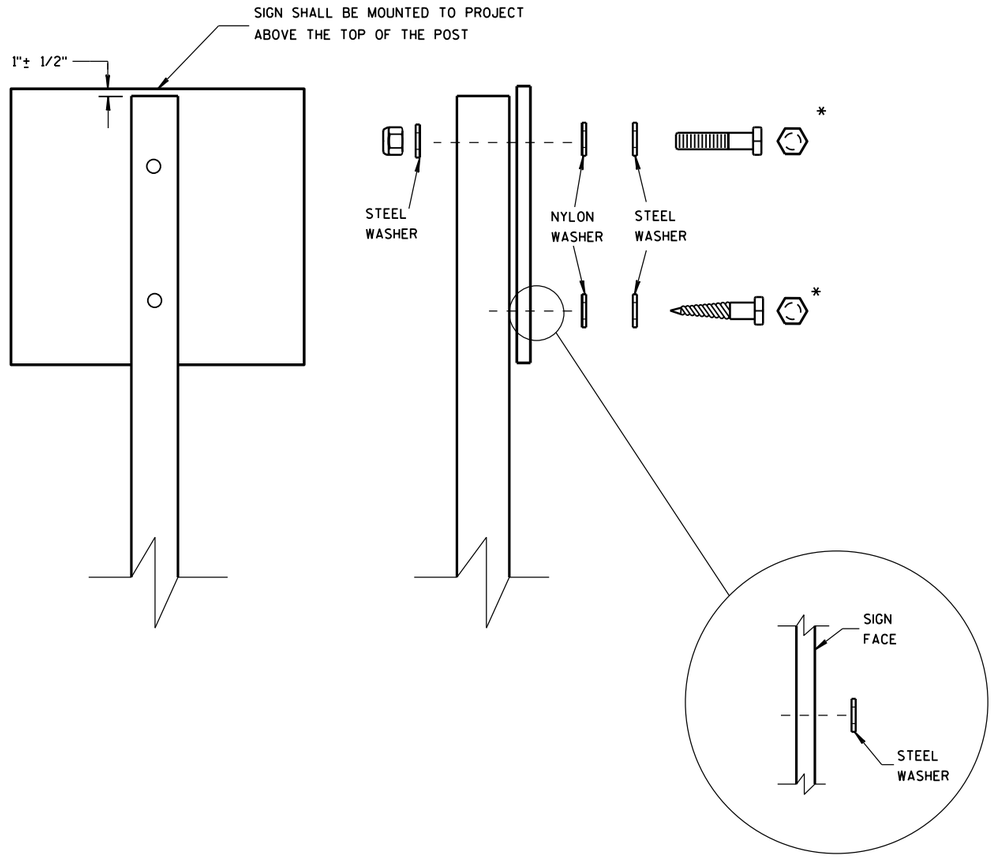
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN DEPARTMENT OF TRANSPO

6

S.D.D. 15 D 38-1a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

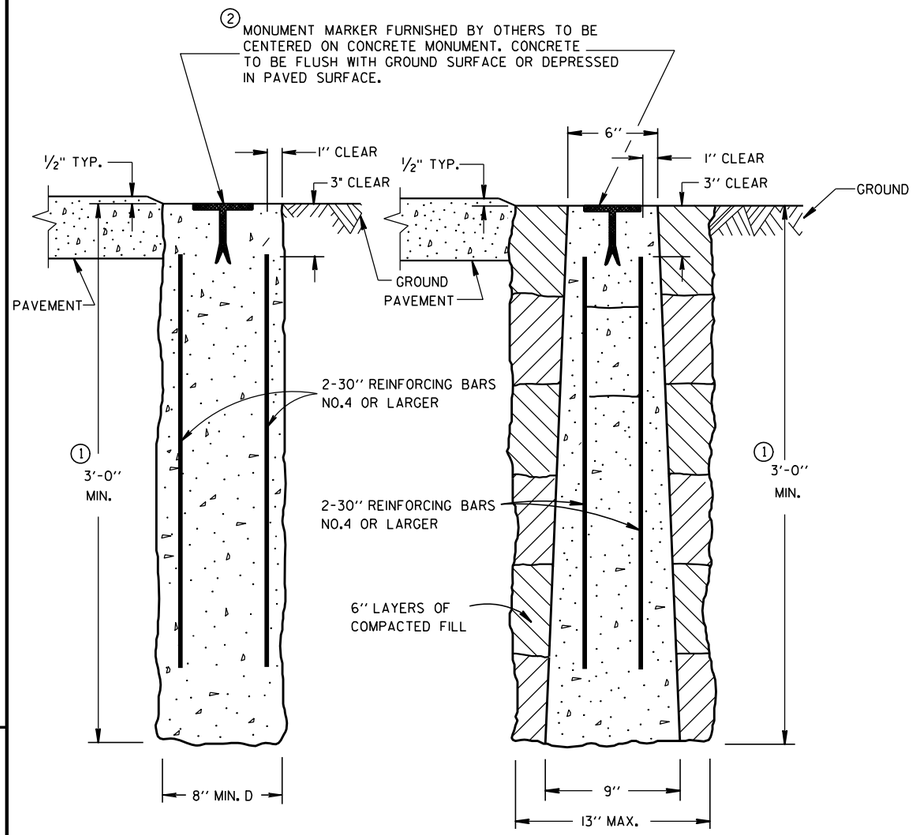
APPROVED

Feb. 2015 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

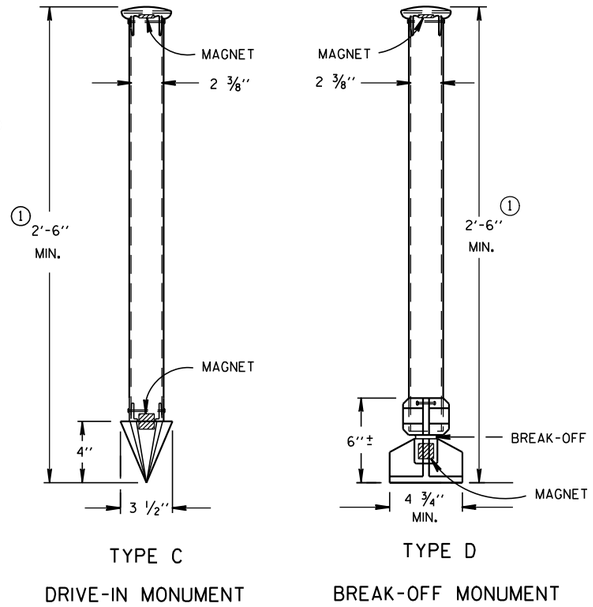
SIGN



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C DRIVE-IN MONUMENT

TYPE D BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

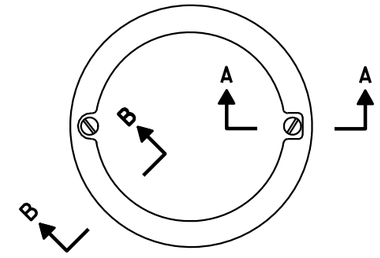
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

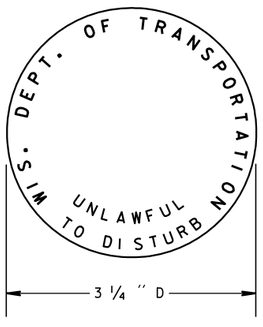
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

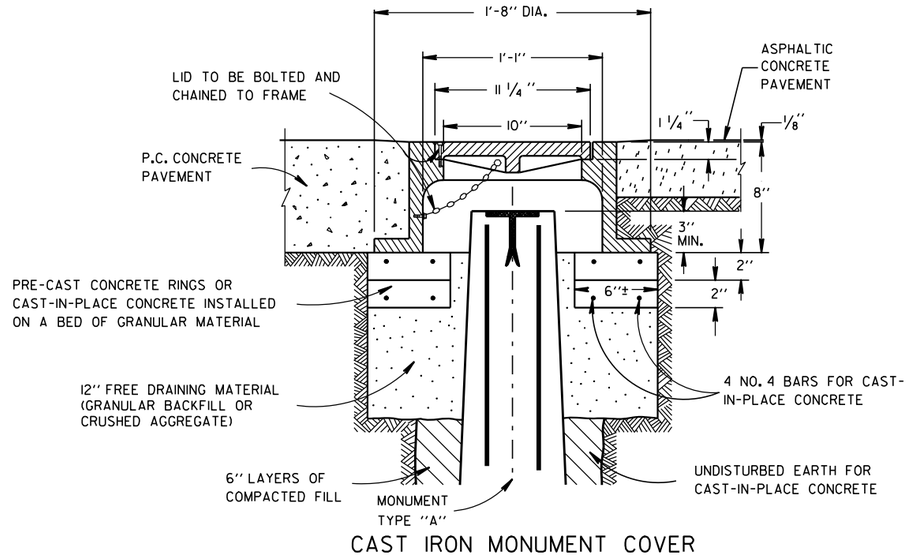
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW

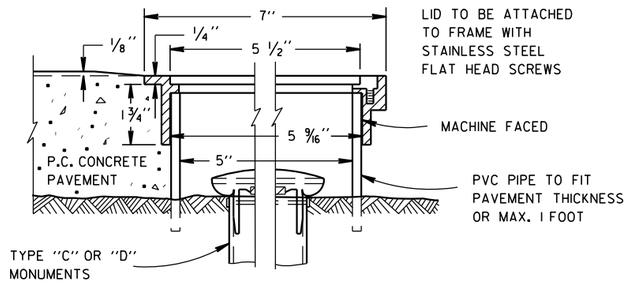


② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MOUNMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

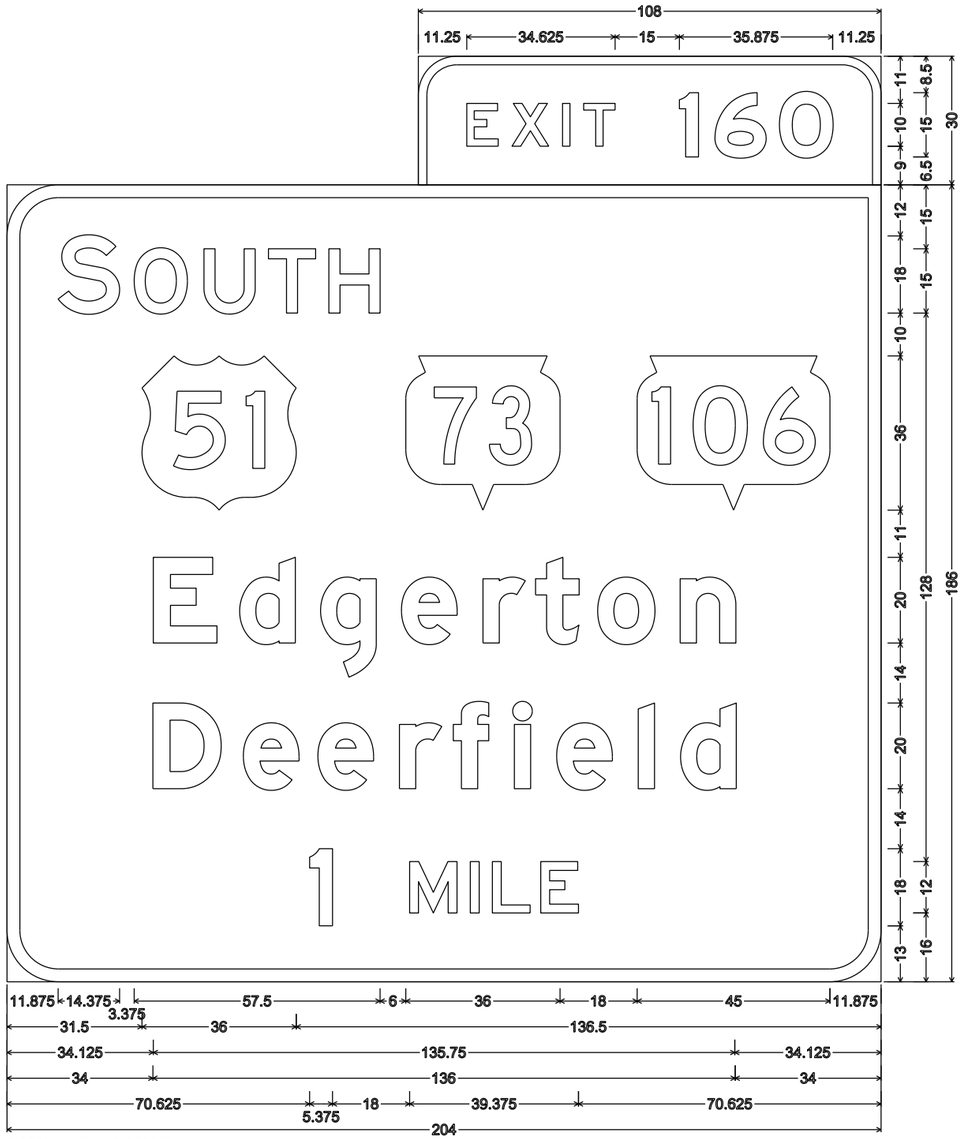
APPROVED

9/22/1999 DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

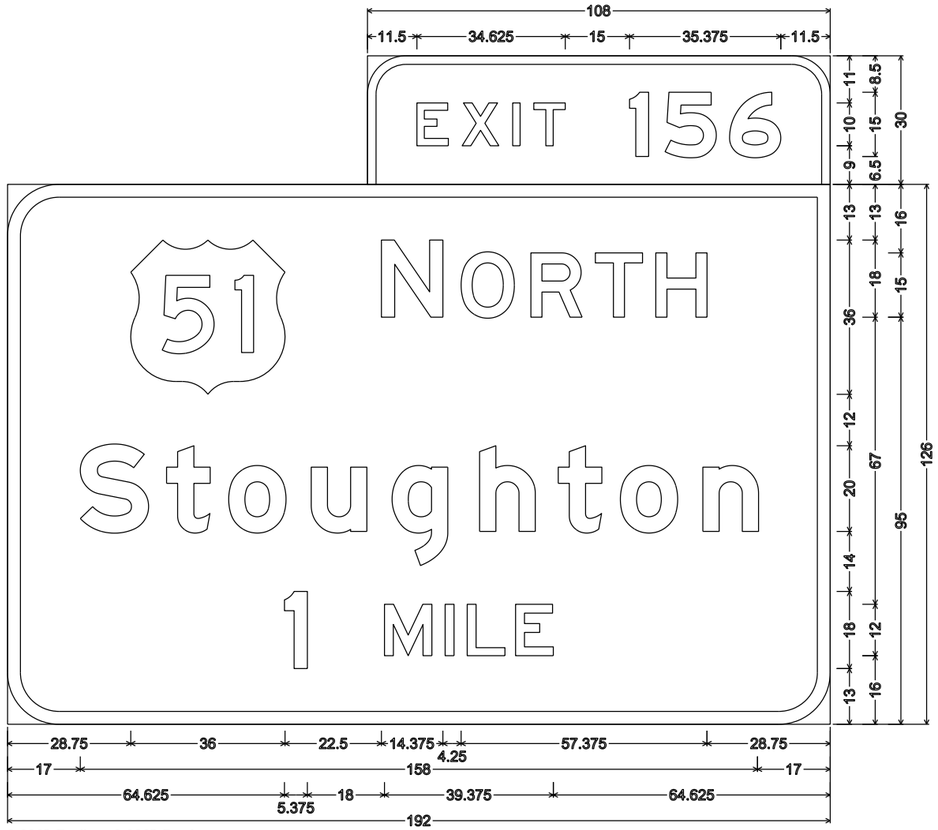
6
S.D.D. 16 A 1-6



9.000" Radius, 2.000" Border
"EXIT" E specified length; "160" E Mod;
12.000" Radius, 3.000" Border, White on Green;
"SOUTH" E; Edgerton" E Mod; "Deerfield" E Mod; "1" E; "MILE" E;

NOTES

1. All Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except as noted



9.000" Radius, 2.000" Border
"EXIT" E specified length; "156" E Mod;
12.000" Radius, 3.000" Border,
"NORTH" E; "Stoughton" E Mod; "1" E; "MILE" E;

7

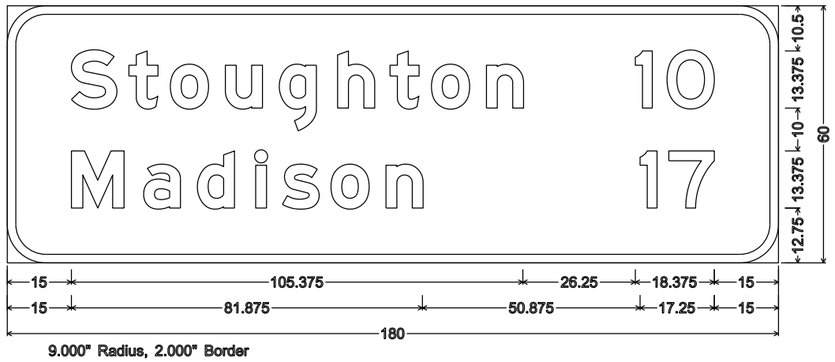
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING	SHEET NO:	E

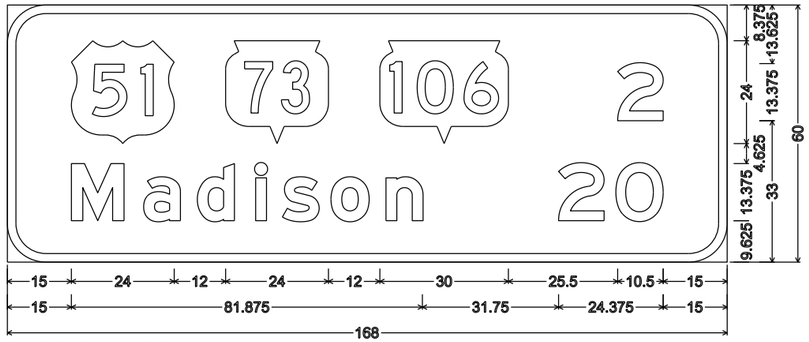
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WISDOT/CADDS SHEET 42

NOTES

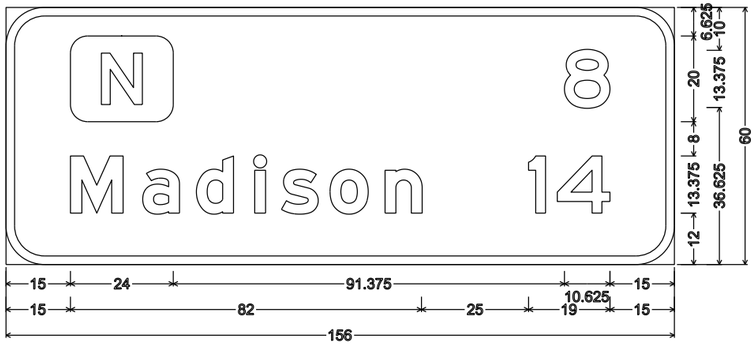
1. All Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except as noted



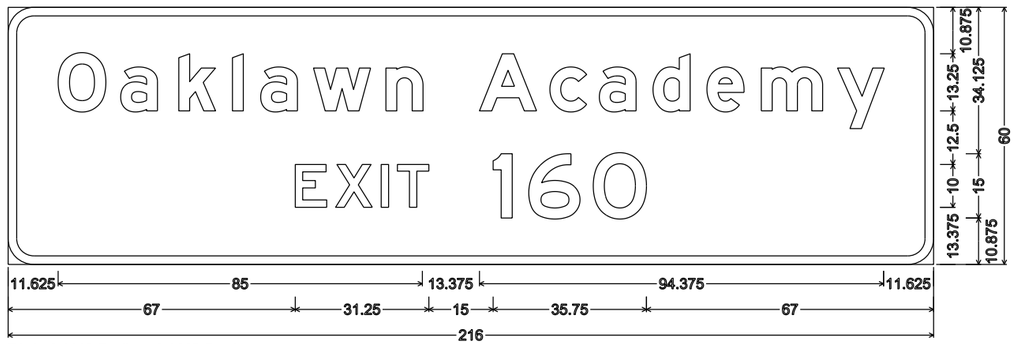
9.000" Radius, 2.000" Border



9.000" Radius, 2.000" Border



9.000" Radius, 2.000" Border



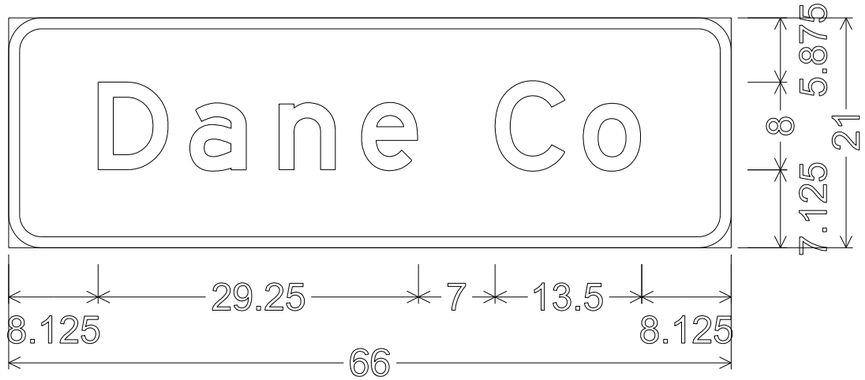
E3-1; 6.000" Radius, 2.000" Border
"Oaklawn" E Mod; "Academy" E Mod; "EXIT" E; "160" E;

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	PERMANENT SIGNING	SHEET NO:	E

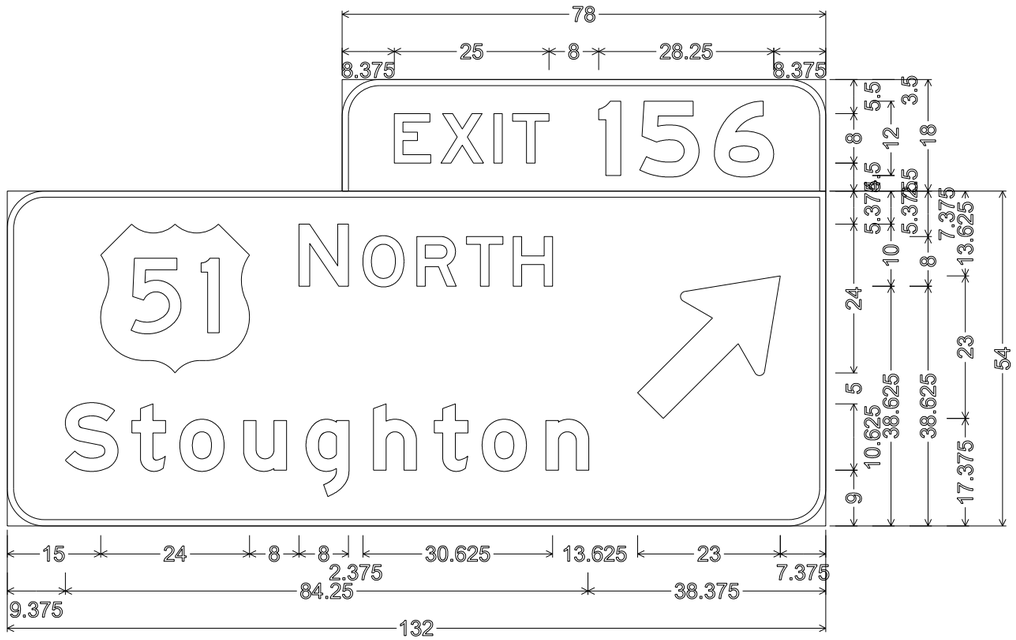
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NOTES

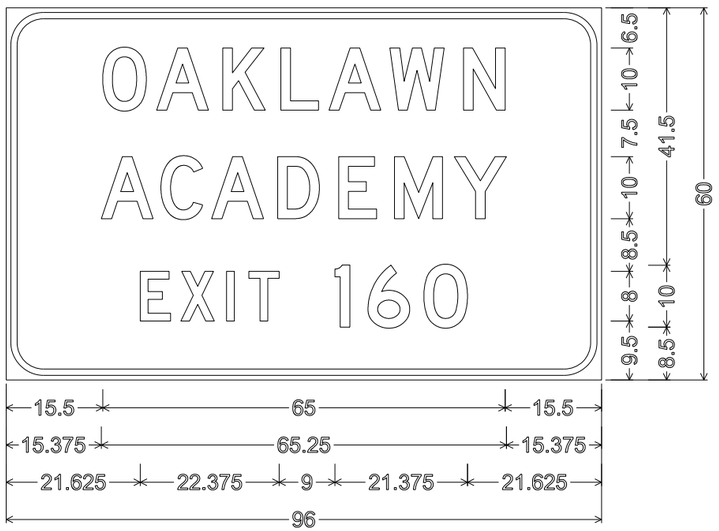
1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E



I2-2;
3.000" Radius, 1.000" Border



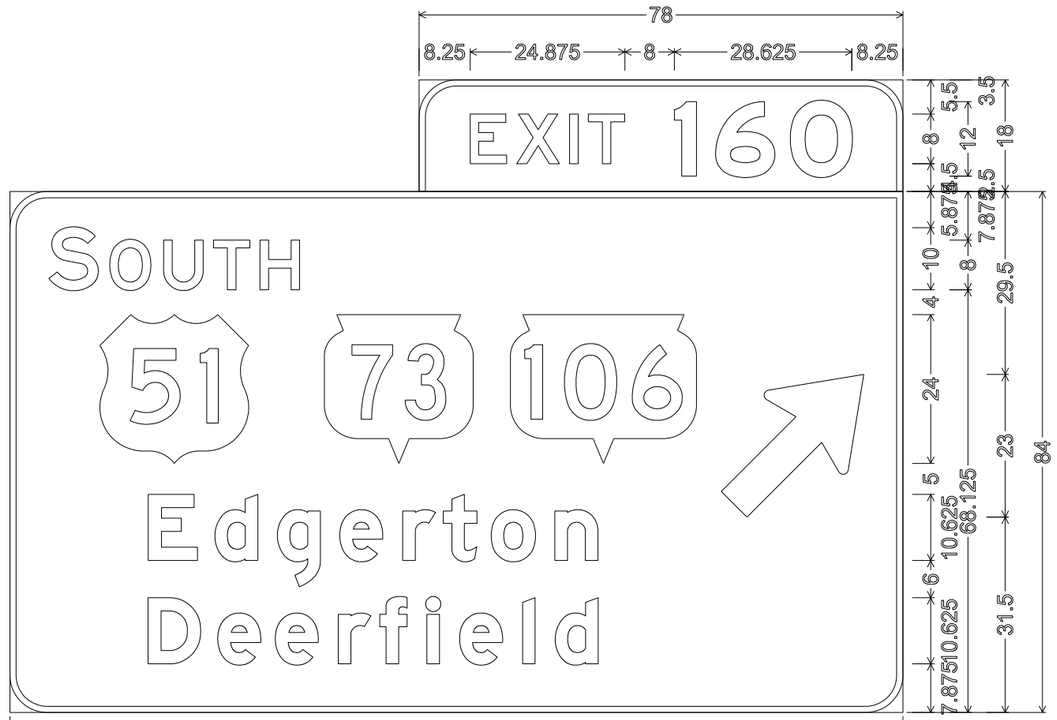
6.000" Radius, 1.000" Border, White on Green;
"EXIT" E; "156" E Mod;
6.000" Radius, 1.000" Border, White on Green;
"NORTH" E; "Stoughton" E Mod;
Standard Arrow Custom 36.000" X 22.500" 45° White;



6.000" Radius, 1.000" Border, 0.750" Indent, Black on Fluorescent orange; Type F Reflective
"OAKLAWN" D; "ACADEMY" D; "EXIT" D; "160" D;

NOTES

1. All Signs Type II - Type H Reflective except as noted
2. Color:
   Background - GREEN except as noted
   Message - WHITE except as noted
3. Message Series - E except as noted



6.000" Radius, 1.000" Border, White on Green;
"EXIT" E; "160" E Mod;
6.000" Radius, 1.000" Border, White on Green;
"SOUTH" E; State Highway 73 M1-56; State Highway 106 M1-56A; "Edgerton" E Mod;
"Deerfield" E Mod; Standard Arrow Custom 36.000" X 22.500" 45° White;

7

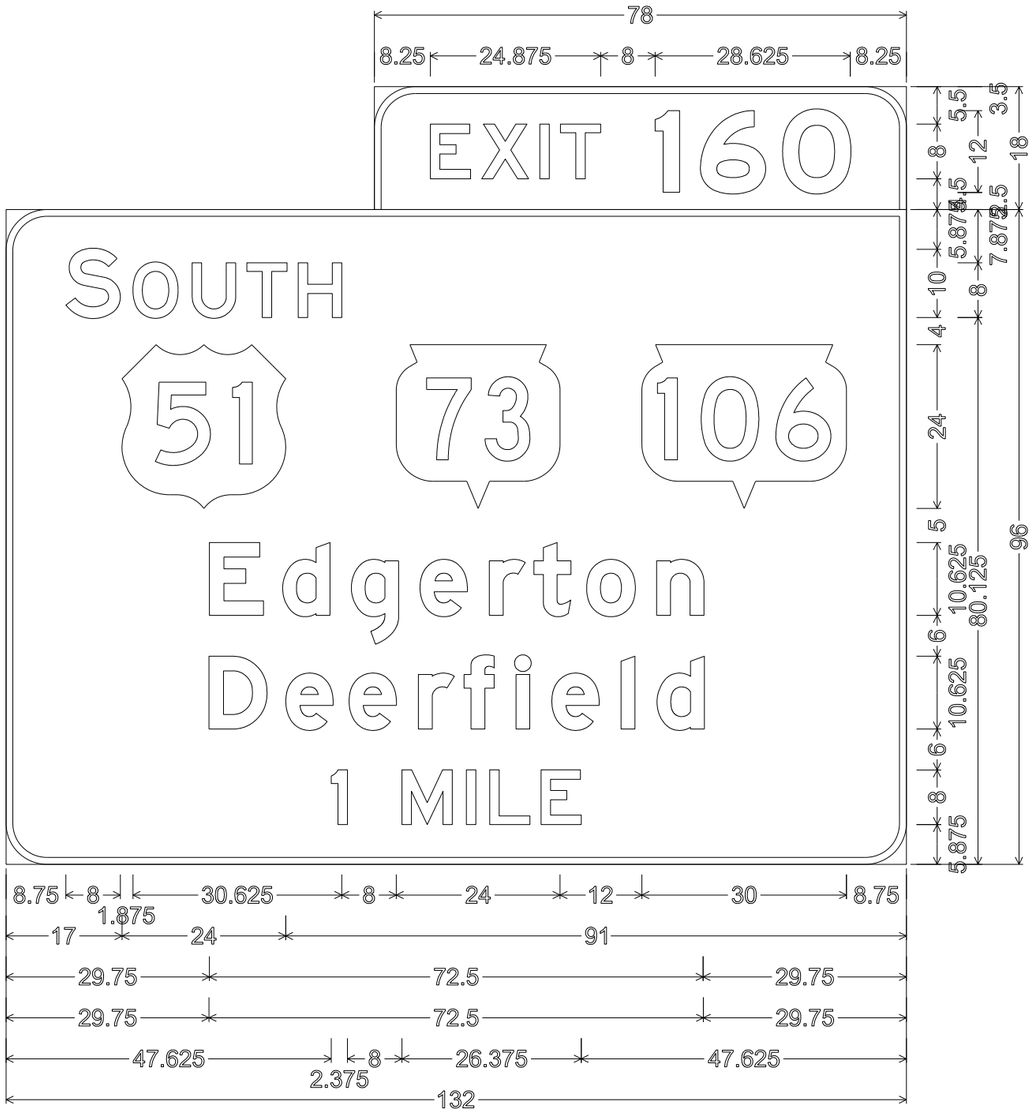
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TEMPORARY SIGNING	SHEET NO: 594	E

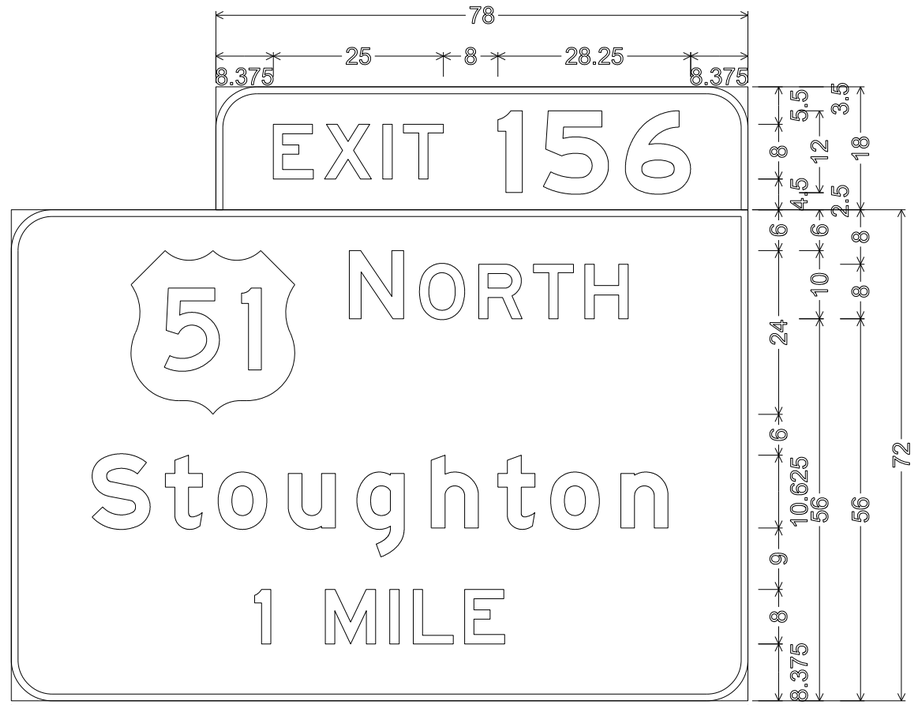
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\070101_sd.DGN
PLOT DATE : 8/11/2016
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:24.4298
WISDOT/CADDS SHEET 42

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, White on Green;
"EXIT" E; "160" E Mod;
6.000" Radius, 1.000" Border, White on Green;
"SOUTH" E; State Highway 73 M1-56; State Highway 106 M1-56A;
"Edgerton" E Mod; "Deerfield" E Mod; "1" E; "MILE" E;



6.000" Radius, 1.000" Border, White on Green;
"EXIT" E; "156" E Mod;
6.000" Radius, 1.000" Border, White on Green;
"NORTH" E; "Stoughton" E Mod; "1" E; "MILE" E;

7

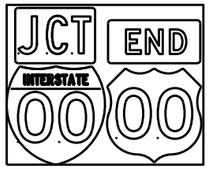
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	TEMPORARY SIGNING	SHEET NO: 595	E

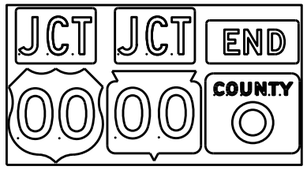
TYPICAL ASSEMBLIES



J1-1



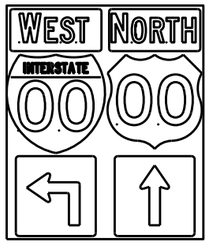
J1-2



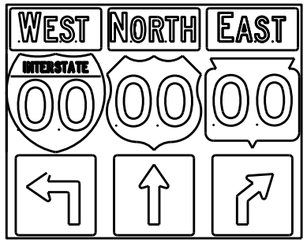
J1-3



J2-1



J2-2

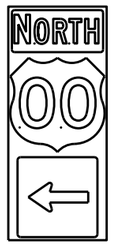


J2-3

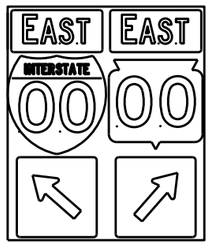


JV

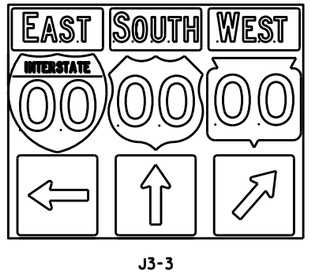
(Typical Vertical J-Assembly
See Note 10 and 11)



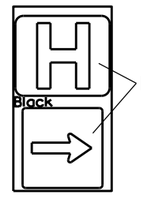
J3-1



J3-2



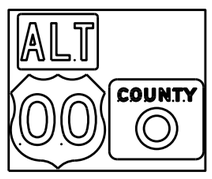
J3-3



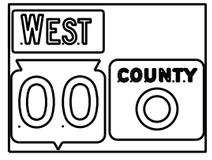
JH-1



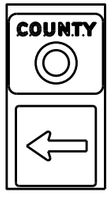
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

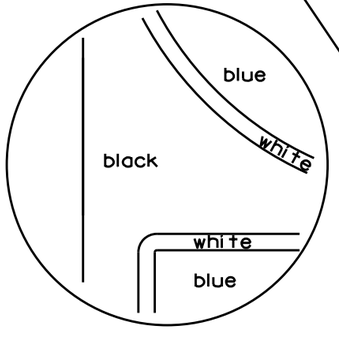


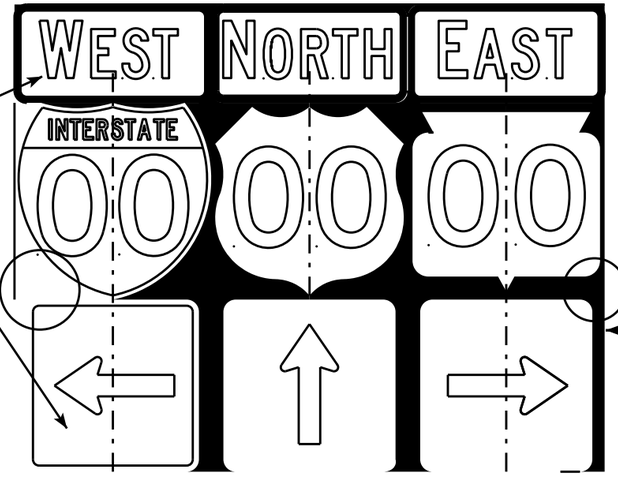
J23-1

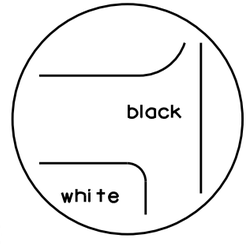


J22-1

[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

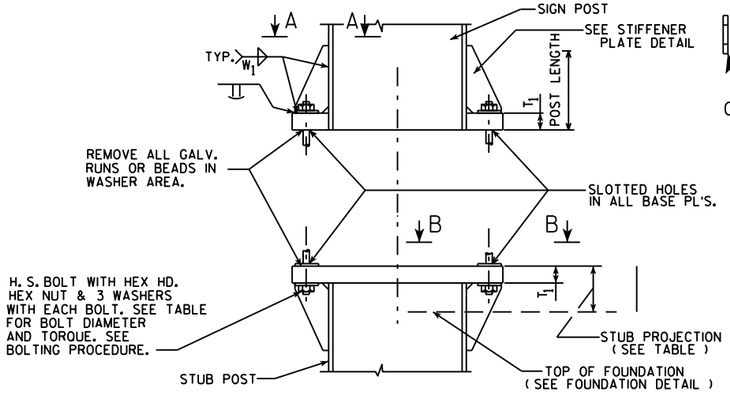
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

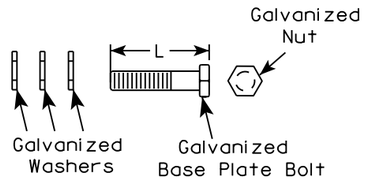
DATE 2/06/14 PL... A2-1S.8

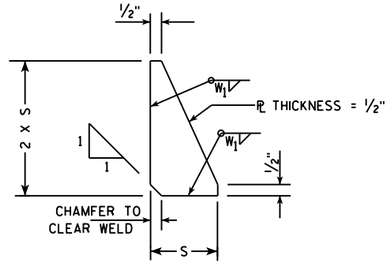
PROJECT NO: | SHEET NO: E

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



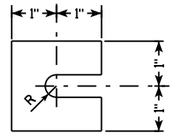
SIGN POST AND STUB POST ELEVATION





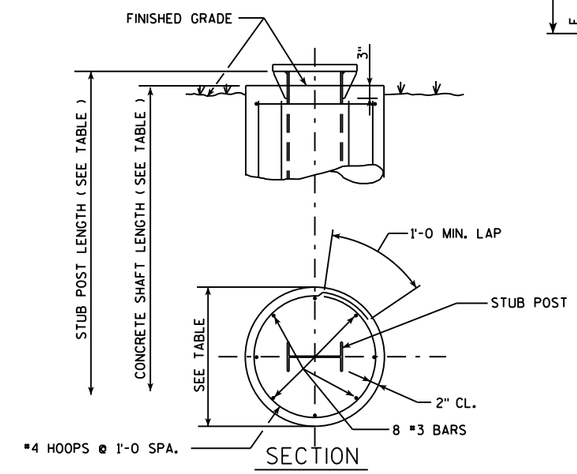
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

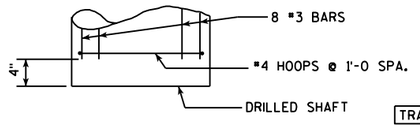


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

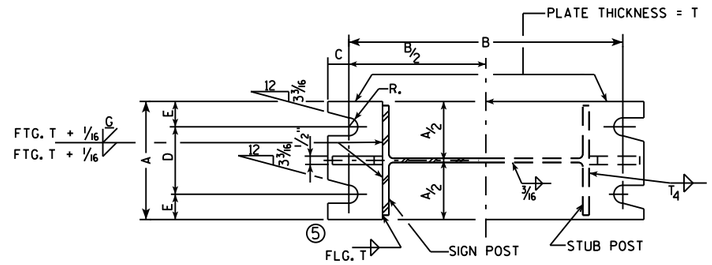
SHIM DETAIL



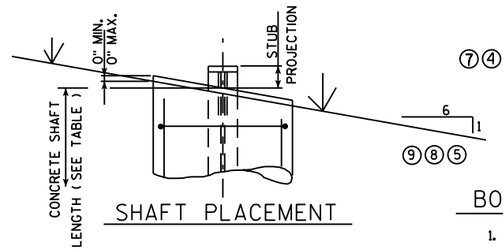
SECTION



FOUNDATION DETAIL



SECTION A-A SECTION B-B



SHAFT PLACEMENT

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & ½ WIND[4]	140 [4]25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

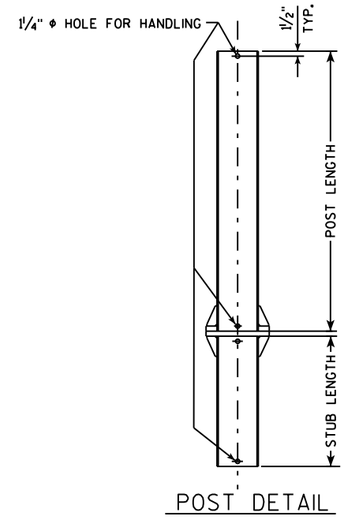
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50, GALVANIZED IN ACCORDANCE WITH ASTM A123. (9)
THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
FURNISH STEEL BOLTS, NUTS, AND WASHERS IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.



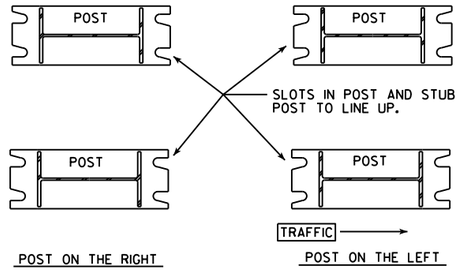
POST DETAIL

QUANTITIES FOR 1 FOOTING		
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
E	1.0	62

(7)

REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3

(7)



POST SLOT ORIENTATION (7)

				BASE CONNECTION DATA TABLE										FOUNDATION DATA				(2)
L	X	TYPE	DIMENSION / POST SIZE	BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	K
3 ¾	(4)	A	W10"X12.0 #/FT.	¾" Φ @ 75#-FT.	5¼"	1'-0⅜"	⅞"	3½"	⅞'	1"	3/16"	5/16"	13/32"	2⅛"	3'-6	3"	2'-0 Φ	5'-0	76.0# (4)
4 ¾	(4)	B	W12"X16.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼"	1"	3½"	1"	1¼"	¼"	5/16"	15/32"	3"	5'-6	3"	2'-0 Φ	7'-0	146.5# (4)
5		C	W12"X19.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼"	1"	3½"	1"	1½"	5/16"	5/16"	15/32"	3"	6'-0	3"	2'-0 Φ	7'-6	182.1#
5		D	W12"X22.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼"	1"	3½"	1"	1½"	⅜"	5/16"	15/32"	3"	6'-6	3"	2'-0 Φ	8'-0	210.5#
5	(3)	E	W12"X26.0 #/FT.	1" Φ @ 90#-FT.	7"	1'-4¼"	1¼"	4"	1½"	1½"	⅜"	5/16"	17/32"	3"	7'-0	3"	2'-0 Φ	8'-6	293.0# (3)

(1) (6) (1)

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/12/15 PLATE NO. A3-1.16

NO.	DATE	REVISION
(10)	1-21-14	LUBRICATION OF BASE BOLTS
(9)	4-26-11	REMOVE NON-GALVANIZED
(8)	10-30-96	NOT GALVANIZED/GALVANIZED
(7)	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
(6)	8-24-87	BASE CONN. WELD
(5)	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
(4)	10-19-79	POST A & B, A572 GR. 50, & K
(2)	11-28-78	"K" (3) 4-23-79 TYPE "E"
(1)	5-4-78	T_1 , T_2 & W_1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

CONST. SPEC. 2011 | DRAWN BY JPH | PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

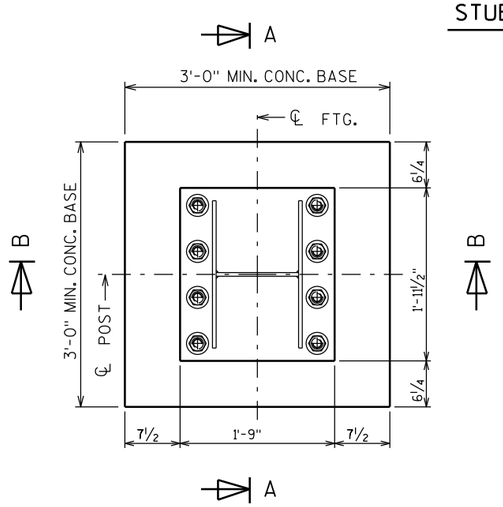
SHEET 597

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

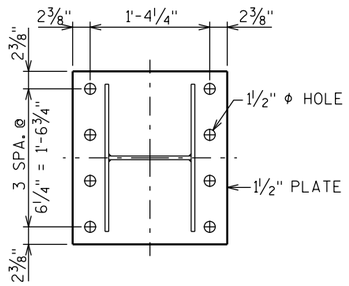
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FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31.DGN PLOT DATE : 01-DEC-2015 18:20 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000

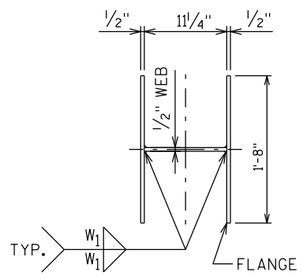
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



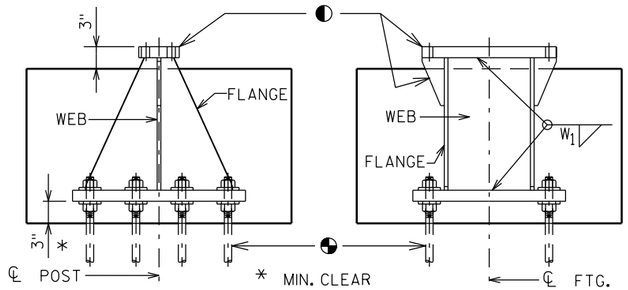
BASE PLATE



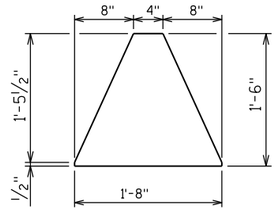
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



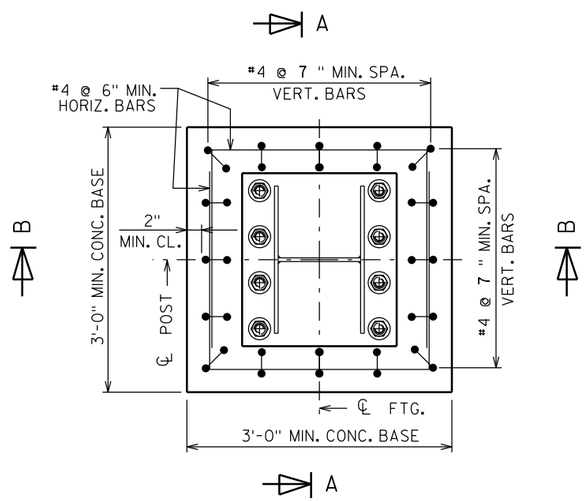
FLANGE

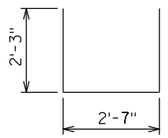
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

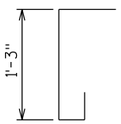
CONCRETE BASE SECTION





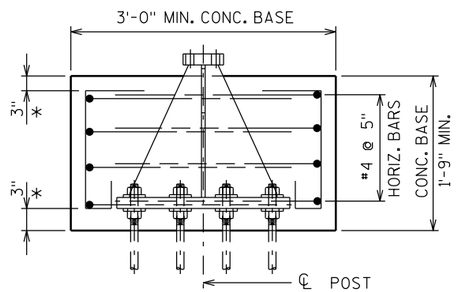
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



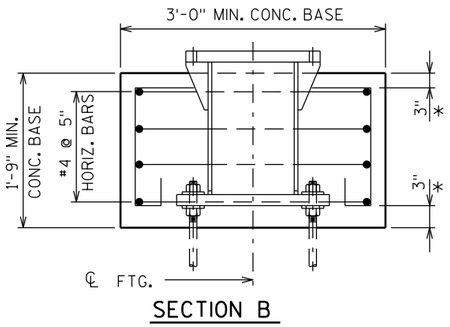
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/2014 PLATE 598 A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

VERITCAL DIMENSION ⇨

HORIZONTAL DIMENSION ⇩

⇩ \ ⇨	2.5 ft.	3 ft.	3.5 ft.	4 ft.	4.5 ft.	5 ft.	5.5 ft.	6 ft.	6.5 ft.	7 ft.	7.5 ft.	8 ft.	8.5 ft.	9 ft.	9.5 ft.	10 ft.	10.5 ft.	11 ft.	11.5 ft.	12 ft.	12.5 ft.	13 ft.	13.5 ft.	14 ft.	14.5 ft.	15 ft.	15.5 ft.	16 ft.
10 ft.	25 Sq. Ft	30 Sq. Ft	35 Sq. Ft	40 Sq. Ft	45 Sq. Ft	50 Sq. Ft	55 Sq. Ft	60 Sq. Ft	65 Sq. Ft	70 Sq. Ft	75 Sq. Ft	80 Sq. Ft	85 Sq. Ft	90 Sq. Ft	95 Sq. Ft	100 Sq. Ft	105 Sq. Ft	110 Sq. Ft	115 Sq. Ft	120 Sq. Ft	125 Sq. Ft	130 Sq. Ft	135 Sq. Ft	140 Sq. Ft	145 Sq. Ft	150 Sq. Ft	155 Sq. Ft	160 Sq. Ft
11 ft.	27.5 Sq. Ft	33 Sq. Ft	38.5 Sq. Ft	44 Sq. Ft	49.5 Sq. Ft	55 Sq. Ft	60.5 Sq. Ft	66 Sq. Ft	71.5 Sq. Ft	77 Sq. Ft	82.5 Sq. Ft	88 Sq. Ft	93.5 Sq. Ft	99 Sq. Ft	104.5 Sq. Ft	110 Sq. Ft	115.5 Sq. Ft	121 Sq. Ft	126.5 Sq. Ft	132 Sq. Ft	137.5 Sq. Ft	143 Sq. Ft	148.5 Sq. Ft	154 Sq. Ft	159.5 Sq. Ft	165 Sq. Ft	170.5 Sq. Ft	176 Sq. Ft
12 ft.	30 Sq. Ft	36 Sq. Ft	42 Sq. Ft	48 Sq. Ft	54 Sq. Ft	60 Sq. Ft	66 Sq. Ft	72 Sq. Ft	78 Sq. Ft	84 Sq. Ft	90 Sq. Ft	96 Sq. Ft	102 Sq. Ft	108 Sq. Ft	114 Sq. Ft	120 Sq. Ft	126 Sq. Ft	132 Sq. Ft	138 Sq. Ft	144 Sq. Ft	150 Sq. Ft	156 Sq. Ft	162 Sq. Ft	168 Sq. Ft	174 Sq. Ft	180 Sq. Ft	186 Sq. Ft	192 Sq. Ft
13 ft.	32.5 Sq. Ft	39 Sq. Ft	45.5 Sq. Ft	52 Sq. Ft	58.5 Sq. Ft	65 Sq. Ft	71.5 Sq. Ft	78 Sq. Ft	84.5 Sq. Ft	91 Sq. Ft	97.5 Sq. Ft	104 Sq. Ft	110.5 Sq. Ft	117 Sq. Ft	123.5 Sq. Ft	130 Sq. Ft	136.5 Sq. Ft	143 Sq. Ft	149.5 Sq. Ft	156 Sq. Ft	162.5 Sq. Ft	169 Sq. Ft	175.5 Sq. Ft	182 Sq. Ft	188.5 Sq. Ft	195 Sq. Ft	201.5 Sq. Ft	208 Sq. Ft
14 ft.	35 Sq. Ft	42 Sq. Ft	49 Sq. Ft	56 Sq. Ft	63 Sq. Ft	70 Sq. Ft	77 Sq. Ft	84 Sq. Ft	91 Sq. Ft	98 Sq. Ft	105 Sq. Ft	112 Sq. Ft	119 Sq. Ft	126 Sq. Ft	133 Sq. Ft	140 Sq. Ft	147 Sq. Ft	154 Sq. Ft	161 Sq. Ft	168 Sq. Ft	175 Sq. Ft	182 Sq. Ft	189 Sq. Ft	196 Sq. Ft	203 Sq. Ft	210 Sq. Ft	217 Sq. Ft	224 Sq. Ft
15 ft.	37.5 Sq. Ft	45 Sq. Ft	52.5 Sq. Ft	60 Sq. Ft	67.5 Sq. Ft	75 Sq. Ft	82.5 Sq. Ft	90 Sq. Ft	97.5 Sq. Ft	105 Sq. Ft	112.5 Sq. Ft	120 Sq. Ft	127.5 Sq. Ft	135 Sq. Ft	142.5 Sq. Ft	150 Sq. Ft	157.5 Sq. Ft	165 Sq. Ft	172.5 Sq. Ft	180 Sq. Ft	187.5 Sq. Ft	195 Sq. Ft	202.5 Sq. Ft	210 Sq. Ft	217.5 Sq. Ft	225 Sq. Ft	232.5 Sq. Ft	240 Sq. Ft
16 ft.	40 Sq. Ft	48 Sq. Ft	56 Sq. Ft	64 Sq. Ft	72 Sq. Ft	80 Sq. Ft	88 Sq. Ft	96 Sq. Ft	104 Sq. Ft	112 Sq. Ft	120 Sq. Ft	128 Sq. Ft	136 Sq. Ft	144 Sq. Ft	152 Sq. Ft	160 Sq. Ft	168 Sq. Ft	176 Sq. Ft	184 Sq. Ft	192 Sq. Ft	200 Sq. Ft	208 Sq. Ft	216 Sq. Ft	224 Sq. Ft	232 Sq. Ft	240 Sq. Ft	248 Sq. Ft	256 Sq. Ft
17 ft.	42.5 Sq. Ft	51 Sq. Ft	59.5 Sq. Ft	68 Sq. Ft	76.5 Sq. Ft	85 Sq. Ft	93.5 Sq. Ft	102 Sq. Ft	110.5 Sq. Ft	119 Sq. Ft	127.5 Sq. Ft	136 Sq. Ft	144.5 Sq. Ft	153 Sq. Ft	161.5 Sq. Ft	170 Sq. Ft	178.5 Sq. Ft	187 Sq. Ft	195.5 Sq. Ft	204 Sq. Ft	212.5 Sq. Ft	221 Sq. Ft	229.5 Sq. Ft	238 Sq. Ft	246.5 Sq. Ft	255 Sq. Ft	263.5 Sq. Ft	272 Sq. Ft
18 ft.	45 Sq. Ft	54 Sq. Ft	63 Sq. Ft	72 Sq. Ft	81 Sq. Ft	90 Sq. Ft	99 Sq. Ft	108 Sq. Ft	117 Sq. Ft	126 Sq. Ft	135 Sq. Ft	144 Sq. Ft	153 Sq. Ft	162 Sq. Ft	171 Sq. Ft	180 Sq. Ft	189 Sq. Ft	198 Sq. Ft	207 Sq. Ft	216 Sq. Ft	225 Sq. Ft	234 Sq. Ft	243 Sq. Ft	252 Sq. Ft	261 Sq. Ft	270 Sq. Ft	279 Sq. Ft	288 Sq. Ft
19 ft.	47.5 Sq. Ft	57 Sq. Ft	66.5 Sq. Ft	76 Sq. Ft	85.5 Sq. Ft	95 Sq. Ft	104.5 Sq. Ft	114 Sq. Ft	123.5 Sq. Ft	133 Sq. Ft	142.5 Sq. Ft	152 Sq. Ft	161.5 Sq. Ft	171 Sq. Ft	180.5 Sq. Ft	190 Sq. Ft	199.5 Sq. Ft	209 Sq. Ft	218.5 Sq. Ft	228 Sq. Ft	237.5 Sq. Ft	247 Sq. Ft	256.5 Sq. Ft	266 Sq. Ft	275.5 Sq. Ft	285 Sq. Ft	294.5 Sq. Ft	304 Sq. Ft
20 ft.	50 Sq. Ft	60 Sq. Ft	70 Sq. Ft	80 Sq. Ft	90 Sq. Ft	100 Sq. Ft	110 Sq. Ft	120 Sq. Ft	130 Sq. Ft	140 Sq. Ft	150 Sq. Ft	160 Sq. Ft	170 Sq. Ft	180 Sq. Ft	190 Sq. Ft	200 Sq. Ft	210 Sq. Ft	220 Sq. Ft	230 Sq. Ft	240 Sq. Ft	250 Sq. Ft	260 Sq. Ft	270 Sq. Ft	280 Sq. Ft	290 Sq. Ft	300 Sq. Ft	310 Sq. Ft	320 Sq. Ft
21 ft.	52.5 Sq. Ft	63 Sq. Ft	73.5 Sq. Ft	84 Sq. Ft	94.5 Sq. Ft	105 Sq. Ft	115.5 Sq. Ft	126 Sq. Ft	136.5 Sq. Ft	147 Sq. Ft	157.5 Sq. Ft	168 Sq. Ft	178.5 Sq. Ft	189 Sq. Ft	199.5 Sq. Ft	210 Sq. Ft	220.5 Sq. Ft	231 Sq. Ft	241.5 Sq. Ft	252 Sq. Ft	262.5 Sq. Ft	273 Sq. Ft	283.5 Sq. Ft	294 Sq. Ft	304.5 Sq. Ft	315 Sq. Ft	325.5 Sq. Ft	336 Sq. Ft

Type "A" (2 Posts)
1.2 CY Conc.
68 LBs Bar Steel

Type "B" (2 Posts)
1.6 CY Conc.
98 LBs Bar Steel

Type "C" (2 Posts)
1.8 CY Conc.
100 LBs Bar Steel

Type "D" (2 Posts)
1.8 CY Conc.
112 LBs Bar Steel

Type "C" (3 Posts)
2.7 CY Conc.
150 LBs Bar Steel

STEEL POST SIZE

"A" - W10" x 12"
"B" - W12" x 16"
"C" - W12" x 19"
"D" - W12 x 22"

7

7

DETERMINATION OF HIGH STRENGTH STRUCTURAL STEEL SIGN SUPPORT TYPE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/03/10 PLATE NO. A3-2.2

PROJECT NO: | SHEET NO: E

FILE NAME : C:\users\PROJECTS\tr_stdplate\A32.DGN PLOT DATE : 05-MAR-2010 10:10 PLOT BY : ditjph

VERTICAL DIMENSION ⇨

HORIZONTAL DIMENSION ⇩

Type "A" (2 Posts) 1.2 CY Conc. 68 LBs Bar Steel

⇩ \ ⇨	2.5 ft.	3 ft.	3.5 ft.	4 ft.	4.5 ft.	5 ft.	5.5 ft.	6 ft.	6.5 ft.	7 ft.	7.5 ft.	8 ft.	8.5 ft.	9 ft.	9.5 ft.	10 ft.	10.5 ft.	11 ft.	11.5 ft.	12 ft.	12.5 ft.	13 ft.	13.5 ft.	14 ft.	14.5 ft.	15 ft.	15.5 ft.	16 ft.
22 ft.	55 Sq. Ft	66 Sq. Ft	77 Sq. Ft	88 Sq. Ft	99 Sq. Ft	110 Sq. Ft	121 Sq. Ft	132 Sq. Ft	143 Sq. Ft	154 Sq. Ft	165 Sq. Ft	176 Sq. Ft	187 Sq. Ft	198 Sq. Ft	209 Sq. Ft	220 Sq. Ft	231 Sq. Ft	242 Sq. Ft	253 Sq. Ft	264 Sq. Ft	275 Sq. Ft	286 Sq. Ft	297 Sq. Ft	308 Sq. Ft	319 Sq. Ft	330 Sq. Ft	341 Sq. Ft	352 Sq. Ft
23 ft.	57.5 Sq. Ft	69 Sq. Ft	80.5 Sq. Ft	92 Sq. Ft	103.5 Sq. Ft	115 Sq. Ft	126.5 Sq. Ft	138 Sq. Ft	149.5 Sq. Ft	161 Sq. Ft	172.5 Sq. Ft	184 Sq. Ft	195.5 Sq. Ft	207 Sq. Ft	218.5 Sq. Ft	230 Sq. Ft	241.5 Sq. Ft	253 Sq. Ft	264.5 Sq. Ft	276 Sq. Ft	287.5 Sq. Ft	299 Sq. Ft	310.5 Sq. Ft	322 Sq. Ft	333.5 Sq. Ft	345 Sq. Ft	356.5 Sq. Ft	368 Sq. Ft
24 ft.	60 Sq. Ft	72 Sq. Ft	84 Sq. Ft	96 Sq. Ft	108 Sq. Ft	120 Sq. Ft	132 Sq. Ft	144 Sq. Ft	156 Sq. Ft	168 Sq. Ft	180 Sq. Ft	192 Sq. Ft	204 Sq. Ft	216 Sq. Ft	228 Sq. Ft	240 Sq. Ft	252 Sq. Ft	264 Sq. Ft	276 Sq. Ft	288 Sq. Ft	300 Sq. Ft	312 Sq. Ft	324 Sq. Ft	336 Sq. Ft	348 Sq. Ft	360 Sq. Ft	372 Sq. Ft	384 Sq. Ft
25 ft.	62.5 Sq. Ft	75 Sq. Ft	87.5 Sq. Ft	100 Sq. Ft	112.5 Sq. Ft	125 Sq. Ft	137.5 Sq. Ft	150 Sq. Ft	162.5 Sq. Ft	175 Sq. Ft	187.5 Sq. Ft	200 Sq. Ft	212.5 Sq. Ft	225 Sq. Ft	237.5 Sq. Ft	250 Sq. Ft	262.5 Sq. Ft	275 Sq. Ft	287.5 Sq. Ft	300 Sq. Ft	312.5 Sq. Ft	325 Sq. Ft	337.5 Sq. Ft	350 Sq. Ft	362.5 Sq. Ft	375 Sq. Ft	387.5 Sq. Ft	400 Sq. Ft
26 ft.	65 Sq. Ft	78 Sq. Ft	91 Sq. Ft	104 Sq. Ft	117 Sq. Ft	130 Sq. Ft	143 Sq. Ft	156 Sq. Ft	169 Sq. Ft	182 Sq. Ft	195 Sq. Ft	208 Sq. Ft	221 Sq. Ft	234 Sq. Ft	247 Sq. Ft	260 Sq. Ft	273 Sq. Ft	286 Sq. Ft	299 Sq. Ft	312 Sq. Ft	325 Sq. Ft	338 Sq. Ft	351 Sq. Ft	364 Sq. Ft	377 Sq. Ft	390 Sq. Ft	403 Sq. Ft	416 Sq. Ft
27 ft.	67.5 Sq. Ft	81 Sq. Ft	94.5 Sq. Ft	108 Sq. Ft	121.5 Sq. Ft	135 Sq. Ft	148.5 Sq. Ft	162 Sq. Ft	175.5 Sq. Ft	189 Sq. Ft	202.5 Sq. Ft	216 Sq. Ft	229.5 Sq. Ft	243 Sq. Ft	256.5 Sq. Ft	270 Sq. Ft	283.5 Sq. Ft	297 Sq. Ft	310.5 Sq. Ft	324 Sq. Ft	337.5 Sq. Ft	351 Sq. Ft	364.5 Sq. Ft	378 Sq. Ft	391.5 Sq. Ft	405 Sq. Ft	418.5 Sq. Ft	432 Sq. Ft
28 ft.	70 Sq. Ft	84 Sq. Ft	98 Sq. Ft	112 Sq. Ft	126 Sq. Ft	140 Sq. Ft	154 Sq. Ft	168 Sq. Ft	182 Sq. Ft	196 Sq. Ft	210 Sq. Ft	224 Sq. Ft	238 Sq. Ft	252 Sq. Ft	266 Sq. Ft	280 Sq. Ft	294 Sq. Ft	308 Sq. Ft	322 Sq. Ft	336 Sq. Ft	350 Sq. Ft	364 Sq. Ft	378 Sq. Ft	392 Sq. Ft	406 Sq. Ft	420 Sq. Ft	434 Sq. Ft	448 Sq. Ft
29 ft.	72.5 Sq. Ft	87 Sq. Ft	101.5 Sq. Ft	116 Sq. Ft	130.5 Sq. Ft	145 Sq. Ft	159.5 Sq. Ft	174 Sq. Ft	188.5 Sq. Ft	203 Sq. Ft	217.5 Sq. Ft	232 Sq. Ft	246.5 Sq. Ft	261 Sq. Ft	275.5 Sq. Ft	290 Sq. Ft	304.5 Sq. Ft	319 Sq. Ft	333.5 Sq. Ft	348 Sq. Ft	362.5 Sq. Ft	377 Sq. Ft	391.5 Sq. Ft	406 Sq. Ft	420.5 Sq. Ft	435 Sq. Ft	449.5 Sq. Ft	464 Sq. Ft
30 ft.	75 Sq. Ft	90 Sq. Ft	105 Sq. Ft	120 Sq. Ft	135 Sq. Ft	150 Sq. Ft	165 Sq. Ft	180 Sq. Ft	195 Sq. Ft	210 Sq. Ft	225 Sq. Ft	240 Sq. Ft	255 Sq. Ft	270 Sq. Ft	285 Sq. Ft	300 Sq. Ft	315 Sq. Ft	330 Sq. Ft	345 Sq. Ft	360 Sq. Ft	375 Sq. Ft	390 Sq. Ft	405 Sq. Ft	420 Sq. Ft	435 Sq. Ft	450 Sq. Ft	465 Sq. Ft	480 Sq. Ft
31 ft.	77.5 Sq. Ft	93 Sq. Ft	108.5 Sq. Ft	124 Sq. Ft	139.5 Sq. Ft	155 Sq. Ft	170.5 Sq. Ft	186 Sq. Ft	201.5 Sq. Ft	217 Sq. Ft	232.5 Sq. Ft	248 Sq. Ft	263.5 Sq. Ft	279 Sq. Ft	294.5 Sq. Ft	310 Sq. Ft	325.5 Sq. Ft	341 Sq. Ft	356.5 Sq. Ft	372 Sq. Ft	387.5 Sq. Ft	403 Sq. Ft	418.5 Sq. Ft	434 Sq. Ft	449.5 Sq. Ft	465 Sq. Ft	480.5 Sq. Ft	496 Sq. Ft
32 ft.	80 Sq. Ft	96 Sq. Ft	112 Sq. Ft	128 Sq. Ft	144 Sq. Ft	160 Sq. Ft	176 Sq. Ft	192 Sq. Ft	208 Sq. Ft	224 Sq. Ft	240 Sq. Ft	256 Sq. Ft	272 Sq. Ft	288 Sq. Ft	304 Sq. Ft	320 Sq. Ft	336 Sq. Ft	352 Sq. Ft	368 Sq. Ft	384 Sq. Ft	400 Sq. Ft	416 Sq. Ft	432 Sq. Ft	448 Sq. Ft	464 Sq. Ft	480 Sq. Ft	496 Sq. Ft	512 Sq. Ft
33 ft.	82.5 Sq. Ft	99 Sq. Ft	115.5 Sq. Ft	132 Sq. Ft	148.5 Sq. Ft	165 Sq. Ft	181.5 Sq. Ft	198 Sq. Ft	214.5 Sq. Ft	231 Sq. Ft	247.5 Sq. Ft	264 Sq. Ft	280.5 Sq. Ft	297 Sq. Ft	313.5 Sq. Ft	330 Sq. Ft	346.5 Sq. Ft	363 Sq. Ft	379.5 Sq. Ft	396 Sq. Ft	412.5 Sq. Ft	429 Sq. Ft	445.5 Sq. Ft	462 Sq. Ft	478.5 Sq. Ft	495 Sq. Ft	511.5 Sq. Ft	528 Sq. Ft
34 ft.	85 Sq. Ft	102 Sq. Ft	119 Sq. Ft	136 Sq. Ft	153 Sq. Ft	170 Sq. Ft	187 Sq. Ft	204 Sq. Ft	221 Sq. Ft	238 Sq. Ft	255 Sq. Ft	272 Sq. Ft	289 Sq. Ft	306 Sq. Ft	323 Sq. Ft	340 Sq. Ft	357 Sq. Ft	374 Sq. Ft	391 Sq. Ft	408 Sq. Ft	425 Sq. Ft	442 Sq. Ft	459 Sq. Ft	476 Sq. Ft	493 Sq. Ft	510 Sq. Ft	527 Sq. Ft	544 Sq. Ft
35 ft.	87.5 Sq. Ft	105 Sq. Ft	122.5 Sq. Ft	140 Sq. Ft	157.5 Sq. Ft	175 Sq. Ft	192.5 Sq. Ft	210 Sq. Ft	227.5 Sq. Ft	245 Sq. Ft	262.5 Sq. Ft	280 Sq. Ft	297.5 Sq. Ft	315 Sq. Ft	332.5 Sq. Ft	350 Sq. Ft	367.5 Sq. Ft	385 Sq. Ft	402.5 Sq. Ft	420 Sq. Ft	437.5 Sq. Ft	455 Sq. Ft	472.5 Sq. Ft	490 Sq. Ft	507.5 Sq. Ft	525 Sq. Ft	542.5 Sq. Ft	560 Sq. Ft
36 ft.	90 Sq. Ft	108 Sq. Ft	126 Sq. Ft	144 Sq. Ft	162 Sq. Ft	180 Sq. Ft	198 Sq. Ft	216 Sq. Ft	234 Sq. Ft	252 Sq. Ft	270 Sq. Ft	288 Sq. Ft	306 Sq. Ft	324 Sq. Ft	342 Sq. Ft	360 Sq. Ft	378 Sq. Ft	396 Sq. Ft	414 Sq. Ft	432 Sq. Ft	450 Sq. Ft	468 Sq. Ft	486 Sq. Ft	504 Sq. Ft	522 Sq. Ft	540 Sq. Ft	558 Sq. Ft	576 Sq. Ft

Type "B" (2 Posts)
1.6 CY Conc.
98 LBs Bar Steel

Type "C" (2 Posts)
1.8 CY Conc.
100 LBs Bar Steel

Type "D" (2 Posts)
1.8 CY Conc.
112 LBs Bar Steel

Type "C" (3 Posts)
2.7 CY Conc.
150 LBs Bar Steel

Type "D" (3 Posts)
2.7 CY Conc.
168 LBs Bar Steel

STEEL POST SIZE

"A" - W10" x 12"
"B" - W12" x 16"
"C" - W12" x 19"
"D" - W12 x 22"

DETERMINATION OF HIGH STRENGTH STRUCTURAL STEEL SIGN SUPPORT TYPE

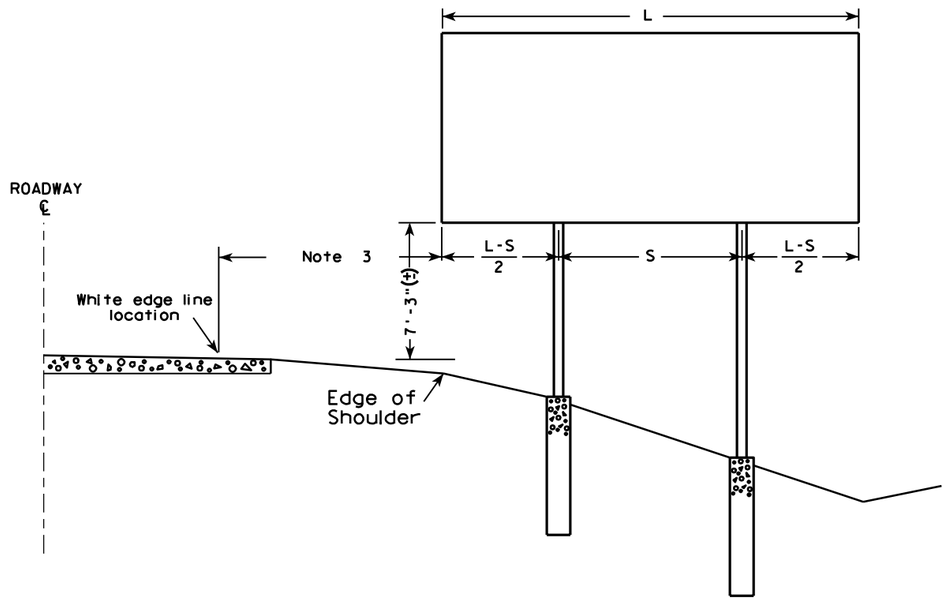
WISCONSIN DEPT OF TRANSPORTATION

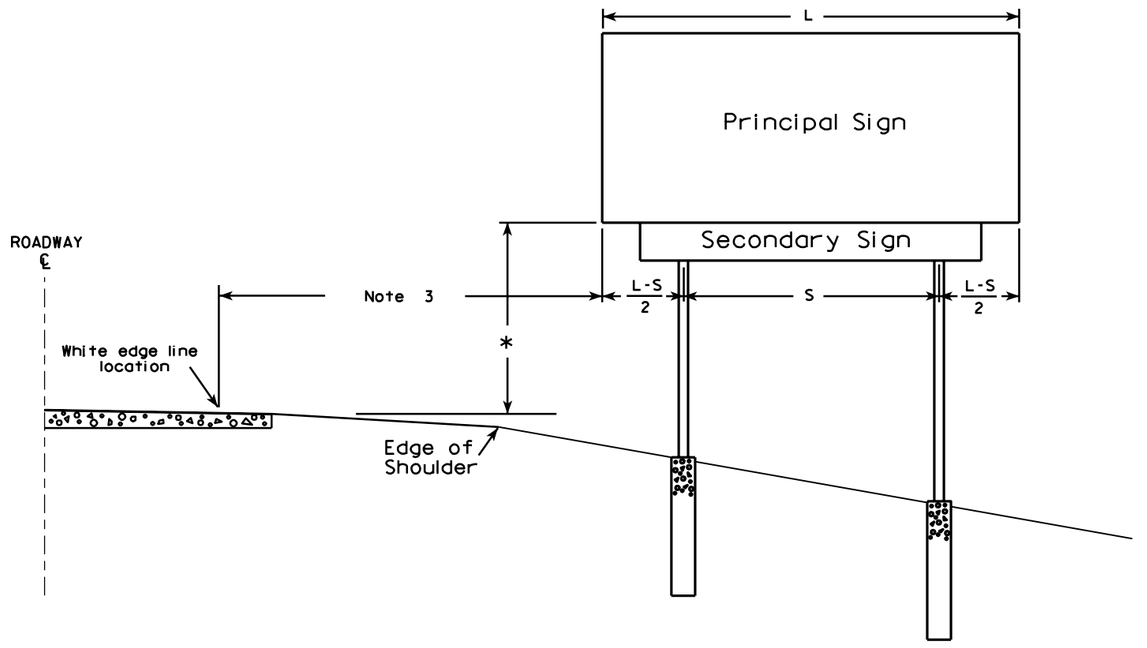
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/10 PLATE NO. A3-3.2

PROJECT NO: | SHEET NO: E

FILE NAME : C:\users\PROJECTS\tr_stdplate\A33.DGN PLOT DATE : 05-MAR-2010 10:07 PLOT BY : ditjph





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

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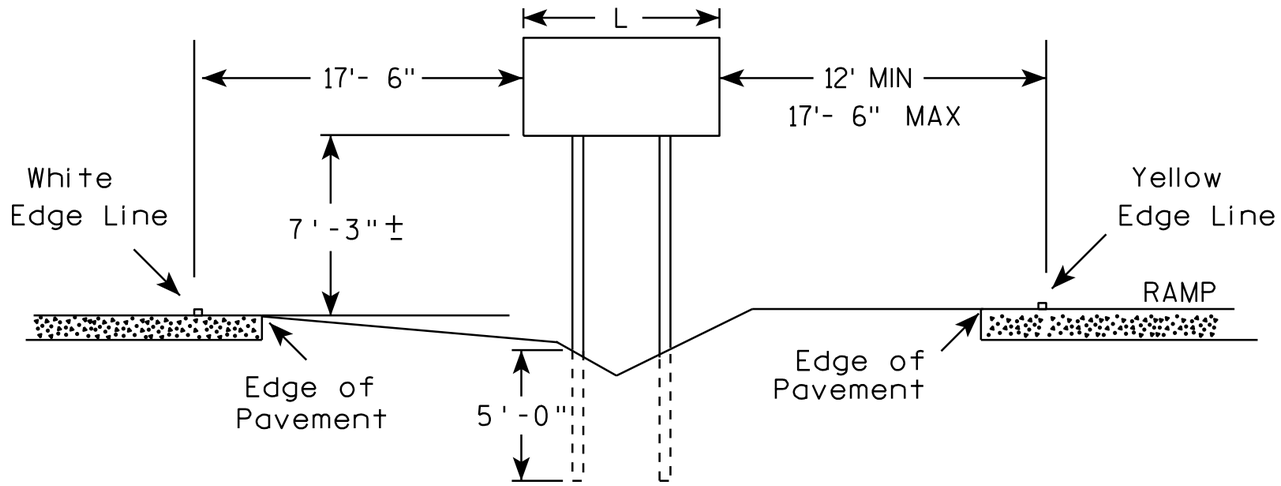
TYPICAL INSTALLATION
OF TYPE I SIGNS

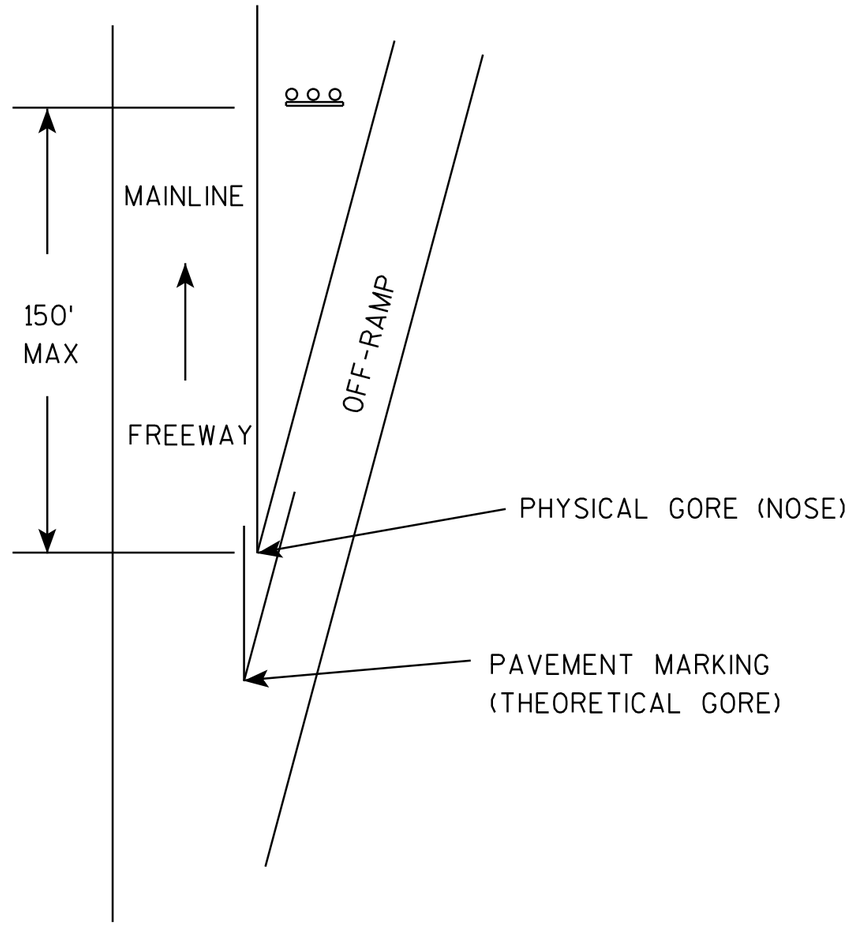
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 601	E





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

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TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

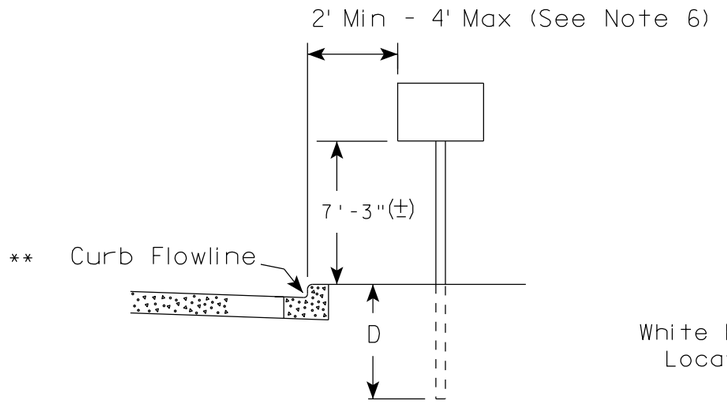
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

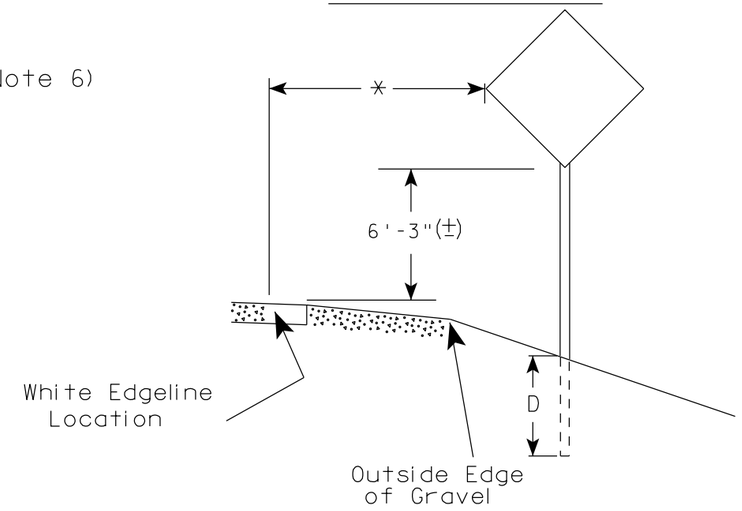
DATE 2/06/14 PLA 602 A4-2.3

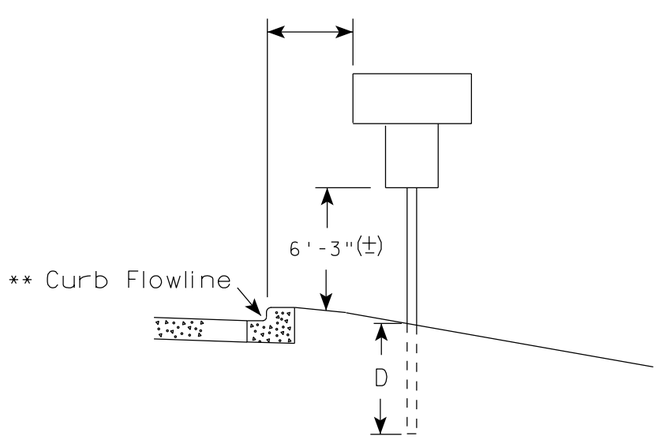
PROJECT NO: | SHEET NO: E

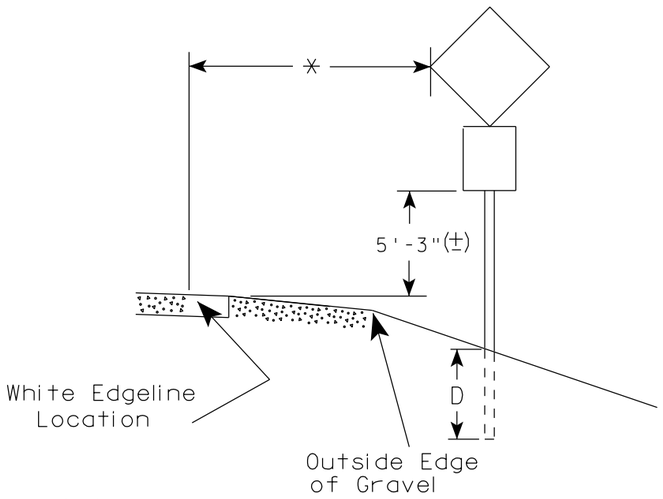
URBAN AREA



RURAL AREA (See Note 2)







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" (±).

POST EMBEDMENT DEPTH

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

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

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

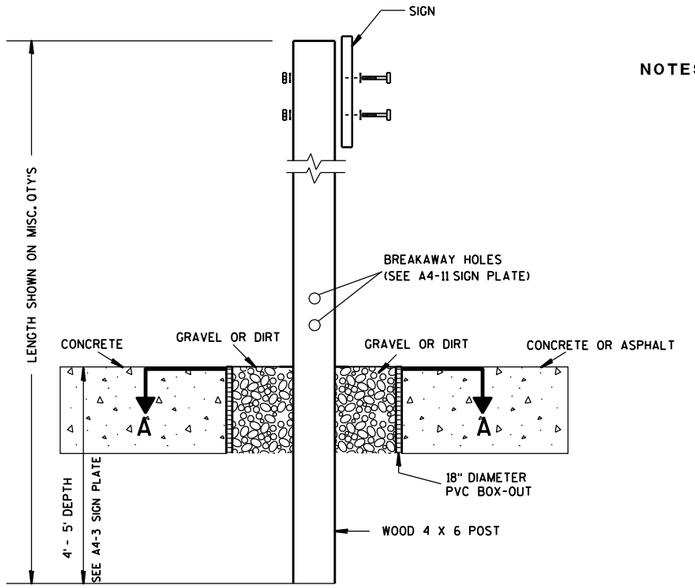
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

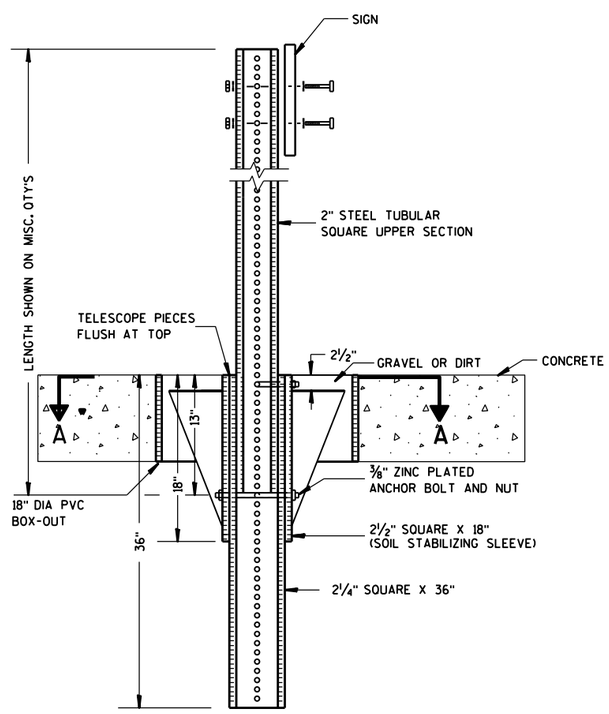
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

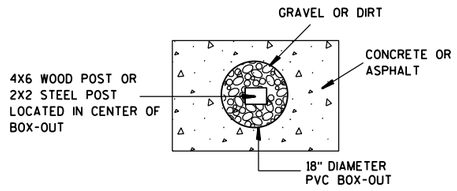
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

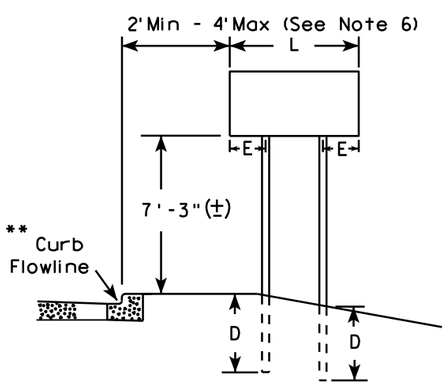
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

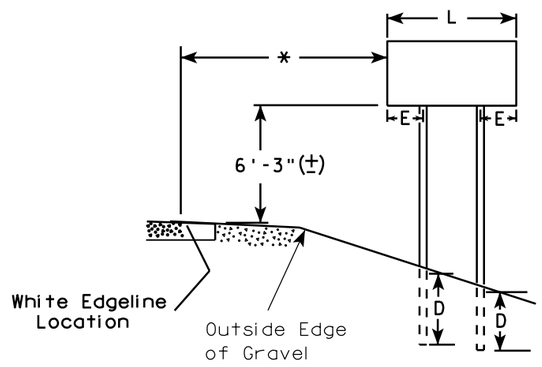
DATE 1/27/14 PLATE NO. A4-3B.1

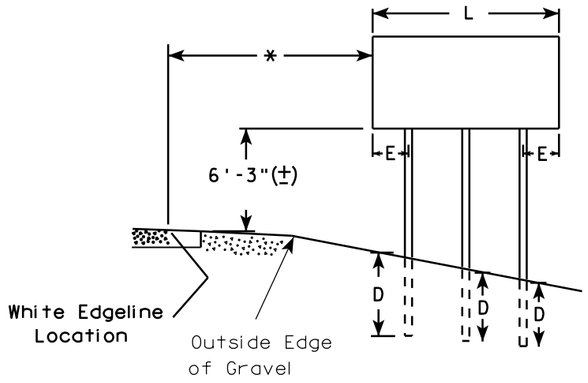
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

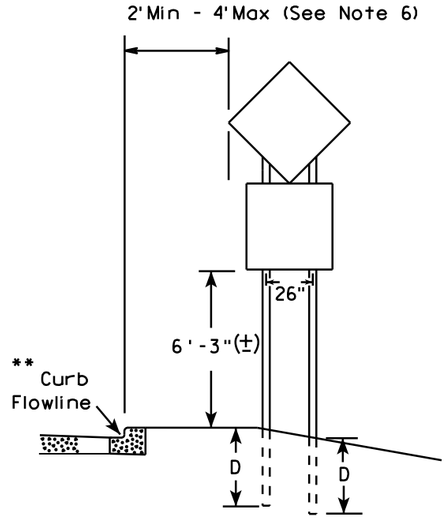
URBAN AREA



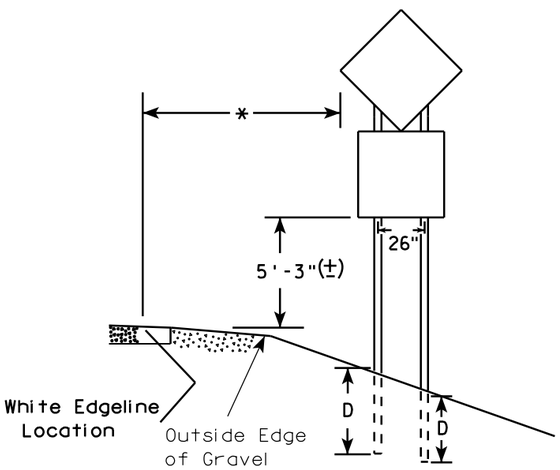
RURAL AREA (See Note 3)







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

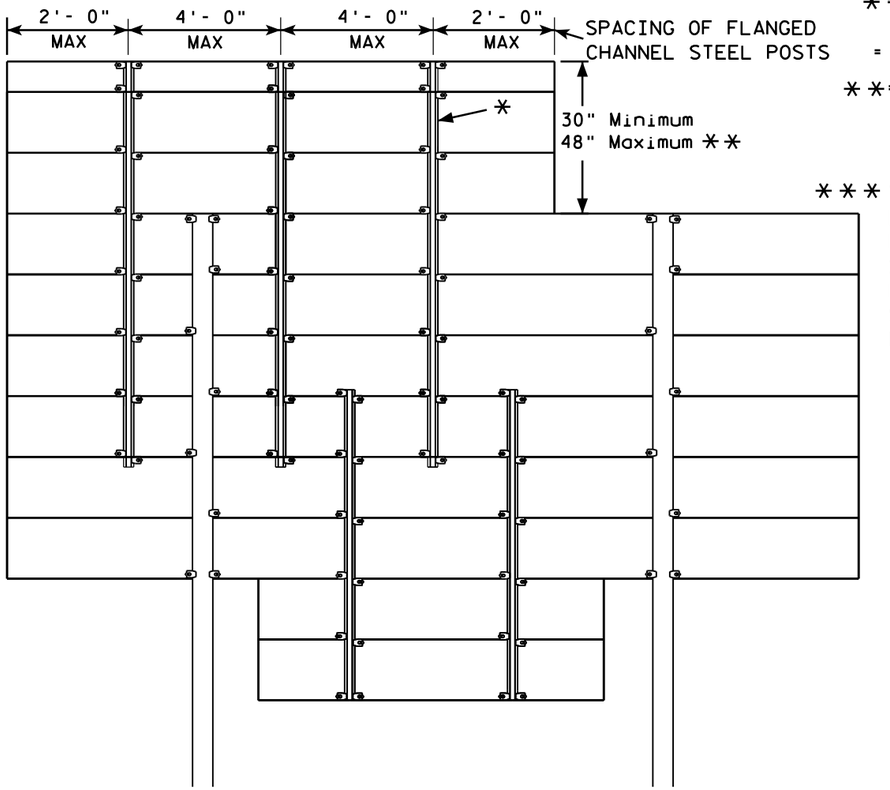
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 605 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

GROUND MOUNTED SIGN

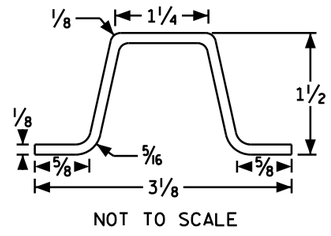


* =2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

** =FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

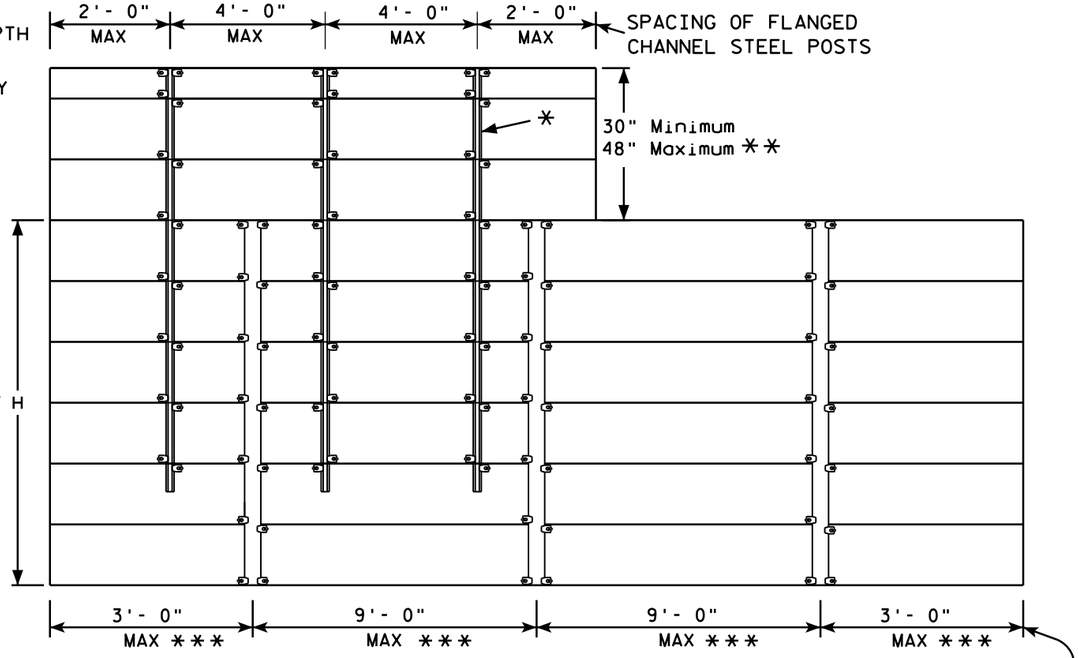
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

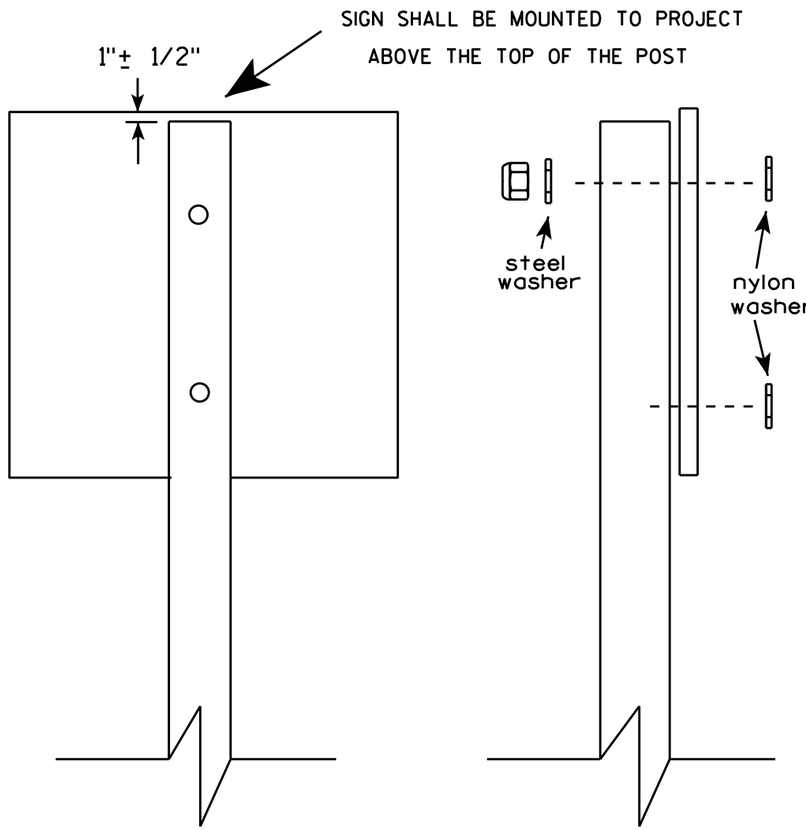
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

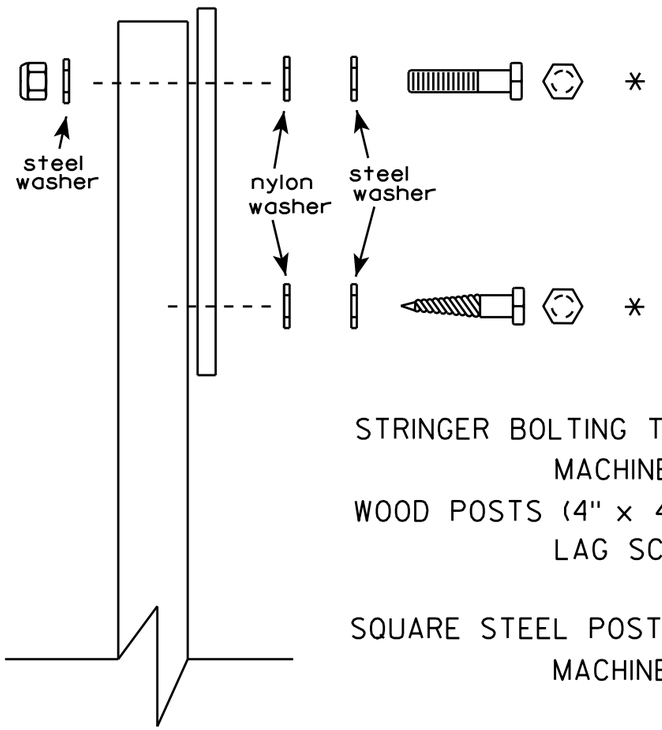
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 606 A4-6.12

PROJECT NO:				SHEET NO:	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ nuts

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

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

* 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

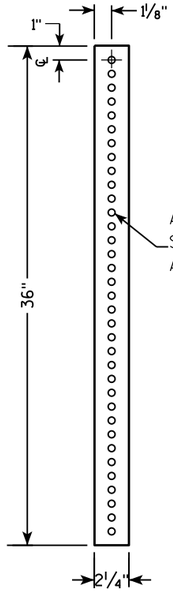
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/27/16 PLATE NO. A4-8.8

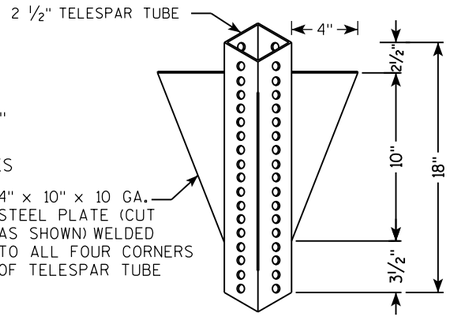
PROJECT NO: SHEET NO: E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

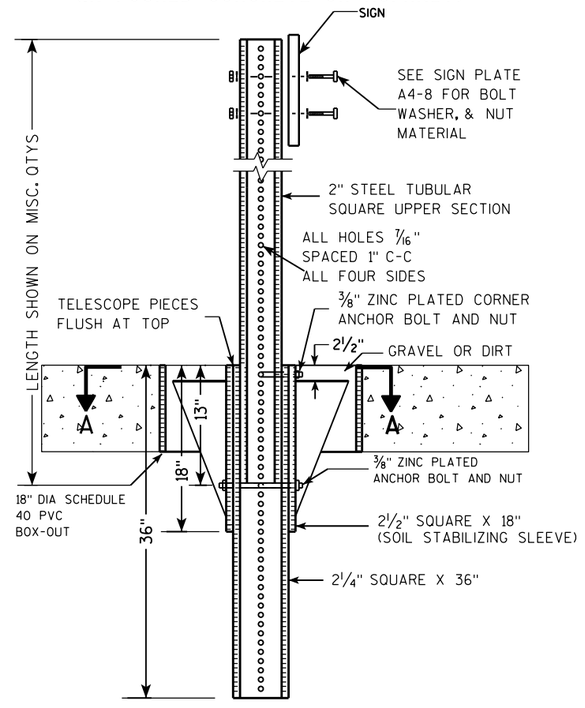
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



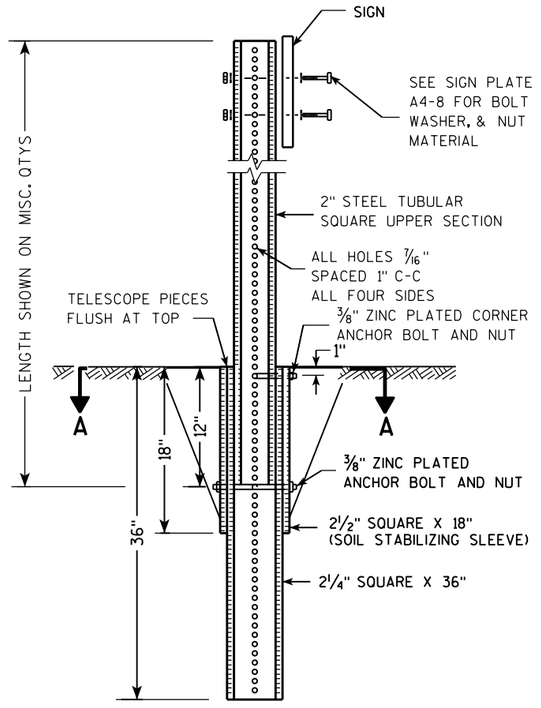
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

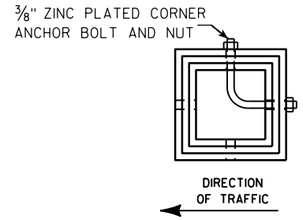


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

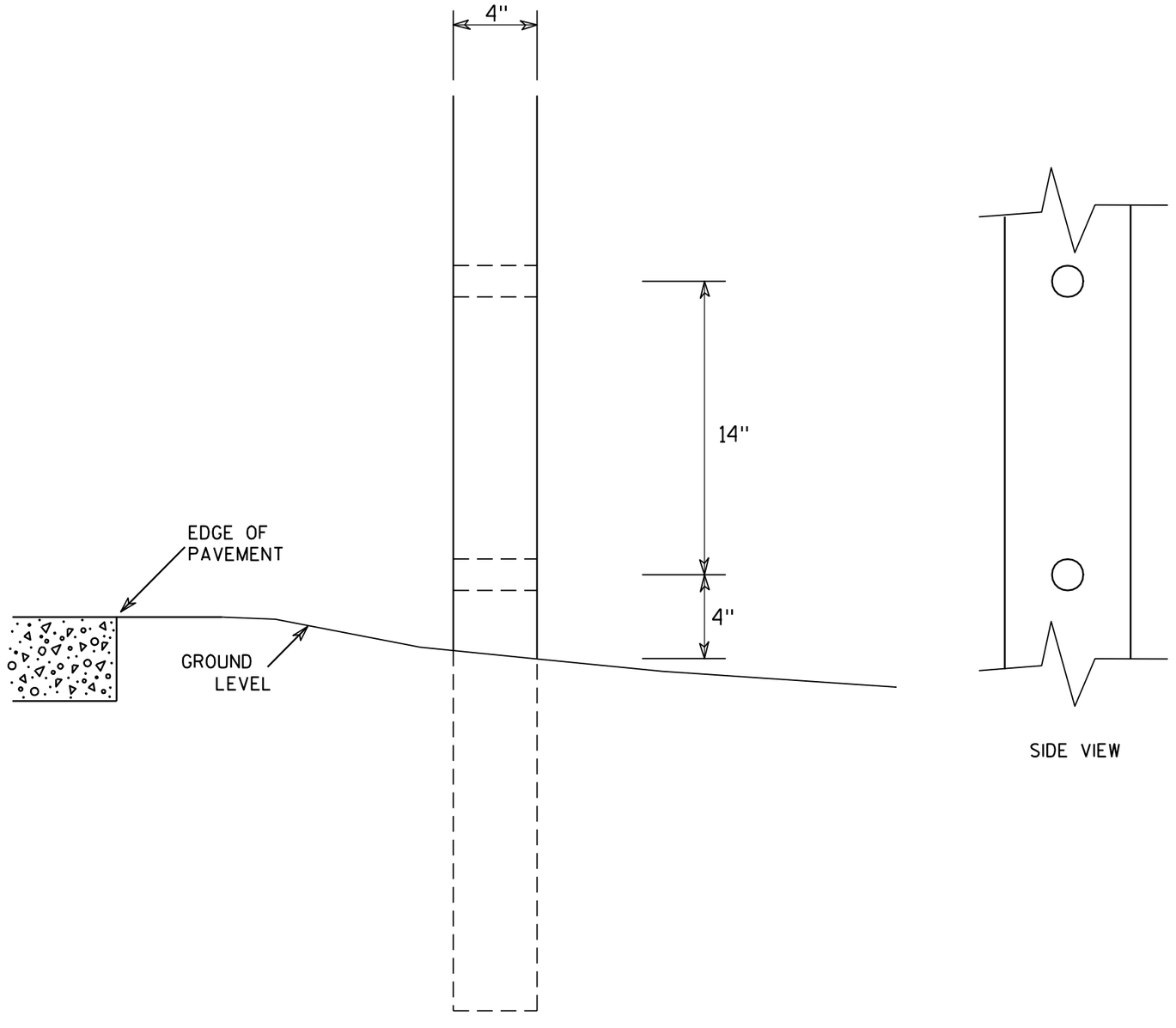
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 608 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

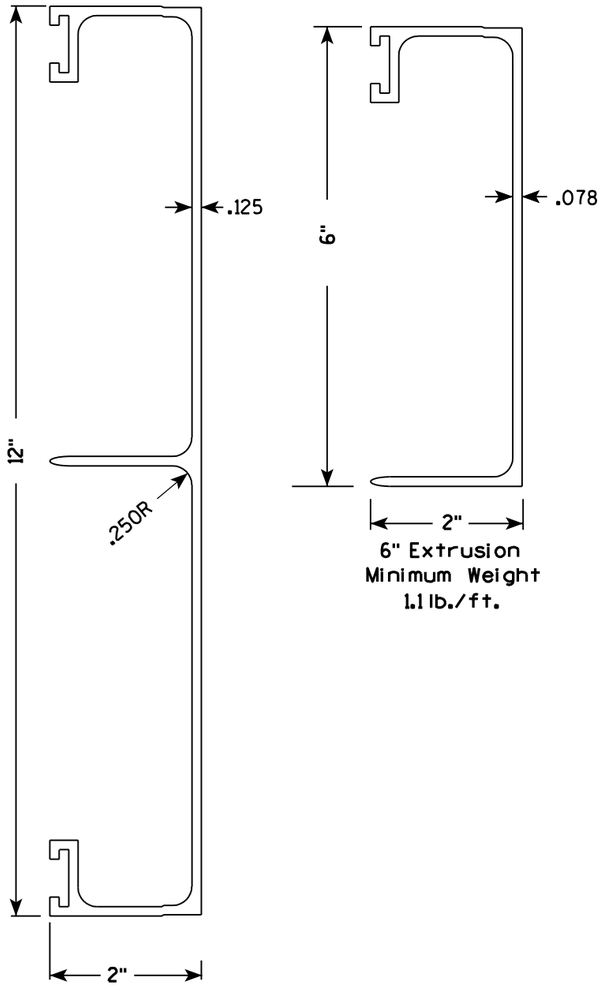
WISCONSIN DEPT OF TRANSPORTATION

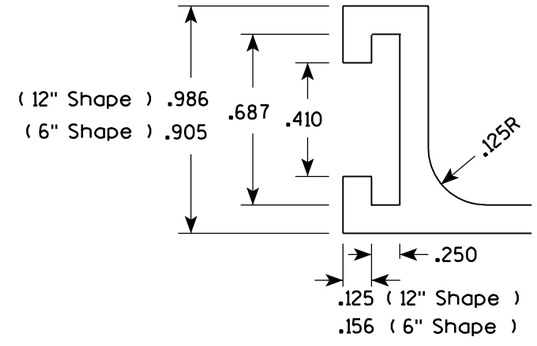
APPROVED Chester J Spang for State Traffic Engineer

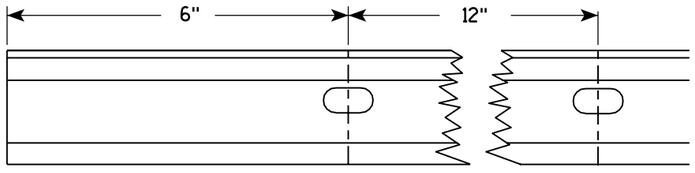
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 609	E

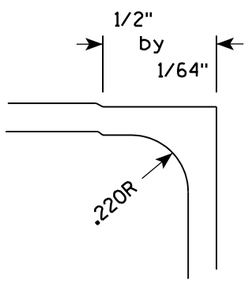
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

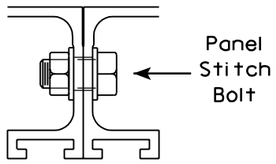


Hardware

STITCH BOLT, WASHER & NUT

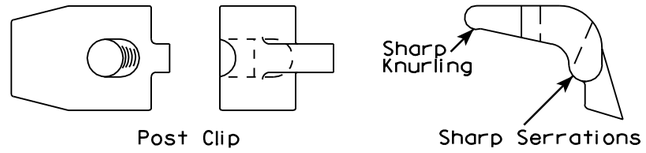
The hardware includes:

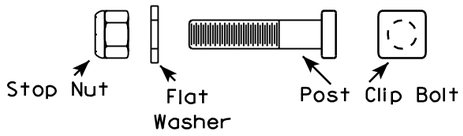
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

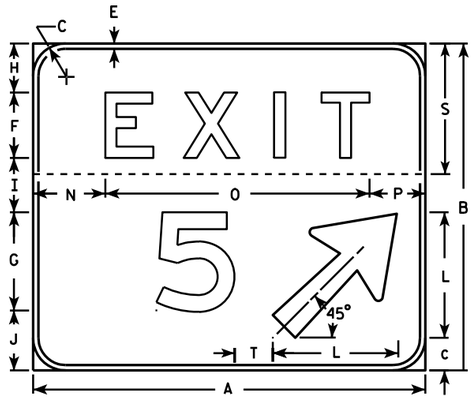
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

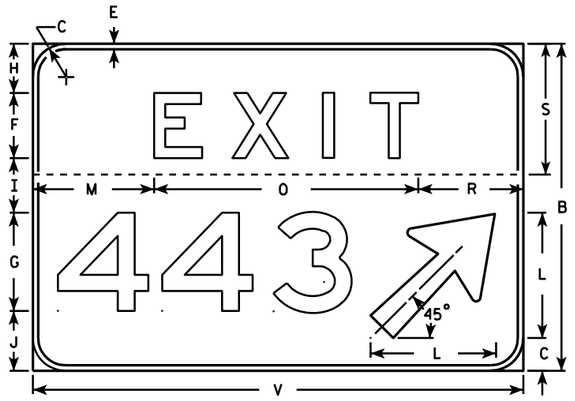
DATE 11/18/99 PLATE NO. A5-2.9

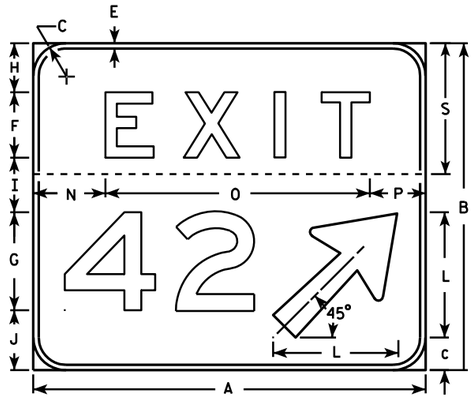
PROJECT NO:

SHEET NO: 610 E



NOTE: T diminision shall be measured from the back of the number to the front of the arrow

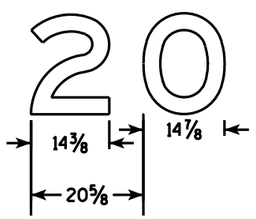




NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. As per the Standard Spec's, these signs shall not have a vertical joint.

EXAMPLE FOR USING SPACING CHART



SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

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
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

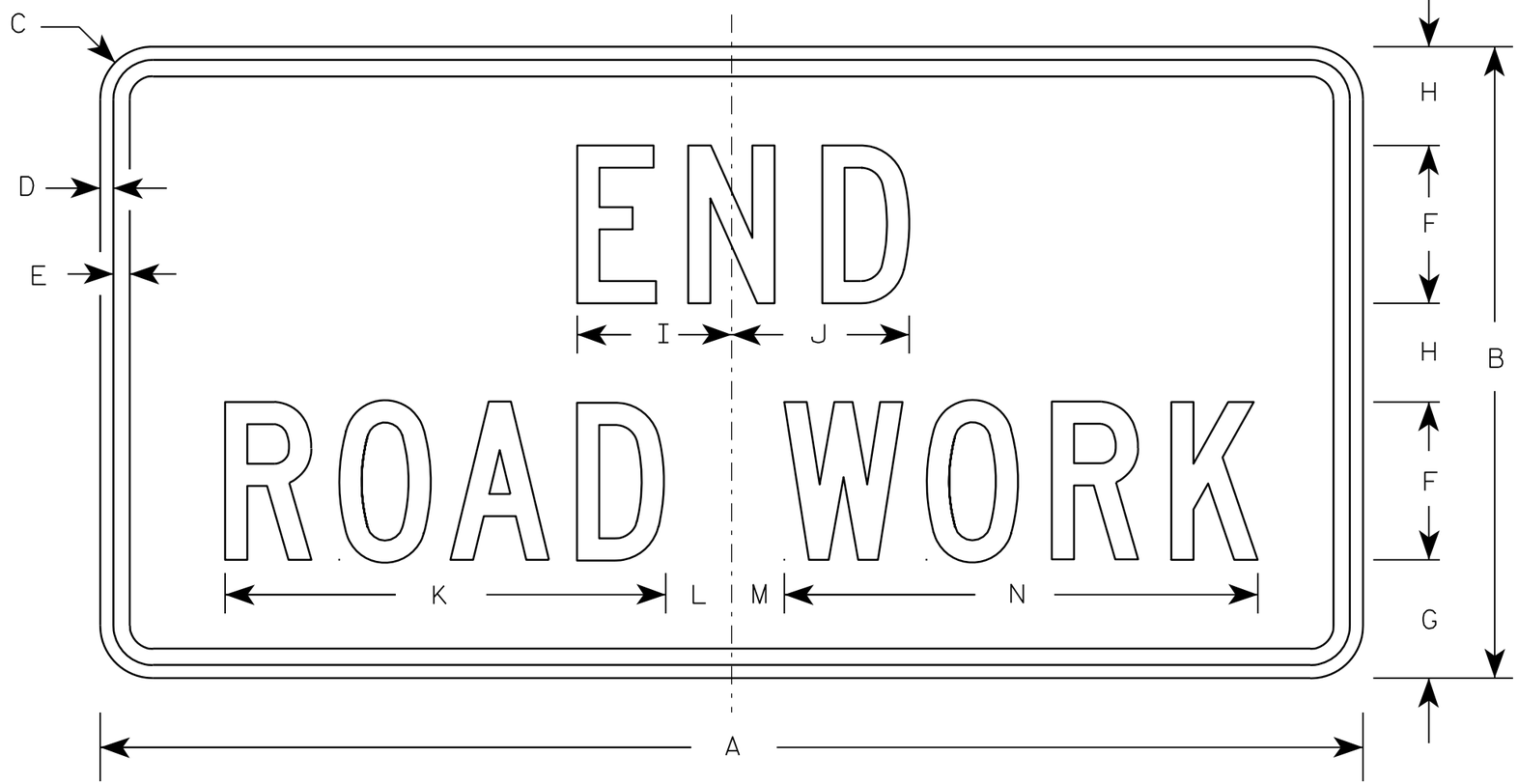
STANDARD SIGN
E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/11/10 PLATE NO. E5-1A.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 611	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: 612	E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E
4. Material shall be .040 aluminmum



G20-60

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	108	24				12	6	14 7/8	78 1/4																		18.0
5																											

STANDARD SIGN
G20-60

WISCONSIN DEPT OF TRANSPORTATION

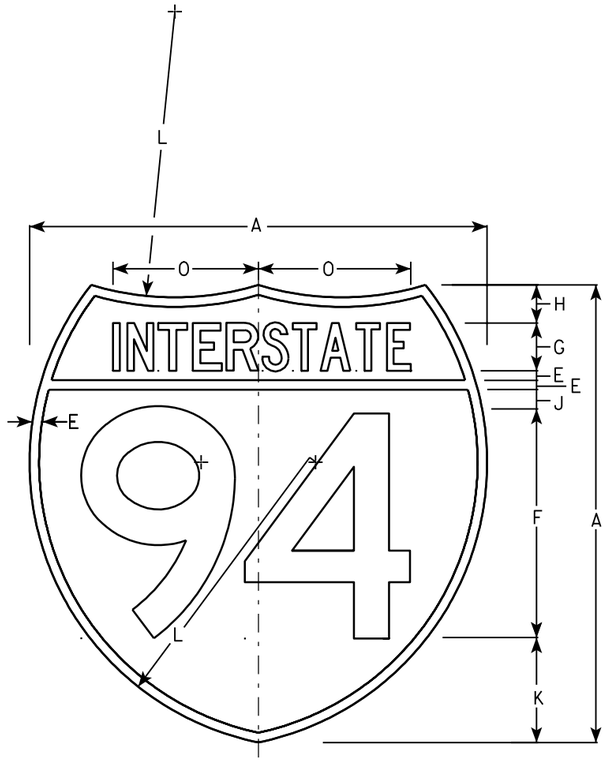
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/15 PLATE NO G20-60.1

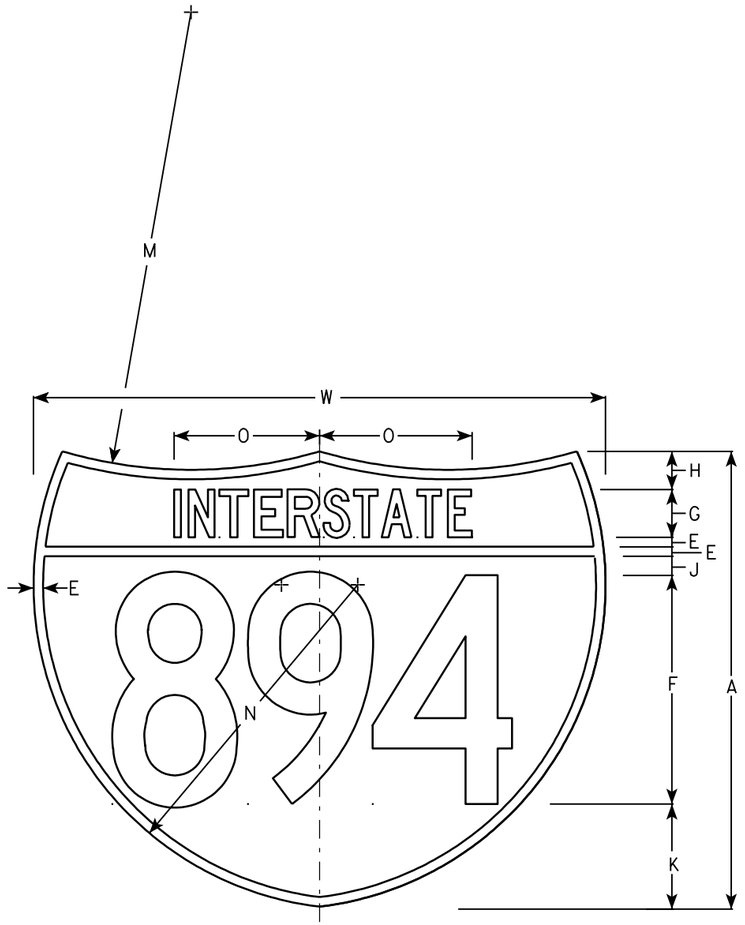
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

7

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G2060.DGN PLOT DATE : 13-MAY-2015 08:46 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 20.431338:1.000000
WISDOT/CADDS SHEET 42



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

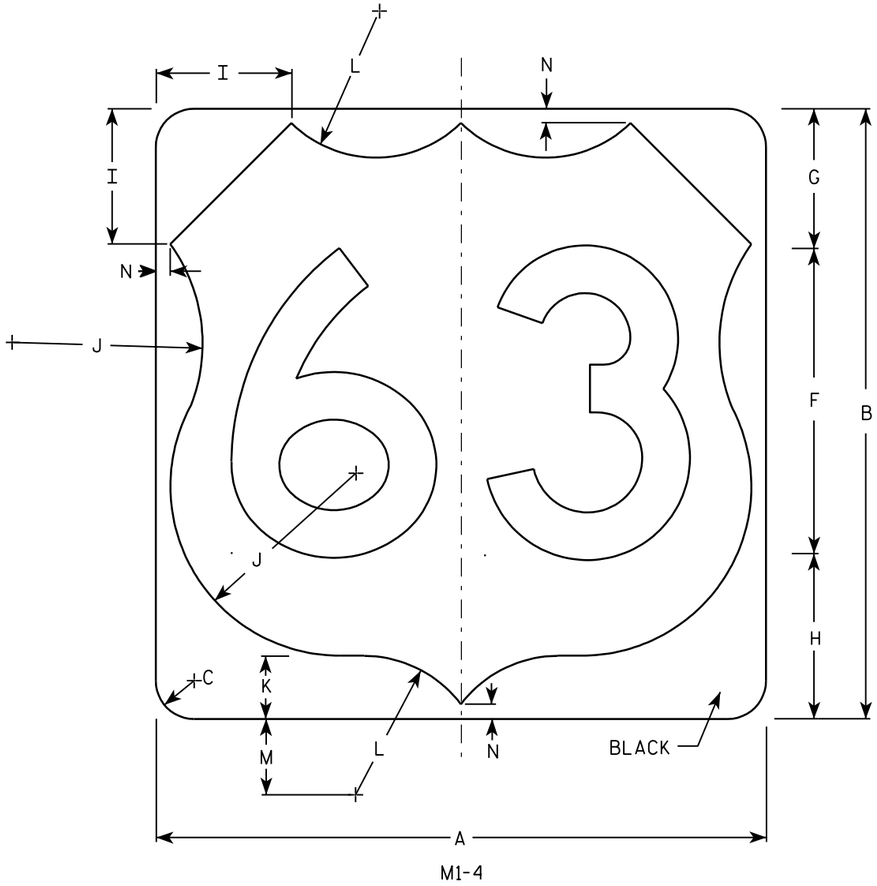
APPROVED Matthew R Rauch
for State Traffic Engineer

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

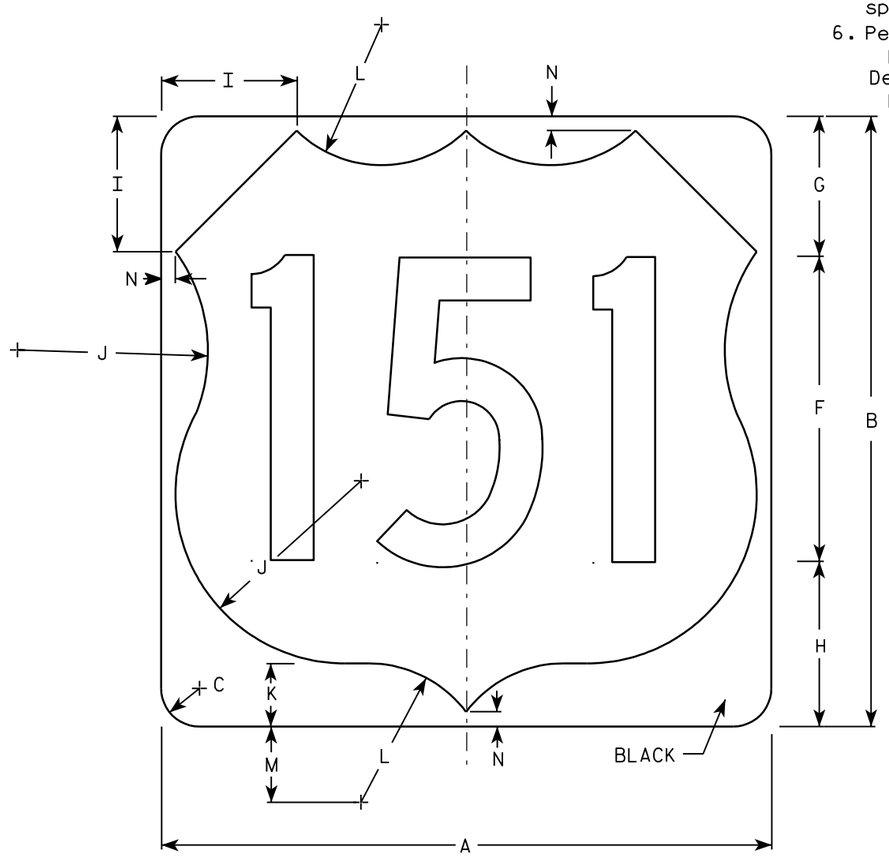
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 614	E

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

7

7

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

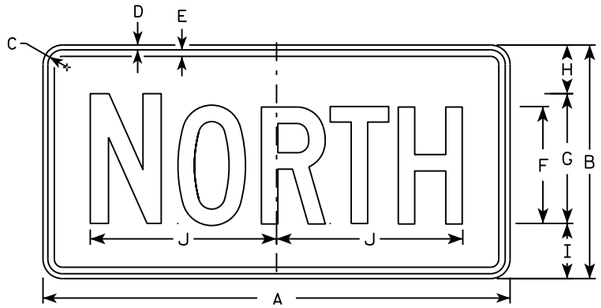
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

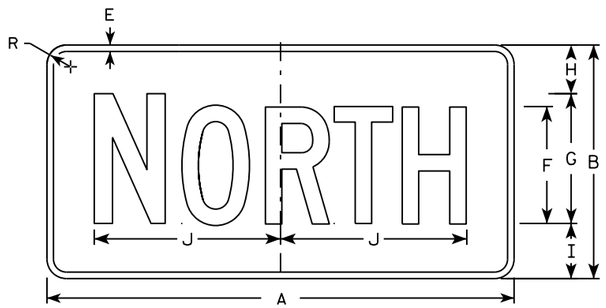
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 615	E



M3-1
MM3-1
MP3-1



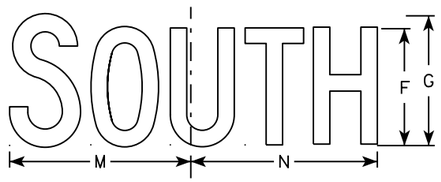
MB3-1
MK3-1
MN3-1



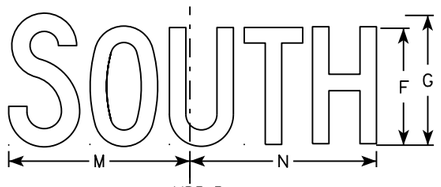
M3-2
MM3-2
MP3-2



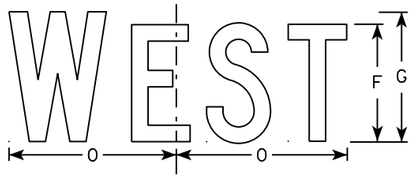
MB3-2
MK3-2
MN3-2



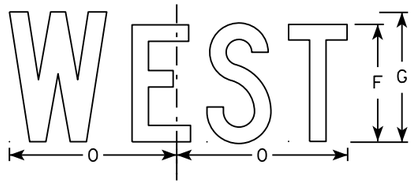
M3-3
MM3-3
MP3-3



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

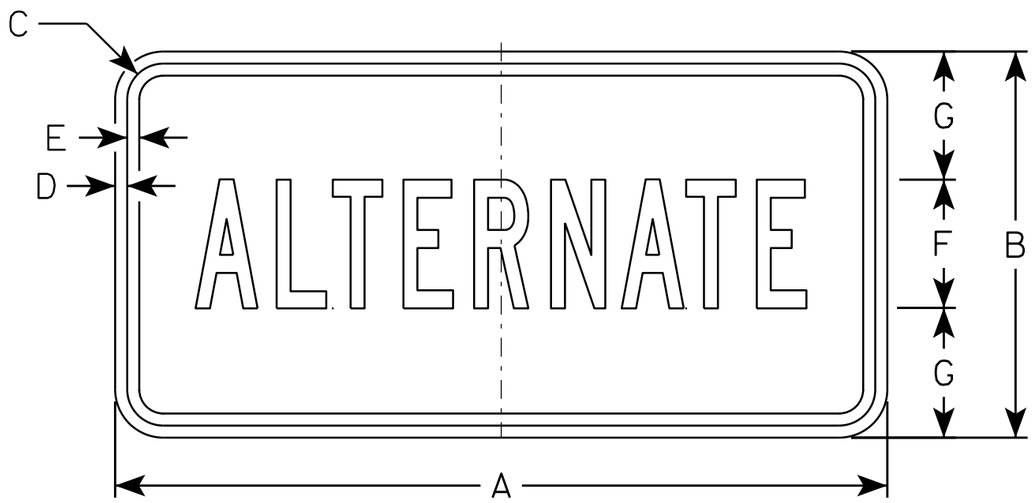
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

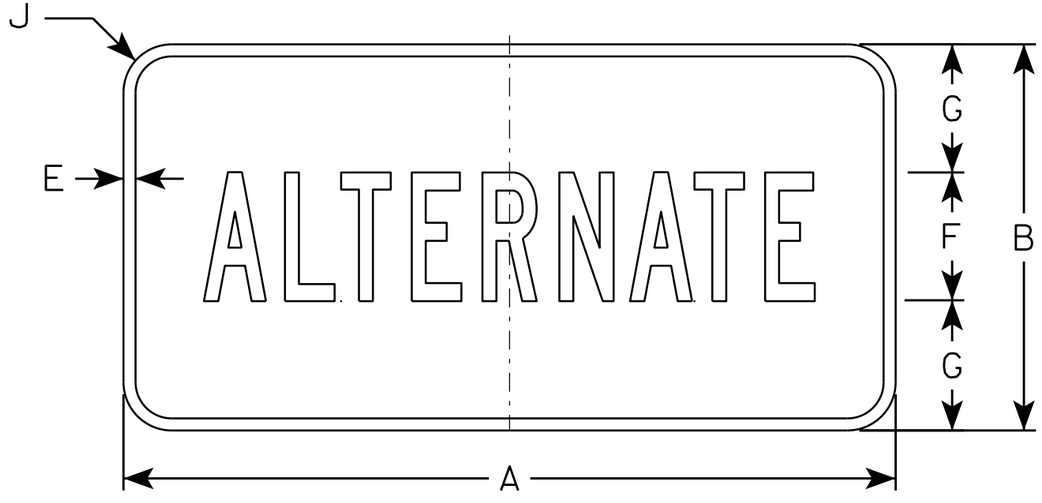
DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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

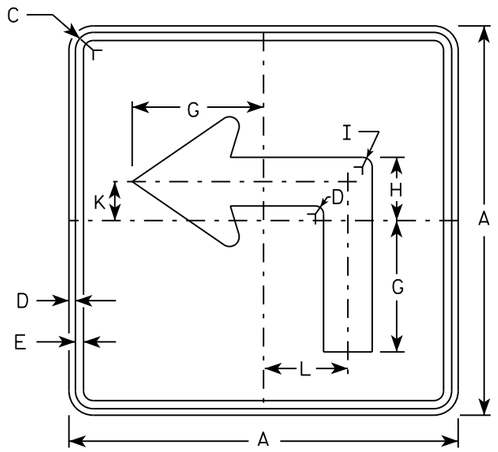
STANDARD SIGN
M4-1

WISCONSIN DEPT OF TRANSPORTATION

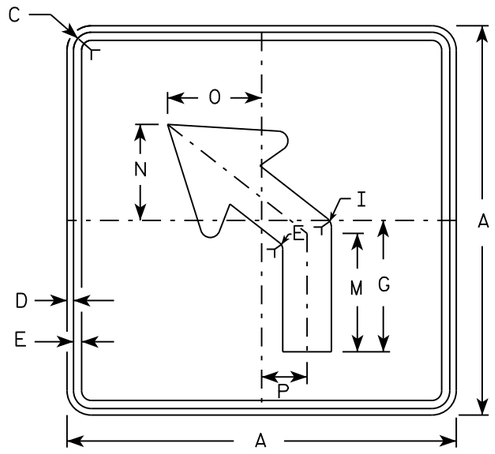
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE 14-1.8

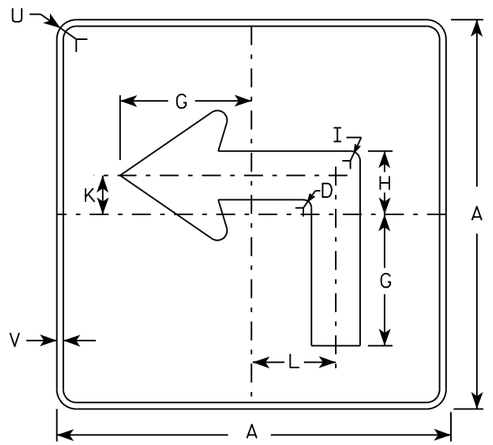
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



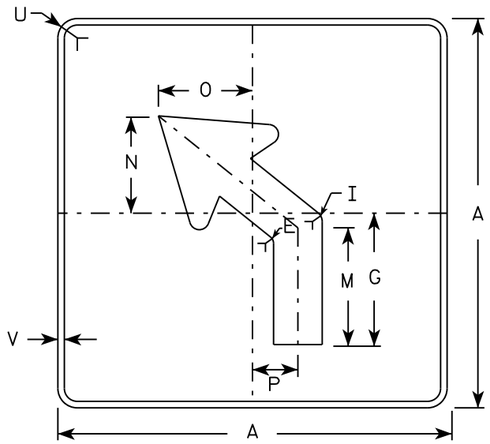
M5-1L
MM5-1L
MO5-1L
MP5-1L



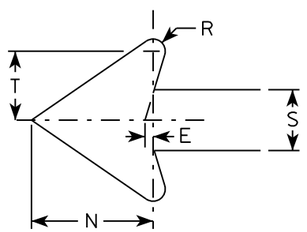
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

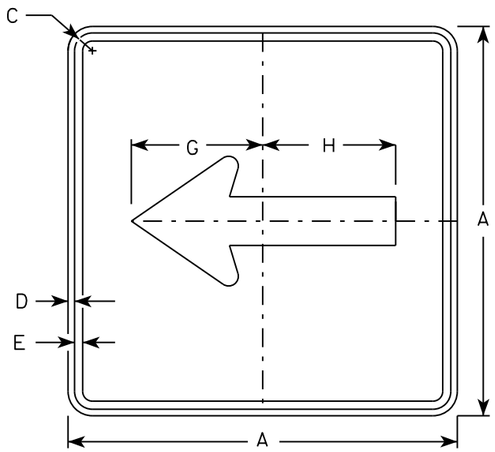
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

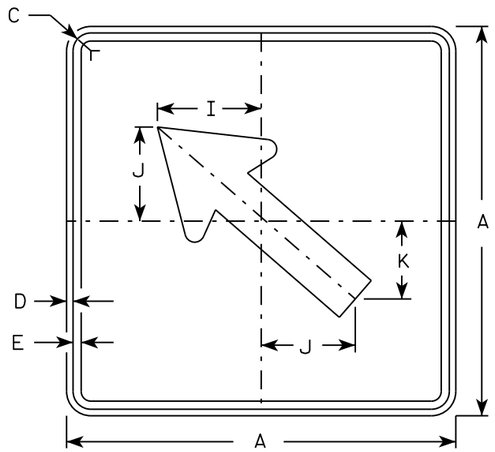
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



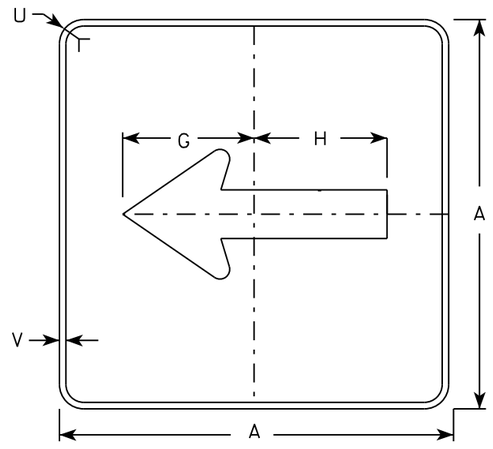
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2

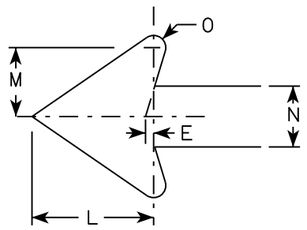
NOTES

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

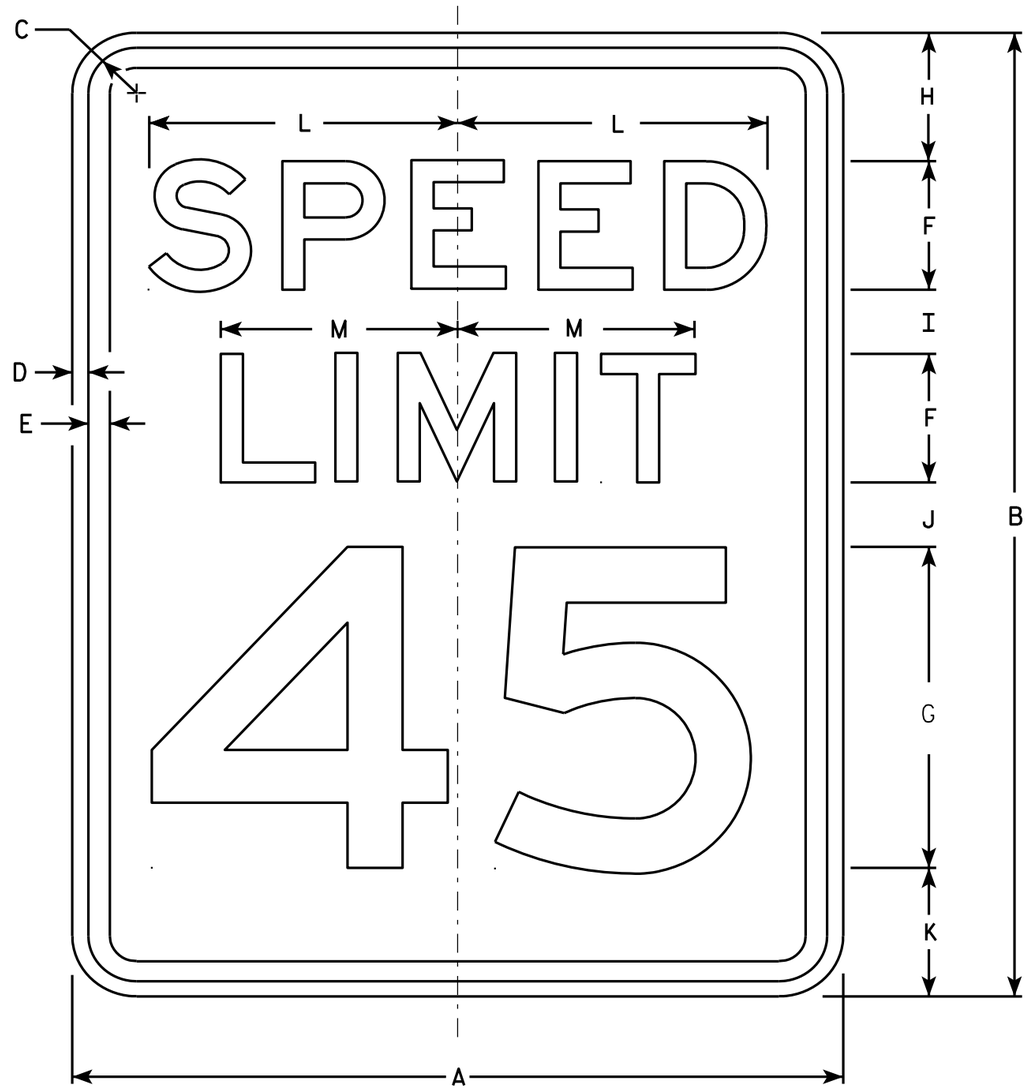
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 619 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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

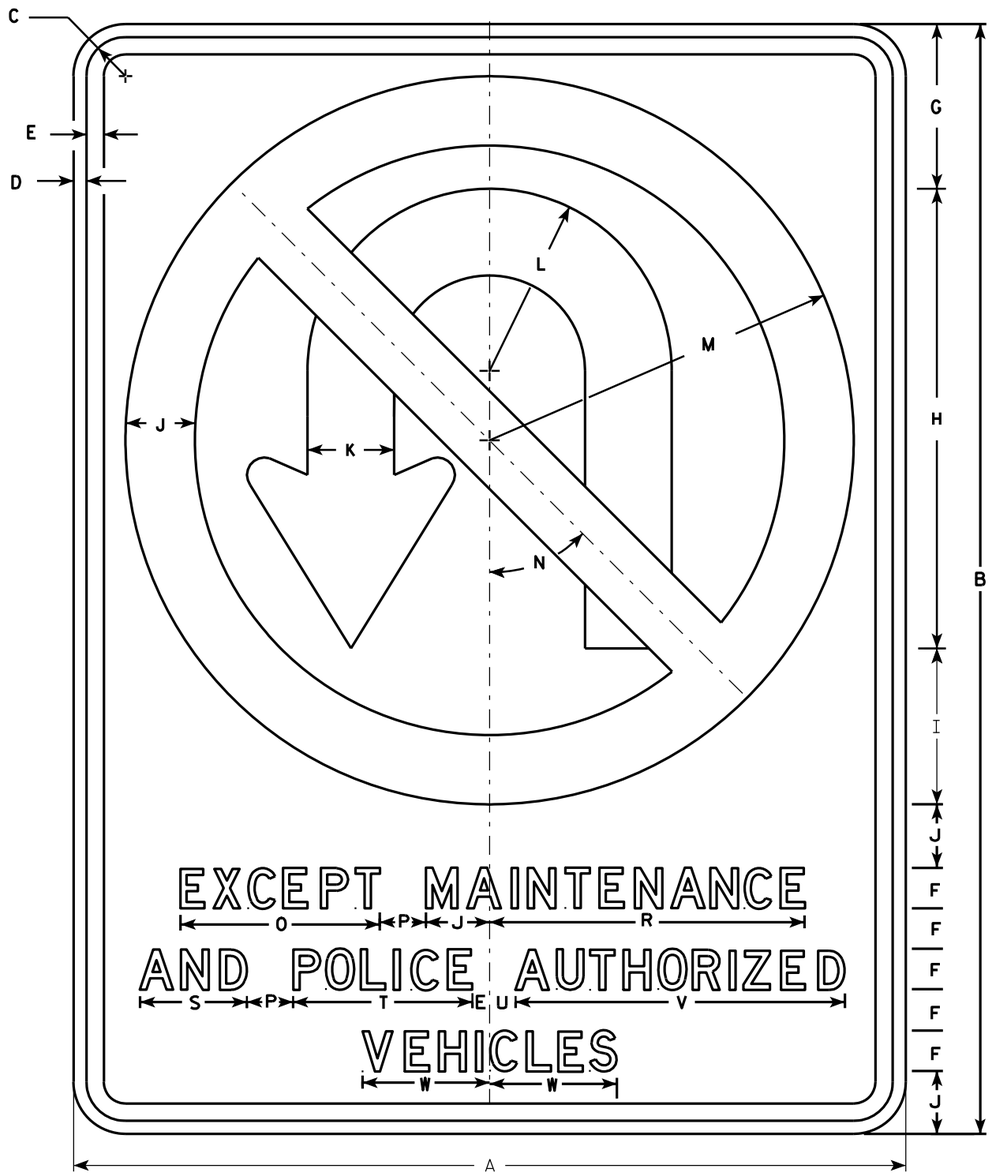
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

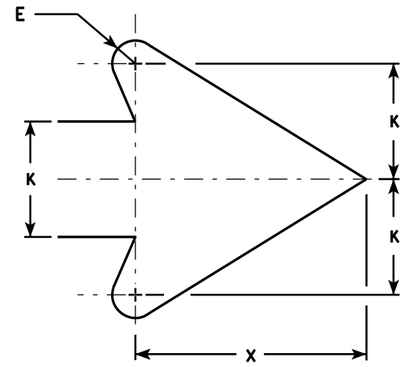
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 620	E



R3-4B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

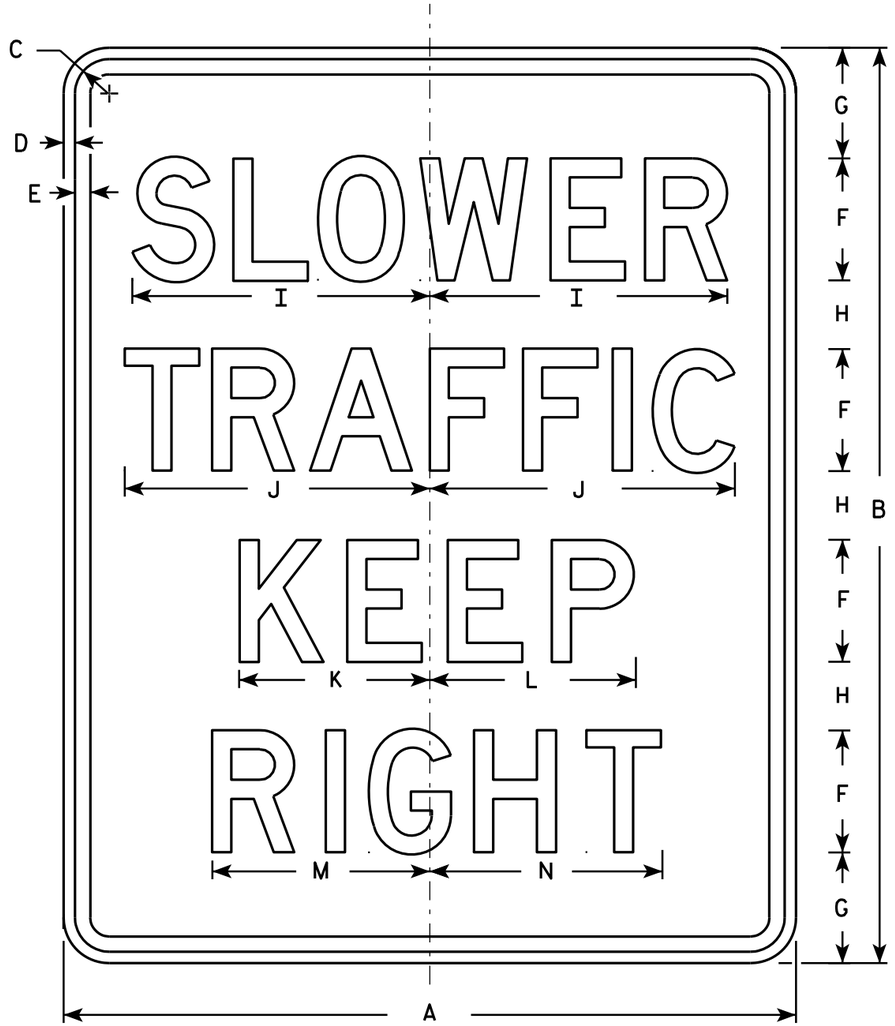
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 621	E



R4-3

NOTES

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

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 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0
2M	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0
3	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0
4	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0
5	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	19 1/2	20	12 1/2	13 1/2	14 1/4	15 1/4													20.0

STANDARD SIGN
R4-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-3.8

PROJECT NO:

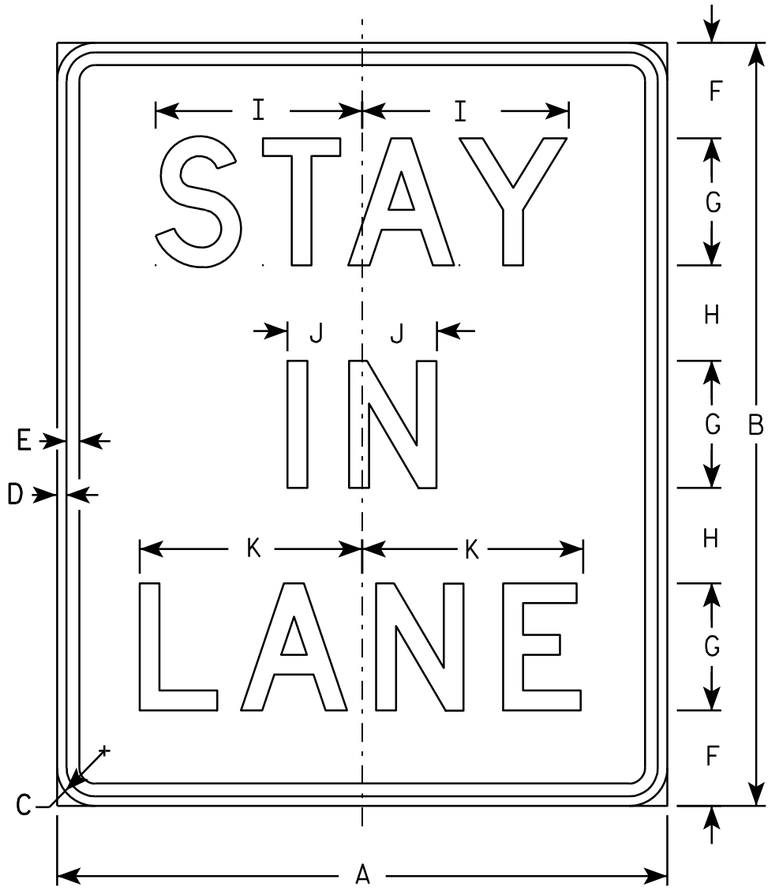
SHEET NO: 622 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R43.DGN PLOT DATE : 25-MAR-2011 13:40 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7



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:

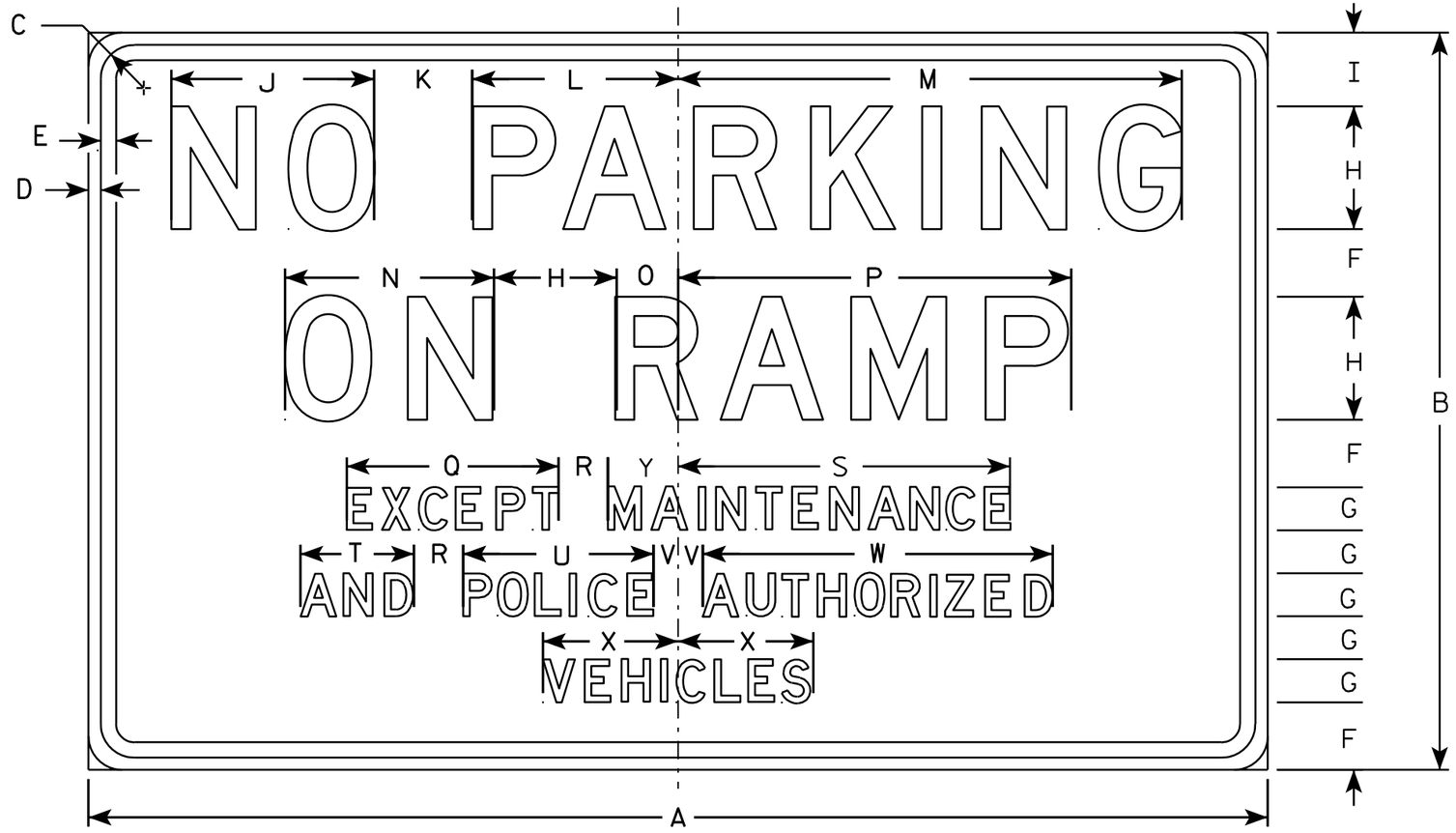
SHEET NO: 623 E

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



R7-64

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 - Lines 1& 2 and Border are RED
   Lines 3, 4, & 5 are 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	48	30	1 3/8	1/2	5/8	2 3/4	1 3/4	5	3	8 1/4	4	8 3/8	20 1/2	8 1/2	2 1/2	16	8 5/8	2	13 5/8	4 5/8	7 3/4	1	14 1/4	5 1/2			10.0
4																											
5																											

STANDARD SIGN
R7-64

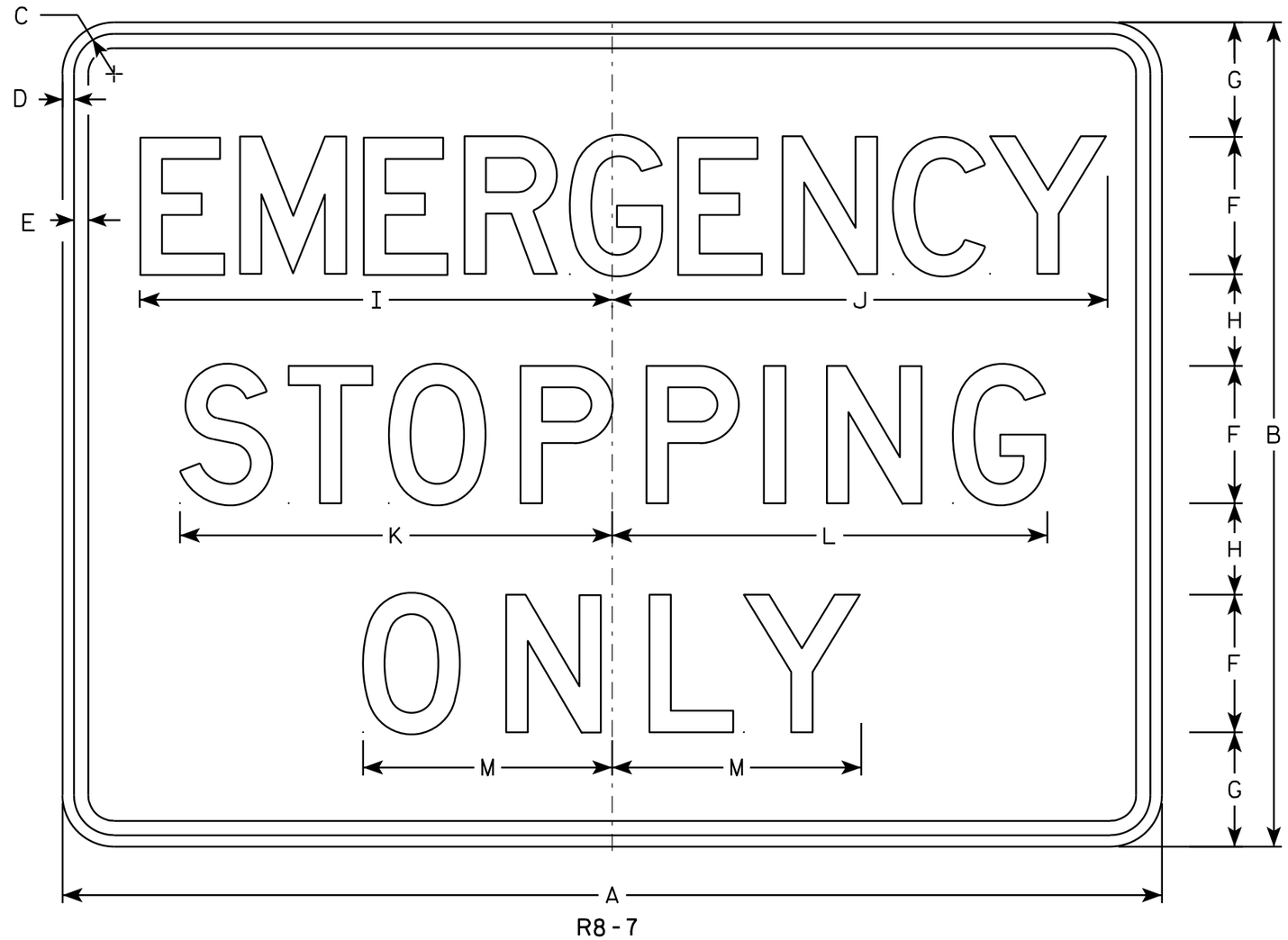
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-64.3

PROJECT NO:

SHEET NO: 624 E



R8-7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0

STANDARD SIGN
R8-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R8-7.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 625 | E



R8-53

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	16 3/4	8	1 3/4	15 3/4													12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	16 3/4	8	1 3/4	15 3/4													12.0

STANDARD SIGN
R8-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R8-53.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 626	E



R8-54

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	16 3/4	10 1/2	1	16 1/2													12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	16 3/4	10 1/2	1	16 1/2													12.0

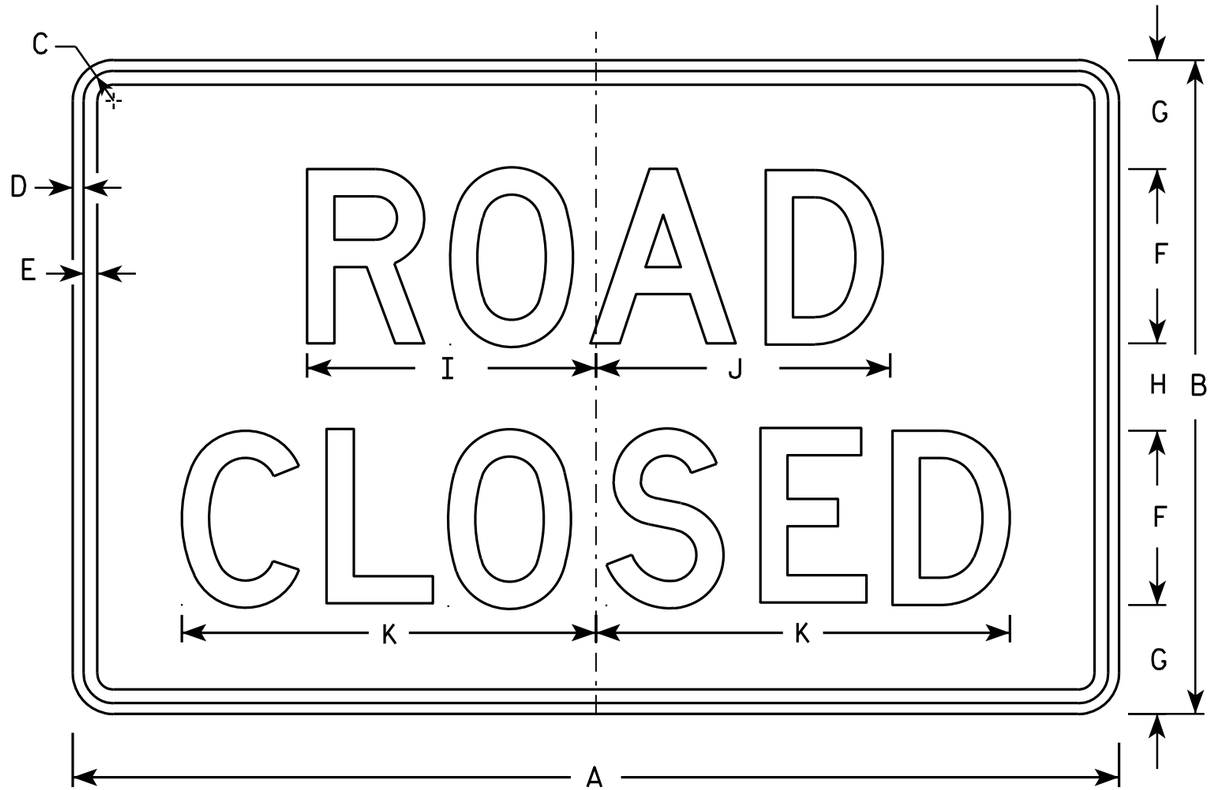
STANDARD SIGN
R8-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R8-54.4

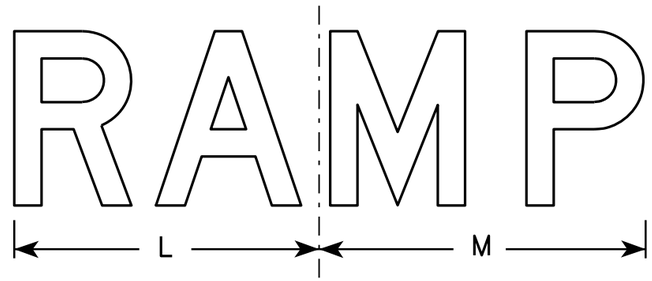
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 627	E



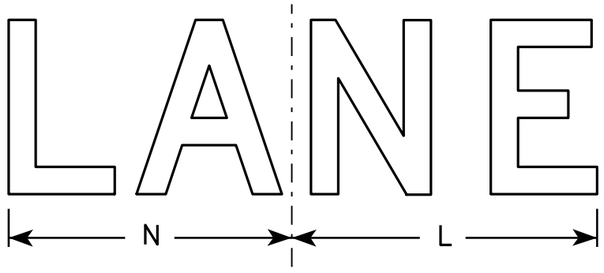
R11-2

NOTES

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



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

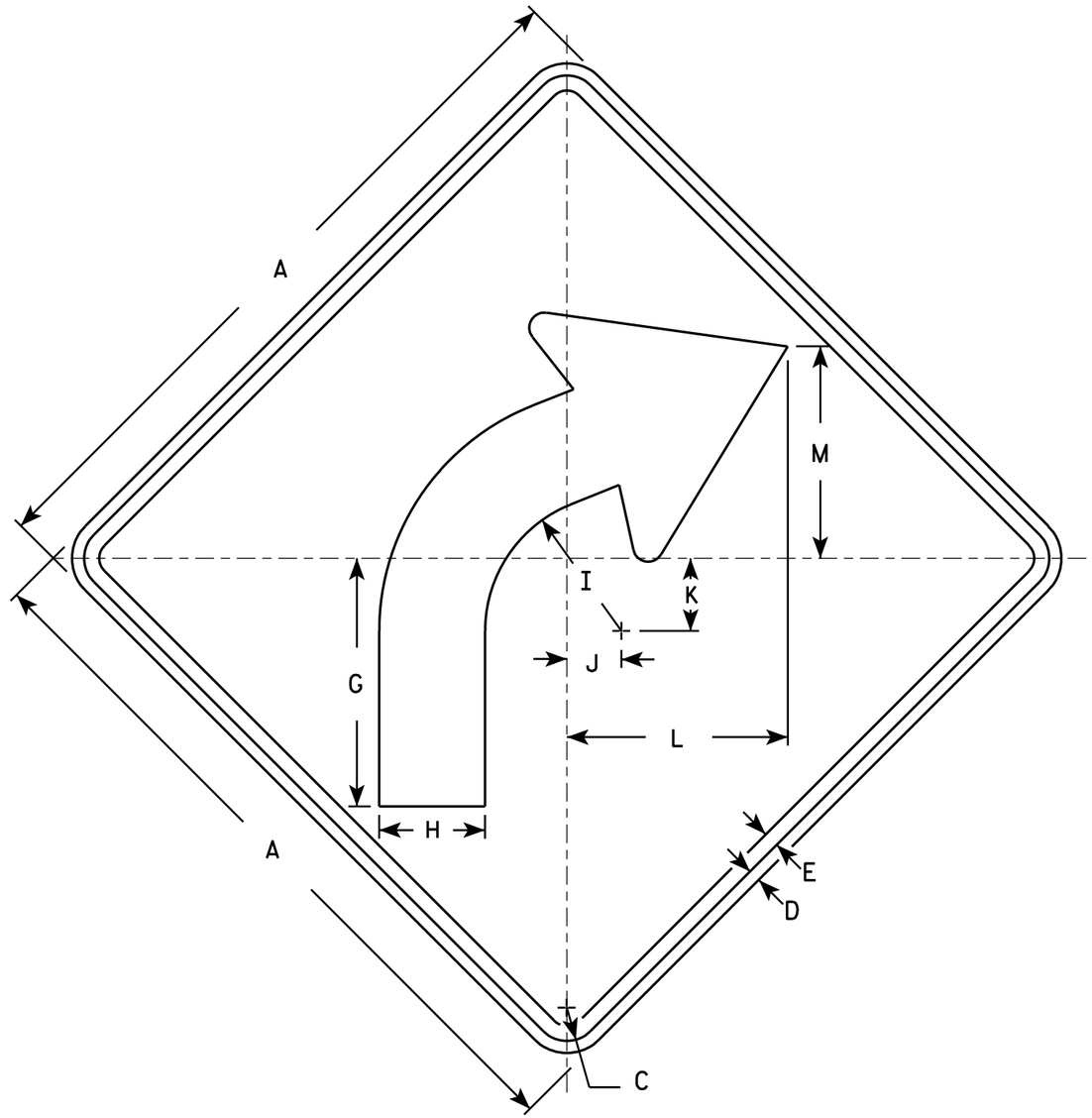
APPROVED Matthew R Rauch
for State Traffic Engineer

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

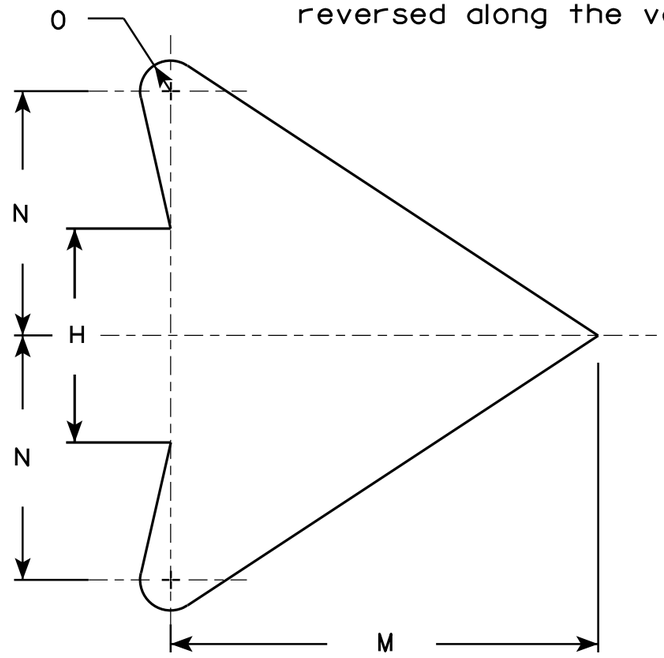
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 628	E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

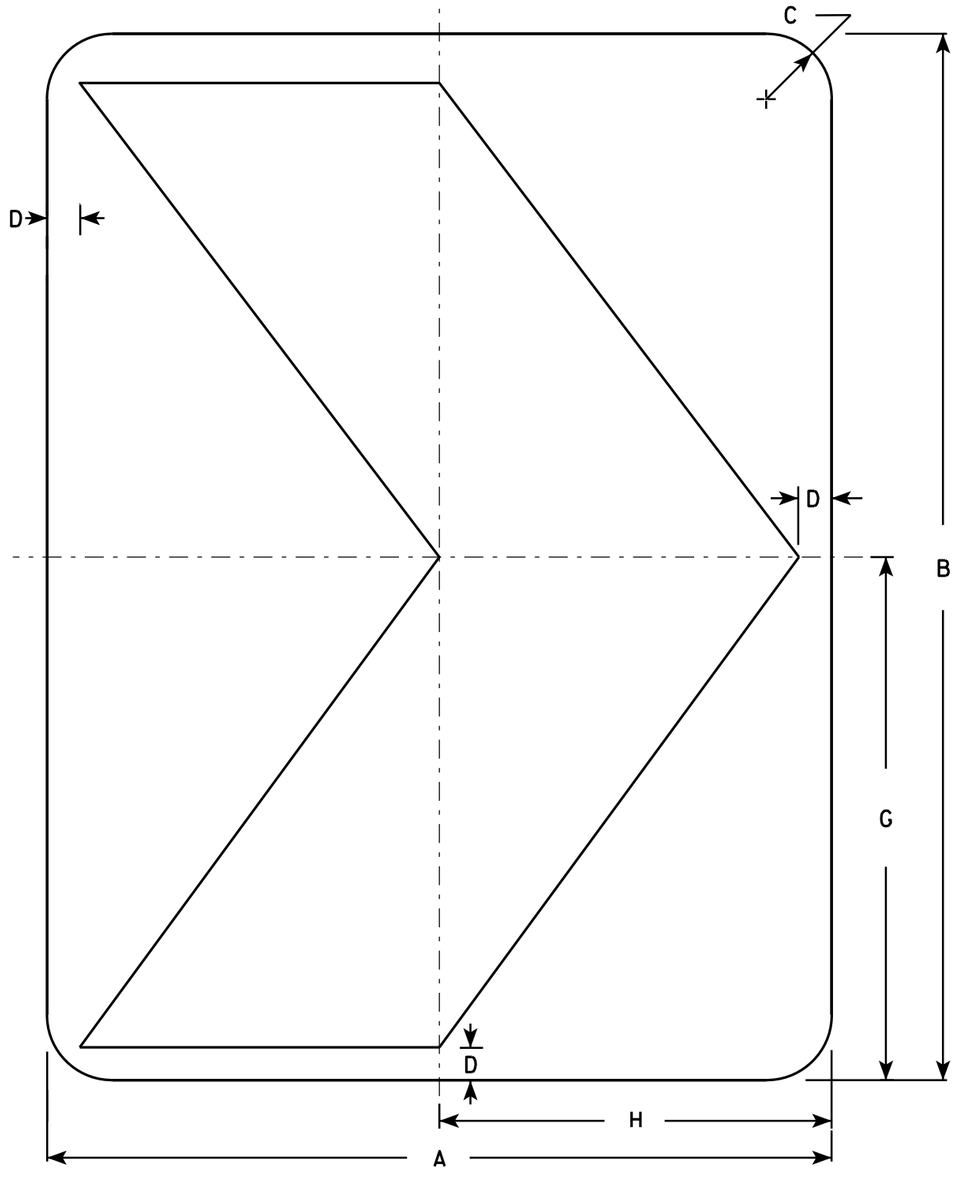
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 629	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.

W1-8

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 ½	½			9	6																			1.5
2S	18	24	1 ½	¾			12	9																			3.0
2M	18	24	1 ½	¾			12	9																			3.0
3	24	30	1 ½	1			15	12																			5.0
4	30	36	1 ⅞	1 ¼			18	15																			7.5
5	36	48	2 ¼	1 ½			24	18																			12.0

STANDARD SIGN
W1-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-8.6

PROJECT NO:

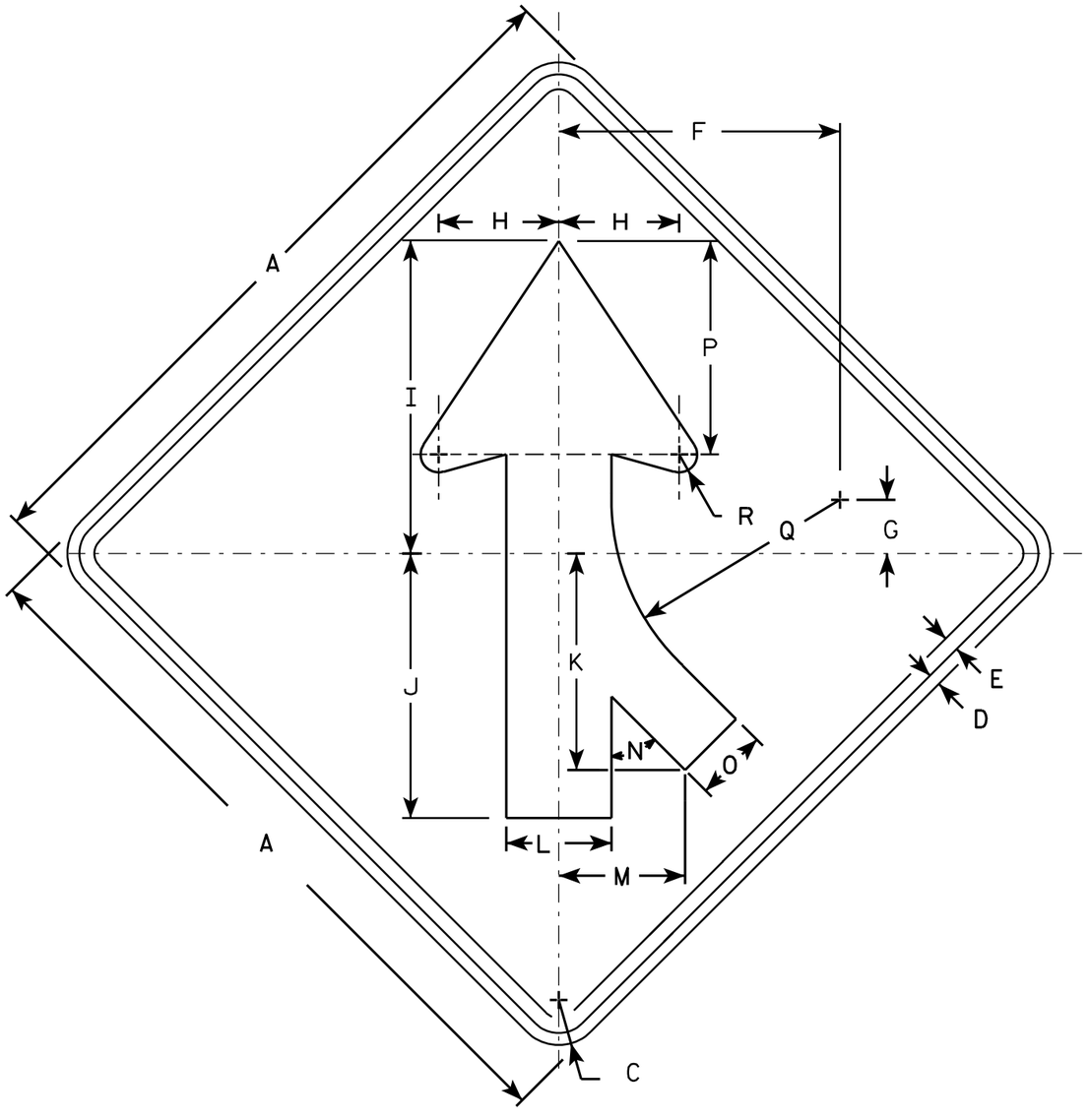
SHEET NO: 630 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W18.DGN PLOT DATE : 07-JUN-2010 12:55 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

7



W4-1 R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25
2S	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2M	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
3	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

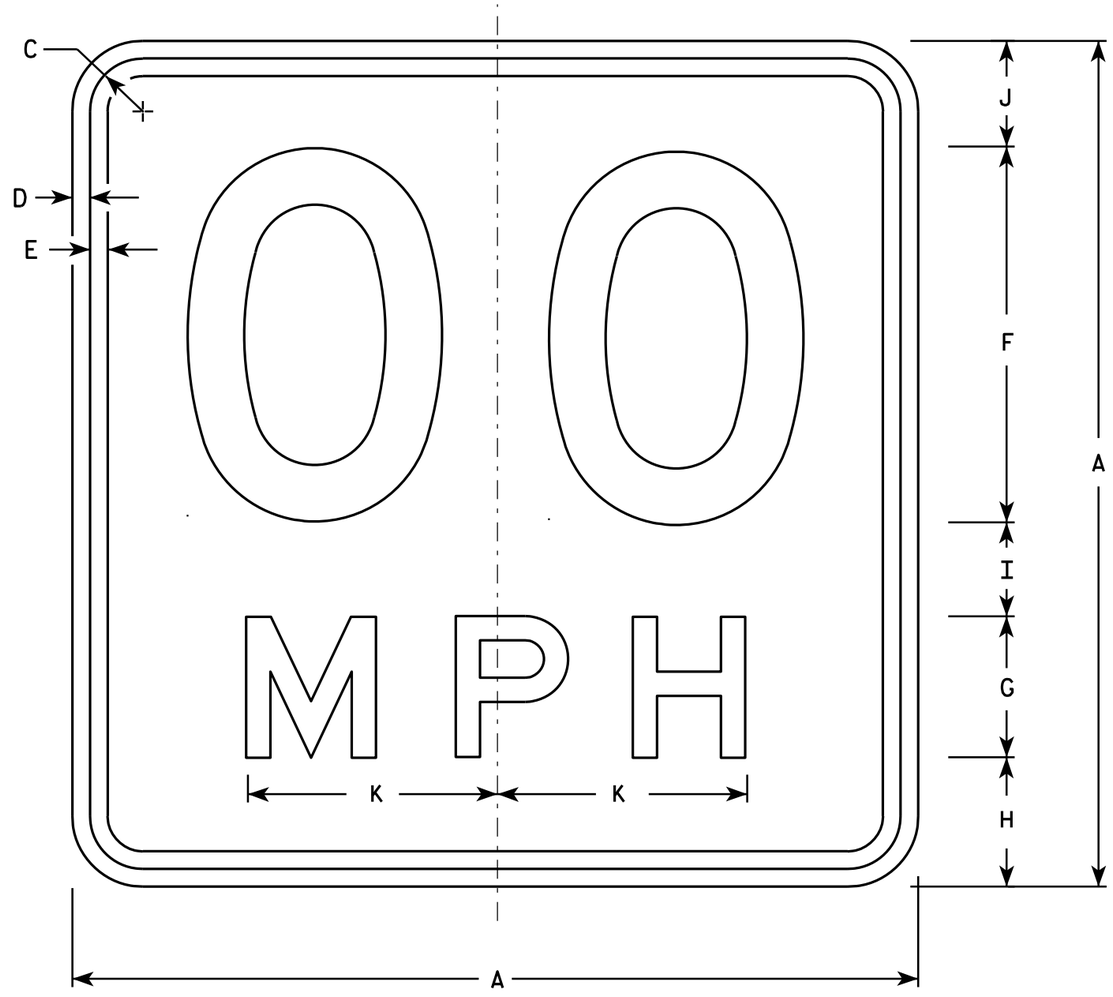
STANDARD SIGN
W4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rausch for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 631	E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

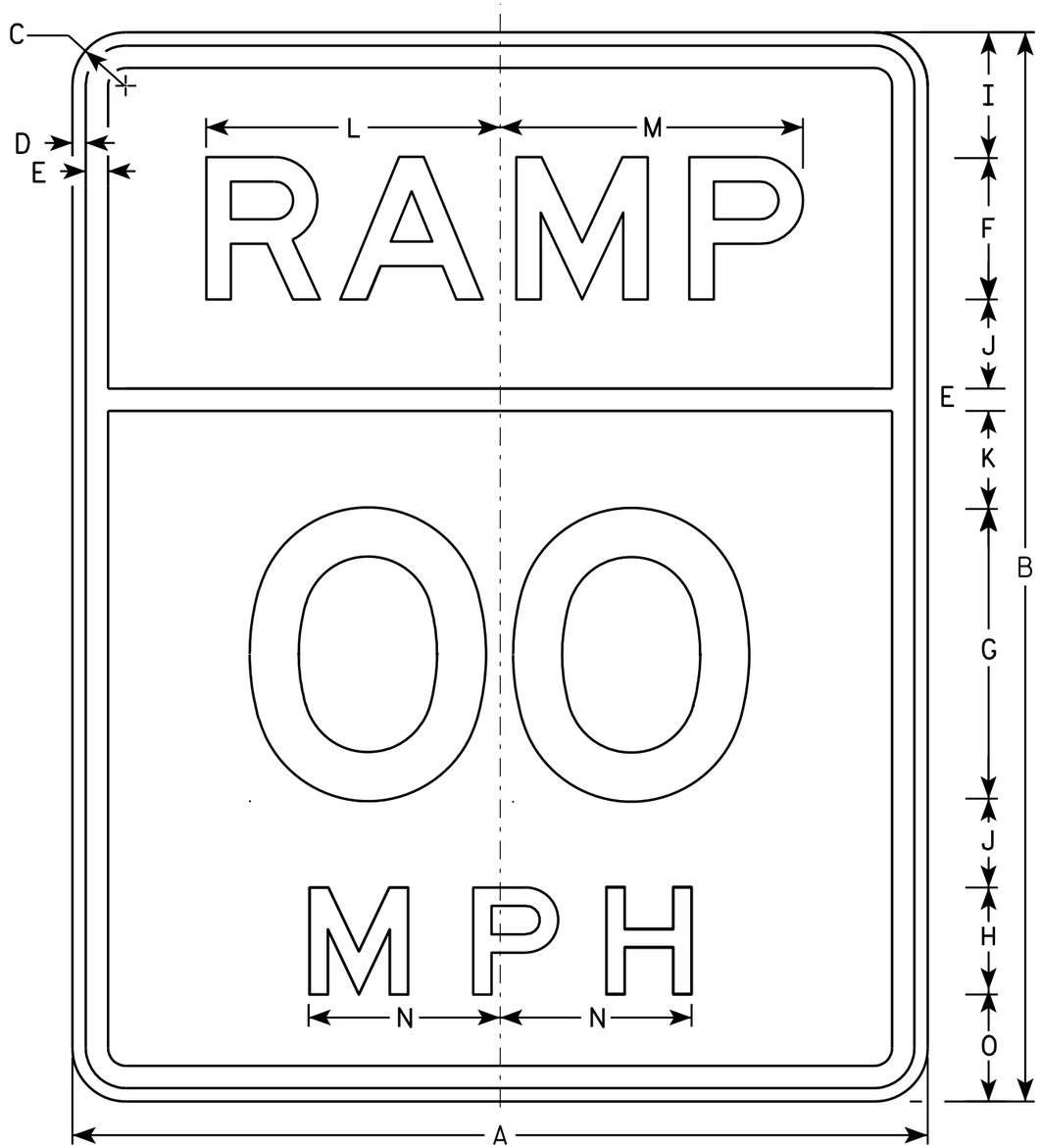
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 632 | E



W13-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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	24	30	1 1/8	3/8	5/8	4	8	3	3 1/2	2 1/2	2 7/8	8 1/4	8 1/2	5 3/8	3												5.0
2S	24	30	1 1/8	3/8	5/8	4	8	3	3 1/2	2 1/2	2 7/8	8 1/4	8 1/2	5 3/8	3												5.0
2M	24	30	1 1/8	3/8	5/8	4	8	3	3 1/2	2 1/2	2 7/8	8 1/4	8 1/2	5 3/8	3												5.0
3																											
4	36	48	1 5/8	5/8	7/8	6	12	4	6	4 1/8	5 1/8	13 1/2	13 5/8	7 1/8	6												12.0
5	48	60	2 1/4	3/4	1 1/4	8	16	6	7	5	5 3/4	16 1/2	17	10 5/8	6												20.0

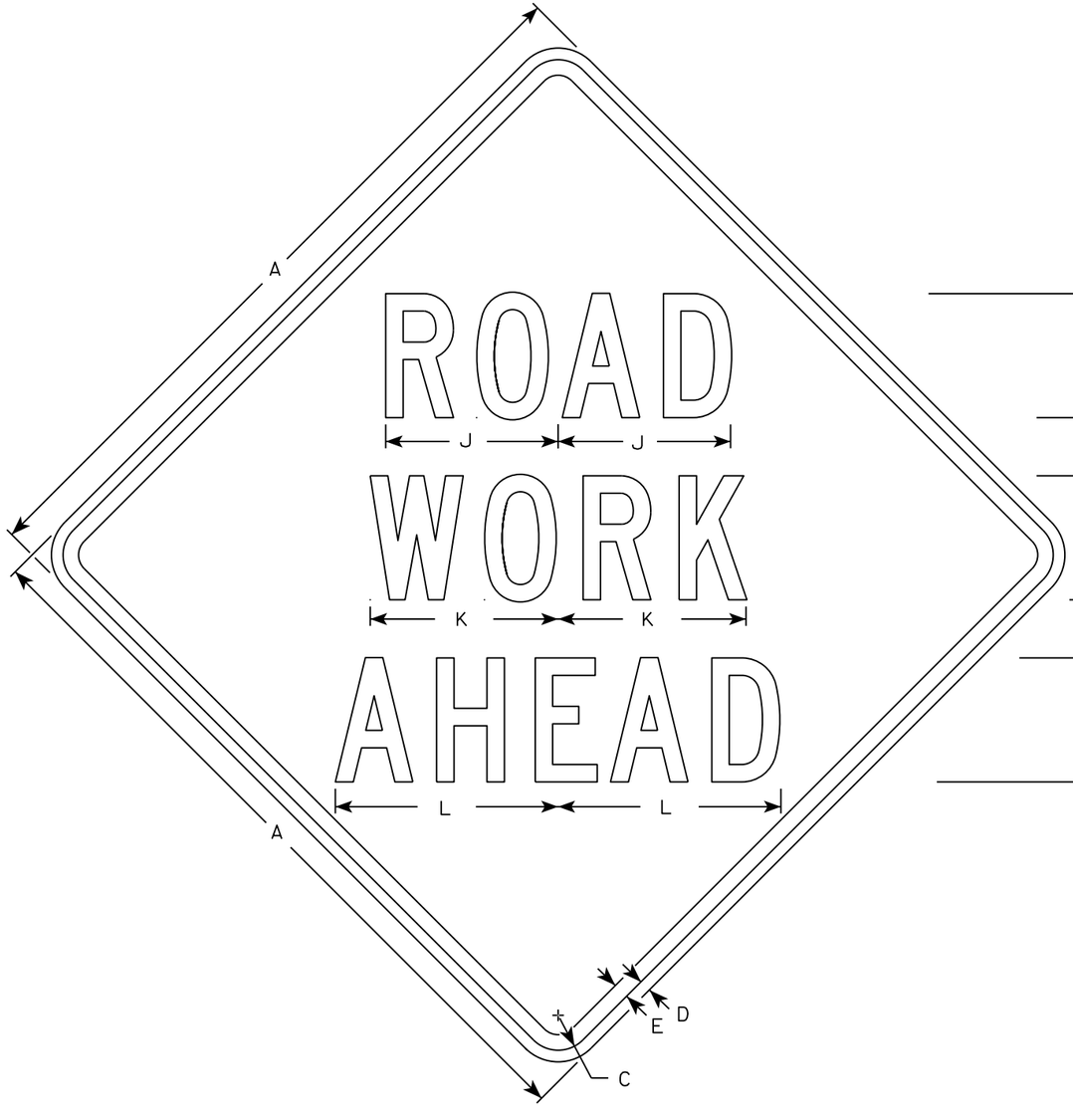
STANDARD SIGN
W13-3

WISCONSIN DEPT OF TRANSPORTATION

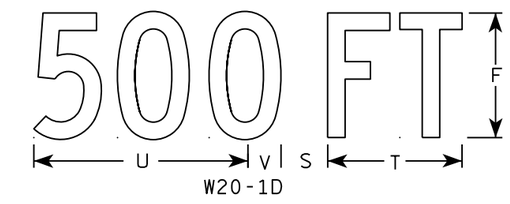
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/13/13 PLATE NO. W13-3.9

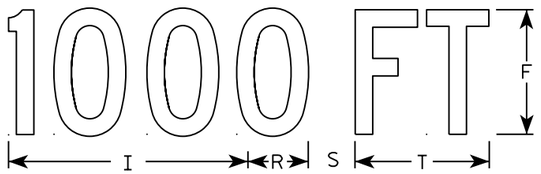
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 633 | E



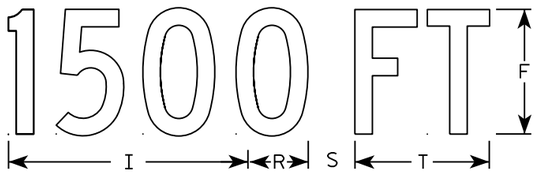
W20-1A



W20-1D



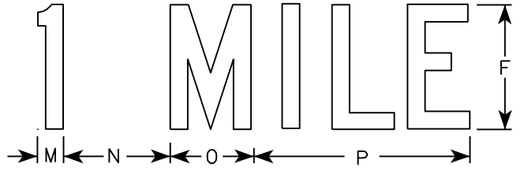
W20-1C



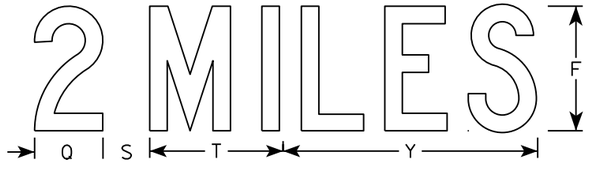
W20-1B



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 Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

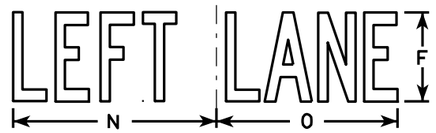
PROJECT NO:

SHEET NO: E

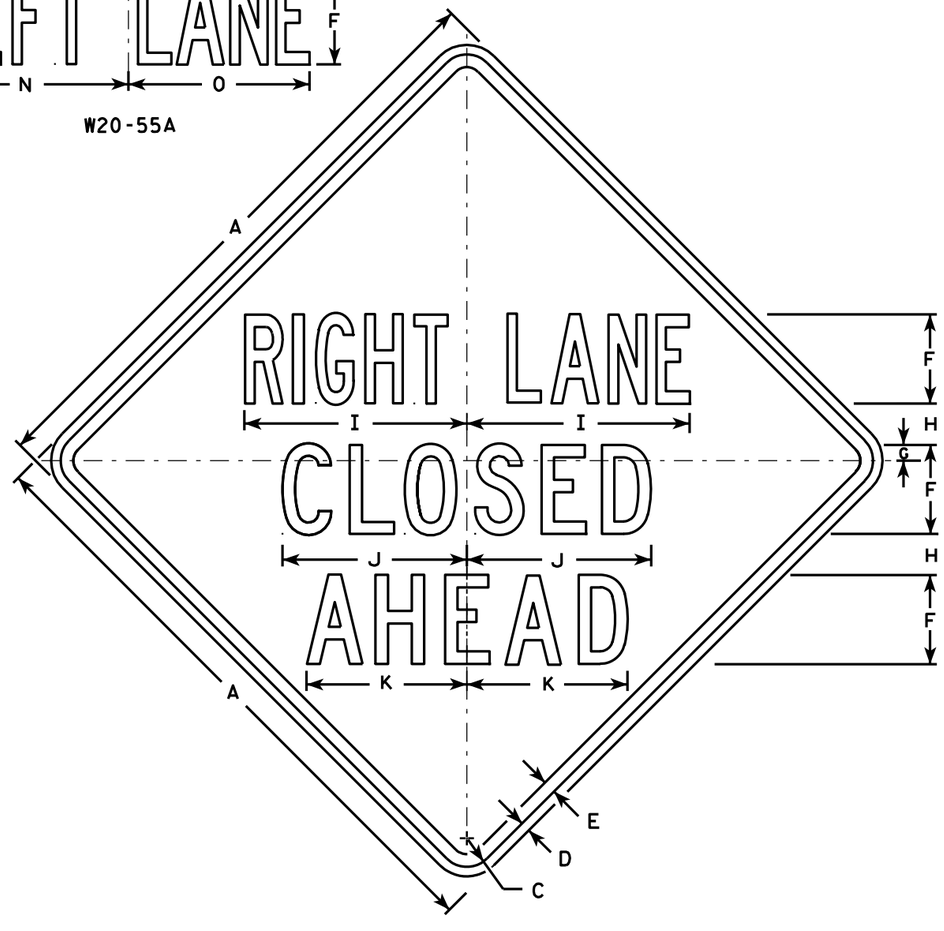
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



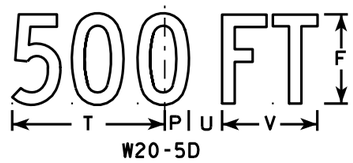
W20-56A



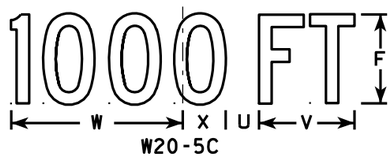
W20-55A



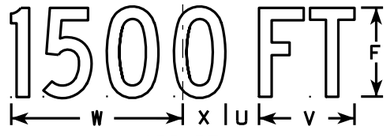
W20-5A



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

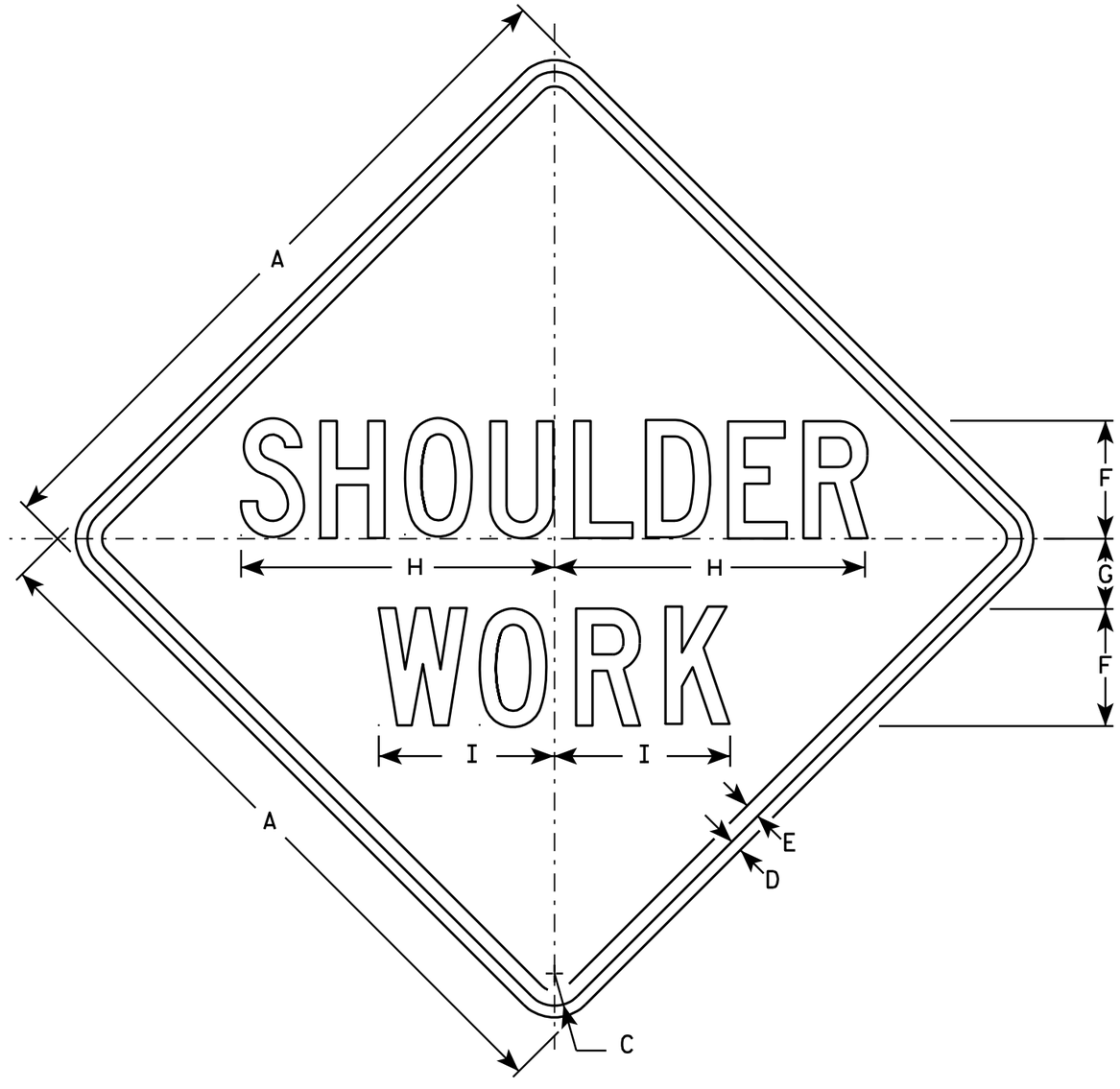
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 635	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W21-5

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2 1/2	10 3/4	6																		4.0
2S	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN
W21-5

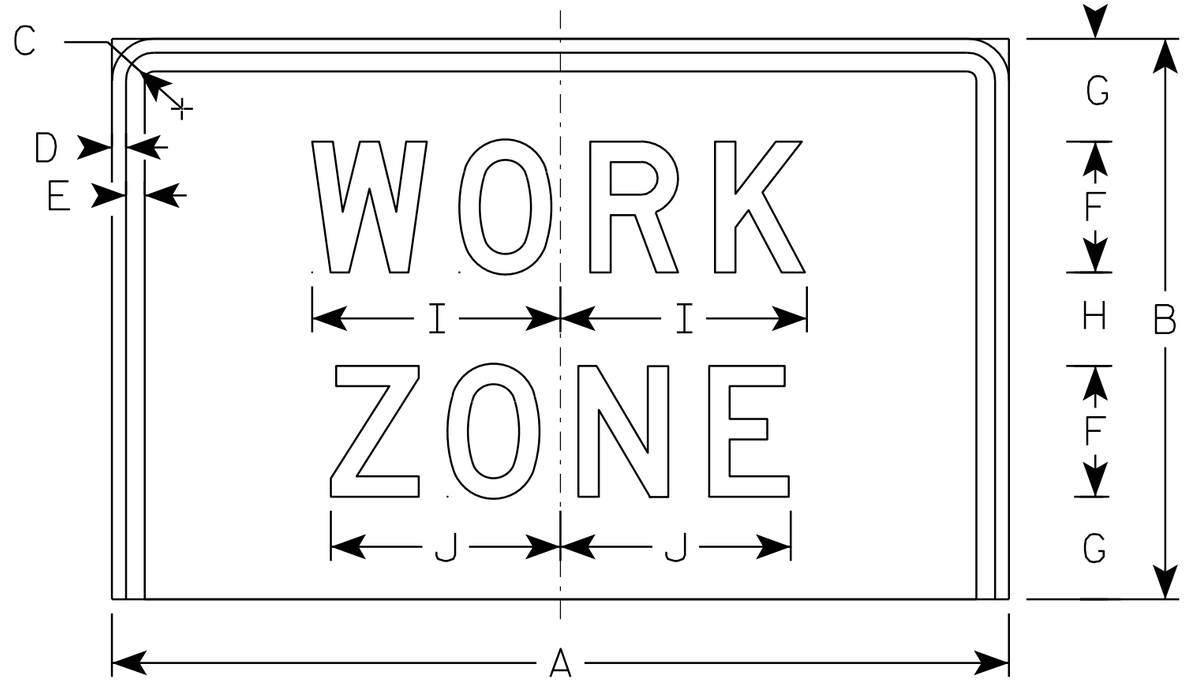
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 636 | 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																											

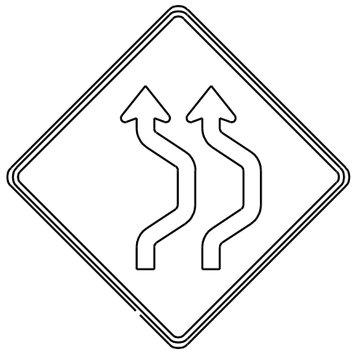
STANDARD SIGN
W21-620

WISCONSIN DEPT OF TRANSPORTATION

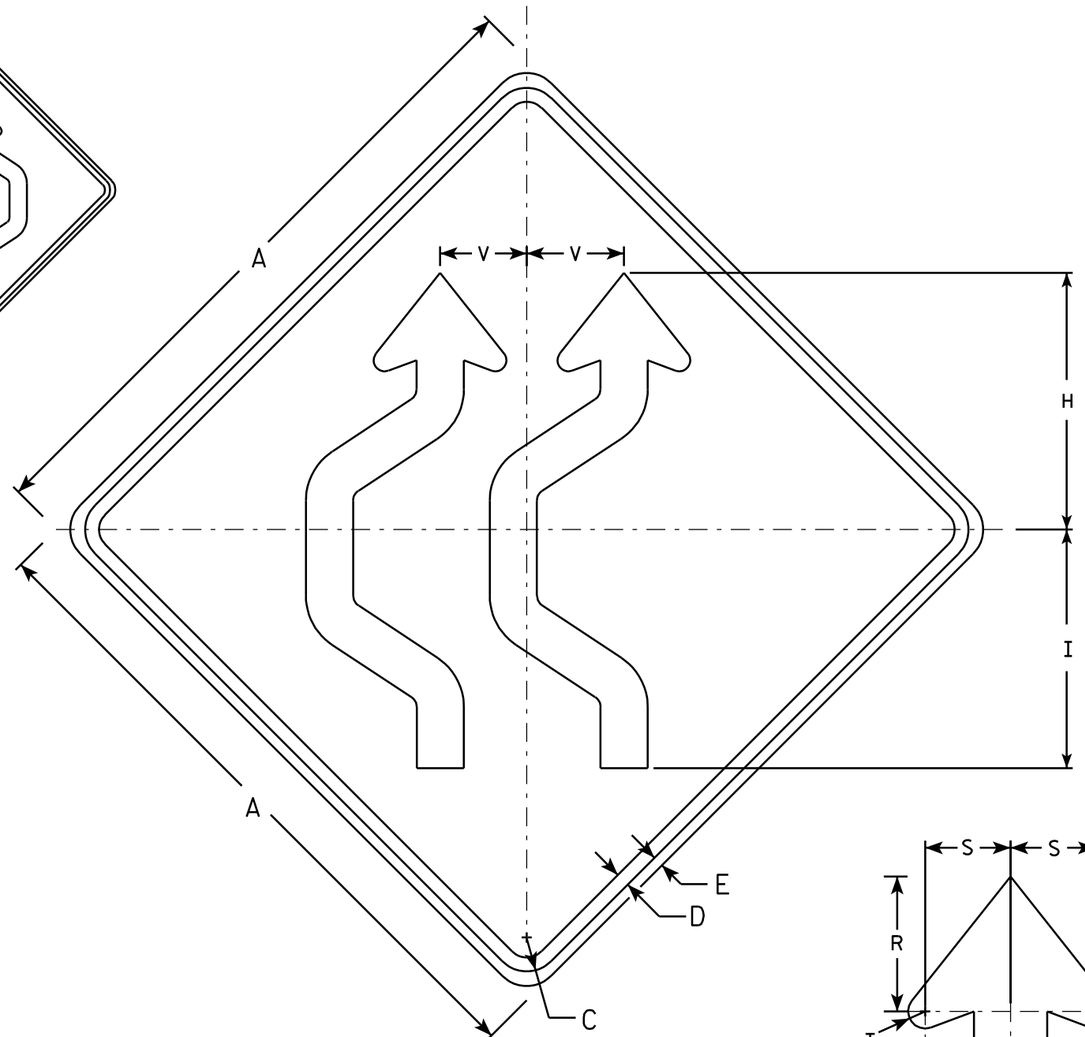
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-620.2

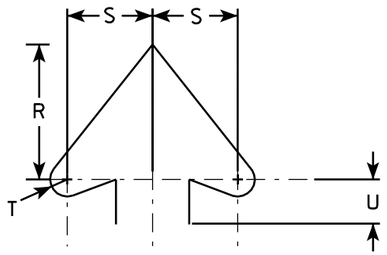
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 637	E



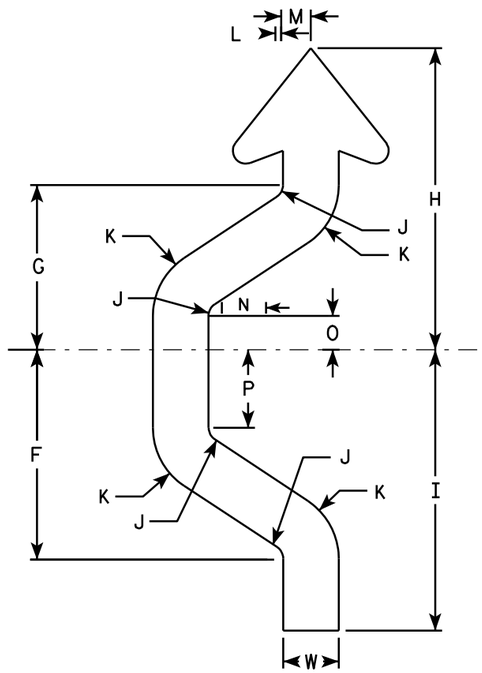
W24-1AR



W24-1AL



Arrowhead Detail



Arrow Detail

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W24-1R is the same as W24-1L except reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	5/8	1/2	9 1/2	7 1/2	13 3/4	12 3/4	5/8	3 1/8	3/8	1 5/8	2 3/8	1 1/2	3 1/2		4 5/8	3	5/8	1 1/2	4 3/4	2 1/2				9
2S	48		2 1/4	1	3/4	12 7/8	10 1/8	18 1/2	17 1/4	7/8	4 1/4	3/8	2 1/8	3 1/4	2	4 3/4		6 1/4	4	3/4	2 1/8	6 1/4	3 3/8				16
2M	48		2 1/4	1	3/4	12 7/8	10 1/8	18 1/2	17 1/4	7/8	4 1/4	3/8	2 1/8	3 1/4	2	4 3/4		6 1/4	4	3/4	2 1/8	6 1/4	3 3/8				16
3	48		2 1/4	1	3/4	12 7/8	10 1/8	18 1/2	17 1/4	7/8	4 1/4	3/8	2 1/8	3 1/4	2	4 3/4		6 1/4	4	3/4	2 1/8	6 1/4	3 3/8				16
4	48		2 1/4	1	3/4	12 7/8	10 1/8	18 1/2	17 1/4	7/8	4 1/4	3/8	2 1/8	3 1/4	2	4 3/4		6 1/4	4	3/4	2 1/8	6 1/4	3 3/8				16
5	48		2 1/4	1	3/4	12 7/8	10 1/8	18 1/2	17 1/4	7/8	4 1/4	3/8	2 1/8	3 1/4	2	4 3/4		6 1/4	4	3/4	2 1/8	6 1/4	3 3/8				16

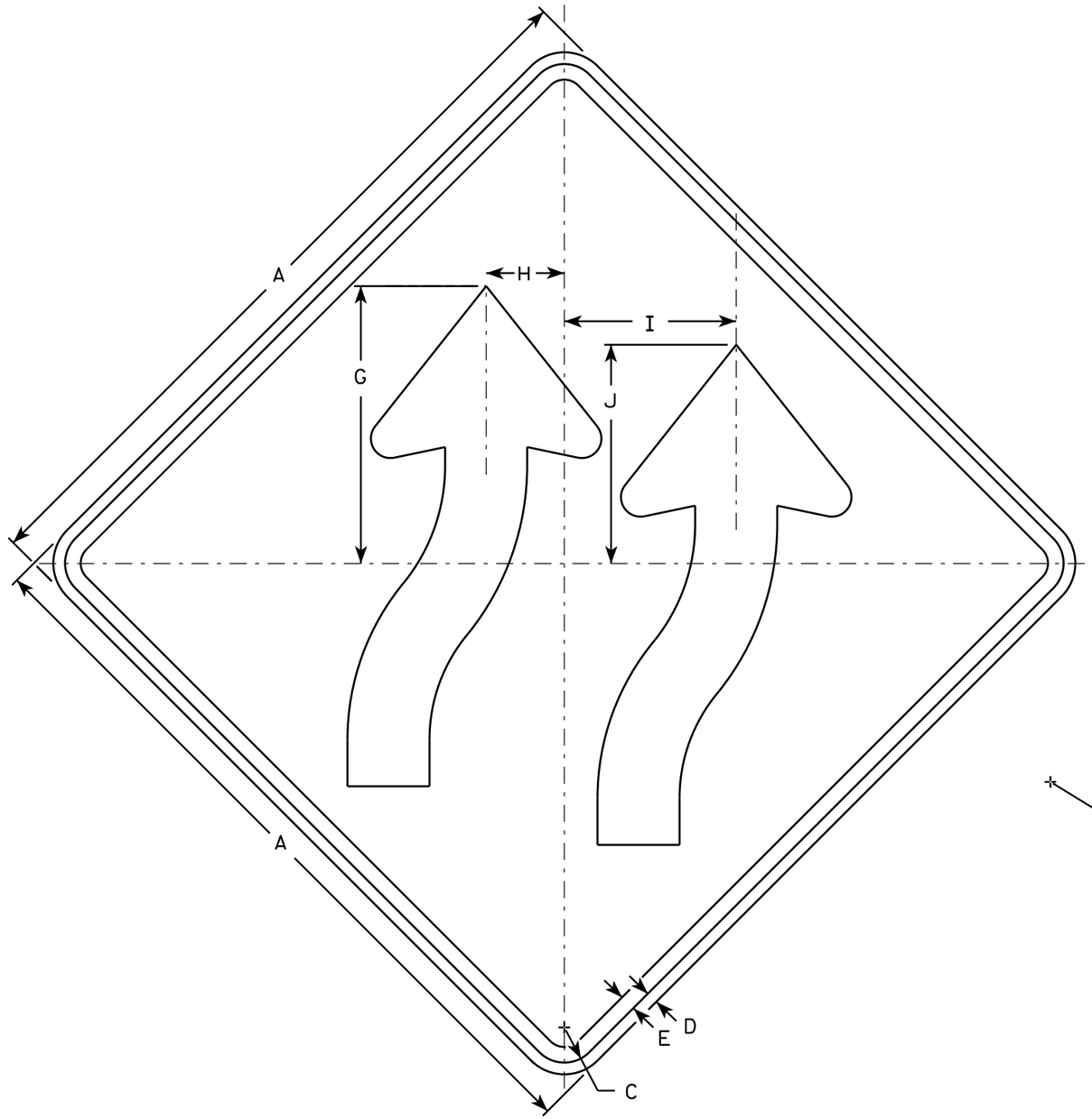
STANDARD SIGN
W24-1AL

WISCONSIN DEPT OF TRANSPORTATION

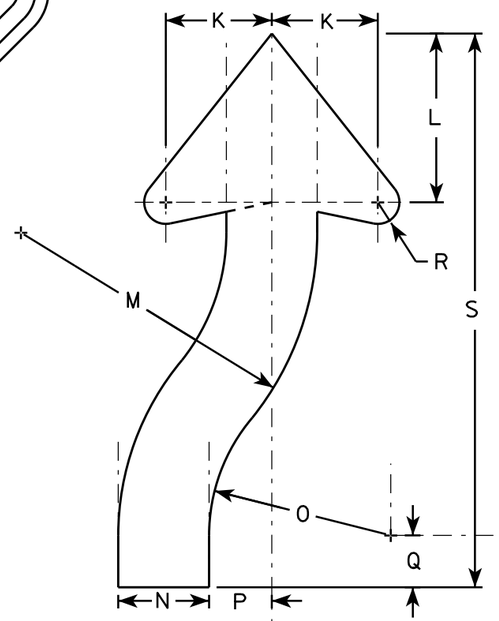
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W24-1AL.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 638 | E



W01-4bR



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4bL is the same as W014-bR exept arrows are reversed along the vertical centerline

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

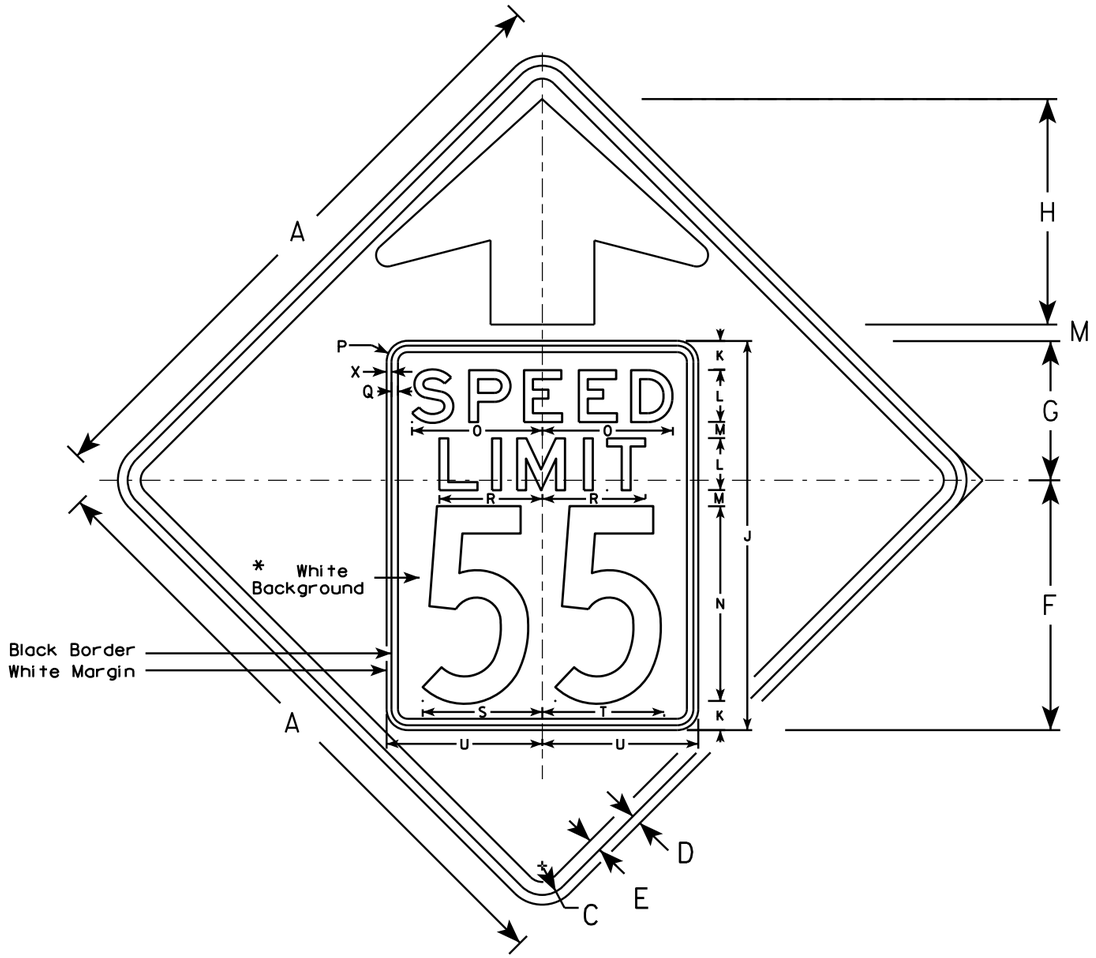
STANDARD SIGN
W01-4b

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4b.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

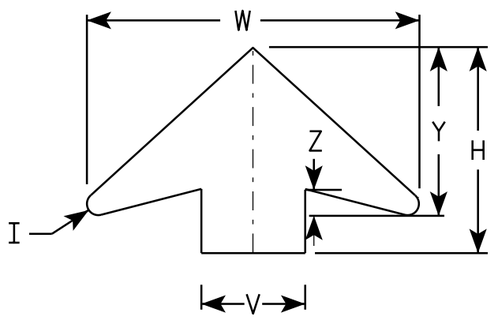


W03-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

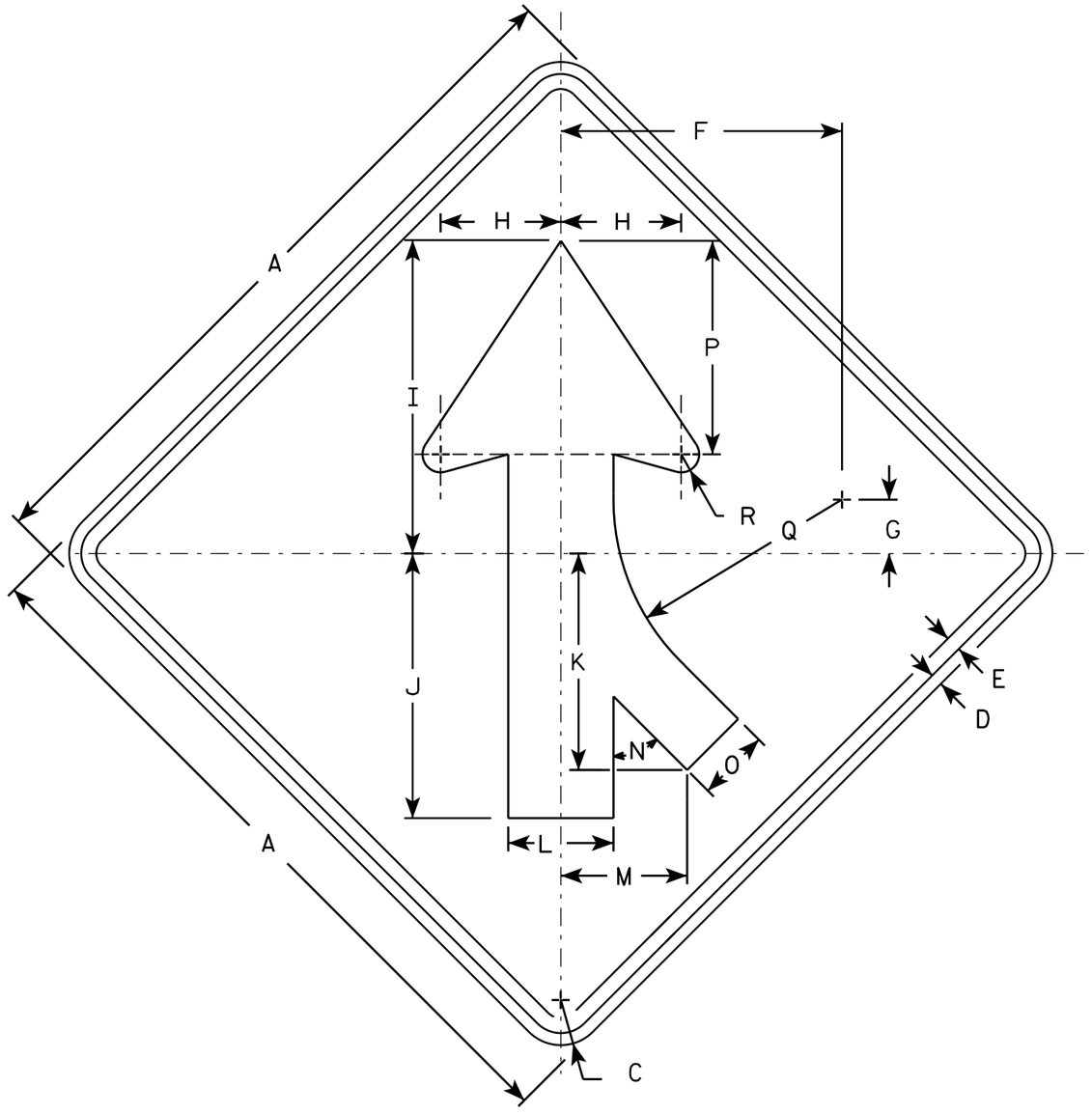
DATE 11/20/13 PLATE W03-5.1

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7 7



W04-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

STANDARD SIGN
W04-1

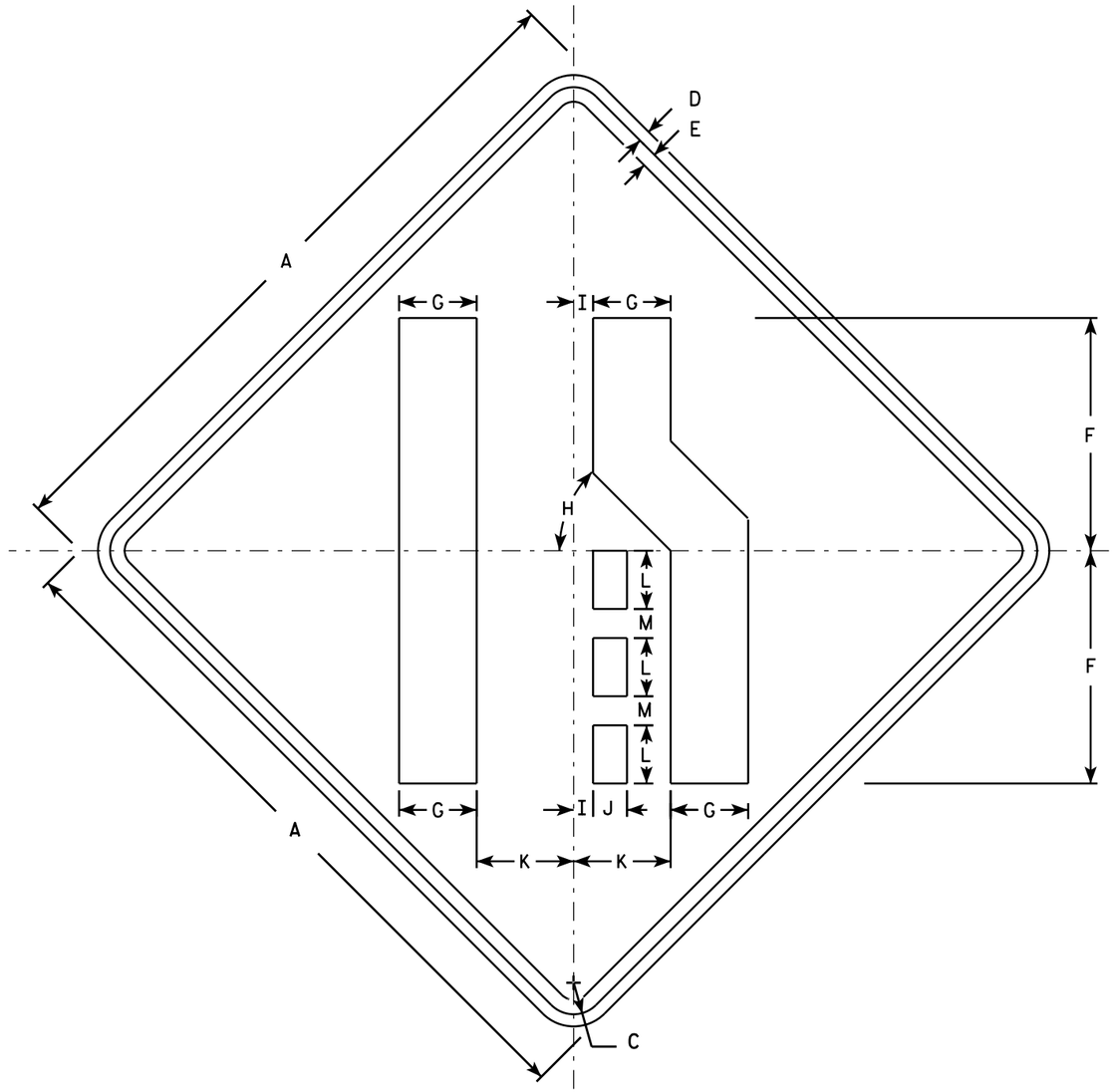
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO W04-1.1

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

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

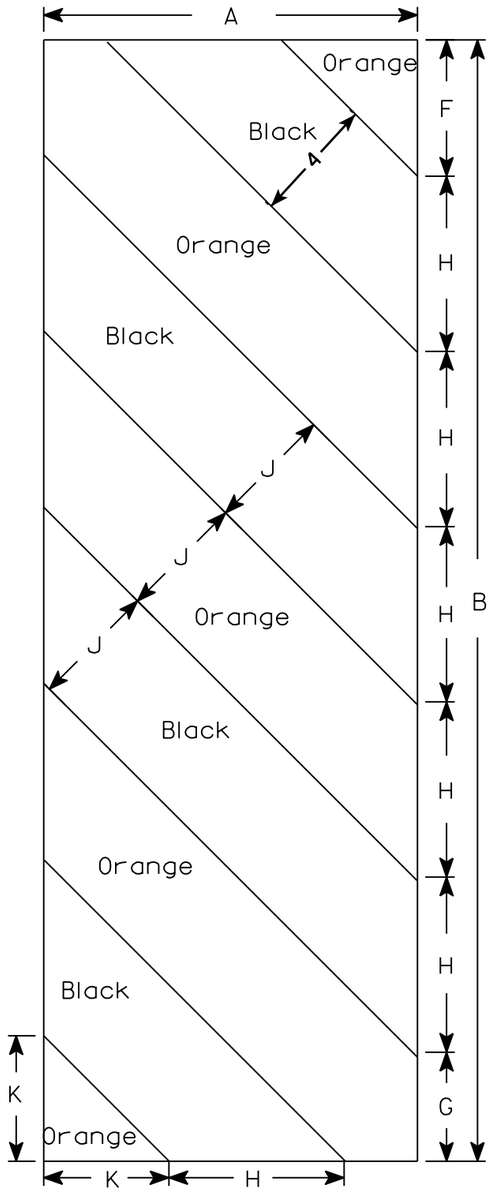
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

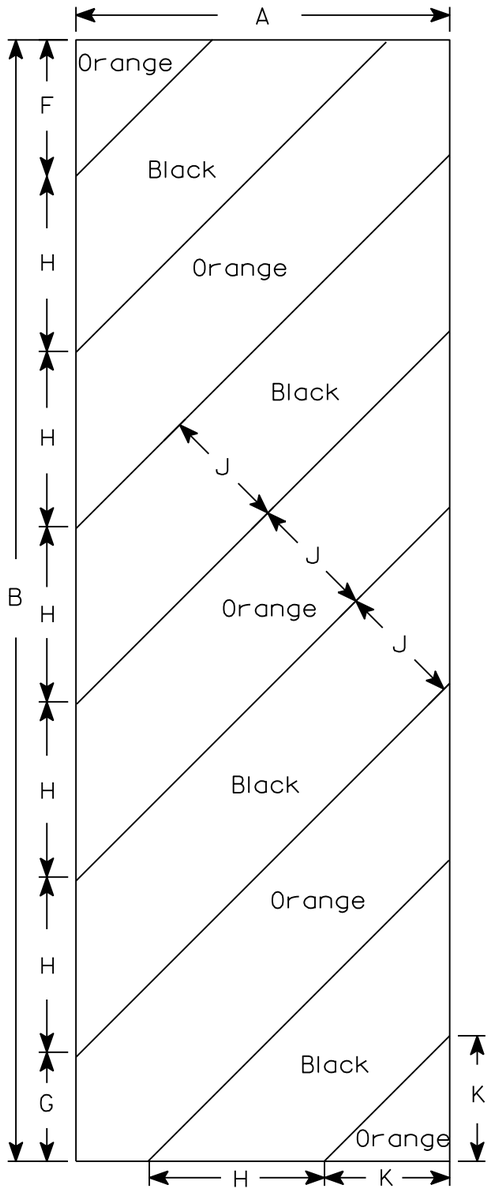
DATE 11/20/13 PLATE 642 W04-2.1

PROJECT NO:

SHEET NO: E



W05-52L



W05-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

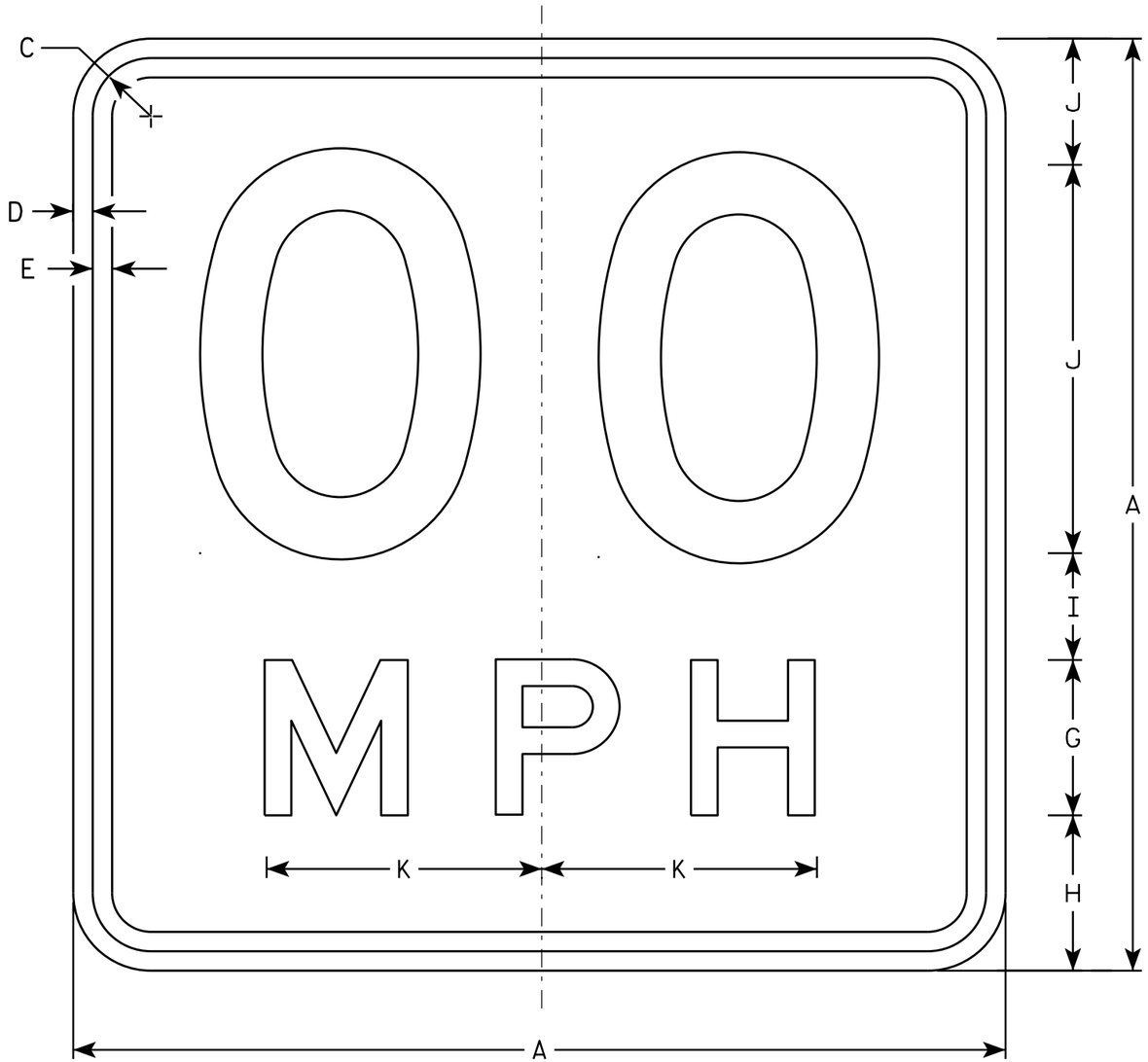
W05-52L & W05-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W05-52.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

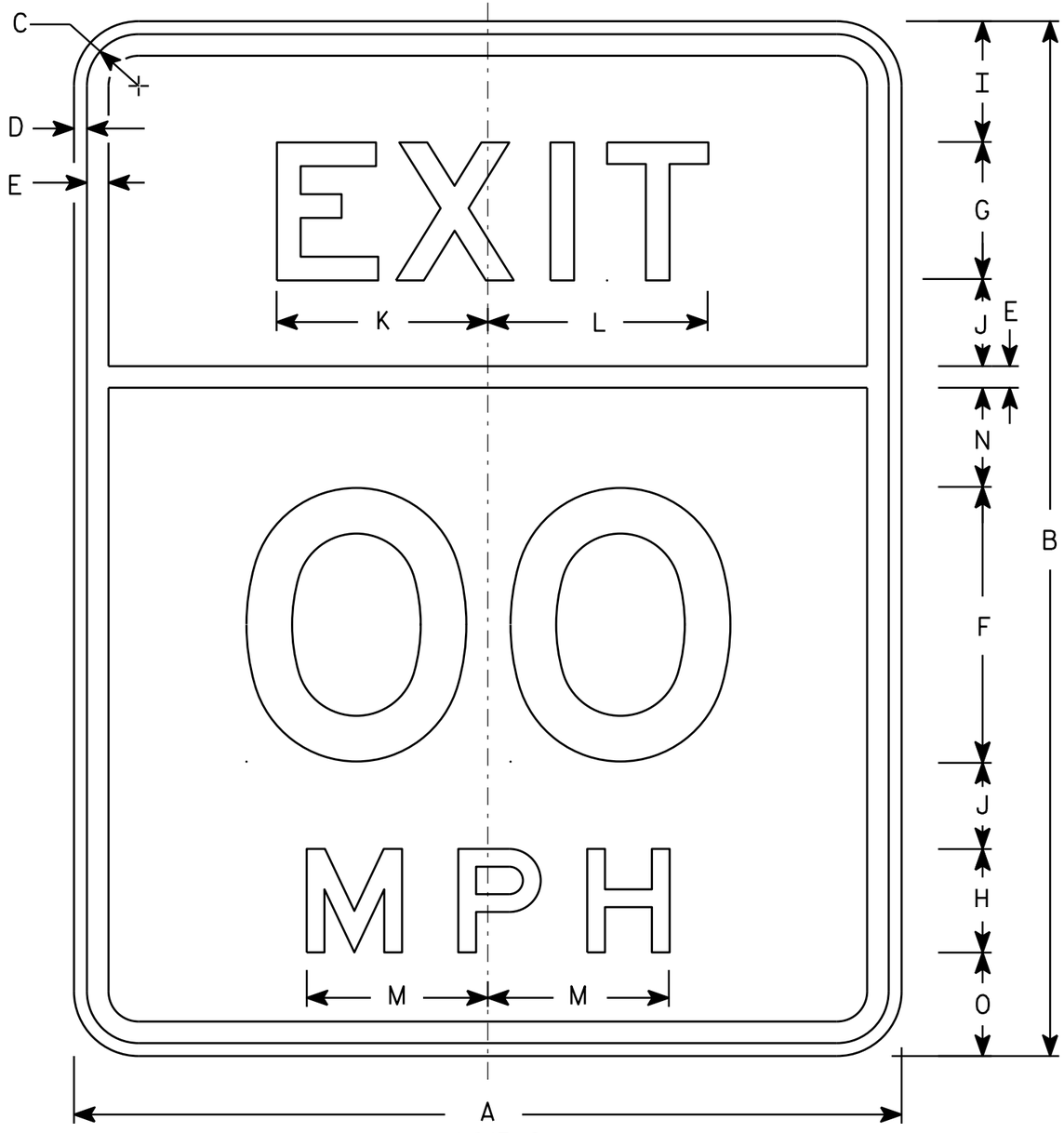
STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 644 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W013-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   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

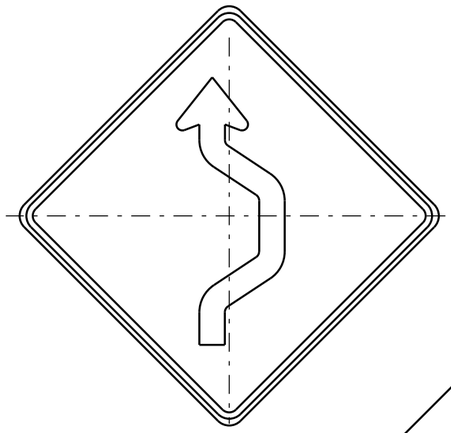
STANDARD SIGN
W013-2

WISCONSIN DEPT OF TRANSPORTATION

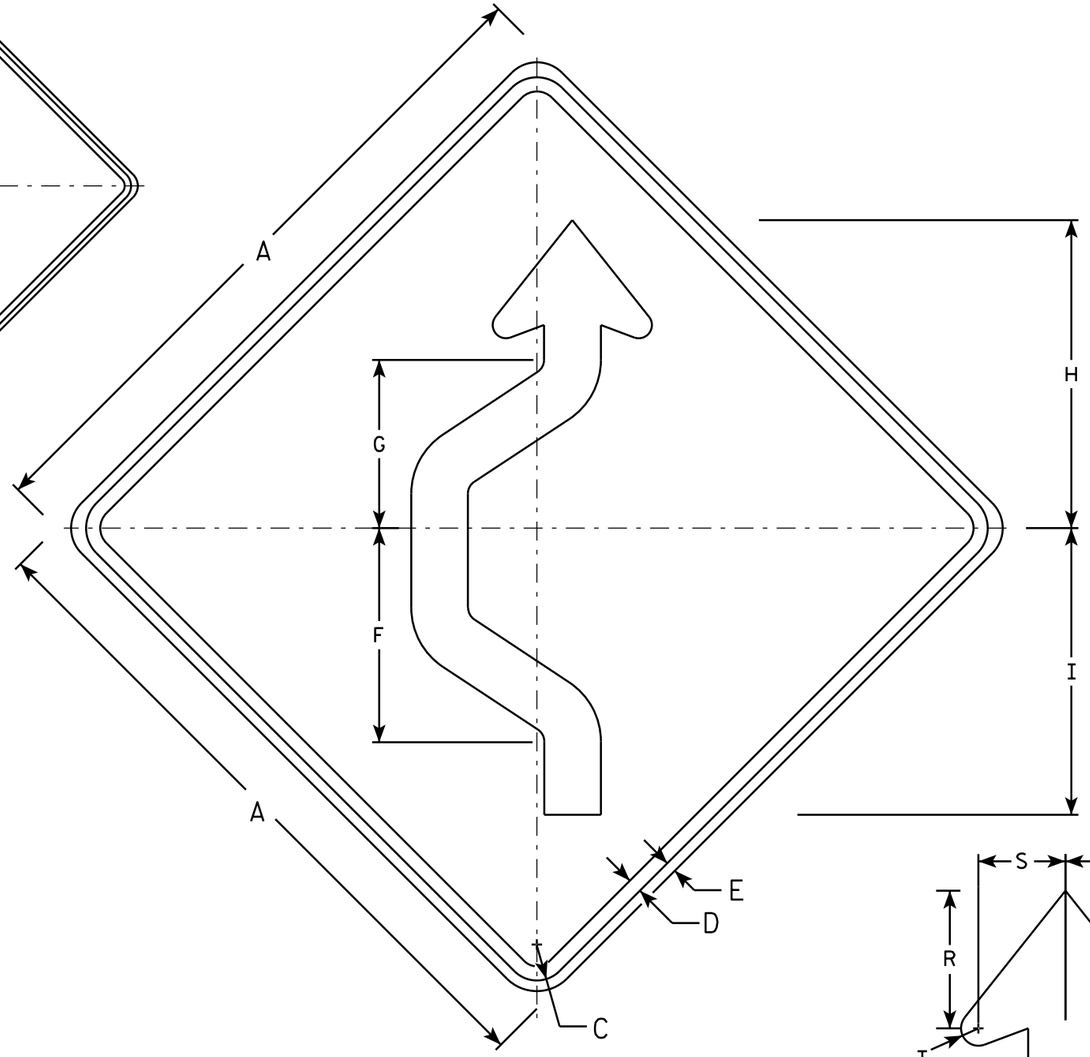
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/14 PLATE W013-2.1

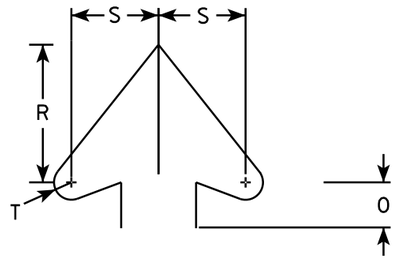
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



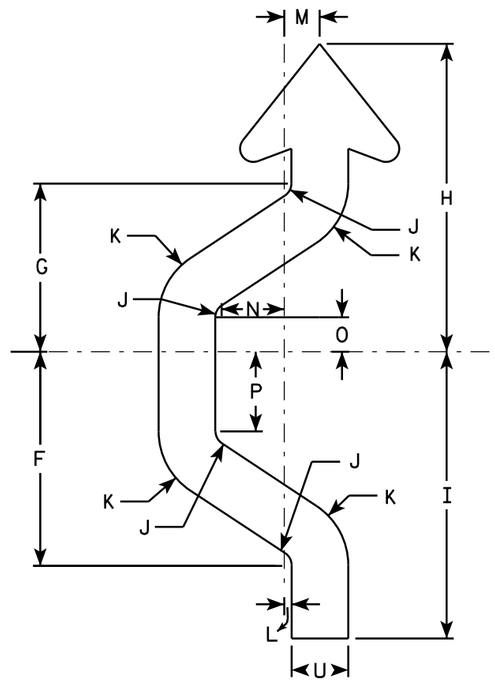
W024-1R



W024-1L



Arrowhead Detail



Arrow Detail

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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. W024-1R is the same as W024-1L except reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
2S	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
2M	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
3	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
4	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
5	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16

STANDARD SIGN
W024-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

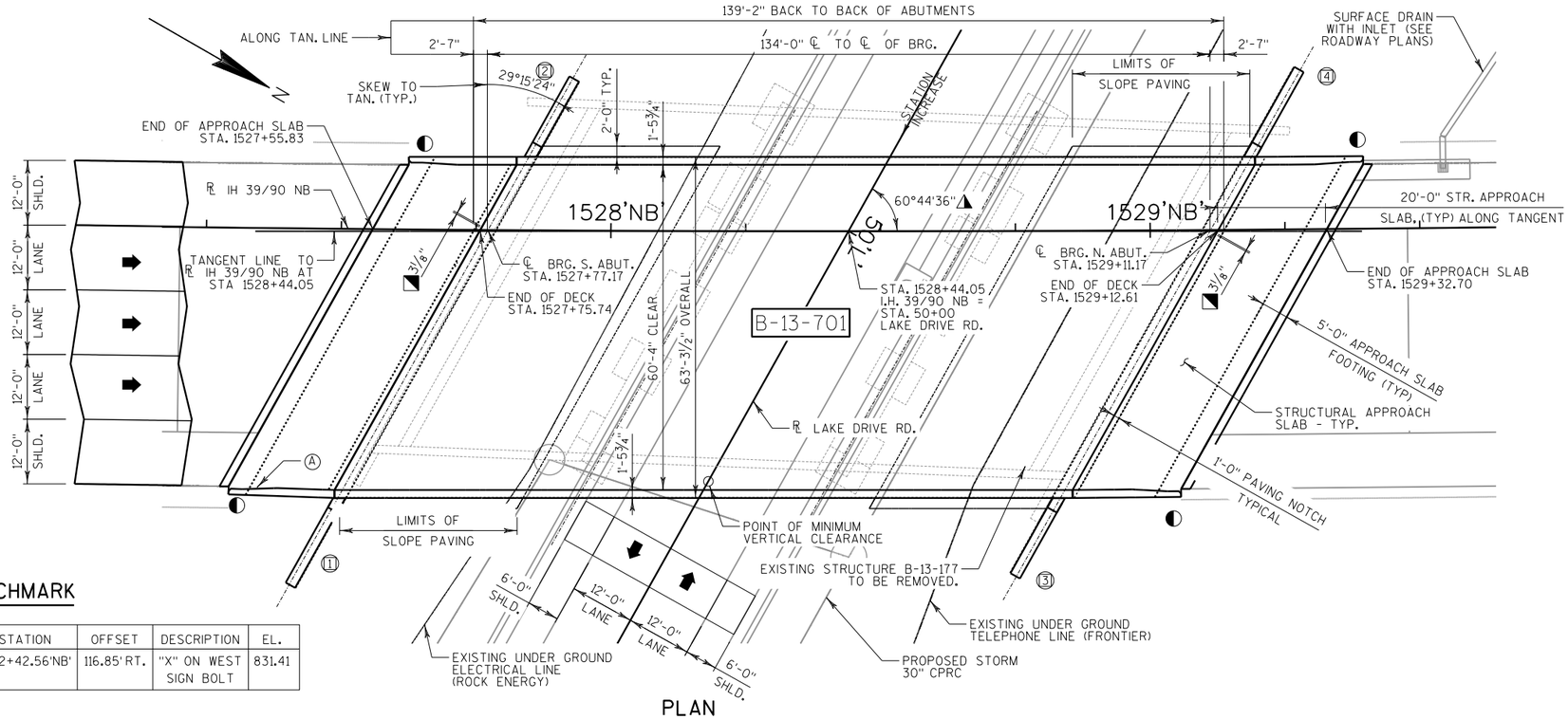
DATE 9/25/2013 PLATE NO. W024-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0241.DGN PLOT DATE : 25-SEP-2013 13:08 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 10.702132:1.000000 WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER

1007-11-75

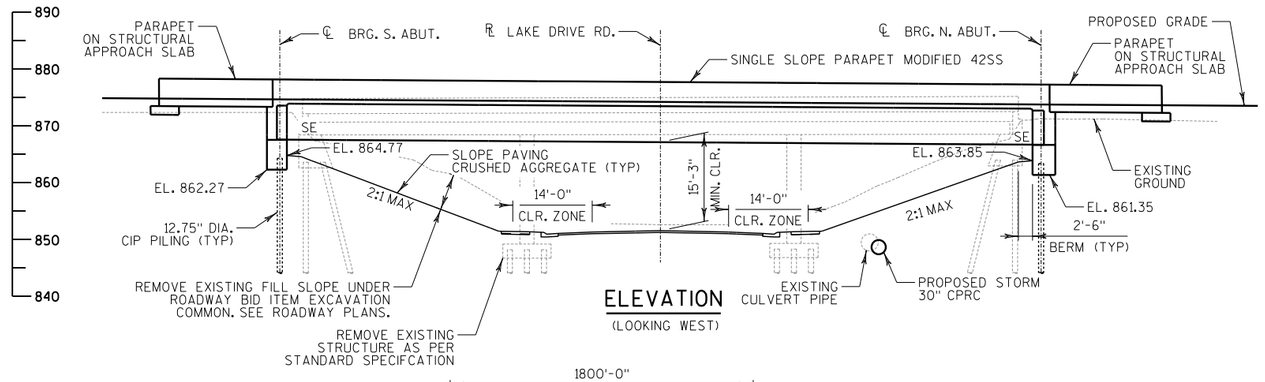


PLAN

(SINGLE SPAN - 72W" PRESTRESSED GIRDERS)

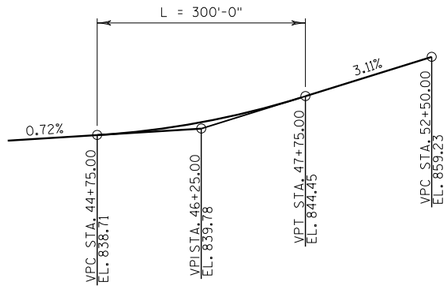
BENCHMARK

NO.	STATION	OFFSET	DESCRIPTION	EL.
552A	1552+42.56'NB'	116.85' RT.	"X" ON WEST SIGN BOLT	831.41

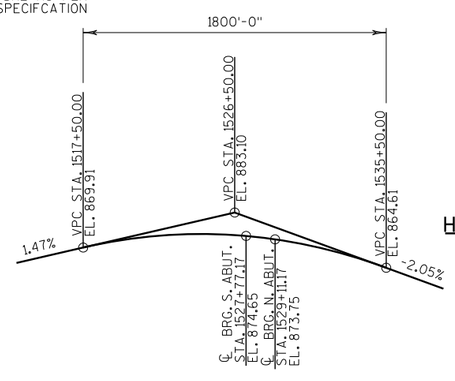


ELEVATION

(LOOKING WEST)



PROFILE GRADE LINE - LAKE DRIVE RD



PROFILE GRADE LINE - IH 39/90 NB

HORIZONTAL ALIGNMENT I.H. 39/90 N.B.

PC = 1500+49.51'NB'
PT = 1543+46.40'NB'
PI = 1522+32.26'NB'
Y = 402457.56
X = 915126.13
DELTA = 24°50'35"
D = 0°34'41"
L = 4296.90
R = 9910.00
SE = 2.1%

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.34
OPERATING RATING: RF = 2.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 P.S.F.

MATERIAL PROPERTIES:
CONCRETE MASONRY SUPERSTRUCTURE (HPC)
DECK, PARAPET, DIAPHRAGMS, APPROACH SLAB..... f'c = 4,000 psi

CONCRETE MASONRY ALL OTHER
APPROACH SLAB FOOTING, ABUTMENTS, WINGWALLS ..... f'c = 3,500 psi

STRUCTURAL CARBON STEEL ASTM A709 GRADE 36.....fy = 36,000 psi

BAR STEEL REINFORCEMENT,
HIGH STRENGTH, GRADE 60 .....fy = 60,000 psi

BAR STEEL REINFORCEMENT,
STAINLESS, GRADE 60 .....fy = 60,000 psi

72W-INCH PRESTRESSED GIRDERS,
CONCRETE MASONRY .....f'c = 8,000 psi

0.6" DIA. PRESTRESSING STRANDS f's = 270,000 psi

FOUNDATION DATA

ABUTMENTS SUPPORTED ON CONCRETE CIP 12¾X 0.375-INCH PILING DRIVEN WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS * PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 80 FEET LONG AT THE SOUTH ABUTMENT AND 75 FEET LONG AT THE NORTH ABUTMENT.

* THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

IF REQUIRED PILE DRIVING RESISTANCE IS NOT ACHIEVED AT TARGET DRIVING ELEVATION, PERFORM RESTRIKE TEST IN ONE OR TWO DAYS AFTER PILE DRIVING TO CONFIRM THE ULTIMATE DRIVING RESISTANCE AFTER PILE SET-UP.

TRAFFIC DATA

LAKE DRIVE RD.	IH 39/90
A.D.T. = 2,800 (2020)	A.D.T. = 56,650 (2020)
A.D.T. = 3,600 (2040)	A.D.T. = 70,300 (2040)
R.D.S. = 50 M.P.H.	R.D.S. = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT WING DETAILS
6. SOUTH ABUTMENT DETAILS
7. NORTH ABUTMENT
8. NORTH ABUTMENT WING DETAILS
9. NORTH ABUTMENT DETAILS
10. 72W" PRESTRESSED GIRDER DETAILS
11. 72W" PRESTRESSED GIRDER DETAILS 2
12. STEEL DIAPHRAGM DETAILS
13. SUPERSTRUCTURE
14. SUPERSTRUCTURE CROSS SECTION
15. SUPERSTRUCTURE DETAILS
16. SUPERSTRUCTURE CORNER DETAILS
17. SOUTH STRUCTURAL APPROACH SLAB
18. NORTH STRUCTURAL APPROACH SLAB
19. STRUCTURAL APPROACH SLAB DETAILS
20. SINGLE SLOPE PARAPET MODIFIED 42SS
21. CONDUIT DETAILS
22. AESTHETIC DETAILS
23. SLOPE PAVING CRUSHED AGGREGATE

NOTES

Ⓧ NAME PLATE LOCATION

Ⓧ DENOTES WING NUMBER

▲ ANGLE BETWEEN TANGENT OF ℞ IH 39 NB AND ℞ LAKE DRIVE ROAD AT POINT OF INTERSECTION

◥ DISTANCE BETWEEN ℞ AND TANGENT MEASURED ALONG ℄ SUBSTRUCTURE UNIT

◐ ANCHOR ASSEMBLY FOR THRIE BEAM TYPE GUARDRAIL

STRUCTURES DESIGN CONTACTS
BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
MICHAEL D. RADTKE (414) 347-1607

WISCONSIN PROFESSIONAL ENGINEER
MICHAEL D. RADTKE 40967 Elm Grove WI
April 26 2016

NO.	DATE	REVISION	BY

emcs inc
1300 W. Canal Street, Suite 200
Milwaukee, WI 53233
414.347.1607 Fax 414.347.1347

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 05/03/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-13-701

IH 39/90 NB OVER LAKE DRIVE ROAD

COUNTY DANE TOWN ALBION

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

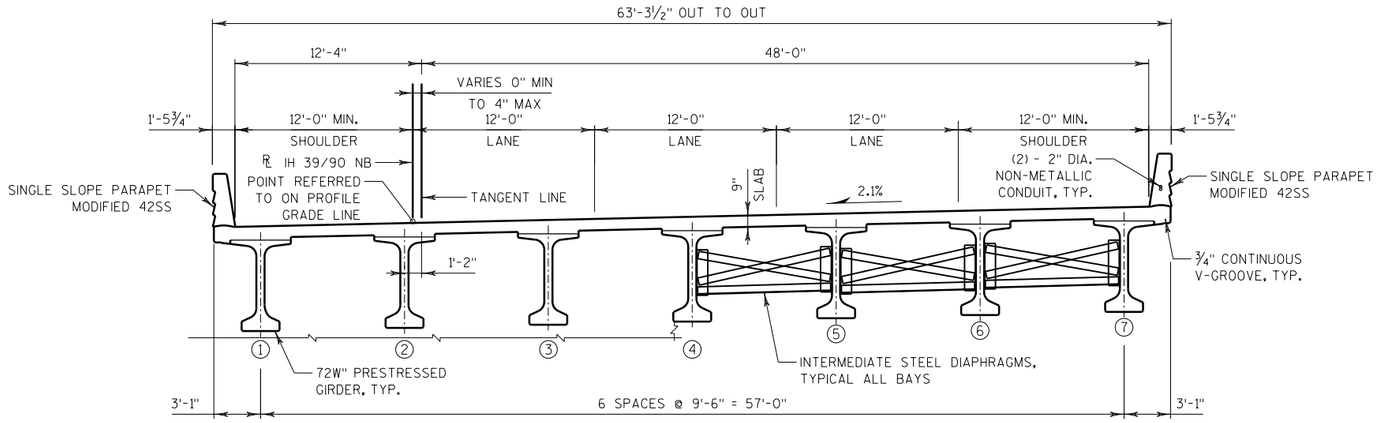
DESIGNED BY	SKR	DESIGN CK'D.	MDR	DRAWN BY	SKR	PLANS CK'D.	AJC

GENERAL PLAN AND ELEVATION

SHEET 1 OF 23
647

STATE PROJECT NUMBER

1007-11-75



TYPICAL SECTION THRU IH 39/90 NB

(LOOKING NORTH)

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	S. APPR. APRON	SOUTH ABUT.	NORTH ABUT.	N. APPR. APRON	SUPER	TOTAL
203.0200	REMOVING OLD STRUCTURE STA 1528+44 'NB'	LS	-	-	-	-	-	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-13-0701	LS	-	-	-	-	-	1
210.0100	BACKFILL STRUCTURE	CY	-	380	390	-	-	770
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	-	210	210	-	-	420
501.1000.S	ICE HOT WEATHER CONCRETING	LB	520	0	0	520	3210	4250
502.0100	CONCRETE MASONRY BRIDGES	CY	21	83	83	21	-	208
502.3200	PROTECTIVE SURFACE TREATMENT	SY	135	-	-	135	958	1228
502.3210	PIGMENTED SURFACE SEALER	SY	20	-	-	20	136	176
503.0172	PRESTRESSED GIRDER TYPE I 72W-INCH	LF	-	-	-	-	945	945
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	-	5450	5470	-	-	10920
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	15040	2440	2400	15040	60130	95050
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	1090	-	-	1090	-	2180
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	-	7	7	-	-	14
506.4000	STEEL DIAPHRAGMS B-13-0701	EACH	-	-	-	-	12	12
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	-	25	25	-	-	50
550.2126	PILING CIP CONCRETE 12 3/4 X 0.375-INCH	LF	-	1280	1200	-	-	2480
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	-	224	224	-	-	448
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	-	125	125	-	-	250
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2	-	-	2	-	4
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	-	-	-	-	36	36
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	-	-	-	-	342	342
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	-	-	-	-	2	2
SPV.0035.701	HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES	CY	69	-	-	69	428	566
SPV.0165.701	LONGITUDINAL GROOVING BRIDGE DECK	SF	1207	-	-	1207	8258	10672
	NON-BID ITEMS							
	FILLER	SIZE	-	-	-	-	-	1/2" & 3/4"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-13-701".

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 PRESTRESSED GIRDER DETAILS SHEET.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NAVD 88 (2007) DATUM.

EXISTING BRIDGE B-13-177 IS A 3-SPAN CONTINUOUS ROLLED STEEL GIRDER BRIDGE WITH AN OVERALL WIDTH OF 66'-10 " AND AN OVERALL LENGTH OF 127'-11 " AND IS TO BE REMOVED BEFORE CONSTRUCTING B-13-701.

APPLY PROTECTIVE SURFACE TREATMENT TO TOP OF BRIDGE DECK, TOP OF APPROACH SLABS AND TOP OF APPROACH SLAB NOTCH. APPLY PIGMENTED SURFACE SEALER TO TOP AND INSIDE FACES OF PARAPET INCLUDING PARAPET LOCATED ON STRUCTURAL APPROACH SLAB.

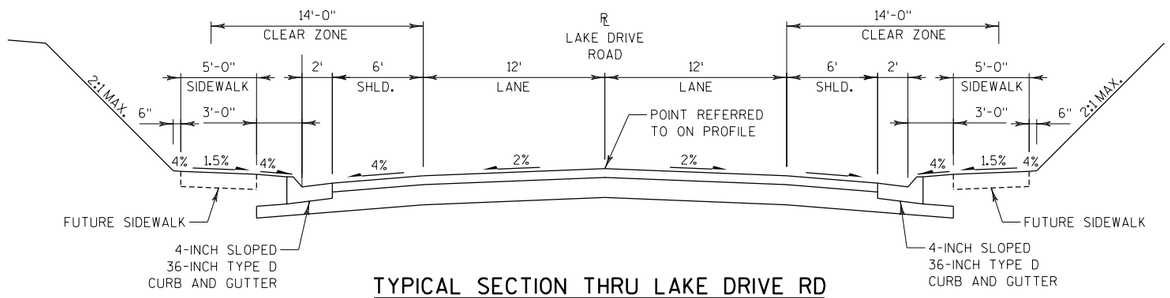
BID ITEM "HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES" SHALL BE UTILIZED IN THE DECK, PARAPETS, ABUTMENT DIAPHRAGMS, AND APPROACH SLABS. BID ITEM "CONCRETE MASONRY BRIDGES" SHALL BE UTILIZED FOR ALL OTHER CONCRETE ITEMS INCLUDING THE APPROACH SLAB FOOTINGS.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2 OR 3 OR M213.

THE RUSTICATIONS IN THE ABUTMENTS ARE INCLUDED IN THE BID ITEM "CONCRETE MASONRY BRIDGES".

THE RUSTICATIONS IN THE BACK FACES OF PARAPETS ARE INCLUDED IN THE BID ITEM "HPC MASONRY BRIDGES".



TYPICAL SECTION THRU LAKE DRIVE RD

(LOOKING EAST)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

DRAWN BY SKR | PLANS CK'D. MDR

CROSS SECTION AND QUANTITIES

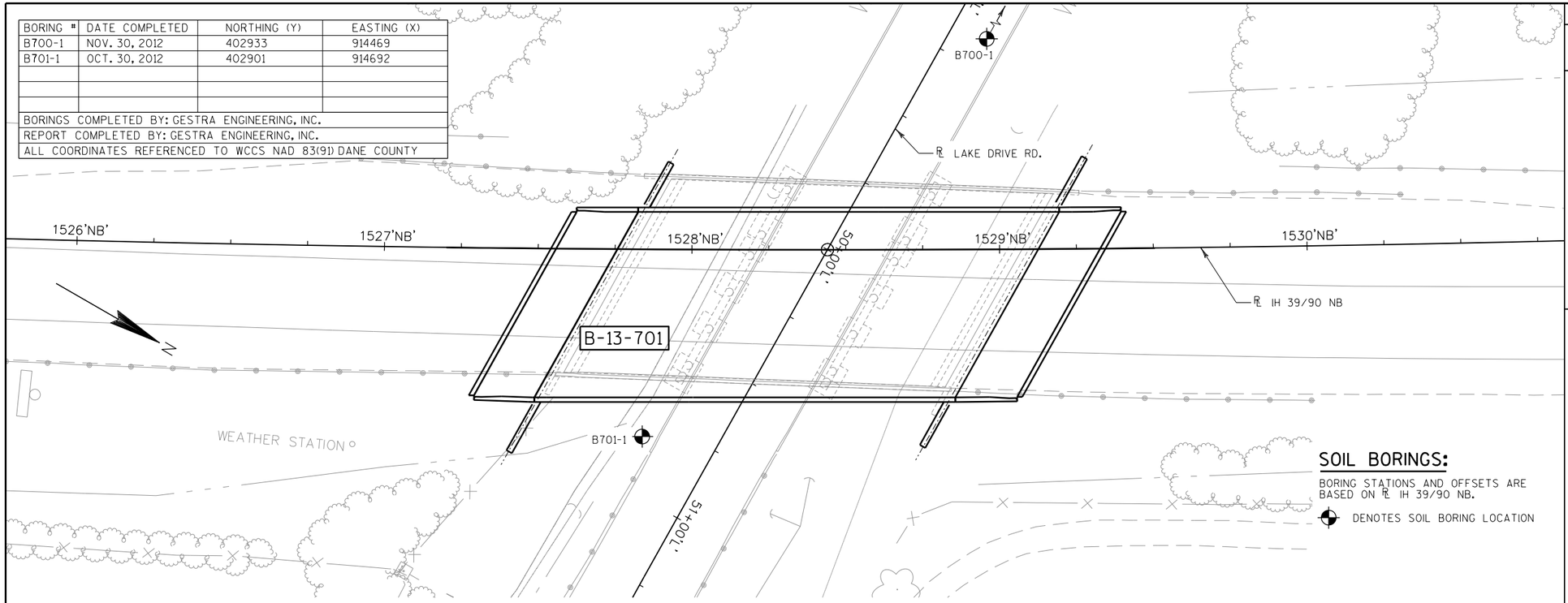
SHEET 7 OF 23

648

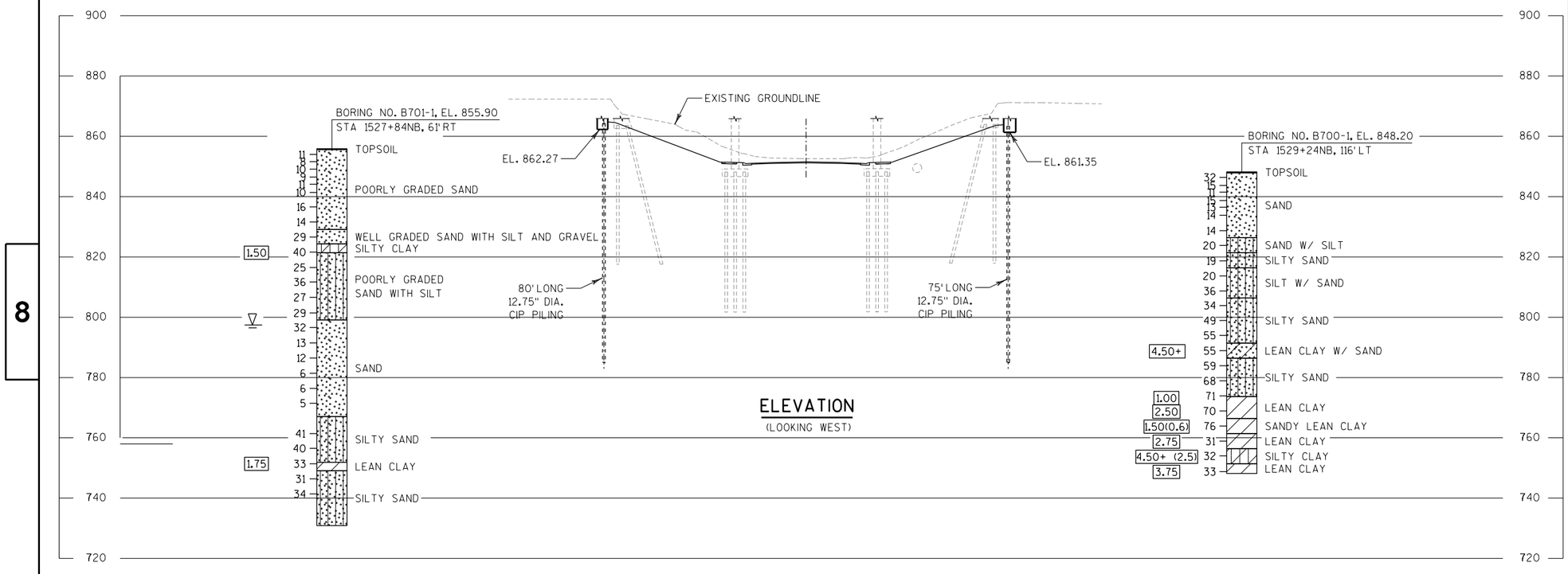
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BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B700-1	NOV. 30, 2012	402933	914469
B701-1	OCT. 30, 2012	402901	914692
BORINGS COMPLETED BY: GESTRA ENGINEERING, INC.			
REPORT COMPLETED BY: GESTRA ENGINEERING, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY			



PLAN



ELEVATION
(LOOKING WEST)

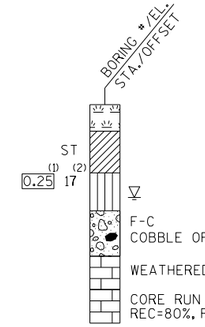
STATE PROJECT NUMBER

1007-11-75

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-13-701

DRAWN BY SKR | PLANS CK'D. MDR

SUBSURFACE EXPLORATION

SHEET 3 OF 23
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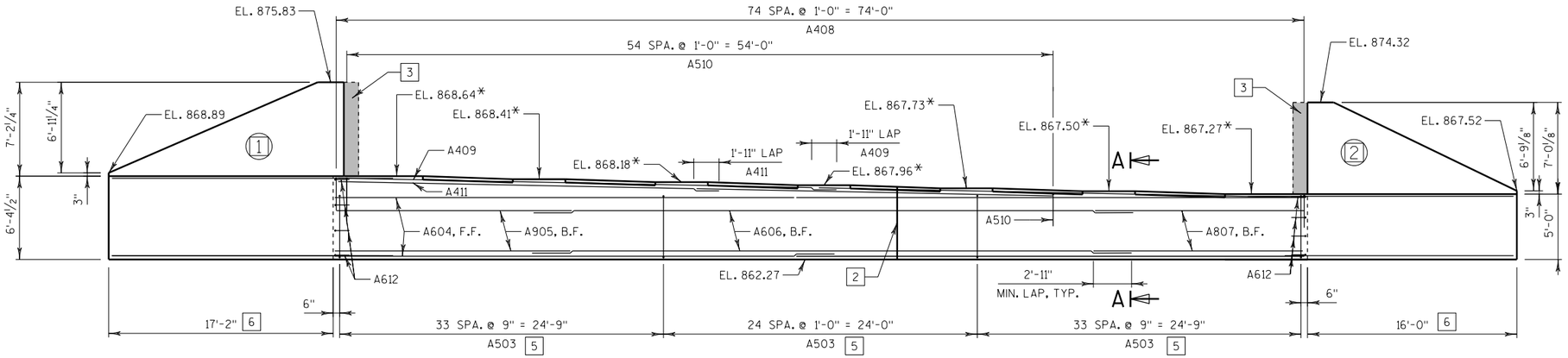
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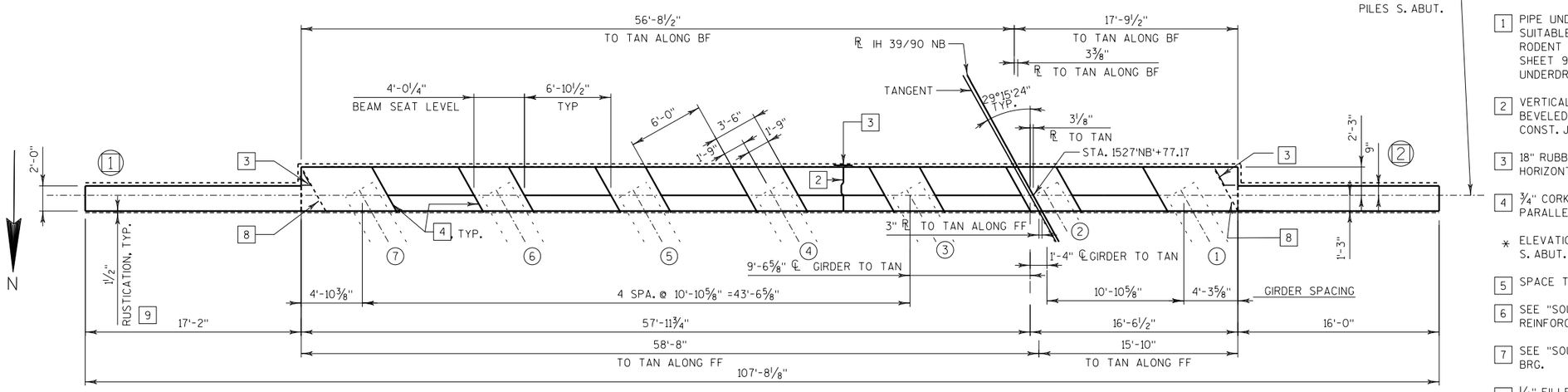
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\09 STRUCTURES\B-13-0701\Plan\080103_se_B130701.dgn PLOT DATE : 4/26/2016 PLOT BY : mdr

STATE PROJECT NUMBER

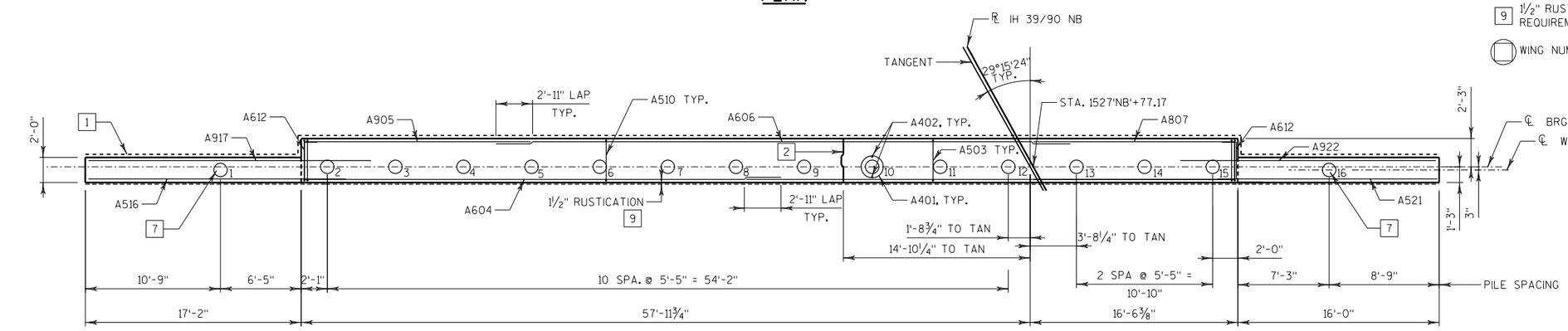
1007-11-75



ELEVATION
(LOOKING SOUTH)



PLAN



PILE LAYOUT

GENERAL NOTES

DIMENSIONS ARE MEASURED ALONG ℄ ABUTMENT UNLESS NOTED OTHERWISE.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

F.F. DENOTES FRONT FACE.

B.F. DENOTES BACK FACE.

SEE SHEET 6 FOR TYPCIAL SECTION OF ABUTMENT (SECTION A-A).

SEE "AESTHETIC DETAILS" SHEET FOR RUSTICATION DETAILS.

ABUTMENTS SUPPORTED ON CONCRETE CIP 12¾X 0.375-INCH PILING DRIVEN WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS* PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 80 FEET LONG AT THE SOUTH ABUTMENT AND 75 FEET LONG AT THE NORTH ABUTMENT.

* THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

FOR PILE SPLICE DETAIL SEE SHEET 6.

FOR BEARING PAD DETAIL SEE SHEET 15

1 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS DIRECTED BY THE ENGINEER. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 9. RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH". CAP END AS SHOWN.

2 VERTICAL CONST. JT. - KEYWAY FORMED BY A SURFACED BEVELED 2" × 8". BEVEL EXPOSED EDGES ¾". FOR ALTERNATE CONST. JT. DETAILS SEE SHEET 6.

3 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

4 ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

* ELEVATIONS AND DIMENSIONS TAKEN ALONG ℄ OF BRG. & PILES S. ABUT.

5 SPACE TO MISS PILES.

6 SEE "SOUTH ABUTMENT WING DETAILS" SHEET FOR REINFORCEMENT DETAILS.

7 SEE "SOUTH ABUTMENT WING DETAILS" SHEET FOR WING PILE ℄ BRG.

8 ½" FILLER EXTEND FROM BEAM SEAT TO TOP OF WING.

9 1½" RUSTICATION IS NOT INCLUDED IN THE REINFORCEMENT CLEAR REQUIREMENTS

(1) WING NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

DRAWN BY TEO | PLANS CK'D. MDR

SOUTH ABUTMENT

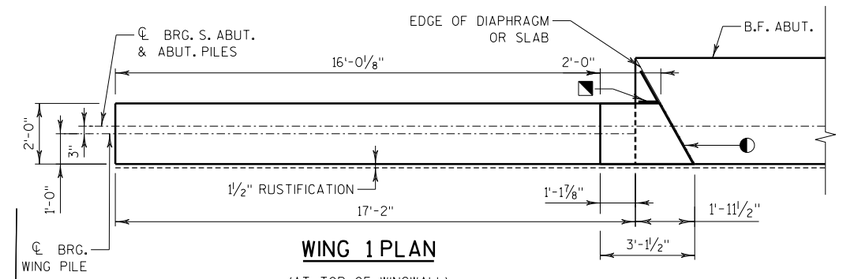
SHFFT 4 OF 23
650

8

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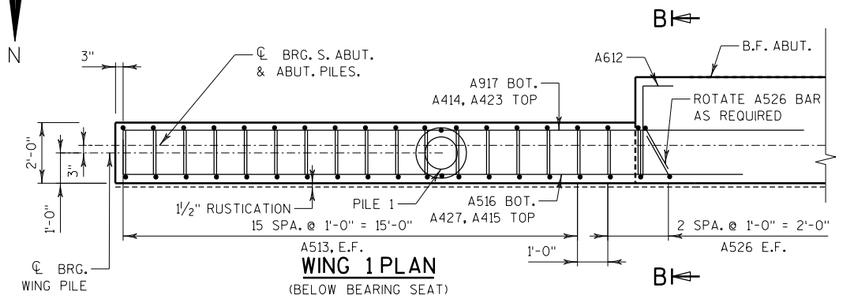
STATE PROJECT NUMBER

1007-11-75



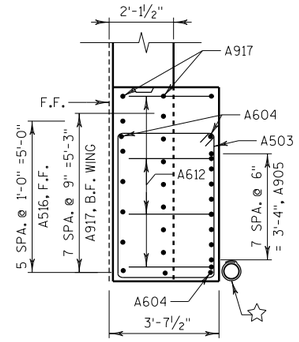
WING 1 PLAN

(AT TOP OF WINGWALL)
(REINFORCEMENT NOT SHOWN FOR CLARITY)



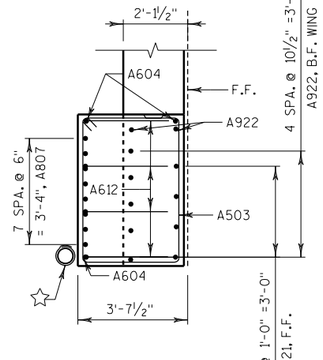
WING 1 PLAN

(BELOW BEARING SEAT)



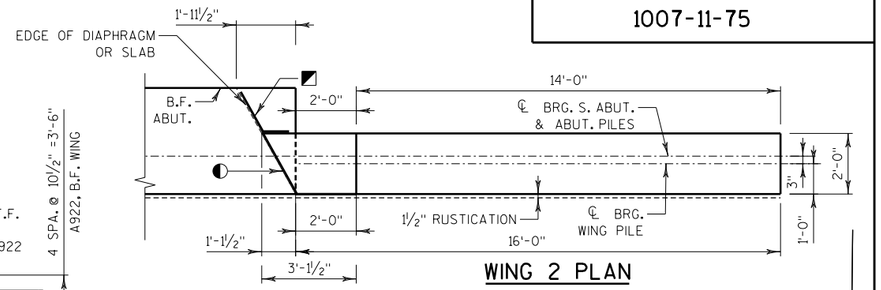
WING 1
SECTION B-B

ABUTMENT BARS A409 THRU A411 AND ALL A604 BARS NOT SHOWN FOR CLARITY



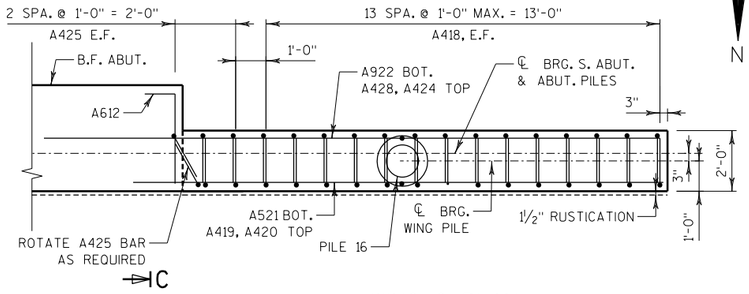
WING 2
SECTION C-C

ABUTMENT BARS A408, A409, AND ALL A604 BARS NOT SHOWN FOR CLARITY



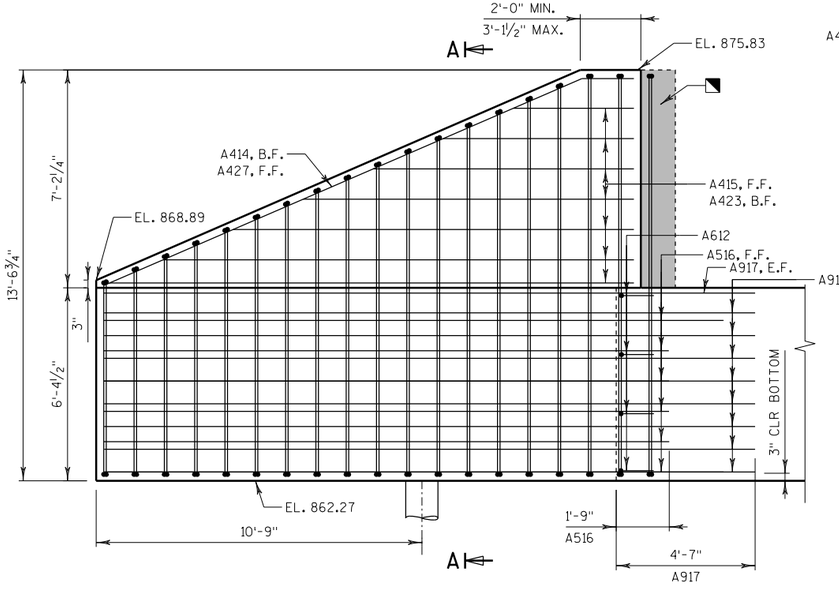
WING 2 PLAN

(AT TOP OF WINGWALL)
(REINFORCEMENT NOT SHOWN FOR CLARITY)

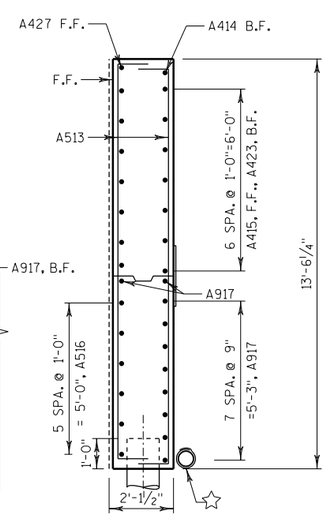


WING 2 PLAN

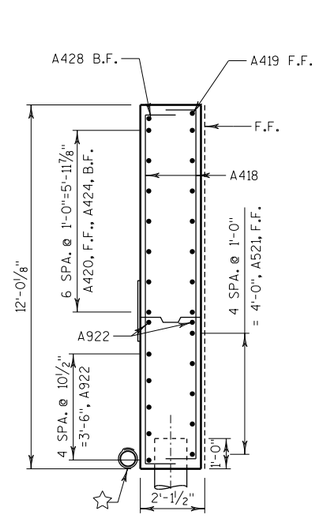
(BELOW BEARING SEAT)



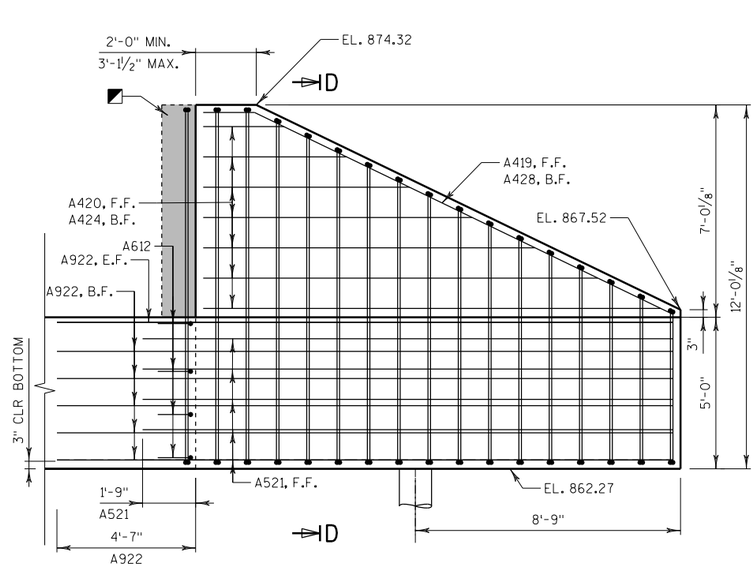
WING 1 ELEVATION



WING 1
SECTION A-A



WING 2
SECTION D-D



WING 2 ELEVATION

LRFD DESIGN LOADS (WINGS)

LIVE LOAD = 1'-0" SURCHARGE

LOAD FACTORS:

γ pDC = 1.25
γ pEH = 1.50
γ LS = 1.75
EXPOSURE CLASS 2.
γ E = 0.75

HORIZ. EARTH LOAD BASED ON: 35 P.C.F. EQUIV. FLUID UNIT WEIGHT OF SOIL.
FY = 60,000 P.S.I.
F'C = 3,500 P.S.I.

GENERAL NOTES

F.F. DENOTES FRONT FACE.

B.F. DENOTES BACK FACE.

E.F. DENOTES EACH FACE.

SEE "AESTHETIC DETAILS" SHEET FOR RUSTICATION DETAILS.

☆ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS DIRECTED BY THE ENGINEER. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 9. RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH". CAP END AS SHOWN.

◥ 18" RUBBERIZED MEMBRANE WATERPROOFING FROM BRIDGE SEAT TO TOP OF WING AND ALONG HORIZONTAL JOINT.

◐ ½" FILLER AND SEALER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

DRAWN BY: TEO | PLANS CK'D: MDR

SOUTH ABUTMENT WING DETAILS

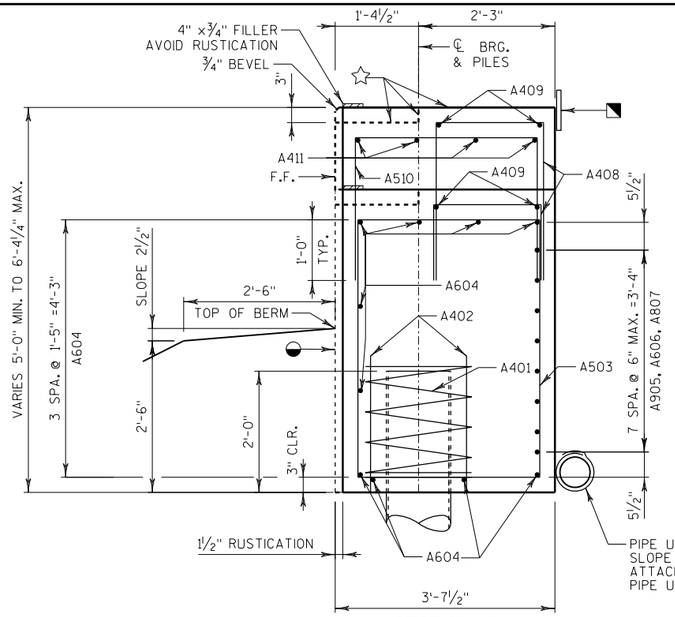
SHFFT 5 OF 23
651

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8

STATE PROJECT NUMBER

1007-11-75



SECTION A

(FOR LOCATION OF SECTION A SEE SHEET 4)

LEGEND

- 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.
- LIMITS OF ARCHITECTURAL SURFACE TREATMENT. FOR DETAILS SEE "AESTHETIC DETAILS" SHEET.
- STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03"

F.F. DENOTES FRONT FACE.

B.F. DENOTES BACK FACE.

E.F. DENOTES EACH FACE.

BILL OF BARS

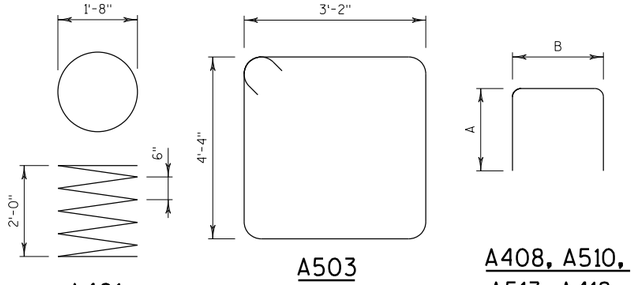
BAR MARK	COAT	NO.	LENGTH	BENT	BAR SERIES	LOCATION
A401		16	27'-0"	X		ABUT. BODY AT PILES
A402		32	2'-3"			ABUT. BODY AT PILES
A503		91	15'-7"	X		ABUT. BODY VERT.
A604		20	38'-7"			ABUT. BODY HORIZ.
A905		8	18'-0"			ABUT. BODY HORIZ. B.F. @ WING 1
A606		8	46'-0"			ABUT. BODY HORIZ. B.F.
A807		8	16'-0"			ABUT. BODY HORIZ. B.F. @ WING 2
A408		75	6'-11"	X		ABUT. BODY VERT.
A409		4	38'-0"			ABUT. BODY HORIZ.
A510		55	7'-9"	X		ABUT. BODY VERT. @ TALL END
A411		8	27'-6"			ABUT. BODY HORIZ. @ TOP
A612		8	4'-0"	X		WING 1 & 2 HORIZ. @ ABUT. BODY
A513	X	32	12'-2"	X	◭	WING 1 VERT. - E.F.
A414	X	1	19'-0"	X		WING 1 HORIZ. - TOP B.F.
A415	X	7	11'-8"		◭	WING 1 HORIZ. TOP WING F.F.
A516	X	6	18'-9"			WING 1 HORIZ. BOT. - WING F.F.
A917	X	10	21'-7"			WING 1 HORIZ. BOT. B.F.
A418	X	28	10'-9"	X	◭	WING 2 VERT. - E.F.
A419	X	1	17'-1"	X		WING 2 HORIZ. - TOP F.F.
A420	X	7	8'-10"		◭	WING 2 HORIZ. TOP WING F.F.
A521	X	5	17'-7"			WING 2 HORIZ. BOT. - WING F.F.
A922	X	7	20'-5"			WING 2 HORIZ. BOT. B.F.
A423	X	7	10'-6"		◭	WING 1 HORIZ. TOP WING B.F.
A424	X	7	9'-11"		◭	WING 2 HORIZ. TOP WING B.F.
A425	X	6	14'-5"	X		WING 2 VERT. - E.F.
A526	X	6	15'-10"	X		WING 1 VERT. - E.F.
A427	X	1	20'-1"	X		WING 1 HORIZ. - TOP F.F.
A428	X	1	18'-2"	X		WING 2 HORIZ. - TOP B.F.

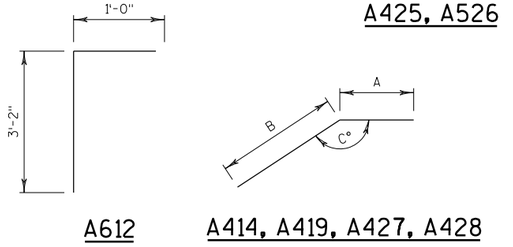
◭ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES FOR ACTUAL LENGTHS.

BAR SERIES

BAR	NO. REQUIRED			LENGTH		
A513	2	SERIES OF	16	8'-11"	TO	15'-5"
A415	1	SERIES OF	7	5'-0"	TO	18'-4"
A418	2	SERIES OF	14	7'-7"	TO	13'-11"
A420	1	SERIES OF	7	2'-7"	TO	15'-1"
A423	1	SERIES OF	7	3'-10"	TO	17'-3"
A424	1	SERIES OF	7	3'-8"	TO	16'-2"

BAR MARK	A	B	C
A408	2'-7"	1'-11"	-
A510	2'-5"	3'-2"	-
A513	1'-6"	6'-2" TO 12'-8"	-
A414	1'-9"	17'-3"	157
A418	1'-6"	4'-9" TO 11'-1"	-
A419	1'-9"	15'-4"	154
A425	1'-6"	11'-7"	-
A526	1'-6"	13'-1"	-
A427	2'-10"	17'-3"	157
A428	2'-10"	15'-4"	154





SECTION THRU ABUTMENT BODY

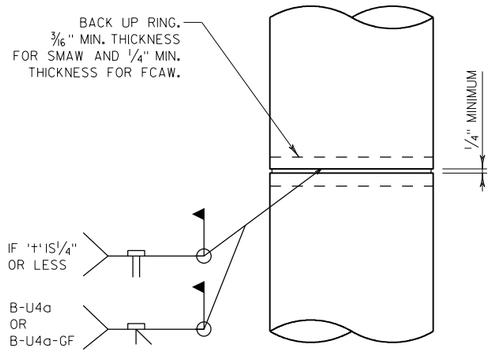
NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

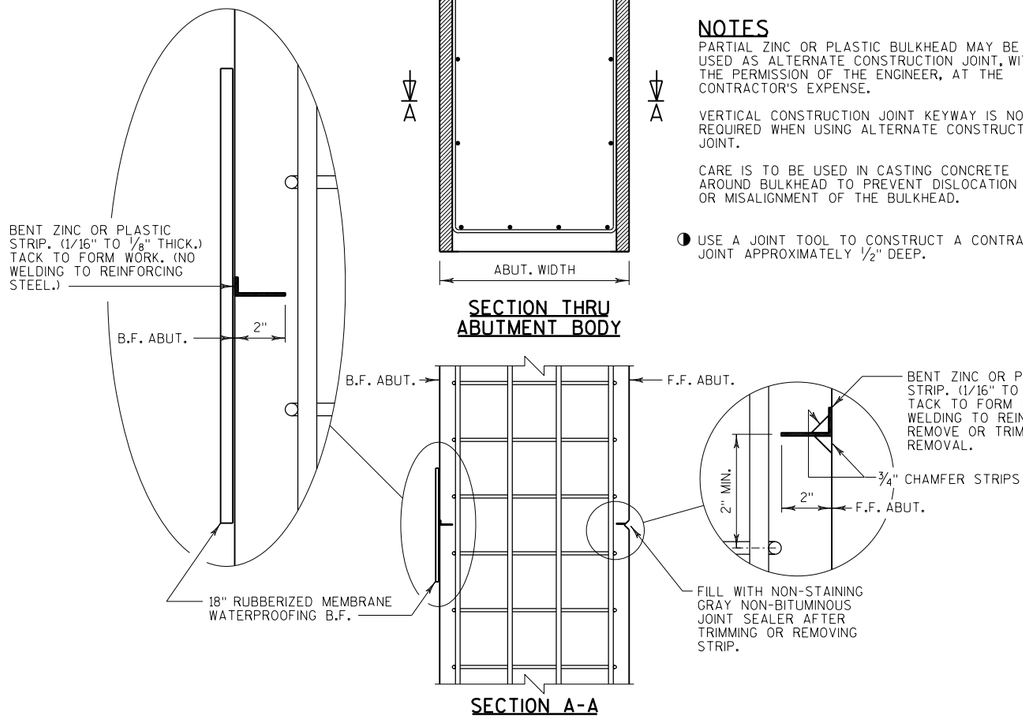
VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY ½" DEEP.

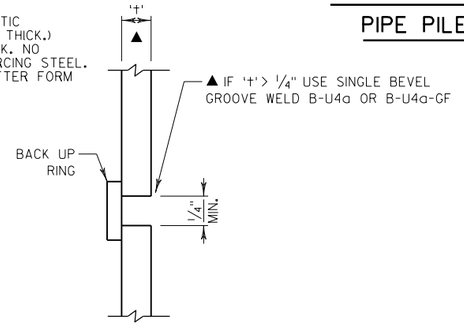


CAST-IN-PLACE PIPE PILE



SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT



PIPE CIP PILE WELD DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

DRAWN BY AJC | PLANS CK'D. MDR

SOUTH ABUTMENT DETAILS

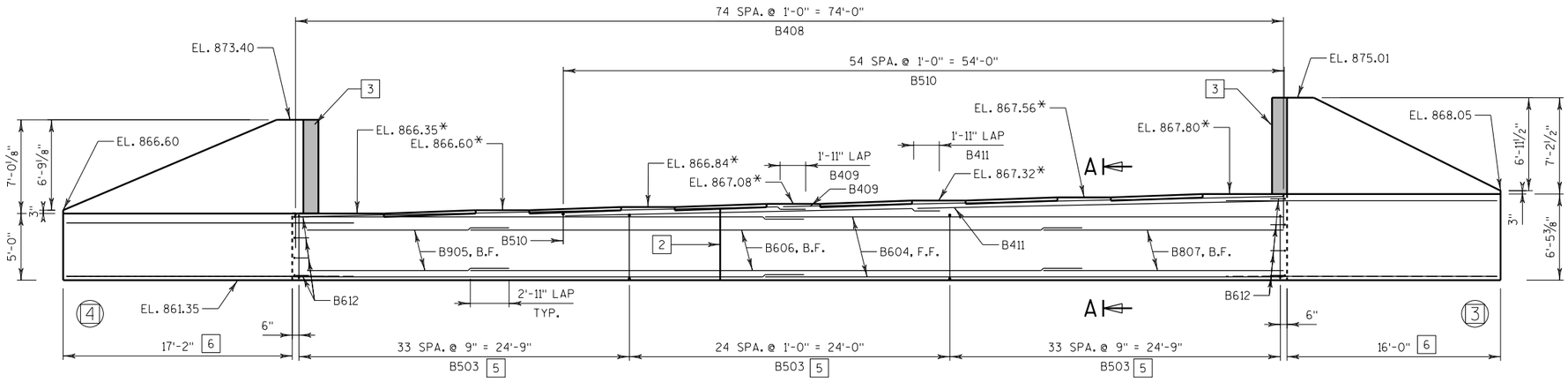
SHEET 6 OF 23
652

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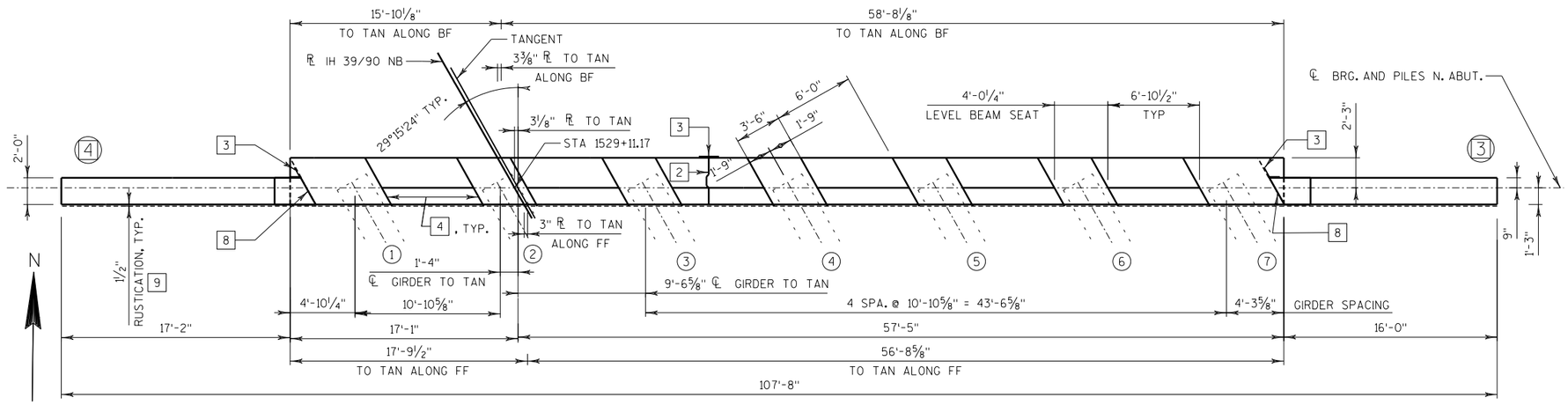
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STATE PROJECT NUMBER

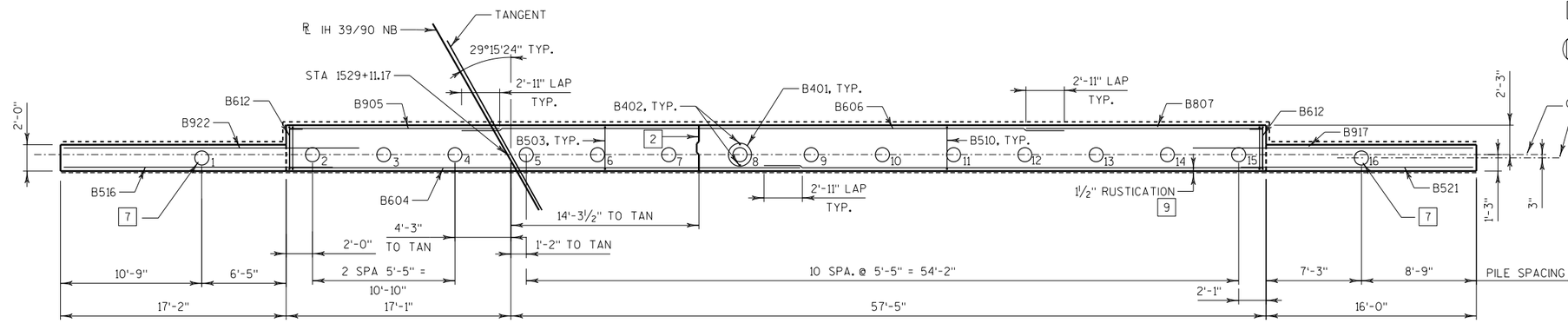
1007-11-75



ELEVATION
(LOOKING NORTH)



PLAN



PILE LAYOUT

GENERAL NOTES

DIMENSIONS MEASURED ALONG ℄ ABUTMENT UNLESS NOTED OTHERWISE

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)

F.F. DENOTES FRONT FACE.

B.F. DENOTES BACK FACE.

SEE SHEET 9 FOR TYPCIAL SECTION OF ABUTMENT (SECTION A-A).

SEE "AESTHETIC DETAILS" SHEET FOR RUSTICATION DETAILS.

ABUTMENTS SUPPORTED ON CONCRETE CIP 12 3/4X 0.375-INCH PILING DRIVEN WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS* PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 80 FEET LONG AT THE SOUTH ABUTMENT AND 75 FEET LONG AT THE NORTH ABUTMENT.

* THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

FOR PILE SPLICE DETAIL SEE SHEET 6.

FOR BEARING PAD DETAIL SEE SHEET 15.

1 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS DIRECTED BY THE ENGINEER. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 9. RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH". CAP END AS SHOWN.

2 VERTICAL CONST. JT. - KEYWAY FORMED BY A SURFACED BEVELED 2" x 8". BEVEL EXPOSED EDGES 3/4". FOR ALTERNATE CONST. JT. DETAILS SEE SHEET 6.

3 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

4 3/4" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

* ELEVATIONS AND DIMENSIONS TAKEN ALONG ℄ OF BRG. & PILES S. ABUT.

5 SPACE TO MISS PILES.

6 SEE "NORTH ABUTMENT WING DETAILS" SHEET FOR REINFORCEMENT DETAILS.

7 SEE "NORTH ABUTMENT WING DETAILS" SHEET FOR WING PILE ℄ BRG.

8 1/2" FILLER EXTEND FROM BEAM SEAT TO TOP OF WING.

9 1 1/2" RUSTICATION IS NOT INCLUDED IN THE REINFORCEMENT CLEAR REQUIREMENTS

(n) WING NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

DRAWN BY TEO | PLANS CK'D. MDR

NORTH ABUTMENT

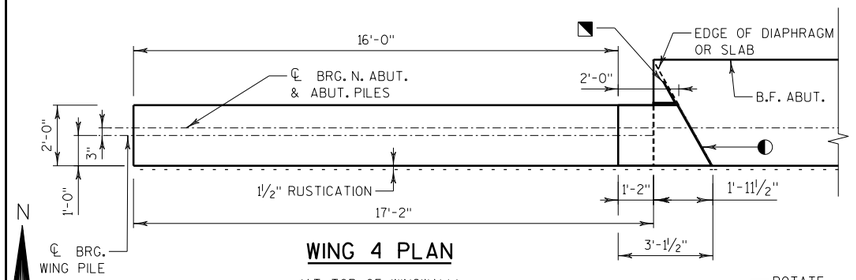
SHEET 7 OF 23
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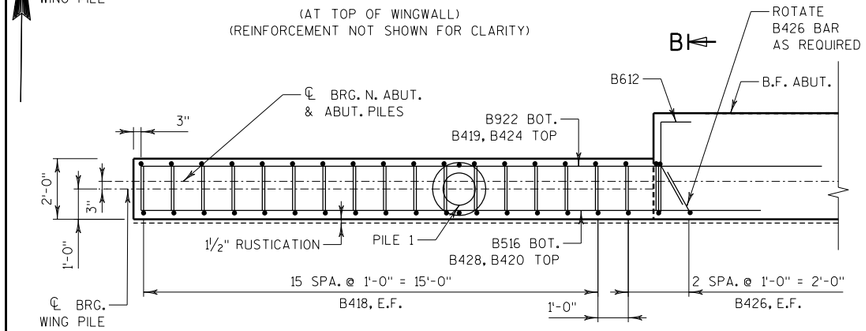
STATE PROJECT NUMBER

1007-11-75



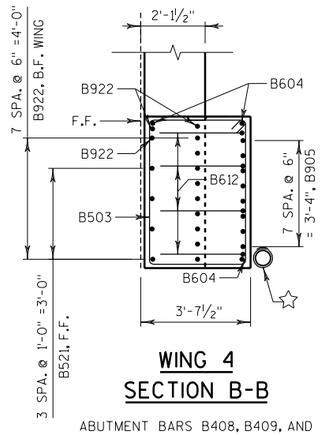
WING 4 PLAN

(AT TOP OF WINGWALL)
(REINFORCEMENT NOT SHOWN FOR CLARITY)



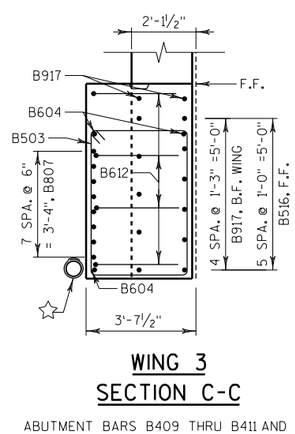
WING 4 PLAN

(BELOW BEARING SEAT)



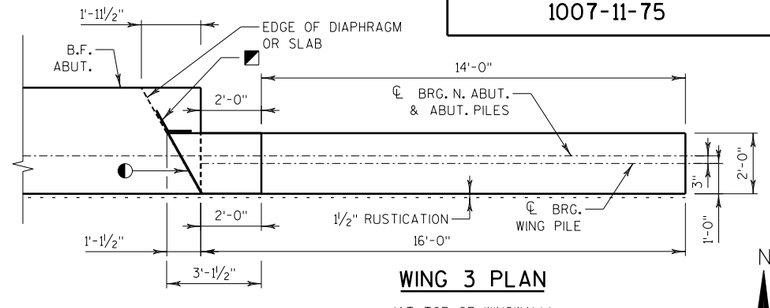
WING 4 SECTION B-B

ABUTMENT BARS B408, B409, AND ALL B604 BARS NOT SHOWN FOR CLARITY



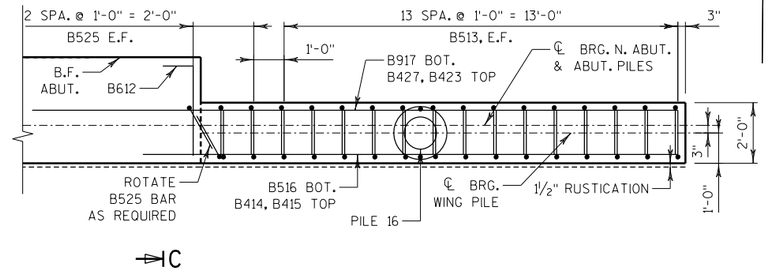
WING 3 SECTION C-C

ABUTMENT BARS B409 THRU B411 AND ALL B604 BARS NOT SHOWN FOR CLARITY



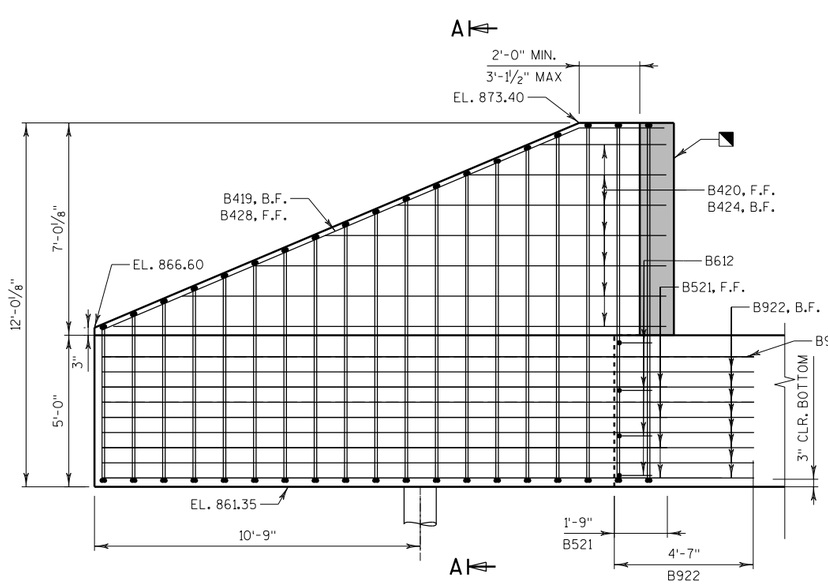
WING 3 PLAN

(AT TOP OF WINGWALL)
(REINFORCEMENT NOT SHOWN FOR CLARITY)

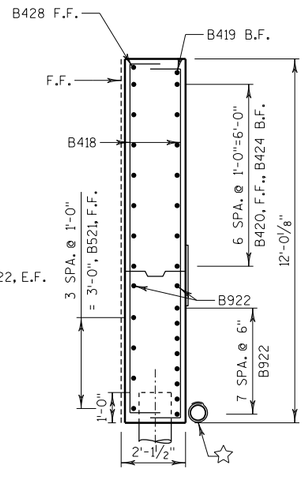


WING 3 PLAN

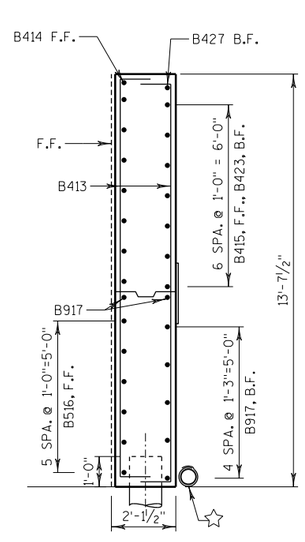
(BELOW BEARING SEAT)



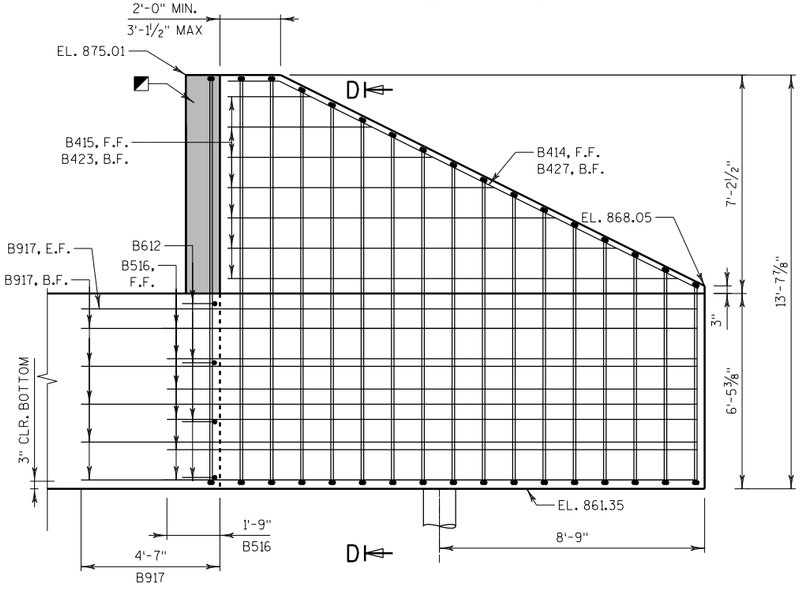
WING 4 ELEVATION



WING 4 SECTION A-A



WING 3 SECTION D-D



WING 3 ELEVATION

LRFD DESIGN LOADS (WINGS)

LIVE LOAD = 1'-0" SURCHARGE

LOAD FACTORS:

γ pDC = 1.25
γ pEH = 1.50
γ LS = 1.75
EXPOSURE CLASS 2.
γ E = 0.75

HORIZ. EARTH LOAD BASED ON: 35 P.C.F. EQUIV. FLUID UNIT WEIGHT OF SOIL.
FY = 60,000 P.S.I.
F'C = 3,500 P.S.I.

GENERAL NOTES

F.F. DENOTES FRONT FACE.

B.F. DENOTES BACK FACE.

E.F. DENOTES EACH FACE.

SEE "AESTHETIC DETAILS" SHEET FOR RUSTICATION DETAILS.

☆ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS DIRECTED BY THE ENGINEER. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 9. RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH". CAP END AS SHOWN.

◥ 18" RUBBERIZED MEMBRANE WATERPROOFING FROM BRIDGE SEAT TO TOP OF WING AND ALONG HORIZONTAL JOINT.

◐ ½" FILLER AND SEALER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

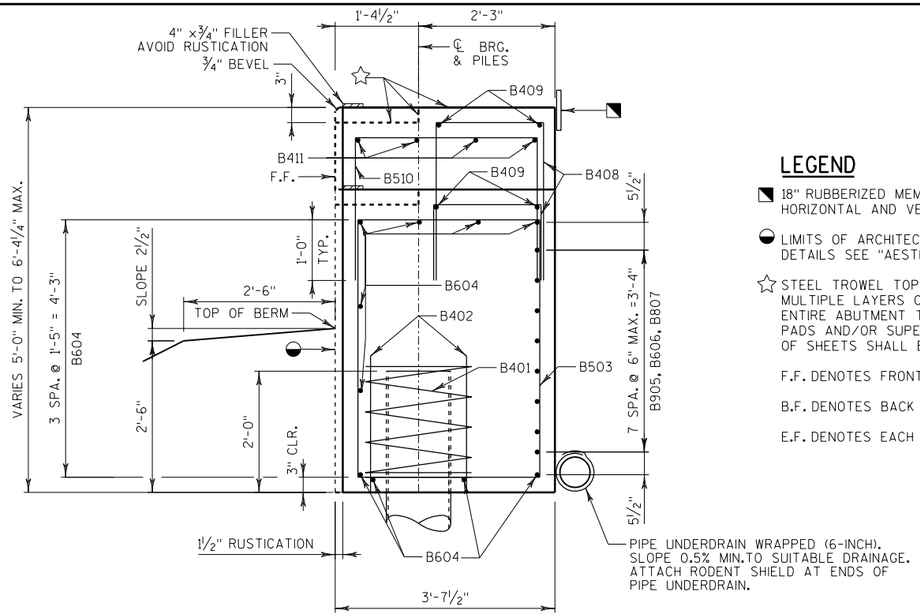
DRAWN BY: TEO | PLANS CK'D: MDR

NORTH ABUTMENT WING DETAILS

SHEET 8 OF 23
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SECTION A

(FOR LOCATION OF SECTION A SEE SHEET 7)

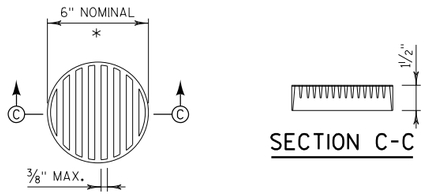
LEGEND

- 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.
- LIMITS OF ARCHITECTURAL SURFACE TREATMENT. FOR DETAILS SEE "AESTHETIC DETAILS" SHEET.
- STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03"

F.F. DENOTES FRONT FACE.

B.F. DENOTES BACK FACE.

E.F. DENOTES EACH FACE.



RODENT SHIELD

SECTION C-C

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD PIPE COUPLING AND SCREWS SHALL BE INCLUDED WITH TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

STATE PROJECT NUMBER

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BILL OF BARS

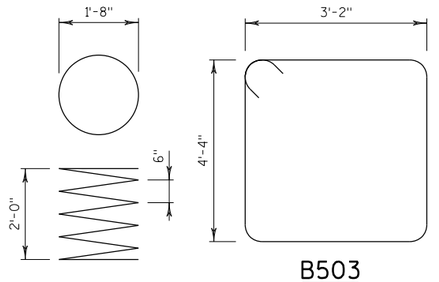
BAR MARK	COAT	NO.	LENGTH	BENT	BAR SERIES	LOCATION
B401		16	27'-0"	X		ABUT. BODY AT PILES
B402		32	2'-3"			ABUT. BODY AT PILES
B503		91	15'-7"	X		ABUT. BODY VERT.
B604		20	38'-7"			ABUT. BODY HORIZ.
B905		8	18'-0"			ABUT. BODY HORIZ. B.F. @ WING 4
B606		8	46'-0"			ABUT. BODY HORIZ. B.F.
B807		8	16'-0"			ABUT. BODY HORIZ. B.F. @ WING 3
B408		75	7'-2"	X		ABUT. BODY VERT.
B409		4	38'-0"			ABUT. BODY HORIZ.
B510		55	7'-11"	X		ABUT. BODY VERT.
B411		8	27'-6"			ABUT. BODY HORIZ.
B612		8	4'-0"	X		WING 3 & 4 HORIZ. @ ABUT. BODY
B513	X	28	12'-4"	X	⚠	WING 3 VERT. - E.F.
B414	X	1	17'-2"	X		WING 3 HORIZ. - TOP F.F.
B415	X	7	8'-11"		⚠	WING 3 HORIZ. TOP WING F.F.
B516	X	6	17'-6"			WING 3 HORIZ. BOT. - WING F.F.
B917	X	7	20'-4"			WING 3 HORIZ. BOT. B.F.
B418	X	32	10'-10"	X	⚠	WING 4 VERT. - E.F.
B419	X	1	18'-11"	X		WING 4 HORIZ. - TOP B.F.
B420	X	7	11'-2"		⚠	WING 4 HORIZ. TOP WING F.F.
B521	X	4	18'-9"			WING 4 HORIZ. BOT. - WING F.F.
B922	X	10	21'-7"			WING 4 HORIZ. BOT. B.F.
B423	X	7	10'-0"		⚠	WING 3 HORIZ. TOP WING B.F.
B424	X	7	10'-1"		⚠	WING 4 HORIZ. TOP WING B.F.
B525	X	6	15'-11"	X		WING 3 VERT. - E.F.
B425	X	6	14'-5"	X		WING 4 VERT. - E.F.
B427	X	1	18'-3"	X		WING 3 HORIZ. - TOP B.F.
B428	X	1	20'-0"	X		WING 4 HORIZ. - TOP F.F.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES FOR ACTUAL LENGTHS.

BAR SERIES

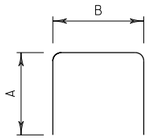
BAR MARK	NO. REQUIRED	LENGTH
B513	2 SERIES OF 14	9'-1" TO 15'-7"
B415	1 SERIES OF 7	2'-10" TO 15'-0"
B418	2 SERIES OF 16	7'-8" TO 14'-0"
B420	1 SERIES OF 7	4'-1" TO 18'-3"
B423	1 SERIES OF 7	3'-11" TO 16'-1"
B424	1 SERIES OF 7	3'-0" TO 17'-2"

BAR MARK	A	B	C
B408	2'-8"	1'-11"	-
B510	2'-6"	3'-2"	-
B513	1'-6"	6'-4" TO 12'-10"	-
B414	1'-9"	15'-5"	154
B418	1'-6"	4'-11" TO 11'-3"	-
B419	1'-9"	17'-2"	157
B525	1'-6"	13'-2"	-
B426	1'-6"	11'-7"	-
B427	2'-10"	15'-5"	154
B428	2'-10"	17'-2"	157

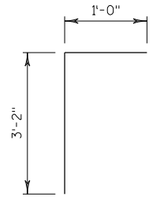


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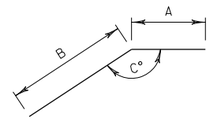
B503



B408, B510, B513, B418, B525, B426



B612



B414, B419, B427, B428

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STATE OF WISCONSIN
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STRUCTURE B-13-701

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NORTH ABUTMENT DETAILS

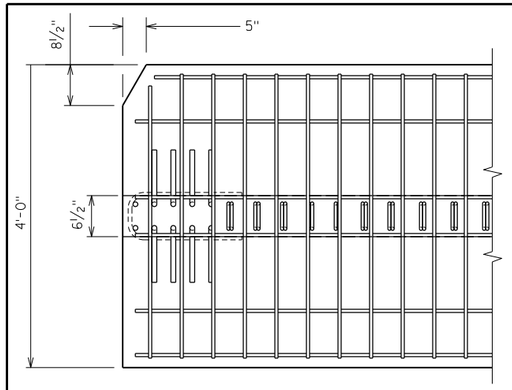
SHEET 9 OF 23
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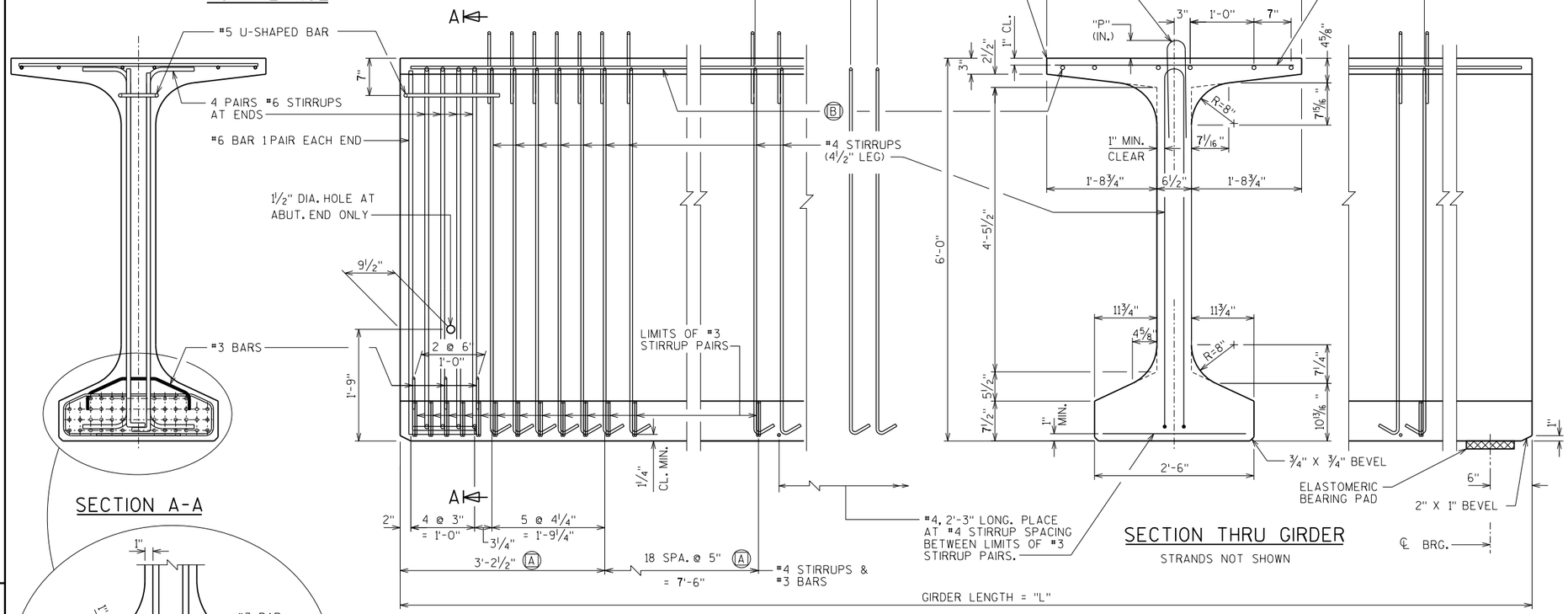
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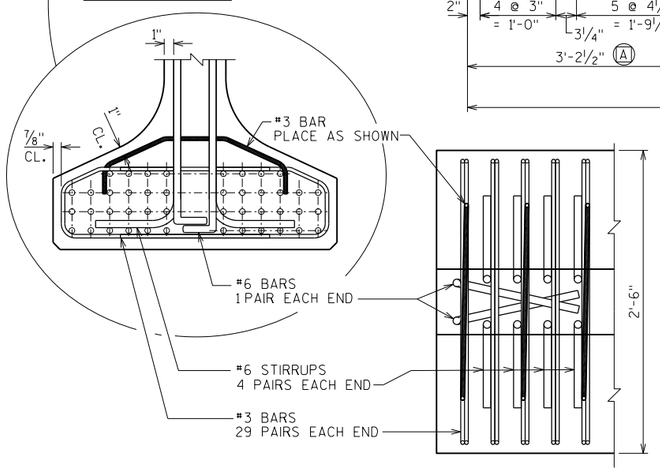
TOP FLANGE



SECTION A-A

SECTION THRU GIRDER

STRANDS NOT SHOWN

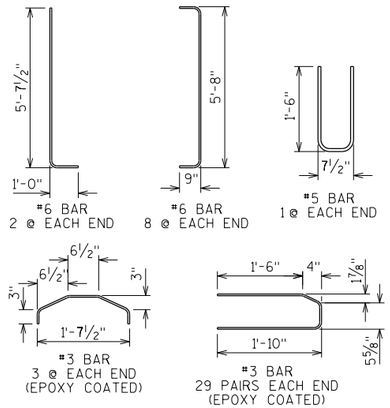


BOTTOM FLANGE

SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 - #4 BARS, FULL LENGTH, MIN. LAP = 2'-11"



NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 15" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA																						
SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (psi)	"P" FIRST 1/3 OF GIRDER (IN.)	"P" MID 1/3 OF GIRDER (IN.)	"P" END 1/3 OF GIRDER (IN.)	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"
1	1, 7	135'-0"	0.6	1.1	1.5	1.8	1.8	1.8	1.5	1.1	0.6	8,000	8	7	8	0.6	46	6,800	67	20.5	23.5	5
1	2-6	135'-0"	0.7	1.3	1.7	2.0	2.1	2.0	1.7	1.3	0.7	8,000	8	7	8	0.6	46	6,800	67	20.5	23.5	5

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72"W PRESTRESSED GIRDER DETAILS

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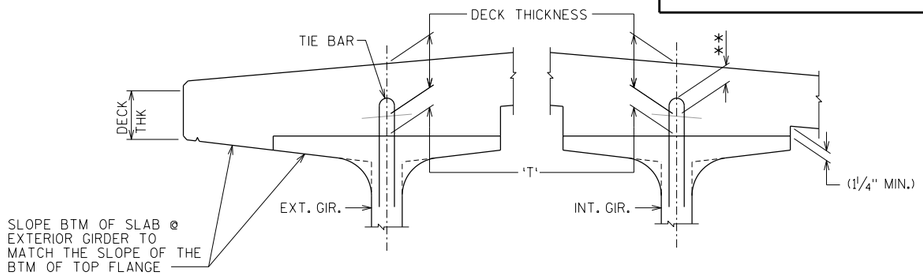
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FILE NAME : P:\47xx\4739.39_DP.I39.DAN\09 STRUCTURES\B-13-0701\Plan\080110_gi_B130701.dgn PLOT DATE : 4/26/2016 PLOT BY : mdr

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DECK HAUNCH DETAIL

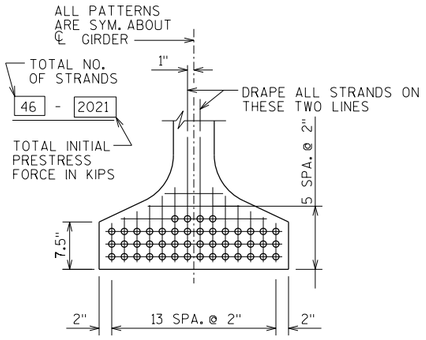
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

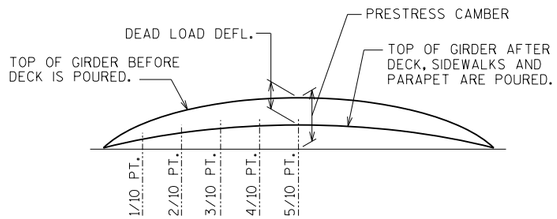
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

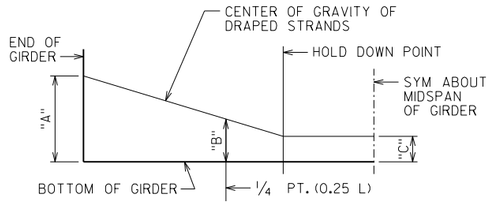
NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



TYP. STRAND PATTERN



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	4.2

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

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72"W PRESTRESSED GIRDER DETAILS 2

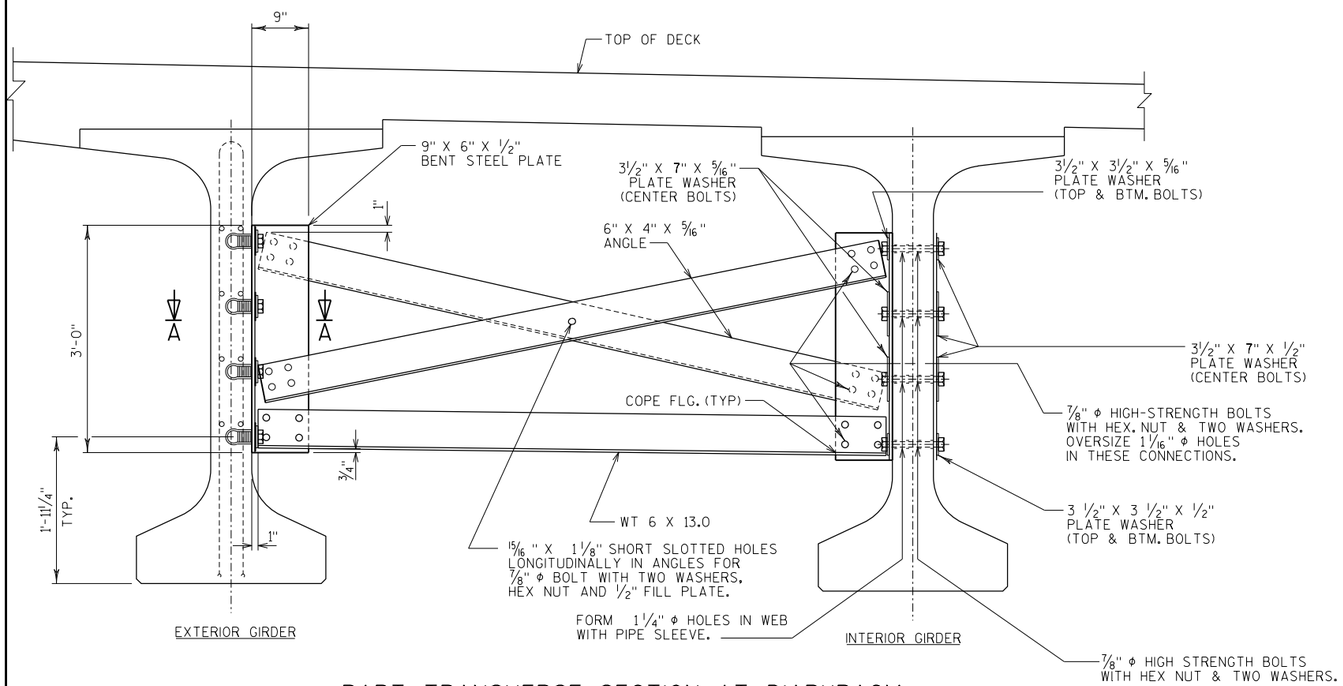
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PART TRANSVERSE SECTION AT DIAPHRAGM

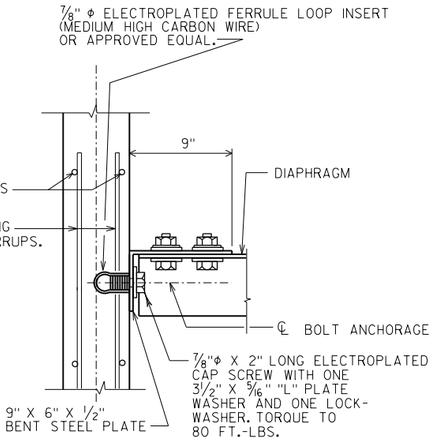
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-13-701", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

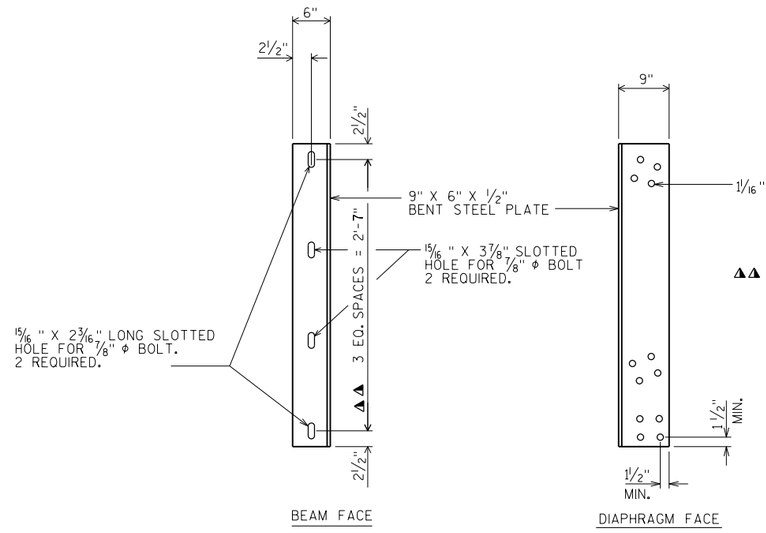
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.



SECT. A-A

(FOR EXTERIOR ATTACHMENT)

"L" = 3 1/2"; TOP AND BOTTOM BOLTS
"L" = 7"; CENTER BOLTS



ΔΔ BOLT HOLES SHALL BE SPACED SO AS TO MISS PRESTRESSED STRANDS IN CONCRETE BEAMS.

DIAPHRAGM SUPPORT

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DEPARTMENT OF TRANSPORTATION

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STEEL DIAPHRAGM DETAILS

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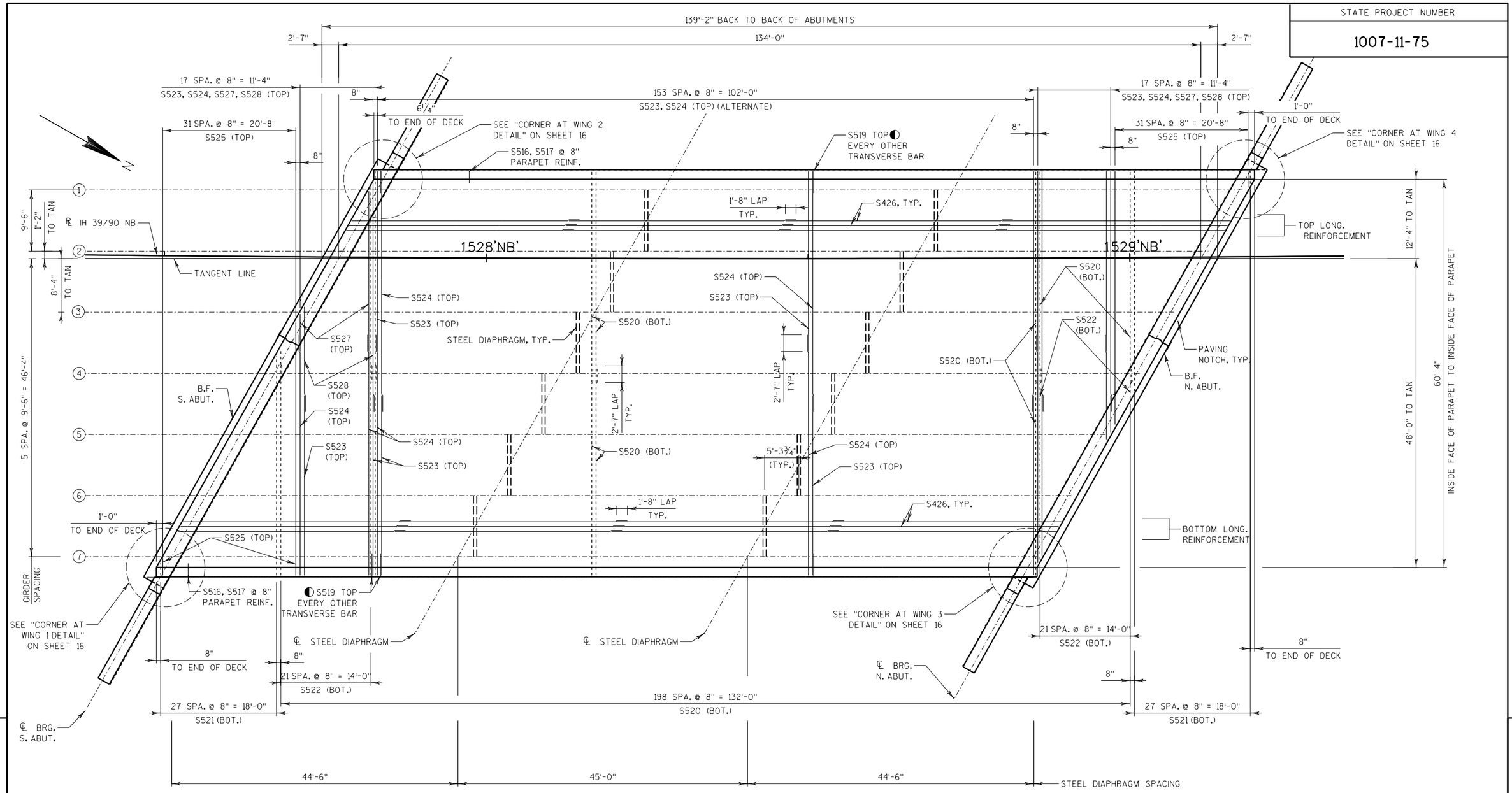
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PLAN

TOP OF DECK ELEVATIONS

LOCATION	℄ BRG. S. ABUT	0.1 PT	0.2 PT	0.3 PT	0.4 PT	0.5 PT	0.6 PT	0.7 PT	0.8 PT	0.9 PT	℄ BRG. N. ABUT
W.EDGE DECK	874.32	874.25	874.17	874.08	873.99	873.90	873.81	873.71	873.61	873.51	873.40
W. FLOW LINE	874.36	874.28	874.20	874.12	874.03	873.94	873.84	873.75	873.65	873.54	873.44
GIRDER 1	874.40	874.32	874.24	874.16	874.07	873.98	873.89	873.79	873.69	873.59	873.48
GIRDER 2	874.63	874.55	874.47	874.39	874.30	874.21	874.12	874.03	873.93	873.83	873.72
GIRDER 3	874.86	874.78	874.70	874.62	874.54	874.45	874.36	874.27	874.17	874.07	873.97
GIRDER 4	875.08	875.01	874.93	874.85	874.77	874.68	874.60	874.50	874.41	874.31	874.21
GIRDER 5	875.31	875.24	875.16	875.09	875.00	874.92	874.83	874.74	874.65	874.55	874.45
GIRDER 6	875.54	875.47	875.39	875.32	875.24	875.15	875.07	874.98	874.88	874.79	874.69
GIRDER 7	875.77	875.70	875.62	875.55	875.47	875.39	875.30	875.21	875.12	875.02	874.93
E. FLOW LINE	875.81	875.74	875.66	875.59	875.51	875.43	875.34	875.25	875.16	875.07	874.97
E. EDGE DECK	875.84	875.77	875.70	875.62	875.54	875.46	875.38	875.29	875.20	875.10	875.00

LEGEND:

◐ LAP S519 ONTO EVERY OTHER TRANSVERSE BAR IN THE TOP MAT AS SHOWN.

ALL DIMENSIONS ARE ALONG OR PERPENDICULAR TO TANGENT OF ℄.

GIRDERS, DECK, AND PARAPETS ARE ALL PARALLEL TO TANGENT.

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STRUCTURE B-13-701

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SUPERSTRUCTURE

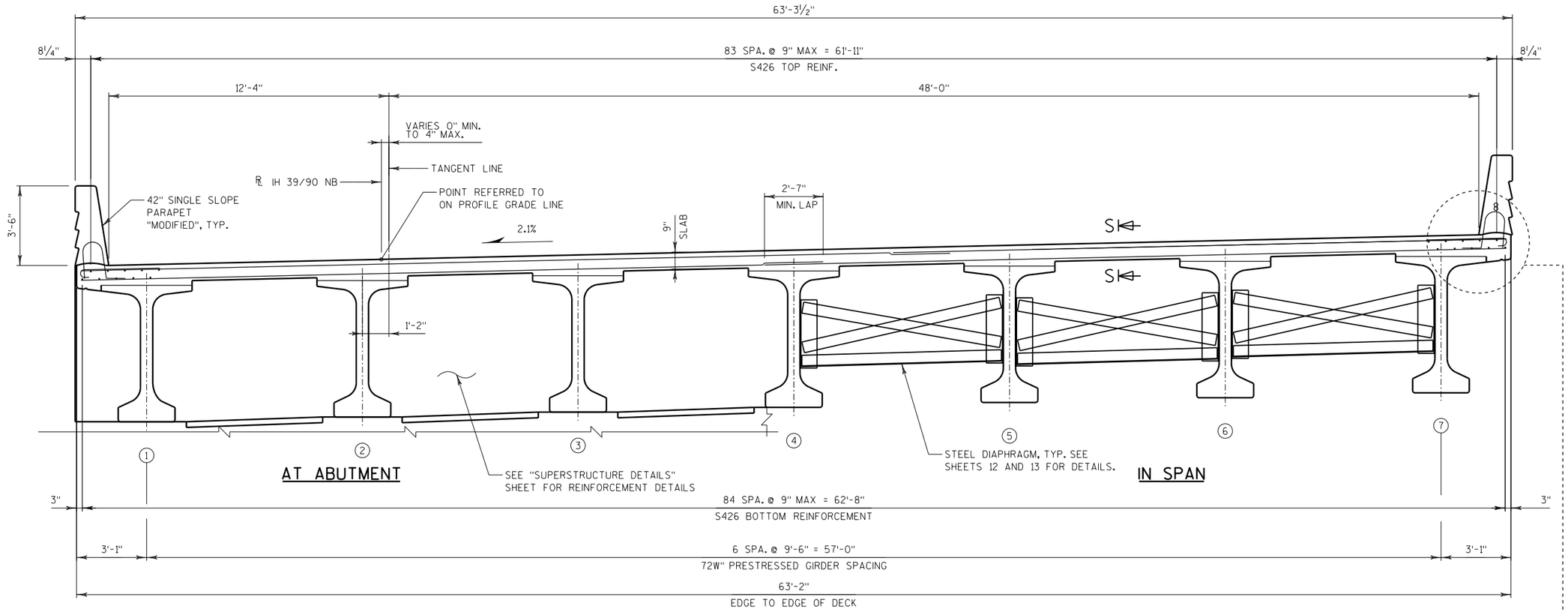
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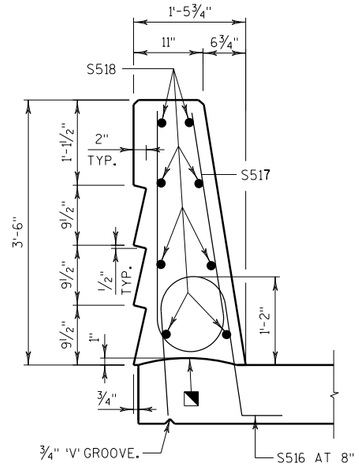
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FILE NAME : P:\47xx\4739.39_DP.I39.DAN\09 STRUCTURES\B-13-0701\Plan\080113_ss_B130701.dgn PLOT DATE : 4/26/2016 PLOT BY : mdr

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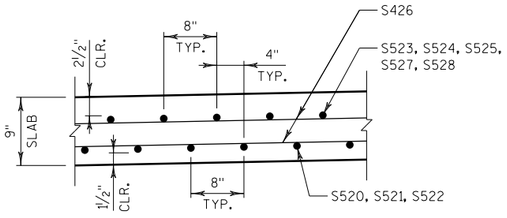




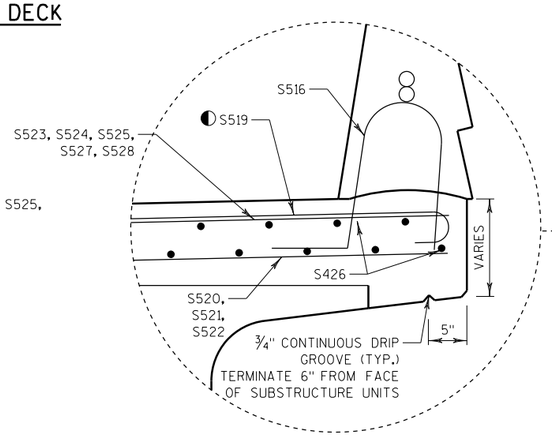
SECTION THRU PARAPET ON BRIDGE

TYPICAL CROSS SECTION THRU DECK

(LOOKING NORTH)



SECTION S-S



LEGEND:

◐ LAP S519 ONTO EVERY OTHER TRANSVERSE BAR IN THE TOP MAT AS SHOWN.

◥ CONSTRUCTION JOINT. STRIKE OFF AS SHOWN.

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STRUCTURE B-13-701

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SUPERSTRUCTURE CROSS SECTION

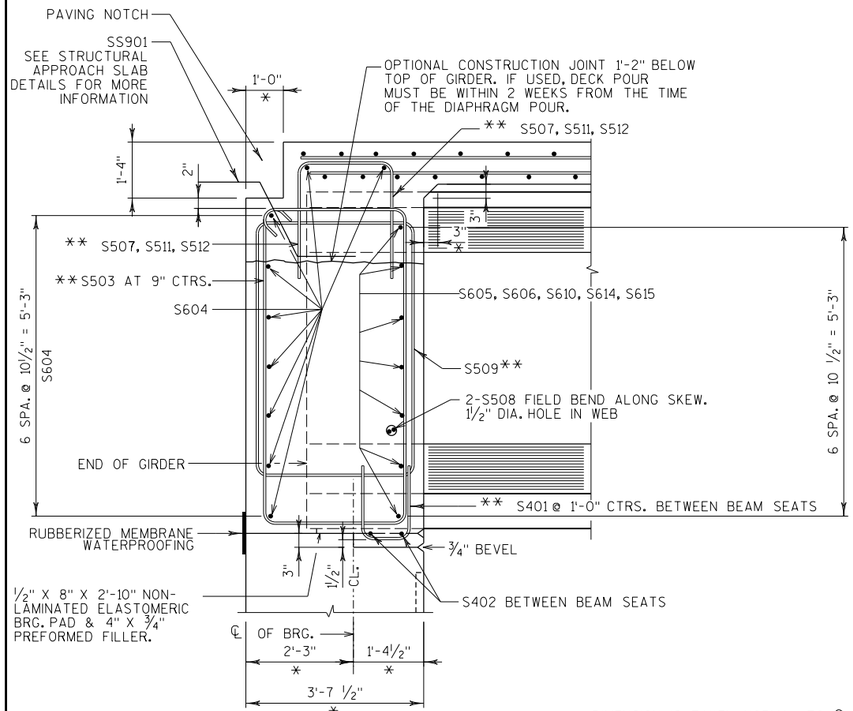
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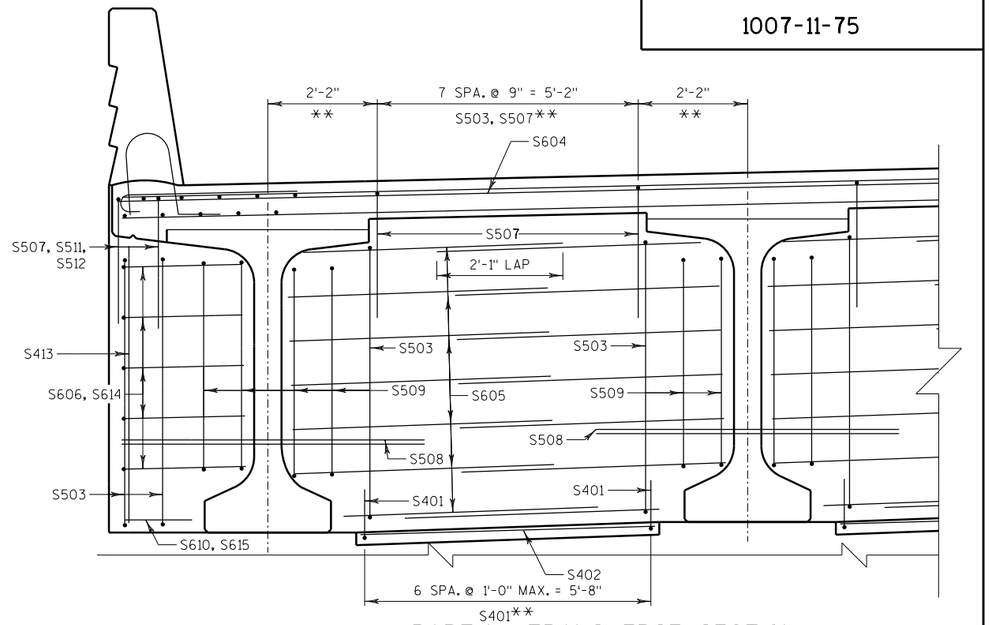
1007-11-75



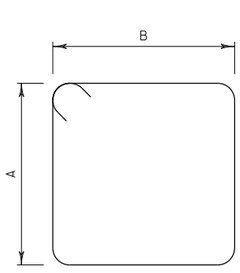
PART LONGIT. SECTION

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

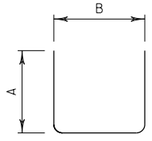
** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS



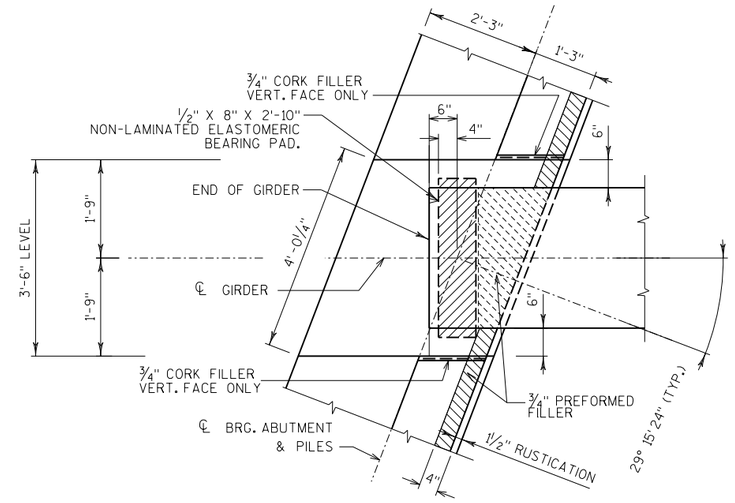
PARTIAL TRANSVERSE SECTION AT ABUTMENT DIAPHRAGM



S503, S509



S401, S507, S511, S512



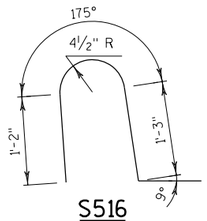
BEARING PAD DETAIL

BILL OF BARS

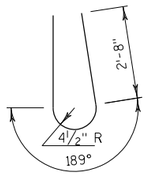
BAR MARK	COAT	NO.	LENGTH	BENT	BAR SERIES	LOCATION
S401	X	84	3'-10"	X		ABUT. DIAPH. VERT.
S402	X	24	6'-4"			ABUT. DIAPHRAGM HORIZ.
S503	X	104	18'-10"	X		ABUT. DIAPH. STIRRUP
S604	X	36	37'-3"			ABUT. DIAPH. HORIZ.
S605	X	168	5'-11"			ABUT. DIAPH. HORIZ. BETW. GDRS
S606	X	10	8'-10"	X		ABUT. DIAPH. HORIZ. @ WING 1 & 4
S507	X	100	6'-3"	X		ABUT. DIAPHRAGM VERT.
S508	X	28	6'-0"			ABUT. DIAPH. HORIZ. THRU GIRDERS
S509	X	56	16'-2"	X		ABUT. DIAPH. STIRRUP
S610	X	2	6'-10"	X		ABUT. DIAPH. HORIZ. @ WING 1 & 4
S511	X	2	5'-11"	X		ABUT. DIAPH. VERT. @ WING 1
S512	X	2	5'-11"	X		ABUT. DIAPH. VERT. @ WING 4
S413	X	8	5'-4"			ABUT. DIAPH. VERT. @ EXT. GDRS.
S614	X	10	8'-10"	X		ABUT. DIAPH. HORIZ. @ WING 2 & 3
S615	X	2	6'-10"	X		ABUT. DIAPH. HORIZ. @ WING 2 & 3
S516	X	410	4'-5"	X		PARAPET VERT. @ SLAB
S517	X	410	6'-8"	X		PARAPET VERT.
S518	X	64	36'-4"			PARAPET HORIZ.
S519	X	206	5'-2"	X		SLAB TRANS. TOP AT OVERHANGS
S520	X	354	32'-9"			SLAB TRANS. BOTTOM
S521	X	56	17'-12"		◭	SLAB TRANS. BOTTOM
S522	X	44	17'-9"		◭	SLAB TRANS. BOTTOM
S523	X	172	28'-0"			SLAB TRANS. TOP
S524	X	172	37'-5"			SLAB TRANS. TOP
S525	X	64	20'-11"		◭	SLAB TRANS. TOP
S426	X	676	35'-5"			SLAB LONG. TOP AND BOT.
S527	X	18	15'-4"		◭	SLAB TRANS. TOP
S528	X	18	25'-10"		◭	SLAB TRANS. TOP

LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

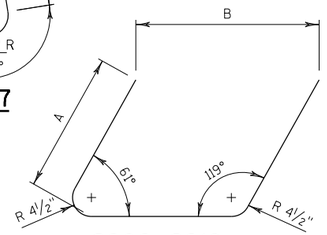
BAR MARK	A	B
S401	1'-5"	1'-1"
S503	5'-5"	3'-8"
S606	2'-9"	3'-7"
S507	2'-2"	2'-2"
S509	4'-2"	3'-7"
S610	1'-9"	3'-7"
S511	2'-2"	1'-10"
S512	2'-2"	1'-10"
S614	2'-9"	3'-7"
S615	1'-9"	3'-7"



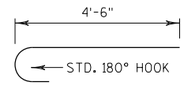
S516



S517



S606, S610, S614, S615



S519

BAR SERIES TABLE

BAR MARK	NO. REQUIRED			LENGTH		
S521	2	SERIES OF	28	1'-11"	TO	34'-1"
S522	2	SERIES OF	22	5'-3"	TO	30'-3"
S525	2	SERIES OF	32	2' 6"	TO	39' 4"
S527	2	SERIES OF	9	5'-9"	TO	24'-11"
S528	2	SERIES OF	9	16'-3"	TO	35'-5"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

DRAWN BY AJC | PLANS CK'D. MDR

SUPERSTRUCTURE DETAILS

SHEET 15 OF 23
661

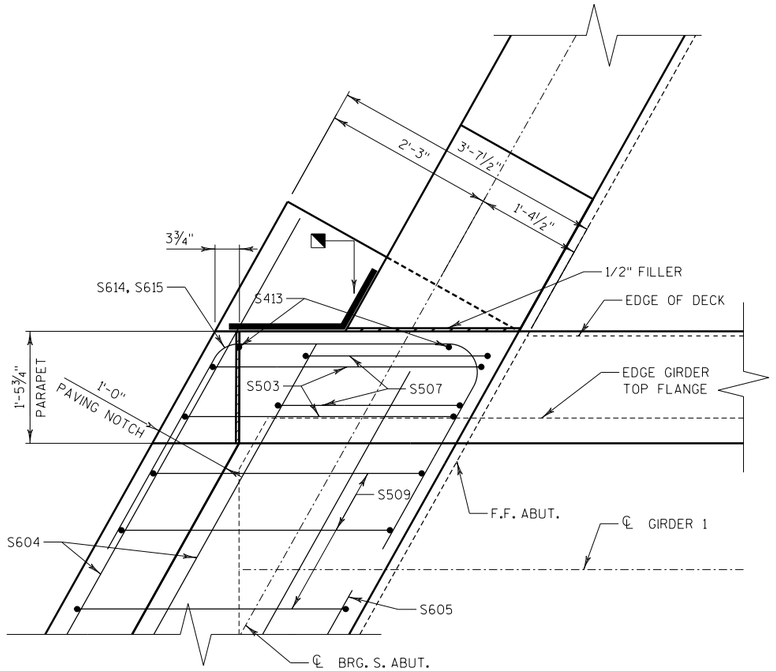
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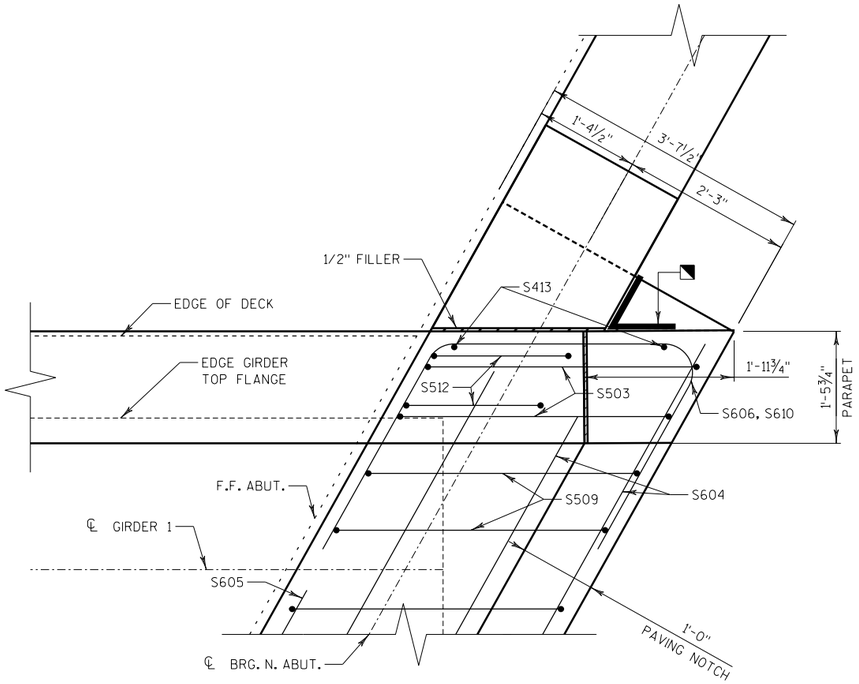
STATE PROJECT NUMBER

1007-11-75

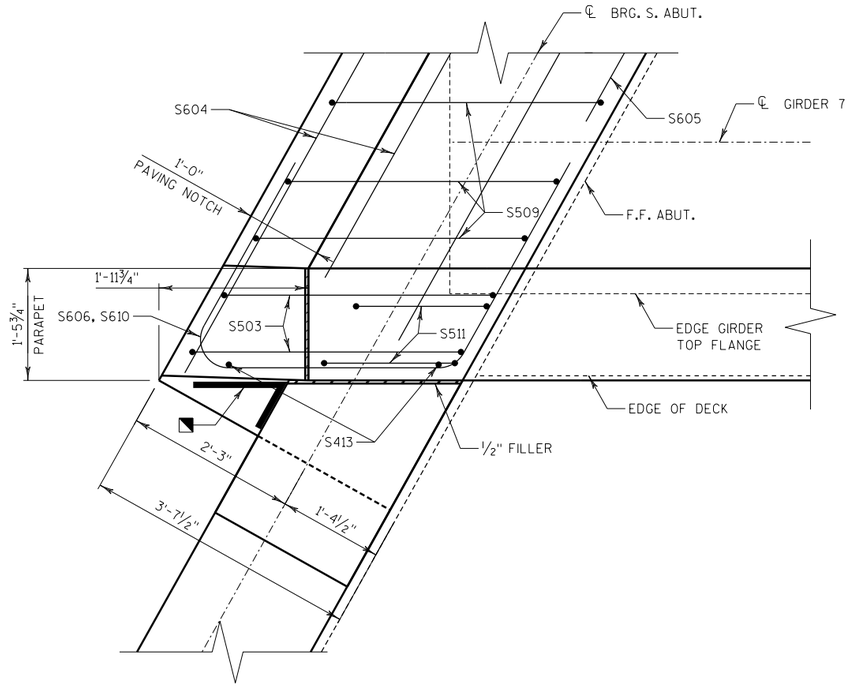
18" RUBBERIZED MEMBRANE WATERPROOFING FROM BRIDGE SEAT TO TOP OF WING.



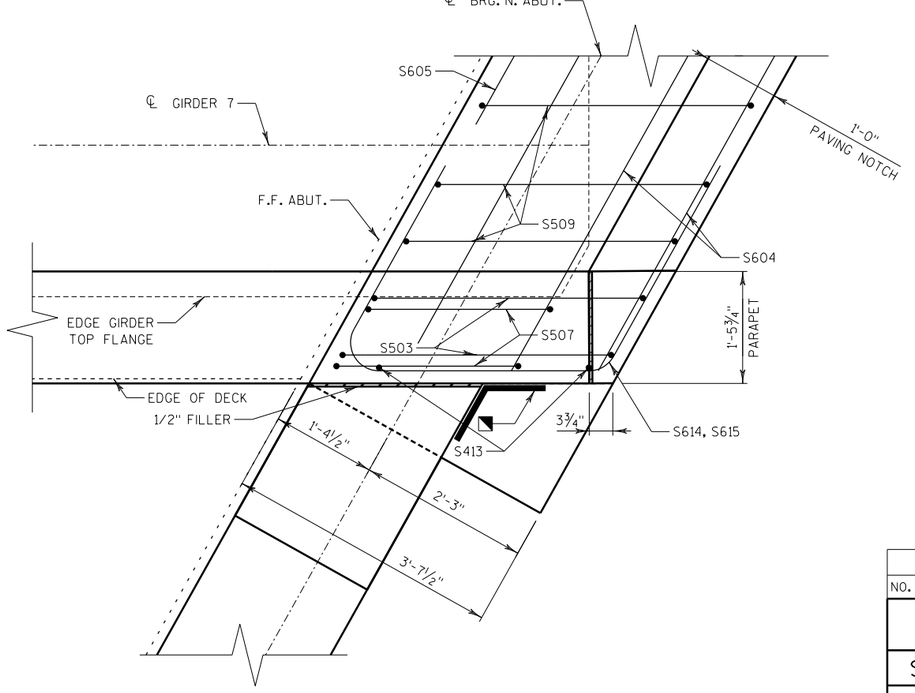
CORNER AT WING 2 DETAIL



CORNER AT WING 4 DETAIL



CORNER AT WING 1 DETAIL



CORNER AT WING 3 DETAIL

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

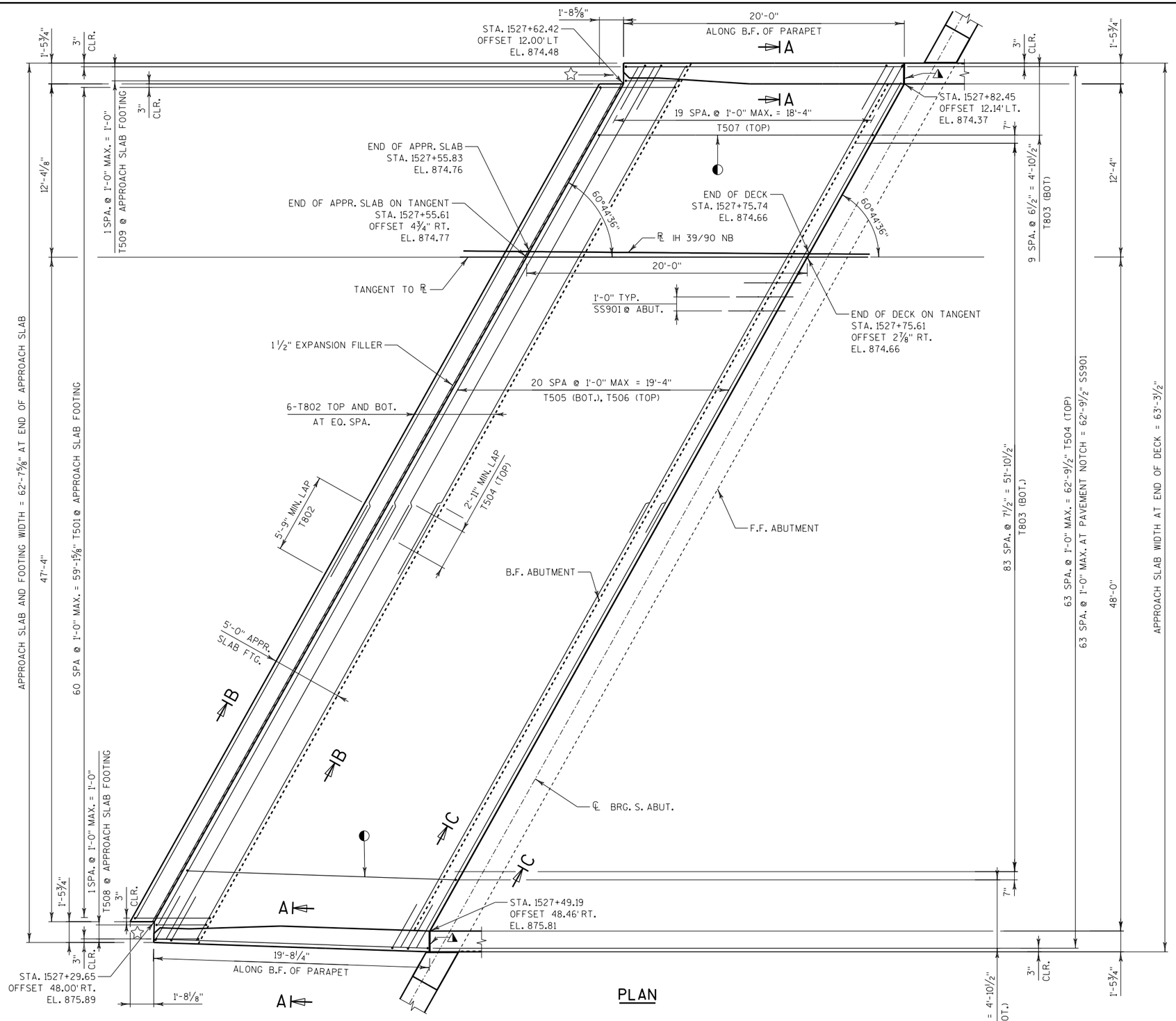
DRAWN BY TEO | PLANS CK'D. MDR

SUPERSTRUCTURE CORNER DETAILS

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662

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PLAN

LEGEND

◐ ROTATE AND FAN OUT REINFORCEMENT BARS AS NEEDED AT SKEWED ENDS.

☆ NOTCH APPROACH SLAB FOOTING TO ALLOW FOR THRIE BEAM POST INSTALLATION. (ADJUST BAR STEEL AS NECESSARY).

◭ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES WITH ½" FILLER WITH NON-STAINING GRAY NO-BITIMINOUS JOINT SEALER (1" DEEP AND HOLD ½" BELOW SURFACE OF CONCRETE).

FOR LOCATIONS OF SECTIONS A, B, AND C SEE "STRUCTURAL APPROACH SLAB DETAILS" SHEET.

ALL TRANSVERSE STEEL TO BE LAID PARALLEL TO TANGENT UNLESS OTHERWISE NOTED.

ALL LONGITUDINAL STEEL TO BE LAID PARALLEL TO ℄ BRG. S. ABUT. UNLESS OTHERWISE NOTED.

ALL MEASUREMENTS ARE MADE PARALLEL OR PERPENDICULAR TO TANGENT UNLESS OTHERWISE NOTED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

DRAWN BY SKR | PLANS CK'D. MDR

SOUTH STRUCTURAL APPROACH SLAB

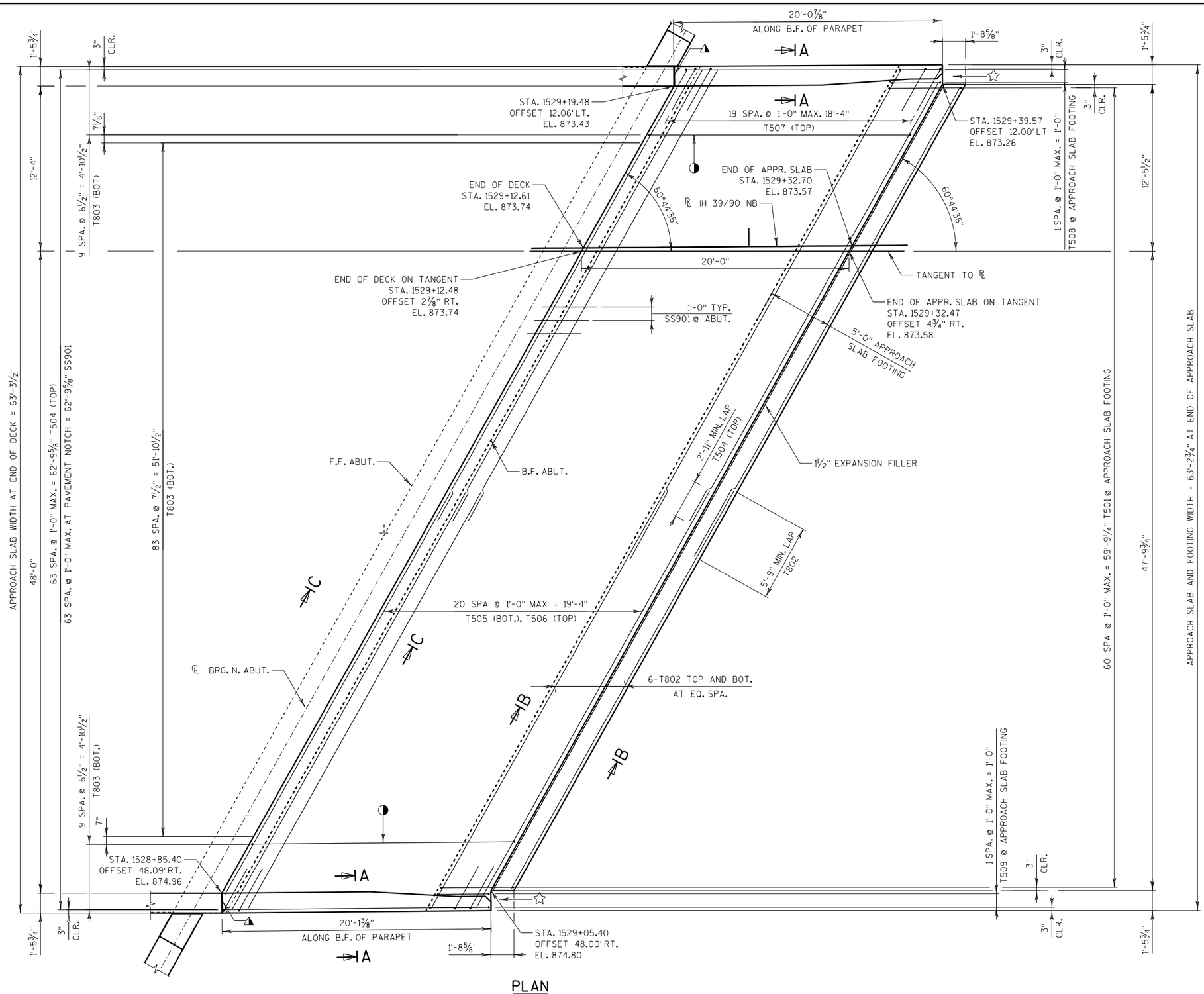
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663

8

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STATE PROJECT NUMBER

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PLAN

LEGEND

◐ ROTATE AND FAN OUT REINFORCEMENT BARS AS NEEDED AT SKEWED ENDS.

☆ NOTCH APPROACH SLAB FOOTING TO ALLOW FOR THRIE BEAM POST INSTALLATION. (ADJUST BAR STEEL AS NECESSARY).

◭ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES WITH ½" FILLER WITH NON-STAINING GRAY NO-BITIMINOUS JOINT SEALER (1" DEEP AND HOLD ½" BELOW SURFACE OF CONCRETE).

FOR LOCATIONS OF SECTIONS A, B, AND C SEE "STRUCTURAL APPROACH SLAB DETAILS" SHEET.

ALL TRANSVERSE STEEL TO BE LAID PARALLEL TO TANGENT UNLESS OTHERWISE NOTED.

ALL LONGITUDINAL STEEL TO BE LAID PARALLEL TO ℄ BRG. N. ABUT. UNLESS OTHERWISE NOTED.

ALL MEASUREMENTS ARE MADE PARALLEL OR PERPENDICULAR TO TANGENT UNLESS OTHERWISE NOTED.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

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NORTH STRUCTURAL APPROACH SLAB

SHFFT 18 OF 23
664

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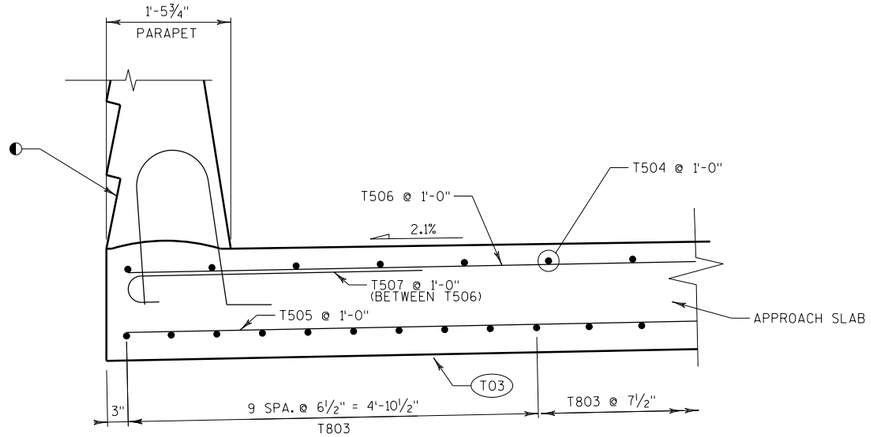
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STATE PROJECT NUMBER

1007-11-75

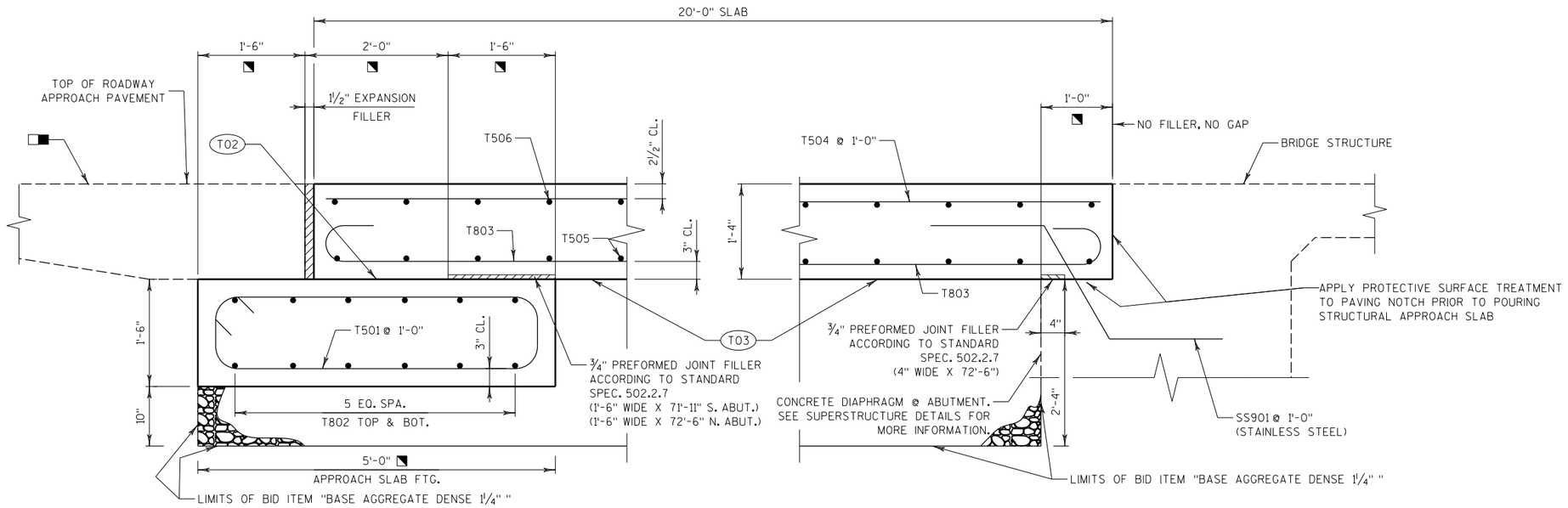
STRUCTURAL APPROACH BILL OF BARS

BAR MARK	COAT	NO. S. APPR.	NO. N. APPR.	LENGTH	BENT	LOCATION
SS901	SS	54	64	5'-0"	X	CONC. ABUT. DIAPH. TO APPROACH SLAB
T501	X	61	61	13'-8"	X	APPR. SLAB FTG. - STIRRUP
T802	X	24	24	38'-11"		APPR. SLAB FTG. - TRANS.
T803	X	102	102	21'-4"	X	APPROACH SLAB - LONG. - BOT.
T504	X	64	64	19'-6"		APPROACH SLAB LONG. - TOP
T505	X	42	42	37'-6"		APPROACH SLAB -TRANS. - BOT.
T506	X	42	42	37'-6"		APPROACH SLAB - TRANS. - TOP
T507	X	20	20	4'-1"	X	APPROACH SLAB - TRANS. - TOP.
T508	X	2	2	8'-10"	X	APPR. SLAB FTG. - STIRRUP @ BLOCKOUT
T509	X	2	2	10'-4"	X	APPR. SLAB FTG. - STIRRUP @ BLOCKOUT



SECTION A

FOR LOCATION SEE SHEETS 17 & 18



SECTION B

FOR LOCATION SEE SHEETS 17 & 18

SECTION THRU APPROACH SLAB

SECTION C

FOR LOCATION SEE SHEETS 17 & 18

LEGEND

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP SUBGRADE BENEATH SLAB.

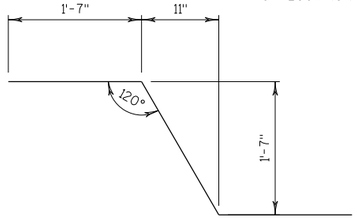
◐ SEE PARAPET STANDARD DETAILS FOR REINFORCEMENT. LOCATION OF NAME PLATE AND BENCH MARK WITH RESPECT TO THE END OF PARAPET, ETC.

◨ CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.

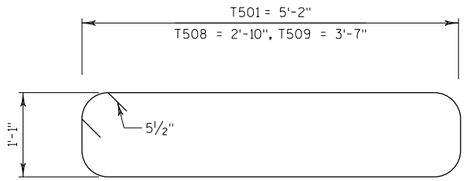
◹ MEASURED NORMAL TO THE ABUTMENT.

NOTE

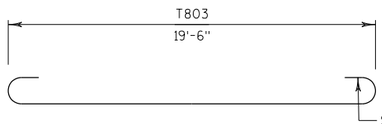
PREFORMED JOINT FILLER AND POLYETHYLENE SHEETS ARE INCLUDED IN THE COST OF CONCRETE MASONRY BRIDGES AND HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES.



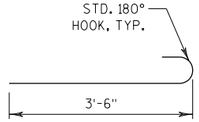
SS901



T501, T508, T509



T803



T507

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

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STRUCTURAL APPROACH SLAB DETAILS

SHEET 19 OF 23
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8

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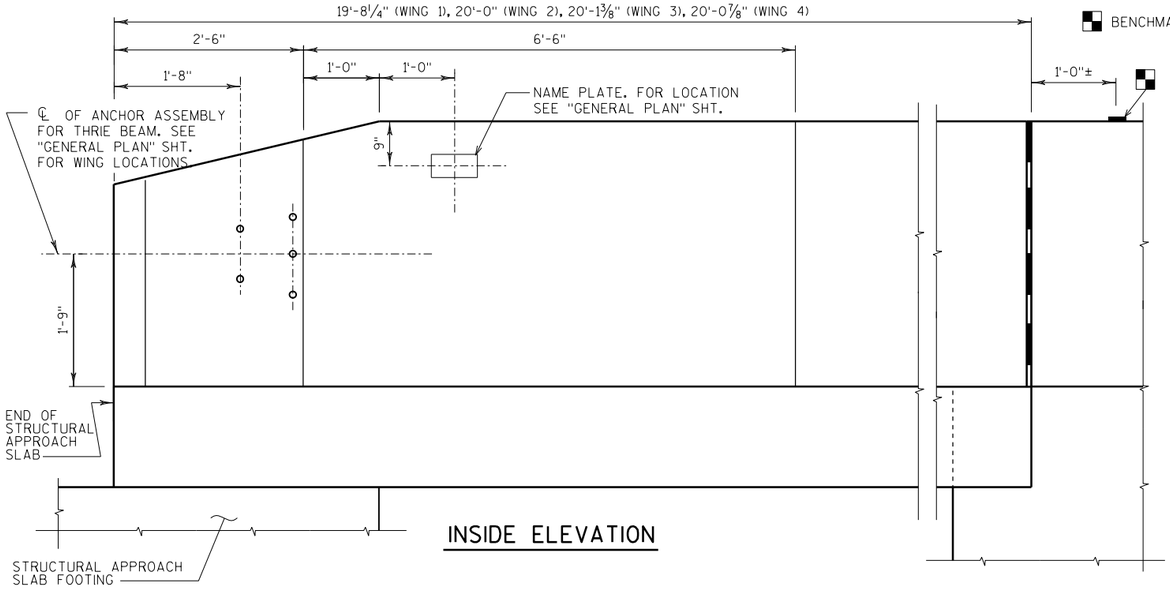
STATE PROJECT NUMBER

1007-11-75

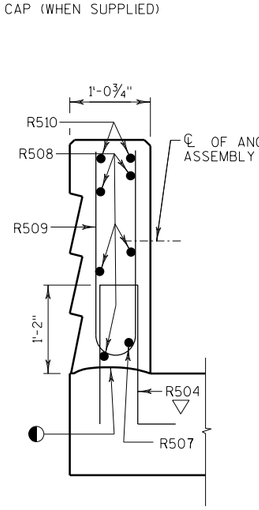
◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R501, R503, AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

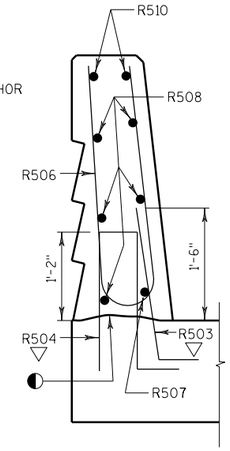
◭ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



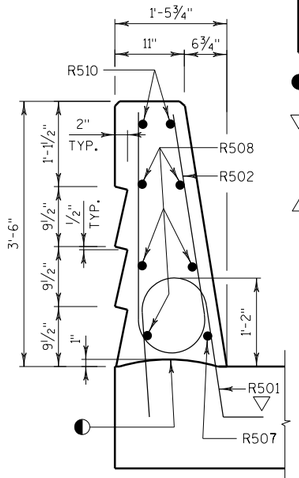
INSIDE ELEVATION



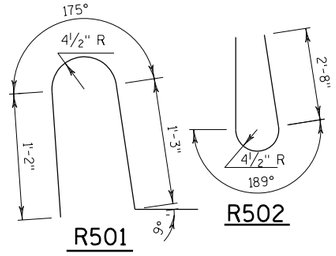
SECTION A



SECTION B

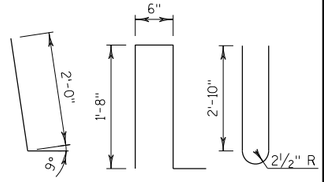


SECTION C



R501

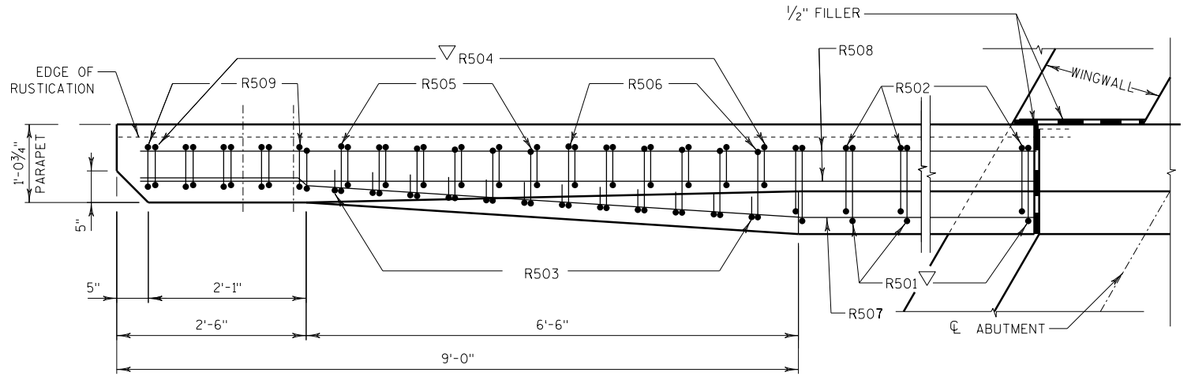
R502



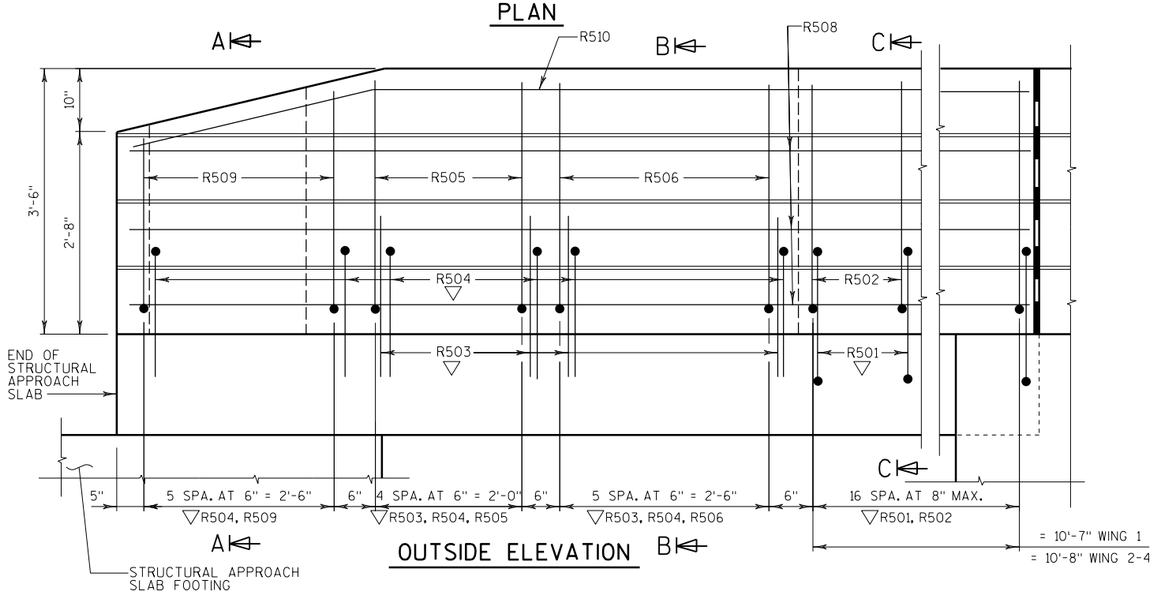
R503

R504

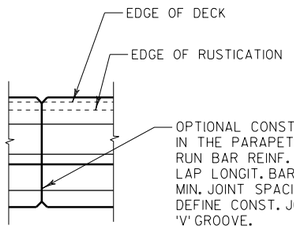
R505



PLAN



OUTSIDE ELEVATION



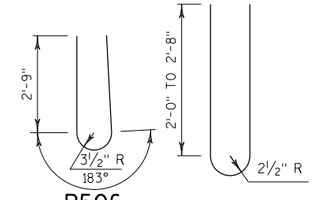
BAR SERIES TABLE

BAR MARK	NO. REQUIRED	LENGTH
R509	4 SERIES OF 6	4'-9" TO 6'-1"

BILL OF BARS

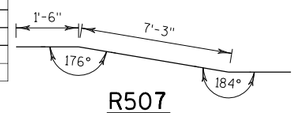
FOR STRUCTURAL APPROACH SLAB PARAPETS

BAR MARK	COAT	NO. S. APPR.	NO. N. APPR.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	34	34	4'-5"	X		APPROACH SLAB PARAPET - VERT.
R502	X	34	34	6'-8"	X		APPROACH SLAB PARAPET - VERT.
R503	X	22	22	2'-9"	X		APPROACH SLAB PARAPET - VERT.
R504	X	34	34	4'-4"	X		APPROACH SLAB PARAPET - VERT.
R505	X	10	10	6'-5"	X		APPROACH SLAB PARAPET - VERT.
R506	X	12	12	6'-6"	X		APPROACH SLAB PARAPET - VERT.
R507	X	2	2	19'-6"	X		APPROACH SLAB PARAPET - HORIZ.
R508	X	10	10	19'-6"			APPROACH SLAB PARAPET - HORIZ.
R509	X	12	12	5'-5"	X	◭	APPROACH SLAB PARAPET - VERT.
R510	X	4	4	19'-6"	X		APPROACH SLAB PARAPET - HORIZ.



R506

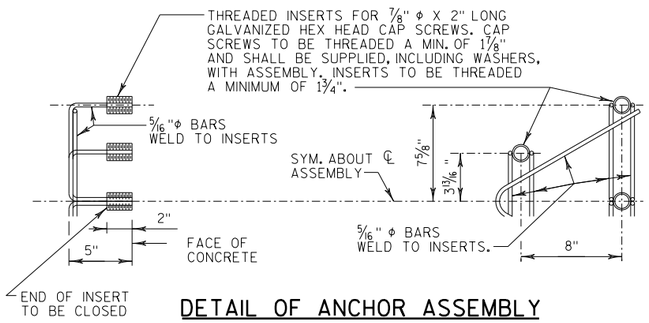
R509



R507



R510



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

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SINGLE SLOPE PARPET MODIFIED 42SS

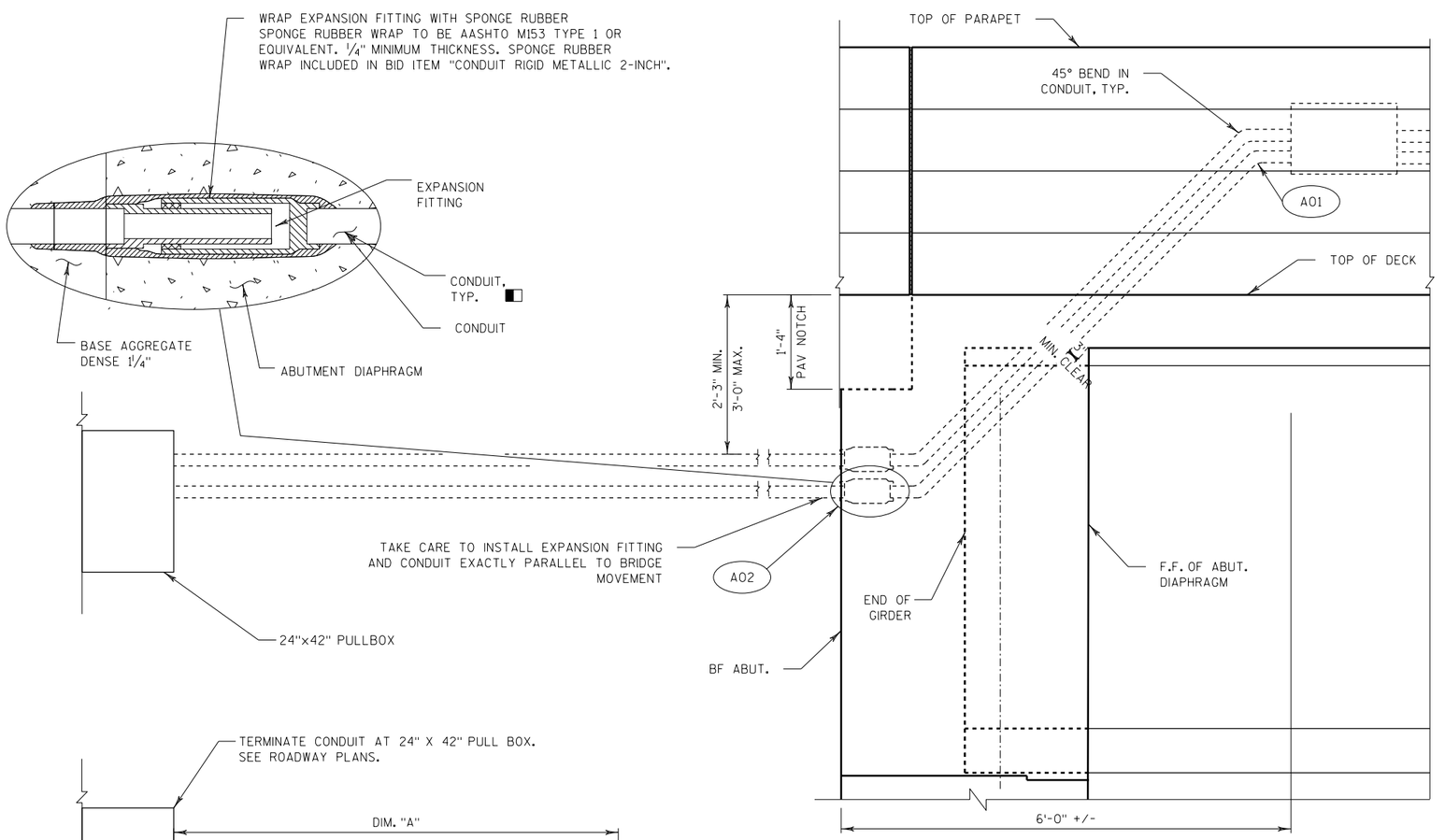
SHFT 20 OF 23
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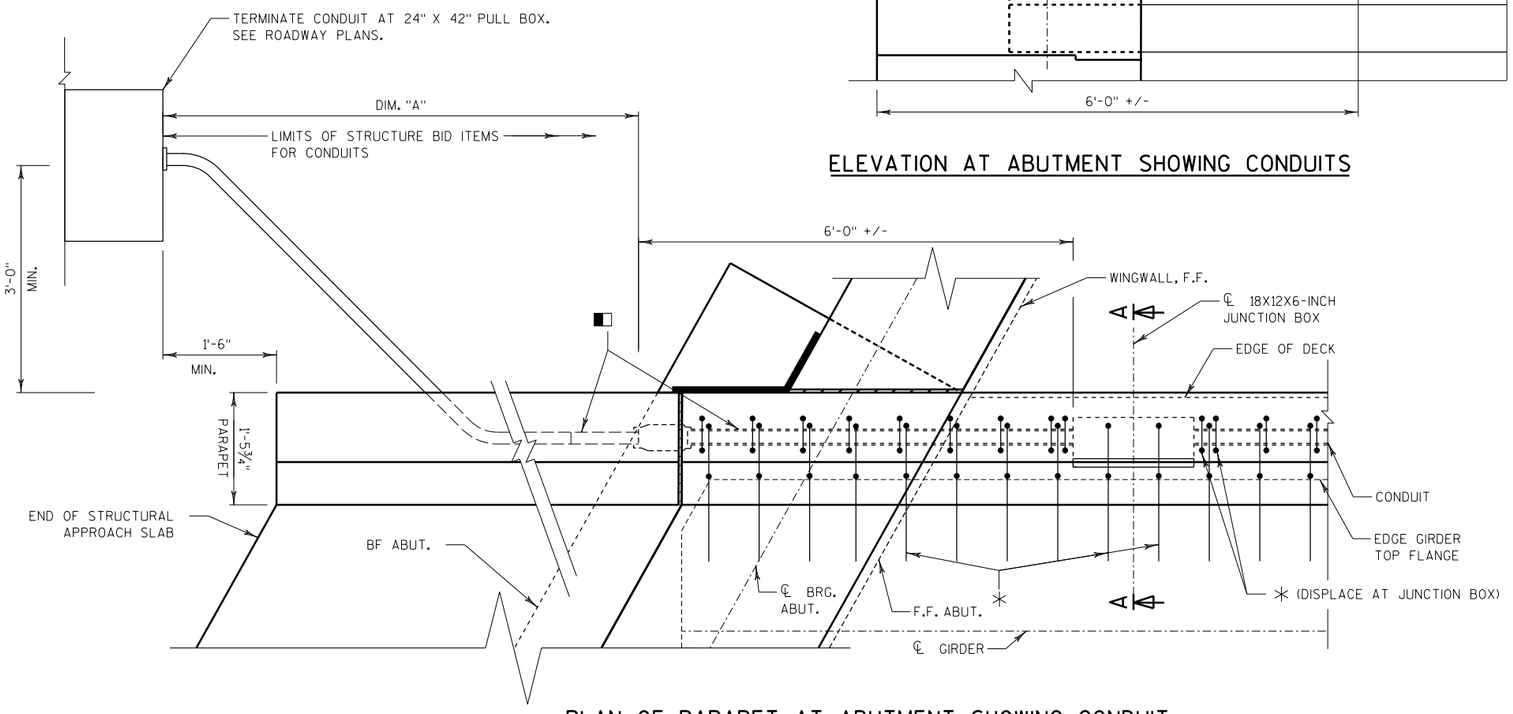
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STATE PROJECT NUMBER

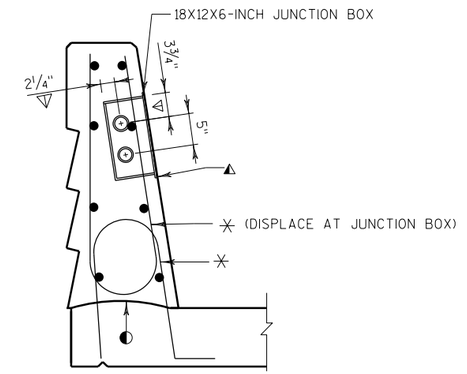
1007-11-75



ELEVATION AT ABUTMENT SHOWING CONDUITS



PLAN OF PARAPET AT ABUTMENT SHOWING CONDUIT



SECTION A-A

NOTES

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-INCH", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH", LF
"CONDUIT RIGID METALLIC 2-INCH", LF

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

(A01) EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO THE BID ITEM "CONDUIT RIGID METALLIC 2-INCH".

WHEN CONNECTING METALLIC CONDUIT ONLY ADAPTER FITTINGS U.L. LISTED FOR ELECTRICAL USE SHALL BE USED.

(A02) APPROVED MANUFACTURER OR EQUIVALENT- EXPANSION FITTING: O-Z/GEDNEY TYPE AXDX AND BONDING JUMPER (4" TOTAL LONGITUDINAL CONDUITMOVEMENT).

USE EXPANSION FITTING AT EACH EXPANSION JOINT OR SEMI-EXPANSION JOINTS.

RUN CONDUIT STRAIGHT THROUGH (WITHOUT A FITTING) AT EACH FIXED JOINT

■◧ USE RIGID METALLIC CONDUIT 3'-0" MIN. ON EITHER SIDE OF EXPANSION FITTING.

◐ CONSTR. JT. STRIKE OFF AS SHOWN

◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.

▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

✳ SEE SINGLE SLOPE PARAPET MODIFIED 42SS SHEET FOR ADDITIONAL BAR STEEL DETAILS.

LOCATION	DIM. "A"
WING 1 & 3	20'-6" MIN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

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CONDUIT DETAILS

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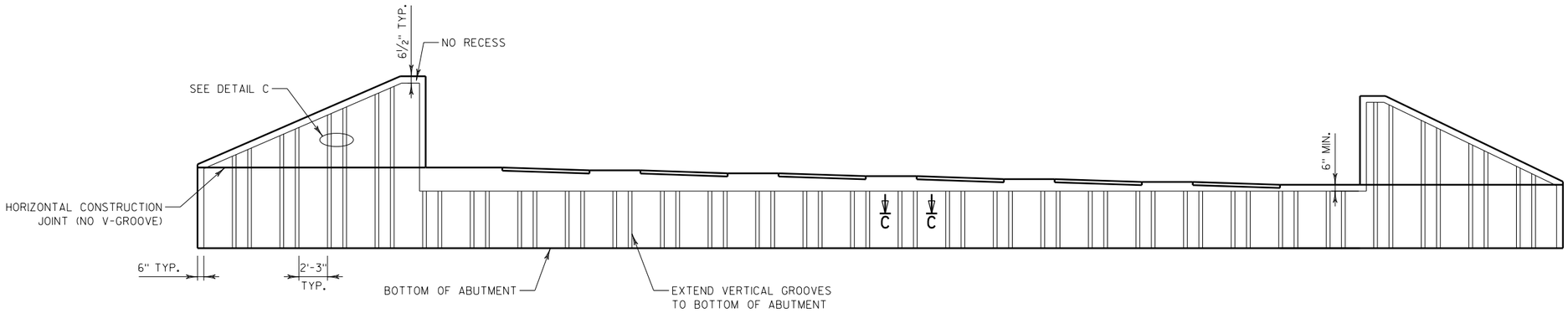
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8

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\09 STRUCTURES\B-13-0701\Plan\080121_cd_B130701.dgn PLOT DATE : 4/26/2016 PLOT BY : mdr

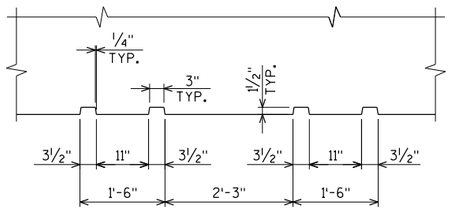
STATE PROJECT NUMBER

1007-11-75

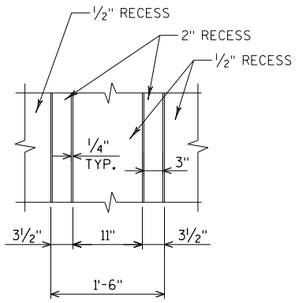


ELEVATION FOR TYPICAL ABUTMENT AND WINGWALL PARALLEL TO CENTERLINE OF ABUTMENT

(SOUTH ABUTMENT SHOWN, NORTH ABUTMENT SIMILAR)



SECTION C-C



DETAIL C

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

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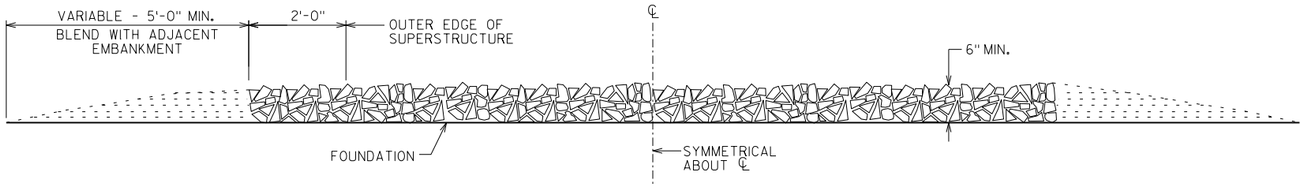
AESTHETIC DETAILS

SHEET 22 OF 23
668

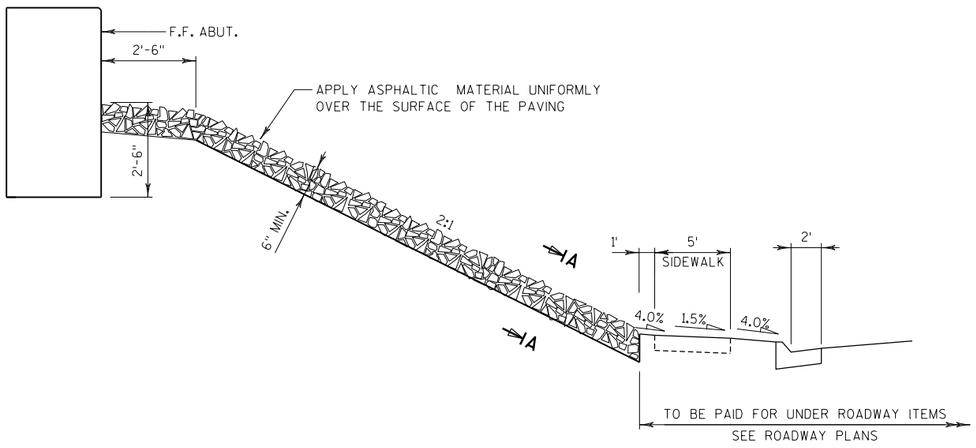
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STATE PROJECT NUMBER
1007-11-75



SECTION A-A



STANDARD CROSS SECTION

GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-701

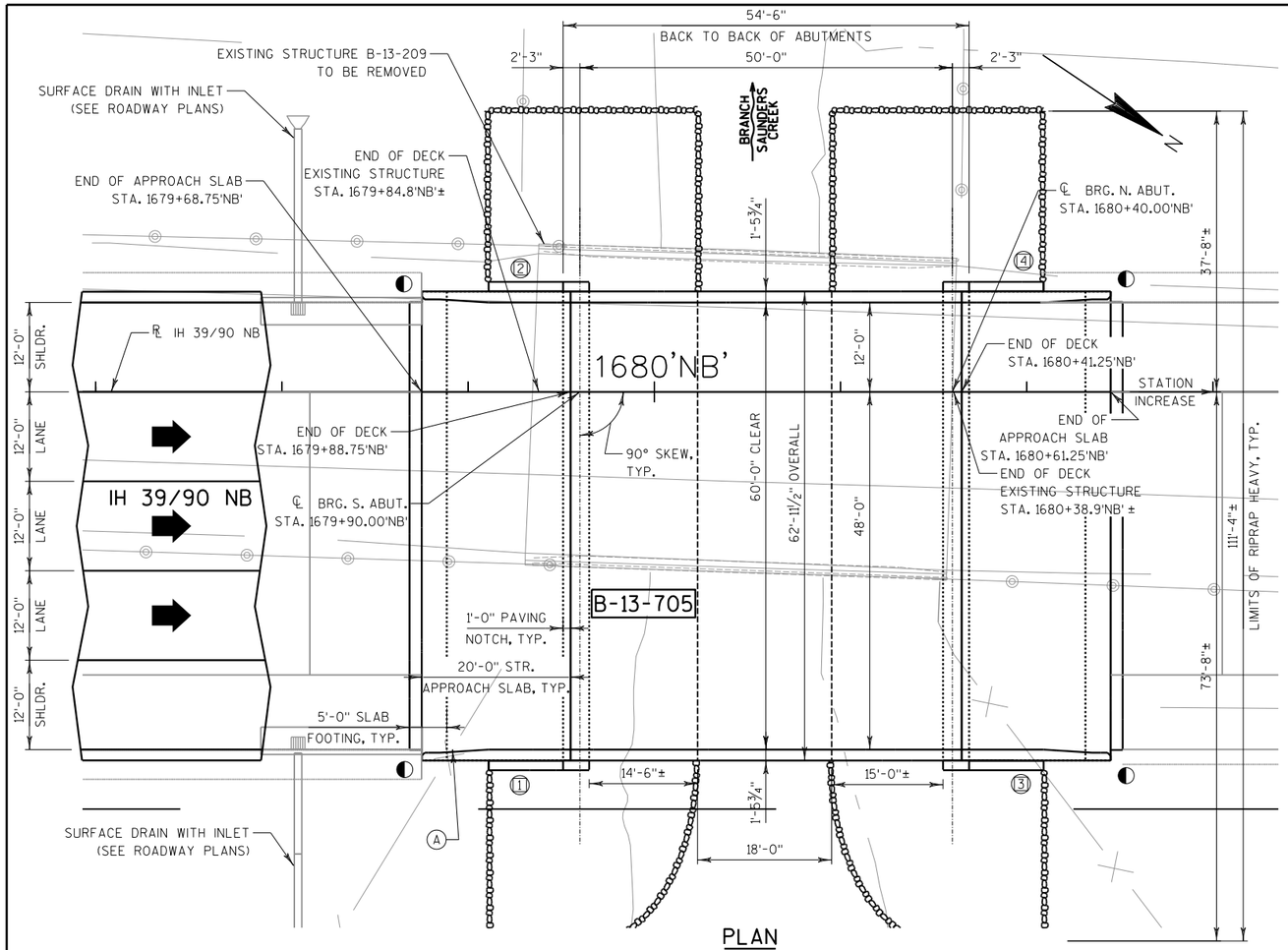
DRAWN BY SKR | PLANS CK'D. MDR

SLOPE PAVING CRUSHED AGGREGATE

SHEET 23 OF 23
669

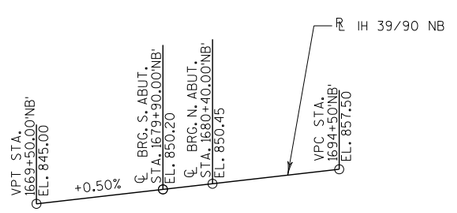
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PLAN

(SINGLE SPAN 36" PRESTRESSED GIRDERS)



PROFILE GRADE LINE - IH 39/90 NB

LEGEND

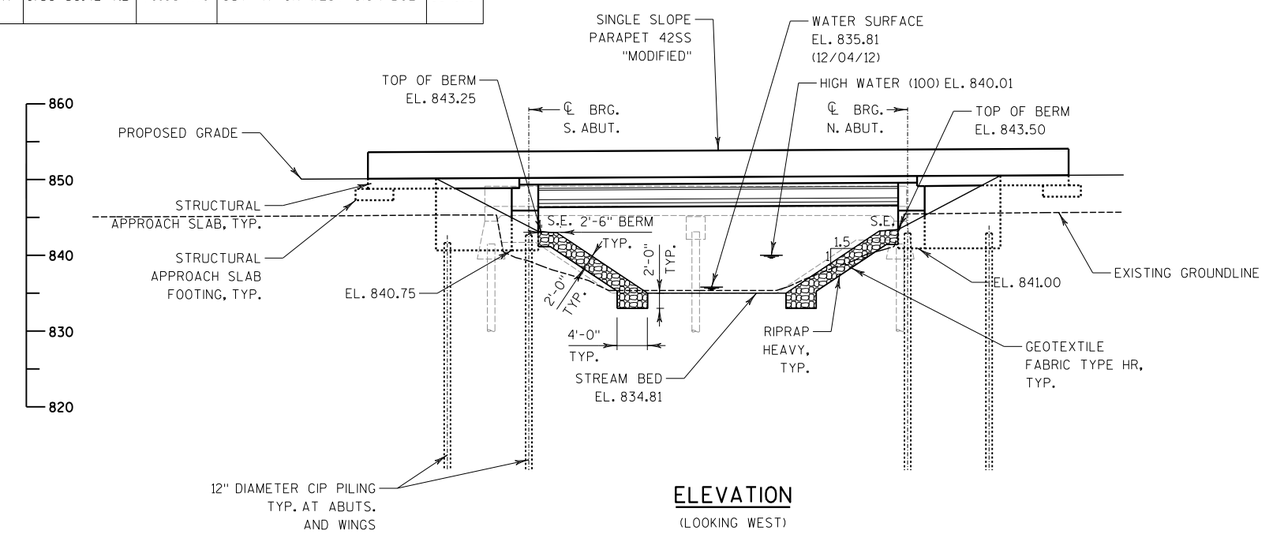
Ⓐ NAME PLATE LOCATION

① DENOTES WING NUMBER

◐ ANCHOR ASSEMBLY FOR THRIE BEAM TYPE GUARDRAIL

BENCH MARK

NO.	STATION	OFFSET	DESCRIPTION	EL.
557A	1736+56.42 'NB'	70.03' RT.	CUT "X" ON WEST SIGN BOLT	854.79



ELEVATION

(LOOKING WEST)

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.27
OPERATING RATING: RF = 1.79
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 P.S.F.

MATERIAL PROPERTIES:
CONCRETE MASONRY SUPERSTRUCTURE (HPC)
DECK, PARAPET, DIAPHRAGMS, APPROACH SLAB..... f'c = 4,000 psi

CONCRETE MASONRY ALL OTHER
APPROACH SLAB FOOTING, ABUTMENTS, WINGWALLS ..... f'c = 3,500 psi

STRUCTURAL CARBON STEEL ASTM A709 GR 36 .....fy = 36,000 psi

BAR STEEL REINFORCEMENT, HIGH STRENGTH, GR 60 .....fy = 60,000 psi

BAR STEEL REINFORCEMENT, STAINLESS, GR 60 .....fy = 60,000 psi

36-INCH PRESTRESSED GIRDERS,
CONCRETE MASONRY .....f'c = 8,000 psi
.....f'ci = 6,800 psi

0.6" DIA. PRESTRESSING STRANDS f's = 270,000 psi

HYDRAULIC DATA:
DRAINAGE AREA = 5.36 SQ. MI.
WATERWAY AREA = 115 SQ. FT.
VELOCITY = 4.02 F.P.S.
Q(100) = 460 C.F.S.
HIGH WATER (100) EL. = 840.01
HIGH WATER (2) EL. = 837.8
ROADWAY OVERTOPPING FREQUENCY = N/A
SCOUR CRITICAL CODE = 8

FOUNDATION DATA:
ABUTMENTS SUPPORTED ON CONCRETE CIP 12-3/4" X 0.375-INCH PILING DRIVEN WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS * PER PILE AT THE SOUTH ABUTMENT AND 160 TONS * PER PILE AT THE NORTH ABUTMENT AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 75 FEET LONG AT THE SOUTH ABUTMENT AND 85 FEET LONG AT THE NORTH ABUTMENT.

* THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC DATA:
IH 39/90:
A.D.T. = 56,200 (2020)
A.D.T. = 70,300 (2040)
R.D.S. = 70 M.P.H.

WISCONSIN
MICHAEL D. RADTKE
40967
Elm Grove
WI
PROFESSIONAL ENGINEER
April 27 2016

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION AND QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT WING DETAILS
6. SOUTH ABUTMENT DETAILS
7. NORTH ABUTMENT
8. NORTH ABUTMENT WING DETAILS
9. NORTH ABUTMENT DETAILS
10. 36" PRESTRESSED GIRDER DETAILS
11. STEEL DIAPHRAGM
12. SUPERSTRUCTURE
13. SUPERSTRUCTURE CROSS SECTION
14. SUPERSTRUCTURE DETAILS
15. SOUTH STRUCTURAL APPROACH SLAB
16. NORTH STRUCTURAL APPROACH SLAB
17. STRUCTURAL APPROACH SLAB DETAILS
18. SINGLE SLOPE PARAPET MODIFIED 42SS
19. HEAVY RIPRAP AT RIVER CROSSING

BRIDGE OFFICE CONTACT:
WILLIAM DREHER
(608) 266-8489

CONSULTANT CONTACT:
MIKE RADTKE
(414) 347-1607

STATE PROJECT NUMBER
1007-11-75

NO.	DATE	REVISION	BY

emcs INC
1300 W. Canal Street, Suite 200
Milwaukee, WI 53233
414.347.1607 Fax 414.347.1347

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 05/06/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-13-705

IH 39/90 NB OVER BRANCH SAUNDERS CREEK

COUNTY	TOWN
DANE	ALBION

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	AJC	DESIGN CK'D.	MDR	DRAWN BY	TEO	PLANS CK'D.	MDR

GENERAL PLAN

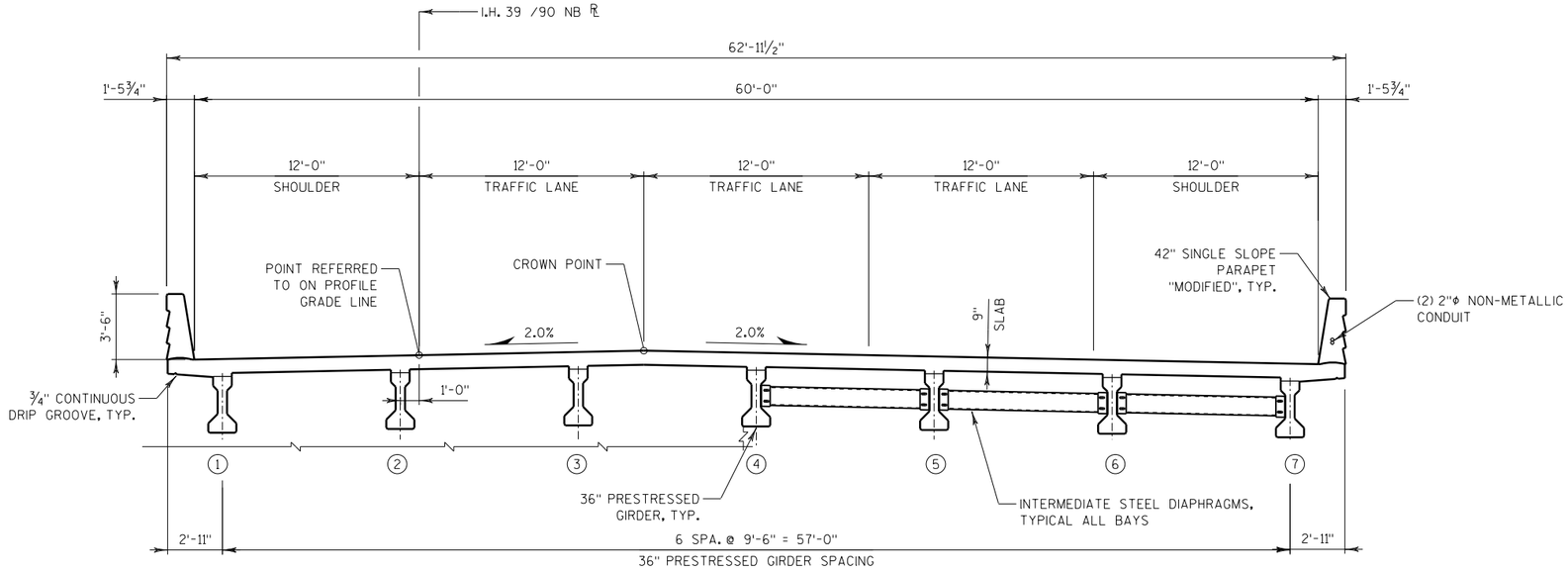
SHEET 1 OF 19
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STATE PROJECT NUMBER

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TYPICAL SECTION THRU IH 39/90 NB

36" PRESTRESSED GIRDERS
(LOOKING NORTH)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

ALL STATIONS AND ALL ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NAVD 88 (2007) DATUM.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

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.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES B-13-705".

AT THE BACKFACE OF THE ABUTMENTS, ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE PRESTRESSED GIRDER DETAILS SHEET.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE FABRIC TYPE 'HR' TO THE EXTENT SHOWN ON SHEET 1, SHEET 19 AND IN THE ABUTMENT DETAILS.

APPLY PROTECTIVE SURFACE TREATMENT TO TOP OF BRIDGE DECK, TOP OF APPROACH SLABS, AND TOP OF APPROACH SLAB NOTCH. APPLY PIGMENTED SURFACE SEALER TO TOP AND INSIDE FACES OF PARAPET INCLUDING PARAPET LOCATED ON STRUCTURAL APPROACH SLAB.

EXISTING BRIDGE B-13-209 IS A 2-SPAN CONTINUOUS SLAB BRIDGE WITH AN OVERALL WIDTH OF 40'-0" AND AN OVERALL LENGTH OF 54'-0". IT IS SUPPORTED ON CONCRETE ABUTMENTS AND A PILE CAP PIER. REMOVE B-13-209 BEFORE CONSTRUCTING B-13-705.

BID ITEM "HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES" SHALL BE UTILIZED IN THE DECK, PARAPETS, ABUTMENT DIAPHRAGMS, AND APPROACH SLAB. BID ITEM "CONCRETE MASONRY BRIDGES" SHALL BE UTILIZED FOR ALL OTHER CONCRETE ITEMS INCLUDING THE APPROACH SLAB FOOTINGS.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2 OR 3 OR M213.

THE RUSTICATIONS IN THE BACK FACES OF PARAPETS ARE INCLUDED IN THE BID ITEM "HPC MASONRY BRIDGES".

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	S. APPR. APRON	SOUTH ABUT.	NORTH ABUT.	N. APPR. APRON	SUPER	TOTAL
203.0600.S	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STATION 1679+90	LS	-	-	-	-	-	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-13-0705	LS	-	-	-	-	-	1
210.0100	BACKFILL STRUCTURE	CY	-	170	170	-	-	340
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	-	210	210	-	-	420
501.1000.S	ICE HOT WEATHER CONCRETING	LB	520	-	-	520	1200	2240
502.0100	CONCRETE MASONRY BRIDGES	CY	18	61	61	18	-	158
502.3200	PROTECTIVE SURFACE TREATMENT	SY	134	-	-	134	350	618
502.3210	PIGMENTED SURFACE SEALER	SY	20	-	-	20	53	93
503.0136	PRESTRESSED GIRDER TYPE I 36-INCH	LF	-	-	-	-	357	357
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	-	4130	4130	-	-	8260
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	14300	1240	1240	14300	26530	57610
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	1080	-	-	1080	-	2160
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	-	7	7	-	-	14
506.4000	STEEL DIAPHRAGMS B-13-0705	EACH	-	-	-	-	6	6
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	-	17	17	-	-	34
550.2126	PILING CIP CONCRETE 12 3/4 X 0.375-INCH	LF	-	830	940	-	-	1770
606.0300	RIPRAP HEAVY	CY	-	190	190	-	-	380
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	-	90	90	-	-	180
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2	-	-	2	-	4
645.0120	GEOTEXTILE FABRIC TYPE HR	SY	-	280	280	-	-	560
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	-	-	-	-	36	36
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	-	-	-	-	162	162
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	-	-	-	-	1	1
SPV.0035.701	HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES	CY	69	-	-	69	160	298
SPV.0165.701	LONGITUDINAL GROOVING BRIDGE DECK	SF	1200	-	-	1200	3150	5550
	NON-BID ITEMS							
	FILLER	SIZE	-	-	-	-	-	1/2" & 3/4"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

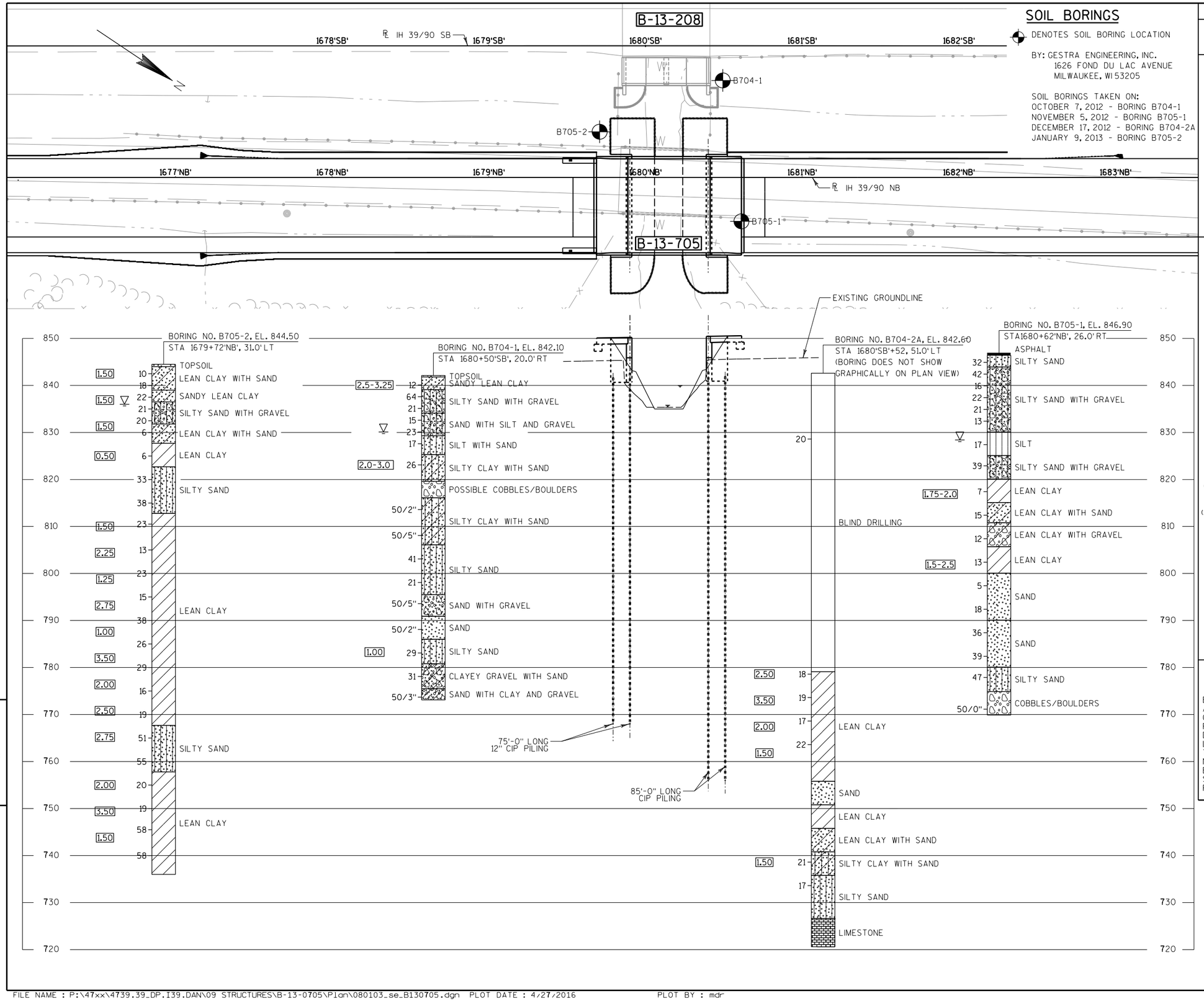
DRAWN BY AJC | PLANS CK'D. MDR

TYPICAL SECTION AND QUANTITIES

SHEET 2 OF 19
671

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FILE NAME : P:\47xx\4739.39_DP.I39.DAN\09 STRUCTURES\B-13-0705\Plan\080102_ts_B130705.dgn PLOT DATE : 4/27/2016 PLOT BY : mdr



SOIL BORINGS

DENOTES SOIL BORING LOCATION

BY: GESTRA ENGINEERING, INC.
1626 FOND DU LAC AVENUE
MILWAUKEE, WI 53205

SOIL BORINGS TAKEN ON:
OCTOBER 7, 2012 - BORING B704-1
NOVEMBER 5, 2012 - BORING B705-1
DECEMBER 17, 2012 - BORING B704-2A
JANUARY 9, 2013 - BORING B705-2

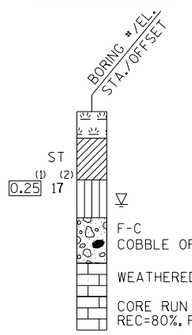
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MATERIAL SYMBOLS

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

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STRUCTURE B-13-705

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SUBSURFACE EXPLORATION

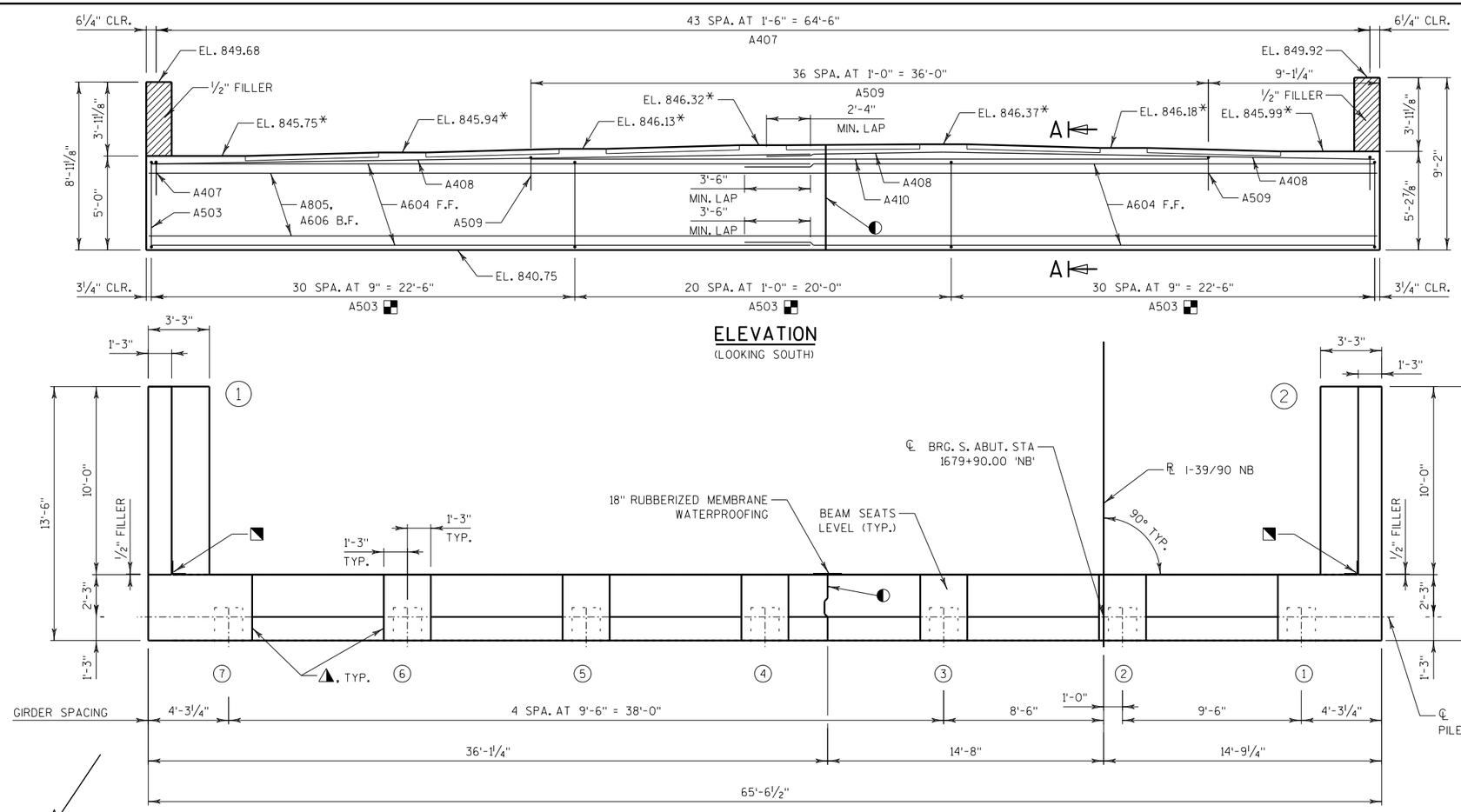
SHEET 3 OF 19
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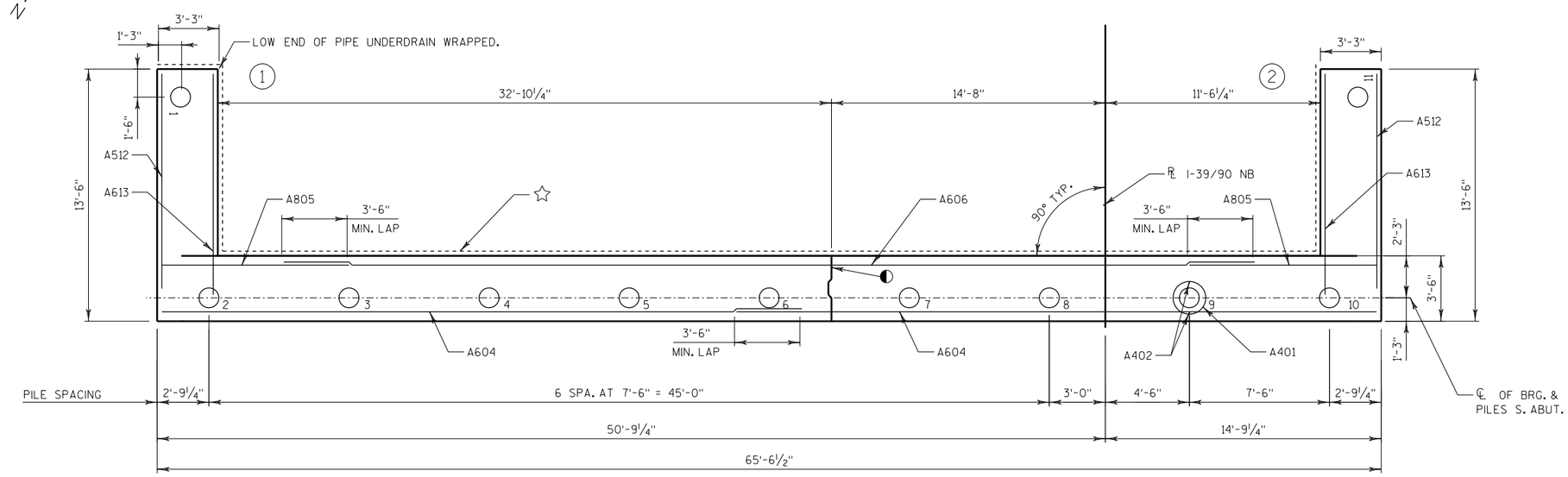
STATE PROJECT NUMBER

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ELEVATION
(LOOKING SOUTH)

PLAN



PILE LAYOUT

GENERAL NOTES

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

F.F. DENOTES FRONT FACE.

B.F. DENOTES BACK FACE.

SEE SHEET 6 FOR TYPCIAL SECTION OF ABUTMENT.

FOR PILE SPLICE DETAIL SEE SHEET 6.

☆ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS DIRECTED BY THE ENGINEER. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 6. RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH". CAP END AS SHOWN.

◐ VERTICAL CONST. JT. - KEYWAY FORMED BY A SURFACED BEVELED 2" × 8". BEVEL EXPOSED EDGES ¾". FOR ALTERNATE CONST. JT. DETAILS SEE SHEET 6.

◥ 18" RUBBERIZED MEMBRANE WATERPROOFING FROM BRIDGE SEAT TO TOP OF WING.

△ ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

* ELEVATIONS AND DIMENSIONS TAKEN AT ℄ OF BRG. & PILES S. ABUT.

◪ SPACE TO MISS PILES.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

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SOUTH ABUTMENT

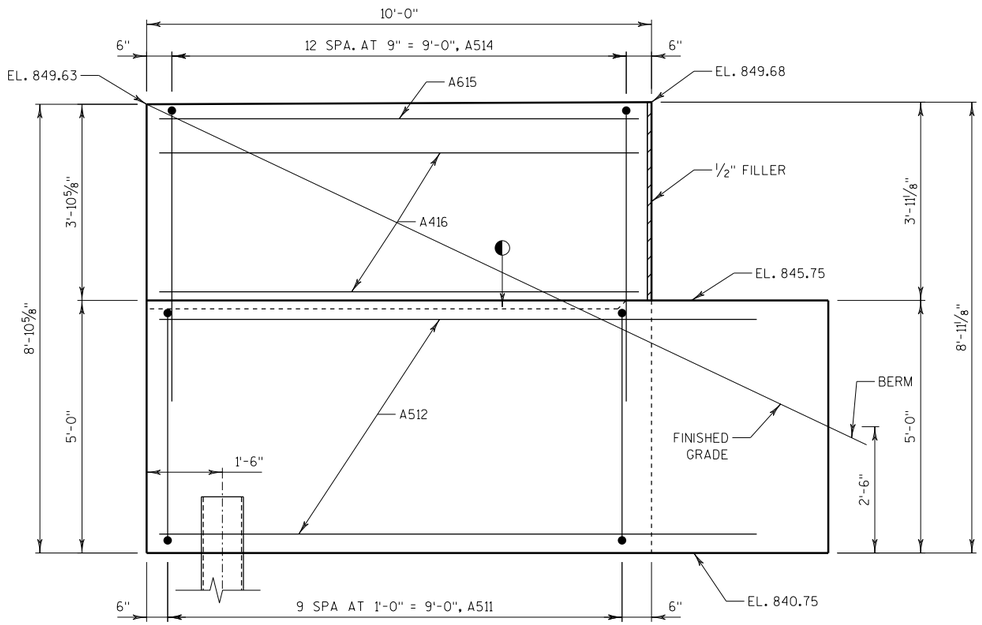
SHEET 4 OF 19
673

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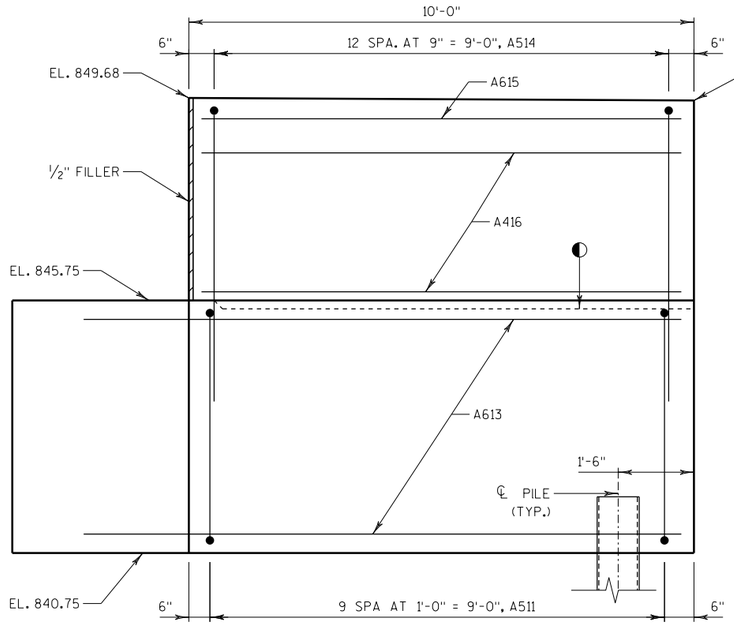
STATE PROJECT NUMBER

1007-11-75



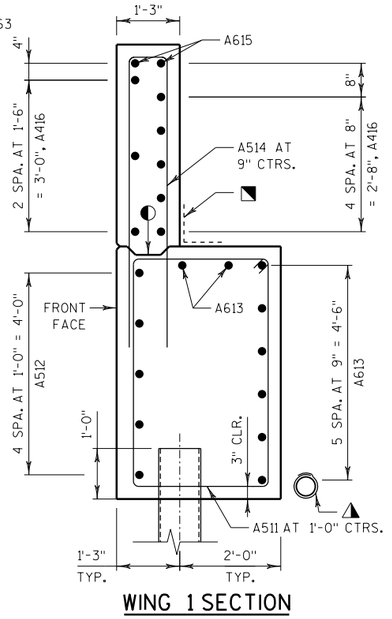
WING 1 ELEVATION

(FRONT FACE)

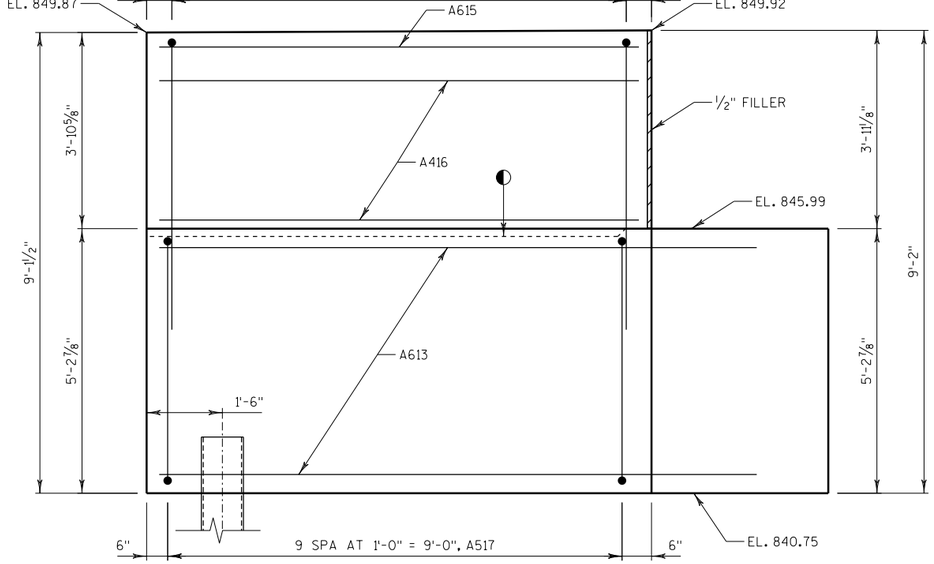


WING 1 ELEVATION

(BACK FACE)

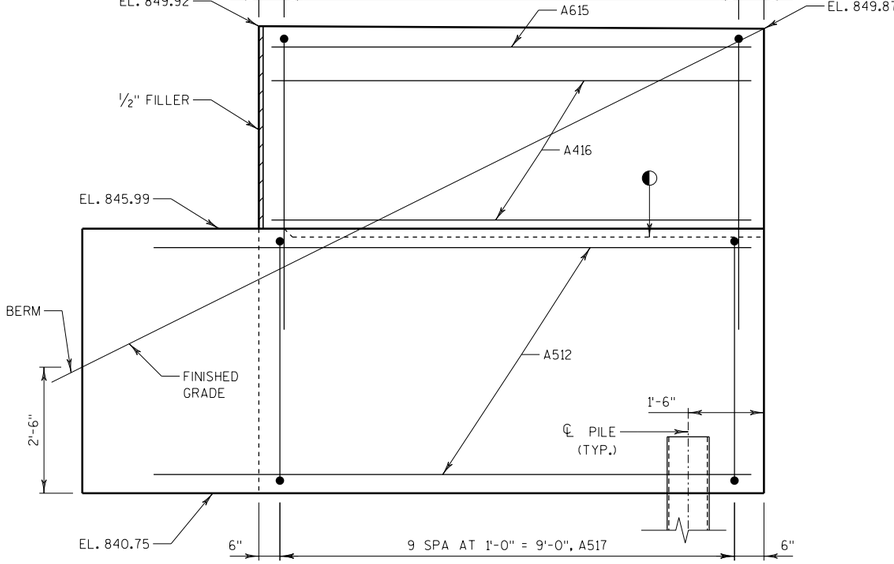


WING 1 SECTION



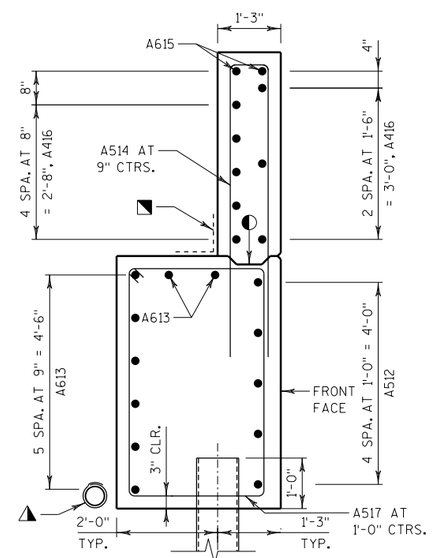
WING 2 ELEVATION

(BACK FACE)



WING 2 ELEVATION

(FRONT FACE)



WING 2 SECTION

◐ OPTIONAL KEYED CONST. JOINT - FORMED BY A SURFACE BEVELED 2"x6.

◥ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. AND VERT. JOINTS ON BACKFACE OF ABUTMENT.

◭ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN.TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

DRAWN BY TEO | PLANS CK'D. MDR

SOUTH ABUTMENT WING DETAILS

SHEET 5 OF 19

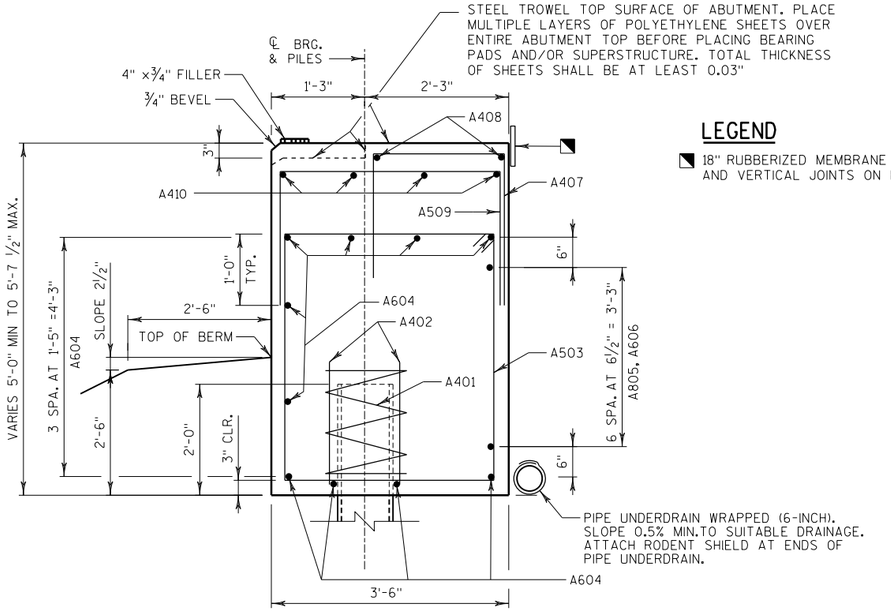
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STATE PROJECT NUMBER

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SECTION A

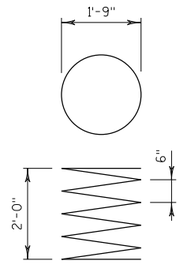
(FOR LOCATION OF SECTION A SEE SHEET 4)

LEGEND

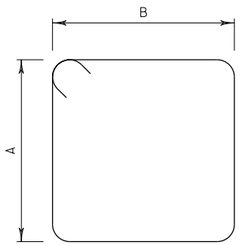
▩ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

SOUTH ABUTMENT BILL OF BARS

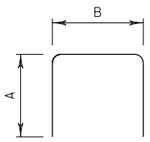
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A401		11	28'-0"	X		ABUT. BODY AT PILES
A402		22	2'-3"			ABUT. BODY AT PILES
A503		82	15'-8"	X		ABUT. BODY VERT.
A604		20	34'-4"			ABUT. BODY HORIZ.
A805		14	10'-0"			ABUT. BODY HORIZ. B.F.
A606		7	52'-3"			ABUT. BODY HORIZ. B.F.
A407		44	5'-7"	X		ABUT. BODY VERT.
A408		4	33'-9"			ABUT. BODY HORIZ.
A509		37	6'-3"	X		ABUT. BODY VERT.
A410		4	36'-0"			ABUT. BODY HORIZ.
A511	X	10	15'-6"	X		WING 1 VERT.
A512	X	10	11'-7"			WING 1 & 2 HORIZ. F.F.
A613	X	16	11'-11"			WING 1 & 2 HORIZ. B.F.
A514	X	26	12'-4"	X		WING 1 & 2 VERT.
A615	X	4	9'-7"			WING 1 & 2 HORIZ.
A416	X	16	9'-7"			WING 1 & 2 HORIZ.
A517	X	10	16'-0"	X		WING 2 VERT.



A401



A503, A511, A517



A407, A509, A514

BAR MARK	A	B
A503	4'-4"	3'-2"
A407	1'-11"	1'-11"
A509	1'-8"	3'-2"
A511	4'-6"	2'-11"
A514	5'-10"	0'-11"
A517	4'-9"	2'-11"

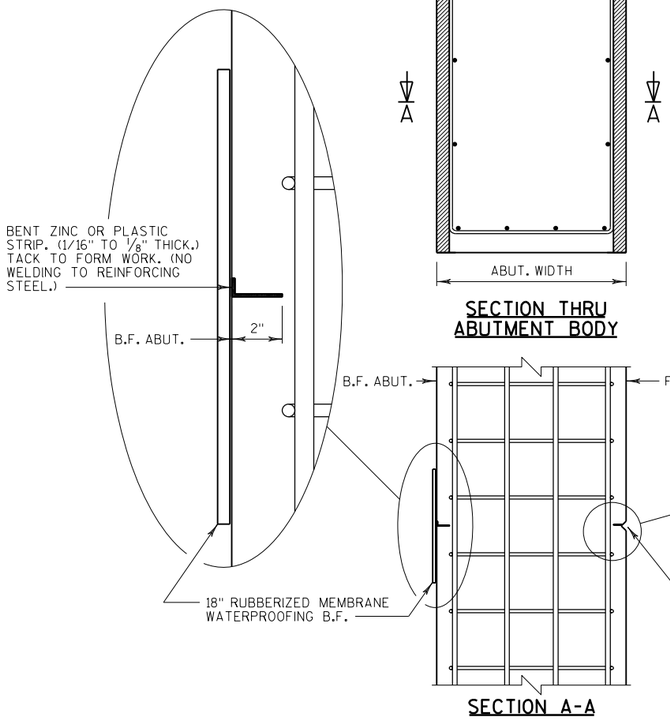
NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

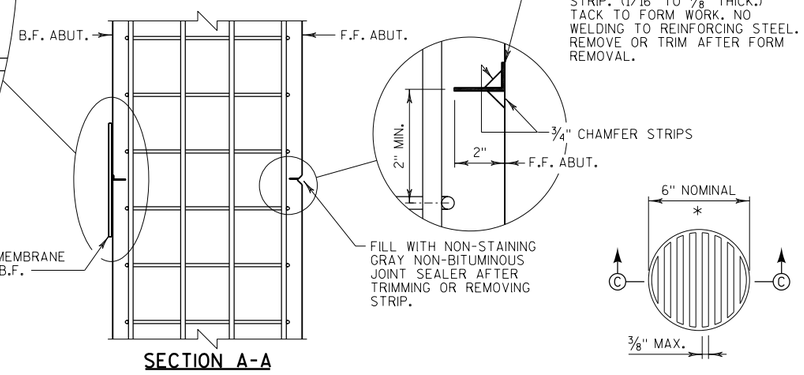
VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY ½" DEEP.



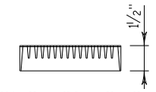
SECTION THRU ABUTMENT BODY



SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

RODENT SHIELD

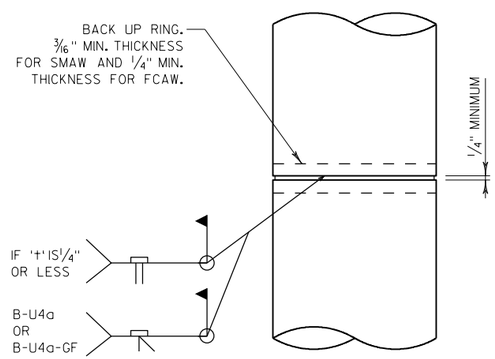


SECTION C-C

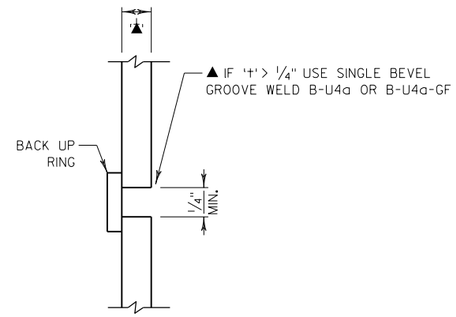
* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD PIPE COUPLING AND SCREWS SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



CAST-IN-PLACE PIPE PILE



PIPE CIP PILE WELD DETAIL

NO.	DATE	REVISION	BY

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STRUCTURE B-13-705

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SOUTH ABUTMENT DETAILS

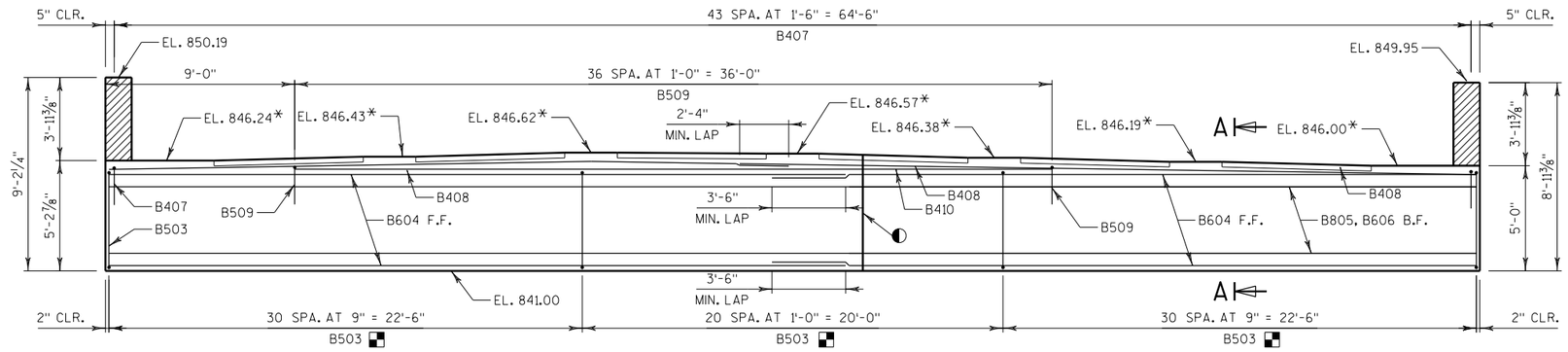
SHEET 6 OF 19
675

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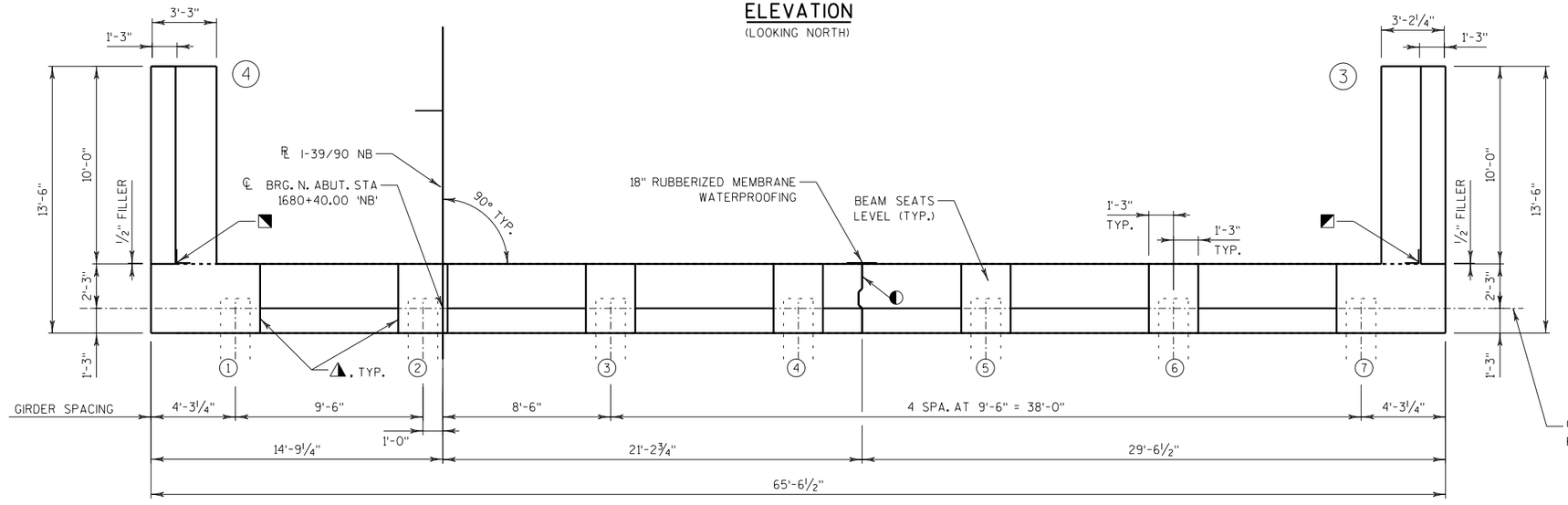
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STATE PROJECT NUMBER

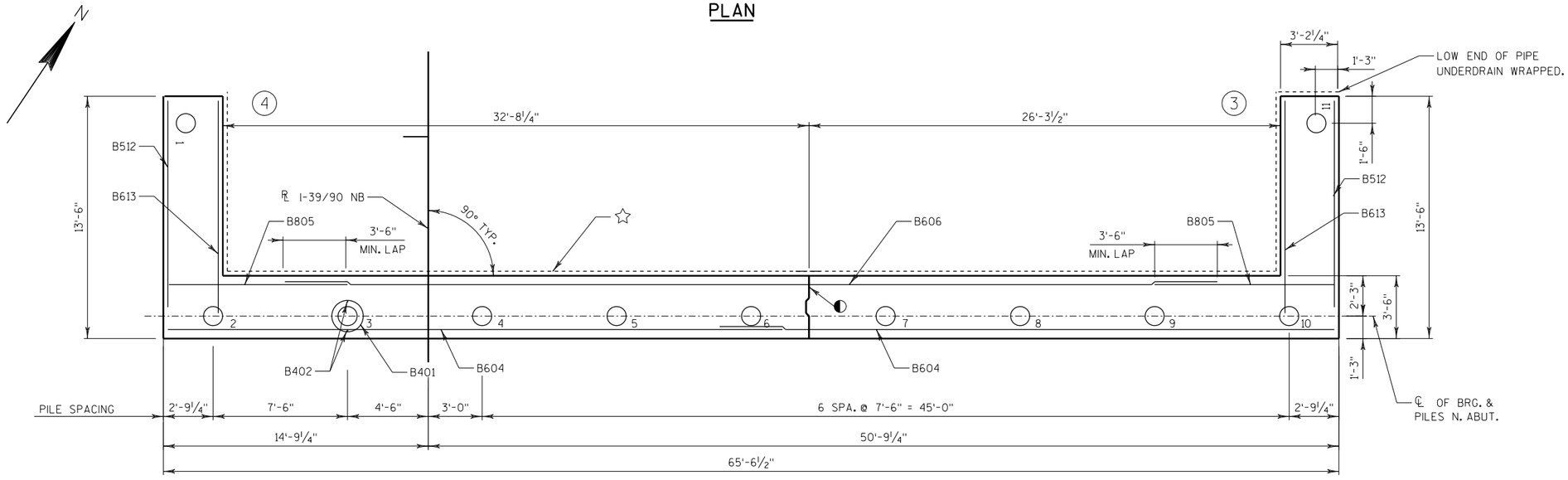
1007-11-75



ELEVATION
(LOOKING NORTH)



PLAN



PILE LAYOUT

GENERAL NOTES

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

F.F. DENOTES FRONT FACE.

B.F. DENOTES BACK FACE.

SEE SHEET 9 FOR TYPCIAL SECTION OF ABUTMENT.

FOR PILE SPLICE DETAIL SEE SHEET 9.

☆ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS DIRECTED BY THE ENGINEER. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON SHEET 6. RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH". CAP END AS SHOWN.

◐ VERTICAL CONST. JT. - KEYWAY FORMED BY A SURFACED BEVELED 2" × 8". BEVEL EXPOSED EDGES ¾". FOR ALTERNATE CONST. JT. DETAILS SEE SHEET 6.

◥ 18" RUBBERIZED MEMBRANE WATERPROOFING FROM BRIDGE SEAT TO TOP OF WING.

◭ ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

* ELEVATIONS AND DIMENSIONS TAKEN AT ℄ OF BRG. & PILES N. ABUT.

◩ SPACE TO MISS PILES.

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

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NORTH ABUTMENT

SHEET 7 OF 19
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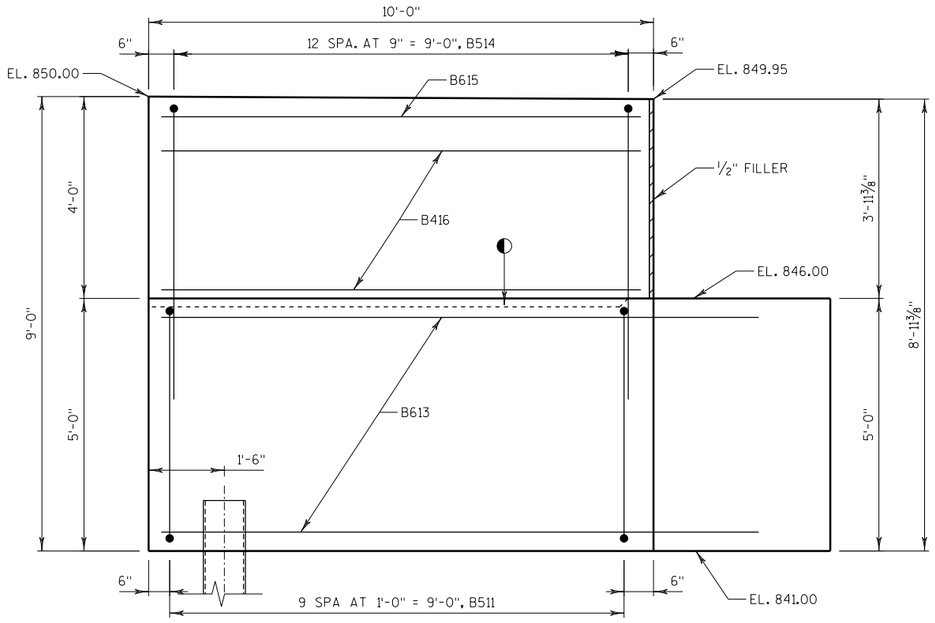
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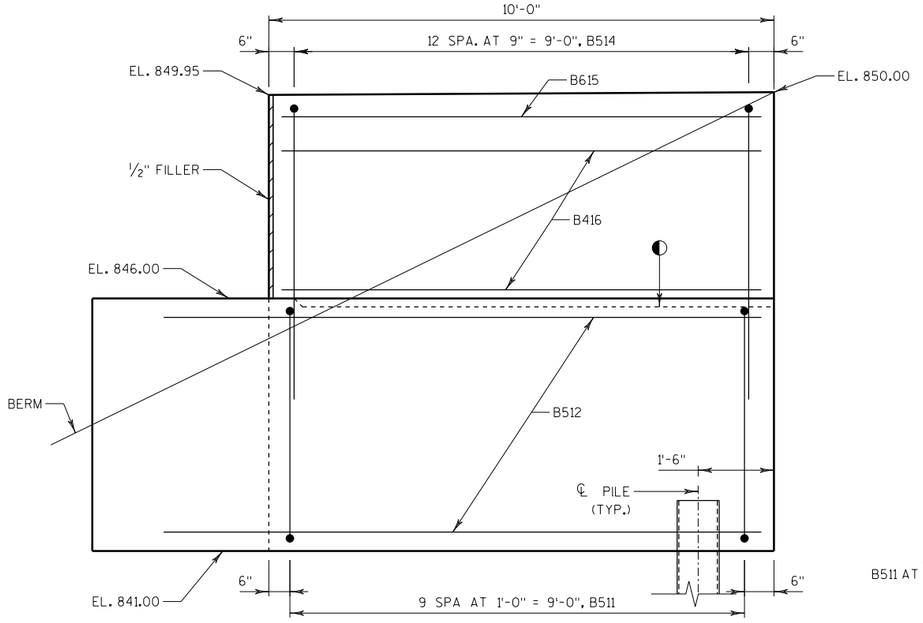
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\09 STRUCTURES\B-13-0705\Plan\080107_na_B130705.dgn PLOT DATE : 4/27/2016 PLOT BY : mdr

STATE PROJECT NUMBER

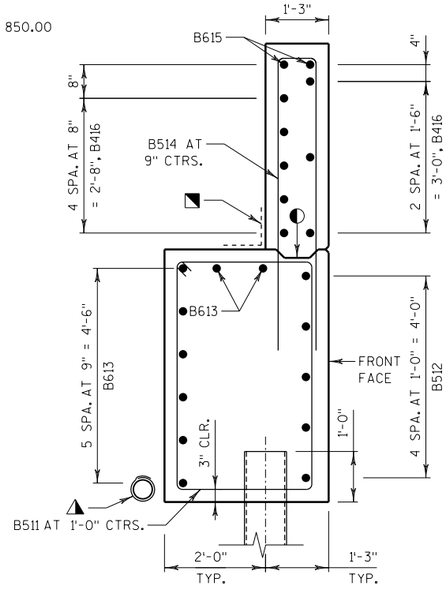
1007-11-75



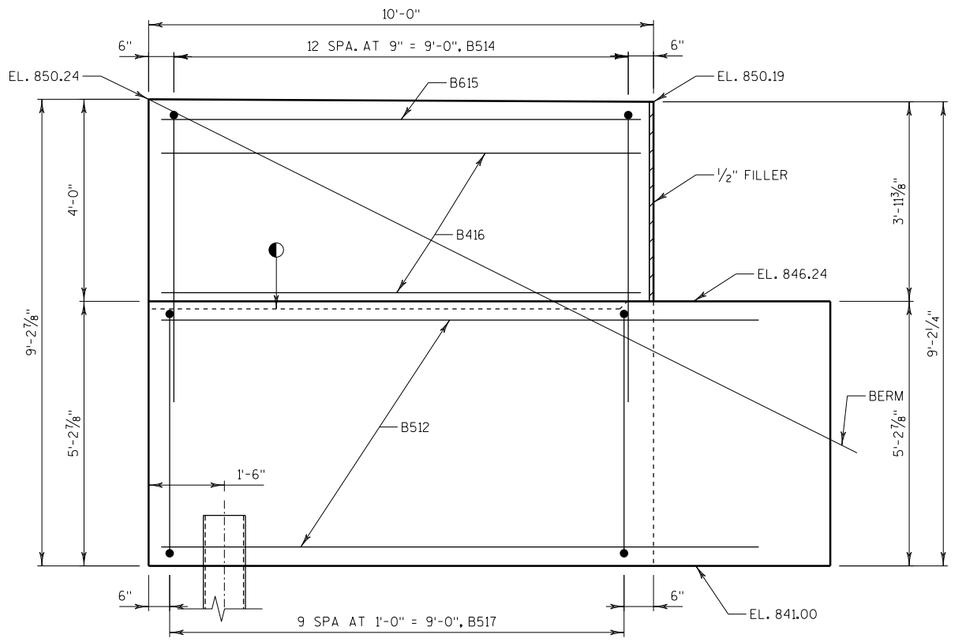
WING 3 ELEVATION
(BACK FACE)



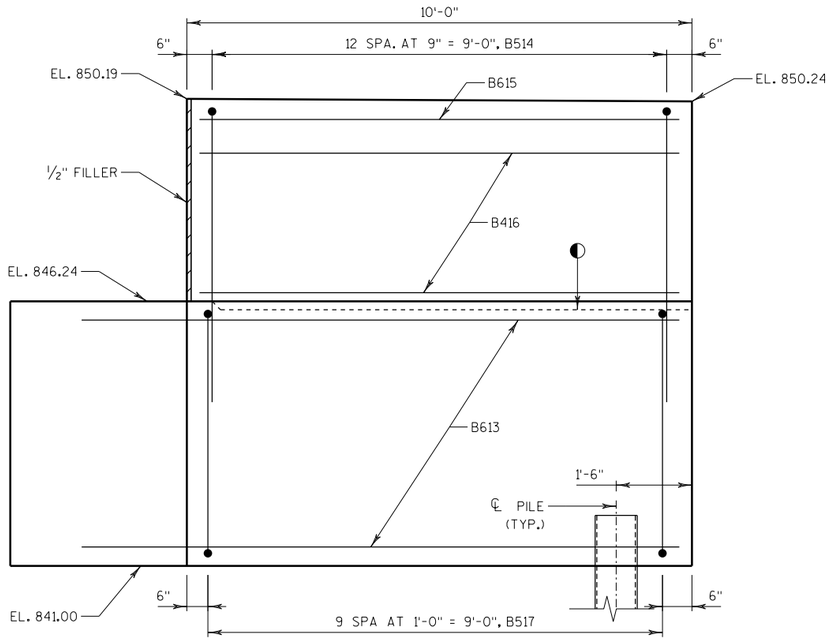
WING 3 ELEVATION
(FRONT FACE)



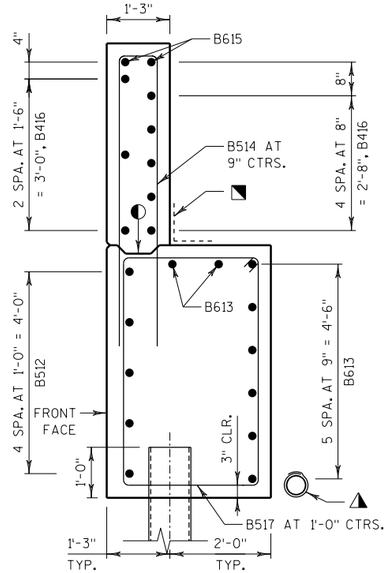
WING 3 SECTION



WING 4 ELEVATION
(FRONT FACE)



WING 4 ELEVATION
(BACK FACE)



WING 4 SECTION

◐ OPTIONAL KEYED CONST. JOINT - FORMED BY A SURFACE BEVELED 2"×6.

◥ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. AND VERT. JOINTS ON BACKFACE OF ABUTMENT.

◭ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN.TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

DRAWN BY TEO | PLANS CK'D. MDR

NORTH ABUTMENT WING DETAILS

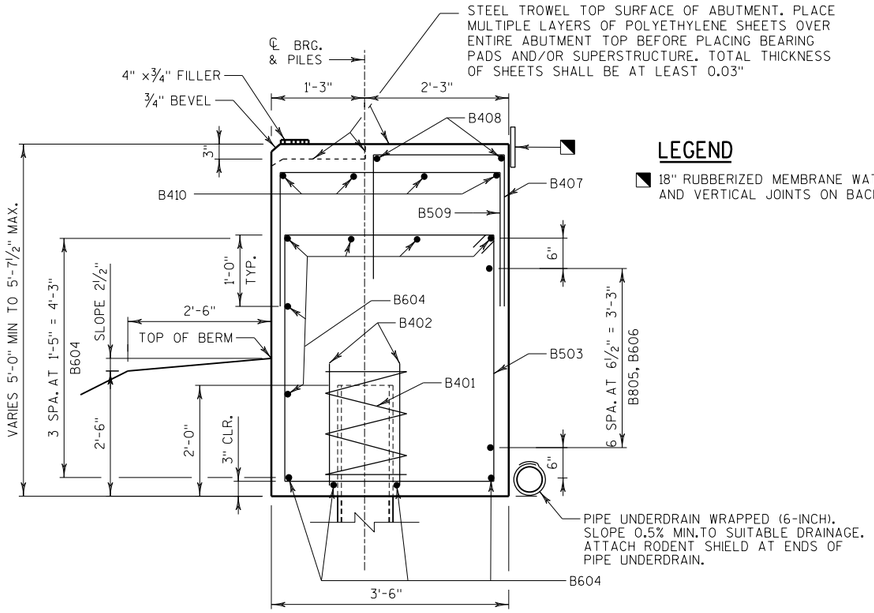
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LEGEND

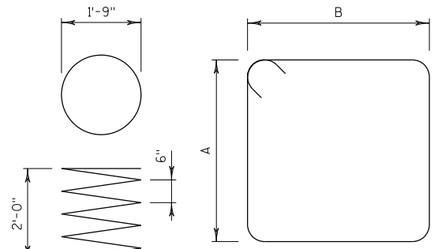
▩ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

SECTION A

(FOR LOCATION OF SECTION A SEE SHEET 7)

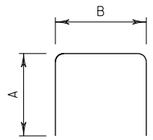
NORTH ABUTMENT BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B401		11	28'-0"	X		ABUT. BODY AT PILES
B402		22	2'-3"			ABUT. BODY AT PILES
B503		82	15'-8"	X		ABUT. BODY VERT.
B604		20	34'-4"			ABUT. BODY HORIZ.
B805		14	10'-0"			ABUT. BODY HORIZ. B.F.
B606		7	52'-3"			ABUT. BODY HORIZ. B.F.
B407		44	5'-7"	X		ABUT. BODY VERT.
B408		4	33'-9"			ABUT. BODY HORIZ.
B509		37	6'-3"	X		ABUT. BODY VERT.
B410		4	36'-0"			ABUT. BODY HORIZ.
B511	X	10	15'-6"	X		WING 3 VERT.
B512	X	10	11'-7"			WING 3 & 4 HORIZ. F.F.
B613	X	16	11'-11"			WING 3 & 4 HORIZ. B.F.
B514	X	26	12'-4"	X		WING 3 & 4 VERT.
B615	X	4	9'-7"			WING 3 & 4 HORIZ.
B416	X	16	9'-7"			WING 3 & 4 HORIZ.
B517	X	10	16'-0"	X		WING 4 VERT.



B401

B503, B511, B517



B407, B509, B514

BAR MARK	A	B
B503	4'-4"	3'-2"
B407	1'-11"	1'-11"
B509	1'-8"	3'-2"
B511	4'-6"	2'-11"
B514	5'-10"	0'-11"
B517	4'-9"	2'-11"

8

8

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

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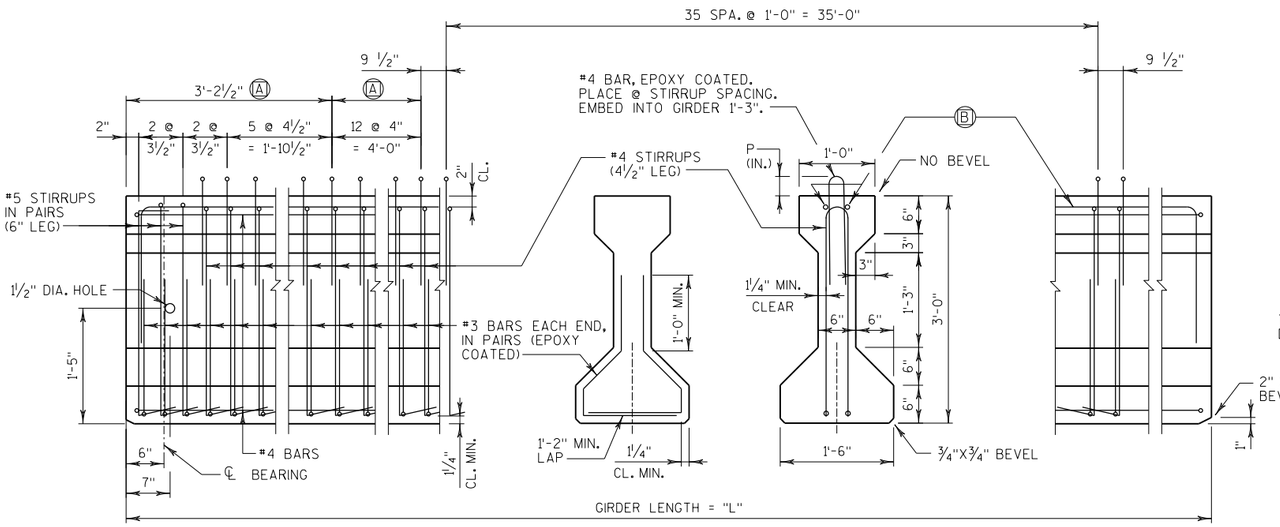
NORTH ABUTMENT DETAILS

SHEET 9 OF 19
678

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\09 STRUCTURES\B-13-0705\Plan\080109_nd_B130705.dgn PLOT DATE : 4/27/2016 PLOT BY : mdr

STATE PROJECT NUMBER

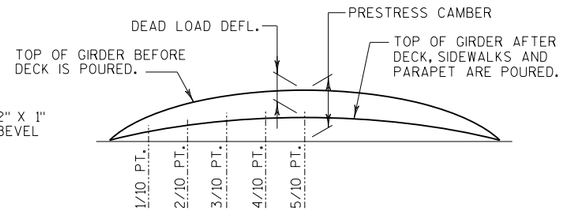
1007-11-75



SIDE VIEW & TYPICAL SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 2 - #4 BARS BEND DOWN 16 BAR DIA. AT ENDS



DEAD LOAD DEFLECTION DIAGRAM

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 2" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 2" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

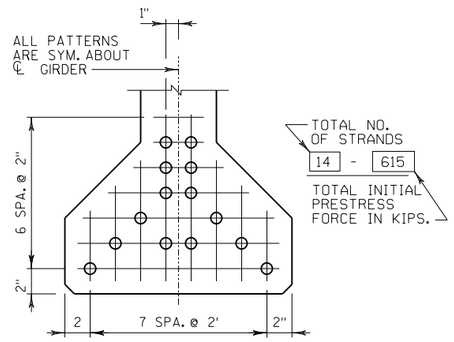
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

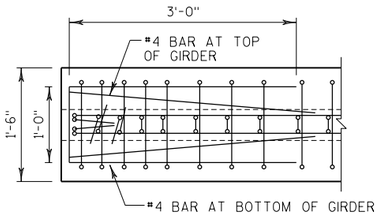
PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

BEND EACH END OF #4 STIRRUPS 4½" AND #5 STIRRUPS 6".

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.



TYP. STRAND PATTERN

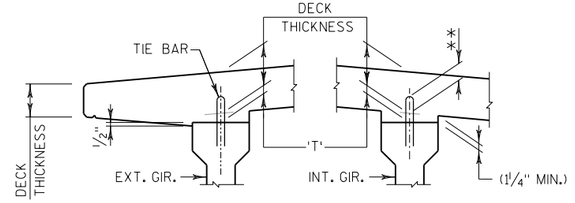


PLAN VIEW OF GIRDER ENDS

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	1.1

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS. THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



DECK HAUNCH DETAIL

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 2 ¼" WAS USED IN THE QUANTITY "HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES".

✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" 1ST 1/3 OF GIRDER	"P" MID 1/3 OF GIRDER	"P" END 1/3 OF GIRDER	DIA. OF STRAND (IN.)	UNDRAPED PATTERN TOTAL NO. OF STRANDS	UNDRAPED PATTERN f'ci (P.S.I.) ✳
1	ALL	51'-0"	0.1	0.3	0.4	0.5	0.5	0.5	0.4	0.3	0.1	8000	6"	6"	6"	0.6	14	6800

✳ MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRESTRESS FORCE.

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

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36" PRESTRESSED GIRDER DETAILS

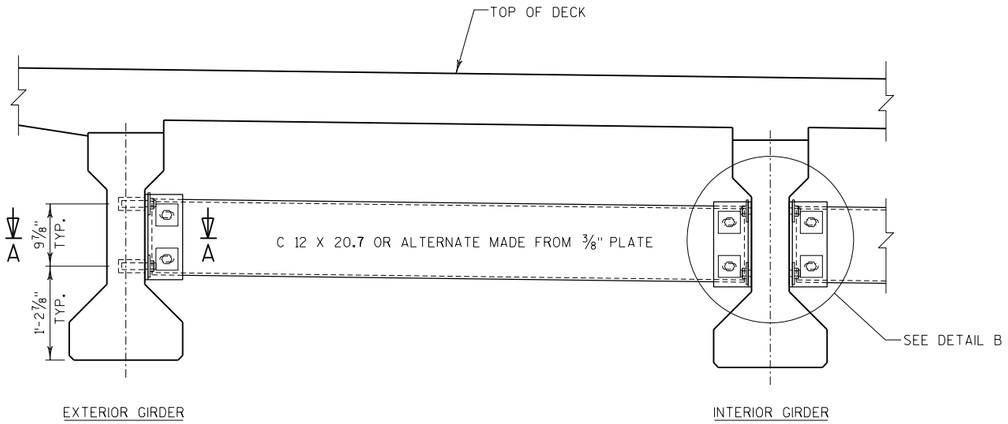
SHEET 10 OF 19
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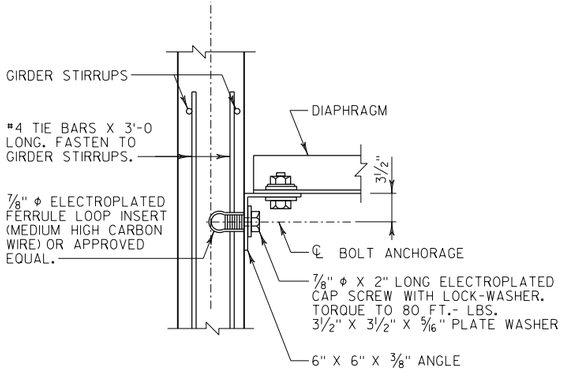
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PART TRANSVERSE SECTION AT DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)

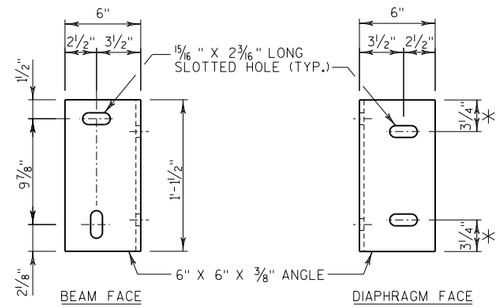
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-13-705", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

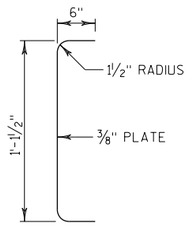
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

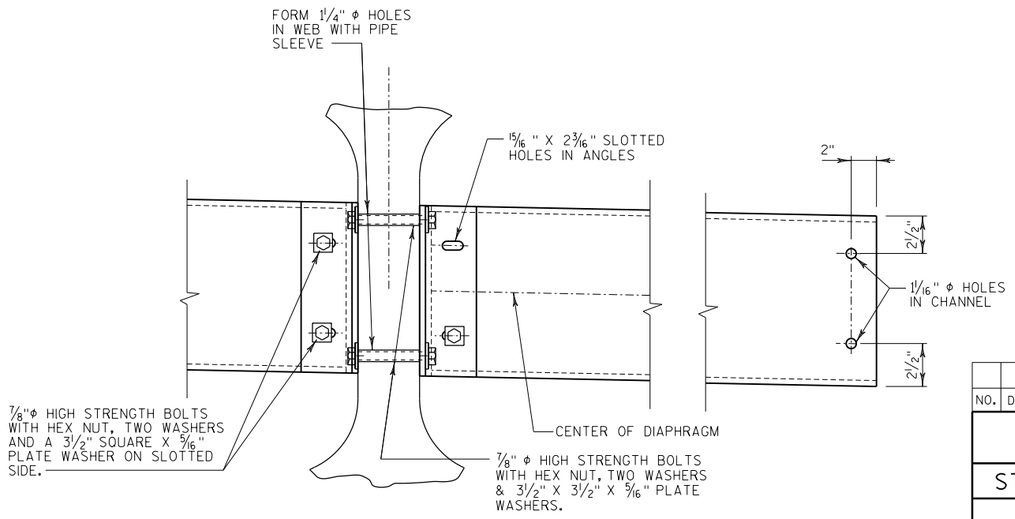


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU ALTERNATE DIAPHRAGM



(FOR CONTINUOUS LINE OF DIAPHRAGMS)

DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

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STEEL DIAPHRAGM

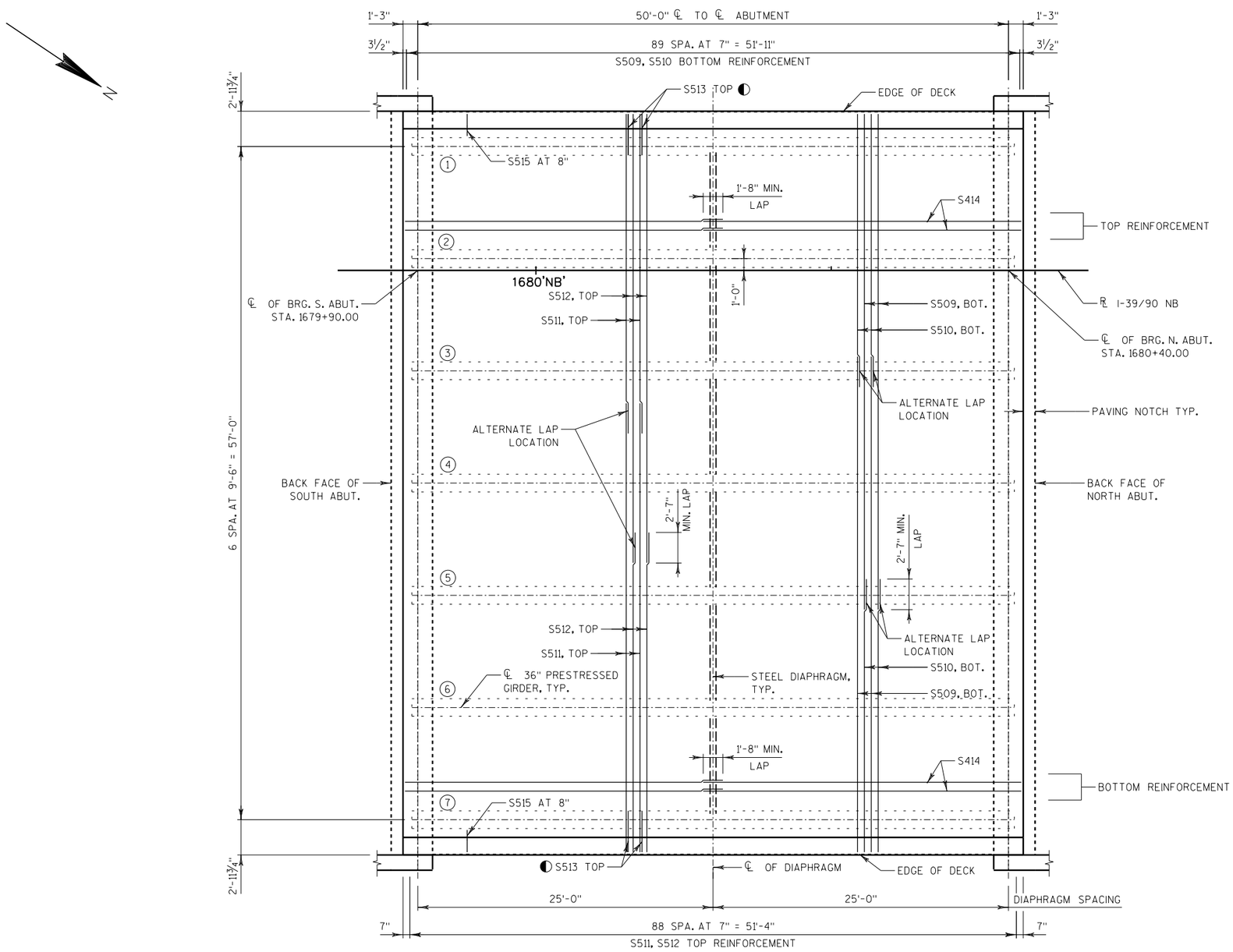
SHFFT 11 OF 19

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8

8

STATE PROJECT NUMBER
1007-11-75



PLAN

LEGEND:

◐ LAP S513 ONTO EVERY OTHER TRANSVERSE BAR IN THE TOP MAT AS SHOWN.

TOP OF DECK ELEVATIONS

LOCATION	S. ABUT	0.1 PT	0.2 PT	0.3 PT	0.4 PT	0.5 PT	0.6 PT	0.7 PT	0.8 PT	0.9 PT	N. ABUT
W. EDGE DECK	849.93	849.96	849.98	850.01	850.03	850.06	850.08	850.11	850.13	850.16	850.18
W. FLOW LINE	849.96	849.98	850.01	850.03	850.06	850.08	850.11	850.13	850.16	850.18	850.21
GIRDER 1	849.99	850.01	850.04	850.06	850.09	850.11	850.14	850.16	850.19	850.21	850.24
GIRDER 2	850.18	850.20	850.23	850.25	850.28	850.30	850.33	850.35	850.38	850.40	850.43
GIRDER 3	850.37	850.39	850.42	850.44	850.47	850.49	850.52	850.54	850.57	850.59	850.62
GIRDER 4	850.32	850.34	850.37	850.39	850.42	850.44	850.47	850.49	850.52	850.54	850.57
GIRDER 5	850.13	850.15	850.18	850.20	850.23	850.25	850.28	850.30	850.33	850.35	850.38
GIRDER 6	849.94	849.96	849.99	850.01	850.04	850.06	850.09	850.11	850.14	850.16	850.19
GIRDER 7	849.75	849.77	849.80	849.82	849.85	849.87	849.90	849.92	849.95	849.97	850.00
E. FLOW LINE	849.72	849.74	849.77	849.79	849.82	849.84	849.87	849.89	849.92	849.94	849.97
E. EDGE DECK	849.69	849.72	849.74	849.77	849.79	849.82	849.84	849.87	849.89	849.92	849.94

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

DRAWN BY AJC | PLANS CK'D. MDR

SUPERSTRUCTURE

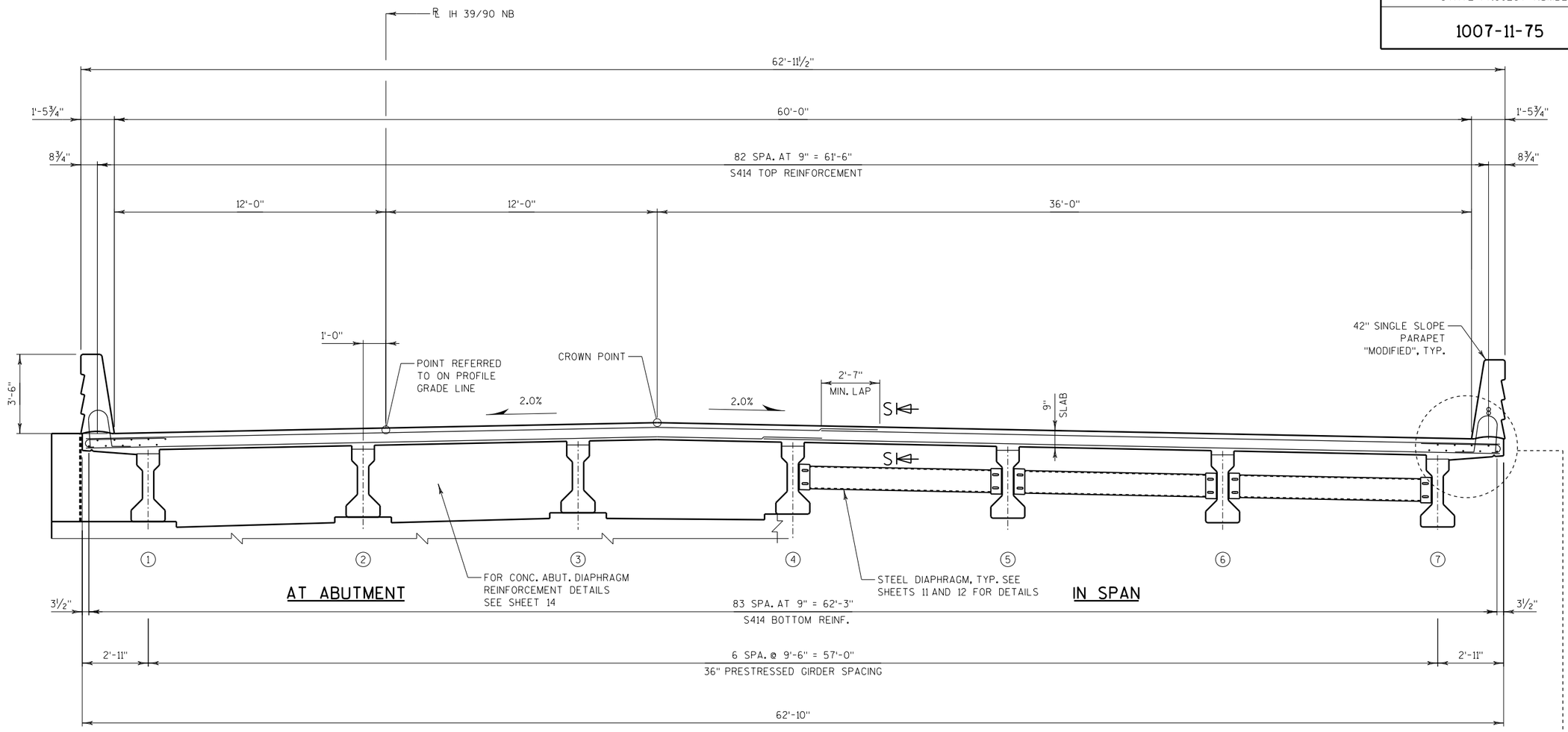
SHEET 12 OF 19
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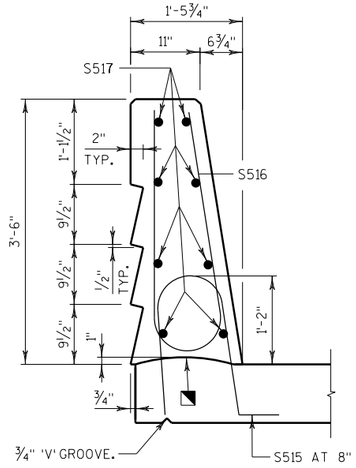
STATE PROJECT NUMBER

1007-11-75

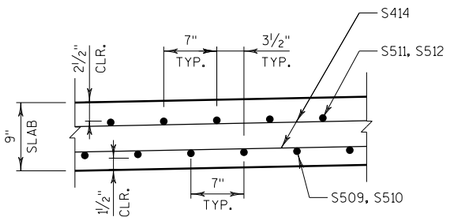


TYPICAL CROSS SECTION THRU DECK

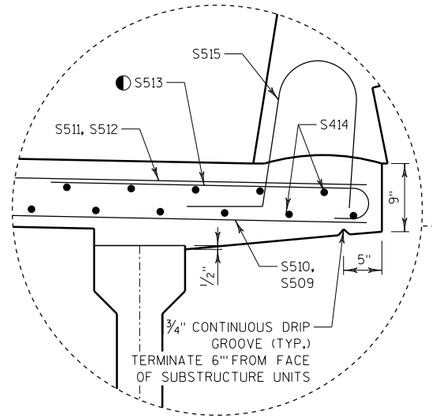
(LOOKING NORTH)



SECTION THRU PARAPET ON BRIDGE



SECTION S-S



LEGEND:

◐ LAP S513 ONTO EVERY OTHER TRANSVERSE BAR IN THE TOP MAT AS SHOWN.

◥ CONST. JOINT - STRIKE OFF AS SHOWN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

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SUPERSTRUCTURE CROSS SECTION

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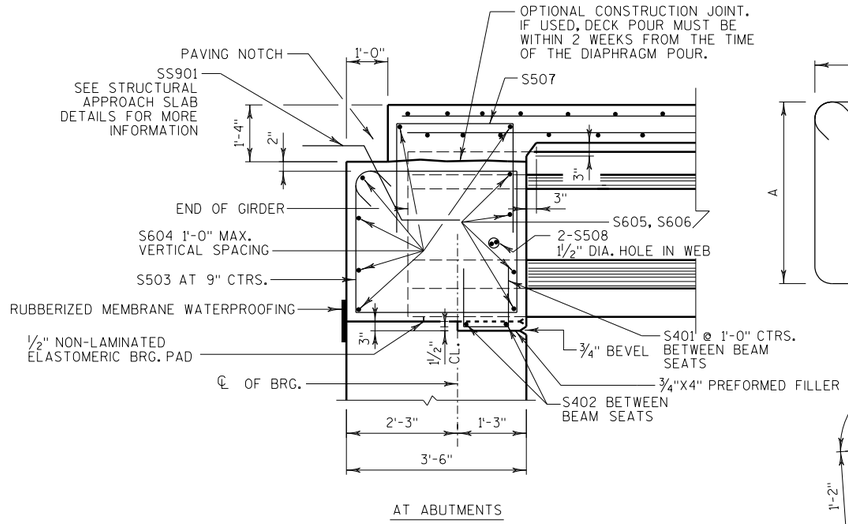
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FILE NAME : P:\47xx\4739.39_DP.I39.DAN\09 STRUCTURES\B-13-0705\Plan\080113_ss_B130705.dgn PLOT DATE : 4/27/2016

PLOT BY : mdr

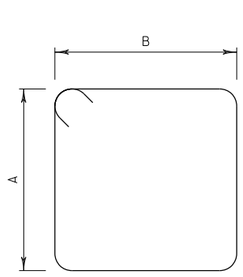
STATE PROJECT NUMBER

1007-11-75

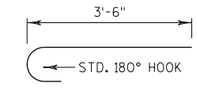


AT ABUTMENTS

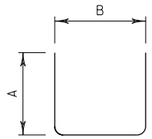
PART LONGIT. SECTION



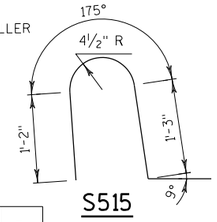
S503



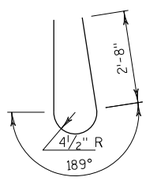
S513



S401, S507

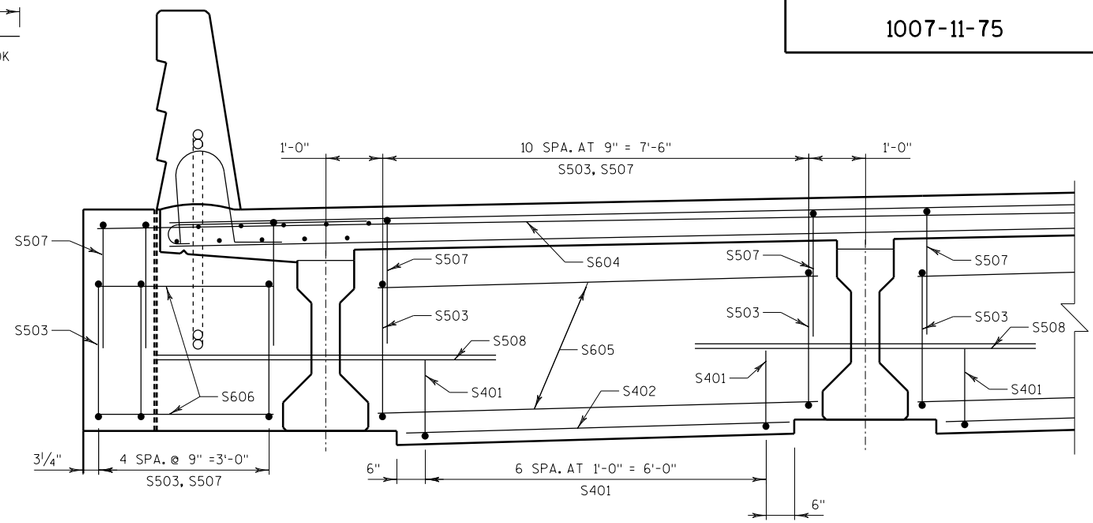


S515



S516

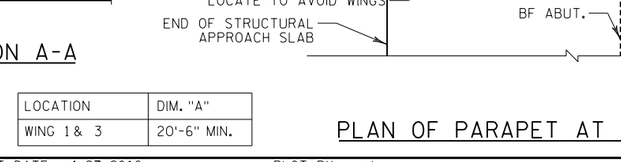
BAR MARK	A	B
S401	1'-5"	11"
S503	2'-3"	3'-2"
S507	2'-2"	2'-2"



PARTIAL TRANSVERSE SECTION AT ABUTMENT DIAPHRAGM

SUPERSTRUCTURE BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S401	X	84	3'-7"	X		ABUT. DIAPHRAGM VERT.
S402	X	24	6'-9"			ABUT. DIAPHRAGM HORIZ.
S503	X	152	11'-7"	X		ABUT. DIAPHRAGM STIRRUP
S604	X	24	34'-5"			ABUT. DIAPHRAGM HORIZ.
S605	X	48	7'-8"			ABUT. DIAPHRAGM HORIZ. F.F.
S606	X	16	3'-2"			ABUT. DIAPHRAGM HORIZ. F.F.
S507	X	152	6'-3"	X		ABUT. DIAPHRAGM VERT.
S508	X	28	6'-0"			ABUT. DIAPH. HORIZ. THRU GIRDERS
S509	X	90	42'-0"			SLAB TRANS. BOTTOM
S510	X	90	23'-1"			SLAB TRANS. BOTTOM
S511	X	89	38'-0"			SLAB TRANS. TOP
S512	X	89	27'-1"			SLAB TRANS. TOP
S513	X	90	4'-9"	X		SLAB TRANS. TOP AT OVERHANGS
S414	X	334	26'-11"			SLAB LONG. TOP AND BOT.
S515	X	158	4'-5"	X		PARAPET VERT.
S516	X	158	6'-8"	X		PARAPET VERT.
S517	X	32	27'-5"			PARAPET HORIZ.



ELEVATION AT ABUTMENT SHOWING CONDUITS

NOTES

BID ITEMS SHALL BE:

"JUNCTION BOXES 18X12X6-INCH", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH".

APPROVED MANUFACTURERS - JUNCTION BOXES: SEE APPROVED MATERIAL LIST.

(A01) EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO THE BID ITEM "CONDUIT RIGID METALLIC 2-INCH".

WHEN CONNECTING METALLIC CONDUIT ONLY ADAPTER FITTINGS U.L. LISTED FOR ELECTRICAL USE SHALL BE USED.

(A02) APPROVED MANUFACTURER OR EQUIVALENT- EXPANSION FITTING: O-Z/GEDNEY TYPE AXDX AND BONDING JUMPER (4" TOTAL LONGITUDINAL CONDUITMOVEMENT).

USE EXPANSION FITTING AT EACH EXPANSION JOINT OR SEMI-EXPANSION JOINTS.

RUN CONDUIT STRAIGHT THROUGH (WITHOUT A FITTING) AT EACH FIXED JOINT

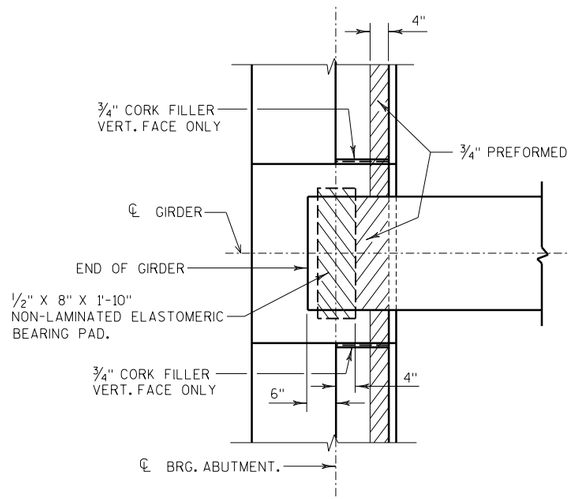
■ USE RIGID METALLIC CONDUIT 3'-0" MIN. ON EITHER SIDE OF EXPANSION FITTING.

◐ CONSTR. JT. STRIKE OFF AS SHOWN

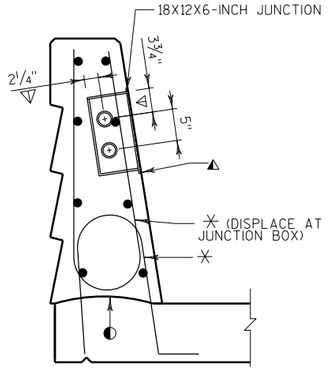
▲ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.

▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

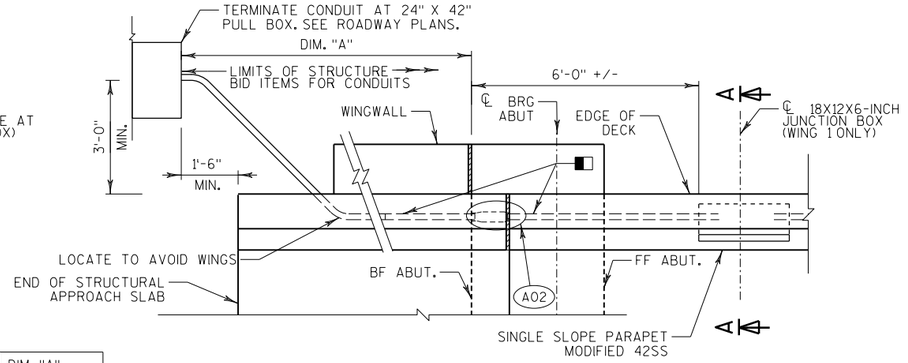
✳ SEE SINGLE SLOPE PARAPET MODIFIED 42SS SHEET FOR ADDITIONAL BAR STEEL DETAILS.



BEARING PAD DETAIL



SECTION A-A



PLAN OF PARAPET AT ABUTMENT SHOWING CONDUIT

LOCATION	DIM. "A"
WING 1 & 3	20'-6" MIN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

DRAWN BY AJC | PLANS CK'D. MDR

SUPERSTRUCTURE DETAILS

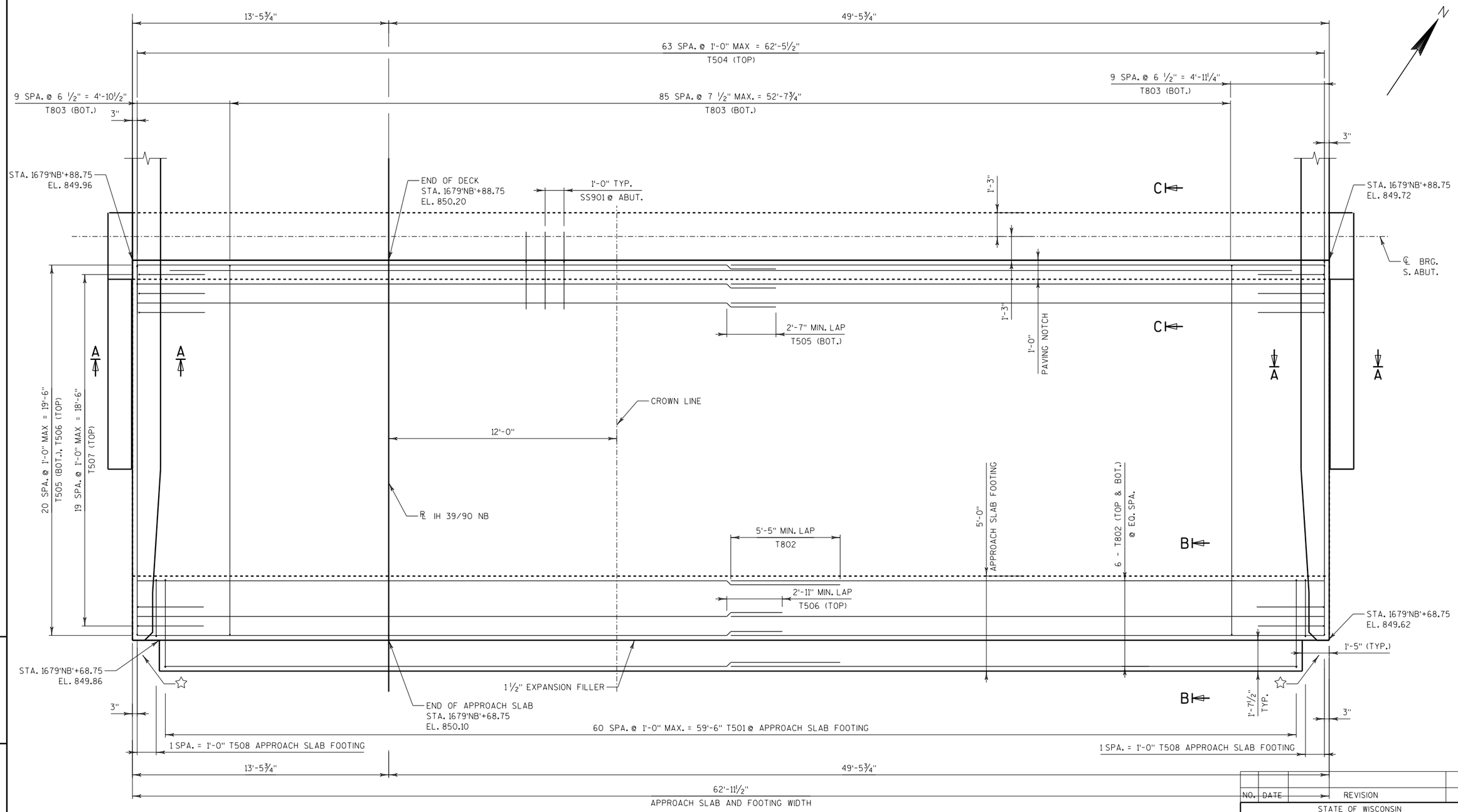
SHEET 14 OF 19
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8

8

STATE PROJECT NUMBER

1007-11-75



PLAN

☆ NOTCH APPROACH SLAB FOOTING TO ALLOW FOR THRIE BEAM POST INSTALLATION. (ADJUST BAR STEEL AS NECESSARY)

FOR LOCATIONS OF SECTIONS A, B AND C, SEE SHEET 17.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

DRAWN BY TEO | PLANS CK'D. MDR

SOUTH STRUCTURAL APPROACH SLAB

SHFFT 15 OF 19
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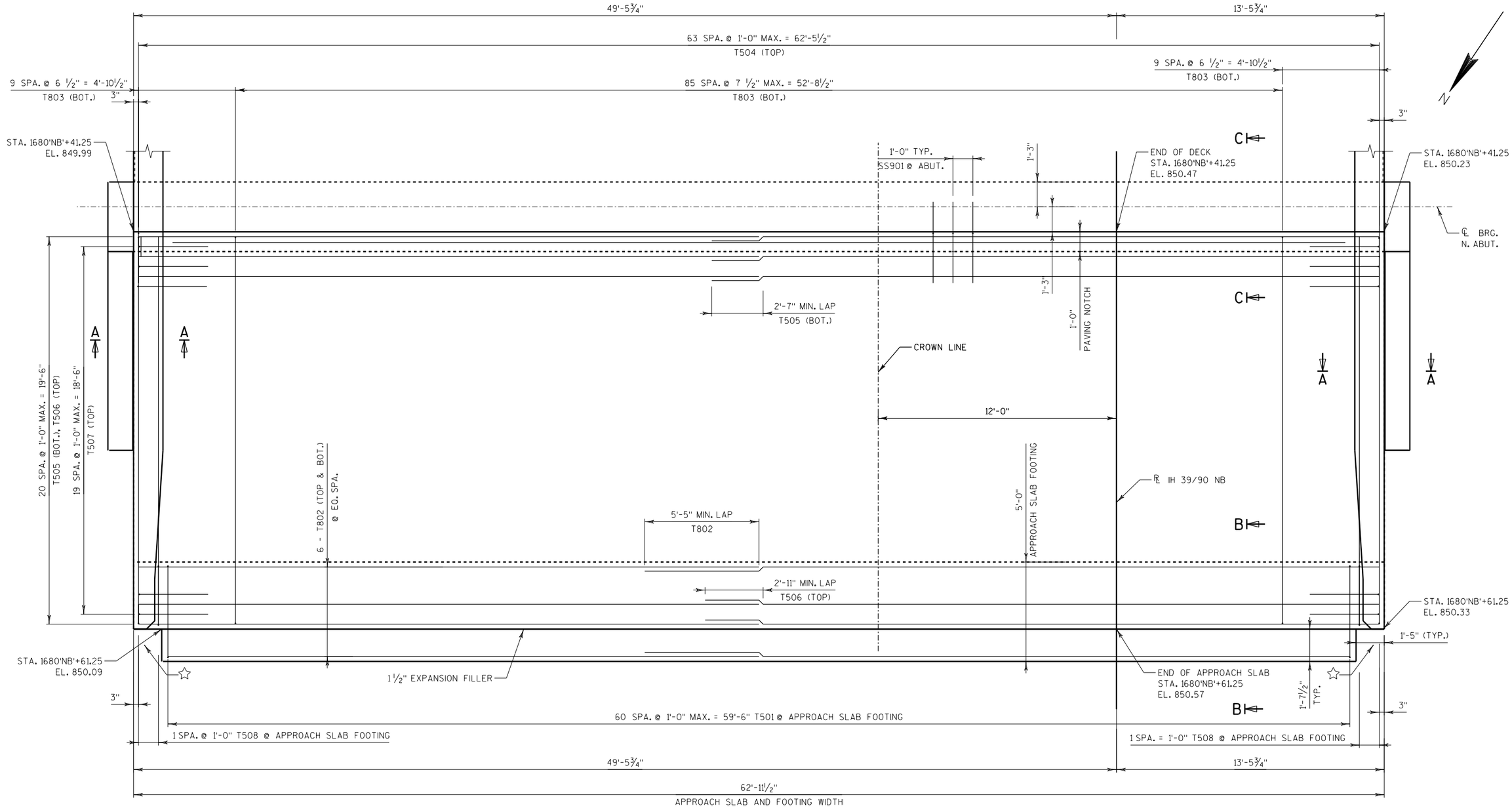
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FILE NAME : P:\47xx\4739.39_DP.I39.DAN\09 STRUCTURES\B-13-0705\Plan\080115_as_B130705.dgn PLOT DATE : 4/27/2016 PLOT BY : mdr

STATE PROJECT NUMBER

1007-11-75



PLAN

☆ NOTCH APPROACH SLAB FOOTING TO ALLOW FOR THRIE BEAM POST INSTALLATION. (ADJUST BAR STEEL AS NECESSARY)

FOR LOCATIONS OF SECTIONS A, B AND C, SEE SHEET 17.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

DRAWN BY TEO | PLANS CK'D. MDR

NORTH STRUCTURAL APPROACH SLAB

SHEET 16 OF 19
685

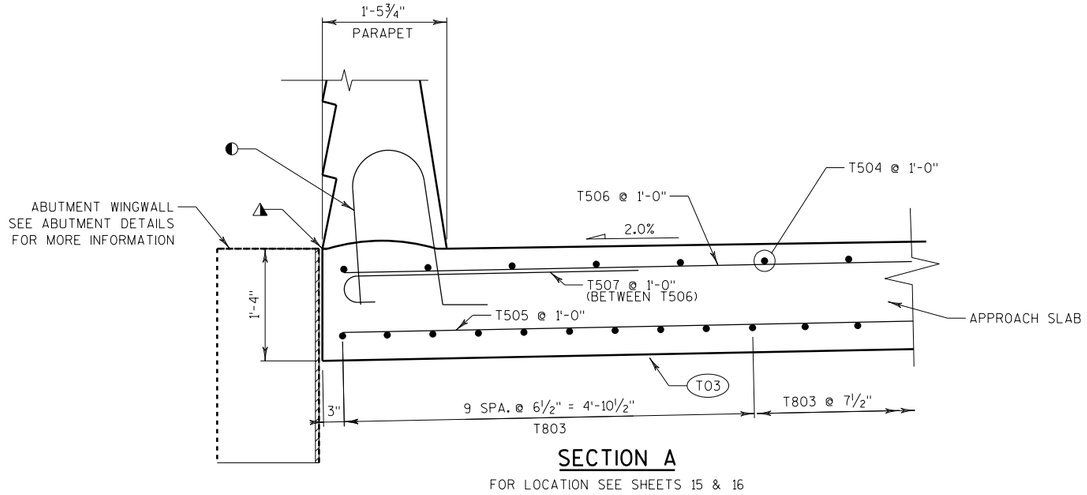
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STATE PROJECT NUMBER

1007-11-75

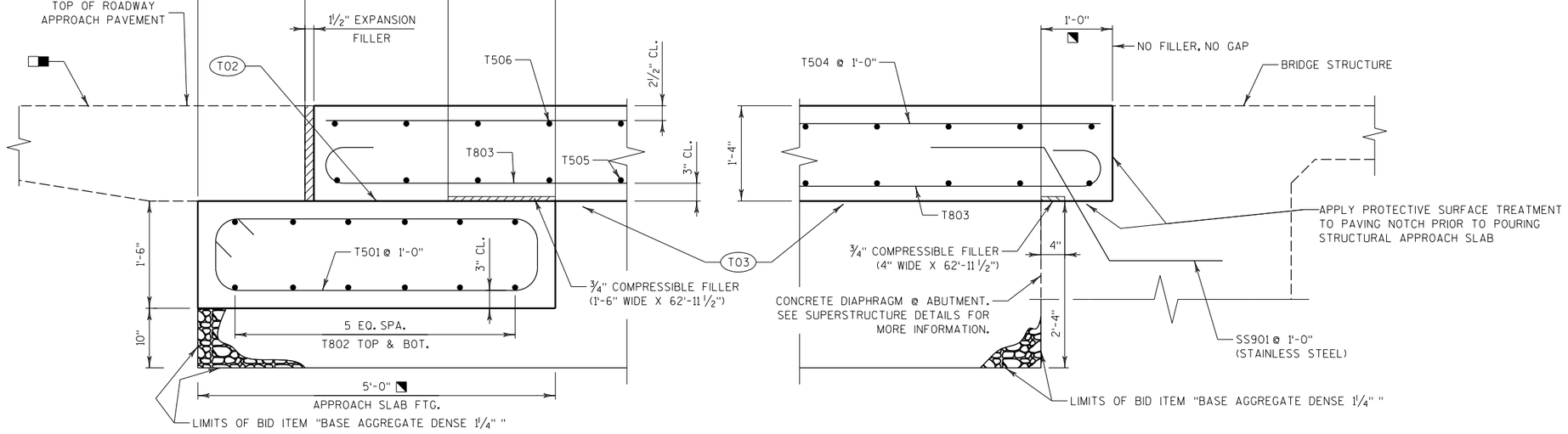


SECTION A

FOR LOCATION SEE SHEETS 15 & 16

STRUCTURAL APPROACH BILL OF BARS

BAR MARK	COAT	NO. S. APPR.	NO. N. APPR.	LENGTH	BENT	LOCATION
SS901	SS	63	63	5'-0"	X	CONC. ABUT. DIAPH. TO APPROACH SLAB
T501	X	61	61	11'-10"	X	APPR. SLAB FTG. - STIRRUP
T802	X	24	24	34'-0"		APPR. SLAB FTG. - TRANS.
T803	X	104	104	21'-4"	X	APPROACH SLAB - LONG. - BOT.
T504	X	64	64	19'-6"		APPROACH SLAB LONG. - TOP
T505	X	42	42	32'-7"		APPROACH SLAB -TRANS. - BOT.
T506	X	42	42	32'-9"		APPROACH SLAB - TRANS. - TOP
T507	X	20	20	4'-1"	X	APPROACH SLAB - TRANS. - TOP.
T508	X	4	4	8'-10"	X	APPR. SLAB FTG. - STIRRUP @ BLOCKOUT



SECTION B

FOR LOCATION SEE SHEETS 15 & 16

SECTION THRU APPROACH SLAB

SECTION C

FOR LOCATION SEE SHEETS 15 & 16

LEGEND

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP SUBGRADE BENEATH SLAB.

▲ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE".) EXTEND SEALER 3" BELOW GUTTERLINE AT INSIDE SURFACE.

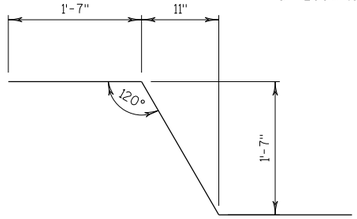
◐ SEE PARAPET STANDARD DETAILS FOR REINFORCEMENT. LOCATION OF NAME PLATE AND BENCH MARK WITH RESPECT TO THE END OF PARAPET, ETC.

◨ CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.

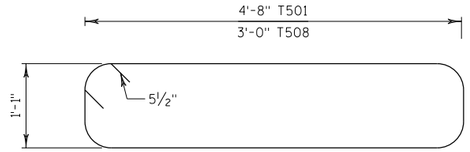
◥ MEASURED NORMAL TO THE ABUTMENT.

NOTE

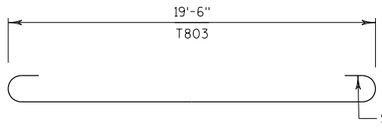
PREFORMED JOINT FILLER AND POLYETHYLENE SHEETS ARE INCLUDED IN THE COST OF CONCRETE MASONRY BRIDGES AND HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES.



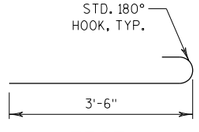
SS901



T501, T508



T803



T507

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

DRAWN BY AJC | PLANS CK'D. MDR

STRUCTURAL APPROACH SLAB DETAILS

SHEET 17 OF 19
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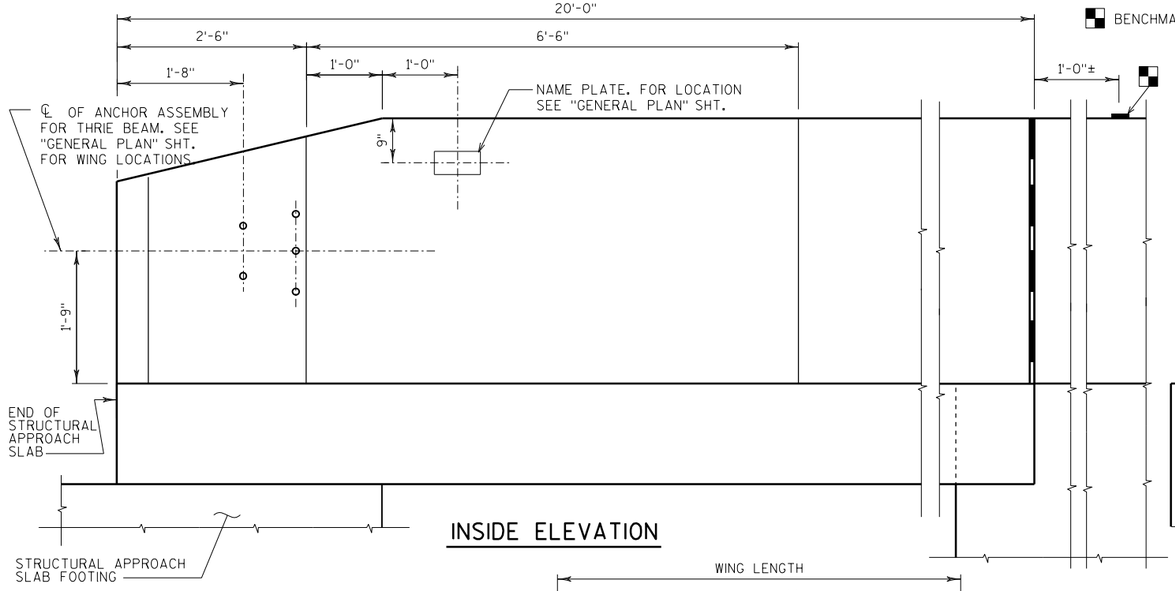
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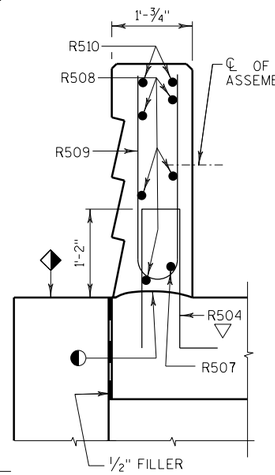
STATE PROJECT NUMBER

1007-11-75

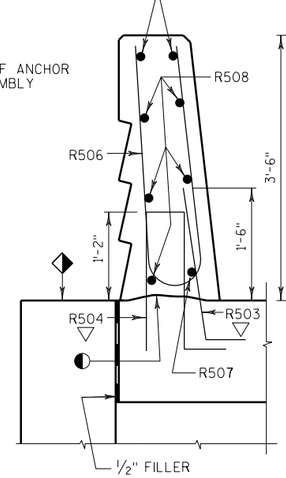
- CONST. JOINT - STRIKE OFF AS SHOWN.
- SLOPE FOR DRAINAGE
- ▽ R501, R504, AND R505 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.
- ◭ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS



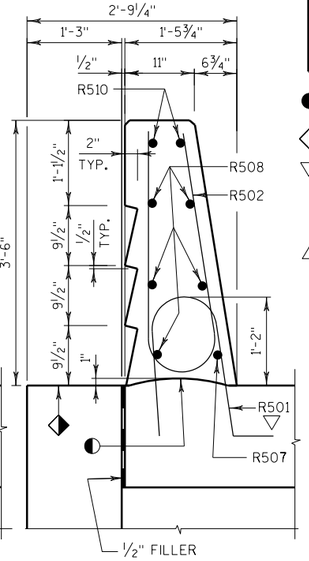
INSIDE ELEVATION



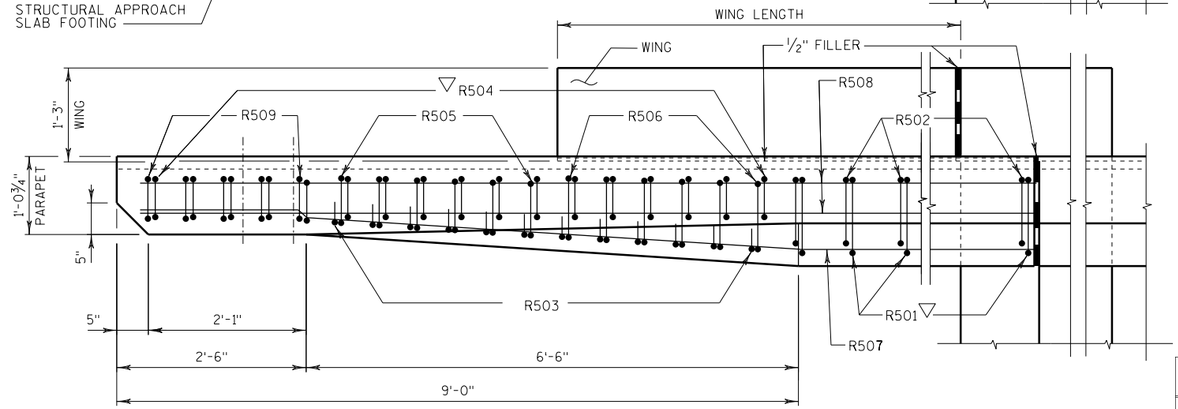
SECTION A



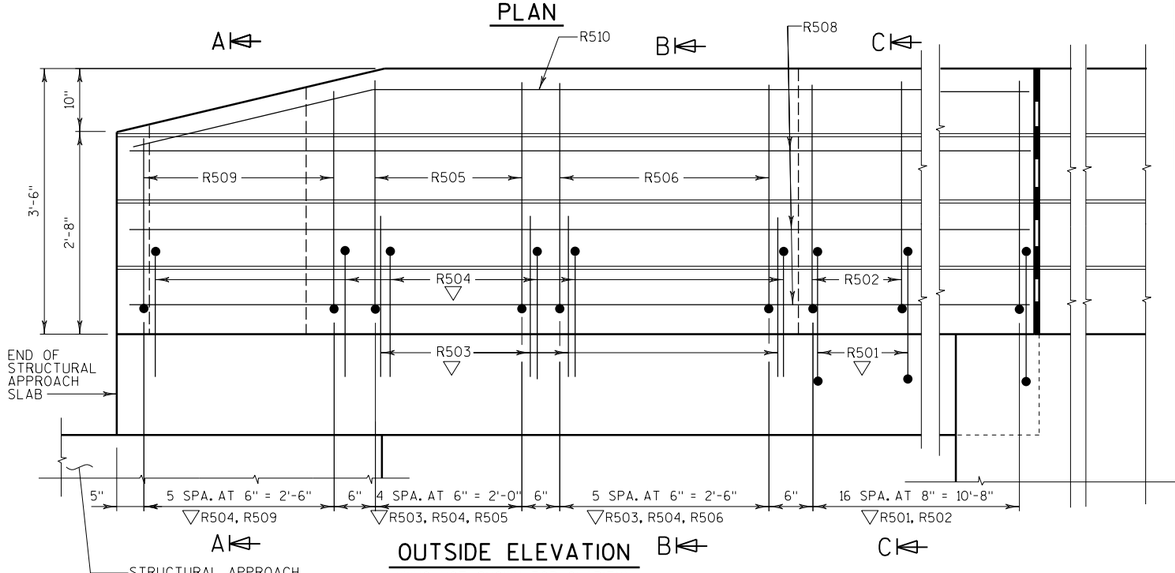
SECTION B



SECTION C



PLAN



OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.

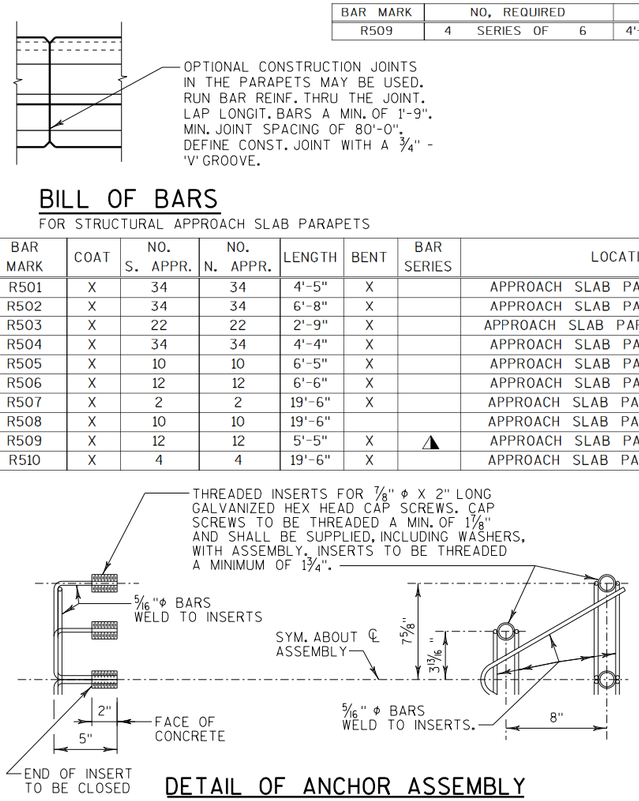
BAR SERIES TABLE

BAR MARK	NO. REQUIRED	LENGTH
R509	4 SERIES OF 6	4'-9" TO 6'-1"

BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

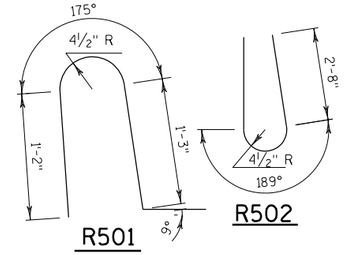
BAR MARK	COAT	NO. S. APPR.	NO. N. APPR.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	34	34	4'-5"	X		APPROACH SLAB PARAPET - VERT.
R502	X	34	34	6'-8"	X		APPROACH SLAB PARAPET - VERT.
R503	X	22	22	2'-9"	X		APPROACH SLAB PARAPET - VERT.
R504	X	34	34	4'-4"	X		APPROACH SLAB PARAPET - VERT.
R505	X	10	10	6'-5"	X		APPROACH SLAB PARAPET - VERT.
R506	X	12	12	6'-6"	X		APPROACH SLAB PARAPET - VERT.
R507	X	2	2	19'-6"	X		APPROACH SLAB PARAPET - HORIZ.
R508	X	10	10	19'-6"			APPROACH SLAB PARAPET - HORIZ.
R509	X	12	12	5'-5"	X	◭	APPROACH SLAB PARAPET - VERT.
R510	X	4	4	19'-6"	X		APPROACH SLAB PARAPET - HORIZ.



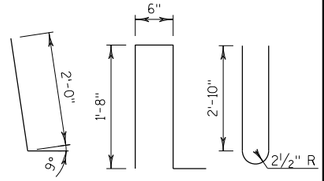
DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

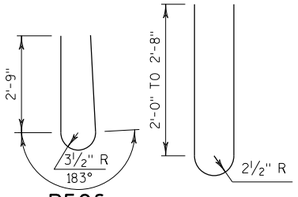
ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.



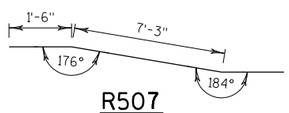
R501 R502



R503 R504 R505



R506 R509



R507



R510

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

DRAWN BY AJC | PLANS CK'D. MDR

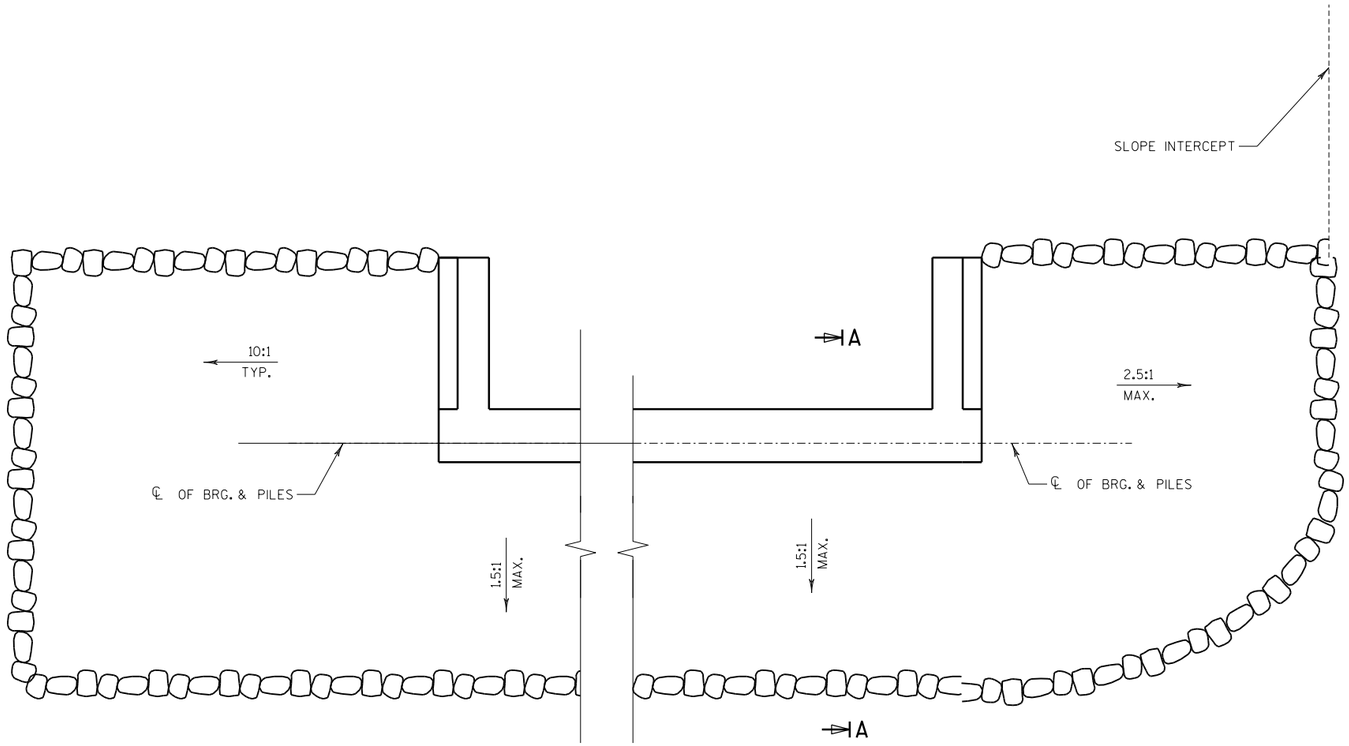
SINGLE SLOPE PARPET MODIFIED 42SS

SHFFT 18 OF 19
687

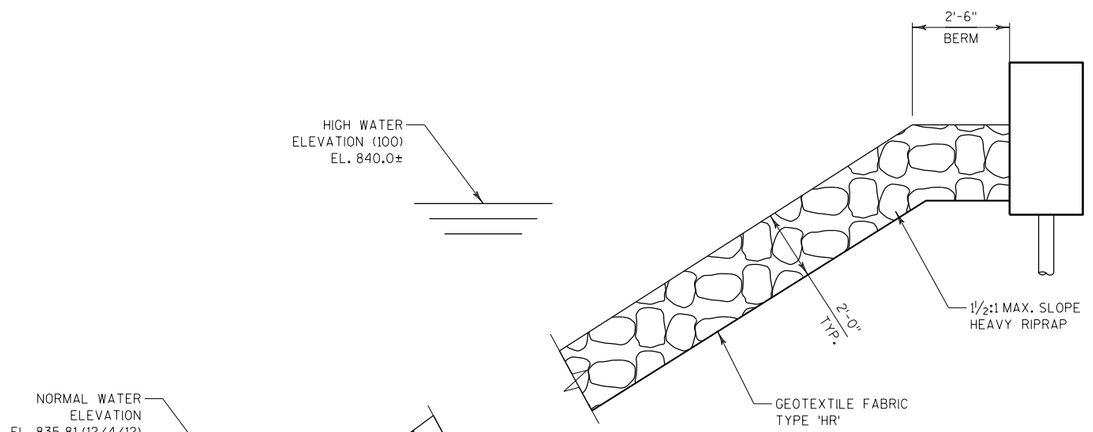
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8

STATE PROJECT NUMBER
1007-11-75



PLAN



SECTION A-A

TOE DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-705

DRAWN BY TEO | PLANS CK'D. MDR

HEAVY RIPRAP AT RIVER CROSSING

SHEET 19 OF 19
688

8

8

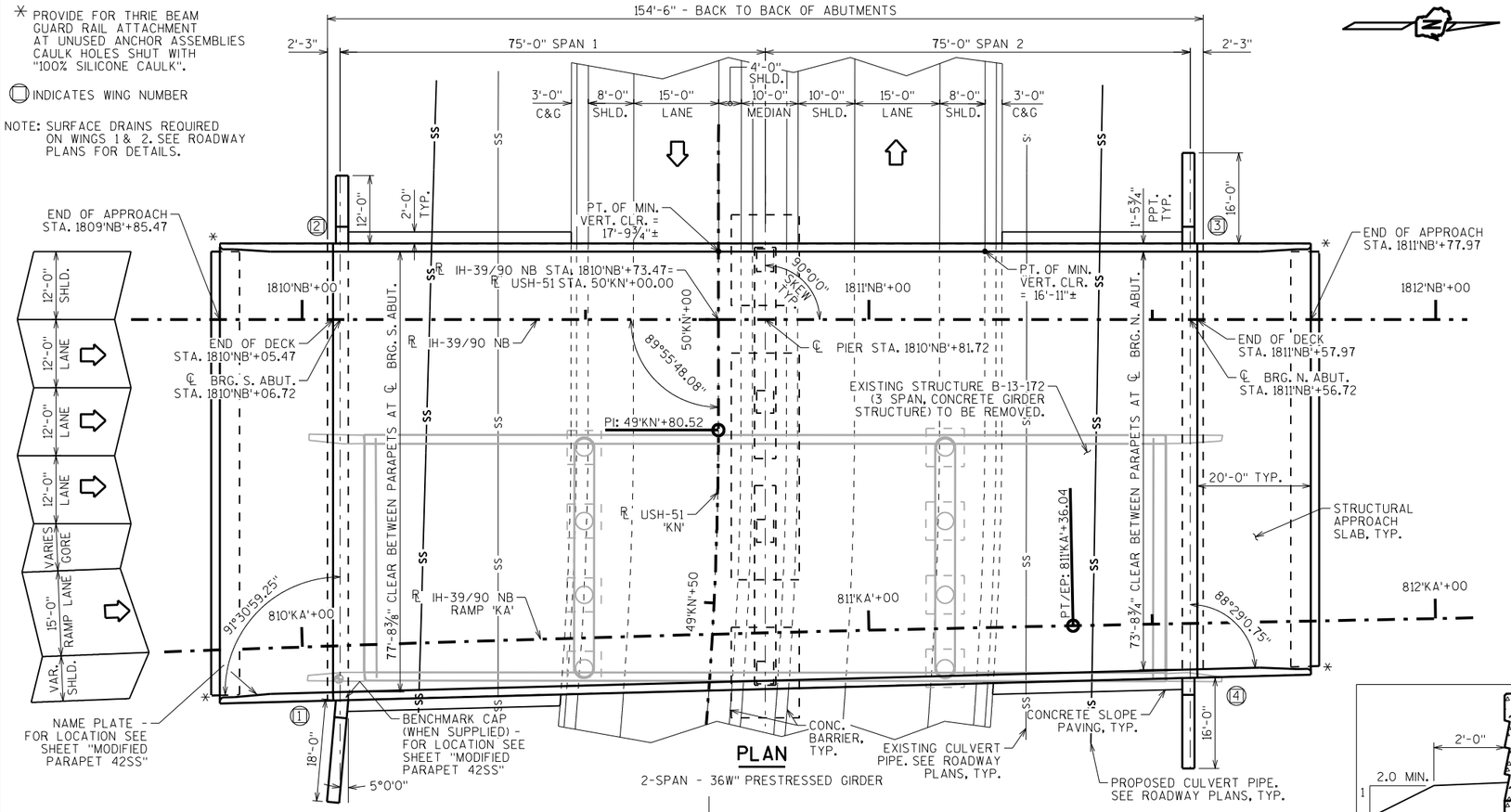
STATE PROJECT NUMBER

1007-11-75

* PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

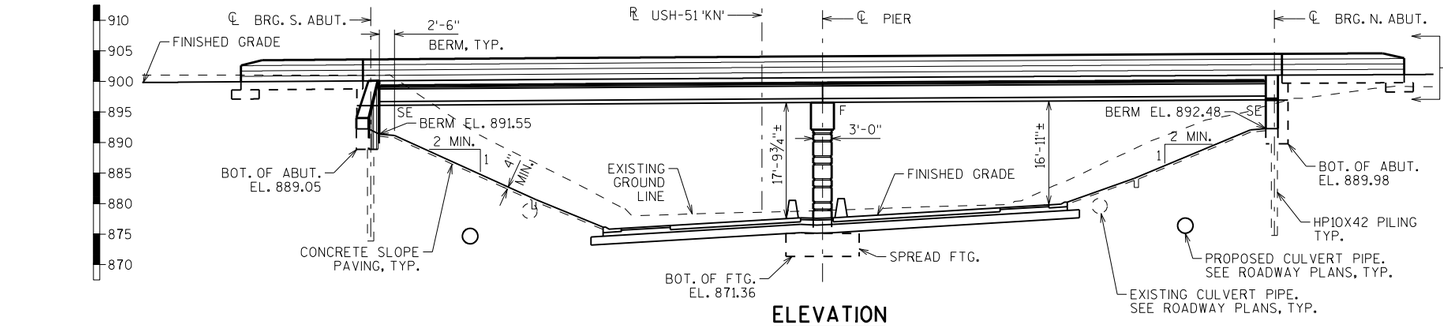
(n) INDICATES WING NUMBER

NOTE: SURFACE DRAINS REQUIRED ON WINGS 1 & 2. SEE ROADWAY PLANS FOR DETAILS.



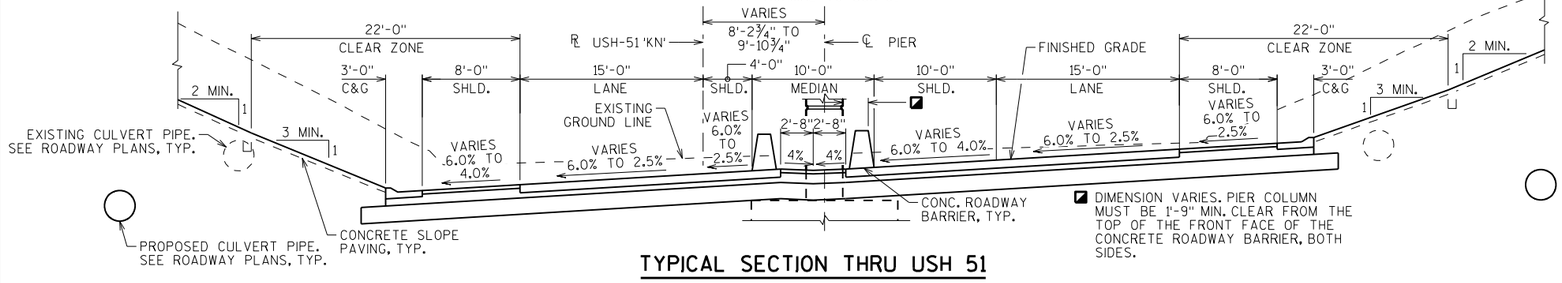
PLAN

2-SPAN - 36W" PRESTRESSED GIRDER



ELEVATION

NORMAL TO USH-51



TYPICAL SECTION THRU USH 51

LOOKING WEST

◪ DIMENSION VARIES. PIER COLUMN MUST BE 1'-9" MIN. CLEAR FROM THE TOP OF THE FRONT FACE OF THE CONCRETE ROADWAY BARRIER, BOTH SIDES.

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF=1.09
OPERATING RATING FACTOR: RF=1.55
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY
(HPC) DECK, PARAPET, DIAPHRAGMS, APPROACH SLAB ——— f'c = 4,000 P.S.I.
ALL OTHER (INCL. APPROACH SLAB FTG.) ——— f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 ——— fy = 60,000 P.S.I.
BAR STEEL REINFORCEMENT STAINLESS, GRADE 60 ——— fy = 60,000 P.S.I.

36W" PRESTRESSED GIRDERS, CONCRETE MASONRY ——— f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON 10X42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 20'-0" LONG.

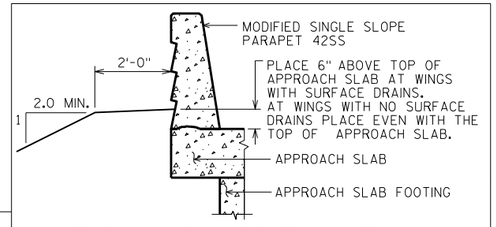
PREBORING REQUIRED AT SOUTH ABUTMENT PILES. OBTAIN 14'-6" MIN. PILE LENGTH BELOW SUBSTRUCTURE.

PREBORING REQUIRED AT NORTH ABUTMENT PILES. OBTAIN 15'-6" MIN. PILE LENGTH BELOW SUBSTRUCTURE.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING NATIVE SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 8,000 PSF ***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER FOOTING.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

***THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.



TYPICAL FILL SECTION AT WING BACKFACE

CURVE DATA

USH-51 'KN'		IH-39 NB RAMP 'KA'	
P.I. =	46'KN'+91.10	P.I. =	808'KA'+86.09
Δ =	55°04'39.11"	Δ =	3°08'16.49"
D =	8°42'27.23"	D =	0°37'39.20"
T =	343.10	T =	250.07
L =	632.53	L =	500.02
R =	658.0	R =	9130.0
S.E. =	6.00%	S.E. =	2.00%
P.C.C. =	43'KN'+48.00	P.C. =	806'KA'+36.02
P.T. =	49'KN'+80.52	E.P. =	811'KA'+36.04

TRAFFIC VOLUME

USH-51	IH-39
A.D.T.=2,950 (2040)	A.D.T.=70,300 (2040)
R.D.S.=60 M.P.H.	R.D.S.=70 M.P.H.

STRUCTURE DESIGN CONTACTS:

ADAM SWIERCZEK (608) 267-4593
AARON BONK (608) 261-0261

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & PROFILES
3. QUANTITIES
4. SUBSURFACE EXPLORATION
5. SOUTH ABUTMENT
6. SOUTH ABUTMENT DETAILS
7. NORTH ABUTMENT
8. NORTH ABUTMENT DETAILS
9. PIER
10. PIER DETAILS
11. PIER ALTERNATE
12. 36W" PRESTRESSED GIRDER DETAILS 1
13. 36W" PRESTRESSED GIRDER DETAILS 2
14. STEEL DIAPHRAGM
15. SUPERSTRUCTURE CROSS SECTION
16. SUPERSTRUCTURE PLAN
17. SUPERSTRUCTURE DETAILS
18. S. STRUCTURAL APPROACH SLAB
19. N. STRUCTURAL APPROACH SLAB
20. MODIFIED SINGLE SLOPE PARAPET 42SS
21. CONDUIT DETAILS
22. AESTHETIC DETAILS
23. B-13-708 CONCRETE SLOPE PAVING
24. ALTERNATE CONSTRUCTION JOINT

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 4/21/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-13-708

NB IH-39/90 OVER USH-51

COUNTY	TOWN ~~CITY/VILLAGE~~
DANE	ALBION

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
ABS	SAD	ABS	SAD

GENERAL PLAN

SHEET 1 OF 24

689

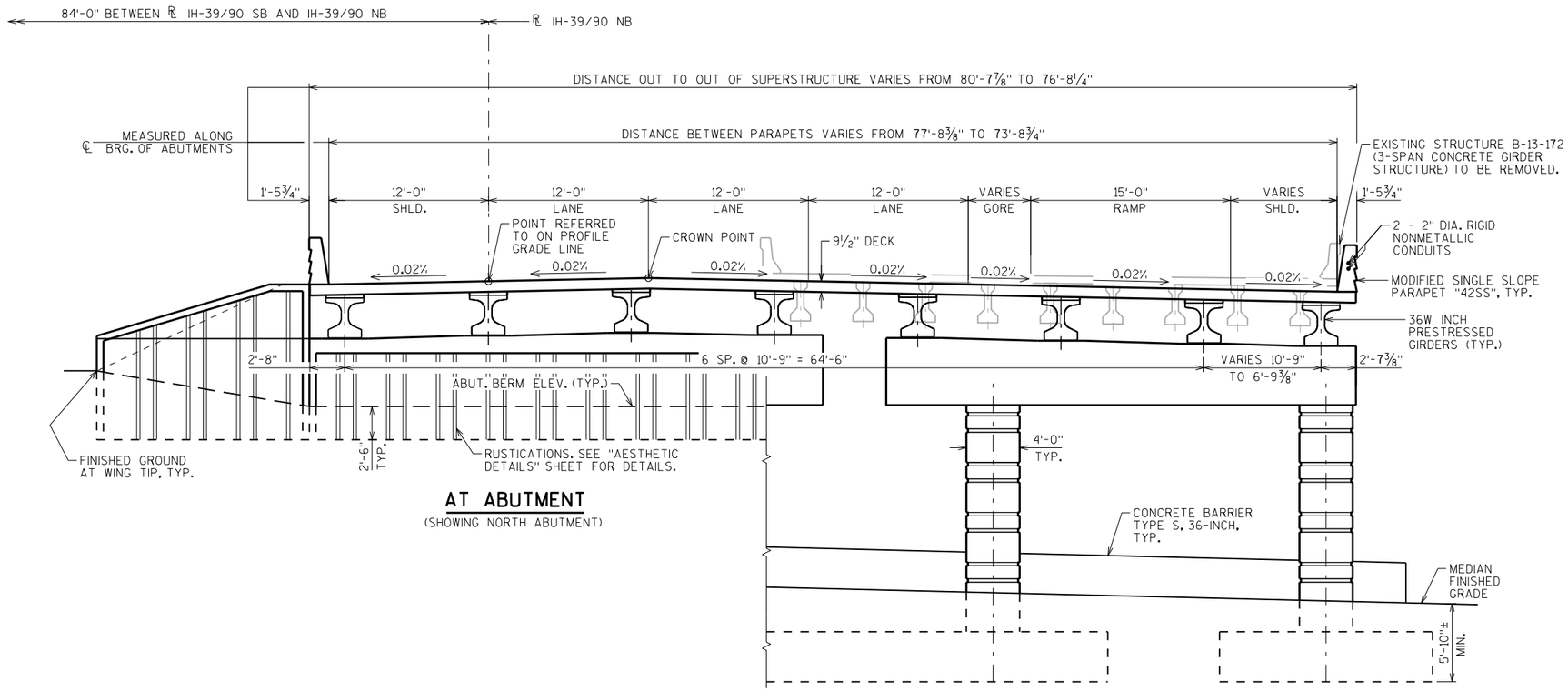
SCALE = 12

I.D. 1007-10-01S

DATE: APRIL 2016

STATE PROJECT NUMBER

1007-11-75



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY ABS | PLANS CK'D. SAD

CROSS SECTION & PROFILES

SHEET 2

690

SCALE = 5

8

8

STATE PROJECT NUMBER

1007-11-75

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH APP. SLAB	SOUTH ABUT.	PIER	NORTH ABUT.	NORTH APP. SLAB	TOTALS
203.0200	REMOVING OLD STRUCTURE STA. 1810'NB'+90	LS	———	———	———	———	———	———	1
203.0210.S	ABATEMENT OF ASBESTOS CONTAINING MATERIAL B-13-708	LS	———	———	———	———	———	———	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-13-708	LS	———	———	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	———	357	———	353	———	710
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	———	241	———	———	———	229	470
501.1000.S	ICE HOT WEATHER CONCRETING	LB	8,420	———	———	———	———	———	8,420
502.0100	CONCRETE MASONRY BRIDGES	CY	———	22	105	201	104	20	452
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1,325	175	———	———	———	165	1,665
502.3210	PIGMENTED SURFACE SEALER	SY	150	20	———	———	———	20	190
503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	1,206	———	———	———	———	———	1,206
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	———	———	5,990	7,070	5,710	———	18,770
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	74,980	17,940	1,790	21,840	1,890	17,020	132,410
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	2,660	———	———	———	———	———	2,660
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	32	———	———	———	———	———	32
506.4000	STEEL DIAPHRAGMS B-13-708	EACH	14	———	———	———	———	———	14
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	———	21	———	21	———	42
517.1010.S	CONCRETE STAINING B-13-708	SF	3,790	160	765	1,615	775	160	7,265
550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	———	———	203	———	202	———	405
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	———	———	231	———	228	———	459
604.0400	SLOPE PAVING CONCRETE	SY	———	———	396	———	320	———	716
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	———	370	———	360	———	730
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	4	———	———	———	———	———	4
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	40	6	———	———	———	6	52
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	277	56	———	———	———	56	389
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	2	———	———	———	———	———	2
SPV.0035.701	HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES	CY	504	86	———	———	———	81	671
SPV.0165.701	LONGITUDINAL GROOVING BRIDGE DECK	SF	11,550	1,560	———	———	———	1,470	14,580
	NON-BID ITEMS								
	FILLER	SIZE	———	———	———	———	———	———	1/2", 3/4", 1", 1 1/2"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE AND APPROACH SLABS.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPETS ON APPROACH SLABS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

THE EXISTING STRUCTURE COINCIDENT WITH B-13-708, B-13-172, IS A 3 SPAN CONCRETE GIRDER STRUCTURE WITH AN OVERALL WIDTH OF 40'-0" AND AN OVERALL LENGTH OF 145'-0 1/2"AND IS TO BE REMOVED. THE CAULK IN THE PARAPET EXPANSION JOINT TESTED POSITIVE FOR HAVING >1% ASBESTOS-CONTAINING MATERIAL.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIER.

BEVEL ALL EXPOSED EDGES OF CONCRETE 3/4" UNLESS SHOWN OTHERWISE.

THE CONCRETE QUANTITIES FOR PARAPETS, SUPERSTRUCTURE DECK, APPROACH SLABS, CONCRETE DIAPHRAGMS, AND HAUNCH OVER GIRDERS SHALL BE PAID FOR UNDER THE BID ITEM "HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES".

THE RUSTICATIONS IN THE ABUTMENTS AND PIER COLUMNS ARE INCLUDED IN THE BID ITEM "CONCRETE MASONRY BRIDGES."

THE RUSTICATION IN THE BACK FACES OF THE PARAPET ARE INCLUDED IN THE BID ITEM "HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES."

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M 153, TYPE I, II, OR III OR A.A.S.H.T.O. DESIGNATION M 213.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY ABS | PLANS CK'D. SAD

QUANTITIES

SHEET 3

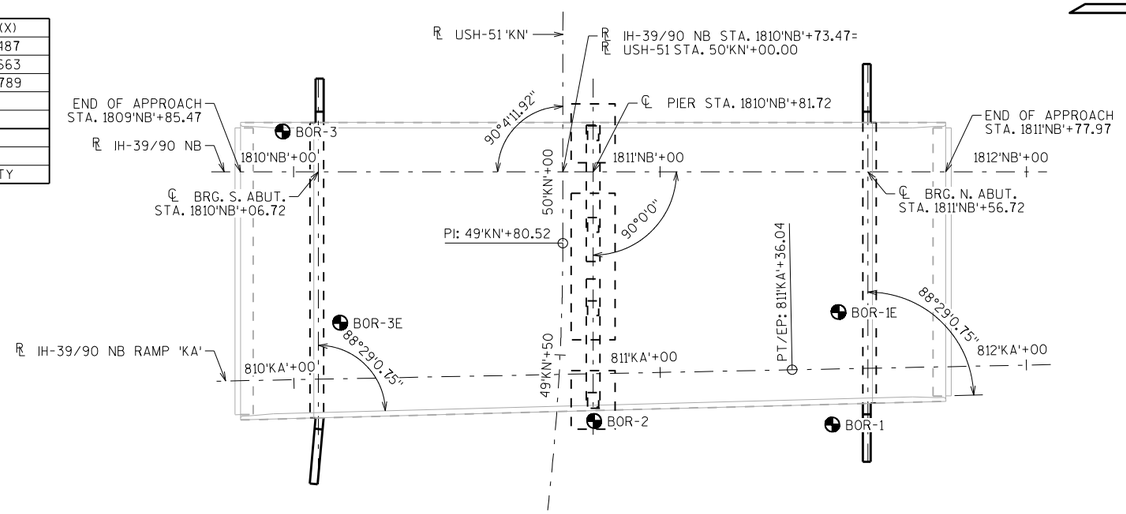
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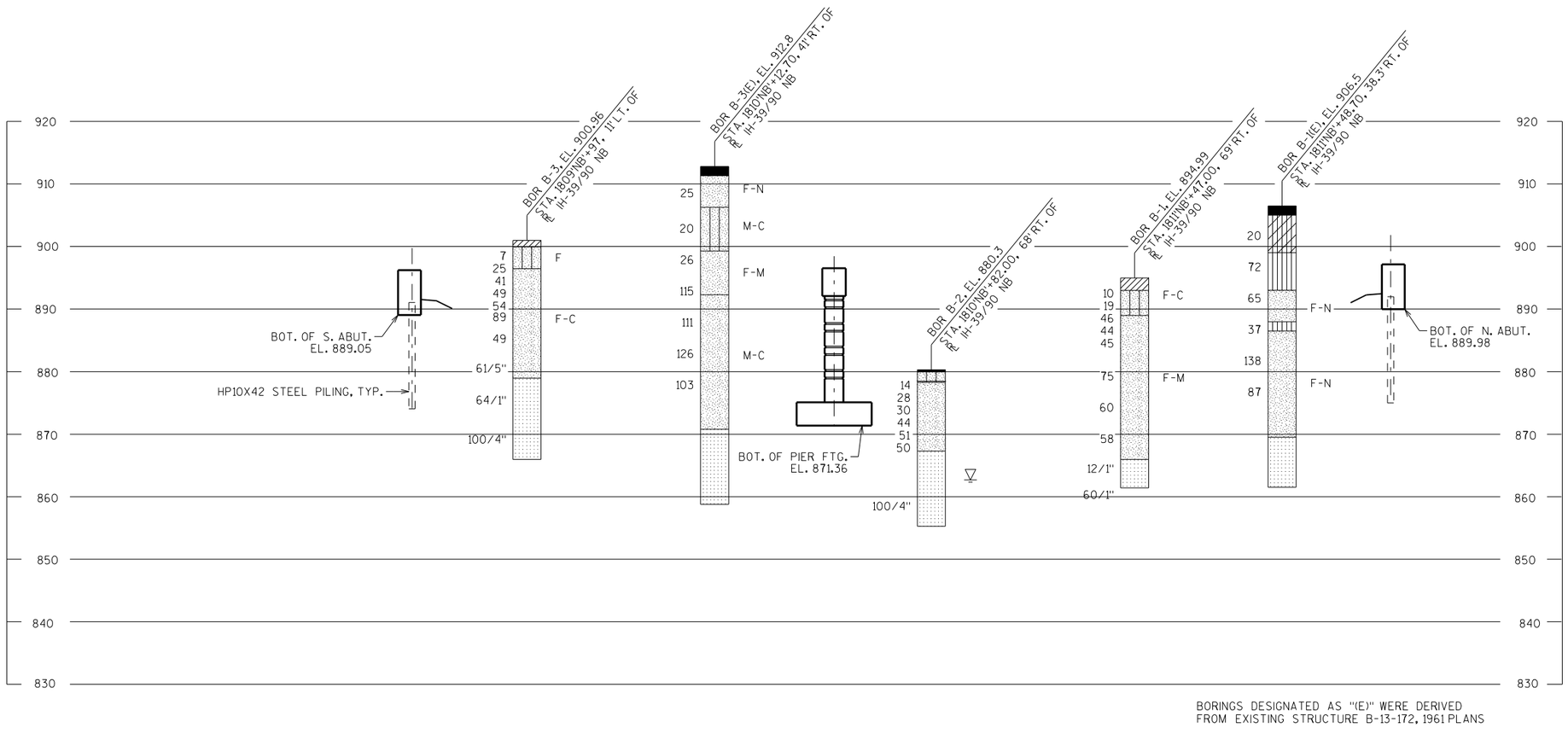
SCALE = 5

ILLINOIS STATE LINE - MADISON
SOUTH DANE COUNTY LINE TO UP RR

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	8/18/2014	438393.8248	898089.8487
2	8/13/2014	438461.2336	898067.0663
3	8/7/2014	438329.3832	898008.0789

BORINGS COMPLETED BY: SOILS AND ENGINEERING SERVICES
REPORT COMPLETED BY: WISDOT
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY





BORINGS DESIGNATED AS "(E)" WERE DERIVED FROM EXISTING STRUCTURE B-13-172, 1961 PLANS

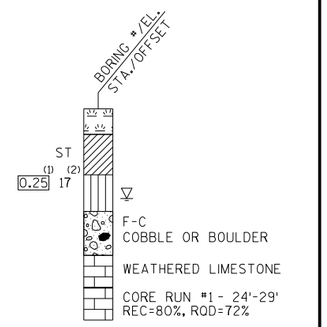
STATE PROJECT NUMBER

1007-11-75

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY PR/ABS | PLANS CK'D. SAD

SUBSURFACE EXPLORATION

SHEET 4

692

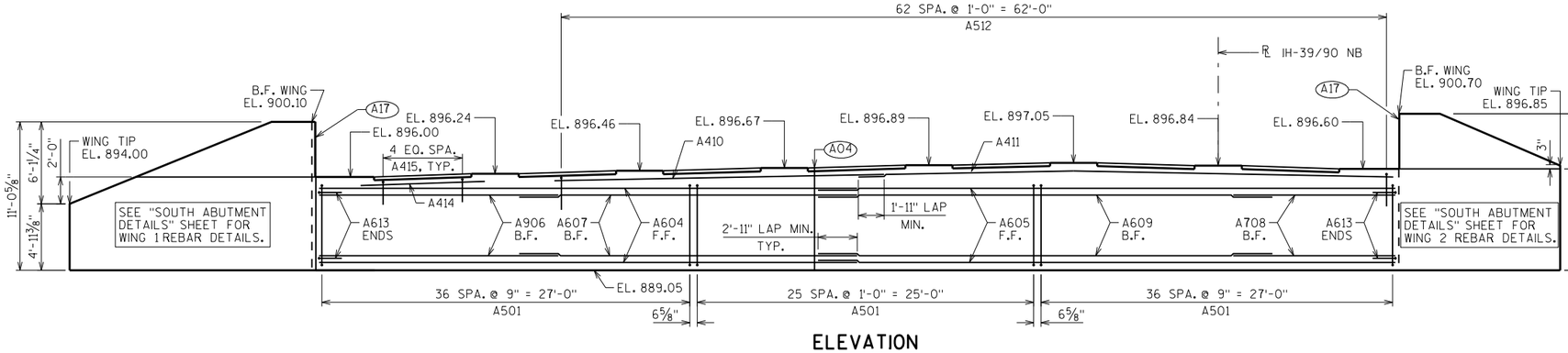
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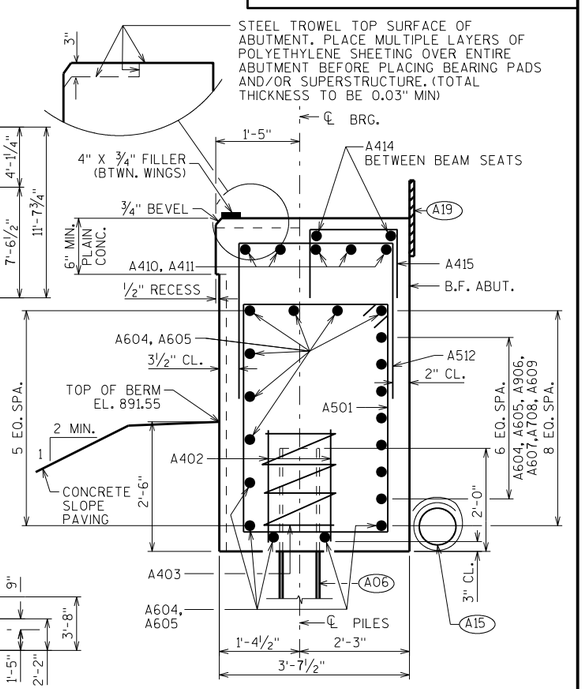
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STATE PROJECT NUMBER

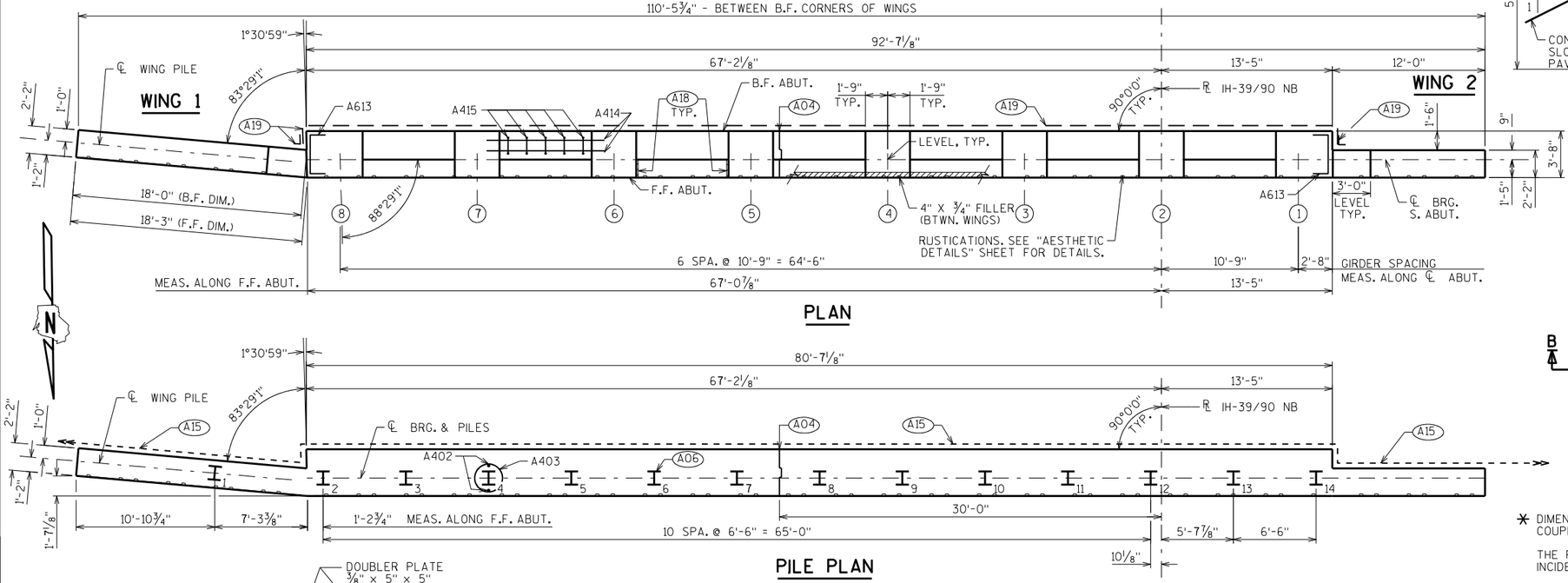
1007-11-75



ELEVATION
LOOKING SOUTH

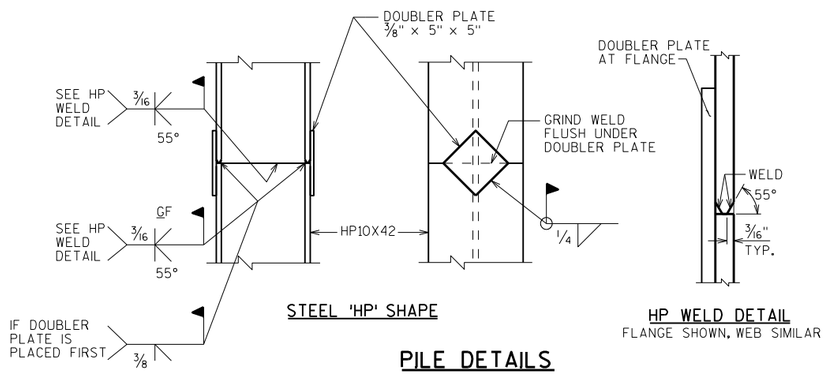


SECTION THRU BODY



PLAN

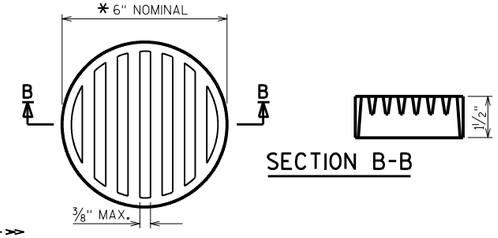
PILE PLAN



STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN. WEB SIMILAR

PILE DETAILS



SECTION B-B

RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 20'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. PRE-BORING REQUIRED TO OBTAIN MIN. 14'-6" PILE DEPTH BELOW SUBSTRUCTURE

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY ABS | PLANS CK'D. SAD

SOUTH ABUTMENT

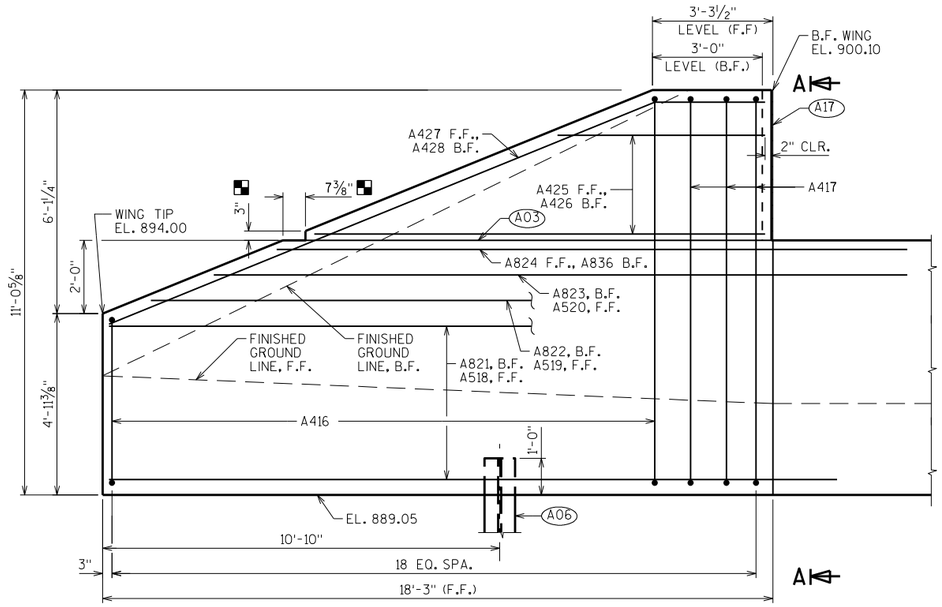
SHEET 5

693

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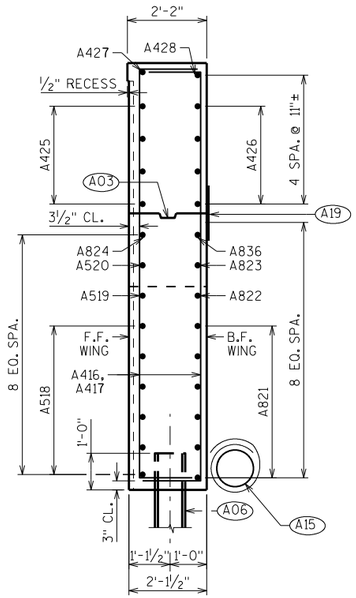
STATE PROJECT NUMBER

1007-11-75

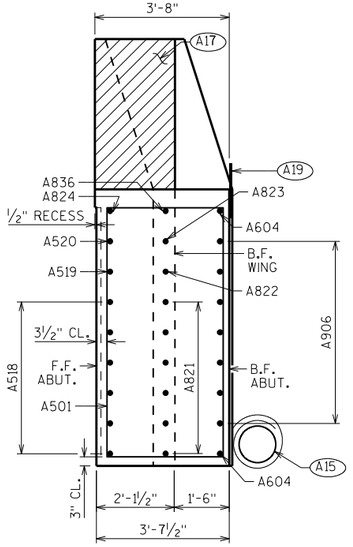


WING 1 ELEVATION

■ ONLY USE NOTCH IF OPTIONAL CONSTRUCTION JOINT IS USED.



WING 1 SECTION



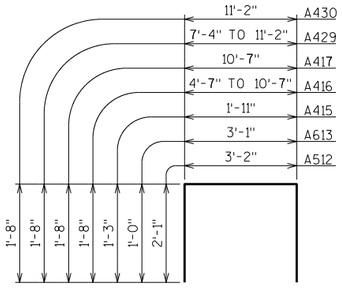
SECTION A-A

BILL OF BARS

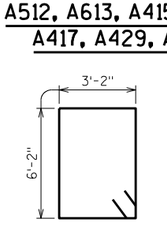
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
A501		100	19'-4"	X		BODY - STIRRUPS
A402		26	2'-3"			PILES - 2 PER BODY PILE
A403		13	28'-0"	X		PILES - 1 PER BODY PILE
A604		12	40'-1"			BODY - HORIZ. - F.F.
A605		12	43'-0"			BODY - HORIZ. - F.F.
A906		7	18'-0"			BODY - HORIZ. - B.F.
A607		7	25'-0"			BODY - HORIZ. - B.F.
A708		7	12'-0"			BODY - HORIZ. - B.F.
A609		7	33'-11"			BODY - HORIZ. - B.F.
A410		5	25'-4"			BODY - HORIZ. - UNDER GIRS. 5-6
A411		5	40'-0"			BODY - HORIZ. - UNDER GIRS. 1-4
A512		63	7'-1"	X		BODY - VERT.
A613		14	4'-9"	X		BODY - HORIZ. - ENDS
A414		14	9'-3"			BODY - HORIZ. - BETWEEN BEAM SEATS
A415		35	4'-3"	X		BODY - VERT. - BETWEEN BEAM SEATS
A416	X	32	10'-9"	X	⚠	WING 1 - VERT - F.F.-B.F.
A417	X	6	13'-9"	X		WING 1 - VERT - F.F.-B.F.
A518	X	6	19'-11"	X		WING 1 - HORIZ. - F.F.
A519	X	1	19'-1"	X		WING 1 - HORIZ. - F.F.
A520	X	1	17'-2"	X		WING 1 - HORIZ. - F.F.
A821	X	6	21'-10"			WING 1 - HORIZ. - B.F.
A822	X	1	21'-1"			WING 1 - HORIZ. - B.F.
A823	X	1	19'-0"			WING 1 - HORIZ. - B.F.
A824	X	1	16'-9"	X		WING 1 - HORIZ. - TOP - F.F.
A425	X	4	8'-10"		⚠	WING 1 - HORIZ. - F.F.
A426	X	4	8'-7"		⚠	WING 1 - HORIZ. - B.F.
A427	X	1	19'-1"	X		WING 1 - HORIZ. - TOP - F.F.
A428	X	1	18'-10"	X		WING 1 - HORIZ. - TOP - B.F.
A429	X	20	12'-5"	X	⚠	WING 2 - VERT - F.F.-B.F.
A430	X	6	14'-4"	X		WING 2 - VERT - F.F.-B.F.
A531	X	8	13'-7"			WING 2 - HORIZ. - F.F.
A732	X	8	14'-7"			WING 2 - HORIZ. - B.F.
A833	X	2	15'-6"			WING 2 - HORIZ. - TOP
A434	X	8	8'-3"		⚠	WING 2 - HORIZ. - F.F. - B.F.
A435	X	2	12'-5"	X		WING 2 - HORIZ. - TOP
A836	X	1	17'-0"			WING 1 - HORIZ. - TOP - B.F.

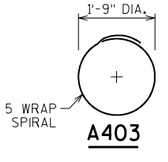
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



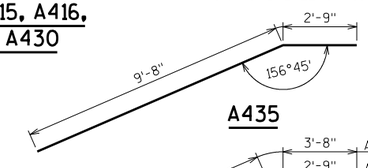
A512, A613, A415, A416, A417, A429, A430



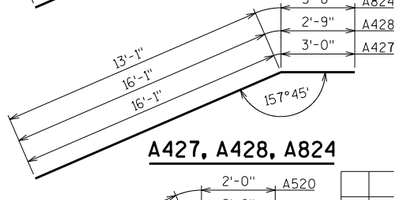
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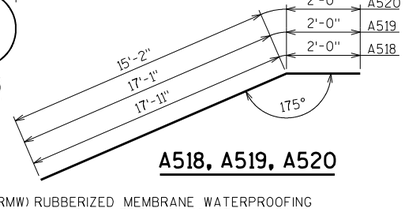
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A435



A427, A428, A824

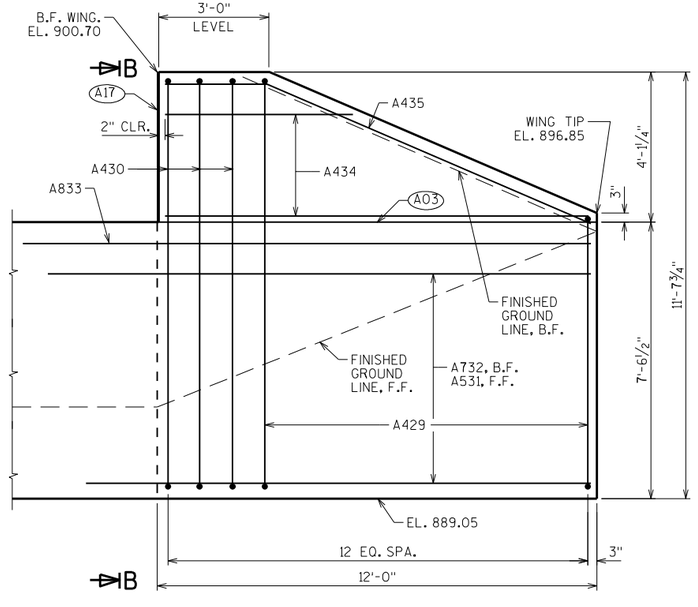


A518, A519, A520

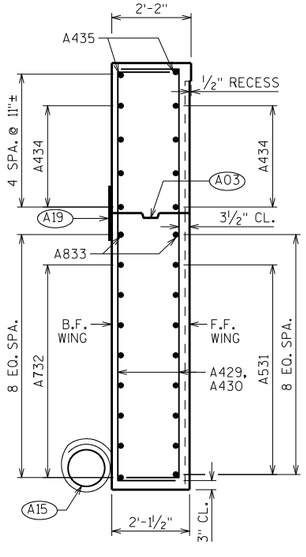
BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
A416	2 SERIES OF 16	7'-9" TO 13'-9"
A425	1 SERIES OF 4	5'-5" TO 12'-3"
A426	1 SERIES OF 4	5'-2" TO 12'-0"
A429	2 SERIES OF 10	10'-6" TO 14'-4"
A434	2 SERIES OF 4	5'-0" TO 11'-6"

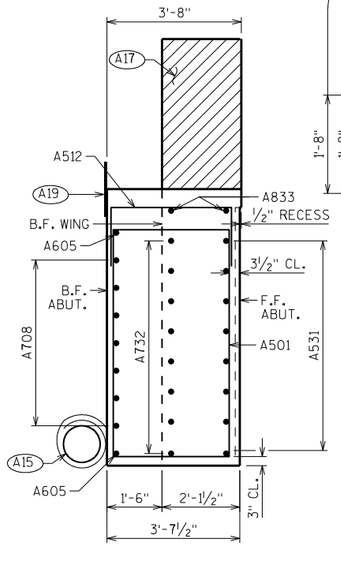
BUNDLE AND TAG EACH SERIES SEPARATELY.



WING 2 ELEVATION



WING 2 SECTION



SECTION B-B

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT WING ON HP 10 x 42 STEEL PILING, ESTIMATED 20'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. PRE-BORING REQUIRED TO OBTAIN MIN. 14'-6" PILE DEPTH BELOW SUBSTRUCTURE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH); SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY ABS | PLANS CK'D. SAD

SOUTH ABUTMENT DETAILS

SHEET 6

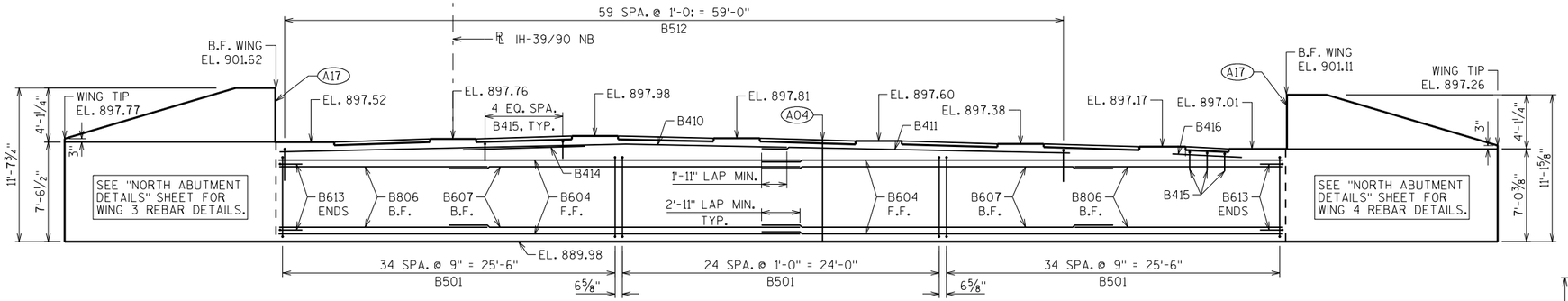
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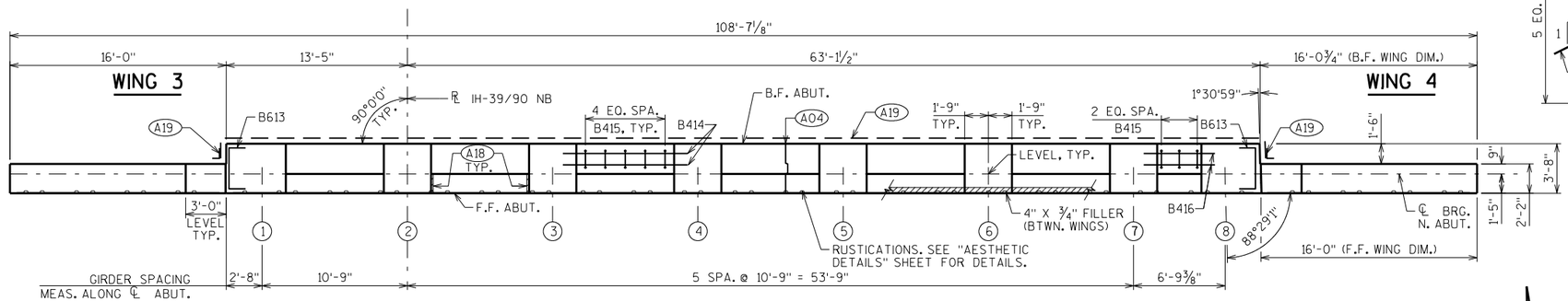
STATE PROJECT NUMBER

1007-11-75

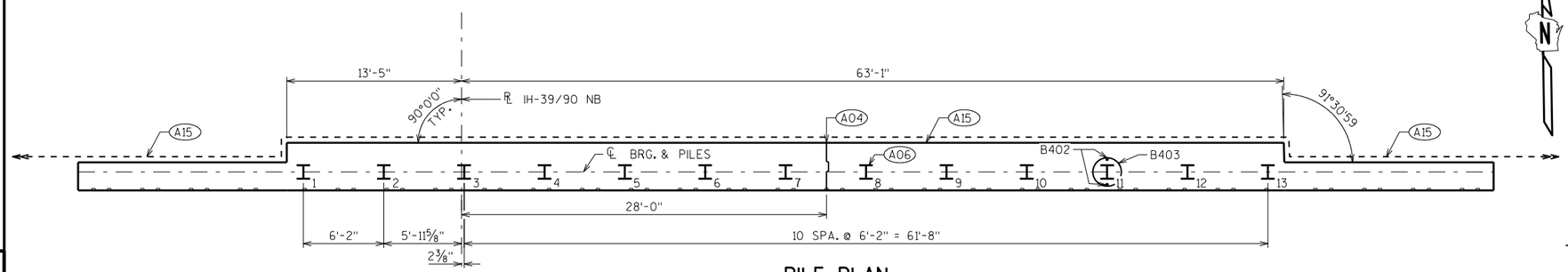


ELEVATION

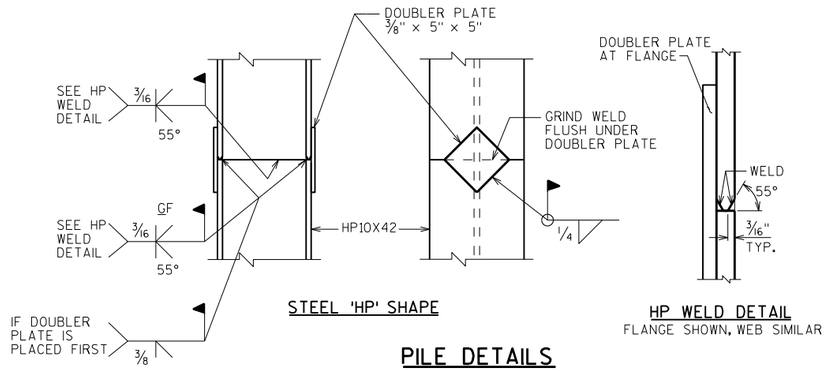
LOOKING NORTH



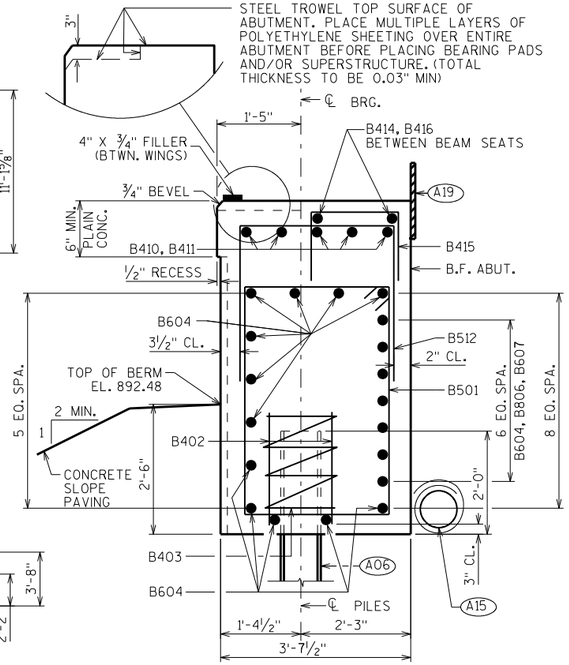
PLAN



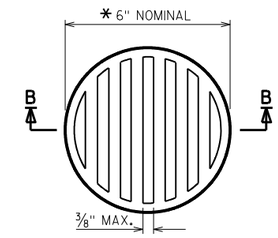
PILE PLAN



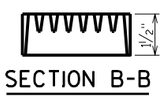
PILE DETAILS



SECTION THRU BODY



RODENT SHIELD DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 X 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A06) SUPPORT ABUTMENT ON HP 10 X 42 STEEL PILING, ESTIMATED 20'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. PRE-BORING REQUIRED TO OBTAIN MIN. 15'-6" PILE DEPTH BELOW SUBSTRUCTURE

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY ABS | PLANS CK'D. SAD

NORTH ABUTMENT

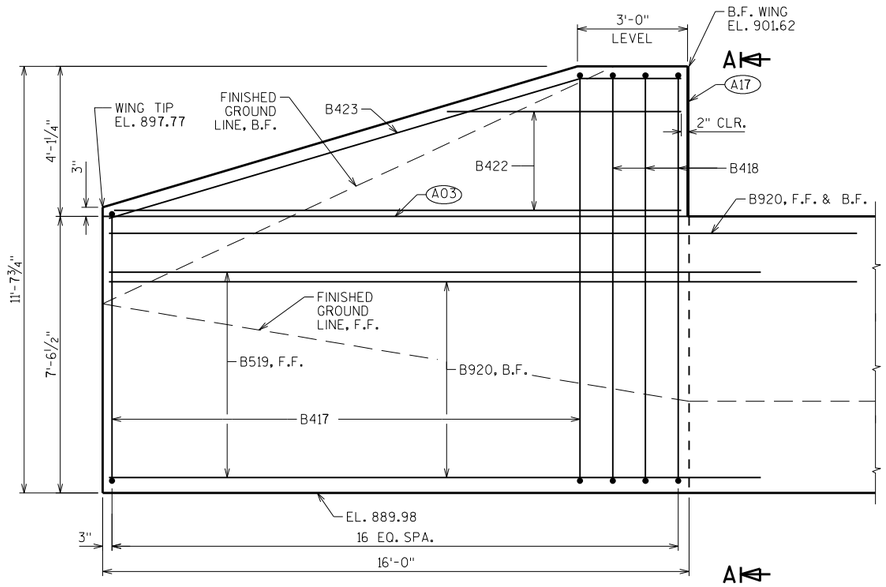
SHEET 7

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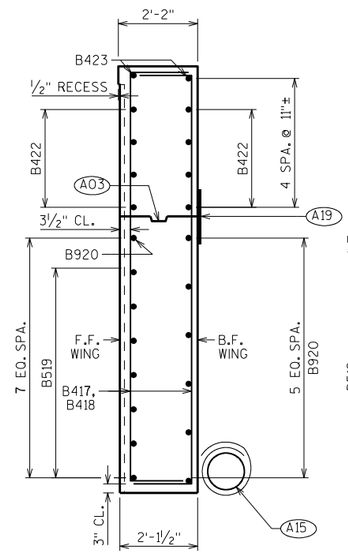
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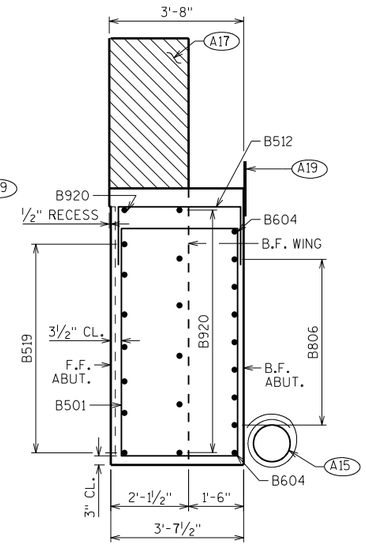
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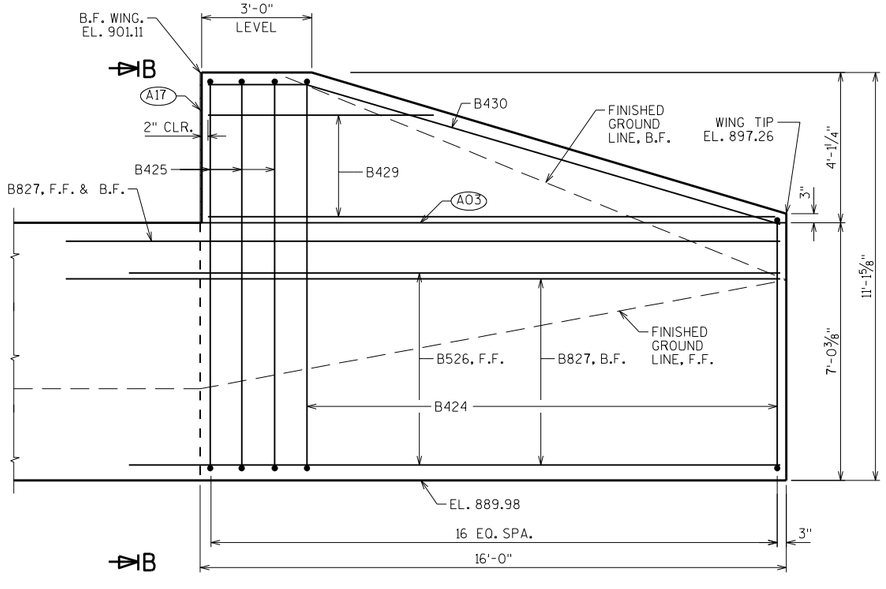
WING 3 ELEVATION



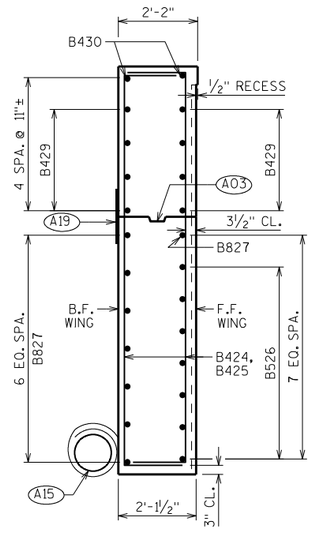
WING 3 SECTION



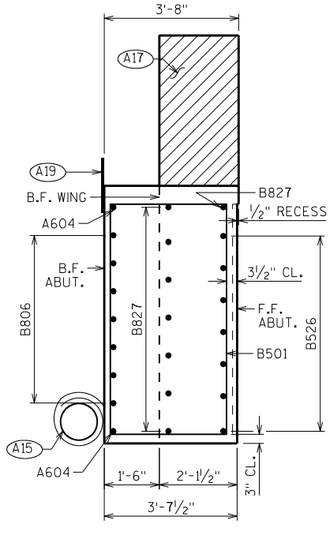
SECTION A-A



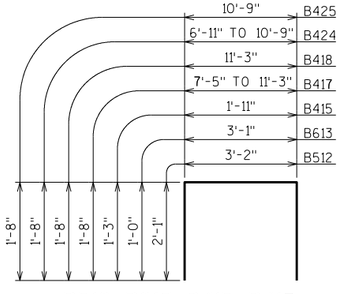
WING 4 ELEVATION



WING 4 SECTION



SECTION B-B

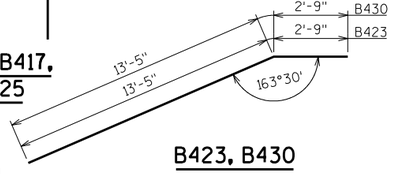


B512, B613, B415, B417, B418, B424, B425

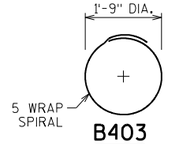
BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
B417	2 SERIES OF 14	10'-7" TO 14'-5"
B422	2 SERIES OF 4	6'-1" TO 15'-5"
B424	2 SERIES OF 14	10'-1" TO 13'-11"
B429	2 SERIES OF 4	6'-1" TO 15'-5"

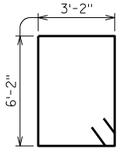
BUNDLE AND TAG EACH SERIES SEPARATELY.



B423, B430



B403



B501

STATE PROJECT NUMBER

1007-11-75

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
B501		95	19'-4"	X		BODY - STIRRUPS
B402		26	2'-3"			PILES - 2 PER BODY PILE
B403		13	28'-0"	X		PILES - 1 PER BODY PILE
B604		24	39'-7"			BODY - HORIZ. - F.F.
B605		0	0'-0"			NOT USED
B806		14	16'-0"			BODY - HORIZ. - B.F.
B607		14	26'-6"			BODY - HORIZ. - B.F.
B808		0	0'-0"			NOT USED
B609		0	0'-0"			NOT USED
B410		5	38'-7"			BODY - HORIZ. - UNDER GIRS. 5-6
B411		5	23'-4"			BODY - HORIZ. - UNDER GIRS. 1-4
B512		60	7'-1"	X		BODY - VERT. - UNDER GIRS. 1-6
B613		14	4'-9"	X		BODY - HORIZ. - ENDS
B414		12	9'-3"			BODY - HORIZ. - BETWEEN BEAM SEATS
B415		33	4'-3"	X		BODY - VERT. - BETWEEN BEAM SEATS
B416		2	5'-3"			BODY - HORIZ. - BETWEEN GIRS. 7-8
B417	X	28	12'-6"	X		WING 3 - VERT - F.F.-B.F.
B418	X	6	14'-5"	X		WING 3 - VERT - F.F.-B.F.
B519	X	7	17'-7"			WING 3 - HORIZ. - F.F.
B920	X	7	20'-5"			WING 3 - HORIZ. - B.F. & TOP
B921		0	0'-0"			NOT USED
B422	X	8	10'-9"			WING 3 - HORIZ. - F.F.-B.F.
B423	X	2	16'-2"	X		WING 3 - HORIZ. - TOP
B424	X	28	12'-0"	X		WING 4 - VERT - F.F.-B.F.
B425	X	6	13'-11"	X		WING 4 - VERT - F.F.-B.F.
B526	X	7	17'-7"			WING 4 - HORIZ. - F.F.
B827	X	8	19'-6"			WING 4 - HORIZ. - B.F. & TOP
B828		0	0'-0"			NOT USED
B429	X	8	10'-9"			WING 4 - HORIZ. - F.F.-B.F.
B430	X	2	16'-2"	X		WING 4 - HORIZ. - TOP

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 × 6. (18" R.M.W. @ B.F. IF JOINT IS USED).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

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NORTH ABUTMENT DETAILS

SHEET 8

696

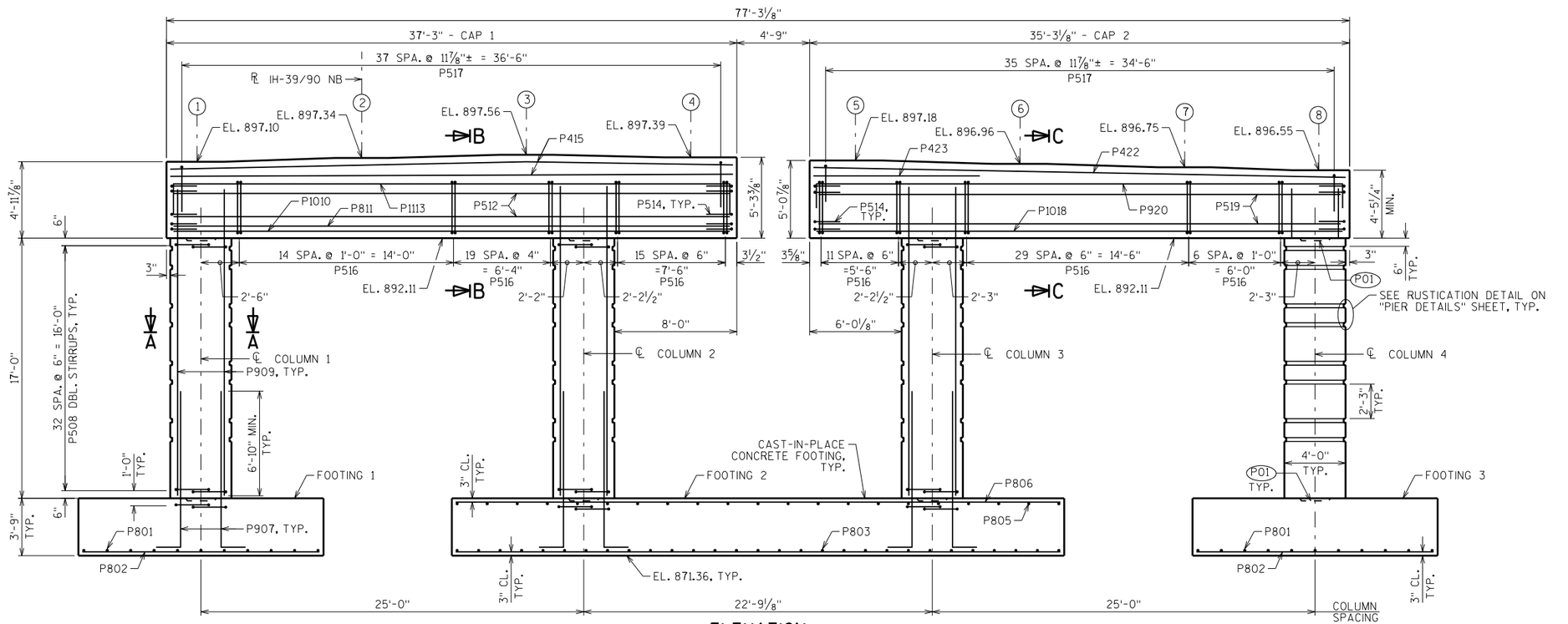
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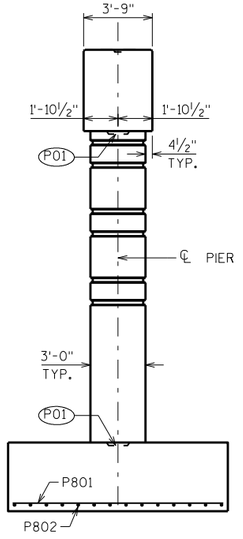
STATE PROJECT NUMBER

1007-11-75



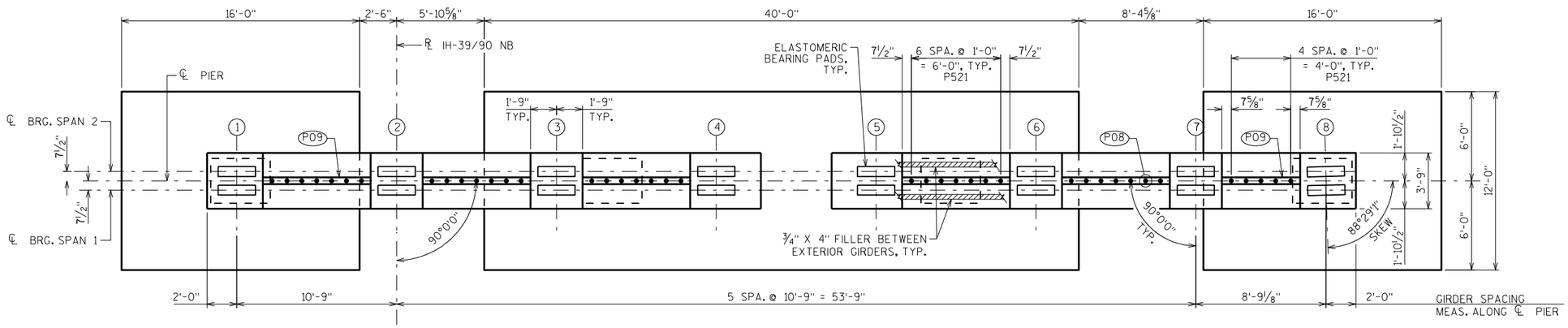
ELEVATION

LOOKING NORTH



END VIEW

LOOKING WEST
(FOOTING 3 SHOWN)



PLAN

N

P01 2'-0" X 1'-3" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

P08 P521 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

P09 KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.

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STRUCTURE B-13-708

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PIER

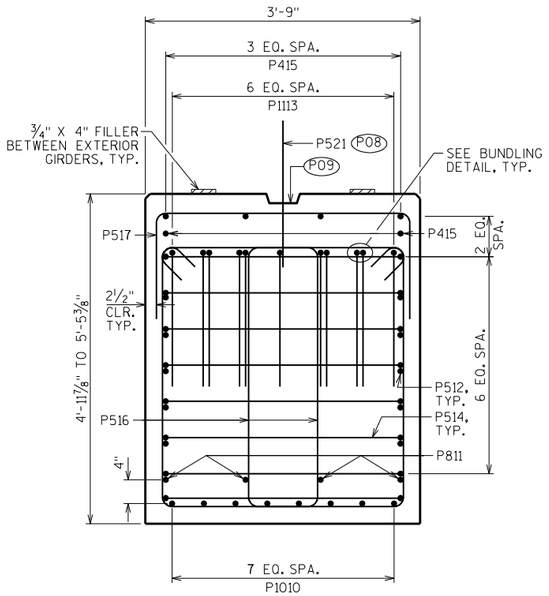
SHEET 9

697

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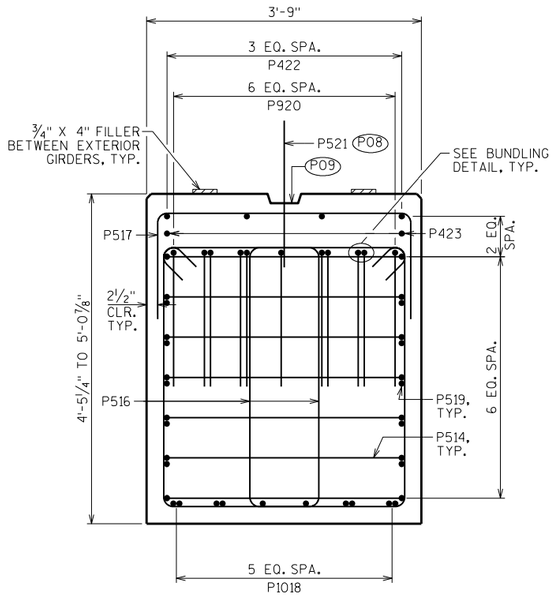
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SECTION B-B

SECTION THRU CAP 1



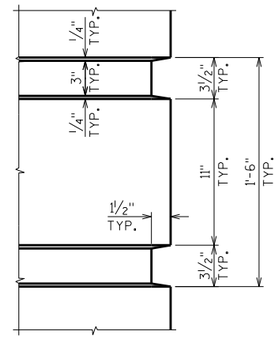
SECTION C-C

SECTION THRU CAP 2

(P01) 2'-0" X 1'-3" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

(P08) P521 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.



RUSTICATION DETAIL

STATE PROJECT NUMBER

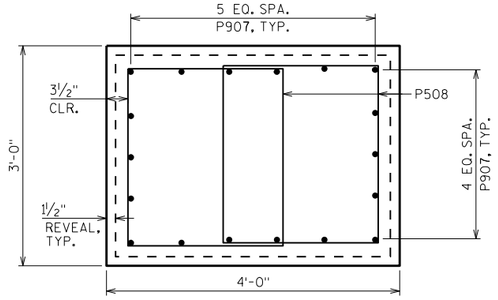
1007-11-75

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
P801		22	11'-6"			FOOTINGS 1 & 3 - TRANS. - BOTTOM MAT
P802		28	15'-6"			FOOTINGS 1 & 3 - LONG. - BOTTOM MAT
P803		29	11'-6"			FOOTING 2 - TRANS. - BOTTOM MAT
P804		16	39'-6"			FOOTING 2 - LONG. - BOTTOM MAT
P805		21	11'-6"			FOOTING 2 - TRANS. - TOP MAT
P806		19	39'-6"			FOOTING 2 - LONG. - TOP MAT
P907	X	72	11'-8"	X		FOOTING/COLUMN - VERT.
P508	X	272	10'-0"	X		COLUMN - HORIZ. - STIRRUPS
P909	X	72	20'-4"			COLUMN - VERT.
P1010	X	8	36'-9"			CAP 1 - HORIZ. - BOTTOM
P811	X	4	36'-9"			CAP 1 - HORIZ. - BOTTOM
P512	X	10	36'-9"			CAP 1 - HORIZ. - SIDES
P1113	X	11	40'-1"	X		CAP 1 - HORIZ. - TOP
P514	X	30	6'-7"	X		CAP 1 - HORIZ. - ENDS
P415	X	6	36'-9"			CAP 1 - HORIZ. - TOP
P516	X	196	12'-2"	X		CAP - VERT. - STIRRUPS
P517	X	74	6'-5"	X		CAP 1 - VERT. - TOP
P1018	X	10	34'-9"			CAP 2 - HORIZ. - BOTTOM
P519	X	10	34'-9"			CAP 2 - HORIZ. - SIDES
P920	X	11	37'-5"	X		CAP 2 - HORIZ. - TOP
P521	X	40	2'-0"			CAP STAB BARS
P422	X	4	34'-9"			CAP 2 - HORIZ. - TOP
P423	X	2	10'-6"			CAP 2 - HORIZ. - TOP

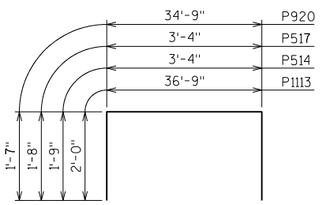
BUNDLING DETAIL



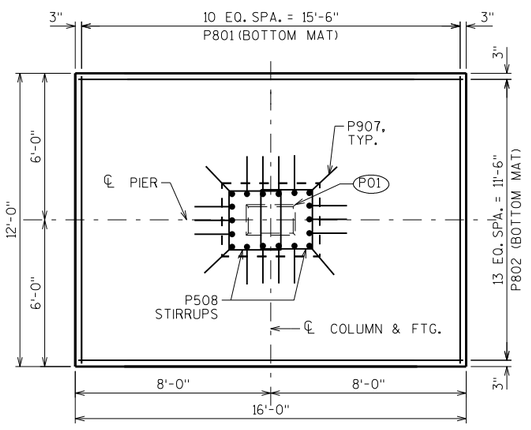
SECTION A-A

P508, P516

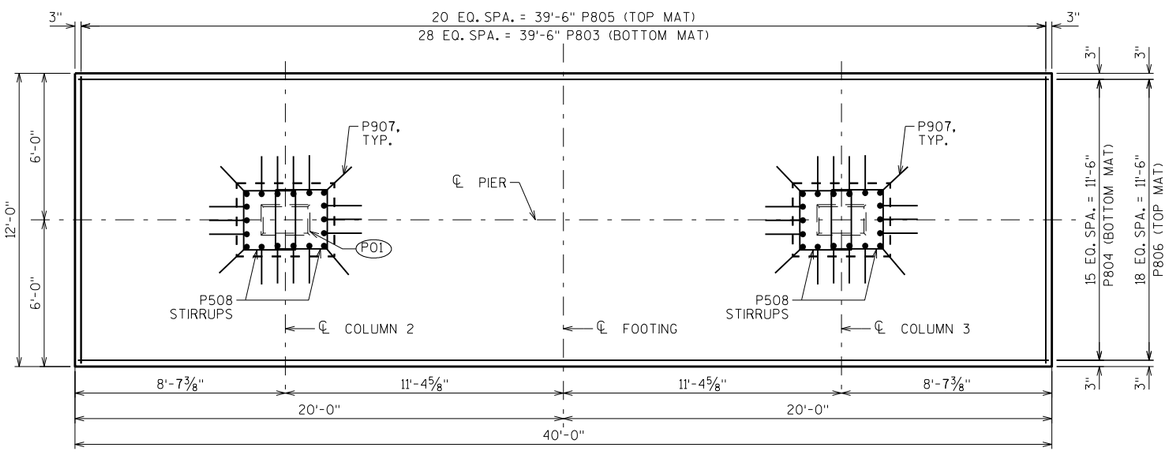
P907



P1113, P514, P517, P920



FOOTING 1 & 3 REINFORCEMENT PLAN



FOOTING 2 REINFORCEMENT PLAN

NO.	DATE	REVISION	BY

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STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

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PIER DETAILS

SHEET 10

698

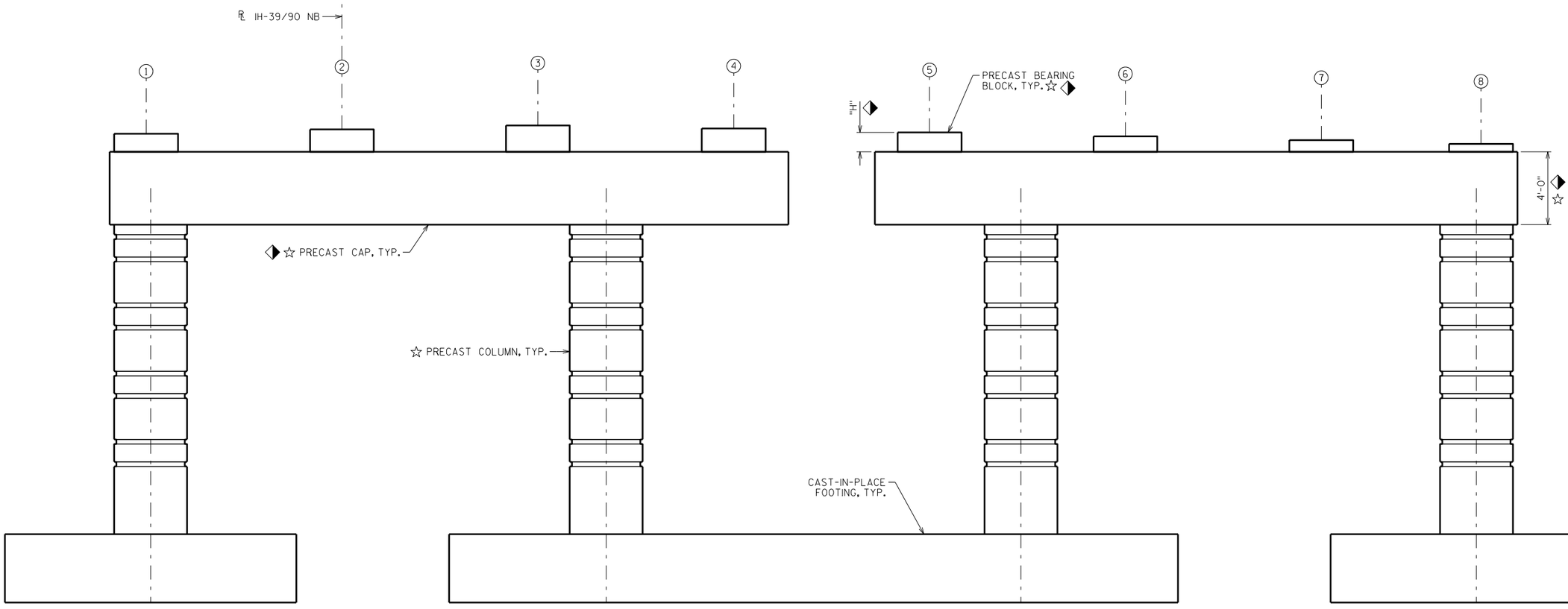
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ELEVATION OF OPTIONAL PRECAST PIER

FOR INFORMATION ONLY.
CONTACT DAVE KIEKBUSCH (608) 266-5084 AND
JAMES LUEBKE (608) 266-5098 FOR PRECAST DETAILS

8

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☆ THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE PIER IN LIEU OF THE CAST-IN-PLACE PIER WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE PIER SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 7 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL AND SPECIAL PROVISION RELATED TO PRECAST ELEMENTS WITH THE EXCEPTION OF METHOD OF PAYMENT. PAYMENT FOR THE PRECAST PIER SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES" FOR THE CAST-IN-PLACE PIER.

◆ IF THE CONTRACTOR CHOOSES TO FURNISH PRECAST PIER MEMBERS, THE CAP HEIGHT SHALL BE 4'-0". THE REMAINING DIFFERENCE BETWEEN THE BEAM SEAT ELEVATIONS AND THE TOP OF THE 4'-0" CAP WILL BE THE "H" DIMENSION OF THE PRECAST BEARING BLOCKS.

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STRUCTURE B-13-708

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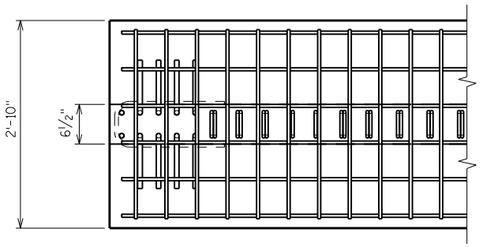
PIER ALTERNATE

SHEET 11

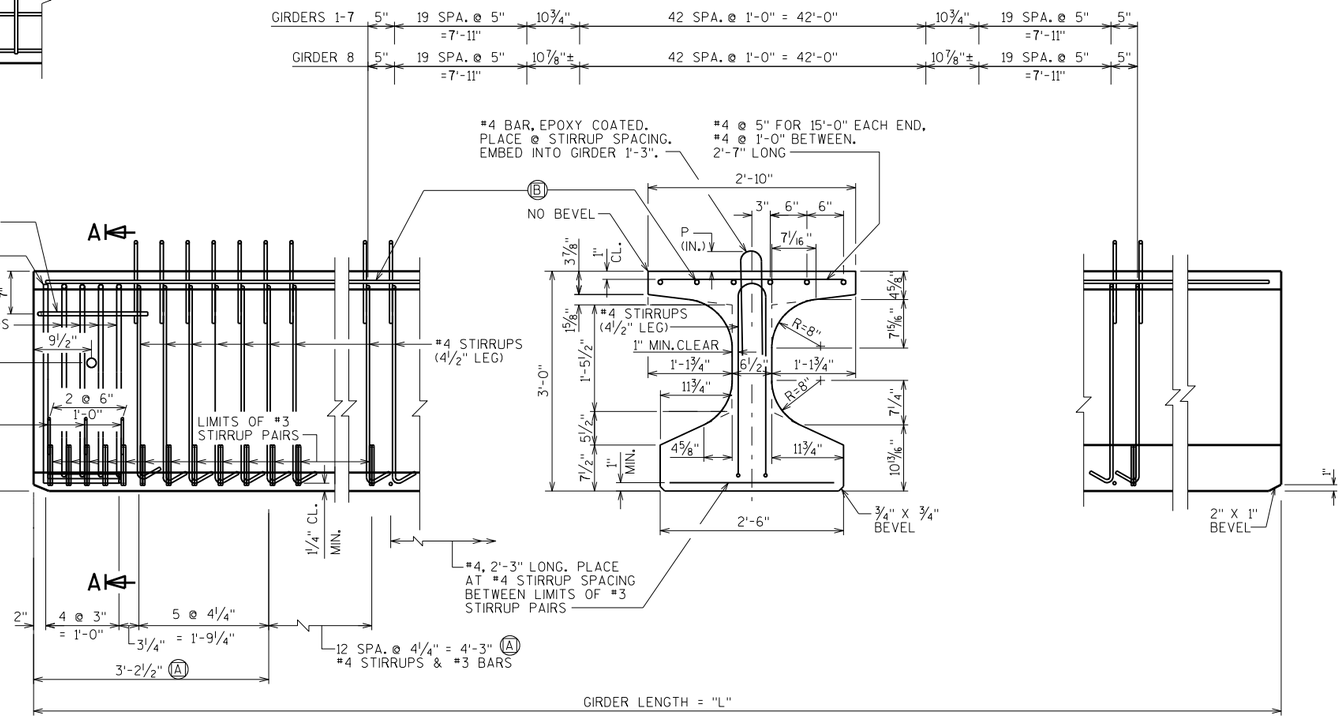
699

SCALE = 3.0

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TOP FLANGE

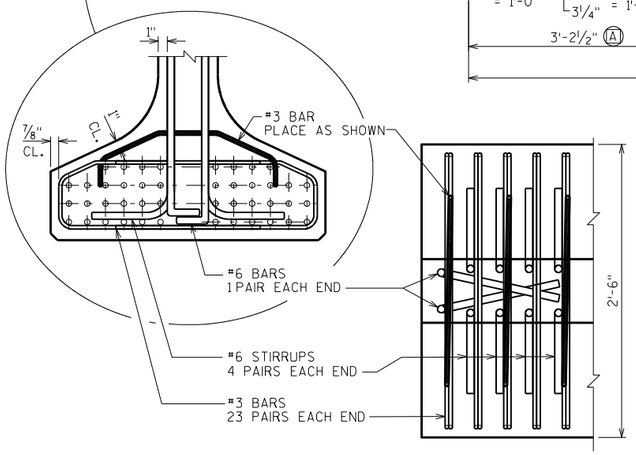


SECTION A-A

SIDE VIEW & TYPICAL SECTION IN SPAN

(A) DETAIL TYP. AT EACH END

(B) 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"



BOTTOM FLANGE

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

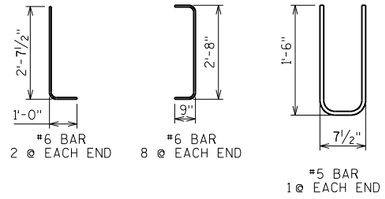
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.



✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN						UNDRAPED PATTERN	
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10						TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	("A"	"B" MIN.	"B" MAX.	"C")	TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1	75.375	0.39	0.74	1.01	1.18	1.24	1.18	1.00	0.73	0.38	8,000	7.5	7.0	7.5	0.6	26	6,400	32.0	11.0	14.0	4.0		
1	2-7	75.375	0.49	0.93	1.27	1.49	1.56	1.49	1.27	0.92	0.49	8,000	7.0	7.0	7.0	0.6	26	6,400	32.0	11.0	14.0	4.0		
1	8	75.401	0.39	0.74	1.01	1.18	1.24	1.18	1.00	0.73	0.38	8,000	7.5	7.0	7.5	0.6	26	6,400	32.0	11.0	14.0	4.0		
2	1	75.375	0.38	0.73	1.00	1.18	1.24	1.18	1.01	0.74	0.39	8,000	7.5	7.0	7.5	0.6	26	6,400	32.0	11.0	14.0	4.0		
2	2-7	75.375	0.49	0.92	1.27	1.49	1.56	1.49	1.27	0.93	0.49	8,000	7.0	7.0	7.0	0.6	26	6,400	32.0	11.0	14.0	4.0		
2	8	75.401	0.38	0.73	1.00	1.18	1.24	1.18	1.01	0.74	0.39	8,000	7.5	7.0	7.5	0.6	26	6,400	32.0	11.0	14.0	4.0		

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STRUCTURE B-13-708

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36W" PRESTRESSED GIRDER DETAILS 1

SHEET 12

700

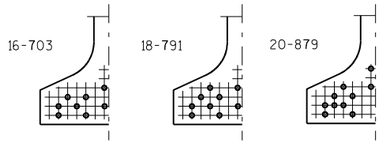
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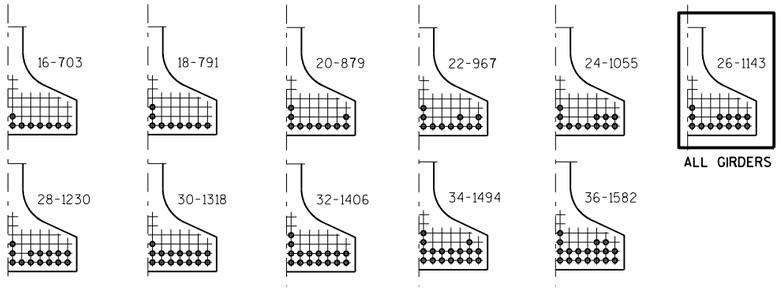
STATE PROJECT NUMBER

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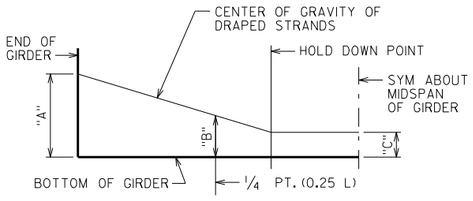
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

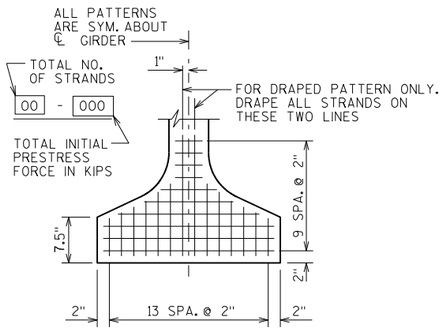


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

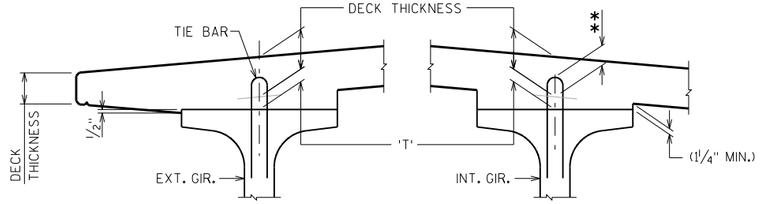
0.6"Φ STRANDS



DRAPED STRAND PROFILE



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

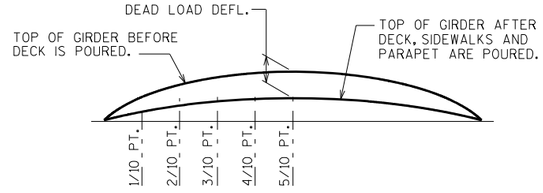
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
\- TOP OF GIRDER ELEVATION
\+ DEAD LOAD DEFLECTION
\- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 2.7" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	2.52
2	2.52

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

8

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY ABS | PLANS CK'D. SAD

36W" PRESTRESSED GIRDER DETAILS 2

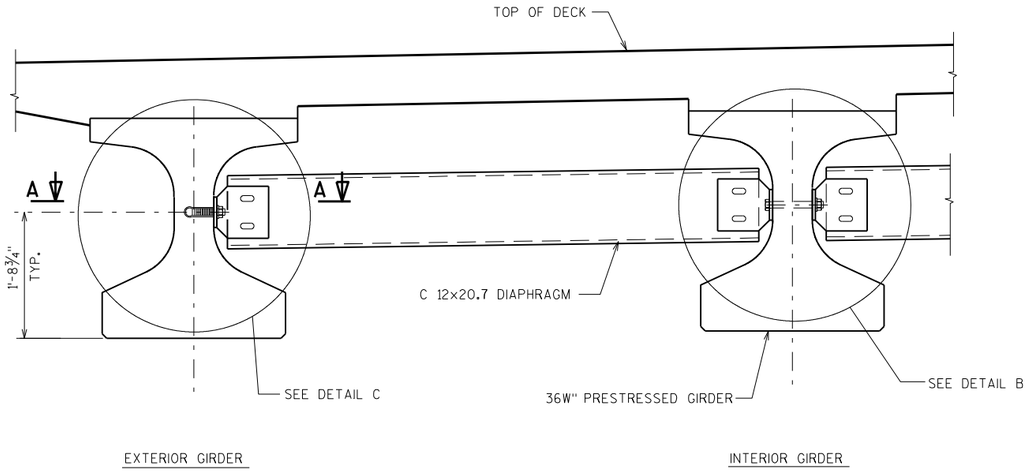
SHEET 13

701

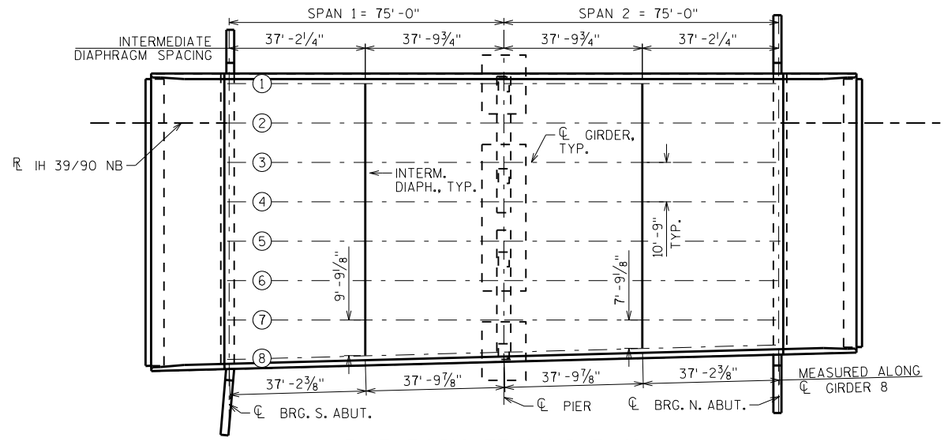
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STATE PROJECT NUMBER

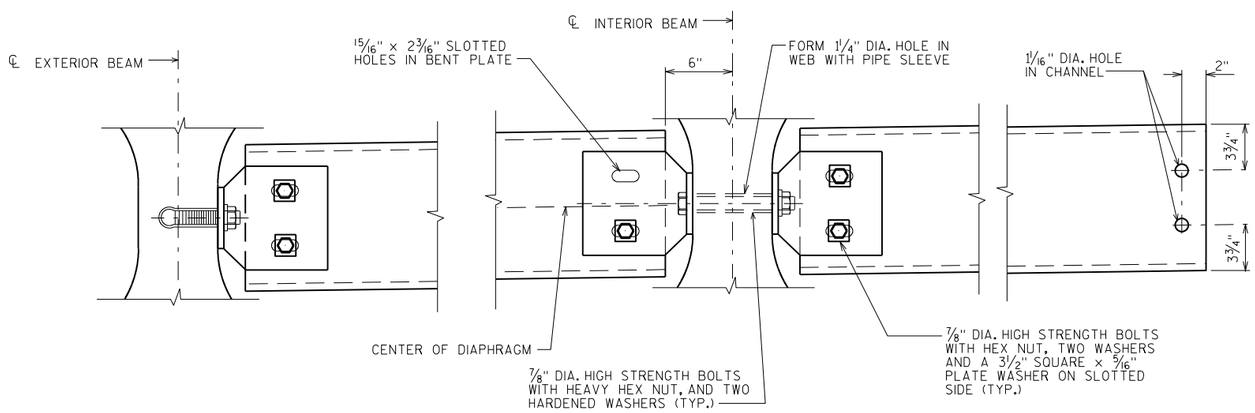
1007-11-75



PART TRANSVERSE SECTION AT DIAPHRAGM

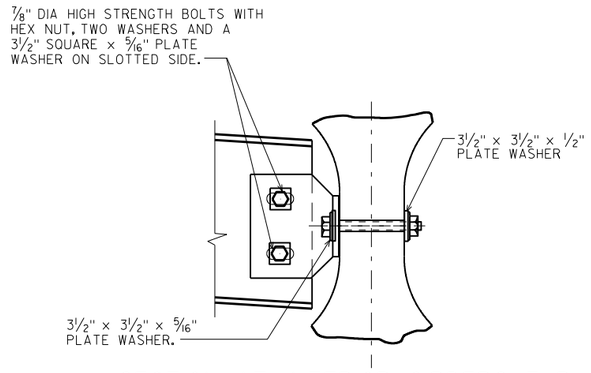


DIAPHRAGM FRAMING PLAN



DETAIL C

DETAIL B



SECTION AT INTERIOR GIRDERS THRU DIAPHRAGM FOR SKEW ANGLES > 10°

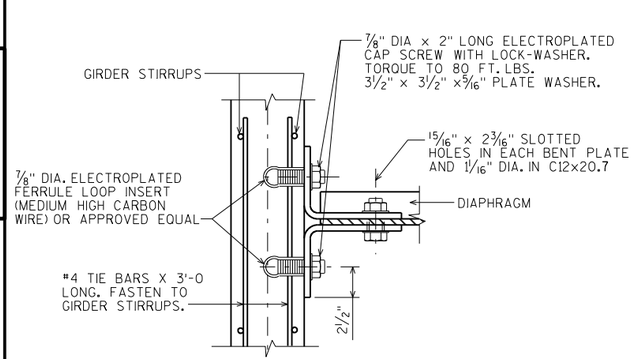
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-13-708", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

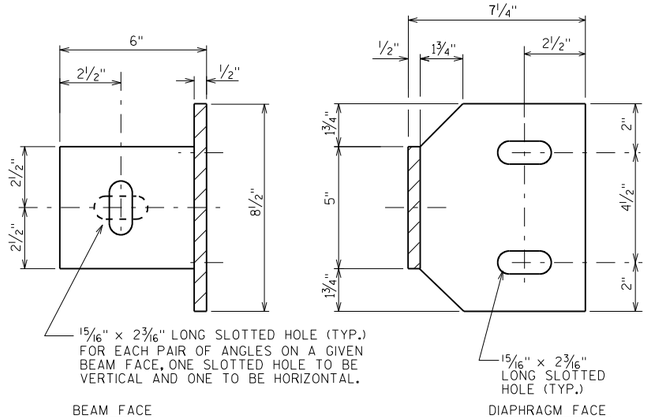
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

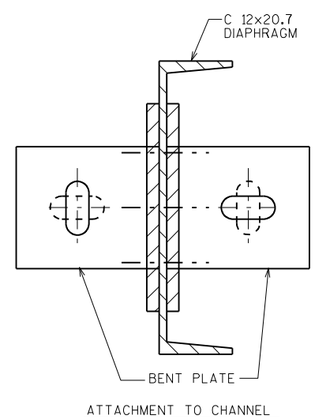
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563. LUBRICANT AND TEST FOR COATED NUTS.



SECTION A-A

(FOR EXTERIOR ATTACHMENT)





ATTACHMENT TO CHANNEL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY ABS | PLANS CK'D. SAD

STEEL DIAPHRAGM

SHEET 14

702

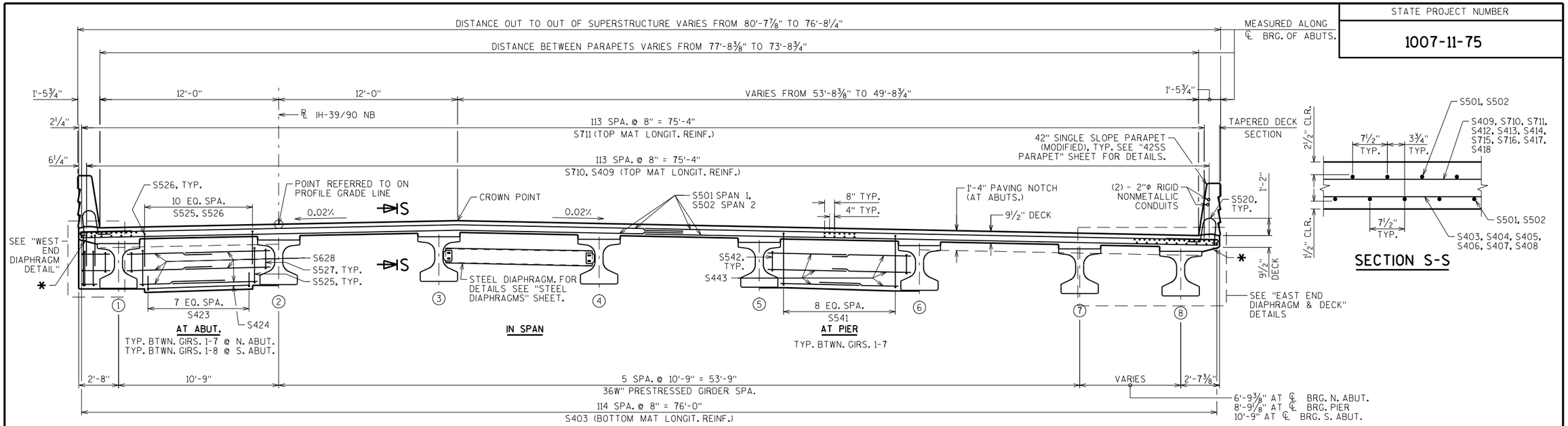
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8

STATE PROJECT NUMBER

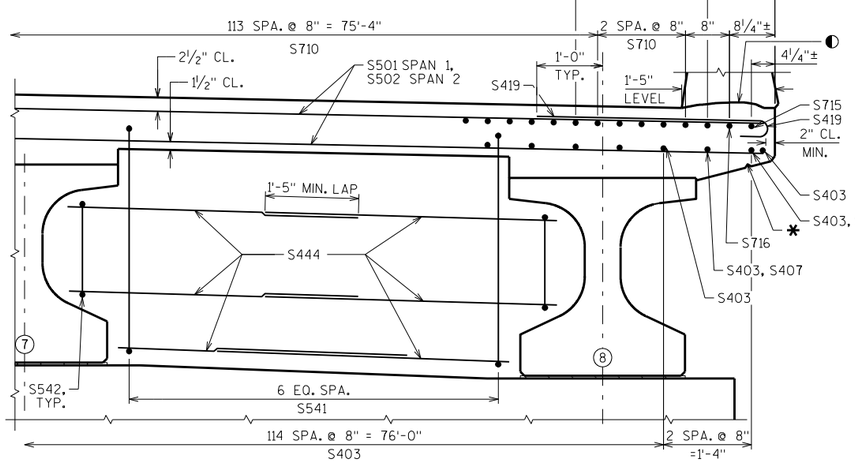
1007-11-75

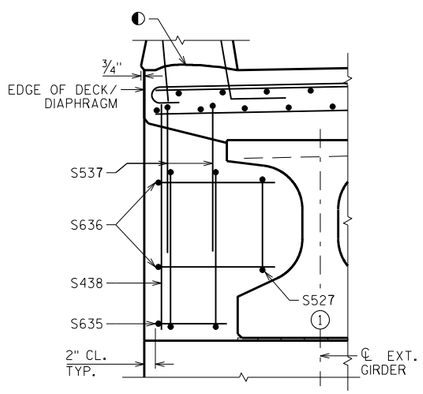


SECTION S-S

SECTION THRU BRIDGE

(LOOKING NORTH)



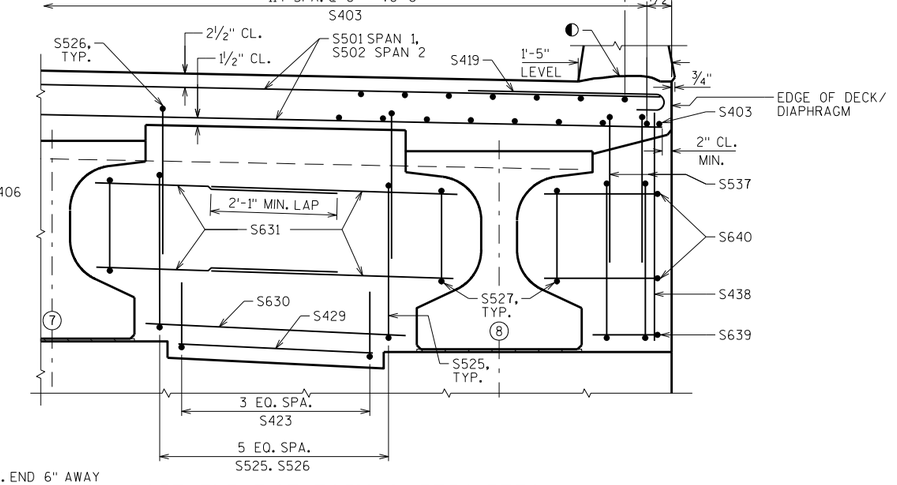


WEST END DIAPHRAGM DETAIL

(TYP. AT WEST ABUT. ENDS)

EAST PIER DIAPHRAGM & DECK DETAIL

(BETWEEN GIRDERS 7 & 8 AT PIER)



EAST END DIAPHRAGM & DECK DETAIL

(BETWEEN GIRDER 7 & END OF DIAPH. AT NORTH ABUT. ONLY)

✱ ¾" CONTINUOUS DRIP GROOVE. END 6" AWAY FROM F.F. OF ABUT. DIAPHRAGMS.

◐ HORIZ. CONST. JOINT. STRIKE OFF AND LEAVE ROUGH AS SHOWN

TOP OF DECK ELEVATIONS

	S. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	N. ABUT.
W EOD	900.70	900.75	900.80	900.86	900.91	900.96	901.01	901.06	901.11	901.16	901.20	901.25	901.29	901.34	901.38	901.42	901.47	901.51	901.55	901.59	901.62
G1	900.72	900.77	900.83	900.88	900.93	900.98	901.03	901.08	901.13	901.18	901.23	901.27	901.32	901.36	901.41	901.45	901.49	901.53	901.57	901.61	901.65
G2/PGL	900.94	900.99	901.04	901.10	901.15	901.20	901.25	901.30	901.35	901.40	901.44	901.49	901.53	901.58	901.62	901.66	901.71	901.75	901.79	901.83	901.86
G3	901.15	901.20	901.26	901.31	901.36	901.41	901.46	901.51	901.56	901.61	901.66	901.70	901.75	901.79	901.84	901.88	901.92	901.96	902.00	902.04	902.08
CROWN	901.18	901.23	901.28	901.34	901.39	901.44	901.49	901.54	901.59	901.64	901.68	901.73	901.77	901.82	901.86	901.90	901.95	901.99	902.03	902.07	902.10
G4	900.99	901.04	901.09	901.15	901.20	901.25	901.30	901.35	901.40	901.45	901.49	901.54	901.58	901.63	901.67	901.71	901.76	901.80	901.84	901.88	901.91
G5	900.77	900.82	900.88	900.93	900.98	901.03	901.08	901.13	901.18	901.23	901.28	901.32	901.37	901.41	901.46	901.50	901.54	901.58	901.62	901.66	901.70
G6	900.56	900.61	900.66	900.72	900.77	900.82	900.87	900.92	900.97	901.02	901.06	901.11	901.15	901.20	901.24	901.28	901.33	901.37	901.41	901.45	901.48
G7	900.34	900.39	900.45	900.50	900.55	900.60	900.65	900.70	900.75	900.80	900.85	900.89	900.94	900.98	901.03	901.07	901.11	901.15	901.19	901.23	901.27
G8	900.13	900.18	900.24	900.30	900.35	900.41	900.46	900.52	900.57	900.62	900.67	900.72	900.77	900.82	900.87	900.91	900.96	901.00	901.05	901.09	901.13
E EOD	900.10	900.16	900.22	900.27	900.33	900.39	900.44	900.49	900.55	900.60	900.65	900.70	900.75	900.80	900.84	900.89	900.93	900.98	901.02	901.07	901.11

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY ABS | PLANS CK'D. SAD

SUPERSTRUCTURE CROSS SECTION

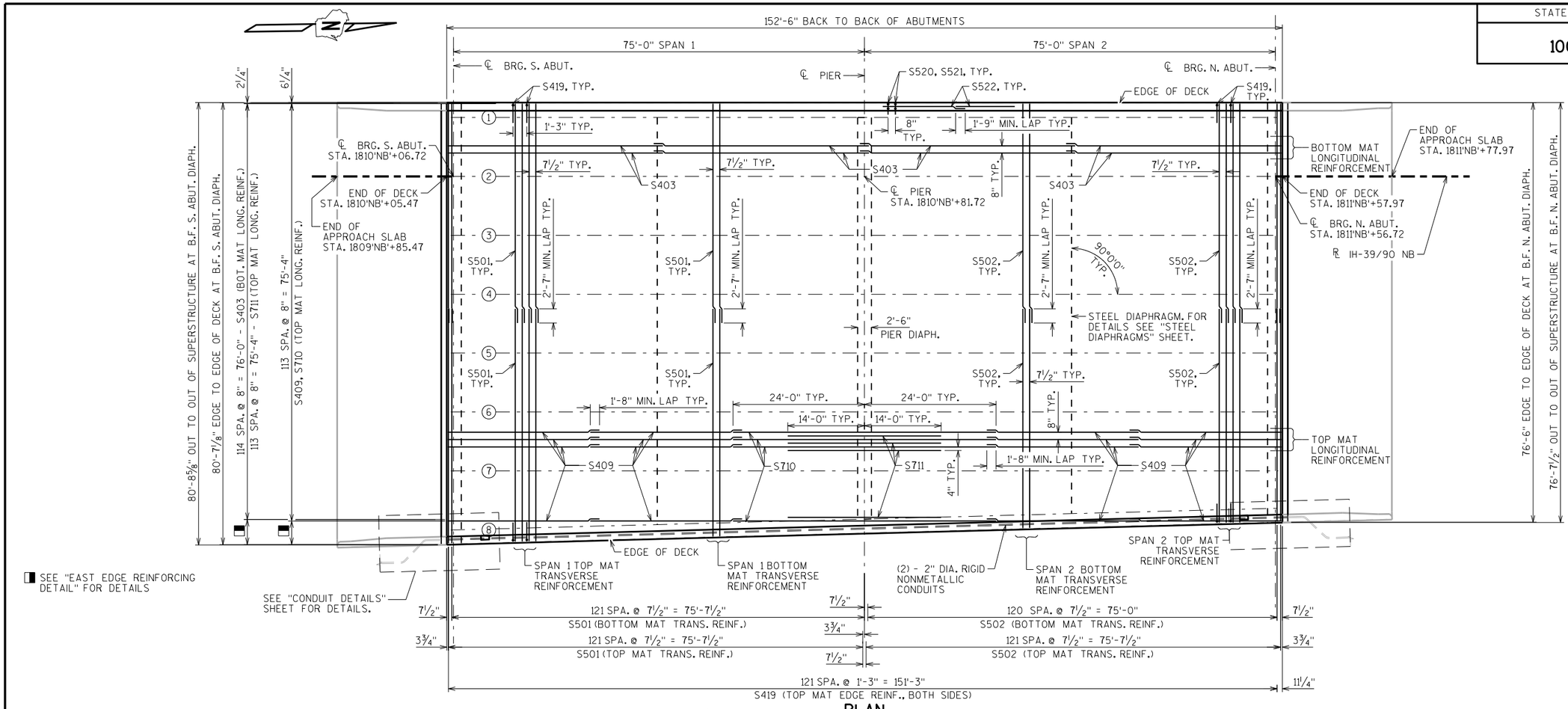
SHEET 15

703

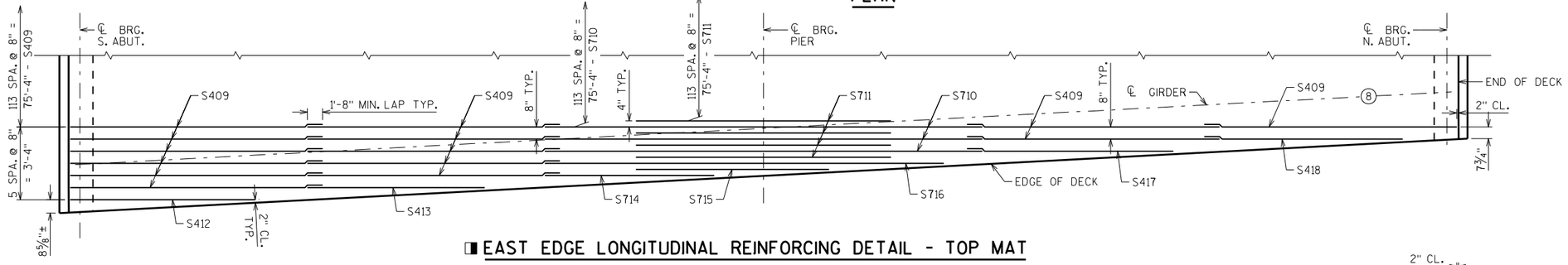
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STATE PROJECT NUMBER

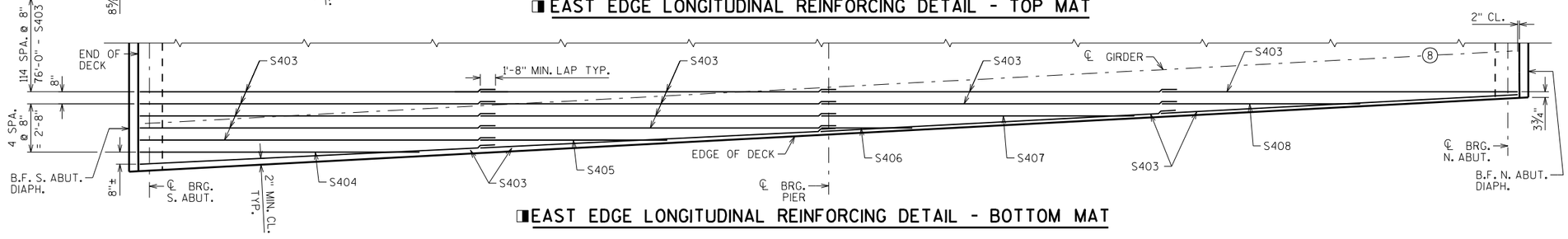
1007-11-75



PLAN



◨ EAST EDGE LONGITUDINAL REINFORCING DETAIL - TOP MAT



◨ EAST EDGE LONGITUDINAL REINFORCING DETAIL - BOTTOM MAT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY ABS | PLANS CK'D. SAD

SUPERSTRUCTURE PLAN

SHEET 16

704

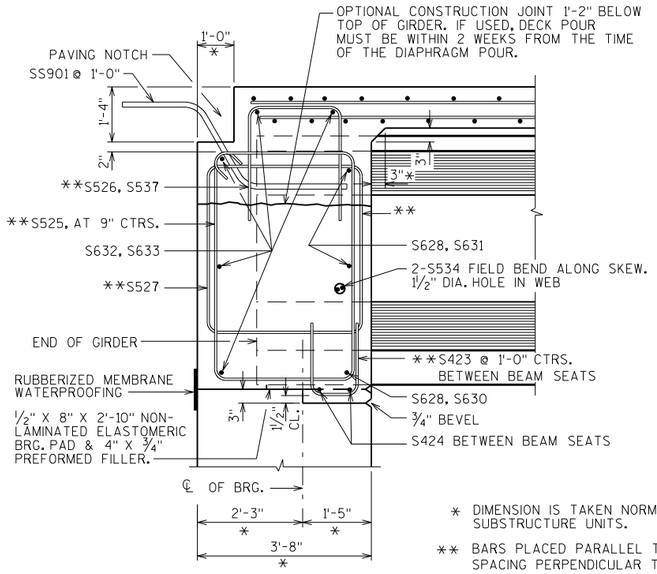
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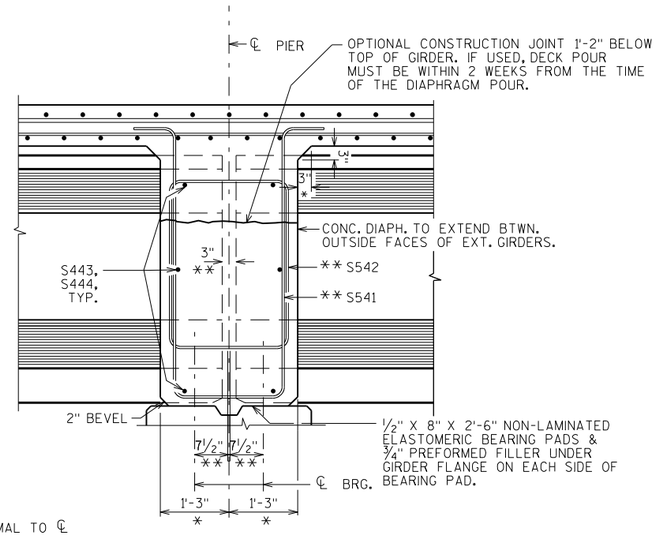
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STATE PROJECT NUMBER

1007-11-75



PART LONGIT. SECTION

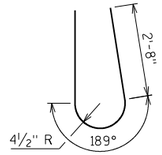


AT PIER DIAPHRAGM

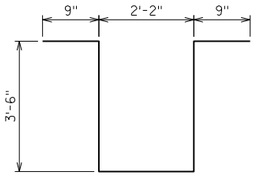
* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS

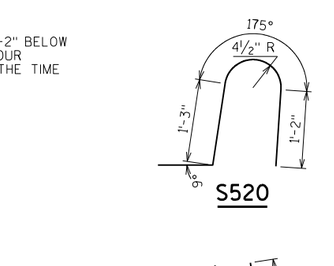
S520



S521



S541



S635, S636, S639, S640

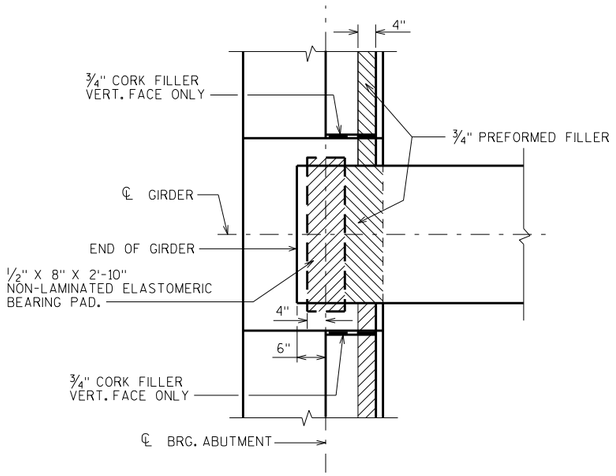
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

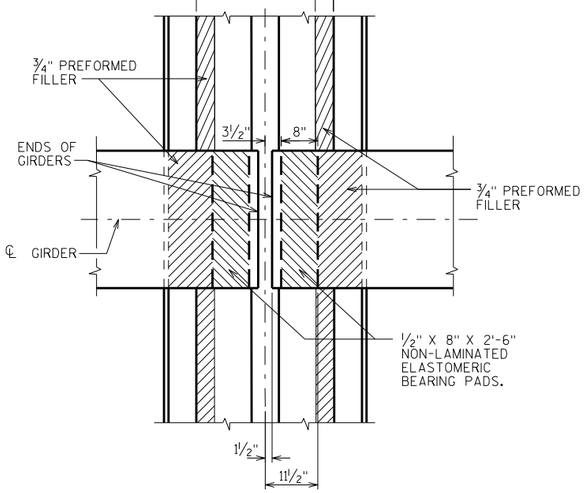
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
S501	X	244	41'-5"			DECK - TRANSVERSE - SPAN 1 - TOP & BOTTOM
S502	X	243	40'-5"			DECK - TRANSVERSE - SPAN 2 - TOP & BOTTOM
S403	X	472	39'-4"			DECK - LONGITUDINAL - BOTTOM
S404	X	1	32'-11"			DECK - LONGITUDINAL - BOTTOM - EAST EDGE
S405	X	1	20'-6"			DECK - LONGITUDINAL - BOTTOM - EAST EDGE
S406	X	1	7'-3"			DECK - LONGITUDINAL - BOTTOM - EAST EDGE
S407	X	1	32'-5"			DECK - LONGITUDINAL - BOTTOM - EAST EDGE
S408	X	1	20'-0"			DECK - LONGITUDINAL - BOTTOM - EAST EDGE
S409	X	466	27'-9"			DECK - LONGITUDINAL - TOP
S710	X	116	48'-0"			DECK - LONGITUDINAL - CONTINUITY
S711	X	117	28'-0"			DECK - LONGITUDINAL - CONTINUITY
S412	X	1	20'-3"			DECK - LONGITUDINAL - TOP - EAST EDGE
S413	X	1	19'-5"			DECK - LONGITUDINAL - TOP - EAST EDGE
S714	X	1	18'-7"			DECK - LONGITUDINAL - CONTINUITY - EAST EDGE
S715	X	1	21'-2"			DECK - LONGITUDINAL - CONTINUITY - EAST EDGE
S716	X	1	43'-9"			DECK - LONGITUDINAL - CONTINUITY - EAST EDGE
S417	X	1	22'-8"			DECK - LONGITUDINAL - TOP - EAST EDGE
S418	X	1	21'-9"			DECK - LONGITUDINAL - TOP - EAST EDGE
S419	X	244	4'-0"	X		DECK - TRANSVERSE - EDGE
S520	X	458	4'-5"	X		PARAPET - VERTICAL
S521	X	458	6'-8"	X		PARAPET - VERTICAL
S422	X	48	51'-11"			PARAPET - HORIZONTAL
S423	X	108	3'-7"	X		ABUT. DIAPH. - VERT. - BTWN. BEAM SEATS
S424	X	26	6'-11"			ABUT. DIAPH. - HORIZ. - BTWN. BEAM SEATS
S525	X	149	12'-2"	X		ABUT. DIAPH. - STIRRUPS
S526	X	149	7'-1"	X		ABUT. DIAPH. - VERTICAL
S527	X	32	10'-4"	X		ABUT. DIAPH. - STIRRUPS - AT GIRS.
S628	X	78	5'-11"			ABUT. DIAPH. - HORIZ.
S429	X	2	2'-11"			ABUT. DIAPH. - HORIZ. - E. END - BTWN. GIRS. 7 & 8
S630	X	1	3'-11"			ABUT. DIAPH. - HORIZ. - E. END - BTWN. GIRS. 7 & 8
S631	X	4	3'-10"			ABUT. DIAPH. - HORIZ. - E. END - BTWN. GIRS. 7 & 8
S632	X	10	41'-10"			ABUT. DIAPH. - HORIZ. - S. ABUT. - B.F. & TOP
S633	X	10	39'-10"			ABUT. DIAPH. - HORIZ. - N. ABUT. - B.F. & TOP
S534	X	32	6'-0"			ABUT. DIAPH. - HORIZ. - THRU GIRS.
S635	X	2	7'-10"	X		ABUT. DIAPH. - W. END - HORIZ. - BOT.
S636	X	4	8'-9"	X		ABUT. DIAPH. - W. END - HORIZ.
S537	X	8	6'-9"	X		ABUT. DIAPH. - VERTICAL - ENDS
S438	X	8	3'-0"			ABUT. DIAPH. - VERT. ENDS
S639	X	2	7'-8"	X		ABUT. DIAPH. - E. END - HORIZ. - BOT.
S640	X	4	8'-8"	X		ABUT. DIAPH. - E. END - HORIZ.
S541	X	61	10'-2"	X		PIER DIAPH. - VERT.
S542	X	14	8'-0"	X		PIER DIAPH. - STIRRUPS - AT GIRS.
S443	X	72	5'-7"			PIER DIAPH. - HORIZ. - BTWN GIRS 1 & 7
S444	X	12	4'-7"			PIER DIAPH. - HORIZ. - BTWN GIRS 7 & 8

STAINLESS STEEL REINFORCEMENT. FOR LOCATIONS, SEE "S. STRUCTURAL APPROACH SLAB" AND "N. STRUCTURAL APPROACH SLAB" SHEETS.

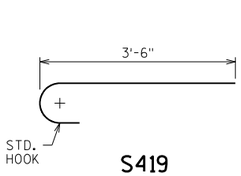
SS901	S	156	5'-0"	X		CONC. ABUT. DIAPH. TO APPROACH SLAB



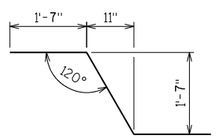
ABUT. BEARING PAD DETAIL



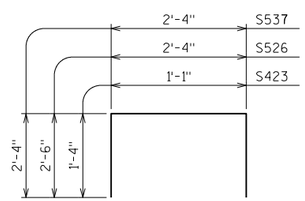
PIER BEARING PAD DETAIL



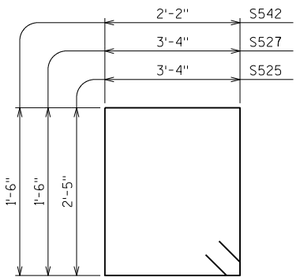
S419



SS901



S423, S526, S537



S525, S527, S542

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY ABS | PLANS CK'D. SAD

SUPERSTRUCTURE DETAILS

SHEET 17

705

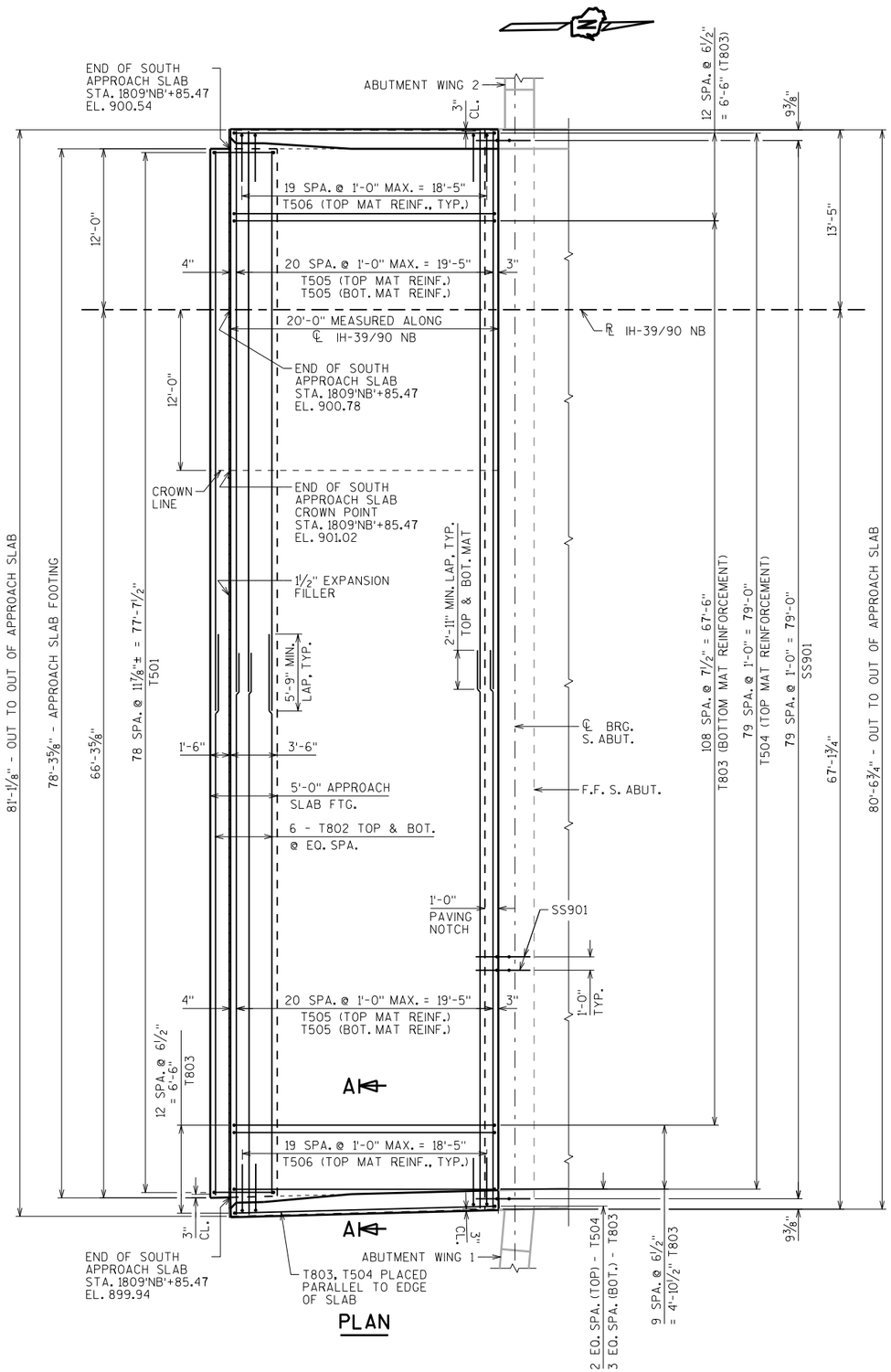
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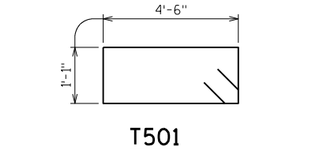
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STATE PROJECT NUMBER

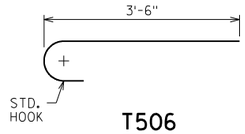
1007-11-75



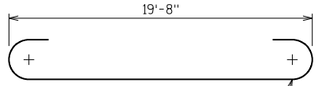
PLAN



T501



T506

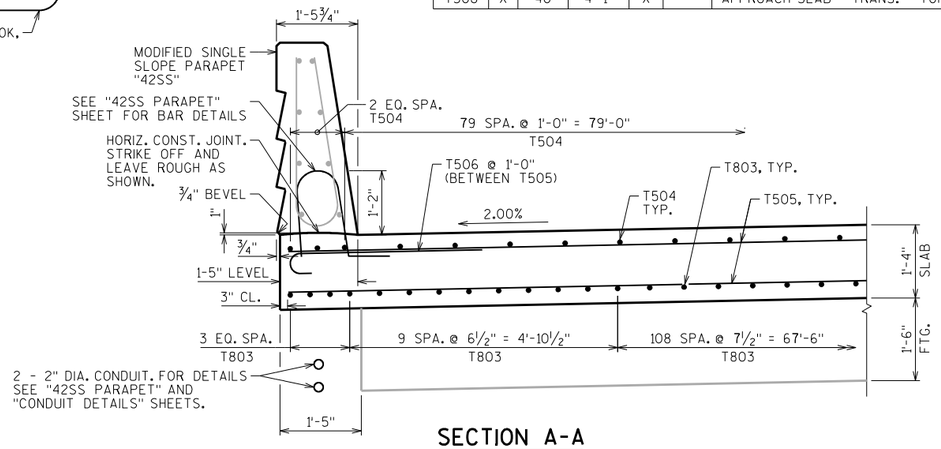


T803

BILL OF BARS

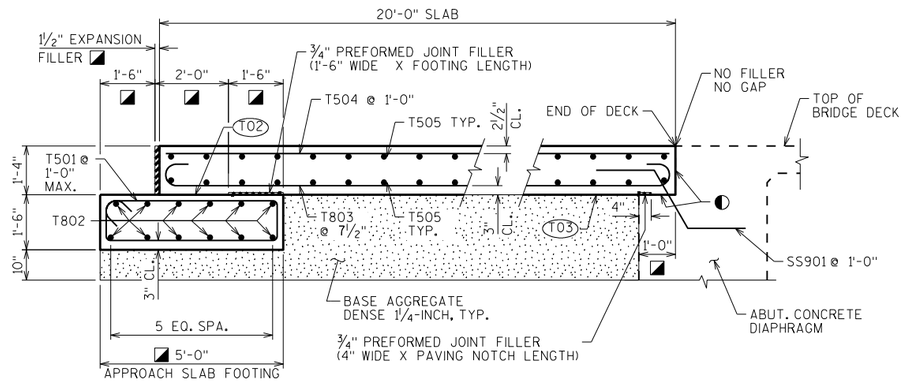
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
T501	X	79	11'-10"	X		APPROACH SLAB FOOTING - STIRRUPS
T802	X	24	41'-9"			APPROACH SLAB FOOTING - TRANS.
T803	X	133	21'-6"	X		APPROACH SLAB - LONG. - BOTTOM
T504	X	82	19'-6"			APPROACH SLAB - LONG. - TOP
T505	X	84	41'-9"			APPROACH SLAB - TRANS. - TOP & BOTTOM
T506	X	40	4'-1"	X		APPROACH SLAB - TRANS. - TOP - WING



SECTION A-A

NOTE: SEE "SUPERSTRUCTURE" SHEET FOR TYPICAL CROSS SECTION DETAILS.



SECTION THRU APPROACH SLAB

◐ APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCUTRAL APPROACH SLAB.

◪ MEASURED NORMAL TO ABUTMENT

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE SUBGRADE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

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S. STRUCTURAL APPROACH SLAB

SHEET 18

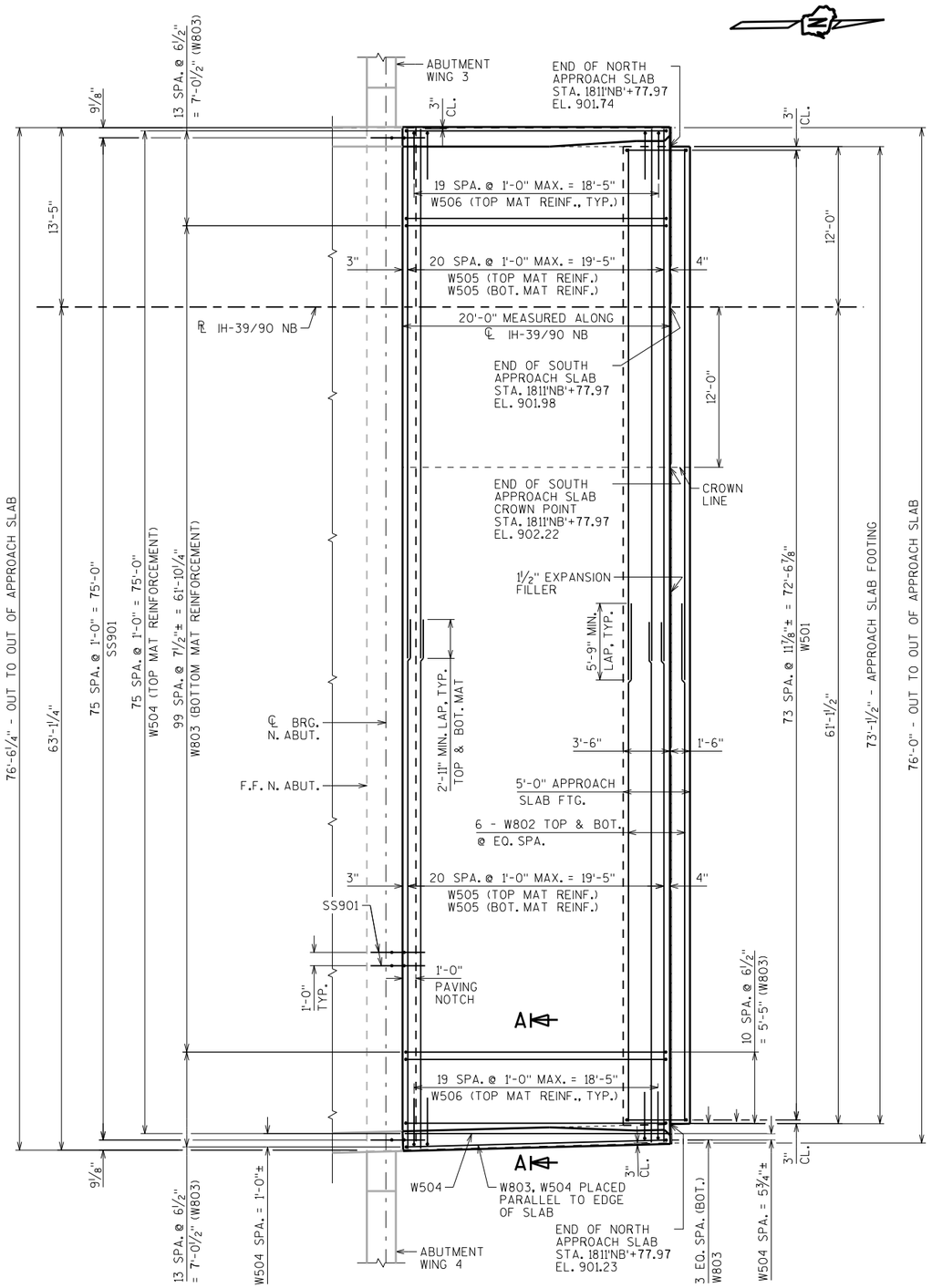
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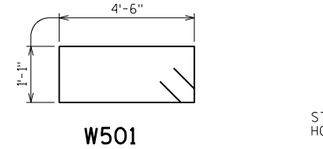
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STATE PROJECT NUMBER
1007-11-75



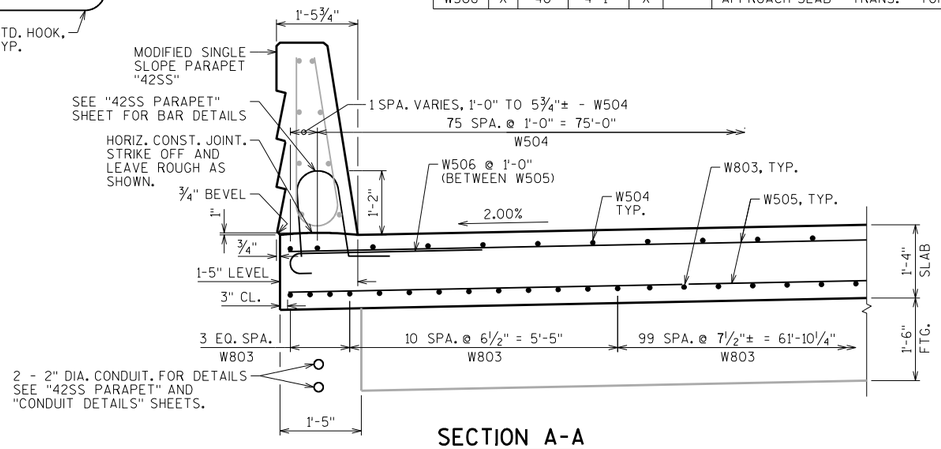
PLAN



BILL OF BARS

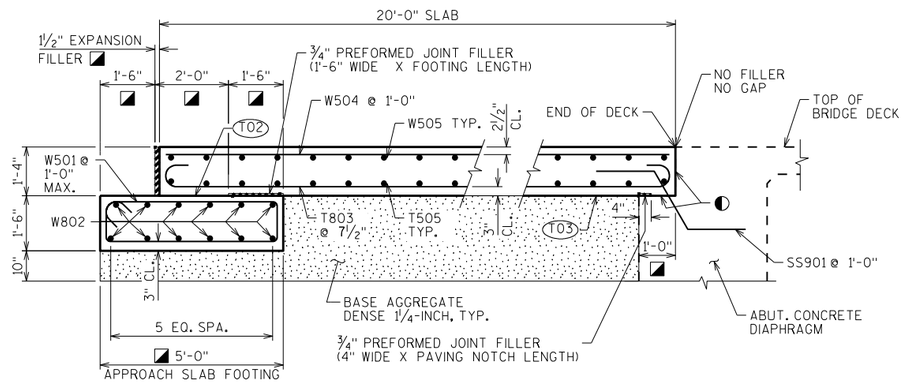
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
W501	X	74	11'-10"	X		APPROACH SLAB FOOTING - STIRRUPS
W802	X	24	39'-4"			APPROACH SLAB FOOTING - TRANS.
W803	X	126	21'-6"	X		APPROACH SLAB - LONG. - BOTTOM
W504	X	77	19'-6"			APPROACH SLAB - LONG. - TOP
W505	X	84	39'-6"			APPROACH SLAB - TRANS. - TOP & BOTTOM
W506	X	40	4'-1"	X		APPROACH SLAB - TRANS. - TOP - WING



SECTION A-A

NOTE: SEE "SUPERSTRUCTURE" SHEET FOR TYPICAL CROSS SECTION DETAILS.



SECTION THRU APPROACH SLAB

◐ APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCUTRAL APPROACH SLAB.

◪ MEASURED NORMAL TO ABUTMENT

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE SUBGRADE.

NO.	DATE	REVISION	BY

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STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

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N. STRUCTURAL APPROACH SLAB

SHEET 19

707

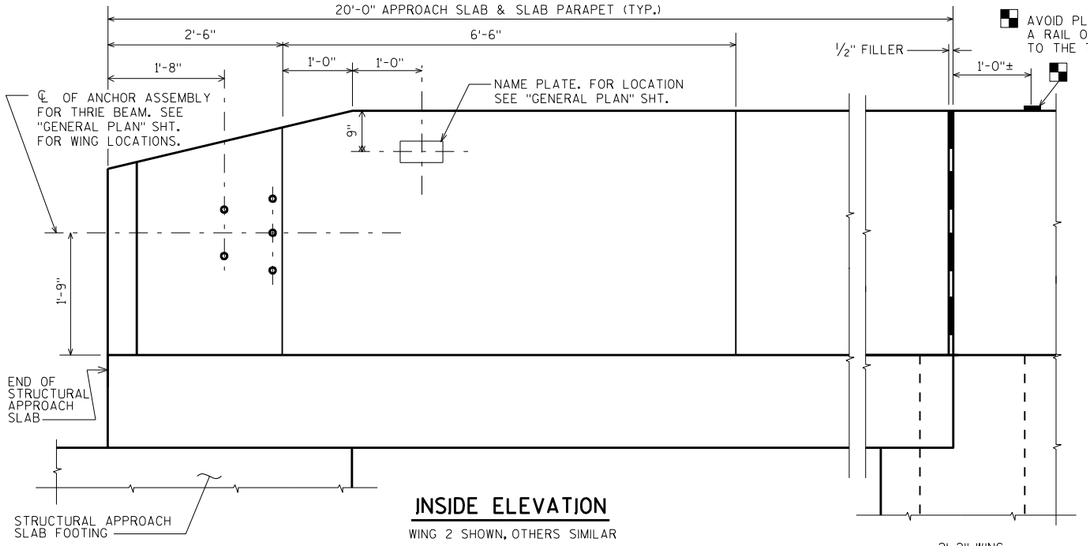
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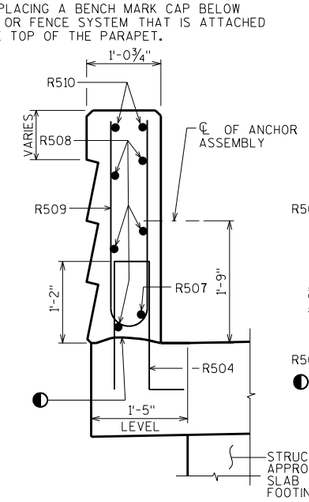
STATE PROJECT NUMBER

1007-11-75

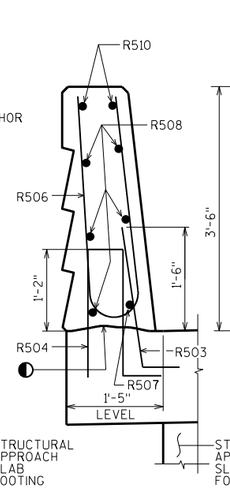


INSIDE ELEVATION

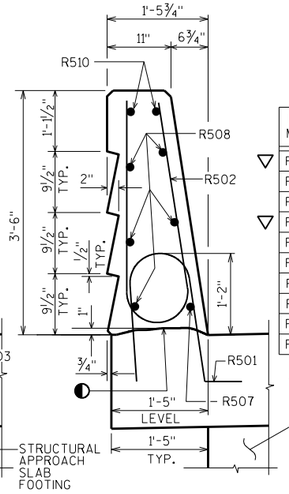
WING 2 SHOWN, OTHERS SIMILAR



SECTION A-A



SECTION B-B



SECTION C-C

BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

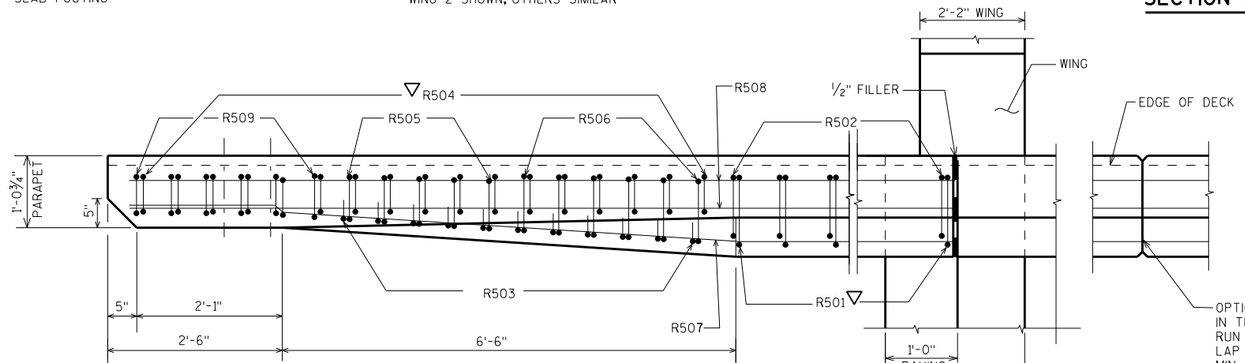
BAR MARK	COAT	S. APP. SLAB	N. APP. SLAB	LENGTH	BENT	BAR SERIES	LOCATION
▽ R501	X	34	34	4'-5"	X		PARAPET VERT.
R502	X	34	34	6'-8"	X		PARAPET VERT.
R503	X	22	22	2'-9"	X		PARAPET VERT.
▽ R504	X	34	34	4'-4"	X		PARAPET VERT.
R505	X	10	10	6'-5"	X		PARAPET VERT.
R506	X	12	12	6'-6"	X		PARAPET VERT.
R507	X	2	2	19'-6"	X		PARAPET HORIZ.
R508	X	10	10	19'-6"			PARAPET HORIZ.
R509	X	12	12	5'-5"	X	⚠	PARAPET VERT.
R510	X	4	4	19'-6"	X		PARAPET HORIZ

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

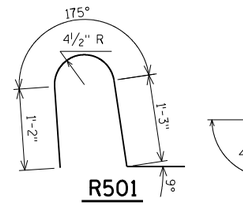
MARK	NO. REQD.	LENGTH
R509	4 SERIES OF 6	4'-9" TO 6'-1"

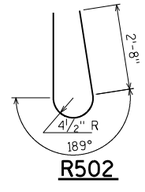
BUNDLE AND TAG EACH SERIES SEPARATELY.

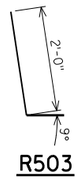


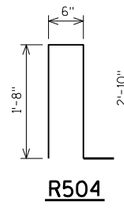
PLAN

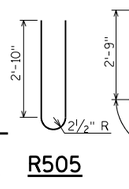
WING 2 SHOWN, OTHERS SIMILAR

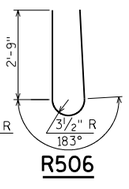


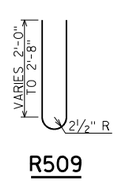


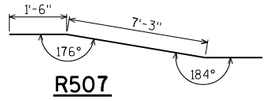


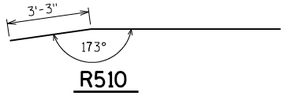


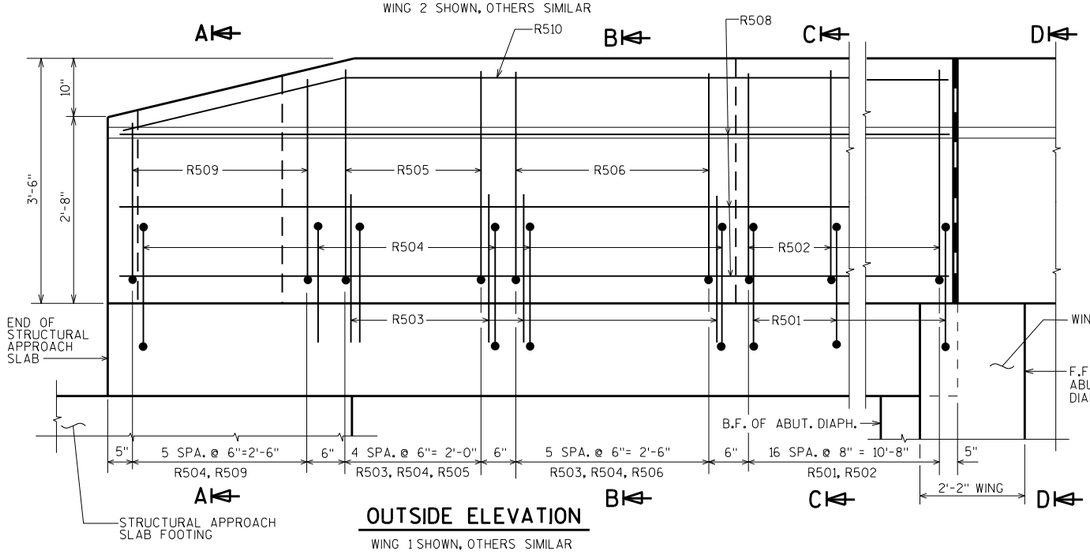






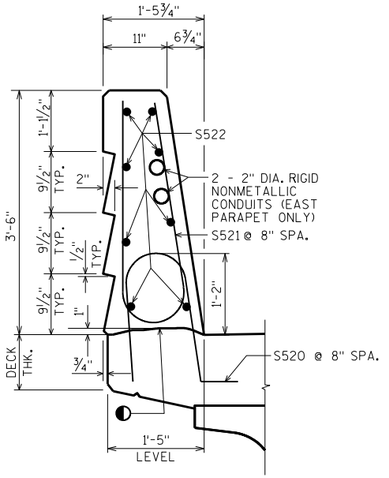






OUTSIDE ELEVATION

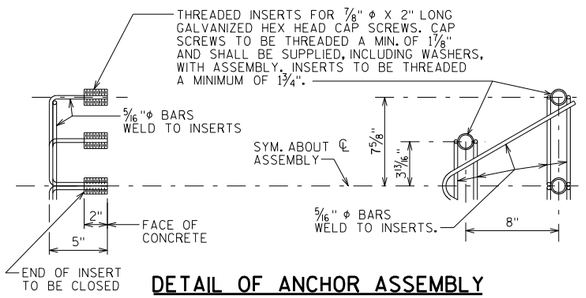
WING 1 SHOWN, OTHERS SIMILAR



SECTION D-D ON DECK

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

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STRUCTURE B-13-708

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MODIFIED SINGLE SLOPE PARAPET 42SS

SHEET 20

708

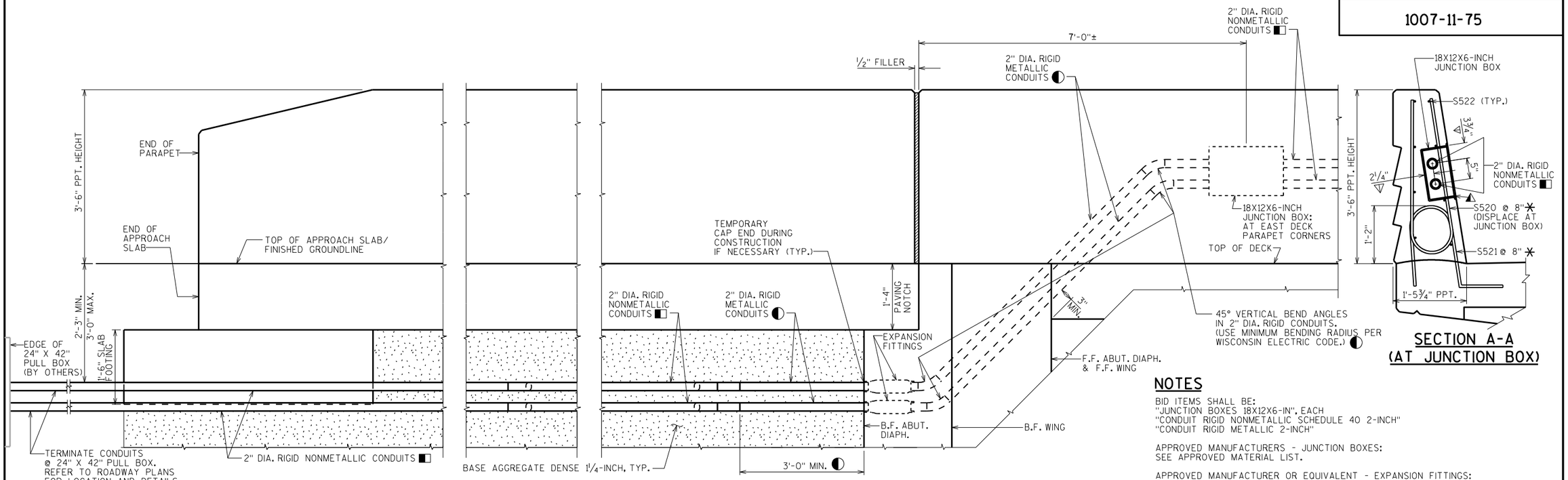
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8

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OUTSIDE ELEVATION OF WINGWALL/STRUCTURAL APPROACH SLAB/PARAPET SHOWING CONDUITS

(WINGS 1 SHOWN, WING 4 SIMILAR)

SECTION A-A (AT JUNCTION BOX)

NOTES

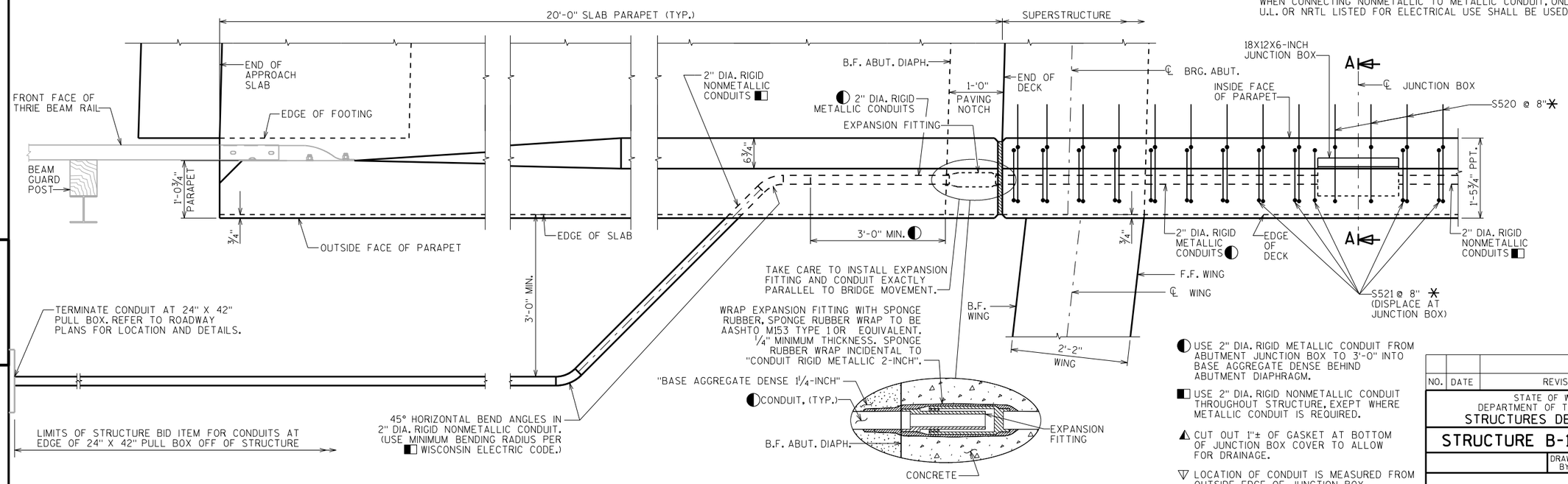
BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-IN", EACH
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH"

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTINGS:
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).

EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".

WHEN CONNECTING NONMETALLIC TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED.



PLAN VIEW OF WINGWALL/STRUCTURAL APPROACH SLAB/PARAPET SHOWING CONDUITS

(WINGS 1 SHOWN, WING 4 SIMILAR)

◐ USE 2" DIA. RIGID METALLIC CONDUIT FROM ABUTMENT JUNCTION BOX TO 3'-0" INTO BASE AGGREGATE DENSE BEHIND ABUTMENT DIAPHRAGM.

■ USE 2" DIA. RIGID NONMETALLIC CONDUIT THROUGHOUT STRUCTURE, EXEPT WHERE METALLIC CONDUIT IS REQUIRED.

▲ CUT OUT 1"± OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.

▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

✳ SEE "MODIFIED SINGLE SLOPE PARAPET 42SS" SHEET FOR ADDITIONAL BAR STEEL DETAILS.

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STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

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CONDUIT DETAILS

SHEET 21

709

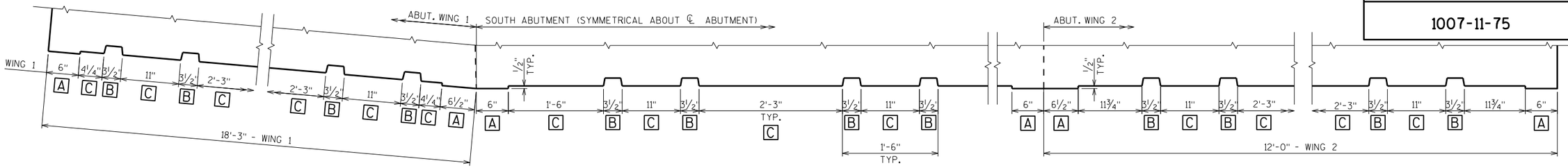
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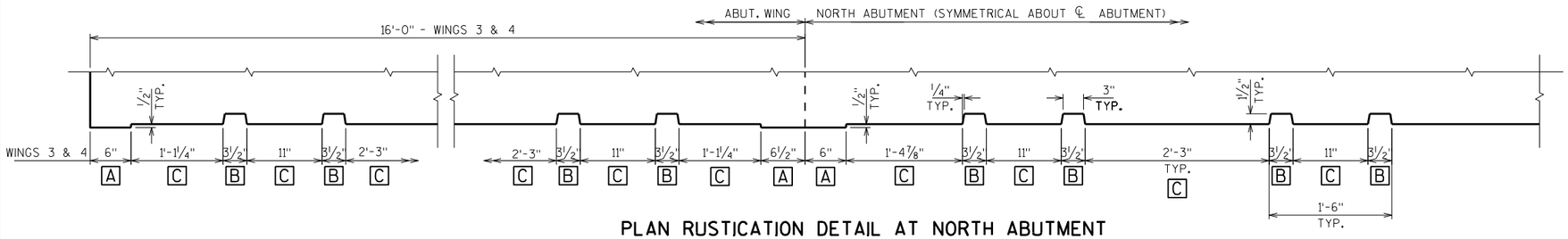
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STATE PROJECT NUMBER

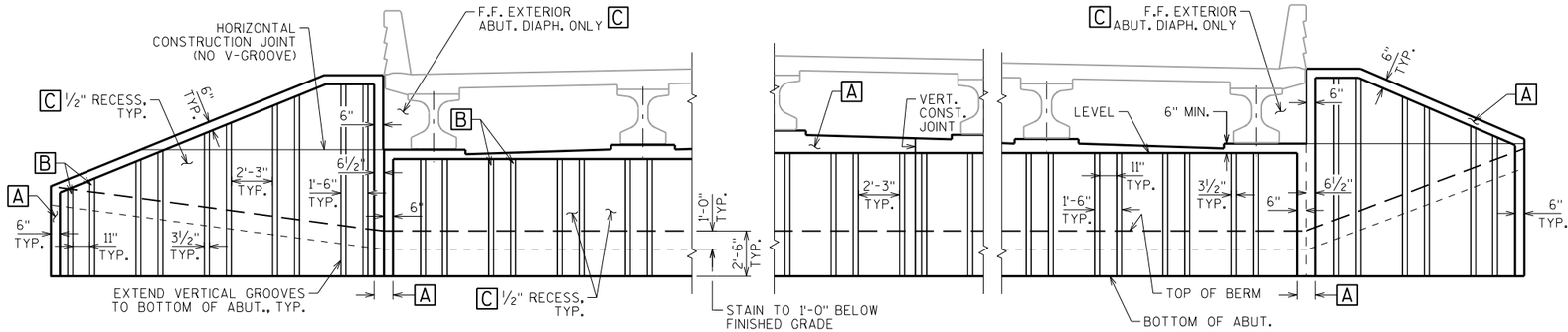
1007-11-75



PLAN RUSTICATION DETAIL AT SOUTH ABUTMENT

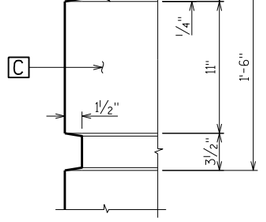


PLAN RUSTICATION DETAIL AT NORTH ABUTMENT

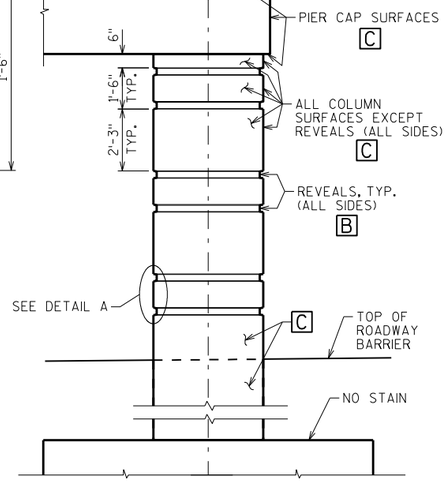


ABUTMENT ELEVATION LOOKING AT F.F.

(TYPICAL AT BOTH ABUTMENTS)

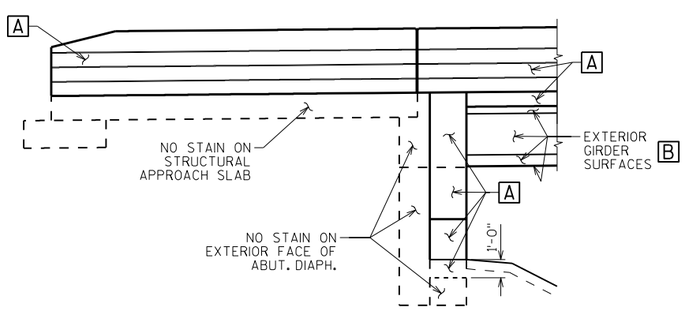


DETAIL A



TYPICAL PIER COLUMN ELEVATION

(TYPICAL AT ALL PIER COLUMNS)



ELEVATION

(TYPICAL AT BOTH ABUTMENTS)

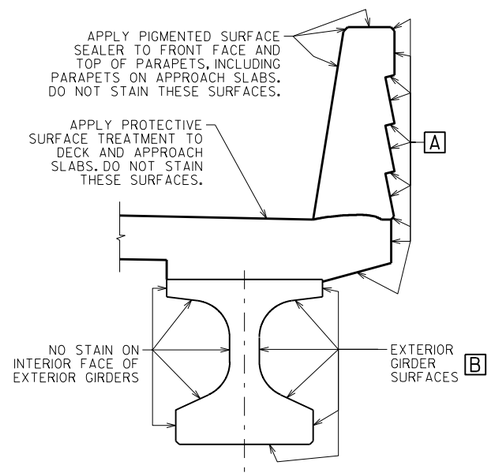
NOTES:

STAINING OF CONCRETE SURFACE AREAS TO BE PAID FOR UNDER THE BID ITEM "CONCRETE STAINING B-13-708".

IF TOUCH UP PAINTING IS REQUIRED, IT SHALL BE DONE TO THE SATISFACTION OF THE FIELD ENGINEER AT NO ADDITIONAL COST.

CONCRETE STAINING SCHEDULE

MARK	FEDERAL COLOR NUMBER	LOCATION
A	36642	PARAPET AND EDGE OF DECK
B	30140	EXTERIOR GIRDER AND REVEALS
C	30372	PIER, ABUTMENT AND WINGWALL



PARTIAL DECK CROSS SECTION

(TYPICAL AT BOTH ABUTMENTS)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY ABS | PLANS CK'D. SAD

AESTHETIC DETAILS

SHEET 22

710

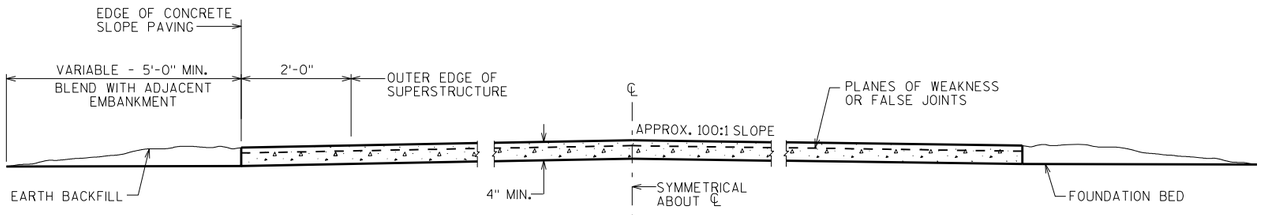
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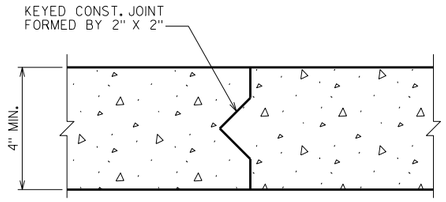
STATE PROJECT NUMBER

1007-11-75

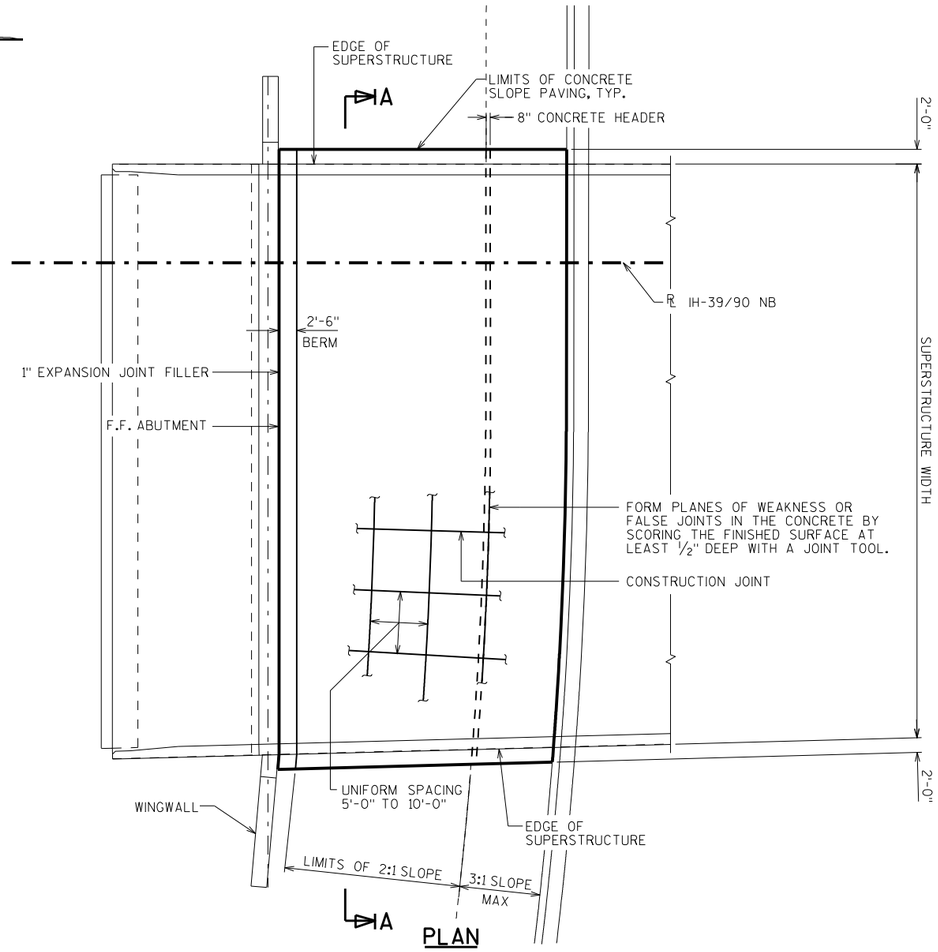


SECTION A-A

SHOWING SECTION THRU C.I.P. SLOPE PAVING

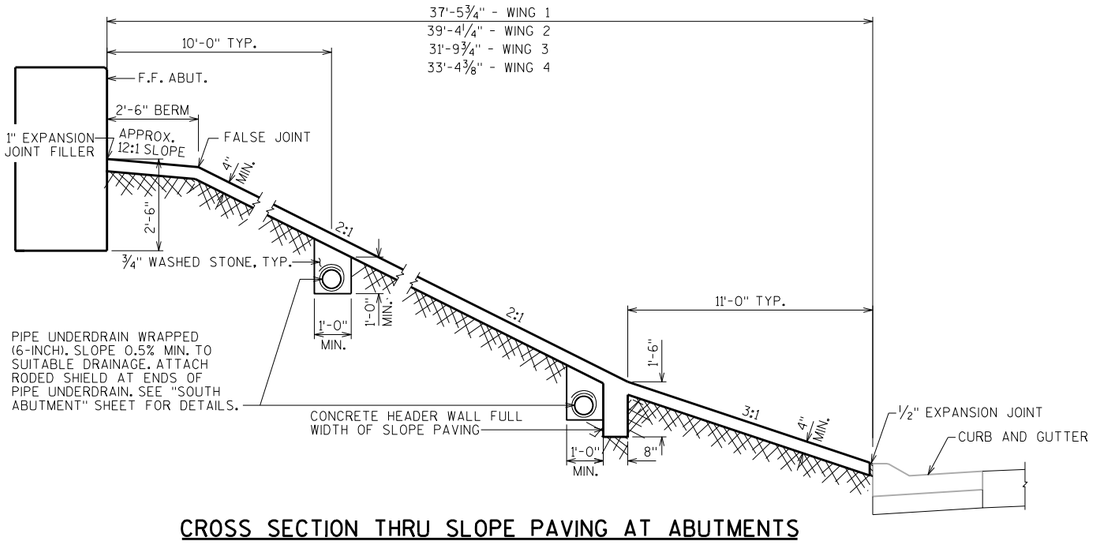


CONSTRUCTION JOINT DETAIL



PLAN

CONSTRUCTION JOINT DESIGN
(SOUTH ABUT. SHOWN, NORTH ABUT. SIMILAR)



CROSS SECTION THRU SLOPE PAVING AT ABUTMENTS

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HEREON SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

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B-13-708
CONCRETE
SLOPE PAVING

SHEET 23

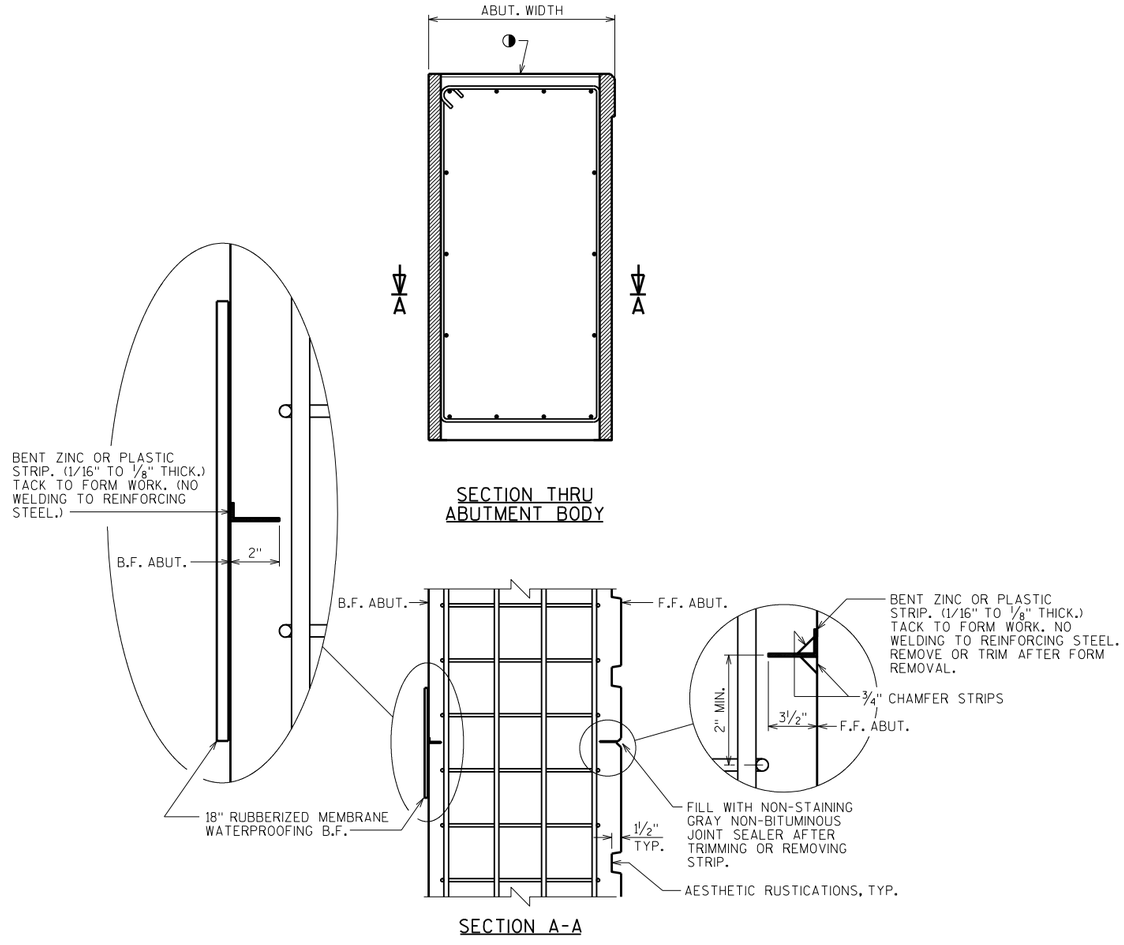
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8

8

STATE PROJECT NUMBER
1007-11-75



SECTION THRU ABUTMENT BODY

SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE. SAW CUTTING IS NOT ALLOWED.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY ½" DEEP. SAW CUTTING IS NOT ALLOWED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-708

DRAWN BY ABS | PLANS CK'D. SAD

ALTERNATE CONSTRUCTION JOINT

SHEET 24

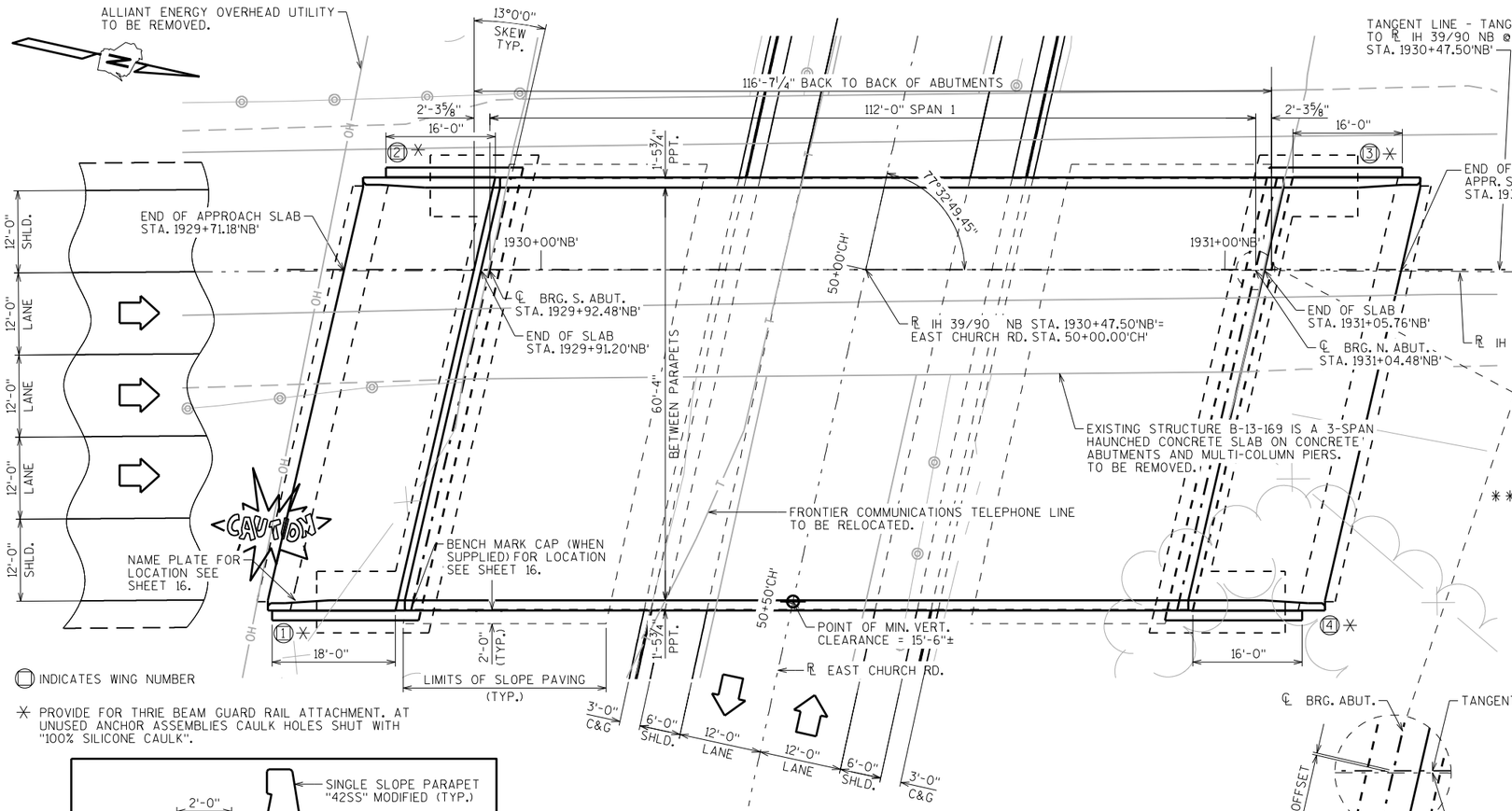
712

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SCALE = 1.0

STATE PROJECT NUMBER
1007-11-75

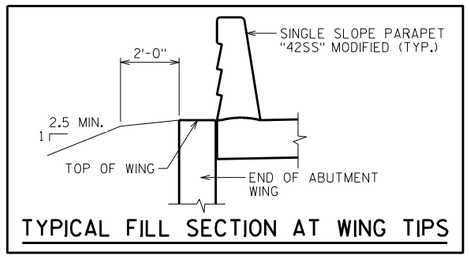


◯ INDICATES WING NUMBER

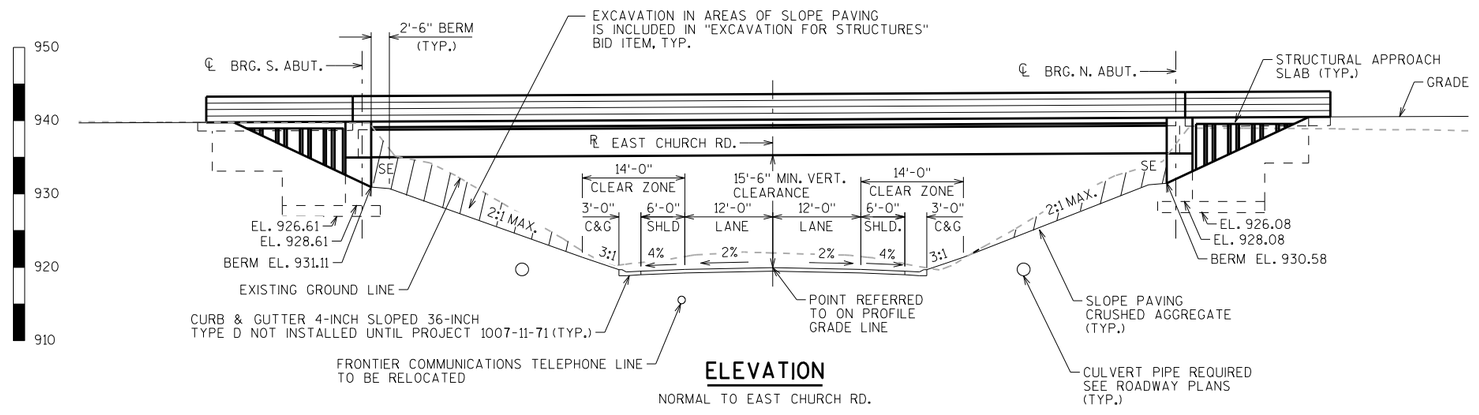
✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT. AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

PLAN

(SINGLE SPAN 45W" PRESTRESSED GIRDERS)



TYPICAL FILL SECTION AT WING TIPS



ELEVATION

NORMAL TO EAST CHURCH RD.

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.13
OPERATING RATING FACTOR: RF=1.71
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY (HPC) DECK, PARAPET, DIAPHRAGMS, APPROACH SLAB	f'c =	4,000 P.S.I.
CONCRETE MASONRY ALL OTHER (INCLUDING APPROACH SLAB FTG.)	f'c =	3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60	fy =	60,000 P.S.I.
BAR STEEL REINFORCEMENT STAINLESS, GRADE 60	fy =	60,000 P.S.I.
45W" PRESTRESSED GIRDERS, CONCRETE MASONRY	f'c =	8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.		
STRUCTURAL CARBON STEEL ASTM A709 GRADE 36	Fy =	36,000 P.S.I.

FOUNDATION DATA

ABUTMENTS WITH SPREAD FOOTINGS TO BE SUPPORTED ON SOUND ROCK WITH A REQUIRED FACTORED BEARING RESISTANCE OF 12,000 PSF✳✳✳. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE ABUTMENT FOOTING, WITHIN 3 DAYS OF NOTIFICATION.

✳✳✳ THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

TRAFFIC VOLUME

IH 39/90	EAST CHURCH RD.
A.D.T.=70,300 (2040)	A.D.T.< 750 (2040)
R.D.S.=70 M.P.H.	R.D.S.=55 M.P.H.

CURVE DATA

℞ IH 39/90 NB	℞ EAST CHURCH RD.
P.I. = STA. 1924+79.40'NB'	P.I. = STA. 51+09.63'CH'
Δ = 16° 55' 06"	Δ = 0° 51' 40"
D = 0° 21' 54"	D = 0° 15' 00"
T = 2334.92	T = 172.23
L = 4635.87	L = 344.44
R = 15700.00	R = 22918.31
S.E. = NC	S.E. = NC
P.C. = STA. 1901+44.48'NB'	P.C. = STA. 49+37.40'CH'
P.T. = STA. 1947+80.35'NB'	P.T. = STA. 52+81.85'CH'

TANGENT OFFSETS

SUBSTRUCTURE UNIT	
SOUTH ABUT.	NORTH ABUT.
0'-1¼"	0'-1¼"

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT WINGS 1 & 2
6. SOUTH ABUTMENT DETAILS
7. NORTH ABUTMENT
8. NORTH ABUTMENT WINGS 3 & 4
9. NORTH ABUTMENT DETAILS
10. 45W" PRESTRESSED GIRDER
11. 45W" PRESTRESSED GIRDER DETAILS
12. STEEL DIAPHRAGMS
13. SUPERSTRUCTURE CROSS SECTION
14. SUPERSTRUCTURE PLAN
15. SUPERSTRUCTURE DETAILS
16. SINGLE SLOPE PARAPET 42SS (MODIFIED)
17. CONDUIT DETAILS
18. AESTHETIC DETAILS
19. SLOPE PAVING (CRUSHED AGGREGATE)
20. ALTERNATE CONSTRUCTION JOINT
21. SOUTH STRUCTURAL APPROACH SLAB
22. NORTH STRUCTURAL APPROACH SLAB

STRUCTURE DESIGN CONTACTS:
DANIELLE DE TENNIS (608) 266-8689
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 5/10/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-13-711

IH 39/90 NB OVER EAST CHURCH RD.

COUNTY	TOWN/CITY/VILLAGE
DANE	CHRISTIANA

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
DFD	CAD	WWR	DFD

GENERAL PLAN

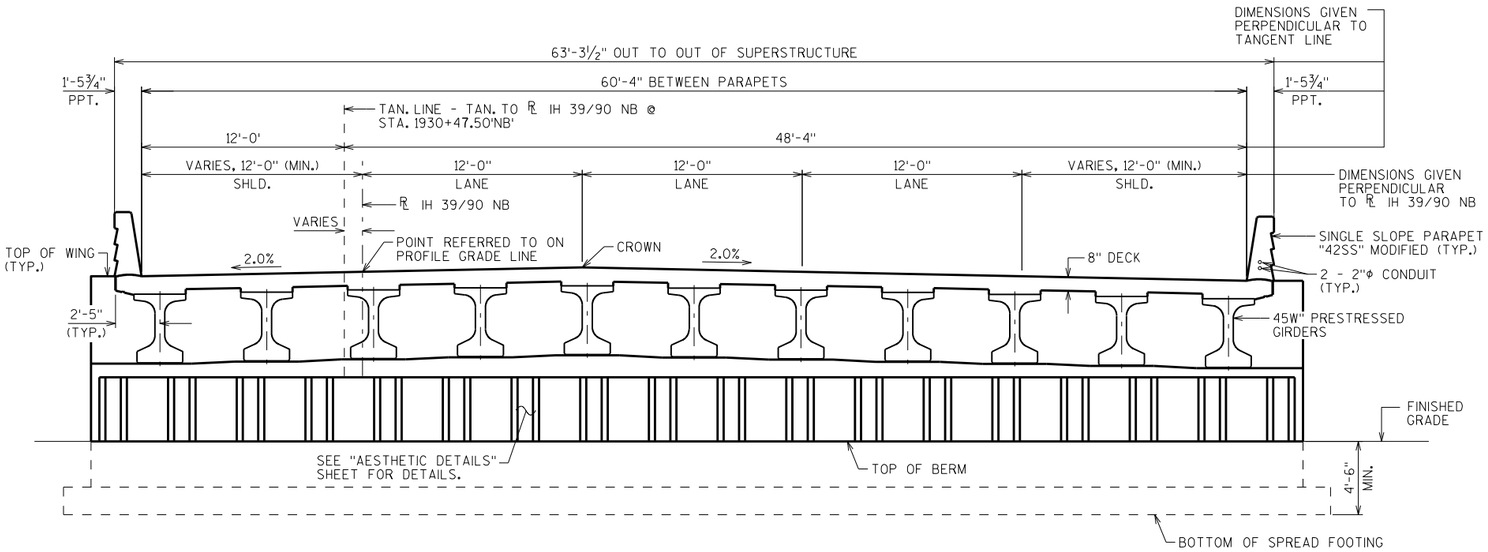
SHEET 1 OF 22

713

I.D. 1007-10-01 AK

DATE: APRIL 2016

SCALE = 10



CROSS SECTION THRU ROADWAY LOOKING NORTH

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH APPROACH SLAB	SOUTH ABUT.	NORTH ABUT.	NORTH APPROACH SLAB	TOTALS
203.0200	REMOVING OLD STRUCTURE STA. 1930+48'NB'	LS	———	———	———	———	———	1
203.0210.S	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE B-13-169	LS	———	———	———	———	———	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-13-711	LS	———	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	———	230	230	———	460
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TONS	———	193	———	———	193	386
501.1000.S	ICE HOT WEATHER CONCRETING	LB	2325	520	———	———	520	3365
502.0100	CONCRETE MASONRY BRIDGES	CY	———	18	132	130	18	298
502.3200	PROTECTIVE SURFACE TREATMENT	SY	773	134	———	———	134	1041
502.3210	PIGMENTED SURFACE SEALER	SY	115	20	———	———	20	155
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	1243	———	———	———	———	1243
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	———	———	9090	8920	———	18,010
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	48,790	14,500	2290	2130	14,500	82,210
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	2180	———	———	———	———	2180
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	———	11	11	———	22
506.4000	STEEL DIAPHRAGMS B-13-711	EACH	20	———	———	———	———	20
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	———	18	18	———	36
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	———	———	242	253	———	495
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	———	105	105	———	210
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	2	———	———	2	4
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	32	———	6	6	———	44
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	205	———	68	68	———	341
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	2	———	———	———	———	2
SPV.0035	HPC MASONRY STRUCTURES	CY	310	69	———	———	69	448
SPV.0165	LONGITUDINAL GROOVING BRIDGE DECK	SF	6915	1210	———	———	1210	9335
	NON-BID ITEMS							
	FILLER	SIZE						½",¾",1½"

STATE PROJECT NUMBER

1007-11-75

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.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE AND TOP OF APPROACH SLAB SURFACE.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPETS ON APPROACH SLAB.

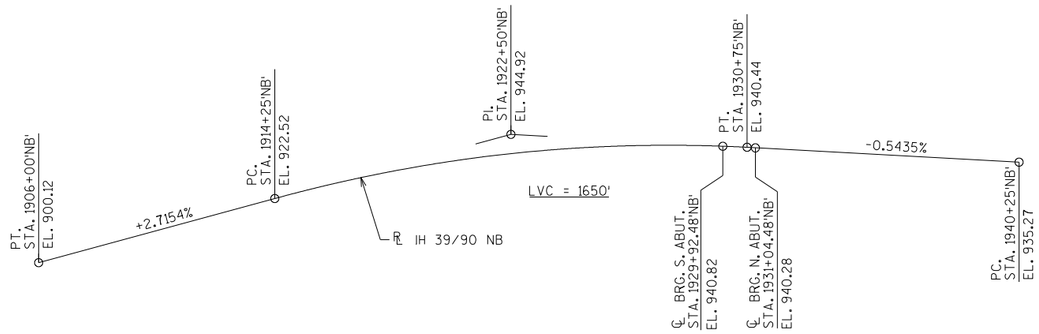
THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

THE CONCRETE QUANTITIES FOR THE PARAPETS, SUPERSTRUCTURE DECK, APPROACH SLAB (EXCLUDING THE APPROACH SLAB FOOTINGS), CONCRETE DIAPHRAGMS AND HAUNCH OVER GIRDERS SHALL BE PAID FOR UNDER THE BID ITEM "HPC MASONRY STRUCTURES."

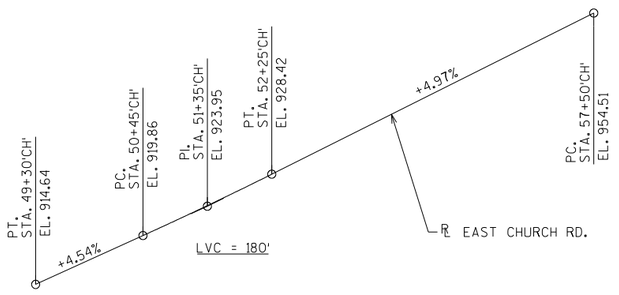
THE EXISTING STRUCTURE B-13-169 IS A 3-SPAN CONTINUOUS SLAB WITH AN OVERALL LENGTH OF 113'-8½" AND A CLEAR ROADWAY WIDTH OF 40'-4". THE ABUTMENTS AND PIERS ARE SUPPORTED ON SPREAD FOOTINGS. THE ENTIRE STRUCTURE WILL BE REMOVED.

THE RUSTICATIONS IN THE ABUTMENTS ARE INCLUDED IN THE BID ITEM "CONCRETE MASONRY BRIDGES".

THE RUSTICATONS IN THE BACK FACES OF PARAPETS ARE INCLUDED IN THE BID ITEM "HPC MASONRY STRUCTURES".



PROFILE GRADE LINE - IH 39/90 NB



PROFILE GRADE LINE - EAST CHURCH RD.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-711

DRAWN BY WWR | PLANS CK'D. DFD

CROSS SECTION & QUANTITIES

SHEET 2

714

SCALE = 8

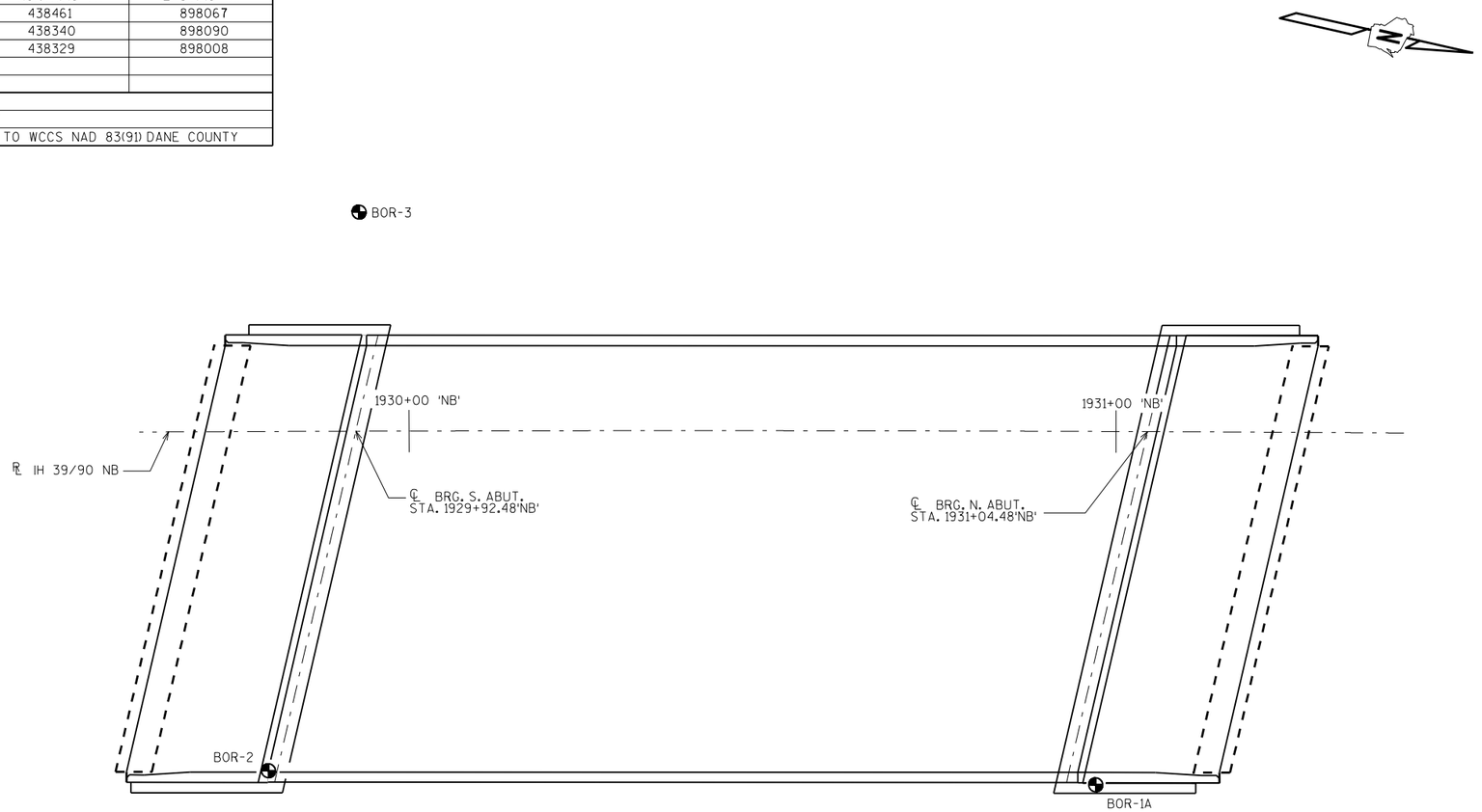
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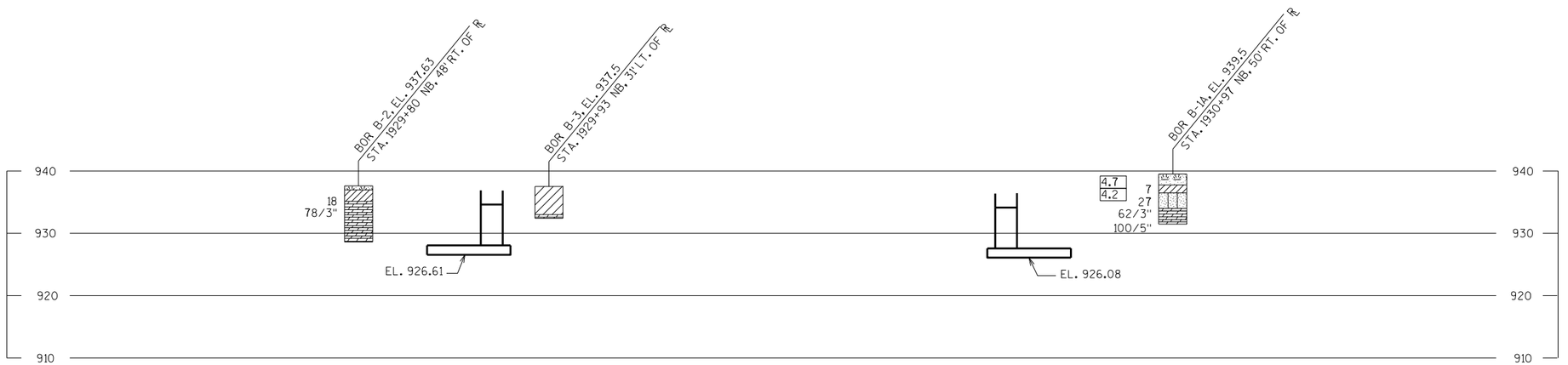
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ILLINOIS STATE LINE - MADISON
IH 39/90 NB OVER EAST CHURCH ROAD

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1A	8/6/2014	438461	898067
2	8/5/2014	438340	898090
3	8/6/2014	438329	898008

BORINGS COMPLETED BY: SES
REPORT COMPLETED BY: WISDOT
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY





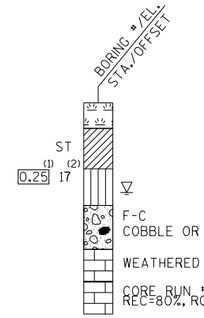
STATE PROJECT NUMBER

1007-11-75

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-711

DRAWN BY PR/WWR | PLANS CK'D. DFD

SUBSURFACE EXPLORATION

SHEET 3

715

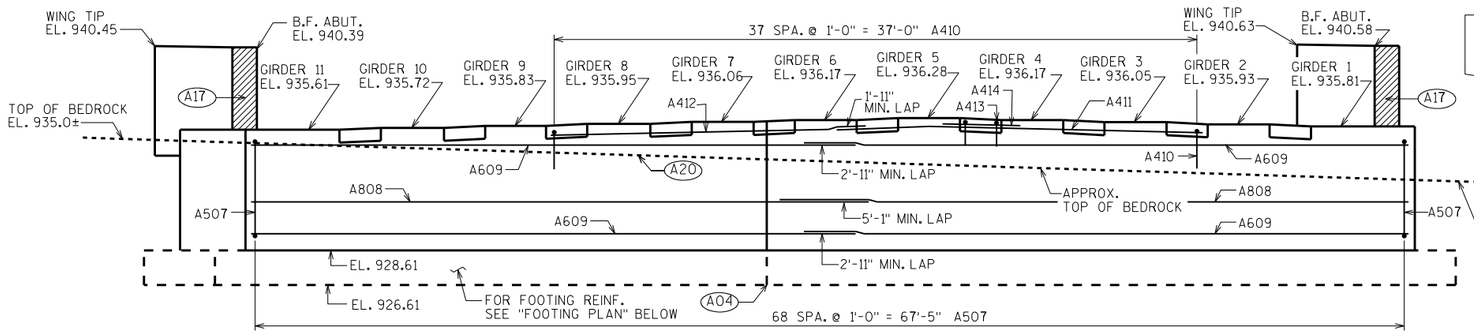
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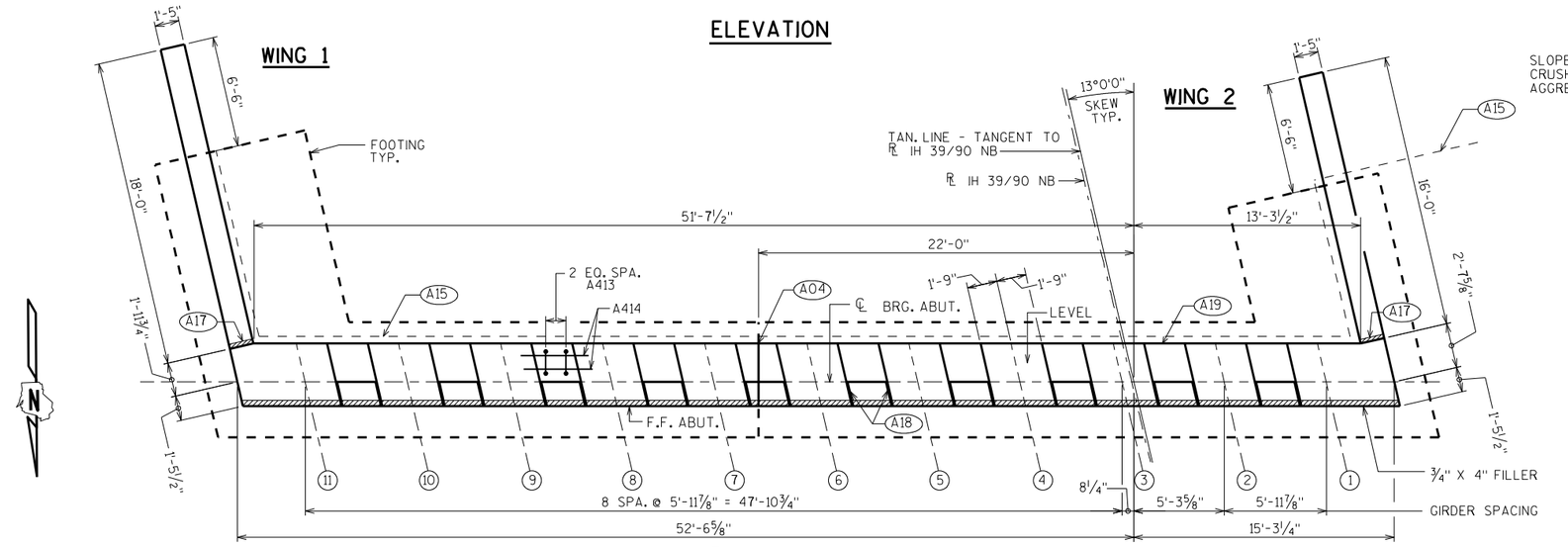
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STATE PROJECT NUMBER

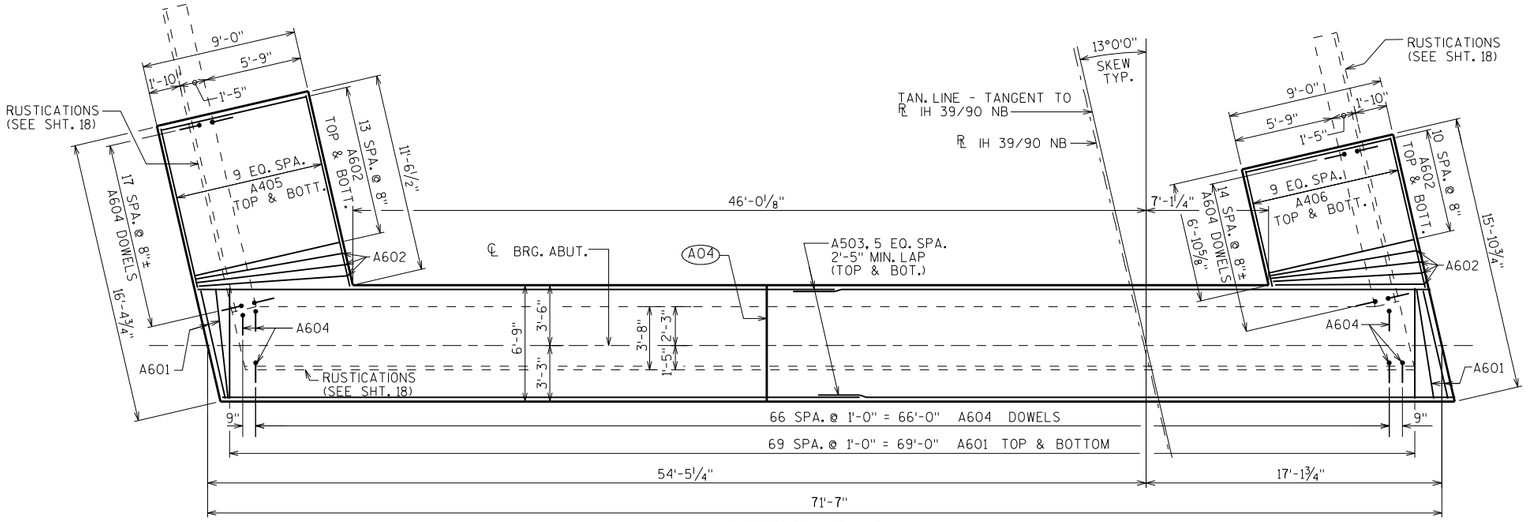
1007-11-75



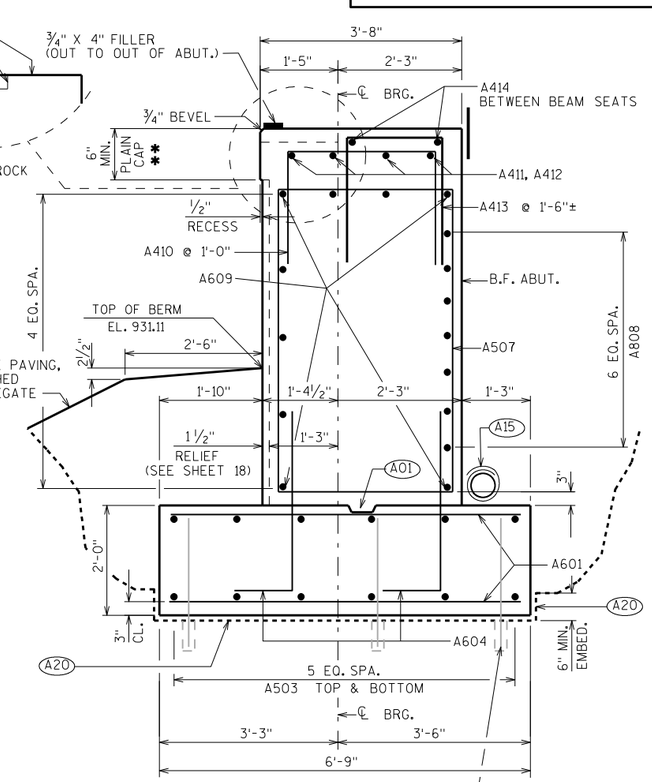
ELEVATION



PLAN



FOOTING PLAN



SECTION THRU BODY

REBAR (DOWELED INTO BEDROCK) AS REQ'D. BY CONTRACTOR TO SUPPORT FOOTING REINFORCEMENT.

(A01) CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 6.

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET. OPTIONAL IN FOOTING, REQ'D. IN ABUT. BODY.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A20) EMBED FOOTING A MINIMUM OF 6" INTO BEDROCK.

** 6" @ LOW BEAM SEAT. SEE "AESTHETIC DETAILS" SHT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-711

DRAWN BY WWR | PLANS CK'D. DFD

SOUTH ABUTMENT

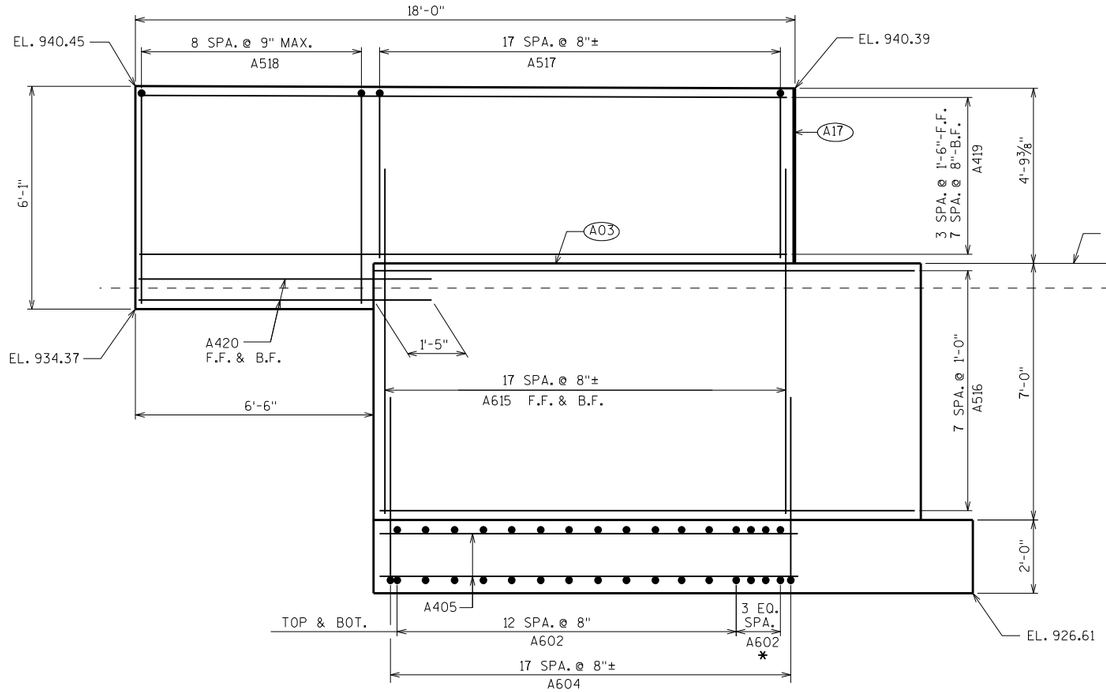
SHEET 4

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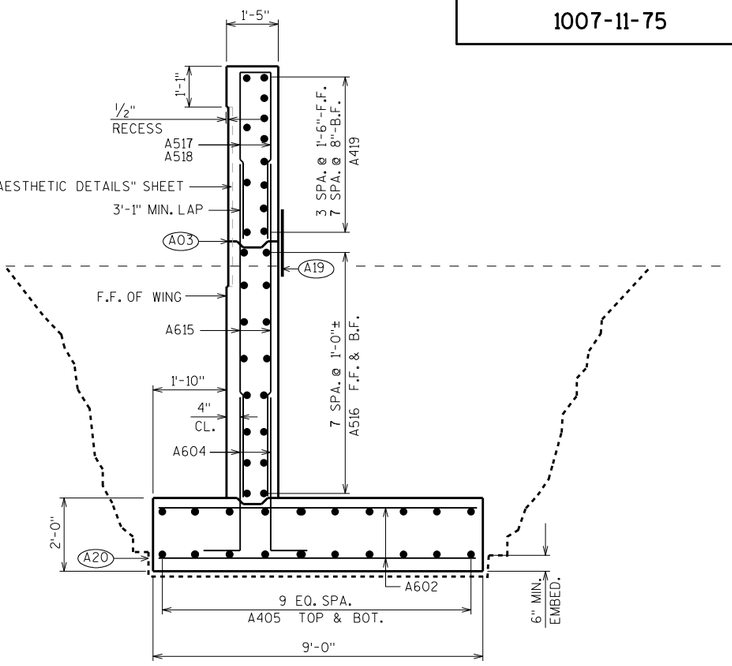
STATE PROJECT NUMBER

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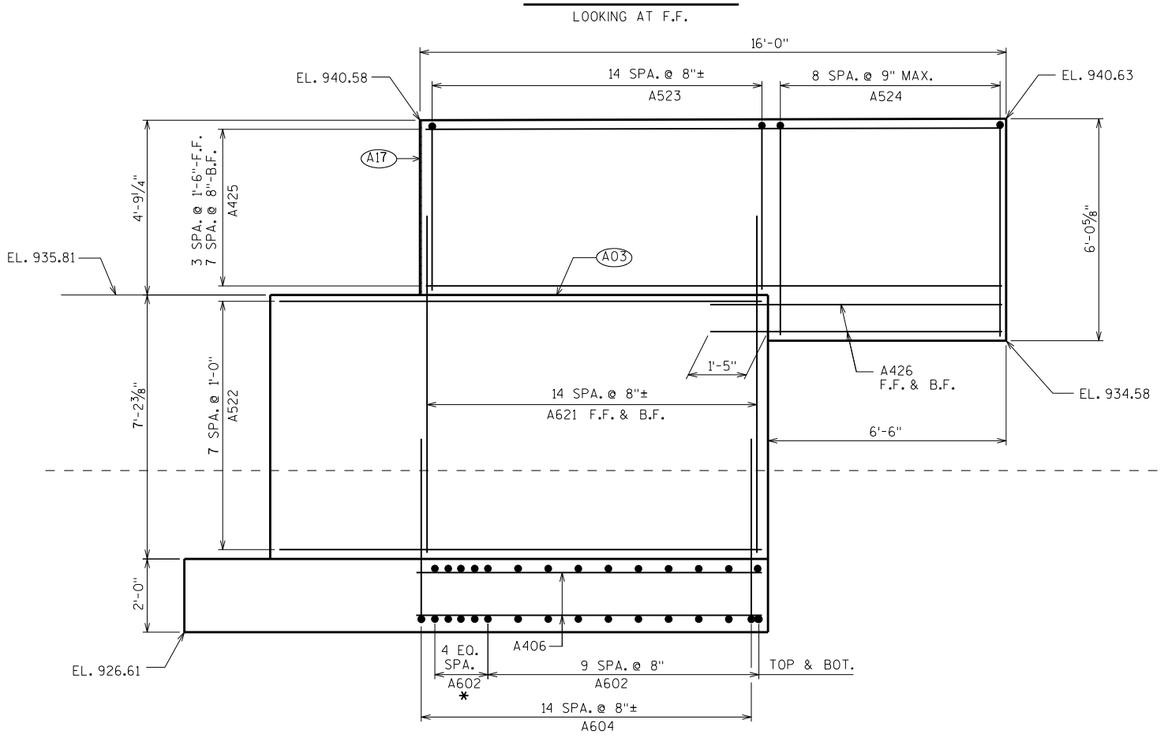


WING 1 ELEVATION

LOOKING AT F.F.

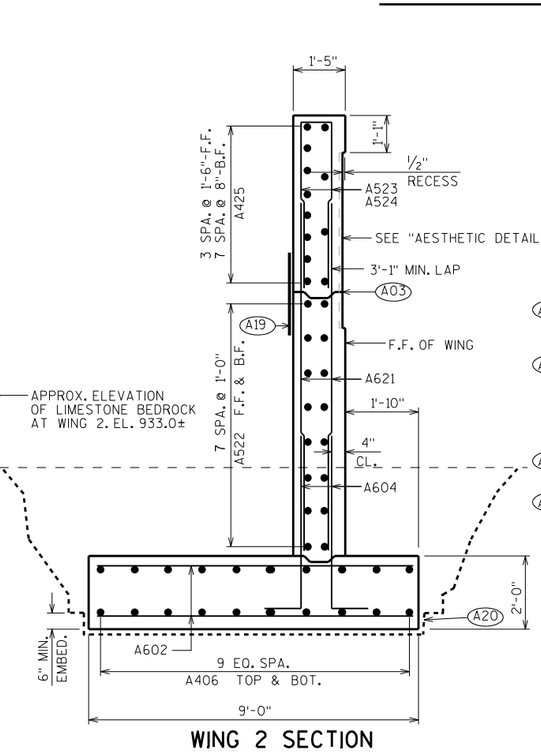


WING 1 SECTION



WING 2 ELEVATION

LOOKING AT F.F.



WING 2 SECTION

* FLARED BARS, SEE DETAIL ON "SOUTH ABUTMENT" SHEET.

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 × 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

A17 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

A20 EMBED FOOTING A MINIMUM OF 6" INTO BEDROCK.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-711

DRAWN BY WWR | PLANS CK'D. DFD

SOUTH ABUTMENT
WINGS 1 & 2

SHEET 5

717

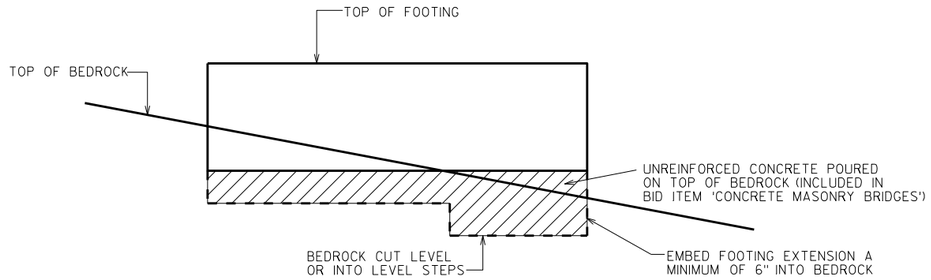
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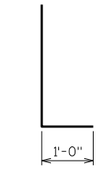
STATE PROJECT NUMBER

1007-11-75

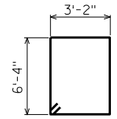


BEDROCK VARIABILITY DETAIL

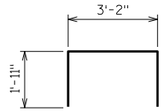
VARIABLE BEDROCK MAY NECESSITATE EXTENDED FOOTING DEPTHS TO ENSURE CONCRETE IS POURED ON TOP OF BEDROCK.



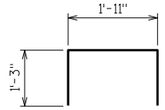
A604



A507



A410



A413

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

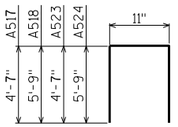
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A601		148	6'-5"			FOOTING-HORIZ.
A602		72	8'-8"			FOOTING-HORIZ.
A503		24	36'-10"			FOOTING-HORIZ.
A604		202	4'-8"	X		FOOTING-VERT.-DOWELS
A405		20	10'-4"		◭	FOOTING-HORIZ.
A406		20	7'-9"		◭	FOOTING-HORIZ.
A507		69	19'-8"	X		BODY-VERT.-STIRRUP
A808		14	36'-3"			BODY-HORIZ-B.F.
A609		18	35'-3"			BODY-HORIZ.
A410		38	6'-10"	X		BODY-VERT. BTWN. GIRS. 2 & 9
A411		4	25'-11"			BODY-HORIZ. BTWN. GIRS. 6 & 9
A412		4	13'-10"			BODY-HORIZ. BTWN. GIRS. 2 & 7
A413		30	4'-3"	X		BODY-VERT.-BTWN. BEAM SEATS
A414		20	4'-5"			BODY-HORIZ.-BTWN. BEAM SEATS
A615	X	36	10'-1"			WING 1-VERT.
A516	X	16	13'-1"			WING 1-HORIZ.
A517	X	18	9'-10"	X		WING 1-VERT.
A518	X	9	12'-2"	X		WING 1-VERT.
A419	X	12	17'-8"			WING 1-HORIZ.
A420	X	4	7'-9"			WING 1-HORIZ.
A621	X	30	10'-4"			WING 2-VERT.
A522	X	16	11'-1"			WING 2-HORIZ.
A523	X	15	9'-10"	X		WING 2-VERT.
A524	X	9	12'-2"	X		WING 2-VERT.
A425	X	12	15'-8"			WING 2-HORIZ.
A426	X	4	7'-9"			WING 2-HORIZ.

◭ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

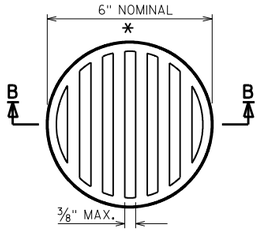
BAR SERIES TABLE

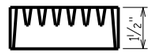
MARK	NO. REQD.	LENGTH
A405	2 SERIES OF 10	11'-4" TO 13'-4"
A406	2 SERIES OF 10	10'-9" TO 12'-9"
	SERIES OF	TO
	SERIES OF	TO

BUNDLE AND TAG EACH SERIES SEPARATELY.



A517, A518, A523, A524





SECTION B-B

RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS ARE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

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STRUCTURE B-13-711

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SOUTH ABUTMENT DETAILS

SHEET 6

718

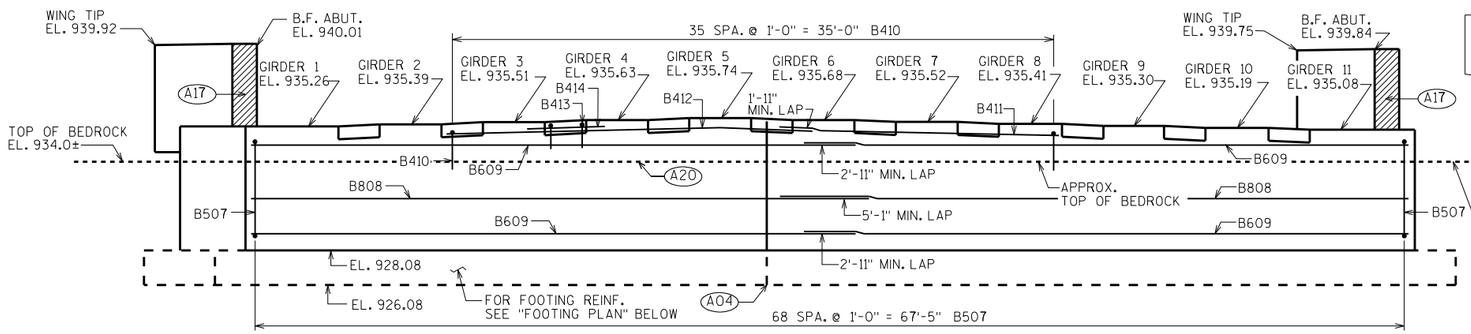
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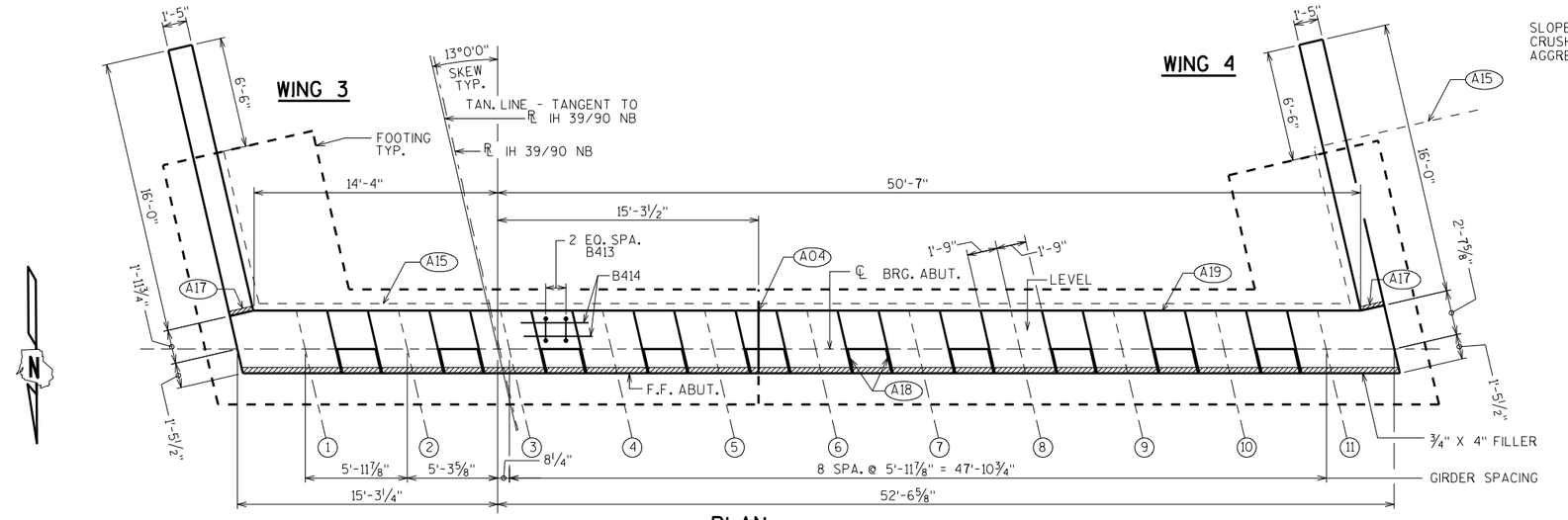
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STATE PROJECT NUMBER

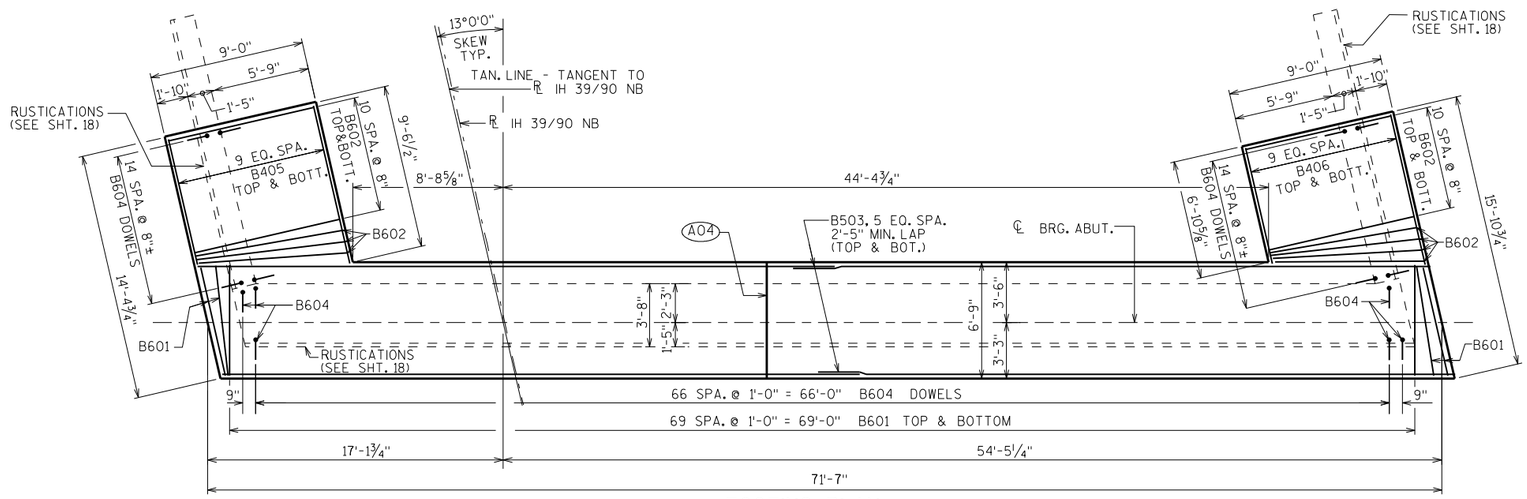
1007-11-75



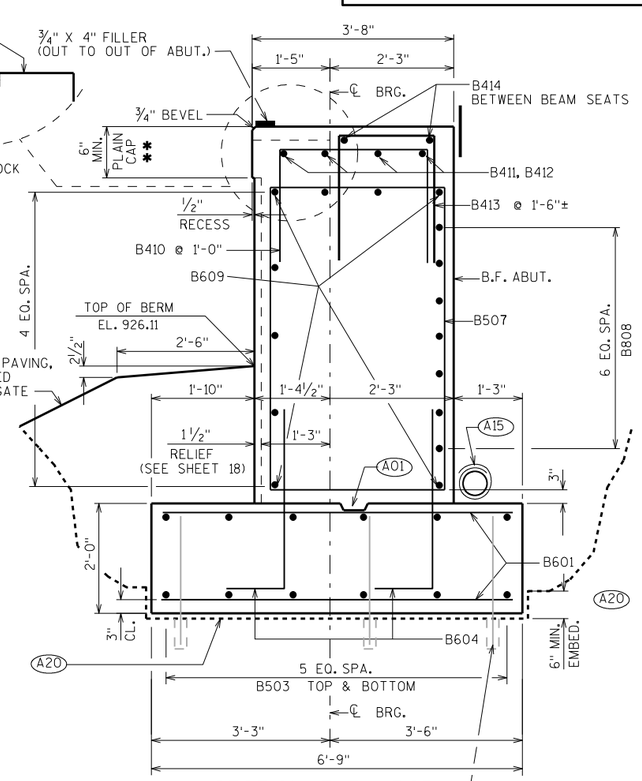
ELEVATION



PLAN



FOOTING PLAN



SECTION THRU BODY

(A01) CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 6.

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET. OPTIONAL IN FOOTING, REQ'D. IN ABUT. BODY.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A20) EMBED FOOTING A MINIMUM OF 6" INTO BEDROCK.

** 6" @ LOW BEAM SEAT. SEE "AESTHETIC DETAILS" SHT.

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STRUCTURE B-13-711

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NORTH ABUTMENT

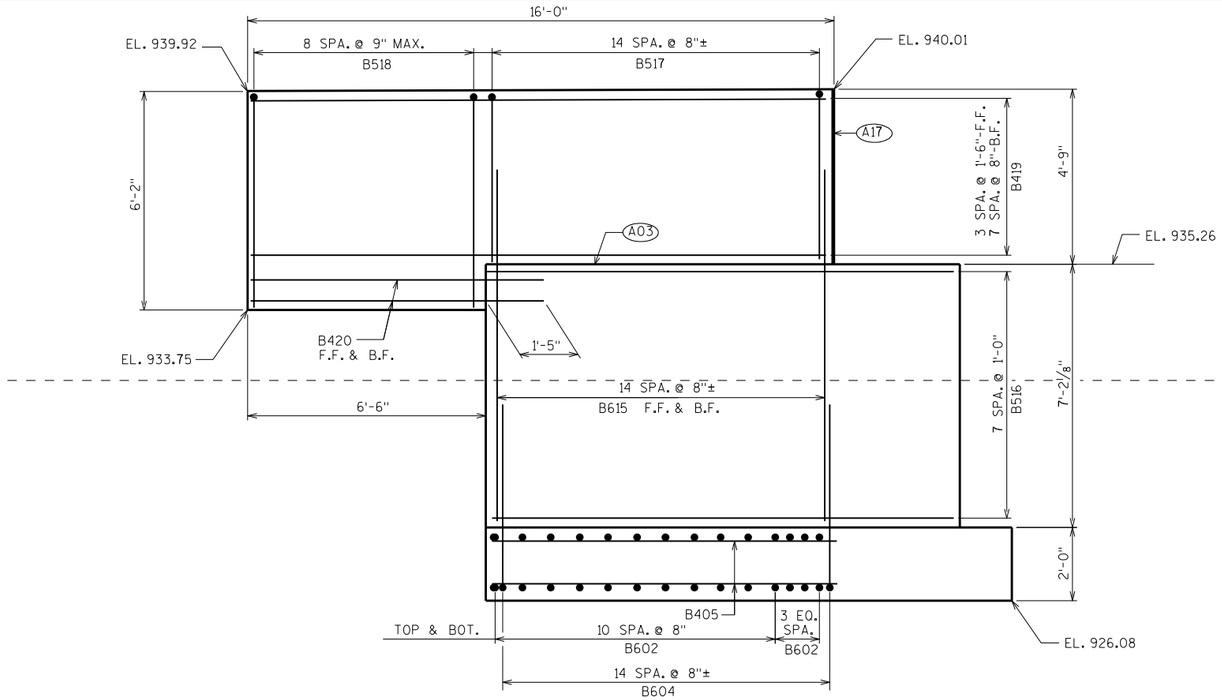
SHEET 7

719

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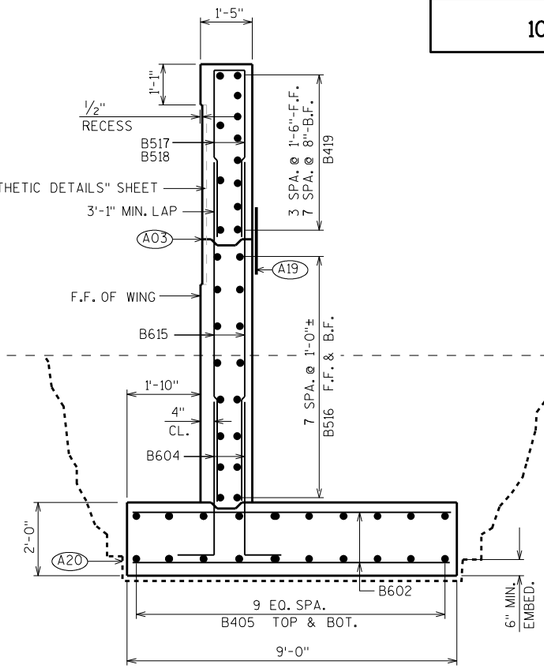
STATE PROJECT NUMBER

1007-11-75



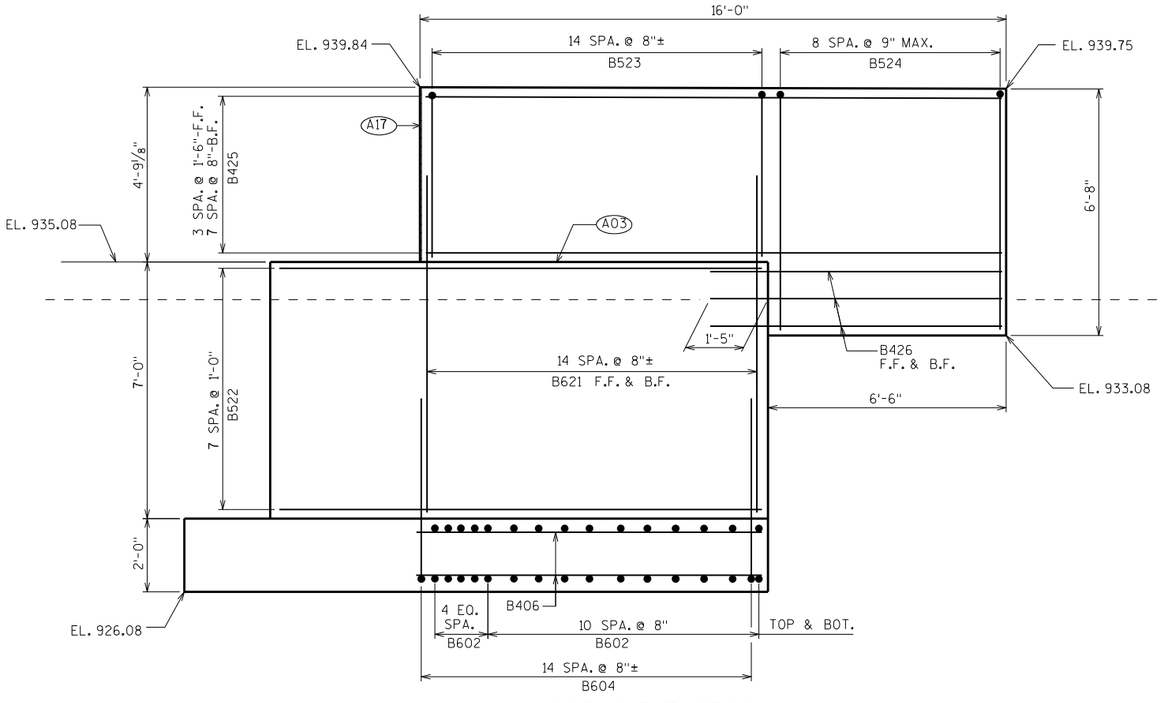
WING 3 ELEVATION

LOOKING AT F.F.



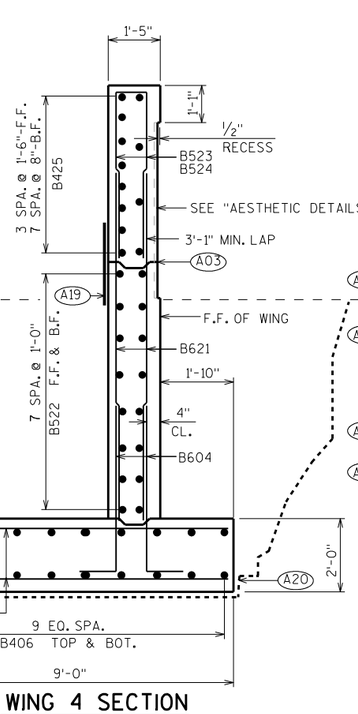
WING 3 SECTION

APPROX. ELEVATION OF LIMESTONE BEDROCK AT WING 3. EL. 934.0±



WING 4 ELEVATION

LOOKING AT F.F.



WING 4 SECTION

APPROX. ELEVATION OF LIMESTONE BEDROCK AT WING 4. EL. 934.0±

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

A17 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

A20 EMBED FOOTING A MINIMUM OF 6" INTO BEDROCK.

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STRUCTURE B-13-711

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NORTH ABUTMENT
WINGS 3 & 4

SHEET 8

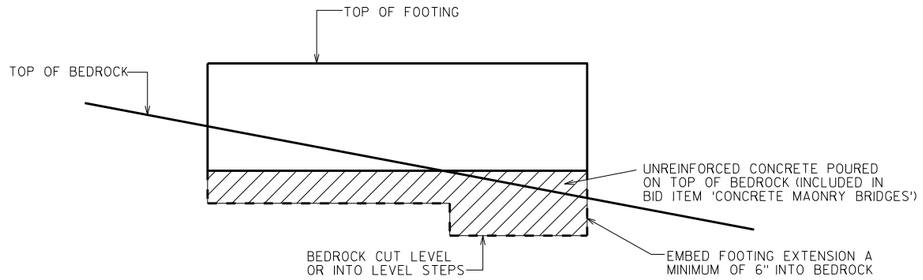
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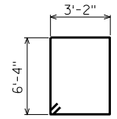


BEDROCK VARIABILITY DETAIL

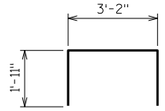
VARIABLE BEDROCK MAY NECESSITATE EXTENDED FOOTING DEPTHS TO ENSURE CONCRETE IS POURED ON TOP OF BEDROCK.



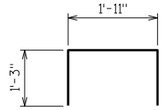
B604



B507



B410



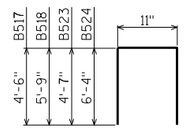
B413

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B601		148	6'-5"			FOOTING-HORIZ.
B602		64	8'-8"			FOOTING-HORIZ.
B503		24	36'-10"			FOOTING-HORIZ.
B604		196	4'-8"	X		FOOTING-VERT.-DOWELS
B405		20	8'-4"		◭	FOOTING-HORIZ.
B406		20	7'-9"		◭	FOOTING-HORIZ.
B507		69	19'-8"	X		BODY-VERT.-STIRRUP
B808		14	36'-3"			BODY-HORIZ.-B.F.
B609		18	35'-3"			BODY-HORIZ.
B410		36	6'-10"	X		BODY-VERT. BTWN. GIRS. 2 & 9
B411		4	17'-6"			BODY-HORIZ. BTWN. GIRS. 5 & 9
B412		4	20'-9"			BODY-HORIZ. BTWN. GIRS. 2 & 6
B413		30	4'-3"	X		BODY-VERT.-BTWN. BEAM SEATS
B414		20	4'-5"			BODY-HORIZ.-BTWN. BEAM SEATS
B615	X	30	10'-3"			WING 3-VERT.
B516	X	16	11'-1"			WING 3-HORIZ.
B517	X	15	9'-8"	X		WING 3-VERT.
B518	X	9	12'-2"	X		WING 3-VERT.
B419	X	12	15'-8"			WING 3-HORIZ.
B420	X	4	7'-9"			WING 3-HORIZ.
B621	X	30	10'-1"			WING 4-VERT.
B522	X	16	11'-3"			WING 4-HORIZ.
B523	X	15	9'-10"	X		WING 4-VERT.
B524	X	9	13'-4"	X		WING 4-VERT.
B425	X	12	15'-8"			WING 4-HORIZ.
B426	X	6	7'-9"			WING 4-HORIZ.

◭ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

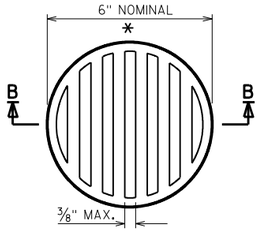


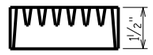
B517, B518, B523, B524

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
B405	2 SERIES OF 10	11'-5" TO 13'-2"
B406	2 SERIES OF 10	6'-9" TO 8'-9"
	SERIES OF	TO
	SERIES OF	TO

BUNDLE AND TAG EACH SERIES SEPARATELY.





SECTION B-B

RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS ARE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

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STRUCTURES DESIGN SECTION

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NORTH ABUTMENT DETAILS

SHEET 9

721

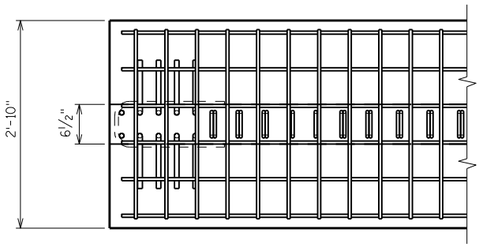
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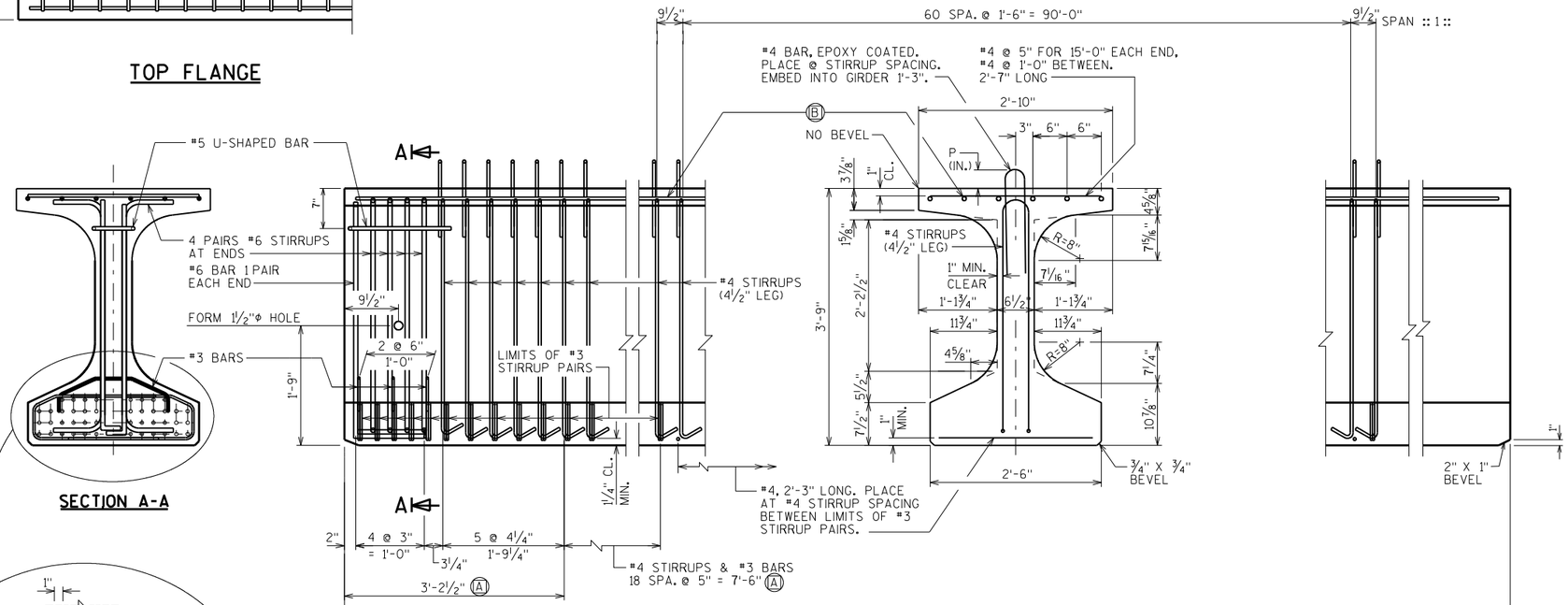
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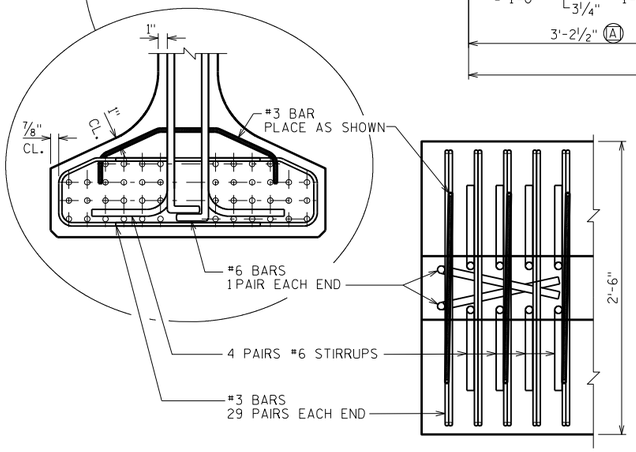
1007-11-75



TOP FLANGE



SECTION A-A



BOTTOM FLANGE

SIDE VIEW & TYP. SECTION IN SPAN

(A) DETAIL TYP. AT EACH END

(B) 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF THE 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, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

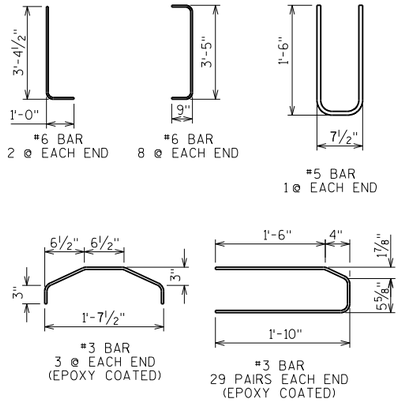
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE 0.6" DIA. -7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.



✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN						UNDRAPED PATTERN	
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10						TOTAL NO. OF STRANDS	f'ci (P.S.I.)	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	TOTAL NO. OF STRANDS	f'ci (P.S.I.)
1	1-11	113.00	0.7	1.4	1.9	2.2	2.3	2.2	1.9	1.4	0.7	8000	7	6	7	0.60	36	6400	40.0	13.75	16.75	5.0		

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DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-711

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45W" PRESTRESSED GIRDER

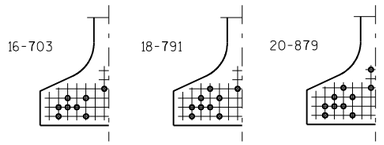
SHEET 10

722

SCALE =

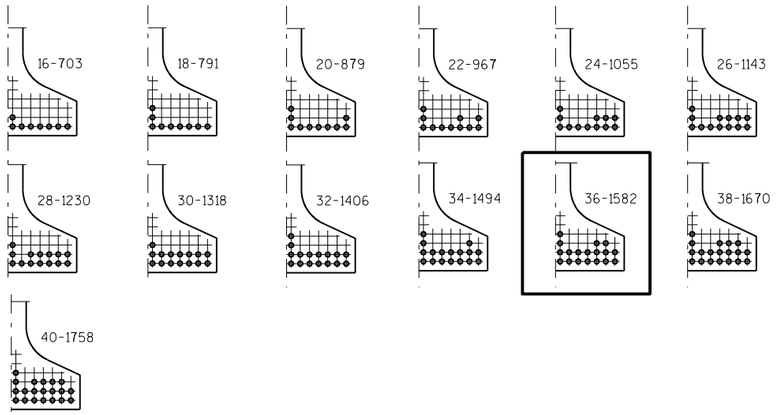
STATE PROJECT NUMBER

1007-11-75



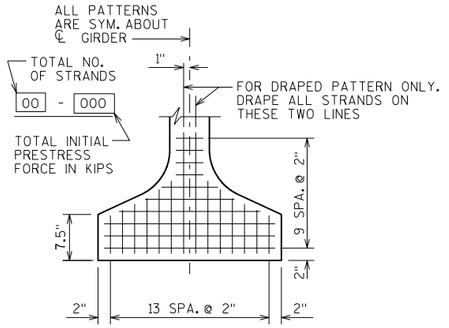
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

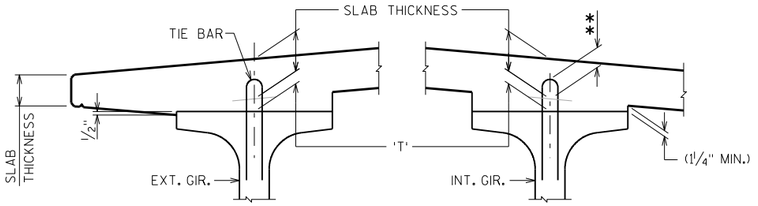


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



SLAB HAUNCH DETAIL

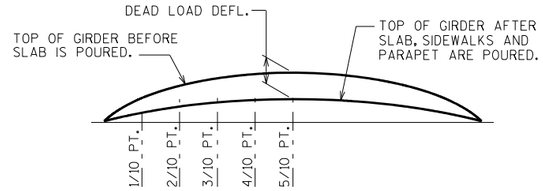
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

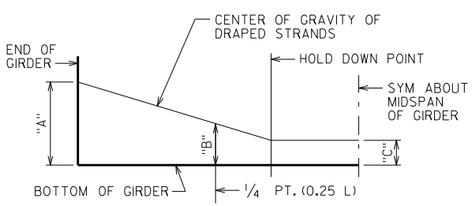
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	*
1	4.16

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

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STRUCTURES DESIGN SECTION

STRUCTURE B-13-711

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45W" PRESTRESSED GIRDER DETAILS

SHEET 11

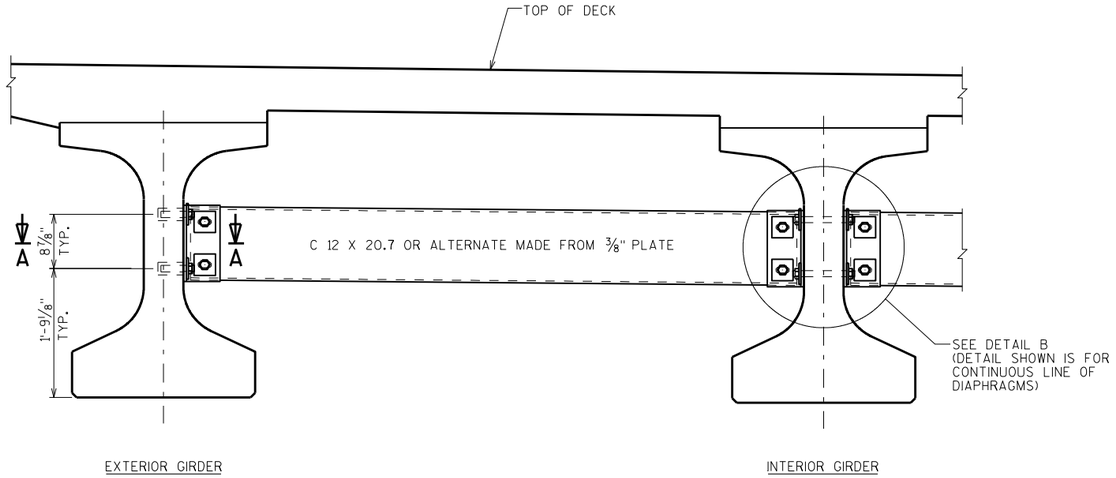
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PART TRANSVERSE SECTION AT DIAPHRAGM

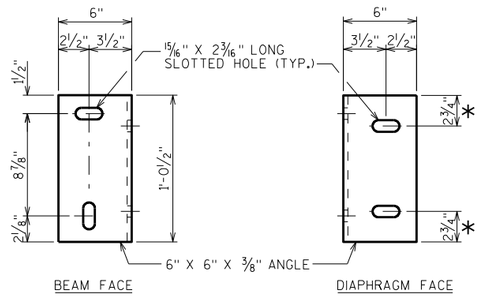
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-13-711", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

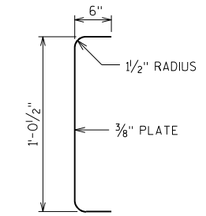
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

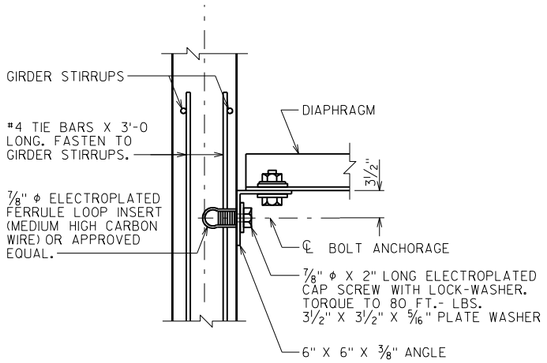


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM

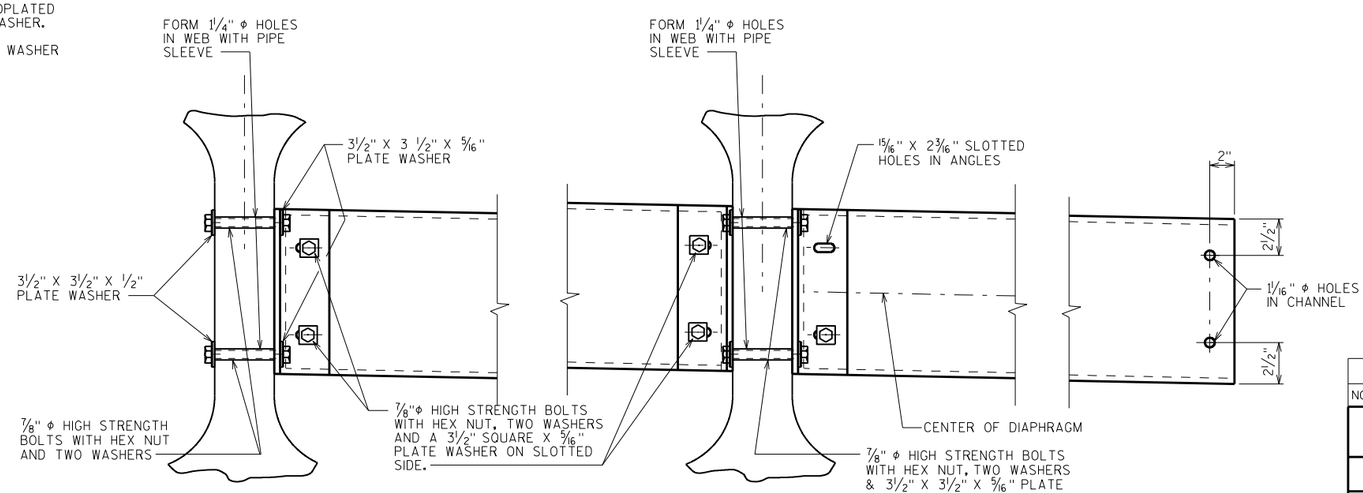


SECTION THRU ALTERNATE DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-711

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STEEL DIAPHRAGMS

SHEET 12

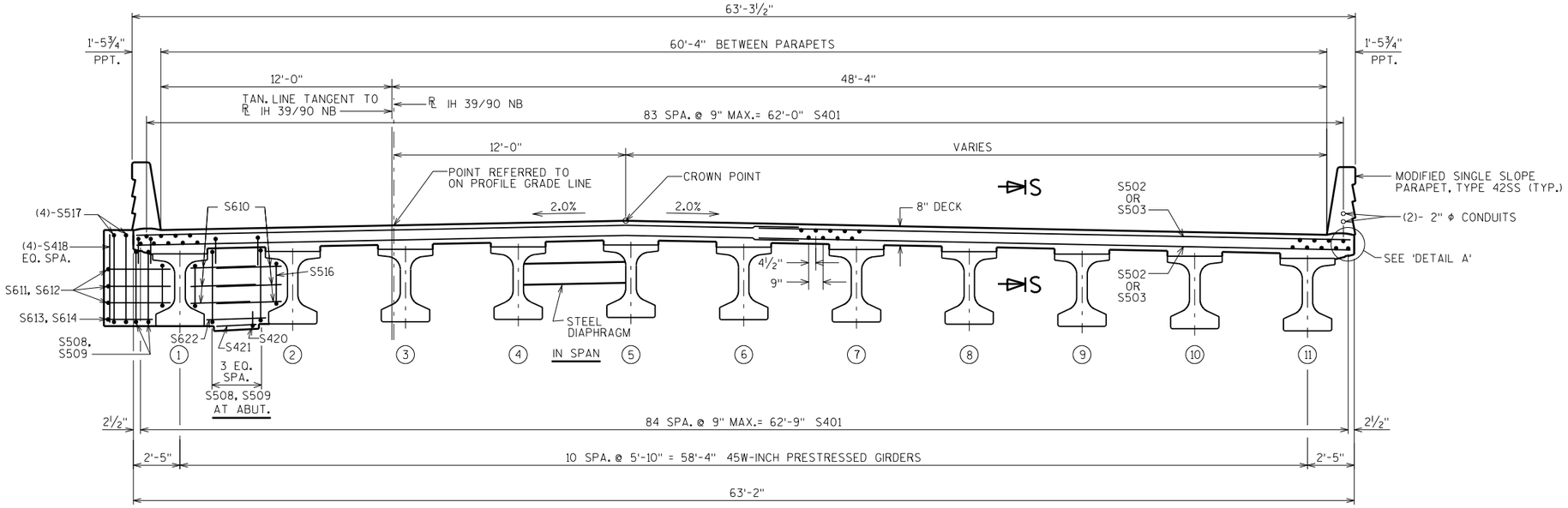
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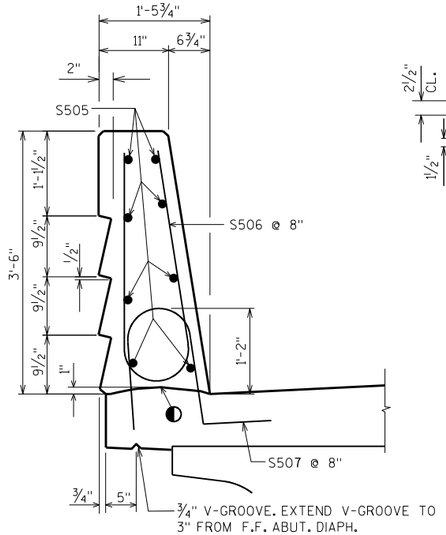
SCALE =

STATE PROJECT NUMBER
1007-11-75



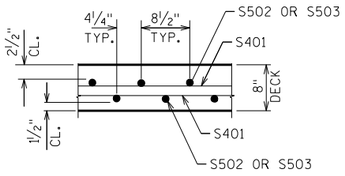
CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

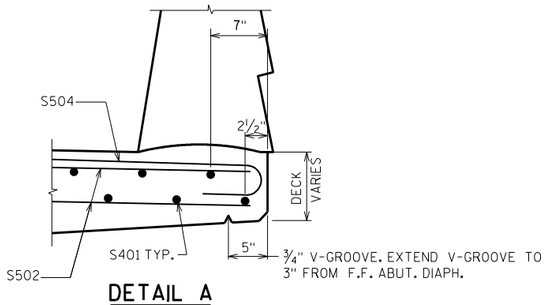


SECTION THRU PARAPET ON BRIDGE

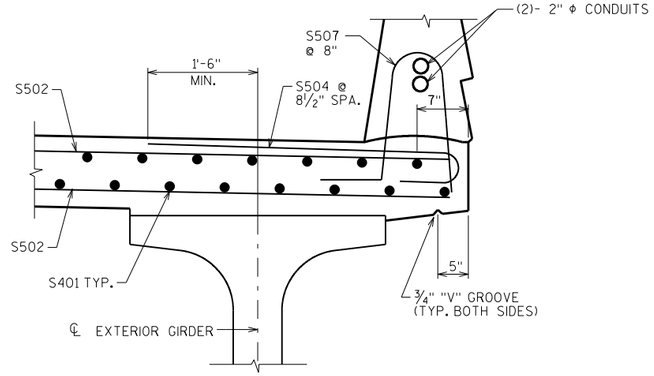
◐ HORIZ. CONST. JOINT-STRIKE OFF AND LEAVE ROUGH



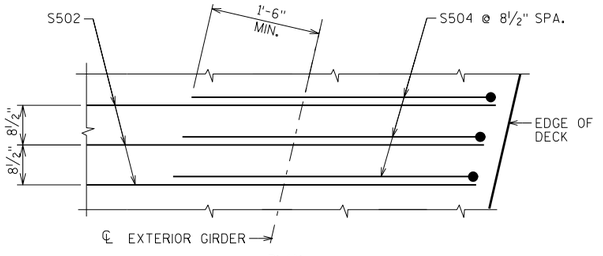
SECTION S-S



DETAIL A



SECTION



PLAN

ADDITIONAL REINF. DETAIL

(TYPICAL AT BOTH SIDES OF DECK)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

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SUPERSTRUCTURE CROSS SECTION

SHEET 13

725

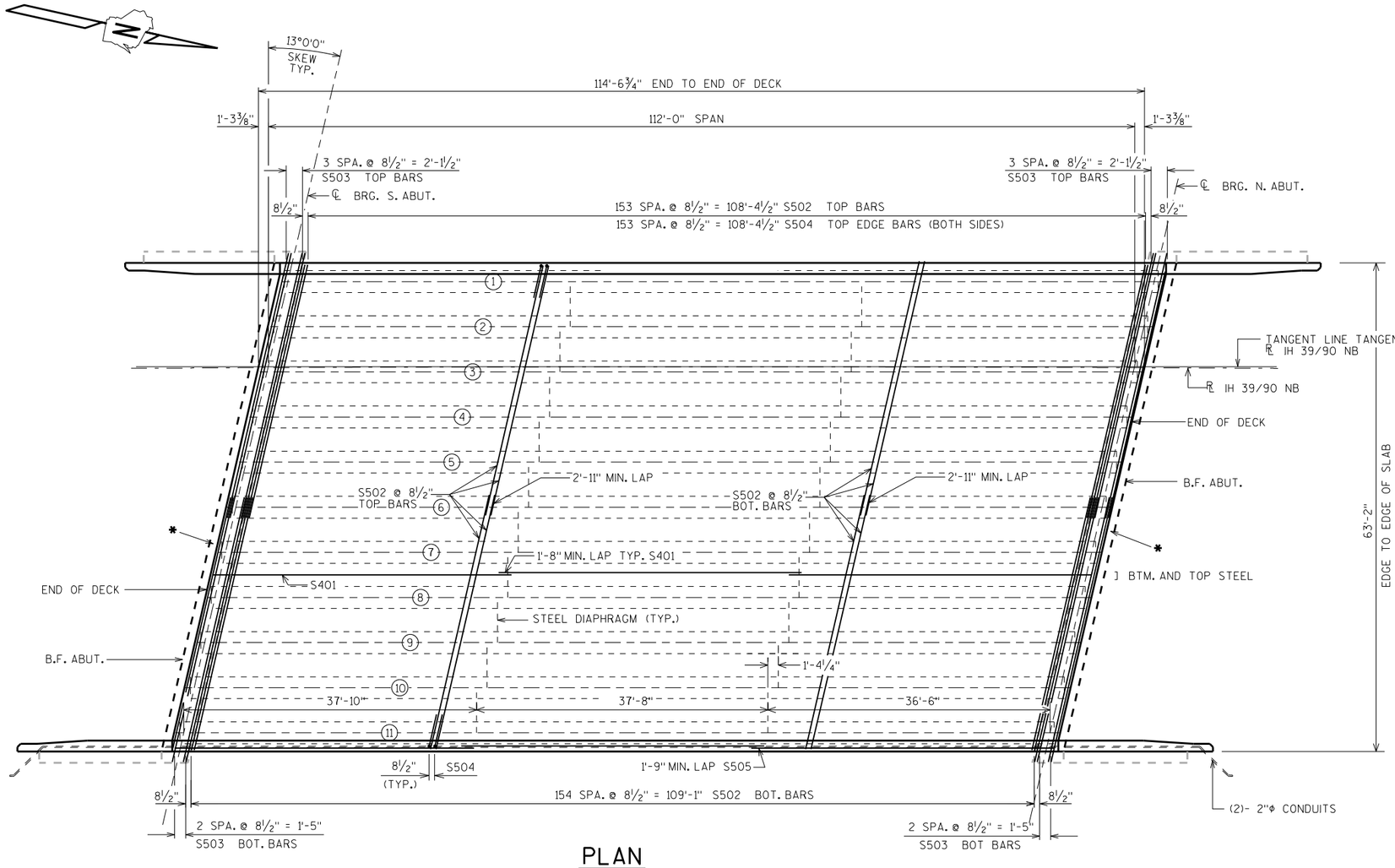
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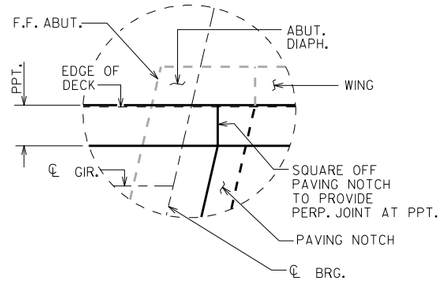
SCALE =

STATE PROJECT NUMBER

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PLAN



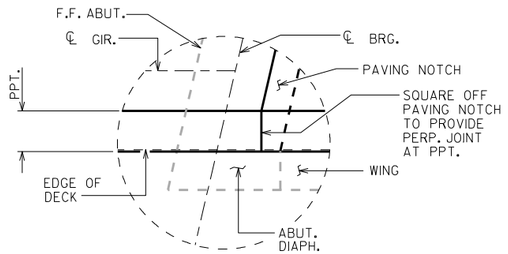
CORNER DETAIL

NW CORNER SHOWN,
SE CORNER SIMILAR

* LIMITS OF PAVING NOTCH ARE: 1'-0" W X 1'-4" D X LENGTH OF ABUT. BETWEEN WINGWALLS. (SQUARE NOTCH OFF IN ORDER TO PROVIDE PERPENDICULAR JOINT FOR PARAPET) SEE CORNER DETAILS.

TOP OF DECK ELEVATIONS

	S. ABUT	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	N. ABUT
LEOD	940.57	940.52	940.48	940.43	940.38	940.32	940.26	940.20	940.14	940.08	940.02
GIR 1	940.59	940.55	940.50	940.45	940.40	940.34	940.29	940.23	940.17	940.11	940.05
GIR 2	940.71	940.67	940.62	940.57	940.52	940.46	940.41	940.35	940.29	940.23	940.17
GIR 3	940.83	940.79	940.74	940.69	940.64	940.59	940.53	940.47	940.41	940.35	940.29
GIR 4	940.95	940.91	940.86	940.81	940.76	940.71	940.65	940.60	940.54	940.48	940.42
GIR 5	941.06	941.02	940.97	940.93	940.88	940.82	940.77	940.71	940.65	940.59	940.53
GIR 6	940.95	940.91	940.86	940.82	940.77	940.71	940.66	940.60	940.54	940.48	940.42
GIR 7	940.84	940.80	940.75	940.70	940.65	940.60	940.55	940.49	940.43	940.37	940.31
GIR 8	940.73	940.68	940.64	940.59	940.54	940.49	940.44	940.38	940.32	940.26	940.20
GIR 9	940.61	940.57	940.53	940.48	940.43	940.38	940.33	940.27	940.21	940.15	940.09
GIR 10	940.50	940.46	940.42	940.37	940.32	940.27	940.22	940.16	940.10	940.04	939.98
GIR 11	940.39	940.35	940.31	940.26	940.21	940.16	940.10	940.05	939.99	939.93	939.87
REOD	940.37	940.33	940.29	940.24	940.19	940.14	940.09	940.03	939.97	939.91	939.85



CORNER DETAIL

NE CORNER SHOWN,
SW CORNER SIMILAR

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-711

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SUPERSTRUCTURE PLAN

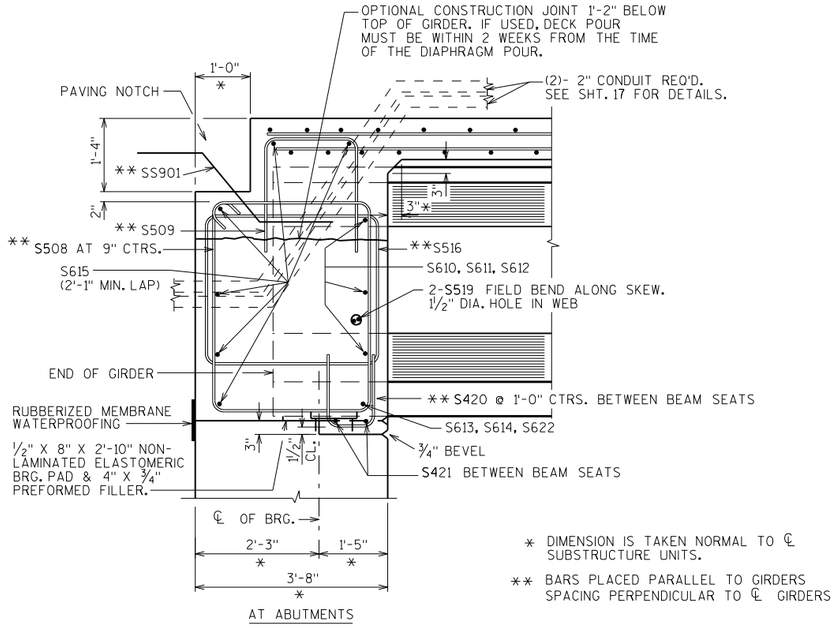
SHEET 14

726

SCALE =

STATE PROJECT NUMBER

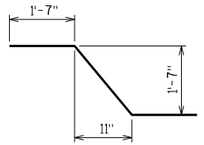
1007-11-75



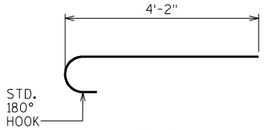
PART LONGIT. SECTION

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

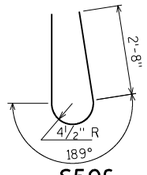
** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS



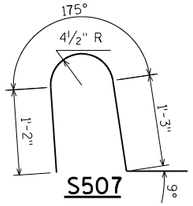
SS901



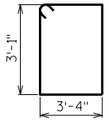
S504



S506



S507



S508

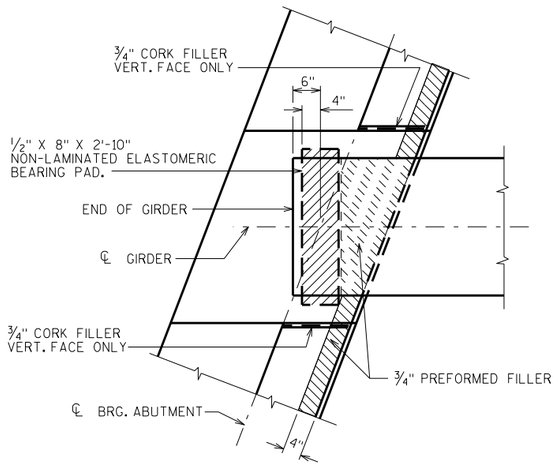
BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S401	X	507	39'-2"			LONGITUDINAL - TOP & BOTTOM
S502	X	618	33'-9"			TRANSVERSE - TOP AND BOTTOM
S503	X	28	35'-2"			TRANSVERSE - TOP AND BOTTOM - AT ABUT. DIAPH.
S504	X	308	4'-9"	X		TRANSVERSE - TOP - EDGE OF DECK
S505	X	48	39'-3"			PPT. HORIZ.
S506	X	346	6'-8"	X		PPT. VERT.
S507	X	346	4'-5"	X		PPT. VERT.
S508	X	88	13'-6"	X		ABUT. DIAPH. - VERT.
S509	X	88	6'-4"	X		ABUT. DIAPH. - VERT.
S610	X	120	3'-7"			ABUT. DIAPH. - HORIZ.
S611	X	6	9'-4"	X		ABUT. DIAPH. END- HORIZ.- S.E. & N.W. CORNERS
S612	X	6	9'-11"	X		ABUT. DIAPH. END- HORIZ.- S.W. & N.E. CORNERS
S613	X	2	8'-4"	X		ABUT. DIAPH. END- HORIZ.- S.E. & N.W. CORNERS
S614	X	2	8'-11"	X		ABUT. DIAPH. END- HORIZ.- S.W. & N.E. CORNERS
S615	X	24	34'-10"			ABUT. DIAPH. - HORIZ.-BACKFACE
S516	X	44	11'-6"	X		ABUT. DIAPH. - VERT.
S517	X	16	10'-0"	X		ABUT. DIAPH. END- VERT.
S418	X	16	4'-4"			ABUT. DIAPH. END- VERT.
S519	X	44	6'-0"			ABUT. DIAPH. - HORIZ. - THRU GIRDERS
S420	X	60	3'-5"	X		ABUT. DIAPH. - VERT.
S421	X	40	2'-0"			ABUT. DIAPH. - HORIZ.
S622	X	20	3'-1"			ABUT. DIAPH. - HORIZ.

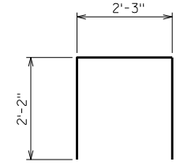
☆ STAINLESS STEEL →

SS901		128	5'-0"	X		ABUT. DIAPH./APPROACH SLAB DOWEL

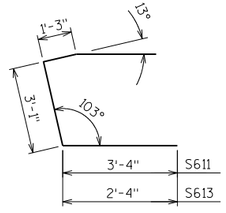
☆ TO BE PAID FOR UNDER BID ITEM "BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES".



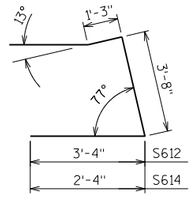
BEARING PAD DETAIL



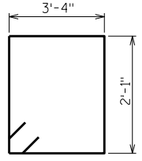
S509



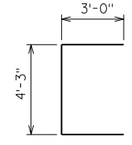
S611, S613



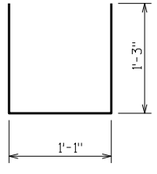
S612, S614



S516



S517



S420

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-711

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SUPERSTRUCTURE DETAILS

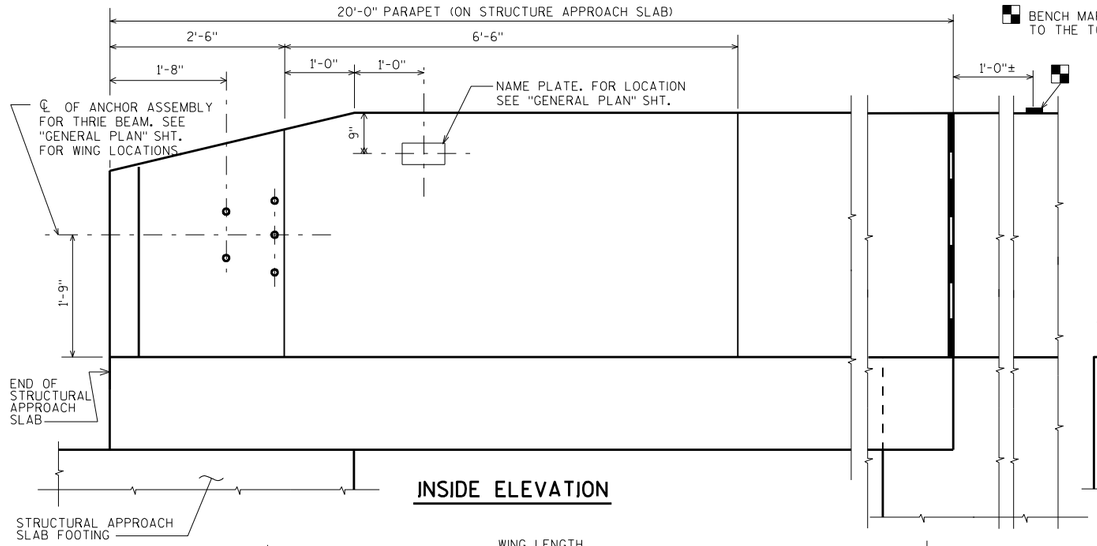
SHEET 15

727

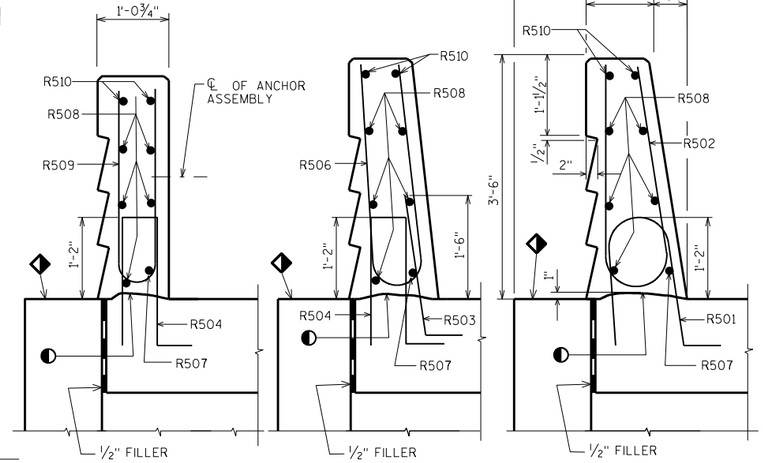
SCALE = 1.333

STATE PROJECT NUMBER

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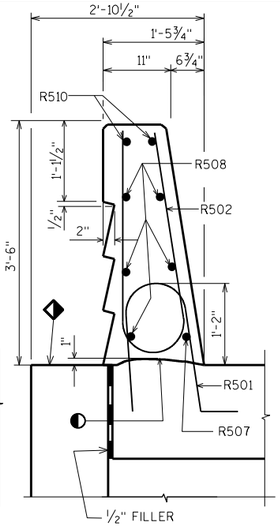


INSIDE ELEVATION



SECTION A

SECTION B

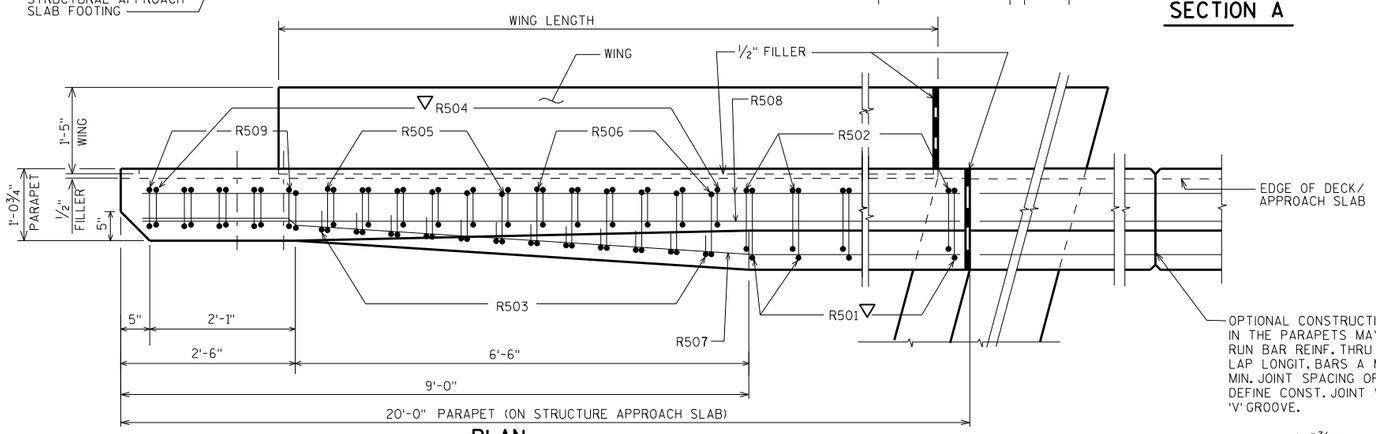


SECTION C

BILL OF BARS

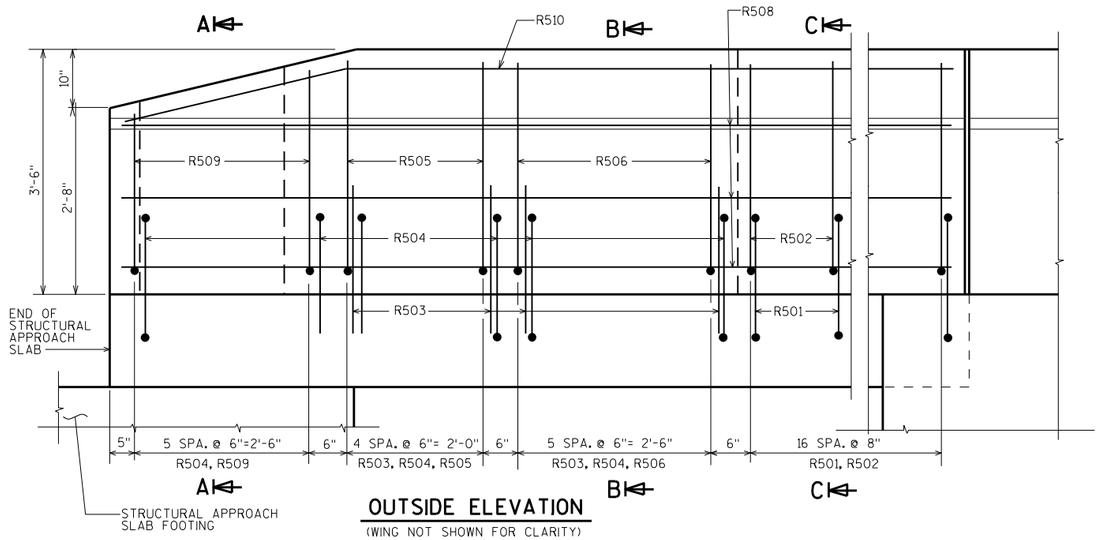
FOR STRUCTURAL APPROACH SLAB PARAPETS

BAR MARK	COAT	WEST ABUT.	EAST ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	34	34	4-5	X		PARAPET VERT.
R502	X	34	34	6-8	X		PARAPET VERT.
R503	X	22	22	2-9	X		PARAPET VERT.
R504	X	34	34	4-4	X		PARAPET VERT.
R505	X	10	10	6-5	X		PARAPET VERT.
R506	X	12	12	6-6	X		PARAPET VERT.
R507	X	2	2	19-5	X		PARAPET HORIZ.
R508	X	10	10	19-5			PARAPET HORIZ.
R509	X	12	12	5-5	X	▲	PARAPET VERT.
R510	X	4	4	19-5	X		PARAPET HORIZ



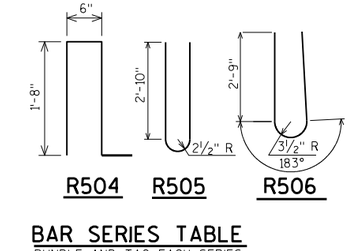
PLAN

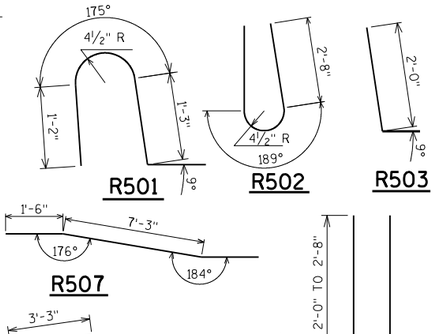
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.

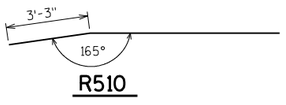


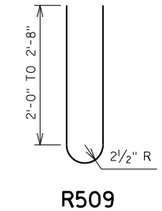
OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)





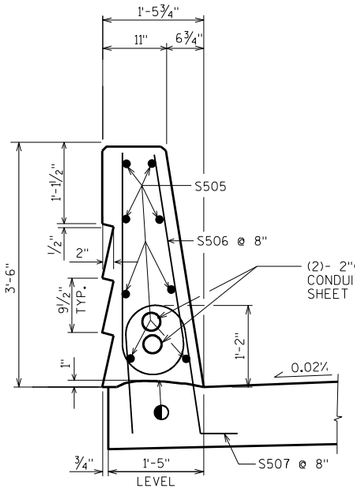




BAR SERIES TABLE

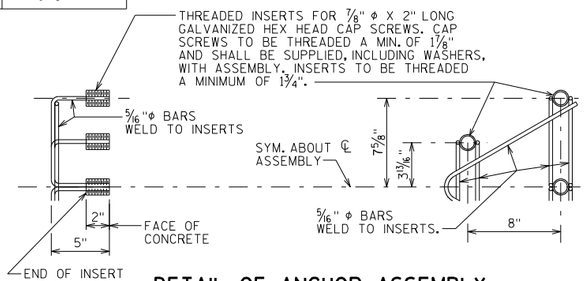
BUNDLE AND TAG EACH SERIES SEPARATELY

MARK	NO. REQD.	LENGTH
R509	4 SERIES OF 6	4'-9" TO 6'-1"



SECTION THRU PARAPET ON DECK

(2)- 2"ϕ RIGID NON-METALLIC CONDUITS. SEE CONDUIT DETAILS SHEET 18 FOR DETAILS.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR TABLE FOR ACTUAL LENGTHS.

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

◆ SLOPE FOR DRAINAGE

▽ R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

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STRUCTURES DESIGN SECTION

STRUCTURE B-13-711

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SINGLE SLOPE PARAPET 42SS (MODIFIED)

SHEET 16

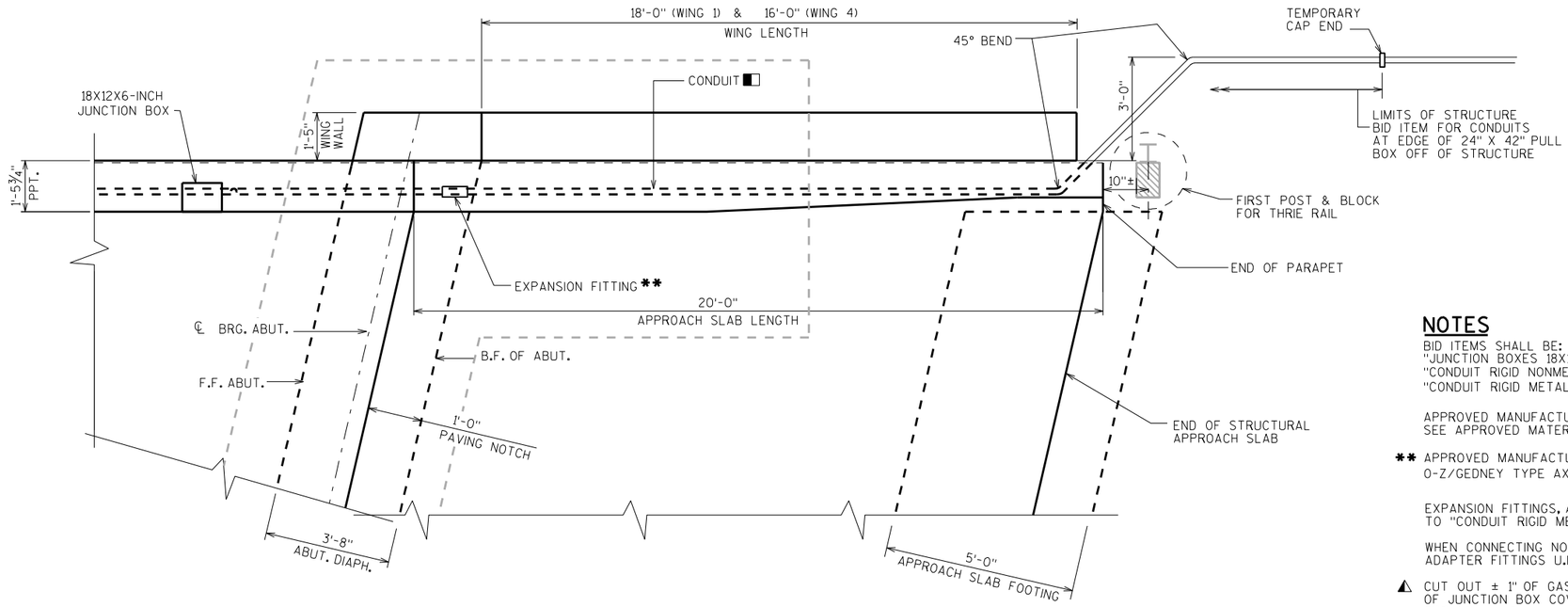
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SCALE = 1:1

8

8

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PLAN OF CONDUIT AT ABUTMENT/STRUCTURAL APPROACH SLAB

(WING 1 SHOWN, WING 4 SIMILAR)

NOTES

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-INCH", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH".

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

** APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).

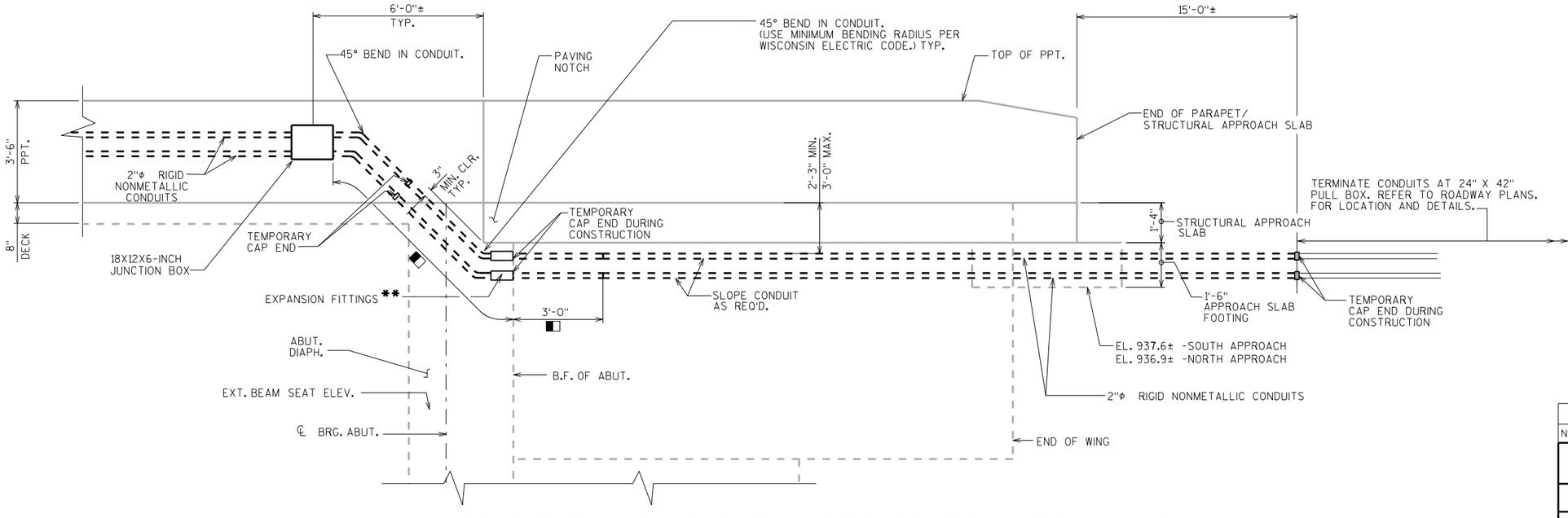
EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".

WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED.

▲ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.

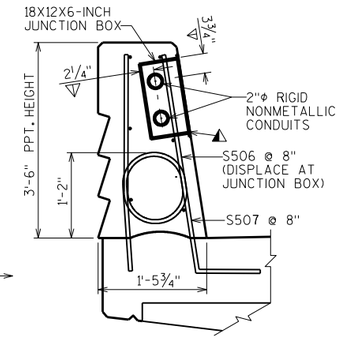
▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

■ USE 2"ϕ RIGID NONMETALLIC CONDUIT EXCEPT AT EXPANSION FITTING, USE 2"ϕ RIGID METALLIC CONDUIT FROM JUNCTION BOX IN PARAPET ON DECK TO EXPANSION FITTING AND 3'-0" INTO BASE AGGREGATE DENSE BEHIND ABUTMENT DIAPHRAGM.



INSIDE ELEVATION OF CONDUIT AT ABUTMENT/STRUCTURAL APPROACH SLAB

(WING 1 SHOWN, WING 4 SIMILAR)



SECTION THRU PARAPET AT JUNCTION BOX

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STRUCTURES DESIGN SECTION

STRUCTURE B-13-711

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CONDUIT DETAILS

SHEET 17

729

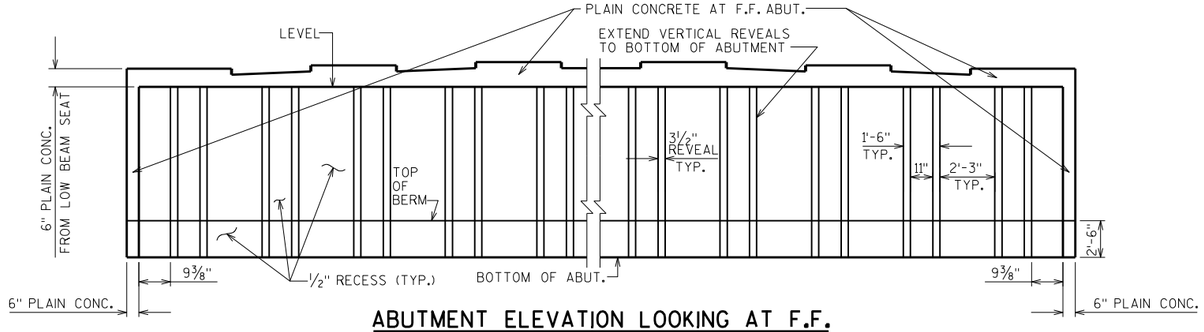
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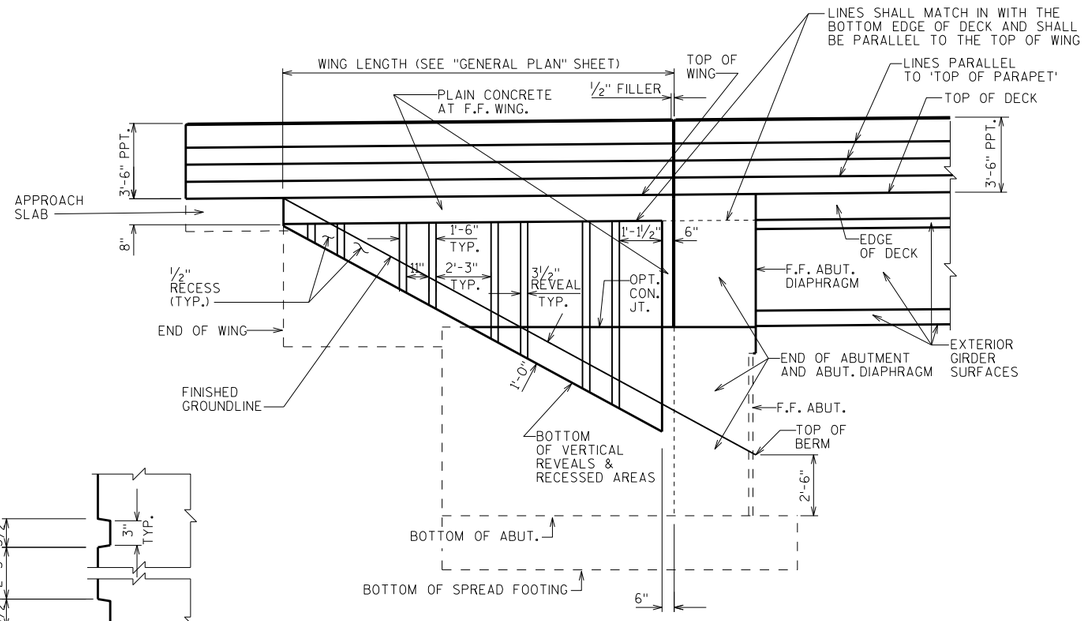
STATE PROJECT NUMBER

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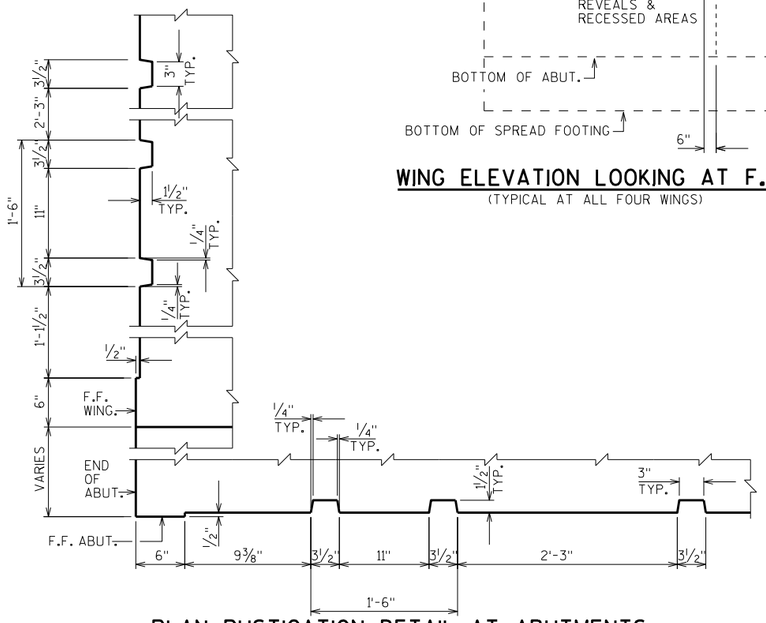
ABUTMENT ELEVATION LOOKING AT F.F.

(TYPICAL AT BOTH ABUTMENTS)

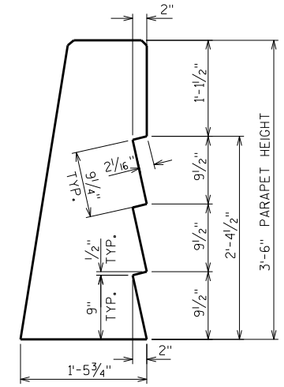


WING ELEVATION LOOKING AT F.F.

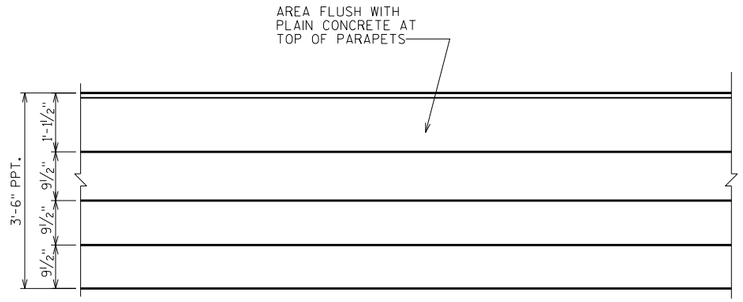
(TYPICAL AT ALL FOUR WINGS)



PLAN RUSTICATION DETAIL AT ABUTMENTS



TYPICAL SECTION THRU PARAPET



PARTIAL OUTSIDE ELEVATION OF BOTH PARAPETS

8

8

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STRUCTURE B-13-711

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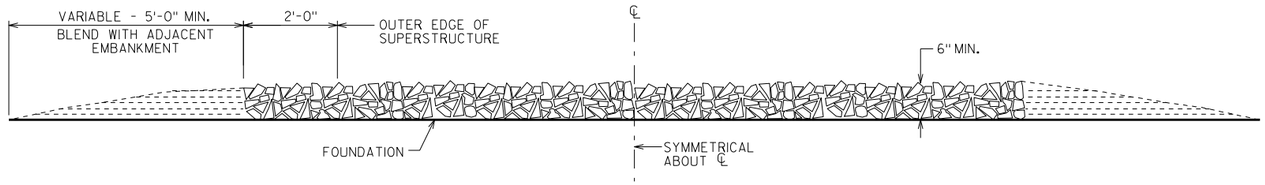
AESTHETIC DETAILS

SHEET 18

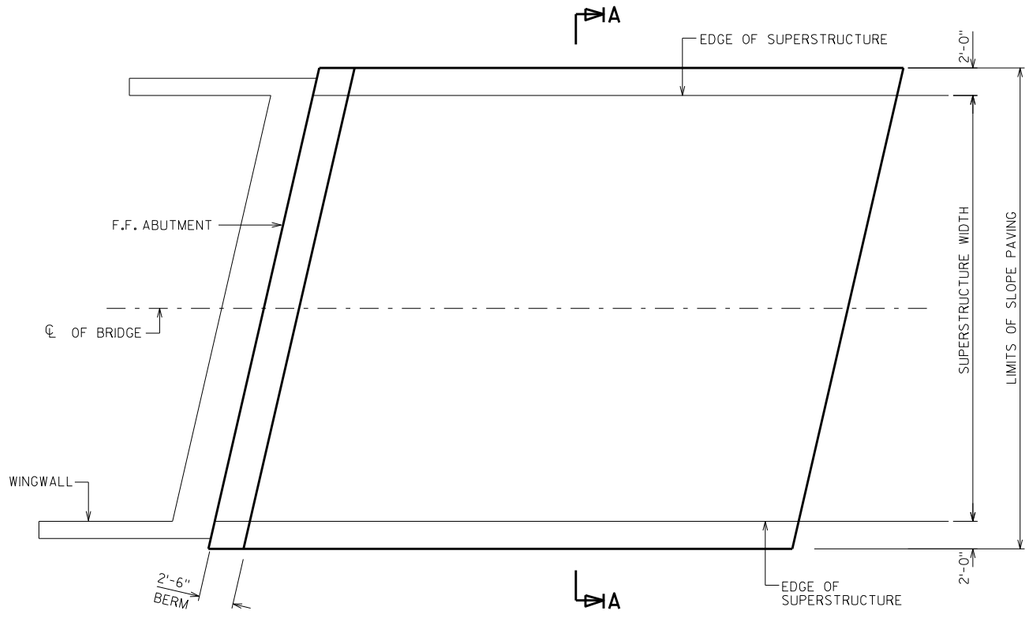
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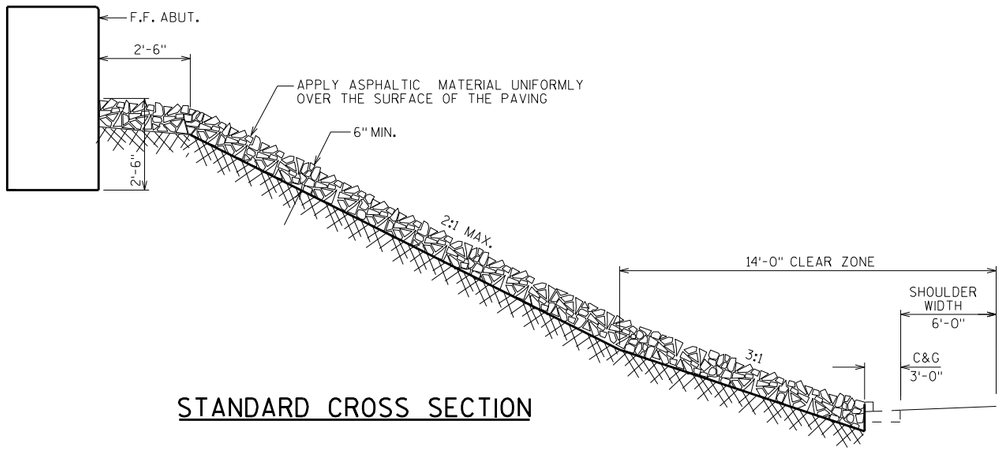
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SECTION A-A



PLAN



STANDARD CROSS SECTION

GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

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STRUCTURE B-13-711

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SLOPE PAVING (CRUSHED AGGREGATE)

SHEET 19

731

8

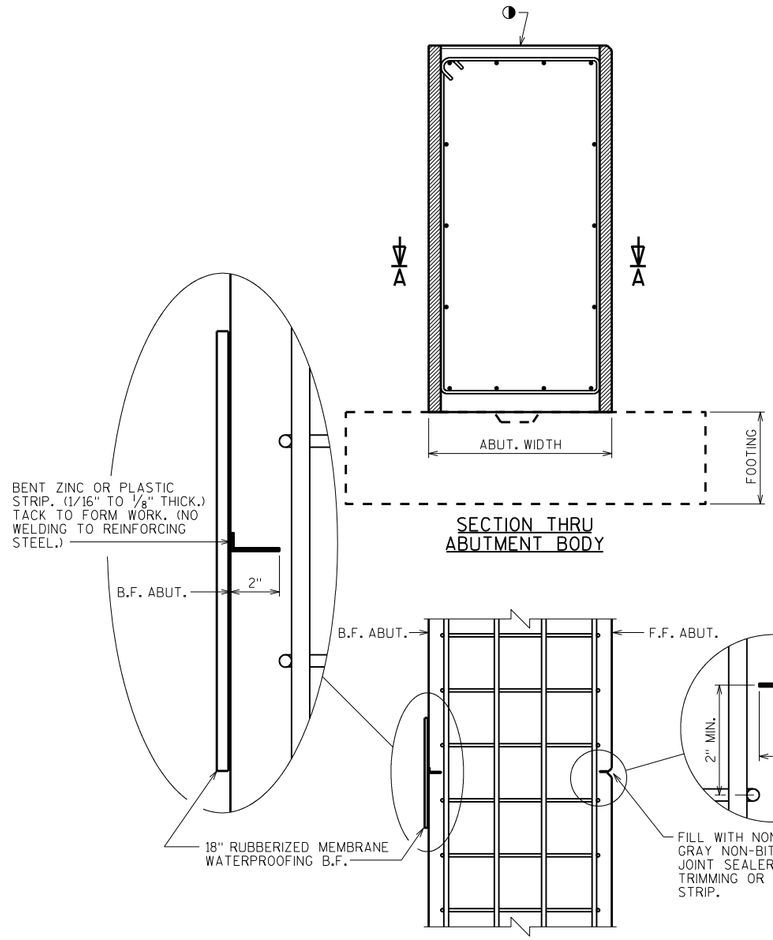
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STATE PROJECT NUMBER

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SECTION THRU ABUTMENT BODY

SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

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STRUCTURE B-13-711

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ALTERNATE CONSTRUCTION JOINT

SHEET 20

732

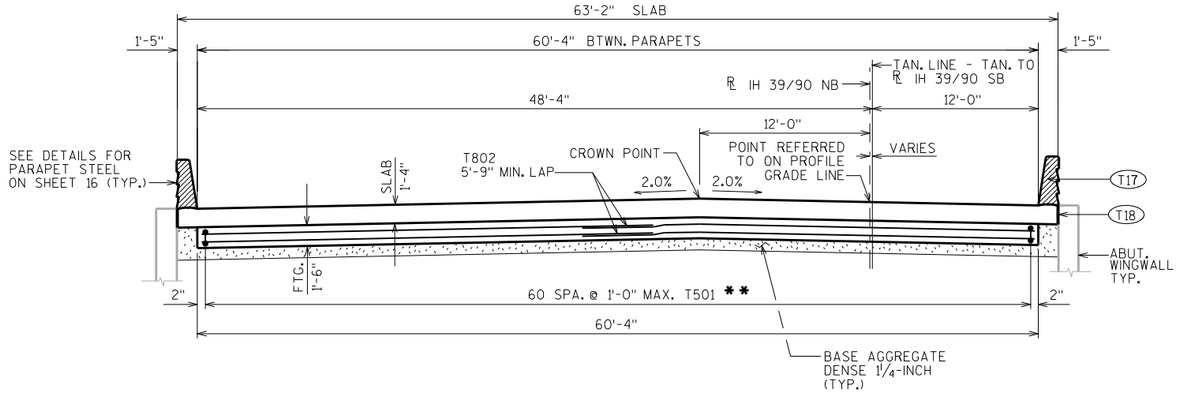
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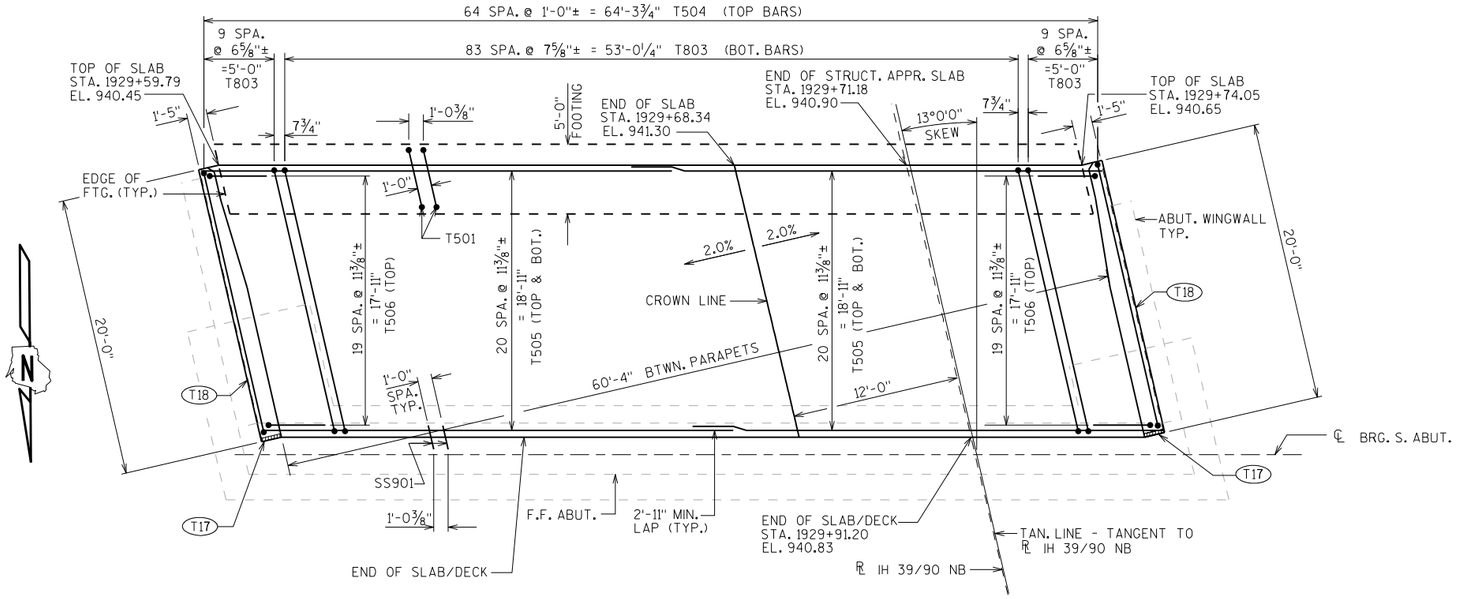
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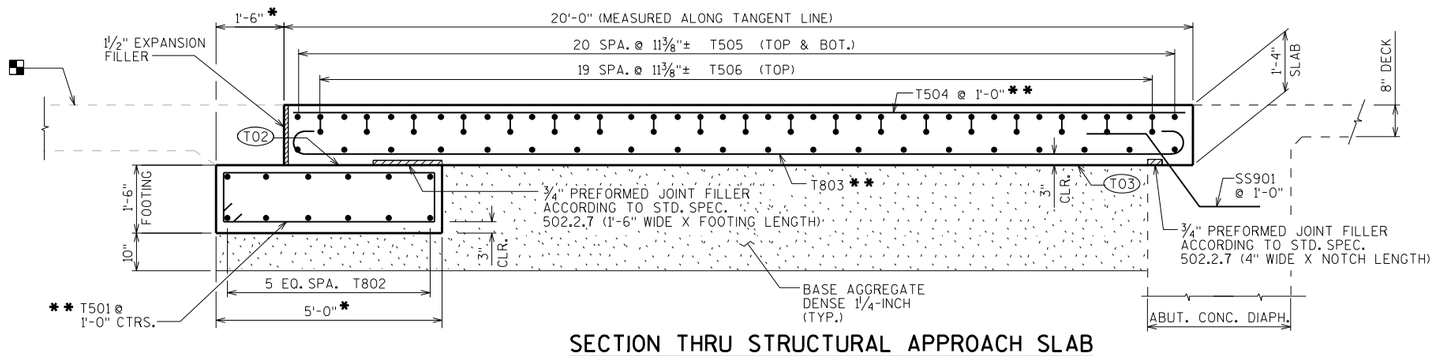


CROSS SECTION THRU ROADWAY - LOOKING SOUTH

(SHOWING FOOTING STEEL ONLY)



SOUTH STRUCTURAL APPROACH SLAB PLAN



SECTION THRU STRUCTURAL APPROACH SLAB

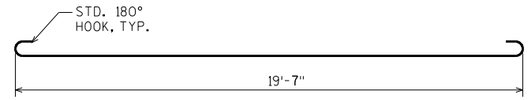
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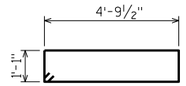
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

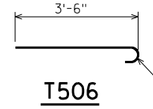
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
T501	X	61	12'-5"	X		APPROACH SLAB FTG. - STIRRUP
T802	X	24	33'-8"			APPROACH SLAB FTG. - TRANS.
T803	X	104	21'-5"	X		APPROACH SLAB - LONG. - BOT.
T504	X	65	19'-7"			APPROACH SLAB - LONG. - TOP
T505	X	84	33'-8"			APPROACH SLAB - TRANS. - TOP & BOT.
T506	X	40	4'-1"	X		APPROACH SLAB - TRANS. - TOP



T803



T501



T506

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB.

(T17) ½" FILLER (INCLUDED IN PARAPET LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(T18) ½" FILLER PLACED BTWN. ABUT. WINGWALL AND APPROACH SLAB): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

* MEASURED NORMAL TO SUBSTRUCTURE

** BARS PLACED PARALLEL TO TAN. LINE SPACING PERPENDICULAR TO TAN. LINE

CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.

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STRUCTURE B-13-711

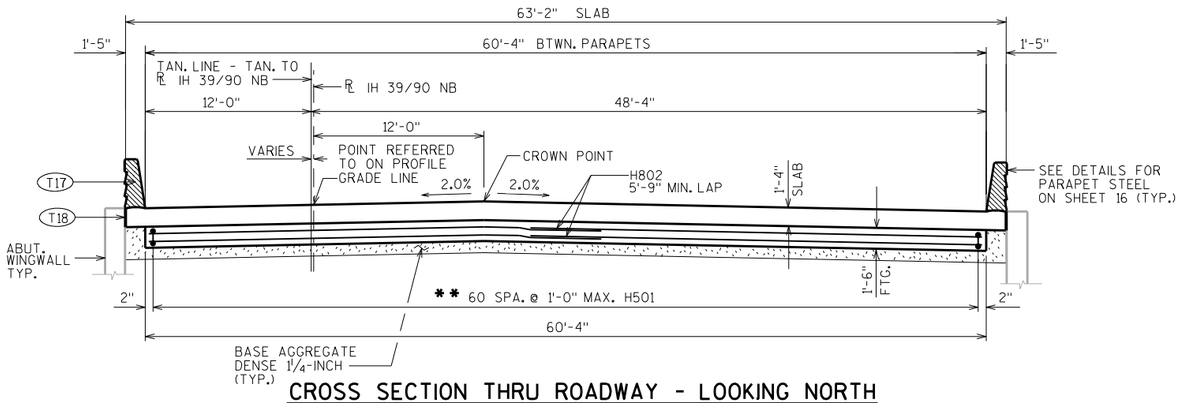
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SOUTH STRUCTURAL APPROACH SLAB

SHEET 21

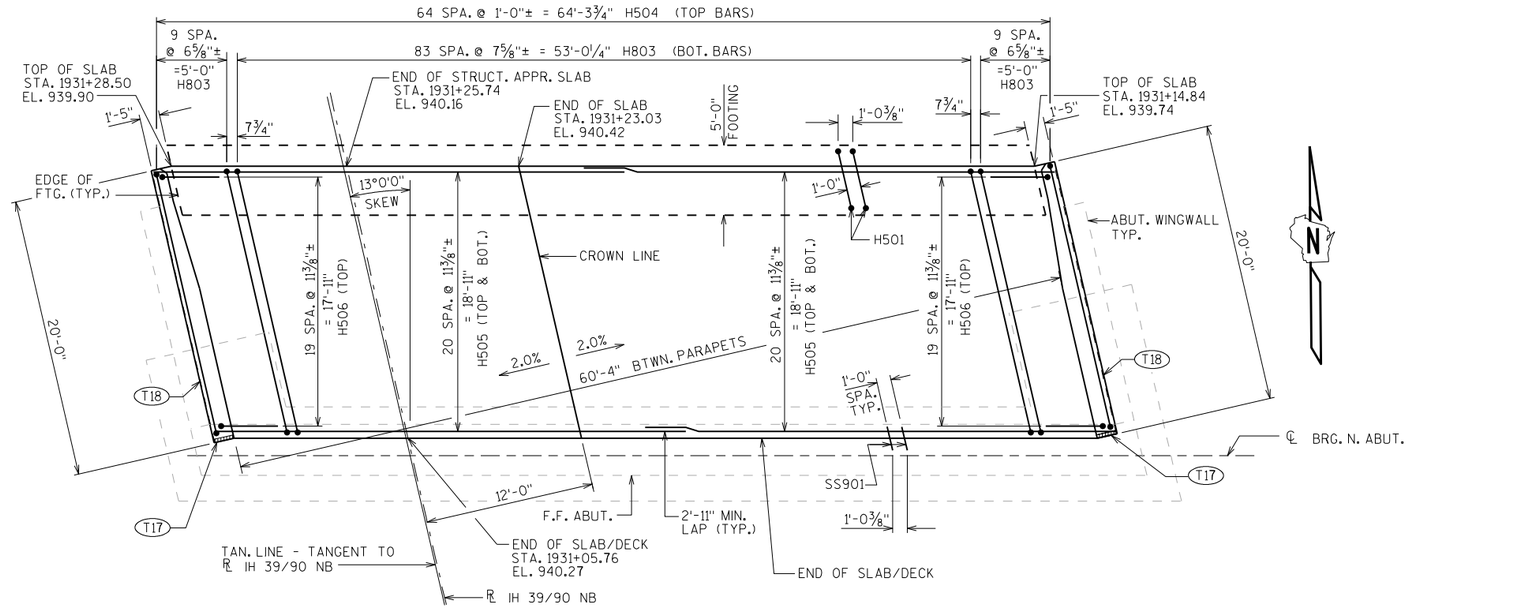
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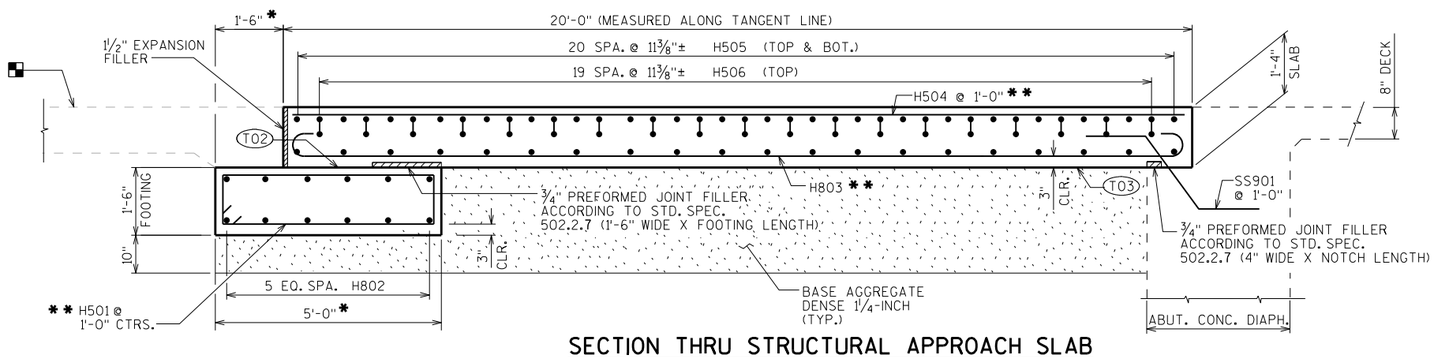


CROSS SECTION THRU ROADWAY - LOOKING NORTH

(SHOWING FOOTING STEEL ONLY)



NORTH STRUCTURAL APPROACH SLAB PLAN



SECTION THRU STRUCTURAL APPROACH SLAB

* MEASURED NORMAL TO SUBSTRUCTURE

** BARS PLACED PARALLEL TO TAN. LINE SPACING PERPENDICULAR TO TAN. LINE

CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.

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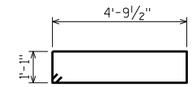
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

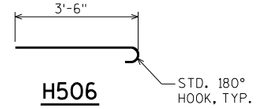
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
H501	X	61	12'-5"	X		APPROACH SLAB FTG. - STIRRUP
H802	X	24	33'-8"			APPROACH SLAB FTG. - TRANS.
H803	X	104	21'-5"	X		APPROACH SLAB - LONG. - BOT.
H504	X	65	19'-7"			APPROACH SLAB - LONG. - TOP
H505	X	84	33'-8"			APPROACH SLAB - TRANS. - TOP & BOT.
H506	X	40	4'-1"	X		APPROACH SLAB - TRANS. - TOP



H803



H501



H506

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

T03 PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB.

T17 ½" FILLER (INCLUDED IN PARAPET LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

T18 ½" FILLER PLACED BTWN. ABUT. WINGWALL AND APPROACH SLAB): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

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STRUCTURES DESIGN SECTION

STRUCTURE B-13-711

DRAWN BY WWR | PLANS CK'D. DFD

NORTH STRUCTURAL APPROACH SLAB

SHEET 22

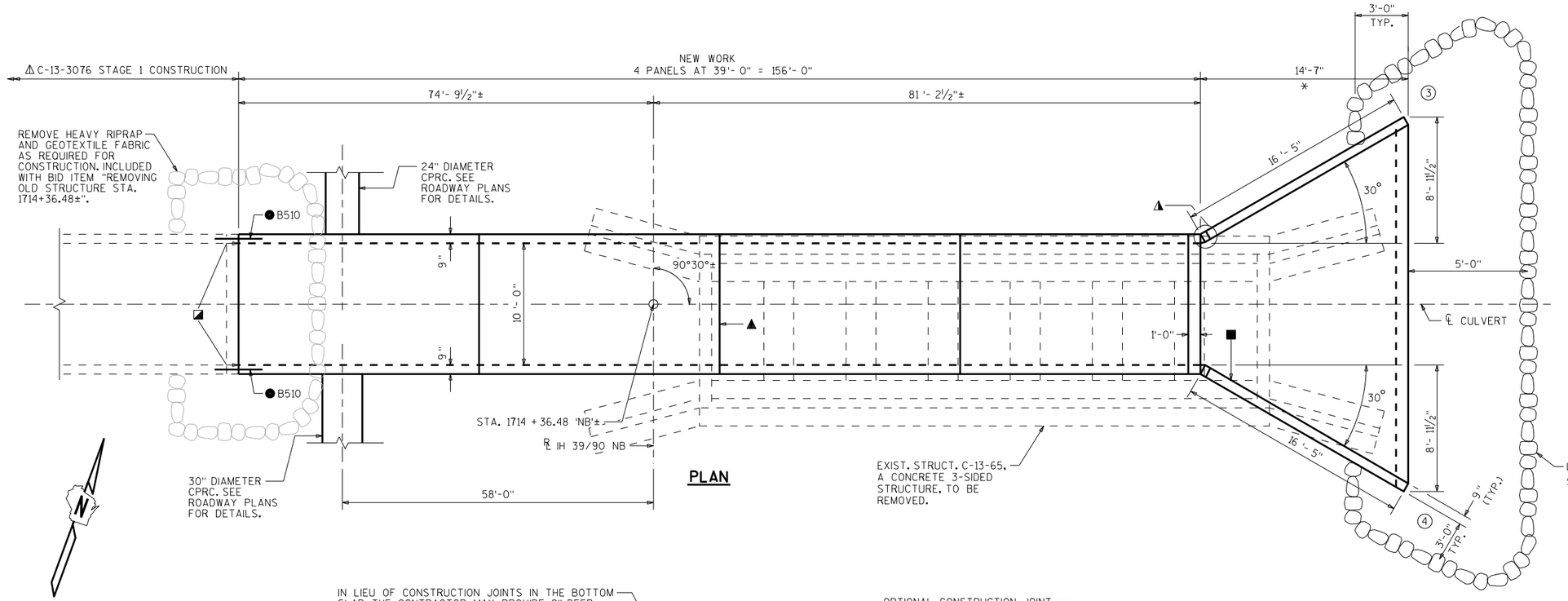
734

SCALE =

STATE PROJECT NUMBER

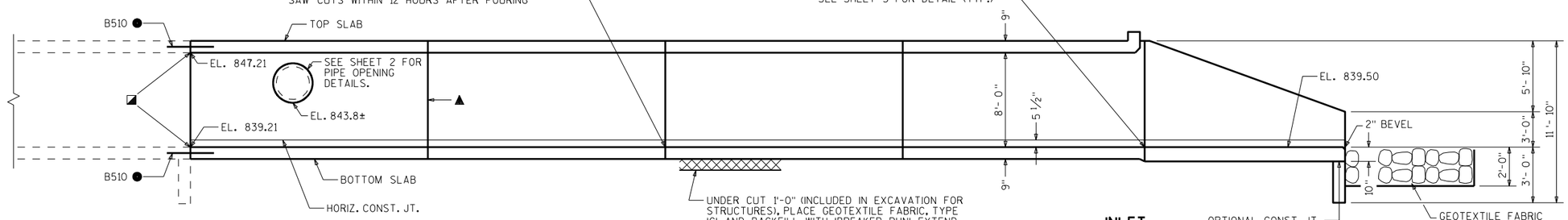
1007-11-75

NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS.



PLAN

- ⚠ SEE CORNER DETAILS SHEET 3
- ■ NAME PLATE LOCATION (SEE SHT 3)
- ⚠ STAGE 1 CONSTRUCTION TO BE COMPLETED UNDER CONTRACT 1007-10-78 AT AN EARLIER DATE.
- * BUILD APRON AND END OF BOX LEVEL
- ◪ INSIDE WALLS TO MATCH EXISTING (TYP.)
- ▲ VERT. CONST. JOINT (TYP.)
- ◯ INDICATES WING NUMBER
- ● CONCRETE MASONRY ANCHORS, TYPE S (EPOXY ANCHORED), 5/8-INCH , EMBED 6" INTO SOUND CONCRETE AND SPACE AT 1'-0" CENTERS. (TYP. IN ALL WALLS AND TOP & BOT. SLAB)
- ☆ SEE ROADWAY PLANS FOR COFFERDAM CONCEPT



INLET

ELEVATION

LIST OF DRAWINGS

1. LAYOUT
2. BOX DETAILS
3. APRON DETAILS
4. SUBSURFACE EXPLORATION

STRUCTURE DESIGN CONTACT:
MICAH BROOKS (608) 266-5080
LAURA SHADEWALD (608) 267-9592

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.05
OPERATING RATING FACTOR: RF=1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 215 (KIPS)

EARTHLOAD: DESIGNED FOR 2.5 TO 5.0 FT. OF FILL.

MATERIAL PROPERTIES:
CONCRETE MASONRY, GRADE A-FA — f'_c = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60000 P.S.I.

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 45 C.F.S.
VEL. = 3.6 F.P.S.
HW. = EL. 843.0
2 YEAR FREQUENCY
Q_2 = 10 C.F.S.
HW_2 = EL. 842.1
DRAINAGE AREA = 0.1 SQ. MI.
OVERTOPPING RDWY. = N.A.

INVERTS TO BE SET 1' BELOW STREAM BED.

TRAFFIC VOLUME

IH 39/90
A.A.D.T. = 70300 (2040)
R.D.S. = 70 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEMS

203.0200	REMOVING OLD STRUCTURE STA.1714+36.48±	1	LS
206.2000	EXCAVATION FOR STRUCTURES CULVERTS C-13-3076	1	LS
☆ 206.5000	COFFERDAMS C-13-3076	1	LS
210.0100	BACKFILL STRUCTURE	1283	CY
311.0115	BREAKER RUN	115	CY
502.6105	MASONRY ANCHORS TYPE S 5/8-INCH	40	EACH
504.0100	CONCRETE MASONRY CULVERTS	186	CY
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	32330	LB
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	1115	LB
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	29	SY
606.0300	RIPRAP HEAVY	15	CY
645.0105	GEOTEXTILE FABRIC TYPE C	383	SY
645.0120	GEOTEXTILE FABRIC TYPE HR	37	SY

NON-BID ITEMS

FILLER	3/4"	SIZE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-13-3076" SHALL BE THE EXISTING GROUNDLINE.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE TOP OF THE BOX WITHIN THE LENGTH OF THE CULVERT.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE AN 18" (MIN.) WIDE SHEET OF 'RUBBERIZED MEMBRANE WATERPROOFING' ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

QUANTITY OF STRUCTURE BACKFILL IS LESS THAN REQUIRED FOR FINAL CONDITION. STRUCTURE BACKFILL THAT CANNOT BE PLACED DURING CONSTRUCTION OF C-13-3076 STAGE 2 HAS BEEN INCLUDED IN THE ESTIMATED QUANTITY FOR C-13-3076 STAGE 3 IN FUTURE CONTRACT.

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Ducker LLS 5/10/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-13-3076 STG 2

IH 39/90 NB OVER TRIBUTARY TO SAUNDERS CREEK

COUNTY: DANE	TOWN/~~CITY/VILLAGE~~: ALBION
DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS	
DESIGNED BY: MWB	DESIGN CK'D.: DFD
DRAWN BY: MWB	PLANS CK'D.: DFD

LAYOUT

SHEET 1 OF 4

735

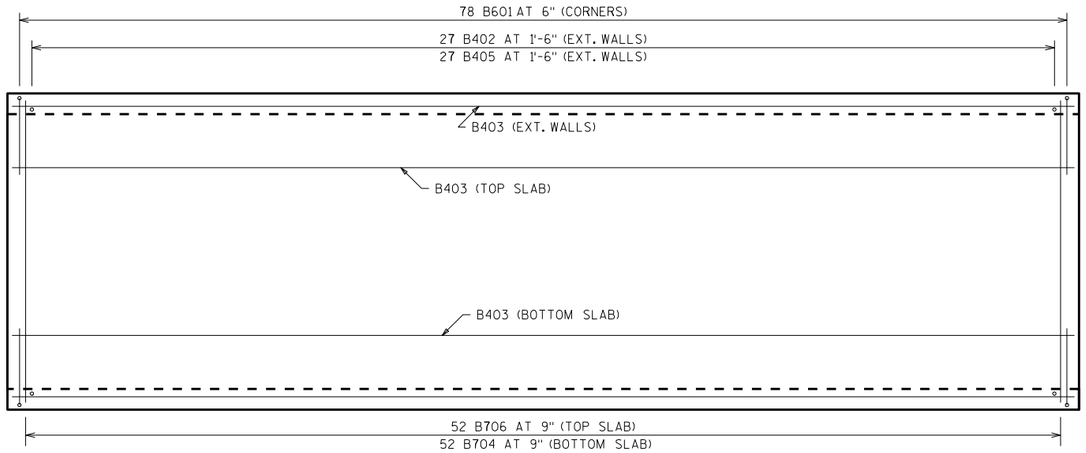
I.D. 1007-10-01AB

DATE: JAN. 2016

SCALE = 4

STATE PROJECT NUMBER

1007-11-75



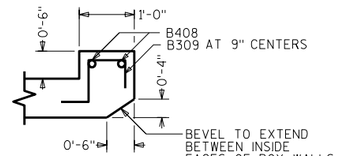
PLAN VIEW OF OUTLET PANEL

USE IDENTICAL STEEL IN INTERIOR PANELS.
APRON, HEADER & PIPE OPENINGS NOT SHOWN.

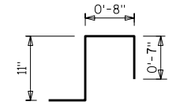
BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

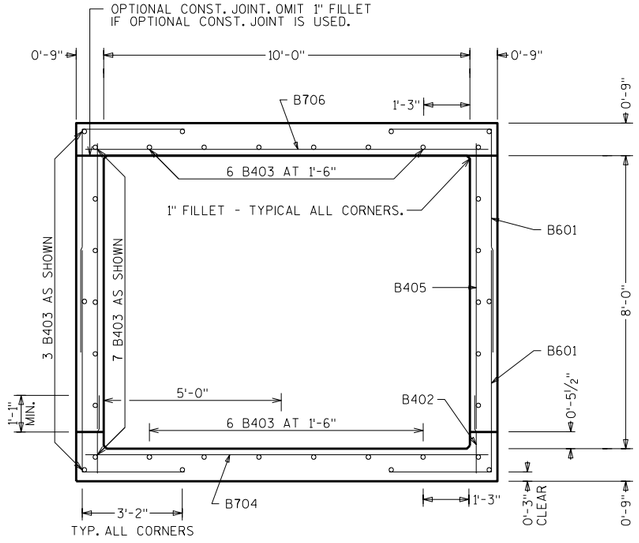
MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B601	1248	8-7	3-2	NO	CORNERS
B402	216	2-1	NO	NO	WALLS-DOWELS VERT.
B403	144	38-6	NO	NO	TOP&BOTTOM SLAB & WALL
B704	208	11-0	NO	NO	BOTTOM SLAB TRANS.
B405	216	8-0	NO	NO	WALLS VERT.
B706	208	11-0	NO	NO	TOP SLAB TRANS.
B507	120	4-0	NO	NO	VERT. CONST. JT. - NEW CONSTRUCTION
B408	2	11-0	NO	NO	HEADERS HORIZ.
B309	16	2-5	YES	NO	HEADER STIRRUPS VERT.
● B510	40	2-6	NO	NO	VERT. CONST. JT. - EXIST. STRUCTURE
P401	8	3-0	NO	NO	CULVERT INLET OPENING HORIZ.
P402	8	4-6	NO	NO	CULVERT INLET OPENING DIAGONAL
P403	8	4-8	NO	NO	CULVERT INLET OPENING VERT. INSIDE FACE
P604	16	4-8	NO	NO	CULVERT INLET OPENING VERT. OUTSIDE FACE



SECTION THRU TOP HEADER AT INLET

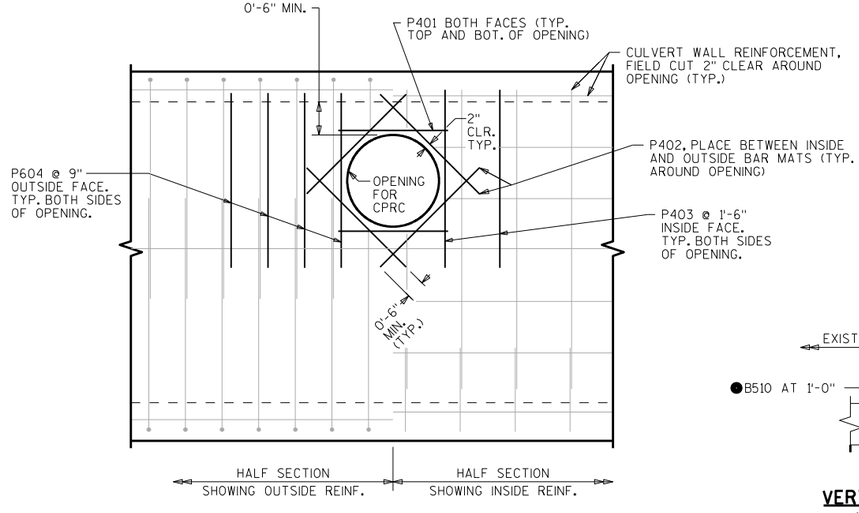


B309



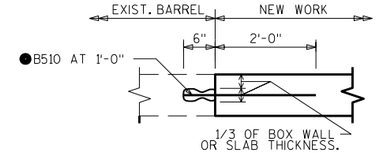
TYPICAL SECTION THRU BOX

ALL LONGITUDINAL BARS NOT LABELED ARE B403 AS SHOWN



PIPE OPENING IN CULVERT WALL

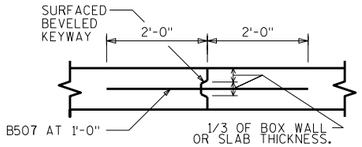
OPENING FOR 30" DIAMETER CPRC SHOWN. 24" DIAMETER CPRC SIMILAR.



VERTICAL CONSTRUCTION JOINT AT EXISTING STRUCTURE

TYP. EXT. WALLS AND TOP & BOT. SLAB

● CONCRETE MASONRY ANCHORS, TYPE S (EPOXY ANCHORED), 5/8-INCH , EMBED 6" INTO SOUND CONCRETE AND SPACE AT 1'-0" CENTERS. (TYP. IN EXT. WALLS AND SLABS).



VERTICAL CONSTRUCTION JOINT BETWEEN NEW PANELS

TYP. EXT. WALLS AND TOP & BOT. SLAB

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-13-3076 STG 2

DRAWN BY MWB | PLANS CK'D. DFD

BOX DETAILS

SHEET 2

736

8

8

SCALE =

BILL OF BARS

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

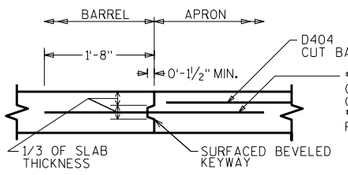
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
D401		26	3 - 6	1 - 0		INLET APRON AND CUTOFF WALL
D402		3	26 - 5			INLET APRON AND CUTOFF WALL
D403		14	19 - 0		*	" APRON
D404		12	16 - 7			" APRON
D405		7	7 - 6		*	" APRON
D406		7	7 - 6		*	" APRON
D507		4	17 - 0			WINGS 3 AND 4 -HORIZONTAL -BOTH FACES
D408		4	16 - 0			WINGS "-HORIZONTAL -APRON BOTT. SLAB
D409		8	16 - 0			WINGS "-HORIZONTAL - BOTH FACES
D410		4	4 - 11			WINGS "-HORIZONTAL - BOTH FACES
D411		4	9 - 0			WINGS "-HORIZONTAL - BOTH FACES
D412		4	13 - 2			WINGS "-HORIZONTAL - BOTH FACES
D413		22	4 - 6			WINGS "-VERTICAL - BACK FACE
D714	X	42	11 - 6	7 - 4	*	WINGS "-VERTICAL - BACK FACE
D415	X	12	11 - 7	7 - 4	*	WINGS "-VERTICAL - BACK FACE
D416		24	5 - 3		*	WINGS "-VERTICAL - FRONT FACE
D417	X	24	2 - 2			WINGS "-DOWELS - FRONT FACE

* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

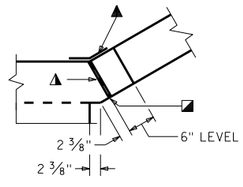
BUNDLE AND TAG EACH SERIES SEPARATELY

BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
D403	1 SERIES OF 14	11 - 6 TO 26 - 6
D405	1 SERIES OF 7	2 - 3 TO 12 - 8
D406	1 SERIES OF 7	2 - 3 TO 12 - 8
D714	2 SERIES OF 21	9 - 9 TO 13 - 3
D415	2 SERIES OF 6	10 - 8 TO 12 - 5
D416	2 SERIES OF 12	2 - 4 TO 8 - 1



OPTIONAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

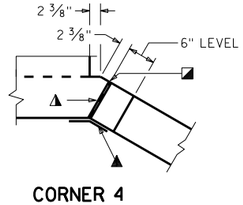


▲ ¾" FILLER TYPICAL. EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WING.

◪ 1" BEVEL TYPICAL

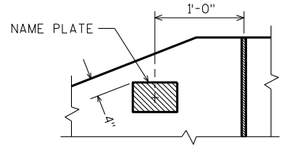
▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.

CORNER 3

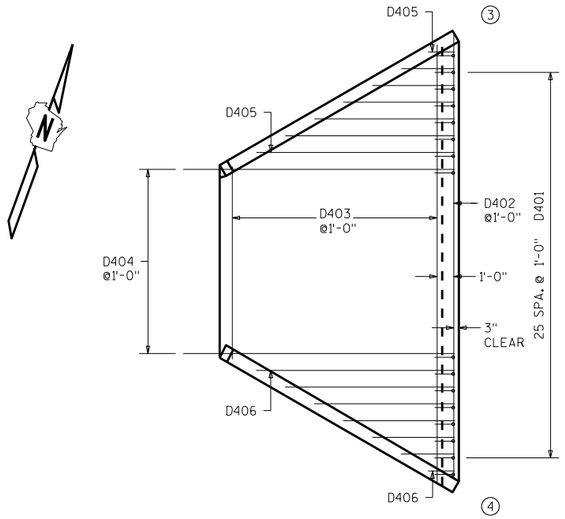


CORNER 4

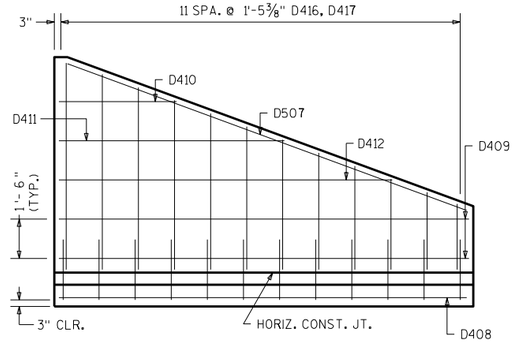
CORNER DETAILS



NAME PLATE LOCATION
WING 4

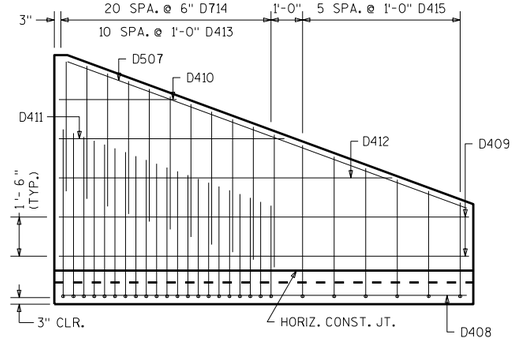


APRON REINF.



WING 3 & 4

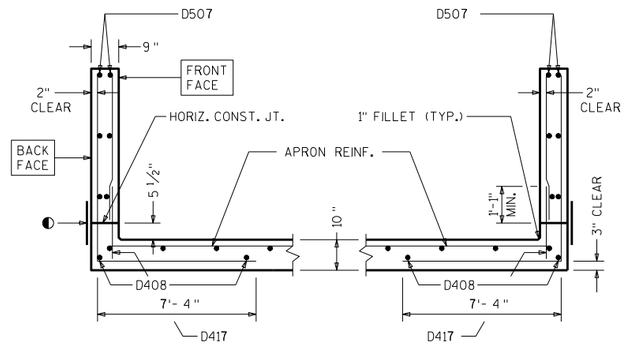
SHOWING FRONT FACE



WING 3 & 4

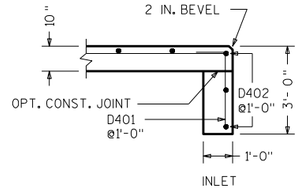
SHOWING BACK FACE

◐ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).



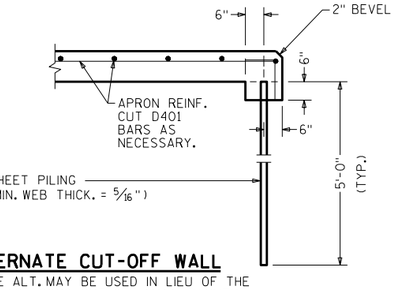
SECTION THRU WINGS

AT RIGHT ANGLES TO WING WALLS



CUT-OFF WALL

SECTION THRU THE WALL



ALTERNATE CUT-OFF WALL

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALL. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALL.

STATE PROJECT NUMBER

1007-11-75

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-13-3076 STG 2

DRAWN BY MWB | PLANS CK'D. DFD

APRON DETAILS

SHEET 3

737

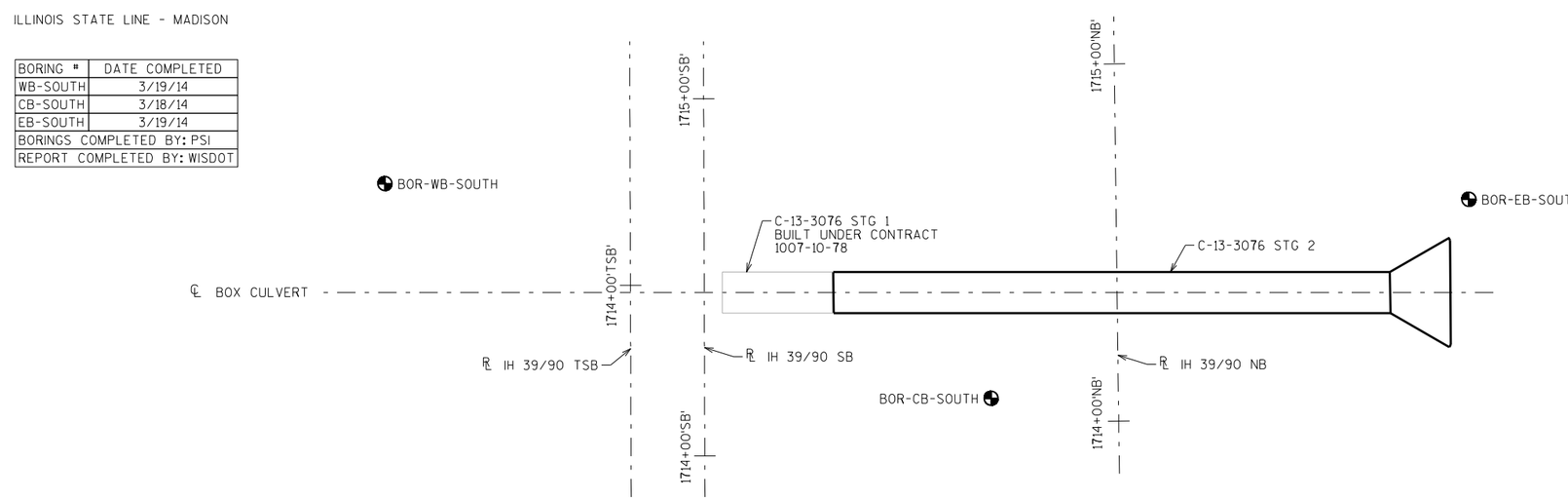
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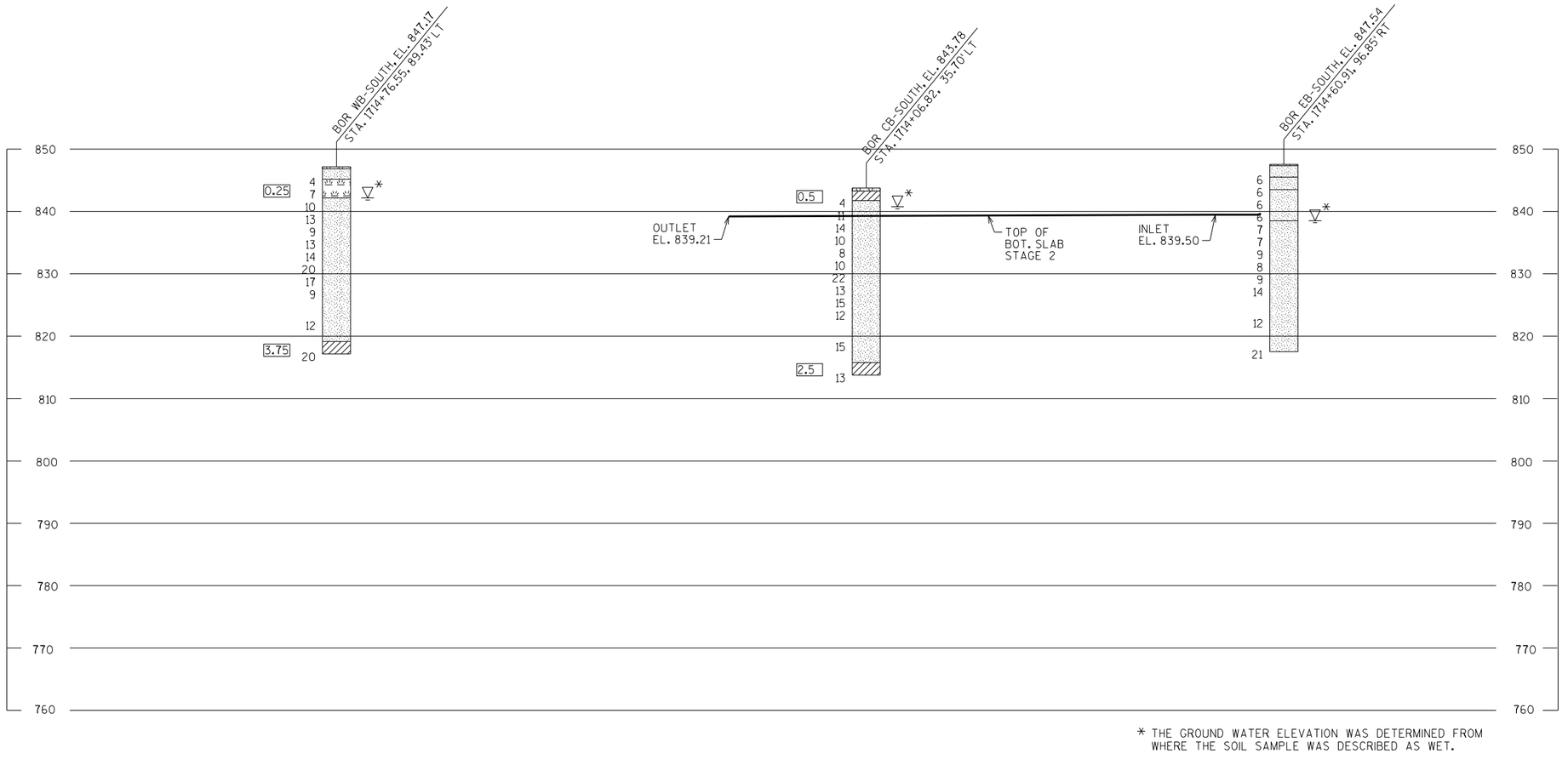
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SCALE =

ILLINOIS STATE LINE - MADISON

BORING #	DATE COMPLETED
WB-SOUTH	3/19/14
CB-SOUTH	3/18/14
EB-SOUTH	3/19/14
BORINGS COMPLETED BY: PSI	
REPORT COMPLETED BY: WISDOT	





* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

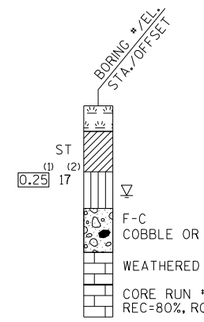
STATE PROJECT NUMBER

1007-11-75

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-13-3076 STG 2

DRAWN BY PR/MWB | PLANS CK'D. DFD

SUBSURFACE EXPLORATION

SHEET 4

738

SCALE =

STATE PROJECT NUMBER

1007-11-75

△ EXIST. 3-SIDED STRUCTURE TO REMAIN IN PLACE.

☒ REMOVE EXISTING WINGS AND WING FOOTINGS.

◪ INSIDE WALLS TO MATCH EXISTING (TYP.)

▲ VERT. CONST. JOINT (TYP.)

● CONCRETE MASONRY ANCHORS, TYPE S (EPOXY ANCHORED), 5/8-INCH , EMBED 6" INTO SOUND CONCRETE AND SPACE AT 1'-0" CENTERS. (TYP. IN ALL WALLS).

☆ SEE ROADWAY PLANS FOR COFFERDAM CONCEPT

* BUILD APRON AND END OF BOX LEVEL

◭ SEE CORNER DETAILS SHEET 3

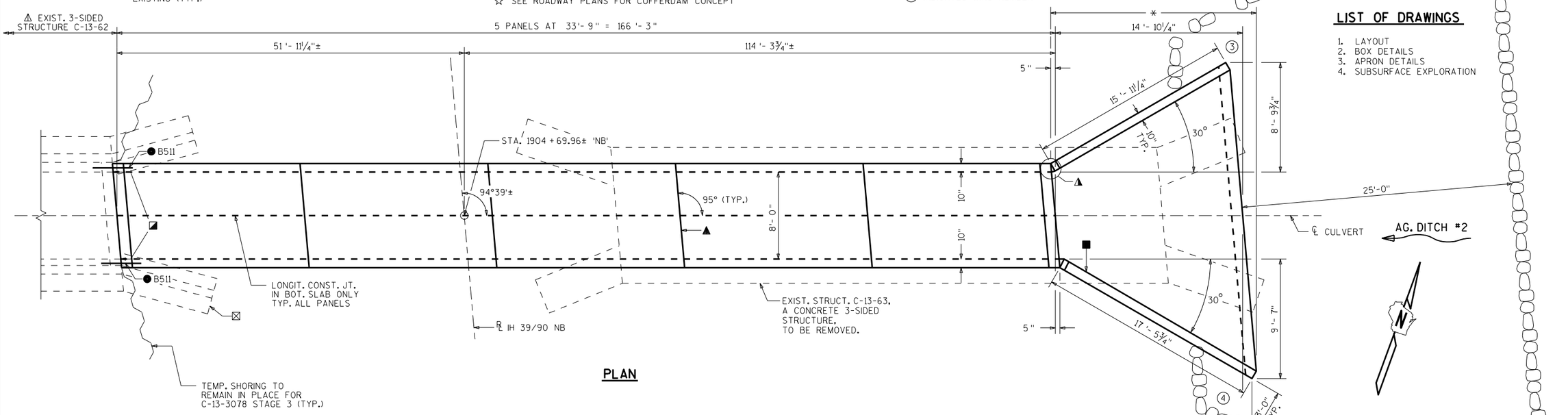
■ NAME PLATE LOCATION (SEE SHT 3)

◯ INDICATES WING NUMBER

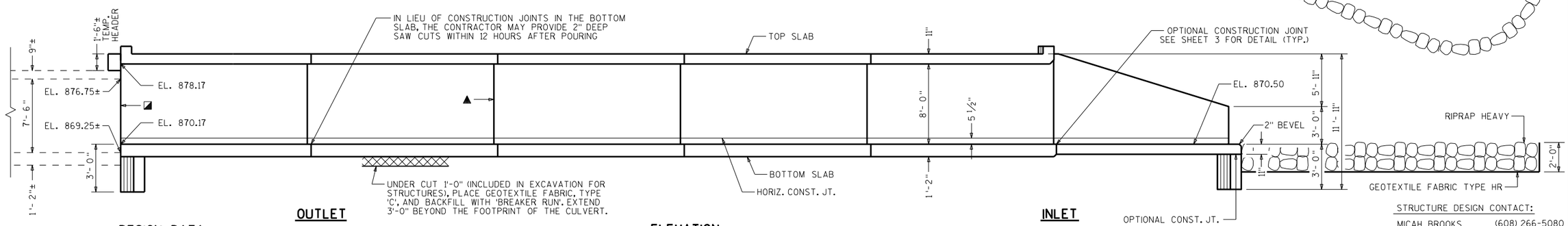
NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS.

LIST OF DRAWINGS

1. LAYOUT
2. BOX DETAILS
3. APRON DETAILS
4. SUBSURFACE EXPLORATION



PLAN



OUTLET ELEVATION INLET

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.05
OPERATING RATING FACTOR: RF=1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255 (KIPS)

EARTHLOAD: DESIGNED FOR 16 TO 19 FT. OF FILL.

MATERIAL PROPERTIES:

CONCRETE MASONRY, GRADE A-FA ——— f'_c = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60000 P.S.I.

HYDRAULIC DATA

100 YEAR FREQUENCY

Q_{100} = 320 C.F.S.
VEL. = 10.9 F.P.S.
HW. = EL. 878.5

2 YEAR FREQUENCY

Q_2 = 50 C.F.S.
$HW._2$ = EL. 874.4

DRAINAGE AREA = 1.2 SQ. MI.
OVERTOPPING RDWY. = N/A

INVERTS TO BE SET 1' BELOW STREAM BED.

TRAFFIC VOLUME

IH 39/90

A.A.D.T. = 70300 (2040)
R.D.S. = 70 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEMS

	203.0200	REMOVING OLD STRUCTURE STA. 1904+70.00	1	LS
	206.2000	EXCAVATION FOR STRUCTURES CULVERTS C-13-3078	1	LS
☆	206.5000	COFFERDAMS C-13-3078	1	LS
	210.0100	BACKFILL STRUCTURE	1669	CY
	311.0115	BREAKER RUN	110	CY
	502.6105	MASONRY ANCHORS TYPE S 5/8-INCH	18	EACH
	504.0100	CONCRETE MASONRY CULVERTS	226	CY
	505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	26880	LB
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	640	LB
	505.0907	BAR COUPLERS NO. 7	175	EACH
	511.2200	TEMPORARY SHORING LEFT IN PLACE C-13-3078	300	SF
	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	36	SY
	606.0300	RIPRAP HEAVY	89	CY
	645.0105	GEOTEXTILE FABRIC TYPE C	368	SY
	645.0120	GEOTEXTILE FABRIC TYPE HR	170	SY

NON-BID ITEMS

FILLER	3/4"	SIZE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-13-3078" SHALL BE THE EXISTING GROUNDLINE.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE TOP OF THE BOX WITHIN THE LENGTH OF THE CULVERT.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE AN 18" (MIN.) WIDE SHEET OF 'RUBBERIZED MEMBRANE WATERPROOFING' ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

STRUCTURE DESIGN CONTACT:
MICAH BROOKS (608) 266-5080
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Ducheine 5/10/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE C-13-3078 STG 2

IH 39/90 NB OVER AG. DITCH #2

COUNTY DANE | TOWN ~~CITY/VILLAGE~~ CHRISTIANA

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
MWB	DFD	MWB	DFD

LAYOUT

SHEET 1 OF 4

739

I.D. 1007-10-01K

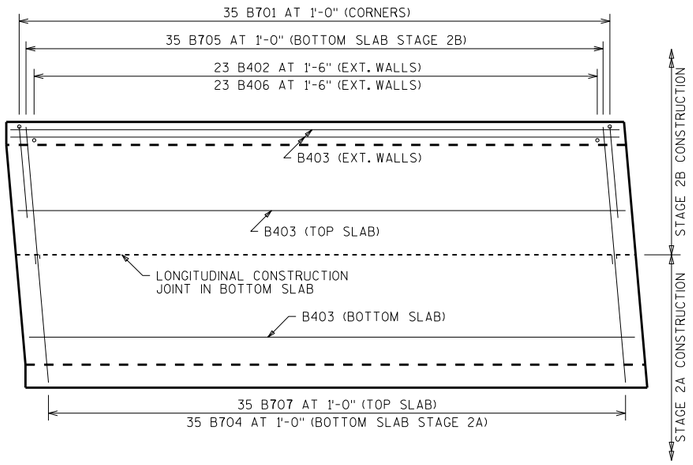
DATE: JAN. 2016

SCALE = 4

STATE PROJECT NUMBER

1007-11-75





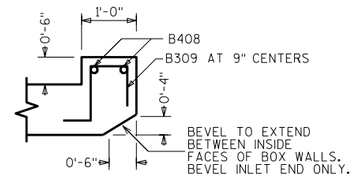
PLAN VIEW OF OUTLET PANEL

USE IDENTICAL STEEL IN OTHER PANELS.
APRON AND HEADER ARE NOT SHOWN.

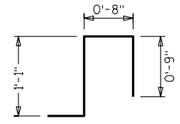
BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

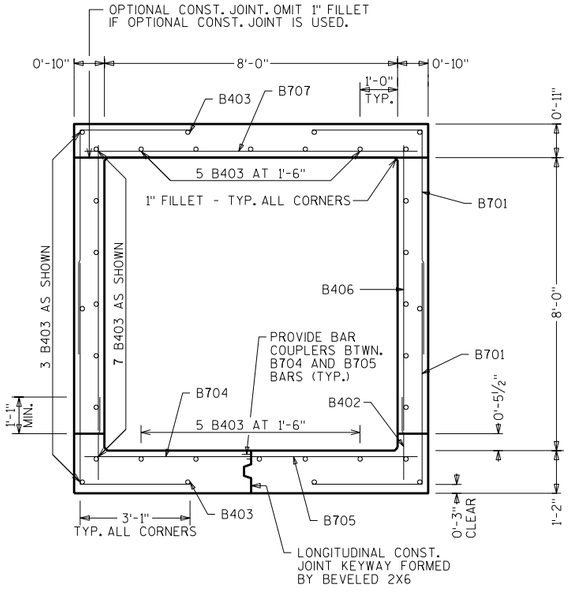
	MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
	B701	700	9-2	3-1	NO	CORNERS
	B402	230	2-6	NO	NO	WALLS-DOWELS VERT.
	B403	170	33-3	NO	NO	TOP & BOTTOM SLAB & WALL
⚠	B704	175	4-8	NO	NO	BOTTOM SLAB TRANS. - STAGE 2A
	B705	175	4-8	NO	NO	BOTTOM SLAB TRANS. - STAGE 2B
	B406	230	8-3	NO	NO	WALLS VERT.
	B707	175	9-4	NO	NO	TOP SLAB TRANS.
	B408	4	9-4	NO	NO	HEADERS HORIZ.
	B309	13	2-9	YES	NO	INLET HEADER STIRRUPS VERT.
	B310	13	3-1	YES	NO	OUTLET HEADER STIRRUPS VERT.
	B511	144	4-0	NO	NO	VERT. CONST. JOINT - NEW WORK
●	B512	18	2-6	NO	NO	VERT. CONST. JOINT - EXISTING
	B313	4	9-4	NO	NO	TEMP. HEADER HORIZ.
	B314	10	3-9	YES	NO	TEMP. HEADER VERT. STIRRUPS



SECTION THRU TOP HEADER AT INLET

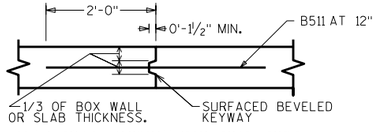


B309



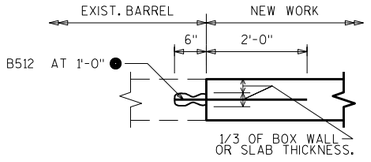
TYPICAL SECTION THRU BOX

ALL LONGITUDINAL BARS NOT LABELED ARE B403 AS SHOWN.



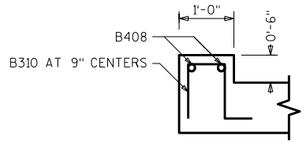
VERTICAL CONSTRUCTION JOINT BETWEEN NEW PANELS

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

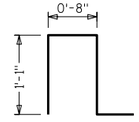


VERTICAL CONSTRUCTION JOINT AT EXISTING STRUCTURE

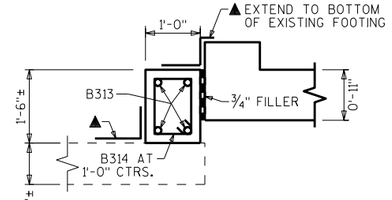
TYP. EXT. WALLS



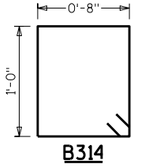
SECTION THRU TOP HEADER AT OUTLET



B310



SECTION THRU TEMPORARY HEADER



B314

● CONCRETE MASONRY ANCHORS, TYPE S (EPOXY ANCHORED), 5/8-INCH , EMBED 6" INTO SOUND CONCRETE AND SPACE AT 1'-0" CENTERS (TYP. IN EXT. WALLS).

▲ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING

⚠ BAR LENGTH COMPUTED TO ℄ OF CONST. JOINT. MODIFY TO BAR COUPLER MANUFACTURER RECOMMENDATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-13-3078 STG 2

DRAWN BY MWB | PLANS CK'D. DFD

BOX DETAILS

SHEET 2

740

SCALE = 4

8

8

STATE PROJECT NUMBER

1007-11-75

BILL OF BARS

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

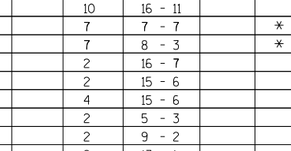
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
D401		24	3 - 6	1 - 0		INLET APRON AND CUTOFF WALL
D402		3	24 - 10			INLET APRON AND CUTOFF WALL
D403		14	17 - 6		*	" APRON
D404		10	16 - 11			" APRON
D405		7	7 - 7		*	" APRON
D406		7	8 - 3		*	" APRON
D507		2	16 - 7			WING 3 -HORIZONTAL - BOTH FACES
D408		2	15 - 6			WING "-HORIZONTAL -APRON BOTT. SLAB
D409		4	15 - 6			WING "-HORIZONTAL - BOTH FACES
D410		2	5 - 3			WING "-HORIZONTAL - BOTH FACES
D411		2	9 - 2			WING "-HORIZONTAL - BOTH FACES
D412		2	13 - 1			WING "-HORIZONTAL - BOTH FACES
D413		10	4 - 10			WING "-VERTICAL - BACK FACE
D514	X	19	11 - 7	7 - 4	*	WING "-VERTICAL - BACK FACE
D415	X	7	11 - 10	7 - 4	*	WING "-VERTICAL - BACK FACE
D416		12	5 - 3		*	WING "-VERTICAL - FRONT FACE
D517		2	18 - 0			WING 4 -HORIZONTAL - BOTH FACES
D418		2	17 - 0			WING "-HORIZONTAL -APRON BOTT. SLAB
D419		4	17 - 0			WING "-HORIZONTAL - BOTH FACES
D420		2	5 - 9			WING "-HORIZONTAL - BOTH FACES
D421		2	10 - 0			WING "-HORIZONTAL - BOTH FACES
D422		2	14 - 4			WING "-HORIZONTAL - BOTH FACES
D423		11	4 - 9			WING "-VERTICAL - BACK FACE
D524	X	21	11 - 8	7 - 4	*	WING "-VERTICAL - BACK FACE
D425	X	7	11 - 9	7 - 4	*	WING "-VERTICAL - BACK FACE
D426		13	5 - 3		*	WING "-VERTICAL - FRONT FACE
D427	X	25	2 - 3			WINGS 3 AND 4 - DOWELS - FRONT FACE
U401		10	3 - 6	1 - 0		OUTLET CUTOFF WALL
U402		2	9 - 4			OUTLET CUTOFF WALL

* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

BUNDLE AND TAG EACH SERIES SEPARATELY

BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
D403	1 SERIES OF 14	9 - 11 TO 25 - 1
D405	1 SERIES OF 7	2 - 1 TO 13 - 0
D406	1 SERIES OF 7	3 - 3 TO 13 - 2
D514	1 SERIES OF 19	9 - 11 TO 13 - 3
D415	1 SERIES OF 7	10 - 9 TO 12 - 11
D416	1 SERIES OF 12	2 - 4 TO 8 - 2
D524	1 SERIES OF 21	10 - 0 TO 13 - 4
D425	1 SERIES OF 7	10 - 9 TO 12 - 10
D426	1 SERIES OF 13	2 - 4 TO 8 - 2

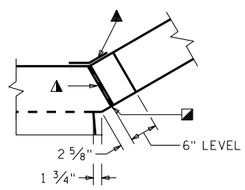


NAME PLATE LOCATION
WING 4

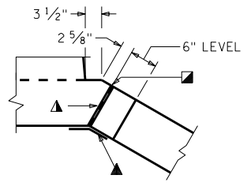
▲ ¾" FILLER TYPICAL. EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WING.

◪ 1" BEVEL TYPICAL

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.

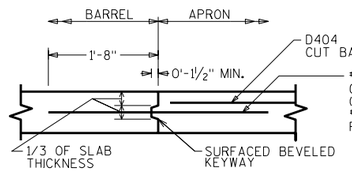


CORNER 3



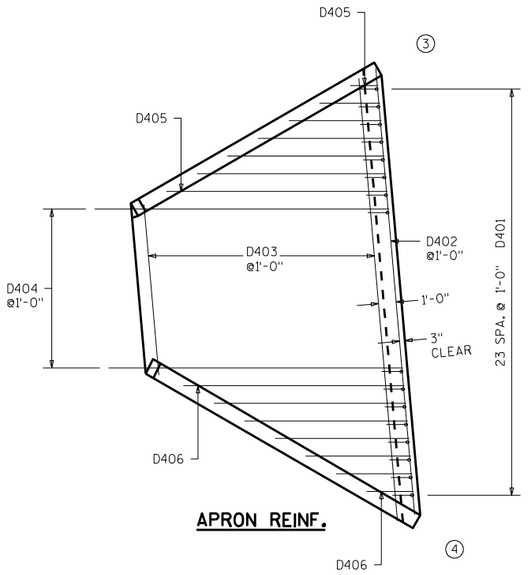
CORNER 4

CORNER DETAILS



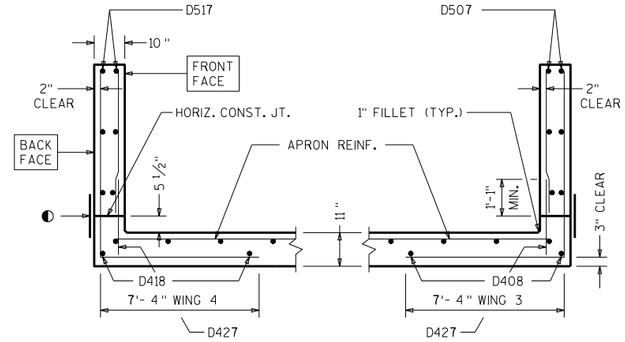
OPTIONAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.



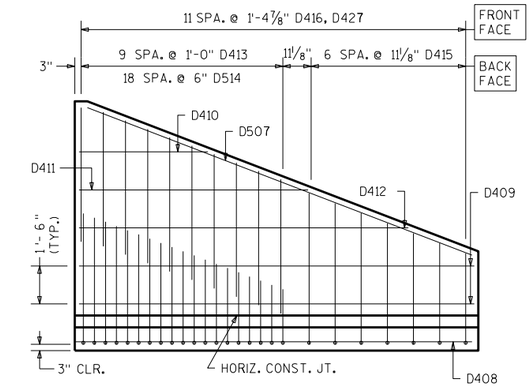
APRON REINF.

◐ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).

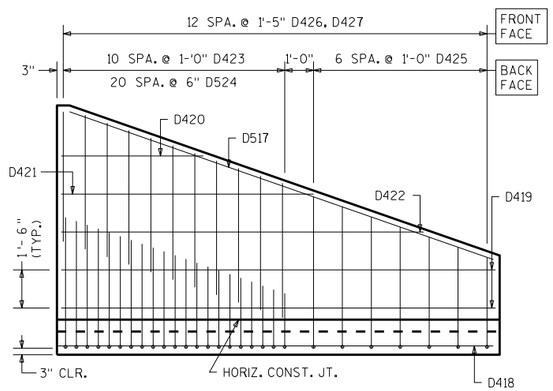


SECTION THRU WINGS

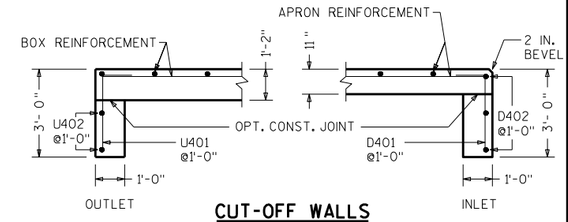
AT RIGHT ANGLES TO WING WALLS



WING 3

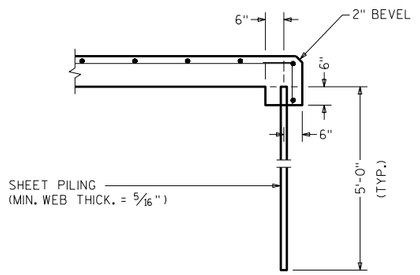


WING 4



CUT-OFF WALLS

SECTION THRU THE WALLS



ALTERNATE CUT-OFF WALLS

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-13-3078 STG 2

DRAWN BY MWB | PLANS CK'D. DFD

APRON DETAILS

SHEET 3

741

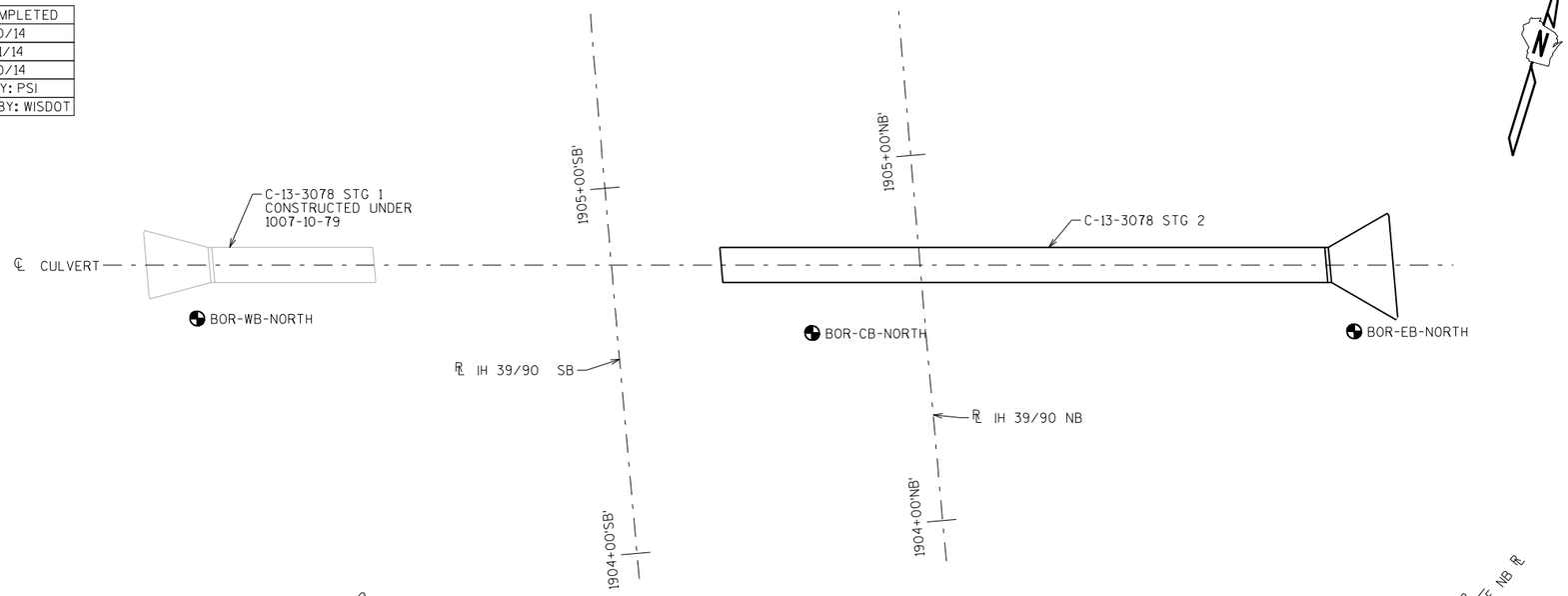
SCALE = 4

8

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ILLINOIS STATE LINE - MADISON

BORING #	DATE COMPLETED
WB-SOUTH	3/20/14
CB-NORTH	3/21/14
EB-NORTH	3/20/14
BORINGS COMPLETE BY: PSI	
REPORT COMPLETED BY: WISDOT	



* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

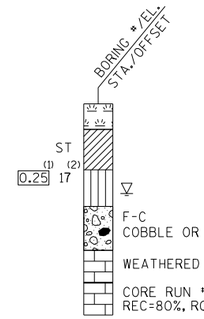
STATE PROJECT NUMBER

1007-11-75

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-13-3078 STG 2

DRAWN BY PR/MWB | PLANS CK'D. DFD

SUBSURFACE EXPLORATION

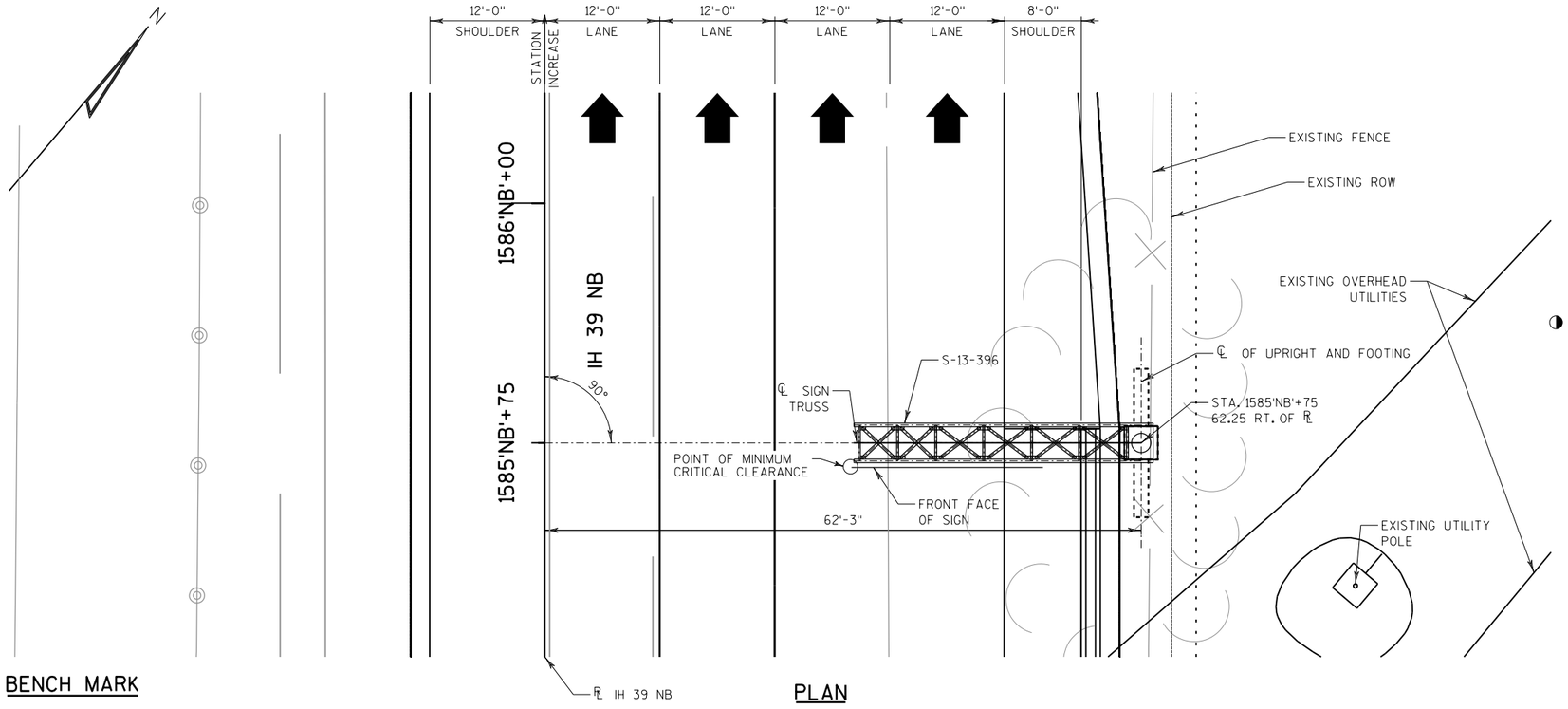
SHEET 4

742

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8

SCALE =



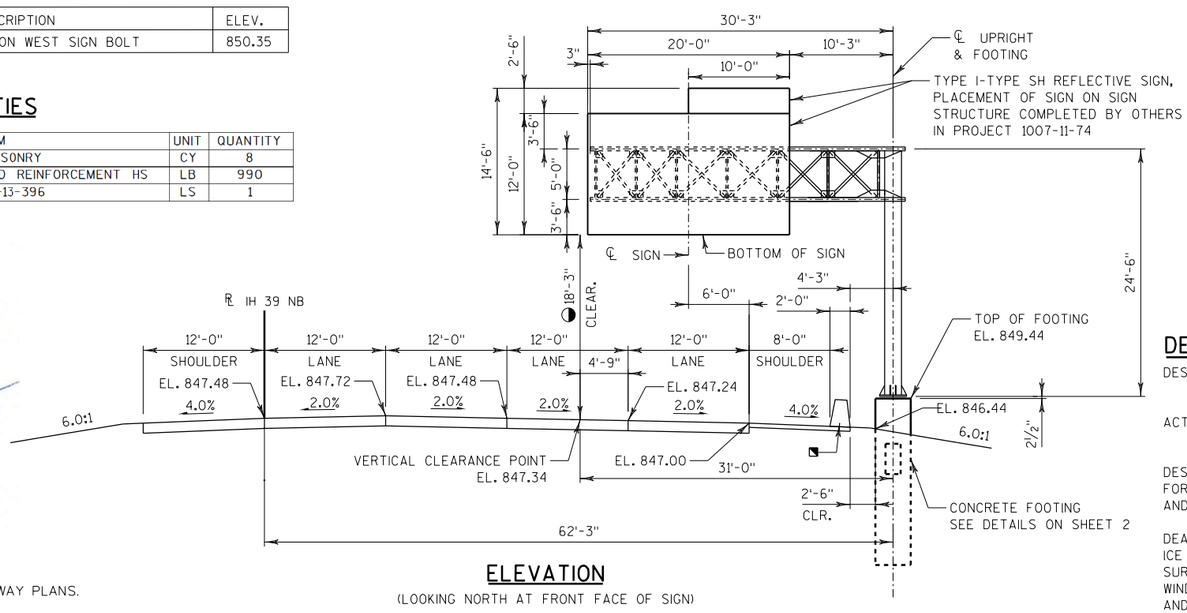
PLAN

BENCH MARK

NO.	STATION	OFFSET	DESCRIPTION	ELEV.
553A	1595+91.93 'NB'	35.21' RT	"X" ON WEST SIGN BOLT	850.35

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY
636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	8
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	990
641.1200	SIGN BRIDGE CANTILEVERED S-13-396	LS	1



ELEVATION

(LOOKING NORTH AT FRONT FACE OF SIGN)

◪ CONCRETE BARRIER TYPE 42SS. SEE ROADWAY PLANS.

LIST OF DRAWINGS

1. PLAN AND ELEVATION
2. CANTILEVER TRUSS FOOTING
3. GALVANIZED STEEL CANTILEVER SIGN TRUSS
4. GALVANIZED STEEL CANTILEVER SIGN TRUSS DETAILS

FOUNDATION DATA

THE FOLLOWING ASSUMPTIONS WERE USED FOR THE DESIGN OF THE FOUNDATION SYSTEM:

ALLOWABLE SOIL BEARING PRESSURE ..... 2.0 TSF

CONDITIONS ARE EXPECTED TO BE UNSUITABLE FOR DRY INSTALLATION. TEMPORARY CASING SHOULD BE PLANNED DURING THE EXCAVATION OF THE DRILLED SHAFT FOUNDATION. CONTRACTOR SHOULD BE PREPARED TO UTILIZE DRILLING MUD OR OTHER TECHNIQUES DURING CONSTRUCTION IF A CLEAN, STABLE EXCAVATION BASE IS NOT MAINTAINED.

GROUNDWATER IS REPORTED TO VARY FROM ELEVATION 824 TO 837.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL SHALL BE 3" CLEAR UNLESS DETAILED OTHERWISE.

PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT END OF TRUSS SHOWN IN "CAMBER DIAGRAM". DO NOT RAKE VERTICAL UPRIGHT BY ADJUSTMENT OF LEVELING NUTS. SEE SHEET 3 FOR "CAMBER DIAGRAM".

THE COST FOR SIGN BRIDGE IDENTIFICATION PLAQUE IS INCLUDED IN BID ITEM "SIGN BRIDGE CANTILEVERED S-13-396" LOCATE AND FABRICATE IN ACCORDANCE WITH S.D.D. 12A 4, "STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS".

CATWALKS AND LIGHTING ARE NOT REQUIRED.

CENTER MAIN SIGN VERTICALLY ON TRUSS.

◑ VERTICAL CLEARANCE TO SIGN IS BASED ON SIGN EXTENDING 1'-0" BEYOND END OF TRUSS

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN. ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO NAVD 88 DATUM.

ALL STRUCTURAL STEEL MEMBERS SHALL BE GALVANIZED.

ALTERNATE DESIGNS ARE NOT ALLOWED WITHOUT APPROVAL FROM THE ENGINEER.

WELD TEST AS PER AWS D1.1.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS IF UNIT CAN BE GALVANIZED IN ONE PIECE.

STEEL ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF ASTM F1554 GRADE 55, ASTM A563A HEAVY HEX HEAD NUTS, AND ASTM F436 WASHERS.

ALL BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIAMETER A325 BOLTS, GALVANIZED ASTM A153, CLASS C, AND INSTALLED WITH DT1 WASHERS.

THE UPPER 12" OF ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE AASHTO SPECIFICATIONS AS STATED IN SECTION 641 OF THE WISDOT STANDARD SPECIFICATIONS.

PRIOR TO INSTALLATION ANCHOR BOLTS SHALL BE RIGIDLY HELD IN POSITION DURING CONCRETE PLACEMENT USING STEEL ANCHOR PLATE AND TOP PLATE. CENTER ANCHOR BOLT ASSEMBLY TO MISS BAR STEEL REINFORCEMENT.

MATERIAL PROPERTIES

CONCRETE MASONRY_____f'c = 3.5 KSI

HIGH STRENGTH BAR STEEL REINFORCEMENT___GRADE 60_____fy=60 KSI

CHORD PIPE & COLUMN_____APISPEC. 5L GRADE X42_____ fy=42 KSI

STRUCTURAL ANGLES, PLATES, AND BARS__ASTM A709 GRADE 36__ fy=36 KSI

ANCHOR BOLTS_____ASTM F1554 GRADE 55_____fy=55 KSI

HIGH STRENGTH BOLTS_____A325_____fy=92 KSI

STRUCTURAL MEMBERS GALVANIZED____A123

HARDWARE GALVANIZED_____A153 CLASS C

DESIGN DATA

DESIGN SIGN AREA 265 SF — DESIGN MAX. MAIN SIGN DEPTH 12.0 FT

ACTUAL SIGN AREA 265 SF — ACTUAL MAIN SIGN DEPTH 12.0 FT

DESIGNED ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS".

DEAD LOAD - 3 PSF OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD - 3 PSF TO ONE FACE OF SIGN AND AROUND SURFACE MEMBERS
WIND PRESSURE - 90 MPH (3-SECOND GUST) TO SIGN AREA AND EXPOSED MEMBERS

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD + WIND	133
3. DEAD + ICE + ½(WIND)*	133

*MIN. VALUE OF 25 PSF FOR GROUP 3

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE: WILLIAM DREHER (608) 266-8489
CONSULTANT: MICHAEL D. RADTKE (414) 347-1607

NO.	DATE	REVISION	BY

emcs inc
1300 W. Canal Street, Suite 200
Milwaukee, WI 53233
414.347.1607 Fax 414.347.1347

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR — 08/18/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STATE PROJECT NUMBER
1007-11-75

STRUCTURE S-13-396

IH 39 NB EXIT TO USH 51/STH 73/STH 106

COUNTY	TOWN
DANE	ALBION

DESIGN SPEC.
AASHTO STD. SPEC. FOR STR. SUPPORTS

DESIGNED BY	AJC	DESIGN CK'D.	MDR	DRAWN BY	AJC	PLANS CK'D.	MDR

PLAN AND ELEVATION

SHEET 1 OF 4
743

WISCONSIN
MICHAEL D. RADTKE
40967
Elm Grove WI
PROFESSIONAL ENGINEER
2/26/2016

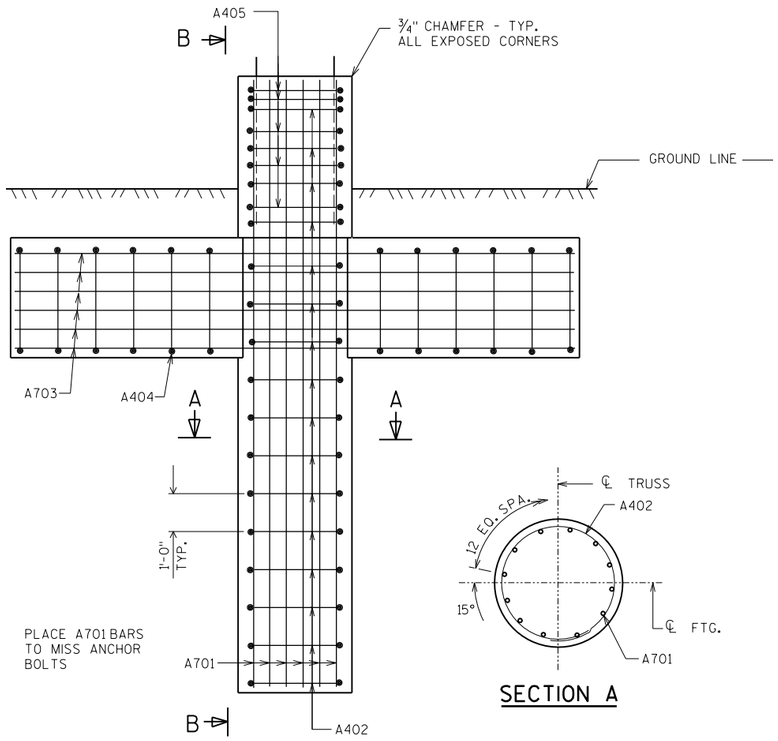
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PLOT DATE : 2/15/2016
PLOT BY : mdr

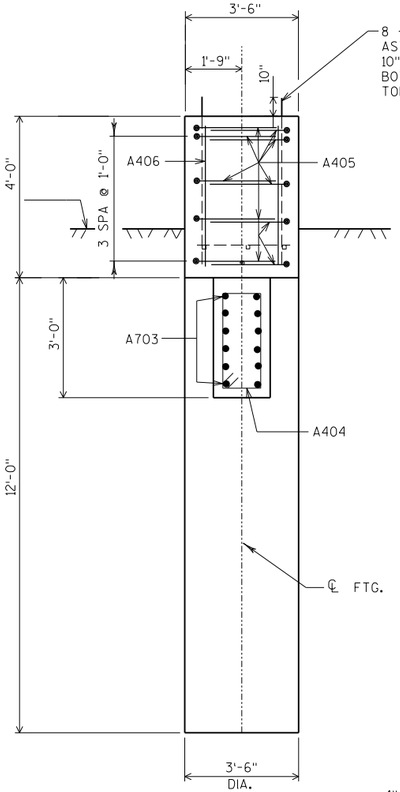
STATE PROJECT NUMBER

1007-11-75



ELEVATION

SECTION A

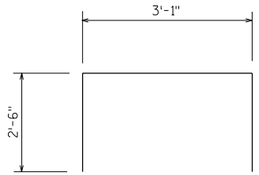


SECTION B

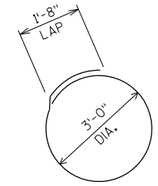
NOTE:
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS

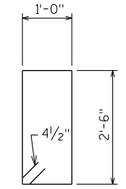
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	CUT. DIAG.	BUNDLE	LOCATION
A701	X	12	15'-6"				FOOTING - COLUMN/TOP
A402	X	16	11'-2"	X			FOOTING - COLUMN/TOP
A703	X	12	15'-0"				FOOTING - WINGS
A404	X	12	7'-6"	X			FOOTING - WINGS
A405	X	10	7'-11"	X			FOOTING - TOP
A406	X	4	3'-6"				FOOTING - TOP - COLUMNS



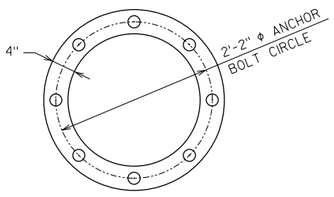
A405



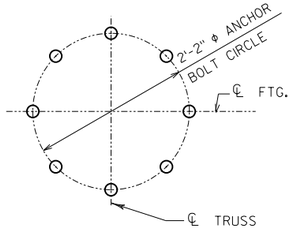
A402

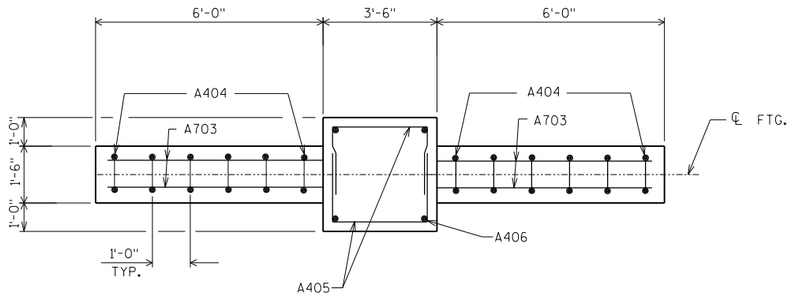


A404
(STIRRUP)

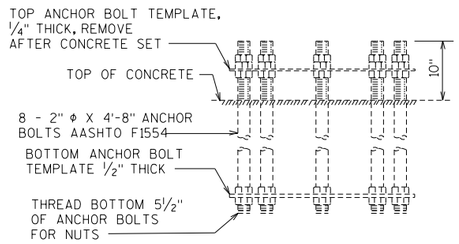


TOP VIEW OF TOP & BOTTOM TEMPLATES





PLAN



ANCHOR BOLT DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-396

DRAWN BY AJC | PLANS CK'D. MDR

CANTILEVER TRUSS FOOTING

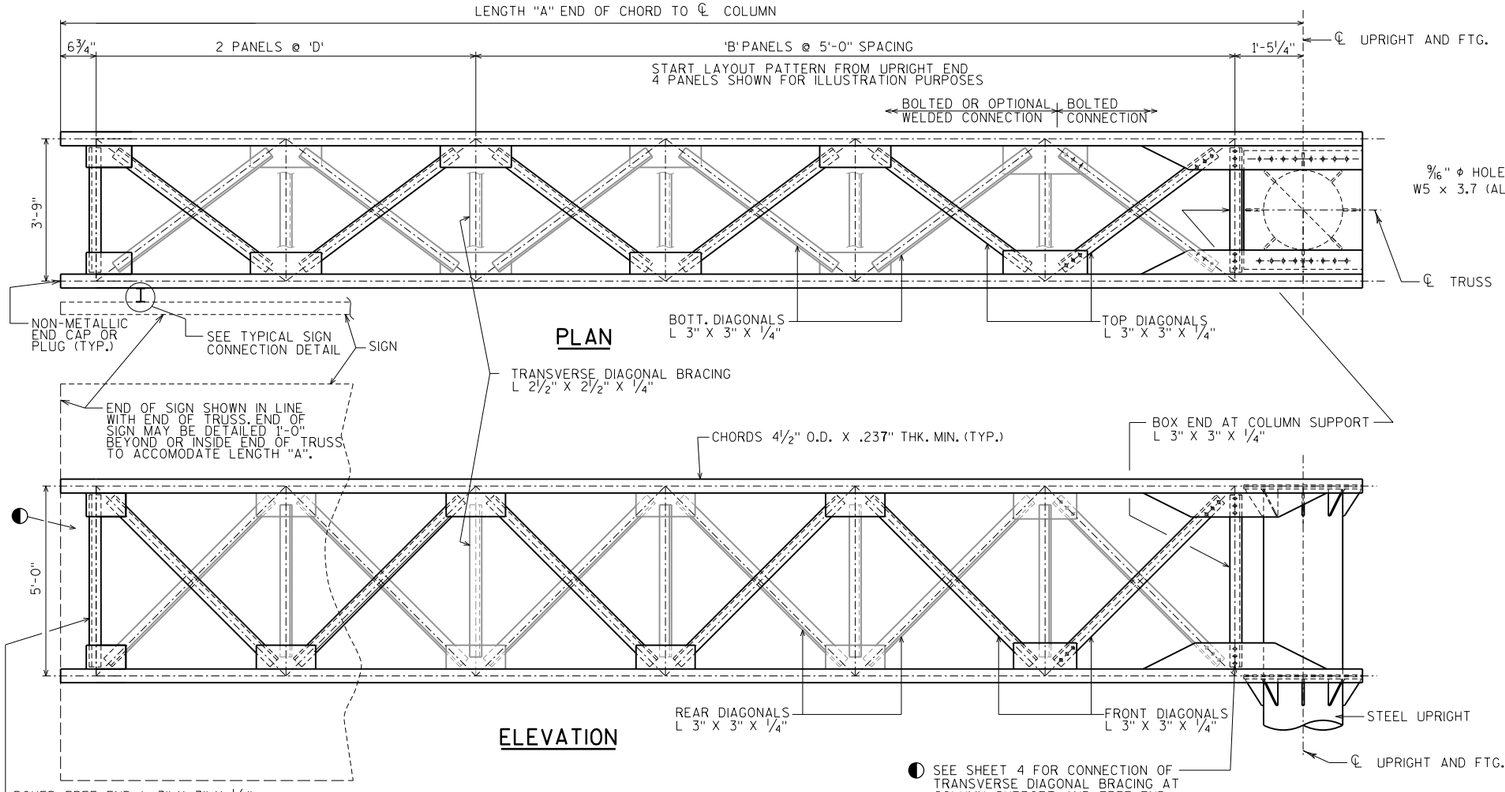
SHEET 2 OF 4
744

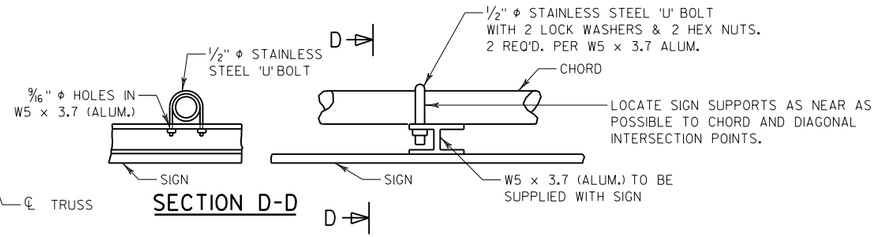
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STATE PROJECT NUMBER

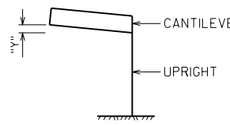
1007-11-75



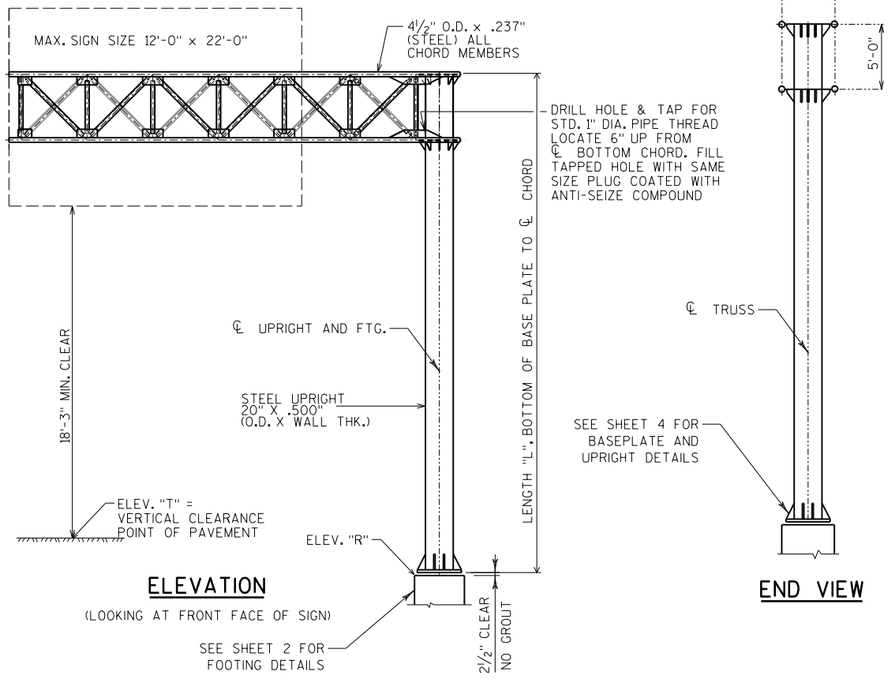


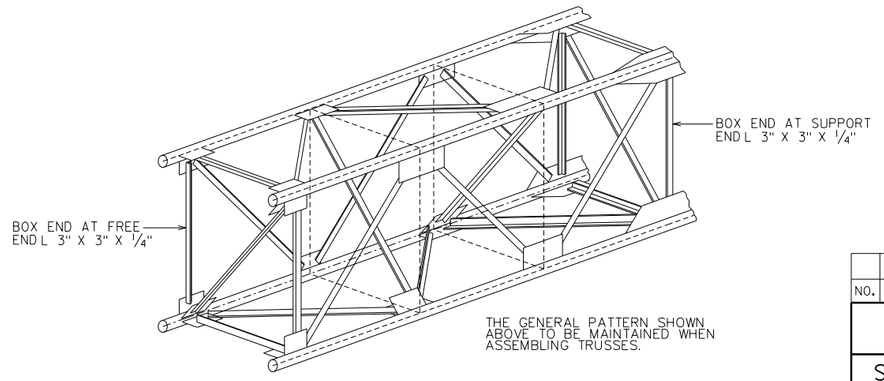
TYPICAL SIGN CONNECTION

STRUCTURE	"A"	"L"	"B"	"D"	"Y"	ELEV. "R"	ELEV. "T"
S-13-396	30'-0"	24'-6"	4	4'-0"	2⅛"	849.44	847.34



CAMBER DIAGRAM





TYPICAL TRUSS SECTION

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-396

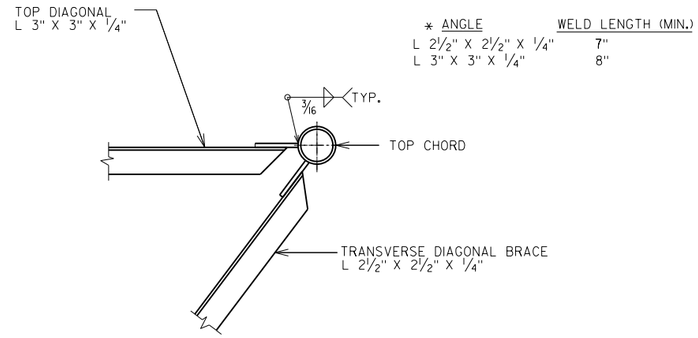
DRAWN BY AJC | PLANS CK'D. MDR

GALVANIZED STEEL CANTILEVER SIGN TRUSS

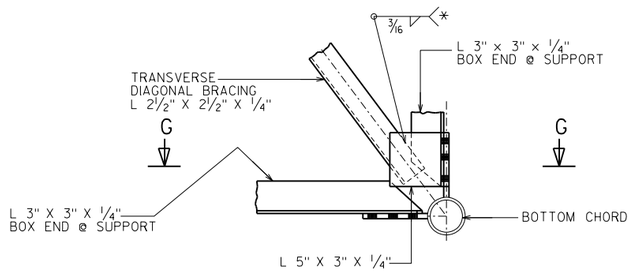
SHEET 3 OF 4
745

STATE PROJECT NUMBER

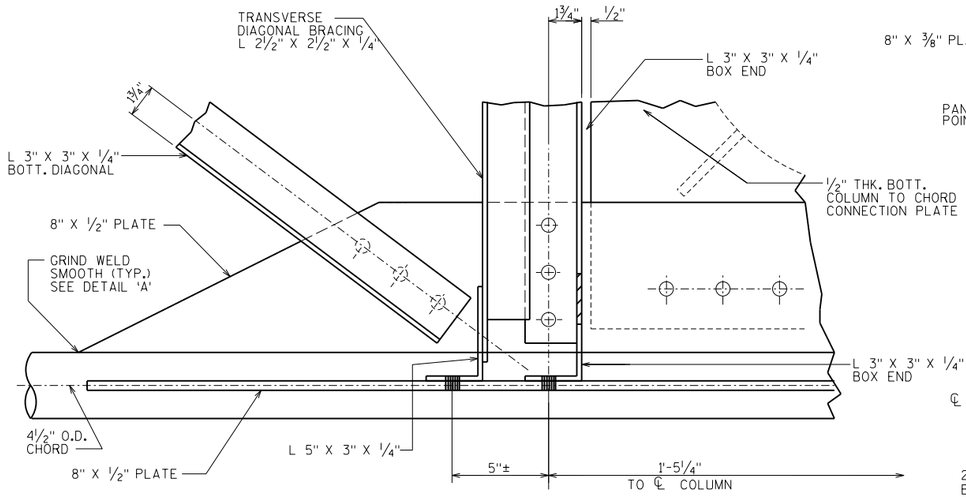
1007-11-75



SECTION B-B

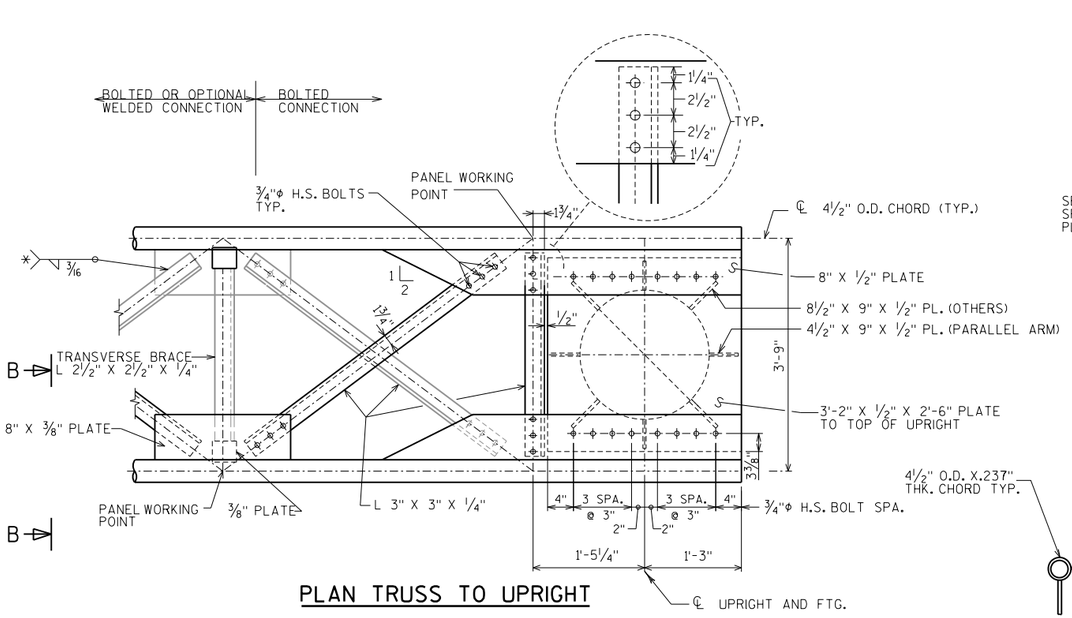


SECTION H-H

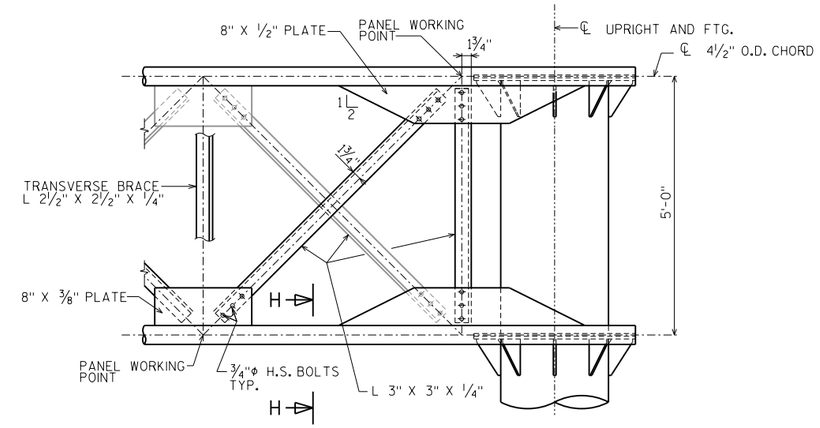


SECTION G-G

(LOOKING DOWN @ BOTT. HORIZ. PLANE @ FRONT CHORD)

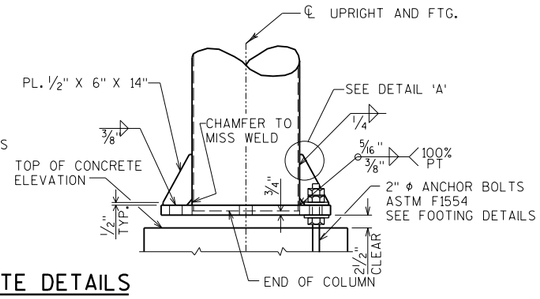


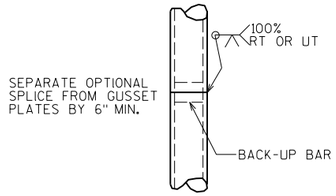
PLAN TRUSS TO UPRIGHT



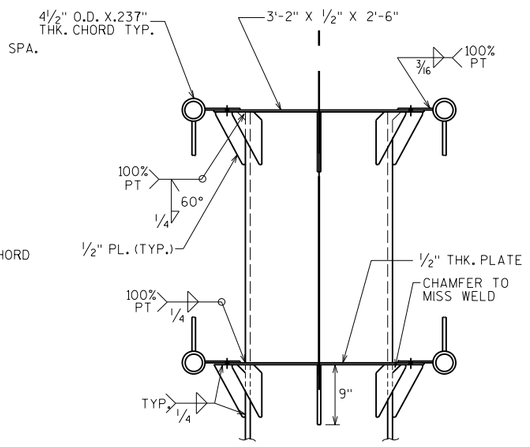
ELEVATION TRUSS TO UPRIGHT

BASE PLATE DETAILS

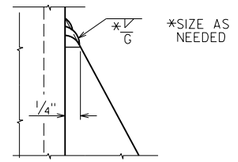




OPTIONAL COLUMN OR CHORD SPLICE DETAIL



END VIEW TRUSS TO UPRIGHT



DETAIL 'A'

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-396

DRAWN BY AJC | PLANS CK'D. MDR

GALVANIZED STEEL CANTILEVERED SIGN TRUSS DETAILS

SHEET 4 OF 4
746

8

8

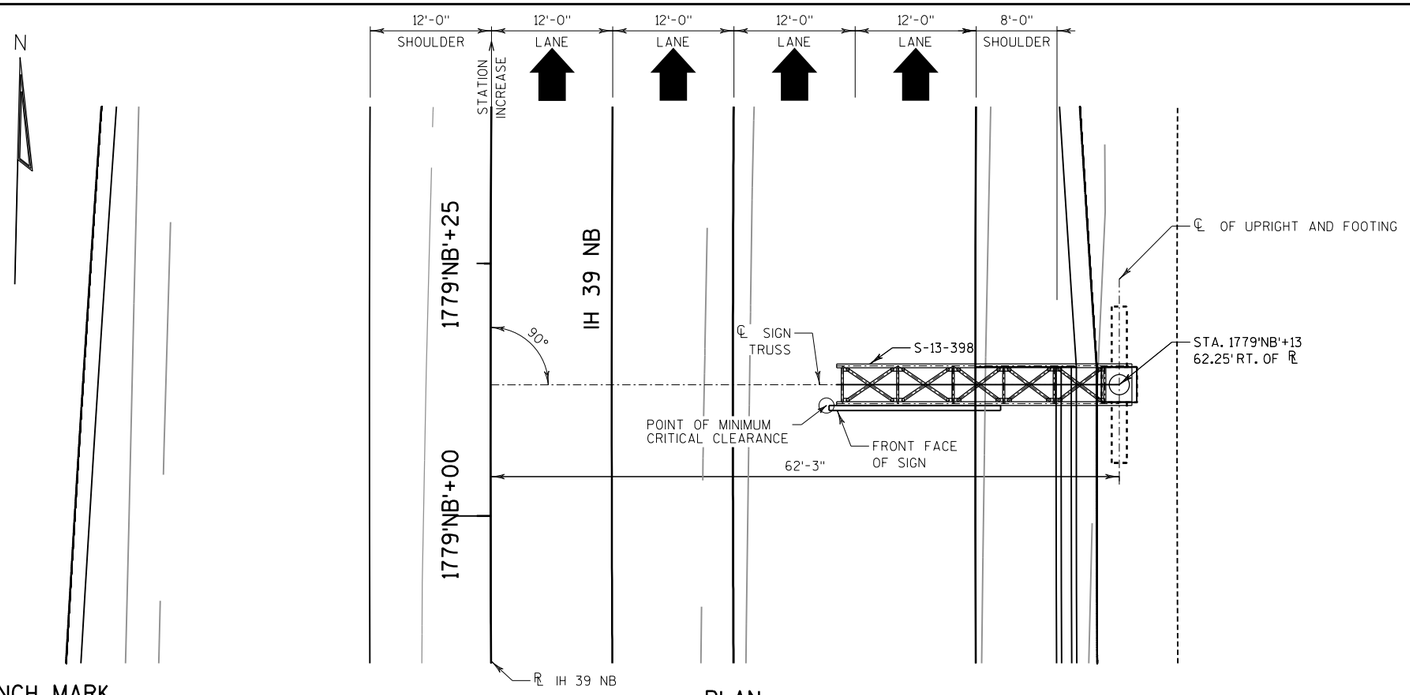
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PLOT DATE : 2/15/2016

PLOT BY : mdr

STATE PROJECT NUMBER

1007-11-75



BENCH MARK

NO.	STATION	OFFSET	DESCRIPTION	ELEV.
558A	1754+67.17 'NB'	61.10' RT	"X" ON NW SIGN BOLT	853.80

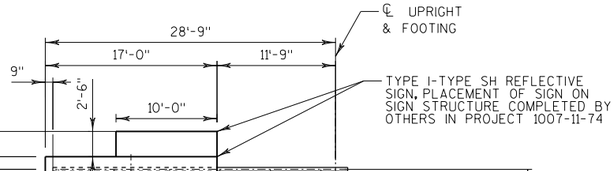
TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY
636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	8
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	990
641.1200	SIGN BRIDGE CANTILEVERED S-13-398	LS	1

LIST OF DRAWINGS

1. PLAN AND ELEVATION
2. CANTILEVER TRUSS FOOTING
3. GALVANIZED STEEL CANTILEVER SIGN TRUSS
4. GALVANIZED STEEL CANTILEVER SIGN TRUSS DETAILS

PLAN



ELEVATION

(LOOKING NORTH AT FRONT FACE OF SIGN)

◥ CONCRETE BARRIER TYPE 42SS. SEE ROADWAY PLANS.

◑ VERTICAL CLEARANCE TO SIGN IS BASED ON SIGN EXTENDING 1'-0" BEYOND END OF TRUSS.

WISCONSIN
MICHAEL D. RADTKE
40967
Elm Grove
WI
PROFESSIONAL ENGINEER

FEB 26, 2016

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL SHALL BE 3" CLEAR UNLESS DETAILED OTHERWISE.

PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT END OF TRUSS SHOWN IN "CAMBER DIAGRAM". DO NOT RAKE VERTICAL UPRIGHT BY ADJUSTMENT OF LEVELING NUTS. SEE SHEET 3 FOR CAMBER DIAGRAM".

THE COST FOR SIGN BRIDGE IDENTIFICATION PLAQUE IS INCLUDED IN BID ITEM "SIGN BRIDGE CANTILEVERED S-13-398" LOCATE AND FABRICATE IN ACCORDANCE WITH S.D.D. 12A 4, "STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS".

CATWALKS AND LIGHTING ARE NOT REQUIRED.

CENTER MAIN SIGN VERTICALLY ON TRUSS.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN. ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO NAVD 88 DATUM.

ALL STRUCTURAL STEEL MEMBERS SHALL BE GALVANIZED.

ALTERNATE DESIGNS ARE NOT ALLOWED WITHOUT APPROVAL FROM THE ENGINEER.

WELD TEST AS PER AWS D1.1.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS IF UNIT CAN BE GALVANIZED IN ONE PIECE.

STEEL ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF ASTM F1554 GRADE 55, ASTM A563A HEAVY HEX HEAD NUTS, AND ASTM F436 WASHERS.

ALL BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIAMETER A325 BOLTS, GALVANIZED ASTM A153, CLASS C, AND INSTALLED WITH DT1 WASHERS.

THE UPPER 12" OF ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE AASHTO SPECIFICATIONS AS STATED IN SECTION 641 OF THE WISDOT STANDARD SPECIFICATIONS.

PRIOR TO INSTALLATION ANCHOR BOLTS SHALL BE RIGIDLY HELD IN POSITION DURING CONCRETE PLACEMENT USING STEEL ANCHOR PLATE AND TOP PLATE. CENTER ANCHOR BOLT ASSEMBLY TO MISS BAR STEEL REINFORCEMENT.

MATERIAL PROPERTIES

CONCRETE MASONRY_____f'c = 3.5 KSI
HIGH STRENGTH BAR STEEL REINFORCEMENT___GRADE 60_____fy=60 KSI
CHORD PIPE & COLUMN_____API SPEC. 5L GRADE X42_____ fy=42 KSI
STRUCTURAL ANGLES, PLATES, AND BARS__ASTM A709 GRADE 36__ fy=36 KSI
ANCHOR BOLTS_____ASTM F1554 GRADE 55_____fy=55 KSI
HIGH STRENGTH BOLTS_____A325_____fy=92 KSI
STRUCTURAL MEMBERS GALVANIZED___A123
HARDWARE GALVANIZED_____A153 CLASS C

DESIGN DATA

DESIGN SIGN AREA 265 SF
DESIGN MAX. MAIN SIGN DEPTH 12.0 FT
ACTUAL SIGN AREA 152.5 SF
ACTUAL MAIN SIGN DEPTH 7.5 FT

DESIGNED ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS".

DEAD LOAD - 3 PSF OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD - 3 PSF TO ONE FACE OF SIGN AND AROUND SURFACE MEMBERS
WIND PRESSURE - 90 MPH (3-SECOND GUST) TO SIGN AREA AND EXPOSED MEMBERS

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD + WIND	133
3. DEAD + ICE + ½ (WIND)*	133

*MIN. VALUE OF 25 PSF FOR GROUP 3

FOUNDATION DATA

THE FOLLOWING ASSUMPTIONS WERE USED FOR THE DESIGN OF THE FOUNDATION SYSTEM:

ALLOWABLE SOIL BEARING PRESSURE ..... 2.0 TSF

CONDITIONS ARE EXPECTED TO BE UNSUITABLE FOR DRY INSTALLATION. TEMPORARY CASING SHOULD BE PLANNED DURING THE EXCAVATION OF THE DRILLED SHAFT FOUNDATION. CONTRACTOR SHOULD BE PREPARED TO UTILIZE DRILLING MUD OR OTHER TECHNIQUES DURING CONSTRUCTION IF A CLEAN, STABLE EXCAVATION BASE IS NOT MAINTAINED.

GROUNDWATER IS REPORTED TO VARY FROM ELEVATION 852 TO 854.

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE: WILLIAM DREHER (608) 266-8489
CONSULTANT: MICHAEL D. RADTKE (414) 347-1607

NO.	DATE	REVISION	BY

emcs, LLC
1300 W. Canal Street, Suite 200
Milwaukee, WI 53233
414.347.1607 Fax 414.347.1347

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 08/18/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-13-398

IH 39 NB OFF RAMP TO USH 51

COUNTY	TOWN
DANE	ALBION

DESIGN SPEC.
AASHTO STD. SPEC. FOR STR. SUPPORTS

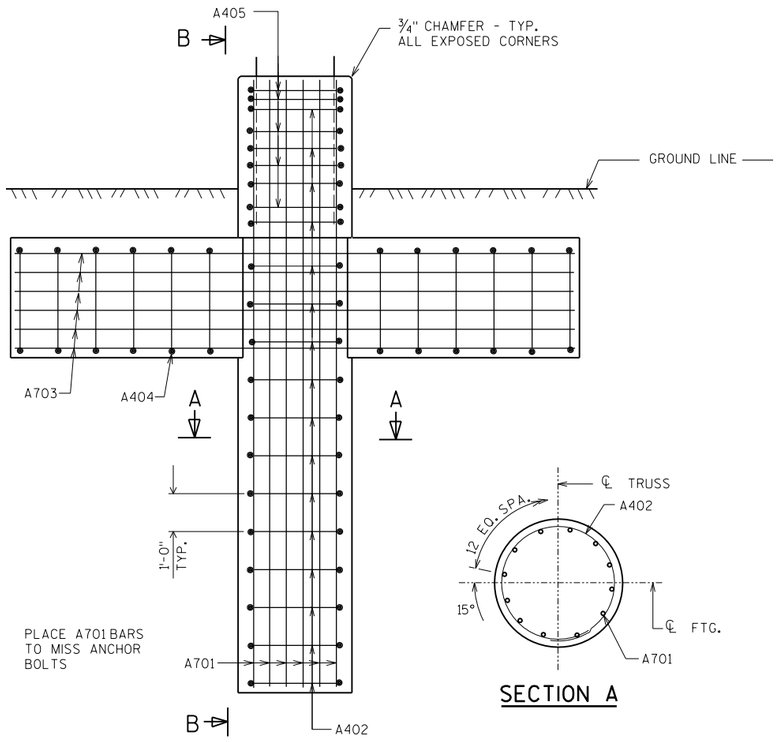
DESIGNED BY	AJC	DESIGN CK'D.	MDR	DRAWN BY	AJC	PLANS CK'D.	MDR

PLAN AND ELEVATION

SHEET 1 OF 4
747

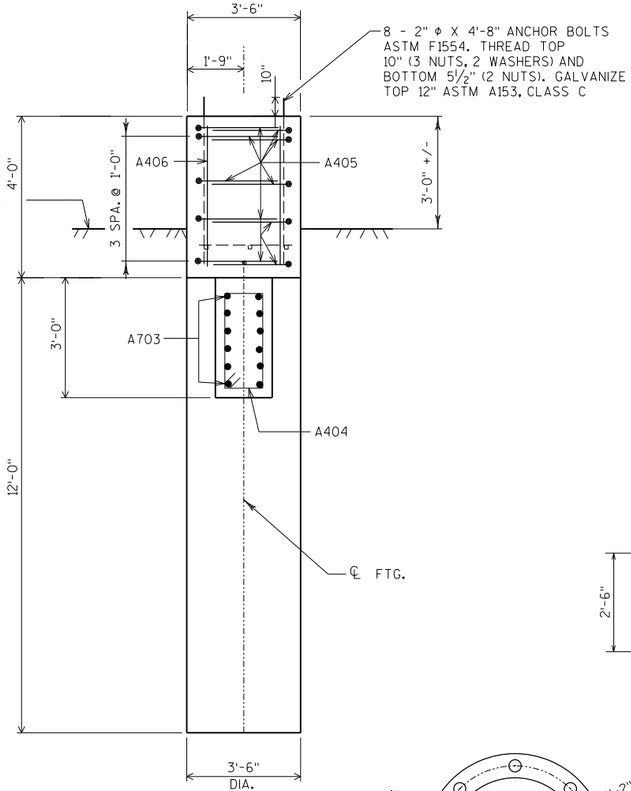
STATE PROJECT NUMBER

1007-11-75



ELEVATION

SECTION A

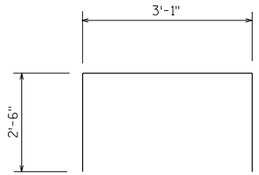


SECTION B

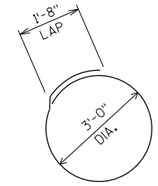
NOTE:
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS

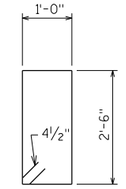
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	CUT. DIAG.	BUN-DLE	LOCATION
A701	X	12	15'-6"				FOOTING - COLUMN/TOP
A402	X	16	11'-2"	X			FOOTING - COLUMN/TOP
A703	X	12	15'-0"				FOOTING - WINGS
A404	X	12	7'-6"	X			FOOTING - WINGS
A405	X	10	7'-11"	X			FOOTING - TOP
A406	X	4	3'-6"				FOOTING - TOP - COLUMNS



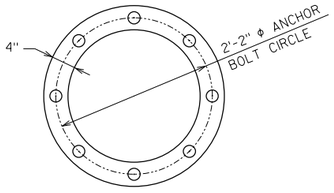
A405



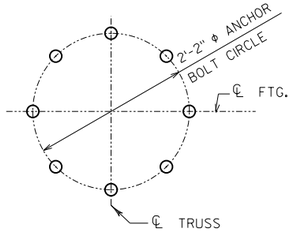
A402

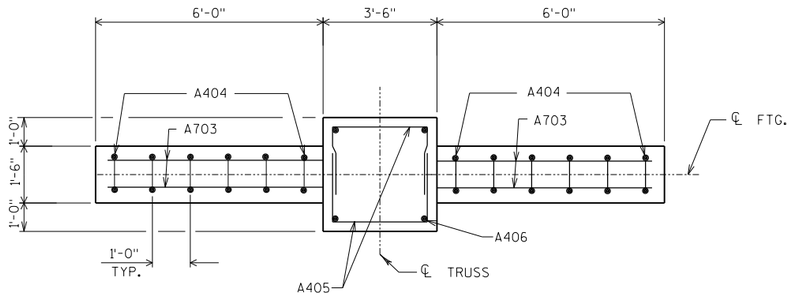


A404
(STIRRUP)

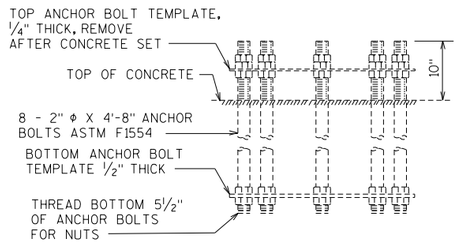


TOP VIEW OF TOP & BOTTOM TEMPLATES





PLAN



ANCHOR BOLT DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-398

DRAWN BY AJC | PLANS CK'D. MDR

CANTILEVER TRUSS FOOTING

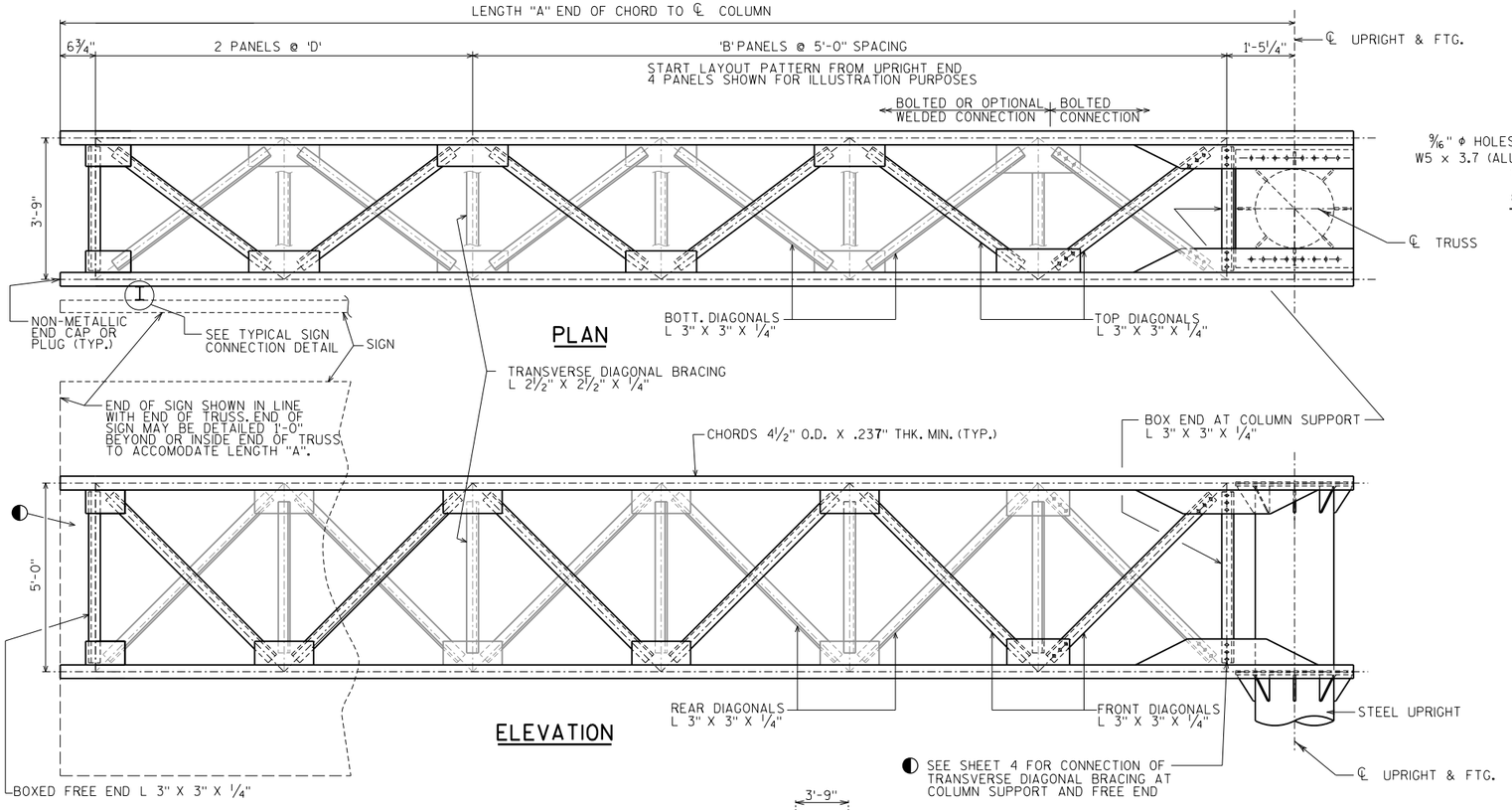
SHEET 2 OF 4
748

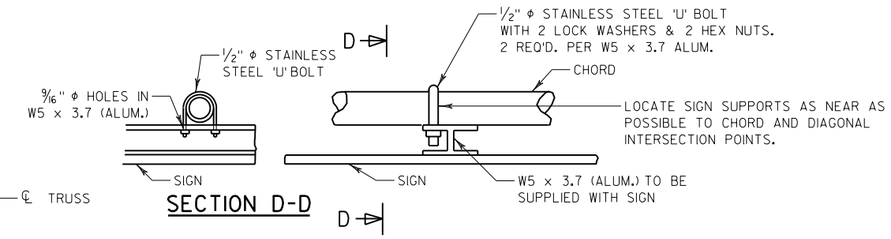
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8

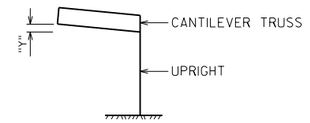
STATE PROJECT NUMBER

1007-11-75



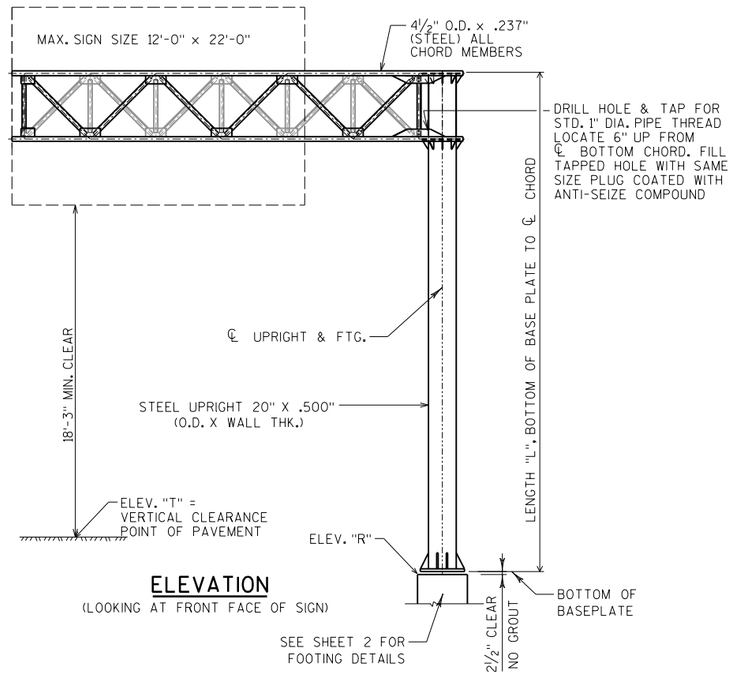


TYPICAL SIGN CONNECTION

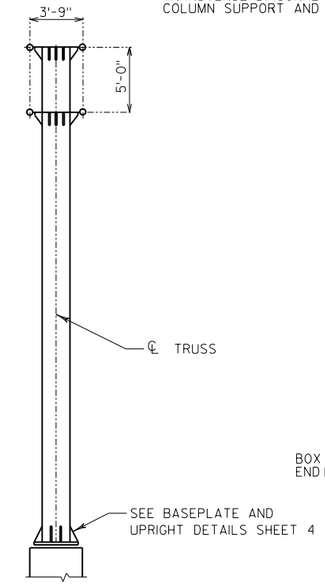


CAMBER DIAGRAM

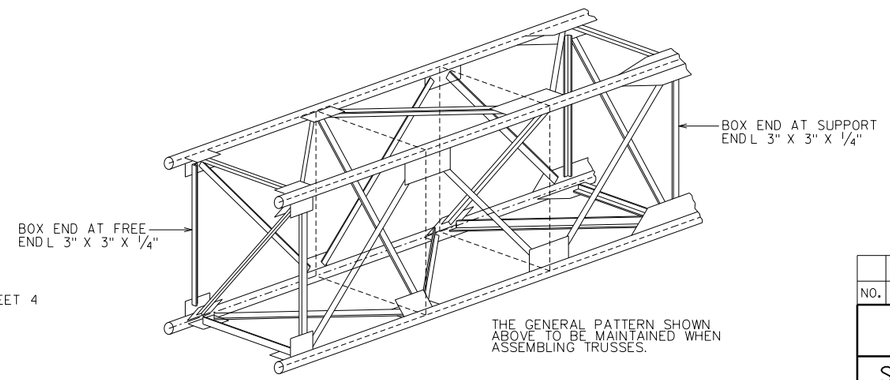
STRUCTURE	"A"	"L"	"B"	"D"	"Y"	ELEV. "R"	ELEV. "T"
S-13-398	28'-0"	24'-9"	3	5'-6"	1 ¾"	859.27	857.33



ELEVATION
(LOOKING AT FRONT FACE OF SIGN)



END VIEW



TYPICAL TRUSS SECTION

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-398

DRAWN BY AJC | PLANS CK'D. MDR

GALVANIZED STEEL CANTILEVER SIGN TRUSS

SHEET 3 OF 4

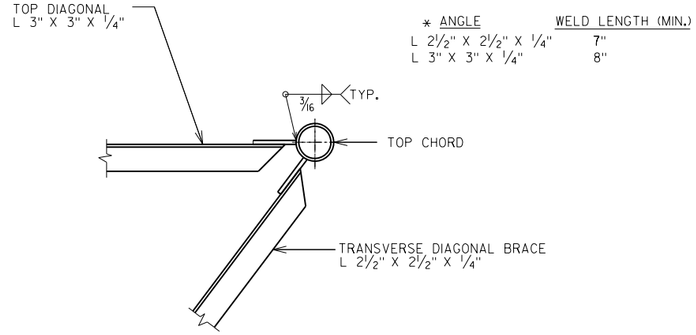
749

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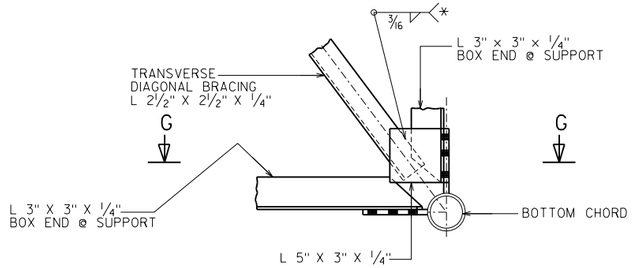
STATE PROJECT NUMBER

1007-11-75

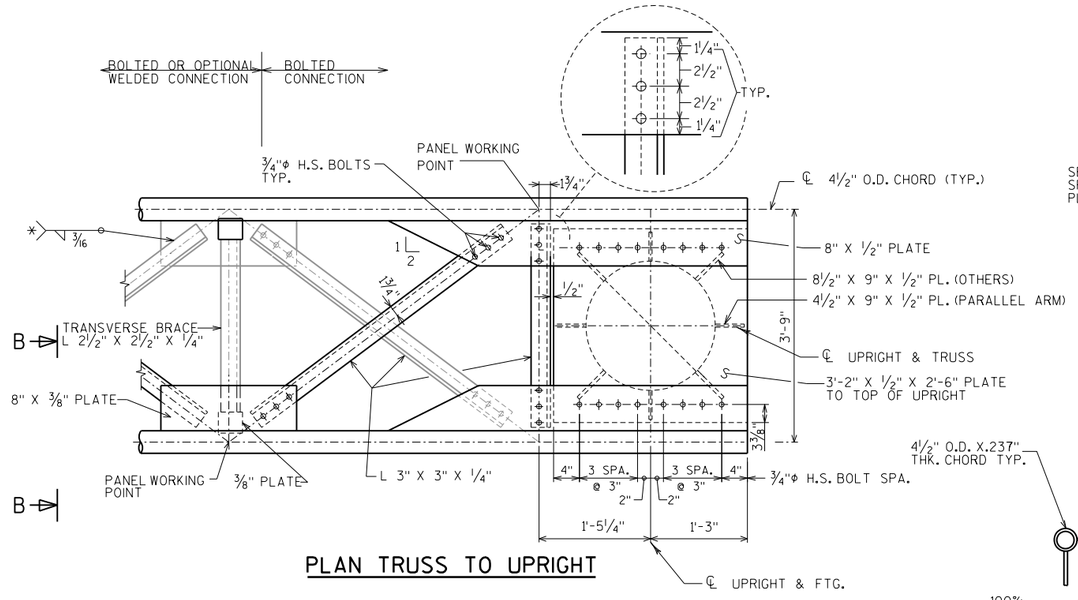


* ANGLE	WELD LENGTH (MIN.)
L 2 1/2" X 2 1/2" X 1/4"	7"
L 3" X 3" X 1/4"	8"

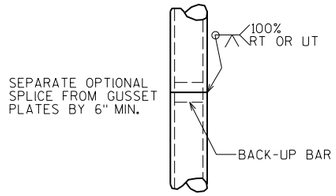
SECTION B-B



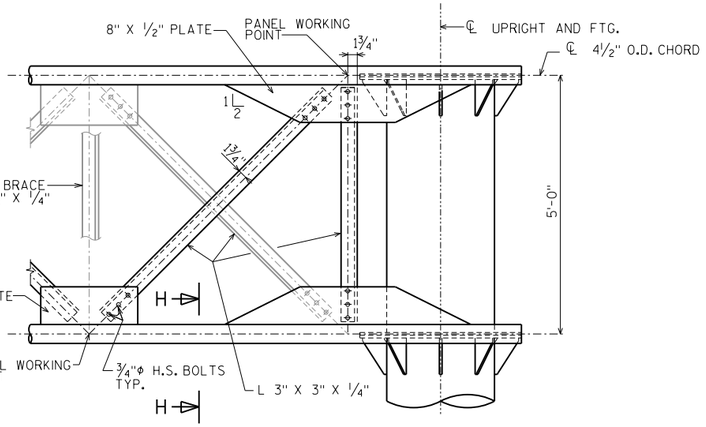
SECTION H-H



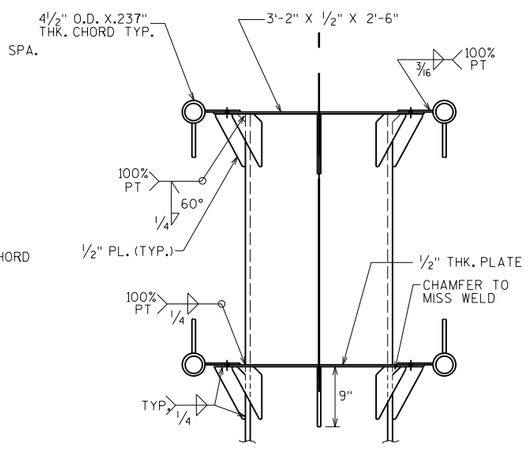
PLAN TRUSS TO UPRIGHT



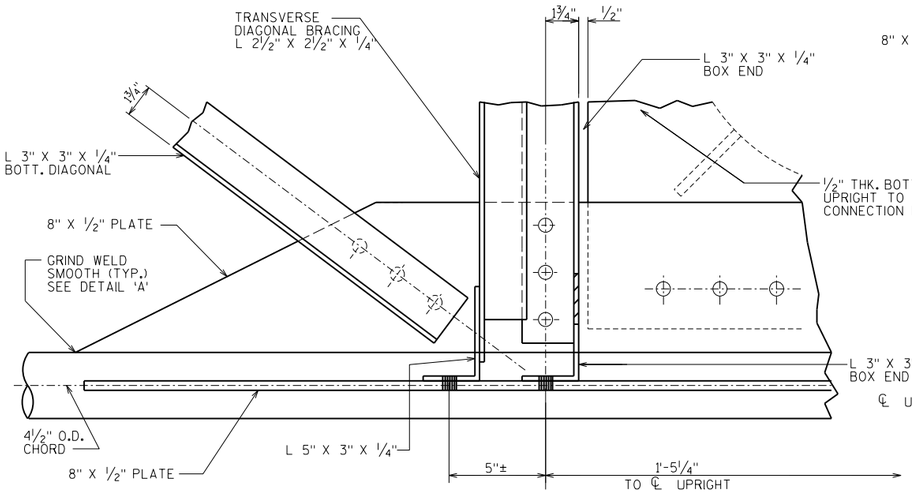
OPTIONAL COLUMN OR CHORD SPLICE DETAIL



ELEVATION TRUSS TO UPRIGHT

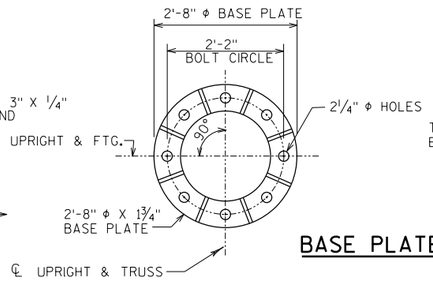


END VIEW TRUSS TO UPRIGHT

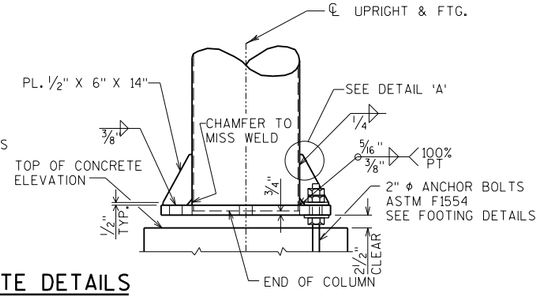


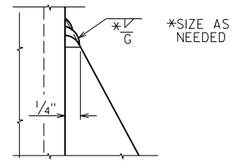
SECTION G-G

(LOOKING DOWN @ BOTT. HORIZ. PLANE @ FRONT CHORD)



BASE PLATE DETAILS





DETAIL 'A'

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-398

DRAWN BY AJC | PLANS CK'D. MDR

GALVANIZED STEEL CANTILEVERED SIGN TRUSS DETAILS

SHEET 4 OF 4
750

8

8

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\09 STRUCTURES\S-13-0398\Plan\080104_td_S130398.dgn

PLOT DATE : 2/15/2016

PLOT BY : mdr

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1591+85.92'TBT1'	0.00	4.57	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1592+00.00'TBT1'	14.08	4.57	0.00	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
1592+50.00'TBT1'	50.00	4.55	0.00	0.00	0.00	0.00	0.00	0.00	8	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10	0
1593+00.00'TBT1'	50.00	12.44	0.00	0.00	0.00	0.00	0.00	0.00	16	0	0	0	0	0	0	26	0	0	0	0	0	0	0	26	0
1593+50.00'TBT1'	50.00	14.81	0.94	0.00	0.00	0.00	0.00	0.00	25	1	0	0	0	0	0	51	1	0	0	0	1	0	0	50	0
1594+00.00'TBT1'	50.00	17.28	2.24	0.00	0.00	0.00	0.00	0.00	30	3	0	0	0	0	0	81	4	0	0	0	4	0	0	77	0
1594+50.00'TBT1'	50.00	18.08	0.52	0.00	0.00	0.00	0.00	0.00	33	3	0	0	0	0	0	114	7	0	0	0	7	0	0	107	0
1595+00.00'TBT1'	50.00	28.65	1.22	0.00	0.00	0.00	0.00	0.00	43	2	0	0	0	0	0	157	9	0	0	0	9	0	0	148	0
1595+50.00'TBT1'	50.00	16.06	3.12	0.00	0.00	0.00	0.00	0.00	41	4	0	0	0	0	0	198	13	0	0	0	13	0	0	185	0
1596+00.00'TBT1'	50.00	12.03	5.37	0.00	0.00	0.00	0.00	0.00	26	8	0	0	0	0	0	224	21	0	0	0	21	0	0	203	0
1596+50.00'TBT1'	50.00	12.31	8.99	0.00	0.00	0.00	0.00	0.00	23	13	0	0	0	0	0	247	34	0	0	0	34	0	0	213	0
1597+00.00'TBT1'	50.00	12.64	9.40	0.00	0.00	0.00	0.00	0.00	23	17	0	0	0	0	0	270	51	0	0	0	51	0	0	219	0
1597+50.00'TBT1'	50.00	13.04	7.74	0.00	0.00	0.00	0.00	0.00	24	16	0	0	0	0	0	294	67	0	0	0	67	0	0	227	0
1598+00.00'TBT1'	50.00	12.70	6.83	0.00	0.00	0.00	0.00	0.00	24	13	0	0	0	0	0	318	80	0	0	0	80	0	0	238	0
1598+50.00'TBT1'	50.00	12.15	6.10	0.00	0.00	0.00	0.00	0.00	23	12	0	0	0	0	0	341	92	0	0	0	92	0	0	249	0
1599+00.00'TBT1'	50.00	11.97	2.60	0.00	0.00	0.00	0.00	0.00	22	8	0	0	0	0	0	363	100	0	0	0	100	0	0	263	0
1599+50.00'TBT1'	50.00	11.58	0.50	0.00	0.00	0.00	0.00	0.00	22	3	0	0	0	0	0	385	103	0	0	0	103	0	0	282	0
1599+87.33'TBT1'	37.33	11.41	0.28	0.00	0.00	0.00	0.00	0.00	16	1	0	0	0	0	0	401	104	0	0	0	104	0	0	297	0

9

9

PROJECT NO:1007-11-75 | HWY:IH 39 | COUNTY:DANE | EARTHWORK DATA: STAGE 1 | SHEET 751 | E

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1498+00.00'NB'	0.00	236.95	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1498+39.50'NB'	39.50	237.95	0.00	0.00	0.00	0.00	0.00	0.00	347	0	0	0	0	0	0	347	0	0	0	0	0	0	0	347	0
1499+00.00'NB'	60.50	219.76	0.00	0.00	0.00	0.00	0.00	0.00	513	0	0	0	0	0	0	860	0	0	0	0	0	0	0	860	0
1499+65.50'NB'	65.50	199.36	2.05	0.00	0.00	0.00	0.00	0.00	508	2	0	0	0	0	0	1,368	2	0	0	0	2	0	0	1,366	0
1500+00.00'NB'	34.50	192.83	7.57	0.00	0.00	0.00	0.00	0.00	251	6	0	0	0	0	0	1,619	8	0	0	0	8	0	0	1,611	0
1500+49.51'NB'	49.51	195.73	17.64	0.00	0.00	0.00	0.00	0.00	356	23	0	0	0	0	0	1,975	31	0	0	0	31	0	0	1,944	0
1500+85.50'NB'	36.00	195.09	28.29	0.00	0.00	0.00	0.00	0.00	261	31	0	0	0	0	0	2,236	62	0	0	0	62	0	0	2,174	0
1500+91.50'NB'	6.00	195.46	30.26	0.00	0.00	0.00	0.00	0.00	43	7	0	0	0	0	0	2,279	69	0	0	0	69	0	0	2,210	0
1501+00.00'NB'	8.50	197.87	30.90	0.00	0.00	0.00	0.00	0.00	62	10	0	0	0	0	0	2,341	79	0	0	0	79	0	0	2,262	0
1502+00.00'NB'	100.00	197.52	43.37	0.00	0.00	0.00	0.00	0.00	732	138	0	0	0	0	0	3,073	217	0	0	0	217	0	0	2,856	0
1502+95.45'NB'	95.45	201.28	63.18	0.00	0.00	0.00	0.00	0.00	705	188	0	0	0	0	0	3,778	405	0	0	0	405	0	0	3,373	0
1503+00.00'NB'	4.55	203.41	62.72	0.00	0.00	0.00	0.00	0.00	34	11	0	0	0	0	0	3,812	416	0	0	0	416	0	0	3,396	0
1503+77.23'NB'	77.23	193.62	49.41	0.00	0.00	0.00	0.00	0.00	568	160	0	0	0	0	0	4,380	576	0	0	0	576	0	0	3,804	0
1504+00.00'NB'	22.77	197.22	41.77	0.00	0.00	0.00	0.00	0.00	165	38	0	0	0	0	0	4,545	614	0	0	0	614	0	0	3,931	0
1505+00.00'NB'	100.00	295.24	10.59	0.00	0.00	0.00	0.00	0.00	912	97	0	0	0	0	0	5,457	711	0	0	0	711	0	0	4,746	0
1506+00.00'NB'	100.00	357.42	1.03	0.00	0.00	0.00	0.00	0.00	1,209	22	0	0	0	0	0	6,666	733	0	0	0	733	0	0	5,933	0
1507+00.00'NB'	100.00	300.30	0.72	0.00	0.00	0.00	0.00	0.00	1,218	3	0	0	0	0	0	7,884	736	0	0	0	736	0	0	7,148	0
1508+00.00'NB'	100.00	198.49	6.05	0.00	0.00	0.00	0.00	0.00	924	13	0	0	0	0	0	8,808	749	0	0	0	749	0	0	8,059	0
1508+79.75'NB'	79.75	190.65	31.94	0.00	0.00	0.00	0.00	0.00	575	56	0	0	0	0	0	9,383	805	0	0	0	805	0	0	8,578	0
1509+00.00'NB'	20.25	179.39	38.24	0.00	0.00	0.00	0.00	0.00	139	26	0	0	0	0	0	9,522	831	0	0	0	831	0	0	8,691	0
1510+00.00'NB'	100.00	136.39	51.95	0.00	0.00	0.00	0.00	0.00	585	167	0	0	0	0	0	10,107	998	0	0	0	998	0	0	9,109	0
1511+00.00'NB'	100.00	160.61	62.96	0.00	0.00	0.00	0.00	0.00	550	213	0	0	0	0	0	10,657	1,211	0	0	0	1,211	0	0	9,446	0
1512+00.00'NB'	100.00	163.23	69.97	0.00	0.00	0.00	0.00	0.00	600	246	0	0	0	0	0	11,257	1,457	0	0	0	1,457	0	0	9,800	0
1513+00.00'NB'	100.00	204.90	73.13	0.00	0.00	0.00	0.00	0.00	682	265	0	0	0	0	0	11,939	1,722	0	0	0	1,722	0	0	10,217	0
1514+00.00'NB'	100.00	153.63	105.45	0.00	0.00	0.00	0.00	0.00	664	331	0	0	0	0	0	12,603	2,053	0	0	0	2,053	0	0	10,550	0
1515+00.00'NB'	100.00	56.31	171.77	0.00	0.00	0.00	0.00	0.00	389	513	0	0	0	0	0	12,992	2,566	0	0	0	2,566	0	0	10,426	0
1516+00.00'NB'	100.00	6.18	328.59	0.00	0.00	0.00	0.00	0.00	116	927	0	0	0	0	0	13,108	3,493	0	0	0	3,493	0	0	9,615	0
1516+50.00'NB'	50.00	0.43	440.33	0.00	0.00	0.00	0.00	0.00	6	712	0	0	0	0	0	13,114	4,205	0	0	0	4,205	0	0	8,909	0
1517+00.00'NB'	50.00	1.68	496.56	0.00	0.00	0.00	0.00	0.00	2	867	0	0	0	0	0	13,116	5,072	0	0	0	5,072	0	0	8,044	0
1518+00.00'NB'	100.00	42.49	689.71	0.00	0.00	0.00	0.00	0.00	82	2,197	0	0	0	0	0	13,198	7,269	0	0	0	7,269	0	0	5,929	0
1518+38.66'NB'	38.66	75.72	726.02	0.00	0.00	0.00	0.00	0.00	85	1,014	0	0	0	0	0	13,283	8,283	0	0	0	8,283	0	0	5,000	0
1518+57.91'NB'	19.25	106.16	721.66	0.00	0.00	0.00	0.00	0.00	65	516	0	0	0	0	0	13,348	8,799	0	0	0	8,799	0	0	4,549	0
1518+70.15'NB'	12.24	93.37	707.17	0.00	0.00	0.00	0.00	0.00	45	324	0	0	0	0	0	13,393	9,123	0	0	0	9,123	0	0	4,270	0
1519+00.00'NB'	29.85	81.16	656.73	0.00	0.00	0.00	0.00	0.00	96	754	0	0	0	0	0	13,489	9,877	0	0	0	9,877	0	0	3,612	0
1520+00.00'NB'	100.00	71.20	607.99	0.00	0.00	0.00	0.00	0.00	282	2,342	0	0	0	0	0	13,771	12,219	0	0	0	12,219	0	0	1,552	0
1521+00.00'NB'	100.00	7.51	673.99	0.00	0.00	0.00	0.00	0.00	146	2,374	0	0	0	0	0	13,917	14,593	0	0	0	14,593	0	0	-676	0
1521+97.96'NB'	97.96	7.56	646.42	0.00	0.00	0.00	0.00	0.00	27	2,395	0	0	0	0	0	13,944	16,988	0	0	0	16,988	0	0	-3,044	0
1522+00.00'NB'	2.04	7.76	644.68	0.00	0.00	0.00	0.00	0.00	1	49	0	0	0	0	0	13,945	17,037	0	0	0	17,037	0	0	-3,092	0
1523+00.00'NB'	100.00	8.08	490.65	0.00	0.00	0.00	0.00	0.00	29	2,102	0	0	0	0	0	13,974	19,139	0	0	0	19,139	0	0	-5,165	0
1523+81.36'NB'	81.36	11.21	355.33	0.00	0.00	0.00	0.00	0.00	29	1,275	0	0	0	0	0	14,003	20,414	0	0	0	20,414	0	0	-6,411	0
1524+00.00'NB'	18.64	7.48	347.78	0.00	0.00	0.00	0.00	0.00	6	243	0	0	0	0	0	14,009	20,657	0	0	0	20,657	0	0	-6,648	0
1524+12.00'NB'	12.00	6.32	341.60	0.00	0.00	0.00	0.00	0.00	3	153	0	0	0	0	0	14,012	20,810	0	0	0	20,810	0	0	-6,798	0
1524+78.38'NB'	66.38	10.13	293.56	0.00	0.00	0.00	0.00	0.00	20	781	0	0	0	0	0	14,032	21,591	0	0	0	21,591	0	0	-7,559	0
1525+00.00'NB'	21.62	13.17	280.09	0.00	0.00	0.00	0.00	0.00	9	230	0	0	0	0	0	14,041	21,821	0	0	0	21,821	0	0	-7,780	0
1525+03.24'NB'	3.24	12.76	277.91	0.00	0.00	0.00	0.00	0.00	2	33	0	0	0	0	0	14,043	21,854	0	0	0	21,854	0	0	-7,811	0
1525+09.63'NB'	6.38	11.71	273.46	0.00	0.00	0.00	0.00	0.00	3	65	0	0	0	0	0	14,046	21,919	0	0	0	21,919	0	0	-7,873	0
1525+28.10'NB'	18.48	8.86	259.94	0.00	0.00	0.00	0.00	0.00	7	183	0	0	0	0	0	14,053	22,102	0	0	0	22,102	0	0	-8,049	0
1525+34.64'NB'	6.54	7.57	256.29	0.00	0.00	0.00	0.00	0.00	2	63	0	0	0	0	0	14,055	22,165	0	0	0	22,165	0	0	-8,110	0
1525+59.66'NB'	25.01	4.42	233.00	0.00	0.00	0.00	0.00	0.00	6	227	0	0	0	0	0	14,061	22,392	0	0	0	22,392	0	0	-8,331	0
1526+00.00'NB'	40.34	3.53	209.51	0.00	0.00	0.00	0.00	0.00	6	331	0	0	0	0	0	14,067	22,723	0	0	0	22,723	0	0	-8,656	0
1526+80.00'NB'	80.00	4.76	100.01	0.00	0.00	0.00	0.00	0.00	12	459	0	0	0	0	0	14,079	23,182	0	0	0	23,182	0	0	-9,103	0
1527+00.00'NB'	20.00	11.50	85.10	0.00	0.00	0.00	0.00	0.00	6	69	0	0	0	0	0	14,085	23,251	0	0	0	23,251	0	0	-9,166	0
1527+40.36'NB'	40.36	27.10	75.02	0.00	0.00	0.00	0.00	0.00	29	120	0	0	0	0	0	14,114	23,371	0	0	0	23,371	0	0	-9,257	0

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1527+82.44'NB' BK	42.08	97.27	9.04	0.00	0.00	0.00	0.00	0.00	97	66	0	0	0	0	0	14,211	23,437	0	0	0	23,437	0	0	-9,226	0
1528+85.39'NB'	0.00	0.00	64.90	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	14,211	23,437	0	0	0	23,437	0	0	-9,226	0
1529+00.00'NB'	14.61	54.80	133.42	0.00	0.00	0.00	0.00	0.00	15	54	0	0	0	0	0	14,226	23,491	0	0	0	23,491	0	0	-9,265	0
1529+28.69'NB'	28.69	113.10	119.64	0.00	0.00	0.00	0.00	0.00	89	134	0	0	0	0	0	14,315	23,625	0	0	0	23,625	0	0	-9,310	0
1529+39.57'NB'	10.89	119.39	93.30	0.00	0.00	0.00	0.00	0.00	47	43	0	0	0	0	0	14,362	23,668	0	0	0	23,668	0	0	-9,306	0
1529+58.02'NB'	18.45	105.06	77.49	0.00	0.00	0.00	0.00	0.00	77	58	0	0	0	0	0	14,439	23,726	0	0	0	23,726	0	0	-9,287	0
1529+87.50'NB'	29.48	84.33	72.06	0.00	0.00	0.00	0.00	0.00	103	82	0	0	0	0	0	14,542	23,808	0	0	0	23,808	0	0	-9,266	0
1530+00.00'NB'	12.50	75.24	74.77	0.00	0.00	0.00	0.00	0.00	37	34	0	0	0	0	0	14,579	23,842	0	0	0	23,842	0	0	-9,263	0
1530+62.50'NB'	62.50	75.36	84.48	0.00	0.00	0.00	0.00	0.00	174	184	0	0	0	0	0	14,753	24,026	0	0	0	24,026	0	0	-9,273	0
1531+00.00'NB'	37.50	81.47	83.78	0.00	0.00	0.00	0.00	0.00	109	117	0	0	0	0	0	14,862	24,143	0	0	0	24,143	0	0	-9,281	0
1531+42.10'NB'	42.10	82.93	87.04	0.00	0.00	0.00	0.00	0.00	128	133	0	0	0	0	0	14,990	24,276	0	0	0	24,276	0	0	-9,286	0
1531+67.11'NB'	25.01	84.29	74.99	0.00	0.00	0.00	0.00	0.00	77	75	0	0	0	0	0	15,067	24,351	0	0	0	24,351	0	0	-9,284	0
1531+92.09'NB'	24.98	86.02	62.01	0.00	0.00	0.00	0.00	0.00	79	63	0	0	0	0	0	15,146	24,414	0	0	0	24,414	0	0	-9,268	0
1532+00.00'NB'	7.91	86.95	57.11	0.00	0.00	0.00	0.00	0.00	25	17	0	0	0	0	0	15,171	24,431	0	0	0	24,431	0	0	-9,260	0
1532+25.00'NB'	25.00	92.62	46.92	0.00	0.00	0.00	0.00	0.00	83	48	0	0	0	0	0	15,254	24,479	0	0	0	24,479	0	0	-9,225	0
1533+00.00'NB'	75.00	116.62	37.46	0.00	0.00	0.00	0.00	0.00	291	117	0	0	0	0	0	15,545	24,596	0	0	0	24,596	0	0	-9,051	0
1534+00.00'NB'	100.00	154.79	20.87	0.00	0.00	0.00	0.00	0.00	503	108	0	0	0	0	0	16,048	24,704	0	0	0	24,704	0	0	-8,656	0
1535+00.00'NB'	100.00	210.63	30.28	0.00	0.00	0.00	0.00	0.00	677	95	0	0	0	0	0	16,725	24,799	0	0	0	24,799	0	0	-8,074	0
1536+00.00'NB'	100.00	358.16	100.59	0.00	0.00	0.00	0.00	0.00	1,053	242	0	0	0	0	0	17,778	25,041	0	0	0	25,041	0	0	-7,263	0
1537+00.00'NB'	100.00	283.38	49.72	0.00	0.00	0.00	0.00	0.00	1,188	278	0	0	0	0	0	18,966	25,319	0	0	0	25,319	0	0	-6,353	0
1538+00.00'NB'	100.00	274.59	40.47	0.00	0.00	0.00	0.00	0.00	1,033	167	0	0	0	0	0	19,999	25,486	0	0	0	25,486	0	0	-5,487	0
1539+00.00'NB'	100.00	368.44	239.93	0.00	0.00	0.00	0.00	0.00	1,191	519	0	0	0	0	0	21,190	26,005	0	0	0	26,005	0	0	-4,815	0
1540+00.00'NB'	100.00	280.79	64.19	0.00	0.00	0.00	0.00	0.00	1,202	563	0	0	0	0	0	22,392	26,568	0	0	0	26,568	0	0	-4,176	0
1540+25.00'NB'	25.00	308.90	0.00	0.00	0.00	0.00	0.00	0.00	273	30	0	0	0	0	0	22,665	26,598	0	0	0	26,598	0	0	-3,933	0
1540+56.40'NB'	31.40	396.37	0.00	0.00	0.00	0.00	0.00	0.00	410	0	0	0	0	0	0	23,075	26,598	0	0	0	26,598	0	0	-3,523	0
1541+00.00'NB'	43.60	423.37	0.00	0.00	0.00	0.00	0.00	0.00	662	0	0	0	0	0	0	23,737	26,598	0	0	0	26,598	0	0	-2,861	0
1541+50.00'NB'	50.00	432.83	0.00	0.00	0.00	0.00	0.00	0.00	793	0	0	0	0	0	0	24,530	26,598	0	0	0	26,598	0	0	-2,068	0
1542+00.00'NB'	50.00	393.36	0.00	0.00	0.00	0.00	0.00	0.00	765	0	0	0	0	0	0	25,295	26,598	0	0	0	26,598	0	0	-1,303	0
1542+50.00'NB'	50.00	293.35	9.69	0.00	0.00	0.00	0.00	0.00	636	9	0	0	0	0	0	25,931	26,607	0	0	0	26,607	0	0	-676	0
1543+00.00'NB'	50.00	464.60	0.00	0.00	0.00	0.00	0.00	0.00	702	9	0	0	0	0	0	26,633	26,616	0	0	0	26,616	0	0	17	0
1543+04.41'NB'	4.41	486.32	0.00	0.00	0.00	0.00	0.00	0.00	78	0	0	0	0	0	0	26,711	26,616	0	0	0	26,616	0	0	95	0
1543+10.41'NB'	6.00	518.93	0.00	0.00	0.00	0.00	0.00	0.00	112	0	0	0	0	0	0	26,823	26,616	0	0	0	26,616	0	0	207	0
1543+46.40'NB'	36.00	667.82	0.00	0.00	0.00	0.00	0.00	0.00	791	0	0	0	0	0	0	27,614	26,616	0	0	0	26,616	0	0	998	0
1544+00.00'NB'	53.60	736.75	0.00	0.00	0.00	0.00	0.00	0.00	1,394	0	0	0	0	0	0	29,008	26,616	0	0	0	26,616	0	0	2,392	0
1544+30.41'NB'	30.41	731.03	0.00	0.00	0.00	0.00	0.00	0.00	827	0	0	0	0	0	0	29,835	26,616	0	0	0	26,616	0	0	3,219	0
1545+00.00'NB'	69.59	770.09	0.00	0.00	0.00	0.00	0.00	0.00	1,935	0	0	0	0	0	0	31,770	26,616	0	0	0	26,616	0	0	5,154	0
1545+50.41'NB'	50.41	892.85	0.00	0.00	0.00	0.00	0.00	0.00	1,552	0	0	0	0	0	0	33,322	26,616	0	0	0	26,616	0	0	6,706	0
1546+00.00'NB'	49.59	917.47	0.00	0.00	0.00	0.00	0.00	0.00	1,663	0	0	0	0	0	0	34,985	26,616	0	0	0	26,616	0	0	8,369	0
1547+00.00'NB'	100.00	1,032.27	0.00	0.00	0.00	0.00	0.00	0.00	3,611	0	0	0	0	0	0	38,596	26,616	0	0	0	26,616	0	0	11,980	0
1548+00.00'NB'	100.00	636.48	0.00	0.00	0.00	0.00	0.00	0.00	3,090	0	0	0	0	0	0	41,686	26,616	0	0	0	26,616	0	0	15,070	0
1549+00.00'NB'	100.00	646.30	0.00	0.00	0.00	0.00	0.00	0.00	2,376	0	0	0	0	0	0	44,062	26,616	0	0	0	26,616	0	0	17,446	0
1550+00.00'NB'	100.00	940.16	0.00	0.00	0.00	0.00	0.00	0.00	2,938	0	0	0	0	0	0	47,000	26,616	0	0	0	26,616	0	0	20,384	0
1551+00.00'NB'	100.00	1,227.28	0.00	0.00	0.00	0.00	0.00	0.00	4,014	0	0	0	0	0	0	51,014	26,616	0	0	0	26,616	0	0	24,398	0
1552+00.00'NB'	100.00	1,134.16	0.00	0.00	0.00	0.00	0.00	0.00	4,373	0	0	0	0	0	0	55,387	26,616	0	0	0	26,616	0	0	28,771	0
1552+89.43'NB'	89.43	705.07	0.00	0.00	0.00	0.00	0.00	0.00	3,046	0	0	0	0	0	0	58,433	26,616	0	0	0	26,616	0	0	31,817	0
1553+00.00'NB'	10.57	667.16	0.00	0.00	0.00	350.00	35.00	315.00	269	0	0	0	69	7	62	58,702	26,616	0	0	69	26,616	7	62	32,155	13
1554+00.00'NB'	100.00	518.07	0.52	0.00	0.00	737.08	73.71	663.37	2,195	1	0	0	2,013	201	1,812	60,897	26,617	0	0	2,082	26,617	208	1,874	36,362	396
1555+00.00'NB'	100.00	400.02	97.12	0.00	0.00	521.07	52.11	468.96	1,700	181	0	0	2,330	233	2,097	62,597	26,798	0	0	4,412	26,798	441	3,971	40,211	838
1556+00.00'NB'	100.00	324.63	195.82	0.00	0.00	297.94	29.79	268.15	1,342	542	0	0	1,517	152	1,365	63,939	27,340	0	0	5,929	27,340	593	5,336	42,528	1,127
1556+35.64'NB'	35.64	299.22	221.45	0.00	0.00	265.99	26.60	239.39	412	275	0	0	372	37	335	64,351	27,615	0	0	6,301	27,615	630	5,671	43,037	1,197
1556+39.66'NB'	4.02	318.63	217.94	0.00	0.00	267.43	26.74	240.69	46	33	0	0	40	4	36	64,397	27,648	0	0	6,341	27,648	634	5,707	43,090	1,205
1556+75.79'NB'	36.13	269.66	356.56	0.00	0.00	260.42	26.04	234.38	394	384	0	0	353	35	318	64,791	28,032	0	0	6,694	28,032	669	6,025	43,453	1,272
1556+79.79'NB'	4.00	261.20	343.31	0.00	0.00	140.14	14.01	126.13	39	52	0	0	30	3	27	64,830	28,084	0	0	6,724	28,084	672	6,052	43,470	1,278

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PROJECT NO: 1007-11-75 | HWY: IH 39 | COUNTY: DANE | EARTHWORK DATA: STAGE 2-3 | SHEET 753 | E

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1557+00.00'NB'	20.21	247.21	276.87	0.00	0.00	181.86	18.19	163.67	190	232	0	0	121	12	109	65,020	28,316	0	0	6,845	28,316	685	6,161	43,549	1,301
1558+00.00'NB'	100.00	209.24	173.21	0.00	0.00	289.78	28.98	260.80	845	833	0	0	873	87	786	65,865	29,149	0	0	7,718	29,149	772	6,946	44,434	1,466
1559+00.00'NB'	100.00	108.78	181.95	0.00	0.00	292.46	29.25	263.21	589	658	0	0	1,078	108	970	66,454	29,807	0	0	8,796	29,807	880	7,916	45,443	1,671
1559+50.00'NB'	50.00	77.95	171.72	0.00	0.00	332.22	33.22	299.00	173	327	0	0	578	58	520	66,627	30,134	0	0	9,374	30,134	937	8,437	45,867	1,781
1560+00.00'NB'	50.00	43.40	177.58	0.00	0.00	364.18	36.42	327.76	112	323	0	0	645	65	581	66,739	30,457	0	0	10,019	30,457	1,002	9,017	46,301	1,904
1561+00.00'NB'	100.00	17.06	276.35	0.00	0.00	355.17	35.52	319.65	112	841	0	0	1,332	133	1,199	66,851	31,298	0	0	11,351	31,298	1,135	10,216	46,904	2,157
1562+00.00'NB'	100.00	16.22	449.56	0.00	0.00	353.21	35.32	317.89	62	1,344	0	0	1,312	131	1,181	66,913	32,642	0	0	12,663	32,642	1,266	11,397	46,934	2,406
1563+00.00'NB'	100.00	12.08	561.41	0.00	0.00	403.48	40.35	363.13	52	1,872	0	0	1,401	140	1,261	66,965	34,514	0	0	14,064	34,514	1,406	12,658	46,515	2,672
1564+00.00'NB'	100.00	66.21	552.67	0.00	0.00	468.61	46.86	421.75	145	2,063	0	0	1,615	162	1,454	67,110	36,577	0	0	15,679	36,577	1,568	14,111	46,212	2,979
1565+00.00'NB'	100.00	59.01	495.24	0.00	0.00	580.28	58.03	522.25	232	1,941	0	0	1,942	194	1,748	67,342	38,518	0	0	17,621	38,518	1,762	15,859	46,445	3,348
1565+10.99'NB'	10.99	69.31	503.33	0.00	0.00	539.61	53.96	485.65	26	203	0	0	228	23	205	67,368	38,721	0	0	17,849	38,721	1,785	16,064	46,496	3,391
1566+00.00'NB'	89.01	174.18	595.47	0.00	0.00	489.81	48.98	440.83	401	1,811	0	0	1,697	170	1,527	67,769	40,532	0	0	19,546	40,532	1,955	17,591	46,783	3,714
1566+35.00'NB'	35.00	256.89	625.96	0.00	0.00	509.15	50.92	458.24	279	792	0	0	647	65	582	68,048	41,324	0	0	20,193	41,324	2,019	18,174	46,917	3,837
1567+00.00'NB'	65.00	37.21	860.03	0.00	0.00	391.71	39.17	352.54	354	1,789	0	0	1,084	108	976	68,402	43,113	0	0	21,277	43,113	2,128	19,149	46,566	4,043
1567+08.00'NB'	8.00	26.43	849.41	0.00	0.00	394.02	39.40	354.62	9	253	0	0	116	12	104	68,411	43,366	0	0	21,393	43,366	2,139	19,254	46,438	4,065
1567+25.00'NB'	17.00	0.00	716.11	0.00	0.00	496.98	49.70	447.28	8	493	0	0	281	28	253	68,419	43,859	0	0	21,674	43,859	2,167	19,507	46,234	4,118
1567+38.46'NB'	13.46	0.00	702.61	0.00	0.00	530.58	53.06	477.52	0	354	0	0	256	26	230	68,419	44,213	0	0	21,930	44,213	2,193	19,737	46,136	4,167
1567+38.48'NB'	0.01	0.00	481.97	0.00	0.00	530.58	53.06	477.52	0	0	0	0	0	0	0	68,419	44,213	0	0	21,930	44,213	2,193	19,737	46,136	4,167
1568+00.00'NB'	61.52	0.00	492.12	0.00	0.00	585.40	58.54	526.86	0	1,110	0	0	1,271	127	1,144	68,419	45,323	0	0	23,201	45,323	2,320	20,881	46,297	4,408
1569+00.00'NB'	100.00	0.00	505.99	0.00	0.00	655.28	65.53	589.75	0	1,848	0	0	2,298	230	2,068	68,419	47,171	0	0	25,499	47,171	2,550	22,949	46,747	4,845
1570+00.00'NB'	100.00	0.00	441.25	0.00	0.00	608.03	60.80	547.23	0	1,754	0	0	2,339	234	2,105	68,419	48,925	0	0	27,838	48,925	2,784	25,054	47,332	5,289
1570+38.36'NB'	38.36	0.00	431.51	0.00	0.00	556.08	55.61	500.47	0	620	0	0	827	83	744	68,419	49,545	0	0	28,665	49,545	2,867	25,799	47,539	5,446
1570+38.39'NB'	0.03	0.00	437.70	0.00	0.00	556.08	55.61	500.47	0	0	0	0	1	0	1	68,419	49,545	0	0	28,666	49,545	2,867	25,799	47,540	5,447
1571+00.00'NB'	61.61	0.90	473.58	0.00	0.00	468.13	46.81	421.32	1	1,040	0	0	1,169	117	1,052	68,420	50,585	0	0	29,835	50,585	2,984	26,852	47,670	5,669
1572+00.00'NB'	100.00	31.31	222.16	0.00	0.00	300.52	30.05	270.47	60	1,288	0	0	1,423	142	1,281	68,480	51,873	0	0	31,258	51,873	3,126	28,132	47,865	5,939
1573+00.00'NB'	100.00	68.39	213.57	0.00	0.00	289.74	28.97	260.76	185	807	0	0	1,093	109	984	68,665	52,680	0	0	32,351	52,680	3,235	29,116	48,336	6,147
1573+03.95'NB'	3.95	69.96	185.15	0.00	0.00	289.21	28.92	260.29	10	29	0	0	42	4	38	68,675	52,709	0	0	32,393	52,709	3,239	29,154	48,359	6,155
1573+03.95'NB'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	68,675	52,709	0	0	32,393	52,709	3,239	29,154	48,359	6,155
1574+00.00'NB'	96.05	121.11	141.81	0.00	0.00	195.56	19.56	176.00	215	252	0	0	348	35	313	68,890	52,961	0	0	32,741	52,961	3,274	29,467	48,670	6,221
1574+79.70'NB'	79.70	168.00	131.66	0.00	0.00	202.43	20.24	182.19	427	404	0	0	587	59	528	69,317	53,365	0	0	33,328	53,365	3,333	29,995	49,280	6,332
1575+00.00'NB'	20.30	181.89	136.80	0.00	0.00	209.34	20.93	188.41	132	101	0	0	155	16	140	69,449	53,466	0	0	33,483	53,466	3,348	30,135	49,466	6,362
1576+00.00'NB'	100.00	255.20	114.66	0.00	0.00	0.00	0.00	0.00	809	466	0	0	388	39	349	70,258	53,932	0	0	33,871	53,932	3,387	30,484	50,197	6,435
1576+25.00'NB'	25.00	267.48	77.82	0.00	0.00	0.00	0.00	0.00	242	89	0	0	0	0	0	70,500	54,021	0	0	33,871	54,021	3,387	30,484	50,350	6,435
1576+40.14'NB'	15.14	275.97	70.33	0.00	0.00	0.00	0.00	0.00	152	42	0	0	0	0	0	70,652	54,063	0	0	33,871	54,063	3,387	30,484	50,460	6,435
1576+55.02'NB'	14.88	289.85	123.82	0.00	0.00	0.00	0.00	0.00	156	54	0	0	0	0	0	70,808	54,117	0	0	33,871	54,117	3,387	30,484	50,562	6,435
1576+85.64'NB'	30.61	289.32	77.23	0.00	0.00	0.00	0.00	0.00	328	114	0	0	0	0	0	71,136	54,231	0	0	33,871	54,231	3,387	30,484	50,776	6,435
1577+00.00'NB'	14.36	313.95	55.22	0.00	0.00	0.00	0.00	0.00	160	35	0	0	0	0	0	71,296	54,266	0	0	33,871	54,266	3,387	30,484	50,901	6,435
1577+57.10'NB'	57.10	335.95	2.55	0.00	0.00	0.00	0.00	0.00	687	61	0	0	0	0	0	71,983	54,327	0	0	33,871	54,327	3,387	30,484	51,527	6,435
1577+70.00'NB'	12.90	343.43	3.09	0.00	0.00	0.00	0.00	0.00	162	1	0	0	0	0	0	72,145	54,328	0	0	33,871	54,328	3,387	30,484	51,688	6,435
1578+00.00'NB'	30.00	352.70	4.45	0.00	0.00	0.00	0.00	0.00	387	4	0	0	0	0	0	72,532	54,332	0	0	33,871	54,332	3,387	30,484	52,071	6,435
1579+00.00'NB'	100.00	381.75	4.74	0.00	0.00	0.00	0.00	0.00	1,360	17	0	0	0	0	0	73,892	54,349	0	0	33,871	54,349	3,387	30,484	53,414	6,435
1579+14.81'NB'	14.81	394.14	3.24	0.00	0.00	0.00	0.00	0.00	213	2	0	0	0	0	0	74,105	54,351	0	0	33,871	54,351	3,387	30,484	53,625	6,435
1580+00.00'NB'	85.19	526.98	0.00	0.00	0.00	0.00	0.00	0.00	1,453	5	0	0	0	0	0	75,558	54,356	0	0	33,871	54,356	3,387	30,484	55,073	6,435
1581+00.00'NB'	100.00	563.34	0.00	0.00	0.00	0.00	0.00	0.00	2,019	0	0	0	0	0	0	77,577	54,356	0	0	33,871	54,356	3,387	30,484	57,092	6,435
1581+10.89'NB'	10.89	561.91	0.00	0.00	0.00	0.00	0.00	0.00	227	0	0	0	0	0	0	77,804	54,356	0	0	33,871	54,356	3,387	30,484	57,319	6,435
1581+50.76'NB'	39.87	557.06	0.00	0.00	0.00	0.00	0.00	0.00	826	0	0	0	0	0	0	78,630	54,356	0	0	33,871	54,356	3,387	30,484	58,145	6,435
1582+00.00'NB'	49.24	548.41	0.00	0.00	0.00	0.00	0.00	0.00	1,008	0	0	0	0	0	0	79,638	54,356	0	0	33,871	54,356	3,387	30,484	59,153	6,435
1582+48.21'NB'	48.21	483.24	0.00	0.00	0.00	0.00	0.00	0.00	921	0	0	0	0	0	0	80,559	54,356	0	0	33,871	54,356	3,387	30,484	60,074	6,435
1582+73.16'NB'	24.95	446.52	0.00	0.00	0.00	0.00	0.00	0.00	430	0	0	0	0	0	0	80,989	54,356	0	0	33,871	54,356	3,387	30,484	60,504	6,435
1582+98.11'NB'	24.95	383.63	5.63	0.00	0.00	0.00	0.00	0.00	384	3	0	0	0	0	0	81,373	54,359	0	0	33,871	54,359	3,387	30,484	60,885	6,435
1583+00.00'NB'	1.89	379.74	6.65	0.00	0.00	0.00	0.00	0.00	27	0	0	0	0	0	0	81,400	54,359	0	0	33,871	54,359	3,387	30,484	60,912	6,435
1584+00.00'NB'	100.00	280.67	74.27	0.00	0.00	0.00	0.00	0.00	1,223	150	0	0	0	0	0	82,623	54,509	0	0	33,871	54,509	3,387	30,484	61,985	6,435
1584+25.00'NB'	25.00	278.00	77.79	0.00	0.00	0.00	0.00	0.00	259	70	0	0	0	0	0	82,882	54,579	0	0	33,871	54,579	3,387	30,484	62,174	6,435

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1585+00.00'NB'	75.00	286.12	85.50	0.00	0.00	0.00	0.00	0.00	783	227	0	0	0	0	0	83,665	54,806	0	0	33,871	54,806	3,387	30,484	62,730	6,435
1585+25.68'NB'	25.68	292.69	82.02	0.00	0.00	0.00	0.00	0.00	275	80	0	0	0	0	0	83,940	54,886	0	0	33,871	54,886	3,387	30,484	62,925	6,435
1585+76.47'NB'	50.80	305.93	65.64	0.00	0.00	0.00	0.00	0.00	563	139	0	0	0	0	0	84,503	55,025	0	0	33,871	55,025	3,387	30,484	63,349	6,435
1586+00.00'NB'	23.53	308.73	60.27	0.00	0.00	0.00	0.00	0.00	268	55	0	0	0	0	0	84,771	55,080	0	0	33,871	55,080	3,387	30,484	63,562	6,435
1586+51.47'NB'	51.47	305.09	69.13	0.00	0.00	0.00	0.00	0.00	585	123	0	0	0	0	0	85,356	55,203	0	0	33,871	55,203	3,387	30,484	64,024	6,435
1587+00.00'NB'	48.53	302.95	74.17	0.00	0.00	0.00	0.00	0.00	546	129	0	0	0	0	0	85,902	55,332	0	0	33,871	55,332	3,387	30,484	64,441	6,435
1588+00.00'NB'	100.00	317.59	69.27	0.00	0.00	0.00	0.00	0.00	1,149	266	0	0	0	0	0	87,051	55,598	0	0	33,871	55,598	3,387	30,484	65,324	6,435
1589+00.00'NB'	100.00	337.62	47.95	0.00	0.00	0.00	0.00	0.00	1,213	217	0	0	0	0	0	88,264	55,815	0	0	33,871	55,815	3,387	30,484	66,320	6,435
1590+00.00'NB'	100.00	349.72	39.12	0.00	0.00	0.00	0.00	0.00	1,273	161	0	0	0	0	0	89,537	55,976	0	0	33,871	55,976	3,387	30,484	67,432	6,435
1591+00.00'NB'	100.00	366.25	25.17	0.00	0.00	0.00	0.00	0.00	1,326	119	0	0	0	0	0	90,863	56,095	0	0	33,871	56,095	3,387	30,484	68,639	6,435
1592+00.00'NB'	100.00	366.01	16.45	0.00	0.00	0.00	0.00	0.00	1,356	77	0	0	0	0	0	92,219	56,172	0	0	33,871	56,172	3,387	30,484	69,918	6,435
1593+00.00'NB'	100.00	358.85	8.64	0.00	0.00	0.00	0.00	0.00	1,342	46	0	0	0	0	0	93,561	56,218	0	0	33,871	56,218	3,387	30,484	71,214	6,435
1593+62.50'NB'	62.50	351.11	4.15	0.00	0.00	0.00	0.00	0.00	822	15	0	0	0	0	0	94,383	56,233	0	0	33,871	56,233	3,387	30,484	72,021	6,435
1594+00.00'NB'	37.50	347.03	1.64	0.00	0.00	0.00	0.00	0.00	485	4	0	0	0	0	0	94,868	56,237	0	0	33,871	56,237	3,387	30,484	72,502	6,435
1594+56.00'NB'	56.00	265.18	0.00	0.00	0.00	0.00	0.00	0.00	635	2	0	0	0	0	0	95,503	56,239	0	0	33,871	56,239	3,387	30,484	73,135	6,435
1594+82.78'NB'	26.78	268.59	0.00	0.00	0.00	0.00	0.00	0.00	265	0	0	0	0	0	0	95,768	56,239	0	0	33,871	56,239	3,387	30,484	73,400	6,435
1594+82.80'NB'	0.02	268.59	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	95,768	56,239	0	0	33,871	56,239	3,387	30,484	73,400	6,435
1595+00.00'NB'	17.20	268.87	0.00	0.00	0.00	0.00	0.00	0.00	171	0	0	0	0	0	0	95,939	56,239	0	0	33,871	56,239	3,387	30,484	73,571	6,435
1596+00.00'NB'	100.00	271.11	0.00	0.00	0.00	0.00	0.00	0.00	1,000	0	0	0	0	0	0	96,939	56,239	0	0	33,871	56,239	3,387	30,484	74,571	6,435
1597+00.00'NB'	100.00	274.19	0.00	0.00	0.00	0.00	0.00	0.00	1,010	0	0	0	0	0	0	97,949	56,239	0	0	33,871	56,239	3,387	30,484	75,581	6,435
1598+00.00'NB'	100.00	276.22	0.00	0.00	0.00	0.00	0.00	0.00	1,019	0	0	0	0	0	0	98,968	56,239	0	0	33,871	56,239	3,387	30,484	76,600	6,435
1598+18.02'NB'	18.02	277.53	0.00	0.00	0.00	0.00	0.00	0.00	185	0	0	0	0	0	0	99,153	56,239	0	0	33,871	56,239	3,387	30,484	76,785	6,435
1599+00.00'NB'	81.98	248.74	1.10	0.00	0.00	0.00	0.00	0.00	799	2	0	0	0	0	0	99,952	56,241	0	0	33,871	56,241	3,387	30,484	77,582	6,435
1600+00.00'NB'	100.00	241.03	6.08	0.00	0.00	0.00	0.00	0.00	907	13	0	0	0	0	0	100,859	56,254	0	0	33,871	56,254	3,387	30,484	78,476	6,435
1601+00.00'NB'	100.00	223.50	24.17	0.00	0.00	0.00	0.00	0.00	860	56	0	0	0	0	0	101,719	56,310	0	0	33,871	56,310	3,387	30,484	79,280	6,435
1602+00.00'NB'	100.00	221.42	41.25	0.00	0.00	0.00	0.00	0.00	824	121	0	0	0	0	0	102,543	56,431	0	0	33,871	56,431	3,387	30,484	79,983	6,435
1602+75.00'NB'	75.00	232.08	55.80	0.00	0.00	0.00	0.00	0.00	630	135	0	0	0	0	0	103,173	56,566	0	0	33,871	56,566	3,387	30,484	80,478	6,435
1603+00.00'NB'	25.00	233.62	58.84	0.00	0.00	0.00	0.00	0.00	216	53	0	0	0	0	0	103,389	56,619	0	0	33,871	56,619	3,387	30,484	80,641	6,435
1604+00.00'NB'	100.00	231.69	80.00	0.00	0.00	0.00	0.00	0.00	862	257	0	0	0	0	0	104,251	56,876	0	0	33,871	56,876	3,387	30,484	81,246	6,435
1605+00.00'NB'	100.00	227.41	95.71	0.00	0.00	0.00	0.00	0.00	850	325	0	0	0	0	0	105,101	57,201	0	0	33,871	57,201	3,387	30,484	81,771	6,435
1605+31.72'NB'	31.72	212.08	206.01	0.00	0.00	0.00	0.00	0.00	258	177	0	0	0	0	0	105,359	57,378	0	0	33,871	57,378	3,387	30,484	81,852	6,435
1606+00.00'NB'	68.28	222.70	104.91	0.00	0.00	0.00	0.00	0.00	550	393	0	0	0	0	0	105,909	57,771	0	0	33,871	57,771	3,387	30,484	82,009	6,435
1607+00.00'NB'	100.00	215.31	121.93	0.00	0.00	0.00	0.00	0.00	811	420	0	0	0	0	0	106,720	58,191	0	0	33,871	58,191	3,387	30,484	82,400	6,435
1607+75.00'NB'	75.00	207.43	135.46	0.00	0.00	0.00	0.00	0.00	587	357	0	0	0	0	0	107,307	58,548	0	0	33,871	58,548	3,387	30,484	82,630	6,435
1608+00.00'NB'	25.00	206.19	135.67	0.00	0.00	0.00	0.00	0.00	191	126	0	0	0	0	0	107,498	58,674	0	0	33,871	58,674	3,387	30,484	82,695	6,435
1608+25.00'NB'	25.00	205.54	135.10	0.00	0.00	0.00	0.00	0.00	191	125	0	0	0	0	0	107,689	58,799	0	0	33,871	58,799	3,387	30,484	82,761	6,435
1609+00.00'NB'	75.00	200.18	136.25	0.00	0.00	0.00	0.00	0.00	564	377	0	0	0	0	0	108,253	59,176	0	0	33,871	59,176	3,387	30,484	82,948	6,435
1609+42.56'NB'	42.56	194.99	139.47	0.00	0.00	0.00	0.00	0.00	311	217	0	0	0	0	0	108,564	59,393	0	0	33,871	59,393	3,387	30,484	83,042	6,435
1609+81.85'NB'	39.29	199.85	140.79	0.00	0.00	0.00	0.00	0.00	287	204	0	0	0	0	0	108,851	59,597	0	0	33,871	59,597	3,387	30,484	83,125	6,435
1610+00.00'NB'	18.15	199.44	141.70	0.00	0.00	0.00	0.00	0.00	134	95	0	0	0	0	0	108,985	59,692	0	0	33,871	59,692	3,387	30,484	83,164	6,435
1611+00.00'NB'	100.00	197.90	111.66	0.00	0.00	0.00	0.00	0.00	736	469	0	0	0	0	0	109,721	60,161	0	0	33,871	60,161	3,387	30,484	83,431	6,435
1611+50.00'NB'	50.00	190.59	100.41	0.00	0.00	0.00	0.00	0.00	360	196	0	0	0	0	0	110,081	60,357	0	0	33,871	60,357	3,387	30,484	83,595	6,435
1612+00.00'NB'	50.00	187.07	72.25	0.00	0.00	0.00	0.00	0.00	350	160	0	0	0	0	0	110,431	60,517	0	0	33,871	60,517	3,387	30,484	83,785	6,435
1613+00.00'NB'	100.00	239.56	0.28	0.00	0.00	0.00	0.00	0.00	790	134	0	0	0	0	0	111,221	60,651	0	0	33,871	60,651	3,387	30,484	84,441	6,435
1614+00.00'NB'	100.00	222.92	1.22	0.00	0.00	0.00	0.00	0.00	856	3	0	0	0	0	0	112,077	60,654	0	0	33,871	60,654	3,387	30,484	85,294	6,435
1615+00.00'NB'	100.00	169.58	31.70	0.00	0.00	0.00	0.00	0.00	727	61	0	0	0	0	0	112,804	60,715	0	0	33,871	60,715	3,387	30,484	85,960	6,435
1616+00.00'NB'	100.00	175.76	58.52	0.00	0.00	0.00	0.00	0.00	640	167	0	0	0	0	0	113,444	60,882	0	0	33,871	60,882	3,387	30,484	86,433	6,435
1617+00.00'NB'	100.00	183.61	83.13	0.00	0.00	0.00	0.00	0.00	666	262	0	0	0	0	0	114,110	61,144	0	0	33,871	61,144	3,387	30,484	86,837	6,435
1618+00.00'NB'	100.00	180.38	104.58	0.00	0.00	0.00	0.00	0.00	674	348	0	0	0	0	0	114,784	61,492	0	0	33,871	61,492	3,387	30,484	87,163	6,435
1618+83.57'NB'	83.57	181.74	120.16	0.00	0.00	0.00	0.00	0.00	560	348	0	0	0	0	0	115,344	61,840	0	0	33,871	61,840	3,387	30,484	87,375	6,435
1619+00.00'NB'	16.43	183.44	122.32	0.00	0.00	0.00	0.00	0.00	111	74	0	0	0	0	0	115,455	61,914	0	0	33,871	61,914	3,387	30,484	87,412	6,435
1620+00.00'NB'	100.00	182.11	141.29	0.00	0.00	0.00	0.00	0.00	677	488	0	0	0	0	0	116,132	62,402	0	0	33,871	62,402	3,387	30,484	87,601	6,435
1621+00.00'NB'	100.00	168.58	125.42	0.00	0.00	0.00	0.00	0.00	649	494	0	0	0	0	0	116,781	62,896	0	0	33,871	62,896	3,387	30,484	87,756	6,435

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1622+00.00'NB'	100.00	163.96	102.58	0.00	0.00	0.00	0.00	0.00	616	422	0	0	0	0	0	117,397	63,318	0	0	33,871	63,318	3,387	30,484	87,950	6,435
1623+00.00'NB'	100.00	164.56	78.85	0.00	0.00	0.00	0.00	0.00	608	336	0	0	0	0	0	118,005	63,654	0	0	33,871	63,654	3,387	30,484	88,222	6,435
1624+00.00'NB'	100.00	163.80	52.66	0.00	0.00	0.00	0.00	0.00	608	244	0	0	0	0	0	118,613	63,898	0	0	33,871	63,898	3,387	30,484	88,586	6,435
1625+00.00'NB'	100.00	173.46	35.17	0.00	0.00	0.00	0.00	0.00	625	163	0	0	0	0	0	119,238	64,061	0	0	33,871	64,061	3,387	30,484	89,048	6,435
1626+00.00'NB'	100.00	199.26	19.52	0.00	0.00	0.00	0.00	0.00	690	101	0	0	0	0	0	119,928	64,162	0	0	33,871	64,162	3,387	30,484	89,637	6,435
1627+00.00'NB'	100.00	231.11	7.89	0.00	0.00	0.00	0.00	0.00	797	51	0	0	0	0	0	120,725	64,213	0	0	33,871	64,213	3,387	30,484	90,383	6,435
1627+69.55'NB'	69.55	253.85	3.30	0.00	0.00	0.00	0.00	0.00	625	14	0	0	0	0	0	121,350	64,227	0	0	33,871	64,227	3,387	30,484	90,994	6,435
1628+00.00'NB'	30.45	259.53	2.09	0.00	0.00	0.00	0.00	0.00	289	3	0	0	0	0	0	121,639	64,230	0	0	33,871	64,230	3,387	30,484	91,280	6,435
1629+00.00'NB'	100.00	278.35	0.00	0.00	0.00	0.00	0.00	0.00	996	4	0	0	0	0	0	122,635	64,234	0	0	33,871	64,234	3,387	30,484	92,272	6,435
1629+02.16'NB'	2.16	294.77	0.00	0.00	0.00	0.00	0.00	0.00	23	0	0	0	0	0	0	122,658	64,234	0	0	33,871	64,234	3,387	30,484	92,295	6,435
1630+00.00'NB'	97.84	301.68	0.00	0.00	0.00	0.00	0.00	0.00	1,081	0	0	0	0	0	0	123,739	64,234	0	0	33,871	64,234	3,387	30,484	93,376	6,435
1631+00.00'NB'	100.00	297.08	0.00	0.00	0.00	0.00	0.00	0.00	1,109	0	0	0	0	0	0	124,848	64,234	0	0	33,871	64,234	3,387	30,484	94,485	6,435
1632+00.00'NB'	100.00	295.79	0.00	0.00	0.00	0.00	0.00	0.00	1,098	0	0	0	0	0	0	125,946	64,234	0	0	33,871	64,234	3,387	30,484	95,583	6,435
1632+21.70'NB'	21.70	293.41	0.00	0.00	0.00	0.00	0.00	0.00	237	0	0	0	0	0	0	126,183	64,234	0	0	33,871	64,234	3,387	30,484	95,820	6,435
1633+00.00'NB'	78.30	299.31	0.00	0.00	0.00	0.00	0.00	0.00	859	0	0	0	0	0	0	127,042	64,234	0	0	33,871	64,234	3,387	30,484	96,679	6,435
1633+05.30'NB'	5.30	299.98	0.00	0.00	0.00	0.00	0.00	0.00	59	0	0	0	0	0	0	127,101	64,234	0	0	33,871	64,234	3,387	30,484	96,738	6,435
1633+05.31'NB'	0.01	299.99	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	127,101	64,234	0	0	33,871	64,234	3,387	30,484	96,738	6,435
1633+25.00'NB'	19.69	297.84	0.00	0.00	0.00	0.00	0.00	0.00	218	0	0	0	0	0	0	127,319	64,234	0	0	33,871	64,234	3,387	30,484	96,956	6,435
1633+50.00'NB'	25.00	378.59	0.00	0.00	0.00	0.00	0.00	0.00	313	0	0	0	0	0	0	127,632	64,234	0	0	33,871	64,234	3,387	30,484	97,269	6,435
1634+00.00'NB'	50.00	381.91	0.00	0.00	0.00	0.00	0.00	0.00	704	0	0	0	0	0	0	128,336	64,234	0	0	33,871	64,234	3,387	30,484	97,973	6,435
1634+22.75'NB'	22.75	282.71	0.00	0.00	0.00	0.00	0.00	0.00	280	0	0	0	0	0	0	128,616	64,234	0	0	33,871	64,234	3,387	30,484	98,253	6,435
1635+00.00'NB'	77.25	279.46	0.00	0.00	0.00	0.00	0.00	0.00	804	0	0	0	0	0	0	129,420	64,234	0	0	33,871	64,234	3,387	30,484	99,057	6,435
1636+00.00'NB'	100.00	273.80	0.05	0.00	0.00	0.00	0.00	0.00	1,025	0	0	0	0	0	0	130,445	64,234	0	0	33,871	64,234	3,387	30,484	100,082	6,435
1636+55.54'NB'	55.54	271.34	0.22	0.00	0.00	0.00	0.00	0.00	561	0	0	0	0	0	0	131,006	64,234	0	0	33,871	64,234	3,387	30,484	100,643	6,435
1637+00.00'NB'	44.46	265.40	0.22	0.00	0.00	0.00	0.00	0.00	442	0	0	0	0	0	0	131,448	64,234	0	0	33,871	64,234	3,387	30,484	101,085	6,435
1638+00.00'NB'	100.00	283.76	0.01	0.00	0.00	0.00	0.00	0.00	1,017	0	0	0	0	0	0	132,465	64,234	0	0	33,871	64,234	3,387	30,484	102,102	6,435
1639+00.00'NB'	100.00	281.18	0.00	0.00	0.00	0.00	0.00	0.00	1,046	0	0	0	0	0	0	133,511	64,234	0	0	33,871	64,234	3,387	30,484	103,148	6,435
1640+00.00'NB'	100.00	278.48	0.00	0.00	0.00	0.00	0.00	0.00	1,036	0	0	0	0	0	0	134,547	64,234	0	0	33,871	64,234	3,387	30,484	104,184	6,435
1641+00.00'NB'	100.00	275.86	0.00	0.00	0.00	0.00	0.00	0.00	1,027	0	0	0	0	0	0	135,574	64,234	0	0	33,871	64,234	3,387	30,484	105,211	6,435
1642+00.00'NB'	100.00	275.92	0.00	0.00	0.00	0.00	0.00	0.00	1,022	0	0	0	0	0	0	136,596	64,234	0	0	33,871	64,234	3,387	30,484	106,233	6,435
1642+22.00'NB'	22.00	274.12	0.00	0.00	0.00	0.00	0.00	0.00	224	0	0	0	0	0	0	136,820	64,234	0	0	33,871	64,234	3,387	30,484	106,457	6,435
1642+50.00'NB'	28.00	271.71	0.00	0.00	0.00	0.00	0.00	0.00	283	0	0	0	0	0	0	137,103	64,234	0	0	33,871	64,234	3,387	30,484	106,740	6,435
1643+00.00'NB'	50.00	265.62	0.00	0.00	0.00	0.00	0.00	0.00	498	0	0	0	0	0	0	137,601	64,234	0	0	33,871	64,234	3,387	30,484	107,238	6,435
1643+89.63'NB'	89.63	268.61	0.00	0.00	0.00	0.00	0.00	0.00	887	0	0	0	0	0	0	138,488	64,234	0	0	33,871	64,234	3,387	30,484	108,125	6,435
1644+00.00'NB'	10.37	269.57	0.00	0.00	0.00	0.00	0.00	0.00	103	0	0	0	0	0	0	138,591	64,234	0	0	33,871	64,234	3,387	30,484	108,228	6,435
1645+00.00'NB'	100.00	279.66	0.00	0.00	0.00	0.00	0.00	0.00	1,017	0	0	0	0	0	0	139,608	64,234	0	0	33,871	64,234	3,387	30,484	109,245	6,435
1646+00.00'NB'	100.00	249.58	0.00	0.00	0.00	0.00	0.00	0.00	980	0	0	0	0	0	0	140,588	64,234	0	0	33,871	64,234	3,387	30,484	110,225	6,435
1647+00.00'NB'	100.00	221.94	0.00	0.00	0.00	0.00	0.00	0.00	873	0	0	0	0	0	0	141,461	64,234	0	0	33,871	64,234	3,387	30,484	111,098	6,435
1648+00.00'NB'	100.00	206.73	0.00	0.00	0.00	0.00	0.00	0.00	794	0	0	0	0	0	0	142,255	64,234	0	0	33,871	64,234	3,387	30,484	111,892	6,435
1648+40.45'NB'	40.45	201.21	0.00	0.00	0.00	0.00	0.00	0.00	306	0	0	0	0	0	0	142,561	64,234	0	0	33,871	64,234	3,387	30,484	112,198	6,435
1648+40.65'NB'	0.20	209.66	0.00	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	0	142,563	64,234	0	0	33,871	64,234	3,387	30,484	112,200	6,435
1649+00.00'NB'	59.35	192.96	0.00	0.00	0.00	0.00	0.00	0.00	442	0	0	0	0	0	0	143,005	64,234	0	0	33,871	64,234	3,387	30,484	112,642	6,435
1650+00.00'NB'	100.00	166.15	0.00	0.00	0.00	0.00	0.00	0.00	665	0	0	0	0	0	0	143,670	64,234	0	0	33,871	64,234	3,387	30,484	113,307	6,435
1651+00.00'NB'	100.00	168.33	0.00	0.00	0.00	0.00	0.00	0.00	619	0	0	0	0	0	0	144,289	64,234	0	0	33,871	64,234	3,387	30,484	113,926	6,435
1652+00.00'NB'	100.00	157.77	0.00	0.00	0.00	0.00	0.00	0.00	604	0	0	0	0	0	0	144,893	64,234	0	0	33,871	64,234	3,387	30,484	114,530	6,435
1652+66.68'NB'	66.68	164.24	0.00	0.00	0.00	0.00	0.00	0.00	398	0	0	0	0	0	0	145,291	64,234	0	0	33,871	64,234	3,387	30,484	114,928	6,435
1652+66.70'NB'	0.02	290.14	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	145,291	64,234	0	0	33,871	64,234	3,387	30,484	114,928	6,435
1653+00.00'NB'	33.30	286.95	0.00	0.00	0.00	0.00	0.00	0.00	356	0	0	0	0	0	0	145,647	64,234	0	0	33,871	64,234	3,387	30,484	115,284	6,435
1654+00.00'NB'	100.00	273.55	0.00	0.00	0.00	0.00	0.00	0.00	1,038	0	0	0	0	0	0	146,685	64,234	0	0	33,871	64,234	3,387	30,484	116,322	6,435
1654+31.00'NB'	31.00	271.67	0.00	0.00	0.00	0.00	0.00	0.00	313	0	0	0	0	0	0	146,998	64,234	0	0	33,871	64,234	3,387	30,484	116,635	6,435
1655+00.00'NB'	69.00	278.80	5.21	0.00	0.00	0.00	0.00	0.00	703	7	0	0	0	0	0	147,701	64,241	0	0	33,871	64,241	3,387	30,484	117,331	6,435
1656+00.00'NB'	100.00	309.82	0.29	0.00	0.00	0.00	0.00	0.00	1,090	10	0	0	0	0	0	148,791	64,251	0	0	33,871	64,251	3,387	30,484	118,411	6,435
1656+42.60'NB'	42.60	281.06	8.85	0.00	0.00	0.00	0.00	0.00	466	7	0	0	0	0	0	149,257	64,258	0	0	33,871	64,258	3,387	30,484	118,870	6,435

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1656+86.87'NB'	44.27	239.44	27.73	0.00	0.00	0.00	0.00	0.00	427	30	0	0	0	0	0	149,684	64,288	0	0	33,871	64,288	3,387	30,484	119,267	6,435
1657+00.00'NB'	13.13	293.64	33.71	0.00	0.00	0.00	0.00	0.00	130	15	0	0	0	0	0	149,814	64,303	0	0	33,871	64,303	3,387	30,484	119,382	6,435
1657+25.00'NB'	25.00	368.52	38.31	0.00	0.00	0.00	0.00	0.00	307	33	0	0	0	0	0	150,121	64,336	0	0	33,871	64,336	3,387	30,484	119,656	6,435
1658+00.00'NB'	75.00	241.73	26.95	0.00	0.00	0.00	0.00	0.00	848	91	0	0	0	0	0	150,969	64,427	0	0	33,871	64,427	3,387	30,484	120,413	6,435
1659+00.00'NB'	100.00	227.72	36.06	0.00	0.00	0.00	0.00	0.00	869	117	0	0	0	0	0	151,838	64,544	0	0	33,871	64,544	3,387	30,484	121,165	6,435
1660+00.00'NB'	100.00	220.83	67.75	0.00	0.00	180.25	18.02	162.22	831	192	0	0	334	33	301	152,669	64,736	0	0	34,205	64,736	3,421	30,785	122,138	6,499
1661+00.00'NB'	100.00	243.83	48.84	0.00	0.00	180.85	18.09	162.77	860	216	0	0	669	67	602	153,529	64,952	0	0	34,874	64,952	3,487	31,387	123,451	6,626
1661+23.33'NB'	23.33	248.63	58.93	0.00	0.00	167.95	16.79	151.15	213	47	0	0	151	15	136	153,742	64,999	0	0	35,025	64,999	3,503	31,523	123,768	6,655
1661+56.00'NB'	32.67	248.03	77.31	0.00	0.00	149.82	14.98	134.84	300	82	0	0	192	19	173	154,042	65,081	0	0	35,217	65,081	3,522	31,695	124,178	6,691
1662+00.00'NB'	44.00	229.57	101.27	0.00	0.00	126.39	12.64	113.75	389	146	0	0	225	23	203	154,431	65,227	0	0	35,442	65,227	3,544	31,898	124,646	6,734
1662+23.00'NB'	23.00	231.27	173.00	0.00	0.00	52.92	5.29	47.63	196	117	0	0	76	8	68	154,627	65,344	0	0	35,518	65,344	3,552	31,966	124,801	6,748
1663+00.00'NB'	77.00	223.06	51.46	0.00	0.00	156.61	15.66	140.94	648	320	0	0	299	30	269	155,275	65,664	0	0	35,817	65,664	3,582	32,235	125,428	6,805
1664+00.00'NB'	100.00	215.48	70.86	0.00	0.00	349.84	34.98	314.85	812	227	0	0	938	94	844	156,087	65,891	0	0	36,755	65,891	3,676	33,080	126,951	6,983
1665+00.00'NB'	100.00	205.06	20.36	0.00	0.00	135.55	13.55	121.99	779	169	0	0	899	90	809	156,866	66,060	0	0	37,654	66,060	3,765	33,889	128,460	7,154
1666+00.00'NB'	100.00	221.76	0.21	0.00	0.00	138.12	13.81	124.31	790	38	0	0	507	51	456	157,656	66,098	0	0	38,161	66,098	3,816	34,345	129,719	7,251
1666+86.60'NB'	86.60	219.99	2.62	0.00	0.00	131.70	13.17	118.53	708	5	0	0	433	43	390	158,364	66,103	0	0	38,594	66,103	3,859	34,735	130,855	7,333
1667+00.00'NB'	13.40	275.79	3.50	0.00	0.00	46.74	4.67	42.07	123	2	0	0	44	4	40	158,487	66,105	0	0	38,638	66,105	3,864	34,774	131,020	7,341
1667+55.44'NB'	55.44	302.59	7.24	0.00	0.00	43.82	4.38	39.44	594	11	0	0	93	9	84	159,081	66,116	0	0	38,731	66,116	3,873	34,858	131,696	7,359
1668+00.00'NB'	44.56	329.73	3.84	0.00	0.00	47.99	4.80	43.19	522	9	0	0	76	8	68	159,603	66,125	0	0	38,807	66,125	3,881	34,926	132,285	7,373
1669+00.00'NB'	100.00	467.93	19.00	0.00	0.00	38.50	3.85	34.65	1,477	42	0	0	160	16	144	161,080	66,167	0	0	38,967	66,167	3,897	35,070	133,880	7,404
1669+22.93'NB'	22.93	491.64	33.87	0.00	0.00	24.68	2.47	22.21	407	22	0	0	27	3	24	161,487	66,189	0	0	38,994	66,189	3,899	35,095	134,292	7,409
1670+00.00'NB'	77.07	510.65	24.82	0.00	0.00	31.28	3.13	28.15	1,430	84	0	0	80	8	72	162,917	66,273	0	0	39,074	66,273	3,907	35,167	135,718	7,424
1671+00.00'NB'	100.00	535.41	31.25	0.00	0.00	33.62	3.36	30.26	1,937	104	0	0	120	12	108	164,854	66,377	0	0	39,194	66,377	3,919	35,275	137,671	7,447
1672+00.00'NB'	100.00	451.62	40.78	0.00	0.00	32.77	3.28	29.49	1,828	133	0	0	123	12	111	166,682	66,510	0	0	39,317	66,510	3,932	35,385	139,489	7,470
1673+00.00'NB'	100.00	354.97	62.53	0.00	0.00	40.42	4.04	36.37	1,494	191	0	0	136	14	122	168,176	66,701	0	0	39,453	66,701	3,945	35,508	140,928	7,496
1674+00.00'NB'	100.00	309.49	88.53	0.00	0.00	56.43	5.64	50.79	1,230	280	0	0	179	18	161	169,406	66,981	0	0	39,632	66,981	3,963	35,669	142,057	7,530
1675+00.00'NB'	100.00	218.49	101.49	334.83	0.00	0.00	334.83	0.00	978	352	620	0	105	631	95	170,384	67,333	620	0	39,737	67,333	4,594	35,763	143,408	8,728
1676+00.00'NB'	100.00	0.96	180.29	327.35	0.00	0.00	327.35	0.00	406	522	1,226	0	0	1,226	0	170,790	67,855	1,846	0	39,737	67,855	5,820	35,763	144,518	11,057
1676+26.35'NB'	26.35	0.35	232.03	322.51	0.00	0.00	322.51	0.00	1	201	317	0	0	317	0	170,791	68,056	2,163	0	39,737	68,056	6,137	35,763	144,635	11,660
1676+43.60'NB'	17.25	0.30	279.87	302.96	0.00	0.00	302.96	0.00	0	164	200	0	0	200	0	170,791	68,220	2,363	0	39,737	68,220	6,337	35,763	144,671	12,040
1677+00.00'NB'	56.40	0.00	351.91	299.53	0.00	0.00	299.53	0.00	0	660	629	0	0	629	0	170,791	68,880	2,992	0	39,737	68,880	6,966	35,763	144,640	13,235
1677+16.27'NB'	16.27	0.00	474.50	191.86	0.00	0.00	191.86	0.00	0	249	148	0	0	148	0	170,791	69,129	3,140	0	39,737	69,129	7,114	35,763	144,539	13,516
1677+41.25'NB'	24.98	0.00	312.35	292.70	0.00	0.00	292.70	0.00	0	364	224	0	0	224	0	170,791	69,493	3,364	0	39,737	69,493	7,338	35,763	144,399	13,942
1677+66.23'NB'	24.98	0.00	352.77	245.64	0.00	0.00	245.64	0.00	0	308	249	0	0	249	0	170,791	69,801	3,613	0	39,737	69,801	7,587	35,763	144,340	14,415
1678+00.00'NB'	33.77	0.00	380.97	226.11	0.00	0.00	226.11	0.00	0	459	295	0	0	295	0	170,791	70,260	3,908	0	39,737	70,260	7,882	35,763	144,176	14,975
1679+00.00'NB'	100.00	0.00	429.65	304.20	0.00	0.00	304.20	0.00	0	1,501	982	0	0	982	0	170,791	71,761	4,890	0	39,737	71,761	8,864	35,763	143,657	16,841
1679+68.75'NB' BK	68.75	0.00	405.66	337.46	0.00	0.00	337.46	0.00	0	1,063	817	0	0	817	0	170,791	72,824	5,707	0	39,737	72,824	9,681	35,763	143,411	18,393
1680+51.87'NB'	0.00	0.00	402.13	291.70	0.00	0.00	291.70	0.00	0	0	0	0	0	0	0	170,791	72,824	5,707	0	39,737	72,824	9,681	35,763	143,411	18,393
1680+61.25'NB'	9.38	0.00	378.15	290.51	0.00	0.00	290.51	0.00	0	136	101	0	0	101	0	170,791	72,960	5,808	0	39,737	72,960	9,782	35,763	143,376	18,585
1681+00.00'NB'	38.75	0.00	363.02	280.57	0.00	0.00	280.57	0.00	0	532	410	0	0	410	0	170,791	73,492	6,218	0	39,737	73,492	10,192	35,763	143,254	19,364
1681+25.00'NB'	25.00	0.00	329.09	253.23	0.00	0.00	253.23	0.00	0	320	247	0	0	247	0	170,791	73,812	6,465	0	39,737	73,812	10,439	35,763	143,181	19,834
1682+00.00'NB'	75.00	0.00	270.88	177.26	0.00	0.00	177.26	0.00	0	833	598	0	0	598	0	170,791	74,645	7,063	0	39,737	74,645	11,037	35,763	142,946	20,970
1682+54.39'NB'	54.39	0.00	249.55	146.61	0.00	0.00	146.61	0.00	0	524	326	0	0	326	0	170,791	75,169	7,389	0	39,737	75,169	11,363	35,763	142,748	21,589
1682+79.37'NB'	24.98	0.00	258.61	122.45	0.00	0.00	122.45	0.00	0	235	124	0	0	124	0	170,791	75,404	7,513	0	39,737	75,404	11,487	35,763	142,637	21,825
1683+00.00'NB'	20.63	0.00	262.72	106.81	0.00	0.00	106.81	0.00	0	199	88	0	0	88	0	170,791	75,603	7,601	0	39,737	75,603	11,575	35,763	142,526	21,992
1683+04.35'NB'	4.35	0.00	263.90	103.27	0.00	0.00	103.27	0.00	0	42	17	0	0	17	0	170,791	75,645	7,618	0	39,737	75,645	11,592	35,763	142,501	22,024
1683+25.29'NB'	20.94	0.00	294.47	89.60	0.00	0.00	89.60	0.00	0	216	75	0	0	75	0	170,791	75,861	7,693	0	39,737	75,861	11,667	35,763	142,360	22,167
1683+37.50'NB'	12.21	0.00	342.56	79.94	0.00	0.00	79.94	0.00	0	144	38	0	0	38	0	170,791	76,005	7,731	0	39,737	76,005	11,705	35,763	142,254	22,239
1684+00.00'NB'	62.50	0.00	398.67	26.74	0.00	0.00	26.74	0.00	0	858	123	0	0	123	0	170,791	76,863	7,854	0	39,737	76,863	11,828	35,763	141,519	22,473
1684+01.85'NB'	1.85	0.37	398.74	25.27	0.00	0.00	25.27	0.00	0	27	2	0	0	2	0	170,791	76,890	7,856	0	39,737	76,890	11,830	35,763	141,494	22,476
1684+36.49'NB'	34.64	10.22	391.32	22.42	0.00	0.00	22.42	0.00	7	507	31	0	0	31	0	170,798	77,397	7,887	0	39,737	77,397	11,861	35,763	141,025	22,535
1685+00.00'NB'	63.51	13.06	368.20	29.81	0.00	0.00	29.81	0.00	27	893	61	0	0	61	0	170,825	78,290	7,948	0	39,737	78,290	11,922	35,763	140,220	22,651
1686+00.00'NB'	100.00	30.25	335.08	0.00	0.00	0.00	0.00	0.00	80	1,302	55	0	0	55	0	170,905	79,592	8,003	0	39,737	79,592	11,977	35,763	139,053	22,756

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1687+00.00'NB'	100.00	22.73	298.54	0.00	0.00	0.00	0.00	0.00	98	1,173	0	0	0	0	0	171,003	80,765	8,003	0	39,737	80,765	11,977	35,763	137,978	22,756
1687+05.12'NB'	5.12	22.65	298.82	0.00	0.00	0.00	0.00	0.00	4	57	0	0	0	0	0	171,007	80,822	8,003	0	39,737	80,822	11,977	35,763	137,925	22,756
1688+00.00'NB'	94.88	24.87	322.37	0.00	0.00	0.00	0.00	0.00	84	1,091	0	0	0	0	0	171,091	81,913	8,003	0	39,737	81,913	11,977	35,763	136,918	22,756
1689+00.00'NB'	100.00	12.82	310.39	0.00	0.00	0.00	0.00	0.00	70	1,172	0	0	0	0	0	171,161	83,085	8,003	0	39,737	83,085	11,977	35,763	135,816	22,756
1690+00.00'NB'	100.00	18.35	357.61	0.00	0.00	0.00	0.00	0.00	58	1,237	0	0	0	0	0	171,219	84,322	8,003	0	39,737	84,322	11,977	35,763	134,637	22,756
1691+00.00'NB'	100.00	46.62	419.73	0.00	0.00	0.00	0.00	0.00	120	1,440	0	0	0	0	0	171,339	85,762	8,003	0	39,737	85,762	11,977	35,763	133,317	22,756
1691+60.91'NB'	60.91	52.99	470.32	0.00	0.00	0.00	0.00	0.00	112	1,004	0	0	0	0	0	171,451	86,766	8,003	0	39,737	86,766	11,977	35,763	132,425	22,756
1691+70.61'NB'	9.70	57.45	477.14	0.00	0.00	0.00	0.00	0.00	20	170	0	0	0	0	0	171,471	86,936	8,003	0	39,737	86,936	11,977	35,763	132,275	22,756
1692+00.00'NB'	29.39	73.09	473.03	0.00	0.00	0.00	0.00	0.00	71	517	0	0	0	0	0	171,542	87,453	8,003	0	39,737	87,453	11,977	35,763	131,829	22,756
1693+00.00'NB'	100.00	82.23	480.03	0.00	0.00	0.00	0.00	0.00	288	1,765	0	0	0	0	0	171,830	89,218	8,003	0	39,737	89,218	11,977	35,763	130,352	22,756
1694+00.00'NB'	100.00	62.49	491.61	0.00	0.00	0.00	0.00	0.00	268	1,799	0	0	0	0	0	172,098	91,017	8,003	0	39,737	91,017	11,977	35,763	128,821	22,756
1695+00.00'NB'	100.00	53.73	508.72	0.00	0.00	0.00	0.00	0.00	215	1,852	0	0	0	0	0	172,313	92,869	8,003	0	39,737	92,869	11,977	35,763	127,184	22,756
1696+00.00'NB'	100.00	43.77	497.22	0.00	0.00	0.00	0.00	0.00	181	1,863	0	0	0	0	0	172,494	94,732	8,003	0	39,737	94,732	11,977	35,763	125,502	22,756
1696+07.09'NB'	7.09	42.99	497.06	0.00	0.00	0.00	0.00	0.00	11	131	0	0	0	0	0	172,505	94,863	8,003	0	39,737	94,863	11,977	35,763	125,382	22,756
1697+00.00'NB'	92.91	34.58	461.06	0.00	0.00	0.00	0.00	0.00	133	1,649	0	0	0	0	0	172,638	96,512	8,003	0	39,737	96,512	11,977	35,763	123,866	22,756
1698+00.00'NB'	100.00	56.67	449.85	0.00	0.00	0.00	0.00	0.00	169	1,687	0	0	0	0	0	172,807	98,199	8,003	0	39,737	98,199	11,977	35,763	122,348	22,756
1698+85.33'NB'	85.33	83.22	219.78	0.00	0.00	0.00	0.00	0.00	221	1,058	0	0	0	0	0	173,028	99,257	8,003	0	39,737	99,257	11,977	35,763	121,511	22,756
1699+00.00'NB'	14.67	95.94	185.28	0.00	0.00	0.00	0.00	0.00	49	110	0	0	0	0	0	173,077	99,367	8,003	0	39,737	99,367	11,977	35,763	121,450	22,756
1700+00.00'NB'	100.00	367.07	4.50	0.00	0.00	0.00	0.00	0.00	857	351	0	0	0	0	0	173,934	99,718	8,003	0	39,737	99,718	11,977	35,763	121,956	22,756
1700+20.00'NB'	20.00	442.33	0.21	0.00	0.00	0.00	0.00	0.00	300	2	0	0	0	0	0	174,234	99,720	8,003	0	39,737	99,720	11,977	35,763	122,254	22,756
1700+66.67'NB'	46.67	589.25	0.00	0.00	0.00	0.00	0.00	0.00	891	0	0	0	0	0	0	175,125	99,720	8,003	0	39,737	99,720	11,977	35,763	123,145	22,756
1701+00.00'NB'	33.33	601.20	0.00	0.00	0.00	0.00	0.00	0.00	735	0	0	0	0	0	0	175,860	99,720	8,003	0	39,737	99,720	11,977	35,763	123,880	22,756
1701+50.00'NB'	50.00	315.08	0.00	0.00	0.00	0.00	0.00	0.00	848	0	0	0	0	0	0	176,708	99,720	8,003	0	39,737	99,720	11,977	35,763	124,728	22,756
1702+00.00'NB'	50.00	328.12	0.00	0.00	0.00	0.00	0.00	0.00	596	0	0	0	0	0	0	177,304	99,720	8,003	0	39,737	99,720	11,977	35,763	125,324	22,756
1703+00.00'NB'	100.00	328.86	8.11	0.00	0.00	0.00	0.00	0.00	1,217	15	0	0	0	0	0	178,521	99,735	8,003	0	39,737	99,735	11,977	35,763	126,526	22,756
1704+00.00'NB'	100.00	311.30	15.82	0.00	0.00	0.00	0.00	0.00	1,185	44	0	0	0	0	0	179,706	99,779	8,003	0	39,737	99,779	11,977	35,763	127,667	22,756
1705+00.00'NB'	100.00	332.26	15.89	0.00	0.00	0.00	0.00	0.00	1,192	59	0	0	0	0	0	180,898	99,838	8,003	0	39,737	99,838	11,977	35,763	128,800	22,756
1706+00.00'NB'	100.00	346.34	10.05	0.00	0.00	0.00	0.00	0.00	1,257	48	0	0	0	0	0	182,155	99,886	8,003	0	39,737	99,886	11,977	35,763	130,009	22,756
1707+00.00'NB'	100.00	300.87	29.01	0.00	0.00	0.00	0.00	0.00	1,199	72	0	0	0	0	0	183,354	99,958	8,003	0	39,737	99,958	11,977	35,763	131,136	22,756
1708+00.00'NB'	100.00	277.74	14.85	0.00	0.00	0.00	0.00	0.00	1,071	81	0	0	0	0	0	184,425	100,039	8,003	0	39,737	100,039	11,977	35,763	132,126	22,756
1708+50.00'NB'	50.00	296.20	10.73	0.00	0.00	0.00	0.00	0.00	531	24	0	0	0	0	0	184,956	100,063	8,003	0	39,737	100,063	11,977	35,763	132,633	22,756
1709+00.00'NB'	50.00	316.21	7.36	0.00	0.00	0.00	0.00	0.00	567	17	0	0	0	0	0	185,523	100,080	8,003	0	39,737	100,080	11,977	35,763	133,183	22,756
1710+00.00'NB'	100.00	273.33	18.15	0.00	0.00	0.00	0.00	0.00	1,092	47	0	0	0	0	0	186,615	100,127	8,003	0	39,737	100,127	11,977	35,763	134,228	22,756
1710+50.00'NB'	50.00	239.16	68.40	0.00	0.00	0.00	0.00	0.00	475	80	0	0	0	0	0	187,090	100,207	8,003	0	39,737	100,207	11,977	35,763	134,623	22,756
1711+00.00'NB'	50.00	223.66	105.30	0.00	0.00	0.00	0.00	0.00	429	161	0	0	0	0	0	187,519	100,368	8,003	0	39,737	100,368	11,977	35,763	134,891	22,756
1712+00.00'NB'	100.00	198.91	86.15	0.00	0.00	0.00	0.00	0.00	783	355	0	0	0	0	0	188,302	100,723	8,003	0	39,737	100,723	11,977	35,763	135,319	22,756
1713+00.00'NB'	100.00	202.59	71.34	0.00	0.00	423.80	42.38	381.42	744	292	0	0	785	79	707	189,046	101,015	8,003	0	40,522	101,015	12,055	36,470	136,556	22,905
1713+16.14'NB'	16.14	214.09	80.39	0.00	0.00	406.69	40.67	366.02	125	45	0	0	248	25	223	189,171	101,060	8,003	0	40,770	101,060	12,080	36,693	136,884	22,952
1713+68.51'NB'	52.37	221.40	117.71	0.00	0.00	352.02	35.20	316.82	422	192	0	0	736	74	662	189,593	101,252	8,003	0	41,506	101,252	12,154	37,355	137,850	23,092
1713+82.95'NB'	14.43	204.17	121.56	0.00	0.00	351.10	35.11	315.99	114	64	0	0	188	19	169	189,707	101,316	8,003	0	41,694	101,316	12,172	37,525	138,088	23,128
1714+00.00'NB'	17.05	171.52	178.23	0.00	0.00	343.57	34.36	309.21	119	95	0	0	219	22	197	189,826	101,411	8,003	0	41,913	101,411	12,194	37,722	138,331	23,169
1714+22.65'NB'	22.65	125.74	604.42	0.00	0.00	192.23	19.22	173.01	125	328	0	0	225	23	203	189,951	101,739	8,003	0	42,138	101,739	12,217	37,924	138,353	23,212
1714+34.92'NB'	12.27	98.08	681.60	0.00	0.00	118.27	11.83	106.44	51	292	0	0	71	7	64	190,002	102,031	8,003	0	42,209	102,031	12,224	37,988	138,183	23,225
1714+51.65'NB'	16.73	202.28	578.71	0.00	0.00	225.93	22.59	203.34	93	390	0	0	107	11	96	190,095	102,421	8,003	0	42,316	102,421	12,235	38,084	137,993	23,246
1715+00.00'NB'	48.35	241.32	149.05	0.00	0.00	311.99	31.20	280.79	397	652	0	0	482	48	434	190,492	103,073	8,003	0	42,798	103,073	12,283	38,518	138,220	23,337
1715+07.11'NB'	7.11	236.03	147.96	0.00	0.00	309.47	30.95	278.52	63	39	0	0	82	8	74	190,555	103,112	8,003	0	42,880	103,112	12,291	38,592	138,326	23,353
1716+00.00'NB'	92.89	156.30	208.90	0.00	0.00	279.95	27.99	251.95	675	614	0	0	1,014	101	913	191,230	103,726	8,003	0	43,894	103,726	12,392	39,505	139,401	23,546
1717+00.00'NB'	100.00	84.04	261.80	0.00	0.00	278.21	27.82	250.39	445	872	0	0	1,034	103	931	191,675	104,598	8,003	0	44,928	104,598	12,496	40,435	140,008	23,742
1718+00.00'NB'	100.00	57.87	305.31	0.00	0.00	268.22	26.82	241.40	263	1,050	0	0	1,012	101	911	191,938	105,648	8,003	0	45,940	105,648	12,597	41,346	140,233	23,934
1719+00.00'NB'	100.00	36.11	354.30	0.00	0.00	264.74	26.47	238.27	174	1,222	0	0	987	99	888	192,112	106,870	8,003	0	46,927	106,870	12,696	42,234	140,172	24,122
1720+00.00'NB'	100.00	44.15	373.97	0.00	0.00	272.64	27.26	245.38	149	1,349	0	0	995	100	896	192,261	108,219	8,003	0	47,922	108,219	12,795	43,130	139,967	24,311
1721+00.00'NB'	100.00	38.97	356.81	0.00	0.00	275.06	27.51	247.55	154	1,353	0	0	1,014	101	913	192,415	109,572	8,003	0	48,936	109,572	12,897	44,042	139,782	24,504
1722+00.00'NB'	100.00	38.12	348.24	0.00	0.00	305.00	30.50	274.50	143	1,306	0	0	1,074	107	967	192,558	110,878	8,003	0	50,010	110,878	13,004	45,009	139,693	24,708

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	EARTHWORK DATA: STAGE 2-3	SHEET 758	E

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1723+00.00'NB'	100.00	21.09	388.77	0.00	0.00	289.78	28.98	260.80	110	1,365	0	0	1,101	110	991	192,668	112,243	8,003	0	51,111	112,243	13,114	46,000	139,539	24,917
1724+00.00'NB'	100.00	24.48	376.95	0.00	0.00	303.10	30.31	272.79	84	1,418	0	0	1,098	110	988	192,752	113,661	8,003	0	52,209	113,661	13,224	46,988	139,303	25,125
1725+00.00'NB'	100.00	13.70	399.38	0.00	0.00	292.29	29.23	263.06	71	1,438	0	0	1,103	110	993	192,823	115,099	8,003	0	53,312	115,099	13,334	47,981	139,039	25,335
1726+00.00'NB'	100.00	57.94	360.89	0.00	0.00	206.34	20.63	185.70	133	1,408	0	0	923	92	831	192,956	116,507	8,003	0	54,235	116,507	13,427	48,812	138,687	25,510
1727+00.00'NB'	100.00	44.74	349.53	0.00	0.00	365.83	36.58	329.24	190	1,316	0	0	1,060	106	954	193,146	117,823	8,003	0	55,295	117,823	13,533	49,766	138,621	25,712
1728+00.00'NB'	100.00	37.73	286.57	0.00	0.00	421.77	42.18	379.59	153	1,178	0	0	1,459	146	1,313	193,299	119,001	8,003	0	56,754	119,001	13,678	51,079	139,055	25,989
1729+00.00'NB'	100.00	51.34	256.92	0.00	0.00	460.38	46.04	414.34	165	1,006	0	0	1,634	163	1,471	193,464	120,007	8,003	0	58,388	120,007	13,842	52,549	139,848	26,299
1730+00.00'NB'	100.00	52.11	198.55	0.00	0.00	519.06	51.91	467.15	192	843	0	0	1,814	181	1,633	193,656	120,850	8,003	0	60,202	120,850	14,023	54,182	141,011	26,644
1731+00.00'NB'	100.00	128.96	168.39	0.00	0.00	0.00	0.00	0.00	335	680	0	0	961	96	865	193,991	121,530	8,003	0	61,163	121,530	14,119	55,047	141,627	26,827
1732+00.00'NB'	100.00	114.64	152.99	0.00	0.00	0.00	0.00	0.00	451	595	0	0	0	0	0	194,442	122,125	8,003	0	61,163	122,125	14,119	55,047	141,483	26,827
1733+00.00'NB'	100.00	113.31	141.15	0.00	0.00	0.00	0.00	0.00	422	545	0	0	0	0	0	194,864	122,670	8,003	0	61,163	122,670	14,119	55,047	141,360	26,827
1734+00.00'NB'	100.00	101.55	129.32	0.00	0.00	0.00	0.00	0.00	398	501	0	0	0	0	0	195,262	123,171	8,003	0	61,163	123,171	14,119	55,047	141,257	26,827
1735+00.00'NB'	100.00	81.87	120.01	0.00	0.00	0.00	0.00	0.00	340	462	0	0	0	0	0	195,602	123,633	8,003	0	61,163	123,633	14,119	55,047	141,135	26,827
1736+00.00'NB'	100.00	52.90	141.61	0.00	0.00	0.00	0.00	0.00	250	484	0	0	0	0	0	195,852	124,117	8,003	0	61,163	124,117	14,119	55,047	140,901	26,827
1736+63.47'NB'	63.47	34.65	153.82	0.00	0.00	0.00	0.00	0.00	103	347	0	0	0	0	0	195,955	124,464	8,003	0	61,163	124,464	14,119	55,047	140,657	26,827
1737+00.00'NB'	36.53	21.60	169.30	0.00	0.00	0.00	0.00	0.00	38	219	0	0	0	0	0	195,993	124,683	8,003	0	61,163	124,683	14,119	55,047	140,476	26,827
1738+00.00'NB'	100.00	12.83	205.97	0.00	0.00	0.00	0.00	0.00	64	695	0	0	0	0	0	196,057	125,378	8,003	0	61,163	125,378	14,119	55,047	139,845	26,827
1739+00.00'NB'	100.00	0.00	248.85	0.00	0.00	0.00	0.00	0.00	24	842	0	0	0	0	0	196,081	126,220	8,003	0	61,163	126,220	14,119	55,047	139,027	26,827
1740+00.00'NB'	100.00	0.00	264.32	0.00	0.00	0.00	0.00	0.00	0	950	0	0	0	0	0	196,081	127,170	8,003	0	61,163	127,170	14,119	55,047	138,077	26,827
1741+00.00'NB'	100.00	0.00	295.31	0.00	0.00	0.00	0.00	0.00	0	1,036	0	0	0	0	0	196,081	128,206	8,003	0	61,163	128,206	14,119	55,047	137,041	26,827
1742+00.00'NB'	100.00	0.00	367.27	0.00	0.00	0.00	0.00	0.00	0	1,227	0	0	0	0	0	196,081	129,433	8,003	0	61,163	129,433	14,119	55,047	135,814	26,827
1743+00.00'NB'	100.00	0.00	478.02	408.40	0.00	0.00	408.40	0.00	0	1,565	756	0	0	756	0	196,081	130,998	8,759	0	61,163	130,998	14,875	55,047	135,005	28,263
1744+00.00'NB'	100.00	0.00	536.32	355.49	0.00	0.00	355.49	0.00	0	1,878	1,415	0	0	1,415	0	196,081	132,876	10,174	0	61,163	132,876	16,290	55,047	134,542	30,952
1745+00.00'NB'	100.00	0.00	580.13	349.05	0.00	0.00	349.05	0.00	0	2,067	1,305	0	0	1,305	0	196,081	134,943	11,479	0	61,163	134,943	17,595	55,047	133,780	33,431
1746+00.00'NB'	100.00	0.00	620.99	400.47	0.00	0.00	400.47	0.00	0	2,224	1,388	0	0	1,388	0	196,081	137,167	12,867	0	61,163	137,167	18,983	55,047	132,944	36,068
1747+00.00'NB'	100.00	0.00	610.55	414.13	0.00	0.00	414.13	0.00	0	2,281	1,509	0	0	1,509	0	196,081	139,448	14,376	0	61,163	139,448	20,492	55,047	132,172	38,935
1747+89.49'NB'	89.49	0.00	546.79	406.38	0.00	0.00	406.38	0.00	0	1,918	1,360	0	0	1,360	0	196,081	141,366	15,736	0	61,163	141,366	21,852	55,047	131,614	41,519
1748+00.00'NB'	10.51	0.00	543.82	425.44	0.00	0.00	425.44	0.00	0	212	162	0	0	162	0	196,081	141,578	15,898	0	61,163	141,578	22,014	55,047	131,564	41,827
1749+00.00'NB'	100.00	0.00	474.97	440.59	0.00	0.00	440.59	0.00	0	1,887	1,604	0	0	1,604	0	196,081	143,465	17,502	0	61,163	143,465	23,618	55,047	131,281	44,875
1749+09.49'NB'	9.49	0.00	471.23	720.39	0.00	0.00	720.39	0.00	0	166	204	0	0	204	0	196,081	143,631	17,706	0	61,163	143,631	23,822	55,047	131,319	45,262
1750+00.00'NB'	90.51	0.00	253.34	770.89	0.00	0.00	770.89	0.00	0	1,214	2,500	0	0	2,500	0	196,081	144,845	20,206	0	61,163	144,845	26,322	55,047	132,605	50,012
1750+29.49'NB'	29.49	0.00	266.24	733.96	0.00	0.00	733.96	0.00	0	284	822	0	0	822	0	196,081	145,129	21,028	0	61,163	145,129	27,144	55,047	133,143	51,574
1750+41.50'NB'	12.01	0.00	266.39	716.53	0.00	0.00	716.53	0.00	0	118	323	0	0	323	0	196,081	145,247	21,351	0	61,163	145,247	27,467	55,047	133,348	52,188
1751+00.00'NB'	58.50	0.00	266.16	727.42	0.00	0.00	727.42	0.00	0	577	1,564	0	0	1,564	0	196,081	145,824	22,915	0	61,163	145,824	29,031	55,047	134,335	55,159
1751+07.49'NB'	7.49	0.00	263.88	750.84	0.00	0.00	750.84	0.00	0	74	205	0	0	205	0	196,081	145,898	23,120	0	61,163	145,898	29,236	55,047	134,466	55,549
1752+00.00'NB'	92.51	3.22	217.87	287.70	0.00	0.00	287.70	0.00	6	825	1,779	0	0	1,779	0	196,087	146,723	24,899	0	61,163	146,723	31,015	55,047	135,426	58,929
1753+00.00'NB'	100.00	19.02	197.44	177.05	0.00	0.00	177.05	0.00	41	769	861	0	0	861	0	196,128	147,492	25,760	0	61,163	147,492	31,876	55,047	135,559	60,565
1753+39.29'NB'	39.29	24.38	144.86	134.08	0.00	0.00	134.08	0.00	32	249	226	0	0	226	0	196,160	147,741	25,986	0	61,163	147,741	32,102	55,047	135,568	60,994
1754+00.00'NB'	60.71	29.04	221.78	56.92	0.00	0.00	56.92	0.00	60	412	215	0	0	215	0	196,220	148,153	26,201	0	61,163	148,153	32,317	55,047	135,431	61,403
1754+06.64'NB'	6.64	29.58	213.33	51.30	0.00	0.00	51.30	0.00	7	54	13	0	0	13	0	196,227	148,207	26,214	0	61,163	148,207	32,330	55,047	135,397	61,428
1755+00.00'NB'	93.36	43.12	83.01	151.14	0.00	0.00	151.14	0.00	126	512	350	0	0	350	0	196,353	148,719	26,564	0	61,163	148,719	32,680	55,047	135,361	62,093
1756+00.00'NB'	100.00	58.06	93.09	133.94	0.00	0.00	133.94	0.00	187	326	528	0	0	528	0	196,540	149,045	27,092	0	61,163	149,045	33,208	55,047	135,750	63,096
1757+00.00'NB'	100.00	72.43	85.03	134.56	0.00	0.00	134.56	0.00	242	330	497	0	0	497	0	196,782	149,375	27,589	0	61,163	149,375	33,705	55,047	136,159	64,040
1758+00.00'NB'	100.00	90.08	72.64	129.25	0.00	0.00	129.25	0.00	301	292	489	0	0	489	0	197,083	149,667	28,078	0	61,163	149,667	34,194	55,047	136,657	64,969
1759+00.00'NB'	100.00	102.93	70.26	125.49	0.00	0.00	125.49	0.00	357	265	472	0	0	472	0	197,440	149,932	28,550	0	61,163	149,932	34,666	55,047	137,221	65,866
1759+39.86'NB'	39.86	111.05	69.28	123.65	0.00	0.00	123.65	0.00	158	103	184	0	0	184	0	197,598	150,035	28,734	0	61,163	150,035	34,850	55,047	137,460	66,216
1760+00.00'NB'	60.14	119.16	64.27	120.89	0.00	0.00	120.89	0.00	256	149	272	0	0	272	0	197,854	150,184	29,006	0	61,163	150,184	35,122	55,047	137,839	66,732
1761+00.00'NB'	100.00	136.37	55.55	124.53	0.00	0.00	124.53	0.00	473	222	454	0	0	454	0	198,327	150,406	29,460	0	61,163	150,406	35,576	55,047	138,544	67,595
1762+00.00'NB'	100.00	138.93	68.80	123.54	0.00	0.00	123.54	0.00	510	230	459	0	0	459	0	198,837	150,636	29,919	0	61,163	150,636	36,035	55,047	139,283	68,467
1762+15.00'NB'	15.00	138.00	77.79	120.16	0.00	0.00	120.16	0.00	77	41	68	0	0	68	0	198,914	150,677	29,987	0	61,163	150,677	36,103	55,047	139,387	68,596
1762+35.00'NB'	20.00	137.68	83.98	117.49	0.00	0.00	117.49	0.00	102	60	88	0	0	88	0	199,016	150,737	30,075	0	61,163	150,737	36,191	55,047	139,517	68,763
1762+74.05'NB'	39.05	124.75	113.33	88.51	0.00	0.00	88.51	0.00	190	143	149	0	0	149	0	199,206	150,880	30,224	0	61,163	150,880	36,340	55,047	139,713	69,047
1763+00.00'NB'	25.95	143.71	76.66	119.47	0.00	0.00	119.47	0.00	129	91	100	0	0	100	0	199,335	150,971	30,324	0	61,163	150,971	36,440	55,047	139,851	69,237

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PROJECT NO: 1007-11-75 | HWY: IH 39 | COUNTY: DANE | EARTHWORK DATA: STAGE 2-3 | SHEET 759 | E

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1764+00.00'NB'	100.00	138.95	69.93	118.24	0.00	0.00	118.24	0.00	523	271	440	0	0	440	0	199,858	151,242	30,764	0	61,163	151,242	36,880	55,047	140,543	70,073
1765+00.00'NB'	100.00	134.31	60.19	126.24	0.00	0.00	126.24	0.00	506	241	453	0	0	453	0	200,364	151,483	31,217	0	61,163	151,483	37,333	55,047	141,261	70,933
1765+93.97'NB'	93.97	112.56	89.65	124.44	0.00	0.00	124.44	0.00	430	261	436	0	0	436	0	200,794	151,744	31,653	0	61,163	151,744	37,769	55,047	141,866	71,762
1766+00.00'NB'	6.03	111.94	88.47	125.17	0.00	0.00	125.17	0.00	25	20	28	0	0	28	0	200,819	151,764	31,681	0	61,163	151,764	37,797	55,047	141,899	71,815
1766+75.00'NB'	75.00	102.76	82.54	133.28	0.00	0.00	133.28	0.00	298	238	359	0	0	359	0	201,117	152,002	32,040	0	61,163	152,002	38,156	55,047	142,318	72,497
1767+00.00'NB'	25.00	100.20	84.69	132.32	0.00	0.00	132.32	0.00	94	77	123	0	0	123	0	201,211	152,079	32,163	0	61,163	152,079	38,279	55,047	142,458	72,731
1768+00.00'NB'	100.00	93.24	98.34	129.95	0.00	0.00	129.95	0.00	358	339	486	0	0	486	0	201,569	152,418	32,649	0	61,163	152,418	38,765	55,047	142,963	73,654
1769+00.00'NB'	100.00	98.68	90.88	139.95	0.00	0.00	139.95	0.00	355	350	500	0	0	500	0	201,924	152,768	33,149	0	61,163	152,768	39,265	55,047	143,468	74,604
1769+62.31'NB'	62.31	100.28	95.19	136.19	0.00	0.00	136.19	0.00	230	215	319	0	0	319	0	202,154	152,983	33,468	0	61,163	152,983	39,584	55,047	143,802	75,210
1769+79.76'NB'	17.45	79.35	113.36	114.75	0.00	0.00	114.75	0.00	58	67	81	0	0	81	0	202,212	153,050	33,549	0	61,163	153,050	39,665	55,047	143,874	75,364
1769+86.62'NB'	6.86	106.61	94.42	129.55	0.00	0.00	129.55	0.00	24	26	31	0	0	31	0	202,236	153,076	33,580	0	61,163	153,076	39,696	55,047	143,903	75,423
1770+00.00'NB'	13.38	115.88	68.12	152.69	0.00	0.00	152.69	0.00	55	40	70	0	0	70	0	202,291	153,116	33,650	0	61,163	153,116	39,766	55,047	143,988	75,556
1771+00.00'NB'	100.00	117.97	65.08	148.37	0.00	0.00	148.37	0.00	433	247	558	0	0	558	0	202,724	153,363	34,208	0	61,163	153,363	40,324	55,047	144,732	76,616
1771+50.00'NB'	50.00	121.24	59.11	140.18	0.00	0.00	140.18	0.00	221	115	267	0	0	267	0	202,945	153,478	34,475	0	61,163	153,478	40,591	55,047	145,105	77,123
1772+00.00'NB'	50.00	131.24	48.60	139.02	0.00	0.00	139.02	0.00	234	100	259	0	0	259	0	203,179	153,578	34,734	0	61,163	153,578	40,850	55,047	145,498	77,616
1773+00.00'NB'	100.00	165.16	38.07	138.87	0.00	0.00	138.87	0.00	549	160	515	0	0	515	0	203,728	153,738	35,249	0	61,163	153,738	41,365	55,047	146,402	78,594
1773+75.00'NB'	75.00	179.91	60.81	108.54	0.00	0.00	108.54	0.00	479	137	344	0	0	344	0	204,207	153,875	35,593	0	61,163	153,875	41,709	55,047	147,088	79,248
1774+00.00'NB'	25.00	189.68	35.85	135.17	0.00	0.00	135.17	0.00	171	45	113	0	0	113	0	204,378	153,920	35,706	0	61,163	153,920	41,822	55,047	147,327	79,462
1774+01.48'NB'	1.48	190.18	35.64	135.17	0.00	0.00	135.17	0.00	10	2	7	0	0	7	0	204,388	153,922	35,713	0	61,163	153,922	41,829	55,047	147,342	79,476
1775+00.00'NB'	98.52	229.93	1.40	138.65	0.00	0.00	138.65	0.00	766	68	500	0	0	500	0	205,154	153,990	36,213	0	61,163	153,990	42,329	55,047	148,540	80,426
1775+95.43'NB'	95.43	267.26	-38.18	170.42	0.00	0.00	170.42	0.00	879	-65	546	0	0	546	0	206,033	153,925	36,759	0	61,163	153,925	42,875	55,047	150,030	81,463
1776+00.00'NB'	4.57	268.49	-40.94	173.55	0.00	0.00	173.55	0.00	45	-7	29	0	0	29	0	206,078	153,918	36,788	0	61,163	153,918	42,904	55,047	150,111	81,518
1776+92.93'NB'	92.93	342.69	5.18	0.00	0.00	0.00	0.00	0.00	1,052	-62	299	0	0	299	0	207,130	153,856	37,087	0	61,163	153,856	43,203	55,047	151,524	82,086
1777+00.00'NB'	7.07	345.10	4.83	0.00	0.00	0.00	0.00	0.00	90	1	0	0	0	0	0	207,220	153,857	37,087	0	61,163	153,857	43,203	55,047	151,613	82,086
1777+18.13'NB'	18.13	345.98	4.58	0.00	0.00	0.00	0.00	0.00	232	3	0	0	0	0	0	207,452	153,860	37,087	0	61,163	153,860	43,203	55,047	151,842	82,086
1777+43.31'NB'	25.18	348.78	3.23	0.00	0.00	0.00	0.00	0.00	324	4	0	0	0	0	0	207,776	153,864	37,087	0	61,163	153,864	43,203	55,047	152,162	82,086
1777+62.22'NB'	18.91	353.33	2.68	0.00	0.00	0.00	0.00	0.00	246	2	0	0	0	0	0	208,022	153,866	37,087	0	61,163	153,866	43,203	55,047	152,406	82,086
1778+00.00'NB'	37.78	360.57	1.38	0.00	0.00	0.00	0.00	0.00	499	3	0	0	0	0	0	208,521	153,869	37,087	0	61,163	153,869	43,203	55,047	152,902	82,086
1778+62.22'NB'	62.22	357.56	0.39	0.00	0.00	0.00	0.00	0.00	827	2	0	0	0	0	0	209,348	153,871	37,087	0	61,163	153,871	43,203	55,047	153,727	82,086
1779+00.00'NB'	37.78	348.70	0.00	0.00	0.00	0.00	0.00	0.00	494	0	0	0	0	0	0	209,842	153,871	37,087	0	61,163	153,871	43,203	55,047	154,221	82,086
1779+04.12'NB'	4.12	347.30	0.00	0.00	0.00	0.00	0.00	0.00	53	0	0	0	0	0	0	209,895	153,871	37,087	0	61,163	153,871	43,203	55,047	154,274	82,086
1779+15.00'NB'	10.87	342.37	0.00	0.00	0.00	0.00	0.00	0.00	139	0	0	0	0	0	0	210,034	153,871	37,087	0	61,163	153,871	43,203	55,047	154,413	82,086
1779+74.79'NB'	59.80	324.36	0.00	0.00	0.00	0.00	0.00	0.00	738	0	0	0	0	0	0	210,772	153,871	37,087	0	61,163	153,871	43,203	55,047	155,151	82,086
1780+00.00'NB'	25.21	322.74	0.00	0.00	0.00	0.00	0.00	0.00	302	0	0	0	0	0	0	211,074	153,871	37,087	0	61,163	153,871	43,203	55,047	155,453	82,086
1780+80.44'NB'	80.44	287.05	0.00	0.00	0.00	0.00	0.00	0.00	908	0	0	0	0	0	0	211,982	153,871	37,087	0	61,163	153,871	43,203	55,047	156,361	82,086
1781+00.00'NB'	19.56	292.06	0.00	0.00	0.00	0.00	0.00	0.00	210	0	0	0	0	0	0	212,192	153,871	37,087	0	61,163	153,871	43,203	55,047	156,571	82,086
1781+46.44'NB'	46.44	282.77	0.00	0.00	0.00	0.00	0.00	0.00	494	0	0	0	0	0	0	212,686	153,871	37,087	0	61,163	153,871	43,203	55,047	157,065	82,086
1781+58.44'NB'	12.01	273.55	0.00	0.00	0.00	0.00	0.00	0.00	124	0	0	0	0	0	0	212,810	153,871	37,087	0	61,163	153,871	43,203	55,047	157,189	82,086
1782+00.00'NB'	41.56	275.08	0.00	0.00	0.00	0.00	0.00	0.00	422	0	0	0	0	0	0	213,232	153,871	37,087	0	61,163	153,871	43,203	55,047	157,611	82,086
1782+24.00'NB'	24.00	246.74	0.00	0.00	0.00	0.00	0.00	0.00	232	0	0	0	0	0	0	213,464	153,871	37,087	0	61,163	153,871	43,203	55,047	157,843	82,086
1782+38.04'NB'	14.04	220.50	0.00	0.00	0.00	0.00	0.00	0.00	121	0	0	0	0	0	0	213,585	153,871	37,087	0	61,163	153,871	43,203	55,047	157,964	82,086
1782+38.63'NB'	0.59	247.50	3.21	0.00	0.00	0.00	0.00	0.00	5	0	0	0	0	0	0	213,590	153,871	37,087	0	61,163	153,871	43,203	55,047	157,969	82,086
1782+54.00'NB'	15.37	226.98	3.23	0.00	0.00	0.00	0.00	0.00	135	2	0	0	0	0	0	213,725	153,873	37,087	0	61,163	153,873	43,203	55,047	158,102	82,086
1782+78.44'NB'	24.44	218.76	5.28	0.00	0.00	0.00	0.00	0.00	202	4	0	0	0	0	0	213,927	153,877	37,087	0	61,163	153,877	43,203	55,047	158,300	82,086
1783+00.00'NB'	21.56	213.05	7.12	0.00	0.00	0.00	0.00	0.00	172	5	0	0	0	0	0	214,099	153,882	37,087	0	61,163	153,882	43,203	55,047	158,467	82,086
1783+24.00'NB'	24.00	213.89	3.22	0.00	0.00	0.00	0.00	0.00	190	5	0	0	0	0	0	214,289	153,887	37,087	0	61,163	153,887	43,203	55,047	158,652	82,086
1783+33.90'NB'	9.90	219.25	3.21	0.00	0.00	0.00	0.00	0.00	79	1	0	0	0	0	0	214,368	153,888	37,087	0	61,163	153,888	43,203	55,047	158,730	82,086
1783+54.15'NB'	20.25	236.07	2.26	0.00	0.00	0.00	0.00	0.00	171	2	0	0	0	0	0	214,539	153,890	37,087	0	61,163	153,890	43,203	55,047	158,899	82,086
1783+62.35'NB'	8.20	245.59	0.09	0.00	0.00	0.00	0.00	0.00	73	0	0	0	0	0	0	214,612	153,890	37,087	0	61,163	153,890	43,203	55,047	158,972	82,086
1783+81.35'NB'	19.00	337.36	0.00	0.00	0.00	0.00	0.00	0.00	205	0	0	0	0	0	0	214,817	153,890	37,087	0	61,163	153,890	43,203	55,047	159,177	82,086
1783+98.44'NB'	17.09	244.48	1.80	0.00	0.00	0.00	0.00	0.00	184	1	0	0	0	0	0	215,001	153,891	37,087	0	61,163	153,891	43,203	55,047	159,360	82,086
1784+00.00'NB'	1.56	239.87	3.15	0.00	0.00	0.00	0.00	0.00	14	0	0	0	0	0	0	215,015	153,891	37,087	0	61,163	153,891	43,203	55,047	159,374	82,086
1785+00.00'NB'	100.00	247.36	2.82	0.00	0.00	0.00	0.00	0.00	902	11	0	0	0	0	0	215,917	153,902	37,087	0	61,163	153,902	43,203	55,047	160,265	82,086

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1785+01.75'NB'	1.75	261.68	5.51	0.00	0.00	0.00	0.00	0.00	16	0	0	0	0	0	0	215,933	153,902	37,087	0	61,163	153,902	43,203	55,047	160,281	82,086
1786+00.00'NB'	98.25	259.02	5.28	0.00	0.00	0.00	0.00	0.00	947	20	0	0	0	0	0	216,880	153,922	37,087	0	61,163	153,922	43,203	55,047	161,208	82,086
1786+60.00'NB'	60.00	276.43	3.53	0.00	0.00	0.00	0.00	0.00	595	10	0	0	0	0	0	217,475	153,932	37,087	0	61,163	153,932	43,203	55,047	161,793	82,086
1786+66.73'NB'	6.73	281.86	2.57	0.00	0.00	0.00	0.00	0.00	70	1	0	0	0	0	0	217,545	153,933	37,087	0	61,163	153,933	43,203	55,047	161,862	82,086
1786+91.73'NB'	25.00	303.30	0.00	0.00	0.00	0.00	0.00	0.00	271	1	0	0	0	0	0	217,816	153,934	37,087	0	61,163	153,934	43,203	55,047	162,132	82,086
1787+00.00'NB'	8.27	295.71	0.27	0.00	0.00	0.00	0.00	0.00	92	0	0	0	0	0	0	217,908	153,934	37,087	0	61,163	153,934	43,203	55,047	162,224	82,086
1787+16.73'NB'	16.73	303.29	0.61	0.00	0.00	0.00	0.00	0.00	186	0	0	0	0	0	0	218,094	153,934	37,087	0	61,163	153,934	43,203	55,047	162,410	82,086
1787+69.23'NB'	52.50	335.74	0.00	0.00	0.00	0.00	0.00	0.00	621	1	0	0	0	0	0	218,715	153,935	37,087	0	61,163	153,935	43,203	55,047	163,030	82,086
1788+00.00'NB'	30.77	335.08	0.00	0.00	0.00	0.00	0.00	0.00	382	0	0	0	0	0	0	219,097	153,935	37,087	0	61,163	153,935	43,203	55,047	163,412	82,086
1788+19.96'NB'	19.96	337.50	0.00	0.00	0.00	0.00	0.00	0.00	249	0	0	0	0	0	0	219,346	153,935	37,087	0	61,163	153,935	43,203	55,047	163,661	82,086
1788+19.97'NB'	0.01	337.48	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	219,346	153,935	37,087	0	61,163	153,935	43,203	55,047	163,661	82,086
1789+00.00'NB'	80.03	161.78	1.21	0.00	0.00	0.00	0.00	0.00	740	2	0	0	0	0	0	220,086	153,937	37,087	0	61,163	153,937	43,203	55,047	164,399	82,086
1789+81.99'NB'	81.99	187.65	3.81	0.00	0.00	0.00	0.00	0.00	531	8	0	0	0	0	0	220,617	153,945	37,087	0	61,163	153,945	43,203	55,047	164,922	82,086
1789+82.50'NB'	0.51	142.30	1.28	0.00	0.00	0.00	0.00	0.00	3	0	0	0	0	0	0	220,620	153,945	37,087	0	61,163	153,945	43,203	55,047	164,925	82,086
1790+00.00'NB'	17.50	141.77	0.00	0.00	0.00	0.00	0.00	0.00	92	0	0	0	0	0	0	220,712	153,945	37,087	0	61,163	153,945	43,203	55,047	165,017	82,086
1790+78.00'NB'	78.00	169.49	8.53	0.00	0.00	0.00	0.00	0.00	450	12	0	0	0	0	0	221,162	153,957	37,087	0	61,163	153,957	43,203	55,047	165,455	82,086
1791+00.00'NB'	22.00	184.24	0.01	0.00	0.00	0.00	0.00	0.00	144	3	0	0	0	0	0	221,306	153,960	37,087	0	61,163	153,960	43,203	55,047	165,596	82,086
1791+51.21'NB'	51.21	212.77	0.00	0.00	0.00	0.00	0.00	0.00	377	0	0	0	0	0	0	221,683	153,960	37,087	0	61,163	153,960	43,203	55,047	165,973	82,086
1791+51.44'NB'	0.23	176.73	0.00	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	0	221,685	153,960	37,087	0	61,163	153,960	43,203	55,047	165,975	82,086
1791+71.44'NB'	20.00	184.72	0.00	0.00	0.00	0.00	0.00	0.00	134	0	0	0	0	0	0	221,819	153,960	37,087	0	61,163	153,960	43,203	55,047	166,109	82,086
1792+00.00'NB'	28.56	195.48	0.00	0.00	0.00	0.00	0.00	0.00	201	0	0	0	0	0	0	222,020	153,960	37,087	0	61,163	153,960	43,203	55,047	166,310	82,086
1792+94.15'NB'	94.15	224.05	0.00	0.00	0.00	0.00	0.00	0.00	731	0	0	0	0	0	0	222,751	153,960	37,087	0	61,163	153,960	43,203	55,047	167,041	82,086
1793+00.00'NB'	5.85	226.98	0.00	0.00	0.00	0.00	0.00	0.00	49	0	0	0	0	0	0	222,800	153,960	37,087	0	61,163	153,960	43,203	55,047	167,090	82,086
1794+00.00'NB'	100.00	269.51	0.00	0.00	0.00	0.00	0.00	0.00	919	0	0	0	0	0	0	223,719	153,960	37,087	0	61,163	153,960	43,203	55,047	168,009	82,086
1794+49.97'NB'	49.97	287.18	0.00	0.00	0.00	0.00	0.00	0.00	515	0	0	0	0	0	0	224,234	153,960	37,087	0	61,163	153,960	43,203	55,047	168,524	82,086
1795+00.00'NB'	50.03	319.69	0.00	0.00	0.00	0.00	0.00	0.00	562	0	0	0	0	0	0	224,796	153,960	37,087	0	61,163	153,960	43,203	55,047	169,086	82,086
1795+29.16'NB'	29.16	350.67	0.00	0.00	0.00	0.00	0.00	0.00	362	0	0	0	0	0	0	225,158	153,960	37,087	0	61,163	153,960	43,203	55,047	169,448	82,086
1796+00.00'NB'	70.84	430.44	0.00	0.00	0.00	0.00	0.00	0.00	1,025	0	0	0	0	0	0	226,183	153,960	37,087	0	61,163	153,960	43,203	55,047	170,473	82,086
1796+75.00'NB'	75.00	493.71	0.13	0.00	0.00	0.00	0.00	0.00	1,284	0	0	0	0	0	0	227,467	153,960	37,087	0	61,163	153,960	43,203	55,047	171,757	82,086
1797+00.00'NB'	25.00	529.02	0.00	0.00	0.00	0.00	0.00	0.00	473	0	0	0	0	0	0	227,940	153,960	37,087	0	61,163	153,960	43,203	55,047	172,230	82,086
1798+00.00'NB'	100.00	727.08	0.00	0.00	0.00	0.00	0.00	0.00	2,326	0	0	0	0	0	0	230,266	153,960	37,087	0	61,163	153,960	43,203	55,047	174,556	82,086
1798+95.61'NB'	95.61	821.49	0.00	0.00	0.00	0.00	0.00	0.00	2,742	0	0	0	0	0	0	233,008	153,960	37,087	0	61,163	153,960	43,203	55,047	177,298	82,086
1799+00.00'NB'	4.39	823.88	0.00	0.00	0.00	0.00	0.00	0.00	134	0	0	0	0	0	0	233,142	153,960	37,087	0	61,163	153,960	43,203	55,047	177,432	82,086
1799+88.88'NB'	88.88	944.11	0.00	0.00	0.00	0.00	0.00	0.00	2,910	0	0	0	0	0	0	236,052	153,960	37,087	0	61,163	153,960	43,203	55,047	180,342	82,086
1800+00.00'NB'	11.12	998.62	0.00	0.00	0.00	0.00	0.00	0.00	400	0	0	0	0	0	0	236,452	153,960	37,087	0	61,163	153,960	43,203	55,047	180,742	82,086
1801+00.00'NB'	100.00	991.20	0.00	0.00	0.00	0.00	0.00	0.00	3,685	0	0	0	0	0	0	240,137	153,960	37,087	0	61,163	153,960	43,203	55,047	184,427	82,086
1801+50.00'NB'	50.00	960.74	0.00	0.00	0.00	0.00	0.00	0.00	1,807	0	0	0	0	0	0	241,944	153,960	37,087	0	61,163	153,960	43,203	55,047	186,234	82,086
1801+55.00'NB'	5.00	951.20	0.00	0.00	0.00	0.00	0.00	0.00	177	0	0	0	0	0	0	242,121	153,960	37,087	0	61,163	153,960	43,203	55,047	186,411	82,086
1801+79.90'NB'	24.90	927.36	0.00	0.00	0.00	0.00	0.00	0.00	866	0	0	0	0	0	0	242,987	153,960	37,087	0	61,163	153,960	43,203	55,047	187,277	82,086
1802+00.00'NB'	20.10	852.84	0.00	0.00	0.00	0.00	0.00	0.00	663	0	0	0	0	0	0	243,650	153,960	37,087	0	61,163	153,960	43,203	55,047	187,940	82,086
1802+50.00'NB'	50.00	715.40	0.00	0.00	0.00	0.00	0.00	0.00	1,452	0	0	0	0	0	0	245,102	153,960	37,087	0	61,163	153,960	43,203	55,047	189,392	82,086
1803+00.00'NB'	50.00	594.77	0.00	0.00	0.00	0.00	0.00	0.00	1,213	0	0	0	0	0	0	246,315	153,960	37,087	0	61,163	153,960	43,203	55,047	190,605	82,086
1803+37.68'NB'	37.68	519.04	0.00	0.00	0.00	0.00	0.00	0.00	777	0	0	0	0	0	0	247,092	153,960	37,087	0	61,163	153,960	43,203	55,047	191,382	82,086
1803+50.00'NB'	12.32	497.28	0.00	0.00	0.00	0.00	0.00	0.00	232	0	0	0	0	0	0	247,324	153,960	37,087	0	61,163	153,960	43,203	55,047	191,614	82,086
1804+00.00'NB'	50.00	469.78	0.00	0.00	0.00	0.00	0.00	0.00	895	0	0	0	0	0	0	248,219	153,960	37,087	0	61,163	153,960	43,203	55,047	192,509	82,086
1804+50.00'NB'	50.00	440.73	0.00	0.00	0.00	0.00	0.00	0.00	843	0	0	0	0	0	0	249,062	153,960	37,087	0	61,163	153,960	43,203	55,047	193,352	82,086
1805+00.00'NB'	50.00	409.74	0.00	0.00	0.00	0.00	0.00	0.00	788	0	0	0	0	0	0	249,850	153,960	37,087	0	61,163	153,960	43,203	55,047	194,140	82,086
1806+00.00'NB'	100.00	355.86	0.00	0.00	0.00	0.00	0.00	0.00	1,418	0	0	0	0	0	0	251,268	153,960	37,087	0	61,163	153,960	43,203	55,047	195,558	82,086
1806+35.50'NB'	35.50	350.04	0.00	0.00	0.00	0.00	0.00	0.00	464	0	0	0	0	0	0	251,732	153,960	37,087	0	61,163	153,960	43,203	55,047	196,022	82,086
1806+73.69'NB'	38.19	336.60	0.00	0.00	0.00	0.00	0.00	0.00	486	0	0	0	0	0	0	252,218	153,960	37,087	0	61,163	153,960	43,203	55,047	196,508	82,086
1806+87.05'NB'	13.36	330.00	0.00	0.00	0.00	0.00	0.00	0.00	165	0	0	0	0	0	0	252,383	153,960	37,087	0	61,163	153,960	43,203	55,047	196,673	82,086
1806+87.26'NB'	0.21	372.99	0.00	0.00	0.00	0.00	0.00	0.00	3	0	0	0	0	0	0	252,386	153,960	37,087	0	61,163	153,960	43,203	55,047	196,676	82,086
1807+00.00'NB'	12.74	352.29	0.00	0.00	0.00	0.00	0.00	0.00	171	0	0	0	0	0	0	252,557	153,960	37,087	0	61,163	153,960	43,203	55,047	196,847	82,086

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1807+33.00'NB'	33.00	315.67	0.00	0.00	0.00	0.00	0.00	0.00	408	0	0	0	0	0	0	252,965	153,960	37,087	0	61,163	153,960	43,203	55,047	197,255	82,086
1807+57.98'NB'	24.98	296.57	0.00	0.00	0.00	0.00	0.00	0.00	283	0	0	0	0	0	0	253,248	153,960	37,087	0	61,163	153,960	43,203	55,047	197,538	82,086
1807+82.96'NB'	24.98	276.10	0.00	0.00	0.00	0.00	0.00	0.00	265	0	0	0	0	0	0	253,513	153,960	37,087	0	61,163	153,960	43,203	55,047	197,803	82,086
1808+00.00'NB'	17.04	263.44	0.00	0.00	0.00	0.00	0.00	0.00	170	0	0	0	0	0	0	253,683	153,960	37,087	0	61,163	153,960	43,203	55,047	197,973	82,086
1809+00.00'NB'	100.00	201.24	0.00	0.00	0.00	0.00	0.00	0.00	861	0	0	0	0	0	0	254,544	153,960	37,087	0	61,163	153,960	43,203	55,047	198,834	82,086
1809+23.82'NB'	23.82	188.58	0.00	0.00	0.00	0.00	0.00	0.00	172	0	0	0	0	0	0	254,716	153,960	37,087	0	61,163	153,960	43,203	55,047	199,006	82,086
1809+83.82'NB'	60.00	187.84	0.00	0.00	0.00	0.00	0.00	0.00	418	0	0	0	0	0	0	255,134	153,960	37,087	0	61,163	153,960	43,203	55,047	199,424	82,086
1810+04.47'NB' BK	20.65	155.81	62.10	0.00	0.00	0.00	0.00	0.00	131	24	0	0	0	0	0	255,265	153,984	37,087	0	61,163	153,984	43,203	55,047	199,531	82,086
1811+77.97'NB'	0.00	221.26	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	255,265	153,984	37,087	0	61,163	153,984	43,203	55,047	199,531	82,086
1811+87.50'NB'	9.53	217.60	10.96	0.00	0.00	0.00	0.00	0.00	77	2	0	0	0	0	0	255,342	153,986	37,087	0	61,163	153,986	43,203	55,047	199,606	82,086
1812+00.00'NB'	12.50	165.89	2.82	0.00	0.00	0.00	0.00	0.00	89	3	0	0	0	0	0	255,431	153,989	37,087	0	61,163	153,989	43,203	55,047	199,692	82,086
1812+37.97'NB'	37.97	110.14	5.43	0.00	0.00	0.00	0.00	0.00	194	6	0	0	0	0	0	255,625	153,995	37,087	0	61,163	153,995	43,203	55,047	199,880	82,086
1813+00.00'NB'	62.03	73.69	33.89	0.00	0.00	0.00	0.00	0.00	211	45	0	0	0	0	0	255,836	154,040	37,087	0	61,163	154,040	43,203	55,047	200,046	82,086
1813+80.50'NB'	80.49	46.60	78.80	0.00	0.00	0.00	0.00	0.00	179	168	0	0	0	0	0	256,015	154,208	37,087	0	61,163	154,208	43,203	55,047	200,057	82,086
1814+00.00'NB'	19.51	39.11	89.25	0.00	0.00	0.00	0.00	0.00	31	61	0	0	0	0	0	256,046	154,269	37,087	0	61,163	154,269	43,203	55,047	200,027	82,086
1814+05.48'NB'	5.48	37.24	91.92	0.00	0.00	0.00	0.00	0.00	8	18	0	0	0	0	0	256,054	154,287	37,087	0	61,163	154,287	43,203	55,047	200,017	82,086
1814+30.46'NB'	24.98	28.00	104.88	0.00	0.00	0.00	0.00	0.00	30	91	0	0	0	0	0	256,084	154,378	37,087	0	61,163	154,378	43,203	55,047	199,956	82,086
1815+00.00'NB'	69.54	9.57	157.83	0.00	0.00	0.00	0.00	0.00	48	338	0	0	0	0	0	256,132	154,716	37,087	0	61,163	154,716	43,203	55,047	199,666	82,086
1815+27.96'NB'	27.96	4.68	193.89	0.00	0.00	0.00	0.00	0.00	7	182	0	0	0	0	0	256,139	154,898	37,087	0	61,163	154,898	43,203	55,047	199,491	82,086
1816+00.00'NB'	72.04	2.76	336.23	0.00	0.00	0.00	0.00	0.00	10	707	0	0	0	0	0	256,149	155,605	37,087	0	61,163	155,605	43,203	55,047	198,794	82,086
1816+64.21'NB'	64.21	1.31	739.42	0.00	0.00	0.00	0.00	0.00	5	1,279	0	0	0	0	0	256,154	156,884	37,087	0	61,163	156,884	43,203	55,047	197,520	82,086
1816+75.00'NB'	10.79	1.08	847.82	0.00	0.00	0.00	0.00	0.00	0	317	0	0	0	0	0	256,154	157,201	37,087	0	61,163	157,201	43,203	55,047	197,203	82,086
1816+80.22'NB'	5.22	0.96	880.82	0.00	0.00	0.00	0.00	0.00	0	167	0	0	0	0	0	256,154	157,368	37,087	0	61,163	157,368	43,203	55,047	197,036	82,086
1817+00.00'NB'	19.78	0.59	875.27	0.00	0.00	0.00	0.00	0.00	1	643	0	0	0	0	0	256,155	158,011	37,087	0	61,163	158,011	43,203	55,047	196,394	82,086
1817+50.00'NB'	50.00	0.05	825.78	0.00	0.00	0.00	0.00	0.00	1	1,575	0	0	0	0	0	256,156	159,586	37,087	0	61,163	159,586	43,203	55,047	194,820	82,086
1818+00.00'NB'	50.00	0.00	675.15	0.00	0.00	0.00	0.00	0.00	0	1,390	0	0	0	0	0	256,156	160,976	37,087	0	61,163	160,976	43,203	55,047	193,430	82,086
1819+00.00'NB'	100.00	0.00	668.75	0.00	0.00	0.00	0.00	0.00	0	2,489	0	0	0	0	0	256,156	163,465	37,087	0	61,163	163,465	43,203	55,047	190,941	82,086
1820+00.00'NB'	100.00	0.00	780.21	0.00	0.00	0.00	0.00	0.00	0	2,683	0	0	0	0	0	256,156	166,148	37,087	0	61,163	166,148	43,203	55,047	188,258	82,086
1821+00.00'NB'	100.00	0.00	877.65	0.00	0.00	0.00	0.00	0.00	0	3,070	0	0	0	0	0	256,156	169,218	37,087	0	61,163	169,218	43,203	55,047	185,188	82,086
1821+89.98'NB'	89.98	0.00	964.51	0.00	0.00	0.00	0.00	0.00	0	3,069	0	0	0	0	0	256,156	172,287	37,087	0	61,163	172,287	43,203	55,047	182,119	82,086
1822+00.00'NB'	10.02	0.00	983.71	0.00	0.00	0.00	0.00	0.00	0	362	0	0	0	0	0	256,156	172,649	37,087	0	61,163	172,649	43,203	55,047	181,757	82,086
1823+00.00'NB'	100.00	0.01	1,126.33	0.00	0.00	0.00	0.00	0.00	0	3,907	0	0	0	0	0	256,156	176,556	37,087	0	61,163	176,556	43,203	55,047	177,850	82,086
1823+09.98'NB'	9.98	0.24	1,133.48	0.00	0.00	0.00	0.00	0.00	0	418	0	0	0	0	0	256,156	176,974	37,087	0	61,163	176,974	43,203	55,047	177,432	82,086
1823+25.70'NB'	15.72	0.09	1,142.69	0.00	0.00	0.00	0.00	0.00	0	663	0	0	0	0	0	256,156	177,637	37,087	0	61,163	177,637	43,203	55,047	176,769	82,086
1824+00.00'NB'	74.30	0.00	1,228.35	0.00	0.00	0.00	0.00	0.00	0	3,262	0	0	0	0	0	256,156	180,899	37,087	0	61,163	180,899	43,203	55,047	173,507	82,086
1824+13.98'NB'	13.98	0.00	1,248.51	0.00	0.00	0.00	0.00	0.00	0	641	0	0	0	0	0	256,156	181,540	37,087	0	61,163	181,540	43,203	55,047	172,866	82,086
1824+29.98'NB'	15.99	0.00	1,270.48	0.00	0.00	0.00	0.00	0.00	0	746	0	0	0	0	0	256,156	182,286	37,087	0	61,163	182,286	43,203	55,047	172,120	82,086
1824+46.17'NB'	16.20	0.00	1,297.86	0.00	0.00	0.00	0.00	0.00	0	770	0	0	0	0	0	256,156	183,056	37,087	0	61,163	183,056	43,203	55,047	171,350	82,086
1824+65.98'NB'	19.80	0.00	1,281.60	0.00	0.00	0.00	0.00	0.00	0	946	0	0	0	0	0	256,156	184,002	37,087	0	61,163	184,002	43,203	55,047	170,404	82,086
1825+00.00'NB'	34.02	0.00	1,272.31	0.00	0.00	0.00	0.00	0.00	0	1,609	0	0	0	0	0	256,156	185,611	37,087	0	61,163	185,611	43,203	55,047	168,795	82,086
1826+00.00'NB'	100.00	0.00	1,260.72	0.00	0.00	0.00	0.00	0.00	0	4,691	0	0	0	0	0	256,156	190,302	37,087	0	61,163	190,302	43,203	55,047	164,104	82,086
1827+00.00'NB'	100.00	0.00	1,252.32	0.00	0.00	0.00	0.00	0.00	0	4,654	0	0	0	0	0	256,156	194,956	37,087	0	61,163	194,956	43,203	55,047	159,450	82,086
1828+00.00'NB'	100.00	0.00	1,178.84	0.00	0.00	0.00	0.00	0.00	0	4,502	0	0	0	0	0	256,156	199,458	37,087	0	61,163	199,458	43,203	55,047	154,948	82,086
1829+00.00'NB'	100.00	0.00	1,051.07	0.00	0.00	0.00	0.00	0.00	0	4,129	0	0	0	0	0	256,156	203,587	37,087	0	61,163	203,587	43,203	55,047	150,819	82,086
1829+03.32'NB'	3.32	0.00	1,046.48	0.00	0.00	0.00	0.00	0.00	0	129	0	0	0	0	0	256,156	203,716	37,087	0	61,163	203,716	43,203	55,047	150,690	82,086
1830+00.00'NB'	96.68	0.00	957.59	0.00	0.00	0.00	0.00	0.00	0	3,588	0	0	0	0	0	256,156	207,304	37,087	0	61,163	207,304	43,203	55,047	147,102	82,086
1831+00.00'NB'	100.00	0.00	844.46	0.00	0.00	0.00	0.00	0.00	0	3,337	0	0	0	0	0	256,156	210,641	37,087	0	61,163	210,641	43,203	55,047	143,765	82,086
1831+50.00'NB'	50.00	0.00	818.42	0.00	0.00	0.00	0.00	0.00	0	1,540	0	0	0	0	0	256,156	212,181	37,087	0	61,163	212,181	43,203	55,047	142,225	82,086
1832+00.00'NB'	50.00	0.00	809.63	0.00	0.00	0.00	0.00	0.00	0	1,507	0	0	0	0	0	256,156	213,688	37,087	0	61,163	213,688	43,203	55,047	140,718	82,086
1832+78.47'NB'	78.47	0.00	821.45	0.00	0.00	0.00	0.00	0.00	0	2,370	0	0	0	0	0	256,156	216,058	37,087	0	61,163	216,058	43,203	55,047	138,348	82,086
1832+82.47'NB'	4.00	0.00	826.91	0.00	0.00	0.00	0.00	0.00	0	122	0	0	0	0	0	256,156	216,180	37,087	0	61,163	216,180	43,203	55,047	138,226	82,086
1832+88.25'NB'	5.78	0.00	830.98	0.00	0.00	0.00	0.00	0.00	0	178	0	0	0	0	0	256,156	216,358	37,087	0	61,163	216,358	43,203	55,047	138,048	82,086
1833+00.00'NB'	11.75	0.00	792.56	0.00	0.00	0.00	0.00	0.00	0	353	0	0	0	0	0	256,156	216,711	37,087	0	61,163	216,711	43,203	55,047	137,695	82,086

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1834+00.00'NB'	100.00	0.00	599.66	0.00	0.00	0.00	0.00	0.00	0	2,578	0	0	0	0	0	256,156	219,289	37,087	0	61,163	219,289	43,203	55,047	135,117	82,086
1835+00.00'NB'	100.00	0.00	479.35	0.00	0.00	0.00	0.00	0.00	0	1,998	0	0	0	0	0	256,156	221,287	37,087	0	61,163	221,287	43,203	55,047	133,119	82,086
1836+00.00'NB'	100.00	3.83	381.86	0.00	0.00	0.00	0.00	0.00	7	1,595	0	0	0	0	0	256,163	222,882	37,087	0	61,163	222,882	43,203	55,047	131,531	82,086
1836+63.21'NB'	63.21	3.63	306.41	0.00	0.00	0.00	0.00	0.00	9	806	0	0	0	0	0	256,172	223,688	37,087	0	61,163	223,688	43,203	55,047	130,734	82,086
1836+63.22'NB'	0.01	31.64	330.33	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	256,172	223,688	37,087	0	61,163	223,688	43,203	55,047	130,734	82,086
1837+00.00'NB'	36.78	55.19	289.35	0.00	0.00	0.00	0.00	0.00	59	422	0	0	0	0	0	256,231	224,110	37,087	0	61,163	224,110	43,203	55,047	130,371	82,086
1837+44.84'NB'	44.84	140.29	230.36	0.00	0.00	0.00	0.00	0.00	162	432	0	0	0	0	0	256,393	224,542	37,087	0	61,163	224,542	43,203	55,047	130,101	82,086
1837+55.03'NB'	10.19	161.31	218.53	0.00	0.00	0.00	0.00	0.00	57	85	0	0	0	0	0	256,450	224,627	37,087	0	61,163	224,627	43,203	55,047	130,073	82,086
1838+00.00'NB'	44.97	211.77	188.77	0.00	0.00	0.00	0.00	0.00	311	339	0	0	0	0	0	256,761	224,966	37,087	0	61,163	224,966	43,203	55,047	130,045	82,086
1839+00.00'NB'	100.00	346.86	143.95	0.00	0.00	0.00	0.00	0.00	1,034	616	0	0	0	0	0	257,795	225,582	37,087	0	61,163	225,582	43,203	55,047	130,463	82,086
1840+00.00'NB'	100.00	479.59	100.79	0.00	0.00	0.00	0.00	0.00	1,530	453	0	0	0	0	0	259,325	226,035	37,087	0	61,163	226,035	43,203	55,047	131,540	82,086
1840+80.60'NB'	80.60	507.12	69.66	0.00	0.00	0.00	0.00	0.00	1,473	254	0	0	0	0	0	260,798	226,289	37,087	0	61,163	226,289	43,203	55,047	132,759	82,086
1841+00.00'NB'	19.40	493.32	66.60	0.00	0.00	0.00	0.00	0.00	359	49	0	0	0	0	0	261,157	226,338	37,087	0	61,163	226,338	43,203	55,047	133,069	82,086
1842+00.00'NB'	100.00	291.45	65.81	0.00	0.00	0.00	0.00	0.00	1,453	245	0	0	0	0	0	262,610	226,583	37,087	0	61,163	226,583	43,203	55,047	134,277	82,086
1842+64.04'NB'	64.04	102.17	73.05	0.00	0.00	0.00	0.00	0.00	467	165	0	0	0	0	0	263,077	226,748	37,087	0	61,163	226,748	43,203	55,047	134,579	82,086
1843+00.00'NB'	35.96	45.25	109.40	0.00	0.00	0.00	0.00	0.00	98	122	0	0	0	0	0	263,175	226,870	37,087	0	61,163	226,870	43,203	55,047	134,555	82,086
1844+00.00'NB'	100.00	41.84	202.77	0.00	0.00	0.00	0.00	0.00	161	578	0	0	0	0	0	263,336	227,448	37,087	0	61,163	227,448	43,203	55,047	134,138	82,086
1844+81.00'NB'	81.00	65.15	179.06	0.00	0.00	0.00	0.00	0.00	160	573	0	0	0	0	0	263,496	228,021	37,087	0	61,163	228,021	43,203	55,047	133,725	82,086
1845+00.00'NB'	19.00	71.14	185.35	0.00	0.00	0.00	0.00	0.00	48	128	0	0	0	0	0	263,544	228,149	37,087	0	61,163	228,149	43,203	55,047	133,645	82,086
1845+50.00'NB'	50.00	147.27	169.28	0.00	0.00	0.00	0.00	0.00	202	328	0	0	0	0	0	263,746	228,477	37,087	0	61,163	228,477	43,203	55,047	133,519	82,086
1846+00.00'NB'	50.00	106.04	167.91	0.00	0.00	70.24	7.02	63.22	235	312	0	0	65	7	59	263,981	228,789	37,087	0	61,228	228,789	43,210	55,105	133,507	82,099
1847+00.00'NB'	100.00	132.21	216.15	0.00	0.00	82.78	8.28	74.50	441	711	0	0	283	28	255	264,422	229,500	37,087	0	61,511	229,500	43,238	55,360	133,520	82,152
1848+00.00'NB'	100.00	144.46	278.47	0.00	0.00	96.30	9.63	86.67	512	916	0	0	332	33	299	264,934	230,416	37,087	0	61,843	230,416	43,271	55,659	133,448	82,215
1849+00.00'NB'	100.00	151.01	389.09	0.00	0.00	30.95	3.10	27.86	547	1,236	0	0	236	24	212	265,481	231,652	37,087	0	62,079	231,652	43,295	55,871	132,995	82,260
1849+50.00'NB'	50.00	167.29	443.82	0.00	0.00	17.77	1.78	15.99	295	771	0	0	45	5	41	265,776	232,423	37,087	0	62,124	232,423	43,299	55,912	132,564	82,269
1850+00.00'NB'	50.00	220.37	517.73	0.00	0.00	65.59	6.56	59.03	359	890	0	0	77	8	69	266,135	233,313	37,087	0	62,201	233,313	43,307	55,981	132,110	82,283
1850+20.17'NB'	20.17	286.28	549.96	0.00	0.00	68.77	6.88	61.89	189	399	0	0	50	5	45	266,324	233,712	37,087	0	62,251	233,712	43,312	56,026	131,950	82,293
1851+00.00'NB'	79.83	227.24	651.81	0.00	0.00	72.02	7.20	64.81	759	1,777	0	0	208	21	187	267,083	235,489	37,087	0	62,459	235,489	43,333	56,213	131,140	82,333
1852+00.00'NB'	100.00	182.70	763.51	0.00	0.00	100.35	10.04	90.32	759	2,621	0	0	319	32	287	267,842	238,110	37,087	0	62,778	238,110	43,365	56,500	129,597	82,393
1853+00.00'NB'	100.00	191.48	722.64	0.00	0.00	0.00	0.00	0.00	693	2,752	0	0	186	19	167	268,535	240,862	37,087	0	62,964	240,862	43,383	56,668	127,724	82,428
1853+50.00'NB'	50.00	270.46	637.65	0.00	0.00	0.00	0.00	0.00	428	1,260	0	0	0	0	0	268,963	242,122	37,087	0	62,964	242,122	43,383	56,668	126,892	82,428
1854+00.00'NB'	50.00	248.94	465.20	0.00	0.00	0.00	0.00	0.00	481	1,021	0	0	0	0	0	269,444	243,143	37,087	0	62,964	243,143	43,383	56,668	126,352	82,428
1855+00.00'NB'	100.00	284.66	10.58	0.00	0.00	0.00	0.00	0.00	988	881	0	0	0	0	0	270,432	244,024	37,087	0	62,964	244,024	43,383	56,668	126,459	82,428
1856+00.00'NB'	100.00	587.97	0.17	0.00	0.00	0.00	0.00	0.00	1,616	20	0	0	0	0	0	272,048	244,044	37,087	0	62,964	244,044	43,383	56,668	128,055	82,428
1856+95.23'NB'	95.23	439.86	2.65	0.00	0.00	0.00	0.00	0.00	1,813	5	0	0	0	0	0	273,861	244,049	37,087	0	62,964	244,049	43,383	56,668	129,863	82,428
1857+00.00'NB'	4.77	422.53	3.19	0.00	0.00	0.00	0.00	0.00	76	1	0	0	0	0	0	273,937	244,050	37,087	0	62,964	244,050	43,383	56,668	129,938	82,428
1857+31.23'NB'	31.23	350.11	8.51	0.00	0.00	0.00	0.00	0.00	447	7	0	0	0	0	0	274,384	244,057	37,087	0	62,964	244,057	43,383	56,668	130,378	82,428
1857+47.23'NB'	15.99	305.47	21.69	0.00	0.00	0.00	0.00	0.00	194	9	0	0	0	0	0	274,578	244,066	37,087	0	62,964	244,066	43,383	56,668	130,563	82,428
1858+00.00'NB'	52.77	318.88	72.96	0.00	0.00	0.00	0.00	0.00	610	93	0	0	0	0	0	275,188	244,159	37,087	0	62,964	244,159	43,383	56,668	131,080	82,428
1858+51.23'NB'	51.23	347.39	32.41	0.00	0.00	0.00	0.00	0.00	632	100	0	0	0	0	0	275,820	244,259	37,087	0	62,964	244,259	43,383	56,668	131,612	82,428
1858+87.00'NB'	35.77	382.53	1.03	0.00	0.00	0.00	0.00	0.00	483	22	0	0	0	0	0	276,303	244,281	37,087	0	62,964	244,281	43,383	56,668	132,073	82,428
1859+00.00'NB'	13.00	402.74	0.14	0.00	0.00	0.00	0.00	0.00	189	0	0	0	0	0	0	276,492	244,281	37,087	0	62,964	244,281	43,383	56,668	132,262	82,428
1859+71.23'NB'	71.23	445.72	0.00	0.00	0.00	0.00	0.00	0.00	1,119	0	0	0	0	0	0	277,611	244,281	37,087	0	62,964	244,281	43,383	56,668	133,381	82,428
1860+00.00'NB'	28.77	448.60	0.00	0.00	0.00	0.00	0.00	0.00	476	0	0	0	0	0	0	278,087	244,281	37,087	0	62,964	244,281	43,383	56,668	133,857	82,428
1860+19.00'NB'	19.00	419.68	1.73	0.00	0.00	0.00	0.00	0.00	306	1	0	0	0	0	0	278,393	244,282	37,087	0	62,964	244,282	43,383	56,668	134,162	82,428
1860+92.93'NB'	73.93	336.46	107.21	0.00	0.00	0.00	0.00	0.00	1,035	149	0	0	0	0	0	279,428	244,431	37,087	0	62,964	244,431	43,383	56,668	135,048	82,428
1861+00.00'NB'	7.07	342.03	106.35	0.00	0.00	0.00	0.00	0.00	89	28	0	0	0	0	0	279,517	244,459	37,087	0	62,964	244,459	43,383	56,668	135,109	82,428
1861+07.81'NB'	7.81	351.83	98.13	0.00	0.00	0.00	0.00	0.00	100	30	0	0	0	0	0	279,617	244,489	37,087	0	62,964	244,489	43,383	56,668	135,179	82,428
1861+44.05'NB'	36.24	371.41	120.35	0.00	0.00	0.00	0.00	0.00	485	147	0	0	0	0	0	280,102	244,636	37,087	0	62,964	244,636	43,383	56,668	135,517	82,428
1862+00.00'NB'	55.95	381.20	125.16	0.00	0.00	0.00	0.00	0.00	780	254	0	0	0	0	0	280,882	244,890	37,087	0	62,964	244,890	43,383	56,668	136,043	82,428
1863+00.00'NB'	100.00	423.98	95.37	0.00	0.00	0.00	0.00	0.00	1,491	408	0	0	0	0	0	282,373	245,298	37,087	0	62,964	245,298	43,383	56,668	137,126	82,428
1864+00.00'NB'	100.00	449.06	76.10	0.00	0.00	0.00	0.00	0.00	1,617	318	0	0	0	0	0	283,990	245,616	37,087	0	62,964	245,616	43,383	56,668	138,425	82,428
1865+00.00'NB'	100.00	448.65	87.18	0.00	0.00	0.00	0.00	0.00	1,662	302	0	0	0	0	0	285,652	245,918	37,087	0	62,964	245,918	43,383	56,668	139,785	82,428

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PROJECT NO:1007-11-75 | HWY: IH 39 | COUNTY: DANE | EARTHWORK DATA: STAGE 2-3 | SHEET 763 | E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\090101_EWK_STAGE 2-3.DWG PLOT DATE : 8/10/2016 12:37 PM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1" = 1'

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1866+00.00'NB'	100.00	423.15	99.65	0.00	0.00	0.00	0.00	0.00	1,614	346	0	0	0	0	0	287,266	246,264	37,087	0	62,964	246,264	43,383	56,668	141,053	82,428
1867+00.00'NB'	100.00	404.72	98.64	0.00	0.00	0.00	0.00	0.00	1,533	367	0	0	0	0	0	288,799	246,631	37,087	0	62,964	246,631	43,383	56,668	142,219	82,428
1868+00.00'NB'	100.00	357.35	63.41	0.00	0.00	0.00	0.00	0.00	1,411	300	0	0	0	0	0	290,210	246,931	37,087	0	62,964	246,931	43,383	56,668	143,330	82,428
1869+00.00'NB'	100.00	350.94	25.63	0.00	0.00	0.00	0.00	0.00	1,312	165	0	0	0	0	0	291,522	247,096	37,087	0	62,964	247,096	43,383	56,668	144,477	82,428
1870+00.00'NB'	100.00	313.90	130.47	0.00	0.00	0.00	0.00	0.00	1,231	289	0	0	0	0	0	292,753	247,385	37,087	0	62,964	247,385	43,383	56,668	145,419	82,428
1871+00.00'NB'	100.00	294.34	280.33	0.00	0.00	0.00	0.00	0.00	1,126	761	0	0	0	0	0	293,879	248,146	37,087	0	62,964	248,146	43,383	56,668	145,784	82,428
1871+50.00'NB'	50.00	293.46	346.26	0.00	0.00	0.00	0.00	0.00	544	580	0	0	0	0	0	294,423	248,726	37,087	0	62,964	248,726	43,383	56,668	145,748	82,428
1872+00.00'NB'	50.00	282.13	372.64	0.00	0.00	0.00	0.00	0.00	533	666	0	0	0	0	0	294,956	249,392	37,087	0	62,964	249,392	43,383	56,668	145,615	82,428
1873+00.00'NB'	100.00	226.86	338.45	0.00	0.00	0.00	0.00	0.00	943	1,317	0	0	0	0	0	295,899	250,709	37,087	0	62,964	250,709	43,383	56,668	145,241	82,428
1874+00.00'NB'	100.00	192.24	178.77	0.00	0.00	0.00	0.00	0.00	776	958	0	0	0	0	0	296,675	251,667	37,087	0	62,964	251,667	43,383	56,668	145,059	82,428
1875+00.00'NB'	100.00	153.95	65.89	0.00	0.00	0.00	0.00	0.00	641	453	0	0	0	0	0	297,316	252,120	37,087	0	62,964	252,120	43,383	56,668	145,247	82,428
1876+00.00'NB'	100.00	118.14	63.93	0.00	0.00	0.00	0.00	0.00	504	240	0	0	0	0	0	297,820	252,360	37,087	0	62,964	252,360	43,383	56,668	145,511	82,428
1877+00.00'NB'	100.00	86.29	90.80	0.00	0.00	0.00	0.00	0.00	379	287	0	0	0	0	0	298,199	252,647	37,087	0	62,964	252,647	43,383	56,668	145,603	82,428
1878+00.00'NB'	100.00	215.41	121.50	0.00	0.00	0.00	0.00	0.00	559	393	0	0	0	0	0	298,758	253,040	37,087	0	62,964	253,040	43,383	56,668	145,769	82,428
1879+00.00'NB'	100.00	286.13	140.91	0.00	0.00	0.00	0.00	0.00	929	486	0	0	0	0	0	299,687	253,526	37,087	0	62,964	253,526	43,383	56,668	146,212	82,428
1880+00.00'NB'	100.00	153.09	126.74	0.00	0.00	0.00	0.00	0.00	813	496	0	0	0	0	0	300,500	254,022	37,087	0	62,964	254,022	43,383	56,668	146,529	82,428
1880+25.00'NB'	25.00	186.11	110.98	0.00	0.00	0.00	0.00	0.00	157	110	0	0	0	0	0	300,657	254,132	37,087	0	62,964	254,132	43,383	56,668	146,576	82,428
1881+00.00'NB'	75.00	222.87	119.68	0.00	0.00	0.00	0.00	0.00	568	320	0	0	0	0	0	301,225	254,452	37,087	0	62,964	254,452	43,383	56,668	146,824	82,428
1881+25.00'NB'	25.00	267.84	105.57	0.00	0.00	0.00	0.00	0.00	227	104	0	0	0	0	0	301,452	254,556	37,087	0	62,964	254,556	43,383	56,668	146,947	82,428
1881+50.00'NB'	25.00	315.71	109.74	0.00	0.00	0.00	0.00	0.00	270	100	0	0	0	0	0	301,722	254,656	37,087	0	62,964	254,656	43,383	56,668	147,117	82,428
1882+00.00'NB'	50.00	253.42	119.07	0.00	0.00	0.00	0.00	0.00	527	212	0	0	0	0	0	302,249	254,868	37,087	0	62,964	254,868	43,383	56,668	147,432	82,428
1883+00.00'NB'	100.00	137.22	248.43	0.00	0.00	0.00	0.00	0.00	723	681	0	0	0	0	0	302,972	255,549	37,087	0	62,964	255,549	43,383	56,668	147,474	82,428
1883+66.67'NB'	66.67	48.81	366.29	0.00	0.00	0.00	0.00	0.00	230	759	0	0	0	0	0	303,202	256,308	37,087	0	62,964	256,308	43,383	56,668	146,945	82,428
1884+00.00'NB'	33.33	41.72	419.42	0.00	0.00	0.00	0.00	0.00	56	485	0	0	0	0	0	303,258	256,793	37,087	0	62,964	256,793	43,383	56,668	146,516	82,428
1885+00.00'NB'	100.00	19.84	505.29	0.00	0.00	0.00	0.00	0.00	114	1,712	0	0	0	0	0	303,372	258,505	37,087	0	62,964	258,505	43,383	56,668	144,918	82,428
1886+00.00'NB'	100.00	0.00	558.94	0.00	0.00	0.00	0.00	0.00	37	1,971	0	0	0	0	0	303,409	260,476	37,087	0	62,964	260,476	43,383	56,668	142,984	82,428
1887+00.00'NB'	100.00	0.00	544.78	0.00	0.00	0.00	0.00	0.00	0	2,044	0	0	0	0	0	303,409	262,520	37,087	0	62,964	262,520	43,383	56,668	140,940	82,428
1888+00.00'NB'	100.00	0.00	626.41	0.00	0.00	0.00	0.00	0.00	0	2,169	0	0	0	0	0	303,409	264,689	37,087	0	62,964	264,689	43,383	56,668	138,771	82,428
1889+00.00'NB'	100.00	0.00	802.47	405.31	0.00	0.00	405.31	0.00	0	2,646	751	0	0	751	0	303,409	267,335	37,838	0	62,964	267,335	44,134	56,668	136,876	83,855
1889+25.00'NB'	25.00	0.00	880.71	728.03	0.00	0.00	728.03	0.00	0	779	525	0	0	525	0	303,409	268,114	38,363	0	62,964	268,114	44,659	56,668	136,622	84,853
1890+00.00'NB'	75.00	0.00	804.36	718.37	0.00	0.00	718.37	0.00	0	2,340	2,009	0	0	2,009	0	303,409	270,454	40,372	0	62,964	270,454	46,668	56,668	136,291	88,670
1891+00.00'NB'	100.00	0.00	708.06	716.09	0.00	0.00	716.09	0.00	0	2,801	2,656	0	0	2,656	0	303,409	273,255	43,028	0	62,964	273,255	49,324	56,668	136,146	93,716
1892+00.00'NB'	100.00	0.00	601.69	714.57	0.00	0.00	714.57	0.00	0	2,425	2,649	0	0	2,649	0	303,409	275,680	45,677	0	62,964	275,680	51,973	56,668	136,370	98,749
1893+00.00'NB'	100.00	5.20	541.35	693.88	0.00	0.00	693.88	0.00	10	2,117	2,608	0	0	2,608	0	303,419	277,797	48,285	0	62,964	277,797	54,581	56,668	136,871	103,705
1894+00.00'NB'	100.00	16.22	448.31	726.21	0.00	0.00	726.21	0.00	40	1,833	2,630	0	0	2,630	0	303,459	279,630	50,915	0	62,964	279,630	57,211	56,668	137,708	108,702
1895+00.00'NB'	100.00	21.46	348.67	786.14	0.00	0.00	786.14	0.00	70	1,476	2,801	0	0	2,801	0	303,529	281,106	53,716	0	62,964	281,106	60,012	56,668	139,103	114,024
1896+00.00'NB'	100.00	25.45	215.14	932.22	0.00	0.00	932.22	0.00	87	1,044	3,182	0	0	3,182	0	303,616	282,150	56,898	0	62,964	282,150	63,194	56,668	141,328	120,069
1897+00.00'NB'	100.00	28.53	210.76	925.84	0.00	0.00	925.84	0.00	100	789	3,441	0	0	3,441	0	303,716	282,939	60,339	0	62,964	282,939	66,635	56,668	144,080	126,607
1898+00.00'NB'	100.00	35.76	283.54	898.36	0.00	0.00	898.36	0.00	119	915	3,378	0	0	3,378	0	303,835	283,854	63,717	0	62,964	283,854	70,013	56,668	146,662	133,025
1899+00.00'NB'	100.00	40.95	325.21	920.89	0.00	0.00	920.89	0.00	142	1,127	3,369	0	0	3,369	0	303,977	284,981	67,086	0	62,964	284,981	73,382	56,668	149,046	139,427
1900+00.00'NB'	100.00	48.71	509.90	803.66	0.00	0.00	803.66	0.00	166	1,547	3,194	0	0	3,194	0	304,143	286,528	70,280	0	62,964	286,528	76,576	56,668	150,859	145,495
1901+00.00'NB'	100.00	66.00	623.92	788.02	0.00	0.00	788.02	0.00	212	2,100	2,948	0	0	2,948	0	304,355	288,628	73,228	0	62,964	288,628	79,524	56,668	151,919	151,096
1901+44.48'NB'	44.48	78.94	661.00	772.18	0.00	0.00	772.18	0.00	119	1,058	1,285	0	0	1,285	0	304,474	289,686	74,513	0	62,964	289,686	80,809	56,668	152,265	153,538
1902+00.00'NB'	55.52	96.82	763.54	669.88	0.00	0.00	669.88	0.00	181	1,465	1,483	0	0	1,483	0	304,655	291,151	75,996	0	62,964	291,151	82,292	56,668	152,464	156,356
1903+00.00'NB'	100.00	113.74	900.50	781.38	0.00	0.00	781.38	0.00	390	3,082	2,688	0	0	2,688	0	305,045	294,233	78,684	0	62,964	294,233	84,980	56,668	152,460	161,463
1904+00.00'NB'	100.00	136.54	1,115.31	794.09	0.00	0.00	794.09	0.00	463	3,733	2,918	0	0	2,918	0	305,508	297,966	81,602	0	62,964	297,966	87,898	56,668	152,108	167,007
1904+60.00'NB'	60.00	228.11	1,648.23	744.99	0.00	0.00	744.99	0.00	405	3,071	1,710	0	0	1,710	0	305,913	301,037	83,312	0	62,964	301,037	89,608	56,668	151,152	170,256
1905+00.00'NB'	40.00	187.35	1,475.54	647.03	0.00	0.00	647.03	0.00	308	2,314	1,031	0	0	1,031	0	306,221	303,351	84,343	0	62,964	303,351	90,639	56,668	150,177	172,215
1905+50.00'NB'	50.00	188.80	1,438.48	834.57	0.00	0.00	834.57	0.00	348	2,698	1,372	0	0	1,372	0	306,569	306,049	85,715	0	62,964	306,049	92,011	56,668	149,199	174,822
1906+00.00'NB'	50.00	174.94	1,465.51	915.51	0.00	0.00	915.51	0.00	337	2,689	1,620	0	0	1,620	0	306,906	308,738	87,335	0	62,964	308,738	93,631	56,668	148,467	177,900
1907+00.00'NB'	100.00	97.99	1,547.11	0.00	0.00	0.00	0.00	0.00	505	5,579	1,695	0	0	1,695	0	307,411	314,317	89,030	0	62,964	314,317	95,326	56,668	145,088	181,120
1908+00.00'NB'	100.00	75.36	1,611.42	0.00	0.00	0.00	0.00	0.00	321	5,849	0	0	0	0	0	307,732	320,166	89,030	0	62,964	320,166	95,326	56,668	139,560	181,120
1909+00.00'NB'	100.00	41.40	1,645.39	0.00	0.00	0.00	0.00	0.00	216	6,031	0	0	0	0	0	307,948	326,197	89,030	0	62,964	326,197	95,326	56,668	133,745	181,120

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1910+00.00'NB'	100.00	13.53	1,577.34	0.00	0.00	0.00	0.00	0.00	102	5,968	0	0	0	0	0	308,050	332,165	89,030	0	62,964	332,165	95,326	56,668	127,879	181,120
1911+00.00'NB'	100.00	0.00	1,486.10	0.00	0.00	0.00	0.00	0.00	25	5,673	0	0	0	0	0	308,075	337,838	89,030	0	62,964	337,838	95,326	56,668	122,231	181,120
1912+00.00'NB'	100.00	0.00	1,404.96	0.00	0.00	0.00	0.00	0.00	0	5,354	0	0	0	0	0	308,075	343,192	89,030	0	62,964	343,192	95,326	56,668	116,877	181,120
1913+00.00'NB'	100.00	0.35	1,424.44	0.00	0.00	0.00	0.00	0.00	1	5,240	0	0	0	0	0	308,076	348,432	89,030	0	62,964	348,432	95,326	56,668	111,638	181,120
1914+00.00'NB'	100.00	25.49	1,146.50	0.00	0.00	0.00	0.00	0.00	48	4,761	0	0	0	0	0	308,124	353,193	89,030	0	62,964	353,193	95,326	56,668	106,925	181,120
1915+00.00'NB'	100.00	125.43	939.45	0.00	0.00	0.00	0.00	0.00	279	3,863	0	0	0	0	0	308,403	357,056	89,030	0	62,964	357,056	95,326	56,668	103,341	181,120
1916+00.00'NB'	100.00	348.13	854.12	0.00	0.00	0.00	0.00	0.00	877	3,321	0	0	0	0	0	309,280	360,377	89,030	0	62,964	360,377	95,326	56,668	100,897	181,120
1917+00.00'NB'	100.00	642.99	805.54	0.00	0.00	0.00	0.00	0.00	1,835	3,073	0	0	0	0	0	311,115	363,450	89,030	0	62,964	363,450	95,326	56,668	99,659	181,120
1918+00.00'NB'	100.00	684.67	731.17	0.00	0.00	0.00	0.00	0.00	2,459	2,846	0	0	0	0	0	313,574	366,296	89,030	0	62,964	366,296	95,326	56,668	99,272	181,120
1919+00.00'NB'	100.00	600.63	646.43	0.00	0.00	0.00	0.00	0.00	2,380	2,551	0	0	0	0	0	315,954	368,847	89,030	0	62,964	368,847	95,326	56,668	99,101	181,120
1920+00.00'NB'	100.00	545.51	538.59	0.00	0.00	0.00	0.00	0.00	2,122	2,194	0	0	0	0	0	318,076	371,041	89,030	0	62,964	371,041	95,326	56,668	99,029	181,120
1921+00.00'NB'	100.00	420.19	441.63	0.00	0.00	0.00	0.00	0.00	1,788	1,815	0	0	0	0	0	319,864	372,856	89,030	0	62,964	372,856	95,326	56,668	99,002	181,120
1922+00.00'NB'	100.00	279.33	360.41	0.00	0.00	0.00	0.00	0.00	1,295	1,485	0	0	0	0	0	321,159	374,341	89,030	0	62,964	374,341	95,326	56,668	98,812	181,120
1923+00.00'NB'	100.00	219.41	349.45	0.00	0.00	0.00	0.00	0.00	924	1,315	0	0	0	0	0	322,083	375,656	89,030	0	62,964	375,656	95,326	56,668	98,421	181,120
1924+00.00'NB'	100.00	200.94	335.91	0.00	0.00	0.00	0.00	0.00	778	1,269	0	0	0	0	0	322,861	376,925	89,030	0	62,964	376,925	95,326	56,668	97,930	181,120
1924+62.41'NB'	62.41	283.11	283.69	0.00	0.00	0.00	0.00	0.00	559	716	0	0	0	0	0	323,420	377,641	89,030	0	62,964	377,641	95,326	56,668	97,773	181,120
1925+00.00'NB'	37.59	340.12	258.54	0.00	0.00	0.00	0.00	0.00	434	377	0	0	0	0	0	323,854	378,018	89,030	0	62,964	378,018	95,326	56,668	97,830	181,120
1926+00.00'NB'	100.00	607.41	189.91	0.00	0.00	0.00	0.00	0.00	1,755	830	0	0	0	0	0	325,609	378,848	89,030	0	62,964	378,848	95,326	56,668	98,755	181,120
1926+09.07'NB'	9.07	638.66	182.30	0.00	0.00	0.00	0.00	0.00	209	63	0	0	0	0	0	325,818	378,911	89,030	0	62,964	378,911	95,326	56,668	98,901	181,120
1926+24.22'NB'	15.15	675.39	168.47	0.00	0.00	0.00	0.00	0.00	369	98	0	0	0	0	0	326,187	379,009	89,030	0	62,964	379,009	95,326	56,668	99,172	181,120
1927+00.00'NB'	75.78	679.21	163.83	0.00	0.00	0.00	0.00	0.00	1,901	466	0	0	0	0	0	328,088	379,475	89,030	0	62,964	379,475	95,326	56,668	100,607	181,120
1927+06.56'NB'	6.56	671.11	164.65	0.00	0.00	0.00	0.00	0.00	164	40	0	0	0	0	0	328,252	379,515	89,030	0	62,964	379,515	95,326	56,668	100,731	181,120
1927+21.72'NB'	15.17	637.16	164.39	0.00	0.00	0.00	0.00	0.00	367	92	0	0	0	0	0	328,619	379,607	89,030	0	62,964	379,607	95,326	56,668	101,006	181,120
1927+31.62'NB'	9.89	612.06	159.45	0.00	0.00	0.00	0.00	0.00	229	59	0	0	0	0	0	328,848	379,666	89,030	0	62,964	379,666	95,326	56,668	101,176	181,120
1927+46.68'NB'	15.06	569.63	149.93	0.00	0.00	0.00	0.00	0.00	330	86	0	0	0	0	0	329,178	379,752	89,030	0	62,964	379,752	95,326	56,668	101,420	181,120
1927+56.67'NB'	9.99	542.86	144.62	0.00	0.00	0.00	0.00	0.00	206	55	0	0	0	0	0	329,384	379,807	89,030	0	62,964	379,807	95,326	56,668	101,571	181,120
1927+71.64'NB'	14.97	505.72	136.75	0.00	0.00	0.00	0.00	0.00	291	78	0	0	0	0	0	329,675	379,885	89,030	0	62,964	379,885	95,326	56,668	101,784	181,120
1928+00.00'NB'	28.36	434.59	128.69	0.00	0.00	0.00	0.00	0.00	494	139	0	0	0	0	0	330,169	380,024	89,030	0	62,964	380,024	95,326	56,668	102,139	181,120
1929+00.00'NB'	100.00	318.56	103.54	0.00	0.00	0.00	0.00	0.00	1,395	430	0	0	0	0	0	331,564	380,454	89,030	0	62,964	380,454	95,326	56,668	103,104	181,120
1929+14.05'NB'	14.05	321.49	102.95	0.00	0.00	0.00	0.00	0.00	167	54	0	0	0	0	0	331,731	380,508	89,030	0	62,964	380,508	95,326	56,668	103,217	181,120
1929+60.34'NB'	46.29	1.73	125.16	0.00	0.00	0.00	0.00	0.00	277	196	0	0	0	0	0	332,008	380,704	89,030	0	62,964	380,704	95,326	56,668	103,298	181,120
1929+74.05'NB'	13.71	1.80	62.05	0.00	0.00	0.00	0.00	0.00	1	48	0	0	0	0	0	332,009	380,752	89,030	0	62,964	380,752	95,326	56,668	103,251	181,120
1929+94.03'NB' BK	19.98	57.38	0.00	0.00	0.00	0.00	0.00	0.00	22	23	0	0	0	0	0	332,031	380,775	89,030	0	62,964	380,775	95,326	56,668	103,250	181,120
1930+94.77'NB'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	332,031	380,775	89,030	0	62,964	380,775	95,326	56,668	103,250	181,120
1931+00.00'NB'	5.23	26.45	0.61	0.00	0.00	0.00	0.00	0.00	3	0	0	0	0	0	0	332,034	380,775	89,030	0	62,964	380,775	95,326	56,668	103,253	181,120
1931+08.51'NB'	8.51	25.75	10.06	0.00	0.00	0.00	0.00	0.00	8	2	0	0	0	0	0	332,042	380,777	89,030	0	62,964	380,777	95,326	56,668	103,259	181,120
1931+14.84'NB'	6.33	66.45	7.35	0.00	0.00	0.00	0.00	0.00	11	2	0	0	0	0	0	332,053	380,779	89,030	0	62,964	380,779	95,326	56,668	103,268	181,120
1931+28.48'NB'	13.64	22.99	20.23	0.00	0.00	0.00	0.00	0.00	23	7	0	0	0	0	0	332,076	380,786	89,030	0	62,964	380,786	95,326	56,668	103,284	181,120
1931+45.20'NB'	16.72	161.37	27.09	0.00	0.00	0.00	0.00	0.00	57	15	0	0	0	0	0	332,133	380,801	89,030	0	62,964	380,801	95,326	56,668	103,326	181,120
1931+65.40'NB'	20.19	170.43	25.88	0.00	0.00	0.00	0.00	0.00	124	20	0	0	0	0	0	332,257	380,821	89,030	0	62,964	380,821	95,326	56,668	103,430	181,120
1931+74.84'NB'	9.45	148.84	24.94	0.00	0.00	0.00	0.00	0.00	56	9	0	0	0	0	0	332,313	380,830	89,030	0	62,964	380,830	95,326	56,668	103,477	181,120
1931+88.49'NB'	13.65	136.07	22.55	0.00	0.00	0.00	0.00	0.00	72	12	0	0	0	0	0	332,385	380,842	89,030	0	62,964	380,842	95,326	56,668	103,537	181,120
1932+00.00'NB'	11.51	128.31	22.10	0.00	0.00	0.00	0.00	0.00	56	10	0	0	0	0	0	332,441	380,852	89,030	0	62,964	380,852	95,326	56,668	103,583	181,120
1933+00.00'NB'	100.00	140.61	5.86	0.00	0.00	0.00	0.00	0.00	498	52	0	0	0	0	0	332,939	380,904	89,030	0	62,964	380,904	95,326	56,668	104,029	181,120
1933+30.85'NB'	30.85	167.85	5.12	0.00	0.00	0.00	0.00	0.00	176	6	0	0	0	0	0	333,115	380,910	89,030	0	62,964	380,910	95,326	56,668	104,199	181,120
1933+46.79'NB'	15.95	175.67	4.68	0.00	0.00	0.00	0.00	0.00	101	3	0	0	0	0	0	333,216	380,913	89,030	0	62,964	380,913	95,326	56,668	104,297	181,120
1933+55.81'NB'	9.01	185.29	3.93	0.00	0.00	0.00	0.00	0.00	60	1	0	0	0	0	0	333,276	380,914	89,030	0	62,964	380,914	95,326	56,668	104,356	181,120
1933+71.66'NB'	15.85	214.75	2.92	0.00	0.00	0.00	0.00	0.00	117	2	0	0	0	0	0	333,393	380,916	89,030	0	62,964	380,916	95,326	56,668	104,471	181,120
1933+80.76'NB'	9.10	235.74	2.58	0.00	0.00	0.00	0.00	0.00	76	1	0	0	0	0	0	333,469	380,917	89,030	0	62,964	380,917	95,326	56,668	104,546	181,120
1933+96.53'NB'	15.77	274.15	3.14	0.00	0.00	0.00	0.00	0.00	149	2	0	0	0	0	0	333,618	380,919	89,030	0	62,964	380,919	95,326	56,668	104,693	181,120
1934+00.00'NB'	3.47	285.02	3.27	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	0	333,654	380,919	89,030	0	62,964	380,919	95,326	56,668	104,729	181,120
1934+63.67'NB'	63.67	489.22	10.57	0.00	0.00	0.00	0.00	0.00	913	16	0	0	0	0	0	334,567	380,935	89,030	0	62,964	380,935	95,326	56,668	105,626	181,120
1934+64.06'NB'	0.39	490.80	10.58	0.00	0.00	0.00	0.00	0.00	7	0	0	1,340	0	0	0	334,574	380,935	89,030	1,340	62,964	380,935	95,326	56,668	106,973	181,120

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1935+00.00'NB'	35.94	627.06	9.25	0.00	0.00	0.00	0.00	0.00	744	13	0	0	0	0	0	335,318	380,948	89,030	1,340	62,964	380,948	95,326	56,668	107,704	181,120
1936+00.00'NB'	100.00	651.91	5.12	0.00	0.00	0.00	0.00	0.00	2,368	27	0	0	0	0	0	337,686	380,975	89,030	1,340	62,964	380,975	95,326	56,668	110,045	181,120
1937+00.00'NB'	100.00	706.44	2.30	0.00	0.00	0.00	0.00	0.00	2,515	14	0	0	0	0	0	340,201	380,989	89,030	1,340	62,964	380,989	95,326	56,668	112,546	181,120
1938+00.00'NB'	100.00	983.12	5.46	0.00	0.00	0.00	0.00	0.00	3,129	14	0	0	0	0	0	343,330	381,003	89,030	1,340	62,964	381,003	95,326	56,668	115,661	181,120
1939+00.00'NB'	100.00	756.18	18.90	0.00	0.00	0.00	0.00	0.00	3,221	45	0	0	0	0	0	346,551	381,048	89,030	1,340	62,964	381,048	95,326	56,668	118,837	181,120
1939+32.58'NB'	32.58	601.58	24.17	0.00	0.00	0.00	0.00	0.00	819	26	0	0	0	0	0	347,370	381,074	89,030	1,340	62,964	381,074	95,326	56,668	119,630	181,120
1940+00.00'NB'	67.42	384.62	33.74	0.00	0.00	0.00	0.00	0.00	1,231	72	0	0	0	0	0	348,601	381,146	89,030	1,340	62,964	381,146	95,326	56,668	120,789	181,120
1940+38.50'NB'	38.50	341.28	39.59	0.00	0.00	0.00	0.00	0.00	518	52	0	0	0	0	0	349,119	381,198	89,030	1,340	62,964	381,198	95,326	56,668	121,255	181,120
1940+67.43'NB'	28.93	258.31	3.71	0.00	0.00	0.00	0.00	0.00	321	23	0	0	0	0	0	349,440	381,221	89,030	1,340	62,964	381,221	95,326	56,668	121,553	181,120
1941+00.00'NB'	32.57	250.18	2.41	0.00	0.00	0.00	0.00	0.00	307	4	0	0	0	0	0	349,747	381,225	89,030	1,340	62,964	381,225	95,326	56,668	121,856	181,120
1941+57.57'NB'	57.57	288.55	7.78	0.00	0.00	0.00	0.00	0.00	574	11	0	0	0	0	0	350,321	381,236	89,030	1,340	62,964	381,236	95,326	56,668	122,419	181,120
1941+57.67'NB'	0.10	265.84	7.80	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	0	350,322	381,236	89,030	1,340	62,964	381,236	95,326	56,668	122,420	181,120
1942+00.00'NB'	42.33	316.84	14.38	0.00	0.00	0.00	0.00	0.00	457	17	0	0	0	0	0	350,779	381,253	89,030	1,340	62,964	381,253	95,326	56,668	122,860	181,120
1943+00.00'NB'	100.00	540.01	58.45	0.00	0.00	0.00	0.00	0.00	1,587	135	0	0	0	0	0	352,366	381,388	89,030	1,340	62,964	381,388	95,326	56,668	124,312	181,120
1944+00.00'NB'	100.00	404.08	312.97	0.00	0.00	0.00	0.00	0.00	1,748	688	0	0	0	0	0	354,114	382,076	89,030	1,340	62,964	382,076	95,326	56,668	125,372	181,120
1944+37.50'NB'	37.50	368.86	372.09	0.00	0.00	0.00	0.00	0.00	537	476	0	0	0	0	0	354,651	382,552	89,030	1,340	62,964	382,552	95,326	56,668	125,433	181,120
1944+87.50'NB'	50.00	396.72	484.15	0.00	0.00	0.00	0.00	0.00	709	793	0	0	0	0	0	355,360	383,345	89,030	1,340	62,964	383,345	95,326	56,668	125,349	181,120
1945+00.00'NB'	12.50	433.33	516.55	0.00	0.00	0.00	0.00	0.00	192	232	0	0	0	0	0	355,552	383,577	89,030	1,340	62,964	383,577	95,326	56,668	125,309	181,120
1945+50.00'NB'	50.00	682.70	692.47	0.00	0.00	0.00	0.00	0.00	1,033	1,119	0	0	0	0	0	356,585	384,696	89,030	1,340	62,964	384,696	95,326	56,668	125,223	181,120
1945+70.04'NB'	20.04	471.07	730.98	0.00	0.00	0.00	0.00	0.00	428	528	0	0	0	0	0	357,013	385,224	89,030	1,340	62,964	385,224	95,326	56,668	125,123	181,120
1946+00.00'NB'	29.96	237.16	749.94	0.00	0.00	0.00	0.00	0.00	393	822	0	0	0	0	0	357,406	386,046	89,030	1,340	62,964	386,046	95,326	56,668	124,694	181,120
1947+00.00'NB'	100.00	187.12	806.38	0.00	0.00	0.00	0.00	0.00	786	2,882	0	0	0	0	0	358,192	388,928	89,030	1,340	62,964	388,928	95,326	56,668	122,598	181,120
1947+80.35'NB'	80.35	159.76	794.52	0.00	0.00	0.00	0.00	0.00	516	2,382	0	0	0	0	0	358,708	391,310	89,030	1,340	62,964	391,310	95,326	56,668	120,732	181,120
1948+00.00'NB'	19.65	157.09	759.07	0.00	0.00	0.00	0.00	0.00	115	565	0	0	0	0	0	358,823	391,875	89,030	1,340	62,964	391,875	95,326	56,668	120,282	181,120
1948+50.00'NC'	0.00	98.86	523.12	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	358,823	391,875	89,030	1,340	62,964	391,875	95,326	56,668	120,282	181,120
1948+90.00'NC'	40.00	97.43	317.39	0.00	0.00	0.00	0.00	0.00	145	623	0	0	0	0	0	358,968	392,498	89,030	1,340	62,964	392,498	95,326	56,668	119,804	181,120
1949+00.00'NC'	10.00	100.27	258.46	0.00	0.00	0.00	0.00	0.00	37	107	0	0	0	0	0	359,005	392,605	89,030	1,340	62,964	392,605	95,326	56,668	119,734	181,120
1950+00.00'NC'	100.00	94.70	27.87	0.00	0.00	0.00	0.00	0.00	361	530	0	0	0	0	0	359,366	393,135	89,030	1,340	62,964	393,135	95,326	56,668	119,565	181,120
1950+05.32'NC'	5.32	94.12	23.75	0.00	0.00	0.00	0.00	0.00	19	5	0	0	0	0	0	359,385	393,140	89,030	1,340	62,964	393,140	95,326	56,668	119,579	181,120
1950+50.00'NC'	44.68	90.55	4.05	0.00	0.00	0.00	0.00	0.00	153	23	0	0	0	0	0	359,538	393,163	89,030	1,340	62,964	393,163	95,326	56,668	119,709	181,120
1950+65.27'NC'	15.27	91.70	1.88	0.00	0.00	0.00	0.00	0.00	52	2	0	0	0	0	0	359,590	393,165	89,030	1,340	62,964	393,165	95,326	56,668	119,759	181,120
1951+00.00'NC'	34.73	85.52	0.34	0.00	0.00	0.00	0.00	0.00	114	1	0	0	0	0	0	359,704	393,166	89,030	1,340	62,964	393,166	95,326	56,668	119,872	181,120
1952+00.00'NC'	100.00	81.52	0.00	0.00	0.00	0.00	0.00	0.00	309	1	0	0	0	0	0	360,013	393,167	89,030	1,340	62,964	393,167	95,326	56,668	120,180	181,120
1952+10.63'NC'	10.63	81.13	0.00	0.00	0.00	0.00	0.00	0.00	32	0	0	0	0	0	0	360,045	393,167	89,030	1,340	62,964	393,167	95,326	56,668	120,212	181,120
1952+20.08'NC'	9.45	80.74	0.00	0.00	0.00	0.00	0.00	0.00	28	0	0	0	0	0	0	360,073	393,167	89,030	1,340	62,964	393,167	95,326	56,668	120,240	181,120
41+37.10'L'	0.00	20.71	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	360,073	393,167	89,030	1,340	62,964	393,167	95,326	56,668	120,240	181,120
41+50.00'L'	12.90	9.67	0.00	0.00	0.00	0.00	0.00	0.00	7	0	0	0	0	0	0	360,080	393,167	89,030	1,340	62,964	393,167	95,326	56,668	120,247	181,120
42+00.00'L'	50.00	8.88	0.00	0.00	0.00	0.00	0.00	0.00	17	0	0	0	0	0	0	360,097	393,167	89,030	1,340	62,964	393,167	95,326	56,668	120,264	181,120
42+50.00'L'	50.00	75.47	0.00	0.00	0.00	0.00	0.00	0.00	78	0	0	0	0	0	0	360,175	393,167	89,030	1,340	62,964	393,167	95,326	56,668	120,342	181,120
43+00.00'L'	50.00	215.69	0.00	0.00	0.00	0.00	0.00	0.00	270	0	0	0	0	0	0	360,445	393,167	89,030	1,340	62,964	393,167	95,326	56,668	120,612	181,120
43+50.00'L'	50.00	275.59	0.00	0.00	0.00	0.00	0.00	0.00	455	0	0	0	0	0	0	360,900	393,167	89,030	1,340	62,964	393,167	95,326	56,668	121,067	181,120
44+00.00'L'	50.00	311.47	0.00	0.00	0.00	0.00	0.00	0.00	544	0	0	0	0	0	0	361,444	393,167	89,030	1,340	62,964	393,167	95,326	56,668	121,611	181,120
44+50.00'L'	50.00	357.43	0.00	0.00	0.00	0.00	0.00	0.00	619	0	0	0	0	0	0	362,063	393,167	89,030	1,340	62,964	393,167	95,326	56,668	122,230	181,120
45+00.00'L'	50.00	410.96	0.00	0.00	0.00	0.00	0.00	0.00	711	0	0	0	0	0	0	362,774	393,167	89,030	1,340	62,964	393,167	95,326	56,668	122,941	181,120
45+50.00'L'	50.00	444.76	0.00	0.00	0.00	0.00	0.00	0.00	792	0	0	0	0	0	0	363,566	393,167	89,030	1,340	62,964	393,167	95,326	56,668	123,733	181,120
46+00.00'L'	50.00	429.61	0.00	0.00	0.00	0.00	0.00	0.00	810	0	0	0	0	0	0	364,376	393,167	89,030	1,340	62,964	393,167	95,326	56,668	124,543	181,120
46+50.00'L'	50.00	396.51	0.00	0.00	0.00	0.00	0.00	0.00	765	0	0	0	0	0	0	365,141	393,167	89,030	1,340	62,964	393,167	95,326	56,668	125,308	181,120
47+00.00'L'	50.00	769.62	0.00	0.00	0.00	0.00	0.00	0.00	1,080	0	0	0	0	0	0	366,221	393,167	89,030	1,340	62,964	393,167	95,326	56,668	126,388	181,120
47+50.00'L'	50.00	353.00	0.00	0.00	0.00	0.00	0.00	0.00	1,039	0	0	0	0	0	0	367,260	393,167	89,030	1,340	62,964	393,167	95,326	56,668	127,427	181,120
48+00.00'L'	50.00	92.14	0.00	0.00	0.00	0.00	0.00	0.00	412	0	0	0	0	0	0	367,672	393,167	89,030	1,340	62,964	393,167	95,326	56,668	127,839	181,120
48+50.00'L'	50.00	92.31	0.00	0.00	0.00	0.00	0.00	0.00	171	0	0	0	0	0	0	367,843	393,167	89,030	1,340	62,964	393,167	95,326	56,668	128,010	181,120
49+00.00'L'	50.00	145.26	6.08	0.00	0.00	0.00	0.00	0.00	220	6	0	0	0	0	0	368,063	393,173	89,030	1,340	62,964	393,173	95,326	56,668	128,224	181,120
49+50.00'L'	50.00	292.08	0.68	0.00	0.00	0.00	0.00	0.00	405	6	0	0	0	0	0	368,468	393,179	89,030	1,340	62,964	393,179	95,326	56,668	128,623	181,120

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
50+00.00'L'	50.00	458.24	0.00	0.00	0.00	0.00	0.00	0.00	695	1	0	0	0	0	0	369,163	393,180	89,030	1,340	62,964	393,180	95,326	56,668	129,317	181,120
50+50.00'L'	50.00	388.08	8.00	0.00	0.00	0.00	0.00	0.00	784	7	0	0	0	0	0	369,947	393,187	89,030	1,340	62,964	393,187	95,326	56,668	130,094	181,120
51+00.00'L'	50.00	320.59	1.94	0.00	0.00	0.00	0.00	0.00	656	9	0	0	0	0	0	370,603	393,196	89,030	1,340	62,964	393,196	95,326	56,668	130,741	181,120
51+50.00'L'	50.00	369.55	0.00	0.00	0.00	0.00	0.00	0.00	639	2	0	0	0	0	0	371,242	393,198	89,030	1,340	62,964	393,198	95,326	56,668	131,378	181,120
52+00.00'L'	50.00	315.88	0.00	0.00	0.00	0.00	0.00	0.00	635	0	0	0	0	0	0	371,877	393,198	89,030	1,340	62,964	393,198	95,326	56,668	132,013	181,120
52+50.00'L'	50.00	280.14	0.00	0.00	0.00	0.00	0.00	0.00	552	0	0	0	0	0	0	372,429	393,198	89,030	1,340	62,964	393,198	95,326	56,668	132,565	181,120
53+00.00'L'	50.00	243.57	0.00	0.00	0.00	0.00	0.00	0.00	485	0	0	0	0	0	0	372,914	393,198	89,030	1,340	62,964	393,198	95,326	56,668	133,050	181,120
53+50.00'L'	50.00	216.18	0.00	0.00	0.00	0.00	0.00	0.00	426	0	0	0	0	0	0	373,340	393,198	89,030	1,340	62,964	393,198	95,326	56,668	133,476	181,120
54+00.00'L'	50.00	174.33	0.00	0.00	0.00	0.00	0.00	0.00	362	0	0	0	0	0	0	373,702	393,198	89,030	1,340	62,964	393,198	95,326	56,668	133,838	181,120
54+50.00'L'	50.00	131.37	0.00	0.00	0.00	0.00	0.00	0.00	283	0	0	0	0	0	0	373,985	393,198	89,030	1,340	62,964	393,198	95,326	56,668	134,121	181,120
55+00.00'L'	50.00	108.06	0.46	0.00	0.00	0.00	0.00	0.00	222	0	0	0	0	0	0	374,207	393,198	89,030	1,340	62,964	393,198	95,326	56,668	134,343	181,120
55+06.99'L'	6.99	101.41	2.09	0.00	0.00	0.00	0.00	0.00	27	0	0	0	0	0	0	374,234	393,198	89,030	1,340	62,964	393,198	95,326	56,668	134,370	181,120
55+50.00'L'	43.01	74.63	0.46	0.00	0.00	0.00	0.00	0.00	140	2	0	0	0	0	0	374,374	393,200	89,030	1,340	62,964	393,200	95,326	56,668	134,508	181,120
56+00.00'L'	50.00	58.20	5.37	0.00	0.00	0.00	0.00	0.00	123	5	0	0	0	0	0	374,497	393,205	89,030	1,340	62,964	393,205	95,326	56,668	134,626	181,120
56+50.00'L'	50.00	55.13	0.09	0.00	0.00	0.00	0.00	0.00	105	5	0	0	0	0	0	374,602	393,210	89,030	1,340	62,964	393,210	95,326	56,668	134,726	181,120
57+00.00'L'	50.00	40.09	0.00	0.00	0.00	0.00	0.00	0.00	88	0	0	0	0	0	0	374,690	393,210	89,030	1,340	62,964	393,210	95,326	56,668	134,814	181,120
10+50.00'DW'	0.00	3.95	15.19	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	374,690	393,210	89,030	1,340	62,964	393,210	95,326	56,668	134,814	181,120
11+00.00'DW'	50.00	4.54	13.85	0.00	0.00	0.00	0.00	0.00	8	27	0	0	0	0	0	374,698	393,237	89,030	1,340	62,964	393,237	95,326	56,668	134,795	181,120
11+50.00'DW'	50.00	4.26	20.72	0.00	0.00	0.00	0.00	0.00	8	32	0	0	0	0	0	374,706	393,269	89,030	1,340	62,964	393,269	95,326	56,668	134,771	181,120
12+00.00'DW'	50.00	16.07	0.11	0.00	0.00	0.00	0.00	0.00	19	19	0	0	0	0	0	374,725	393,288	89,030	1,340	62,964	393,288	95,326	56,668	134,771	181,120
12+50.00'DW'	50.00	31.88	0.00	0.00	0.00	0.00	0.00	0.00	44	0	0	0	0	0	0	374,769	393,288	89,030	1,340	62,964	393,288	95,326	56,668	134,815	181,120
13+00.00'DW'	50.00	26.83	0.09	0.00	0.00	0.00	0.00	0.00	54	0	0	0	0	0	0	374,823	393,288	89,030	1,340	62,964	393,288	95,326	56,668	134,869	181,120
13+50.00'DW'	50.00	34.18	0.00	0.00	0.00	0.00	0.00	0.00	56	0	0	0	0	0	0	374,879	393,288	89,030	1,340	62,964	393,288	95,326	56,668	134,925	181,120
14+00.00'DW'	50.00	52.95	0.00	0.00	0.00	0.00	0.00	0.00	81	0	0	0	0	0	0	374,960	393,288	89,030	1,340	62,964	393,288	95,326	56,668	135,006	181,120
14+50.00'DW'	50.00	63.76	2.24	0.00	0.00	0.00	0.00	0.00	108	2	0	0	0	0	0	375,068	393,290	89,030	1,340	62,964	393,290	95,326	56,668	135,112	181,120
14+70.00'DW'	20.00	112.14	17.50	0.00	0.00	0.00	0.00	0.00	65	7	0	0	0	0	0	375,133	393,297	89,030	1,340	62,964	393,297	95,326	56,668	135,170	181,120
15+00.00'DW'	30.00	44.79	1.57	0.00	0.00	0.00	0.00	0.00	87	11	0	0	0	0	0	375,220	393,308	89,030	1,340	62,964	393,308	95,326	56,668	135,246	181,120
15+50.00'DW'	50.00	39.44	0.00	0.00	0.00	0.00	0.00	0.00	78	1	0	0	0	0	0	375,298	393,309	89,030	1,340	62,964	393,309	95,326	56,668	135,323	181,120
16+00.00'DW'	50.00	23.29	0.00	0.00	0.00	0.00	0.00	0.00	58	0	0	0	0	0	0	375,356	393,309	89,030	1,340	62,964	393,309	95,326	56,668	135,381	181,120
16+50.00'DW'	50.00	26.13	0.00	0.00	0.00	0.00	0.00	0.00	46	0	0	0	0	0	0	375,402	393,309	89,030	1,340	62,964	393,309	95,326	56,668	135,427	181,120
16+63.38'DW'	13.38	26.50	0.00	0.00	0.00	0.00	0.00	0.00	13	0	0	0	0	0	0	375,415	393,309	89,030	1,340	62,964	393,309	95,326	56,668	135,440	181,120
567+38.48'TCT'	0.00	0.00	220.61	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,415	393,309	89,030	1,340	62,964	393,309	95,326	56,668	135,440	181,120
567+53.15'TCT'	14.67	0.00	199.48	0.00	0.00	0.00	0.00	0.00	0	114	0	0	0	0	0	375,415	393,423	89,030	1,340	62,964	393,423	95,326	56,668	135,326	181,120
568+00.00'TCT'	46.85	0.00	179.04	0.00	0.00	0.00	0.00	0.00	0	328	0	0	0	0	0	375,415	393,751	89,030	1,340	62,964	393,751	95,326	56,668	134,998	181,120
568+48.93'TCT'	48.93	3.46	157.13	0.00	0.00	0.00	0.00	0.00	3	305	0	0	0	0	0	375,418	394,056	89,030	1,340	62,964	394,056	95,326	56,668	134,696	181,120
569+00.00'TCT'	51.07	4.26	160.41	0.00	0.00	0.00	0.00	0.00	7	300	0	0	0	0	0	375,425	394,356	89,030	1,340	62,964	394,356	95,326	56,668	134,403	181,120
570+00.00'TCT'	100.00	6.36	132.67	0.00	0.00	0.00	0.00	0.00	20	543	0	0	0	0	0	375,445	394,899	89,030	1,340	62,964	394,899	95,326	56,668	133,880	181,120
570+19.18'TCT'	19.18	6.57	128.98	0.00	0.00	0.00	0.00	0.00	5	93	0	0	0	0	0	375,450	394,992	89,030	1,340	62,964	394,992	95,326	56,668	133,792	181,120
570+37.19'TCT'	18.01	6.69	130.98	0.00	0.00	0.00	0.00	0.00	4	87	0	0	0	0	0	375,454	395,079	89,030	1,340	62,964	395,079	95,326	56,668	133,709	181,120
570+37.35'TCT'	0.16	6.69	125.87	0.00	0.00	0.00	0.00	0.00	0	1	0	0	0	0	0	375,454	395,080	89,030	1,340	62,964	395,080	95,326	56,668	133,708	181,120
570+99.94'TCT'	62.59	7.39	106.24	0.00	0.00	0.00	0.00	0.00	16	269	0	0	0	0	0	375,470	395,349	89,030	1,340	62,964	395,349	95,326	56,668	133,455	181,120
571+00.00'TCT'	0.06	7.39	105.09	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,470	395,349	89,030	1,340	62,964	395,349	95,326	56,668	133,455	181,120
571+11.35'TCT'	11.35	11.36	179.99	0.00	0.00	0.00	0.00	0.00	4	60	0	0	0	0	0	375,474	395,409	89,030	1,340	62,964	395,409	95,326	56,668	133,399	181,120
571+50.00'TCT'	38.65	7.65	53.95	0.00	0.00	0.00	0.00	0.00	14	167	0	0	0	0	0	375,488	395,576	89,030	1,340	62,964	395,576	95,326	56,668	133,246	181,120
571+72.00'TCT'	22.00	7.77	41.46	0.00	0.00	0.00	0.00	0.00	6	39	0	0	0	0	0	375,494	395,615	89,030	1,340	62,964	395,615	95,326	56,668	133,213	181,120
572+00.00'TCT'	28.00	7.72	27.43	0.00	0.00	0.00	0.00	0.00	8	36	0	0	0	0	0	375,502	395,651	89,030	1,340	62,964	395,651	95,326	56,668	133,185	181,120
572+24.61'TCT'	24.61	7.03	16.08	0.00	0.00	0.00	0.00	0.00	7	20	0	0	0	0	0	375,509	395,671	89,030	1,340	62,964	395,671	95,326	56,668	133,172	181,120
572+25.00'TCT'	0.39	6.98	15.90	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,509	395,671	89,030	1,340	62,964	395,671	95,326	56,668	133,172	181,120
573+00.00'TCT'	75.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10	22	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
574+00.00'TCT'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
574+10.89'TCT'	10.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
574+32.89'TCT'	22.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
574+54.89'TCT'	22.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
574+75.31'TCT'	20.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
574+84.23'TCT'	8.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
574+95.57'TCT'	11.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
575+00.00'TCT'	4.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
575+24.53'TCT'	24.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
576+00.00'TCT'	75.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
576+53.09'TCT'	53.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
576+83.88'TCT'	30.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
1633+74.23'TAT2'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	375,519	395,693	89,030	1,340	62,964	395,693	95,326	56,668	133,160	181,120
1634+00.00'TAT2'	25.77	96.55	3.71	0.00	0.00	0.00	0.00	0.00	46	2	0	0	0	0	0	375,565	395,695	89,030	1,340	62,964	395,695	95,326	56,668	133,204	181,120
1634+50.00'TAT2'	50.00	97.21	2.40	0.00	0.00	0.00	0.00	0.00	179	6	0	0	0	0	0	375,744	395,701	89,030	1,340	62,964	395,701	95,326	56,668	133,377	181,120
1635+00.00'TAT2'	50.00	100.97	1.01	0.00	0.00	0.00	0.00	0.00	183	3	0	0	0	0	0	375,927	395,704	89,030	1,340	62,964	395,704	95,326	56,668	133,557	181,120
1635+50.00'TAT2'	50.00	101.55	0.01	0.00	0.00	0.00	0.00	0.00	188	1	0	0	0	0	0	376,115	395,705	89,030	1,340	62,964	395,705	95,326	56,668	133,744	181,120
1636+00.00'TAT2'	50.00	100.47	0.00	0.00	0.00	0.00	0.00	0.00	187	0	0	0	0	0	0	376,302	395,705	89,030	1,340	62,964	395,705	95,326	56,668	133,931	181,120
1636+50.00'TAT2'	50.00	106.45	0.00	0.00	0.00	0.00	0.00	0.00	192	0	0	0	0	0	0	376,494	395,705	89,030	1,340	62,964	395,705	95,326	56,668	134,123	181,120
1637+00.00'TAT2'	50.00	112.70	0.00	0.00	0.00	0.00	0.00	0.00	203	0	0	0	0	0	0	376,697	395,705	89,030	1,340	62,964	395,705	95,326	56,668	134,326	181,120
1637+50.00'TAT2'	50.00	82.26	0.00	0.00	0.00	0.00	0.00	0.00	181	0	0	0	0	0	0	376,878	395,705	89,030	1,340	62,964	395,705	95,326	56,668	134,507	181,120
1638+00.00'TAT2'	50.00	75.94	0.00	0.00	0.00	0.00	0.00	0.00	146	0	0	0	0	0	0	377,024	395,705	89,030	1,340	62,964	395,705	95,326	56,668	134,653	181,120
1638+50.00'TAT2'	50.00	67.13	0.00	0.00	0.00	0.00	0.00	0.00	132	0	0	0	0	0	0	377,156	395,705	89,030	1,340	62,964	395,705	95,326	56,668	134,785	181,120
1639+00.00'TAT2'	50.00	57.00	0.00	0.00	0.00	0.00	0.00	0.00	115	0	0	0	0	0	0	377,271	395,705	89,030	1,340	62,964	395,705	95,326	56,668	134,900	181,120
1639+50.00'TAT2'	50.00	49.97	0.00	0.00	0.00	0.00	0.00	0.00	99	0	0	0	0	0	0	377,370	395,705	89,030	1,340	62,964	395,705	95,326	56,668	134,999	181,120
1640+00.00'TAT2'	50.00	46.16	0.00	0.00	0.00	0.00	0.00	0.00	89	0	0	0	0	0	0	377,459	395,705	89,030	1,340	62,964	395,705	95,326	56,668	135,088	181,120
1640+50.00'TAT2'	50.00	43.59	0.00	0.00	0.00	0.00	0.00	0.00	83	0	0	0	0	0	0	377,542	395,705	89,030	1,340	62,964	395,705	95,326	56,668	135,171	181,120
1641+00.00'TAT2'	50.00	41.75	0.00	0.00	0.00	0.00	0.00	0.00	79	0	0	0	0	0	0	377,621	395,705	89,030	1,340	62,964	395,705	95,326	56,668	135,250	181,120
1641+50.00'TAT2'	50.00	40.62	0.00	0.00	0.00	0.00	0.00	0.00	76	0	0	0	0	0	0	377,697	395,705	89,030	1,340	62,964	395,705	95,326	56,668	135,326	181,120
1642+00.00'TAT2'	50.00	39.33	0.00	0.00	0.00	0.00	0.00	0.00	74	0	0	0	0	0	0	377,771	395,705	89,030	1,340	62,964	395,705	95,326	56,668	135,400	181,120
1642+50.00'TAT2'	50.00	38.83	0.00	0.00	0.00	0.00	0.00	0.00	72	0	0	0	0	0	0	377,843	395,705	89,030	1,340	62,964	395,705	95,326	56,668	135,472	181,120
1642+77.24'TAT2'	27.24	37.23	0.00	0.00	0.00	0.00	0.00	0.00	38	0	0	0	0	0	0	377,881	395,705	89,030	1,340	62,964	395,705	95,326	56,668	135,510	181,120
791+50.74'KB'	0.00	93.02	58.53	112.73	0.00	0.00	14.51	98.23	0	0	0	0	0	0	0	377,881	395,705	89,030	1,340	62,964	395,705	95,326	56,668	135,510	181,120
791+62.47'KB'	11.73	104.28	78.87	107.63	0.00	0.00	13.75	93.88	43	30	48	0	0	6	42	377,924	395,735	89,078	1,340	62,964	395,735	95,332	56,710	135,571	181,132
791+87.35'KB'	24.89	100.65	111.56	102.79	0.00	0.00	10.68	92.11	94	88	97	0	0	11	86	378,018	395,823	89,175	1,340	62,964	395,823	95,343	56,796	135,674	181,152
792+00.00'KB'	12.65	99.23	128.11	103.69	0.00	0.00	9.11	94.58	47	56	48	0	0	5	44	378,065	395,879	89,223	1,340	62,964	395,879	95,348	56,840	135,713	181,162
792+50.00'KB'	50.00	90.66	196.85	136.42	0.00	0.00	18.64	117.78	176	301	222	0	0	26	197	378,241	396,180	89,445	1,340	62,964	396,180	95,374	57,037	135,810	181,211
793+00.00'KB'	50.00	76.70	276.66	120.91	0.00	0.00	15.45	105.46	155	438	238	0	0	32	207	378,396	396,618	89,683	1,340	62,964	396,618	95,406	57,244	135,765	181,272
793+50.00'KB'	50.00	68.24	324.35	154.47	0.00	0.00	25.03	129.44	134	556	255	0	0	37	218	378,530	397,174	89,938	1,340	62,964	397,174	95,443	57,462	135,598	181,342
793+54.52'KB'	4.52	66.81	324.89	160.89	0.00	0.00	25.06	135.82	11	54	26	0	0	4	22	378,541	397,228	89,964	1,340	62,964	397,228	95,447	57,484	135,581	181,350
794+00.00'KB'	45.48	49.98	355.51	168.07	0.00	0.00	26.63	141.43	98	573	277	0	0	44	234	378,639	397,801	90,241	1,340	62,964	397,801	95,491	57,718	135,383	181,434
794+02.52'KB'	2.52	49.68	356.16	166.99	0.00	0.00	26.82	140.16	5	33	16	0	0	2	13	378,644	397,834	90,257	1,340	62,964	397,834	95,493	57,731	135,371	181,437
794+02.53'KB'	0.00	49.68	356.16	166.98	0.00	0.00	26.82	140.16	0	0	0	0	0	0	0	378,644	397,834	90,257	1,340	62,964	397,834	95,493	57,731	135,371	181,437
794+50.00'KB'	47.47	46.29	385.86	116.95	0.00	0.00	20.83	96.14	84	652	250	0	0	42	208	378,728	398,486	90,507	1,340	62,964	398,486	95,535	57,939	135,053	181,517
794+50.52'KB'	0.52	46.91	385.90	116.50	0.00	0.00	20.75	95.75	1	7	2	0	0	0	2	378,729	398,493	90,509	1,340	62,964	398,493	95,535	57,941	135,049	181,517
795+00.00'KB'	49.48	76.28	386.82	106.23	0.00	0.00	14.68	91.55	113	708	204	0	0	32	172	378,842	399,201	90,713	1,340	62,964	399,201	95,567	58,113	134,658	181,578
795+50.00'KB'	50.00	95.66	388.87	104.91	0.00	0.00	9.25	95.65	159	718	196	0	0	22	173	379,001	399,919	90,909	1,340	62,964	399,919	95,589	58,286	134,295	181,620
796+00.00'KB'	50.00	134.06	367.28	143.63	0.00	0.00	3.89	139.74	213	700	230	0	0	12	218	379,214	400,619	91,139	1,340	62,964	400,619	95,601	58,504	134,038	181,643
796+50.00'KB'	50.00	168.26	226.05	247.83	0.00	0.00	14.43	233.40	280	549	362	0	0	17	346	379,494	401,168	91,501	1,340	62,964	401,168	95,618	58,850	134,131	181,675
796+93.97'KB'	43.97	227.46	131.23	307.84	0.00	0.00	26.03	281.81	322	291	453	0	0	33	420	379,816	401,459	91,954	1,340	62,964	401,459	95,651	59,270	134,615	181,738
797+00.00'KB'	6.03	235.54	117.78	316.30	0.00	0.00	27.07	289.55	52	28	70	0	0	6	64	379,868	401,487	92,024	1,340	62,964	401,487	95,657	59,334	134,709	181,749
797+50.00'KB'	50.00	299.53	97.35	274.96	0.00	0.00	17.35	257.61	495	199	547	0	0	41	507	380,363	401,686	92,571	1,340	62,964	401,686	95,698	59,841	135,552	181,827
798+00.00'KB'	50.00	306.87	6.06	0.00	0.00	0.00	0.00	0.00	561	96	255	0	0	16	239	380,924	401,782	92,826	1,340	62,964	401,782	95,714	60,080	136,272	181,857
798+50.00'KB'	50.00	168.90	23.84	0.00	0.00	0.00	0.00	0.00	441	28	0	0	0	0	0	381,365	401,810	92,826	1,340	62,964	401,810	95,714	60,080	136,685	181,857
799+00.00'KB'	50.00	262.13	95.15	0.00	0.00	0.00	0.00	0.00	399	110	0	0	0	0	0	381,764	401,920	92,826	1,340	62,964	401,920	95,714	60,080	136,974	181,857
799+36.00'KB'	36.00	342.14	125.69	0.00	0.00	0.00	0.00	0.00	403	147	0	0	0	0	0	382,167	402,067	92,826	1,340	62,964	402,067	95,714	60,080	137,230	181,857
799+37.43'KB'	1.43	336.21	126.24	0.00	0.00	0.00	0.00	0.00	18	7	0	0	0	0	0	382,185	402,074	92,826	1,340	62,964	402,074	95,714	60,080	137,241	181,857

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PROJECT NO:1007-11-75 | HWY: IH 39 | COUNTY: DANE | EARTHWORK DATA: STAGE 2-3 | SHEET 768 | E

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
799+50.00'KB'	12.57	373.83	109.95	0.00	0.00	0.00	0.00	0.00	165	55	0	0	0	0	0	382,350	402,129	92,826	1,340	62,964	402,129	95,714	60,080	137,351	181,857
799+60.00'KB'	10.00	500.50	104.72	0.00	0.00	0.00	0.00	0.00	162	40	0	0	0	0	0	382,512	402,169	92,826	1,340	62,964	402,169	95,714	60,080	137,473	181,857
799+85.42'KB'	25.42	806.86	103.80	0.00	0.00	0.00	0.00	0.00	615	98	0	0	0	0	0	383,127	402,267	92,826	1,340	62,964	402,267	95,714	60,080	137,990	181,857
800+00.00'KB'	14.58	877.53	98.76	0.00	0.00	0.00	0.00	0.00	455	55	0	0	0	0	0	383,582	402,322	92,826	1,340	62,964	402,322	95,714	60,080	138,390	181,857
800+33.43'KB'	33.43	874.23	77.74	0.00	0.00	0.00	0.00	0.00	1,084	109	0	0	0	0	0	384,666	402,431	92,826	1,340	62,964	402,431	95,714	60,080	139,365	181,857
800+50.00'KB'	16.57	789.57	59.09	0.00	0.00	0.00	0.00	0.00	511	42	0	0	0	0	0	385,177	402,473	92,826	1,340	62,964	402,473	95,714	60,080	139,834	181,857
800+81.43'KB'	31.43	576.82	12.35	3.51	0.00	0.00	0.01	3.51	795	42	2	0	0	0	2	385,972	402,515	92,828	1,340	62,964	402,515	95,714	60,082	140,589	181,857
801+00.00'KB'	18.57	481.67	1.53	25.21	0.00	0.00	0.03	25.18	364	5	10	0	0	0	10	386,336	402,520	92,838	1,340	62,964	402,520	95,714	60,092	140,958	181,857
801+29.43'KB'	29.43	332.37	6.53	55.67	0.00	0.00	0.00	55.67	444	4	44	0	0	0	44	386,780	402,524	92,882	1,340	62,964	402,524	95,714	60,136	141,442	181,857
801+50.00'KB'	20.57	325.27	45.70	68.35	0.00	0.00	0.01	68.35	251	20	47	0	0	0	47	387,031	402,544	92,929	1,340	62,964	402,544	95,714	60,183	141,720	181,857
801+51.64'KB'	1.64	327.44	50.38	68.77	0.00	0.00	0.01	68.77	20	3	4	0	0	0	4	387,051	402,547	92,933	1,340	62,964	402,547	95,714	60,187	141,741	181,857
801+64.98'KB'	13.34	337.51	82.73	69.19	0.00	0.00	0.08	69.12	164	33	34	0	0	0	34	387,215	402,580	92,967	1,340	62,964	402,580	95,714	60,221	141,906	181,857
801+89.98'KB'	25.00	363.30	128.14	66.95	0.00	0.00	0.09	66.86	324	98	63	0	0	0	63	387,539	402,678	93,030	1,340	62,964	402,678	95,714	60,284	142,195	181,857
801+92.97'KB'	2.99	367.14	134.22	65.63	0.00	0.00	0.08	65.56	40	15	7	0	0	0	7	387,579	402,693	93,037	1,340	62,964	402,693	95,714	60,291	142,227	181,857
802+00.00'KB'	7.03	377.79	145.10	63.97	0.00	0.00	0.06	63.92	97	36	17	0	0	0	17	387,676	402,729	93,054	1,340	62,964	402,729	95,714	60,308	142,305	181,857
802+14.98'KB'	14.98	387.48	160.15	59.29	0.00	0.00	0.09	59.20	212	85	34	0	0	0	34	387,888	402,814	93,088	1,340	62,964	402,814	95,714	60,342	142,466	181,857
802+34.30'KB'	19.32	385.52	168.34	52.03	0.00	0.00	0.01	52.17	277	118	40	0	0	0	40	388,165	402,932	93,128	1,340	62,964	402,932	95,714	60,382	142,665	181,857
802+50.00'KB'	15.70	374.46	164.45	44.57	0.00	0.00	0.02	44.55	221	97	28	0	0	0	28	388,386	403,029	93,156	1,340	62,964	403,029	95,714	60,410	142,817	181,857
802+75.64'KB'	25.64	339.92	151.48	37.64	0.00	0.00	0.00	37.66	339	150	39	0	0	0	39	388,725	403,179	93,195	1,340	62,964	403,179	95,714	60,449	143,045	181,857
803+00.00'KB'	24.36	255.14	160.71	32.30	0.00	0.00	0.00	32.30	268	141	32	0	0	0	32	388,993	403,320	93,227	1,340	62,964	403,320	95,714	60,481	143,204	181,857
803+12.40'KB'	12.40	234.12	165.28	28.45	0.00	0.00	0.00	28.45	112	75	14	0	0	0	14	389,105	403,395	93,241	1,340	62,964	403,395	95,714	60,495	143,255	181,857
803+16.97'KB'	4.57	225.69	166.51	30.95	0.00	0.00	0.63	30.33	39	28	5	0	0	0	5	389,144	403,423	93,246	1,340	62,964	403,423	95,714	60,500	143,271	181,857
803+49.15'KB'	32.18	169.17	181.64	42.96	0.00	0.00	0.01	42.95	235	207	44	0	0	0	44	389,379	403,630	93,290	1,340	62,964	403,630	95,714	60,544	143,343	181,857
797+70.13'KA'	0.00	0.00	821.02	688.32	0.00	0.00	578.34	109.97	0	0	0	0	0	0	0	389,379	403,630	93,290	1,340	62,964	403,630	95,714	60,544	143,343	181,857
798+00.00'KA'	29.87	0.00	834.57	366.92	0.00	0.00	291.56	76.51	0	916	584	0	0	481	103	389,379	404,546	93,874	1,340	62,964	404,546	96,195	60,647	143,011	182,771
798+50.00'KA'	50.00	0.00	989.77	349.87	0.00	0.00	292.76	57.12	0	1,689	664	0	0	541	124	389,379	406,235	94,538	1,340	62,964	406,235	96,736	60,771	141,986	183,799
799+00.00'KA'	50.00	0.00	1,132.82	438.39	0.00	0.00	372.07	66.31	0	1,965	730	0	0	616	114	389,379	408,200	95,268	1,340	62,964	408,200	97,352	60,885	140,751	184,970
799+50.00'KA'	50.00	0.00	1,253.18	560.95	0.00	0.00	422.37	138.58	0	2,209	925	0	0	736	190	389,379	410,409	96,193	1,340	62,964	410,409	98,088	61,075	139,467	186,368
800+00.00'KA'	50.00	207.39	1,145.67	775.68	0.00	0.00	544.57	231.11	192	2,221	1,238	0	0	895	342	389,571	412,630	97,431	1,340	62,964	412,630	98,983	61,417	138,676	188,068
800+02.55'KA'	2.55	233.94	1,143.13	0.00	0.00	0.00	0.00	0.00	21	108	37	0	0	26	11	389,592	412,738	97,468	1,340	62,964	412,738	99,009	61,428	138,626	188,118
800+50.00'KA'	47.45	825.64	944.56	0.00	0.00	0.00	0.00	0.00	931	1,834	0	0	0	0	0	390,523	414,572	97,468	1,340	62,964	414,572	99,009	61,428	137,723	188,118
801+00.00'KA'	50.00	1,373.28	606.39	0.00	0.00	0.00	0.00	0.00	2,036	1,436	0	0	0	0	0	392,559	416,008	97,468	1,340	62,964	416,008	99,009	61,428	138,323	188,118
801+50.00'KA'	50.00	1,006.61	360.69	0.00	0.00	0.00	0.00	0.00	2,204	895	0	0	0	0	0	394,763	416,903	97,468	1,340	62,964	416,903	99,009	61,428	139,632	188,118
802+00.00'KA'	50.00	424.98	246.74	0.00	0.00	0.00	0.00	0.00	1,326	562	0	0	0	0	0	396,089	417,465	97,468	1,340	62,964	417,465	99,009	61,428	140,396	188,118
802+34.97'KA'	34.97	257.86	132.38	0.00	0.00	0.00	0.00	0.00	442	245	0	0	0	0	0	396,531	417,710	97,468	1,340	62,964	417,710	99,009	61,428	140,593	188,118
802+50.00'KA'	15.03	224.03	82.14	0.00	0.00	0.00	0.00	0.00	134	60	0	0	0	0	0	396,665	417,770	97,468	1,340	62,964	417,770	99,009	61,428	140,667	188,118
803+00.00'KA'	50.00	262.12	0.00	0.00	0.00	0.00	0.00	0.00	450	76	0	0	0	0	0	397,115	417,846	97,468	1,340	62,964	417,846	99,009	61,428	141,041	188,118
803+35.50'KA'	35.50	292.18	0.00	0.00	0.00	0.00	0.00	0.00	364	0	0	0	0	0	0	397,479	417,846	97,468	1,340	62,964	417,846	99,009	61,428	141,405	188,118
803+50.00'KA'	14.50	314.27	0.00	0.00	0.00	0.00	0.00	0.00	163	0	0	0	0	0	0	397,642	417,846	97,468	1,340	62,964	417,846	99,009	61,428	141,568	188,118
803+94.71'KA'	44.71	389.04	0.00	0.00	0.00	0.00	0.00	0.00	582	0	0	0	0	0	0	398,224	417,846	97,468	1,340	62,964	417,846	99,009	61,428	142,150	188,118
804+00.00'KA'	5.29	400.20	0.00	0.00	0.00	0.00	0.00	0.00	77	0	0	0	0	0	0	398,301	417,846	97,468	1,340	62,964	417,846	99,009	61,428	142,227	188,118
804+36.04'KA'	36.04	403.71	0.00	0.00	0.00	0.00	0.00	0.00	537	0	0	0	0	0	0	398,838	417,846	97,468	1,340	62,964	417,846	99,009	61,428	142,764	188,118
804+50.00'KA'	13.96	399.51	0.00	0.00	0.00	0.00	0.00	0.00	208	0	0	0	0	0	0	399,046	417,846	97,468	1,340	62,964	417,846	99,009	61,428	142,972	188,118
804+77.38'KA'	27.38	412.62	0.00	0.00	0.00	0.00	0.00	0.00	412	0	0	0	0	0	0	399,458	417,846	97,468	1,340	62,964	417,846	99,009	61,428	143,384	188,118
805+00.00'KA'	22.62	403.71	0.00	0.00	0.00	0.00	0.00	0.00	342	0	0	0	0	0	0	399,800	417,846	97,468	1,340	62,964	417,846	99,009	61,428	143,726	188,118
805+50.00'KA'	50.00	412.59	0.00	0.00	0.00	0.00	0.00	0.00	756	0	0	0	0	0	0	400,556	417,846	97,468	1,340	62,964	417,846	99,009	61,428	144,482	188,118
806+00.00'KA'	50.00	388.70	0.00	0.00	0.00	0.00	0.00	0.00	742	0	0	0	0	0	0	401,298	417,846	97,468	1,340	62,964	417,846	99,009	61,428	145,224	188,118
806+36.02'KA'	36.02	352.07	0.00	0.00	0.00	0.00	0.00	0.00	494	0	0	0	0	0	0	401,792	417,846	97,468	1,340	62,964	417,846	99,009	61,428	145,718	188,118
806+50.00'KA'	13.98	331.45	0.00	0.00	0.00	0.00	0.00	0.00	177	0	0	0	0	0	0	401,969	417,846	97,468	1,340	62,964	417,846	99,009	61,428	145,895	188,118
806+60.93'KA'	10.93	315.87	0.00	0.00	0.00	0.00	0.00	0.00	131	0	0	0	0	0	0	402,100	417,846	97,468	1,340	62,964	417,846	99,009	61,428	146,026	188,118
806+87.80'KA'	26.88	252.64	0.00	0.00	0.00	0.00	0.00	0.00	283	0	0	0	0	0	0	402,383	417,846	97,468	1,340	62,964	417,846	99,009	61,428	146,309	188,118
37+23.87'KN'	0.00	169.16	1,002.66	731.26	0.00	0.00	578.34	152.92	0	0	0	0	0	0	0	402,383	417,846	97,468	1,340	62,964	417,846	99,009	61,428	146,309	188,118
37+50.00'KN'	26.13	120.38	994.59	1,120.47	0.00	0.00	924.79	195.68	140	966	896	0	0	727	169	402,523	418,812	98,364	1,340	62,964	418,812	99,736	61,597	146,379	189,499

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
38+00.00'KN'	50.00	26.29	966.95	1,000.71	0.00	0.00	835.65	165.06	136	1,816	1,964	0	0	1,630	334	402,659	420,628	100,328	1,340	62,964	420,628	101,366	61,931	146,663	192,596
38+50.00'KN'	50.00	3.99	868.55	922.22	0.00	0.00	829.60	92.62	28	1,700	1,780	0	0	1,542	239	402,687	422,328	102,108	1,340	62,964	422,328	102,908	62,170	146,771	195,526
39+00.00'KN'	50.00	0.00	859.62	795.11	0.00	0.00	704.74	90.37	4	1,600	1,590	0	0	1,421	169	402,691	423,928	103,698	1,340	62,964	423,928	104,329	62,339	146,765	198,226
39+50.00'KN'	50.00	0.00	907.61	682.47	0.00	0.00	603.68	78.79	0	1,636	1,368	0	0	1,212	157	402,691	425,564	105,066	1,340	62,964	425,564	105,541	62,496	146,497	200,529
40+00.00'KN'	50.00	0.00	843.95	603.60	0.00	0.00	548.54	55.06	0	1,622	1,191	0	0	1,067	124	402,691	427,186	106,257	1,340	62,964	427,186	106,608	62,620	146,066	202,556
40+35.93'KN'	35.93	0.00	830.16	545.52	0.00	0.00	502.31	43.21	0	1,114	765	0	0	699	65	402,691	428,300	107,022	1,340	62,964	428,300	107,307	62,685	145,717	203,884
40+50.00'KN'	14.07	0.00	813.33	529.99	0.00	0.00	489.22	40.77	0	428	280	0	0	258	22	402,691	428,728	107,302	1,340	62,964	428,728	107,565	62,707	145,569	204,374
41+00.00'KN'	50.00	0.00	746.75	475.42	0.00	0.00	434.10	41.32	0	1,445	931	0	0	855	76	402,691	430,173	108,233	1,340	62,964	430,173	108,420	62,783	145,055	205,999
41+50.00'KN'	50.00	0.00	672.15	461.07	0.00	0.00	422.73	38.35	0	1,314	867	0	0	793	74	402,691	431,487	109,100	1,340	62,964	431,487	109,213	62,857	144,608	207,505
42+00.00'KN'	50.00	0.00	544.13	483.16	0.00	0.00	439.28	43.88	0	1,126	874	0	0	798	76	402,691	432,613	109,974	1,340	62,964	432,613	110,011	62,933	144,356	209,022
42+50.00'KN'	50.00	0.00	455.08	521.89	0.00	0.00	476.04	45.85	0	925	931	0	0	848	83	402,691	433,538	110,905	1,340	62,964	433,538	110,859	63,016	144,362	210,633
43+00.00'KN'	50.00	0.00	411.79	613.25	0.00	0.00	556.83	56.42	0	803	1,051	0	0	956	95	402,691	434,341	111,956	1,340	62,964	434,341	111,815	63,111	144,610	212,449
43+48.00'KN'	48.00	0.43	372.28	694.22	0.00	0.00	611.91	82.30	0	697	1,162	0	0	1,039	123	402,691	435,038	113,118	1,340	62,964	435,038	112,854	63,234	145,075	214,423
43+50.00'KN'	2.00	0.98	372.22	697.72	0.00	0.00	612.68	85.04	0	28	52	0	0	45	6	402,691	435,066	113,170	1,340	62,964	435,066	112,899	63,240	145,099	214,509
44+00.00'KN'	50.00	48.03	374.06	613.25	0.00	0.00	496.73	116.52	45	691	1,214	0	0	1,027	187	402,736	435,757	114,384	1,340	62,964	435,757	113,926	63,427	145,667	216,460
44+28.00'KN'	28.00	81.37	399.77	378.55	0.00	0.00	275.49	103.06	67	401	514	0	0	400	114	402,803	436,158	114,898	1,340	62,964	436,158	114,326	63,541	145,847	217,220
44+50.00'KN'	22.00	94.69	420.51	294.71	0.00	0.00	181.73	112.98	72	334	274	0	0	186	88	402,875	436,492	115,172	1,340	62,964	436,492	114,512	63,629	145,859	217,574
44+66.00'KN'	16.00	105.26	503.38	287.47	0.00	0.00	169.12	118.35	59	274	172	0	0	104	69	402,934	436,766	115,344	1,340	62,964	436,766	114,616	63,698	145,816	217,771
45+00.00'KN'	34.00	198.56	427.67	311.89	0.00	0.00	182.12	129.77	191	586	377	0	0	221	156	403,125	437,352	115,721	1,340	62,964	437,352	114,837	63,854	145,798	218,191
45+50.00'KN'	50.00	233.96	386.63	345.66	0.00	0.00	199.36	146.30	400	754	609	0	0	353	256	403,525	438,106	116,330	1,340	62,964	438,106	115,190	64,110	146,053	218,862
46+00.00'KN'	50.00	303.31	319.10	360.41	0.00	0.00	240.36	120.05	497	653	654	0	0	407	247	404,022	438,759	116,984	1,340	62,964	438,759	115,597	64,357	146,551	219,635
46+50.00'KN'	50.00	0.00	189.11	0.00	0.00	0.00	0.00	0.00	281	471	334	0	0	223	111	404,303	439,230	117,318	1,340	62,964	439,230	115,820	64,468	146,695	220,059
46+64.26'KN'	14.26	370.75	157.59	0.00	0.00	0.00	0.00	0.00	98	92	0	0	0	0	0	404,401	439,322	117,318	1,340	62,964	439,322	115,820	64,468	146,701	220,059
47+00.00'KN'	35.74	412.41	81.59	0.00	0.00	0.00	0.00	0.00	518	158	0	0	0	0	0	404,919	439,480	117,318	1,340	62,964	439,480	115,820	64,468	147,061	220,059
47+50.00'KN'	50.00	551.24	17.48	0.00	0.00	0.00	0.00	0.00	892	92	0	0	0	0	0	405,811	439,572	117,318	1,340	62,964	439,572	115,820	64,468	147,861	220,059
48+00.00'KN'	50.00	977.52	4.52	0.00	0.00	0.00	0.00	0.00	1,416	20	0	0	0	0	0	407,227	439,592	117,318	1,340	62,964	439,592	115,820	64,468	149,257	220,059
48+50.00'KN'	50.00	978.19	0.00	0.00	0.00	0.00	0.00	0.00	1,811	4	0	0	0	0	0	409,038	439,596	117,318	1,340	62,964	439,596	115,820	64,468	151,064	220,059
49+00.00'KN'	50.00	422.06	46.60	0.00	0.00	0.00	0.00	0.00	1,297	43	0	0	0	0	0	410,335	439,639	117,318	1,340	62,964	439,639	115,820	64,468	152,318	220,059
49+36.19'KN'	36.19	815.35	7.13	0.00	0.00	0.00	0.00	0.00	829	36	0	0	0	0	0	411,164	439,675	117,318	1,340	62,964	439,675	115,820	64,468	153,111	220,059
49+50.00'KN'	13.81	839.64	0.00	0.00	0.00	0.00	0.00	0.00	423	2	0	0	0	0	0	411,587	439,677	117,318	1,340	62,964	439,677	115,820	64,468	153,532	220,059
49+80.52'KN'	30.52	754.12	0.00	0.00	0.00	0.00	0.00	0.00	901	0	0	0	0	0	0	412,488	439,677	117,318	1,340	62,964	439,677	115,820	64,468	154,433	220,059
50+00.00'KN'	19.48	794.51	0.00	0.00	0.00	0.00	0.00	0.00	559	0	0	0	0	0	0	413,047	439,677	117,318	1,340	62,964	439,677	115,820	64,468	154,992	220,059
50+24.86'KN'	24.86	533.27	1.77	0.00	0.00	0.00	0.00	0.00	611	1	0	0	0	0	0	413,658	439,678	117,318	1,340	62,964	439,678	115,820	64,468	155,602	220,059
50+50.00'KN'	25.14	279.67	37.88	0.00	0.00	0.00	0.00	0.00	379	18	0	0	0	0	0	414,037	439,696	117,318	1,340	62,964	439,696	115,820	64,468	155,963	220,059
50+69.19'KN'	19.19	244.97	14.35	0.00	0.00	0.00	0.00	0.00	186	19	0	0	0	0	0	414,223	439,715	117,318	1,340	62,964	439,715	115,820	64,468	156,130	220,059
51+00.00'KN'	30.81	238.85	21.78	0.00	0.00	0.00	0.00	0.00	276	21	0	0	0	0	0	414,499	439,736	117,318	1,340	62,964	439,736	115,820	64,468	156,385	220,059
51+13.52'KN'	13.52	240.03	24.75	0.00	0.00	0.00	0.00	0.00	120	12	0	0	0	0	0	414,619	439,748	117,318	1,340	62,964	439,748	115,820	64,468	156,493	220,059
51+50.00'KN'	36.48	226.71	144.68	0.00	0.00	0.00	0.00	0.00	315	114	0	0	0	0	0	414,934	439,862	117,318	1,340	62,964	439,862	115,820	64,468	156,694	220,059
52+00.00'KN'	50.00	541.05	0.00	0.00	0.00	0.00	0.00	0.00	711	134	0	0	0	0	0	415,645	439,996	117,318	1,340	62,964	439,996	115,820	64,468	157,271	220,059
52+50.00'KN'	50.00	67.24	0.00	0.00	0.00	0.00	0.00	0.00	563	0	0	0	0	0	0	416,208	439,996	117,318	1,340	62,964	439,996	115,820	64,468	157,834	220,059
52+75.00'KN'	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31	0	0	0	0	0	0	416,239	439,996	117,318	1,340	62,964	439,996	115,820	64,468	157,865	220,059
773+93.57'KBT'	0.00	58.74	54.21	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	416,239	439,996	117,318	1,340	62,964	439,996	115,820	64,468	157,865	220,059
773+93.81'KBT'	0.24	58.71	54.18	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	0	416,240	439,996	117,318	1,340	62,964	439,996	115,820	64,468	157,866	220,059
774+00.00'KBT'	6.19	55.58	56.29	0.00	0.00	0.00	0.00	0.00	13	13	0	0	0	0	0	416,253	440,009	117,318	1,340	62,964	440,009	115,820	64,468	157,866	220,059
775+00.00'KBT'	100.00	13.74	38.91	0.00	0.00	0.00	0.00	0.00	128	176	0	0	0	0	0	416,381	440,185	117,318	1,340	62,964	440,185	115,820	64,468	157,818	220,059
776+00.00'KBT'	100.00	12.17	39.59	0.00	0.00	0.00	0.00	0.00	48	145	0	0	0	0	0	416,429	440,330	117,318	1,340	62,964	440,330	115,820	64,468	157,721	220,059
776+86.01'KBT'	86.01	11.37	54.56	0.00	0.00	0.00	0.00	0.00	37	150	0	0	0	0	0	416,466	440,480	117,318	1,340	62,964	440,480	115,820	64,468	157,608	220,059
777+00.00'KBT'	13.99	11.85	54.87	0.00	0.00	0.00	0.00	0.00	6	28	0	0	0	0	0	416,472	440,508	117,318	1,340	62,964	440,508	115,820	64,468	157,586	220,059
778+00.00'KBT'	100.00	15.29	53.79	0.00	0.00	0.00	0.00	0.00	50	201	0	0	0	0	0	416,522	440,709	117,318	1,340	62,964	440,709	115,820	64,468	157,435	220,059
778+71.43'KBT'	71.43	16.49	45.50	0.00	0.00	0.00	0.00	0.00	42	131	0	0	0	0	0	416,564	440,840	117,318	1,340	62,964	440,840	115,820	64,468	157,346	220,059
778+73.26'KBT'	1.83	16.54	45.27	0.00	0.00	0.00	0.00	0.00	1	3	0	0	0	0	0	416,565	440,843	117,318	1,340	62,964	440,843	115,820	64,468	157,344	220,059
778+98.26'KBT'	25.00	14.65	46.95	0.00	0.00	0.00	0.00	0.00	14	43	0	0	0	0	0	416,579	440,886	117,318	1,340	62,964	440,886	115,820	64,468	157,315	220,059
779+00.00'KBT'	1.74	14.67	48.65	0.00	0.00	0.00	0.00	0.00	1	3	0	0	0	0	0	416,580	440,889	117,318	1,340	62,964	440,889	115,820	64,468	157,313	220,059

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
780+00.00'KBT'	100.00	15.17	40.82	0.00	0.00	0.00	0.00	0.00	55	166	0	0	0	0	0	416,635	441,055	117,318	1,340	62,964	441,055	115,820	64,468	157,202	220,059
781+00.00'KBT'	100.00	14.11	36.87	0.00	0.00	0.00	0.00	0.00	54	144	0	0	0	0	0	416,689	441,199	117,318	1,340	62,964	441,199	115,820	64,468	157,112	220,059
781+53.77'KBT'	53.77	43.84	3.19	0.00	0.00	0.00	0.00	0.00	58	40	0	0	0	0	0	416,747	441,239	117,318	1,340	62,964	441,239	115,820	64,468	157,130	220,059
782+00.00'KBT'	46.23	45.64	3.19	0.00	0.00	0.00	0.00	0.00	77	5	0	0	0	0	0	416,824	441,244	117,318	1,340	62,964	441,244	115,820	64,468	157,202	220,059
782+33.30'KBT'	33.30	44.15	3.22	0.00	0.00	0.00	0.00	0.00	55	4	0	0	0	0	0	416,879	441,248	117,318	1,340	62,964	441,248	115,820	64,468	157,253	220,059
789+82.01'KCT'	0.00	44.80	2.55	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	416,879	441,248	117,318	1,340	62,964	441,248	115,820	64,468	157,253	220,059
790+00.00'KCT'	17.99	45.64	2.97	0.00	0.00	0.00	0.00	0.00	30	2	0	0	0	0	0	416,909	441,250	117,318	1,340	62,964	441,250	115,820	64,468	157,281	220,059
790+77.62'KCT'	77.62	0.00	173.00	0.00	0.00	0.00	0.00	0.00	66	253	0	0	0	0	0	416,975	441,503	117,318	1,340	62,964	441,503	115,820	64,468	157,094	220,059
791+00.00'KCT'	22.38	0.00	133.31	0.00	0.00	0.00	0.00	0.00	0	127	0	0	0	0	0	416,975	441,630	117,318	1,340	62,964	441,630	115,820	64,468	156,967	220,059
792+00.00'KCT'	100.00	53.57	9.37	0.00	0.00	0.00	0.00	0.00	99	264	0	0	0	0	0	417,074	441,894	117,318	1,340	62,964	441,894	115,820	64,468	156,802	220,059
792+93.34'KCT'	93.34	37.37	13.27	0.00	0.00	0.00	0.00	0.00	157	39	0	0	0	0	0	417,231	441,933	117,318	1,340	62,964	441,933	115,820	64,468	156,920	220,059
793+00.00'KCT'	6.66	40.19	13.90	0.00	0.00	0.00	0.00	0.00	10	3	0	0	0	0	0	417,241	441,936	117,318	1,340	62,964	441,936	115,820	64,468	156,927	220,059
794+00.00'KCT'	100.00	32.35	14.43	0.00	0.00	0.00	0.00	0.00	134	52	0	0	0	0	0	417,375	441,988	117,318	1,340	62,964	441,988	115,820	64,468	157,009	220,059
794+50.52'KCT'	50.52	24.98	14.36	0.00	0.00	0.00	0.00	0.00	54	27	0	0	0	0	0	417,429	442,015	117,318	1,340	62,964	442,015	115,820	64,468	157,036	220,059
794+72.00'KCT'	21.48	22.72	13.73	0.00	0.00	0.00	0.00	0.00	19	11	0	0	0	0	0	417,448	442,026	117,318	1,340	62,964	442,026	115,820	64,468	157,044	220,059
794+76.14'KCT'	4.14	22.02	14.01	0.00	0.00	0.00	0.00	0.00	3	2	0	0	0	0	0	417,451	442,028	117,318	1,340	62,964	442,028	115,820	64,468	157,045	220,059
795+00.00'KCT'	23.86	17.51	15.81	0.00	0.00	0.00	0.00	0.00	17	13	0	0	0	0	0	417,468	442,041	117,318	1,340	62,964	442,041	115,820	64,468	157,049	220,059
795+12.80'KCT'	12.80	15.57	16.36	0.00	0.00	0.00	0.00	0.00	8	8	0	0	0	0	0	417,476	442,049	117,318	1,340	62,964	442,049	115,820	64,468	157,049	220,059
795+62.00'KCT'	49.20	9.88	18.45	0.00	0.00	0.00	0.00	0.00	23	32	0	0	0	0	0	417,499	442,081	117,318	1,340	62,964	442,081	115,820	64,468	157,040	220,059
796+00.00'KCT'	38.00	6.54	20.00	0.00	0.00	0.00	0.00	0.00	12	27	0	0	0	0	0	417,511	442,108	117,318	1,340	62,964	442,108	115,820	64,468	157,025	220,059
796+50.00'KCT'	50.00	9.16	16.79	0.00	0.00	0.00	0.00	0.00	15	34	0	0	0	0	0	417,526	442,142	117,318	1,340	62,964	442,142	115,820	64,468	157,006	220,059
797+00.00'KCT'	50.00	12.33	18.47	0.00	0.00	0.00	0.00	0.00	20	33	0	0	0	0	0	417,546	442,175	117,318	1,340	62,964	442,175	115,820	64,468	156,993	220,059
798+00.00'KCT'	100.00	12.24	11.26	0.00	0.00	0.00	0.00	0.00	46	55	0	0	0	0	0	417,592	442,230	117,318	1,340	62,964	442,230	115,820	64,468	156,984	220,059
798+25.00'KCT'	25.00	11.00	5.57	0.00	0.00	0.00	0.00	0.00	11	8	0	0	0	0	0	417,603	442,238	117,318	1,340	62,964	442,238	115,820	64,468	156,987	220,059
798+92.00'KCT'	67.00	10.91	0.00	0.00	0.00	0.00	0.00	0.00	27	7	0	0	0	0	0	417,630	442,245	117,318	1,340	62,964	442,245	115,820	64,468	157,007	220,059
823+36.66'KDT'	0.00	14.78	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	417,630	442,245	117,318	1,340	62,964	442,245	115,820	64,468	157,007	220,059
824+00.00'KDT'	63.34	9.08	37.08	0.00	0.00	0.00	0.00	0.00	28	43	0	0	0	0	0	417,658	442,288	117,318	1,340	62,964	442,288	115,820	64,468	156,992	220,059
824+55.18'KDT'	55.18	9.08	71.41	0.00	0.00	0.00	0.00	0.00	19	111	0	0	0	0	0	417,677	442,399	117,318	1,340	62,964	442,399	115,820	64,468	156,900	220,059
825+00.00'KDT'	44.82	9.06	114.16	0.00	0.00	0.00	0.00	0.00	15	154	0	0	0	0	0	417,692	442,553	117,318	1,340	62,964	442,553	115,820	64,468	156,761	220,059
826+00.00'KDT'	100.00	0.00	180.16	0.00	0.00	0.00	0.00	0.00	17	545	0	0	0	0	0	417,709	443,098	117,318	1,340	62,964	443,098	115,820	64,468	156,233	220,059
826+07.08'KDT'	7.08	0.00	181.19	0.00	0.00	0.00	0.00	0.00	0	47	0	0	0	0	0	417,709	443,145	117,318	1,340	62,964	443,145	115,820	64,468	156,186	220,059
827+00.00'KDT'	92.92	0.00	188.08	0.00	0.00	0.00	0.00	0.00	0	635	0	0	0	0	0	417,709	443,780	117,318	1,340	62,964	443,780	115,820	64,468	155,551	220,059
828+00.00'KDT'	100.00	0.00	193.25	0.00	0.00	0.00	0.00	0.00	0	706	0	0	0	0	0	417,709	444,486	117,318	1,340	62,964	444,486	115,820	64,468	154,845	220,059
828+74.93'KDT'	74.93	0.00	179.43	0.00	0.00	0.00	0.00	0.00	0	517	0	0	0	0	0	417,709	445,003	117,318	1,340	62,964	445,003	115,820	64,468	154,328	220,059
829+00.00'KDT'	25.07	0.00	172.38	0.00	0.00	0.00	0.00	0.00	0	163	0	0	0	0	0	417,709	445,166	117,318	1,340	62,964	445,166	115,820	64,468	154,165	220,059
829+07.29'KDT'	7.29	0.00	172.08	0.00	0.00	0.00	0.00	0.00	0	47	0	0	0	0	0	417,709	445,213	117,318	1,340	62,964	445,213	115,820	64,468	154,118	220,059
829+53.41'KDT'	46.12	0.00	186.90	0.00	0.00	0.00	0.00	0.00	0	307	0	0	0	0	0	417,709	445,520	117,318	1,340	62,964	445,520	115,820	64,468	153,811	220,059
830+00.00'KDT'	46.59	0.00	188.19	0.00	0.00	0.00	0.00	0.00	0	324	0	0	0	0	0	417,709	445,844	117,318	1,340	62,964	445,844	115,820	64,468	153,487	220,059
831+00.00'KDT'	100.00	0.00	193.54	0.00	0.00	0.00	0.00	0.00	0	707	0	0	0	0	0	417,709	446,551	117,318	1,340	62,964	446,551	115,820	64,468	152,780	220,059
831+28.34'KDT'	28.34	0.39	225.53	0.00	0.00	0.00	0.00	0.00	0	220	0	0	0	0	0	417,709	446,771	117,318	1,340	62,964	446,771	115,820	64,468	152,560	220,059
831+50.00'KDT'	21.66	1.12	240.06	0.00	0.00	0.00	0.00	0.00	1	187	0	0	0	0	0	417,710	446,958	117,318	1,340	62,964	446,958	115,820	64,468	152,374	220,059
832+00.00'KDT'	50.00	0.00	354.89	0.00	0.00	0.00	0.00	0.00	1	551	0	0	0	0	0	417,711	447,509	117,318	1,340	62,964	447,509	115,820	64,468	151,824	220,059
832+89.77'KDT'	89.77	0.00	723.38	0.00	0.00	0.00	0.00	0.00	0	1,792	0	0	0	0	0	417,711	449,301	117,318	1,340	62,964	449,301	115,820	64,468	150,032	220,059
833+00.00'KDT'	10.23	0.00	659.95	0.00	0.00	0.00	0.00	0.00	0	262	0	0	0	0	0	417,711	449,563	117,318	1,340	62,964	449,563	115,820	64,468	149,770	220,059
834+00.00'KDT'	100.00	0.00	265.39	0.00	0.00	0.00	0.00	0.00	0	1,714	0	0	0	0	0	417,711	451,277	117,318	1,340	62,964	451,277	115,820	64,468	148,056	220,059
835+00.00'KDT'	100.00	0.00	120.33	0.00	0.00	0.00	0.00	0.00	0	714	0	0	0	0	0	417,711	451,991	117,318	1,340	62,964	451,991	115,820	64,468	147,342	220,059
836+00.00'KDT'	100.00	0.00	89.77	0.00	0.00	0.00	0.00	0.00	0	389	0	0	0	0	0	417,711	452,380	117,318	1,340	62,964	452,380	115,820	64,468	146,953	220,059
836+63.21'KDT'	63.21	28.00	23.85	0.00	0.00	0.00	0.00	0.00	33	133	0	0	0	0	0	417,744	452,513	117,318	1,340	62,964	452,513	115,820	64,468	146,853	220,059
47+96.50'CH'	0.00	1.99	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	417,744	452,513	117,318	1,340	62,964	452,513	115,820	64,468	146,853	220,059
48+00.00'CH'	3.50	3.24	0.77	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	417,744	452,513	117,318	1,340	62,964	452,513	115,820	64,468	146,853	220,059
48+50.00'CH'	50.00	22.49	0.00	0.00	0.00	0.00	0.00	0.00	24	1	0	0	0	0	0	417,768	452,514	117,318	1,340	62,964	452,514	115,820	64,468	146,876	220,059
49+00.00'CH'	50.00	23.45	0.00	0.00	0.00	0.00	0.00	0.00	43	0	0	0	0	0	0	417,811	452,514	117,318	1,340	62,964	452,514	115,820	64,468	146,919	220,059
49+50.00'CH'	50.00	110.57	0.00	0.00	0.00	0.00	0.00	0.00	124	0	0	0	0	0	0	417,935	452,514	117,318	1,340	62,964	452,514	115,820	64,468	147,043	220,059

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
50+00.00'CH'	50.00	133.93	0.32	0.00	0.00	0.00	0.00	0.00	226	0	0	0	0	0	0	418,161	452,514	117,318	1,340	62,964	452,514	115,820	64,468	147,269	220,059
50+50.00'CH'	50.00	127.06	0.00	0.00	0.00	0.00	0.00	0.00	242	0	0	0	0	0	0	418,403	452,514	117,318	1,340	62,964	452,514	115,820	64,468	147,511	220,059
50+89.00'CH'	39.00	1.99	1.20	0.00	0.00	0.00	0.00	0.00	93	1	0	0	0	0	0	418,496	452,515	117,318	1,340	62,964	452,515	115,820	64,468	147,603	220,059

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PROJECT NO:1007-11-75	HWY:IH 39	COUNTY:DANE	EARTHWORK DATA: STAGE 2-3	SHEET 772	E

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1498+00.00'NB'	0.00	38.87	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1498+39.50'NB'	39.50	44.91	0.00	0.00	0.00	0.00	0.00	0.00	61	0	0	0	0	0	0	61	0	0	0	0	0	0	0	61	0
1499+00.00'NB'	60.50	55.14	0.00	0.00	0.00	0.00	0.00	0.00	112	0	0	0	0	0	0	173	0	0	0	0	0	0	0	173	0
1499+65.50'NB'	65.50	64.33	0.05	0.00	0.00	0.00	0.00	0.00	145	0	0	0	0	0	0	318	0	0	0	0	0	0	0	318	0
1500+00.00'NB'	34.50	65.26	0.01	0.00	0.00	0.00	0.00	0.00	83	0	0	0	0	0	0	401	0	0	0	0	0	0	0	401	0
1500+49.51'NB'	49.51	63.61	0.01	0.00	0.00	0.00	0.00	0.00	118	0	0	0	0	0	0	519	0	0	0	0	0	0	0	519	0
1500+85.50'NB'	36.00	57.93	4.06	0.00	0.00	0.00	0.00	0.00	81	3	0	0	0	0	0	600	3	0	0	0	3	0	0	597	0
1500+91.50'NB'	6.00	58.75	3.72	0.00	0.00	0.00	0.00	0.00	13	1	0	0	0	0	0	613	4	0	0	0	4	0	0	609	0
1501+00.00'NB'	8.50	59.59	3.47	0.00	0.00	0.00	0.00	0.00	19	1	0	0	0	0	0	632	5	0	0	0	5	0	0	627	0
1502+00.00'NB'	100.00	72.23	0.81	0.00	0.00	0.00	0.00	0.00	244	8	0	0	0	0	0	876	13	0	0	0	13	0	0	863	0
1502+95.45'NB'	95.45	87.21	0.00	0.00	0.00	0.00	0.00	0.00	282	1	0	0	0	0	0	1,158	14	0	0	0	14	0	0	1,144	0
1503+00.00'NB'	4.55	87.91	0.00	0.00	0.00	0.00	0.00	0.00	15	0	0	0	0	0	0	1,173	14	0	0	0	14	0	0	1,159	0
1503+77.23'NB'	77.23	96.11	0.00	0.00	0.00	0.00	0.00	0.00	263	0	0	0	0	0	0	1,436	14	0	0	0	14	0	0	1,422	0
1504+00.00'NB'	22.77	98.75	0.00	0.00	0.00	0.00	0.00	0.00	82	0	0	0	0	0	0	1,518	14	0	0	0	14	0	0	1,504	0
1505+00.00'NB'	100.00	91.53	0.00	0.00	0.00	0.00	0.00	0.00	352	0	0	0	0	0	0	1,870	14	0	0	0	14	0	0	1,856	0
1506+00.00'NB'	100.00	85.58	0.00	0.00	0.00	0.00	0.00	0.00	328	0	0	0	0	0	0	2,198	14	0	0	0	14	0	0	2,184	0
1507+00.00'NB'	100.00	82.96	0.00	0.00	0.00	0.00	0.00	0.00	312	0	0	0	0	0	0	2,510	14	0	0	0	14	0	0	2,496	0
1508+00.00'NB' BK	100.00	71.75	0.00	0.00	0.00	0.00	0.00	0.00	286	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1528+85.39'NB'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1529+00.00'NB'	14.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1529+28.69'NB'	28.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1529+39.57'NB'	10.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1529+58.02'NB'	18.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1529+87.50'NB'	29.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1530+00.00'NB'	12.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1530+62.50'NB'	62.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1531+00.00'NB'	37.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1531+42.10'NB'	42.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1531+67.11'NB'	25.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1531+92.09'NB'	24.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1532+00.00'NB'	7.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1532+25.00'NB'	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1533+00.00'NB'	75.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1534+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1535+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1536+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1537+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1538+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1539+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1540+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1540+25.00'NB'	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1540+56.40'NB'	31.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1541+00.00'NB'	43.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1541+50.00'NB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1542+00.00'NB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1542+50.00'NB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1543+00.00'NB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1543+04.41'NB'	4.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1543+10.41'NB'	6.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1543+46.40'NB'	36.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1544+00.00'NB'	53.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1544+30.41'NB'	30.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1545+00.00'NB'	69.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0

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PROJECT NO:1007-11-75 | HWY:IH 39 | COUNTY:DANE | EARTHWORK DATA: STAGE 4 | SHEET 773 | E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SHEETSPLAN\090101_EWK_STAGE 4.DWG PLOT DATE : 8/10/2016 1:11 PM PLOT BY : JEFF OTTO PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 42

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1545+50.41'NB'	50.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1546+00.00'NB'	49.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1547+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1548+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1549+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1550+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1551+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1552+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1552+89.43'NB'	89.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1553+00.00'NB'	10.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1554+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1555+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1556+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1556+35.64'NB'	35.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1556+39.66'NB'	4.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1556+75.79'NB'	36.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1556+79.79'NB'	4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1557+00.00'NB'	20.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1558+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1559+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1559+50.00'NB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1560+00.00'NB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1561+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1562+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1563+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1564+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1565+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1565+10.99'NB'	10.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1566+00.00'NB'	89.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1566+35.00'NB'	35.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1567+00.00'NB'	65.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1567+08.00'NB'	8.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1567+25.00'NB'	17.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1567+38.46'NB'	13.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1567+38.48'NB'	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1568+00.00'NB'	61.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1569+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1569+50.00'NB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1570+00.00'NB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1570+38.36'NB'	38.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1570+38.39'NB'	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1571+00.00'NB'	61.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1572+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1573+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1573+03.95'NB'	3.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1573+03.95'NB'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1574+00.00'NB'	96.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1575+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1576+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1576+25.00'NB'	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1576+40.14'NB'	15.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1576+55.02'NB'	14.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1576+85.64'NB'	30.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1577+00.00'NB'	14.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1577+57.10'NB'	57.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1577+70.00'NB'	12.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1578+00.00'NB'	30.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1579+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1579+14.81'NB'	14.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1580+00.00'NB'	85.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1581+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1581+10.89'NB'	10.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1581+50.76'NB'	39.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1582+00.00'NB'	49.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1582+48.21'NB'	48.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	2,796	14	0	0	0	14	0	0	2,782	0
1582+73.16'NB'	24.95	4.93	0.00	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	0	2,798	14	0	0	0	14	0	0	2,784	0
1582+98.11'NB'	24.95	21.52	0.00	0.00	0.00	0.00	0.00	0.00	12	0	0	0	0	0	0	2,810	14	0	0	0	14	0	0	2,796	0
1583+00.00'NB'	1.89	23.18	0.00	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	0	2,812	14	0	0	0	14	0	0	2,798	0
1584+00.00'NB'	100.00	90.88	0.00	0.00	0.00	0.00	0.00	0.00	211	0	0	0	0	0	0	3,023	14	0	0	0	14	0	0	3,009	0
1584+25.00'NB'	25.00	94.40	0.00	0.00	0.00	0.00	0.00	0.00	86	0	0	0	0	0	0	3,109	14	0	0	0	14	0	0	3,095	0
1585+00.00'NB'	75.00	102.13	0.00	0.00	0.00	0.00	0.00	0.00	273	0	0	0	0	0	0	3,382	14	0	0	0	14	0	0	3,368	0
1585+25.68'NB'	25.68	104.59	0.00	0.00	0.00	0.00	0.00	0.00	98	0	0	0	0	0	0	3,480	14	0	0	0	14	0	0	3,466	0
1585+76.47'NB'	50.80	108.91	0.00	0.00	0.00	0.00	0.00	0.00	201	0	0	0	0	0	0	3,681	14	0	0	0	14	0	0	3,667	0
1586+00.00'NB'	23.53	110.76	0.00	0.00	0.00	0.00	0.00	0.00	96	0	0	0	0	0	0	3,777	14	0	0	0	14	0	0	3,763	0
1586+51.47'NB'	51.47	114.57	0.00	0.00	0.00	0.00	0.00	0.00	215	0	0	0	0	0	0	3,992	14	0	0	0	14	0	0	3,978	0
1587+00.00'NB'	48.53	117.57	0.00	0.00	0.00	0.00	0.00	0.00	209	0	0	0	0	0	0	4,201	14	0	0	0	14	0	0	4,187	0
1588+00.00'NB'	100.00	120.13	0.00	0.00	0.00	0.00	0.00	0.00	440	0	0	0	0	0	0	4,641	14	0	0	0	14	0	0	4,627	0
1589+00.00'NB'	100.00	120.99	0.00	0.00	0.00	0.00	0.00	0.00	447	0	0	0	0	0	0	5,088	14	0	0	0	14	0	0	5,074	0
1590+00.00'NB'	100.00	120.35	0.00	0.00	0.00	0.00	0.00	0.00	447	0	0	0	0	0	0	5,535	14	0	0	0	14	0	0	5,521	0
1591+00.00'NB'	100.00	118.71	0.00	0.00	0.00	0.00	0.00	0.00	443	0	0	0	0	0	0	5,978	14	0	0	0	14	0	0	5,964	0
1592+00.00'NB'	100.00	116.20	0.00	0.00	0.00	0.00	0.00	0.00	435	0	0	0	0	0	0	6,413	14	0	0	0	14	0	0	6,399	0
1593+00.00'NB'	100.00	112.99	0.00	0.00	0.00	0.00	0.00	0.00	424	0	0	0	0	0	0	6,837	14	0	0	0	14	0	0	6,823	0
1593+62.50'NB'	62.50	111.26	0.00	0.00	0.00	0.00	0.00	0.00	260	0	0	0	0	0	0	7,097	14	0	0	0	14	0	0	7,083	0
1594+00.00'NB'	37.50	110.36	0.00	0.00	0.00	0.00	0.00	0.00	154	0	0	0	0	0	0	7,251	14	0	0	0	14	0	0	7,237	0
1594+55.66'NB'	55.66	108.08	0.00	0.00	0.00	0.00	0.00	0.00	225	0	0	0	0	0	0	7,476	14	0	0	0	14	0	0	7,462	0
1594+56.00'NB'	0.34	108.07	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	0	7,477	14	0	0	0	14	0	0	7,463	0
1594+82.71'NB'	26.71	107.09	0.00	0.00	0.00	0.00	0.00	0.00	106	0	0	0	0	0	0	7,583	14	0	0	0	14	0	0	7,569	0
1595+00.00'NB'	17.29	106.45	0.00	0.00	0.00	0.00	0.00	0.00	68	0	0	0	0	0	0	7,651	14	0	0	0	14	0	0	7,637	0
1596+00.00'NB'	100.00	103.20	0.00	0.00	0.00	0.00	0.00	0.00	388	0	0	0	0	0	0	8,039	14	0	0	0	14	0	0	8,025	0
1597+00.00'NB'	100.00	99.97	0.00	0.00	0.00	0.00	0.00	0.00	376	0	0	0	0	0	0	8,415	14	0	0	0	14	0	0	8,401	0
1598+00.00'NB'	100.00	97.44	0.00	0.00	0.00	0.00	0.00	0.00	366	0	0	0	0	0	0	8,781	14	0	0	0	14	0	0	8,767	0
1598+18.02'NB'	18.02	96.94	0.00	0.00	0.00	0.00	0.00	0.00	65	0	0	0	0	0	0	8,846	14	0	0	0	14	0	0	8,832	0
1599+00.00'NB'	81.98	93.94	0.00	0.00	0.00	0.00	0.00	0.00	290	0	0	0	0	0	0	9,136	14	0	0	0	14	0	0	9,122	0
1600+00.00'NB'	100.00	91.03	0.00	0.00	0.00	0.00	0.00	0.00	343	0	0	0	0	0	0	9,479	14	0	0	0	14	0	0	9,465	0
1601+00.00'NB'	100.00	88.33	0.00	0.00	0.00	0.00	0.00	0.00	332	0	0	0	0	0	0	9,811	14	0	0	0	14	0	0	9,797	0
1602+00.00'NB'	100.00	85.23	0.00	0.00	0.00	0.00	0.00	0.00	321	0	0	0	0	0	0	10,132	14	0	0	0	14	0	0	10,118	0
1602+75.00'NB'	75.00	83.16	0.00	0.00	0.00	0.00	0.00	0.00	234	0	0	0	0	0	0	10,366	14	0	0	0	14	0	0	10,352	0
1603+00.00'NB'	25.00	82.45	0.00	0.00	0.00	0.00	0.00	0.00	77	0	0	0	0	0	0	10,443	14	0	0	0	14	0	0	10,429	0
1604+00.00'NB'	100.00	79.78	0.00	0.00	0.00	0.00	0.00	0.00	300	0	0	0	0	0	0	10,743	14	0	0	0	14	0	0	10,729	0
1605+00.00'NB'	100.00	61.98	0.00	0.00	0.00	0.00	0.00	0.00	263	0	0	0	0	0	0	11,006	14	0	0	0	14	0	0	10,992	0
1605+32.18'NB'	32.18	56.65	0.00	0.00	0.00	0.00	0.00	0.00	71	0	0	0	0	0	0	11,077	14	0	0	0	14	0	0	11,063	0
1606+00.00'NB'	67.82	45.86	0.00	0.00	0.00	0.00	0.00	0.00	129	0	0	0	0	0	0	11,206	14	0	0	0	14	0	0	11,192	0
1607+00.00'NB'	100.00	31.84	0.00	0.00	0.00	0.00	0.00	0.00	144	0	0	0	0	0	0	11,350	14	0	0	0	14	0	0	11,336	0
1607+75.00'NB'	75.00	22.71	0.00	0.00	0.00	0.00	0.00	0.00	76	0	0	0	0	0	0	11,426	14	0	0	0	14	0	0	11,412	0
1608+00.00'NB'	25.00	19.92	0.00	0.00	0.00	0.00	0.00	0.00	20	0	0	0	0	0	0	11,446	14	0	0	0	14	0	0	11,432	0
1608+25.00'NB'	25.00	17.17	0.00	0.00	0.00	0.00	0.00	0.00	17	0	0	0	0	0	0	11,463	14	0	0	0	14	0	0	11,449	0

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1609+00.00'NB'	75.00	9.75	0.00	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	0	11,500	14	0	0	0	14	0	0	11,486	0
1609+42.56'NB'	42.56	6.03	0.00	0.00	0.00	0.00	0.00	0.00	12	0	0	0	0	0	0	11,512	14	0	0	0	14	0	0	11,498	0
1609+81.85'NB'	39.29	13.70	0.00	0.00	0.00	0.00	0.00	0.00	14	0	0	0	0	0	0	11,526	14	0	0	0	14	0	0	11,512	0
1610+00.00'NB'	18.15	13.69	0.00	0.00	0.00	0.00	0.00	0.00	9	0	0	0	0	0	0	11,535	14	0	0	0	14	0	0	11,521	0
1611+00.00'NB'	100.00	11.03	0.00	0.00	0.00	0.00	0.00	0.00	46	0	0	0	0	0	0	11,581	14	0	0	0	14	0	0	11,567	0
1611+50.00'NB'	50.00	9.80	0.00	0.00	0.00	0.00	0.00	0.00	19	0	0	0	0	0	0	11,600	14	0	0	0	14	0	0	11,586	0
1612+00.00'NB'	50.00	8.23	0.00	0.00	0.00	0.00	0.00	0.00	17	0	0	0	0	0	0	11,617	14	0	0	0	14	0	0	11,603	0
1613+00.00'NB'	100.00	5.39	0.00	0.00	0.00	0.00	0.00	0.00	25	0	0	0	0	0	0	11,642	14	0	0	0	14	0	0	11,628	0
1614+00.00'NB'	100.00	3.29	0.00	0.00	0.00	0.00	0.00	0.00	16	0	0	0	0	0	0	11,658	14	0	0	0	14	0	0	11,644	0
1615+00.00'NB'	100.00	2.35	0.00	0.00	0.00	0.00	0.00	0.00	10	0	0	0	0	0	0	11,668	14	0	0	0	14	0	0	11,654	0
1616+00.00'NB'	100.00	9.64	0.00	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	0	0	11,690	14	0	0	0	14	0	0	11,676	0
1617+00.00'NB'	100.00	17.17	0.00	0.00	0.00	0.00	0.00	0.00	50	0	0	0	0	0	0	11,740	14	0	0	0	14	0	0	11,726	0
1618+00.00'NB'	100.00	26.16	0.00	0.00	0.00	0.00	0.00	0.00	80	0	0	0	0	0	0	11,820	14	0	0	0	14	0	0	11,806	0
1618+83.57'NB'	83.57	32.89	0.00	0.00	0.00	0.00	0.00	0.00	91	0	0	0	0	0	0	11,911	14	0	0	0	14	0	0	11,897	0
1619+00.00'NB'	16.43	34.33	0.00	0.00	0.00	0.00	0.00	0.00	20	0	0	0	0	0	0	11,931	14	0	0	0	14	0	0	11,917	0
1620+00.00'NB'	100.00	41.41	0.00	0.00	0.00	0.00	0.00	0.00	140	0	0	0	0	0	0	12,071	14	0	0	0	14	0	0	12,057	0
1621+00.00'NB'	100.00	33.85	0.00	0.00	0.00	0.00	0.00	0.00	139	0	0	0	0	0	0	12,210	14	0	0	0	14	0	0	12,196	0
1622+00.00'NB'	100.00	23.05	0.00	0.00	0.00	0.00	0.00	0.00	105	0	0	0	0	0	0	12,315	14	0	0	0	14	0	0	12,301	0
1623+00.00'NB'	100.00	14.59	0.00	0.00	0.00	0.00	0.00	0.00	70	0	0	0	0	0	0	12,385	14	0	0	0	14	0	0	12,371	0
1624+00.00'NB'	100.00	5.13	0.00	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	0	12,422	14	0	0	0	14	0	0	12,408	0
1625+00.00'NB'	100.00	7.77	0.00	0.00	0.00	0.00	0.00	0.00	24	0	0	0	0	0	0	12,446	14	0	0	0	14	0	0	12,432	0
1626+00.00'NB'	100.00	9.82	0.00	0.00	0.00	0.00	0.00	0.00	33	0	0	0	0	0	0	12,479	14	0	0	0	14	0	0	12,465	0
1627+00.00'NB'	100.00	13.29	0.00	0.00	0.00	0.00	0.00	0.00	43	0	0	0	0	0	0	12,522	14	0	0	0	14	0	0	12,508	0
1627+69.55'NB'	69.55	15.05	0.00	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	0	12,559	14	0	0	0	14	0	0	12,545	0
1628+00.00'NB'	30.45	15.97	0.00	0.00	0.00	0.00	0.00	0.00	17	0	0	0	0	0	0	12,576	14	0	0	0	14	0	0	12,562	0
1629+00.00'NB'	100.00	18.41	0.00	0.00	0.00	0.00	0.00	0.00	64	0	0	0	0	0	0	12,640	14	0	0	0	14	0	0	12,626	0
1629+02.16'NB'	2.16	18.44	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	0	12,641	14	0	0	0	14	0	0	12,627	0
1630+00.00'NB'	97.84	20.13	0.00	0.00	0.00	0.00	0.00	0.00	70	0	0	0	0	0	0	12,711	14	0	0	0	14	0	0	12,697	0
1631+00.00'NB'	100.00	21.94	0.00	0.00	0.00	0.00	0.00	0.00	78	0	0	0	0	0	0	12,789	14	0	0	0	14	0	0	12,775	0
1632+00.00'NB'	100.00	22.75	0.00	0.00	0.00	0.00	0.00	0.00	83	0	0	0	0	0	0	12,872	14	0	0	0	14	0	0	12,858	0
1632+21.70'NB'	21.70	23.71	0.00	0.00	0.00	0.00	0.00	0.00	19	0	0	0	0	0	0	12,891	14	0	0	0	14	0	0	12,877	0
1633+00.00'NB'	78.30	26.49	0.00	0.00	0.00	0.00	0.00	0.00	73	0	0	0	0	0	0	12,964	14	0	0	0	14	0	0	12,950	0
1633+05.31'NB'	5.31	26.64	0.00	0.00	0.00	0.00	0.00	0.00	5	0	0	0	0	0	0	12,969	14	0	0	0	14	0	0	12,955	0
1633+07.50'NB'	2.19	26.69	0.00	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	0	12,971	14	0	0	0	14	0	0	12,957	0
1633+49.68'NB'	42.18	27.58	0.00	0.00	0.00	0.00	0.00	0.00	42	0	0	0	0	0	0	13,013	14	0	0	0	14	0	0	12,999	0
1633+50.00'NB'	0.32	27.59	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	13,013	14	0	0	0	14	0	0	12,999	0
1634+00.00'NB'	50.00	29.79	0.00	0.00	0.00	0.00	0.00	0.00	53	0	0	0	0	0	0	13,066	14	0	0	0	14	0	0	13,052	0
1634+22.75'NB'	22.75	57.53	7.05	0.00	0.00	0.00	0.00	0.00	37	3	0	0	0	0	0	13,103	17	0	0	0	17	0	0	13,086	0
1635+00.00'NB'	77.25	70.41	0.00	0.00	0.00	0.00	0.00	0.00	183	10	0	0	0	0	0	13,286	27	0	0	0	27	0	0	13,259	0
1636+00.00'NB'	100.00	88.06	0.00	0.00	0.00	0.00	0.00	0.00	293	0	0	0	0	0	0	13,579	27	0	0	0	27	0	0	13,552	0
1636+55.54'NB'	55.54	99.16	0.00	0.00	0.00	0.00	0.00	0.00	193	0	0	0	0	0	0	13,772	27	0	0	0	27	0	0	13,745	0
1637+00.00'NB'	44.46	101.52	0.00	0.00	0.00	0.00	0.00	0.00	165	0	0	0	0	0	0	13,937	27	0	0	0	27	0	0	13,910	0
1638+00.00'NB'	100.00	85.76	0.00	0.00	0.00	0.00	0.00	0.00	347	0	0	0	0	0	0	14,284	27	0	0	0	27	0	0	14,257	0
1639+00.00'NB'	100.00	89.61	0.00	0.00	0.00	0.00	0.00	0.00	325	0	0	0	0	0	0	14,609	27	0	0	0	27	0	0	14,582	0
1640+00.00'NB'	100.00	86.63	0.00	0.00	0.00	0.00	0.00	0.00	326	0	0	0	0	0	0	14,935	27	0	0	0	27	0	0	14,908	0
1641+00.00'NB'	100.00	75.31	0.00	0.00	0.00	0.00	0.00	0.00	300	0	0	0	0	0	0	15,235	27	0	0	0	27	0	0	15,208	0
1642+00.00'NB'	100.00	66.96	0.00	0.00	0.00	0.00	0.00	0.00	263	0	0	0	0	0	0	15,498	27	0	0	0	27	0	0	15,471	0
1642+22.00'NB'	22.00	65.20	0.00	0.00	0.00	0.00	0.00	0.00	54	0	0	0	0	0	0	15,552	27	0	0	0	27	0	0	15,525	0
1642+50.00'NB'	28.00	56.45	0.00	0.00	0.00	0.00	0.00	0.00	63	0	0	0	0	0	0	15,615	27	0	0	0	27	0	0	15,588	0
1643+00.00'NB'	50.00	61.47	0.00	0.00	0.00	0.00	0.00	0.00	109	0	0	0	0	0	0	15,724	27	0	0	0	27	0	0	15,697	0
1643+89.63'NB'	89.63	47.93	0.00	0.00	0.00	0.00	0.00	0.00	182	0	0	0	0	0	0	15,906	27	0	0	0	27	0	0	15,879	0
1644+00.00'NB'	10.37	43.31	0.00	0.00	0.00	0.00	0.00	0.00	18	0	0	0	0	0	0	15,924	27	0	0	0	27	0	0	15,897	0
1645+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	80	0	0	0	0	0	0	16,004	27	0	0	0	27	0	0	15,977	0

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PROJECT NO:1007-11-75 | HWY:IH 39 | COUNTY:DANE | EARTHWORK DATA: STAGE 4 | SHEET 776 | E

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1646+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	16,004	27	0	0	0	27	0	0	15,977	0
1647+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	16,004	27	0	0	0	27	0	0	15,977	0
1648+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	16,004	27	0	0	0	27	0	0	15,977	0
1648+40.45'NB'	40.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	16,004	27	0	0	0	27	0	0	15,977	0
1648+40.65'NB'	0.20	1.35	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	16,004	27	0	0	0	27	0	0	15,977	0
1649+00.00'NB'	59.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	0	16,005	27	0	0	0	27	0	0	15,978	0
1650+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	16,005	27	0	0	0	27	0	0	15,978	0
1651+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	16,005	27	0	0	0	27	0	0	15,978	0
1652+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	16,005	27	0	0	0	27	0	0	15,978	0
1652+66.68'NB'	66.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	16,005	27	0	0	0	27	0	0	15,978	0
1652+66.70'NB'	0.02	39.89	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	16,005	27	0	0	0	27	0	0	15,978	0
1653+00.00'NB'	33.30	37.77	0.00	0.00	0.00	0.00	0.00	0.00	48	0	0	0	0	0	0	16,053	27	0	0	0	27	0	0	16,026	0
1654+00.00'NB'	100.00	31.83	0.00	0.00	0.00	0.00	0.00	0.00	129	0	0	0	0	0	0	16,182	27	0	0	0	27	0	0	16,155	0
1654+31.00'NB'	31.00	30.11	0.00	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	0	16,218	27	0	0	0	27	0	0	16,191	0
1655+00.00'NB'	69.00	26.96	0.00	0.00	0.00	0.00	0.00	0.00	73	0	0	0	0	0	0	16,291	27	0	0	0	27	0	0	16,264	0
1656+00.00'NB'	100.00	22.87	0.00	0.00	0.00	0.00	0.00	0.00	92	0	0	0	0	0	0	16,383	27	0	0	0	27	0	0	16,356	0
1656+42.60'NB'	42.60	22.33	0.00	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	0	16,419	27	0	0	0	27	0	0	16,392	0
1656+86.87'NB'	44.27	21.73	0.00	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	0	16,455	27	0	0	0	27	0	0	16,428	0
1657+00.00'NB'	13.13	21.69	0.00	0.00	0.00	0.00	0.00	0.00	11	0	0	0	0	0	0	16,466	27	0	0	0	27	0	0	16,439	0
1657+25.00'NB'	25.00	20.11	0.00	0.00	0.00	0.00	0.00	0.00	19	0	0	0	0	0	0	16,485	27	0	0	0	27	0	0	16,458	0
1658+00.00'NB'	75.00	20.81	0.00	0.00	0.00	0.00	0.00	0.00	57	0	0	0	0	0	0	16,542	27	0	0	0	27	0	0	16,515	0
1659+00.00'NB'	100.00	24.01	0.00	0.00	0.00	0.00	0.00	0.00	83	0	0	0	0	0	0	16,625	27	0	0	0	27	0	0	16,598	0
1660+00.00'NB'	100.00	24.76	0.00	0.00	0.00	0.00	0.00	0.00	90	0	0	0	0	0	0	16,715	27	0	0	0	27	0	0	16,688	0
1661+00.00'NB'	100.00	25.18	0.00	0.00	0.00	0.00	0.00	0.00	92	0	0	0	0	0	0	16,807	27	0	0	0	27	0	0	16,780	0
1661+23.33'NB'	23.33	25.20	0.00	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	0	0	16,829	27	0	0	0	27	0	0	16,802	0
1661+56.00'NB'	32.67	49.63	0.00	0.00	0.00	0.00	0.00	0.00	45	0	0	0	0	0	0	16,874	27	0	0	0	27	0	0	16,847	0
1662+00.00'NB'	44.00	48.75	0.00	0.00	0.00	0.00	0.00	0.00	80	0	0	0	0	0	0	16,954	27	0	0	0	27	0	0	16,927	0
1662+23.00'NB'	23.00	48.28	0.00	0.00	0.00	0.00	0.00	0.00	41	0	0	0	0	0	0	16,995	27	0	0	0	27	0	0	16,968	0
1663+00.00'NB'	77.00	47.22	0.00	0.00	0.00	0.00	0.00	0.00	136	0	0	0	0	0	0	17,131	27	0	0	0	27	0	0	17,104	0
1664+00.00'NB'	100.00	46.15	0.00	0.00	0.00	0.00	0.00	0.00	173	0	0	0	0	0	0	17,304	27	0	0	0	27	0	0	17,277	0
1665+00.00'NB'	100.00	45.64	0.00	0.00	0.00	0.00	0.00	0.00	170	0	0	0	0	0	0	17,474	27	0	0	0	27	0	0	17,447	0
1666+00.00'NB'	100.00	42.96	0.00	0.00	0.00	0.00	0.00	0.00	164	0	0	0	0	0	0	17,638	27	0	0	0	27	0	0	17,611	0
1666+86.60'NB'	86.60	40.72	0.00	0.00	0.00	0.00	0.00	0.00	134	0	0	0	0	0	0	17,772	27	0	0	0	27	0	0	17,745	0
1667+00.00'NB'	13.40	40.44	0.00	0.00	0.00	0.00	0.00	0.00	20	0	0	0	0	0	0	17,792	27	0	0	0	27	0	0	17,765	0
1667+55.44'NB'	55.44	39.35	0.00	0.00	0.00	0.00	0.00	0.00	82	0	0	0	0	0	0	17,874	27	0	0	0	27	0	0	17,847	0
1668+00.00'NB'	44.56	39.54	0.00	0.00	0.00	0.00	0.00	0.00	65	0	0	0	0	0	0	17,939	27	0	0	0	27	0	0	17,912	0
1669+00.00'NB'	100.00	42.26	0.00	0.00	0.00	0.00	0.00	0.00	151	0	0	0	0	0	0	18,090	27	0	0	0	27	0	0	18,063	0
1669+22.93'NB'	22.93	43.15	0.00	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	0	18,126	27	0	0	0	27	0	0	18,099	0
1670+00.00'NB'	77.07	15.38	0.00	0.00	0.00	0.00	0.00	0.00	84	0	0	0	0	0	0	18,210	27	0	0	0	27	0	0	18,183	0
1671+00.00'NB'	100.00	7.29	0.00	0.00	0.00	0.00	0.00	0.00	42	0	0	0	0	0	0	18,252	27	0	0	0	27	0	0	18,225	0
1672+00.00'NB'	100.00	1.13	0.00	0.00	0.00	0.00	0.00	0.00	16	0	0	0	0	0	0	18,268	27	0	0	0	27	0	0	18,241	0
1673+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1674+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1675+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1676+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1676+26.35'NB'	26.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1676+43.60'NB'	17.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1677+00.00'NB'	56.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1677+16.27'NB'	16.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1677+41.25'NB'	24.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1677+66.23'NB'	24.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1678+00.00'NB'	33.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1679+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
1679+68.75'NB' BK	68.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1930+94.77'NB'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1931+00.00'NB'	5.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1931+08.51'NB'	8.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1931+14.84'NB'	6.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1931+28.48'NB'	13.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,270	27	0	0	0	27	0	0	18,243	0
1931+45.20'NB'	16.72	9.14	6.54	0.00	0.00	0.00	0.00	0.00	3	2	0	0	0	0	0	18,273	29	0	0	0	29	0	0	18,244	0
1931+65.40'NB'	20.19	9.13	6.41	0.00	0.00	0.00	0.00	0.00	7	5	0	0	0	0	0	18,280	34	0	0	0	34	0	0	18,246	0
1931+74.84'NB'	9.45	9.16	6.26	0.00	0.00	0.00	0.00	0.00	3	2	0	0	0	0	0	18,283	36	0	0	0	36	0	0	18,247	0
1931+88.49'NB'	13.65	9.20	6.01	0.00	0.00	0.00	0.00	0.00	5	3	0	0	0	0	0	18,288	39	0	0	0	39	0	0	18,249	0
1932+00.00'NB'	11.51	9.24	5.73	0.00	0.00	0.00	0.00	0.00	4	3	0	0	0	0	0	18,292	42	0	0	0	42	0	0	18,250	0
1933+00.00'NB'	100.00	9.69	3.83	0.00	0.00	0.00	0.00	0.00	35	18	0	0	0	0	0	18,327	60	0	0	0	60	0	0	18,267	0
1933+30.85'NB'	30.85	9.90	3.36	0.00	0.00	0.00	0.00	0.00	11	4	0	0	0	0	0	18,338	64	0	0	0	64	0	0	18,274	0
1933+46.79'NB'	15.95	10.14	3.09	0.00	0.00	0.00	0.00	0.00	6	2	0	0	0	0	0	18,344	66	0	0	0	66	0	0	18,278	0
1933+55.81'NB'	9.01	10.15	2.99	0.00	0.00	0.00	0.00	0.00	3	1	0	0	0	0	0	18,347	67	0	0	0	67	0	0	18,280	0
1933+71.66'NB'	15.85	10.17	2.82	0.00	0.00	0.00	0.00	0.00	6	2	0	0	0	0	0	18,353	69	0	0	0	69	0	0	18,284	0
1933+80.76'NB'	9.10	10.17	3.10	0.00	0.00	0.00	0.00	0.00	3	1	0	0	0	0	0	18,356	70	0	0	0	70	0	0	18,286	0
1933+96.53'NB'	15.77	10.15	3.54	0.00	0.00	0.00	0.00	0.00	6	2	0	0	0	0	0	18,362	72	0	0	0	72	0	0	18,290	0
1934+00.00'NB'	3.47	10.15	3.42	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	0	18,363	72	0	0	0	72	0	0	18,291	0
1934+63.67'NB'	63.67	9.77	1.07	0.00	0.00	0.00	0.00	0.00	23	5	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1934+64.06'NB'	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1935+00.00'NB'	35.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1936+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1937+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1938+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1939+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1939+32.58'NB'	32.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1940+00.00'NB'	67.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1940+38.50'NB'	38.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1941+00.00'NB'	61.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1941+87.50'NB'	87.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1941+98.92'NB'	11.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1942+00.00'NB'	1.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1942+92.53'NB'	92.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1943+00.00'NB'	7.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1943+50.00'NB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1944+00.00'NB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1944+91.94'NB'	91.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1945+00.00'NB'	8.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1945+50.00'NB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1945+62.50'NB'	12.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1946+00.00'NB'	37.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1947+00.00'NB'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1947+80.35'NB'	80.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
1948+00.00'NB'	19.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
940+72.00'NX'	0.00	80.11	37.44	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	18,386	77	0	0	0	77	0	0	18,309	0
941+00.00'NX'	28.00	78.51	41.53	0.00	0.00	0.00	0.00	0.00	82	41	0	0	0	0	0	18,468	118	0	0	0	118	0	0	18,350	0
941+18.89'NX'	18.89	76.64	44.04	0.00	0.00	0.00	0.00	0.00	54	30	0	0	0	0	0	18,522	148	0	0	0	148	0	0	18,374	0
941+57.71'NX'	38.82	79.20	37.30	0.00	0.00	0.00	0.00	0.00	112	58	0	0	0	0	0	18,634	206	0	0	0	206	0	0	18,428	0
942+00.00'NX'	42.29	93.23	27.30	0.00	0.00	0.00	0.00	0.00	135	51	0	0	0	0	0	18,769	257	0	0	0	257	0	0	18,512	0
942+56.91'NX'	56.91	89.87	11.60	0.00	0.00	0.00	0.00	0.00	193	41	0	0	0	0	0	18,962	298	0	0	0	298	0	0	18,664	0
943+00.00'NX'	43.09	83.66	2.27	0.00	0.00	0.00	0.00	0.00	138	11	0	0	0	0	0	19,100	309	0	0	0	309	0	0	18,791	0
943+66.95'NX'	66.95	87.51	0.00	0.00	0.00	0.00	0.00	0.00	212	3	0	0	0	0	0	19,312	312	0	0	0	312	0	0	19,000	0

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
943+67.41'NX'	0.46	102.43	0.00	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	0	19,314	312	0	0	0	312	0	0	19,002	0
943+87.60'NX'	20.19	101.78	0.00	0.00	0.00	0.00	0.00	0.00	76	0	0	0	0	0	0	19,390	312	0	0	0	312	0	0	19,078	0
944+00.00'NX'	12.40	96.43	0.00	0.00	0.00	0.00	0.00	0.00	46	0	0	0	0	0	0	19,436	312	0	0	0	312	0	0	19,124	0
944+38.60'NX'	38.60	80.85	0.00	0.00	0.00	0.00	0.00	0.00	127	0	0	0	0	0	0	19,563	312	0	0	0	312	0	0	19,251	0
944+47.07'NX'	8.47	77.70	0.00	0.00	0.00	0.00	0.00	0.00	25	0	0	0	0	0	0	19,588	312	0	0	0	312	0	0	19,276	0
944+89.60'NX'	42.53	70.25	0.00	0.00	0.00	0.00	0.00	0.00	117	0	0	0	0	0	0	19,705	312	0	0	0	312	0	0	19,393	0
945+00.00'NX'	10.40	67.32	0.00	0.00	0.00	0.00	0.00	0.00	26	0	0	0	0	0	0	19,731	312	0	0	0	312	0	0	19,419	0
945+51.00'NX'	51.00	63.28	0.00	0.00	0.00	0.00	0.00	0.00	123	0	0	0	0	0	0	19,854	312	0	0	0	312	0	0	19,542	0
946+00.00'NX'	49.00	51.60	0.00	0.00	0.00	0.00	0.00	0.00	104	0	0	0	0	0	0	19,958	312	0	0	0	312	0	0	19,646	0
947+00.00'NX'	100.00	48.01	0.77	0.00	0.00	0.00	0.00	0.00	184	1	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
947+00.16'NX'	0.16	48.02	0.77	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
567+38.48'TCT'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
567+53.15'TCT'	14.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
568+00.00'TCT'	46.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
568+48.93'TCT'	48.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
569+00.00'TCT'	51.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
570+00.00'TCT'	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
570+19.18'TCT'	19.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
570+37.19'TCT'	18.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
570+37.35'TCT'	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
570+99.94'TCT'	62.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
571+00.00'TCT'	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
571+11.35'TCT'	11.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
571+50.00'TCT'	38.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
571+72.00'TCT'	22.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
572+00.00'TCT'	28.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
572+24.61'TCT'	24.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
572+25.00'TCT'	0.39	7.95	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,142	313	0	0	0	313	0	0	19,829	0
573+00.00'TCT'	75.00	27.94	0.08	0.00	0.00	0.00	0.00	0.00	50	0	0	0	0	0	0	20,192	313	0	0	0	313	0	0	19,879	0
574+00.00'TCT'	100.00	14.82	38.76	0.00	0.00	0.00	0.00	0.00	79	72	0	0	0	0	0	20,271	385	0	0	0	385	0	0	19,886	0
574+10.89'TCT'	10.89	16.23	44.35	0.00	0.00	0.00	0.00	0.00	6	17	0	0	0	0	0	20,277	402	0	0	0	402	0	0	19,875	0
574+32.89'TCT'	22.00	13.76	56.52	0.00	0.00	0.00	0.00	0.00	12	41	0	0	0	0	0	20,289	443	0	0	0	443	0	0	19,846	0
574+54.89'TCT'	22.00	26.31	62.30	0.00	0.00	0.00	0.00	0.00	16	48	0	0	0	0	0	20,305	491	0	0	0	491	0	0	19,814	0
574+75.31'TCT'	20.42	32.54	62.44	0.00	0.00	0.00	0.00	0.00	22	47	0	0	0	0	0	20,327	538	0	0	0	538	0	0	19,789	0
574+84.23'TCT'	8.92	35.47	60.76	0.00	0.00	0.00	0.00	0.00	11	20	0	0	0	0	0	20,338	558	0	0	0	558	0	0	19,780	0
574+95.57'TCT'	11.35	39.43	57.52	0.00	0.00	0.00	0.00	0.00	16	25	0	0	0	0	0	20,354	583	0	0	0	583	0	0	19,771	0
575+00.00'TCT'	4.43	40.40	56.07	0.00	0.00	0.00	0.00	0.00	7	9	0	0	0	0	0	20,361	592	0	0	0	592	0	0	19,769	0
575+24.53'TCT'	24.53	44.16	48.16	0.00	0.00	0.00	0.00	0.00	38	47	0	0	0	0	0	20,399	639	0	0	0	639	0	0	19,760	0
576+00.00'TCT'	75.47	42.72	9.88	0.00	0.00	0.00	0.00	0.00	121	81	0	0	0	0	0	20,520	720	0	0	0	720	0	0	19,800	0
576+53.09'TCT'	53.09	70.88	11.47	0.00	0.00	0.00	0.00	0.00	112	21	0	0	0	0	0	20,632	741	0	0	0	741	0	0	19,891	0
576+83.88'TCT'	30.79	27.22	10.70	0.00	0.00	0.00	0.00	0.00	56	13	0	0	0	0	0	20,688	754	0	0	0	754	0	0	19,934	0
643+90.74'TDT'	0.00	26.69	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	20,688	754	0	0	0	754	0	0	19,934	0
644+00.00'TDT'	9.26	28.38	0.00	0.00	0.00	0.00	0.00	0.00	9	0	0	0	0	0	0	20,697	754	0	0	0	754	0	0	19,943	0
644+50.93'TDT'	50.93	35.01	0.00	0.00	0.00	0.00	0.00	0.00	60	0	0	0	0	0	0	20,757	754	0	0	0	754	0	0	20,003	0
644+96.27'TDT'	45.34	41.88	0.00	0.00	0.00	0.00	0.00	0.00	65	0	0	0	0	0	0	20,822	754	0	0	0	754	0	0	20,068	0
645+00.01'TDT'	3.74	71.82	0.00	0.00	0.00	0.00	0.00	0.00	8	0	0	0	0	0	0	20,830	754	0	0	0	754	0	0	20,076	0
645+44.00'TDT'	43.99	70.75	0.00	0.00	0.00	0.00	0.00	0.00	116	0	0	0	0	0	0	20,946	754	0	0	0	754	0	0	20,192	0
645+88.00'TDT'	44.00	84.09	0.00	0.00	0.00	0.00	0.00	0.00	126	0	0	0	0	0	0	21,072	754	0	0	0	754	0	0	20,318	0
646+00.00'TDT'	12.00	91.96	0.00	0.00	0.00	0.00	0.00	0.00	39	0	0	0	0	0	0	21,111	754	0	0	0	754	0	0	20,357	0
647+00.00'TDT'	100.00	162.63	0.00	0.00	0.00	0.00	0.00	0.00	471	0	0	0	0	0	0	21,582	754	0	0	0	754	0	0	20,828	0
647+84.20'TDT'	84.20	195.85	0.00	0.00	0.00	0.00	0.00	0.00	559	0	0	0	0	0	0	22,141	754	0	0	0	754	0	0	21,387	0
647+84.57'TDT'	0.37	214.93	0.00	0.00	0.00	0.00	0.00	0.00	3	0	0	0	0	0	0	22,144	754	0	0	0	754	0	0	21,390	0
648+00.00'TDT'	15.43	216.52	0.00	0.00	0.00	0.00	0.00	0.00	123	0	0	0	0	0	0	22,267	754	0	0	0	754	0	0	21,513	0

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PROJECT NO:1007-11-75 | HWY:IH 39 | COUNTY:DANE | EARTHWORK DATA: STAGE 4 | SHEET 779 E

STATION	DISTANCE	AREA (SF)							Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)								MASS ORDINATE	SELECT CRUSHED MATERIAL (TONS) FACTOR 1.9
		CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH EXC	ROCK EXC	EBS	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL	CUT	FILL	MARSH	ROCK	EBS	ROADWAY EMBANKMENT	SELECT CRUSHED MATERIAL	SELECT BORROW MATERIAL		
649+00.00'TDT'	100.00	201.06	0.00	0.00	0.00	0.00	0.00	0.00	773	0	0	0	0	0	0	23,040	754	0	0	0	754	0	0	22,286	0
650+00.00'TDT'	100.00	187.62	0.00	0.00	0.00	0.00	0.00	0.00	720	0	0	0	0	0	0	23,760	754	0	0	0	754	0	0	23,006	0
650+24.79'TDT'	24.79	183.75	0.00	0.00	0.00	0.00	0.00	0.00	171	0	0	0	0	0	0	23,931	754	0	0	0	754	0	0	23,177	0
651+00.00'TDT'	75.21	179.44	0.00	0.00	0.00	0.00	0.00	0.00	506	0	0	0	0	0	0	24,437	754	0	0	0	754	0	0	23,683	0
652+00.00'TDT'	100.00	171.43	0.00	0.00	0.00	0.00	0.00	0.00	650	0	0	0	0	0	0	25,087	754	0	0	0	754	0	0	24,333	0
652+52.03'TDT'	52.03	167.03	0.00	0.00	0.00	0.00	0.00	0.00	326	0	0	0	0	0	0	25,413	754	0	0	0	754	0	0	24,659	0
652+66.69'TDT'	14.66	140.40	0.00	0.00	0.00	0.00	0.00	0.00	83	0	0	0	0	0	0	25,496	754	0	0	0	754	0	0	24,742	0

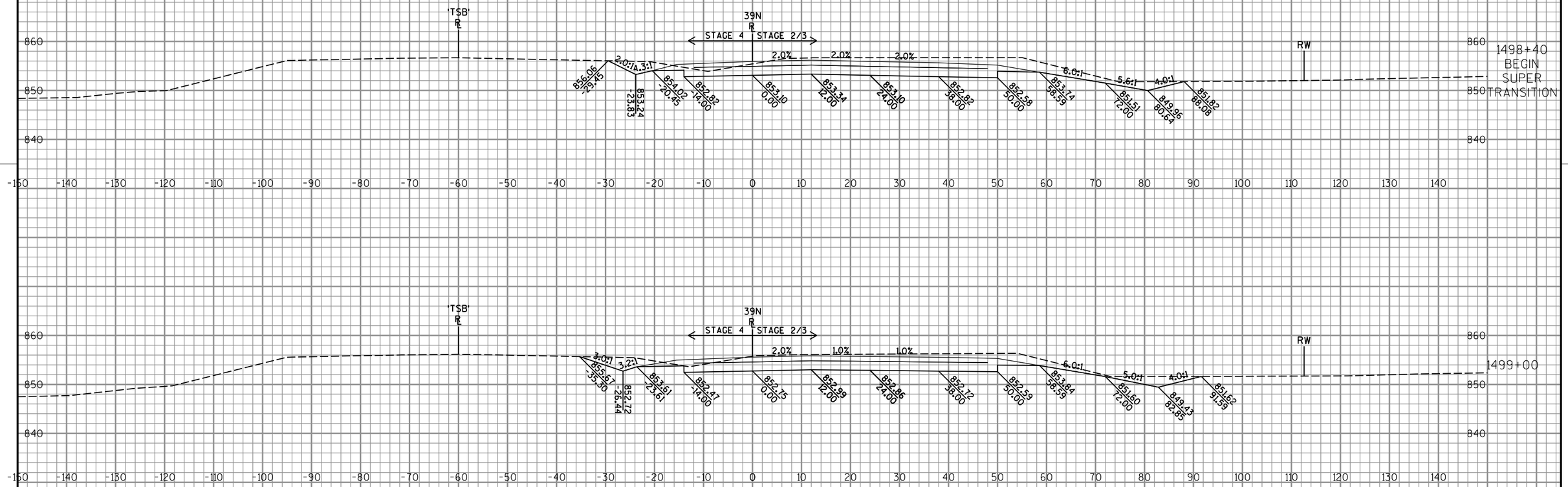
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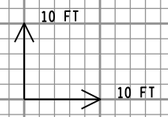
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PROJECT NO:1007-11-75 | HWY:IH 39 | COUNTY:DANE | EARTHWORK DATA: STAGE 4 | SHEET 780 | E

BEGIN PROJECT
STA 1498+00'NB'



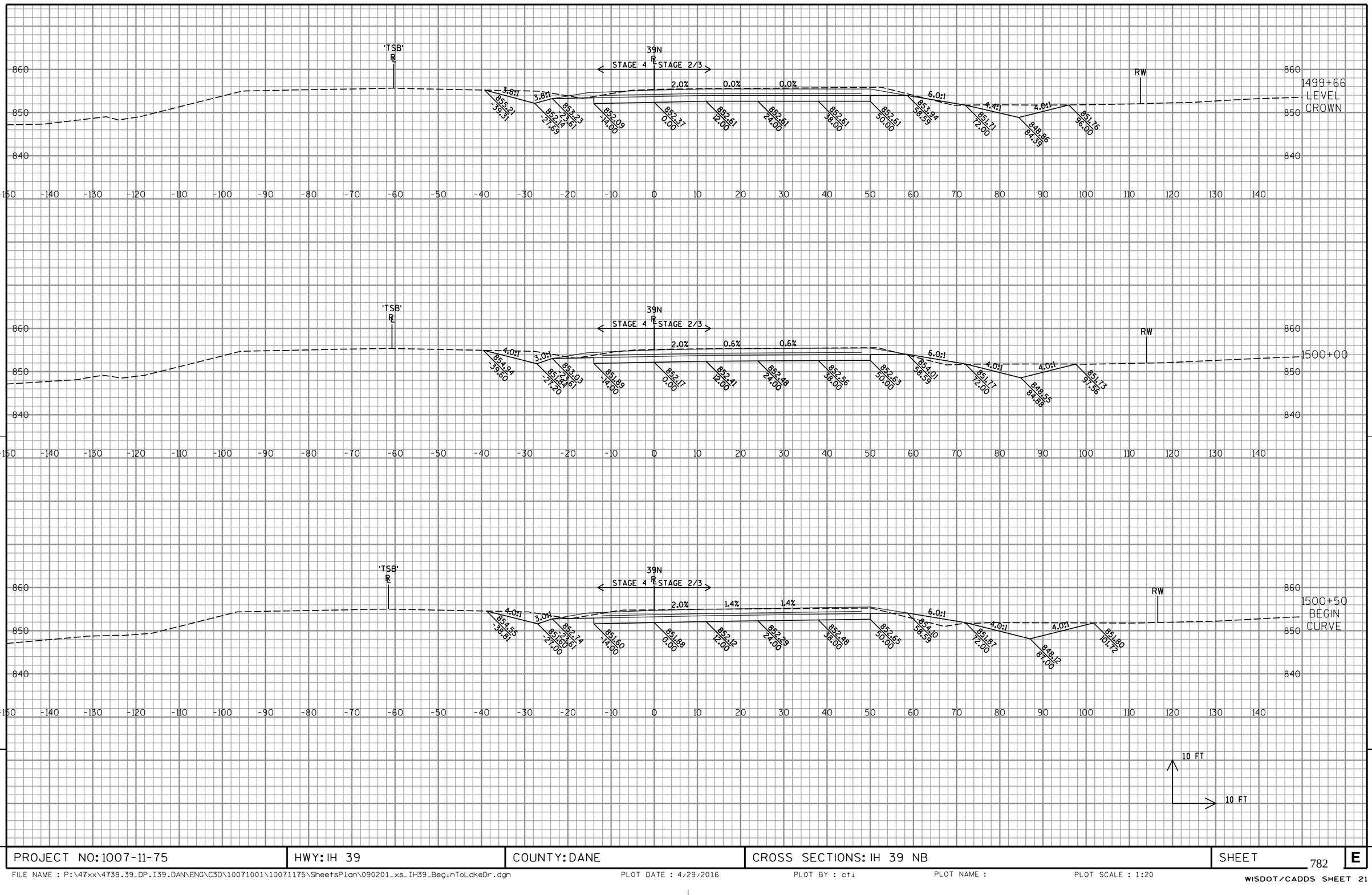




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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 781	E

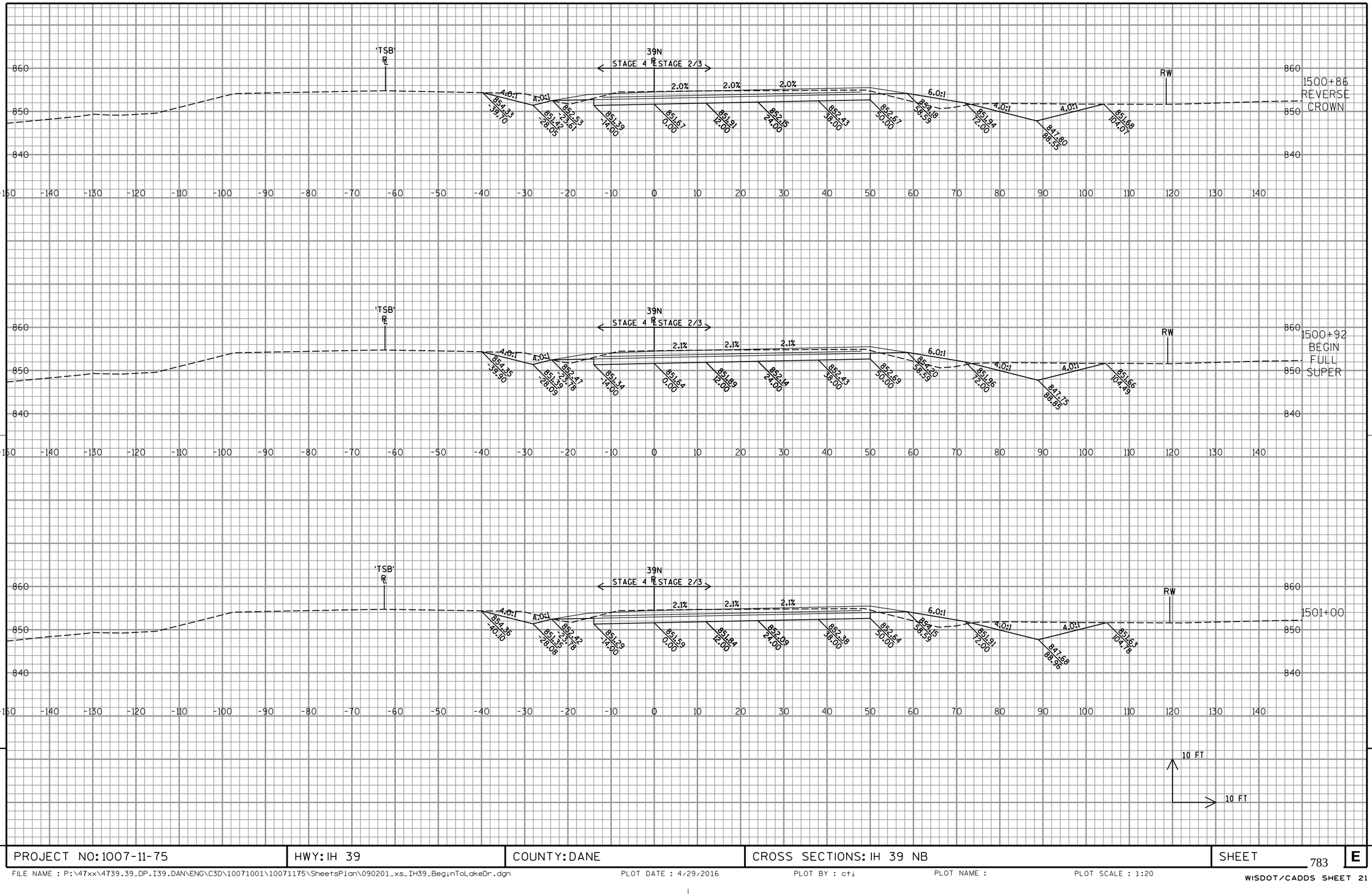


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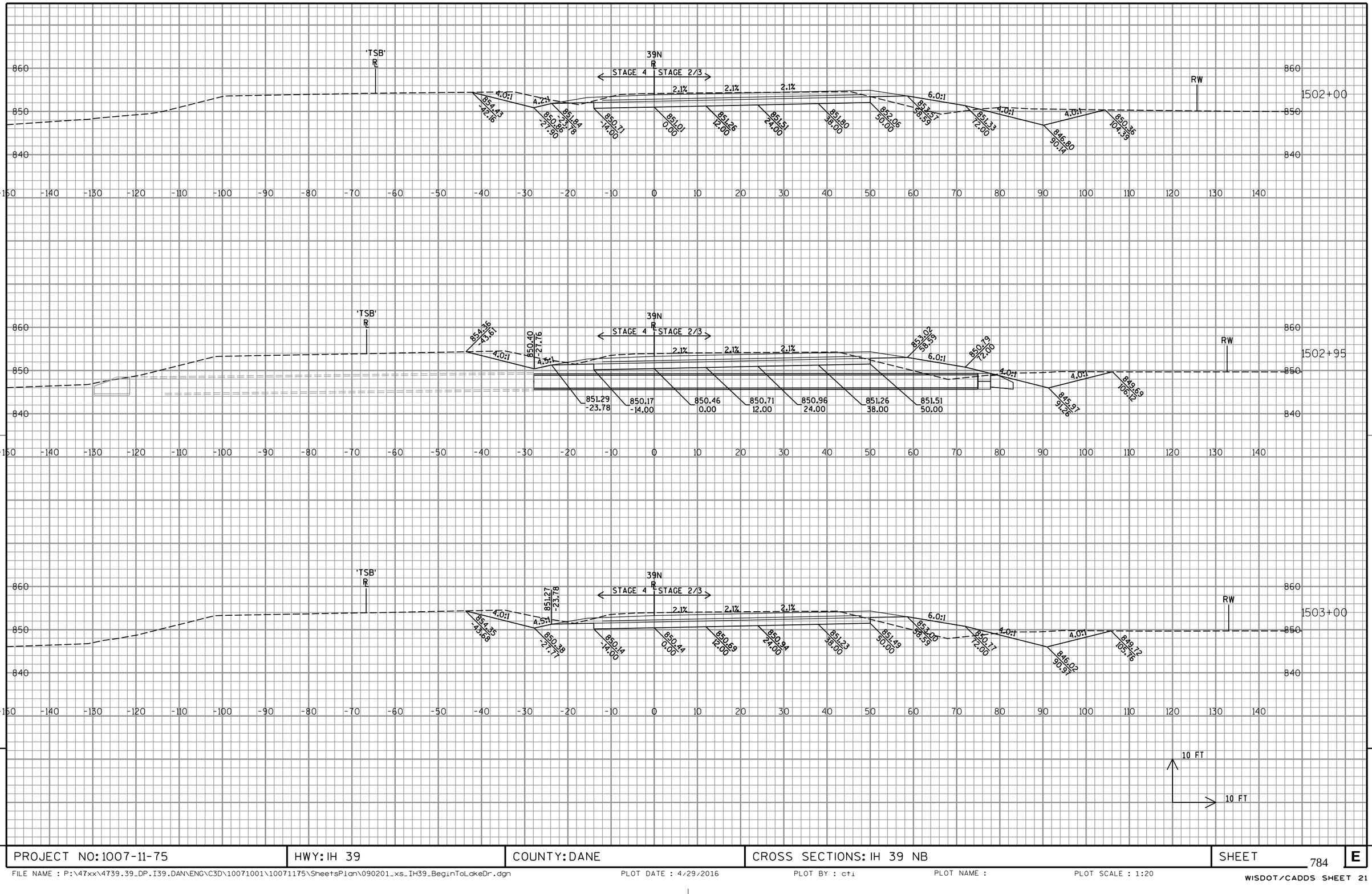
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 782	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090201_xs_IH39_BeginToLakeDr.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



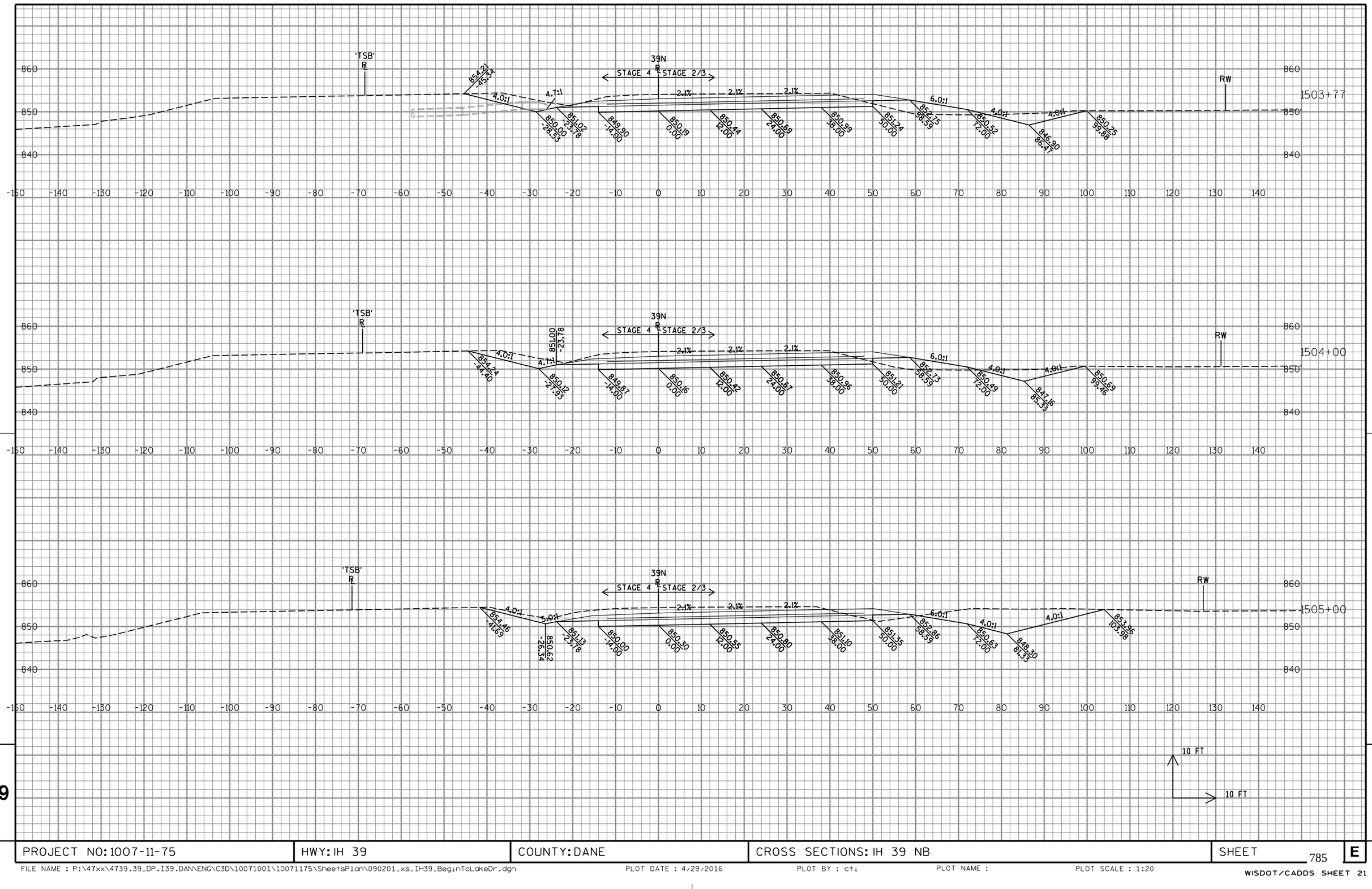
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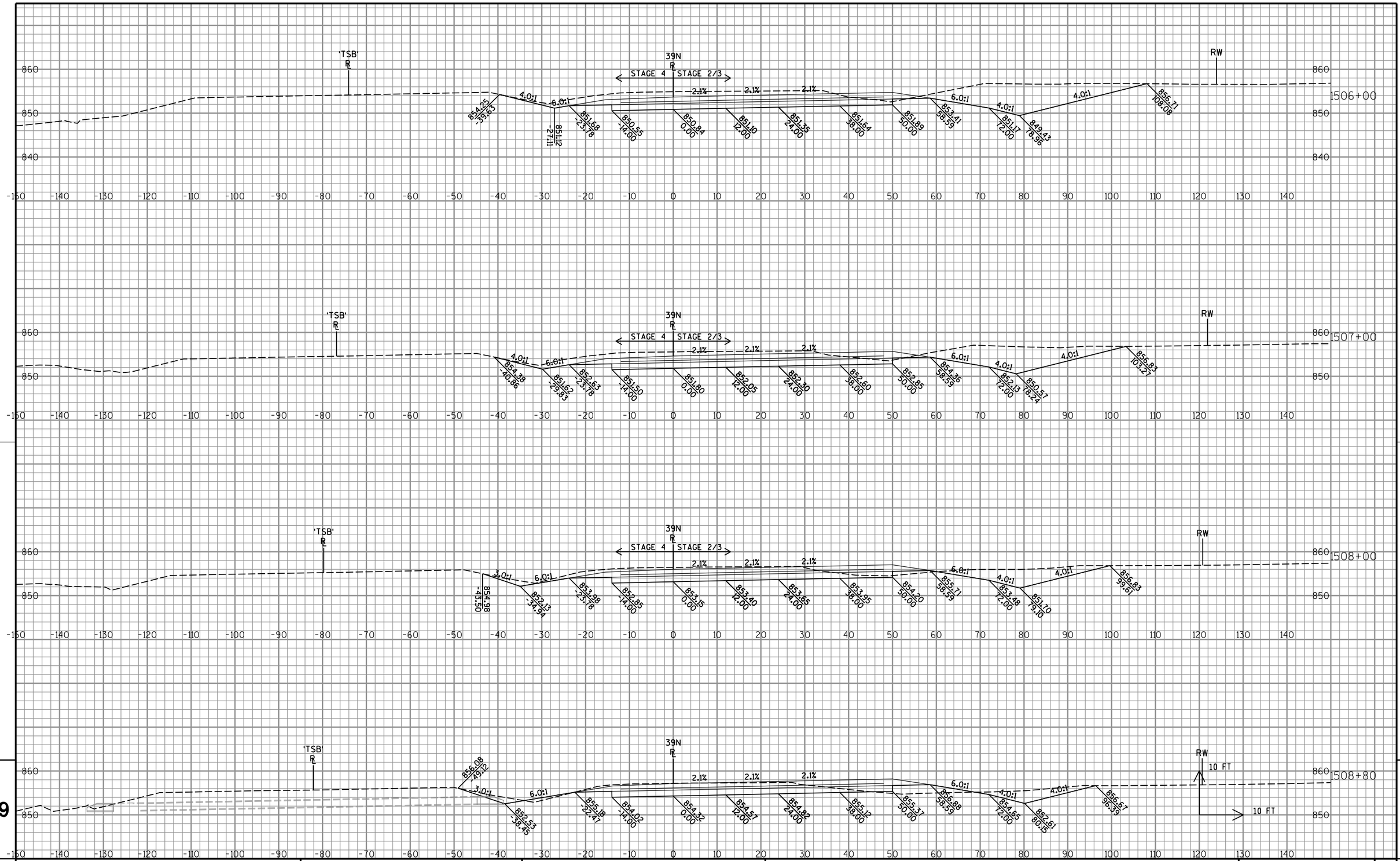
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 784	E



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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 785	E

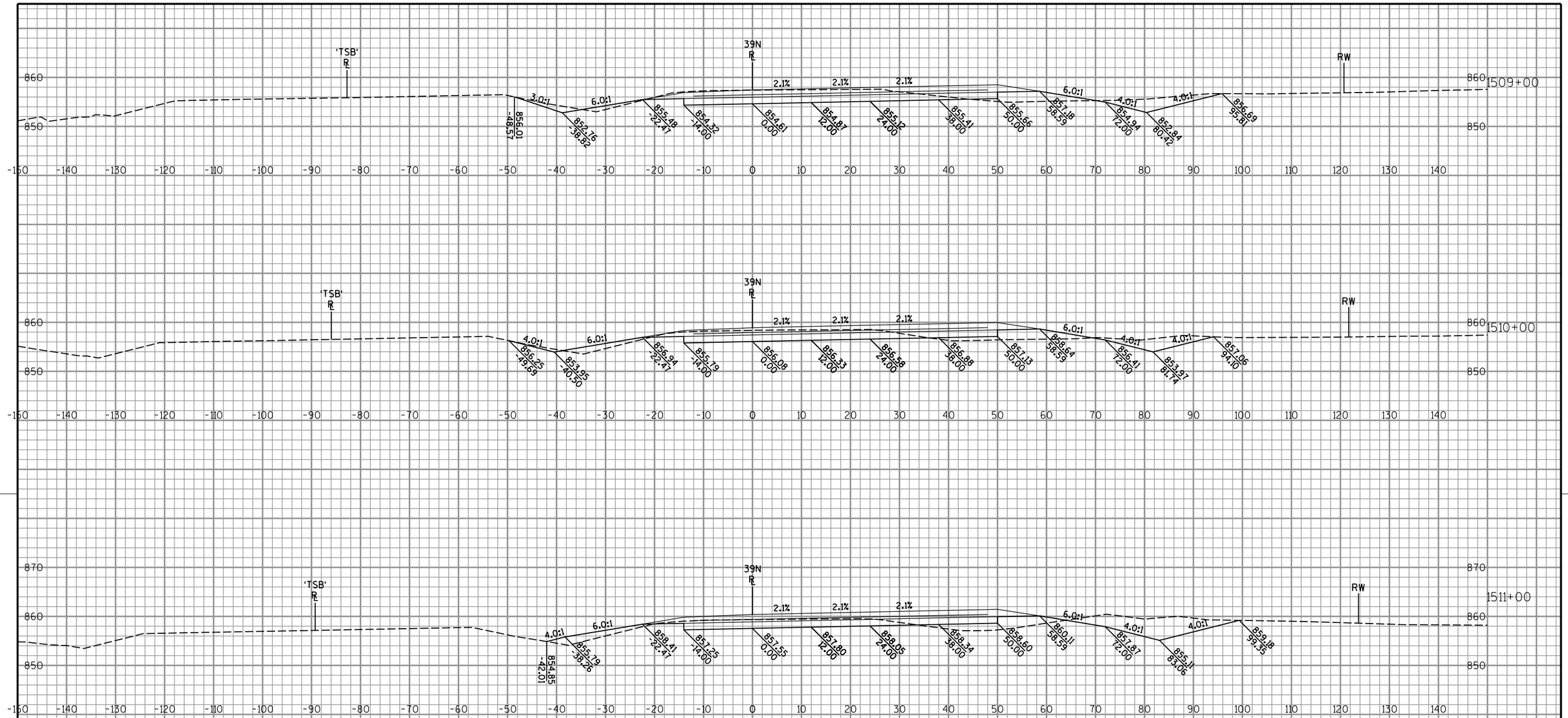


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 786	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090201_xs_IH39_BeginToLakeDr.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

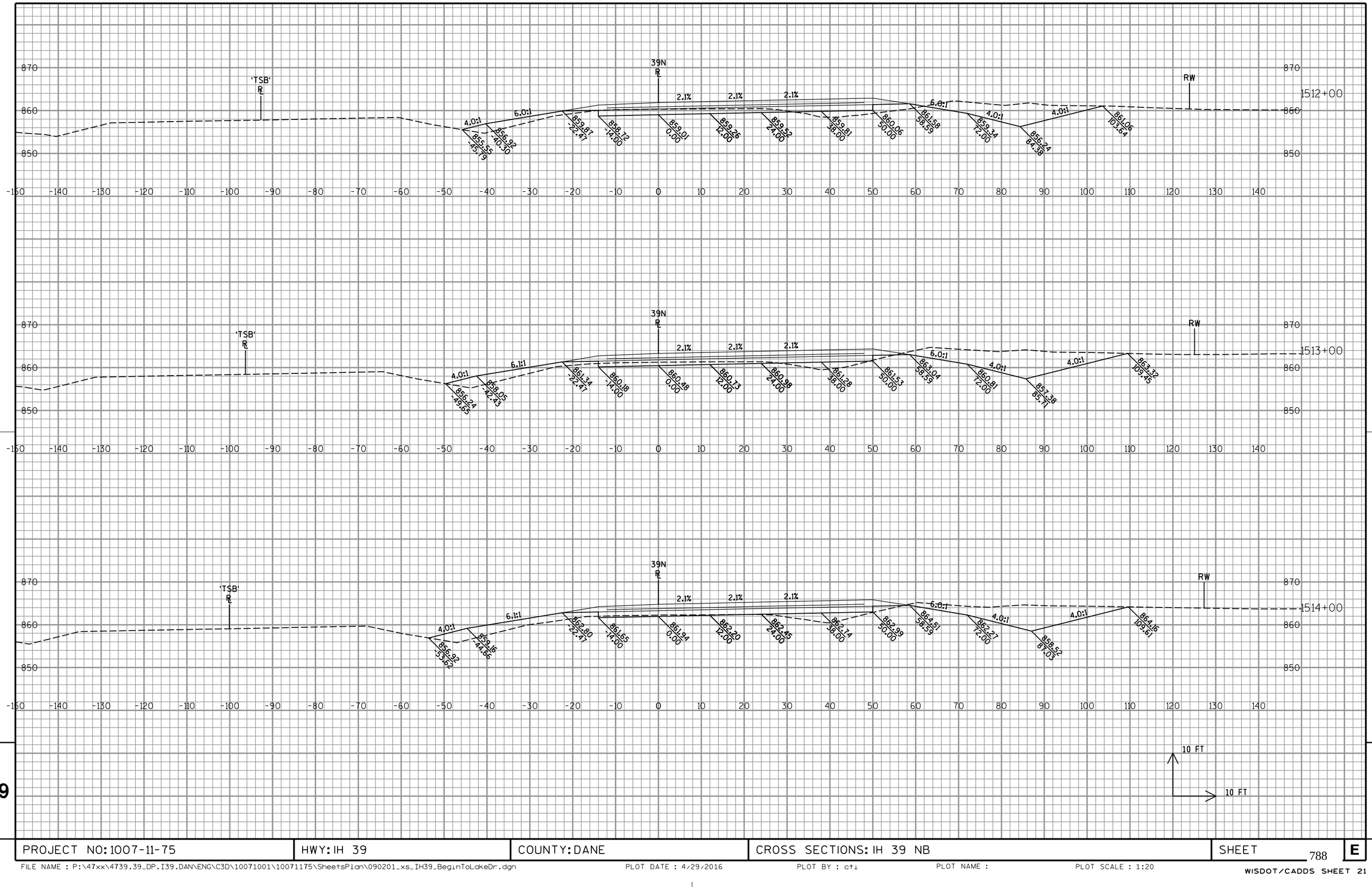


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 787	E

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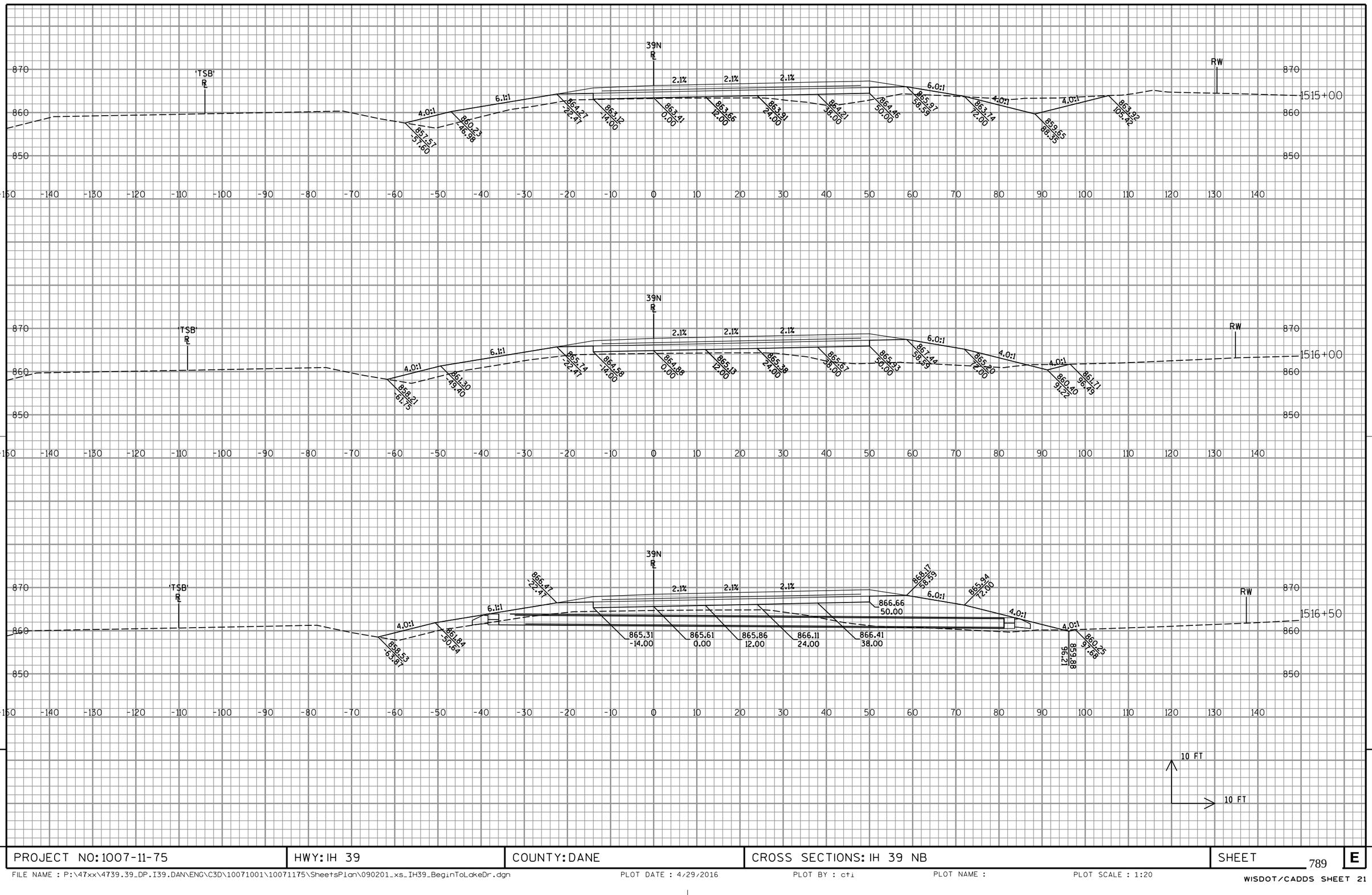


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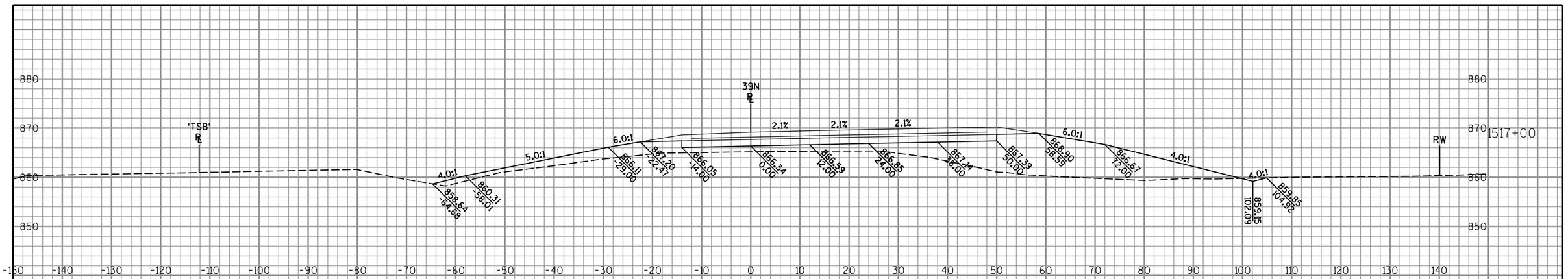


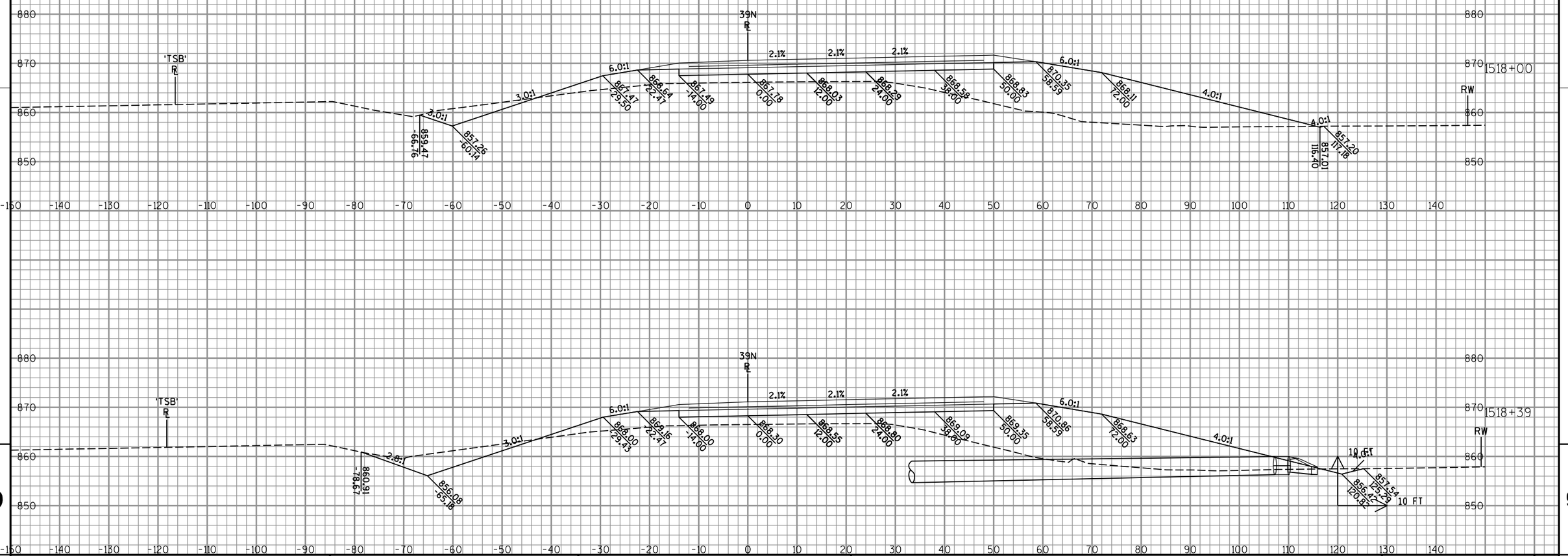
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 789	E

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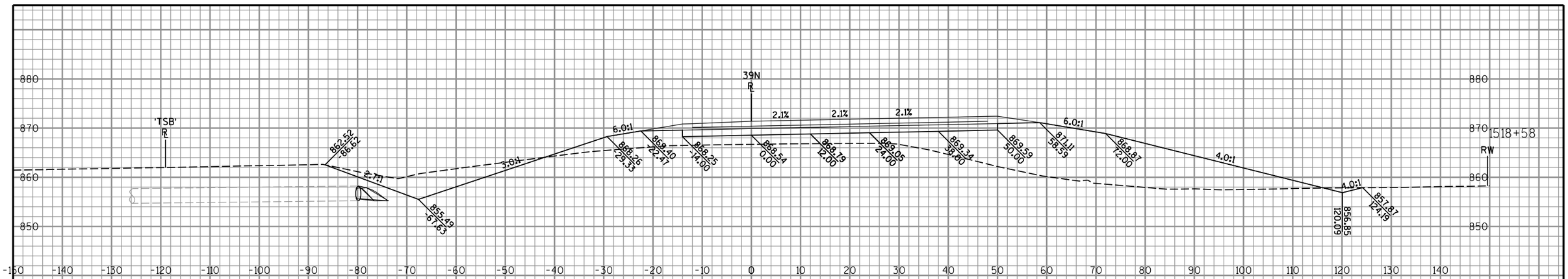


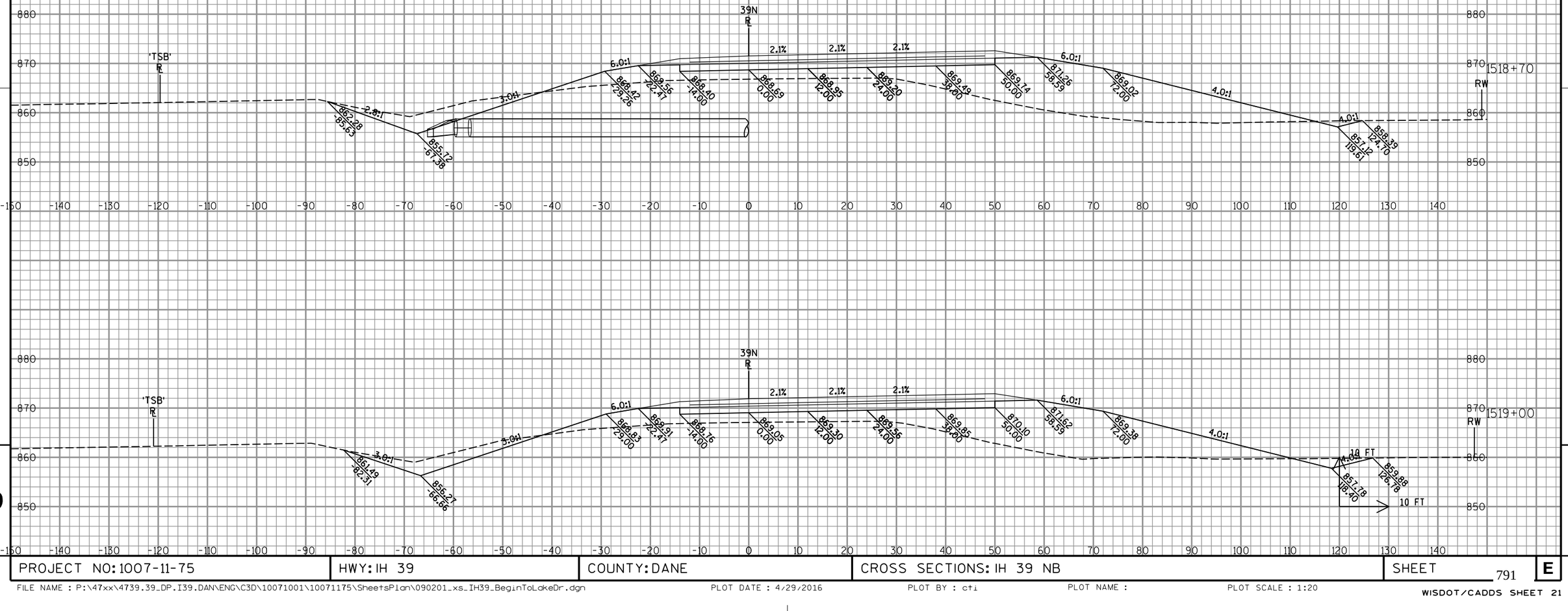
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 790	E

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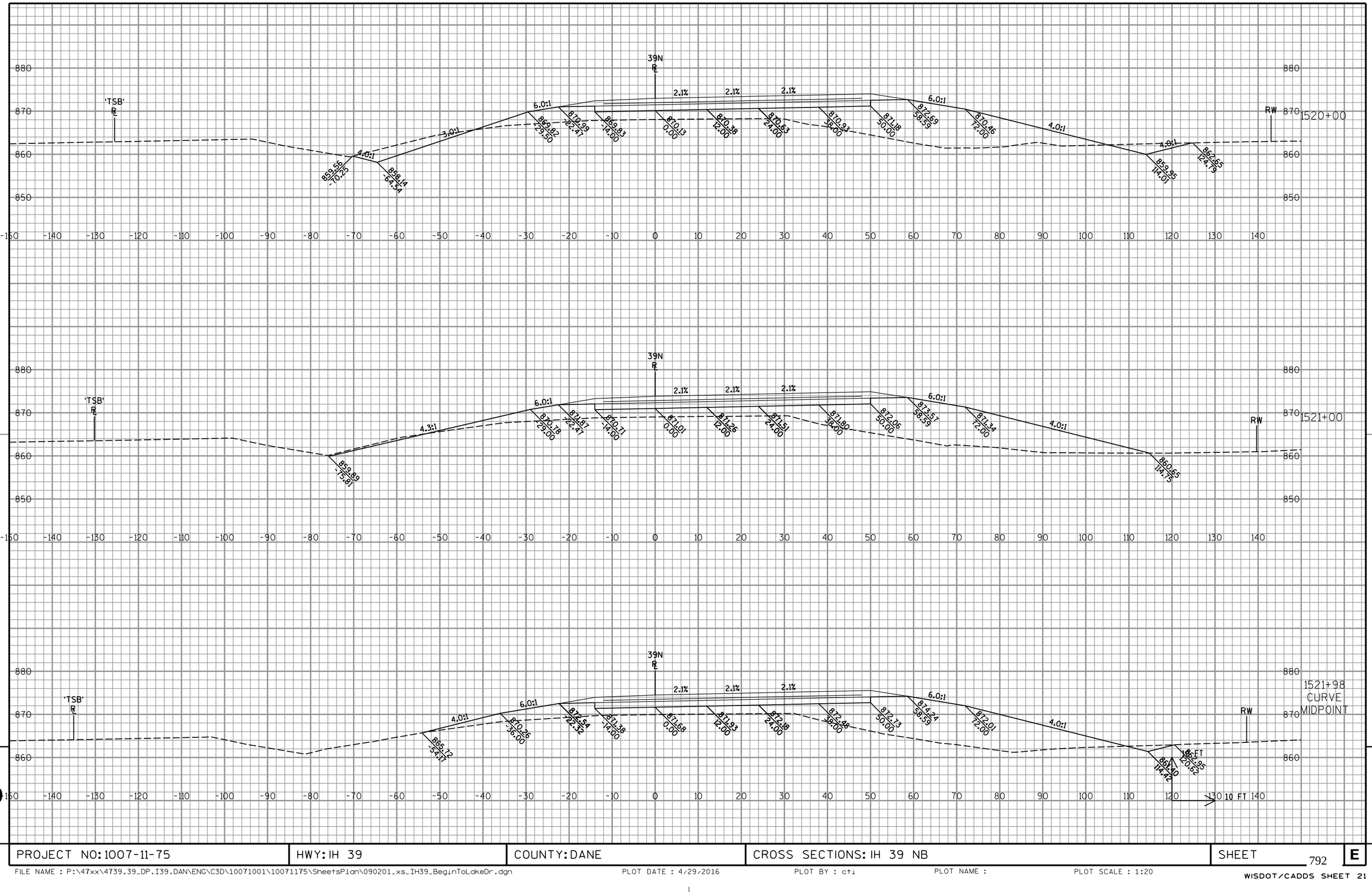
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 791	E

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WISDOT/CADDS SHEET 21



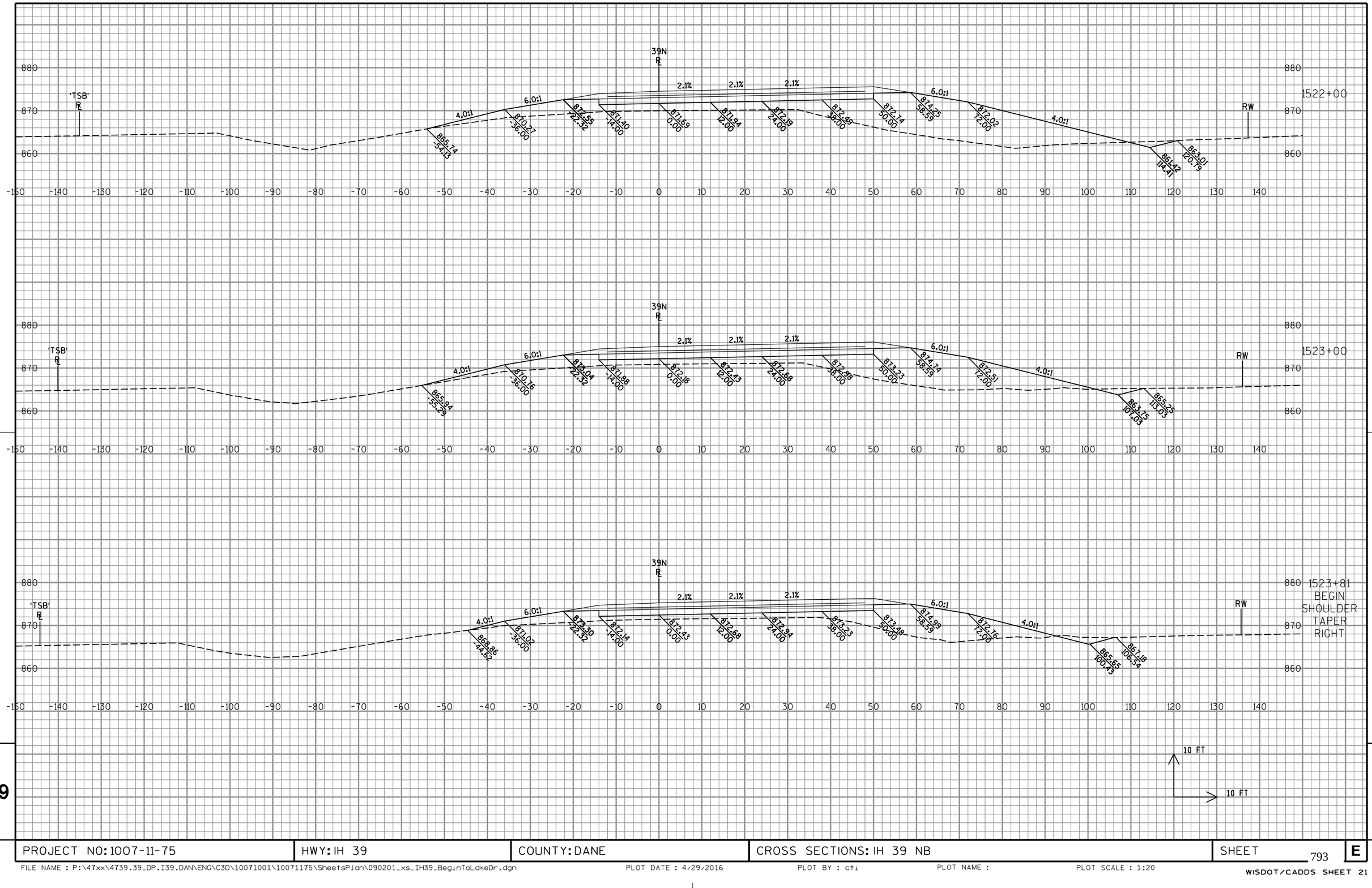
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 792	E

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WISDOT/CADDS SHEET 21

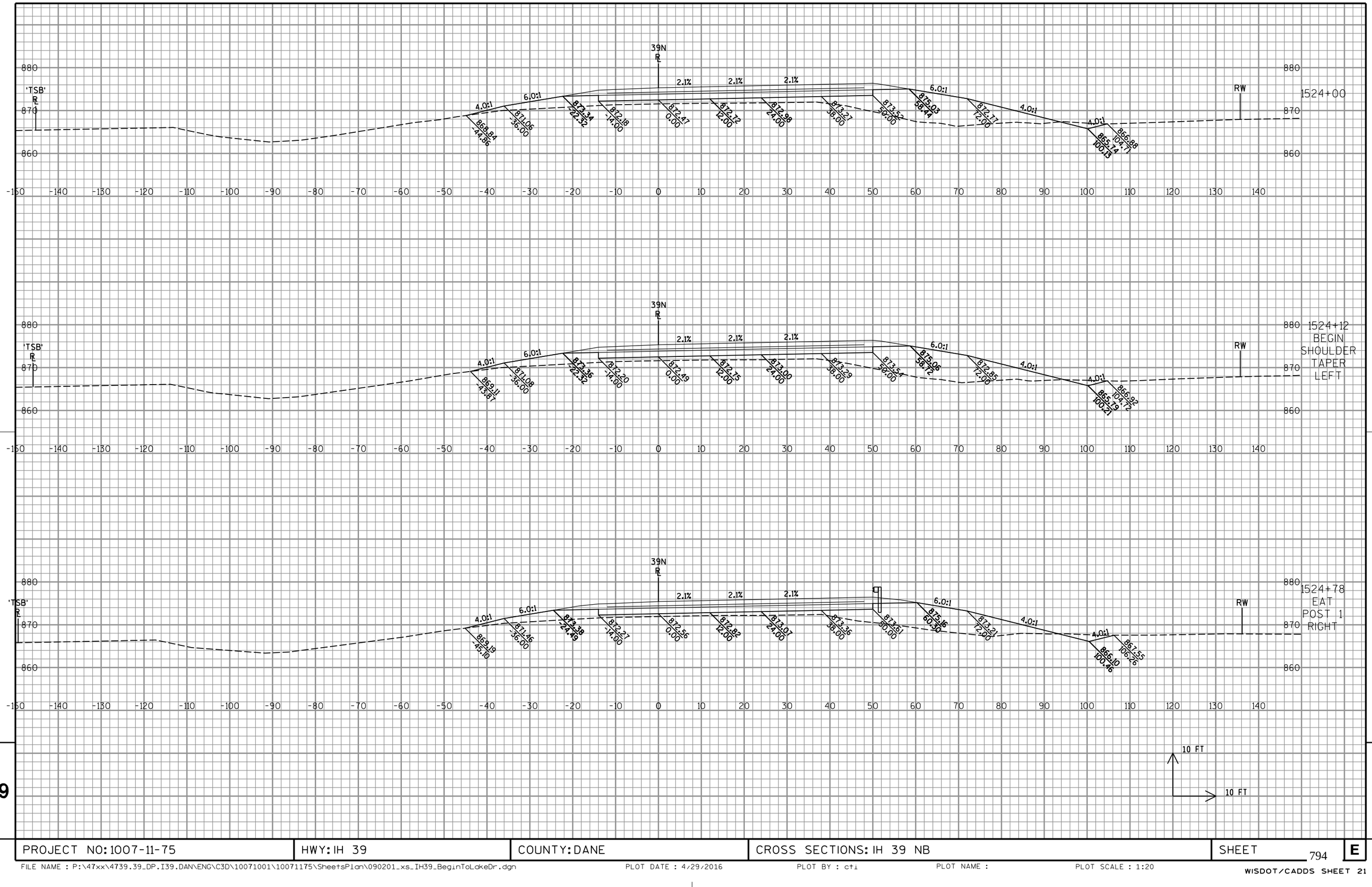


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 793	E

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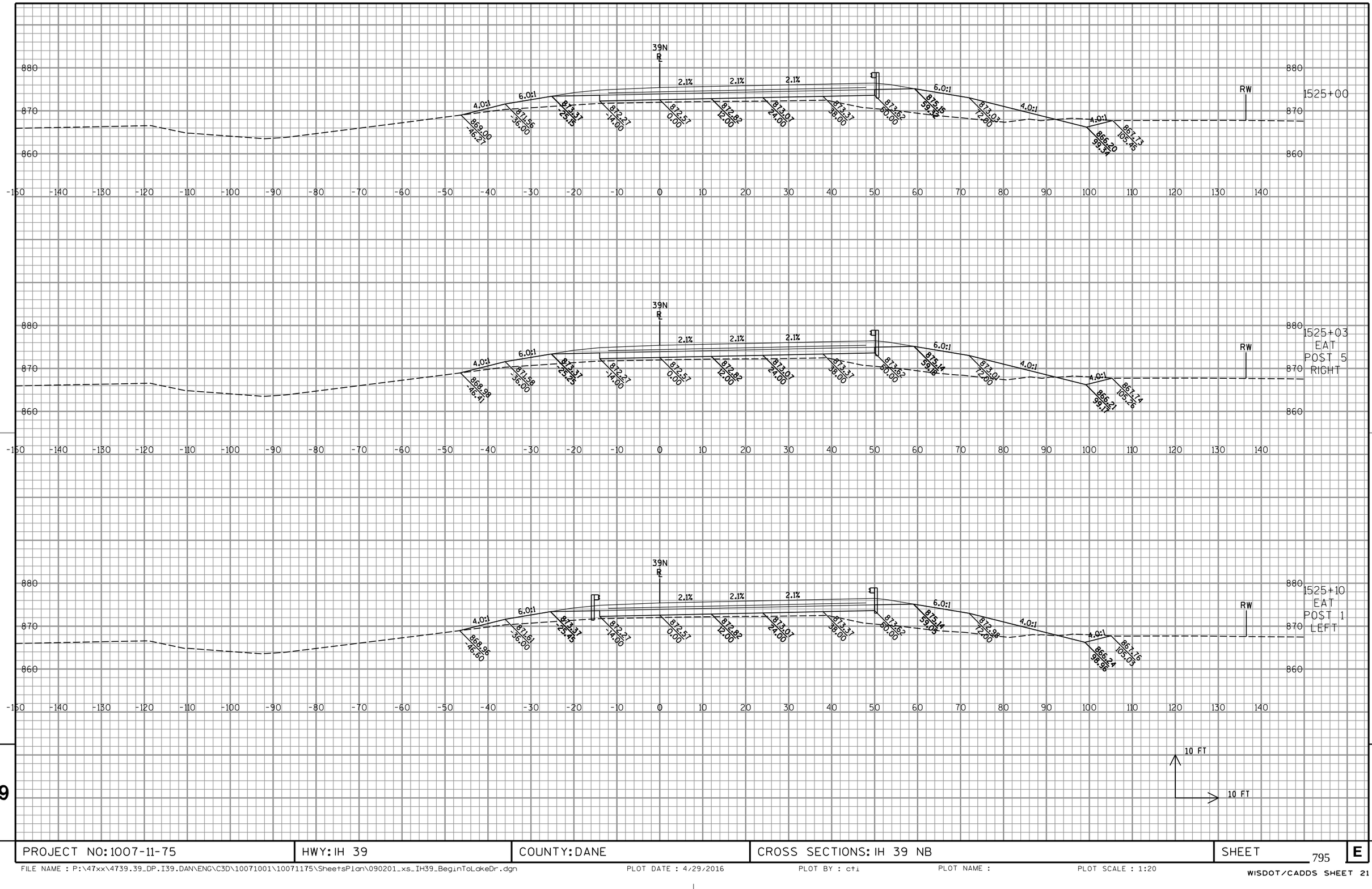


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 794	E

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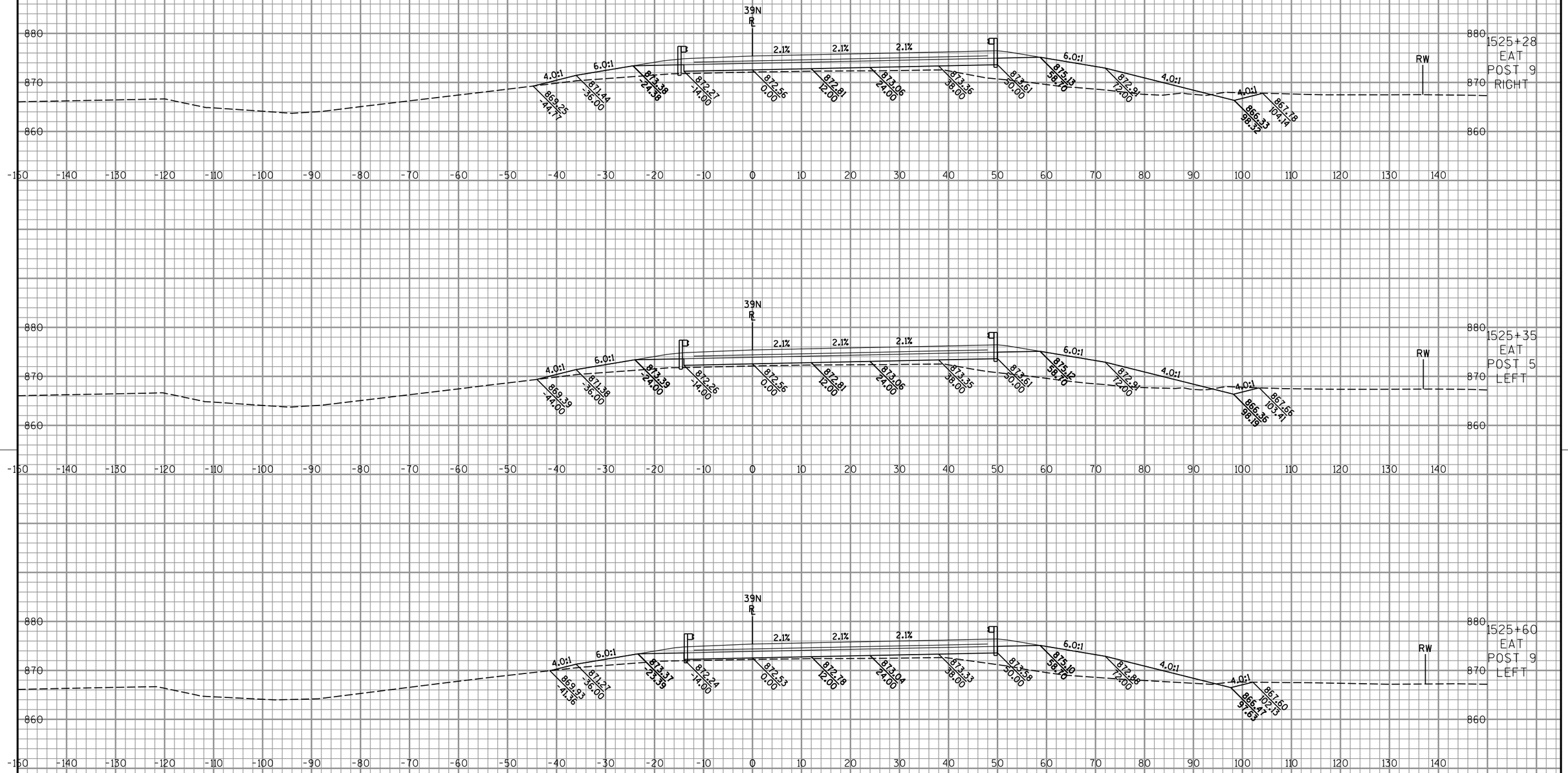


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 795	E

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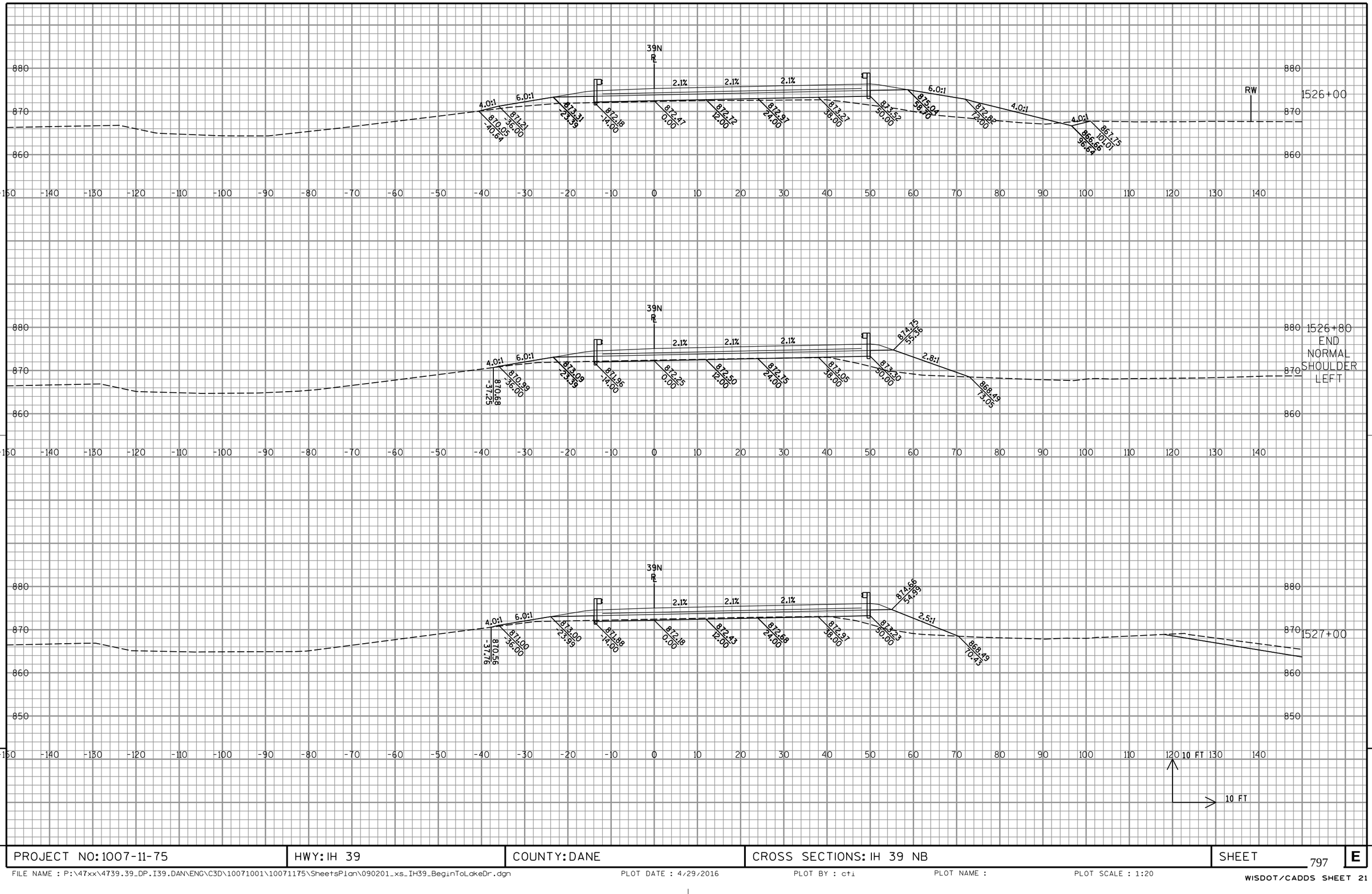


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 796	E

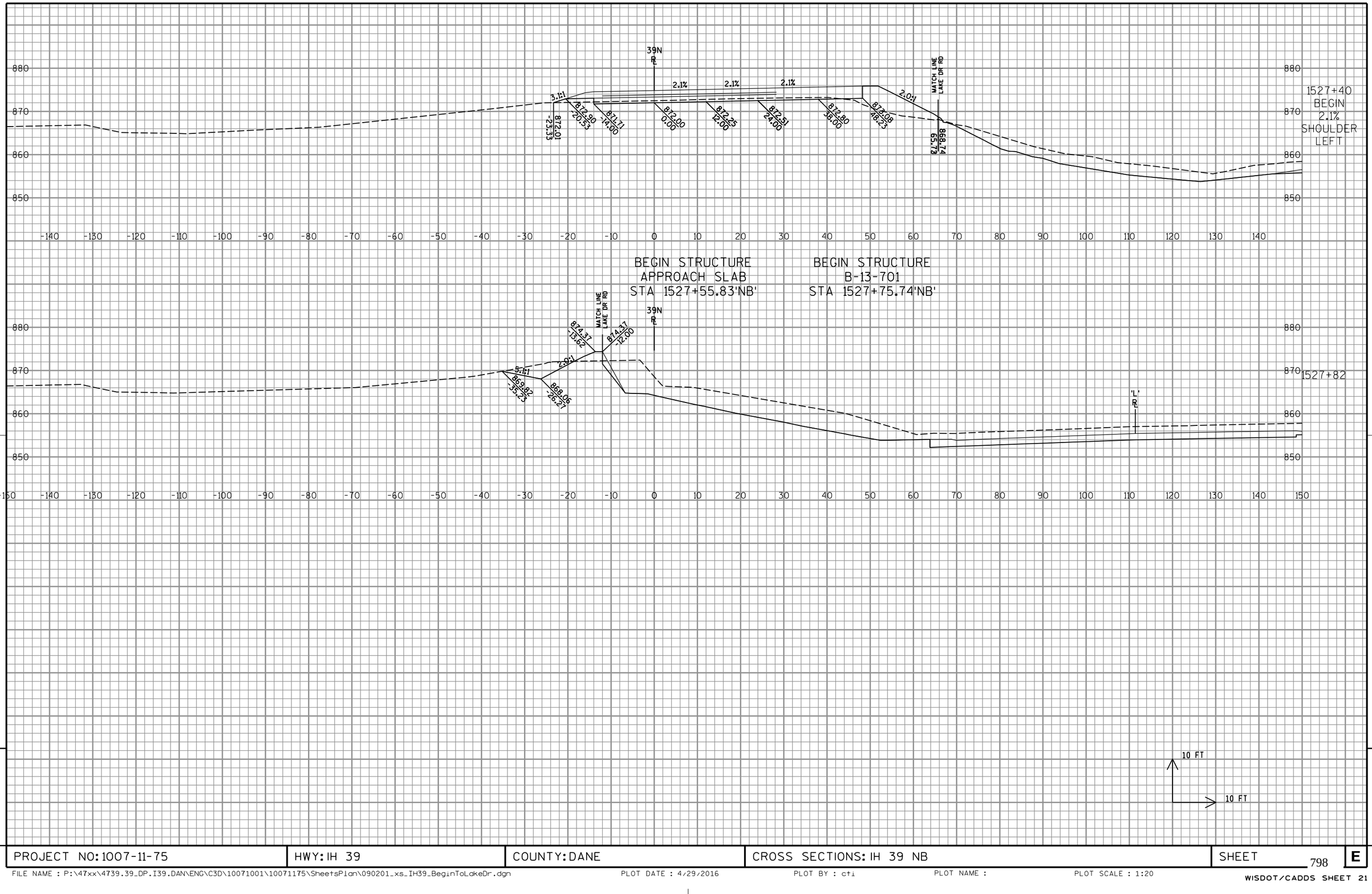
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 797	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090201_xs_IH39_BeginToLakeDr.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



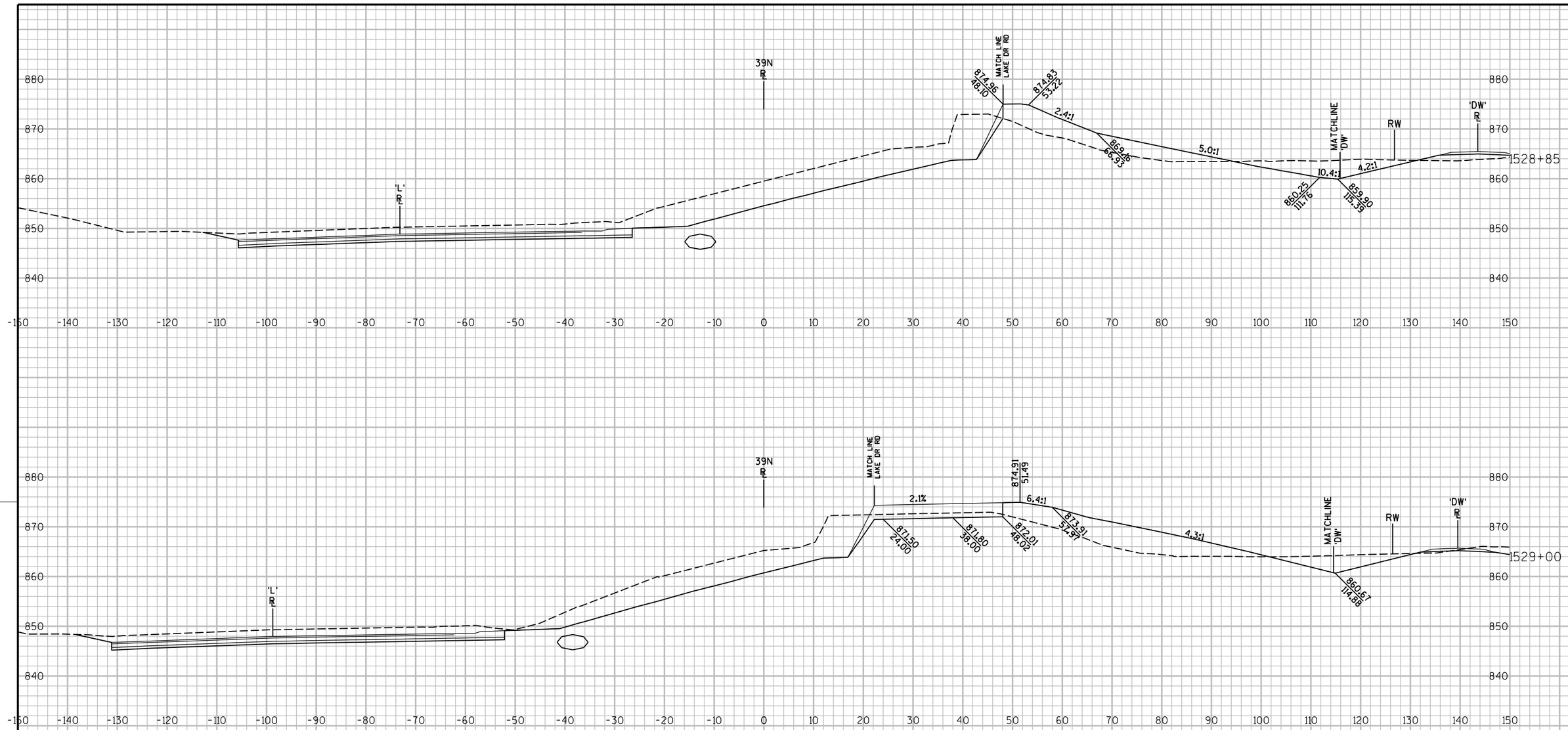
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 798	E

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WISDOT/CADDS SHEET 21



END BRIDGE
B-13-701
STA 1529+12.61'NB'

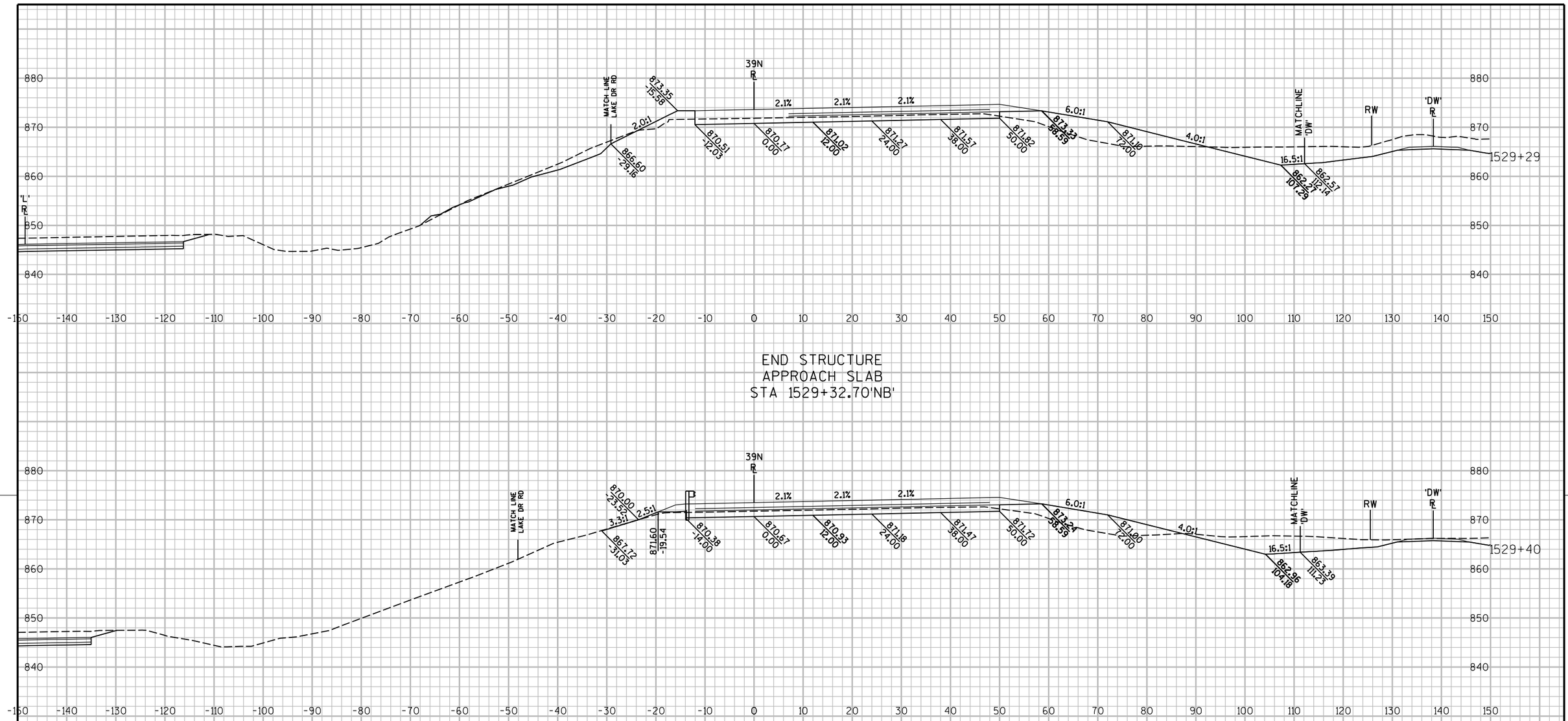
10 FT
10 FT

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 799	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



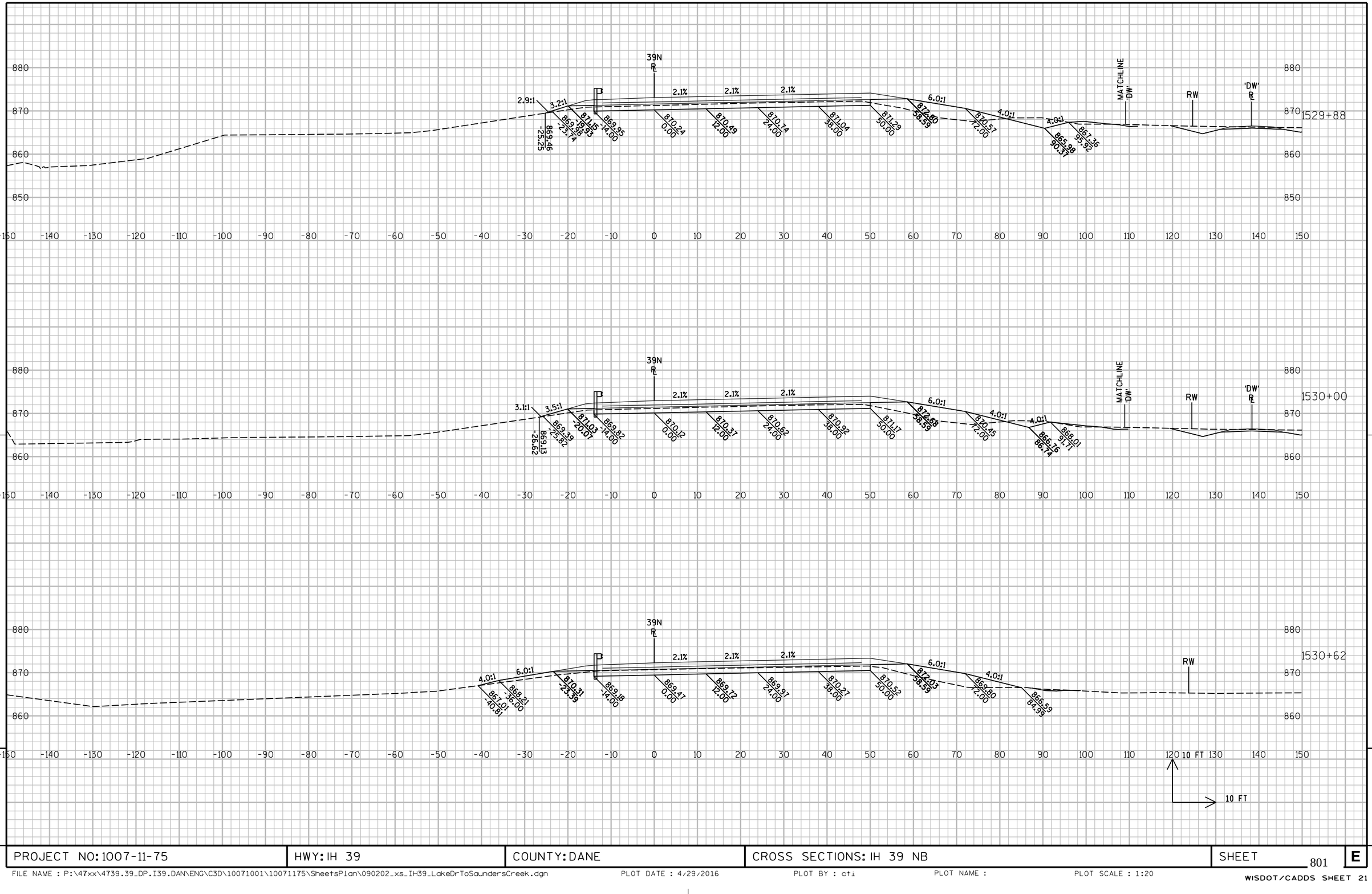
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 800	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

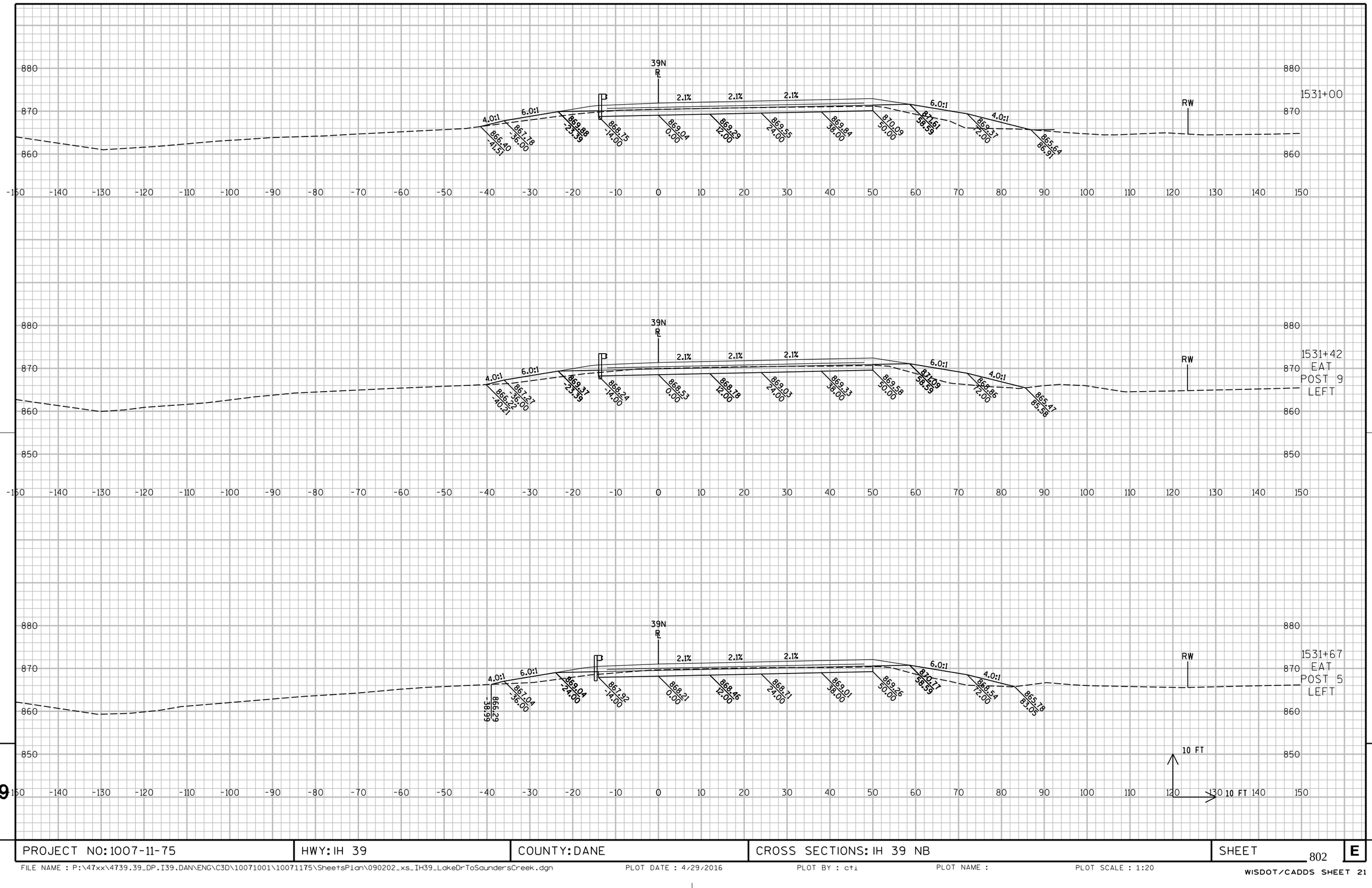


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 801	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

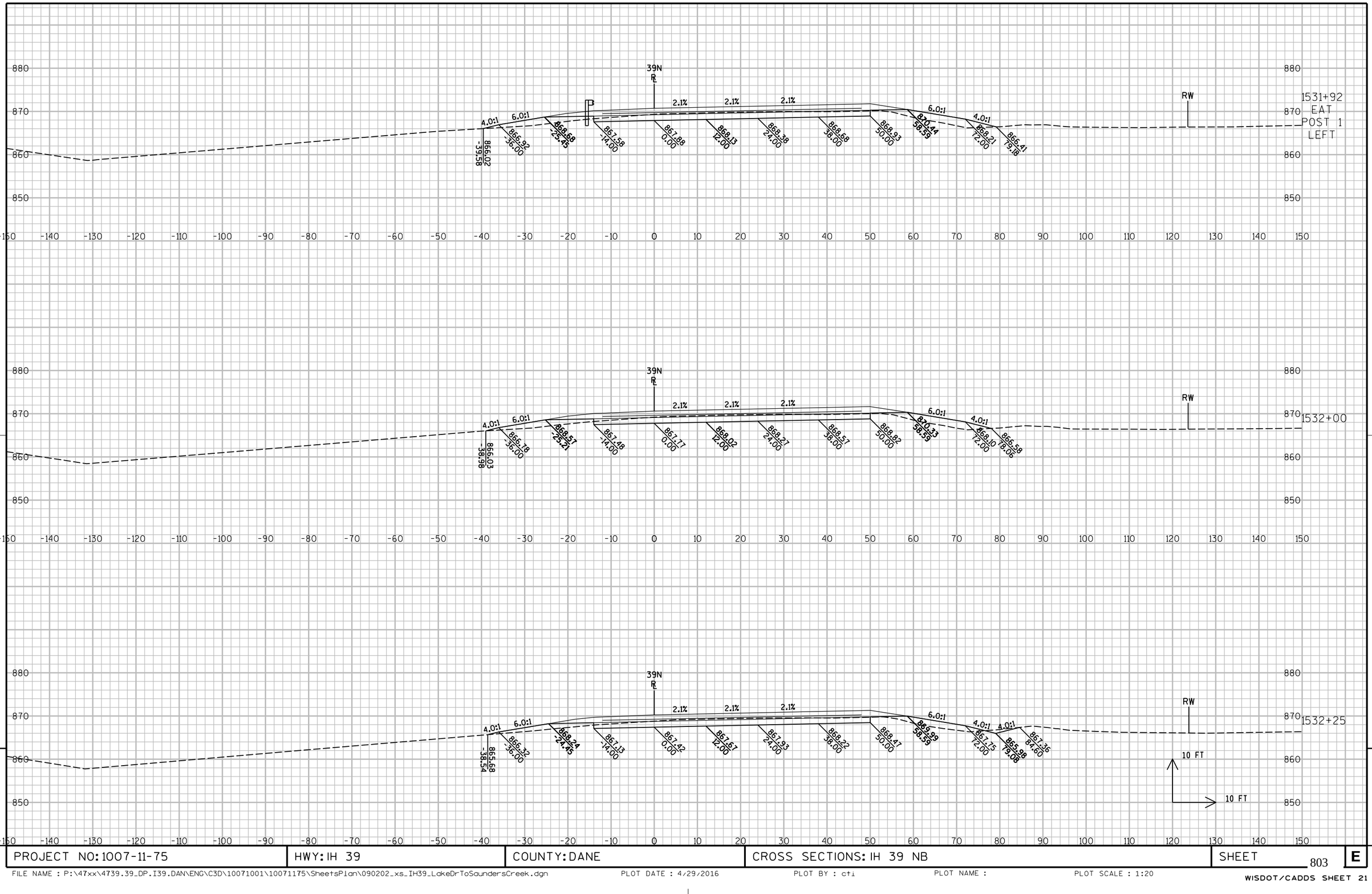
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 802	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

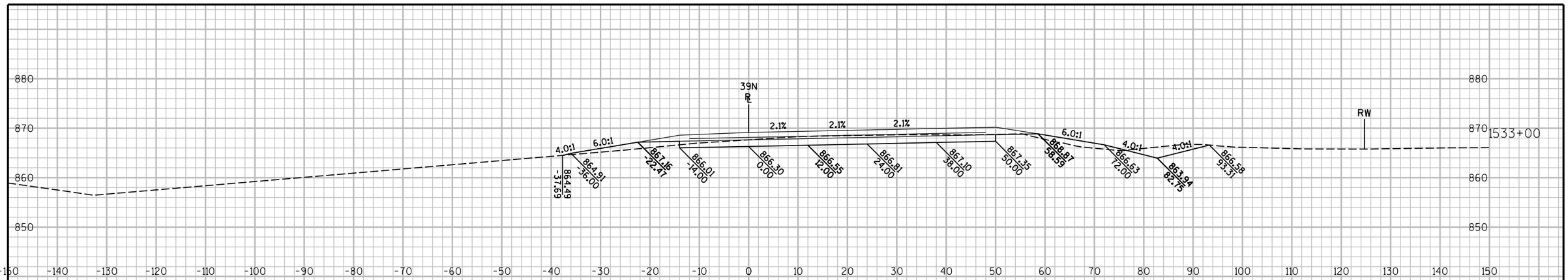


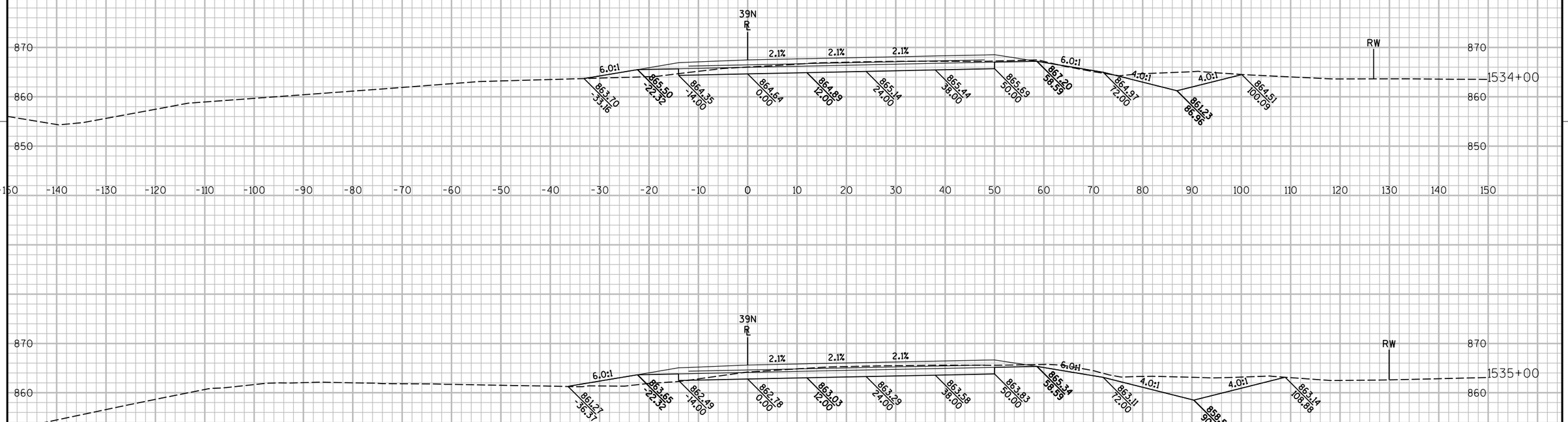
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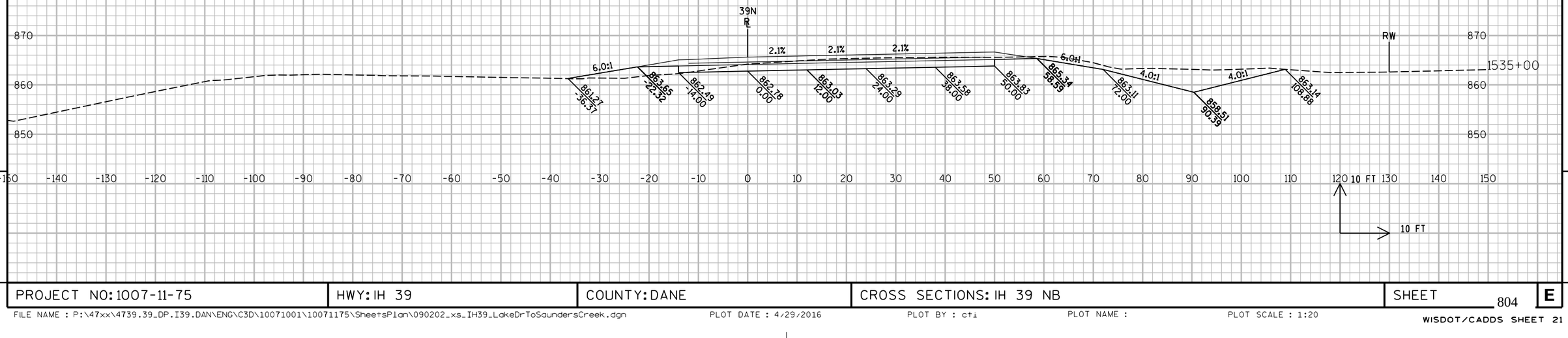
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 803	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20







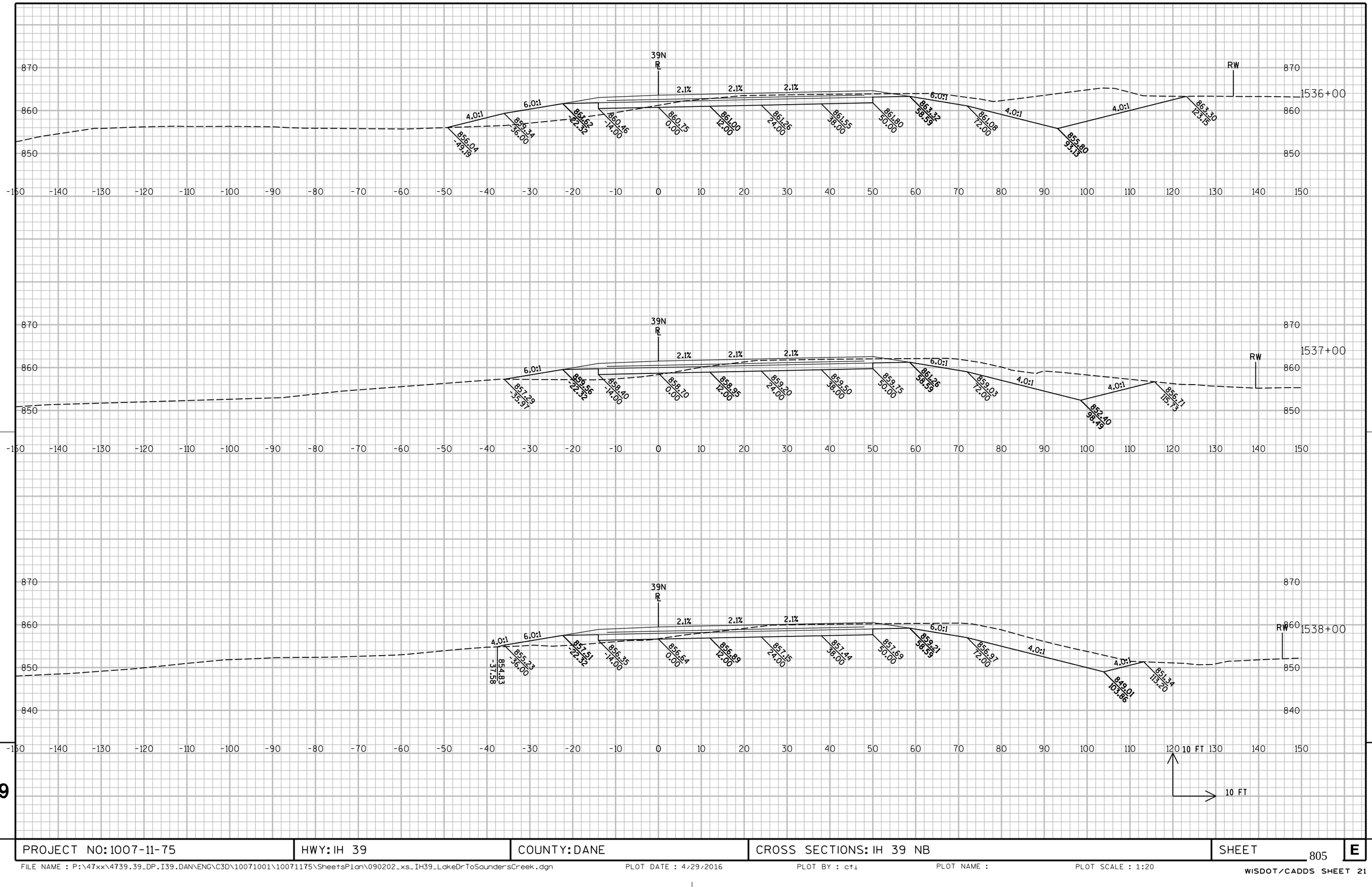
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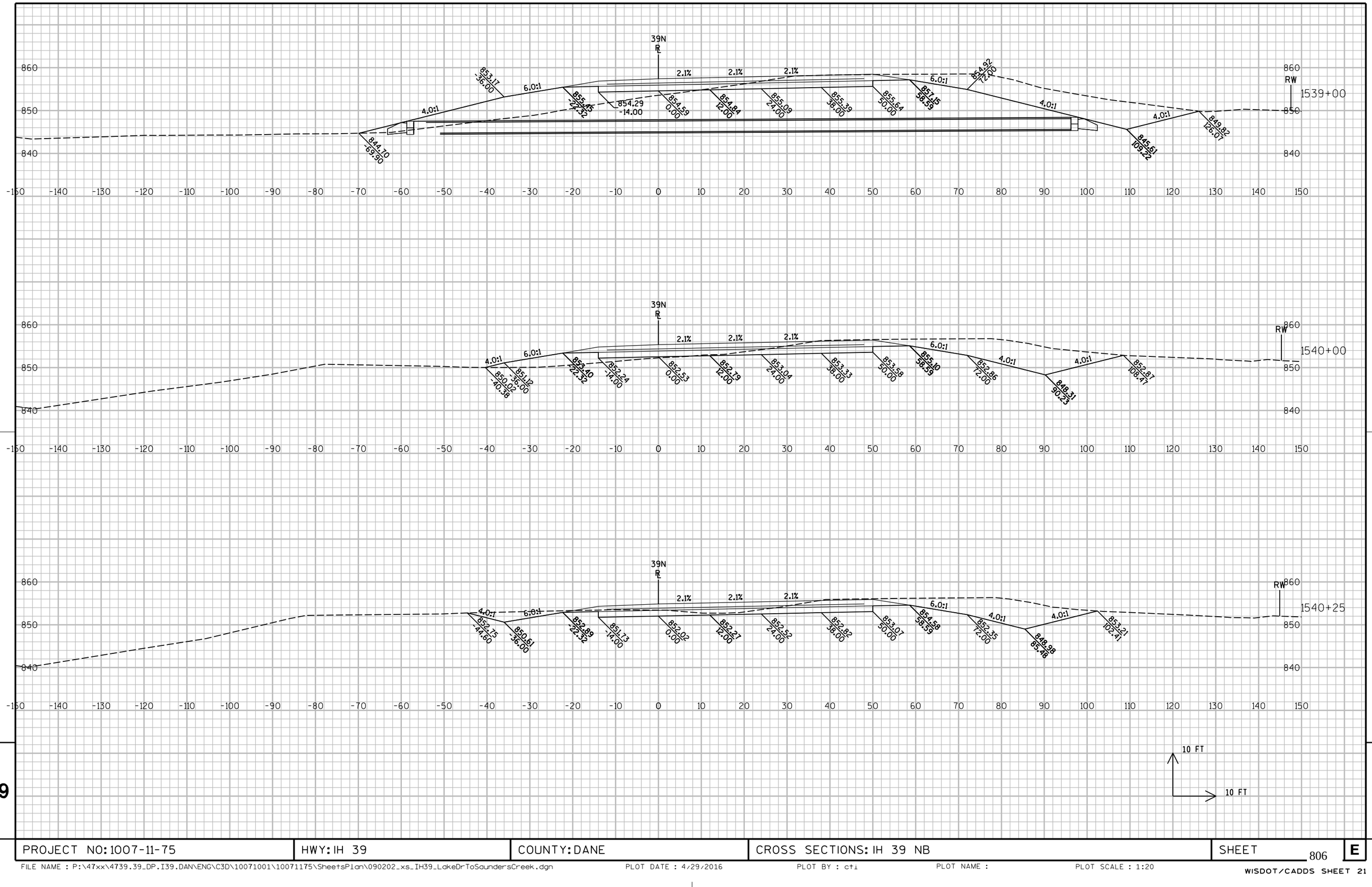
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 804	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

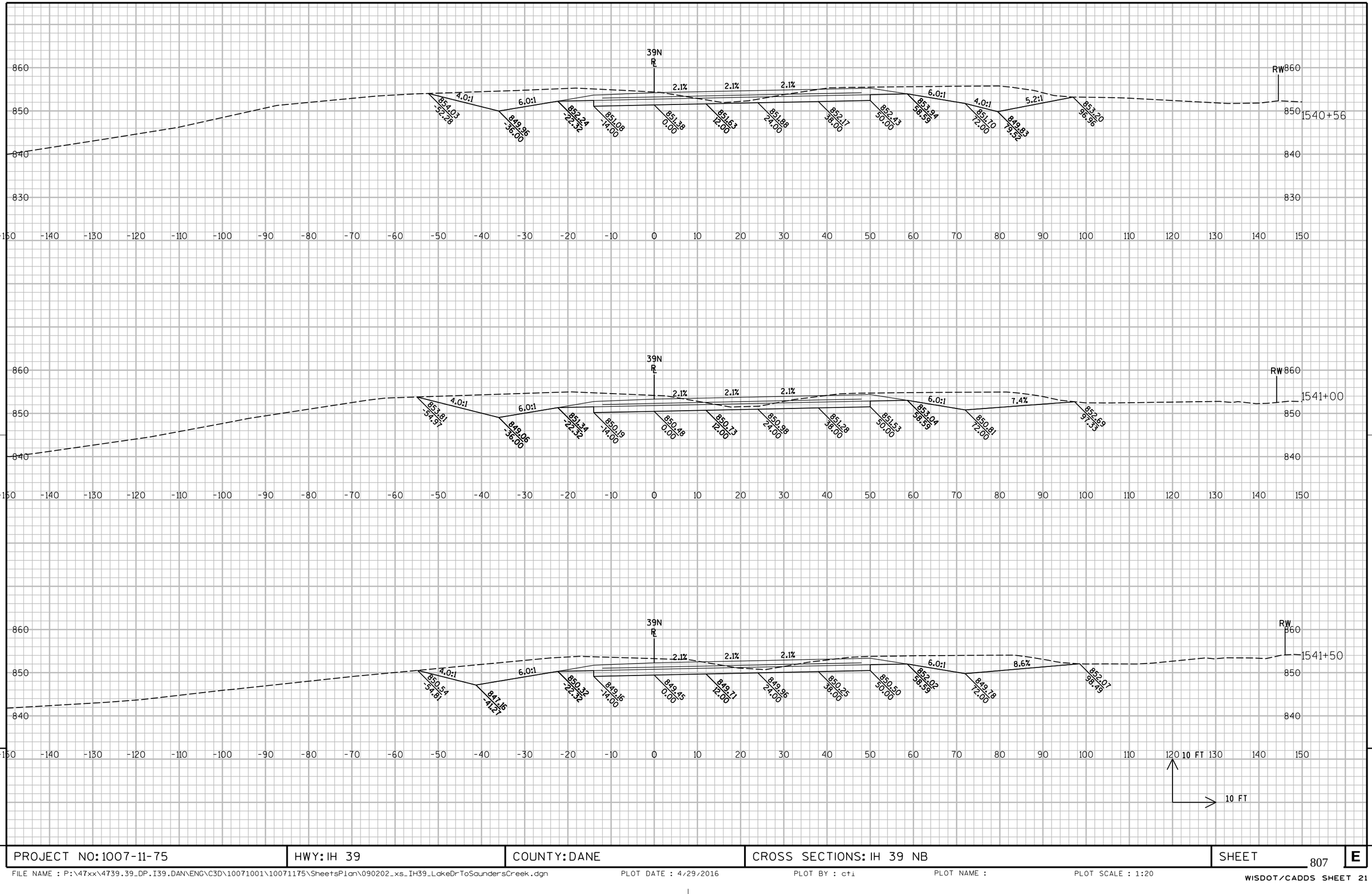
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 805	E



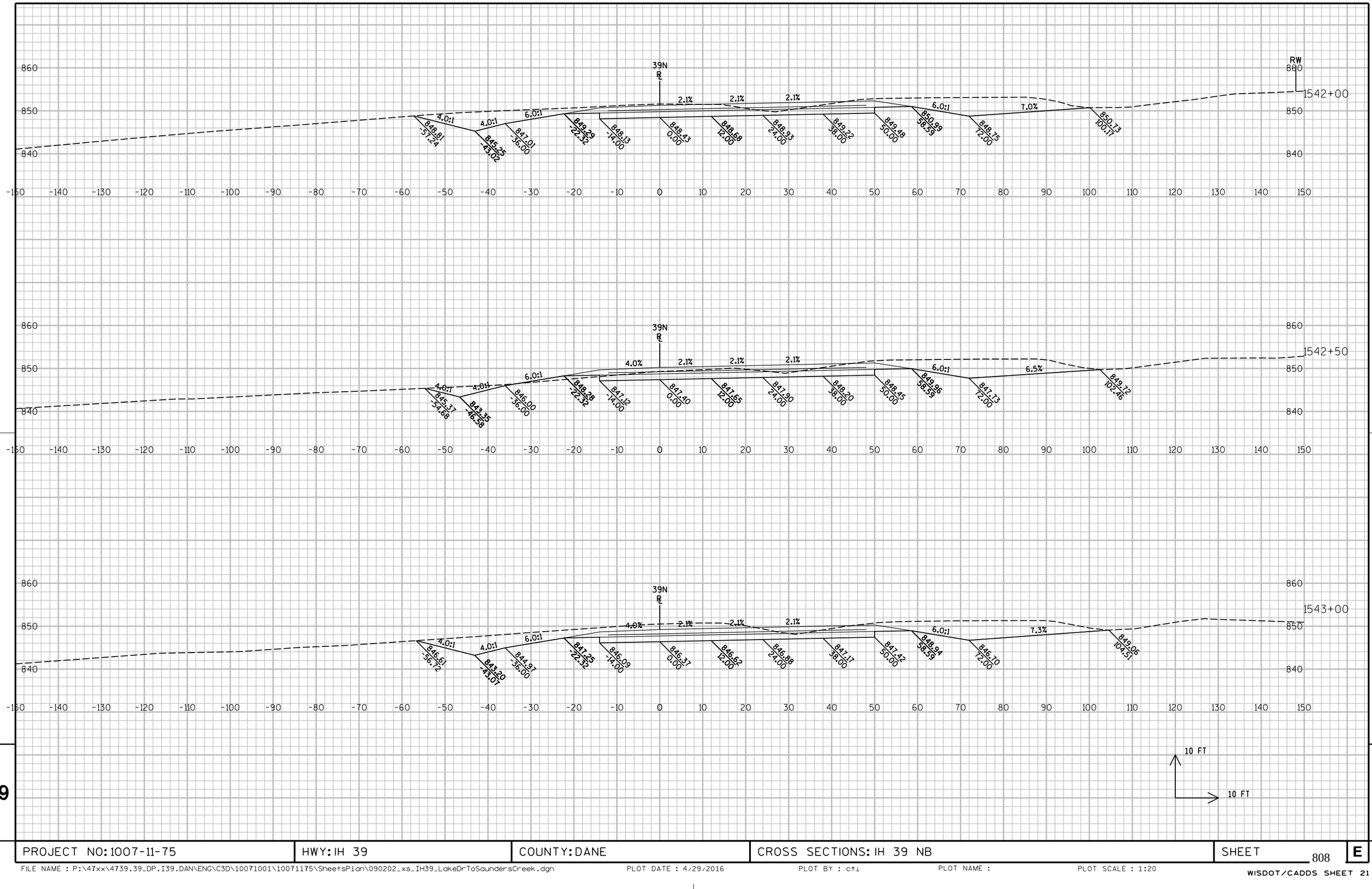
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 806	E



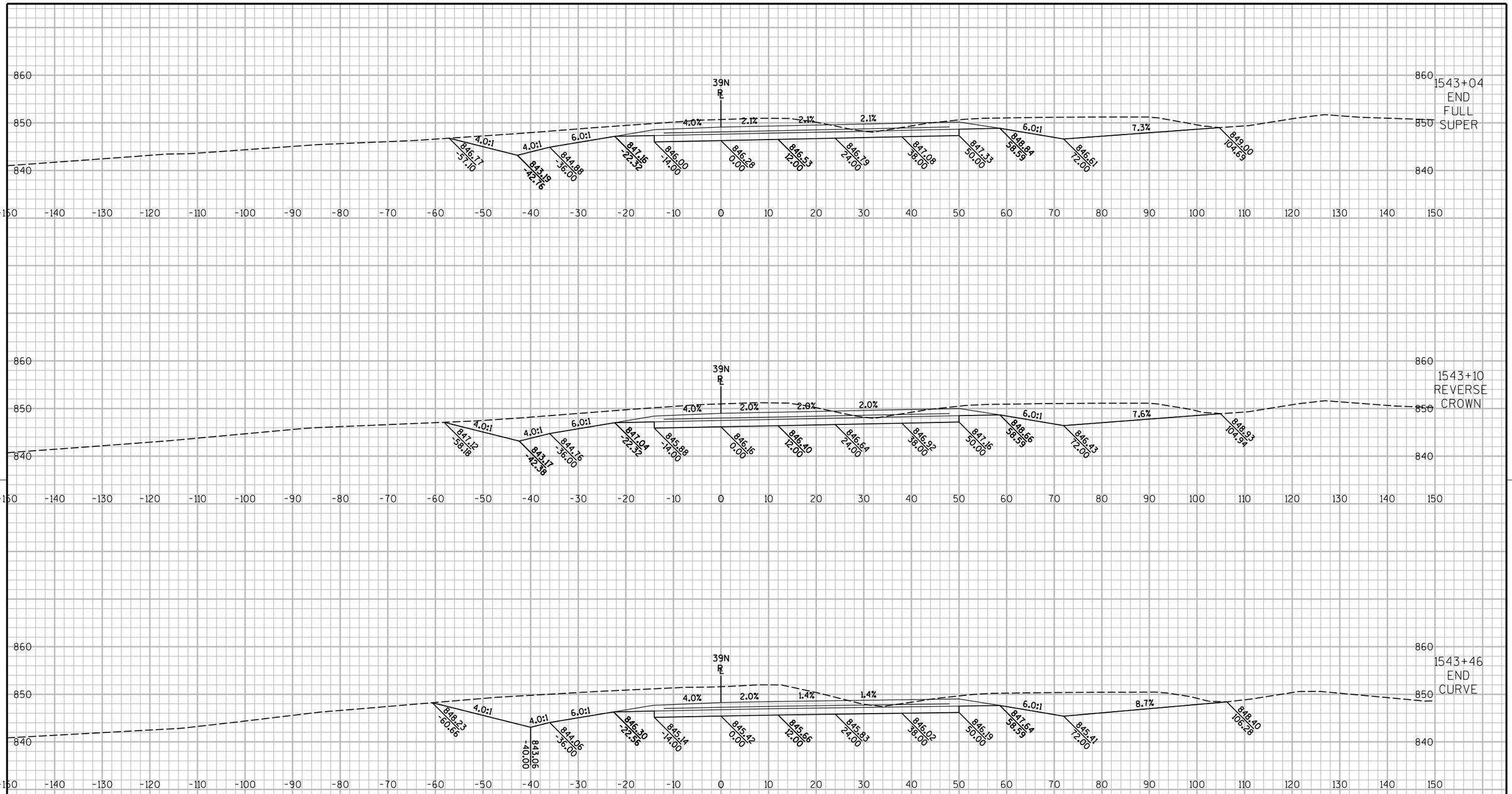
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 807	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 808	E

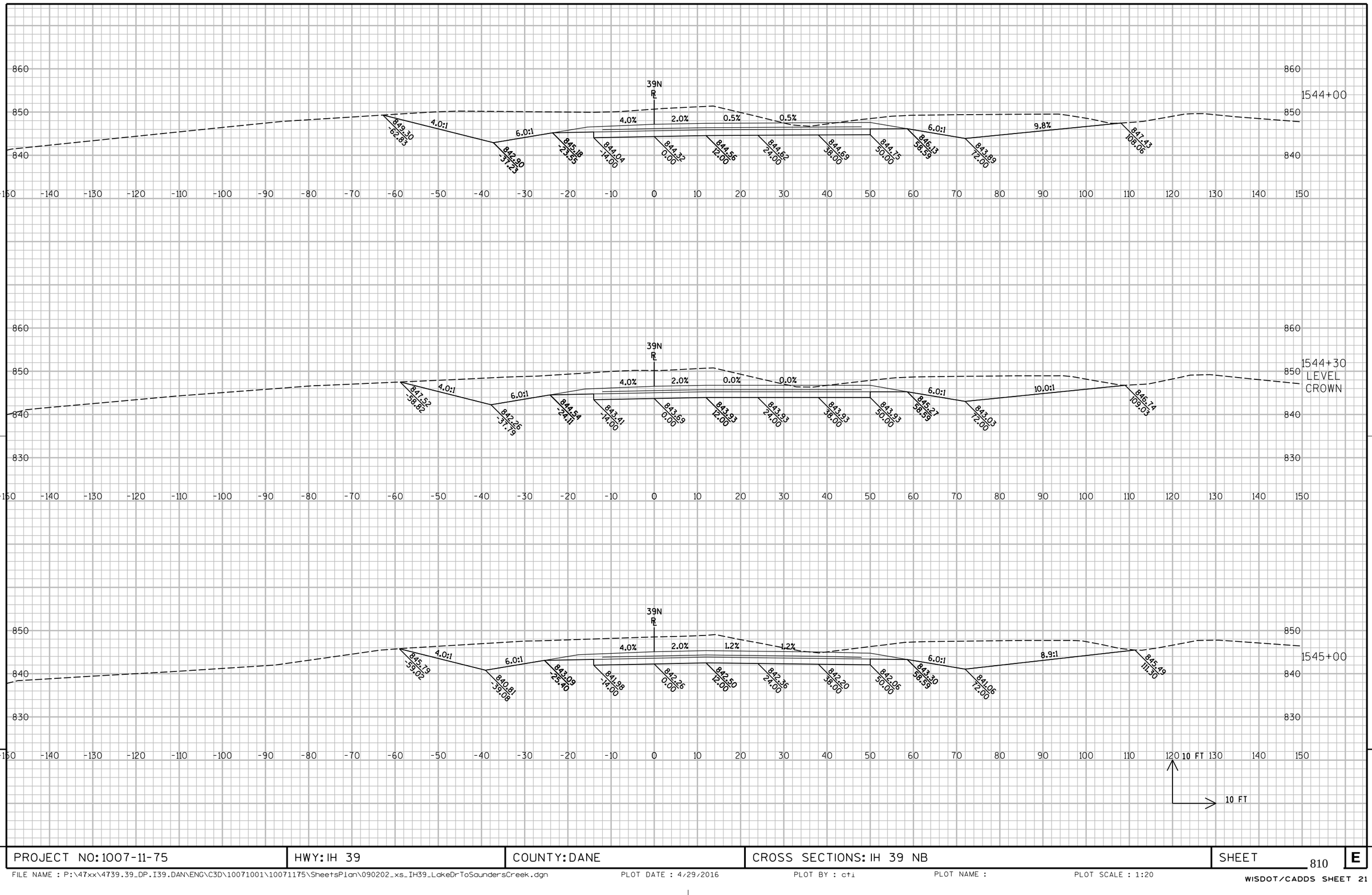


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 809	E

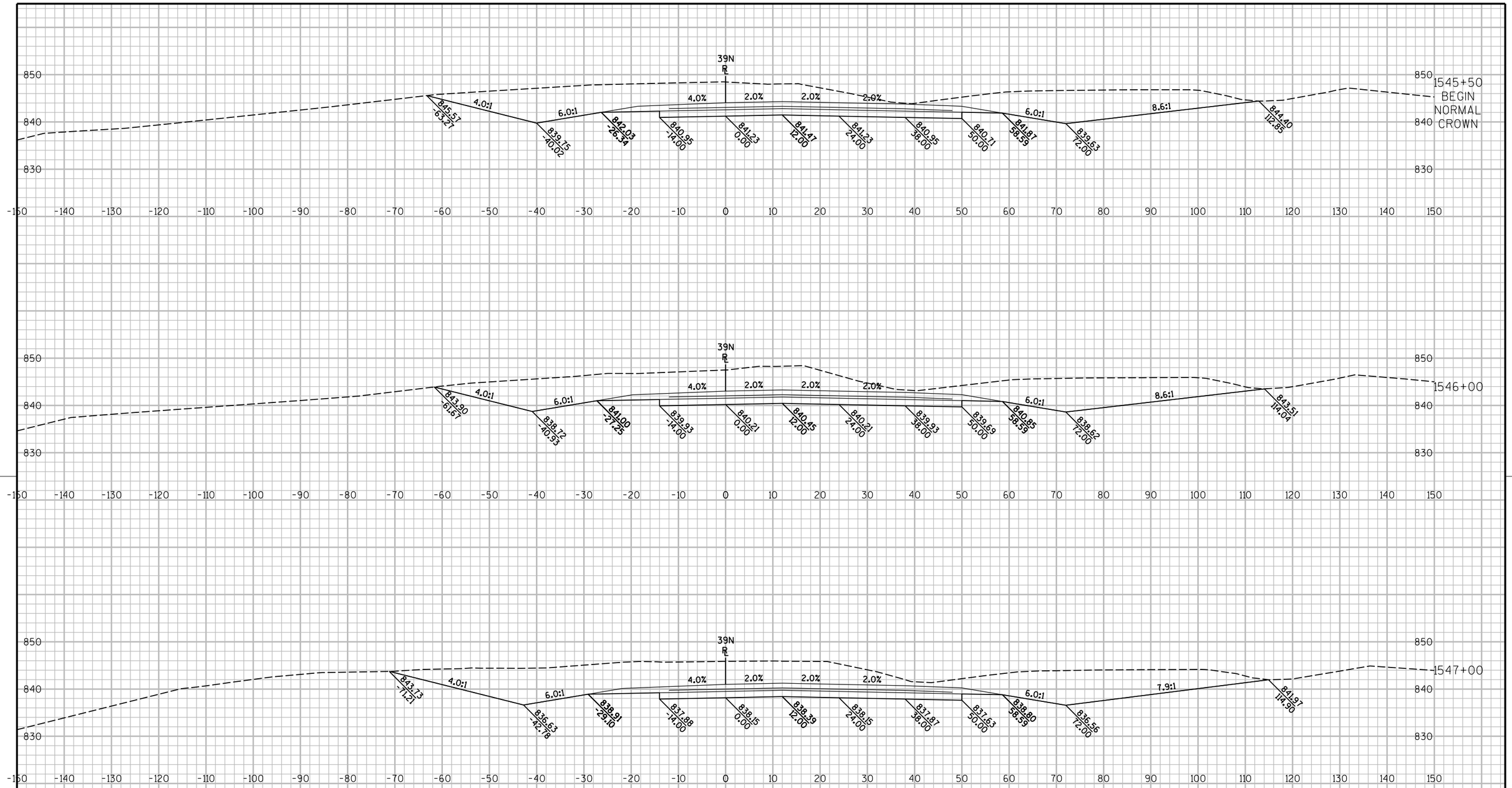
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 810	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

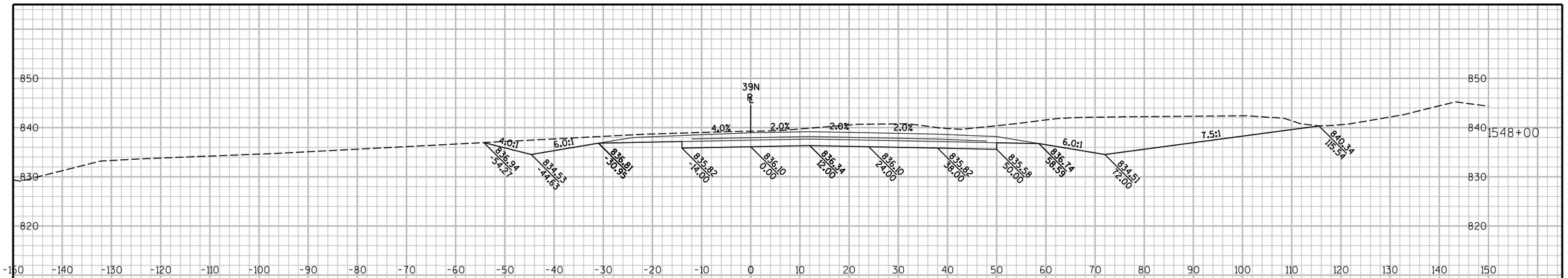


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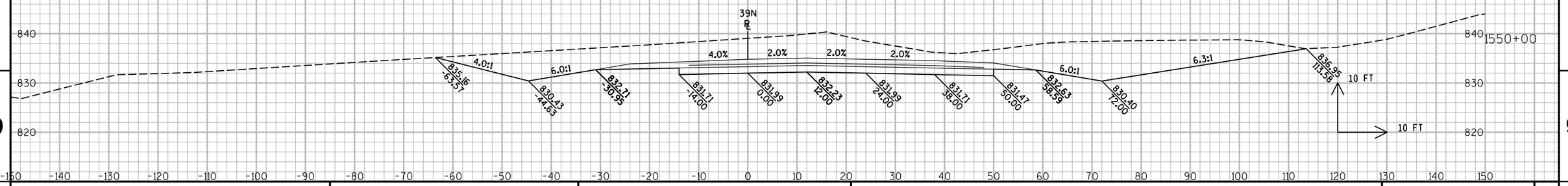
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 811	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



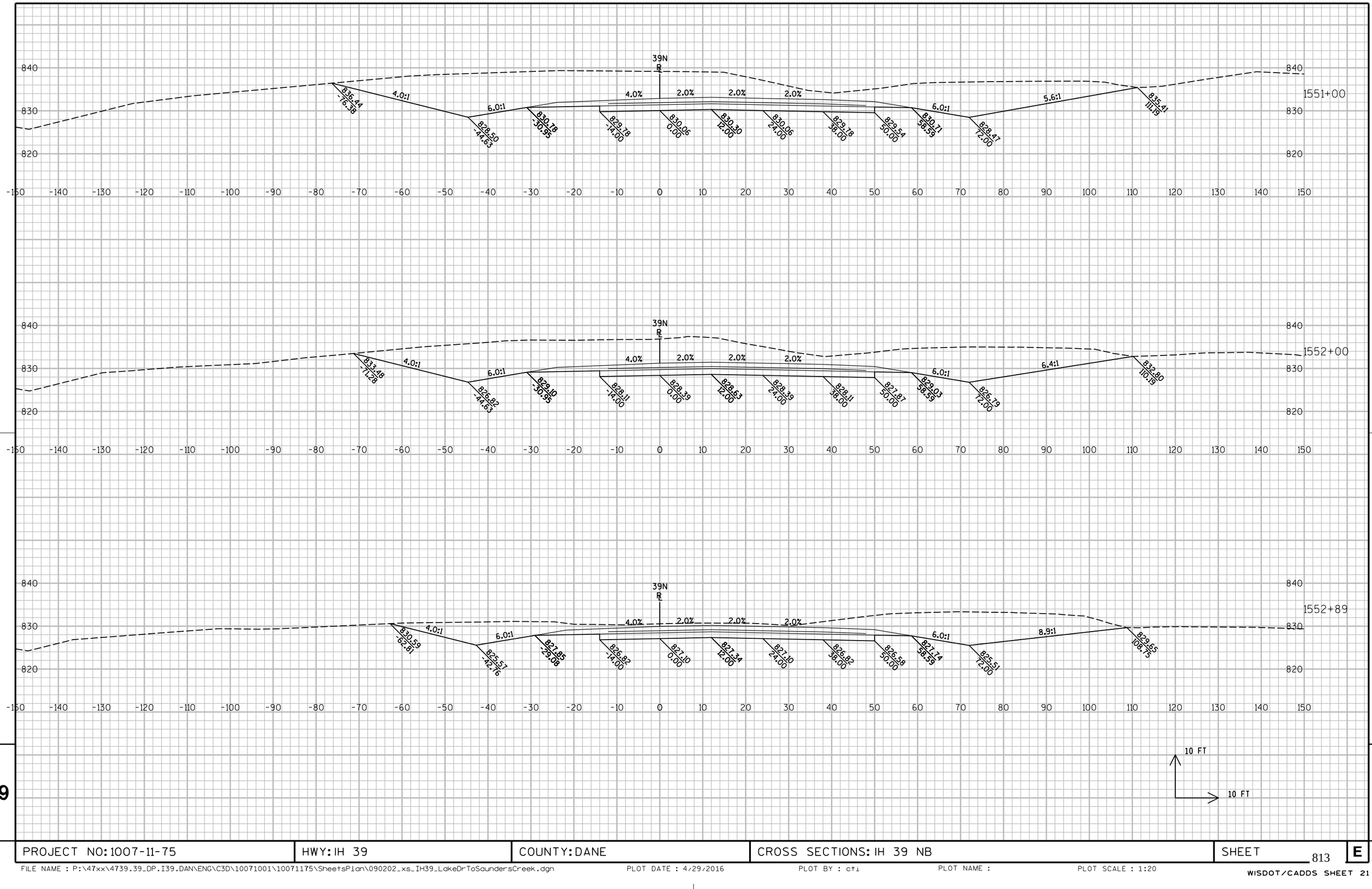




PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 812	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

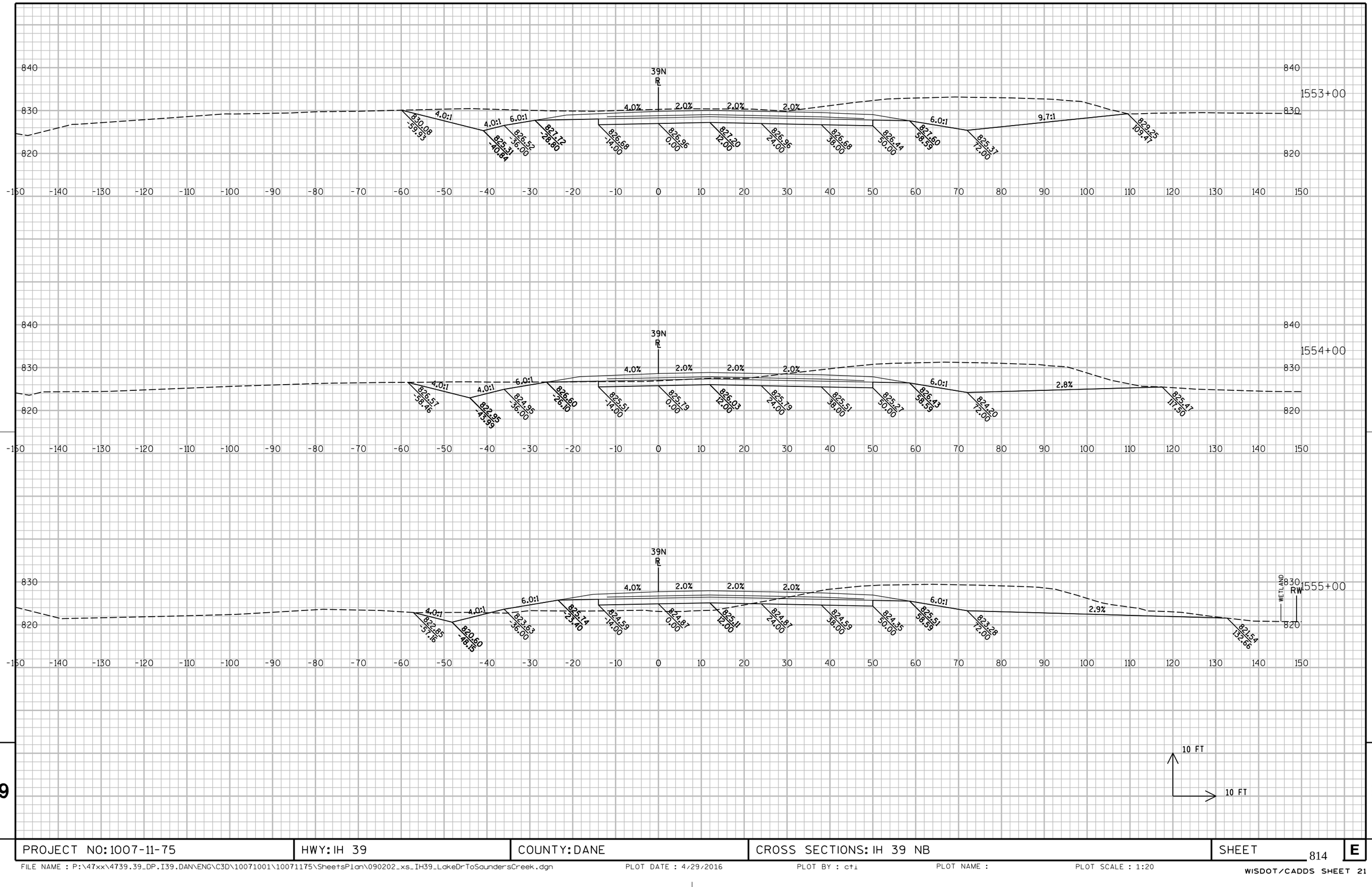


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 813	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

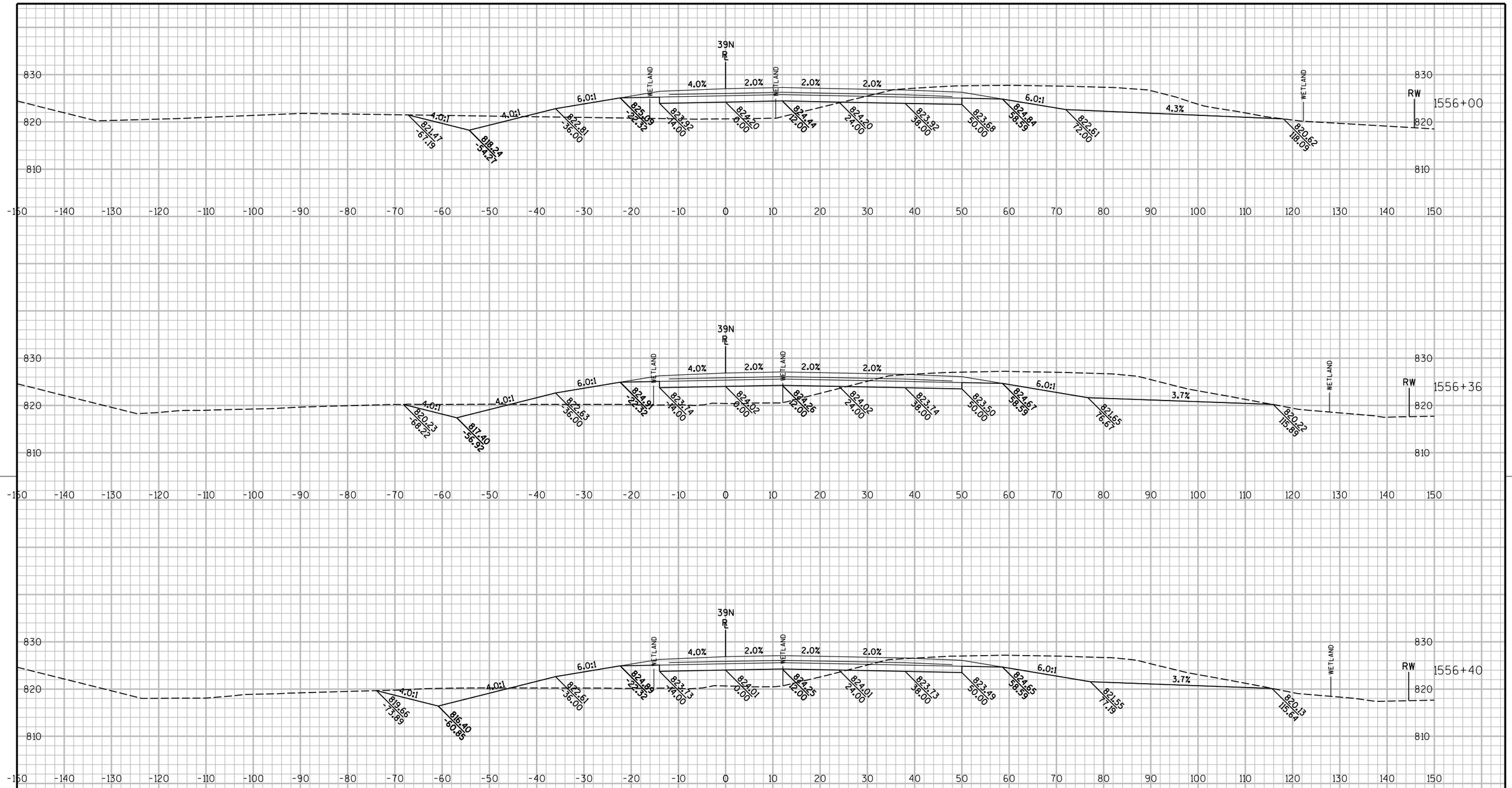


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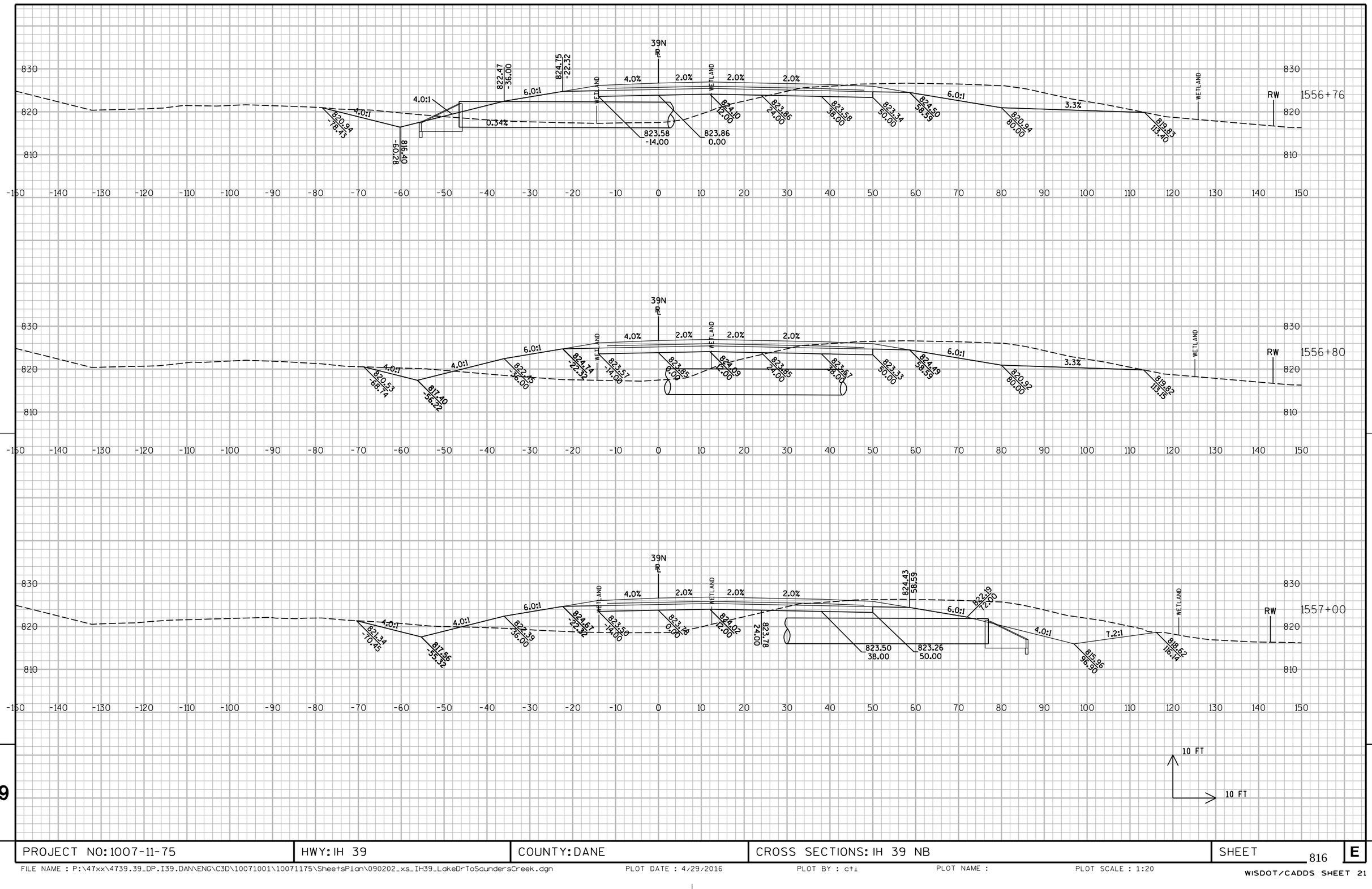
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 814	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 815	E

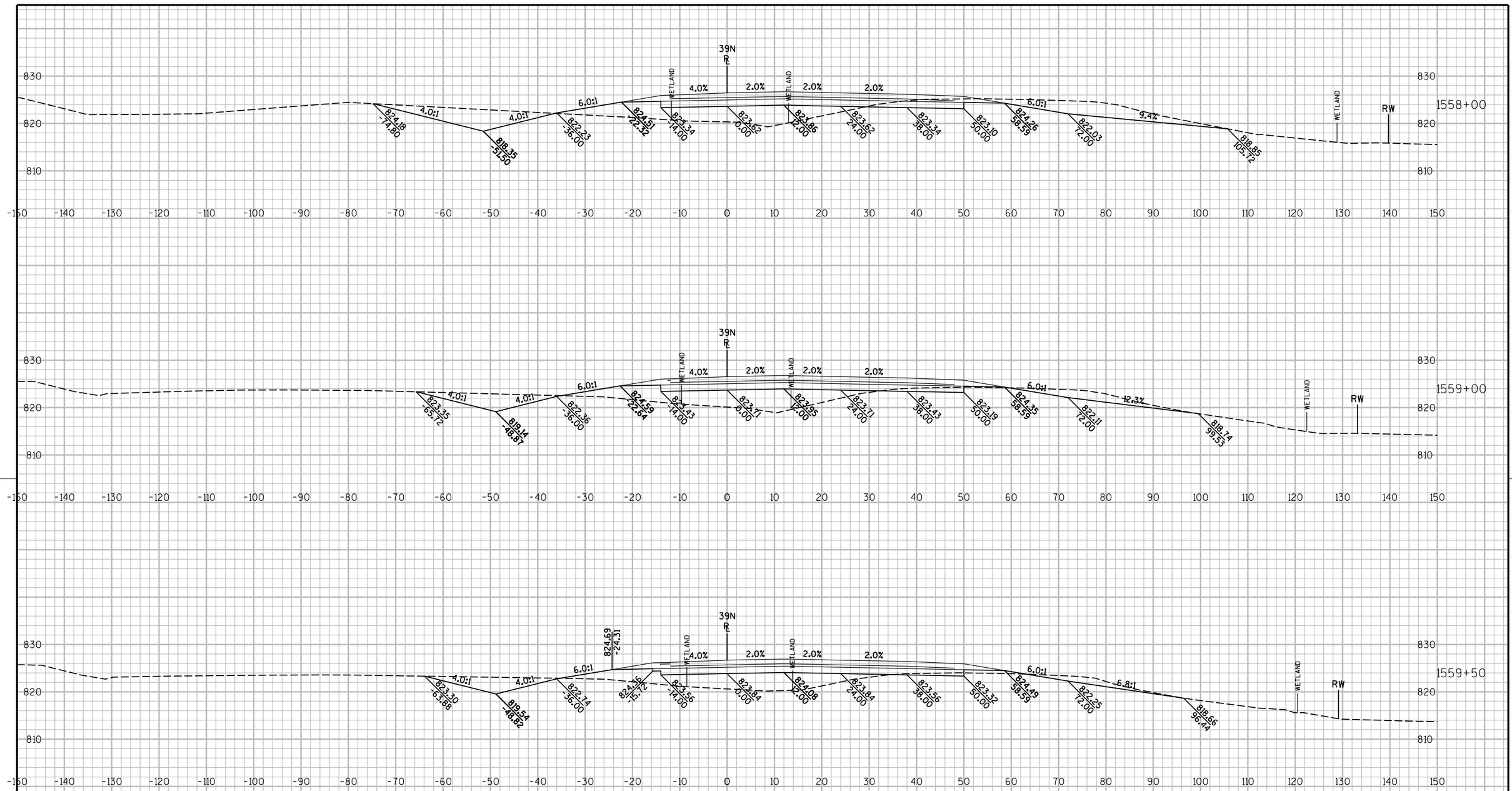
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 816	E

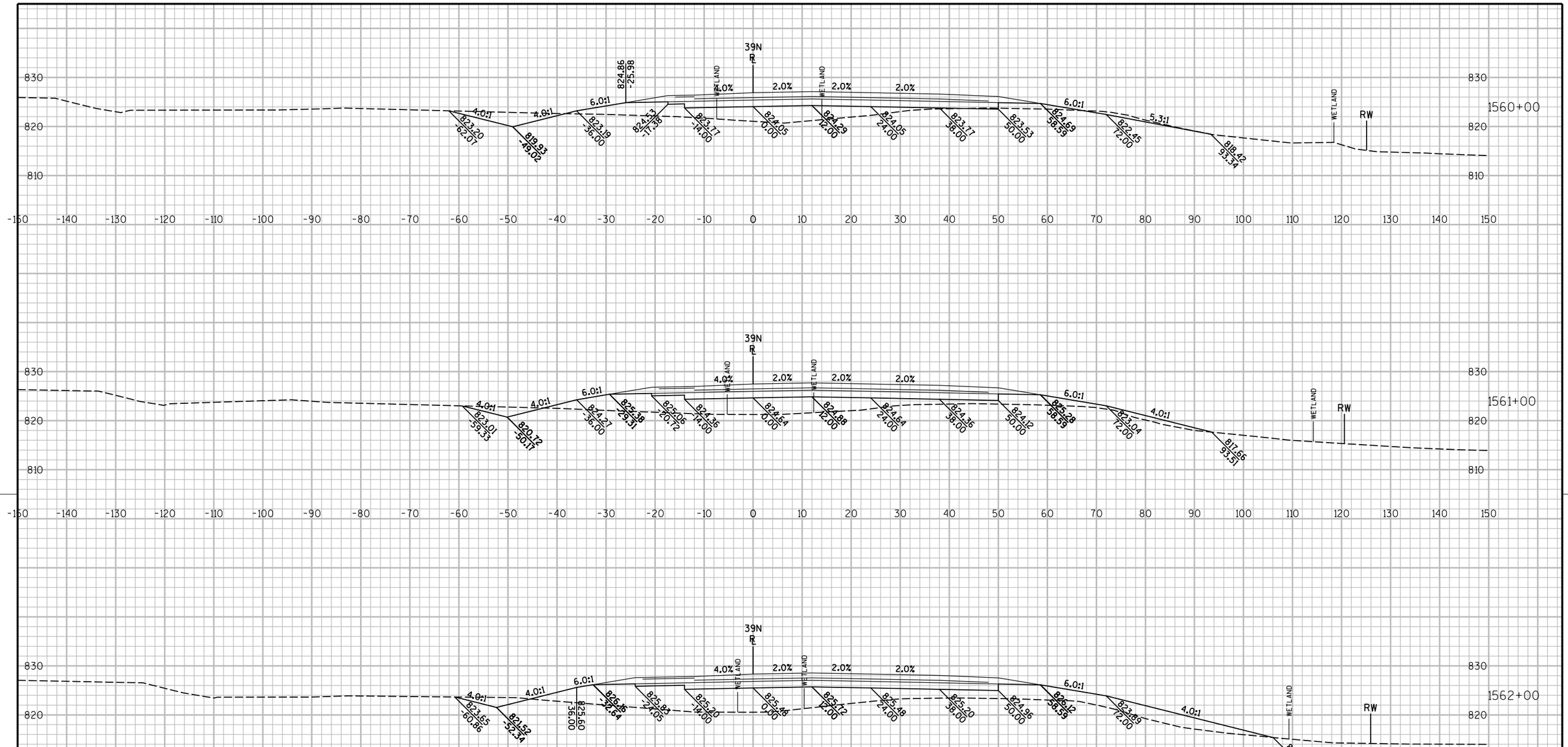


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 817	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

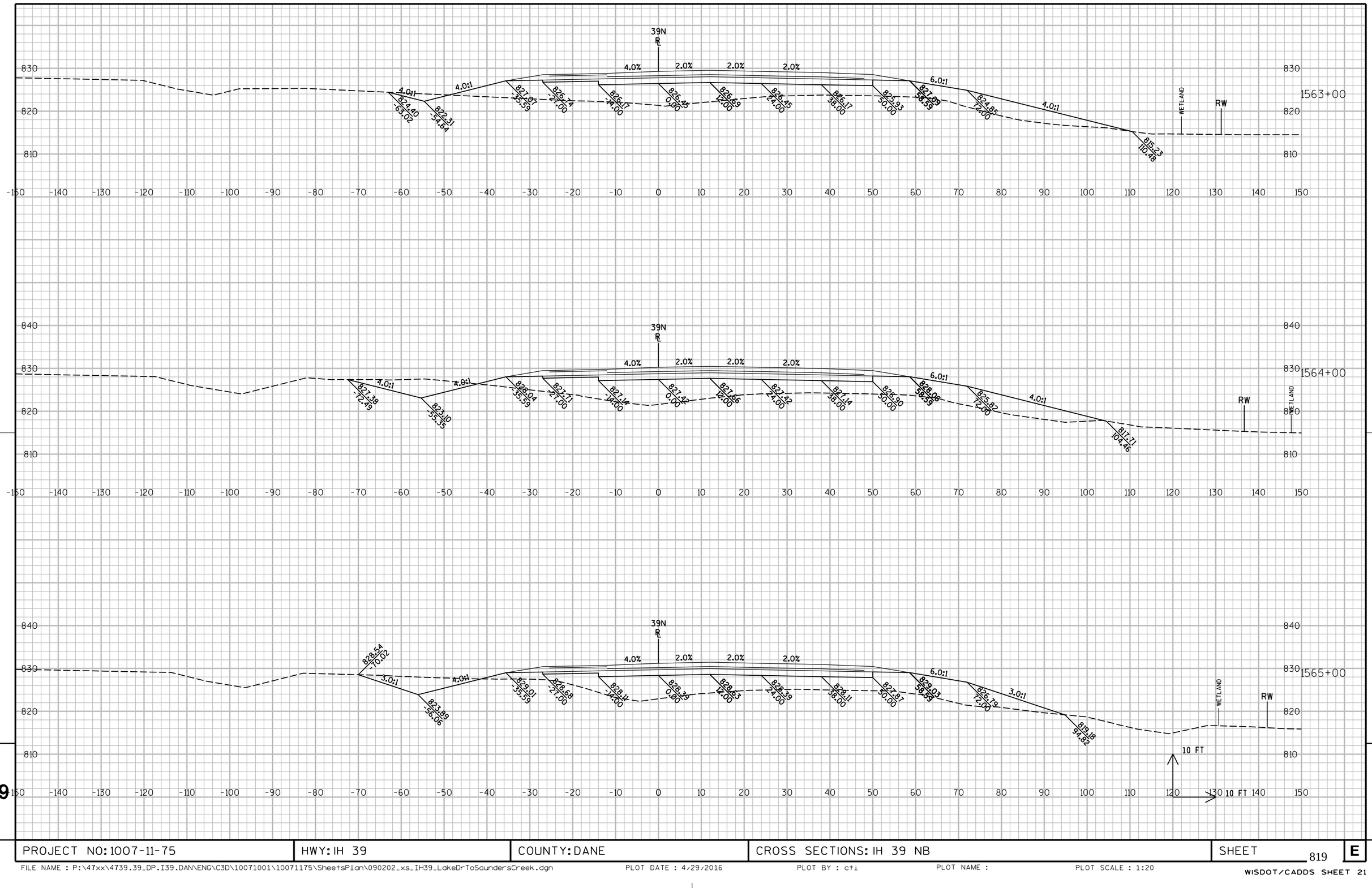


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 818	E

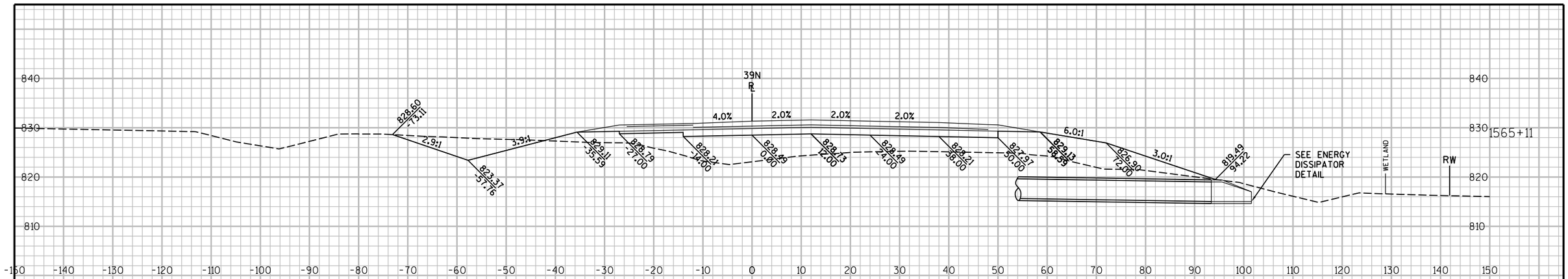
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

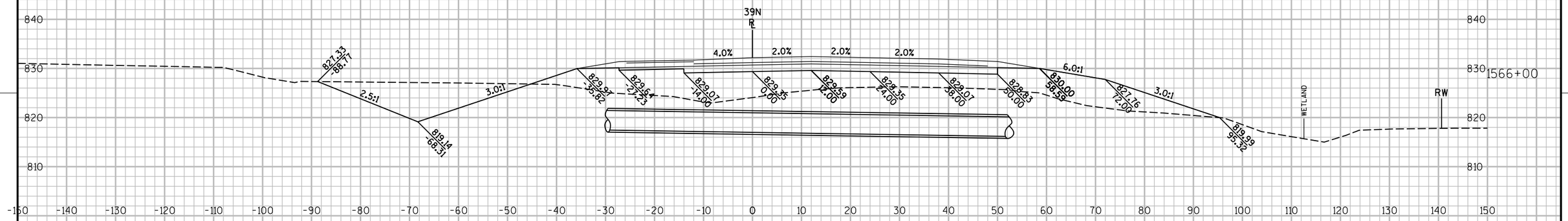


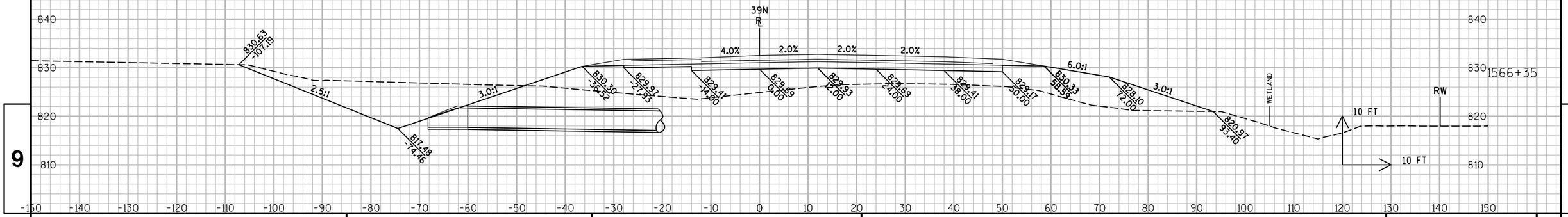
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 819	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







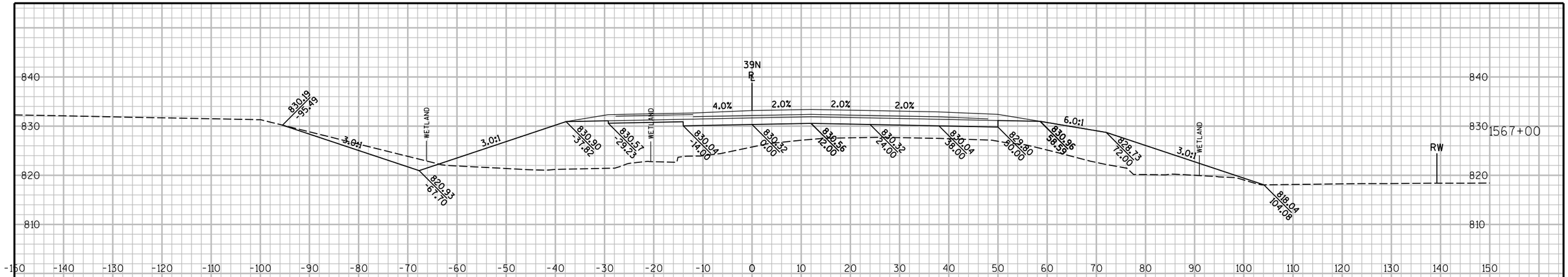
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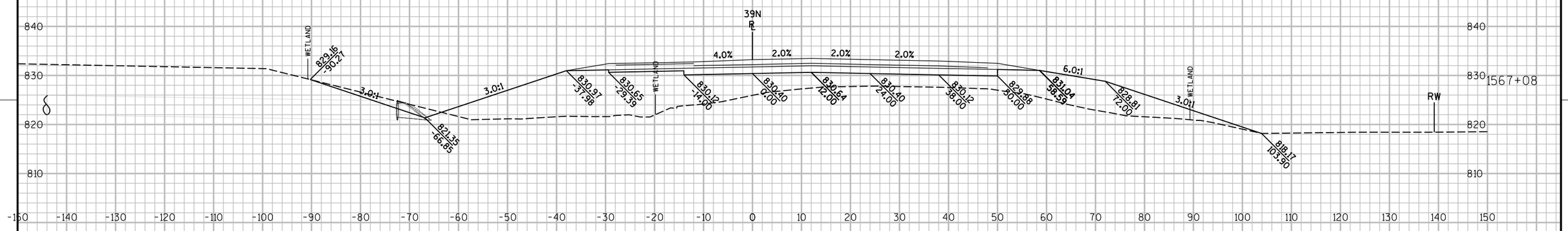
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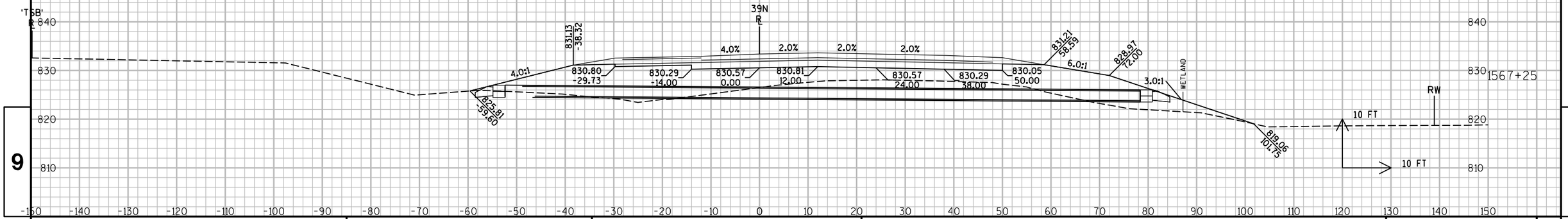
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WISDOT/CADDS SHEET 21







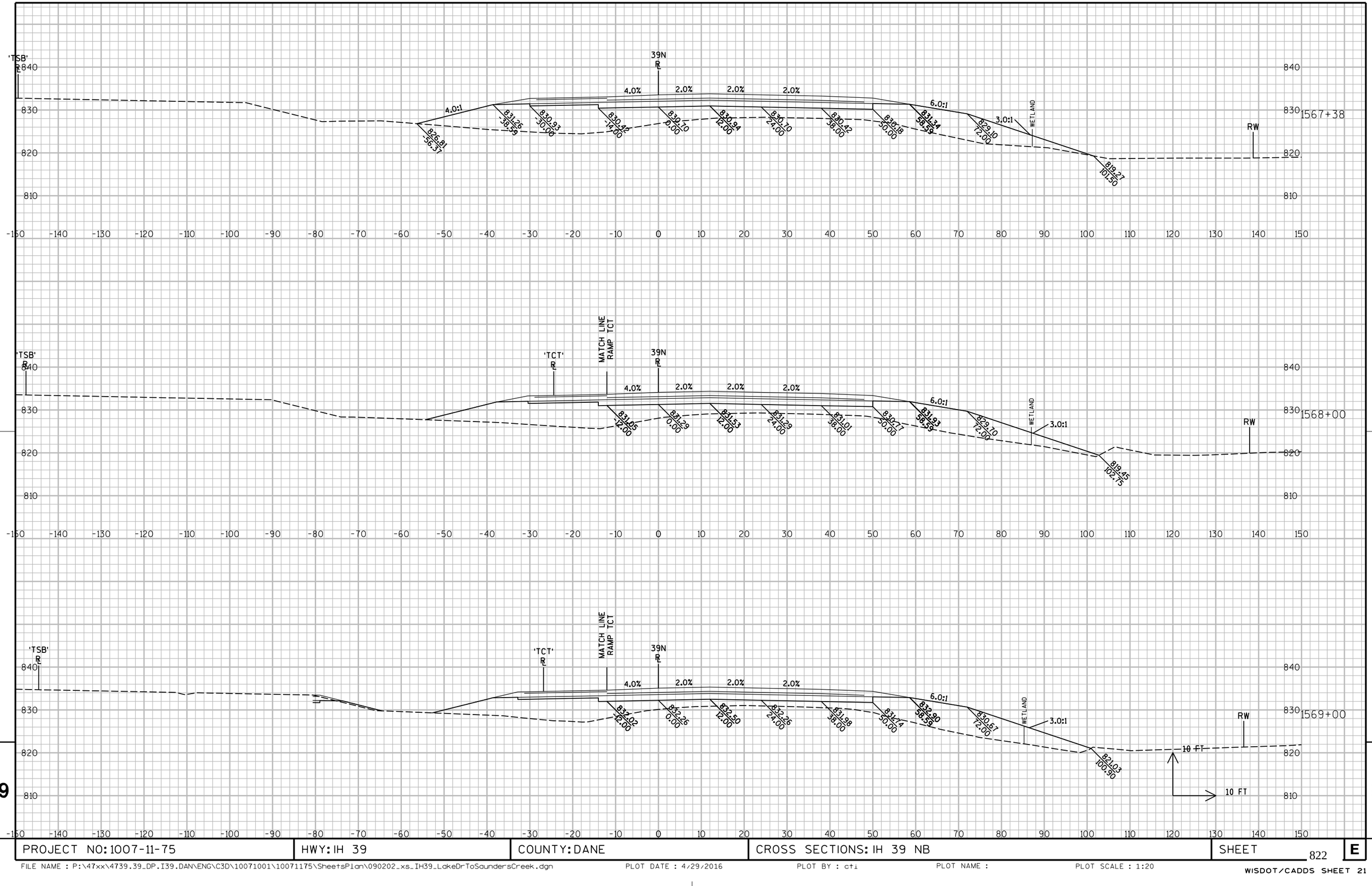
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 821	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



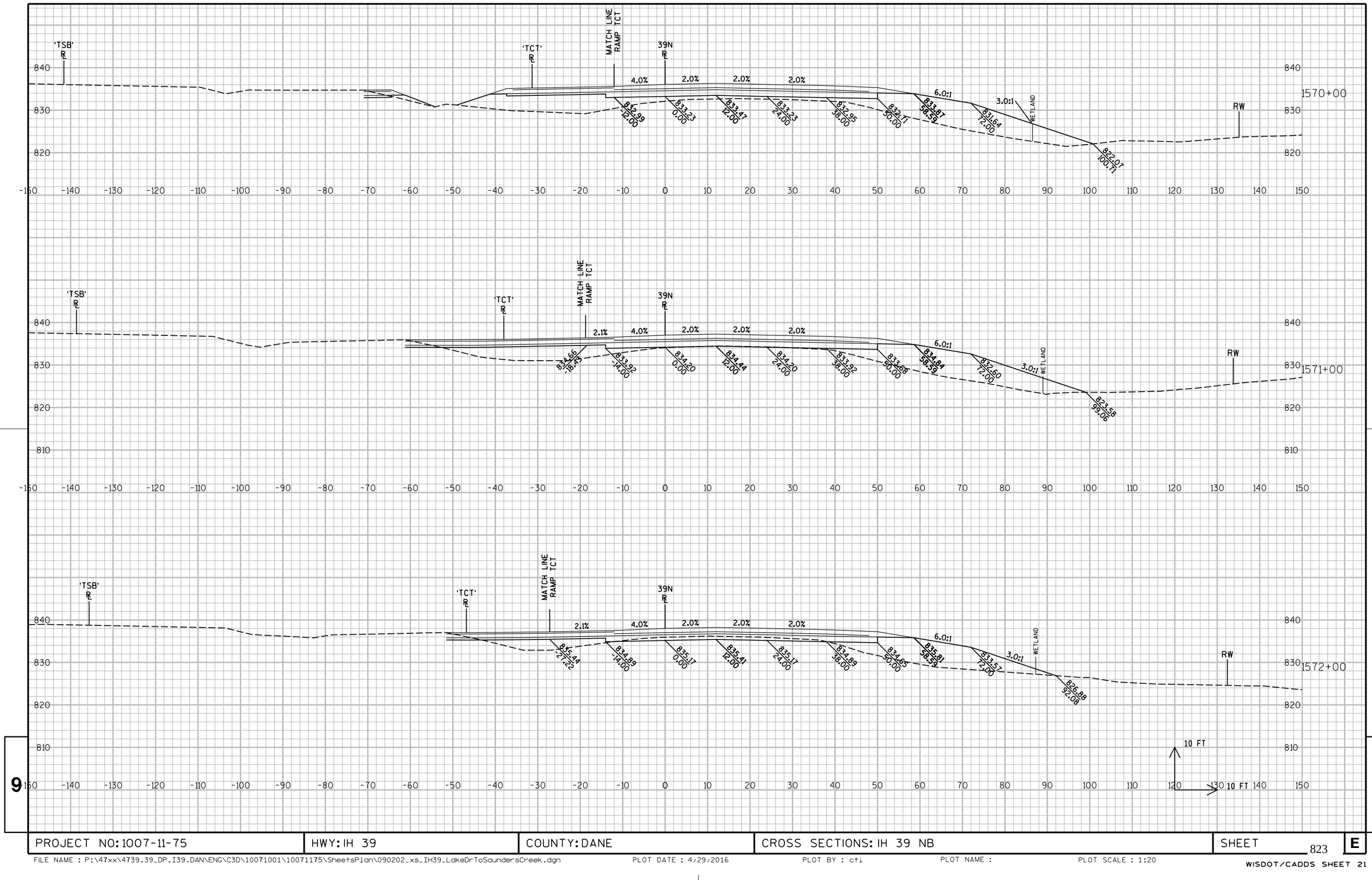
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 822	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

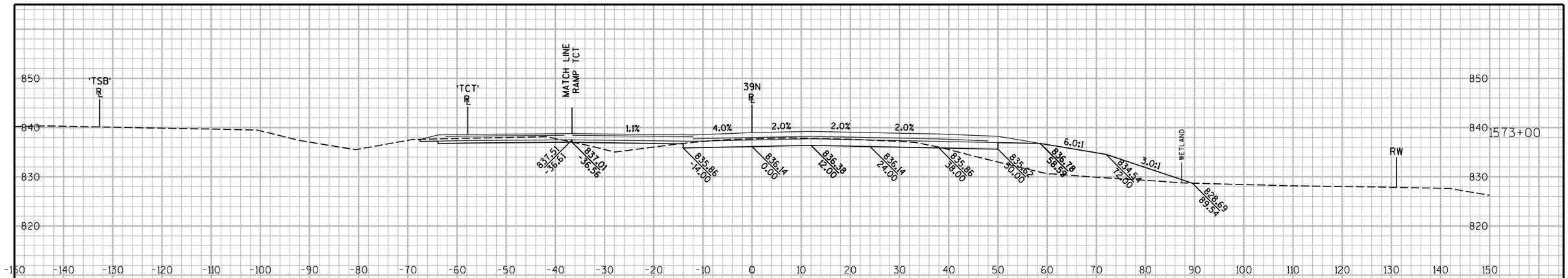
WISDOT/CADDS SHEET 21

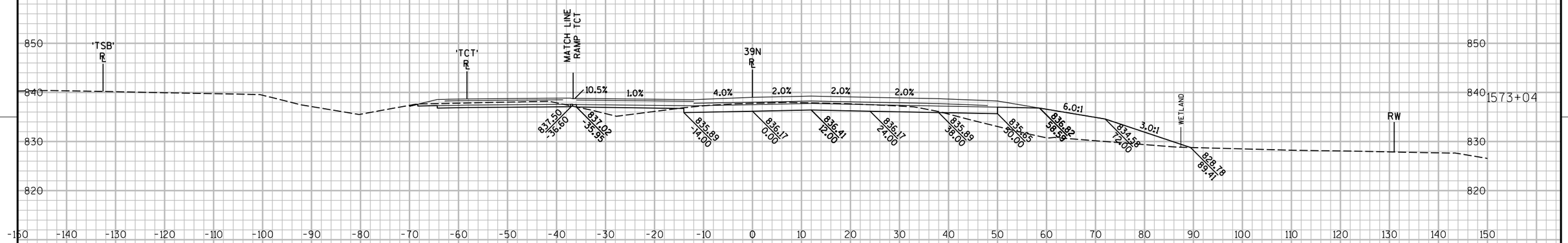


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 823	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







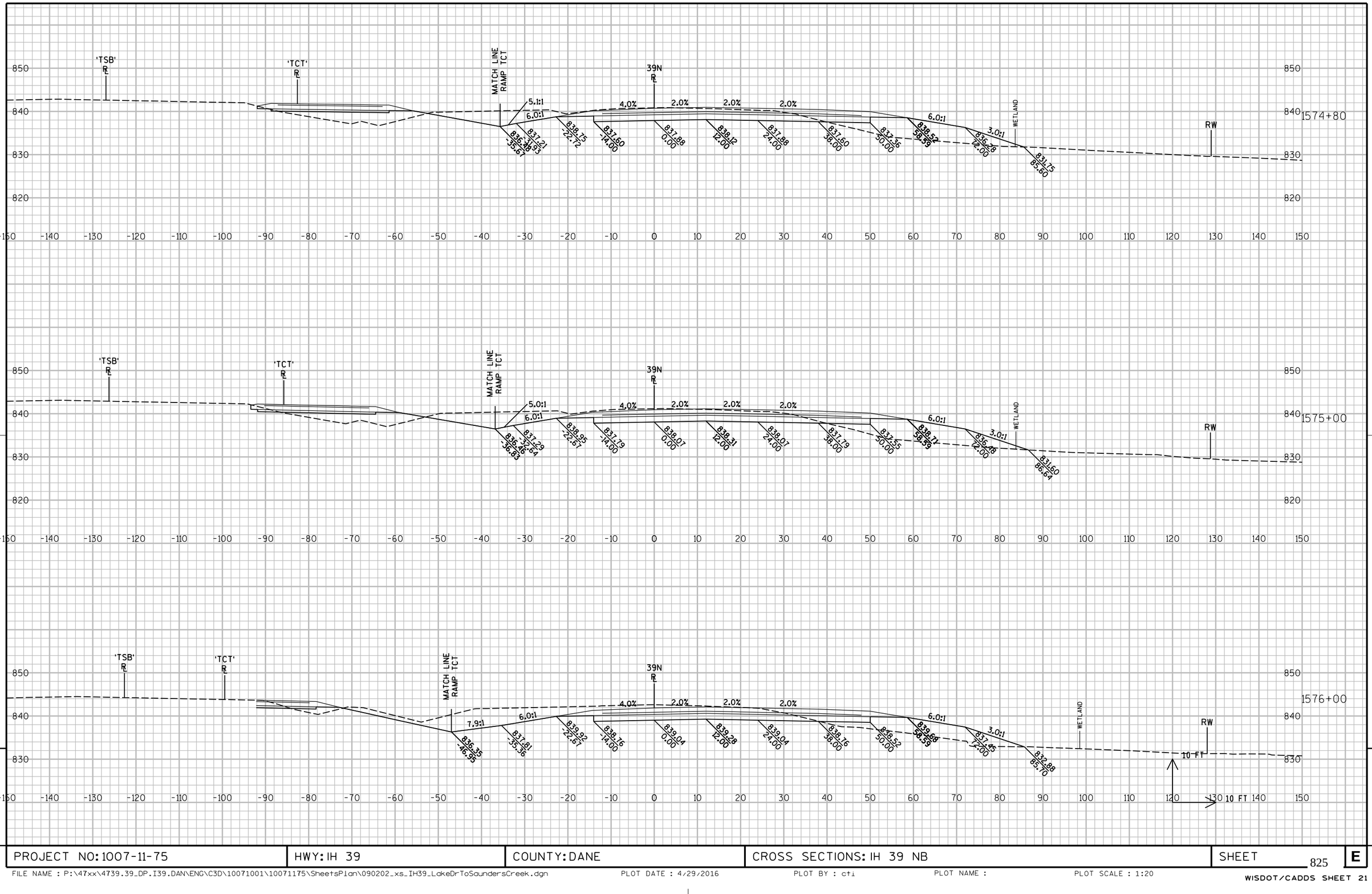
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 824	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



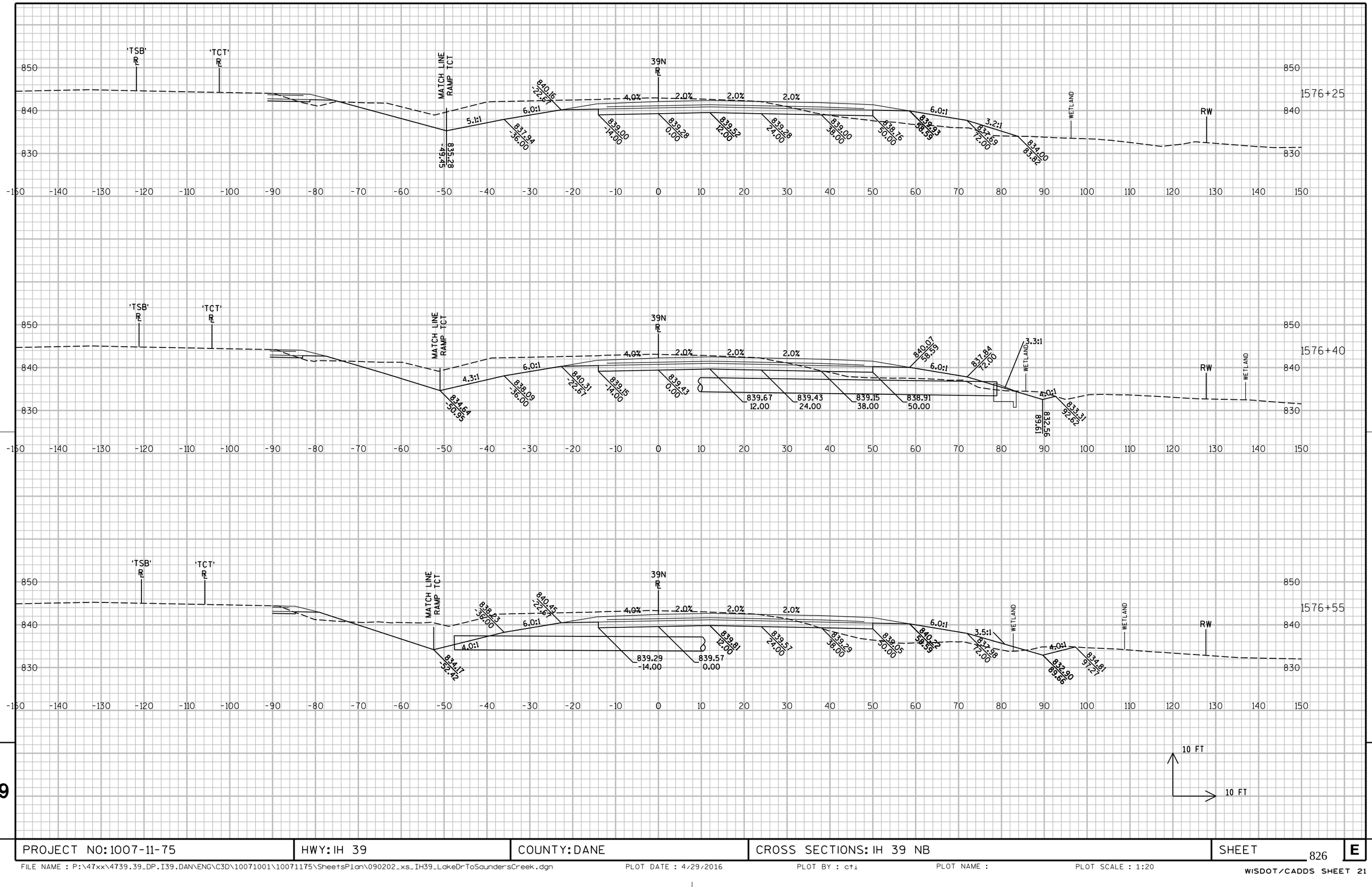
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 825	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

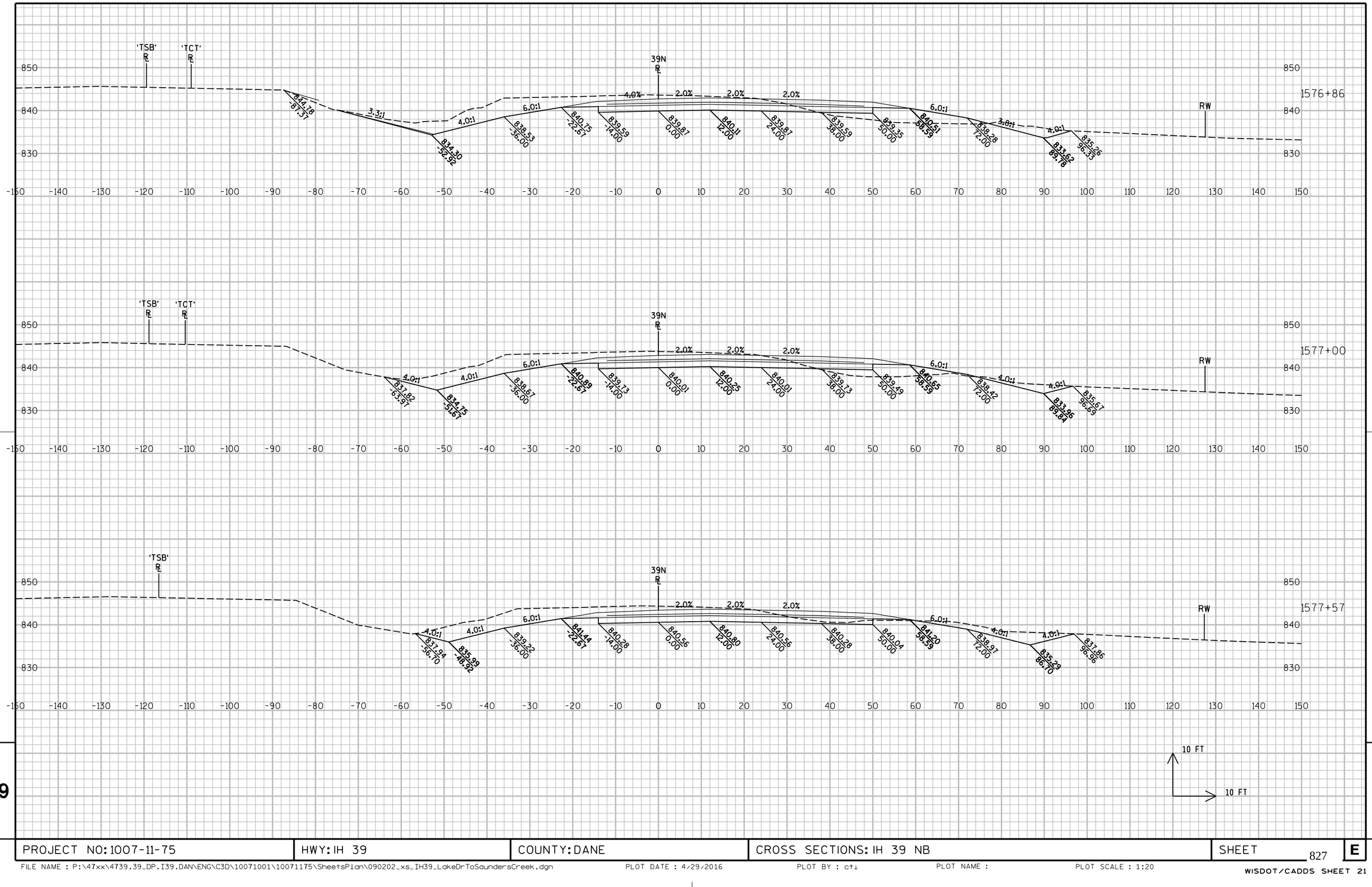
WISDOT/CADDS SHEET 21



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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 826	E



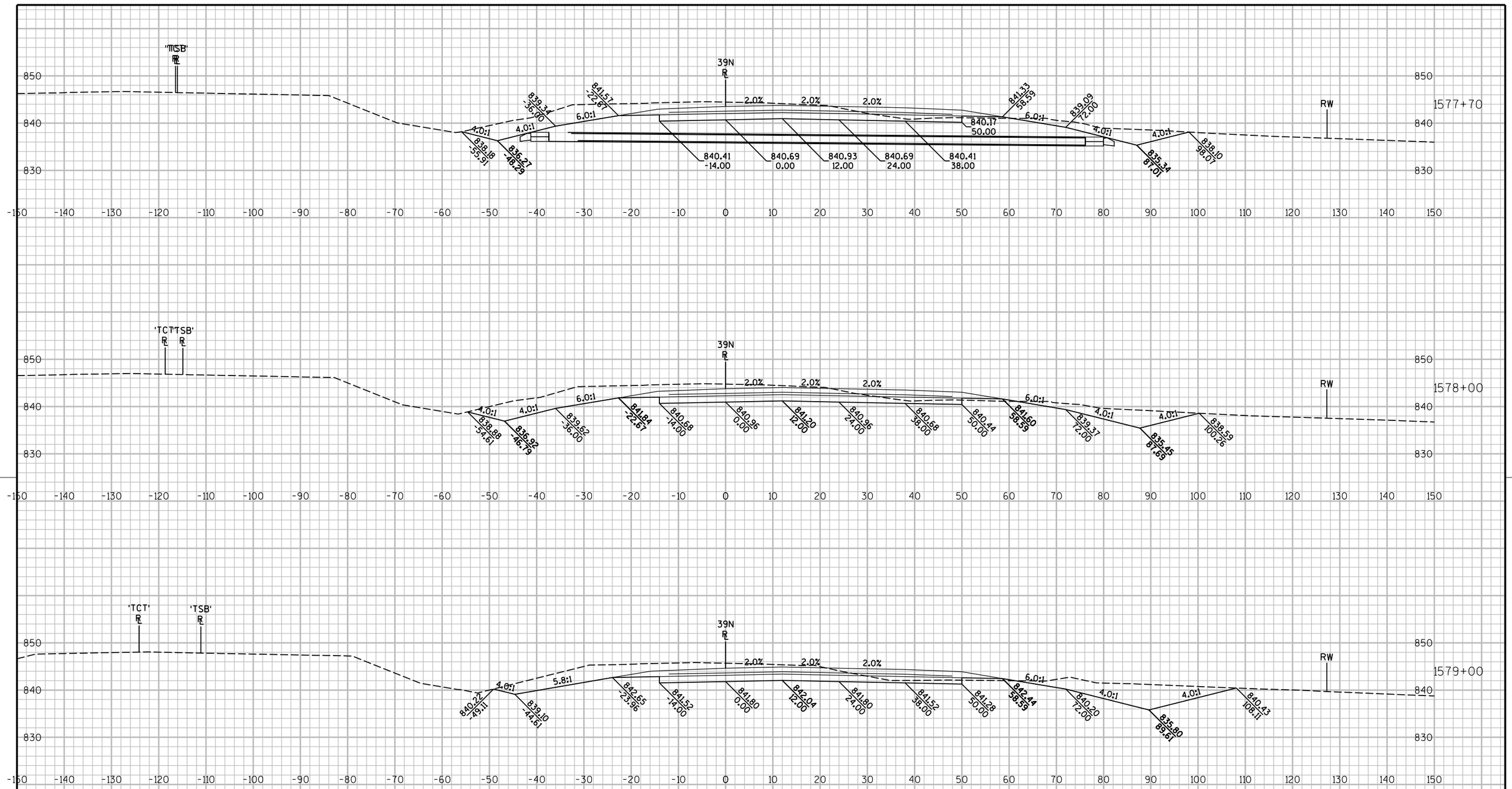
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 827	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



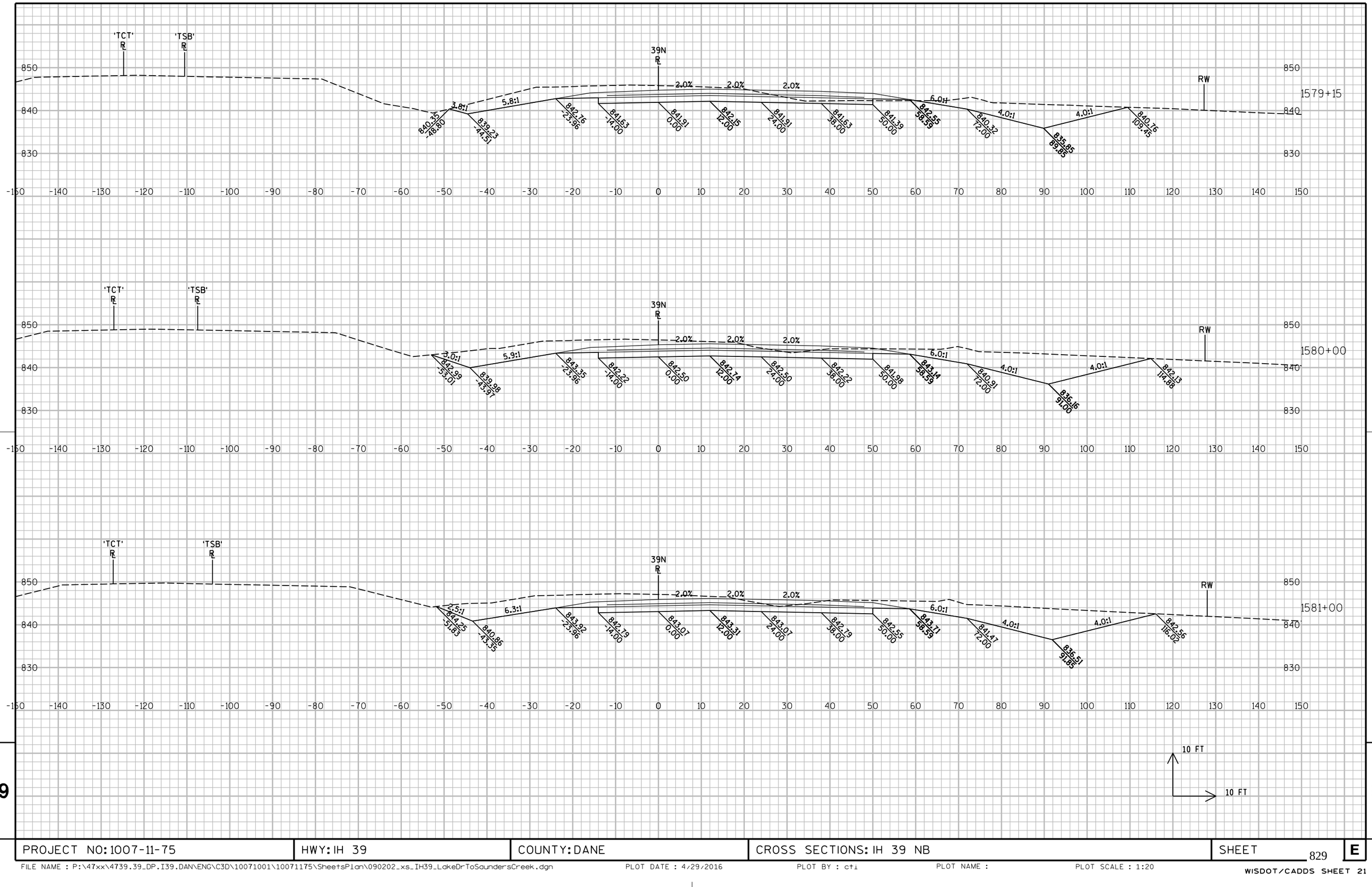
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 828	E

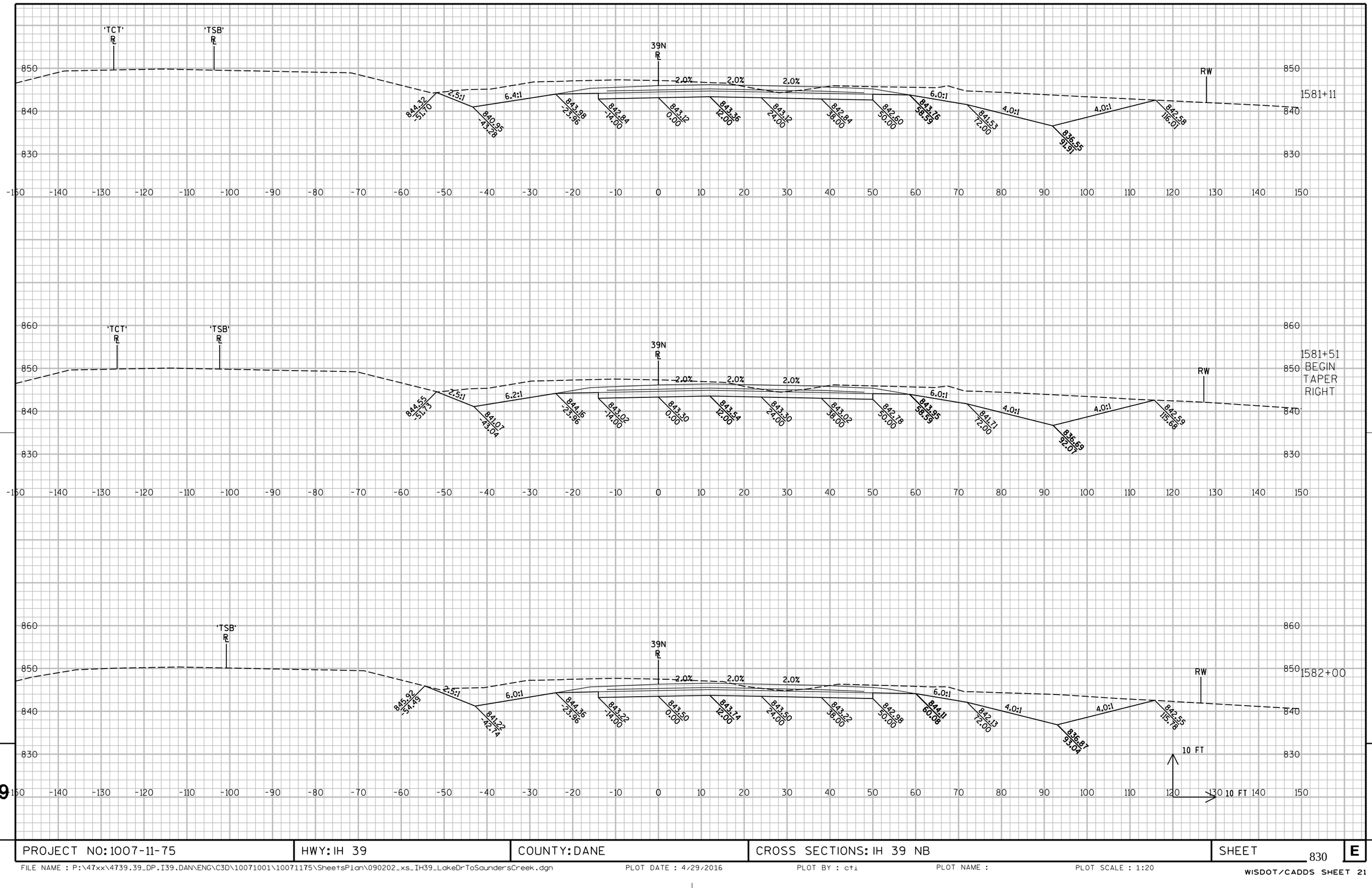
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WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 829	E

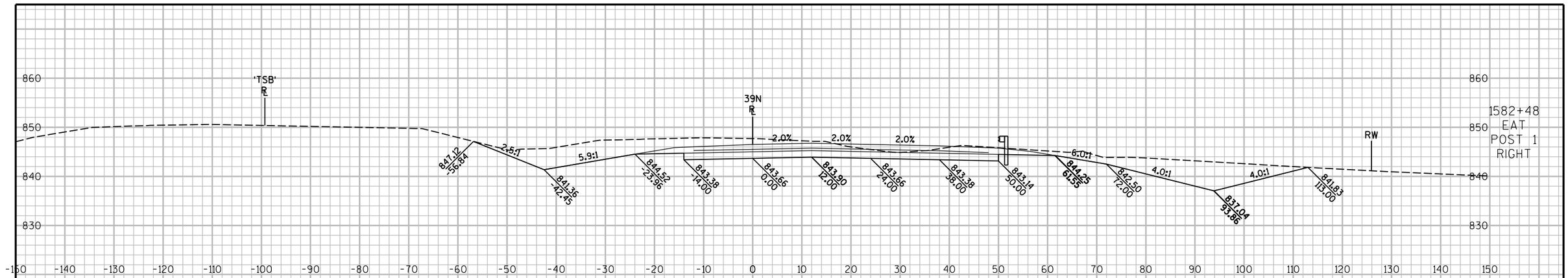
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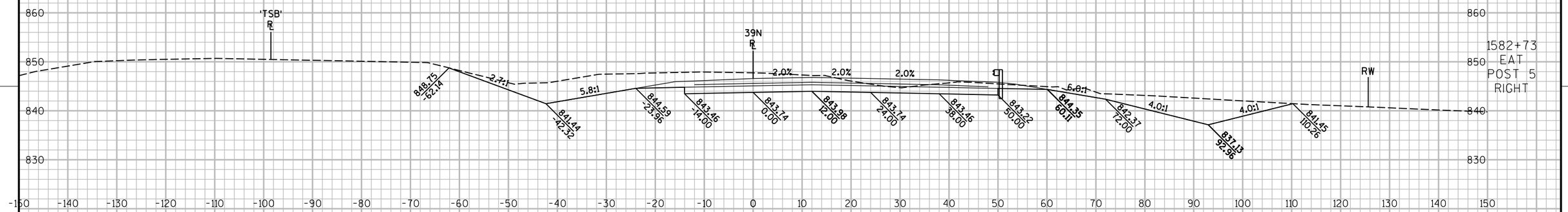


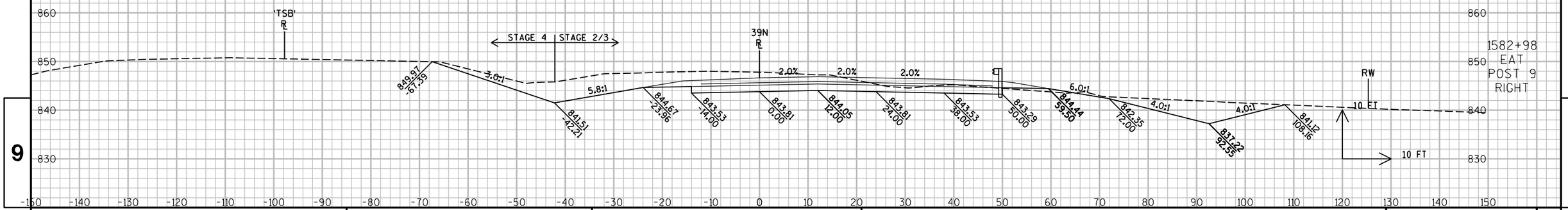
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FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







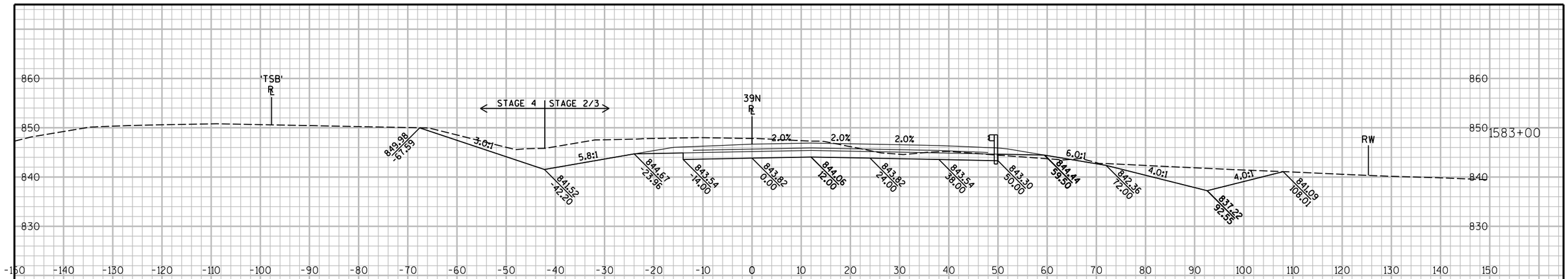
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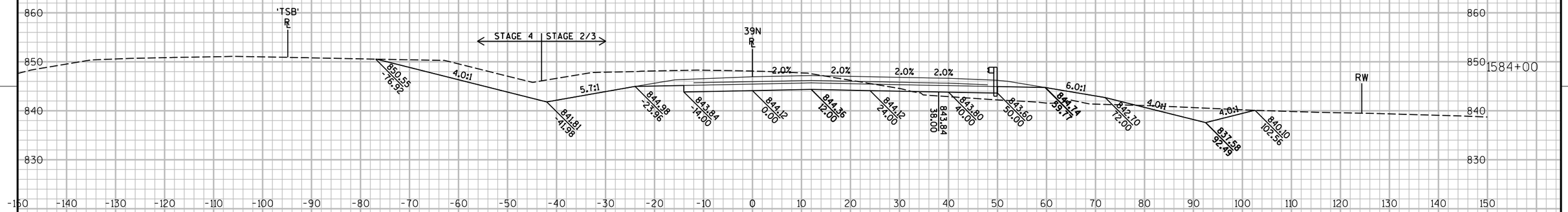
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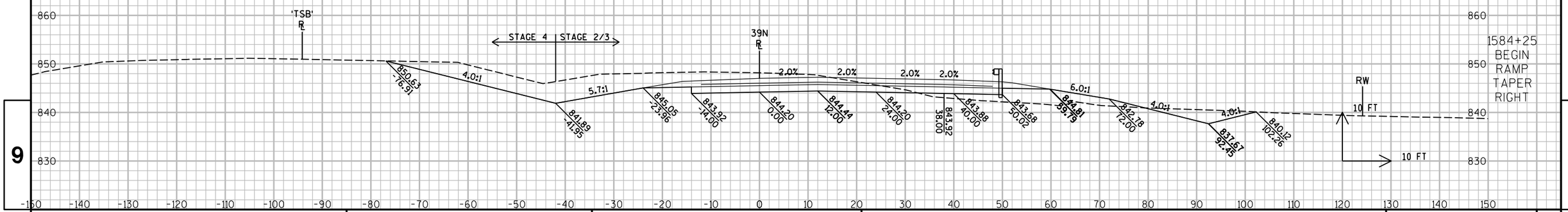
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 831	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





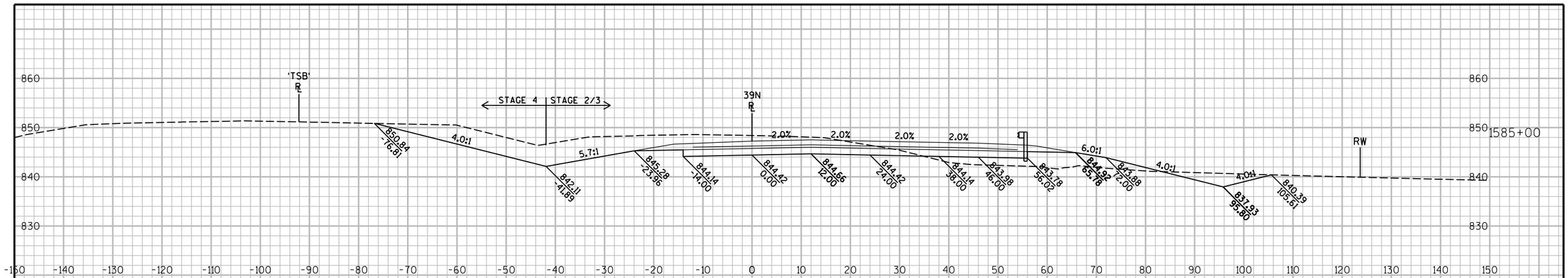


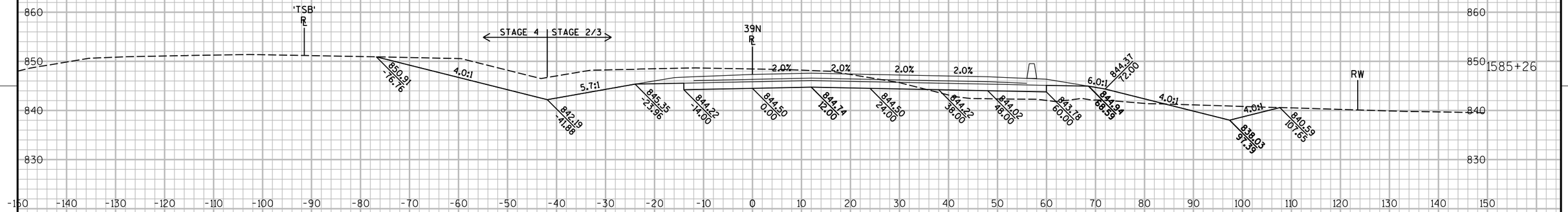
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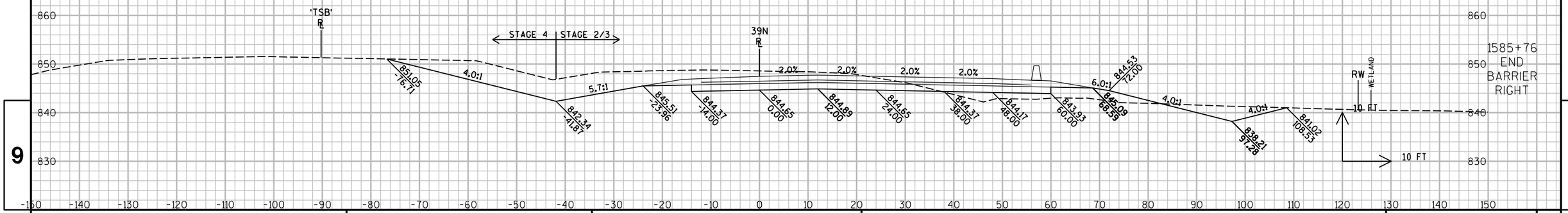
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 832	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20







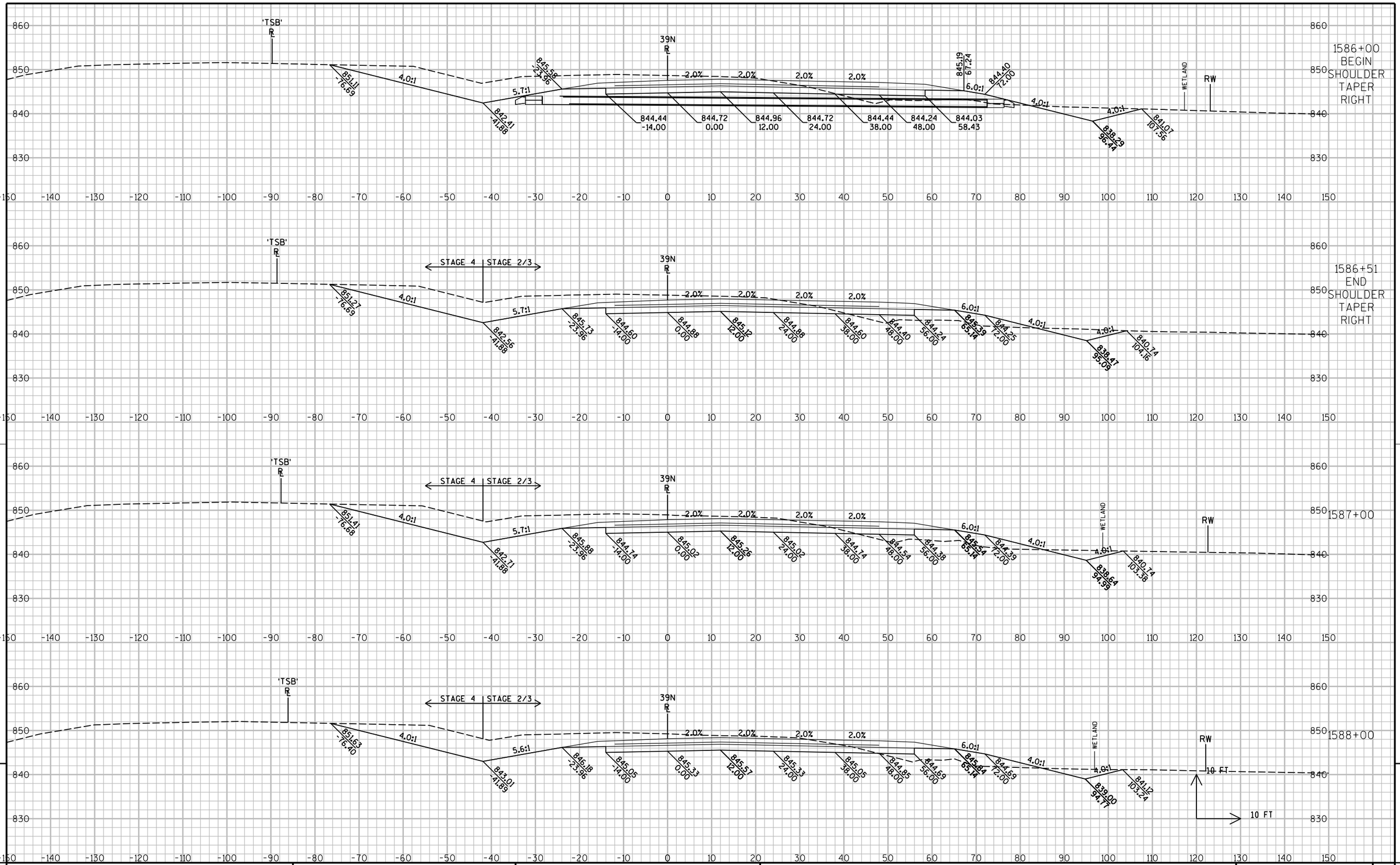
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 833	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 834	E

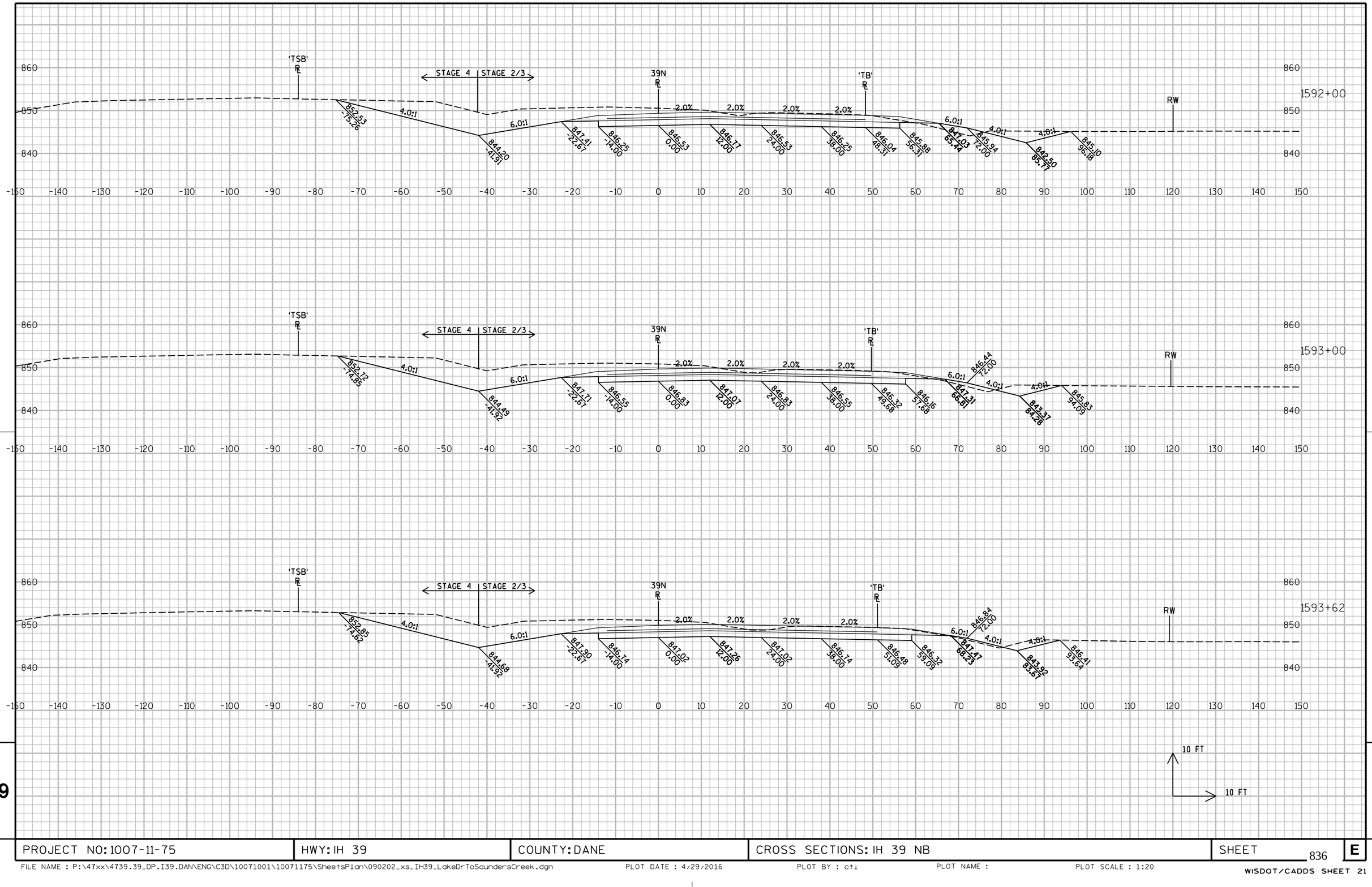
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 835 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

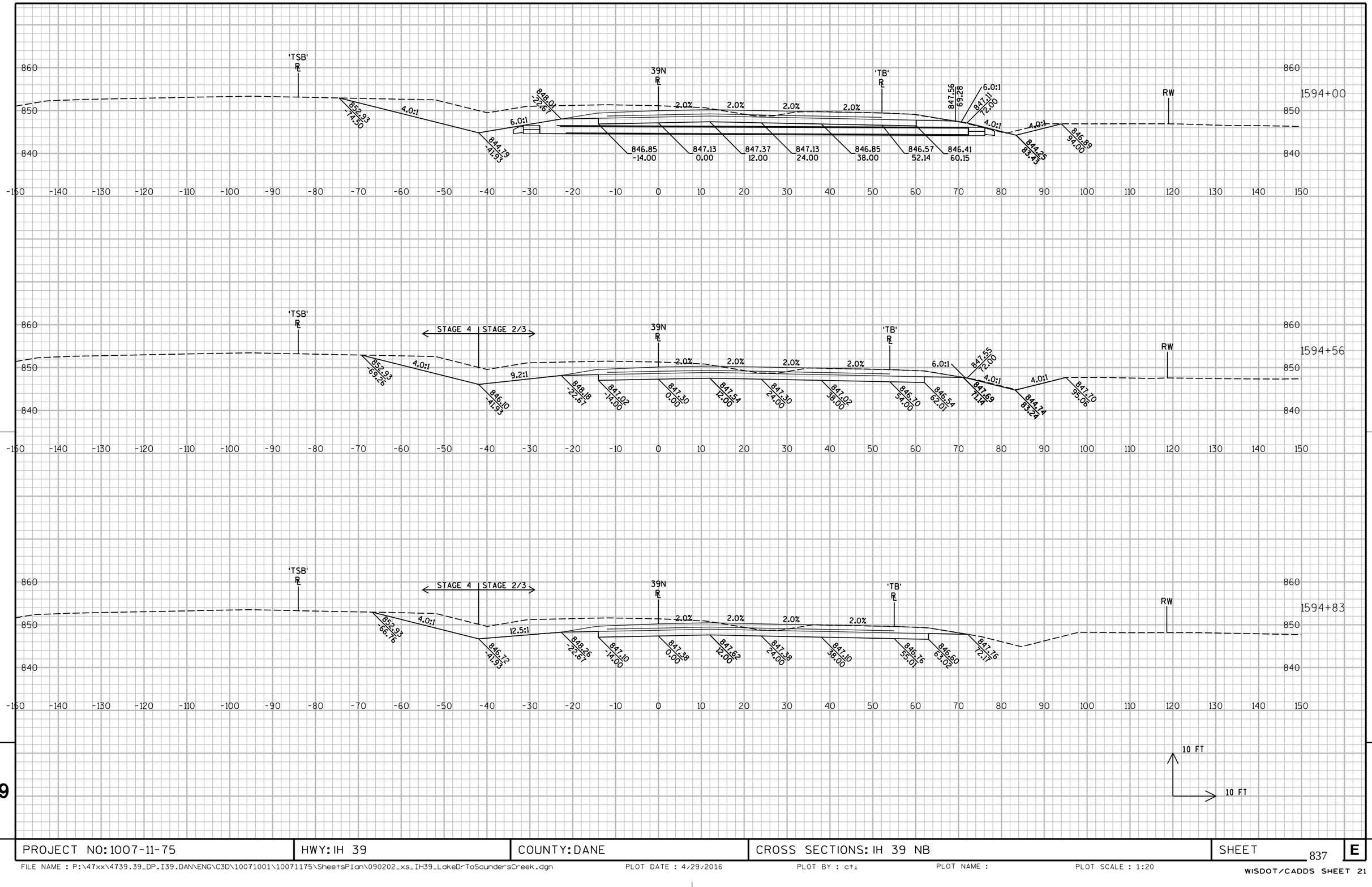


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 836	E

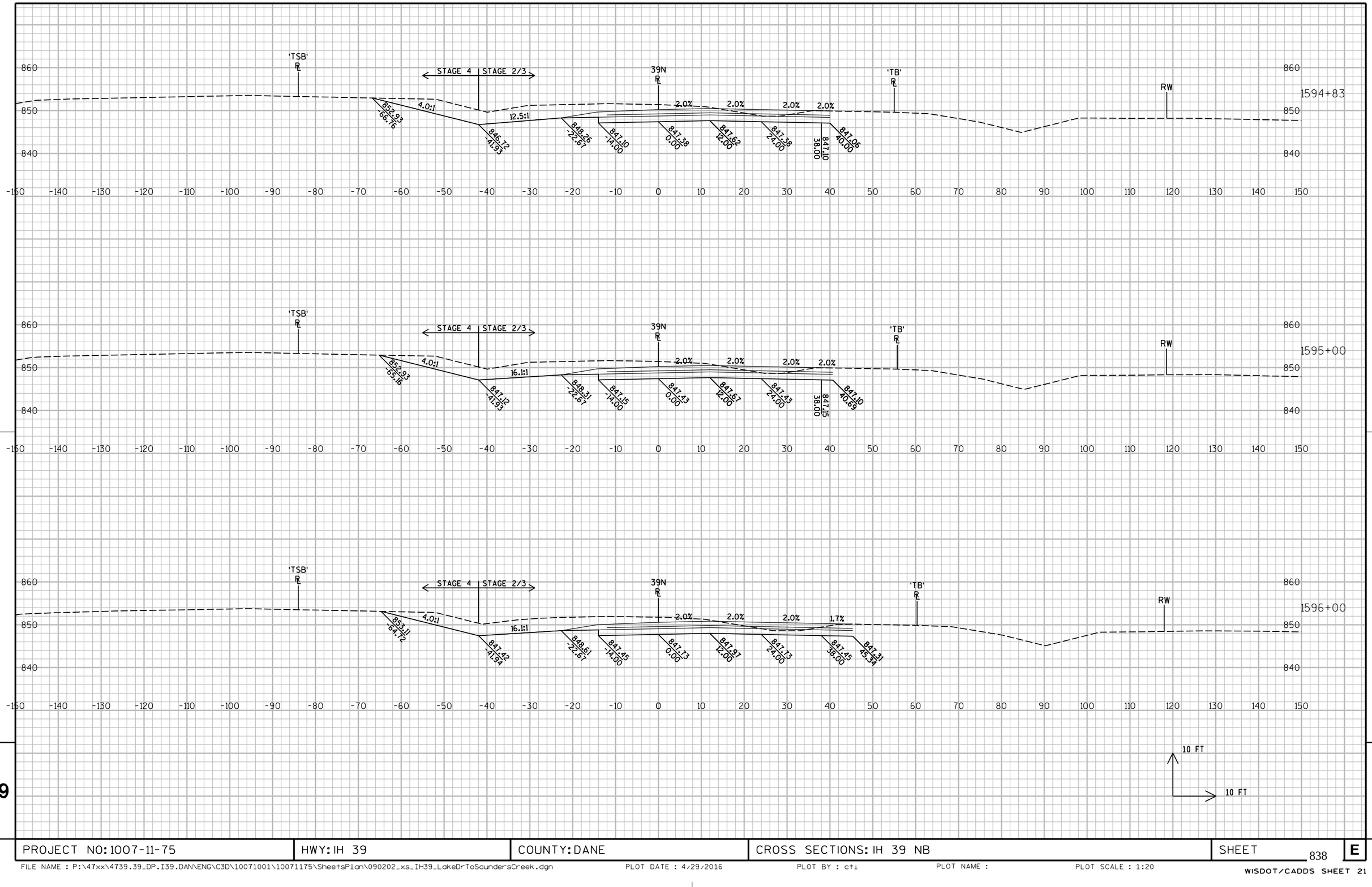
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 837	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

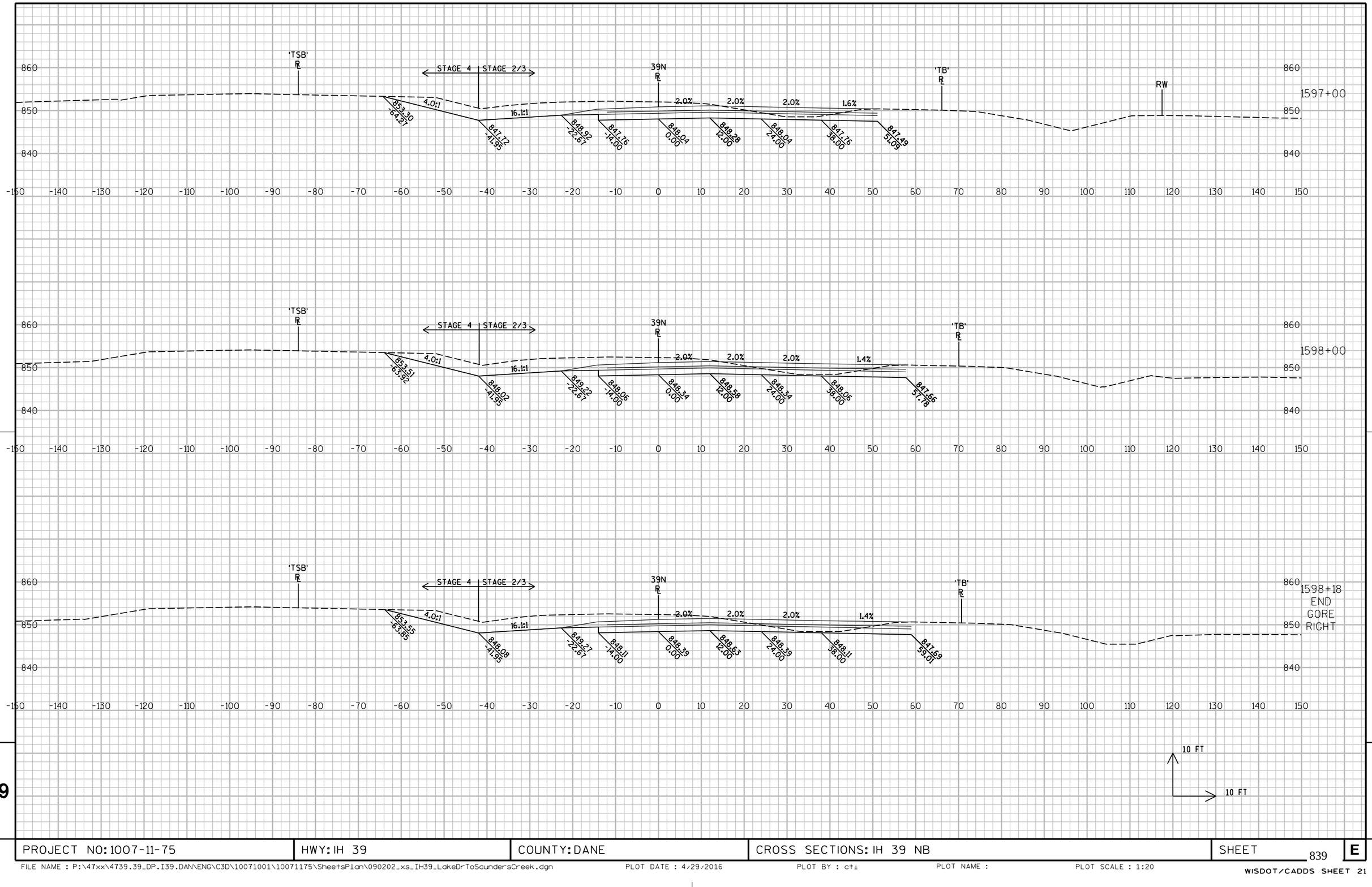


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 838	E

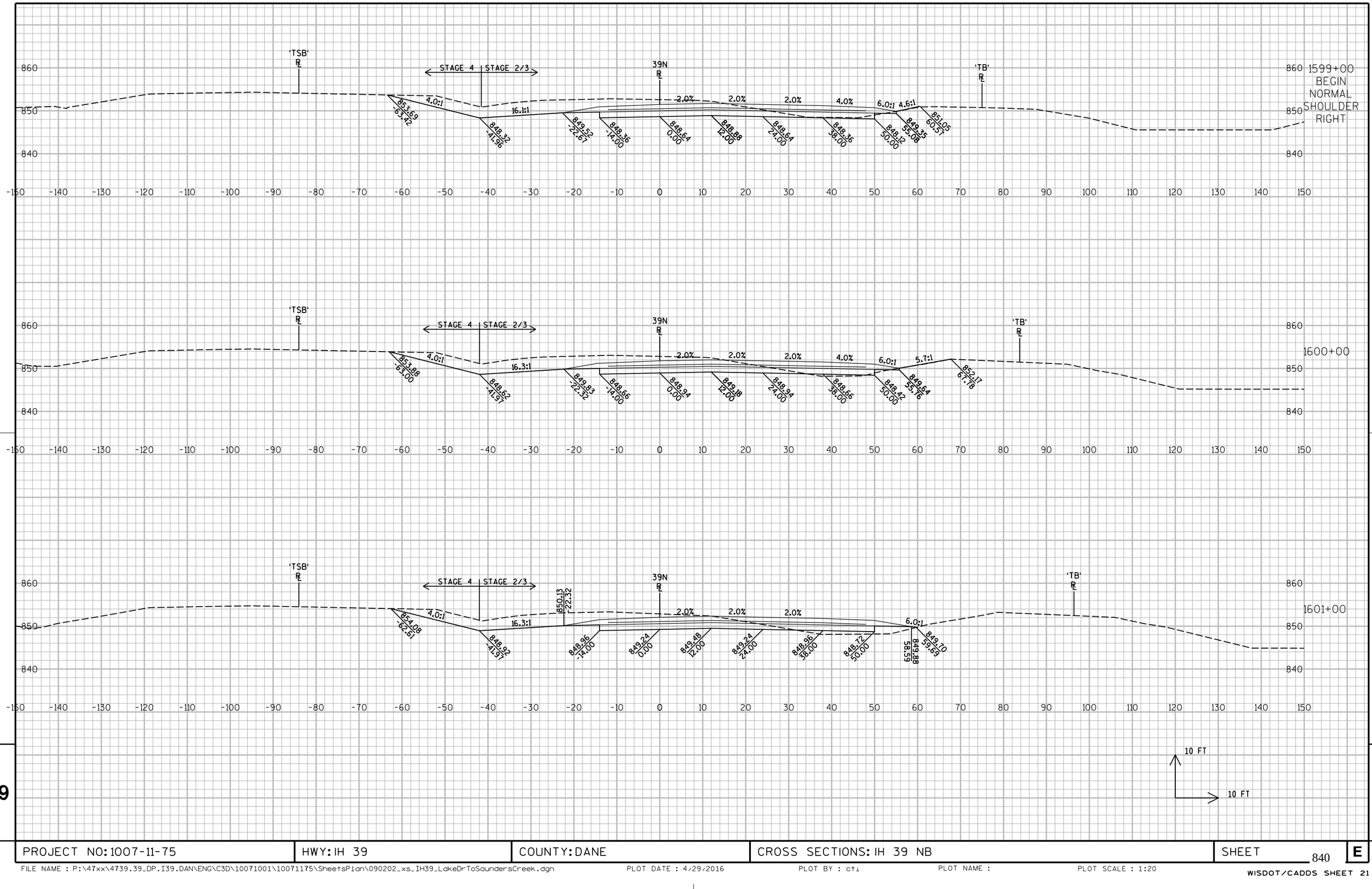
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 839	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

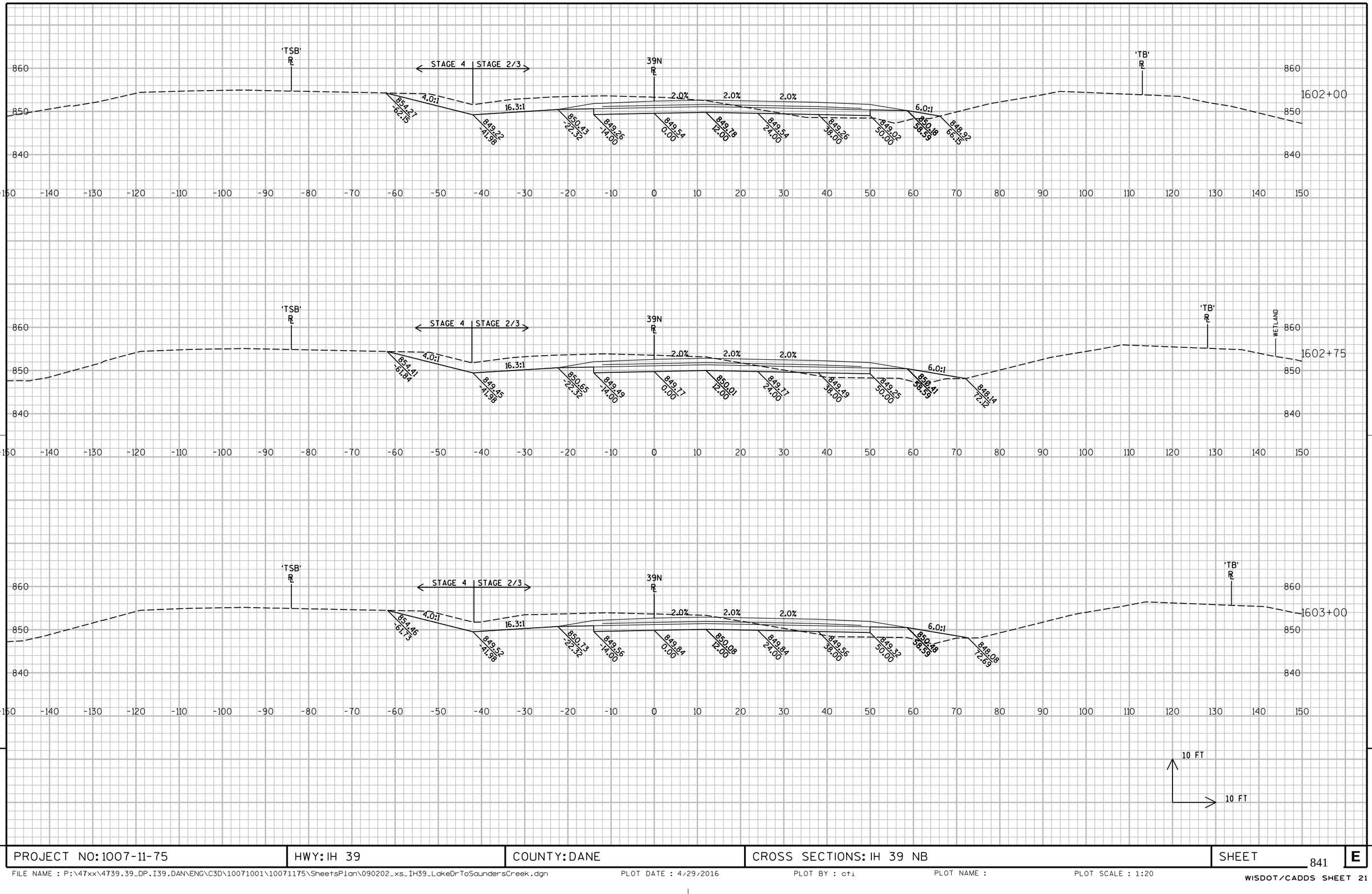


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 840	E

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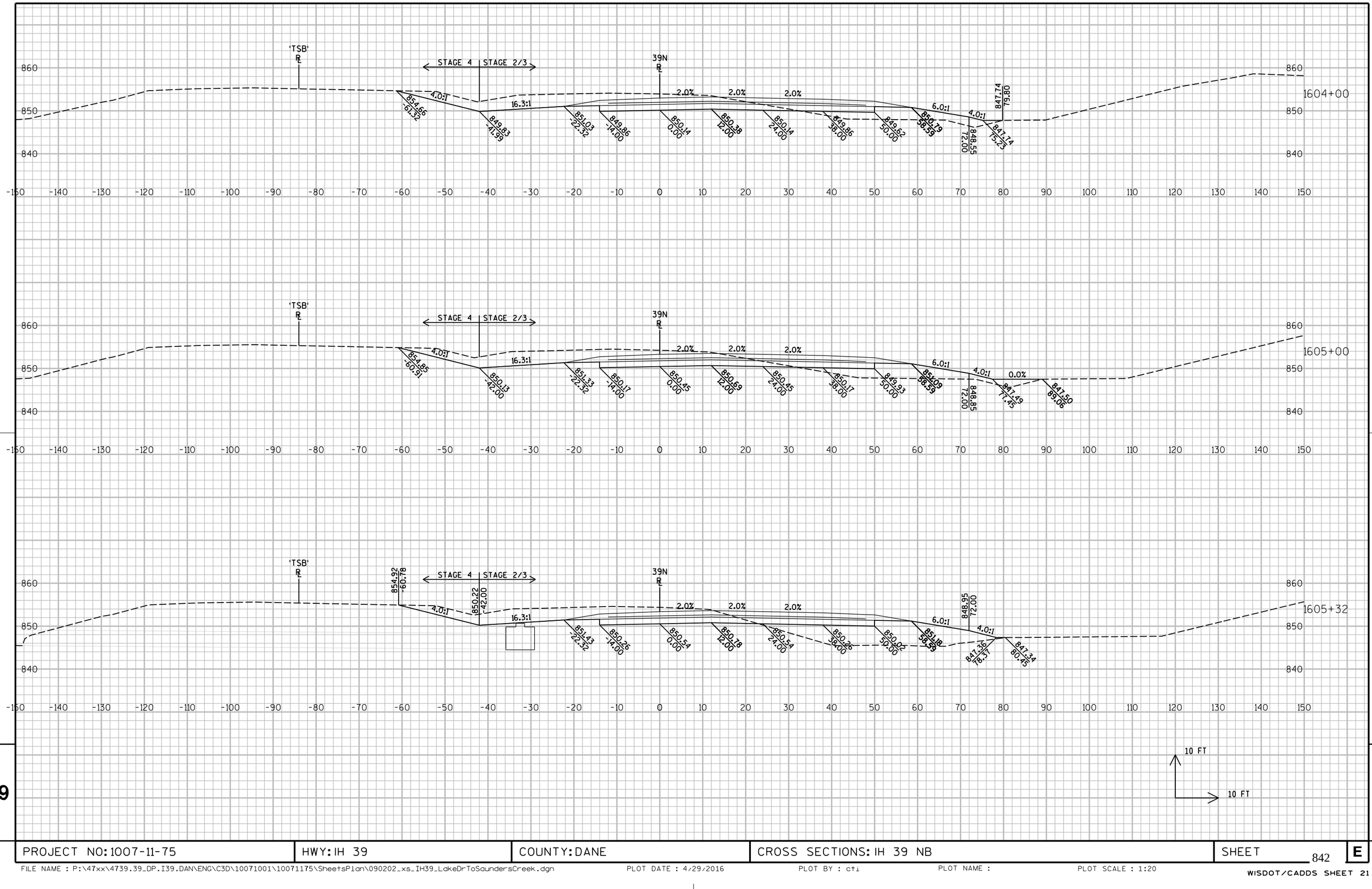


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 841	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

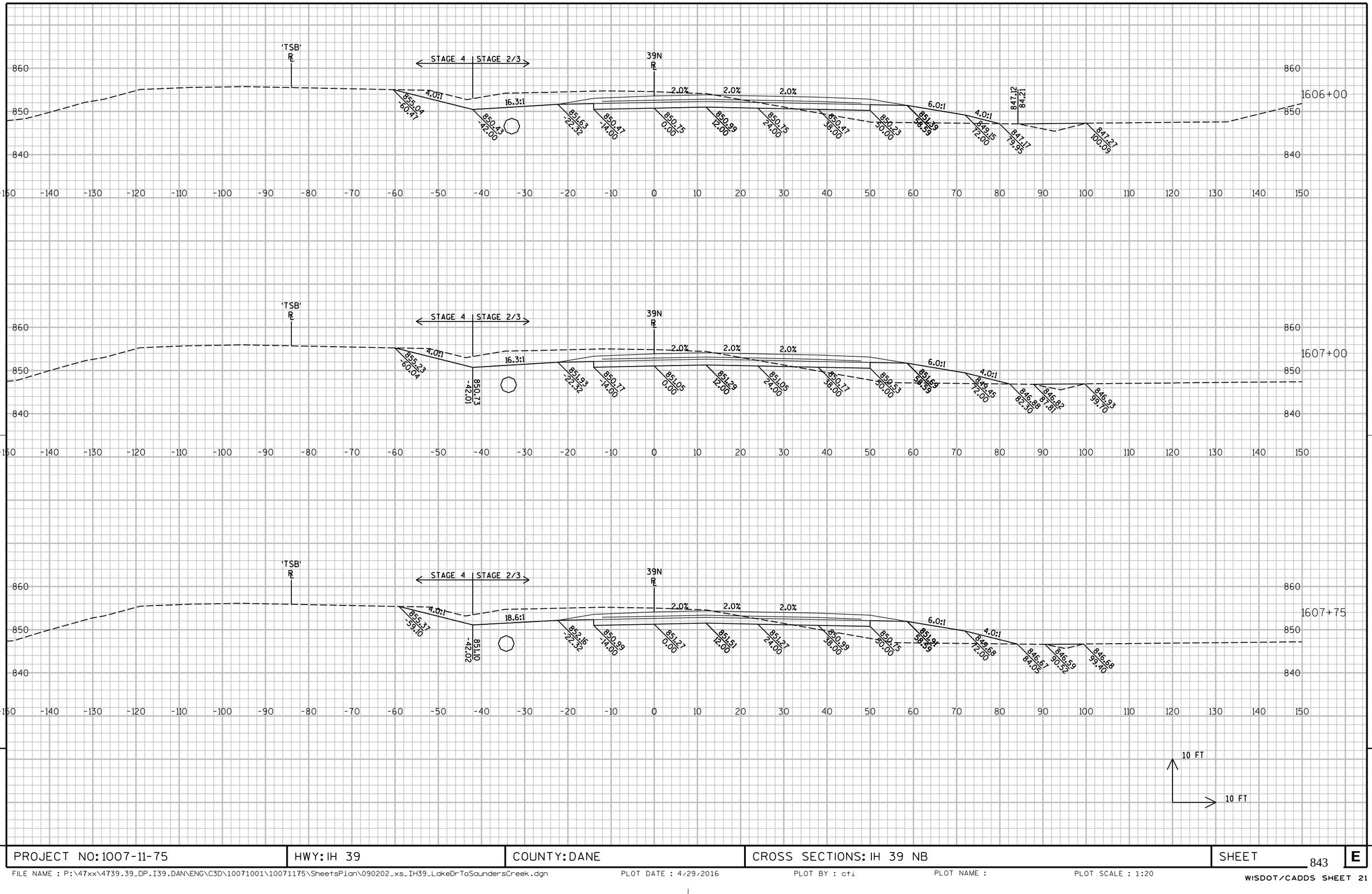


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 842	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



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9

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 843	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



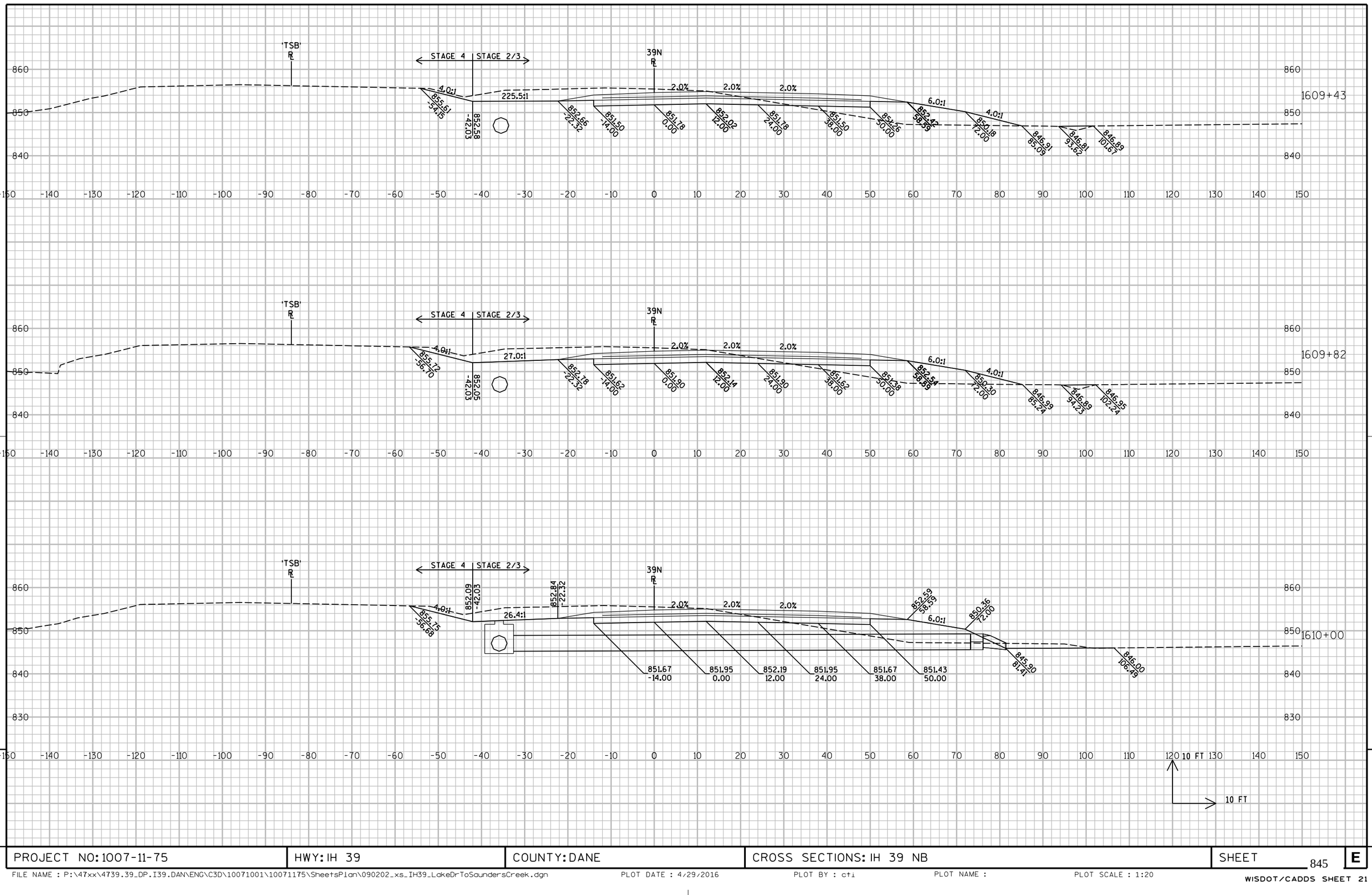
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 844	E

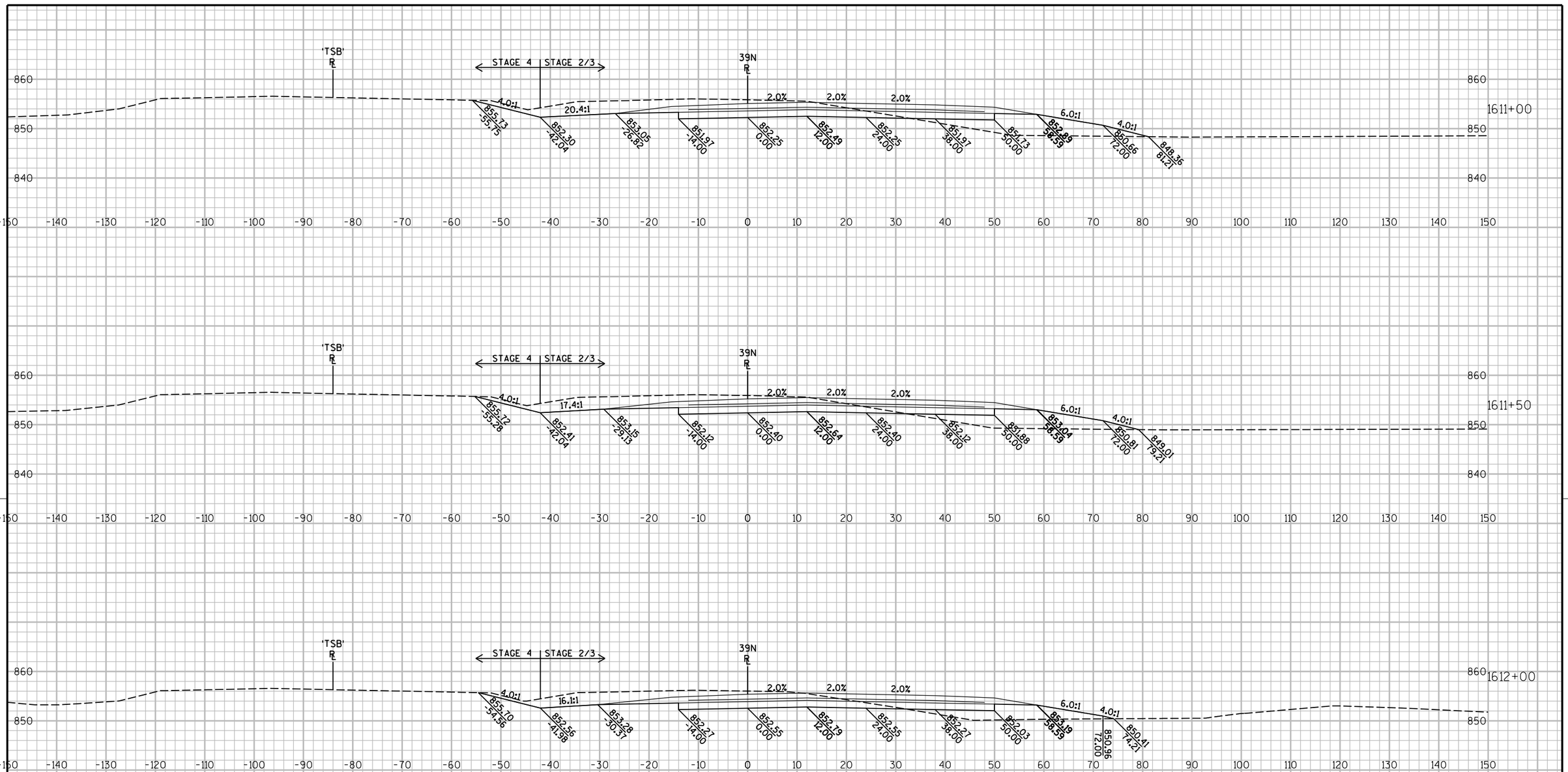
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WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 845	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

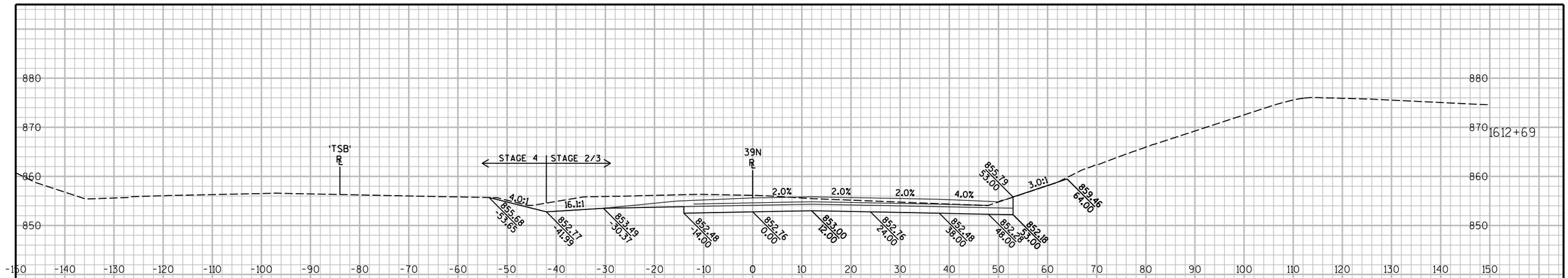


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 846	E

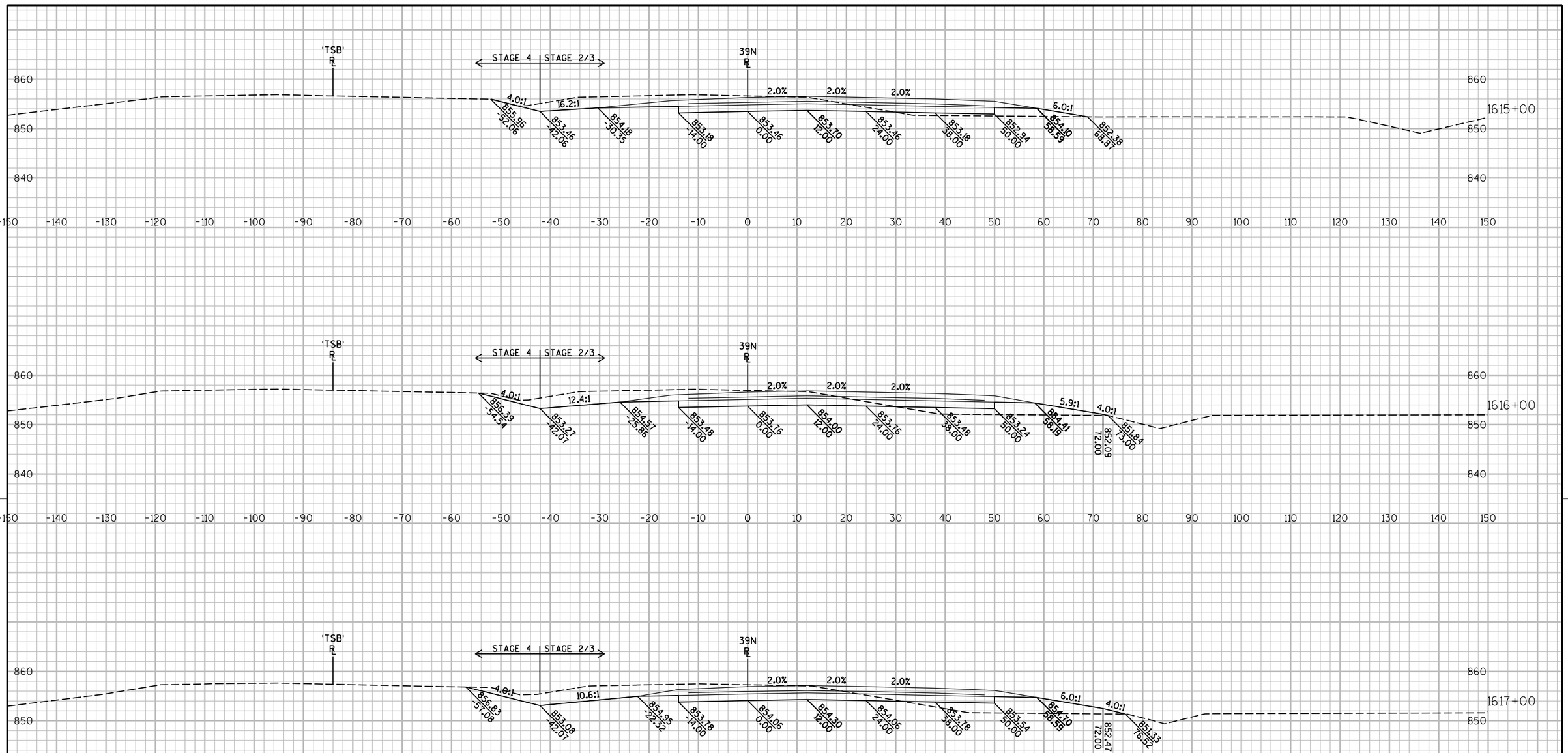
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 847 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

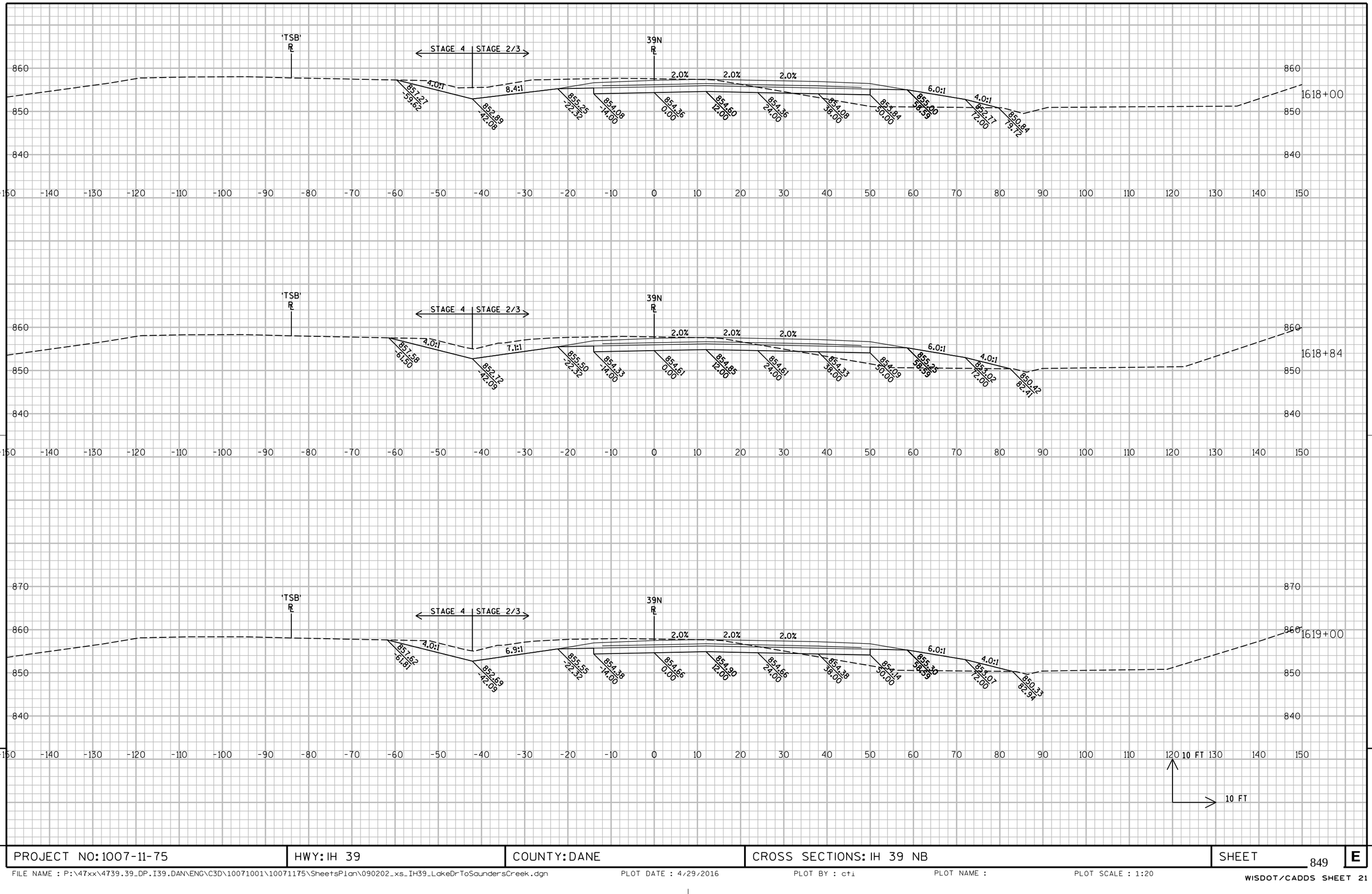
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 848	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

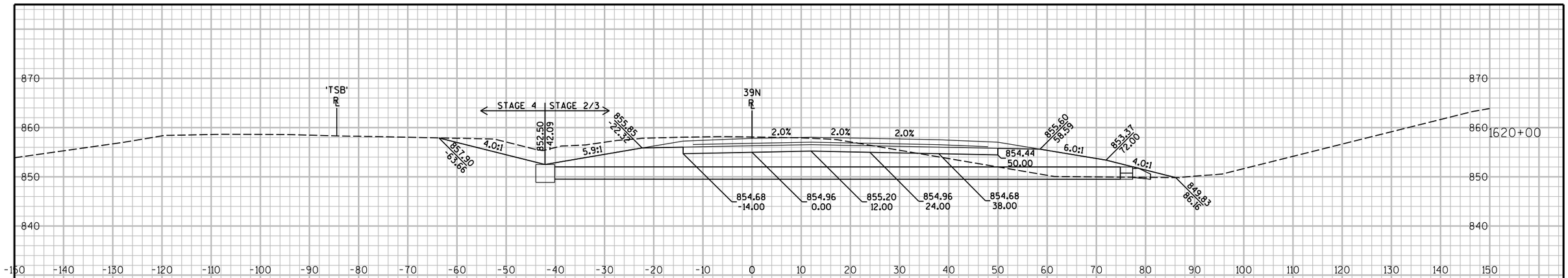


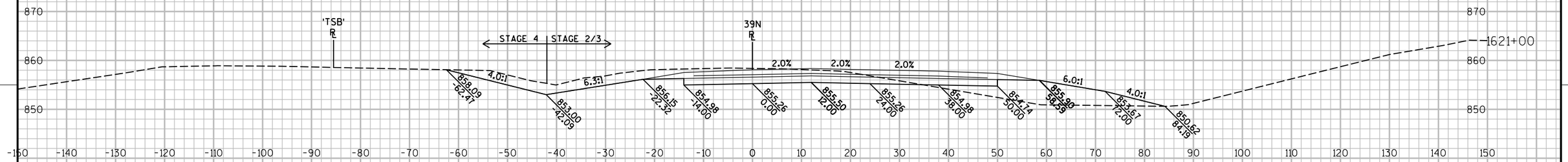
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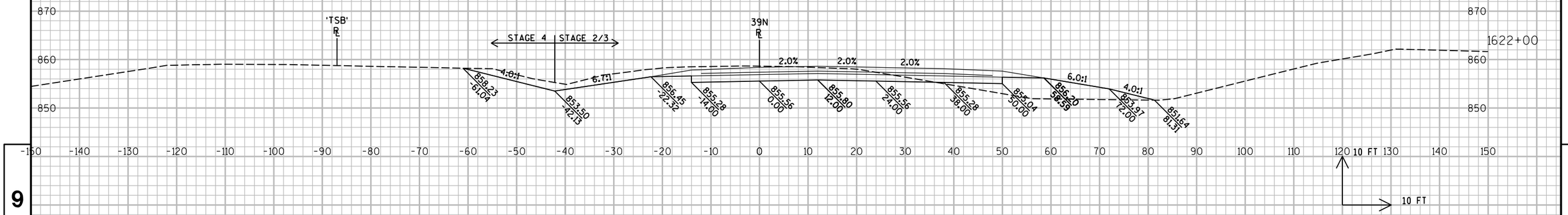
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 849	E

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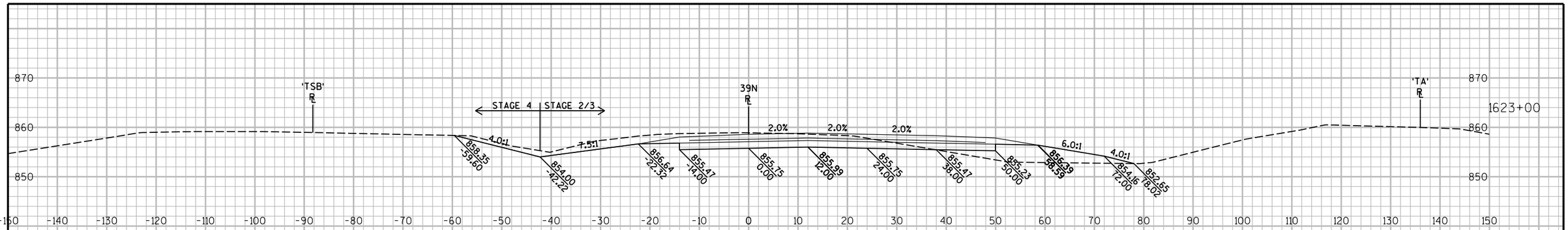
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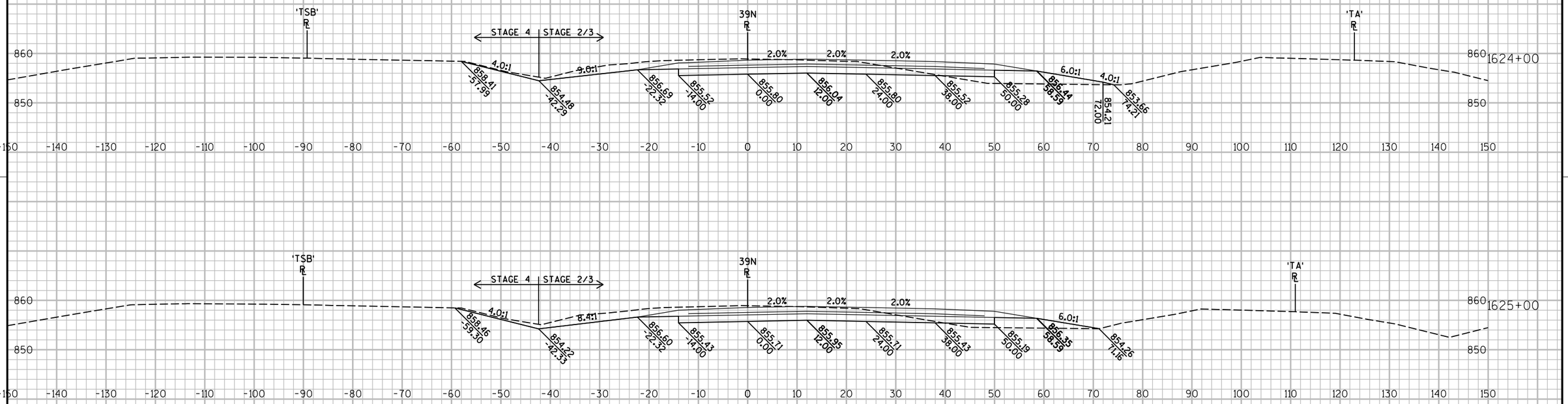
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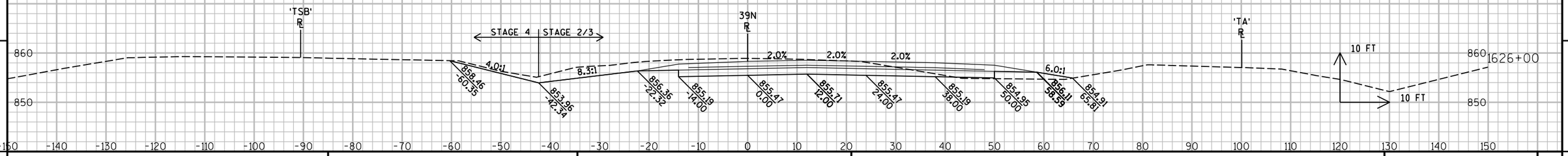
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FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







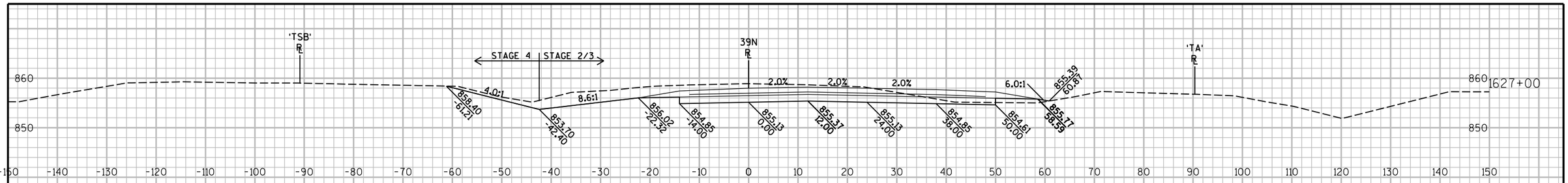
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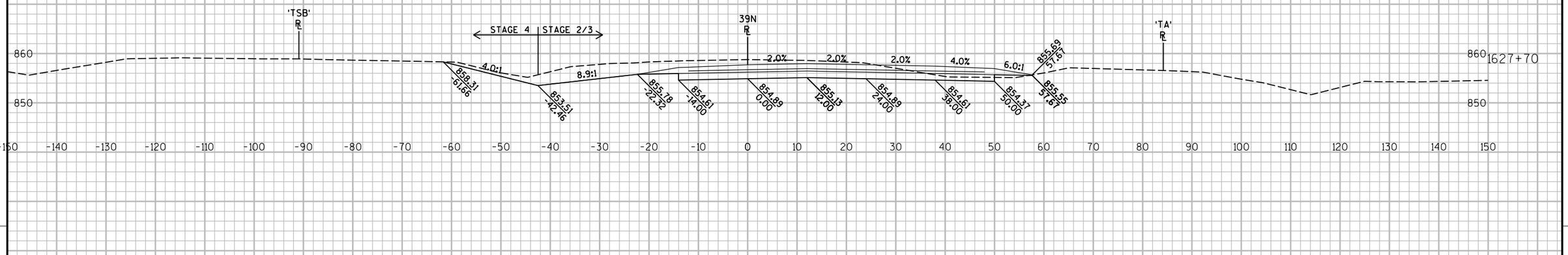
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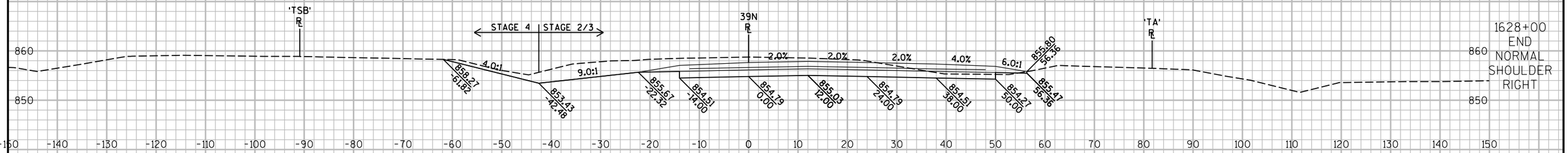
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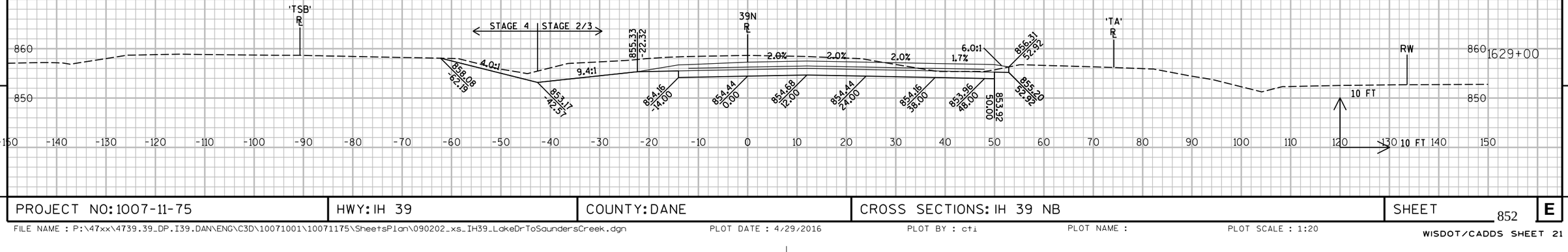
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21









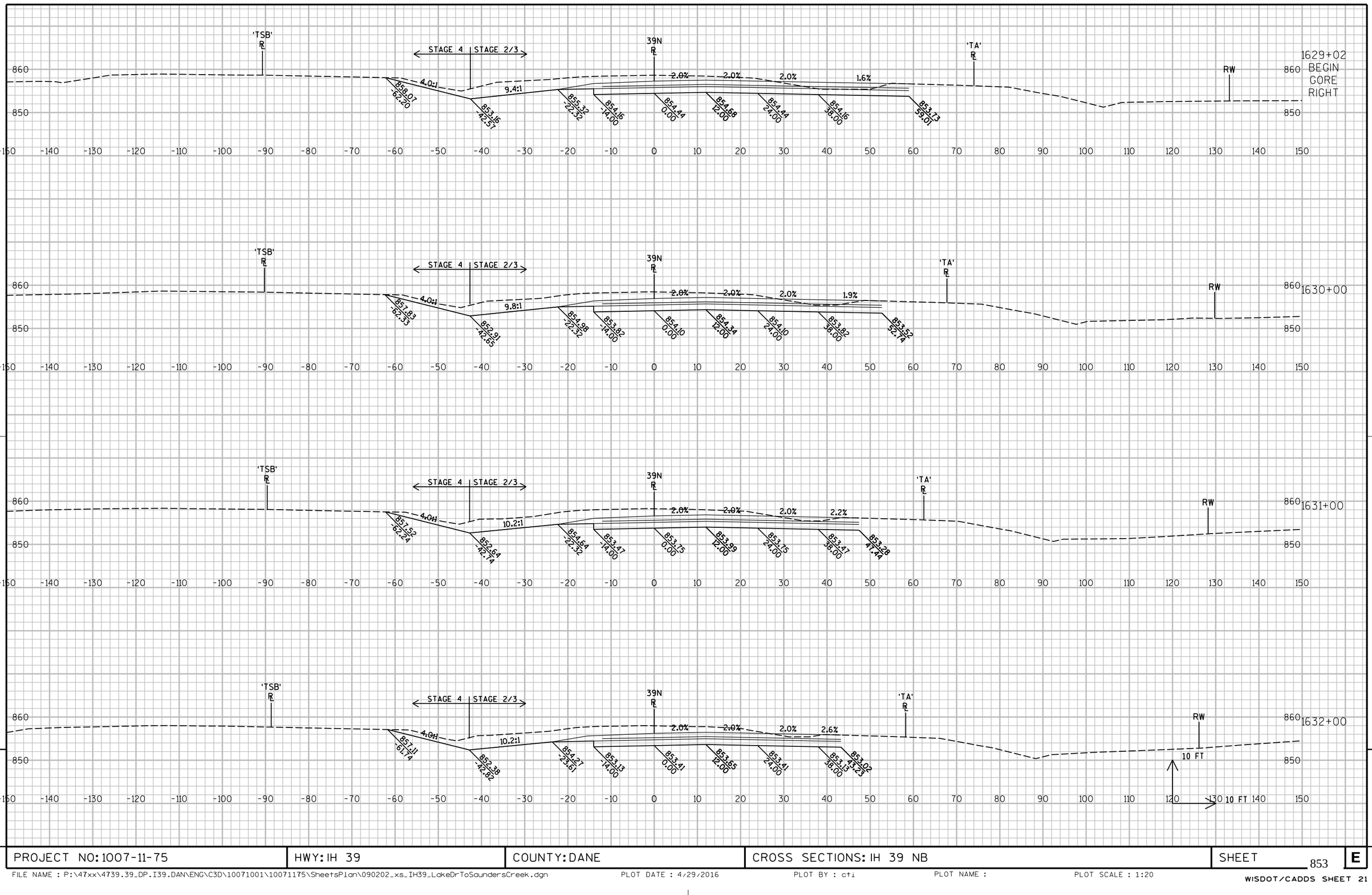
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 852	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

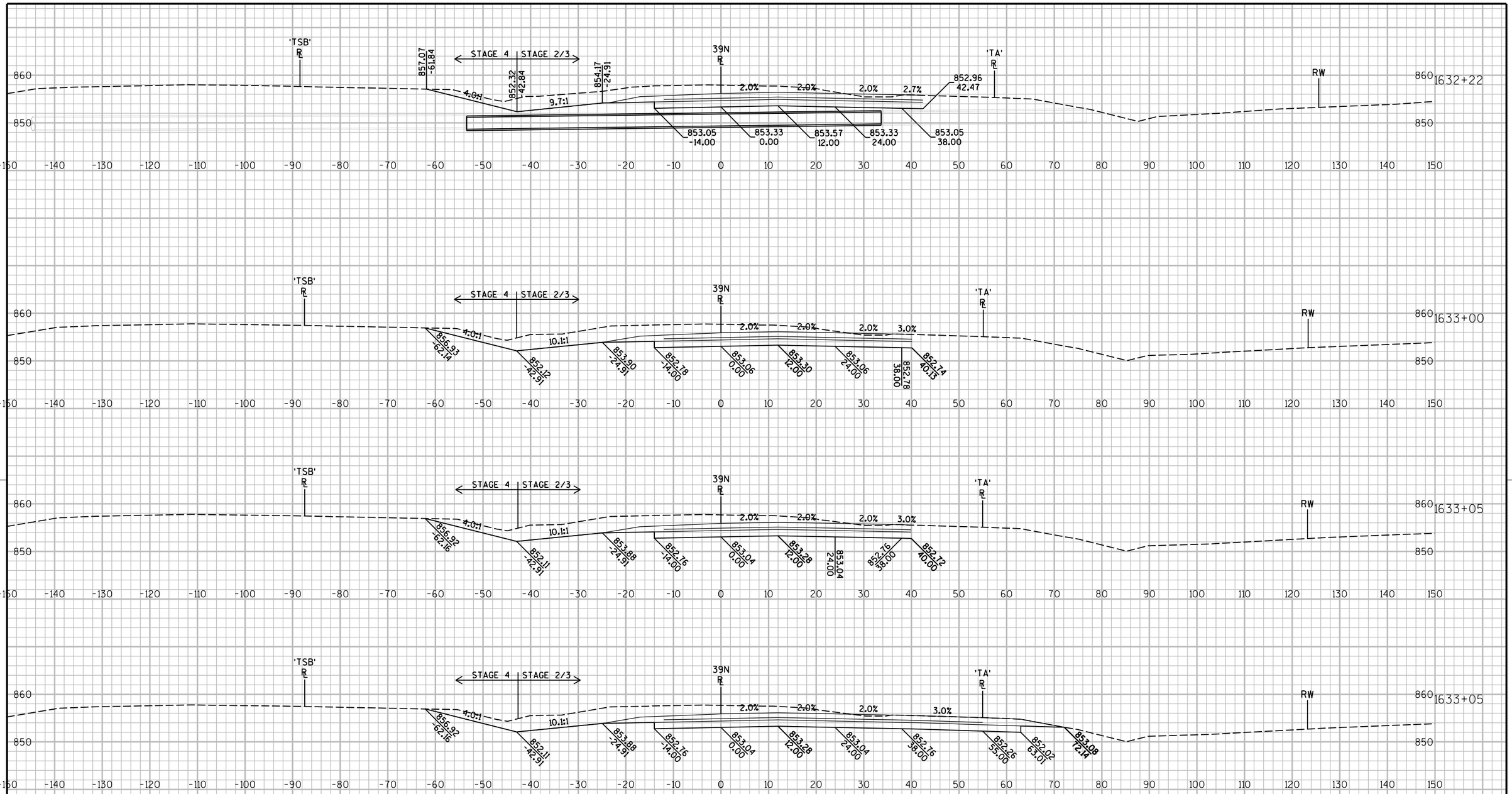


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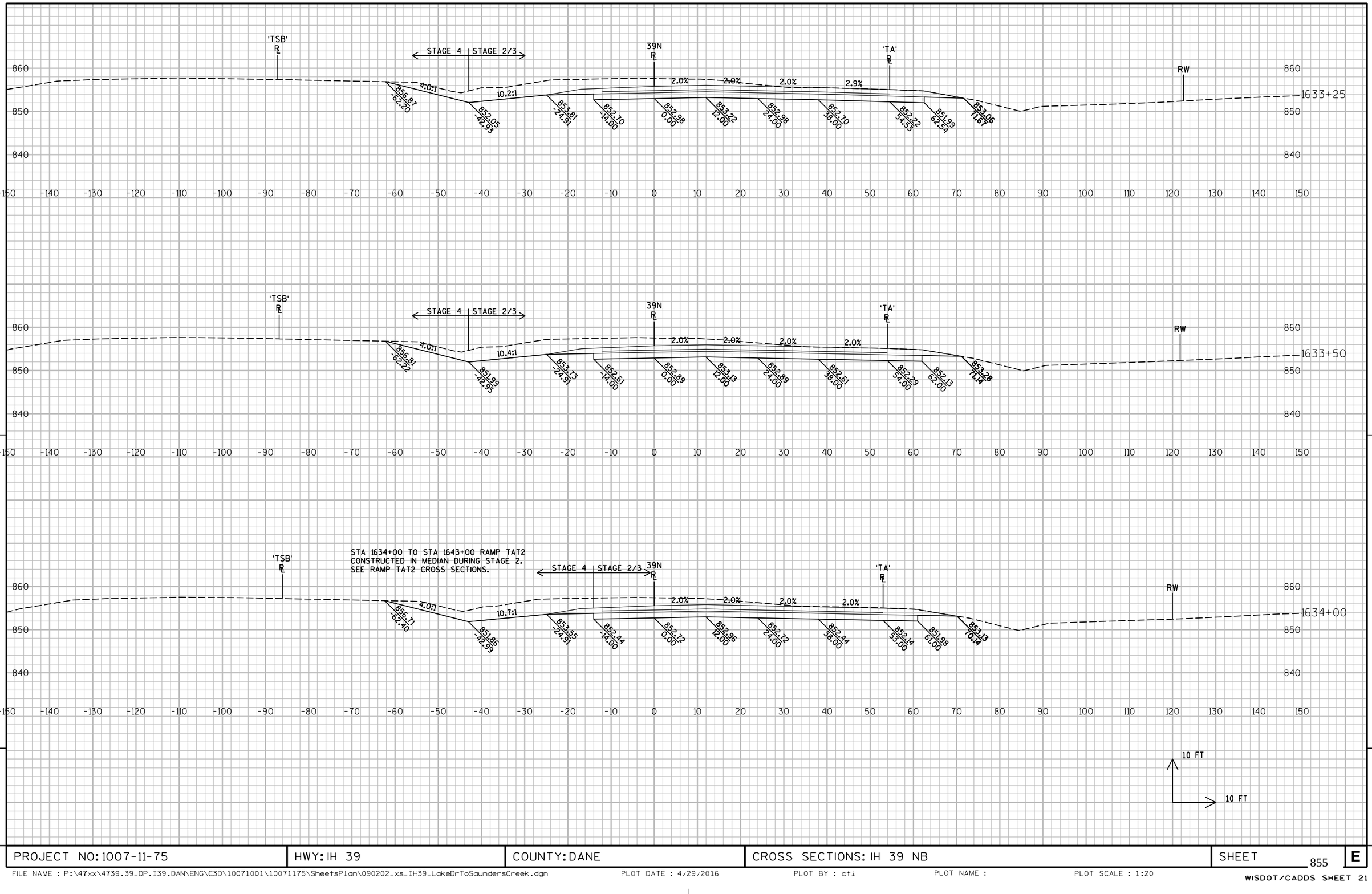
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 853	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 854	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

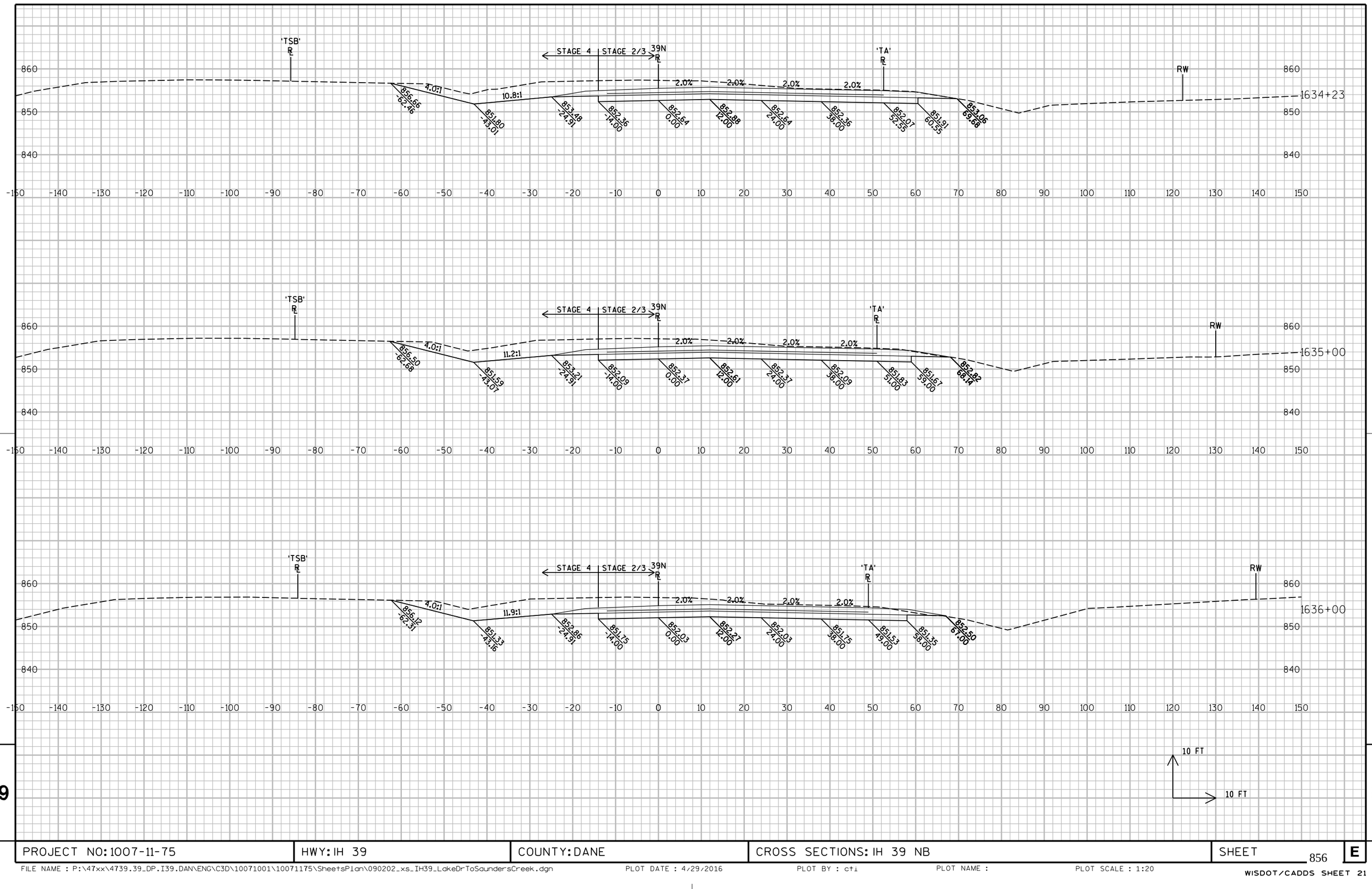


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 855	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

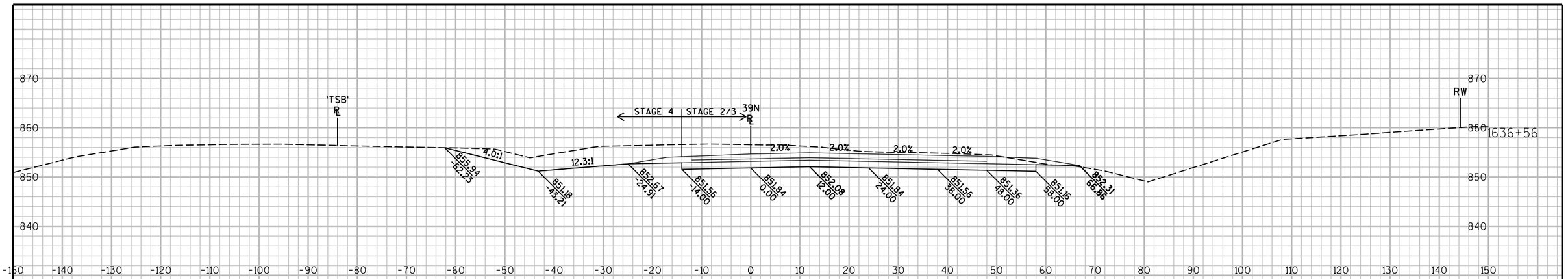


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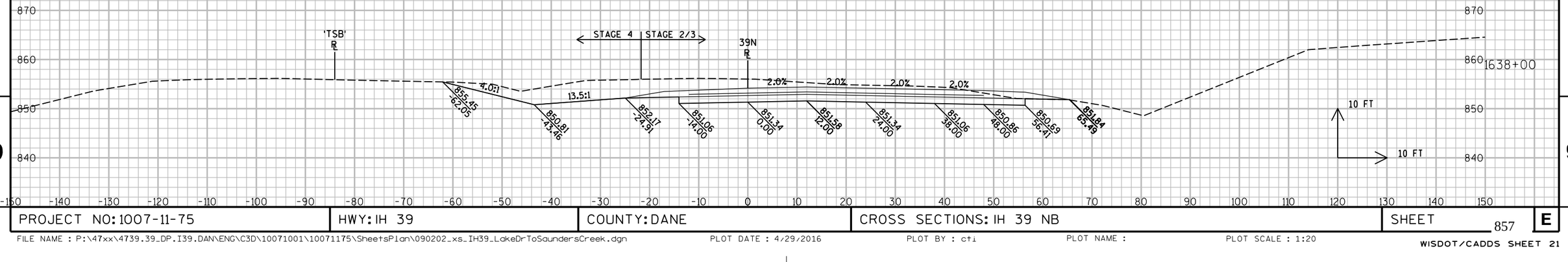
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 856	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20







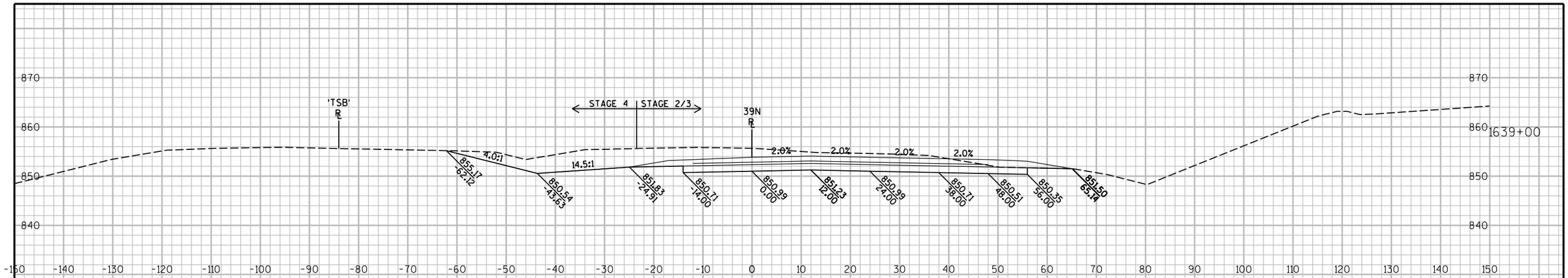
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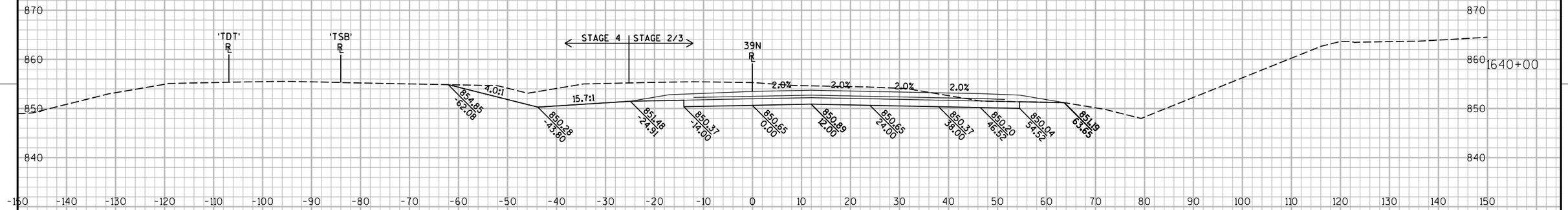
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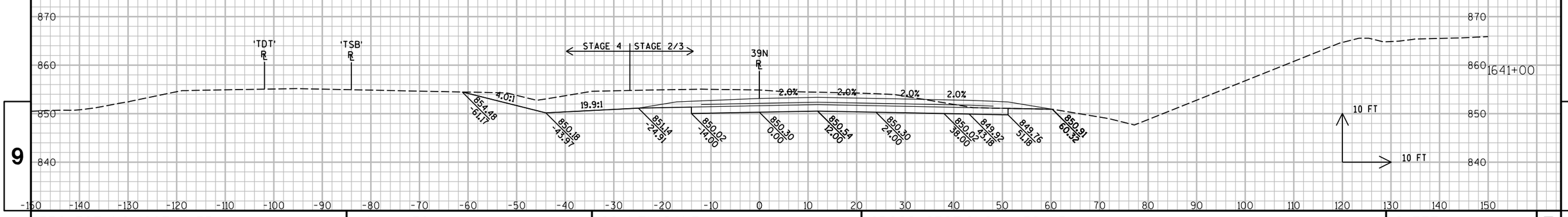
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 857	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







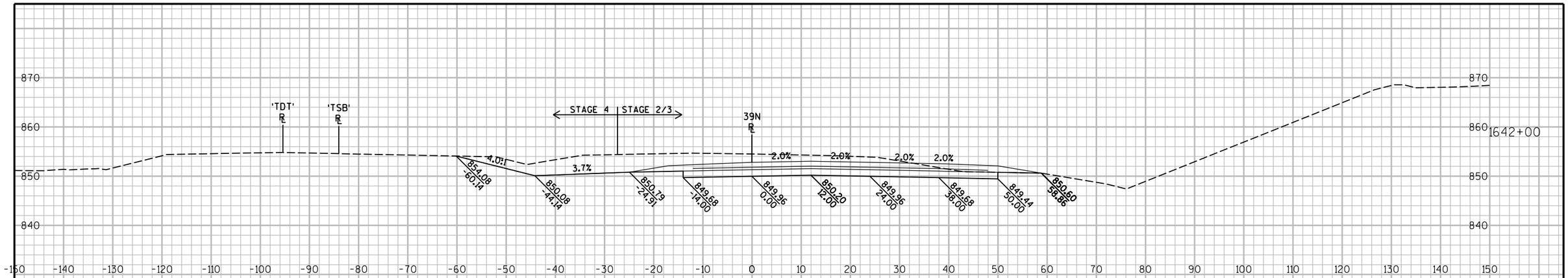
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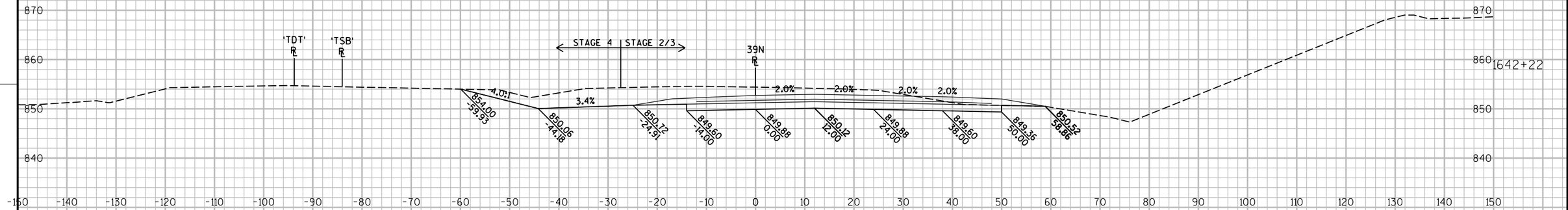
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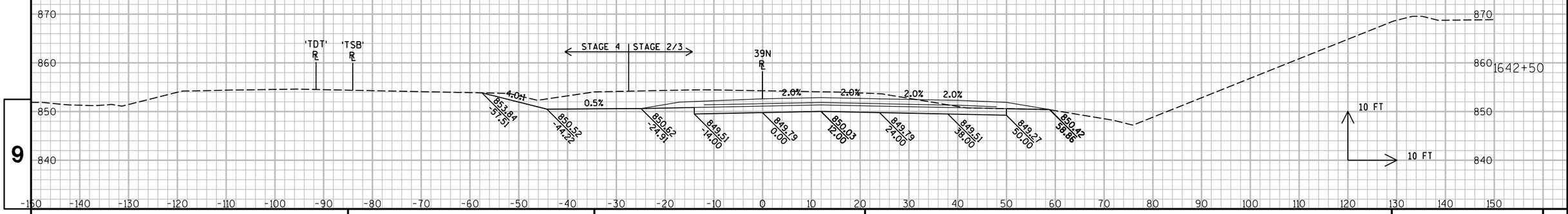
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 858	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







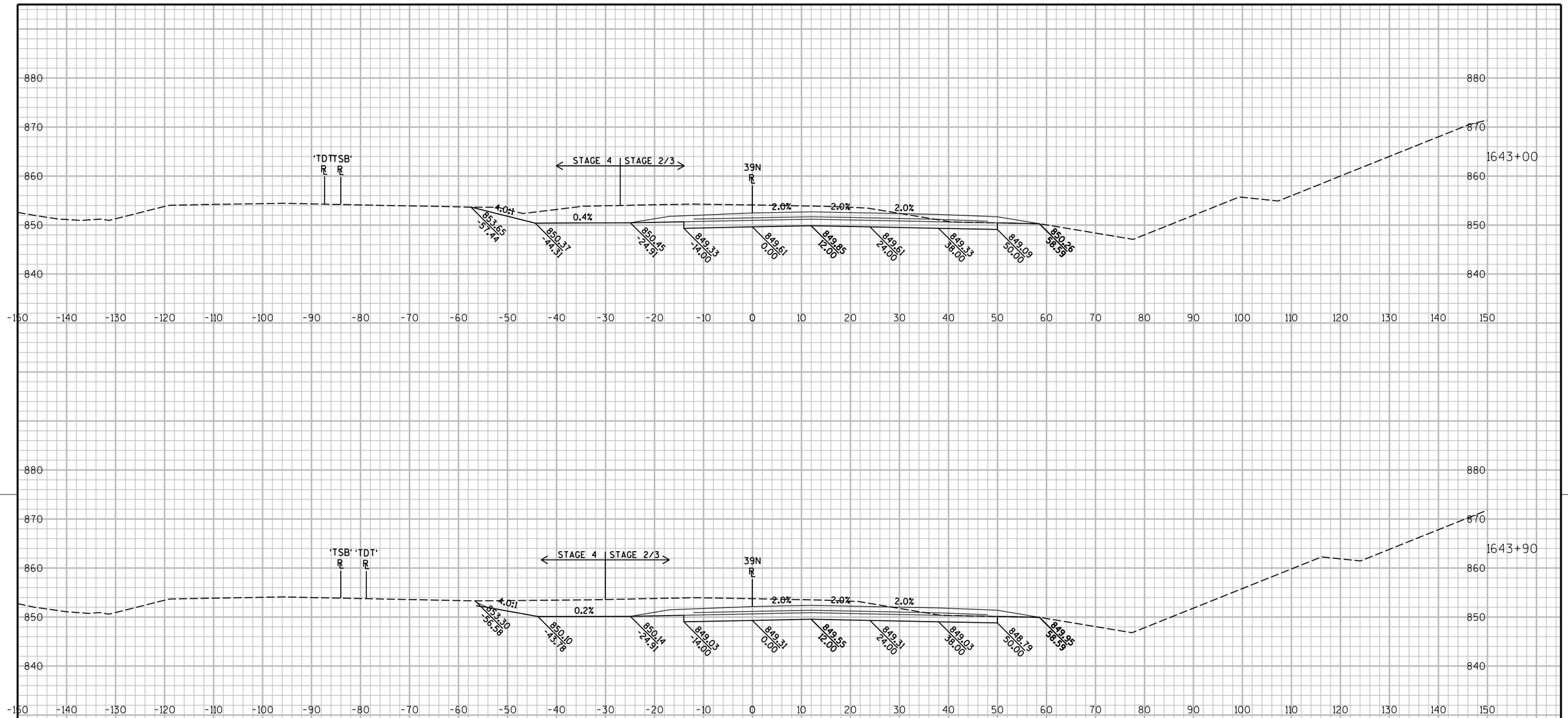
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 859	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



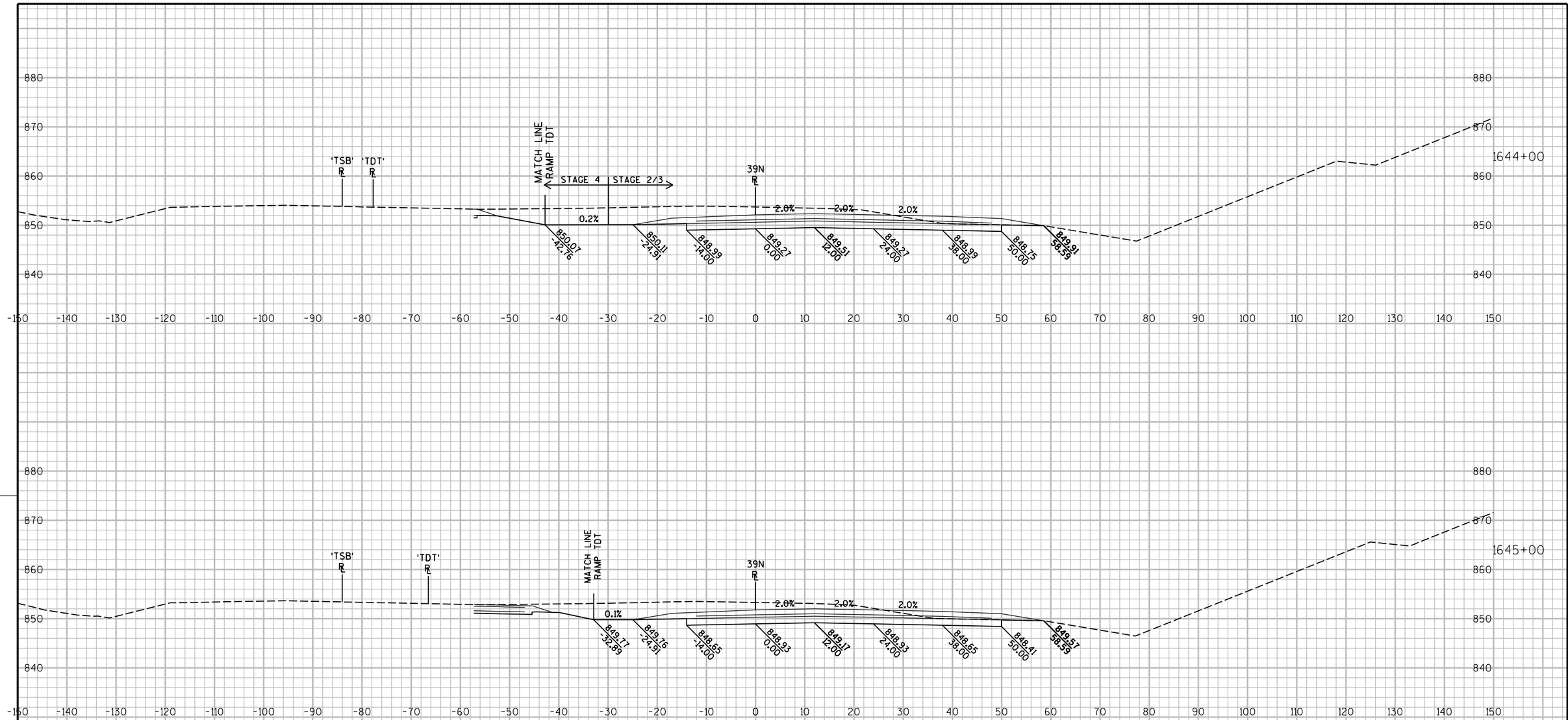
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 860	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

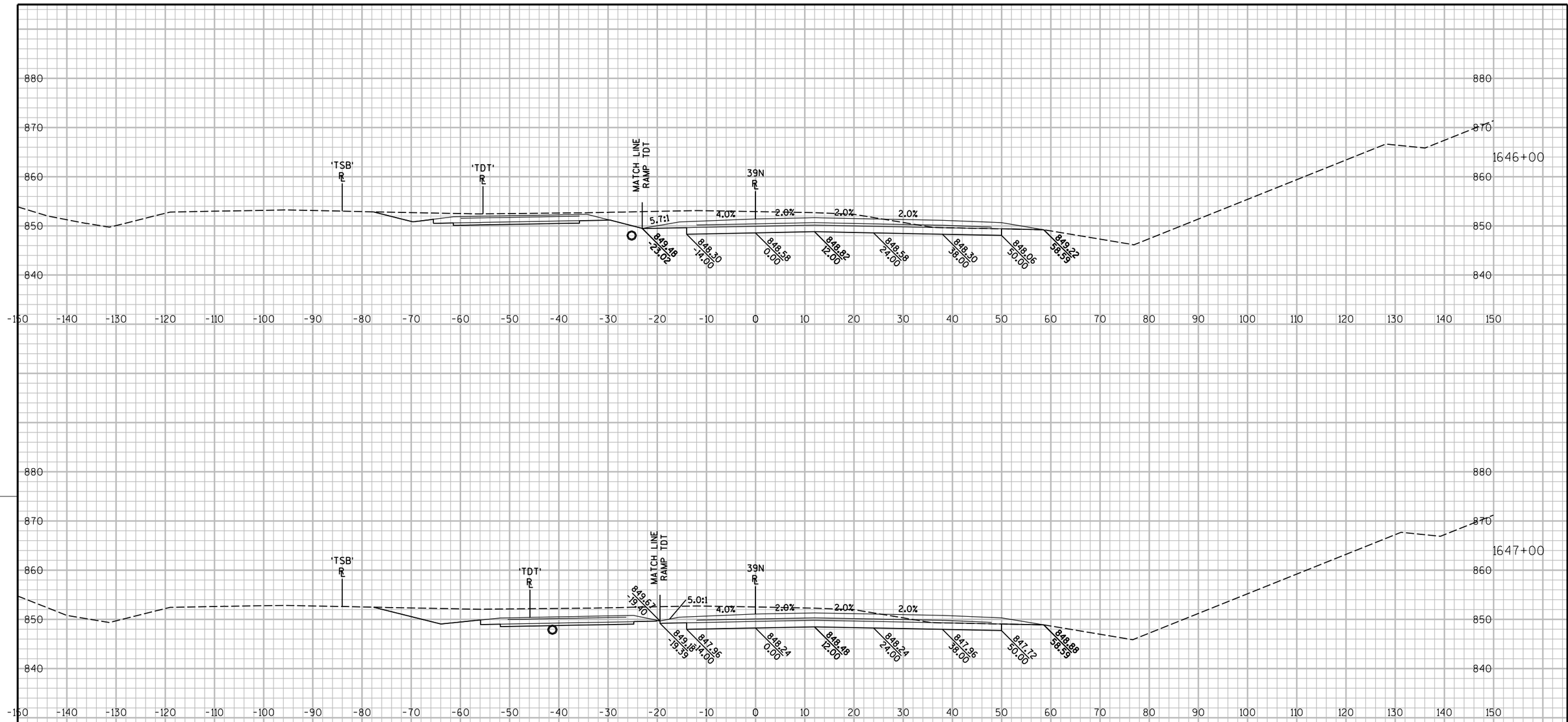


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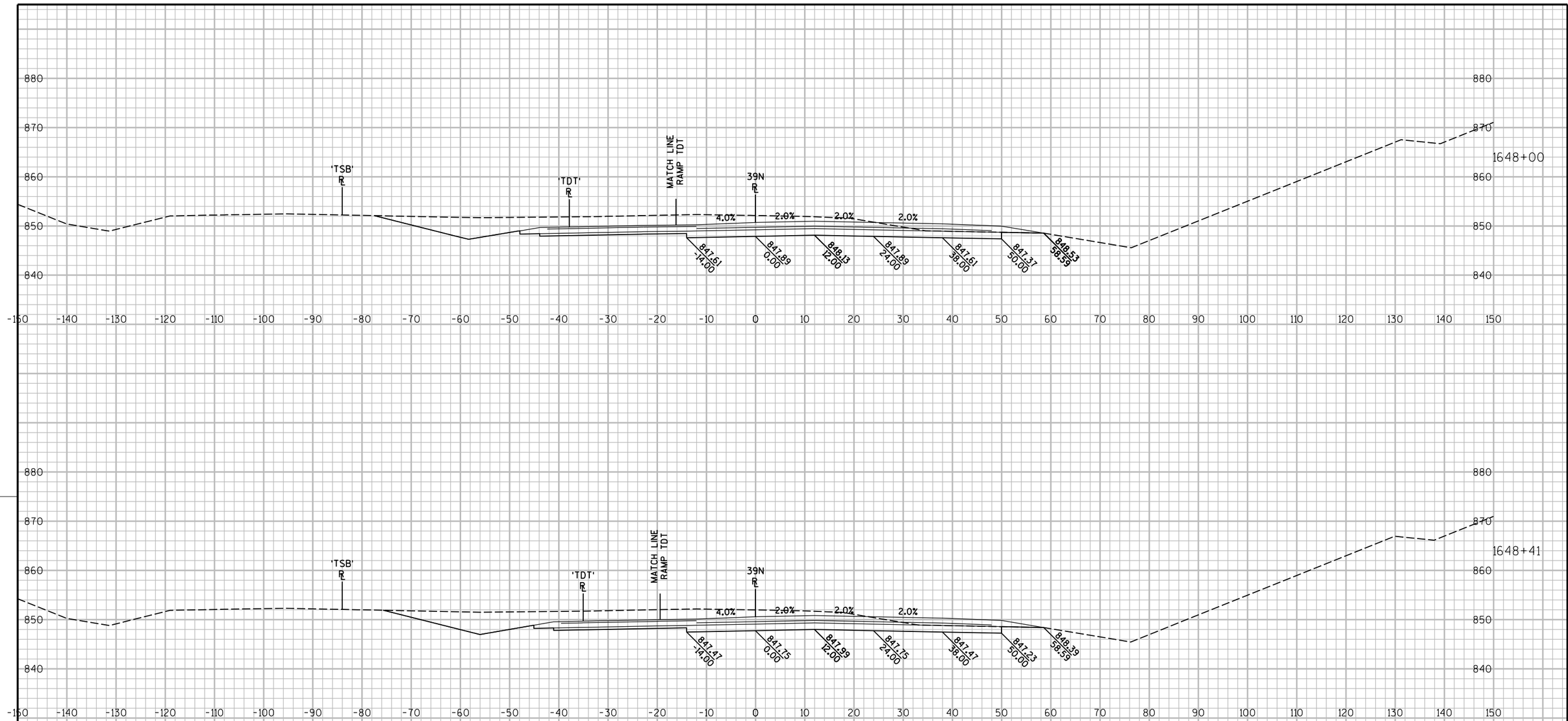
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 861	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 862	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



10 FT

10 FT

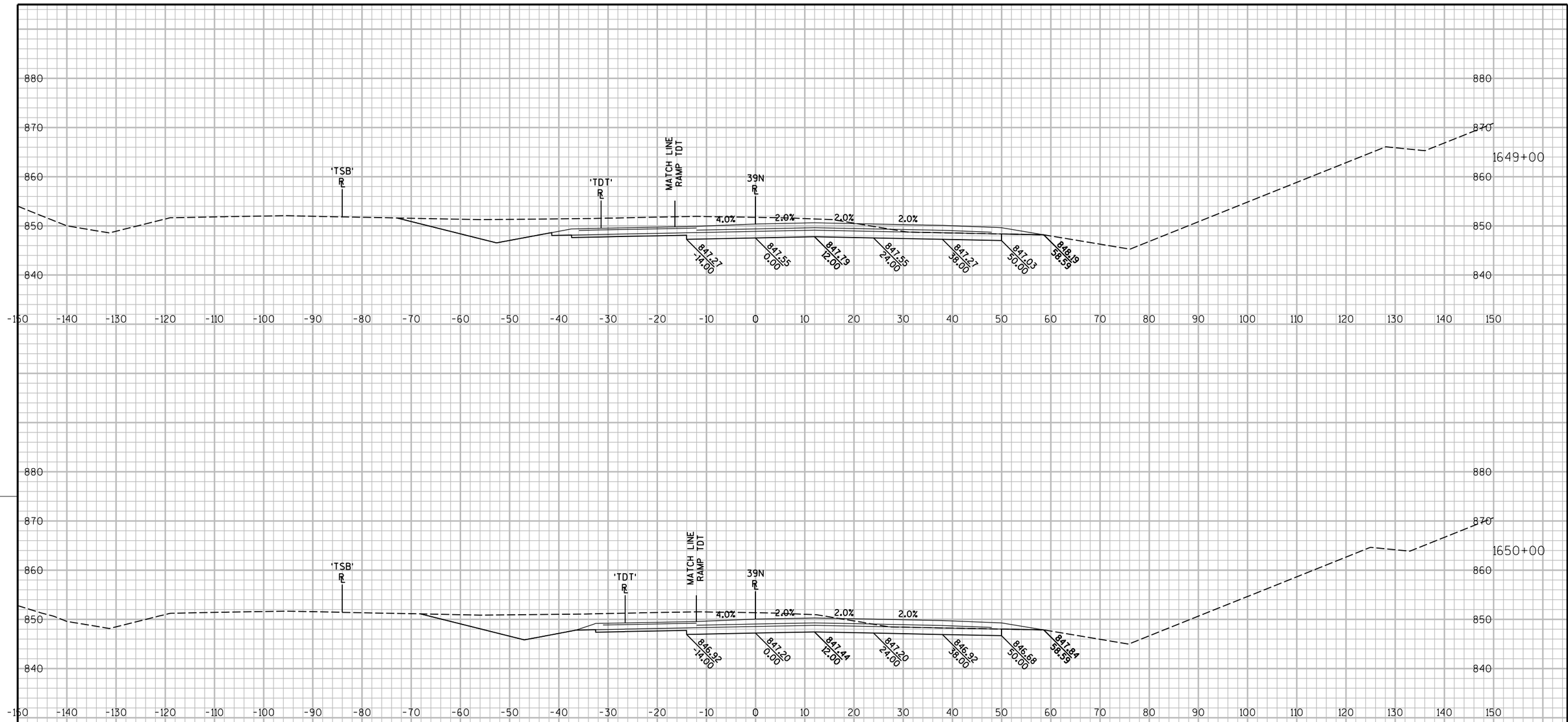
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 863	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

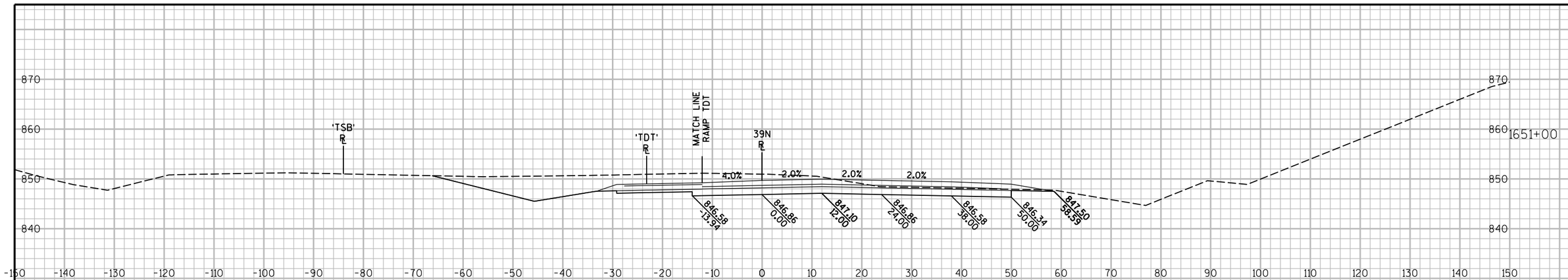


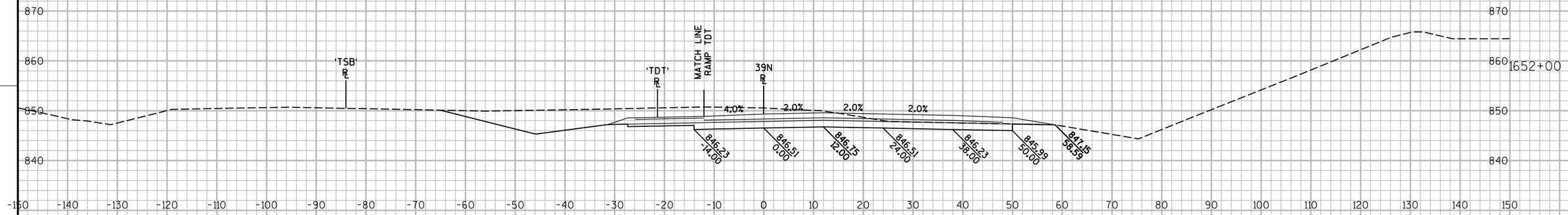
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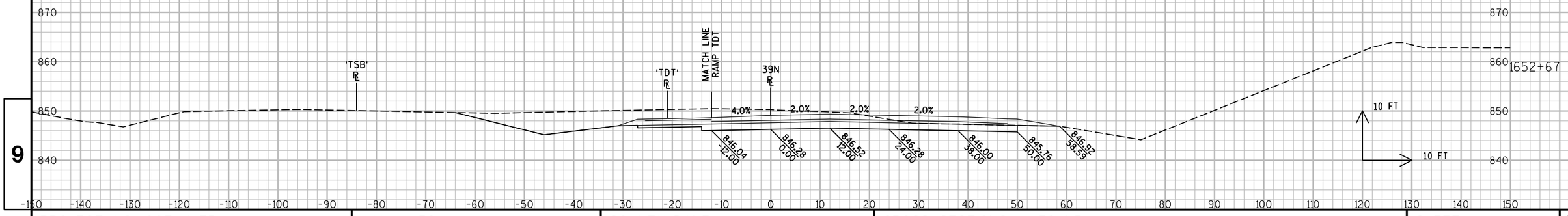
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 864	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20





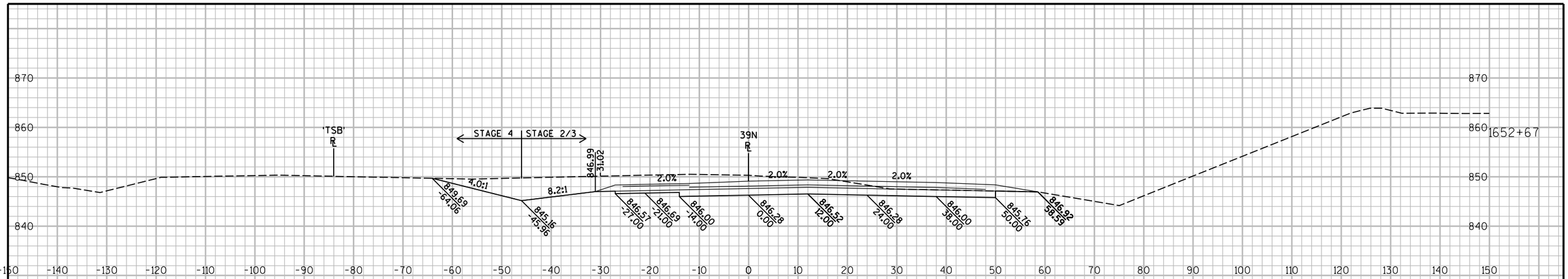


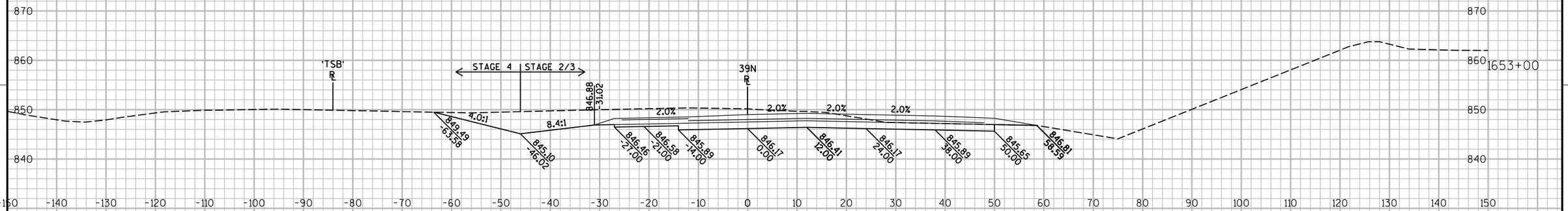
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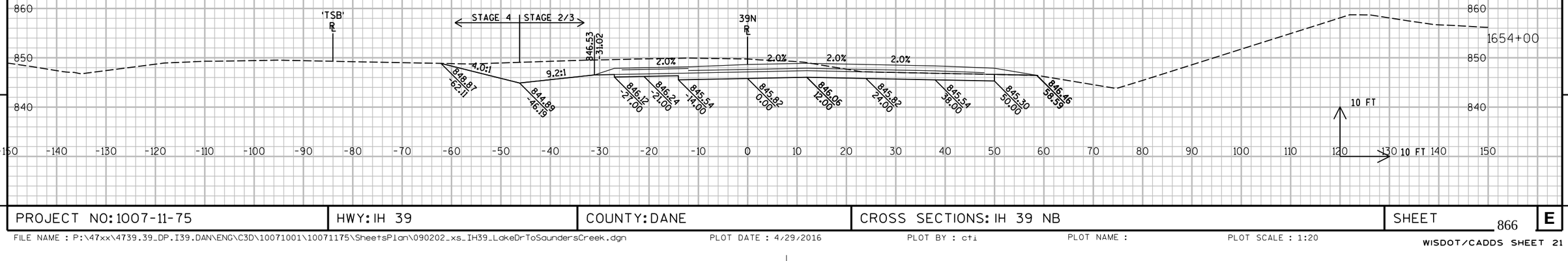
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 865	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20







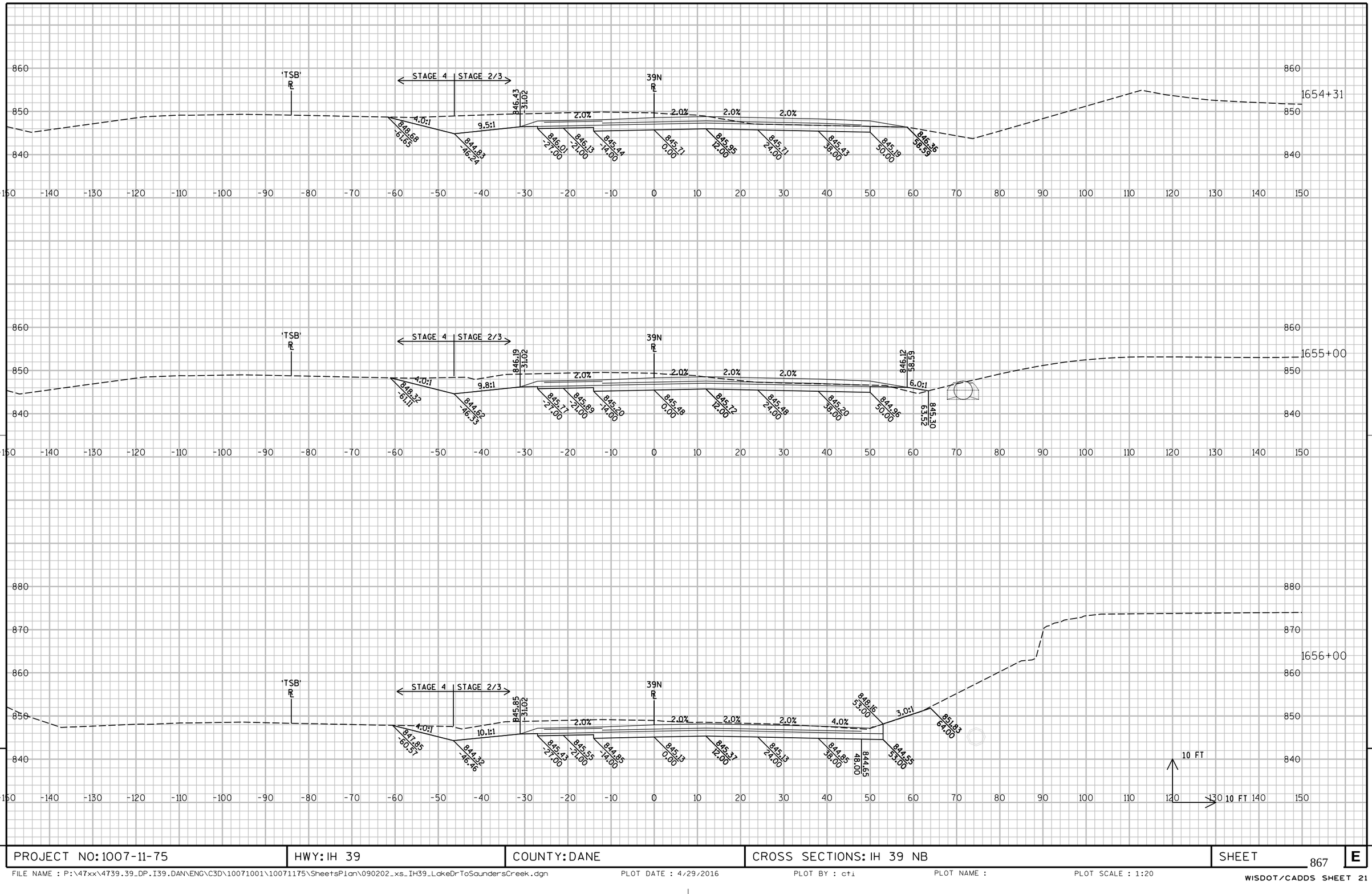
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 866	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

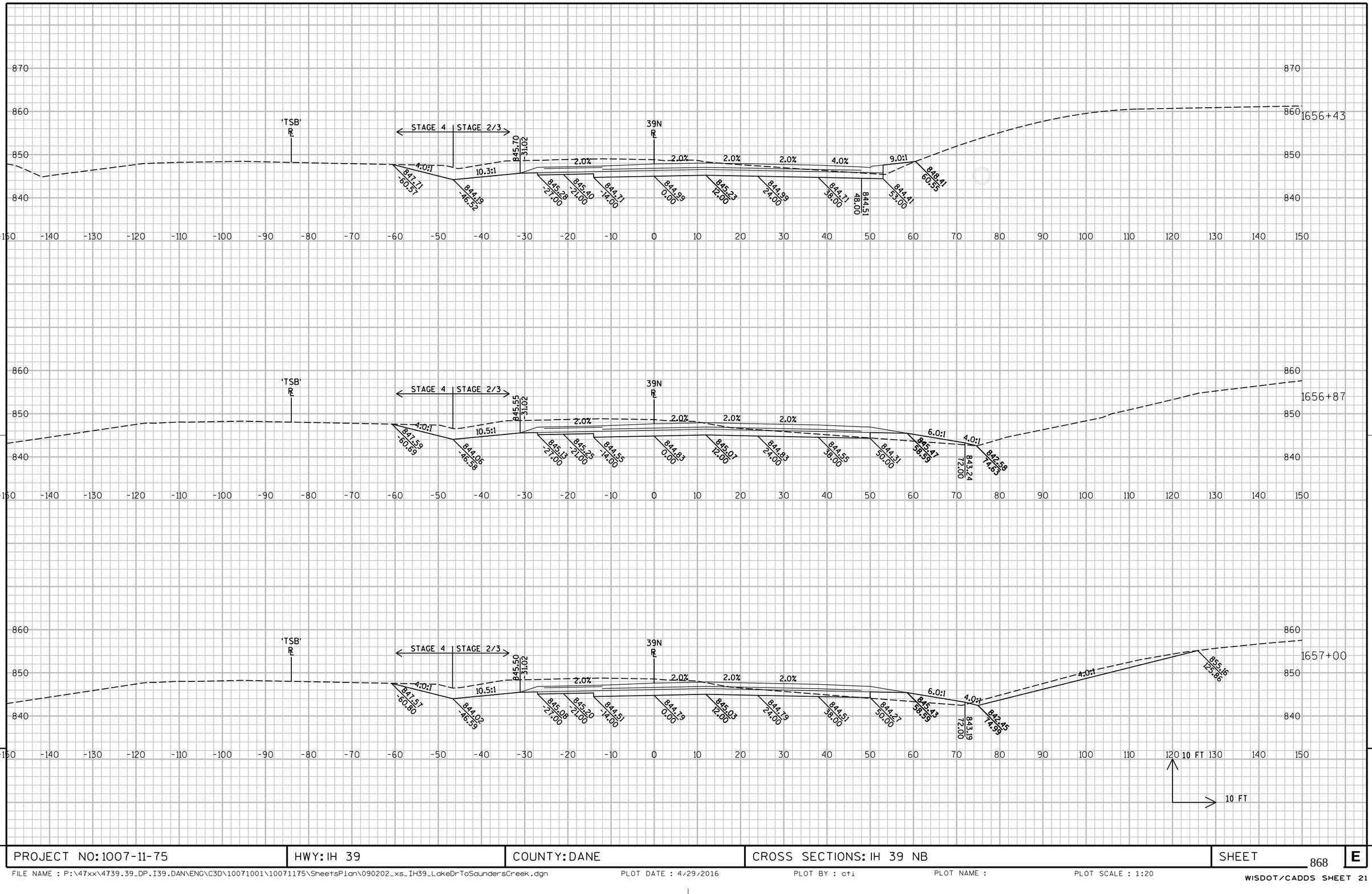
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 867	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

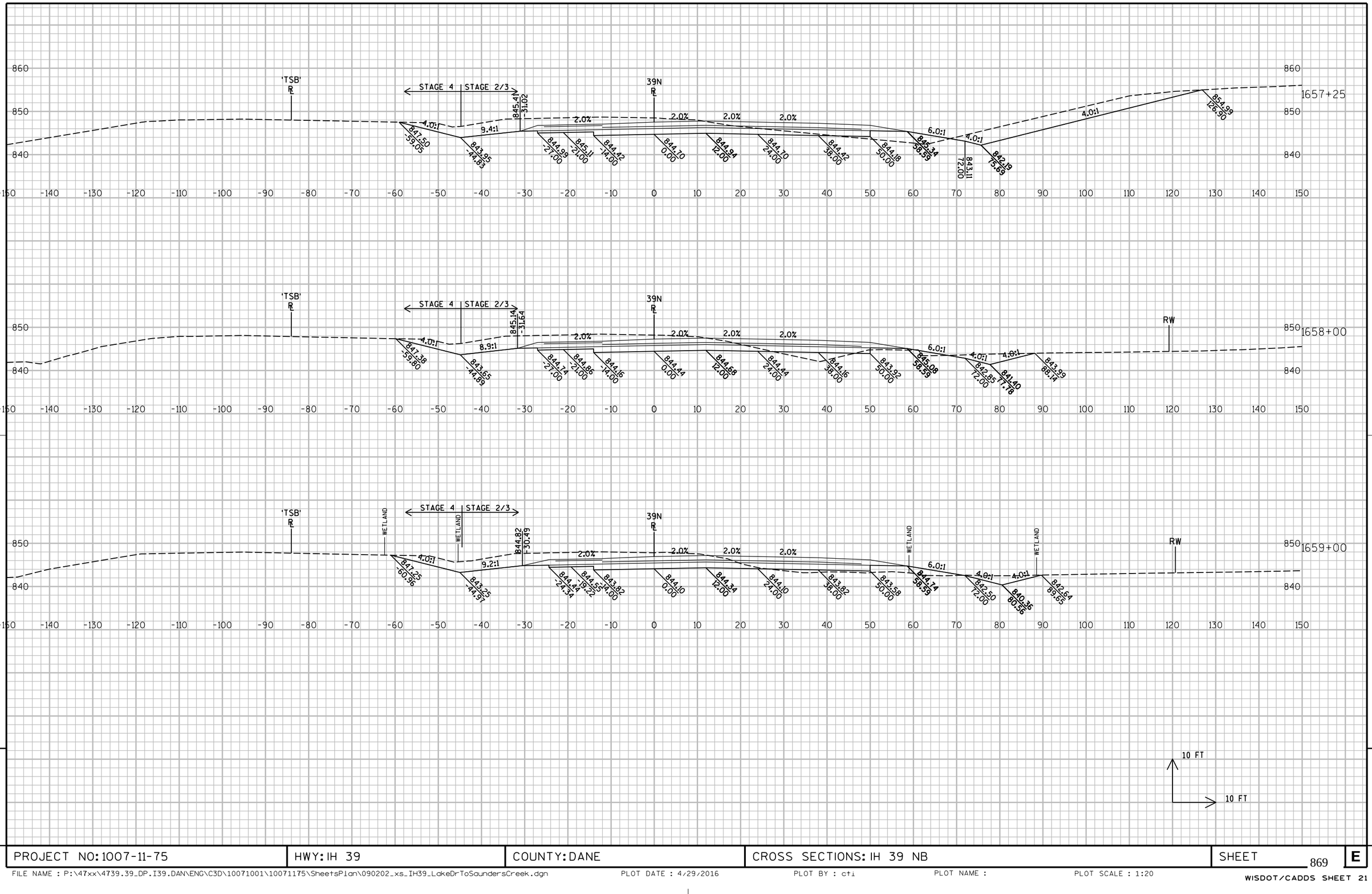
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 868	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

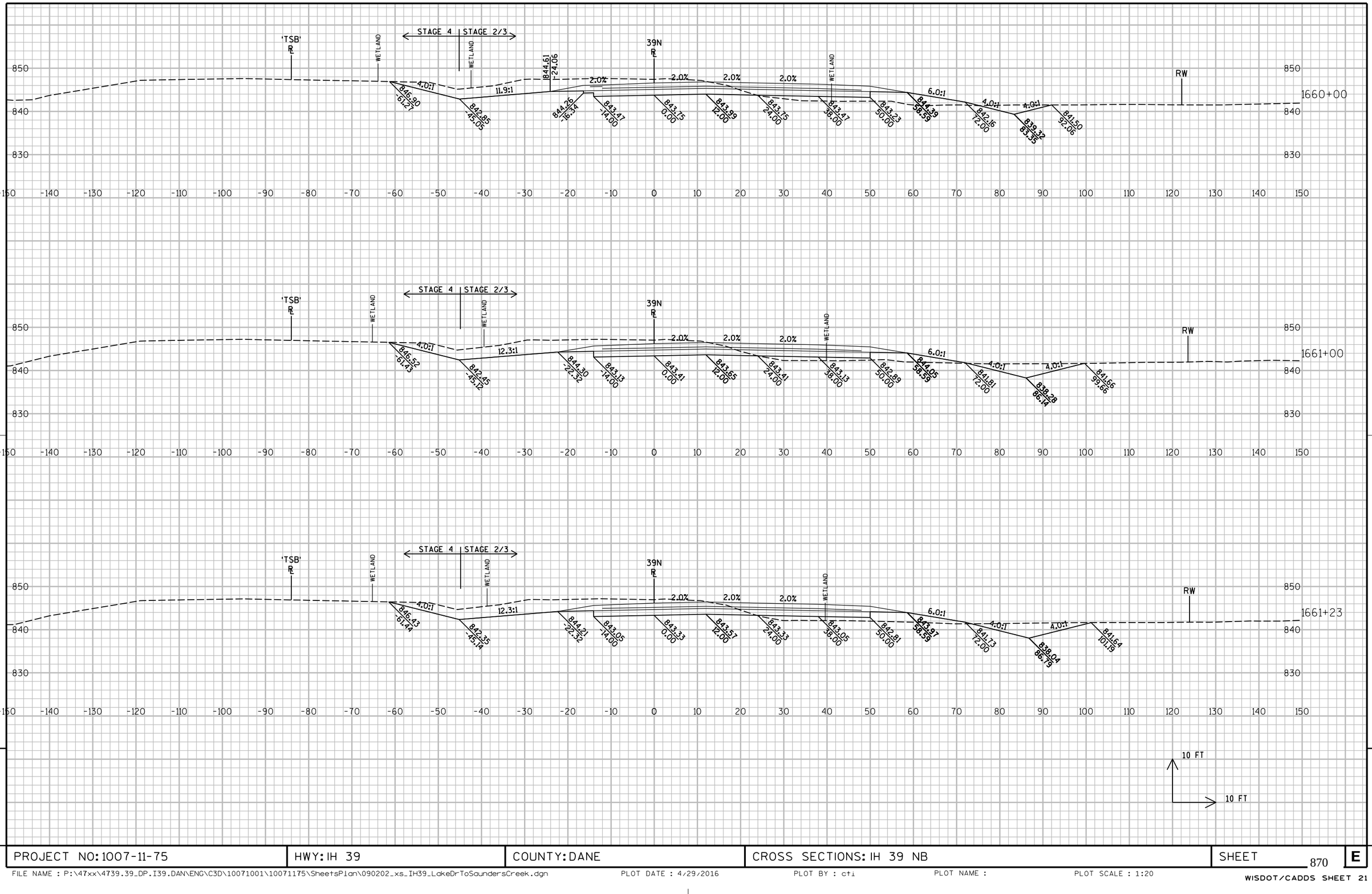
WISDOT/CADDS SHEET 21



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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 869	E

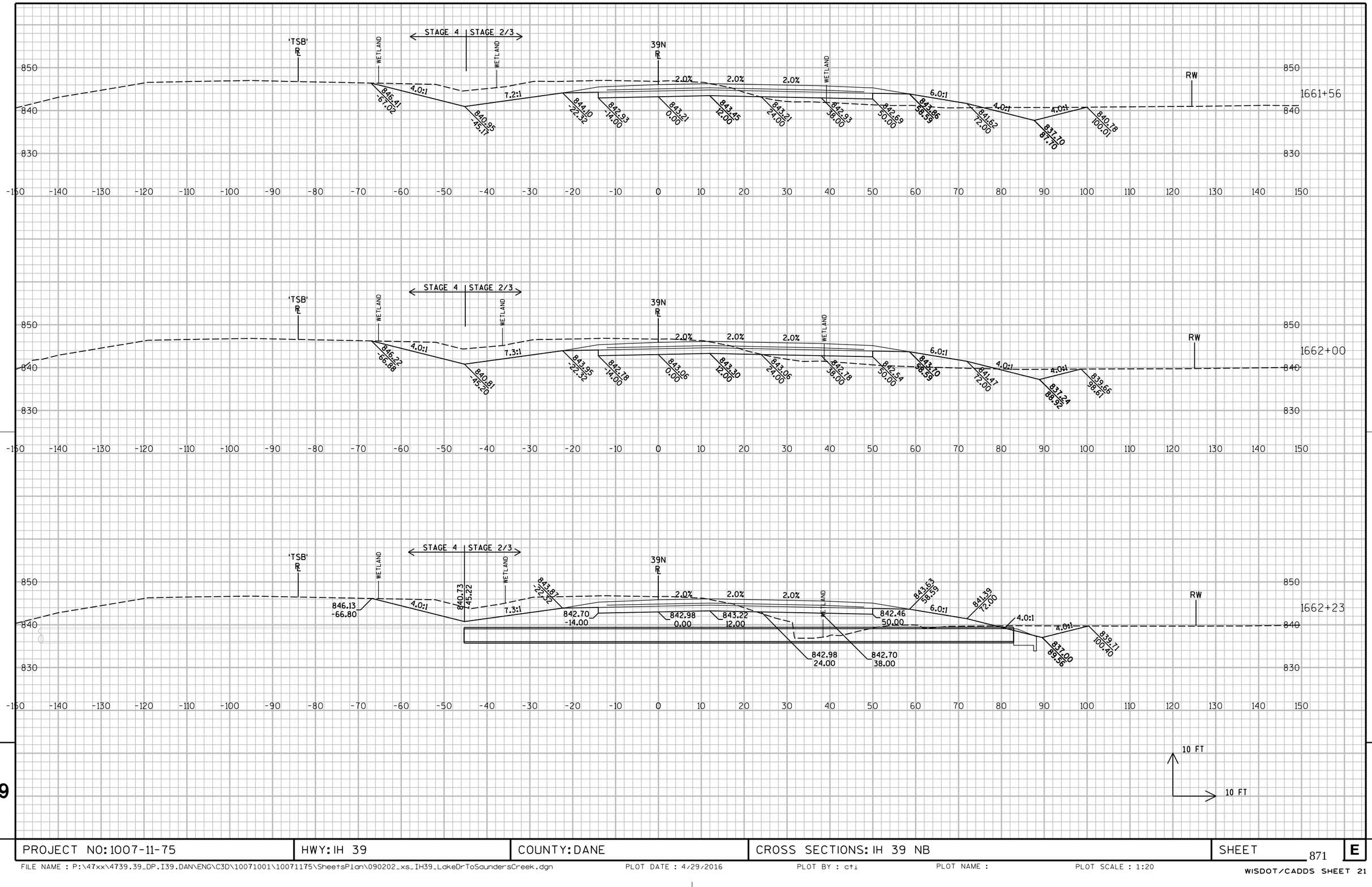


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 870	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



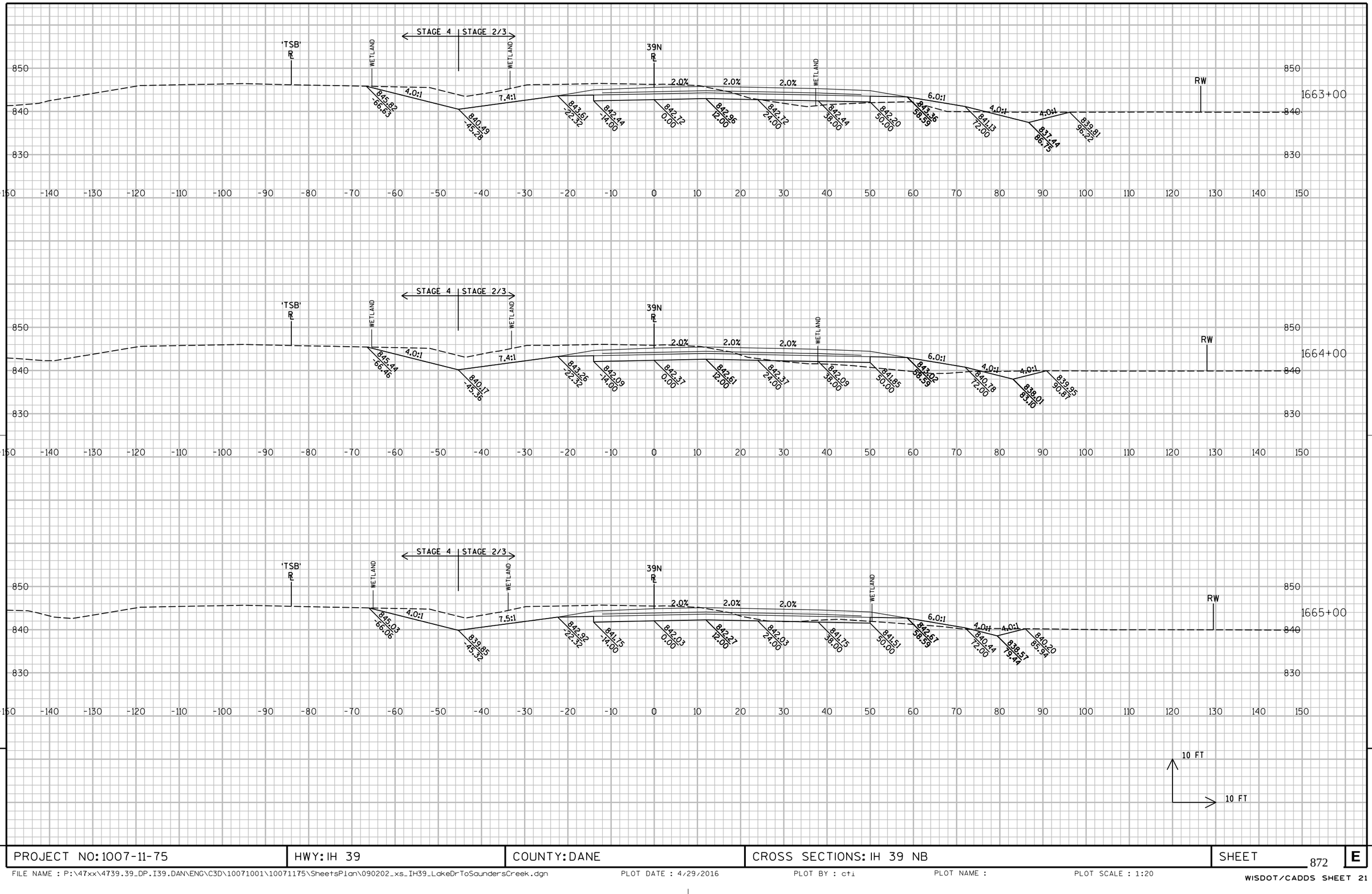
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 871	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

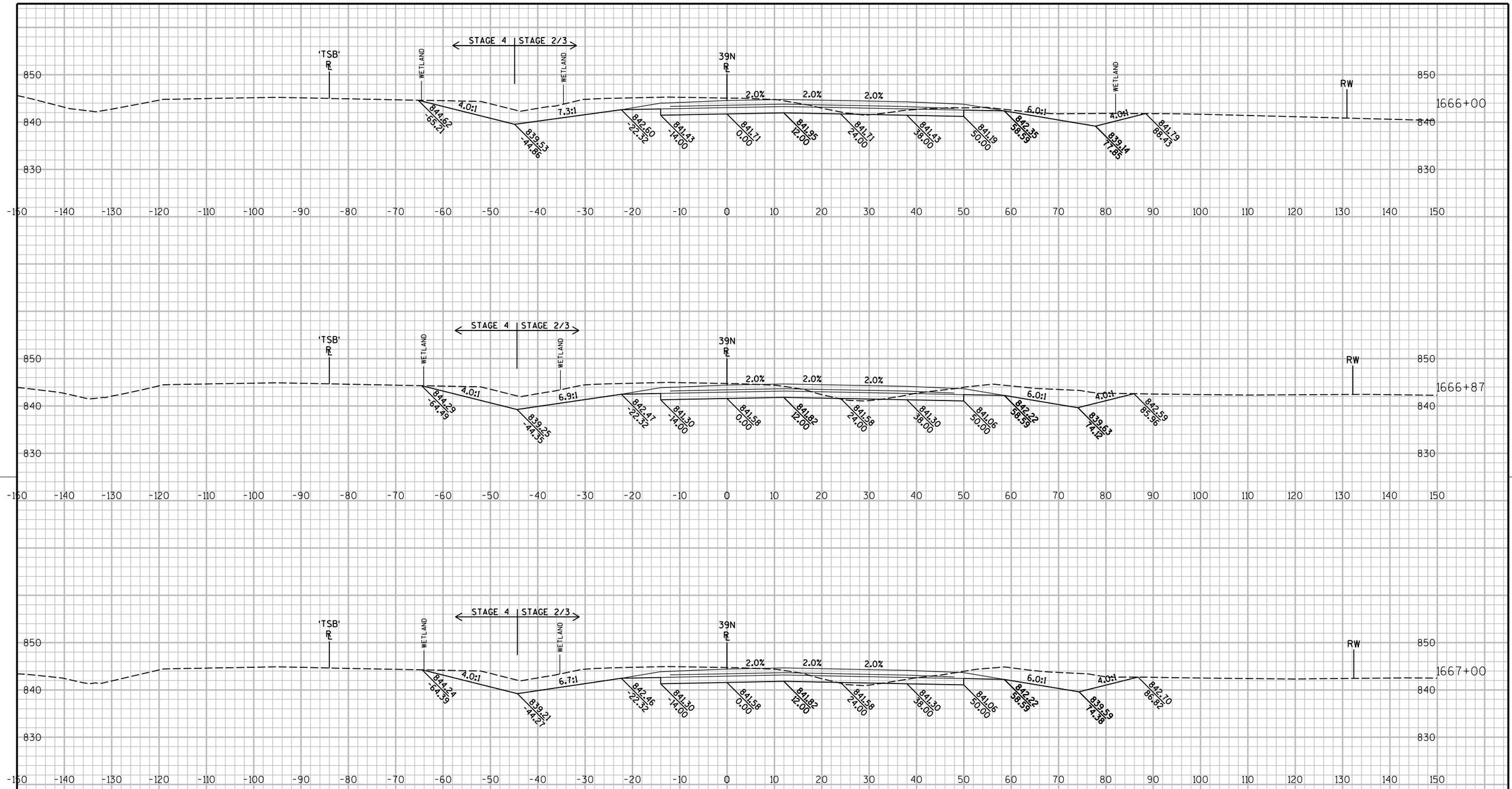


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 872	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

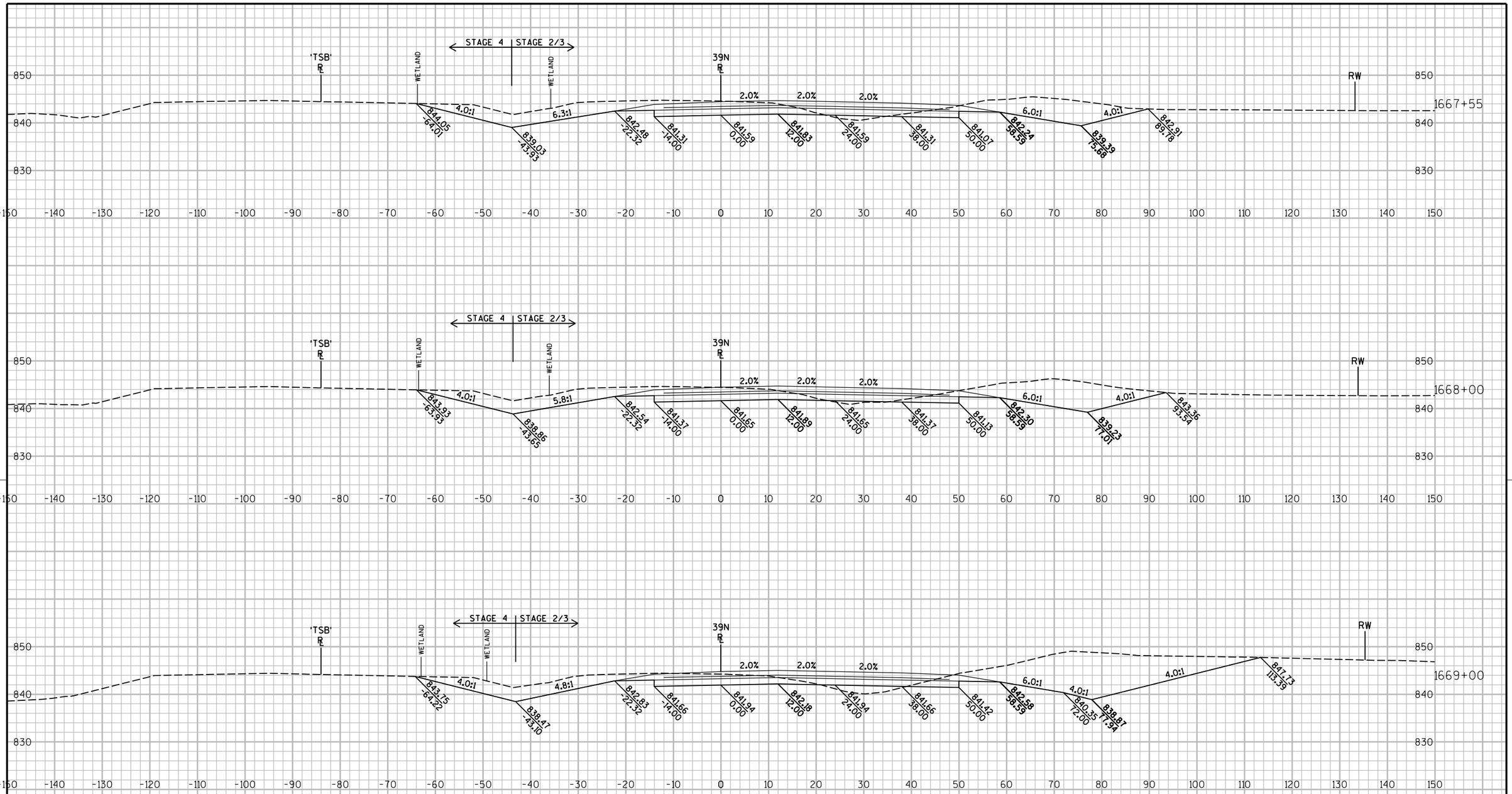


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 873	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

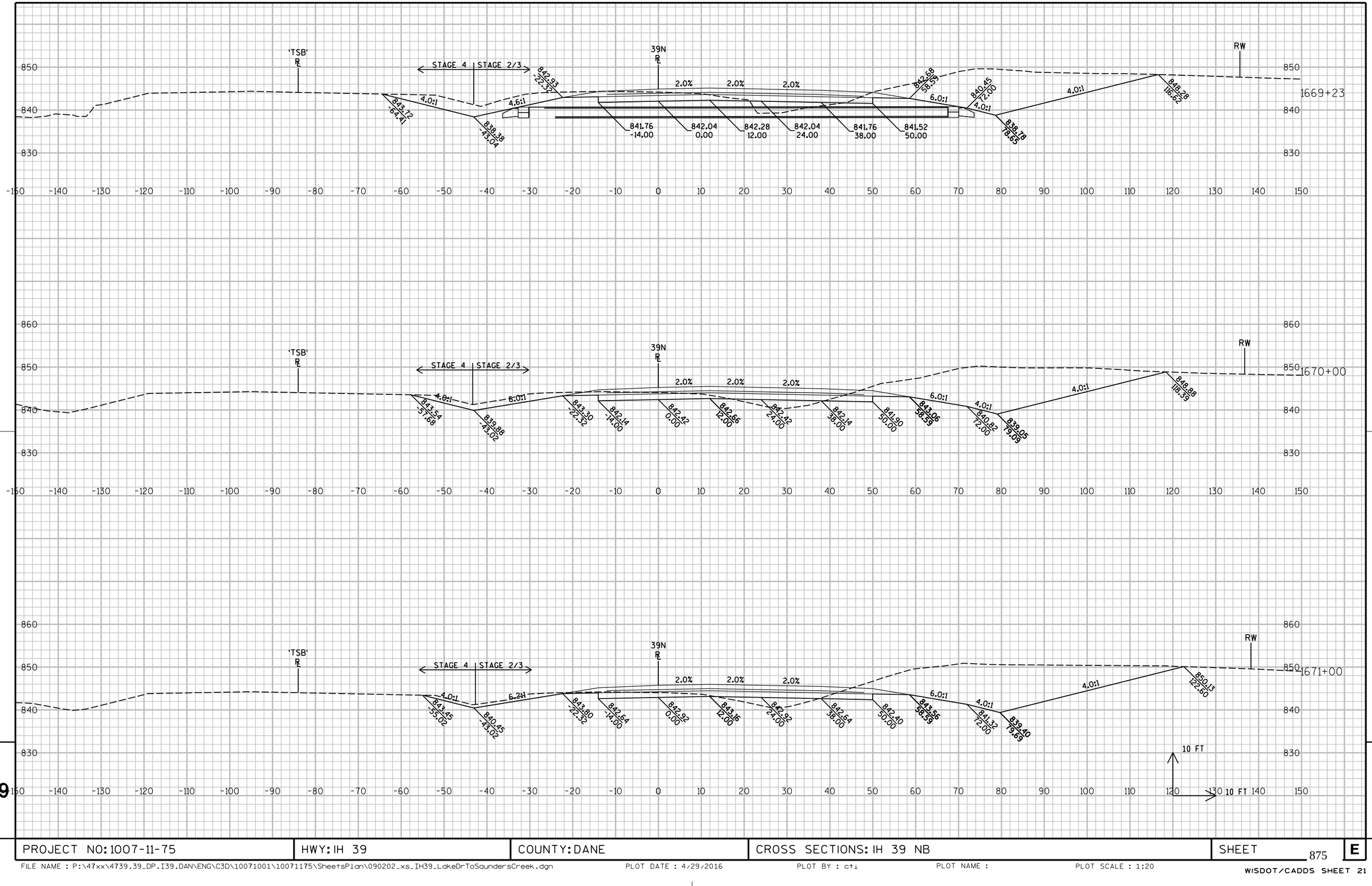


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 874	E

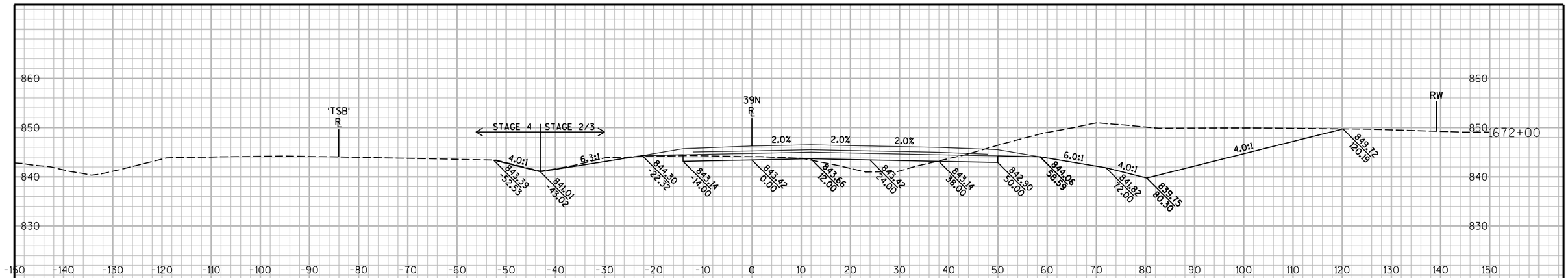
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

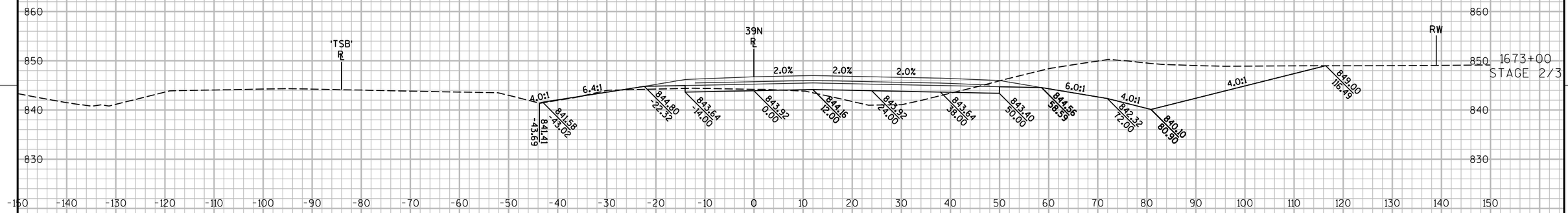


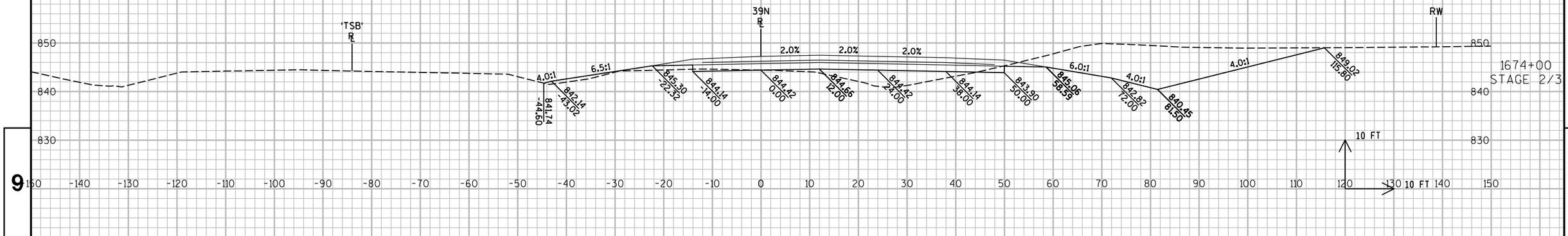
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 875	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







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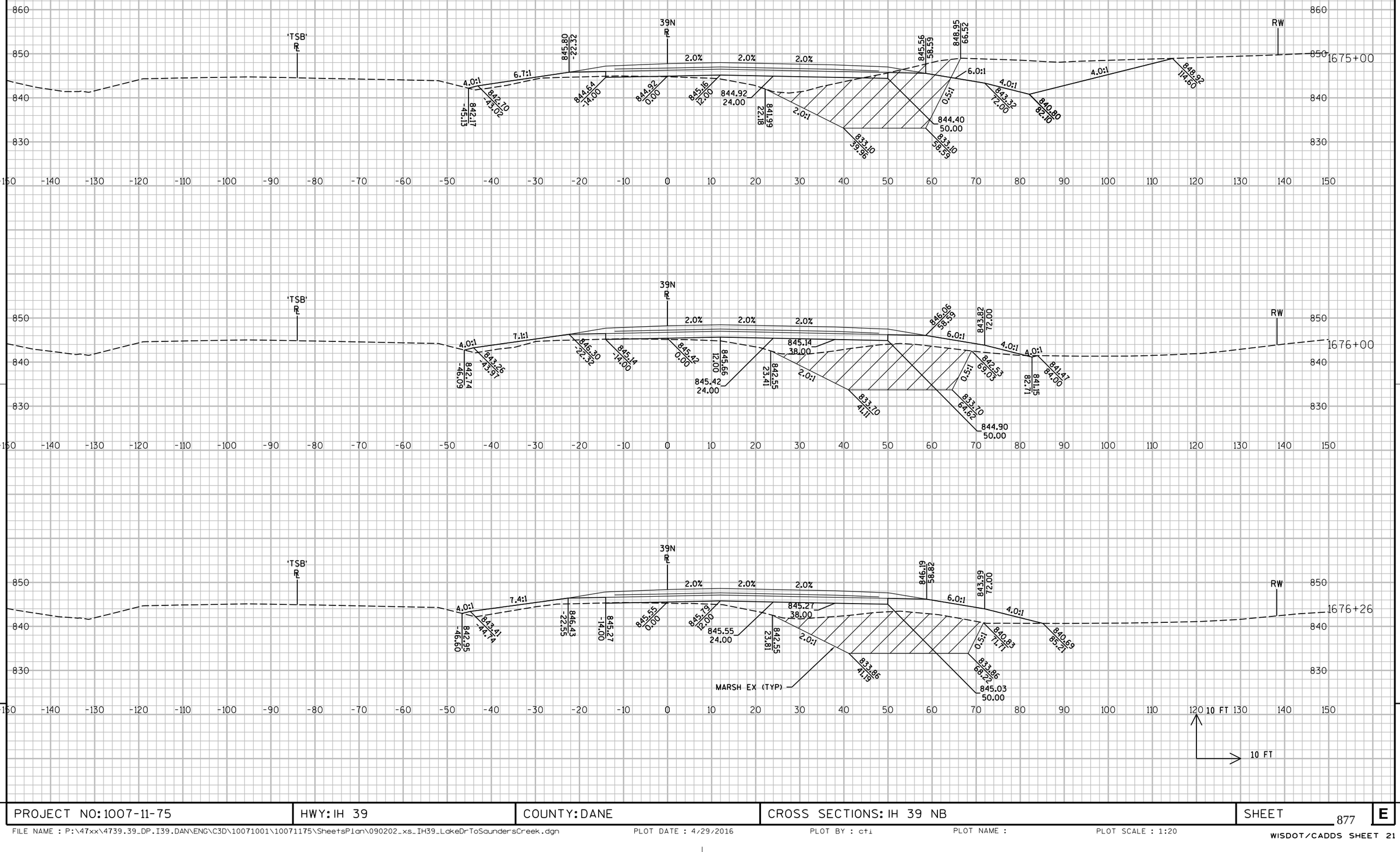
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 876	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

ALL SECTIONS ON SHEET DONE IN STAGE 2/3

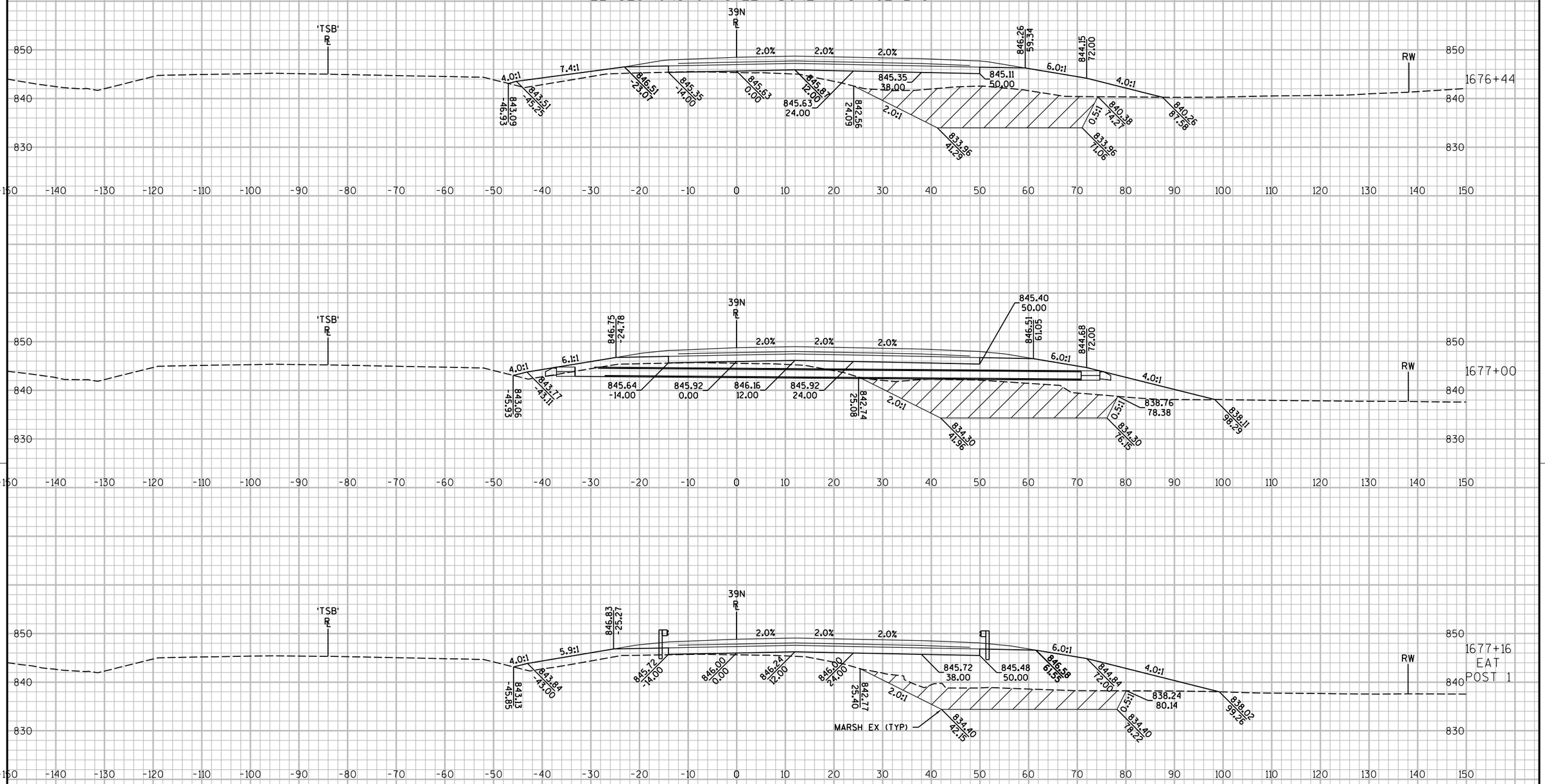


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 877	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

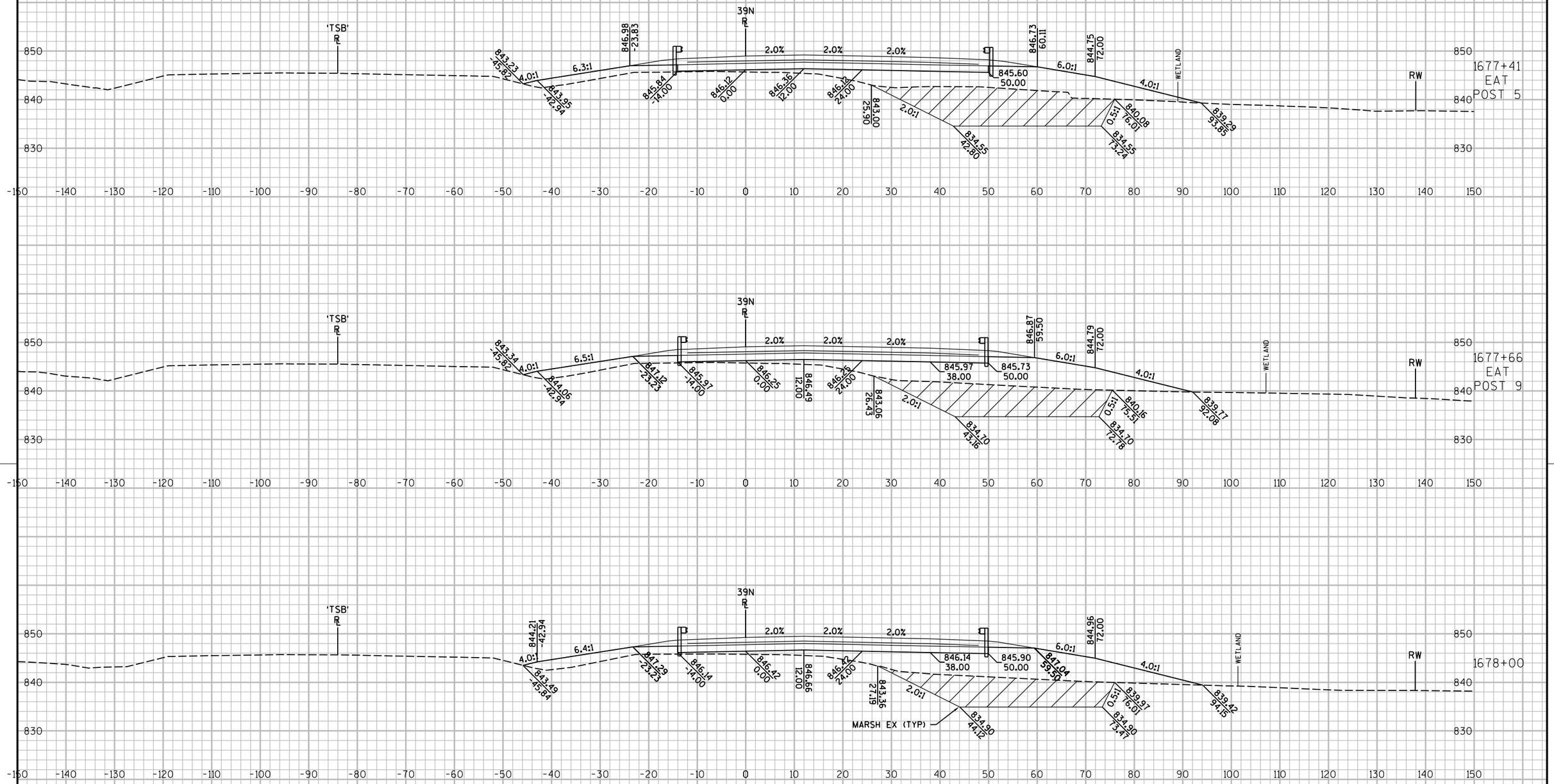
WISDOT/CADDS SHEET 21

ALL SECTIONS ON SHEET DONE IN STAGE 2/3



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 878	E

ALL SECTIONS ON SHEET DONE IN STAGE 2/3



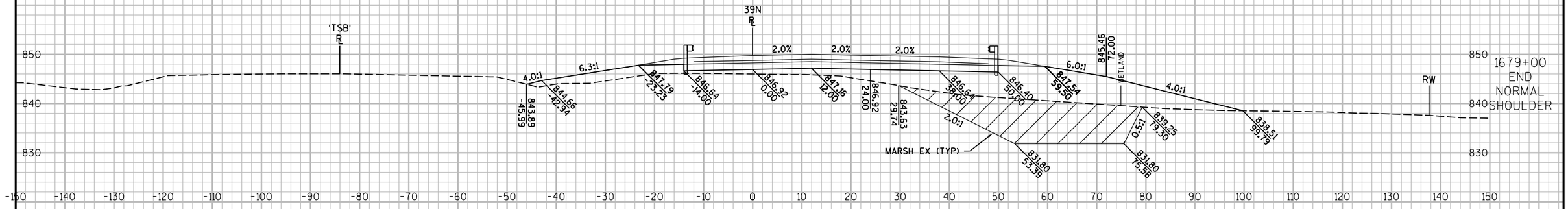
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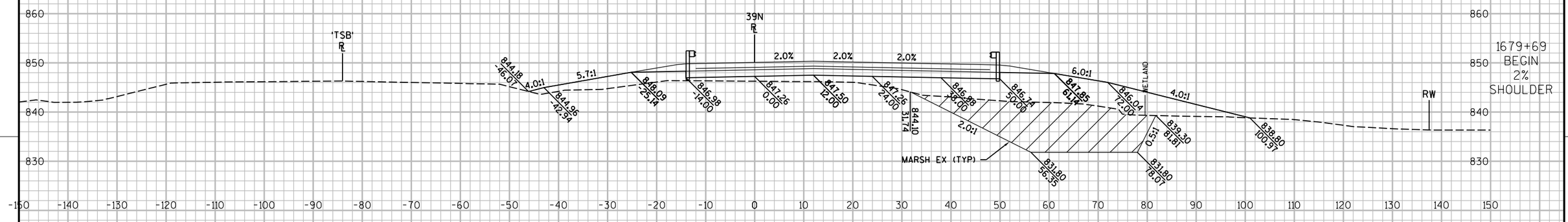
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 879	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

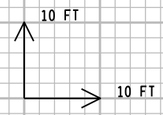
ALL SECTIONS ON SHEET DONE IN STAGE 2/3



BEGIN STRUCTURE
APPROACH SLAB
STA STA 1679+68.75'NB'



BEGIN BRIDGE
B-13-705
STA 1679+88.751'NB'

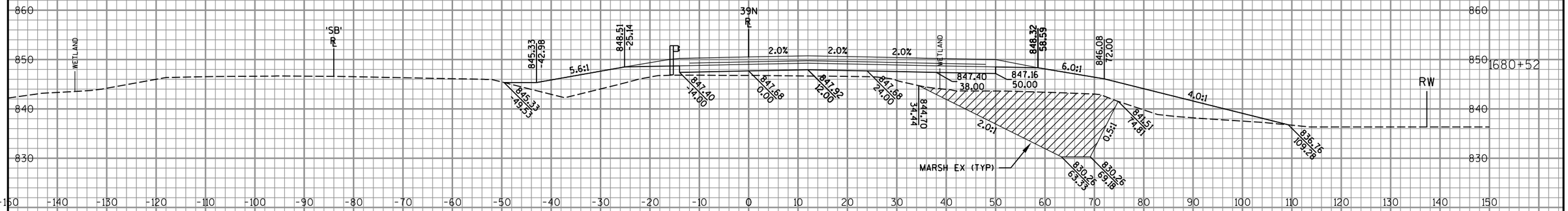


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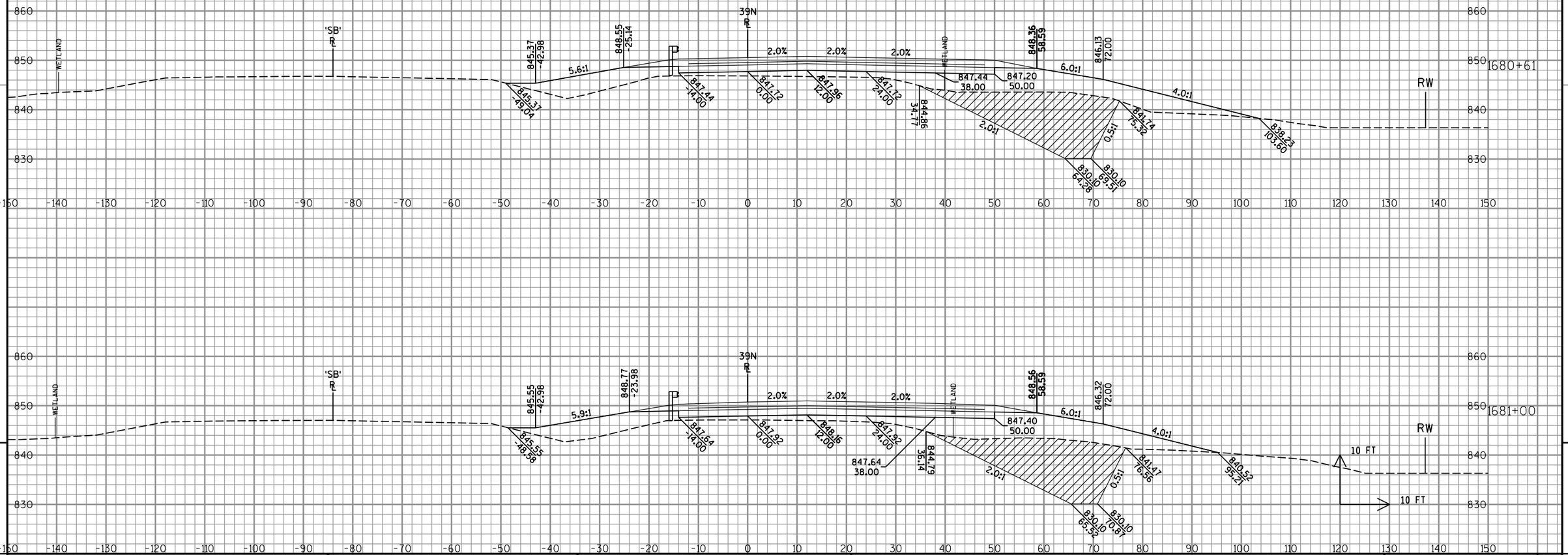
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 880	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090202_xs_IH39_LakeDrToSaundersCreek.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

END BRIDGE
B-13-705
STA 1680+41.25'NB'



END STRUCTURE
APPROACH SLAB
STA 1680+61.25'NB'

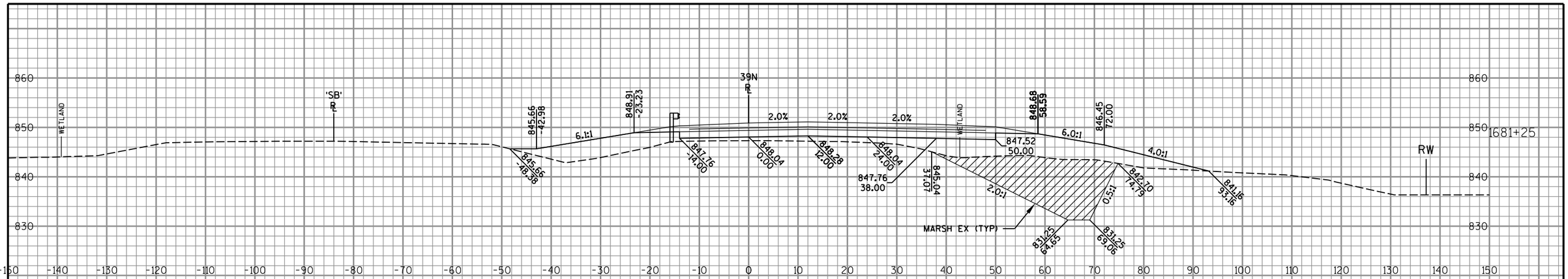


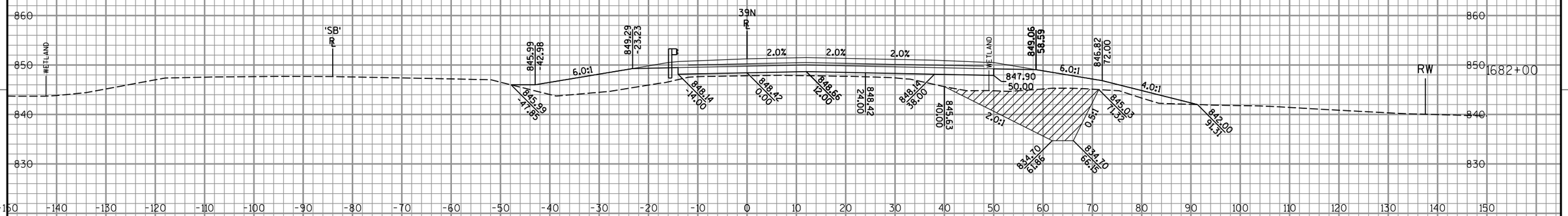
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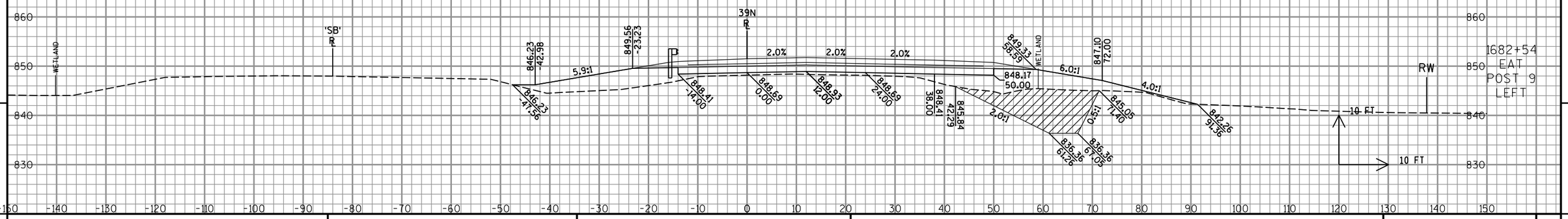
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 881	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





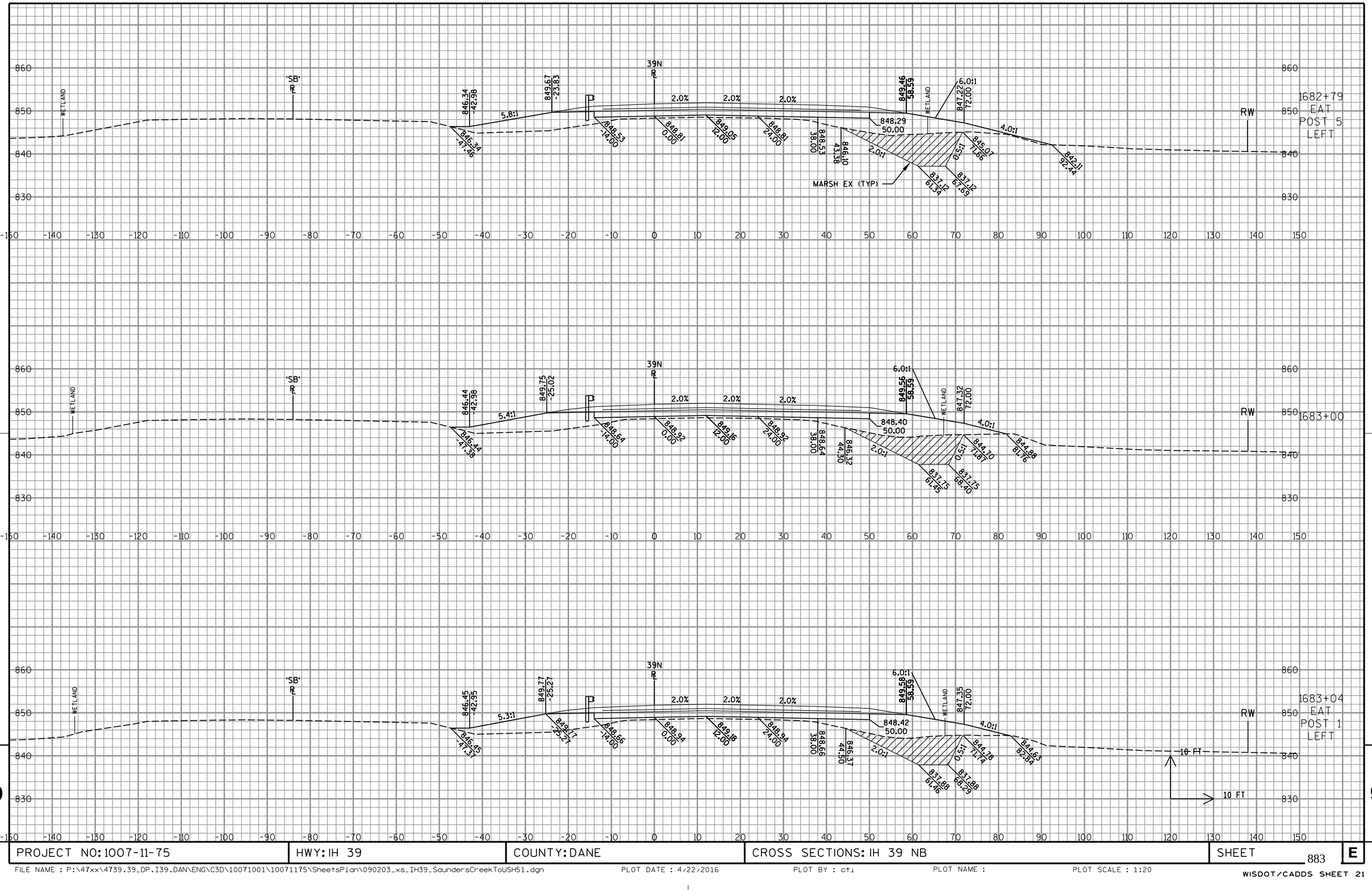


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 882	E

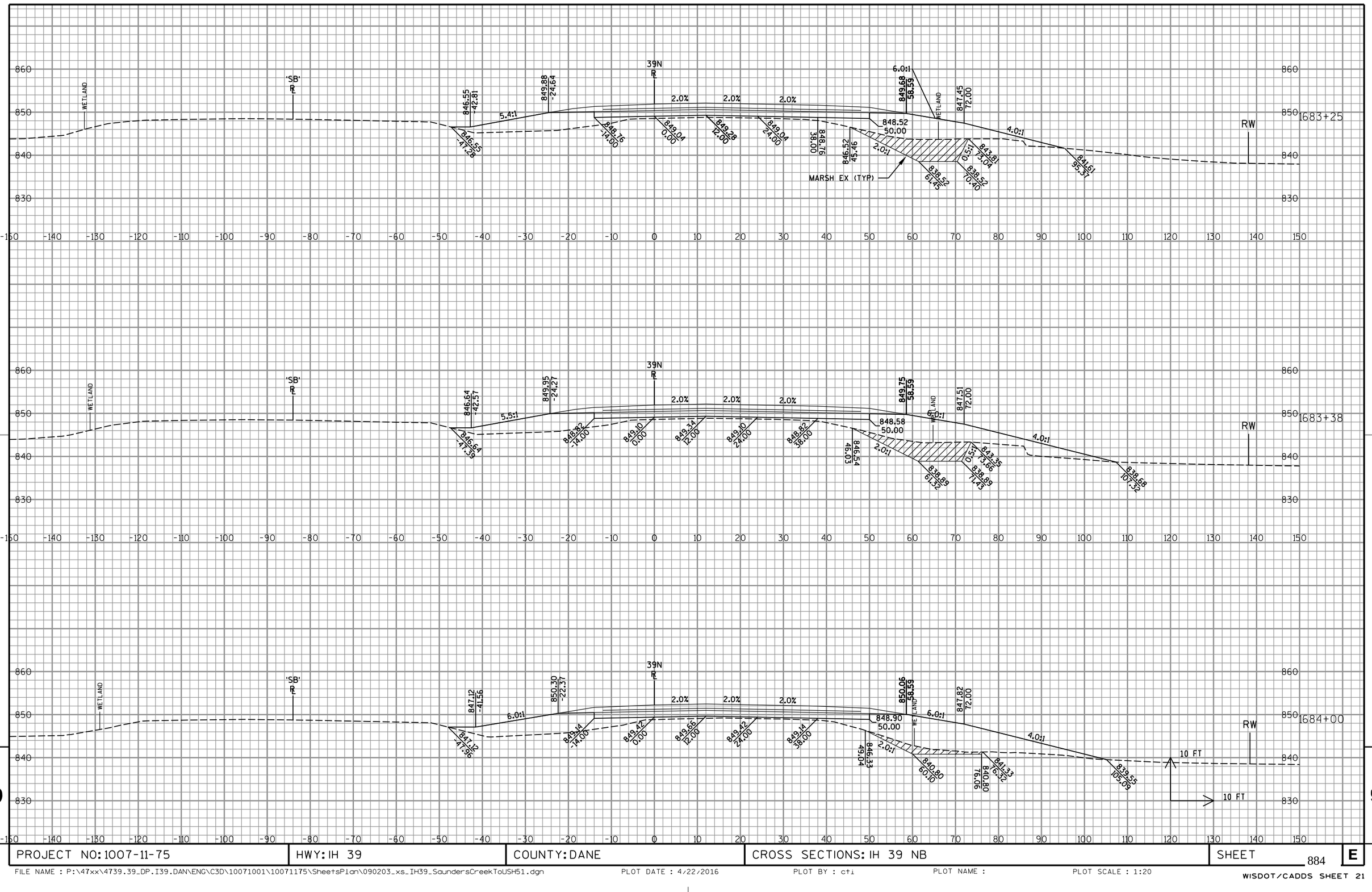
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 883	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

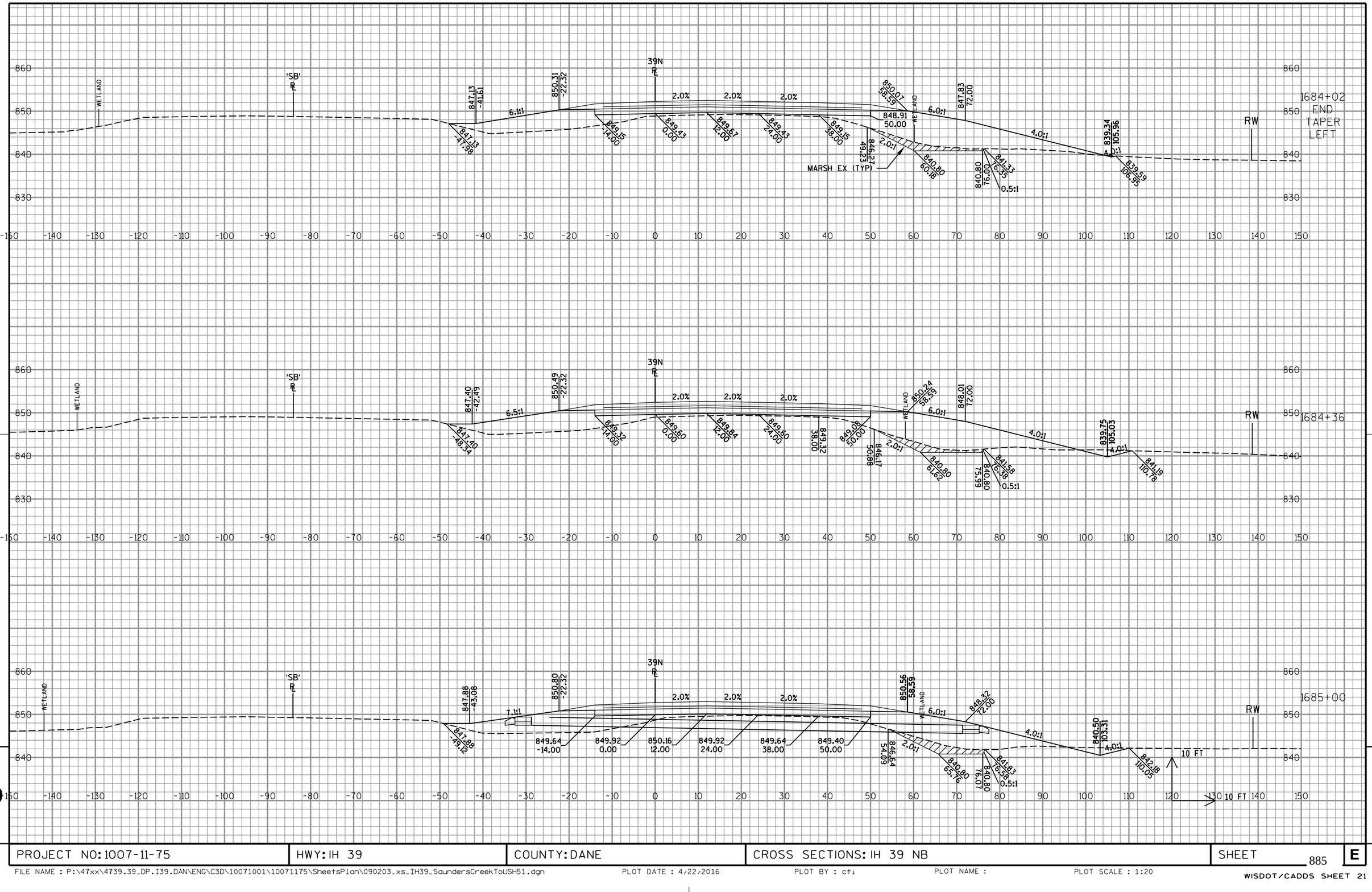
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 884	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

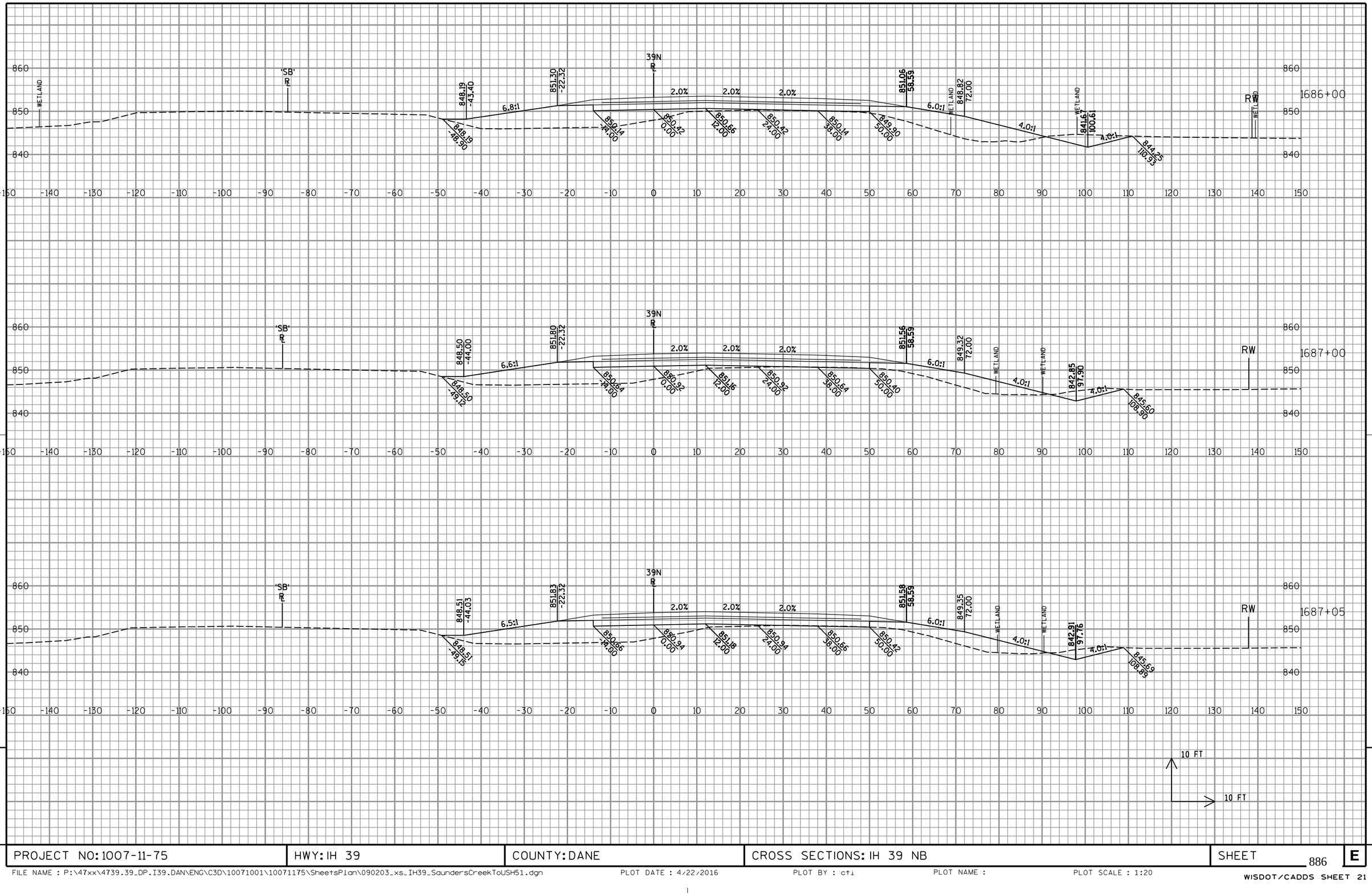
WISDOT/CADDS SHEET 21



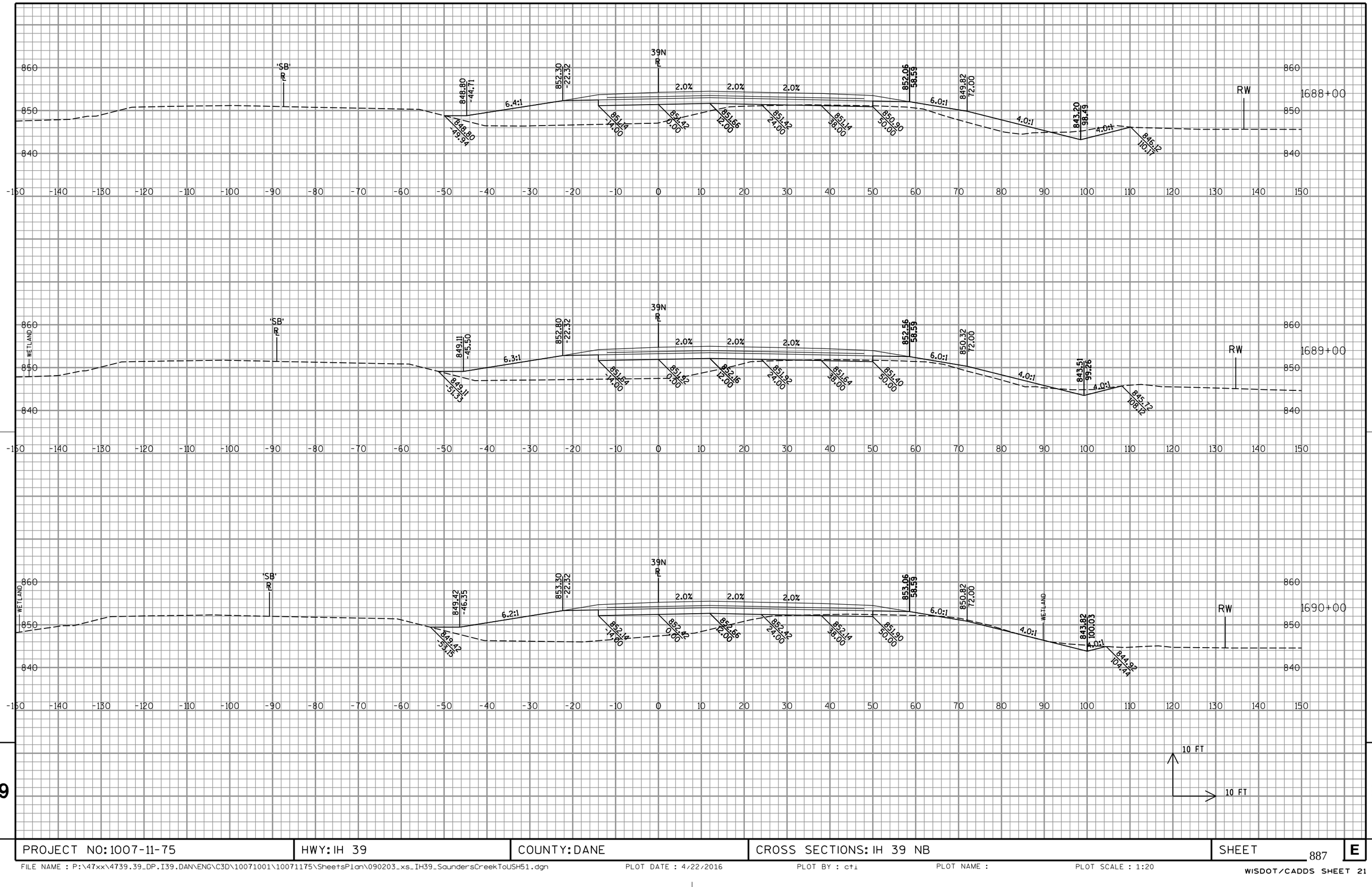
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 885	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 886	E

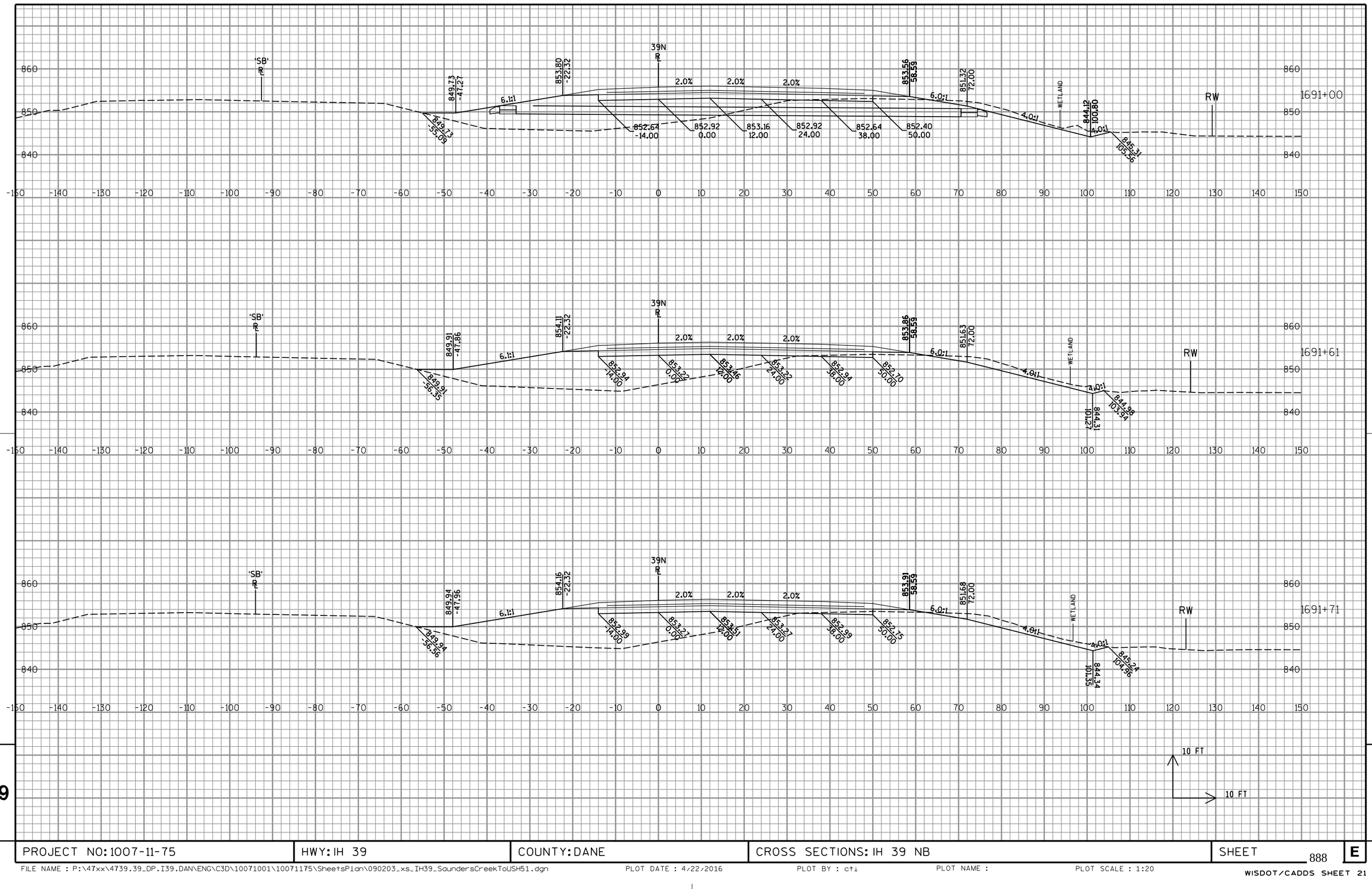


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 887	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

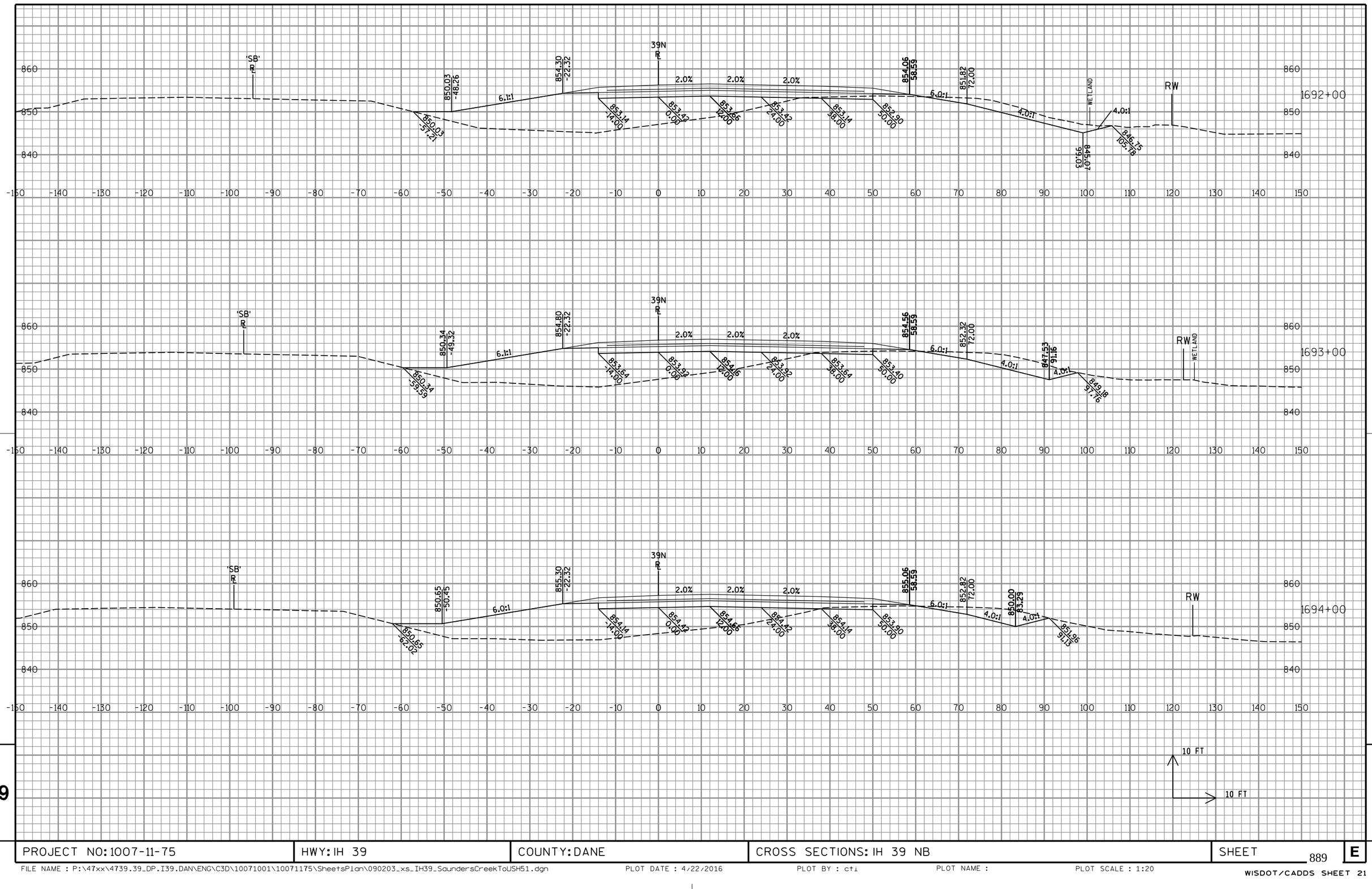


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 888	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

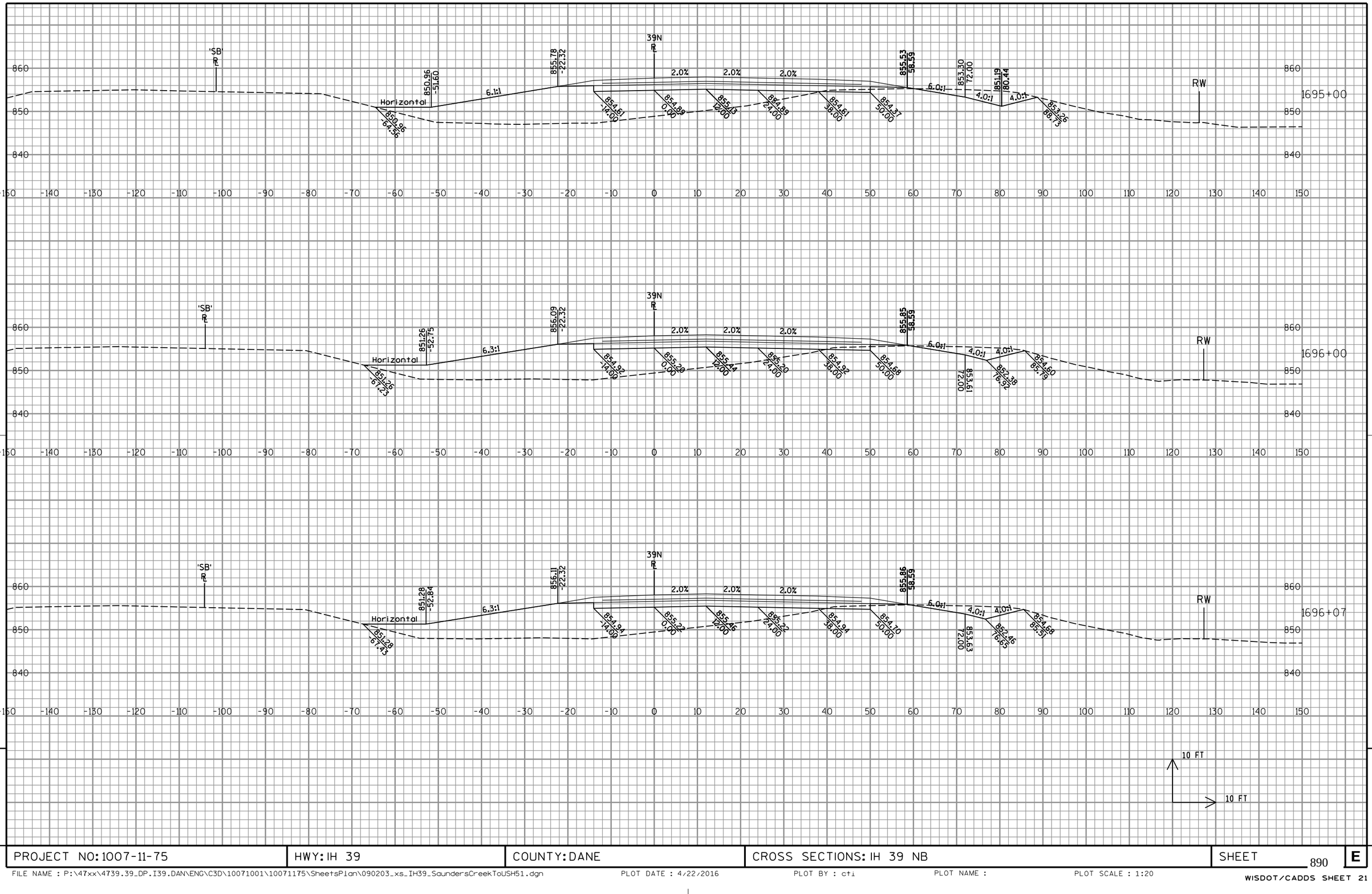


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 889	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

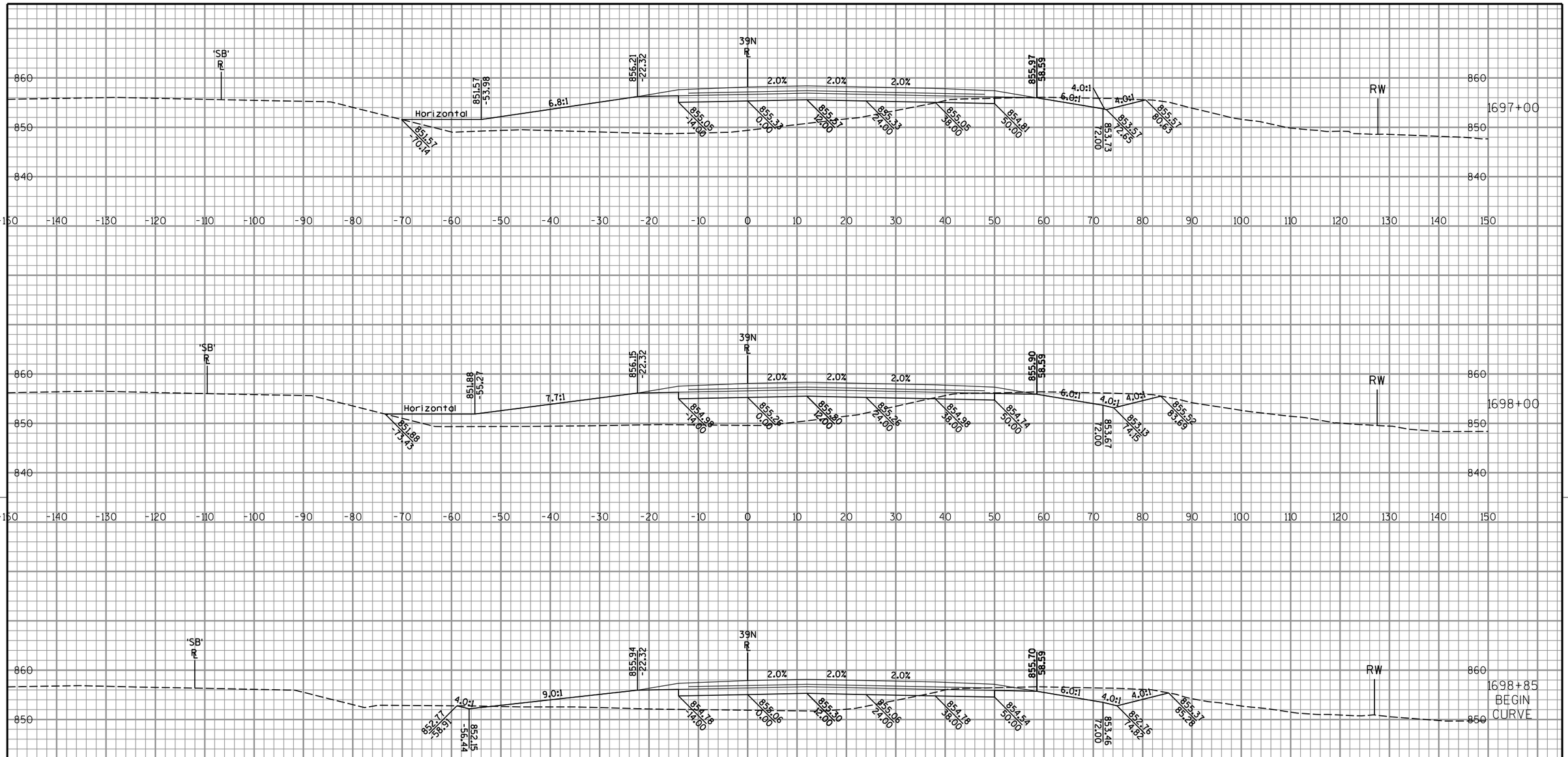


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 890	E

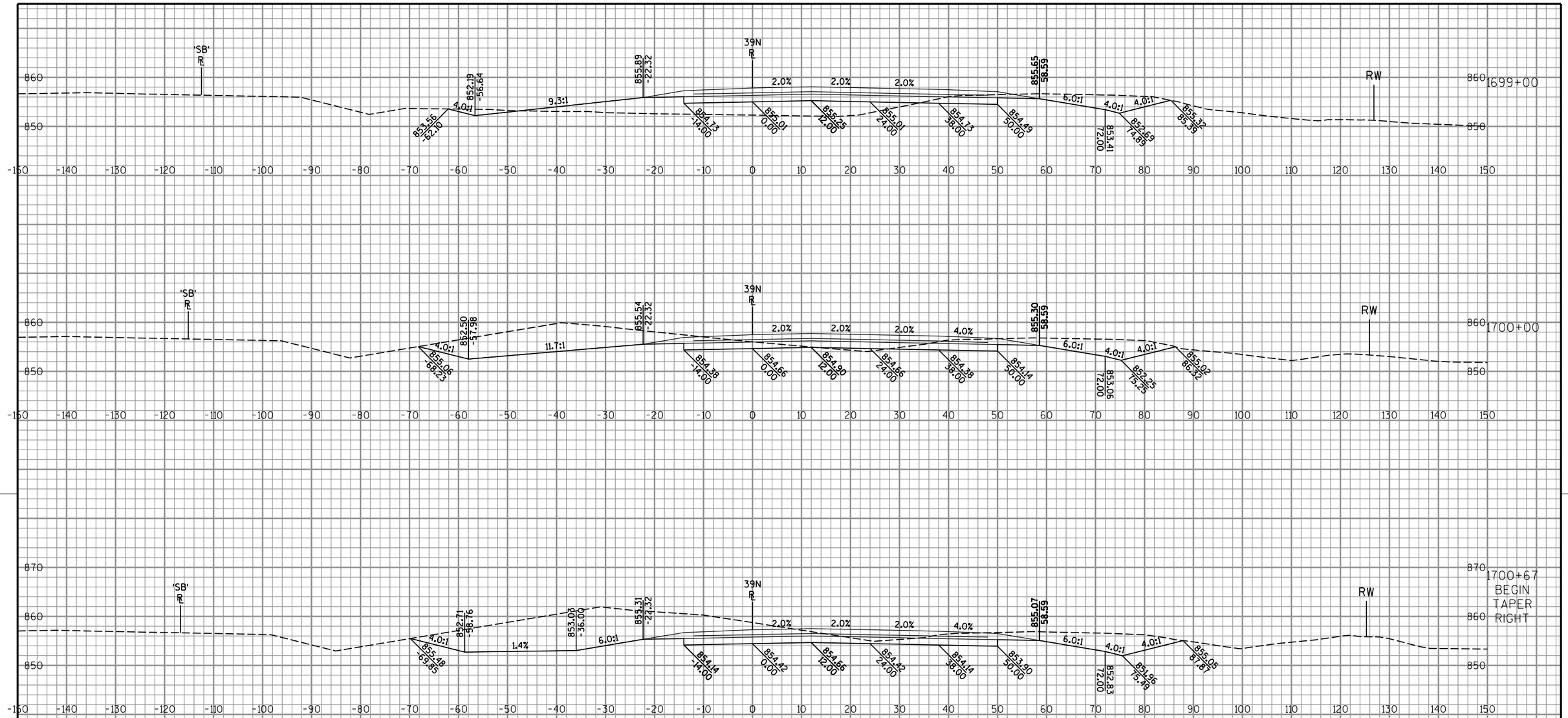
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 891	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

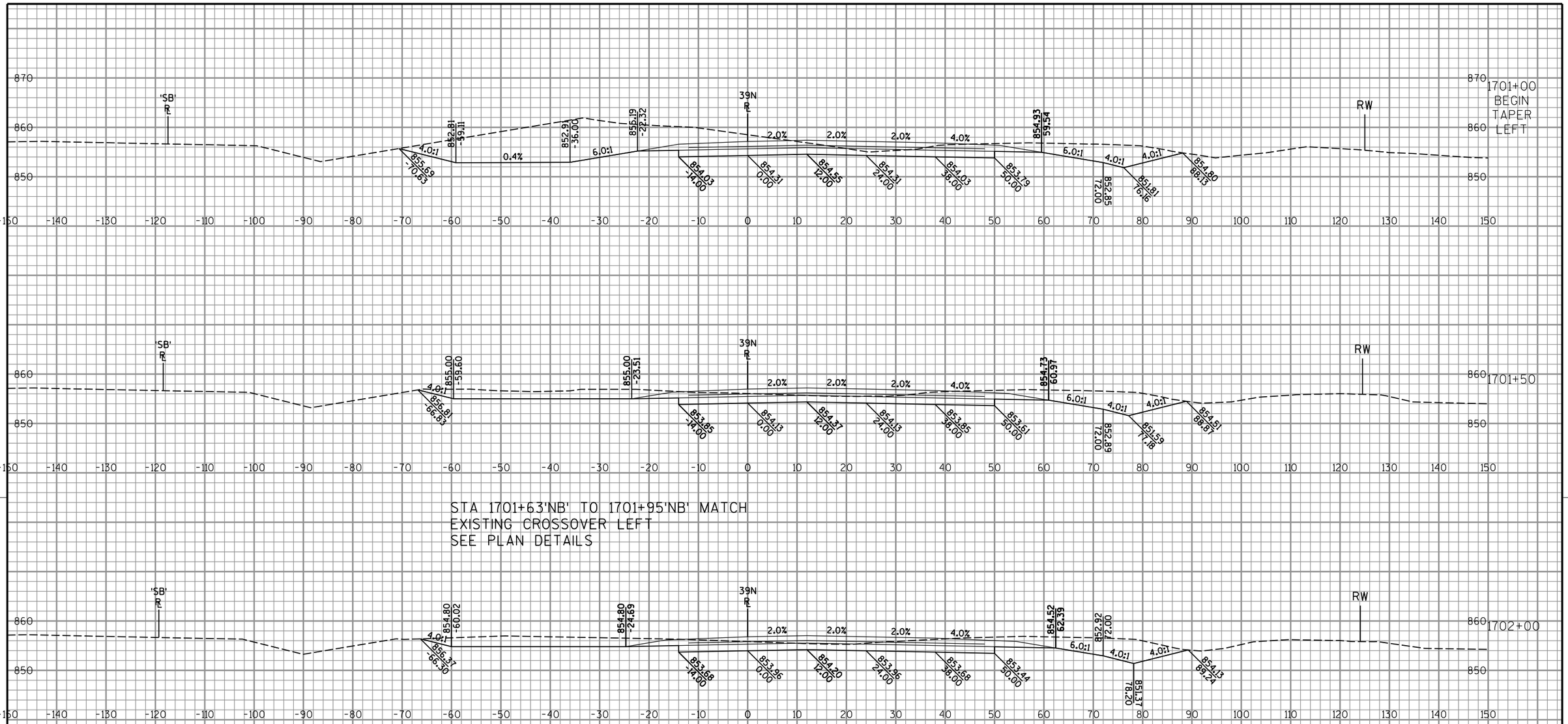
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 892	E

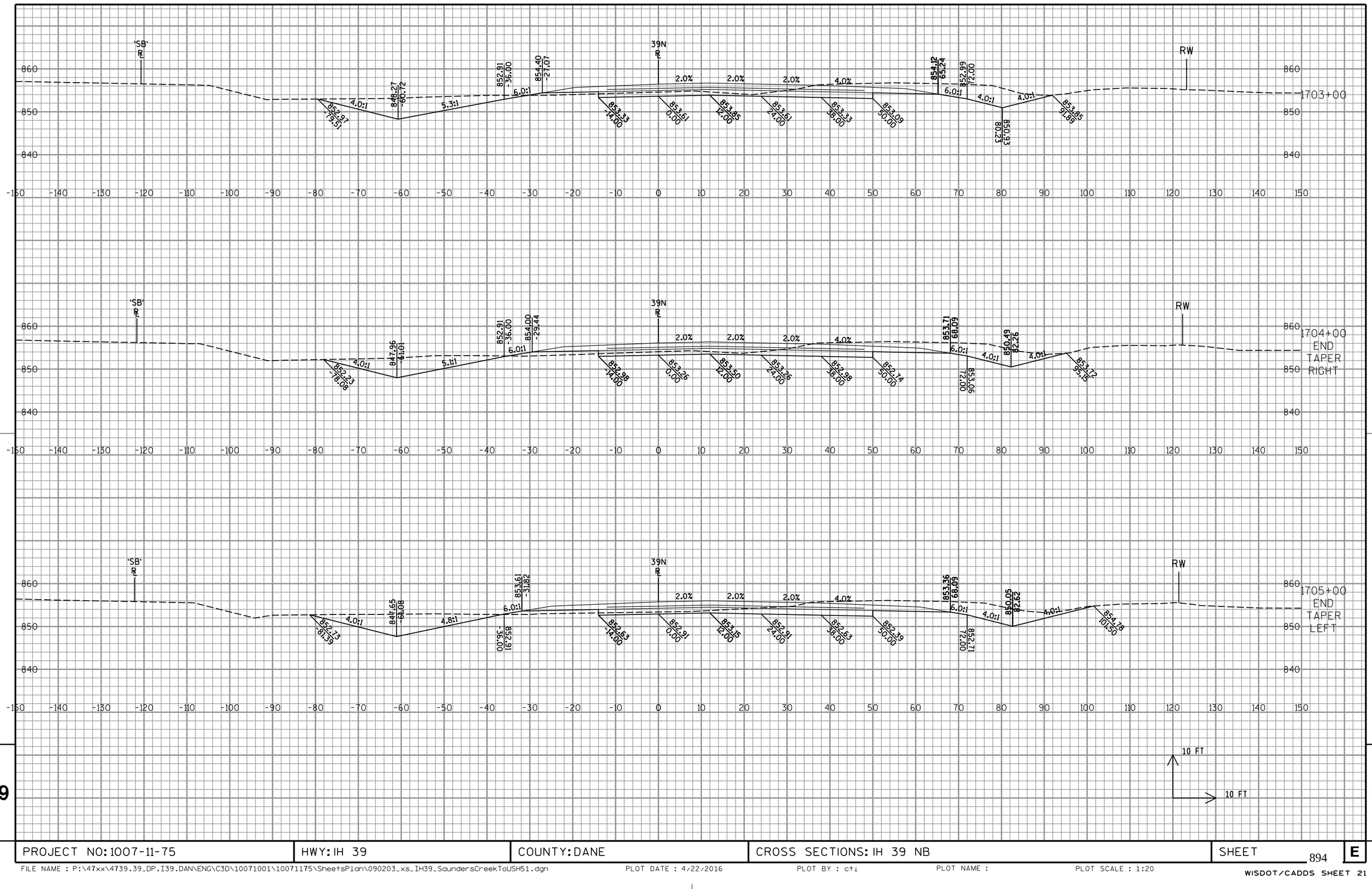
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 893	E

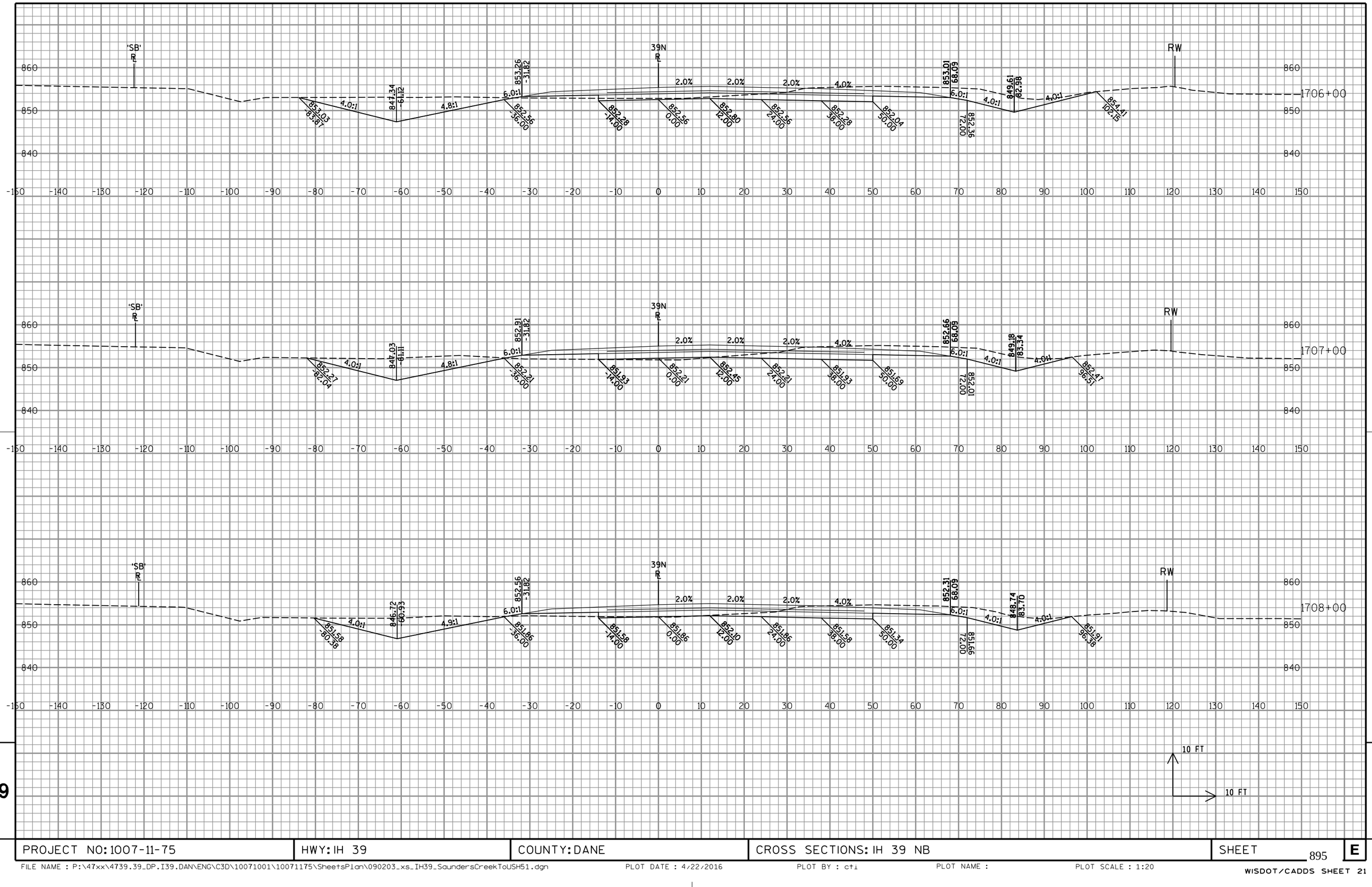
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



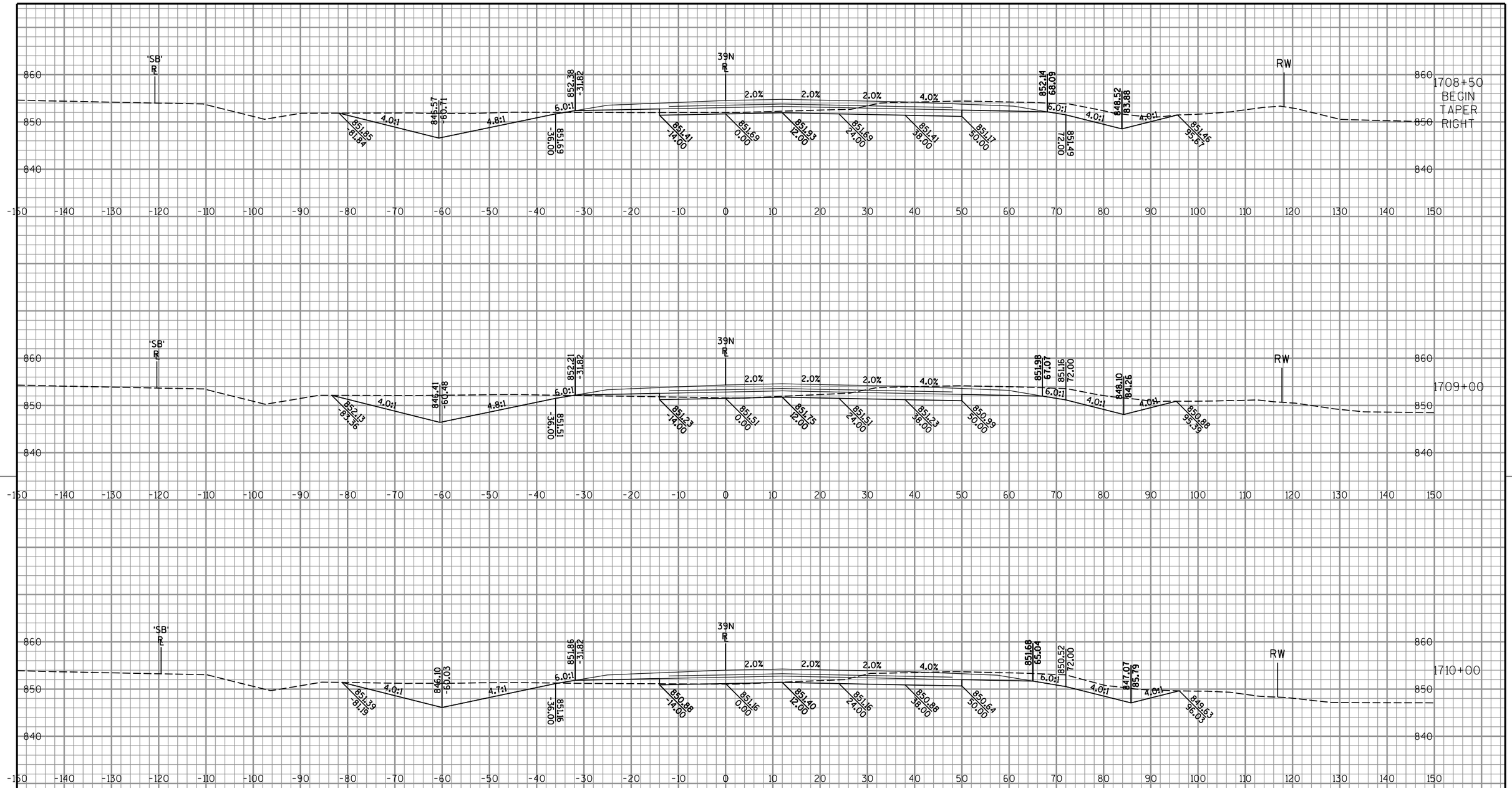
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 894	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



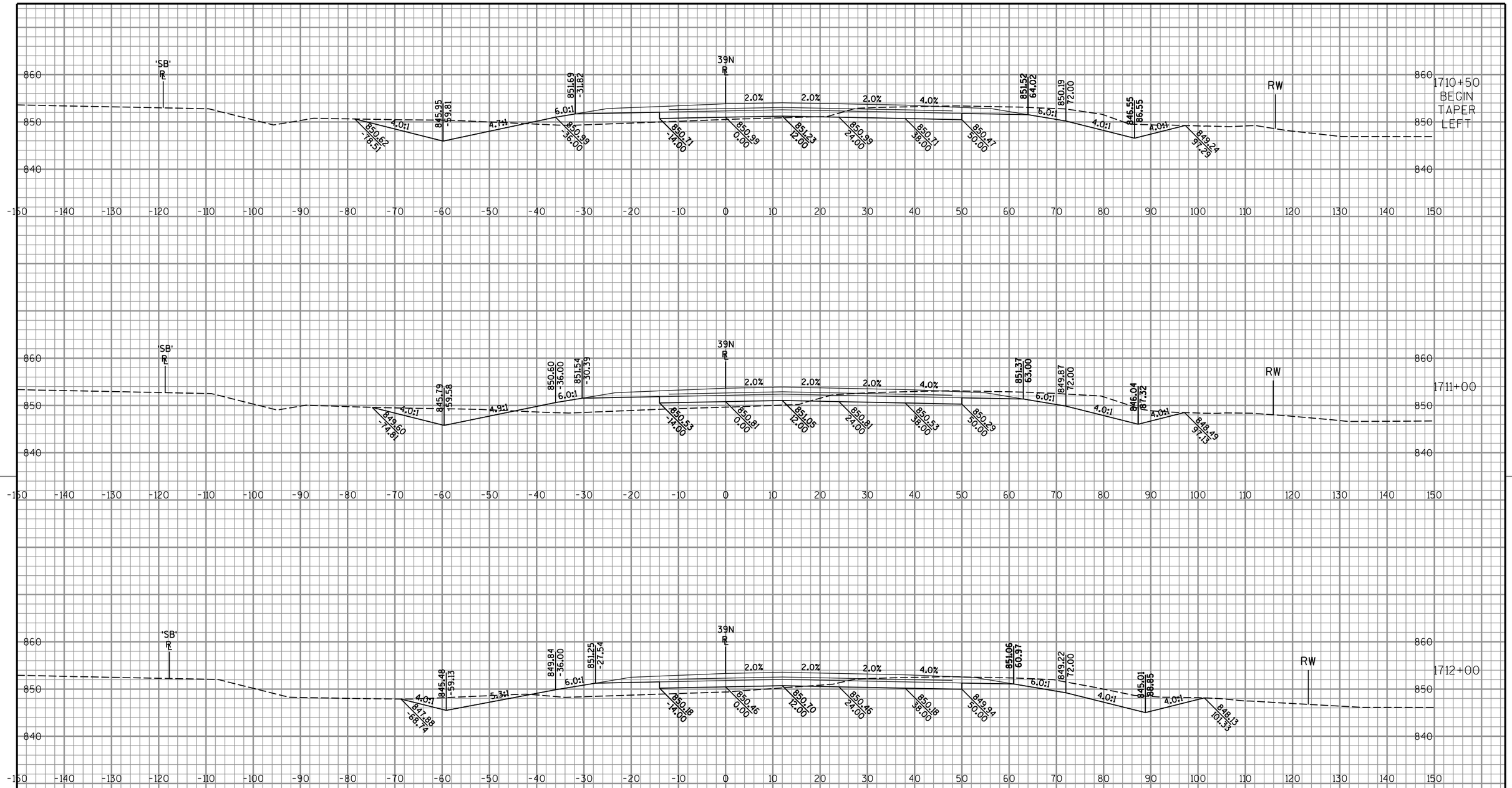
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 895	E



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 896	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

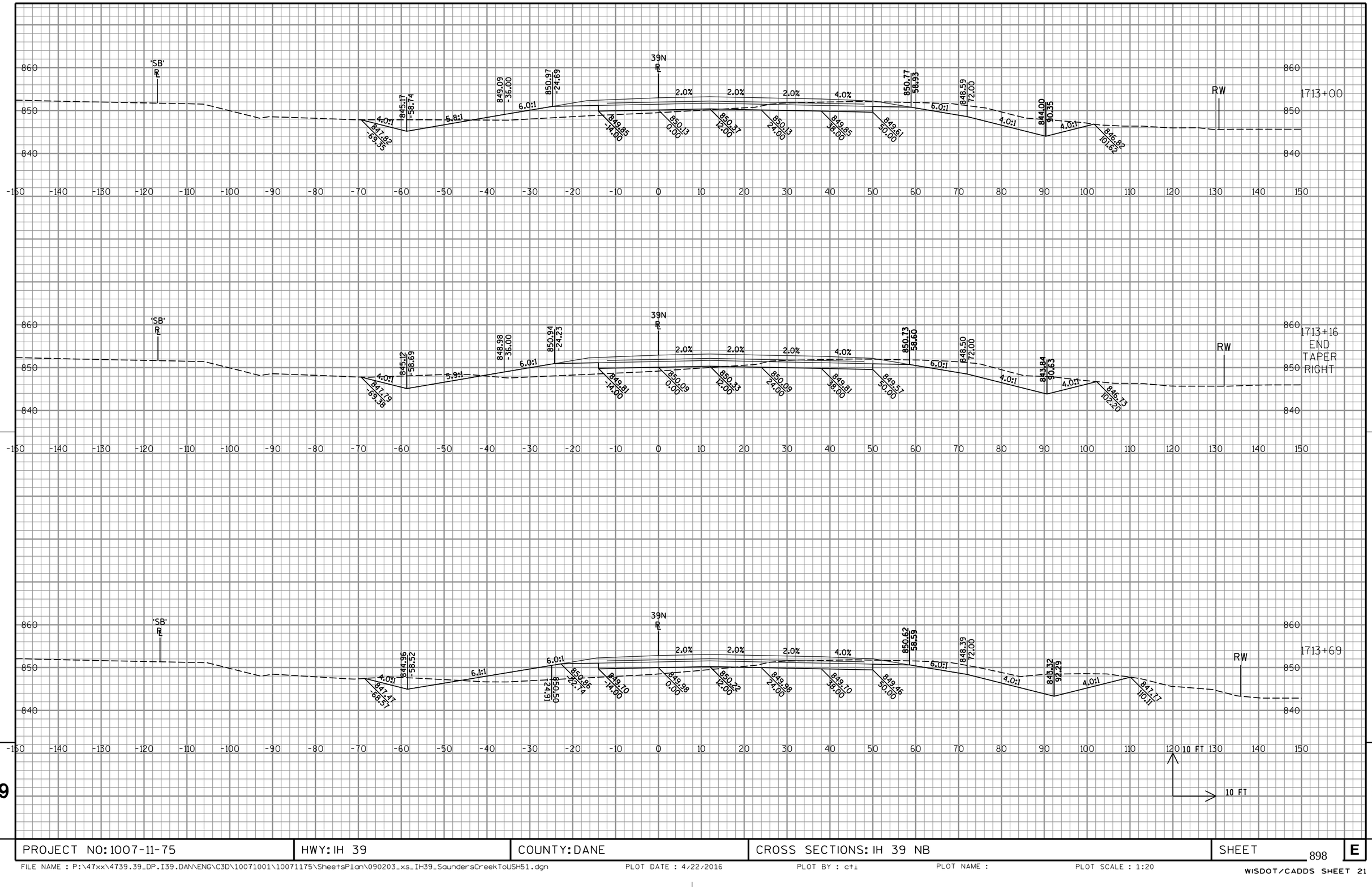
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 897	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

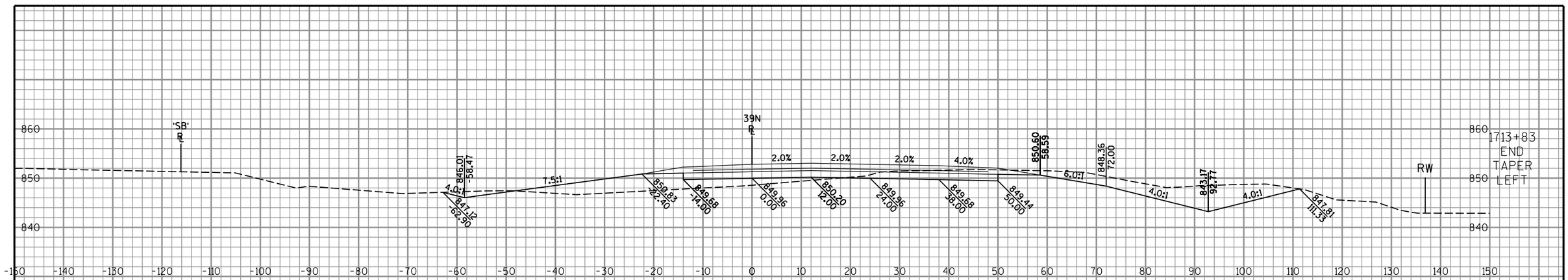


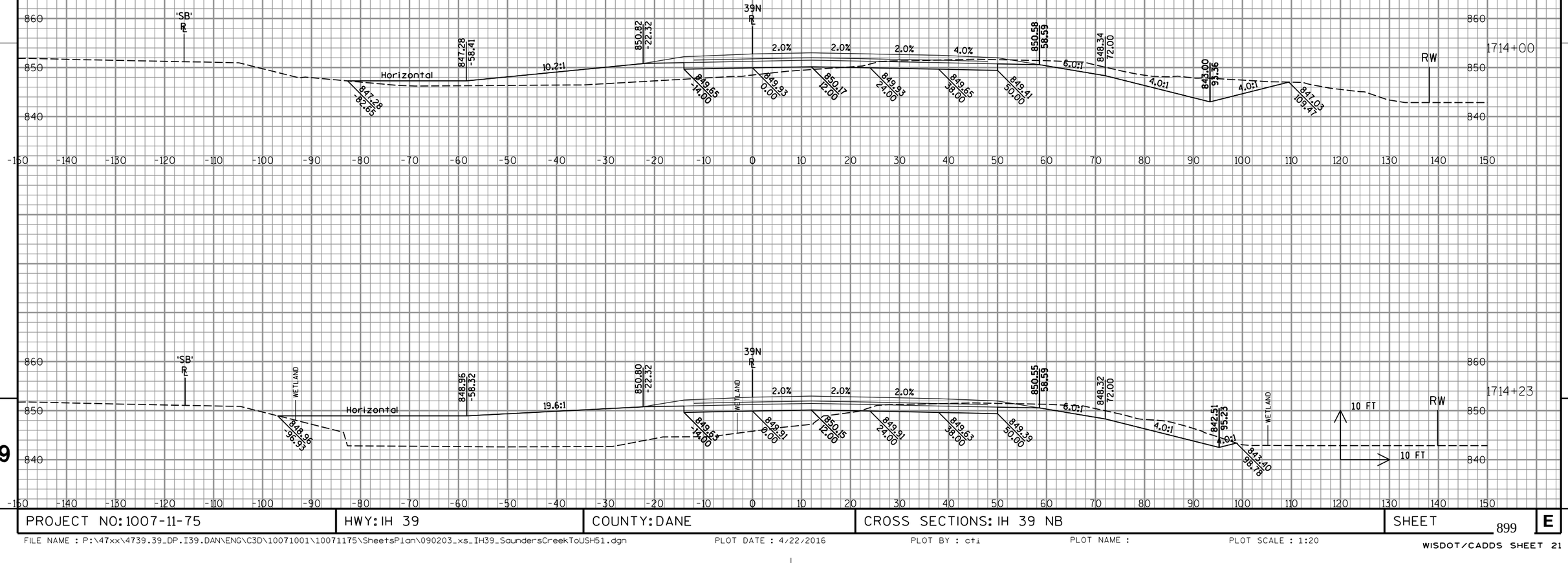
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 898	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



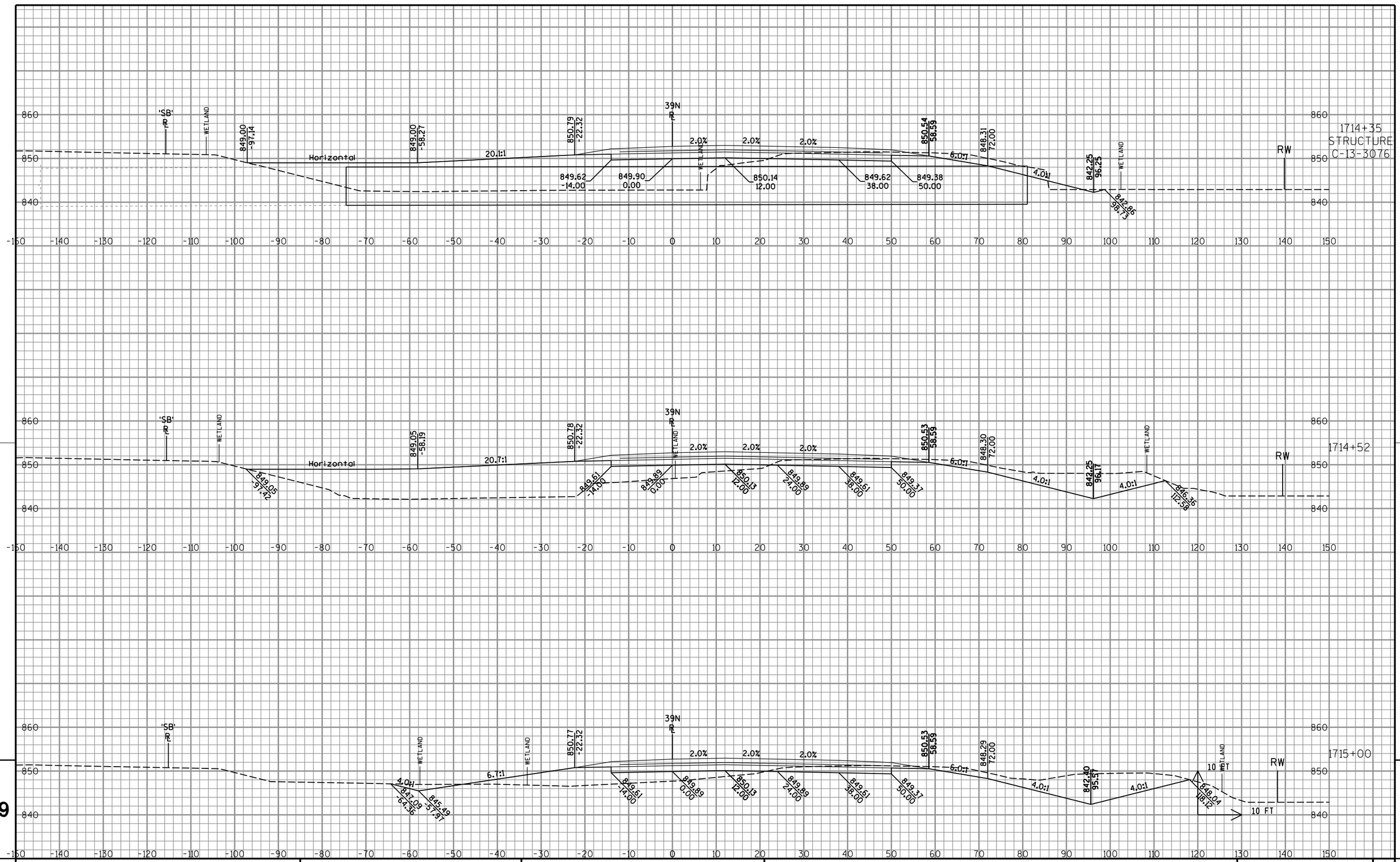


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 899	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn
PLOT DATE : 4/22/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



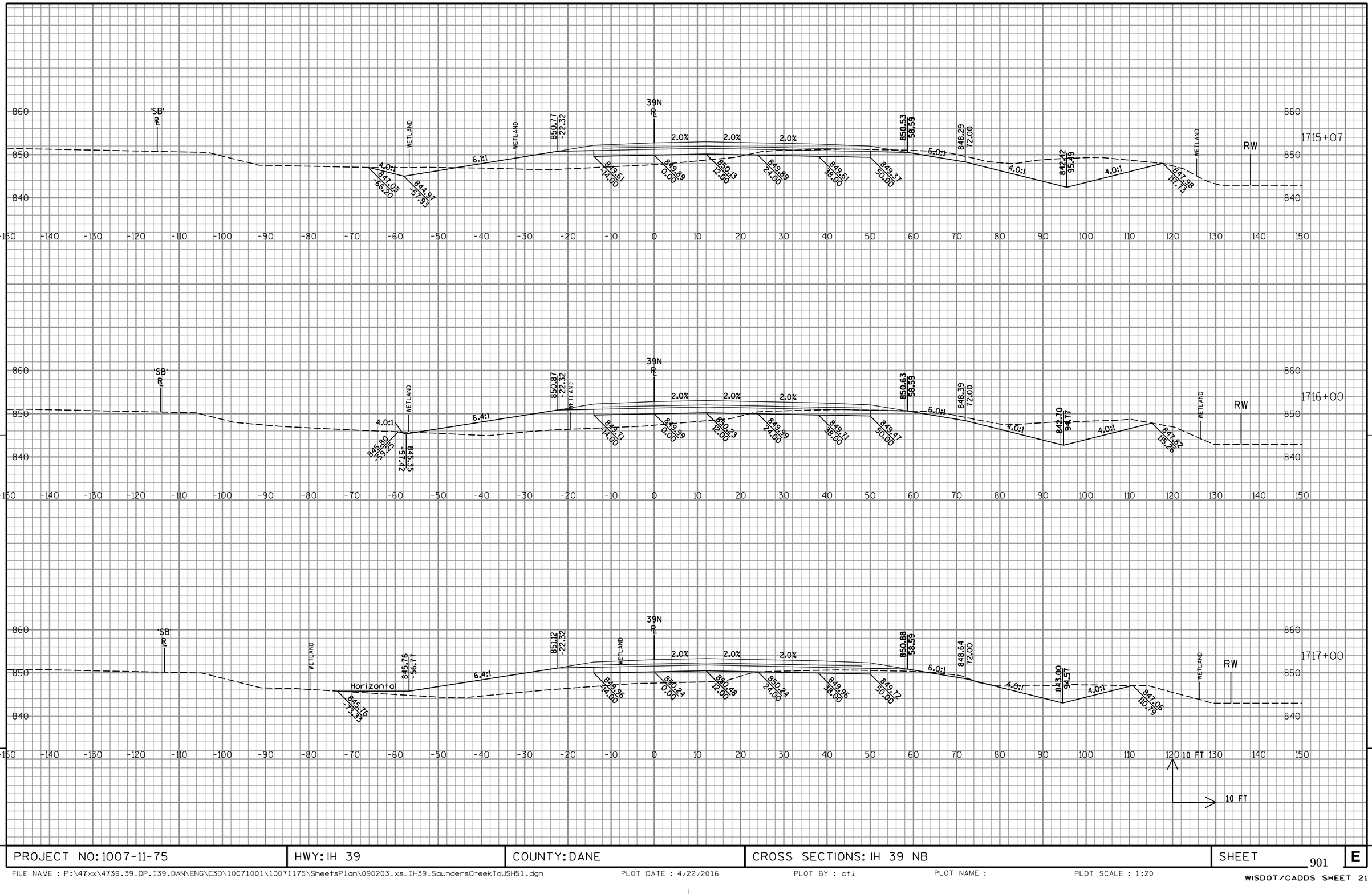
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 900	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

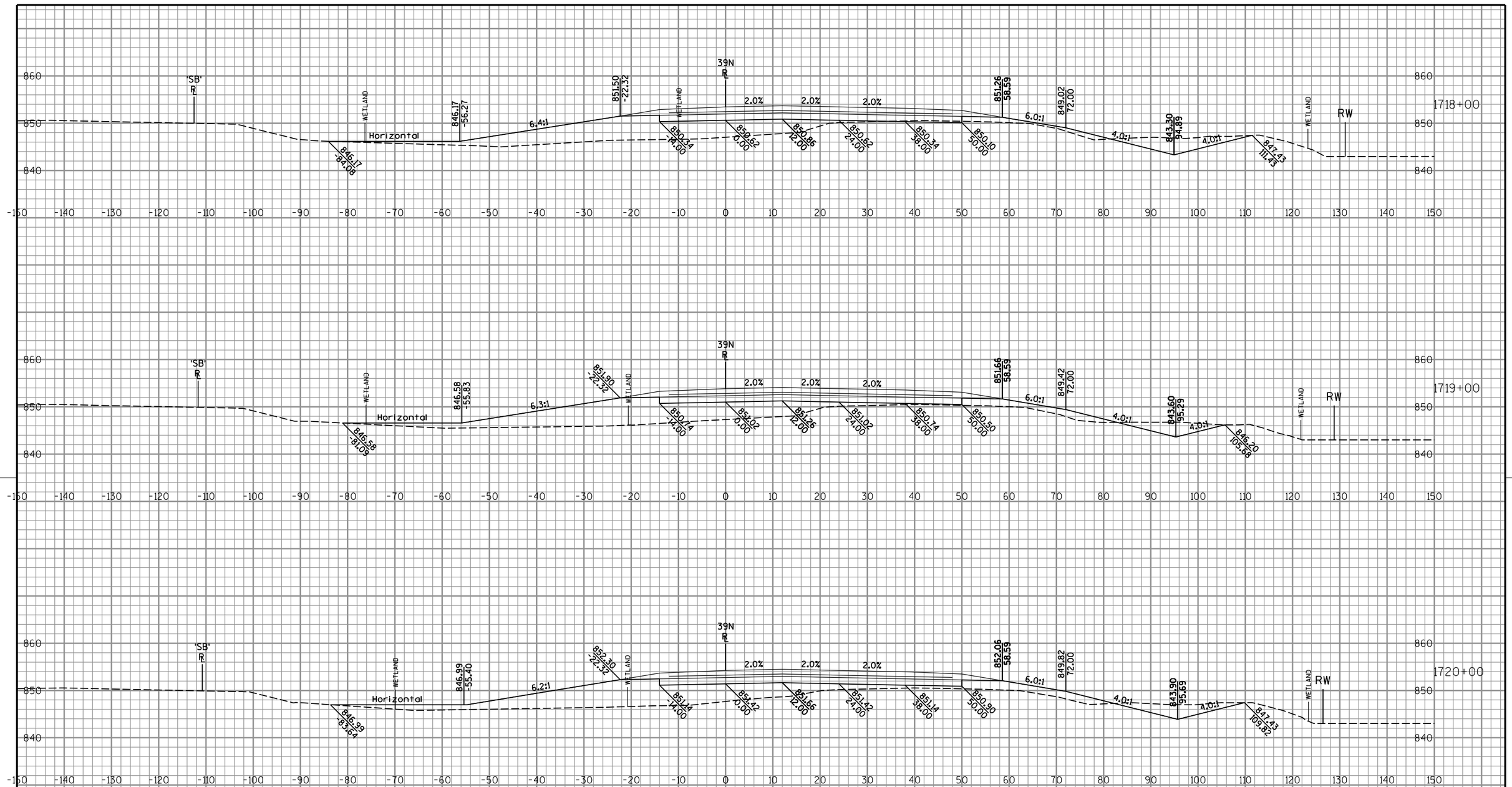
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 901	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

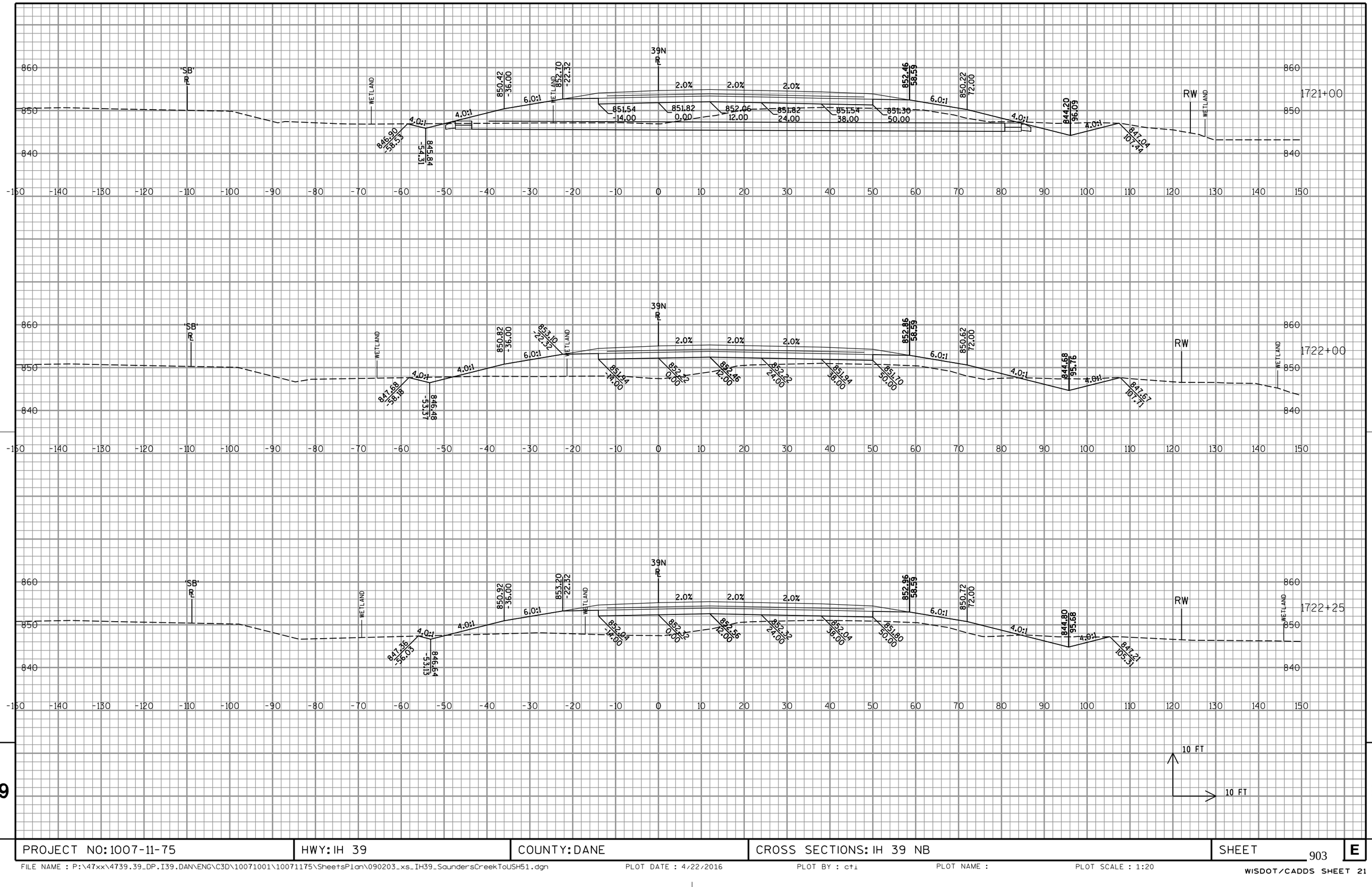


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 902	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

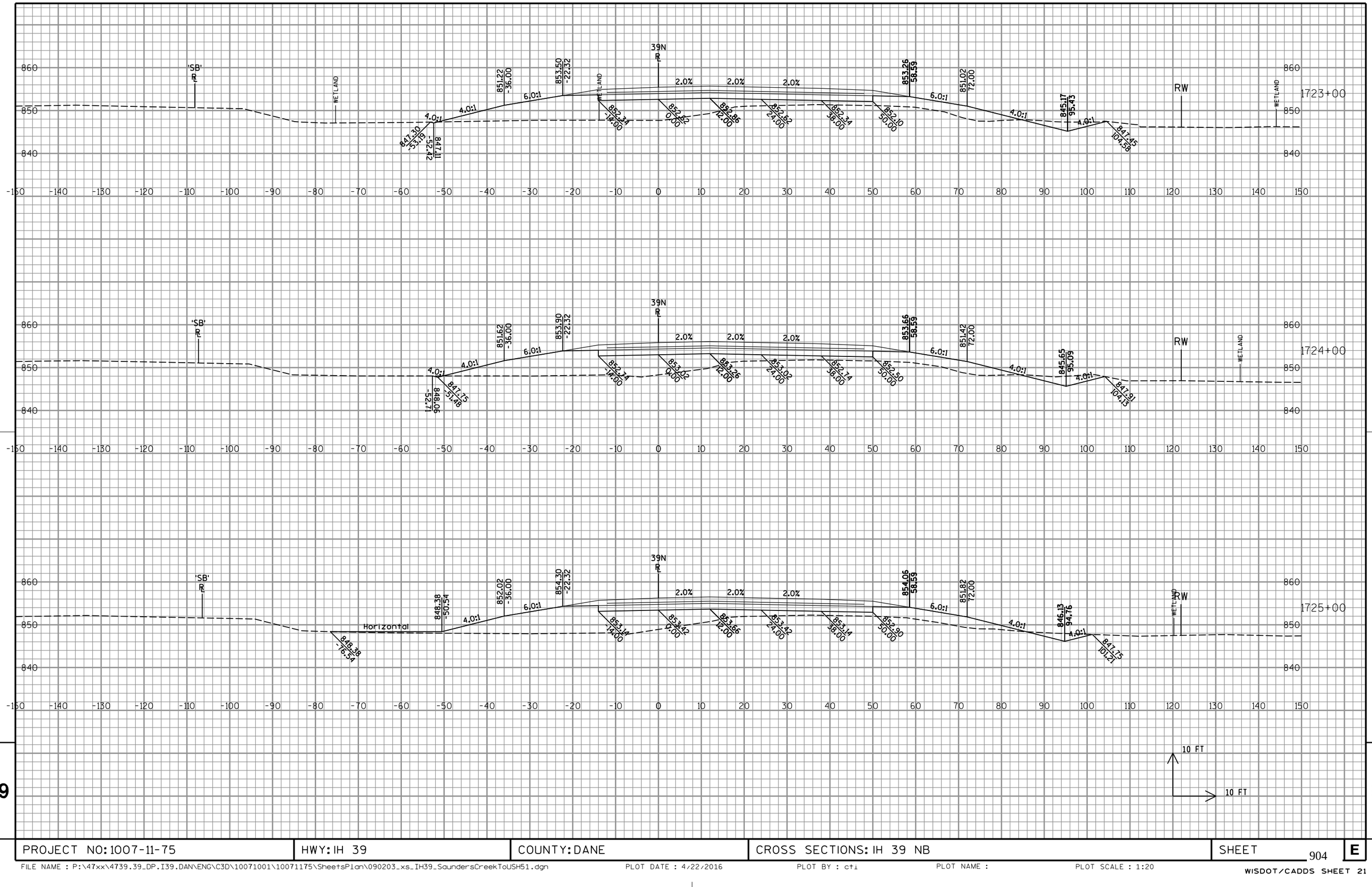


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 903	E

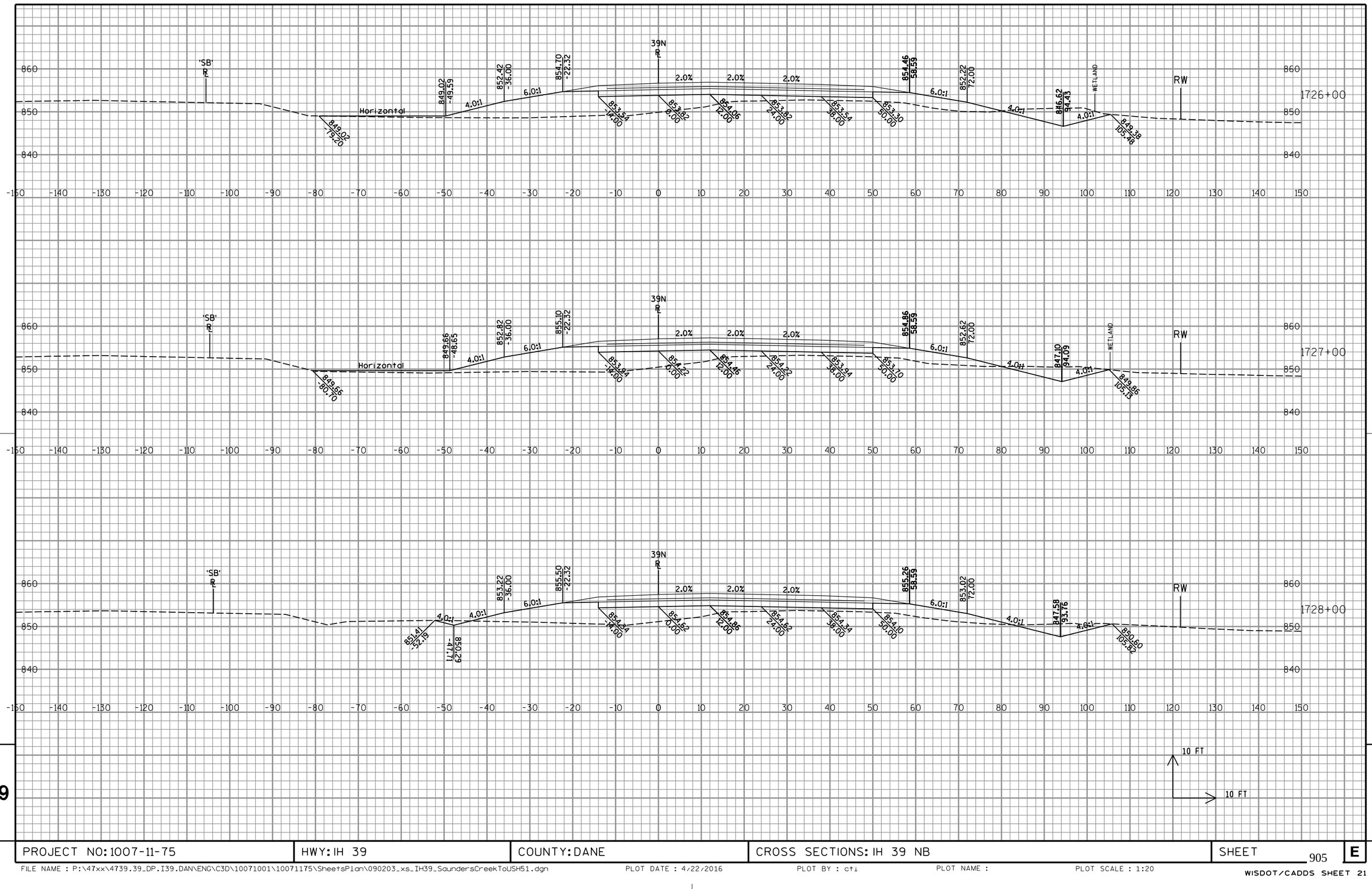
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 904	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

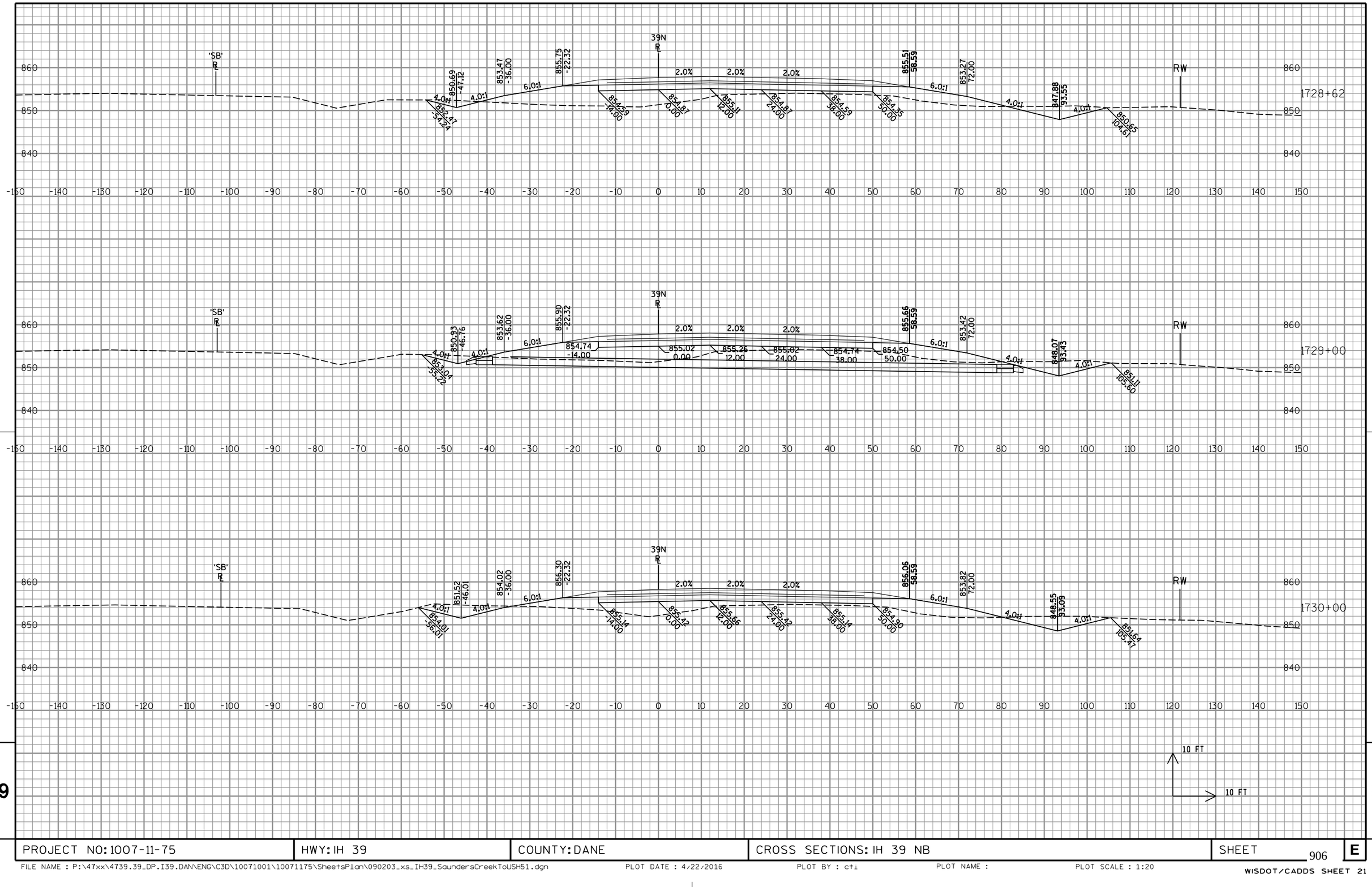
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 905	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

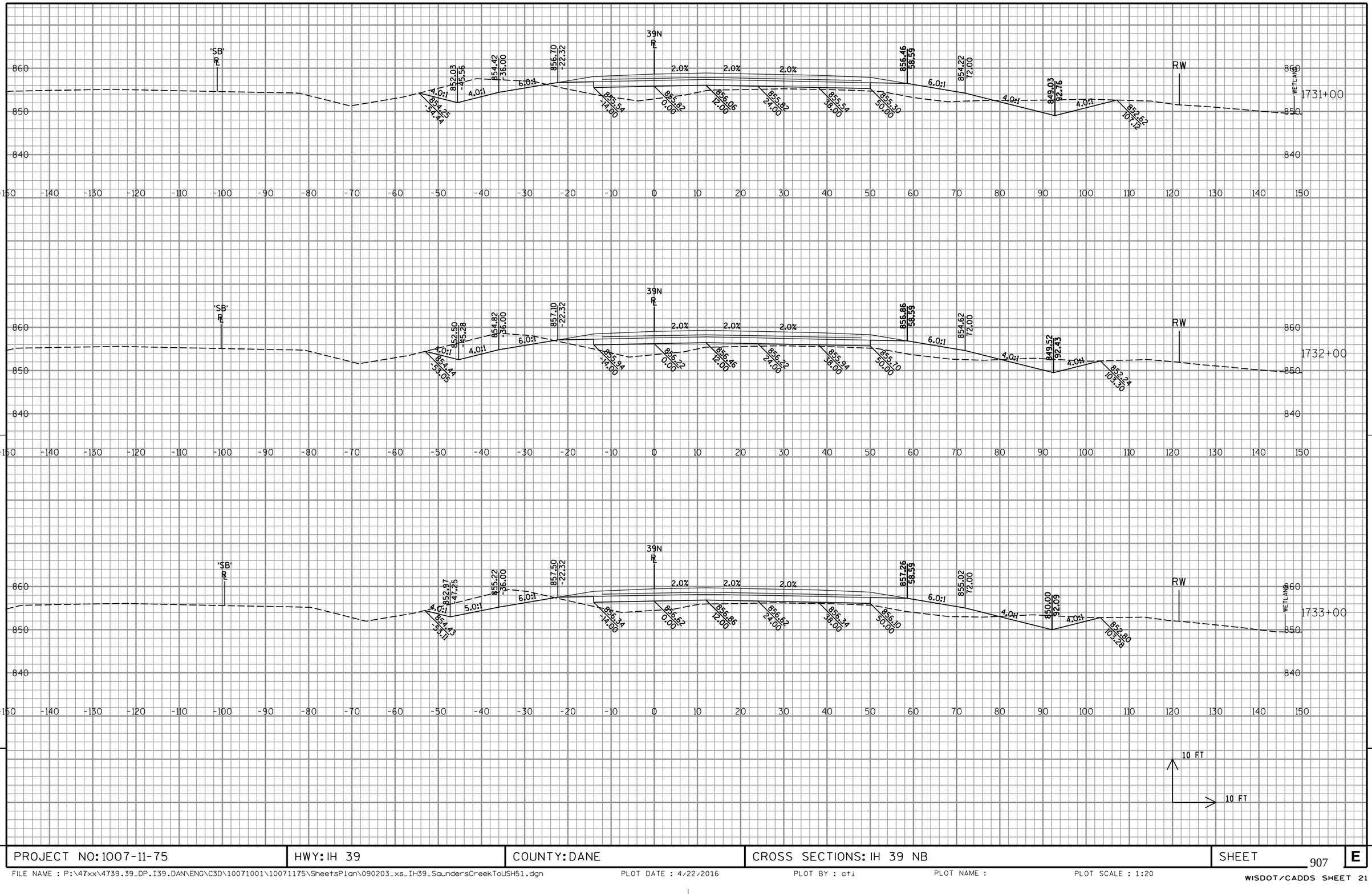
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 906	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

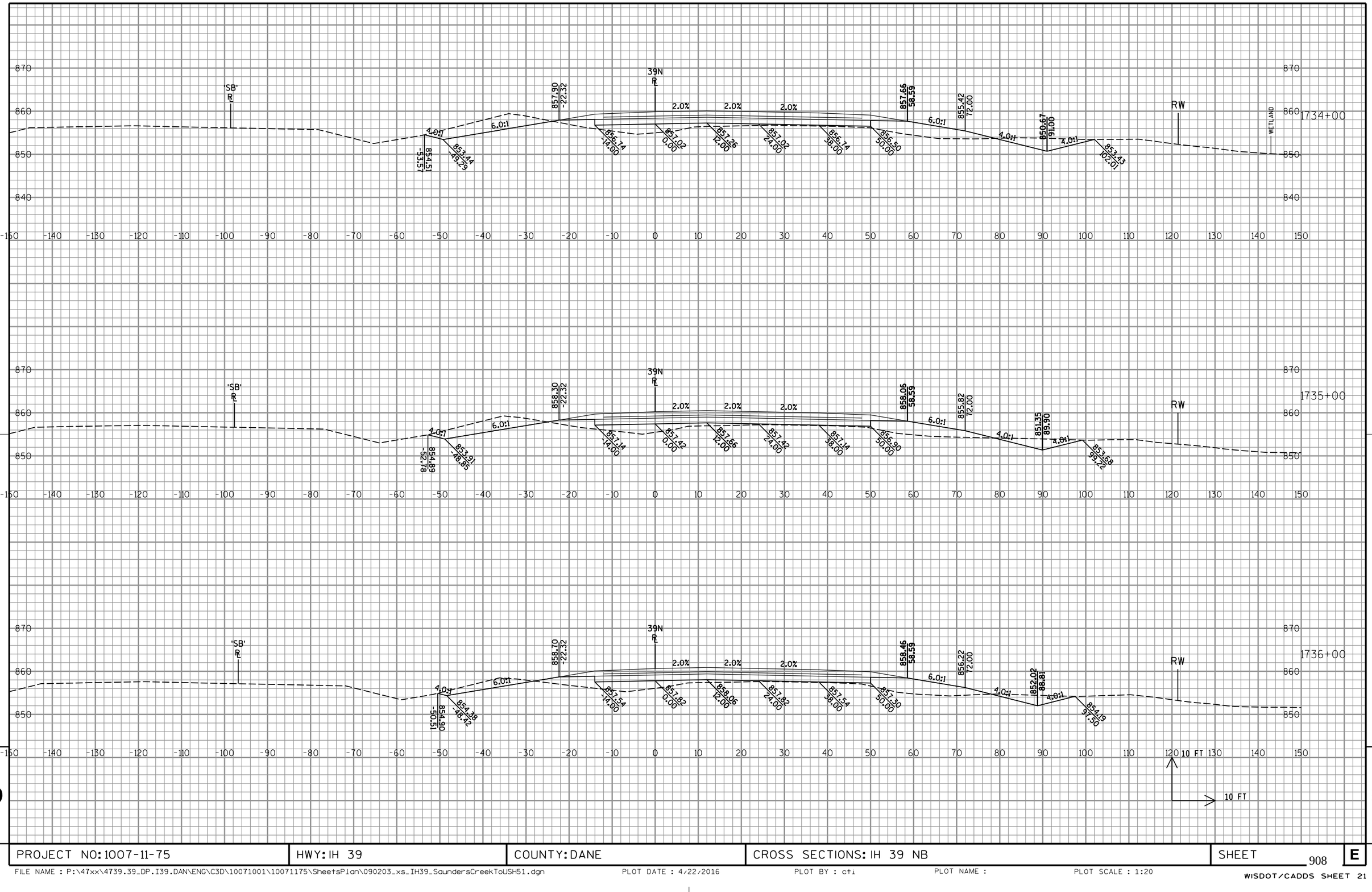


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 907	E

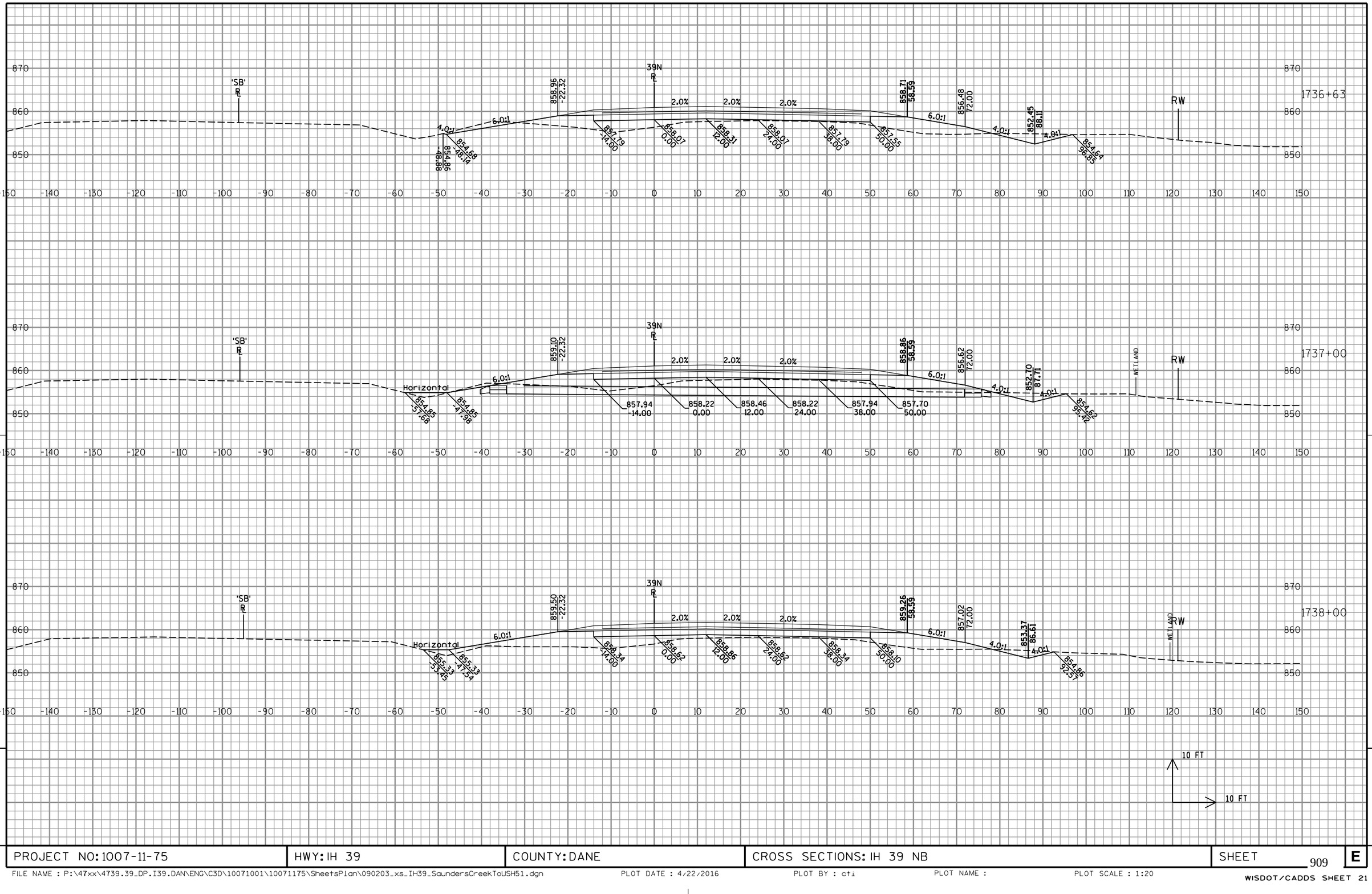
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 908	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

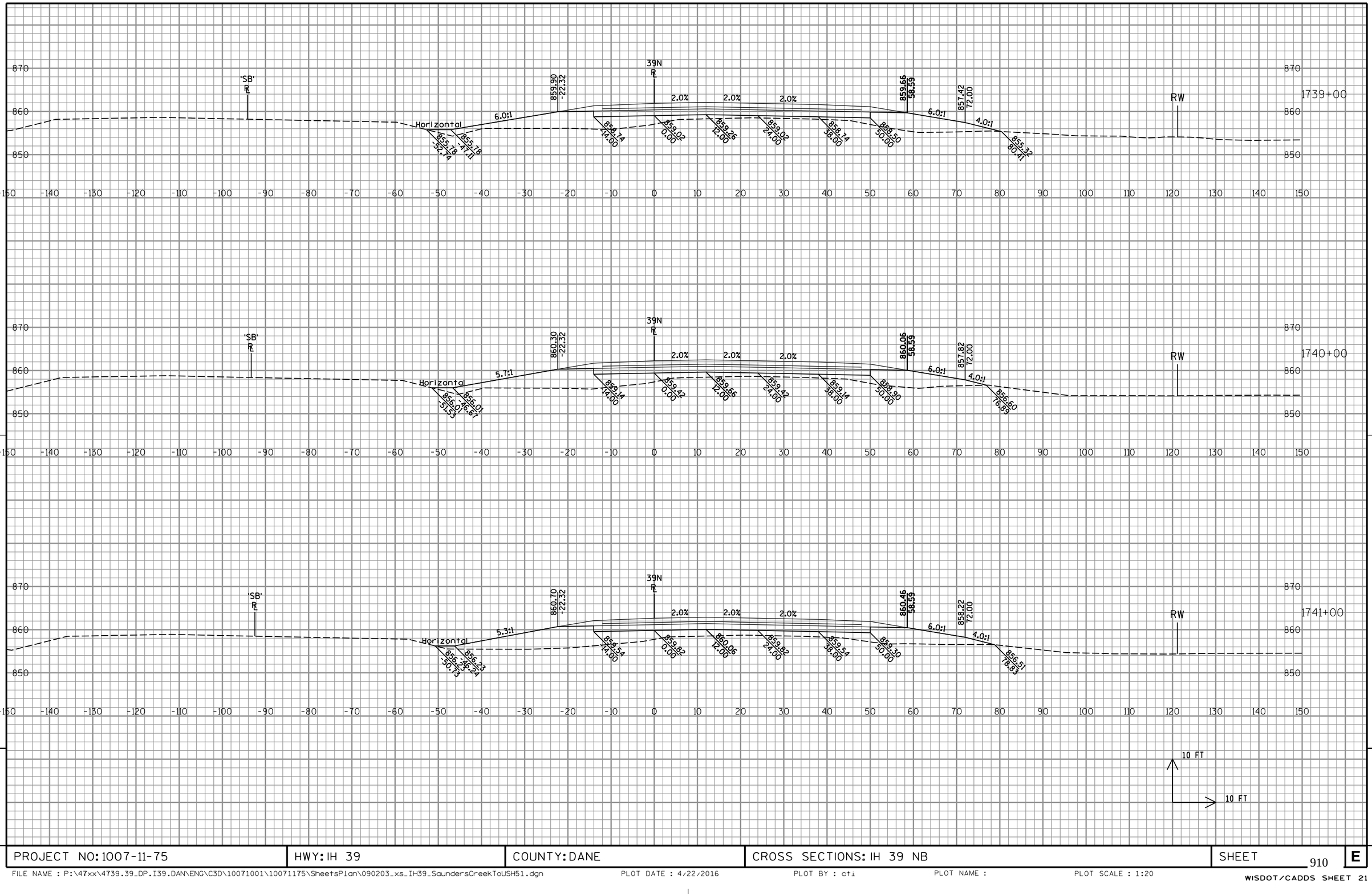


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 909	E

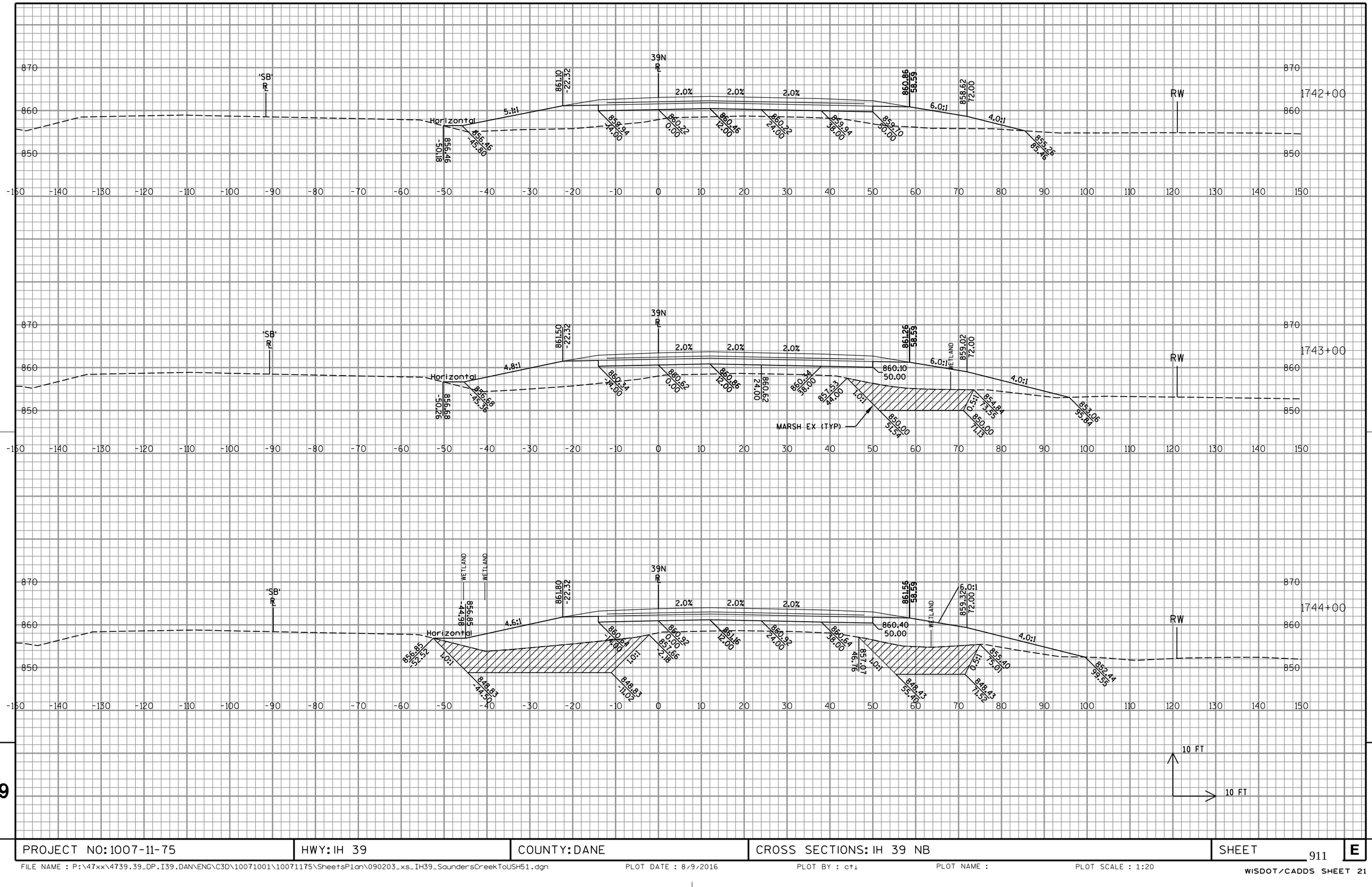
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



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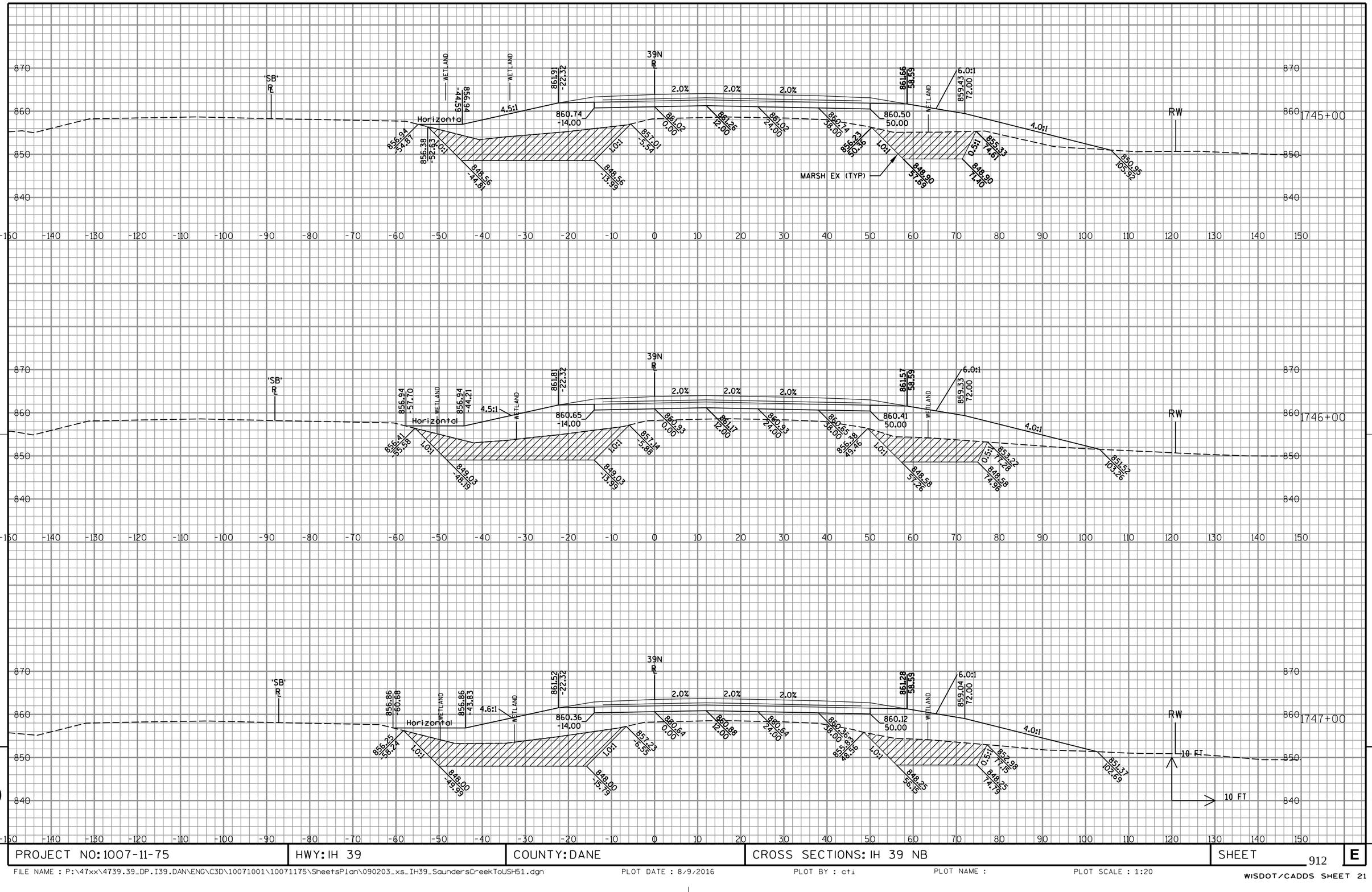
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 910	E



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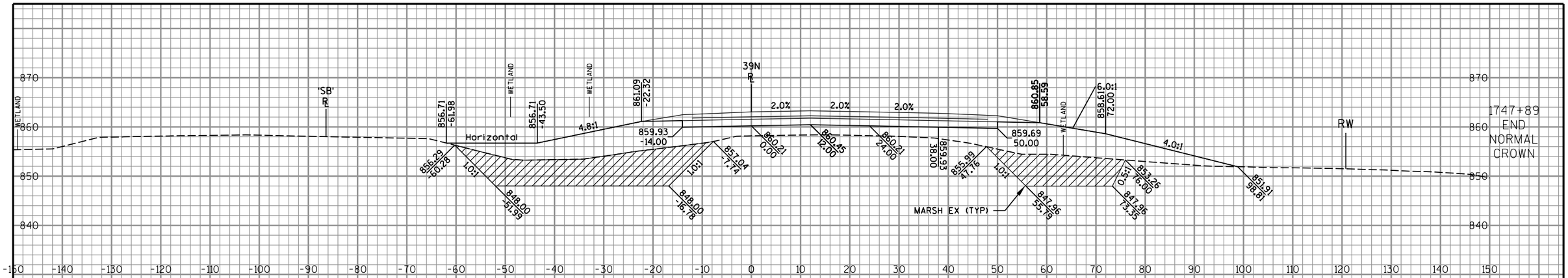
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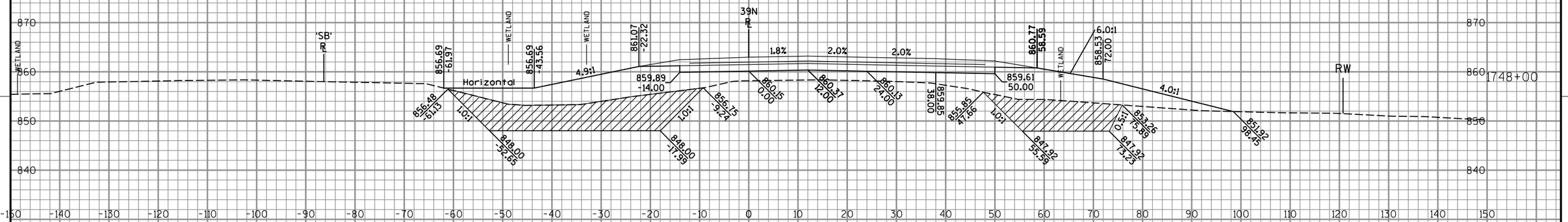


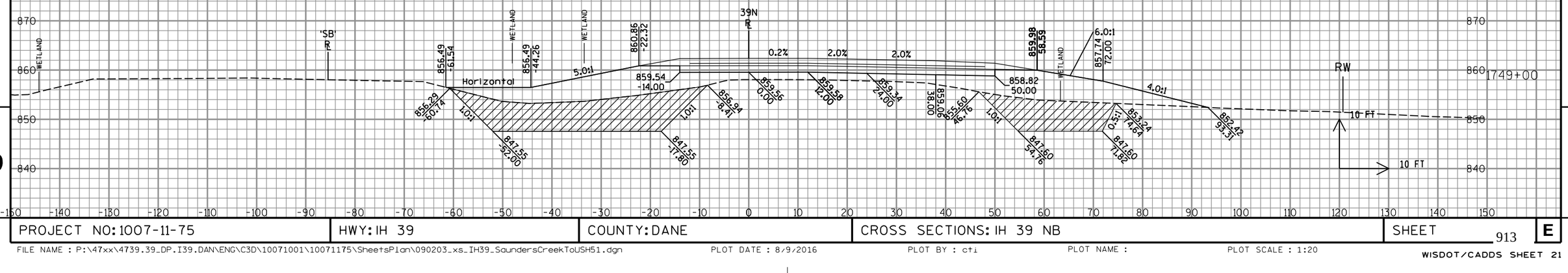
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 912	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 8/9/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







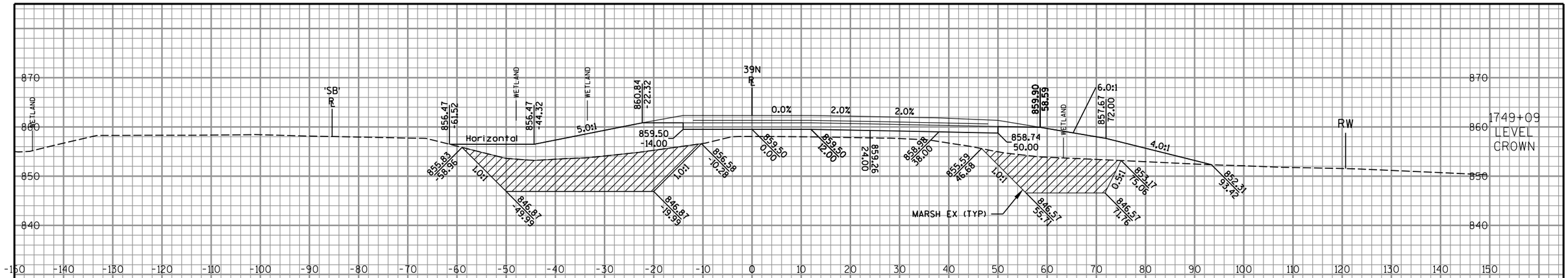
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 913	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 8/9/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



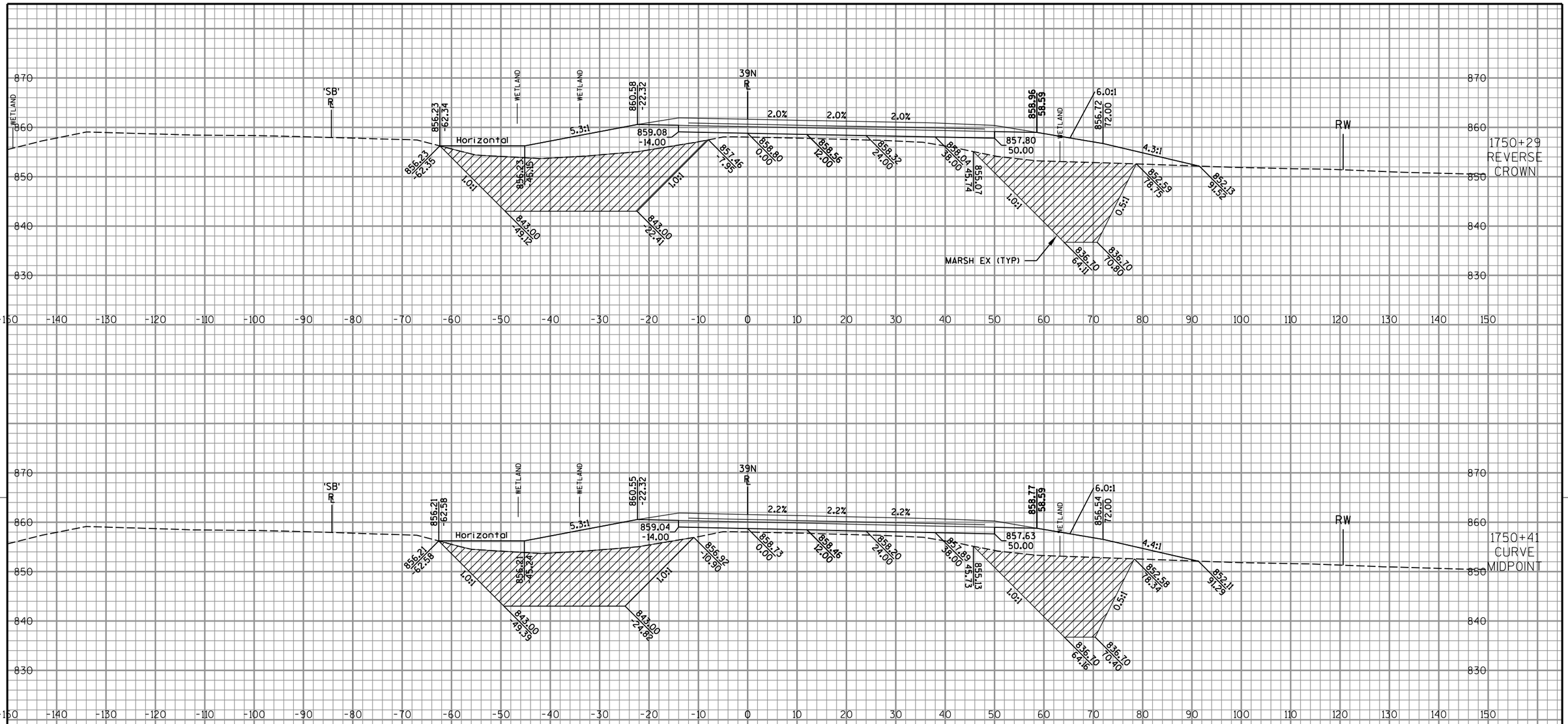
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 914	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 8/9/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

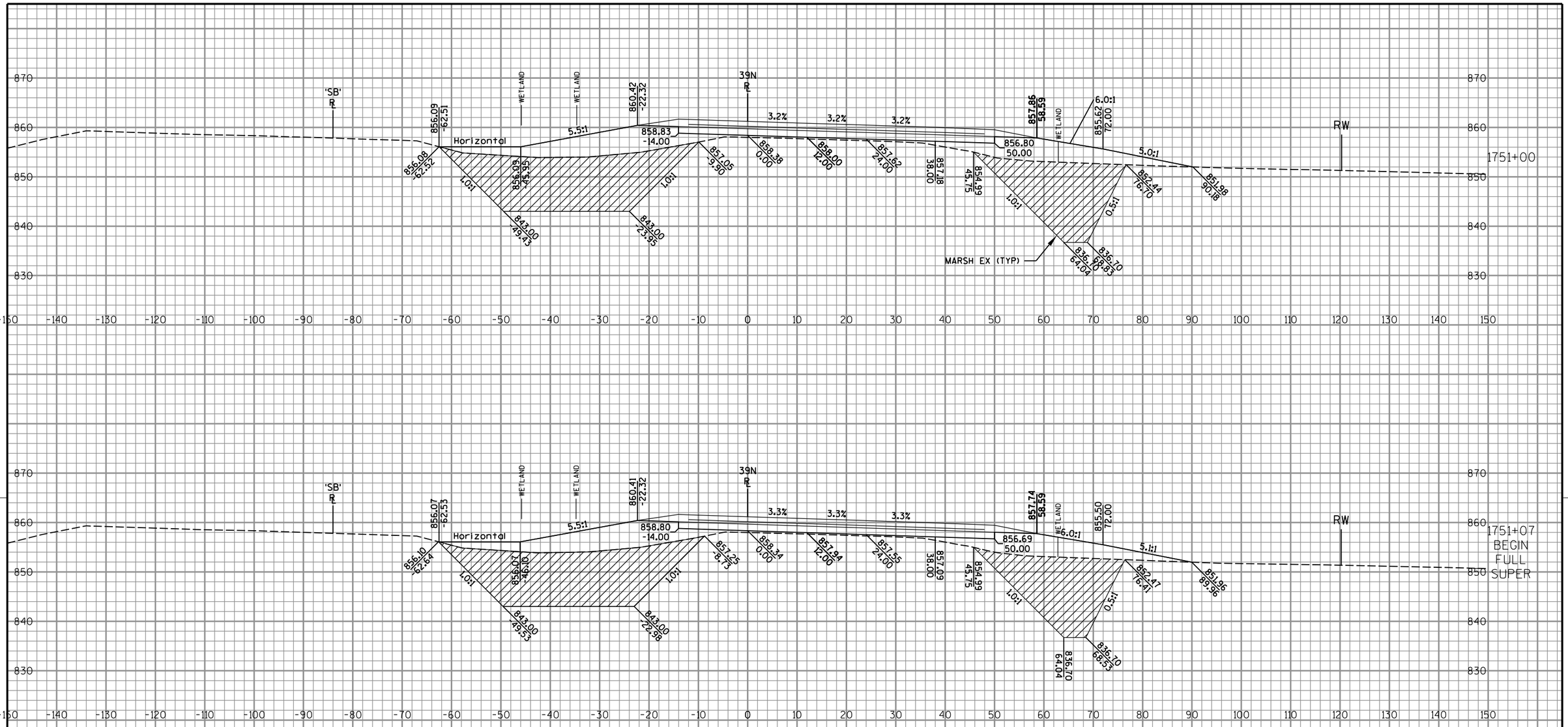
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 915	E

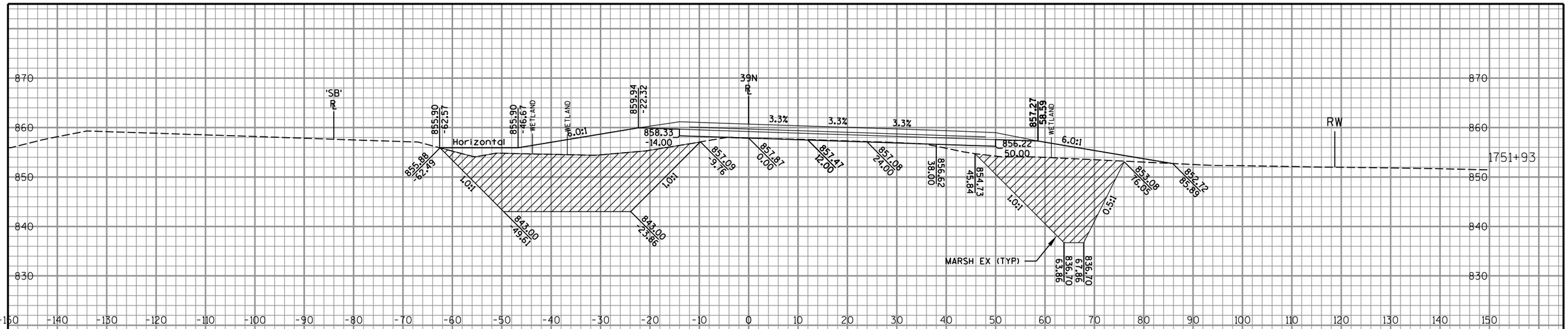
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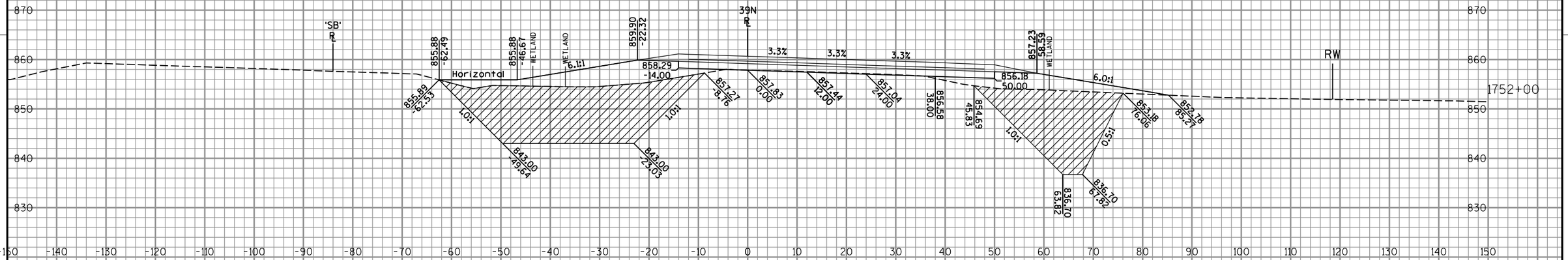
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 916	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 8/9/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



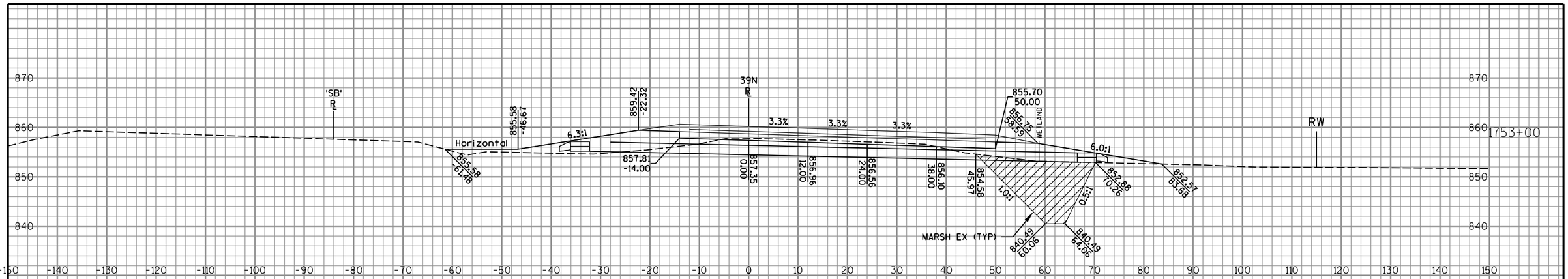


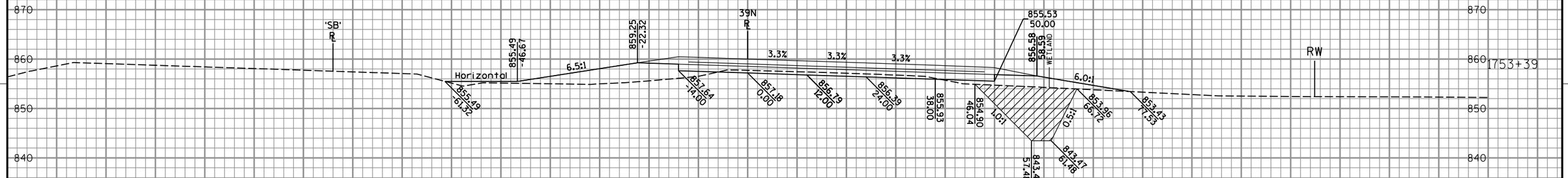
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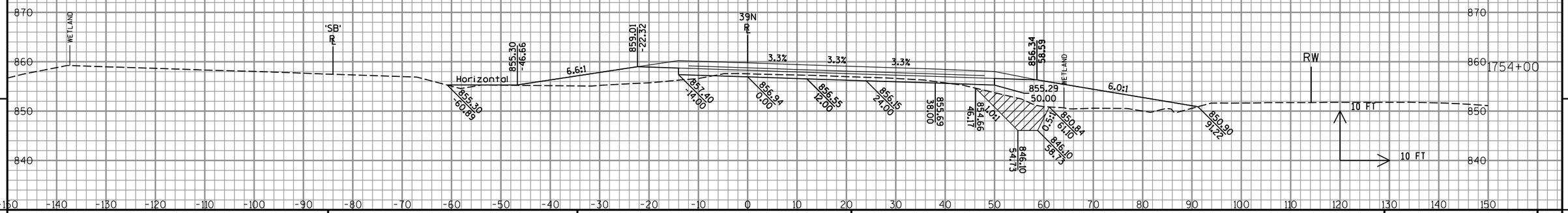
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 917	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 8/9/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20







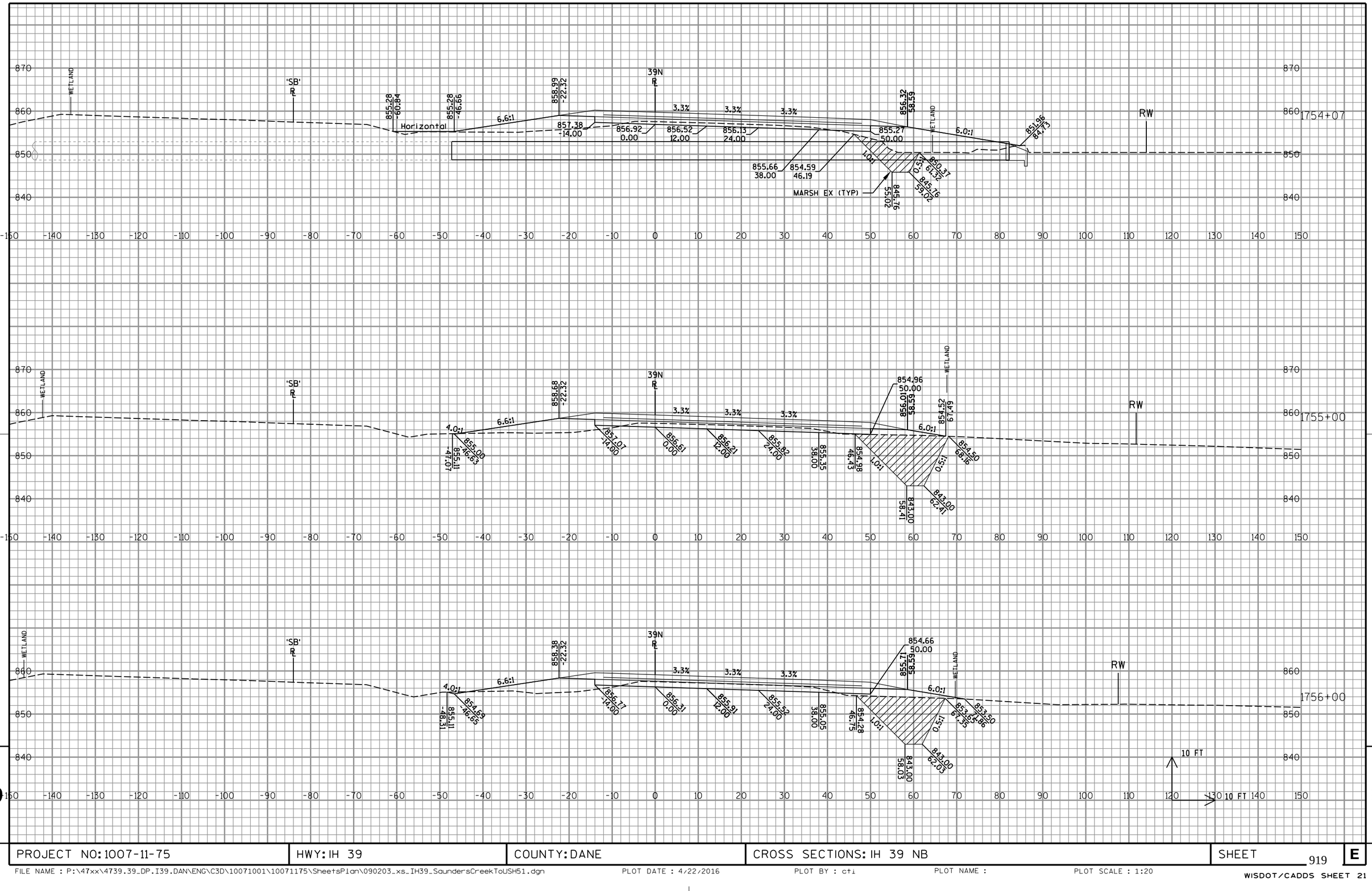
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 918	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



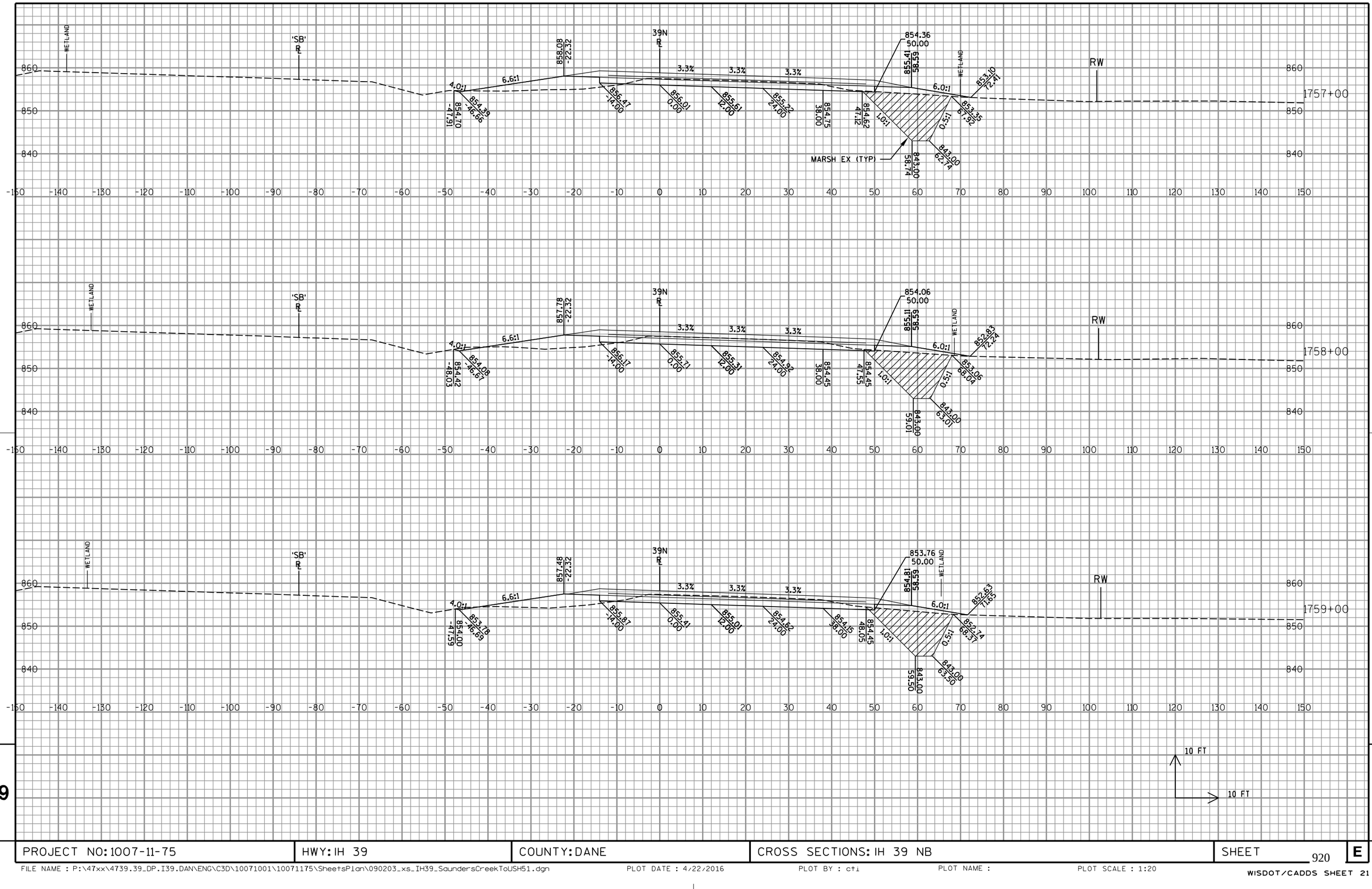
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 919	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

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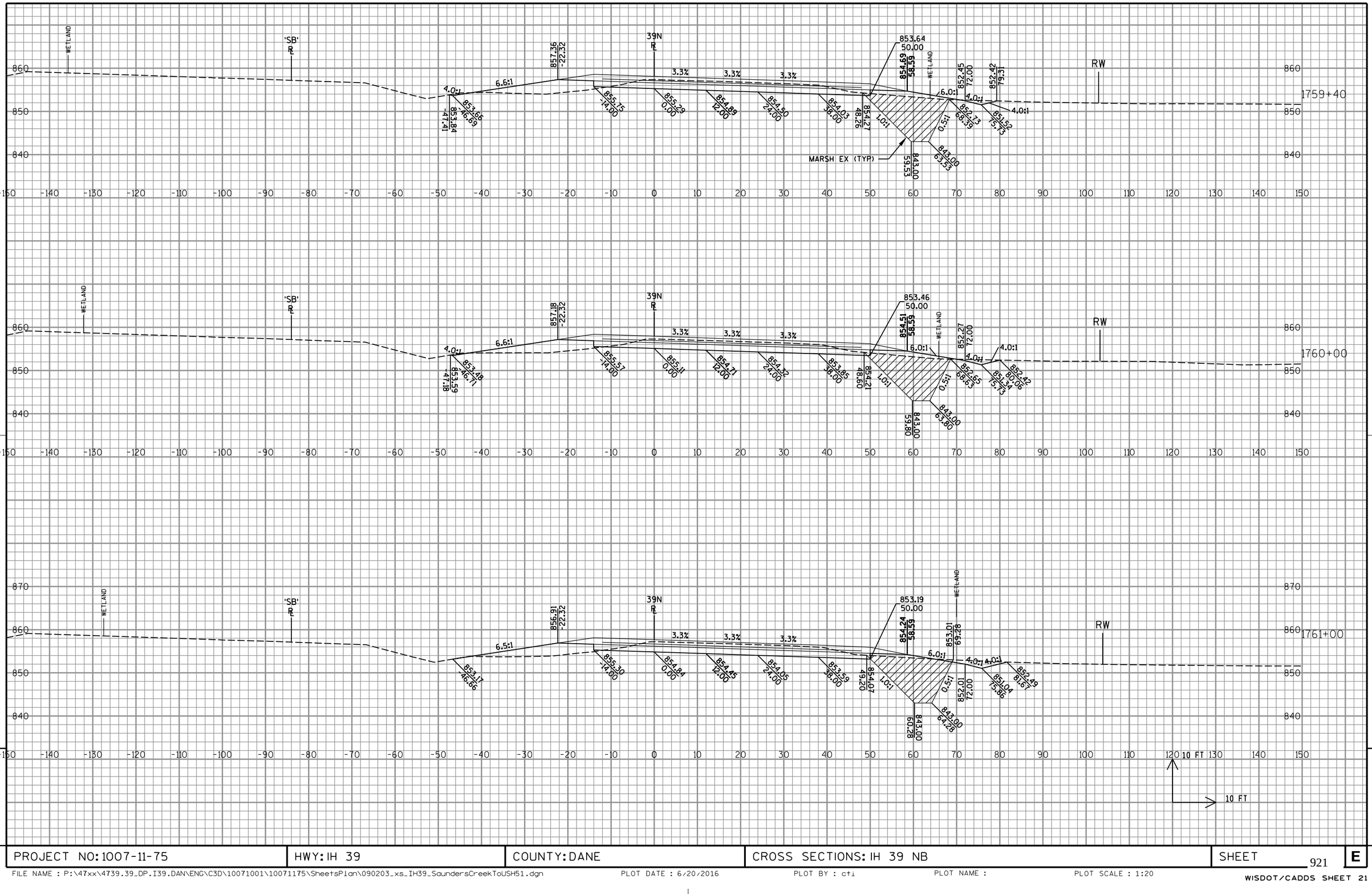


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 920	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

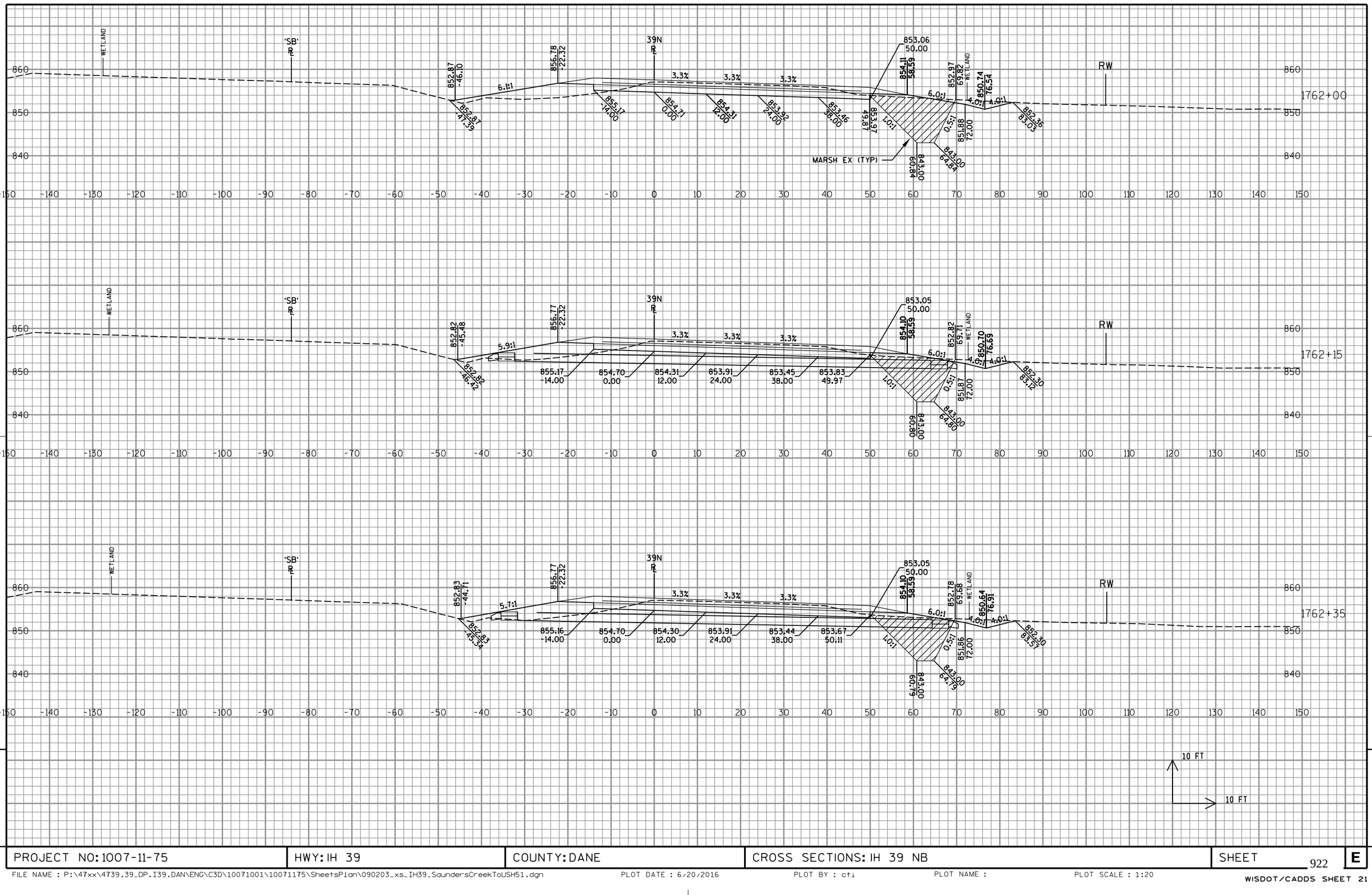


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 921	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 6/20/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

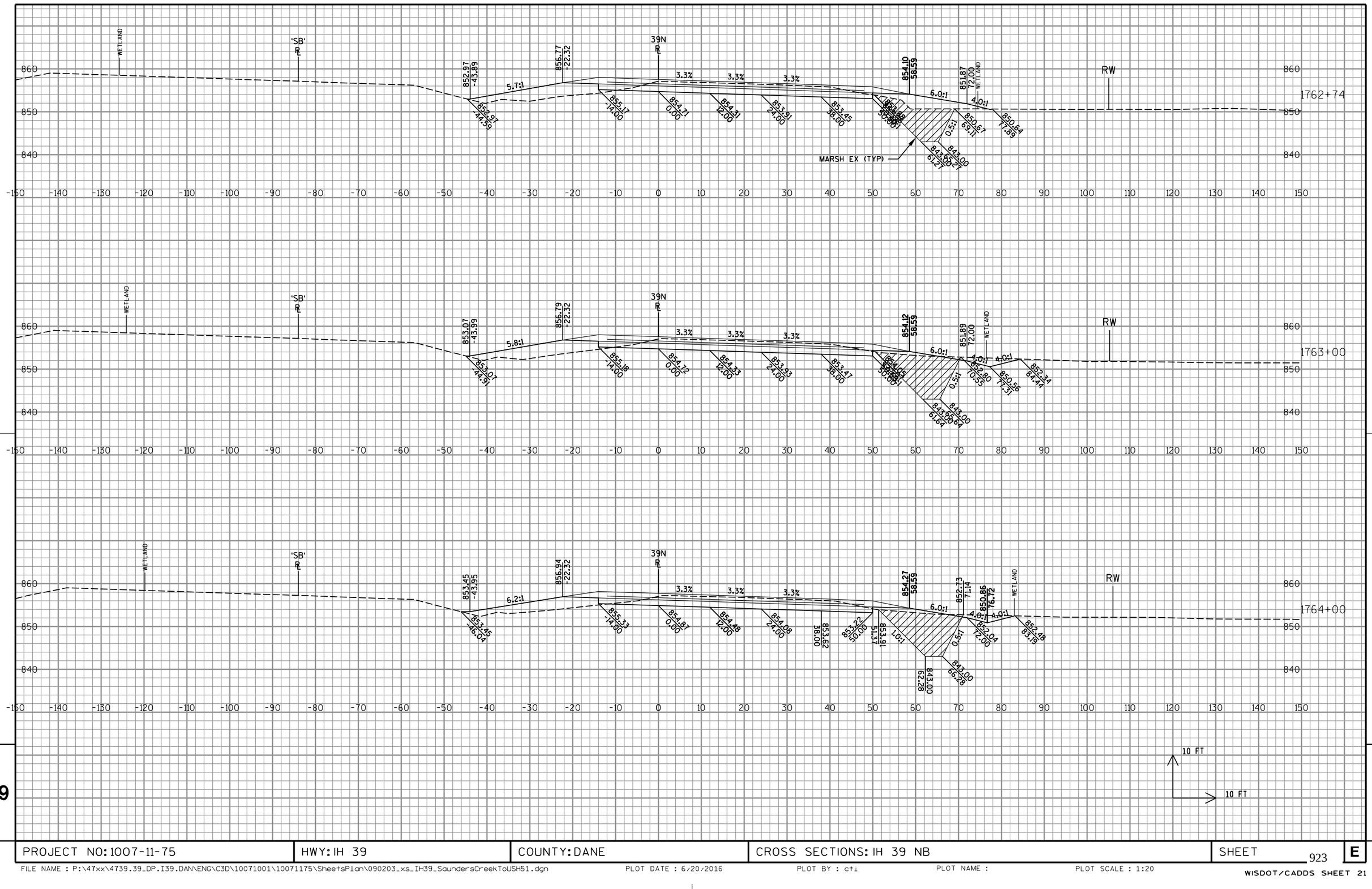


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 922	E

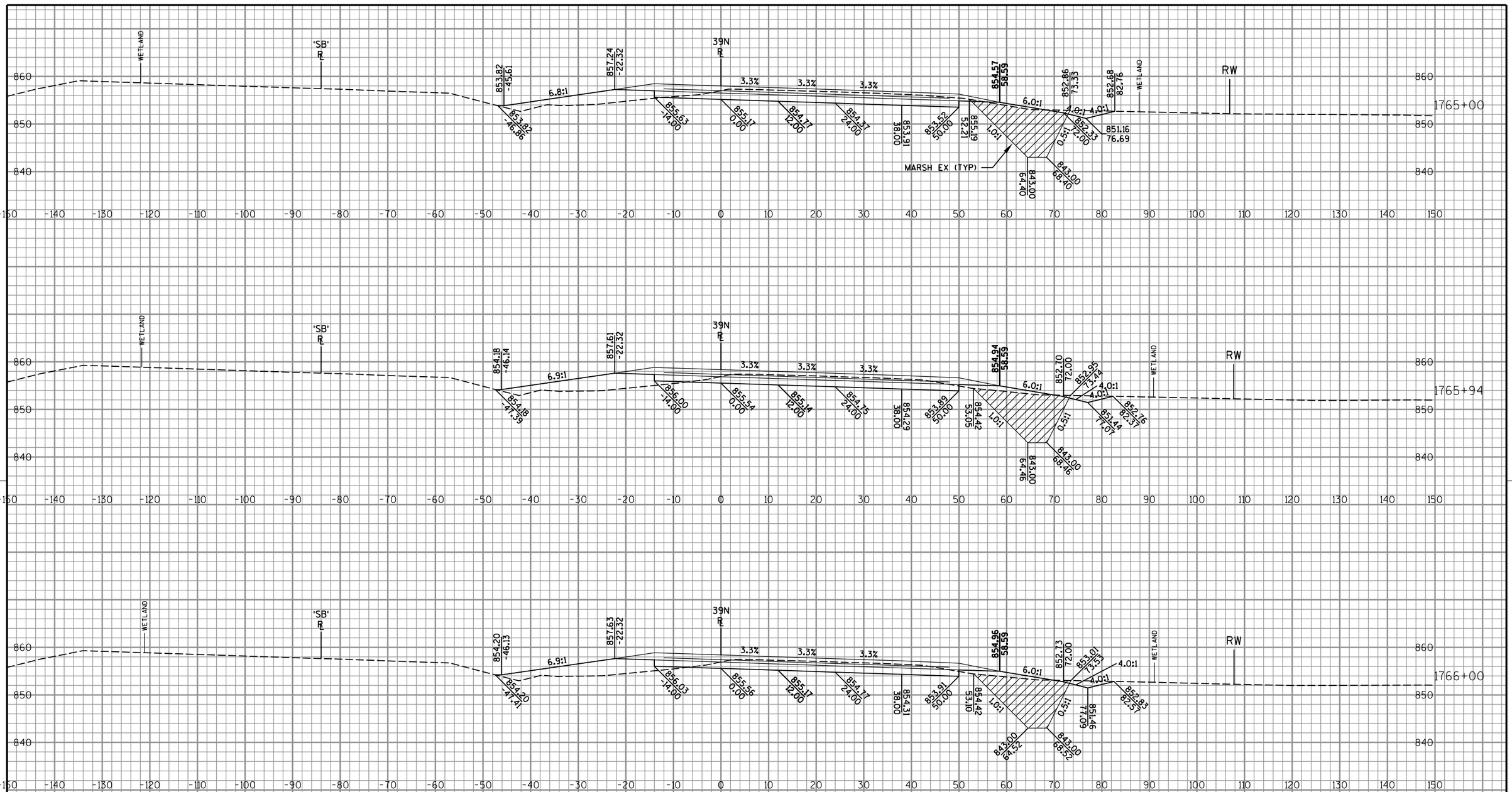
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 6/20/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 923	E

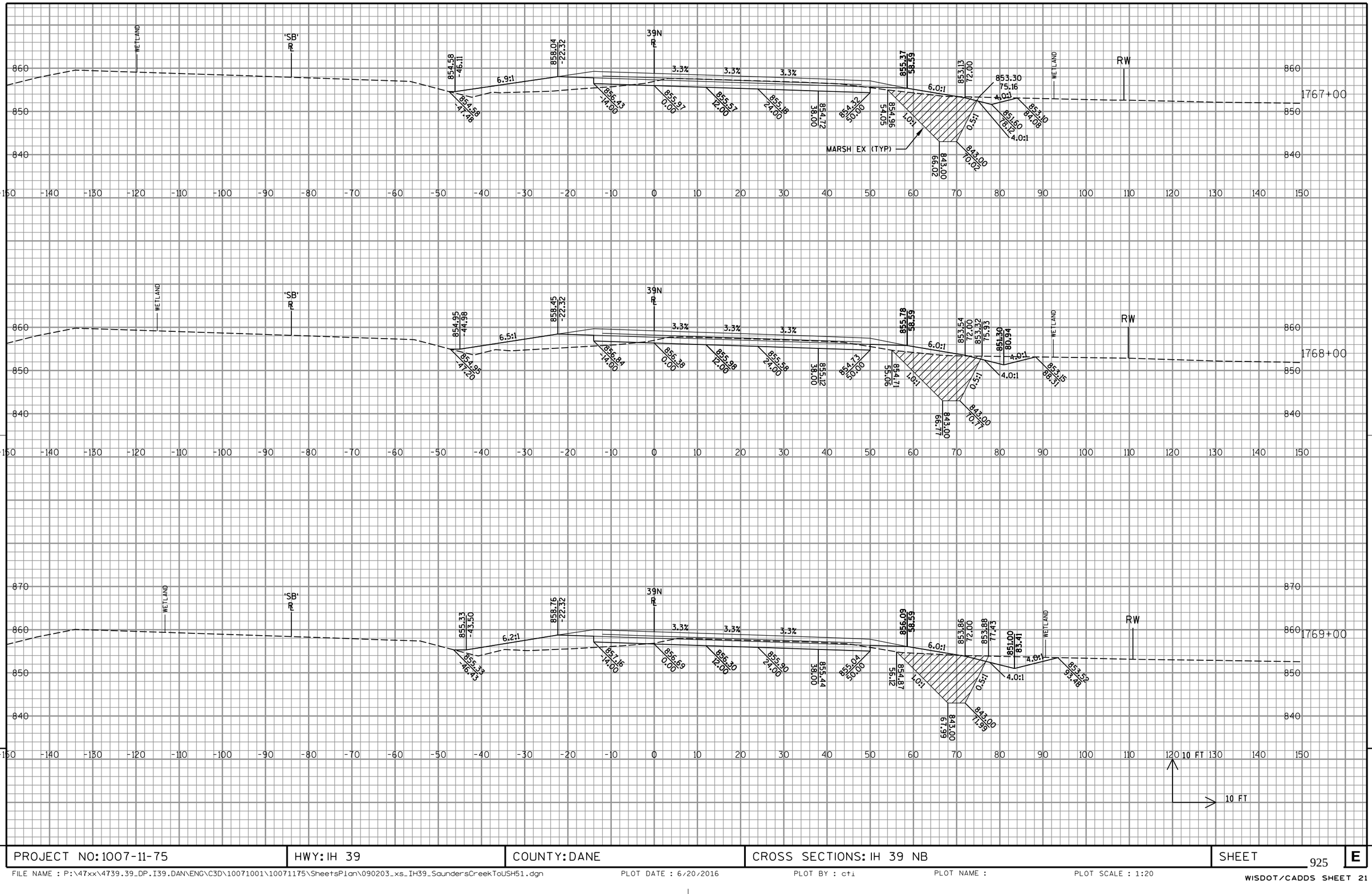


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 924	E

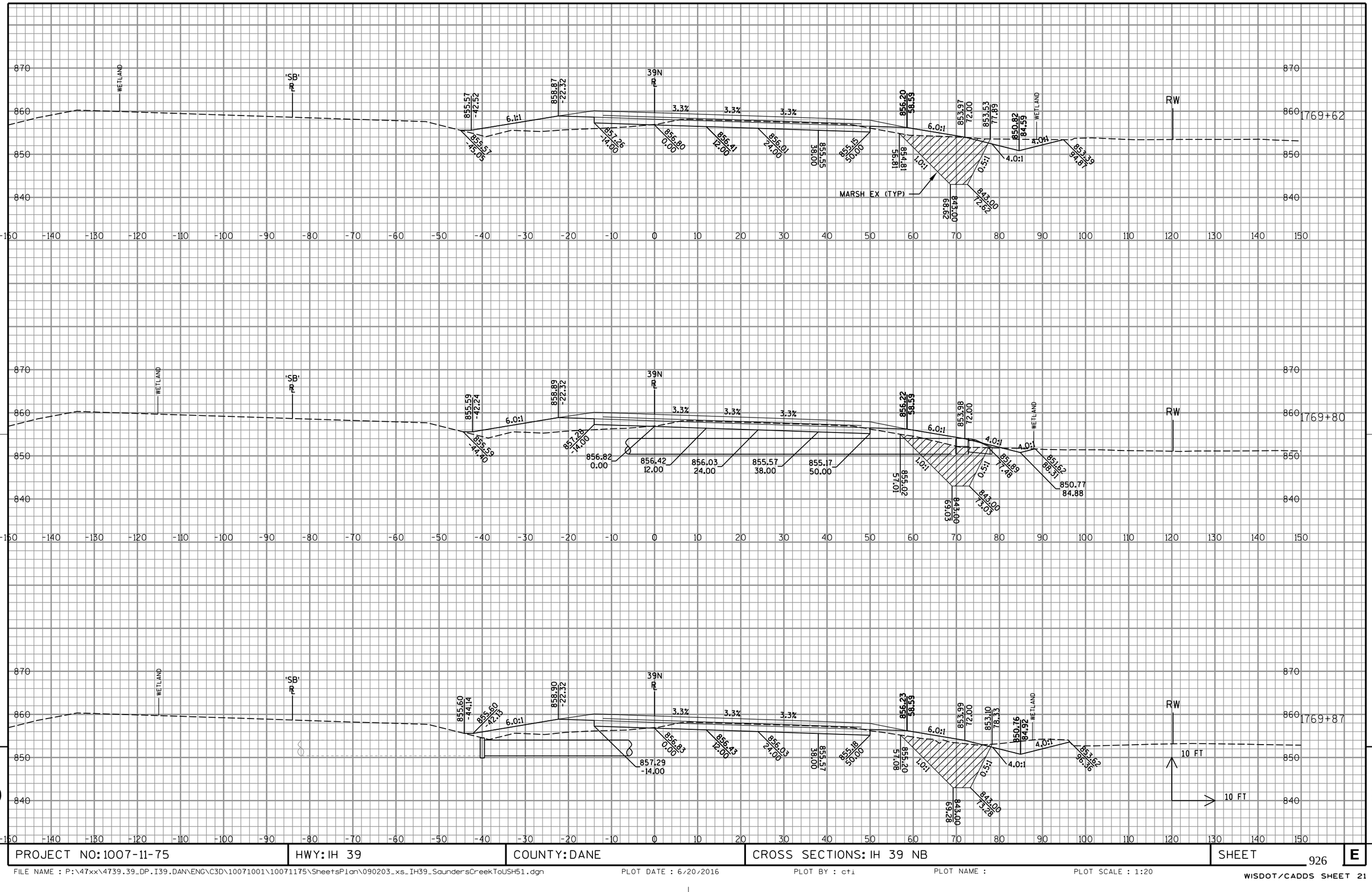
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 6/20/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 925	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 6/20/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

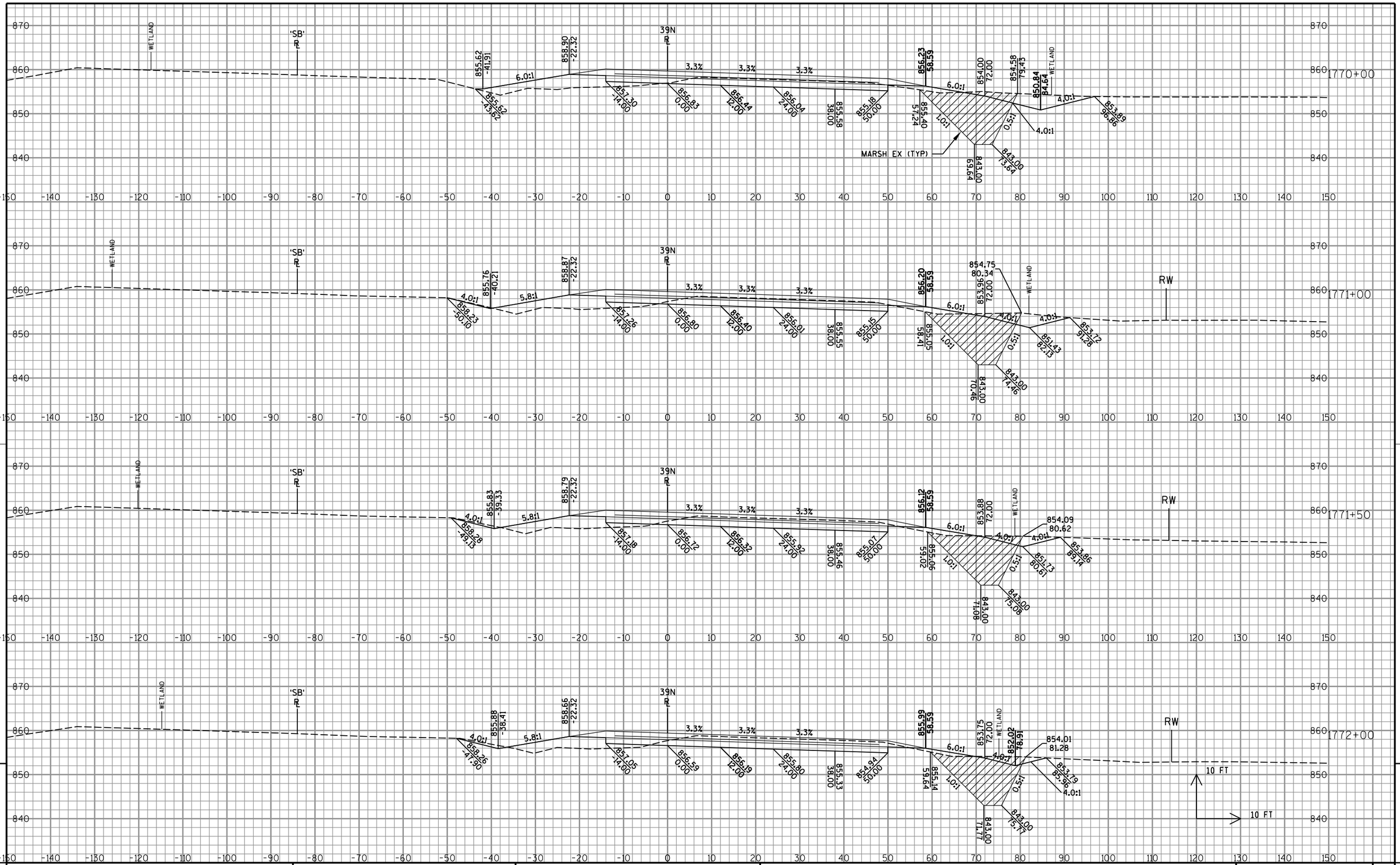


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 926	E

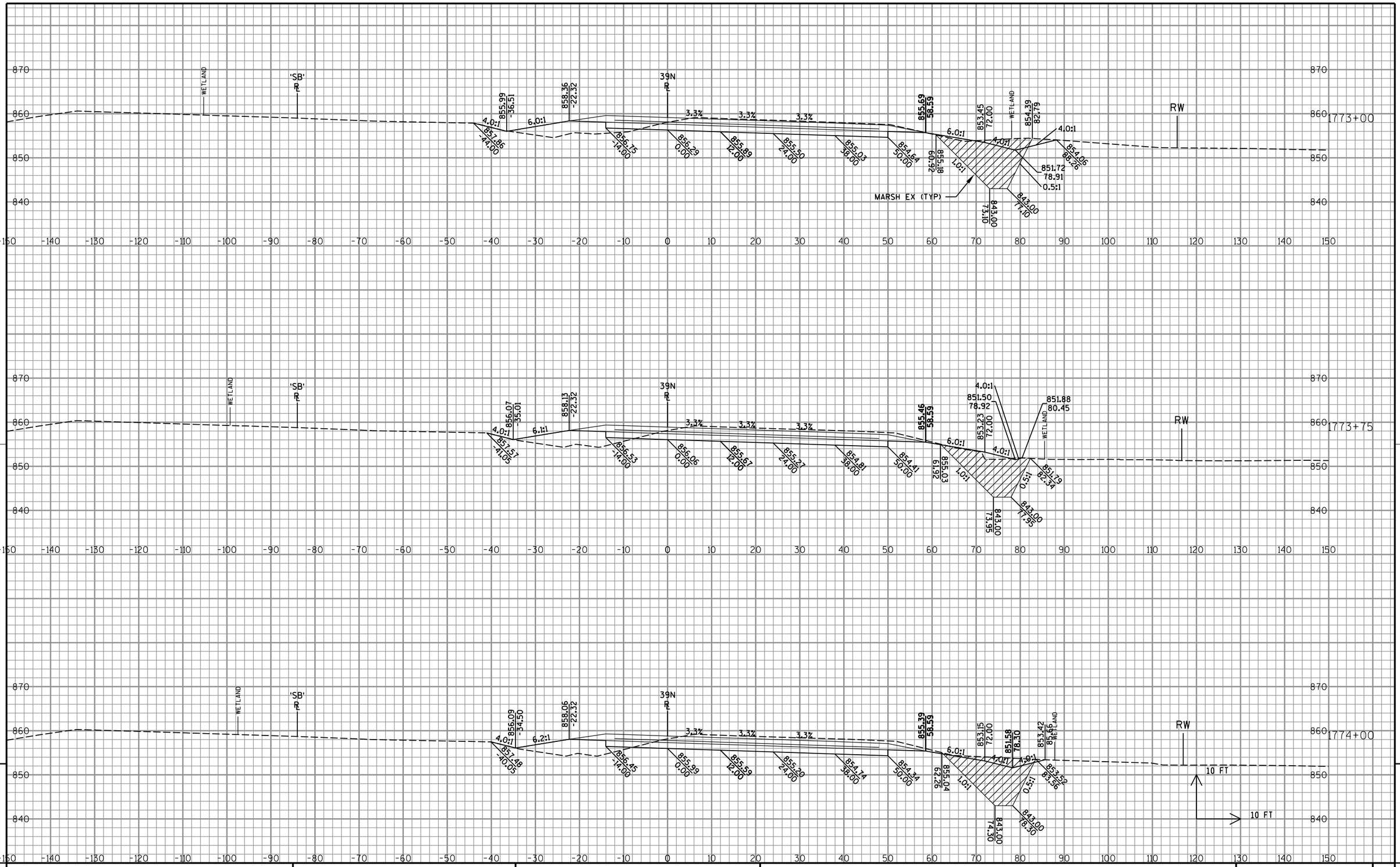
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PLOT DATE : 6/20/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 927	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 6/20/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

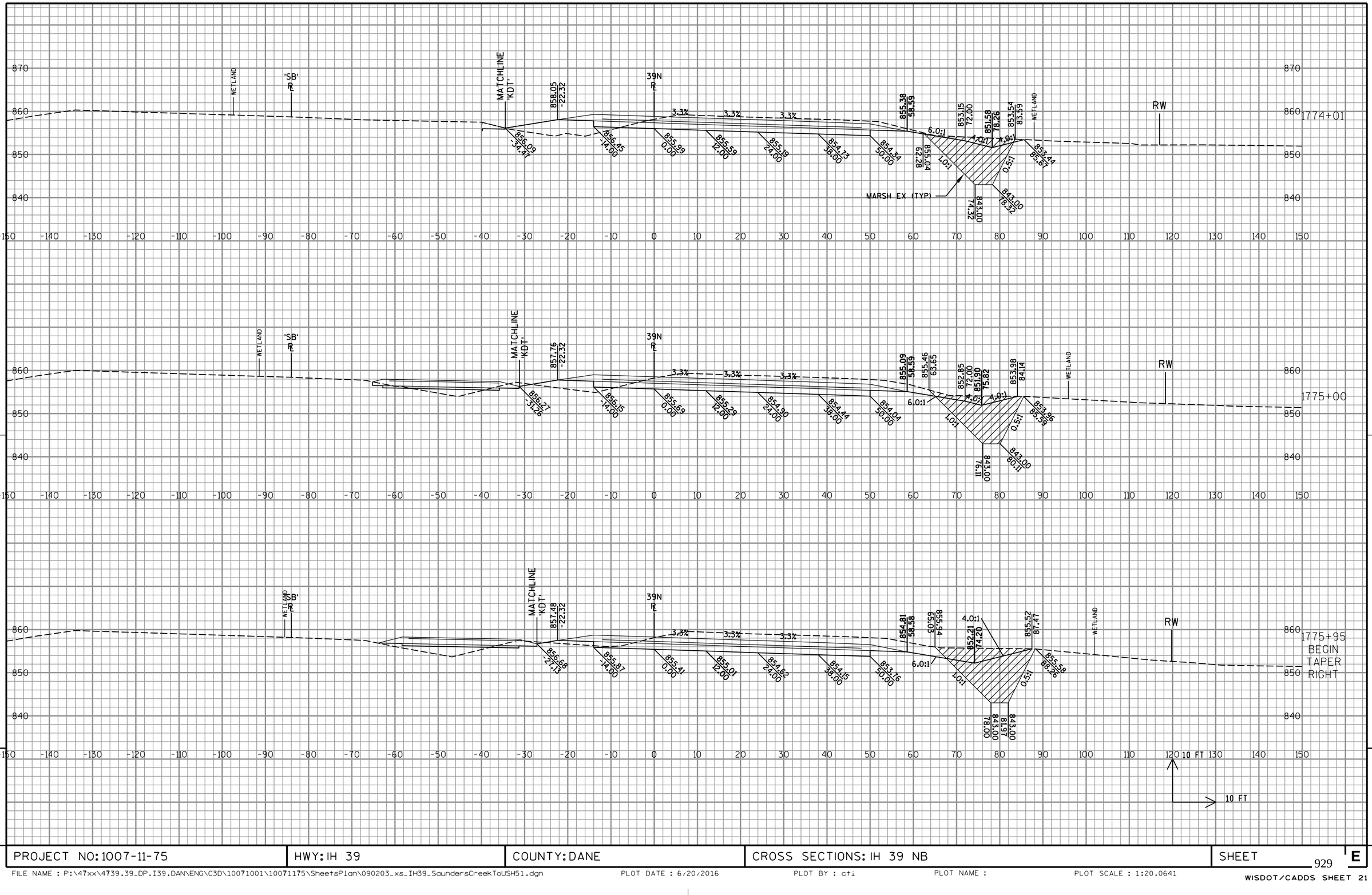


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 928	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 6/20/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

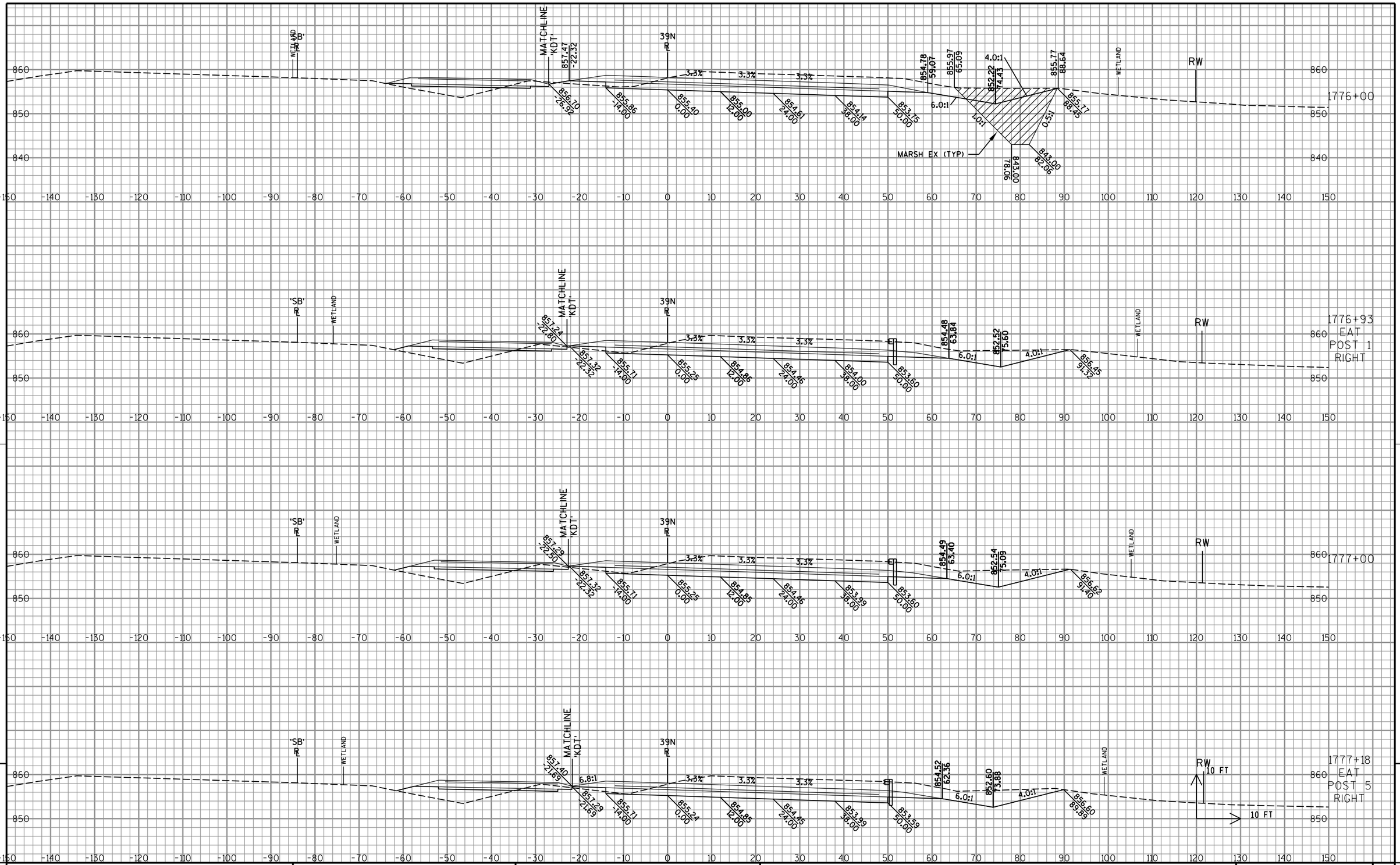


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET E

929

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 6/20/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20.0641

WISDOT/CADDS SHEET 21



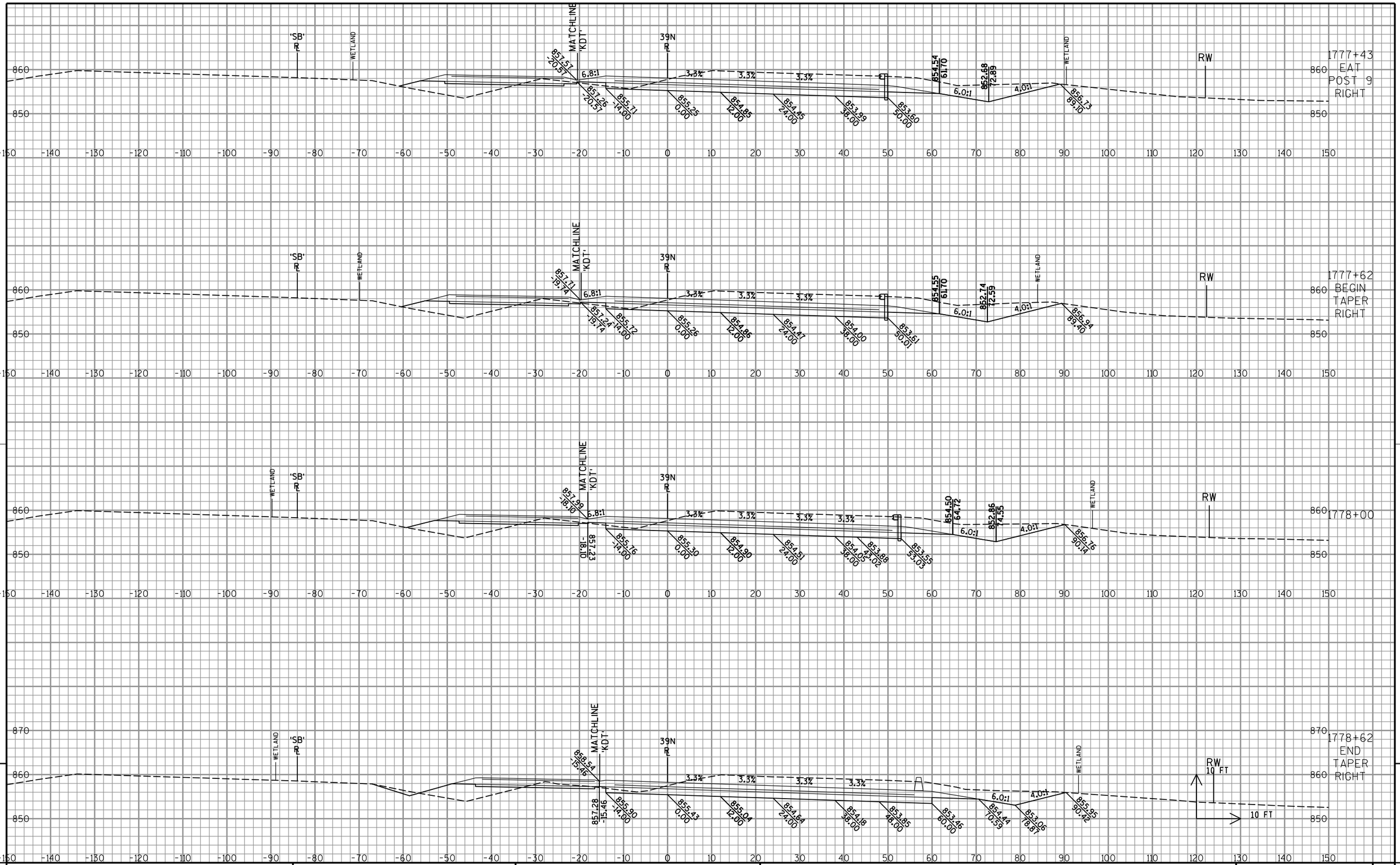
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 930	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 5/3/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

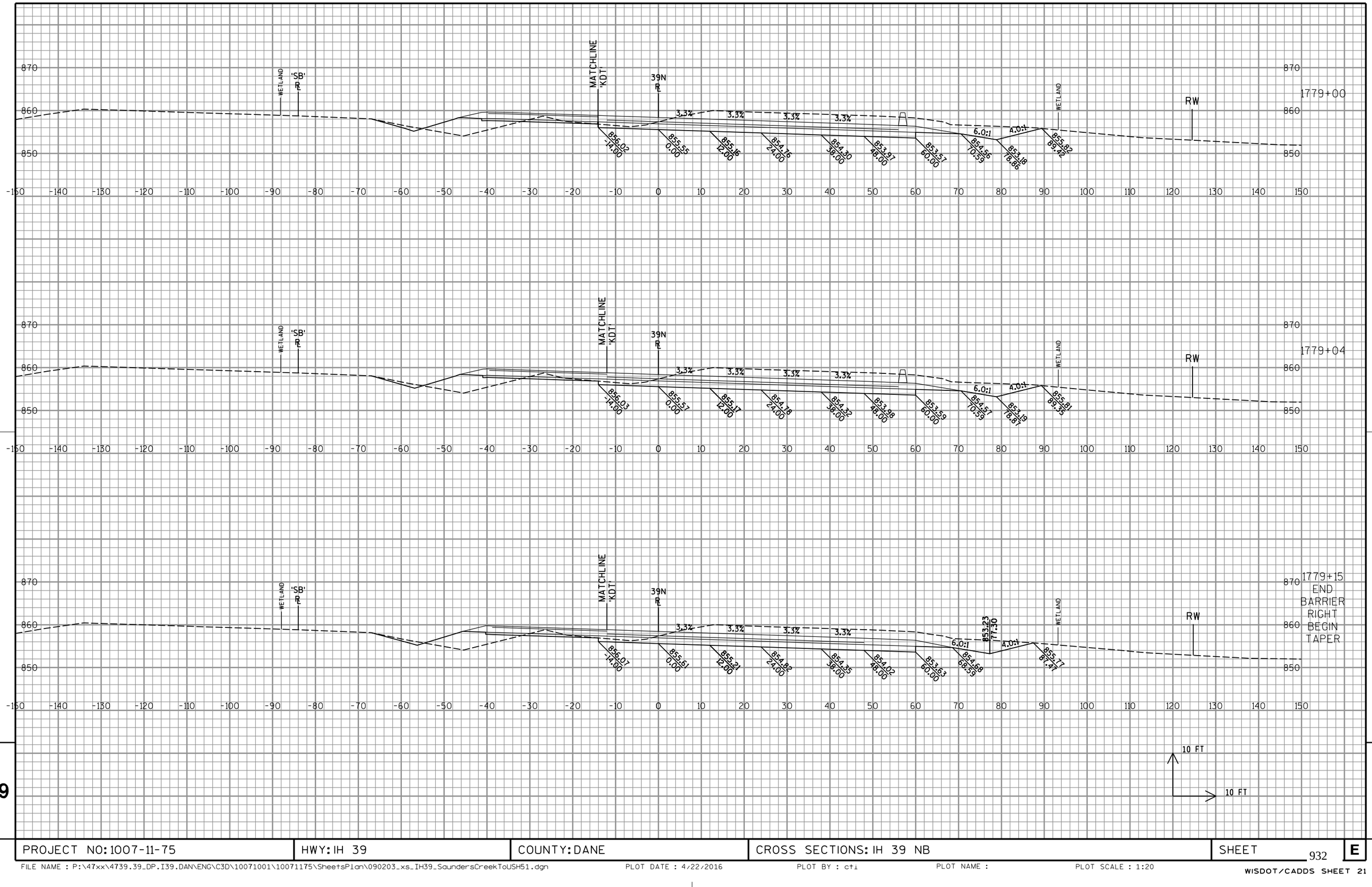


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 931	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 5/3/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

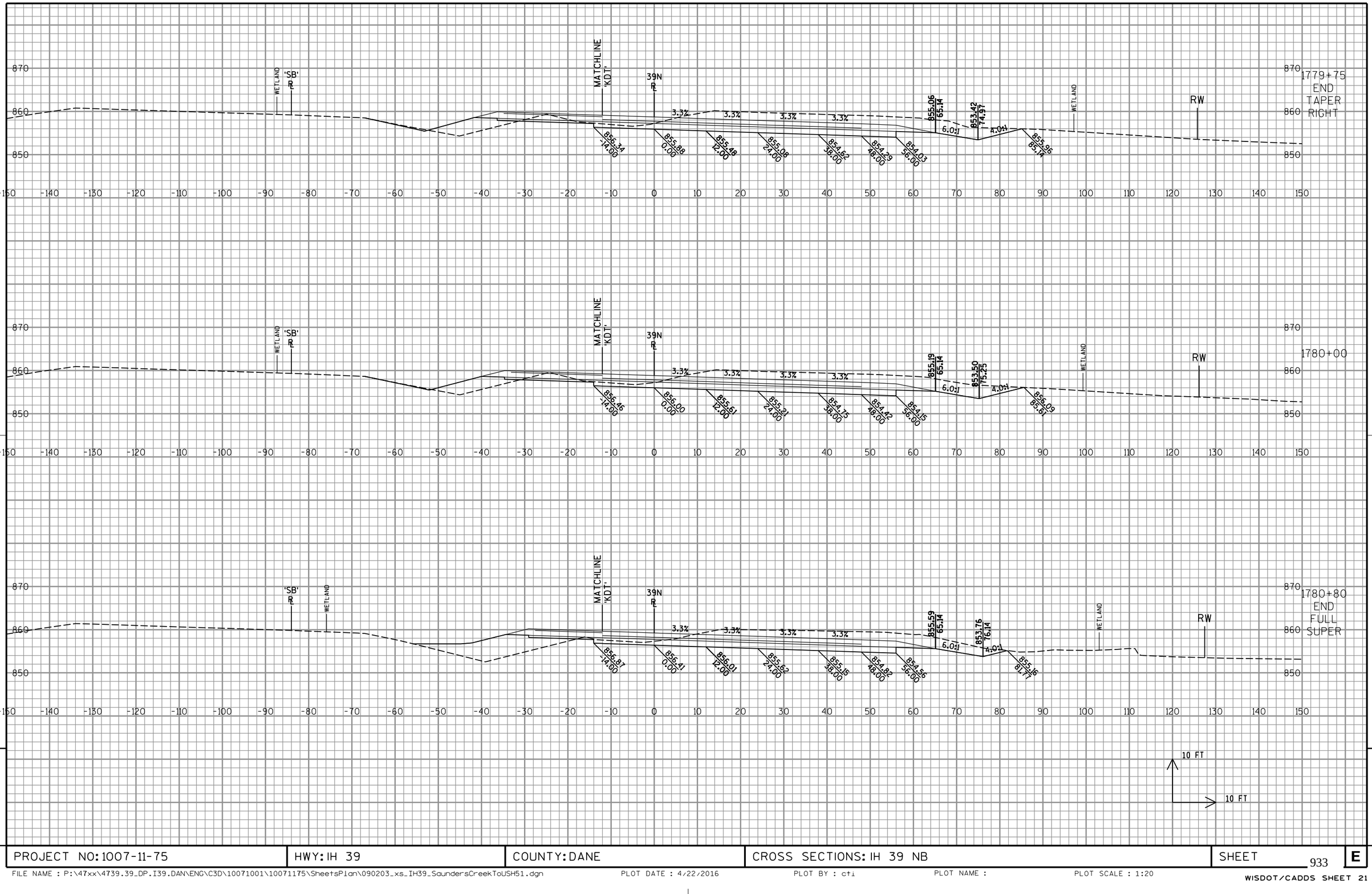


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 932	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

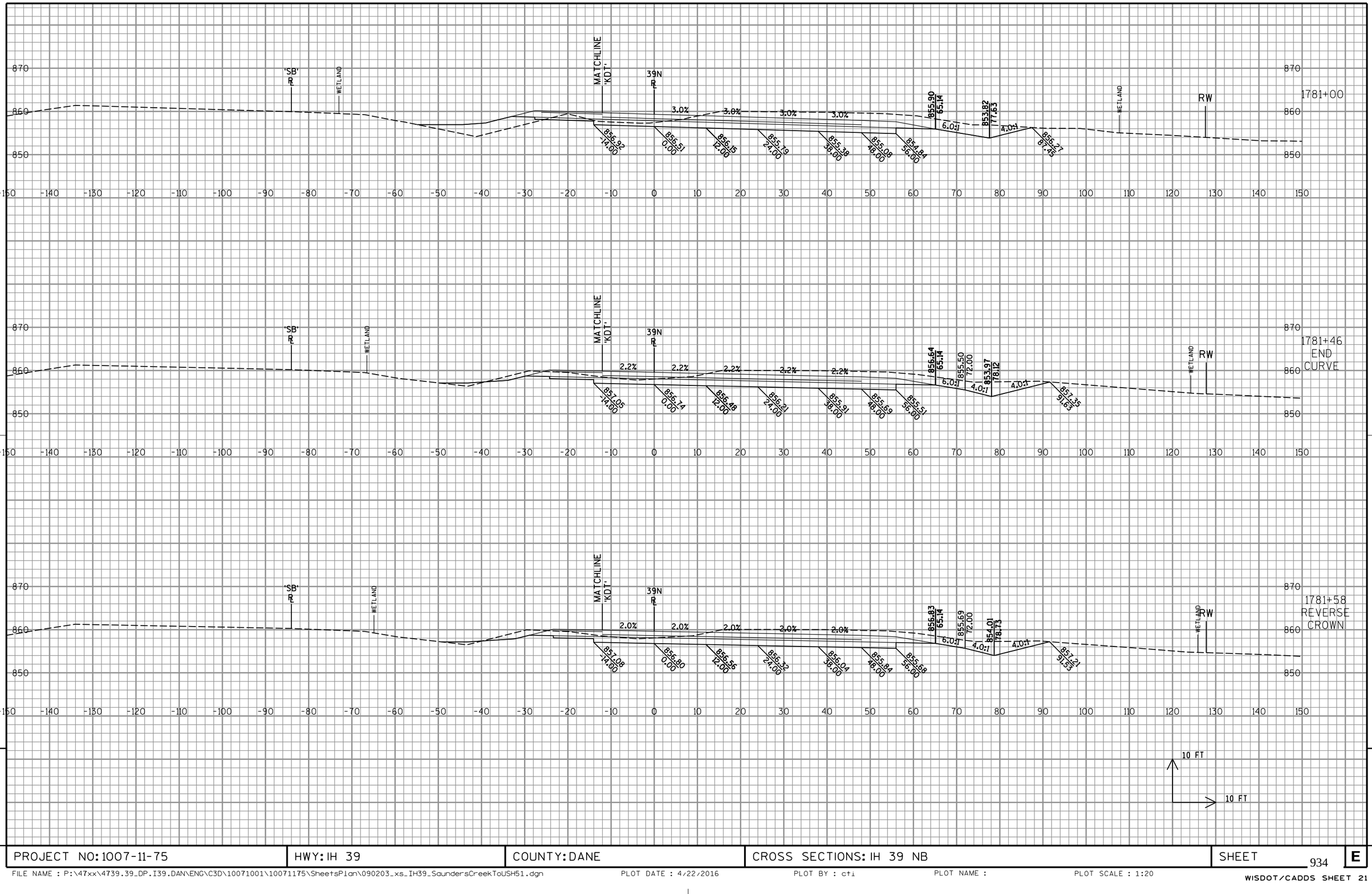


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 933	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

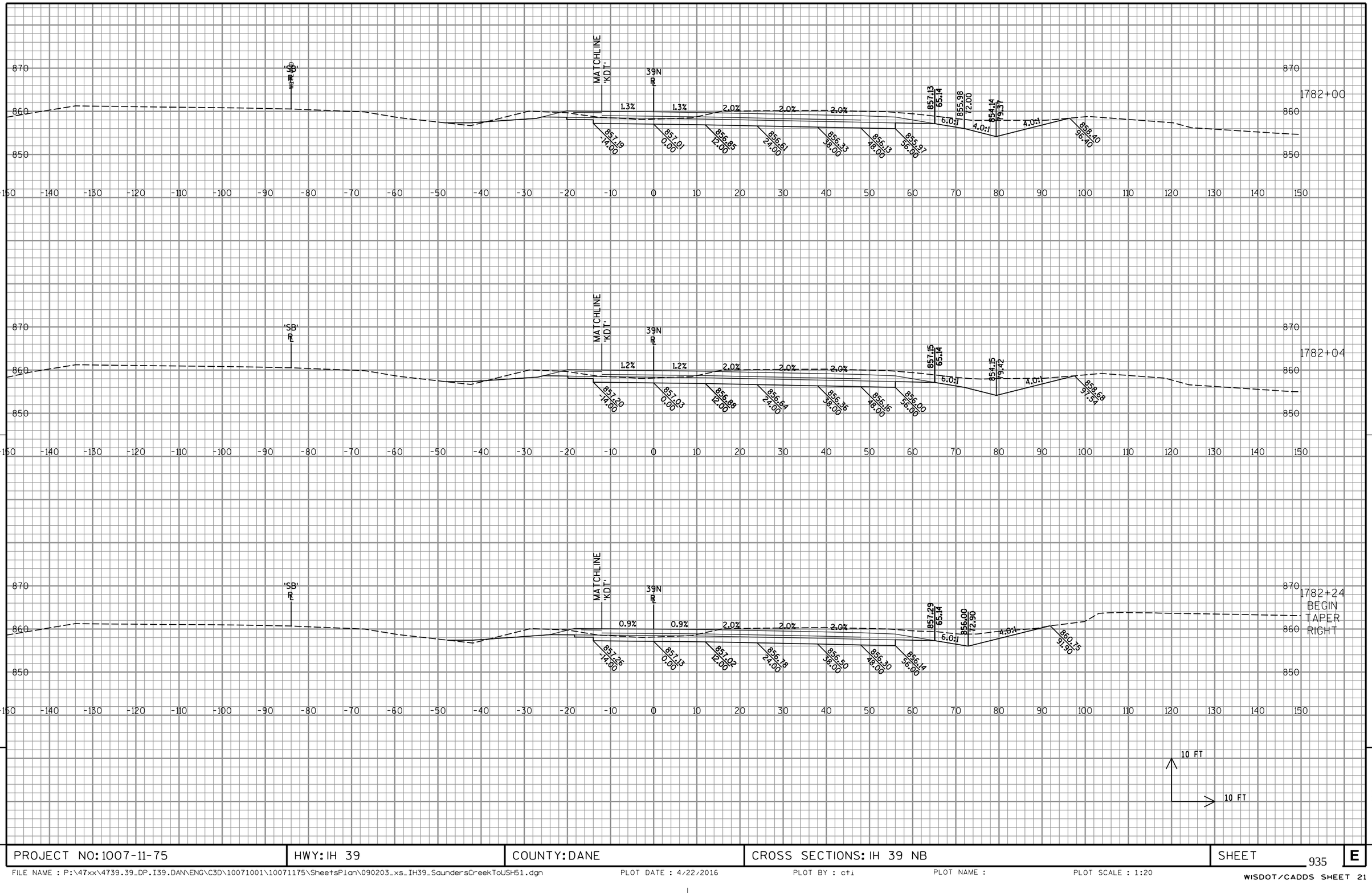


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 934	E

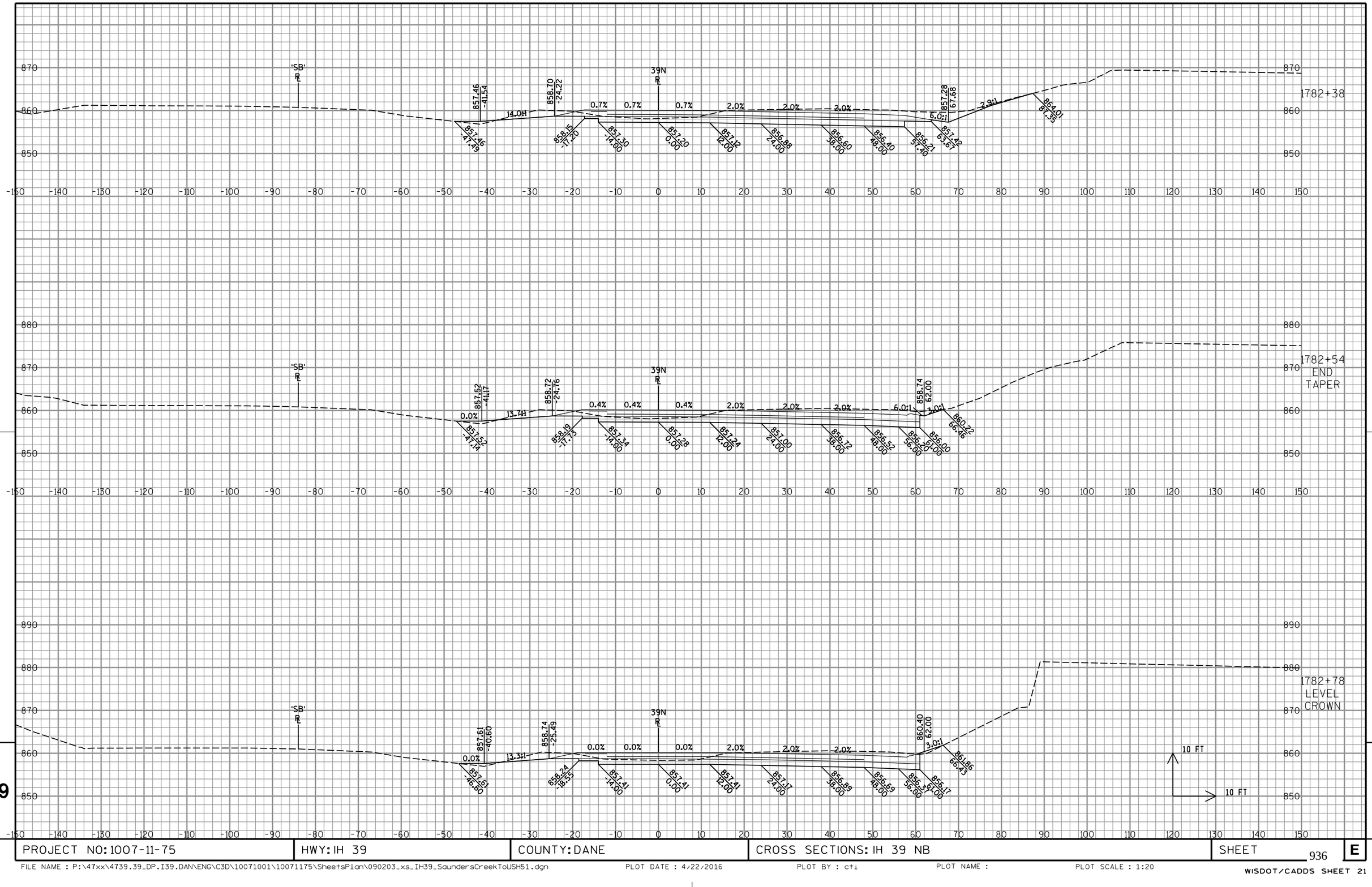
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 935	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

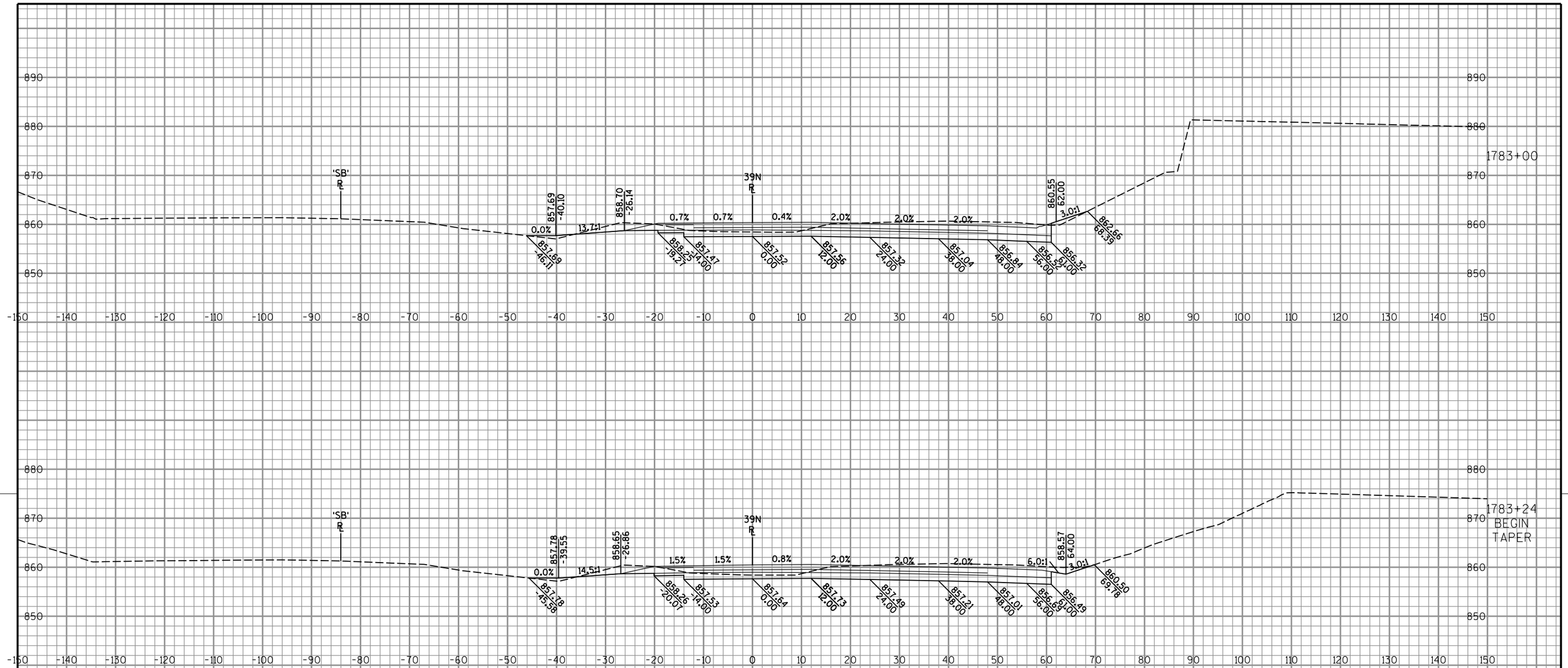
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 936	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

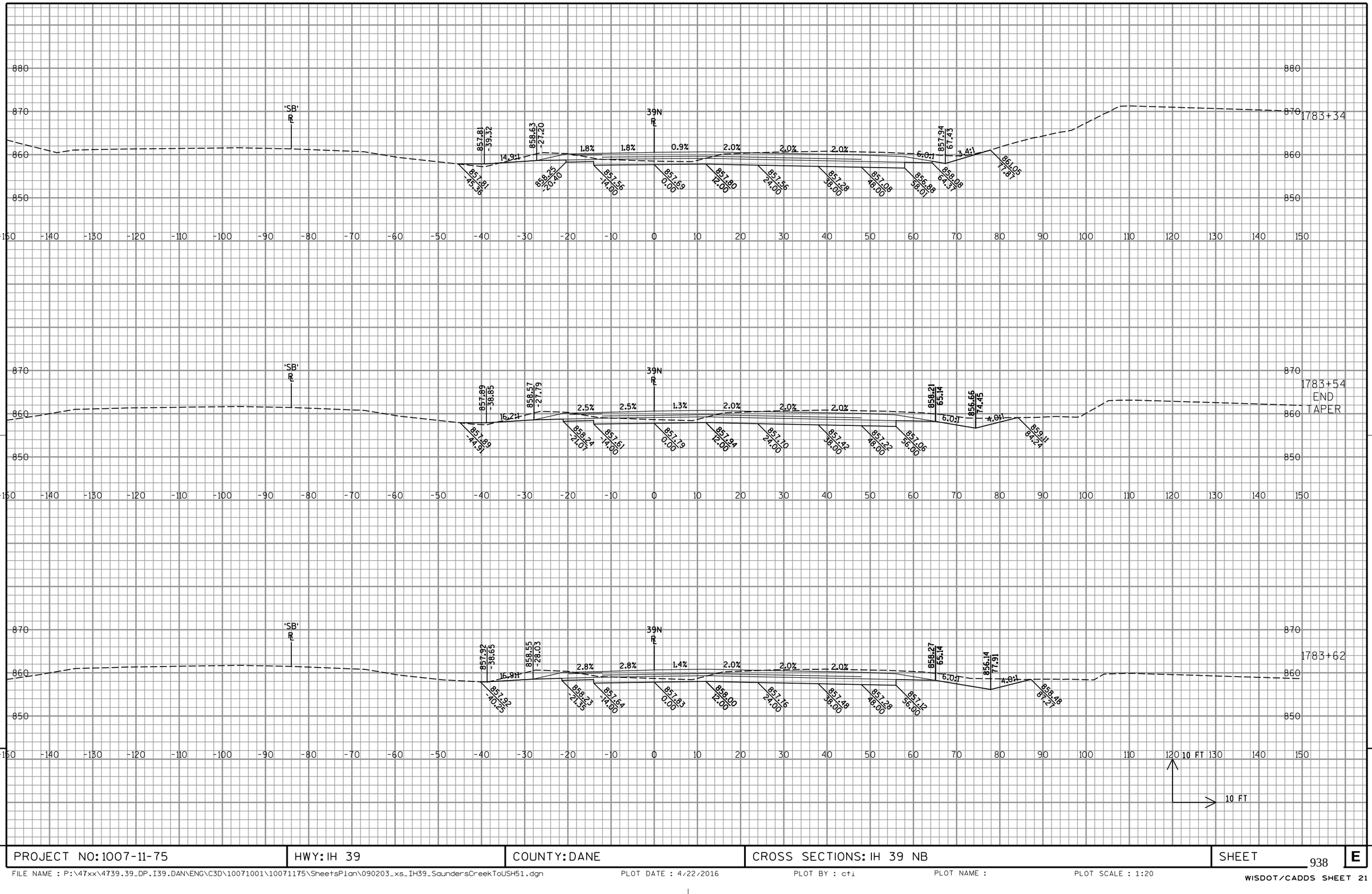


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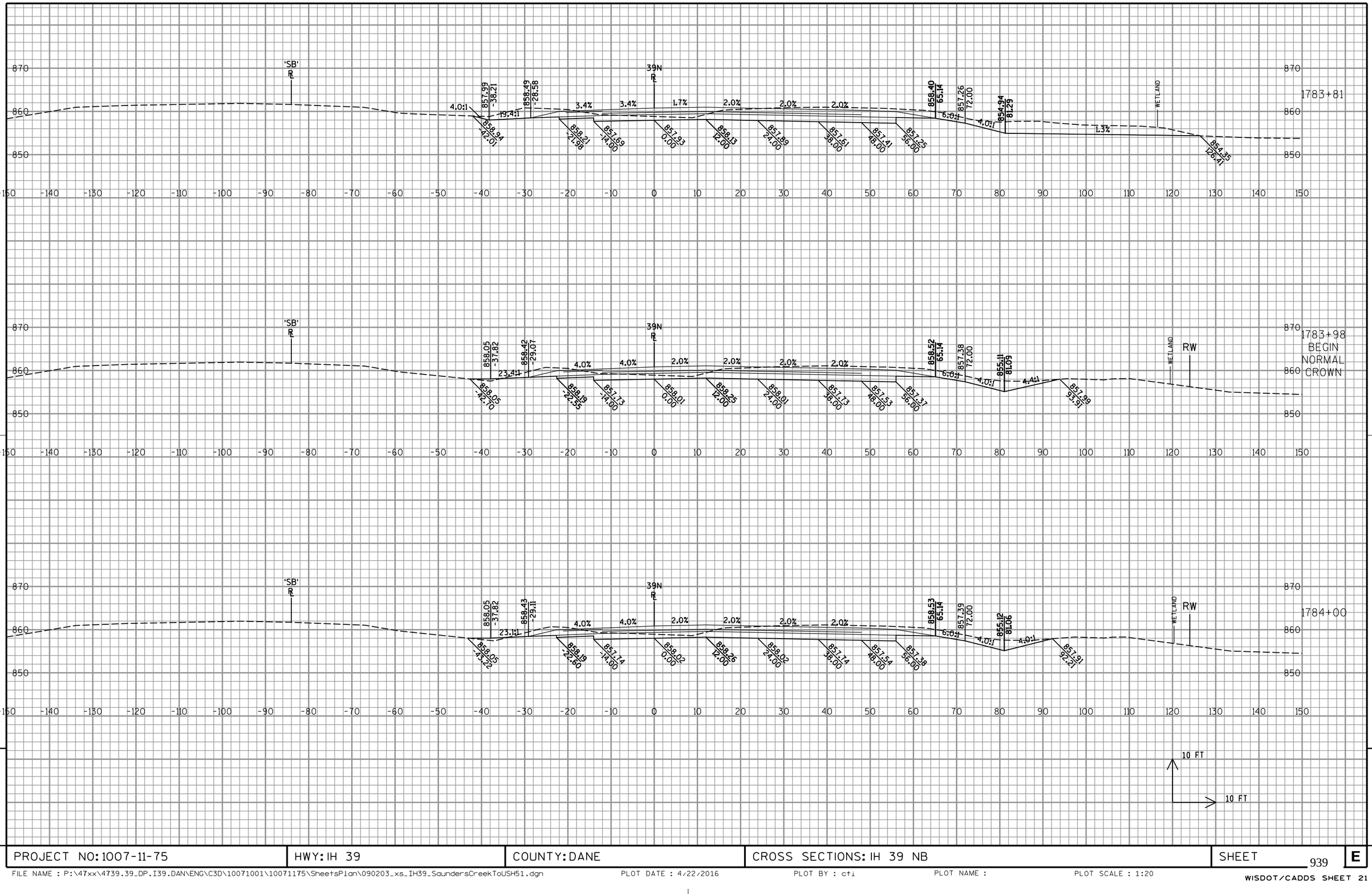
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 937	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 938	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



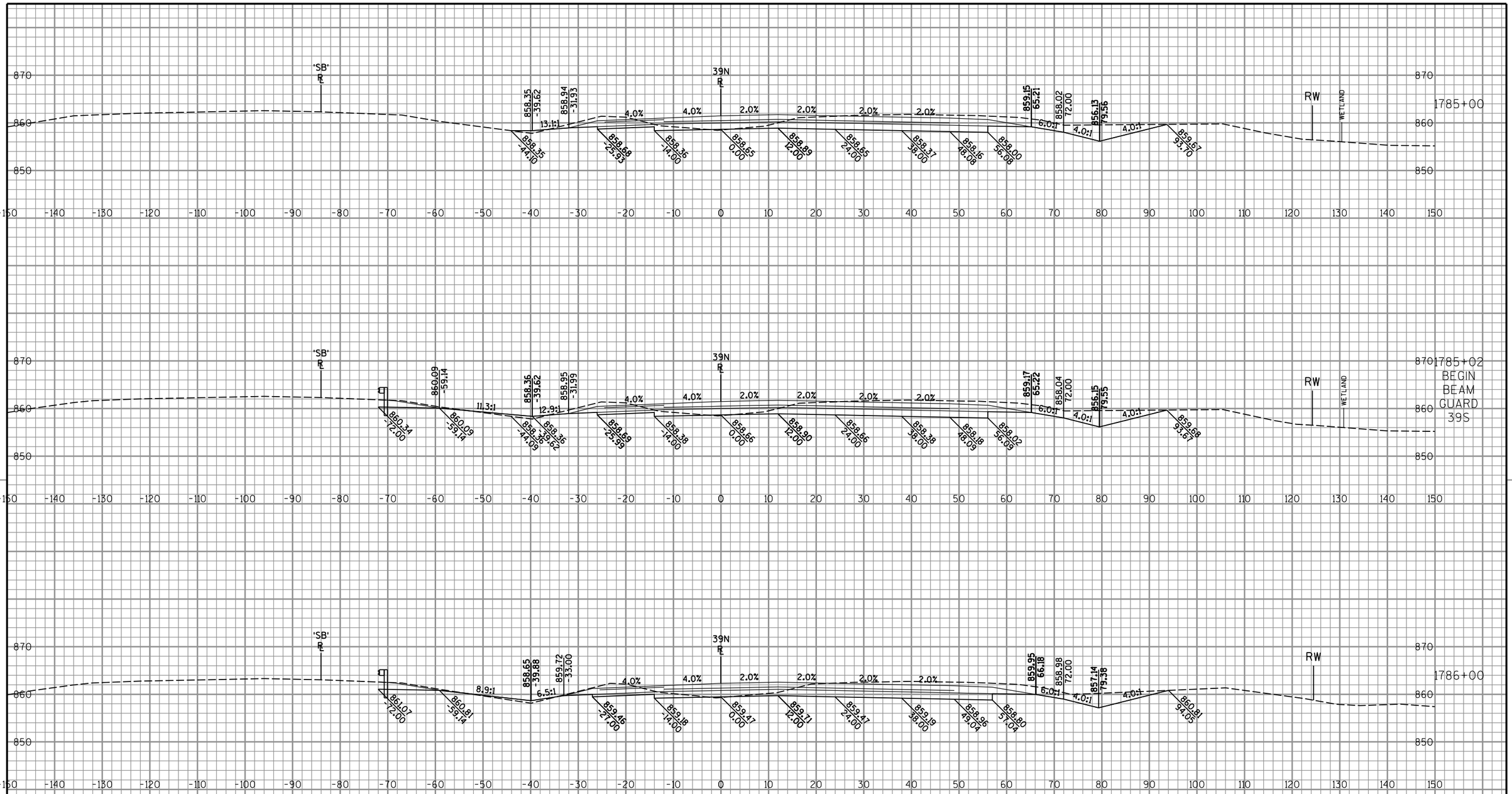
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 939	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

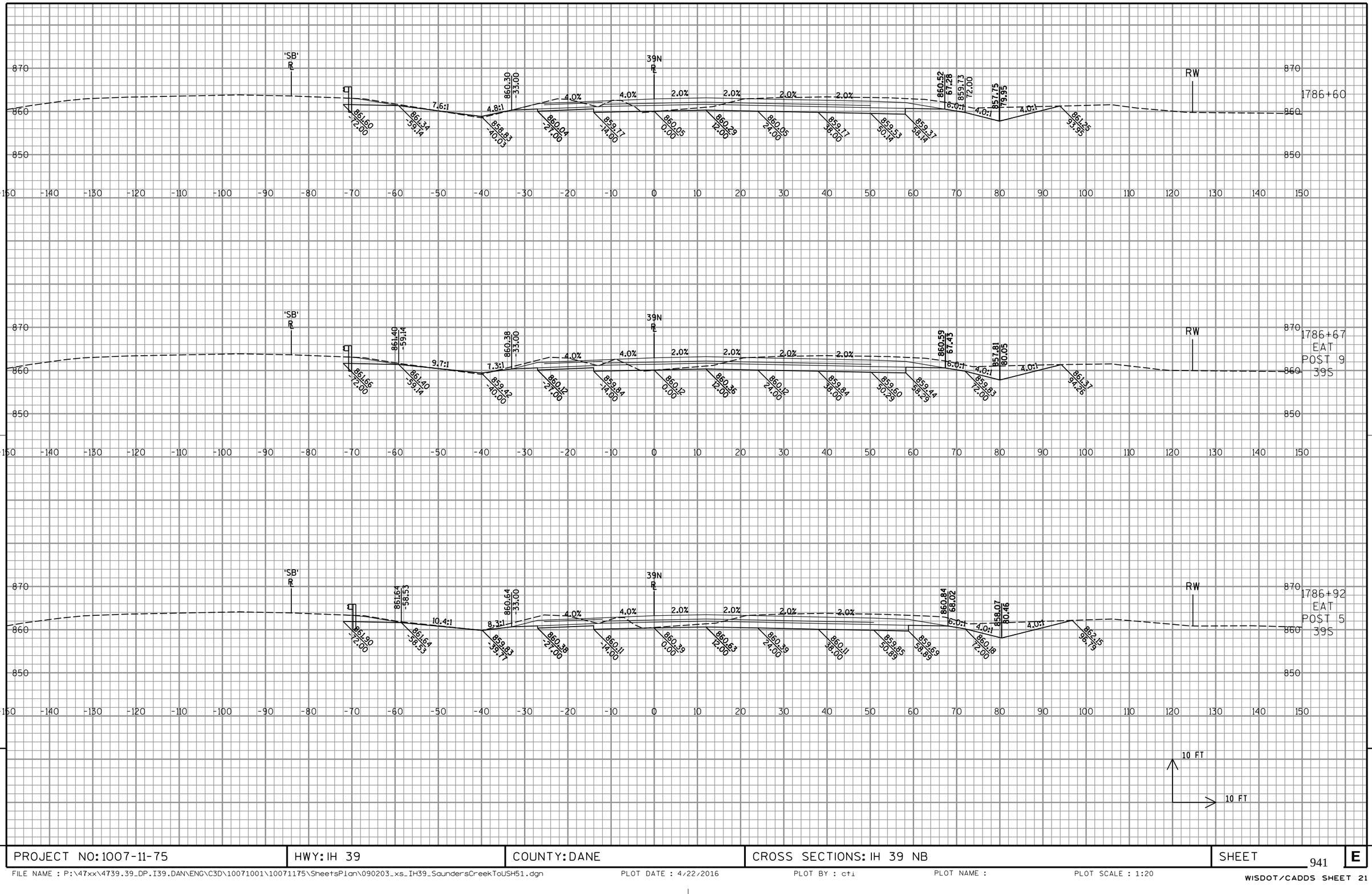
WISDOT/CADDS SHEET 21



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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 940	E

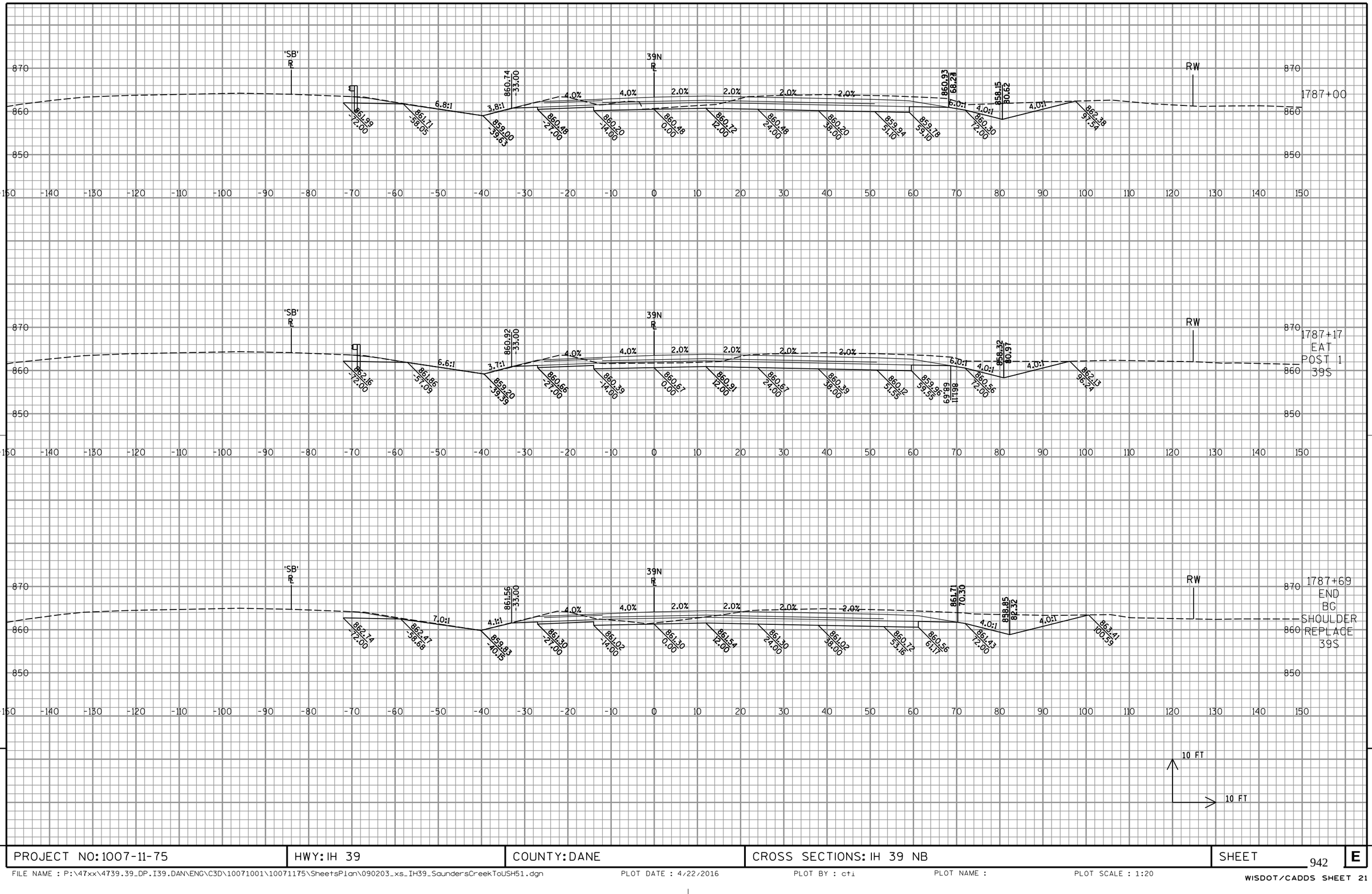


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 941	E

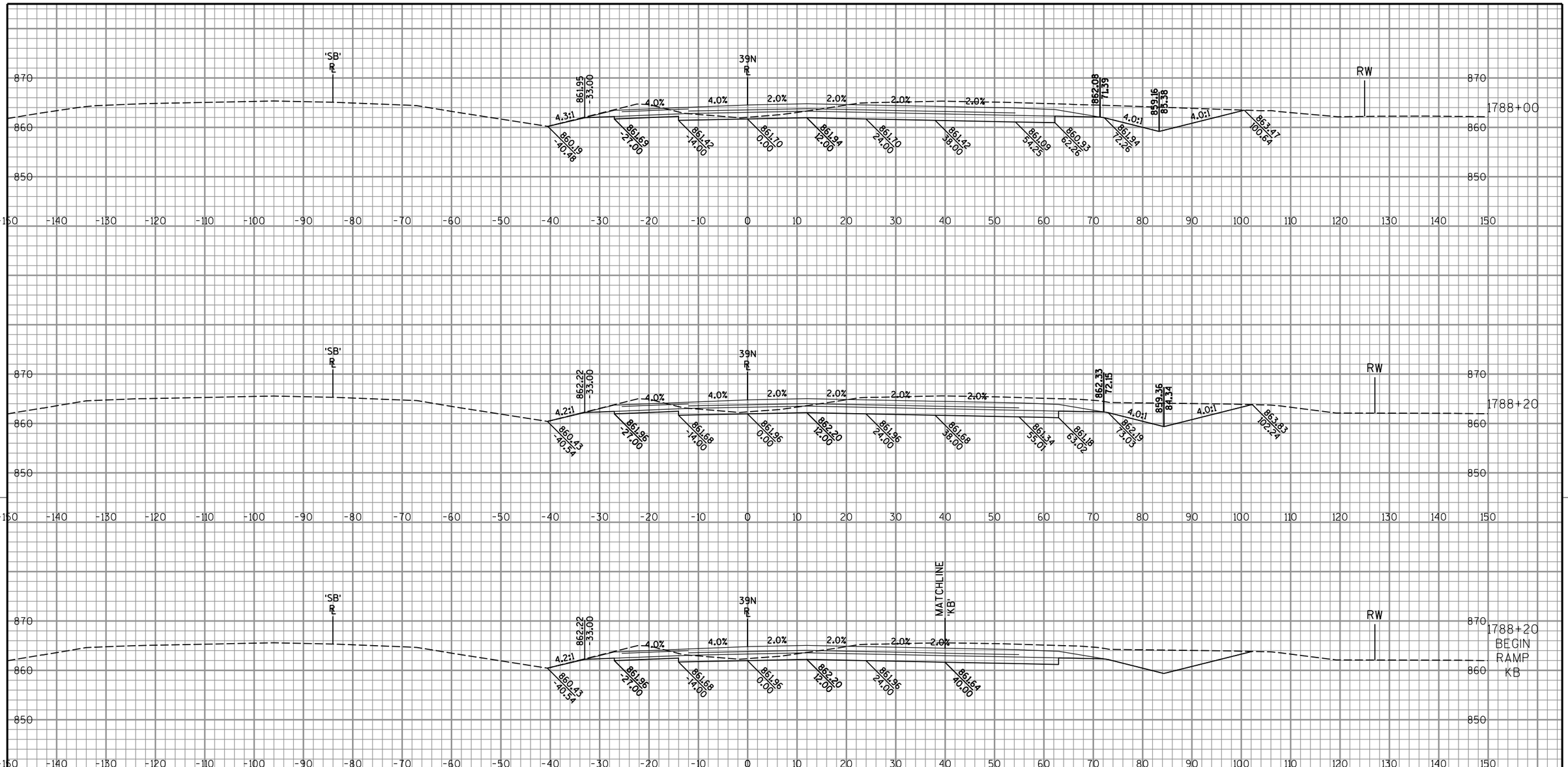
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 942	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

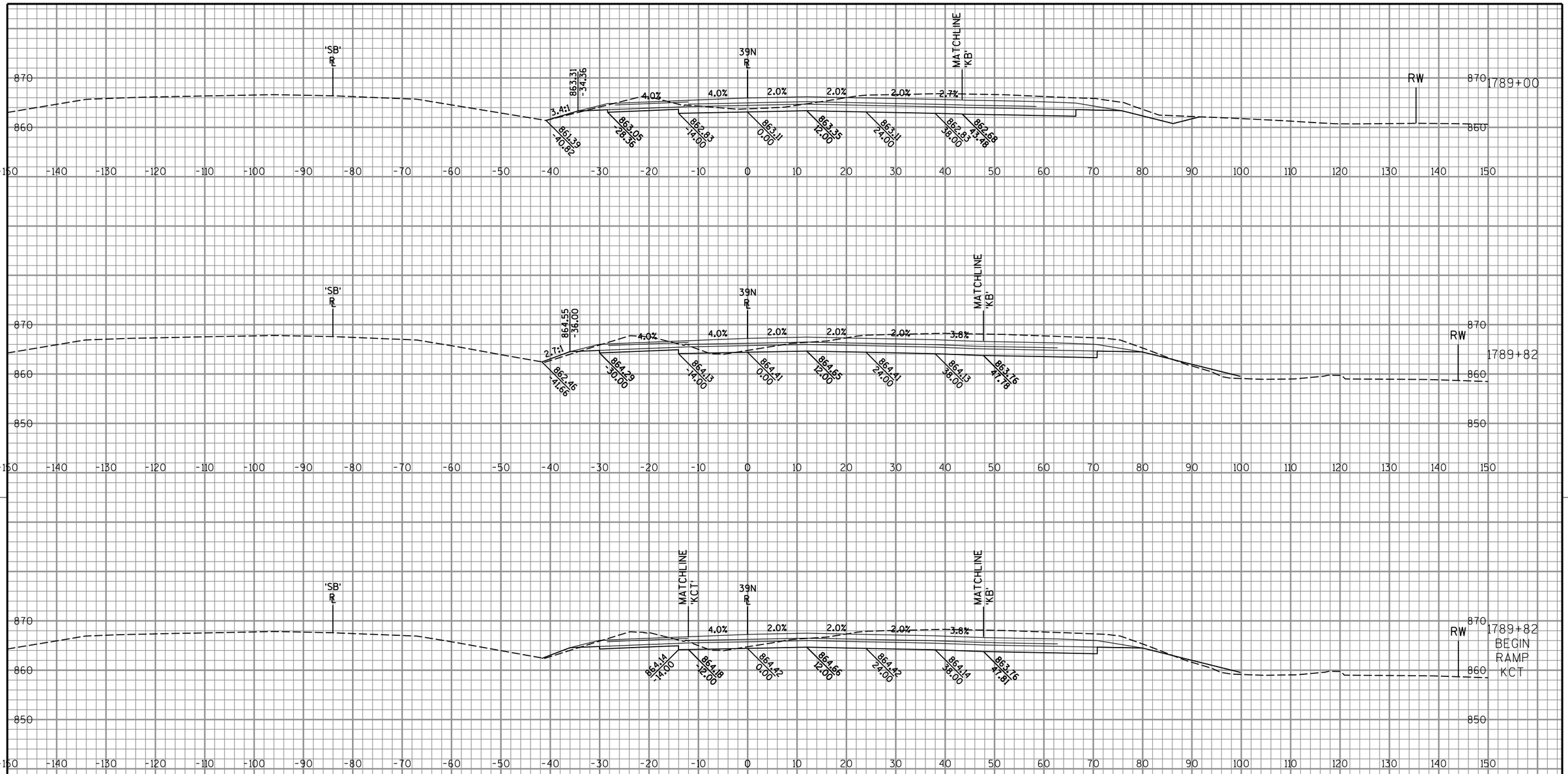


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 943	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

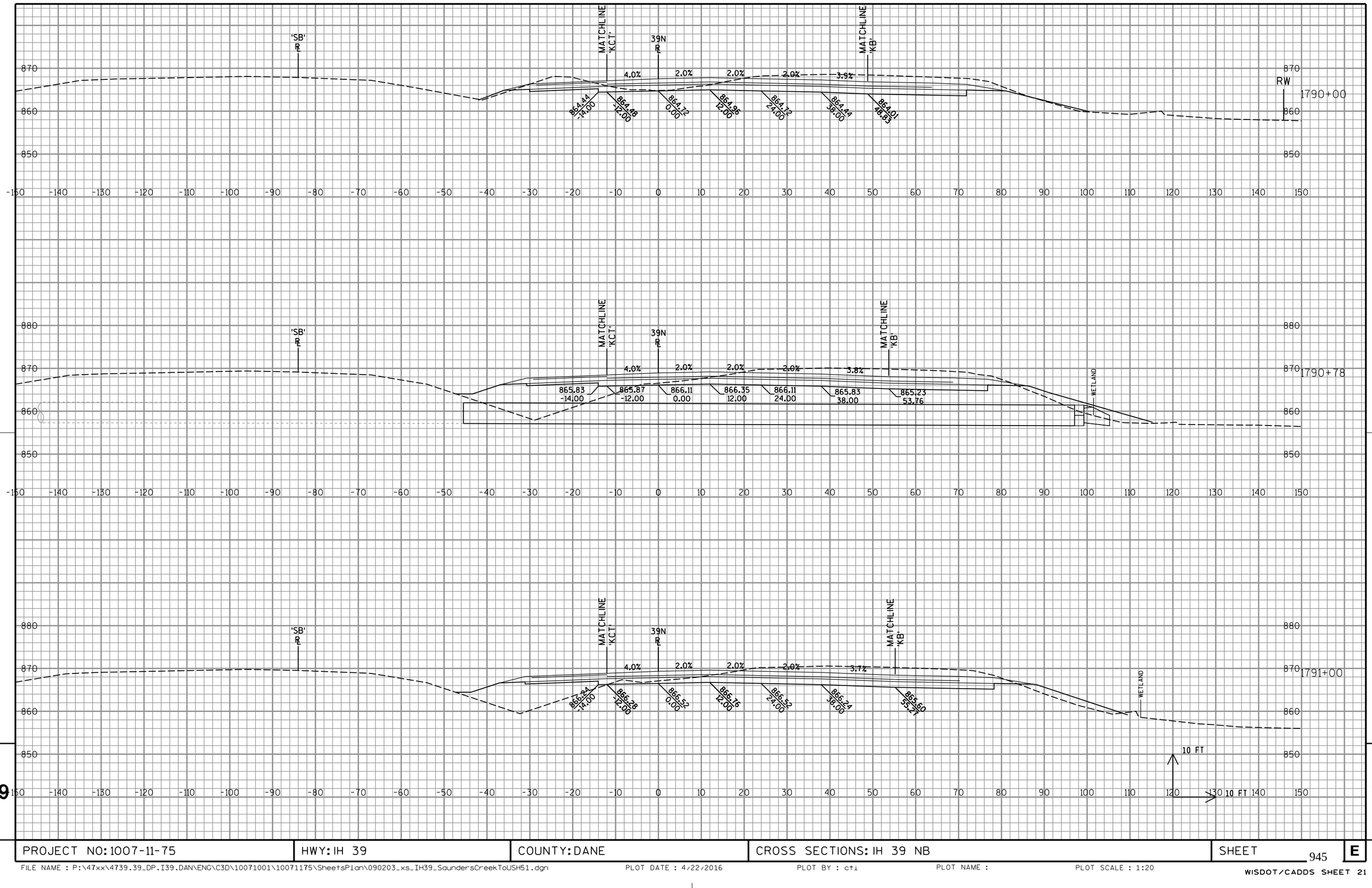


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 944	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

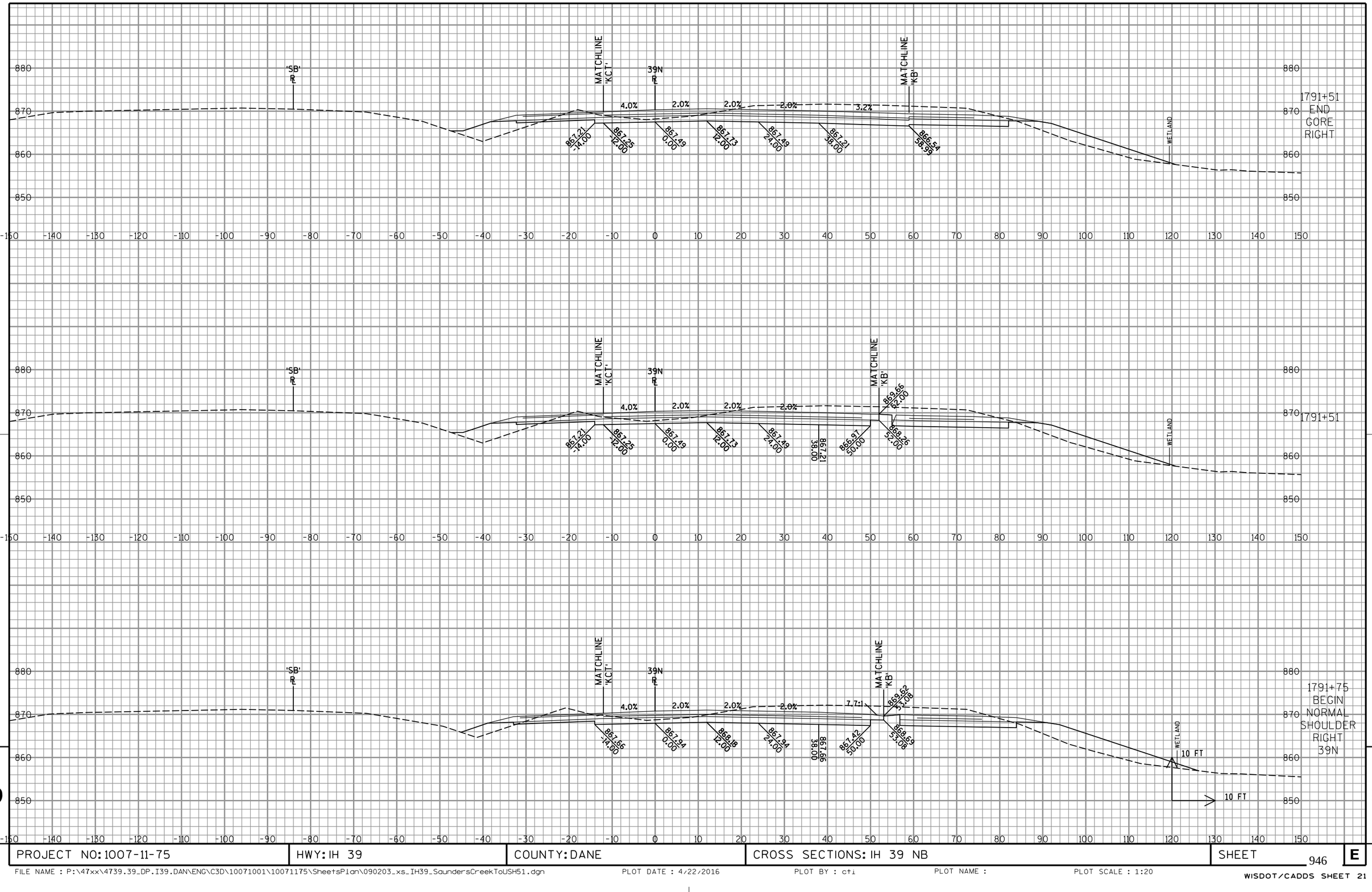


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 945	E

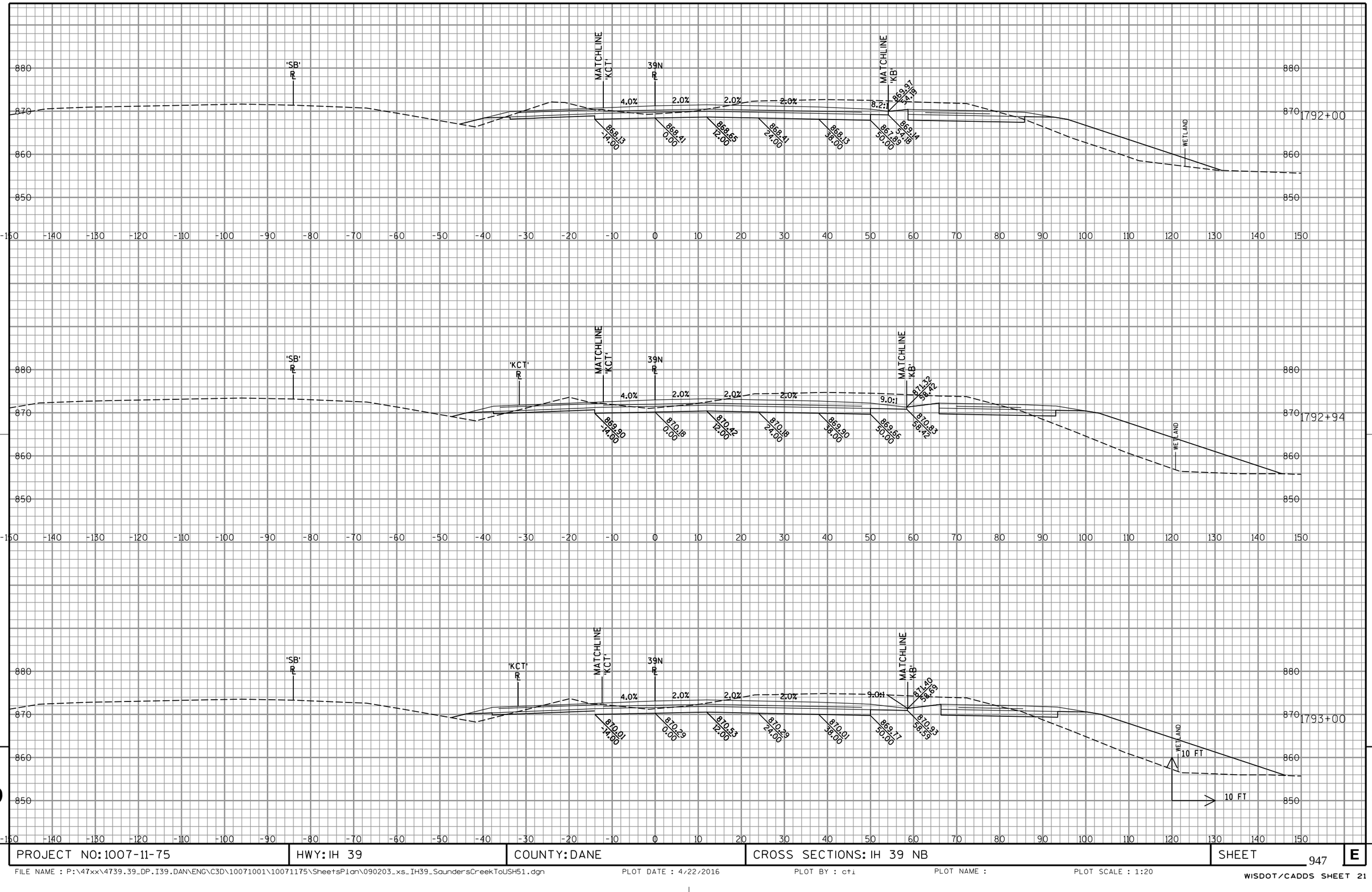
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 946	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



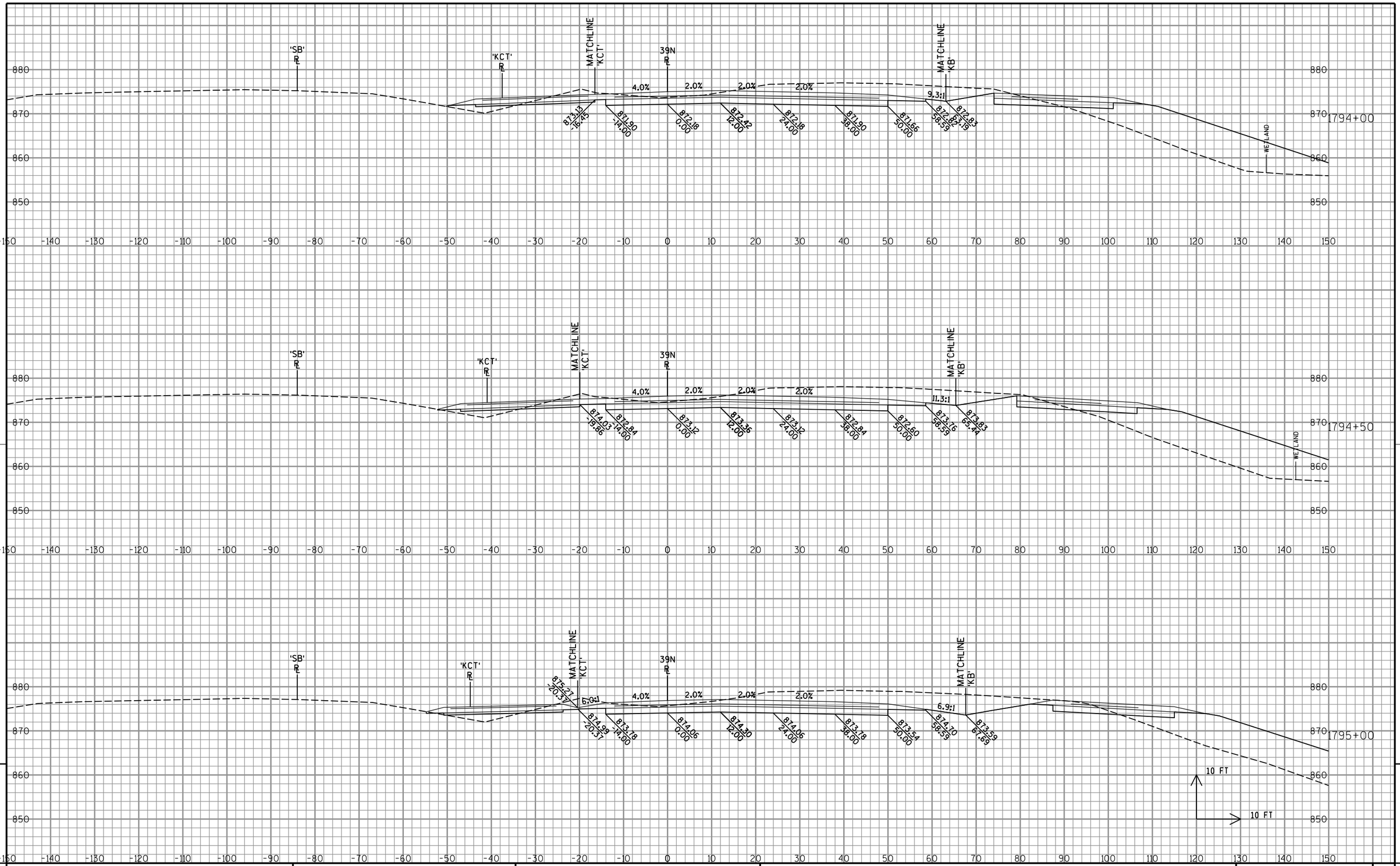
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 947	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



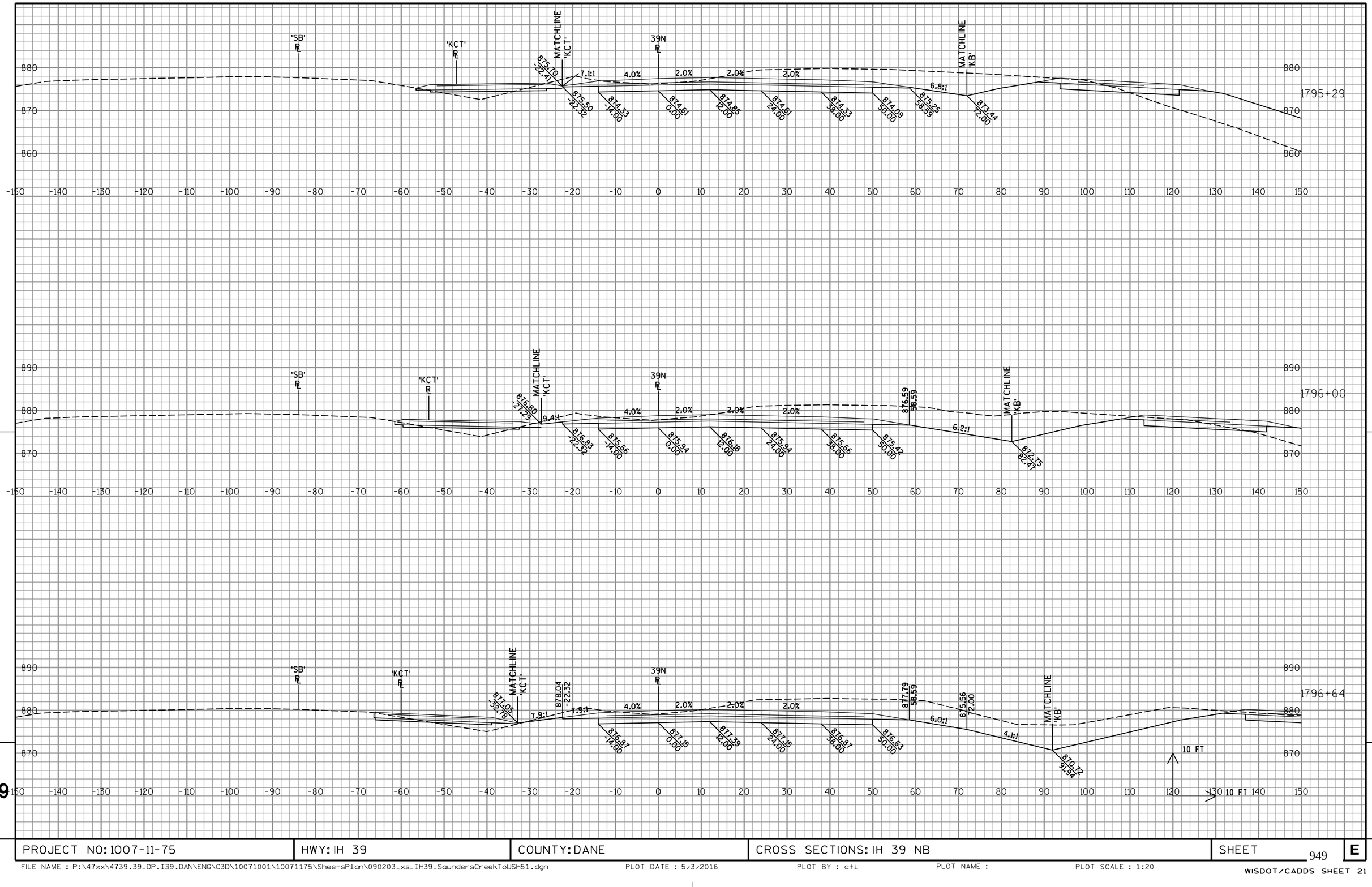
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 948	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 5/3/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



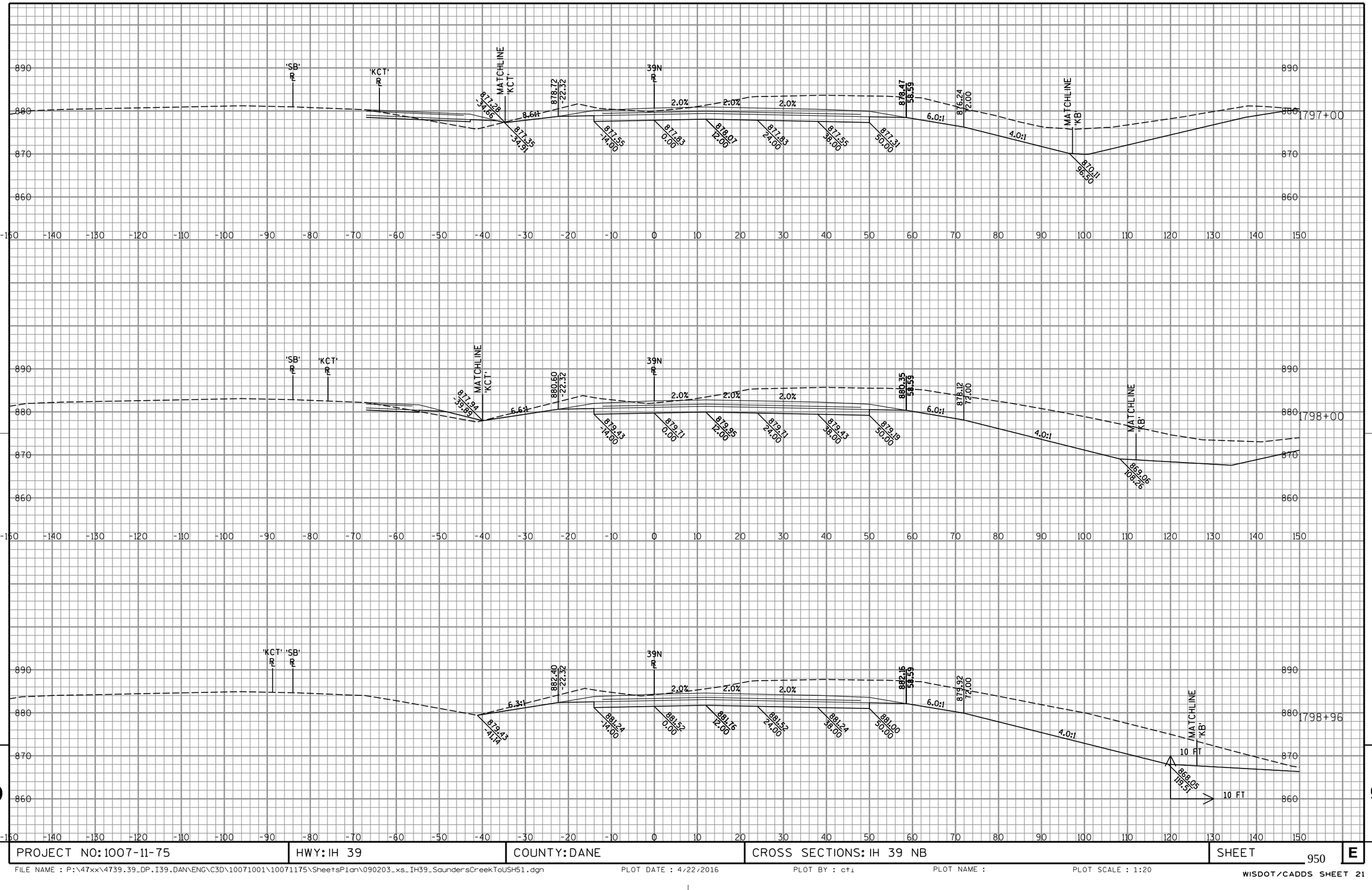
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 949	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 5/3/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



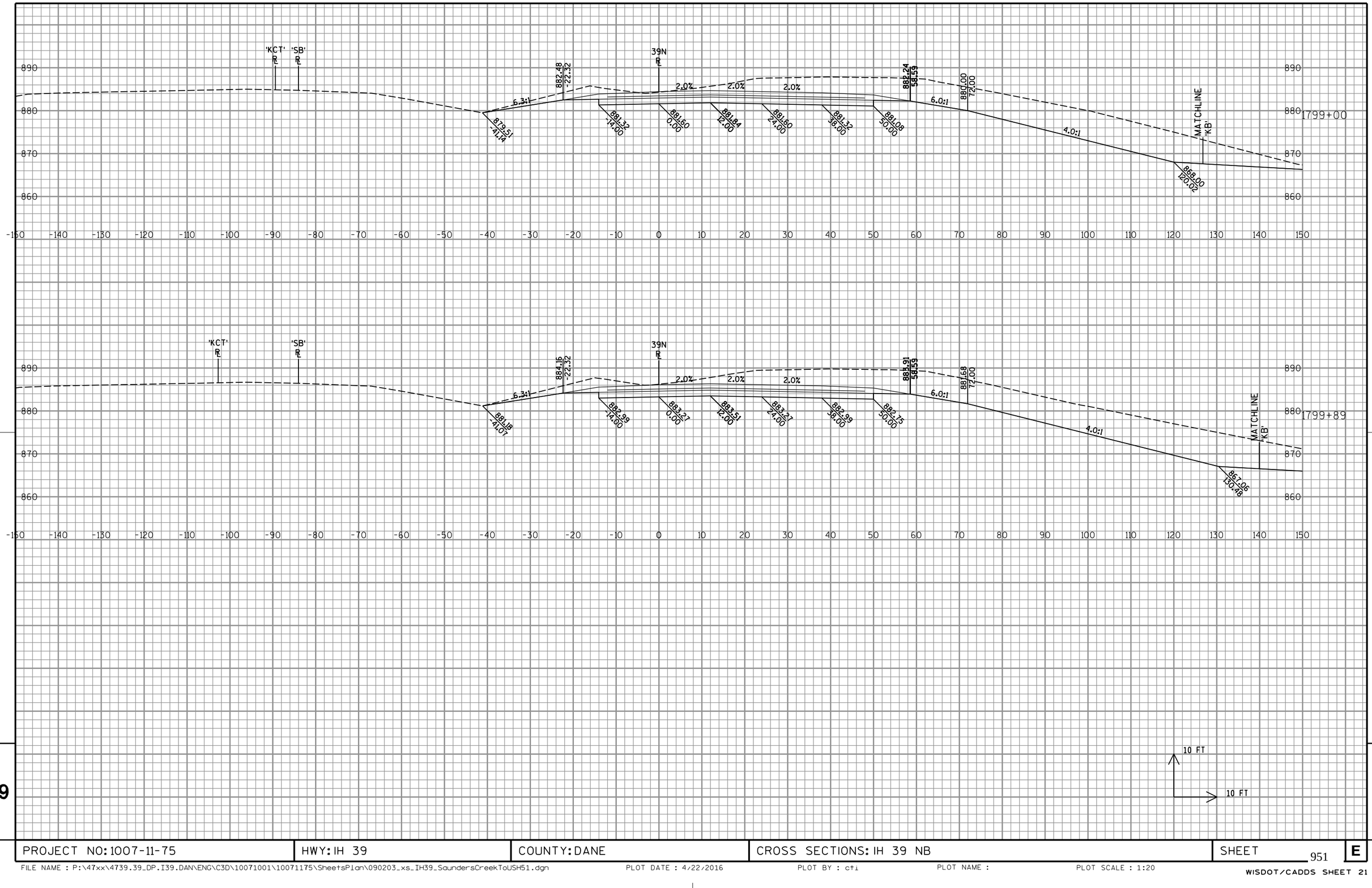
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 950	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



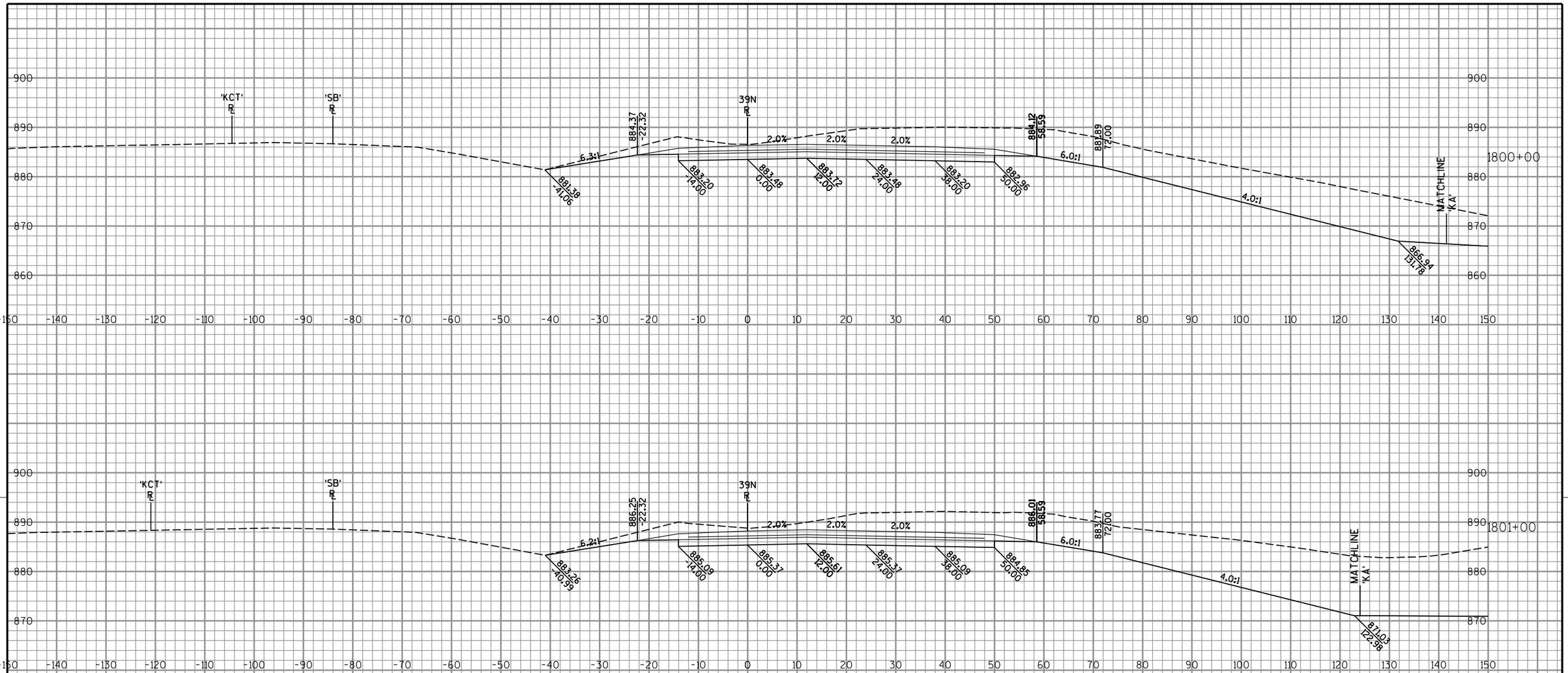
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 951	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

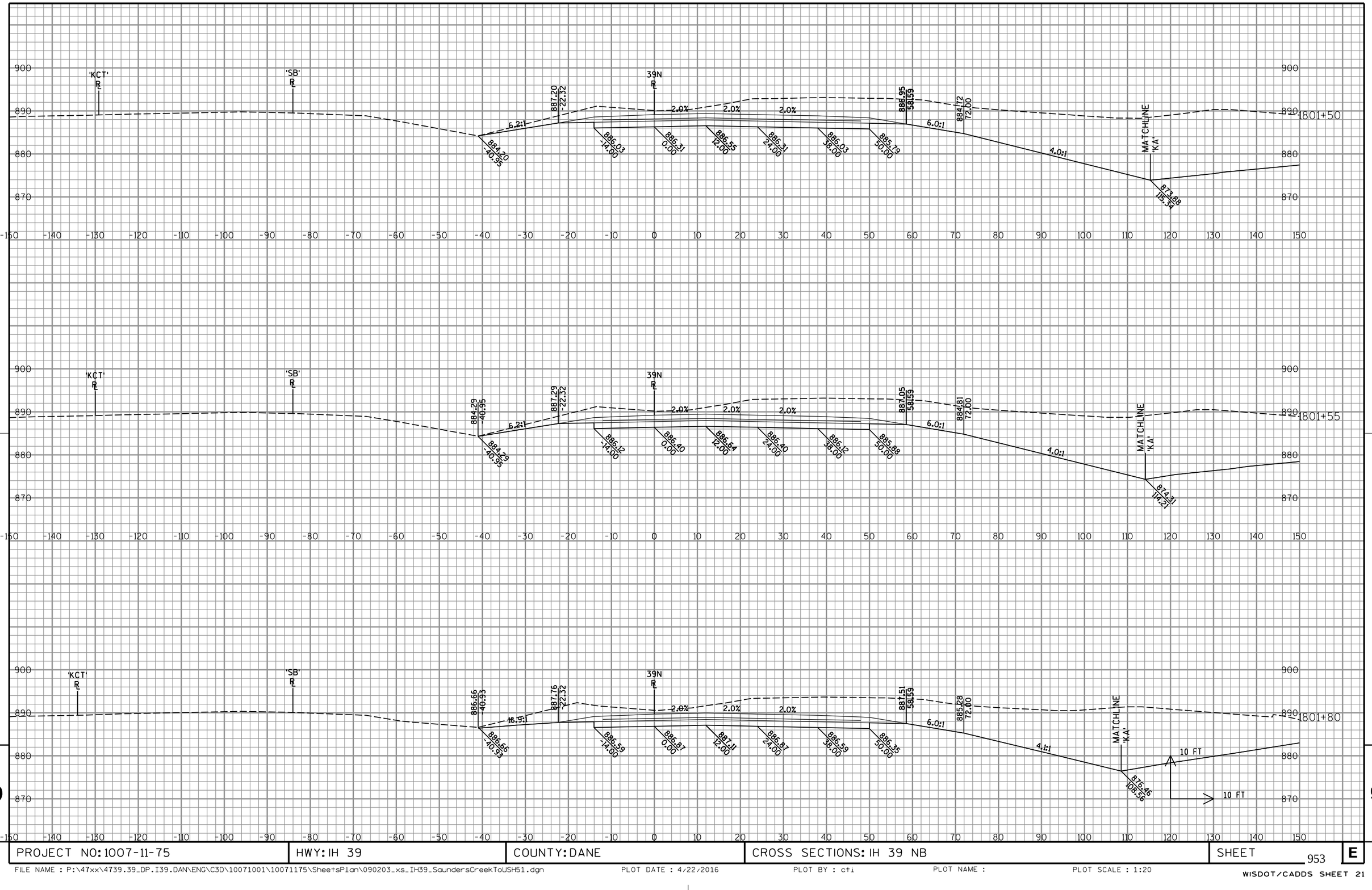
WISDOT/CADDS SHEET 21



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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 952	E

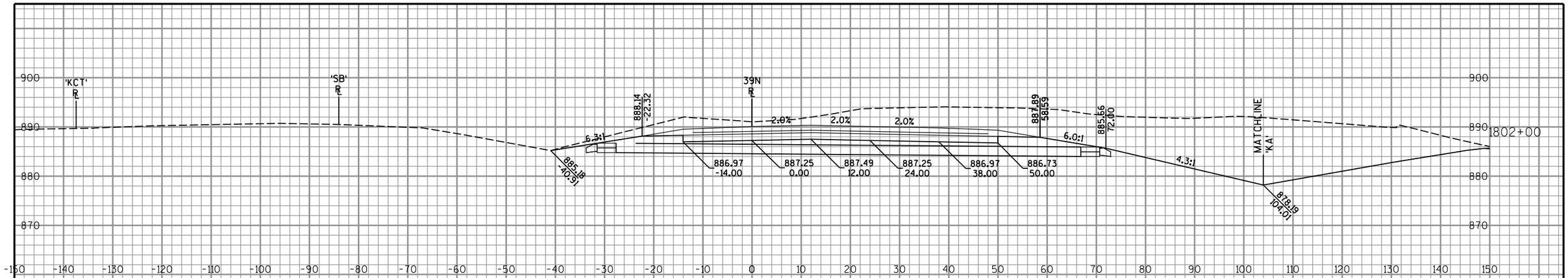


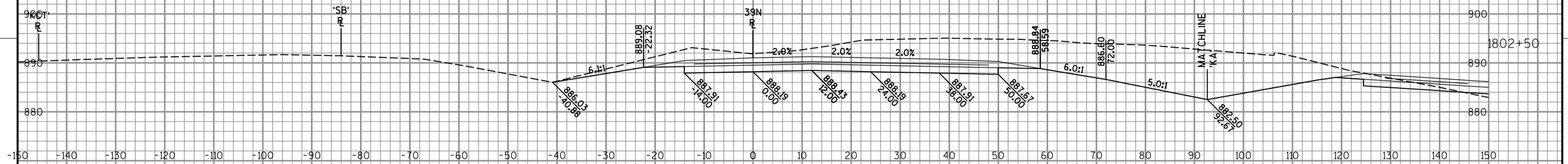
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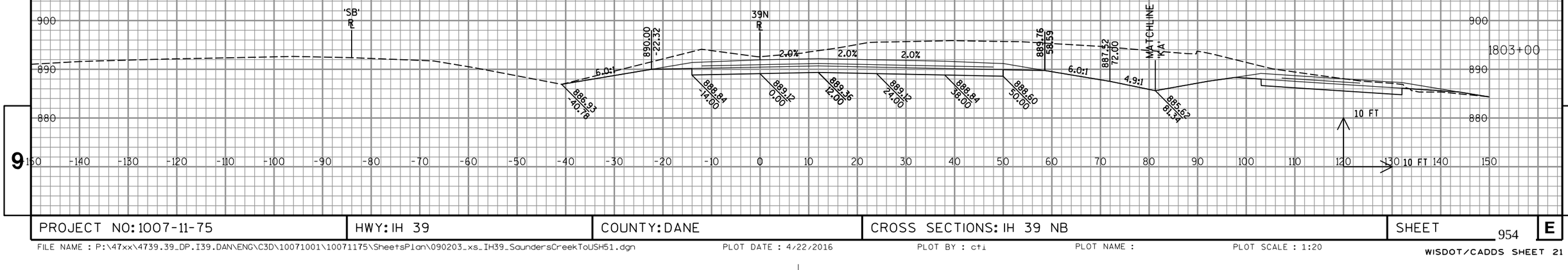
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 953	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



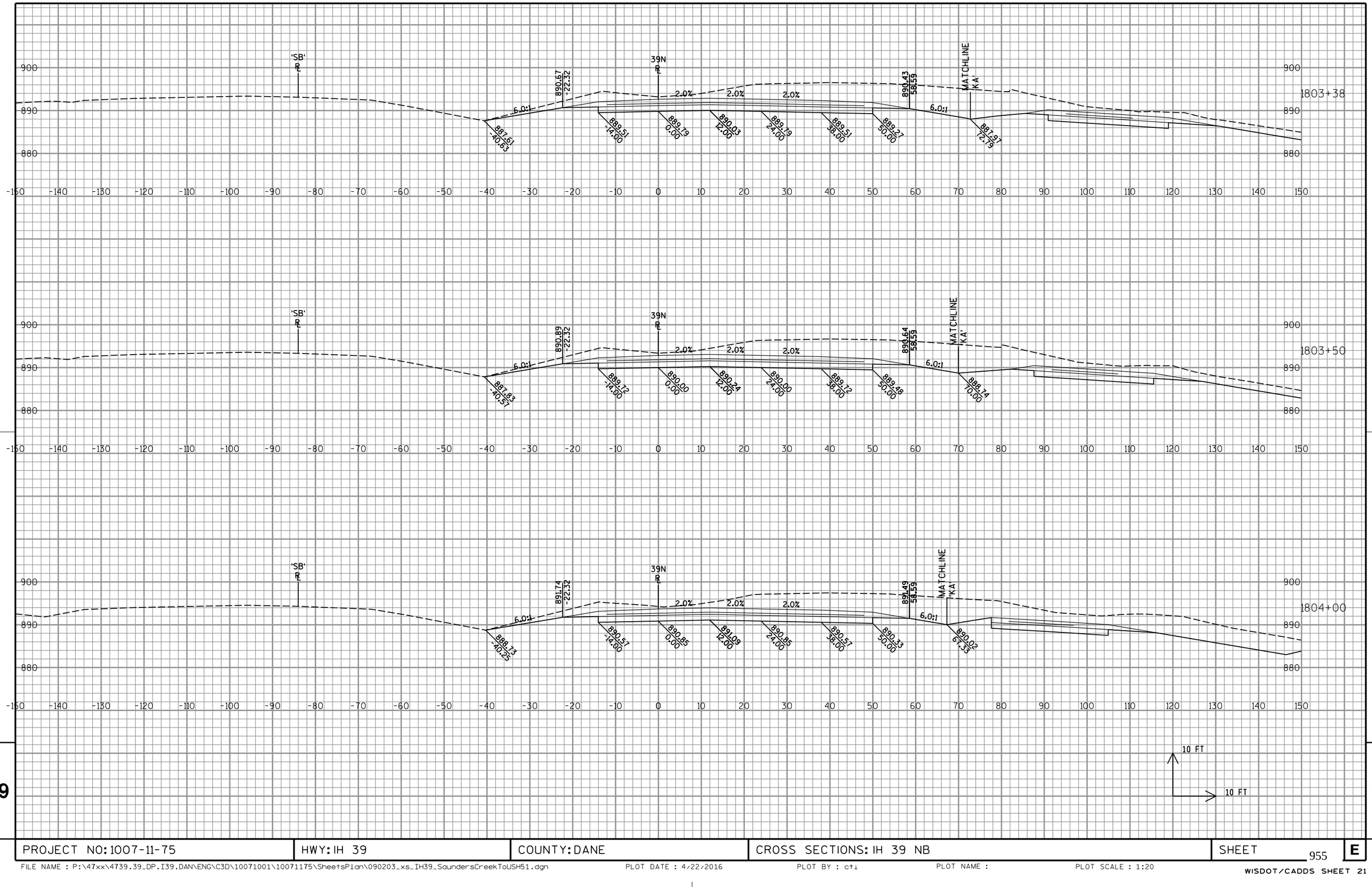




PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 954	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

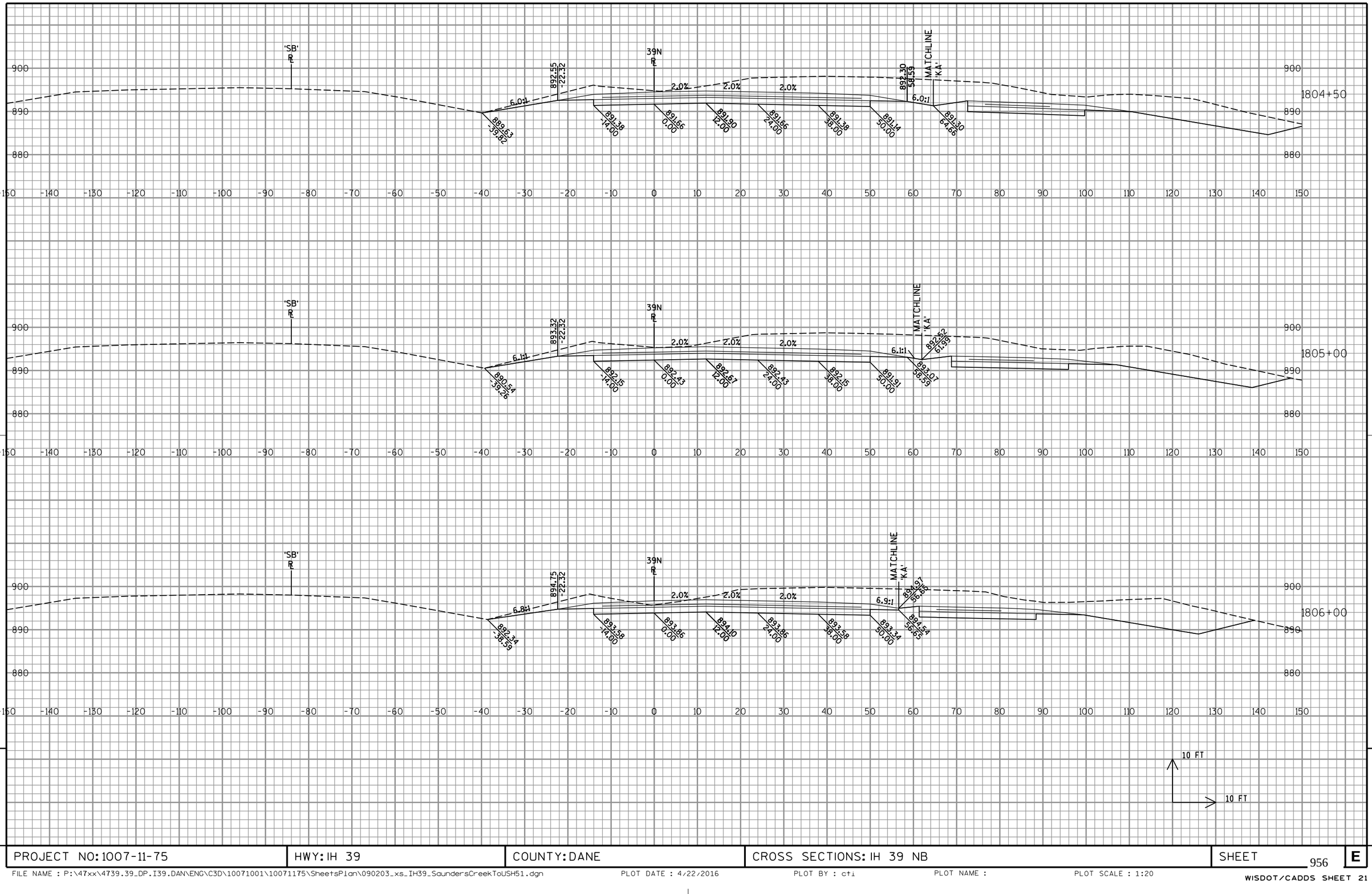
WISDOT/CADDS SHEET 21



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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 955	E

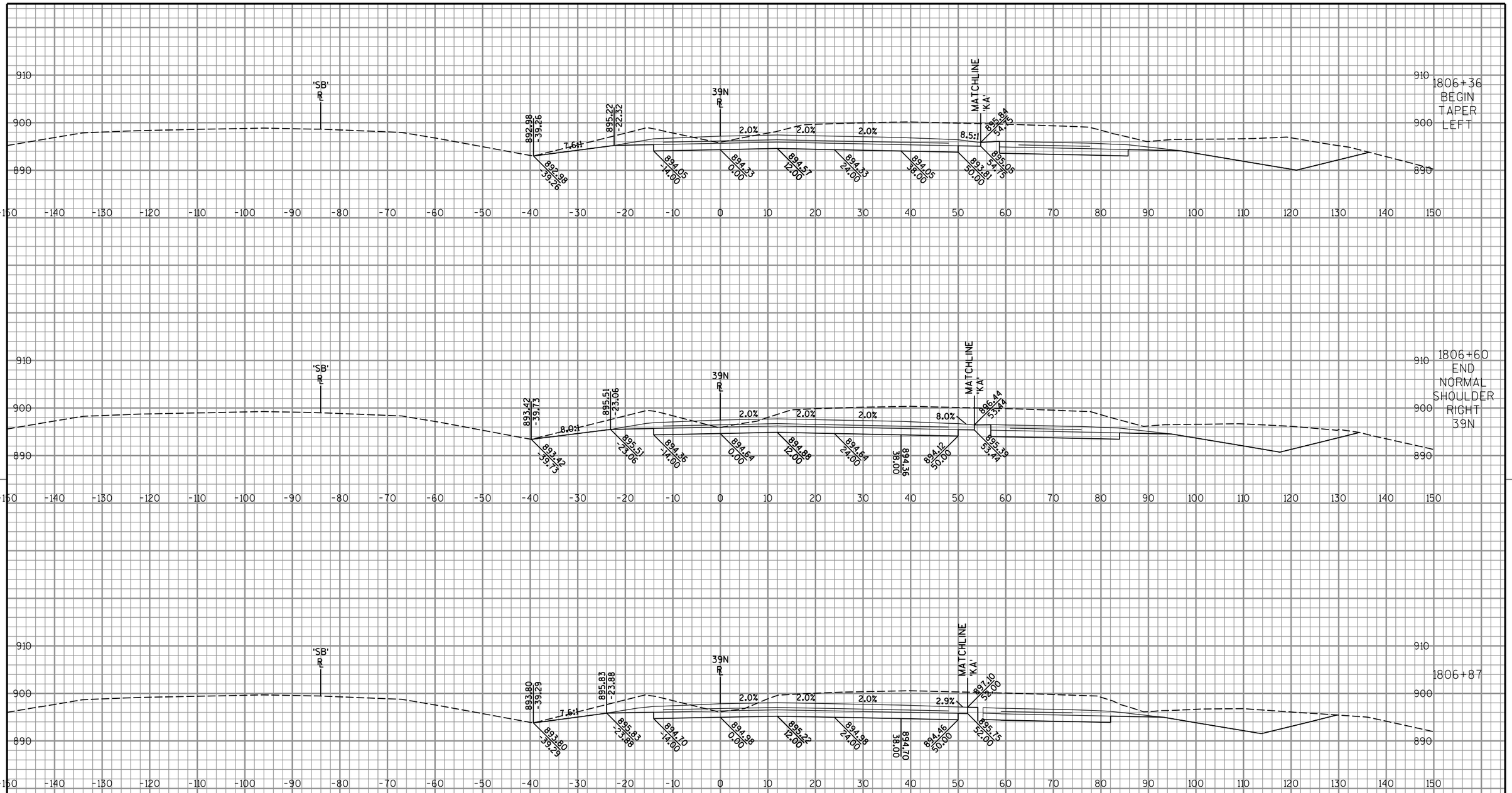


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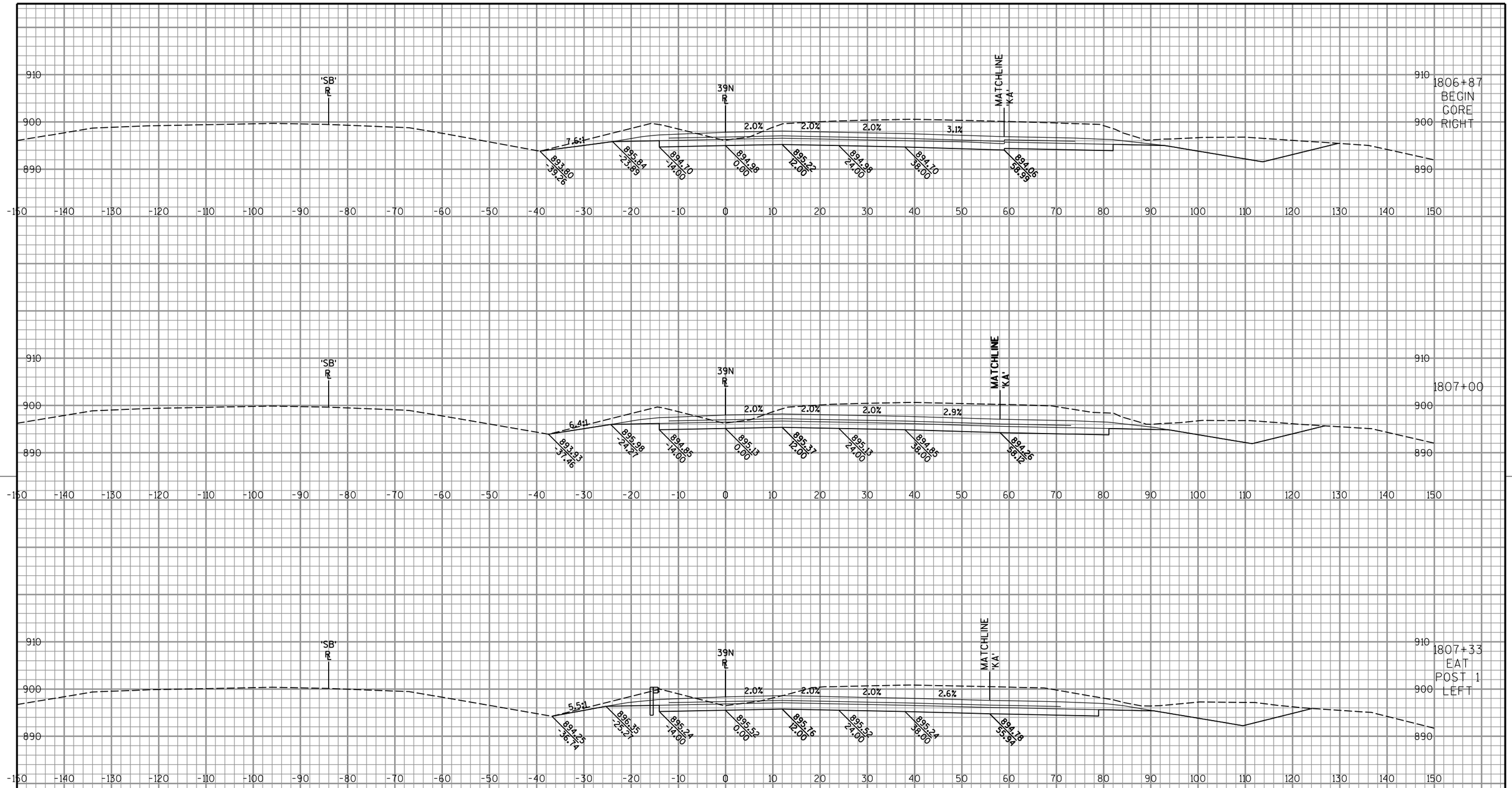
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 956	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 957	E

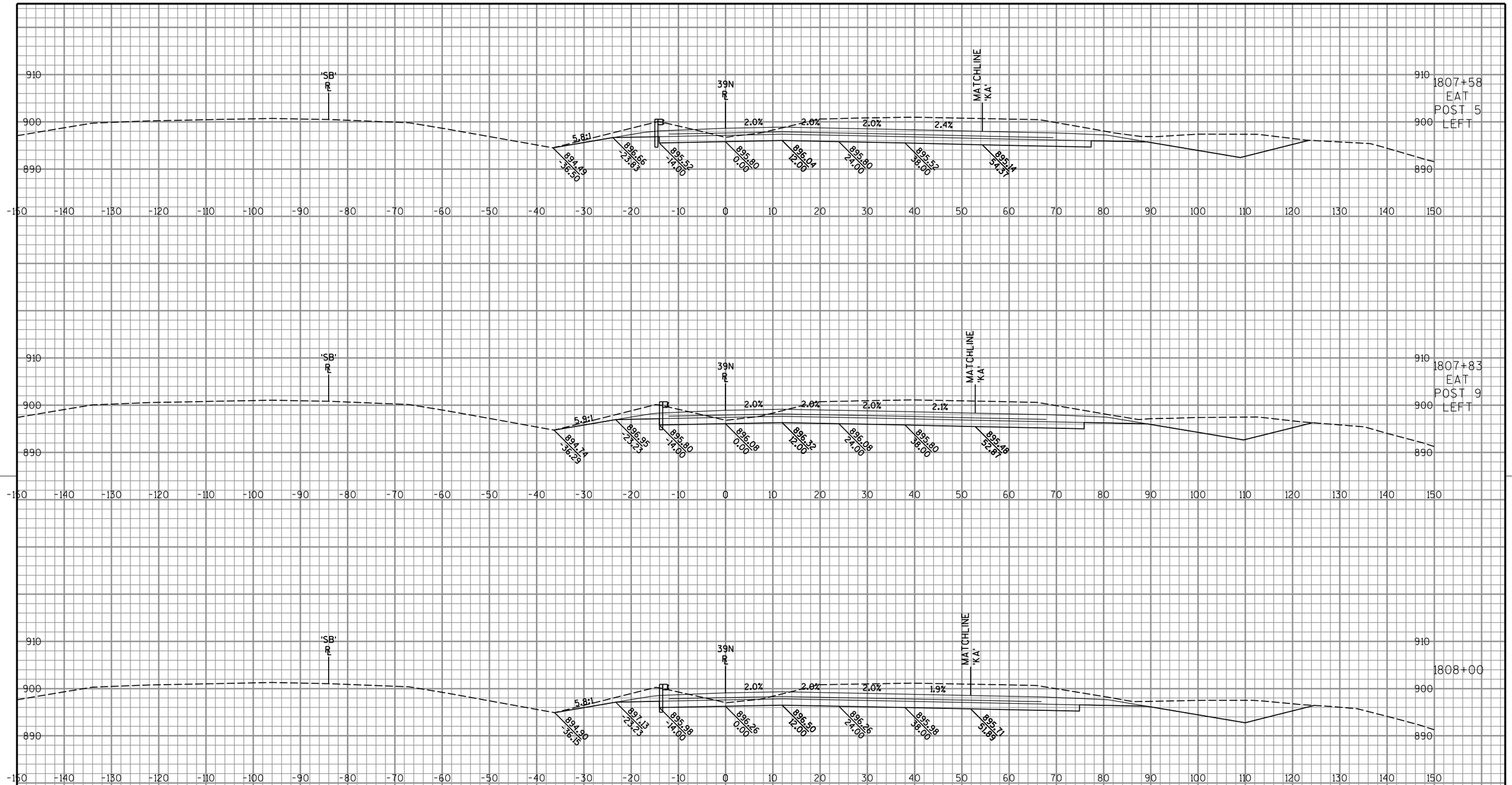


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 958	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

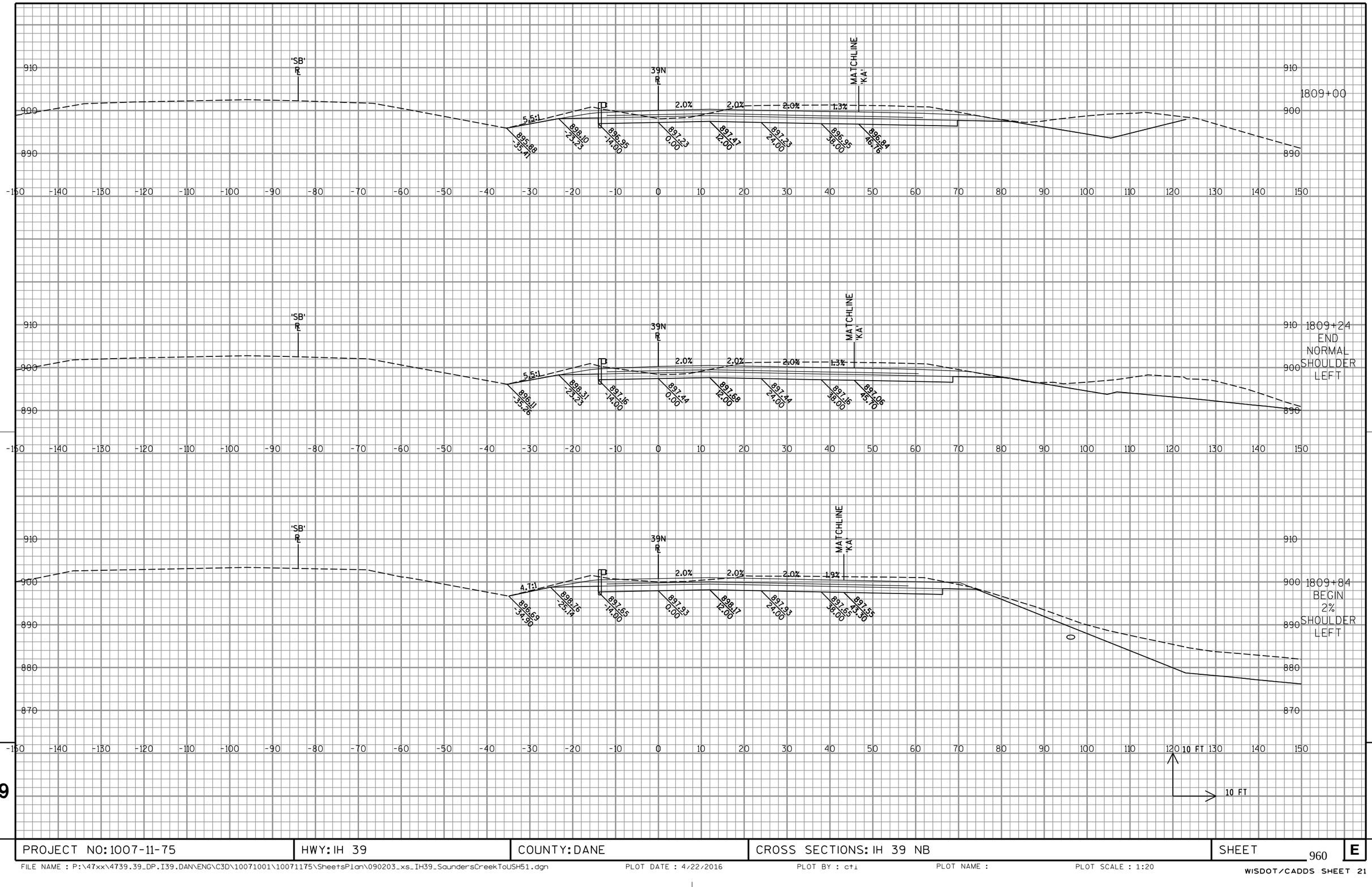


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 959	E

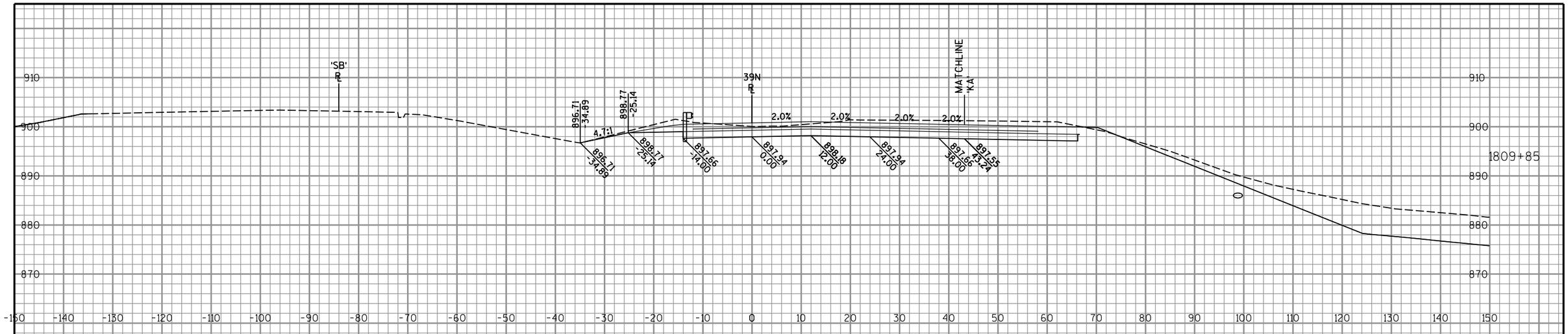
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 960	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



BEGIN STRUCTURE
APPROACH SLAB
STA 1809+85.47'NB'

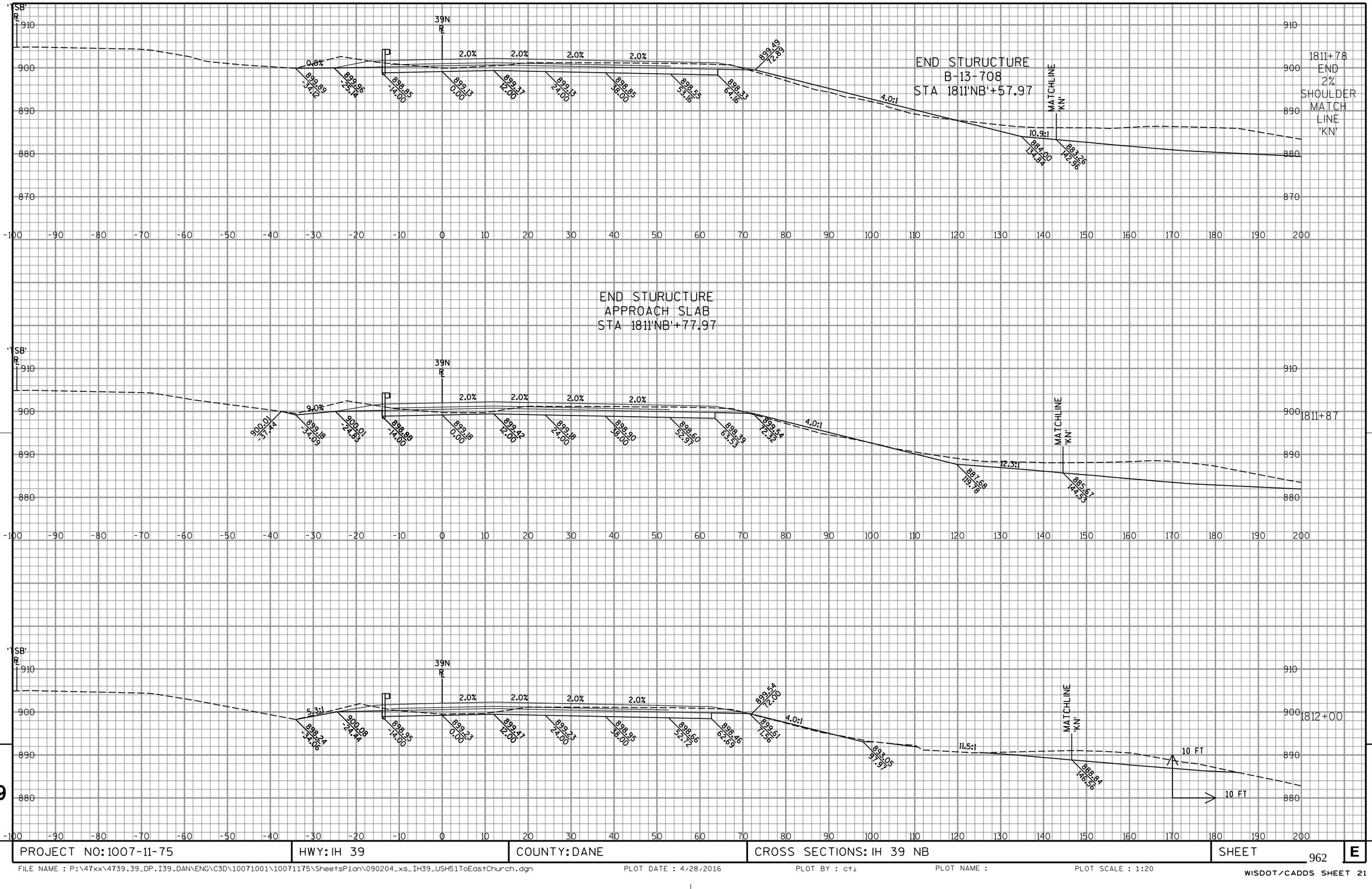
BEGIN BRIDGE
B-13-708
STA 1810+05.47'NB'

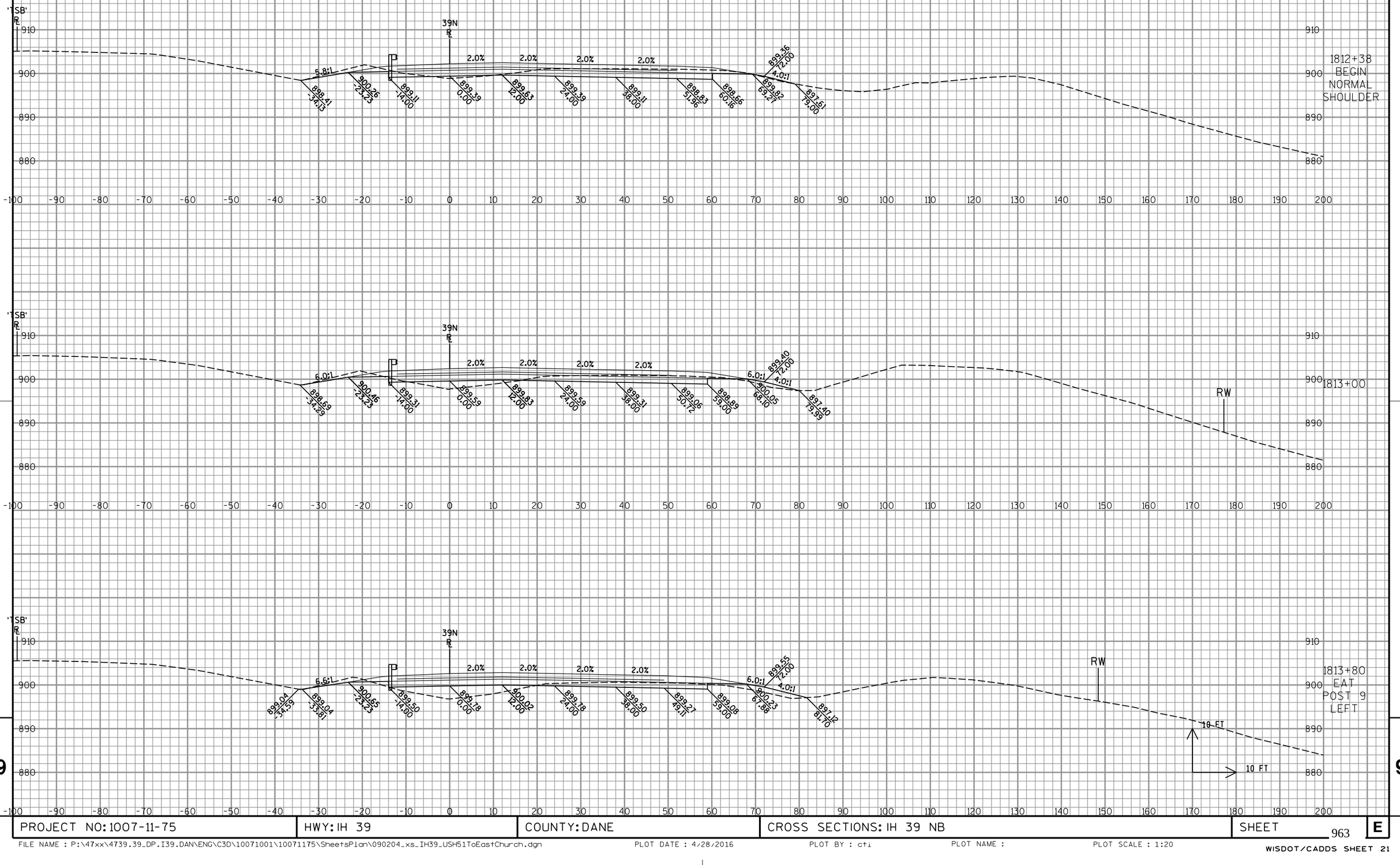
10 FT
10 FT

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 961	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090203_xs_IH39_SaundersCreekToUSH51.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20


'TSB'
39N
2.0%
0.8%
4.0:1
10.9:1
MATCHLINE 'KN'
END STURUCTURE
B-13-708
STA 1811'NB'+57.97
1811+78
END 2% SHOULDER MATCH LINE 'KN'
END STURUCTURE
APPROACH SLAB
STA 1811'NB'+77.97
9.0%
5.3:1
12.3:1
11.5:1
1811+87
1812+00
10 FT

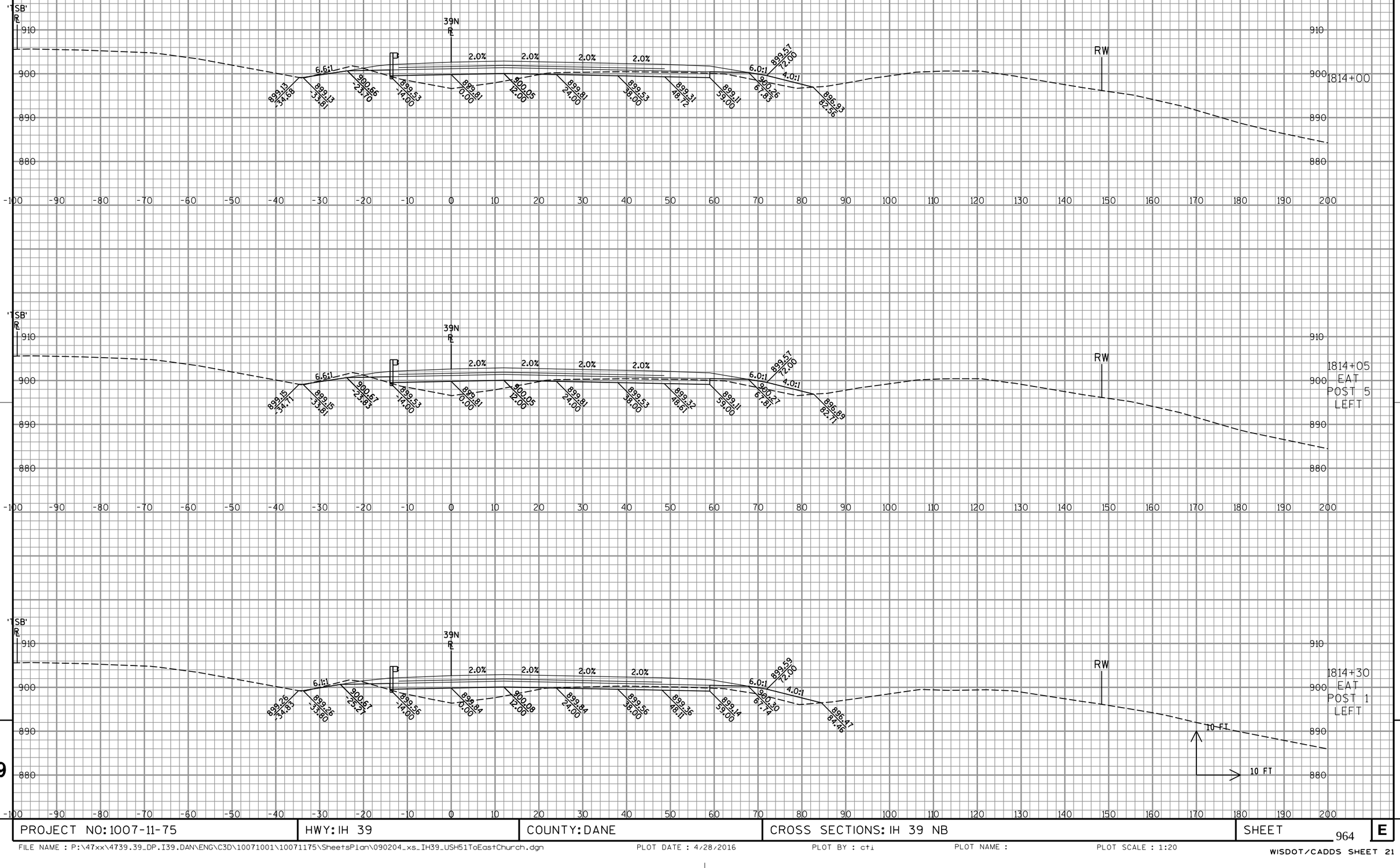


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 963	E

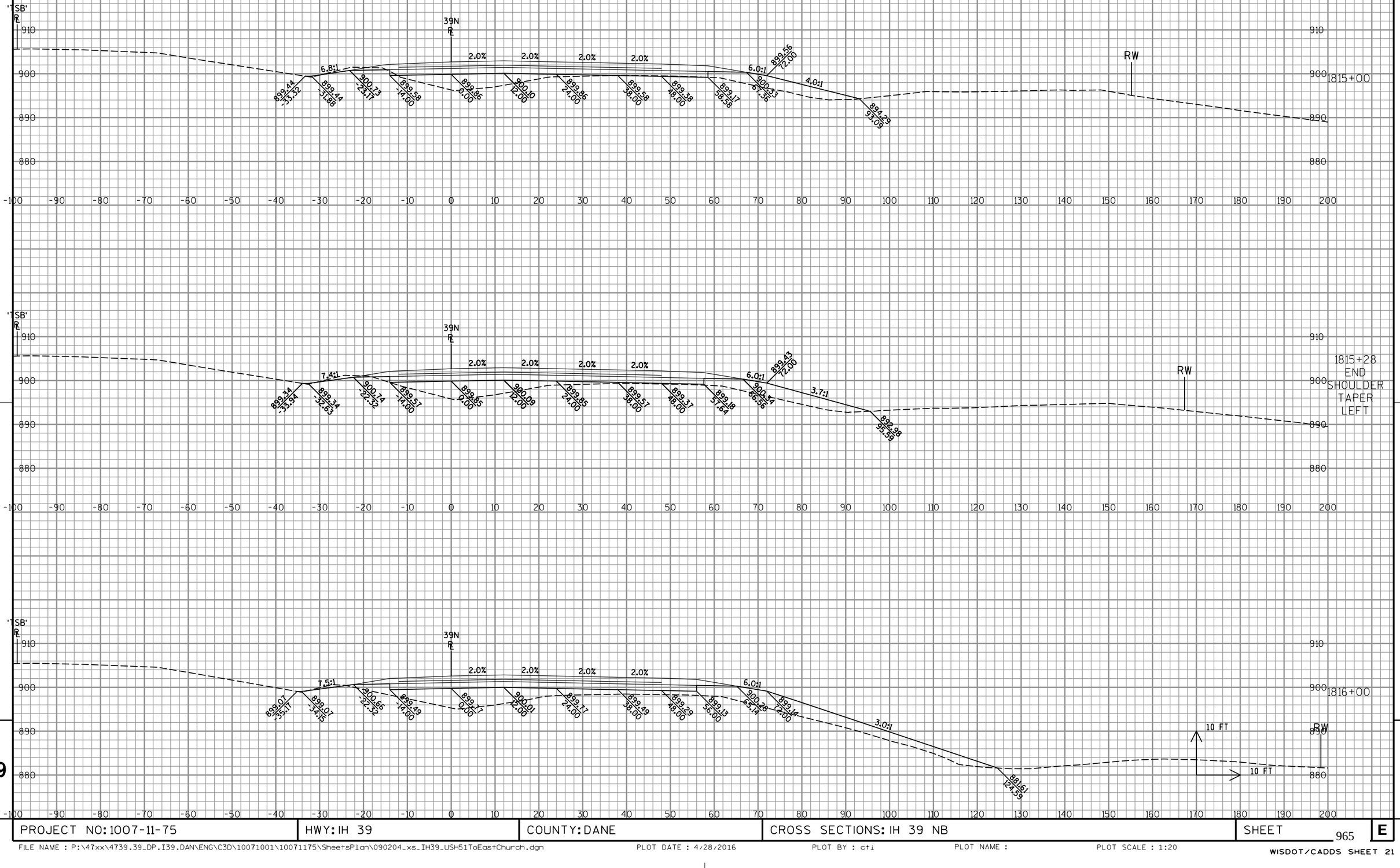
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PLOT DATE : 4/28/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 964	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



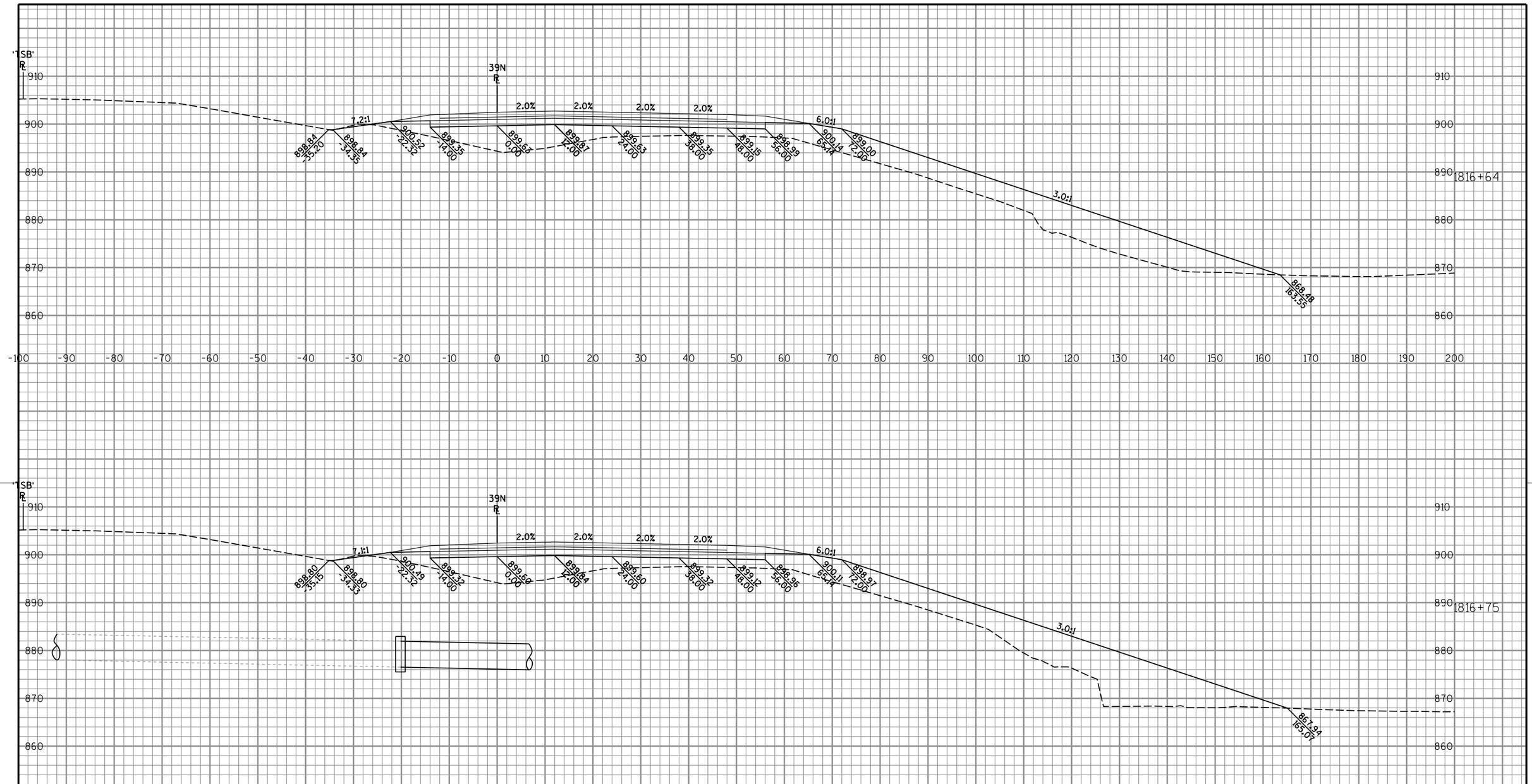
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 965	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



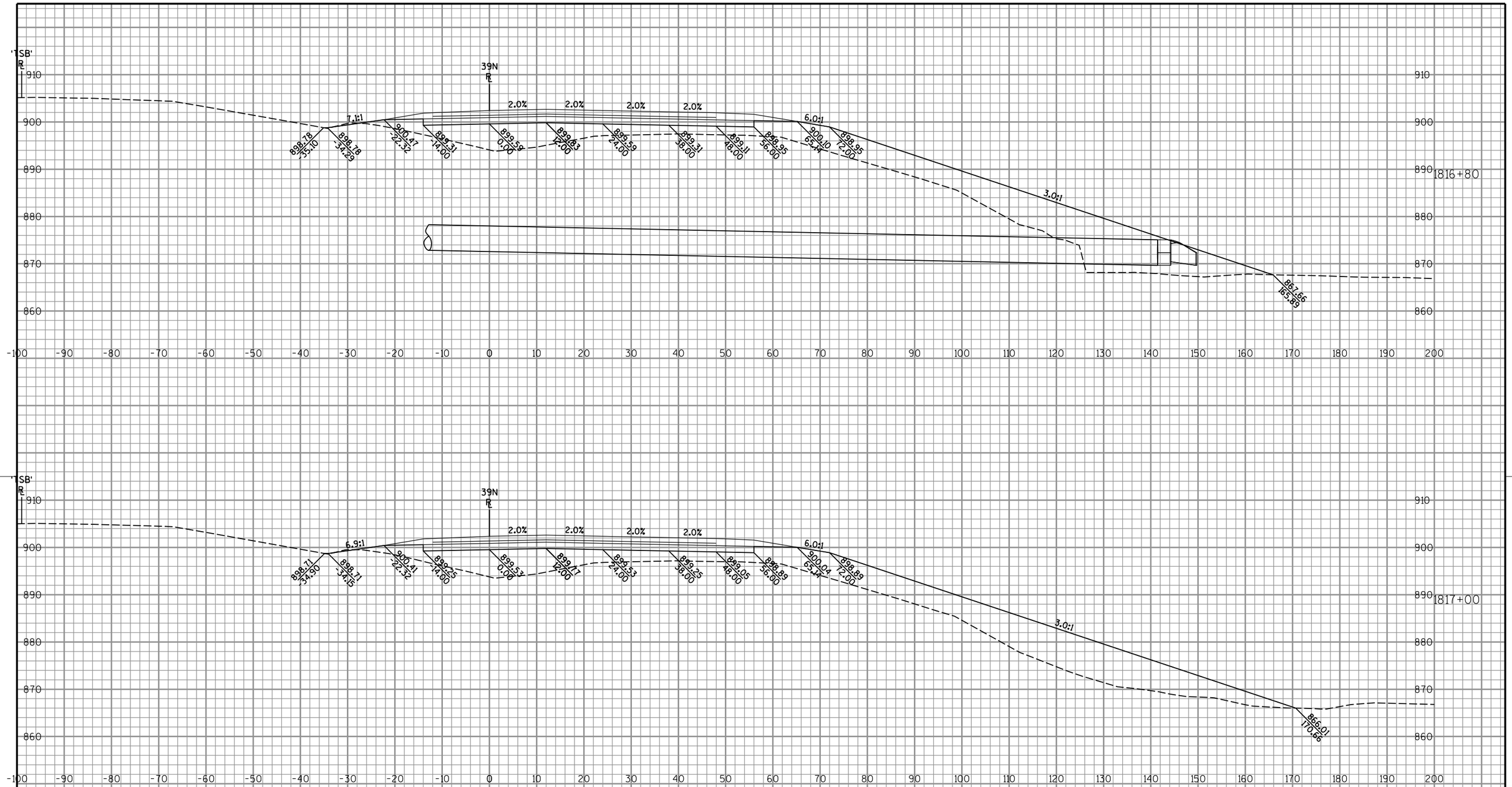
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 966	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



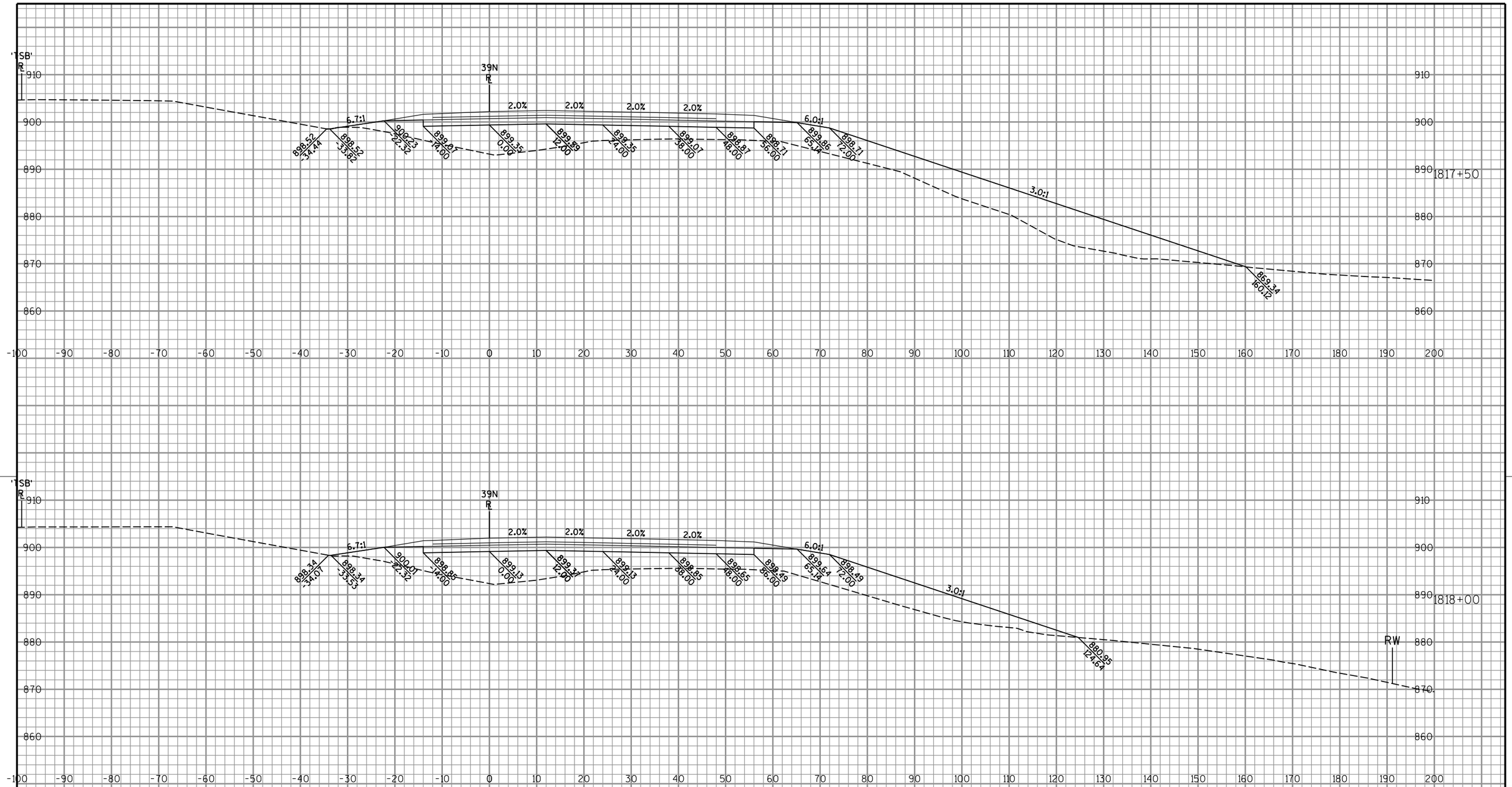
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 967	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



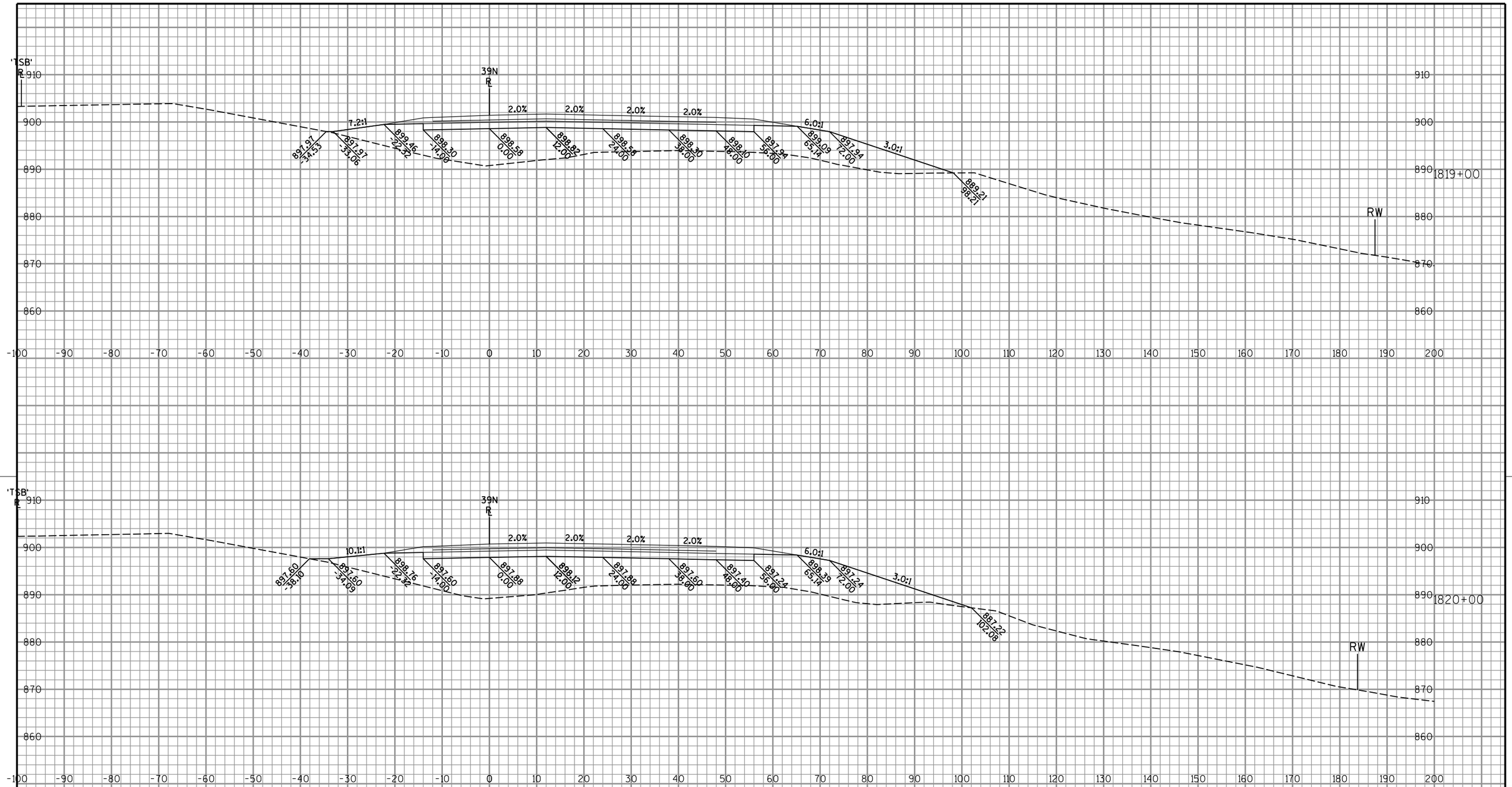
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 968	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

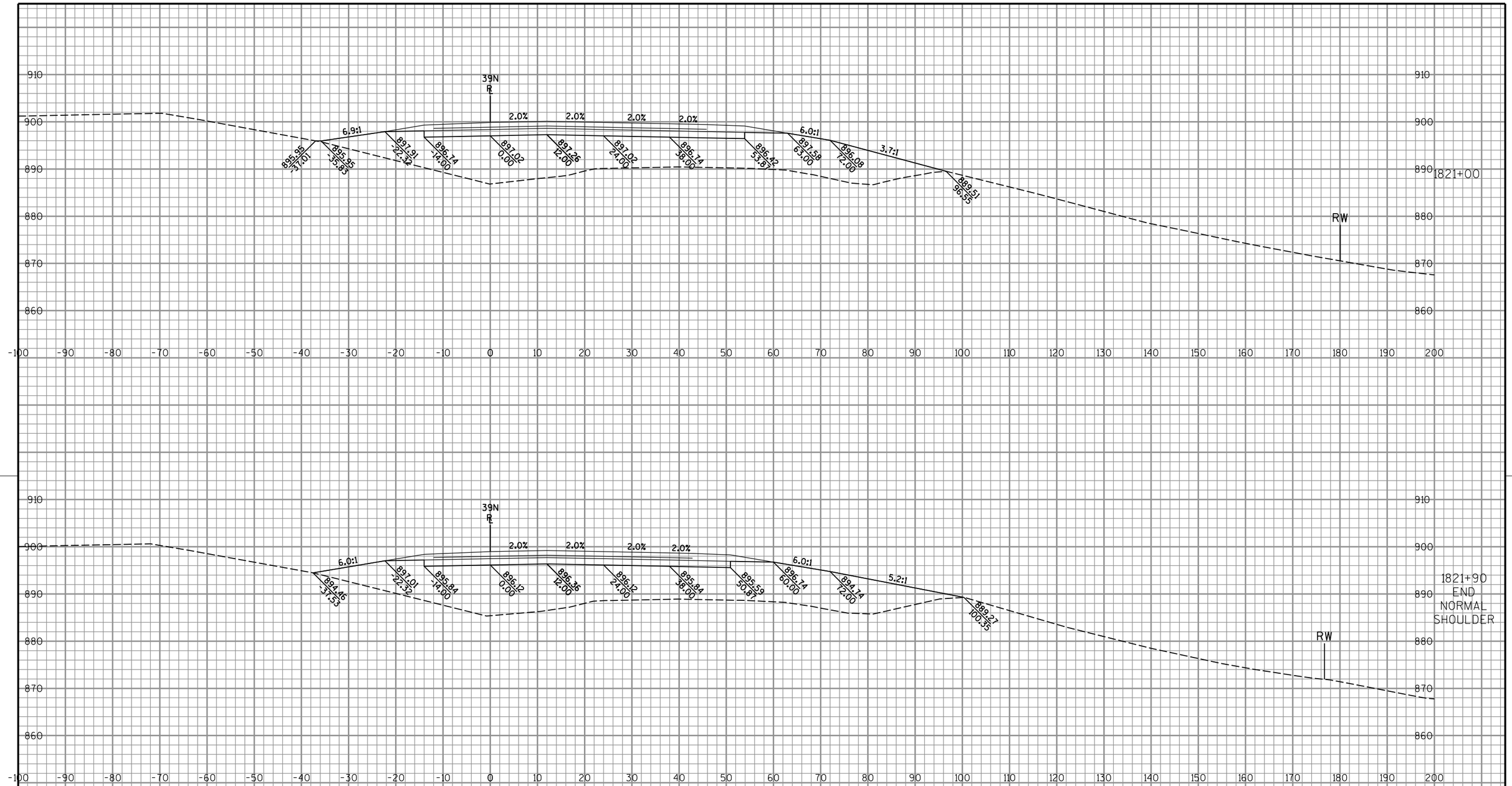


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 969	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn
PLOT DATE : 4/28/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



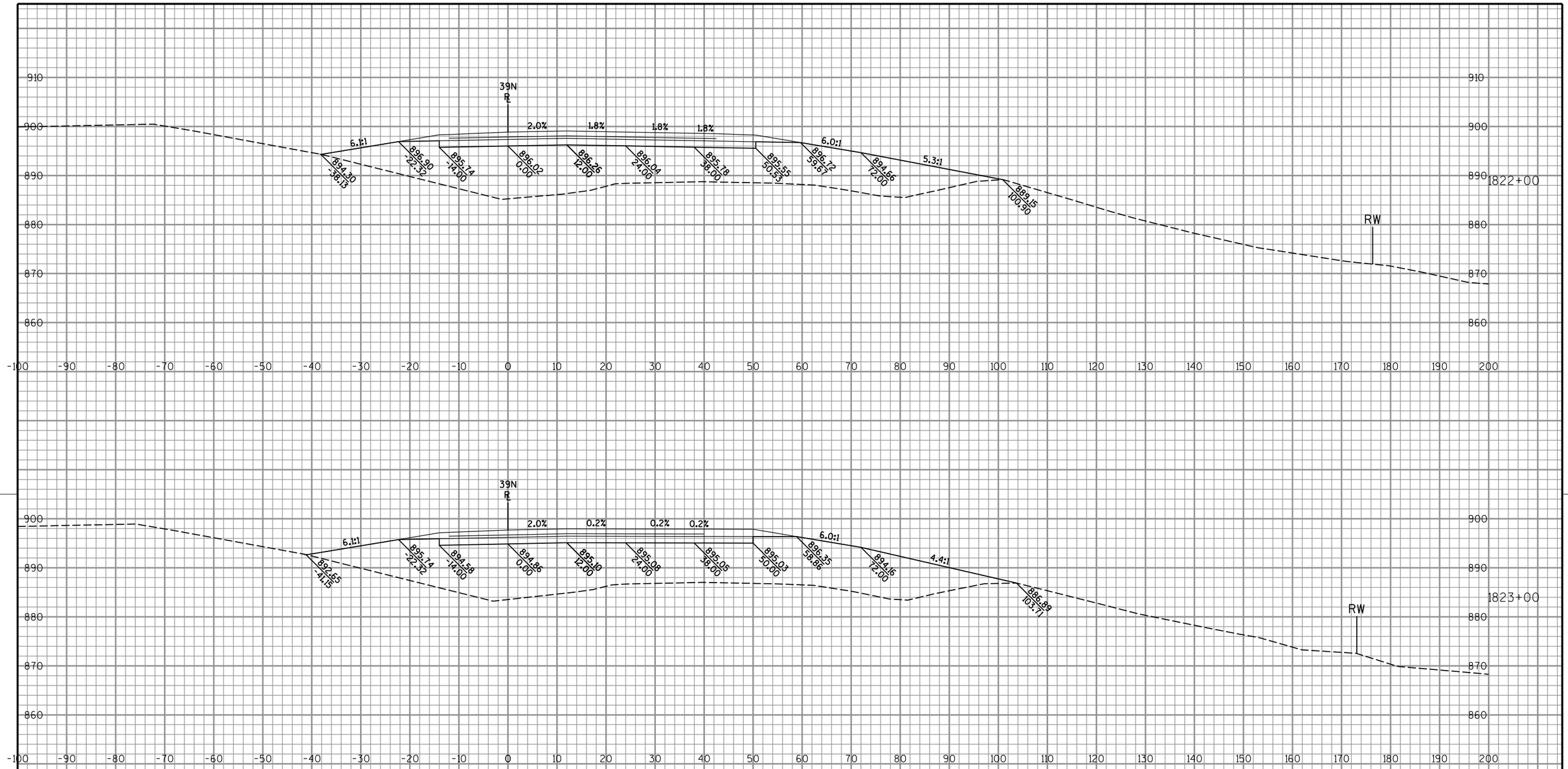
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 970	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



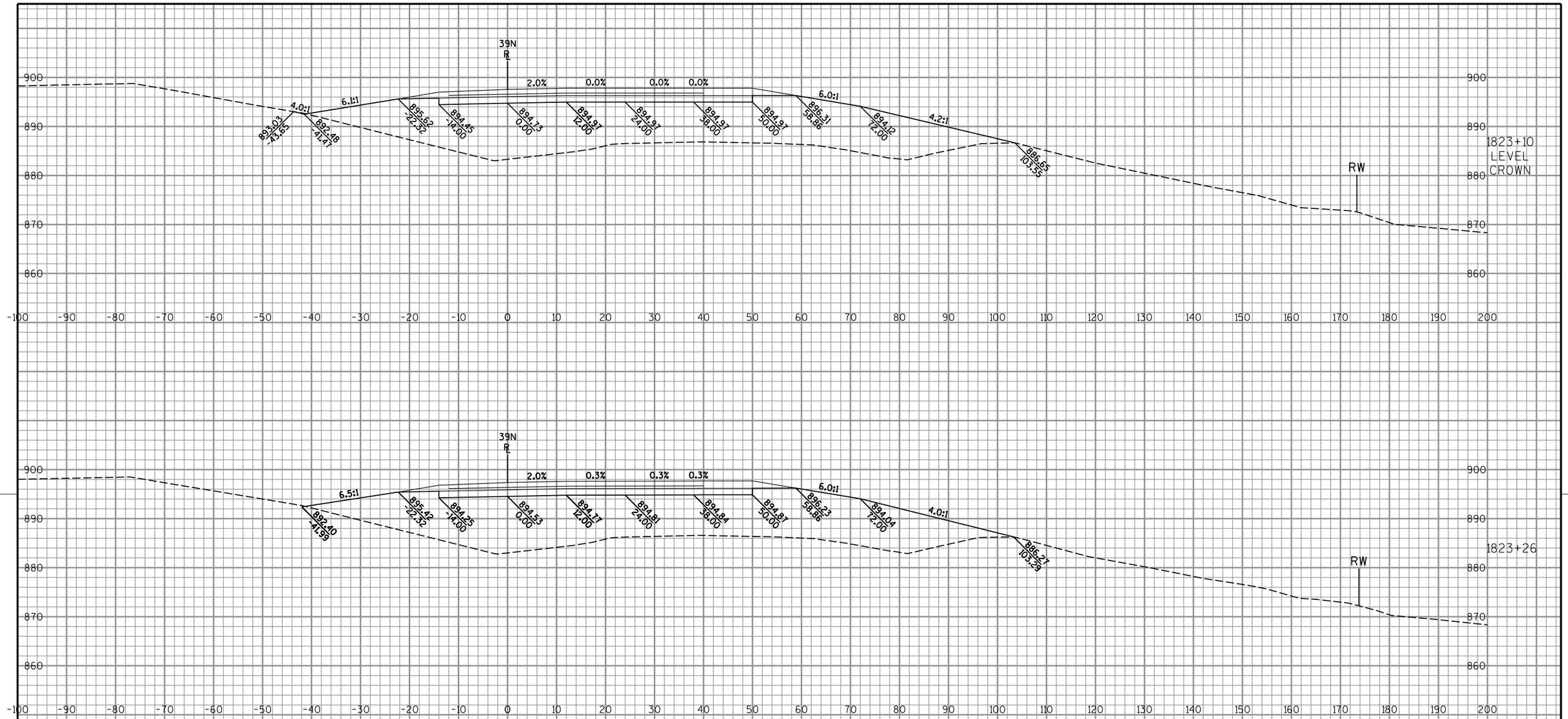
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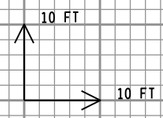
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 971	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





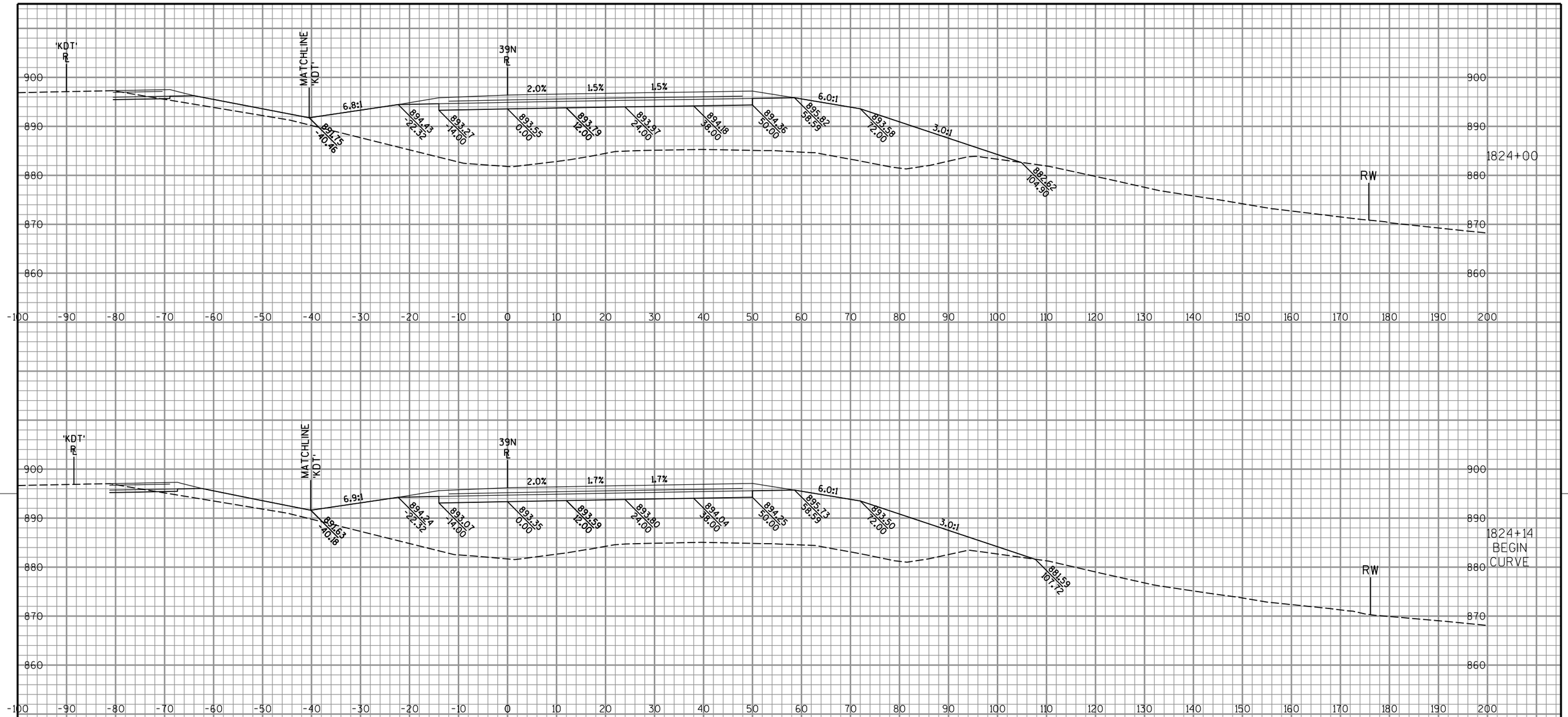
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 972	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 973	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

'KDT'
℄

MATCHLINE
'KDT'

39N
℄

6.3:1

2.0%

2.0%

2.0%

6.0:1

3.0:1

894.01
-22.32

892.84
-14.00

893.12
0.00

893.36
12.00

893.80
24.00

893.88
36.00

894.12
50.00

895.53
58.59

893.39
72.00

892.25
-39.85

880.46
111.71

RW

1824+30
REVERSE
CROWN

900
890
880
870
860

-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

'KDT'
℄

MATCHLINE
'KDT'

893.72
-22.32

39N
℄

2.3%

2.3%

2.3%

895.55
58.59

893.32
72.00

6.0:1

6.0:1

894.03
50.00

892.57
-14.00

892.89
0.00

893.16
12.00

893.43
24.00

893.75
38.00

3.0:1

892.86
-39.75

877.48
119.50

RW

1824+46

900
890
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-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

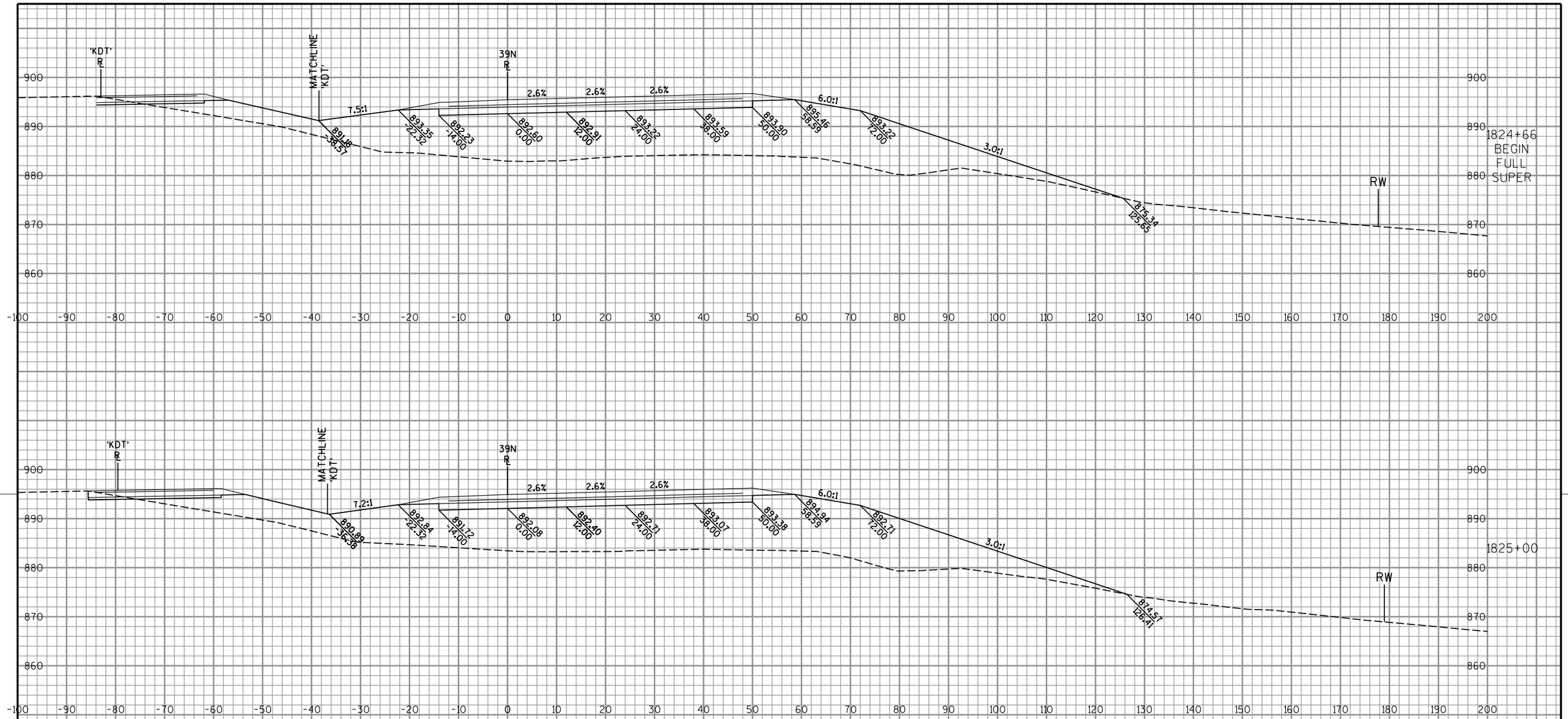
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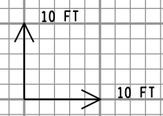
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 974	E





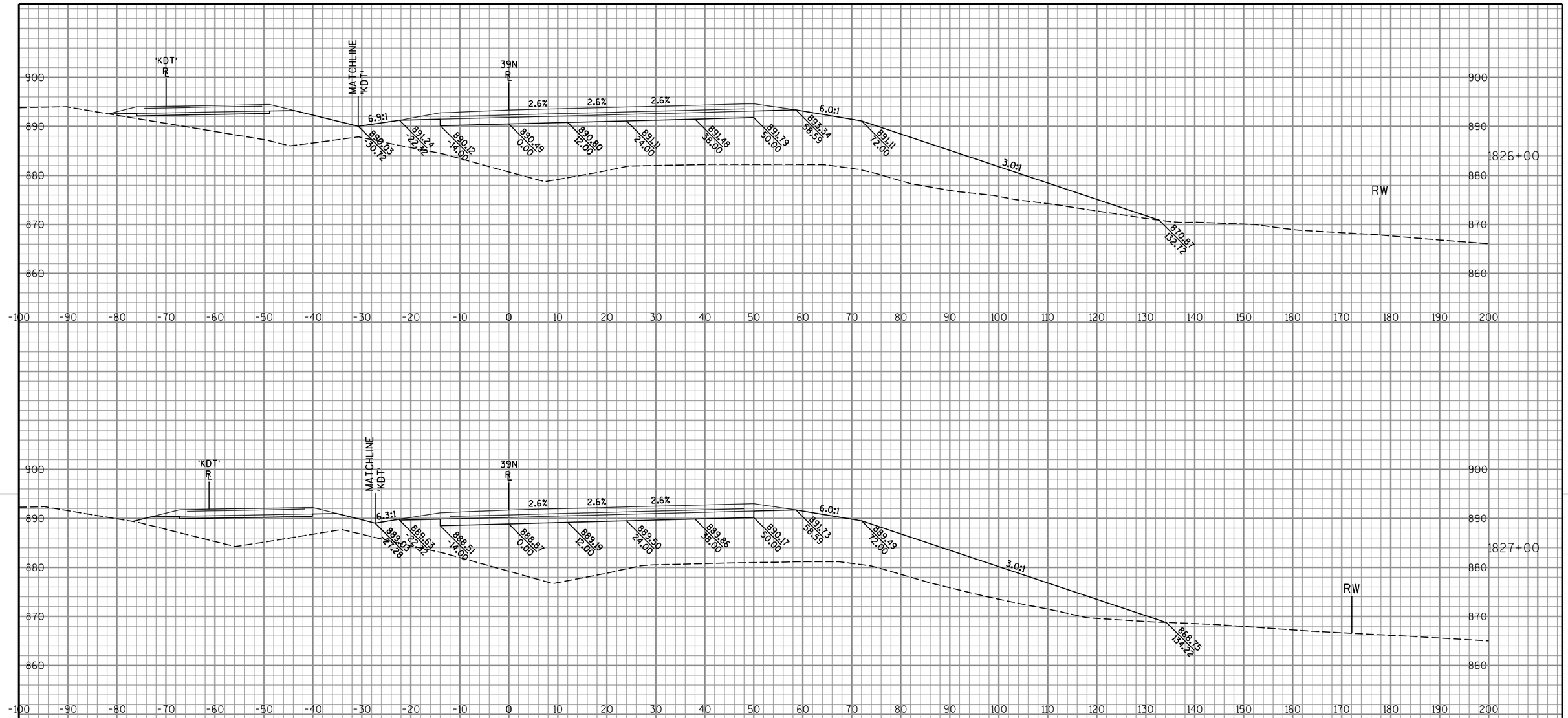
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 975	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



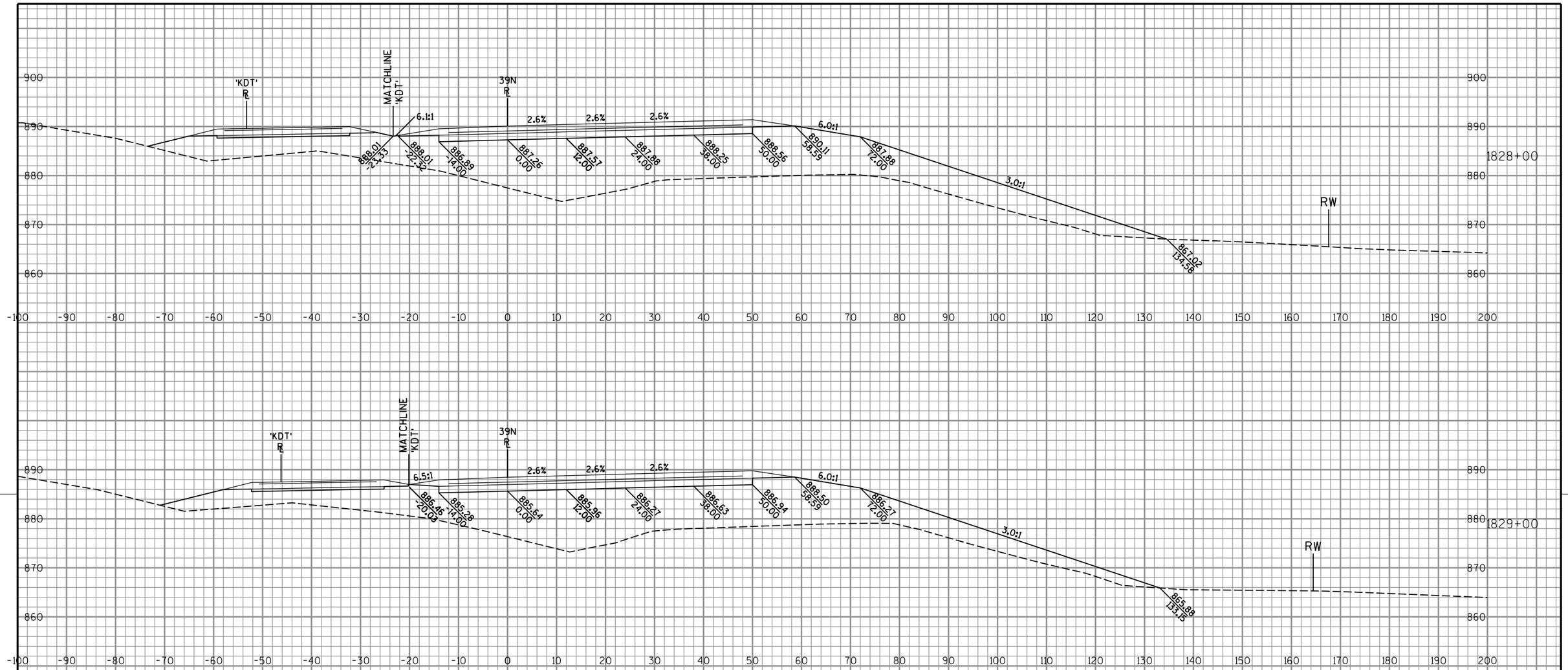
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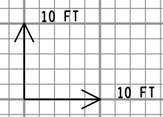
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 976	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





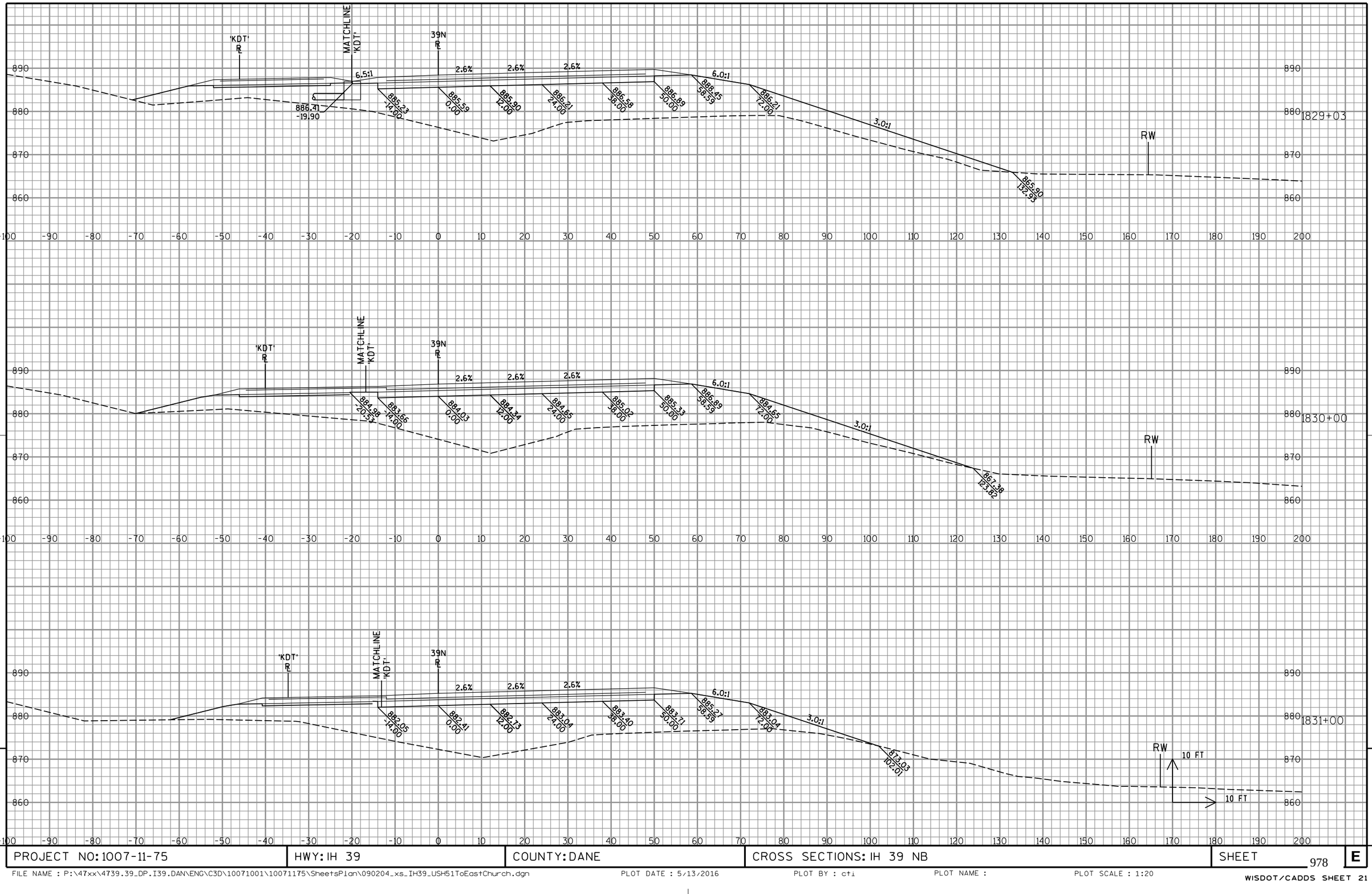
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 977	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

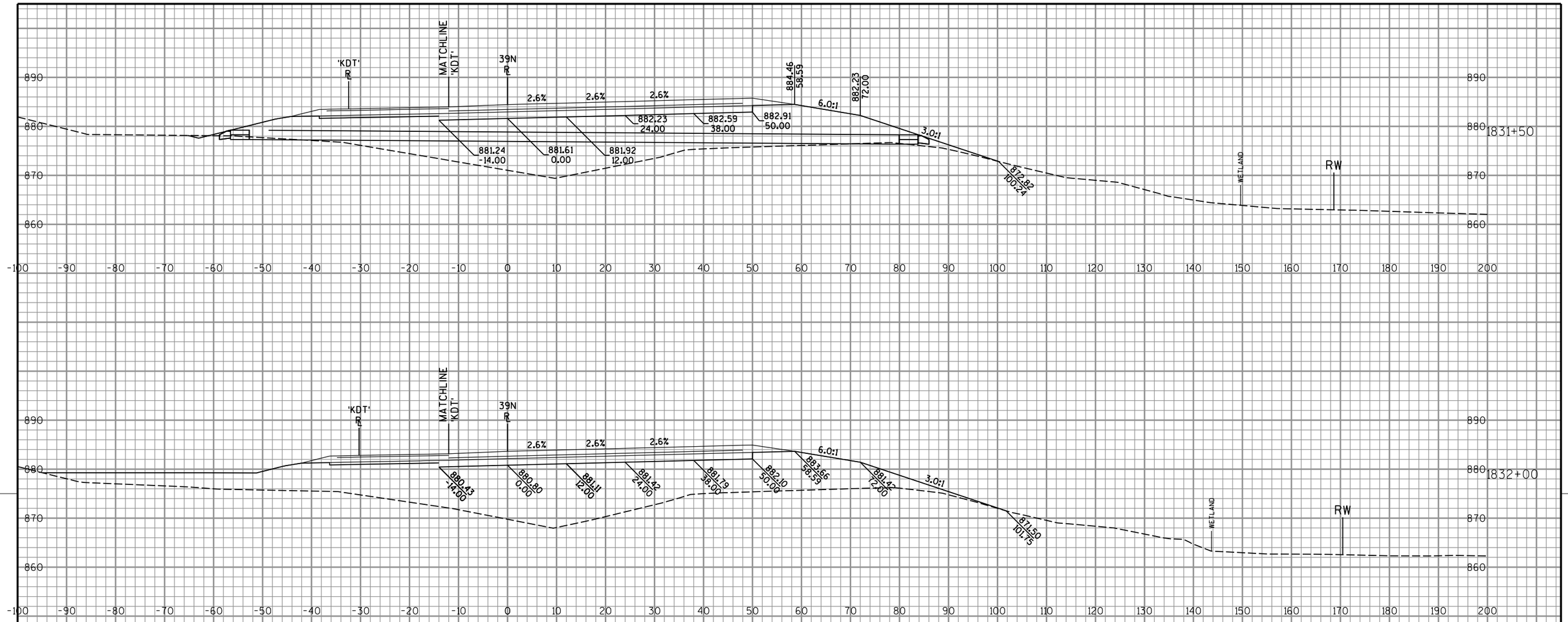


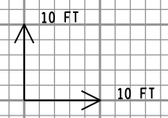
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 978	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 5/13/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



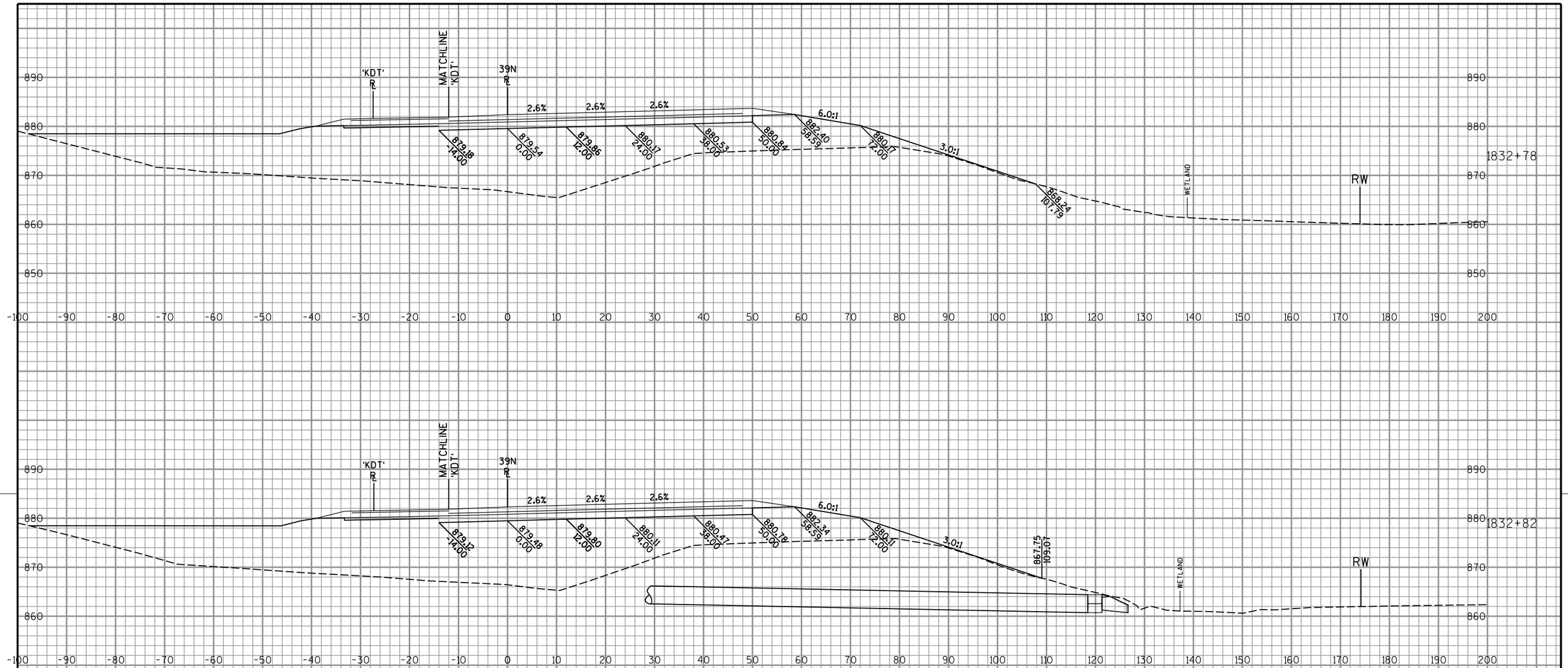


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 979	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

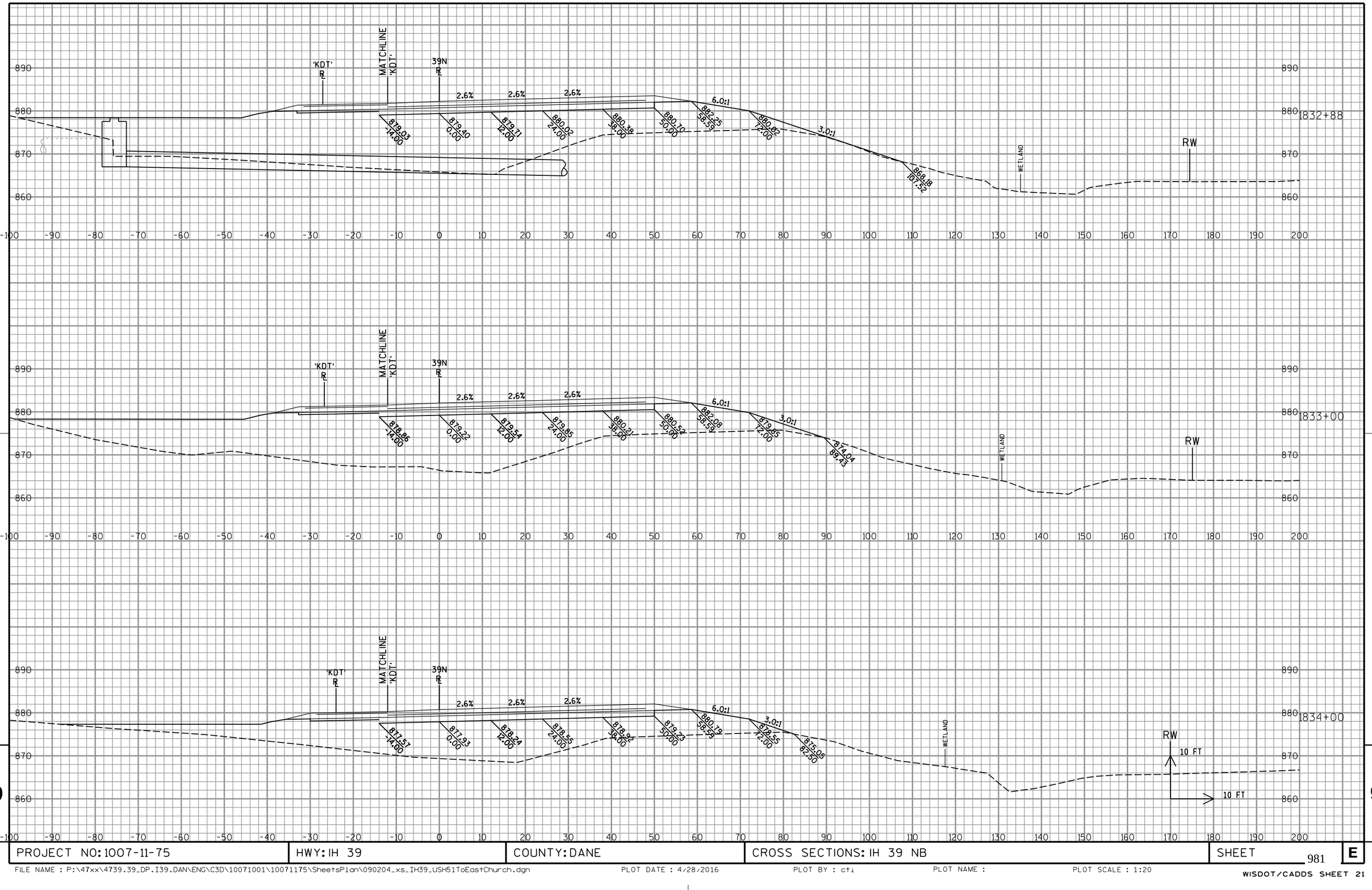
WISDOT/CADDS SHEET 21



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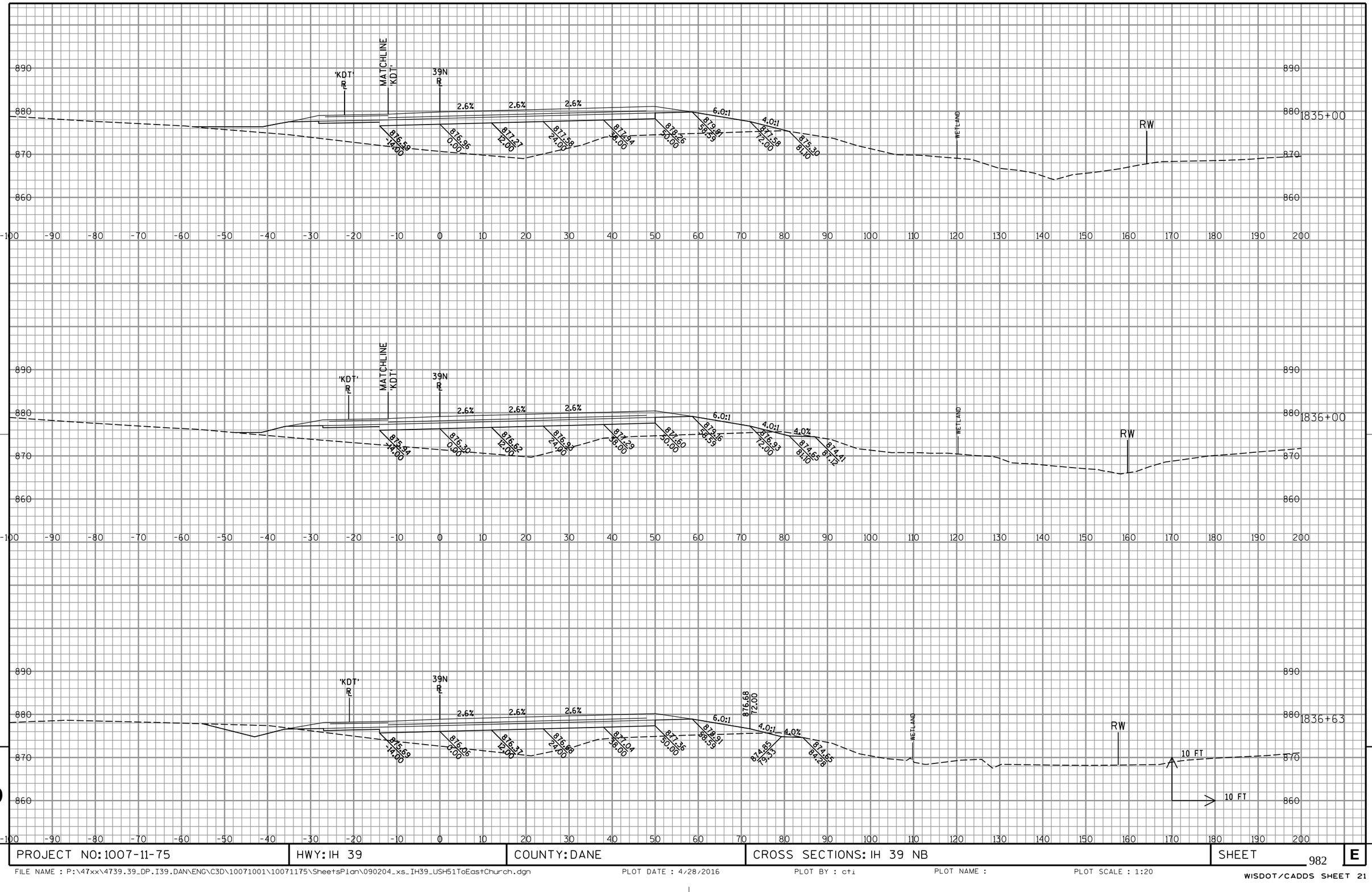
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 980	E



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 981 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

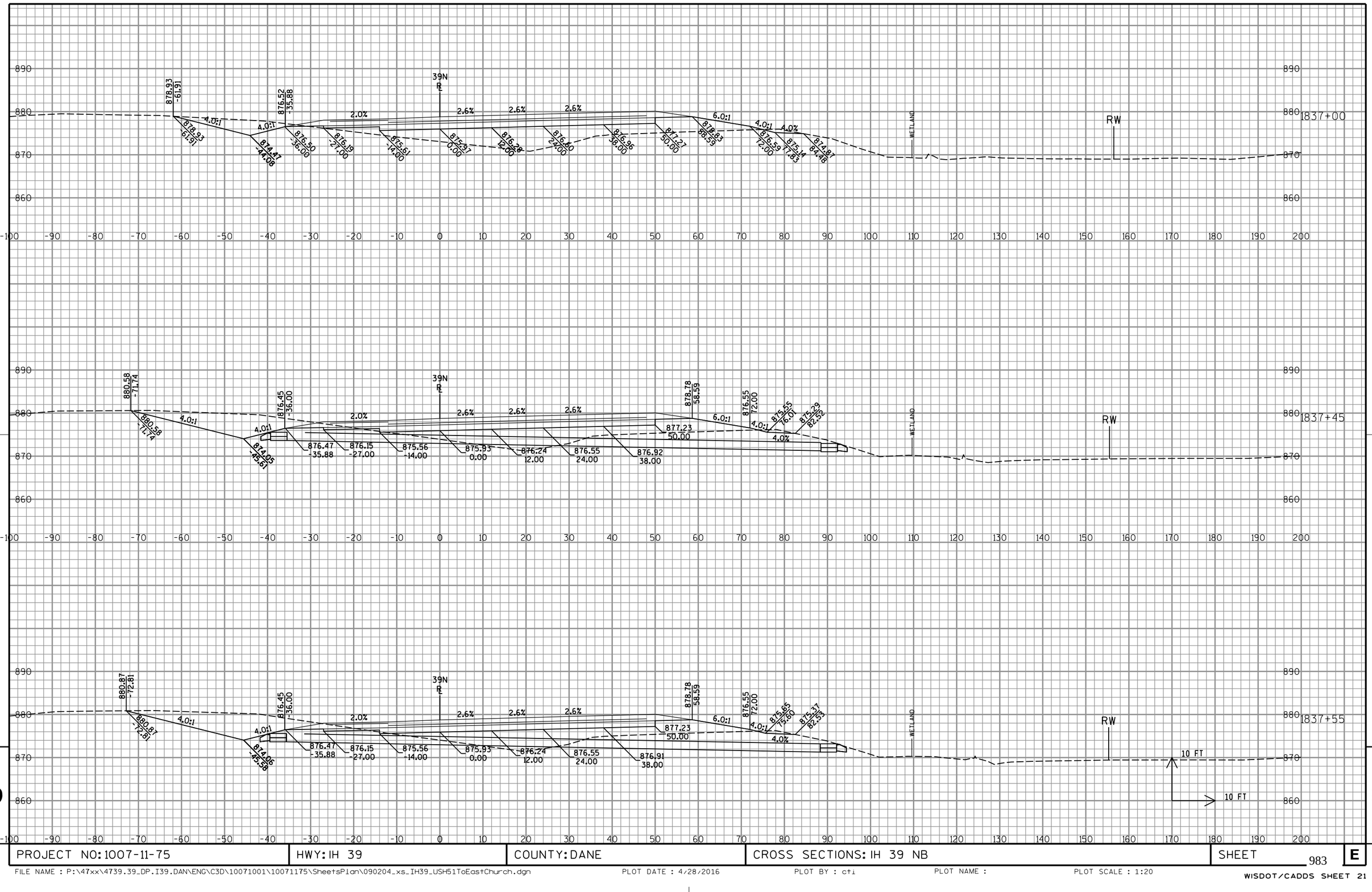


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 982	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



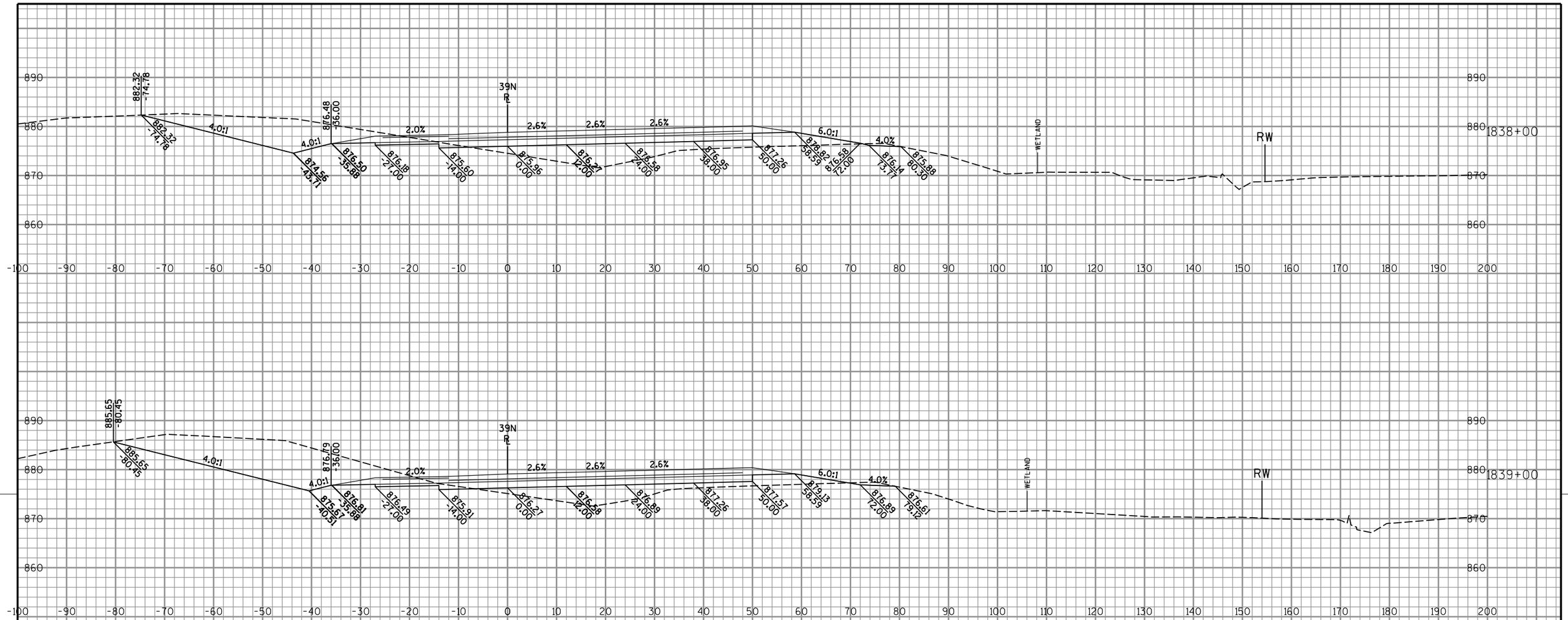
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 983	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



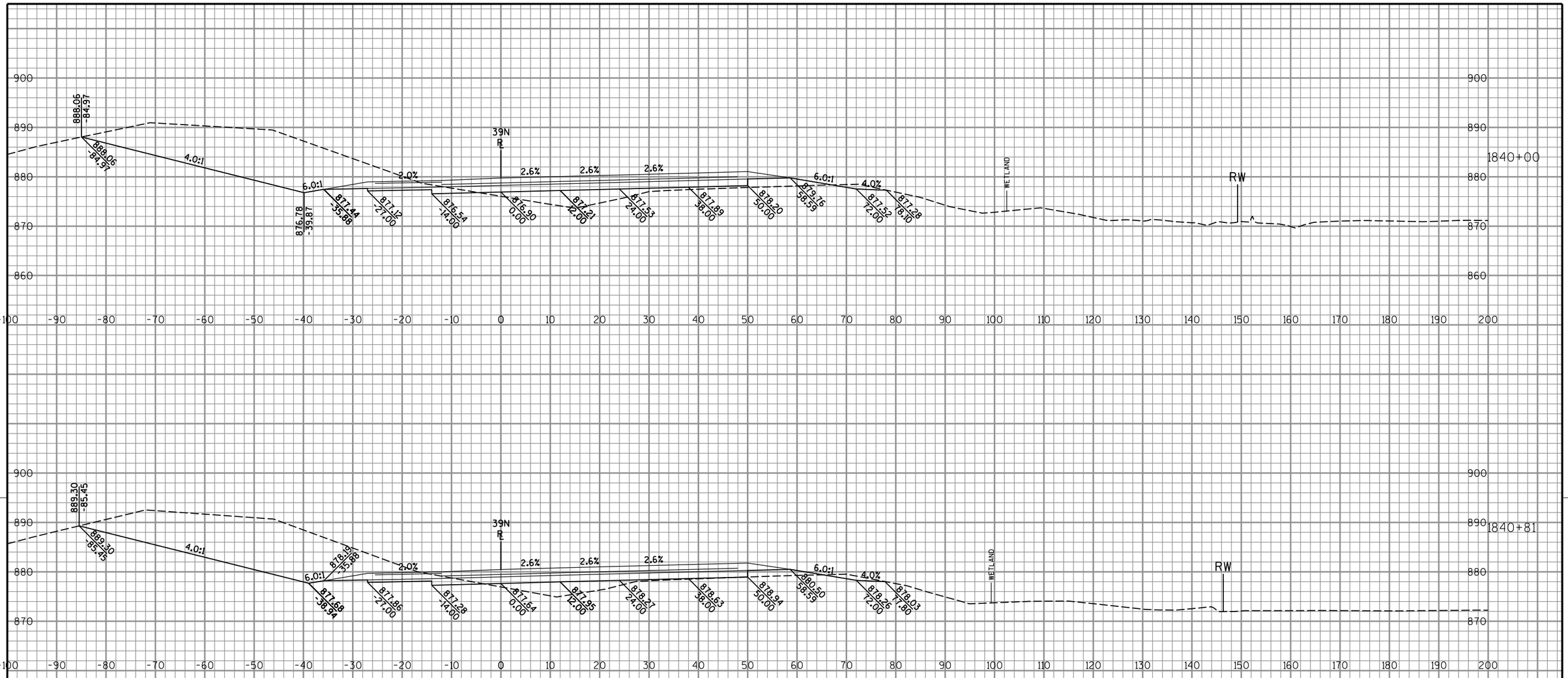
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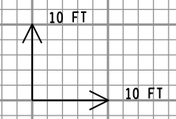
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 984	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





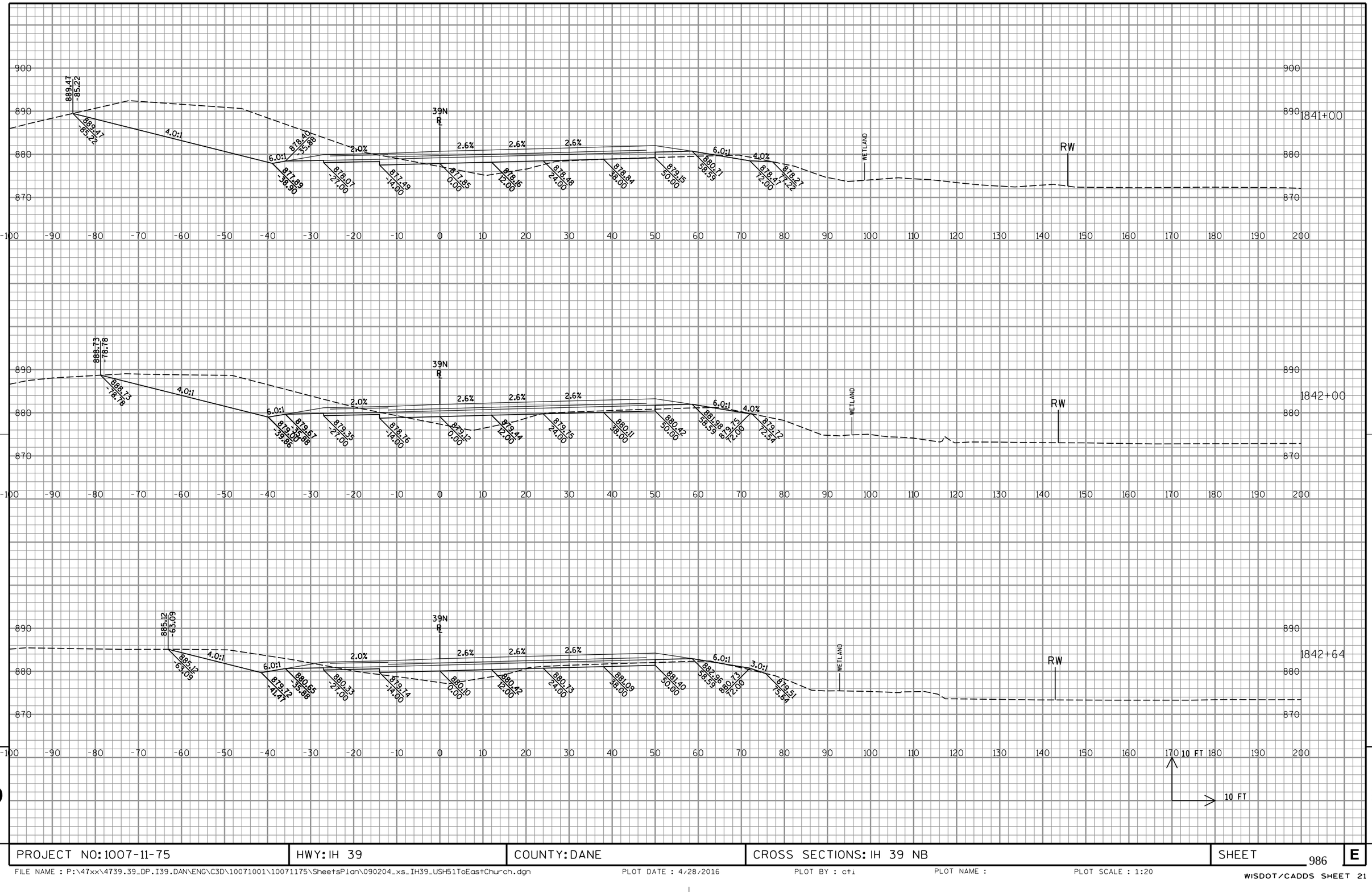
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 985	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

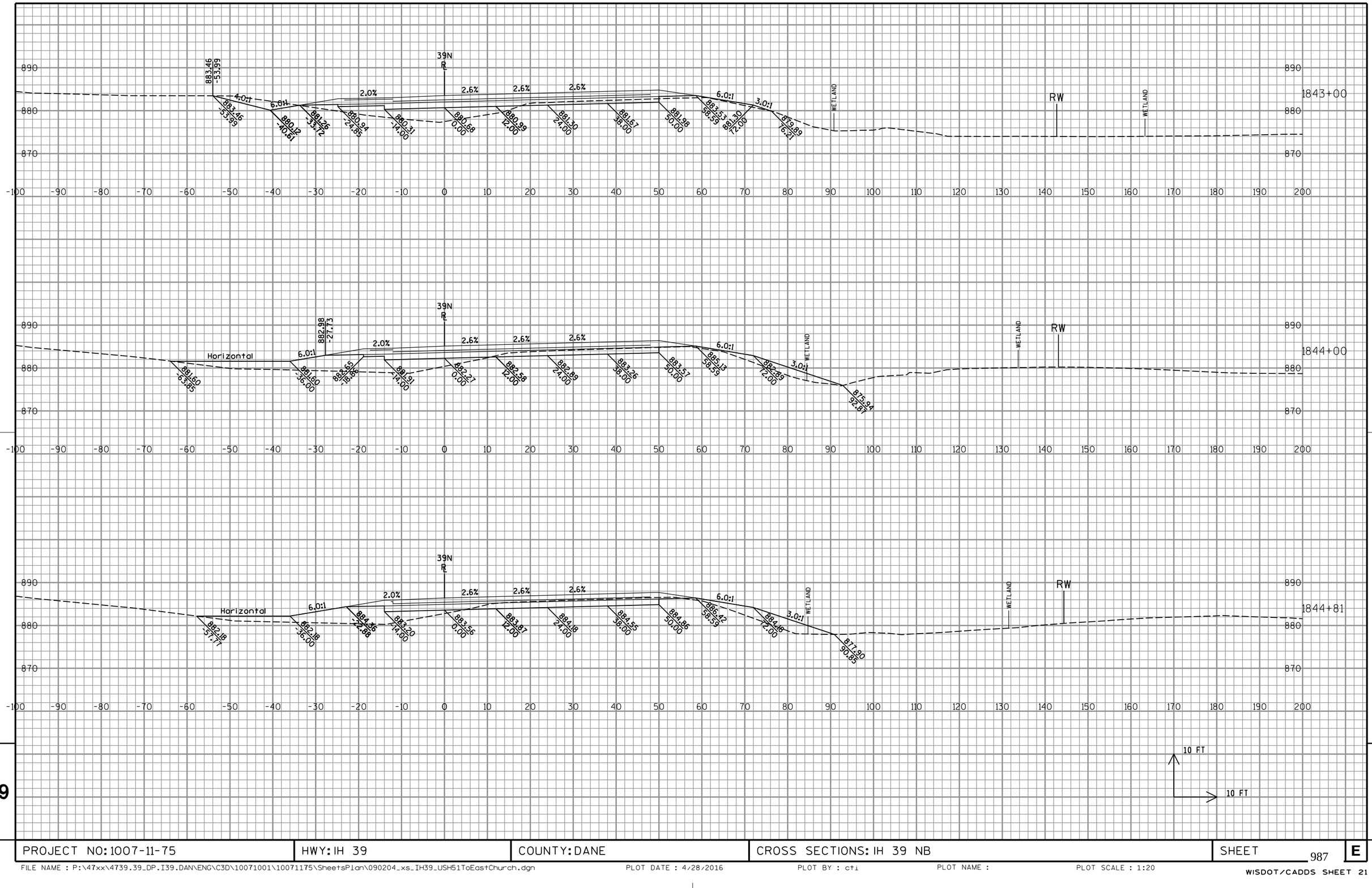
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 986	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



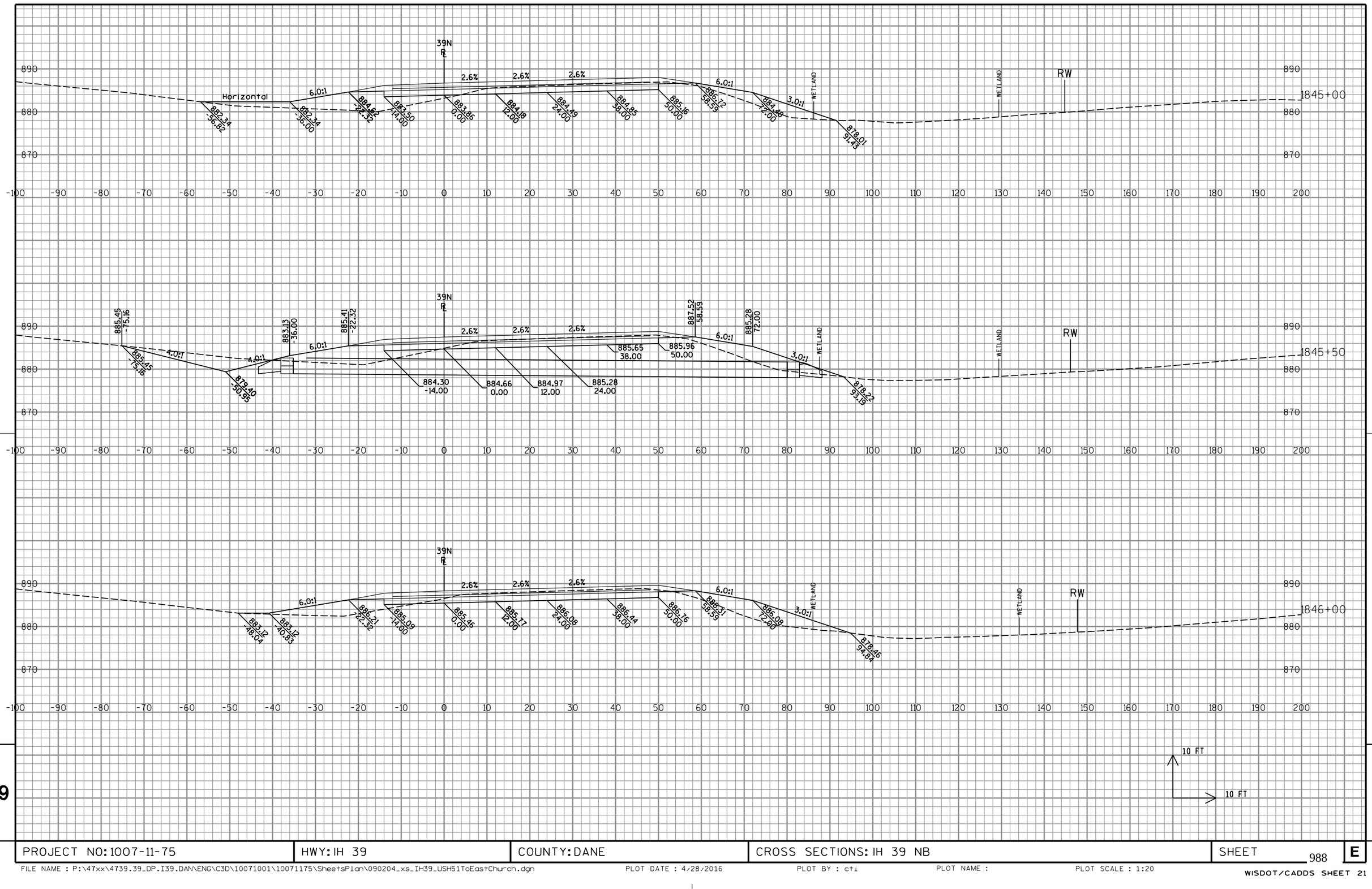
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 987	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

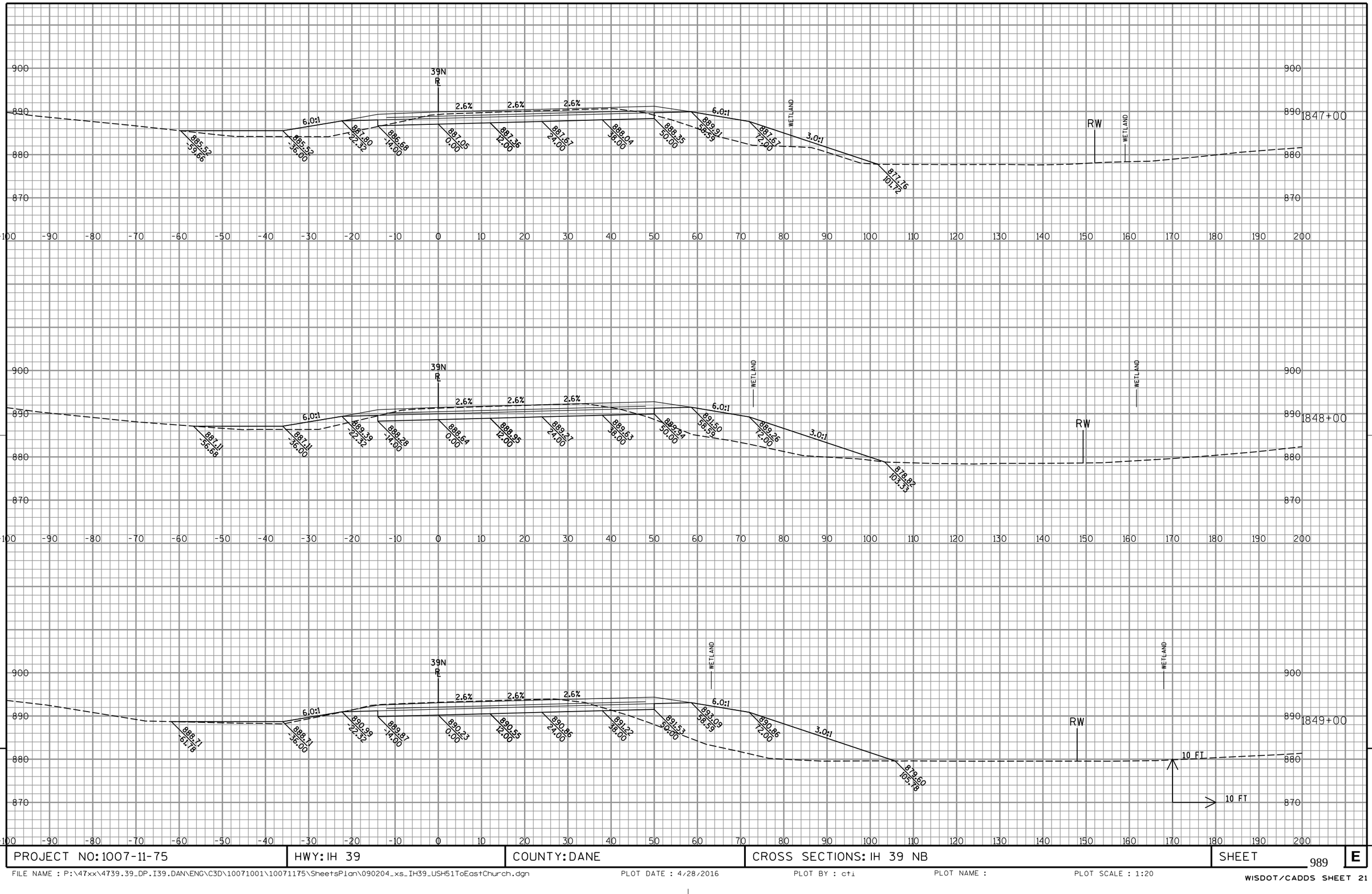


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 988	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



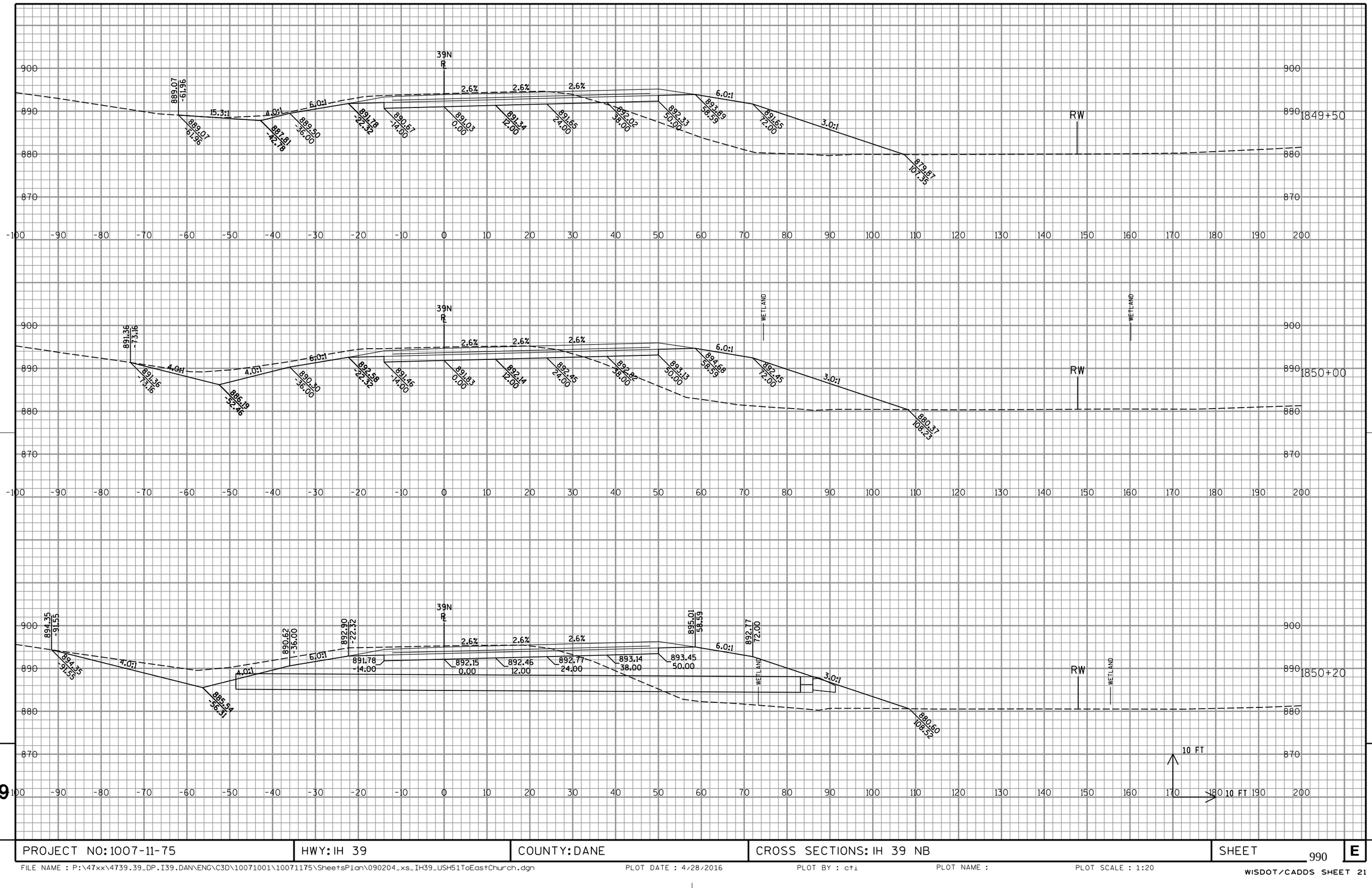
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 989	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



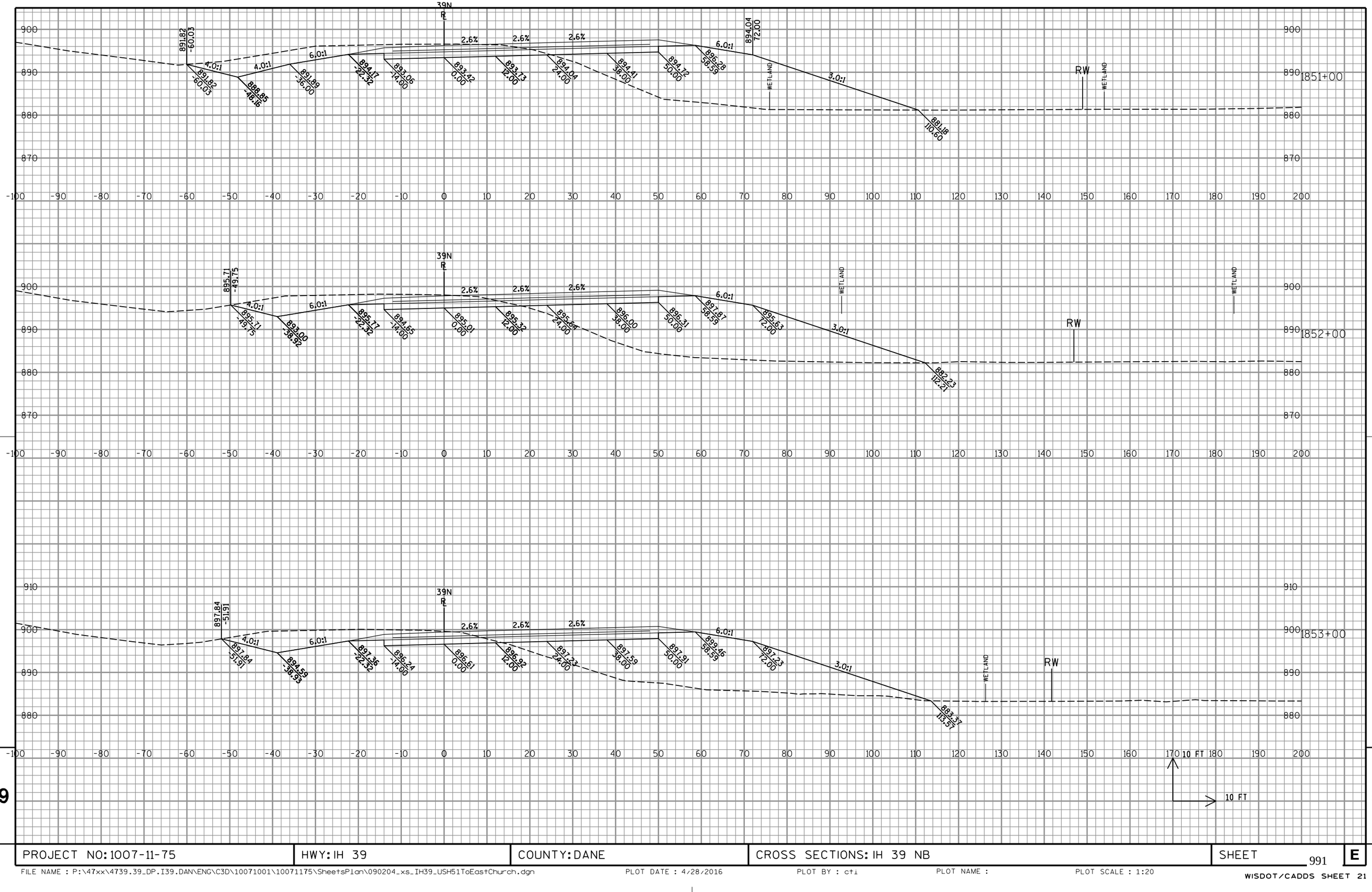
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 990	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

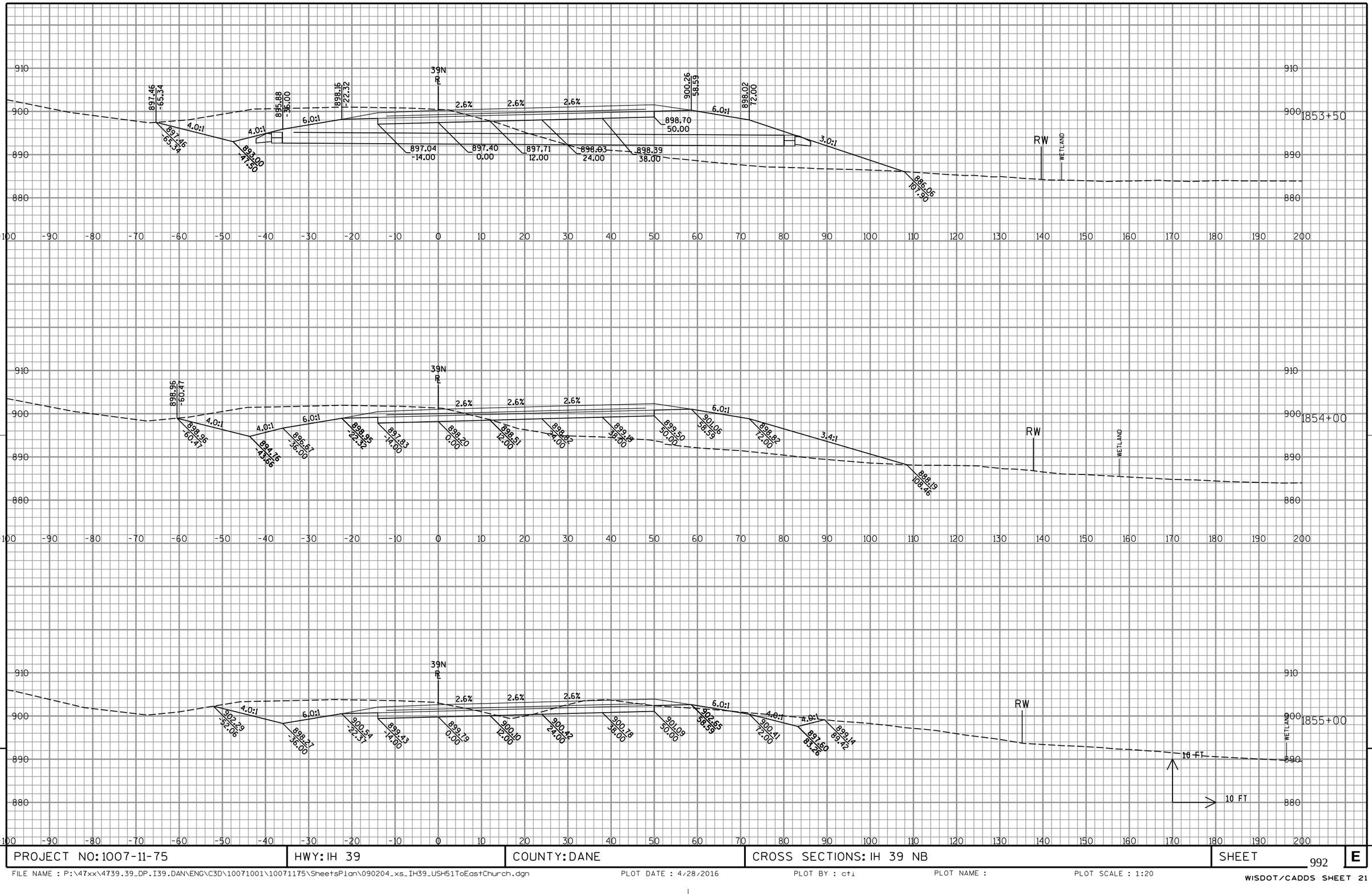
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 991	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

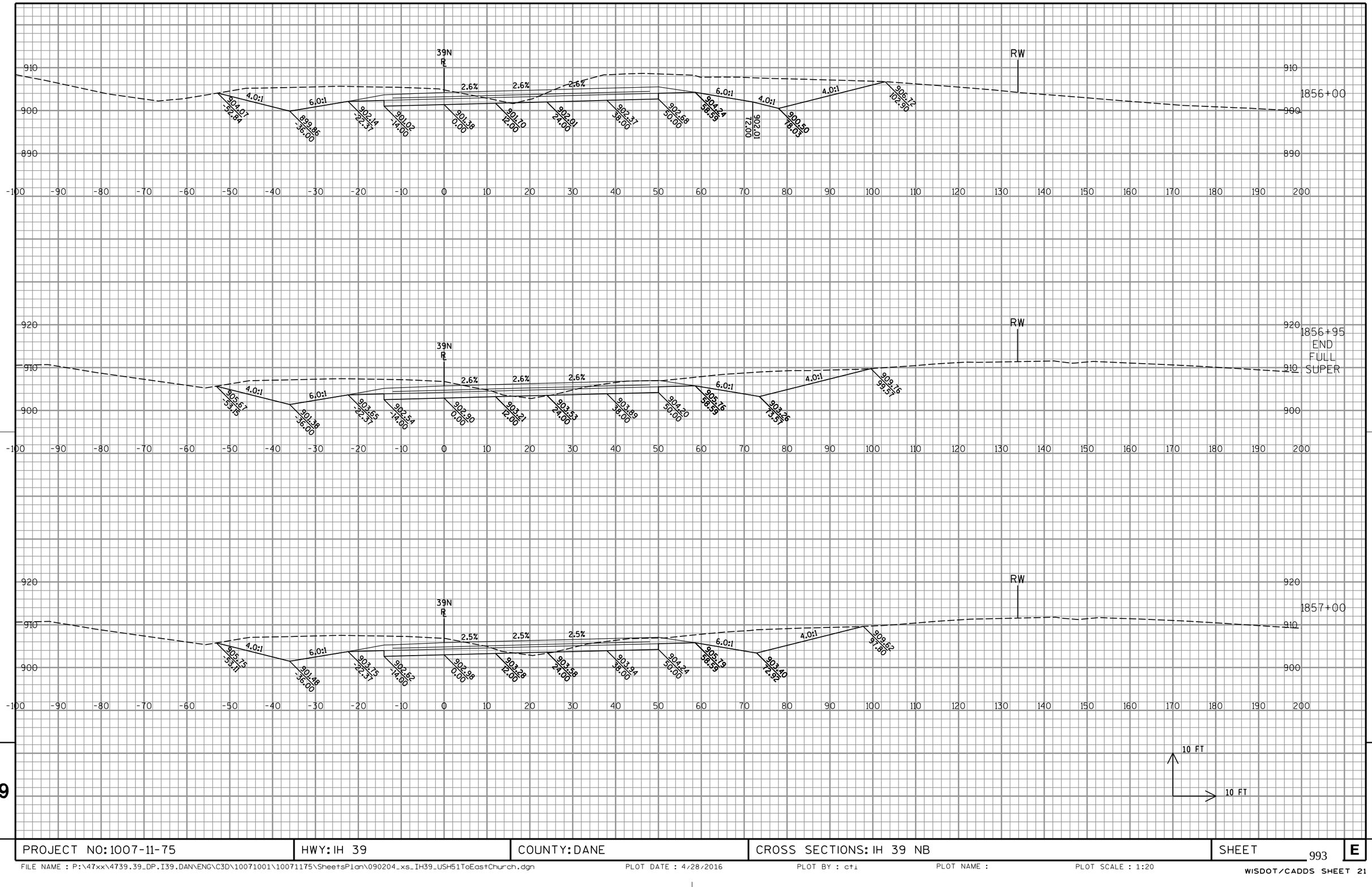
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 992	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

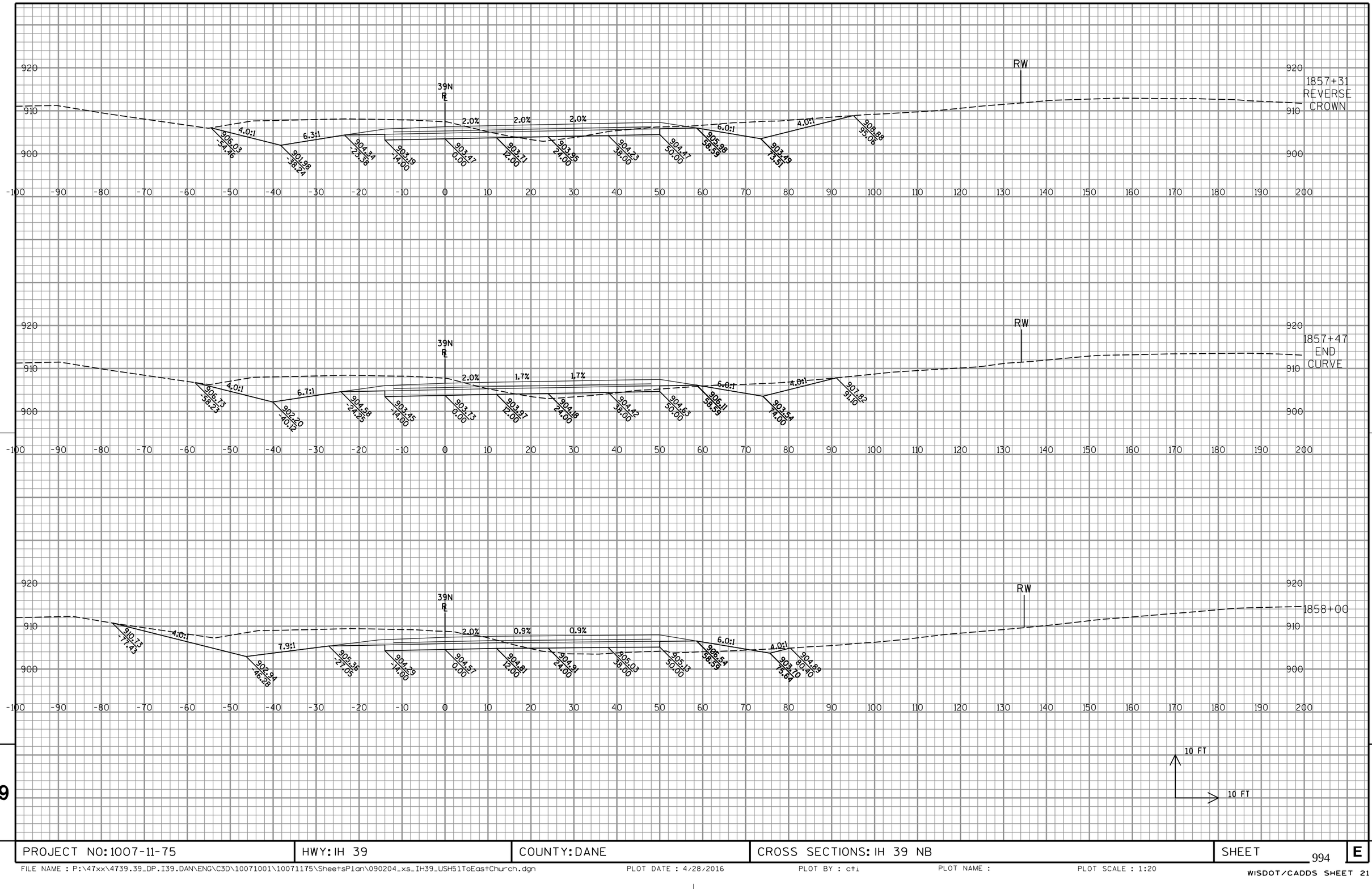


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 993	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



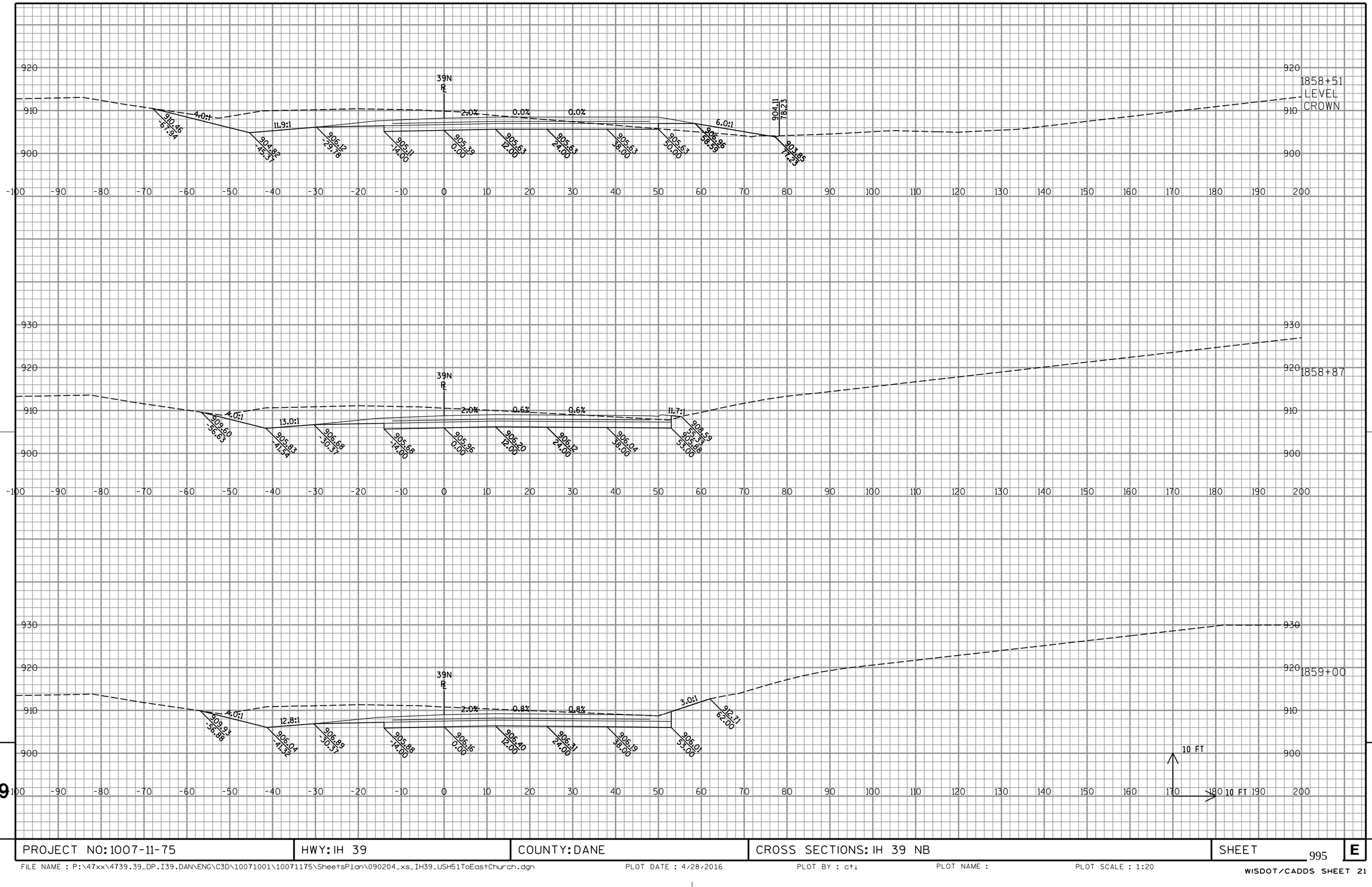
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 994	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

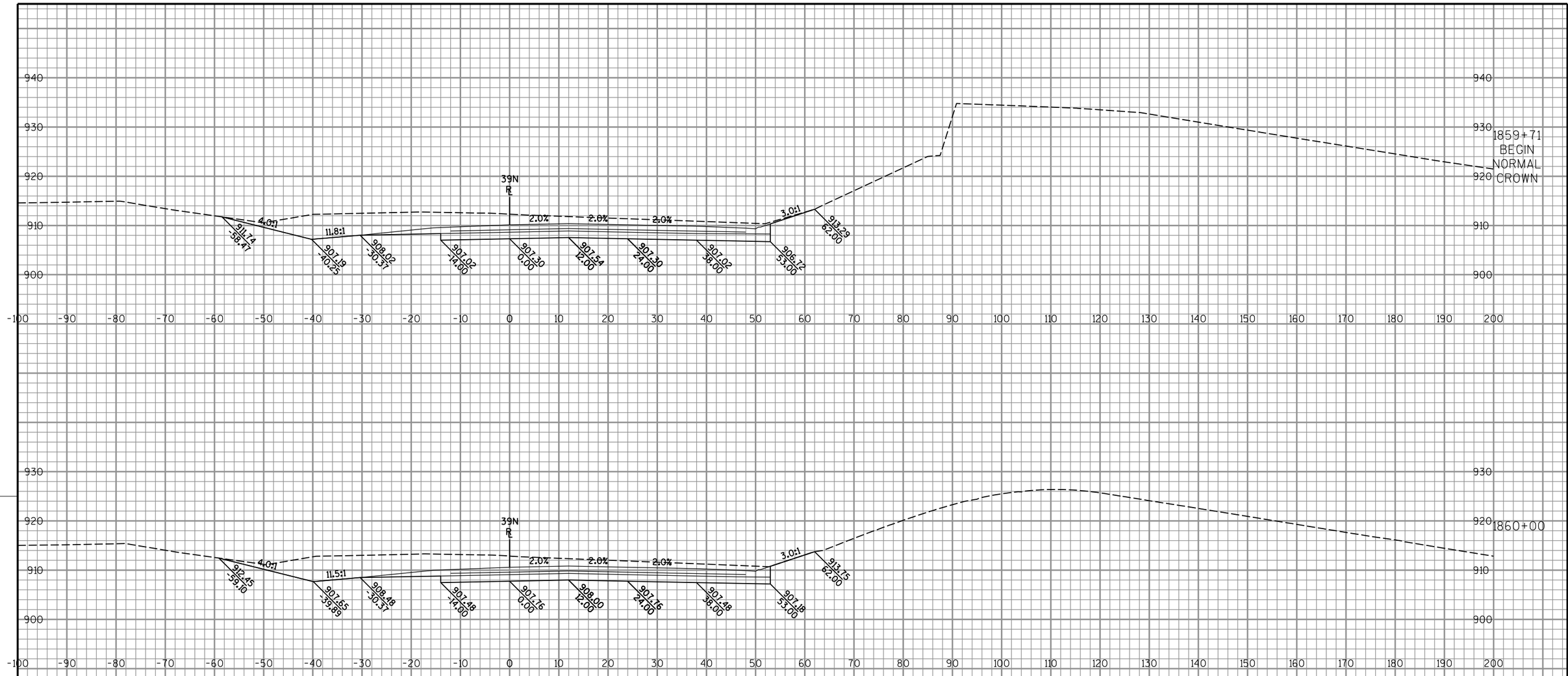
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 995	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 996	E

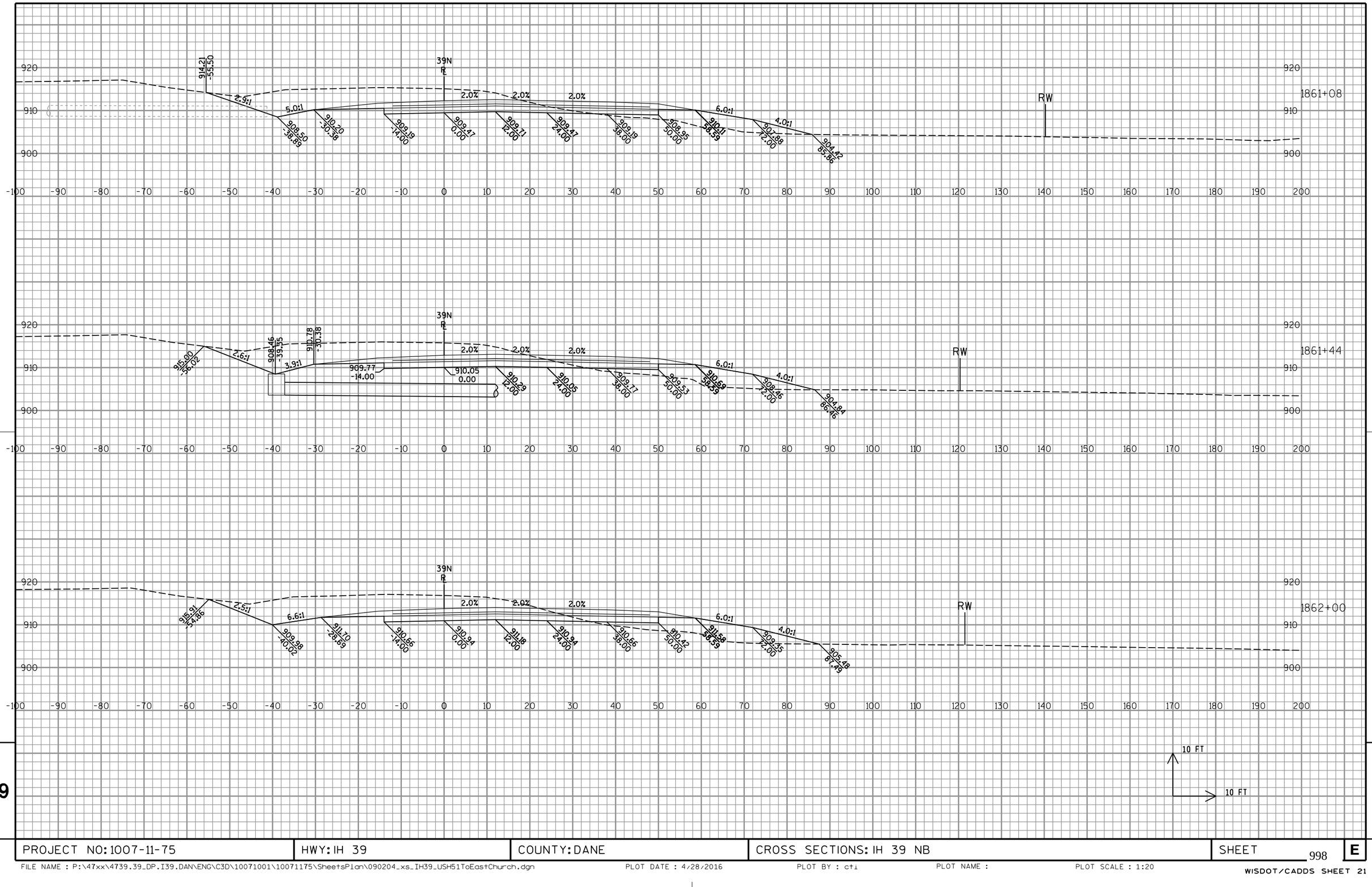
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 997	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

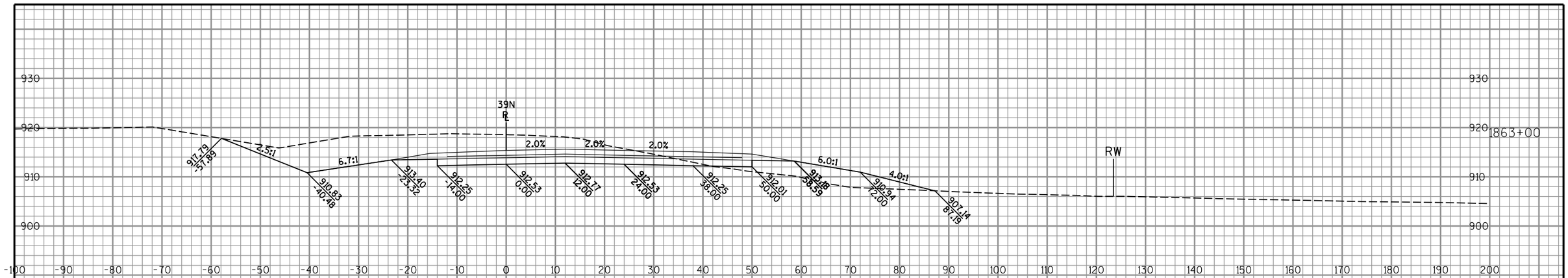


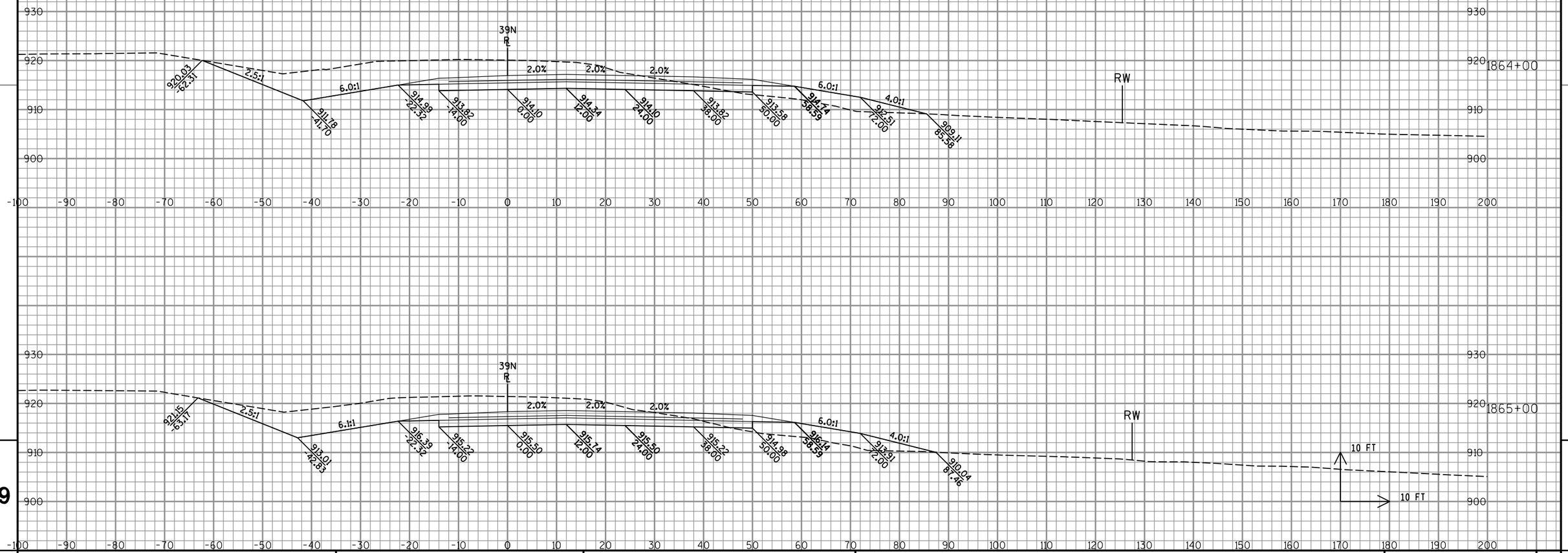
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 998	E

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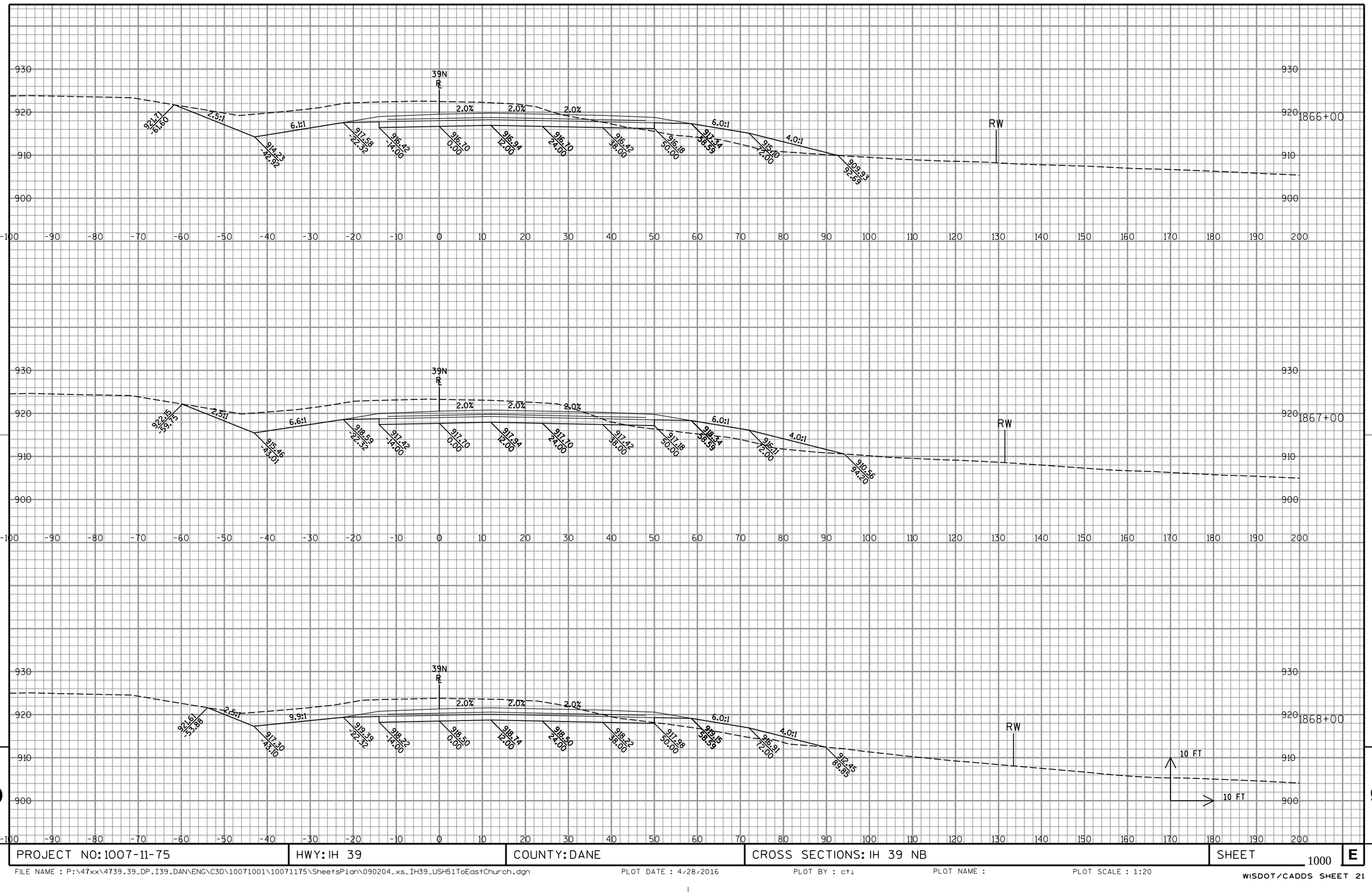
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 999	E

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WISDOT/CADDS SHEET 21



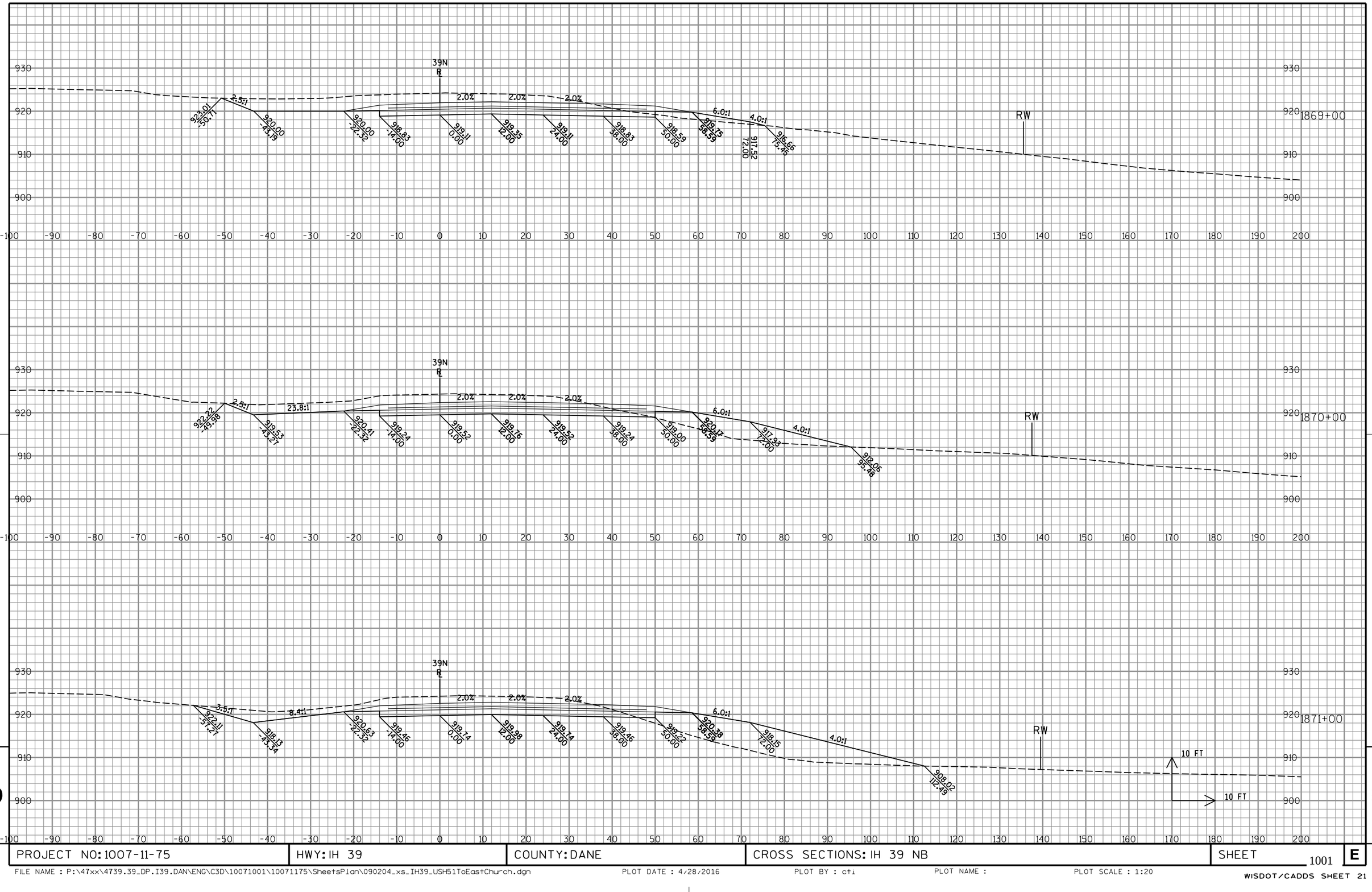
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1000	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

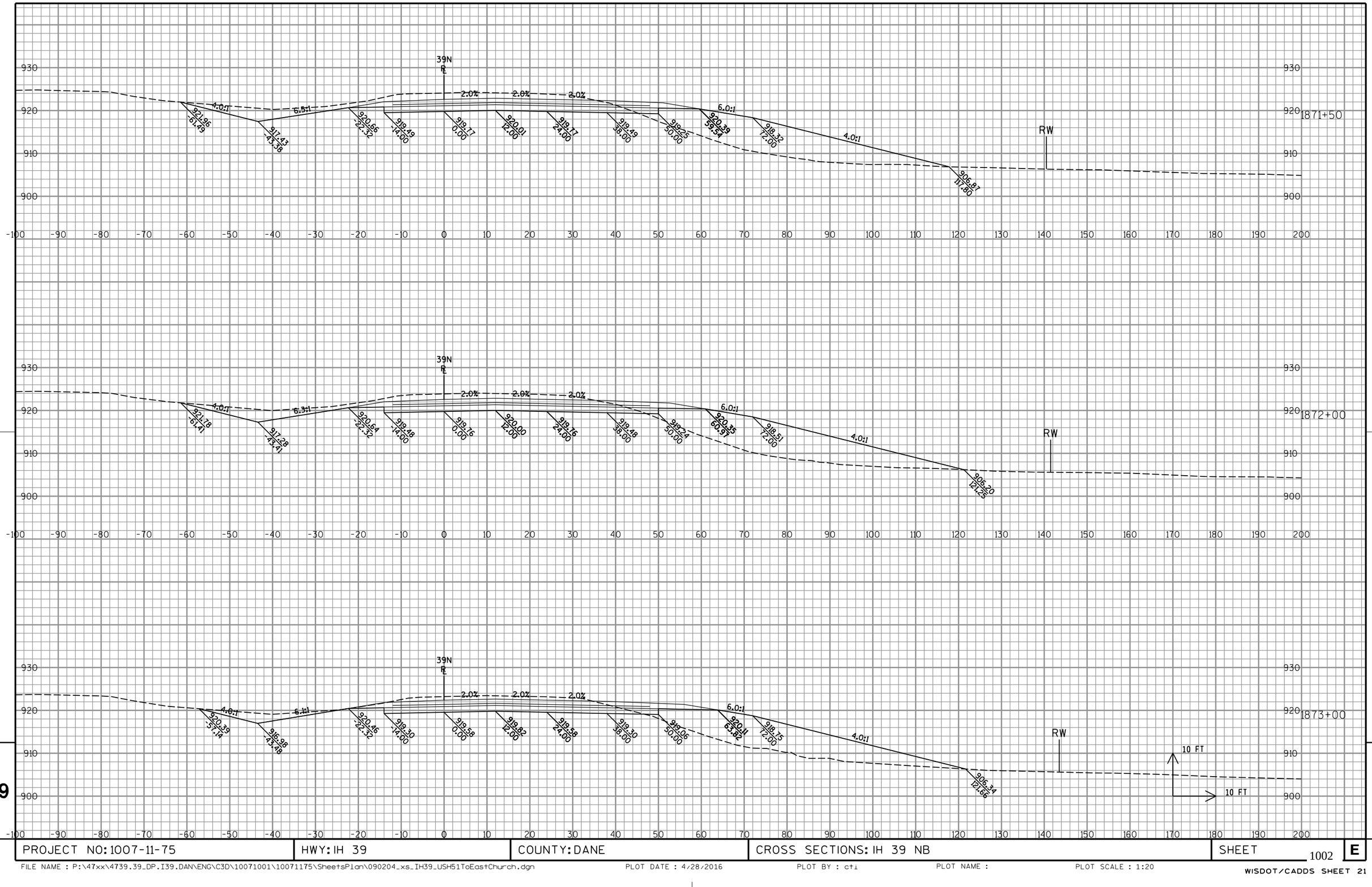
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1001 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

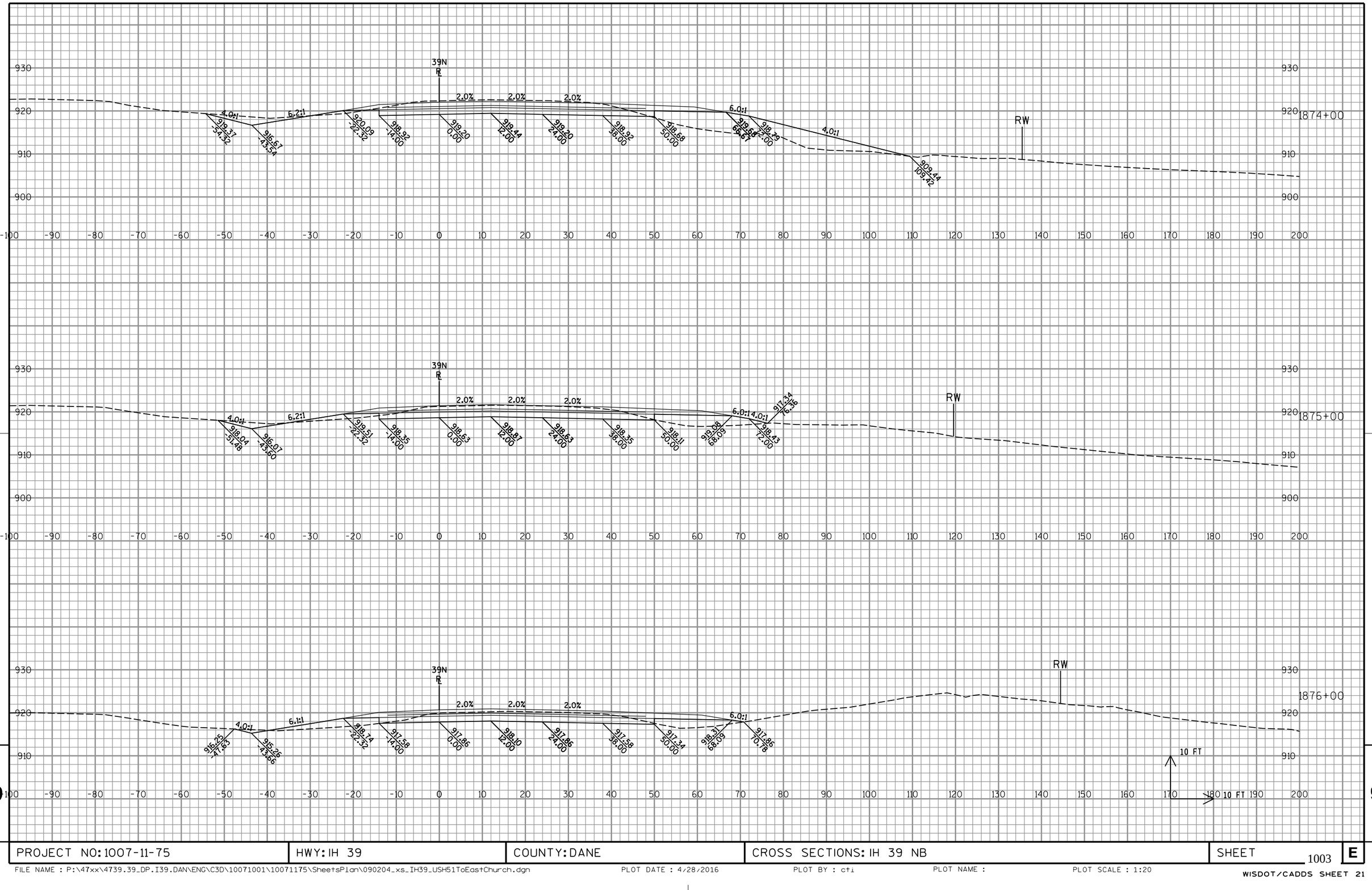
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1002	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

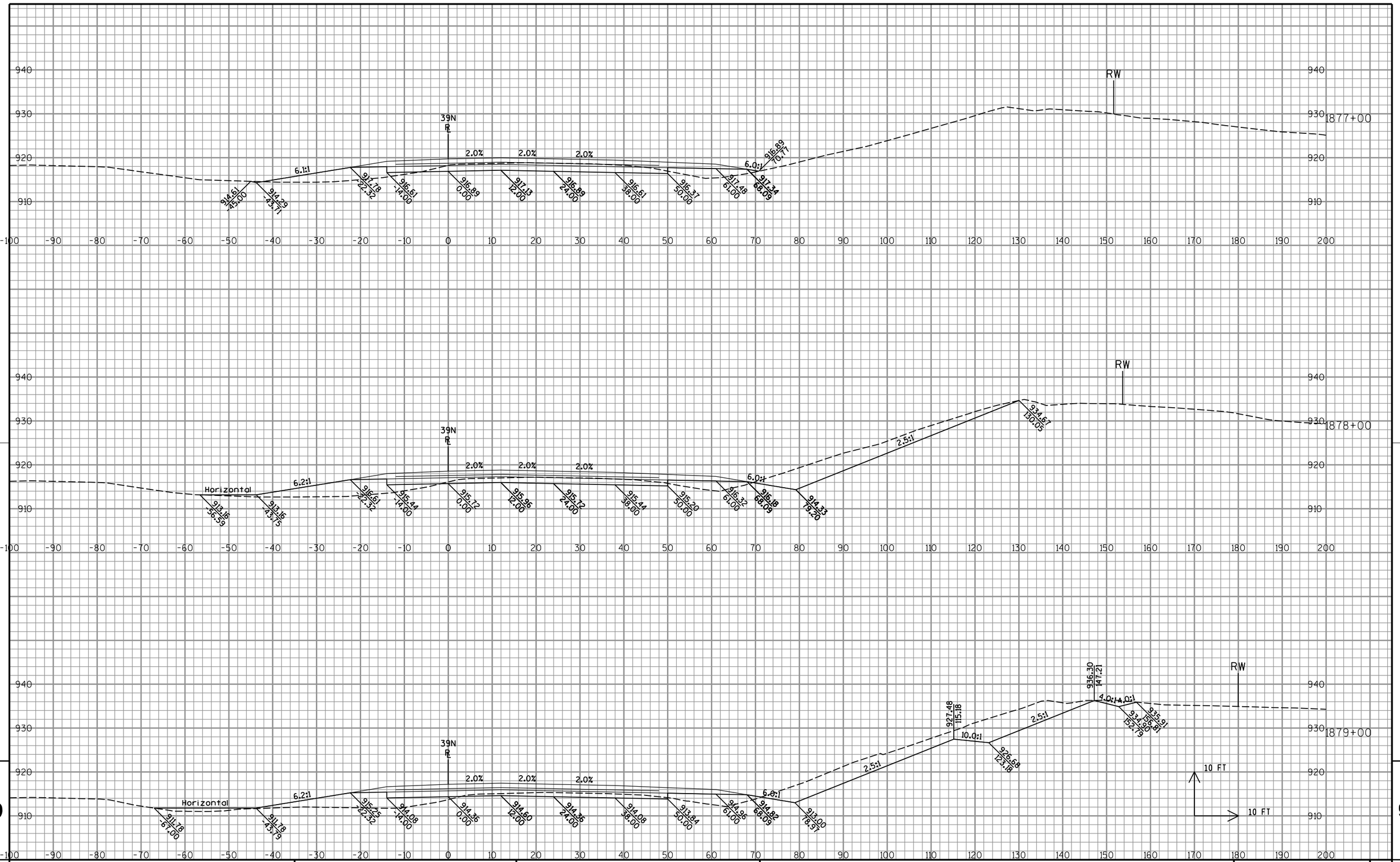
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1003	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

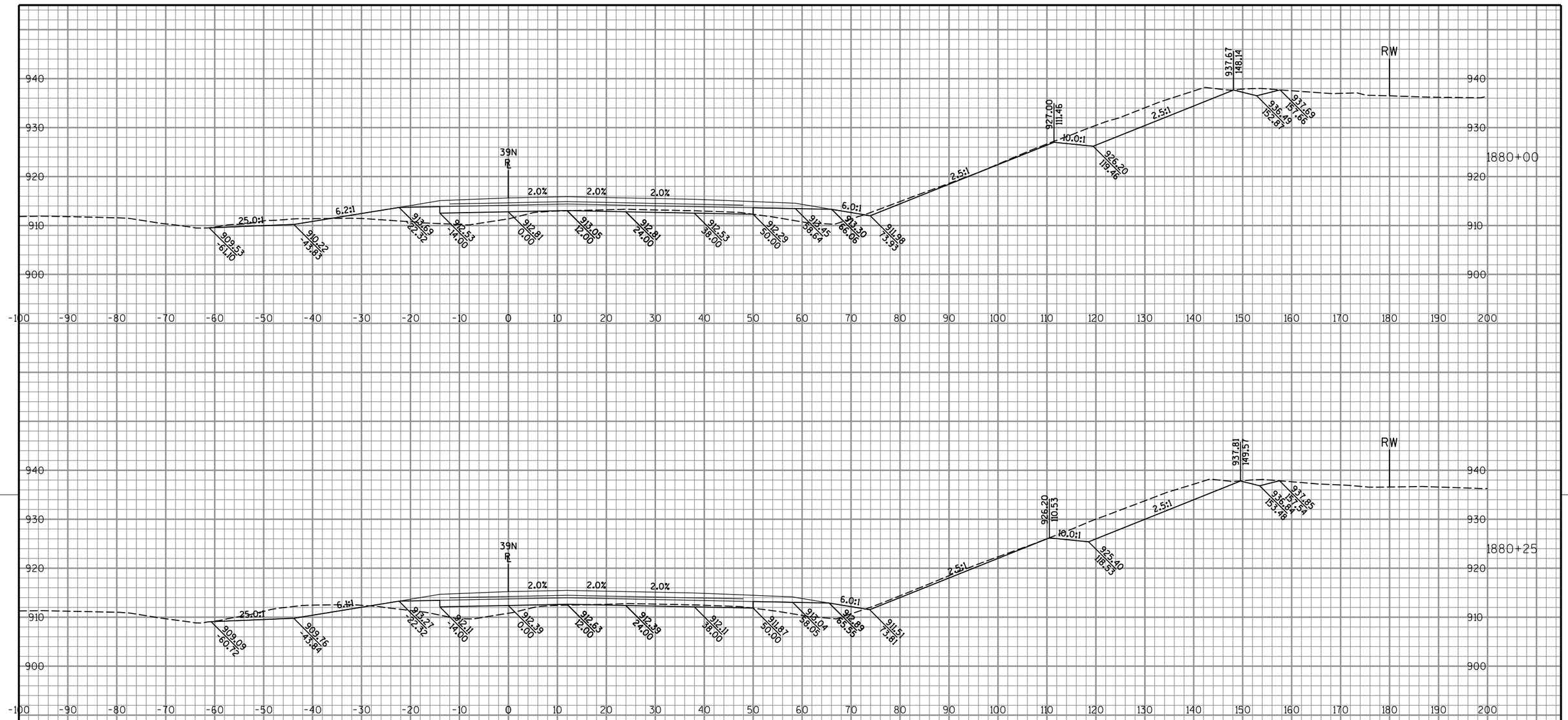


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1004	E

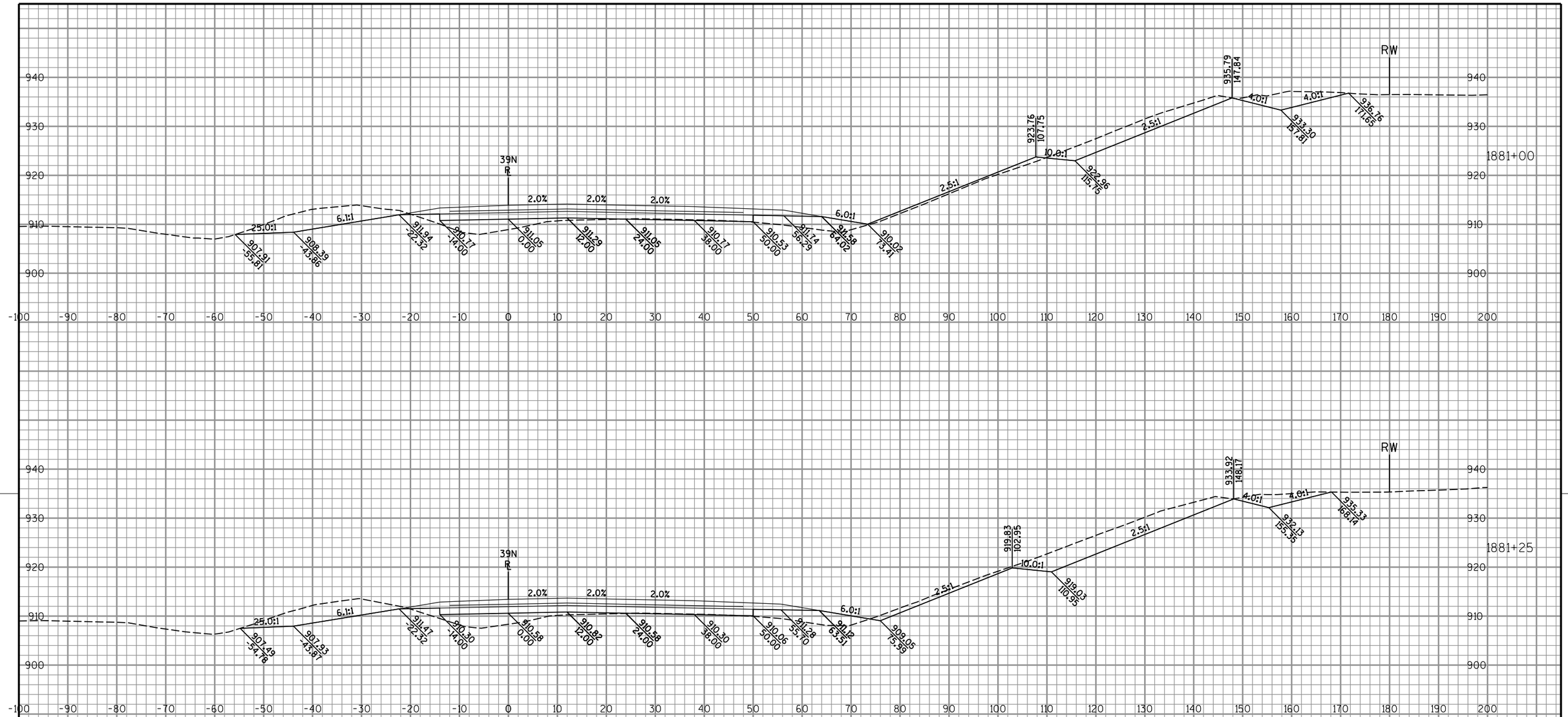
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PLOT DATE : 4/28/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1005	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

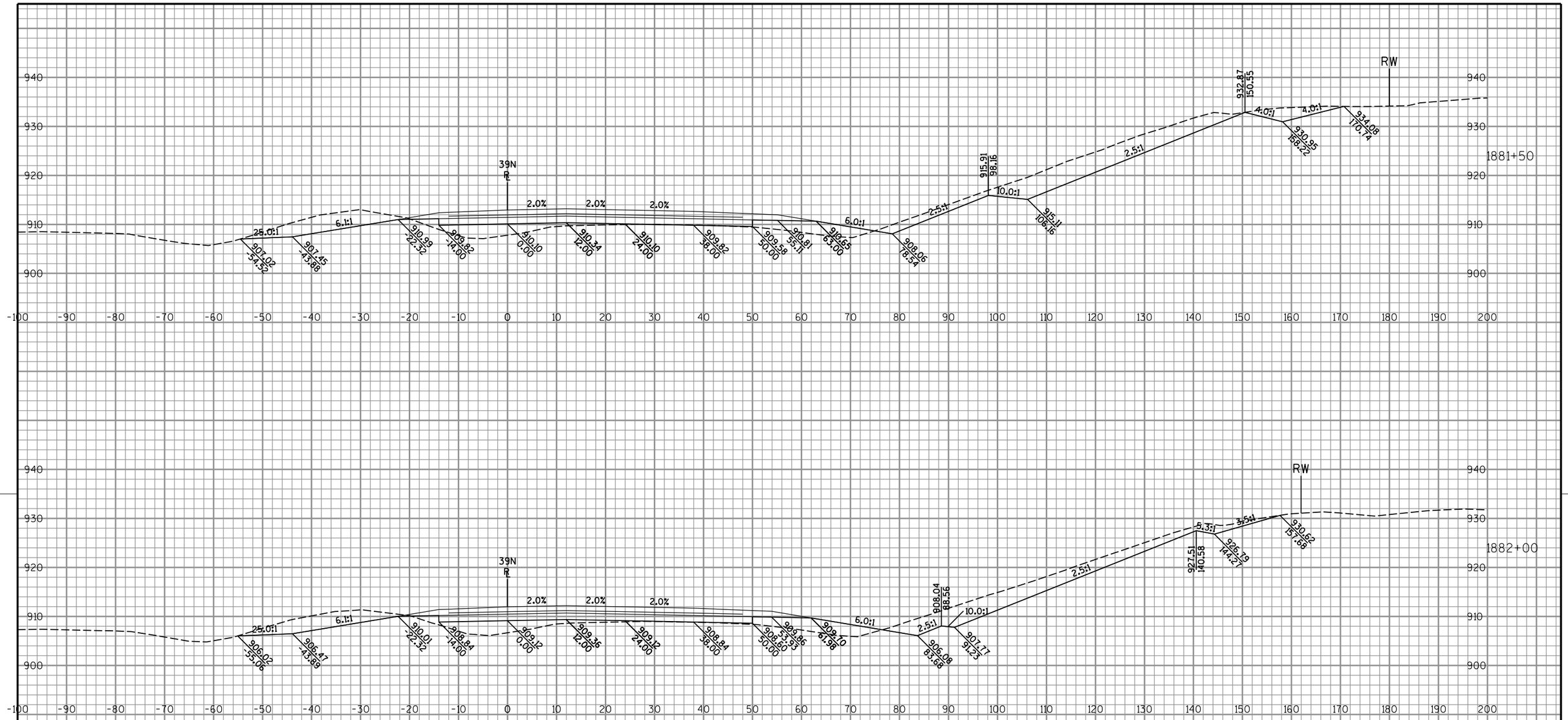


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1006	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

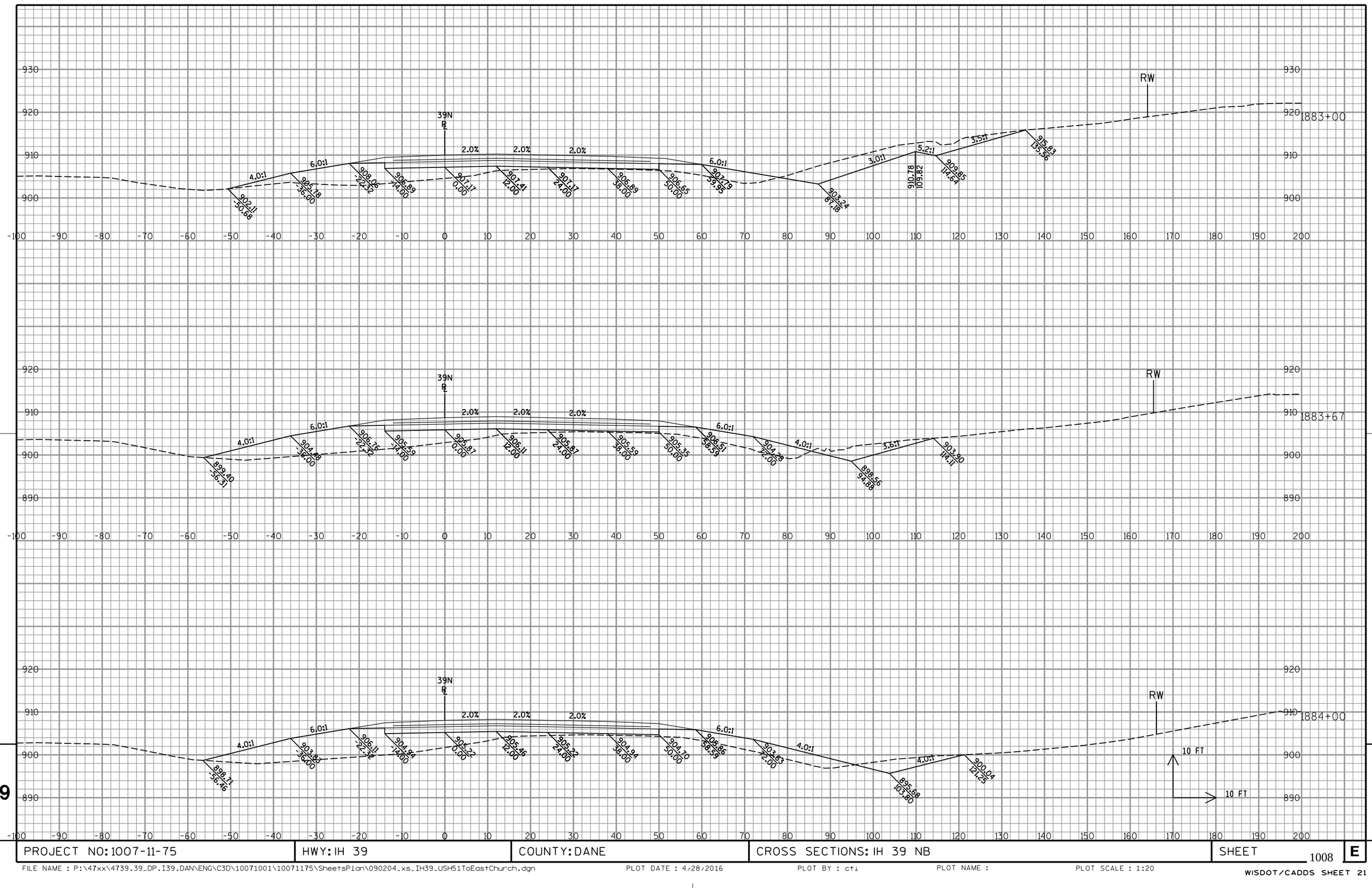


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1007	E

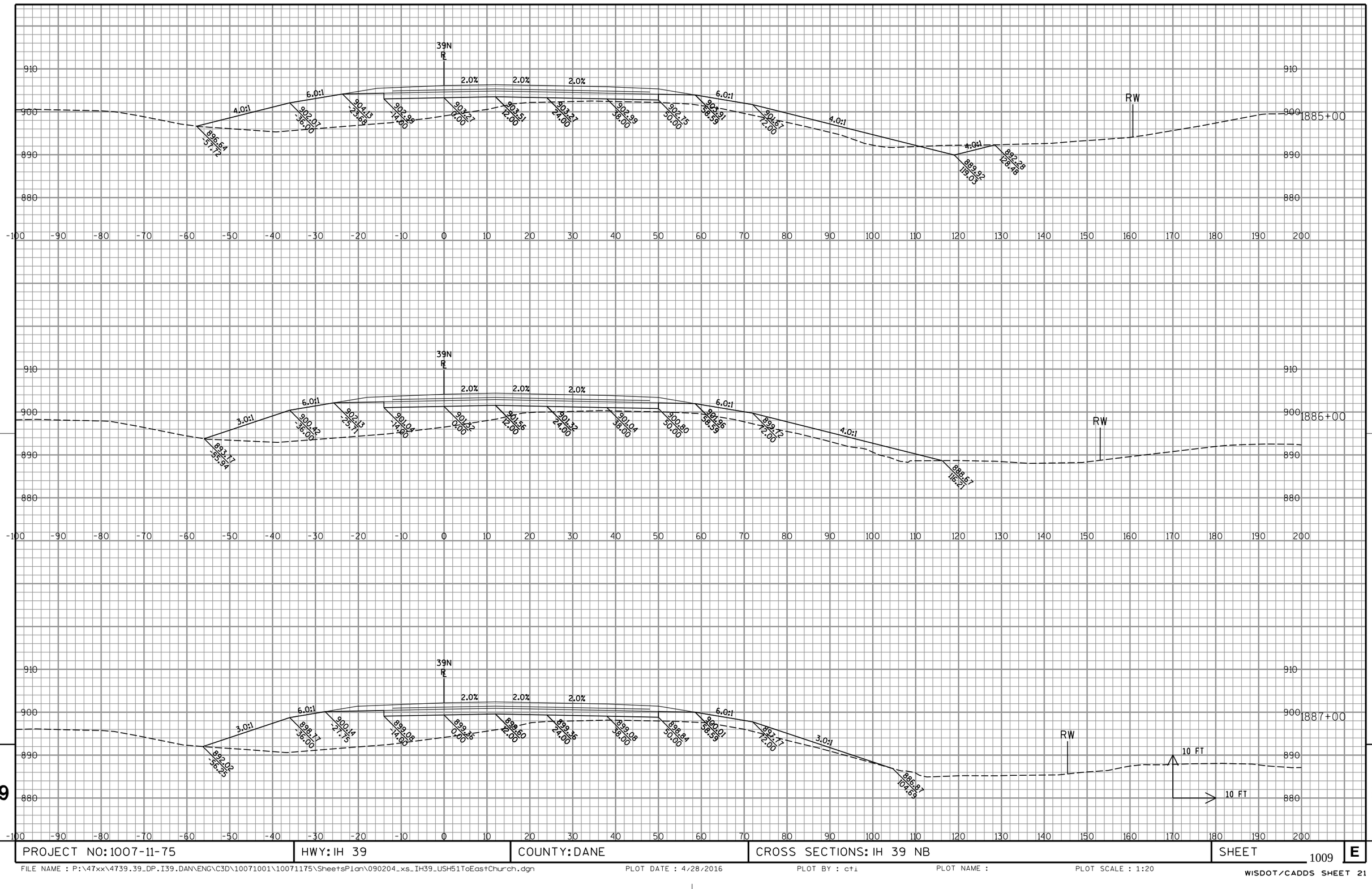
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1008	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

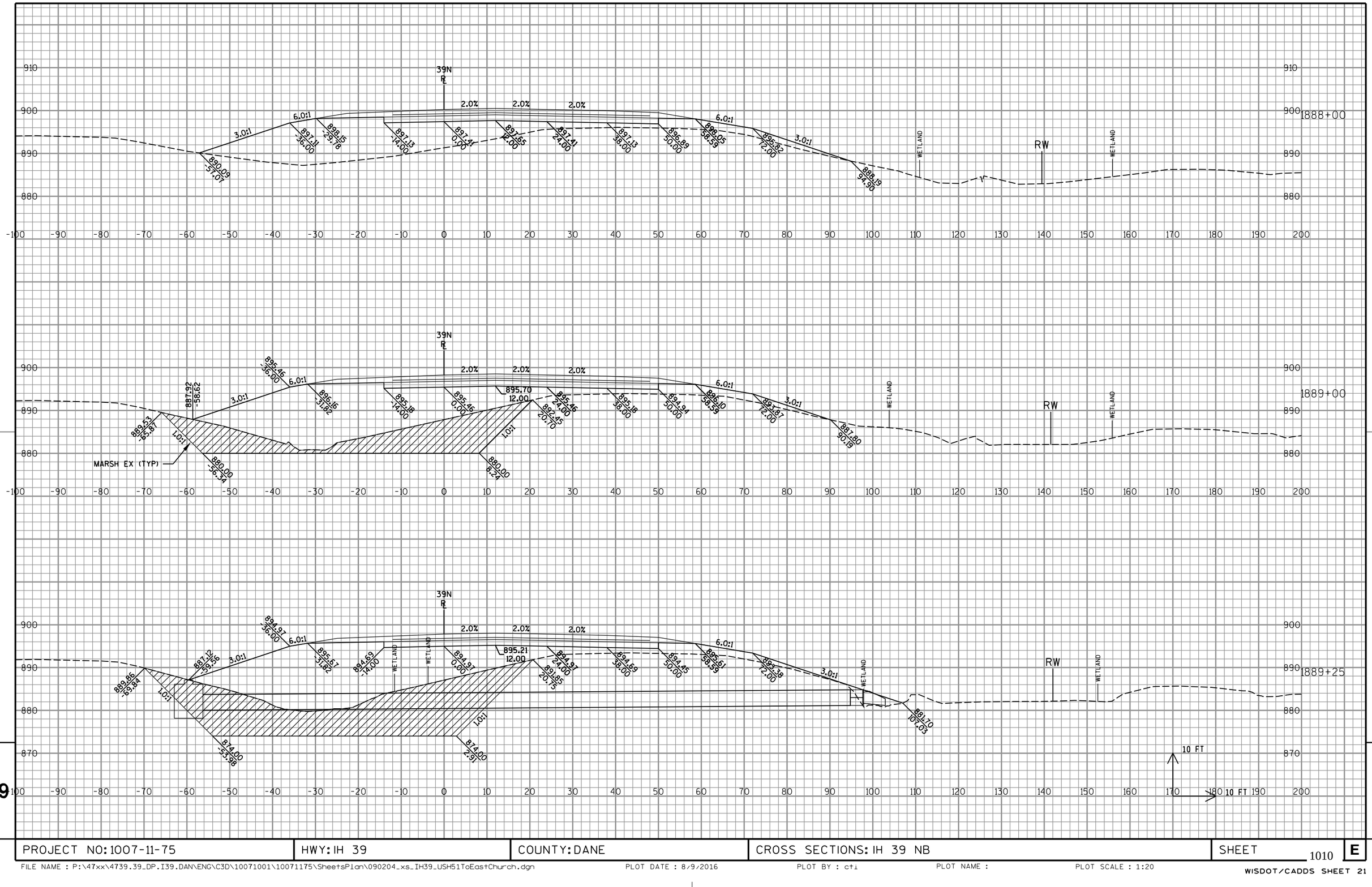
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1009	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



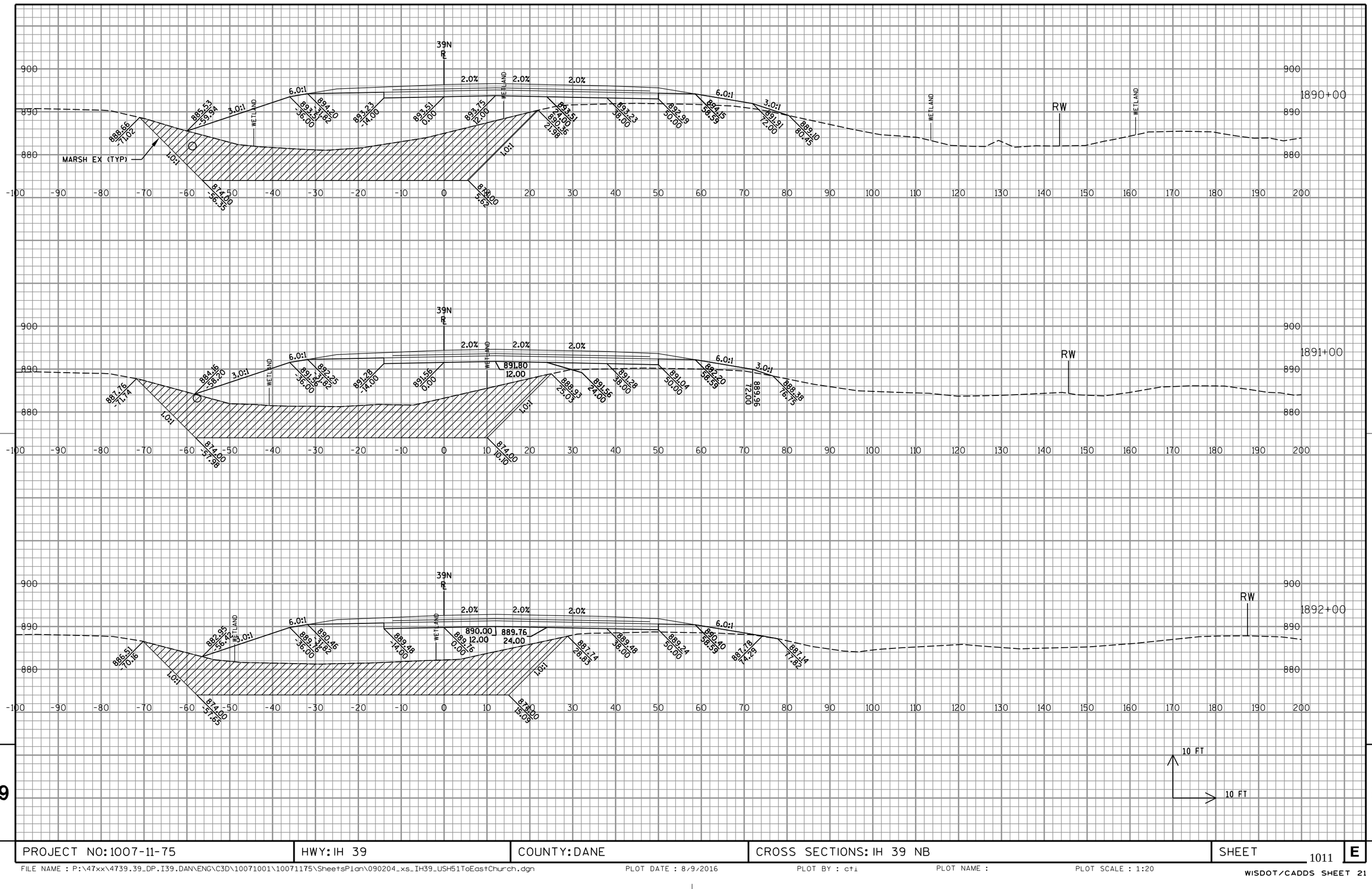
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1010	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 8/9/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

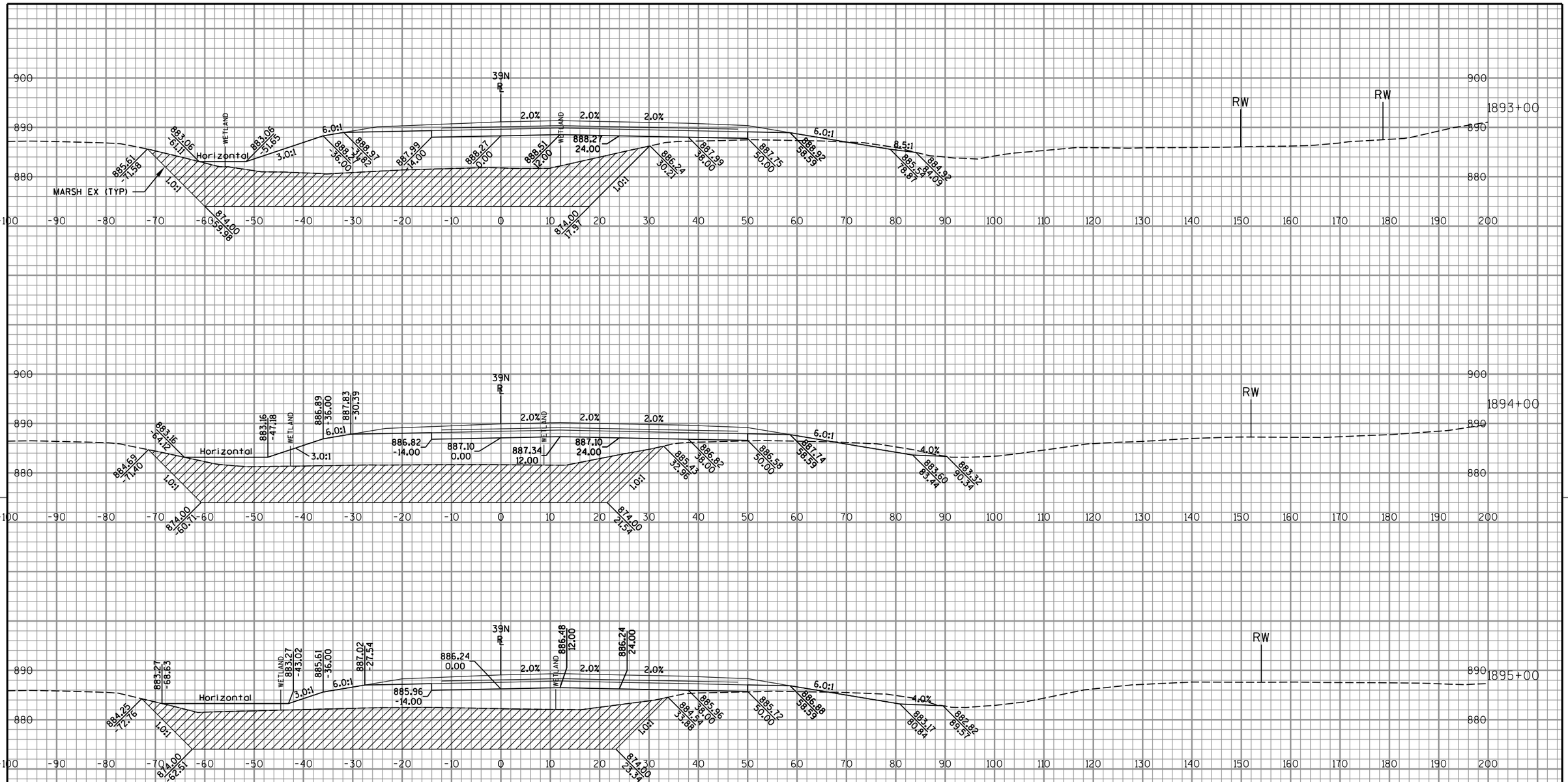
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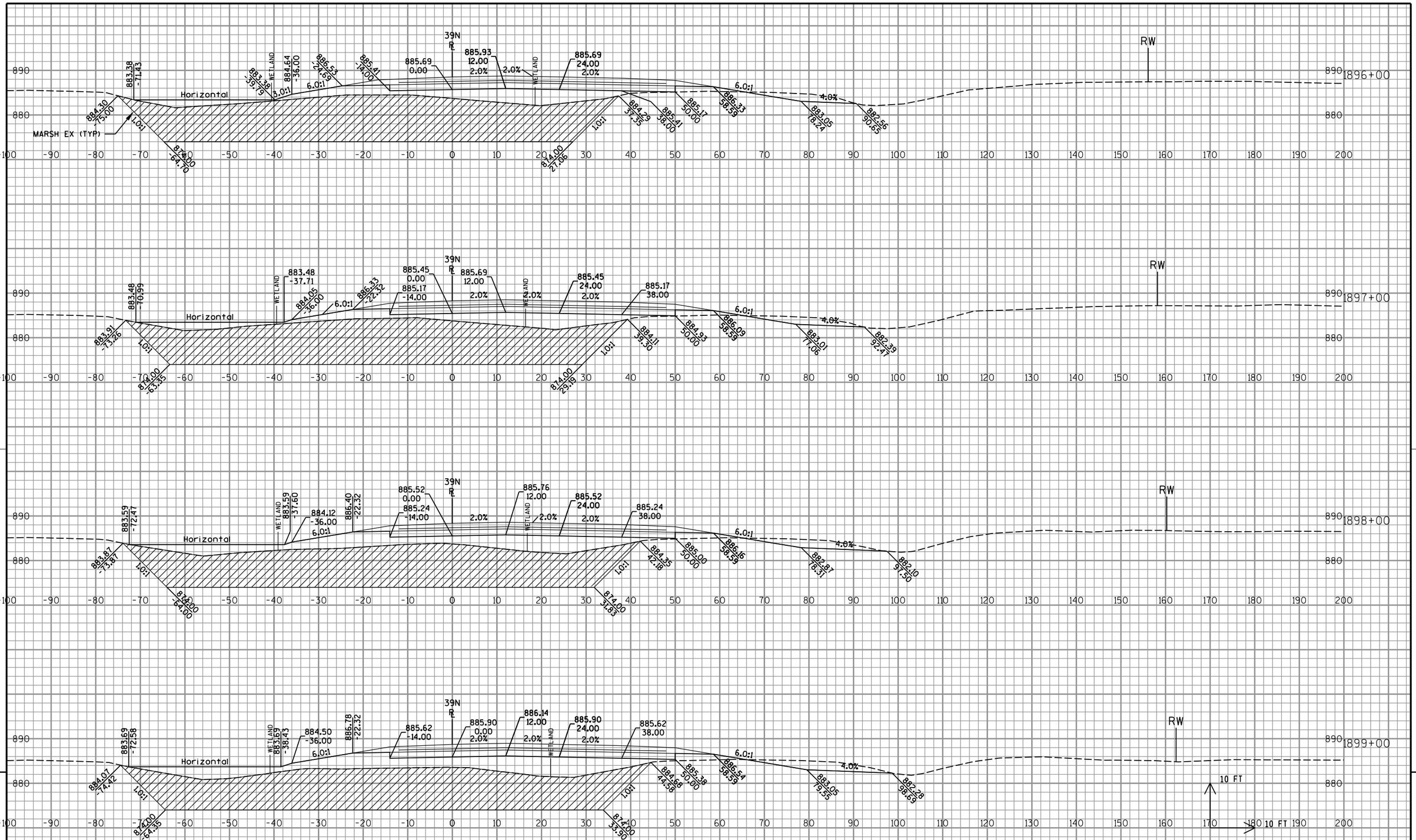
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1012	E



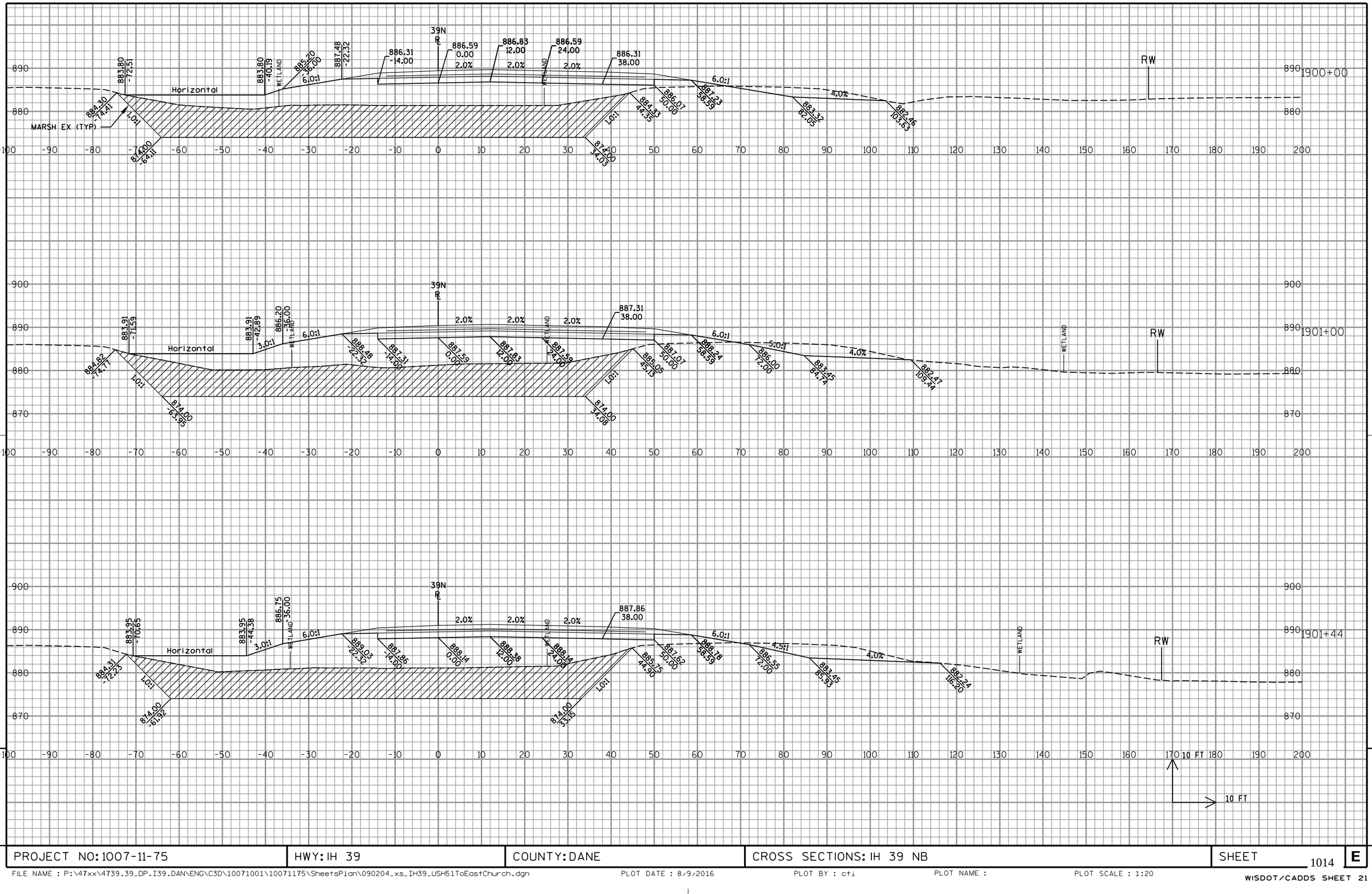
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1013	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 8/9/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

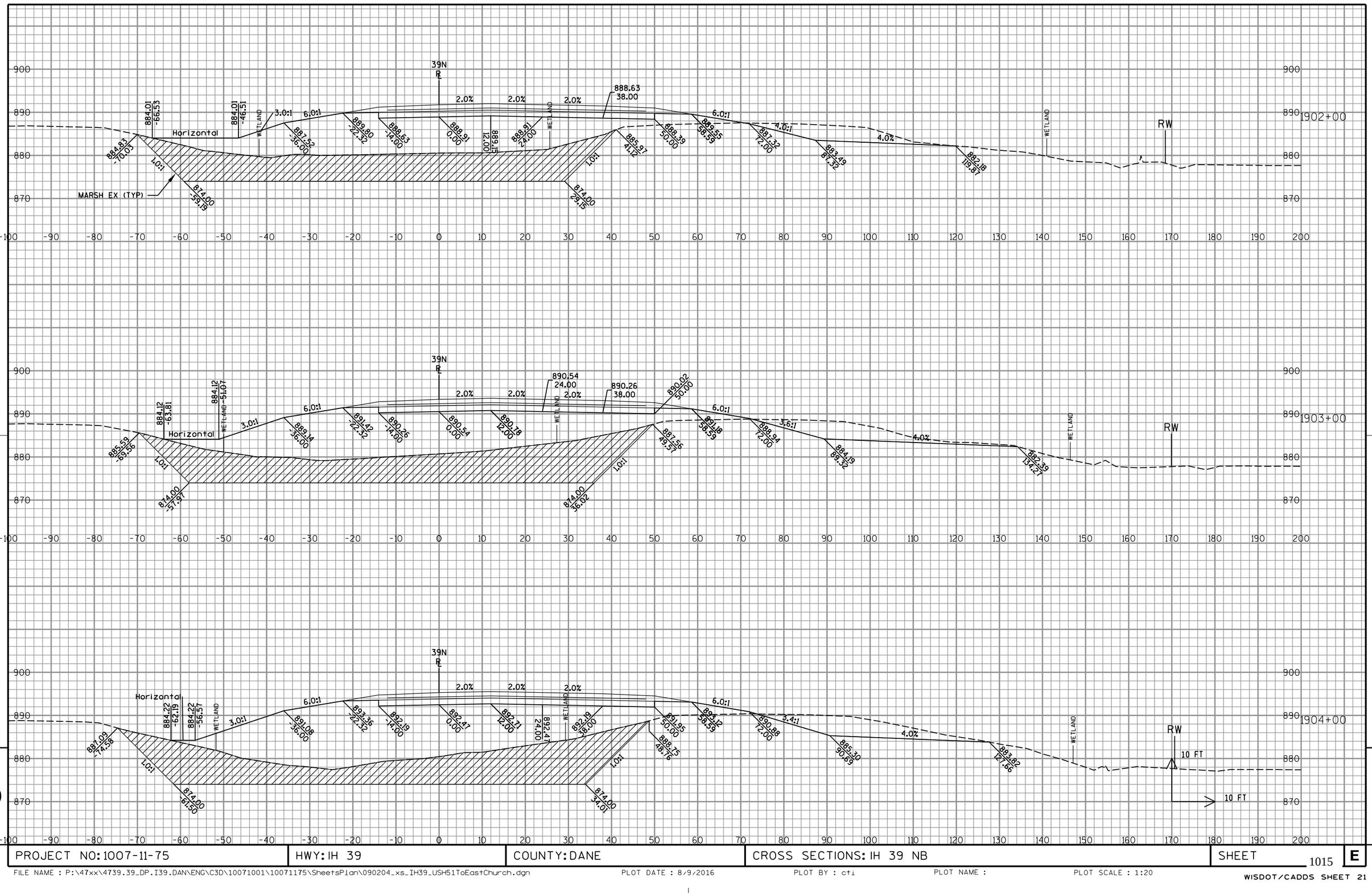
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1014 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 8/9/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



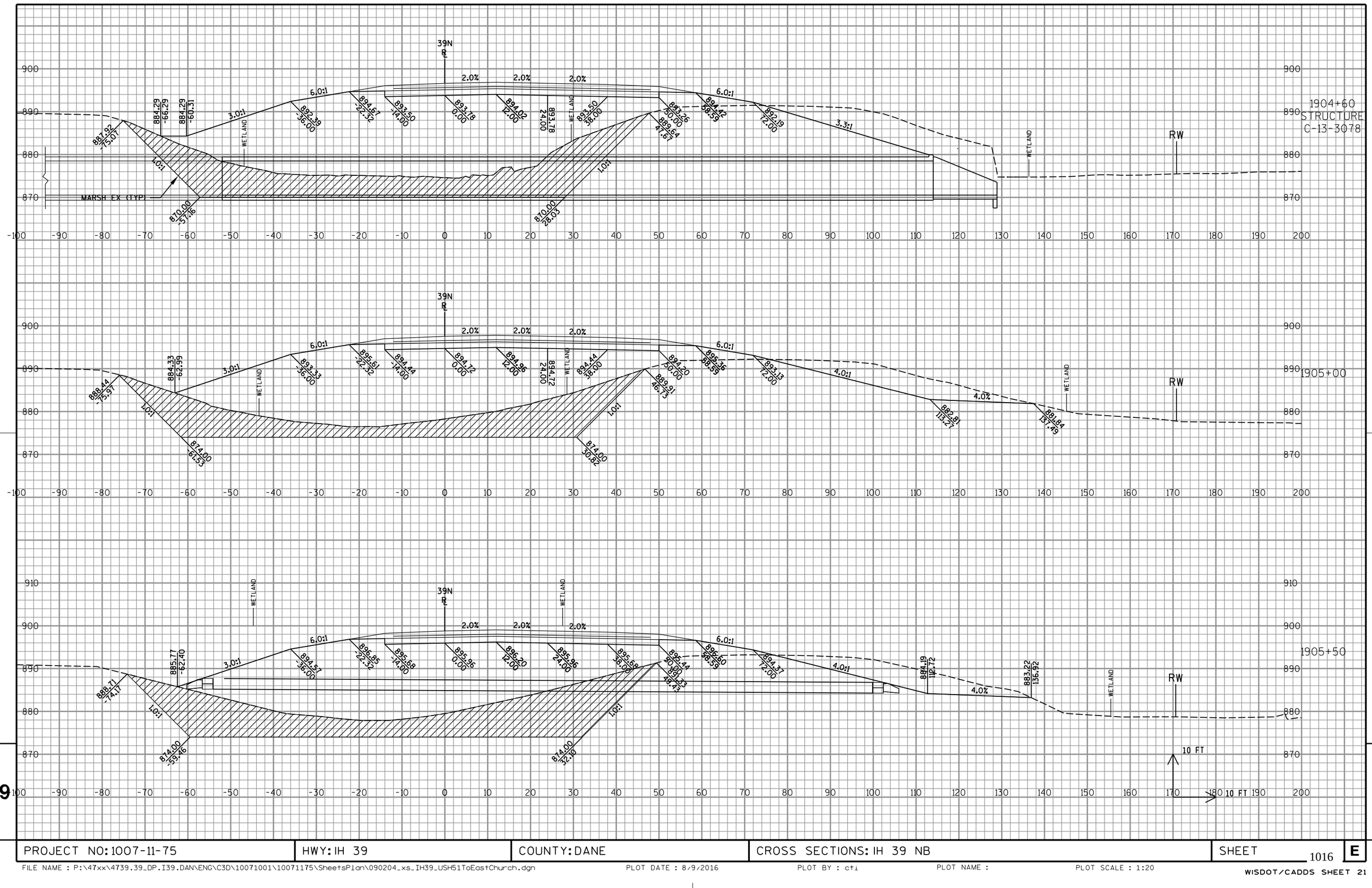
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1015	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 8/9/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

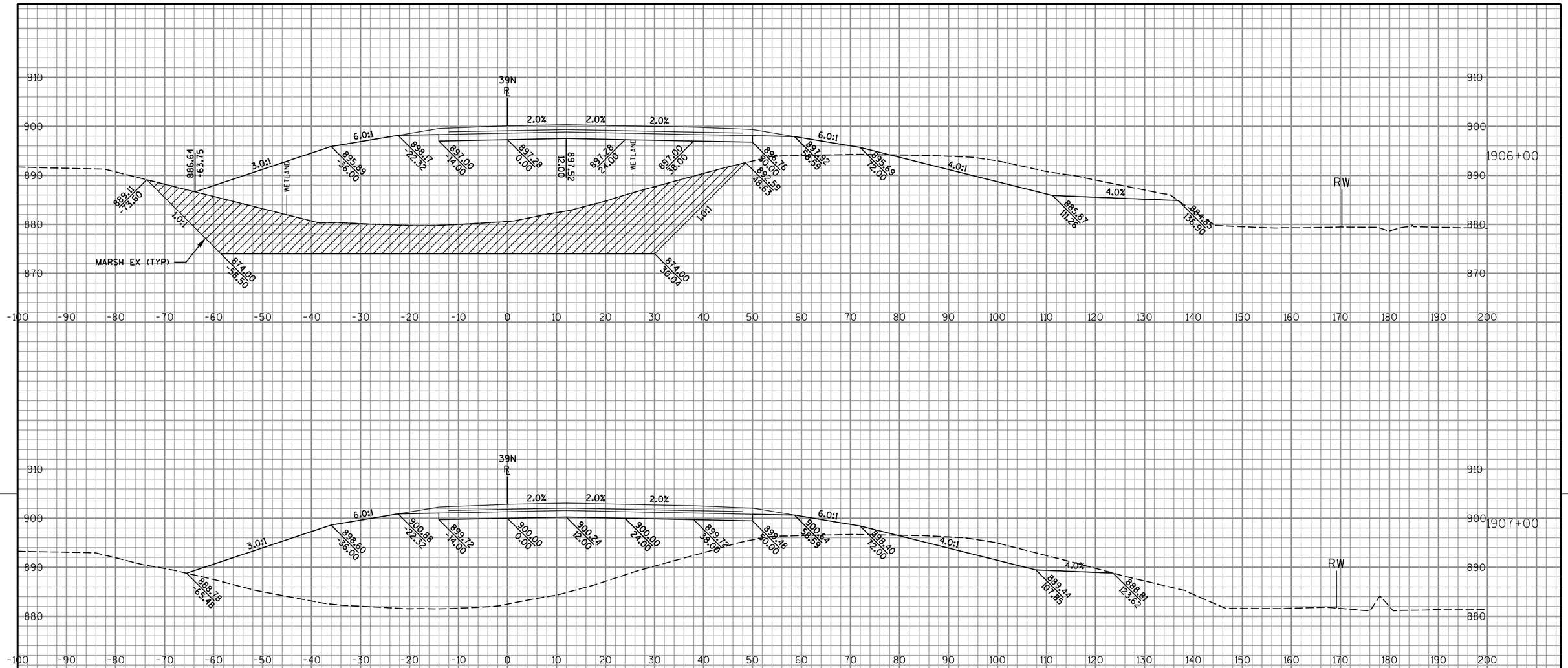
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1016	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 8/9/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

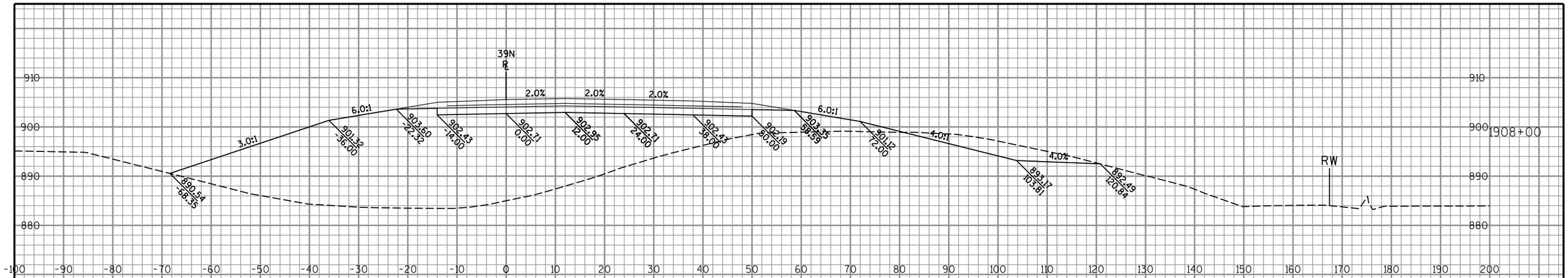
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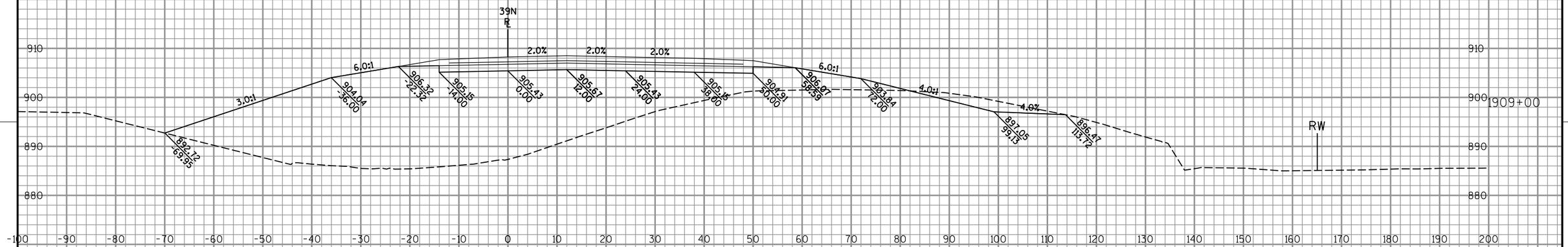


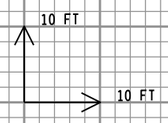
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1017	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 8/9/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







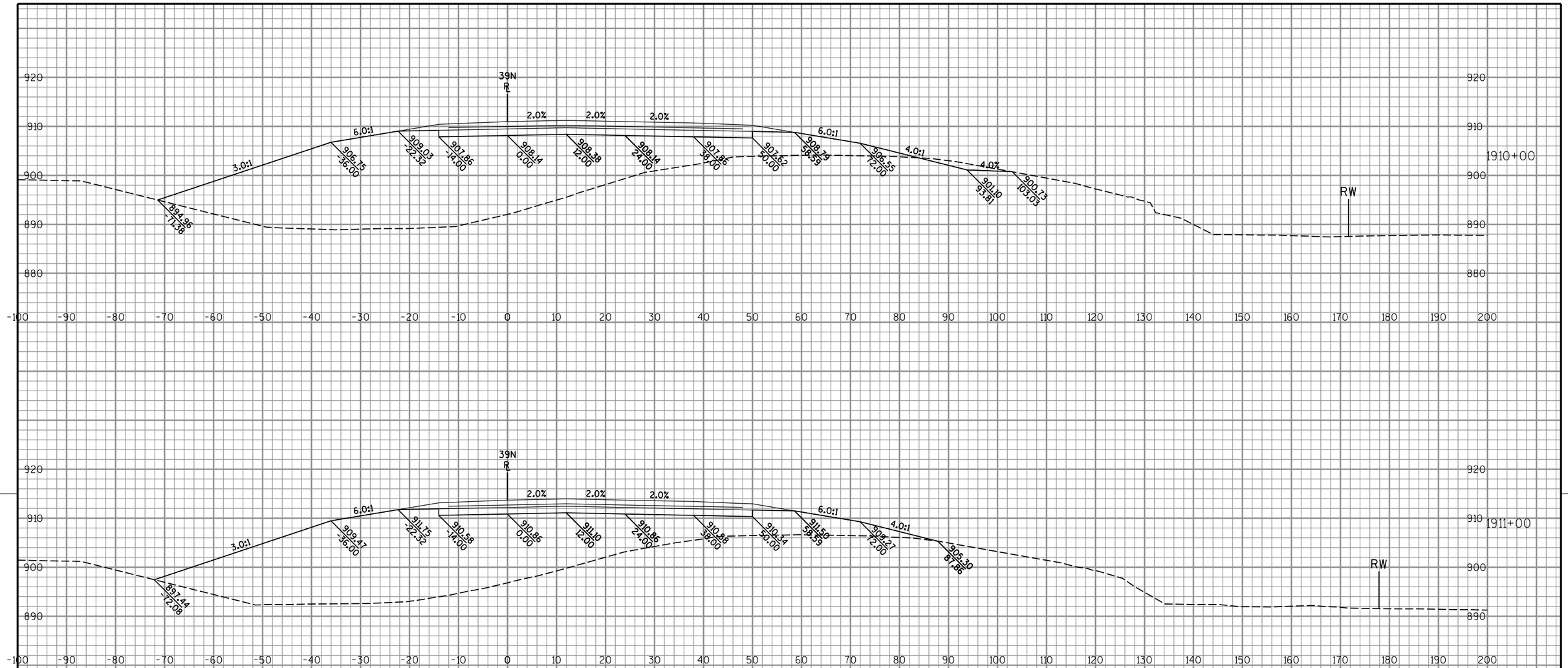
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1018	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

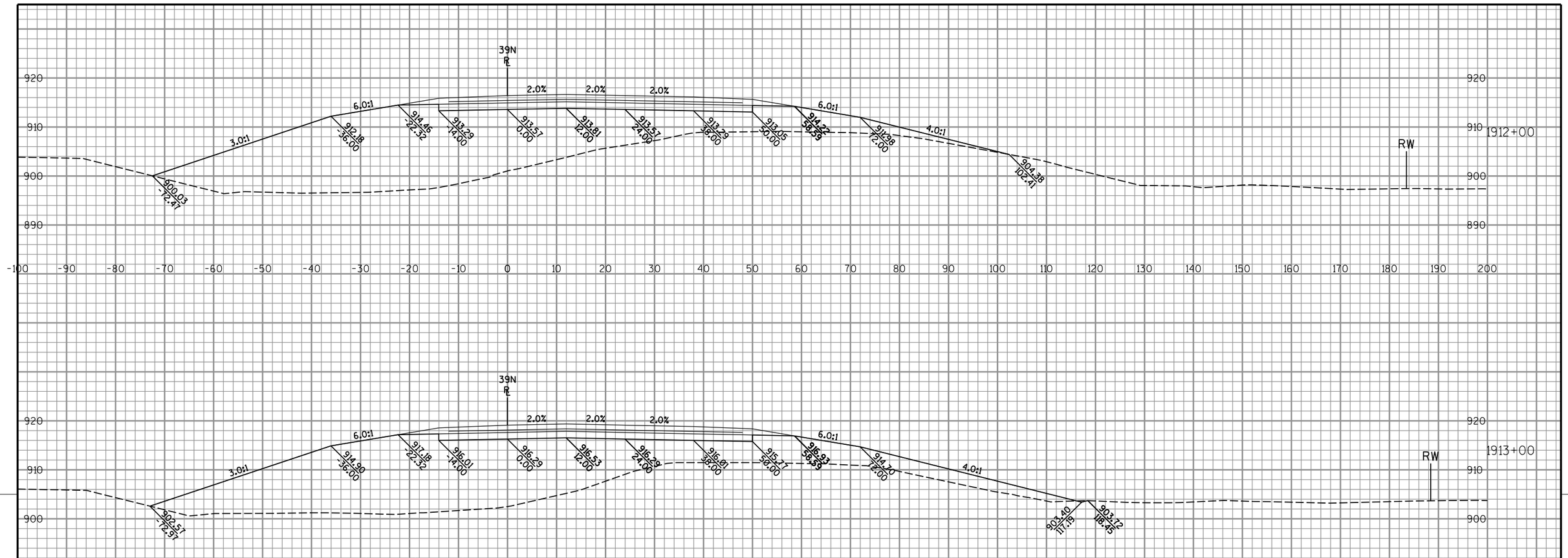


10 FT
10 FT

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1019	E

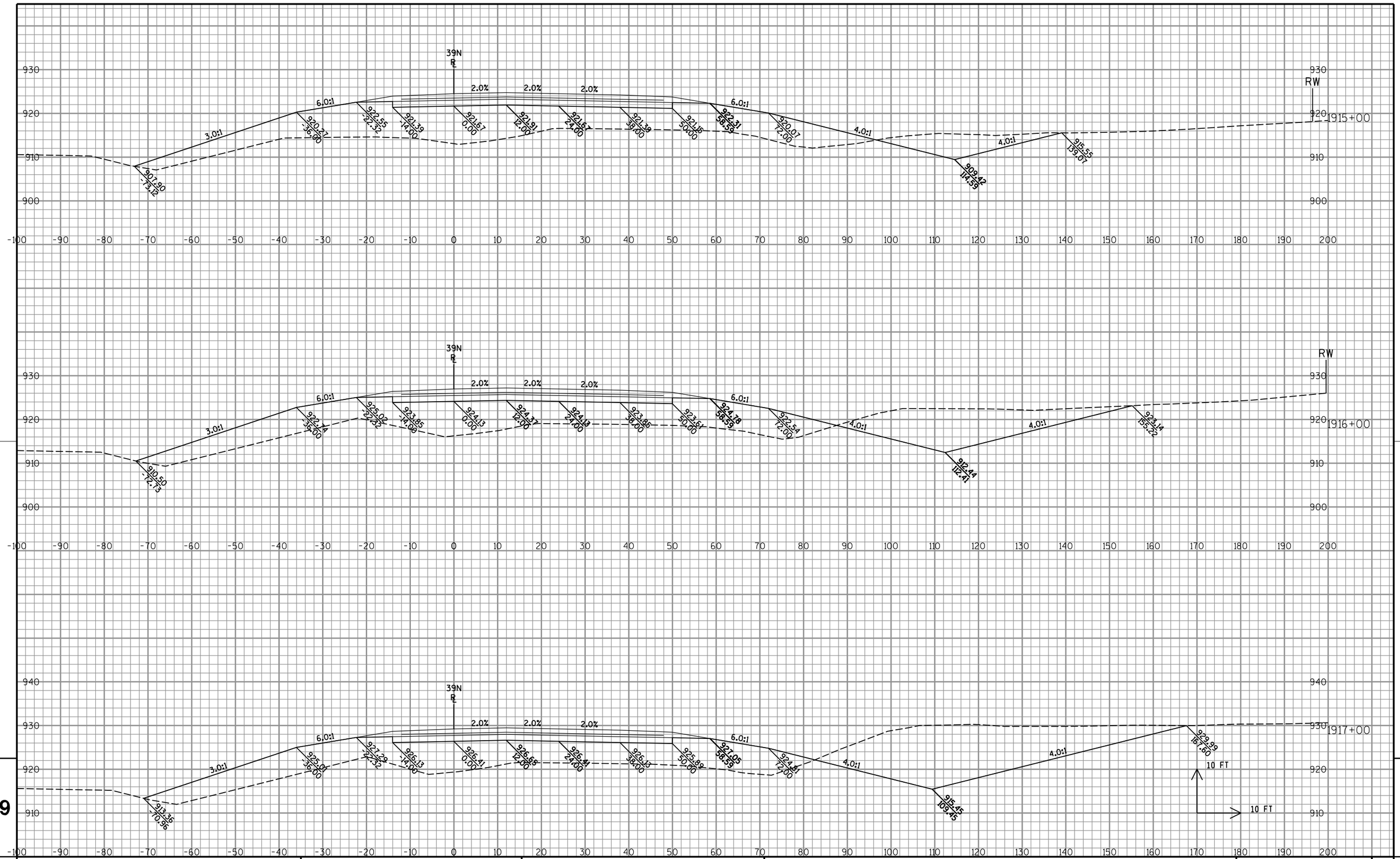
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1020 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

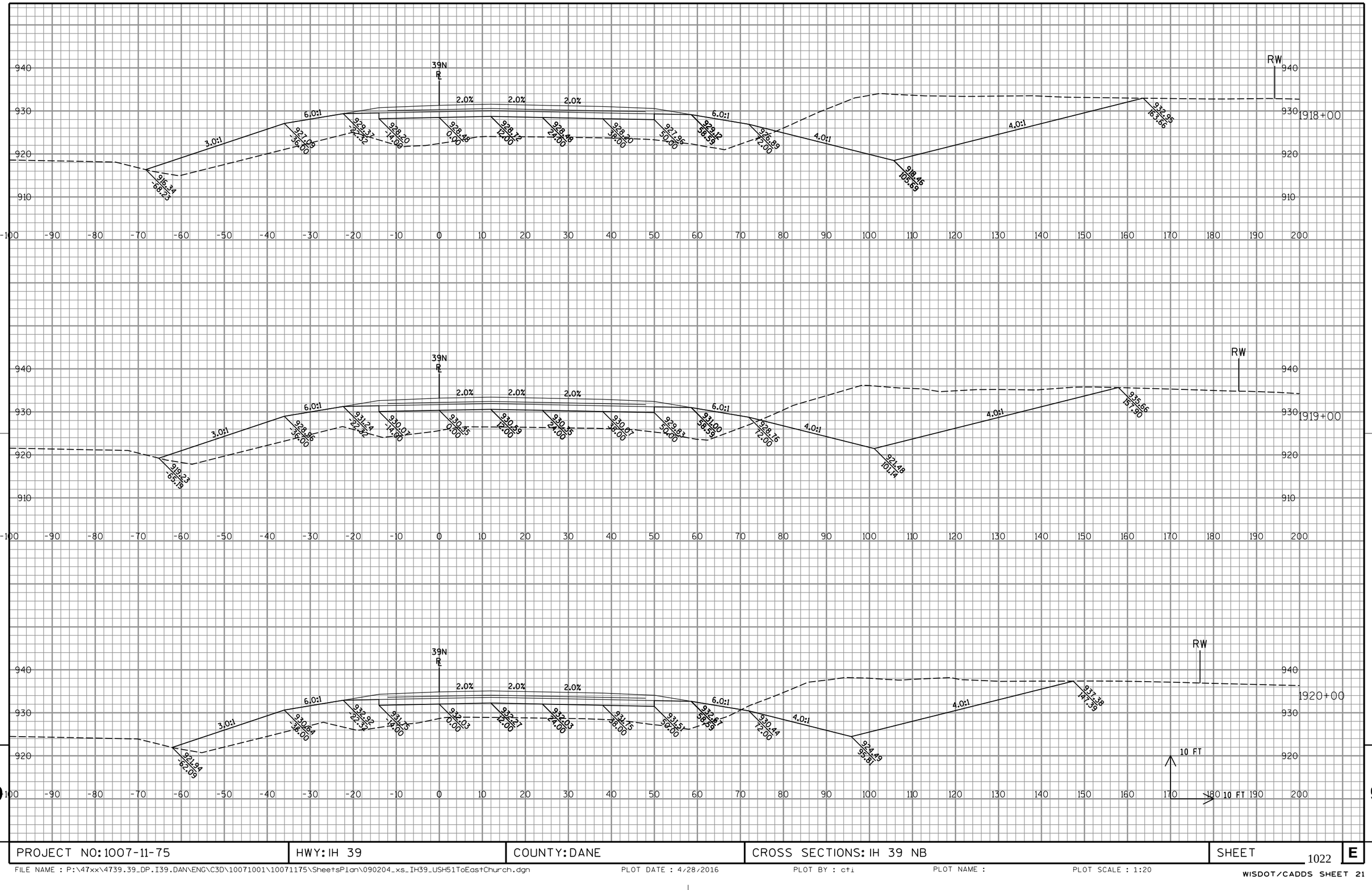
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1021	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

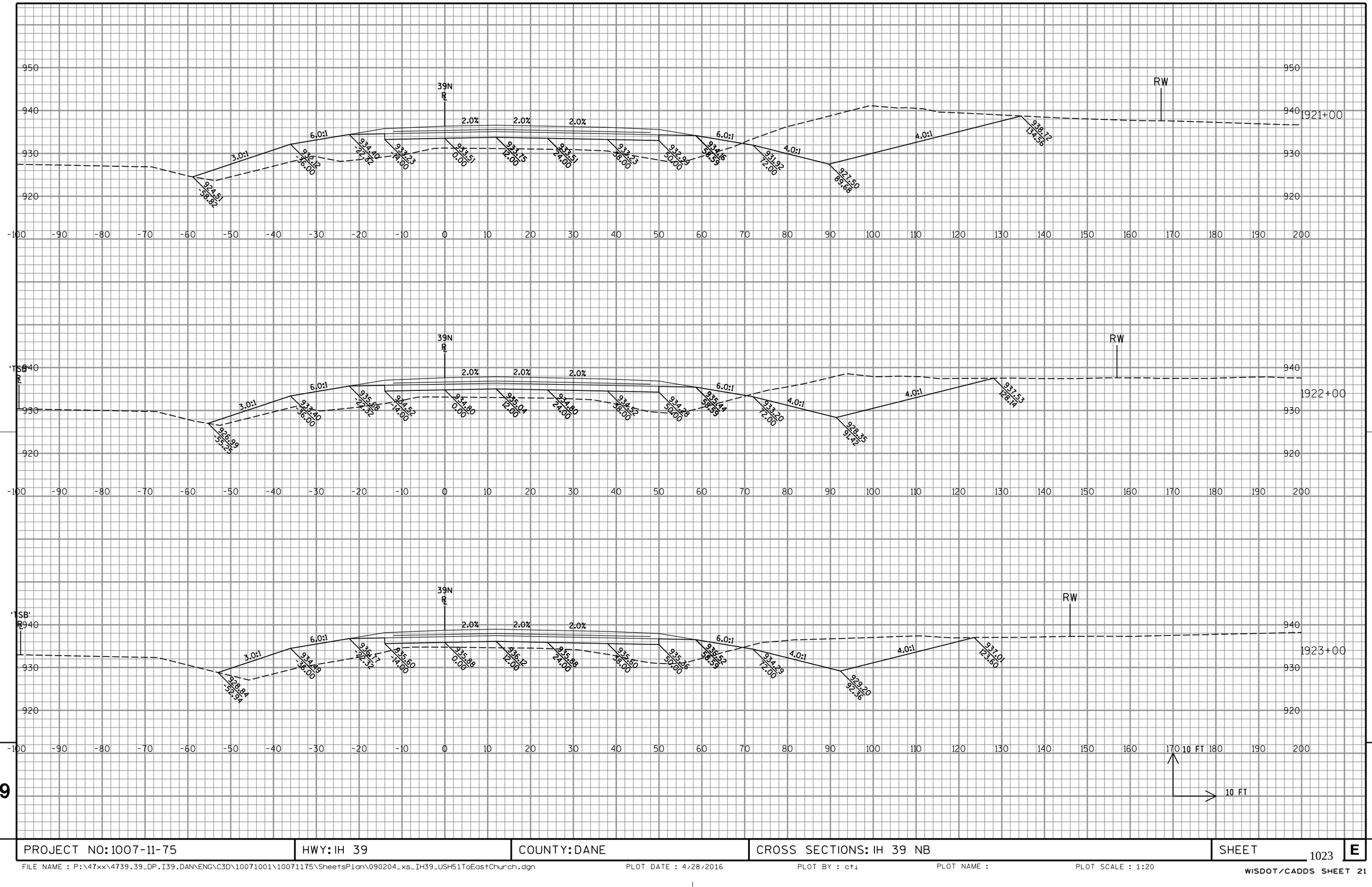
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1022 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn | PLOT DATE : 4/28/2016 | PLOT BY : cti | PLOT NAME : | PLOT SCALE : 1:20

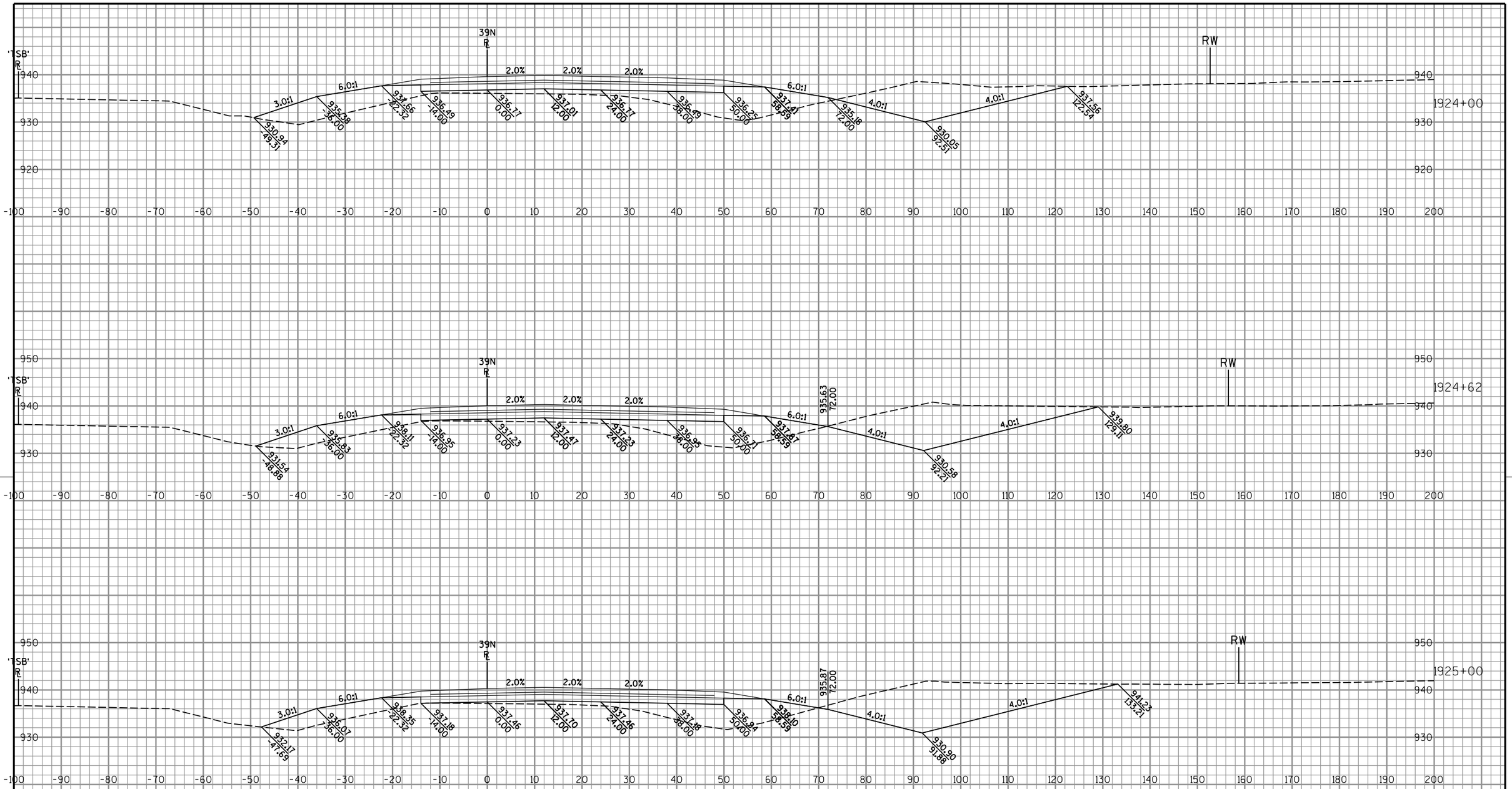
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1023	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

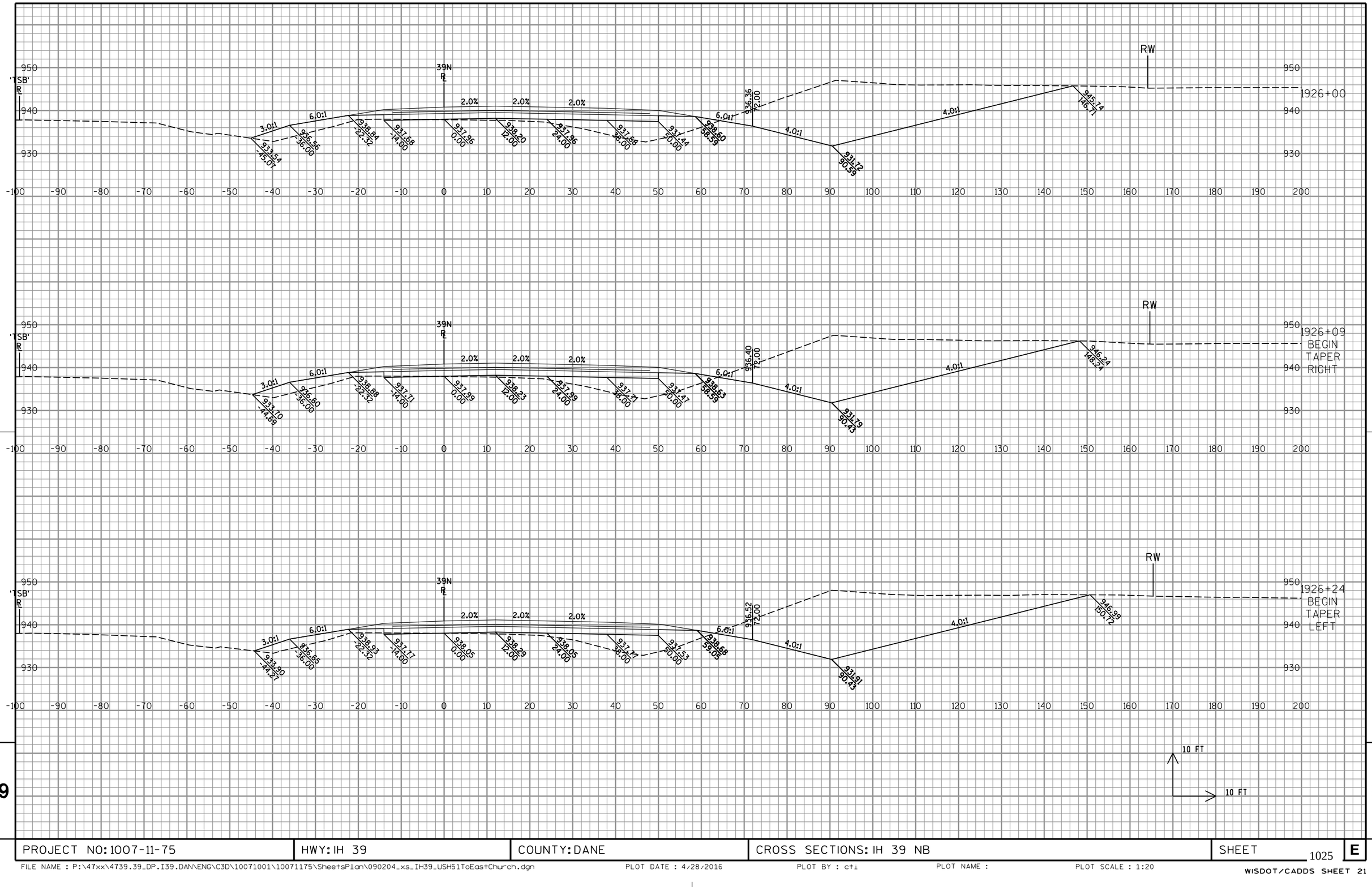


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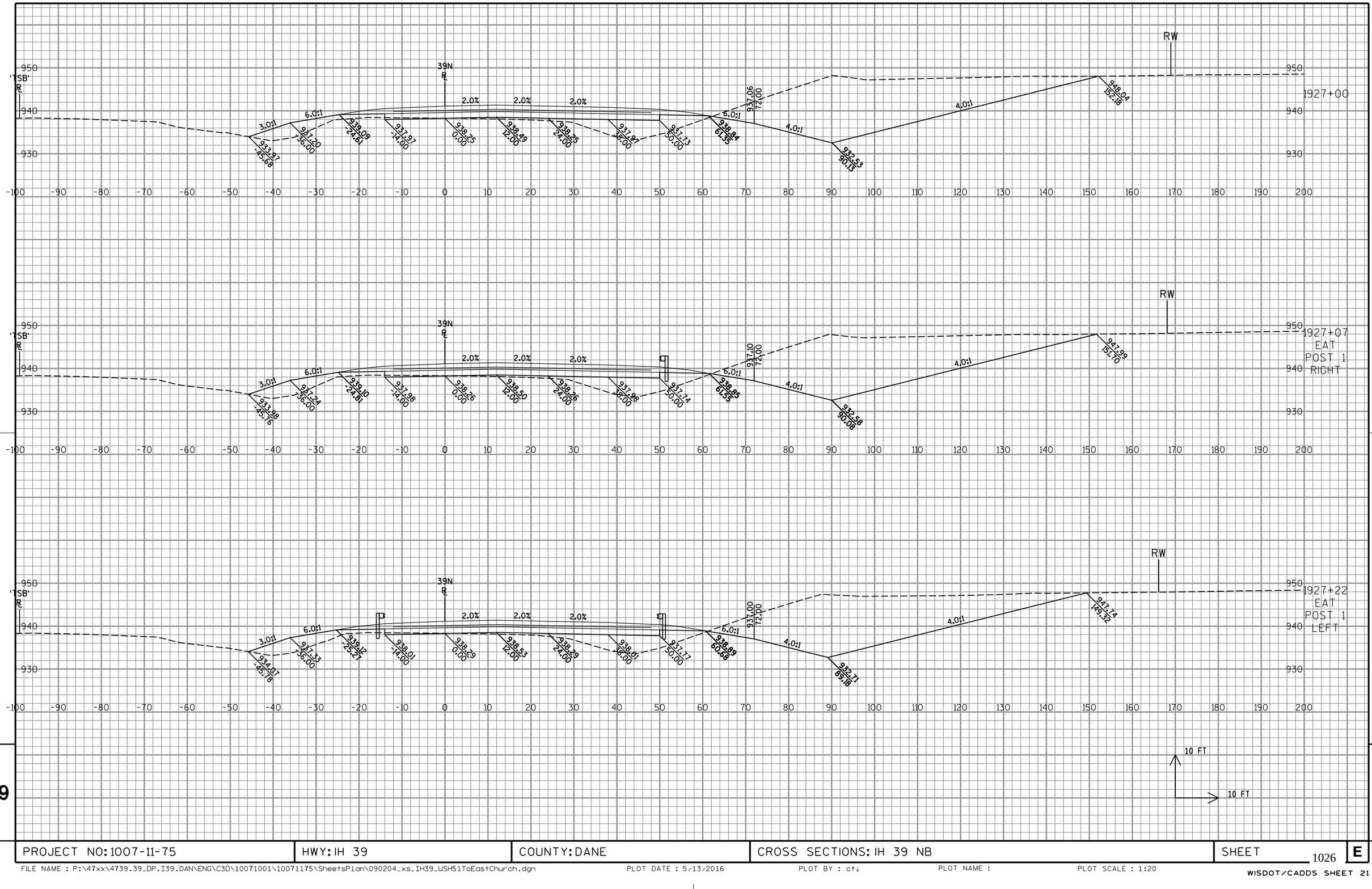
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1024	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1025	E

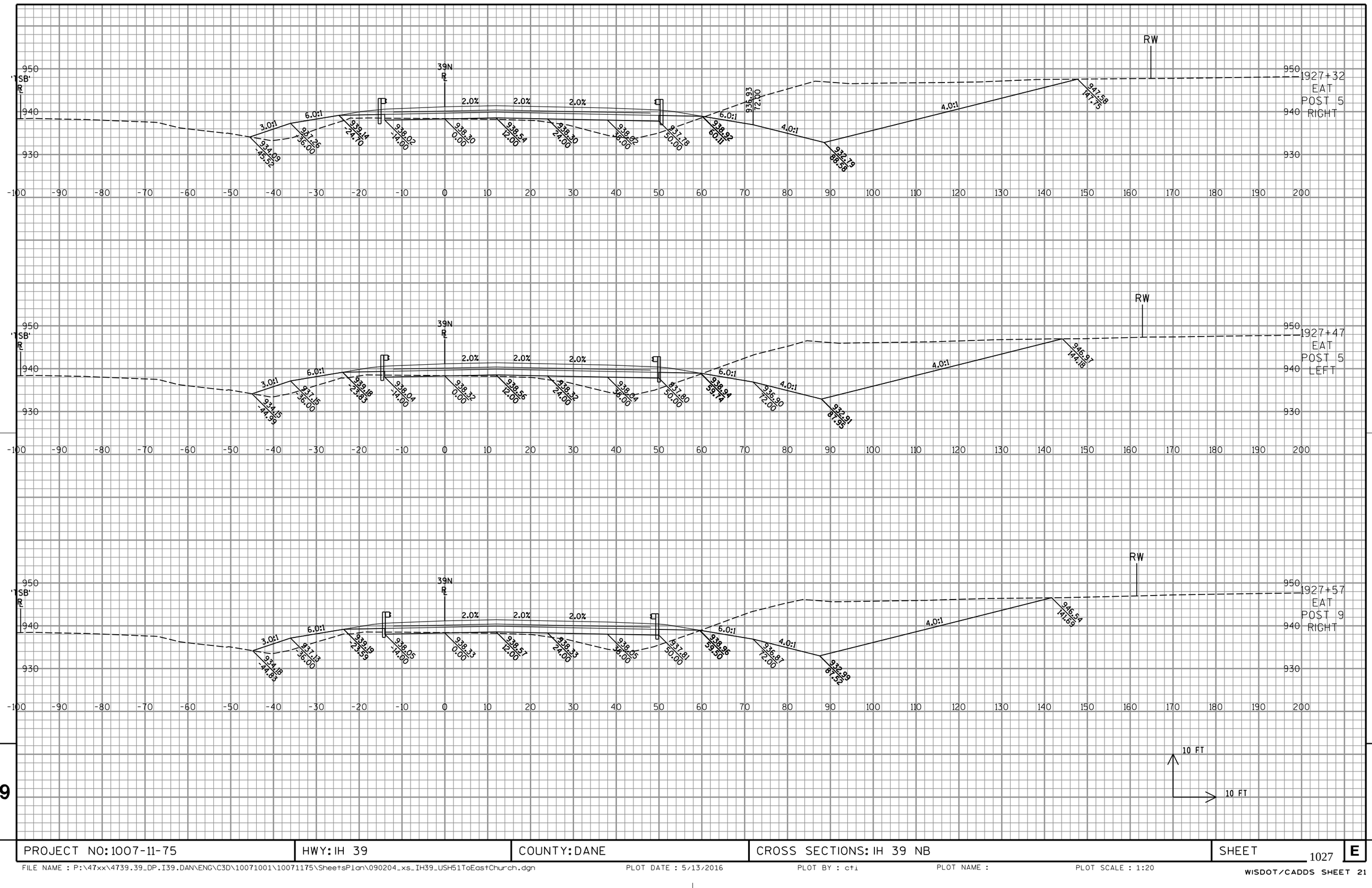


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1026	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 5/13/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

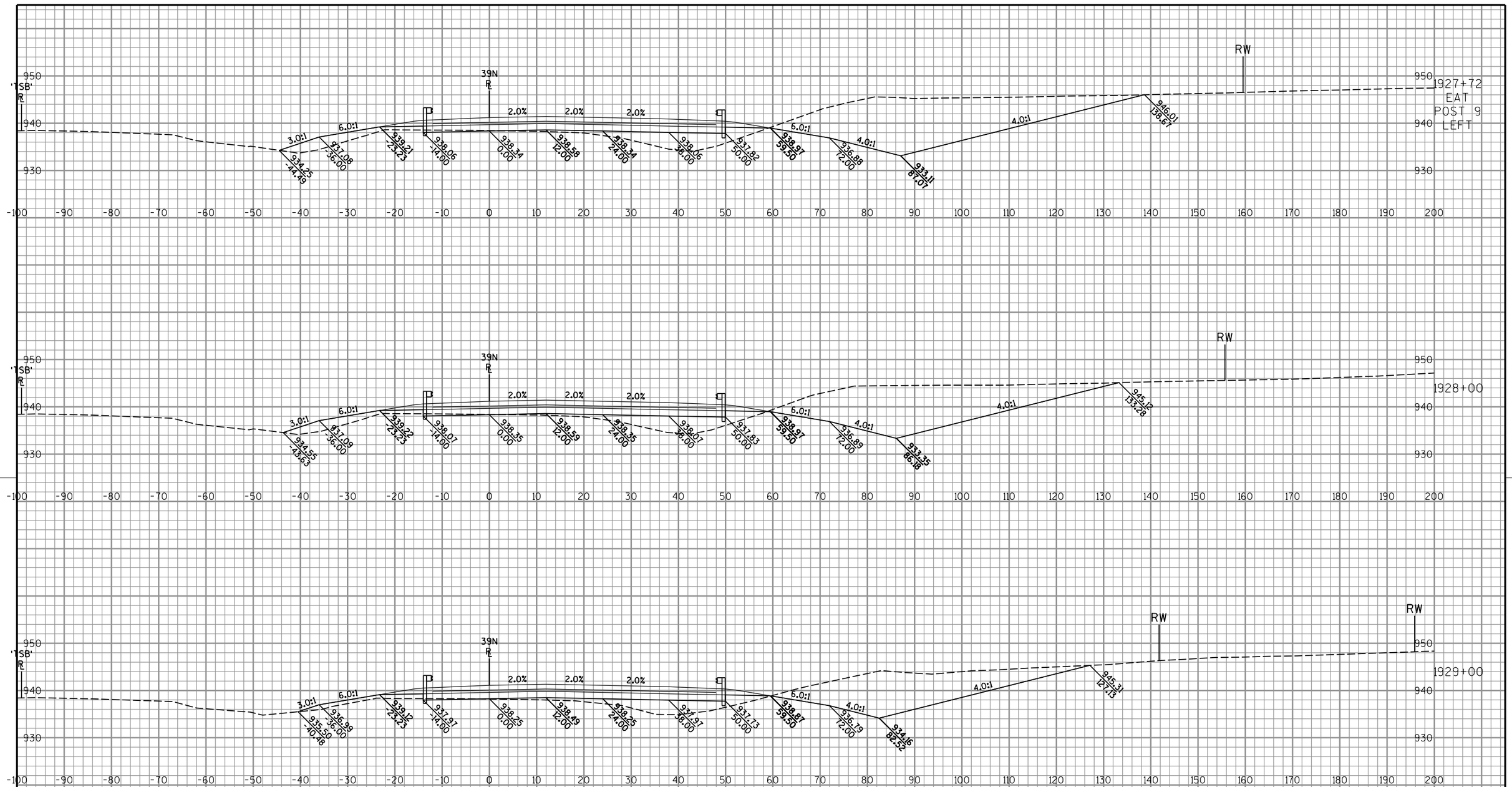


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1027	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 5/13/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

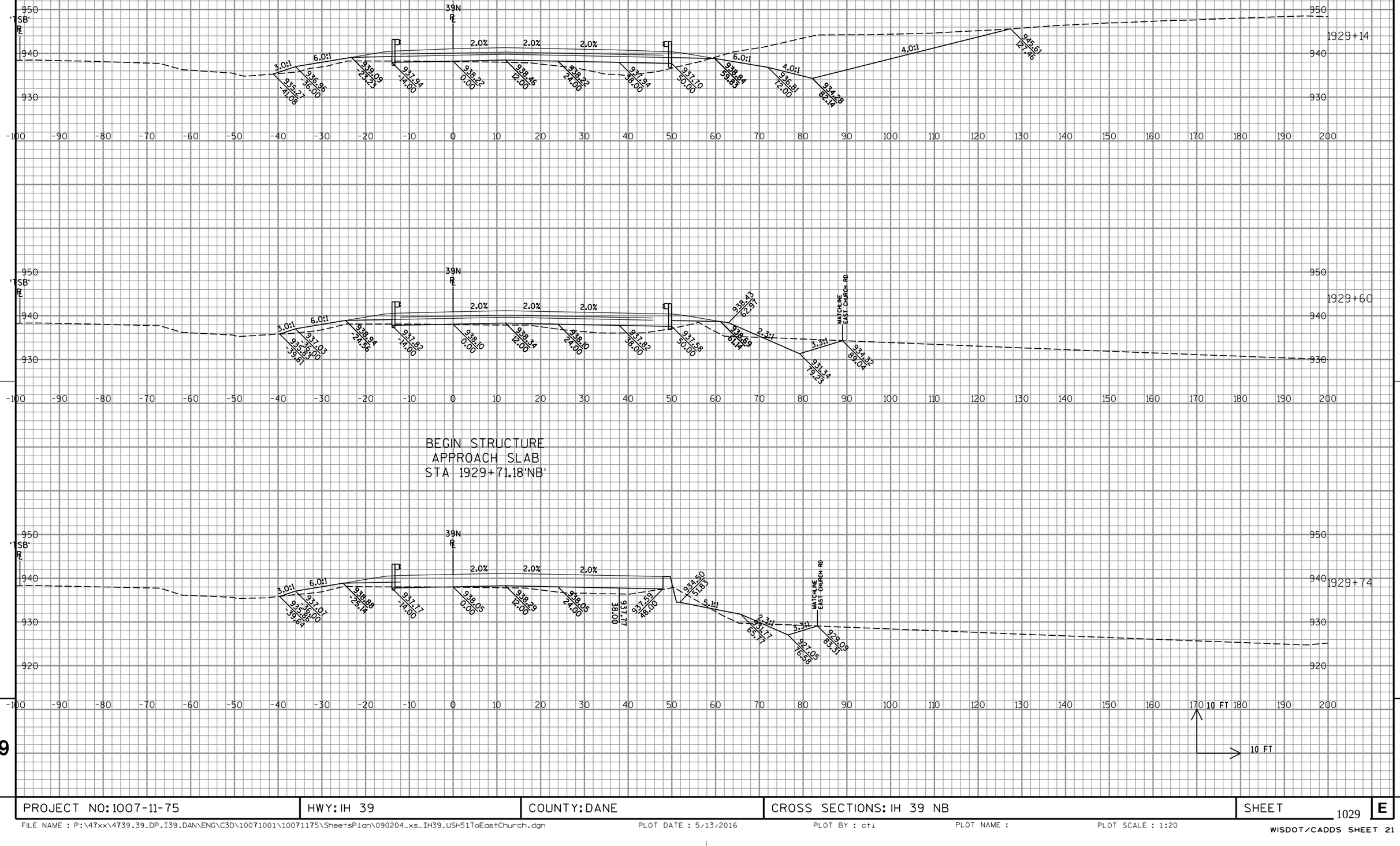


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1028	E

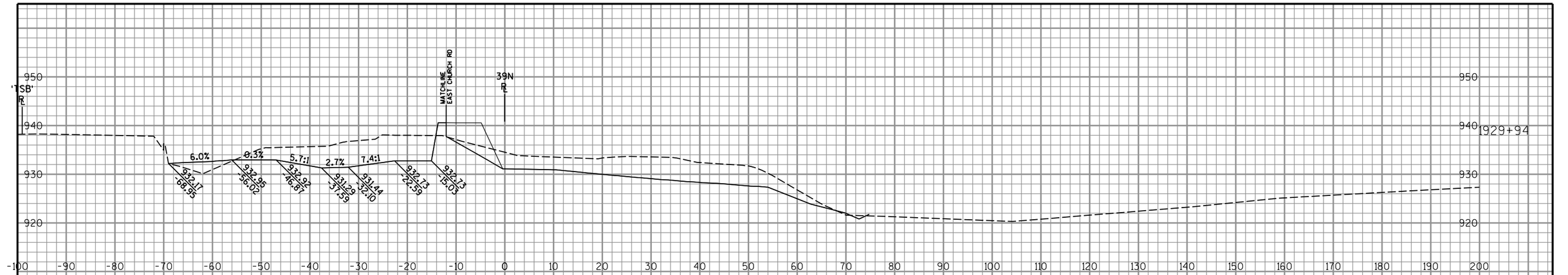
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn PLOT DATE : 5/13/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



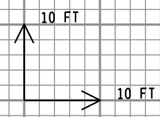
BEGIN STRUCTURE
APPROACH SLAB
STA 1929+71.18'NB'

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1029	E



BEGIN STRUCTURE
B-13-711
STA 1929+91.20'NB'

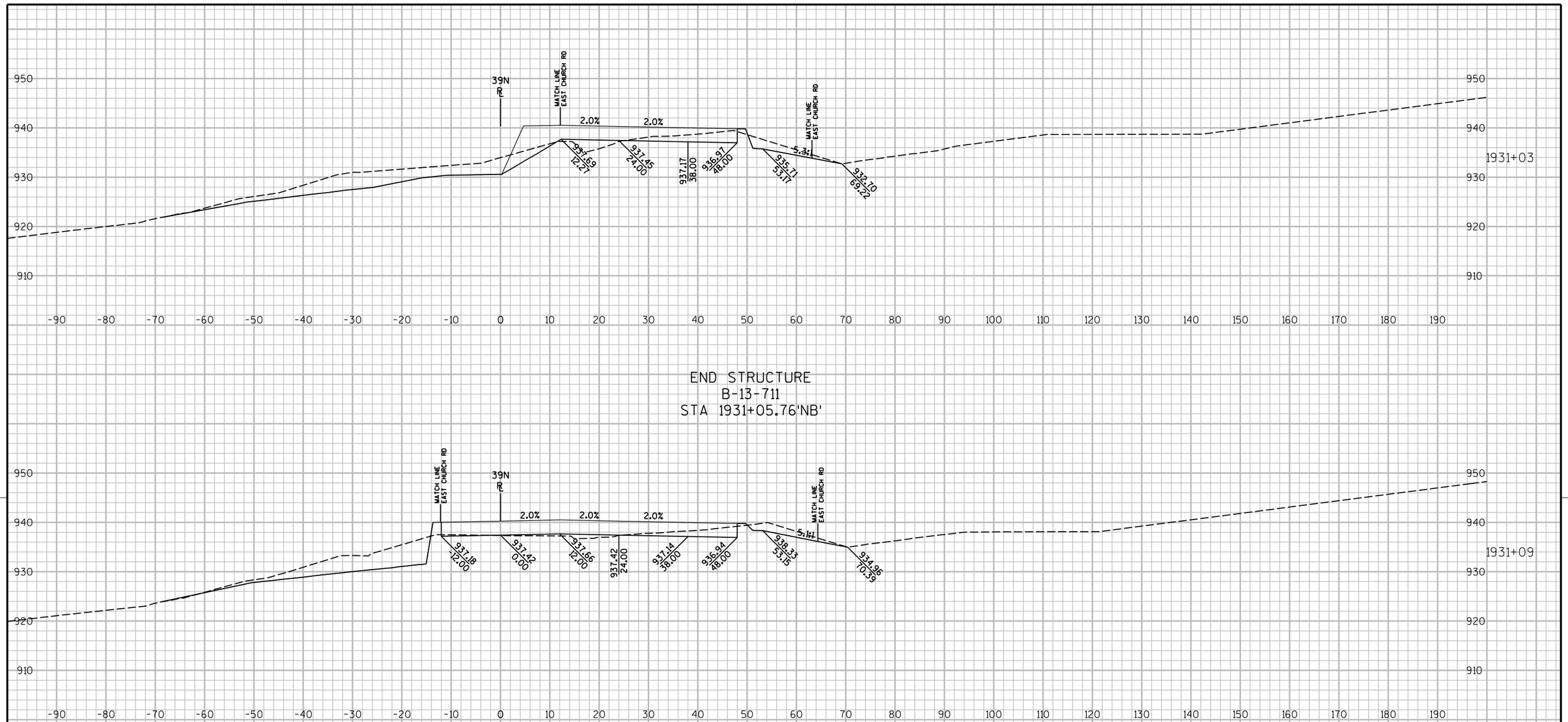


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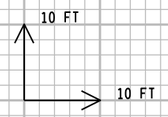
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1030	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090204_xs_IH39_USH51ToEastChurch.dgn
PLOT DATE : 5/13/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



END STRUCTURE
B-13-711
STA 1931+05.76'NB'



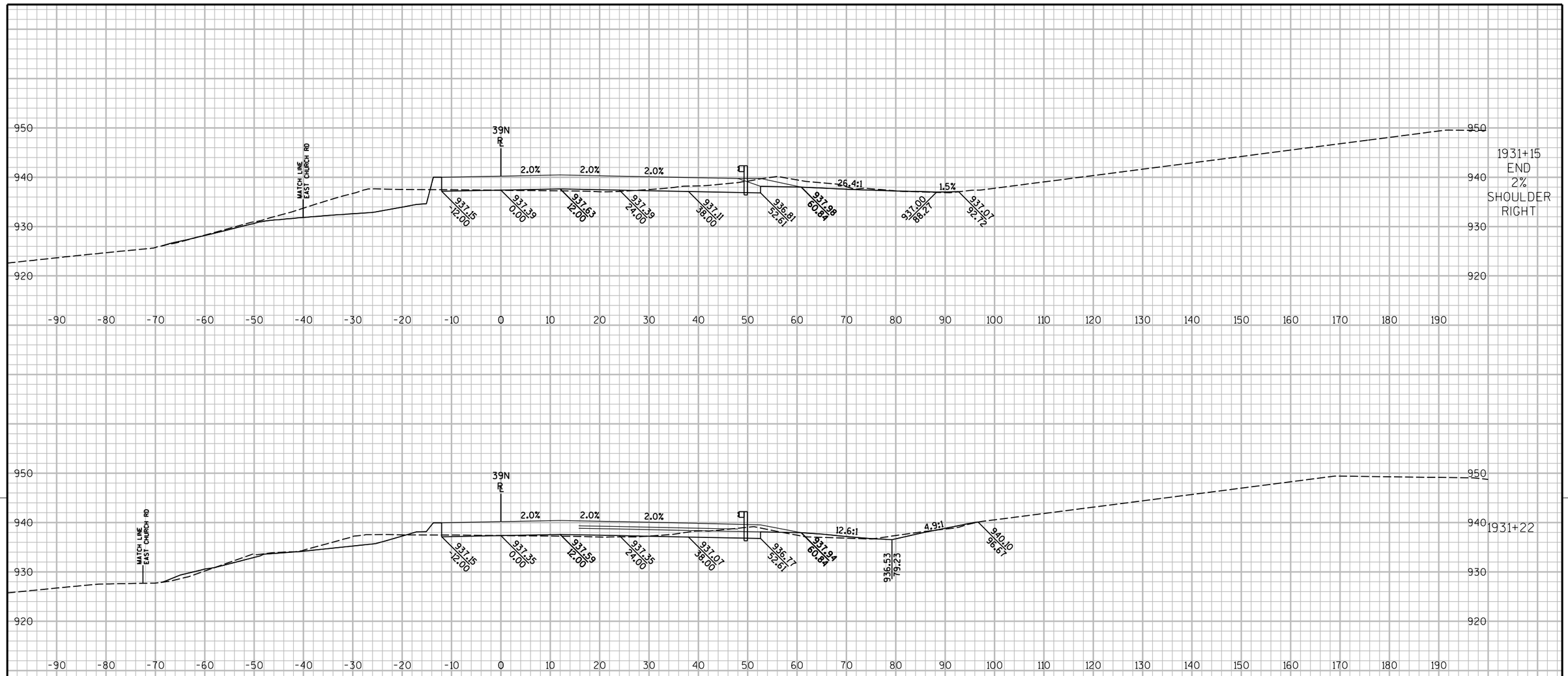
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1031	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



END STRUCTURE
APPROACH SLAB
STA 1931+25.74'NB'

10 FT
10 FT

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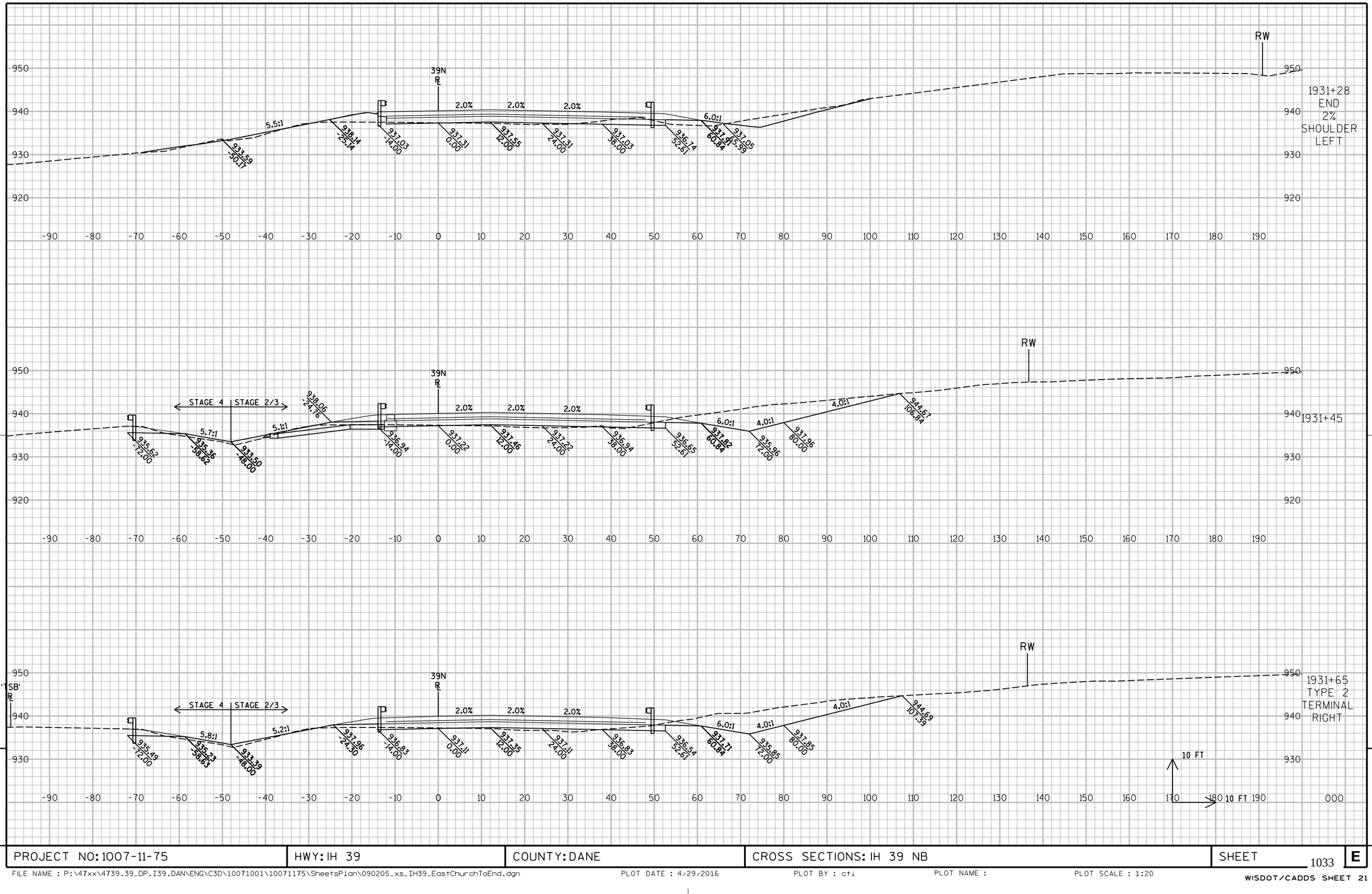
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1032	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



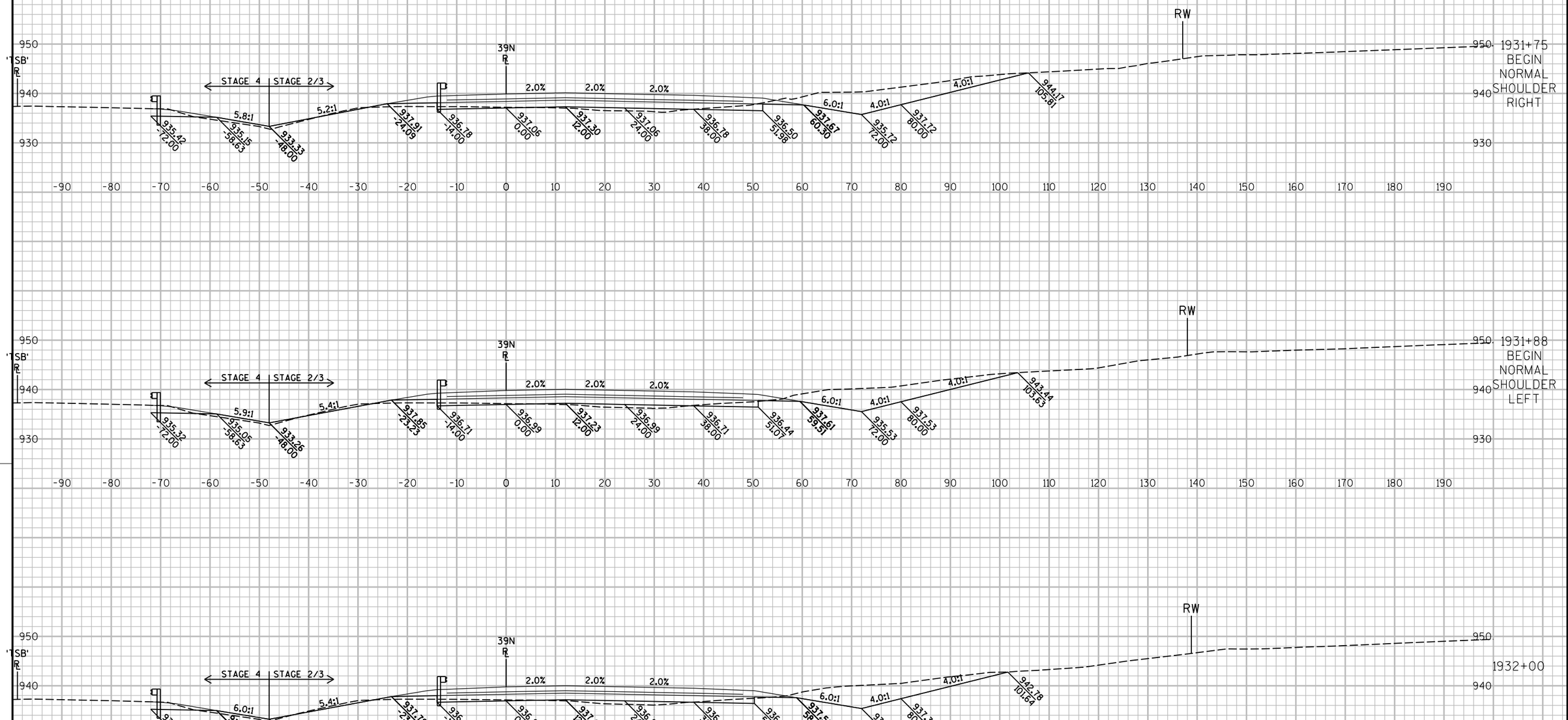
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1033	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

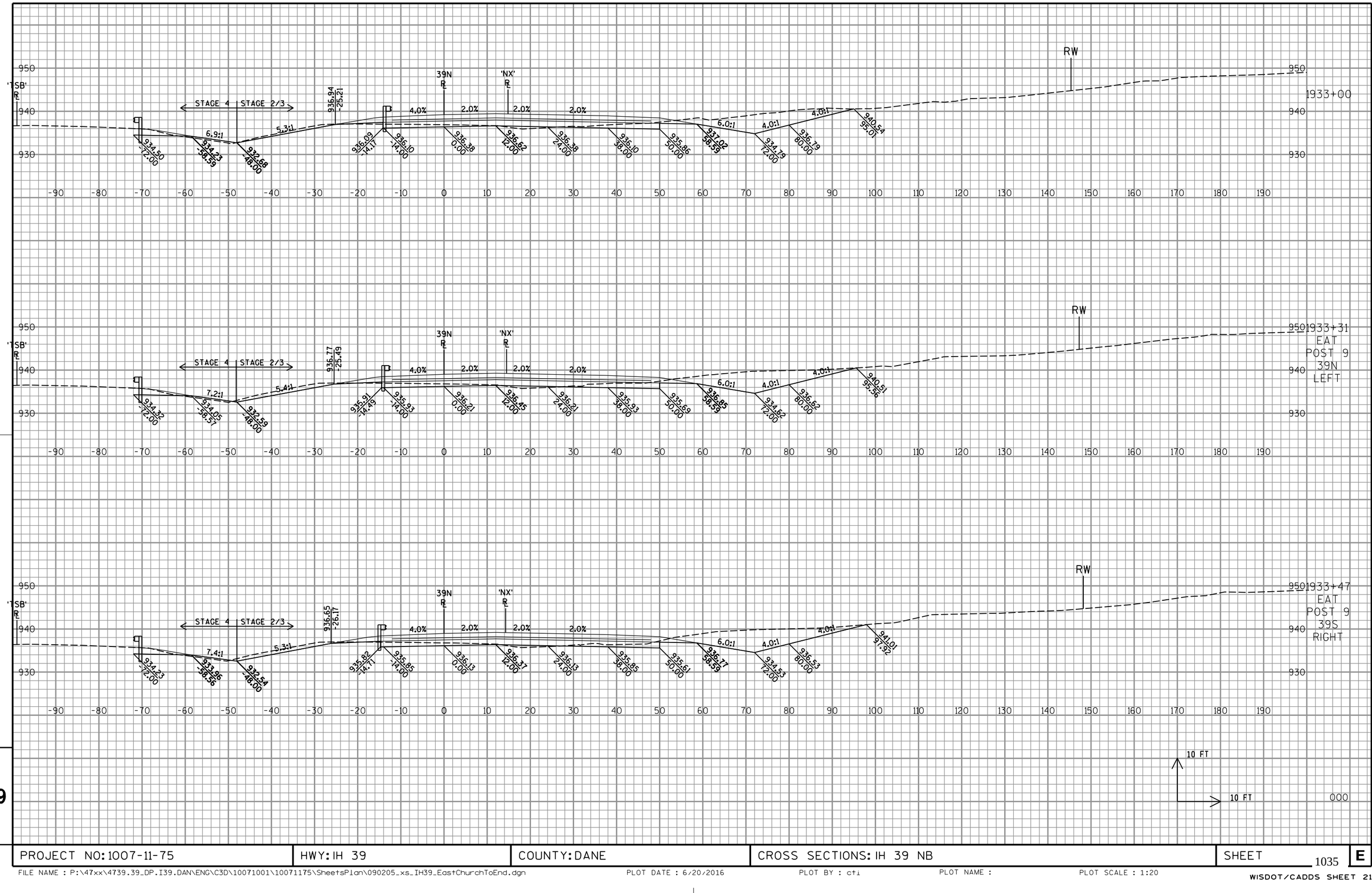


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1034	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



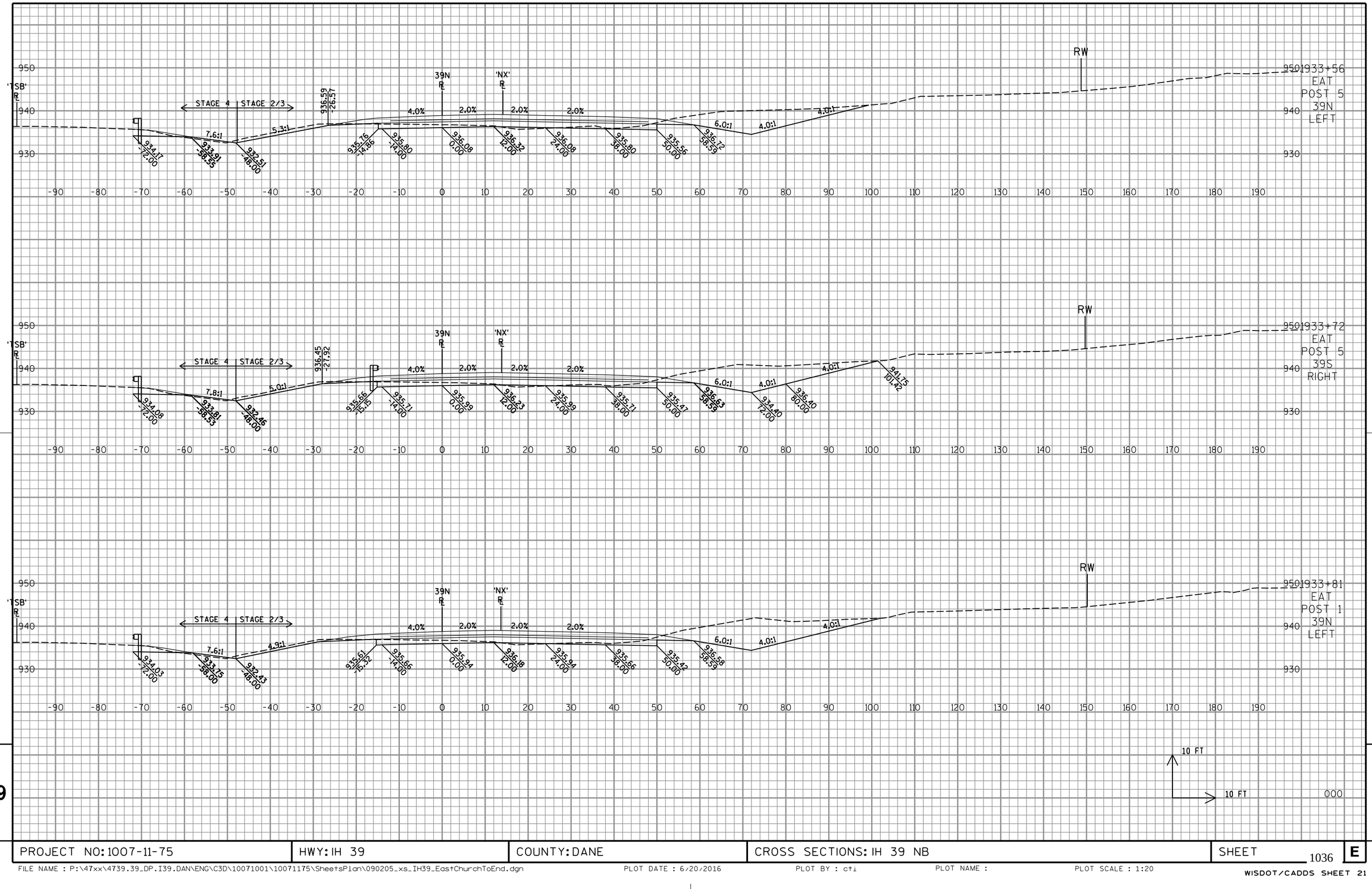
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1035	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 6/20/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

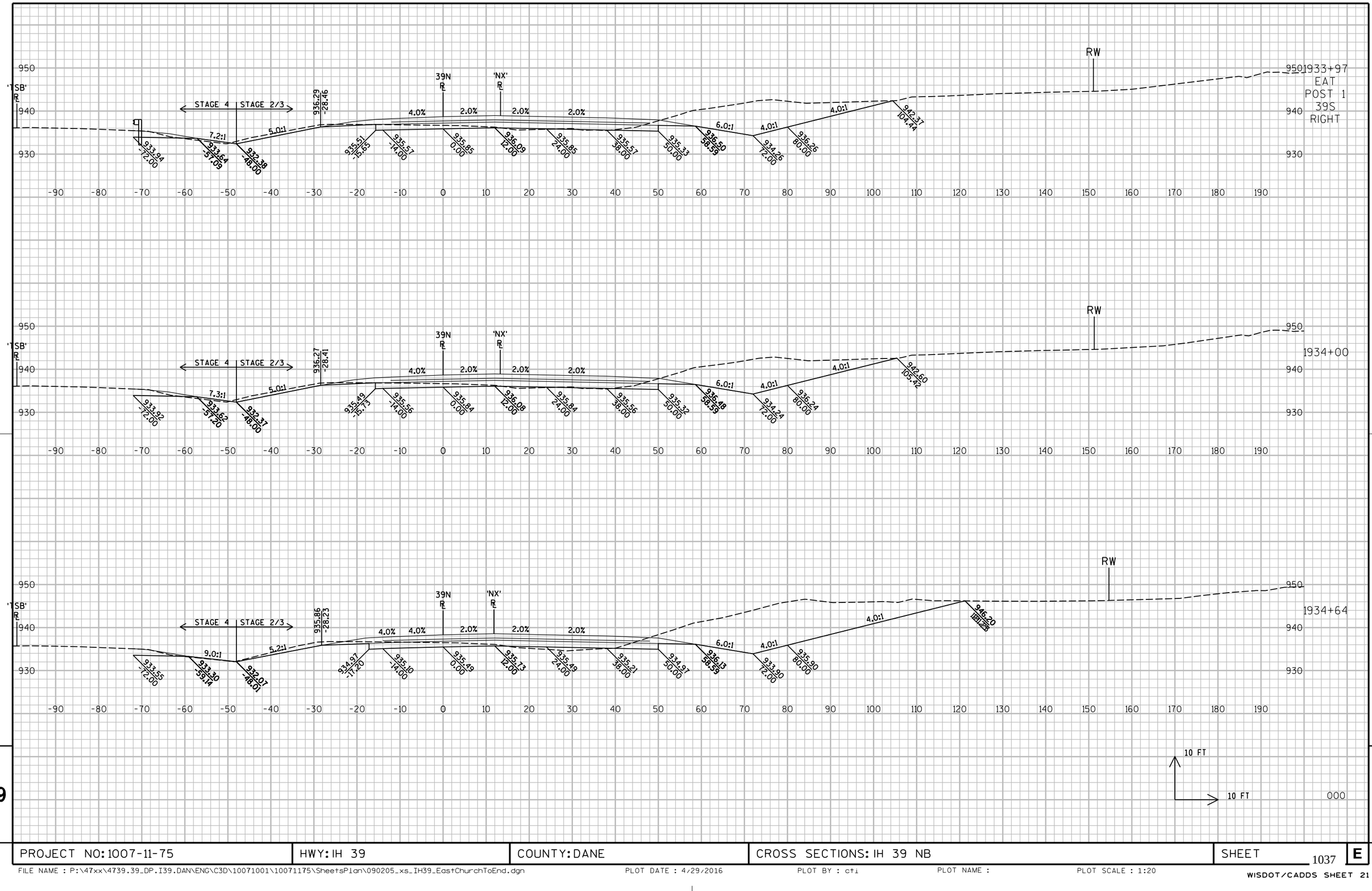


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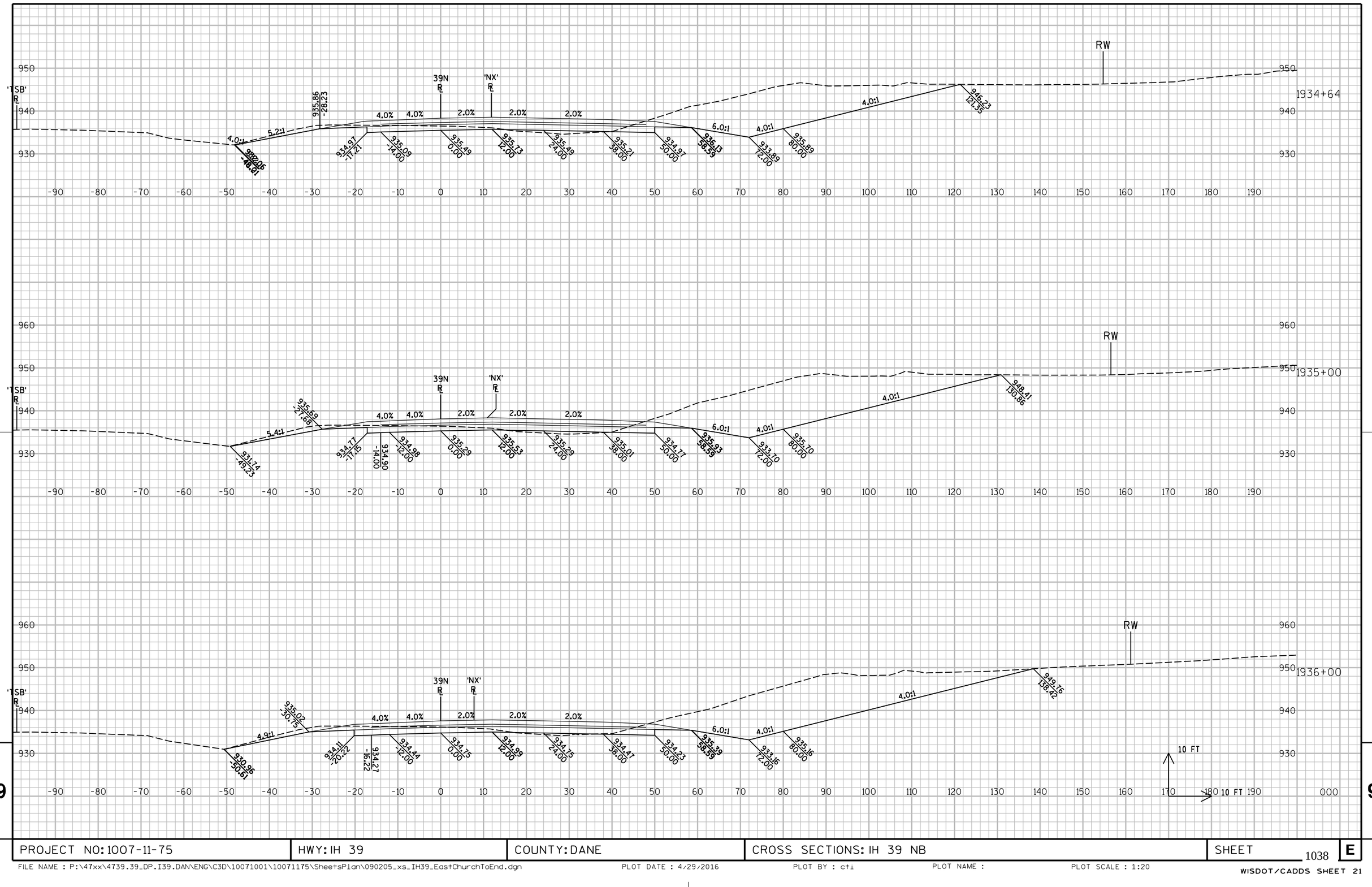
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1036	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 6/20/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

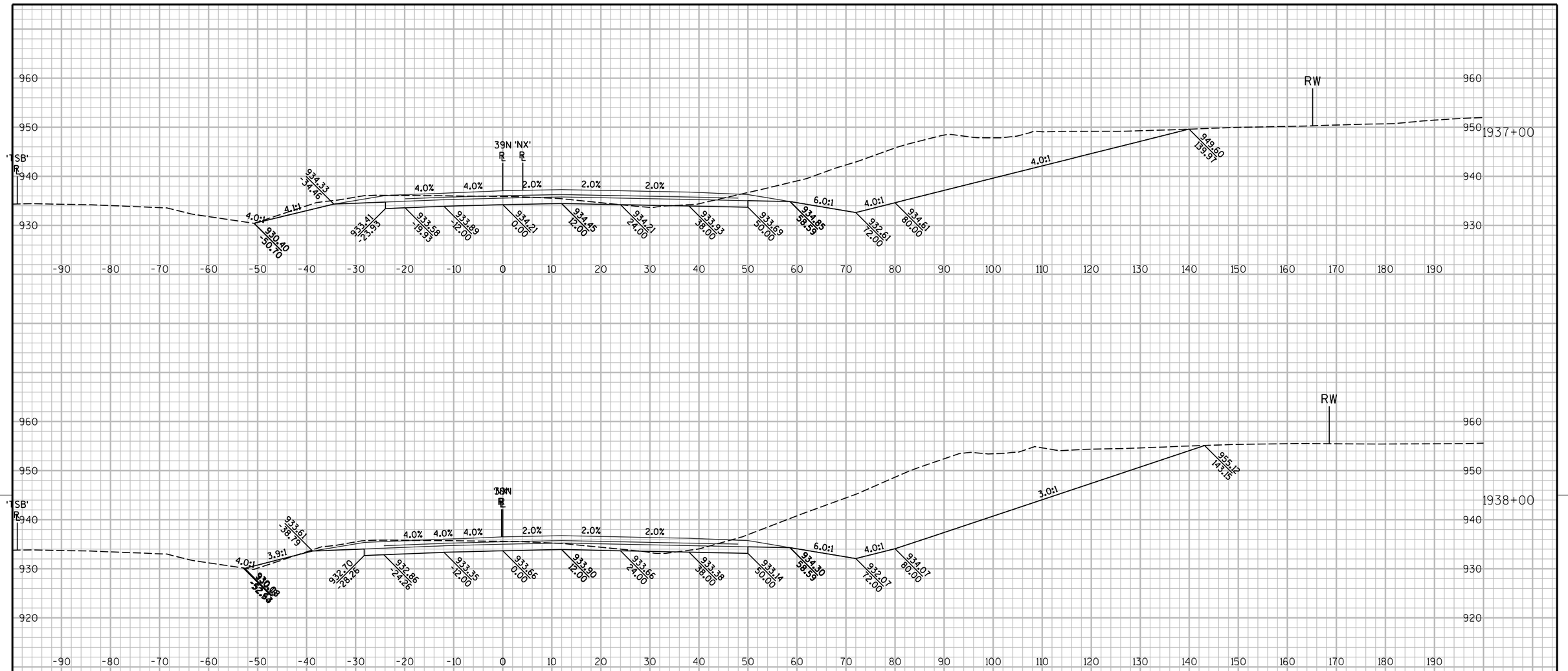


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1037	E



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1038	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn
PLOT DATE : 4/29/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



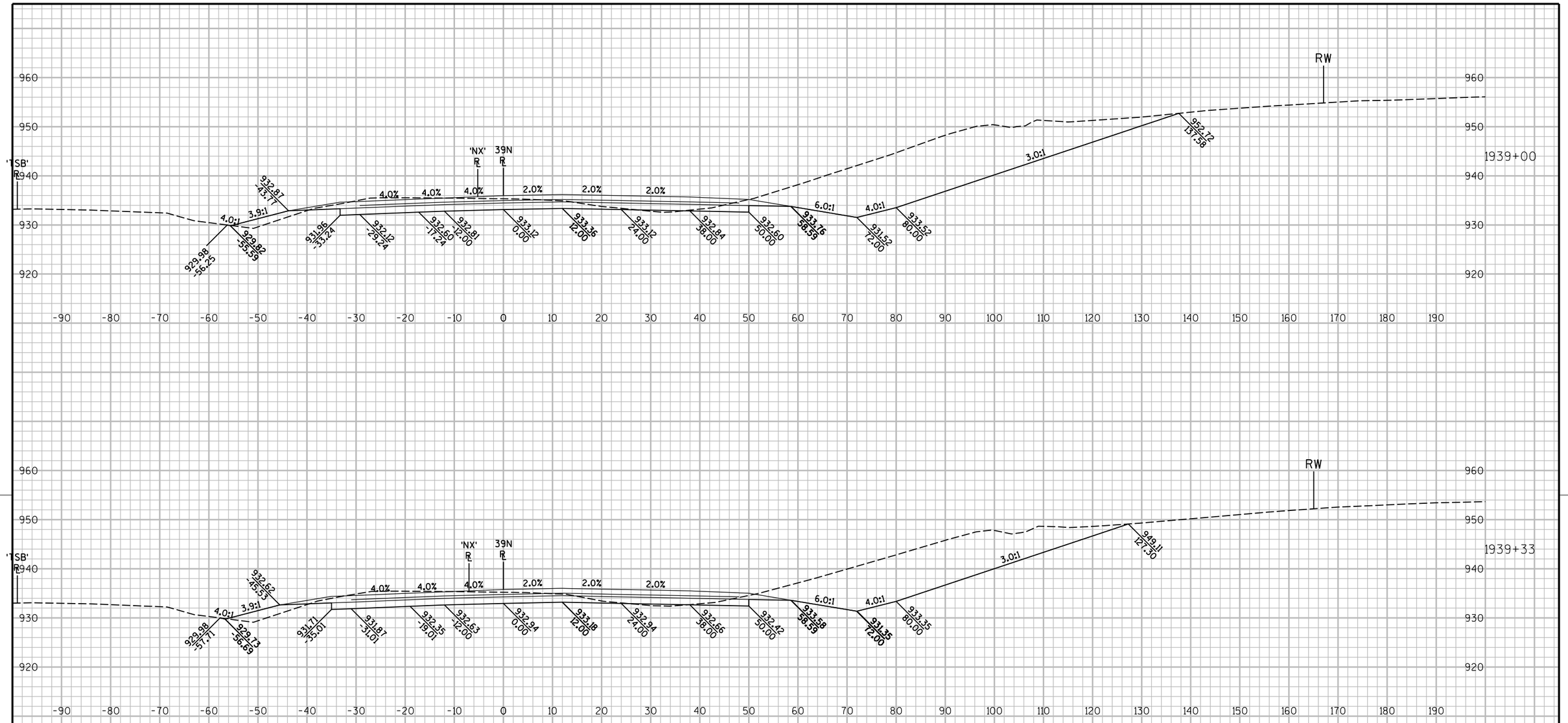
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1039	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

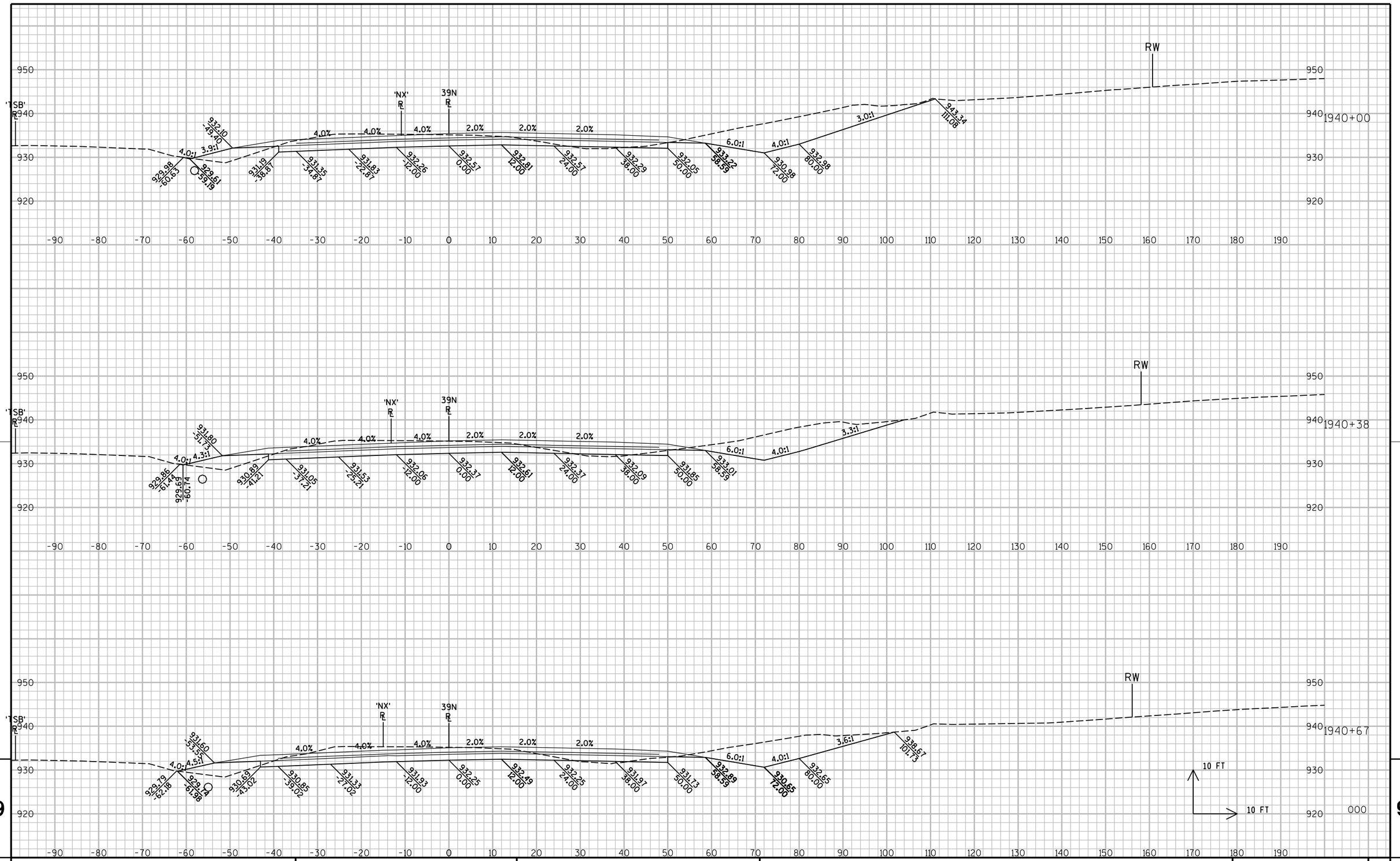
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1040	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



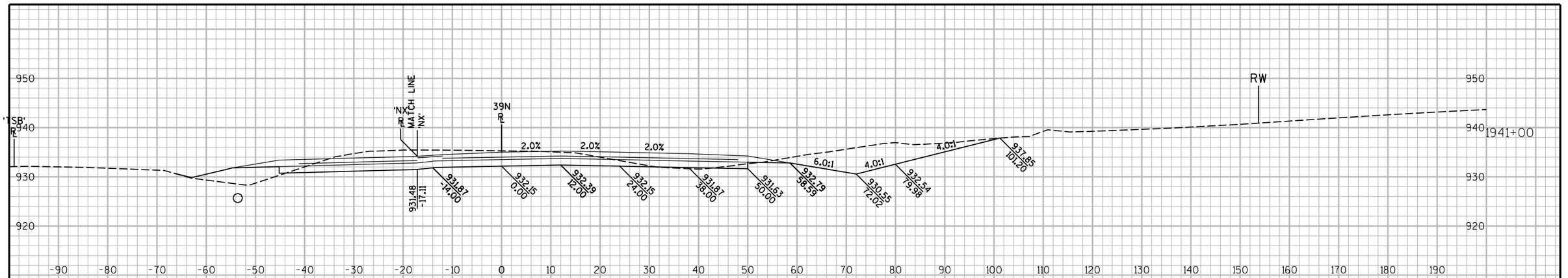
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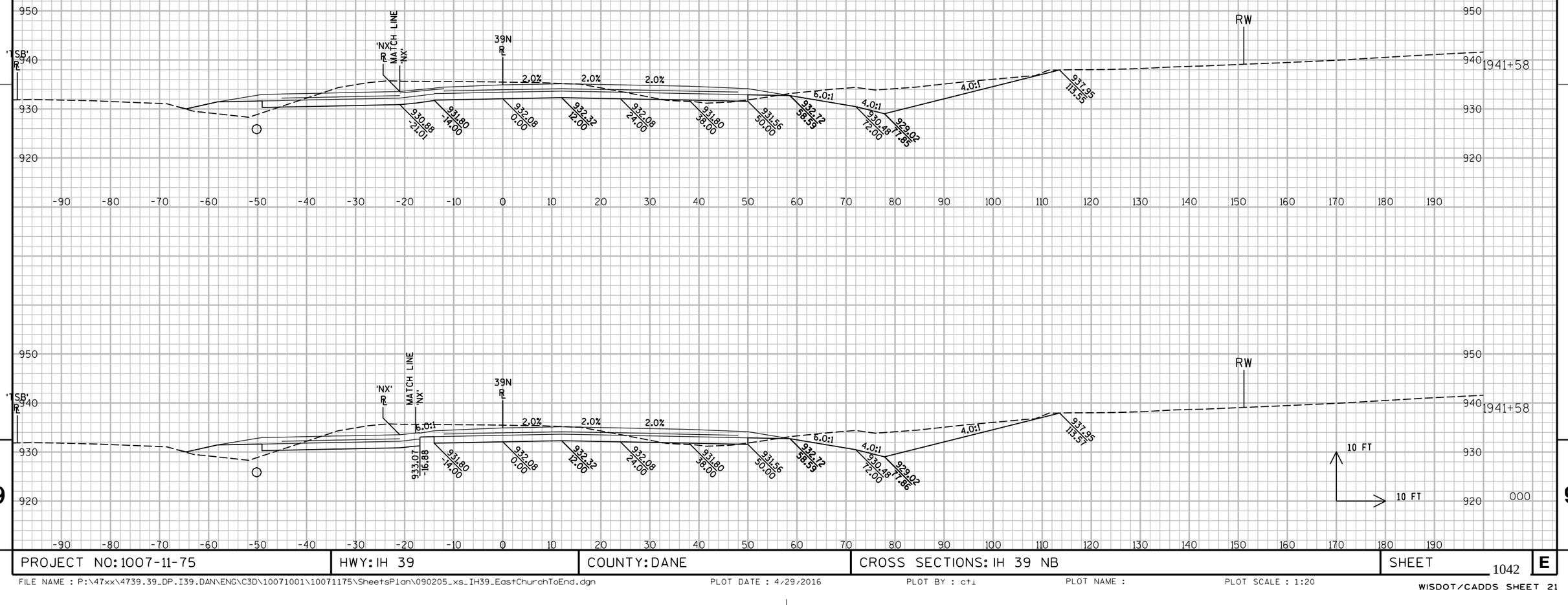
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1041	E

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FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





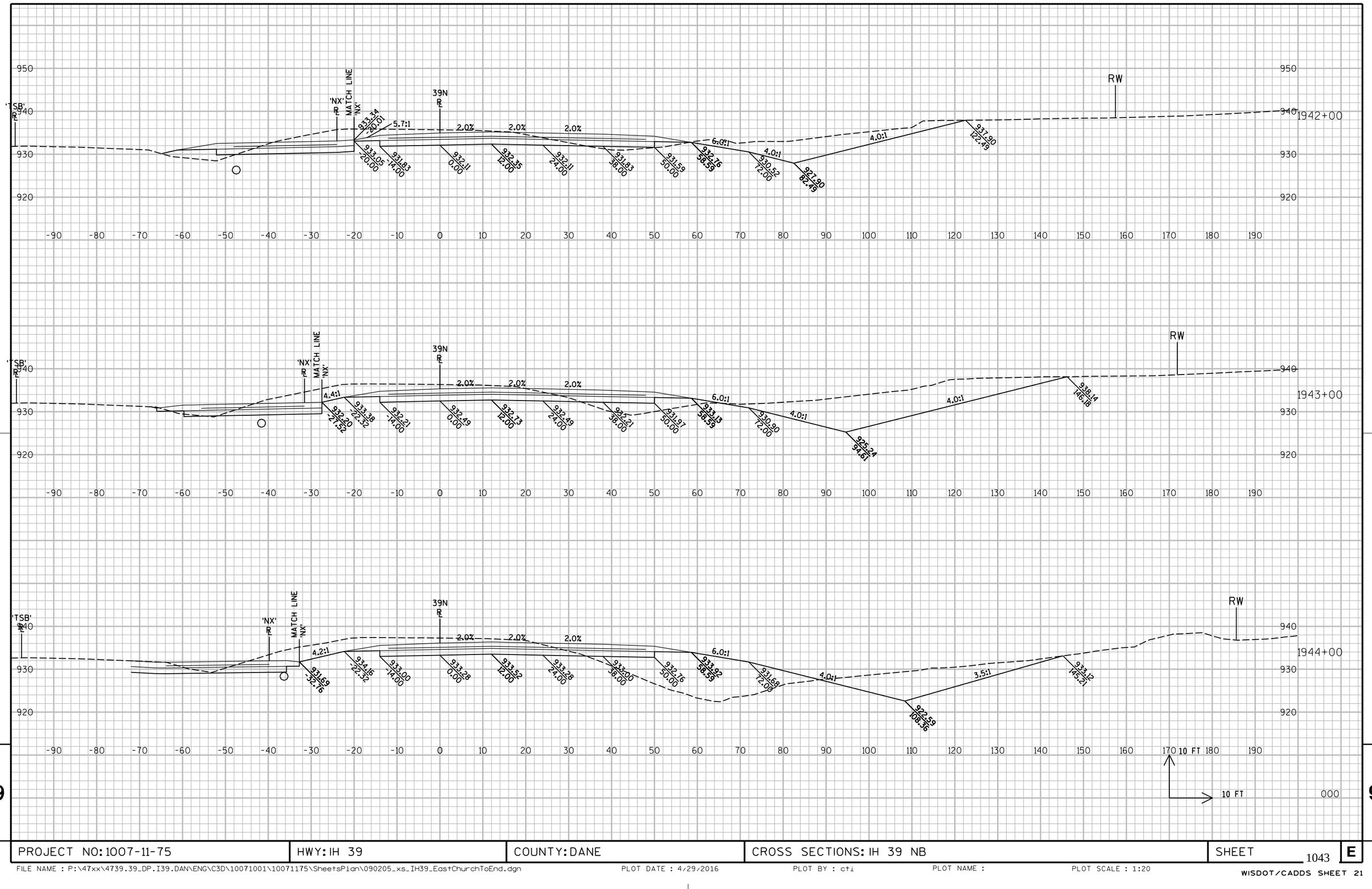
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1042	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



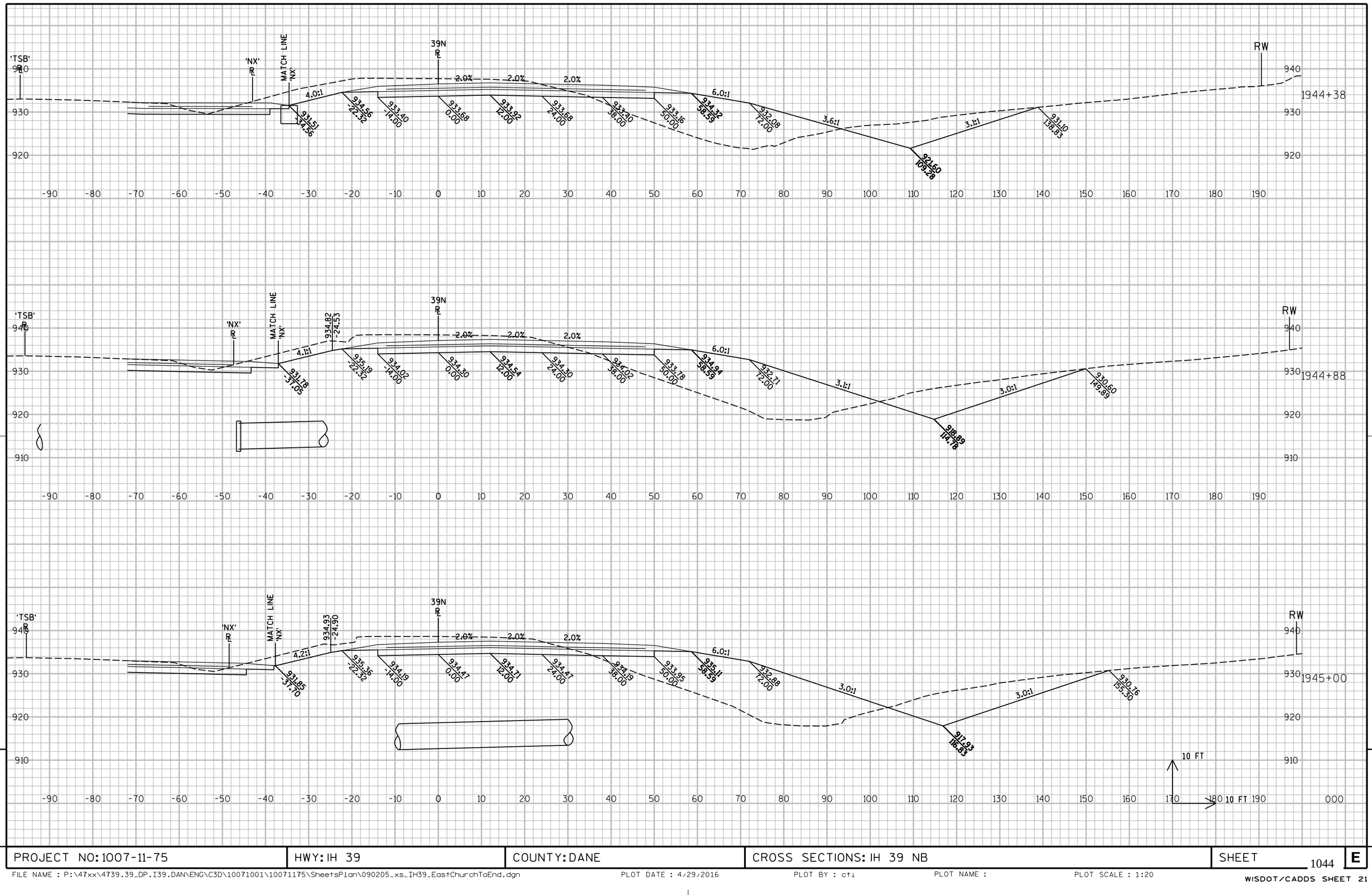
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1043	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

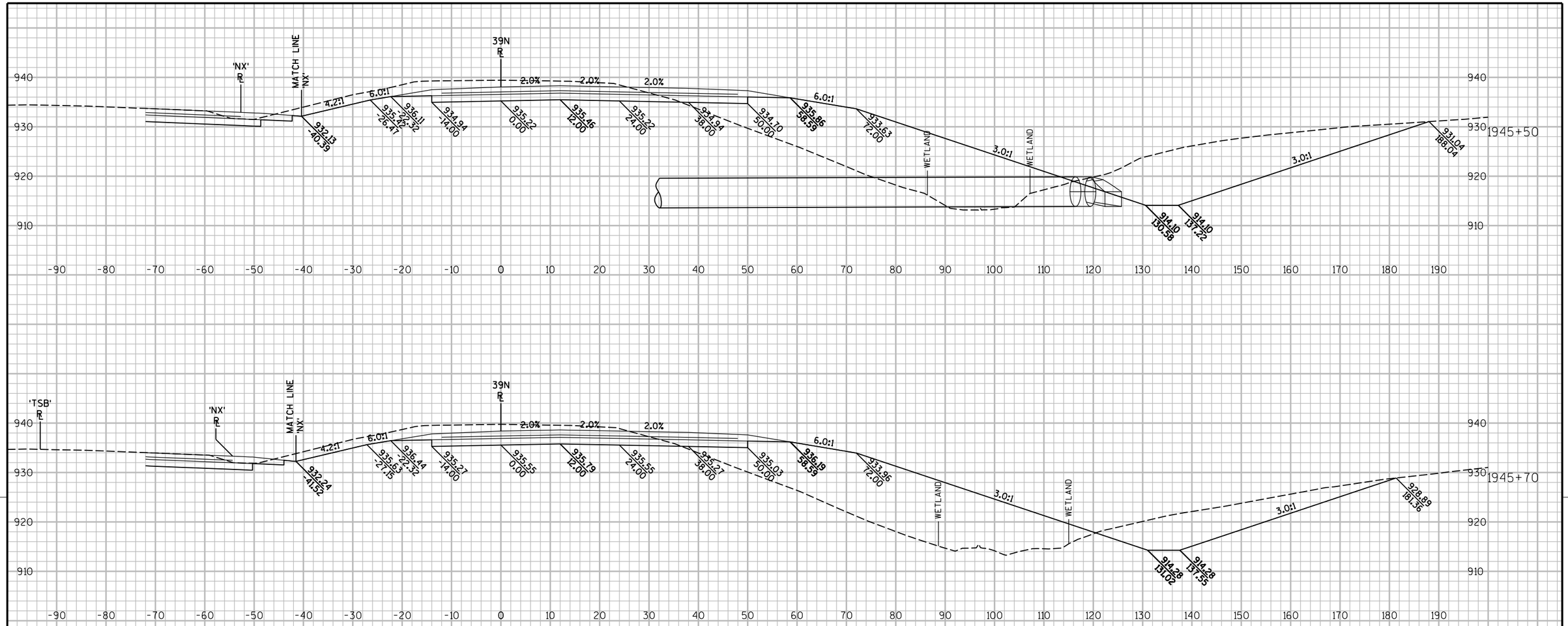
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1044	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



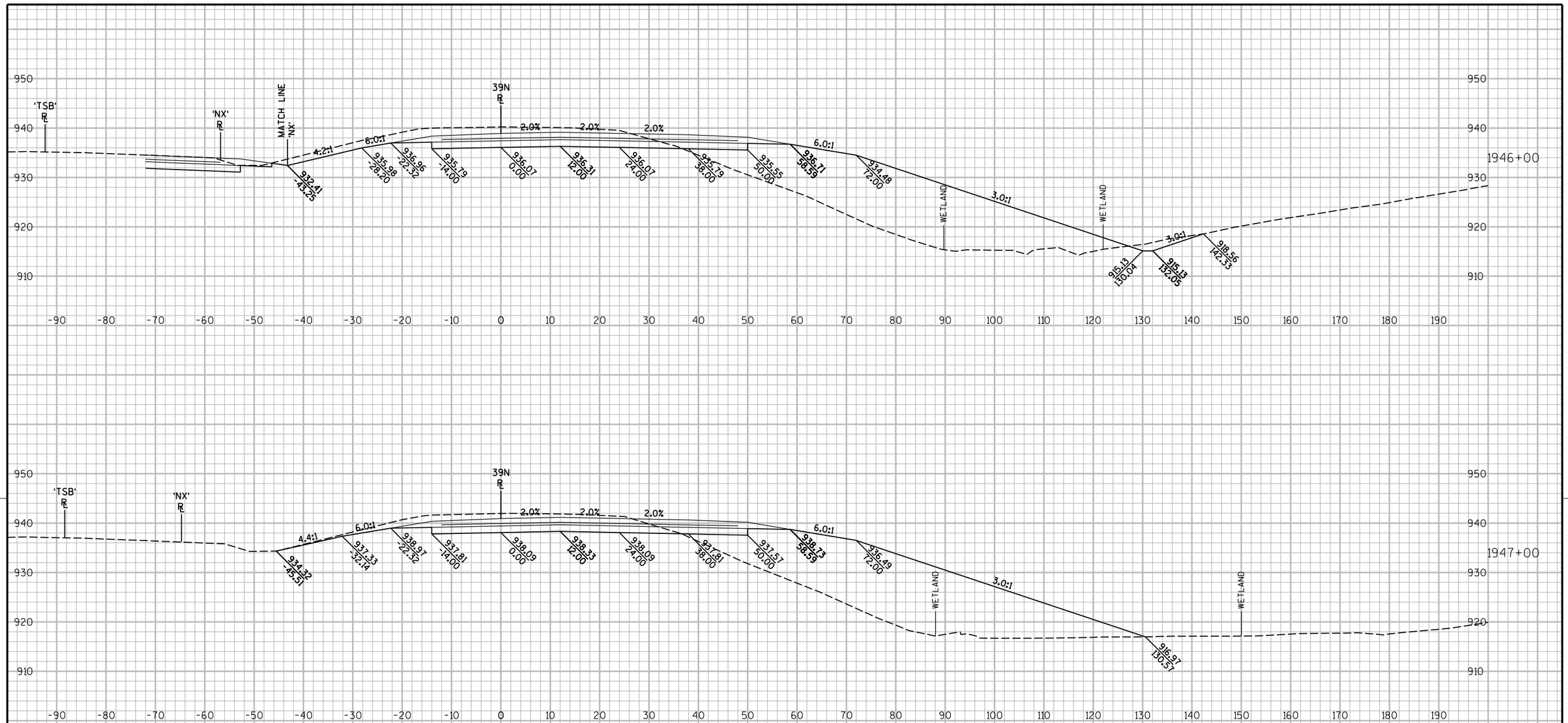
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1045	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn
PLOT DATE : 4/29/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



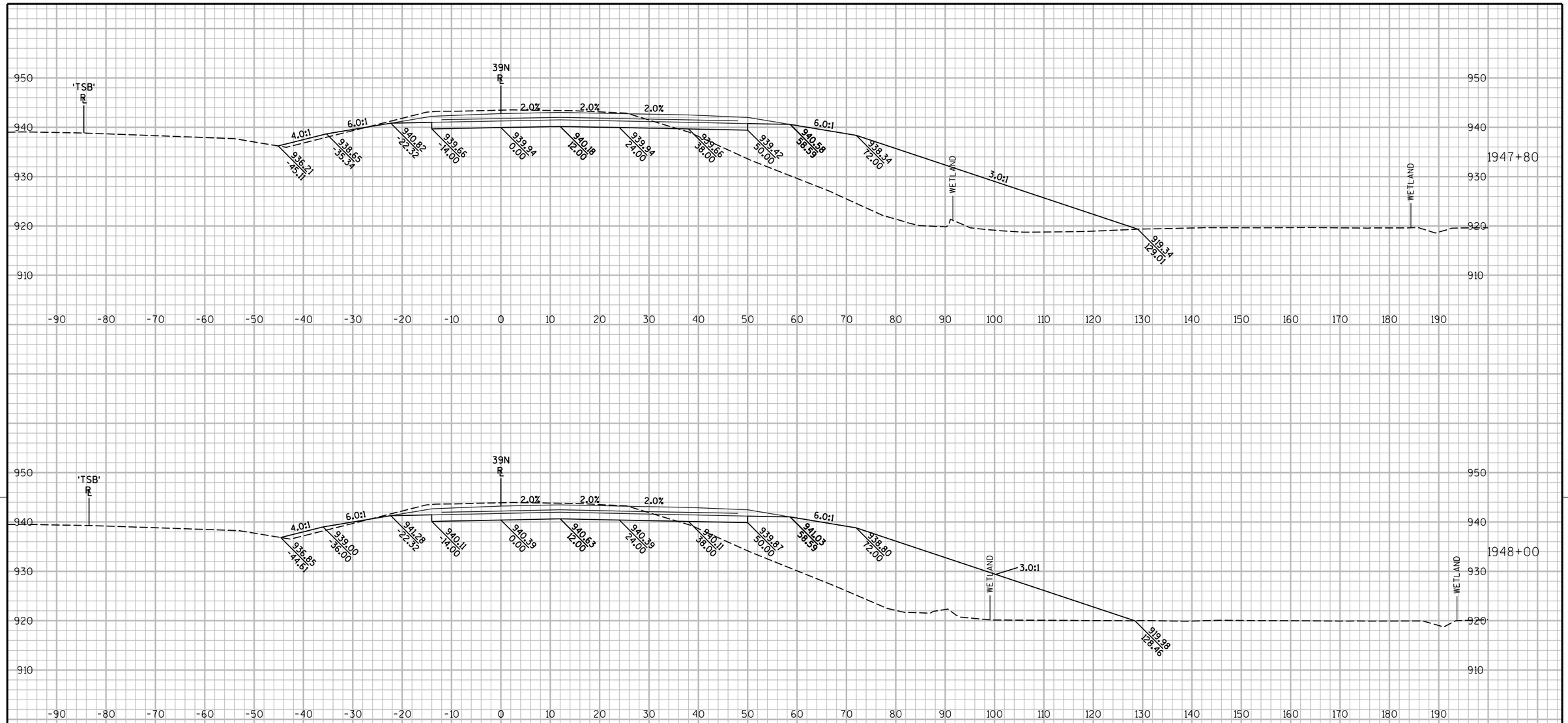
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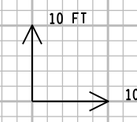
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1046	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

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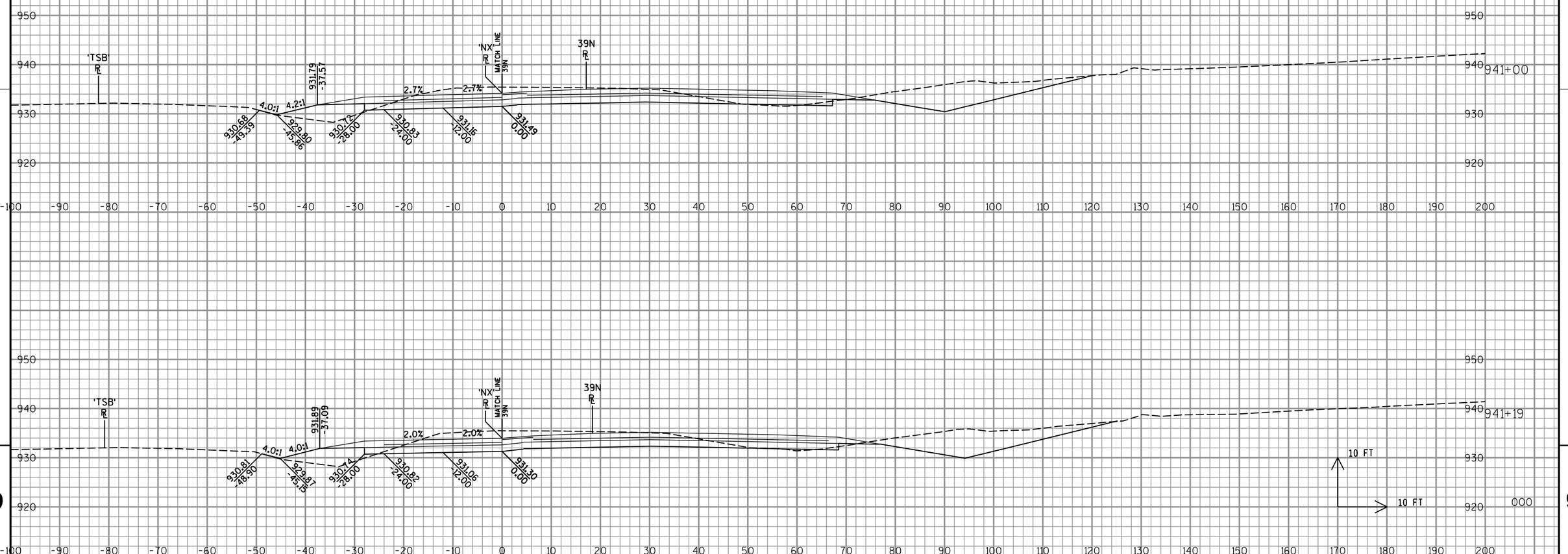
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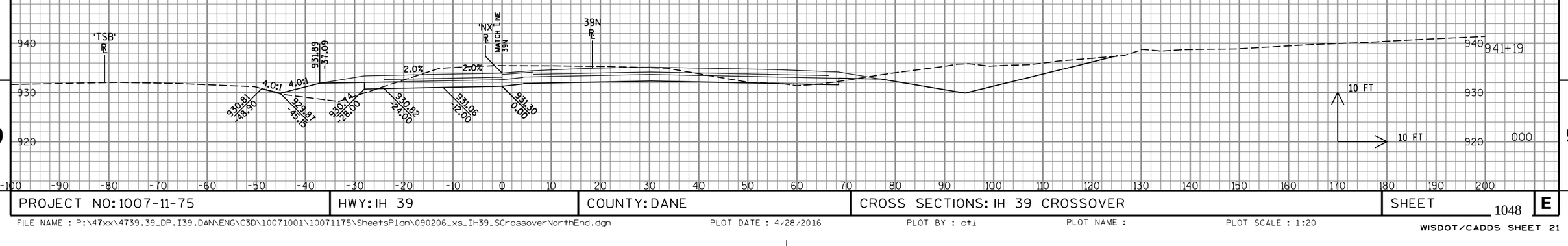
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB	SHEET 1047	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090205_xs_IH39_EastChurchToEnd.dgn PLOT DATE : 4/29/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





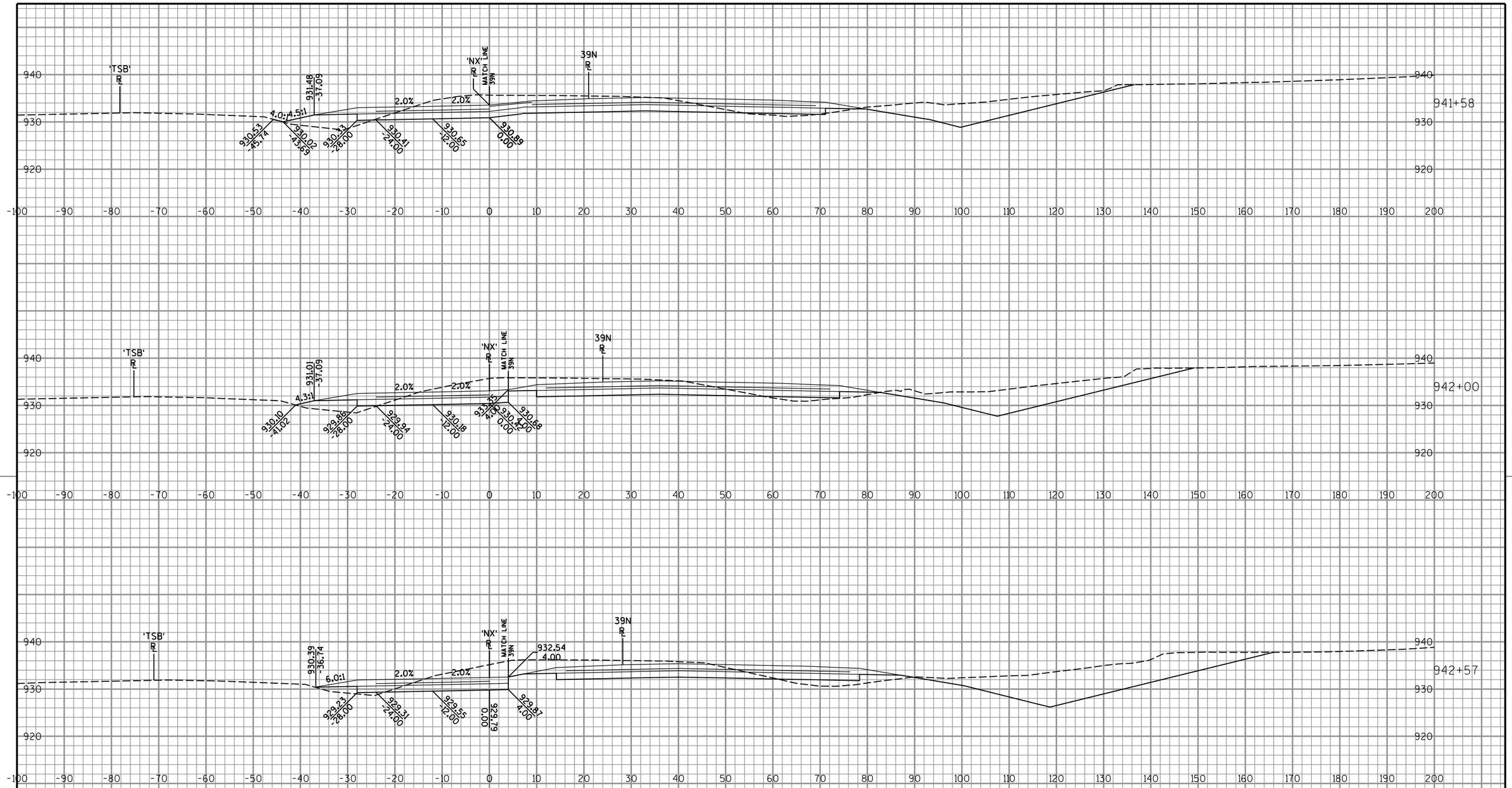


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 CROSSOVER	SHEET 1048	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090206_xs_IH39_SCrossoverNorthEnd.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



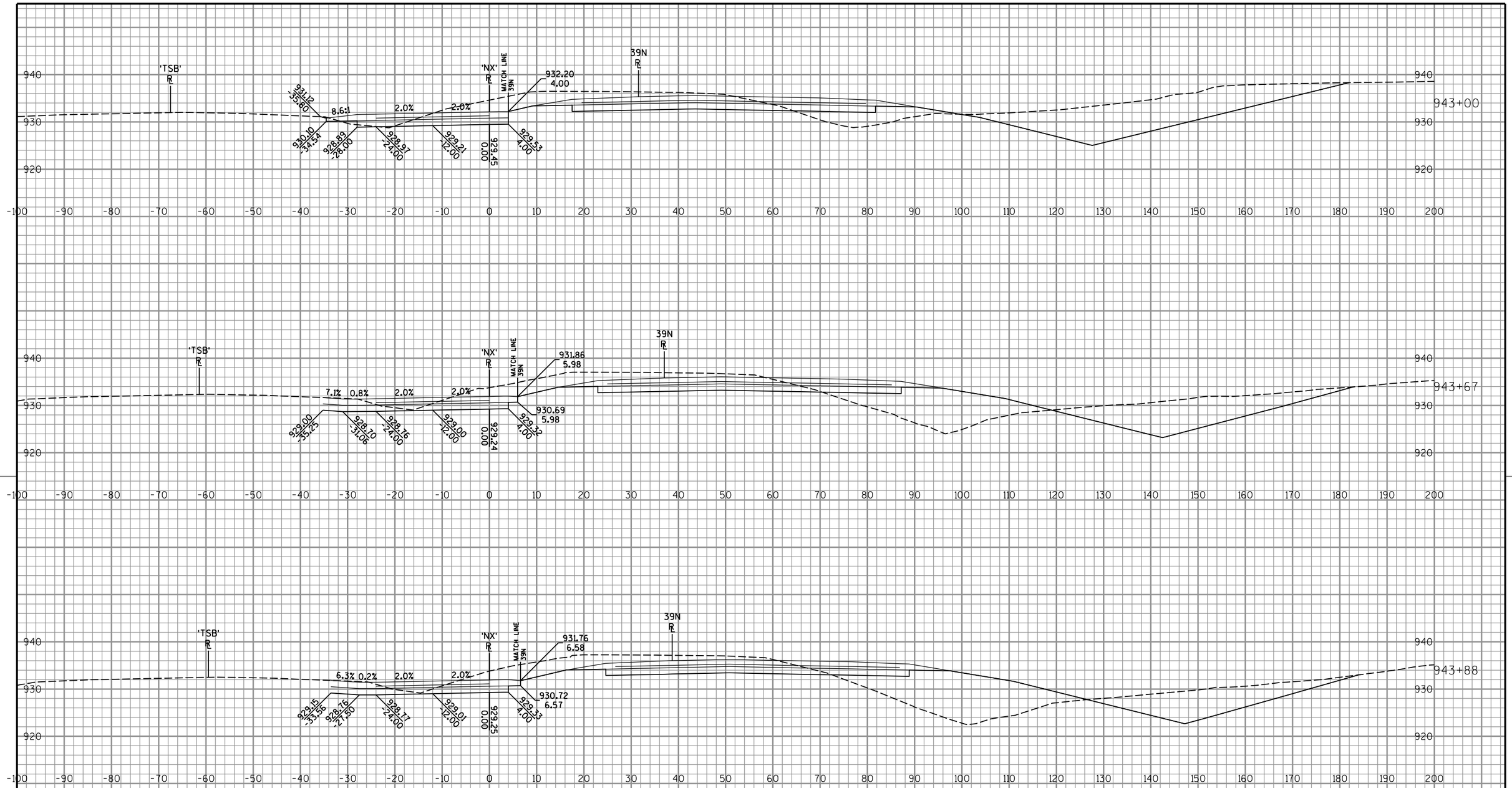
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 CROSSOVER	SHEET 1049	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090206_xs_IH39_SCrossoverNorthEnd.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

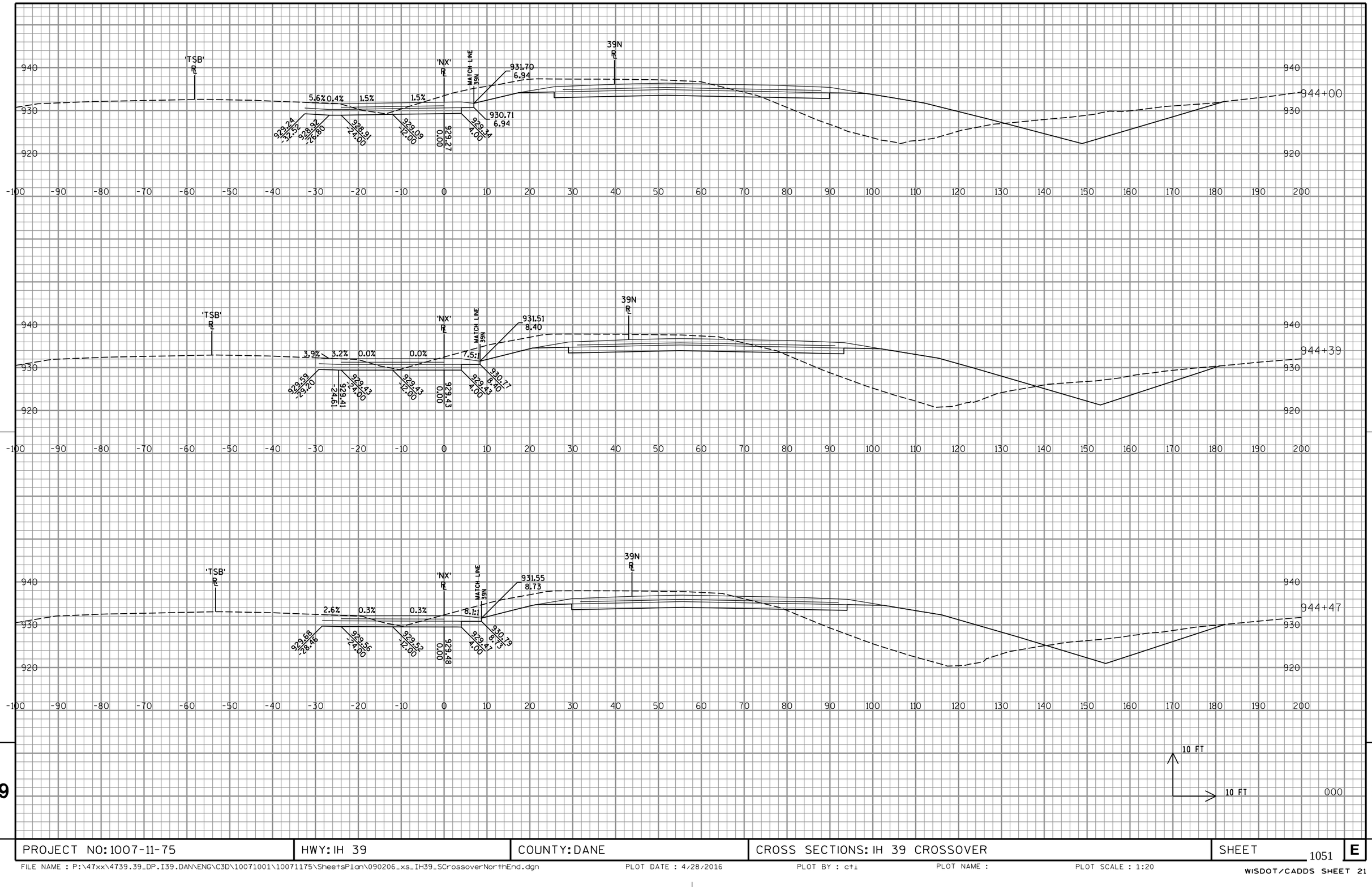


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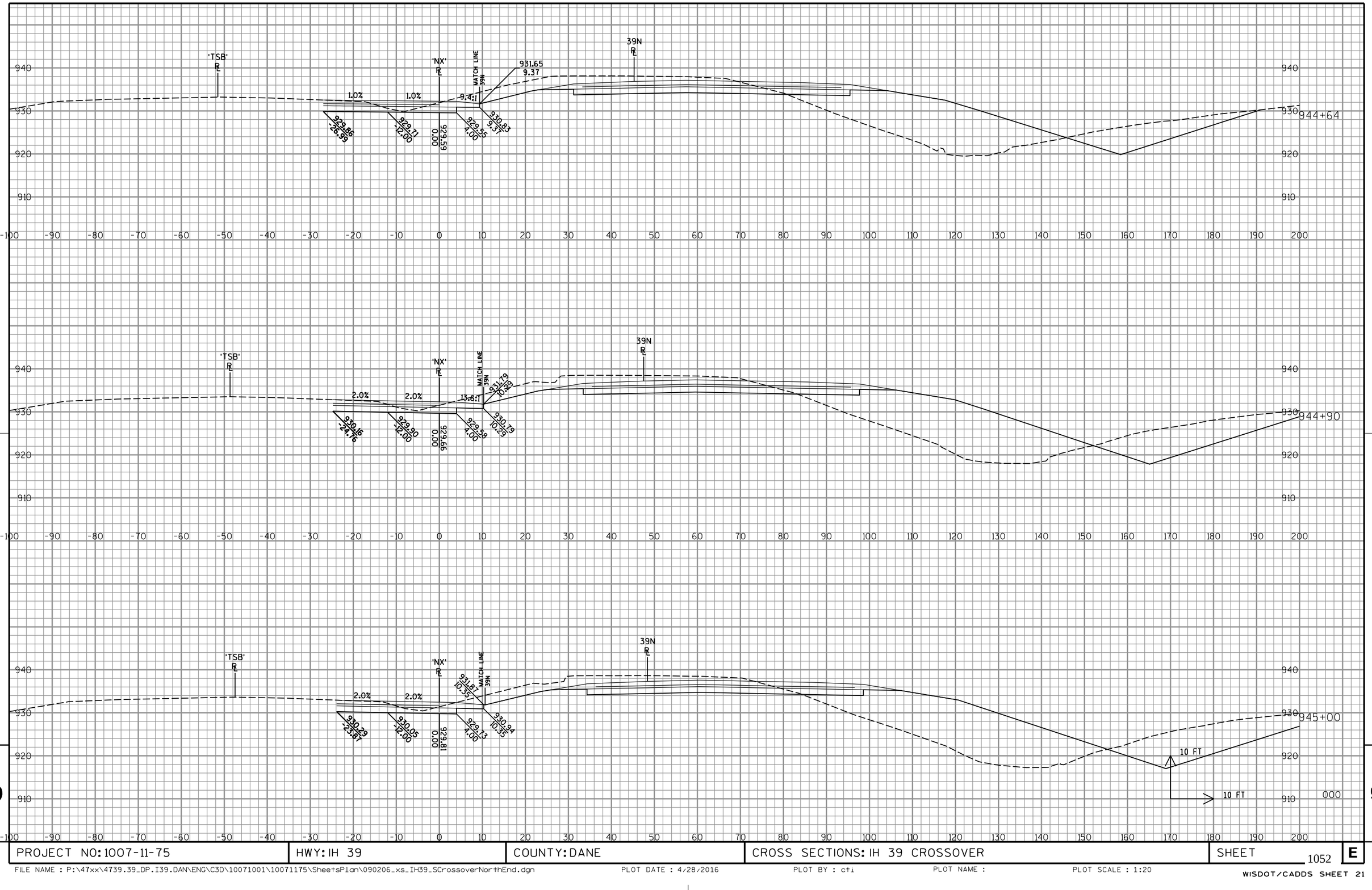
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 CROSSOVER	SHEET 1050	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090206_xs_IH39_SCrossoverNorthEnd.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 CROSSOVER	SHEET 1051	E

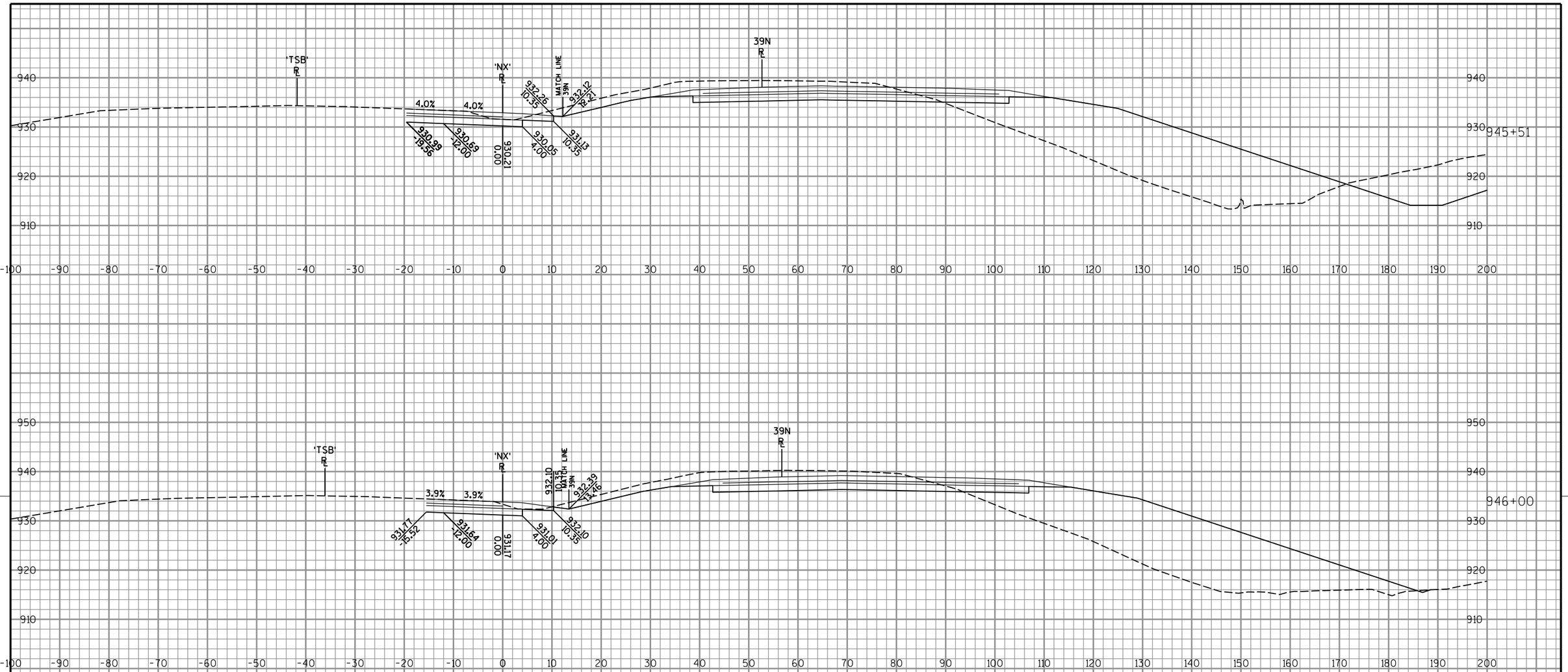
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090206_xs_IH39_SCrossoverNorthEnd.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 CROSSOVER	SHEET 1052	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090206_xs_IH39_SCrossoverNorthEnd.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



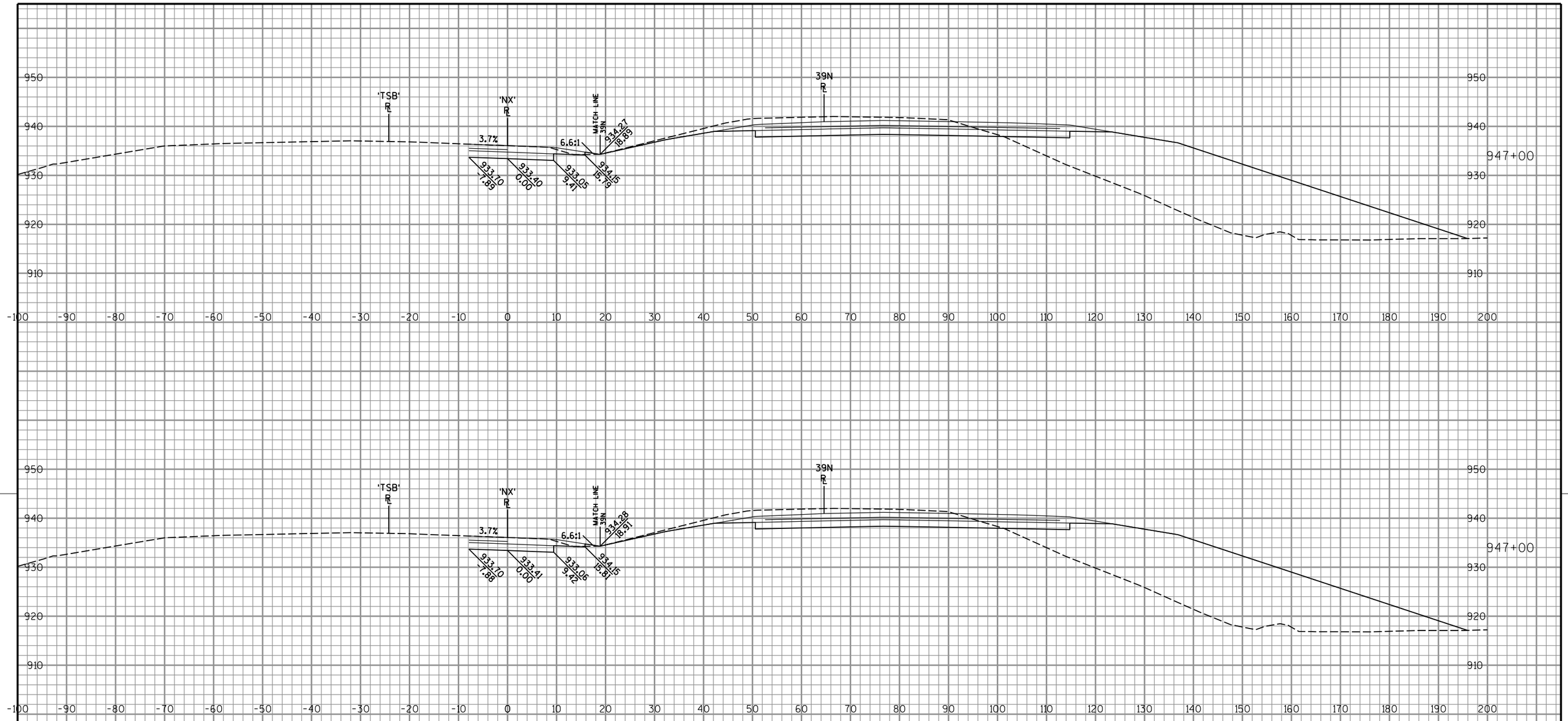
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 CROSSOVER	SHEET 1053	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090206_xs_IH39_SCrossoverNorthEnd.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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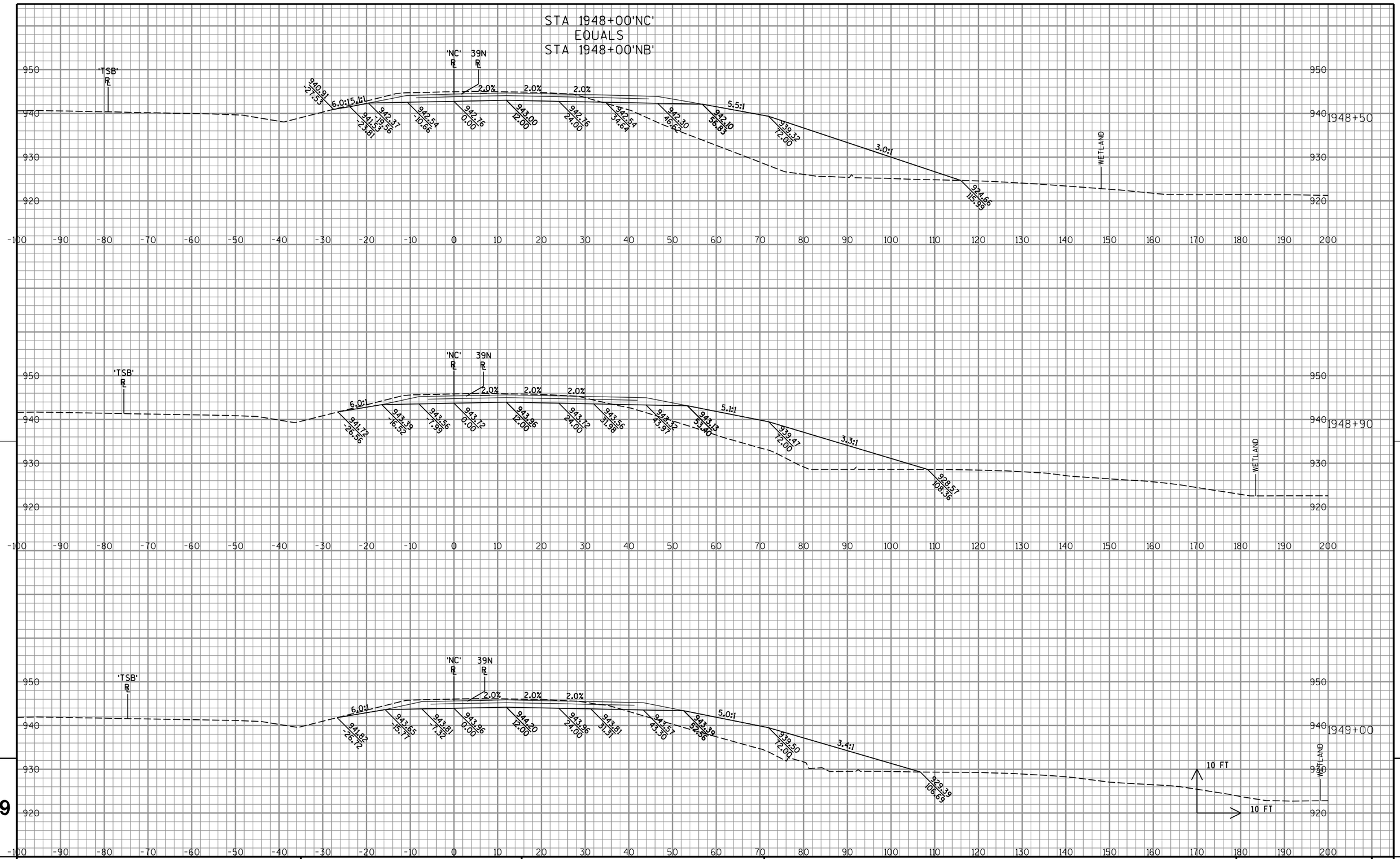
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 CROSSOVER	SHEET 1054	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090206_xs_IH39_SCrossoverNorthEnd.dgn PLOT DATE : 4/28/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

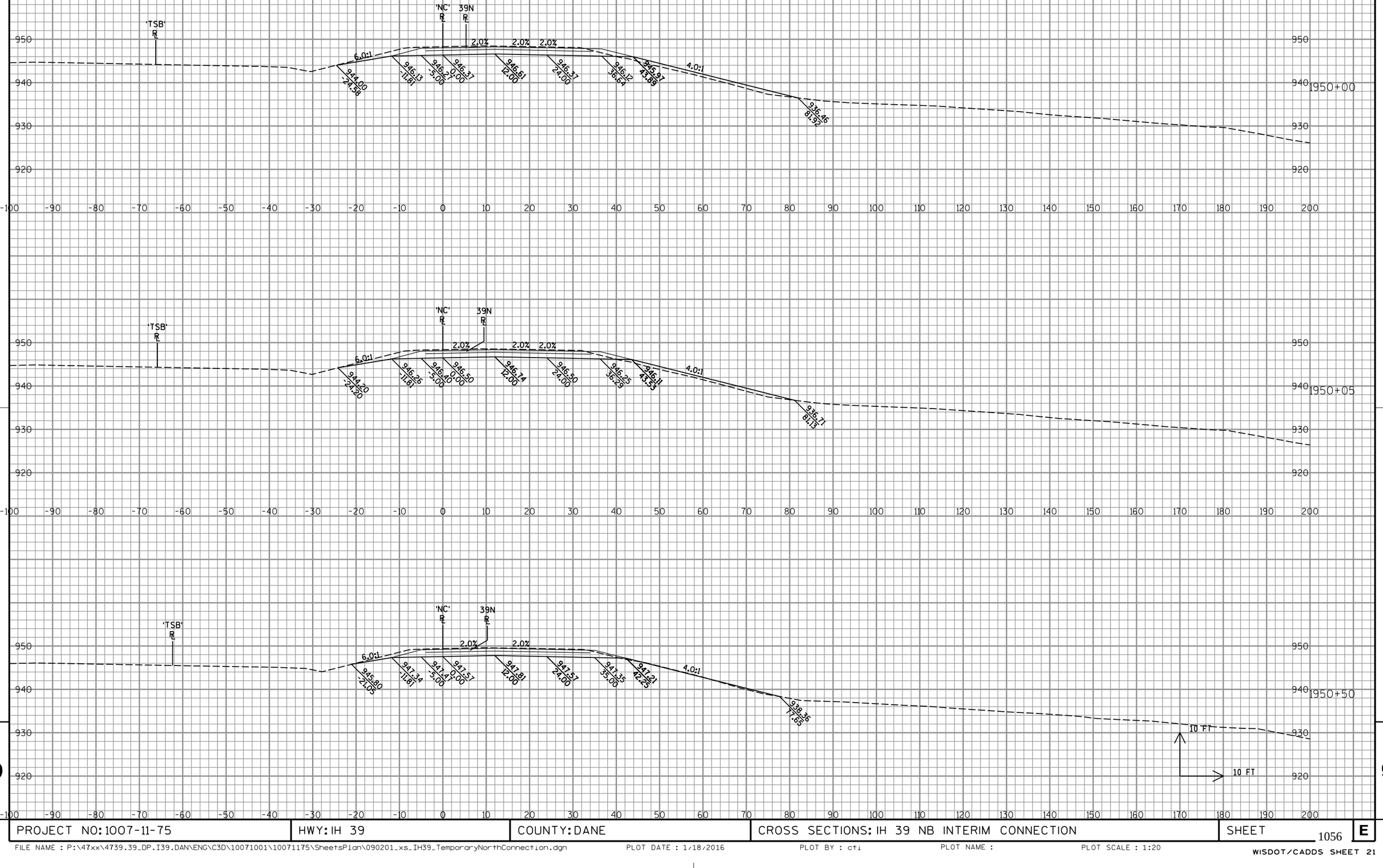
STA 1948+00'NC'
EQUALS
STA 1948+00'NB'



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB INTERIM CONNECTION	SHEET 1055	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090201_xs_IH39_TemporaryNorthConnection.dgn PLOT DATE : 1/18/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

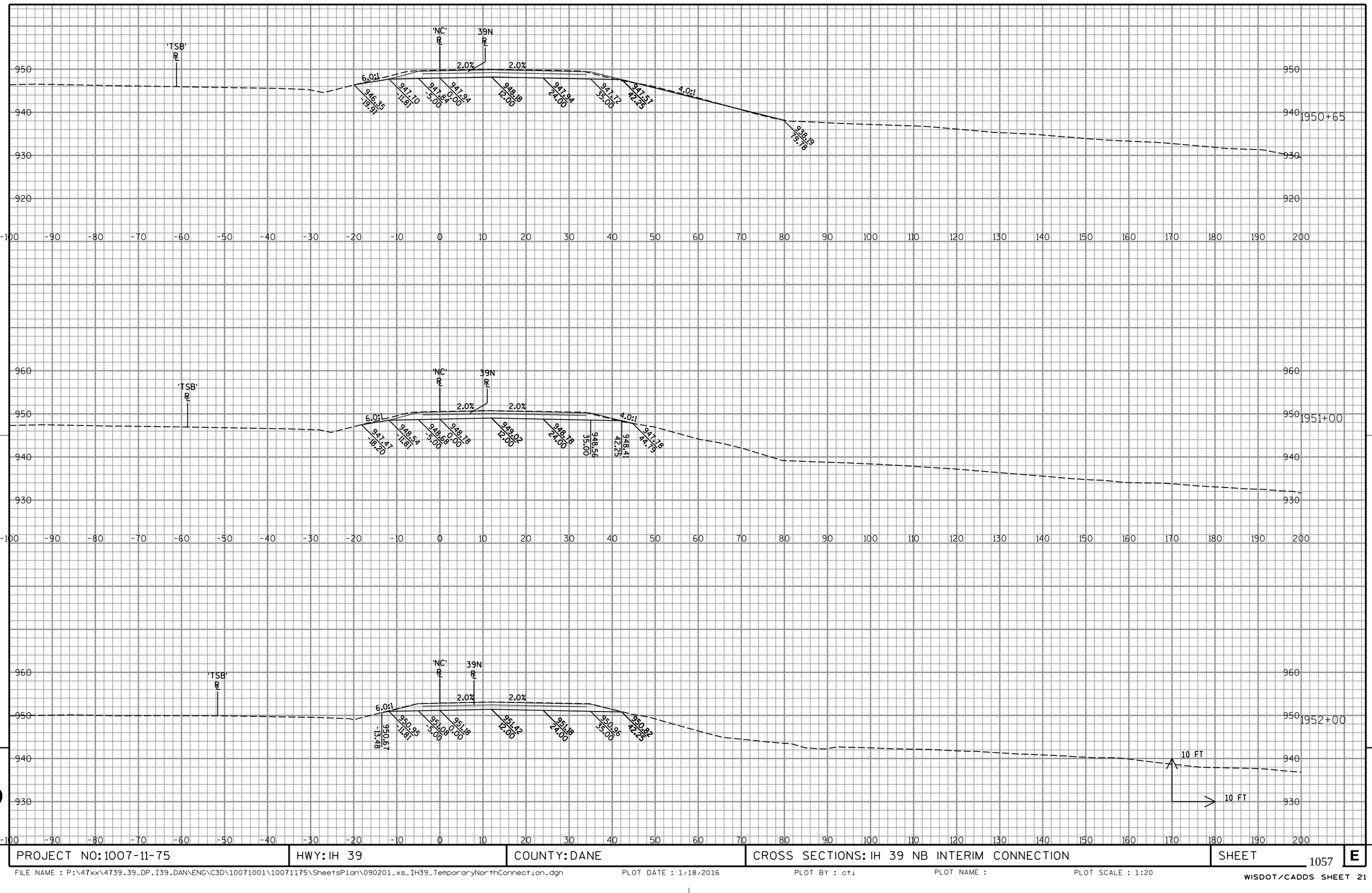
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB INTERIM CONNECTION	SHEET 1056 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090201_xs_IH39_TemporaryNorthConnection.dgn PLOT DATE : 1/18/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



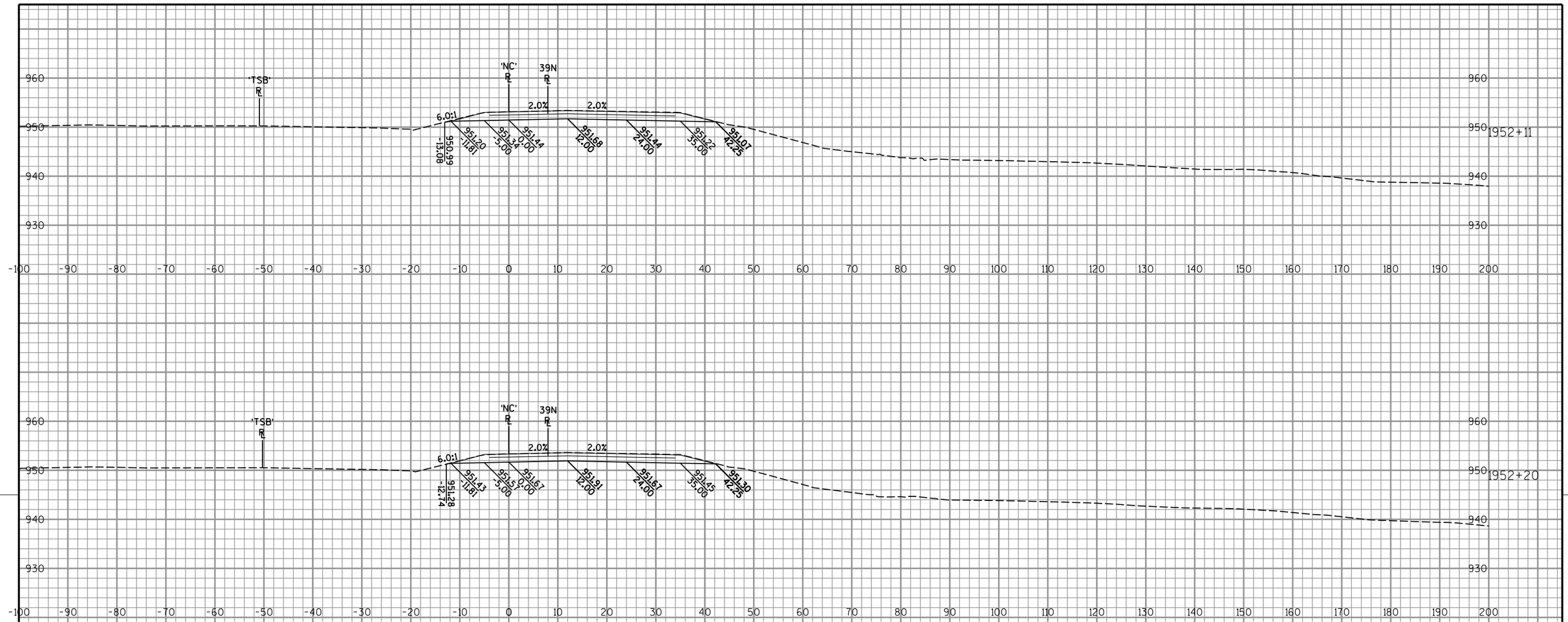
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB INTERIM CONNECTION	SHEET 1057	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090201_xs_IH39_TemporaryNorthConnection.dgn PLOT DATE : 1/18/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



END CONSTRUCTION
STA 1952+19.93 'NC'

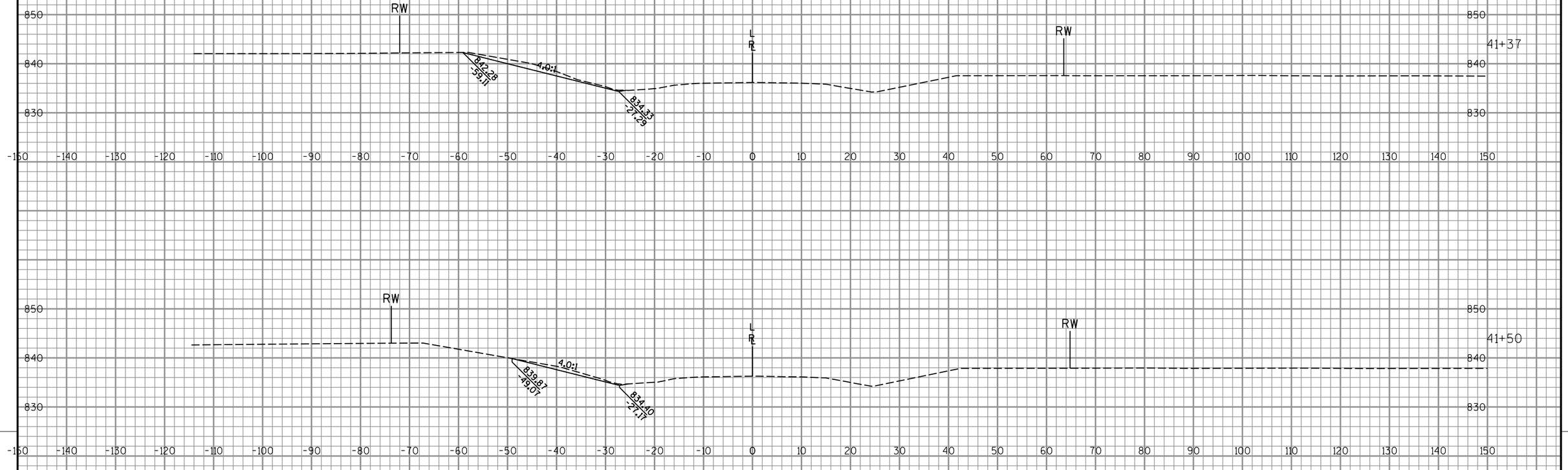
10 FT
10 FT

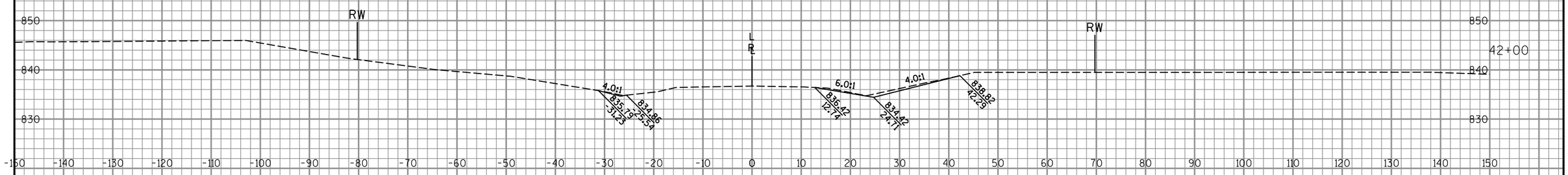
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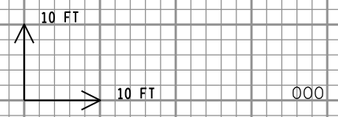
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: IH 39 NB INTERIM CONNECTION	SHEET 1058	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090201_xs_IH39_TemporaryNorthConnection.dgn PLOT DATE : 1/18/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

BEGIN CONSTRUCTION
STA 41+37'L'







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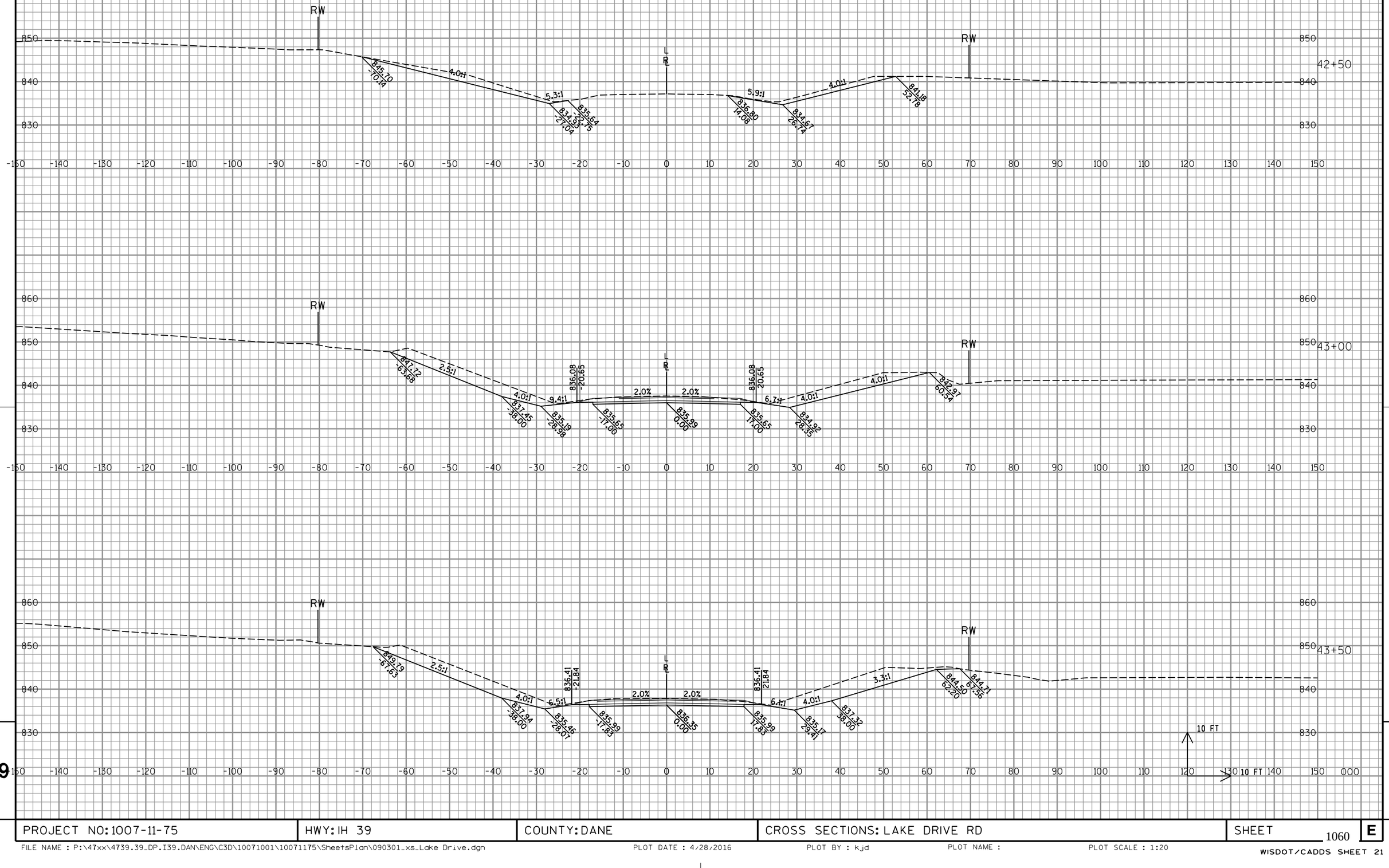
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1059	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn
PLOT DATE : 4/28/2016
PLOT BY : kjd
PLOT NAME :
PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



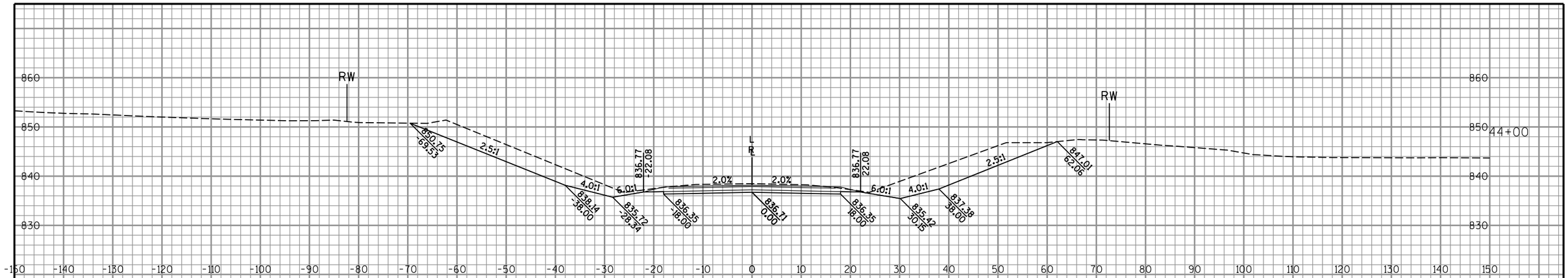
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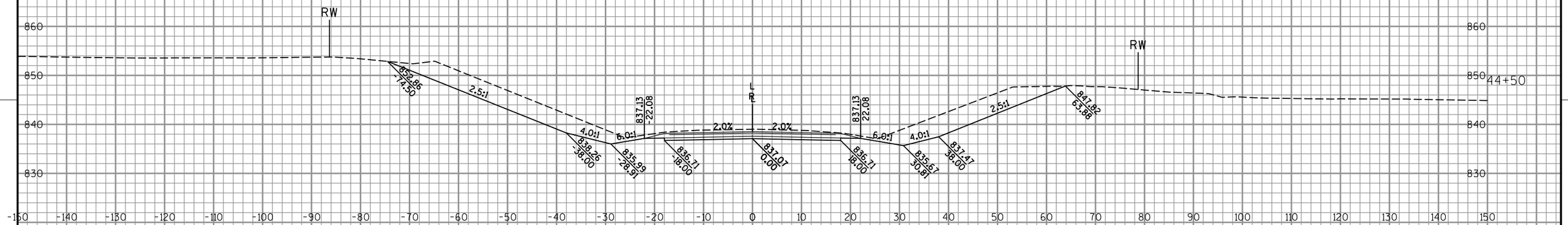
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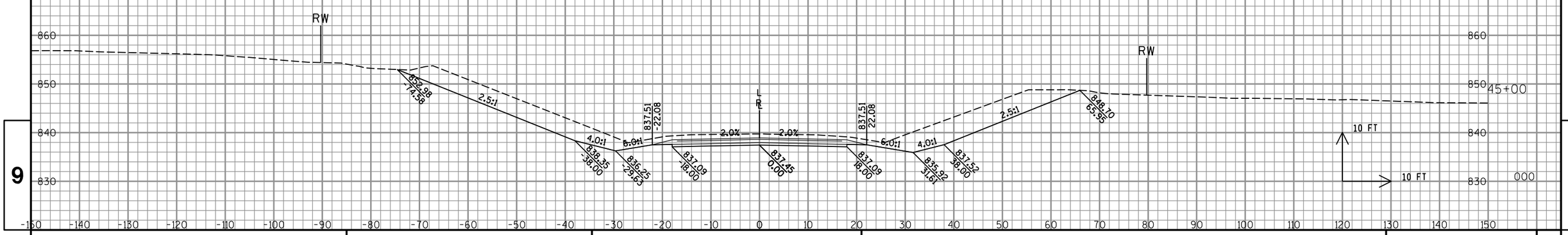
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1060	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn | PLOT DATE : 4/28/2016 | PLOT BY : kjd | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







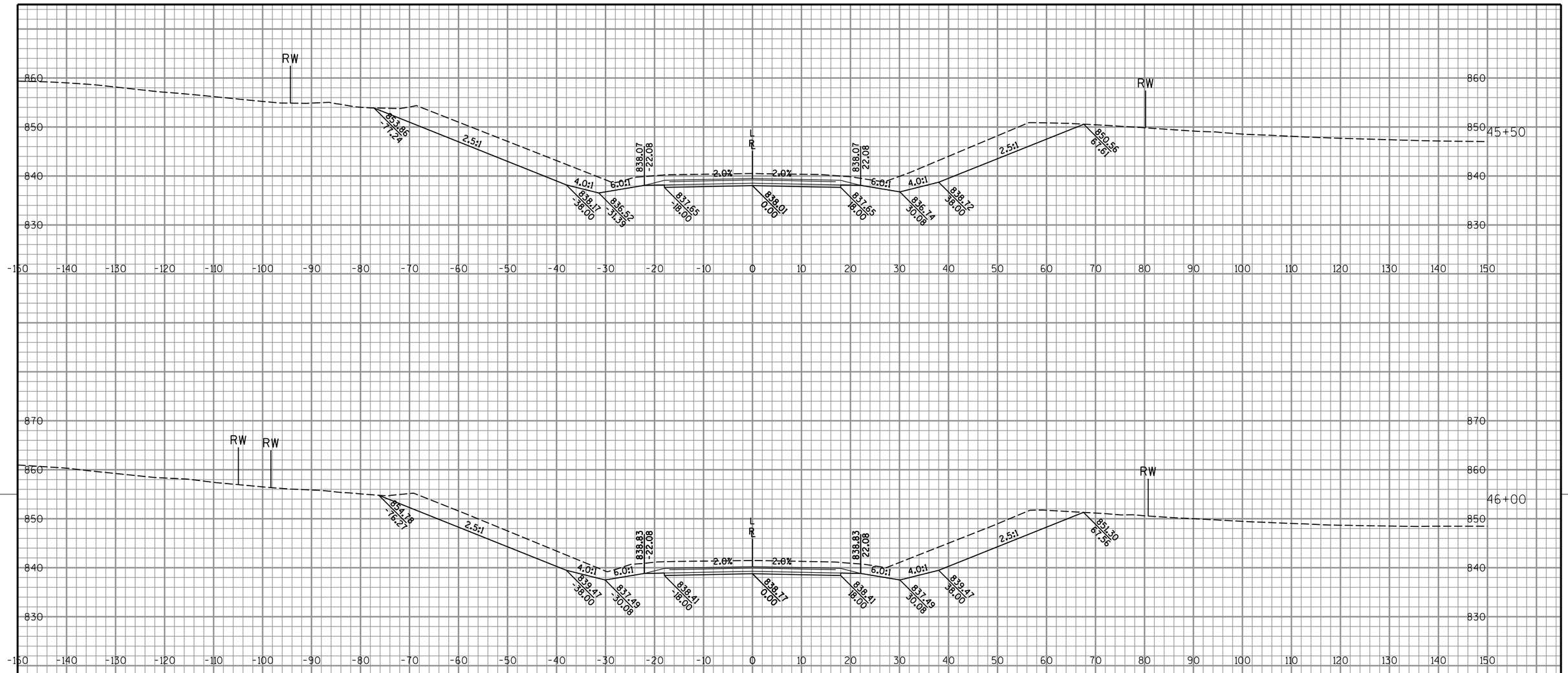
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9

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1061	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



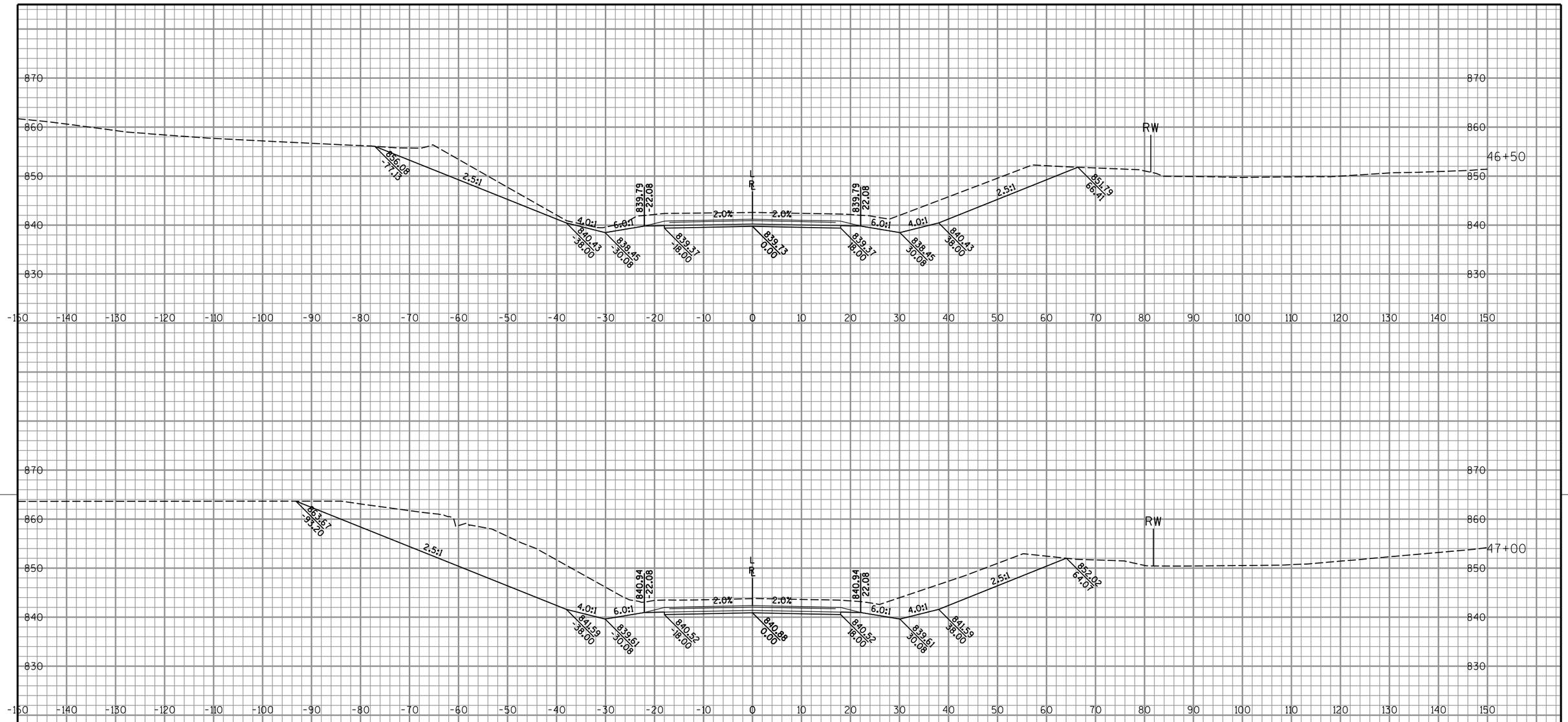
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1062	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



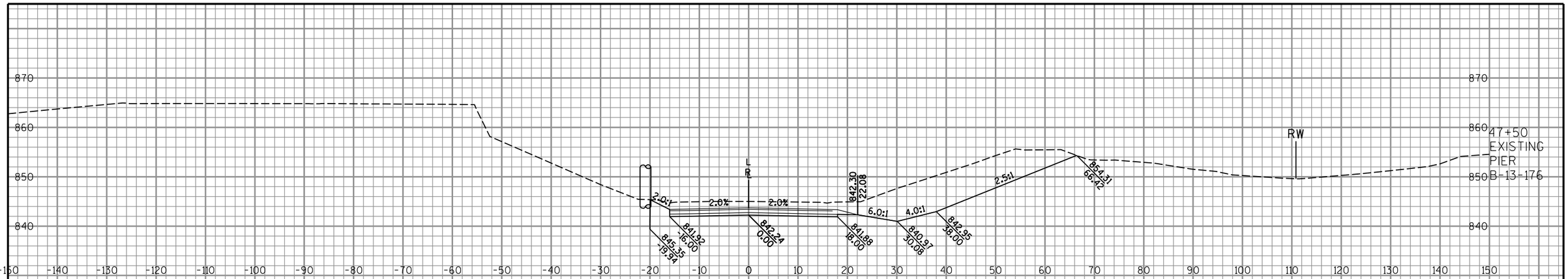
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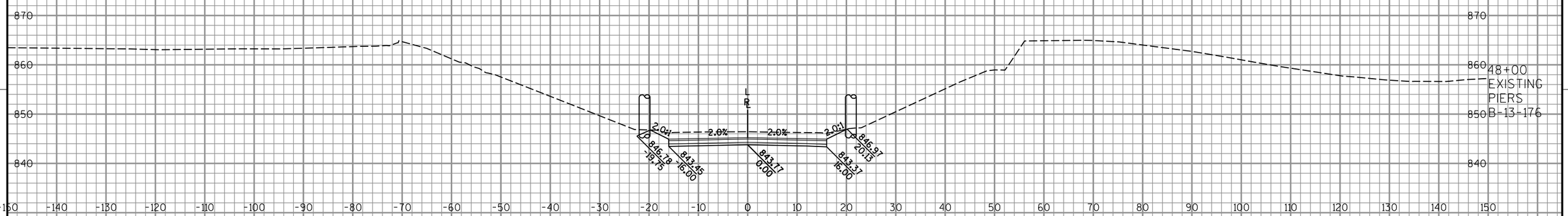
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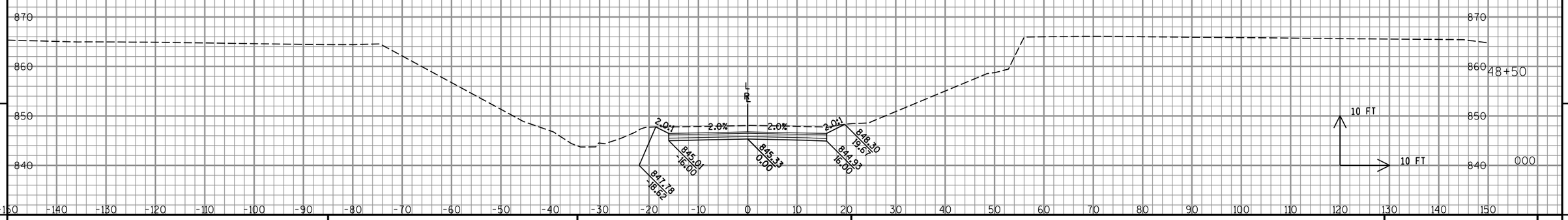
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1063	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn | PLOT DATE : 4/28/2016 | PLOT BY : kjd | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



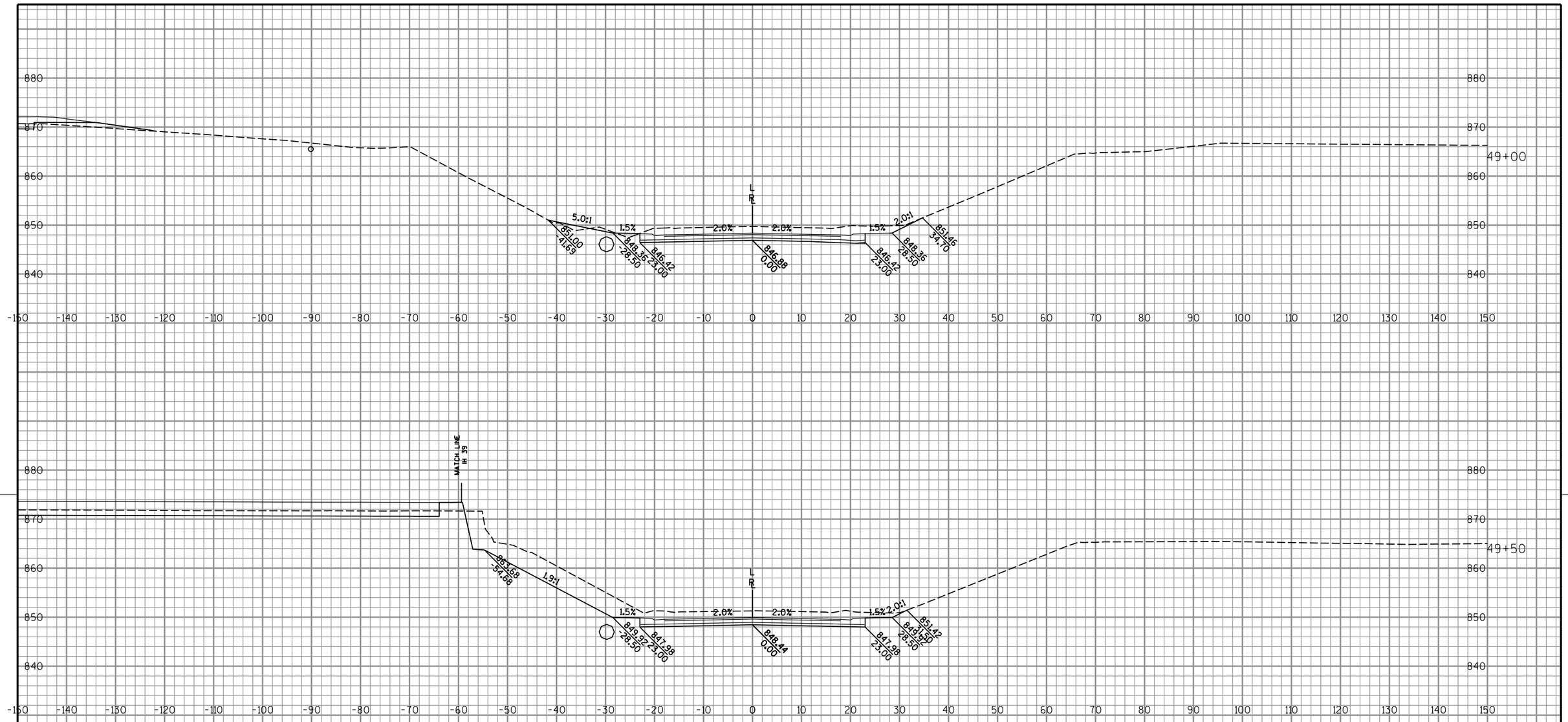




PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1064	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



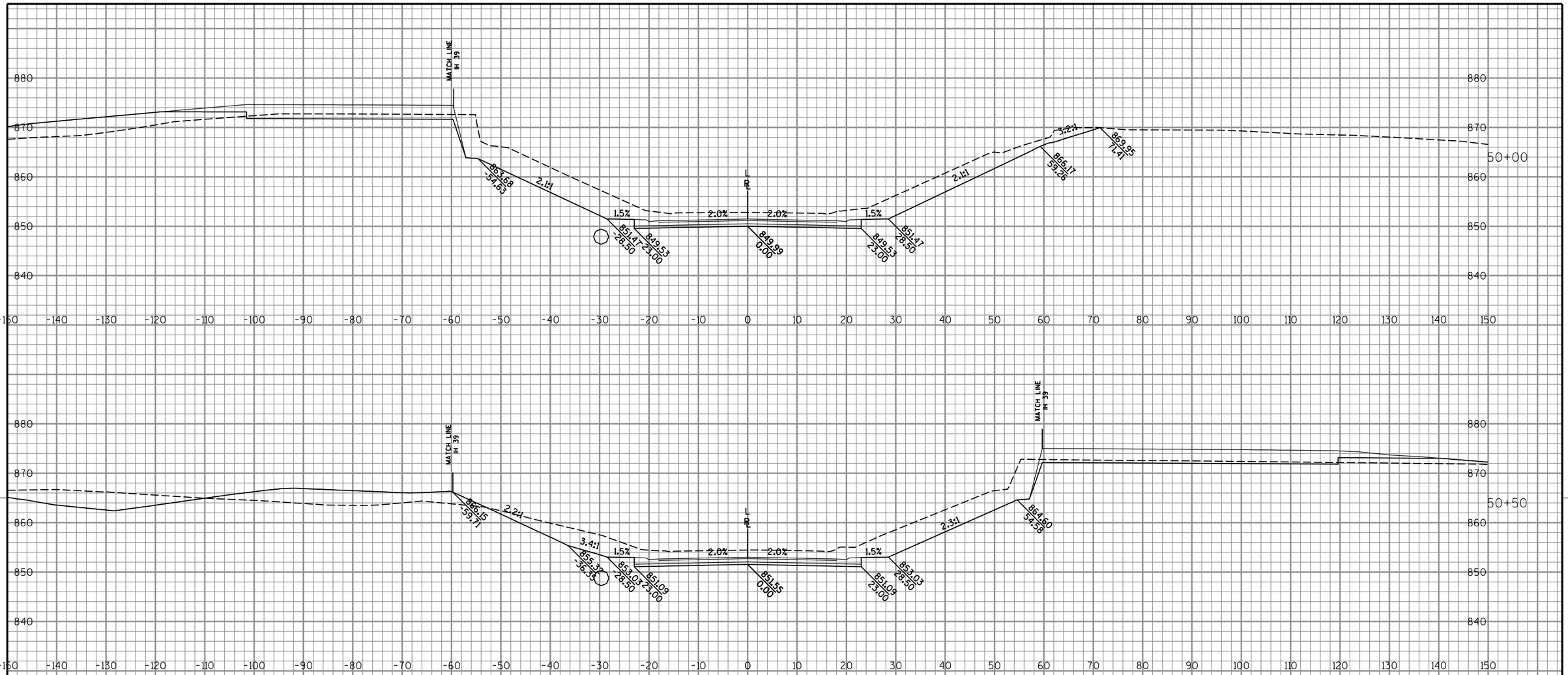
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1065	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn | PLOT DATE : 4/28/2016 | PLOT BY : kjd | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1066	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:20

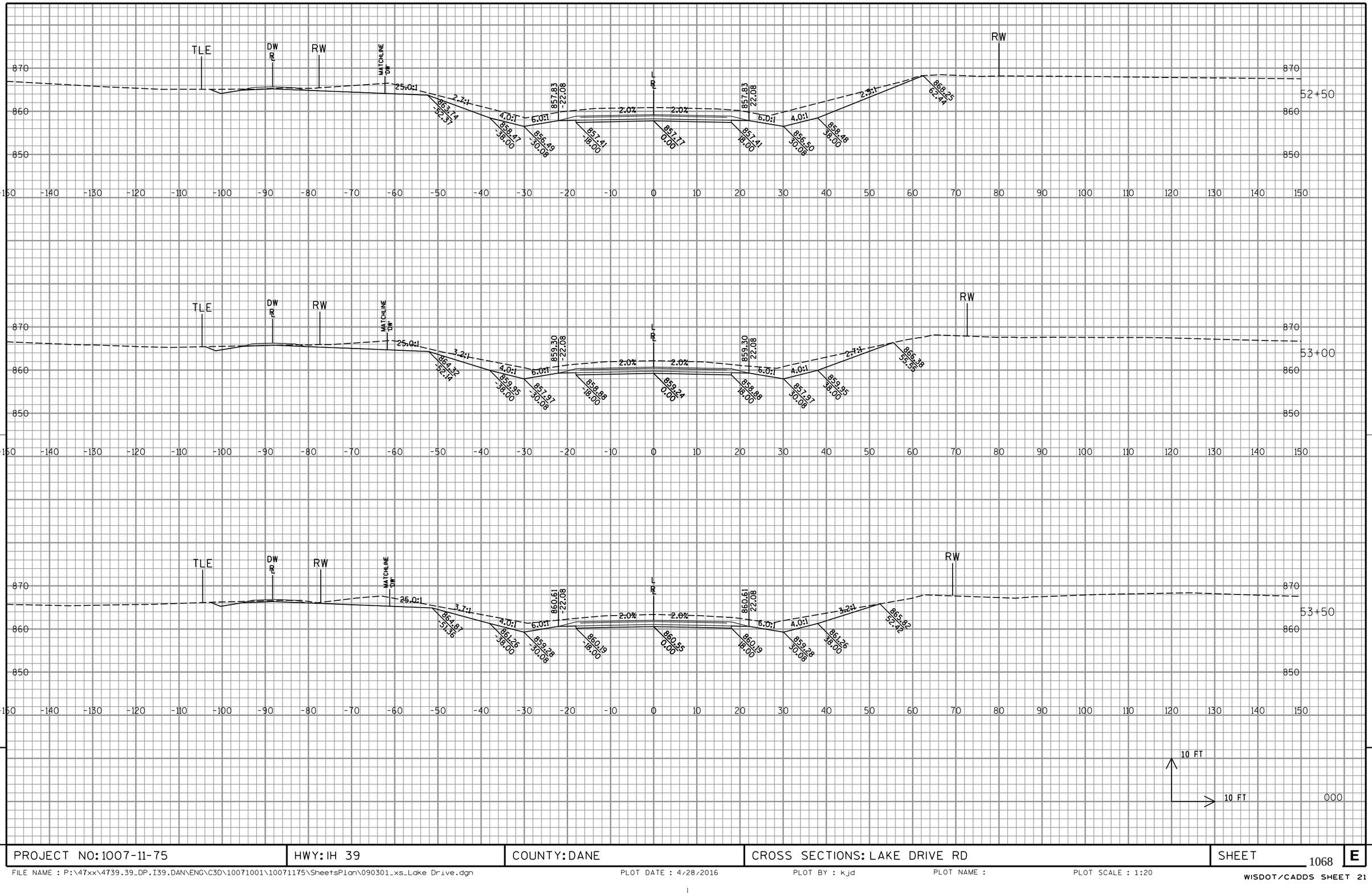
WISDOT/CADDS SHEET 21

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1067	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

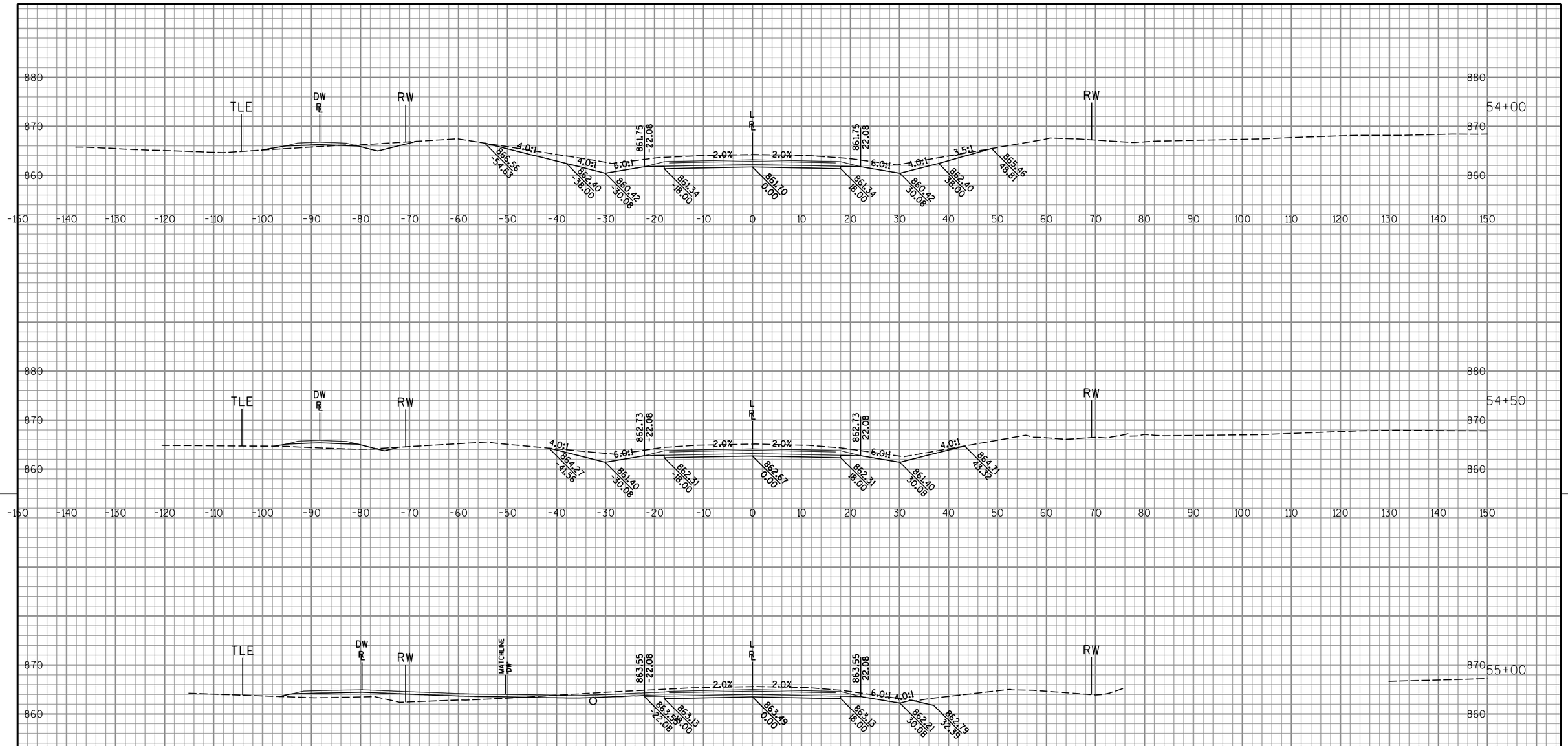


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1068	E

9

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn
PLOT DATE : 4/28/2016
PLOT BY : kjd
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



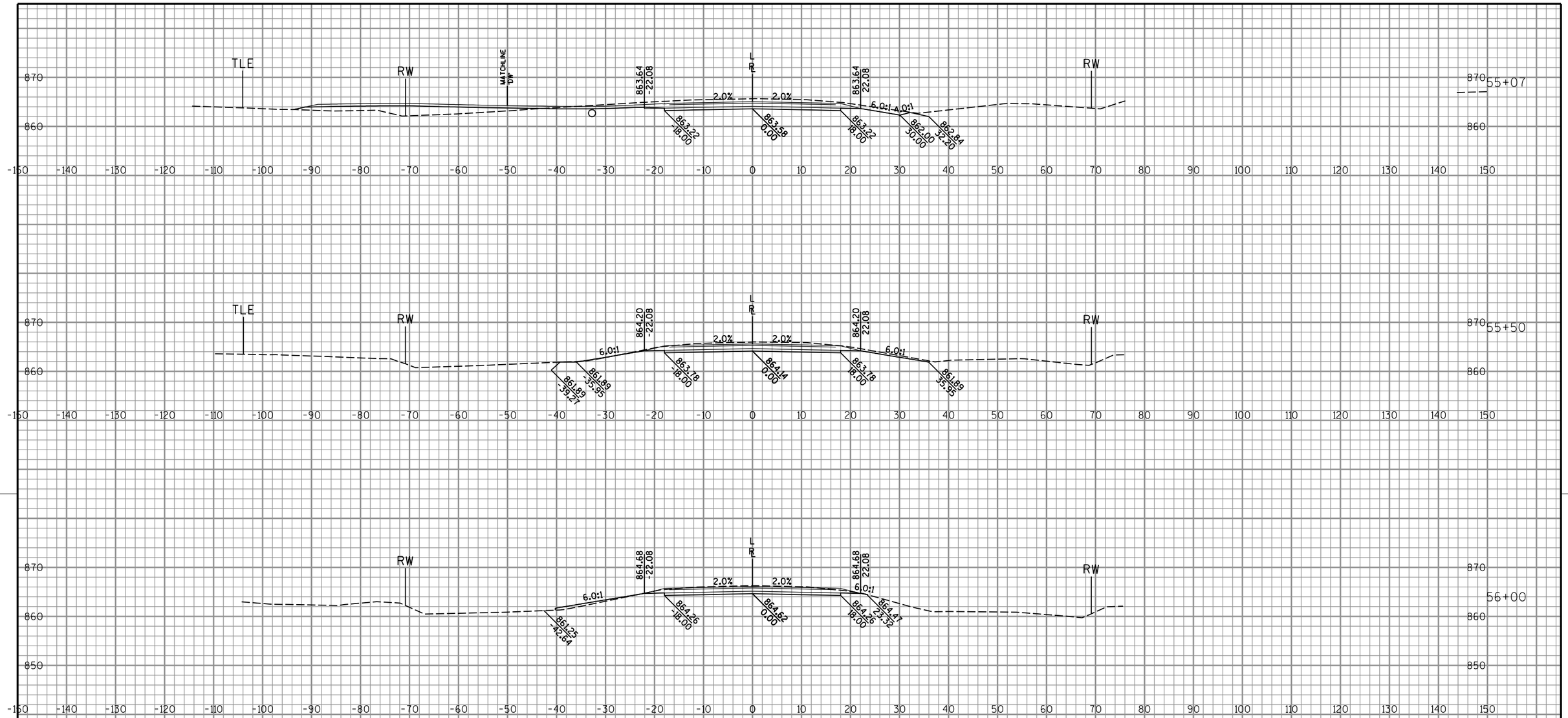
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1069	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:20

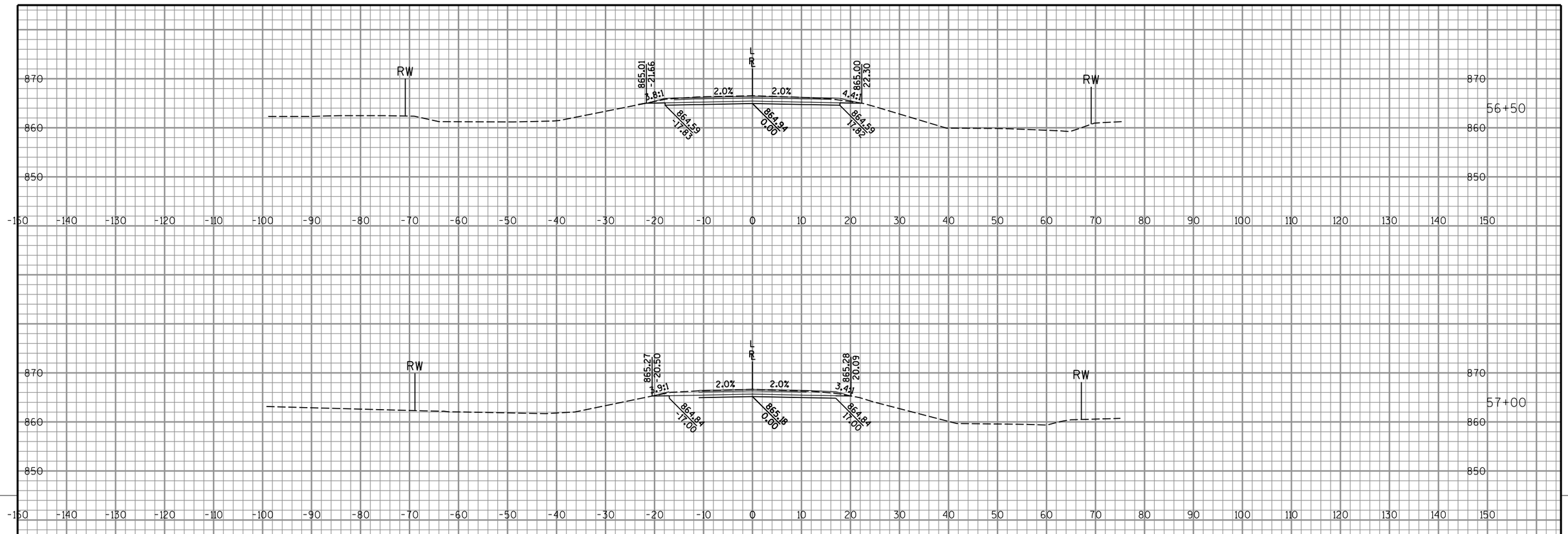
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1070	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



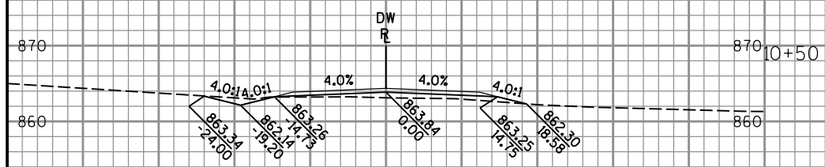
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD	SHEET 1071	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

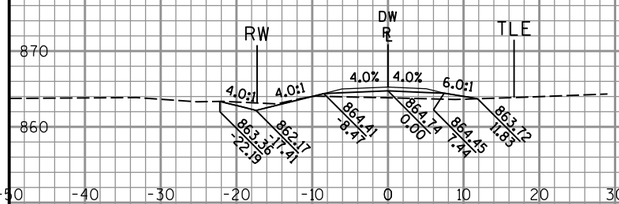
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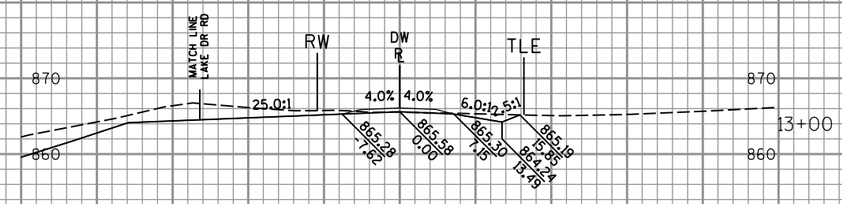
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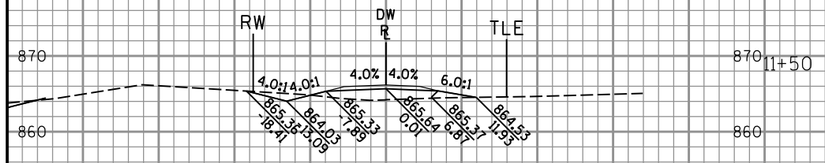
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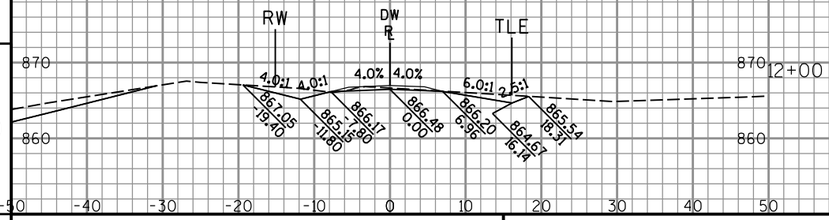
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13+00



11+50



12+00

10 FT
10 FT

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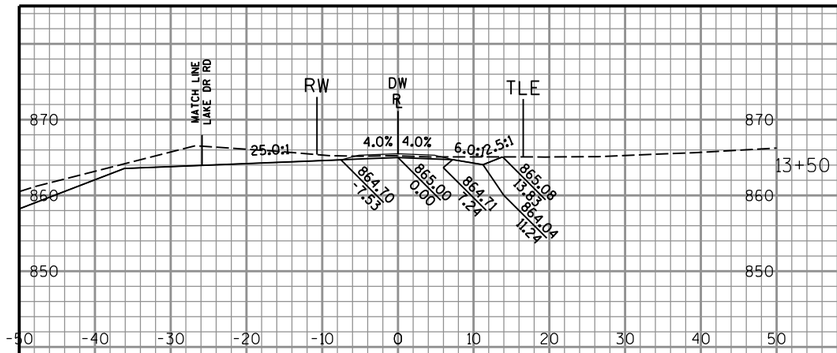
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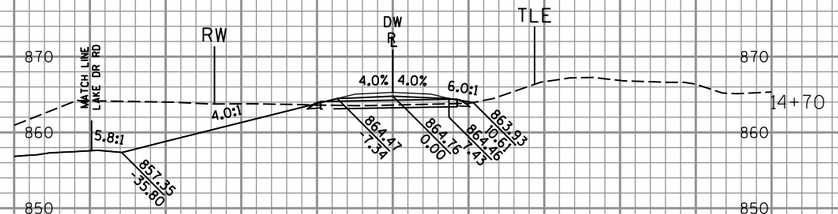
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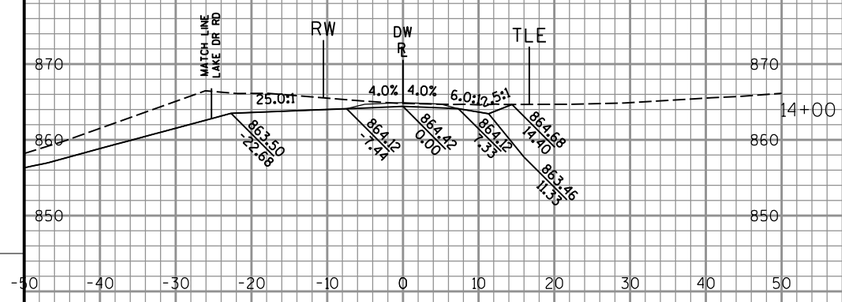
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD DRIVEWAY	SHEET 1072	E

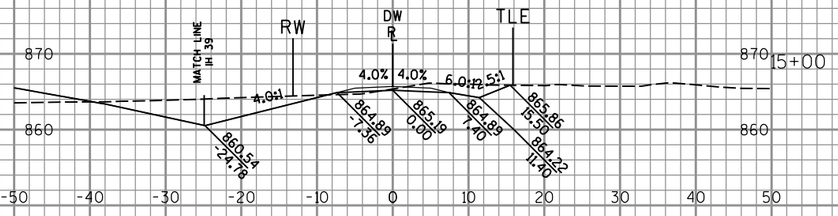
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:20

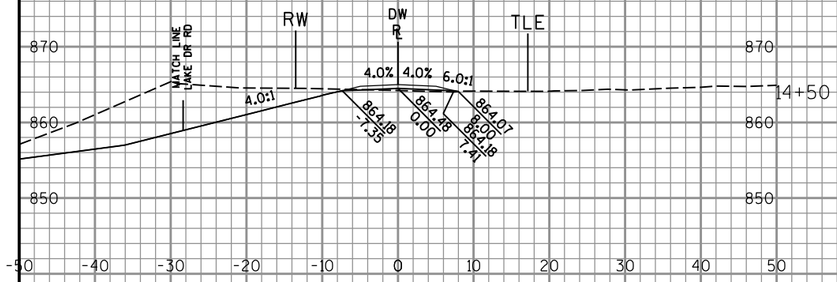
WISDOT/CADDS SHEET 21

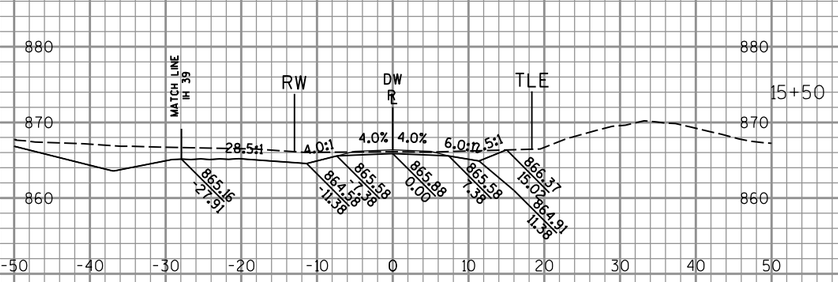


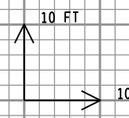










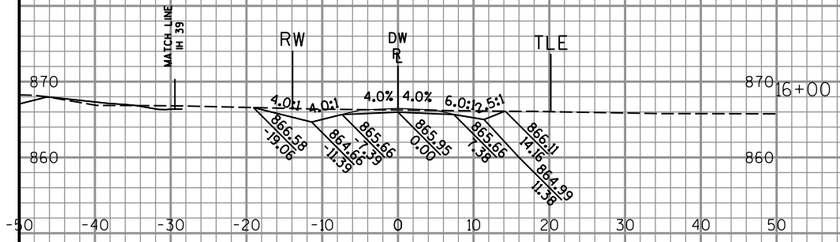


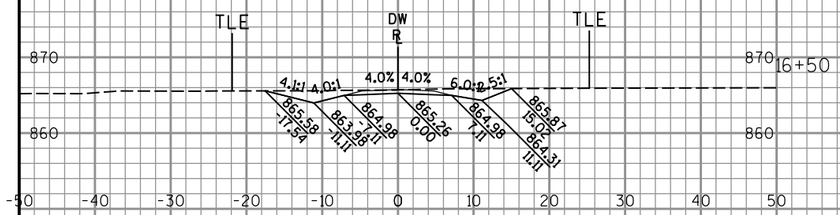
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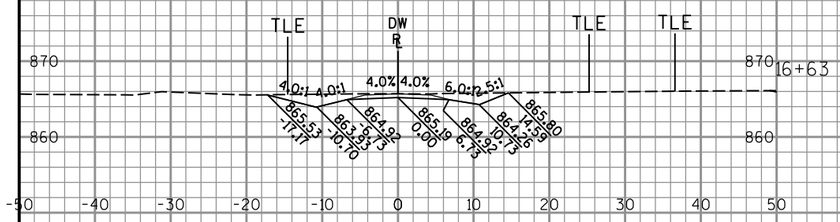
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD DRIVEWAY	SHEET 1073	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:20

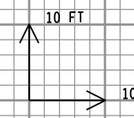
WISDOT/CADDS SHEET 21







END CONSTRUCTION
STA 16+63'DW'



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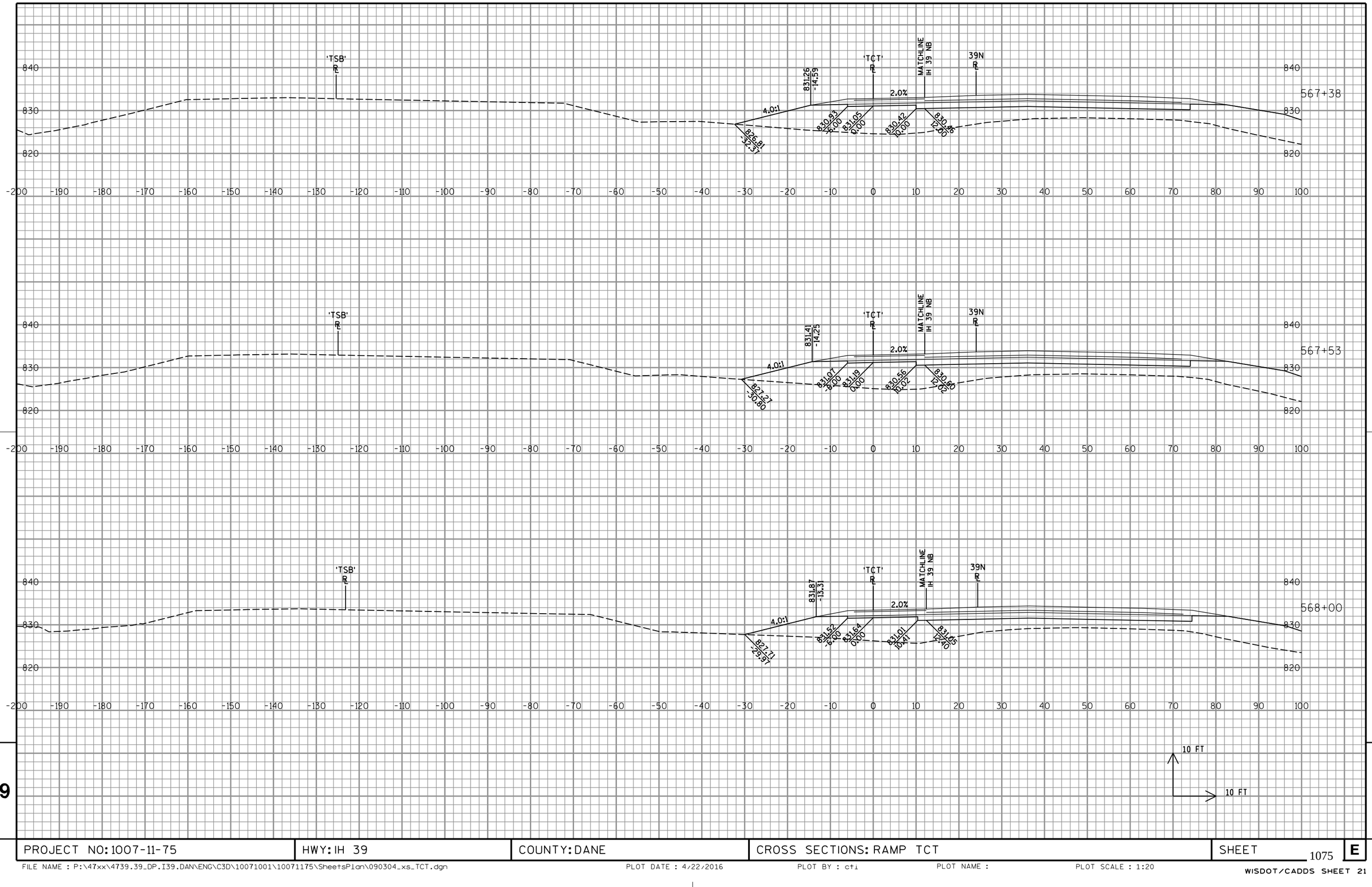
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: LAKE DRIVE RD DRIVEWAY	SHEET 1074	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090301_xs_Lake Drive.dgn PLOT DATE : 4/28/2016 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:20

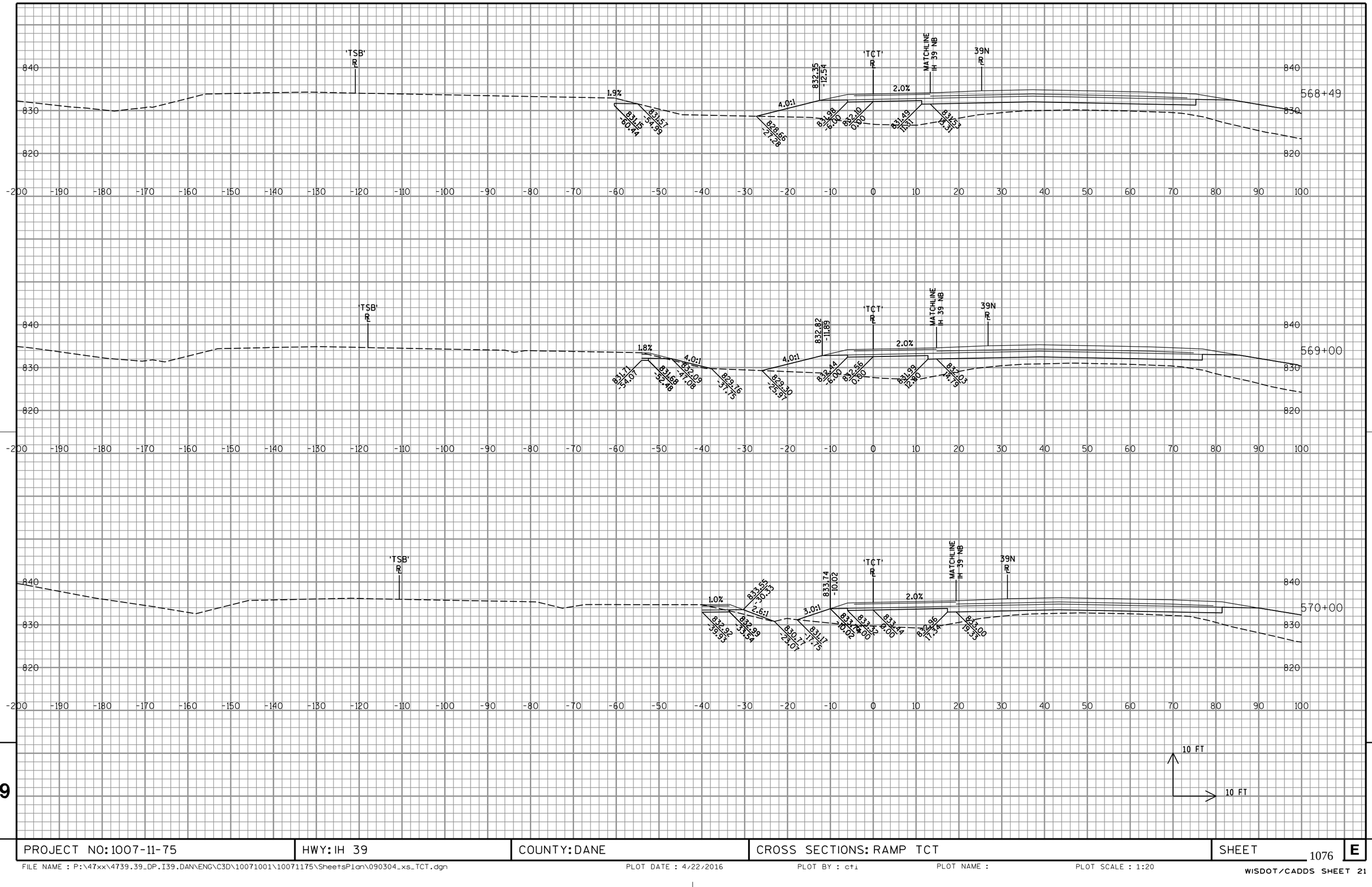
WISDOT/CADDS SHEET 21



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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TCT	SHEET 1075	E

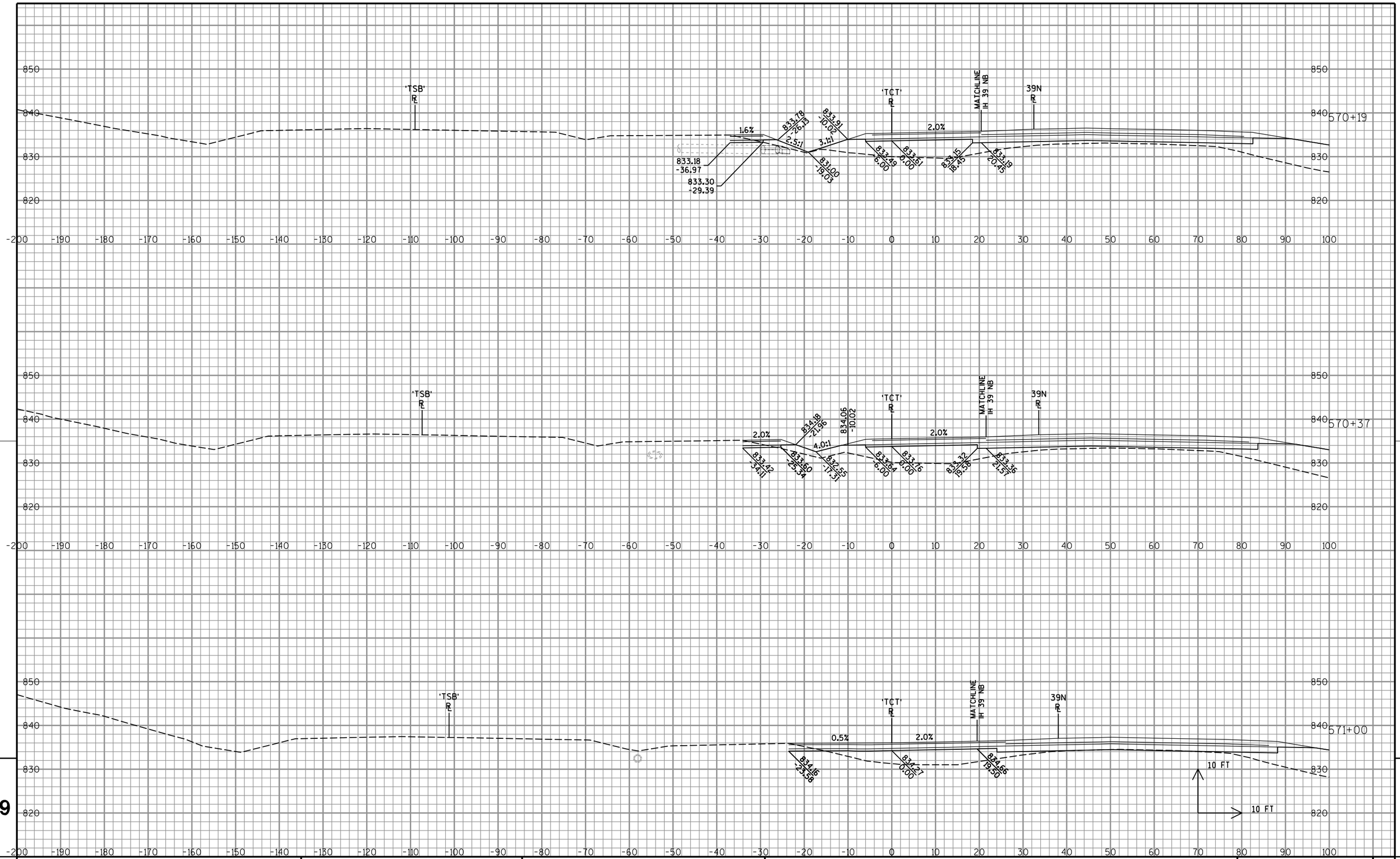


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TCT	SHEET 1076	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090304_xs_TCT.dgn
PLOT DATE : 4/22/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



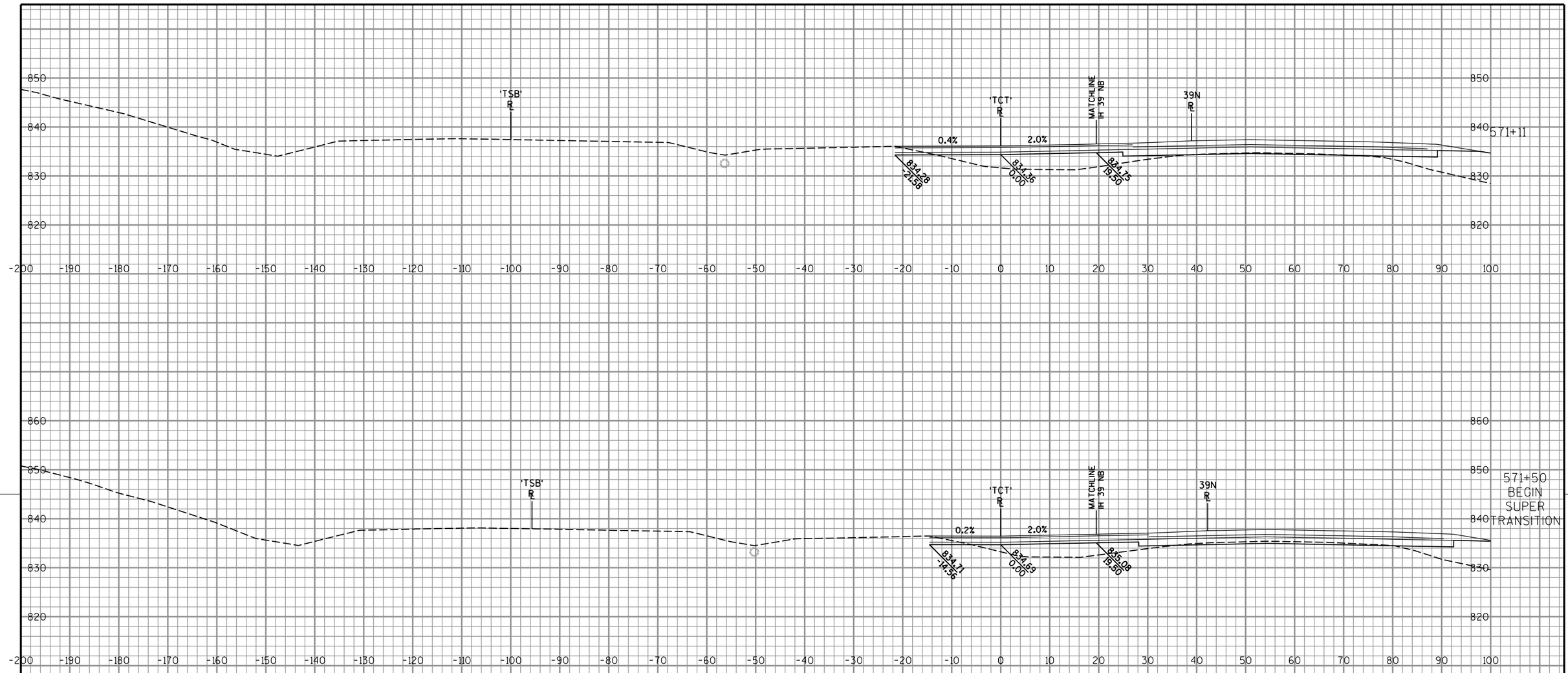
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TCT	SHEET 1077	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090304_xs_TCT.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

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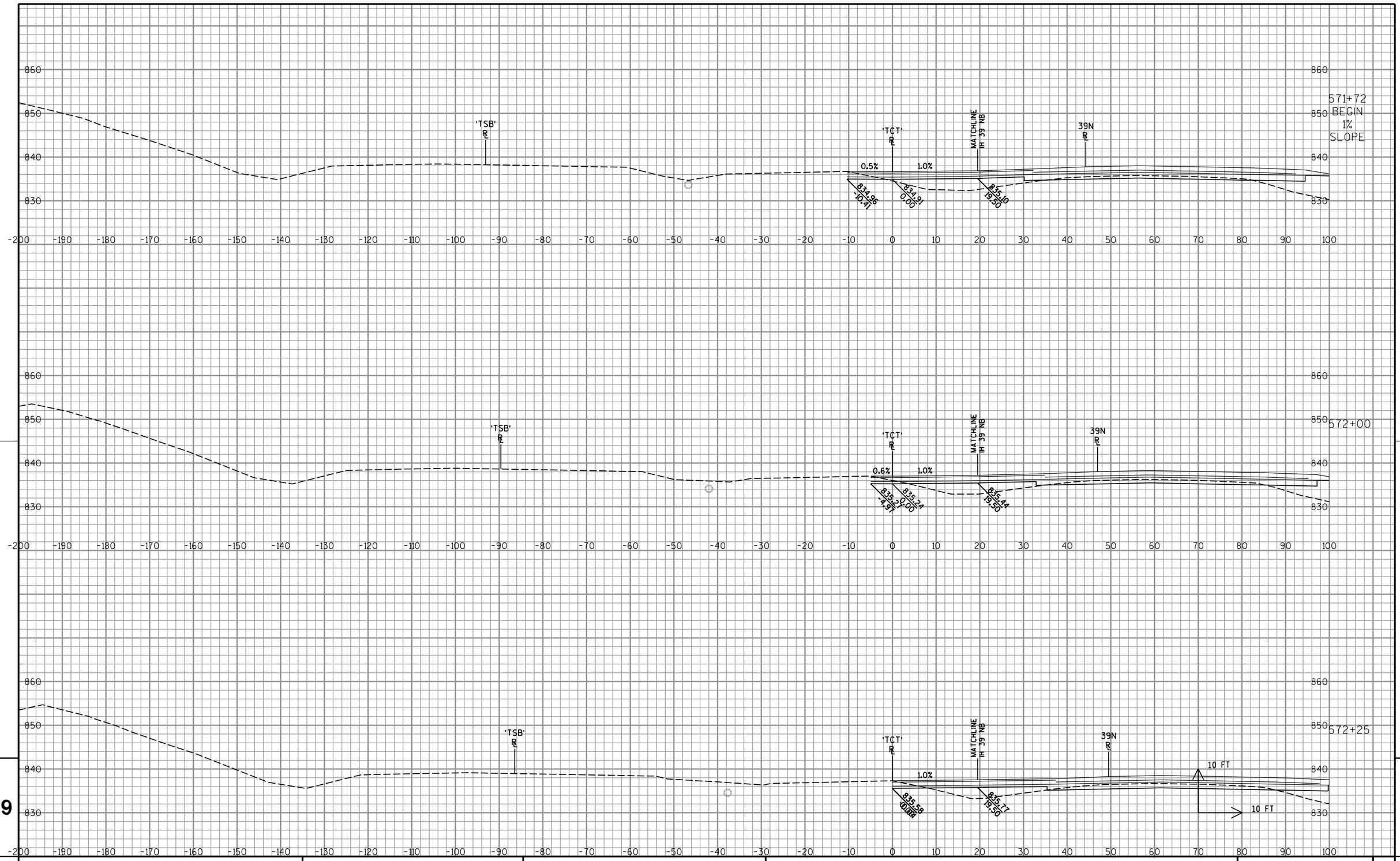


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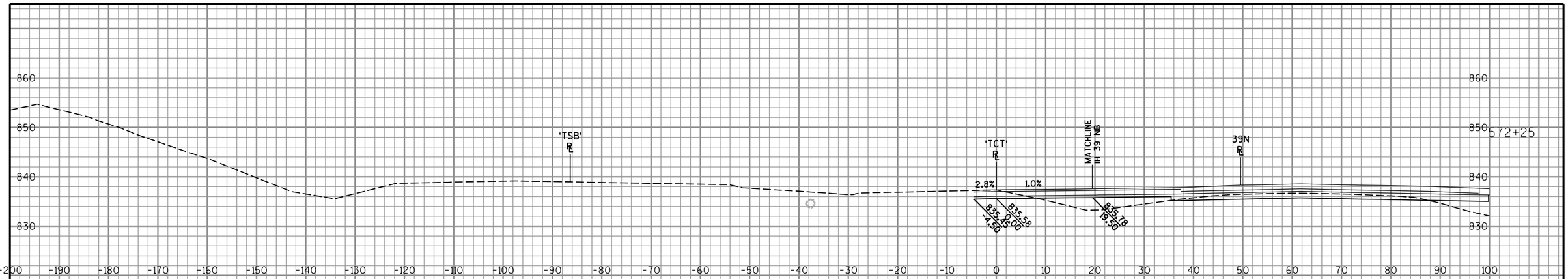
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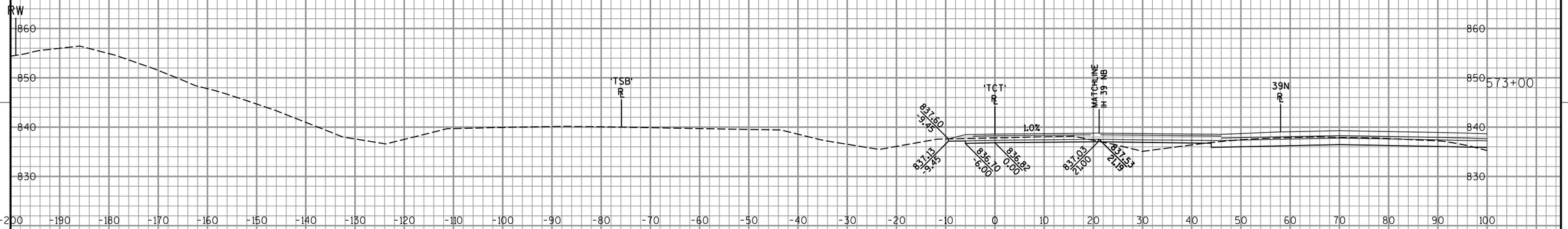
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TCT	SHEET 1078	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090304_xs_TCT.dgn
PLOT DATE : 4/22/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TCT	SHEET 1079	E







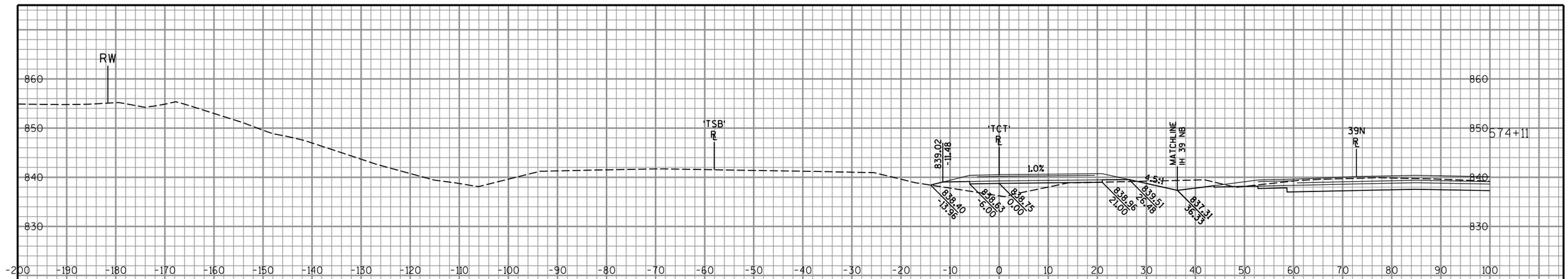
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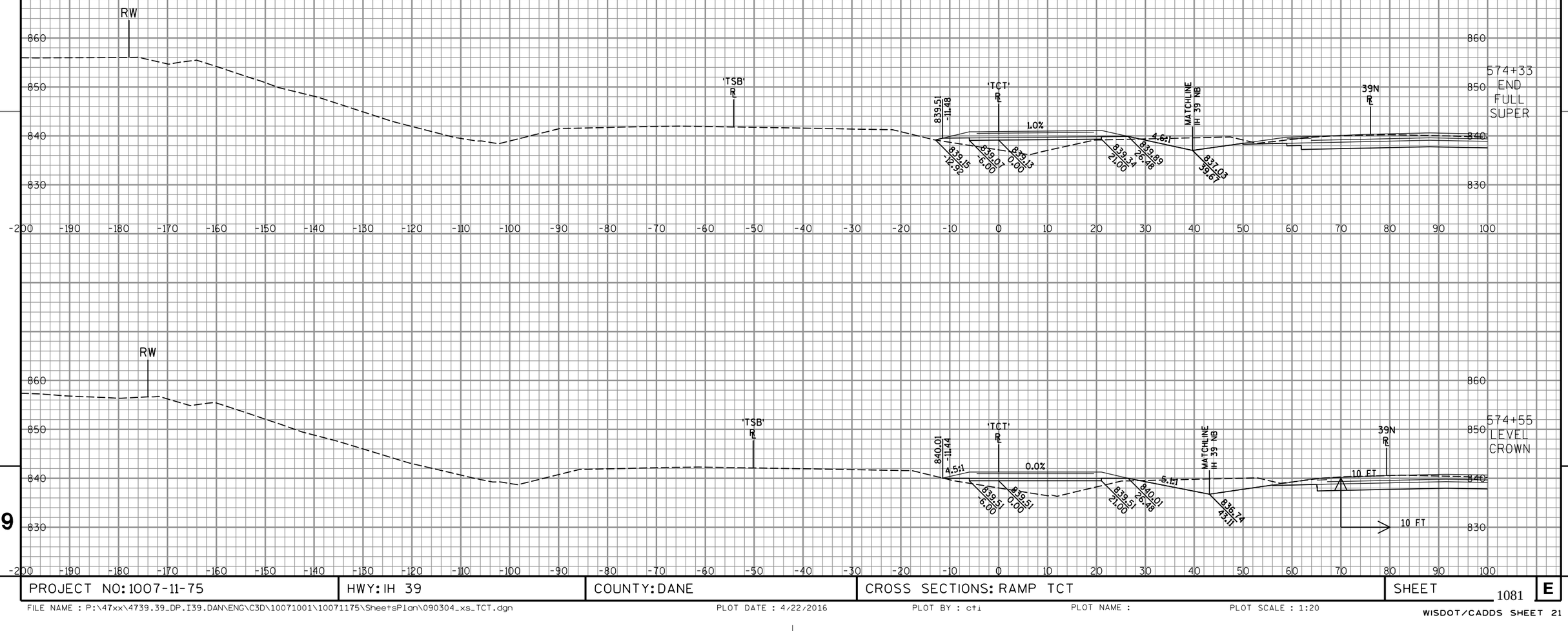
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TCT	SHEET 1080	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090304_xs_TCT.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





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9

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TCT	SHEET 1081	E

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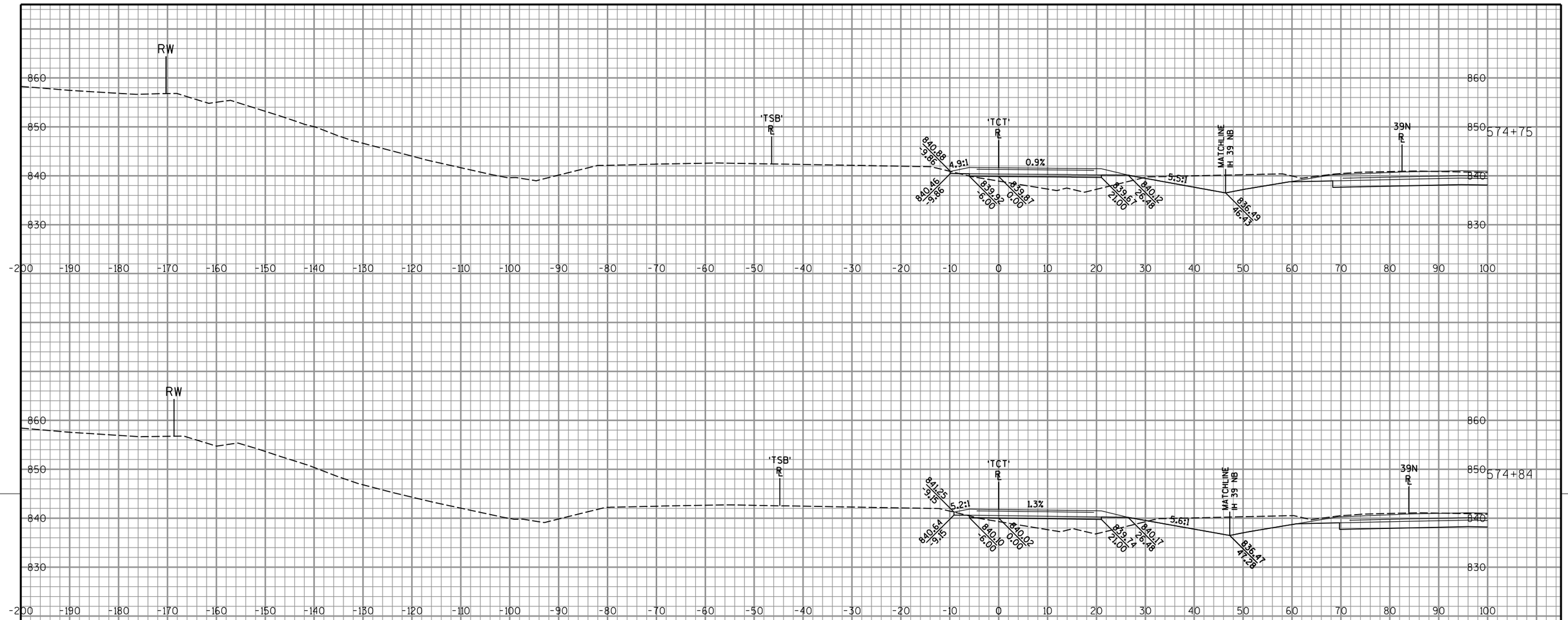
PLOT DATE : 4/22/2016

PLOT BY : cti

PLOT NAME :

PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



9

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TCT	SHEET 1082	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090304_xs_TCT.dgn
PLOT DATE : 4/22/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TCT	SHEET 1083	E

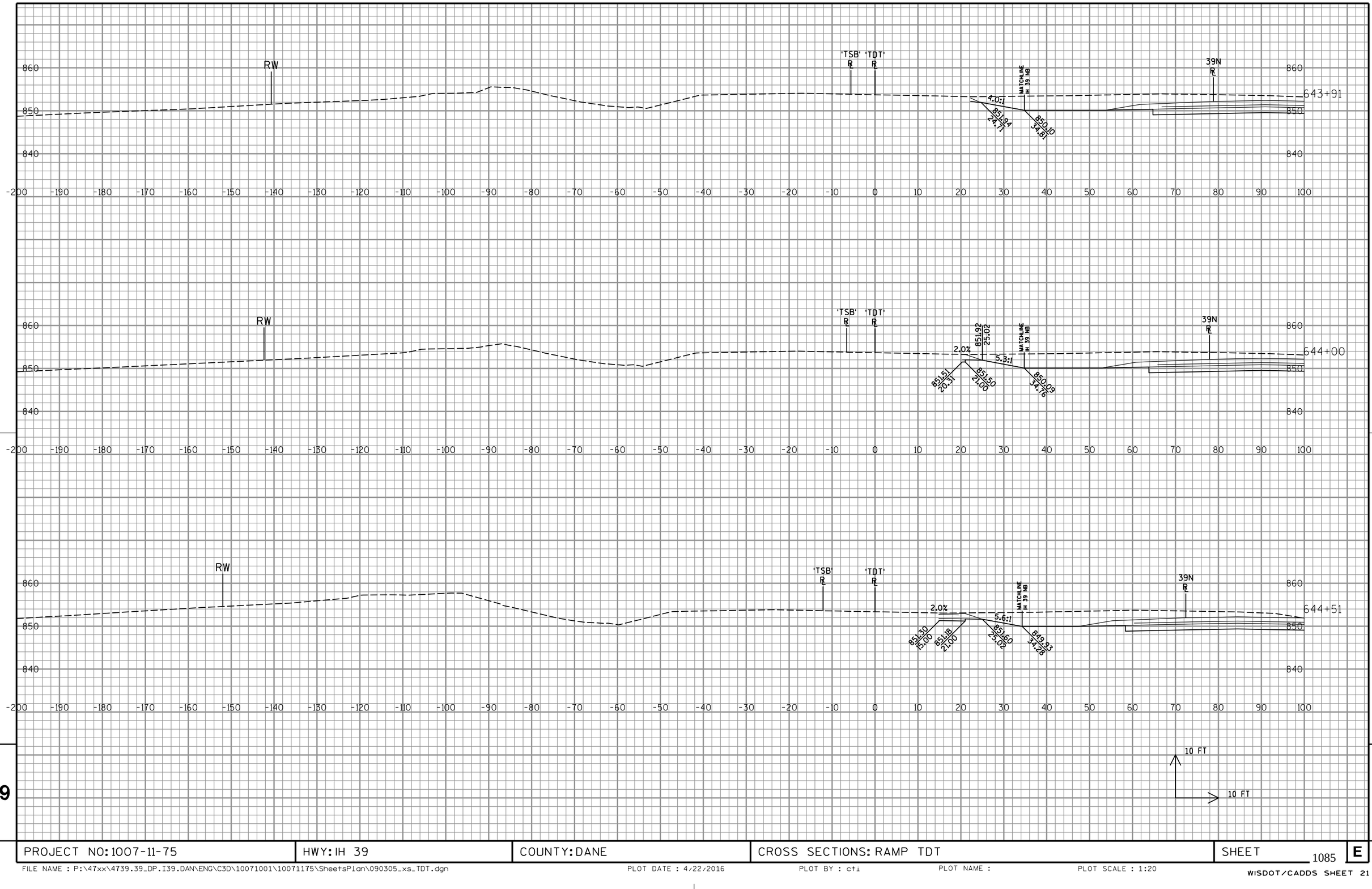
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PLOT DATE : 4/22/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

9

9

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TCT	SHEET 1084	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090304_xs_TCT.dgn
PLOT DATE : 4/22/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

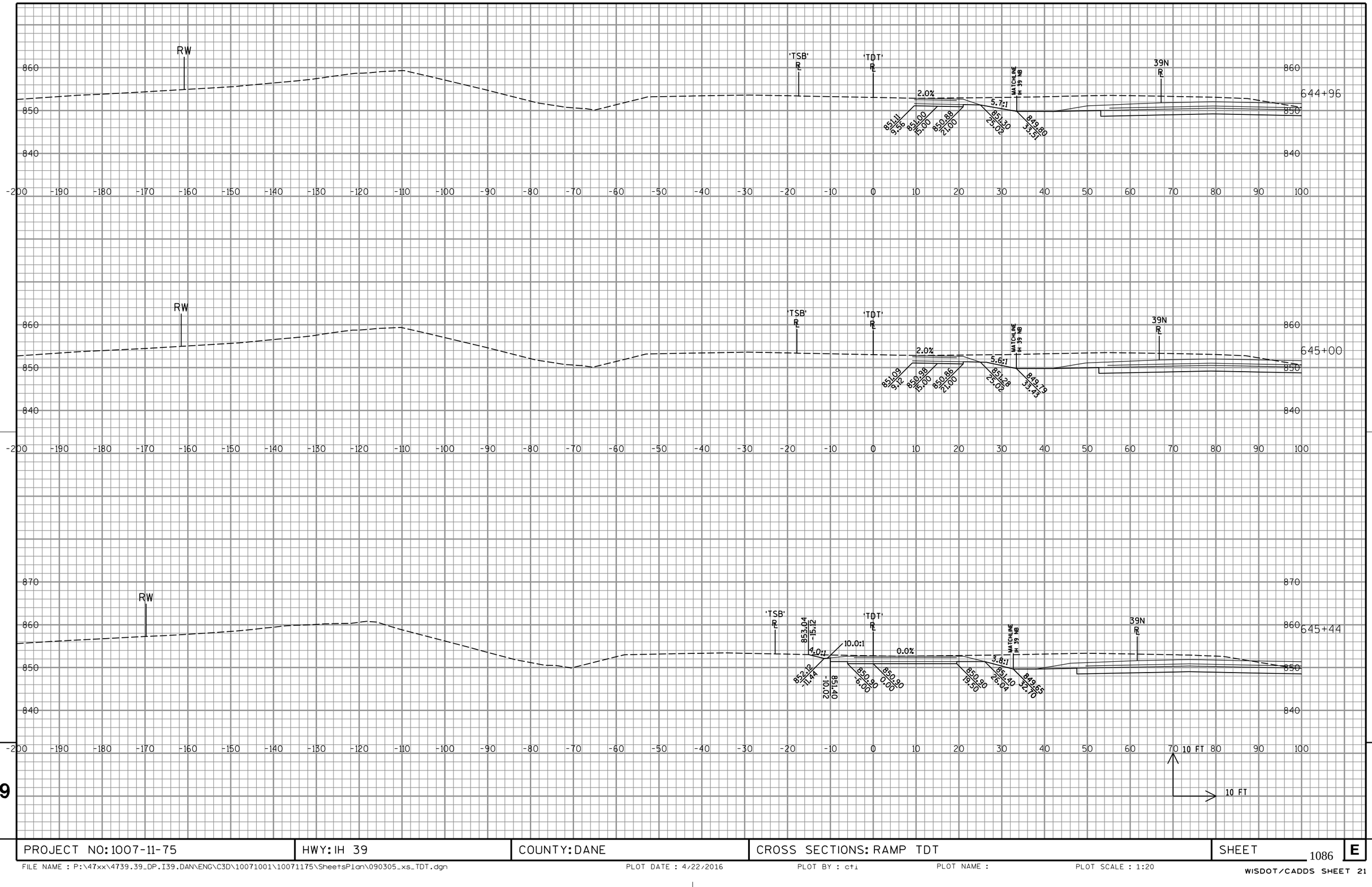


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 1085	E

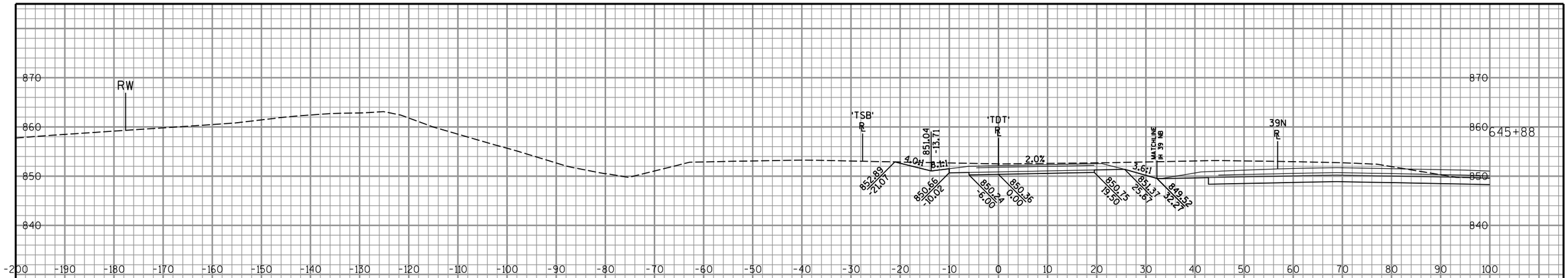
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090305_xs_TDT.dgn
PLOT DATE : 4/22/2016
PLOT BY : cti
PLOT NAME :
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WISDOT/CADDS SHEET 21

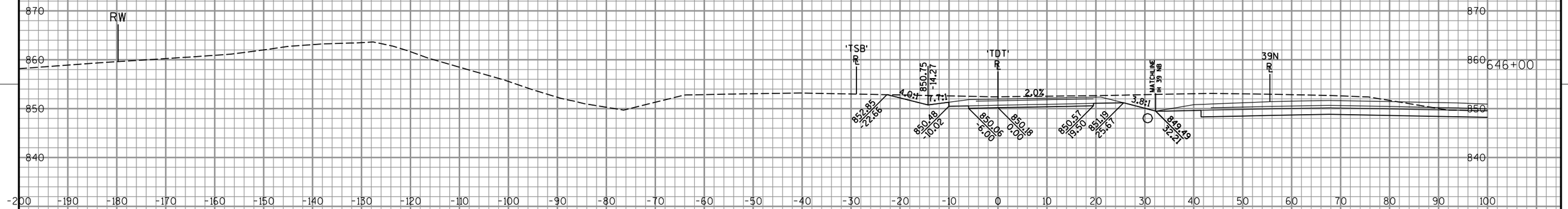


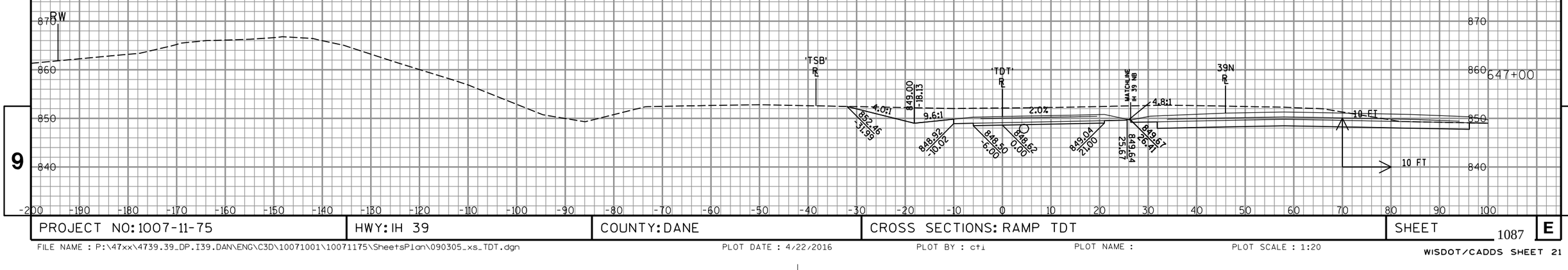
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 1086	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090305_xs_TDT.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





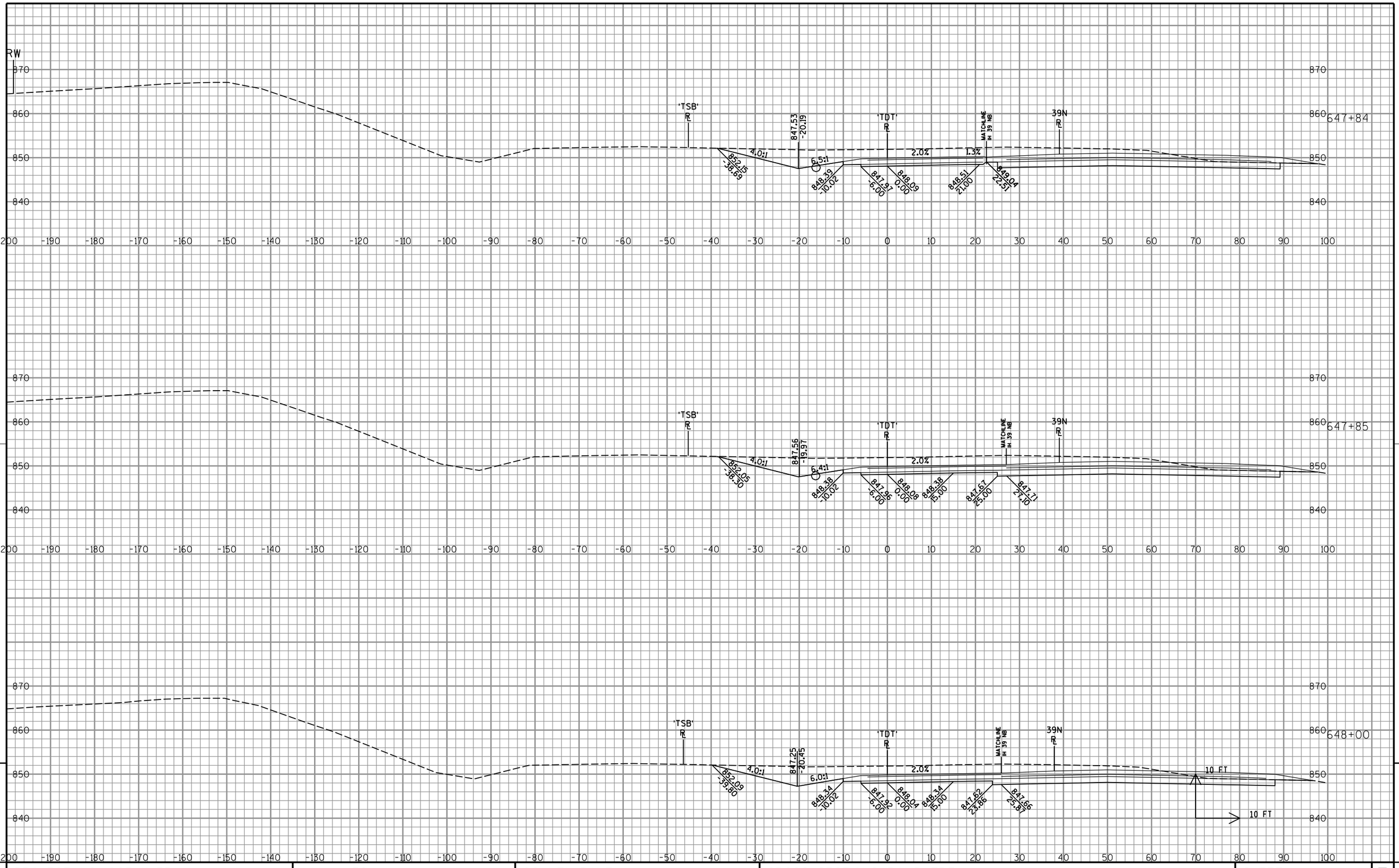


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 1087	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090305_xs_TDT.dgn
PLOT DATE : 4/22/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



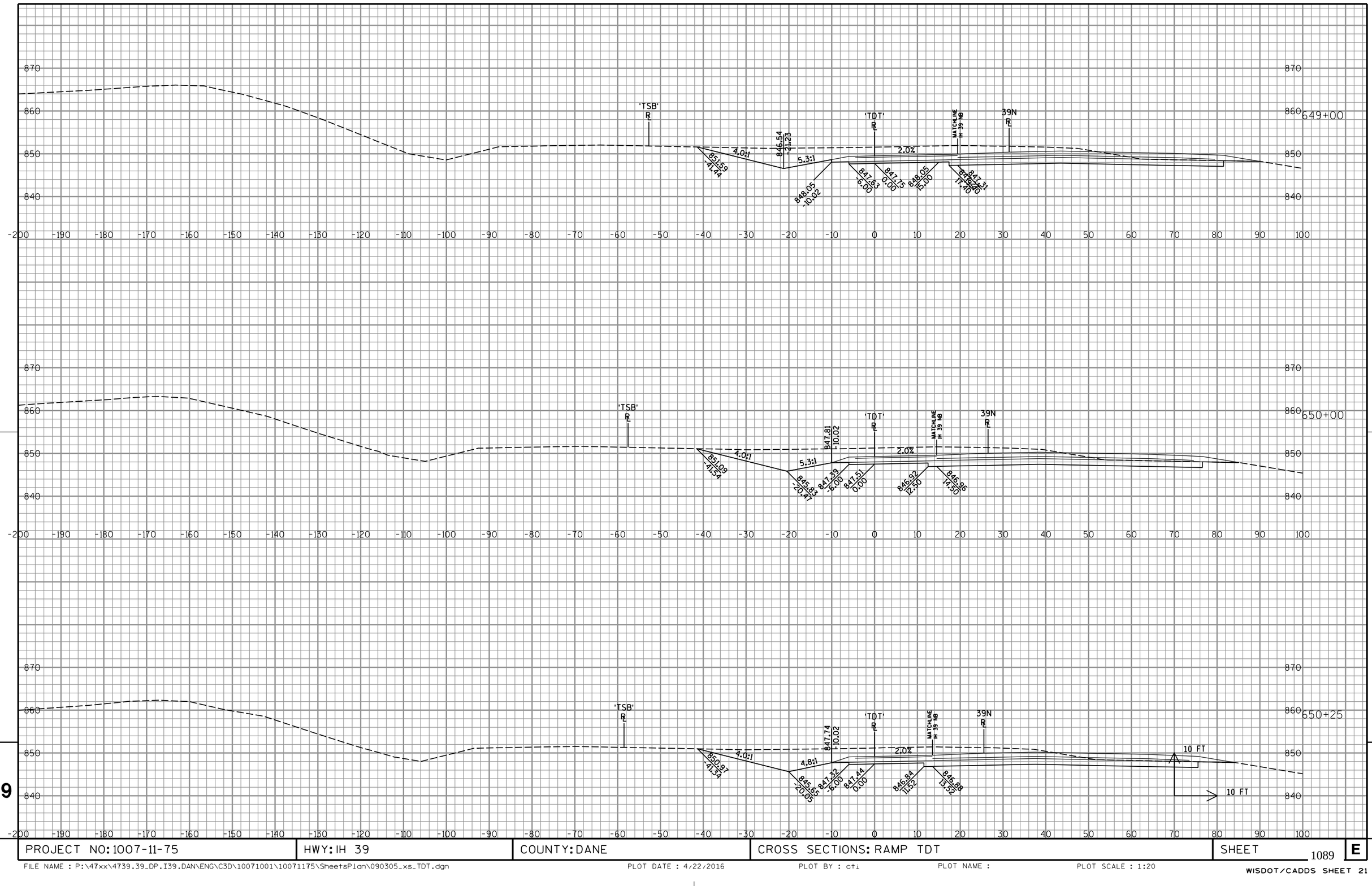
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 1088	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090305_xs_TDT.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



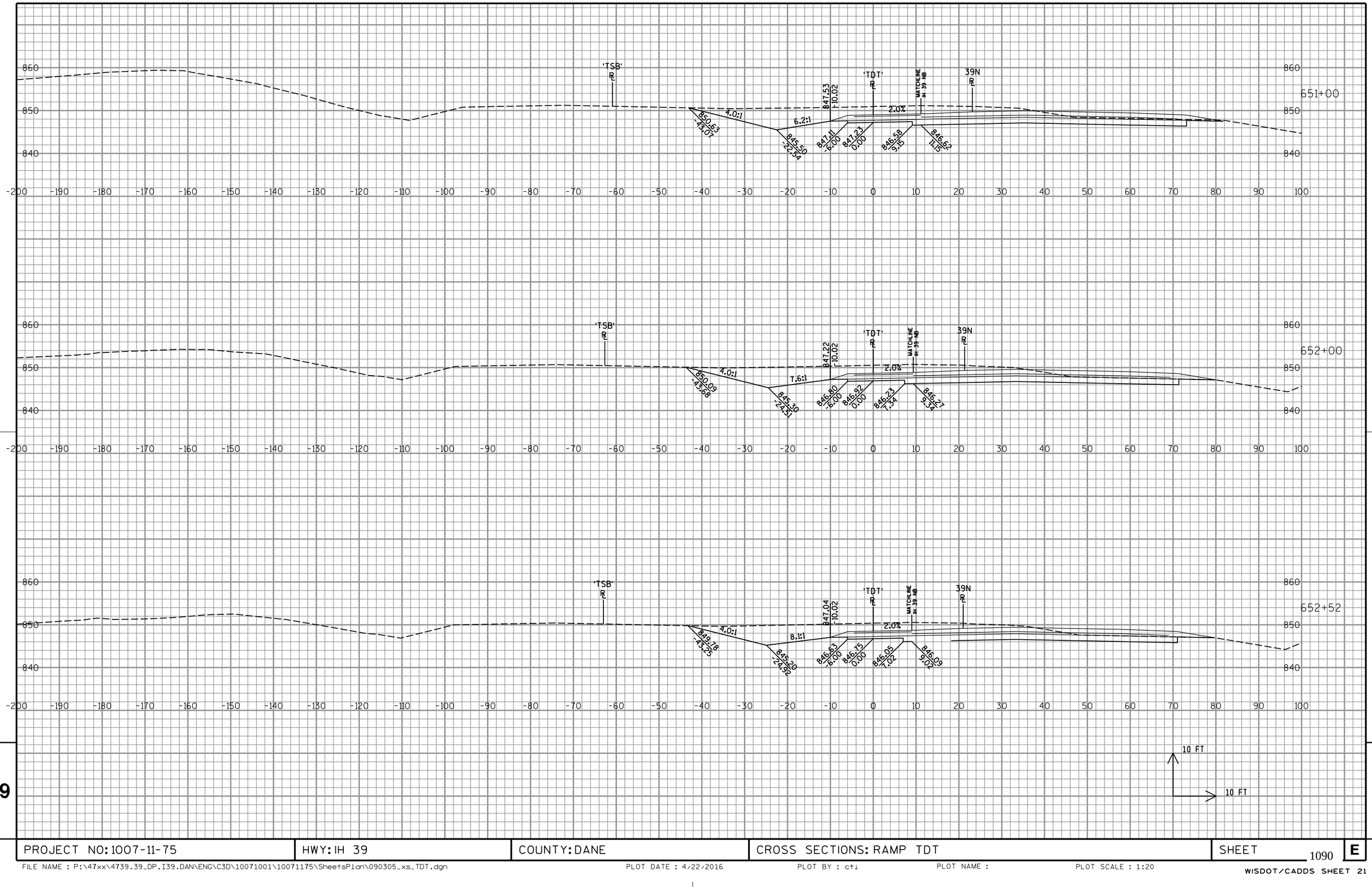
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 1089	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090305_xs_TDT.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



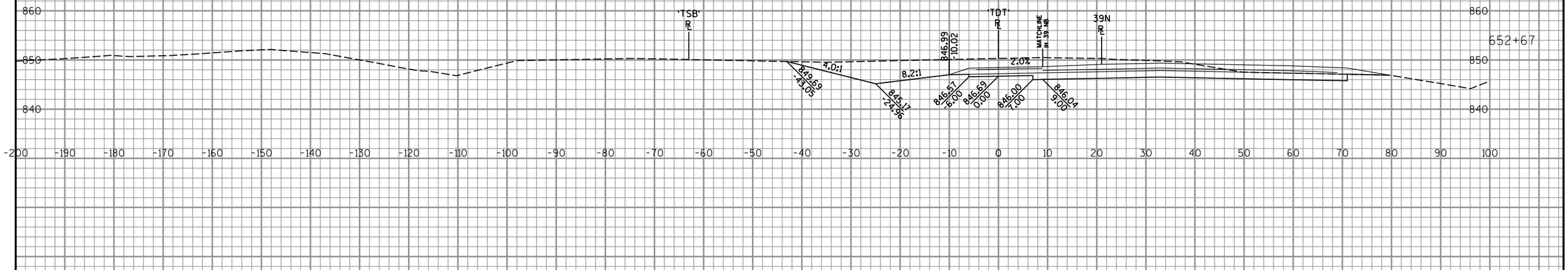
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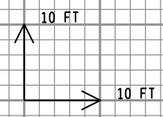
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 1090	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090305_xs_TDT.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





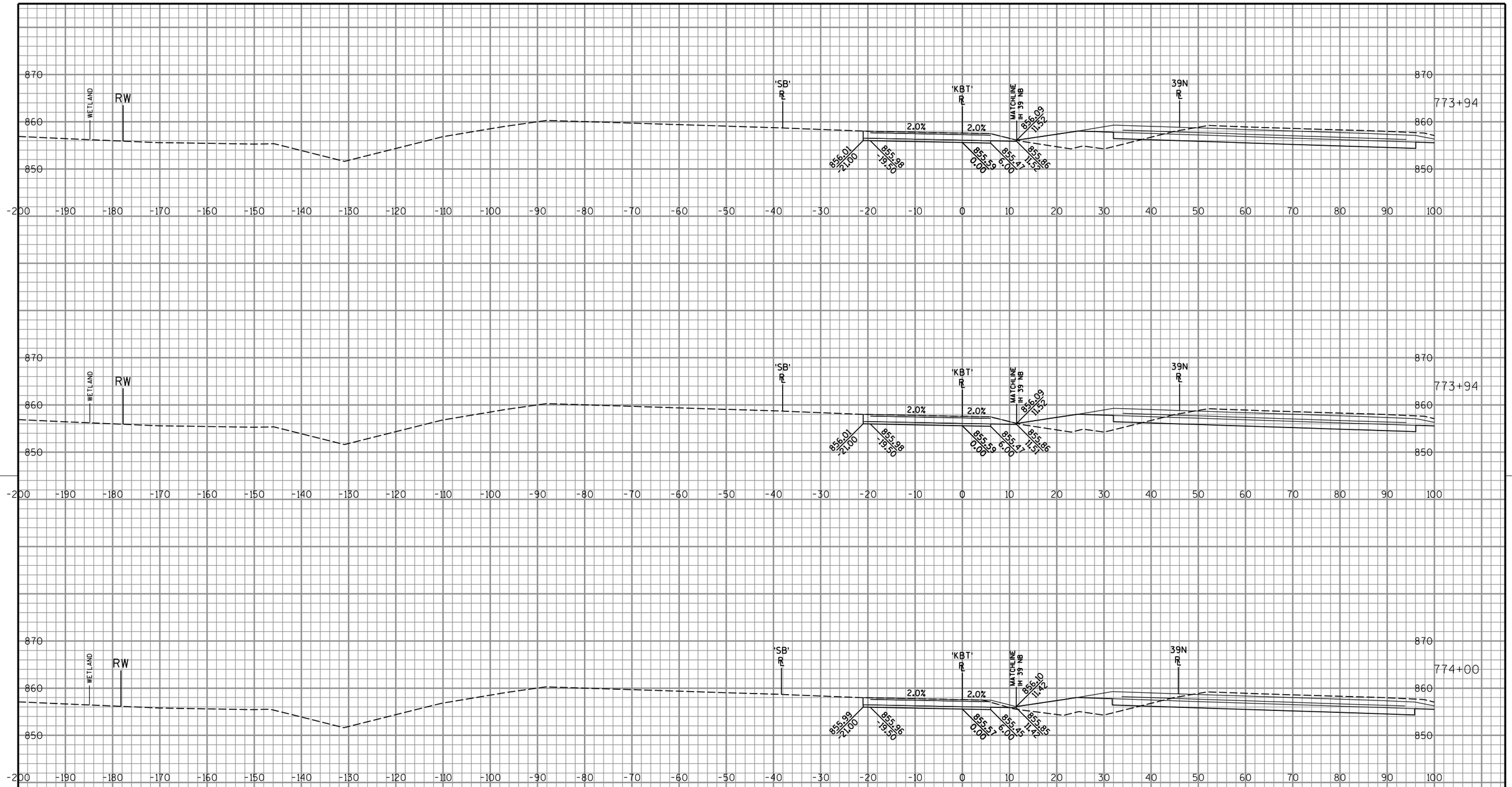
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 1091	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090305_xs_TDT.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

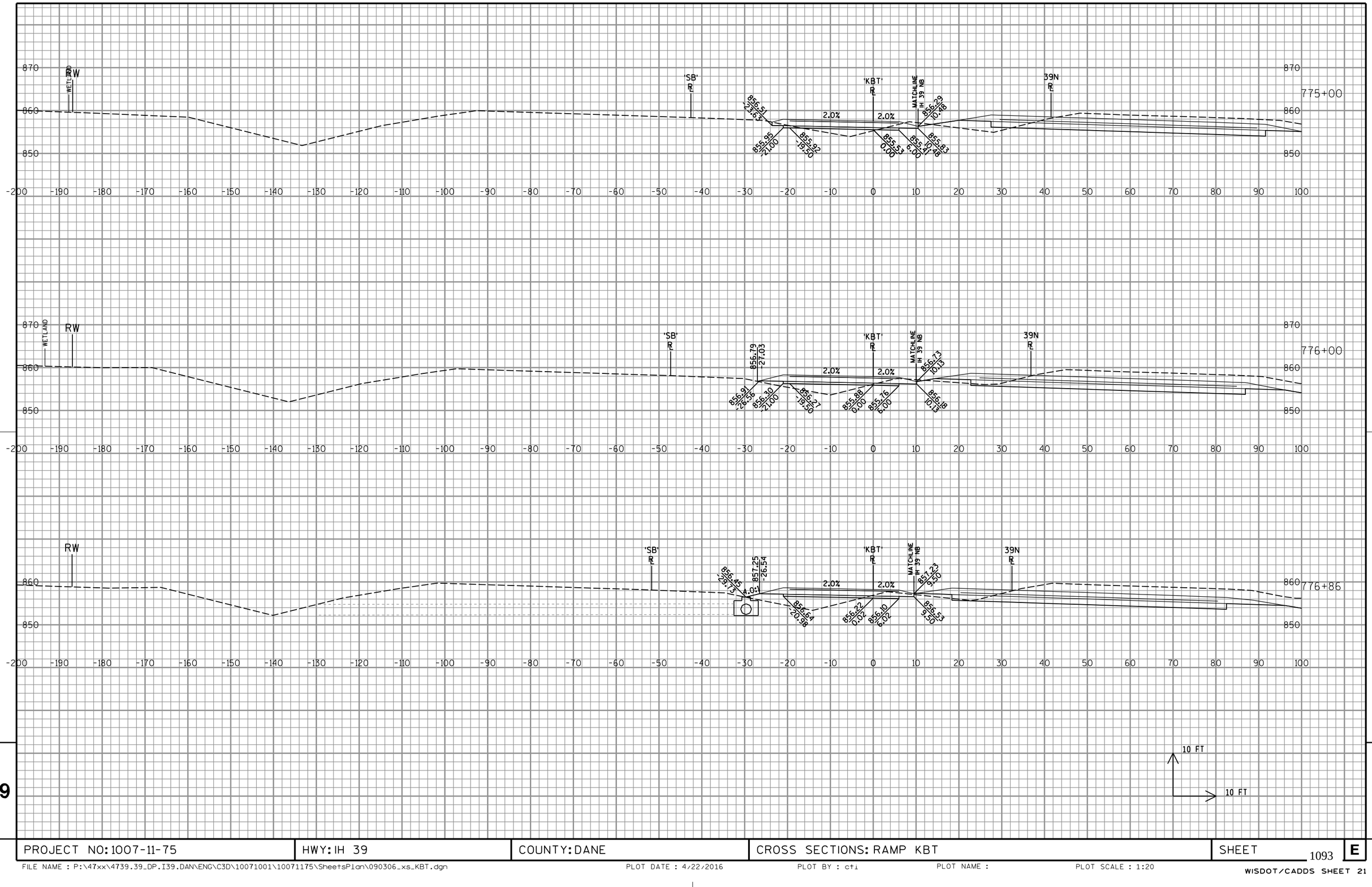


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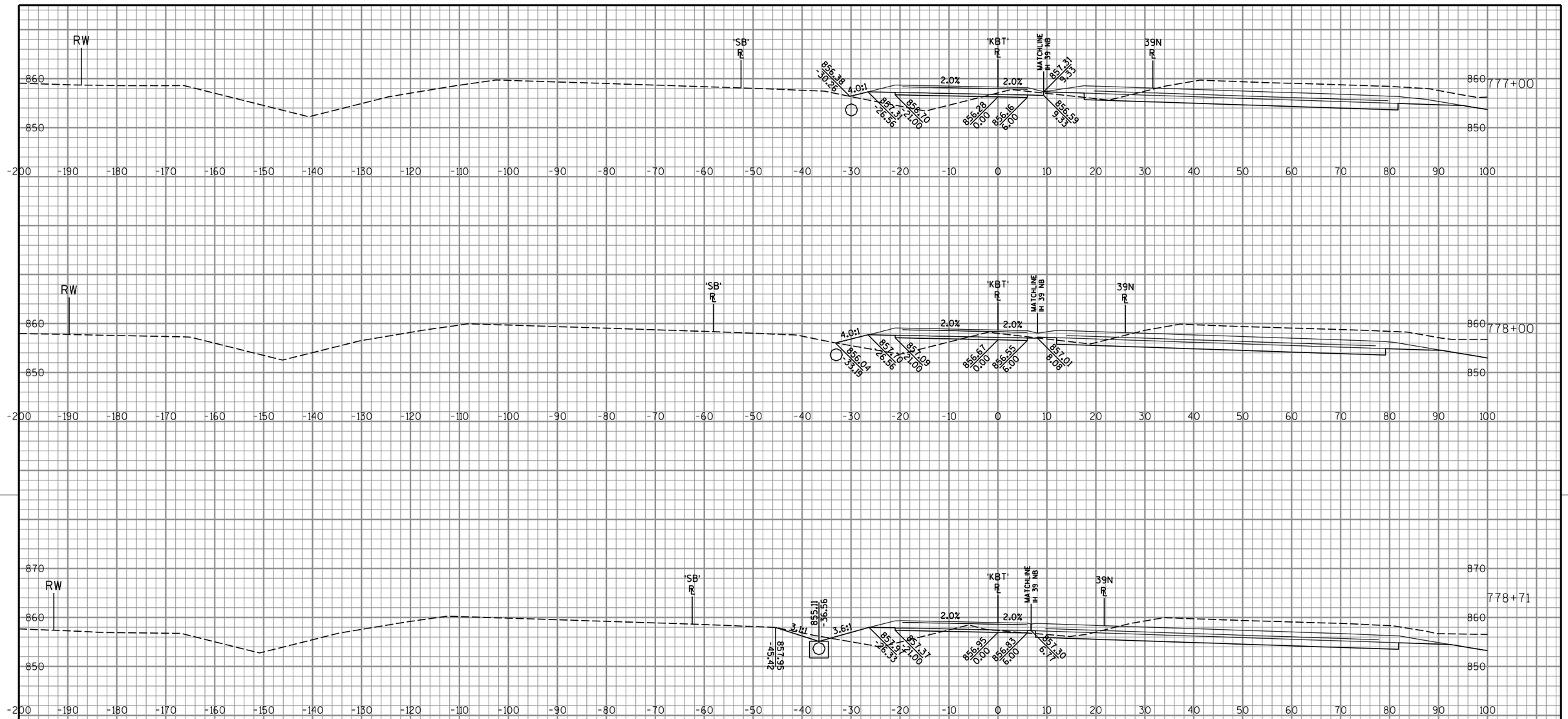
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KBT	SHEET 1092	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090306_xs_KBT.dgn
PLOT DATE : 4/22/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KBT	SHEET 1093	E



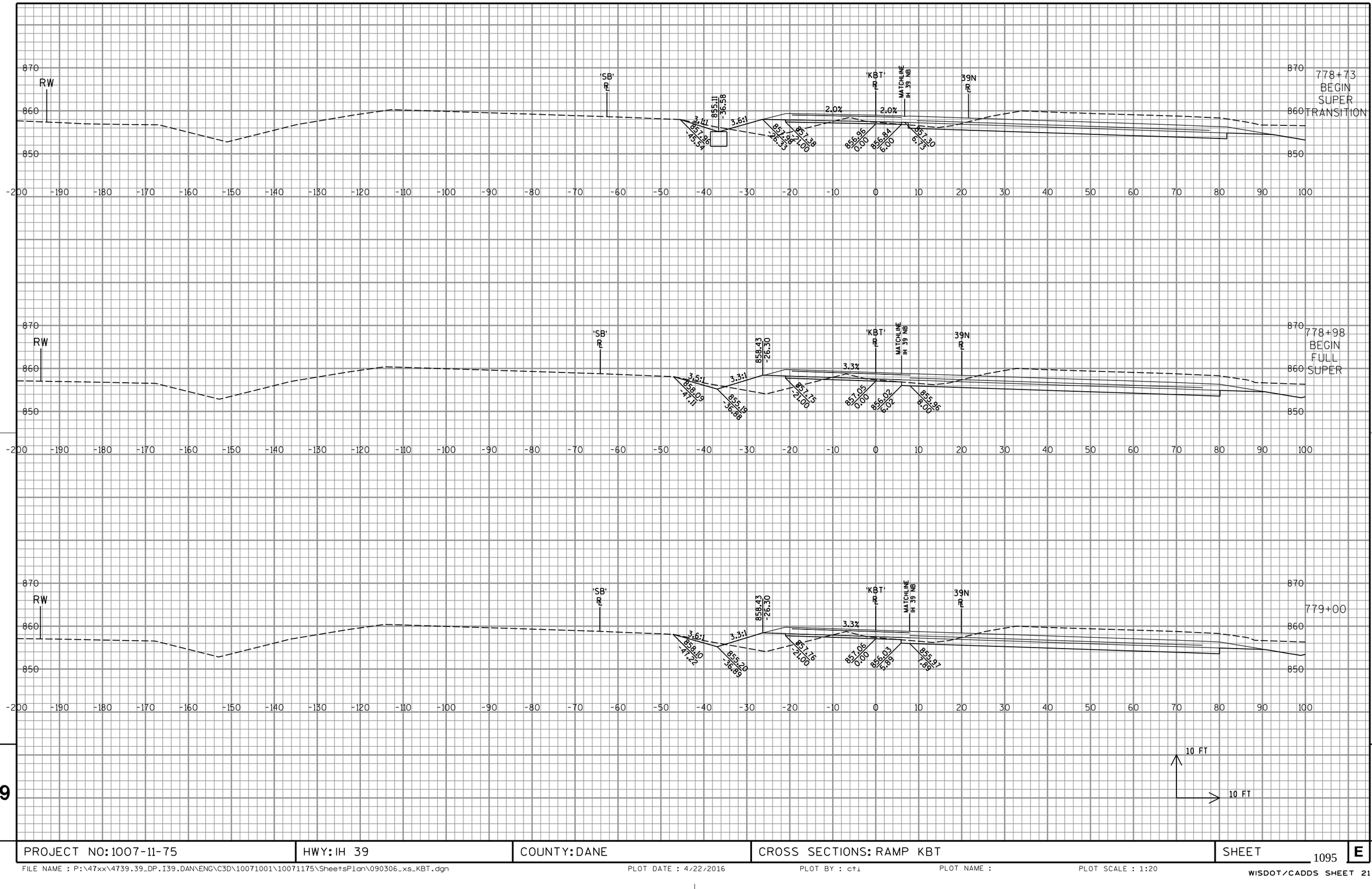
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KBT	SHEET 1094	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090306_xs_KBT.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

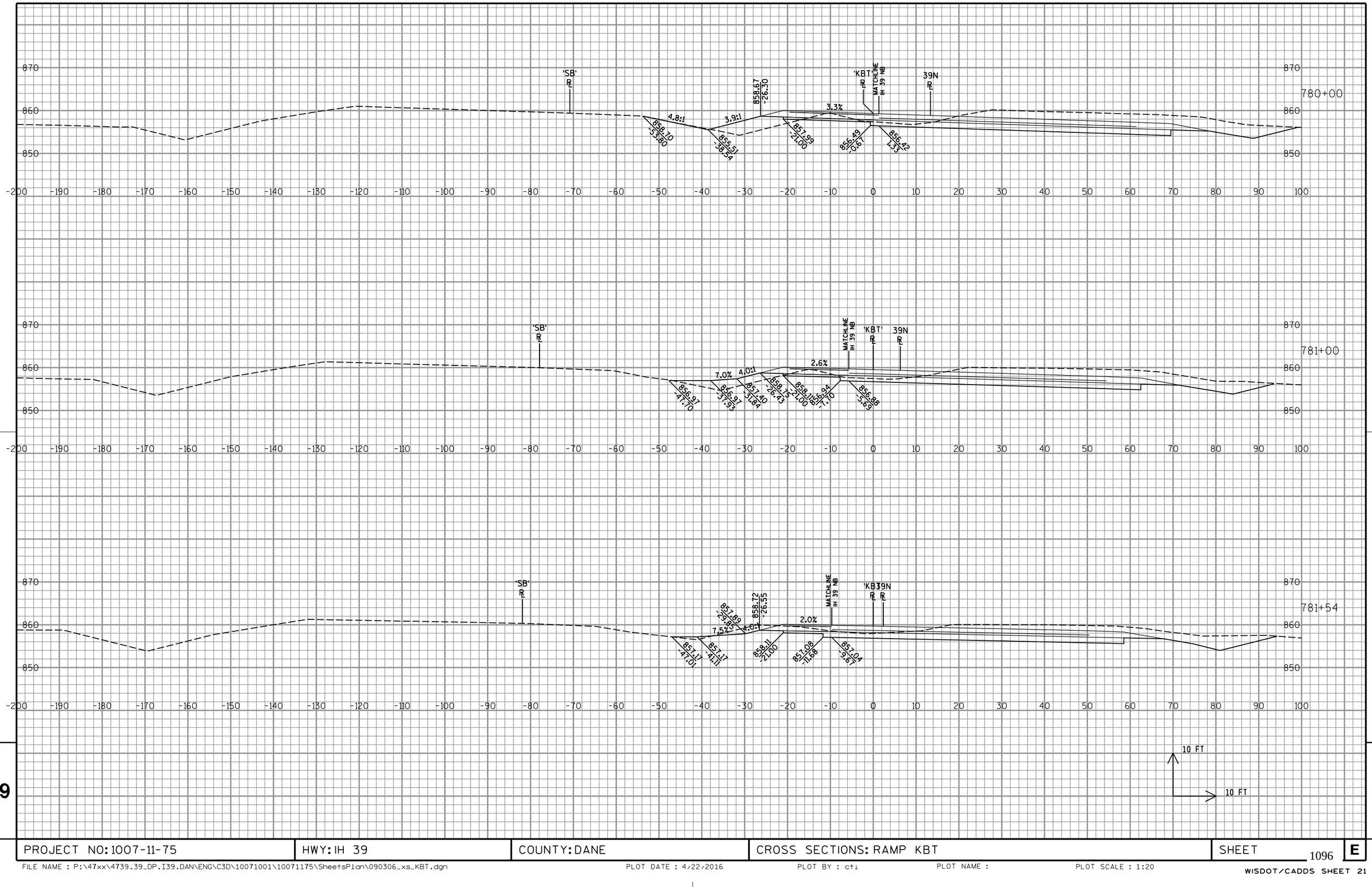


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KBT	SHEET 1095	E

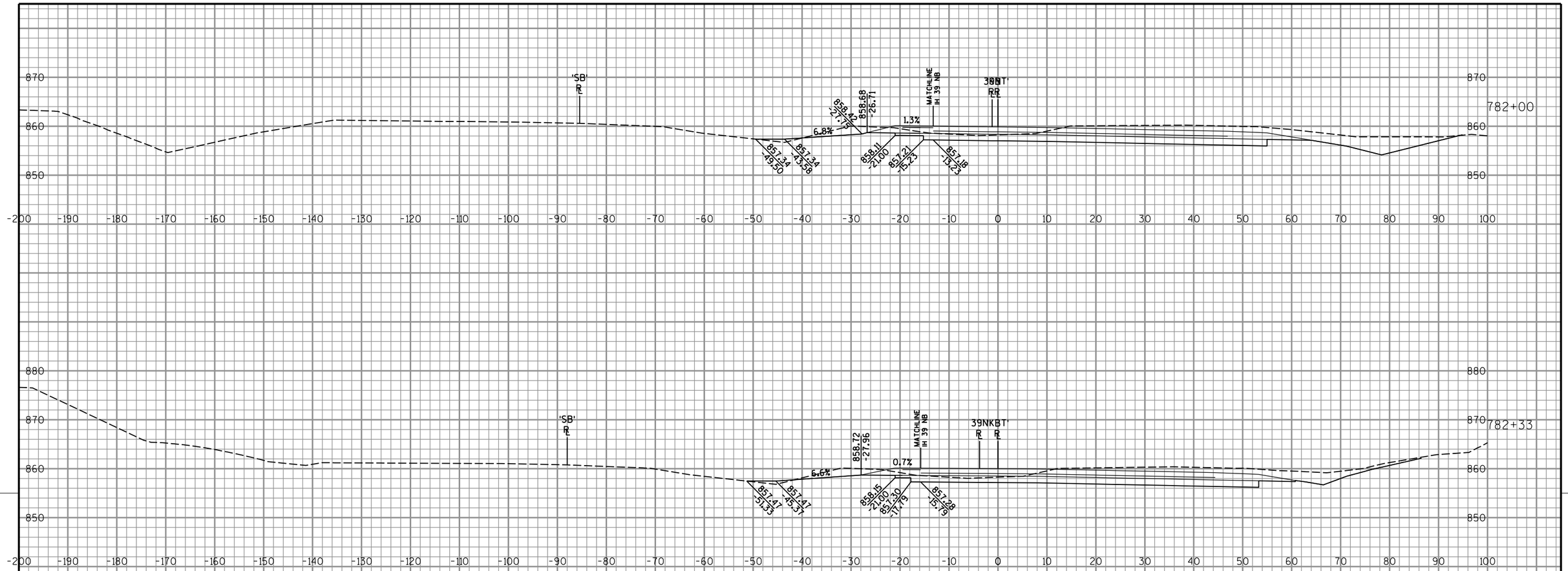
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PLOT DATE : 4/22/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KBT	SHEET 1096	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090306_xs_KBT.dgn PLOT DATE : 4/22/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

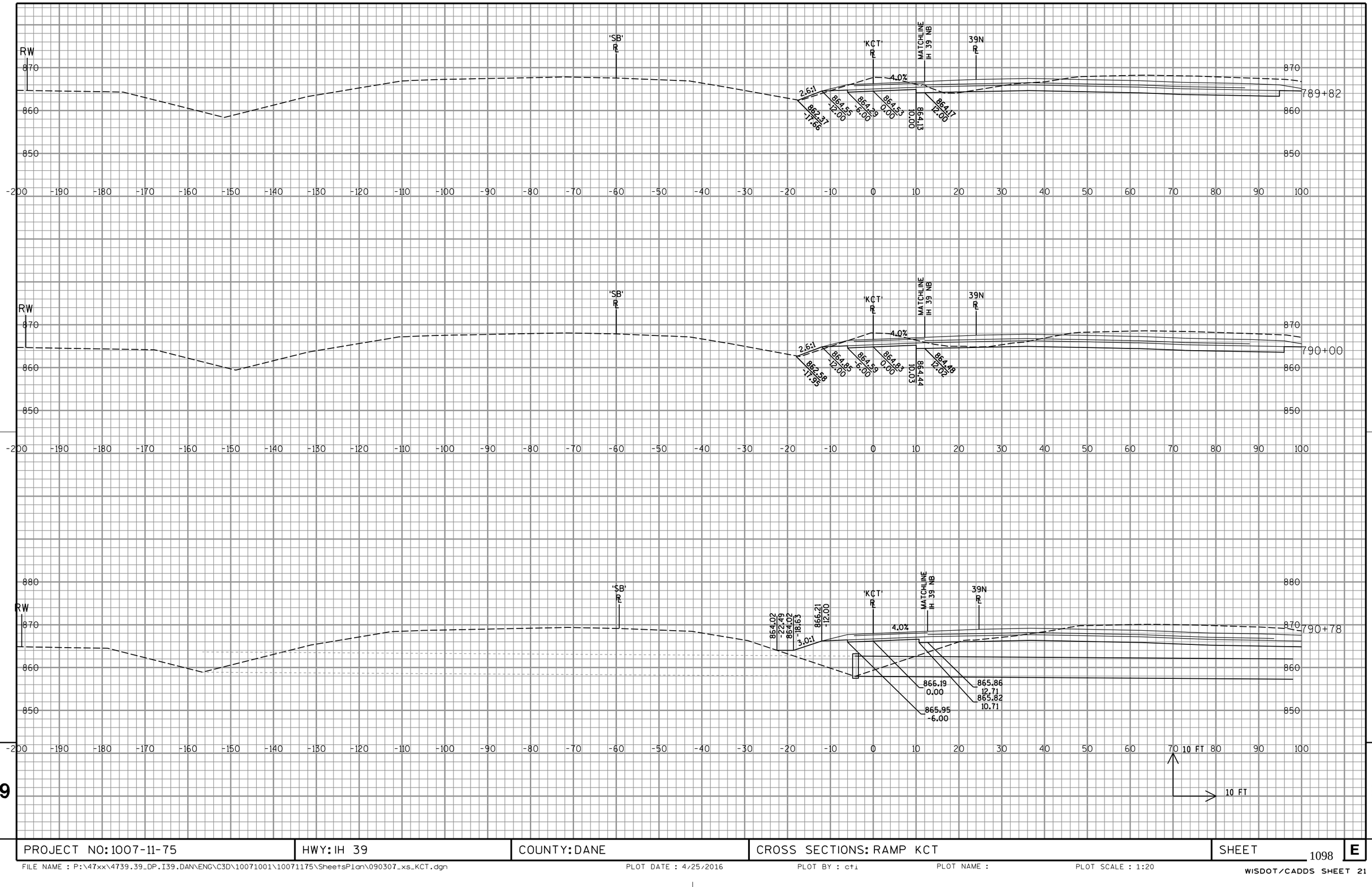


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KBT	SHEET 1097	E

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PLOT DATE : 4/22/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

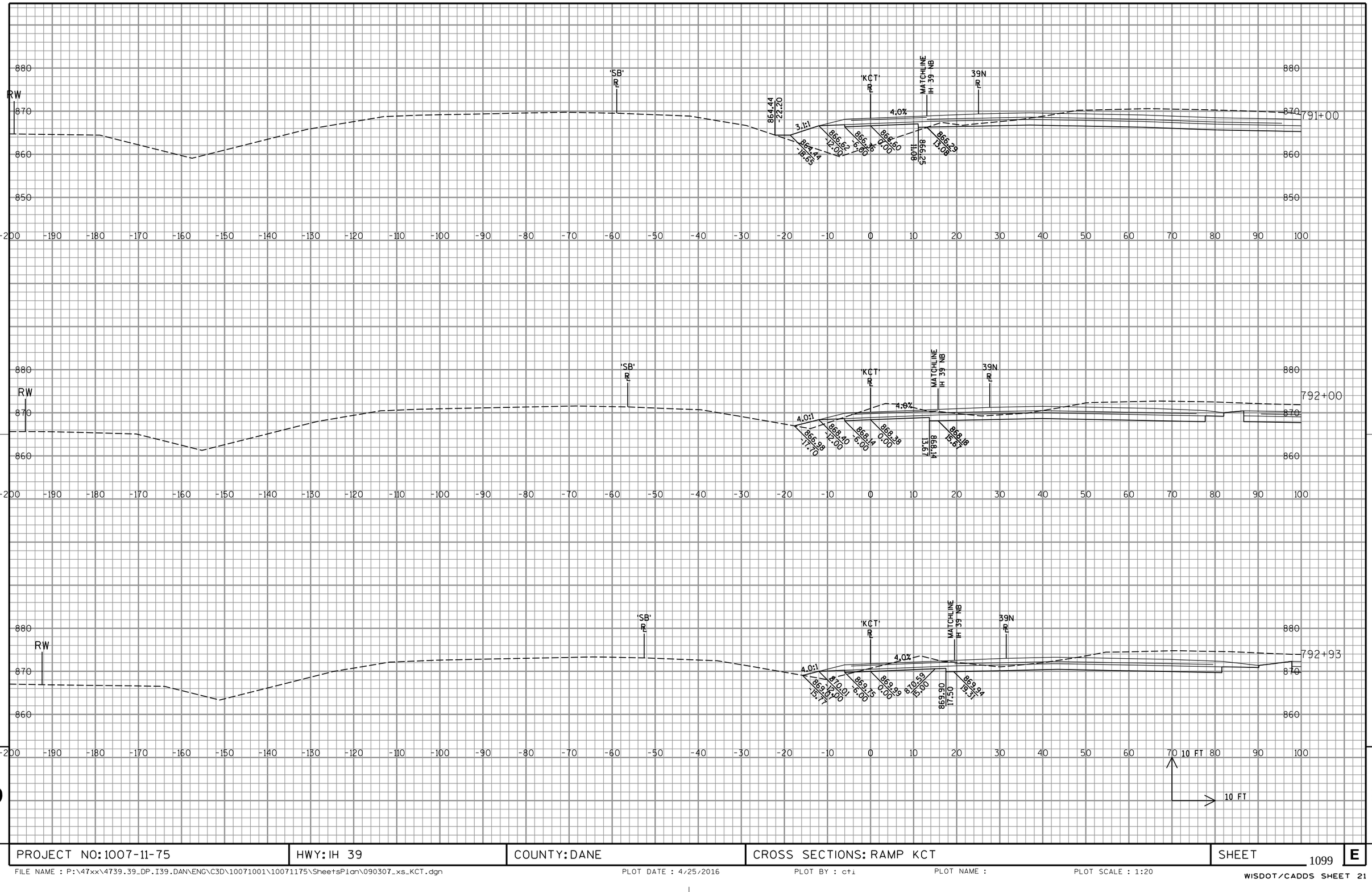


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KCT	SHEET 1098	E

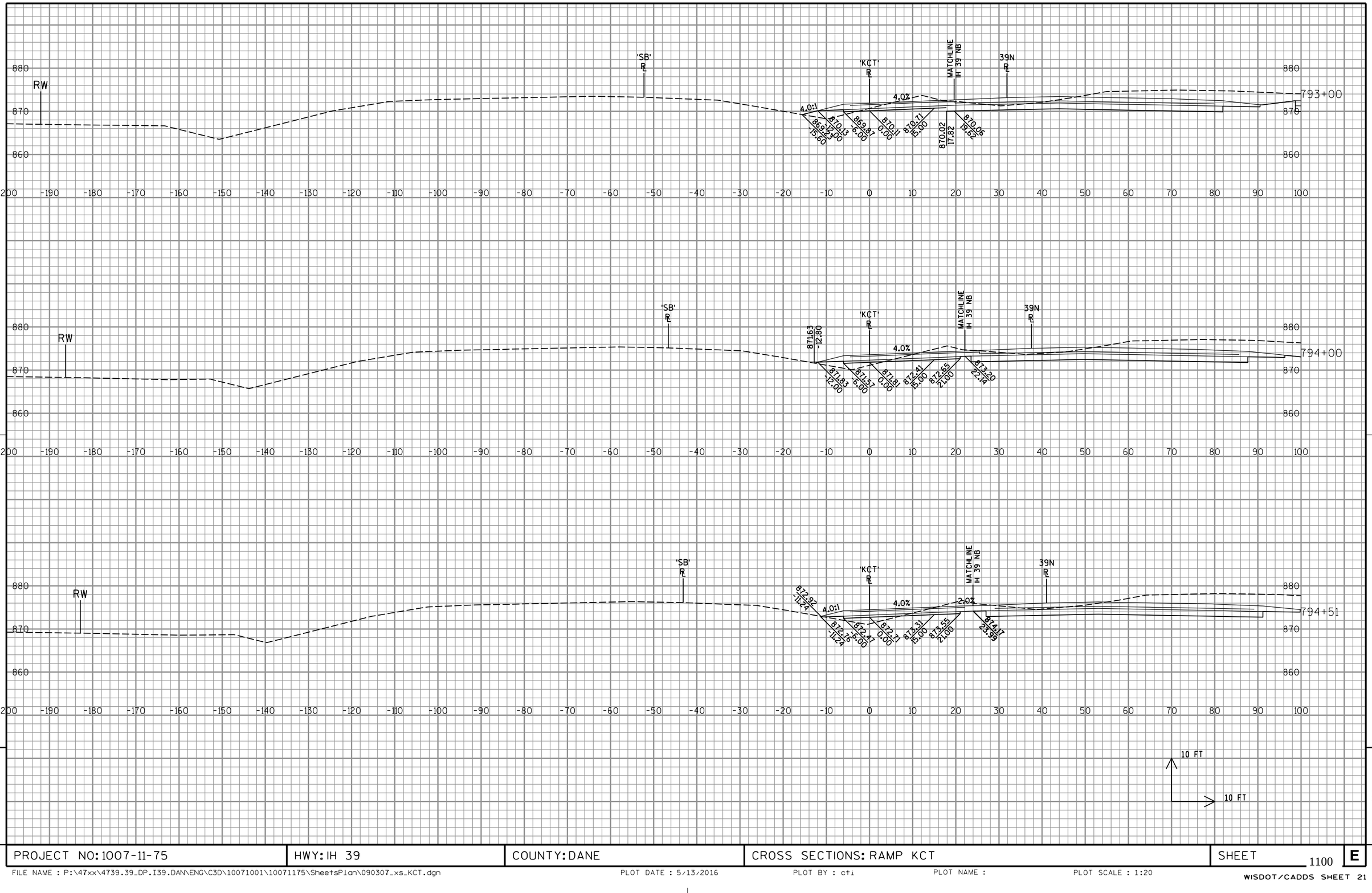
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PLOT DATE : 4/25/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



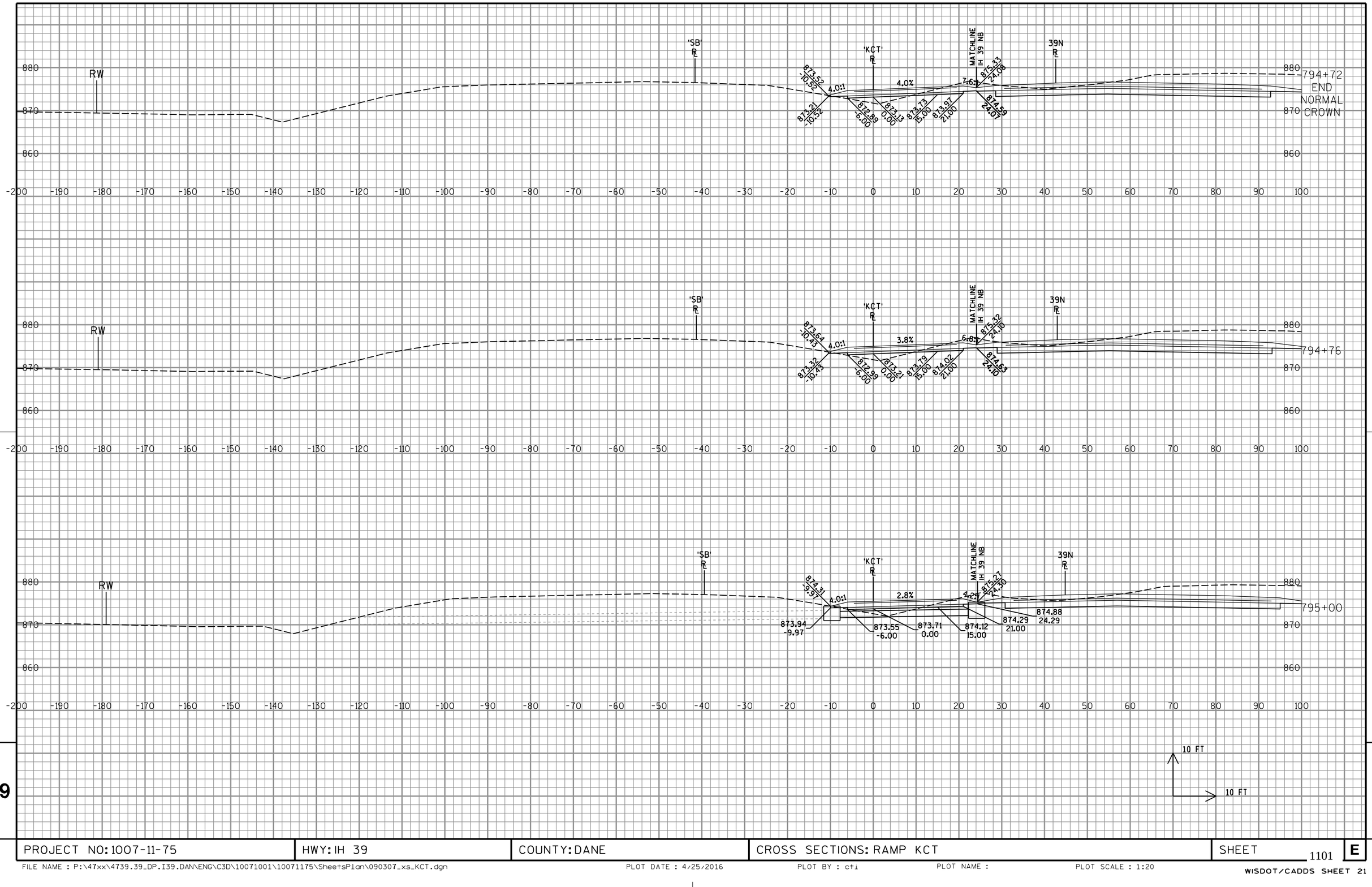
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KCT	SHEET 1099	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090307_xs_KCT.dgn PLOT DATE : 4/25/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KCT	SHEET 1100	E

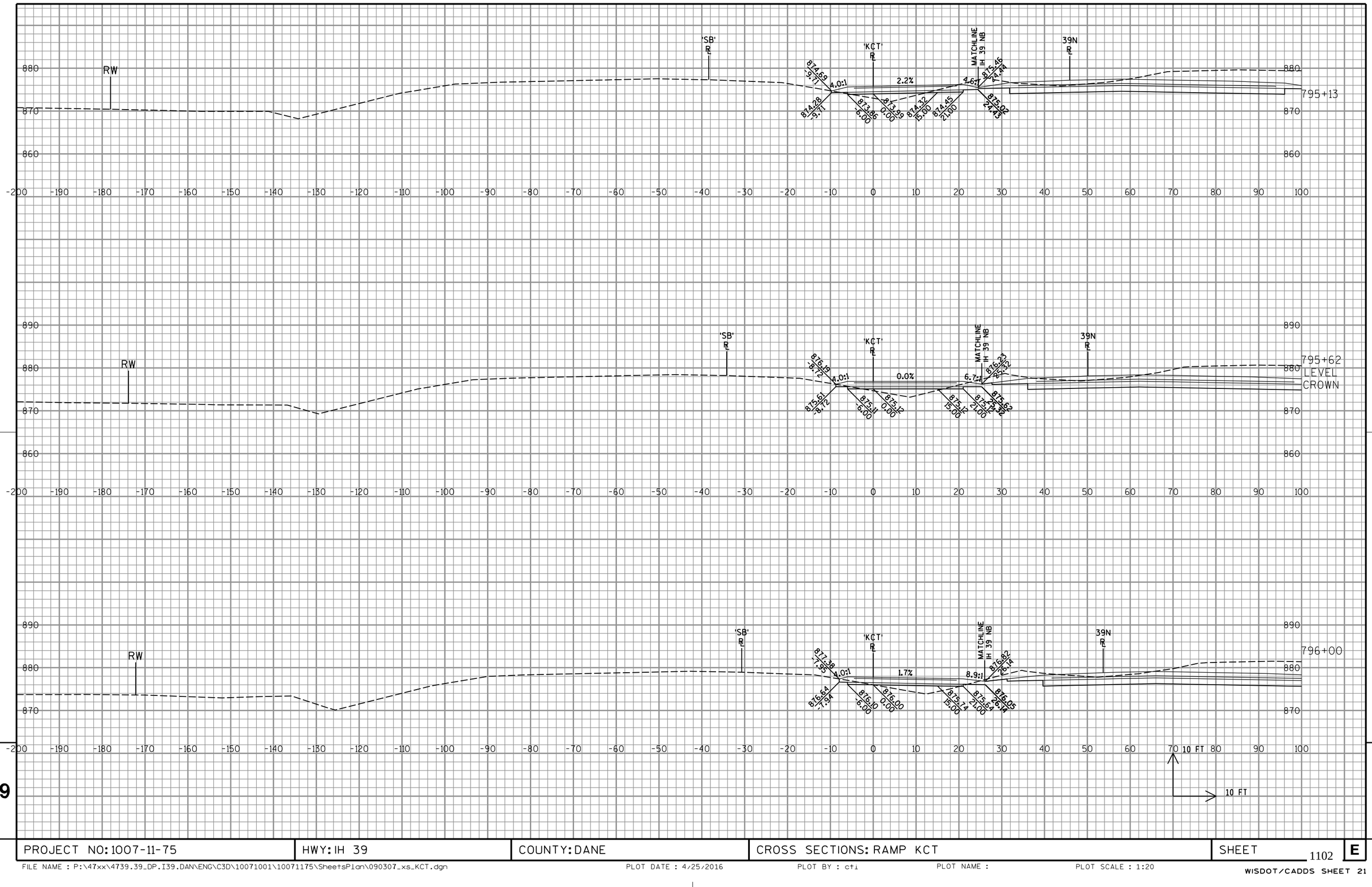


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KCT	SHEET 1101	E

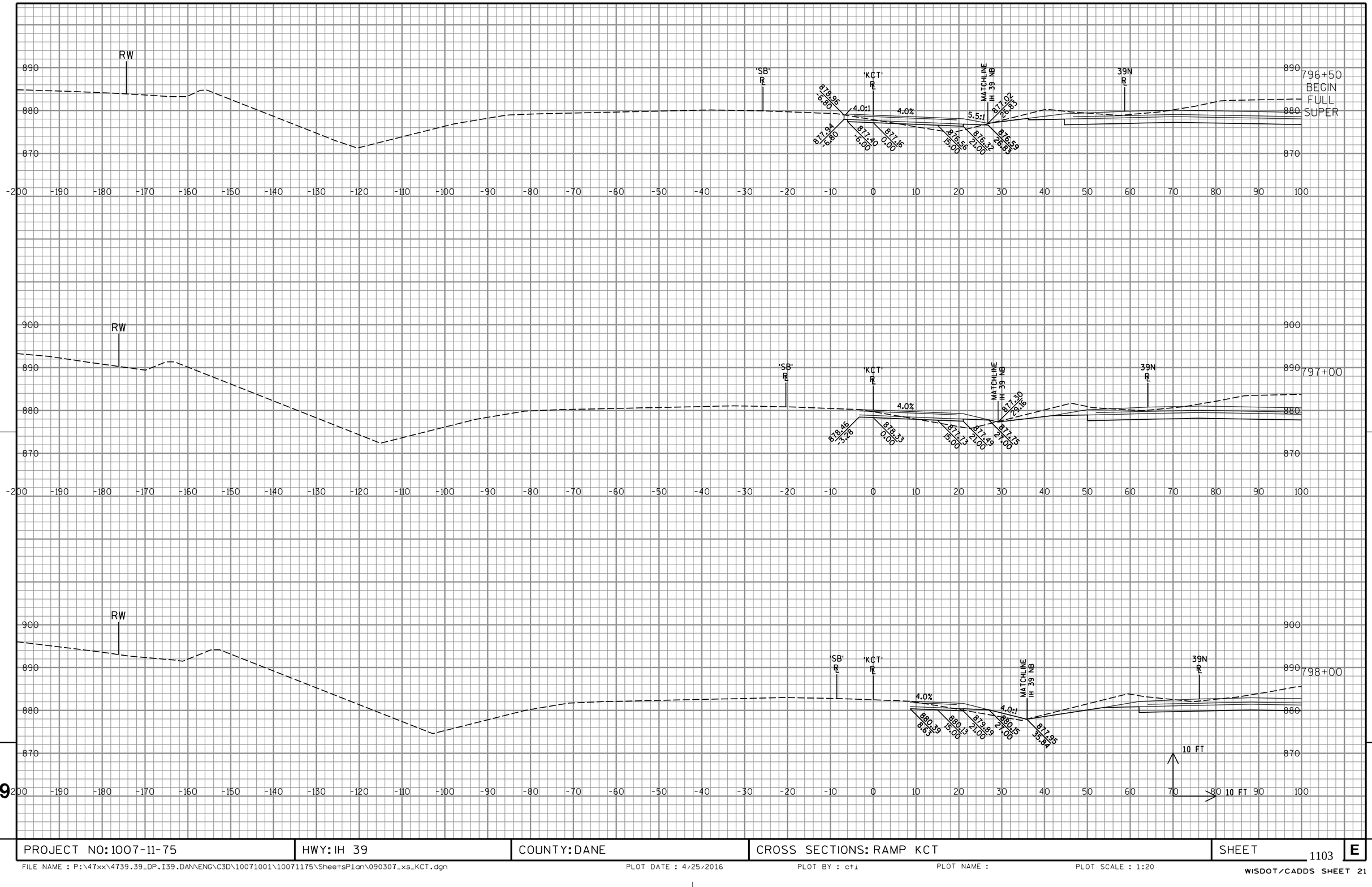
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PLOT DATE : 4/25/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



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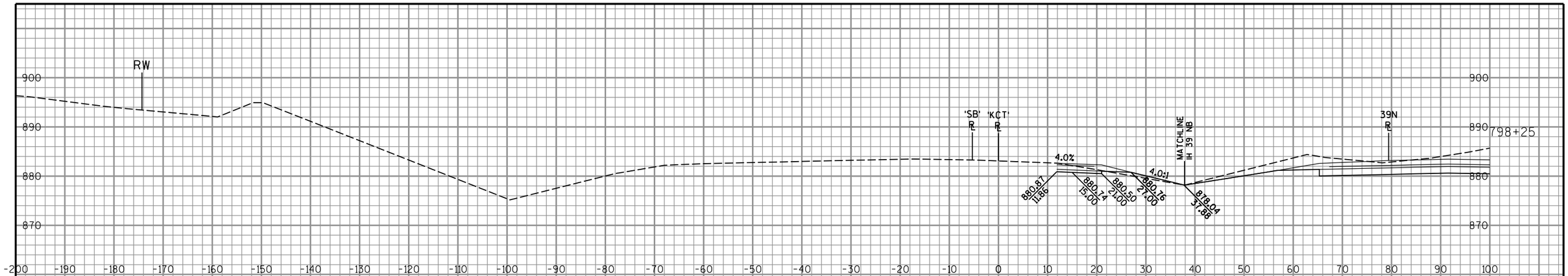
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KCT	SHEET 1102	E

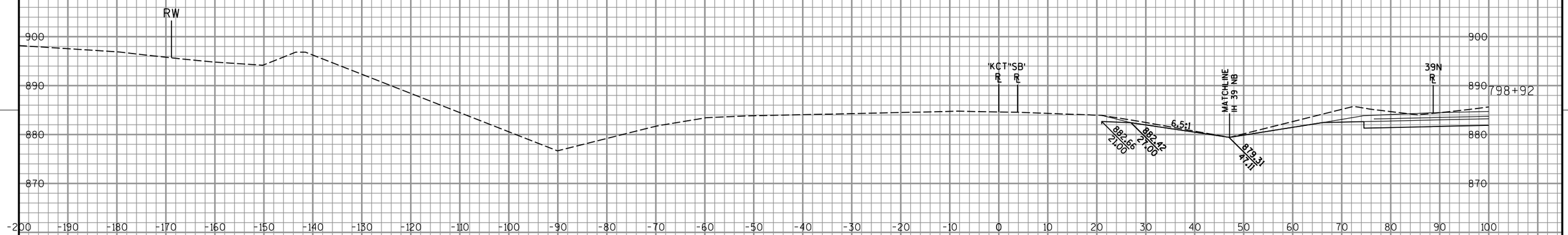


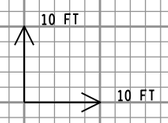
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KCT	SHEET 1103	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090307_xs_KCT.dgn PLOT DATE : 4/25/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





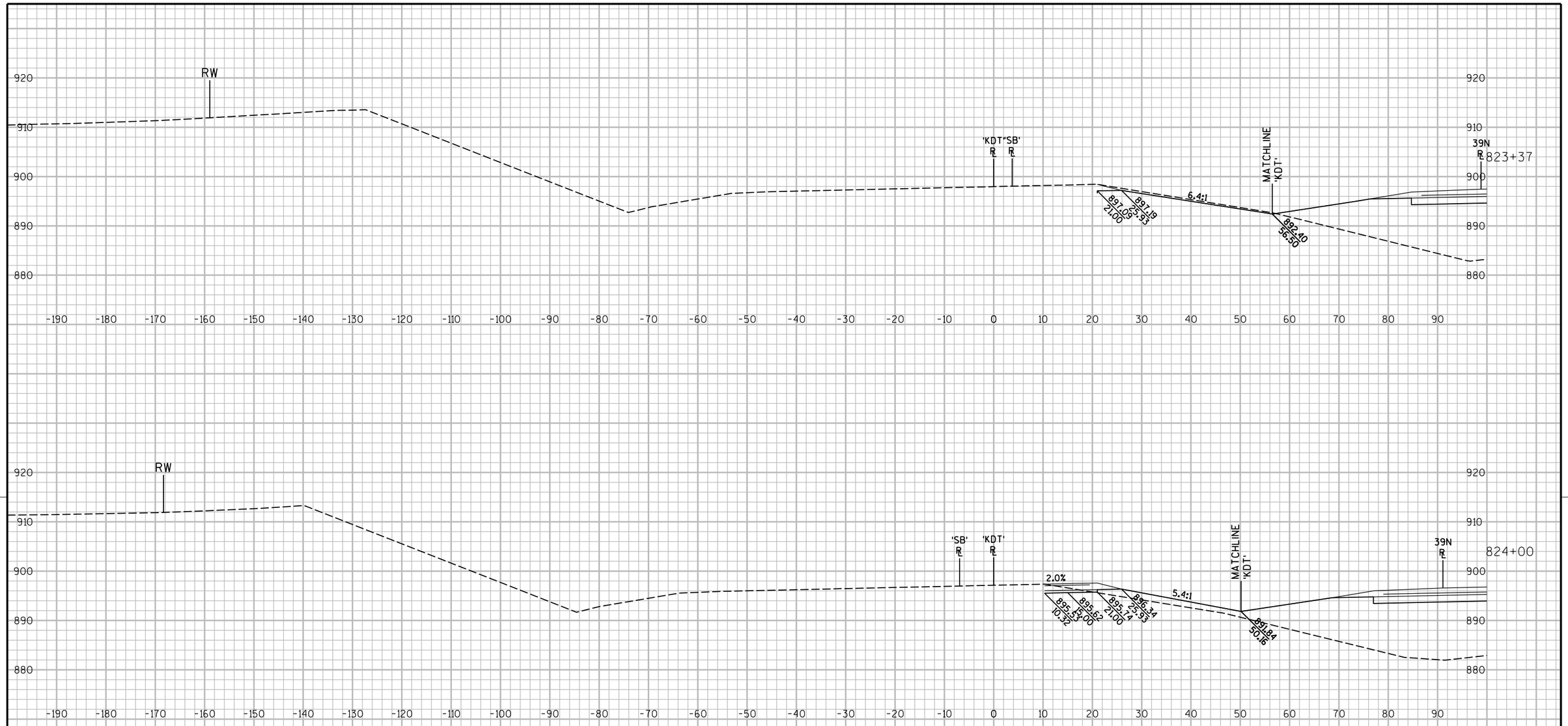


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KCT	SHEET 1104	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090307_xs_KCT.dgn
PLOT DATE : 4/25/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



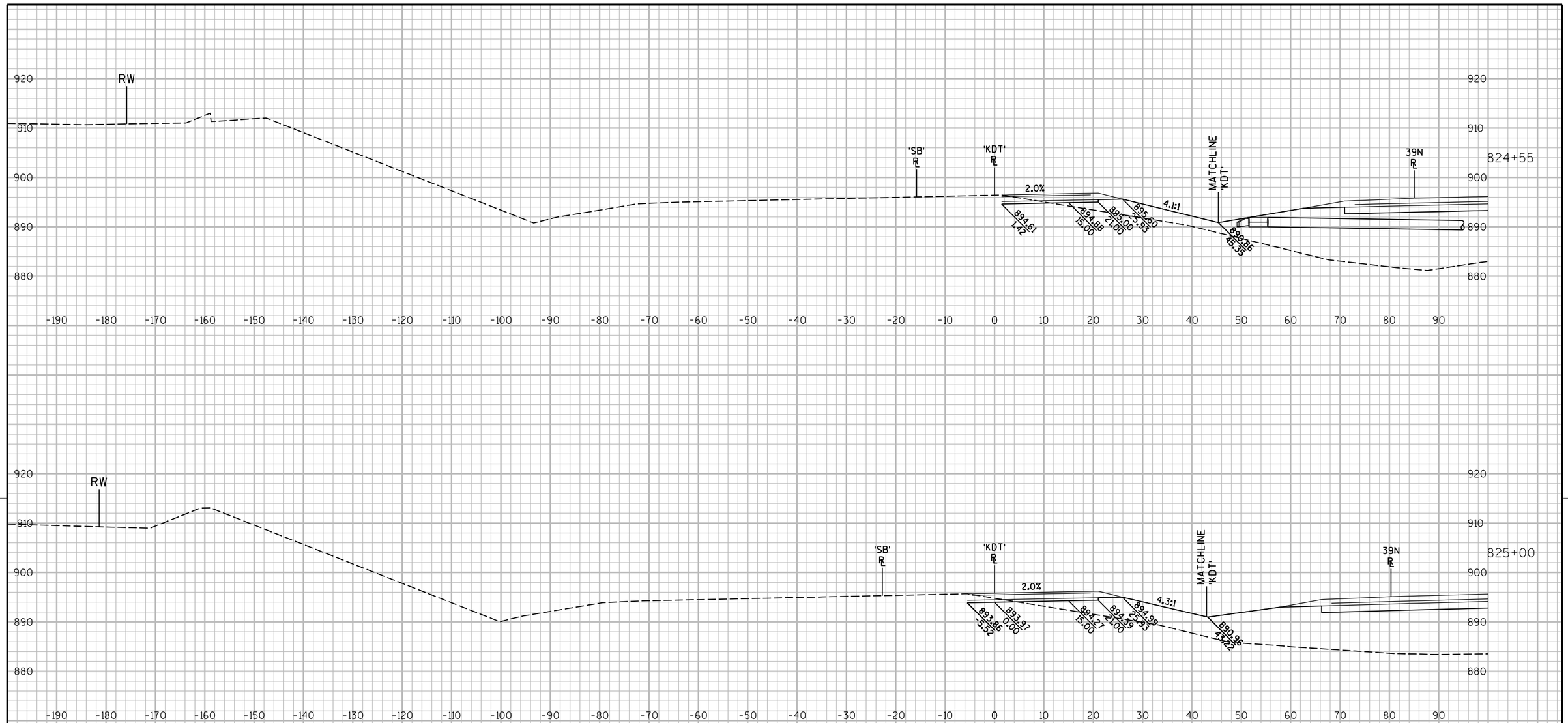
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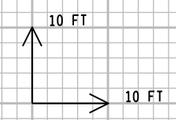
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KDT	SHEET 1105	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090308_xs_KDT.dgn PLOT DATE : 4/26/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



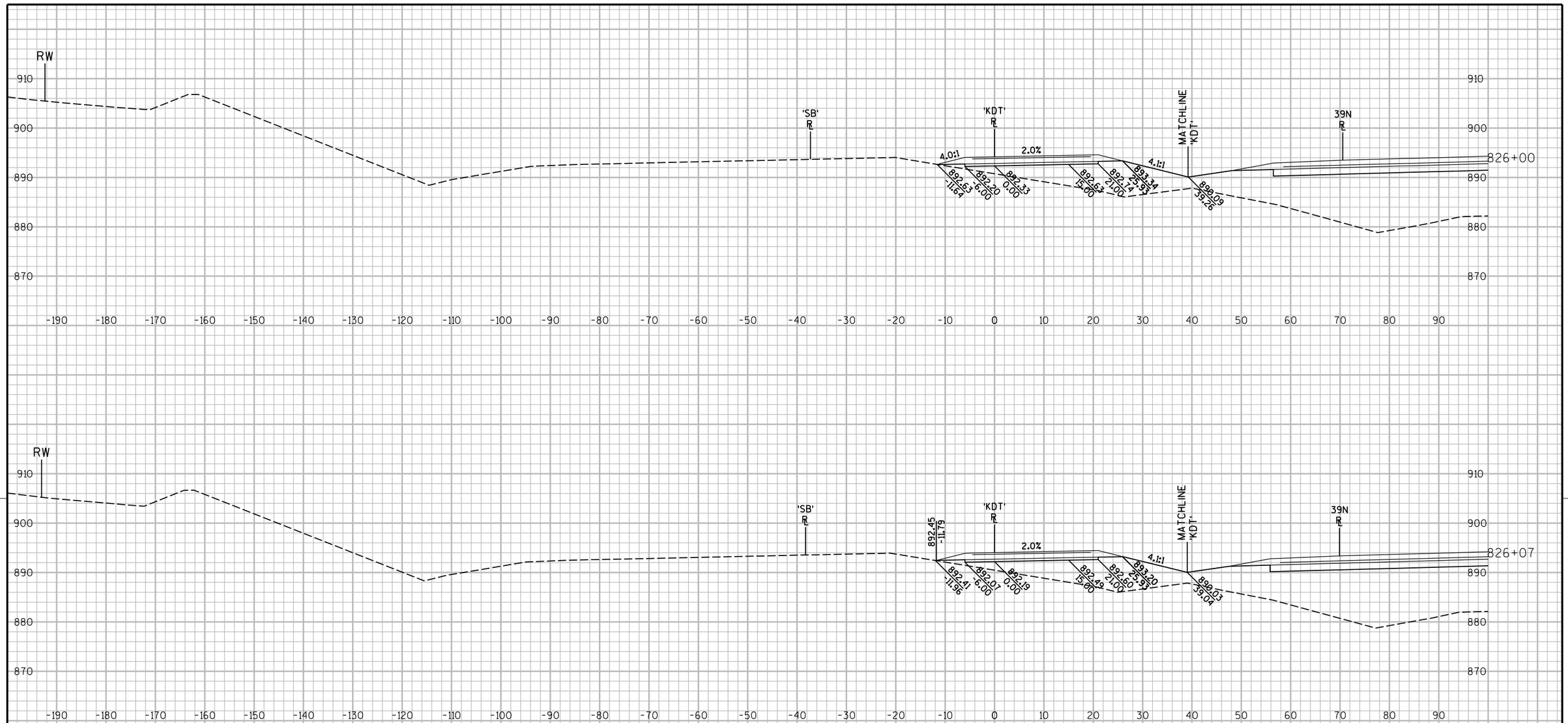


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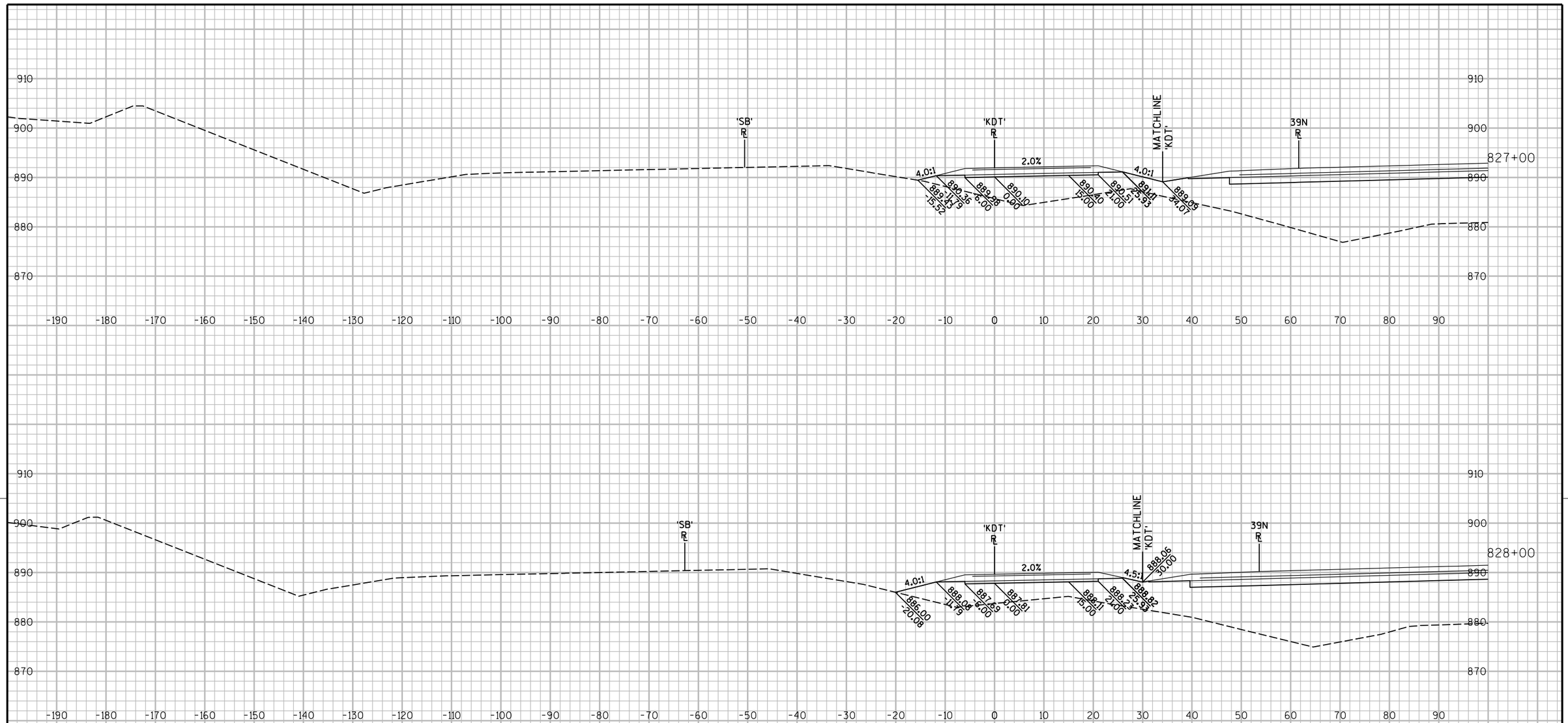
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KDT	SHEET 1106	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090308_xs_KDT.dgn
PLOT DATE : 4/26/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KDT	SHEET 1107	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090308_xs_KDT.dgn
PLOT DATE : 4/26/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

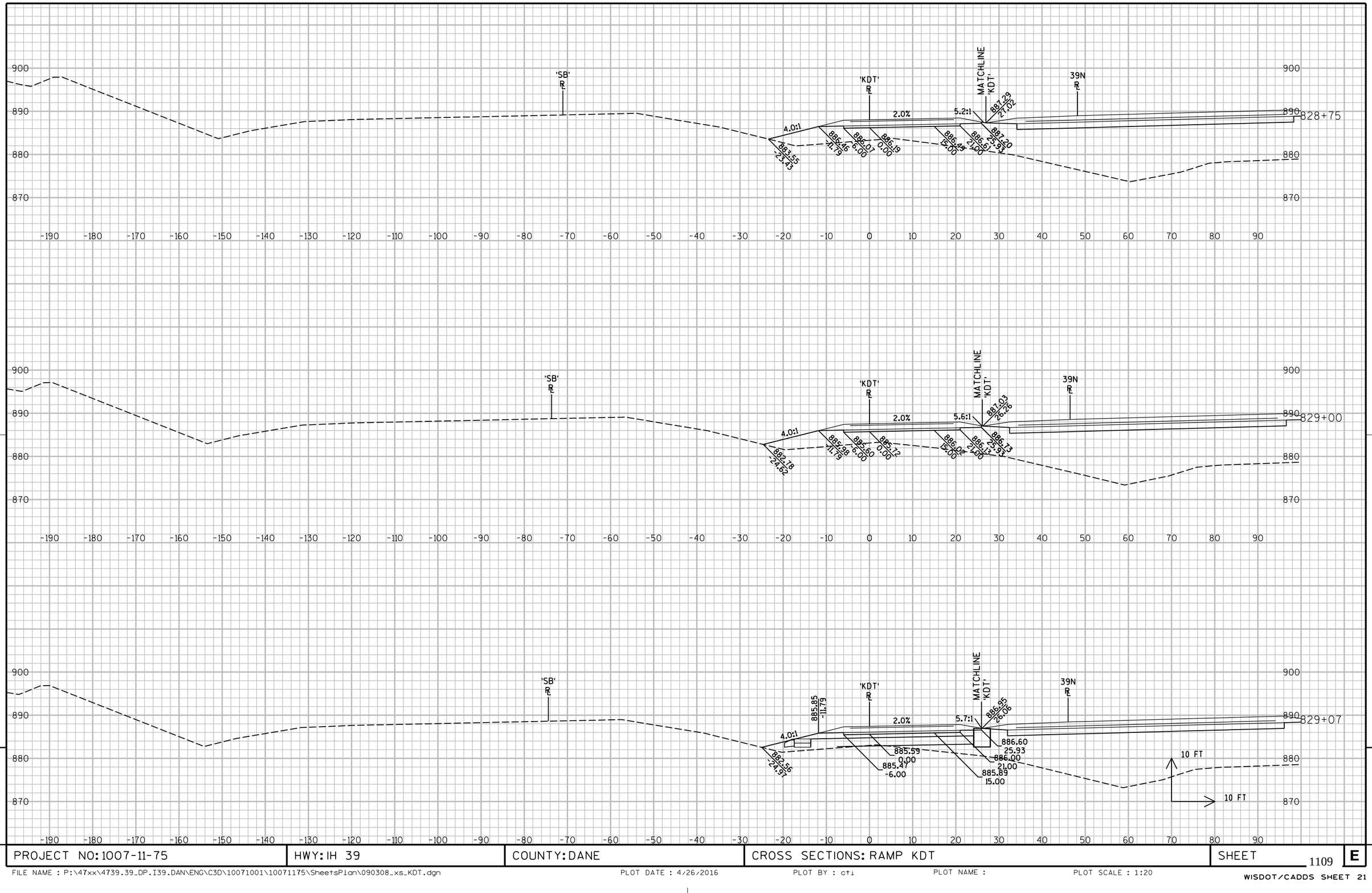


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KDT	SHEET 1108	E

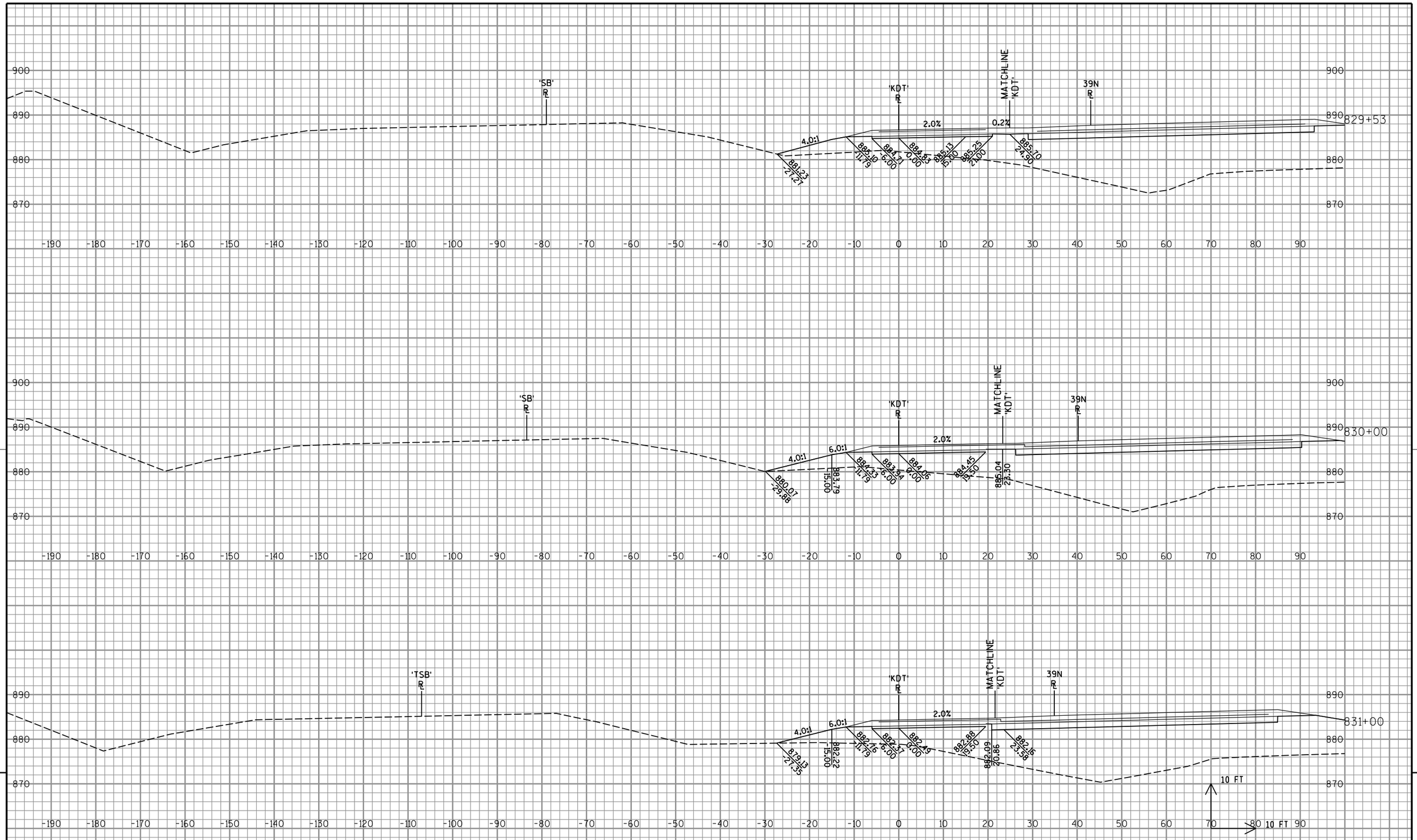
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PLOT DATE : 4/26/2016
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KDT	SHEET 1109 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090308_xs_KDT.dgn PLOT DATE : 4/26/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



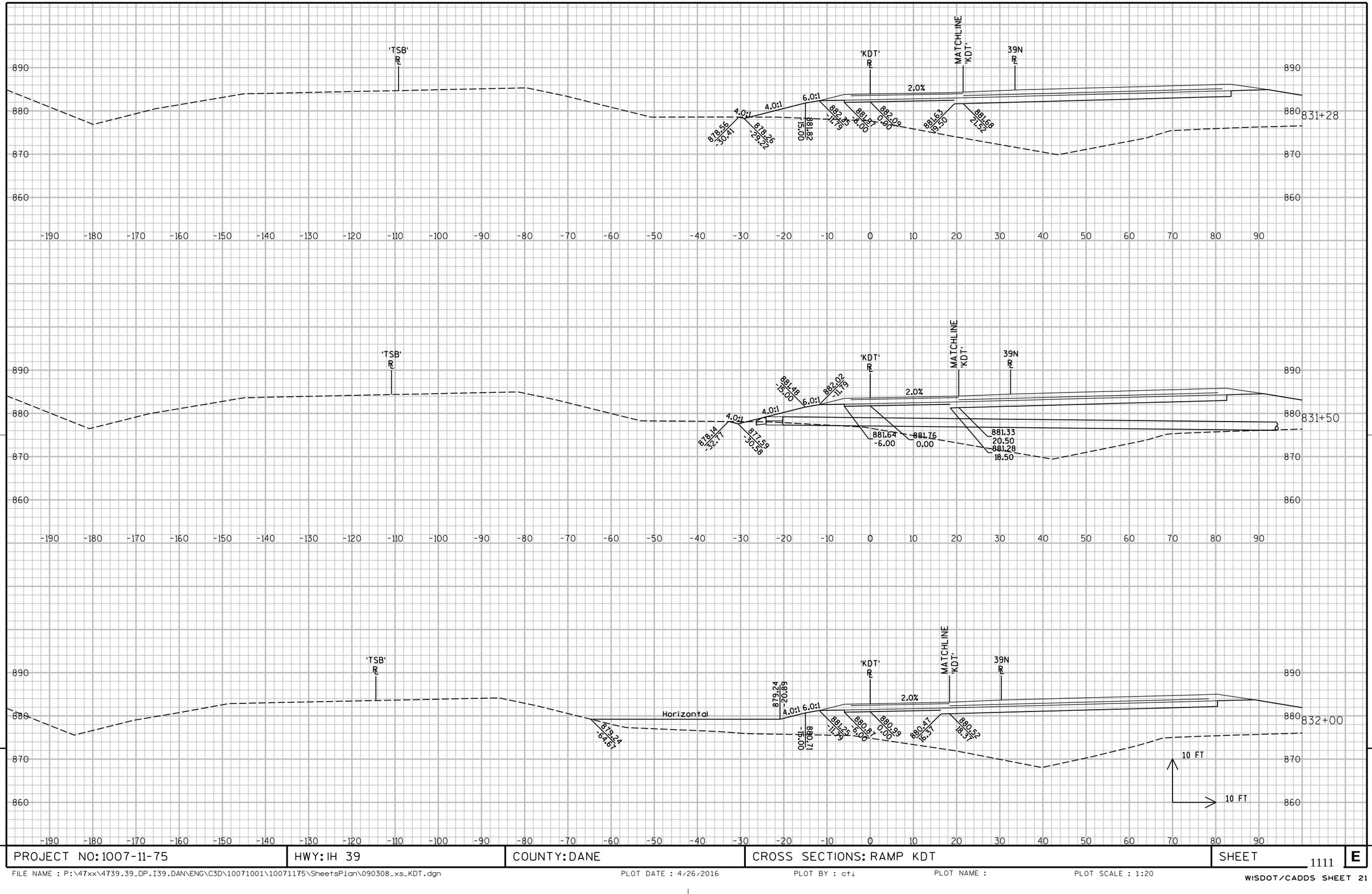
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KDT	SHEET 1110	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090308_xs_KDT.dgn PLOT DATE : 5/13/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KDT	SHEET 1111	E

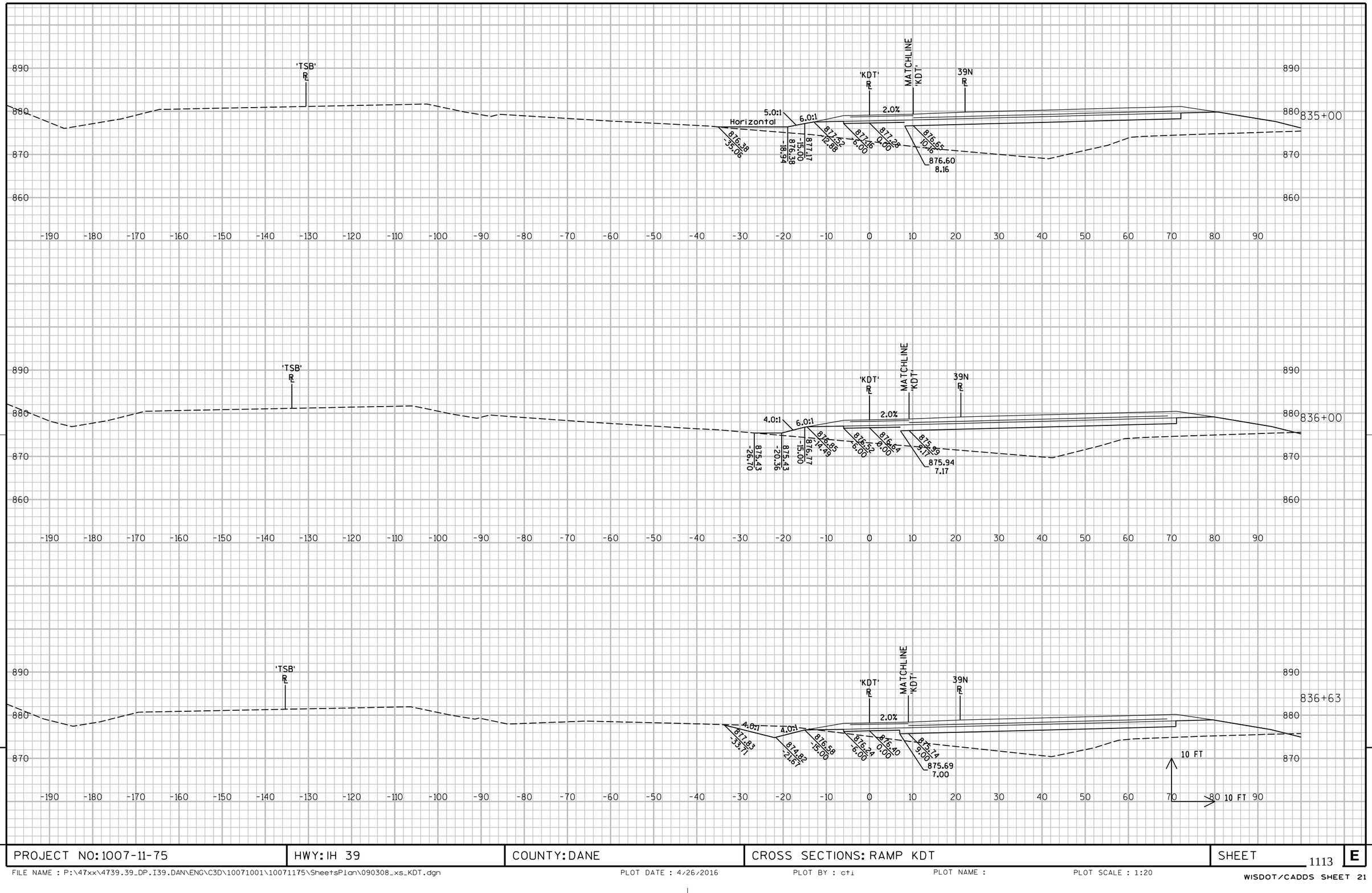
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KDT	SHEET 1112	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090308_xs_KDT.dgn PLOT DATE : 4/26/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP KDT	SHEET 1113	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090308_xs_KDT.dgn PLOT DATE : 4/26/2016 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

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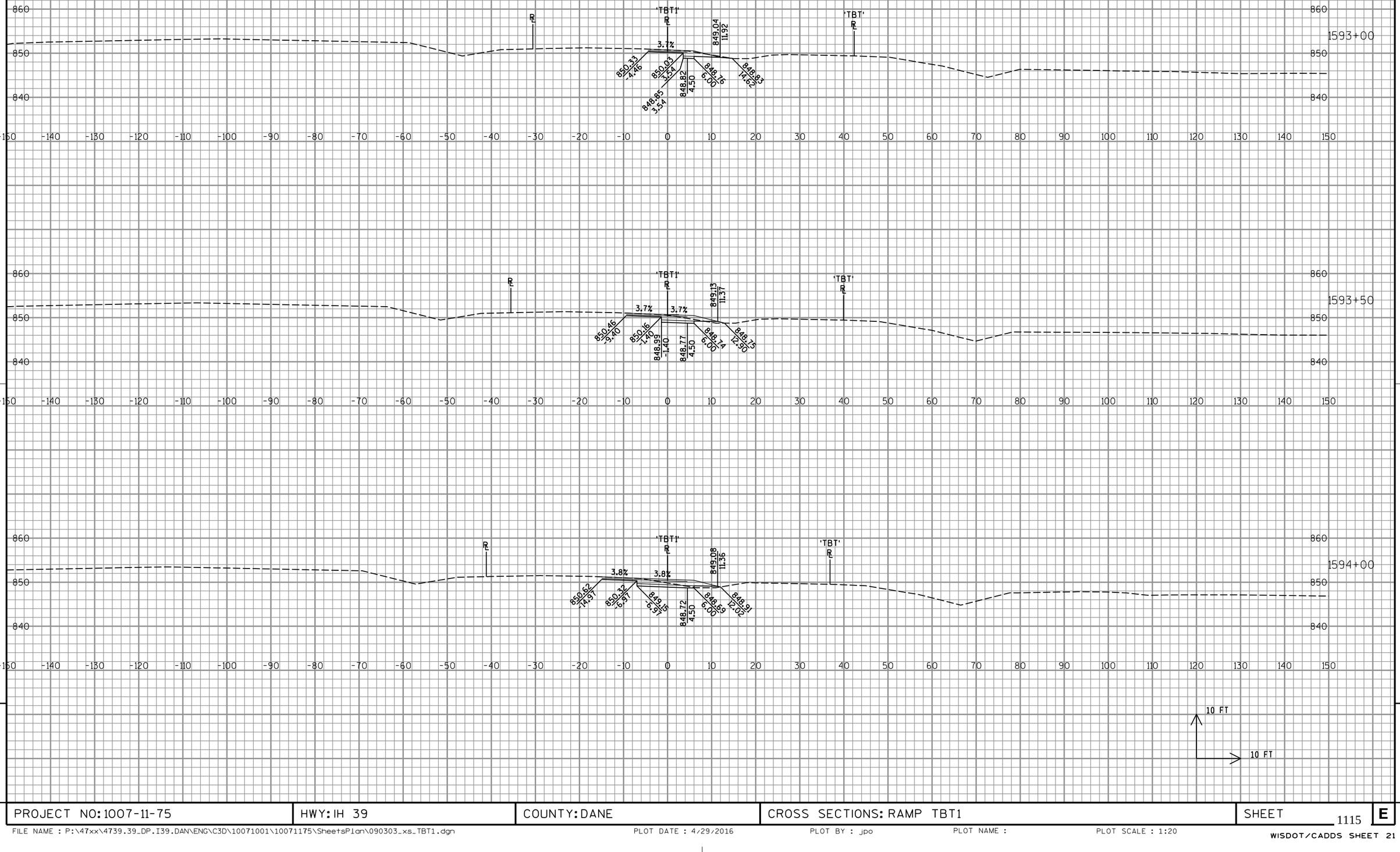


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TBT1	SHEET 1114	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090303_xs_TBT1.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

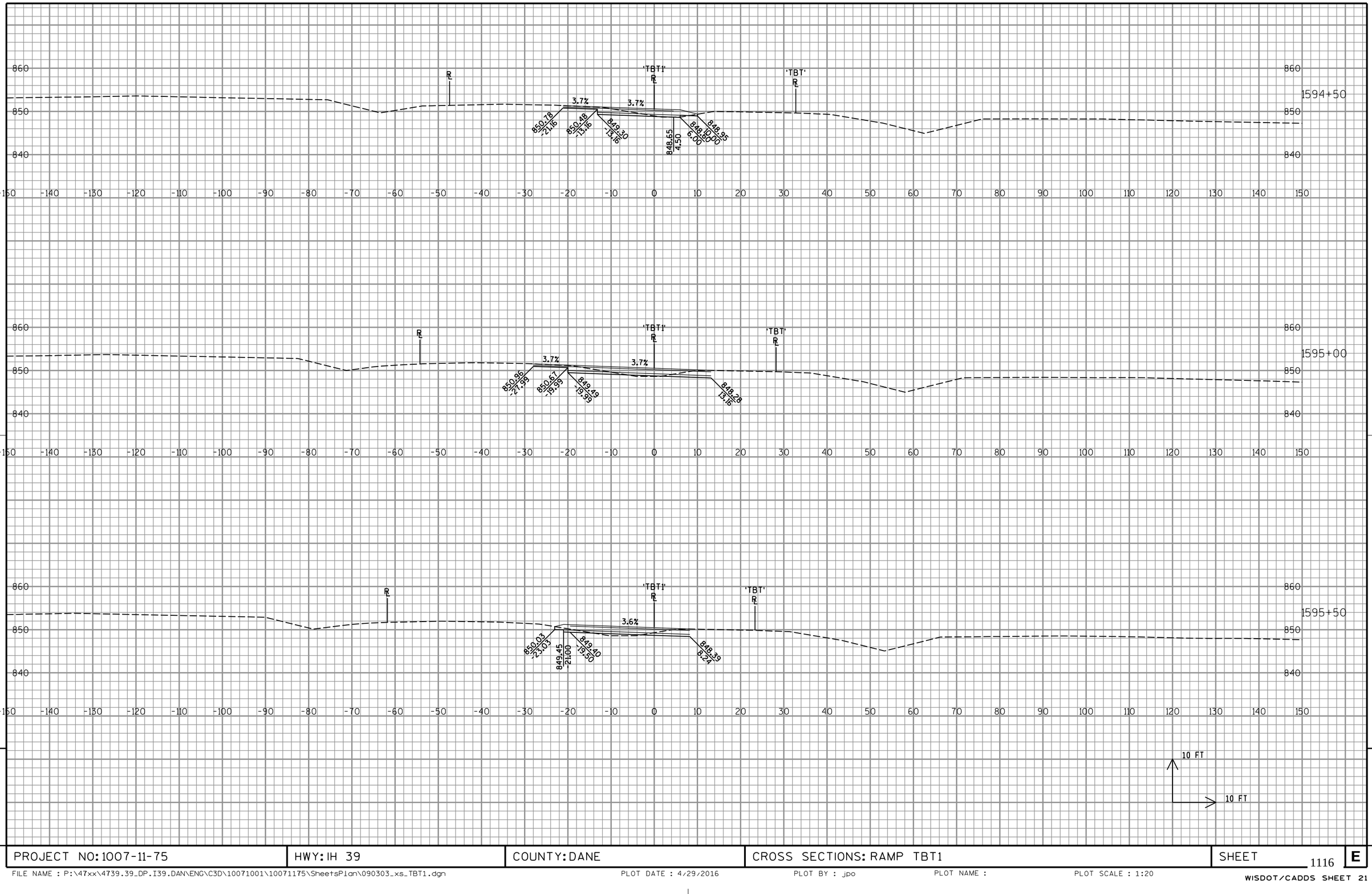


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TBT1	SHEET 1115	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090303_xs_TBT1.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

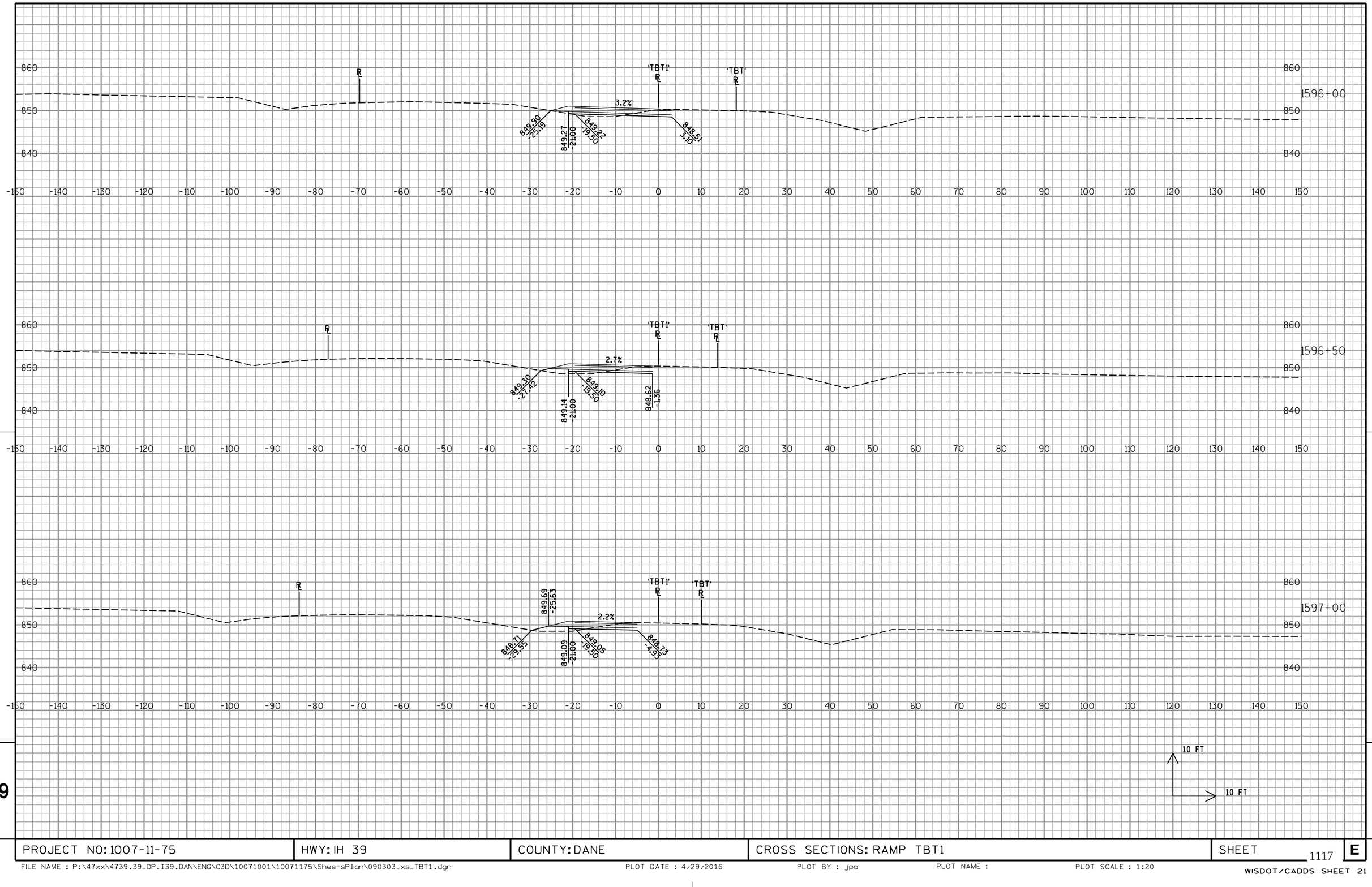


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TBT1	SHEET 1116	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090303_xs_TBT1.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

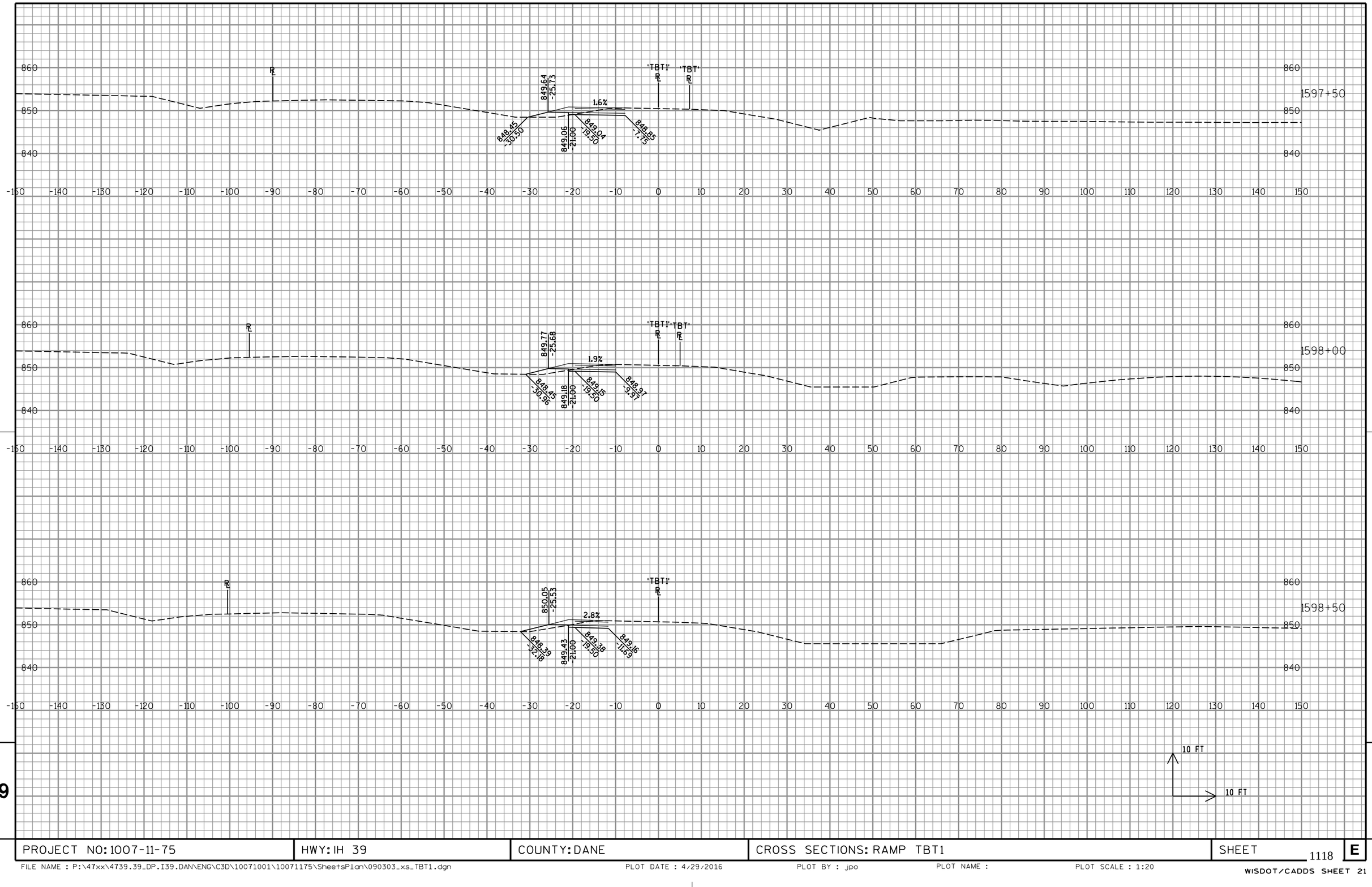


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TBT1	SHEET 1117	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090303_xs_TBT1.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

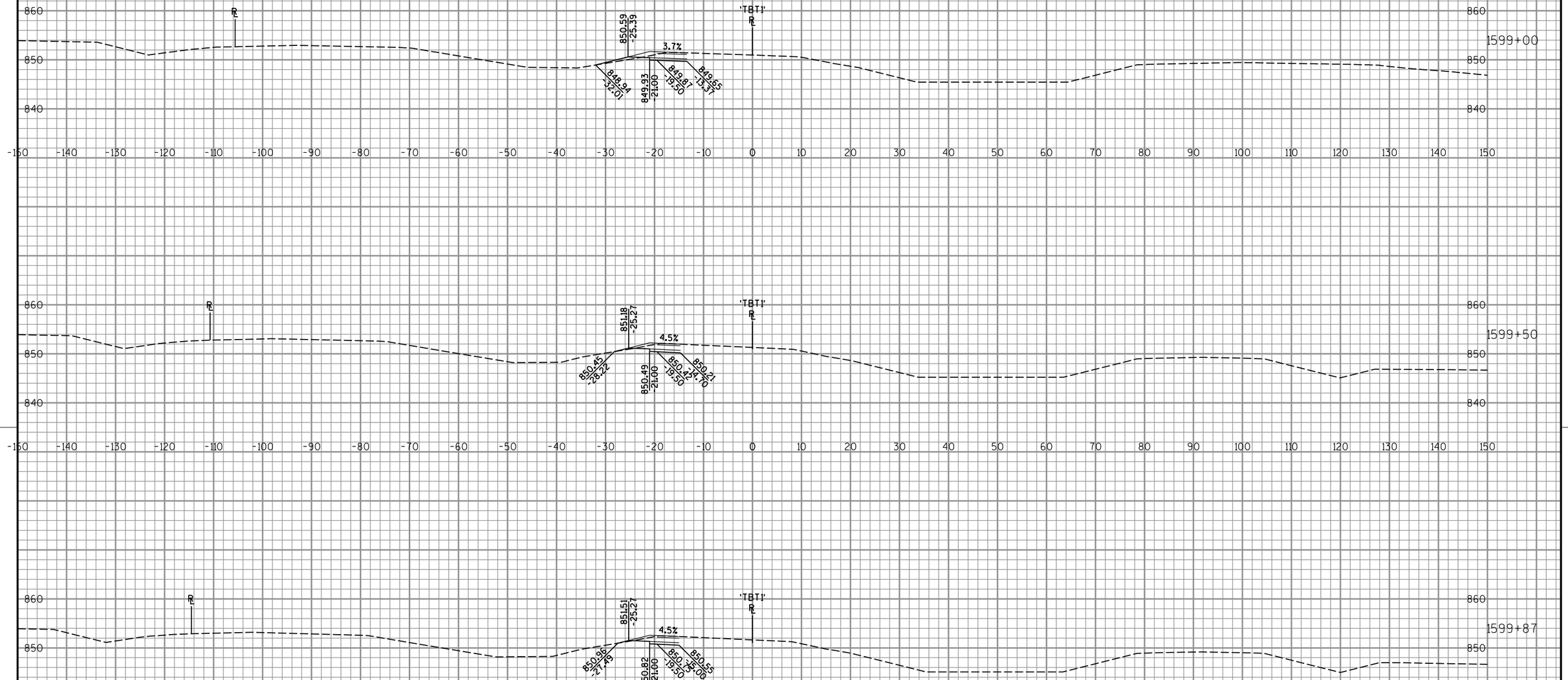


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TBT1	SHEET 1118	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090303_xs_TBT1.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

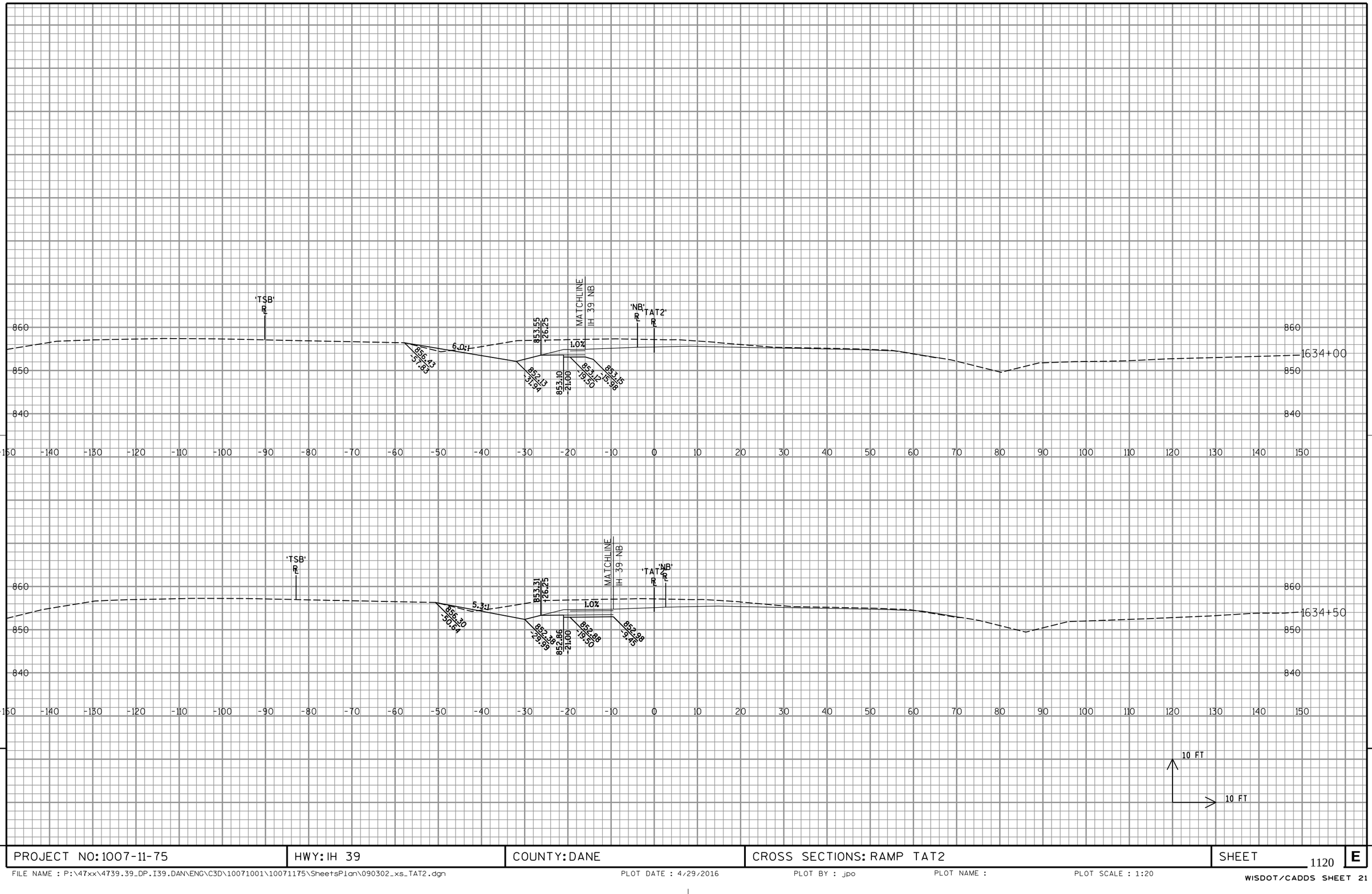


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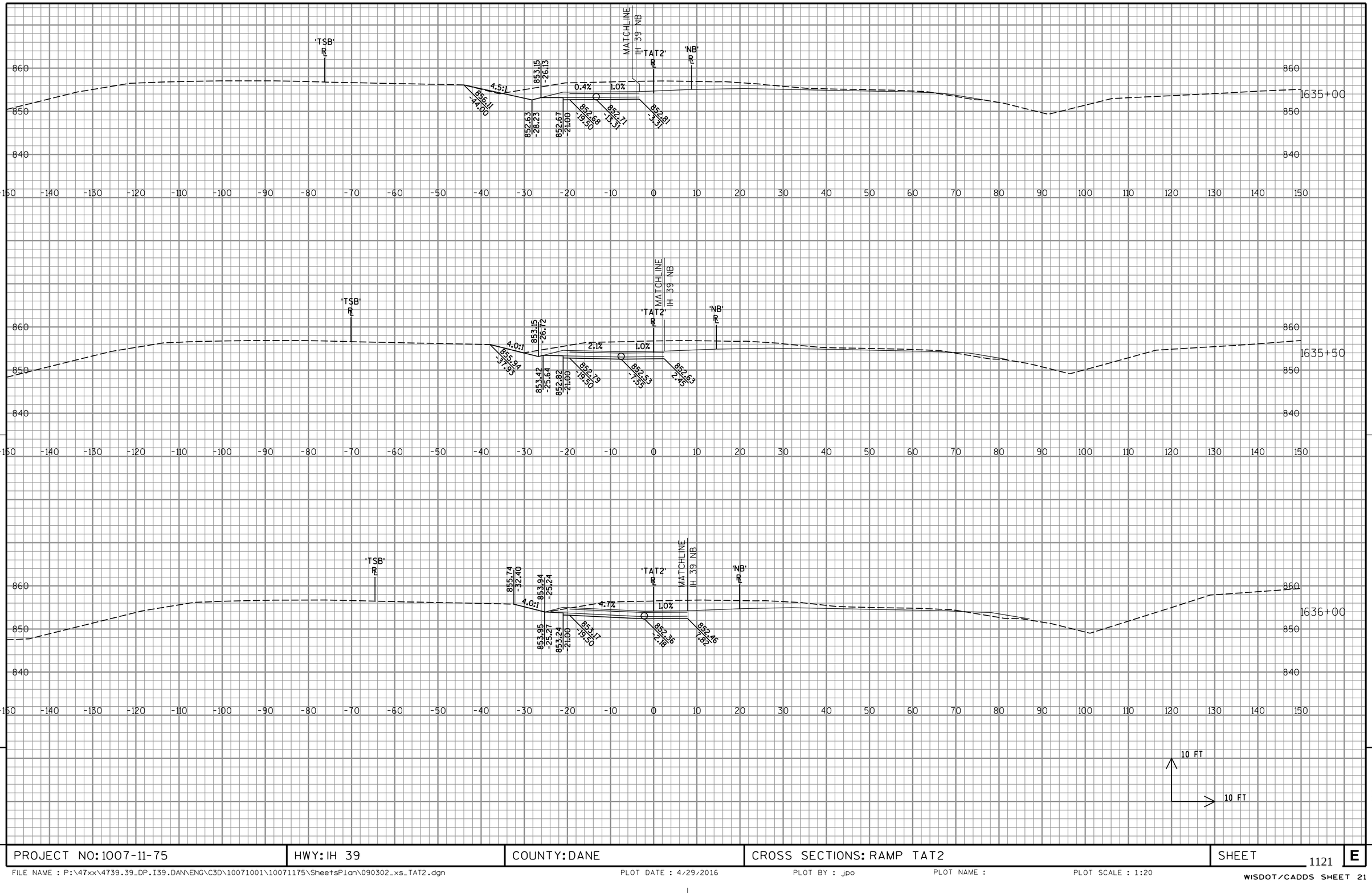
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FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090303_xs_TBT1.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TAT2	SHEET 1120	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090302_xs_TAT2.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

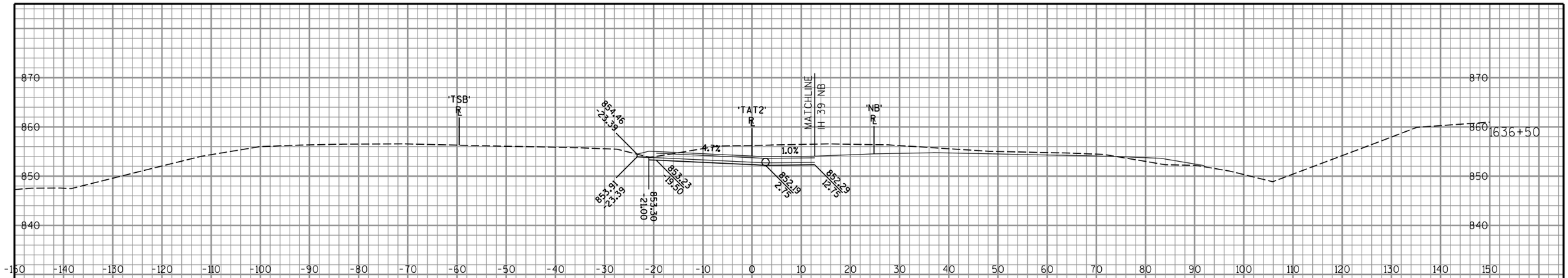


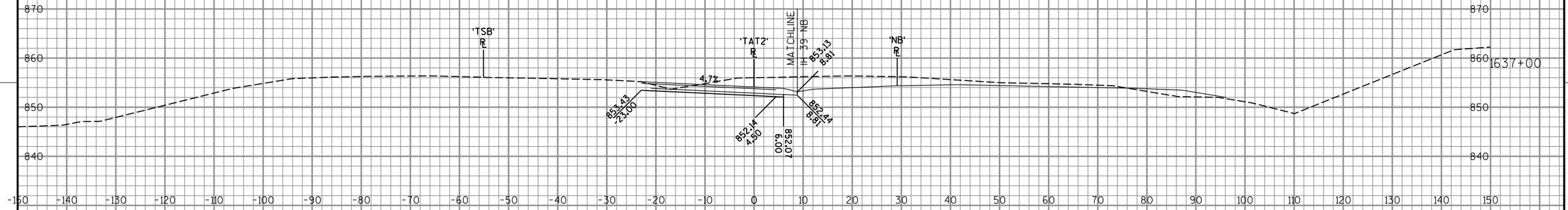
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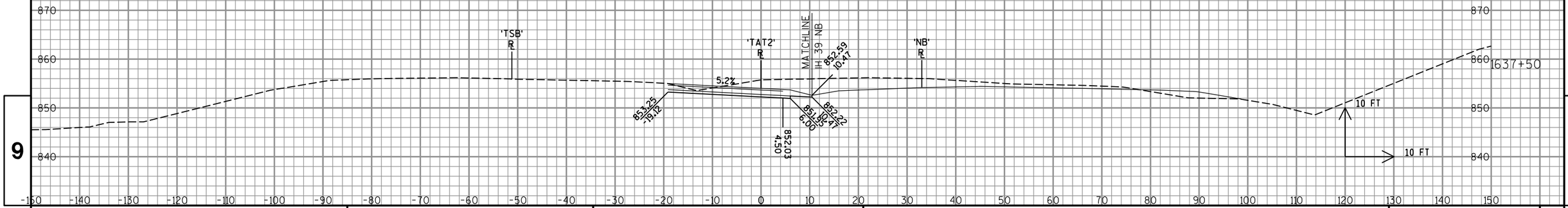
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TAT2	SHEET 1121	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090302_xs_TAT2.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21







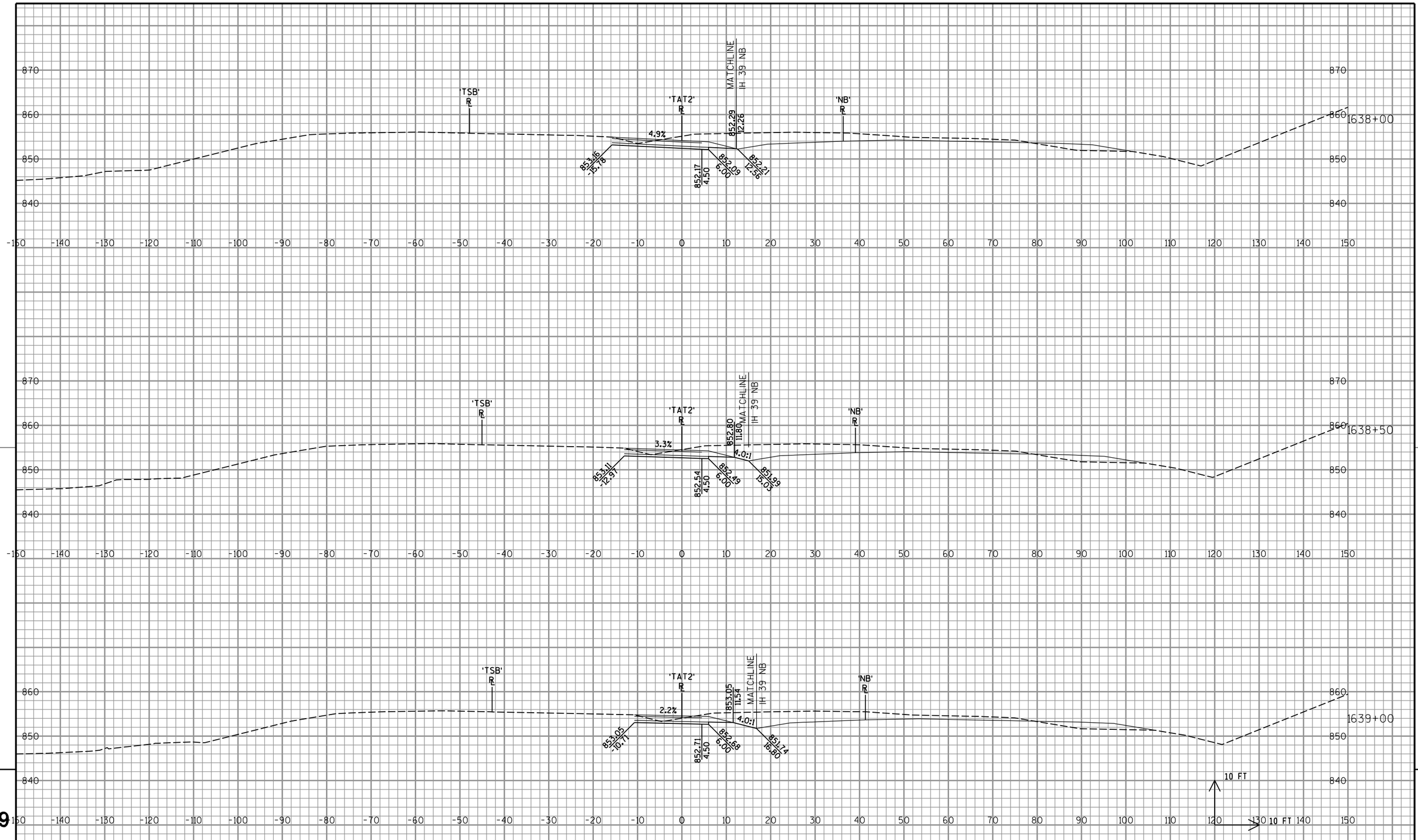
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TAT2	SHEET 1122	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090302_xs_TAT2.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



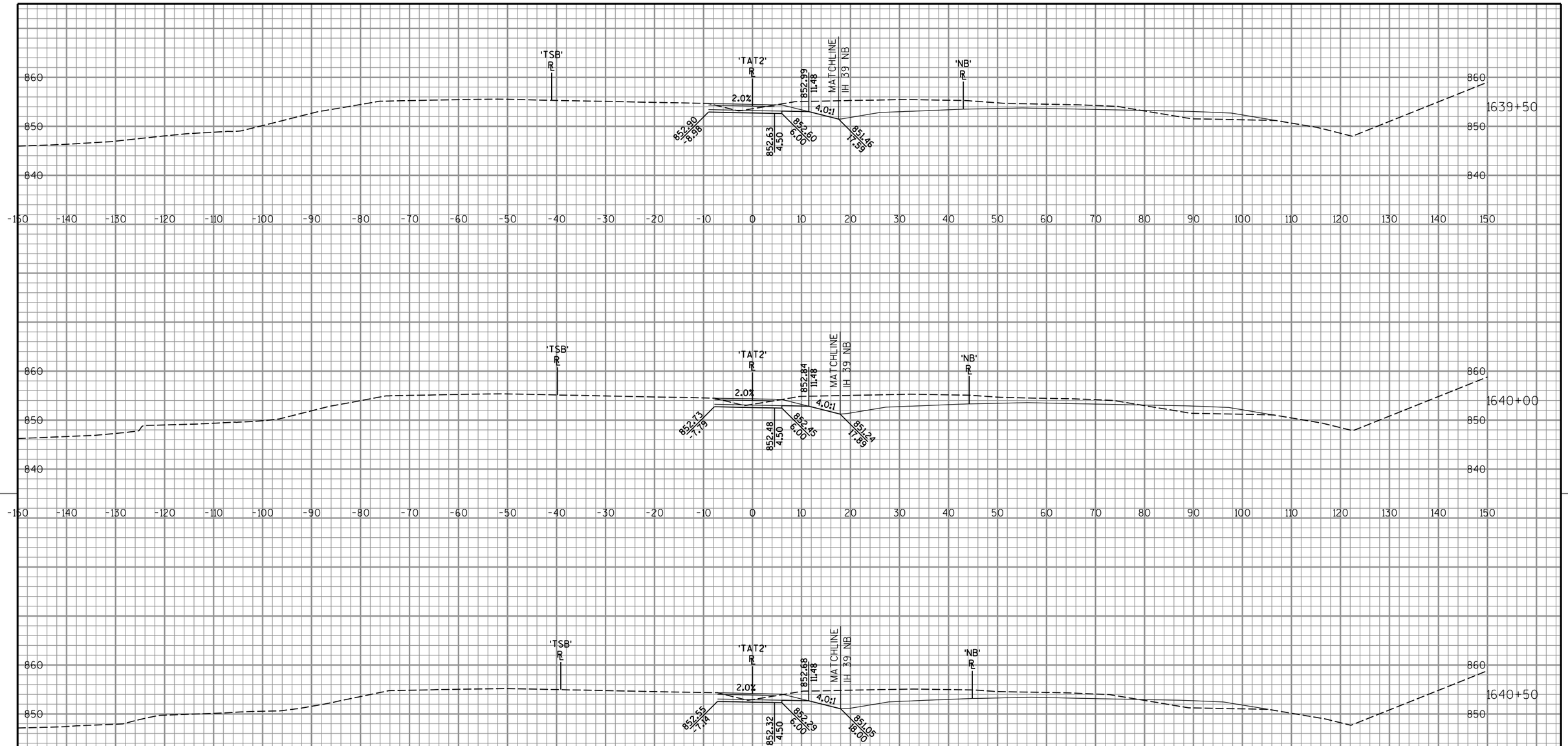
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TAT2	SHEET 1123	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090302_xs_TAT2.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



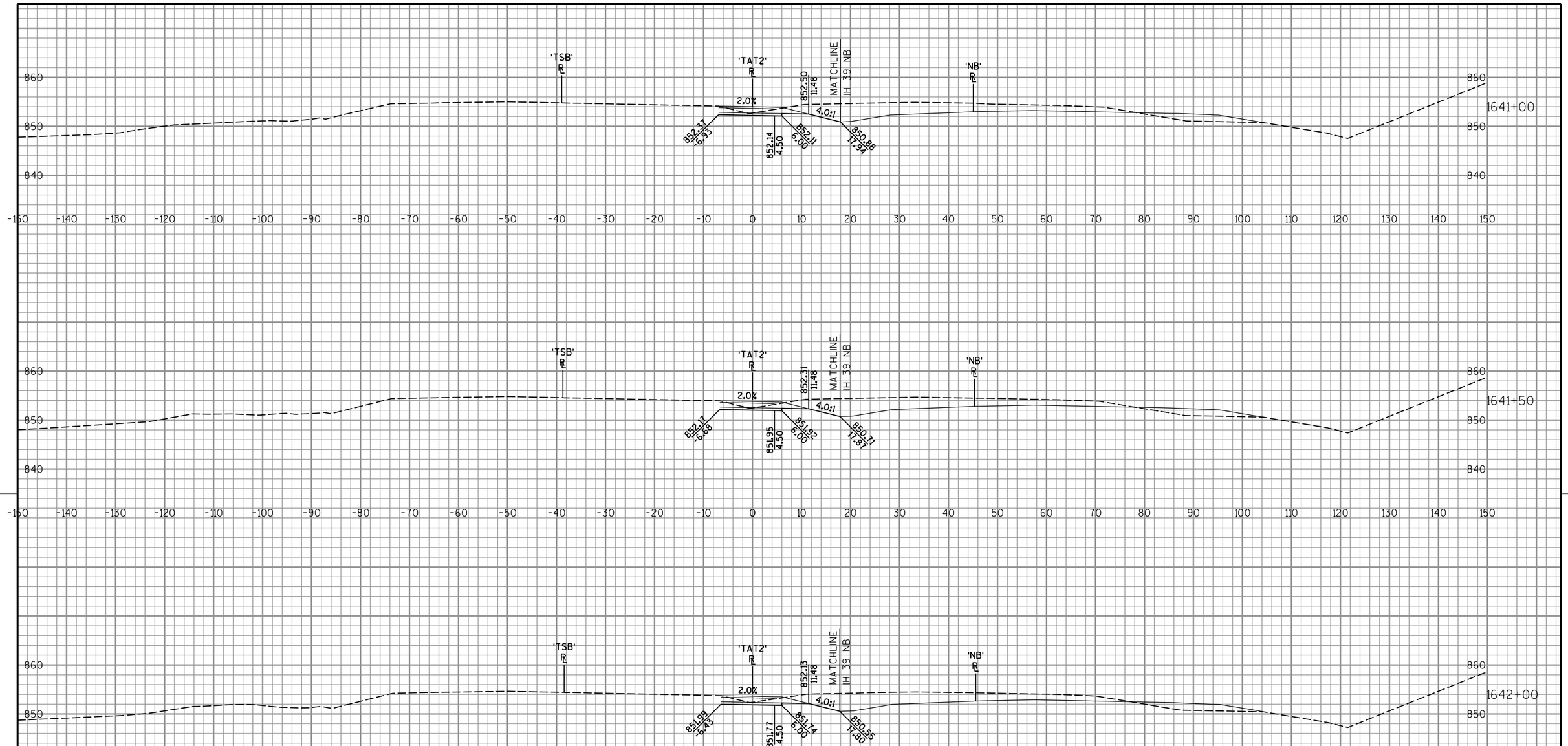
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TAT2	SHEET 1124	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090302_xs_TAT2.dgn PLOT DATE : 4/29/2016 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

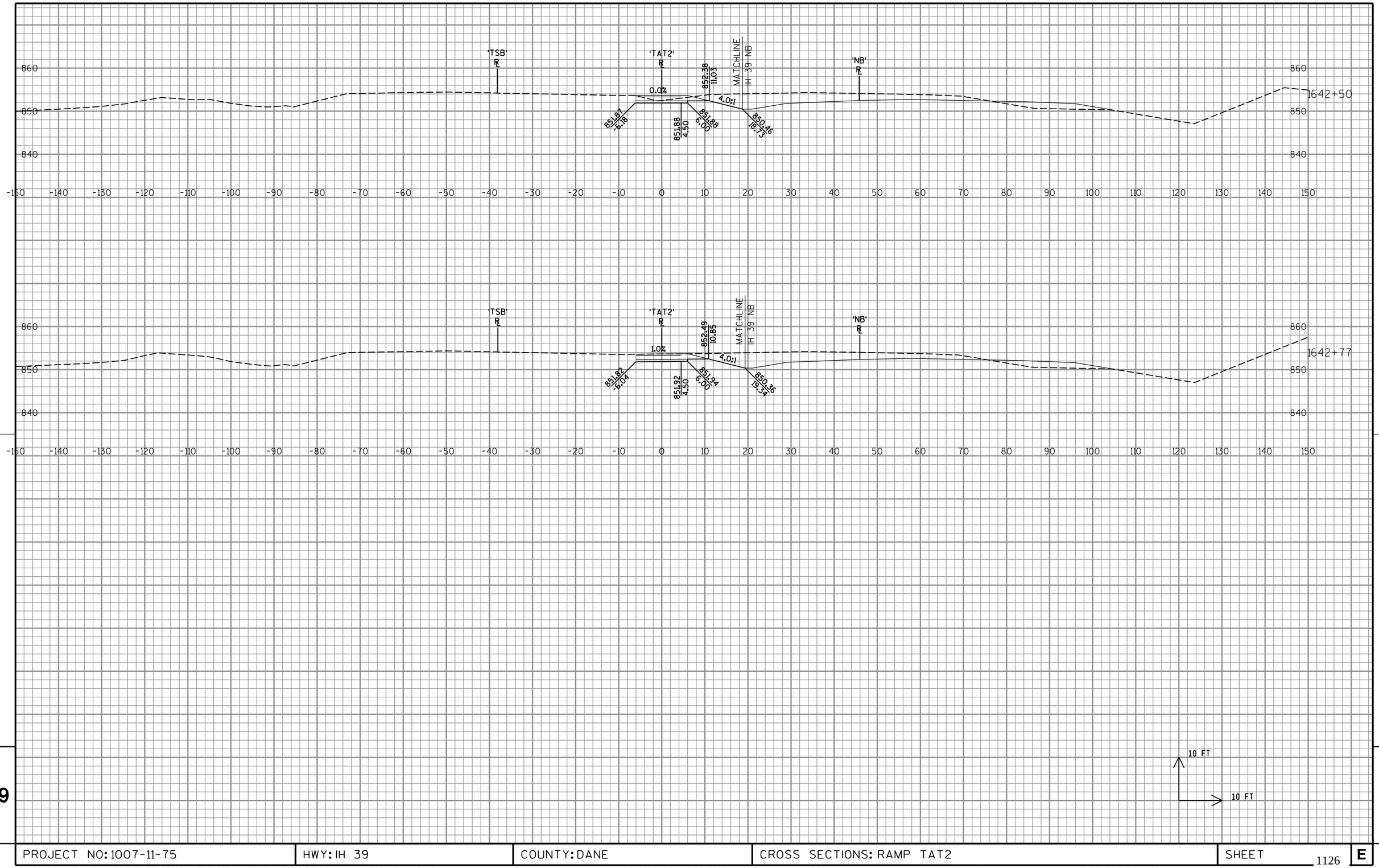


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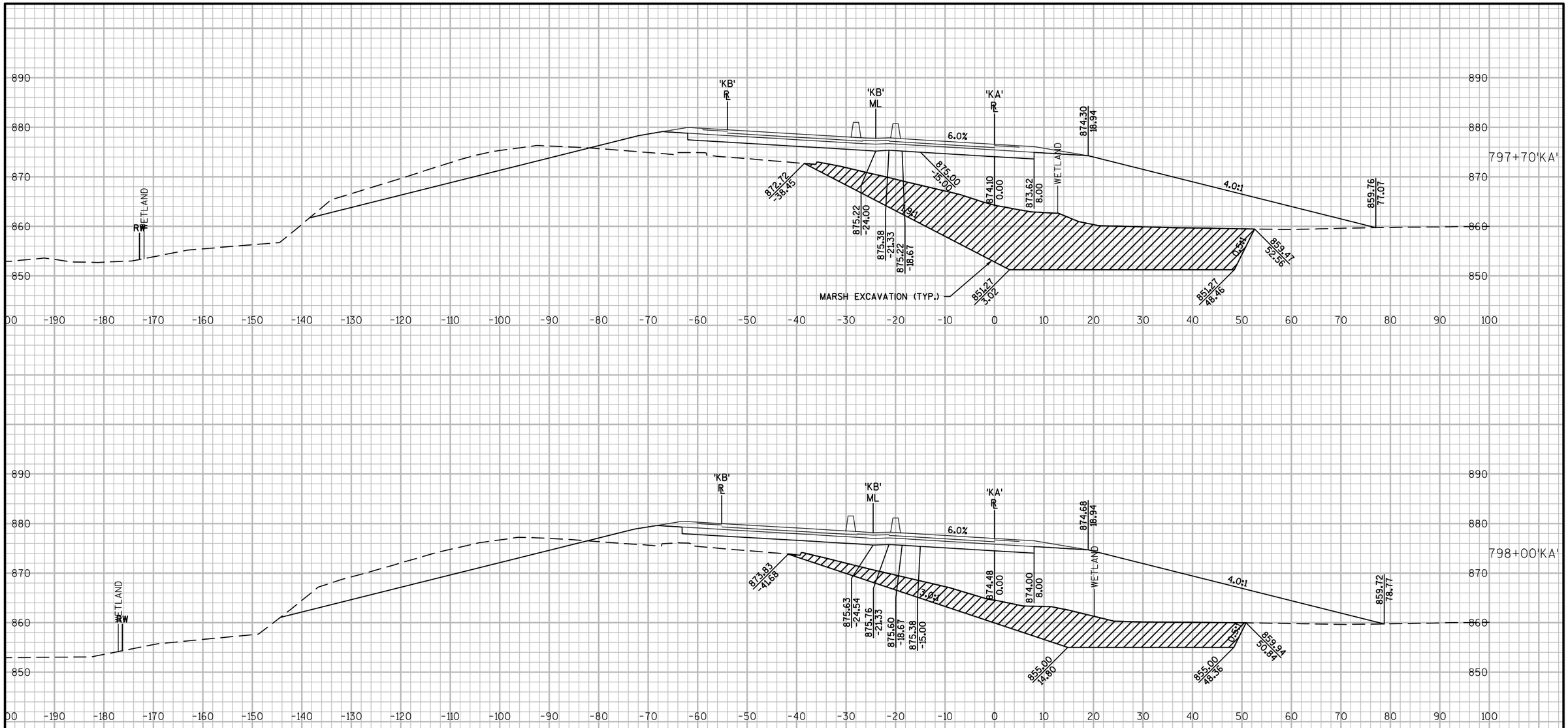
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090302_xs_TAT2.dgn
PLOT DATE : 4/29/2016
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: RAMP TAT2	SHEET 1126	E



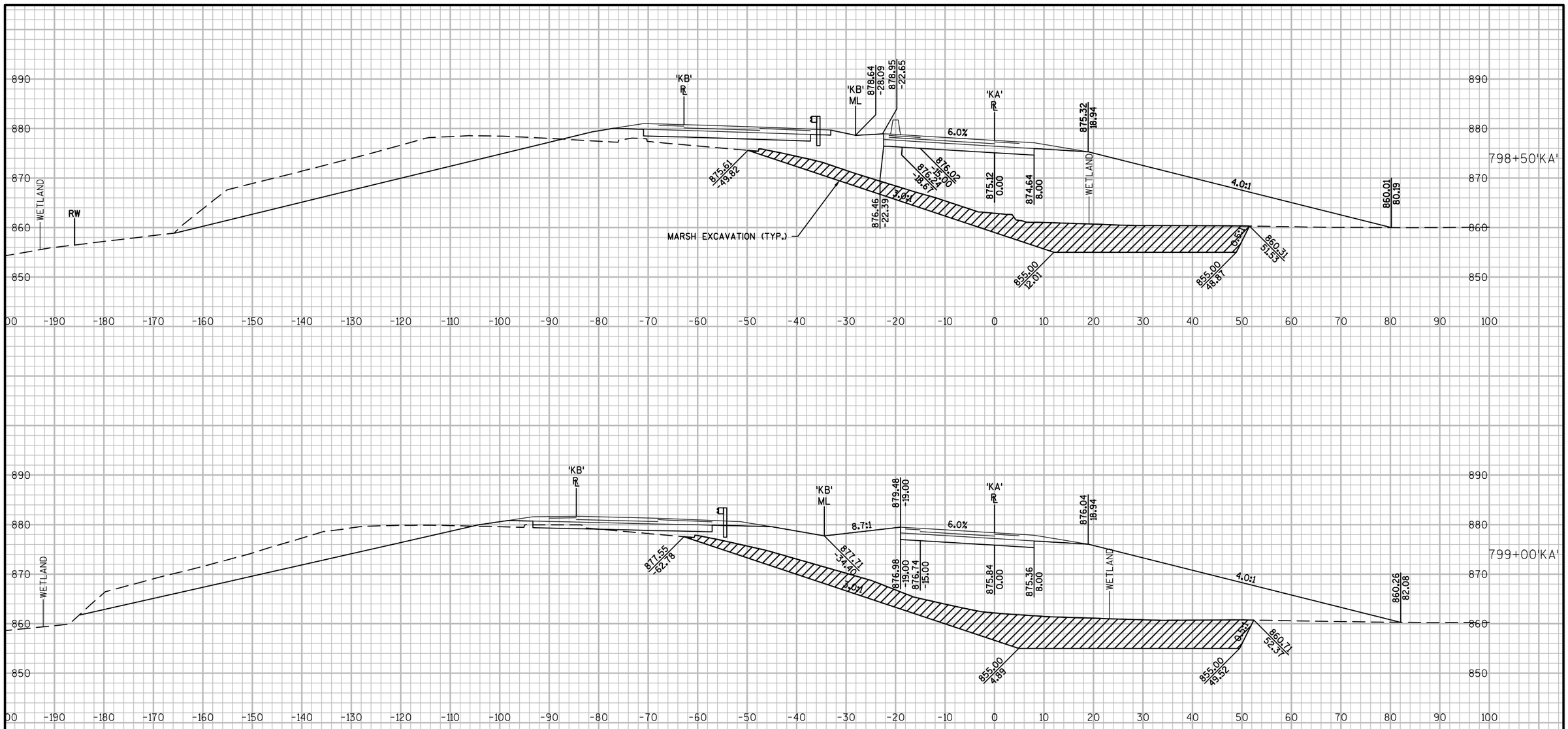
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KA'	SHEET 1127	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KA.DWG
LAYOUT NAME - 090101_XS_USH 51_KA - KA-01

PLOT DATE : 4/15/2016 12:15 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT



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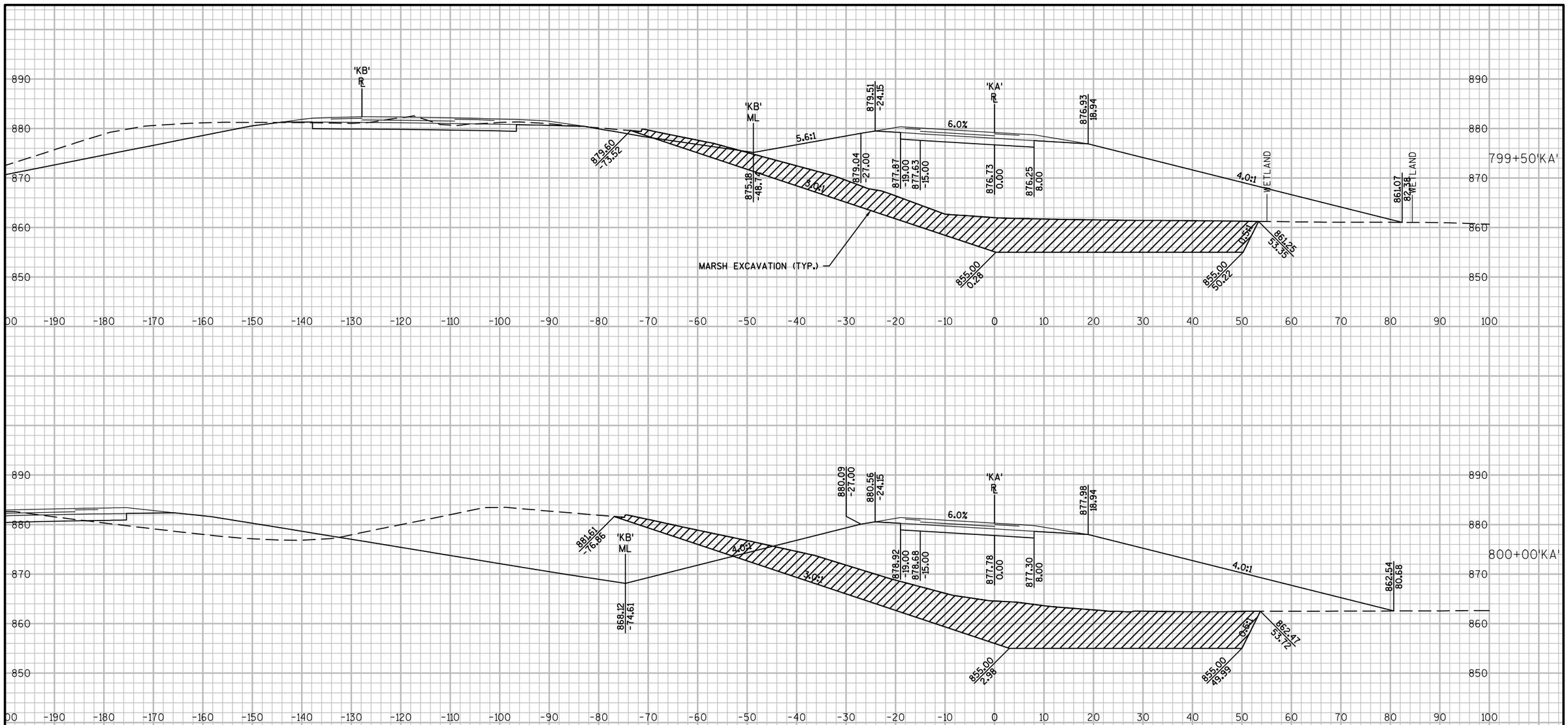
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FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KA.DWG
LAYOUT NAME - 090101_XS_USH 51_KA - KA-02

PLOT DATE : 4/15/2016 12:15 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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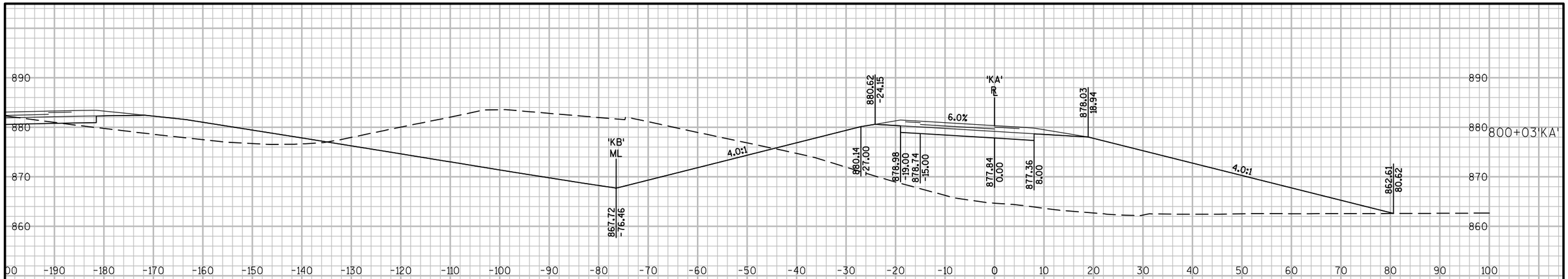
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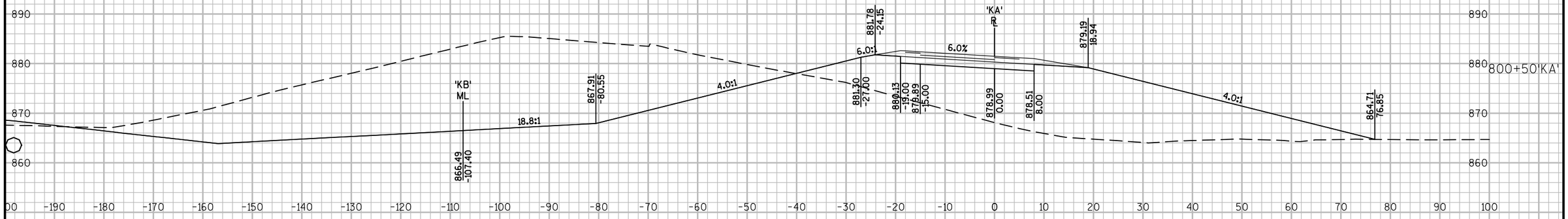
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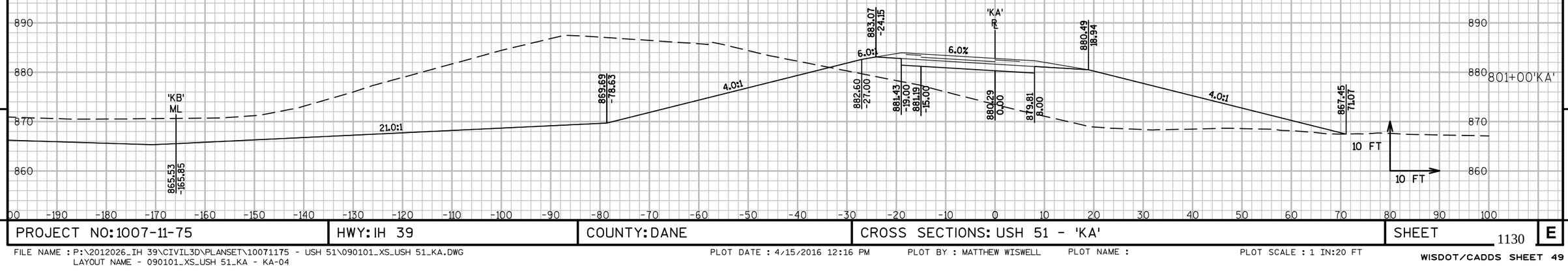
FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KA.DWG
LAYOUT NAME - 090101_XS_USH 51_KA - KA-03

PLOT DATE : 4/15/2016 12:16 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







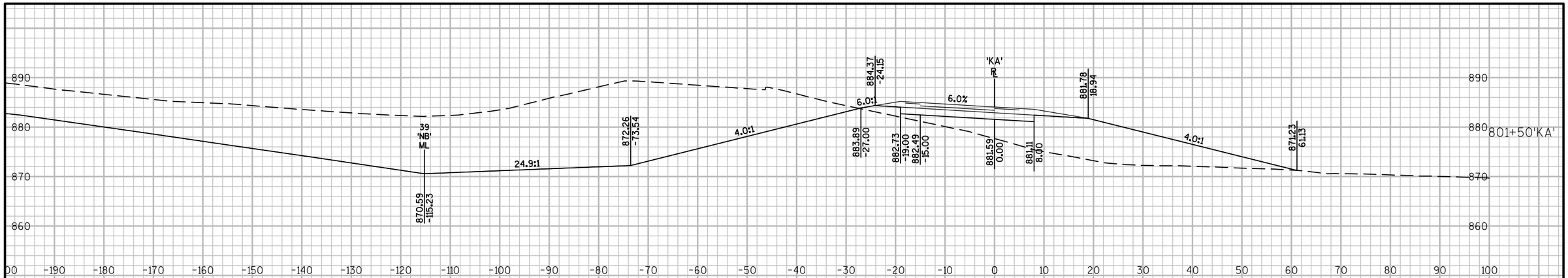
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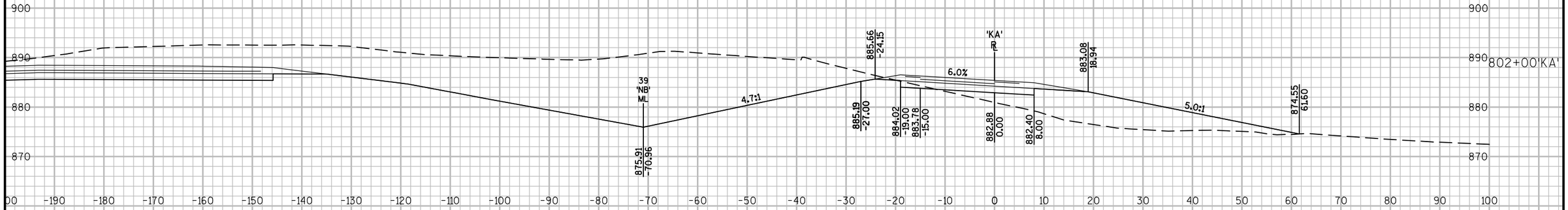
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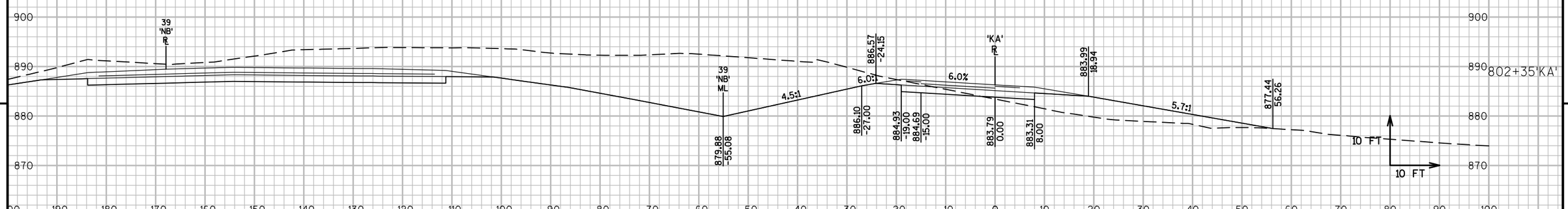
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FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KA.DWG
LAYOUT NAME - 090101_XS_USH 51_KA - KA-04

PLOT DATE : 4/15/2016 12:16 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT







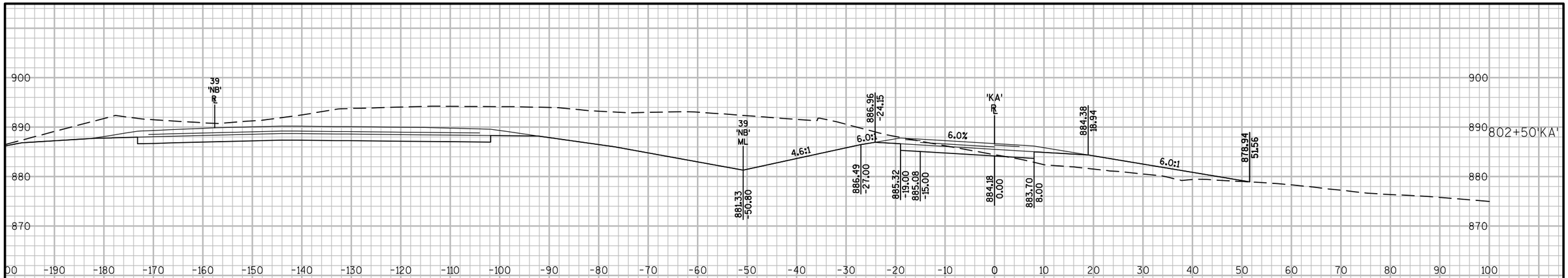
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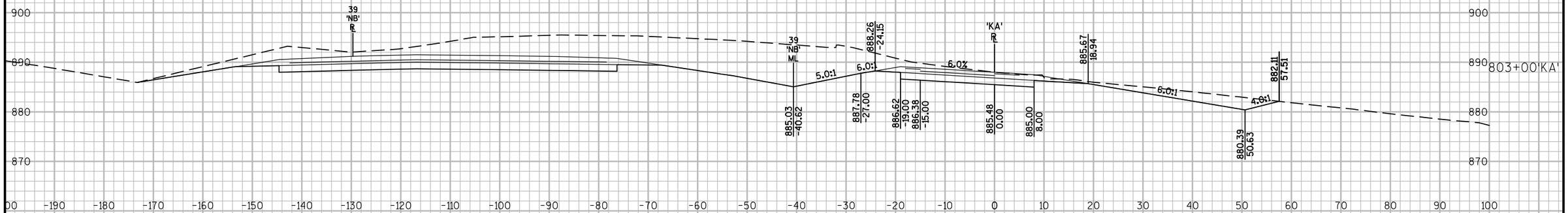
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KA'	SHEET 1131	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KA.DWG
LAYOUT NAME - 090101_XS_USH 51_KA - KA-05

PLOT DATE : 4/15/2016 12:16 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT



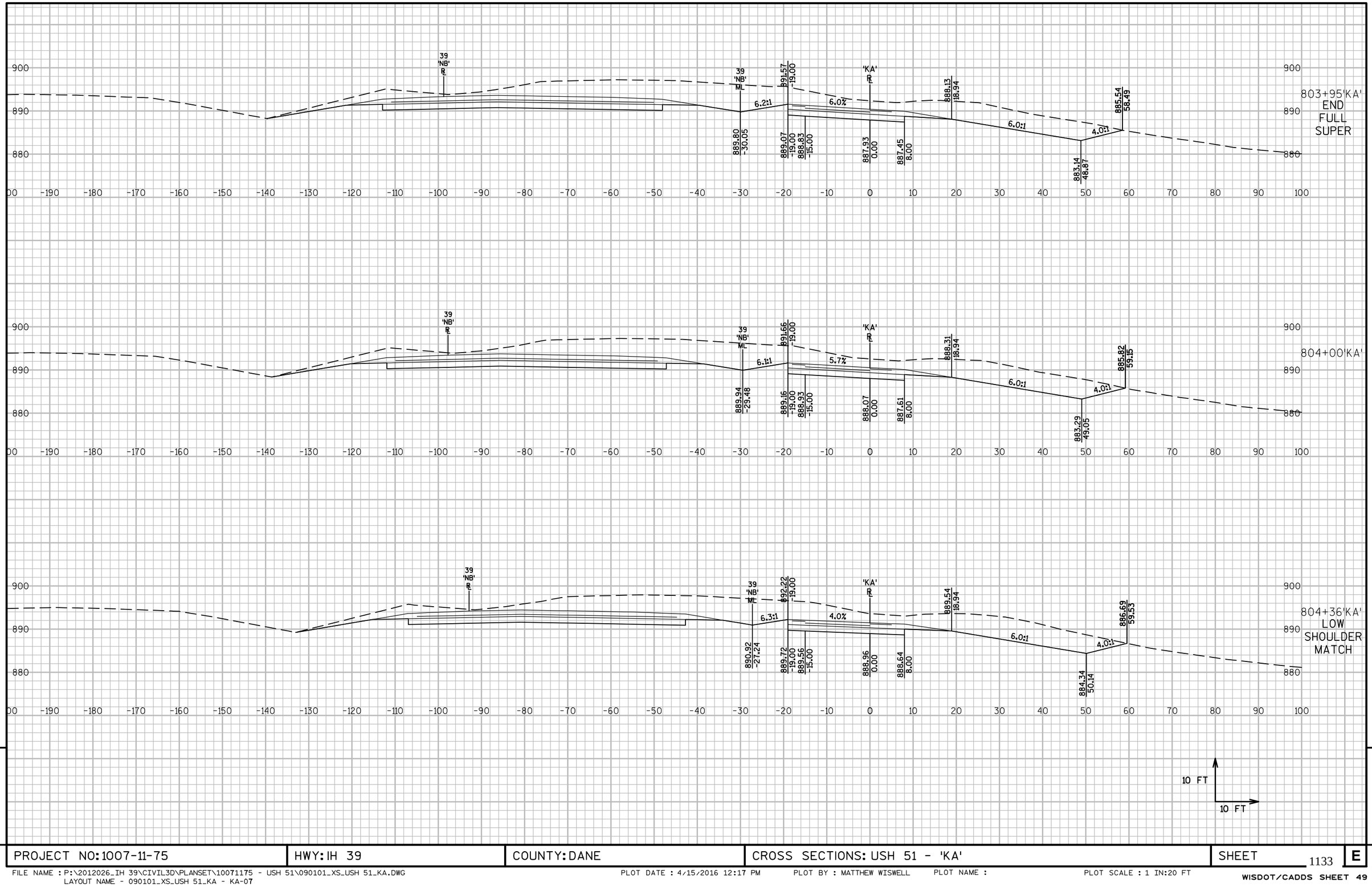


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KA'	SHEET 1132 E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KA.DWG
LAYOUT NAME - 090101_XS_USH 51_KA - KA-06

PLOT DATE : 4/15/2016 12:17 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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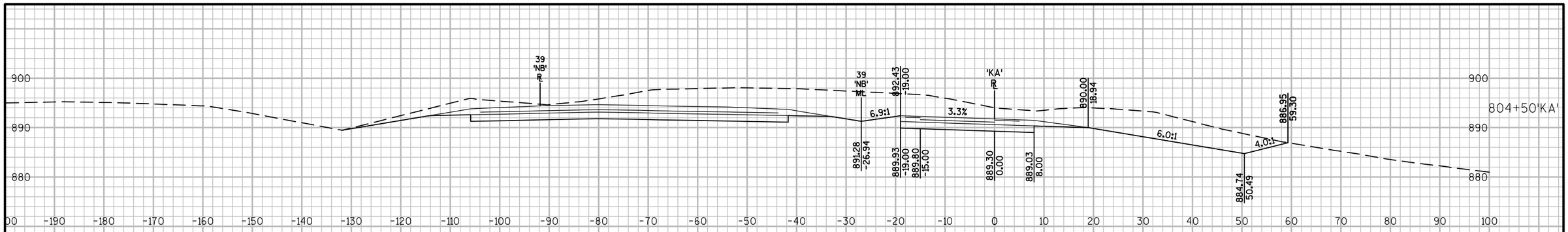
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FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KA.DWG
LAYOUT NAME - 090101_XS_USH 51_KA - KA-07

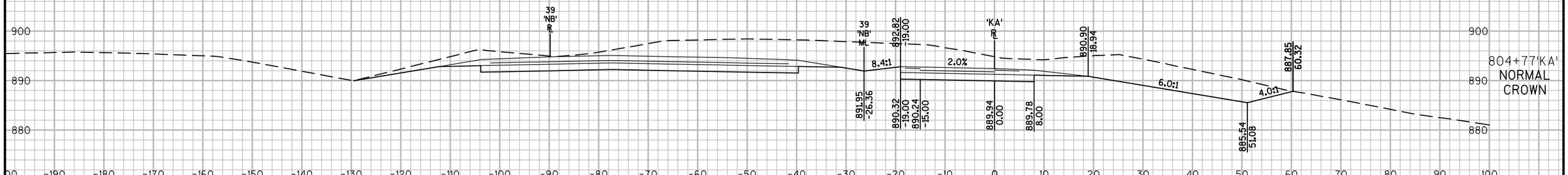
PLOT DATE : 4/15/2016 12:17 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

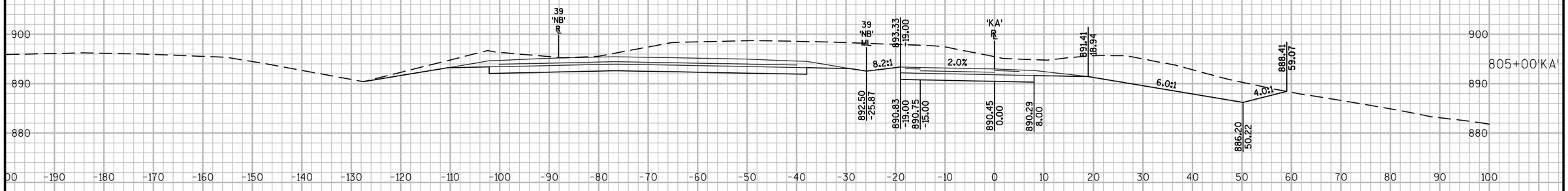
804+50'KA'

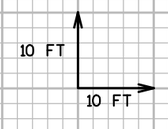


804+77'KA'
NORMAL CROWN



805+00'KA'

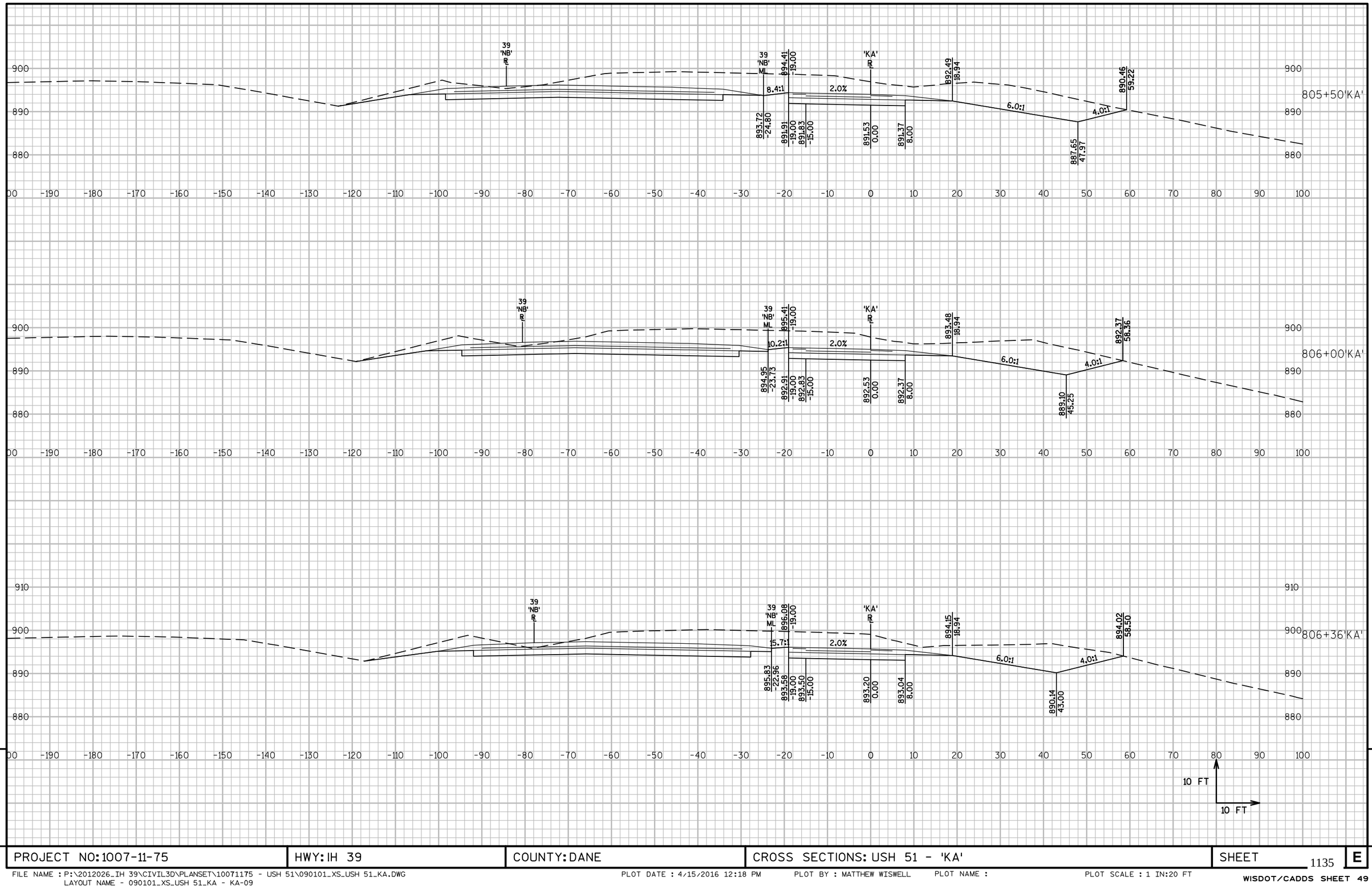




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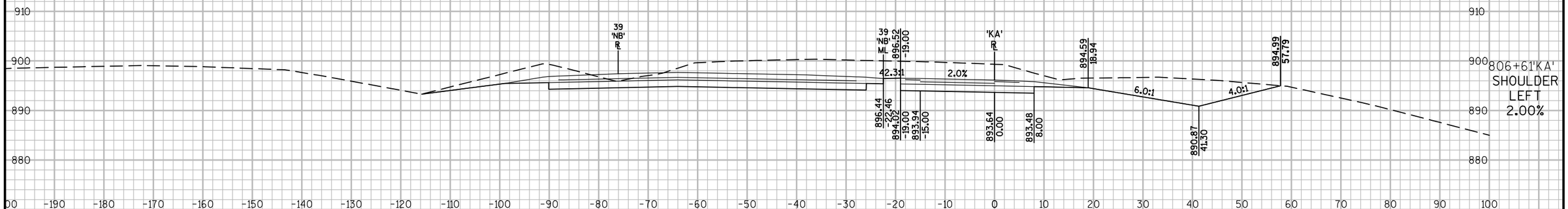
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KA'	SHEET 1134	E

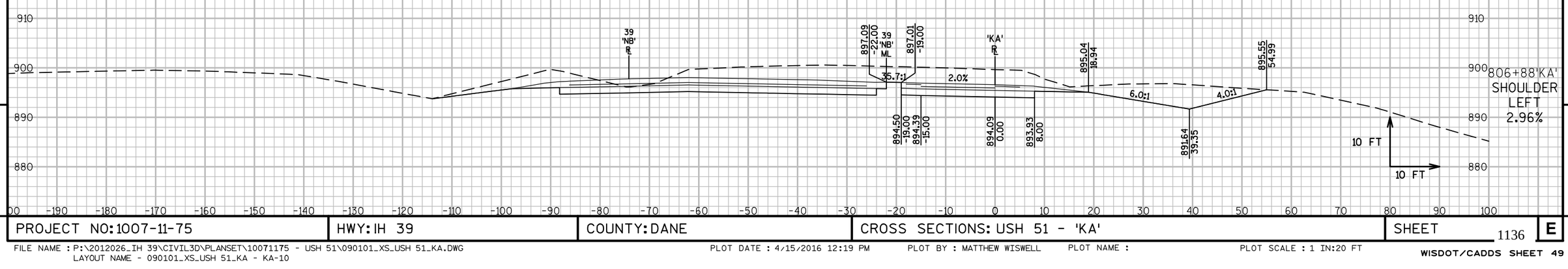
FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KA.DWG
LAYOUT NAME - 090101_XS_USH 51_KA - KA-08
PLOT DATE : 4/15/2016 12:17 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KA'	SHEET 1135	E







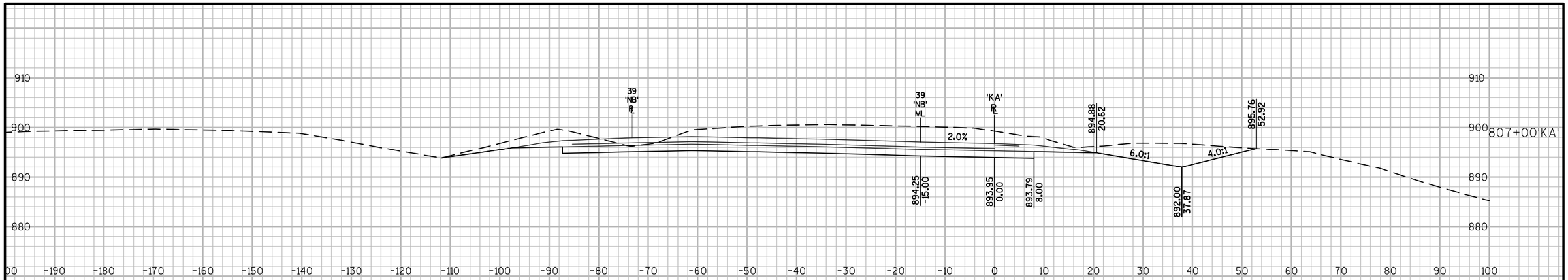
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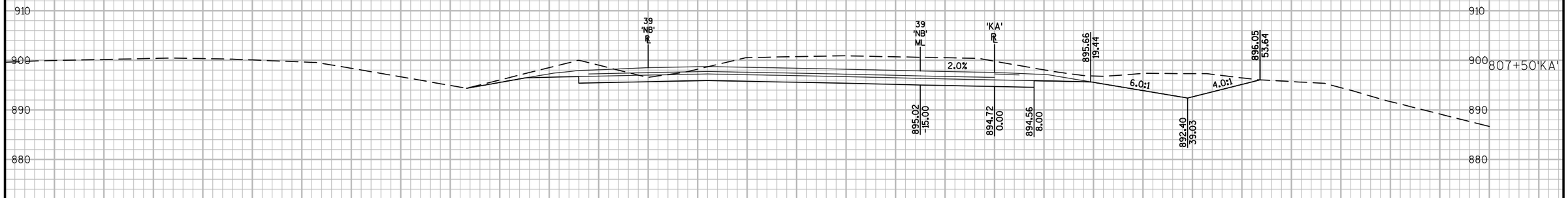
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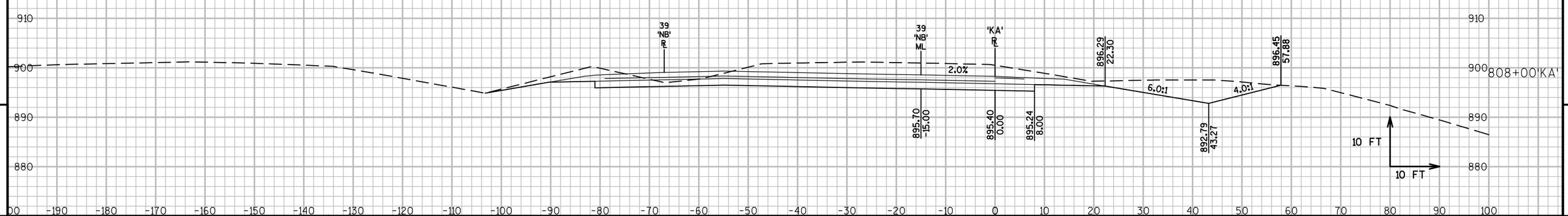
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KA'	SHEET 1136	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KA.DWG
LAYOUT NAME - 090101_XS_USH 51_KA - KA-10

PLOT DATE : 4/15/2016 12:19 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT







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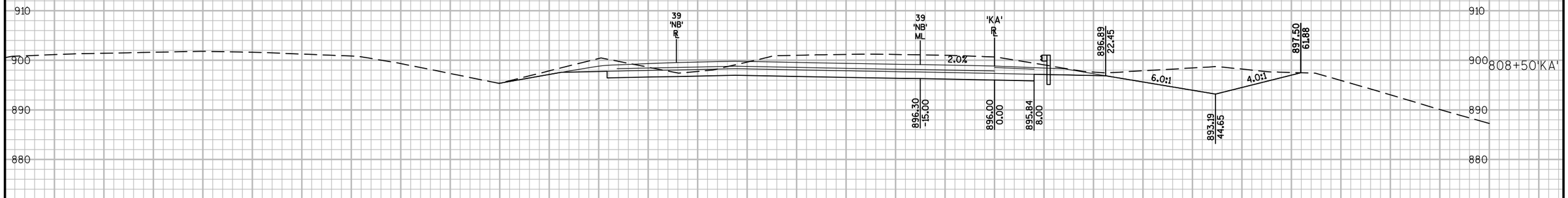
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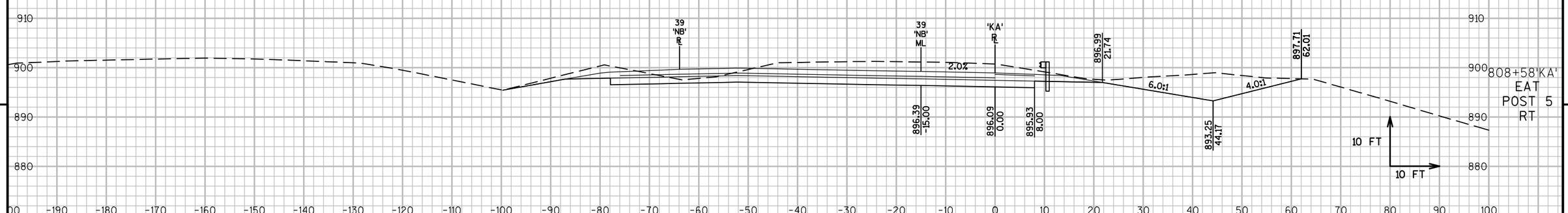
FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KA.DWG
LAYOUT NAME - 090101_XS_USH 51_KA - KA-11

PLOT DATE : 4/15/2016 12:19 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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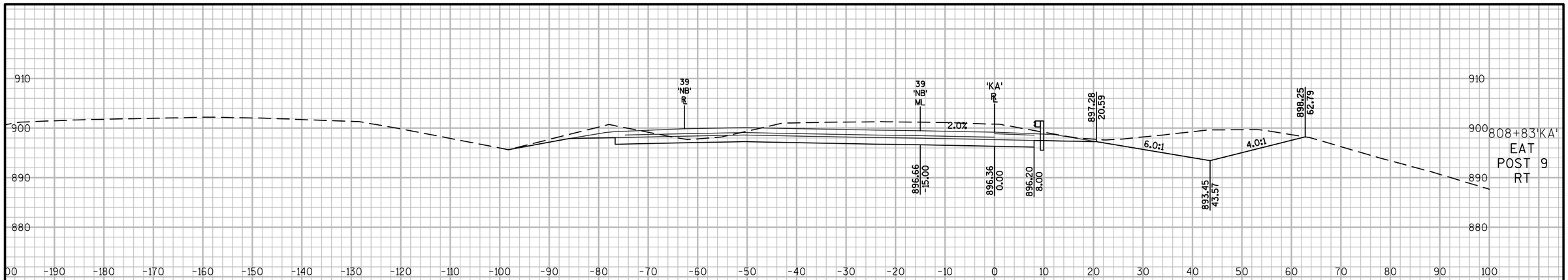
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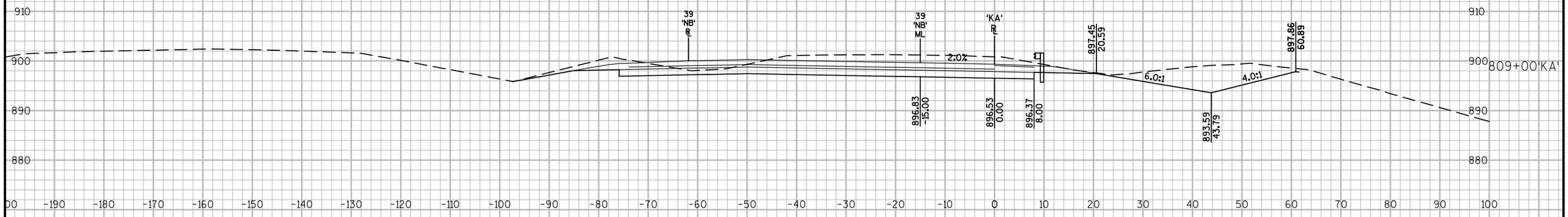
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KA'	SHEET 1138	E

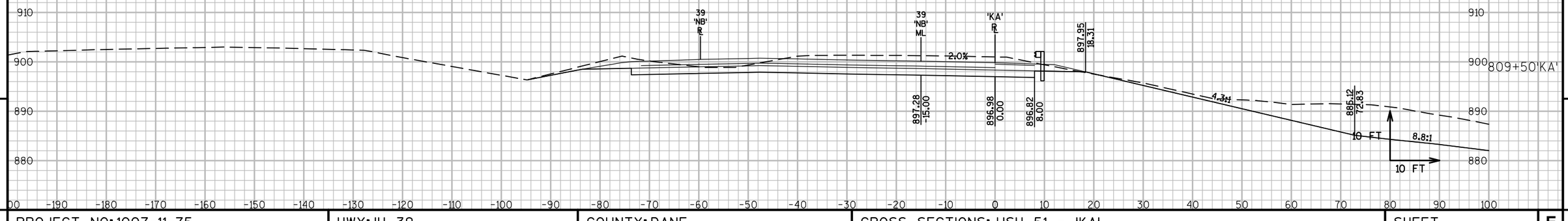
FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KA.DWG
LAYOUT NAME - 090101_XS_USH 51_KA - KA-12

PLOT DATE : 4/15/2016 12:19 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

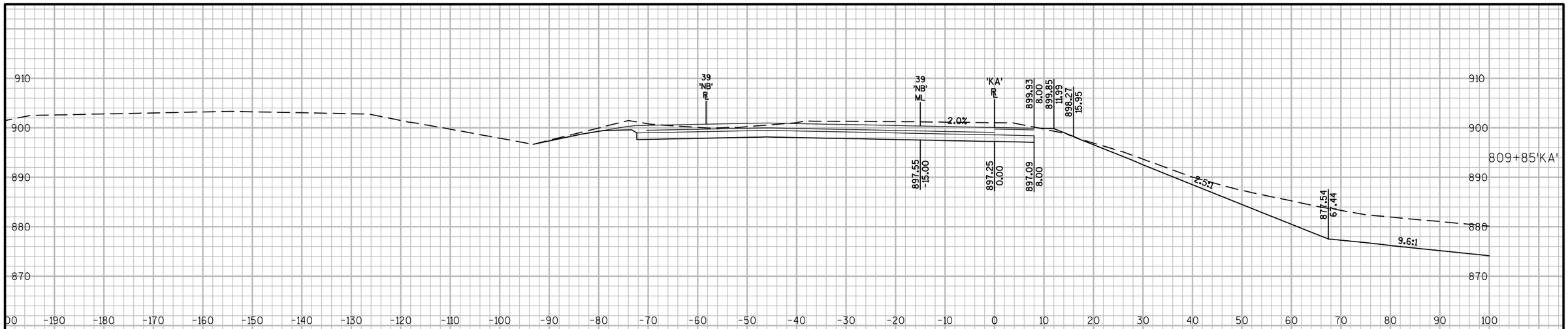






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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KA'	SHEET 1139 E



10 FT

10 FT

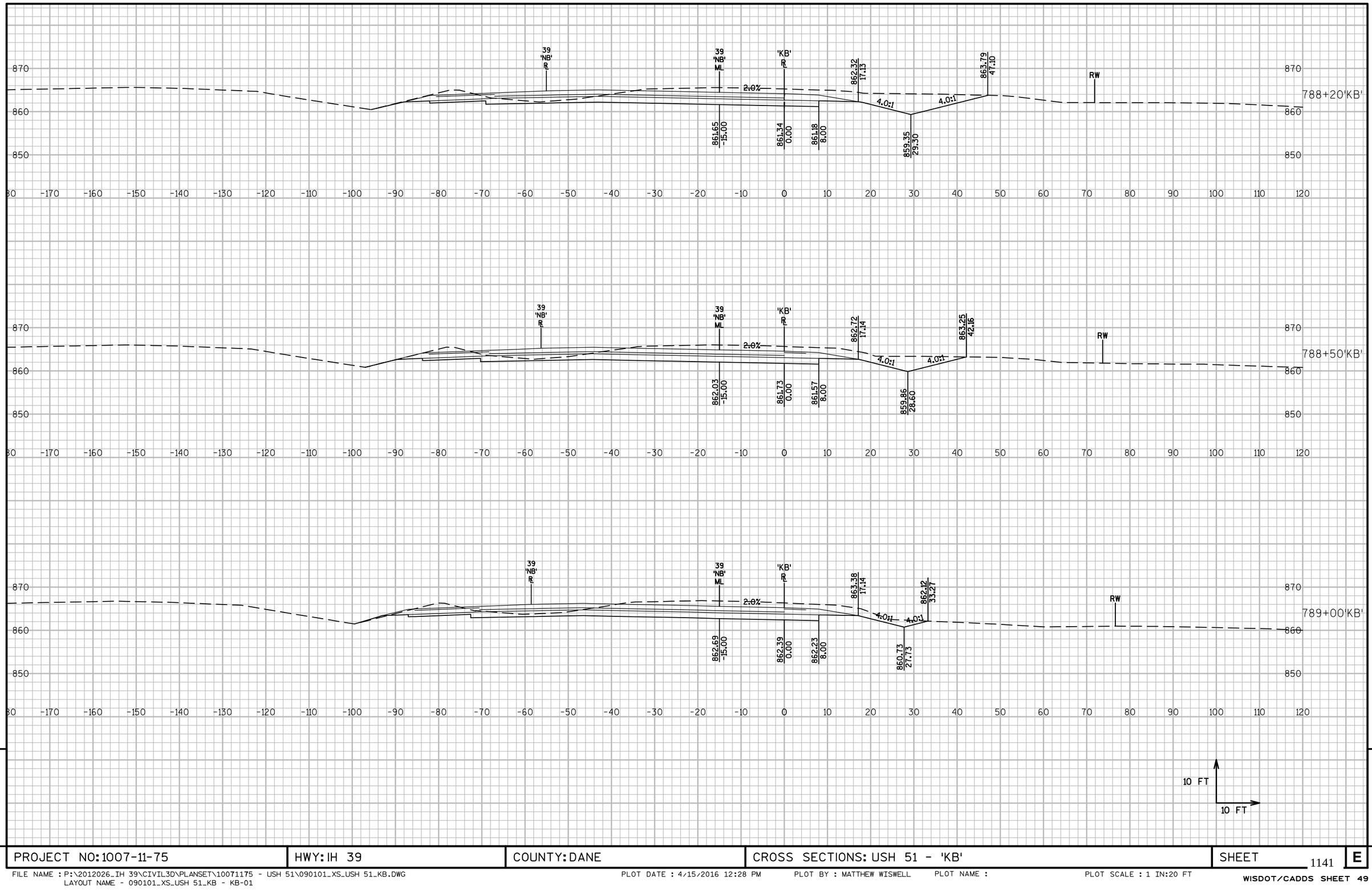
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KA'	SHEET 1140	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KA.DWG
LAYOUT NAME - 090101_XS_USH 51_KA - KA-14

PLOT DATE : 4/15/2016 12:21 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT



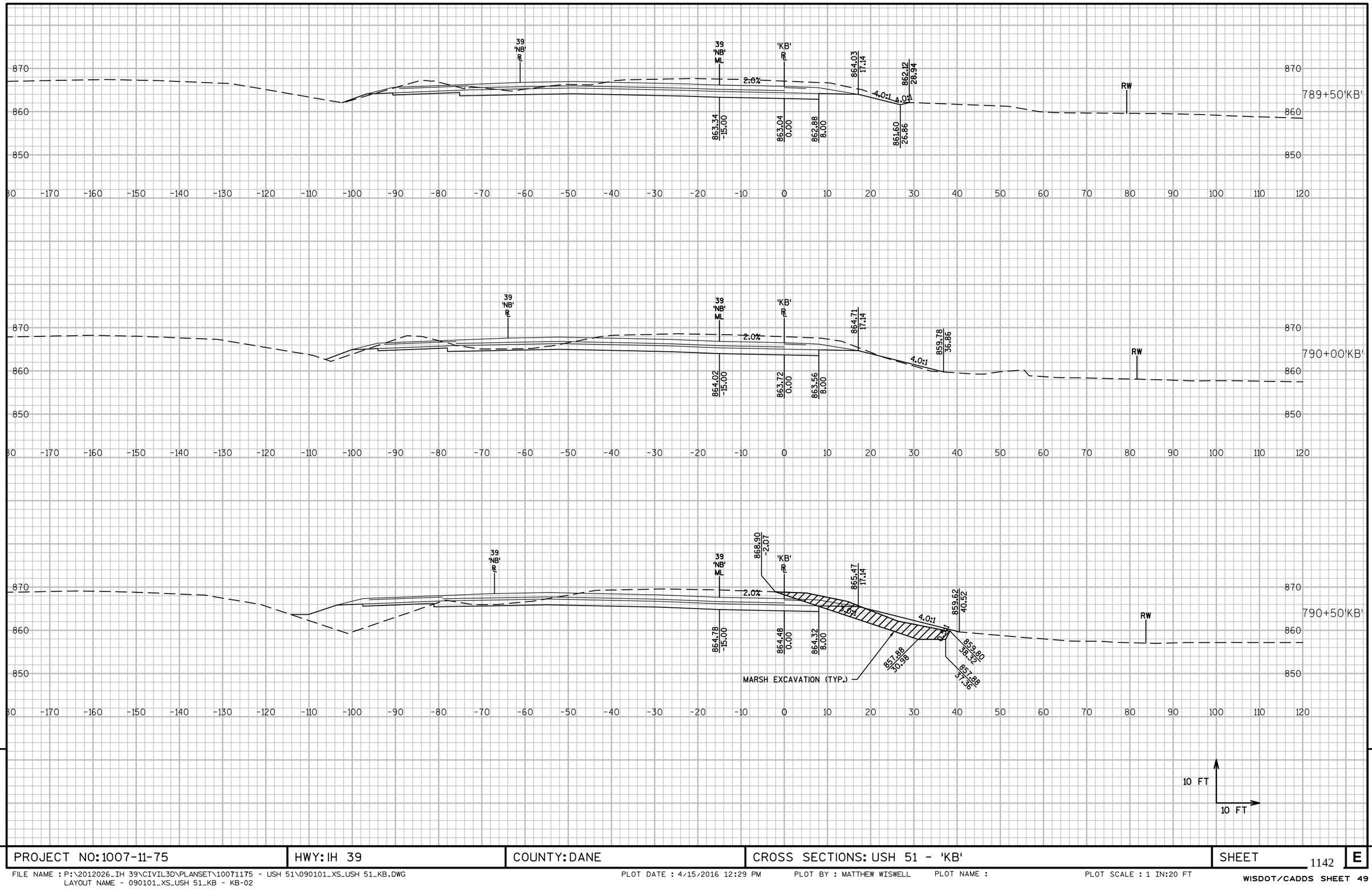
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1141	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-01

PLOT DATE : 4/15/2016 12:28 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

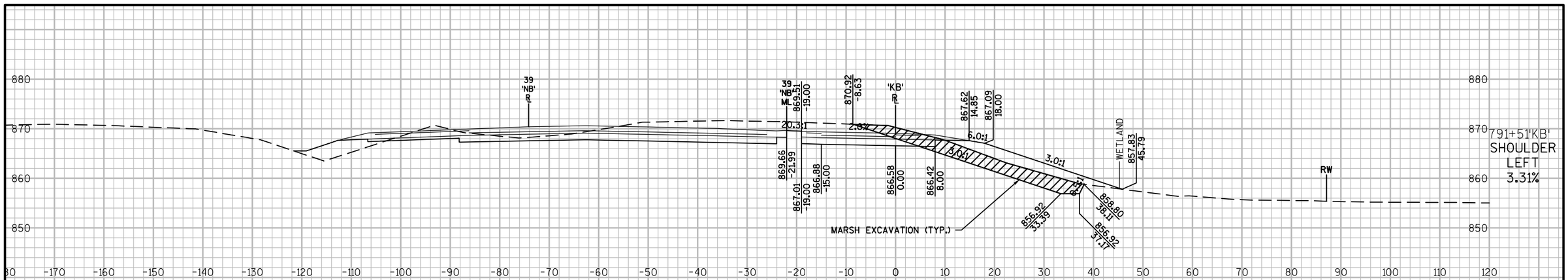


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1142	E

PROJECT NO:1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1143 E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-03

PLOT DATE : 4/15/2016 12:30 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT







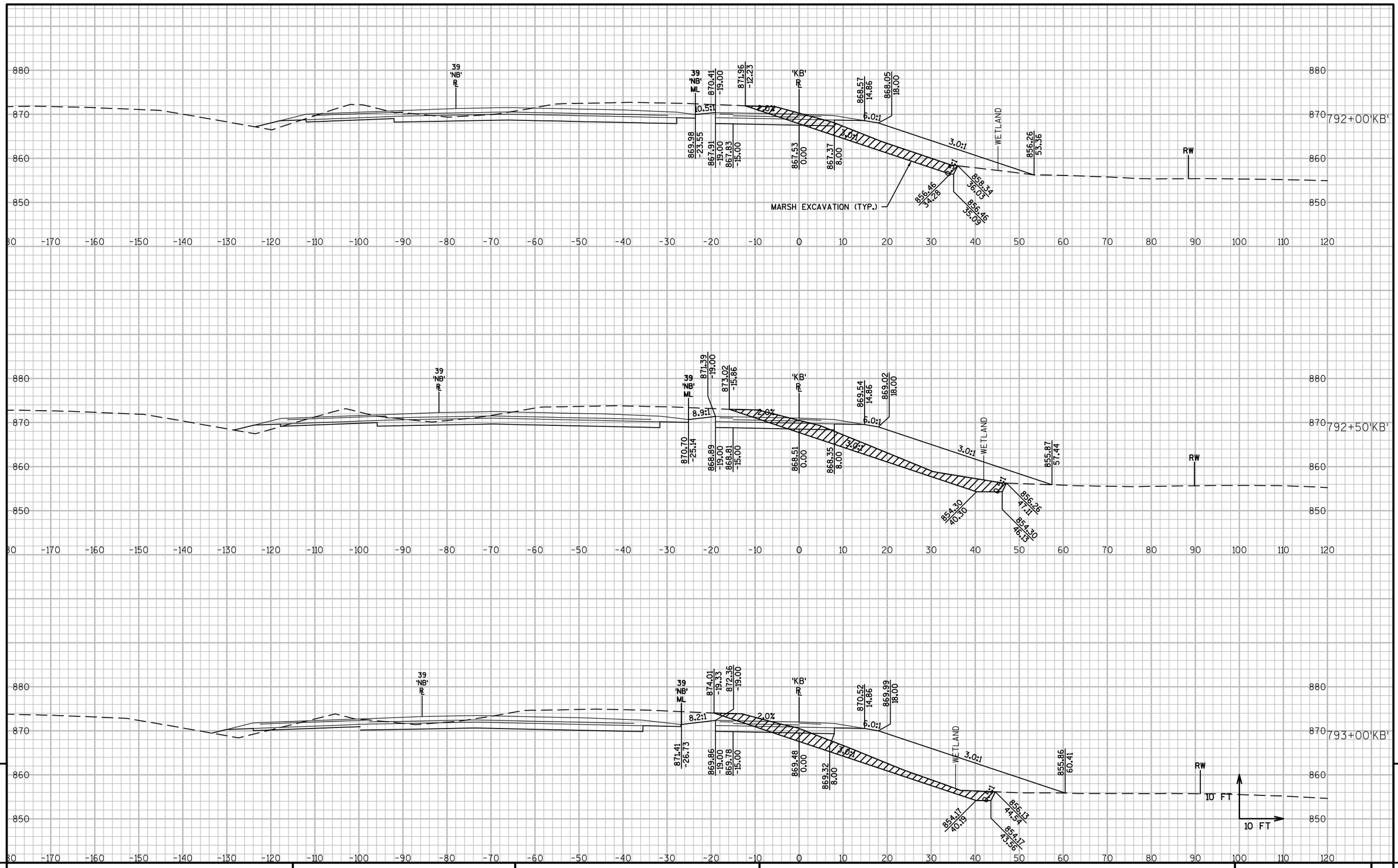
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1144	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-04

PLOT DATE : 4/21/2016 3:44 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT



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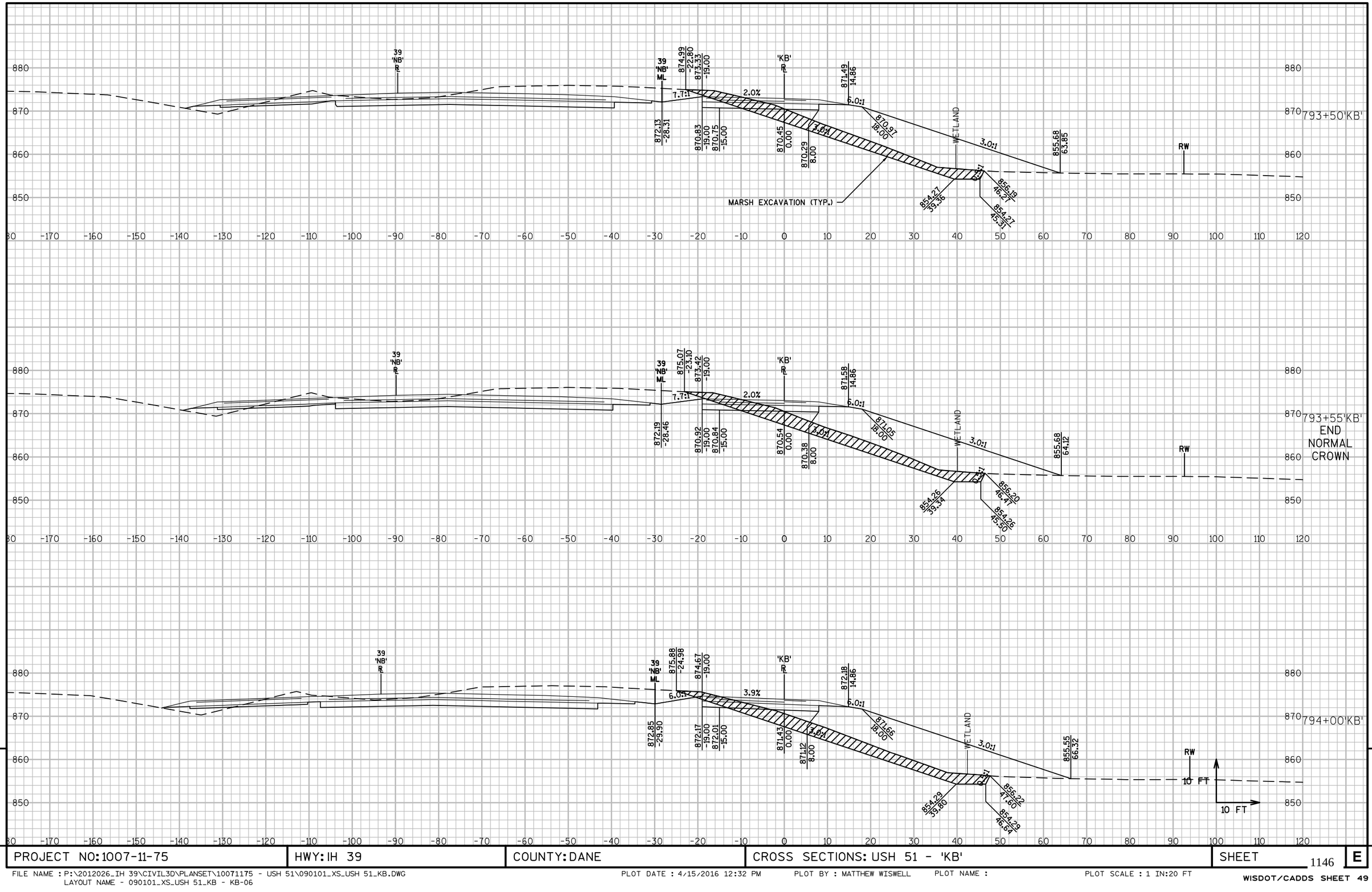
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1145	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-05

PLOT DATE : 4/15/2016 12:31 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



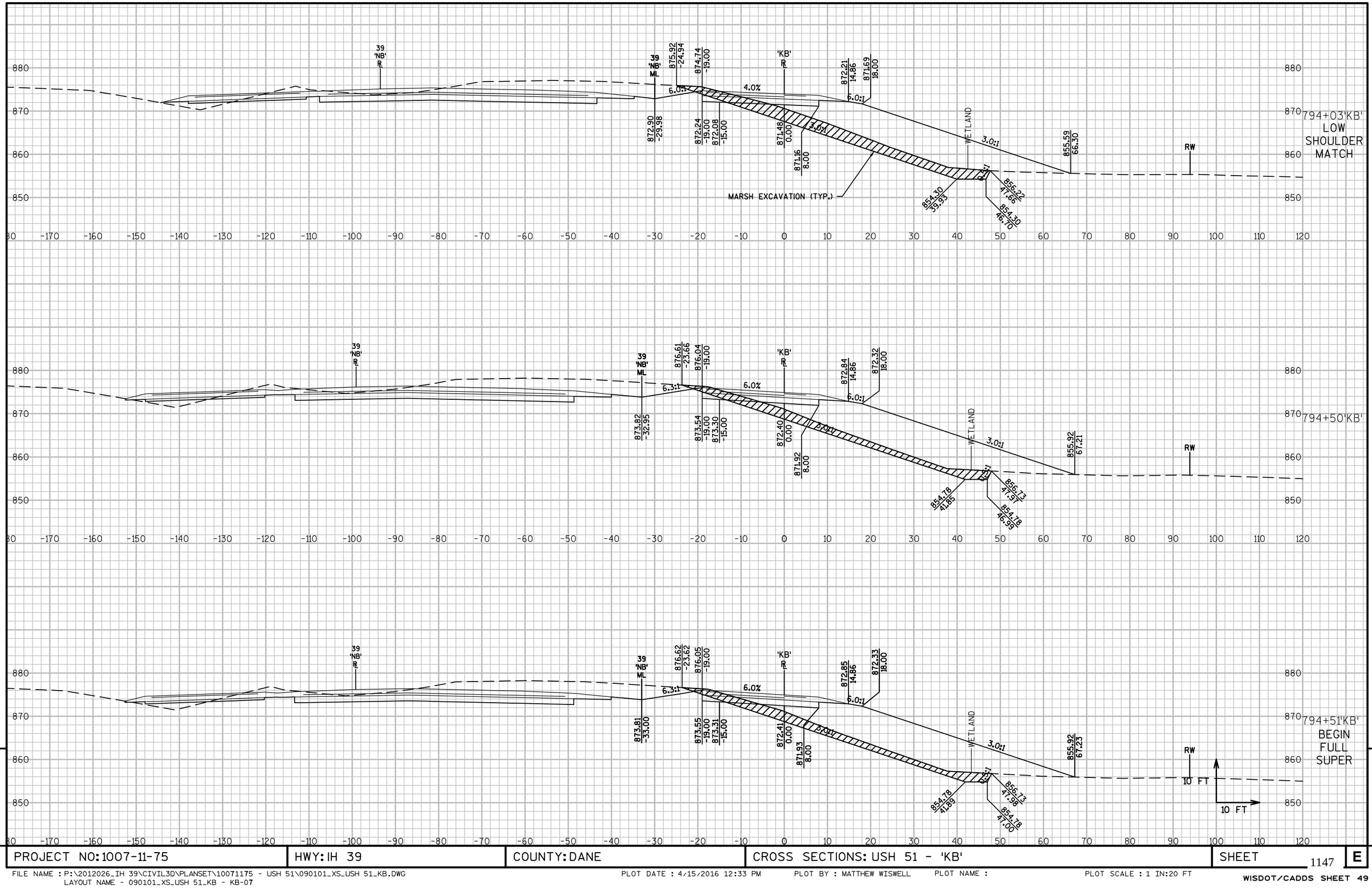
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1146	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-06

PLOT DATE : 4/15/2016 12:32 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT



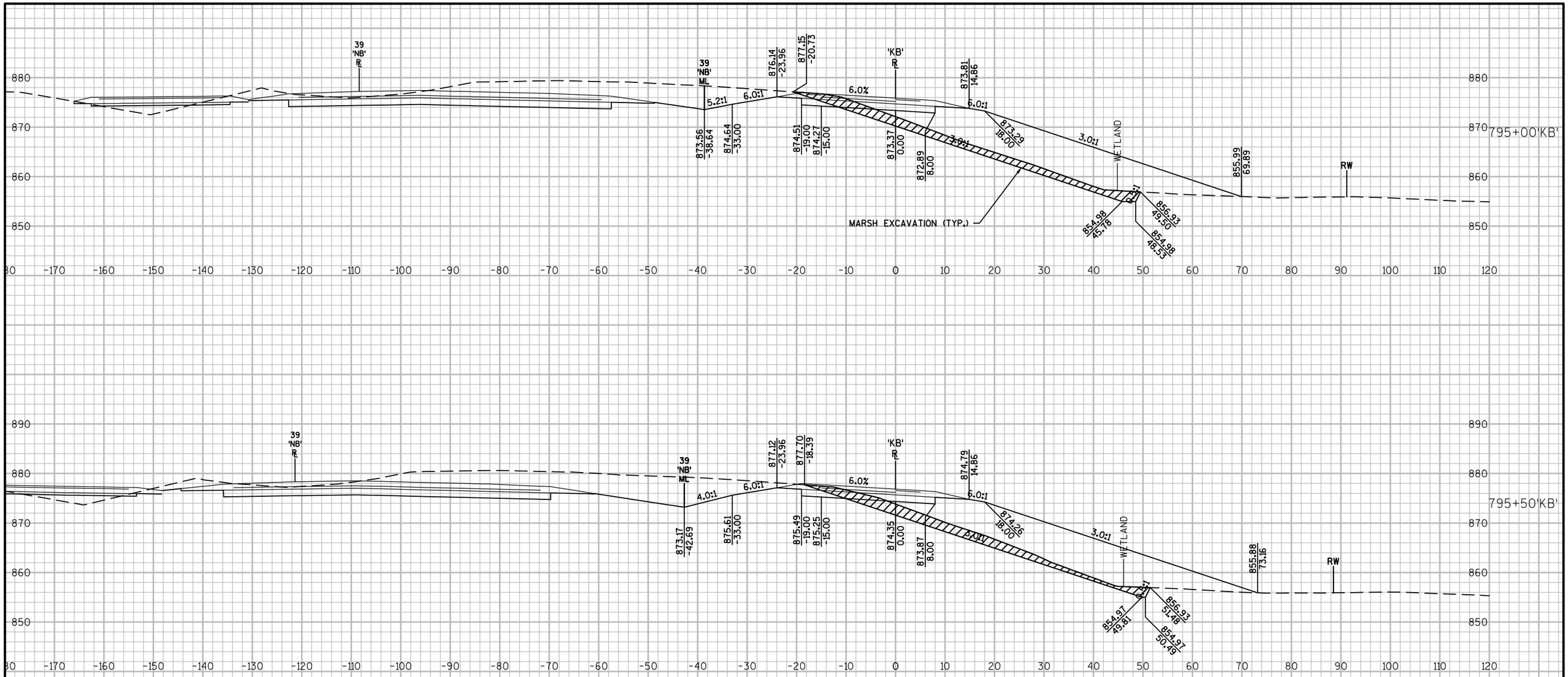
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1147	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-07

PLOT DATE : 4/15/2016 12:33 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

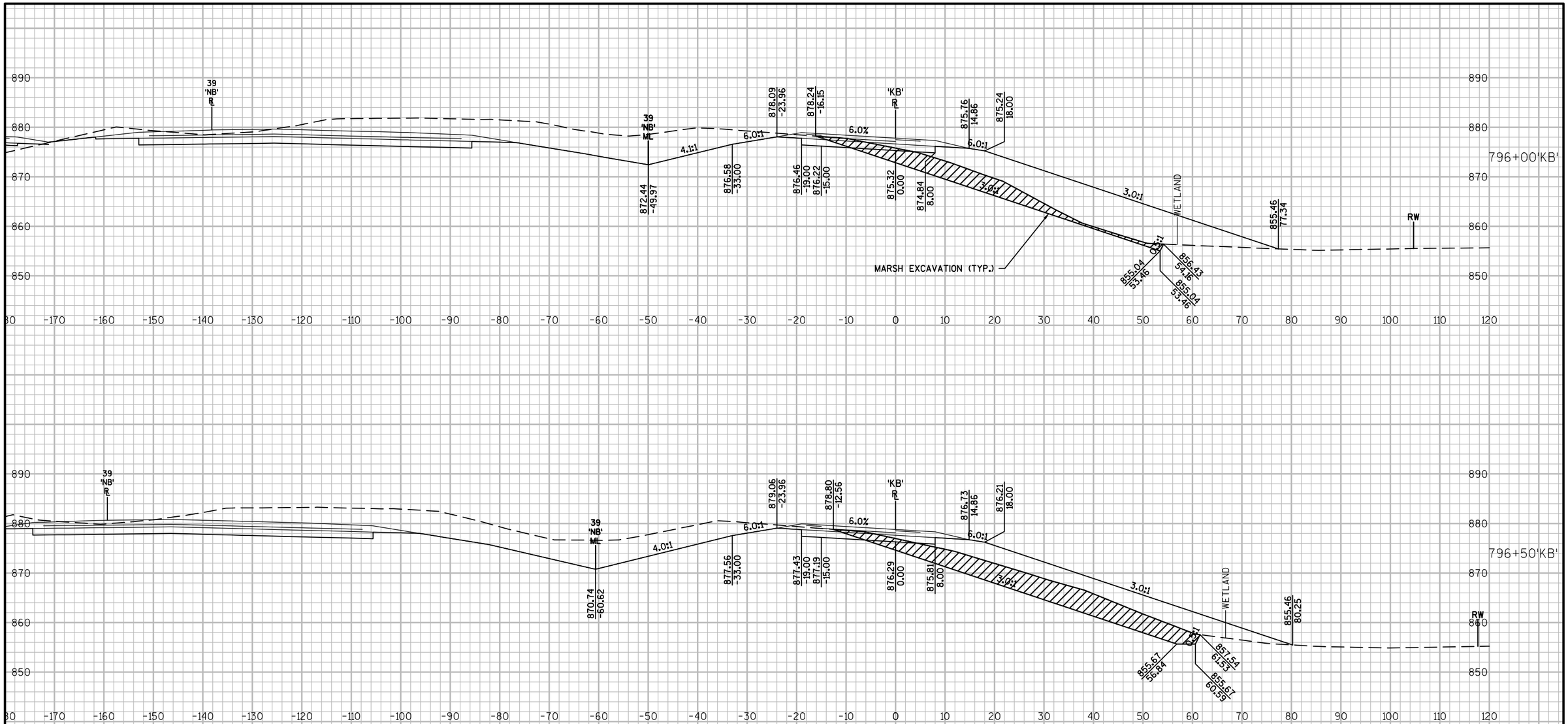


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1148	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-08

PLOT DATE : 4/15/2016 12:33 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

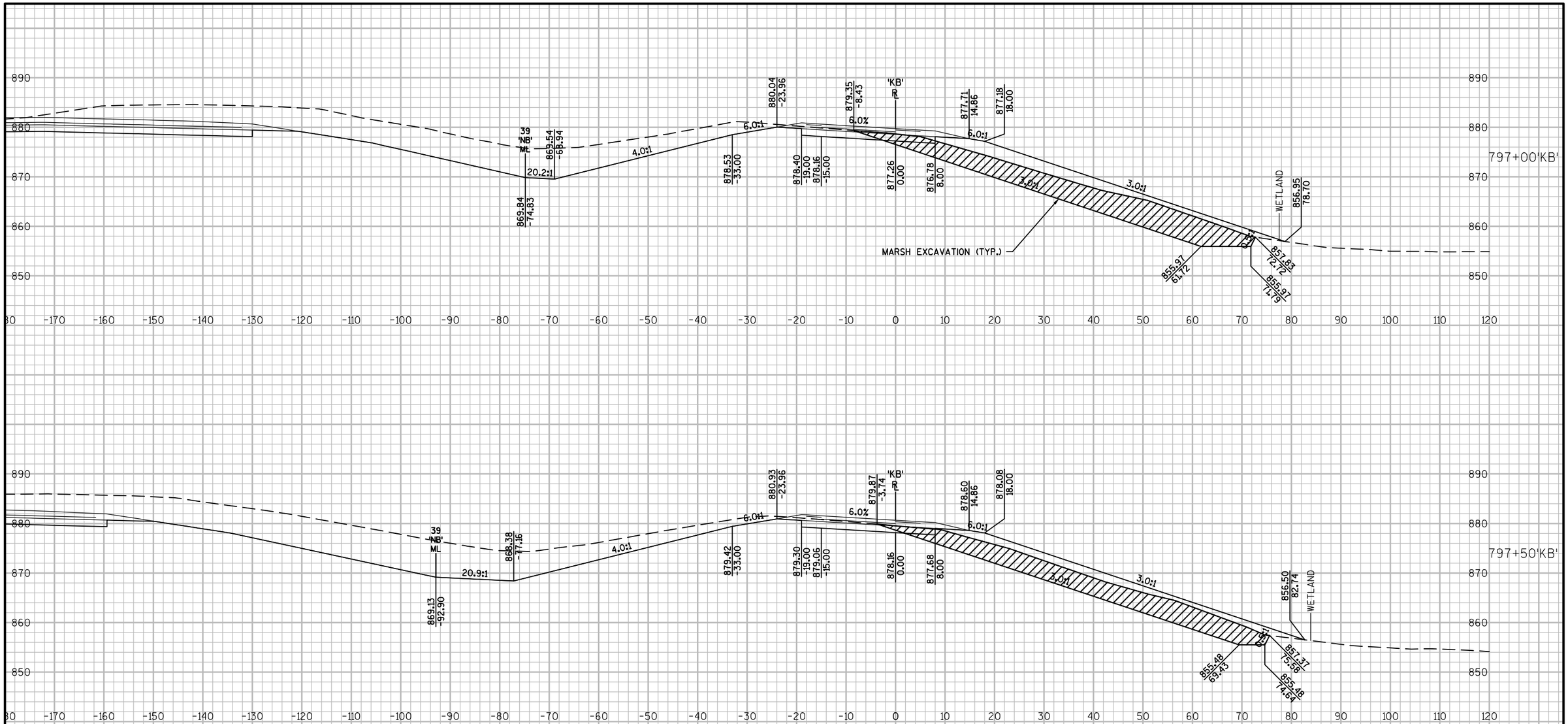
WISDOT/CADDS SHEET 49



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1149	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-09

PLOT DATE : 4/15/2016 12:33 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

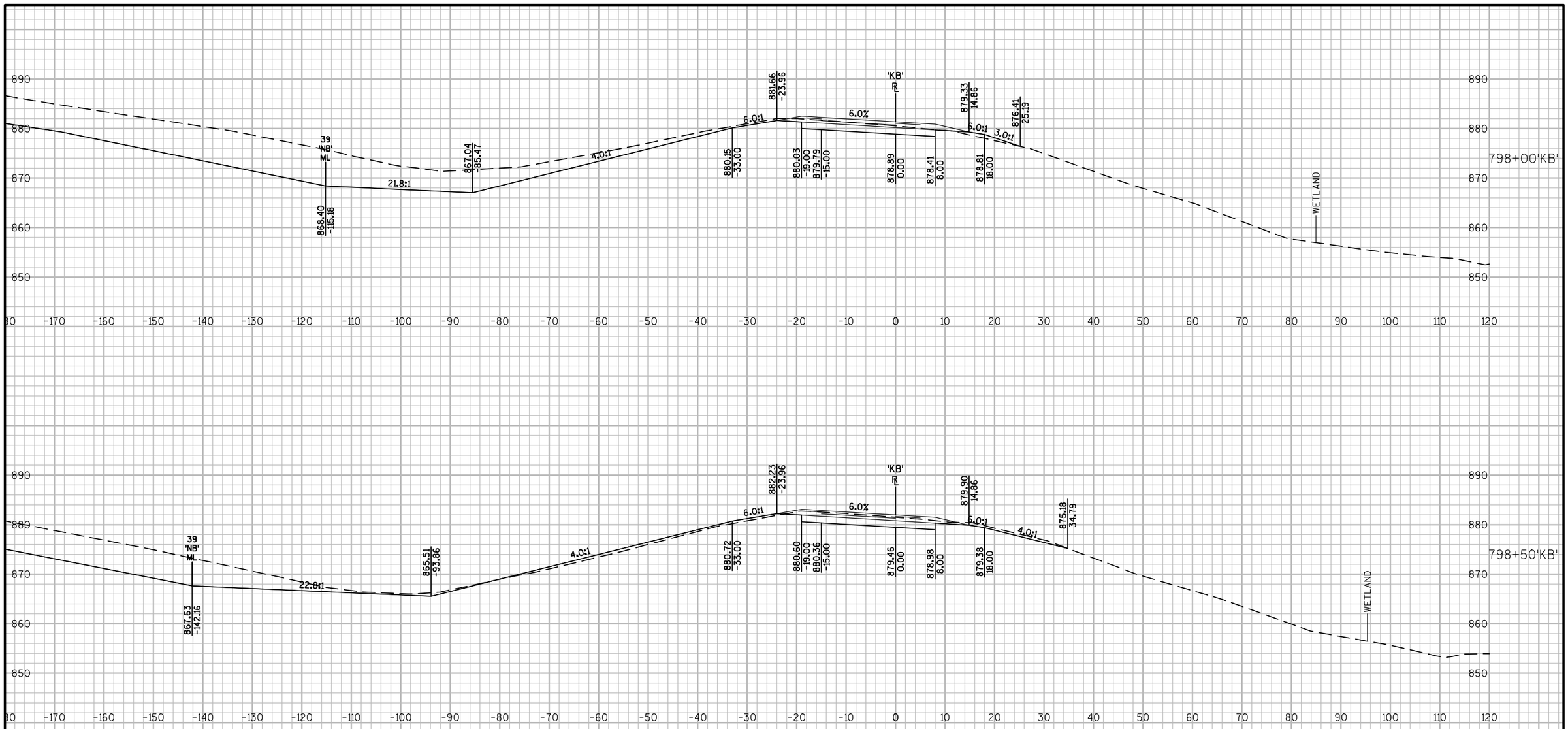


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1150	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-10

PLOT DATE : 4/15/2016 12:34 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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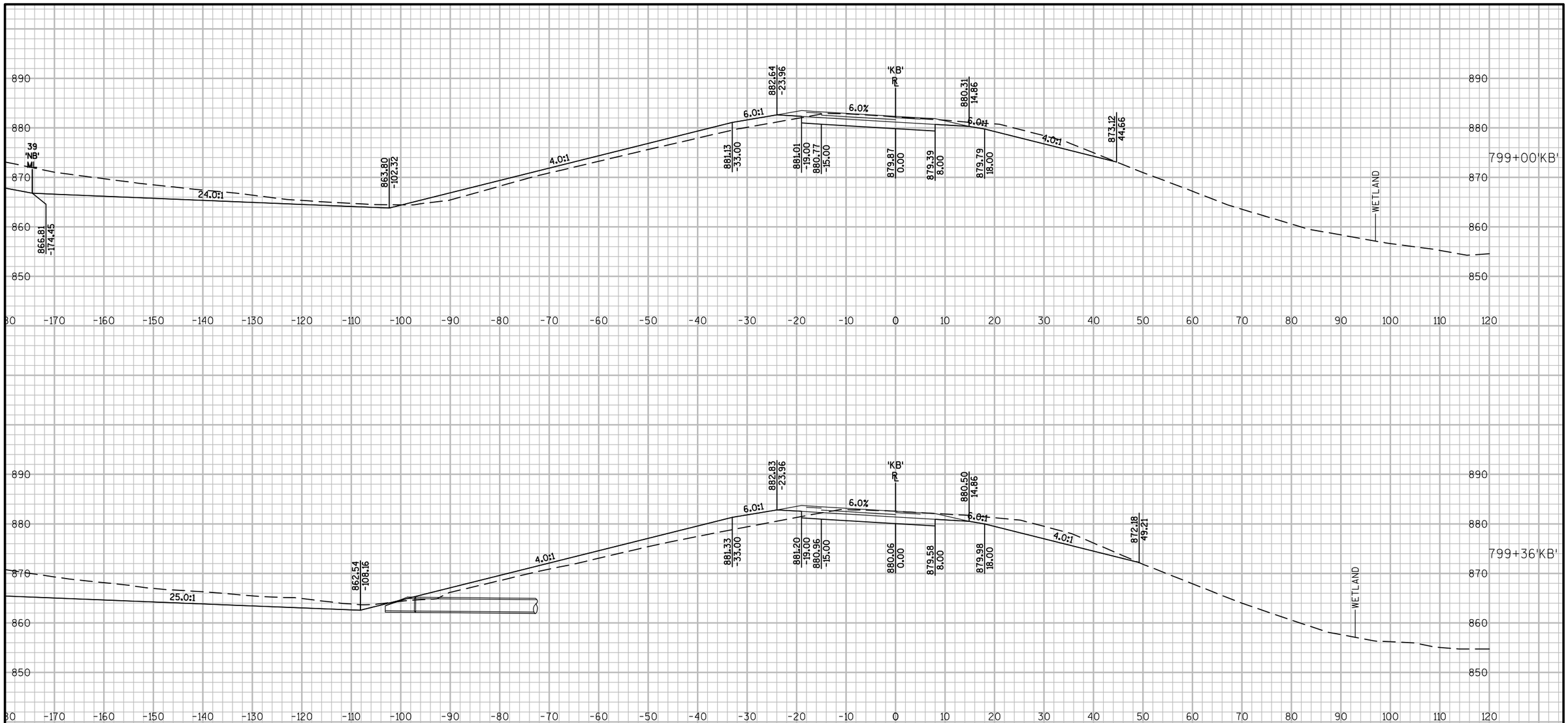
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1151	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-11

PLOT DATE : 4/15/2016 12:34 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

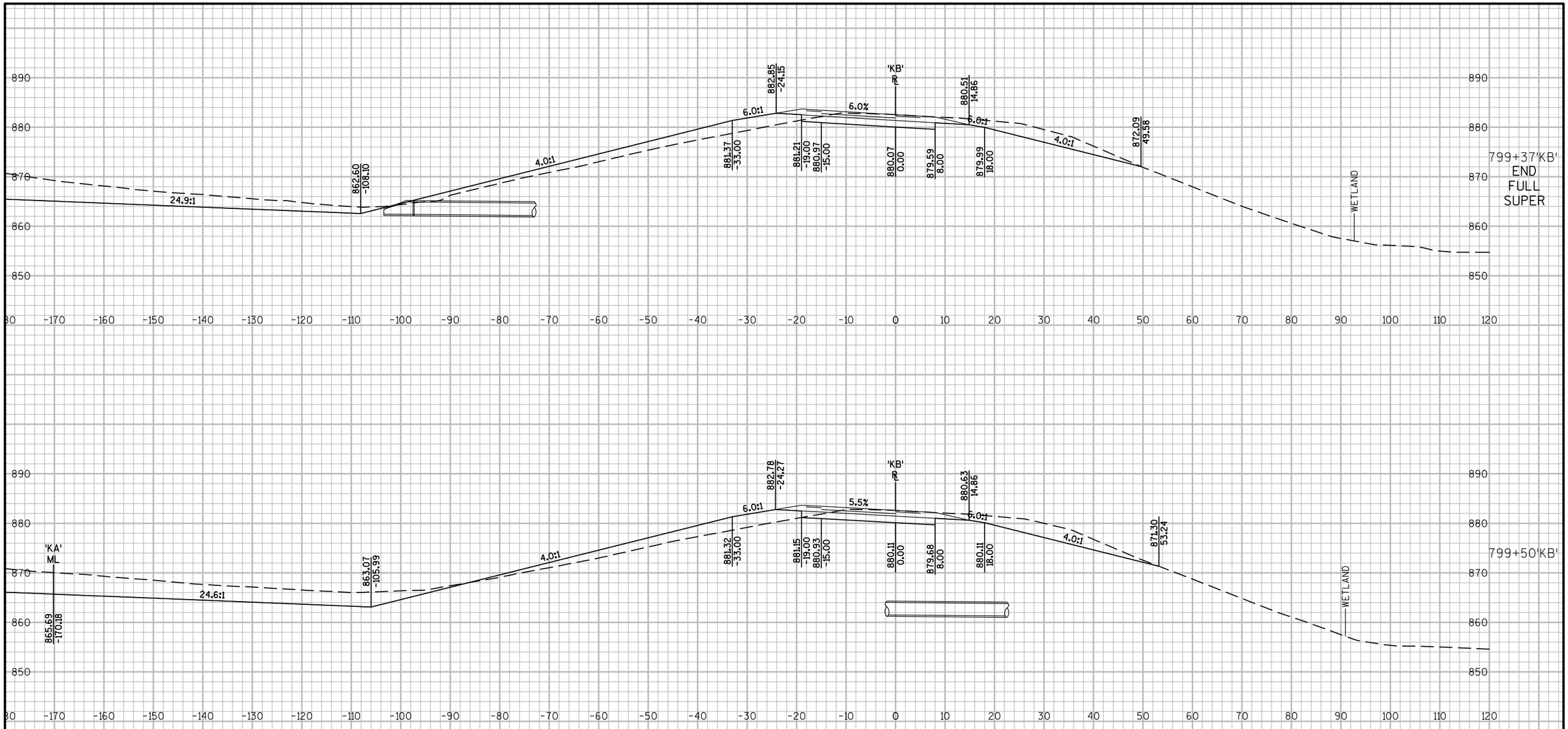
WISDOT/CADDS SHEET 49



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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1152	E



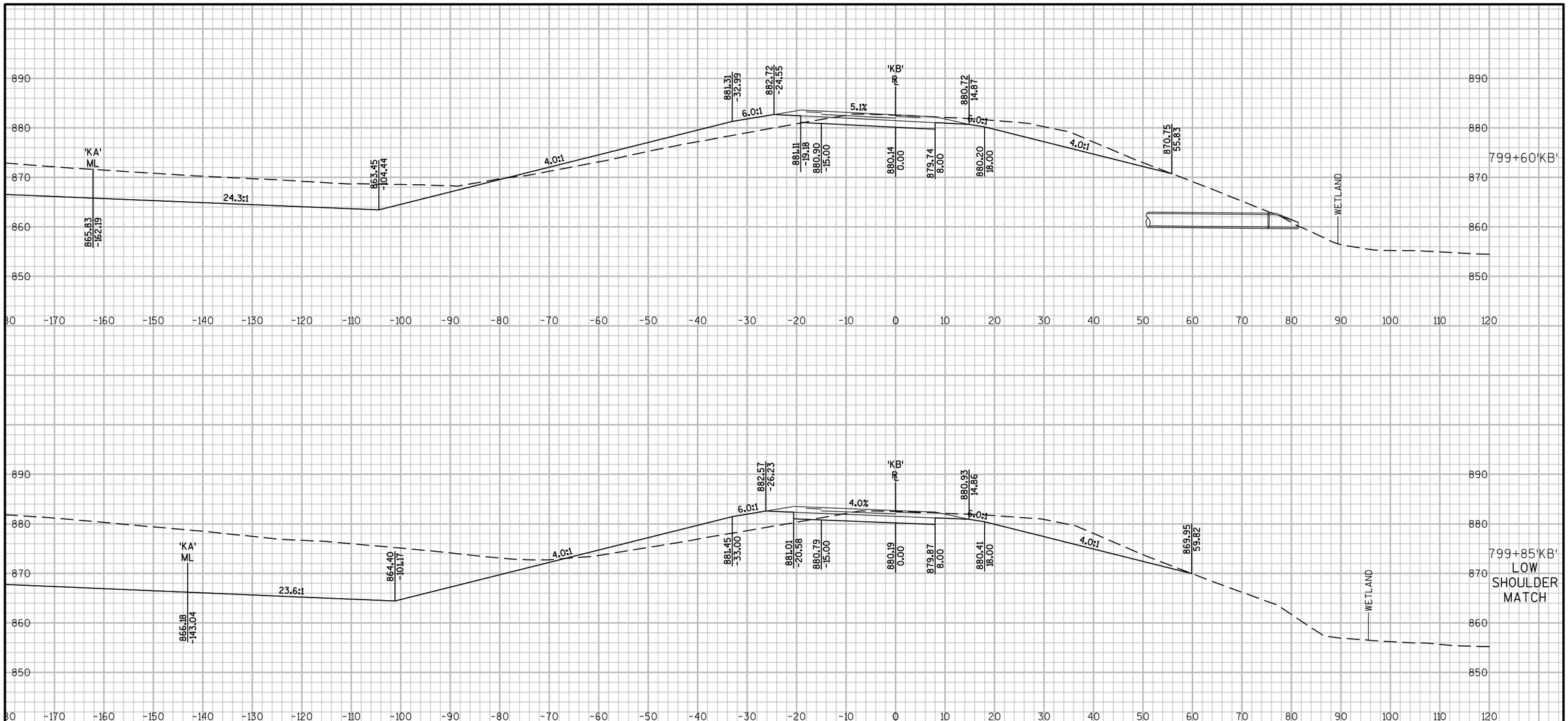
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1153	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-13

PLOT DATE : 4/15/2016 12:35 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT



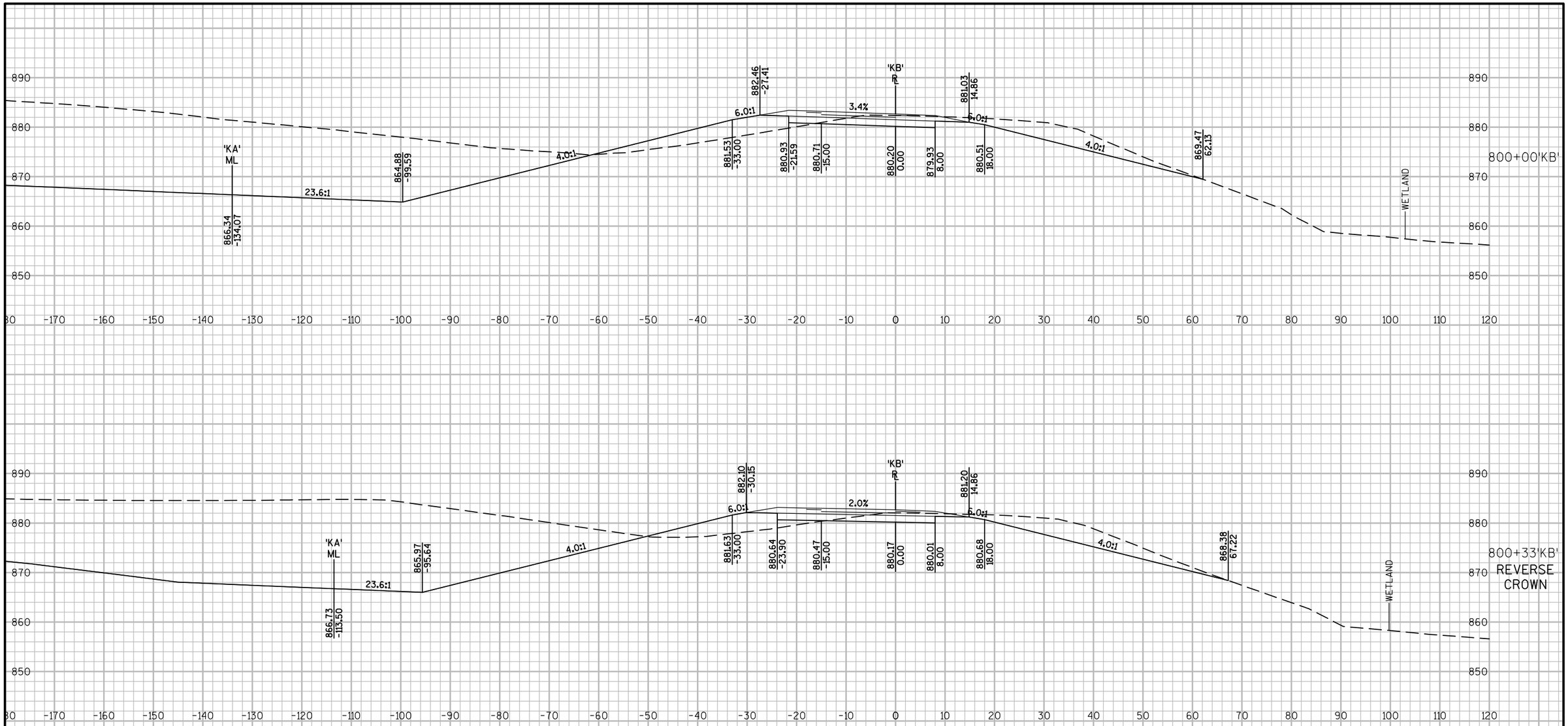
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1154	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-14

PLOT DATE : 4/21/2016 3:45 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

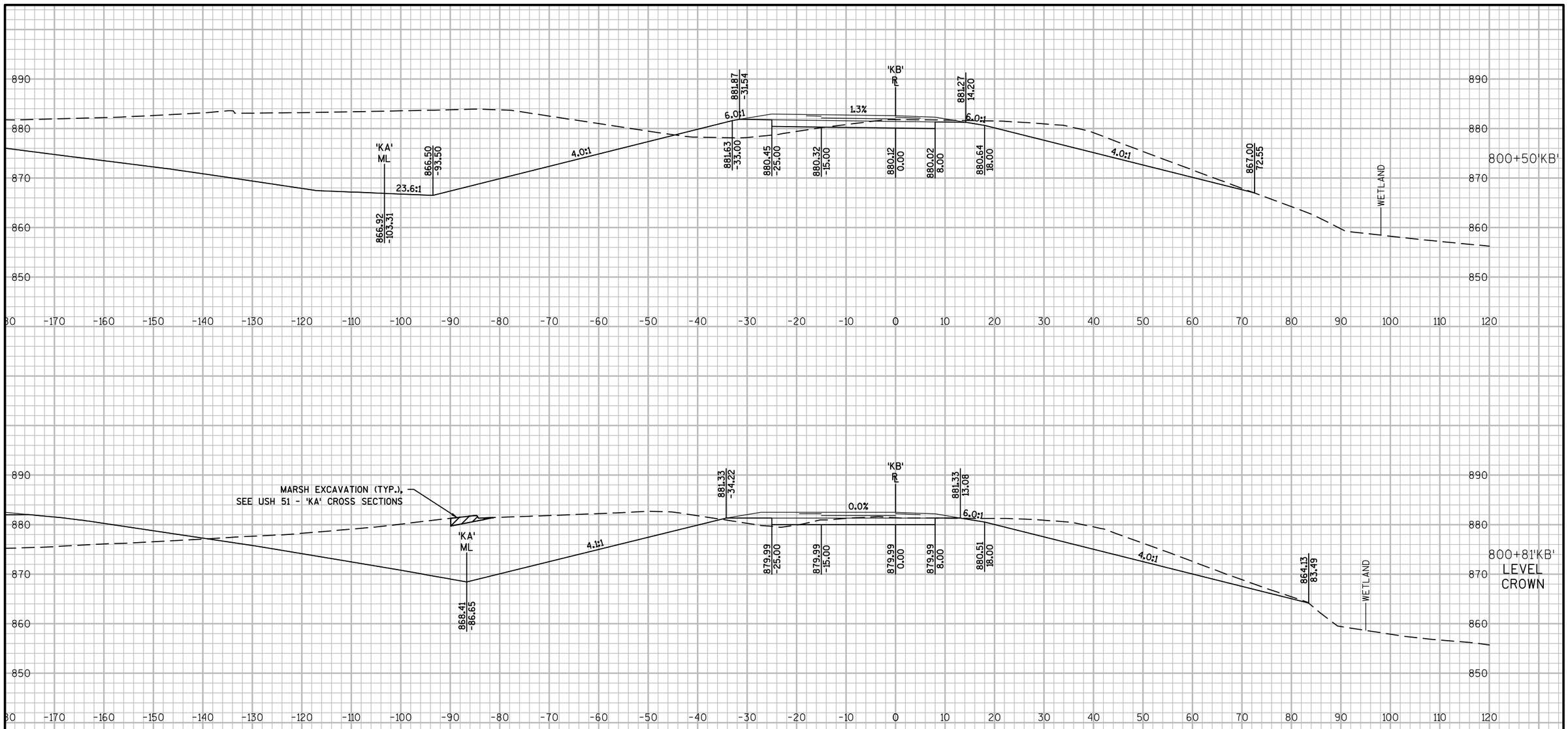


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1155	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-15
PLOT DATE : 4/21/2016 3:52 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9

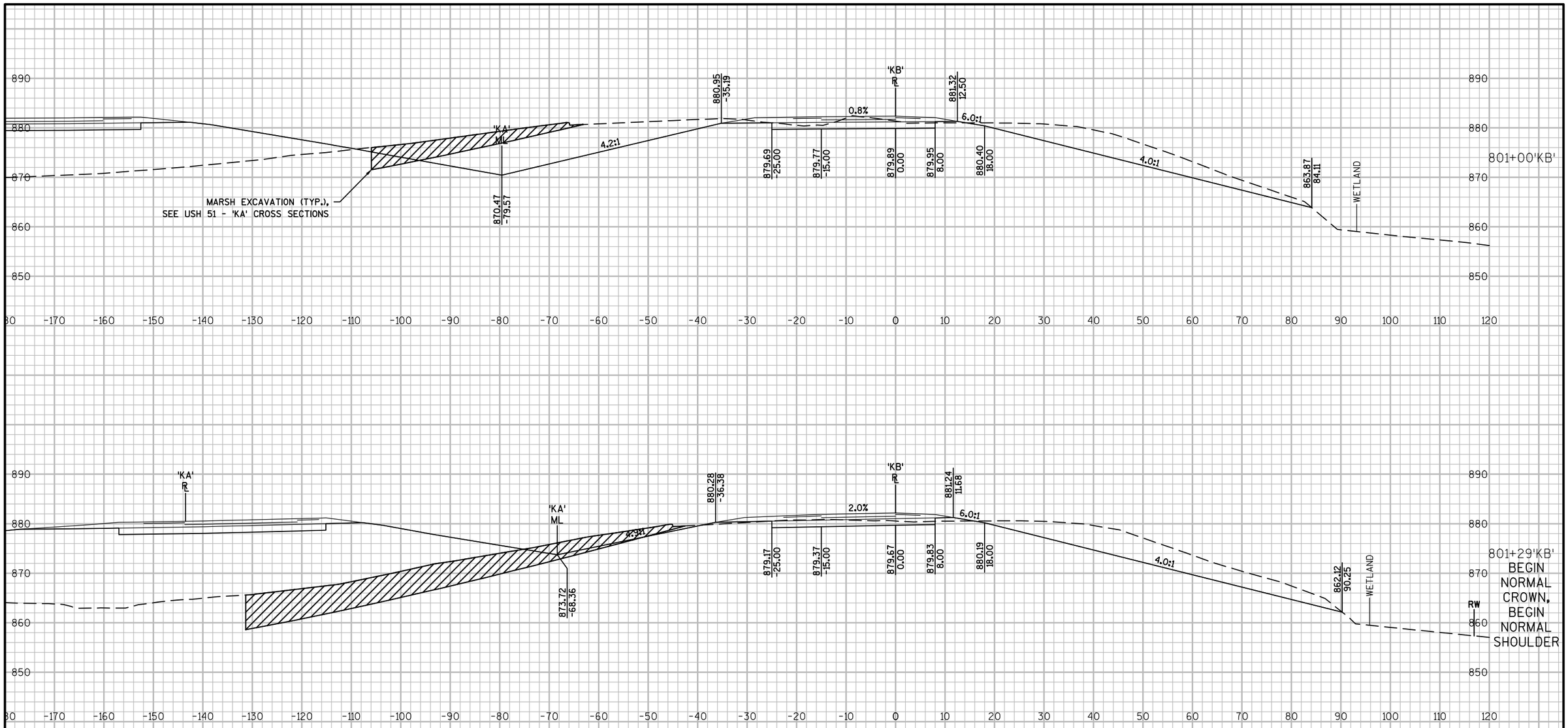
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1156	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-16

PLOT DATE : 4/21/2016 3:48 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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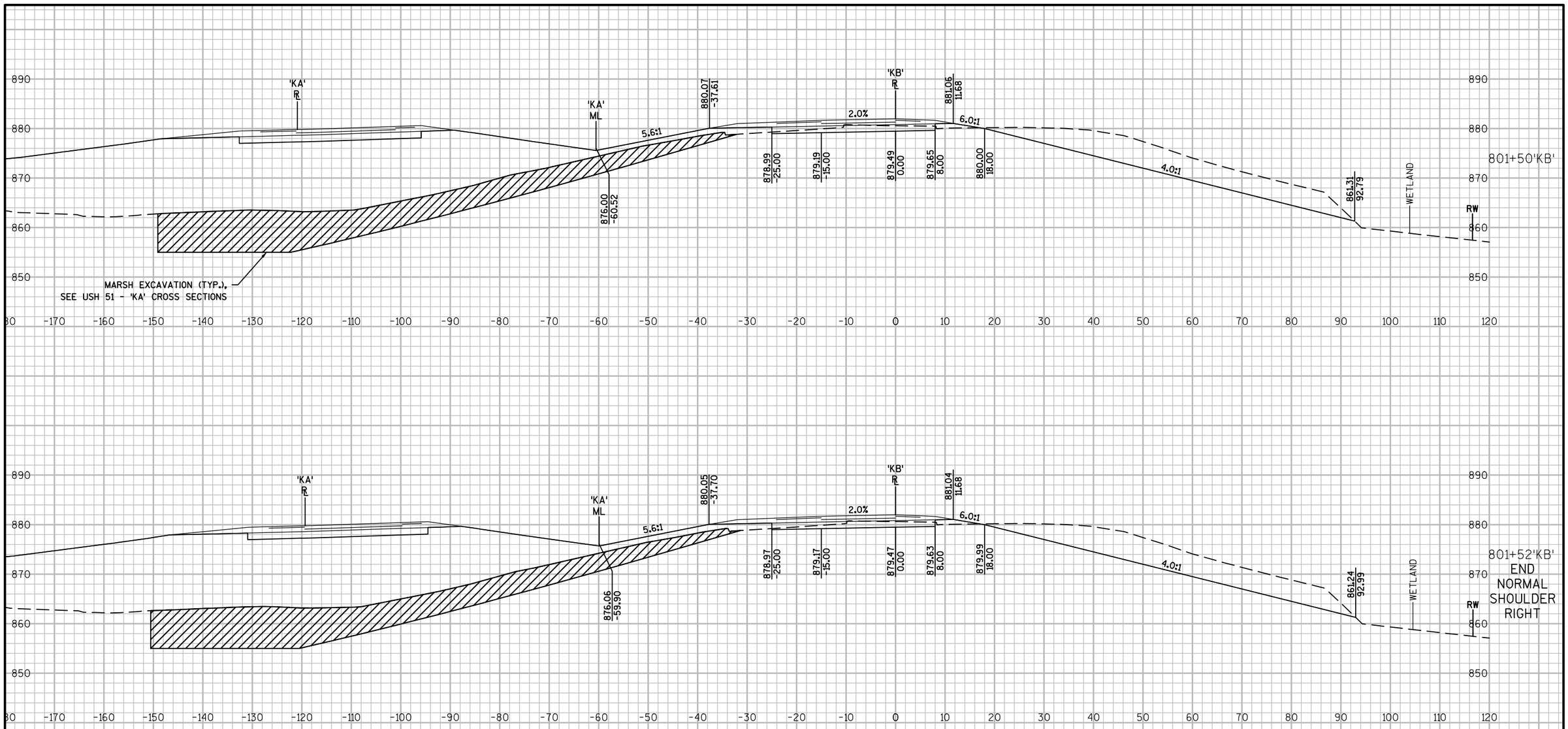
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1157	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-17

PLOT DATE : 4/21/2016 3:49 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

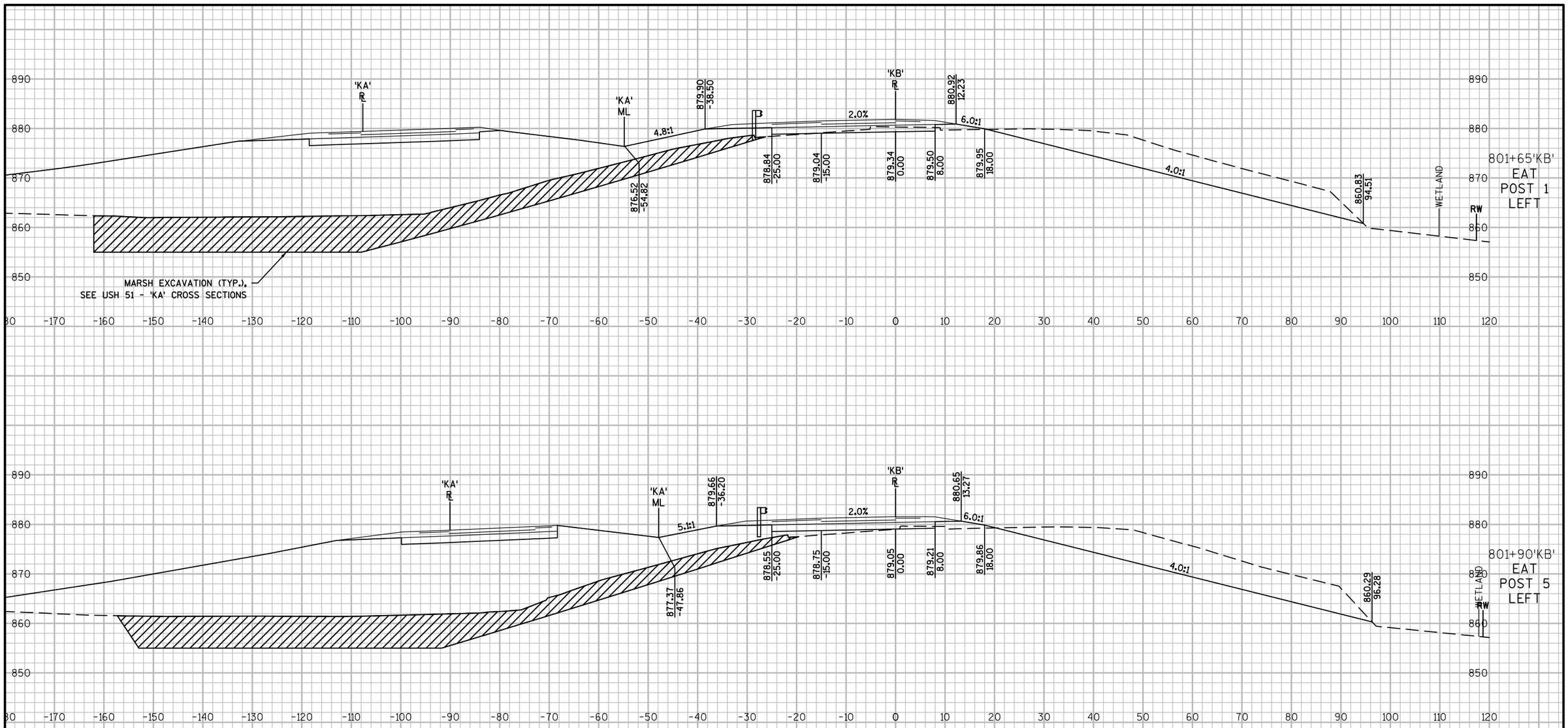


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1158	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-18
PLOT DATE : 4/21/2016 3:56 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

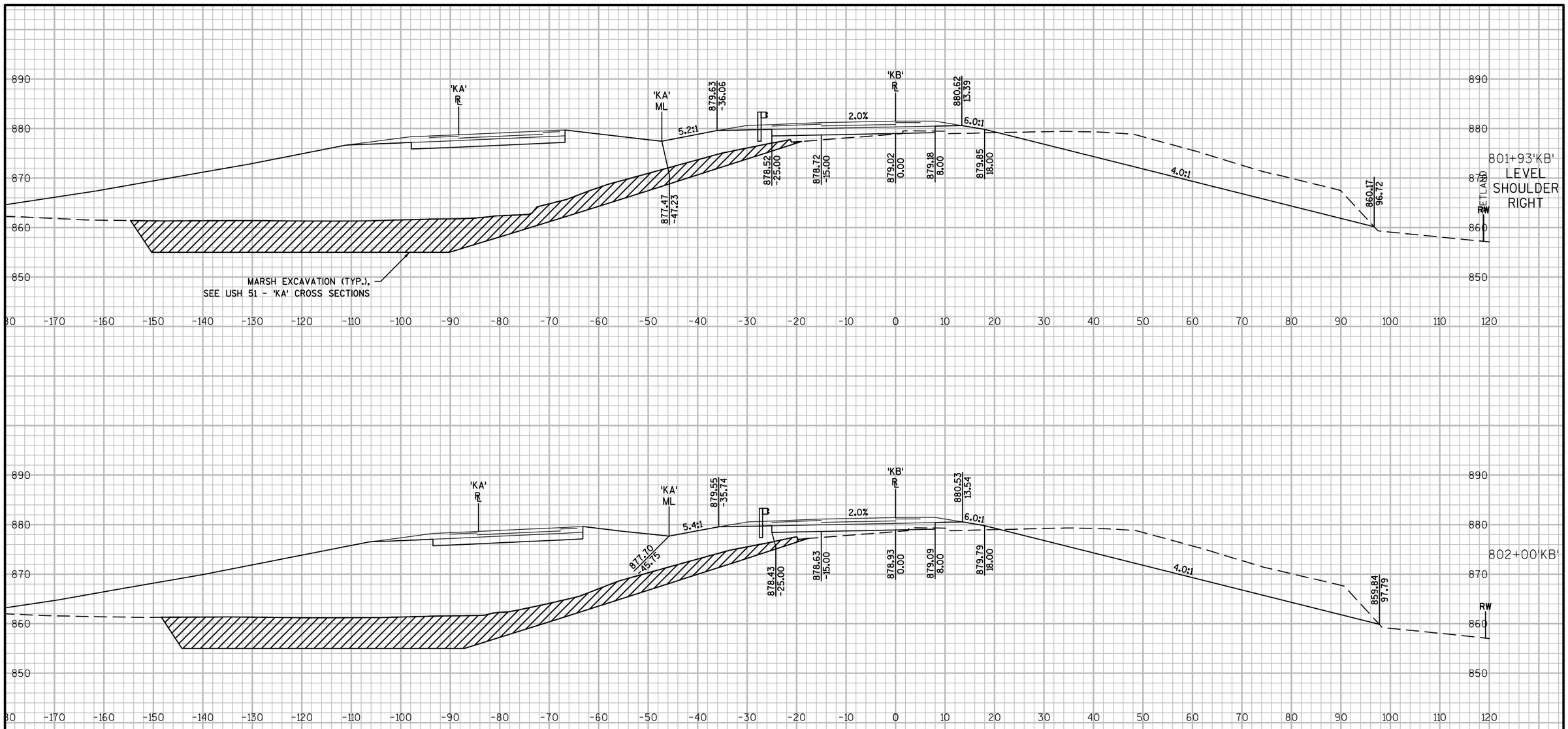


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1159	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-19

PLOT DATE : 4/21/2016 3:57 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

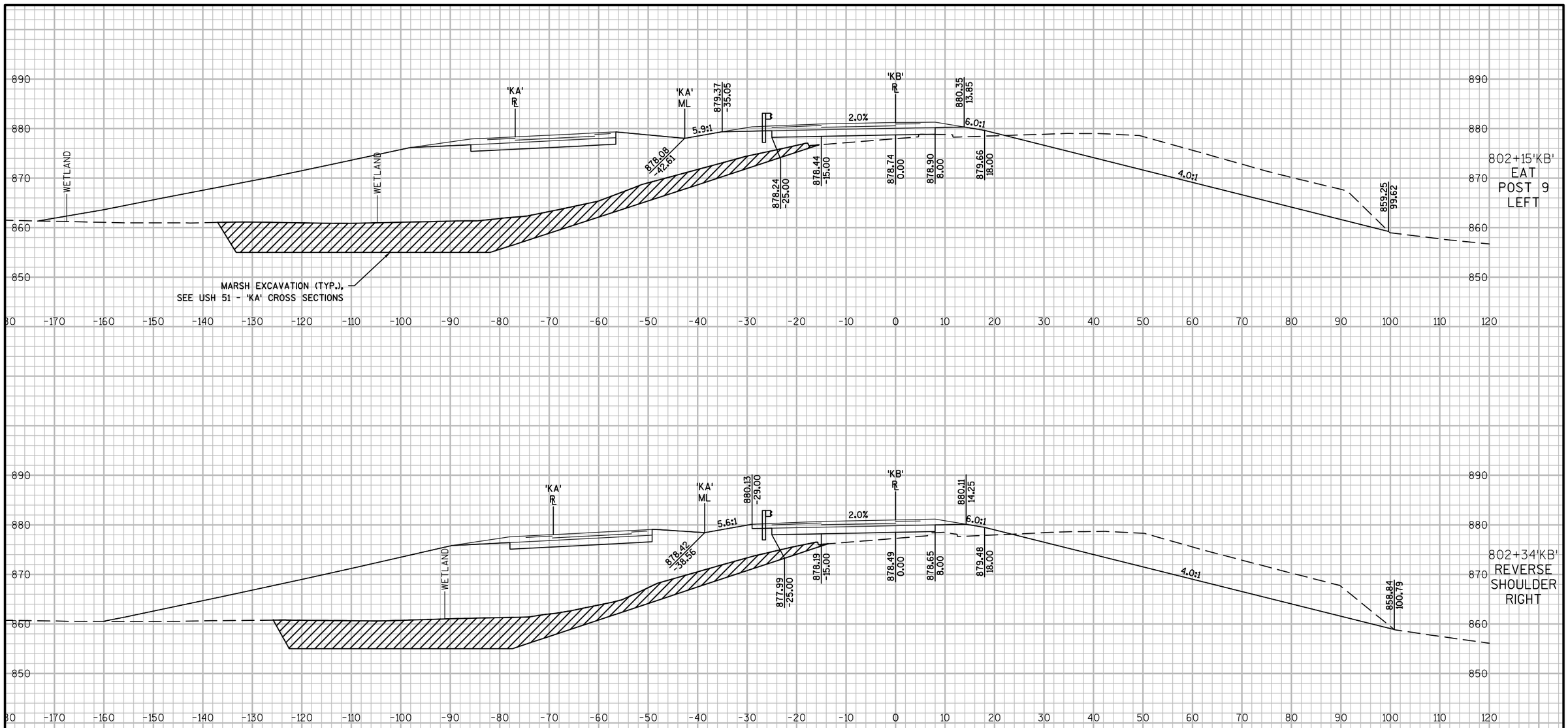


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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1160	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-20
PLOT DATE : 4/21/2016 3:58 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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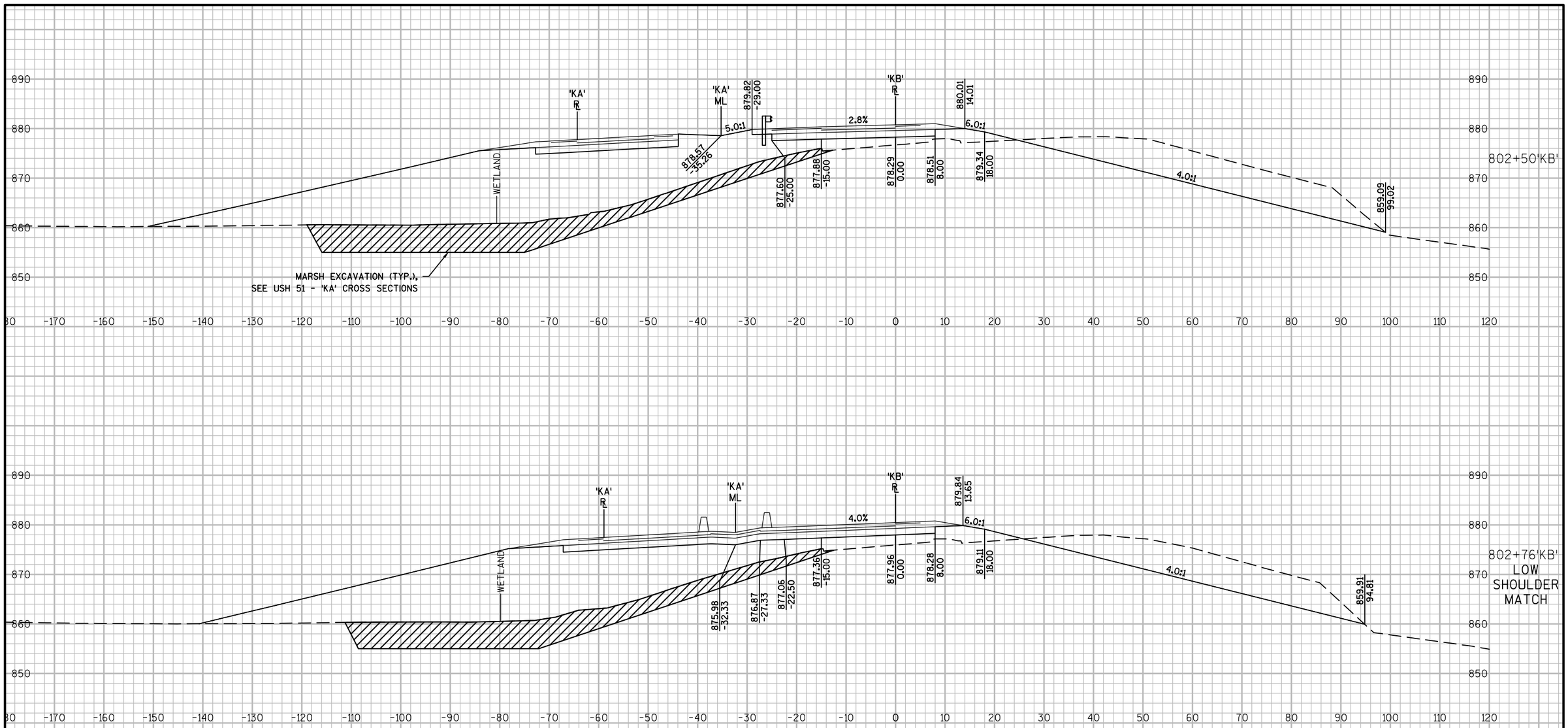
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1161	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-21

PLOT DATE : 4/21/2016 3:58 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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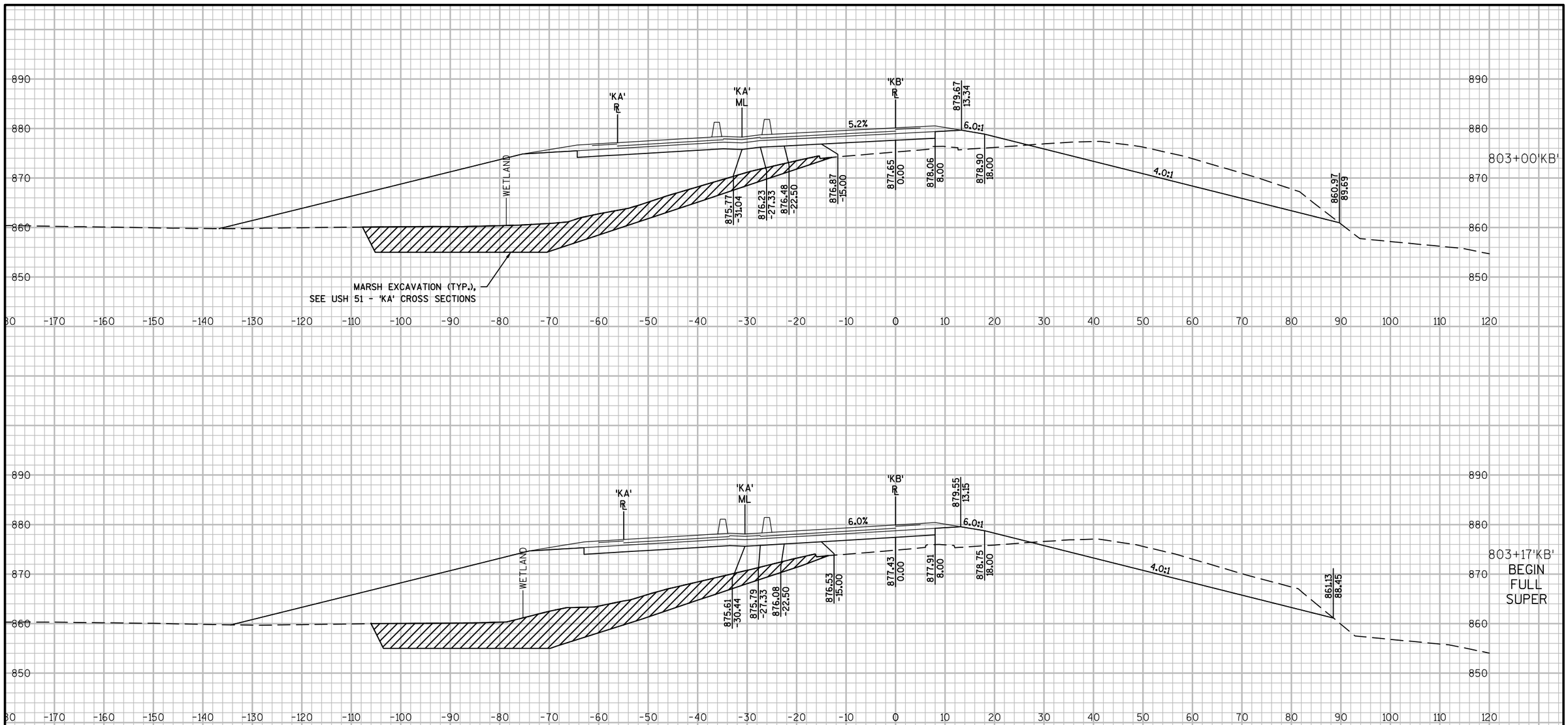
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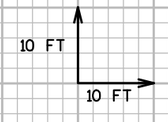
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1162	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-22

PLOT DATE : 4/21/2016 3:59 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





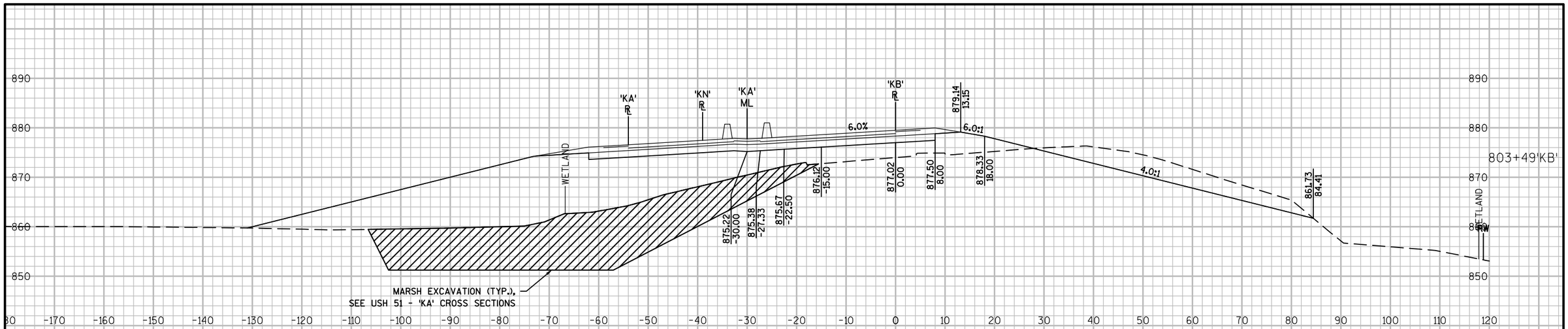
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1163	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-23

PLOT DATE : 4/21/2016 4:00 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT



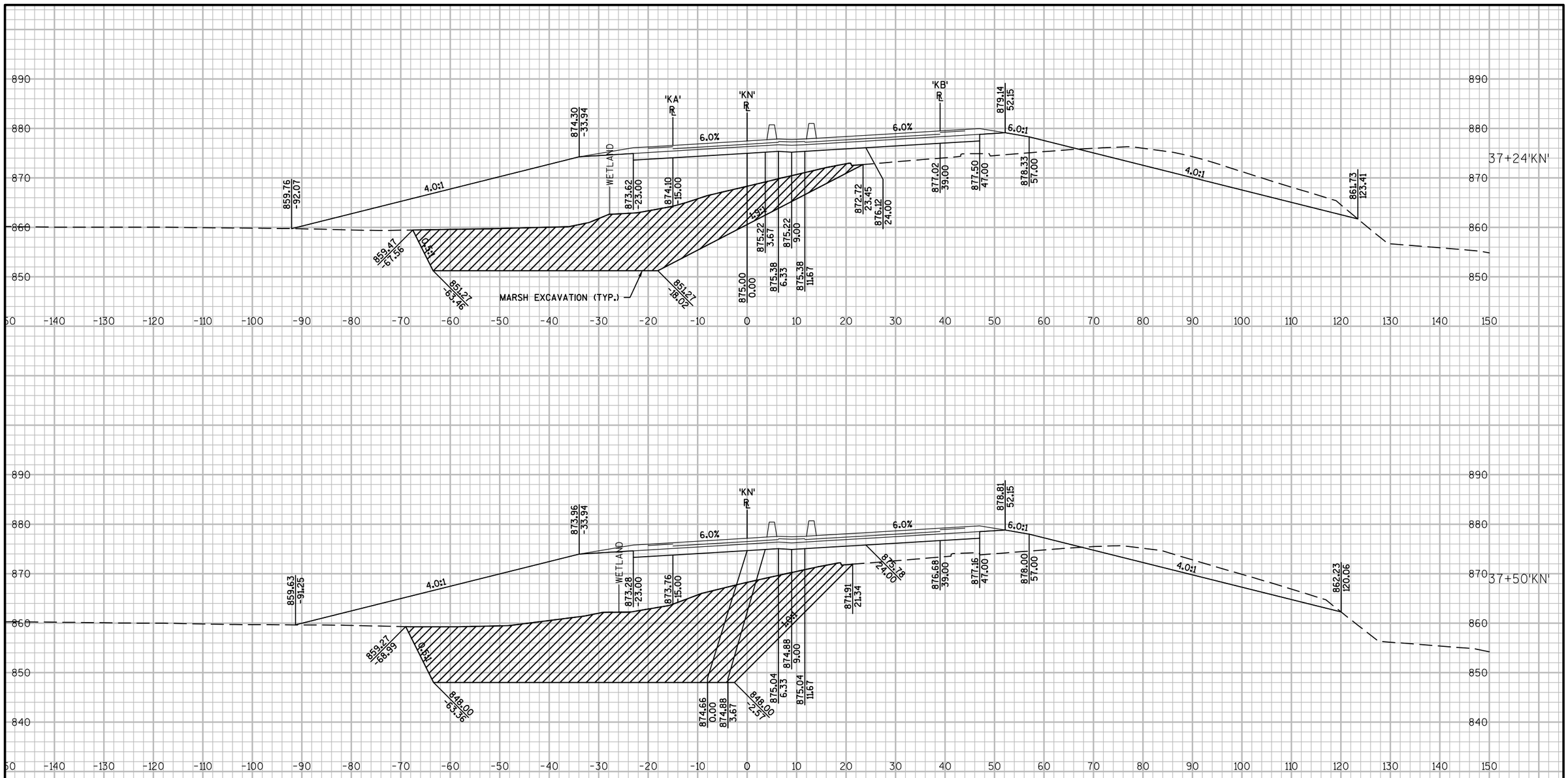
10 FT

10 FT

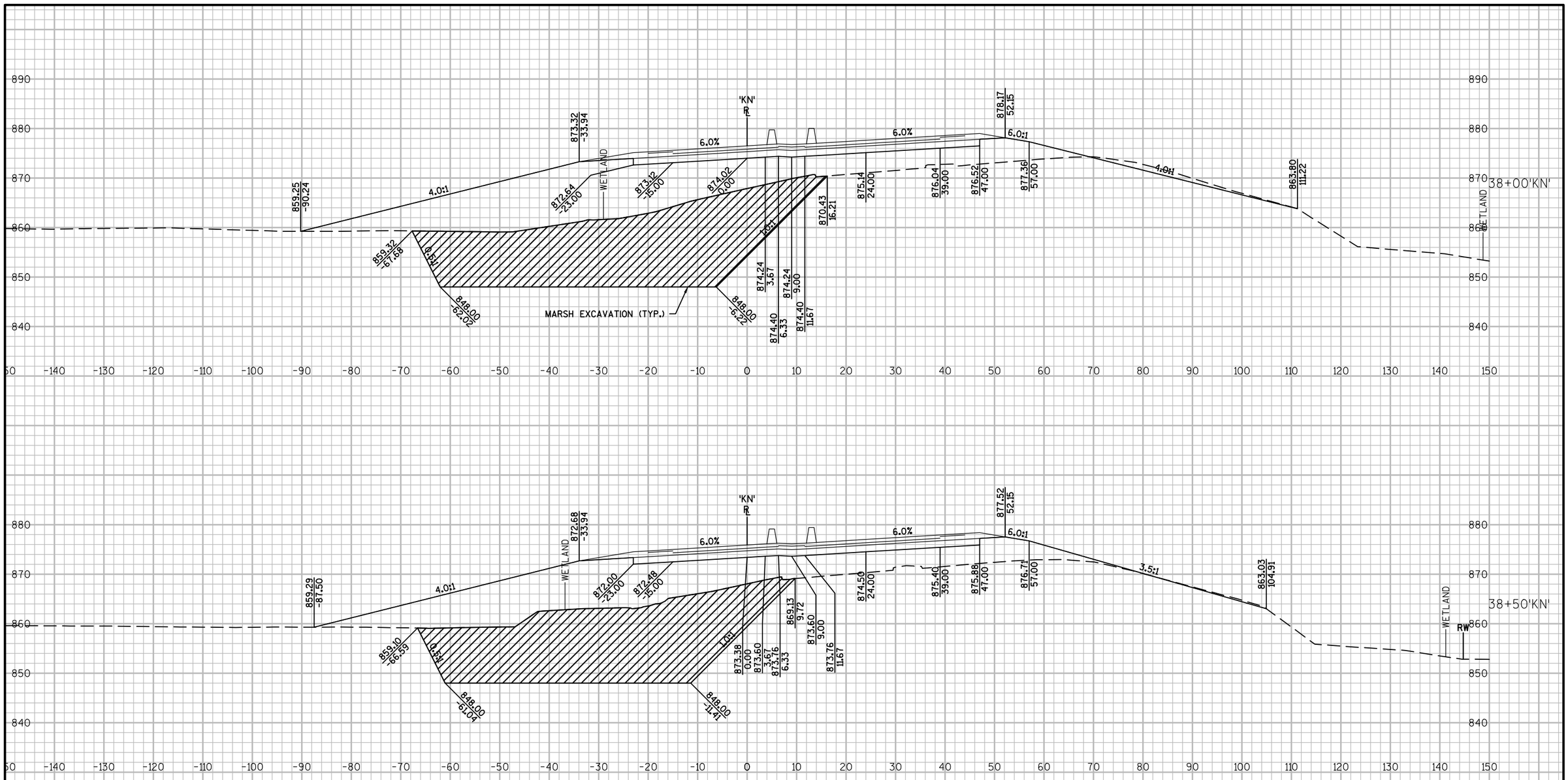
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KB'	SHEET 1164	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KB.DWG
LAYOUT NAME - 090101_XS_USH 51_KB - KB-24

PLOT DATE : 4/21/2016 4:01 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1165	E



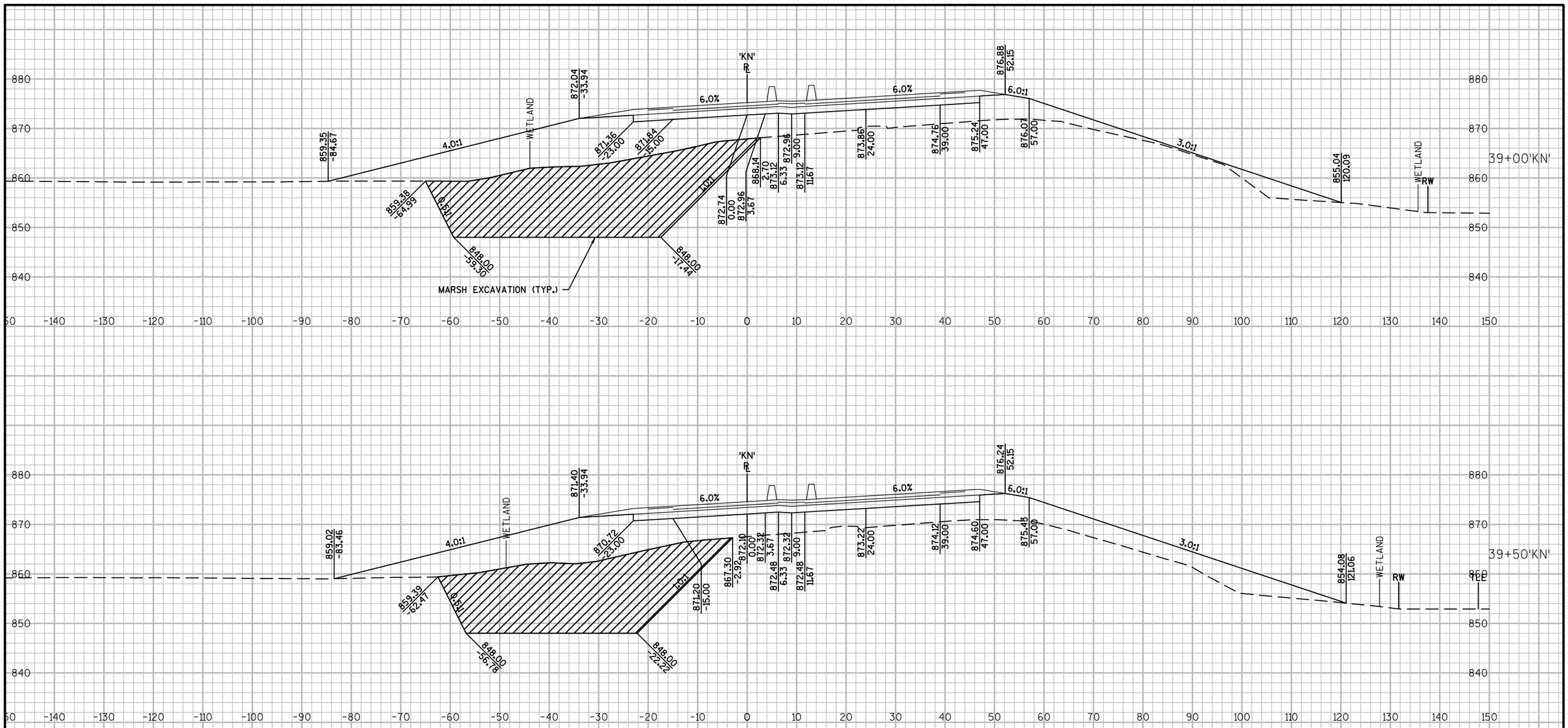
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1166	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-02

PLOT DATE : 4/15/2016 12:03 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT



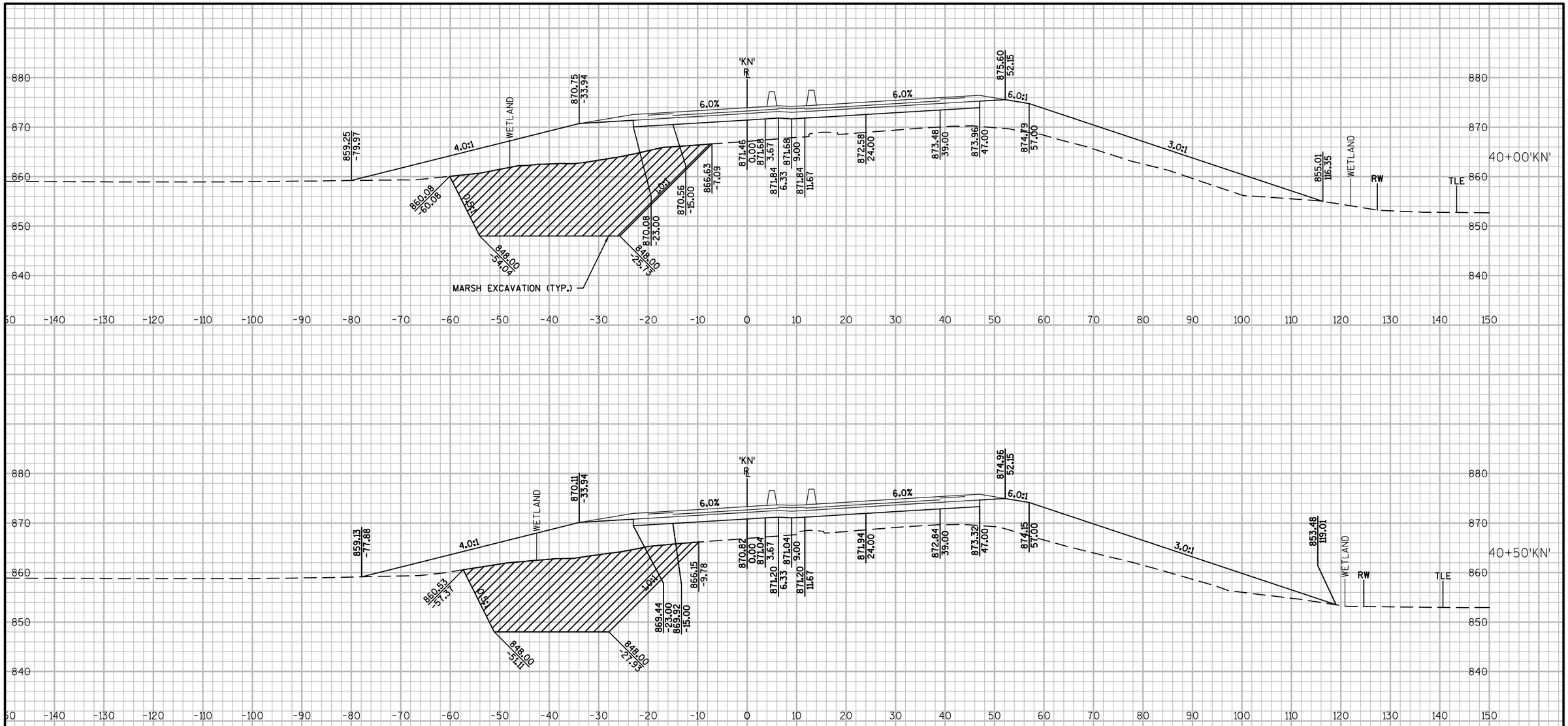
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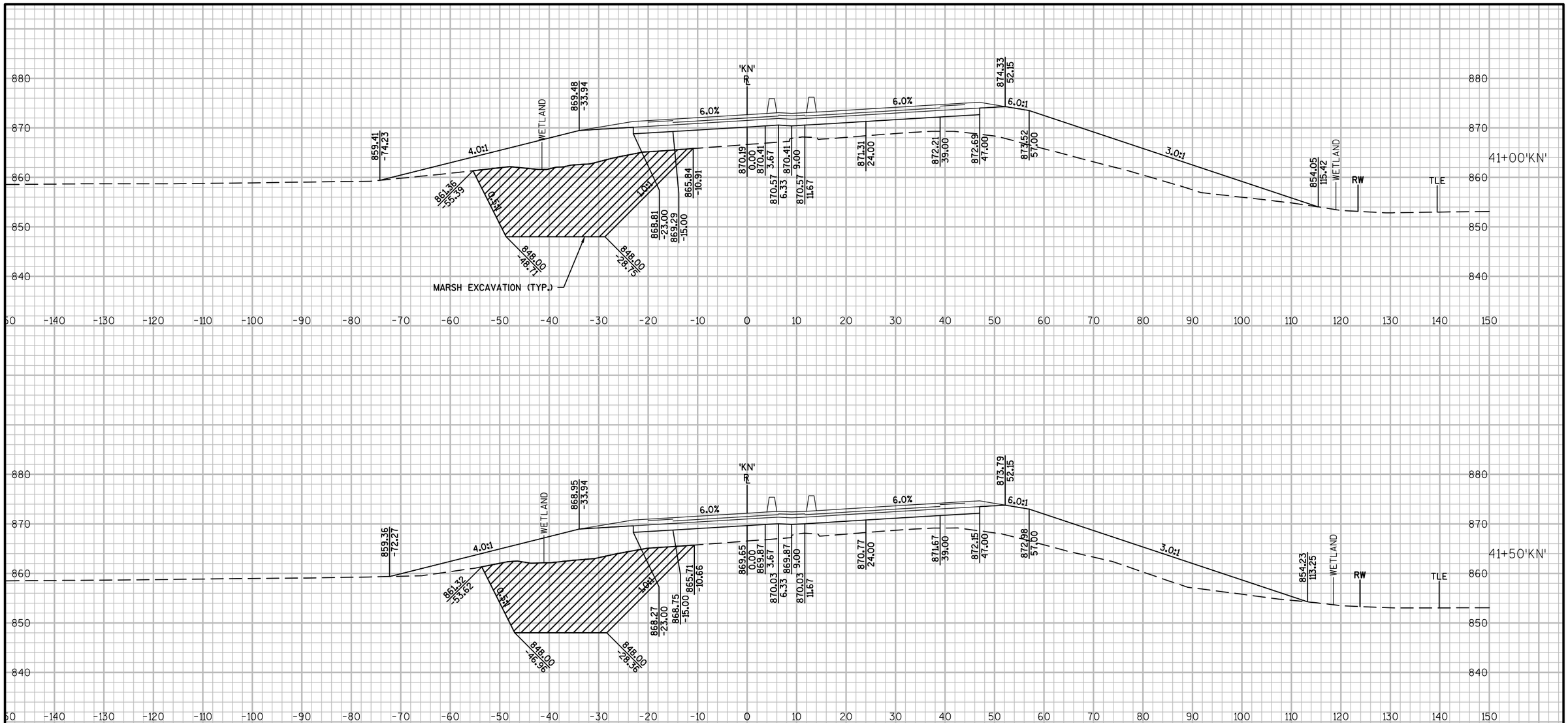
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1167	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-03

PLOT DATE : 4/15/2016 12:04 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1168	E



9

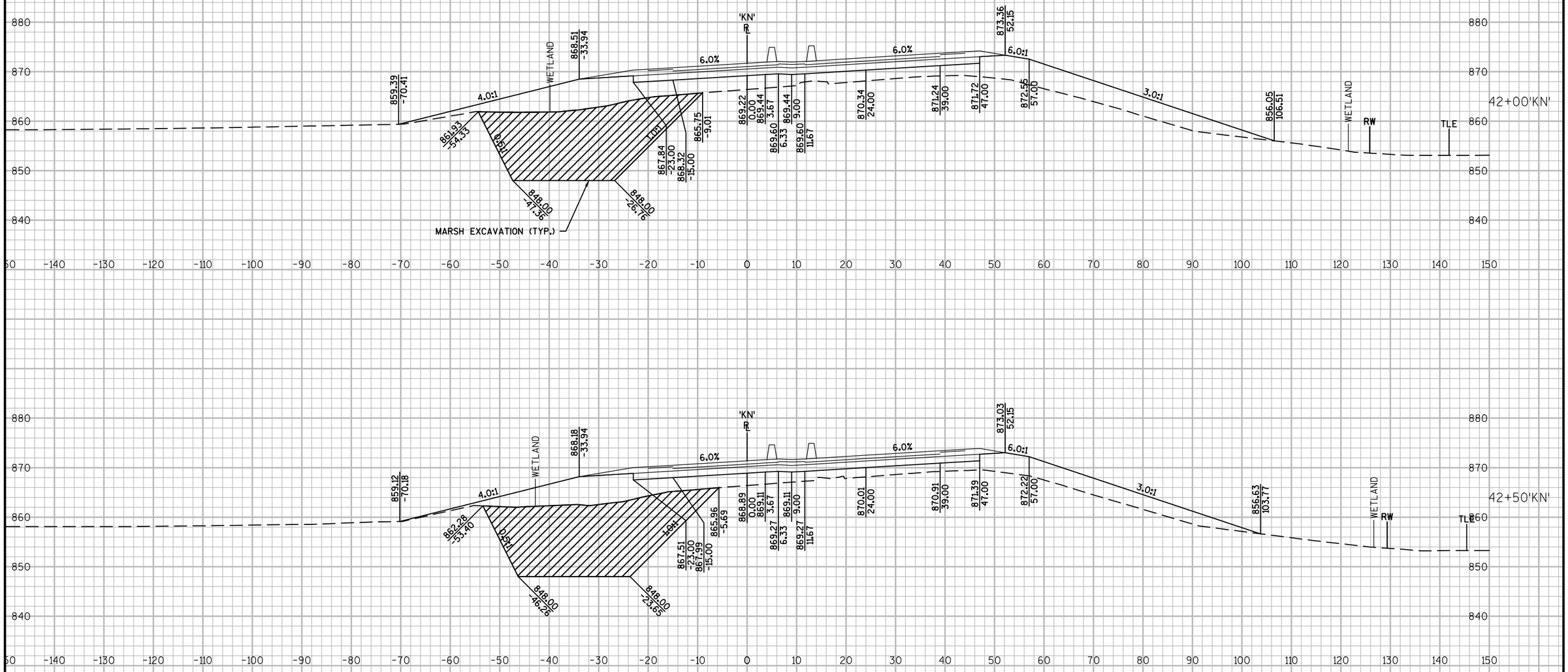
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1169	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-05

PLOT DATE : 4/15/2016 12:05 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



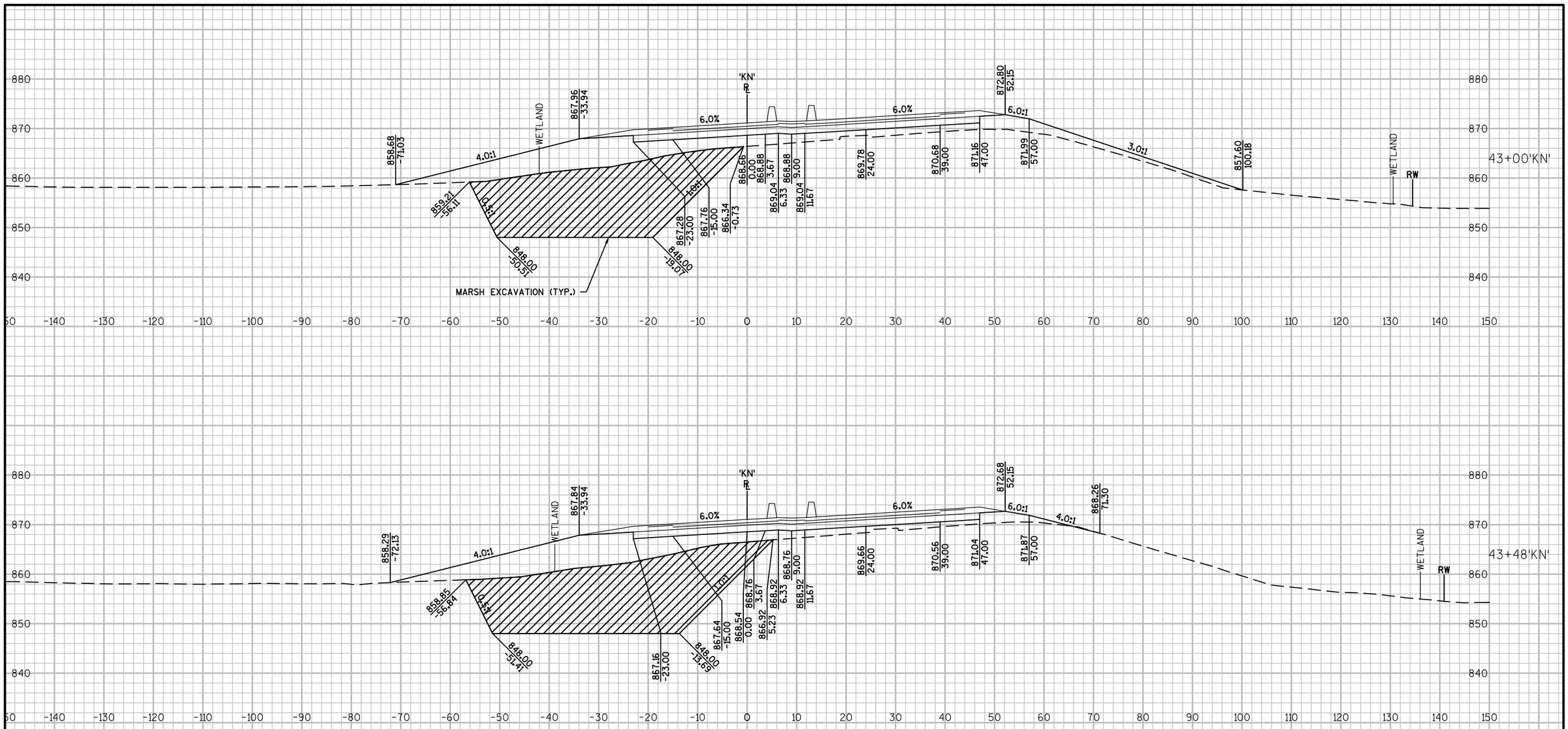
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1170	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-06

PLOT DATE : 4/15/2016 12:05 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

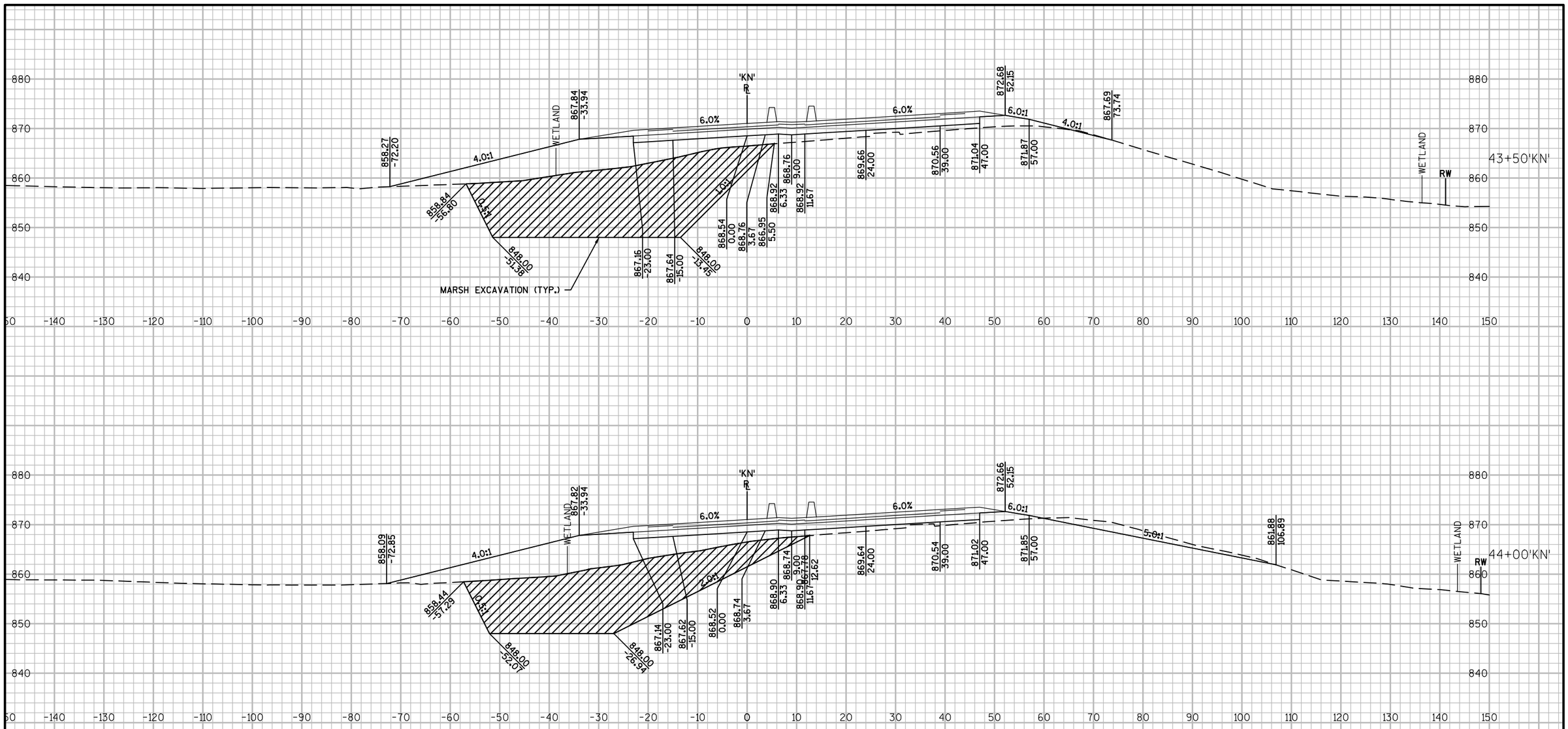


9

9

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1171	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-07
PLOT DATE : 4/15/2016 12:06 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



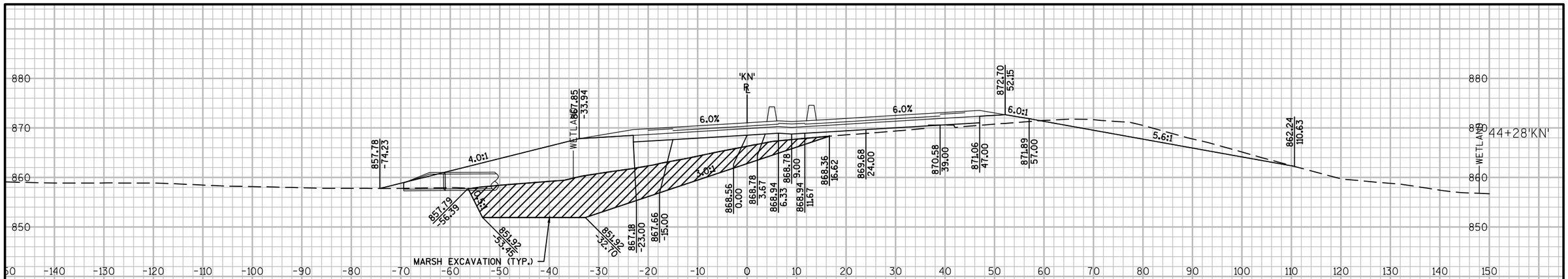
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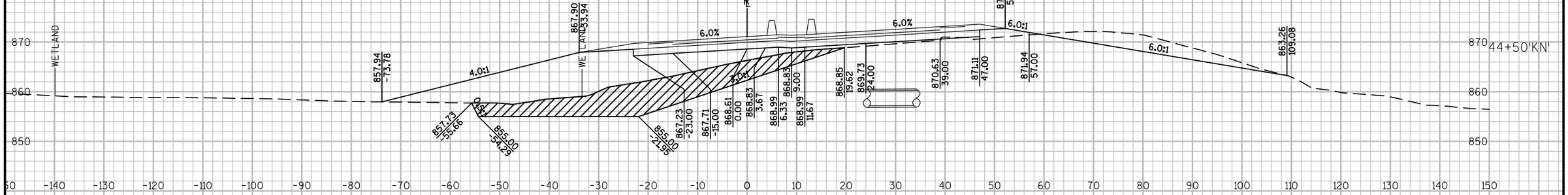
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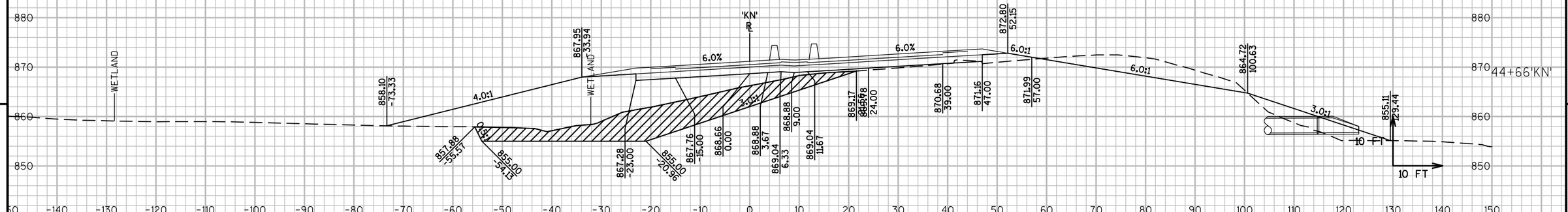
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1172	E

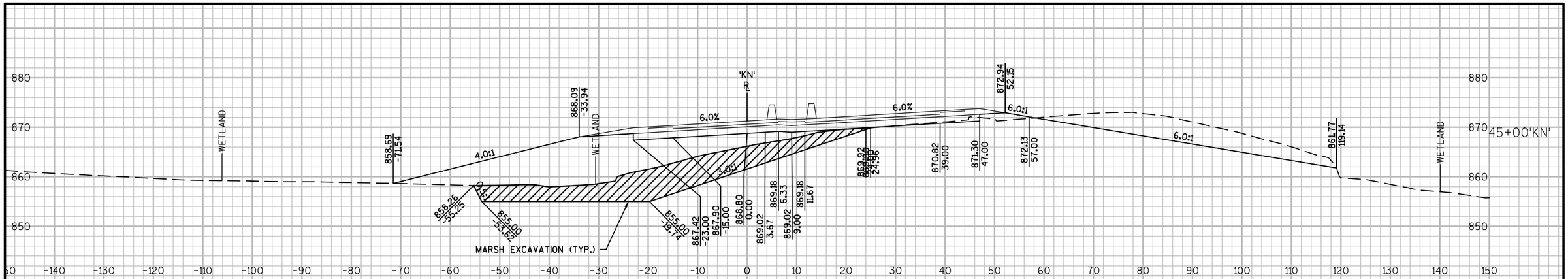
FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-08

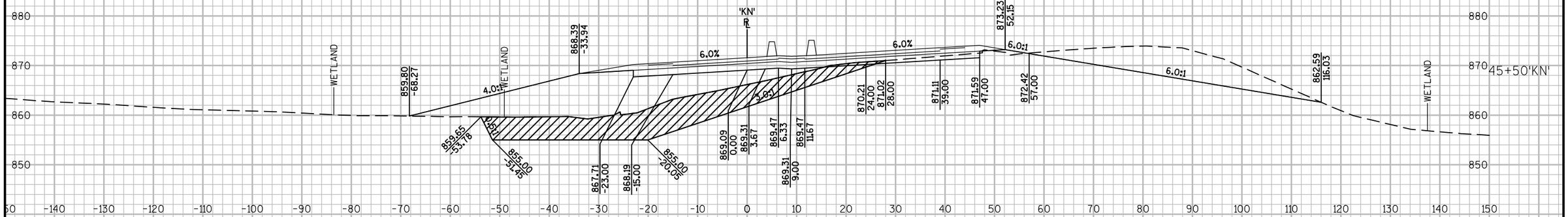
PLOT DATE : 4/15/2016 12:06 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

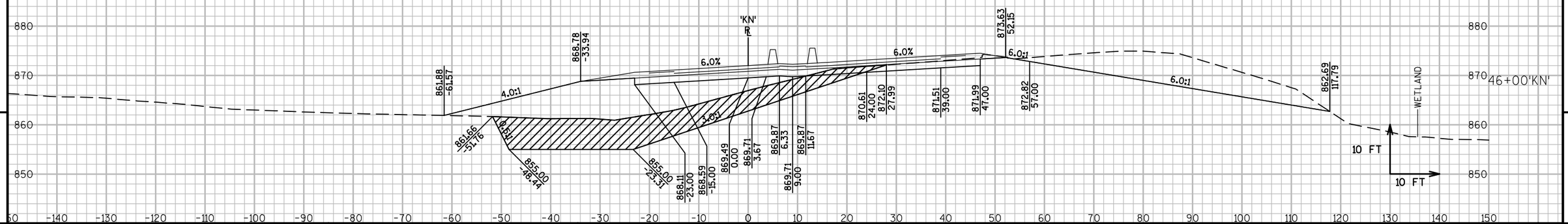

'KN'
44+28'KN'
WETLAND
4.0:1
6.0%
3.0:1
5.6:1
6.0:1
MARSH EXCAVATION (TYP.)
857.78 -74.23
867.85 -33.94
857.79 -56.39
851.92 -53.45
851.92 -32.70
867.18 -23.00
867.66 -15.00
868.56 0.00
868.78 3.67
868.94 6.33
868.78 9.00
868.94 11.67
868.36 16.62
869.68 24.00
870.58 39.00
871.06 47.00
871.89 57.00
872.70 52.15
862.24 110.63


'KN'
44+50'KN'
WETLAND
4.0:1
6.0%
3.0:1
6.0:1
857.94 -73.78
867.90 -33.94
857.73 -55.66
855.00 -54.29
855.00 -21.95
867.23 -23.00
867.71 -15.00
868.61 0.00
868.83 3.67
868.99 6.33
868.83 9.00
868.99 11.67
868.85 19.62
869.73 24.00
870.63 39.00
871.11 47.00
871.94 57.00
872.75 52.15
863.26 109.08


'KN'
44+66'KN'
WETLAND
4.0:1
6.0%
3.0:1
6.0:1
10 FT
858.10 -73.33
867.95 -33.94
857.88 -55.57
855.00 -54.13
867.28 -23.00
855.00 -20.96
867.76 -15.00
868.66 0.00
868.88 3.67
869.04 6.33
868.88 9.00
869.04 11.67
869.17 24.00
870.68 39.00
871.16 47.00
871.99 57.00
872.80 52.15
864.72 100.63
855.11 29.44





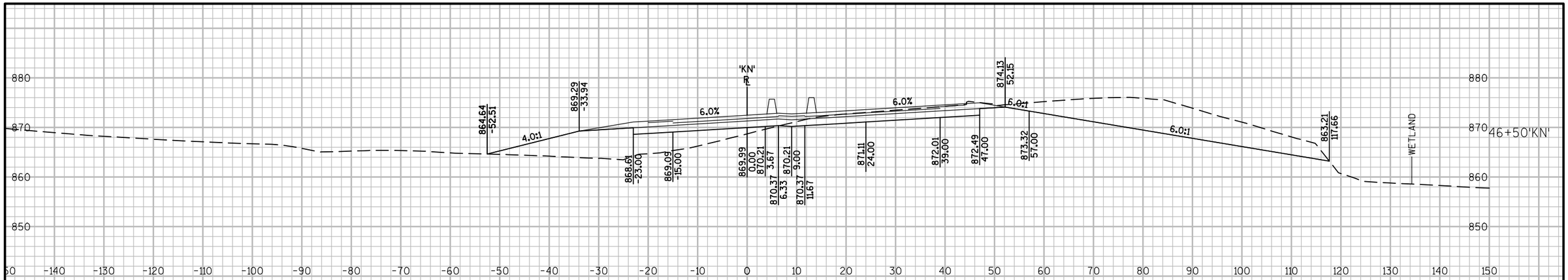


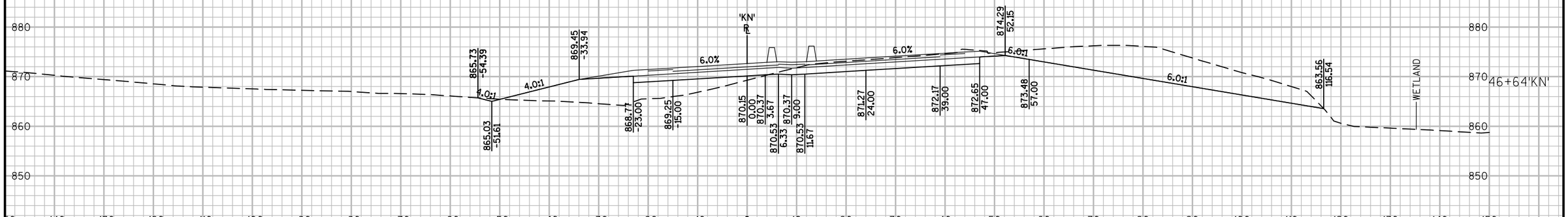
PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1174	E

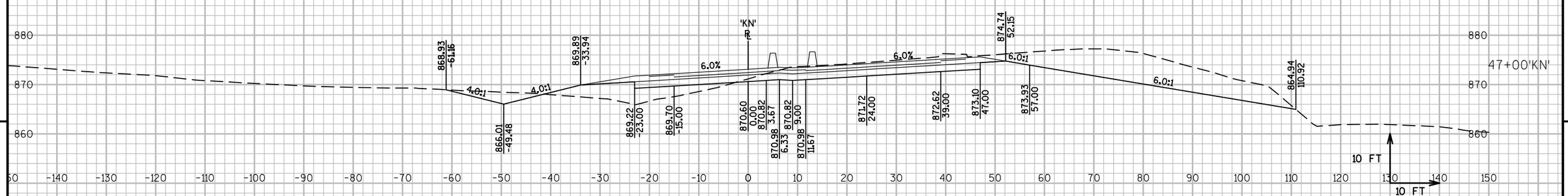
FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-10

PLOT DATE : 4/15/2016 12:07 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







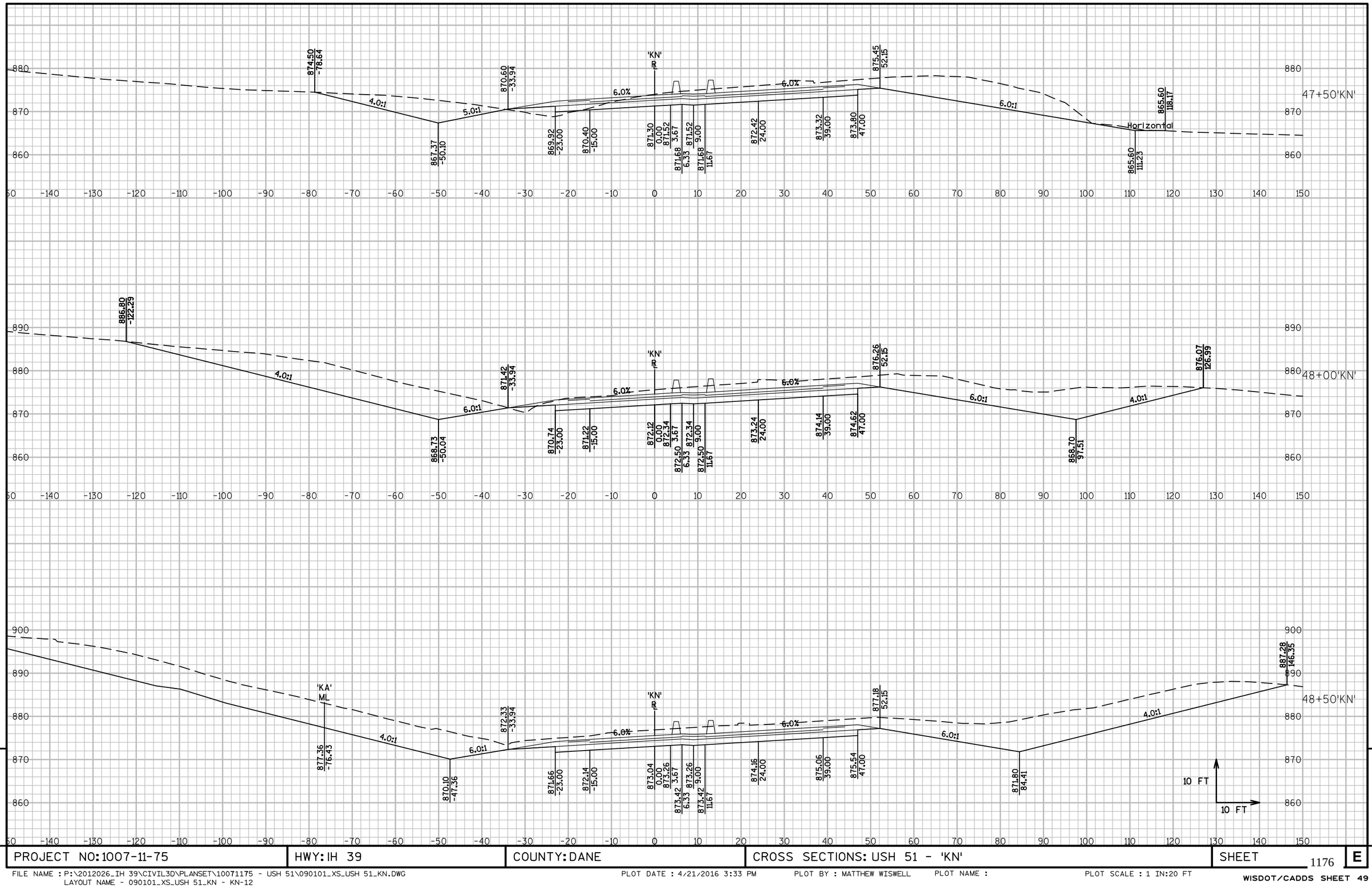
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PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1175	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-11

PLOT DATE : 4/15/2016 12:08 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

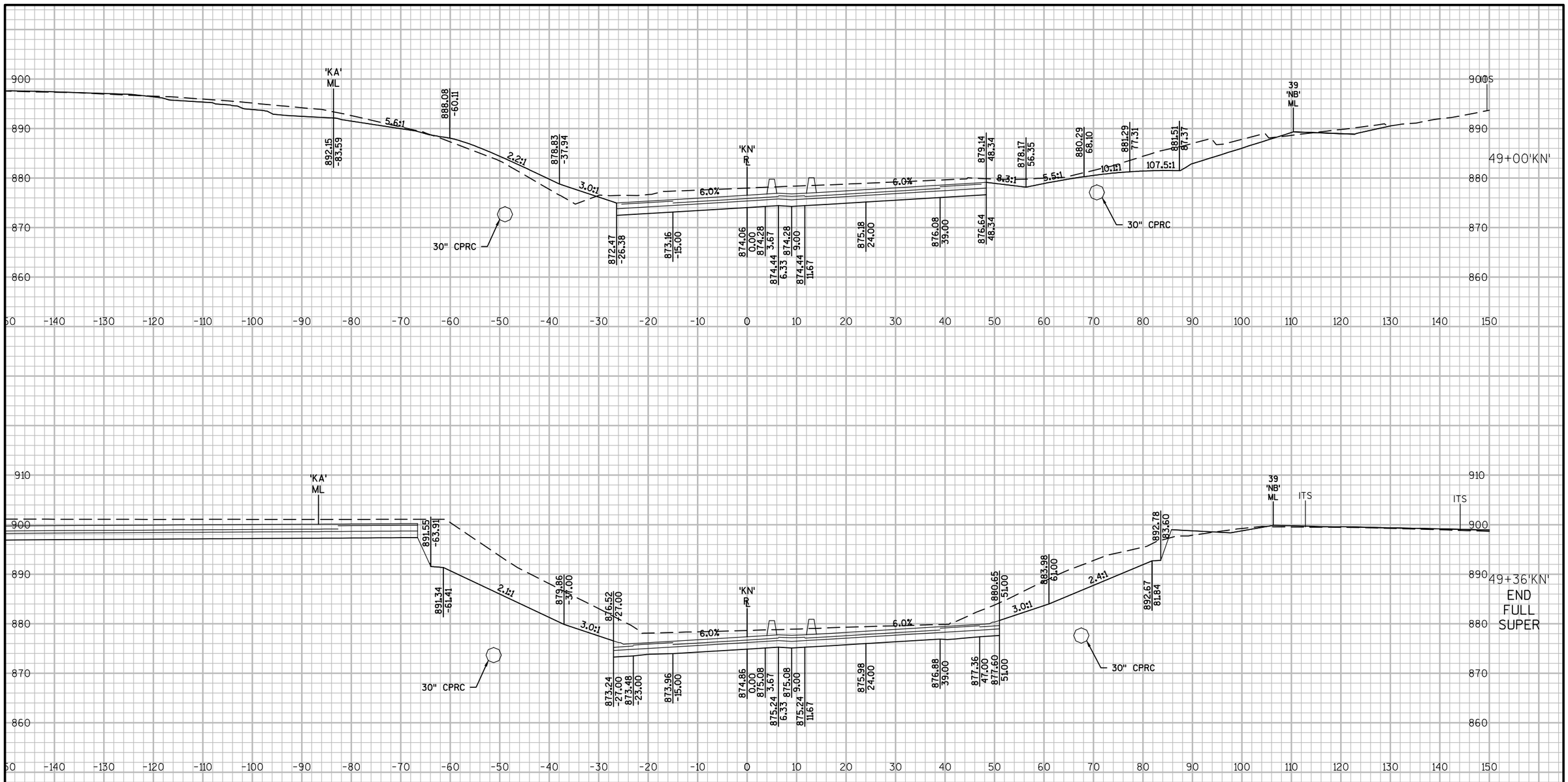


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1176 E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-12

PLOT DATE : 4/21/2016 3:33 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

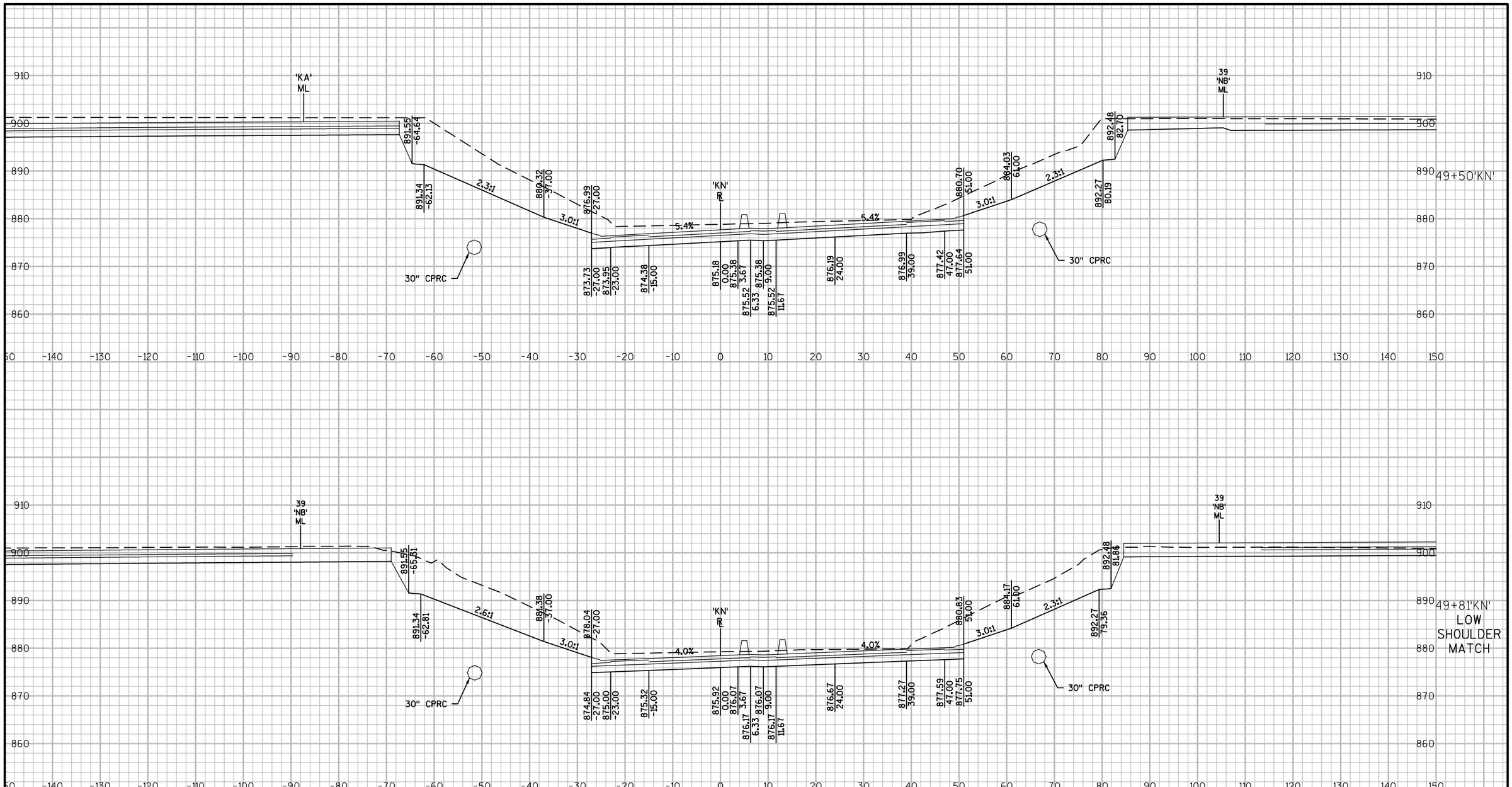


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1177	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-13

PLOT DATE : 4/21/2016 3:34 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

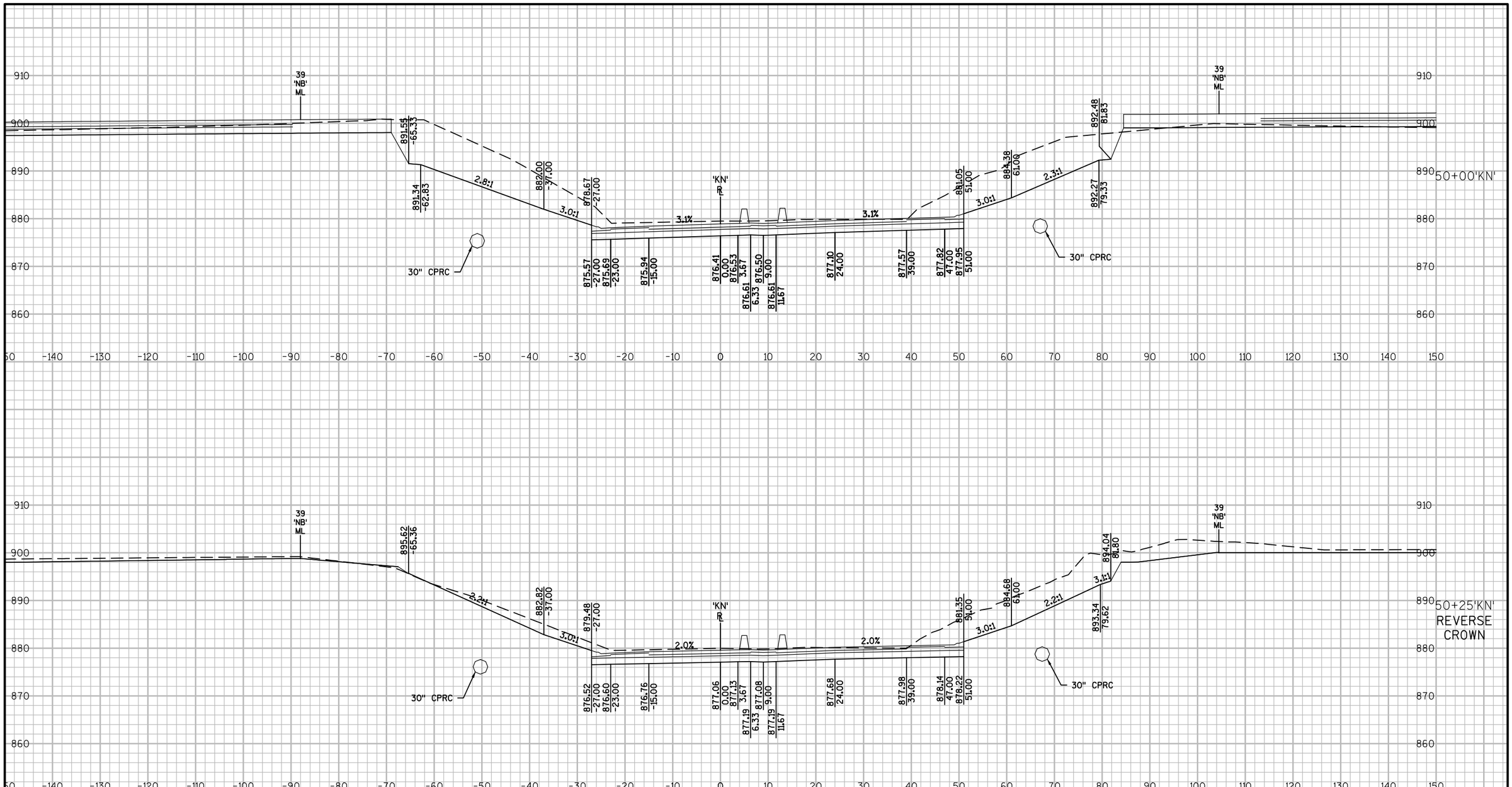
WISDOT/CADDS SHEET 49



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1178	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-14

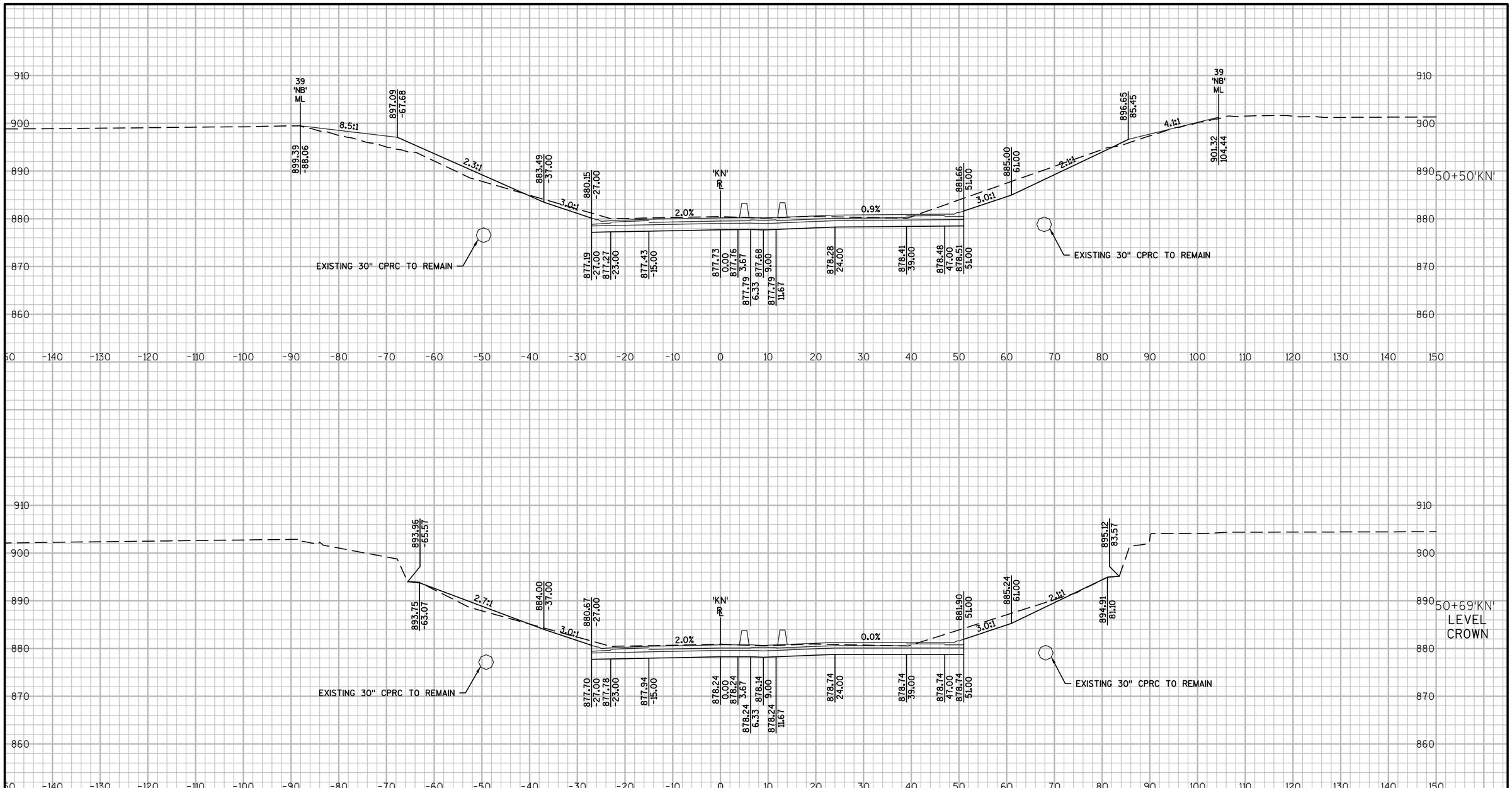
PLOT DATE : 4/21/2016 3:34 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1179	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-15

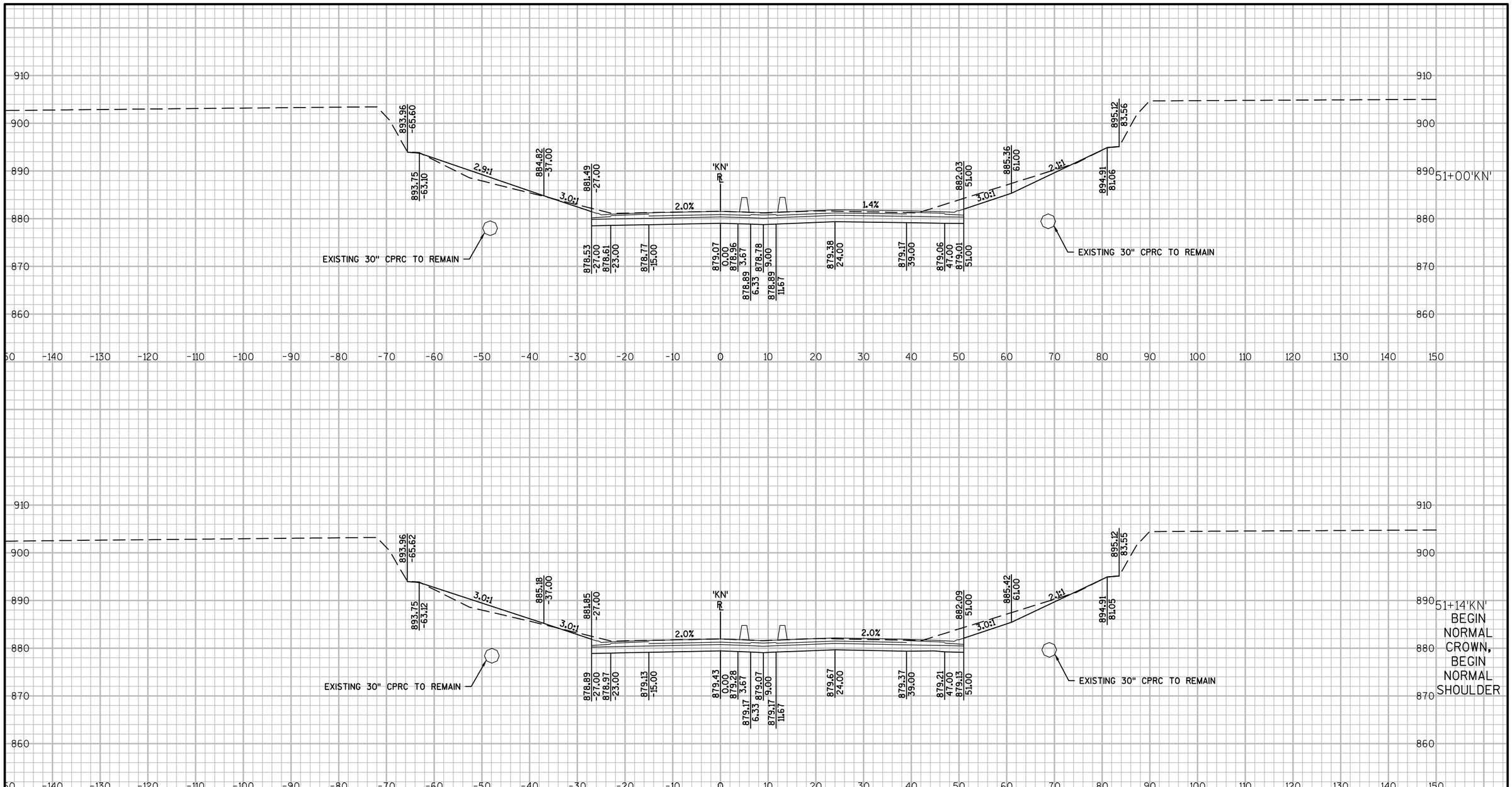
PLOT DATE : 4/19/2016 6:16 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1180	E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-16

PLOT DATE : 4/19/2016 6:16 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

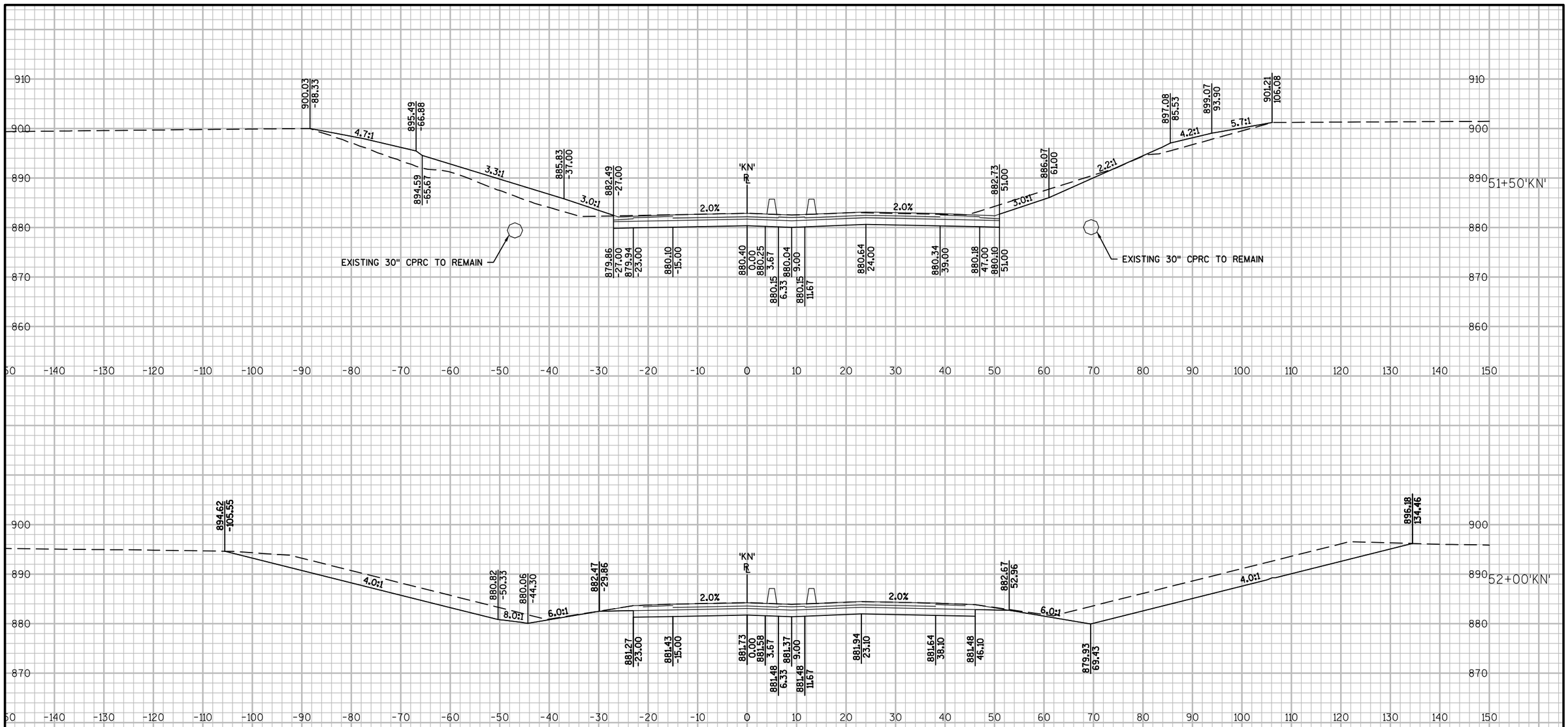


9 9

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1181 E

FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-17

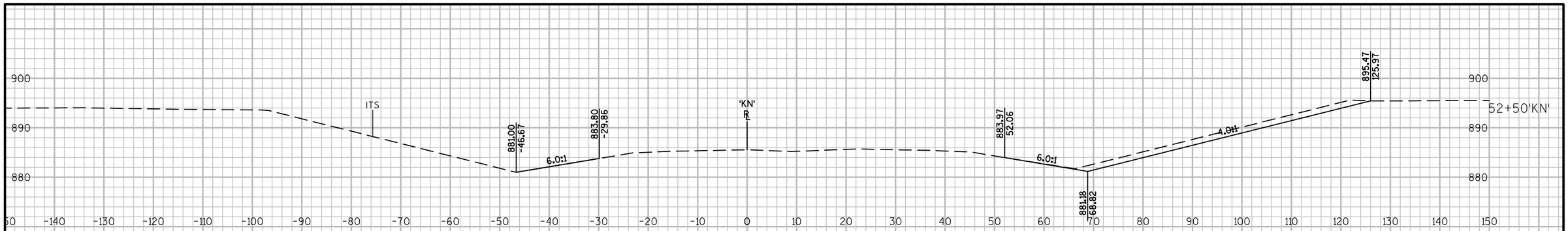
PLOT DATE : 4/19/2016 6:17 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

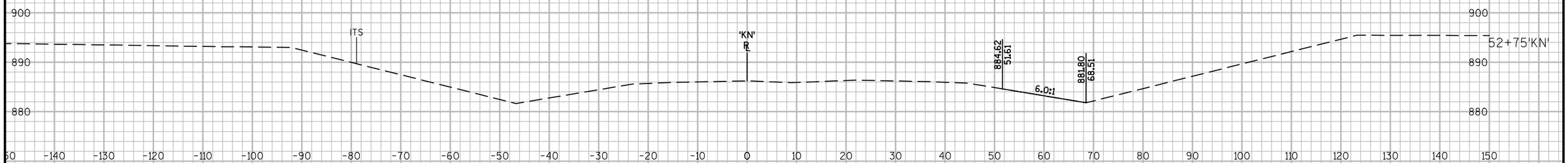


PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1182	E

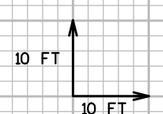
FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-18

PLOT DATE : 4/15/2016 12:11 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT





END CONSTRUCTION 1007-11-75
STA. 52+75'KN'
MATCH EXISTING

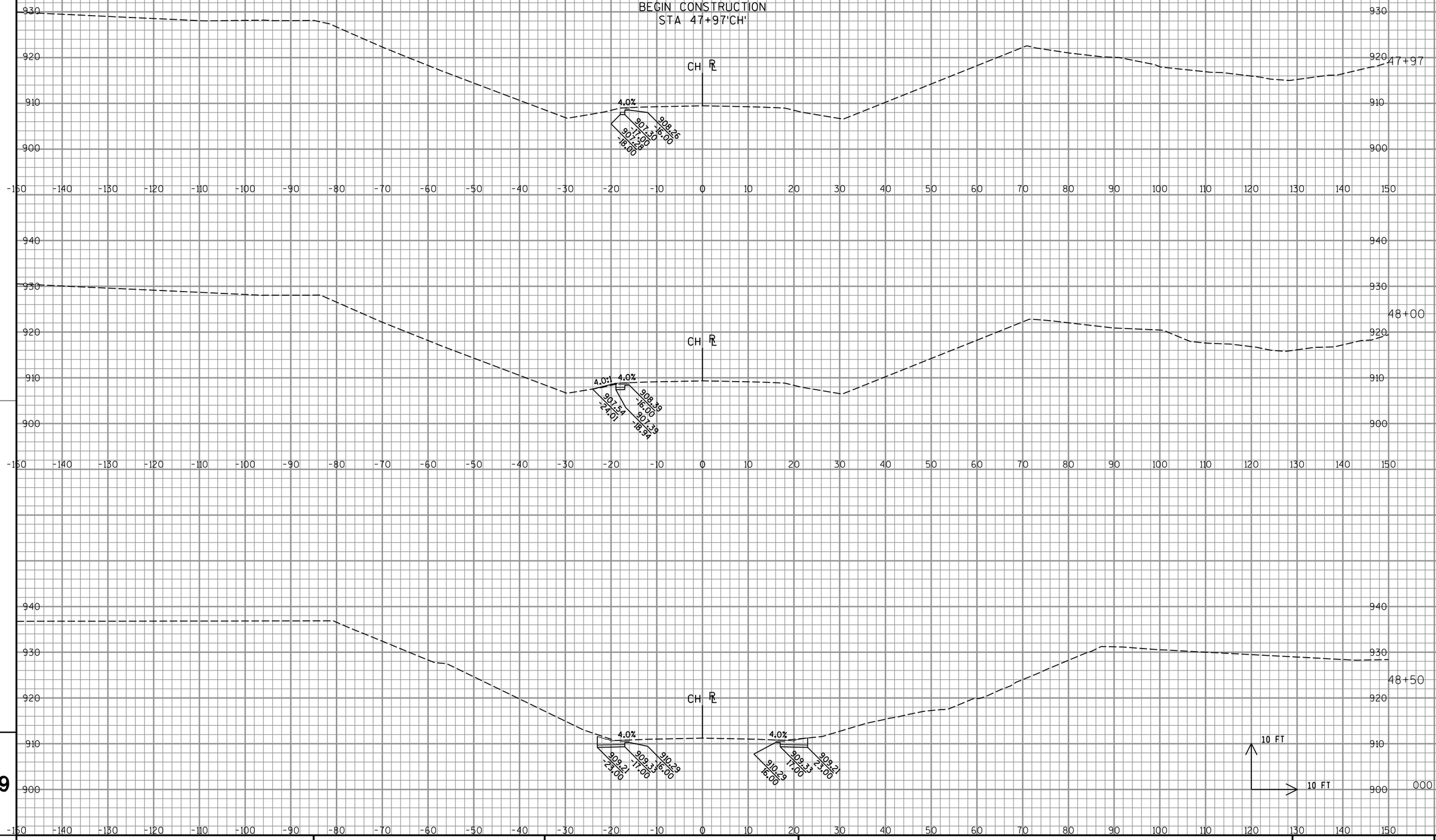


9 9

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: USH 51 - 'KN'	SHEET 1183	E

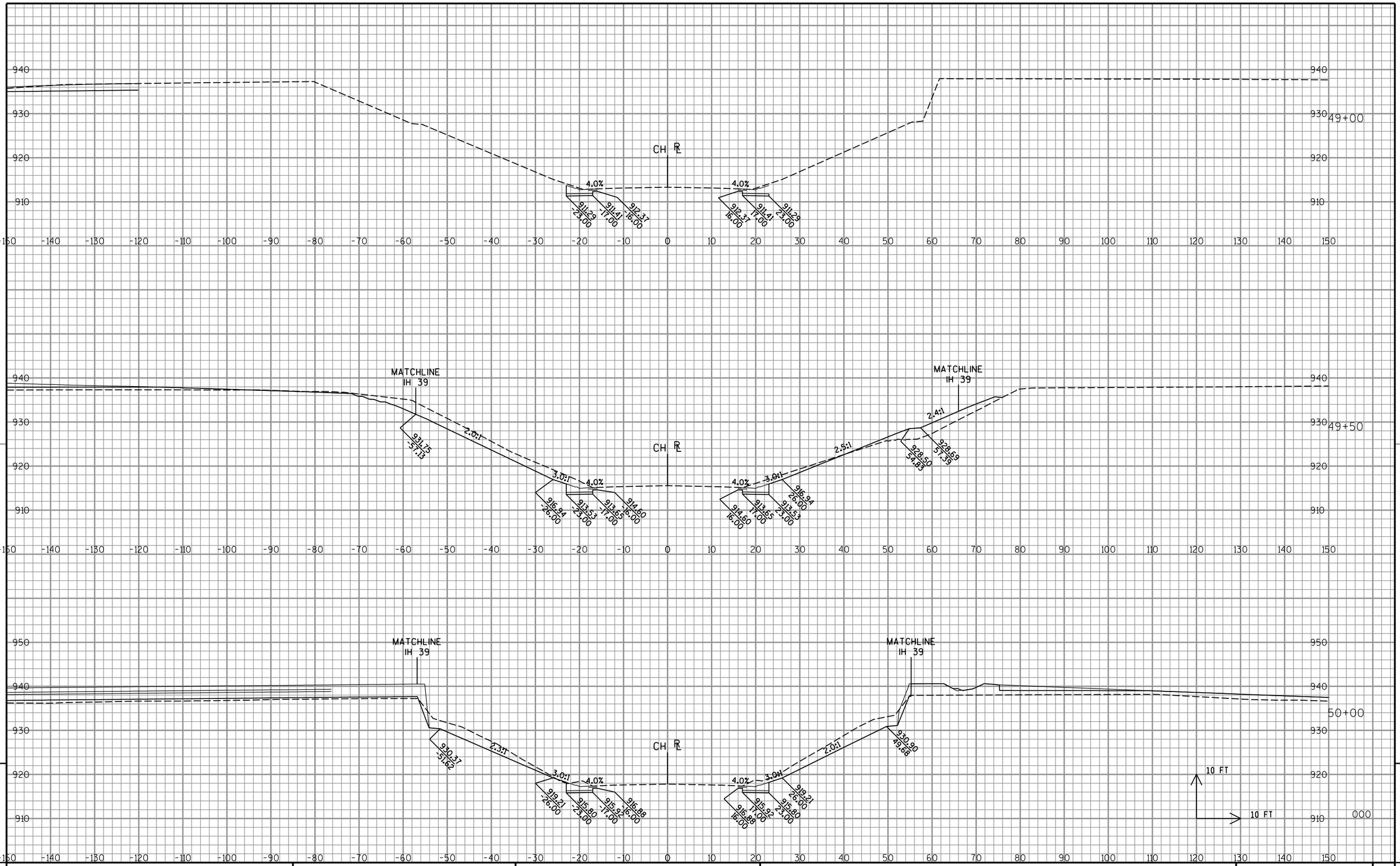
FILE NAME : P:\2012026_IH 39\CIVIL3D\PLANSET\10071175 - USH 51\090101_XS_USH 51_KN.DWG
LAYOUT NAME - 090101_XS_USH 51_KN - KN-19
PLOT DATE : 4/15/2016 12:11 PM PLOT BY : MATTHEW WISWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION
STA 47+97'CH'



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: EAST CHURCH RD	SHEET 1184	E

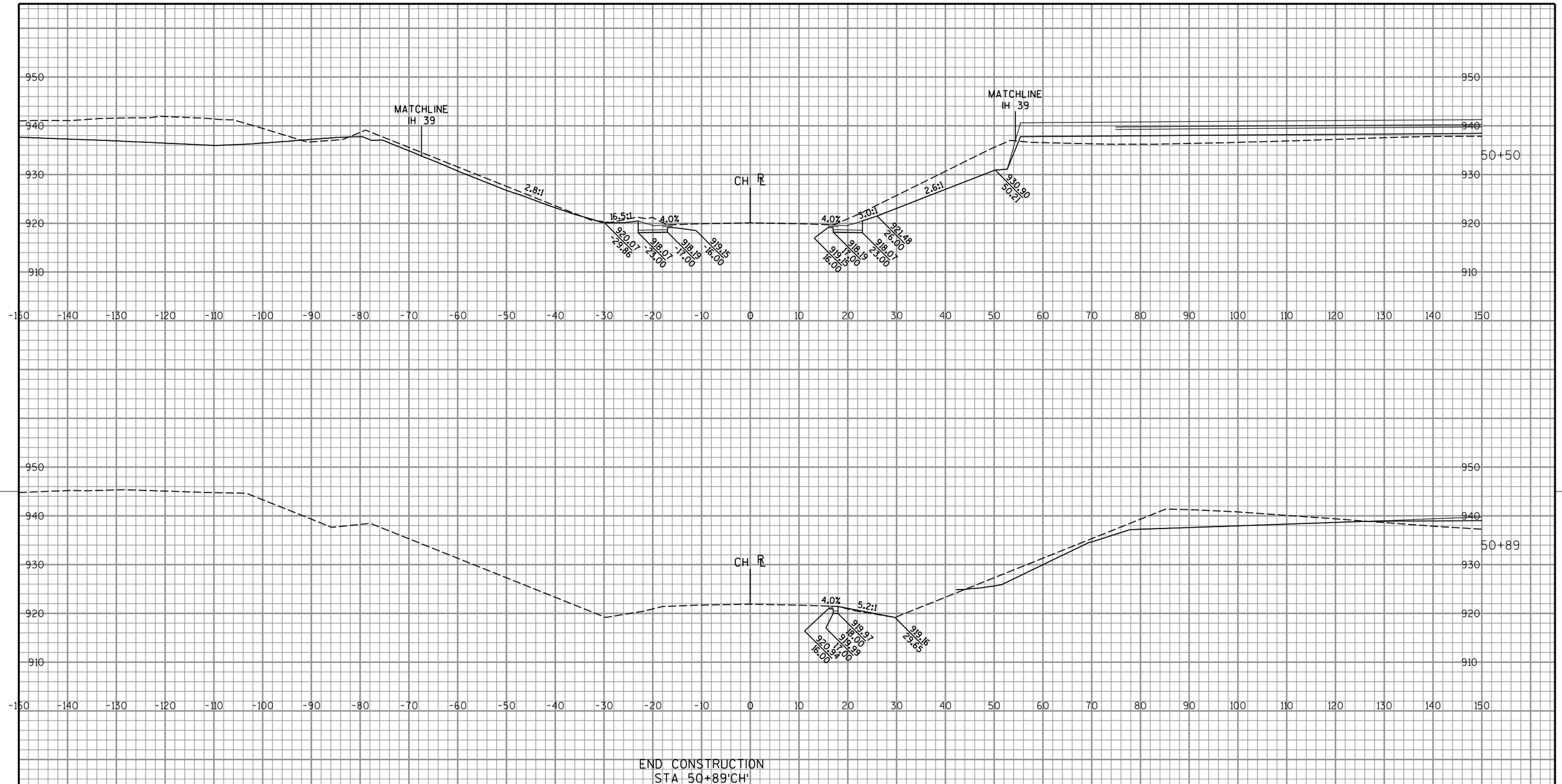
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090309_xs_East Church.dgn
PLOT DATE : 8/11/2016
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: EAST CHURCH RD	SHEET 1185	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090309_xs_East Church.dgn PLOT DATE : 8/11/2016 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 1007-11-75	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: EAST CHURCH RD	SHEET 1186	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071175\SheetsPlan\090309_xs_East Church.dgn
PLOT DATE : 8/11/2016
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov