EAU

NOVEMBER 2016

PROJECT ID: 1021-01-70

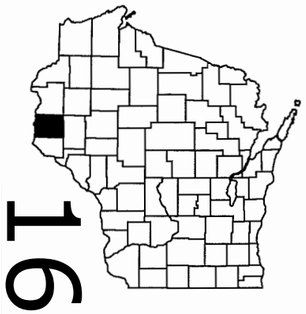
WITH:

COUNTY: ST. CROIX

ORDER OF SHEETS

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

TOTAL SHEETS = 532



N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1021-01-70	WISC 2016351	1

BALDWIN - MENOMONIE

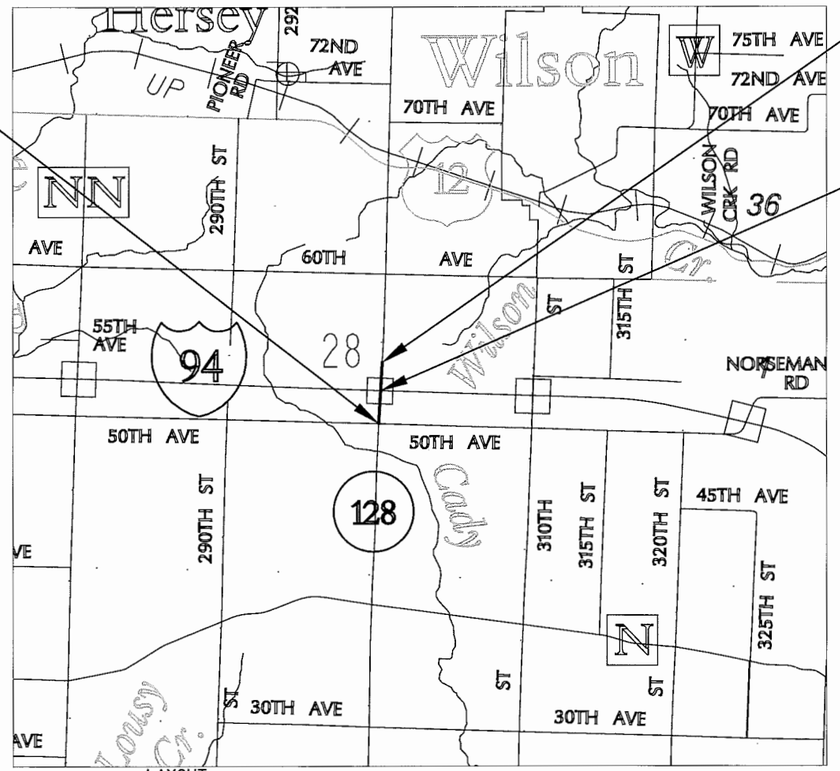
STH 128 BRIDGE B-55-0266

IH 94

ST. CROIX

STATE PROJECT NUMBER
1021-01-70

R-15-W



BEGIN PROJECT
STA 237+21.96'NB
Y=326328.594
X=656064.286

END PROJECT
STA 265+06.96'NB'

STRUCTURE
B-55-0266
STA 248+88'NB'

T-28-N

DESIGN DESIGNATION 1021-01-00

			STH 128	IH 94
A.A.D.T.	2016	=	4,150	32,100
A.A.D.T.	2036	=	4,800	40,400
D.H.V.		=	15.8	16.3
D.D.		=	60/40	58/42
T.		=	18.8	25.4
DESIGN SPEED		=	50/60 MPH	70 MPH
ESALS		=	4,606,300	31,725,800

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 (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

TOTAL NET LENGTH OF CENTERLINE = 0.527

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, ST. CROIX COUNTY, NAD83 (2001), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NW REGION
Designer	KOU THAO
Project Manager	STACIE LAMBELE
Regional Examiner	CHRISTINE KOSKI
Regional Supervisor	RICHARD SHERMO

APPROVED FOR THE DEPARTMENT

DATE: 5/2/16 (Signature)

E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\010301_TI_STH128_10210100.DWG
LAYOUT NAME - ****

PLOT DATE : 4/21/2016 7:53 AM

PLOT BY : THAO, KOU

PLOT NAME :

WISDOT/CADDS SHEET 10

GENERAL NOTES

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE 4-INCH SALVAGED TOPSOIL, FERTILIZED, SEEDED AND MULCHED.

THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER IN CONSULTATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES.

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

LOCATIONS FOR PERMANENT SIGNS SHOWN ON THE PLAN ARE APPROXIMATE. ACTUAL LOCATIONS OF PERMANENT SIGNS ARE TO BE COORDINATED IN THE FIELD BY THE ENGINEER.

THE LOCATIONS OF ALL DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

10-INCH HMA PAVEMENT SHALL BE CONSTRUCTED WITH 4-INCH AND 3.5-INCH 3-MT 58-28 S LOWER LAYERS AND A 2.5-INCH 4-MT 58-34 H UPPER LAYER.

7-INCH HMA PAVEMENT SHALL BE CONSTRUCTED WITH 2.25-INCH AND 2.25-INCH 3-MT 58-28 S LOWER LAYERS AND A 2.5-INCH 4-MT 58-34 H UPPER LAYER.

6-INCH HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 3.5-INCH 3-MT 58-28 S LOWER LAYER AND A 2.5-INCH 4-MT 58-34 H UPPER LAYER.

4-INCH HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 2.25-INCH 3-MT 58-28 S LOWER LAYER AND A 1.75-INCH 4-MT 58-34 H UPPER LAYER.

ALL CURB AND GUTTER RADII, PAVEMENT DIMENSIONS AND STATIONS SHOWN IN PLANS ARE MEASURED TO THE EDGE OF PAVEMENT.

FLOWLINE ELEVATIONS SHOWN FOR INLETS REFER TO THE FLOWLINE ELEVATION ABOVE THE CENTER OF STRUCTURE. ALL STORM SEWER INVERTS, ELEVATIONS, PIPE LENGTHS, AND GRADES ARE COMPUTED CENTER-TO-CENTER OF STRUCTURES.

EXCAVATION BELOW SUBGRADE (EBS) LOCATIONS SHOWN IN PLANS AND ON CROSS SECTIONS ARE ESTIMATED. ADDITIONAL EBS MAY BE REQUIRED AT OTHER LOCATIONS NOT SHOWN IN PLANS WHERE POOR SOILS EXIST. ACTUAL LIMITS OF EBS IS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

DETAILS OF INSTALLATION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS PLAN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, STANDARD DETAILS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

UTILITY CONTACTS

COMMUNICATION LINE

AT&T LEGACY
BRAD KEMPH
715-254-5238
COPY ALL CORRESPONDENCE TO:
BILL KOENIG
JMC ENGINEERS & ASSOCIATES
128 W SUNSET AVENUE
APPLETON, WI 54911
608-628-0575 (MOBILE)
wekoenig@att.net

CENTURYLINK COMMUNICATIONS
BOB SAMPSON
1310 E. MARY STREET
OTTUMWA, IA 52501
641-684-4106 (OFFICE)
636-887-5367 (MOBILE)
Robert.Sampson@Centurylink.com

LEVEL 3 COMMUNICATIONS
BRADLEY J. MORSETH
715 NORTH 2ND STREET
MINNEAPOLIS, MN 55401
612-343-3257 (OFFICE)
612-805-9479 (MOBILE)
brad.morseth@level3.com
COPY ALL CORRESPONDENCE TO:
Level3.networkrelocations@level3.com

WEST WISCONSIN TELCOM COOPERATIVE
BRAD SCHMIDTKNECHT
5808 OLD MILL PLAZA
EAU CLAIRE, WI 54703
715-231-0504 (OFFICE)
715-308-1914 (MOBILE)
brads@wwt.net

DNR LIAISON

CHRIST WILLGER
1300 W CLAIREMONT AVE
PO BOX 4001
EAU CLAIRE, WI 54702
715-839-1609
ChristopherJ.Willger@wisconsin.gov

ELECTRICITY - DISTRIBUTION

ST CROIX ELECTRIC COOPERATIVE
ROB DOOLEY
1925 RIDGEWAY STREET
PO BOX 160
HAMMOND, WI 54015-0160
715-796-7000 (OFFICE)
800-924-3407 (OFFICE)
RobDoo@scecnet.net

XCEL ENERGY
MIKE JOHNSEN
320 HELLER ROAD
MENOMONIE, WI 54751
715-232-7415 (OFFICE)
715 577-7428 (MOBILE)
Michael.A.Johnsen@xcelenergy.com
COPY ALL CORRESPONDENCE TO:
DAWN SCHULTZ
1414 W HAMILTON AVE
PO BOX 8
EAU CLAIRE, WI 54702-0008
715-737-2482 (OFFICE)
dawn.schultz@xcelenergy.com

GAS

WE ENERGIES
24-HOUR EMERGENCY (GAS)
800-261-5325
LEWIS KNAPP
104 W. SOUTH STREET
RICE LAKE, WI 54868
715-234-9605 (OFFICE)
715-419-2196 (MOBILE)
Lewis.Knapp@we-energies.com

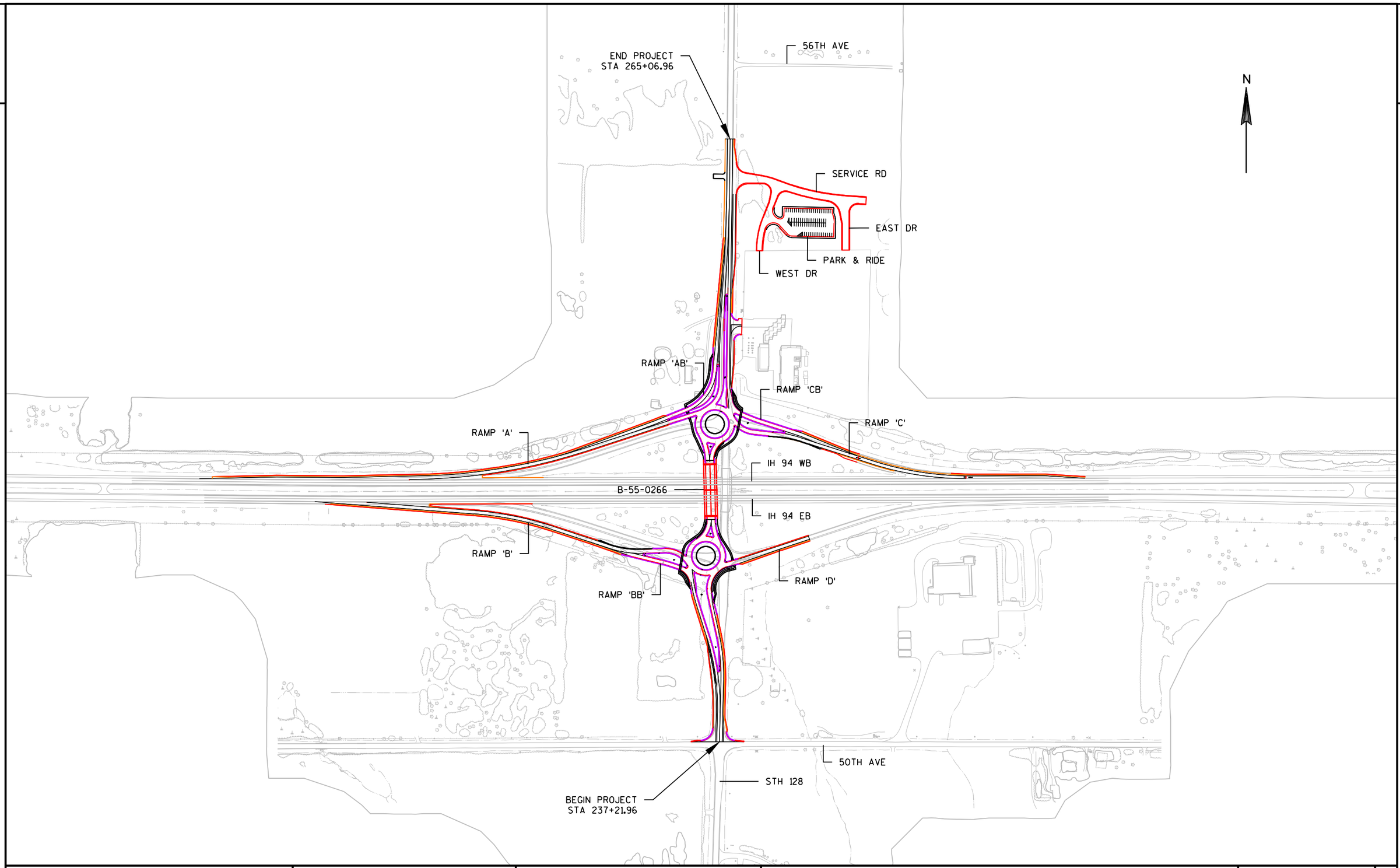
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

LIST OF STANDARD ABBREVIATIONS

ABUT.	ABUTMENT
AGG.	AGGREGATE
AH.	AHEAD
APPROX.	APPROXIMATE
A.E.W.	APRON ENDWALL
ASPH.	ASPHALTIC
A.D.T.	AVERAGE DAILY TRAFFIC
AZ.	AZIMUTH
BK.	BACK
BEG.	BEGIN
B.M.	BENCH MARK
C/L	CENTER LINE
CONC.	CONCRETE
CONST.	CONSTRUCTION
CO.	COUNTY
C.T.H.	COUNTY TRUNK HIGHWAY
X-SEC.	CROSS SECTION
CR.	CRUSHED
CFS	CUBIC FEET/SECOND
C.Y., CU. YD.	CUBIC YARD
CULV.	CULVERT
C.P.	CULVERT PIPE
D.O.T.	DEPARTMENT OF TRANSPORTATION
D.H.V.	DESIGN HOUR VOLUME
DIA.	DIAMETER
D.	DIRECTIONAL DISTRIBUTION
DISCH. OR DIS.	DISCHARGE
EA.	EACH
ELECT.	ELECTRIC
EL. OR ELEV.	ELEVATION
EMB.	EMBANKMENT
E.B.S.	EXCAVATION BELOW SUBGRADE
EXIST.	EXISTING
FERT.	FERTILIZE
F.E.	FIELD ENTRANCE
FIN.	FINISHED
FT.	FOOT
F.L.	FLOW LINE
GA.	GAUGE
HORIZ.	HORIZONTAL
CWT.	HUNDREDWEIGHT
INL.	INLET
LT.	LEFT
L.H.F.	LEFT-HAND FORWARD
LIN.	LINEAR
LIN. FT.	LINEAR FOOT
L.S.	LUMP SUM
MAX.	MAXIMUM
MI.	MILE
MISC.	MISCELLANEOUS
N.E.	NORTH EAST
N.W.	NORTH WEST
PAV'T	PAVEMENT
P.C.	POINT OF CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
P.O.T.	POINT ON TANGENT
LB.	POUND
P.E.	PRIVATE ENTRANCE
PROJ.	PROJECT
R.	RANGE
REQ'D	REQUIRED
RT.	RIGHT
R.H.F.	RIGHT-HAND FORWARD
R/W	RIGHT OF WAY
RD.	ROAD
SHR.	SHRINKAGE
SL.	SLOPE
STD.	STANDARD
S.D.D.	STANDARD DETAIL DRAWINGS
S.T.H.	STATE TRUNK HIGHWAY
STA.	STATION
S.P.P.A.	STRUCTURAL PLATE PIPE ARCH
STRUCT.	STRUCTURE
SURF.	SURFACE
TEL.	TELEPHONE
TN.	TOWN
T.	TRUCKS (PERCENT OF)
UNCL.	UNCLASSIFIED
U.G.	UNDERGROUND
V.	VELOCITY OR DESIGN SPEED
V.C.	VERTICAL CURVE

2

2



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020201_PO_STH128_10210100.DWG
LAYOUT NAME - ****

PLOT DATE : 8/22/2016 7:34 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:400 FT

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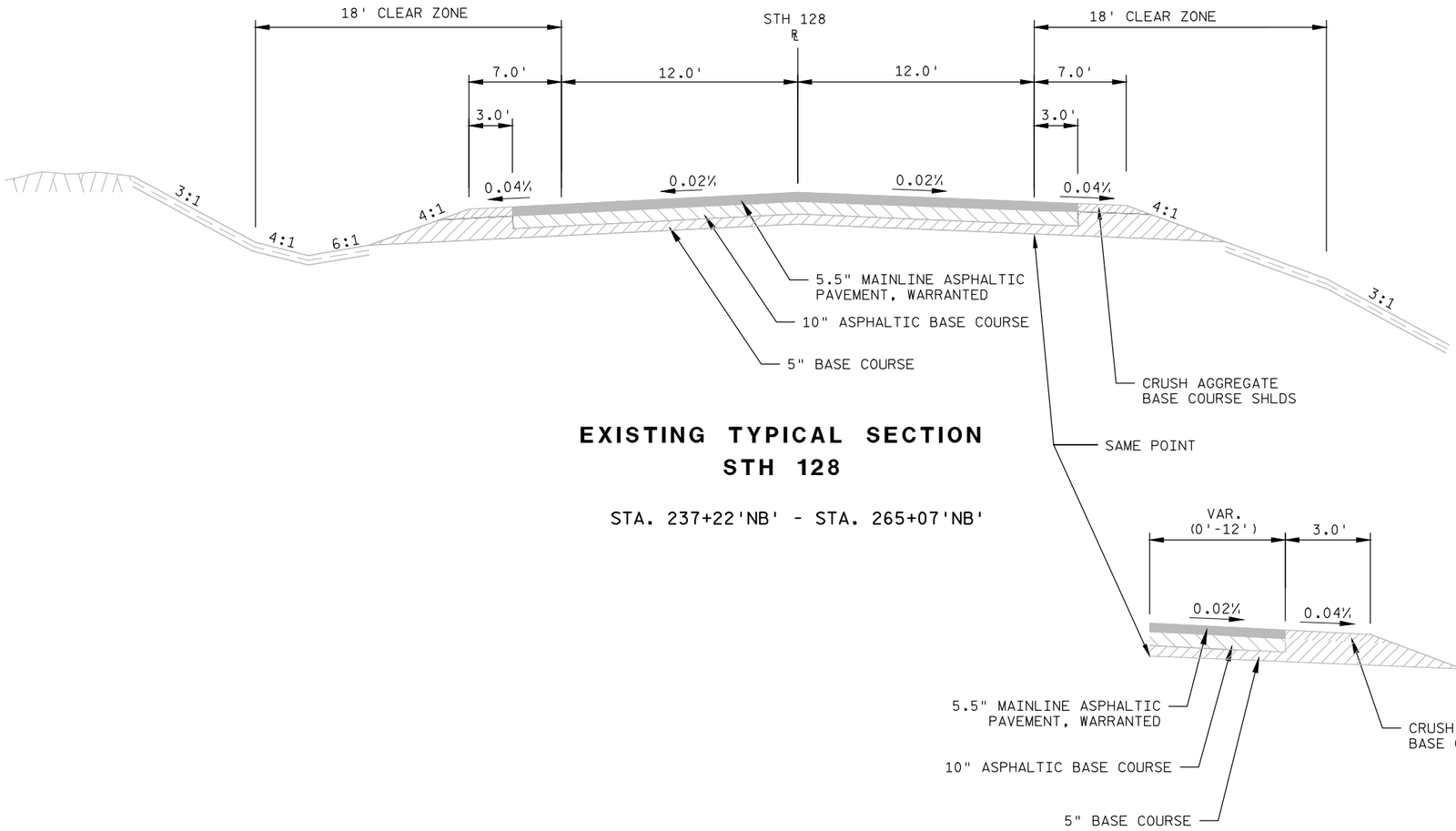
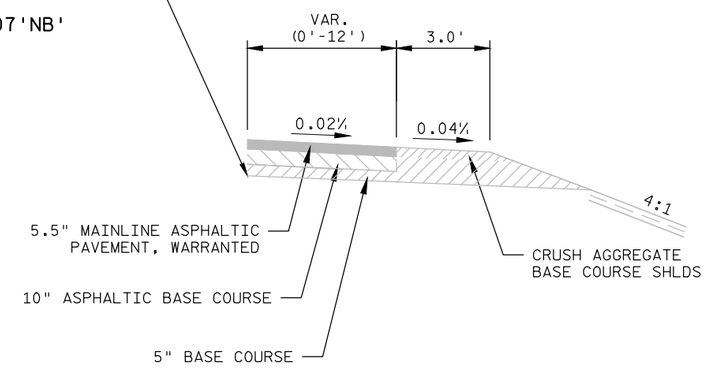


EXISTING TYPICAL SECTION
STH 128

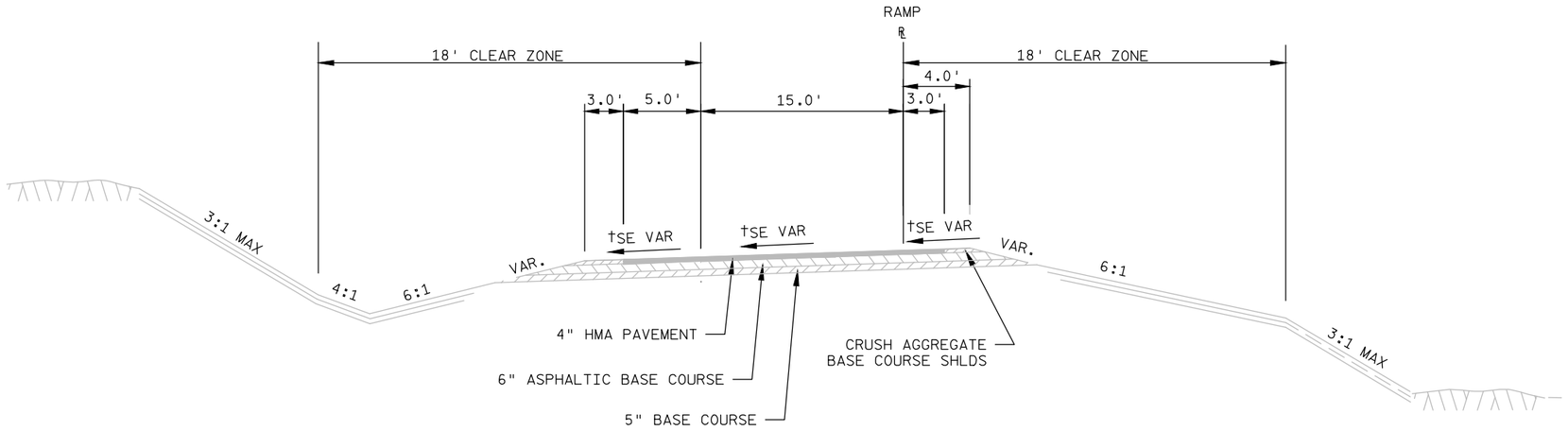
STA. 237+22'NB' - STA. 265+07'NB'



EXISTING TYPICAL SECTION
RIGHT TURN LANE

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL EXISTING SECTION: STH 128	SHEET 4	E

2

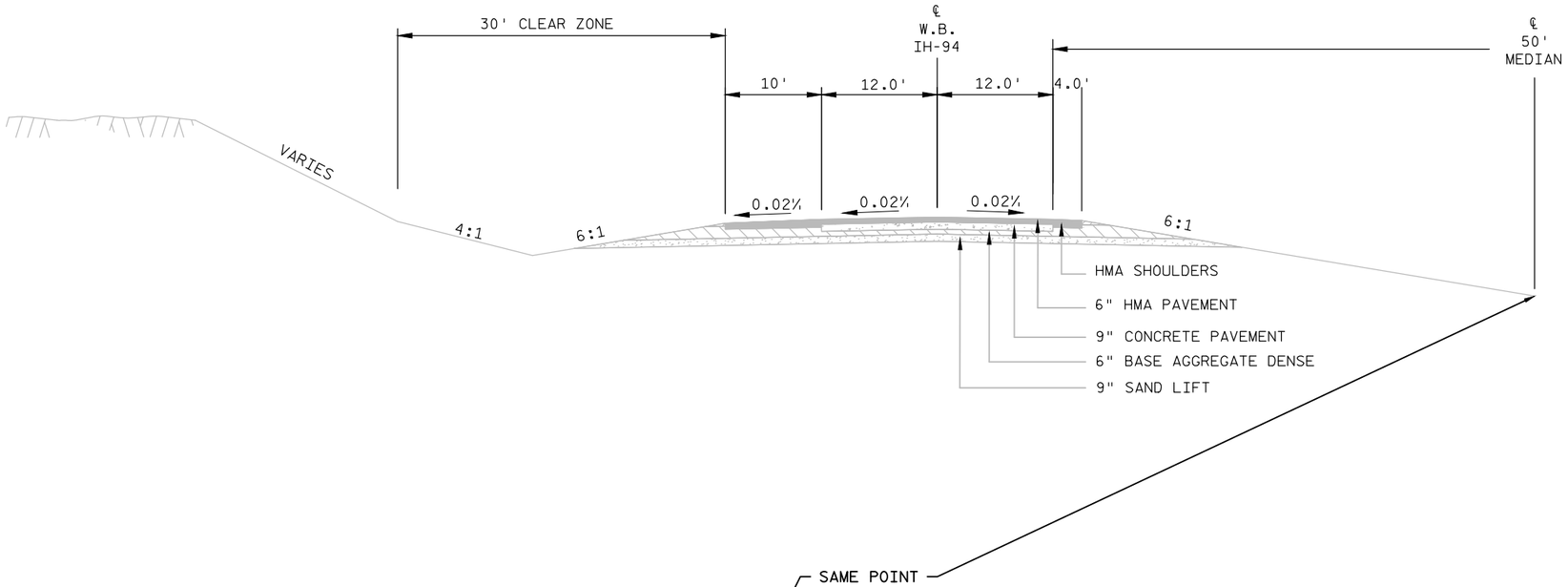


EXISTING TYPICAL SECTION
RAMP

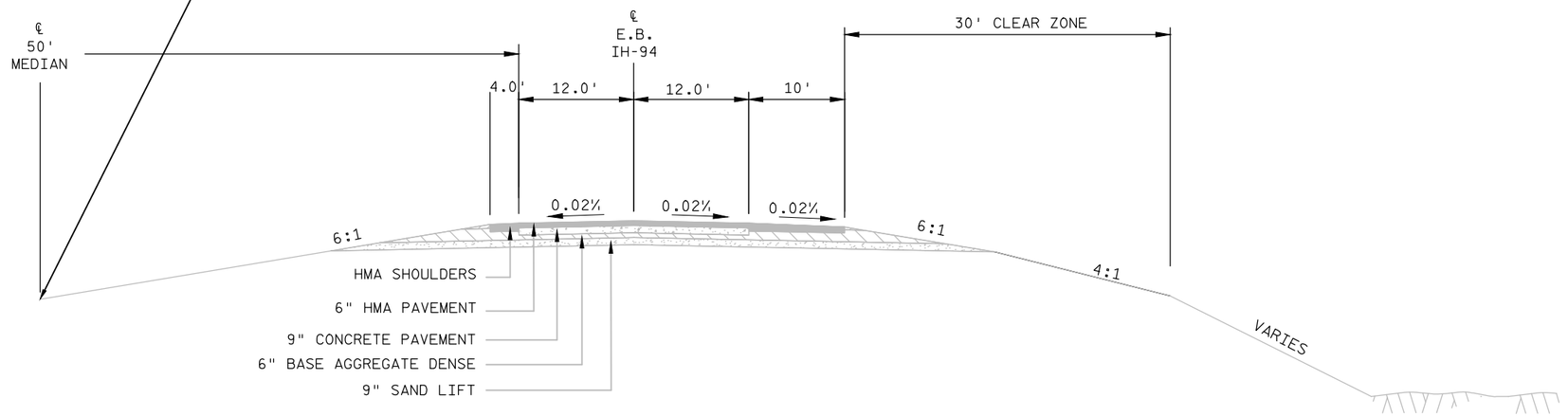
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL EXISTING SECTION: STH 128	SHEET 5	E

FILE NAME : N:±PDS±C3D±10210100±DESIGN±PLANS PRODUCTION±020303-TS-STH128.DWG PLOT DATE : 2/4/2016 10:01 AM PLOT BY : THAO, KOU PLOT NAME : ---------- PLOT SCALE : 1IN:15 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION
IH 94

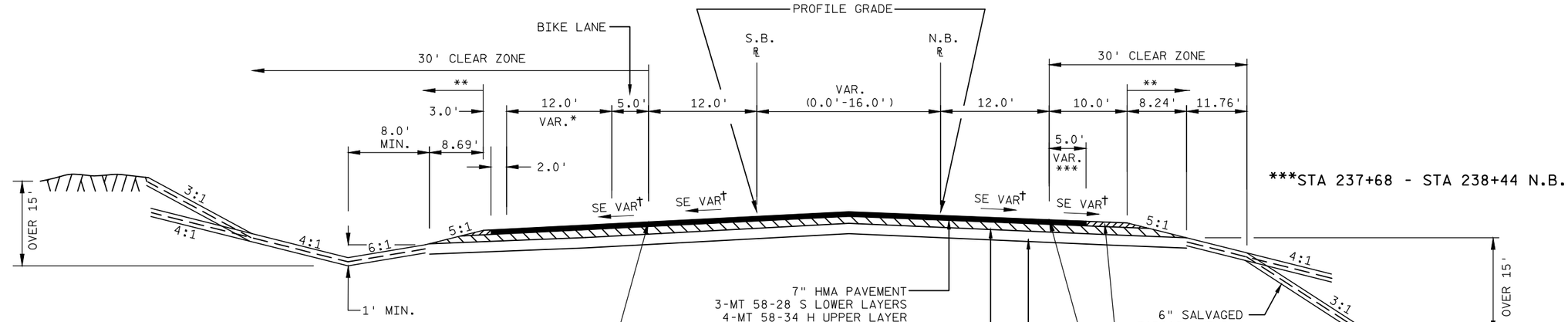


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL EXISTING SECTION: STH 128	SHEET 6	E

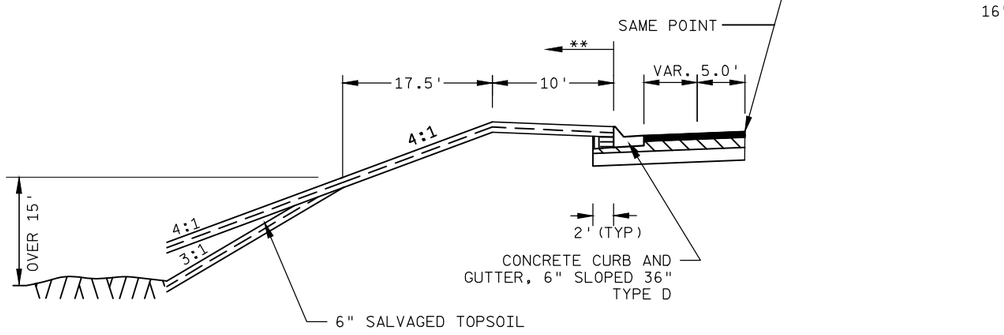
** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILZING, MULCHING, AND EROSION MAT.

†SE VAR TO A 0.06% MAX SUPER
NOR.=0.02% ROADWAY
NOR.=0.04% SHOULDER

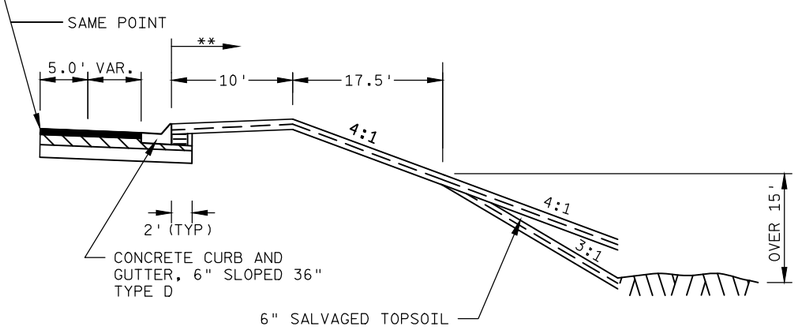
*STA 239+87 - STA 240+44 S.B.



***STA 237+68 - STA 238+44 N.B.



STA 237+21.96 - STA 237+84 S.B.



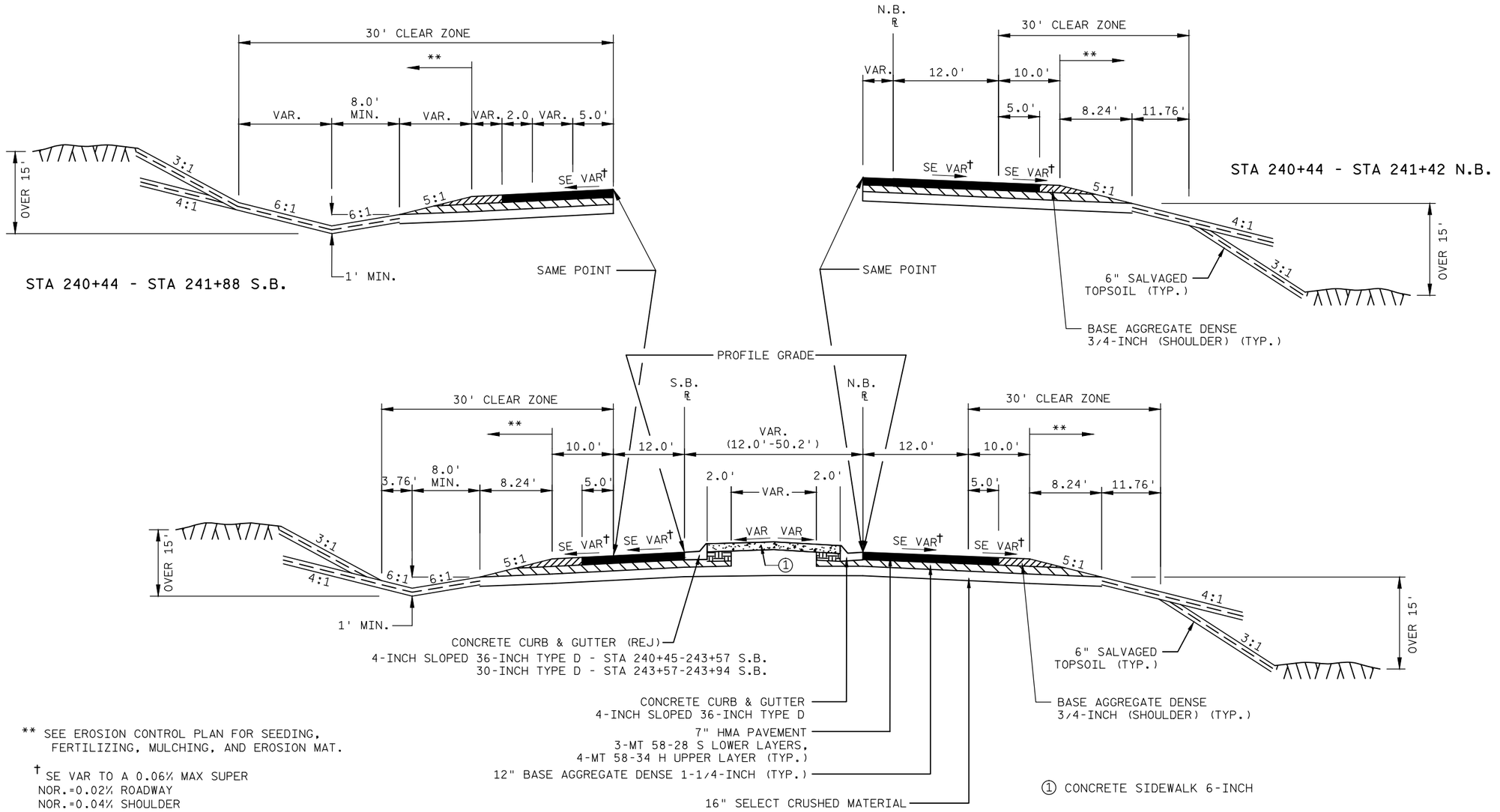
STA 237+21.96 - STA 237+68 N.B.

FINISHED TYPICAL SECTION
STH 128

STA 237+21.96'NB' - STA 240+44'NB'
STA 237+21.96'SB' - STA 240+44'SB'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 7	E

2



** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT.

† SE VAR TO A 0.06% MAX SUPER
NOR.=0.02% ROADWAY
NOR.=0.04% SHOULDER

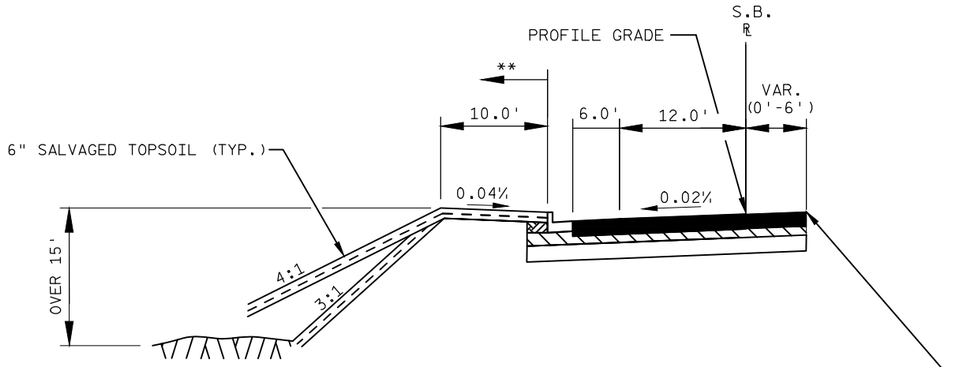
① CONCRETE SIDEWALK 6-INCH

FINISHED TYPICAL SECTION
STH 128

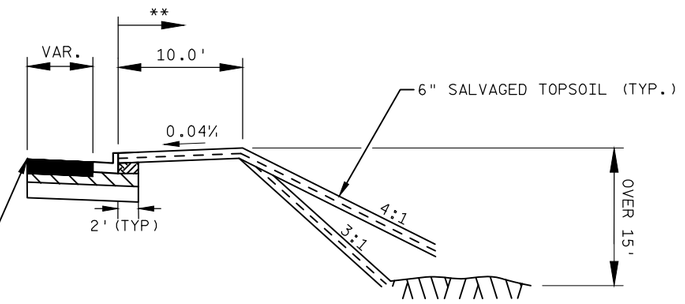
STA 240+44'NB' - STA 242+95'NB'
STA 240+44'SB' - STA 244+09'SB'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 8	E

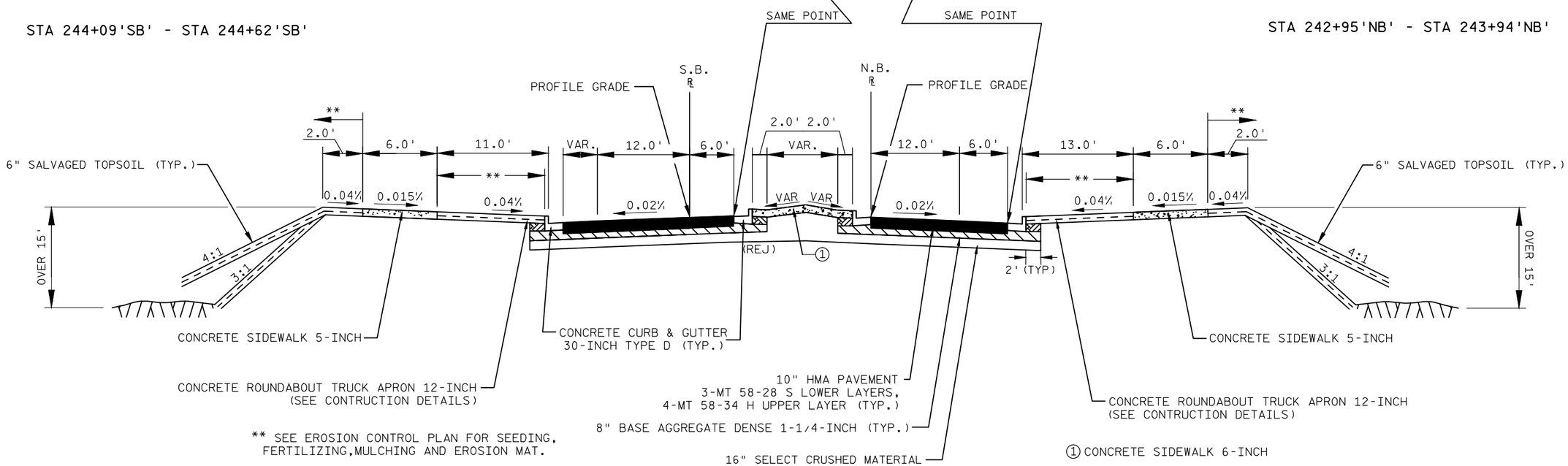
FILE NAME : N:±PDS±C3D±10210100±DESIGN±PLANS PRODUCTION±020302-TS-STH128.DWG PLOT DATE : 9/2/2016 8:26 AM PLOT BY : THAO, KOU PLOT NAME : ---------- PLOT SCALE : 1IN:15 FT
WISDOT/CADDS SHEET 42



STA 244+09'SB' - STA 244+62'SB'



STA 242+95'NB' - STA 243+94'NB'



** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING,MULCHING AND EROSION MAT.

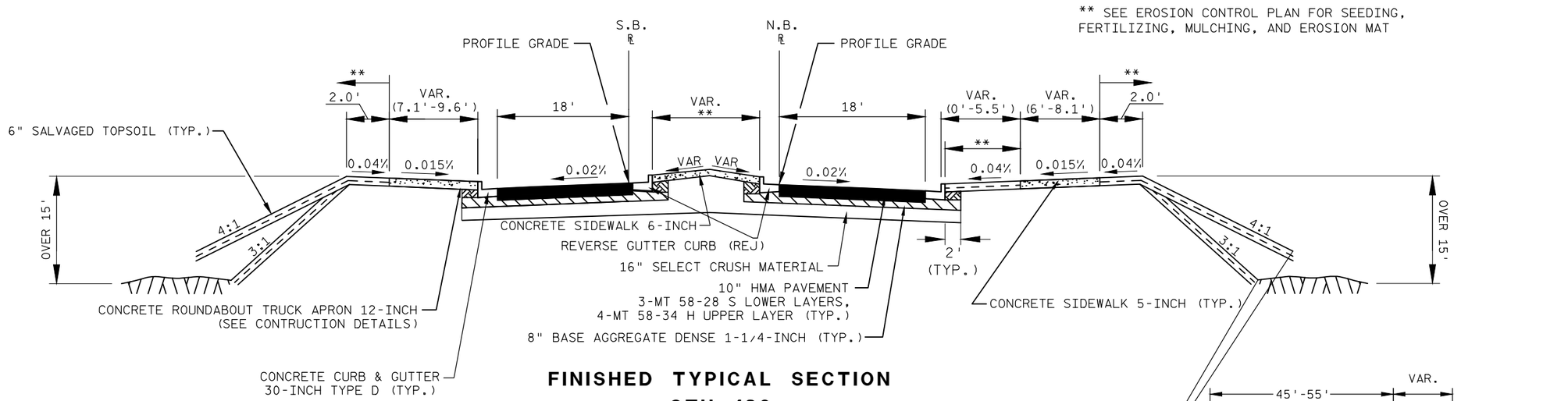
① CONCRETE SIDEWALK 6-INCH

FINISHED TYPICAL SECTION
STH 128

STA 242+95'NB' - STA 244+88'NB'
STA 244+09'SB' - STA 245+17'SB'

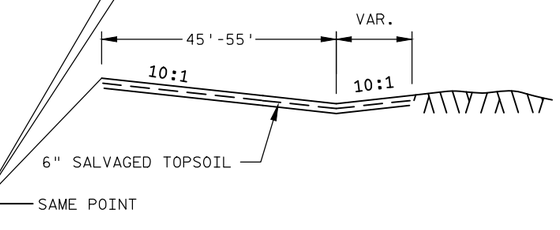
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 9	E

2

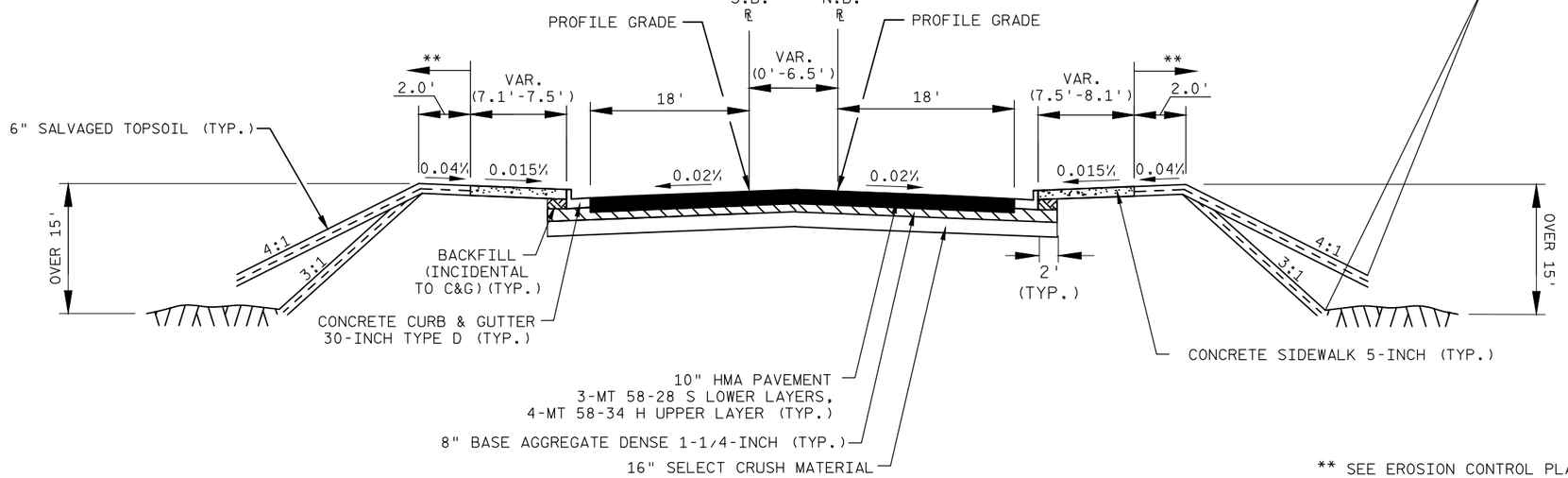


FINISHED TYPICAL SECTION
STH 128

STA 246+66'NB' - STA 247+23'NB'
STA 246+90'SB' - STA 247+42'SB'



STA 246+66'NB' - STA 247+64'NB'

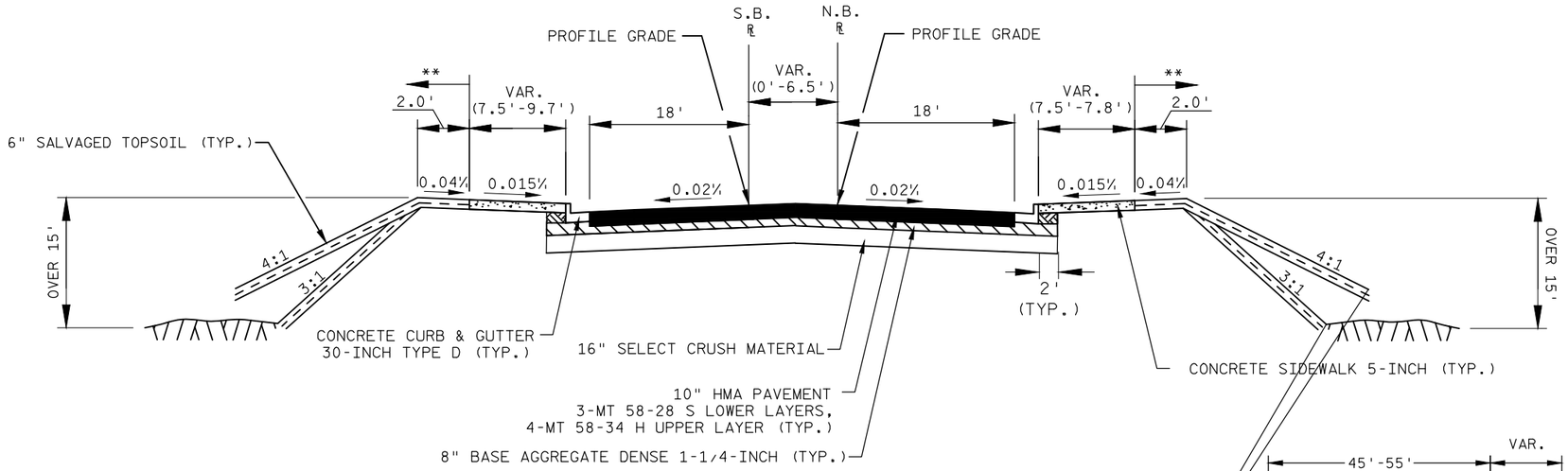


FINISHED TYPICAL SECTION
STH 128

STA 247+23'NB' - STA 247+53'NB'
STA 247+42'SB' - STA 247+73'SB'

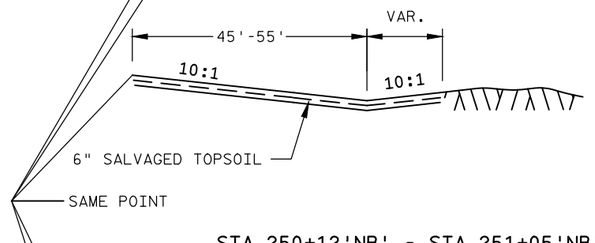
** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 10	E

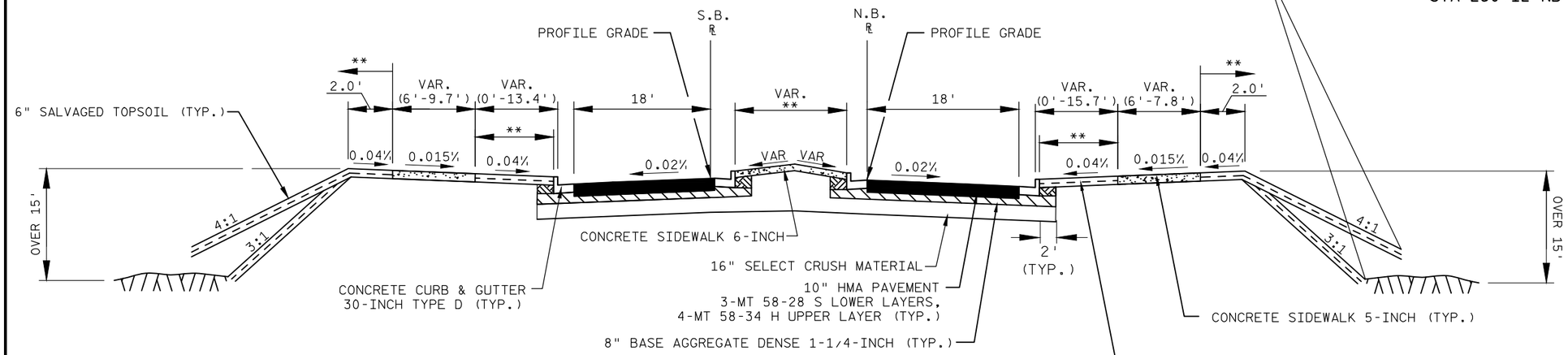


FINISHED TYPICAL SECTION
STH 128

STA 250+12'NB' - STA 250+52'NB'
STA 250+30'SB' - STA 250+71'SB'



STA 250+12'NB' - STA 251+05'NB'



FINISHED TYPICAL SECTION
STH 128

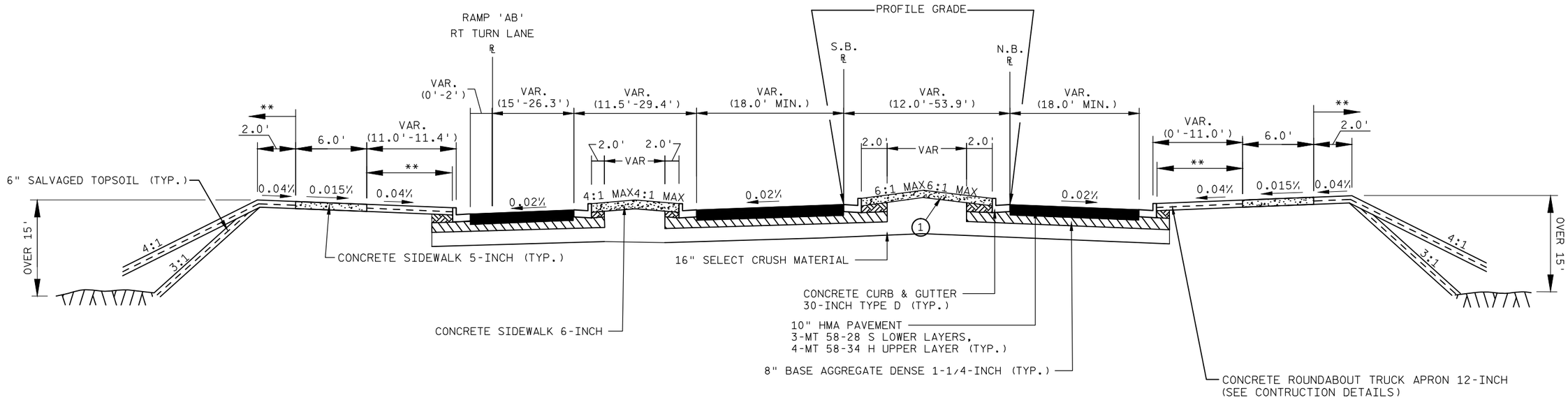
STA 250+52'NB' - STA 251+05'NB'
STA 250+71'SB' - STA 251+30'SB'

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 11	E

2

** SEE EROSION CONTROL PLAN FOR SEEDING,
FERTILIZING, MULCHING, AND EROSION MAT



FINISHED TYPICAL SECTION
STH 128

STA. 252+76'NB' - STA. 253+75'NB'
STA. 253+26'SB' - STA. 255+18'SB'
STA. 263+98'AB' - STA. 265+47'AB', RAMP A RT TURN LANE

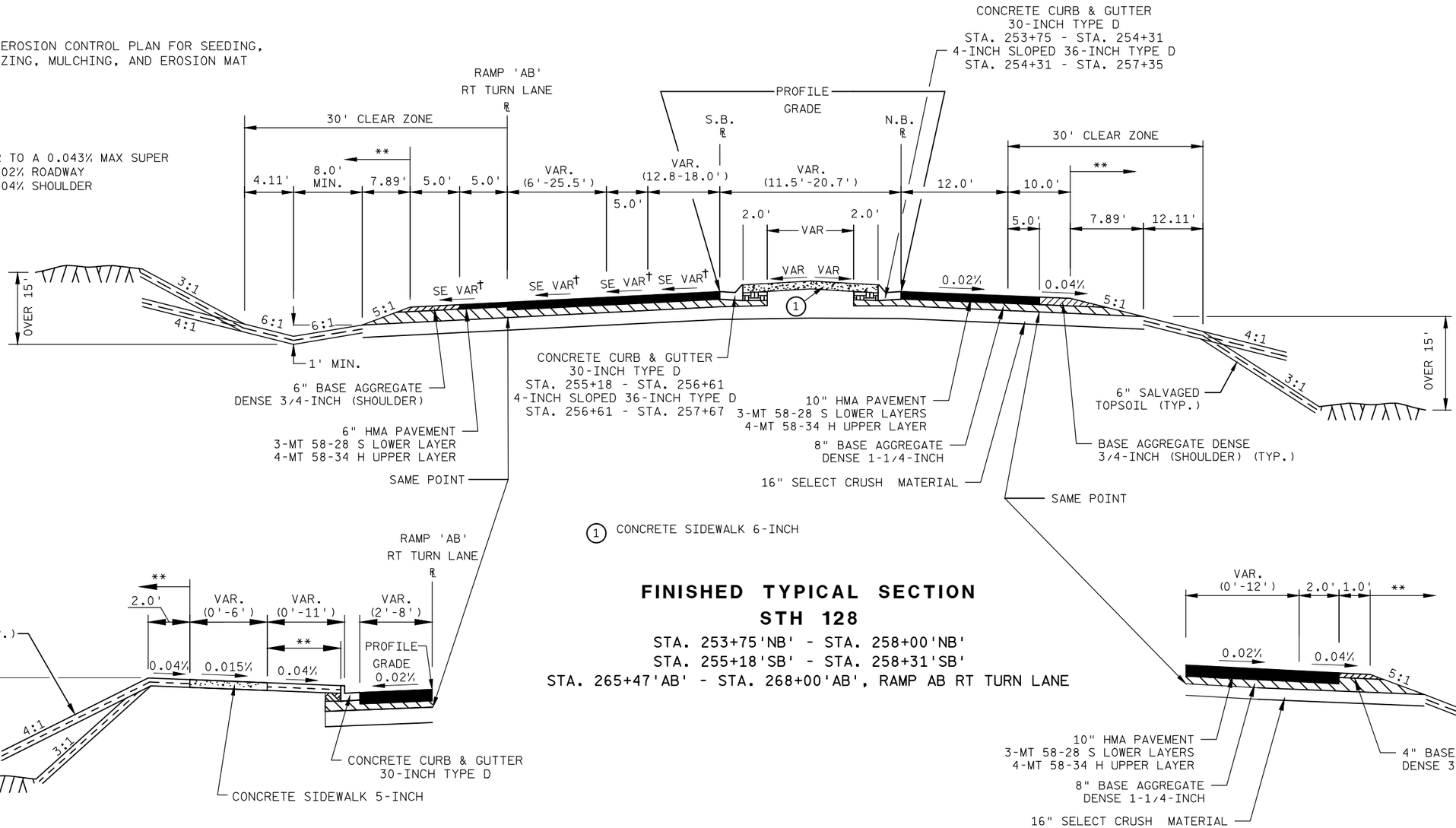
(1) CONCRETE SIDEWALK 6-INCH

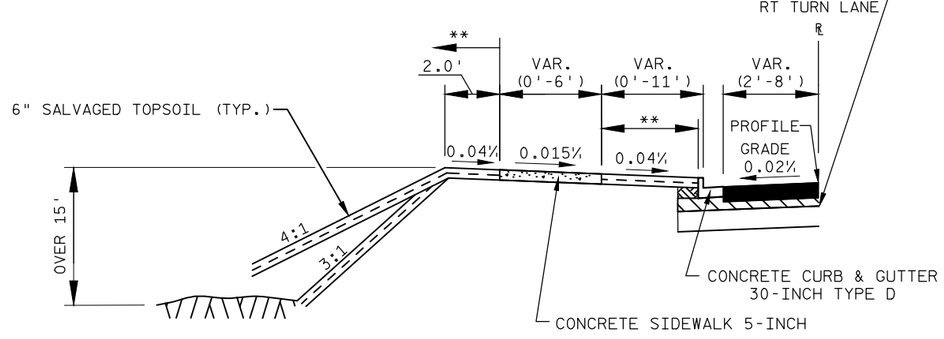
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 12	E

2

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

†SE VAR TO A 0.043⅛ MAX SUPER
NOR.=0.02⅛ ROADWAY
NOR.=0.04⅛ SHOULDER

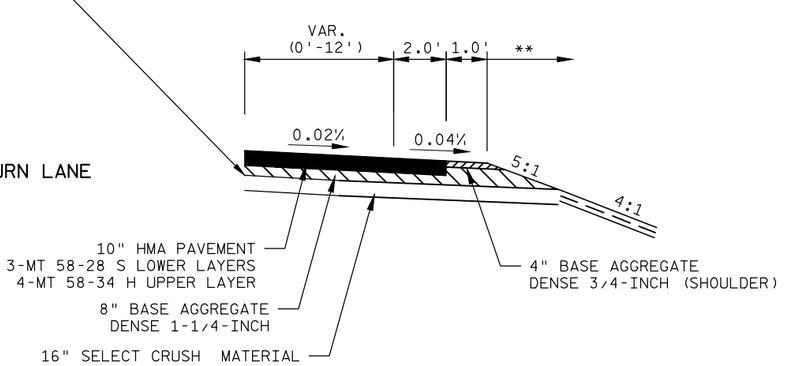




STA. 255+18 - STA. 255+92 S.B.
STA. 265+47'AB' - STA. 266+23'AB', RAMP AB RT TURN LANE

FINISHED TYPICAL SECTION
STH 128

STA. 253+75'NB' - STA. 258+00'NB'
STA. 255+18'SB' - STA. 258+31'SB'
STA. 265+47'AB' - STA. 268+00'AB', RAMP AB RT TURN LANE

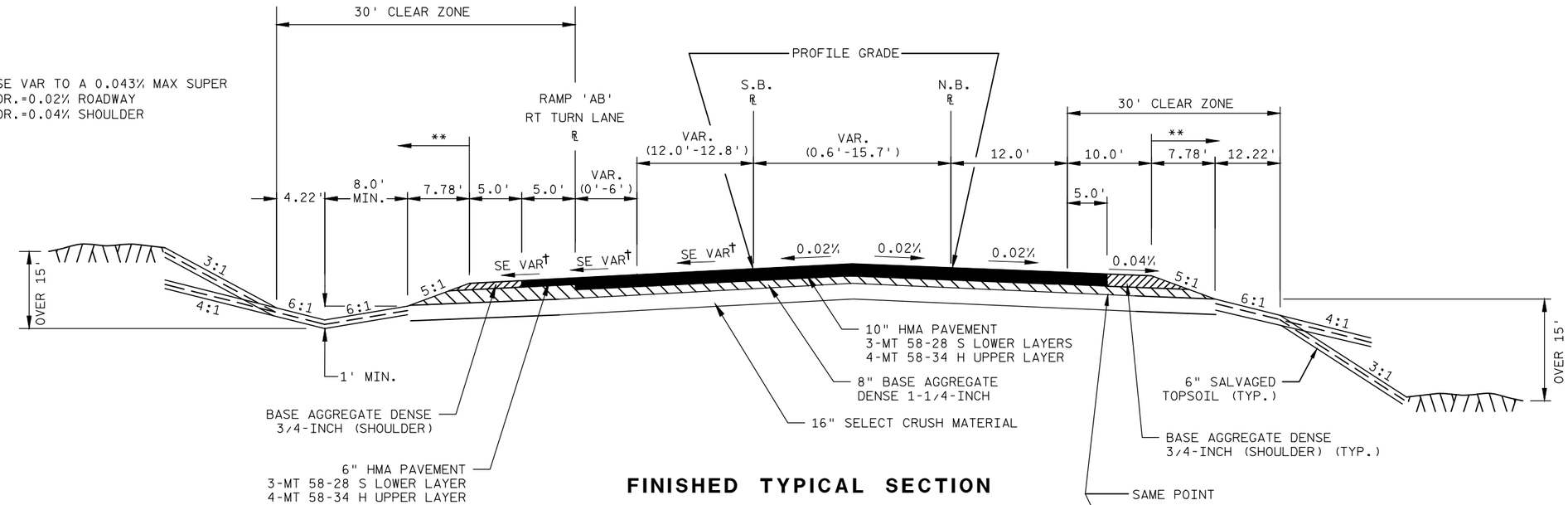


STA. 253+80'NB' - STA. 257+16'NB'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 13	E

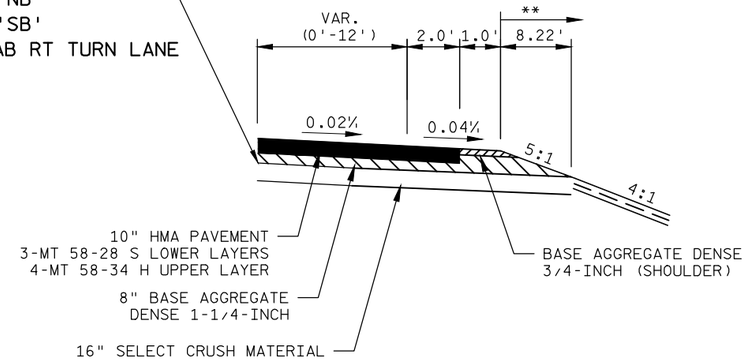
** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

†SE VAR TO A 0.043% MAX SUPER
NOR.=0.02% ROADWAY
NOR.=0.04% SHOULDER



FINISHED TYPICAL SECTION
STH 128

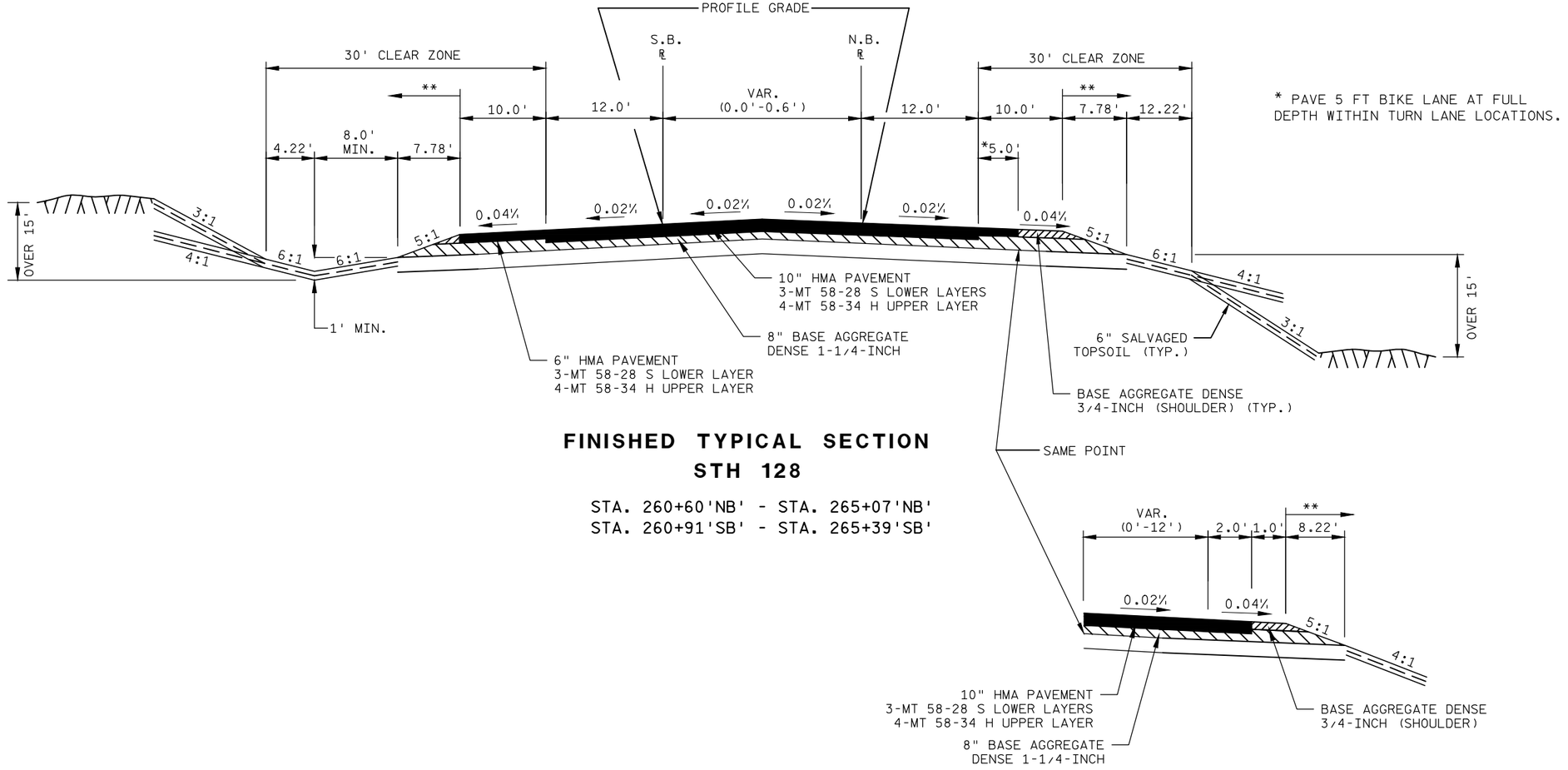
STA. 258+00'NB' - STA. 260+60'NB'
STA. 258+31'SB' - STA. 260+91'SB'
STA. 268+00'AB' - STA. 271+23'AB', RAMP AB RT TURN LANE



STA. 257+82'NB' - STA. 260+60'NB'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 14	E

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT



* PAVE 5 FT BIKE LANE AT FULL DEPTH WITHIN TURN LANE LOCATIONS.

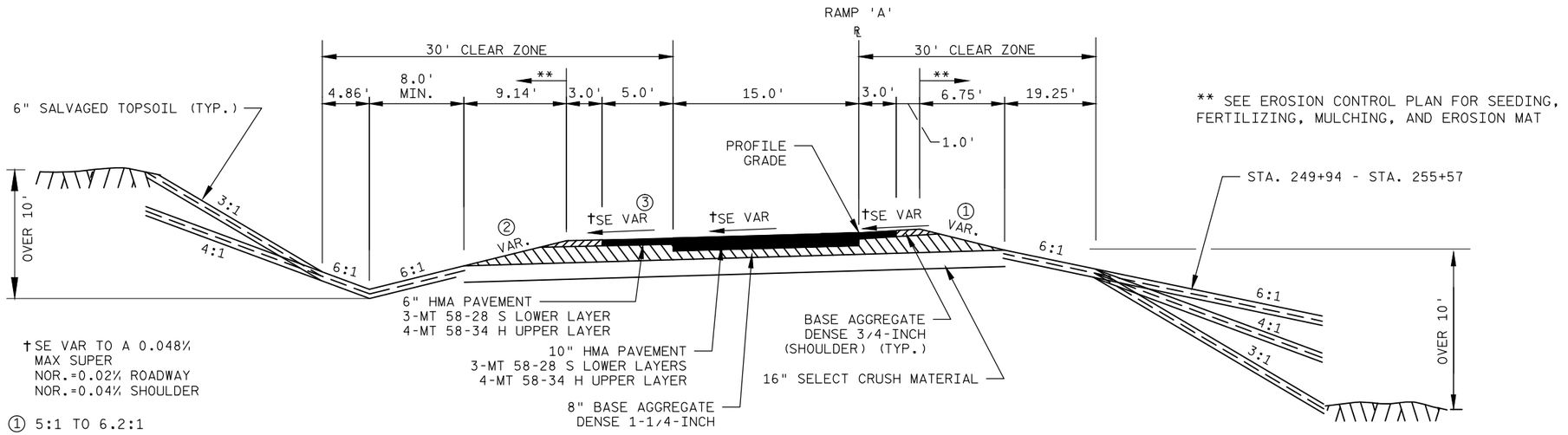
FINISHED TYPICAL SECTION STH 128

STA. 260+60'NB' - STA. 265+07'NB'
STA. 260+91'SB' - STA. 265+39'SB'

STA. 260+60'NB' - STA. 264+82'NB'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 15	E

FILE NAME : N:±PDS±C3D±10210100±DESIGN±PLANS PRODUCTION±020302-TS-STH128.DWG PLOT DATE : 9/2/2016 8:26 AM PLOT BY : THAO, KOU PLOT NAME : ---------- PLOT SCALE : 1IN:15 FT



†SE VAR TO A 0.048% MAX SUPER
NOR.=0.02% ROADWAY
NOR.=0.04% SHOULDER

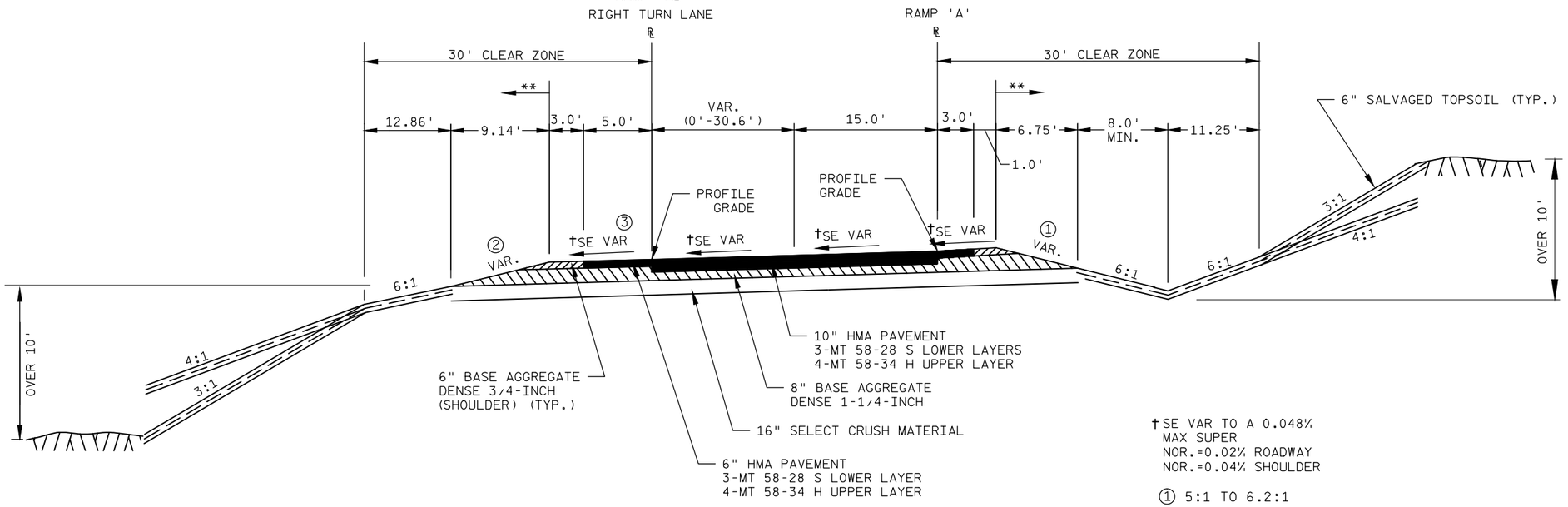
① 5:1 TO 6.2:1

② 4.5:1 TO 6:1

③ 0.04% NOR. EQUALS SE WHEN SE GREATER THAN 0.04%

FINISHED TYPICAL SECTION
RAMP A

STA. 249+94'A' - STA. 256+61'A'



†SE VAR TO A 0.048% MAX SUPER
NOR.=0.02% ROADWAY
NOR.=0.04% SHOULDER

① 5:1 TO 6.2:1

② 4.5:1 TO 6:1

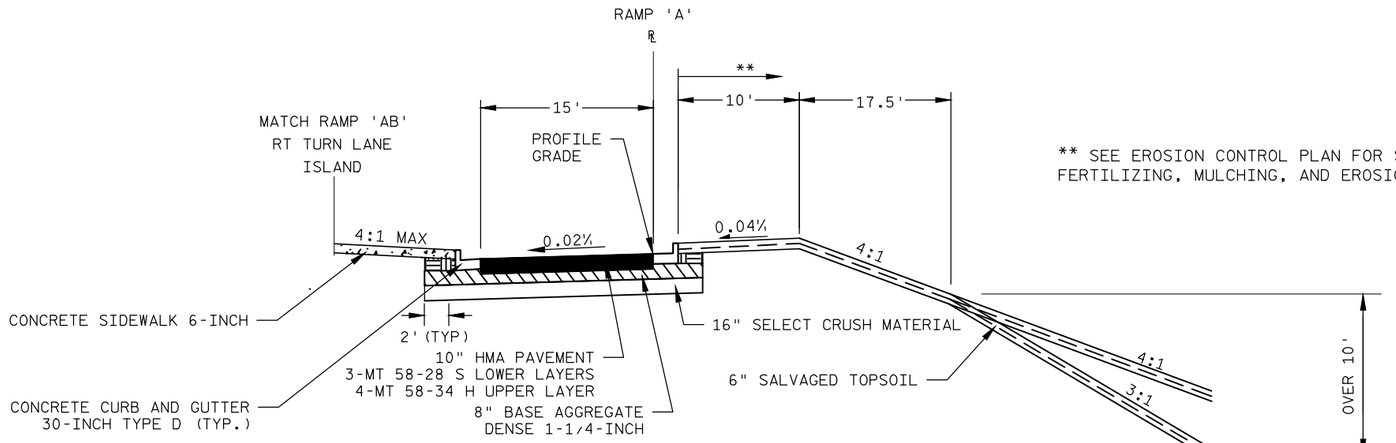
③ 0.04% NOR. EQUALS SE WHEN SE GREATER THAN 0.04%

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

FINISHED TYPICAL SECTION
RAMP A & RAMP AB RIGHT TURN LANE

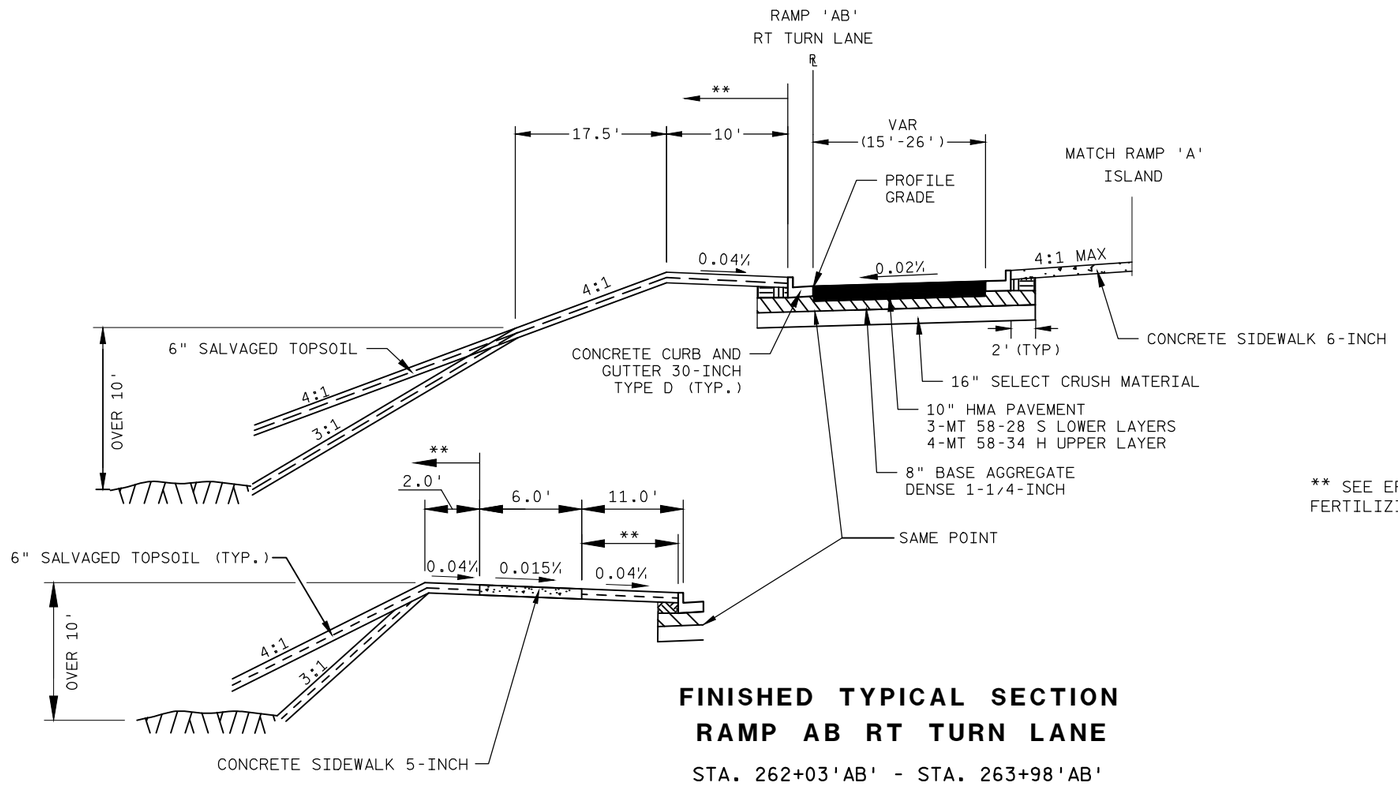
STA. 256+61'A' - STA. 262+04'A', RAMP 'A'
STA. 256+61'AB' - STA. 262+04'AB', RAMP 'AB' RIGHT TURN LANE

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 16	E



** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

FINISHED TYPICAL SECTION
RAMP A
STA. 262+04'A' - STA. 263+42'A'

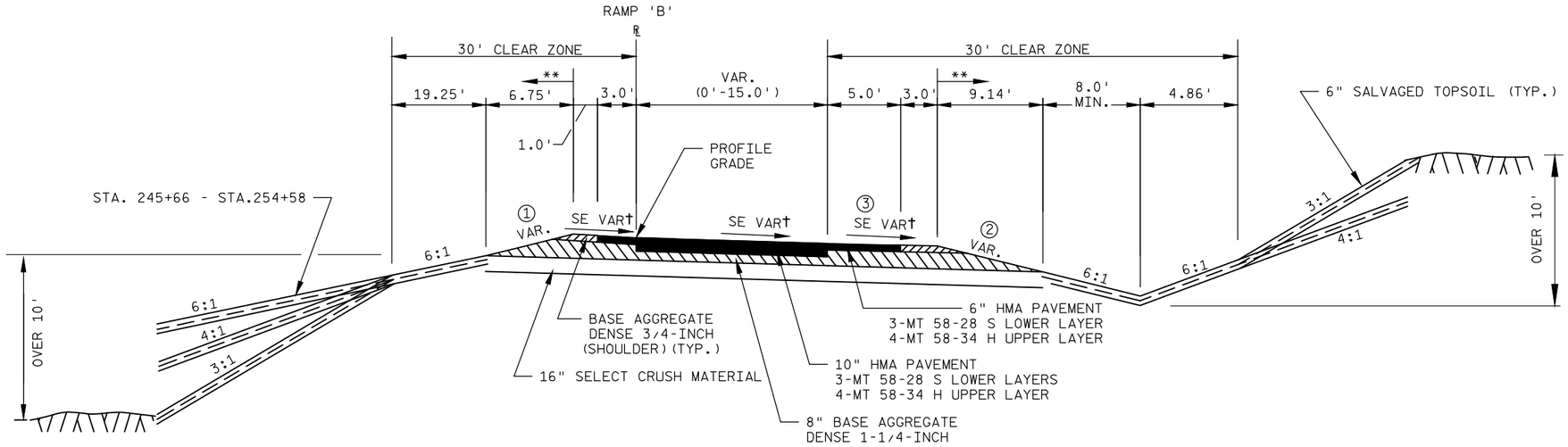


** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

FINISHED TYPICAL SECTION
RAMP AB RT TURN LANE
STA. 262+03'AB' - STA. 263+98'AB'

STA. 262+97'AB' - STA. 263+98'AB'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 17	E



** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

† SE VAR TO A 0.06% MAX SUPER
NOR.=0.02% ROADWAY
NOR.=0.04% SHOULDER

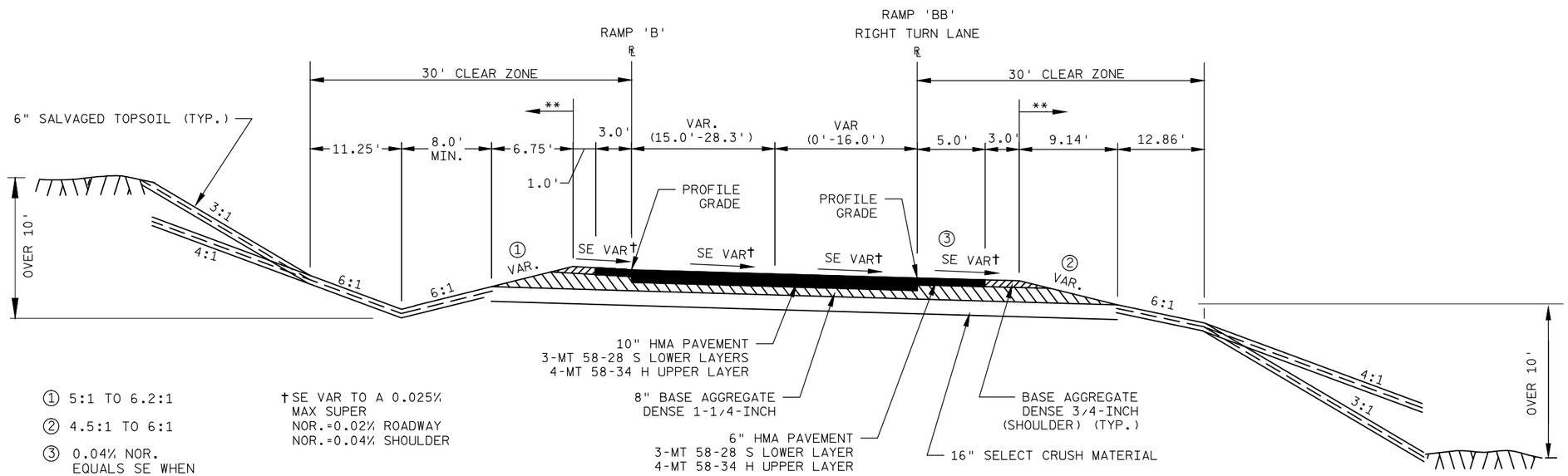
① 5:1 TO 6.2:1

② 4.5:1 TO 6:1

③ 0.04% NOR. EQUALS SE WHEN SE GREATER THAN 0.04%

FINISHED TYPICAL SECTION
RAMP B

STA. 245+66'B' - STA. 258+34'B'



① 5:1 TO 6.2:1

② 4.5:1 TO 6:1

③ 0.04% NOR. EQUALS SE WHEN SE GREATER THAN 0.04%

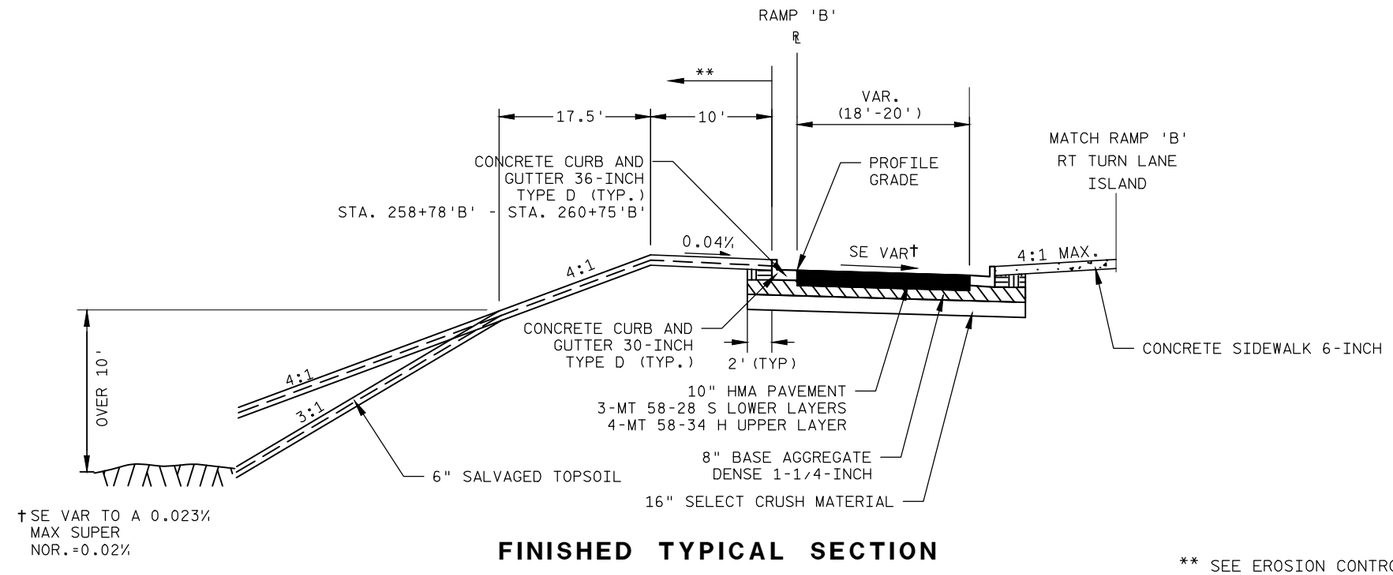
† SE VAR TO A 0.025% MAX SUPER
NOR.=0.02% ROADWAY
NOR.=0.04% SHOULDER

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

FINISHED TYPICAL SECTION
RAMP B & RAMP BB RIGHT TURN LANE

STA. 258+34'B' - STA. 258+77'B', RAMP 'B'
STA. 258+34'BB' - STA. 259+85'BB', RAMP 'BB' RIGHT TURN LANE

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 18	E

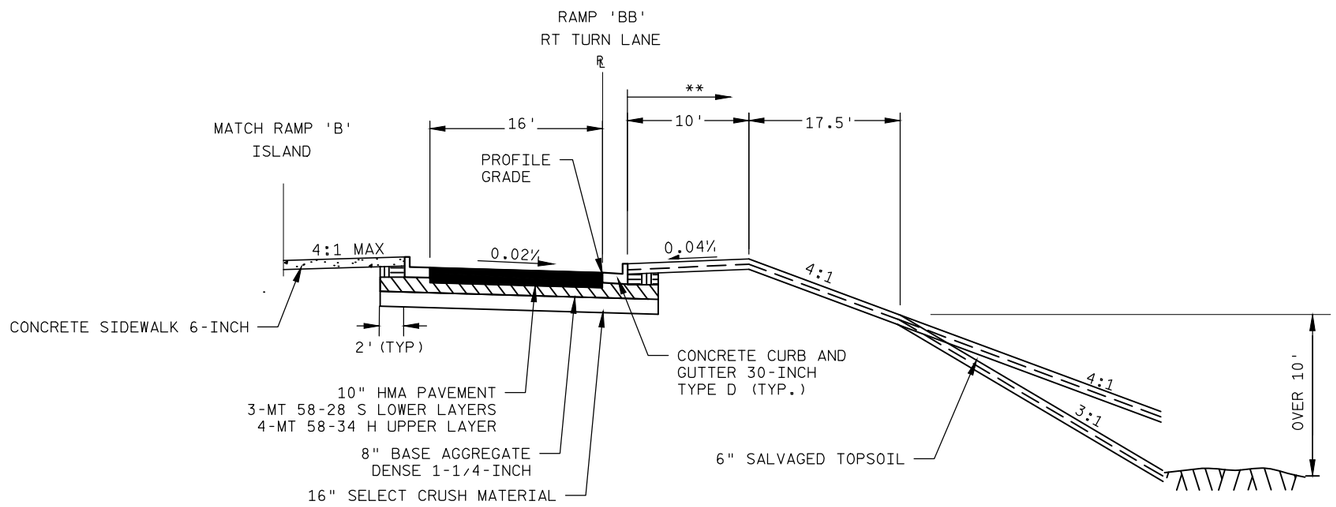


†SE VAR TO A 0.023⅛
MAX SUPER
NOR.=0.02⅛

FINISHED TYPICAL SECTION
RAMP B

STA. 258+77'B' - STA. 262+87'B'

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

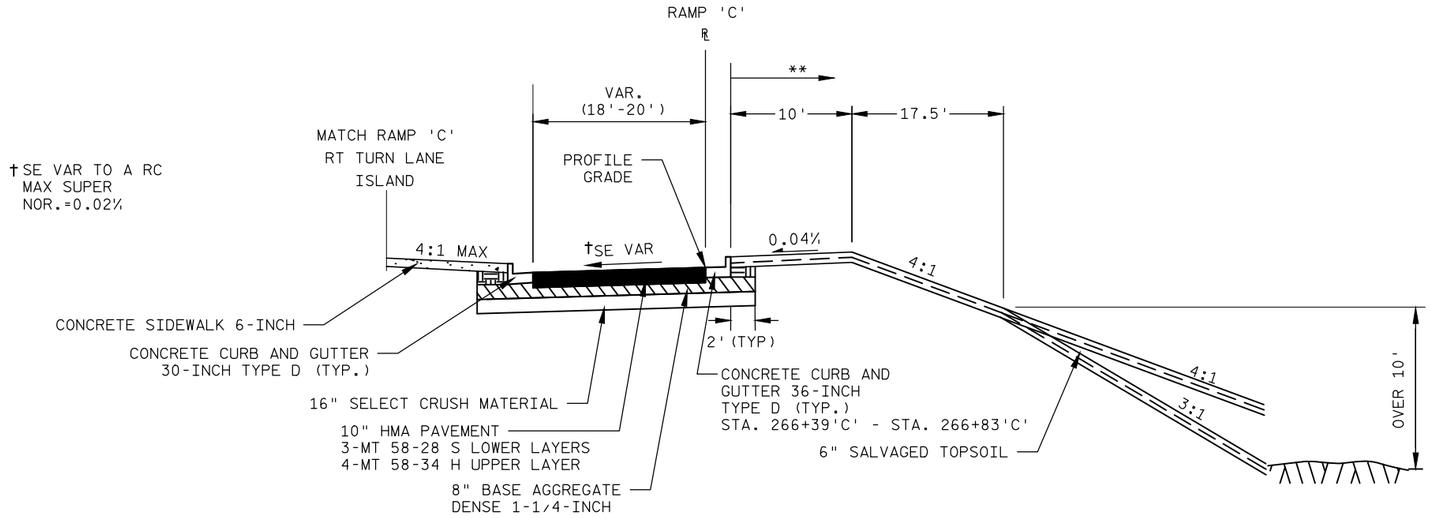


FINISHED TYPICAL SECTION
RAMP BB RT TURN LANE

STA. 259+85'BB' - STA. 262+89'BB'

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

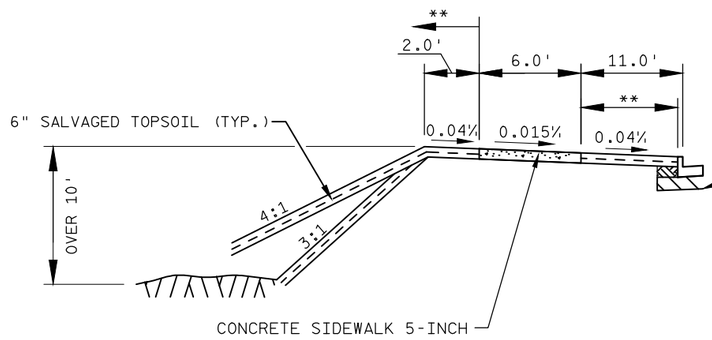
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 19	E



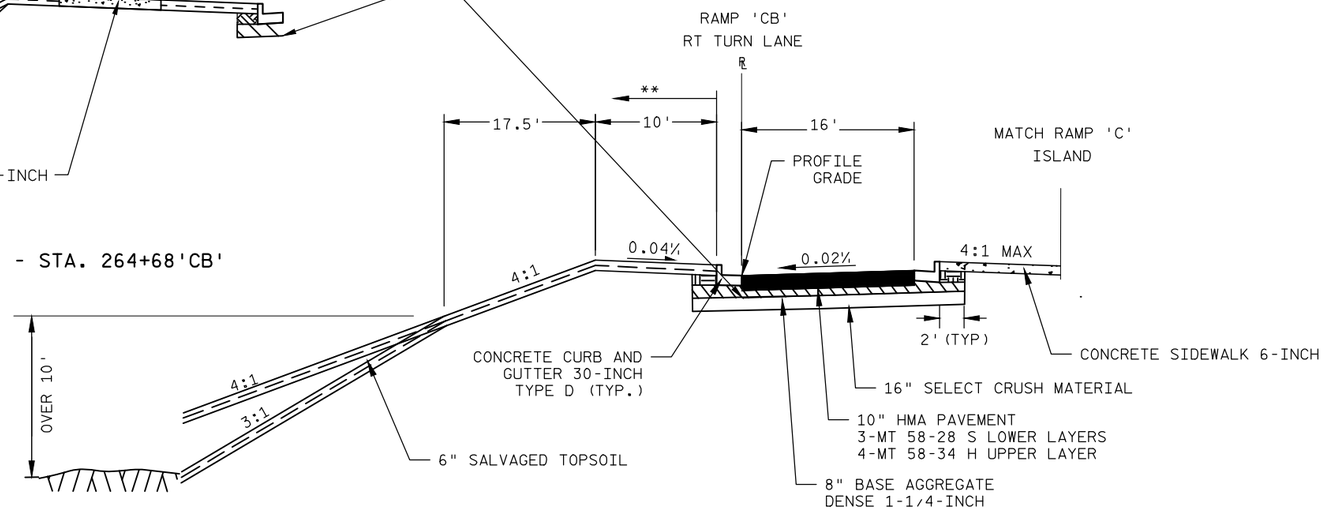
FINISHED TYPICAL SECTION
RAMP C

STA. 264+25'C' - STA. 268+33'C'

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT



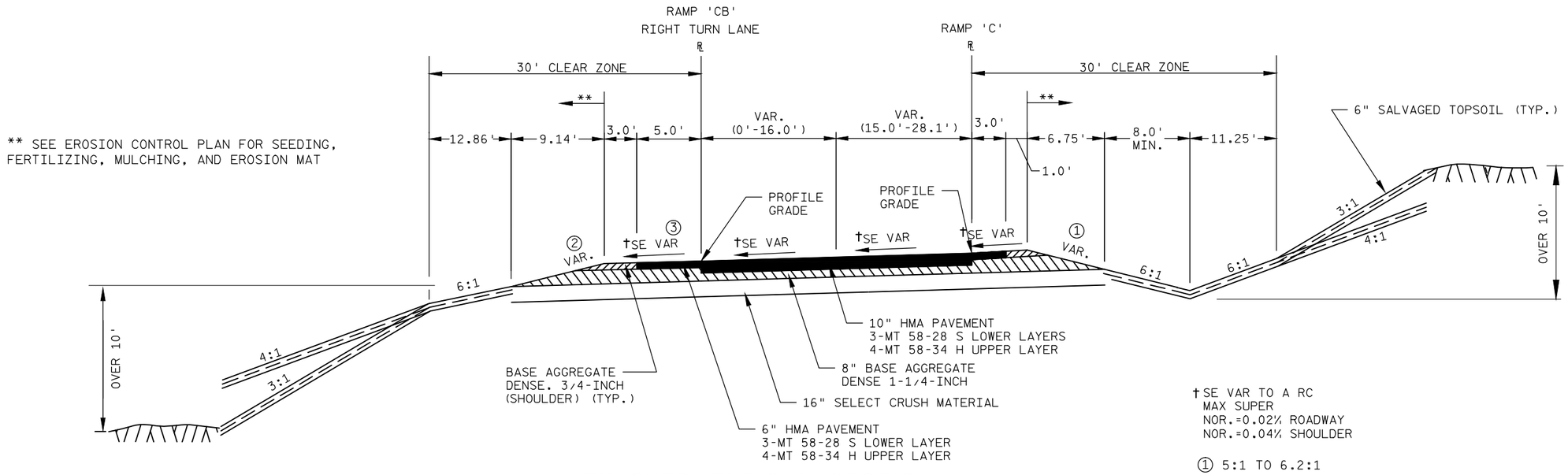
STA. 264+22'CB' - STA. 264+68'CB'



FINISHED TYPICAL SECTION
RAMP CB RT TURN LANE

STA. 264+22'CB' - STA. 267+36'CB'

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT



** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

† SE VAR TO A RC
MAX SUPER
NOR.=0.02% ROADWAY
NOR.=0.04% SHOULDER

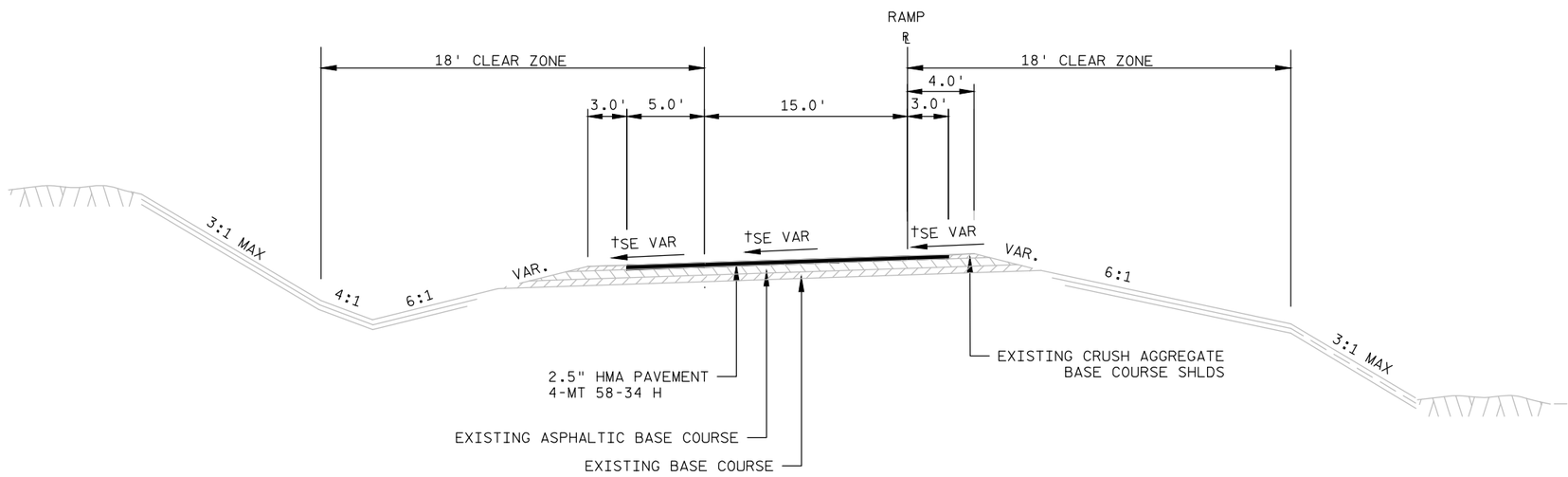
① 5:1 TO 6.2:1

② 4.5:1 TO 6:1

③ 0.04% NOR.
EQUALS SE WHEN
SE GREATER THAN 0.04%

FINISHED TYPICAL SECTION
RAMP C & RAMP CB RIGHT TURN LANE

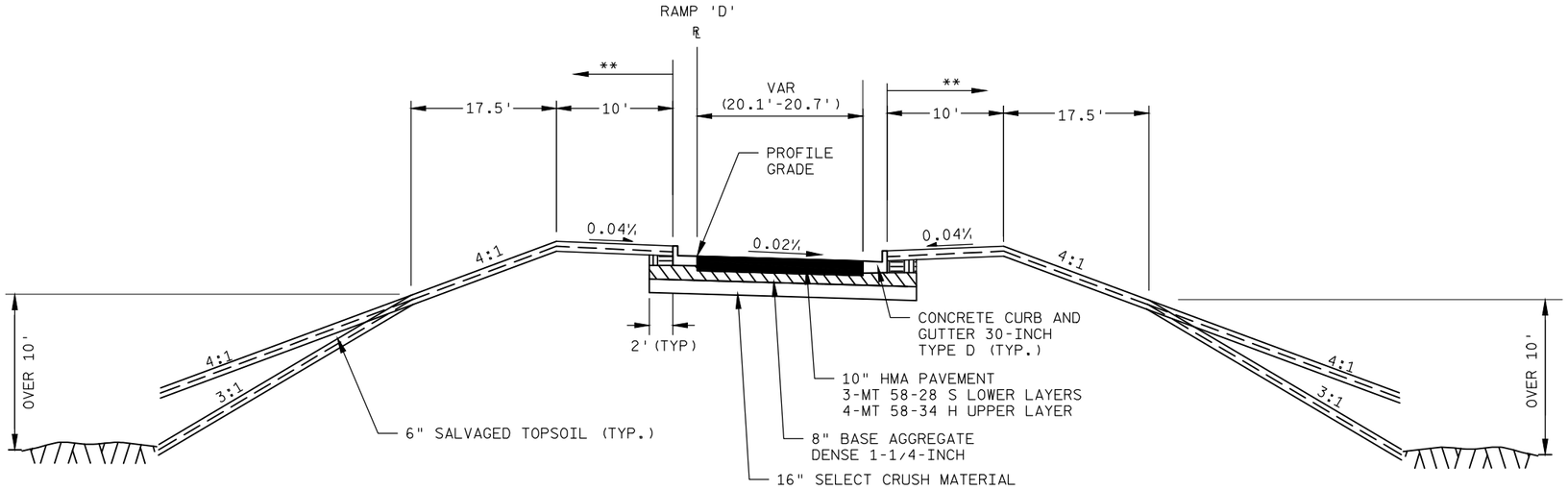
STA. 268+33'C' - STA. 270+15'C', RAMP 'C'
STA. 267+36'CB' - STA. 270+15'CB', RAMP 'CB' RIGHT TURN LANE



FINISHED TYPICAL SECTION
RAMP C

STA. 270+15'C' - STA. 275+15'C', RAMP 'C'

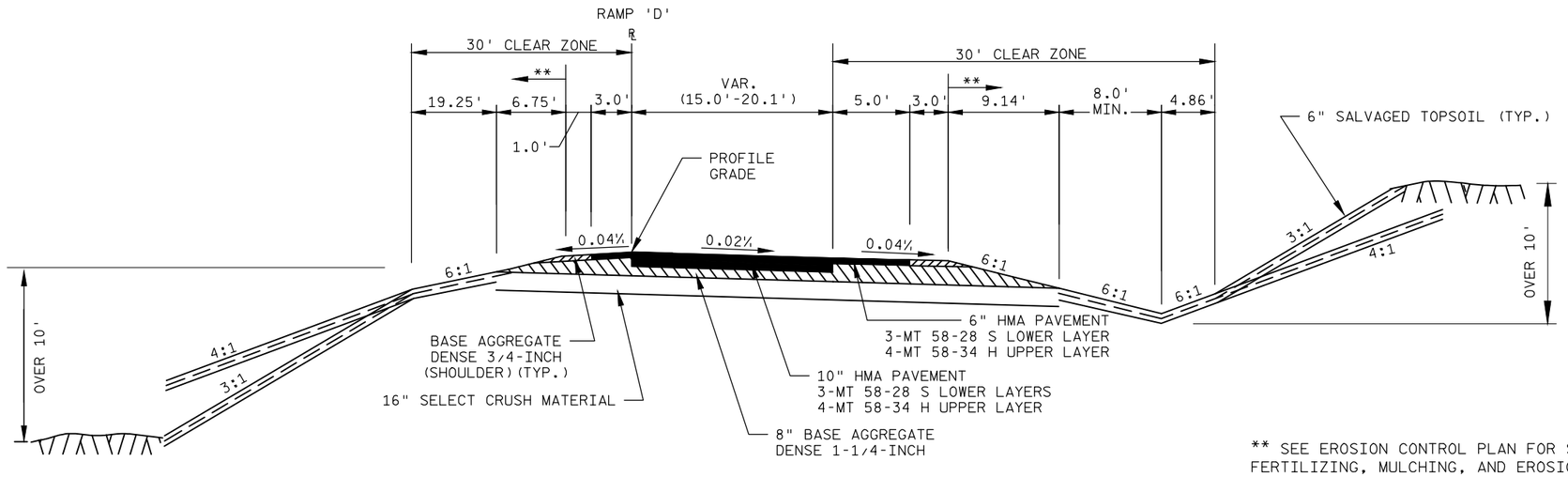
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 21	E



FINISHED TYPICAL SECTION
RAMP D

STA. 263+98'D' - STA. 264+66'D'

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT



FINISHED TYPICAL SECTION
RAMP D

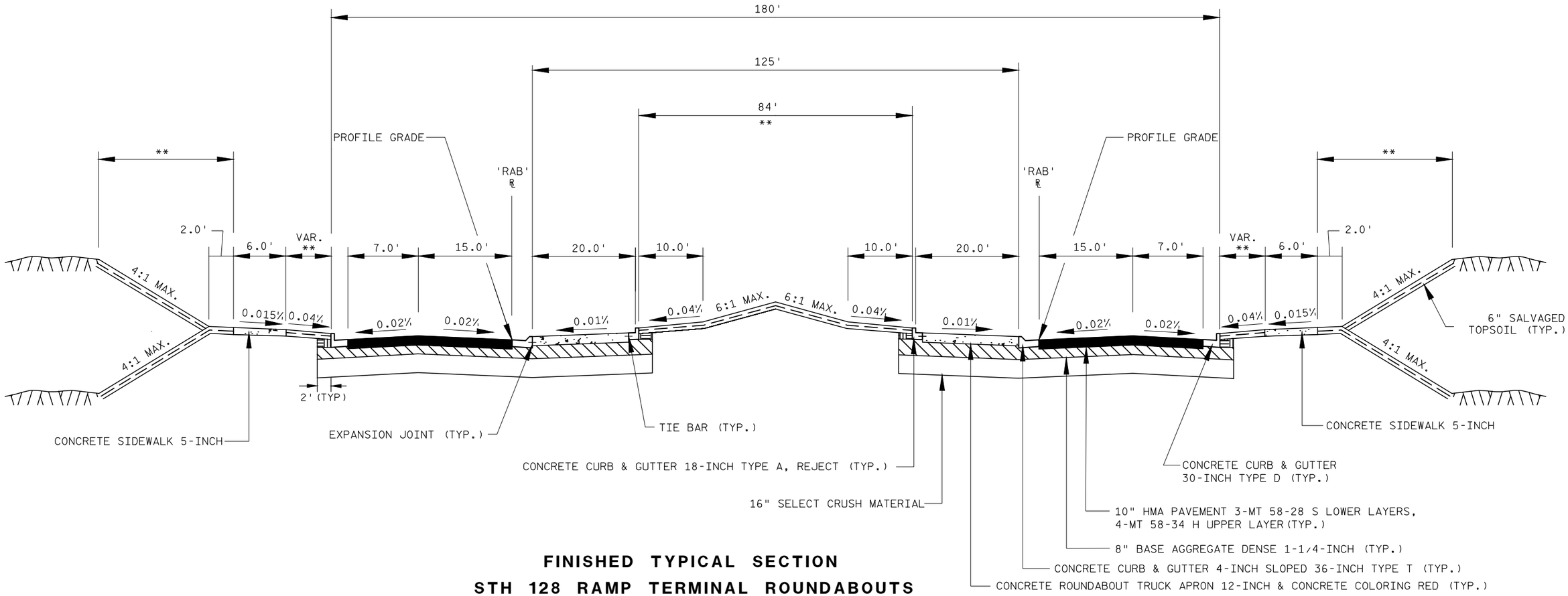
STA. 264+66'D' - STA. 268+00'D'

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 22	E

2

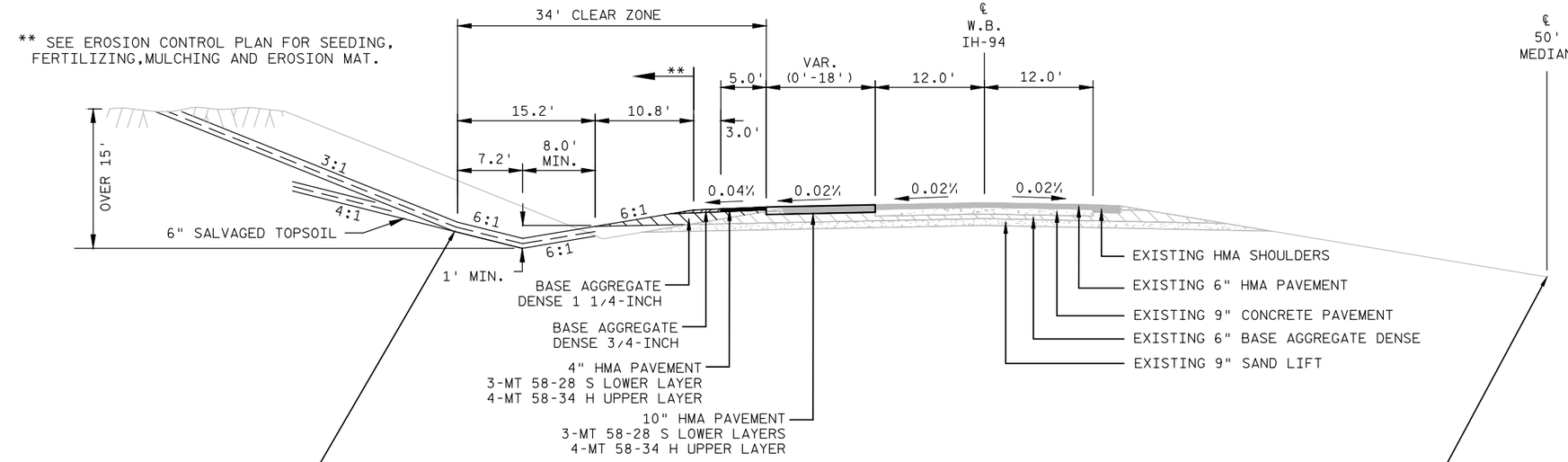
** SEE EROSION CONTROL PLAN FOR SEEDING,
FERTILIZING, MULCHING, AND EROSION MAT



FINISHED TYPICAL SECTION

STH 128 RAMP TERMINAL ROUNDABOUTS

STA 5+00 - STA 10+49.78 'RS'
STA. 5+00 - STA. 10+49.78 'RN'

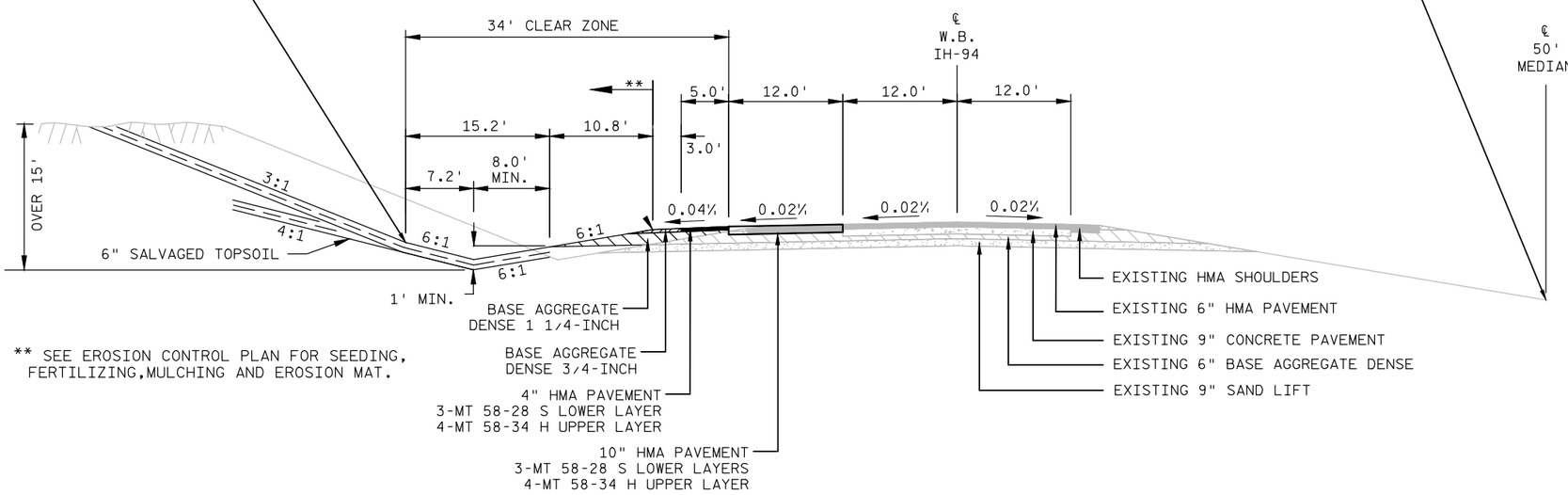


SEE X-SECTION FOR GRADING AT STRUCTURE AND SLOPES STA 262+75'EB' - 265+00'EB'

SEE X-SECTION FOR GRADING AT MEDIAN AND BULLNOSE TERMINAL STA 261+00'EB' - 265+90'EB'

FINISHED TYPICAL SECTION
IH 94

STA 241+01'WB' - STA 249+94'WB'

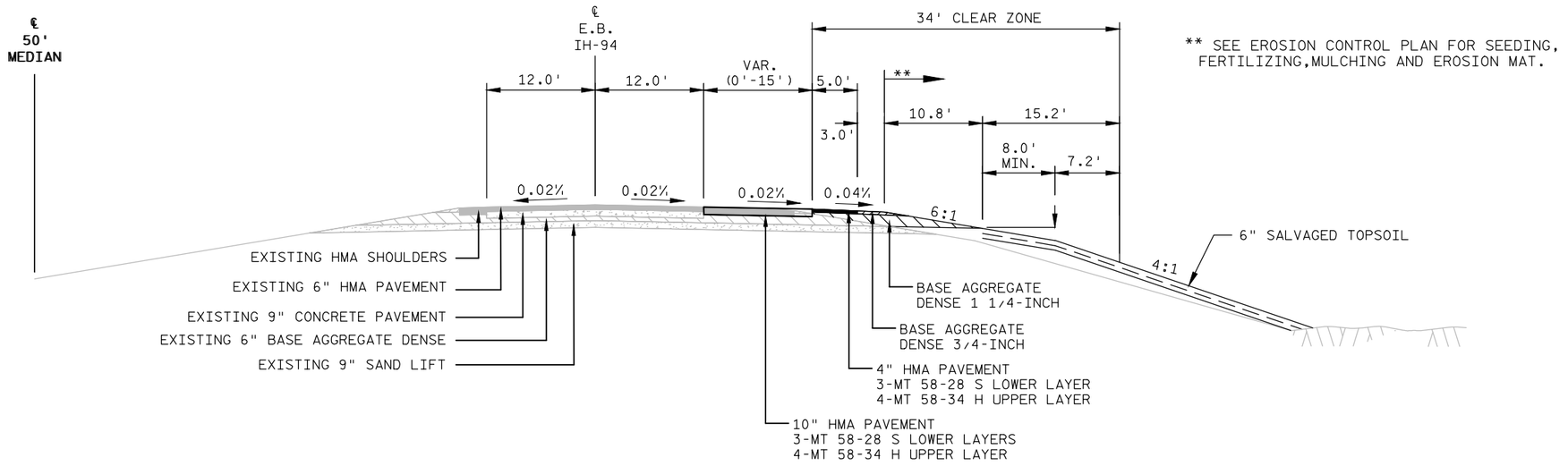


** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING,MULCHING AND EROSION MAT.

FINISHED TYPICAL SECTION
IH 94

STA 275+14'WB' - STA 280+53'WB'

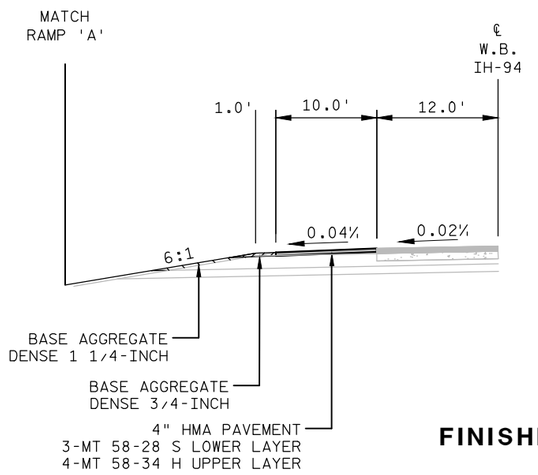
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 24	E

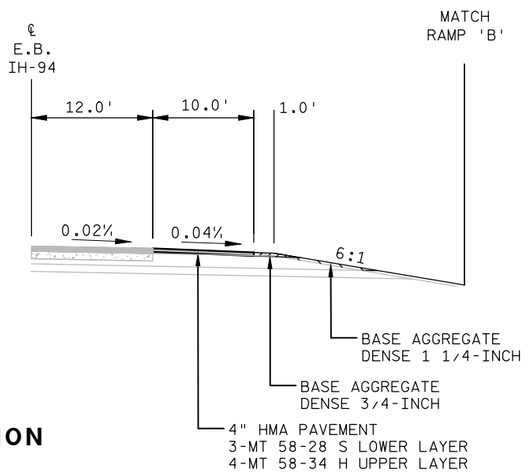


** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING,MULCHING AND EROSION MAT.

FINISHED TYPICAL SECTION
IH 94

STA 245+66'EB' - STA 247+76'EB'



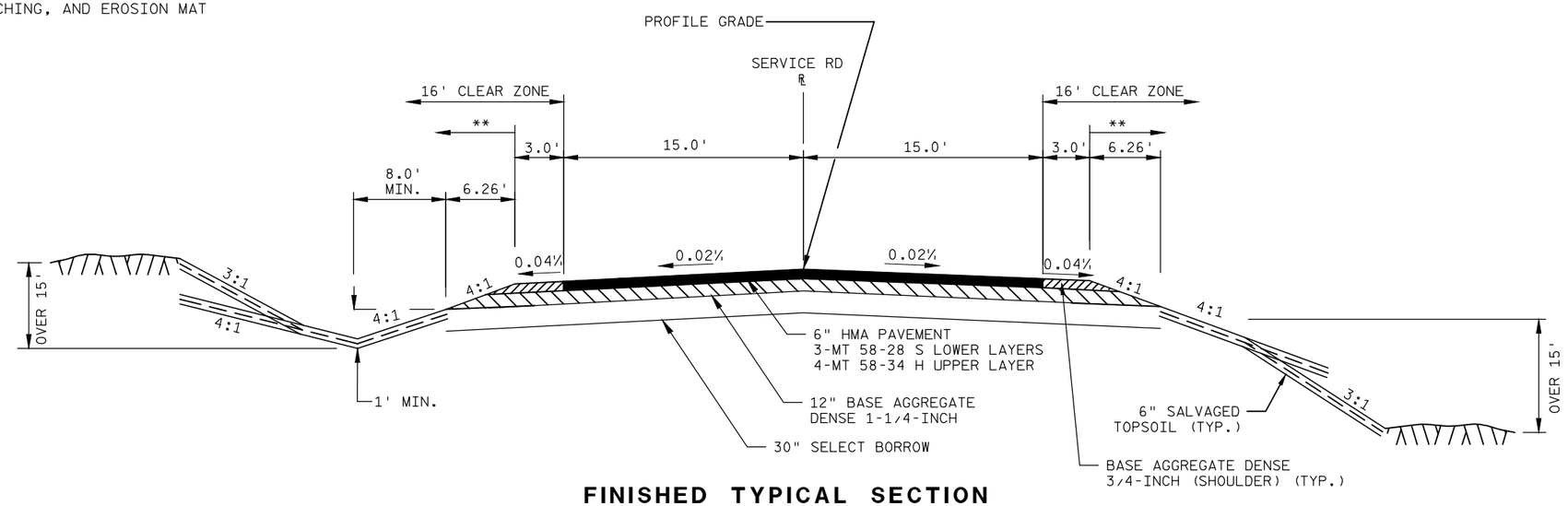


FINISHED TYPICAL SECTION
IH 94 (GORE)

STA 250+91'EB' - STA 255+50'EB'
STA 253+26'WB' - STA 256+00'WB'

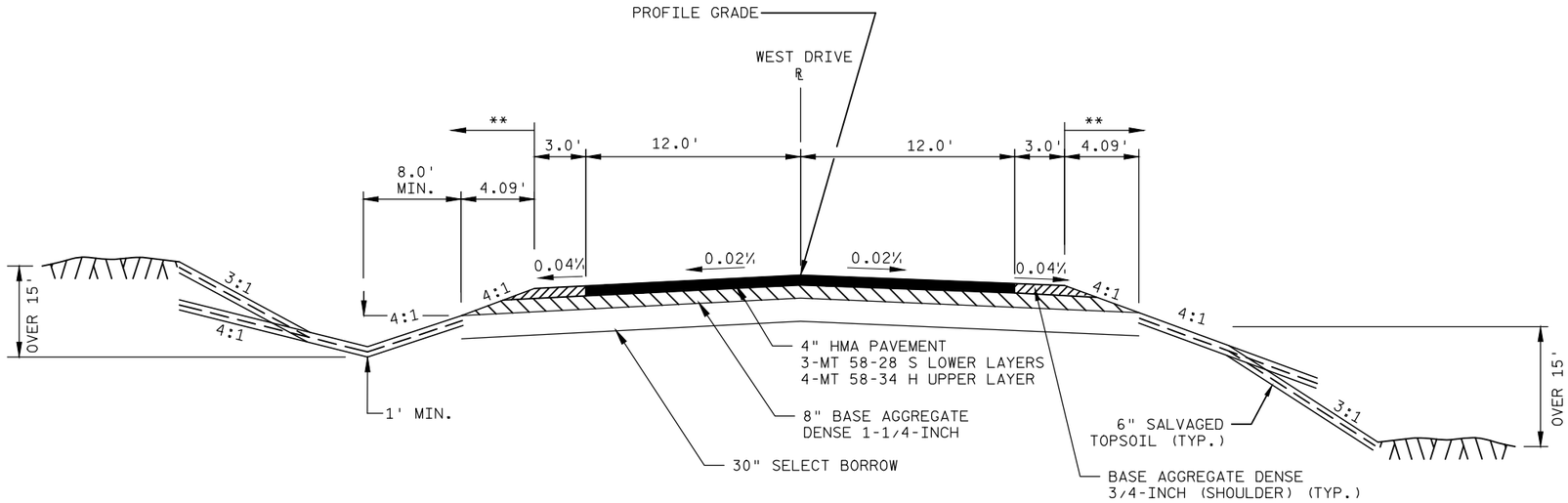
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 25	E

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT



FINISHED TYPICAL SECTION
SERVICE ROAD

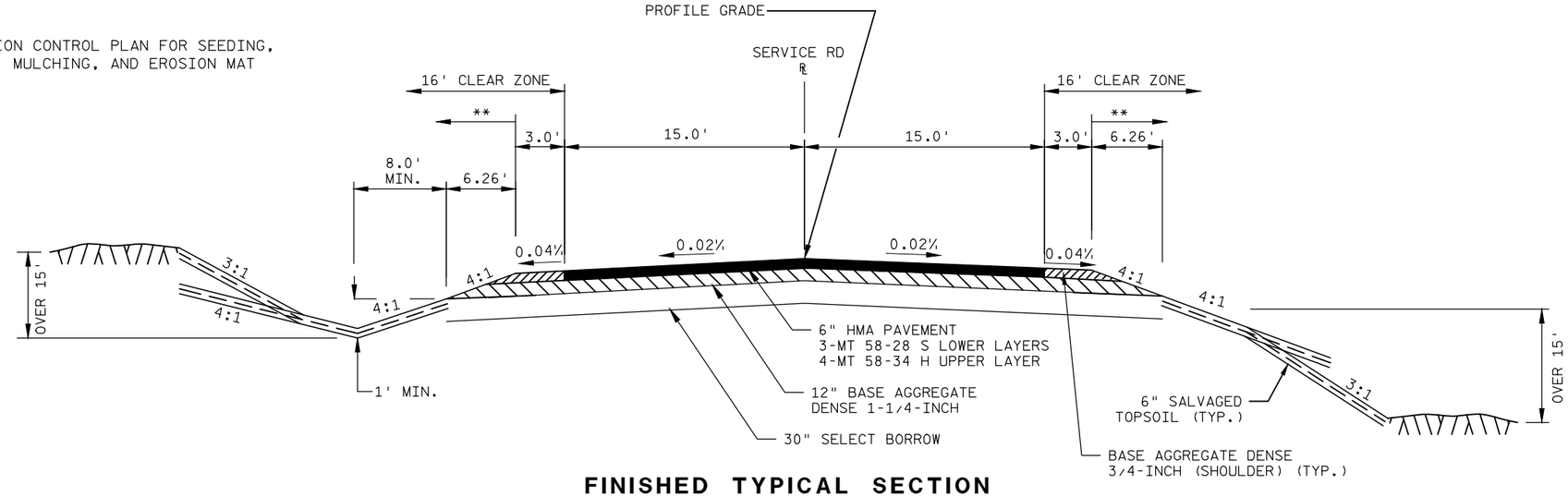
STA. 1+50'SR' - STA. 7+30'SR'



FINISHED TYPICAL SECTION
WEST DRIVE

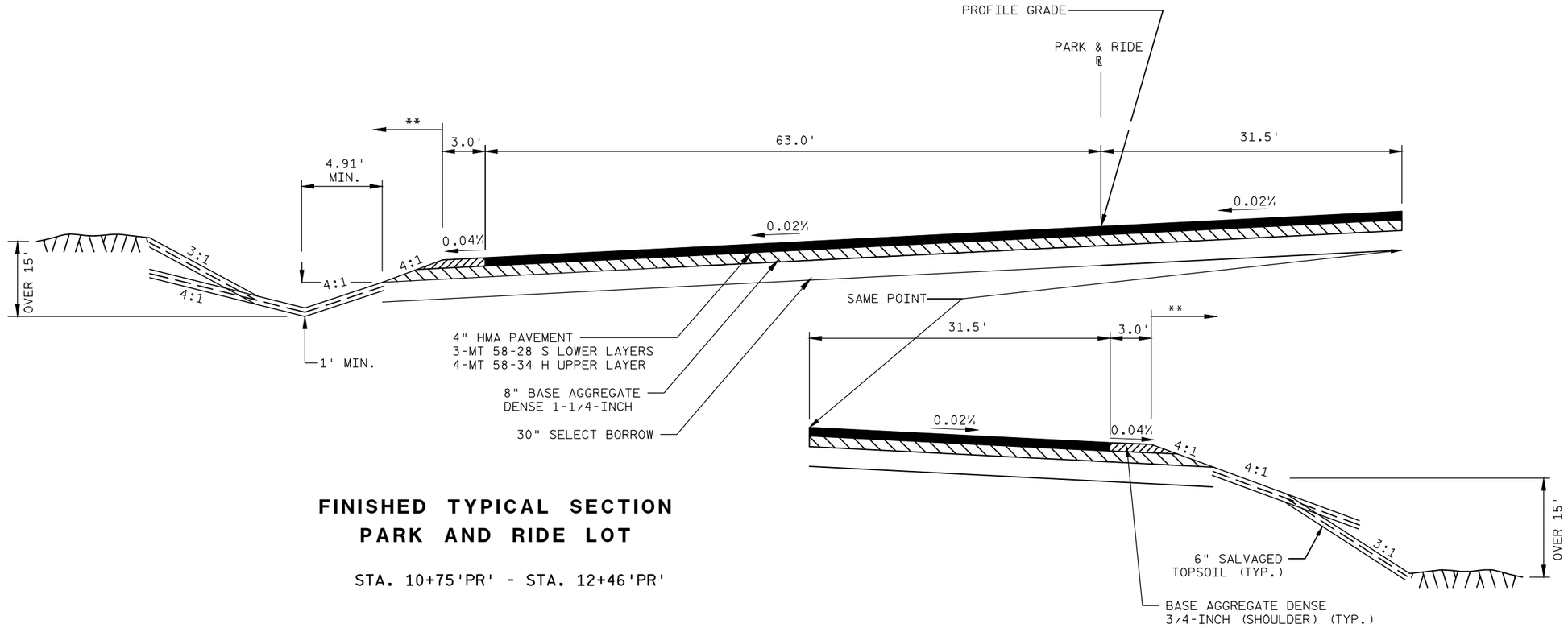
STA. 11+50'WD' - STA. 14+50'WD'

** SEE EROSION CONTROL PLAN FOR SEEDING, FERTILIZING, MULCHING, AND EROSION MAT



FINISHED TYPICAL SECTION
EAST DRIVE

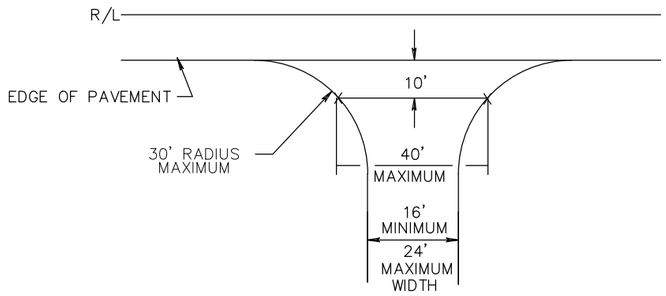
STA. 21+50'ED' - STA. 23+50'ED'



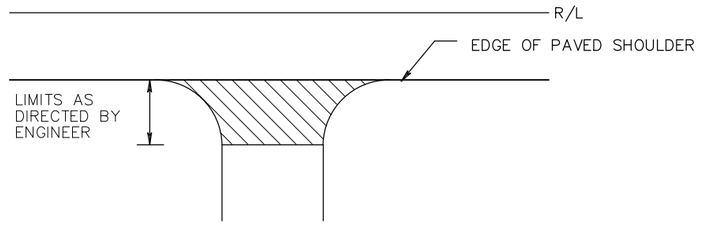
FINISHED TYPICAL SECTION
PARK AND RIDE LOT

STA. 10+75'PR' - STA. 12+46'PR'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TYPICAL FINISHED SECTION: STH 128	SHEET 27	E

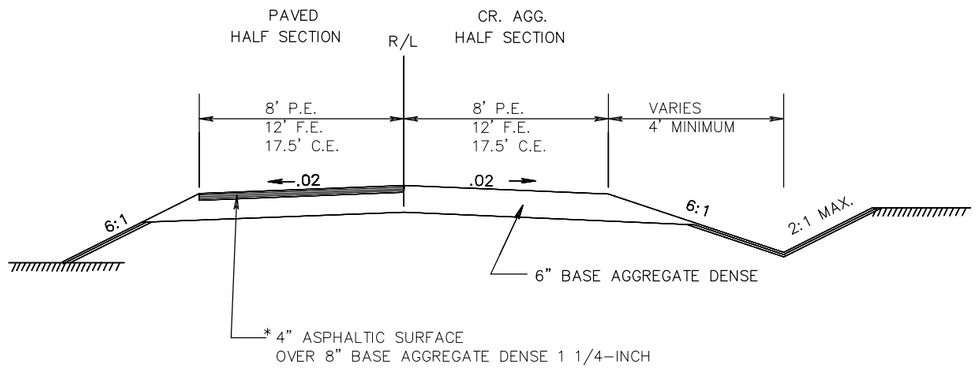


TYPICAL DRIVEWAY DETAIL
(NON–COMMERCIAL RURAL)



ANY ADDITIONAL BASE AGGREGATE DENSE REQ'D. SHALL BE PAID UNDER ITEM – "BASE AGGREGATE DENSE, 1 1/4–INCH"

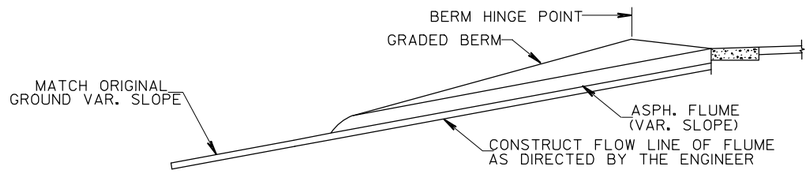
RURAL DRIVEWAY DETAIL – ASPHALT



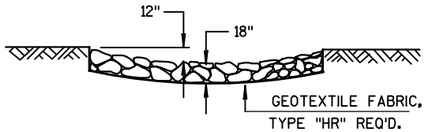
* 6" C.E.
ASPH. DEPTH

TYPICAL SECTION
FOR PRIVATE ENTRANCES

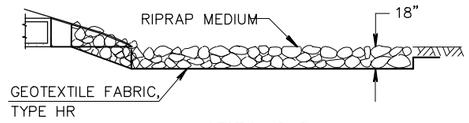
NOTE:
DRIVEWAY PROFILES NOT EXPECTED TO EXCEED 10%. PLACE LOW POINT OF DRIVEWAY PROFILE OVER DITCH FLOW LINE.



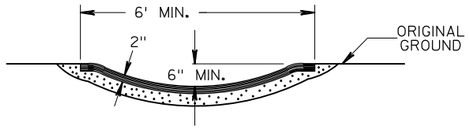
SECTION A-A



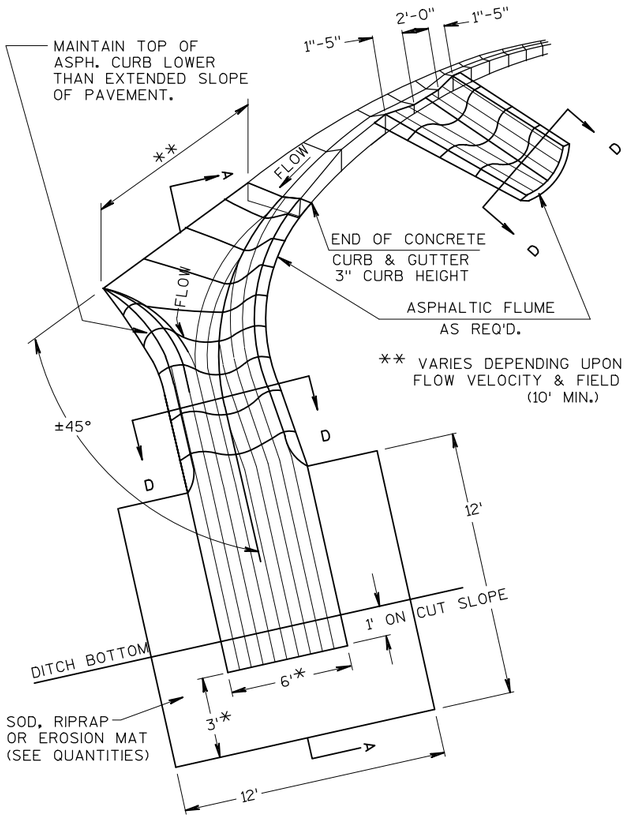
SECTION A-A



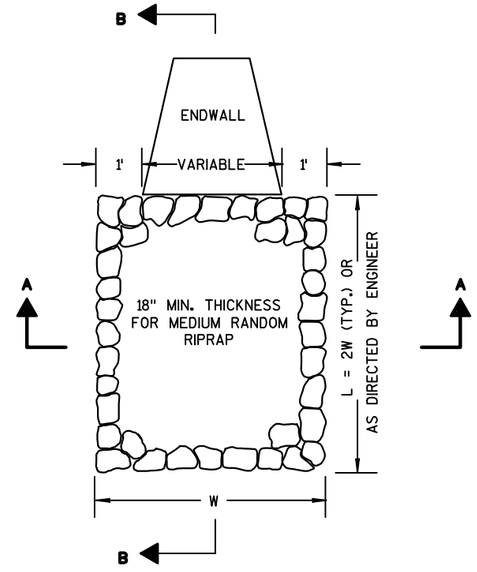
SECTION B–B



SECTION D-D



ASPHALTIC FLUME DETAIL



MEDIUM RANDOM RIPRAP TREATMENT AT CULVERTS

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 = _____ ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = _____ACRES

EBS STATION RANGE

STH 128
238+00'NB' - 241+00'NB', RT & LT DITCH
253+50'SB' - 259+00'SB', LT DITCH
260+00'NB' - 264+50'NB', RT DITCH

RAMP A
241+00'A' - 249+00'A', LT DITCH
250+00'A' - 253+00'A', LT DITCH
254+00'A' - 257+00'A', LT DITCH

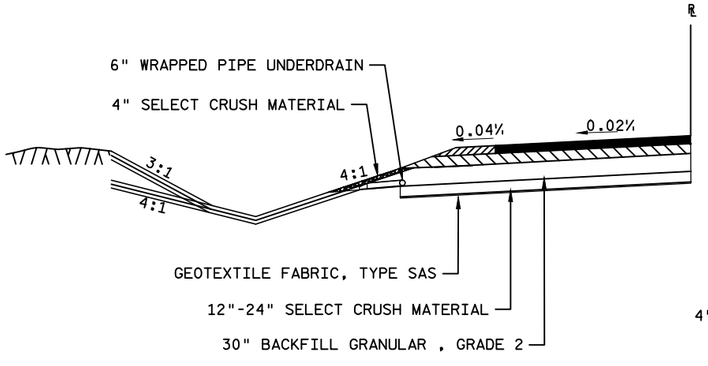
RAMP A BYPASS
262+00'AB' - 265+50'AB', SUBGRADE

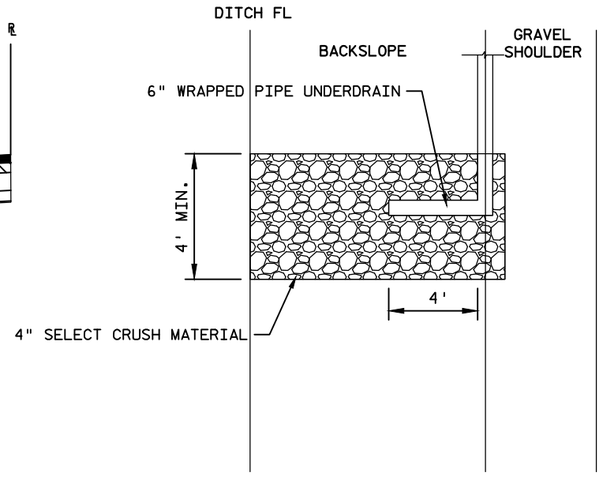
RAMP B
245+67'B' - 253+00'B', LT DITCH
253+50'B' - 257+00'B', LT & RT DITCH

RAMP D
265+00'D' - 266+50'D', RT DITCH

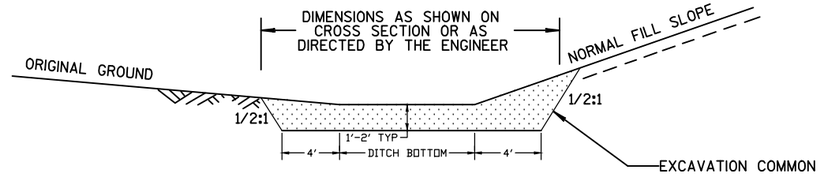
SERVICE RD
1+38'SR' - 7+30'SR', SUBGRADE

WEST DR
14+00'WD' - 14+44'WD', SUBGRADE



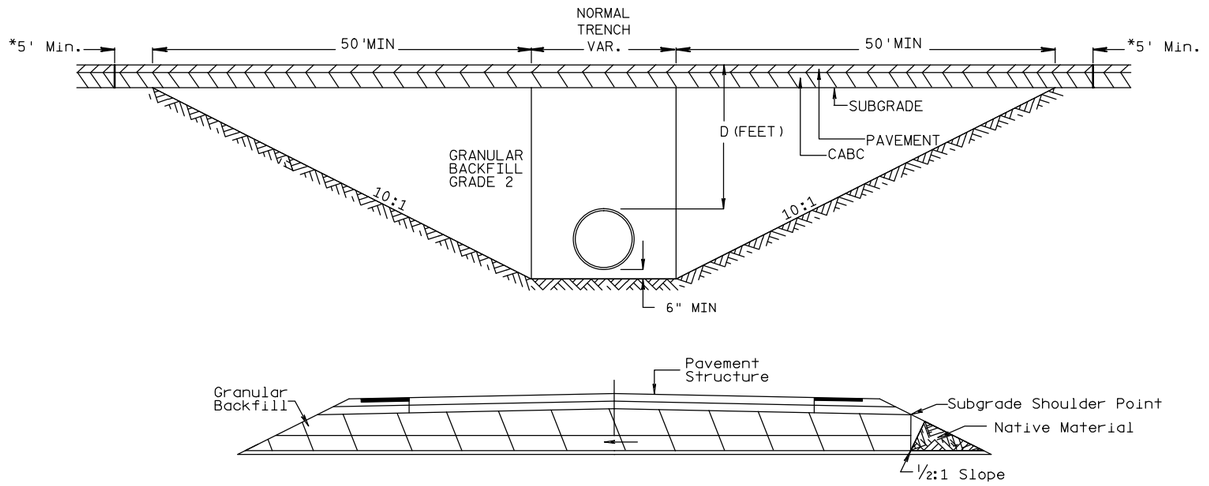


DETAIL FOR RELIEF TRENCH
STA 1+50'SR' - STA 7+25'SR', LT



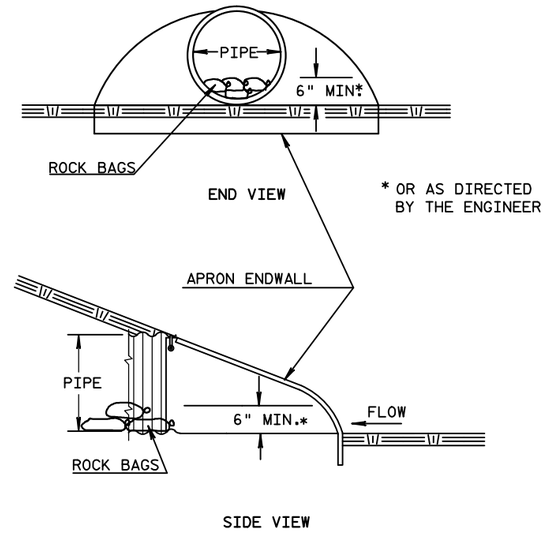
DETAIL FOR EBS IN DITCHES
SEE CROSS SECTIONS FOR EBS

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CONSTRUCTION DETAILS	SHEET 30	E

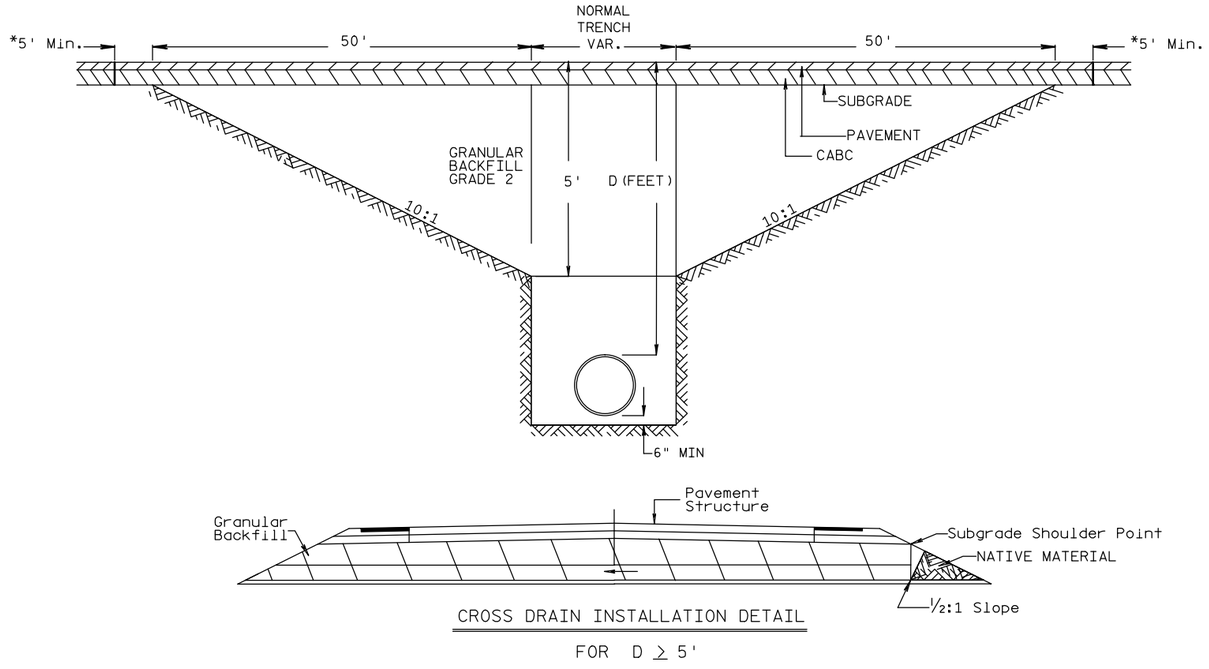


CROSS DRAIN INSTALLATION DETAIL
FOR D ≤ 5'

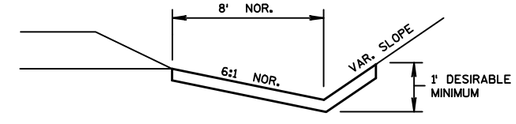
* Pavement Removal Limits (Typical)



CULVERT PIPE DITCH CHECK

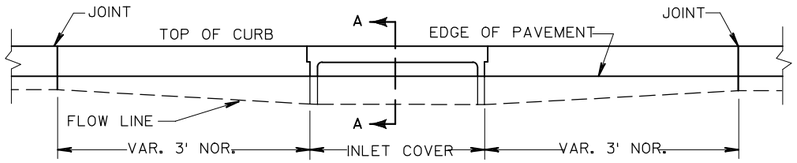


CROSS DRAIN INSTALLATION DETAIL
FOR D ≥ 5'

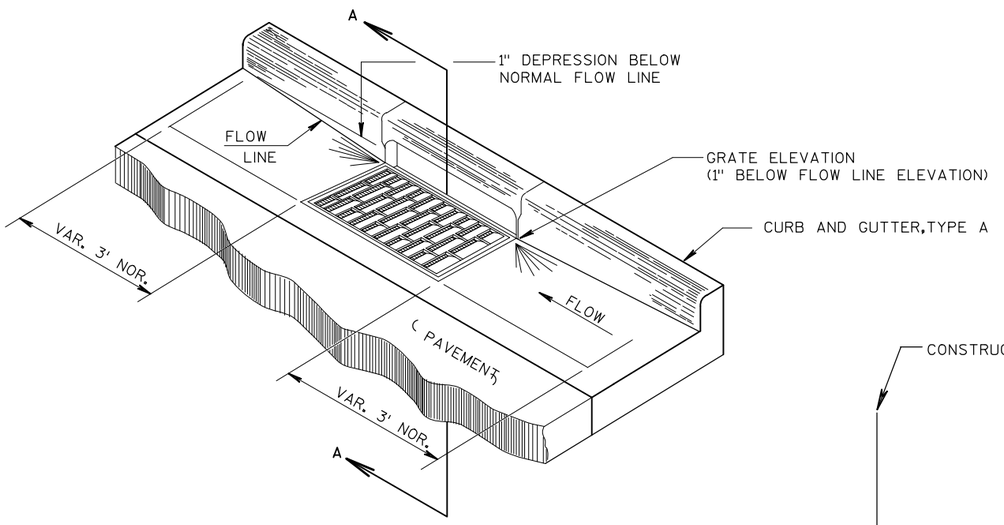


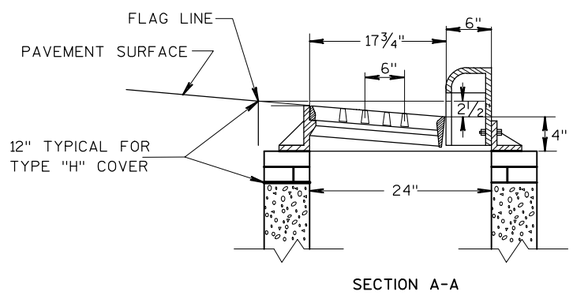
EROSION MAT DETAIL FOR DITCHES

2



ELEVATION

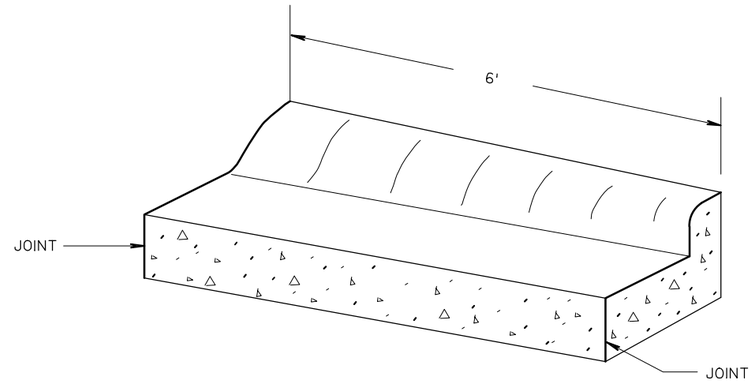




SECTION A-A

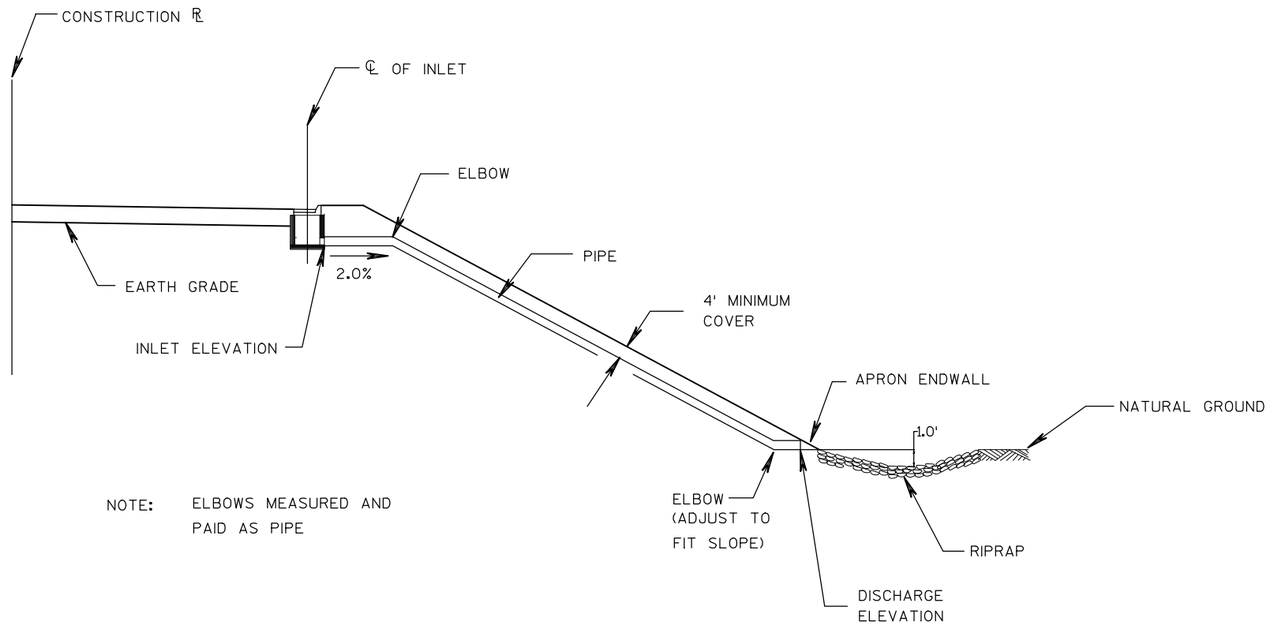
DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 3-H INLET SHOWN)



TRANSITION DETAIL

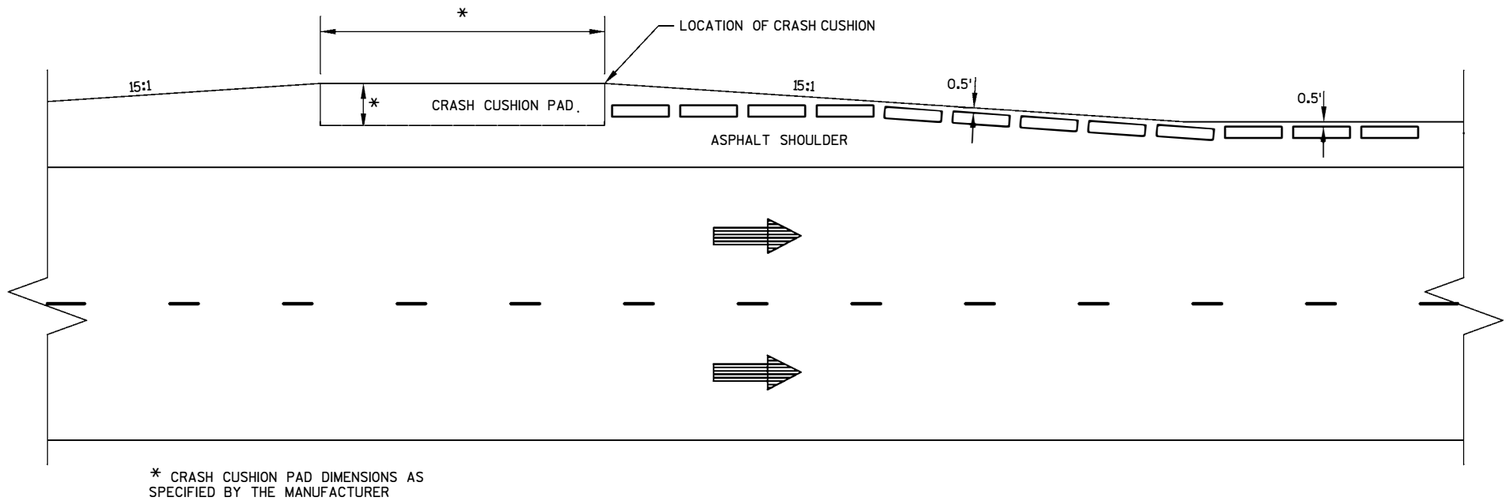
36" TYPE "D" CURB & GUTTER TO 30" TYPE "D" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS 36" CONC. C&G)



NOTE: ELBOWS MEASURED AND PAID AS PIPE

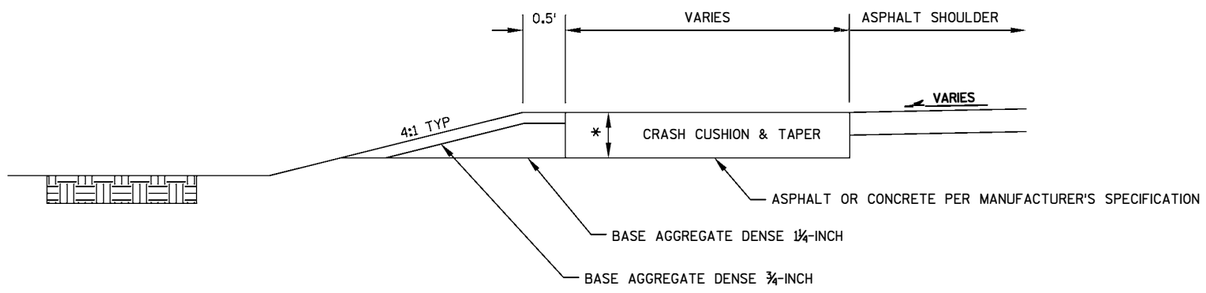
SECTION SHOWING DROP INLET TYPE DETAILS

2



* CRASH CUSHION PAD DIMENSIONS AS SPECIFIED BY THE MANUFACTURER

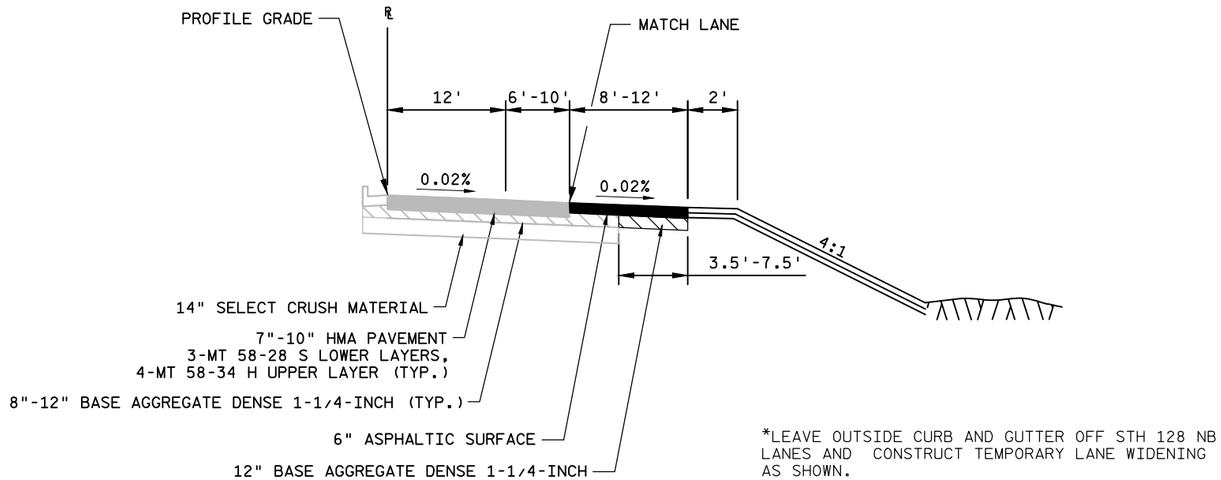
TEMPORARY CRASH CUSHION LAYOUT



* CRASH CUSHION PAD DIMENSIONS AS SPECIFIED BY THE MANUFACTURER

TEMPORARY CRASH CUSHION PAD DETAIL

2

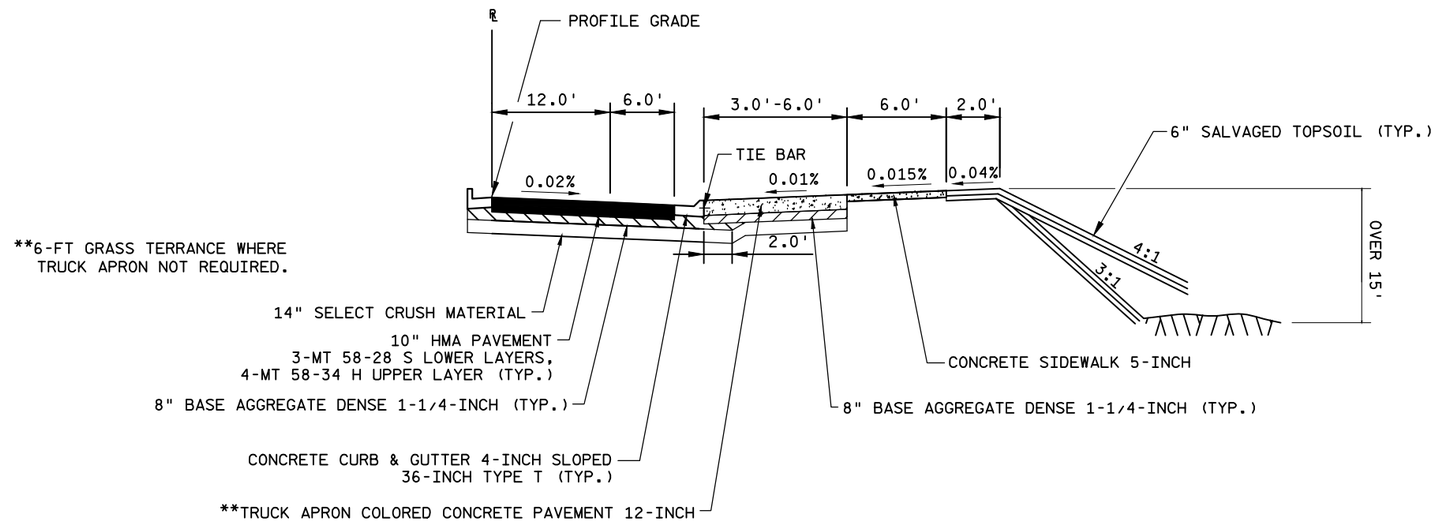


*LEAVE OUTSIDE CURB AND GUTTER OFF STH 128 NB LANES AND CONSTRUCT TEMPORARY LANE WIDENING AS SHOWN.

SEE TRAFFIC CONTROL STAGE 3 & 3A

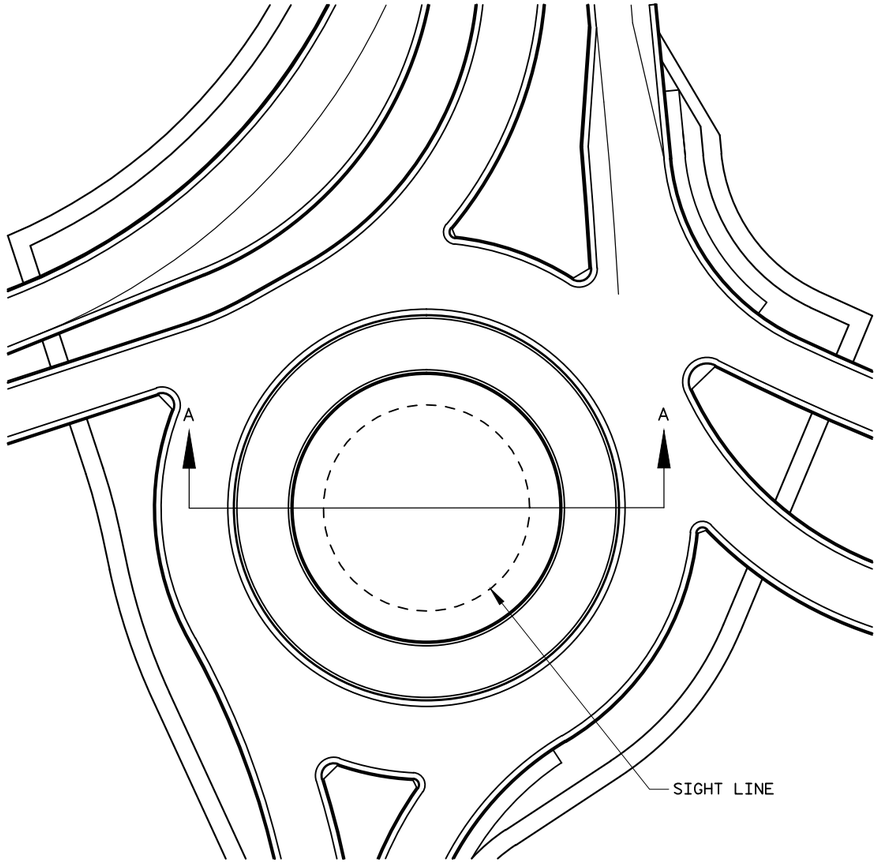
*TEMP ROAD WIDENING DETAIL

STA 238+50'NB' – STA 246+70'NB'
STA 250+75'NB' – STA 254+85'NB'



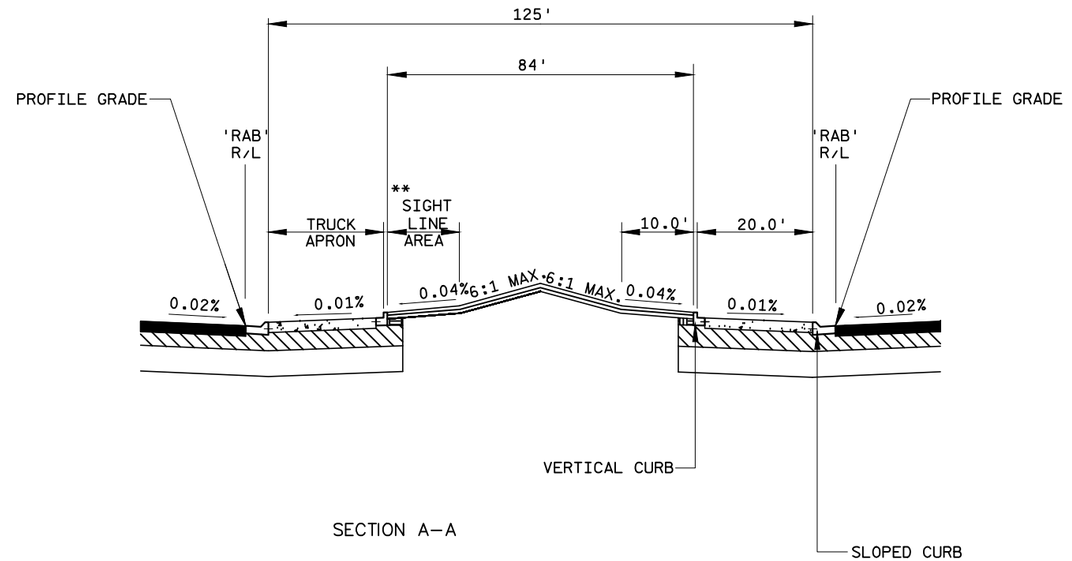
OVERSIZE OVERWEIGHT OFF TRACKING PAVING DETAIL
(SEE INTERSECTION DETAILS FOR LOCATIONS)

2

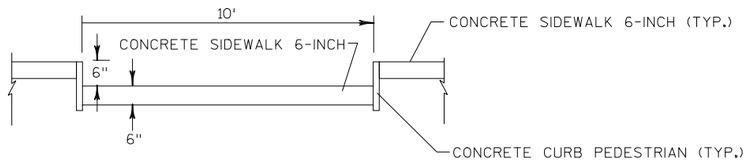


CENTRAL ISLAND DETAIL
(SEE CROSS-SECTIONS FOR DETAILS)

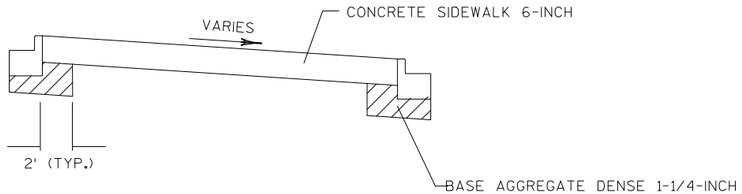
** SIGHT LINE AREA 6'-10' JUST INSIDE THE CENTRAL ISLAND AREA TO PROVIDE INTERSECTION SIGHT DISTANCE TO THE LEFT FOR APPROACHING VEHICLES.



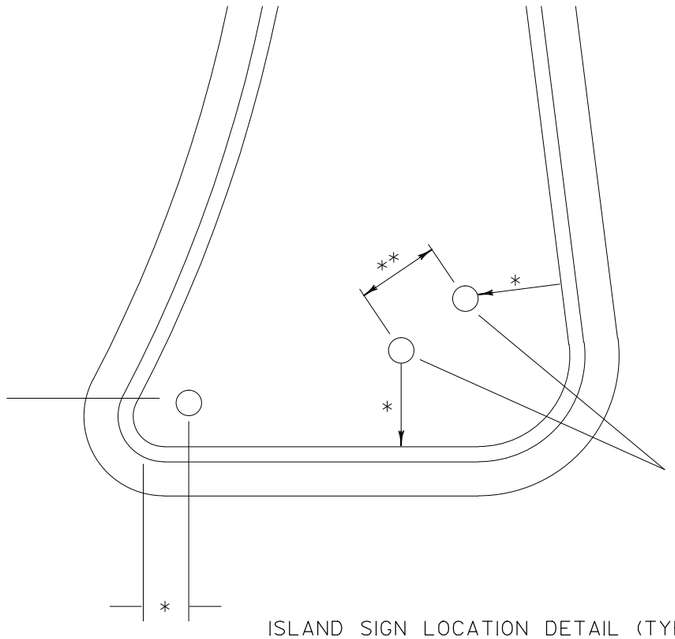
SECTION A-A



SECTION B-B



SECTION A-A



* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB

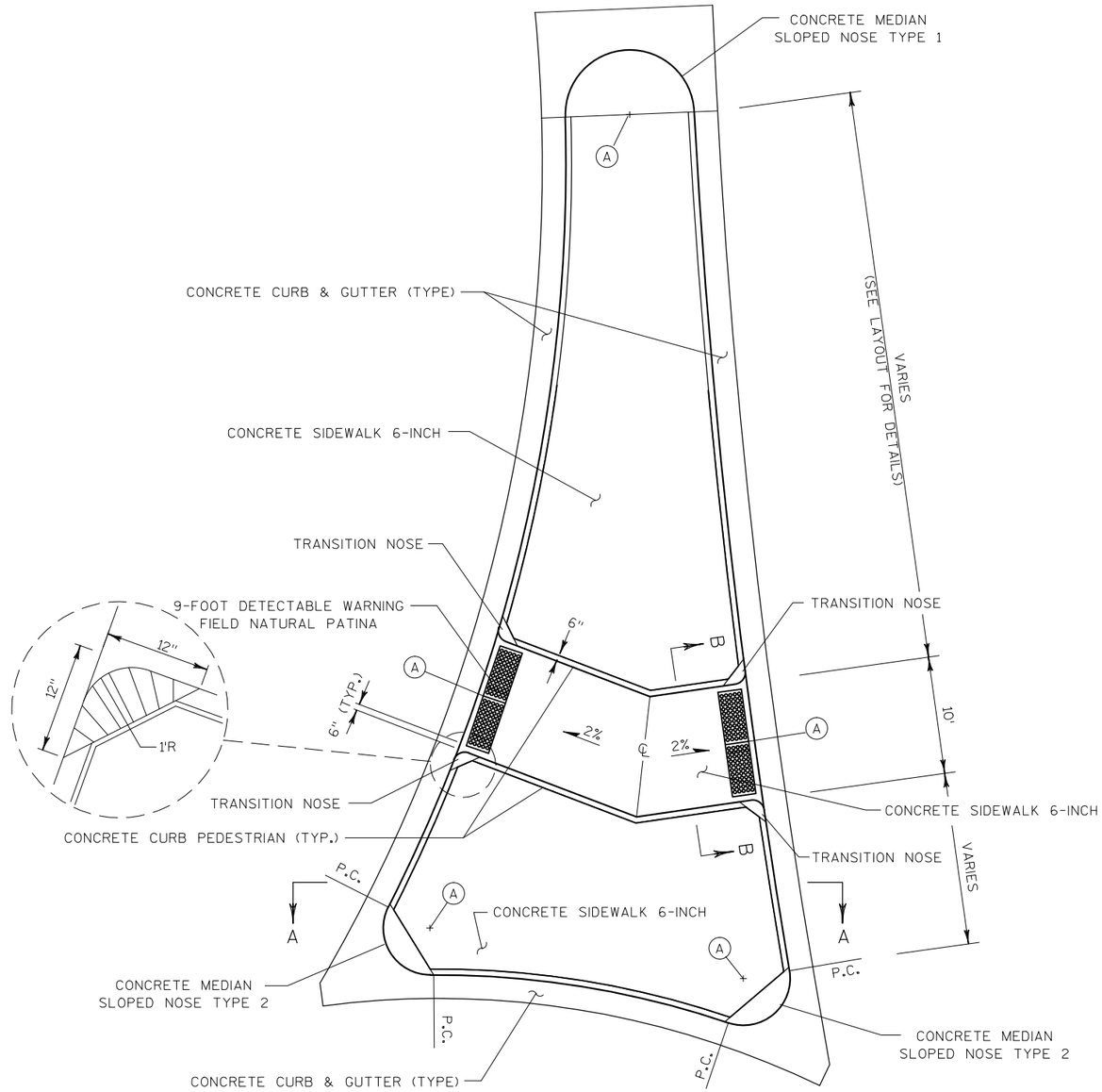
** SEE D1-2 SIGN PLATE FOR POST SPACING REQUIREMENTS.

USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND

ISLAND SIGN LOCATION DETAIL (TYP.)

NOTIFY THE REGIONAL TRAFFIC UNIT AT (715) 833-5366 A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

Ⓐ = LOCATION REFERRED TO ON PLAN DETAILS



SPLITTER ISLAND DETAIL

NO SCALE
(SEE PLAN DETAILS FOR LOCATIONS)

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CONSTRUCTION DETAILS - SPLITTER ISLAND	SHEET 36 E

GENERAL NOTES

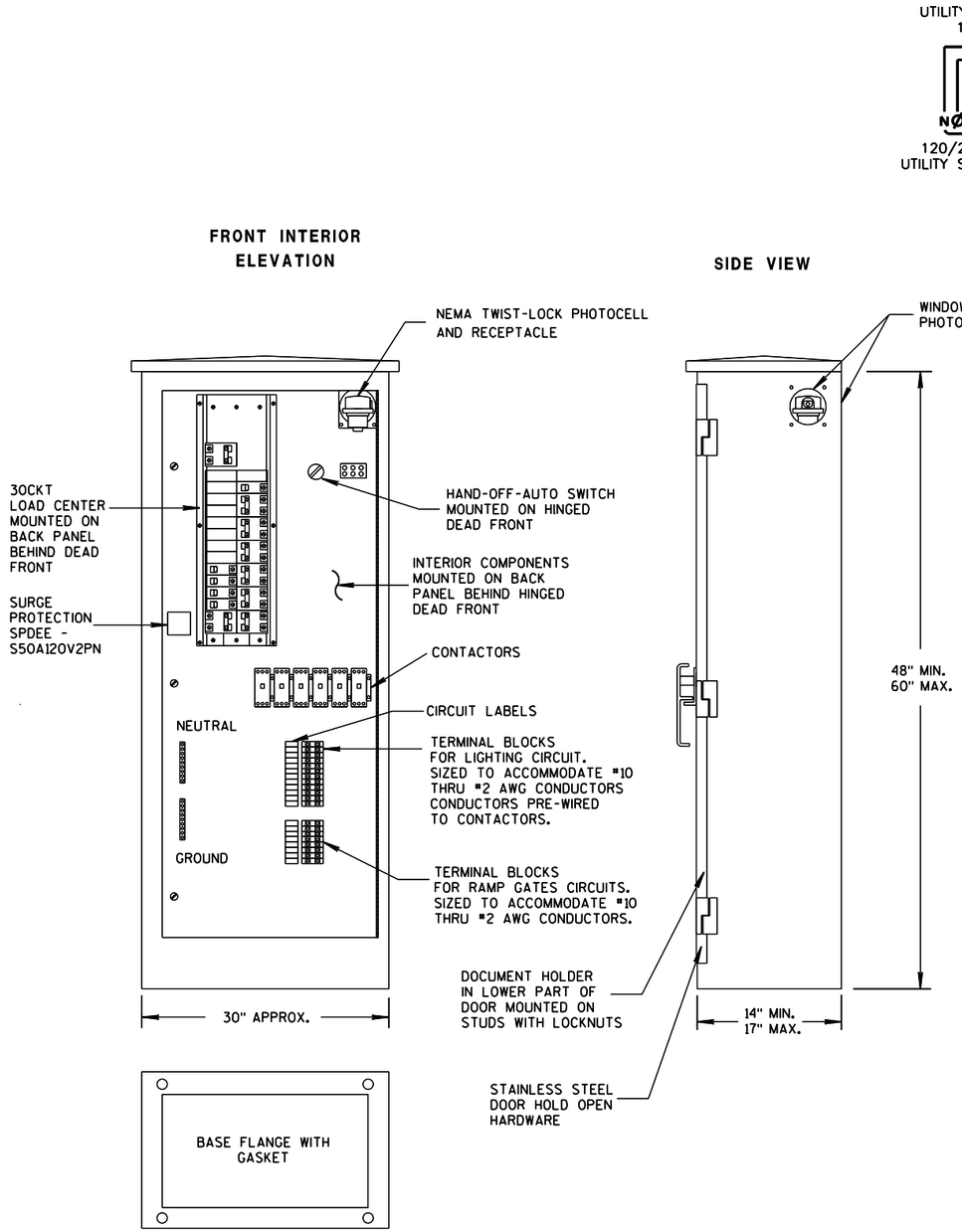
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

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

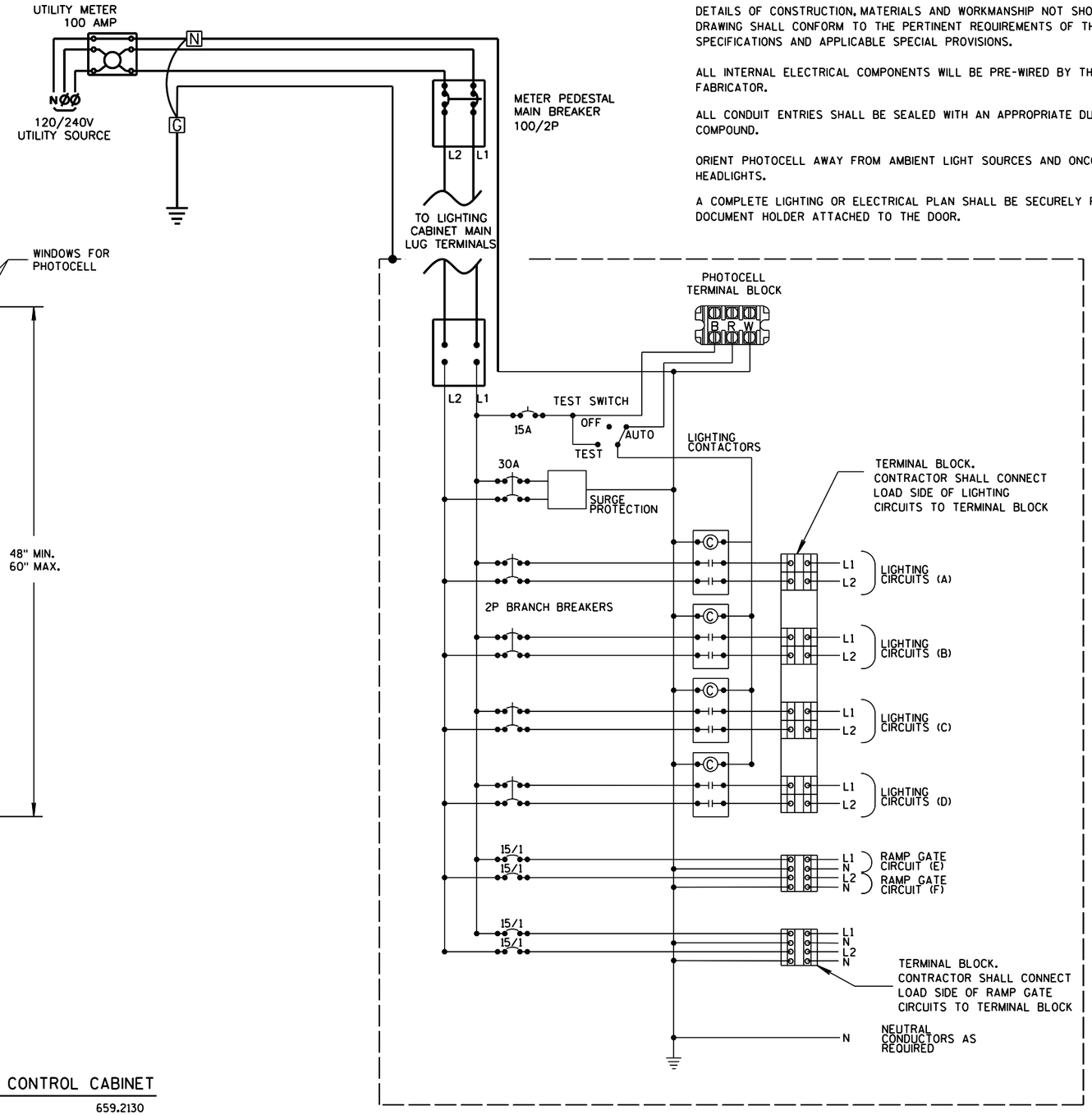
ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

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



LIGHTING CONTROL CABINET

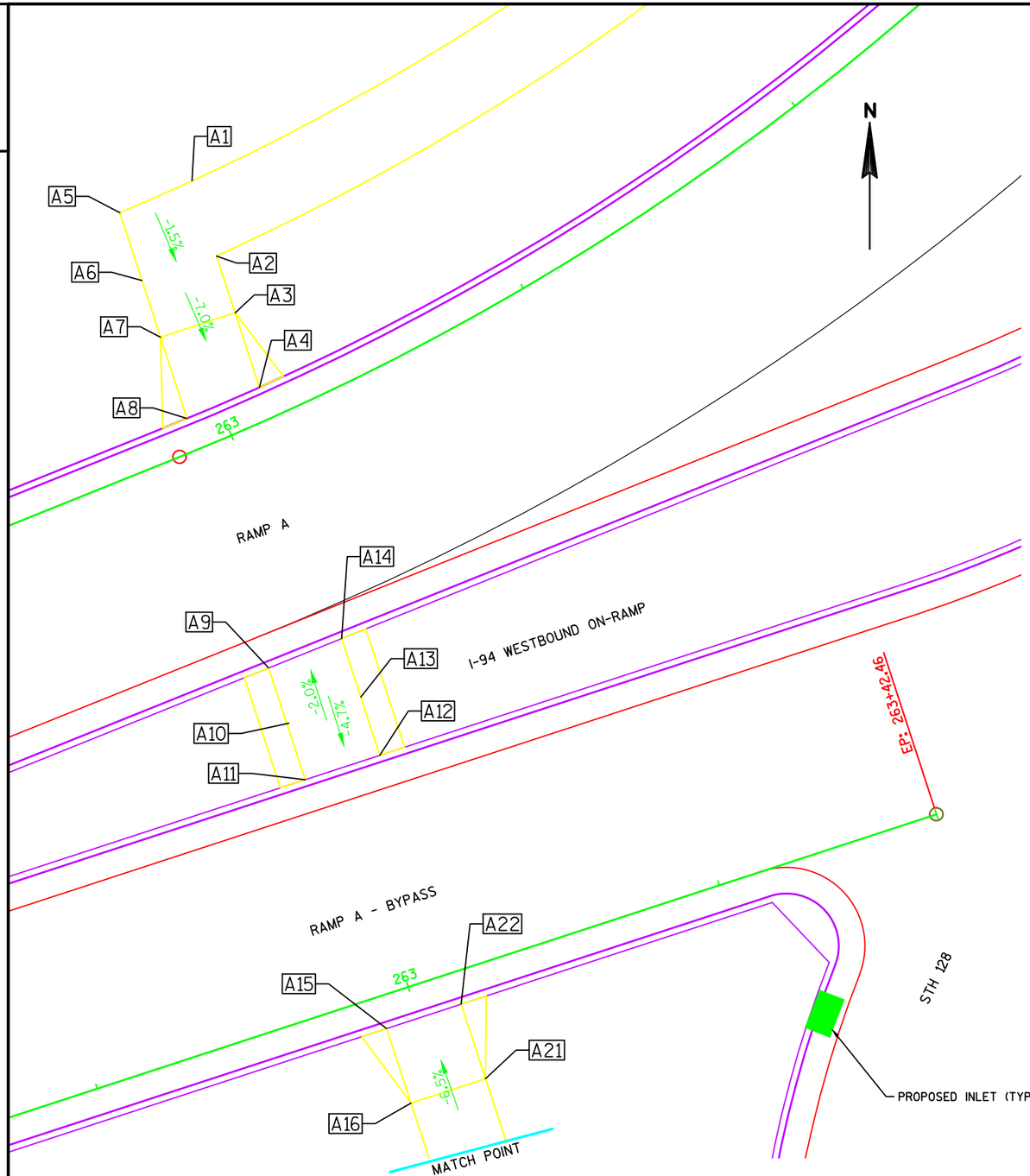
NO SCALE 659.2130

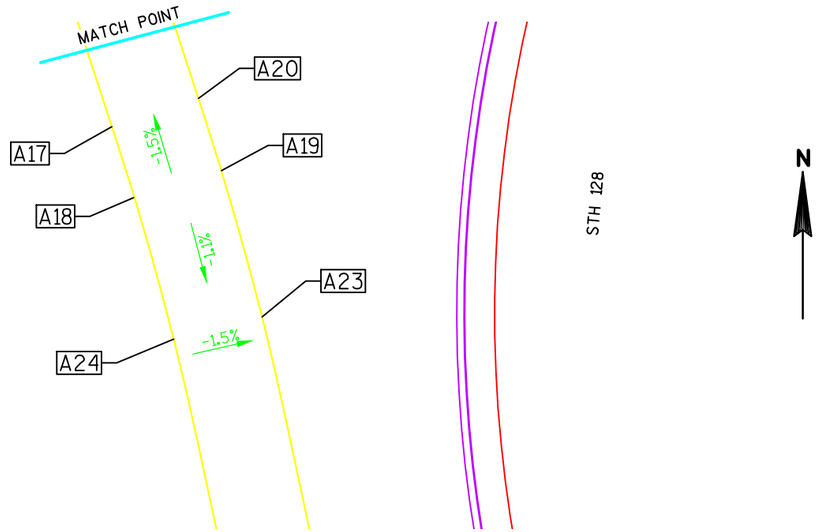


CONTROL CABINET SCHEMATIC

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	LIGHTING CONSTRUCTION DETAILS	SHEET	E

FILE NAME : G:\WDOTCO\14023 (2014 - 2016 design work orders)\Work Order 02 (IH 94 & STH 128 Roundabout Design)\Civil 3D\SheetsPlan\LRG07_Lighting Control Cabinet_LTGP&OITS.dgn KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

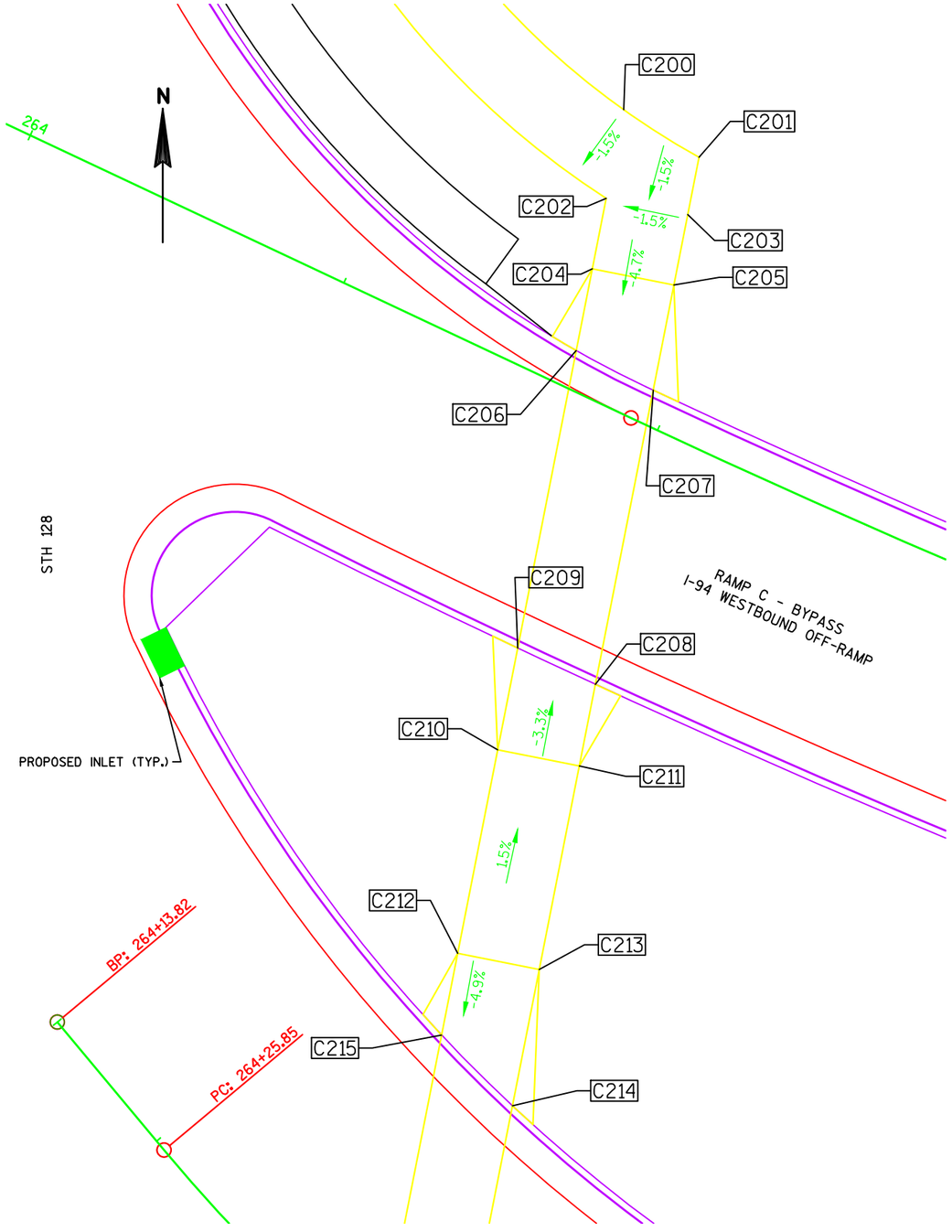


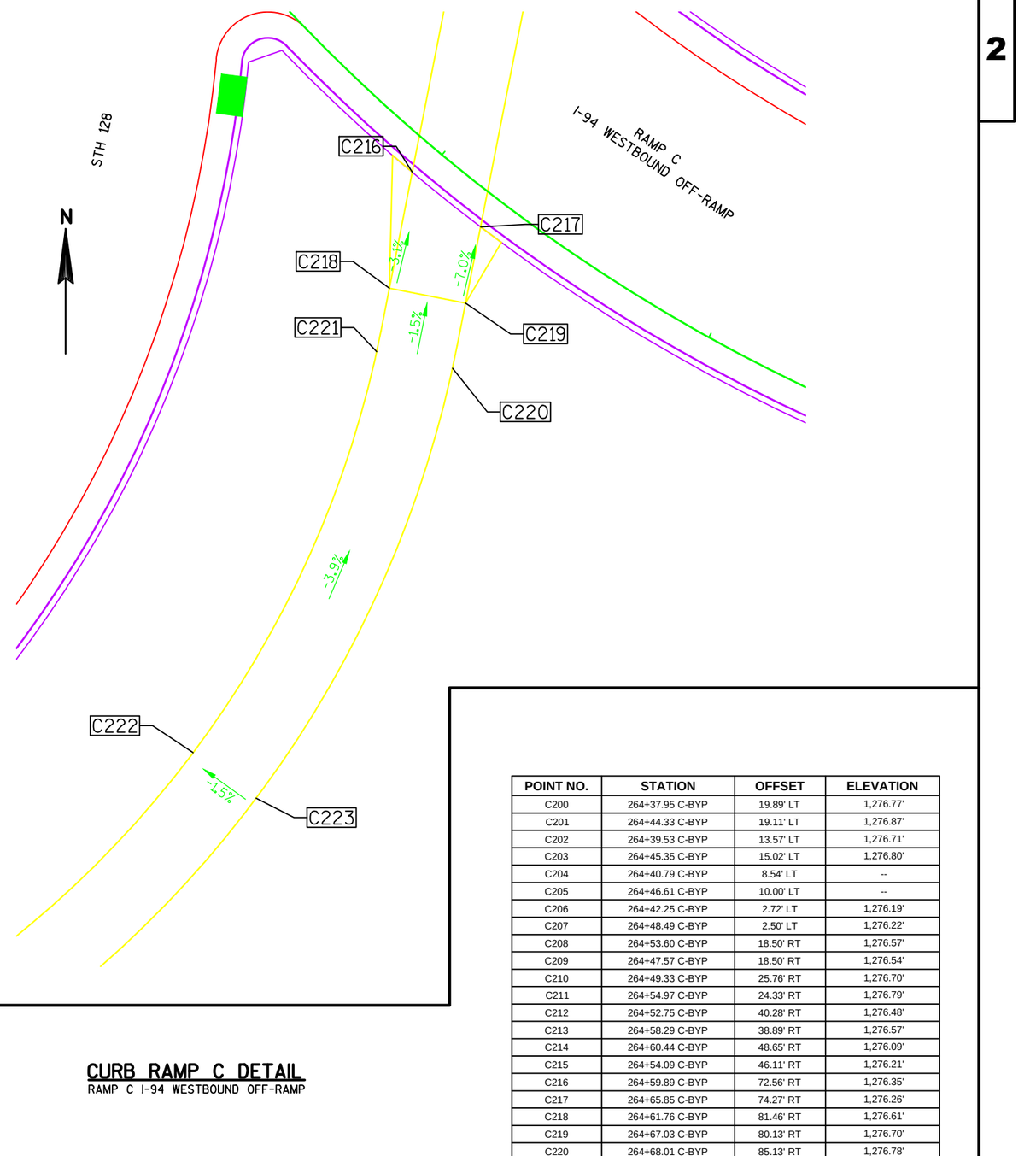


CURB RAMP A DETAIL

RAMP A I-94 WESTBOUND ON-RAMP

POINT NO.	STATION	OFFSET	ELEVATION
A1	263+03.43 A	63.69' LT	1,277.33'
A2	263+03.43 A	57.65' LT	1,277.24'
A3	263+03.43 A	53.09' LT	--
A4	263+03.43 A	47.09' LT	1,276.50'
A5	262+97.43 A	63.10' LT	1,277.33'
A6	262+97.43 A	57.65' LT	1,277.25'
A7	262+97.43 A	53.09' LT	--
A8	262+97.43 A	46.55' LT	1,276.51'
A9	262+97.43 A	26.49' LT	1,276.81'
A10	262+97.58 A	22.00' LT	1,276.88'
A11	262+97.43 A	17.50' LT	1,276.67'
A12	263+03.43 A	17.50' LT	1,276.67'
A13	263+03.43 A	22.20' LT	1,276.90'
A14	263+03.43 A	26.89' LT	1,276.81'
A15	262+97.43 A	2.50' RT	1,276.97'
A16	262+97.43 A	8.50' RT	--
A17	262+97.43 A	18.50' RT	1,278.09'
A18	262+97.34 A	23.39' RT	1,278.17'
A19	263+03.40 A	23.51' RT	1,278.08'
A20	263+03.43 A	18.50' RT	1,278.01'
A21	263+03.43 A	8.50' RT	--
A22	263+03.43 A	2.50' RT	1,276.97'
A23	263+02.95 A	33.49' RT	1,277.97'
A24	262+96.96 A	33.08' RT	1,278.06'





CURB RAMP C DETAIL

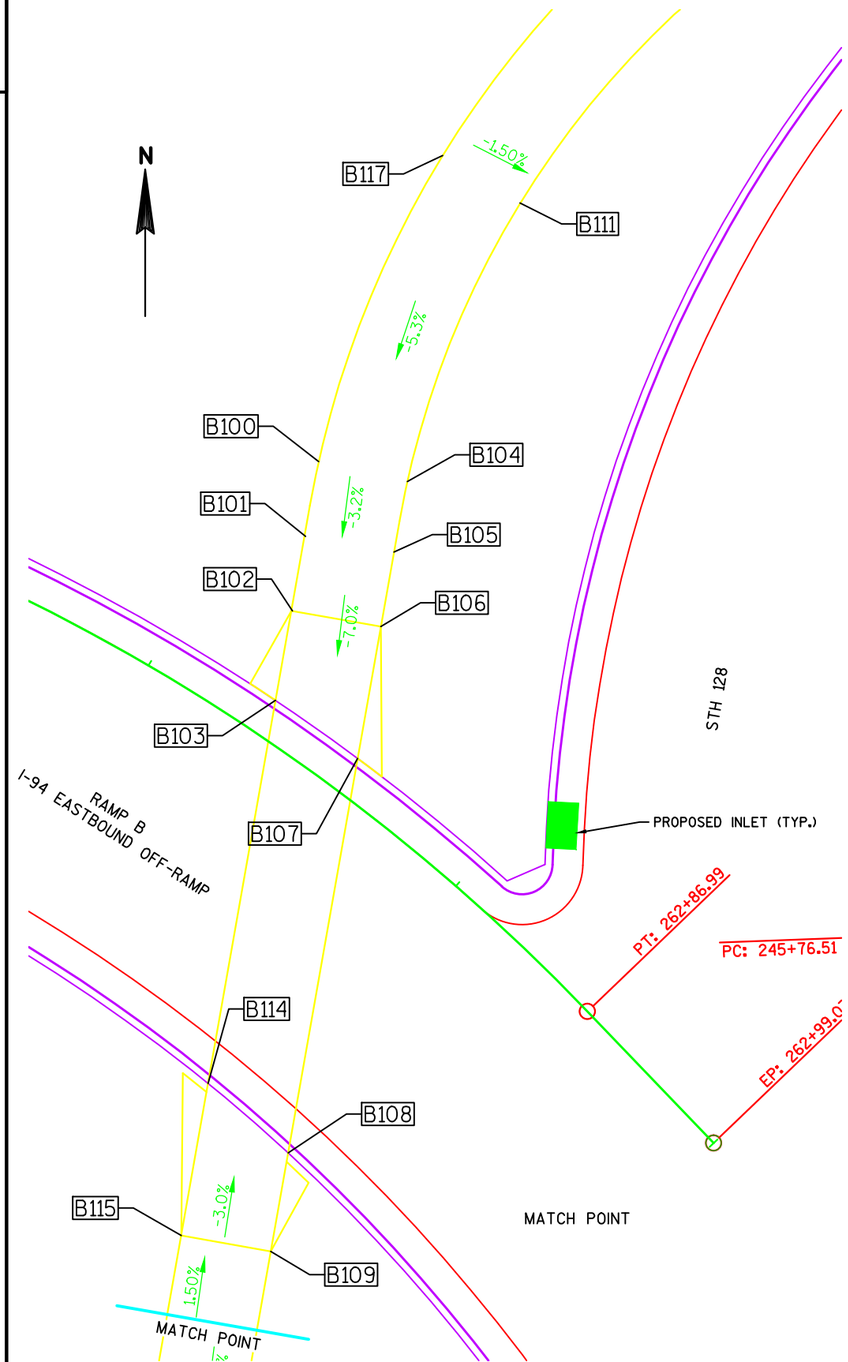
RAMP C I-94 WESTBOUND OFF-RAMP

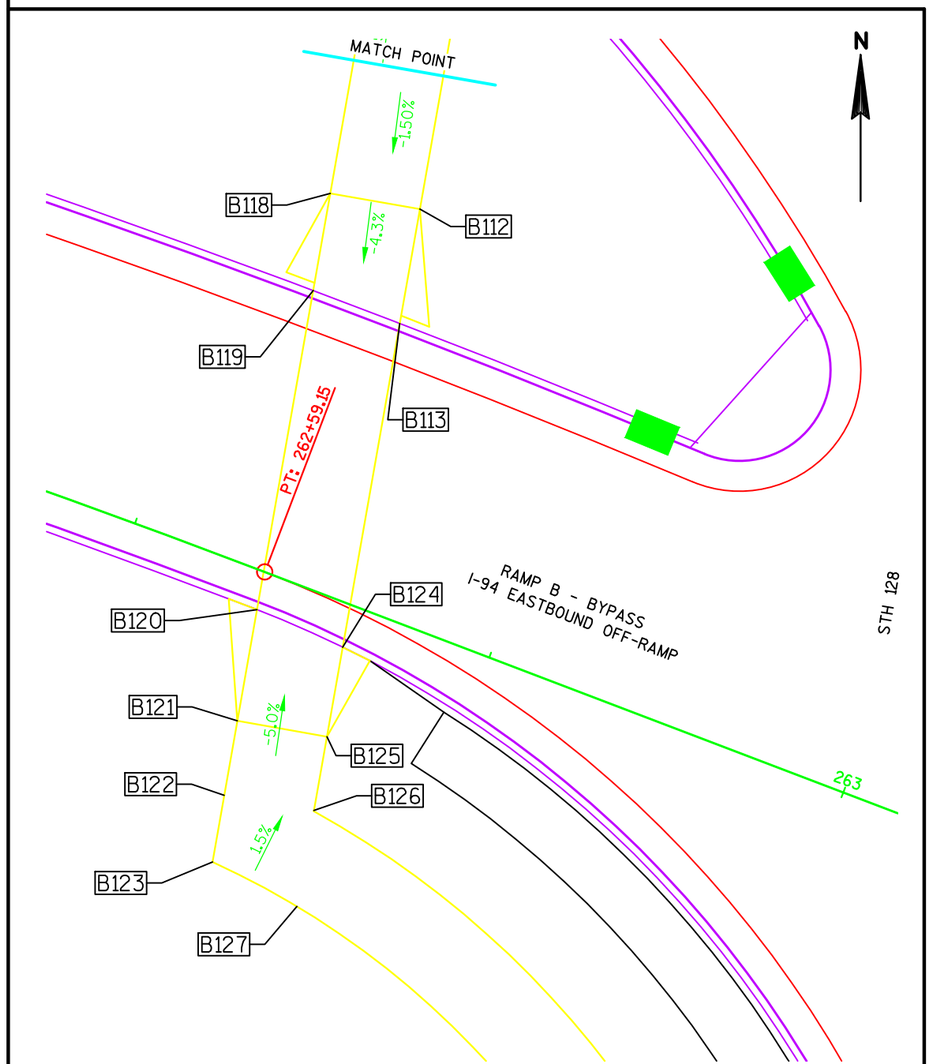
POINT NO.	STATION	OFFSET	ELEVATION
C200	264+37.95 C-BYP	19.89' LT	1,276.77'
C201	264+44.33 C-BYP	19.11' LT	1,276.87'
C202	264+39.53 C-BYP	13.57' LT	1,276.71'
C203	264+45.35 C-BYP	15.02' LT	1,276.80'
C204	264+40.79 C-BYP	8.54' LT	--
C205	264+46.61 C-BYP	10.00' LT	--
C206	264+42.25 C-BYP	2.72' LT	1,276.19'
C207	264+48.49 C-BYP	2.50' LT	1,276.22'
C208	264+53.60 C-BYP	18.50' RT	1,276.57'
C209	264+47.57 C-BYP	18.50' RT	1,276.54'
C210	264+49.33 C-BYP	25.76' RT	1,276.70'
C211	264+54.97 C-BYP	24.33' RT	1,276.79'
C212	264+52.75 C-BYP	40.28' RT	1,276.48'
C213	264+58.29 C-BYP	38.89' RT	1,276.57'
C214	264+60.44 C-BYP	48.65' RT	1,276.09'
C215	264+54.09 C-BYP	46.11' RT	1,276.21'
C216	264+59.89 C-BYP	72.56' RT	1,276.35'
C217	264+65.85 C-BYP	74.27' RT	1,276.26'
C218	264+61.76 C-BYP	81.46' RT	1,276.61'
C219	264+67.03 C-BYP	80.13' RT	1,276.70'
C220	264+68.01 C-BYP	85.13' RT	1,276.78'
C221	264+62.75 C-BYP	86.33' RT	1,276.69'
C222	264+62.46 C-BYP	120.38' RT	1,278.05'
C223	264+67.50 C-BYP	121.62' RT	1,278.14'

2

CURB RAMP B DETAIL

RAMP B I-94 EASTBOUND OFF-RAMP



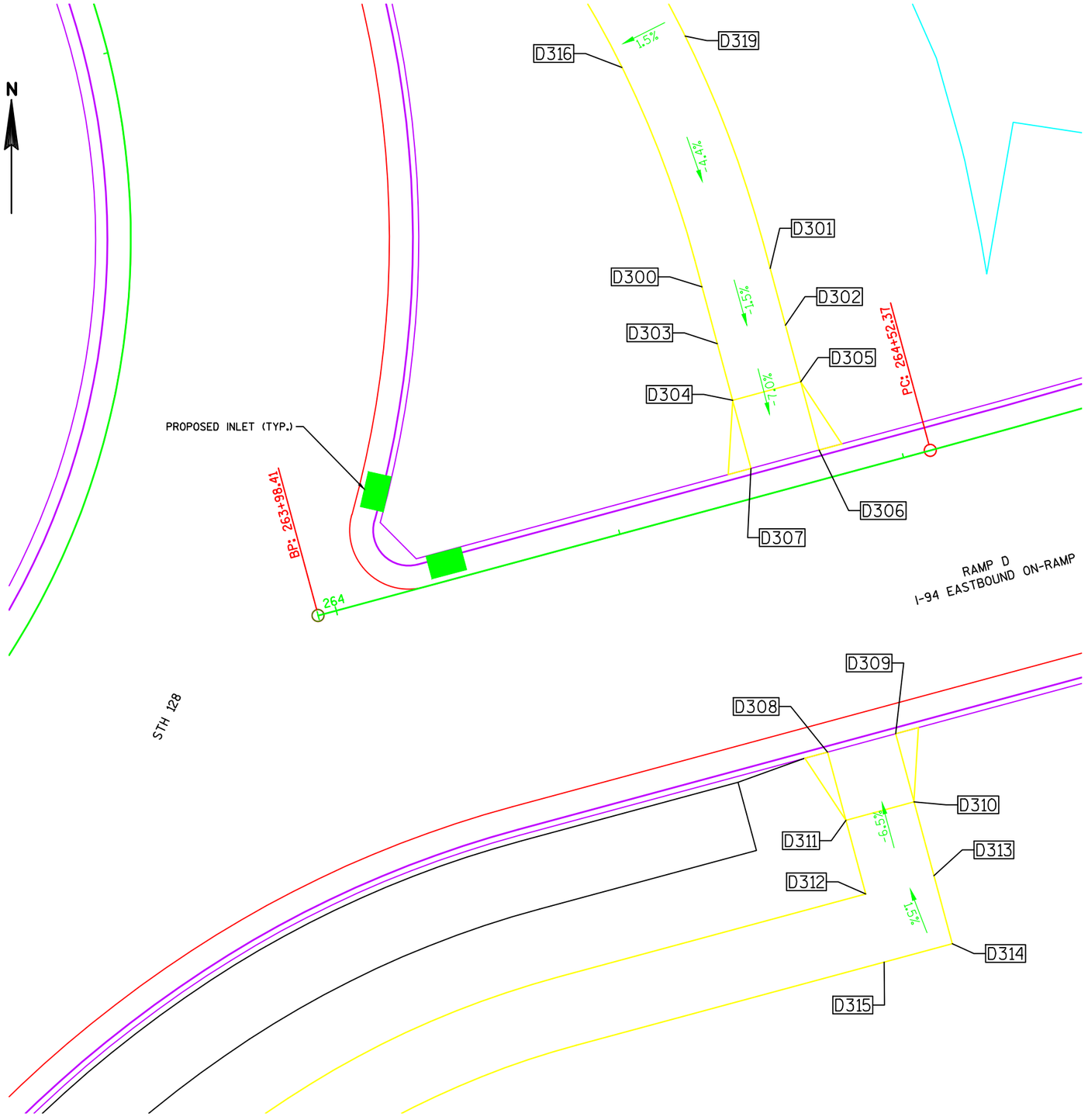


POINT NO.	STATION	OFFSET	ELEVATION
B100	262+43.80 B-BYP	89.97' LT	1267.62'
B101	262+44.55 B-BYP	85.04' LT	1,267.58'
B102	262+45.31 B-BYP	80.12' LT	--
B103	262+46.18 B-BYP	74.19' LT	1,266.81'
B104	262+49.10 B-BYP	90.74' LT	1,267.62'
B105	262+49.79 B-BYP	86.07' LT	1,267.58'
B106	262+50.58 B-BYP	81.14' LT	--
B107	262+52.00 B-BYP	72.46' LT	1,266.85'
B108	262+56.44 B-BYP	46.47' LT	1,266.54'
B109	262+57.60 B-BYP	39.99' LT	1,266.75'
B111	262+49.69 B-BYP	110.55' LT	1,268.79'
B112	262+60.19 B-BYP	26.01' LT	1,266.54'
B113	262+61.63 B-BYP	18.50' LT	1,266.16'
B114	262+50.29 B-BYP	48.91' LT	1,266.52'
B115	262+52.00 B-BYP	38.89' LT	1,266.75'
B117	262+44.60 B-BYP	111.76' LT	1,268.89'
B118	262+54.46 B-BYP	24.90' LT	1,266.54'
B119	262+55.61 B-BYP	18.50' LT	1,266.26'
B120	262+59.55 B-BYP	2.50' RT	1,265.91'
B121	262+60.95 B-BYP	9.82' RT	--
B122	262+61.89 B-BYP	14.73' RT	1,266.30'
B123	262+62.73 B-BYP	19.12' RT	1,266.36'
B124	262+65.72 B-BYP	2.81' RT	1,265.77'
B125	262+66.84 B-BYP	8.69' RT	--
B126	262+67.78 B-BYP	13.56' RT	1,266.30'
B127	262+68.99 B-BYP	19.87' RT	1,266.40'

PROJECT NO: 1021-01-70	HWY: IH-94	COUNTY: ST. CROIX	CONSTRUCTION DETAILS: CURB RAMPS	SHEET 40	E

FILE NAME : N:\PDS\C3D\10210100\SHEETSPLAN\PLAN DETAILS\021201-PD-CURB RAMPS.DWG
LAYOUT NAME - ####

PLOT DATE : 8/22/2016 2:59 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT



CURB RAMP D DETAIL

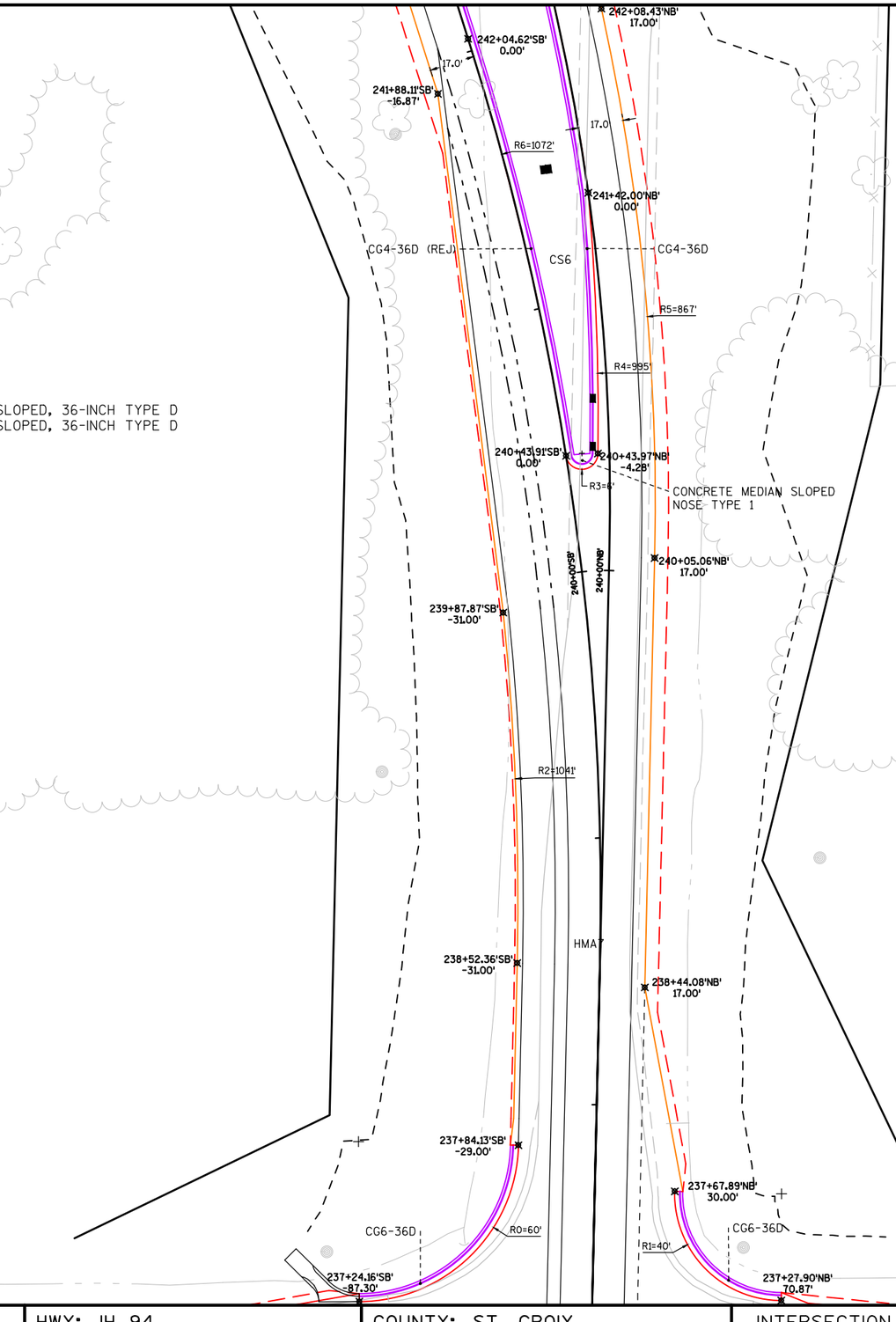
RAMP D I-94 EASTBOUND ON-RAMP

POINT NO.	STATION	OFFSET	ELEVATION
D300	264+37.23 D	18.50' LT	1,268.37'
D301	264+43.23 D	18.50' LT	1,268.37'
D302	264+43.23 D	13.50' LT	1,268.30'
D303	264+37.23 D	13.50' LT	1,268.29'
D304	264+37.23 D	8.50' LT	--
D305	264+43.23 D	8.50' LT	--
D306	264+43.23 D	2.50' LT	1,267.53'
D307	264+37.23 D	2.50' LT	1,267.52'
D308	264+37.23 D	22.50' RT	1,267.12'
D309	264+43.23 D	22.50' RT	1,267.13'
D310	264+43.23 D	28.50' RT	--
D311	264+37.23 D	28.50' RT	--
D312	264+37.23 D	35.00' RT	1,267.93'
D313	264+43.23 D	35.00' RT	1,267.95'
D314	264+43.23 D	41.00' RT	1,268.04'
D315	264+37.23 D	41.00' RT	1,268.02'
D316	264+35.51 D	38.30' LT	1,269.19'
D319	264+41.40 D	39.47' LT	1,269.28'

2

LEGEND:

GRS	GRASS
CS6	CONCRETE SIDEWALK 6-INCH
HMA7	HMA PAVEMENT 7-INCH
CG6-36D	CONCRETE CURB & GUTTER 6-INCH SLOPED, 36-INCH TYPE D
CG4-36D	CONCRETE CURB & GUTTER 4-INCH SLOPED, 36-INCH TYPE D
(REJ)	REJECT/REVERSE SLOPE GUTTER



POINT DESCRIPTION DETAILS

PT	STATION	OFFSET	NORTHING	EASTING	RADIUS
R0	237+84.13'SB'	-89.00'	326392.52	655976.73	60'
R1	237+67.89'NB'	70.00'	326372.90	656135.32	5'
R2	238+52.36'SB'	-1072.00'	326483.29	654995.55	1041'
R3	240+43.91'SB'	6.00'	326650.49	656060.51	6'
R4	242+71.41'NB'	-989.15'	326662.77	655071.58	995'
R5	240+05.06'NB'	-850.00'	326631.12	655221.01	867'
R6	238+52.36'SB'	-1072.00'	326483.29	654995.55	1072'

LEGEND:

GRS	GRASS
CS6	CONCRETE SIDEWALK 6-INCH
CS5	CONCRETE SIDEWALK 5-INCH
HMA10	HMA PAVEMENT 10-INCH
HMA7	HMA PAVEMENT 7-INCH
HMA4	HMA PAVEMENT 4-INCH
CPAS	CONCRETE PAVEMENT APPROACH SLAB
CRTA12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH & CONCRETE COLORING RED
CG6-36D	CONCRETE CURB & GUTTER 6-INCH SLOPED, 36-INCH TYPE D
CG4-36D	CONCRETE CURB & GUTTER 4-INCH SLOPED, 36-INCH TYPE D
CG4-36T	CONCRETE CURB & GUTTER 4-INCH SLOPED, 36-INCH TYPE T
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
(REJ)	REJECT/REVERSE SLOPE GUTTER

POINT DESCRIPTION DETAILS

PT	STATION	OFFSET	NORTHING	EASTING	RADIUS
R7	243+94.17'NB'	123.00'	327021.36	656131.47	105'
R8	243+94.17'NB'	123.00'	327021.36	656131.47	123'
R9	244+62.17'SB'	-93.00'	327038.30	655855.83	75'
R10	244+97.62'SB'	12.00'	327089.87	655954.62	6'
R11	244+79.23'NB'	-4.00'	327079.47	656018.55	4'
R12	246+08.41'NB'	-65.50'	327169.70	656003.30	88'
R13	246+08.41'NB'	-65.50'	327169.70	656003.30	66'
R14	246+08.41'NB'	-65.50'	327169.70	656003.30	43.5'
R15	245+31.97'SB'	-25.71'	327121.72	655913.85	8'
R16	260+83.30'B'	24.00'	327175.61	655724.66	6'
R17	262+59.15'BB'	734.00'	326422.47	655621.26	734'
R18	262+59.15'BB'	734.00'	326422.47	655621.26	750'
R19	262+86.99'B'	133.00'	327070.13	655820.11	115'
R20	262+86.99'B'	133.00'	327070.13	655820.11	133'
R21	245+80.58'SB'	-26.00'	327171.90	655911.83	4'
R22	245+66.22'NB'	27.00'	327144.96	656092.43	5'
R23	246+90.13'SB'	-120.00'	327332.96	655907.10	102'
R24	246+90.13'SB'	-120.00'	327332.96	655907.10	120'
R25	246+97.99'SB'	4.00'	327261.07	656008.13	4'
R26	246+79.34'NB'	-6.00'	327258.17	656033.53	6'
R27	247+19.68'NB'	-4.00'	327298.62	656026.25	4'
R28	246+66.13'NB'	273.00'	327340.74	656300.03	273'
R29	246+66.13'NB'	273.00'	327340.74	656300.03	255'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	INTERSECTION DETAIL	SHEET 43	E

LEGEND:

GRS	GRASS
CS6	CONCRETE SIDEWALK 6-INCH
CS5	CONCRETE SIDEWALK 5-INCH
HMA10	HMA PAVEMENT 10-INCH
HMA7	HMA PAVEMENT 7-INCH
HMA4	HMA PAVEMENT 4-INCH
CPAS	CONCRETE PAVEMENT APPROACH SLAB
CRTA12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH & CONCRETE COLORING RED
CG6-36D	CONCRETE CURB & GUTTER 6-INCH SLOPED, 36-INCH TYPE D
CG4-36D	CONCRETE CURB & GUTTER 4-INCH SLOPED, 36-INCH TYPE D
CG4-36T	CONCRETE CURB & GUTTER 4-INCH SLOPED, 36-INCH TYPE T
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
(REJ)	REJECT/REVERSE SLOPE GUTTER

POINT DESCRIPTION DETAILS

PT	STATION	OFFSET	NORTHING	EASTING	RADIUS
R30	250+55.67'NB'	-4.00'	327635.65	656021.01	4'
R31	251+16.34'SB'	6.00'	327677.45	656013.15	6'
R32	250+97.36'NB'	-4.00'	327674.42	656039.28	4'
R33	250+34.35'SB'	-293.00'	327587.92	655727.87	275'
R34	250+34.35'SB'	-293.00'	327587.92	655727.87	293'
R35	251+05.22'NB'	120.00'	327602.97	656140.62	120'
R36	251+05.22'NB'	120.00'	327602.97	656140.62	102'
R37	262+07.57'A'	-19.00'	327785.83	655833.90	4'
R38	252+35.77'SB'	-28.00'	327799.64	655956.55	6'
R39	252+17.56'NB'	-65.50'	327765.81	656043.71	43.5'
R40	252+17.56'NB'	-65.50'	327765.81	656043.71	66'
R41	252+17.56'NB'	-65.50'	327765.81	656043.71	88'
R42	252+10.00'NB'	26.00'	327757.36	656134.82	4'
R43	252+57.00'NB'	28.03'	327807.39	656136.32	8'
R44	266+62.24'C'	-23.15'	327729.21	656355.74	6'
R45	264+25.85'C'	-133.00'	327852.61	656233.29	133'
R46	264+25.85'C'	-133.00'	327852.61	656233.29	115'
R47	264+47.90'CB'	-734.00'	328484.35	656477.32	750'
R48	264+47.90'CB'	-734.00'	328484.35	656477.32	734'

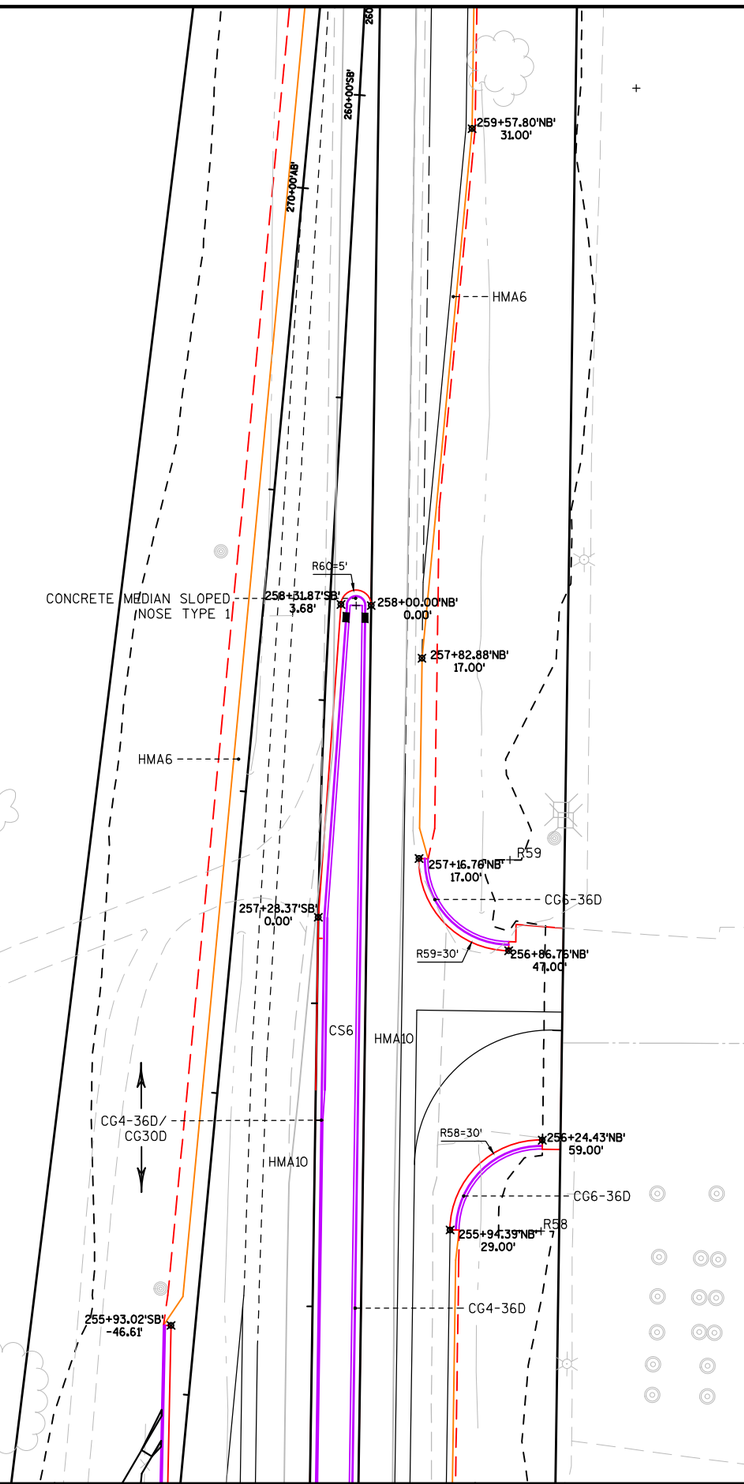
POINT DESCRIPTION DETAILS

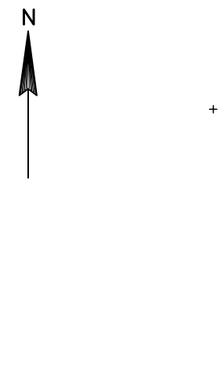
PT	STATION	OFFSET	NORTHING	EASTING	RADIUS
R49	262+95.72'AB'	-200.00'	328022.56	655835.52	200'
R50	264+05.11'AB'	-88.77'	327956.02	655924.65	120'
R51	254+24.27'SB'	-133.00'	327944.30	655947.98	115'
R52	254+24.27'SB'	-133.00'	327944.30	655947.98	133'
R53	253+34.04'SB'	4.00'	327856.80	656053.40	4'
R54	252+95.67'NB'	-12.50'	327844.62	656094.04	6'
R55	253+30.63'NB'	93.14'	327888.04	656196.80	75'
R56	253+75.25'NB'	500.00'	327973.00	656597.47	500'
R57	255+11.85'SB'	-24.00'	328030.31	656058.24	6'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	INTERSECTION DETAIL	SHEET 44	E

LEGEND:

GRS	GRASS
CS6	CONCRETE SIDEWALK 6-INCH
CS5	CONCRETE SIDEWALK 5-INCH
HMA10	HMA PAVEMENT 10-INCH
HMA6	HMA PAVEMENT 6-INCH
HMA4	HMA PAVEMENT 4-INCH
CRTA12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH & CONCRETE COLORING RED
CG6-36D	CONCRETE CURB & GUTTER 6-INCH SLOPED, 36-INCH TYPE D
CG4-36D	CONCRETE CURB & GUTTER 4-INCH SLOPED, 36-INCH TYPE D
CG4-36T	CONCRETE CURB & GUTTER 4-INCH SLOPED, 36-INCH TYPE T
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
(REJ)	REJECT/REVERSE SLOPE GUTTER





POINT DESCRIPTION DETAILS

PT	STATION	OFFSET	NORTHING	EASTING	RADIUS
R58	255+94.43'NB'	59.00'	328142.90	656158.87	30'
R59	257+16.76'NB'	47.00'	328265.39	656148.64	30'
R60	257+99.93'NB'	-5.00	328349.30	656097.85	5'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	INTERSECTION DETAIL	SHEET 45	E

2

LEGEND:

HMA10	HMA PAVEMENT 10-INCH
HMA6	HMA PAVEMENT 6-INCH
HMA4	HMA PAVEMENT 4-INCH
SUBG	SUBGRADE

POINT DESCRIPTION DETAILS

PT	STATION	OFFSET	NORTHING	EASTING	RADIUS
R61	12+98.22'WD'	390.00'	328550.41	656635.76	402'
R62	12+98.22'WD'	390.00'	328550.41	656635.76	378'
R63	12+50.19'WD'	52.00'	328636.28	656308.86	40'
R64	13+60.64'WB'	52.00'	328733.76	656345.04	40'
R65	10+58.18'PR'	-28.00'	328710.17	656340.01	16'
R66	11+21.61'PR'	33.00'	328647.13	656393.79	30'
R67	12+20.47'PR'	-3.61'	328681.47	656493.47	90'
R68	263+49.25'SB'	-32.00'	328867.21	656078.32	10'
R69	263+89.25'SB'	-32.00'	328907.20	656078.90	10'
R70	262+58.14'NB'	81.00'	328806.22	656190.45	50'
R71	264+02.43'NB'	79.00'	328950.88	656190.35	50'
R72	1+85.00'SR'	360.00'	328520.01	656190.32	375'
R73	14+06.32'WD'	-58.00'	328816.98	656259.83	40'
R74	14+11.86'WD'	52.00'	328781.32	656364.03	40'
R75	3+15.60'SR'	-1050.00'	329830.88	656709.66	1065'
R76	3+15.60'SR'	-1050.00'	329830.88	656709.66	1035'
R77	23+04.76'ED'	-93.63'	328708.30	656542.22	70'
R78	23+20.92'ED'	55.00'	328724.47	656690.85	40'

N

2

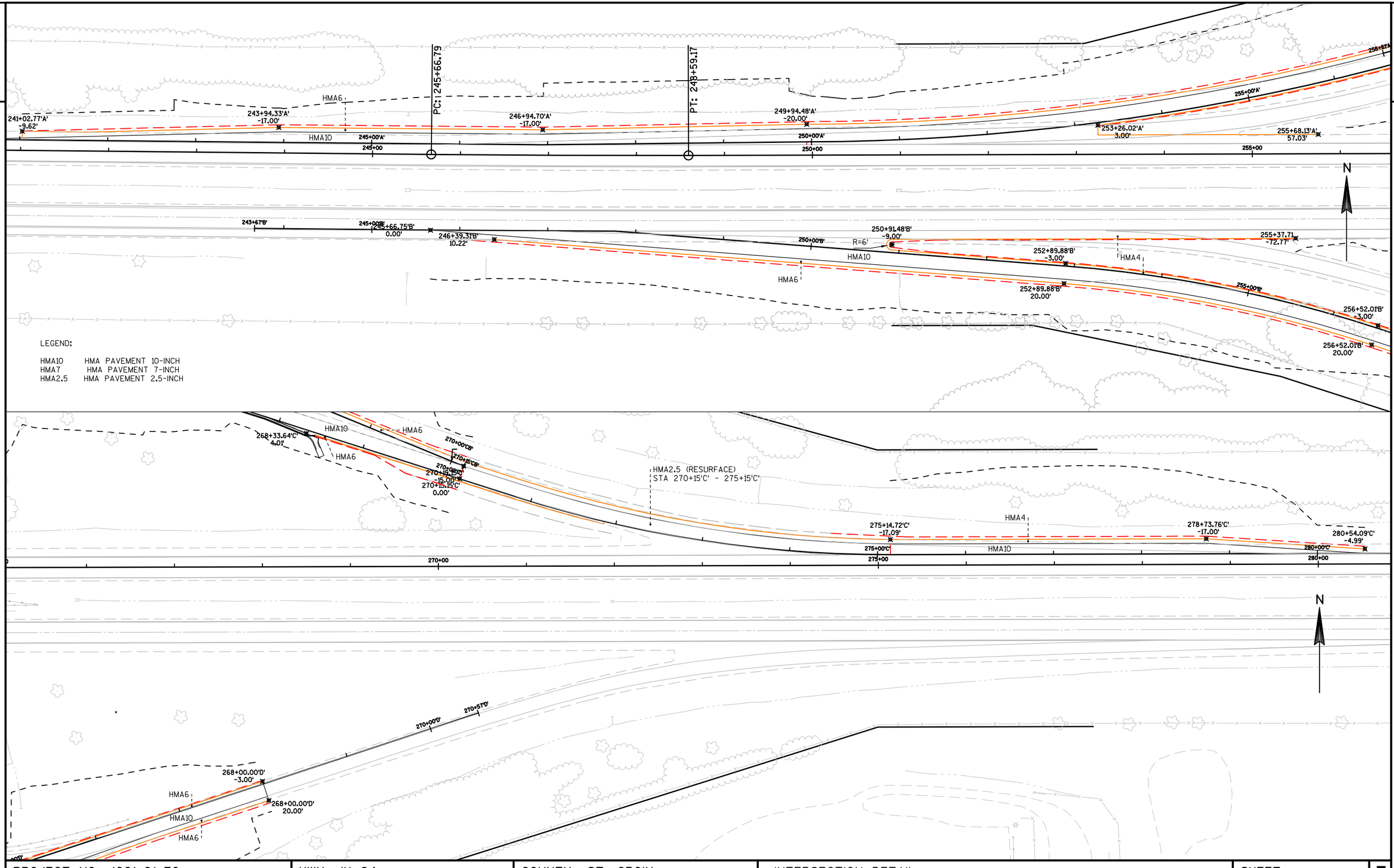
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	INTERSECTION DETAIL	SHEET 46	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\021030_ID_STH128_10210100.DWG
LAYOUT NAME - ****

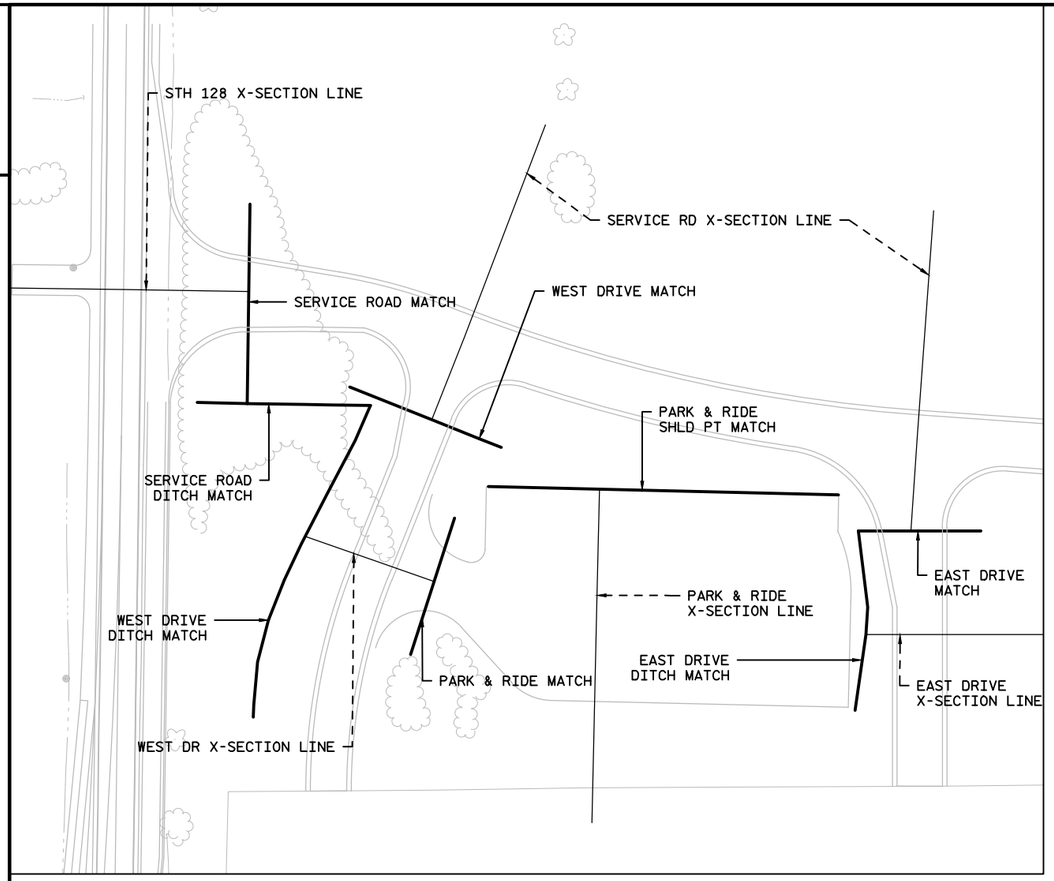
PLOT DATE : 9/2/2016 10:31 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:50 FT

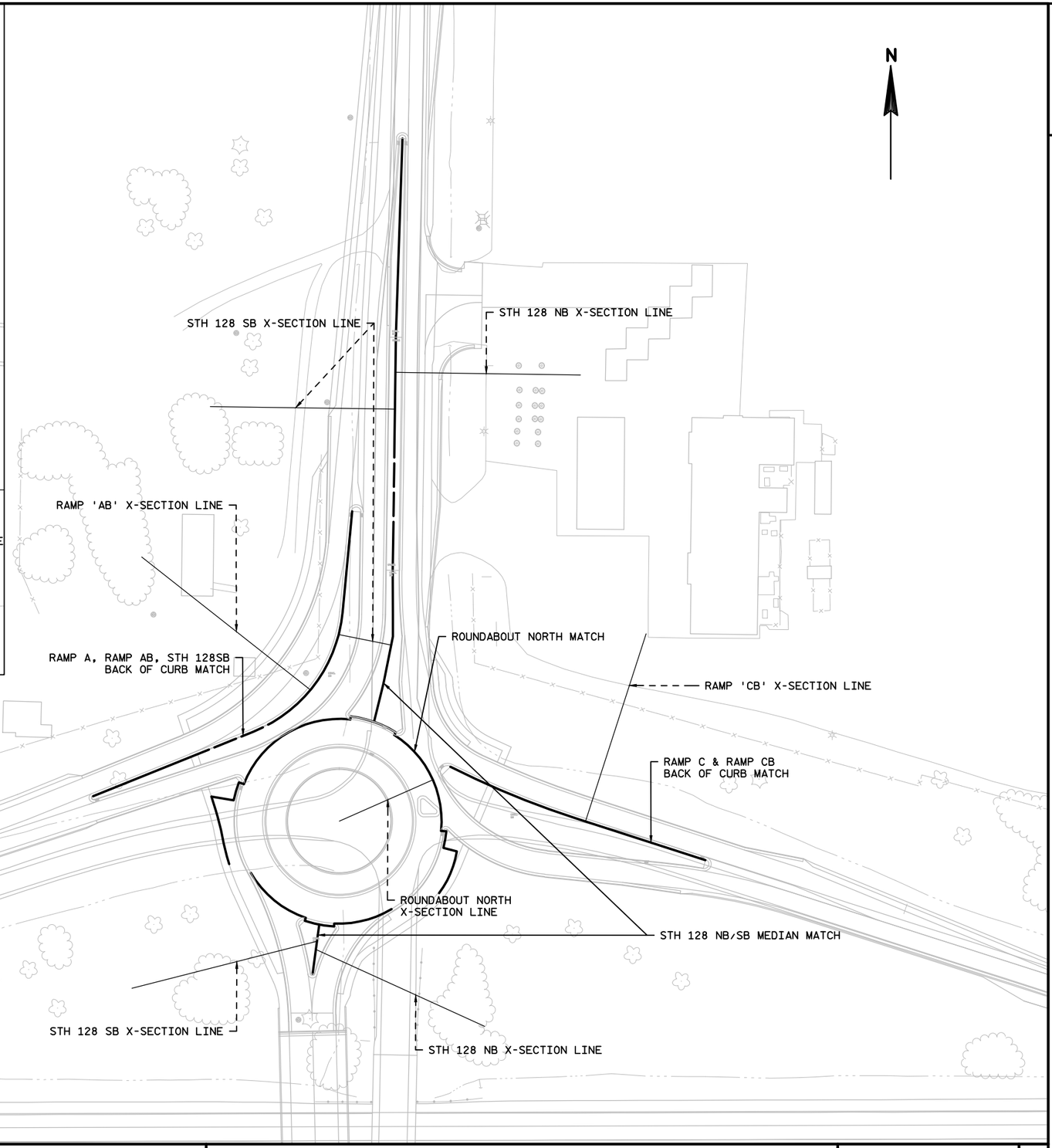
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	INTERSECTION DETAIL	SHEET 47	E





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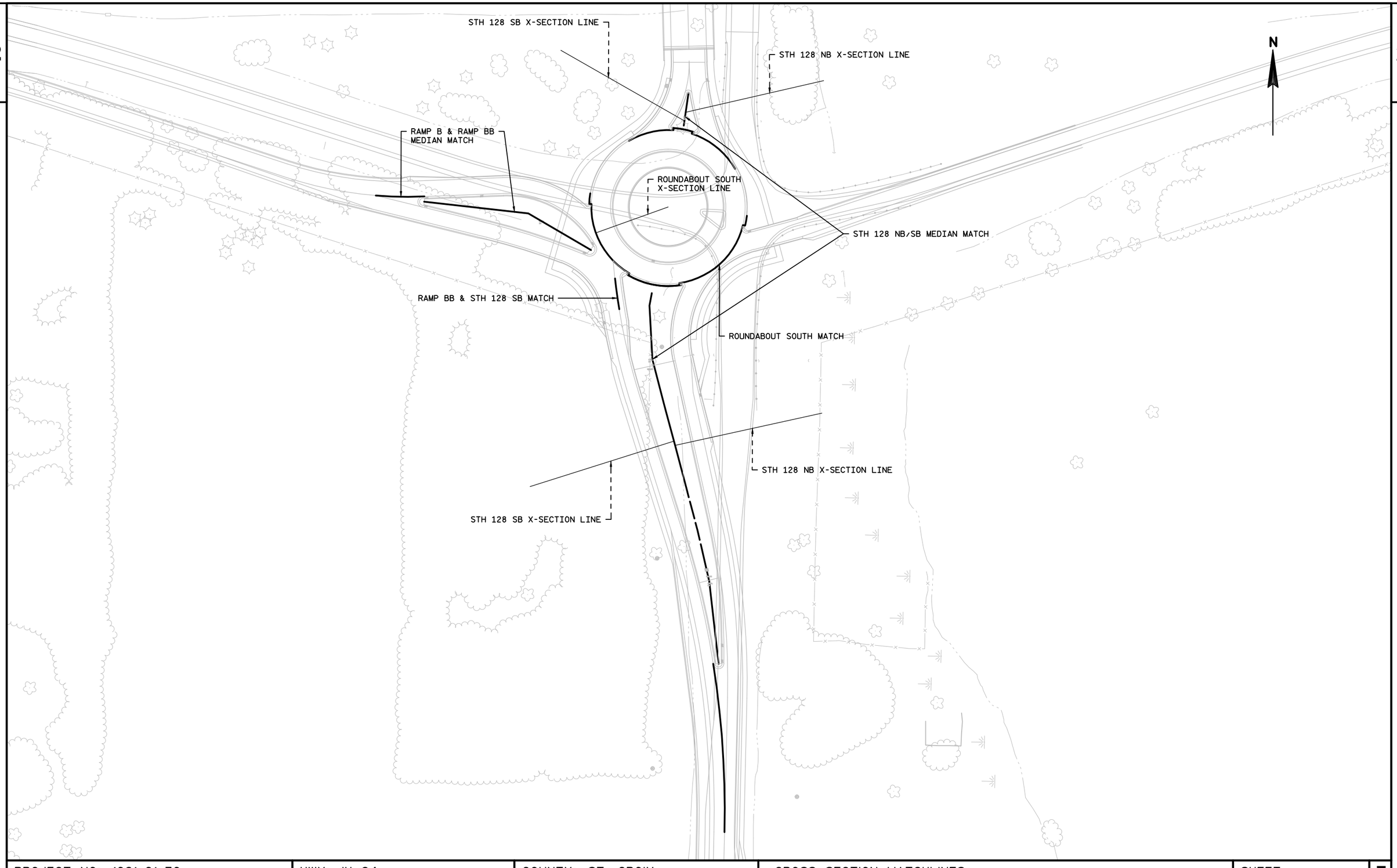
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTION MATCHLINES	SHEET 48	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\021010_ML_STH128_10210100.DWG
LAYOUT NAME - ****
PLOT DATE : 9/13/2016 1:22 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTION MATCHLINES	SHEET 49	E

2

2

N

RAMP A GORE MATCH

RAMP A X-SECTION LINE

IH 94 EB X-SECTION LINE

IH 94 WB X-SECTION LINE

RAMP B X-SECTION LINE

RAMP B GORE MATCH

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTION MATCHLINES	SHEET 50	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\021010_ML_STH128_10210100.DWG
LAYOUT NAME - ****

PLOT DATE : 9/13/2016 1:54 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MULCHING

EROSION MAT CLASS I TYPE B

EROSION MAT CLASS II TYPE B

SILT FENCE

RIP RAP

INLET PROTECTION

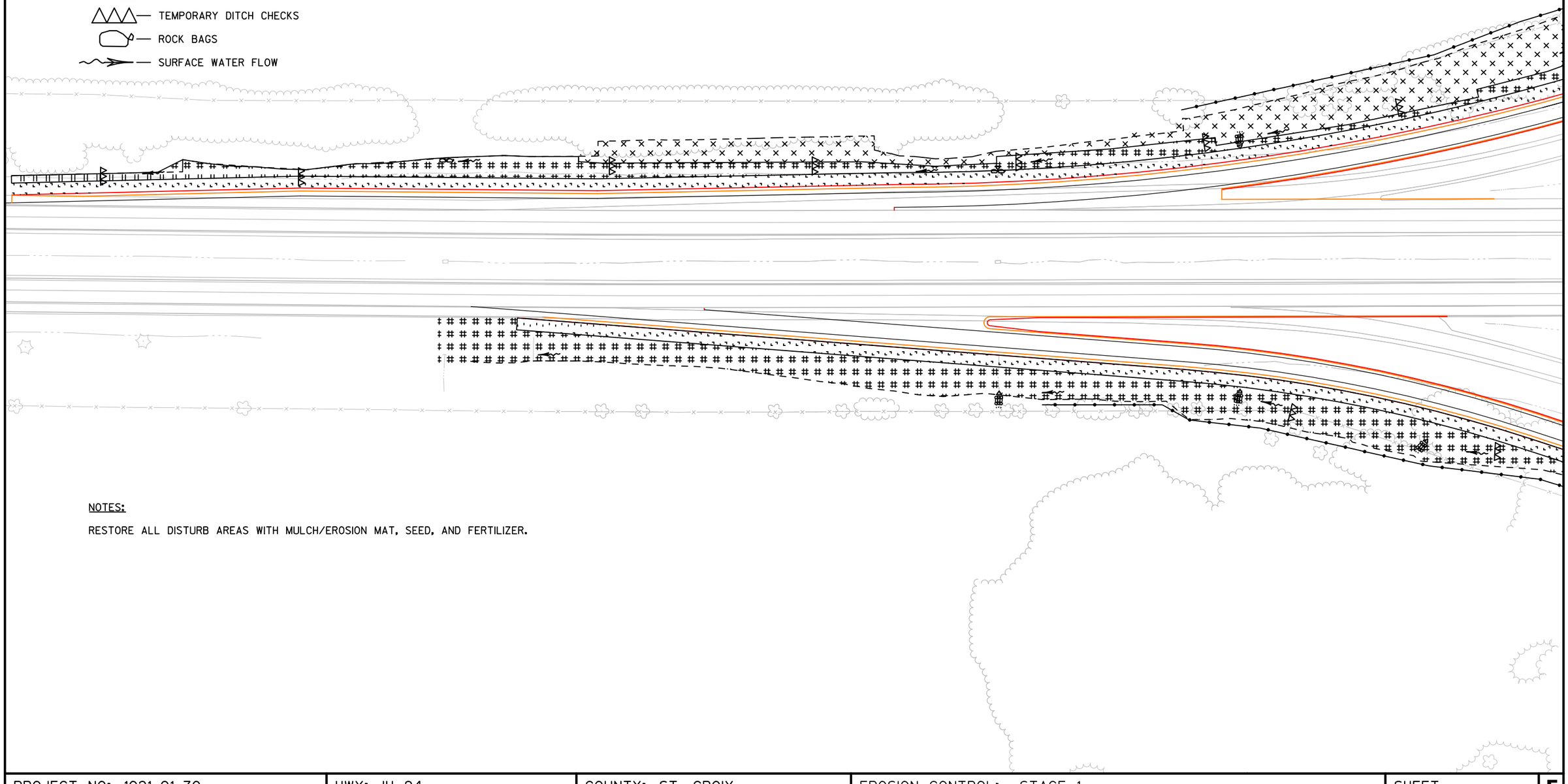
TEMPORARY COVER PLATES

TEMPORARY DITCH CHECKS

ROCK BAGS

SURFACE WATER FLOW

N



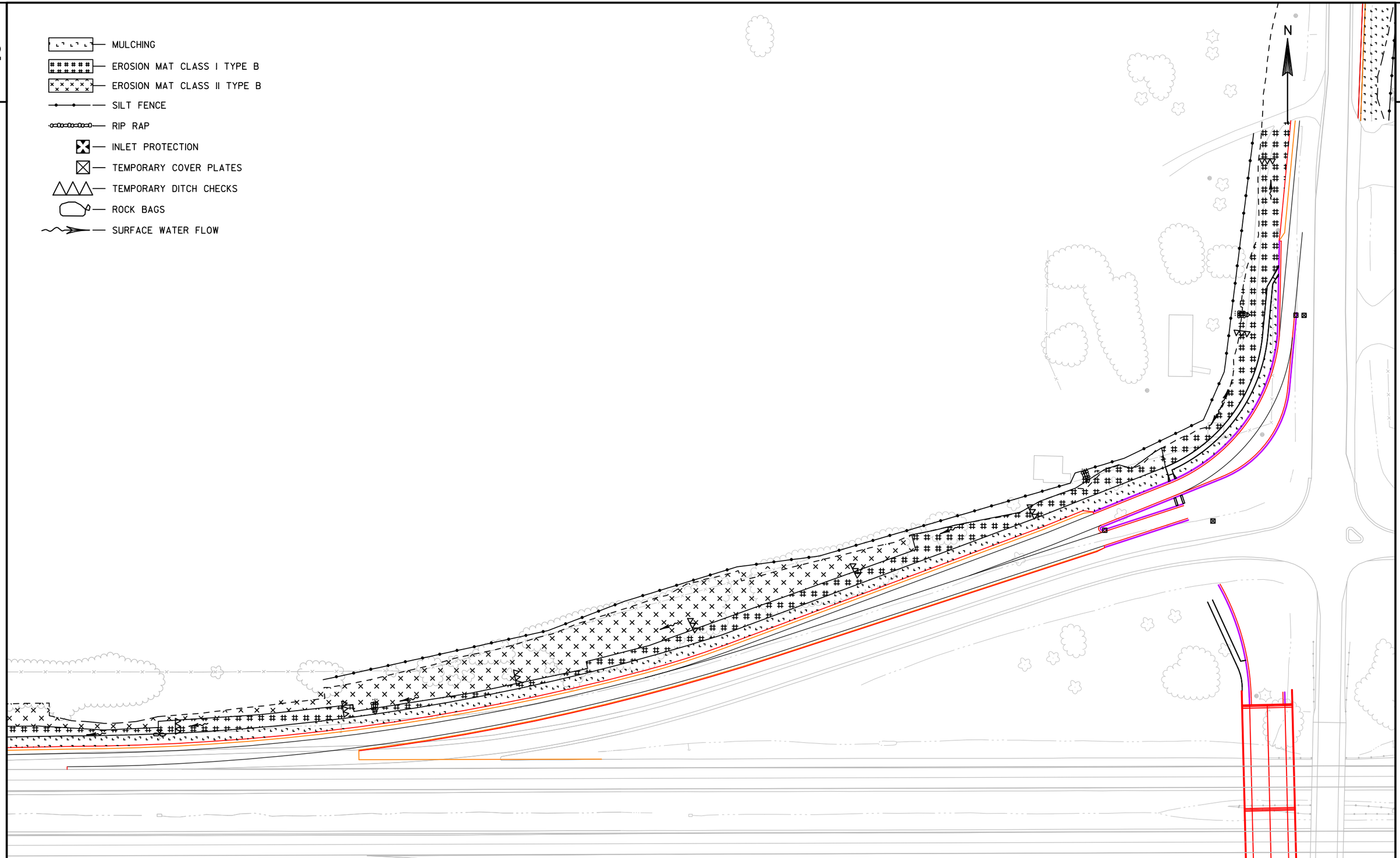
NOTES:

RESTORE ALL DISTURB AREAS WITH MULCH/EROSION MAT, SEED, AND FERTILIZER.

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EROSION CONTROL: STAGE 1	SHEET 51	E

2

- MULCHING
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- RIP RAP
- INLET PROTECTION
- TEMPORARY COVER PLATES
- TEMPORARY DITCH CHECKS
- ROCK BAGS
- SURFACE WATER FLOW



2

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EROSION CONTROL: STAGE 1	SHEET 52	E

2

- MULCHING
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- RIP RAP
- INLET PROTECTION
- TEMPORARY COVER PLATES
- TEMPORARY DITCH CHECKS
- ROCK BAGS
- SURFACE WATER FLOW

N

2

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EROSION CONTROL: STAGE 1	SHEET 53 E

- MULCHING
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- RIP RAP
- INLET PROTECTION
- TEMPORARY COVER PLATES
- TEMPORARY DITCH CHECKS
- ROCK BAGS
- SURFACE WATER FLOW

N

2

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EROSION CONTROL: STAGE 1	SHEET 54	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\021020_EC_STH128_10210100.DWG
LAYOUT NAME - ****

PLOT DATE : 8/29/2016 1:02 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MULCHING

EROSION MAT CLASS I TYPE B

EROSION MAT CLASS II TYPE B

SILT FENCE

RIP RAP

INLET PROTECTION

TEMPORARY COVER PLATES

TEMPORARY DITCH CHECKS

ROCK BAGS

SURFACE WATER FLOW

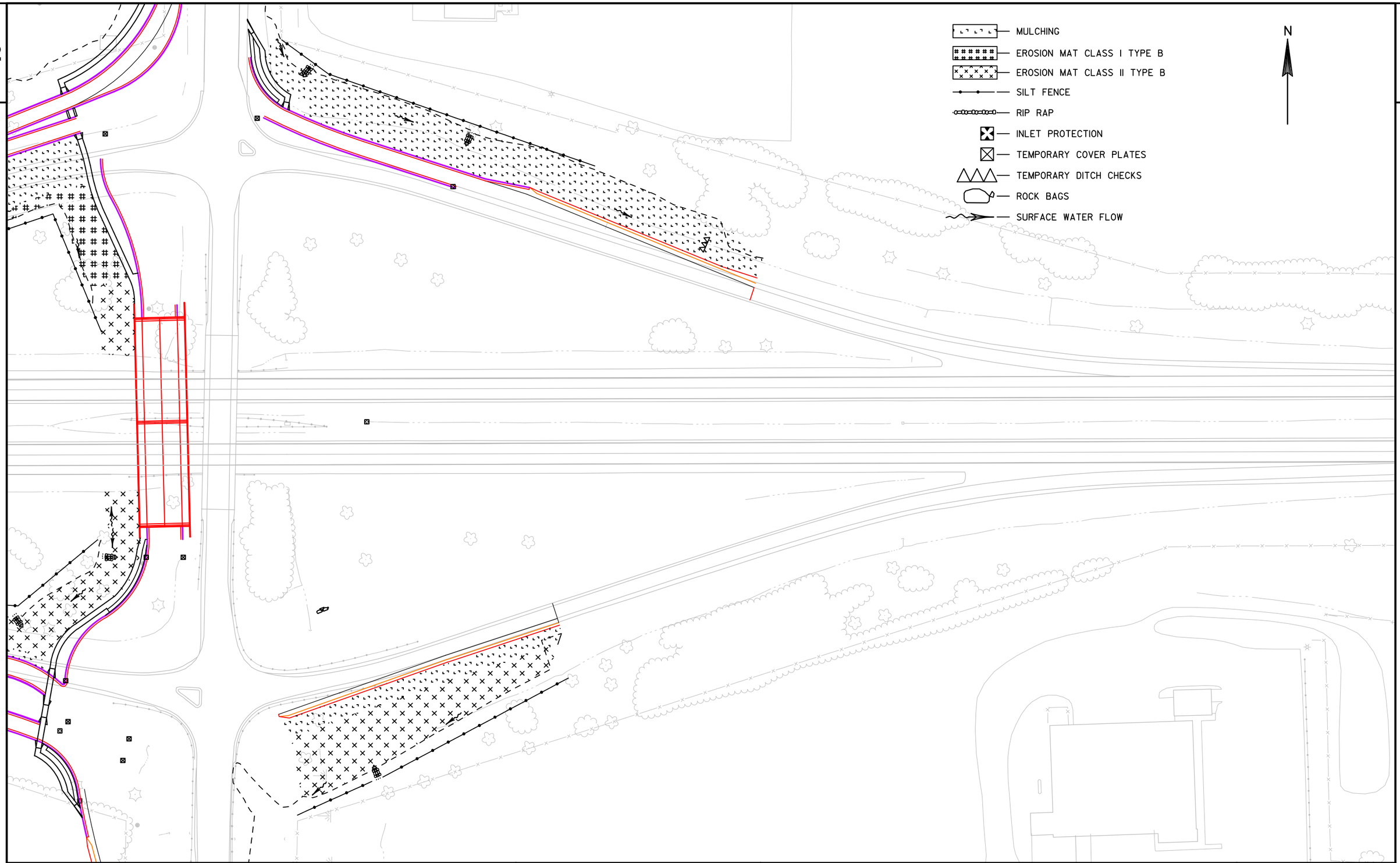
N

NOTES:

RESTORE ALL DISTURB AREAS WITH MULCH/EROSION MAT, SEED, AND FERTILIZER.

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EROSION CONTROL: STAGE 2	SHEET 55	E

2



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EROSION CONTROL: STAGE 2	SHEET 56	E

- MULCHING
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- RIP RAP
- INLET PROTECTION
- TEMPORARY COVER PLATES
- TEMPORARY DITCH CHECKS
- ROCK BAGS
- SURFACE WATER FLOW

N

2

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EROSION CONTROL: STAGE 2	SHEET 57	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\021021_EC_STH128_10210100.DWG
LAYOUT NAME - ****

PLOT DATE : 9/6/2016 1:00 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

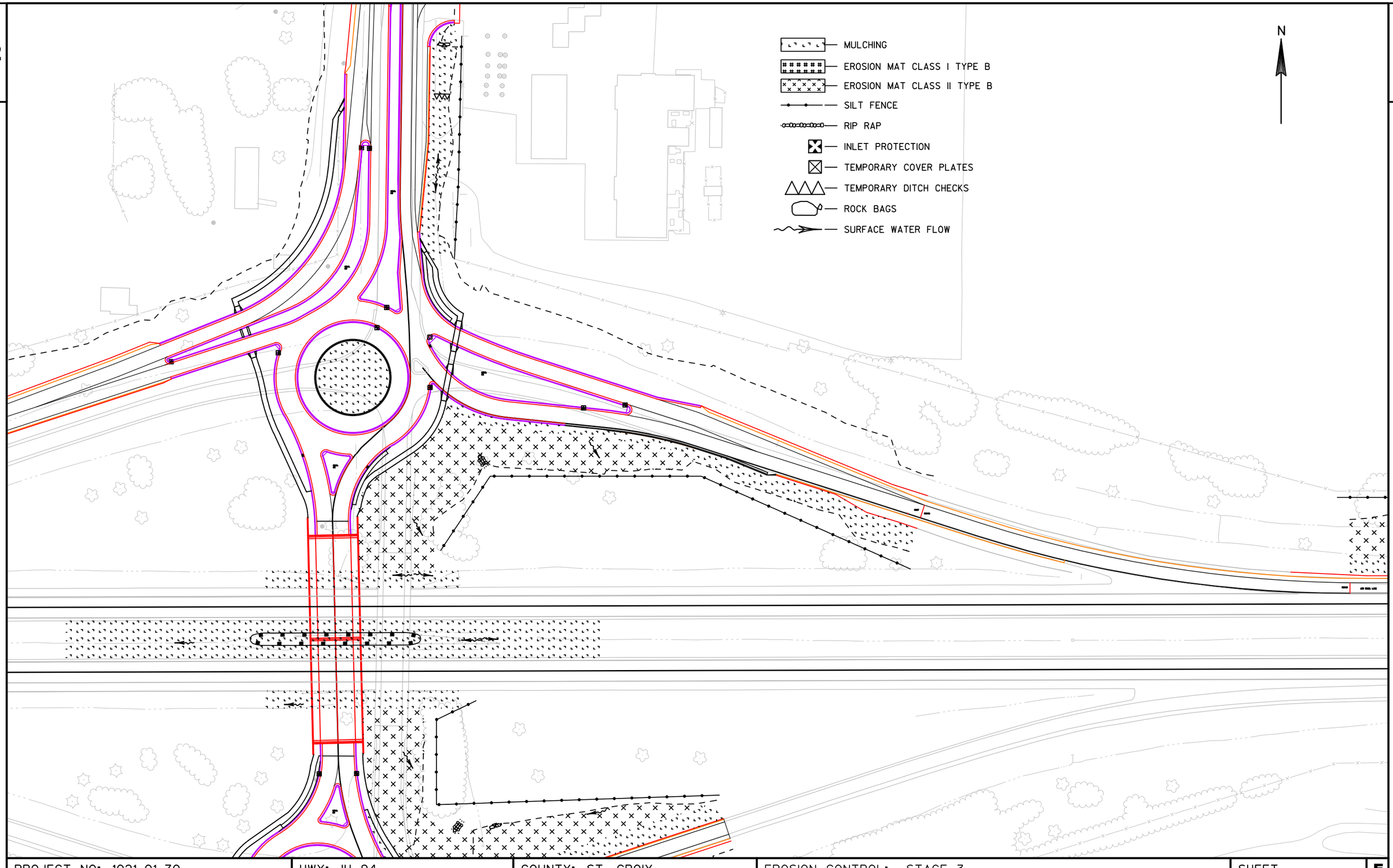
- MULCHING
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- RIP RAP
- INLET PROTECTION
- TEMPORARY COVER PLATES
- TEMPORARY DITCH CHECKS
- ROCK BAGS
- SURFACE WATER FLOW

NOTES:

RESTORE ALL DISTURB AREAS WITH MULCH/EROSION MAT, SEED, AND FERTILIZER.

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EROSION CONTROL: STAGE 3	SHEET 58 E

2



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EROSION CONTROL: STAGE 3	SHEET 59	E

2

2

MULCHING

EROSION MAT CLASS I TYPE B

EROSION MAT CLASS II TYPE B

SILT FENCE

RIP RAP

INLET PROTECTION

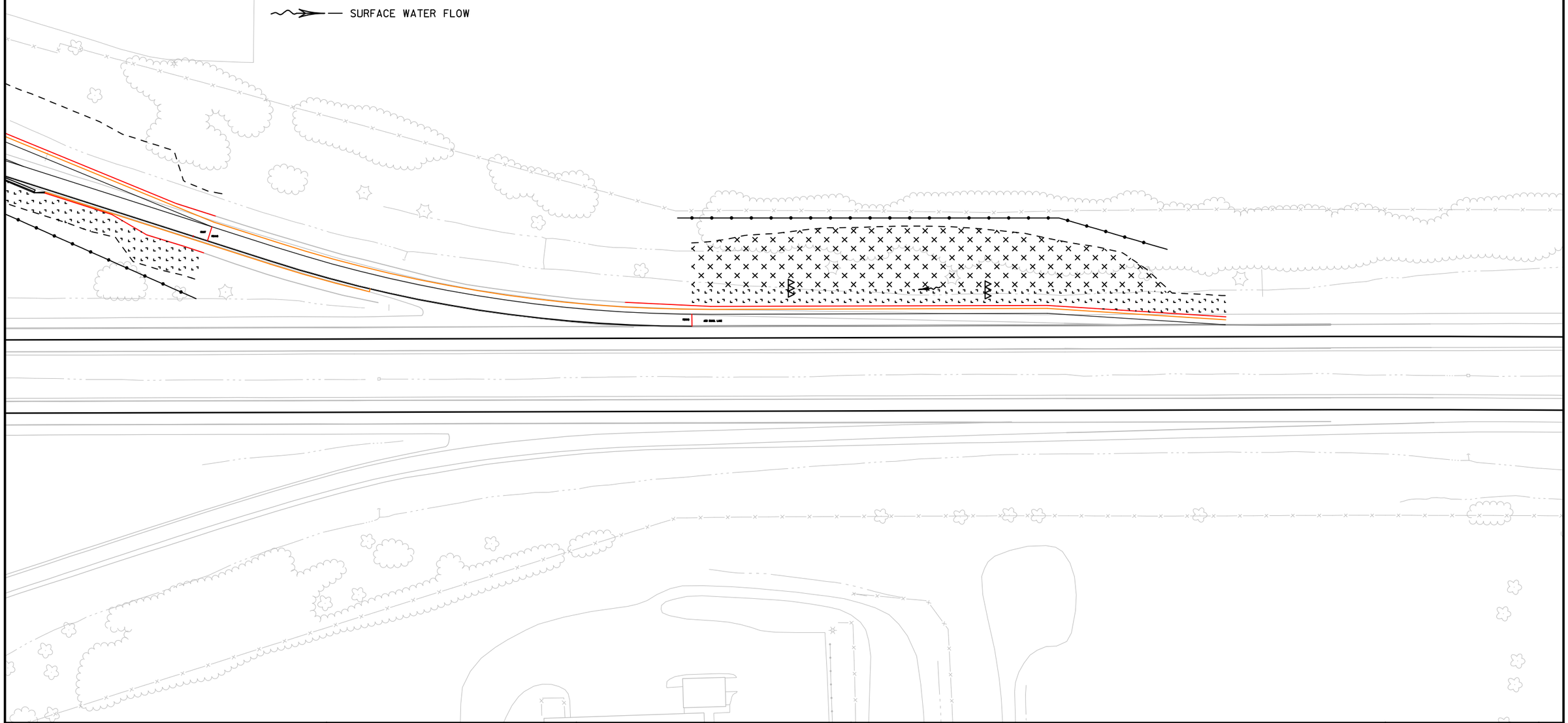
TEMPORARY COVER PLATES

TEMPORARY DITCH CHECKS

ROCK BAGS

SURFACE WATER FLOW

N



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EROSION CONTROL: STAGE 3	SHEET 60	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\021022_EC_STH128_10210100.DWG
LAYOUT NAME - ****

PLOT DATE : 8/29/2016 2:07 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

- MULCHING
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- RIP RAP
- INLET PROTECTION
- TEMPORARY COVER PLATES
- TEMPORARY DITCH CHECKS
- ROCK BAGS
- SURFACE WATER FLOW

N

2

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EROSION CONTROL: STAGE 3	SHEET 61 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\021022_EC_STH128_10210100.DWG
LAYOUT NAME - ****

PLOT DATE : 8/29/2016 2:07 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

NOTE:
PLACE RIPRAP MEDIUM AT ALL APRON ENDWALL LOCATIONS.
(SEE CONSTRUCTION DETAILS)

N1 = INLETS 2x3'
COVER TYPE HM
P1 = 12"x6' SSPRC
GRATE EL = 1268.52
INVERT = 1265.36
STA 257+96.0'NB', 8.1' LT

N2 = INLETS 2x3'
COVER TYPE HM
P2 = 12"x37' SSPRC
GRATE EL = 1268.63
UP INVERT = 1265.07
DOWN INVERT = 1264.97
STA 257+96.0'NB', 1.8' LT

XCEL ENGERGY

WEST WI TELCOM

12" AEW CPRC
INVERT = 1264.25
STA 257+96.0'NB', 35.3' RT

15" AEW CPRC
INVERT = 1265.25
STA 257+17.0'NB', 38.5' RT

R/W

15"x120' CPRC CL III
S = 2.27%

WEST WI TELCOM

SI

15" AEW CPRC
INVERT = 1267.97
STA 255+94.0'NB', 49.7' RT

12" AEW CPRC
INVERT = 1270.07
STA 255+09.0'SB', 79.8' LT

N3 = INLETS 2x2.5'
COVER TYPE WM
P3 = 12"x9' SSPRC
GRATE EL = 1273.90
INVERT = 1270.99
STA 255+09.0'SB', 19.8' LT

WE ENERGIES

CAUTION

N4 = INLETS 2x2.5'
COVER TYPE WM
P4 = 12"x52' SSPRC
GRATE EL = 1273.65
UP INVERT = 1270.74
DOWN INVERT = 1270.64
STA 255+09.0'SB', 28.5' LT

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN: STORM SEWER	SHEET 62	E

NOTE:
PLACE RIPRAP MEDIUM AT ALL APRON ENDWALL LOCATIONS.
(SEE CONSTRUCTION DETAILS)

XCEL ENERGY

12" AEW CPRC
INVERT = 1270.07
STA 255+09.0'SB', 79.8' LT

R/W

SI

ASPHALTIC FLUME
(SEE CONSTRUCTION DETAILS)

12" AEW CPRC
INVERT = 1271.47
STA 262+09.2'A', 60.7' LT

N9 = INLETS 2x2.5'
COVER TYPE WM
P9 = 12"x44' SSPRC
GRATE EL = 1275.68
UP INVERT = 1272.62
DOWN INVERT = 1272.52
STA 262+09.7'A', 16.9' LT

N8 = INLETS 2x2.5'
COVER TYPE WM
P8 = 12"x123' SSPRC
GRATE EL = 1276.73
INVERT = 1273.57
STA 252+33.2'SB', 23.8' LT

12" AEW CPRC
INVERT = 1272.00
STA 251+24.5'SB', 61.7' LT

N13 = INLETS 2x2.5'
COVER TYPE WM
P13 = 12"x42' SSPRC
GRATE EL = 1276.97
INVERT = 1273.81
STA 251+24.5'SB', 20.0' LT

N5 = INLETS 2x2.5'
COVER TYPE T
P5 = 12"x26' SSPRC
GRATE EL = 1275.96
INVERT = 1272.80
STA 252+75.0'NB', 36.3' LT

*N10 = INLETS 2x2.5'
COVER TYPE WM
P10.1 = 12"x22' UNDERDRAIN
P10.2 = 12"x56' UNDERDRAIN
P10.3 = 12"x21' UNDERDRAIN
GRATE EL = 1276.62
INVERT = 1273.46
STA 252+08.0'NB', 23.8' RT

N14 = INLETS 2x2.5'
COVER TYPE T
P14 = 12"x38' SSPRC
GRATE EL = 1276.97
INVERT = 1273.81
STA 251+01.4'NB', 20.0' RT

12" AEW CPRC
INVERT = 1273.05
STA 250+99.1'NB', 57.5' RT

N3 = INLETS 2x2.5'
COVER TYPE WM
P3 = 12"x9' SSPRC
GRATE EL = 1273.90
INVERT = 1270.99
STA 255+09.0'SB', 19.8' LT

N4 = INLETS 2x2.5'
COVER TYPE WM
P4 = 12"x52' SSPRC
GRATE EL = 1273.65
UP INVERT = 1270.74
DOWN INVERT = 1270.64
STA 255+09.0'SB', 28.5' LT

N6 = INLETS 2x2.5'
COVER TYPE WM
P6 = 12"x95' SSPRC
GRATE EL = 1276.11
UP INVERT = 1272.55
DOWN INVERT = 1272.45
STA 252+97.8'NB', 23.8' LT

12" AEW CPRC
INVERT = 1268.84
STA 264+41.6'CB', 42.8' LT

12" AEW CPRC
INVERT = 1271.72
STA 264+45.3 'CB', 31.8' LT

N7 = INLETS 2x2.5'
COVER TYPE WM
P7 = 12"x65' SSPRC
GRATE EL = 1276.23
INVERT=1273.07
STA 252+52.0'NB', 23.7' RT

12" AEW CPS
INVERT = 1262.43
STA 265+09.5'C', 50.4' RT

N11 = INLETS 2x2.5'
COVER TYPE WM
P11 = 12"x47' SSPRC
GRATE EL = 1272.73
INVERT = 1269.57
STA 266+13.7'C', 19.7' LT

N12 = INLETS 2x3.0'
COVER TYPE H
P12 = 12"x56' SSPRC
GRATE EL = 1271.68
UP INVERT = 1268.12
DOWN INVERT = 1268.02
STA 266+59.9'C', 28.0' LT

12" AEW CPRC
INVERT = 1265.00
STA 266+54.0'CB', 38.2' LT

*DROP INLET TYPE
(SEE CONSTRUCTION DETAILS)

WE ENERGIES

CAUTION

N

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN: STORM SEWER	SHEET 63	E

NOTE:
PLACE RIPRAP MEDIUM AT ALL APRON ENDWALL LOCATIONS.
(SEE CONSTRUCTION DETAILS)

*DROP INLET TYPE
(SEE CONSTRUCTION DETAILS)

*S2 = INLETS 2x2.5'
COVER TYPE T
P14.1 = 12"x10' UNDERDRAIN
P14.2 = 12"x19' UNDERDRAIN
P14.3 = 12"x18' UNDERDRAIN
GRATE EL = 1270.82
UP INVERT = 1267.26
DOWN INVERT = 1267.16
STA 247+49.7'SB', 20.0' LT

S1 = INLETS 2x2.5'
COVER TYPE WM
P13 = 12"x42' SSPRC
GRATE EL = 1270.89
INVERT = 1267.73
STA 247+32.8'NB', 20.0' RT

S5 = INLETS 2x2.5'
COVER TYPE WM
P17 = 12"x8' SSPRC
GRATE EL = 1265.00
UP INVERT = 1261.94
DOWN INVERT = 1261.84
STA 260+87.5'B', 20' RT

12" AEW CPS
INVERT = 1261.95
STA 246+08.2'SB', 87.5' LT

12" AEW CPS
INVERT = 1261.95
STA 247+31.3'SB', 64.4' LT

*S6 = INLETS 2x3.0
COVER TYPE H
P18.1 = 12"x31' UNDERDRAIN
P18.2 = 12"x17' UNDERDRAIN
P18.3 = 12"x14' UNDERDRAIN
GRATE EL = 1265.46
UP INVERT = 1261.80
DOWN INVERT = 1261.80
STA 260+86.5'B', 29' RT

S4 = INLETS 2x2.5'
COVER TYPE WM
P16 = 12"x62' SSPRC
GRATE EL = 1265.46
INVERT = 1262.30
STA 260+50.0'B', 20' RT

S7 = INLETS 2x2.5'
COVER TYPE WM
P19 = 12"x15' SSPRC
GRATE EL = 1266.22
INVERT = 1263.06
STA 245+39.7'SB', 22.7' LT

S3 = INLETS 2x2.5'
COVER TYPE WM
P15.1 = 12"x26' UNDERDRAIN
P15.2 = 12"x28' UNDERDRAIN
P15.3 = 12"x25' UNDERDRAIN
GRATE EL = 1267.05
INVERT = 1263.89
STA 245+82.5'SB', 23.7' LT

S10 = INLETS 2x2.5'
COVER TYPE T
P21 = 12"x25' SSPRC
GRATE EL = 1265.15
INVERT = 1261.99
STA 244+86.5'NB', 46.2' LT

36" AEW CPRC
INVERT = 1243.00
STA 265+50.0'D', 74.3' LT

12" AEW CPS
INVERT = 1248.14
STA 265+00.8'D', 84.6' LT

36"x176' CPRC CL IV
S = 1.86%

*S14 = INLETS 2x3
COVER TYPE H
P26.1 = 12"x56' UNDERDRAIN
P26.2 = 12"x49' UNDERDRAIN
P26.3 = 12"x15' UNDERDRAIN
GRATE EL = 1267.37
UP INVERT = 1263.81
DOWN INVERT = 1263.71
STA 245+68.0'NB', 24.5' RT

36" AEW CPRC
INVERT = 1239.73
STA 265+50.0'D', 102.3' RT

S13 = INLETS 2x2.5'
COVER TYPE WM
P25 = 12"x8' SSPRC
GRATE EL = 1267.23
INVERT = 1264.07
STA 245+64.9'NB', 31.1' RT

S11 = INLETS 2x3
COVER TYPE H
P22 = 12"x67' SSPRC
GRATE EL = 1265.37
UP INVERT = 1261.81
DOWN INVERT = 1261.71
STA 244+69.0'NB', 41.6' LT

S12 = INLETS 2x2.5'
COVER TYPE WM
P24 = 12"x137' SSPRC
GRATE EL = 1261.04
INVERT = 1257.88
STA 243+50.0'NB', 20.0' RT

S8 = INLETS 2x2.5'
COVER TYPE WM
P20 = 12"x83' SSPRC
GRATE EL = 1265.88
UP INVERT = 1262.82
DOWN INVERT = 1262.72
STA 245+29.6'SB', 33.0' LT

S9 = 4' DIA MH
COVER TYPE T
P23 = 15"x53' SSPRC
GRATE EL = 1264.02
UP INVERTS (S8, S11) = 1260.65
UP INVERT (S12) = 1255.14
DOWN INVERT = 1255.10
STA 244+50.0'SB', 20.0' LT

12" AEW CPS
INVERT = 1255.57
STA 260+94.0'BB', 42.1' RT

ASPHALTIC FLUME
(SEE CONSTRUCTION DETAILS)

15" AEW CPRC
INVERT = 1254.00
STA 244+50.0'SB', 68.8' LT

CAUTION

LEVEL 3

AT&T LEGACY

CENTURYLINK
COMM

WE ENERGIES

XCEL ENGERGY

R/W

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN: STORM SEWER	SHEET 64	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020402_SSPLAN_STH128_10210100.DWG
LAYOUT NAME - ****
PLOT DATE : 9/7/2016 7:04 AM
PLOT BY : THAO, KOU
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

NOTE:
PLACE RIPRAP MEDIUM AT ALL APRON ENDWALL LOCATIONS.
(SEE CONSTRUCTION DETAILS)

ASPHALTIC FLUME
(SEE CONSTRUCTION DETAILS)

R/W

SI

XCEL ENGERGY

244+00'SB'

244+00'NB'

243+00'SB'

243+00'NB'

242+00'SB'

242+00'NB'

241+00'SB'

241+00'NB'

240+00'SB'

240+00'NB'

S12 = INLETS 2x2.5'
COVER TYPE WM
P24 = 12"x137' SSPRC
GRATE EL = 1261.04
INVERT = 1257.88
STA 243+50.0'NB', 20.0' RT

CENTURYLINK
COMM

WE ENERGIES

CAUTION

S15 = INLETS 2x3.0'
COVER TYPE B
P27 = 12"x52' SSPRC
GRATE EL = 1251.50
INVERT = 1248.34
STA 241+50.0'SB', 14.5' LT

P27

12" AEW CPRC
INVERT = 1246.81
STA 241+50.0'SB', 35.8' LT

S16 = INLETS 2x3.0'
COVER TYPE HM
P28 = 12"x17' SSPRC
GRATE EL = 1247.27
INVERT = 1244.11
STA 240+64.9'NB', 5.7' LT

S17 = INLETS 2x3.0'
COVER TYPE HM
P29 = 12"x59' SSPRC
GRATE EL = 1246.39
UP INVERT = 1243.33
DOWN INVERT = 1243.23
STA 240+46.8'NB', 6.4' LT

P28

P29

12" AEW CPRC
INVERT = 1240.29
STA 240+46.7'NB', 53.0' RT

N

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN: STORM SEWER	SHEET 65	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020402_SSPLAN_STH128_10210100.DWG
LAYOUT NAME - ****

PLOT DATE : 9/7/2016 7:04 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:50 FT

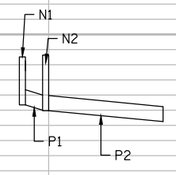
WISDOT/CADDS SHEET 42

2

1280
1270
1260
1250

STRUCTURE: N1
GRATE EL: 1268.52
INVERT: 1265.36

STRUCTURE: N2
GRATE EL: 1268.63
INVERT: 1264.97



PIPE: P1
UP INVERT: 1265.36
DOWN INVERT: 1265.07
L: 6'
SIZE: 12" SSPRC CL III
S: 4.83%

PIPE: P2
UP INVERT: 1264.97
DOWN INVERT: 1264.25
L: 37'
SIZE: 12" SSPRC CL III
S: 1.95%

STRUCTURE: N3
GRATE EL: 1273.90
INVERT: 1270.99

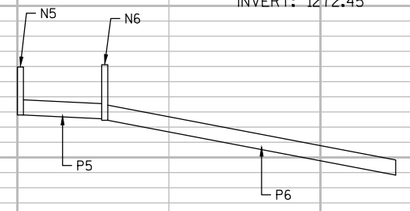
STRUCTURE: N4
GRATE EL: 1273.65
INVERT: 1270.64

PIPE: P3
UP INVERT: 1270.99
DOWN INVERT: 1270.74
L: 9'
SIZE: 12" SSPRC CL III
S: 2.78%

PIPE: P4
UP INVERT: 1270.64
DOWN INVERT: 1270.07
L: 52'
SIZE: 12" SSPRC CL III
S: 1.10%

STRUCTURE: N5
GRATE EL: 1275.96
INVERT: 1272.80

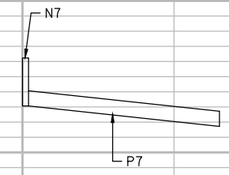
STRUCTURE: N6
GRATE EL: 1276.11
INVERT: 1272.45



PIPE: P5
UP INVERT: 1272.80
DOWN INVERT: 1272.55
L: 26'
SIZE: 12" SSPRC CL III
S: 0.96%

PIPE: P6
UP INVERT: 1272.45
DOWN INVERT: 1268.84
L: 95'
SIZE: 12" SSPRC CL III
S: 3.80%

STRUCTURE: N7
GRATE EL: 1276.23
INVERT: 1273.07

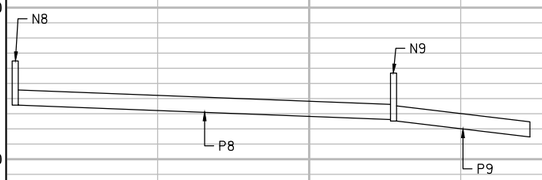


PIPE: P7
UP INVERT: 1273.07
DOWN INVERT: 1271.72
L: 65'
SIZE: 12" SSPRC CL III
S: 2.08%

1290
1280
1270
1260
1250

STRUCTURE: N8
GRATE EL: 1276.73
INVERT: 1273.57

STRUCTURE: N9
GRATE EL: 1275.68
INVERT: 1272.52

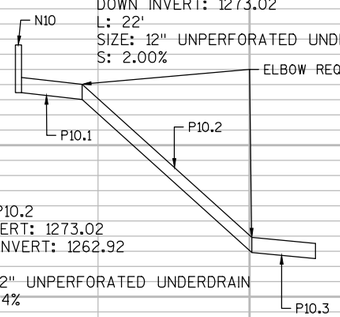


PIPE: P8
UP INVERT: 1273.57
DOWN INVERT: 1272.62
L: 123'
SIZE: 12" SSPRC CL III
S: 0.77%

PIPE: P9
UP INVERT: 1272.52
DOWN INVERT: 1271.47
L: 44'
SIZE: 12" SSPRC CL III
S: 2.39%

STRUCTURE: N10
GRATE EL: 1276.62
INVERT: 1273.46

PIPE: P10.1
UP INVERT: 1273.46
DOWN INVERT: 1273.02
L: 22'
SIZE: 12" UNPERFORATED UNDERDRAIN
S: 2.00%

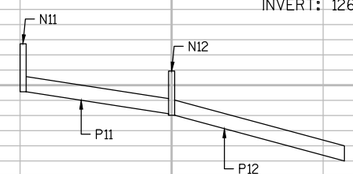


PIPE: P10.2
UP INVERT: 1273.02
DOWN INVERT: 1262.92
L: 56'
SIZE: 12" UNPERFORATED UNDERDRAIN
S: 18.04%

PIPE: P10.3
UP INVERT: 1262.92
DOWN INVERT: 1262.51
L: 21'
SIZE: 12" UNPERFORATED UNDERDRAIN
S: 1.95%

STRUCTURE: N11
GRATE EL: 1272.73
INVERT: 1269.57

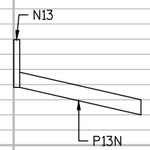
STRUCTURE: N12
GRATE EL: 1271.68
INVERT: 1268.02



PIPE: P11
UP INVERT: 1269.57
DOWN INVERT: 1268.12
L: 47'
SIZE: 12" SSPRC CL III
S: 3.09%

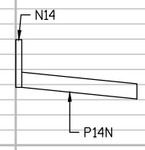
PIPE: P12
UP INVERT: 1268.02
DOWN INVERT: 1265.00
L: 56'
SIZE: 12" SSPRC CL III
S: 5.39%

STRUCTURE: N13
GRATE EL: 1276.97
INVERT: 1273.81



PIPE: P13N
UP INVERT: 1273.81
DOWN INVERT: 1272.00
L: 42'
SIZE: 12" SSPRC CL III
S: 4.31%

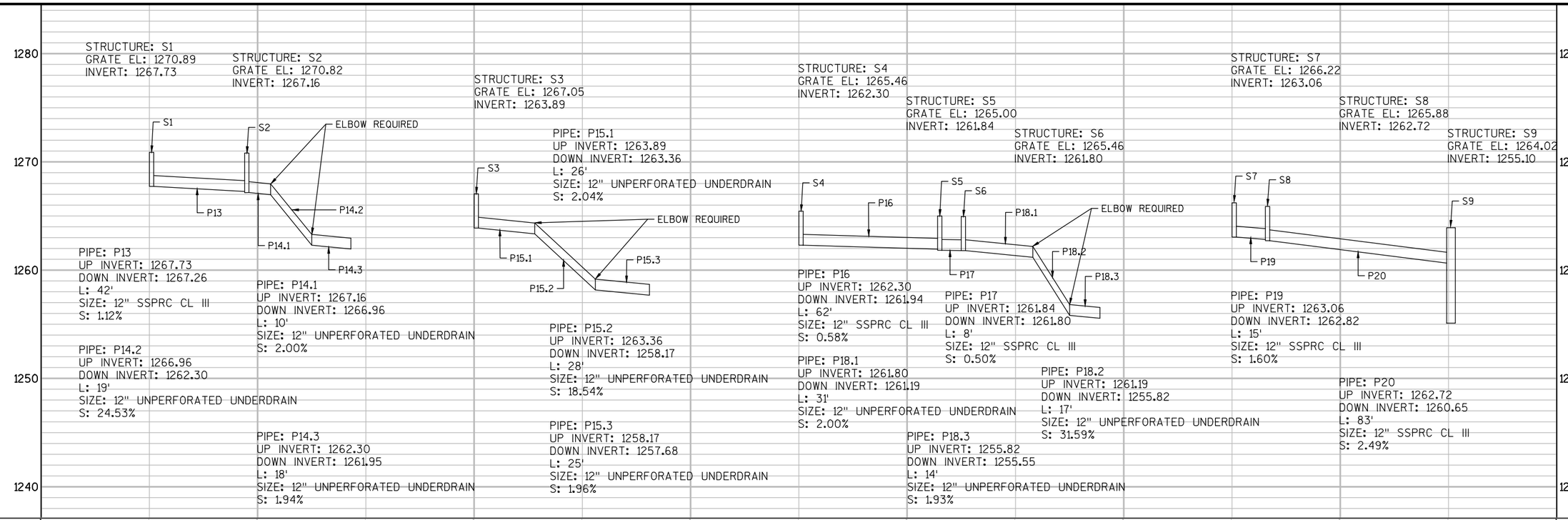
STRUCTURE: N14
GRATE EL: 1276.97
INVERT: 1273.81



PIPE: P14N
UP INVERT: 1273.81
DOWN INVERT: 123.05
L: 38'
SIZE: 12" SSPRC CL III
S: 2.00%

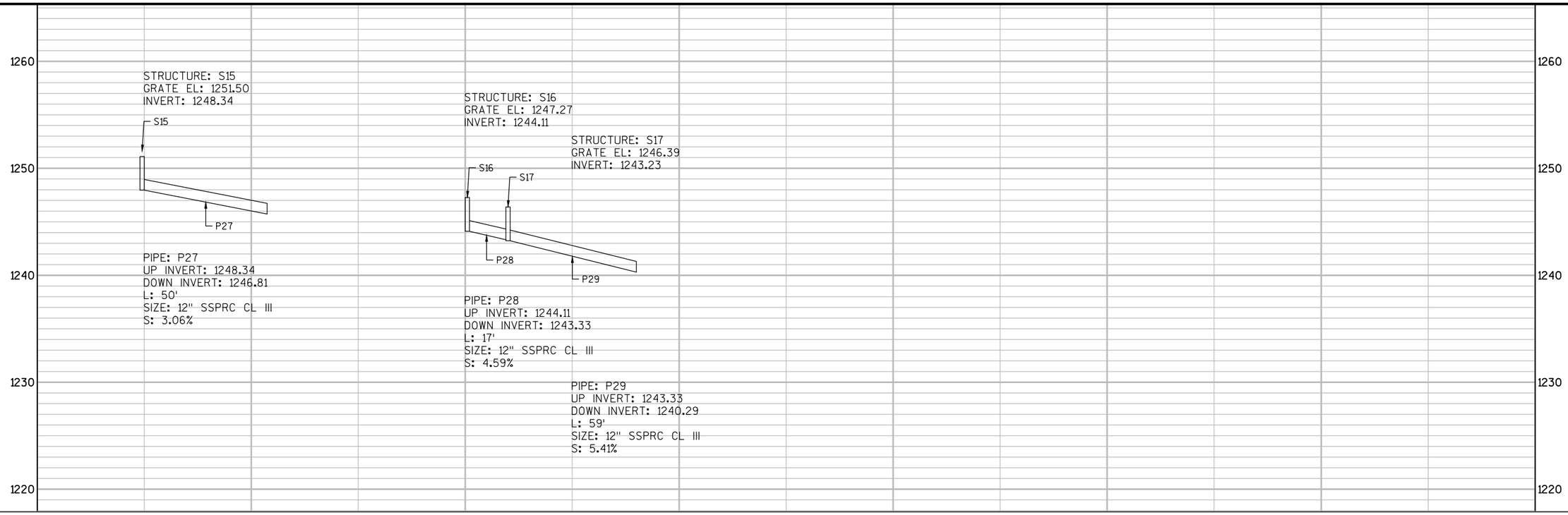
2

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	STORM SEWER	SHEET 66	E



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	STORM SEWER	SHEET 67	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020402_SSPLAN_STH128_10210100.DWG
LAYOUT NAME - ****
PLOT DATE : 9/7/2016 7:04 AM
PLOT BY : THAO, KOU
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 41



2

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	STORM SEWER	SHEET 68	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020402_SSPLAN_STH128_10210100.DWG
LAYOUT NAME - ****
PLOT DATE : 9/7/2016 7:04 AM
PLOT BY : THAO, KOU
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 41

2

2

N

240'A'

245'A'

245'WB'

250'A'

250'WB'

245'EB'

245'B'

250'EB'

250'B'

REMOVE

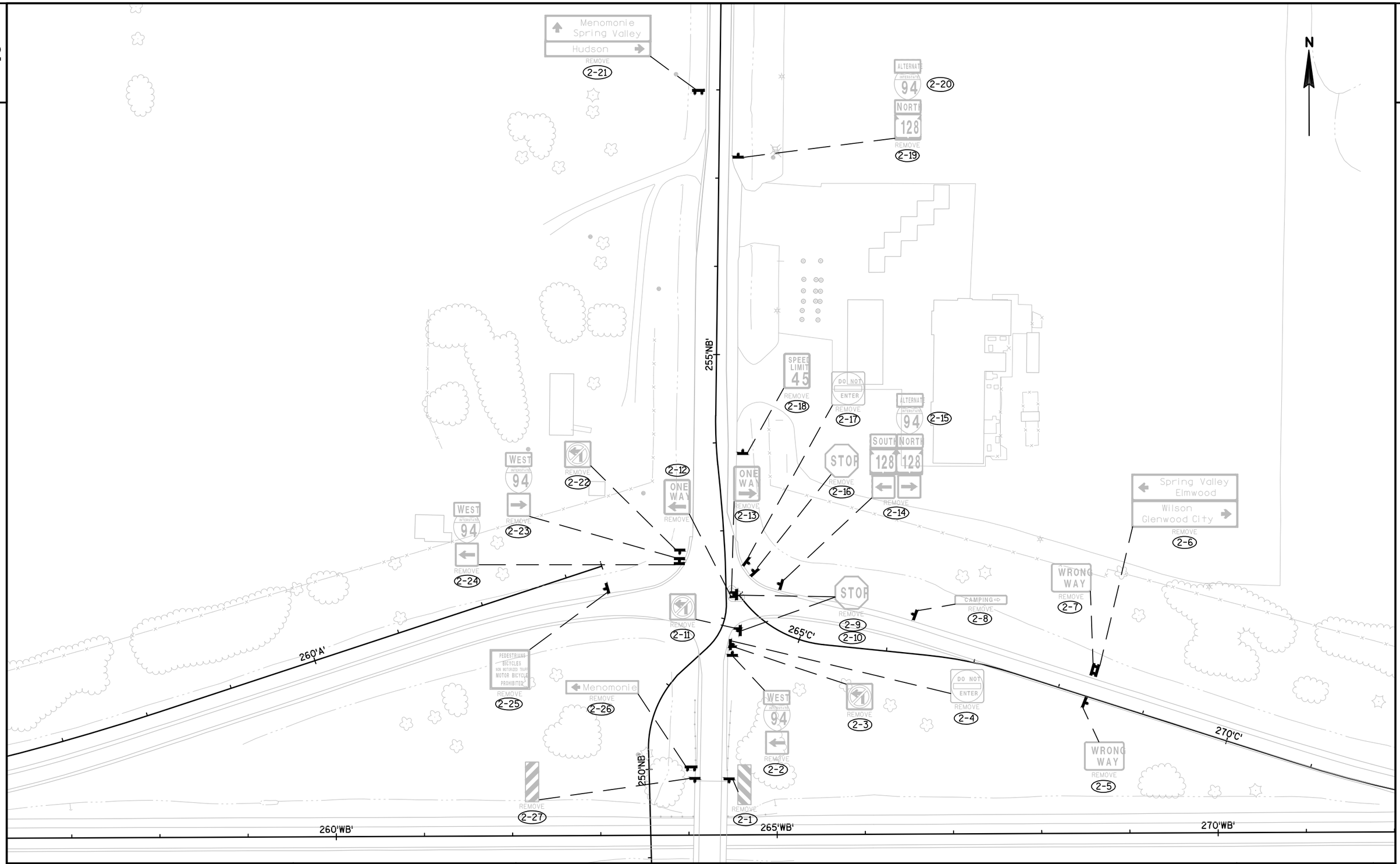
1-1

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	SIGN REMOVALS	SHEET 69	E

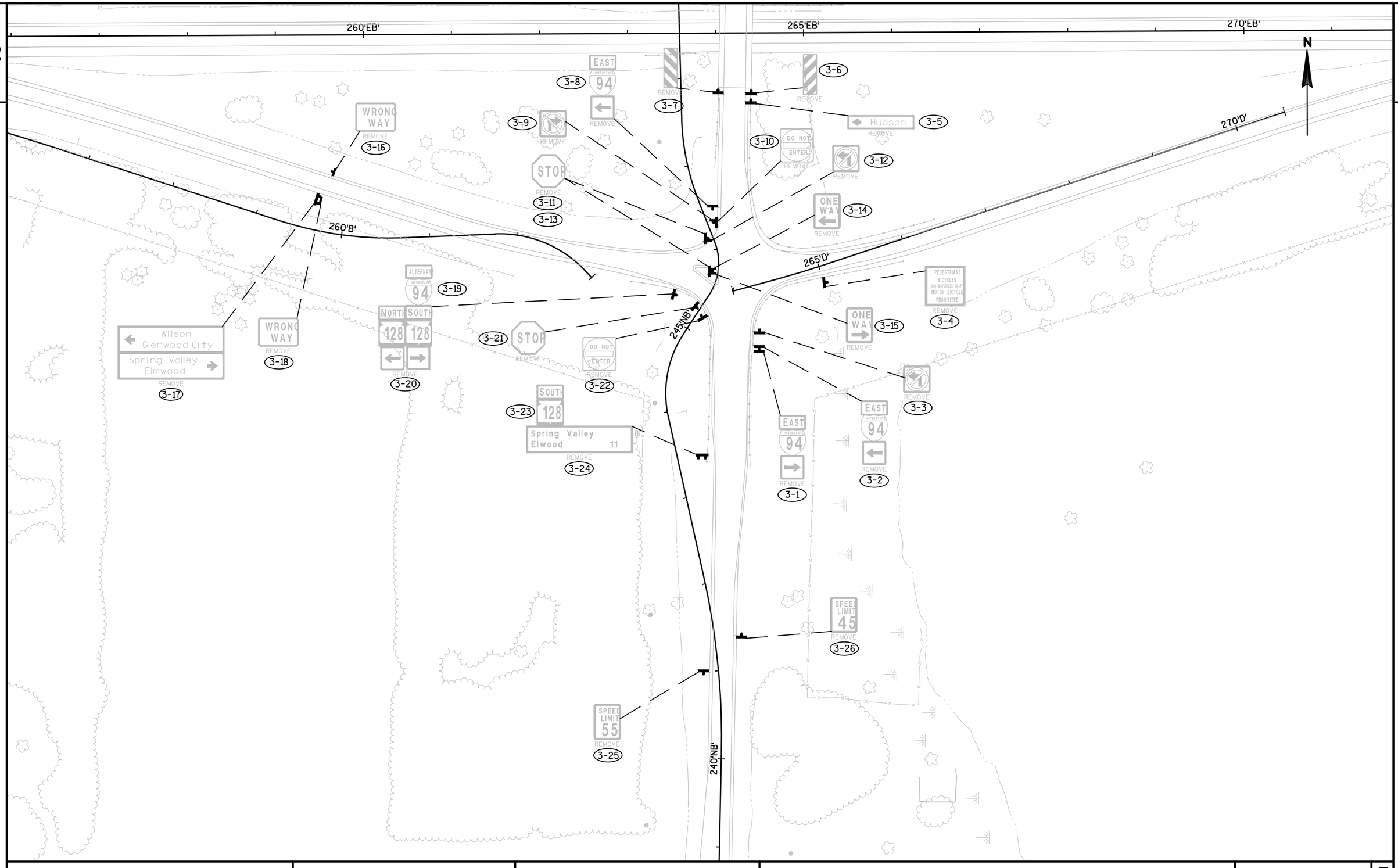
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020601_PS_STH128_10210100.DWG
LAYOUT NAME - SHEET - (1)

PLOT DATE : 2/11/2016 2:12 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	SIGN REMOVALS	SHEET 70	E



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	SIGN REMOVALS	SHEET 71	E

2

2

N

REMOVE
4-1

275'C'
275'WB'
280'C'
280'WB'
285'WB'
275'EB'
280'EB'
285'EB'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	SIGN REMOVALS	SHEET 72	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020601_PS_STH128_10210100.DWG
LAYOUT NAME - SHEET - (1)

PLOT DATE : 2/11/2016 2:12 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

NO PASSING ZONE
REMOVE
5-3

Hudson
Glenwood City
Menomonie
REMOVE
5-2

STOP
REMOVE
5-1

STOP
REMOVE
5-4

235'NB'

N

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	SIGN REMOVALS	SHEET 73	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020601_PS_STH128_10210100.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 2/11/2016 2:12 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

265'NB'

NO PASSING ZONE
REMOVE
6-3

SPEED LIMIT 45
REMOVE
6-4

NO PASSING ZONE
REMOVE
6-2

SPEED LIMIT 55
REMOVE
6-1

260'NB'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	SIGN REMOVALS	SHEET 74	E

2

N

1-10 SOUTH 128 — M3-3 24"X12" — M1-6 24"X24" — J4-1 24"X36"

1-11 SPRING VALLEY 8 / ELMWOOD 11 — D2-2 96"x24"

1-12 WRONG WAY — R5-1A 36"X24"

1-9 — W3-2 36"X36"

1-7 — R4-7 24"X30"

1-8 — W5-54 18"X18"

1-13 SPEED LIMIT 55 — R2-1 24"X30"

1-14 DO NOT ENTER — R5-1 30"X30"

240'NB

1-6 SPEED LIMIT 45 — R2-1 24"X30"

1-5 WEST INTERSTATE 94 / NORTH 128 / EAST INTERSTATE 94 — D1-62 78"x78"

1-15 STOP — R1-1 30"X30"

1-16 — W11-12 36"X36"

1-17 NEXT 15 MILES — W57-51 30"X15"

235'NB

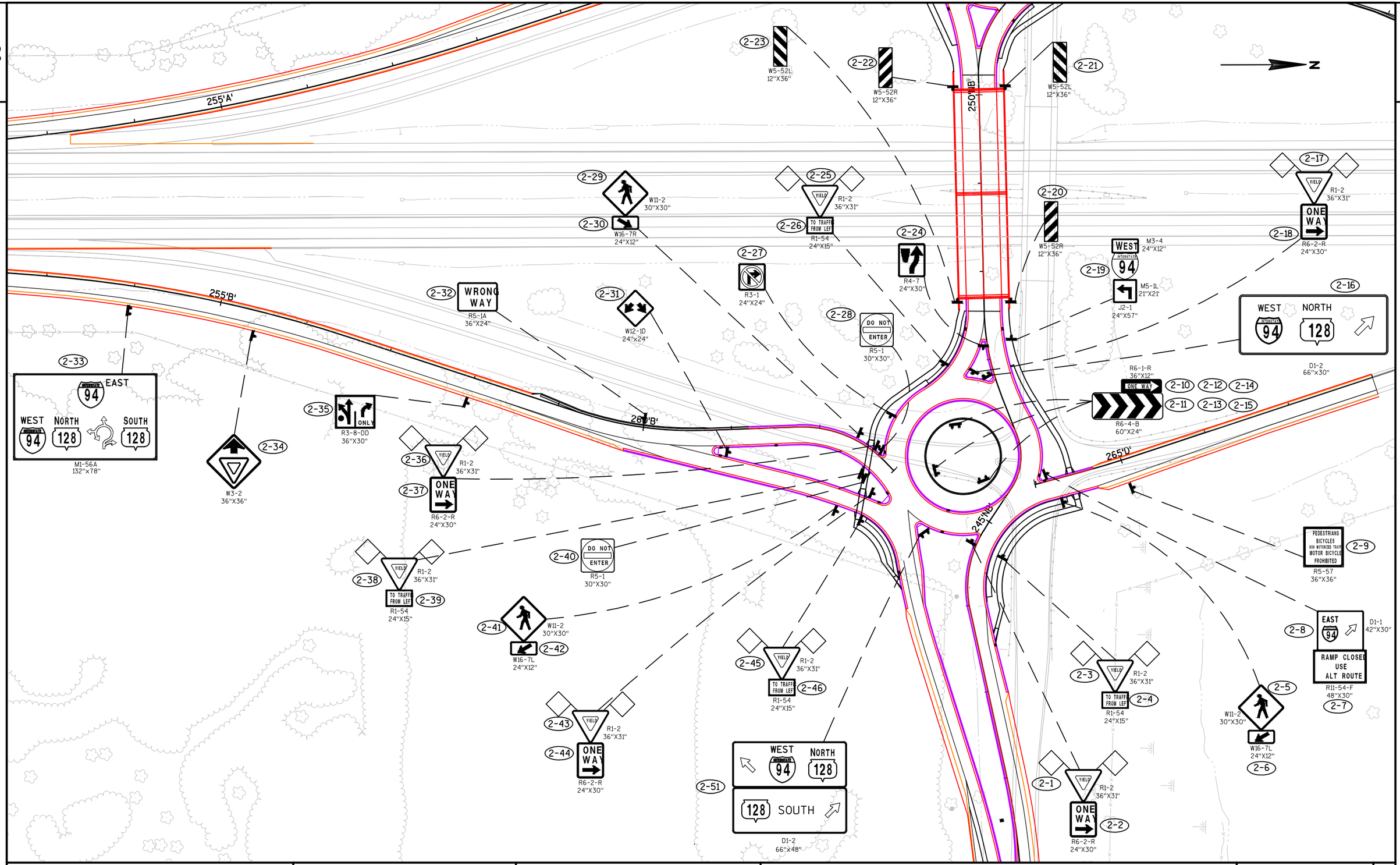
1-4 STOP — R1-1 30"X30"

1-3 — W2-6 30"X30"

1-2 15 M.P.H — W13-1 18"X18"

1-1 SPEED LIMIT 45 — W3-5 36"X36"

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 75	E



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 76	E

2

N

3-33 3-34 W3-2 36"X36"

M3-4 24"X12" WEST INTERSTATE 94 3-35 M6-2 21"X21" J3-1 24"X57"

3-32 ONE WAY R6-2-R 24"X30"

3-31 SPEED LIMIT 45 R2-1 24"X30"

3-29 3-30 R1-2 36"X31" ONE WAY R6-2-R 24"X30"

3-28 EAST INTERSTATE 94 SOUTH 128 / 128 NORTH D1-2 66"x48"

3-25 3-24 R1-2 36"X31" ONE WAY R6-2-R 24"X30"

3-37 3-38 R1-2 36"X31" R1-54 24"X15" TO TRAFFIC FROM LEFT

3-39 3-40 W11-2 30"X30" W16-7L 24"X12"

3-36 W12-1D 24"X24"

255'NB'

3-41 D1-1 42"x30" WEST INTERSTATE 94 3-42 RAMP CLOSED USE ALT ROUTE R11-54-F 48"X30"

3-26 3-27 R1-2 36"X31" R1-54 24"X15" TO TRAFFIC FROM LEFT

3-22 3-23 W11-2 30"X30" W16-7L 24"X12"

3-43 3-44 W11-2 30"X30" W16-7R 24"X12"

3-20 W12-1D 24"X24"

3-45 W4-2R 36"X36"

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

3-19 W3-2 36"X36"

3-18 ONLY R3-8-DD 36"X30"

3-46 PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED R5-57 36"X36"

WEST INTERSTATE 94 / EAST INTERSTATE 94 SOUTH 128 NORTH 128 3-17 M1-56A 132"x78"

3-16 3-15 W2-6 30"X30" 15 M.P.H W13-1 18"X18"

260'A'

R6-1-R 36"X12" ONE WAY 3-50 3-52 3-54 3-51 3-53 3-55 R6-4-B 60"X24"

265'C'

3-5 R3-1 24"X24"

W11-2 30"X30" 3-9 W16-7R 24"X12" 3-10

EAST INTERSTATE 94 SOUTH 128 3-47 D1-2 66"x30"

EAST INTERSTATE 94 M3-2 24"X12" 3-48 M5-1L 21"X21" J2-1 24"X57"

250'NB'

DO NOT ENTER R5-1 30"X30" 3-6

R1-2 36"X31" 3-11 R1-54 24"X15" TO TRAFFIC FROM LEFT 3-12

3-14 W3-2 36"X36"

270'C'

3-49 R4-7 24"X30"

R1-2 36"X31" 3-3 R1-54 24"X15" TO TRAFFIC FROM LEFT 3-4

WRONG WAY 3-13 R5-1A 36"X24"

R1-2 36"X31" 3-2 R6-2-R 24"X30" ONE WAY 3-1

R1-2 36"X31" 3-7 R6-2-R 24"X30" ONE WAY 3-8

270'D'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 77	E

2

N

EAST SOUTH
INTERSTATE 94 128
WEST
INTERSTATE 94
4-7
D1-62
78"X78"

4-8
R3-8-DD
ONLY
36"X30"
4-9
RAMP CLOSED
USE
ALT ROUTE
R11-54-F
48"X30"

4-6
SPEED
LIMIT
45
R2-1
24"X30"

4-4
W2-6
30"X30"
15
M.P.H
W13-1
18"X18"
4-5

4-3
NO
PASSING
ZONE
W14-3
48"X36"

SPEED
LIMIT
45
4-2
W3-5
36"X36"

260'NB'
265'NB'
270'NB'

PARK&
RIDE
4-14
D4-5-R
36"X48"

WRONG
WAY
4-15
R5-1A
36"X24"

DO NOT
ENTER
4-16
R5-1
30"X30"

SPEED
LIMIT
55
4-17
R2-1
24"X30"

STOP
4-1
R1-1
30"X30"

2'SR'

12'WD'

14'WD'

M3-1
24"X12"
NORTH
4-10
M1-6
24"X24"
J4-1
24"X36"
128
ALTERNATE
M4-1
24"X12"
4-11
INTERSTATE
94
J4-1
24"X36"

4-12
R4-7
24"X30"
4-13
W5-54
18"X18"

PARK & RIDE ONLY
4-21
R7-65
30"X24"

PARK&
RIDE
4-18
D4-5-R
36"X48"

STOP
R1-1
30"X30"
4-19
4-20

4'SR'

6'SR'

22'ED'

4-22
STOP
R1-1
30"X30"

*NOTE:
NO PASSING ZONE SIGN AND POSTS TO BE LOATED AND INSTALLED AFTER SPOTTING IS COMPLETED. THE NUMBER AND LOCATION OF SIGN TO BE DETERMINED BY THE ENGINEER.

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 78	E

2

N

240'A'

245'A'

250'A'

255'A'

245'B'

250'B'

255'B'

EXIT 28

5-4

5-5

128

Glenwood City

Elmwood

MOVING SIGNS
INSTALL NEW POSTS / BASES

EXIT
4B

5-3

MOVING SIGNS
INSTALL NEW POSTS

5-1

W2-6
30"X30"

5-2

15
M.P.H

W13-1
18"X18"

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 79	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020602_PS_STH128_10210100.DWG
LAYOUT NAME - SHEET - (1)

PLOT DATE : 8/22/2016 7:46 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

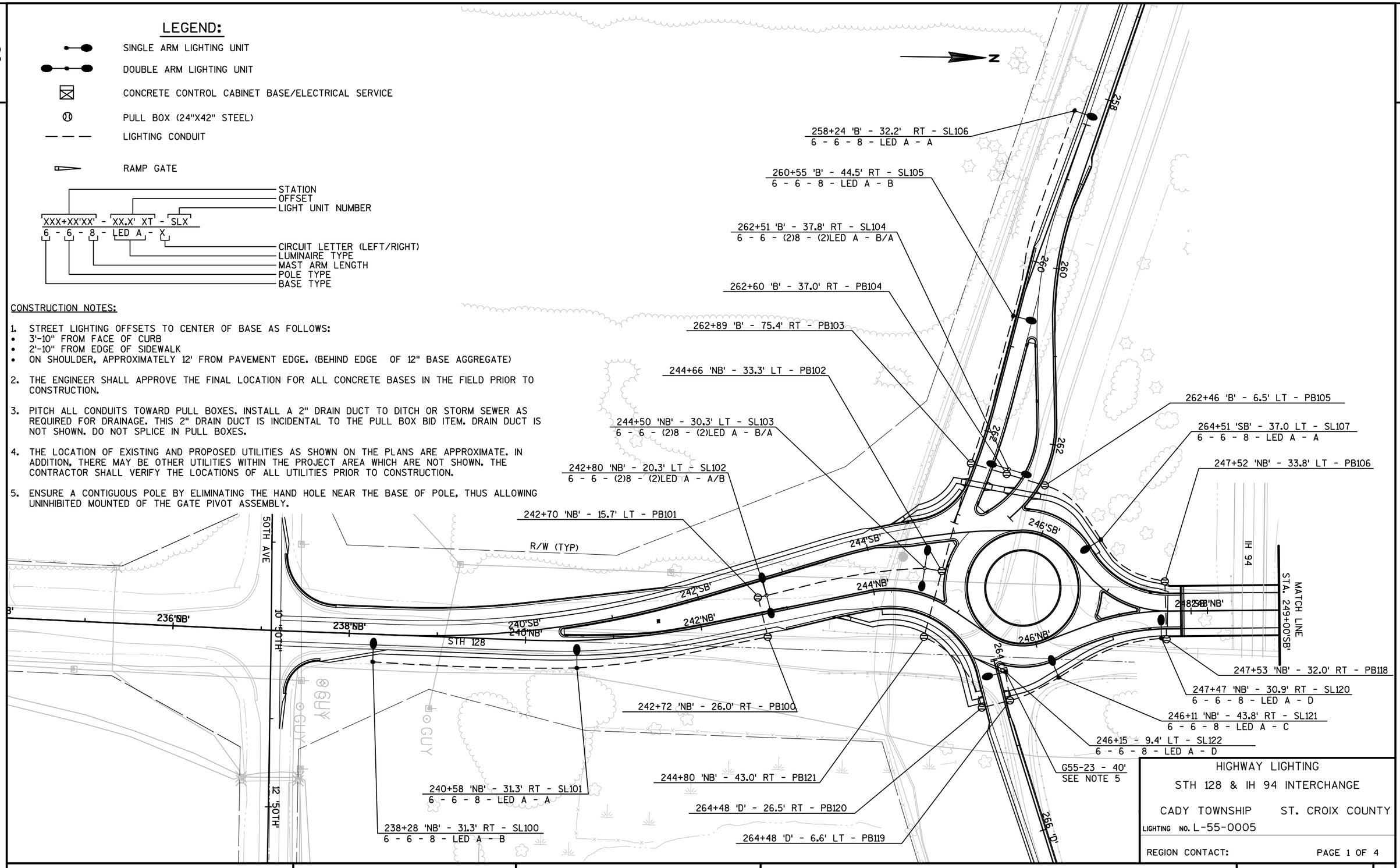
WISDOT/CADDS SHEET 42

LEGEND:

- SINGLE ARM LIGHTING UNIT
- DOUBLE ARM LIGHTING UNIT
- CONCRETE CONTROL CABINET BASE/ELECTRICAL SERVICE
- PULL BOX (24"X42" STEEL)
- LIGHTING CONDUIT
- RAMP GATE

CONSTRUCTION NOTES:

1. STREET LIGHTING OFFSETS TO CENTER OF BASE AS FOLLOWS:
   - 3'-10" FROM FACE OF CURB
   - 2'-10" FROM EDGE OF SIDEWALK
   - ON SHOULDER, APPROXIMATELY 12' FROM PAVEMENT EDGE. (BEHIND EDGE OF 12" BASE AGGREGATE)
2. THE ENGINEER SHALL APPROVE THE FINAL LOCATION FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION.
3. PITCH ALL CONDUITS TOWARD PULL BOXES. INSTALL A 2" DRAIN DUCT TO DITCH OR STORM SEWER AS REQUIRED FOR DRAINAGE. THIS 2" DRAIN DUCT IS INCIDENTAL TO THE PULL BOX BID ITEM. DRAIN DUCT IS NOT SHOWN. DO NOT SPLICE IN PULL BOXES.
4. THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.
5. ENSURE A CONTIGUOUS POLE BY ELIMINATING THE HAND HOLE NEAR THE BASE OF POLE, THUS ALLOWING UNINHIBITED MOUNTED OF THE GATE PIVOT ASSEMBLY.



HIGHWAY LIGHTING
STH 128 & IH 94 INTERCHANGE
CADY TOWNSHIP ST. CROIX COUNTY
LIGHTING NO. L-55-0005
REGION CONTACT: PAGE 1 OF 4

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	LIGHTING PLAN	SHEET 80 E

CONDUIT/CONDUCTOR LEGEND

SERVICE CABINET
NO. OF CONDUITS
CONDUIT SIZE

CB100	1	2"
A	2	*8	1	*8

SIZE (AWG) OF EQUIPMENT GROUNDING CONDUCTOR
QTY. OF EQUIPMENT GROUNDING CONDUCTOR
SIZE (AWG) OF CONDUCTORS
QTY. OF CONDUCTORS
CIRCUIT

PWO = PULL WIRE ONLY

CB100	1	2"
A	2	*8	1	*8
B	2	*8	--	--

= A

CB100	1	2"
A	2	*8	1	*8
B	2	*8	--	--
F	2	*10	1	*10

= B

CB100	1	2"
C	2	*8	1	*8
D	2	*8	--	--

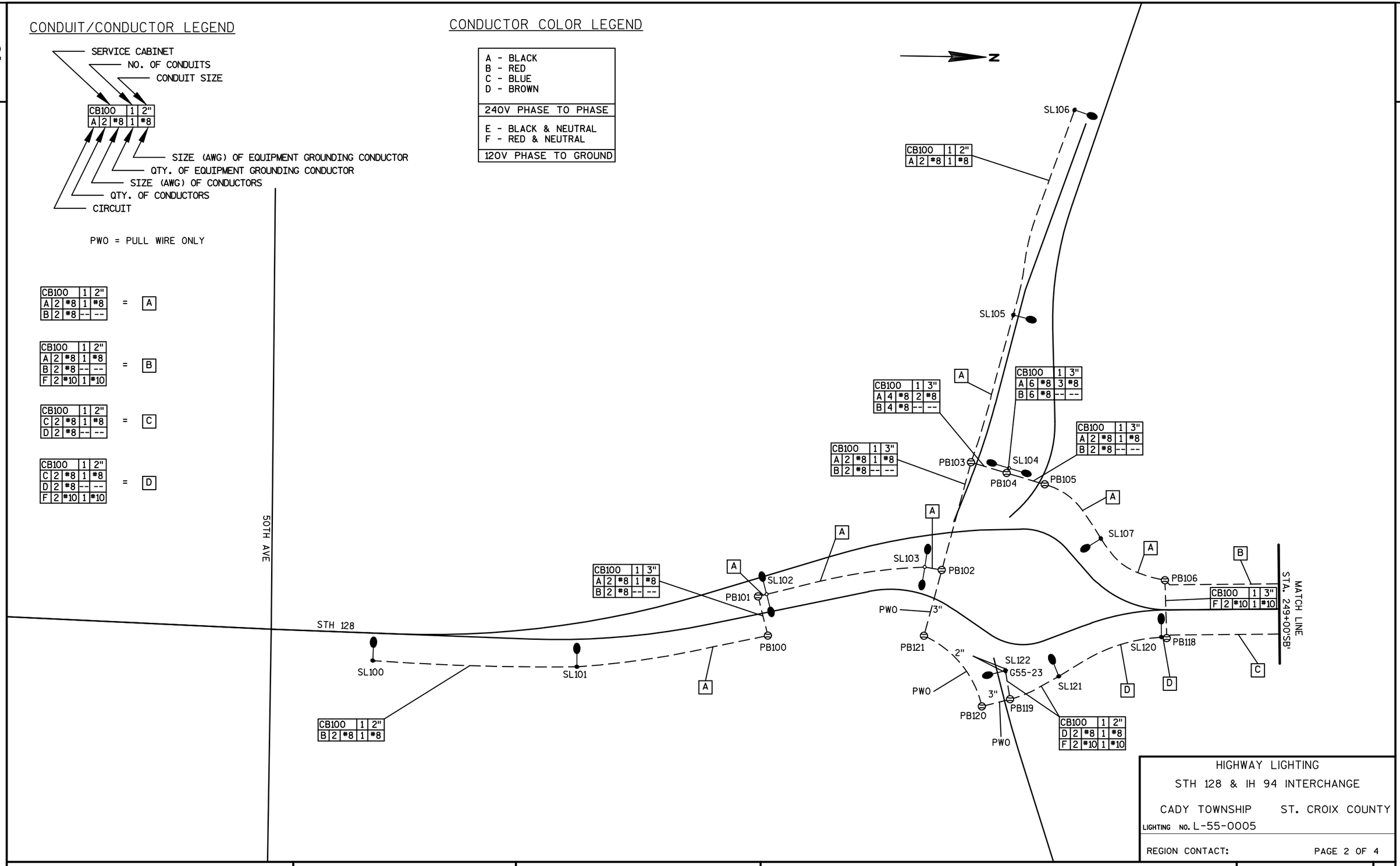
= C

CB100	1	2"
C	2	*8	1	*8
D	2	*8	--	--
F	2	*10	1	*10

= D

CONDUCTOR COLOR LEGEND

A - BLACK B - RED C - BLUE D - BROWN
240V PHASE TO PHASE
E - BLACK & NEUTRAL F - RED & NEUTRAL
120V PHASE TO GROUND



HIGHWAY LIGHTING
STH 128 & IH 94 INTERCHANGE
CADY TOWNSHIP ST. CROIX COUNTY
LIGHTING NO. L-55-0005
REGION CONTACT: PAGE 2 OF 4

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	LIGHTING PLAN	SHEET 81 E

2

261+46 'A' - 51.2' LT - SL111
6 - 6 - 8 - LED A - X

262+92 'A' - 6.5' RT - PB108

262+91 'A' - 50.2' LT - PB109

252+32 'SB' - 31.3' LT - SL110
6 - 6 - 8 - LED A - B

263+6 'A' - 69.0' LT - CB100

G55-24 - 37'
SEE NOTE 5

252+84 'SB' - 88.5' LT - PB110

251+80 'SB' - 44.7' LT - SL109
6 - 6 - 8 - LED A - A

G55-25 - 26'
255+15 'SB' - 54.8' LT
SEE NOTE 5

257+60 'SB' - 39.4' LT - PB113

257+61 'SB' - 8.7' RT - PB112

259+96 'SB' - 35.2' LT - SL115
6 - 6 - 8 - LED A - D

250+63 'SB' - 31.2' LT - SL108
6 - 6 - 8 - LED A - B

250+54 'SB' - 31.7' LT - PB107

R/W (TYP)

MATCH LINE
STA. 249+00'SB'

IH 94

STH 128

250'SB' 250'NB' 252'SB' 252'NB' 254'SB' 254'NB' 256'SB' 256'NB' 258'SB' 258'NB' 260'SB' 260'NB' 262'SB' 262'NB' 264'SB' 264'NB'

250+49 'SB' - 34.7' RT - PB117

257+51 'SB' - 8.5' RT - SL114
6 - 6 - (2)8 - (2)LED A - C/D

251+37 'NB' - 44.0' RT - SL119
6 - 6 - 8 - LED A - C

255+24 'SB' - 7.8' RT - SL113
6 - 6 - (2)8 - (2)LED A - D/C

264+76 'C' - 6.5' RT - PB116

253+57 'SB' - 19.2' RT - SL112
6 - 6 - (2)8 - (2)LED A - C/D

264+61 'C' - 37.7' LT - SL116
6 - 6 - (2)8 - (2)LED A - C/D

253+45 'SB' - 23.8' RT - PB111

264+26 'C' - 76.2' LT - PB114

264+53 'C' - 37.4' LT - PB115

266+60 'C' - 51.8' LT - SL117
6 - 6 - 8 - LED A - D

269+00 'C' - 41.5' LT - SL118
6 - 6 - 8 - LED A - C

LEGEND:

- SINGLE ARM LIGHTING UNIT
- DOUBLE ARM LIGHTING UNIT
- CONCRETE CONTROL CABINET BASE/ELECTRICAL SERVICE
- PULL BOX (24"X42" STEEL)
- LIGHTING CONDUIT
- RAMP GATE

XXX+XX'XX' - XX.X' XT - SLX
6 - 6 - 8 - LED A - X

- STATION
- OFFSET
- LIGHT UNIT NUMBER
- CIRCUIT LETTER (LEFT/RIGHT)
- LUMINAIRE TYPE
- MAST ARM LENGTH
- POLE TYPE
- BASE TYPE

CONSTRUCTION NOTES:

1. STREET LIGHTING OFFSETS TO CENTER OF BASE AS FOLLOWS:
   - 3'-10" FROM FACE OF CURB
   - 2'-10" FROM EDGE OF SIDEWALK
   - ON SHOULDER, APPROXIMATELY 12' FROM PAVEMENT EDGE. (BEHIND EDGE OF 12" BASE AGGREGATE)
2. THE ENGINEER SHALL APPROVE THE FINAL LOCATION FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION.
3. PITCH ALL CONDUITS TOWARD PULL BOXES. INSTALL A 2" DRAIN DUCT TO DITCH OR STORM SEWER AS REQUIRED FOR DRAINAGE. THIS 2" DRAIN DUCT IS INCIDENTAL TO THE PULL BOX BID ITEM. DRAIN DUCT IS NOT SHOWN. DO NOT SPLICE IN PULL BOXES.
4. THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.
5. ENSURE A CONTIGUOUS POLE BY ELIMINATING THE HAND HOLE NEAR THE BASE OF POLE, THUS ALLOWING UNINHIBITED MOUNTED OF THE GATE PIVOT ASSEMBLY.

HIGHWAY LIGHTING
STH 128 & IH 94 INTERCHANGE
CADY TOWNSHIP ST. CROIX COUNTY
LIGHTING NO. L-55-0005
REGION CONTACT: PAGE 3 OF 4

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	LIGHTING PLAN	SHEET 82	E

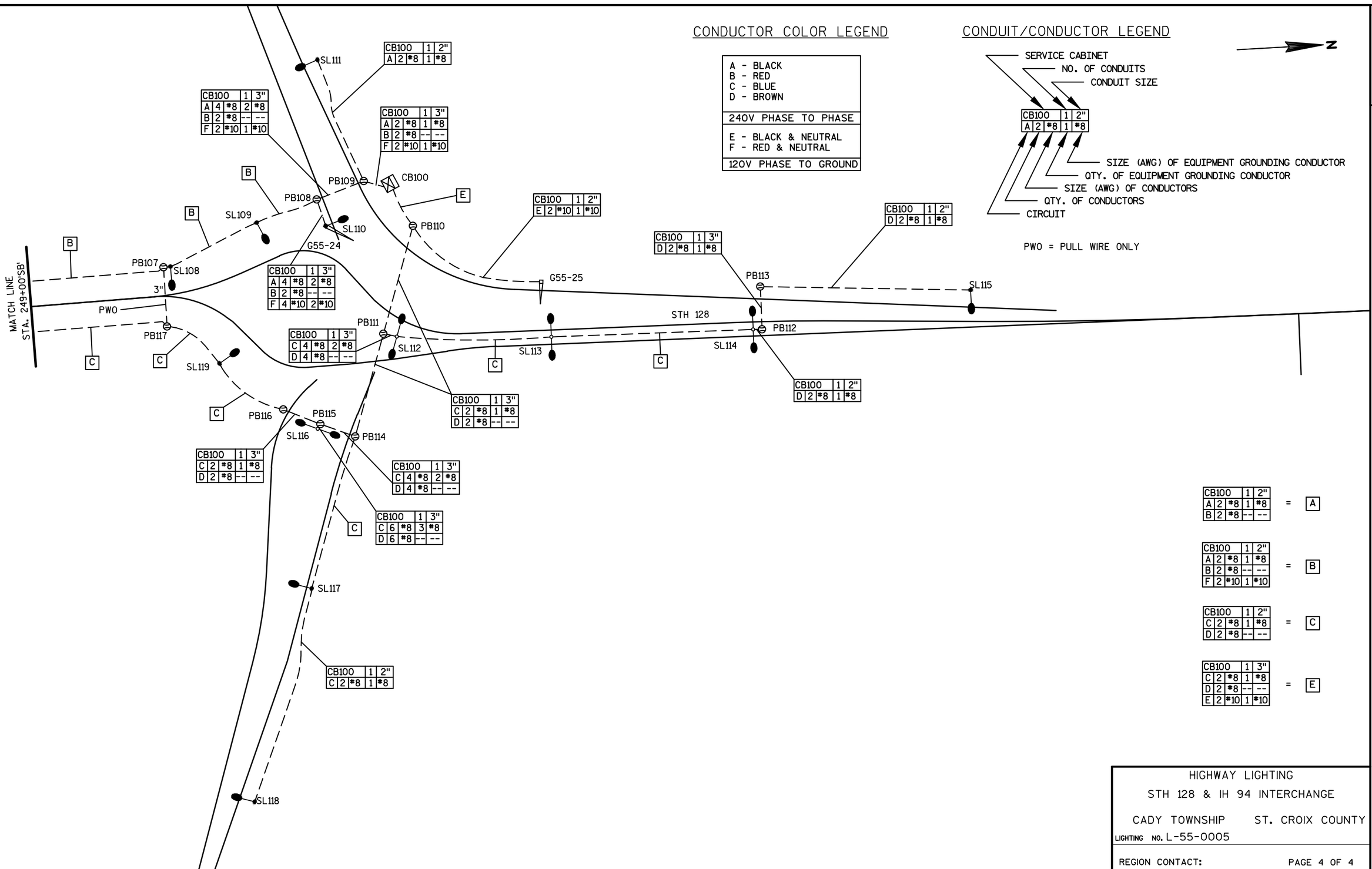
2

CONDUCTOR COLOR LEGEND

A - BLACK B - RED C - BLUE D - BROWN
240V PHASE TO PHASE
E - BLACK & NEUTRAL F - RED & NEUTRAL
120V PHASE TO GROUND

CONDUIT/CONDUCTOR LEGEND

PWO = PULL WIRE ONLY



CB100 | 1 | 2" A | 2 | #8 | 1 | #8 B | 2 | #8 | -- | --	=	A
CB100 | 1 | 2" A | 2 | #8 | 1 | #8 B | 2 | #8 | -- | -- F | 2 | #10 | 1 | #10	=	B
CB100 | 1 | 2" C | 2 | #8 | 1 | #8 D | 2 | #8 | -- | --	=	C
CB100 | 1 | 3" C | 2 | #8 | 1 | #8 D | 2 | #8 | -- | -- E | 2 | #10 | 1 | #10	=	E

HIGHWAY LIGHTING

STH 128 & IH 94 INTERCHANGE

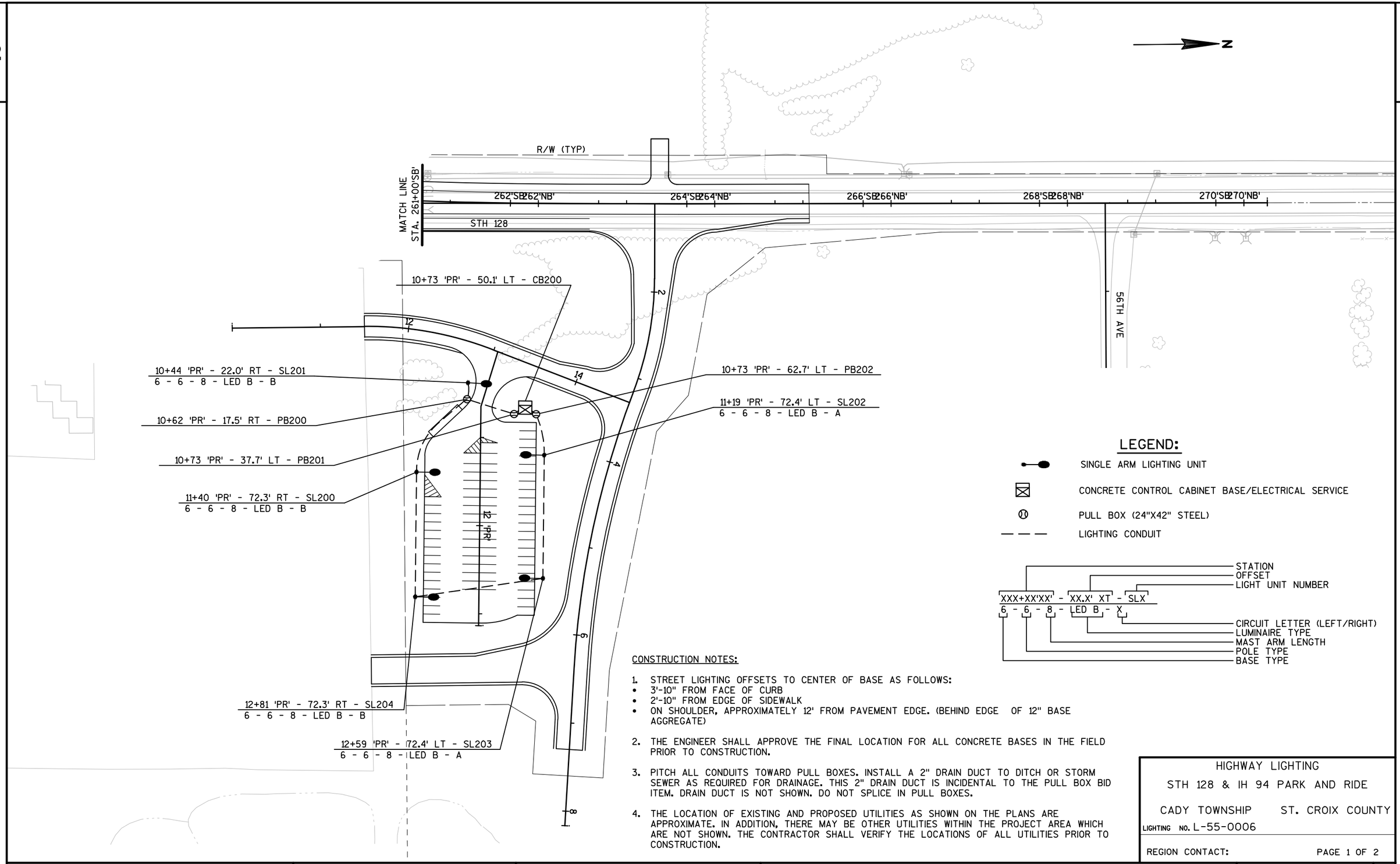
CADY TOWNSHIP ST. CROIX COUNTY

LIGHTING NO. L-55-0005

REGION CONTACT: PAGE 4 OF 4

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	LIGHTING PLAN	SHEET 83	E

2



LEGEND:

- SINGLE ARM LIGHTING UNIT
- CONCRETE CONTROL CABINET BASE/ELECTRICAL SERVICE
- PULL BOX (24"X42" STEEL)
- LIGHTING CONDUIT

XXX+XX'XX' - XX.X' XT - SLX
6 - 6 - 8 - LED B - X

- STATION
- OFFSET
- LIGHT UNIT NUMBER
- CIRCUIT LETTER (LEFT/RIGHT)
- LUMINAIRE TYPE
- MAST ARM LENGTH
- POLE TYPE
- BASE TYPE

CONSTRUCTION NOTES:

1. STREET LIGHTING OFFSETS TO CENTER OF BASE AS FOLLOWS:
   - 3'-10" FROM FACE OF CURB
   - 2'-10" FROM EDGE OF SIDEWALK
   - ON SHOULDER, APPROXIMATELY 12' FROM PAVEMENT EDGE. (BEHIND EDGE OF 12" BASE AGGREGATE)
2. THE ENGINEER SHALL APPROVE THE FINAL LOCATION FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION.
3. PITCH ALL CONDUITS TOWARD PULL BOXES. INSTALL A 2" DRAIN DUCT TO DITCH OR STORM SEWER AS REQUIRED FOR DRAINAGE. THIS 2" DRAIN DUCT IS INCIDENTAL TO THE PULL BOX BID ITEM. DRAIN DUCT IS NOT SHOWN. DO NOT SPLICE IN PULL BOXES.
4. THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

HIGHWAY LIGHTING

STH 128 & IH 94 PARK AND RIDE

CADY TOWNSHIP ST. CROIX COUNTY

LIGHTING NO. L-55-0006

REGION CONTACT: PAGE 1 OF 2

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	LIGHTING PLAN	SHEET 84	E

CONDUIT/CONDUCTOR LEGEND

SERVICE CABINET
NO. OF CONDUITS
CONDUIT SIZE

CB100	1	2"
A	2	*8
1	*8	

SIZE (AWG) OF EQUIPMENT GROUNDING CONDUCTOR
QTY. OF EQUIPMENT GROUNDING CONDUCTOR
SIZE (AWG) OF CONDUCTORS
QTY. OF CONDUCTORS
CIRCUIT

PWO = PULL WIRE ONLY

CONDUCTOR COLOR LEGEND

A - BLACK B - RED
240V PHASE TO PHASE

N

MATCH LINE
STA. 261+00'SB'

STH 128

56TH AVE

CB200	1	2"
A	2	*10
1	*10	

= F

CB200	1	2"
B	2	*10
1	*10	

= G

CB200	1	3"
B	2	*10
1	*10	

CB200	1	2"
B	4	*10
2	*10	

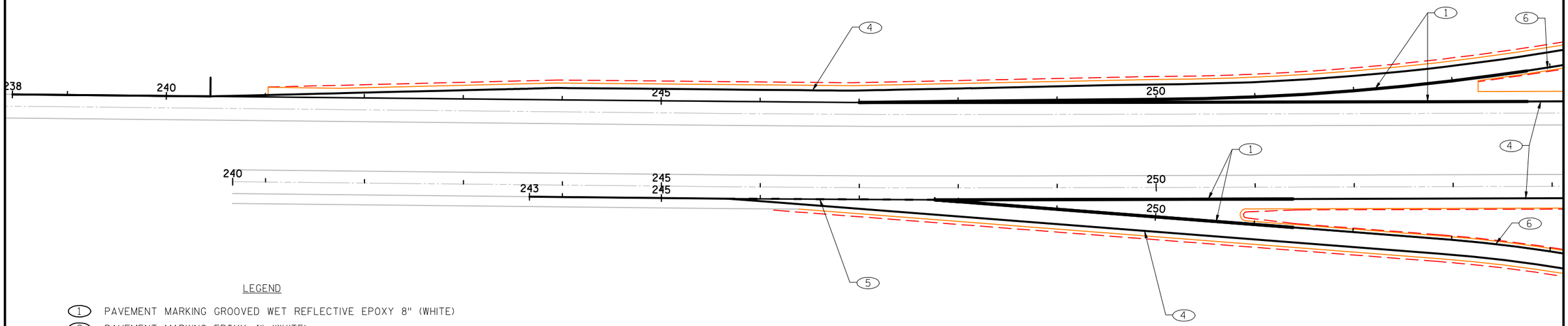
CB200	1	3"
A	2	*10
1	*10	

SL201
PB200
PB201
PB202
CB200
SL202
SL200
SL204
SL203
PWO
2"
F
G

HIGHWAY LIGHTING
STH 128 & IH 94 PARK AND RIDE
CADY TOWNSHIP ST. CROIX COUNTY
LIGHTING NO. L-55-0006
REGION CONTACT: PAGE 2 OF 2

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	LIGHTING PLAN	SHEET 85 E

2



LEGEND

1. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 8" (WHITE)
2. PAVEMENT MARKING EPOXY 4" (WHITE)
3. PAVEMENT MARKING EPOXY 4" (YELLOW)
4. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4" (WHITE)
5. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4" (3' SEG, 9'GAP)
6. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4" (YELLOW)
7. PAVEMENT MARKING CURB EPOXY
8. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
9. PAVEMENT MARKING EPOXY 8" (WHITE)
10. PAVEMENT MARKING DIAGONAL EPOXY 12" (WHITE)
11. PAVEMENT MARKING EPOXY 18" (WHITE, 2' SEG, 2' GAP)
12. PAVEMENT MARKING EPOXY 4" (DOUBLE, YELLOW)
13. PAVEMENT MARKING CROSSWALK 6" (WHITE)
14. PAVEMENT MARKING DIAGONAL EPOXY 12" (YELLOW)
15. PAVEMENT MARKING PARKING STALL EPOXY
16. CURB RAMP DETECTABLE WARNING FIELD
17. PAVEMENT MARKING DIAGONAL EPOXY 12" (WHITE CHEVRONS)
18. PAVEMENT MARKING DIAGONAL EPOXY 12" (YELLOW CHEVRONS)

LEGEND

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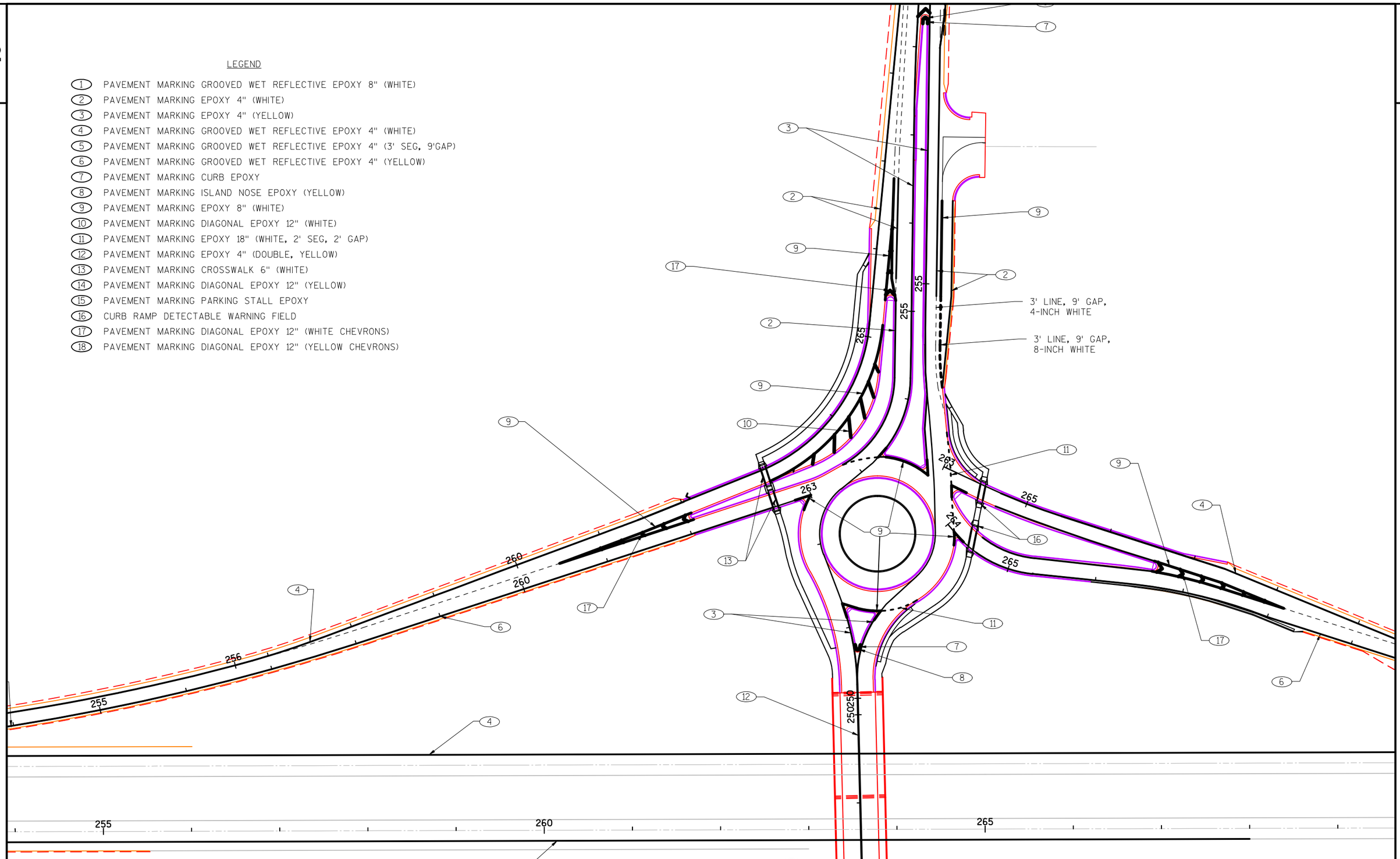

PROJECT NO:1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 87	E

2

LEGEND

1. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 8" (WHITE)
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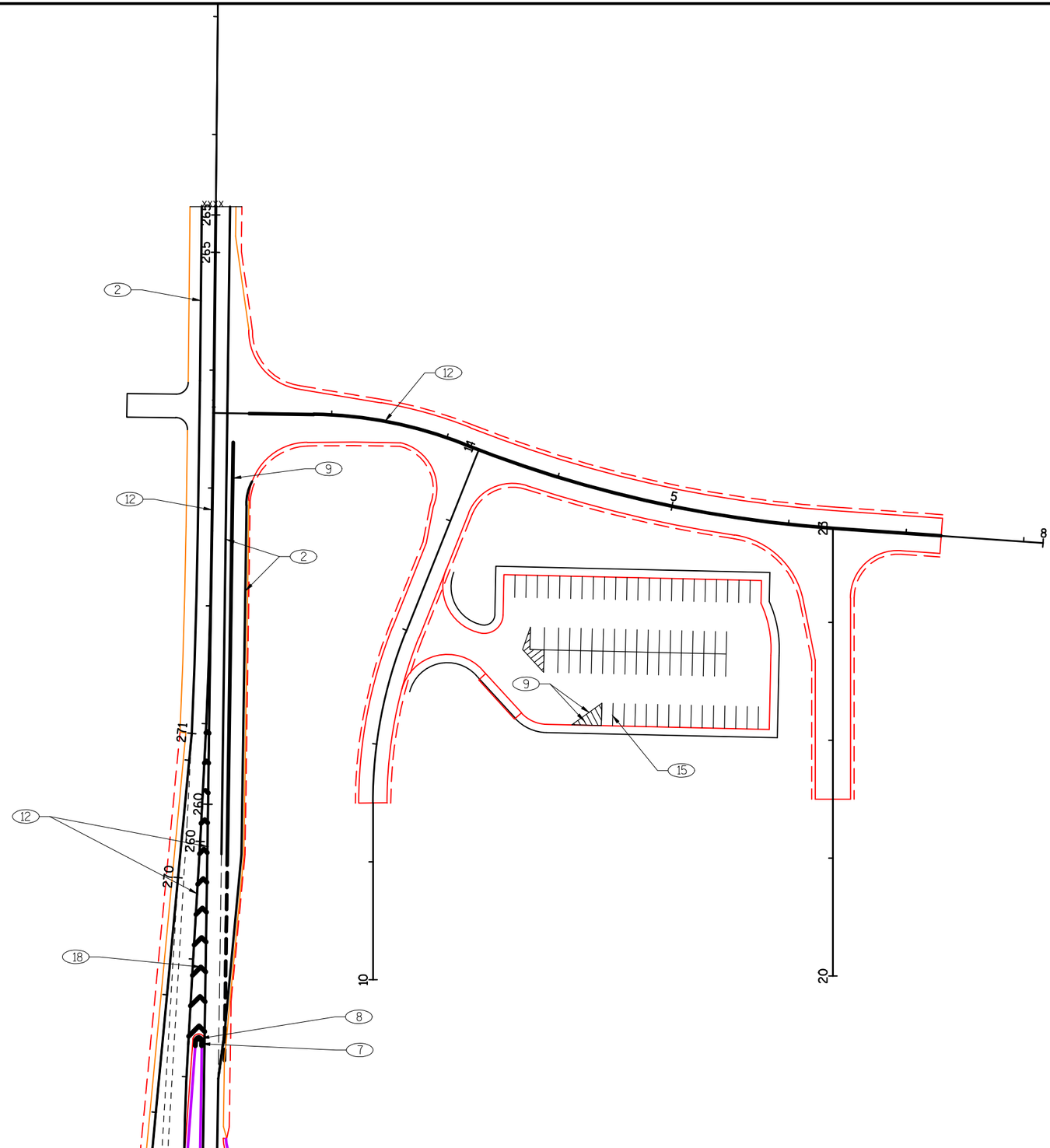

D

ET REFLECTIVE EPOXY 8" (WHITE)

WHITE)

PROJECT NO:1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 88	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020603_PM_STH128_10210100.DWG
LAYOUT NAME - ****

PLOT DATE : 8/22/2016 12:55 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

' GAP,
ITE

9' GAP,
HITE

LEGEND

1. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 8" (WHITE)
2. PAVEMENT MARKING EPOXY 4" (WHITE)
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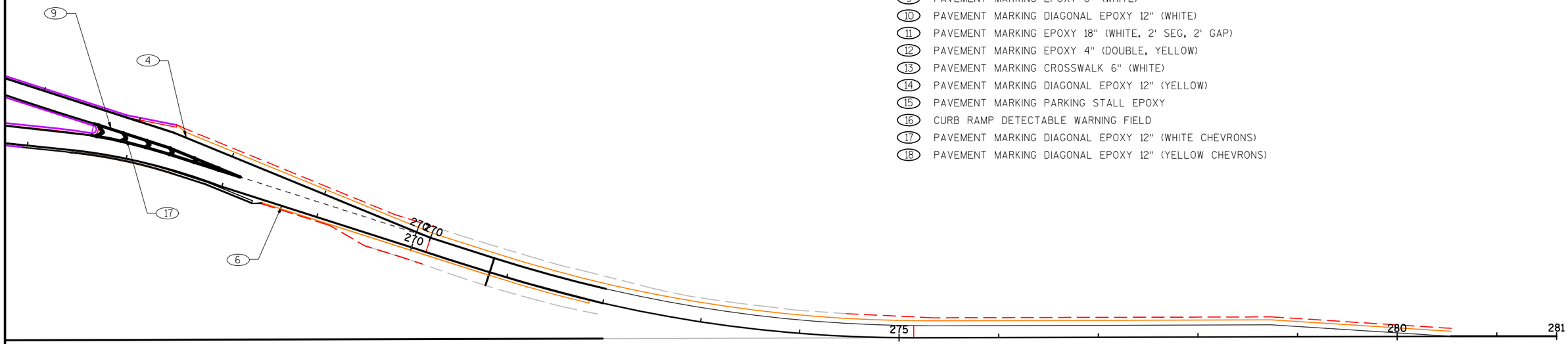
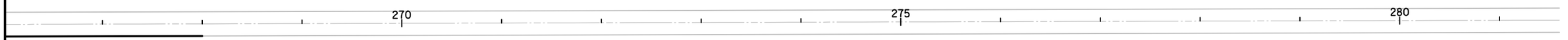
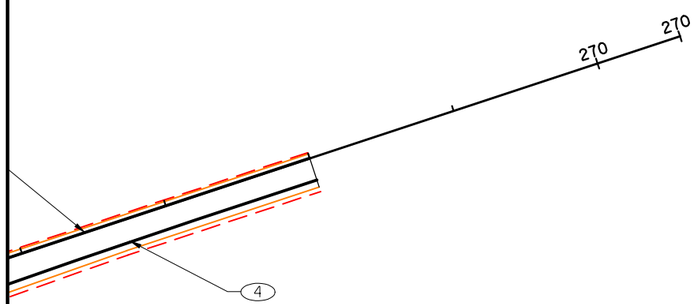




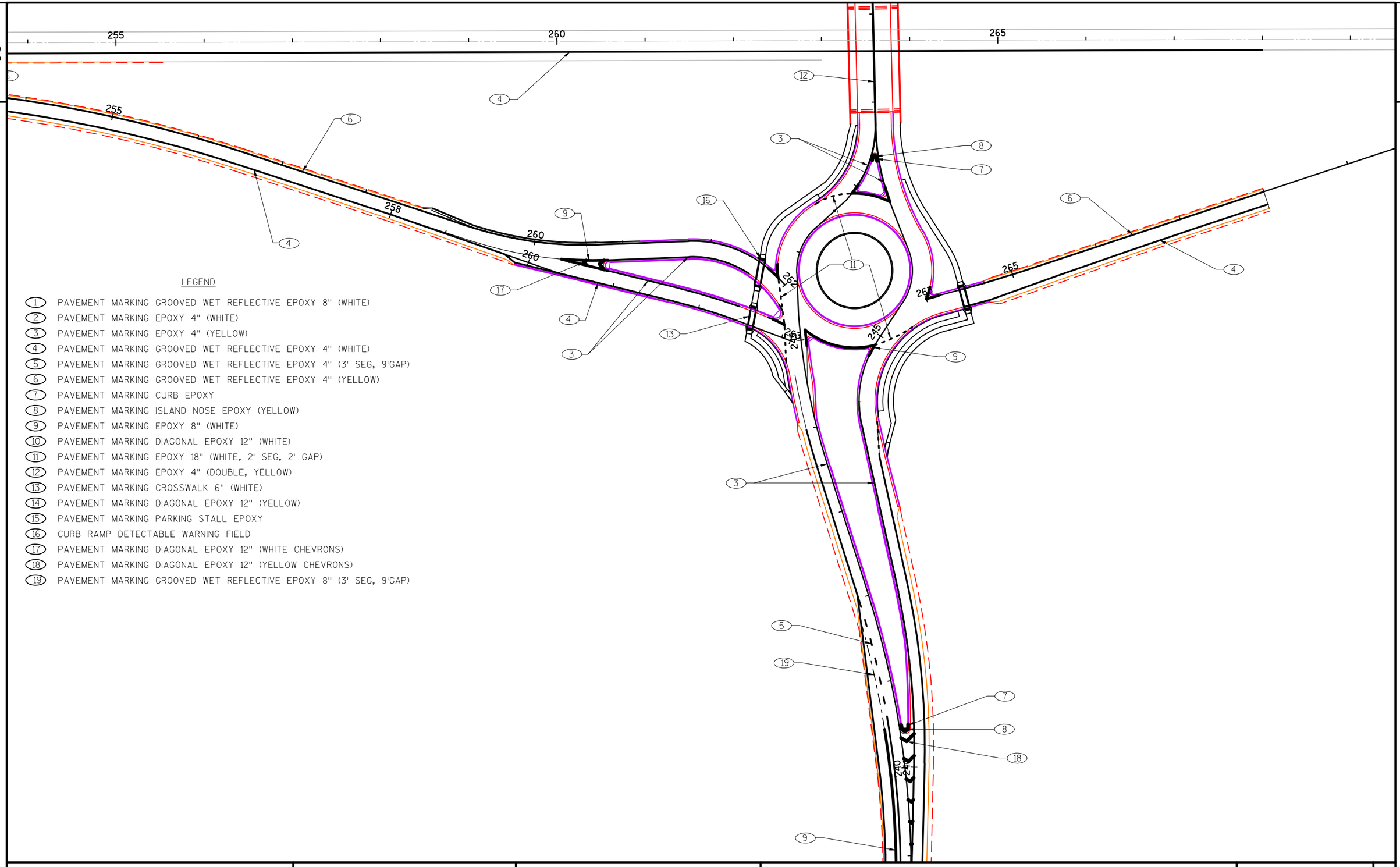


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 89	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020603_PM_STH128_10210100.DWG
LAYOUT NAME - ####

PLOT DATE : 8/22/2016 12:55 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



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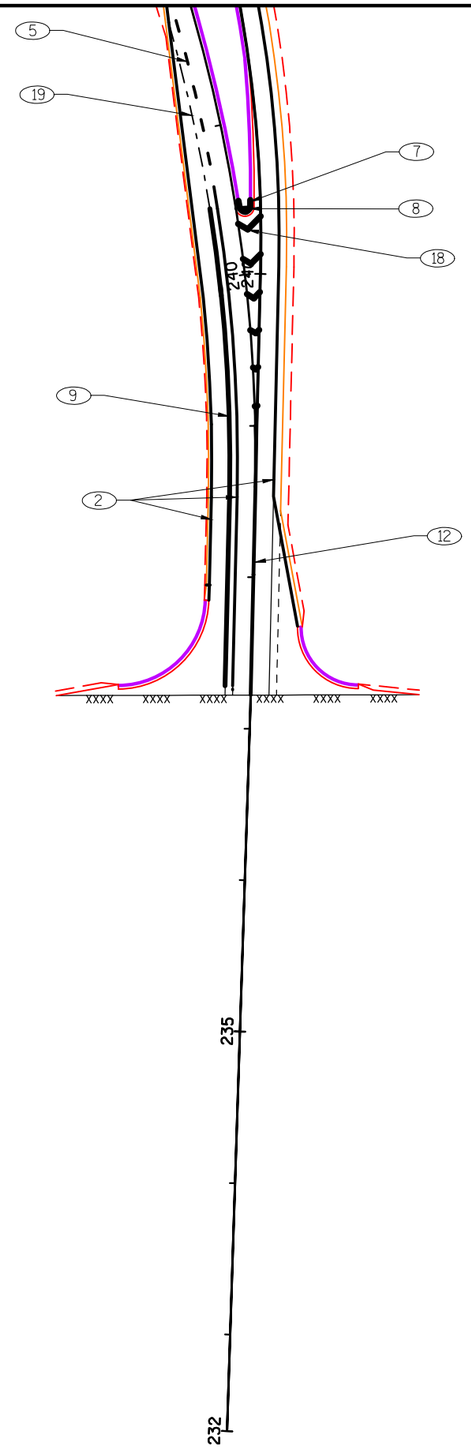
19. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 8" (3' SEG, 9'GAP)

PROJECT NO:1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 90	E



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19. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 8" (3' SEG, 9'GAP)

2

TRAFFIC CONTROL - GENERAL NOTES:

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL WORK ZONE, INCLUDING PRE-EXISTING SIGNING, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE FIELD ENGINEER.

REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO TRAFFIC CONTROL BID ITEM UNLESS OTHERWISE ACCOUNTED FOR IN PLAN.

EXISTING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQUIRED BY THE FIELD ENGINEER.

A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE THE WORK ZONE IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER.

FLAGGING IS NOT ALLOWED ON IH 94 AT ANY TIME.

SINGLE LANE CLOSURES WILL BE ALLOWED ON IH 94 AS PERMITTED IN THE CONTRACT DOCUMENTS. REFER TO THE CONTRACT SPECIAL PROVISIONS FOR ADDITIONAL LANE AND RAMP CLOSURE REQUIREMENTS.

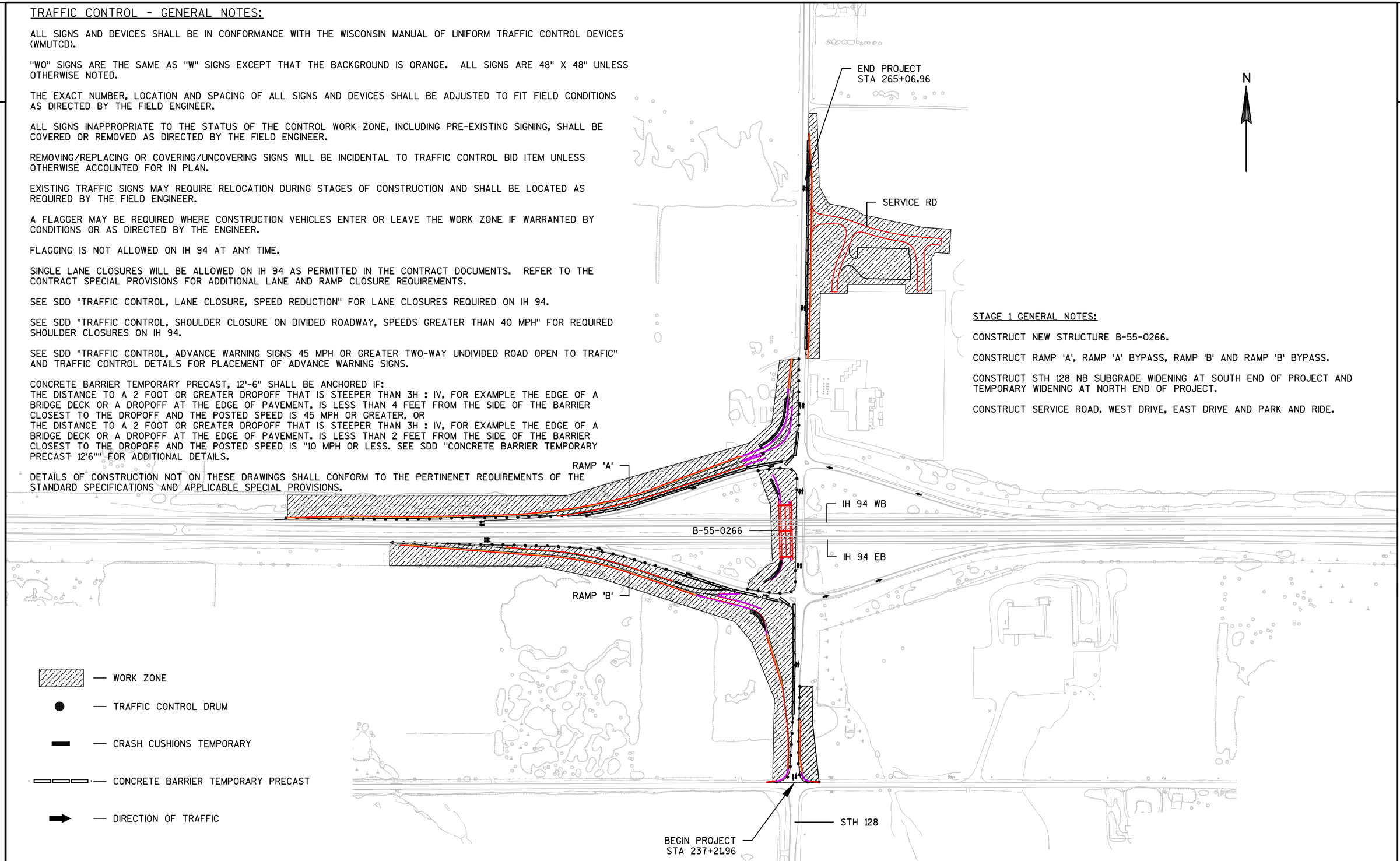
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR LANE CLOSURES REQUIRED ON IH 94.

SEE SDD "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR REQUIRED SHOULDER CLOSURES ON IH 94.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFIC" AND TRAFFIC CONTROL DETAILS FOR PLACEMENT OF ADVANCE WARNING SIGNS.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : IV, 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 : IV, 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 "10 MPH OR LESS. SEE SDD "CONCRETE BARRIER TEMPORARY PRECAST 12'6"" FOR ADDITIONAL DETAILS.

DETAILS OF CONSTRUCTION NOT ON THESE DRAWINGS SHALL CONFORM TO THE PERTINENET REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



STAGE 1 GENERAL NOTES:

CONSTRUCT NEW STRUCTURE B-55-0266.

CONSTRUCT RAMP 'A', RAMP 'A' BYPASS, RAMP 'B' AND RAMP 'B' BYPASS.

CONSTRUCT STH 128 NB SUBGRADE WIDENING AT SOUTH END OF PROJECT AND TEMPORARY WIDENING AT NORTH END OF PROJECT.

CONSTRUCT SERVICE ROAD, WEST DRIVE, EAST DRIVE AND PARK AND RIDE.

2

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 1 OVERVIEW	SHEET 92	E

2

CONSTRUCTION:

CONSTRUCT STH 128 NB SUBGRADE SHOULDER AND SLOPES FROM BEGINNING OF PROJECT TO STA 241+50 'NB'.
CONSTRUCT SOUTH ROUNDABOUT AND STH 128 NB/SB APPROACHES TO THE EXTENT POSSIBLE.
CONSTRUCT NEW BRIDGE STRUCTURE B-55-0266 AND APPROACHES.

TRAFFIC CONTROL:

CLOSE 128 NB SHOULDERS FROM BEGINNING OF PROJECT TO STA 241+50 'NB'.
CLOSE 128 SB SHOULDERS WITH CONCRETE BARRIER OR DRUMS, WHERE APPROPRIATE, TO ALLOW ADJACENT CONSTRUCTION.
FULL CLOSURE OF IH 94 WILL BE REQUIRED FOR SETTING GIRDERS ON NEW STRUCTURE. DETOUR IH 94 TRAFFIC USING STH 128 RAMP-OFF AND RAMP-ON MOVEMENTS, SEE SPECIAL PROVISIONS FOR HOURS.

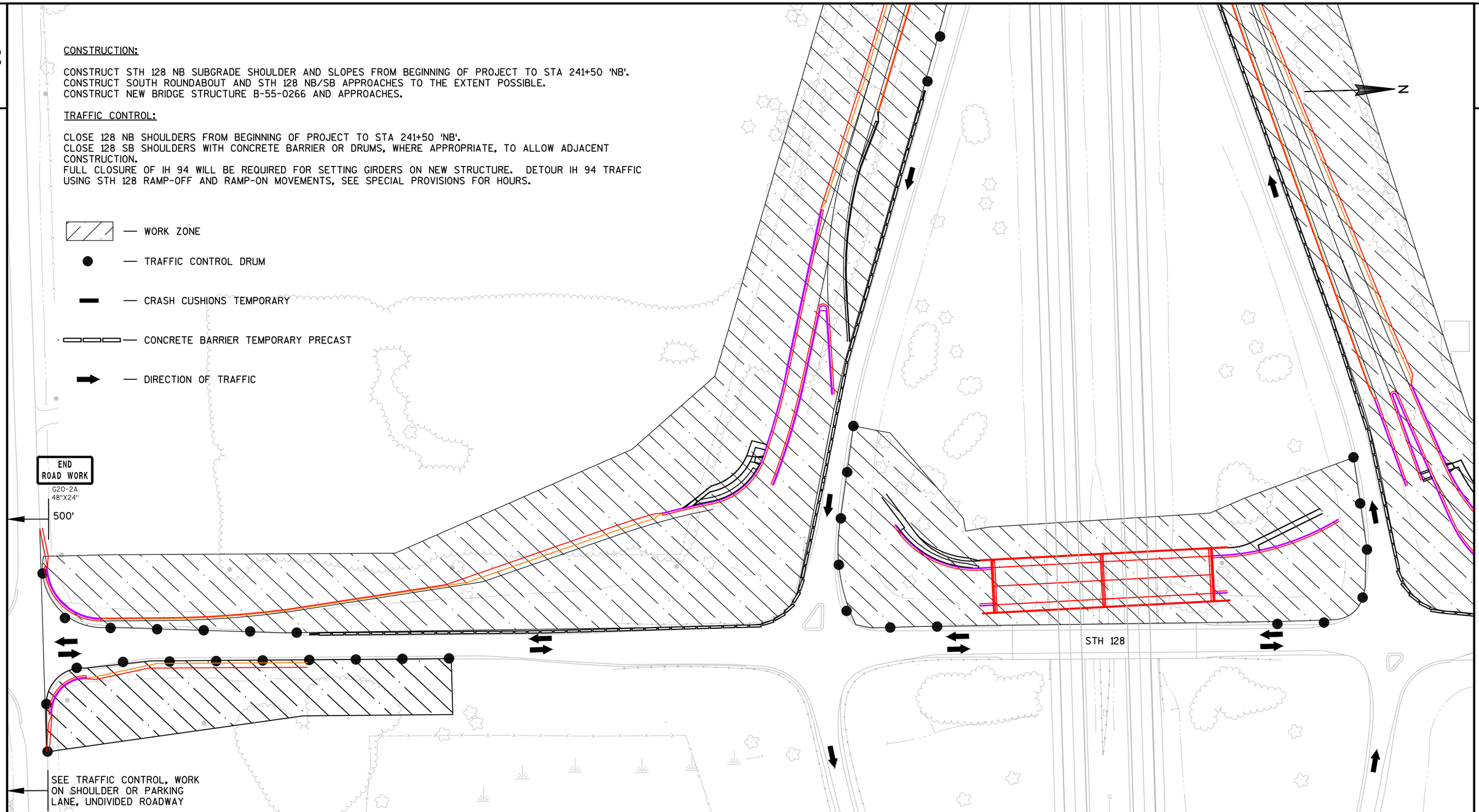
— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC



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PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 1 - STH 128	SHEET 93	E

2

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

N

STH 128

SEE TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

500'

END ROAD WORK
G20-2A
48"X24"

WEST DR

SERVICE RD

EAST DR

CONSTRUCTION:

CONSTRUCT NORTH ROUNDABOUT AND STH 128 NB/SB APPROACHES TO THE EXTENT POSSIBLE.
CONSTRUCT 128 NB TEMPORARY WIDENING.
CONSTRUCT SERVICE ROAD, WEST DRIVE, EAST DRIVE AND PARK AND RIDE (PARK AND RIDE MAY BE CONSTRUCTED AT STAGE 1A).

TRAFFIC CONTROL:

CLOSE 128 SB SHOULDERS WITH CONCRETE BARRIER OR DRUMS, WHERE APPROPRIATE, TO ALLOW ADJACENT CONSTRUCTION.
CLOSE 128 NB SHOULDERS WITH CONCRETE BARRIER FOR CONSTRUCTION OF STH 128 NB TEMPORARY WIDENING.
KWICK TRIP DRIVES TO REMAIN OPEN UNTIL SERVICE ROAD, EAST DRIVE, AND WEST DRIVE IS COMPLETED (DURING STAGE 2).

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 1 - STH 128	SHEET 94	E

2

2

— WORK ZONE

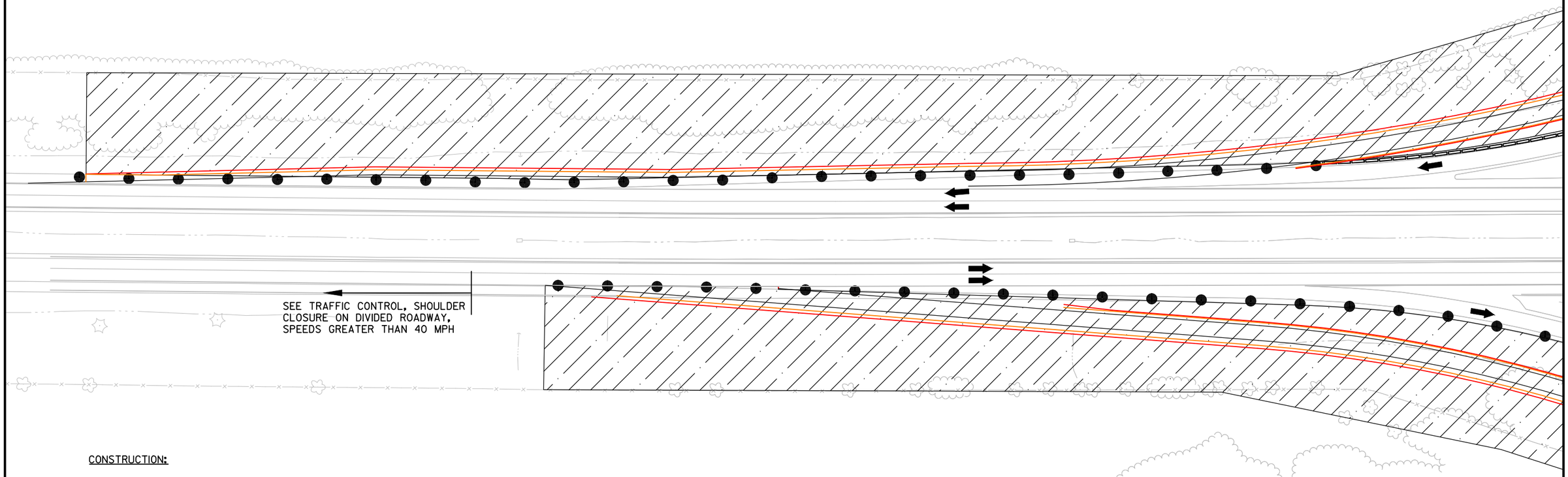
— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

N



CONSTRUCTION:

CONSTRUCT NW RAMP "A" AND SW RAMP "B" TO THE EXTENT POSSIBLE.

TRAFFIC CONTROL:

TRAFFIC WILL RUN ON EXISTING RAMPS.
CLOSE NW RAMP AND SW RAMP OUTSIDE SHOULDERS WITH CONCRETE BARRIER OR DRUMS, WHERE APPROPRIATE, TO ALLOW ADJACENT CONSTRUCTION.
FLAG EXISTING RAMPS FOR CONSTRUCTION VEHICLE CROSSINGS AS NECESSARY TO AID IN BORROW PLACEMENT FOR NEW RAMPS.
TEMPORARY SINGLE-LANE CLOSURES ALONG IH 94 EB AND WB FOR RAMP TAPER CONSTRUCTION WILL BE PERMITTED AS DEFINED IN SPECIAL PROVISIONS.

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 1 - RAMPS	SHEET 95	E

2

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

N

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 1 - RAMPS	SHEET 96	E

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

STAGE 1A GENERAL NOTES:

BEGIN STAGE 1A AT THE COMPLETION OF RAMP 'A', RAMP 'B' AND STH 128 NB TEMPORARY WIDENING.

CONSTRUCT PORTION OF STH 128 SB LANES BETWEEN BEGINNING OF PROJECT AND STA 241+50.

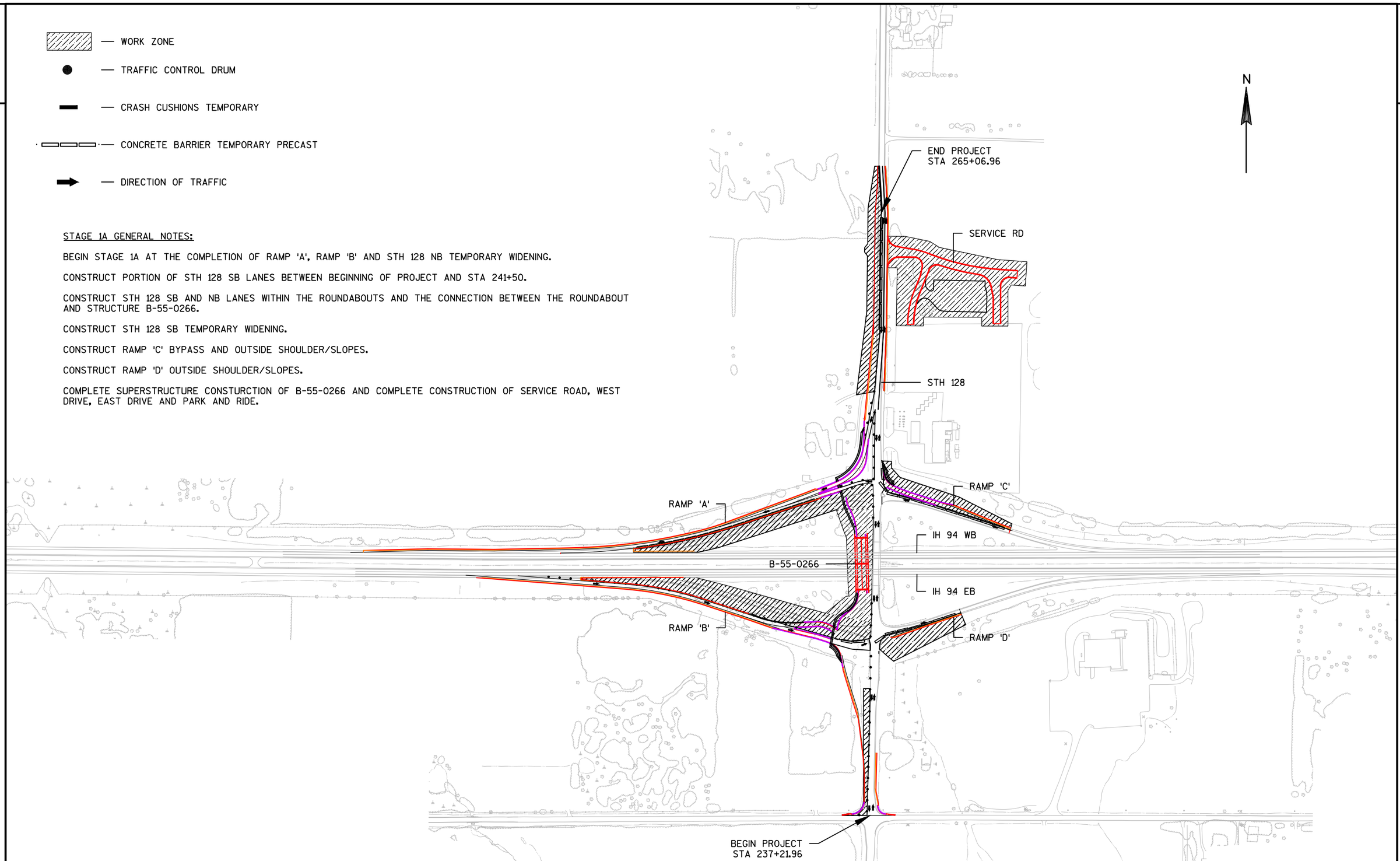
CONSTRUCT STH 128 SB AND NB LANES WITHIN THE ROUNDABOUTS AND THE CONNECTION BETWEEN THE ROUNDABOUT AND STRUCTURE B-55-0266.

CONSTRUCT STH 128 SB TEMPORARY WIDENING.

CONSTRUCT RAMP 'C' BYPASS AND OUTSIDE SHOULDER/SLOPES.

CONSTRUCT RAMP 'D' OUTSIDE SHOULDER/SLOPES.

COMPLETE SUPERSTRUCTURE CONSTURCTION OF B-55-0266 AND COMPLETE CONSTRUCTION OF SERVICE ROAD, WEST DRIVE, EAST DRIVE AND PARK AND RIDE.



2

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 1A OVERVIEW	SHEET 97	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\022102_TC_STH128_10210100.DWG
LAYOUT NAME - ****

PLOT DATE : 9/6/2016 9:28 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

CONSTRUCTION:

CONSTRUCT STH 128 SB LANES BETWEEN BEGINNING OF PROJECT AND STA 241+50 'NB'. CONSTRUCT UNDER TRAFFIC WITH FLAGGING.
CONSTRUCT SOUTH ROUNDABOUT AND STH 128 NB/SB LANES BETWEEN RAMP 'B' AND NEW STRUCTURE.
COMPLETE CONSTRUCTION OF NEW BRIDGE STRUCTURE B-55-0266.

TRAFFIC CONTROL:

CLOSE STH 128 SB SHOULDERS WITH CONCRETE BARRIER OR DRUMS, WHERE APPROPRIATE, TO ALLOW ADJACENT CONSTRUCTION.
TEMPORARY SINGLE-LANE CLOSURES ALONG IH 94 EB AND WB FOR BRIDGE SUPERSTRUCTURE CONSTRUCTION WILL BE PERMITTED AS DEFINED IN SPECIAL PROVISIONS.

N

END ROAD WORK
G20-2A
48"X24"
500'

TEMPORARY PAVEMENT MARKING

EAST INTERSTATE 94 J3-1

EAST INTERSTATE 94 J3-1

WEST INTERSTATE 94 J3-1

SEE TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

2

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 1A - STH 128	SHEET 98	E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

WEST INTERSTATE 94

J3-1

TEMPORARY PAVEMENT MARKING

N

SEE TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

500'

END ROAD WORK

G20-2A
48"X24"

R11-2
48" X 30"

ROAD CLOSED

TYPE III BARRICADE

CONSTRUCTION:

CONSTRUCT NORTH ROUNDABOUT AND STH 128 NB/SB LANES BETWEEN RAMP 'A' AND NEW STRUCTURE.
CONSTRUCT STH 128 SB LANE BETWEEN THE RAMP 'A' AND END OF PROJECT.
CONSTRUCT STH 128 SB TEMPORARY WIDENING.
COMPLETE CONSTRUCTION OF SERVICE ROAD, WEST DRIVE, EAST DRIVE AND PARK AND RIDE.

TRAFFIC CONTROL:

CLOSE 128 SB SHOULDERS WITH CONCRETE BARRIER OR DRUMS, WHERE APPROPRIATE, TO ALLOW ADJACENT CONSTRUCTION.
CLOSE 128 SB BETWEEN RAMP 'A' AND END OF PROJECT WITH CONCRETE BARRIER FOR CONSTRUCTION OF STH 128 SB LANE AND TEMPORARY WIDENING.

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 1A - STH 128	SHEET 99	E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

N

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

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

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

CONSTRUCTION:

REMOVE EXISTING NW AND SW RAMPS. RESTORE AND GRADE EXISTING SLOPES TO MATCH NEW RAMPS.

TRAFFIC CONTROL:

TRAFFIC WILL RUN ON NEW RAMPS ON THE WEST SIDE.
CLOSE INSIDE SHOULDERS OF NEW WEST RAMPS WITH CONCRETE BARRIER OR DRUMS, WHERE APPROPRIATE, TO ALLOW ADJACENT CONSTRUCTION.
FLAG NEW WEST RAMPS FOR CONSTRUCTION VEHICLE CROSSINGS AS NECESSARY TO AID IN BORROW PLACEMENT BETWEEN EXISTING AND NEW RAMPS.
TEMPORARY SINGLE-LANE CLOSURES ALONG IH 94 EB AND WB FOR EXISTING RAMP REMOVAL WILL BE PERMITTED AS DEFINED IN SPECIAL PROVISIONS.

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 1A - RAMPS	SHEET 100	E

2

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

R11-2
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SOUTH 128 NORTH 128

R11-2
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N

* STOP
R1-1

*USE EXISTING STOP SIGNS IF AVAILABLE.

STOP
R1-1

NORTH 128 SOUTH 128

CONSTRUCTION:

CONSTRUCT RAMP 'C' BYPASS LANE AND OUTSIDE SHOULDER / SLOPES.
CONSTRUCT OUTSDIE SUBGRADE SHOULDER OF RAMP 'D'.

TRAFFIC CONTROL:

TRAFFIC WILL RUN ON EXISTING RAMPS ON THE EAST SIDE.
CLOSE OUTSIDE SHOULDERS OF EXISTING NE AND SE RAMPS WITH CONCRETE BARRIER OR DRUMS, WHERE APPROPRIATE, TO ALLOW ADJACENT CONSTRUCTION.
FLAG EXISTING NE AND SE RAMPS FOR CONSTRUCTION VEHICLE CROSSINGS AS NECESSARY TO AID IN BORROW PLACEMENT BETWEEN EXISTING AND NEW RAMPS.

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 1A - RAMPS	SHEET 101	E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

STAGE 2 GENERAL NOTES:

BEGIN STAGE 2 AT THE COMPLETION OF BRIDGE STRUCTURE B-55-0266, STH 128 SB TEMPORARY WIDENING, STH 128 SB LANES AND RAMP 'C' BYPASS.

REMOVE EXISTING BRIDGE STRUCTURE B-55-0021.

REMOVE EXISTING STH 128.

REMOVE STH 128 NB TEMPORARY WIDENING.

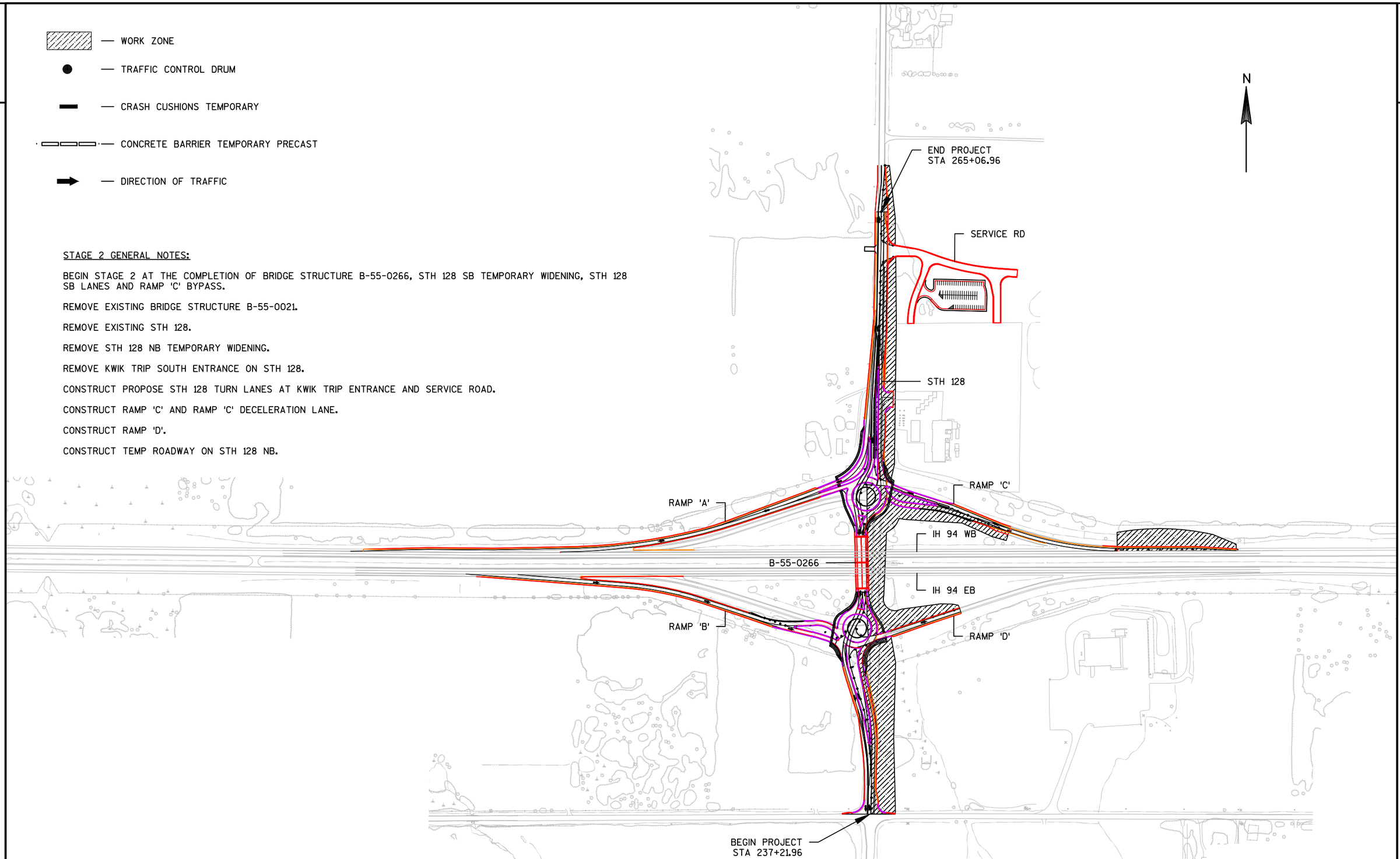
REMOVE KWIK TRIP SOUTH ENTRANCE ON STH 128.

CONSTRUCT PROPOSE STH 128 TURN LANES AT KWIK TRIP ENTRANCE AND SERVICE ROAD.

CONSTRUCT RAMP 'C' AND RAMP 'C' DECELERATION LANE.

CONSTRUCT RAMP 'D'.

CONSTRUCT TEMP ROADWAY ON STH 128 NB.



2

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 2 OVERVIEW	SHEET 102	E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

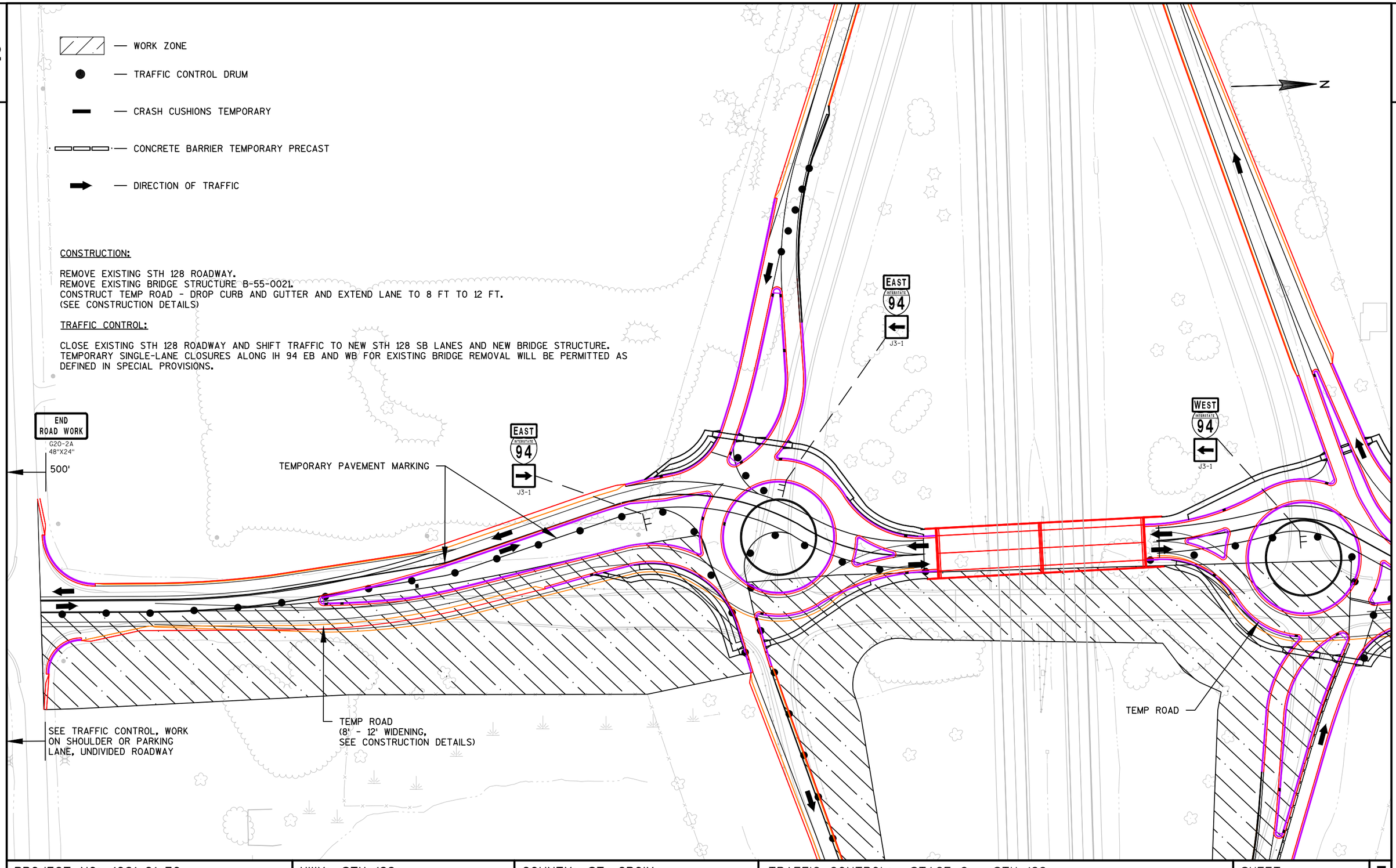
— DIRECTION OF TRAFFIC

CONSTRUCTION:

REMOVE EXISTING STH 128 ROADWAY.
REMOVE EXISTING BRIDGE STRUCTURE B-55-0021.
CONSTRUCT TEMP ROAD - DROP CURB AND GUTTER AND EXTEND LANE TO 8 FT TO 12 FT.
(SEE CONSTRUCTION DETAILS)

TRAFFIC CONTROL:

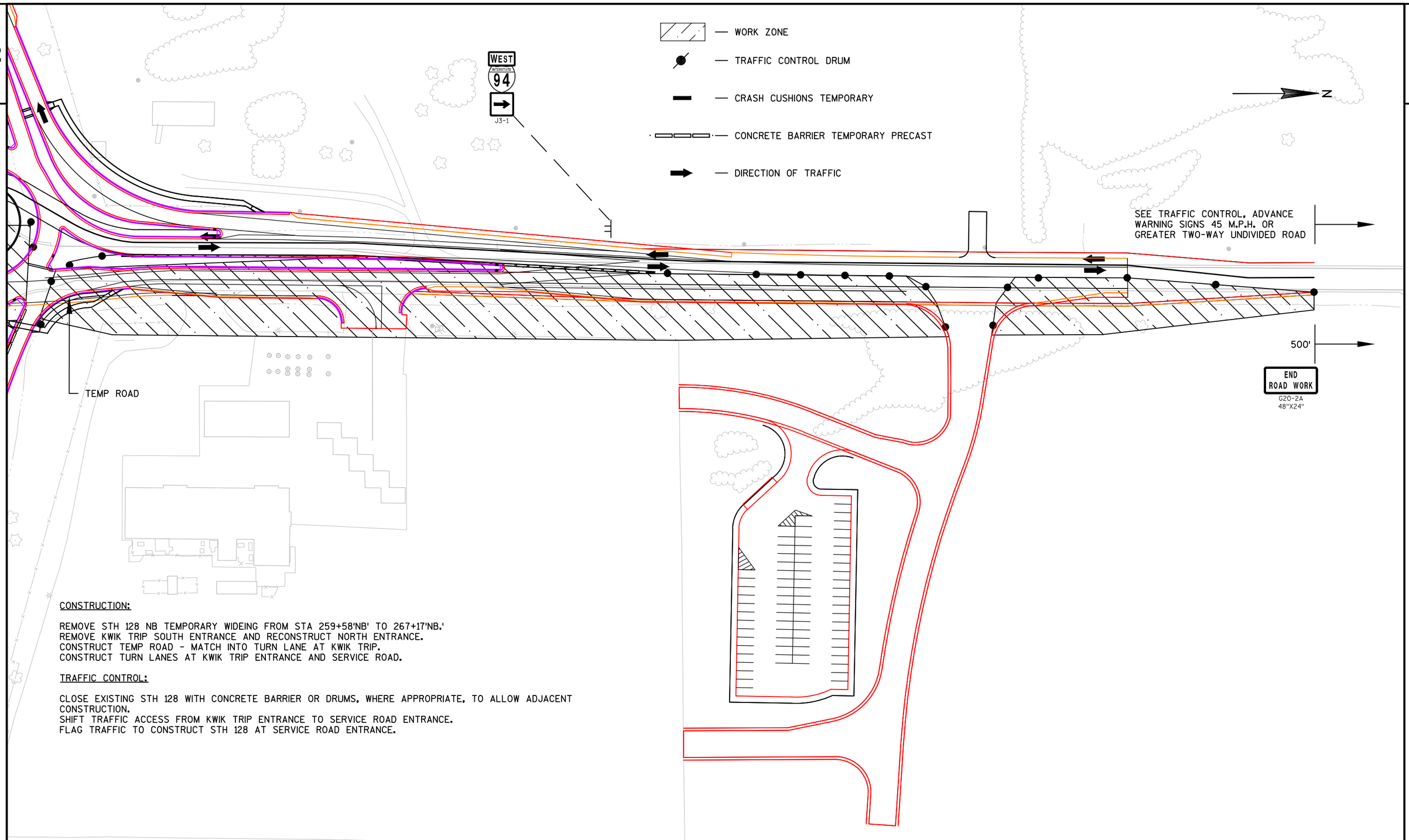
CLOSE EXISTING STH 128 ROADWAY AND SHIFT TRAFFIC TO NEW STH 128 SB LANES AND NEW BRIDGE STRUCTURE.
TEMPORARY SINGLE-LANE CLOSURES ALONG IH 94 EB AND WB FOR EXISTING BRIDGE REMOVAL WILL BE PERMITTED AS DEFINED IN SPECIAL PROVISIONS.



PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 2 - STH 128	SHEET 103	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\022103_TC_STH128_10210100.DWG
LAYOUT NAME - SHEET - (18)
PLOT DATE : 9/6/2016 11:05 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



CONSTRUCTION:

REMOVE STH 128 NB TEMPORARY WIDEING FROM STA 259+58'NB' TO 267+17'NB.'
REMOVE KWIK TRIP SOUTH ENTRANCE AND RECONSTRUCT NORTH ENTRANCE.
CONSTRUCT TEMP ROAD - MATCH INTO TURN LANE AT KWIK TRIP.
CONSTRUCT TURN LANES AT KWIK TRIP ENTRANCE AND SERVICE ROAD.

TRAFFIC CONTROL:

CLOSE EXISTING STH 128 WITH CONCRETE BARRIER OR DRUMS, WHERE APPROPRIATE, TO ALLOW ADJACENT CONSTRUCTION.
SHIFT TRAFFIC ACCESS FROM KWIK TRIP ENTRANCE TO SERVICE ROAD ENTRANCE.
FLAG TRAFFIC TO CONSTRUCT STH 128 AT SERVICE ROAD ENTRANCE.

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 2 - STH 128	SHEET 104	E

2

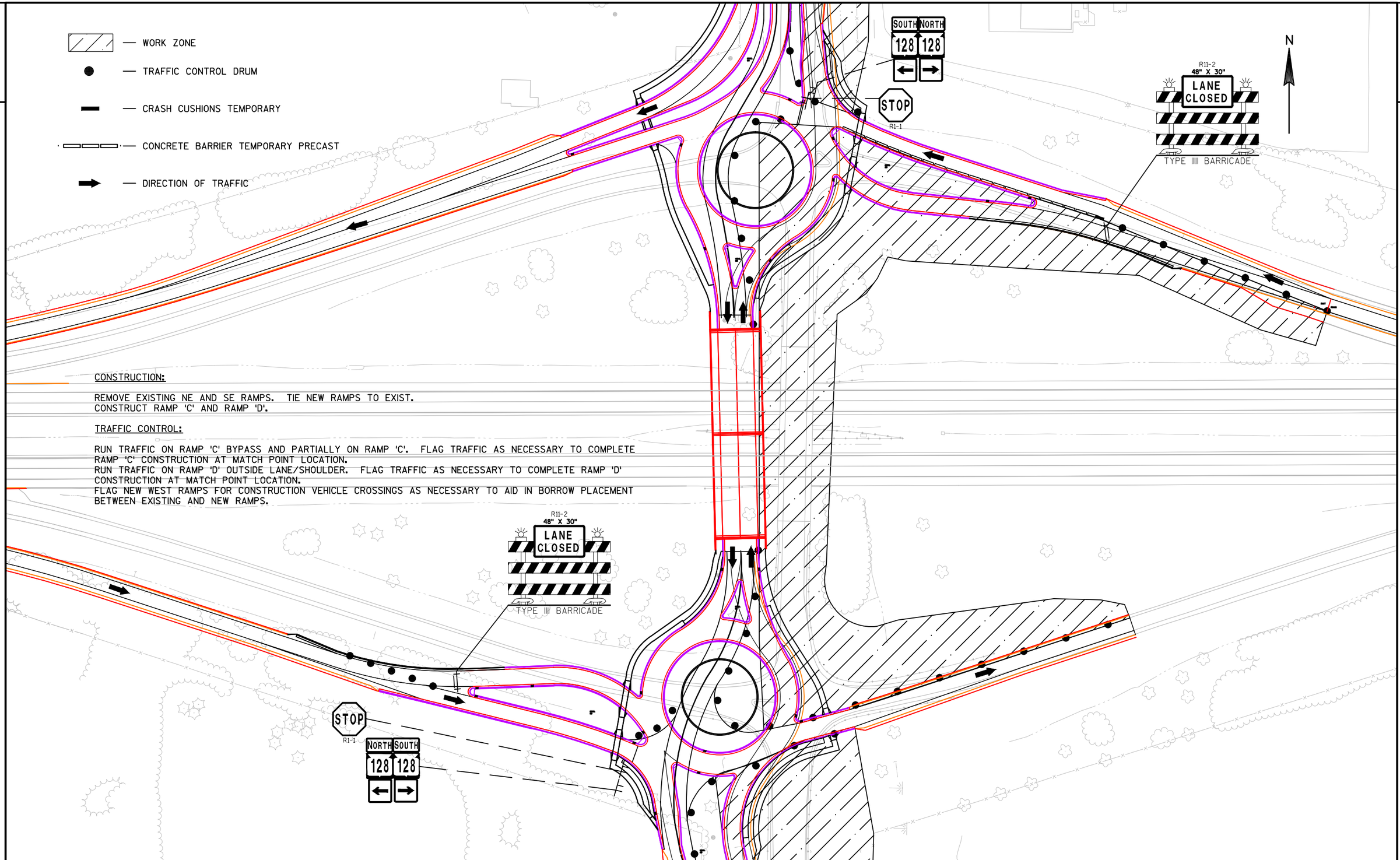
— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC



CONSTRUCTION:

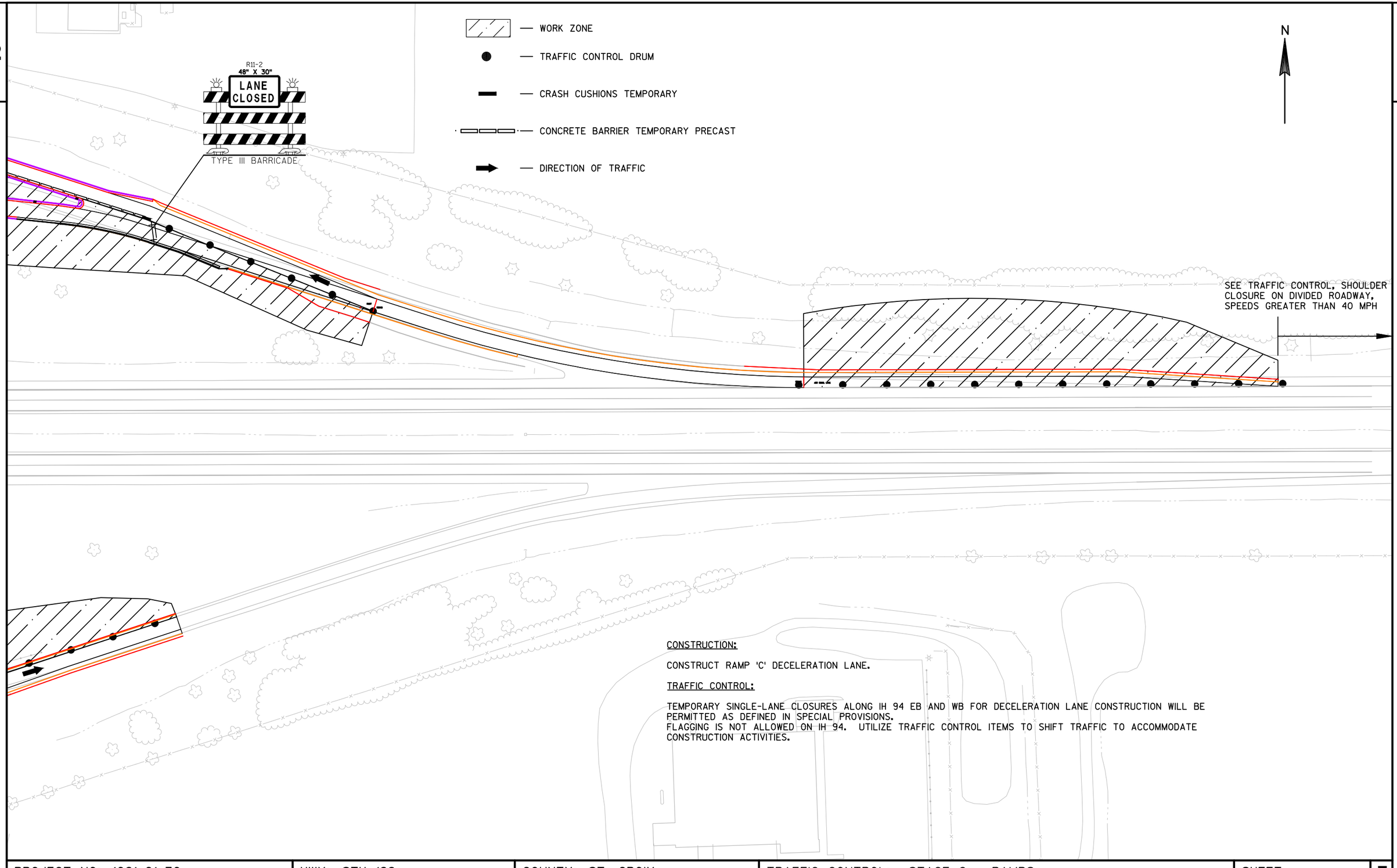
REMOVE EXISTING NE AND SE RAMPS. TIE NEW RAMPS TO EXIST.
CONSTRUCT RAMP 'C' AND RAMP 'D'.

TRAFFIC CONTROL:

RUN TRAFFIC ON RAMP 'C' BYPASS AND PARTIALLY ON RAMP 'C'. FLAG TRAFFIC AS NECESSARY TO COMPLETE RAMP 'C' CONSTRUCTION AT MATCH POINT LOCATION.
RUN TRAFFIC ON RAMP 'D' OUTSIDE LANE/SHOULDER. FLAG TRAFFIC AS NECESSARY TO COMPLETE RAMP 'D' CONSTRUCTION AT MATCH POINT LOCATION.
FLAG NEW WEST RAMPS FOR CONSTRUCTION VEHICLE CROSSINGS AS NECESSARY TO AID IN BORROW PLACEMENT BETWEEN EXISTING AND NEW RAMPS.

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 2 - RAMPS	SHEET 105	E

2



CONSTRUCTION:

CONSTRUCT RAMP 'C' DECELERATION LANE.

TRAFFIC CONTROL:

TEMPORARY SINGLE-LANE CLOSURES ALONG IH 94 EB AND WB FOR DECELERATION LANE CONSTRUCTION WILL BE PERMITTED AS DEFINED IN SPECIAL PROVISIONS.
FLAGGING IS NOT ALLOWED ON IH 94. UTILIZE TRAFFIC CONTROL ITEMS TO SHIFT TRAFFIC TO ACCOMMODATE CONSTRUCTION ACTIVITIES.

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 2 - RAMPS	SHEET 106	E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

STAGE 3 GENERAL NOTES:

BEGIN STAGE 3 AT THE COMPLETION OF TEMP ROAD ON STH 128 NB, TURN LANES AT KWIK TRIP AND SERVICE ROAD, RAMP 'C', RAMP 'C' DECELERATION LANE, AND RAMP 'D'.

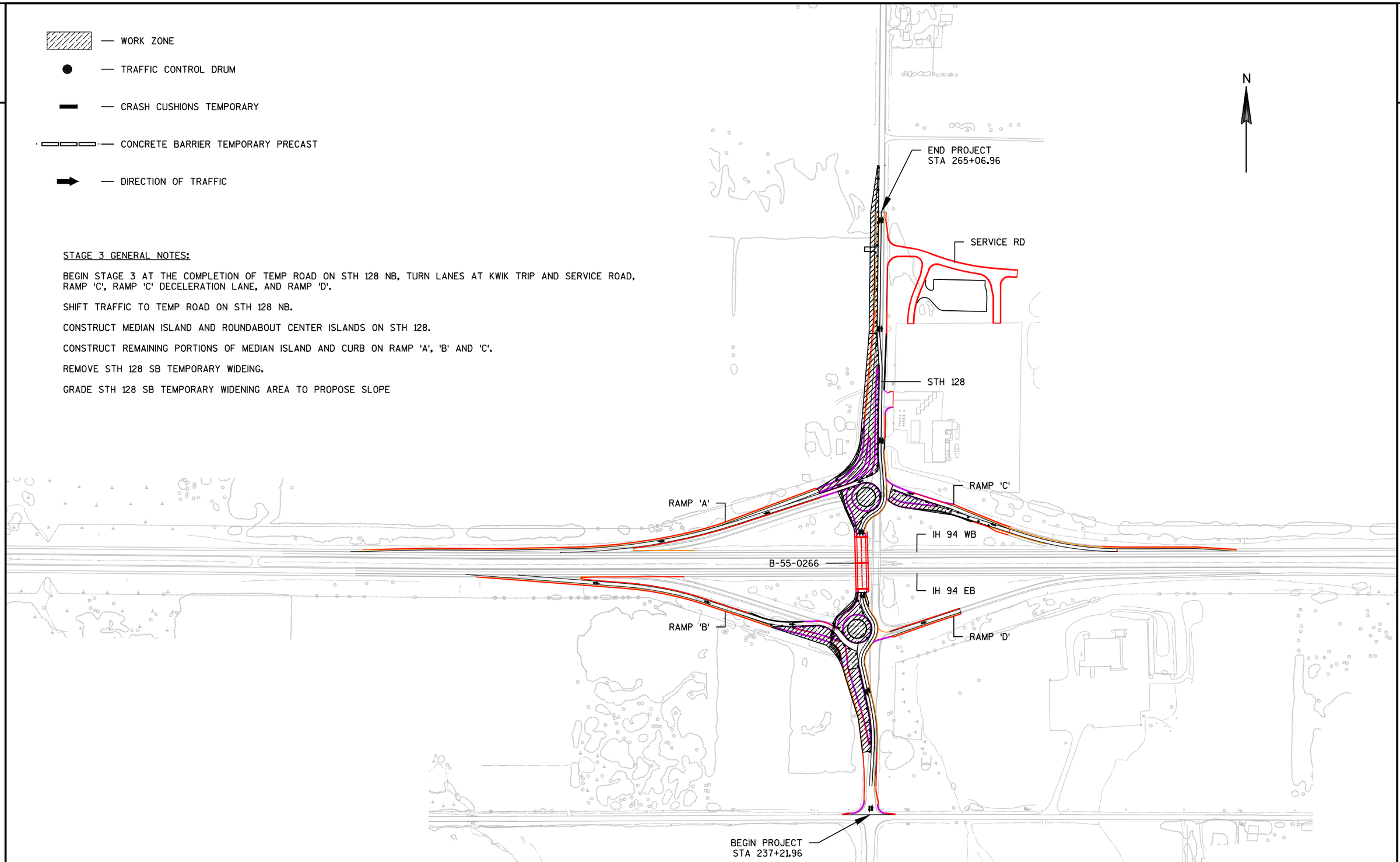
SHIFT TRAFFIC TO TEMP ROAD ON STH 128 NB.

CONSTRUCT MEDIAN ISLAND AND ROUNDABOUT CENTER ISLANDS ON STH 128.

CONSTRUCT REMAINING PORTIONS OF MEDIAN ISLAND AND CURB ON RAMP 'A', 'B' AND 'C'.

REMOVE STH 128 SB TEMPORARY WIDEING.

GRADE STH 128 SB TEMPORARY WIDENING AREA TO PROPOSE SLOPE



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 3 OVERVIEW	SHEET 107	E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

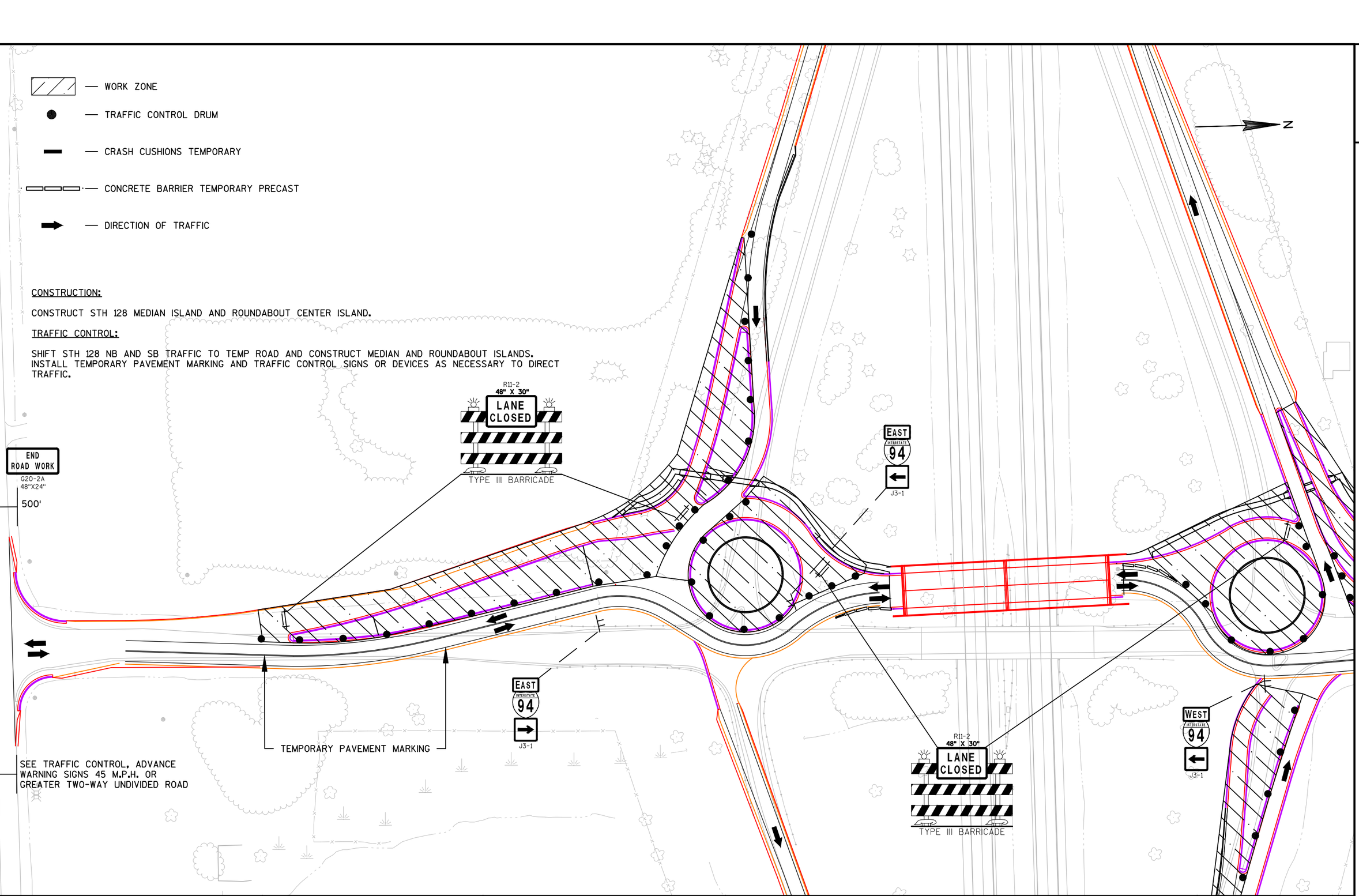
— DIRECTION OF TRAFFIC

CONSTRUCTION:

CONSTRUCT STH 128 MEDIAN ISLAND AND ROUNDABOUT CENTER ISLAND.

TRAFFIC CONTROL:

SHIFT STH 128 NB AND SB TRAFFIC TO TEMP ROAD AND CONSTRUCT MEDIAN AND ROUNDABOUT ISLANDS. INSTALL TEMPORARY PAVEMENT MARKING AND TRAFFIC CONTROL SIGNS OR DEVICES AS NECESSARY TO DIRECT TRAFFIC.



PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 3 - STH 128	SHEET 108	E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

N

WEST INTERSTATE 94

J3-1

SEE TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

500'

END ROAD WORK

G20-2A

48"X24"

TEMPORARY PAVEMENT MARKING

R11-2

48" X 30"

LANE CLOSED

TYPE III BARRICADE

CONSTRUCTION:

CONSTRUCT STH 128 MEDIAN ISLAND.
REMOVE STH 128 SB TEMPORARY WIDENING AND PAVEMENT.
RESTORE STH 128 SB AT WIDENING AREA TO PROPOSED SLOPES AND SECTIONS.

TRAFFIC CONTROL:

SHIFT STH 128 TRAFFIC ONTO TEMP ROAD.
CLOSE STH 128 SB OUTSIDE SHOULDERS TO TRAFFIC AT WIDENING LOCATION.

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 3 - STH 128	SHEET 109	E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

N

SOUTH 128 NORTH 128

STOP
R1-1

R11-2
48" X 30"
LANE CLOSED
TYPE III BARRICADE

CONSTRUCTION:

CONSTRUCT PORTIONS OF MEDIAN ISLAND AND CURB AND GUTTER ON RAMP 'A', 'B' AND 'C'.

TRAFFIC CONTROL:

CLOSE RAMP 'AB', 'BB', AND 'C'.
SHIFT TRAFFIC TO RAMP 'A', 'B' AND 'CB' AND LEAVE CURB OPENINGS AS SHOWN TO ALLOW TRAFFIC TURNING MOVEMENTS.
INSTALL TEMPORARY PAVEMENT MARKING AND TRAFFIC CONTROL SIGNS OR DEVICES AS NECESSARY TO DIRECT TRAFFIC.

R11-2
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1

NORTH 128 SOUTH 128

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 3 - RAMPS	SHEET 110	E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

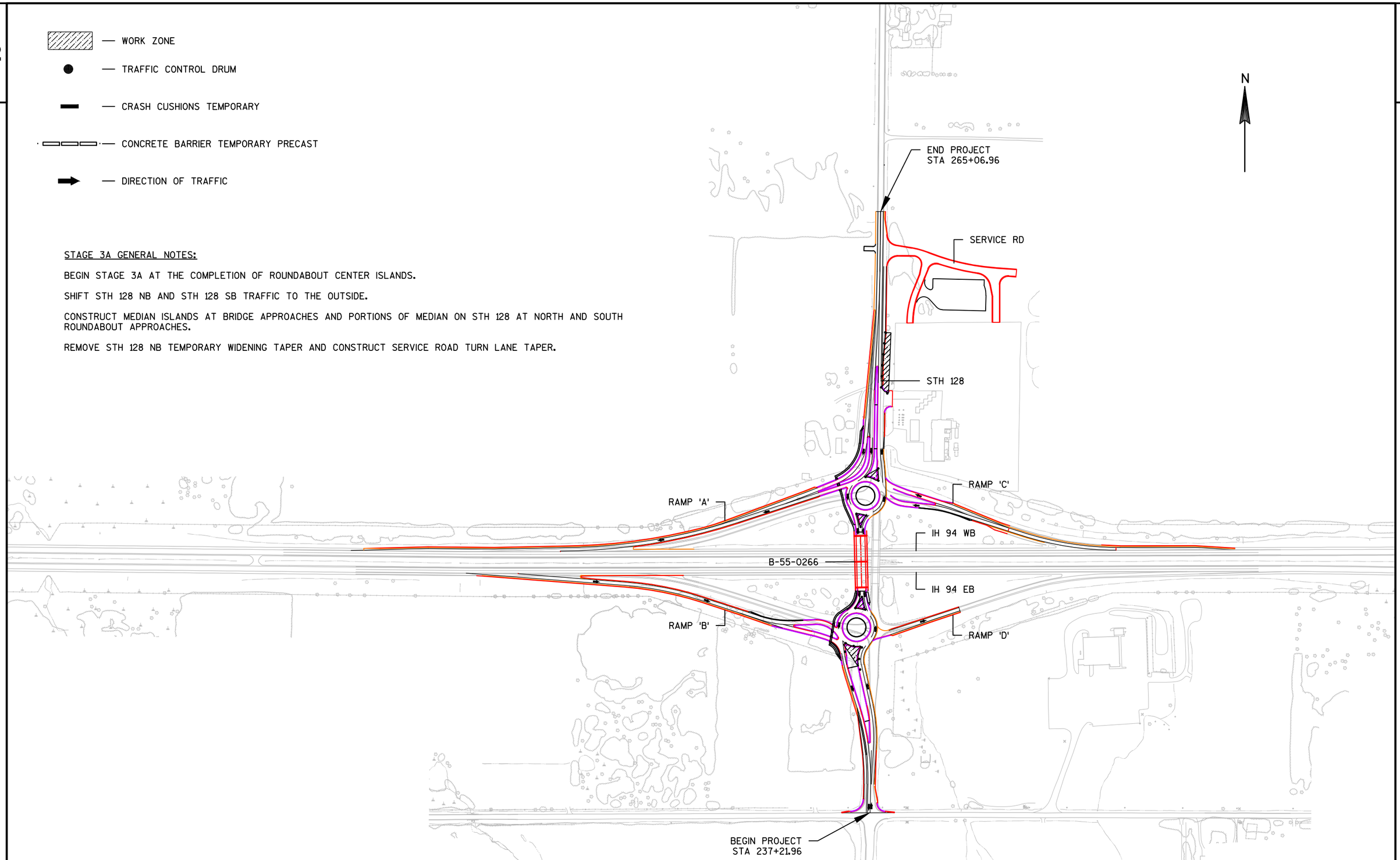
STAGE 3A GENERAL NOTES:

BEGIN STAGE 3A AT THE COMPLETION OF ROUNDABOUT CENTER ISLANDS.

SHIFT STH 128 NB AND STH 128 SB TRAFFIC TO THE OUTSIDE.

CONSTRUCT MEDIAN ISLANDS AT BRIDGE APPROACHES AND PORTIONS OF MEDIAN ON STH 128 AT NORTH AND SOUTH ROUNDABOUT APPROACHES.

REMOVE STH 128 NB TEMPORARY WIDENING TAPER AND CONSTRUCT SERVICE ROAD TURN LANE TAPER.



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 3A OVERVIEW	SHEET 111 E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

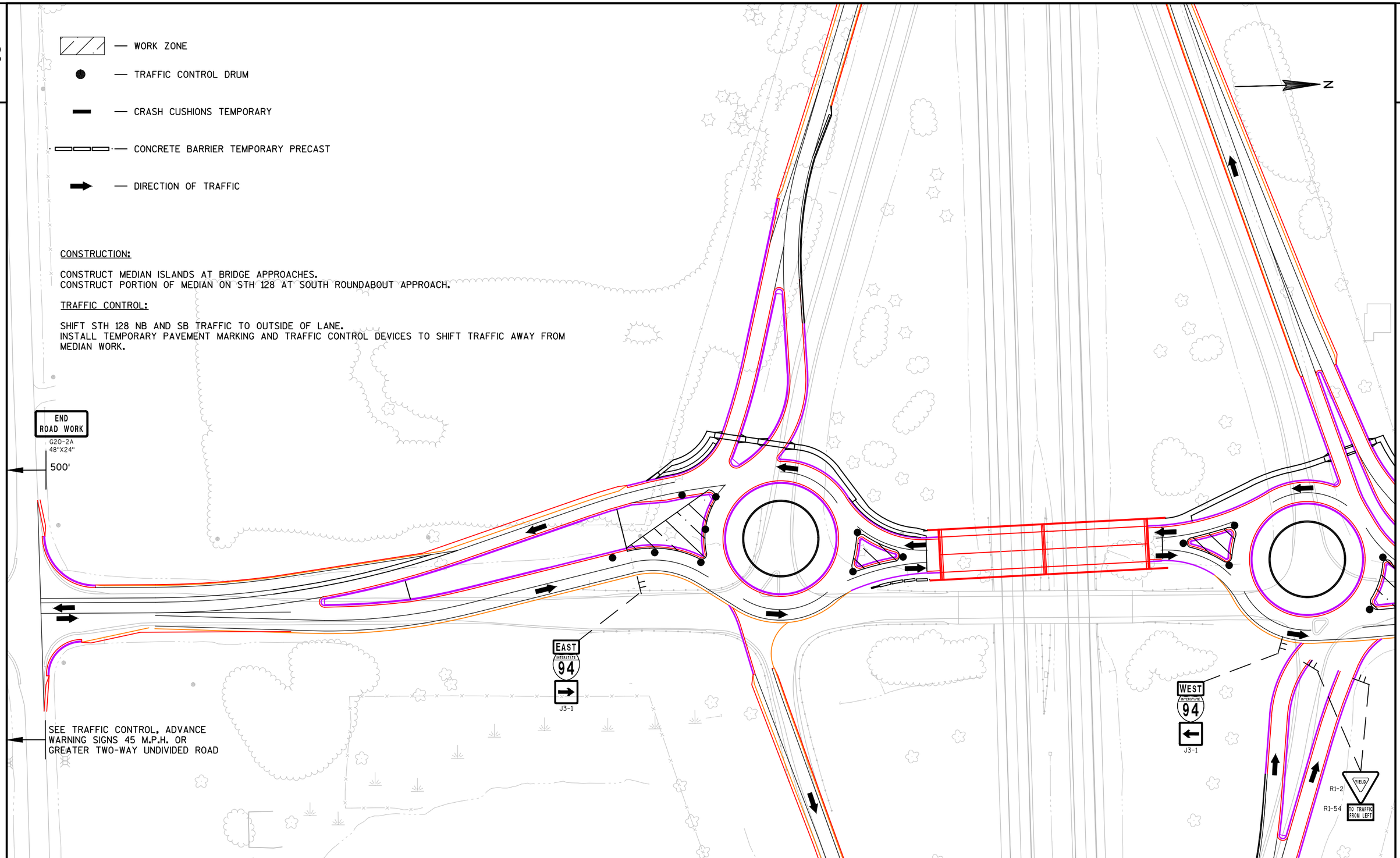
— DIRECTION OF TRAFFIC

CONSTRUCTION:

CONSTRUCT MEDIAN ISLANDS AT BRIDGE APPROACHES.
CONSTRUCT PORTION OF MEDIAN ON STH 128 AT SOUTH ROUNDABOUT APPROACH.

TRAFFIC CONTROL:

SHIFT STH 128 NB AND SB TRAFFIC TO OUTSIDE OF LANE.
INSTALL TEMPORARY PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES TO SHIFT TRAFFIC AWAY FROM MEDIAN WORK.



PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 3A - STH 128	SHEET 112	E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

N

SEE TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD

500'

END ROAD WORK
G20-2A
48"X24"

SEE TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

CONSTRUCTION:

CONSTRUCT PORTION OF MEDIAN ON STH 128 AT NORTH ROUNDABOUT APPROACH.
REMOVE STH 128 NB TEMPORARY WIDENING TAPER BETWEEN STA 257+00'NB' AND STA 259+58'NB' AND CONSTRUCT SERVICE ROAD TURN LANE TAPER.

TRAFFIC CONTROL:

CLOSE STH 128 NB SHOULDERS AT SERVICE ROAD TURN LANE TAPER LOCATION.

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 3A - STH 128	SHEET 113	E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

STAGE 4 GENERAL NOTES:

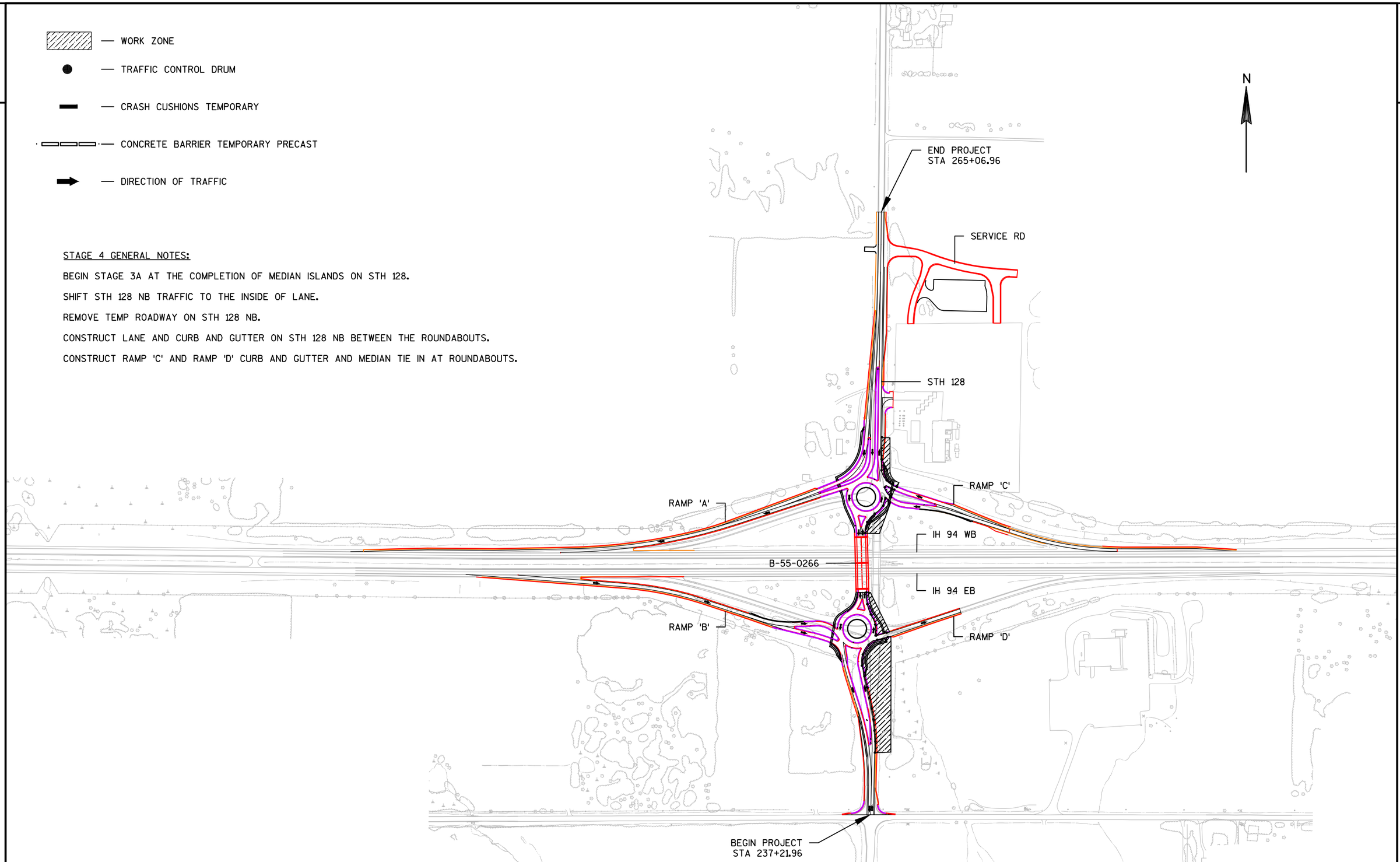
BEGIN STAGE 3A AT THE COMPLETION OF MEDIAN ISLANDS ON STH 128.

SHIFT STH 128 NB TRAFFIC TO THE INSIDE OF LANE.

REMOVE TEMP ROADWAY ON STH 128 NB.

CONSTRUCT LANE AND CURB AND GUTTER ON STH 128 NB BETWEEN THE ROUNDABOUTS.

CONSTRUCT RAMP 'C' AND RAMP 'D' CURB AND GUTTER AND MEDIAN TIE IN AT ROUNDABOUTS.



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 4 OVERVIEW	SHEET 114 E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

CONSTRUCTION:

REMOVE TEMP ROADWAY ON STH 128 NB.
CONSTRUCT LANE AND CURB AND GUTTER ON STH 128 NB SOUTH ROUNDABOUT APPROACH.

TRAFFIC CONTROL:

SHIFT STH 128 NB TRAFFIC TO THE INSIDE OF LANE.
INSTALL TEMPORARY PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES TO SHIFT TRAFFIC AWAY FROM SHOULDER WORK.

END ROAD WORK
G20-2A
48"X24"
500'

SEE TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

EAST INTERSTATE 94
J3-1

WEST INTERSTATE 94
J3-1

N

2

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 4 - STH 128	SHEET 115	E

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

N

SEE TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD

500'

END ROAD WORK
G20-2A
48"X24"

CONSTRUCTION:

REMOVE STH 128 NB TEMP ROAD AND CONSTRUCT KWIK TRIP TURN LANE TAPER.

TRAFFIC CONTROL:

SHIFT TRAFFIC TO THE INSIDE OF LANE TO ALLOW SHOULDER WORK.

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 4 - STH 128	SHEET 116	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\022106_TC_STH128_10210100.DWG
LAYOUT NAME - SHEET - (19)

PLOT DATE : 8/2/2016 3:46 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

— WORK ZONE

— TRAFFIC CONTROL DRUM

— CRASH CUSHIONS TEMPORARY

— CONCRETE BARRIER TEMPORARY PRECAST

— DIRECTION OF TRAFFIC

N

R1-2 YIELD

R1-5a TO TRAFFIC FROM LEFT

CONSTRUCTION:

CONSTRUCT PORTIONS OF MEDIAN ISLAND AND CURB AND GUTTER ON RAMP 'C' AND 'D'.

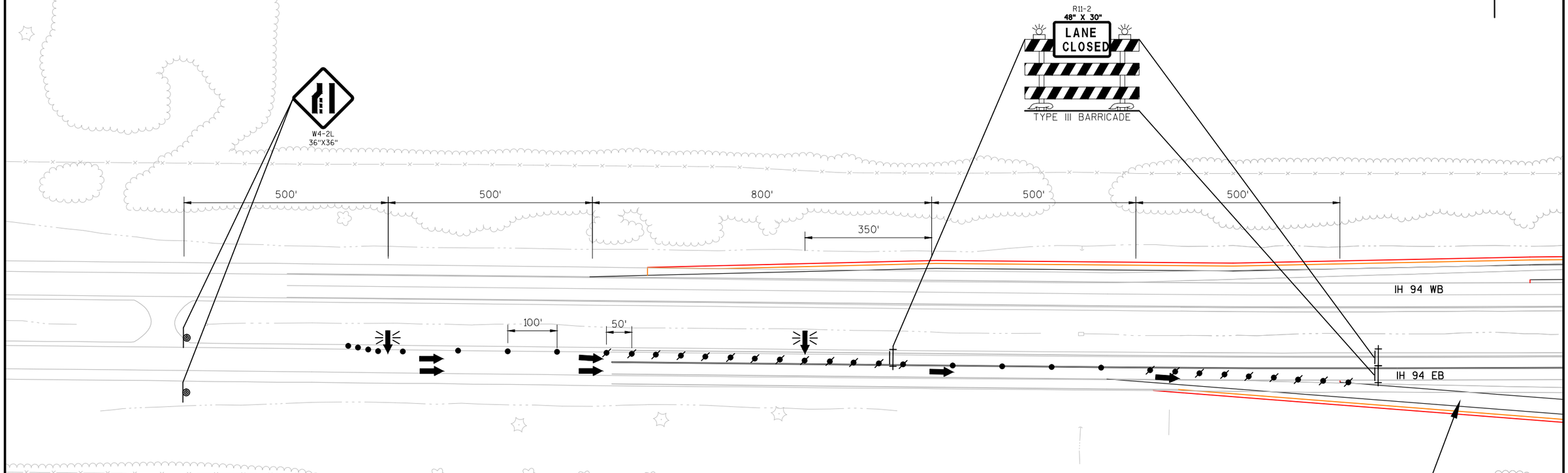
TRAFFIC CONTROL:

ALTERNATE TRAFFIC BETWEEN THE INSIDE AND OUTSIDE OF RAMPS WHILE CONSTRUCTING MEDIAN ISLAND AND CURB AND GUTTER.

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	TRAFFIC CONTROL: STAGE 4 - RAMPS	SHEET 117	E

2

N



— TRAFFIC CONTROL DRUM W/TYPE C WARNING LIGHT

— TRAFFIC CONTROL DRUM

— TYPE III BARACADE WITH SIGN

— FLASHING ARROW BOARD

— DIRECTION OF TRAFFIC

— POST MOUNTED SIGN OR TEMPORARY SIGN SUPPORT

NOTES:
SEE ADDITIONAL DETAILS SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION."

REMOVING PAVEMENT MARKING AND TEMPORARY PAVEMENT MARKING SHALL NOT BE USED FOR DETOUR DUE TO THE SHORT DURATION OF THE CLOSURE.

DETAILS SHOWN ON THIS SHEET ARE TO BE USED FOR EXISTING AND PROPOSED GIRDER WORK ON STH 128 OVERPASS STRUCTURE.

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TRAFFIC CONTROL - IH 94 CLOSURE / DETOUR PLAN	SHEET 118	E

2

N

END
ROAD WORK
G20-2A
48"X24"

1600'

242 244 246 248 250 252

IH 94 WB

50'

800'

242 244 246 248 250 252

25'

IH 94 EB

SEE SDD TRAFFIC CONTROL
LANE CLOSURE, SPEED REDUCTION

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TRAFFIC CONTROL - IH 94 MEDIAN LANE CLOSURE (ALL STAGES)	SHEET 119	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020604_TC_STH128_10210100.DWG
LAYOUT NAME - SHEET - (2)
PLOT DATE : 4/27/2016 3:32 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

CONCRETE BARRIER TEMPORARY PRECAST

25' TYP

200' TYP

TEMPORARY CRASH CUSHION

100' TYP

IH 94 WB

IH 94 EB

254 256 258 260 262 264 266 268

100' TYP

R11-2
48" X 30"
LANE CLOSED

TYPE III BARRICADE

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TRAFFIC CONTROL - IH 94 MEDIAN LANE CLOSURE (ALL STAGES)	SHEET 120	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\020604_TC_STH128_10210100.DWG
LAYOUT NAME - SHEET - (2)

PLOT DATE : 4/27/2016 3:32 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

SEE SDD TRAFFIC CONTROL
LANE CLOSURE, SPEED REDUCTION

100' TYP

50' TYP

25'

IH 94 WB

270 272 274 276 278 280 282 284

800'

270 272 274 276 278 280 282 284

IH 94 EB

1500'

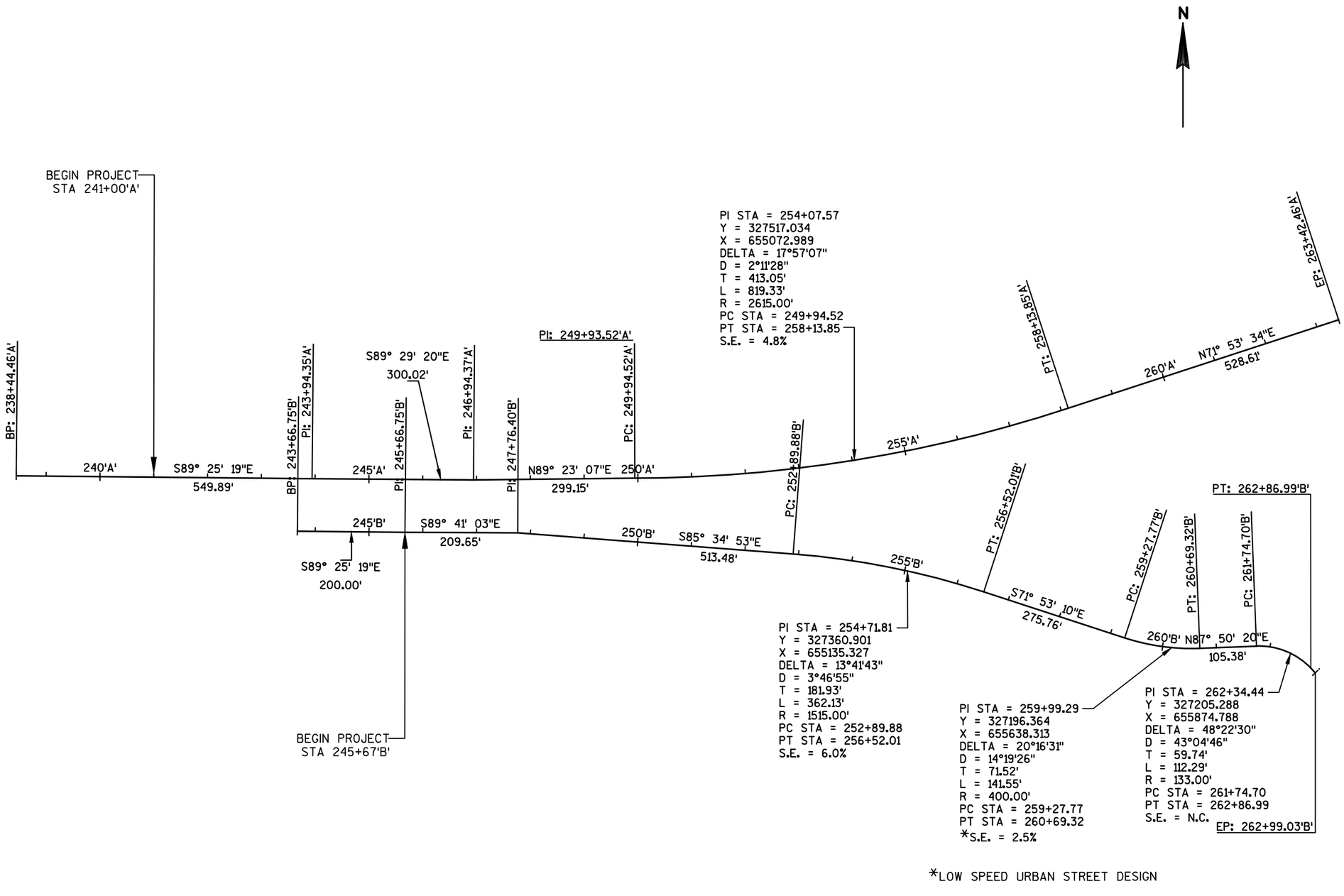
END
ROAD WORK
G20-2A
48"X24"

R11-2
48" X 30"
LANE
CLOSED

TYPE III BARRICADE

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	TRAFFIC CONTROL - IH 94 MEDIAN LANE CLOSURE (ALL STAGES)	SHEET 121	E

2



*LOW SPEED URBAN STREET DESIGN

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN: ALIGNMENT DETAILS	SHEET 122	E

2

N

PI STA = 264+79.91
Y = 327725.870
X = 656165.847
DELTA = 44°14'13"
D = 43°04'46"
T = 54.06'
L = 102.69'
R = 133.00'
PC STA = 264+25.85
PT STA = 265+28.54
S.E. = N.C.

PI STA = 266+97.04
Y = 327702.988
X = 656387.225
DELTA = 11°49'46"
D = 11°27'33"
T = 51.80'
L = 103.23'
R = 500.00'
PC STA = 266+45.24
PT STA = 267+48.47
S.E. = N.C.

PI STA = 273+00.30
Y = 327519.156
X = 656962.177
DELTA = 17°53'10"
D = 4°08'13"
T = 217.95'
L = 432.36'
R = 1385.00'
PC STA = 270+82.35
PT STA = 275+14.71
S.E. = 6.0%

BP: 264+13.82'C'
PC: 264+25.85'C'
PT: 265+28.54'C'
PC: 266+45.24'C'
PT: 267+48.47'C'
PC: 270+82.35'C'
PT: 275+14.71'C'
EP: 281+59.98'C'
265'C'
270'C'
275'C'
280'C'
S39° 51' 42"E
12.03'
S84° 05' 55"E
116.70'
S72° 16' 09"E
333.87'
N89° 50' 41"E
645.28'
EP: 270+51.30'

END RECONSTRUCT
STA 270+15'C'

END PROJECT
STA 280+54'C'

BP: 263+98.41'D'
PC: 264+52.37'D'
PT: 265+07.36'D'
265'D'
270'D'
N71° 45' 07"E
549.95'

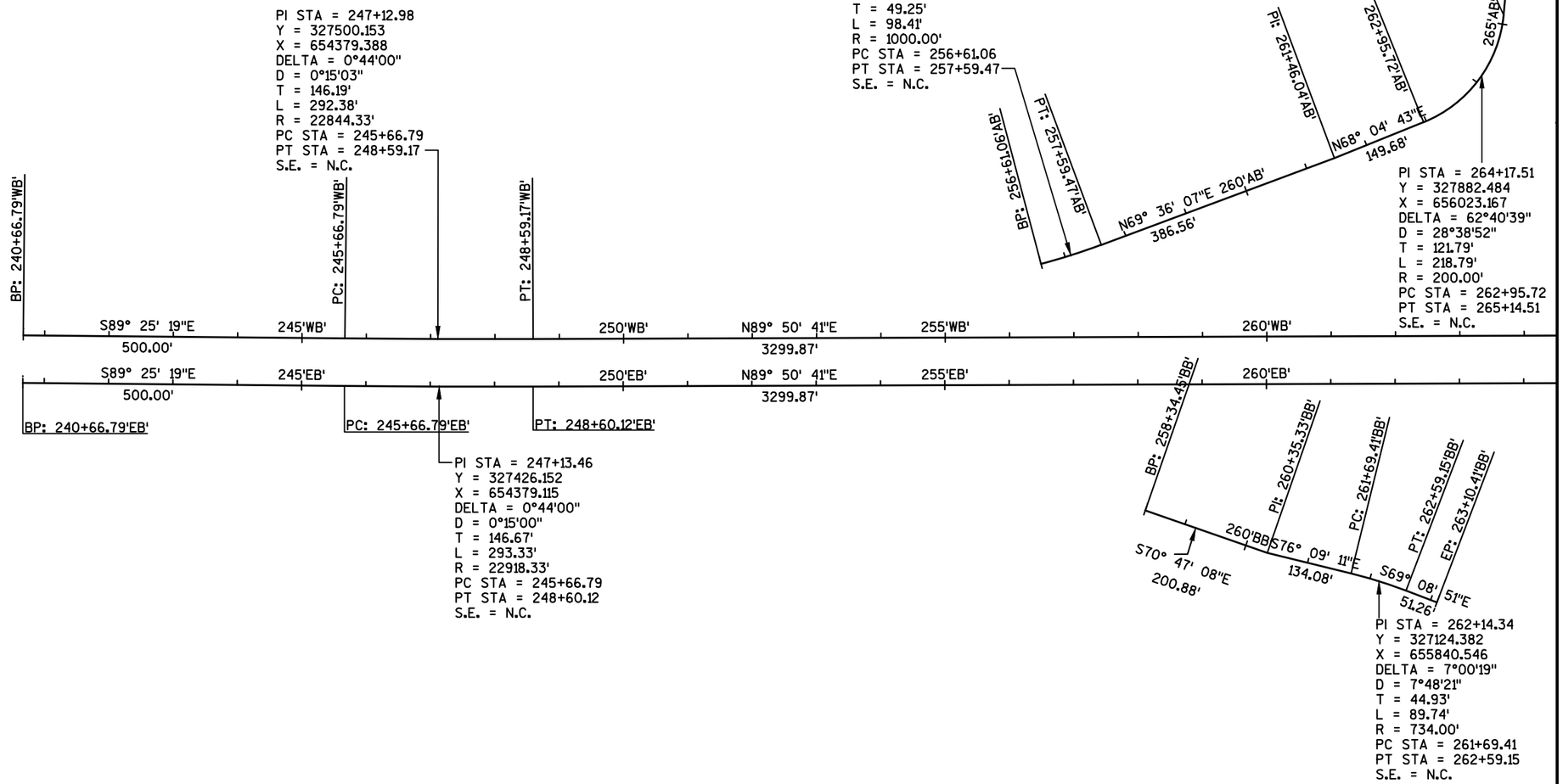
PI STA = 264+79.87
Y = 327158.927
X = 656163.392
DELTA = 3°09'02"
D = 5°43'46"
T = 27.50'
L = 54.99'
R = 1000.00'
PC STA = 264+52.37
PT STA = 265+07.36
S.E. = N.C.

END PROJECT
STA 268+00'D'

N74° 54' 10"E
53.96'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN: ALIGNMENT DETAILS	SHEET 123	E

2



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN: ALIGNMENT DETAILS	SHEET 124	E

2

N

PI STA = 264+94.83
Y = 327800.193
X = 656207.344
DELTA = 7°19'00"
D = 7°48'21"
T = 46.93'
L = 93.73'
R = 734.00'
PC STA = 264+47.90
PT STA = 265+41.63
S.E. = N.C.

BP: 263+96.91'CB'
PC: 264+47.90'CB'
PT: 265+41.63'CB'
PI: 267+36.49'CB'
EP: 270+15.00'CB'
265'CB'
S72° 07' 24"E
194.86'
S64° 48' 24"E
50.99'
S67° 41' 57"E
278.51'
270'CB'

PI STA = 283+99.83
Y = 327510.150
X = 658066.221
DELTA = 1°12'00"
D = 0°14'57"
T = 240.78'
L = 481.55'
R = 22992.33'
PC STA = 281+59.04
PT STA = 286+40.59
S.E. = N.C.

PC: 281+59.04'WB'
PT: 286+40.59'WB'
EP: 289+00.60'WB'
265'WB'
270'WB'
275'WB'
280'WB'
285'WB'
S88° 57' 19"E
260.01'

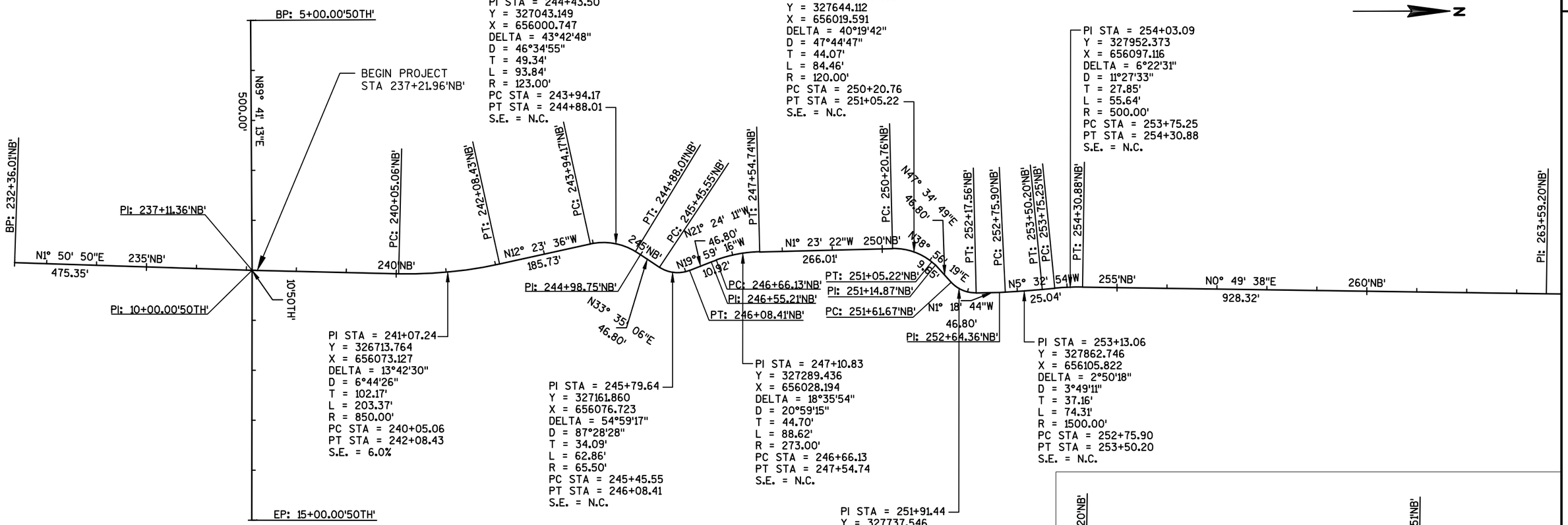
265'EB'
270'EB'
275'EB'
280'EB'
285'EB'
S88° 57' 19"E
260.01'

PC: 281+59.99'EB'
PT: 286+39.99'EB'
EP: 289+00.00'EB'

PI STA = 284+00.00
Y = 327436.148
X = 658065.647
DELTA = 1°12'00"
D = 0°15'00"
T = 240.01'
L = 480.00'
R = 22918.33'
PC STA = 281+59.99
PT STA = 286+39.99
S.E. = N.C.

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN: ALIGNMENT DETAILS	SHEET 125	E

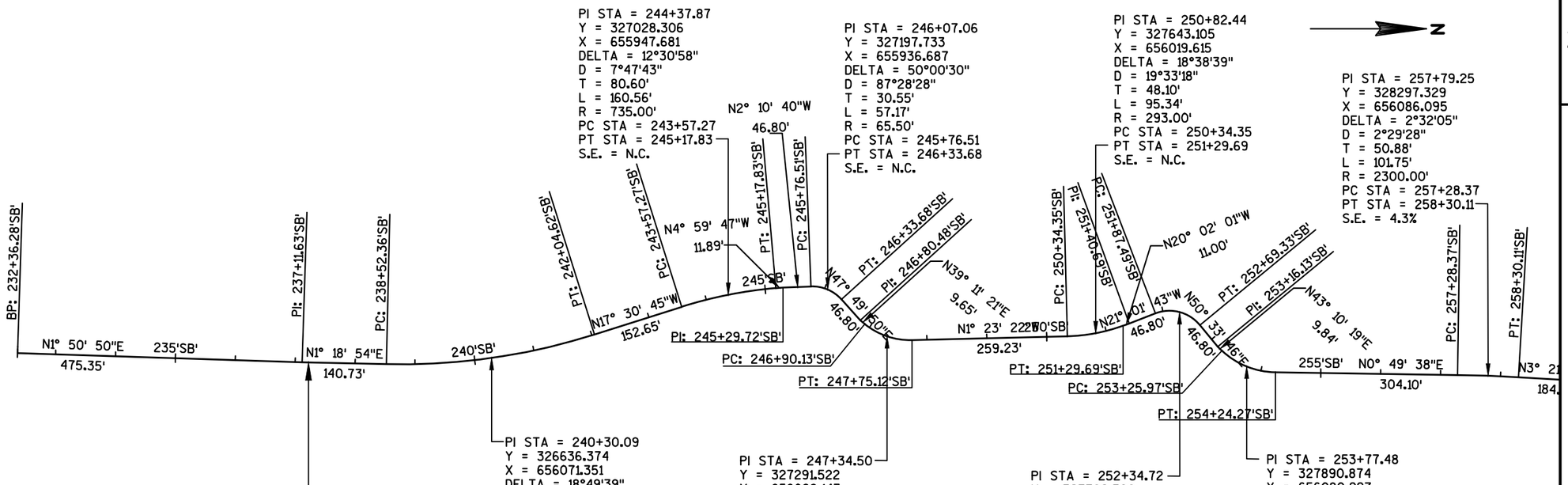
2

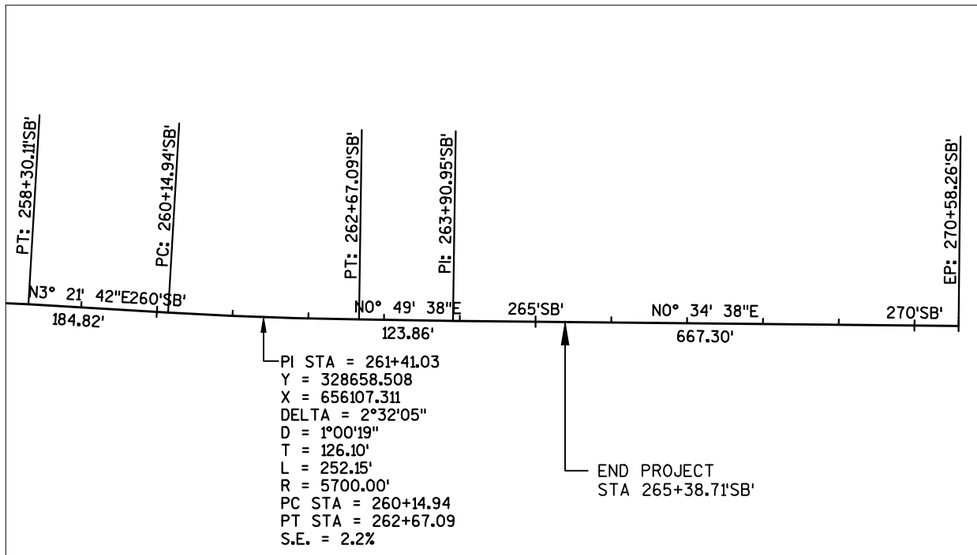


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN: ALIGNMENT DETAILS	SHEET 126	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\025103_ALI_STH128_10210100.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 4/29/2016 7:43 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2





PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN: ALIGNMENT DETAILS	SHEET 127	E

2

N

260'NB'

BP: 1+00.00'SR'

270'NB'

BP: 10+00.00'WD'

PC: 11+50.00'WD'

PT: 12+98.22'WD'

12'WD'

BP: 10+00.00'PR'

S89° 10' 22"E

85.00'

PC: 1+85.00'SR'

2'SR'

PI STA = 2+51.02
Y = 328879.018
X = 656261.535
DELTA = 20°47'07"
D = 15°54'56"
T = 66.02'
L = 130.60'
R = 360.00'
PC STA = 1+85.00
PT STA = 3+15.60
S.E. = N.C.

PI STA = 12+25.02
Y = 328625.420
X = 656245.764
DELTA = 21°46'31"
D = 14°41'28"
T = 75.02'
L = 148.22'
R = 390.00'
PC STA = 11+50.00
PT STA = 12+98.22
S.E. = N.C.

S72° 13' 19"E

65.00'

14'WD'

PRC: 3+15.60'SR'

PI: 10+65.00'PR'

EP: 14+64.87'WD'

S88° 41' 12"E

248.39'

4'SR'

12'PR'

PI STA = 4+77.97
Y = 328794.892
X = 656473.877
DELTA = 17°34'53"
D = 5°27'24"
T = 162.37'
L = 322.20'
R = 1050.00'
PC STA = 3+15.60
PT STA = 6+37.79
S.E. = N.C.

BP: 20+00.00'ED'

EP: 13+13.39'PR'

6'SR'

N0° 00' 00"W

379.93'

22'ED'

PT: 6+37.79'SR'

S85° 58' 08"E

178.74'

EP: 23+79.93'ED'

8'SR'

EP: 8+16.53'SR'

PI STA = 5+00.00
Y = 327174.720
X = 656090.656
DELTA = 360°00'00"
D = 65°28'51"
T = 0.00'
L = 549.78'
R = 87.50'
PC STA = 5+00.00
PT STA = 10+49.78
S.E. = N.C.

PI STA = 5+00.00
Y = 327728.382
X = 656122.803
DELTA = 359°59'59"
D = 65°28'51"
T = 0.00'
L = 549.78'
R = 87.50'
PC STA = 5+00.00
PT STA = 10+49.78
S.E. = N.C.

8'RS'

BP: 5+00.00'RS'

6'RS'

10'RS'

250'NB'

8'RN'

BP: 5+00.00'RN'

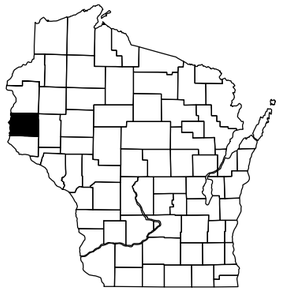
10'RN'

8'RN'

EP: 10+49.78'RS'

EP: 10+49.78'RN'

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN: ALIGNMENT DETAILS	SHEET 128	E



STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 1021-01-20

TOWN OF CADY

BALDWIN - MENOMONIE

IH 94

ST. CROIX COUNTY

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTIBLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON MON.
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
BRIDGE
PARCEL NUMBER
UTILITY NUMBER
EXISTING MONUMENT NUMBER
R/W BOUNDARY POINT NUMBER

CONVENTIONAL ABBREVIATIONS

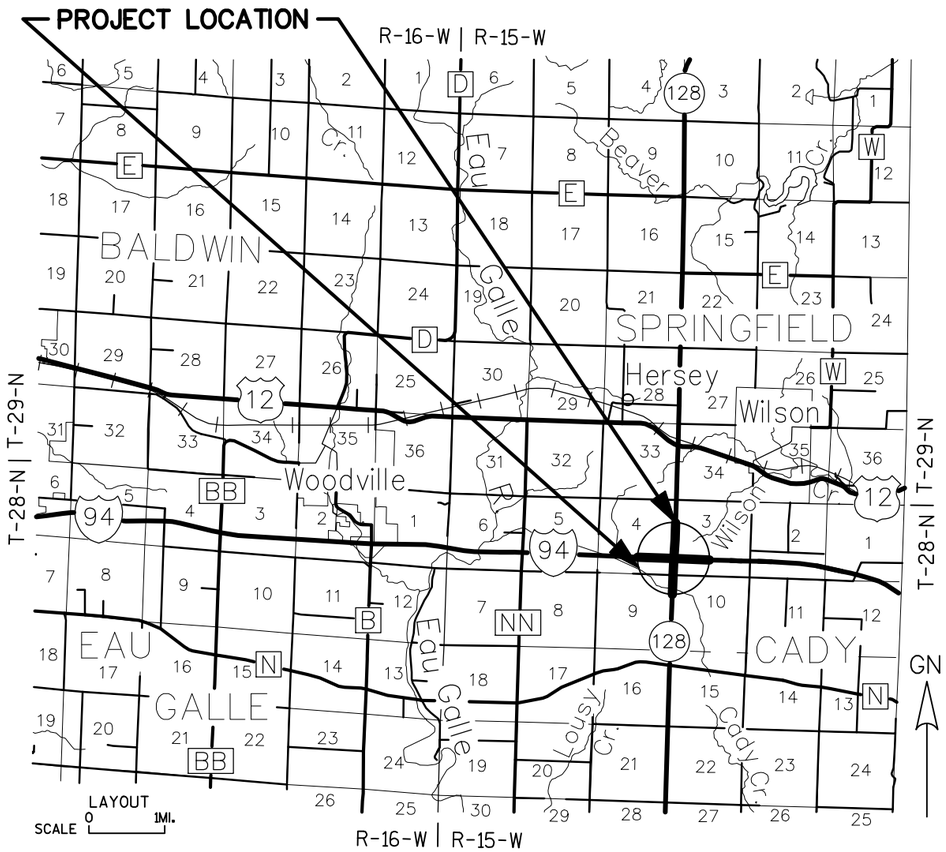
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RIGHT	RT
CENTERLINE	C/L	RIGHT OF WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC
CONCRETE	CONC	SEPTIC VENT	SEPV
COUNTY	CO	SQUARE FEET	SF
COUNTY TRUNK HIGHWAY	CTH	STATE TRUNK HIGHWAY	STH
DISTANCE	DIST	STATION	STA
CORNER	COR	SUBDIVISION	SUBD
DOCUMENT NUMBER	DOC	TANGENT	TAN
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY NUMBER	NGS NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ST. CROIX COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE 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.

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.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, 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 DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN EAU CLAIRE, WI.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING ACCESS CONTROL ALONG IH-94 AND S.T.H. 128 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECTS 7634-02-21 & I-94-1(2)0
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR IH-94 AND S.T.H. 128 ESTABLISHED FROM PREVIOUS PROJECTS 7634-02-21 & I-94-1(2)0

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1021-01-20 - 4.01
SHEET 2 OF 2
AMENDMENT NO:

129

FILE NAME : S:\SURVEY\LAND SURVEYS\2014 PROJECTS\WO#2 ID1021-01-00 IH-94 (STH 128 INTERSECTION) ST. CROIX COUNTY TPP\DRAWINGS\10210100_IH94-STH128_TPP.DWG
APPRAISAL PLAT DATE : APPRAISALPLATDATE
PLOT DATE : September 9, 2015
PLOT BY : KOLBY SCHERTZ
PLOT NAME : IH-94/S.T.H. 128
LAYOUT NAME - ****

TRANSPORTATION PROJECT PLAT NO: 1021-01-20 - 4.01

LOCATED IN PART OF THE SW 1/4 - SW 1/4 OF SECTION 3; AND PART OF THE SE 1/4 - SE 1/4 OF SECTION 4; ALL LOCATED IN TOWNSHIP 28 NORTH, RANGE 15 WEST, TOWN OF CADY, ST. CROIX COUNTY, WISCONSIN

RELOCATION ORDER IH 94 BALDWIN - MENOMONIE (STH 128 BRIDGE B-55-0021) ST. CROIX COUNTY

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.

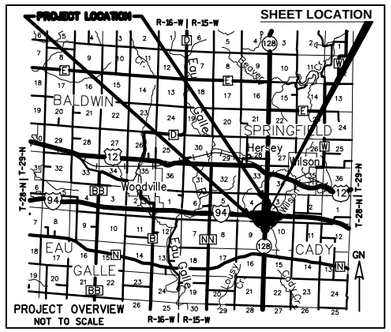
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
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.

1018441
BETH PABST
REGISTER OF DEEDS
ST. CROIX CO., WI
RECEIVED FOR RECORD
09/14/2015 1:07 PM
EXEMPT #
PAGES: 2

**The above recording information verifies that this document has been electronically recorded & returned to the submitter

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1021-01-20 - 4.01
SHEET 1 OF 2
AMENDMENT NO:___

PROJECT LOCATION — SHEET LOCATION



SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT				
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED
			NEW	EXISTING	TOTAL	
1	Merry Stockman	FEE, A.R.	41,739	-	41,739	-
2	Ebenezer Oaks, Inc.	FEE, A.R.	3,590	-	3,590	-

FND ALUM. MONUMENT
County Coordinates
Y = 328927.560
X = 650805.158

FND SURVEY SPINDLE
County Coordinates
Y = 328952.704
X = 656110.457

FND ALUM. MONUMENT
County Coordinates
Y = 328935.724
X = 661400.784

QUARTER LINE — QUARTER LINE — SECTION LINE

BEGIN PROJECT 1021-01-20 (157)
STA. 250+93.08"EB", 0.00' RT. (IH-94)
Y = 327427.181
X = 654758.740
=STA 250+89.77 (PROJECT I-94-1(2)0)

END PROJECT 1021-01-20 (158)
STA. 277+46.51"EB", 0.00' RT. (IH-94)
Y = 327434.376
X = 657412.162
=STA 277+59.86 (PROJECT I-94-I(2)0)

SEE SHEET 4.02

IH "94"EB

255+00"EB" — 260+00"EB" — 265+00"EB" — 270+00"EB" — 275+00"EB"

40 LINE

250+93.48"B"
Y=327390.049
654758.114

R/L= S85°34'53"E — 196.37'

R/L= N89°50'41"E

263+59.11"EB"=
PI: 248+51.26"NB"
Y=327430.614
X=656024.769

PT: 247+54.74

264+17.99

2653.43'

270+57.31"D"
Y=327339.744
X=656711.803

270+00"D"

549.95'

R/L= N71°45'07"E

VARIES — C1 — 255+00"B" — R/L= S71°53'10"E — 275.76'

C2 — 260+00"B" — R/L= N87°50'20"E — 105.38'

C3 — PC: 246+66.13 — PI: 246+55.21 — PT: 246+06.41

C4 — 263+98.41"D"
Y=327137.710
X=656084.745

262+99.03"B"
Y=327153.476
X=655924.451

PC: 245+45.55 — PT: 244+98.15 — PT: 244+88.01

PROP401 — 120.00' — PROP421 — 110.00'

156 — PROP400 — 155 — 154 — PROP402 — 153 — PROP420 — 159

PC: 243+94.17

PT: 242+08.43

PROP419 — PROP418 — PC: 240+05.06 — 152 — 160

PROP405 — 151 — 150 — PROP416 — 161

149 — 8+06.41

5+00.00=
Y=326315.262
X=655564.051

11+34.57

15+00.00=
Y=326317.364
X=656564.043

33.00' — 50TH AVE. — 500.00' — R/L= N89°41'13"E — R/L= S89°55'40"E

SECTION LINE — 5+00 — 15+00 — SECTION LINE

BEGIN PROJECT 1021-01-20
STA. 237+11.36"NB", 0.00' RT. (S.T.H. 128)
STA. 10+00.00, 0.00' RT. (50TH AVE.)
FND SURVEY SPINDLE
County Coordinates
Y = 326317.993
X = 656064.043
=STA 237+11.36 (PROJECT 7634-02-21)

TOWN

CADY

S.T.H. "128"

OF

SE-SE SEC-4 — SW-SW SEC-3

V.2930, P.321 — V.2930, P.321 — V.1096, P.101

100.00' — 293.70' — R/L= N1°18'54"E

GRID NORTH

SCALE, FEET
0 — 100 — 200

FND SURVEY SPINDLE
County Coordinates
Y = 331515.172
X = 653491.411

FND SURVEY SPINDLE
County Coordinates
Y = 326303.539
X = 653418.058

FND ALUM. MONUMENT
County Coordinates
Y = 331559.921
X = 658779.538

FND SURVEY SPINDLE
County Coordinates
Y = 326314.638
X = 658730.022

B RAMP R/L CURVE DATA
CURVE 1
PI = 254+71.81
Y = 327360.901
X = 655135.327
æ= 13Á41'43"
D = 3Á46'55"
T = 181.93'
L = 362.13'
R = 1515.00'
LCH = 361.27'
LCB = S78Á44'01"E
PC = 252+89.88
PT = 256+52.01

B RAMP R/L CURVE DATA
CURVE 2
PI = 259+99.29
Y = 327196.364
X = 655638.313
æ= 20Á16'31"
D = 14Á19'26"
T = 71.52'
L = 141.55'
R = 400.00'
LCH = 140.81'
LCB = S82Á01'25"E
PC = 259+27.77
PT = 260+69.32

B RAMP R/L CURVE DATA
CURVE 3
PI = 262+34.44
Y = 327205.288
X = 655874.788
æ= 48Á22'30"
D = 43Á04'46"
T = 59.74'
L = 112.29'
R = 133.00'
LCH = 108.99'
LCB = S67Á58'26"E
PC = 261+74.70
PT = 262+86.99

S.T.H. 128 NB R/L CURVE DATA
CURVE 4
PI = 264+79.87
Y = 327158.927
X = 656163.392
æ= 3Á09'02"
D = 5Á43'46"
T = 27.50'
L = 54.99'
R = 1000.00'
LCH = 54.98'
LCB = N73Á19'39"E
PC = 264+52.37
PT = 265+07.36

S.T.H. 128 NB R/L CURVE DATA
CURVE 5
PI = 241+07.24
Y = 326713.764
X = 656073.127
æ= 13Á42'30"
D = 6Á14'26"
T = 102.17'
L = 203.37'
R = 850.00'
LCH = 202.88'
LCB = N5Á52'21"W
PC = 240+05.06
PT = 242+08.43

S.T.H. 128 NB R/L CURVE DATA
CURVE 6
PI = 244+43.50
Y = 327043.149
X = 656000.747
æ= 43Á42'48"
D = 46Á34'55"
T = 49.34'
L = 93.84'
R = 123.00'
LCH = 91.58'
LCB = N9Á27'48"E
PC = 243+94.17
PT = 244+88.01

S.T.H. 128 NB R/L CURVE DATA
CURVE 7
PI = 245+79.64
Y = 327161.860
X = 656076.723
æ= 54Á59'17"
D = 87Á28'28"
T = 34.09'
L = 62.86'
R = 65.50'
LCH = 60.48'
LCB = N6Á05'27"E
PC = 245+45.55
PT = 246+08.41

S.T.H. 128 NB R/L CURVE DATA
CURVE 8
PI = 247+10.83
Y = 327289.436
X = 656028.194
æ= 18Á35'54"
D = 20Á59'15"
T = 44.70'
L = 88.62'
R = 273.00'
LCH = 88.23'
LCB = N10Á41'19"W
PC = 246+66.13
PT = 247+54.74

STATION & OFFSET TABLE TO 50TH AVE ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
150	8+06.41	39.35' LT	326356.280	655870.238
151	9+02.37	84.98' LT	326402.442	655965.955
160	10+63.92	179.93' LT	326497.842	656128.187
PROP416	11+34.21	33.00' LT	326350.824	656198.296

STATION & OFFSET TABLE TO EB IH-94 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
153	262+22.07	463.91 RT'	326966.283	655868.868
154	261+46.29	372.58 RT'	327057.407	655792.840
155	255+52.07	178.81 RT'	327249.565	655198.099
156	252+70.12	120.00 RT'	327307.607	654915.985
159	277+64.84	110.00 RT'	327324.372	657410.674
PROP401	251+10.97	120.00 RT'	327307.176	654756.839
PROP420	265+33.33	418.65 RT'	327012.387	656180.008
PROP421	275+19.94	110.00 RT'	327323.708	657165.777

STATION & OFFSET TABLE TO NB S.T.H. "128" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
150	237+45.19	194.63' LT	326356.280	655870.238
151	237+93.54	100.00' LT	326402.442	655965.955
152	241+12.09	94.02' LT	326708.826	655972.988
153	243+95.34	145.31' LT	326966.283	655868.868
154	244+33.82	217.54' LT	327057.407	655792.840
160	238+92.63	60.00' RT	326497.842	656128.187
PROP416	237+47.26	133.46' RT	326350.824	656198.296
PROP419	240+64.97	102.36' RT	326676.367	656172.295
PROP420	243+74.98	168.48' RT	327012.387	656180.008

BASIS OF EXISTING R/W TABLE				
ROAD NAME	PROJECT / SURVEY	P=PARCEL L=LOT NO.	VOL./PAGE	YEAR
I-94	I-94-I(2)0	116	-	-
S.T.H. 128	I-94-I(2)0	116	-	-
S.T.H. 128	7634-02-21	35	640/298	1981
S.T.H. 128	7634-02-21	36	638/441	1981
S.T.H. 128	7634-02-21	37	-	-
50TH AVE	7634-02-21	35	640/298	1981
50TH AVE	7634-02-21	36	638/441	1981

EXISTING MONUMENTS			
Point #	Y	X	DESCRIPTION
PROP400	327308.014	655065.984	1" IRON PIPE
PROP401	327307.176	654756.839	1" IRON PIPE
PROP402	327012.712	655979.963	1" IRON PIPE
PROP405	326350.451	655964.762	1" IRON PIPE
PROP416	326350.824	656198.296	1" IRON PIPE
PROP418	326677.285	656132.306	1" IRON PIPE
PROP419	326676.367	656172.295	1" IRON PIPE
PROP420	327012.387	656180.008	1" IRON PIPE
PROP421	327323.708	657165.777	1" IRON PIPE

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	12.03'	S43°47'11"E
L2	53.96'	N74°54'10"E
L3	185.73'	N12°23'36"W
L4	10.75'	N31°19'12"E
L5	46.80'	N33°35'06"E
L6	46.80'	N21°24'11"W
L7	10.92'	N19°59'16"W
L8	266.01'	N01°23'22"W

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
107-149	S 89°41'13" W	193.59'
149-150	N 00°18'47" W	39.35'
150-151	N 64°15'11" E	106.27'
151-152	N 01°18'54" E	306.46'
152-153	N 22°01'09" W	277.71'
153-154	N 39°50'22" W	118.68'
154-155	N 72°05'41" W	625.01'
155-156	N 78°22'27" W	288.02'
156-PROP401	S 89°50'41" W	159.15'
PROP401-157	N 00°54'28" E	120.02'
157-158	N 89°50'41" E	2,653.43'
158-159	S 00°46'31" W	110.02'
159-PROP421	S 89°50'41" W	244.90'
PROP421-PROP420	S 72°28'23" W	1,033.76'
PROP420-PROP419	S 01°18'54" W	336.11'
PROP419-160	S 13°52'41" W	183.89'
160-PROP416	S 25°29'44" E	162.88'
PROP416-161	S 00°33'18" E	33.00'
161-107	N 89°55'40" W	134.57'

SECTION COURSE TABLE		
COURSE	BEARING	DISTANCE
107-108	S 89°41'13" W	2646.02'
108-101	N 00°48'23" E	5212.15'
107-106	S 89°55'40" E	2665.98'
106-103	N 00°32'27" E	5245.52'
107-111	N 01°00'33" E	2635.12'
111-100	S 89°43'42" W	5305.36'
111-104	S 89°48'58" E	5290.35'

QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 9/9/2015
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

WISCONSIN — KOLBY F. SCHERTZ — S-2862 — SEYMOUR — WI — LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION
SIGNATURE: _____ DATE: _____, 2015
PRINT NAME: MICHAEL PILLER

FILE NAME : S:\SURVEY\LAND SURVEYS\2014 PROJECTS\WO#2 ID1021-01-00 IH-94 (STH 128 INTERSECTION) ST. CROIX COUNTY TPP\DRAWINGS\10210100_IH94-STH128_TPP.DWG PLOT DATE : September 9, 2015 PLOT BY : KOLBY SCHERTZ PLOT NAME : IH 94/S.T.H. 128 PLOT SCALE : 1" = 100'
APPRAISAL PLAT DATE : _____

1021-01-20 - 4.01

QUEST
Civil Engineers, LLC

320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 9/22/2015
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION

SIGNATURE: _____ DATE: 9/22/2015
PRINT NAME: MICHAEL PILLER

WISCONSIN · KOLBY F. SCHERTZ · S-2862 · SEYMOUR WI · LAND SURVEYOR

TRANSPORTATION PROJECT PLAT NO: 1021-01-20 - 4.02

PART OF THE SE 1/4 - SE 1/4 AND THE NE 1/4 - SE 1/4 OF SECTION 4; AND PART OF LOT 1 OF OF CSM NO. 5754, VOL. 25, PAGE 5754 LOCATED IN AND INCLUDING THE NW 1/4 - SW 1/4 OF SECTION 3; ALL LOCATED IN TOWNSHIP 28 NORTH, RANGE 15 WEST, TOWN OF CADY, ST. CROIX COUNTY, WISCONSIN

RELOCATION ORDER IH 94 BALDWIN - MENOMONIE (STH 128 BRIDGE B-55-0021) ST. CROIX COUNTY

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.

1018986
BETH PABST
REGISTER OF DEEDS
ST. CROIX CO., WI
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PAGES: 1

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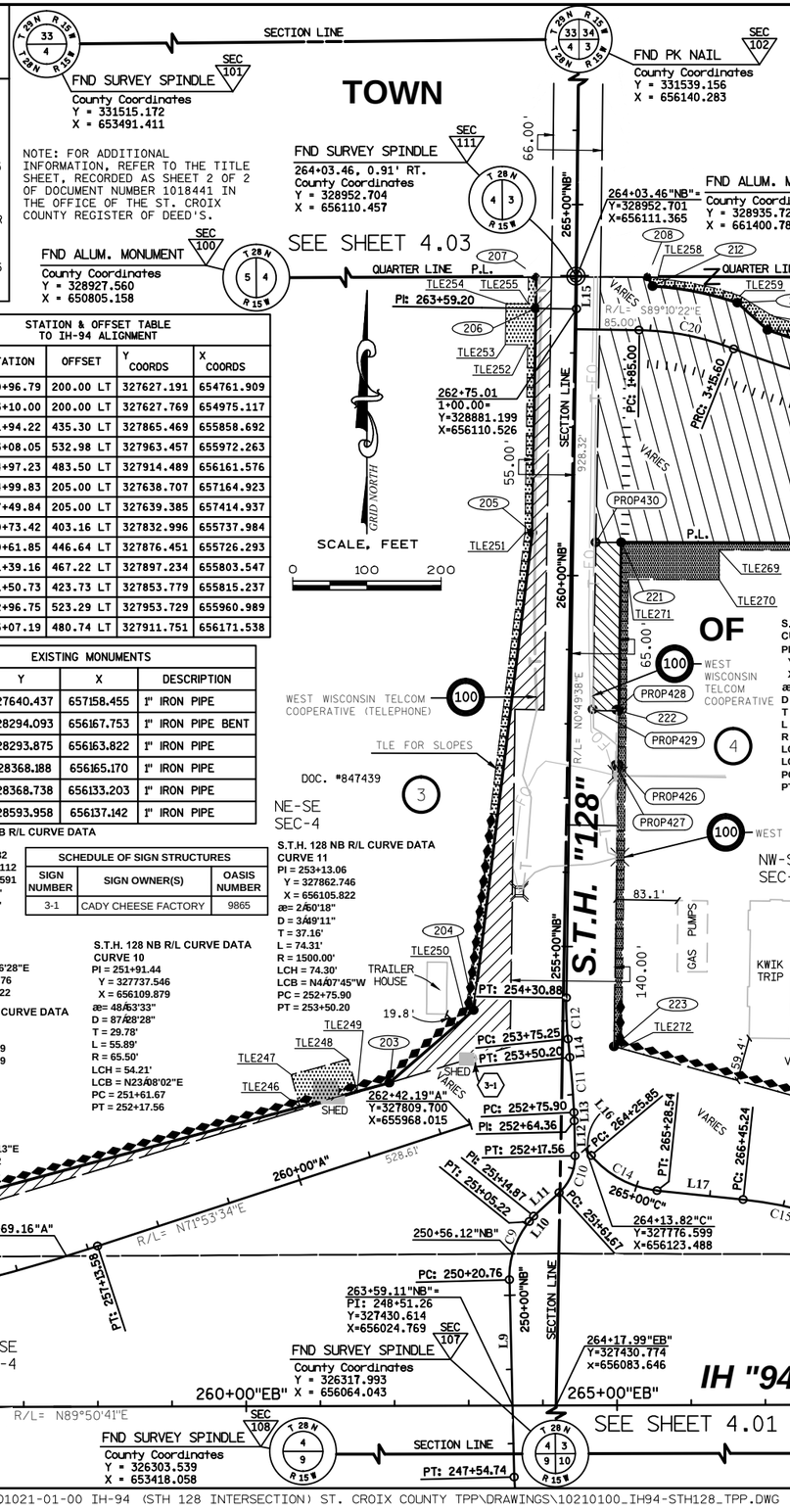
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1021-01-20 - 4.02
AMENDMENT NO:___



FILE NAME : S:\SURVEY\LAND SURVEYS\2014 PROJECTS\WO#2 ID1021-01-00 IH-94 (STH 128 INTERSECTION) ST. CROIX COUNTY TPP\DRAWINGS\10210100_IH94-STH128_TPP.DWG PLOT DATE : September 22, 2015 PLOT BY : KOLBY SCHERTZ PLOT NAME : IH 94/S.T.H. 128 PLOT SCALE : 1" = 100'
APPRAISAL PLAT DATE : _____

TRANSPORTATION PROJECT PLAT NO: 1021-01-20 - 4.03

PART OF THE SE 1/4 - NE 1/4 OF SECTION 4; AND PART OF THE SW 1/4 - NW 1/4 OF SECTION 3; ALL LOCATED IN TOWNSHIP 28 NORTH, RANGE 15 WEST, TOWN OF CADY, ST. CROIX COUNTY, WISCONSIN

RELOCATION ORDER IH 94 BALDWIN - MENOMONIE (STH 128 BRIDGE B-55-0021) ST. CROIX COUNTY

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.

1018987
BETH PABST
REGISTER OF DEEDS
ST. CROIX CO., WI
RECEIVED FOR RECORD
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PAGES: 1

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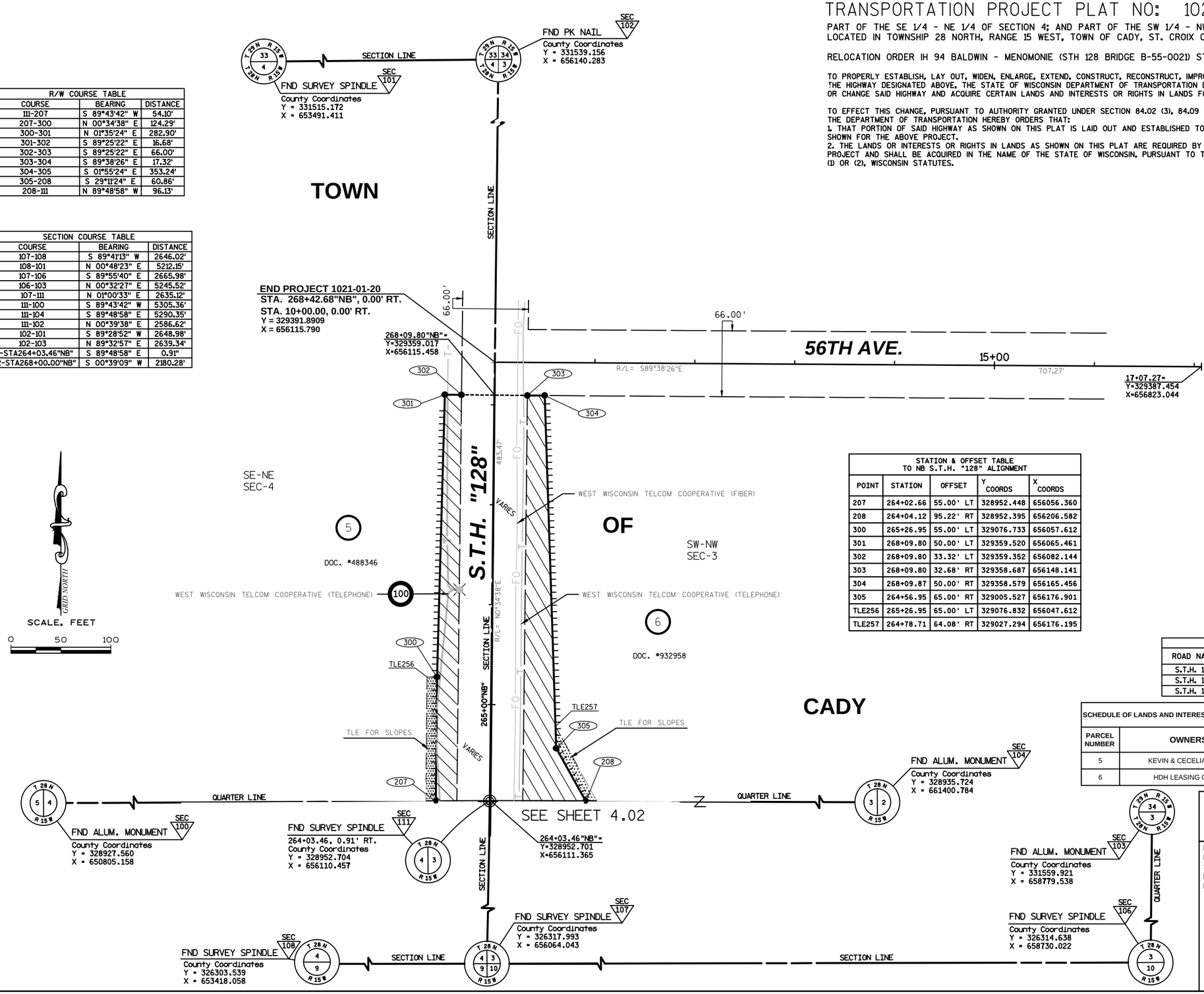
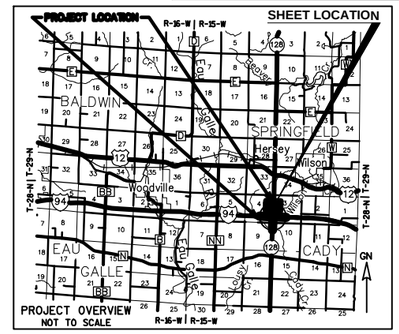
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1021-01-20 - 4.03
AMENDMENT NO:___

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
111-207	S 89°43'42" W	54.10'
207-300	N 00°34'38" E	124.29'
300-301	N 01°35'24" E	282.90'
301-302	S 89°25'22" E	16.68'
302-303	S 89°25'22" E	66.00'
303-304	S 89°38'26" E	17.32'
304-305	S 01°55'24" E	353.24'
305-208	S 29°11'24" E	60.86'
208-111	N 89°48'58" W	96.13'

SECTION COURSE TABLE		
COURSE	BEARING	DISTANCE
107-108	S 89°41'13" W	2646.02'
108-101	N 00°48'23" E	5212.15'
107-106	S 89°55'40" E	2665.98'
106-103	N 00°32'27" E	5245.52'
107-111	N 01°00'33" E	2635.12'
111-100	S 89°43'42" W	5305.36'
111-104	S 89°48'58" E	5290.35'
111-102	N 00°39'38" E	2586.62'
102-101	S 89°28'52" W	2648.98'
102-103	N 89°32'57" E	2639.34'
111-STA264+03.46"NB"	S 89°48'58" E	0.91"
102-STA268+00.00"NB"	S 00°39'09" W	2180.28'





STATION & OFFSET TABLE TO NB S.T.H. "128" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
207	264+02.66	55.00' LT	328952.448	656056.360
208	264+04.12	95.22' RT	328952.395	656206.582
300	265+26.95	55.00' LT	329076.733	656057.612
301	268+09.80	50.00' LT	329359.520	656065.461
302	268+09.80	33.32' LT	329359.352	656082.144
303	268+09.80	32.68' RT	329358.687	656148.141
304	268+09.87	50.00' RT	329358.579	656165.456
305	264+56.95	65.00' RT	329005.527	656176.901
TLE256	265+26.95	65.00' LT	329076.832	656047.612
TLE257	264+78.71	64.08' RT	329027.294	656176.195

NOTE: FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1018441 IN THE OFFICE OF THE ST. CROIX COUNTY REGISTER OF DEED'S.

UTILITY INTERESTS REQUIRED		
UTILITY #	OWNER(S)	INTEREST REQUIRED
100	WEST WISCONSIN TELCOM COOPERATIVE	RELEASE OF RIGHTS

UTILITY INTEREST TABLE			
UTILITY #	PARCEL #	INTEREST DESCRIPTION	RECORDING DATA
100	5	NO EASEMENT OF RECORD	---

BASIS OF EXISTING R/W TABLE				
ROAD NAME	PROJECT / SURVEY	P=PARCEL L=LOT NO.	VOL./PAGE	YEAR
S.T.H. 128	I-94-1(2)0	117	339/493	1957
S.T.H. 128	I-94-1(2)0	120	339/493	1957
S.T.H. 128	BY WIS. STATUTE 82.31 (2)	-	-	-

SCHEDULE OF LANDS AND INTERESTS REQUIRED			OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT			
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED
			NEW	EXISTING	TOTAL	
5	KEVIN & CECELIA LUND	FEE, TLE, A.R.	7,997	-	7,997	1,244
6	HDH LEASING CORP	FEE, TLE, A.R.	11,396	-	11,396	734

QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE:9/22/2015
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION

SIGNATURE: _____ DATE: _____ '2015
PRINT NAME: MICHAEL PILLER

132

FILE NAME : S:\SURVEY\LAND SURVEYS\2014 PROJECTS\WO#2 ID1021-01-00 IH-94 (STH 128 INTERSECTION) ST. CROIX COUNTY TPP\DRAWINGS\10210100_IH94-STH128_TPP.DWG PLOT DATE : September 22, 2015 PLOT BY : KOLBY SCHERTZ PLOT NAME : IH 94/S.T.H. 128 PLOT SCALE : 1" = 50'
APPRAISAL PLAT DATE : ----------

DATE 20SEP16 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	1021-01-70 QUANTITY
0010	201.0105	Clearing	STA	32.000	32.000
0020	201.0205	Grubbing	STA	32.000	32.000
0030	203.0100	Removing Small Pipe Culverts	EACH	10.000	10.000
0040	203.0200	Removing Old Structure (station) 01. Sta. 248+88	LS	1.000	1.000
0050	204.0110	Removing Asphaltic Surface	SY	3,470.000	3,470.000
0060	204.0150	Removing Curb & Gutter	LF	464.000	464.000
0070	204.0170	Removing Fence	LF	2,960.000	2,960.000
0080	204.0180	Removing Delineators and Markers	EACH	80.000	80.000
0090	204.0220	Removing Inlets	EACH	1.000	1.000
0100	205.0100	Excavation Common	CY	36,243.000	36,243.000
0110	206.1000	Excavation for Structures Bridges (structure) 01. B-55-266	LS	1.000	1.000
0120	208.0100	Borrow	CY	68,648.000	68,648.000
0130	208.1100	Select Borrow	CY	9,242.000	9,242.000
0140	209.0100	Backfill Granular	CY	3,330.000	3,330.000
0150	210.0100	Backfill Structure	CY	557.000	557.000
0160	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1021-01-70	LS	1.000	1.000
0170	213.0100	Finishing Roadway (project) 01. 1021-01-70	EACH	1.000	1.000
0180	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,300.000	3,300.000
0190	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	36,565.000	36,565.000
0200	311.0115	Breaker Run	CY	2,779.000	2,779.000
0210	312.0115	Select Crushed Material	CY	19,324.000	19,324.000
0220	405.0100	Coloring Concrete WisDOT Red	CY	592.000	592.000
0230	415.1410	Concrete Pavement Approach Slab HES	SY	128.000	128.000
0240	416.0512	Concrete Truck Apron 12-Inch	SY	1,690.000	1,690.000
0250	440.4410	Incentive IRI Ride	DOL	5,180.000	5,180.000
0260	450.4000	HMA Cold Weather Paving	TON	18,525.000	18,525.000
0270	455.0605	Tack Coat	GAL	3,100.000	3,100.000
0280	460.2000	Incentive Density HMA Pavement	DOL	11,860.000	11,860.000
0290	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	28.000	28.000
0300	465.0125	Asphaltic Surface Temporary	TON	1,590.000	1,590.000
0310	465.0315	Asphaltic Flumes	SY	175.000	175.000
0320	465.0400	Asphaltic Shoulder Rumble Strips	LF	1,640.000	1,640.000
0330	501.1000.S	Ice Hot Weather Concreting	LB	6,135.000	6,135.000
0340	502.0100	Concrete Masonry Bridges	CY	818.000	818.000
0350	502.3200	Protective Surface Treatment	SY	1,498.000	1,498.000
0360	502.3210	Pigmented Surface Sealer	SY	216.000	216.000
0370	503.0146	Prestressed Girder Type I 45W-Inch	LF	2,113.000	2,113.000
0380	505.0100	Bar Steel Reinforcement Structures	LB	10,240.000	10,240.000
0390	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	139,310.000	139,310.000
0400	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	36.000	36.000
0410	506.4000	Steel Diaphragms (structure) 01. B-55-266	EACH	32.000	32.000
0420	511.1200	Temporary Shoring (structure) 01. B-55-266	SF	125.000	125.000
0430	516.0500	Rubberized Membrane Waterproofing	SY	31.000	31.000
0440	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	5.000	5.000
0450	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	3.000	3.000

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DATE 20SEP16 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	1021-01-70 QUANTITY
0460	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	1.000	1.000
0470	522.0112	Culvert Pipe Reinforced Concrete Class III 12-Inch	LF	44.000	44.000
0480	522.0115	Culvert Pipe Reinforced Concrete Class III 15-Inch	LF	120.000	120.000
0490	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	242.000	242.000
0500	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	258.000	258.000
0510	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	94.000	94.000
0520	522.0336	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	176.000	176.000
0530	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	9.000	9.000
0540	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	3.000	3.000
0550	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	8.000	8.000
0560	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	7.000	7.000
0570	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000
0580	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000	2.000
0590	529.0124	Culvert Pipe Corrugated Steel Aluminum Coated 24-Inch	LF	96.000	96.000
0600	529.0130	Culvert Pipe Corrugated Steel Aluminum Coated 30-Inch	LF	32.000	32.000
0610	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	2,695.000	2,695.000
0620	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	560.000	560.000
0630	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	5,245.000	5,245.000
0640	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	1,491.000	1,491.000
0650	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	239.000	239.000
0660	601.0582	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type T	LF	1,095.000	1,095.000
0670	602.0410	Concrete Sidewalk 5-Inch	SF	9,471.000	9,471.000
0680	602.0415	Concrete Sidewalk 6-Inch	SF	36,118.000	36,118.000
0690	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	168.000	168.000
0700	603.8000	Concrete Barrier Temporary Precast Delivered	LF	9,400.000	9,400.000
0710	603.8125	Concrete Barrier Temporary Precast Installed	LF	9,400.000	9,400.000
0720	604.0500	Slope Paving Crushed Aggregate	SY	538.000	538.000
0730	606.0200	Riprap Medium	CY	127.000	127.000
0740	608.0212	Storm Sewer Pipe Reinforced Concrete Class II 12-Inch	LF	1,213.000	1,213.000
0750	608.0215	Storm Sewer Pipe Reinforced Concrete Class II 15-Inch	LF	52.000	52.000
0760	611.0606	Inlet Covers Type B	EACH	3.000	3.000
0770	611.0624	Inlet Covers Type H	EACH	4.000	4.000
0780	611.0627	Inlet Covers Type HM	EACH	4.000	4.000
0790	611.0652	Inlet Covers Type T	EACH	5.000	5.000
0800	611.0660	Inlet Covers Type WM	EACH	17.000	17.000

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DATE 20SEP16 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	1021-01-70 QUANTITY
0810	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0820	611.3225	Inlets 2x2.5-FT	EACH	21.000	21.000
0830	611.3230	Inlets 2x3-FT	EACH	11.000	11.000
0840	611.8120.S	Cover Plates Temporary	EACH	20.000	20.000
0850	612.0212	Pipe Underdrain Unperforated 12-Inch	LF	396.000	396.000
0860	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	847.000	847.000
0870	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	4.000	4.000
0880	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	2.000	2.000
0890	614.0230	Steel Thrie Beam	LF	250.000	250.000
0900	614.0905	Crash Cushions Temporary	EACH	21.000	21.000
0910	614.0920	Salvaged Rail	LF	1,990.000	1,990.000
0920	616.0100	Fence Woven Wire (height) 01. 4.5-FT	LF	2,600.000	2,600.000
0930	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1021-01-70	EACH	1.000	1.000
0940	619.1000	Mobilization	EACH	1.000	1.000
0950	620.0300	Concrete Median Sloped Nose	SF	490.000	490.000
0960	624.0100	Water	MGAL	300.000	300.000
0970	625.0500	Salvaged Topsoil	SY	81,910.000	81,910.000
0980	627.0200	Mulching	SY	43,625.000	43,625.000
0990	628.1504	Silt Fence	LF	10,625.000	10,625.000
1000	628.1520	Silt Fence Maintenance	LF	10,625.000	10,625.000
1010	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
1020	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
1030	628.2004	Erosion Mat Class I Type B	SY	21,060.000	21,060.000
1040	628.2023	Erosion Mat Class II Type B	SY	18,630.000	18,630.000
1050	628.6510	Soil Stabilizer Type B	ACRE	2.400	2.400
1060	628.7005	Inlet Protection Type A	EACH	5.000	5.000
1070	628.7010	Inlet Protection Type B	EACH	2.000	2.000
1080	628.7015	Inlet Protection Type C	EACH	27.000	27.000
1090	628.7504	Temporary Ditch Checks	LF	504.000	504.000
1100	628.7555	Culvert Pipe Checks	EACH	11.000	11.000
1110	628.7560	Tracking Pads	EACH	5.000	5.000
1120	629.0210	Fertilizer Type B	CWT	60.000	60.000
1130	630.0130	Seeding Mixture No. 30	LB	1,477.000	1,477.000
1140	630.0200	Seeding Temporary	LB	3,015.000	3,015.000
1150	630.0300	Seeding Borrow Pit	LB	400.000	400.000
1160	633.0100	Delineator Posts Steel	EACH	80.000	80.000
1170	633.0500	Delineator Reflectors	EACH	92.000	92.000
1180	633.5200	Markers Culvert End	EACH	36.000	36.000
1190	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	89.000	89.000
1200	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	16.000	16.000
1210	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	8.000	8.000
1220	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	5.000	5.000
1230	635.0200	Sign Supports Structural Steel HS	LB	1,172.000	1,172.000
1240	636.0100	Sign Supports Concrete Masonry	CY	1.800	1.800
1250	636.0500	Sign Supports Steel Reinforcement	LB	100.000	100.000
1260	637.2210	Signs Type II Reflective H	SF	803.530	803.530
1270	637.2215	Signs Type II Reflective H Folding	SF	30.000	30.000
1280	637.2230	Signs Type II Reflective F	SF	219.380	219.380
1290	638.2101	Moving Signs Type I	EACH	1.000	1.000
1300	638.2602	Removing Signs Type II	EACH	47.000	47.000
1310	638.3000	Removing Small Sign Supports	EACH	54.000	54.000

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DATE 20SEP16 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	1021-01-70 QUANTITY
1320	638.3100	Removing Structural Steel Sign Supports	EACH	1.000	1.000
1330	642.5201	Field Office Type C	EACH	1.000	1.000
1340	643.0100	Traffic Control (project) 01. 1021-01-70	EACH	1.000	1.000
1350	643.0300	Traffic Control Drums	DAY	36,600.000	36,600.000
1360	643.0420	Traffic Control Barricades Type III	DAY	1,900.000	1,900.000
1370	643.0705	Traffic Control Warning Lights Type A	DAY	2,300.000	2,300.000
1380	643.0715	Traffic Control Warning Lights Type C	DAY	3,000.000	3,000.000
1390	643.0800	Traffic Control Arrow Boards	DAY	520.000	520.000
1400	643.0900	Traffic Control Signs	DAY	10,900.000	10,900.000
1410	643.0910	Traffic Control Covering Signs Type I	EACH	2.000	2.000
1420	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
1430	643.1050	Traffic Control Signs PCMS	DAY	900.000	900.000
1440	645.0120	Geotextile Type HR	SY	492.000	492.000
1450	645.0140	Geotextile Type SAS	SY	3,570.000	3,570.000
1460	646.0106	Pavement Marking Epoxy 4-Inch	LF	9,858.000	9,858.000
1470	646.0126	Pavement Marking Epoxy 8-Inch	LF	2,780.000	2,780.000
1480	646.0156	Pavement Marking Epoxy 18-Inch	LF	170.000	170.000
1490	646.0600	Removing Pavement Markings	LF	1,000.000	1,000.000
1500	646.2304.S	Pavement Marking Grooved Wet Reflective Epoxy 4-Inch	LF	13,053.000	13,053.000
1510	646.2308.S	Pavement Marking Grooved Wet Reflective Epoxy 8-Inch	LF	2,077.000	2,077.000
1520	647.0456	Pavement Marking Curb Epoxy	LF	40.000	40.000
1530	647.0606	Pavement Marking Island Nose Epoxy	EACH	4.000	4.000
1540	647.0656	Pavement Marking Parking Stall Epoxy	LF	1,534.000	1,534.000
1550	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	450.000	450.000
1560	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	240.000	240.000
1570	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	1,000.000	1,000.000
1580	649.0403	Temporary Pavement Marking Epoxy 4-Inch	LF	1,000.000	1,000.000
1590	649.1200	Temporary Pavement Marking Stop Line Removable Tape 18-Inch	LF	60.000	60.000
1600	650.4000	Construction Staking Storm Sewer	EACH	31.000	31.000
1610	650.4500	Construction Staking Subgrade	LF	15,294.000	15,294.000
1620	650.5000	Construction Staking Base	LF	15,000.000	15,000.000
1630	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	8,630.000	8,630.000
1640	650.6000	Construction Staking Pipe Culverts	EACH	15.000	15.000
1650	650.6500	Construction Staking Structure Layout (structure) 01. B-55-266	LS	1.000	1.000
1660	650.8500	Construction Staking Electrical Installations (project) 01. 1021-01-70	LS	1.000	1.000
1670	650.9910	Construction Staking Supplemental Control (project) 01. 1021-01-70	LS	1.000	1.000
1680	650.9920	Construction Staking Slope Stakes	LF	15,294.000	15,294.000
1690	652.0125	Conduit Rigid Metallic 2-Inch	LF	88.000	88.000
1700	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	5,108.000	5,108.000
1710	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,165.000	1,165.000
1720	653.0140	Pull Boxes Steel 24x42-Inch	EACH	25.000	25.000
1730	653.0222	Junction Boxes 18x12x6-Inch	EACH	2.000	2.000
1740	654.0106	Concrete Bases Type 6	EACH	29.000	29.000
1750	654.0230	Concrete Control Cabinet Bases Type L30	EACH	2.000	2.000
1760	655.0610	Electrical Wire Lighting 12 AWG	LF	6,030.000	6,030.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1021-01-70 QUANTITY
1770	655.0615	Electrical Wire Lighting 10 AWG	LF	6,546.000	6,546.000
1780	655.0620	Electrical Wire Lighting 8 AWG	LF	25,130.000	25,130.000
1790	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. CB100 263+6'A'	LS	1.000	1.000
1800	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. CB 200 10+47'PR'	LS	1.000	1.000
1810	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	29.000	29.000
1820	657.0326	Poles Type 6-Steel	EACH	3.000	3.000
1830	657.0327	Poles Type 6-Aluminum	EACH	26.000	26.000
1840	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	2.000	2.000
1850	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	33.000	33.000
1860	659.1115	Luminaires Utility LED A	EACH	30.000	30.000
1870	659.1120	Luminaires Utility LED B	EACH	5.000	5.000
1880	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	2.000	2.000
1890	662.1026.S	Ramp Closure Gates Hardwired 26-FT	EACH	1.000	1.000
1900	662.1037.S	Ramp Closure Gates Hardwired 37-FT	EACH	1.000	1.000
1910	662.1040.S	Ramp Closure Gates Hardwired 40-FT	EACH	1.000	1.000
1920	662.3026.S	Ramp Closure Gate Arms Stockpile 26-FT	EACH	1.000	1.000
1930	662.3037.S	Ramp Closure Gate Arms Stockpile 37-FT	EACH	1.000	1.000
1940	662.3040.S	Ramp Closure Gate Arms Stockpile 40-FT	EACH	1.000	1.000
1950	662.4000.S	Ramp Closure Gate Flashers Stockpile	EACH	3.000	3.000
1960	690.0150	Sawing Asphalt	LF	6,410.000	6,410.000
1970	715.0502	Incentive Strength Concrete Structures	DOL	4,908.000	4,908.000
1980	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,500.000	2,500.000
1990	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,440.000	1,440.000
2000	SPV.0045	Special 01. Portable Changeable Message Sign (PCMS) Cellular Communications	DAY	675.000	675.000
2010	SPV.0090	Special 01. Concrete Curb and Gutter Cure and Seal Treatment	LF	8,630.000	8,630.000
2020	SPV.0090	Special 02. Fence Chain Link Polymer-Coated 6-Ft	LF	538.000	538.000
2030	SPV.0165	Special 01. Concrete Sidewalk Cure and Seal Treatment	SF	46,925.000	46,925.000
2040	SPV.0165	Special 02. Concrete Median Sloped Nose Cure and Seal Treatment	SF	490.000	490.000
2050	SPV.0195	Special 01. HMA Pavement 3-MT 58-28 S 3.0% VA Regression Special	TON	13,045.000	13,045.000
2060	SPV.0195	Special 02. HMA Pavement 4-MT 58-34 H 3.0% VA Regression Special	TON	5,480.000	5,480.000

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CLEARING AND GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	CLEARING 201.0105 STA	GRUBBING 201.0205 STA	REMARKS
0010	239+50'NB'	-	241+00'NB'	STH 128	1.5	1.5	
0010	262+00'NB'	-	264+50'NB'	STH 128	2.5	2.5	
0010	240+50'SB'	-	244+50'SB'	STH 128	4	4	
0010	247+00'A'	-	250+00'A'	RAMP A	3	3	
0010	254+00'A'	-	261+00'A'	RAMP A	7	7	
0010	253+00'B'	-	262+00'B'	RAMP B	9	9	
0010	275+00'C'	-	280+00'C'	RAMP C	5	5	
				TOTAL 0010	32	32	

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 EACH	REMARKS
0010	237+00'NB'	50TH AVE, LT	1	24" CMP
0010	265+15'D'	RAMP D	1	30" CMP
0010	256+85'B'	RAMP B	1	24" CMP
0010	253+05'A'	RAMP A	1	18" CMP
0010	256+60'NB'	DRIVEWAY, RT	1	15" CMP
0010	257+50'SB'	DRIVEWAY, LT	1	15" CMP
0010	264+58'NB'	STH 128	1	24" CMP
0010	245+45'A'	RAMP A/IH 94 WB	1	EXTEND (30" CMP)
0010	251+00'A'	RAMP A	1	EXTEND (24" CMP)
0010	251+00'B'	RAMP B	1	EXTEND (24" CMP)
		TOTAL 0010	10	

REMOVING CURB & GUTTER

CATEGORY	STATION	LOCATION	204.0150 LF	REMARKS
0010	245+50'NB'	RAMP B	78	RADIUS
0010	245+50'NB'	RAMP D	96	RADIUS
0010	245+70'NB'	RAMP B	78	ISLAND
0010	252+25'NB'	RAMP C	56	ISLAND
0010	252+50'NB'	RAMP A	86	RADIUS
0010	252+50'NB'	RAMP C	70	RADIUS
		TOTAL 0010	464	

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 SY	REMARKS
0010	270+15'C'	-	275+15'C'	RAMP C	1125	RESURFACE LANE & SHLDS
0010	238+50'NB'	-	246+70'NB'	STH 128 NB	850	WIDENING
0010	250+75'NB'	-	254+85'NB'	STH 128 NB	275	WIDENING
0010	240+44'NB'	-	258+00'NB'	STH 128 SB	1220	STAGING MEDIAN
				TOTAL 0010	3470	

REMOVING FENCE

CATEGORY	STATION	TO	STATION	LOCATION	204.0170 LF	REMARKS
0010	253+00'A'	-	265+90'AB'	RAMP A R/W	1270	
0010	254+30'NB'	-	268+15'C'	RAMP C R/W	480	
0010	252+55'B'	-	243+25'SB'	RAMP B R/W	1210	
				TOTAL 0010	2960	

REMOVING DELINEATORS AND MARKERS

CATEGORY	STATION	LOCATION	204.0180 EACH	REMARKS
0010	EXISTING CULVERTS	LT & RT	20	
0010	EXISTING RAMPS	LT & RT	50	
0010	IH 94	LT & RT	10	
		TOTAL 0010	80	

REMOVING INLETS

CATEGORY	STATION	LOCATION	204.0220 EACH	REMARKS
0010	256+81'B'	RAMP B	1	CULVERT EXTENSION
		TOTAL 0010	1	

EARTHWORK SUMMARY TABLE

FILL FACTOR = 1.33

GROUP CODE	STATION	TO	STATION	LOCATION	CUT VOLUME CY	(1) ASPHALTIC PAVEMENT CY	(2) USEABLE MATERIAL CY	EXPANDED FILL CY	208.0100 BORROW CY	208.1100 SELECT BORROW CY	312.0115 SELECT CRUSH MATERIAL CY	205.0100 EXCAVATION COMMON CY	(3) SUITABLE WASTE CY	(4) UNSUITABLE WASTE CY	(5) EXCAVATION BELOW SUBGRADE CY
0010	237+36'NB'	-	265+06'NB'	STH 128 NB	4453	665	3788	12891	5683	-	3420	4971	-	518	518
0010	237+28'SB'	-	265+38'SB'	STH 128 SB	2948	270	2678	18145	12075	-	3392	3281	-	333	333
0010	5+00'RN'	-	10+50'RN'	Rdbt No	87	87	-	4848	3992	-	856	87	-	-	-
0010	5+00'RS'	-	10+50'RS'	Rdbt So	1	1	-	9103	8247	-	856	1	-	-	-
0010	241+00'A'	-	263+00'A'	RampA	10637	560	10077	11703	-	-	1626	11285	-	648	648
0010	262+04'AB'	-	265+48'AB'	RampAB	34	-	34	2197	1093	-	1070	584	-	550	550
0010	253+26'WB'	-	256+00'WB'	RampA Gore	233	233	-	9	9	-	-	233	-	-	-
0010	245+00'B'	-	263+00'B'	RampB	3613	370	3243	25144	18843	-	3058	4223	-	610	610
0010	260+35'BB'	-	262+82'BB'	RampBB	229	-	229	5666	5167	-	270	229	-	-	-
0010	250+92'EB'	-	255+50'EB'	RampB Gore	570	570	-	-	-	-	-	570	-	-	-
0010	264+35'C'	-	280+53'C'	RampC	4481	155	4326	5470	447	-	697	4481	-	-	-
0010	264+28'CB'	-	266+54'CB'	RampCB	14	-	14	2903	2262	-	627	14	-	-	-
0010	264+08'D'	-	267+99'D'	RampD	319	30	289	10645	9603	-	753	439	-	120	120
0010	1+50'SR'	-	7+30'SR'	ServiceRd	1206	-	-	1594	-	1594	2137	3343	-	3343	2137
0010	11+50'WD'	-	14+47'WD'	WestDr	141	-	-	3463	-	3463	154	295	-	295	154
0010	21+50'ED'	-	23+58'ED'	EastDr	144	-	-	1170	-	1170	-	144	-	144	-
0010	10+19'PR'	-	13+10'PR'	Park & Ride	12	-	-	3015	-	3015	-	12	-	12	-
0010	261+00'EB'	-	265+90'EB'	IH 94 Med	42	-	42	469	427	-	-	42	-	-	-
0010	262+89'EB'	-	264+70'EB'	IH 94 Shld	697	-	697	96	-	-	-	697	601	-	-
0010	257+02'NB'	-	267+17'NB'	128NB Widening	848	-	-	551	304	-	247	848	-	848	-
0010	259+87'SB'	-	267+48'SB'	128SB Widening	240	-	-	657	496	-	161	240	-	240	-
0010	265+07'NB'	-	267+17'NB'	128 Widening Restore	224	-	224	3	-	-	-	224	221	-	-
			Total		31173	2941	25641	119742	68648	9242	19324	36243	822	7661	5070

(1) ASPHALTIC PAVEMENT IS INCLUDED IN THE QUANTITY OF EXCAVATION COMMON. ASPHALTIC PAVEMENT IS CONSIDERED SALVAGEABLE FOR PAVEMENT MATERIAL AND IS NOT INCLUDED IN THE QUANTITIY OF USEABLE MATERIAL.

(2) USEABLE MATERIAL = EXCAVATION COMMON - EBS - SALVAGED ASPHALT - UNUSEABLE MATERIAL

(3) SUITABLE WASTE IS SURPLUS MATERIAL SUITABLE FOR USE AS FILL THAT IS BEYOND THE VOLUME NEEDED FOR THE PROJECT.

(4) UNSUITABLE WASTE = EBS + UNUSABLE MATERIAL

(5) EXCAVATION BELOW SUBGRADE IS NOT USED TO BALANCE EARTHWORK. QUANTITY IS INCLUDED AND PAID FOR IN THE ITEM OF EXCAVATION COMMON.

BACKFILL GRANULAR

CATEGORY	STATION	LOCATION	209.0100 CY	REMARKS
0010	245+42'A'	RAMP A, LT	400	CULVERT FILL
0010	250+99'A'	RAMP A, LT	160	CULVERT FILL
0010	250+99'A'	RAMP B, RT	310	CULVERT FILL
0010	265+50'D'	RAMP D, LT/RT	1160	CULVERT FILL
0010	264+57'NB'	STH 128, LT/RT	700	CULVERT FILL
0010	9+39'50TH'	50TH AVE, LT/RT	600	CULVERT FILL
		TOTAL 0010	3330	

BASE AGGREGATE DENSE 3/4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 TON	REMARKS
0010	237+22'NB'	-	265+07'NB'	STH 128 NB	448	
0010	237+22'SB'	-	265+38'SB'	STH 128 SB	427	
0010	241+02'A'	-	262+04'A'	RAMP A	508	
0010	246+13'B'	-	260+69'B'	RAMP B	502	
0010	266+45'C'	-	280+54'C'	RAMP C	233	
0010	264+66'D'	-	268+00'D'	RAMP D	110	
0010	1+30'SR'	-	7+30'SR'	SERVICE RD	231	
0010	21+50'ED'	-	23+75'ED'	EAST DR	109	
0010	11+50'WD'	-	14+45'WD'	WEST DR	122	
0010	10+12'PR'	-	13+13'PR'	PARK & RIDE	178	
0010	257+02'NB'	-	267+17'NB'	STH 128 NB	247	WIDENING
0010	259+87'SB'	-	267+48'SB'	STH 128 SB	185	WIDENING
				TOTAL 0010	3300	

BASE AGGREGATE DENSE 1 1/4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 TON	REMARKS
0010	252+51'NB'	-	265+07'NB'	STH 128 NB	2849	
0010	252+88'SB'	-	265+38'SB'	STH 128 SB	2822	
0010	256+00'AB'	-	266+24'AB'	RAMP A Byp	1677	
0010	241+02'A'	-	263+42'A'	RAMP A	5167	
0010	5+00'RN'	-	10+50'RN'	ROUNDABOUT NORTH	1100	
0010	264+27'CB'	-	270+15'CB'	RAMP C Byp	978	
0010	264+13'C'	-	270+15'C'	RAMP C	1047	
0010	275+15'C'	-	280+54'C'	RAMP C	1124	
0010	250+42'SB'	-	251+74'SB'	STH 128 SB	174	
0010	250+22'NB'	-	251+44'NB'	STH 128 NB	152	
0010	246+51'SB'	-	247+72'SB'	STH 128 SB	152	
0010	246+21'NB'	-	247+53'NB'	STH 128 NB	174	
0010	5+00'RS'	-	10+50'RS'	ROUNDABOUT SOUTH	1099	
0010	245+67'B'	-	262+99'B'	RAMP B	4921	
0010	260+35'BB'	-	263+09'BB'	RAMP B Byp	388	
0010	264+00'D'	-	268+00'D'	RAMP D	1243	
0010	237+22'SB'	-	245+17'SB'	STH 128 SB	1997	
0010	237+22'NB'	-	244+88'NB'	STH 128 NB	1825	
0010	1+30'SR'	-	7+30'SR	SERVICE RD	2140	
0010	21+50'ED	-	23+65'ED'	EAST DR	938	
0010	11+50'WD'	-	14+50'WD'	WEST DR	584	
0010	10+13'PR'	-	13+13'PR'	PARK & RIDE	1440	
0010	257+02'NB'	-	267+17'NB'	STH 128 NB	475	WIDENING
0010	259+87'SB'	-	267+48'SB'	STH 128 SB	310	WIDENING
0010	238+50'NB'	-	246+70'NB'	STH 128 NB	489	WIDENING
0010	250+75'NB'	-	254+85'NB'	STH 128 NB	169	WIDENING
0010	244+12'NB'	-	245+54'NB'	STH 128 NB	87	TRACKING
0010	250+37'NB'	-	251+44'NB'	STH 128 NB	28	TRACKING
0010	252+75'NB'	-	253+57'NB'	STH 128 NB	34	TRACKING
0010	244+51'SB'	-	245+17'SB'	STH 128 SB	29	TRACKING
0010	246+54'SB'	-	247+57'SB'	STH 128 SB	36	TRACKING
0010	240+44'NB'	-	258+00'NB'	STH 128	917	STAGING MEDIAN
				TOTAL 0010	36565	

BREAKER RUN

CATEGORY	STATION	TO	STATION	LOCATION	311.0115 CY	REMARKS
0010	237+36'NB'	-	265+06'NB'	STH 128 NB	518	EBS LOCATIONS
0010	237+28'SB'	-	265+38'SB'	STH 128 SB	333	EBS LOCATIONS
0010	241+00'A'	-	263+00'A'	RAMP A	648	EBS LOCATIONS
0010	262+04'AB'	-	265+48'AB'	RAMP A Byp	550	EBS LOCATIONS
0010	245+00'B'	-	263+00'B'	RAMP B	610	EBS LOCATIONS
0010	264+08'D'	-	267+99'D'	RAMP D	120	EBS LOCATIONS
				TOTAL 0010	2779	

CONCRETE PAVEMENT APPROACH SLAB HES

CATEGORY	STATION	TO	STATION	LOCATION	415.1410 SY	REMARKS
0010	247+53'NB'	-	247+68'NB'	STH 128	64	SOUTH APPROACH
0010	250+07'NB'	-	250+22'NB'	STH 128	64	NORTH APPROACH
				TOTAL 0010	128	

COLORING CONCRETE RED

CATEGORY	STATION	TO	STATION	LOCATION	405.0100 CY	REMARKS
0010	5+00'RN'	-	10+50'RN'	ROUNDABOUT NORTH	235	19' APRON
0010	5+00'RS'	-	10+50'RS'	ROUNDABOUT SOUTH	235	19' APRON
0010	244+07'NB'	-	245+60'NB'	STH 128 NB	39	6.5' APRON
0010	250+46'NB'	-	251+33'NB'	STH 128 NB	13	4.5' APRON
0010	252+75'NB'	-	253+57'NB'	STH 128 NB	15	4.5' APRON
0010	244+51'SB'	-	245+17'SB'	STH 128 SB	13	4.5' APRON
0010	246+54'SB'	-	247+57'SB'	STH 128 SB	16	4.5' APRON
0010	246+77'NB'	-	247+20'NB'	STH 128	13	MEDIAN SIDEWALK
0010	250+56'NB'	-	250+98'NB'	STH 128	13	MEDIAN SIDEWALK
				TOTAL 0010	592	

CONCRETE ROUNDABOUT TRUCK APRON 12-INCH

CATEGORY	STATION	TO	STATION	LOCATION	416.0512 SY	REMARKS
0010	5+00'RN'	-	10+50'RN'	ROUNDABOUT NORTH	703	19'
0010	5+00'RS'	-	10+50'RS'	ROUNDABOUT SOUTH	703	19'
0010	244+07'NB'	-	245+60'NB'	STH 128 NB	116	6.5'
0010	250+46'NB'	-	251+33'NB'	STH 128 NB	38	4.5'
0010	252+75'NB'	-	253+57'NB'	STH 128 NB	44	4.5'
0010	244+51'SB'	-	245+17'SB'	STH 128 SB	38	4.5'
0010	246+54'SB'	-	247+57'SB'	STH 128 SB	48	4.5'
				TOTAL 0010	1690	

3

HMA COLD WEATHER PAVING

CATEGORY	STATION	LOCATION	450.4000 TON	REMARKS
0010	PROJECT	STH 128/RAMPS/SERVICE RD	13045	UPPER LAYER
0010	PROJECT	STH 128/RAMPS/SERVICE RD	5480	LOWER LAYERS
		TOTAL 0010	18525	

TACK COAT

CATEGORY	STATION	LOCATION	455.0605 GAL	REMARKS
0010	PROJECT	STH 128 / RAMPS	1360	LOWER LAYER (7"-10")
0010	PROJECT	STH 128 / RAMPS	1360	MIDDLE LAYER (7"-10")
0010	PROJECT	SERVICE RD AREA	380	LOWER LAYER (4"-6")
		TOTAL 0010	3100	

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STATION	TO	STATION	LOCATION	465.0120 TON	REMARKS
0010	263+49'SB'	-	263+90'SB'	STH 128, LT	28	
				TOTAL 0010	28	

ASPHALTIC SURFACE TEMPORARY

CATEGORY	STATION	TO	STATION	LOCATION	465.0125 TON	REMARKS
0010	257+02'NB'	-	267+17'NB'	STH 128 NB	445	WIDENING
0010	259+87'SB'	-	267+48'SB'	STH 128 SB	310	WIDENING
0010	238+50'NB'	-	246+70'NB'	STH 128 NB	285	WIDENING
0010	250+75'NB'	-	254+85'NB'	STH 128 NB	140	WIDENING
0010	240+44'NB'	-	258+00'NB'	STH 128 SB	410	STAGING MEDIAN
				TOTAL 0010	1590	

ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	465.0315 SY	REMARKS
0010	237+26'SB'	STH 128, LT	15	
0010	242+90'NB'	STH 128, RT	15	
0010	244+05'SB'	STH 128, LT	15	
0010	259+75'B'	RAMP B, RT	15	
0010	258+70'B'	RAMP B, LT	15	
0010	264+75'D'	RAMP D, RT	15	
0010	264+75'D'	RAMP D, LT	15	
0010	262+00'A'	RAMP A, RT	15	
0010	262+00'A'	RAMP A, LT	15	
0010	265+75'CB'	RAMP C Byp, LT	10	
0010	268+40'C'	RAMP C, RT	15	
0010	267+40'CB'	RAMP C Byp, LT	15	
		TOTAL 0010	175	

ASPHALTIC SHOULDER RUMBLE STRIPS

CATEGORY	STATION	TO	STATION	LOCATION	465.0400 LF	REMARKS
0010	241+00'A'	-	250+00'A'	RAMP A	900	
0010	253+25'WB'	-	256+00'WB'	IH 94 WB	275	
0010	250+85'EB'	-	255+50'EB'	IH 94 EB	465	
				TOTAL 0010	1640	

3

AEW FOR CULVERT PIPE

CATEGORY	STATION	LOCATION	AEW FOR CULVERT PIPE STEEL 12-INCH 521.1012 EACH	AEW FOR CULVERT PIPE STEEL 24-INCH 521.1024 EACH	AEW FOR CULVERT PIPE STEEL 30-INCH 521.1030 EACH	AEW FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH 522.1012 EACH	AEW FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH 522.1015 EACH	AEW FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH 522.1018 EACH	AEW FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH 522.1024 EACH	AEW FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH 522.1030 EACH	AEW FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH 522.1036 EACH	(INFO ONLY) JOINT TIES FOR CONCRETE AEW EACH	REMARKS
0010	265+09.4'C'	50.2' RT	1	-	-	-	-	-	-	-	-	-	
0010	247+38.8'SB'	52.5' LT	1	-	-	-	-	-	-	-	-	-	
0010	246+08.4'SB'	88.2' LT	1	-	-	-	-	-	-	-	-	-	
0010	260+93.2'BB'	43.7' RT	1	-	-	-	-	-	-	-	-	-	
0010	265+03.8'D'	86.6' LT	1	-	-	-	-	-	-	-	-	-	
0010	250+99'A'	RAMP A & B	-	2	-	-	-	-	-	-	-	-	EXTENSIONS LT & RT
0010	256+82'B'	RAMP B	-	1	-	-	-	-	-	-	-	-	EXTENSION
0010	245+42'A'	RAMP A	-	-	1	-	-	-	-	-	-	-	EXTENSION LT
0010	253+50'A'	RAMP A, LT	-	-	-	1	-	-	-	-	-	2	
0010	257+96'NB'	STH 128 NB, RT	-	-	-	1	-	-	-	-	-	2	AT P2
0010	255+09'SB'	STH 128 SB, LT	-	-	-	1	-	-	-	-	-	2	AT P4
0010	264+41.6'CB'	STH 128 NB, RT	-	-	-	1	-	-	-	-	-	2	AT P6
0010	264+47.6'CB'	RAMP C Byp, LT	-	-	-	1	-	-	-	-	-	2	AT P7
0010	262+092'A'	RAMP A Byp, LT	-	-	-	1	-	-	-	-	-	2	AT P9
0010	266+54'CB'	RAMP C Byp, LT	-	-	-	1	-	-	-	-	-	2	AT P12
0010	241+50'SB'	STH 128 SB, LT	-	-	-	1	-	-	-	-	-	2	AT P27
0010	240+28.8'NB'	STH 128 NB, RT	-	-	-	1	-	-	-	-	-	2	AT P29
0010	256+50'NB'	DRIVEWAY, RT	-	-	-	-	2	-	-	-	-	2	
0010	244+50'SB'	68.8' LT	-	-	-	-	1	-	-	-	-	2	AT P23
0010	263+70'SB'	DRIVEWAY, LT	-	-	-	-	-	2	-	-	-	2	
0010	3+53'SR'	SERVICE RD	-	-	-	-	-	2	-	-	-	2	
0010	6+48'SR'	SERVICE RD	-	-	-	-	-	2	-	-	-	2	
0010	10+50'PR'	PARK & RIDE	-	-	-	-	-	2	-	-	-	2	
0010	264+57'NB'	STH 128	-	-	-	-	-	-	2	-	-	2	
0010	253+50'B'	RAMP B	-	-	-	-	-	-	1	-	-	2	
0010	9+39'50TH'	50TH AVE	-	-	-	-	-	-	2	-	-	2	
0010	2+00'SR'	SERVICE RD	-	-	-	-	-	-	2	-	-	2	
0010	255+80'B'	RAMP B	-	-	-	-	-	-	-	2	-	2	
0010	265+50'D'	RAMP D	-	-	-	-	-	-	-	-	2	2	
		TOTAL 0010	5	3	1	9	3	8	7	2	2	42	

ICE HOT WEATHER CONCRETING

CATEGORY	STATION	TO	STATION	LOCATION	501.1000.S LB	REMARKS
0010	247+50'NB'	-	250+25'NB'	B-55-0266	6135	SEE SPV
				TOTAL 0010	6135	

CULVERT PIPE

CATEGORY	STATION	LOCATION	CULVERT PIPE REINFORCED CONCRETE CLASS III 12-INCH 522.0112 LF	CULVERT PIPE REINFORCED CONCRETE CLASS III 15-INCH 522.0115 LF	CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH 522.0118 LF	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH 522.0124 LF	CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH 522.0130 LF	CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH 522.0336 LF	CULVERT PIPE CORRUGATED STEEL ALUMINUM COATED 24-INCH 529.0124 LF	CULVERT PIPE CORRUGATED STEEL ALUMINUM COATED 30-INCH 529.0130 LF	(INFO ONLY) JOINT TIES FOR CONCRETE PIPE EACH	REMARKS
0010	253+50'A'	RAMP A, LT	44	-	-	-	-	-	-	-	4	
0010	256+50'NB'	DRIVEWAY, RT	-	120	-	-	-	-	-	-	4	
0010	263+70'SB'	DRIVEWAY, LT	-	-	32	-	-	-	-	-	4	LT
0010	3+53'SR'	SERVICE RD	-	-	74	-	-	-	-	-	4	
0010	6+48'SR'	SERVICE RD	-	-	82	-						
0010	10+50'PR'	PARK & RIDE	-	-	54	-	-	-	-	-	4	
0010	264+57'NB'	STH 128	-	-	-	62	-	-	-	-	4	
0010	253+50'B'	RAMP B	-	-	-	62	-	-	-	-	4	
0010	9+39'50TH'	50TH AVE	-	-	-	70	-	-	-	-	4	
0010	2+00'SR'	SERVICE RD	-	-	-	64	-	-	-	-	4	
0010	255+80'B'	RAMP B	-	-	-	-	94	-	-	-	4	
0010	265+50'D'	RAMP D	-	-	-	-	-	176	-	-	4	APPROX. 90-FT BORE
0010	250+99'A'	RAMP A	-	-	-	-	-	-	20	-	-	MIN. THICKNESS = 0.064"
0010	250+99'A'	RAMP B	-	-	-	-	-	-	60	-	-	MIN. THICKNESS = 0.064"
0010	256+82'B'	RAMP B	-	-	-	-	-	-	16	-	-	MIN. THICKNESS = 0.064"
0010	245+42'A'	RAMP A	-	-	-	-	-	-	-	32	-	MIN. THICKNESS = 0.079"
		TOTAL 0010	44	120	242	258	94	176	96	32	44	

CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	CONCRETE SIDEWALK 5-INCH 602.0410 SF	CONCRETE SIDEWALK 6-INCH 602.0415 SF	SPECIAL 01. CONCRETE SIDEWALK CURE AND SEAL TREATMENT SPV.0165.01 SF	REMARKS
0010	244+33'SB'	-	247+88'SB'	STH 128 SB, LT	1830	-	1830	
0010	243+54'NB'	-	247+70'NB'	STH 128 NB, RT	2667	-	2667	
0010	250+06'NB'	-	253+70'NB'	STH 128 NB, RT	1870	-	1870	
0010	250+25'SB'	-	255+63'SB'	STH 128 SB, LT	3104	-	3104	
0010	240+44'NB'	-	244+80'NB'	STH 128	-	14900	14900	MEDIAN
0010	260+91'BB'	-	262+82'BB'	RAMP B	-	5026	5026	MEDIAN
0010	264+27'CB'	-	266+58'CB'	RAMP C	-	5868	5868	MEDIAN
0010	262+06'AB'	-	265+43'AB'	RAMP A	-	4124	4124	MEDIAN
0010	252+95'NB'	-	258+32'NB'	STH 128	-	6200	6200	MEDIAN
0010	246+77'NB'	-	247+20'NB'	STH 128	-	-	652	MEDIAN
0010	250+56'NB'	-	250+98'NB'	STH 128	-	-	684	MEDIAN
				TOTAL 0010	9471	36118	46925	

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

CATEGORY	STATION	LOCATION	602.0515 SF	REMARKS
0010	263+00'A'	RAMP A, LT	12	
0010	263+00'A'	RAMP A, RT	12	
0010	262+99'AB'	RAMP A BYPASS, RT	12	
0010	263+00'AB'	RAMP A BYPASS, LT	12	
0010	264+57'C'	RAMP C, RT	12	
0010	264+48'C'	RAMP C, LT	12	
0010	264+65'CB'	RAMP C BYPASS, RT	12	
0010	264+65'CB'	RAMP C BYPASS, LT	12	
0010	262+47'BB'	RAMP B BYPASS, RT	12	
0010	262+46'BB'	RAMP B BYPASS, LT	12	
0010	262+62'B'	RAMP B, RT	12	
0010	262+53'B'	RAMP B, LT	12	
0010	264+36'D'	RAMP D, LT	12	
0010	264+36'D'	RAMP D, RT	12	
		TOTAL 0010	168	

CONCRETE CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	CONCRETE CURB & GUTTER 18-INCH TYPE A 601.0405 LF	CONCRETE CURB & GUTTER 30-INCH TYPE D 601.0411 LF	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D 601.0553 LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D 601.0557 LF	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T 601.0582 LF	CONCRETE CURB AND GUTTER CURE AND SEAL TREATMENT SPV.0090.01 LF	REMARKS
0010	5+00'RS'	-	10+49.78'RS'	ROUNDABOUT SOUTH	280	-	-	-	-	280	
0010	5+00'RN'	-	10+49.78'RN'	ROUNDABOUT NORTH	280	-	-	-	-	280	
0010	243+05'NB'	-	244+79'NB'	STH 128 NB	-	174	-	-	-	174	MEDIAN
0010	243+57'SB'	-	244+97'SB'	STH 128 SB	-	140	-	-	-	140	MEDIAN
0010	242+95'NB'	-	244+12'NB'	STH 128 NB	-	116	-	-	-	116	RT
0010	244+09'SB'	-	244+51'SB'	STH 128 SB	-	42	-	-	-	42	LT
0010	259+85'BB'	-	262+70'BB'	RAMP B Byp	-	285	-	-	-	285	RT
0010	260+91'BB'	-	262+82'BB'	RAMP B Byp	-	190	-	-	-	190	MEDIAN
0010	260+85'B'	-	262+16'B'	RAMP B	-	216	-	-	-	216	MEDIAN
0010	260+69'B'	-	262+77'B'	RAMP B	-	208	-	-	-	208	LT
0010	264+31'D'	-	264+66'D'	RAMP D	-	35	-	-	-	35	RT
0010	264+08'D'	-	264+66'D'	RAMP D	-	56	-	-	-	56	LT
0010	5+00'RS'	-	10+49.78'RS'	ROUNDABOUT SOUTH	-	255	-	-	-	255	OUTSIDE
0010	246+21'NB'	-	247+70'NB'	STH 128 NB	-	142	-	-	-	142	RT
0010	247+57'SB'	-	247+88'SB'	STH 128 SB	-	30	-	-	-	30	LT
0010	246+79'NB'	-	247+20'NB'	STH 128 NB	-	41	-	-	-	41	MEDIAN
0010	246+98'SB'	-	247+39'SB'	STH 128 SB	-	41	-	-	-	41	MEDIAN
0010	250+07'NB'	-	250+37'NB'	STH 128 NB	-	30	-	-	-	30	RT
0010	246+98'SB'	-	247+39'SB'	STH 128 SB	-	41	-	-	-	41	MEDIAN
0010	250+07'NB'	-	250+37'NB'	STH 128 NB	-	30	-	-	-	30	RT
0010	250+25'SB'	-	251+75'SB'	STH 128 SB	-	142	-	-	-	142	LT
0010	250+55'NB'	-	250+97'NB'	STH 128 NB	-	42	-	-	-	42	MEDIAN
0010	250+75'SB'	-	251+16'SB'	STH 128 SB	-	42	-	-	-	42	MEDIAN
0010	5+00'RN'	-	10+49.78'RN'	ROUNDABOUT NORTH	-	230	-	-	-	230	OUTSIDE
0010	262+03'A'	-	263+28'A'	RAMP A	-	125	-	-	-	125	RT
0010	262+07'A'	-	263+65'A'	RAMP A	-	164	-	-	-	164	MEDIAN
0010	262+06'AB'	-	265+43'AB'	RAMP A Byp	-	368	-	-	-	368	MEDIAN
0010	262+06'AB'	-	266+22'AB'	RAMP A Byp	-	417	-	-	-	417	LT
0010	252+67'SB'	-	255+12'SB'	STH 128 SB	-	228	-	-	-	228	MEDIAN
0010	253+34'SB'	-	256+61'SB'	STH 128 SB	-	329	-	-	-	329	MEDIAN
0010	252+96'NB'	-	254+31'NB'	STH 128 NB	-	136	-	-	-	136	MEDIAN
0010	253+57'NB'	-	253+81'NB'	STH 128 NB	-	24	-	-	-	24	RT
0010	264+36'C'	-	266+45'C'	RAMP C	-	211	-	-	-	211	RT
0010	264+00'C'	-	266+62'C'	RAMP C	-	251	-	-	-	251	MEDIAN
0010	264+28'CB'	-	266+58'CB'	RAMP C Byp	-	232	-	-	-	232	MEDIAN
0010	264+34'CB'	-	267+67'CB'	RAMP C Byp	-	303	-	-	-	303	LT
0010	240+44'NB'	-	243+05'NB'	STH 128 NB	-	-	260	-	-	260	MEDIAN
0010	240+44'SB'	-	243+57'SB'	STH 128 SB	-	-	312	-	-	312	MEDIAN
0010	254+31'NB'	-	258+00'NB'	STH 128 NB	-	-	369	-	-	369	MEDIAN
0010	256+61'SB'	-	258+32'SB'	STH 128 SB	-	-	170	-	-	170	MEDIAN
0010	258+77'B'		260+69'B'	RAMP B	-	-	192	-	-	192	LT
0010	266+45'C'	-	268+33'C'	RAMP C	-	-	188	-	-	188	RT
0010	237+28'NB'	-	237+68'NB'	STH 128 NB	-	-	-	61	-	61	RADIUS
0010	237+24'SB'	-	237+84'SB'	STH 128 SB	-	-	-	90	-	90	RADIUS
0010	255+94'NB'	-	256+24'NB'	STH 128 NB	-	-	-	44	-	44	RADIUS
0010	256+87'NB'	-	257+17'NB'	STH 128 NB	-	-	-	44	-	44	RADIUS
				SUBTOTAL 0010 =	560	5245	1491	239	0	7535	

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CONCRETE CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	CONCRETE CURB & GUTTER 18-INCH TYPE A 601.0405 LF	CONCRETE CURB & GUTTER 30-INCH TYPE D 601.0411 LF	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D 601.0553 LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D 601.0557 LF	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T 601.0582 LF	CONCRETE CURB AND GUTTER CURE AND SEAL TREATMENT SPV.0090.01 LF	REMARKS
0010	244+07'NB'	-	245+60'NB'	STH 128 NB	-	-	-	-	120	120	
0010	250+46'NB'	-	251+33'NB'	STH 128 NB	-	-	-	-	40	40	
0010	252+75'NB'	-	253+57'NB'	STH 128 NB	-	-	-	-	45	45	
0010	244+51'SB'	-	245+17'SB'	STH 128 SB	-	-	-	-	40	40	
0010	246+54'SB'	-	247+57'SB'	STH 128 SB	-	-	-	-	50	50	
0010	5+00'RN'	-	10+49.78'RN'	ROUNDABOUT NORTH	-	-	-	-	400	400	
0010	5+00'RS'	-	10+49.78'RS'	ROUNDABOUT SOUTH	-	-	-	-	400	400	
				SUBTOTAL 0010 =	0	0	0	0	1095	1095	
				TOTAL 0010	560	5245	1491	239	1095	8630	

CONCRETE BARRIER TEMPORARY

CATEGORY	STATION	LOCATION	CONCRETE BARRIER TEMPORARY PRECAST DELIVERED 603.8000 LF	CONCRETE BARRIER TEMPORARY PRECAST INSTALLED 603.8125 LF	REMARKS
0010	PROJECT	STH 128 / RAMPS	3800	3800	STAGE 1
0010	PROJECT	STH 128 / RAMPS	3200	3200	STAGE 1A
0010	PROJECT	STH 128 / RAMPS	1200	1200	STAGE 2
0010	PROJECT	STH 128	400	400	STAGE 3 & 3A
0010	PROJECT	IH 94 EB / WB	800	800	LANE CLOSURES
		TOTAL 0010	9400	9400	

RIPRAP AND GEOTEXTILE

CATEGORY	STATION	LOCATION	RIPRAP MEDIUM 606.0200 CY	GEOTEXTILE FABRIC TYPE HR 645.0120 SY	REMARKS
0010	265+09.5'C'	50.4' RT	3	12	AT P10.3
0010	247+31.3'SB'	64.4' LT	3	12	AT P14.3
0010	246+08.2'SB'	87.5' LT	3	12	AT P15.3
0010	260+94.0'BB'	42.1' RT	3	12	AT P18.3
0010	265+00.8'D'	84.6' LT	3	12	AT P26.3
0010	256+50'NB'	DRIVEWAY, RT	3	12	
0010	263+70'SB'	DRIVEWAY, LT	5	20	
0010	264+57'NB'	STH 128, LT	6	22	
0010	253+50'A'	RAMP A, LT	3	12	
0010	250+99'B'	RAMP B, RT	6	22	
0010	253+50'B'	RAMP B, RT	6	22	
0010	255+78'B'	RAMP B, RT	7	26	
0010	256+82'B'	RAMP B, LT	6	22	
0010	265+50'D'	RAMP D, RT	8	30	
0010	9+39'50TH'	50TH AVE, RT	6	22	
0010	2+00'SR'	SERVICE RD, LT	6	22	
0010	3+53'SR'	SERVICE RD, LT	5	20	
0010	6+48'SR'	SERVICE RD, LT	5	20	
0010	10+50'PR'	PARK & RIDE, LT	5	20	
0010	257+96'NB'	35.3' RT	3	12	AT P2
0010	255+09'SB'	79.8' LT	3	12	AT P4
0010	264+41.6'CB'	42.8' LT	3	12	AT P6
0010	264+45.3'CB'	31.8' LT	3	12	AT P7
0010	262+09.2'A'	60.7' LT	3	12	AT P9
0010	266+54'CB'	38.2' LT	3	12	AT P12
0010	251+24.5'SB'	61.7' LT	3	12	AT P 13
0010	250+99.1'NB'	57.5' RT	3	12	AT P 14
0010	241+50'SB'	35.8' LT	3	12	AT P27
0010	240+46.7'NB'	53.0' RT	3	12	AT P29
0010	244+50'SB'	68.8' LT	5	20	AT P23
		TOTAL 0010	127	492	

CATEGORY	STATION	LOCATION	CONCRETE CLASS II 12-INCH 608.0212 LF	CONCRETE CLASS II 15-INCH 608.0215 LF	TIES FOR CONCRETE PIPE EACH	REMARKS
0010	257+96'NB'	STH 128 NB	6	-	-	P1
0010	257+96'NB'	STH 128 NB	37	-	4	P2
0010	255+09'SB'	STH 128 SB	9	-	-	P3
0010	255+09'SB'	RAMP AB	52	-	4	P4
0010	252+75'NB'	ROUNDABOUT NO	26	-	-	P5
0010	252+98'NB'	STH 128 NB	95	-	4	P6
0010	252+52'NB'	RAMP CB	65	-	4	P7
0010	252+33'SB'	RAMP A	123	-	-	P8
0010	262+10'A'	RAMP AB	44	-	4	P9
0010	266+14'C'	RAMP C	47	-	-	P11
0010	266+60'C'	RAMP CB	56	-	4	P12
0010	247+33'NB'	STH 128 NB/SB	42	-	-	P13
0010	251+25'SB'	STH 128 SB	42	-	4	P13N
0010	251+01'NB'	STH 128 NB	38	-	4	P14N
0010	260+50'B'	RAMP B	62	-	-	P16
0010	260+87'B'	RAMP BB	8	-	-	P17
0010	245+38'SB'	RAMP B	15	-	-	P19
0010	245+30'SB'	RAMP BB	83	-	-	P20
0010	244+87'NB'	ROUNDABOUT SO	25	-	-	P21
0010	244+69'NB'	STH 128 SB	67	-	-	P22
0010	243+50'NB'	STH 128NB/SB	137	-	-	P24
0010	245+65'NB'	RAMP D	8	-	-	P25
0010	241+50'NB'	STH 128 SB	50	-	4	P27
0010	240+64'NB'	STH 128 NB	17	-	-	P28
0010	240+46'NB'	STH 128 NB	59	-	4	P29
0010	244+50'SB'	STH 128 SB	-	52	4	P23
		TOTAL 0010	1213	52	44	

INLET COVERS

CATEGORY	STATION	LOCATION	INLET COVERS TYPE B 611.0606 EACH	INLET COVERS TYPE H 611.0624 EACH	INLET COVERS TYPE WM 611.0660 EACH	INLET COVERS TYPE HM 611.0627 EACH	INLET COVERS TYPE T 611.0652 EACH	REMARKS
0010	253+50'A'	19.7' LT	1	-	-	-	-	
0010	253+50'B'	10.5' LT	1	-	-	-	-	
0010	241+50'NB'	14.5' LT	1	-	-	-	-	S15
0010	266+59.9'C'	28' LT	-	1	-	-	-	N12
0010	260+86.5'B'	29' RT	-	1	-	-	-	S6
0010	244+69'NB'	41.6' LT	-	1	-	-	-	S11
0010	245+68'NB'	24.5' RT	-	1	-	-	-	S14
0010	252+52.0'NB'	23.7' RT	-	-	1	-	-	N7
0010	255+09'SB'	19.8' LT	-	-	1	-	-	N3
0010	255+09'SB'	28.5' LT	-	-	1	-	-	N4
0010	252+97.8'NB'	23.8' LT	-	-	1	-	-	N6
0010	252+33.2'SB'	23.8' LT	-	-	1	-	-	N8
0010	262+09.7'A'	16.9' LT	-	-	1	-	-	N9
0010	252+08'NB'	23.8' LT	-	-	1	-	-	N10
0010	266+13.7'C'	19.7' LT	-	-	1	-	-	N11
0010	251+24.5'SB'	20.0'LT	-	-	1	-	-	N13
0010	247+32.8'NB'	20.5' RT	-	-	1	-	-	S1
0010	245+82.5'SB'	23.7' LT	-	-	1	-	-	S3
0010	260+50'B'	20' RT	-	-	1	-	-	S4
0010	260+87.5'B'	20' RT	-	-	1	-	-	S5
0010	245+39.7'SB'	22.5' LT	-	-	1	-	-	S7
0010	245+29.6'SB'	31.8' LT	-	-	1	-	-	S8
0010	243+50'NB'	20' RT	-	-	1	-	-	S12
0010	245+64.9'NB'	31.1' RT	-	-	1	-	-	S13
0010	257+96'NB'	8.1' LT	-	-	-	1	-	N1
0010	257+96'NB'	1.8' LT	-	-	-	1	-	N2
0010	240+64.9'NB'	5.7' LT	-	-	-	1	-	S16
0010	240+46.8'NB'	6.4' LT	-	-	-	1	-	S17
0010	252+75'NB'	36.3' LT	-	-	-	-	1	N5
0010	251+01.4'NB'	20.0' RT	-	-	-	-	1	N14
0010	247+49.7'SB'	20.5' LT	-	-	-	-	1	S2
0010	244+50'SB'	20' LT	-	-	-	-	1	S9
0010	244+86.5'NB'	46.2' LT	-	-	-	-	1	S10
		TOTAL 0010	3	4	17	4	5	

INLETS AND MANHOLES

CATEGORY	STATION	LOCATION	MANHOLES 4-FT DIAMETER 611.2004 EACH	INLETS 2X2.5FT 611.3225 EACH	INLETS 2X3FT 611.3230 EACH	REMARKS
0010	244+50'SB'	20' LT	1	-	-	S9
0010	255+09'SB'	19.8' LT	-	1	-	N3
0010	255+09'SB'	28.5' LT	-	1	-	N4
0010	252+75'NB'	36.3' LT	-	1	-	N5
0010	252+97.8'NB'	23.8' LT	-	1	-	N6
0010	252+52.0'NB'	23.7' RT	-	1	-	N7
0010	252+33.2'SB'	23.8' LT	-	1	-	N8
0010	262+09.7'A'	16.9' LT	-	1	-	N9
0010	252+08'NB'	23.8' LT	-	1	-	N10
0010	266+13.7'C'	19.7' LT	-	1	-	N11
0010	251+24.5'SB'	20.0'LT	-	1	-	N13
0010	251+01.4'NB'	20.0' RT	-	1	-	N14
0010	247+32.8'NB'	20.5' RT	-	1	-	S1
0010	247+49.7'SB'	20.5' LT	-	1	-	S2
0010	245+82.5'SB'	23.7' LT	-	1	-	S3
0010	260+50'B'	20' RT	-	1	-	S4
0010	260+87.5'B'	20' RT	-	1	-	S5
0010	245+39.7'SB'	22.5' LT	-	1	-	S7
0010	245+29.6'SB'	31.8' LT	-	1	-	S8
0010	244+86.5'NB'	46.2' LT	-	1	-	S10
0010	243+50'NB'	20' RT	-	1	-	S12
0010	245+64.9'NB'	31.1' RT	-	1	-	S13
0010	257+96'NB'	8.1' LT	-	-	1	N1
0010	257+96'NB'	1.8' LT	-	-	1	N2
0010	266+59.9'C'	28' LT	-	-	1	N12
0010	260+86.5'B'	29' RT	-	-	1	S6
0010	244+69'NB'	41.6' LT	-	-	1	S11
0010	245+68'NB'	24.5' RT	-	-	1	S14
0010	241+50'NB'	14.5' LT	-	-	1	S15
0010	240+64.9'NB'	5.7' LT	-	-	1	S16
0010	240+46.8'NB'	6.4' LT	-	-	1	S17
0010	253+50'A'	19.7' LT	-	-	1	GORE
0010	253+50'B'	10.5' LT	-	-	1	GORE
		TOTAL 0010	1	21	11	

COVER PLATES TEMPORARY

CATEGORY	STATION	LOCATION	611.8120.S EACH	REMARKS
0010	PROJECT	STH 128 / RAMPS	20	STAGING
		TOTAL 0010	20	

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PIPE UNDERDRAIN UNPERFORATED 12-INCH

CATEGORY	STATION	LOCATION	612.0212 LF	REMARKS
0010	252+08'NB'	STH 128 NB, RT	31	P10.1
0010	252+08'NB'	STH 128 NB, RT	45	P10.2
0010	252+08'NB'	STH 128 NB, RT	21	P10.3
0010	247+32.8'NB'	STH 128 NB & SB	7	P14.1
0010	247+32.8'NB'	STH 128 NB & SB	13	P14.2
0010	247+32.8'NB'	STH 128 NB & SB	14	P14.3
0010	245+82.5'SB'	STH 128 SB, LT	36	P15.1
0010	245+82.5'SB'	STH 128 SB, LT	23	P15.2
0010	245+82.5'SB'	STH 128 SB, LT	20	P15.3
0010	260+93.2'BB'	RAMP B byp, RT	32	P18.1
0010	260+93.2'BB'	RAMP B byp, RT	17	P18.2
0010	260+93.2'BB'	RAMP B byp, RT	14	P18.3
0010	245+68'NB'	STH 128 NB, RT	58	P26.1
0010	245+68'NB'	STH 128 NB, RT	50	P26.2
0010	245+68'NB'	STH 128 NB, RT	15	P26.3
		TOTAL 0010	396	

PIPE UNDERDRAIN WRAPPED 6-INCH

CATEGORY	STATION	TO	STATION	LOCATION	612.0406 LF	REMARKS
0010	1+50'SR'	-	7+25'SR'	SERVICE RD	600	
				TOTAL 0010	600	

STEEL THRIE BEAM

CATEGORY	STATION	TO	STATION	LOCATION	STEEL THRIE BEAM BULLNOSE TERMINAL 614.0220 EACH	STEEL THRIE BEAM 614.0230 LF	REMARKS
0010	262+62'EB'	-	262+96'EB'	IH 94 MEDIAN	1	-	SEE SDD
0010	264+21'EB'	-	264+55'EB'	IH 94 MEDIAN	1	-	SEE SDD
0010	262+96'EB'	-	264+21'EB'	IH 94 MEDIAN	-	250	SEE SDD
				TOTAL 0010	2	250	

SALVAGED RAIL

CATEGORY	STATION	TO	STATION	LOCATION	614.0920 LF	REMARKS
0010	249+96'NB'	-	251+06'NB'	STH 128	160	LT & RT
0010	246+89'NB'	-	247+77'NB'	STH 128	80	LT
0010	245+90'NB'	-	247+76'NB'	STH 128/RAMP D	360	RT
0010	243+33'NB'	-	245+08'NB'	STH 128/RAMP B	270	LT
0010	243+18'NB'	-	245+84'NB'	STH 128/RAMP D	360	RT
0010	263+11'EB'	-	265+46'EB'	IH 94 MEDIAN	470	LT & RT
0010	263+20'EB'	-	264+63'EB'	IH 94 EB	145	RT
0010	263+57'WB'	-	265+00'WB'	IH 94 WB	145	LT
				TOTAL 0010	1990	

CRASH CUSHIONS TEMPORARY

CATEGORY	STATION	LOCATION	614.0905 EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
0010	PROJECT	STH 128 / RAMPS	5	2	OM3-R / OM3-L	TL-2	BIDIRECTIONAL	LT & RT	TEMP. CONC. BARRIER
0010	PROJECT	STH 128 / RAMPS	7	2	OM3-R / OM3-L	TL-2	BIDIRECTIONAL	LT & RT	TEMP. CONC. BARRIER
0010	PROJECT	STH 128 / RAMPS	3	2	OM3-R / OM3-L	TL-2	BIDIRECTIONAL	LT & RT	TEMP. CONC. BARRIER
0010	PROJECT	STH 128	2	2	OM3-R / OM3-L	TL-2	BIDIRECTIONAL	LT & RT	TEMP. CONC. BARRIER
0010	PROJECT	IH 94	4	2	OM3-R / OM3-L	TL-3	UNIDIRECTIONAL	LT & RT	TEMP. CONC. BARRIER
		TOTAL 0010	21						

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FENCE WOVEN WIRE (4.5-FT)

CATEGORY	STATION	LOCATION	616.0100 LF	REMARKS
0010	PROJECT	SW QUADRANT	1400	3' OFF PROPOSE R/W LINE
0010	PROJECT	NW QUADRANT	1200	3' OFF PROPOSE R/W LINE
		TOTAL 0010	2600	

CONCRETE MEDIAN SLOPE NOSE

CATEGORY	STATION	LOCATION	CONCRETE MEDIAN SLOPE NOSE 620.0300 SF	SPECIAL 02. CONCRETE MEDIAN SLOPE NOSE CURE AND SEAL TREATMENT SPV.0165.02 SF	REMARKS
0010	240+40'NB'	STH 128	80	80	
0010	247+23'NB'	STH 128	50	50	
0010	250+52'NB'	STH 128	50	50	
0010	258+04'NB'	STH 128	70	70	
0010	255+17'SB'	STH 128/RAMP AB	80	80	
0010	266+67'C'	RAMP C	80	80	
0010	260+77'B'	RAMP B	80	80	
		TOTAL 0010	490	490	

WATER

CATEGORY	STATION	LOCATION	624.0100 MGAL	REMARKS
0010	PROJECT	STH 128 / RAMPS	150	BASE AGGREGATE
0010	PROJECT	STH 128 / RAMPS	150	DUST CONTROL
		TOTAL 0010	300	

SALVAGED TOPSOIL AND MULCHING

CATEGORY	STATION	LOCATION	SALVAGED TOPSOIL 625.0500 SY	MULCHING 627.0200 SY	REMARKS
0010	PROJECT	NW QUADRANT	11550	3265	STAGE 1
0010	PROJECT	SW QUADRANT	12200	3230	STAGE 1
0010	PROJECT	STH 128 NB WIDENING	2975	2975	STAGE 1
0010	PROJECT	NW QUADRANT	6855	5100	STAGE 2
0010	PROJECT	SW QUADRANT	8055	3135	STAGE 2
0010	PROJECT	NE QUADRANT	3090	3090	STAGE 2
0010	PROJECT	SE QUADRANT	2520	735	STAGE 2
0010	PROJECT	STH 128 SB	970	970	STAGE 2
0010	PROJECT	PARK & RIDE	9250	7160	STAGE 2
0010	PROJECT	STH 128 MEDIAN	1230	1230	STAGE 3
0010	PROJECT	NE QUADRANT	4430	1710	STAGE 3
0010	PROJECT	SE QUADRANT	8235	3235	STAGE 3
0010	PROJECT	IH 94/RAMP C WIDENING	7865	5105	STAGE 3
0010	PROJECT	STH 128 NB WIDENING	1630	1630	STAGE 3
0010	PROJECT	STH 128 SB WIDENING	1055	1055	STAGE 3
		TOTAL 0010	81910	43625	

SILT FENCE

CATEGORY	STATION	LOCATION	SILT FENCE 628.1504 LF	SILT FENCE MAINTENANCE 628.1520 LF	REMARKS
0010	PROJECT	NW QUADRANT	1400	1400	STAGE 1
0010	PROJECT	SW QUADRANT	1800	1800	STAGE 1
0010	PROJECT	STH 128 NB WIDENING	650	650	STAGE 1
0010	PROJECT	NW QUADRANT	650	650	STAGE 2
0010	PROJECT	SW QUADRANT	600	600	STAGE 2
0010	PROJECT	NE QUADRANT	380	380	STAGE 2
0010	PROJECT	SE QUADRANT	330	330	STAGE 2
0010	PROJECT	STH 128 SB	340	340	STAGE 2
0010	PROJECT	SERVICE RD AREA	925	925	STAGE 2
0010	PROJECT	NE QUADRANT	850	850	STAGE 3
0010	PROJECT	SE QUADRANT	1150	1150	STAGE 3
0010	PROJECT	IH 94/RAMP C WIDENING	500	500	STAGE 3
0010	PROJECT	STH 128 NB WIDENING	550	550	STAGE 3
0010	PROJECT	STH 128 SB WIDENING	500	500	STAGE 3
		TOTAL 0010	10625	10625	

3

EROSION MAT

CATEGORY	STATION	LOCATION	EROSION MAT CLASS I TYPE B 628.2004 SY	EROSION MAT CLASS II TYPE B 628.2023 SY	REMARKS
0010	PROJECT	NW QUADRANT	4495	4120	STAGE 1
0010	PROJECT	SW QUADRANT	6575	2400	STAGE 1
0010	PROJECT	NW QUADRANT	1420	340	STAGE 2
0010	PROJECT	SW QUADRANT	3375	1550	STAGE 2
0010	PROJECT	STH 128 SB	970	-	STAGE 2
0010	PROJECT	PARK & RIDE	2090	-	STAGE 2
0010	PROJECT	SE QUADRANT	2135	2945	STAGE 3
0010	PROJECT	SE QUADRANT	-	1790	STAGE 2
0010	PROJECT	NE QUADRANT	-	2725	STAGE 3
0010	PROJECT	IH 94/RAMP C WIDENING	-	2760	STAGE 3
		TOTAL 0010	21060	18630	

SOIL STABILIZER TYPE B

CATEGORY	STATION	LOCATION	628.6510 ACRE	REMARKS
0010	PROJECT	RAMPS	0.8	STAGE 1
0010	PROJECT	RAMPS	0.8	STAGE 2
0010	PROJECT	RAMPS	0.8	STAGE 3
		TOTAL 0010	2.4	

INLET PROTECTION

CATEGORY	STATION	LOCATION	INLET PROTECTION TYPE A 628.7005 EACH	INLET PROTECTION TYPE B 628.7010 EACH	INLET PROTECTION TYPE C 628.7015 EACH	REMARKS
0010	PROJECT	IH 94 MEDIAN	5	-	-	EXISTING INLETS
0010	PROJECT	STH 128 / RAMPS	-	2	-	INLETS NO CURB
0010	PROJECT	STH 128 / RAMPS	-	-	27	INLETS W/CURB HEAD
		TOTAL 0010	5	2	27	

TEMPORARY DITCH CHECKS

CATEGORY	STATION	LOCATION	628.7504 LF	REMARKS
0010	242+00'A'	RAMP A, LT	12	STAGE 1
0010	244+00'A'	RAMP A, LT	12	STAGE 1
0010	247+00'A'	RAMP A, LT	12	STAGE 1
0010	249+00'A'	RAMP A, LT	12	STAGE 1
0010	251+20'A'	RAMP A, LT	12	STAGE 1
0010	253+20'A'	RAMP A, LT	12	STAGE 1
0010	255+20'A'	RAMP A, LT	12	STAGE 1
0010	257+30'A'	RAMP A, LT	12	STAGE 1
0010	259+30'A'	RAMP A, LT	12	STAGE 1
0010	261+40'A'	RAMP A, LT	12	STAGE 1
0010	265+15'AB'	RAMP A Byp, LT	12	STAGE 1
0010	267+15'AB'	RAMP A Byp, LT	12	STAGE 1
0010	254+05'B'	RAMP B, RT	12	STAGE 1
0010	256+25'B'	RAMP B, RT	12	STAGE 1
0010	261+37'B'	RAMP B, RT	12	STAGE 1
0010	243+90'SB'	STH 128 SB, LT	12	STAGE 1
0010	242+00'SB'	STH 128 SB, LT	12	STAGE 1
0010	239+80'SB'	STH 128 SB, LT	12	STAGE 1
0010	237+80'SB'	STH 128 SB, LT	12	STAGE 1
0010	258+10'SB'	STH 128 SB, LT	12	STAGE 2
0010	260+10'SB'	STH 128 SB, LT	12	STAGE 2
0010	258+70'NB'	STH 128 NB, RT	12	STAGE 1
0010	260+70'NB'	STH 128 NB, RT	12	STAGE 1
0010	262+70'NB'	STH 128 NB, RT	12	STAGE 1
0010	265+55'NB'	STH 128 NB, RT	12	STAGE 1
0010	237+50'NB'	STH 128 NB, RT	12	STAGE 3
0010	238+90'NB'	STH 128 NB, RT	12	STAGE 3
0010	240+50'NB'	STH 128 NB, RT	12	STAGE 3
0010	255+40'NB'	STH 128 NB, RT	12	STAGE 3
0010	259+15'NB'	STH 128 NB, RT	12	STAGE 3
0010	264+75'NB'	STH 128 NB, RT	12	STAGE 3
0010	2+70'SR'	SERVICE RD, LT	12	STAGE 2
0010	4+80'SR'	SERVICE RD, LT & RT	24	STAGE 2
0010	6+80'SR'	SERVICE RD, LT	12	STAGE 2
0010	23+20'ED'	EAST DR, LT	12	STAGE 2
0010	23+43'ED'	EAST DR, RT	12	STAGE 2
0010	PROJECT	UNDISTRIBUTED	60	
		TOTAL 0010	504	

TRACKING PADS

CATEGORY	STATION	LOCATION	628.7560 EACH	REMARKS
0010	PROJECT	STH 128 / RAMPS	5	UNDISTRIBUTED
		TOTAL 0010	5	

3

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 EACH	REMARKS
0010	264+57'NB'	STH 128, RT	1	24" CPRC
0010	245+42'A'	RAMP A, LT	1	30" CPCMAC
0010	250+99'A'	RAMP A, LT	1	24" CPCMAC
0010	255+78'B'	RAMP B, LT	1	30" CPRC
0010	265+50'D'	RAMP D, LT	1	36" CPRC
0010	9+39'50TH'	50TH AVE, LT	1	24" CPRC
0010	2+00'SR'	SERVICE RD, RT	1	24" CPRC
0010	3+53'SR'	SERVICE RD, RT	1	18" CPRC
0010	10+50'PR'	PARK & RIDE, RT	1	18" CPRC
0010	256+50'NB'	DRIVEWAY, RT	1	15" CPRC
0010	263+70'SB'	DRIVEWAY, LT	1	18" CPRC
		TOTAL 0010	11	

DELINEATOR

CATEGORY	STATION	TO	STATION	LOCATION	DELINEATOR POSTS STEEL 633.0100 EACH	DELINEATOR REFLECTORS 633.0500 EACH	REMARKS
0010	241+00'A'	-	263+00'A'	RAMP A	22	28	SEE SDD
0010	246+00'B'	-	263+00'B'	RAMP B	17	17	SEE SDD
0010	264+00'C'	-	281+00'C'	RAMP C	17	23	SEE SDD
0010	264+00'D'	-	268+00'D'	RAMP D	4	4	SEE SDD
0010	253+25'WB'	-	272+00'WB'	IH 94 WB	9	9	SEE SDD
0010	250+90'EB'	-	272+70'EB'	IH 94 EB	11	11	SEE SDD
				TOTAL 0010	80	92	

FERTILIZE AND SEED

CATEGORY	STATION	LOCATION	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO. 30 630.0130 LB	SEEDING TEMPORARY 630.0200 LB	SEEDING BORROW PIT 630.0300 LB	REMARKS
0010	PROJECT	NW QUADRANT	7.3	208	312	-	STAGE 1
0010	PROJECT	SW QUADRANT	7.7	220	330	-	STAGE 1
0010	PROJECT	STH 128 NB WIDENING	1.9	54	81	-	STAGE 1
0010	PROJECT	NW QUADRANT	4.4	124	186	-	STAGE 2
0010	PROJECT	SW QUADRANT	4.8	138	207	-	STAGE 2
0010	PROJECT	NE QUADRANT	1.3	36	54	-	STAGE 2
0010	PROJECT	SE QUADRANT	1.6	46	69	-	STAGE 2
0010	PROJECT	STH 128 SB	0.6	18	27	-	STAGE 2
0010	PROJECT	PARK & RIDE	5.9	167	250	-	STAGE 2
0010	PROJECT	STH 128 MEDIAN	1.6	46	69	-	STAGE 3
0010	PROJECT	NE QUADRANT	2.8	80	120	-	STAGE 3
0010	PROJECT	SE QUADRANT	5.2	149	223	-	STAGE 3
0010	PROJECT	IH 94/RAMP C WIDENING	5.0	142	213	-	STAGE 3
0010	PROJECT	STH 128 NB WIDENING	1.1	30	45	-	STAGE 3
0010	PROJECT	STH 128 SB WIDENING	0.7	19	29	-	STAGE 3
0010	PROJECT	BORROW PIT	8.1	-	800	400.0	
		TOTAL 0010	60.0	1477	3015	400	

MARKERS CULVERT END

CATEGORY	STATION	LOCATION	633.5200 EACH	REMARKS
0010	PROJECT	CULVERT ENDWALLS	36	
		TOTAL 0010	36	

PERMANENT SIGNING

APPROX. STATION LOCATION	SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W x H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H	637.2230 SIGNS TYPE II REFLECTIVE F	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	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	REMARKS
234+50'NB',RT	1-1	W3-5	REDUCE SPEED LIMIT AHEAD_45 (UA)	36 x 36	-	9.00	1	-	-	-	
236+00'NB',RT	1-2	W13-1	ADVISORY SPEED_15	18 x 18	-	2.25	1	-	-	-	
236+00'NB',RT	1-3	W2-6	CIRCULAR INTERSECTION AHEAD	30 x 30	-	6.25	ON POST 1-2	-	-	-	
237+40'NB',RT	1-4	R1-1	STOP	30 x 30	5.18	-	1	-	-	-	
238+00'NB',RT	1-5	D1-62	3 DESTIN_CIRCLEARROWS_W94_N128_E94	78 x 78	42.25	-	-	-	2	-	
239+62'NB',RT	1-6	R2-1	SPEED LIMIT_45	24 x 30	5.00	-	1	-	-	-	
240+56'NB',LT	1-7	R4-7	KEEP RIGHT SYMBOL	24 x 30	5.00	-	1	-	-	-	
240+56'NB',LT	1-8	W5-54	TYPE 1 OBJECT MARKER	18 x 18	-	2.25	ON POST 1-7	-	-	-	
241+00'NB',RT	1-9	W3-2	YIELD AHEAD SYMBOL	36 x 36	-	9.00	1	-	-	-	
241+72'SB',LT	1-10	J4-1	ROUTE ASSEMBLY	24 x 36	6.00	-	-	1	-	-	
		M3-3	SOUTH	24 x 12	-	-	-	ON POST 1-10	-	-	
		M1-6	128	24 x 24	-	-	-	ON POST 1-10	-	-	
241+72'SB',LT	1-11	D2-2	2 DESTIN/DISTANCE_SPRINGVALLEY8_ELMWOOD11	96 x 24	16.00	-	-	2	-	-	
241+71'NB',LT	1-12	R5-1A	WRONG WAY	36 x 24	6.00	-	-	ON POST 1-10	-	-	
239+40'SB',LT	1-13	R2-1	SPEED LIMIT_55	24 x 30	5.00	-	1	-	-	-	
239+36'NB',LT	1-14	R5-1	DO NOT ENTER	30 x 30	6.25	-	ON POST 1-13	-	-	-	
236+81'NB',LT	1-15	R1-1	STOP	30 x 30	5.18	-	1	-	-	-	
236+31'SB',LT	1-16	W11-12	HORSE DRAWN VEHICLE	36 x 36	-	9.00	1	-	-	-	
236+31'SB',LT	1-17	W57-51	NEXT 15 MILES	30 x 15	-	3.13	ON POST 1-16	-	-	-	
244+73'NB',LT	2-1	R1-2	YIELD	36 x 31	3.88		-	1	-	-	
244+73'NB',LT	2-2	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	5.00		-	ON POST 2-1	-	-	
244+71'NB',RT	2-3	R1-2	YIELD	36 x 31	3.88		1	-	-	-	
244+71'NB',RT	2-4	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.50		ON POST 2-3	-	-	-	
264+26'D',RT	2-5	W11-2	PEDESTRIAN	30 x 30	-	6.25	1	-	-	-	
264+26'D',RT	2-6	W16-7L	DIAGONAL DOWNWARD LEFT ARROW	24 x 12	-	2.00	ON POST 2-5	-	-	-	
245+70'NB',RT	2-7	R11-54-F	RAMP CLOSED USE ALT ROUTE	48 x 30	-		-	1	-	-	
245+70'NB',RT	2-8	D1-1	DESTINATION_EAST94_UPWARD DIAGONAL (RA)	42 x 30	8.75		-	ON POST 2-7	-	-	
264+04'D',RT	2-9	R5-57	PEDESTRIAN, ETC. PROHIBITED	36 x 36	9.00		1	-	-	-	
245+33'NB',LT	2-10	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	3.00		2	-	-	-	
245+33'NB',LT	2-11	R6-4-B	RIGHT CHEVRON	60 x 24	10.00		ON POST 2-10	-	-	-	
245+12'NB',LT	2-12	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	3.00		2	-	-	-	
245+12'NB',LT	2-13	R6-4-B	RIGHT CHEVRON	60 x 24	10.00		ON POST 2-12	-	-	-	
246+47'NB',LT	2-14	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	3.00		2	-	-	-	
246+47'NB',LT	2-15	R6-4-B	RIGHT CHEVRON	60 x 24	10.00		ON POST 2-14	-	-	-	
246+81'NB',LT	2-16	D1-2	DESTIN_NORTH128_WEST94_UPWARD DIAGONAL(RA)	66 x 30	13.75		2	-	-	-	
247+03'SB',RT	2-17	R1-2	YIELD	36 x 31	3.88		-	1	-	-	
247+03'SB',RT	2-18	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	5.00		-	ON POST 2-17	-	-	
247+21'NB',RT	2-19	J2-1	DIRECTIONAL ASSEMBLY_I94	24 x 57	9.50		-	1	-	-	
		M5-1L	90DEGREE_LEFT ARROW	21 x 21	-		-	ON POST 2-19	-	-	
		M3-4	WEST	24 x 12	-		-	ON POST 2-19	-	-	
247+67'NB',RT	2-20	W5-52R	CLEARANCE STRIP DOWN LEFT	12 x 36	-	3.00	1	-	-	-	
250+25'SB',RT	2-21	W5-52L	CLEARANCE STRIP DOWN RIGHT	12 x 36	-	3.00	1	-	-	-	
250+26'SB',LT	2-22	W5-52R	CLEARANCE STRIP DOWN LEFT	12 x 36	-	3.00	1	-	-	-	
247+68'NB',LT	2-23	W5-52L	CLEARANCE STRIP DOWN RIGHT	12 x 36	-	3.00	1	-	-	-	
				SUBTOTAL 0010	206.00	61.13	24	7	2	0	

PERMANENT SIGNING

APPROX. STATION LOCATION	SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W x H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H	637.2230 SIGNS TYPE II REFLECTIVE F	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	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	REMARKS
247+33'SB',LT	2-24	R4-7	KEEP RIGHT	24 x 30	5.00	-	1	-	-	-	
246+90'SB',LT	2-25	R1-2	YIELD	36 x 31	7.75	-	-	-	-	1	
246+90'SB',LT	2-26	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.50	-	-	-	-	ON POST 2-25	
246+12'SB',LT	2-27	R3-1	NO RIGHT TURN	24 x 24	4.00	-	1	-	-	-	
245+87'SB',LT	2-28	R5-1	DO NOT ENTER	30 x 30	6.25	-	1	-	-	-	
262+46'B',LT	2-29	W11-2	PEDESTRIAN	30 x 30	-	6.25	1	-	-	-	
262+46'B',LT	2-30	W16-7L	DIAGONAL DOWNWARD LEFT ARROW	24 x 12	-	2.00	ON POST 2-29	-	-	-	
260+97'B',RT	2-31	W12-1D	DOUBLE ARROW_DIAGONAL DOWNWARD	24 x 24	-	4.00	1	-	-	-	
260+02'B',LT	2-32	R5-1A	WRONG WAY	36 x 24	6.00	-	1	-	-	-	
254+00'B',LT	2-33	D1-2	4 DESTINATION_NO/SO128_EAST/WEST94	132 X 78	71.50	-	-	-	2	-	
255+46'B',RT	2-34	W3-2	YIELD AHEAD	36 x 36	-	9.00	1	-	-	-	
258+02'B',RT	2-35	R3-8-DD	ADVANCED INTERSECTION LAND CONTROL_2 lane	36 x 30	7.50	-	1	-	-	-	
262+69'B',LT	2-36	R1-2	YIELD	36 x 31	3.88	-	-	1	-	-	
262+69'B',LT	2-37	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	5.00	-	-	ON POST 2-36	-	-	
262+76'B',RT	2-38	R1-2	YIELD	36 x 31	3.88	-	1	-	-	-	
262+76'B',RT	2-39	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.67	-	ON POST 2-38	-	-	-	
262+76'B',RT	2-40	R5-1	DO NOT ENTER	30 x 30	6.25	-	1	-	-	-	
262+39'BB',RT	2-41	W11-2	PEDESTRIAN	30 x 30	-	6.25	1	-	-	-	
262+39'BB',RT	2-42	W16-7L	DIAGONAL DOWNWARD LEFT ARROW	24 x 12	-	2.00	ON POST 2-41	-	-	-	
262+71'BB',LT	2-43	R1-2	YIELD	36 x 31	3.88	-	-	-	-	1	
262+71'BB',LT	2-44	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	5.00	-	-	-	-	ON POST 2-43	
262+70'BB',RT	2-45	R1-2	YIELD	36 x 31	3.88	-	-	-	-	1	
262+70'BB',RT	2-46	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.67	-	-	-	-	ON POST 2-45	
244+89,SB',RT	2-47	D1-2	3 DESTINATION_NO/SO128_WEST94	66 X 48	22.00	-	2	-	-	-	
250+91'NB',LT	3-1	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	5.00	-	-	1	-	-	
250+91'NB',LT	3-2	R1-2	YIELD	36 x 31	3.88	-	-	ON POST 3-1	-	-	
251+01'NB',RT	3-3	R1-2	YIELD	36 x 31	3.88	-	1	-	-	-	
251+01'NB',RT	3-4	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.67	-	ON POST 3-3	-	-	-	
251+85'NB',RT	3-5	R3-1	NO RIGHT TURN	24 x 24	4.00	-	1	-	-	-	
264+43'C',RT	3-6	R5-1	DO NOT ENTER	30 x 30	6.25	-	1	-	-	-	
264+43'C',RT	3-7	R1-2	YIELD	36 x 31	3.88	-	-	1	-	-	
264+43'C',RT	3-8	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	5.00	-	-	ON POST 3-7	-	-	
264+66'C',RT	3-9	W11-2	PEDESTRIAN	30 x 30	-	6.25	1	-	-	-	
264+66'C',RT	3-10	W16-7L	DIAGONAL DOWNWARD LEFT ARROW	24 x 12	-	2.00	ON POST 3-9	-	-	-	
264+26'C',LT	3-11	R1-2	YIELD	36 x 31	3.88	-	1	-	-	-	
264+26'C',LT	3-12	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.50	-	ON POST 3-11	-	-	-	
267+00'C',RT	3-13	R5-1A	WRONG WAY	36 x 24	6.00	-	1	-	-	-	
268+50'C',LT	3-14	W3-2	YIELD AHEAD	36 x 36	-	9.00	1	-	-	-	
273+00'C',LT	3-15	W2-6	CIRCULAR INTERSECTION AHEAD	30 x 30	-	6.25	1	-	-	-	
273+00'C',LT	3-16	W13-1	ADVISORY SPEED_15	18 x 18	-	2.25	ON POST 3-15	-	-	-	
271+00'C',LT	3-17	D1-2	4 DESTINATION_NO/SO128_EAST/WEST94	132 X 78	71.50	-	-	-	2	-	
270+00'C',LT	3-18	R3-8-DD	ADVANCED INTERSECTION LAND CONTROL_2 lane	36 x 30	7.50	-	1	-	-	-	
268+50'CB',LT	3-19	W3-2	YIELD AHEAD	36 x 36	-	9.00	1	-	-	-	
				SUBTOTAL 0010	295.54	64.25	23	3	4	3	

PERMANENT SIGNING

APPROX. STATION LOCATION	SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W x H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H	637.2230 SIGNS TYPE II REFLECTIVE F	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	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	REMARKS
266+53'C',LT	3-20	W12-1D	DOUBLE ARROW_DIAGONAL DOWNWARD	24 x 24	-	4.00	1	-	-	-	
264+26'C',LT	3-21	R5-1	DO NOT ENTER	30 x 30	6.25	-	1	-	-	-	
264+72'CB',LT	3-22	W11-2	PEDESTRIAN	30 x 30	-	6.25	1	-	-	-	
264+72'CB',LT	3-23	W16-7L	DIAGONAL DOWNWARD LEFT ARROW	24 x 12	-	2.00	ON POST 3-22	-	-	-	
264+27'CB',RT	3-24	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	5.00	-	-	-	-	1	
264+27'CB',RT	3-25	R1-2	YIELD	36 x 31	3.88	-	-	-	-	ON POST 3-24	
264+27'CB',LT	3-26	R1-2	YIELD	36 x 31	3.88	-	1	-	-	-	
264+27'CB',LT	3-27	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.50	-	ON POST 3-26	-	-	-	
253+00'NB',LT	3-28	D1-2	2 DESTINATION_NORTH128_SOUTH128	66 X 48	22.00	-	2	-	-	-	
253+42'SB',RT	3-29	R1-2	YIELD	36 x 31	3.88	-	-	1	-	-	
253+42'SB',RT	3-30	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	5.00	-	-	ON POST 3-29	-	-	
255+40'NB',RT	3-31	R2-1	SPEED LIMIT_45	24 x 30	5.00	-	1	-	-	-	
256+56'NB',LT	3-32	R6-2-R	ONE WAY RIGHT ARROW	24 x 30	5.00	-	1	-	-	-	
257+17'SB',RT	3-33	W3-2	YIELD AHEAD	36 x 36	-	9.00	1	-	-	-	
257+17'SB',LT	3-34	W3-2	YIELD AHEAD	36 x 36	-	9.00	1	-	-	-	
265+99'AB',LT	3-35	J3-1	DIRECTIONAL ASSEMBLY_I94	24 x 57	9.50	-	-	1	-	-	
		M6-2	DIAGONAL UPWARD RIGHT ARROW	21 x 21	-	-	-	ON POST 3-35	-	-	
		M3-4	WEST	24 x 12	-	-	-	ON POST 3-35	-	-	
255+04'SB',LT	3-36	W12-1D	DOUBLE ARROW_DIAGONAL DOWNWARD	24 x 24	-	4.00	1	-	-	-	
253+29'SB',LT	3-37	R1-2	YIELD	36 x 31	3.88	-	1	-	-	-	
253+29'SB',LT	3-38	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.50	-	ON POST 3-37	-	-	-	
263+07'AB',LT	3-39	W11-2	PEDESTRIAN	30 x 30	-	6.25	1	-	-	-	
263+07'AB',LT	3-40	W16-7L	DIAGONAL DOWNWARD LEFT ARROW	24 x 12	-	2.00	ON POST 3-39	-	-	-	
263+24'A',RT	3-41	D1-1	DESTINATION_WEST94_UPWARD DIAGONAL (RA)	42 x 30	8.75	-	-	-	-	1	
263+24'A',RT	3-42	R11-54-F	RAMP CLOSED USE ALT ROUTE	48 x 30	-	-	-	-	-	ON POST 3-41	
263+06'A',RT	3-43	W11-2	PEDESTRIAN	30 x 30	-	6.25	1	-	-	-	
263+06'A',RT	3-44	W16-7R	DIAGONAL DOWNWARD RIGHT ARROW	24 x 12	-	2.00	ON POST 3-43	-	-	-	
261+99'AB',LT	3-45	W4-2R	ROAD NARROWS	36 x 36	-	9.00	1	-	-	-	
262+00'A',LT	3-46	R5-57	PEDESTRIAN, ETC. PROHIBITED	36 x 36	9.00	-	1	-	-	-	
251+14'SB',RT	3-47	D1-2	2 DESTINATION_SOUTH128_EAST94	66 x 30	13.75	-	2	-	-	-	
250+91'SB',LT	3-48	J2-1	DIRECTIONAL ASSEMBLY_I94	24 x 57	9.50	-	-	1	-	-	
		M5-1L	90DEGREE_LEFT ARROW	21 x 21	-	-	-	ON POST 3-48	-	-	
		M3-2	EAST	24 x 12	-	-	-	ON POST 3-48	-	-	
250+73'NB',LT	3-49	R4-7	KEEP RIGHT	24 x 30	5.00	-	1	-	-	-	
251+48'NB',LT	3-50	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	3.00	-	2	-	-	-	
251+48'NB',LT	3-51	R6-4-B	RIGHT CHEVRON	60 x 24	10.00	-	ON POST 3-50	-	-	-	
252+41'NB',LT	3-52	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	3.00	-	2	-	-	-	
252+41'NB',LT	3-53	R6-4-B	RIGHT CHEVRON	60 x 24	10.00	-	ON POST 3-52	-	-	-	
252+77'SB',RT	3-54	R6-1-R	ONE WAY RIGHT ARROW	36 x 12	3.00	-	2	-	-	-	
252+77'SB',RT	3-55	R6-4-B	RIGHT CHEVRON	60 x 24	10.00	-	ON POST 3-54	-	-	-	
263+76'NB',RT	4-1	R1-1	STOP	30 x 30	5.18	-	1	-	-	-	
268+30'SB',LT	4-2	W3-5	REDUCE SPEED LIMIT AHEAD_45 (UA)	36 x 36	-	9.00	1	-	-	-	
265+81'NB',LT	4-3	W14-3	NO PASSING ZONE	48 x 36	-	6.00	1	-	-	-	
264+36'SB',LT	4-4	W2-6	CIRCULAR INTERSECTION AHEAD	30 x 30	-	6.25	1	-	-	-	
264+36'SB',LT	4-5	W13-1	ADVISORY SPEED_15	18 x 18	-	2.25	ON POST 4-4	-	-	-	
262+69'SB',LT	4-6	R2-1	SPEED LIMIT_45	24 x 30	5.00	-	1	-	-	-	
				SUBTOTAL 0010	173.45	83.25	30	3	0	2	

PERMANENT SIGNING

APPROX. STATION LOCATION	SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W x H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H	637.2230 SIGNS TYPE II REFLECTIVE F	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	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	REMARKS
260+63'SB',LT	4-7	D1-62	ROUNDABOUT LAYOUT TYPE 2 S128 E94 W94	78 x 78	42.25	-	-	-	2.00	-	
258+91'SB',LT	4-8	R3-8-DD	ADVANCED INTER. LANE CONTROL 2 lane	36 x 30	7.50	-	-	1.00	-	-	
258+91'SB',LT	4-9	R11-54-F	RAMP CLOSED USE ALT ROUTE	48 x 30	-	-	-	ON POST 4-8	-	-	
257+33'NB',RT	4-10	J4-1	ROUTE ASSEMBLY	24 x 36	6.00	-	1.00	-	-	-	
		M3-1	NORTH DIRECTION MARKER	24 x 12	-	-	ON POST 4-10	-	-	-	
		M1-6	128 STH MARKER	24 x 24	-	-	ON POST 4-10	-	-	-	
257+33'NB',RT	4-11	J4-1	IH 94 ROUTE ASSEMBLY	24 x 36	6.00	-	1.00	-	-	-	
		M4-1	ALTERNATE SIGN PLAQUE	24 x 12	-	-	ON POST 4-11	-	-	-	
258+19'SB',RT	4-12	R4-7	KEEP RIGHT SYMBOL	24 x 30	5.00	-	1.00	-	-	-	
258+19'SB',RT	4-13	W5-54D	TYPE 1 OBJECT MARKER	18 x 18	-	2.25	ON POST 4-12	-	-	-	
259+33'SB',RT	4-14	D4-5-R	PARK & RIDE	36 x 48	12.00	-	-	1.00	-	-	
259+37'SB',RT	4-15	R5-1A	WRONG WAY	36 x 24	6.00	-	-	ON POST 4-14	-	-	
260+80'SB',RT	4-16	R5-1	DO NOT ENTER	30 x 30	6.25	-	1.00	-	-	-	
262+41'NB',RT	4-17	R2-1	SPEED LIMIT 55	24 x 30	5.00	-	1.00	-	-	-	
2+38'SR', RT	4-18	D4-5-R	PARK & RIDE	36 x 48	12.00	-	-	1.00	-	-	
14+29'WD',RT	4-19	R1-1	STOP	30 x 30	5.18	-	1.00	-	-	-	
23+43'ED',RT	4-20	R1-1	STOP	30 x 30	5.18	-	1.00	-	-	-	
10+65'PR', RT	4-21	R7-65	PARK & RIDE PARKING ONLY	30 x 24	5.00	-	1.00	-	-	-	
23+40'ED', RT	4-22	R1-1	STOP	30 x 30	5.18	-	1.00				
252+02'B',RT	5-1	W2-6	ROUNDABOUT AHEAD	30 x 30	-	6.25	1.00	-	-	-	
252+02'B',RT	5-2	W13-1	ADVISORY SPEED 15	18 x 18	-	2.25	ON POST 5-1	-	-	-	
251+38'B',LT	5-3	-	EXIT 4B ARROW RT	-	-	-	2.00	-	-	-	
				SUBTOTAL 0010	128.54	10.75	12.00	3.00	2.00	0.00	
				TOTAL 0010	803.53	219.38	89	16	8	5	

SIGNS TYPE 1

CATEGORY	STATION	LOCATION	SIGN SUPPORTS STRUCTURAL STEEL HS 635.0200 LB	SIGN SUPPORTS CONCRETE MASONRY 636.0100 CY	SIGN SUPPORTS STEEL REINFORCEMENT 636.0500 LB	MOVING SIGNS TYPE 1 638.2101 EACH	REMOVING STRUCTURAL STEEL SIGN SUPPORTS 638.3100 EACH	REMARKS
0010	245+00'B'	IH 94 EB	1172	1.8	100	-	-	EXIT TO RAMP 'B'
0010	246+30'B'	IH 94 EB	-	-	-	1	1	EXIT TO RAMP 'B'
		TOTAL 0010	1172	1.8	100	1	1	

SIGNING REMOVALS

APPROX. STATION LOCATION	SIGN GROUP NUMBER	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	638.3 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
253+33'B',RT	1-1	STOP AHEAD	1	2	
249+84'NB',RT	2-1	CLEARANCE STRIPER DOWN RIGHT	1	1	
251+73'NB',RT	2-2	DIRECTIONAL ASSEMBLY (1 Headed Route Panel)_I94 WEST ARROW LEFT	1	1	
251+80'NB',RT	2-3	NO LEFT TURN ARROW	1	1	
251+80'NB',RT	2-4	DO NOT ENTER	-	ON POST 2-3	
268+36'C',LT	2-5	WRONG WAY	1	1	
268+36'C',RT	2-6	FOUR DESTINATION (ARROW) SPRINGVALLEY/ELMWOOD (LA) WILSON/GLENWOOD CITY (RA)	1	2	
268+36'C',RT	2-7	WRONG WAY	-	ON POST 2-6	
266+26'C',RT	2-8	CAMPING (RA)	1	1	
252+24'NB',RT	2-9	STOP	1	1	
264+41'C',LT	2-10	STOP	1	1	
264+41'C',LT	2-11	NO LEFT TURN ARROW	-	ON POST 2-10	
252+24'NB',RT	2-12	ONE WAY LEFT ARROW	-	ON POST 2-9	
252+24'NB',RT	2-13	ONE WAY RIGHT ARROW	-	ON POST 2-9	
264+36'C',RT	2-14	DIRECTIONAL ASSEMBLY (2 Headed Route Panel) SOUTH NORTH 128 ARROW RIGHT/ARROW LEFT	1	1	
264+36'C',RT	2-15	REASSURANCE ASSEMBLY_ I94 ALTERNATE	-	ON POST 2-14	
252+54'NB',RT	2-16	STOP	1	1	
252+63'NB',RT	2-17	DO NOT ENTER	1	1	
253+88'NB',RT	2-18	SPEED LIMIT_45	1	1	
257+28'NB',RT	2-19	ROUTE ASSEMBLY NORTH 128	1	1	
257+28'NB',RT	2-20	REASSURANCE ASSEMBLY_I94 ALTERNATE	-	ON POST 2-19	
257+97'NB',LT	2-21	TRIPLE DESTINATION (ARROW) MENOMONIE/SPRINGVALLEY (UA) HUDSON (RA)	1	2	
252+78'NB',LT	2-22	NO LEFT TURN ARROW	1	1	
252+68'NB',LT	2-23	DIRECTIONAL ASSEMBLY (1 Headed Route Panel)_I94 WEST ARROW RIGHT	1	1	
252+68'NB',LT	2-24	DIRECTIONAL ASSEMBLY (1 Headed Route Panel)_I94 WEST ARROW LEFT	-	ON POST 2-23	
263+37'A',RT	2-25	PEDESTRIANS ETC, PROHIBITED	1	1	
249+99'NB',LT	2-26	ONE DESTINATION_MENOMONIE (LA)	1	2	
249+86'NB',LT	2-27	CLEARANCE STRIPER DOWN LEFT	1	1	
245+25'NB',RT	3-1	DIRECTIONAL ASSEMBLY (1 Headed Route Panel)_I94 EAST ARROW RIGHT	1	1	
		SUBTOTAL 0010 =	21	25	

NOTE: SIGNS ON 1 POST ARE CONSIDERED 1 SIGN REMOVAL

SIGNING REMOVALS

APPROX. STATION LOCATION	SIGN GROUP NUMBER	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	638.3 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
245+25'NB',RT	3-2	DIRECTIONAL ASSEMBLY (1 Headed Route Panel)_I94 EAST ARROW LEFT	1	ON POST 3-1	
245+43'NB',RT	3-3	NO LEFT TURN ARROW	1	1	
265+00'D',RT	3-4	PEDESTRIANS ETC, PROHIBITED	1	1	
247+73'NB',RT	3-5	ONE DESTINATION_HUDSON (LA)	1	1	
247+84'NB',RT	3-6	CLEARANCE STRIPER DOWN LEFT	1	1	
247+84'NB',RT	3-7	CLEARANCE STRIPER DOWN RIGHT	1	1	
246+45'NB',RT	3-8	DIRECTIONAL ASSEMBLY (1 Headed Route Panel)_I94 EAST ARROW LEFT	1	1	
246+30'NB',RT	3-9	NO RIGHT TURN ARROW	1	1	
246+30'NB',RT	3-10	DO NOT ENTER	-	ON POST 3-9	
246+15'NB',LT	3-11	STOP	1	1	
246+15'NB',LT	3-12	NO LEFT TURN ARROW	-	ON POST 3-11	
245+74'NB',LT	3-13	STOP	1	1	
245+74'NB',LT	3-14	ONE WAY LEFT ARROW	-	ON POST 3-13	
245+74'NB',LT	3-15	ONE WAY RIGHT ARROW	-	ON POST 3-13	
259+74'B',LT	3-16	WRONG WAY	1	1	
259+74'B',RT	3-17	FOUR DESTINATION (ARROW) WILSON/GLENWOOD CITY (LA) SPRINGVALLEY/ELMWOOD (RA)	1	2	
259+74'B',RT	3-18	WRONG WAY	-	ON POST 3-17	
245+25'NB',LT	3-19	REASSURANCE ASSEMBLY_ I94 ALTERNATE	1	1	
245+25'NB',LT	3-20	DIRECTIONAL ASSEMBLY (2 Headed Route Panel) SOUTH NORTH 128 ARROW RIGHT/ARROW LEFT	-	ON POST 3-19	
245+25'NB',LT	3-21	STOP	1	1	
245+20'NB',RT	3-22	DO NOT ENTER	1	1	
243+43'NB',RT	3-23	ROUTE ASSEMBLY 128 SOUTH	1	2	
243+43'NB',RT	3-24	DESTINATION/DISTANCE (TWO) W/DIE CUT LETTERS SPRINGVALLEY 8 / ELMWOOD 11	-	ON POST 3-23	
241+00'NB',LT	3-25	SPEED LIMIT_55	1	1	
241+36'NB',RT	3-26	SPEED LIMIT_45	1	1	
272+15'C',RT	4-1	STOP AHEAD	1	2	
237+38'NB',RT	5-1	STOP	1	1	
238+11'NB',RT	5-2	TRIPLE DESTINATION (ARROW) MENOMONIE/SPRINGVALLEY (UA) HUDSON (RA)	1	2	
238+46'NB',LT	5-3	NO PASSING ZONE	1	1	
236+84'NB',LT	5-4	STOP	1	1	
262+20'NB',RT	6-1	SPEED LIMIT_55	1	1	
262+20'NB',RT	6-2	NO PASSING ZONE	-	ON POST 6-1	
264+77'NB',LT	6-3	NO PASSING ZONE	1	1	
262+90'NB',LT	6-4	SPEED LIMIT_45	1	1	
		SUBTOTAL 0010 =	26	29	
		TOTAL 0010 =	47	54	

TRAFFIC CONTROL

CATEGORY	STATION	LOCATION	TRAFFIC CONTROL DRUMS 643.0300 DAY	TRAFFIC CONTROL BARRICADES TYPE III 643.0420 DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A 643.0705 DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE C 643.0715 DAY	TRAFFIC CONTROL ARROW BOARDS 643.0800 DAY	TRAFFIC CONTROL SIGNS 643.0900 DAY	TRAFFIC CONTROL COVERING SIGNS TYPE I 643.0910 EACH	TRAFFIC CONTROL COVERING SIGNS TYPE II 643.0920 EACH	TRAFFIC CONTROL SIGNS PCMS 643.1050 DAY	REMARKS
0010	PROJECT	STH 128 / IH 94	36600	1900	2300	3000	520	10900	2	4	900	
		TOTAL 0010	36600	1900	2300	3000	520	10900	2	4	900	

TEMPORARY PAVEMENT MARKING

CATEGORY	STATION	LOCATION	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH 649.0400 LF	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH 649.0403 LF	PAVEMENT MARKING STOP LINE REMOVALBE TAPE 18-INCH 649.1200 LF	REMARKS
0010	PROJECT	STH 128 / IH 94	1000	1000	-	UNDISTRIBUTED
0010	PROJECT	RAMPS	-	-	60	STAGE CONSTRUCTION
		TOTAL 0010	1000	1000	60	

REMOVING PAVEMENT MARKINGS

CATEGORY	STATION	LOCATION	646.0600 LF	REMARKS
0010	PROJECT	STH 128 / IH 94	1000	UNDISTRIBUTED
		TOTAL 0010	1000	

CONSTRUCTION STAKING STORM SEWER

CATEGORY	STATION	LOCATION	650.4000 EACH	REMARKS
0010	PROJECT	STH 128 / RAMPS	31	ALL INLETS / MANHOLES
		TOTAL 0010	31	

CONSTRUCTION STAKING PIPE CULVERTS

CATEGORY	STATION	LOCATION	650.6000 EACH	REMARKS
0010	253+50'A'	RAMP A, LT	1	
0010	256+50'NB'	DRIVEWAY, RT	1	
0010	263+70'SB'	DRIVEWAY, LT	1	
0010	3+53'SR'	SERVICE RD	1	
0010	10+50'PR'	PARK & RIDE	1	
0010	264+57'NB'	STH 128	1	
0010	253+50'B'	RAMP B	1	
0010	9+39'50TH'	50TH AVE	1	
0010	2+00'SR'	SERVICE RD	1	
0010	255+80'B'	RAMP B	1	
0010	265+50'D'	RAMP D	1	
0010	250+99'A'	RAMP A	1	
0010	250+99'A'	RAMP B	1	
0010	256+82'B'	RAMP B	1	
0010	245+42'A'	RAMP A	1	
		TOTAL 0010	15	

PAVEMENT MARKING EPOXY

CATEGORY	STATION	TO	STATION	LOCATION	PAVEMENT MARKING EPOXY 4-INCH 646.0106 LF	PAVEMENT MARKING EPOXY 8-INCH 646.0126 LF	PAVEMENT MARKING EPOXY 18-INCH 646.0156 LF	PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH 646.2304.S LF	PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 8-INCH 646.2308.S LF	PAVEMENT MARKING CURB EPOXY 647.0456 LF	PAVEMENT MARKING ISLAND NOSE EPOXY 647.0606 EACH	PAVEMENT MARKING PARKING STALL EPOXY 647.0726 LF	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH 647.0726 LF	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH 647.0766 LF	REMARKS
0010	237+22'NB'	-	238+60'NB'	STH 128 NB	138	-	-	-	-	-	-	-	-	-	DOUBLE YELLOW
0010	238+60'SB'	-	244+93'SB'	STH 128 SB	633	-	-	-	-	-	-	-	-	-	YELLOW
0010	238+60'NB'	-	244+74'NB'	STH 128 NB	614	-	-	-	-	-	-	-	-	-	YELLOW
0010	247+03'SB'	-	247+74'SB'	STH 128 SB	71	-	-	-	-	-	-	-	-	-	YELLOW
0010	246+84'NB'	-	247+54'NB'	STH 128 NB	70	-	-	-	-	-	-	-	-	-	YELLOW
0010	247+54'NB'	-	250+16'NB'	STH 128 NB	262	-	-	-	-	-	-	-	-	-	DOUBLE YELLOW
0010	250+16'NB'	-	250+92'NB'	STH 128 NB	76	-	-	-	-	-	-	-	-	-	YELLOW
0010	250+31'SB'	-	251+11'SB'	STH 128 SB	80	-	-	-	-	-	-	-	-	-	YELLOW
0010	253+01'NB'	-	262+32'NB'	STH 128 NB	931	-	-	-	-	-	-	-	-	-	YELLOW
0010	253+39'SB'	-	262+64'SB'	STH 128 SB	925	-	-	-	-	-	-	-	-	-	YELLOW
0010	262+32'NB'	-	265+07'NB'	STH 128 NB	275	-	-	-	-	-	-	-	-	-	DOUBLE YELLOW
0010	260+91'SB'	-	265+39'SB'	STH 128 SB, LT	448	-	-	-	-	-	-	-	-	-	WHITE
0010	259+58'NB'	-	265+07'NB'	STH 128 NB, RT	549	-	-	-	-	-	-	-	-	-	WHITE
0010	254+86'NB'	-	262+74'NB'	STH 128 NB, RT	788	-	-	-	-	-	-	-	-	-	WHITE
0010	254+86'NB'	-	255+94'NB'	STH 128 NB, RT	108	-	-	-	-	-	-	-	-	-	WHITE
0010	237+84'SB'	-	244+09'SB'	STH 128 SB, LT	625	-	-	-	-	-	-	-	-	-	WHITE
0010	237+68'NB'	-	243+94'NB'	STH 128 NB, RT	626	-	-	-	-	-	-	-	-	-	WHITE
0010	237+22'SB'	-	241+00'SB'	STH 128 SB, LT	378	-	-	-	-	-	-	-	-	-	WHITE
0010	252+88'SB'	-	255+12'SB'	STH 128 SB, LT	224	-	-	-	-	-	-	-	-	-	WHITE
0010	255+37'SB'	-	256+50'SB'	STH 128 SB, LT	113	-	-	-	-	-	-	-	-	-	WHITE
0010	264+54'C'	-	266+62'C'	RAMP C, LT	208	-	-	-	-	-	-	-	-	-	YELLOW
0010	264+69'CB'	-	266+58'CB'	RAMP C BYPASS, RT	189	-	-	-	-	-	-	-	-	-	YELLOW
0010	260+90'BB'	-	262+43'BB'	RAMP B BYPASS, LT	153	-	-	-	-	-	-	-	-	-	YELLOW
0010	260+83'B'	-	262+57'B'	RAMP B, RT	174	-	-	-	-	-	-	-	-	-	YELLOW
0010	1+30'SR'	-	7+30'SR'	SERVICE RD	1200	-	-	-	-	-	-	-	-	-	DOUBLE YELLOW
0010	237+22'SB'	-	240+51'SB'	STH 128 SB, LT	-	329	-	-	-	-	-	-	-	-	WHITE
0010	260+31'B'	-	260+83'B'	RAMP B, RT	-	52	-	-	-	-	-	-	-	-	WHITE
0010	260+33'BB'	-	260+90'BB'	RAMP B BYPASS, LT	-	57	-	-	-	-	-	-	-	-	WHITE
0010	244+93'SB'	-	245+11'SB'	STH 128 SB, MED GORE	-	117	-	-	-	-	-	-	-	-	WHITE
0010	263+98'D'	-	264+12'D'	RAMP D	-	15	-	-	-	-	-	-	-	-	WHITE
0010	245+59'NB'	-	245+70'NB'	STH 128 NB, RT	-	11	-	-	-	-	-	-	-	-	WHITE
0010	246+66'NB'	-	246+84'NB'	STH 128 NB, MED GORE	-	76	-	-	-	-	-	-	-	-	WHITE
0010	262+72'B'	-	262+88'B'	RAMP B	-	32	-	-	-	-	-	-	-	-	WHITE
0010	245+18'SB'	-	245+41'SB'	STH 128 SB, LT	-	24	-	-	-	-	-	-	-	-	WHITE
0010	262+77'BB'	-	262+98'BB'	RAMP B BYPASS, LT	-	21	-	-	-	-	-	-	-	-	WHITE
0010	266+58'CB'	-	268+16'CB'	RAMP C BYPASS, RT	-	157	-	-	-	-	-	-	-	-	WHITE
0010	266+62'C'	-	268+15'C'	RAMP C, LT	-	157	-	-	-	-	-	-	-	-	WHITE
0010	265+43'AB'	-	266+81'AB'	RAMP A BYPASS, RT	-	135	-	-	-	-	-	-	-	-	WHITE
0010	255+12'SB'	-	256+50'SB'	STH 128 SB, LT	-	89	-	-	-	-	-	-	-	-	WHITE
0010	254+86'NB'	-	255+94'NB'	STH 128 NB, RT	-	108	-	-	-	-	-	-	-	-	WHITE
0010	250+92'NB'	-	251+44'NB'	STH 128 NB, MED GORE	-	75	-	-	-	-	-	-	-	-	WHITE
0010	252+06'NB'	-	252+18'NB'	STH 128 NB, RT	-	12	-	-	-	-	-	-	-	-	WHITE
0010	264+25'C'	-	264+41'C'	RAMP C, LT	-	16	-	-	-	-	-	-	-	-	WHITE
0010	252+57'NB'	-	252+70'NB'	STH 128 NB, RT	-	13	-	-	-	-	-	-	-	-	WHITE
0010	264+13'CB'	-	264+33'CB'	RAMP C BYPASS, RT	-	20	-	-	-	-	-	-	-	-	WHITE
0010	252+82'NB'	-	253+01'NB'	STH 128 NB, MED GORE	-	93	-	-	-	-	-	-	-	-	WHITE
0010	263+02'AB'	-	265+14'AB'	RAMP A BYPASS, RT	-	229	-	-	-	-	-	-	-	-	WHITE
0010	252+32'SB'	-	252+46'SB'	STH 128 SB, LT	-	19	-	-	-	-	-	-	-	-	WHITE
				SUBTOTAL 0010	9858	1857	0	0	0	0	0	0	0	0	

CATEGORY	STATION	TO	STATION	LOCATION	PAVEMENT MARKING EPOXY 4-INCH 646.0106 LF	PAVEMENT MARKING EPOXY 8-INCH 646.0126 LF	PAVEMENT MARKING EPOXY 18-INCH 646.0156 LF	GROOVED WET REFLECTIVE EPOXY 4-INCH 646.2304.S LF	GROOVED WET REFLECTIVE EPOXY 8-INCH 646.2308.S LF	PAVEMENT MARKING CURB EPOXY 647.0456 LF	PAVEMENT MARKING ISLAND NOSE EPOXY 647.0606 EACH	PAVEMENT MARKING PARKING STALL EPOXY 647.0726 LF	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH 647.0726 LF	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH 647.0766 LF	REMARKS
0010	237+22'NB'	-	238+60'NB'	STH 128 NB	138	-	-	-	-	-	-	-	-	-	DOUBLE YELLOW
0010	238+60'SB'	-	244+93'SB'	STH 128 SB	633	-	-	-	-	-	-	-	-	-	YELLOW
0010	263+23'A'	-	263+42'A'	RAMP A	-	19	-	-	-	-	-	-	-	-	WHITE
0010	260+47'A'	-	262+08'A'	RAMP A, LT	-	160	-	-	-	-	-	-	-	-	WHITE
0010	260+46'AB'	-	262+06'AB'	RAMP A BYPASS, RT	-	160	-	-	-	-	-	-	-	-	WHITE
0010	259+58'NB'	-	263+07'NB'	STH 128 NB, RT	-	349	-	-	-	-	-	-	-	-	WHITE
0010	11+00'PR'	-	11+18'PR'	PARK AND RIDE	-	130	-	-	-	-	-	-	-	-	WHITE
0010	11+24'PR'	-	11+49'PR'	PARK AND RIDE	-	105	-	-	-	-	-	-	-	-	WHITE
0010	246+52'SB'	-	246+90'SB'	SB STH 128	-	-	20	-	-	-	-	-	-	-	WHITE, 2'SEG, 2'GAP
0010	245+35'SB'	-	245+72'SB'	SB STH 128, LT	-	-	18	-	-	-	-	-	-	-	WHITE, 2'SEG, 2'GAP
0010	244+77'SB'	-	245+19'SB'	SB STH 128, LT	-	-	22	-	-	-	-	-	-	-	WHITE, 2'SEG, 2'GAP
0010	244+88'NB'	-	245+29'NB'	NB STH 128	-	-	22	-	-	-	-	-	-	-	WHITE, 2'SEG, 2'GAP
0010	252+88'SB'	-	253+25'SB'	SB STH 128, LT	-	-	20	-	-	-	-	-	-	-	WHITE, 2'SEG, 2'GAP
0010	251+06'NB'	-	251+44'NB'	NB STH 128, RT	-	-	20	-	-	-	-	-	-	-	WHITE, 2'SEG, 2'GAP
0010	252+18'NB'	-	252+57'NB'	NB STH 128, RT	-	-	18	-	-	-	-	-	-	-	WHITE, 2'SEG, 2'GAP
0010	252+70'NB'	-	253+30'NB'	NB STH 128, RT	-	-	30	-	-	-	-	-	-	-	WHITE, 2'SEG, 2'GAP
0010	243+00'B'	-	258+34'B'	RAMP B, RT	-	-	-	1534	-	-	-	-	-	-	WHITE
0010	258+34'BB'	-	262+44'BB'	RAMP B BYPASS	-	-	-	410	-	-	-	-	-	-	WHITE
0010	264+39'D'	-	268+00'D'	RAMP D, RT	-	-	-	361	-	-	-	-	-	-	WHITE
0010	251+37'EB'	-	268+00'EB'	IH 94, RT	-	-	-	1663	-	-	-	-	-	-	WHITE
0010	253+75'WB'	-	272+03'WB'	IH 94, LT	-	-	-	1828	-	-	-	-	-	-	WHITE
0010	238+00'A'	-	256+51'A'	RAMP A, LT	-	-	-	1851	-	-	-	-	-	-	WHITE
0010	256+51'AB'	-	271+00'AB'	RAMP A BYPASS	-	-	-	1449	-	-	-	-	-	-	WHITE
0010	264+68'CB'	-	270+15'CB'	RAMP C BYPASS	-	-	-	547	-	-	-	-	-	-	WHITE
0010	270+15'C'	-	272+01'C'	RAMP C, LT	-	-	-	186	-	-	-	-	-	-	WHITE
0010	241+00'SB'	-	242+05'SB'	STH 128 SB, LT	-	-	-	30	-	-	-	-	-	-	WHITE, 3'SEG, 9'GAP
0010	245+67'EB'	-	247+76'EB'	IH 94, RT	-	-	-	60	-	-	-	-	-	-	WHITE, 3'SEG, 9'GAP
0010	251+40'B'	-	262+51'B'	RAMP B	-	-	-	1111	-	-	-	-	-	-	YELLOW
0010	253+76'A'	-	262+97'A'	RAMP A	-	-	-	921	-	-	-	-	-	-	YELLOW
0010	264+59'C'	-	272+00'C'	RAMP C	-	-	-	741	-	-	-	-	-	-	YELLOW
0010	264+39'D'	-	268+00'D'	RAMP D	-	-	-	361	-	-	-	-	-	-	YELLOW
0010	247+76'EB'	-	251+38'EB'	IH 94, RT	-	-	-	-	362	-	-	-	-	-	
0010	247+77'B'	-	251+39'B'	RAMP B, RT	-	-	-	-	364	-	-	-	-	-	
0010	247+00'A'	-	253+76'A'	RAMP A, LT	-	-	-	-	676	-	-	-	-	-	
0010	247+00'WB'	-	253+75'WB'	IH 94, LT	-	-	-	-	675	-	-	-	-	-	
0010			240+45'NB'	STH 128	-	-	-	-	-	10	-	-	-	-	5' PER SIDE OF NOSE
0010			247+17'NB'	STH 128	-	-	-	-	-	10	-	-	-	-	5' PER SIDE OF NOSE
0010			250+58'NB'	STH 128	-	-	-	-	-	10	-	-	-	-	5' PER SIDE OF NOSE
0010			257+97'NB'	STH 128	-	-	-	-	-	10	-	-	-	-	5' PER SIDE OF NOSE
0010			258+01'NB'	STH 128 NB, LT	-	-	-	-	-	-	1	-	-	-	
0010			250+55'NB'	STH 128 NB, LT	-	-	-	-	-	-	1	-	-	-	
0010			247+20'NB'	STH 128 NB, LT	-	-	-	-	-	-	1	-	-	-	
0010			240+43'NB'	STH 128 NB, LT	-	-	-	-	-	-	1	-	-	-	
0010	10+90'PR'	-	13+13'PR'	PARK & RIDE	-	-	-	-	-	-	-	1534	-	-	
0010	239+00'NB'	-	240+38'NB'	STH 128 NB	-	-	-	-	-	-	-	-	60	-	YELLOW
0010	258+00'NB'	-	262+00'NB'	STH 128 NB	-	-	-	-	-	-	-	-	130	-	YELLOW
0010	260+31'B'	-	260+77'B'	RAMP B, RT	-	-	-	-	-	-	-	-	30	-	WHITE
0010	266+62'C'	-	268+15'C'	RAMP C, LT	-	-	-	-	-	-	-	-	60	-	WHITE
0010	260+50'AB'	-	262+00'AB'	RAMP A BYPASS, RT	-	-	-	-	-	-	-	-	30	-	WHITE
0010	263+02'AB'	-	265+05'AB'	RAMP A BYPASS, RT	-	-	-	-	-	-	-	-	110	-	WHITE
				SUBTOTAL 0010	0	923	170	13053	2077	40	4	1534	420	0	

CATEGORY	STATION	TO	STATION	LOCATION	PAVEMENT MARKING EPOXY 4-INCH 646.0106 LF	PAVEMENT MARKING EPOXY 8-INCH 646.0126 LF	PAVEMENT MARKING EPOXY 18-INCH 646.0156 LF	GROOVED WET REFLECTIVE EPOXY 4-INCH 646.2304.S LF	GROOVED WET REFLECTIVE EPOXY 8-INCH 646.2308.S LF	PAVEMENT MARKING CURB EPOXY 647.0456 LF	PAVEMENT MARKING ISLAND NOSE EPOXY 647.0606 EACH	PAVEMENT MARKING PARKING STALL EPOXY 647.0726 LF	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH 647.0726 LF	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH 647.0766 LF	REMARKS
0010	237+22'NB'	-	238+60'NB'	STH 128 NB	138	-	-	-	-	-	-	-	-	-	DOUBLE YELLOW
0010	238+60'SB'	-	244+93'SB'	STH 128 SB	633	-	-	-	-	-	-	-	-	-	YELLOW
0010	265+50'AB'	-	266+32'AB'	RAMP A BYPASS, RT	-	-	-	-	-	-	-	-	30	-	WHITE
0010			263+04'A'	RAMP A	-	-	-	-	-	-	-	-	-	15	
0010			262+98'A'	RAMP A	-	-	-	-	-	-	-	-	-	15	
0010			263+03'AB'	RAMP A BYPASS	-	-	-	-	-	-	-	-	-	15	
0010			262+97'AB'	RAMP A BYPASS	-	-	-	-	-	-	-	-	-	15	
0010			264+58'C'	RAMP C	-	-	-	-	-	-	-	-	-	19	
0010			264+49'C'	RAMP C	-	-	-	-	-	-	-	-	-	19	
0010			264+69'CB'	RAMP C BYPASS	-	-	-	-	-	-	-	-	-	16	
0010			264+62'CB'	RAMP C BYPASS	-	-	-	-	-	-	-	-	-	16	
0010			264+39'D'	RAMP D	-	-	-	-	-	-	-	-	-	20	
0010			264+33'D'	RAMP D	-	-	-	-	-	-	-	-	-	20	
0010			262+61'B'	RAMP B	-	-	-	-	-	-	-	-	-	19	
0010			262+62'B'	RAMP B	-	-	-	-	-	-	-	-	-	19	
0010			262+50'BB'	RAMP B BYPASS	-	-	-	-	-	-	-	-	-	16	
0010			262+43'BB'	RAMP B BYPASS	-	-	-	-	-	-	-	-	-	16	
				SUBTOTAL 0010	0	0	0	0	0	0	0	0	30	240	
				TOTAL 0010	9858	2780	170	13053	2077	40	4	1534	450	240	

CONSTRUCTION STAKING GRADE

CATEGORY	STATION	TO	STATION	LOCATION	CONSTRUCTION STAKING SUBGRADE 650.4500 LF	CONSTRUCTION STAKING BASE 650.5000 LF	CONSTRUCTION STAKING SLOPE STAKES 650.9920 LF	REMARKS
0010	237+22'NB'	-	265+07'NB'	STH 128 NB	2785	2785	2785	
0010	237+22'SB'	-	265+39'SB'	STH 128 SB	2817	2817	2817	
0010	241+00'A'	-	263+42'A'	RAMP A	2242	2242	2242	
0010	262+04'AB'	-	263+98'AB'	RAMP A Byp	194	194	194	
0010	245+66'B'	-	262+87'B'	RAMP B	1721	1721	1721	
0010	260+84'BB'	-	262+89'BB'	RAMP B Byp	205	205	205	
0010	264+25'C'	-	280+54'C'	RAMP C	1140	1140	1140	INCLUDES I 94 WB WIDENING
0010	264+22'CB'	-	270+15'CB'	RAMP C Byp	593	593	593	
0010	263+98'D'	-	268+00'D'	RAMP D	402	402	402	
0010	1+30'SR'	-	7+30'SR'	SERVICE RD	600	600	600	
0010	21+50'ED'	-	23+75'ED'	EAST DR	225	225	225	
0010	11+50'WD'	-	14+50'WD'	WEST DR	300	300	300	
0010	10+19'PR'	-	13+13'PR'	PARK & RIDE	294	-	294	
0010	257+02'NB'	-	267+17'NB'	STH 128 NB	1015	1015	1015	WIDENING
0010	259+87'SB'	-	267+48'SB'	STH 128 SB	761	761	761	WIDENING
				TOTAL 0010	15294	15000	15294	

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CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER

650.5500

CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	5+00'RS'	-	10+49.78'RS'	ROUNDABOUT SOUTH	280	LT
0010	5+00'RN'	-	10+49.78'RN'	ROUNDABOUT NORTH	280	LT
0010	243+05'NB'	-	244+79'NB'	STH 128 NB	174	MEDIAN
0010	243+57'SB'	-	244+97'SB'	STH 128 SB	140	MEDIAN
0010	242+95'NB'	-	244+12'NB'	STH 128 NB	116	RT
0010	244+09'SB'	-	244+51'SB'	STH 128 SB	42	LT
0010	259+85'BB'	-	262+70'BB'	RAMP B Byp	285	RT
0010	260+91'BB'	-	262+82'BB'	RAMP B Byp	190	MEDIAN
0010	260+85'B'	-	262+16'B'	RAMP B	216	MEDIAN
0010	258+77'B'		260+69'B'	RAMP B	192	LT
0010	260+69'B'	-	262+77'B'	RAMP B	208	LT
0010	264+31'D'	-	264+66'D'	RAMP D	35	RT
0010	264+08'D'	-	264+66'D'	RAMP D	56	LT
0010	5+00'RS'	-	10+49.78'RS'	ROUNDABOUT SOUTH	255	OUTSIDE
0010	246+21'NB'	-	247+70'NB'	STH 128 NB	142	RT
0010	247+57'SB'	-	247+88'SB'	STH 128 SB	30	LT
0010	246+79'NB'	-	247+20'NB'	STH 128 NB	41	MEDIAN
0010	246+98'SB'	-	247+39'SB'	STH 128 SB	41	MEDIAN
0010	250+07'NB'	-	250+37'NB'	STH 128 NB	30	RT
0010	250+25'SB'	-	251+75'SB'	STH 128 SB	142	LT
0010	250+55'NB'	-	250+97'NB'	STH 128 NB	42	MEDIAN
0010	250+75'SB'	-	251+16'SB'	STH 128 SB	42	MEDIAN
0010	5+00'RN'	-	10+49.78'RN'	ROUNDABOUT NORTH	230	OUTSIDE
0010	262+03'A'	-	263+28'A'	RAMP A	125	RT
0010	262+07'A'	-	263+65'A'	RAMP A	164	MEDIAN
0010	262+06'AB'	-	265+43'AB'	RAMP A Byp	368	MEDIAN
0010	262+06'AB'	-	266+22'AB'	RAMP A Byp	417	LT
0010	252+67'SB'	-	255+12'SB'	STH 128 SB	228	MEDIAN
0010	253+34'SB'	-	256+61'SB'	STH 128 SB	329	MEDIAN
0010	252+96'NB'	-	254+31'NB'	STH 128 NB	136	MEDIAN
0010	253+57'NB'	-	253+81'NB'	STH 128 NB	24	RT
0010	264+36'C'	-	266+45'C'	RAMP C	211	RT
0010	266+45'C'	-	268+33'C'	RAMP C	188	RT
0010	264+00'C'	-	266+62'C'	RAMP C	251	MEDIAN
0010	264+28'CB'	-	266+58'CB'	RAMP C Byp	232	MEDIAN
0010	264+34'CB'	-	267+67'CB'	RAMP C Byp	303	LT
0010	240+44'NB'	-	243+05'NB'	STH 128 NB	260	MEDIAN
0010	240+44'SB'	-	243+57'SB'	STH 128 SB	312	MEDIAN
0010	254+31'NB'	-	258+00'NB'	STH 128 NB	369	MEDIAN
0010	256+61'SB'	-	258+32'SB'	STH 128 SB	170	MEDIAN
0010	237+28'NB'	-	237+68'NB'	STH 128 NB	61	RADIUS
0010	237+24'SB'	-	237+84'SB'	STH 128 SB	90	RADIUS
0010	255+94'NB'	-	256+24'NB'	STH 128 NB	44	RADIUS
0010	256+87'NB'	-	257+17'NB'	STH 128 NB	44	RADIUS
0010	244+07'NB'	-	245+60'NB'	STH 128 NB	120	RT
0010	250+46'NB'	-	251+33'NB'	STH 128 NB	40	RT
0010	252+75'NB'	-	253+57'NB'	STH 128 NB	45	RT
0010	244+51'SB'	-	245+17'SB'	STH 128 SB	40	LT
0010	246+54'SB'	-	247+57'SB'	STH 128 SB	50	LT
0010	5+00'RN'	-	10+49.78'RN'	ROUNDABOUT NORTH	400	LT
0010	5+00'RS'	-	10+49.78'RS'	ROUNDABOUT SOUTH	400	LT
				TOTAL 0010	8630	

SAWING ASPHALT

690.0150

CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010			237+22'NB'	STH 128	240	BEGIN PROJ
0010			265+07'NB'	STH 128	30	END PROJ
0010	270+15'C'	-	275+15'C'	RAMP C	50	BTW RESURFACE
0010			268+00'D'	RAMP D	25	END CONST
0010	257+02'NB'	-	267+17'NB'	STH 128 NB	1015	REMOVAL
0010	259+87'SB'	-	266+75'SB'	STH 128 SB	690	REMOVAL
0010	238+50'NB'	-	246+70'NB'	STH 128 NB	730	REMOVAL
0010	250+75'NB'	-	254+85'NB'	STH 128 NB	360	REMOVAL
0010	241+00'WB'	-	255+75'WB'	IH 94 WB	1475	RAMP A GORE
0010	272+43'WB'	-	280+53'WB'	IH 94 WB	810	RAMP C GORE
0010	245+65'EB'	-	255+50'EB'	IH 94 EB	985	RAMP B GORE
				TOTAL 0010	6410	

ASPHALT PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	HMA PAVEMENT 3 MT 58-28 S 3.0% VA REGRESSION SPECIAL SPV.0195.01 TON	HMA PAVEMENT 4 MT 58-34 H 3.0% VA REGRESSION SPECIAL SPV.0195.02 TON	REMARKS
0010	252+51'NB'	-	265+07'NB'	STH 128 NB	1653	571	INCLUDES LANES & SHLD
0010	252+88'SB'	-	265+38'SB'	STH 128 SB	1311	495	INCLUDES LANES & SHLD
0010	256+00'AB'	-	266+24'AB'	RAMP A Byp	704	255	INCLUDES LANES & SHLD
0010	241+02'A'	-	263+42'A'	RAMP A	1959	740	INCLUDES LANES & SHLD
0010	5+00'RN'	-	10+50'RN'	ROUNDABOUT NORTH	494	165	22' LANE
0010	264+27'CB'	-	270+15'CB'	RAMP C Byp	422	154	INCLUDES LANES & SHLD
0010	264+13'C'	-	270+15'C'	RAMP C	525	185	INCLUDES LANES & SHLD
0010	270+15'C'	-	275+15'C'	RAMP C	-	158	2.5-INCH RESURFACE
0010	275+15'C'	-	280+54'C'	RAMP C	326	85	INCLUDES LANES & SHLD
0010	264+00'D'	-	268+00'D'	RAMP D	408	158	INCLUDES LANES & SHLD
0010	250+42'SB'	-	251+74'SB'	STH 128 SB	89	30	18' LANE
0010	250+22'NB'	-	251+44'NB'	STH 128 NB	75	25	18' LANE
0010	246+51'SB'	-	247+72'SB'	STH 128 SB	75	25	18' LANE
0010	246+21'NB'	-	247+53'NB'	STH 128 NB	89	30	18' LANE
0010	244+09'SB'	-	245+17'SB'	STH 128 SB	122	41	18' LANE
0010	242+95'NB'	-	244+88'NB'	STH 128 NB	161	54	18' LANE
0010	5+00'RS'	-	10+50'RS'	ROUNDABOUT SOUTH	494	165	22' LANE
0010	245+67'B'	-	262+99'B'	RAMP B	1863	706	INCLUDES LANES & SHLD
0010	260+35'BB'	-	263+09'BB'	RAMP B Byp	222	74	16' LANE
0010	237+22'SB'	-	244+09'SB'	STH 128 SB	513	285	INCLUDES LANES & SHLD
0010	237+22'NB'	-	242+95'NB'	STH 128 NB	361	201	INCLUDES LANES & SHLD
0010	1+30'SR'	-	7+30'SR	SERVICE RD	444	318	INCLUDES LANES & SHLD
0010	21+50'ED	-	23+65'ED'	EAST DR	181	129	INCLUDES LANES & SHLD
0010	11+50'WD'	-	14+50'WD'	WEST DR	117	91	INCLUDES LANES & SHLD
0010	10+13'PR'	-	12+46'PR'	PARK & RIDE	437	340	
				TOTAL 0010	13045	5480	

LIGHTING CONDUIT AND WIRE

FROM	-	TO	652.0125* CONDUIT RIGID METALLIC 2-INCH LF	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 3-INCH LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF	REMARKS
ALL ITEMS ARE CATEGORY 0010								
CB 100	-	LPB 109	--	--	30	144	240	--
LPB 109	-	SL 111	--	150	--	--	489	--
LPB 109	-	LPB 108	--	--	60	228	608	--
LPB 108	-	SL 110	--	--	30	258	344	--
LPB 108	-	SL 109	--	75	--	264	440	--
SL 109	-	SL 108	--	120	--	390	650	--
SL 108	-	LPB 107	--	10	--	69	115	--
LPB 107	-	LPB 117	--	--	65	--	--	PULL WIRE ONLY
LPB 107	-	LPB 106	20	--	--	948	1,580	CONDUIT IN STRUCTURE
LPB 106	-	LPB 118	--	--	65	243	--	--
LPB 106	-	SL 107	--	95	--	--	540	--
SL 107	-	LPB 105	--	95	--	--	540	--
LPB 105	-	LPB 104	--	--	50	--	330	--
LPB 104	-	SL 104	--	--	10	--	345	--
LPB 104	-	LPB 103	--	--	45	--	610	--
LPB 103	-	SL 105	--	175	--	--	940	--
SL 105	-	SL 106	--	245	--	--	765	--
LPB 103	-	LPB 102	--	--	130	--	730	--
LPB 102	-	SL 103	--	25	--	--	190	--
SL 103	-	SL 102	--	185	--	--	975	--
SL 102	-	LPB 101	--	15	--	--	140	--
LPB 101	-	LPB 100	--	--	50	--	330	--
LPB 100	-	SL 101	--	220	--	--	1,165	--
SL 101	-	SL 100	--	235	--	--	735	--
LPB 102	-	LPB 121	--	--	80	--	--	PULL WIRE ONLY
LPB 121	-	LPB 120	--	105	--	--	--	PULL WIRE ONLY
LPB 120	-	LPB 119	--	--	35	--	--	PULL WIRE ONLY
LPB 119	-	SL 122	--	30	--	129	129	--
LPB 119	-	SL 121	--	65	--	234	234	--
SL 121	-	SL 120	--	130	--	420	700	--
SL 120	-	LPB 118	--	10	--	69	115	--
LPB 118	-	LPB 117	20	--	--	--	1,580	CONDUIT IN STRUCTURE
LPB 117	-	SL 119	--	85	--	--	490	--
SL 119	-	LPB 116	--	95	--	--	540	--
LPB 116	-	LPB 115	--	--	50	--	330	--
LPB 115	-	SL 116	--	--	10	--	345	--
LPB 115	-	LPB 114	--	--	45	--	610	--
LPB 114	-	SL 117	--	80	--	--	465	--
SL 117	-	SL 118	--	250	--	--	780	--
LPB 114	-	LPB 111	--	--	125	--	705	--
LPB 111	-	SL 112	--	--	20	--	495	--
SL 112	-	SL 113	--	175	--	--	925	--
SL 113	-	SL 114	--	230	--	--	1,200	--
SL 114	-	LPB 112	--	10	--	--	63	--
LPB 112	-	LPB 113	--	--	50	--	198	--
LPB 113	-	SL 115	--	240	--	--	765	--
LPB 111	-	LPB 110	--	--	130	--	730	--
LPB 110	-	G55 25	--	170	--	558	930	--
LPB 110	-	CB 100	--	--	55	219	--	--
CB 200	-	LPB 201	--	--	15	102	--	--
LPB 201	-	LPB 200	--	60	--	228	--	--
LPB 200	-	SL 201	--	50	--	408	--	--
LPB 200	-	SL 200	--	105	--	354	--	--
SL 200	-	SL 204	--	145	--	483	--	--
SL 204	-	SL 203	--	140	--	--	--	PULL WIRE ONLY
SL 203	-	SL 202	--	145	--	486	--	--
SL 202	-	LPB 202	--	55	--	204	--	--
LPB 202	-	CB 200	--	--	15	108	--	--
CATEGORY 0010 SUBTOTAL			40	4,020	1,165	6,546	25,130	

LIGHTING CONTROL

CABINET NUMBER	STATION	OFFSET	R/L	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS LS	654.0230 CONCRETE CONTROL BASES TYPE L30 EACH	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CB100) LS
ALL ITEMS ARE CATEGORY 0010							
CB100	263+6 'A'	69.0'	LT	--	1	1	1
CB200	10+47 'PR'	47.2'	LT	--	1	1	1
PROJECT 1021-01-70				1	--	--	--
CATEGORY 0010 SUBTOTAL				1	2	2	2

LIGHTING PULLBOXES

PULLBOX NUMBER	STATION	OFFSET	R/L	653.0140 PULL BOXES STEEL 24X42-INCH EACH
ALL ITEMS ARE CATEGORY 0010				
PB 100	242+72 'NB'	26.0'	RT	1
PB 101	242+55 'NB'	15.7'	LT	1
PB 102	242+66 'NB'	33.3'	LT	1
PB 103	262+89 'B'	75.4'	RT	1
PB 104	262+60 'B'	37.0'	RT	1
PB 105	262+46 'B'	6.5'	LT	1
PB 106	247+52 'NB'	33.8'	LT	1
PB 107	250+54 'SB'	31.7'	LT	1
PB 108	262+92 'A'	6.5	RT	1
PB 109	262+91 'A'	50.2'	LT	1
PB 110	252+84 'SB'	88.5'	LT	1
PB 111	253+45 'SB'	23.8'	RT	1
PB 112	257+61 'SB'	8.7'	RT	1
PB 113	257+60 'SB'	39.4'	LT	1
PB 114	264+26 'C'	76.2'	LT	1
PB 115	264+53 'C'	37.4'	LT	1
PB 116	264+76 'C'	6.5'	RT	1
PB 117	250+49 'SB'	34.7'	RT	1
PB 118	247+53 'NB'	32	RT	1
PB 119	264+48 'D'	6.6'	LT	1
PB 120	264+48 'D'	26.5'	RT	1
PB 121	244+80 'NB'	43.0'	RT	1
PB 200	10+62 'PR'	22.0'	RT	1
PB 201	10+73 'PR'	37.7'	LT	1
PB 202	10+73 'PR'	62.7'	LT	1
CATEGORY 0010 SUBTOTAL				25

3

STREET LIGHTS

LIGHT NUMBER	STATION	OFFSET	R/L	654.0106 * CONCRETE BASES TYPE 6 EACH	657.0255 * TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0326 * POLES TYPE 6-STEEL EACH	657.0327 POLES TYPE 6-ALUMINUM EACH	657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT EACH	657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT EACH	659.1115 LUMINAIRES UTILITY LED A EACH	659.1120 LUMINAIRES UTILITY LED B EACH	655.0610 * ELECTRICAL WIRE LIGHTING 12 AWG LF
ALL ITEMS ARE CATEGORY 0010												
SL 100	238+28 'NB'	29.0'	RT	1	1	--	1	--	1	1	--	168
SL 101	240+58 'NB'	24.5'	RT	1	1	--	1	--	1	1	--	168
SL 102	242+80 'NB'	20.3	LT	1	1	--	1	--	2	2	--	336
SL 103	244+50 'NB'	30.3'	LT	1	1	--	1	--	2	2	--	336
SL 104	262+51 'B'	37.8'	RT	1	1	--	1	--	2	2	--	336
SL 105	260+55 'B'	44.5'	RT	1	1	--	1	--	1	1	--	168
SL 106	258+24 'B'	27.0'	RT	1	1	--	1	--	1	1	--	168
SL 107	264+51 'SB'	37.0'	LT	1	1	--	1	--	1	1	--	168
SL 108	250+63 'SB'	31.2'	LT	1	1	--	1	--	1	1	--	168
SL 109	251+80 'SB'	44.7'	LT	1	1	--	1	--	1	1	--	168
SL 110	252+32 'SB'	31.3'	LT	1	1	1	--	1	--	1	--	168
SL 111	261+46 'A'	46.8'	LT	1	1	--	1	--	1	1	--	168
SL 112	253+57 'SB'	19.2'	RT	1	1	--	1	--	2	2	--	336
SL 113	255+24 'SB'	7.8'	RT	1	1	--	1	--	2	2	--	336
SL 114	257+51 'SB'	8.5'	RT	1	1	--	1	--	2	2	--	336
SL 115	259+96 'SB'	27.9'	LT	1	1	--	1	--	1	1	--	168
SL 116	264+61 'C'	37.7'	LT	1	1	--	1	--	2	2	--	336
SL 117	266+60 'C'	51.8'	LT	1	1	--	1	--	1	1	--	168
SL 118	269+00 'C'	41.5'	LT	1	1	--	1	--	1	1	--	168
SL 119	251+37 'NB'	44.0'	RT	1	1	--	1	--	1	1	--	168
SL 120	247+47 'NB'	30.9'	RT	1	1	--	1	--	1	1	--	168
SL 121	246+11 'NB'	43.8'	RT	1	1	--	1	--	1	1	--	168
SL 122	246+15 'D'	9.4'	LT	1	1	1	--	1	--	1	--	168
SL 200	11+40 'PR'	72.3'	RT	1	1	--	1	--	1	--	1	168
SL 201	10+44 'PR'	22.0'	RT	1	1	--	1	--	1	--	1	168
SL 202	11+19 'PR'	72.4'	LT	1	1	--	1	--	1	--	1	168
SL 203	12+59 'PR	72.4'	LT	1	1	--	1	--	1	--	1	168
SL 204	12+81 'PR'	72.3'	RT	1	1	--	1	--	1	--	1	168
CATEGORY 0010 SUBTOTAL				28	28	2	26	2	33	30	5	5,880

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

RAMP CLOSURE GATE ITEMS

ITEM ID	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	654.0106 * CONCRETE BASES TYPE 6 EACH	657.0255 * TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0326 * POLES TYPE 6-STEEL EACH	662.1026.S RAMP CLOSURE GATES HARDWIRED 26-FT EACH	662.1037.S RAMP CLOSURE GATES HARDWIRED 37-FT EACH	662.1040.S RAMP CLOSURE GATES HARDWIRED 40-FT EACH	662.3026.S RAMP CLOSURE GATE ARMS STOCKPILE 26-FT EACH	662.3037.S RAMP CLOSURE GATE ARMS STOCKPILE 37-FT EACH	662.3040.S RAMP CLOSURE GATE ARMS STOCKPILE 40-FT EACH	662.4000.S RAMP CLOSURE GATE FLASHERS STOCKPILE EACH	655.0610 * ELECTRICAL WIRE LIGHTING 12 AWG LF
ALL ITEMS ARE CATEGORY 0030												
G55-23	10	--	--	--	--	--	1	--	--	--	--	50
G55-24	10	--	--	--	--	1	--	--	--	--	--	50
G55-25	10	1	1	1	1	--	--	--	--	--	--	50
1021-01-70	--	--	--	--	--	--	--	1	1	1	3	--
CATEGORY 0030 SUBTOTAL	**30**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**3**	**150**

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ALL PLAN & PROFILE SHEETS:
SEE ALIGNMENT DIAGRAMS FOR HORIZONTAL ALIGNMENT DETAILS, INCLUDING CURVE DATA.

SEE INTERSECTION DETAILS FOR CURB AND GUTTER, PAVEMENT, AND SIDEWALK DETAILS.

SEE CROSS-SECTIONS FOR CULVERT PIPE DETAILS.

50TH AVE

(1) 24"x70' CPRC
(2) AEW REQ'D
STA 9+39'50TH'

PI: 237+11.36'NB'

ST. CROIX ELECTRIC

EBS
SEE X-SECTIONS

XCEL ENERGY

PC: 240+05.06'NB'

238'NB'

240'NB'

STH 128

242'NB'

PI: 242+08.43'NB'

SLOPE INTERCEPT

R/W

CLEARING & GRUBBING
STA 239+50'NB' - 241+00'NB', RT
STA 240+50'SB' - 244+50'SB', LT

PC: 243+19.41'NB'

244'NB'

CENTURYLINK COMM

LEVEL 3

AT&T LEGACY

WE ENERGIES

FENCE WOVEN WIRE (4.5 FT)

RAMP 'BB'

RAMP 'B'

PI: 244+88.01'NB'
PI: 244+98.75'NB'

PC: 245+45.55'NB'

PC: 246+55.21'NB'

246'NB'

PT: 246+08.41'NB'

RAMP 'D'

MEDIAN AND SHOULDER GRADING AT STRUCTURE

IH 94 'EB'

IH 94 'WB'

PT: 247+54.74'NB'

248'NB'

B-55-0266
END OF DECK
STA 247+70.02'NB'

CAUTION

REMOVING OLD STRUCTURE
STA 248+88'NB'

PC: 250+20.76'NB'

250'NB'

B-55-0266
END OF DECK
STA 250+06.52'NB'

PT: 251+05.22'NB'
PI: 251+14.87'NB'

PT: 252+17.56'NB'

252'NB'

PC: 251+16.67'NB'

RAMP 'A'

RAMP 'C'

RAMP 'CB'

N

5

5

1290.00
1280.00
1270.00
1260.00
1250.00
1240.00
1233.46

VCL = 330.00
K = 264.43

VPC STA 237+85.00
VPC EL 1235.71

3.76%

VPI STA 239+50.00
VPI EL 1241.91

VPT STA 241+15.00
VPT EL 1250.17

5.00%

VPC STA 242+80.00
VPC EL 1258.43

VPI STA 243+80.00
VPI EL 1263.430

VPT STA 244+80.00
VPT EL 1265.74
STA 244+88.00
EL 1265.93

2.31%

VCL = 200.00
K = 74.35

1.99%

STA 246+66.00
EL 1269.47

VPC STA 246+75.00
VPC EL 1269.72

2.82%

VPI STA 247+00.00
VPI EL 1270.43

VPT STA 247+25.00
VPT EL 1271.21

3.12%

VPC STA 247+63.00
VPC EL 1272.40

VCL = 50.00
K = 167.33

VPI STA 248+88.00
VPI EL 1276.300

VCL = 250.00
K = 120.60

VCL = 73.99
K = 37.78

1.05%

VPT STA 250+13.00
VPT EL 1277.61

VPI STA 250+50.00
VPI EL 1278.000

-0.91%

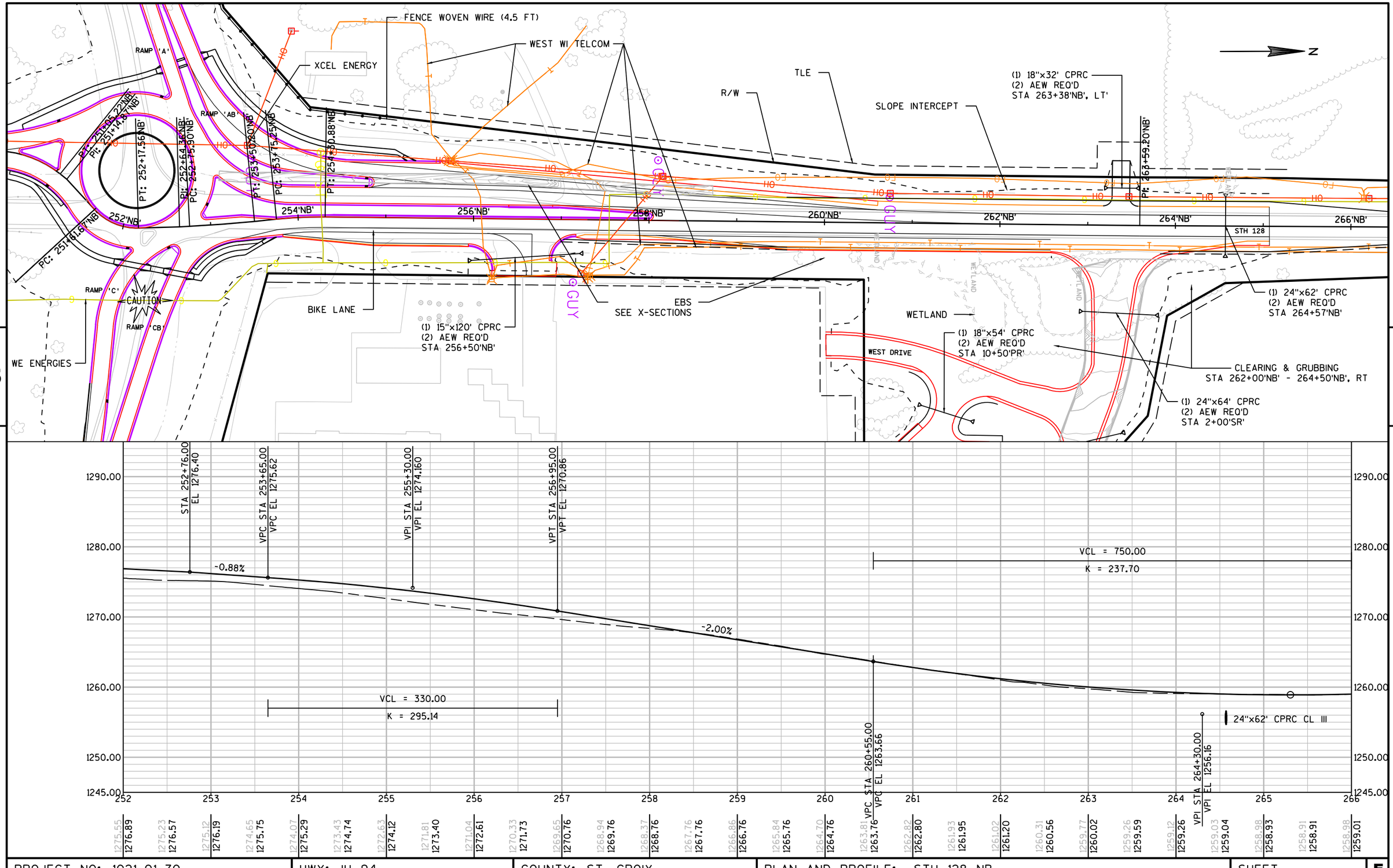
VPC STA 250+87.00
VPC EL 1277.66

VPT STA 251+05.00
VPT EL 1277.50

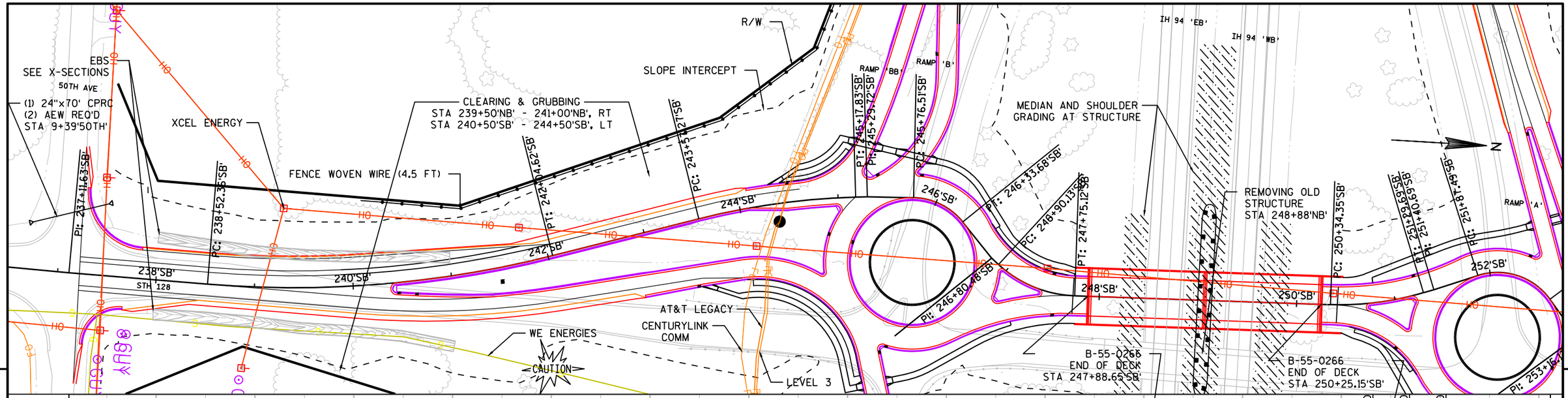
-0.64%

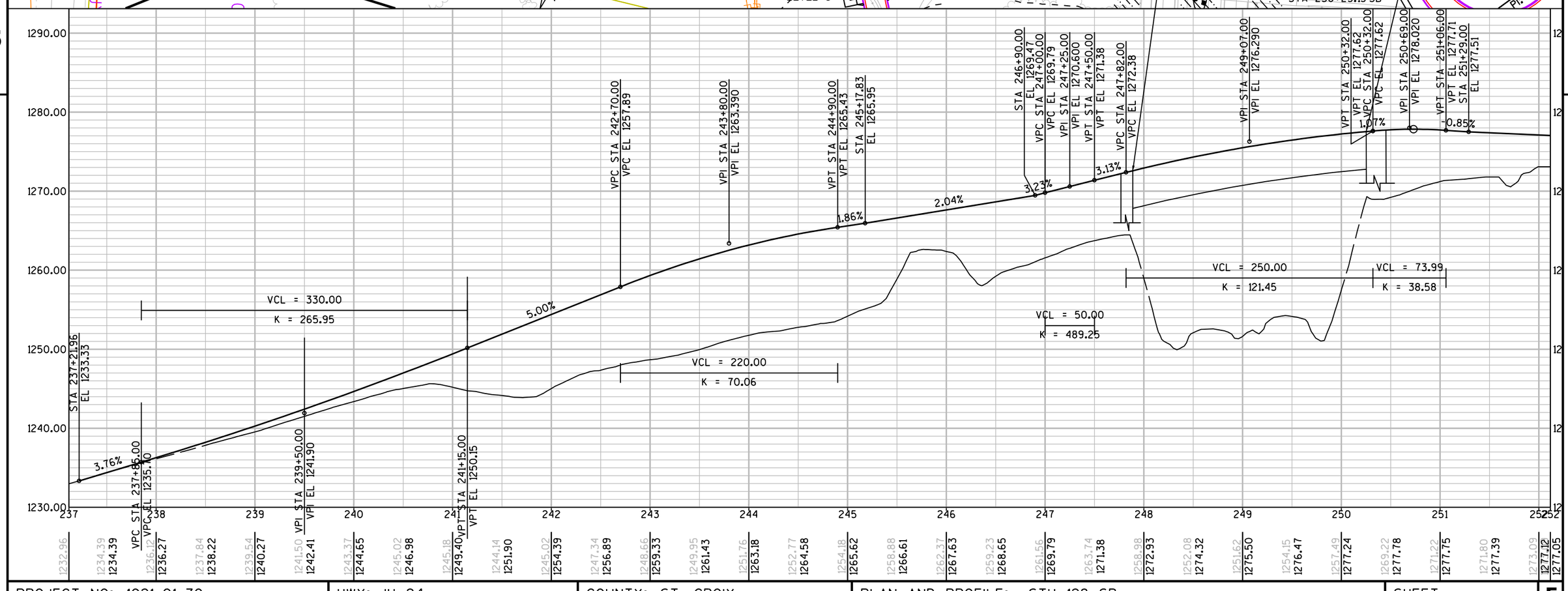
237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252

| | | |



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: STH 128 NB	SHEET 167 E





PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: STH 128 SB	SHEET 168 E

WEST WI TELCOM
CLEARING & GRUBBING
STA 262+00'NB' - 264+50'NB', RT
(1) 18"x32' CPRC
(2) AEW REO'D
STA 263+69'SB', LT'
R/W
TLE
SLOPE INTERCEPT
FENCE WOVEN WIRE (4.5 FT)
RAMP 'A'
RAMP 'AB'
RAMP 'C'
RAMP 'CB'
PC: 251+87.49'SB'
PT: 254+24.27'SB'
PC: 252+88.33'SB'
PC: 253+25.97'SB'
PI: 253+16.13'SB'
PC: 257+28.37'SB'
PT: 258+30.11'SB'
PC: 260+14.94'SB'
PT: 262+67.09'SB'
PC: 263+90.95'SB'
252'SB'
254'SB'
256'SB'
258'SB'
260'SB'
262'SB'
264'SB'
266'SB'
STH 128
XCEL ENERGY
CAUTION
WE ENERGIES
BIKE LANE
(1) 15"x120' CPRC
(2) AEW REO'D
STA 257+00'SB'
EBS
SEE X-SECTIONS
GUY
WETLAND
WEST DRIVE
(1) 18"x54' CPRC
(2) AEW REO'D
STA 10+50'PR'
(1) 24"x62' CPRC
(2) AEW REO'D
STA 264+89'SB'
(1) 24"x64' CPRC
(2) AEW REO'D
STA 2+00'SR'
(1) 18"x74' CPRC
(2) AEW REO'D
STA 3+53'SR'
N

STA 253+26.00
EL 1276.42
VPC STA 253+96.00
VPC EL 1275.75
VPI STA 255+61.00
VPI EL 1274.160
VPT STA 257+26.00
VPT EL 1270.86
-0.55%
-0.96%
-2.00%
VCL = 330.00
K = 318.51
VCL = 750.00
K = 237.87
VPC STA 260+87.00
VPC EL 1263.65
VPI STA 264+62.00
VPI EL 1256.16
24"x62' CPRC CL III

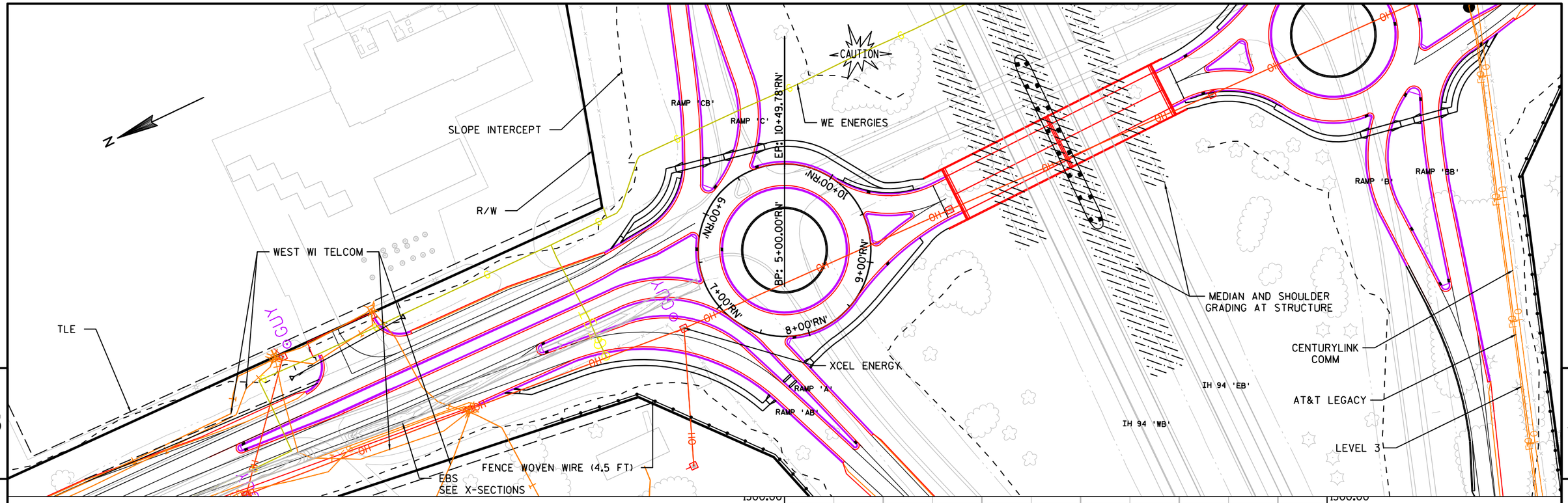
1290.00
1280.00
1270.00
1260.00
1250.00
252 253 254 255 256 257 258 259 260 261 262 263 264 265 266

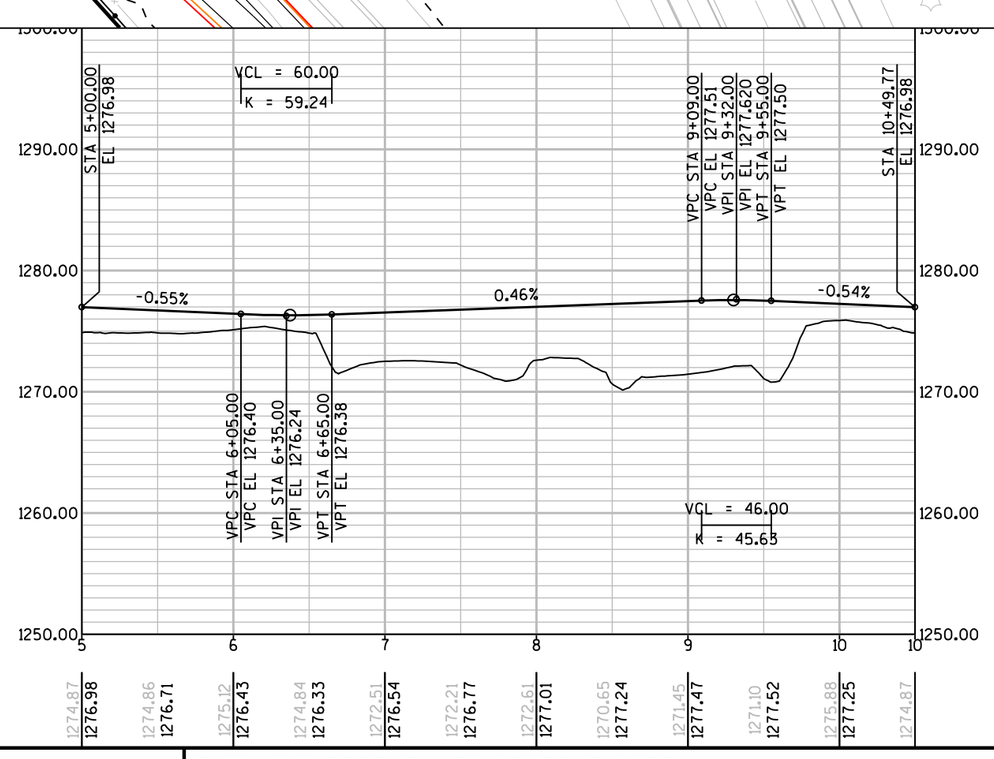
1273.09 1277.05
1271.25 1276.84
1272.23 1276.56
1272.40 1276.19
1274.19 1275.71
1273.54 1275.18
1272.88 1274.58
1272.07 1273.89
1271.32 1273.13
1270.57 1272.29
1269.84 1271.37
1269.11 1270.38
1268.44 1269.39
1267.91 1268.39
1267.26 1267.39
1266.35 1266.39
1265.35 1265.39
1264.34 1264.39
1263.41 1263.40
1262.49 1262.48
1261.62 1261.66
1260.73 1260.95
1260.03 1260.35
1259.60 1259.85
1259.19 1259.46
1259.09 1259.17
1258.98 1258.99
1258.97 1258.91
1258.92 1258.93
1259.03 1259.07
1259.15

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: STH 128 SB	SHEET 169 E

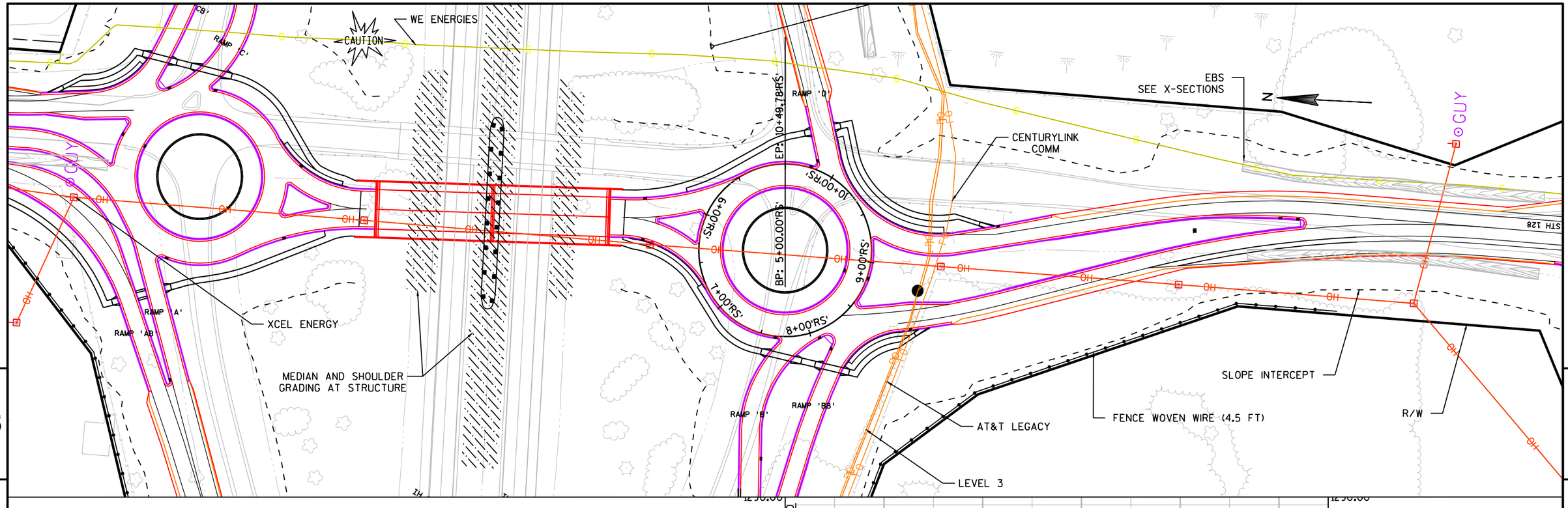
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050302_PLN_STH128SB_10210100.DWG
LAYOUT NAME - SHEET - (30)
PLOT DATE : 8/29/2016 11:48 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

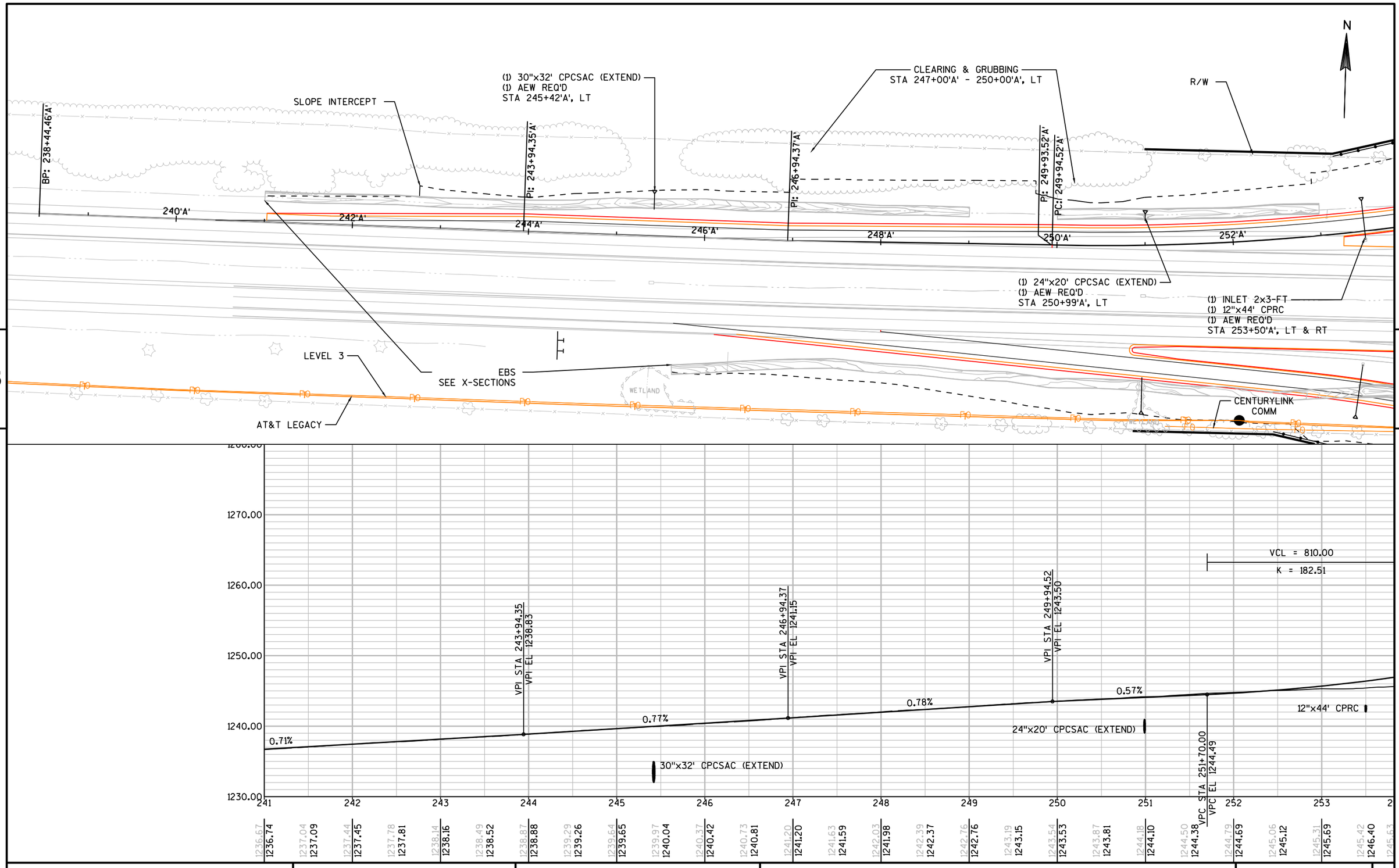




PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: ROUNDABOUT NORTH	SHEET 170 E



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: ROUNDABOUT SOUTH	SHEET 171 E



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: RAMP A (NW RAMP)	SHEET 172 E

EBS
SEE X-SECTIONS

CLEARING & GRUBBING
STA 254+00'A' - 261+00'A', LT

R/W

SLOPE INTERCEPT

XCEL ENERGY

TLE

PT: 258+13.85'A'

EP: 263+42.46'A'

254'A'

256'A'

258'A

260'A'

262'A'

RAMP 'AB'

RAMP 'A'

(1) INLET 2x3-FT
(1) 12"x44' CPRC
(1) AEW REQ'D
STA 253+50'A', LT & RT

FENCE WOVEN WIRE (4.5 FT)

WE ENERGIES

RAMP 'CB'

RAMP 'C'

CAUTION

N

5

5

VCL = 810.00
K = 182.51

VPC STA 260+60.00
VPC EL 1271.05

VPI STA 261+90.00
VPI EL 1277.550

VPT STA 263+20.00
VPT EL 1276.96

STA 263+42.46
EL 1276.86

-0.45%

5.00%

VPT STA 259+80.00
VPT EL 1267.04

VCL = 260.00
K = 47.67

VPI STA 255+75.00
VPI EL 1246.18

1290.00
1280.00
1270.00
1260.00
1250.00
1240.00

252 254 255 256 257 258 259 260 261 262 263 263

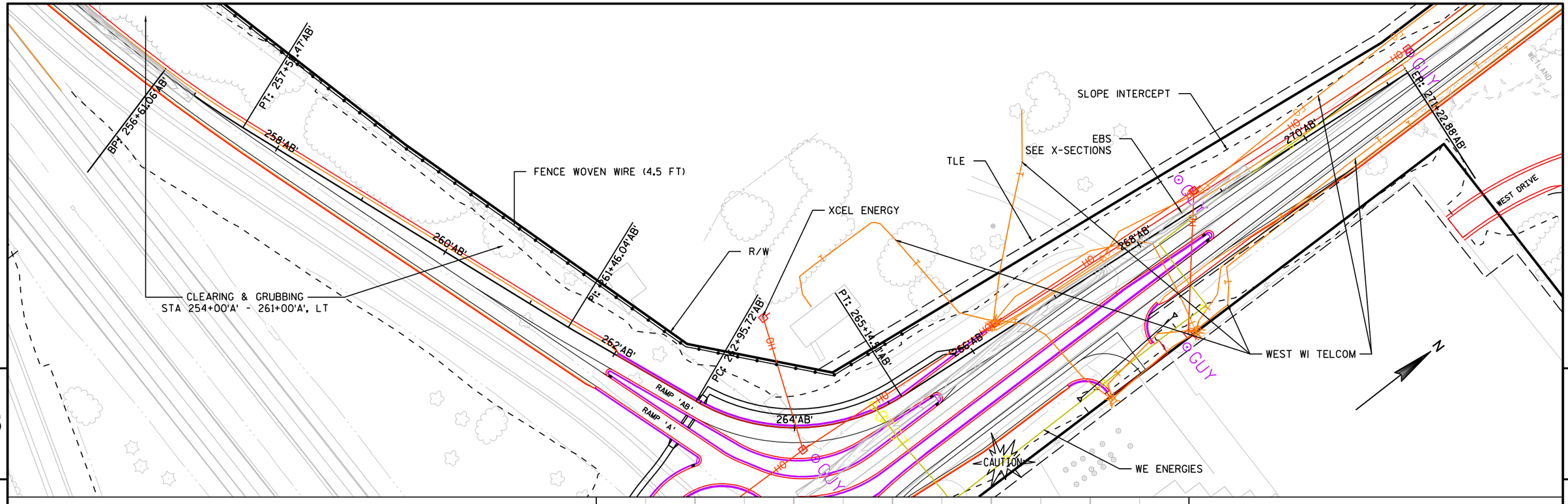
1245.63	1246.95	1247.24	1245.74	1248.22	1245.22	1249.34	1245.46	1250.59	1246.02	1251.99	1247.29	1253.52	1248.66	1255.18	1250.67	1256.98	1252.80	1258.92	1254.96	1261.00	1256.85	1263.22	1259.20	1265.57	1261.30	1268.04	1263.51	1270.55	1265.54	1272.88	1266.77	1274.70	1267.47	1275.99	1268.74	1276.77	1270.25	1277.01	1271.39	1276.86

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: RAMP A (NW RAMP)	SHEET 173 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050305_PLN_RAMPA_10210100.DWG
LAYOUT NAME - SHEET - (34)

PLOT DATE : 9/14/2016 9:33 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



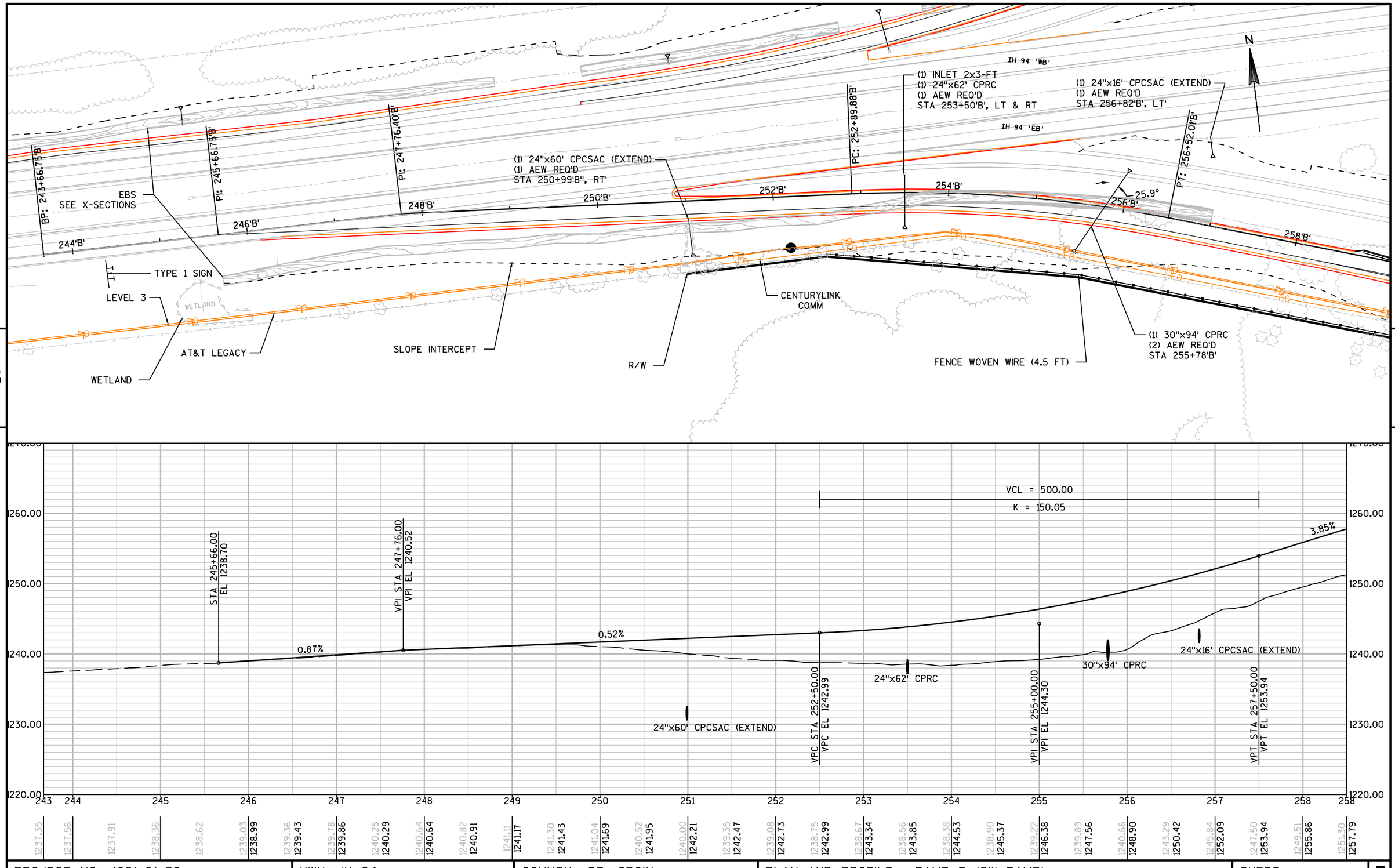
5

5

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: RAMP A BYPASS (NW RAMP)	SHEET 174	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050306_PLN_RAMPAB_10210100.DWG
LAYOUT NAME - SHEET - (8)

PLOT DATE : 8/29/2016 12:07 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: RAMP B (SW RAMP)	SHEET 175 E

IH 94 'WB'

IH 94 'EB'

(1) 24"x16' CPCSAC (EXTEND)
(1) AEW REQ'D
STA 256+82'B', LT'

PT: 256+82.01'B'

PC: 259+17.77'B'

PI: 260+69.32'B'

PI: 261+74.70'B'

PT: 262+86.93'B'
EP: 262+94.03'B'

254'B'

256'B'

25.9°

258'B'

260'B'

262'B'

RAMP 'B'

RAMP 'BB'

RAMP 'D'

WE ENERGIES

LEVEL 3

AT&T LEGACY

CENTURYLINK
COMM

CAUTION

EBS
SEE X-SECTIONS

(1) 30"x94' CPRC
(2) AEW REQ'D
STA 255+78'B'

SLOPE INTERCEPT

FENCE WOVEN WIRE (4.5 FT)

CLEARING & GRUBBING
STA 253+00'B' - 262+00'B', RT

R/W

XCEL ENERGY

N

5

5

= 500.00

150.05

3.85%

VPI STA 255+00.00
VPI EL 1244.30

30"x94' CPRC

24"x16' CPCSAC (EXTEND)

VPT STA 257+50.00
VPT EL 1253.94

MATCH POINT

VPC STA 259+00.00
VPC EL 1259.72

VPI STA 260+50.00
VPI EL 1265.500

VPT STA 262+00.00
VPT EL 1266.47

STA 262+87.00
EL 1267.04

0.65%

VCL = 300.00

K = 93.61

1260.00
1250.00
1240.00
1230.00
1220.00

1280.00
1270.00
1260.00
1250.00
1240.00

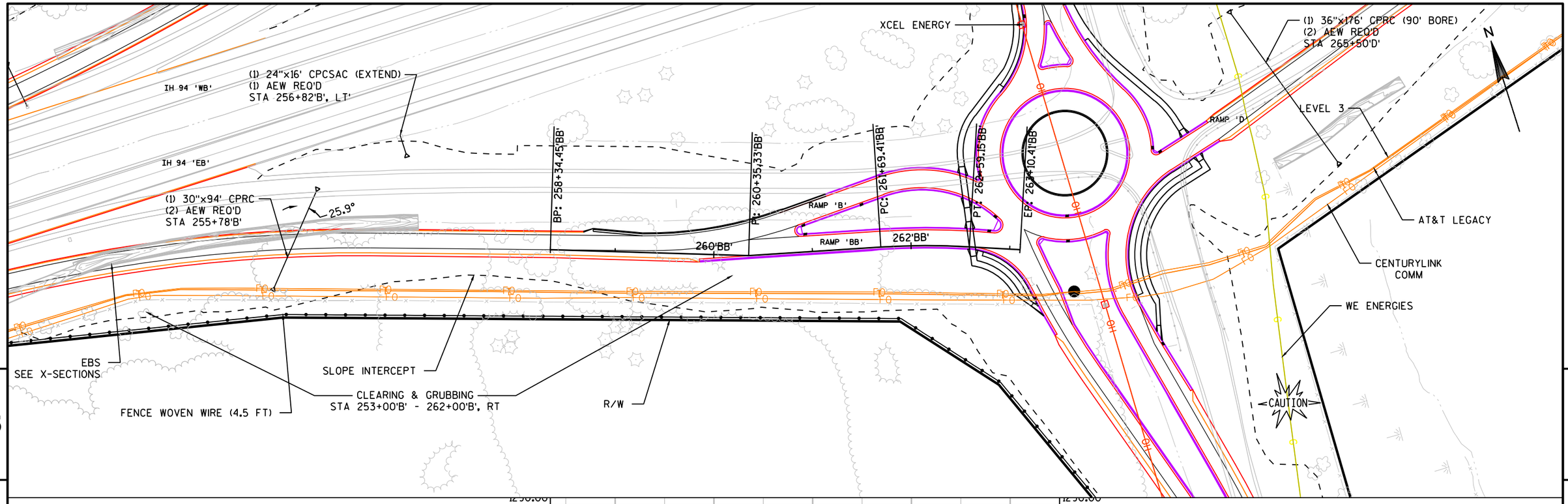
255 256 257 258 258

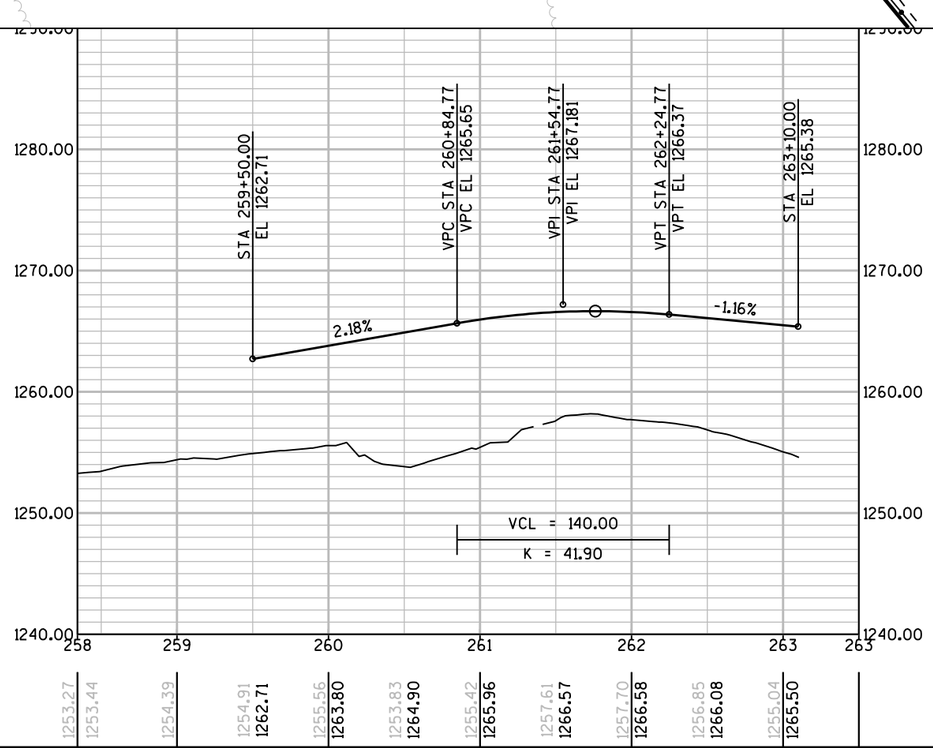
258 259 260 261 262 262

1239.22 1246.38
1239.89 1247.56
1240.66 1248.90
1243.29 1250.42
1245.84 1252.09
1247.50 1253.94
1249.51 1255.86
1251.30 1257.79

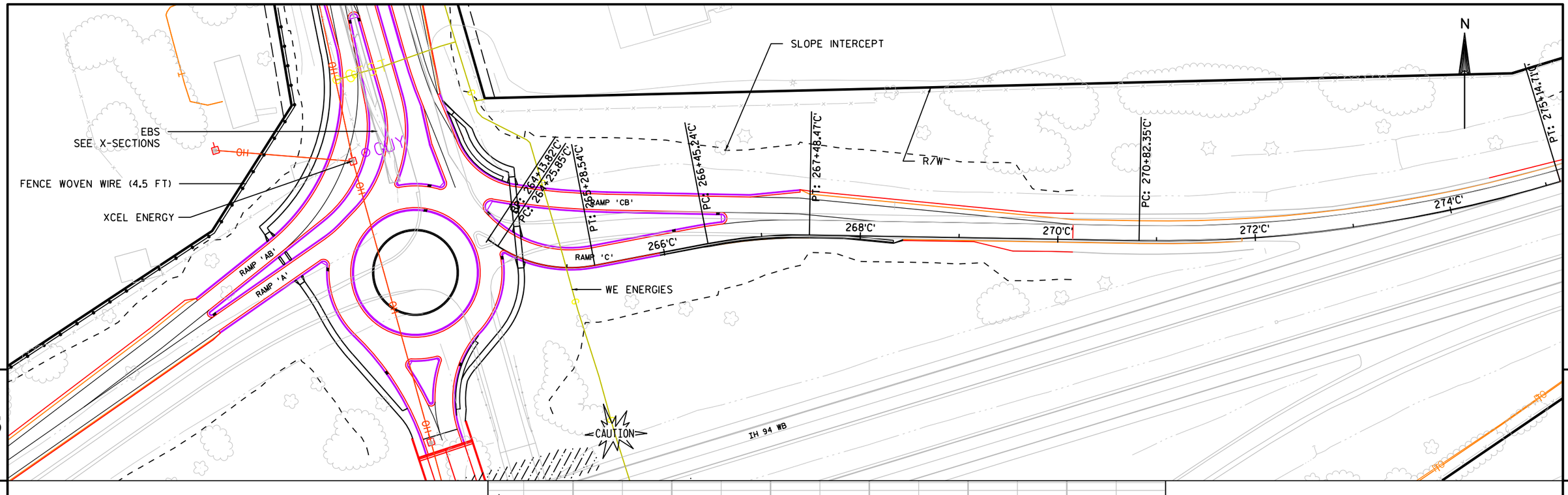
1251.30 1257.79
1253.22 1259.72
1254.88 1261.51
1253.61 1263.04
1253.26 1264.30
1257.32 1265.29
1259.38 1266.02
1260.18 1266.47
1261.49 1266.80
1261.13

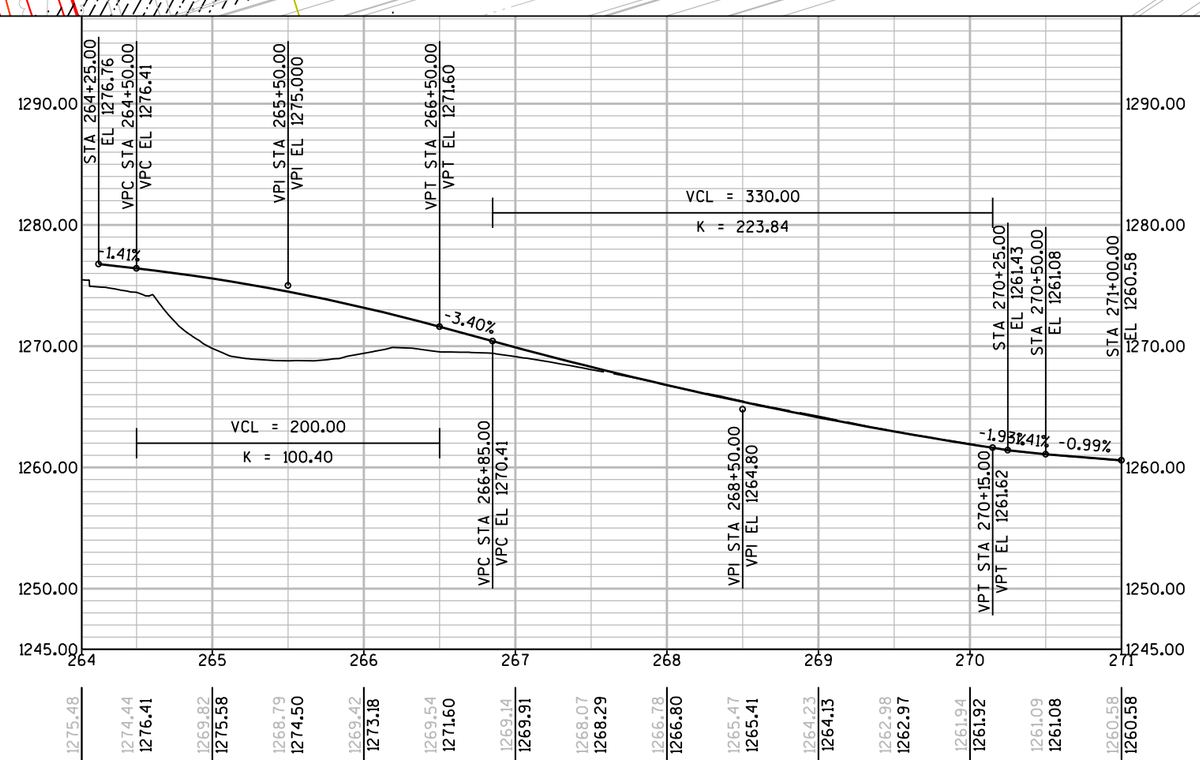
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: RAMP B (SW RAMP)	SHEET 176	E



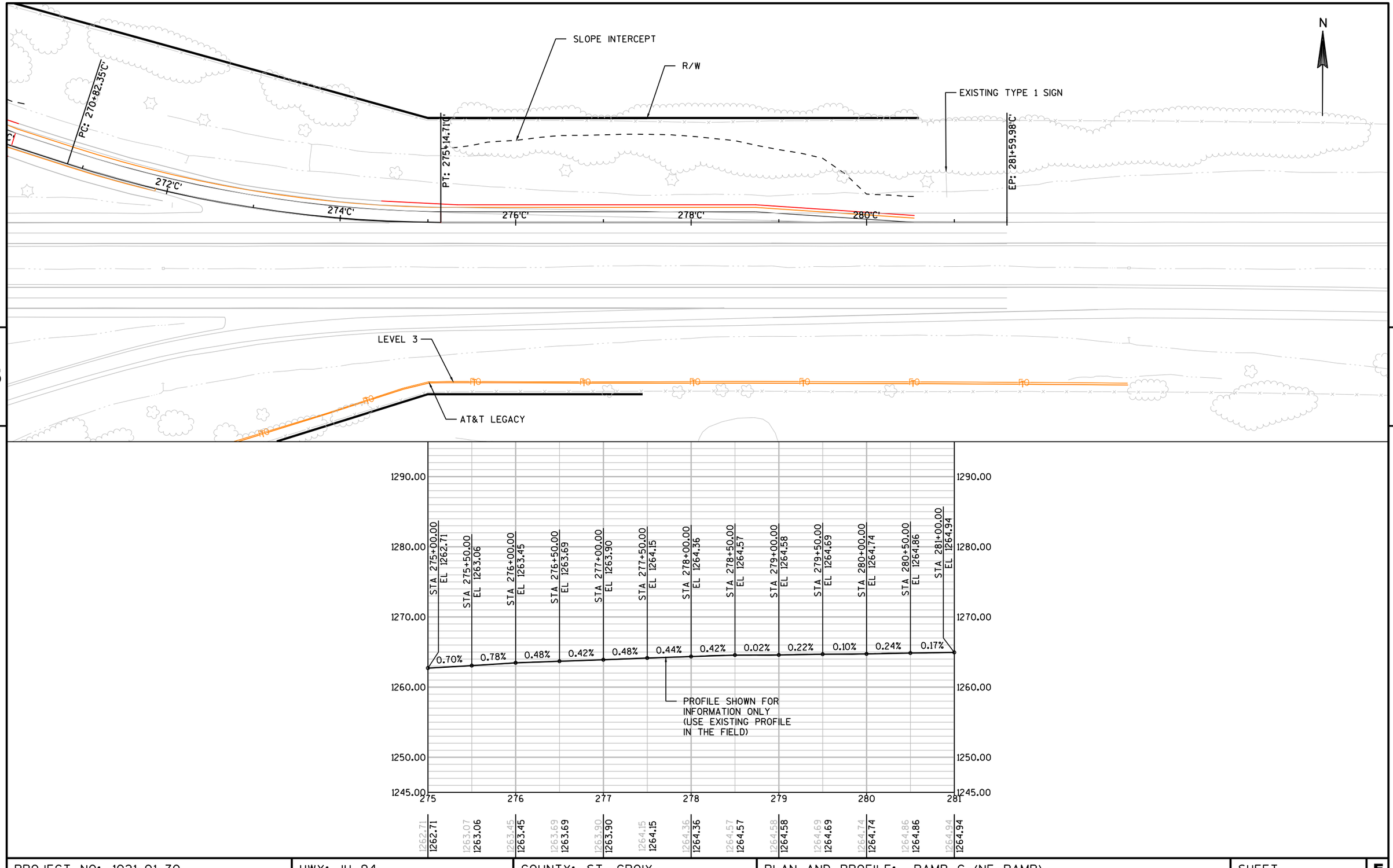


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: RAMP B BYPASS (SW RAMP)	SHEET 177 E





PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: RAMP C (NE RAMP)	SHEET 178 E



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: RAMP C (NE RAMP)	SHEET 179	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050309_PLN_RAMPC_10210100.DWG
LAYOUT NAME - SHEET - (36)

PLOT DATE : 8/29/2016 12:13 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

WEST WI TELCOM

EBS
SEE X-SECTIONS

FENCE WOVEN WIRE (4.5 FT)

XCEL ENERGY

WE ENERGIES

SLOPE INTERCEPT

R/W

BP: 263+86.39 'CB'

PC: 264+47.80 'CB'

PI: 265+41.68 'CB'

PI: 267+36.49 'CB'

EP: 270+15.00 'CB'

264'CB'

266'CB'

268'CB'

270'CB'

RAMP 'CB'

RAMP 'C'

RAMP 'AB'

RAMP 'A'

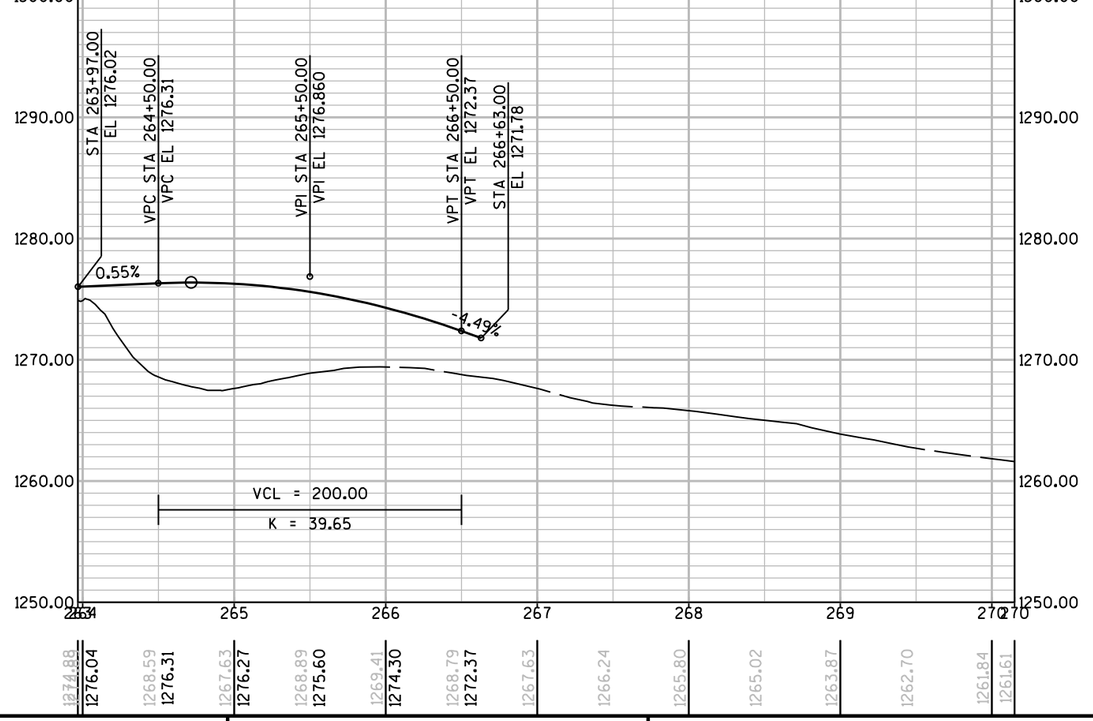
CAUTION

IH 94 WB

N

5

5



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: RAMP C BYPASS (NE RAMP)	SHEET 180	E

XCEL ENERGY

IH 94 EB

RAMP 'B'

RAMP 'BB'

CAUTION

(1) 36"x176' CPRC (90' BORE)
(2) AEW REQ'D
STA 265+50'D'

WE ENERGIES

RAMP 'D'

EBS
SEE X-SECTIONS

LEVEL 3

SLOPE INTERCEPT

AT&T LEGACY

CENTURYLINK
COMM

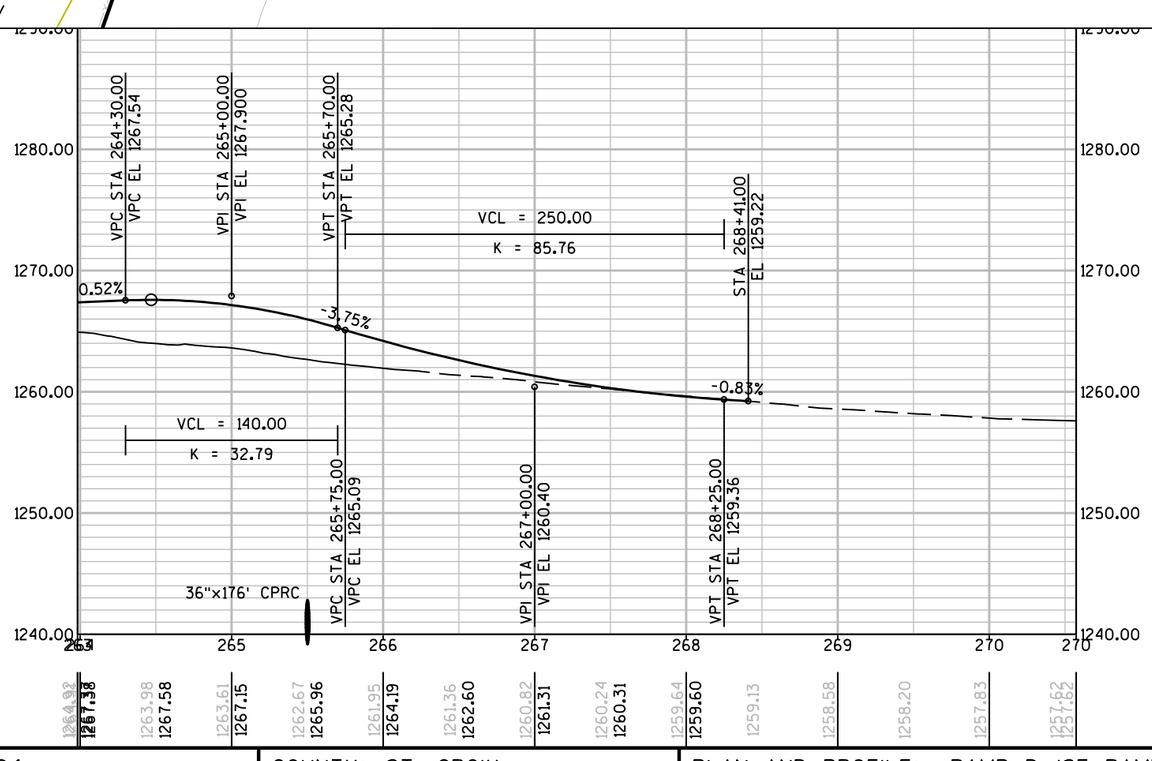
R/W

FENCE WOVEN WIRE (4.5 FT)

N

5

5



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: RAMP D (SE RAMP)	SHEET 181	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050311_PLN_RAMPD_10210100.DWG
LAYOUT NAME - SHEET - (39)

PLOT DATE : 8/29/2016 12:51 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

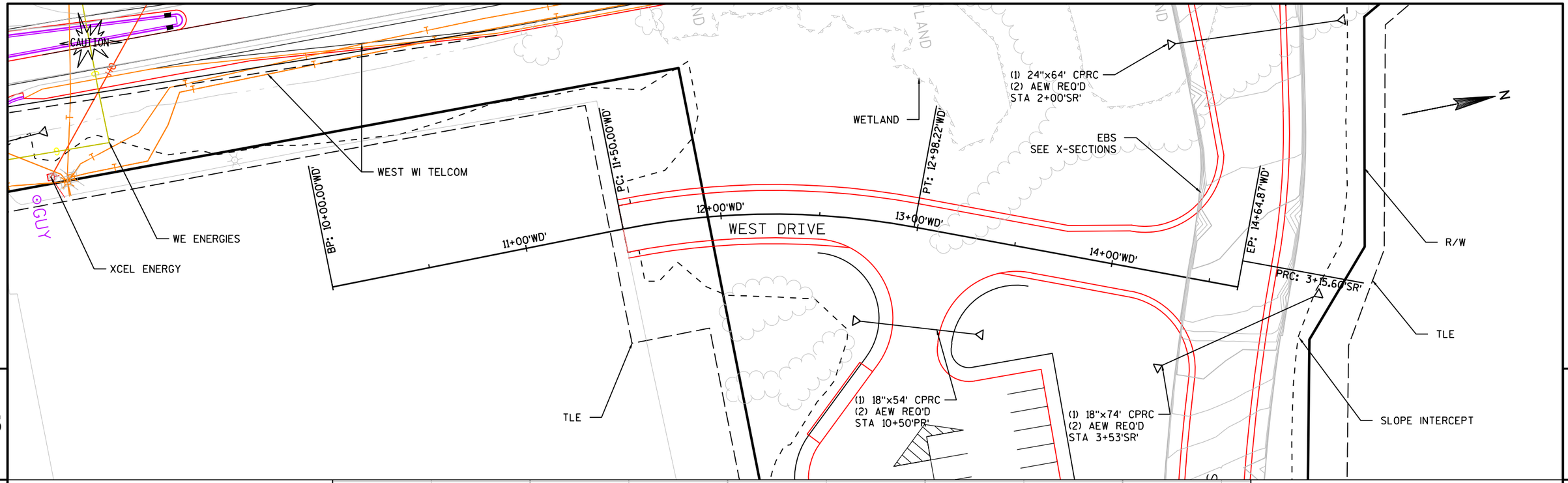
WEST WI TELCOM
EBS
SEE X-SECTIONS
TLE
R/W
RELIEF TRENCH
SLOPE INTERCEPT
PIPE UNDERDRAIN
WRAPPED 6-INCH
N
BP: 1+00.00'SR'
PC: 1+85.00'SR'
PRC: 3+15.67'SR'
PT: 6+37.79'SR'
EP: 8+16.53'SR'
2+00'SR'
3+00'SR'
4+00'SR'
5+00'SR'
6+00'SR'
7+00'SR'
8+00'SR'
32.7°
32.6°
SERVICE ROAD
WETLAND
(1) 24"x64' CPRC
(2) AEW REQ'D
STA 2+00'SR'
XCEL ENERGY
WE ENERGIES
CAUTION
WETLAND
(1) 18"x74' CPRC
(2) AEW REQ'D
STA 3+53'SR'
(1) 18"x82' CPRC
(2) AEW REQ'D
STA 6+48'SR'
5
5

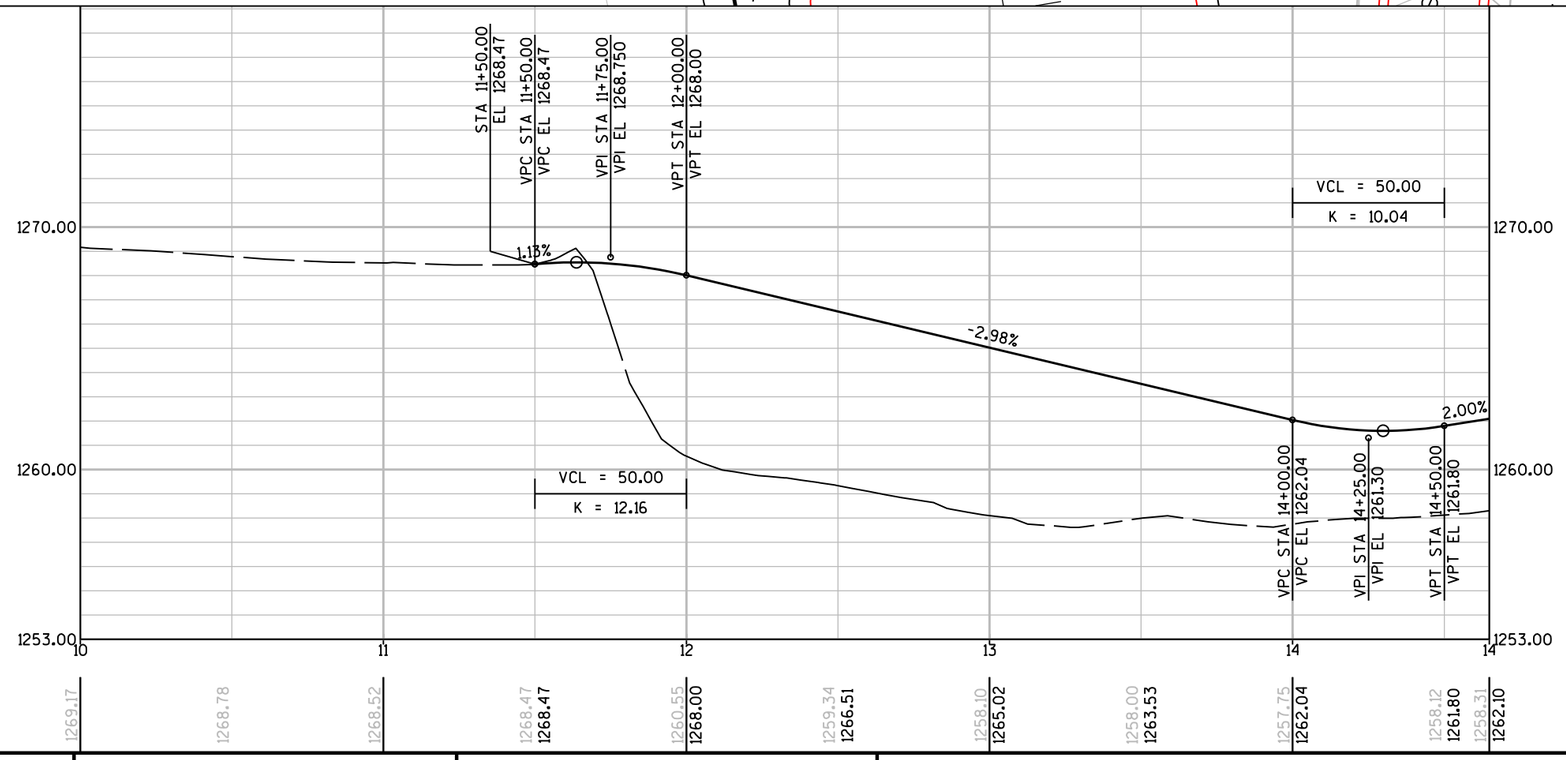
1270.00
1260.00
1250.00
1 2 3 4 5 6 7 8

VCL = 51.00
K = 18.89
STA 1+00.00
EL 1259.74
STA 1+24.00
EL 1259.26
VPC STA 3+50.00
VPC EL 1262.46
VPI STA 4+50.00
VPI EL 1264.179
VPT STA 5+50.00
VPT EL 1264.70
STA 7+30.00
EL 1265.63
2.00%
-0.98%
1.72%
0.52%
-25.00%
24"x64' CPRC
18"x74' CPRC
18"x82' CPRC
VCL = 200.00
K = 166.67
STA 7+36.85
EL 1263.92
VPC STA 1+24.00
VPC EL 1259.26
VPI STA 1+49.50
VPI EL 1259.01
VPT STA 1+75.00
VPT EL 1259.45

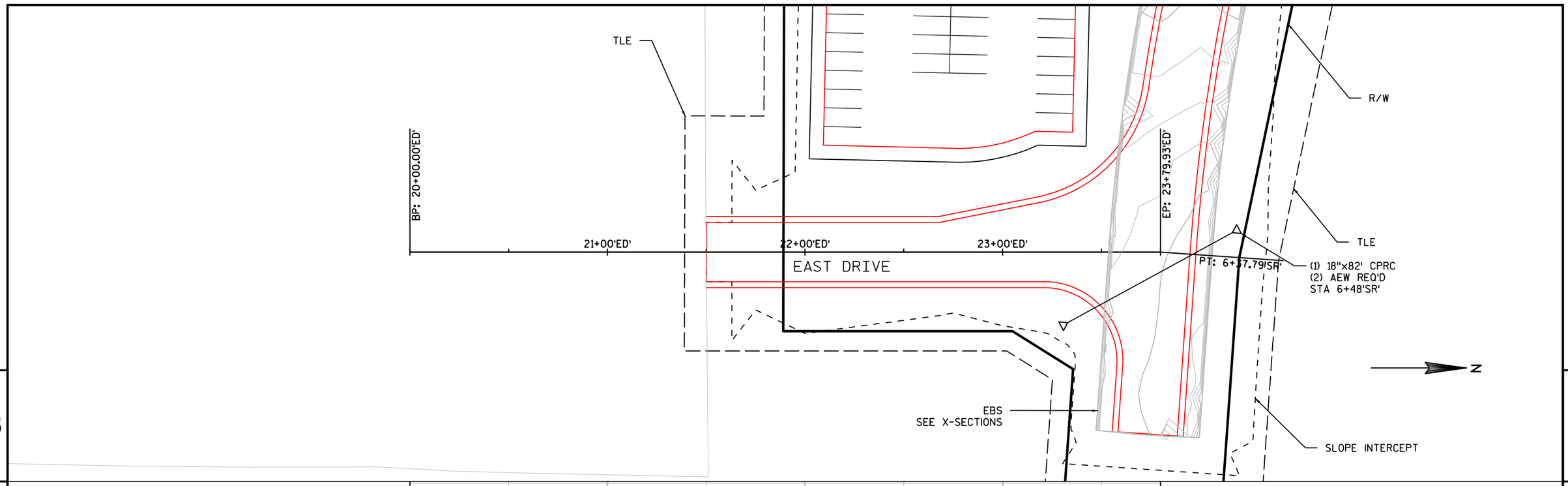
1259.45 1259.74
1256.37 1259.18
1256.64 1259.88
1257.27 1260.74
1258.01 1261.60
1258.69 1262.46
1259.87 1263.24
1260.93 1263.88
1261.92 1264.36
1262.65 1264.70
1263.48 1264.96
1263.98 1265.22
1264.09 1265.48
1263.82
1262.82
1262.33

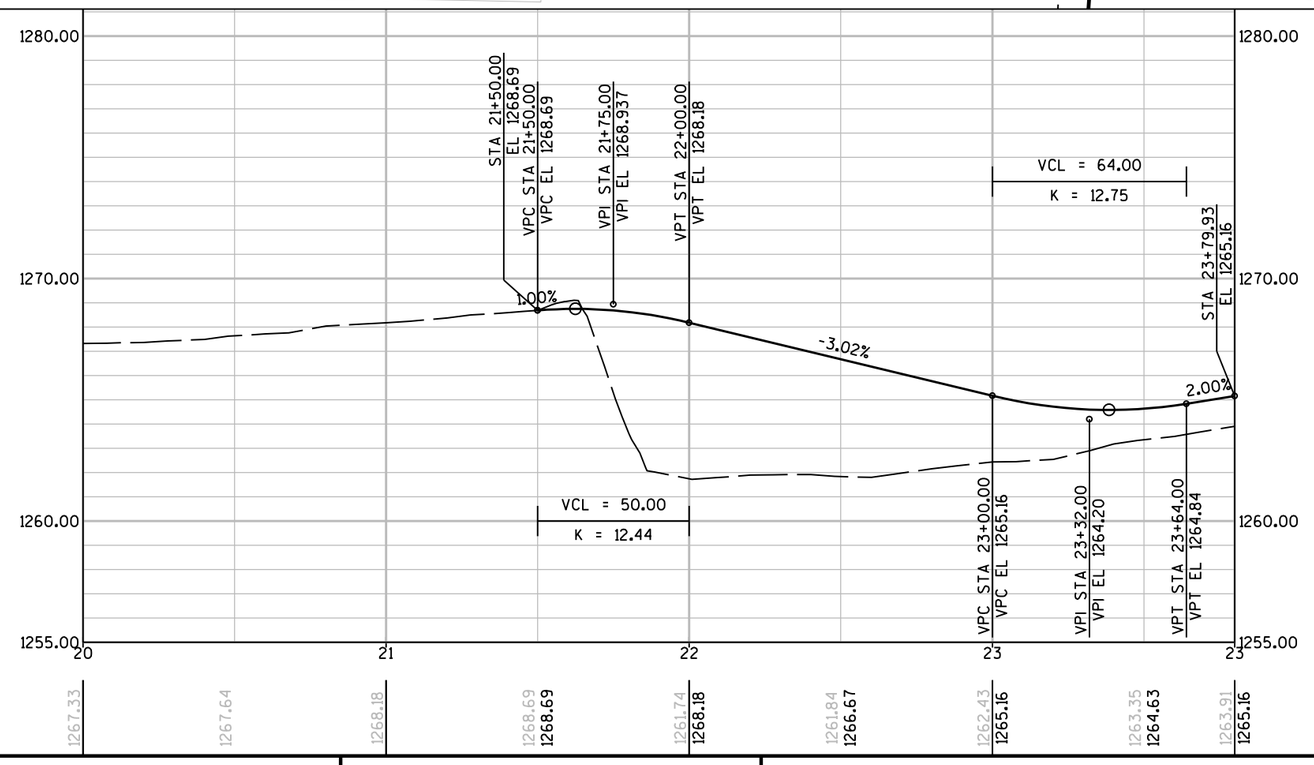
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: SERVICE ROAD	SHEET 182 E





PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: WEST DRIVE	SHEET 183 E





PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: EAST DRIVE	SHEET 184	E

WEST WI TELCOM

WETLAND

CAUTION

WETLAND

WE ENERGIES

XCEL ENERGY

WETLAND

BP: 10+00.00'PR'

PI: 10+65.00'PR'

EP: 13+13.39'PR'

11+00'PR'

12+00'PR'

13+00'PR'

PARK & RIDE

WEST DRIVE

EAST DRIVE

(1) 18"x54' CPRC
(2) AEW REQ'D
STA 10+50'PR'

SLOPE INTERCEPT

EBS
SEE X-SECTIONS

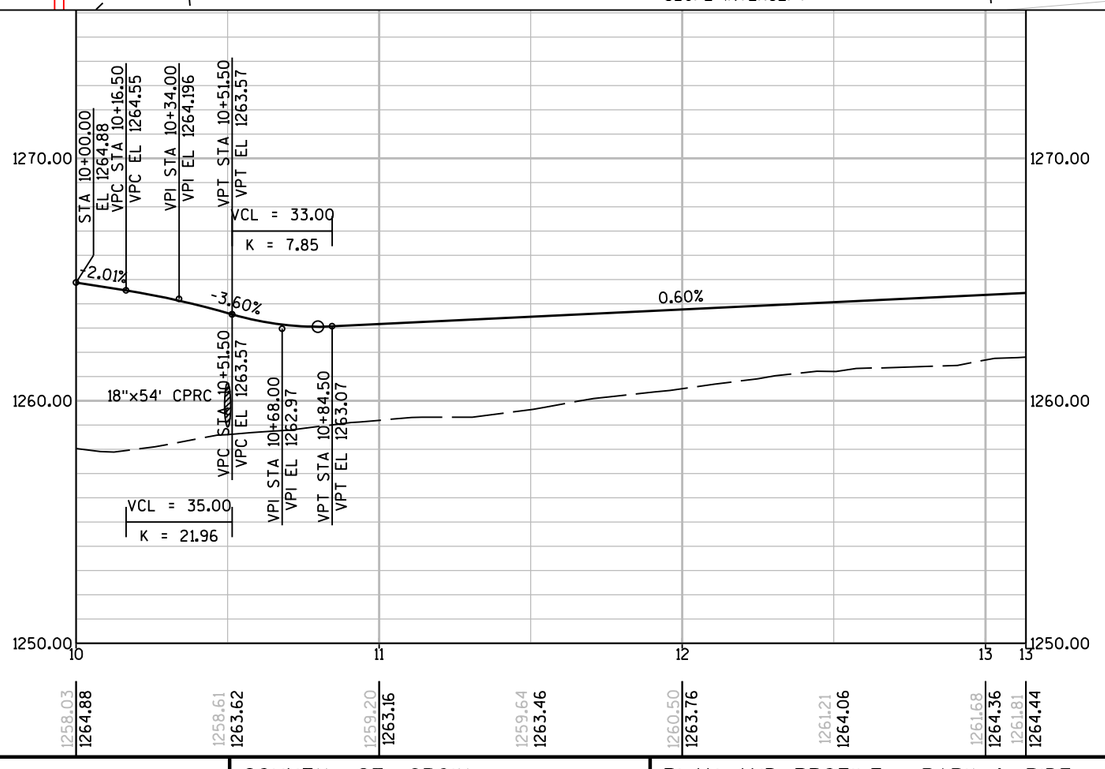
N

R/W

TLE

5

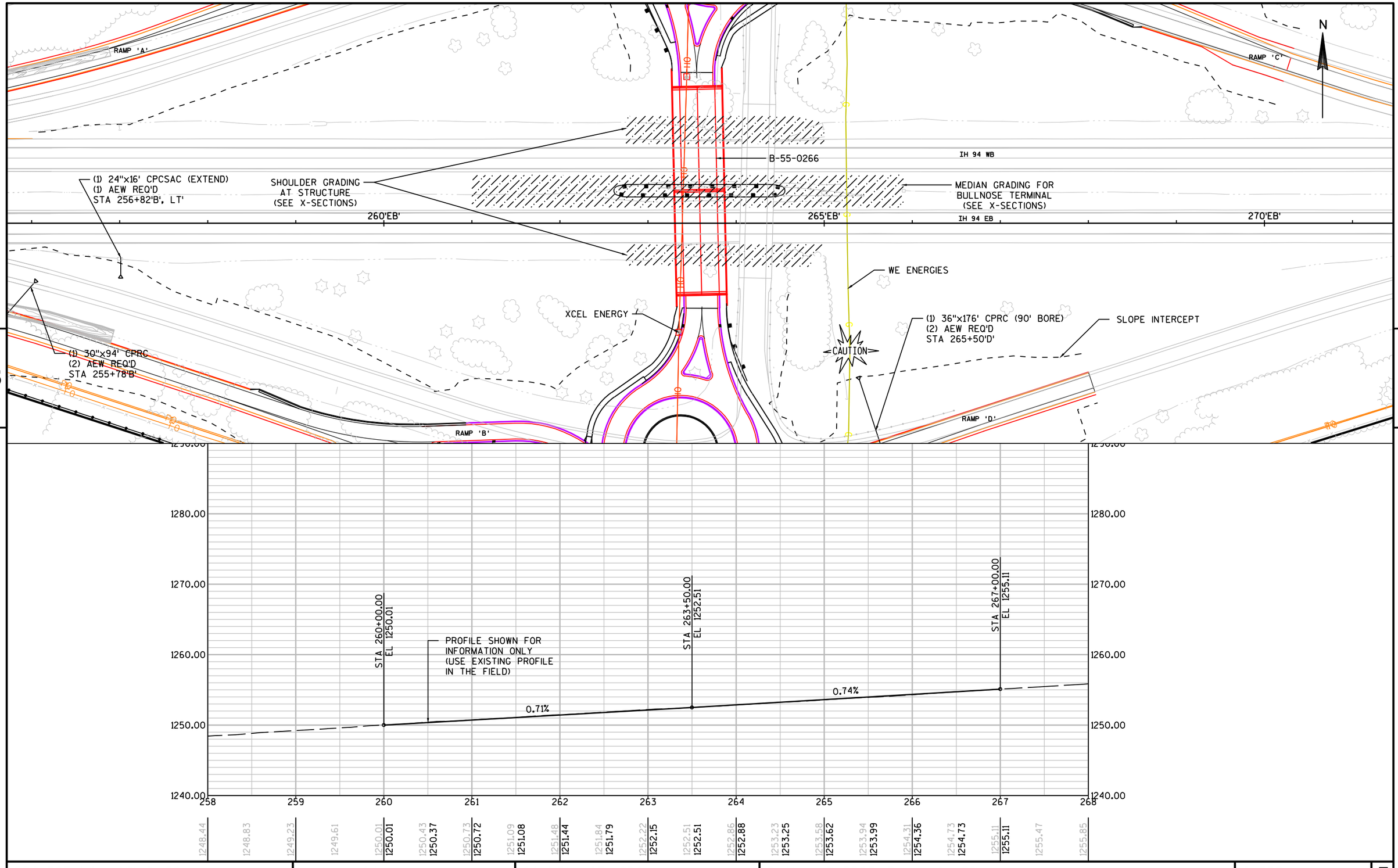
5



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: PARK & RIDE	SHEET 185	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050315_PLN_PARKRIDE_10210100.DWG
LAYOUT NAME - SHEET - (6)

PLOT DATE : 8/29/2016 11:39 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:50 FT



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	PLAN AND PROFILE: IH 9H EB	SHEET 186 E

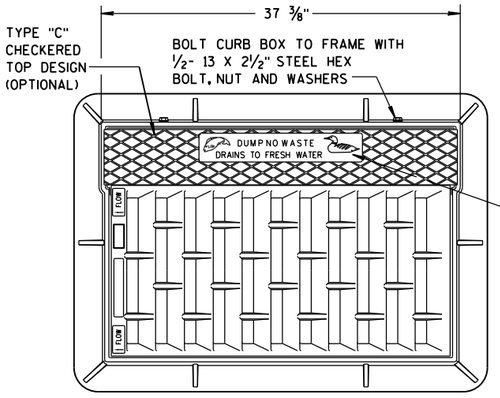
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
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
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-16A	CURB RAMPS TYPES 1 AND 1-A
08D05-16B	CURB RAMPS TYPES 2 AND 3
08D05-16C	CURB RAMPS TYPES 4A AND 4A1
08D05-16D	CURB RAMPS TYPE 4B AND 4B1
08D05-16E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14E	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13B02-08A	CONCRETE PAVEMENT APPROACH SLAB
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
14B26-03A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03E	STEEL THRIE BEAM BULLNOSE TERMINAL
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A06-02	DELINEATOR LAYOUT
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C06-07	SIGNING & MARKING FOR TWO LANE BRIDGES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C19-03A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

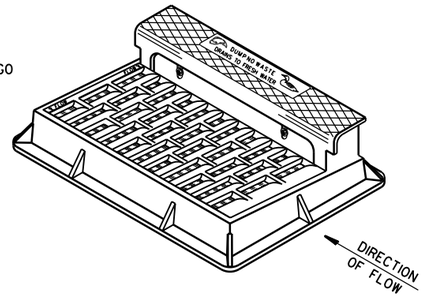
6

Standard Detail Drawing List

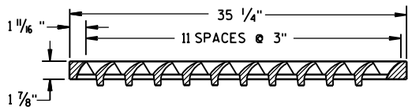
15C19-03C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C29-03A	BICYCLE LANE MARKING
15C29-03B	BICYCLE LANE MARKING
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-01D	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15D03-03	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D04-01	TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING
15D12-06B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-02	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-03	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D35-02A	RAMP GATE HARD WIRED
15D35-02B	RAMP GATE HARD WIRED
15D35-02C	RAMP GATE HARD WIRED
15D35-02D	RAMP GATE HARD WIRED
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS

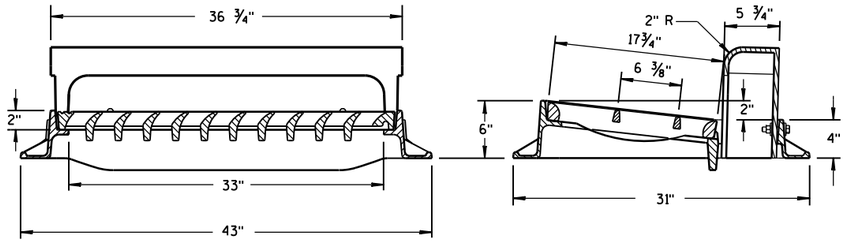


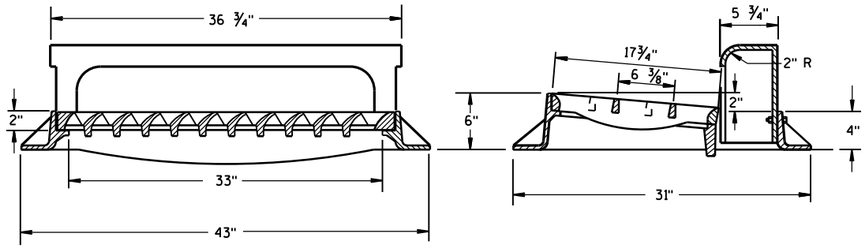
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

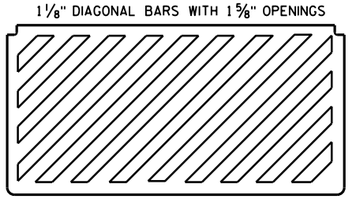






TYPE "H"

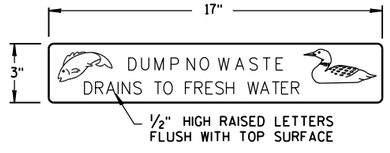
NOTE: EITHER CASTING IS ACCEPTABLE



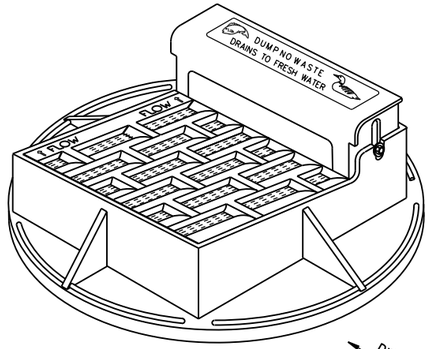
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

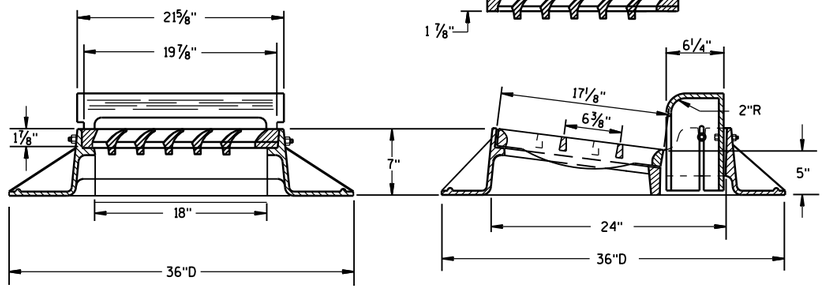


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



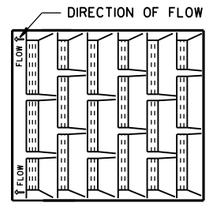
TYPE "A"

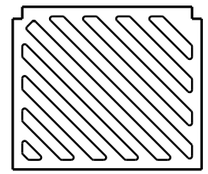
GENERAL NOTES

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.

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

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

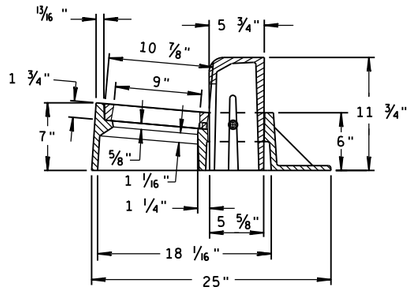


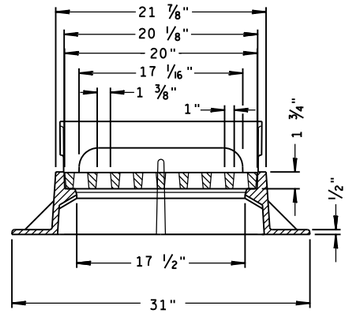


SPECIAL GRATE FOR TYPE "A" COVER

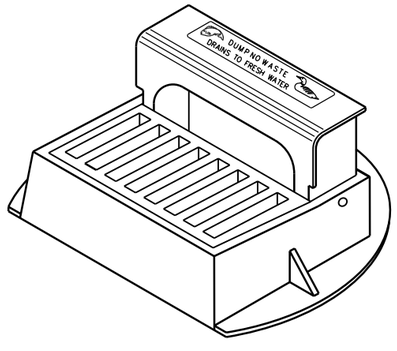
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



INLET COVERS TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
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11-27-13 — DATE
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FHWA

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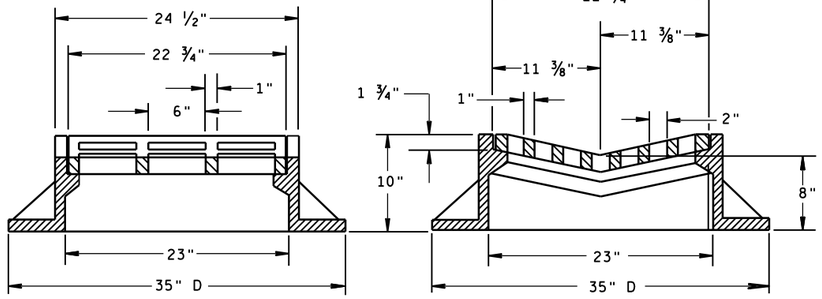
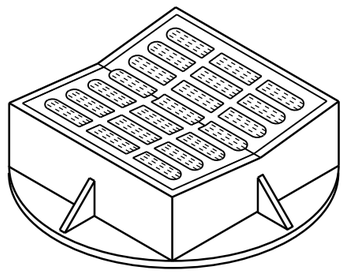
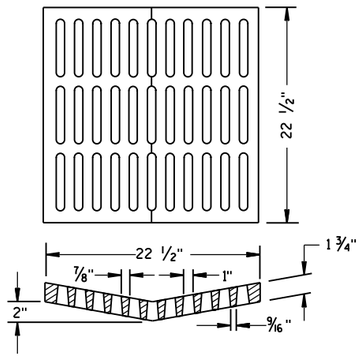
S.D.D. 8 A 5-19a



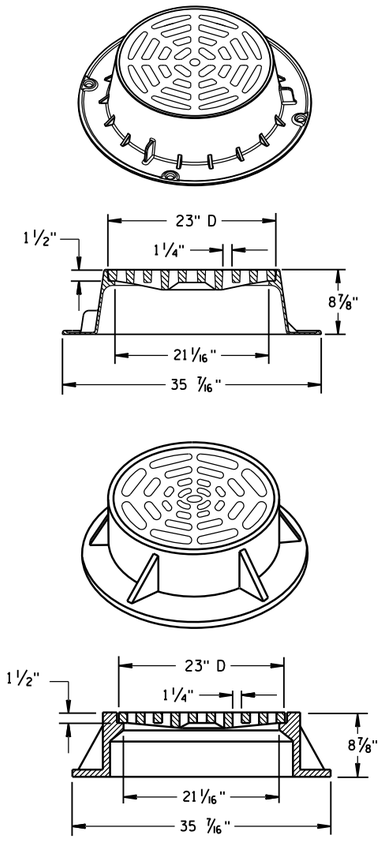


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

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



TYPE "C"

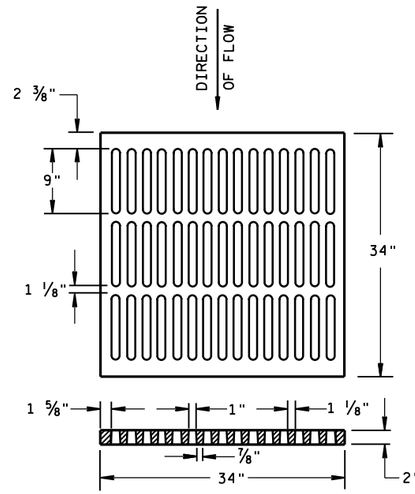
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

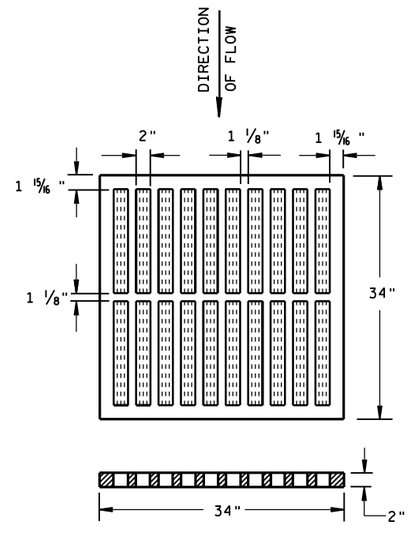
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



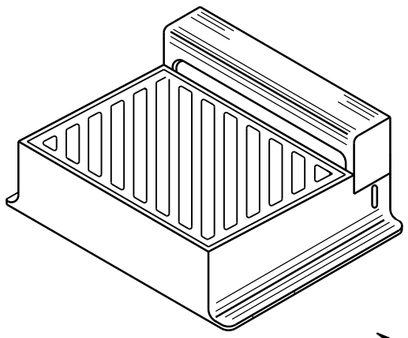
ALTERNATIVE TYPE "MS"

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

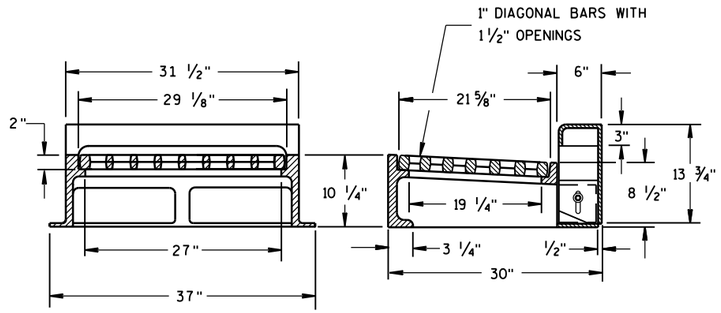


TYPE "MS"

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



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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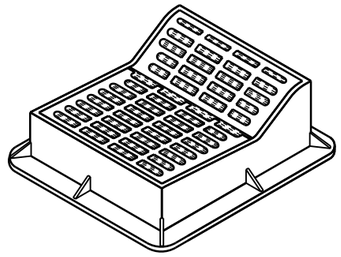
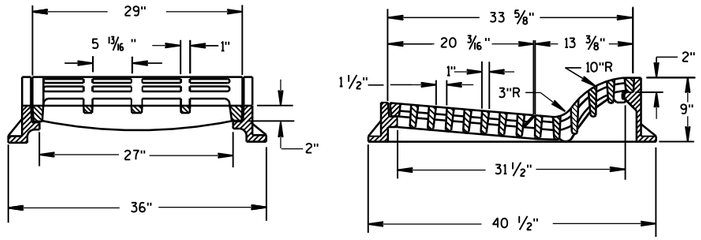
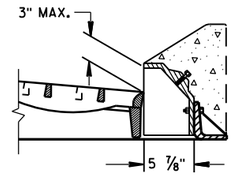
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

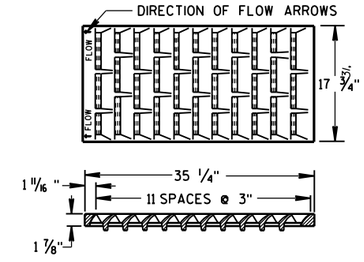
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

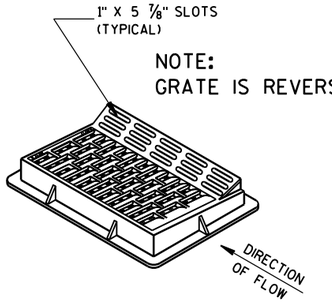
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

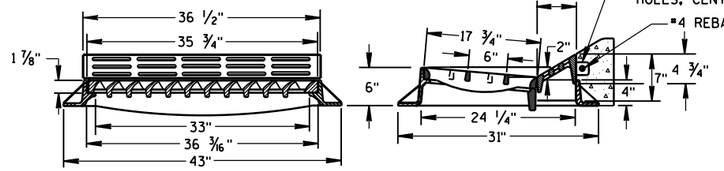
GENERAL NOTES

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.



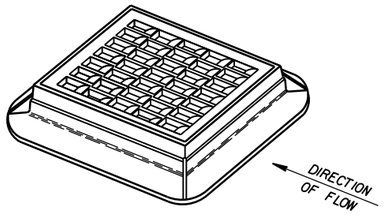


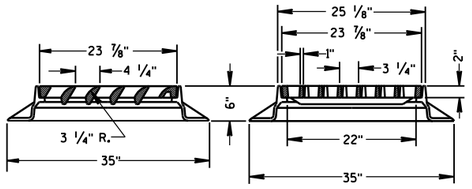


TYPE "HM"

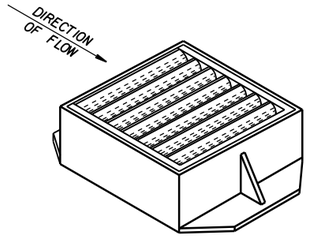
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

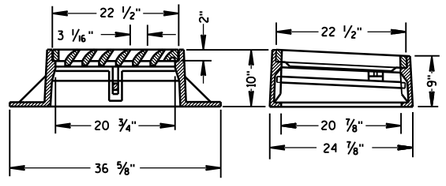
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



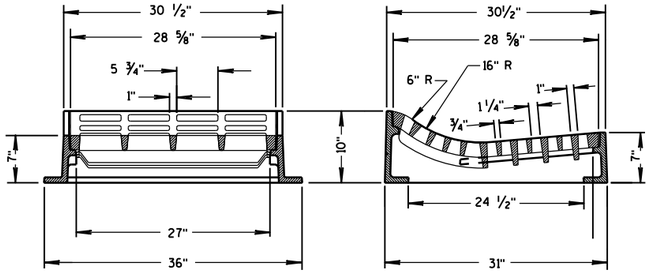


TYPE "S"



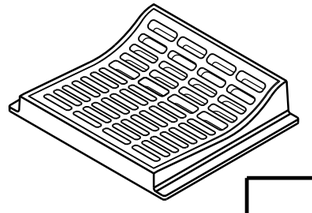


TYPE "V"



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

FHWA

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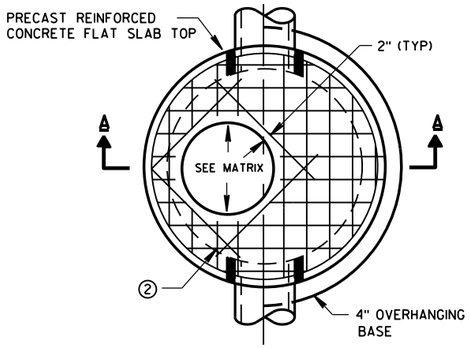
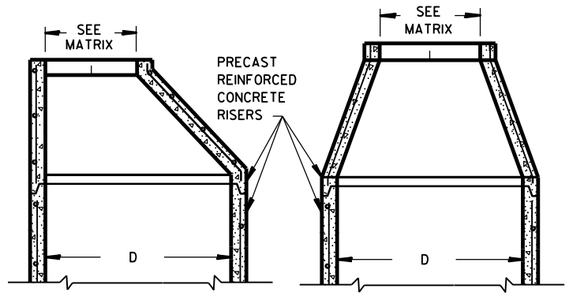
S.D.D. 8 A 5-19c

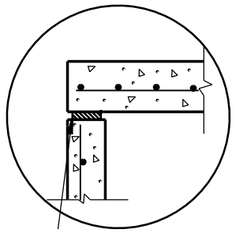


PLAN VIEW CIRCULAR OPENING

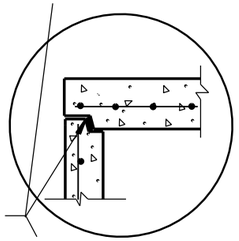


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

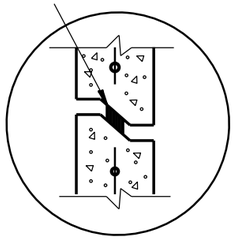


TOP WITH PLAIN END JOINT



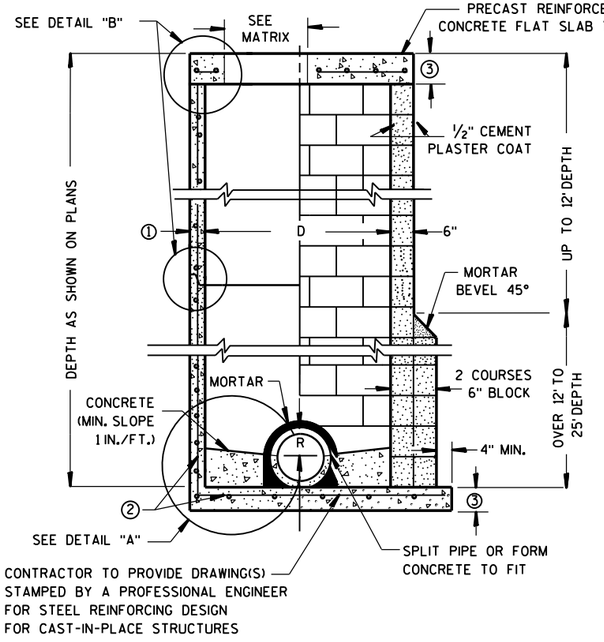
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



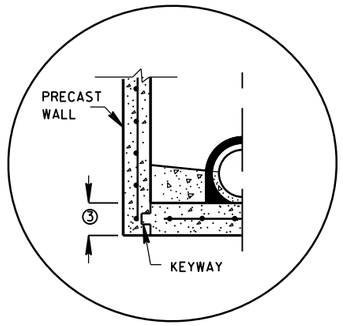
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

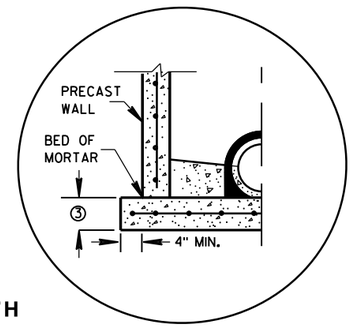


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

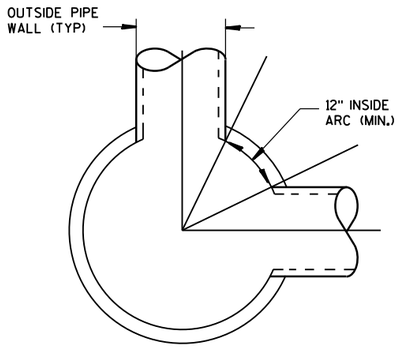


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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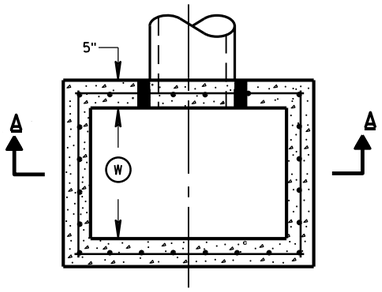
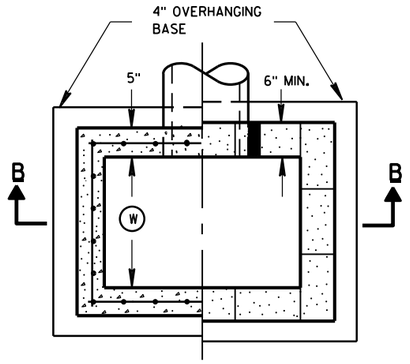
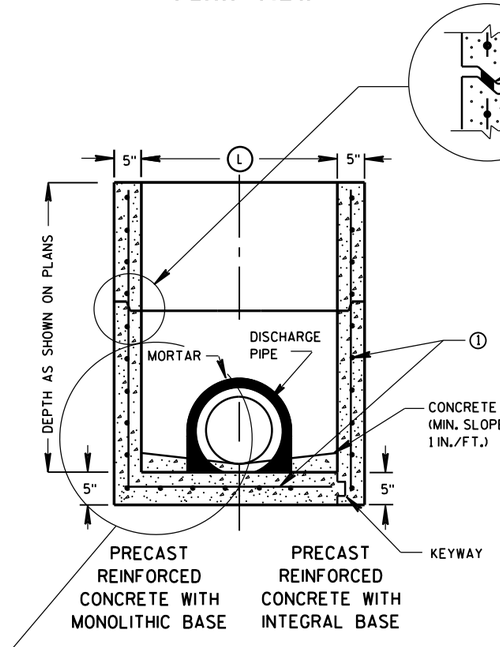


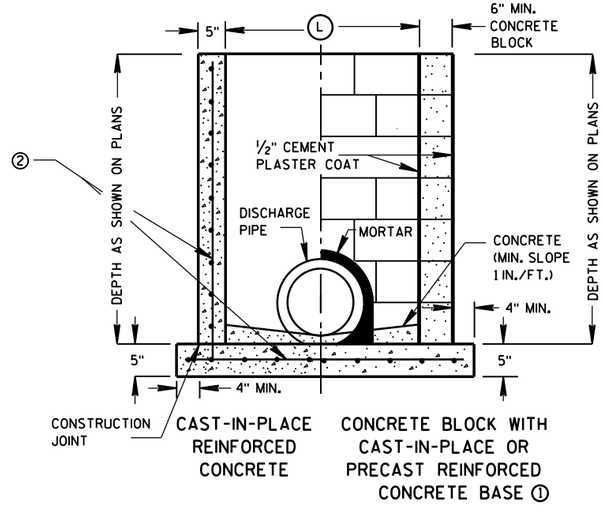
PLAN VIEW



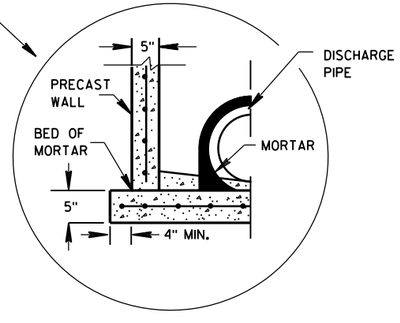
PLAN VIEW



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.

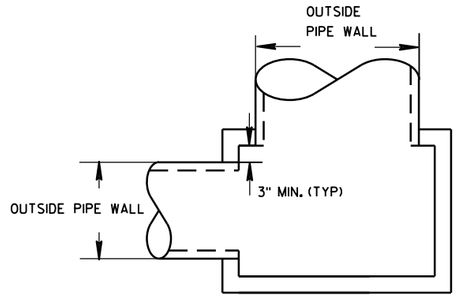
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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"

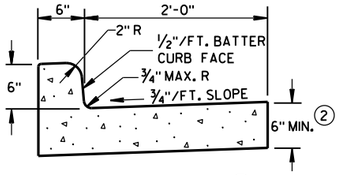
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

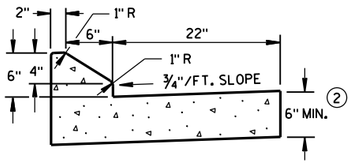
APPROVED
6/5/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER
FHWA

6

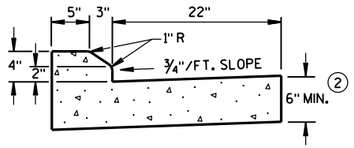
S.D.D. 8 C 7-1



TYPES A & D ①

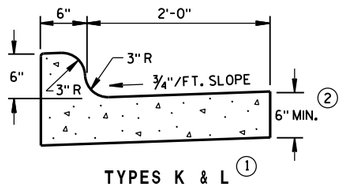


6" SLOPED CURB TYPES G & J ①

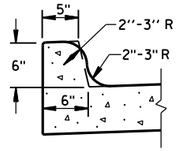


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

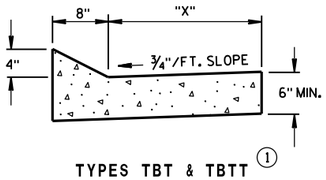


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

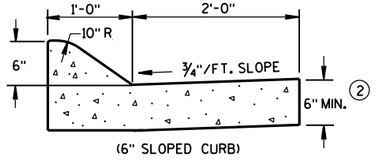
CONCRETE CURB & GUTTER 30"



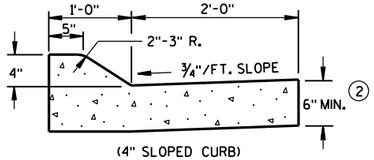
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

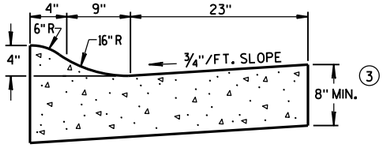


(6" SLOPED CURB)



(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.

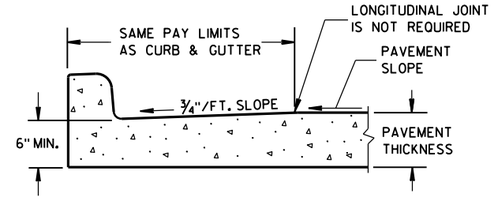
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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.

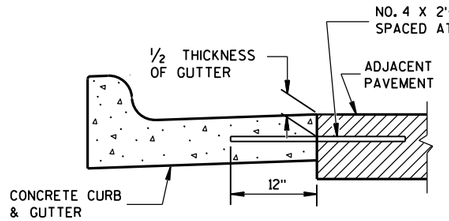
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

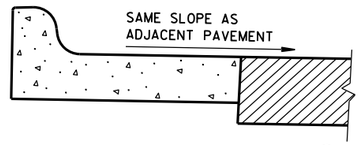
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



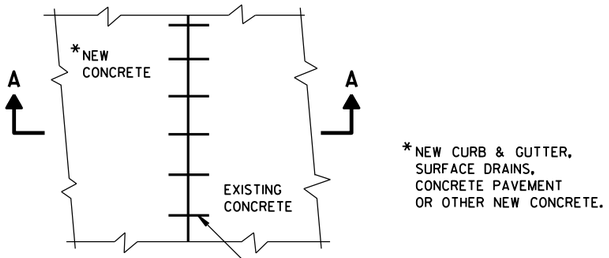
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



TYPICAL TIE BAR LOCATION ①



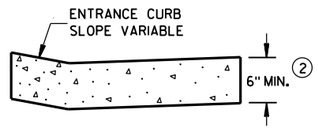
REVERSE SLOPE GUTTER ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)



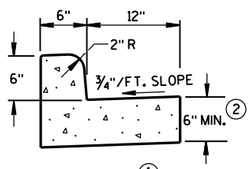
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

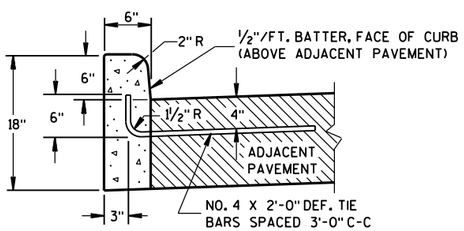


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

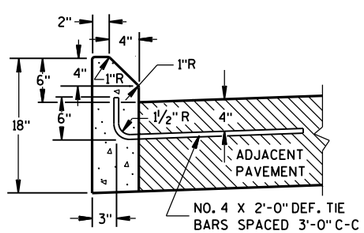


① TYPES A & D

CONCRETE CURB & GUTTER 18"

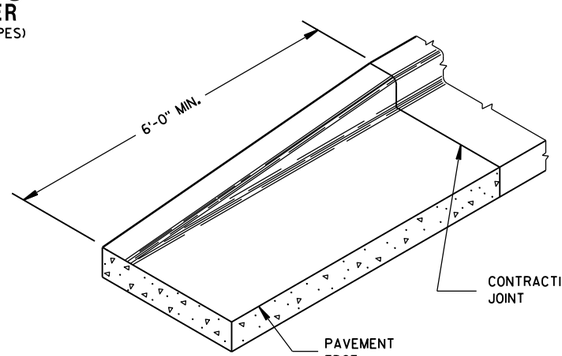


① TYPES A & D



① TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

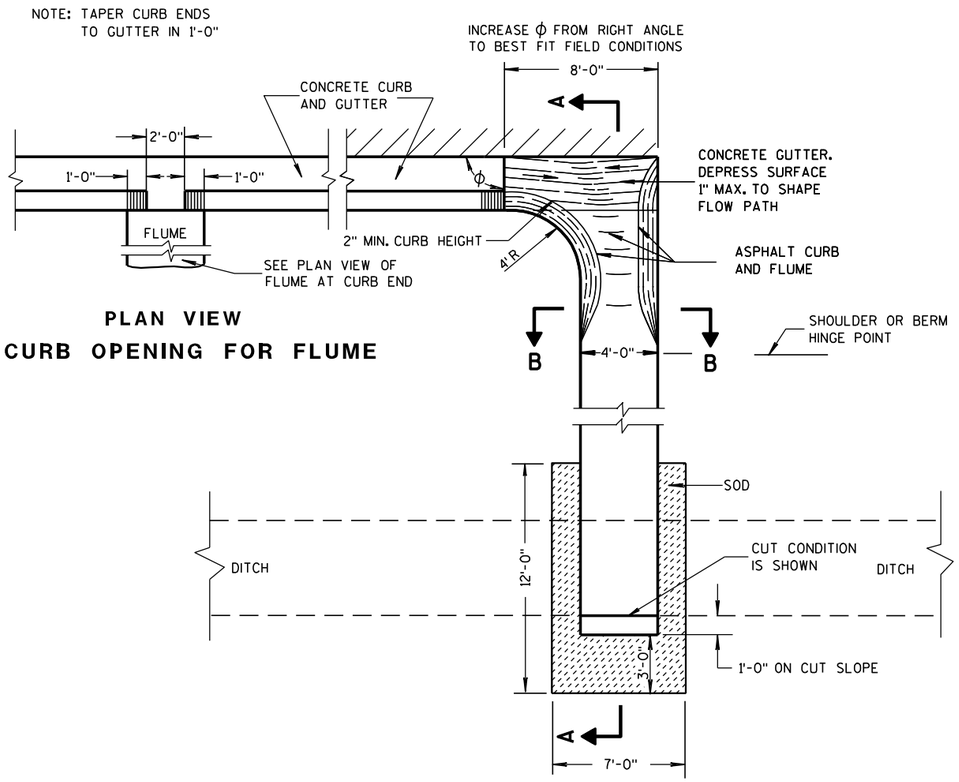
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

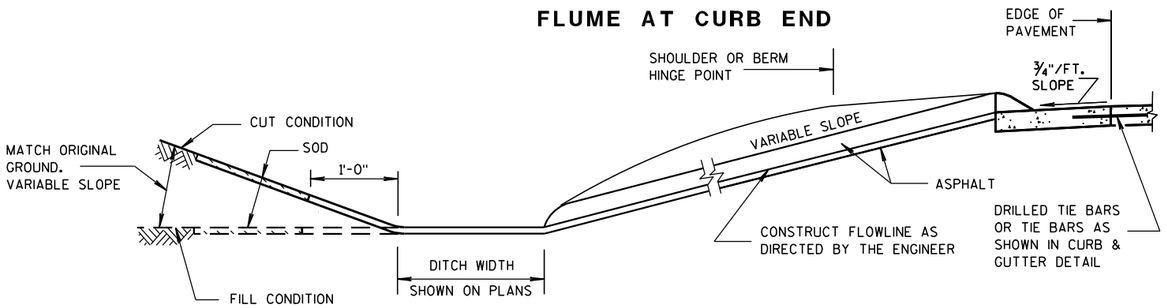
S.D.D. 8 D 1-18

ASPHALTIC FLUME

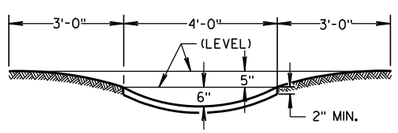


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

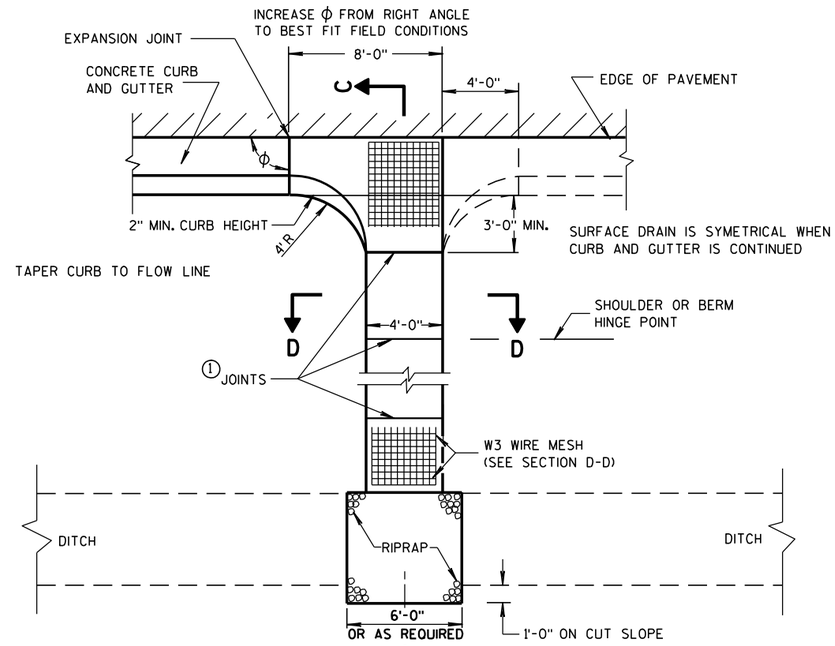
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

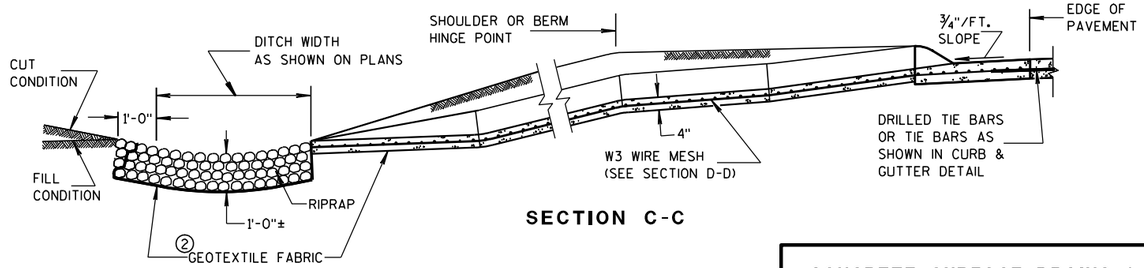
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

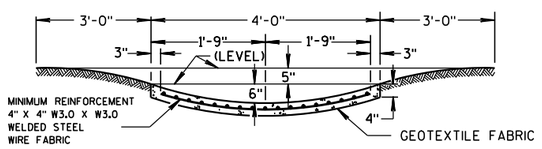
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
195
MENT
FHWA

6

S.D.D. 8 D 4-5

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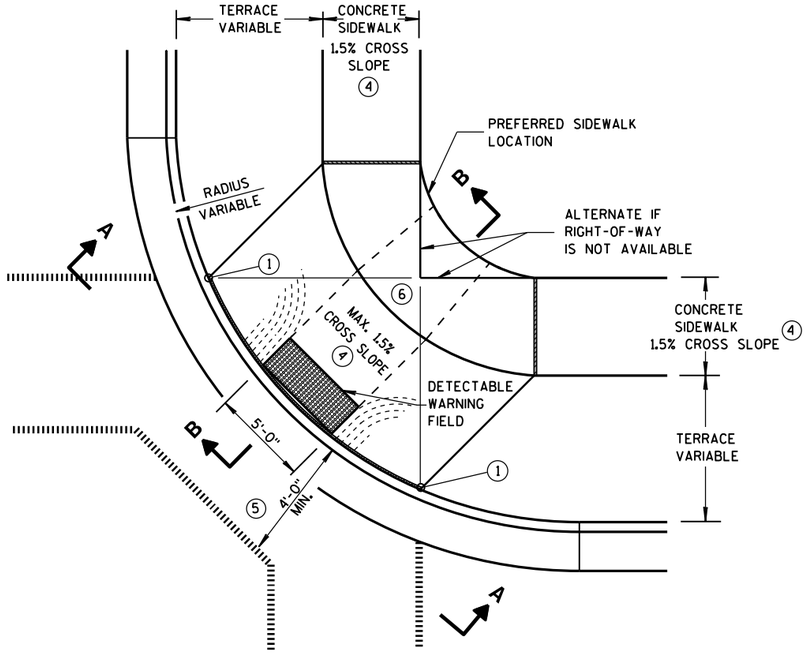
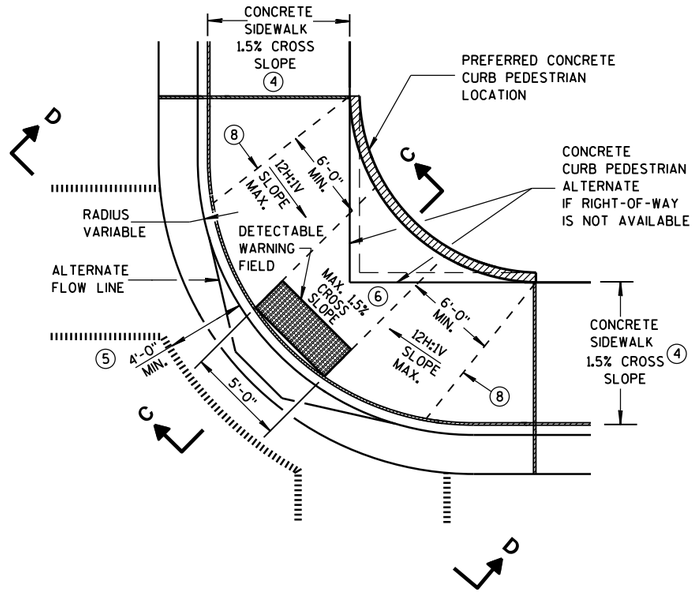


PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

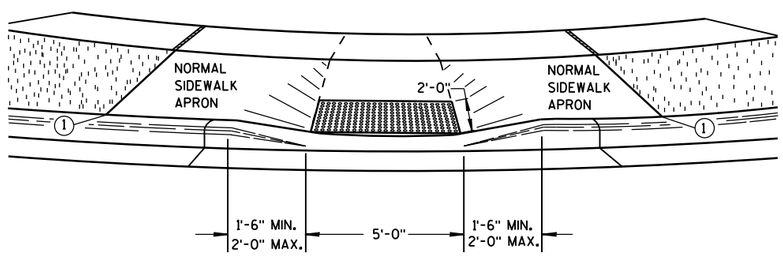
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

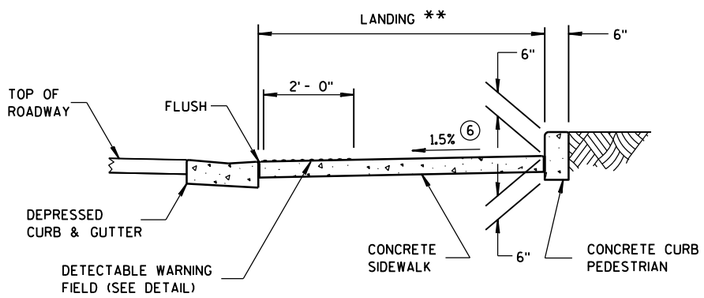
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A-A

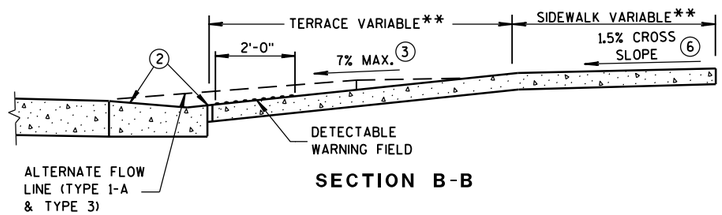
** WIDTH SHOWN ELSEWHERE IN THE PLANS



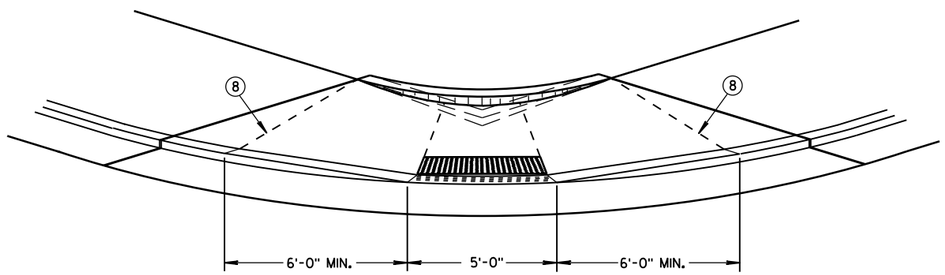
SECTION C-C

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



SECTION B-B



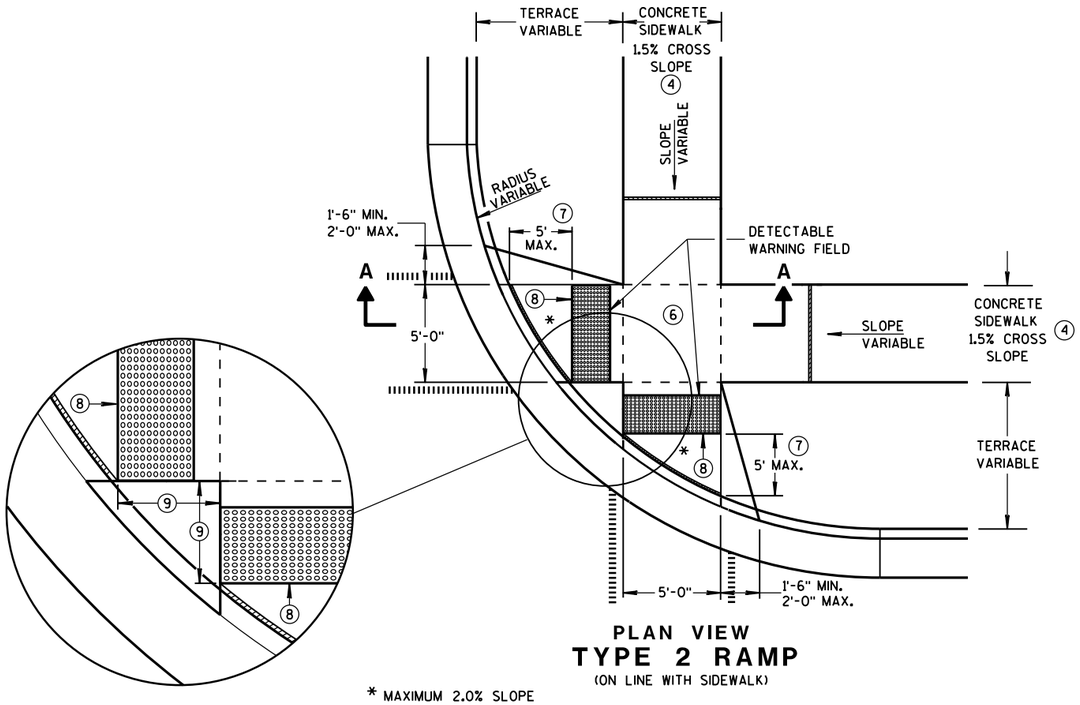
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-16a

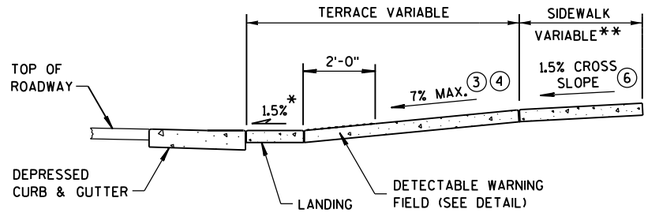


PLAN VIEW

TYPE 2 RAMP

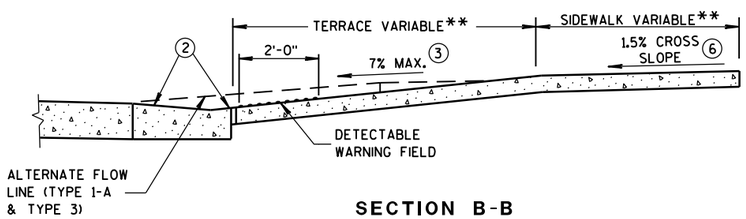
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

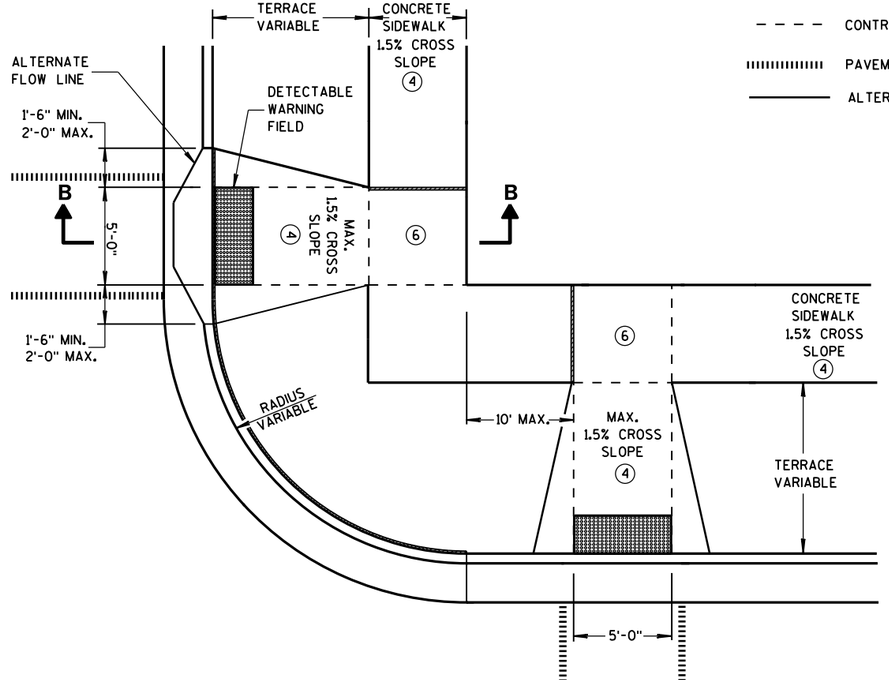
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. 2" MINIMUM CURB HEIGHT.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

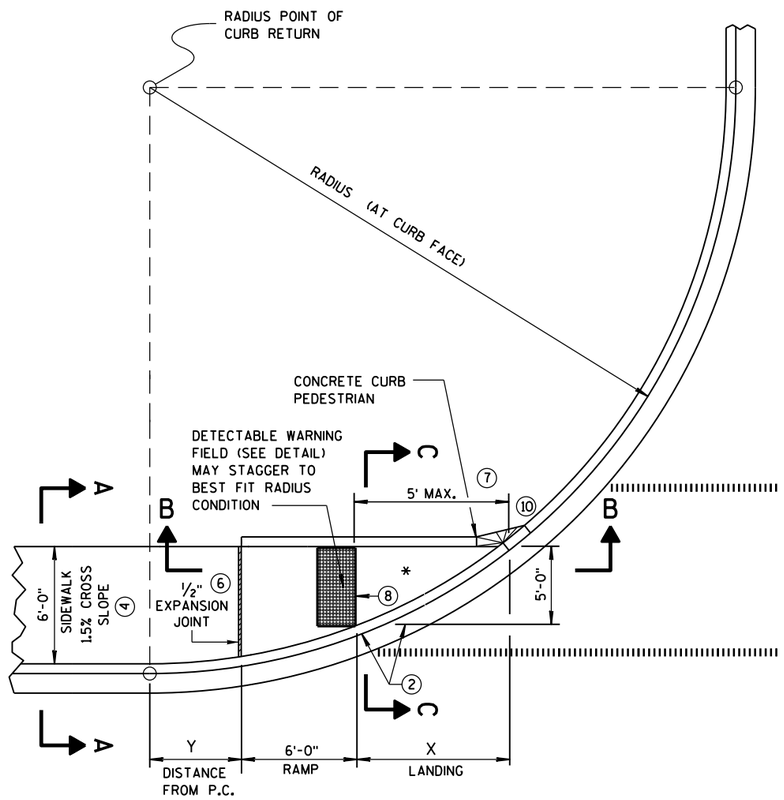
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

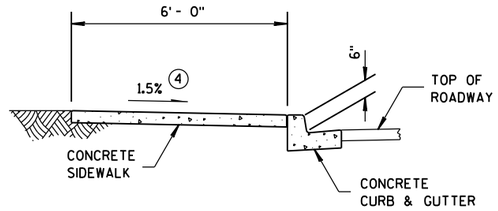
S.D.D. 8 D 5-16b



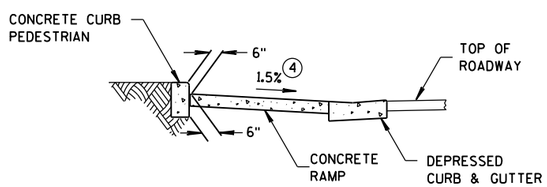
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

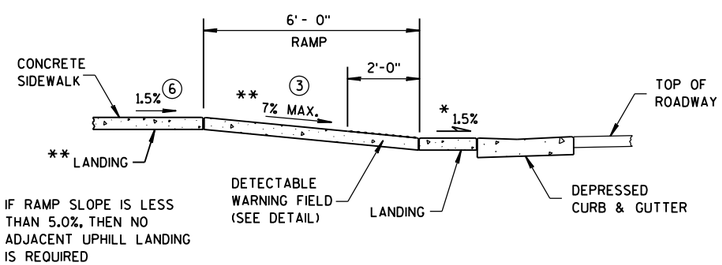
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

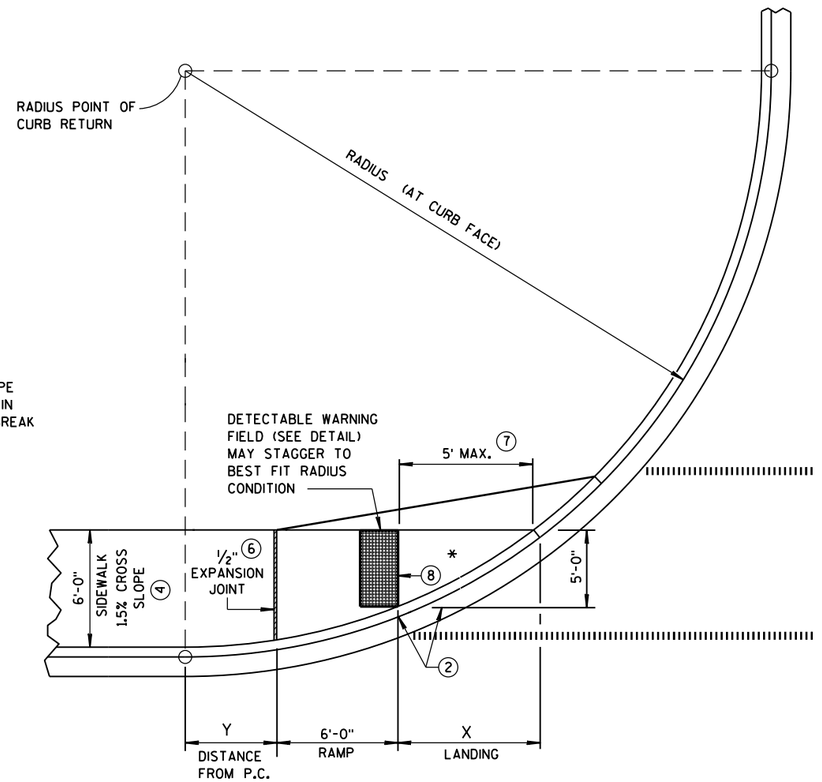


SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

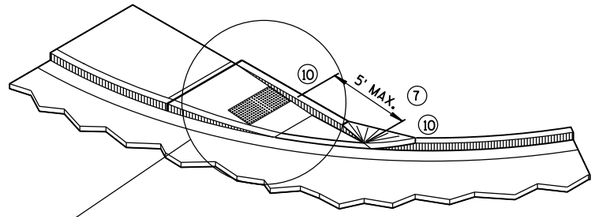
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

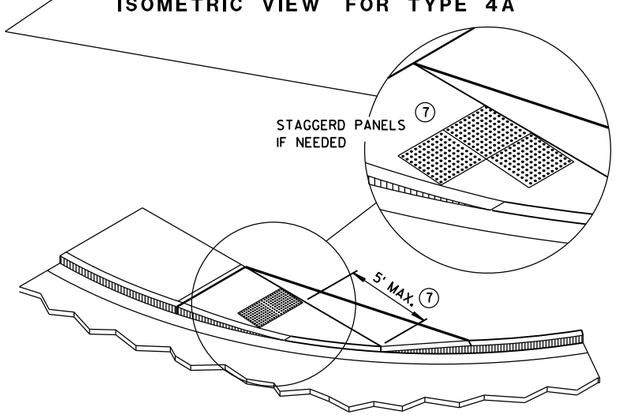
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

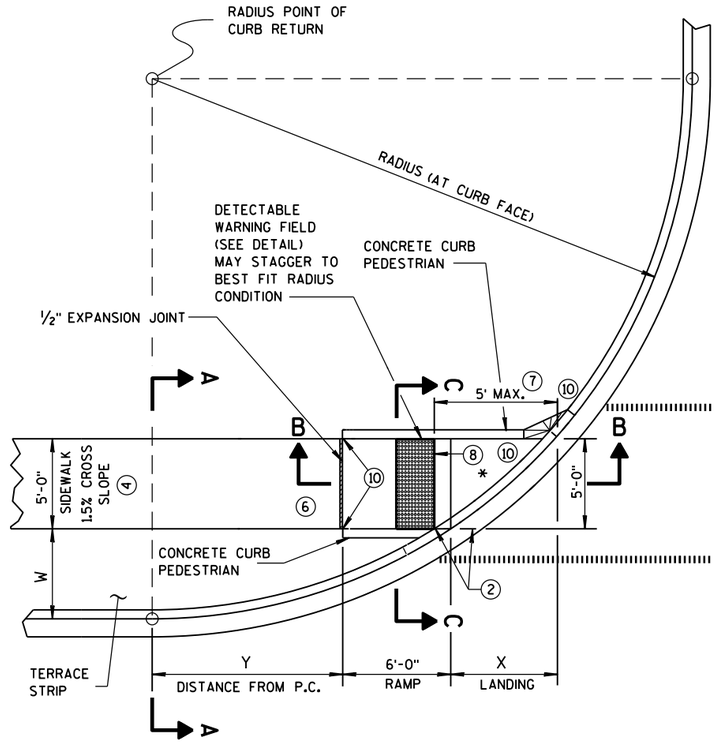
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

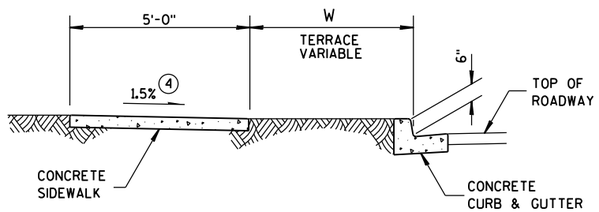
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

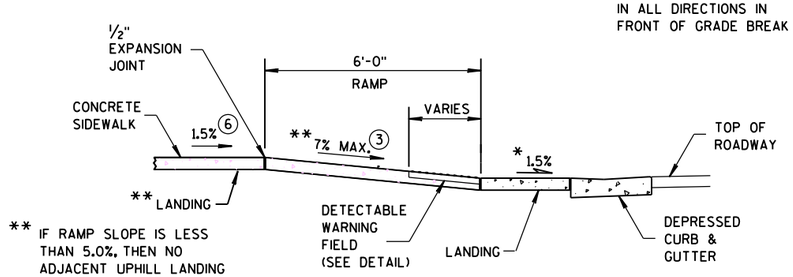
S.D.D. 8 D 5-16c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

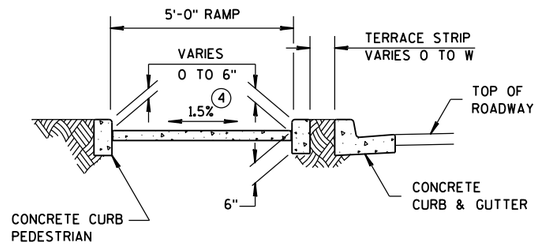
SECTION B-B FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C-C FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

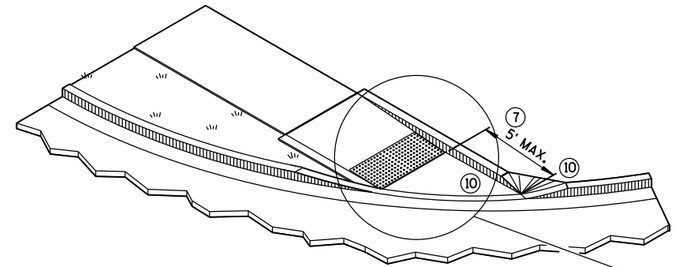
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

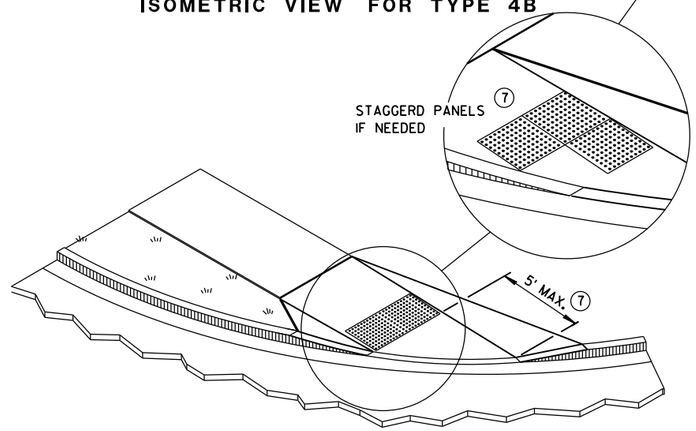
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

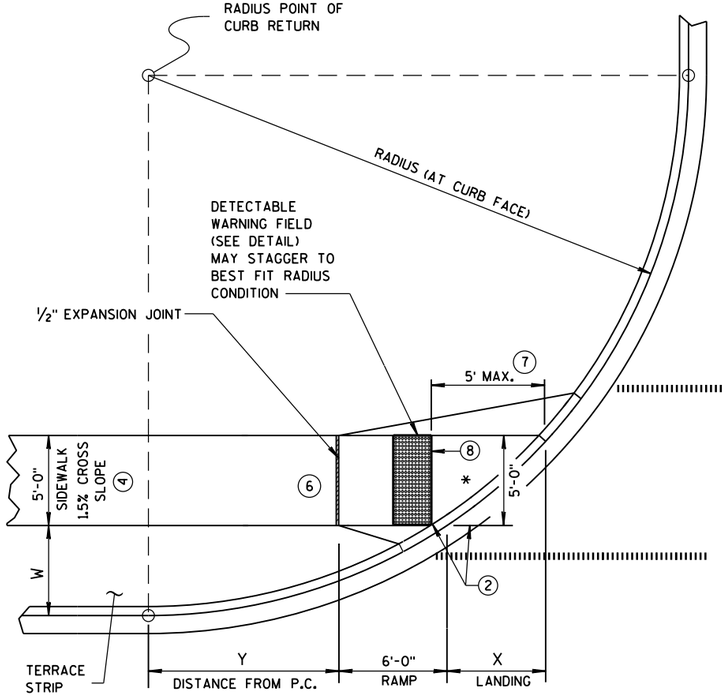
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



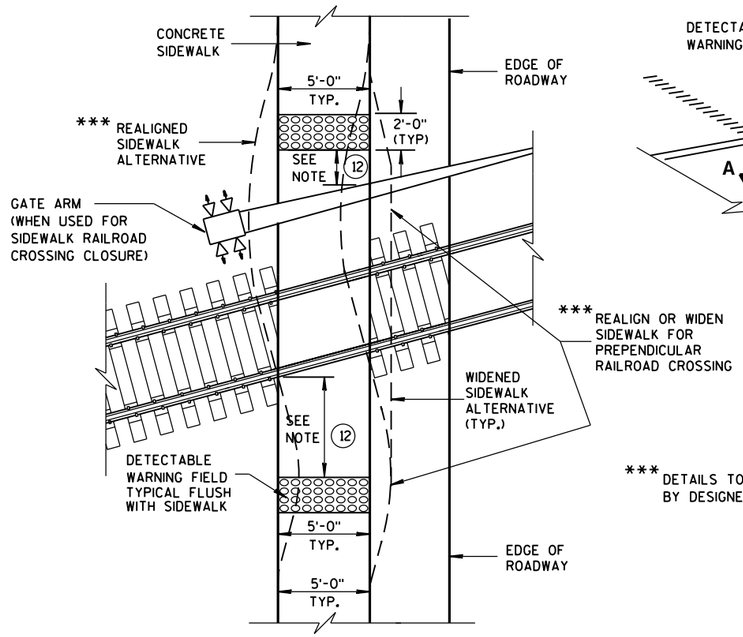
CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

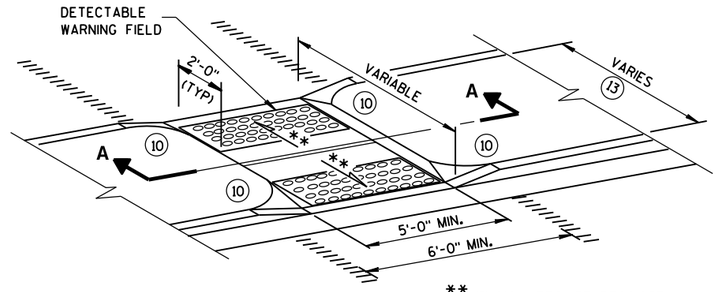
6

S.D.D. 8 D 5-16d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

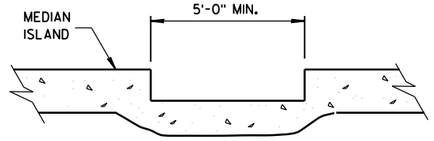
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

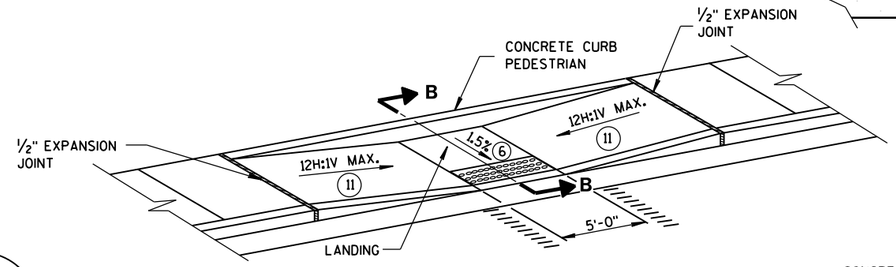
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



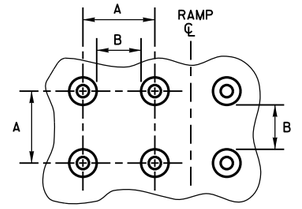
SECTION A-A



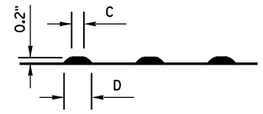
MID-BLOCK CROSSING
TYPE 7A

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

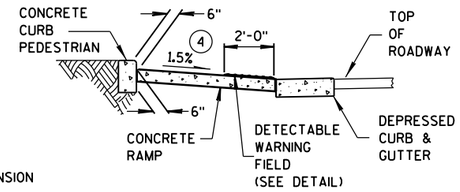


PLAN VIEW

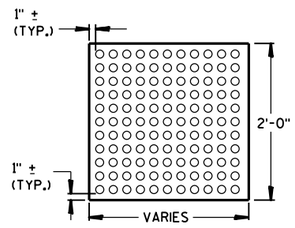


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



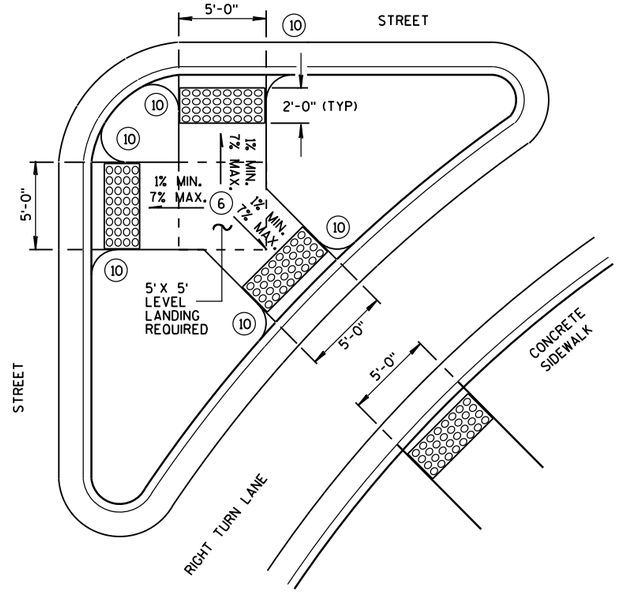
SECTION B-B



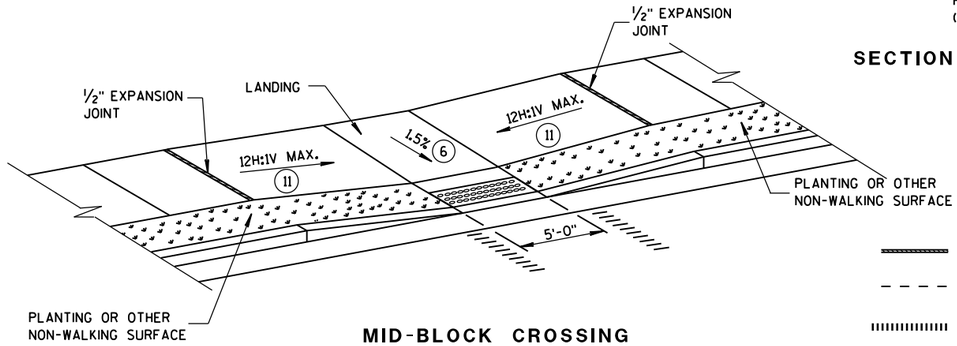
PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

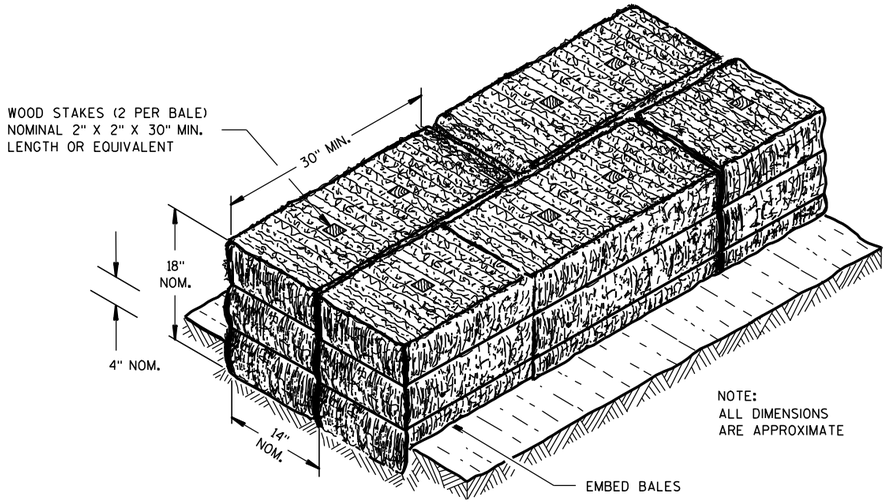
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

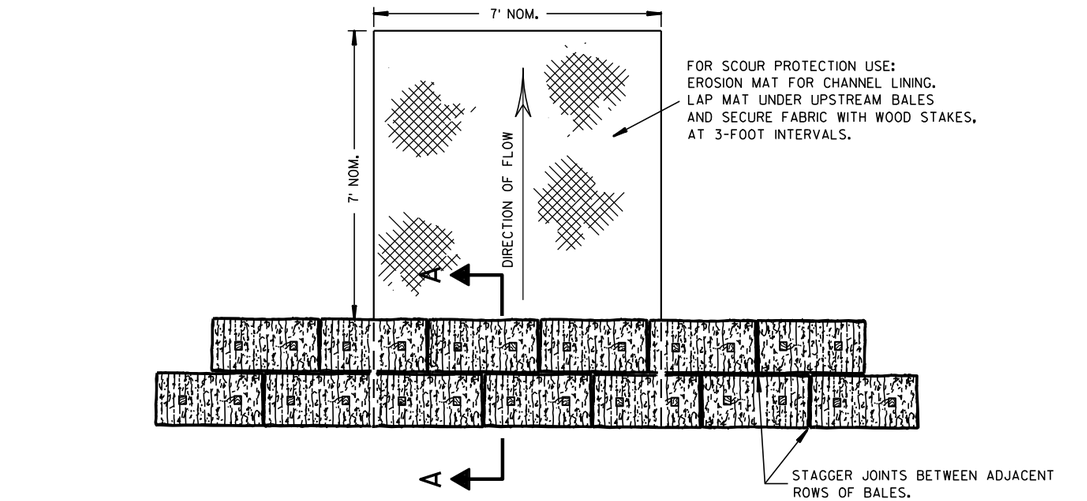
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

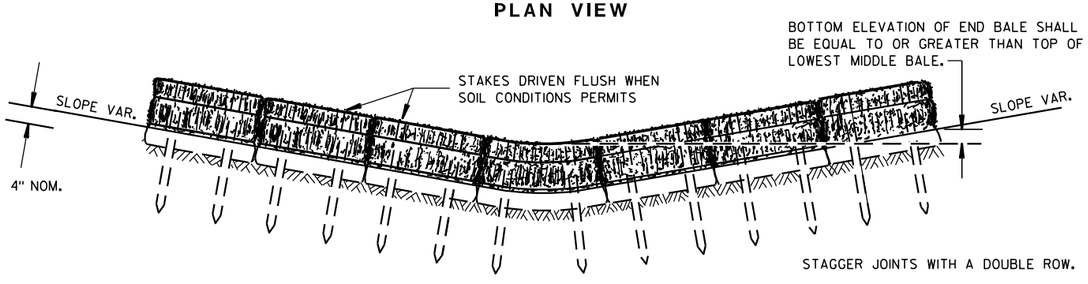
S.D.D. 8 D 5-16e



SECTION A-A



PLAN VIEW



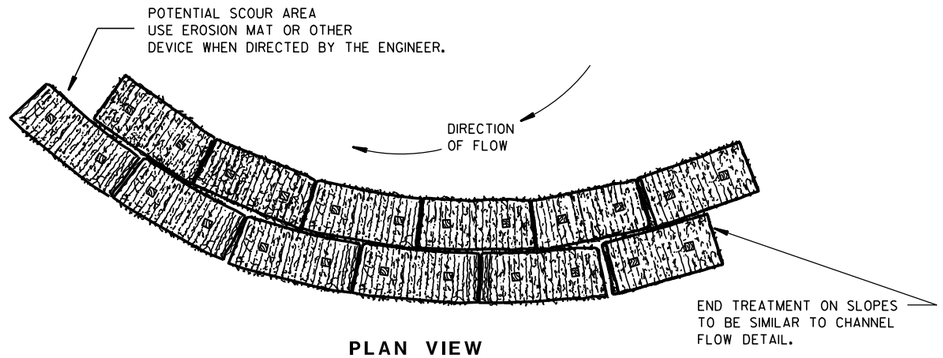
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

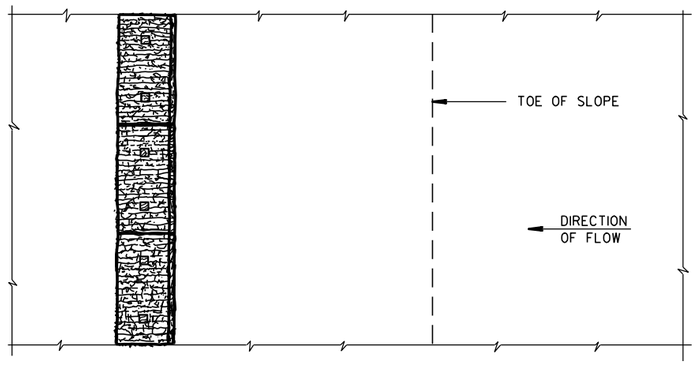
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

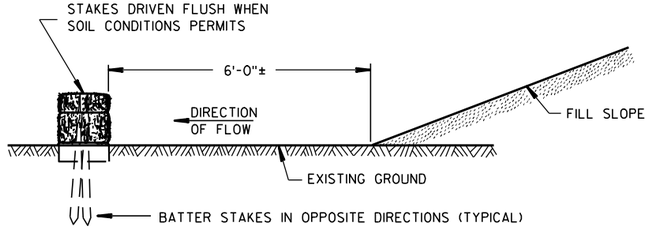


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

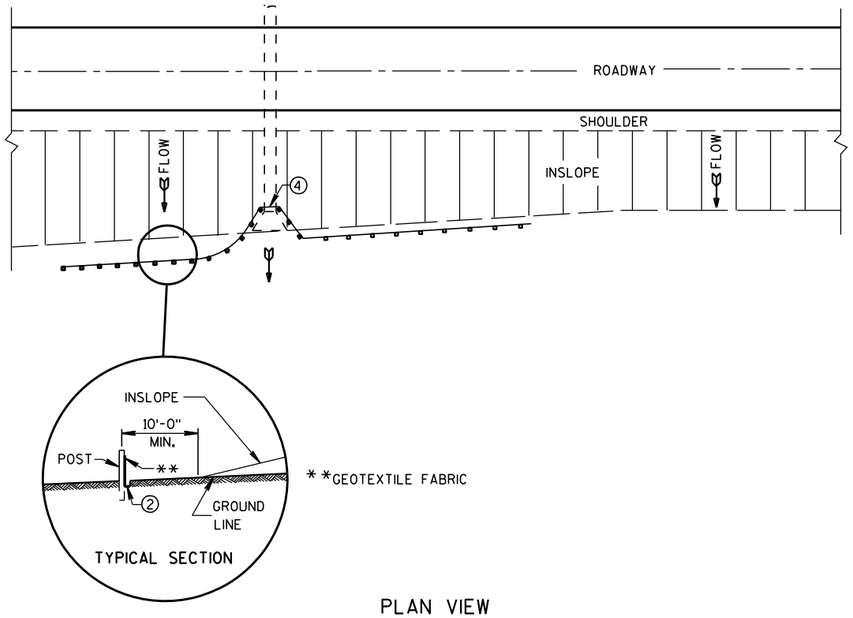
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

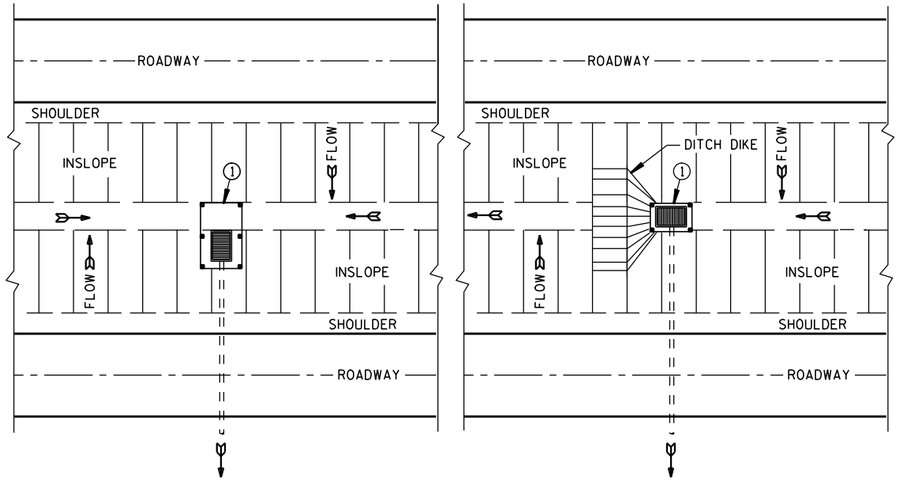
6

S.D.D. 8 E 8-3



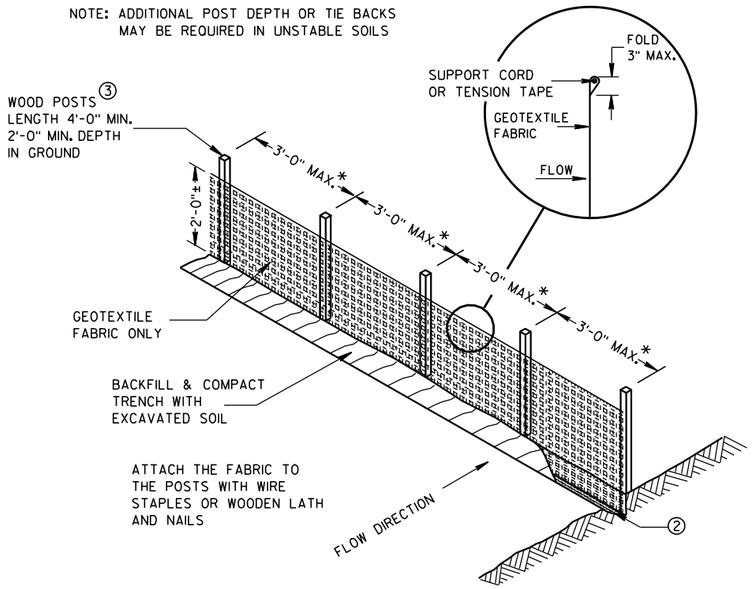
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE

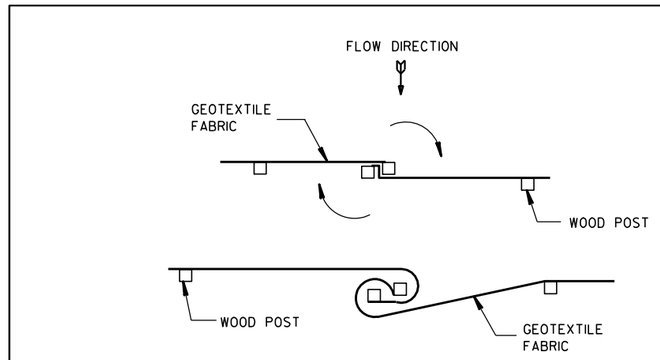


PLAN VIEW

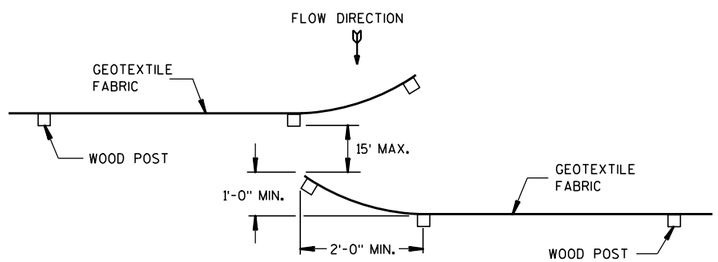
SILT FENCE AT MEDIAN SURFACE DRAINS



SILT FENCE



TWIST METHOD



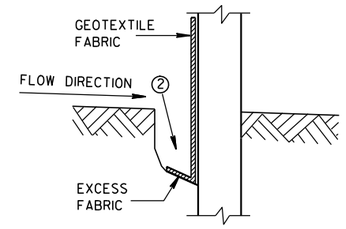
HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5

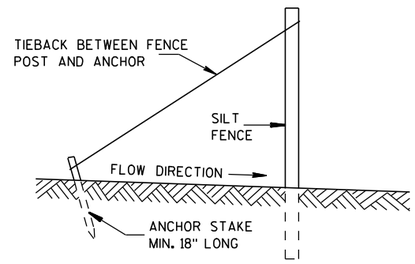
GENERAL NOTES

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 TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

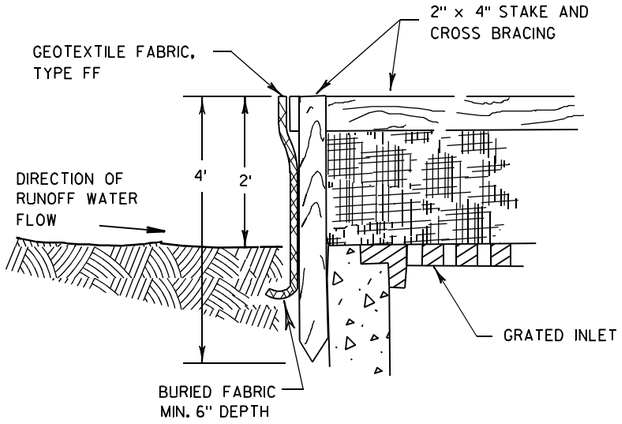
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

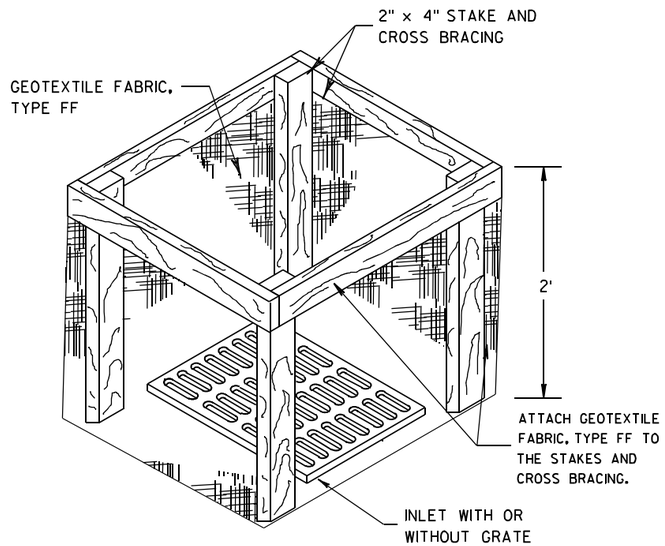
6

S.D.D. 8 E 9-6

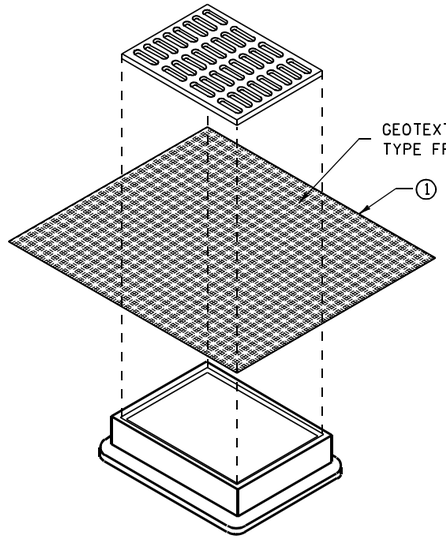
6

S.D.D. 8 E 9-6



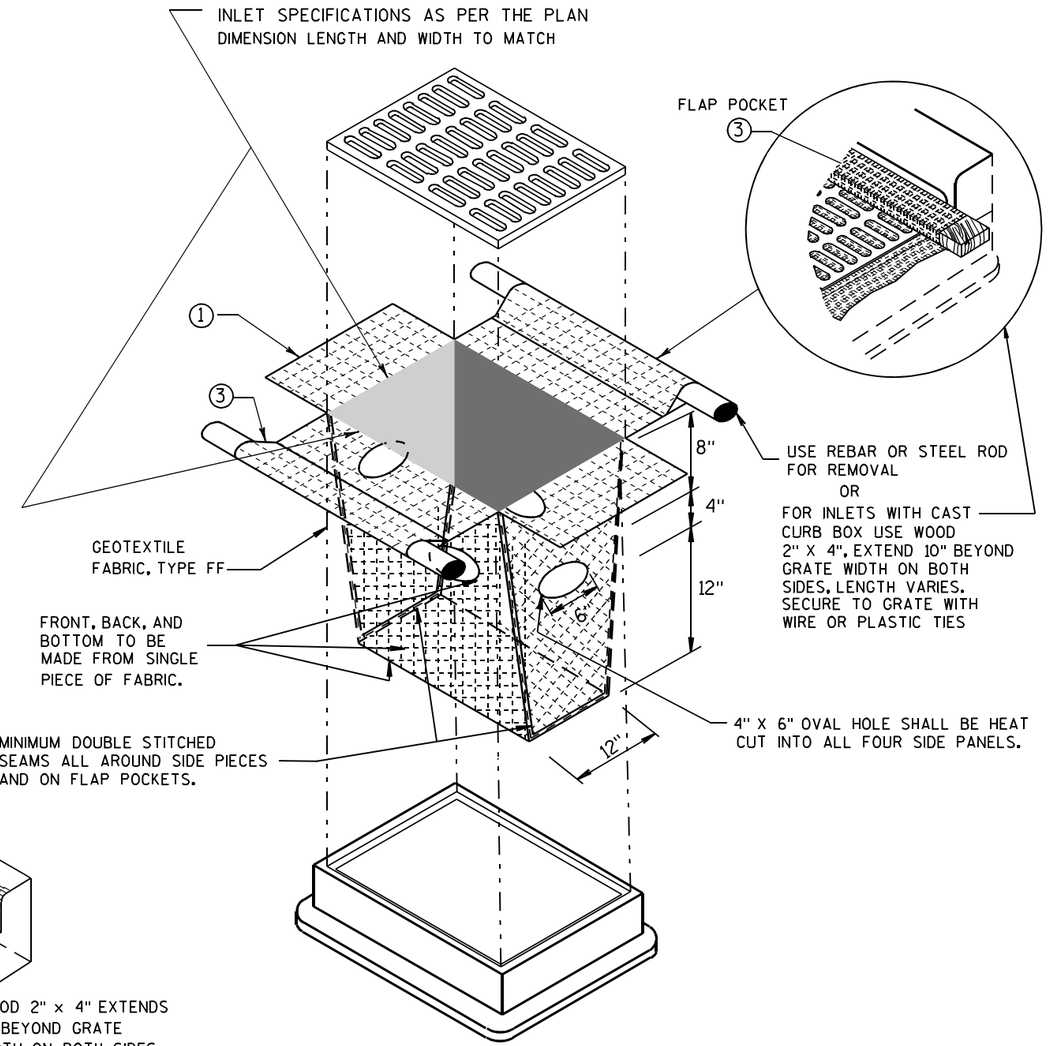


INLET PROTECTION, TYPE A



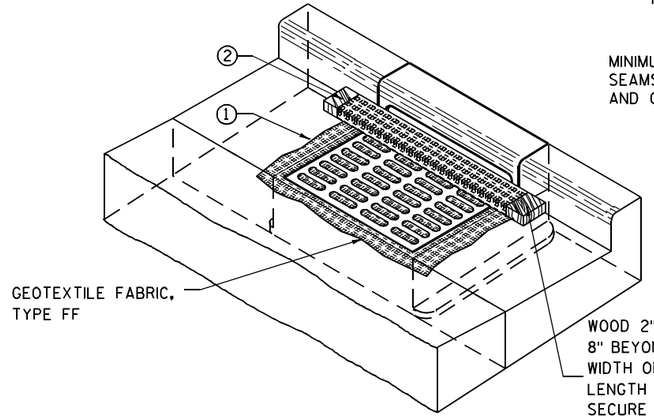
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

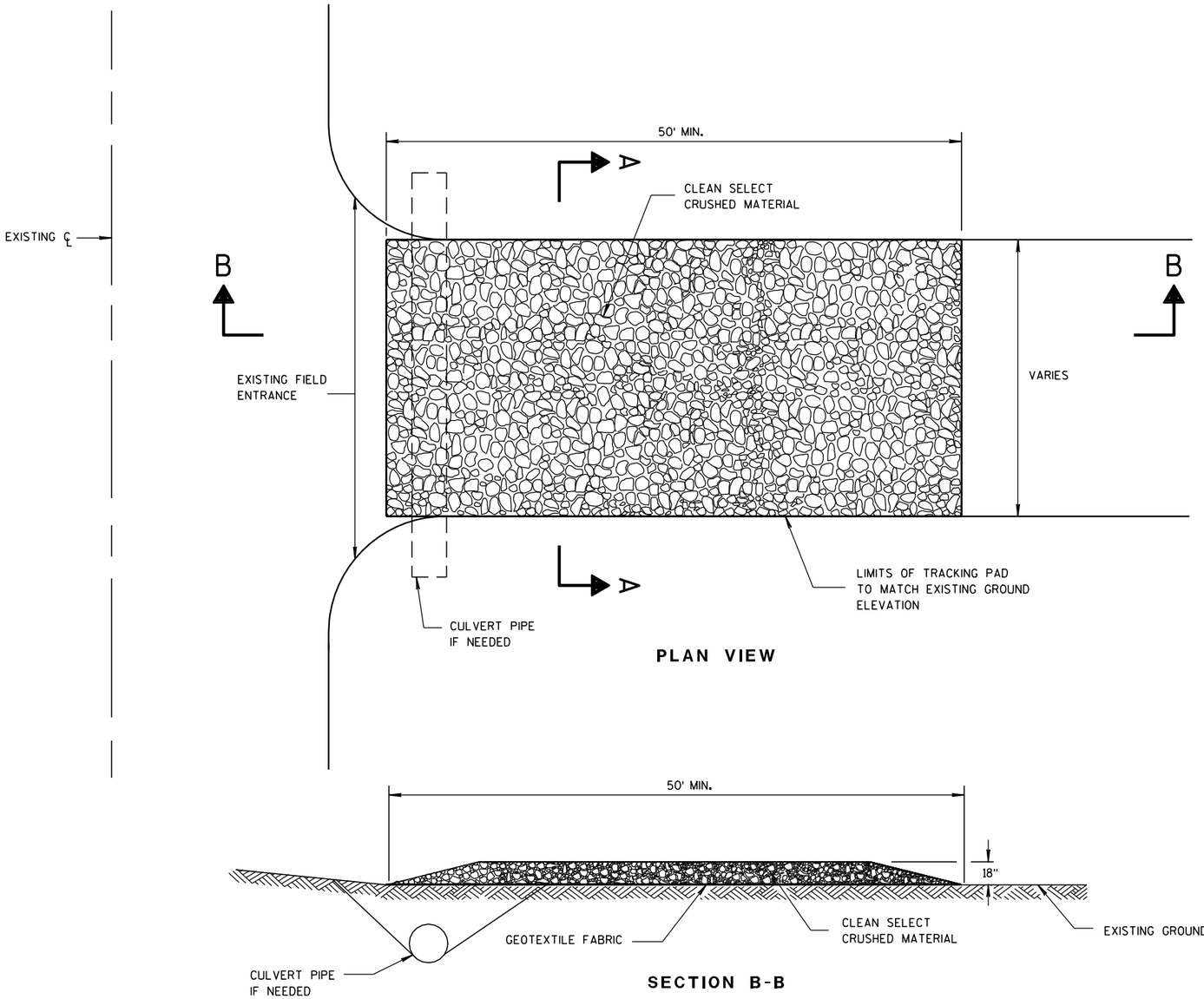
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



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.

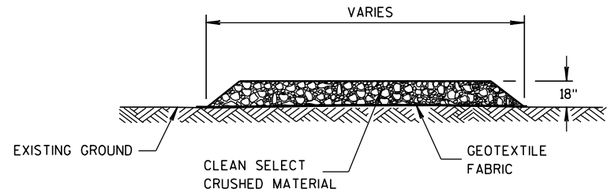
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

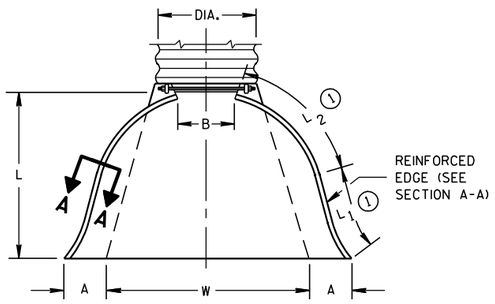
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

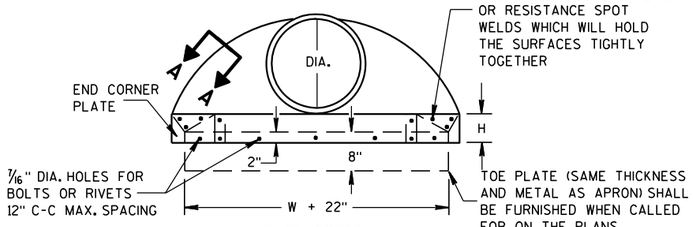
REINFORCED CONCRETE APRON ENDWALLS

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

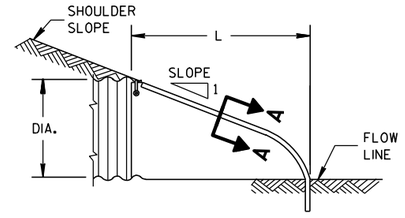
*MINIMUM
**MAXIMUM



PLAN VIEW

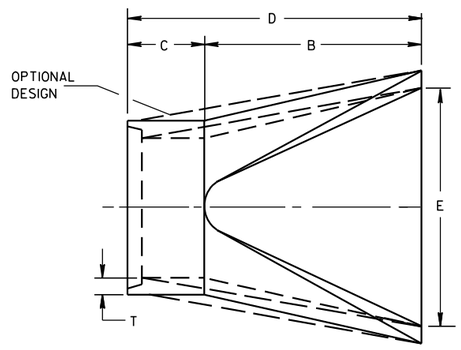


END VIEW

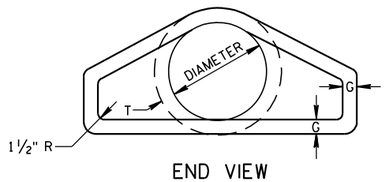


SIDE ELEVATION

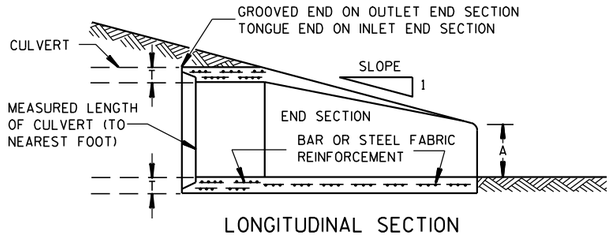
METAL ENDWALLS



PLAN

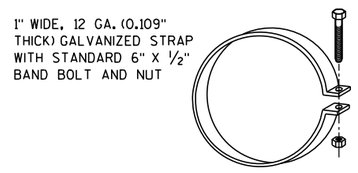


END VIEW



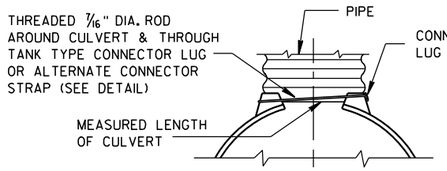
LONGITUDINAL SECTION

CONCRETE ENDWALLS

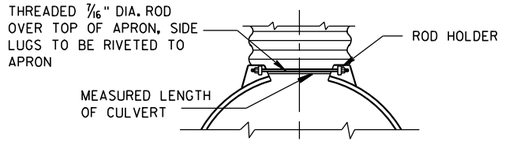


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

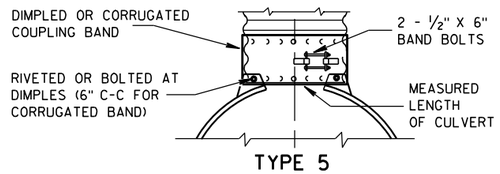


TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE

TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

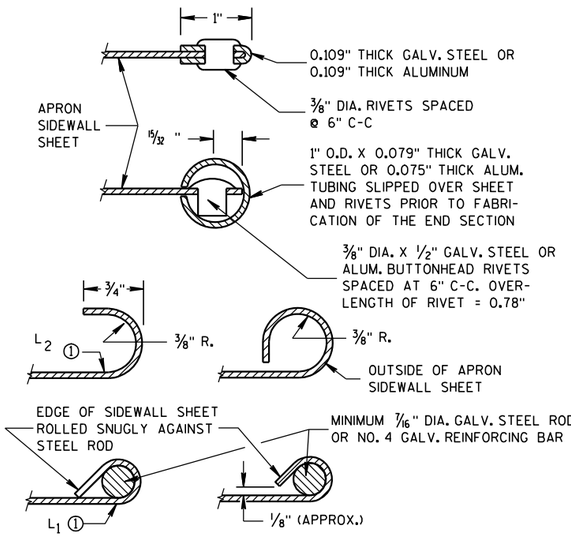
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

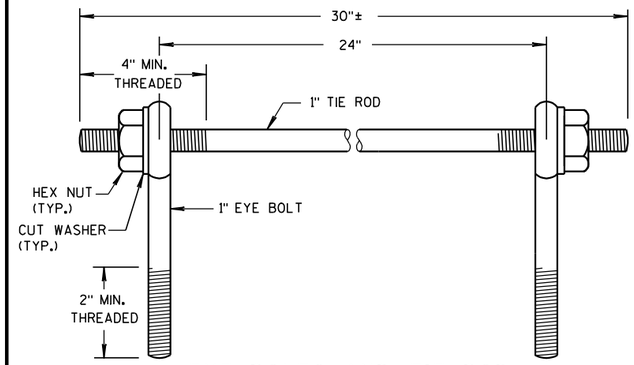
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

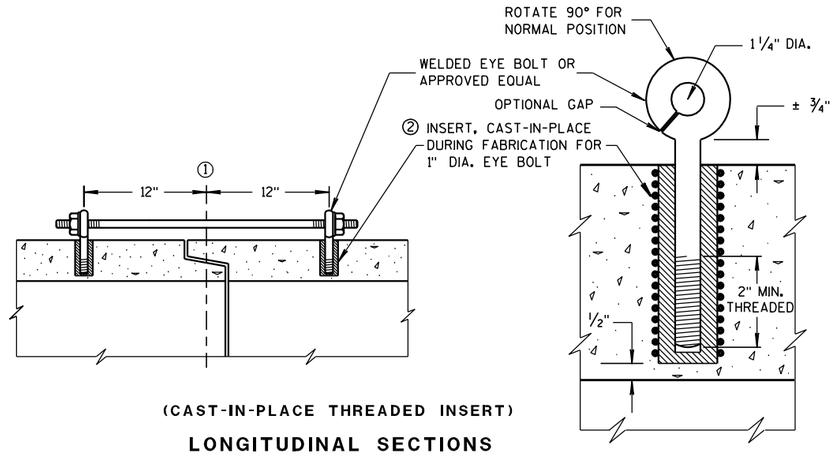
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

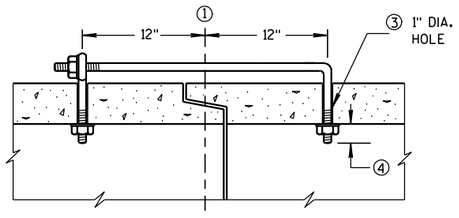
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

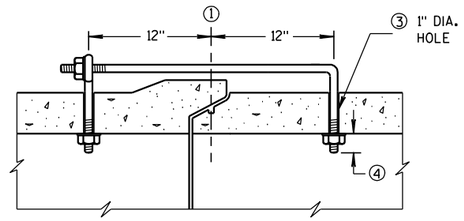
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

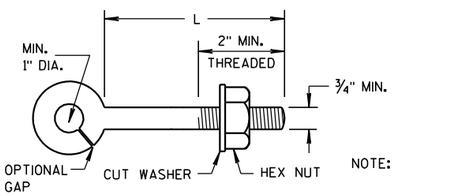


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

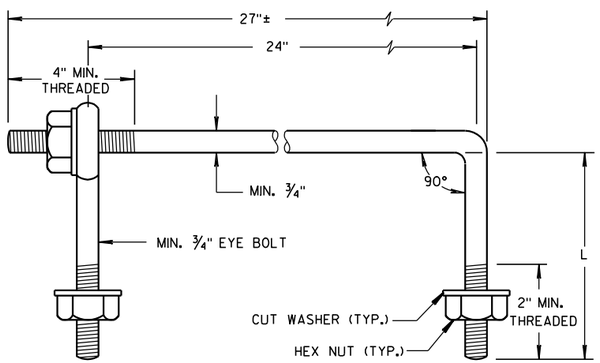
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

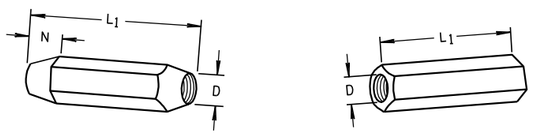
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

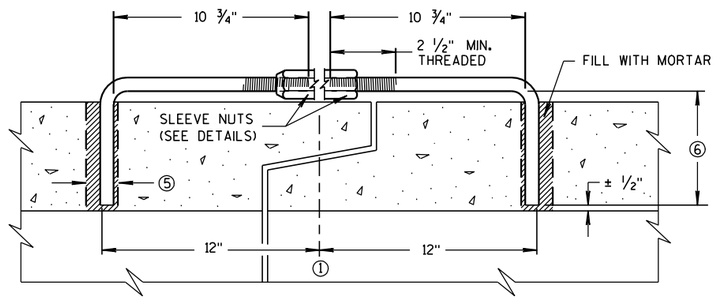
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

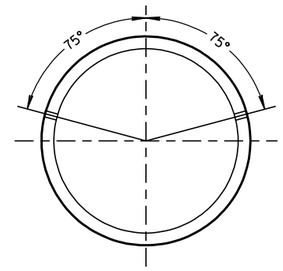
SLEEVE NUTS



LONGITUDINAL SECTION

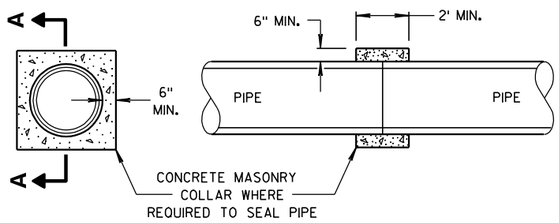
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
206
FHWA

6

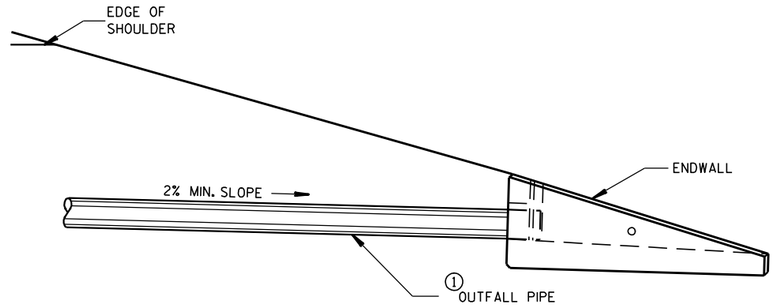
S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

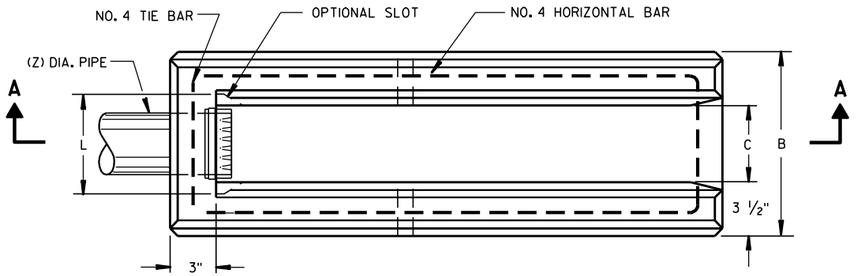
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

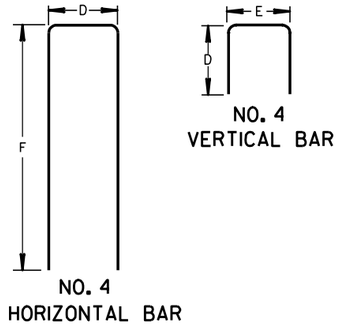
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

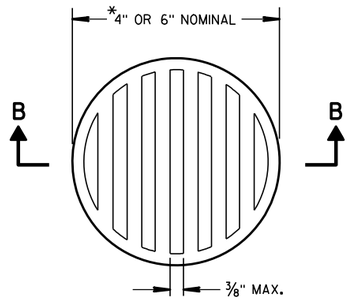
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

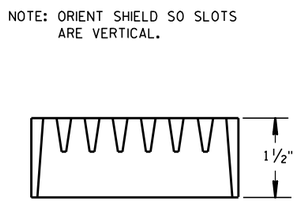


PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

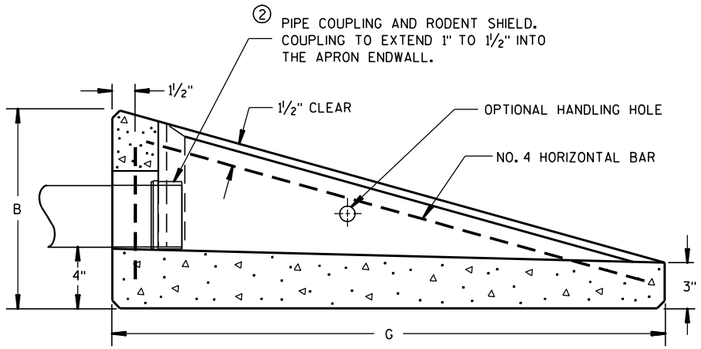




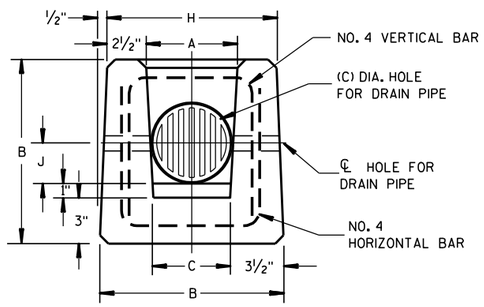
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

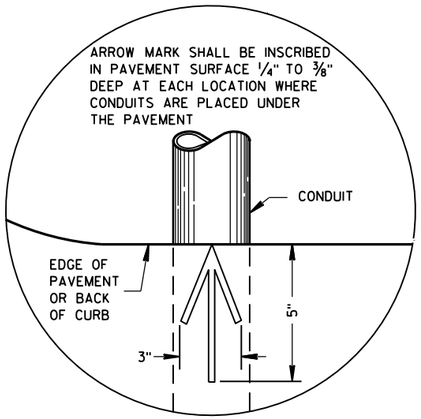
CONCRETE APRON ENDWALL FOR UNDERDRAIN

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

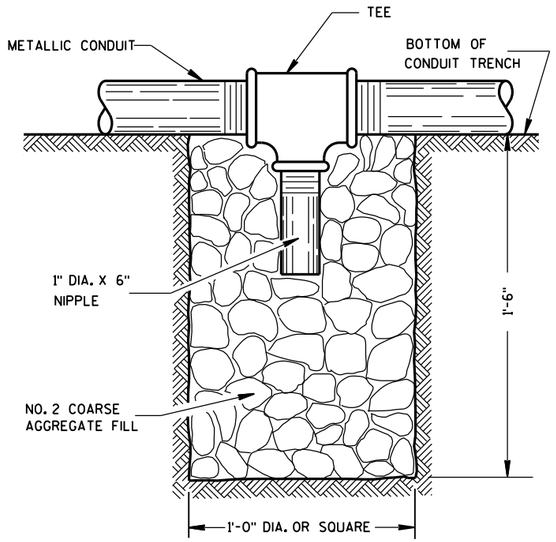
APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 6-4



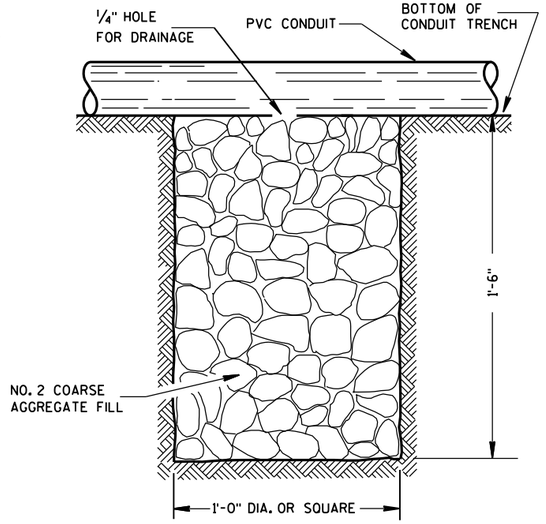
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

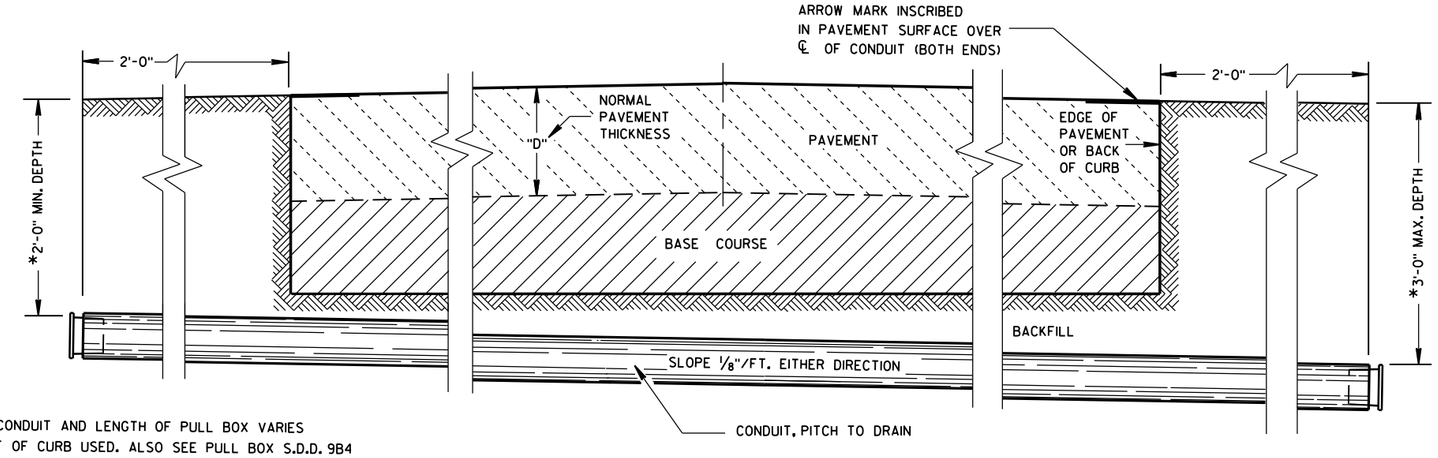
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

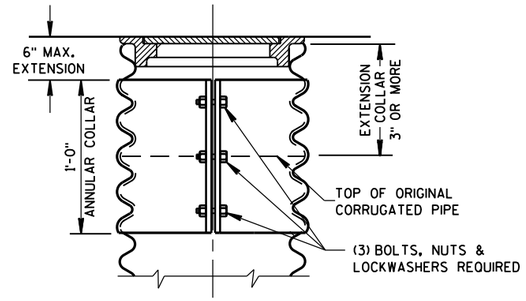
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

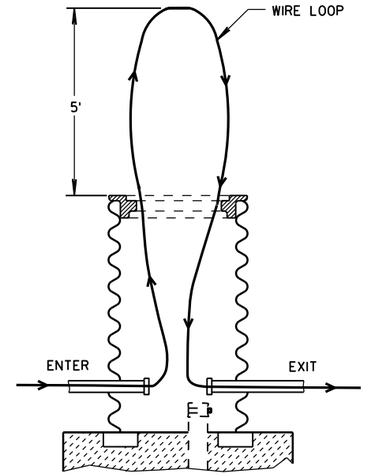
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

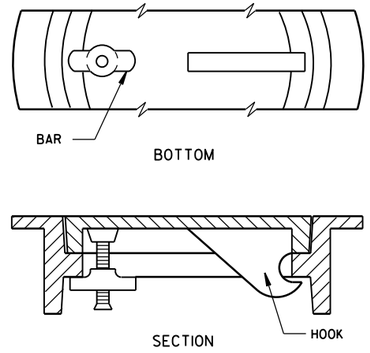
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

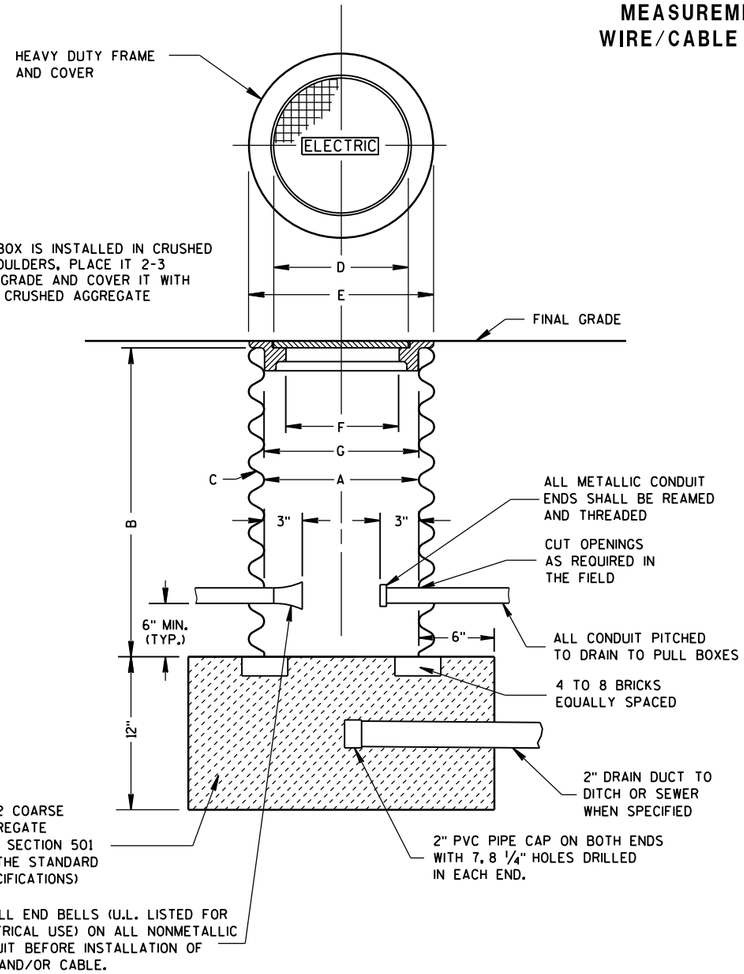


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



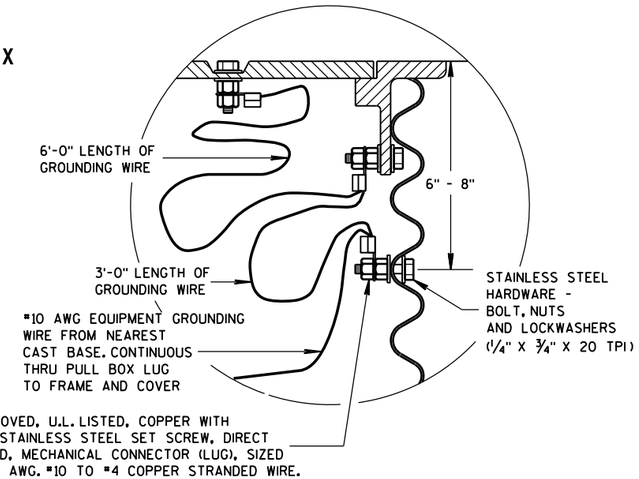
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

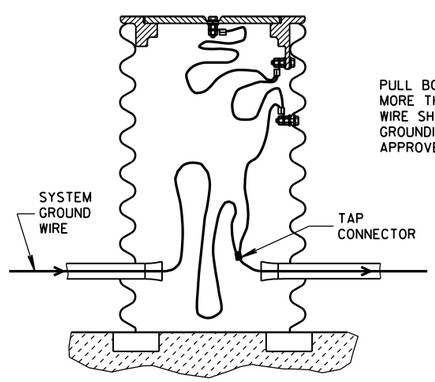
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
209
FHWA

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S.D.D. 9 B 4-11

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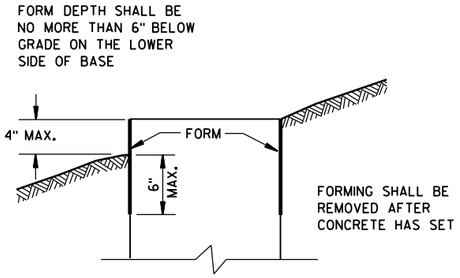
S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

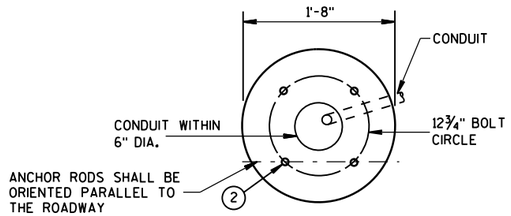
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

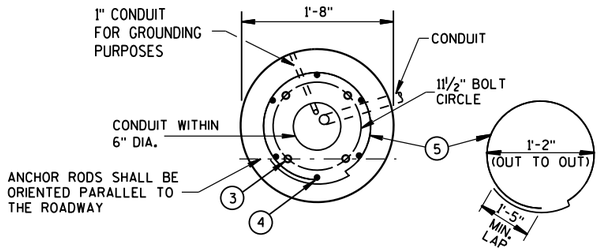
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

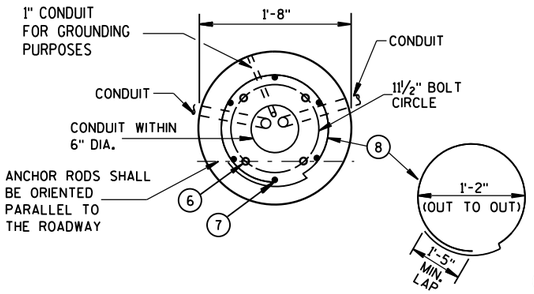
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

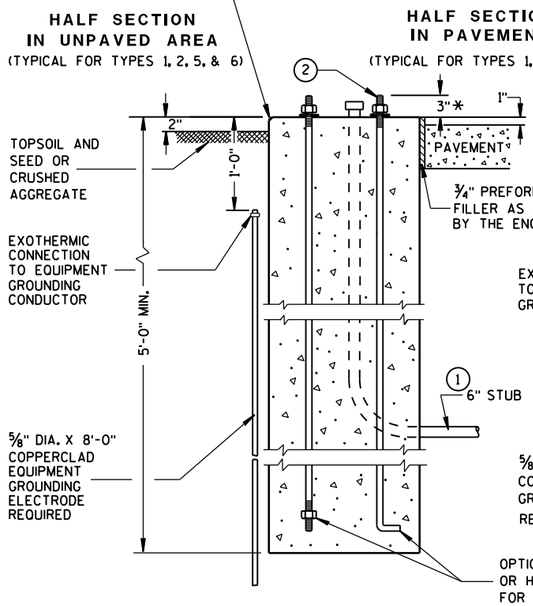
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

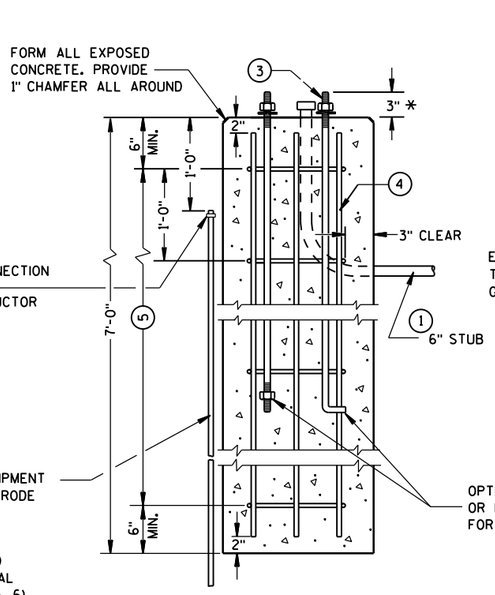
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.



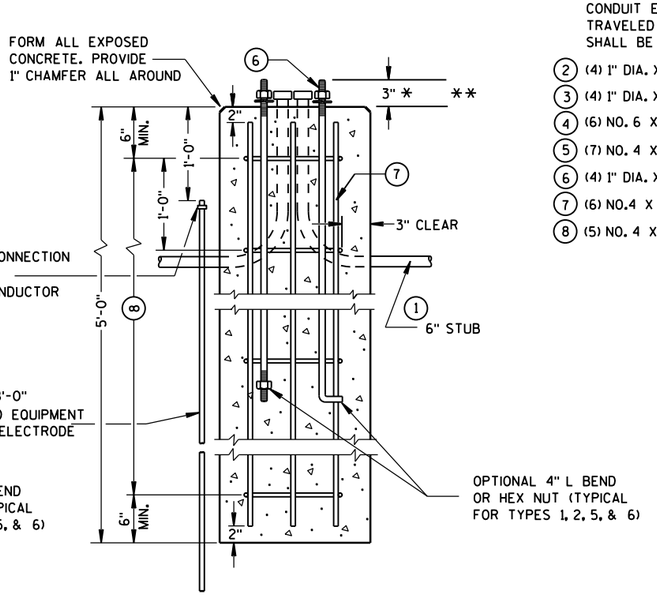








TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 2-7

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.

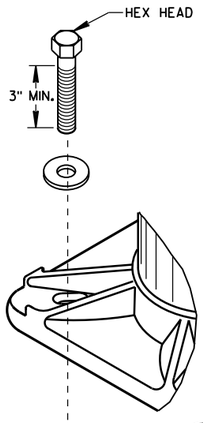
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

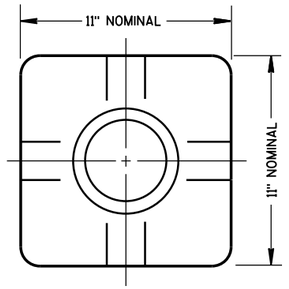
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

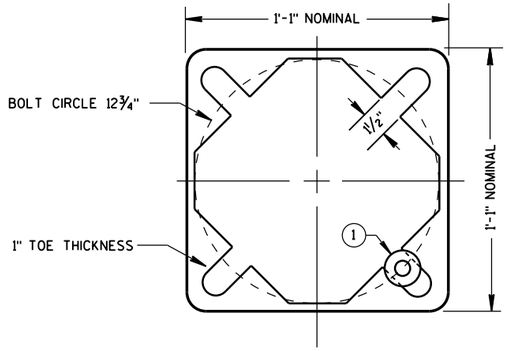
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

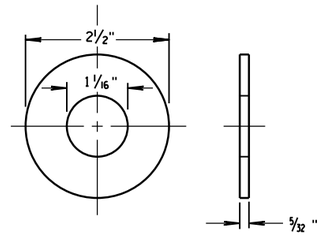




TOP VIEW
(PEDESTAL BASE)

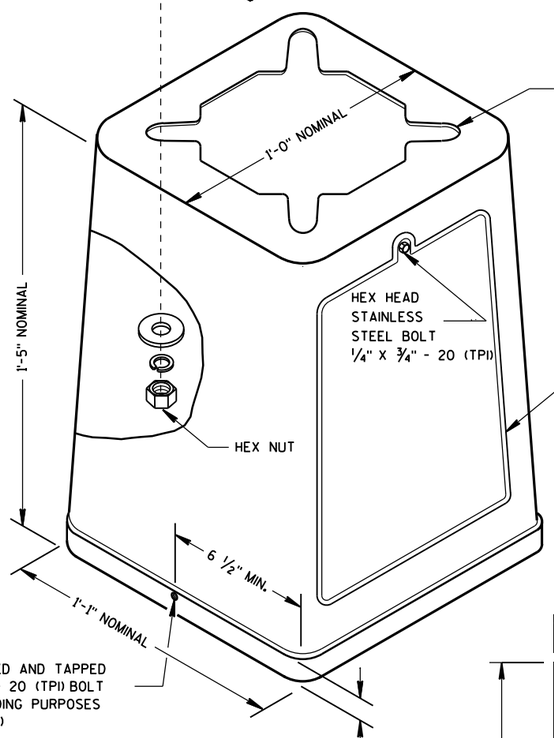


BOTTOM VIEW
(PEDESTAL BASE)

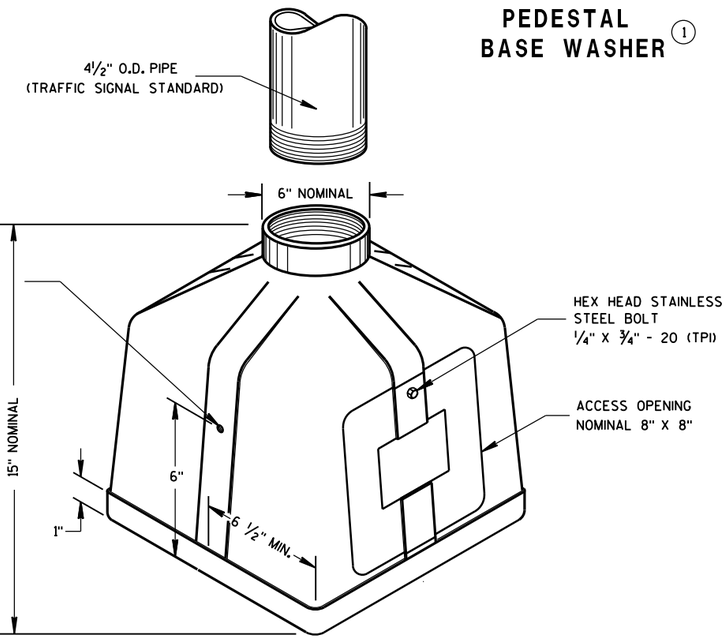


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

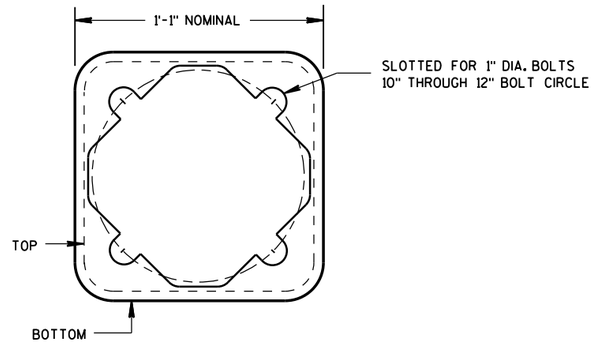


ISOMETRIC VIEW

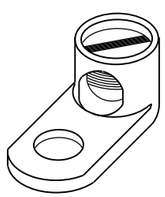


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

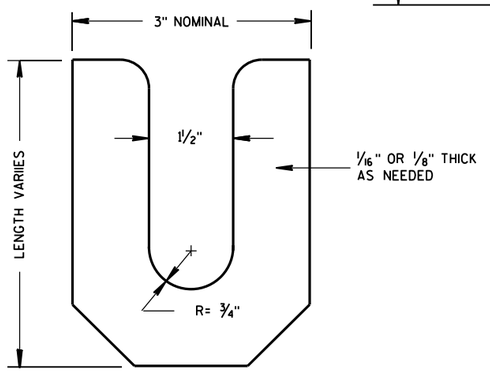


TYPICAL MECHANICAL CONNECTOR LUG

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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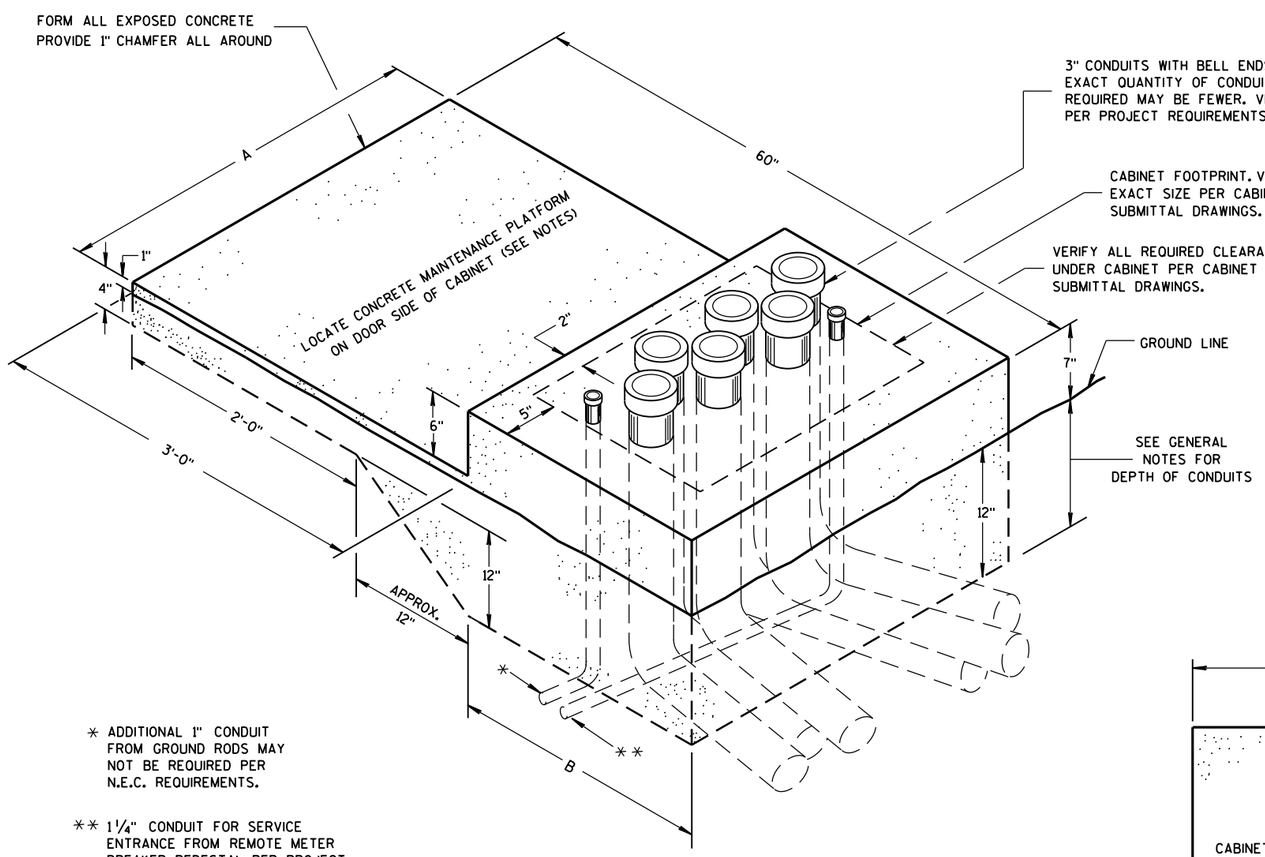


* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

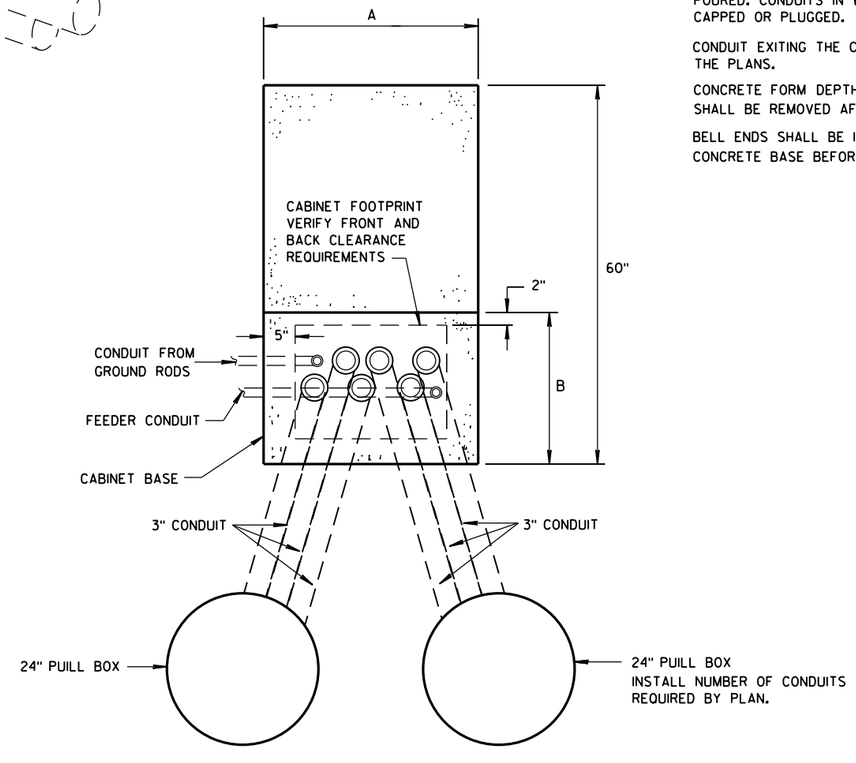
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE — WYS
FHWA

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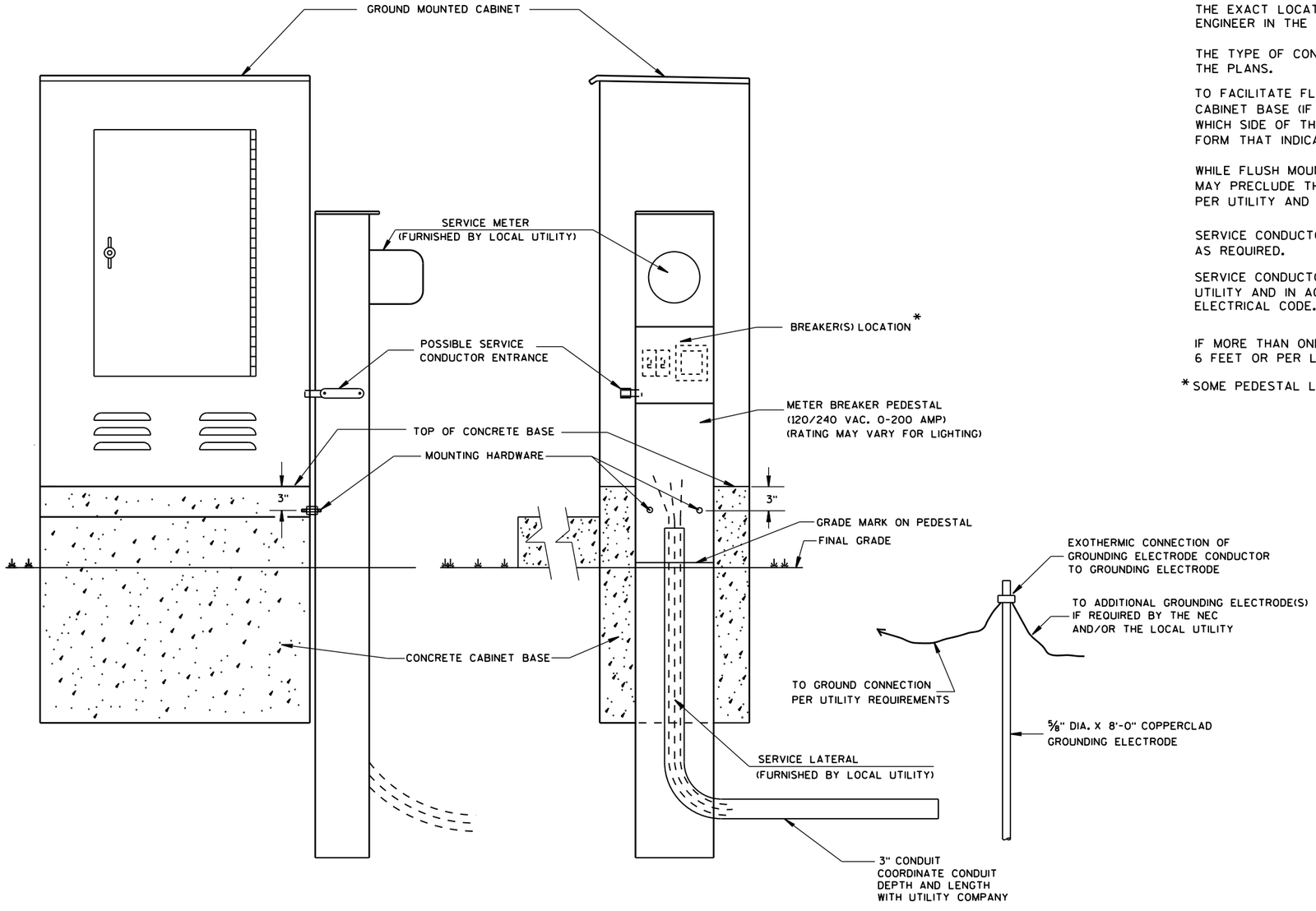

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

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

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

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

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

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

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

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 D 1-5

GENERAL NOTES

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

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

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

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

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

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

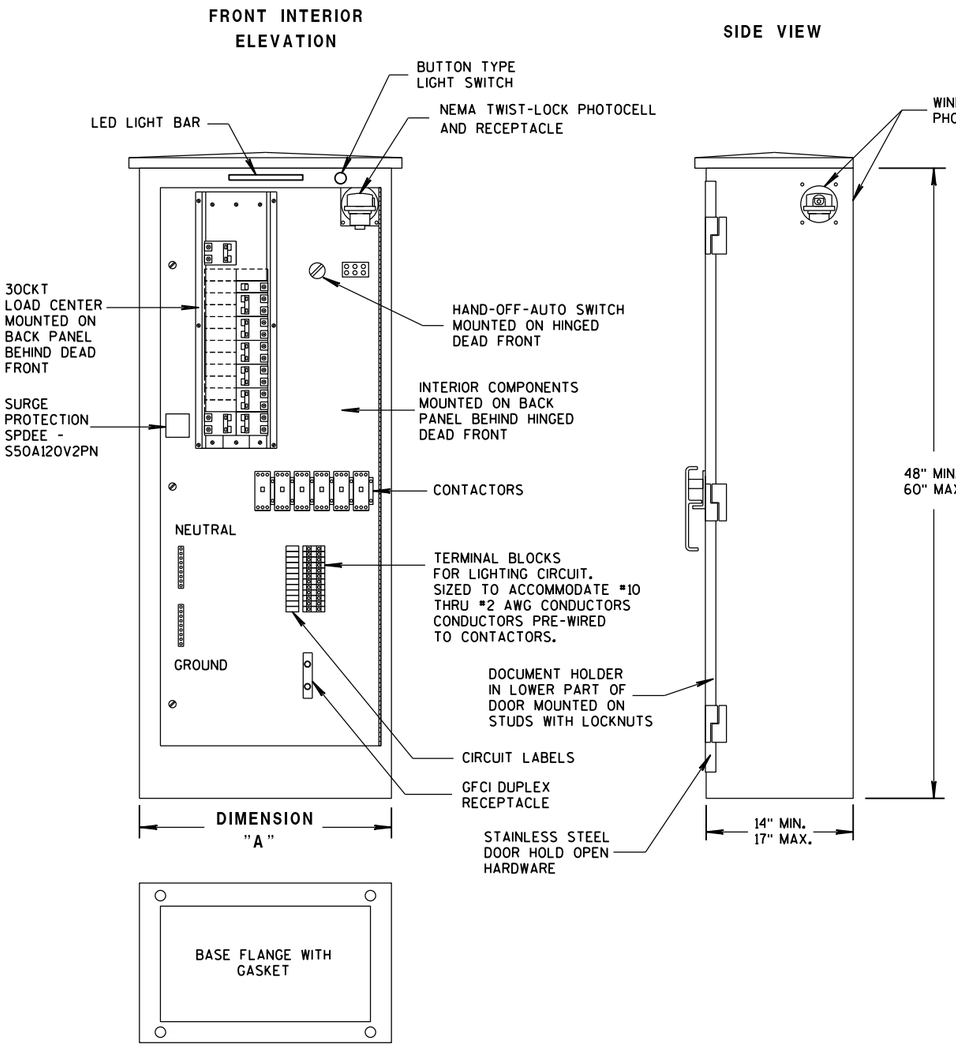
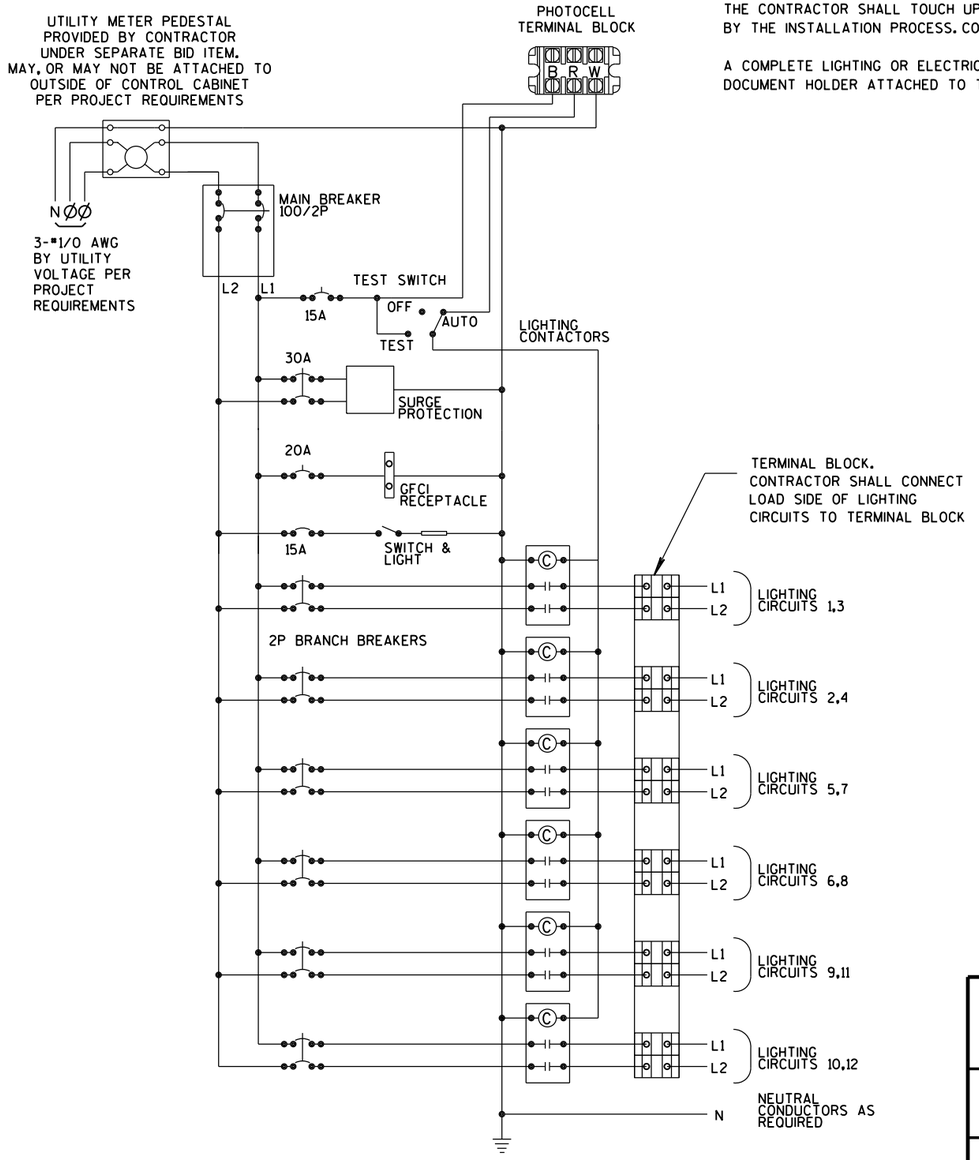


TABLE OF DIMENSIONS (INCHES)

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

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

LIGHTING CONTROL CABINET 120/240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 DATE
/S/ Thomas Gonring STATE LIGHTING ENGINEER
FHWA

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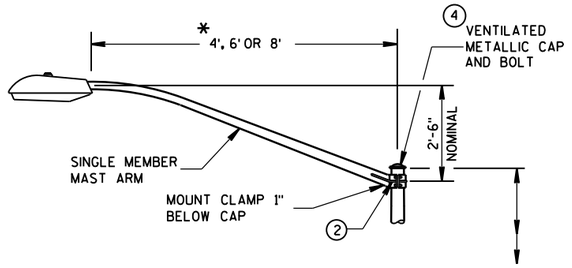
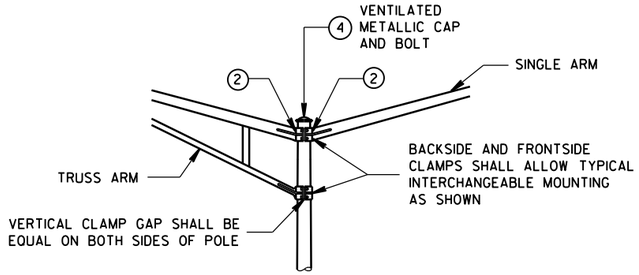
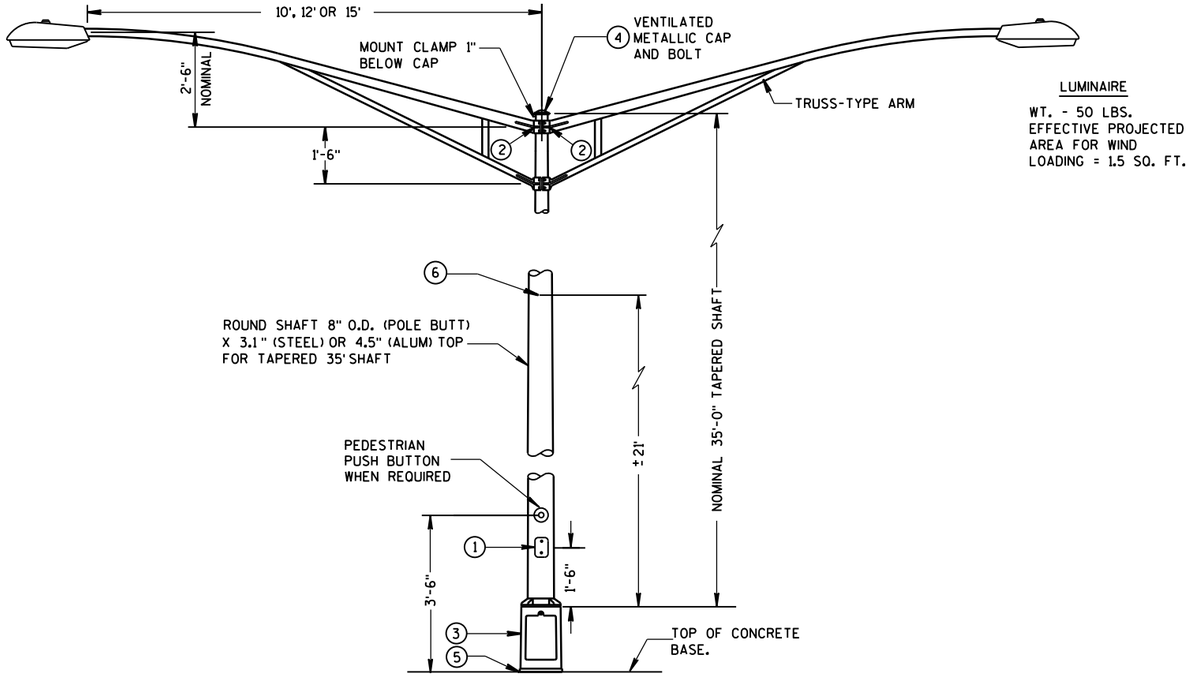
S.D.D. 9 D 4-2

* RISE FOR 4' ARM SHALL BE 2'-0".





INTERCHANGEABLE MOUNTING DETAIL



TYPE 6 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

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

ALL TYPE 6 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE EITHER GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 6 ALUMINUM POLES, SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 6 ALUMINUM POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.219".

TYPE 6 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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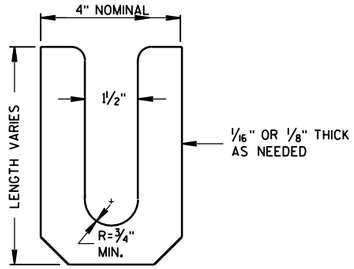
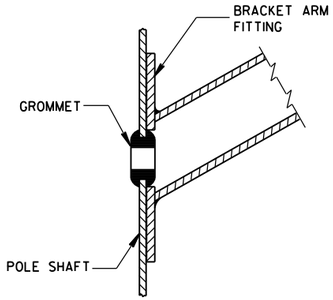
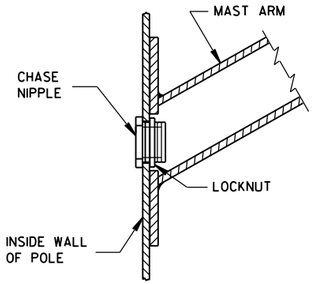


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

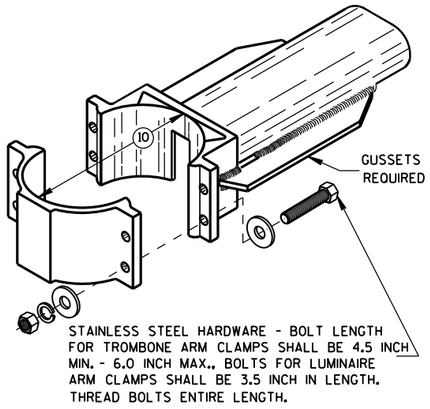
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

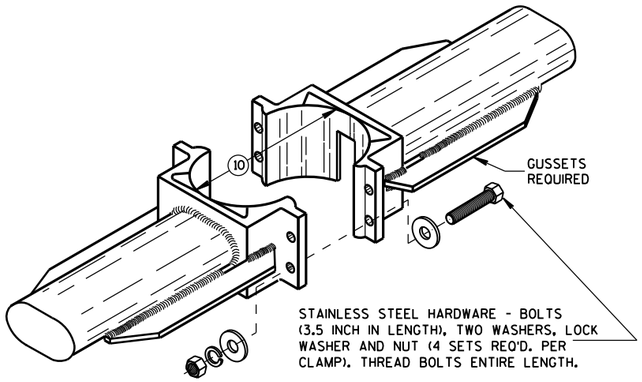
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

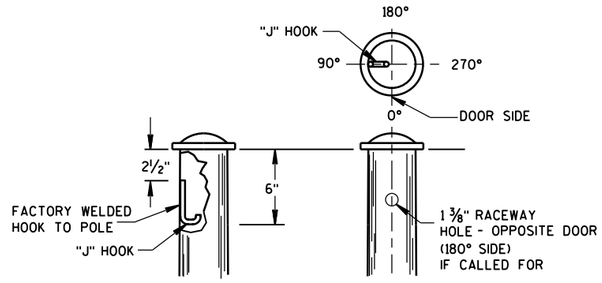
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



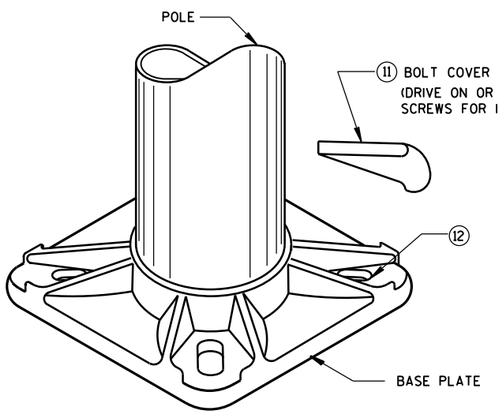
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



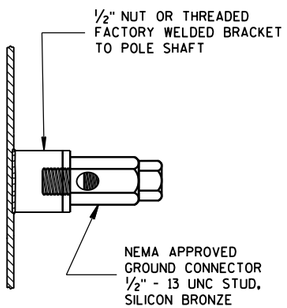
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

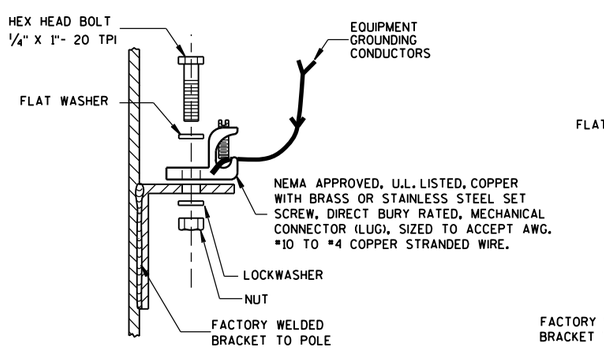


TYPICAL "J" HOOK LOCATION



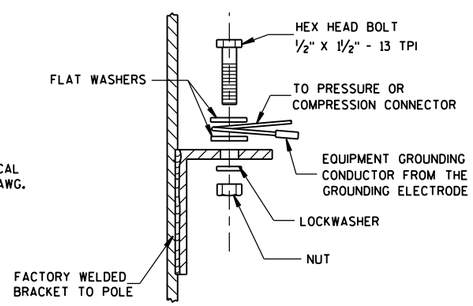
BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

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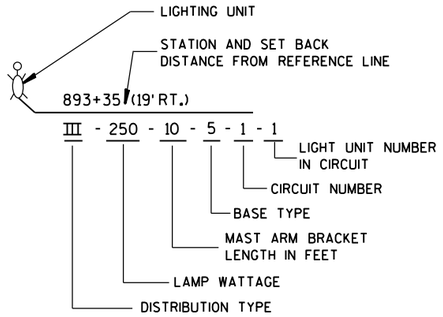
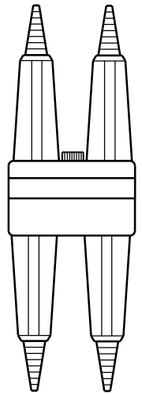
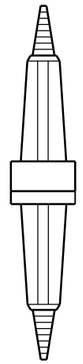
S.D.D. 9 E 1-14g



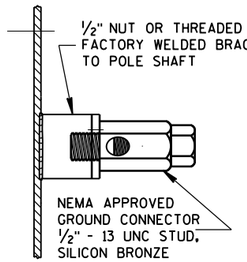
LIGHTING UNIT CODE
(TYPICAL)

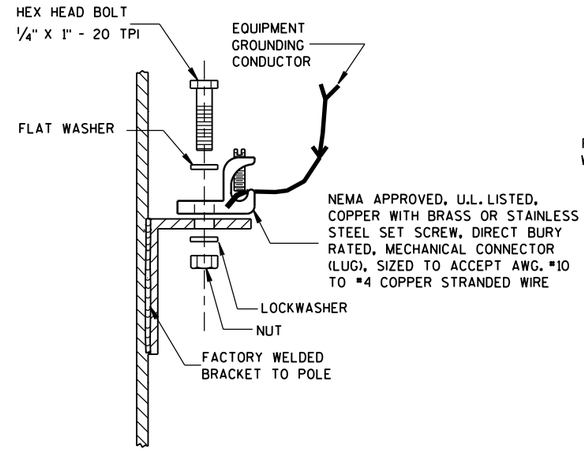


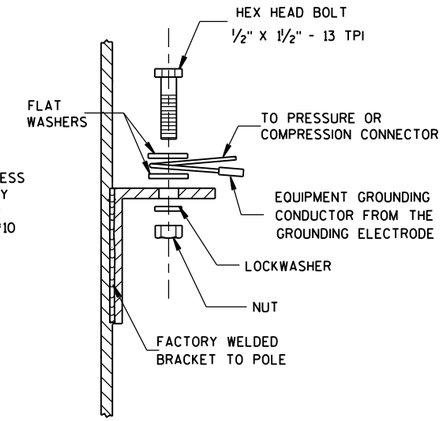
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



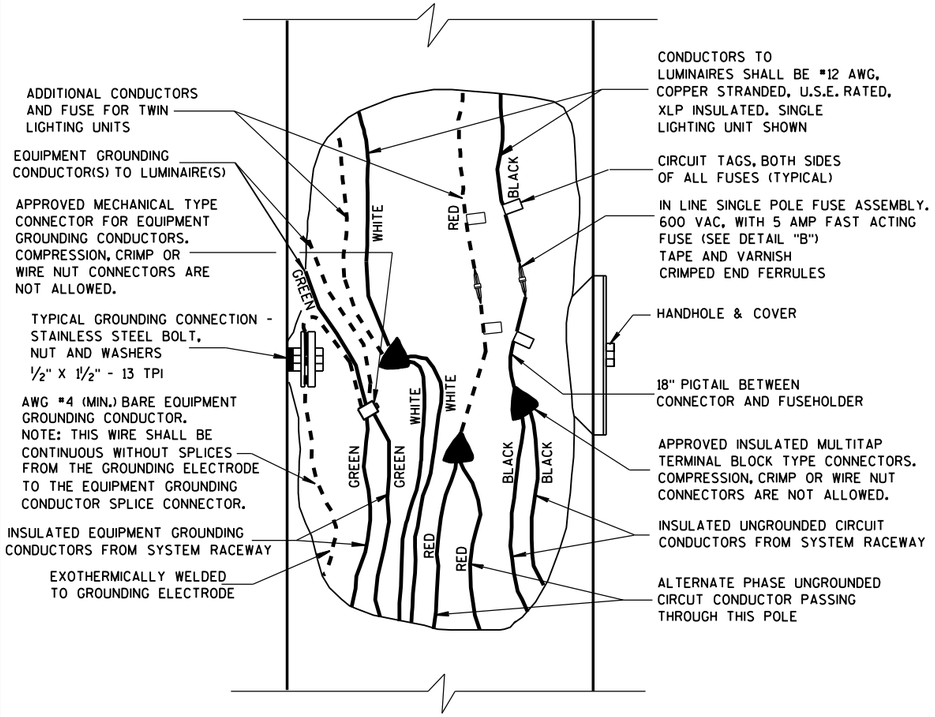
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



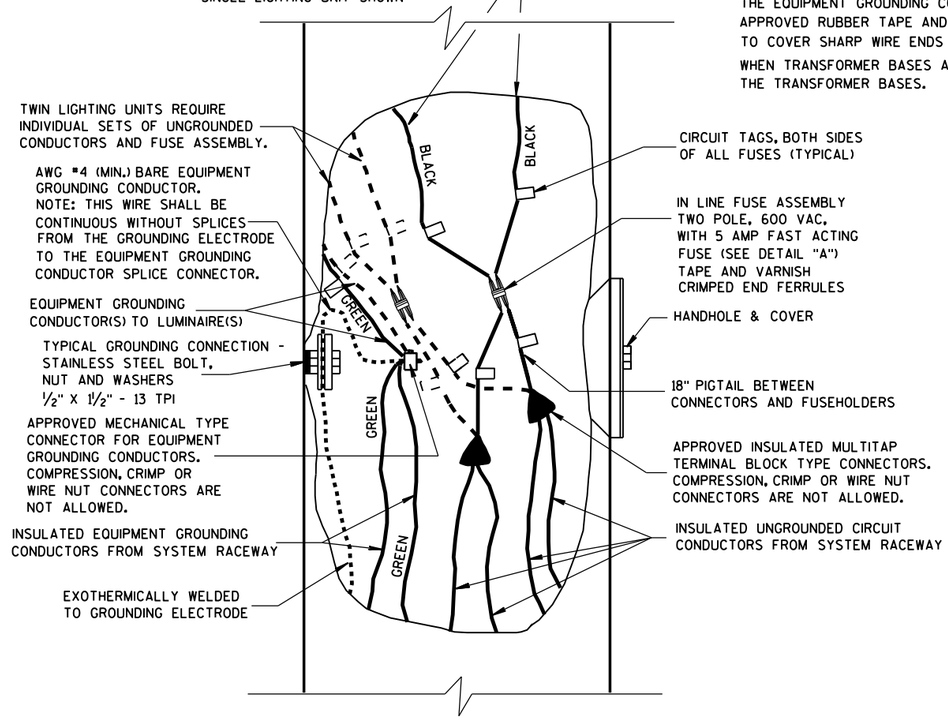




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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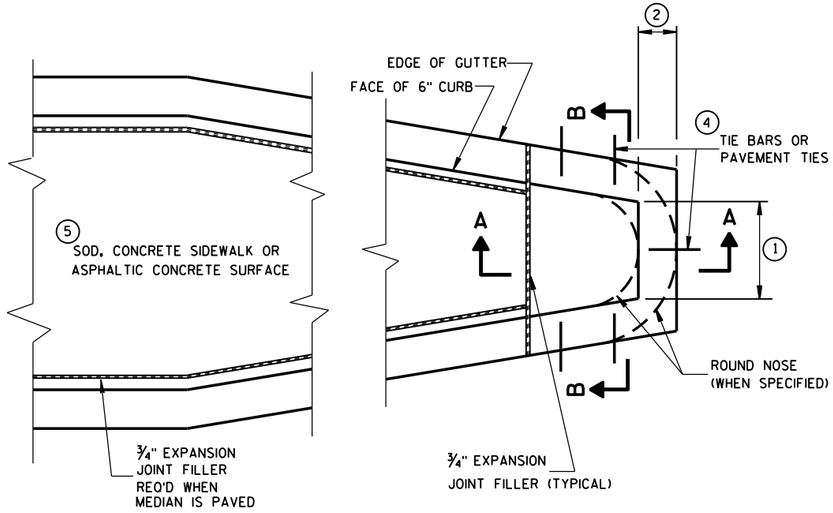
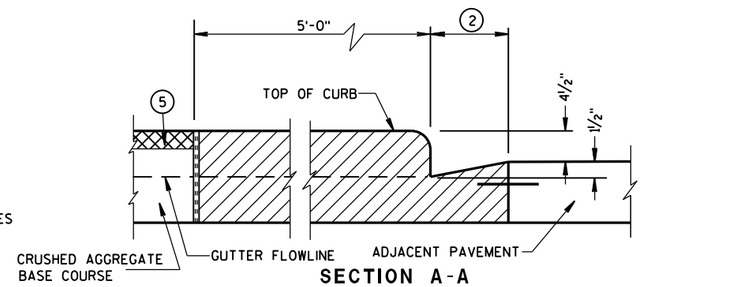
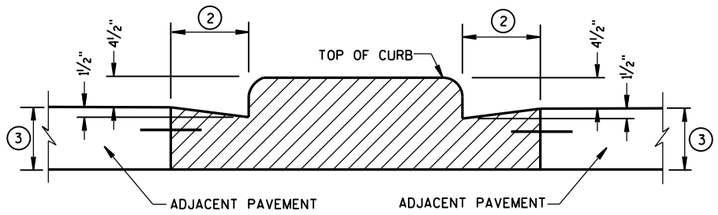
S.D.D. 9 E 3-5







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

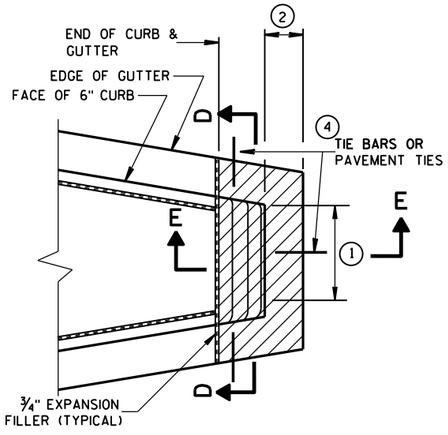
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

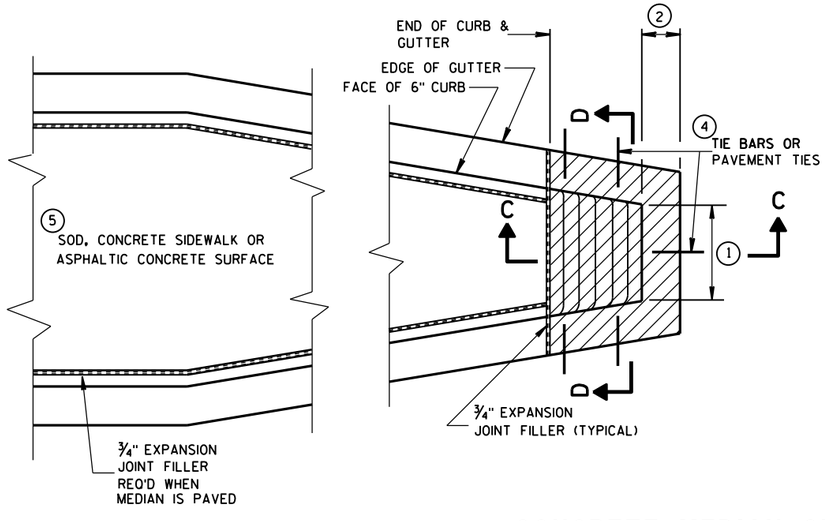
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

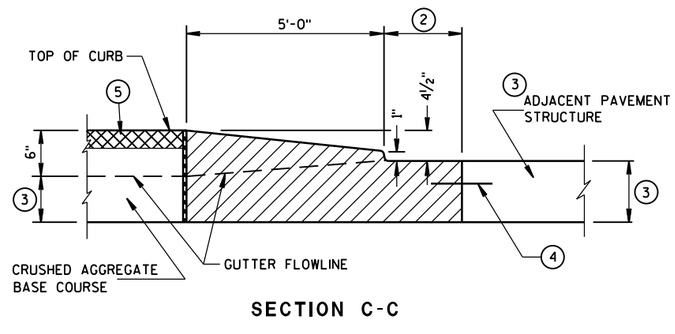
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

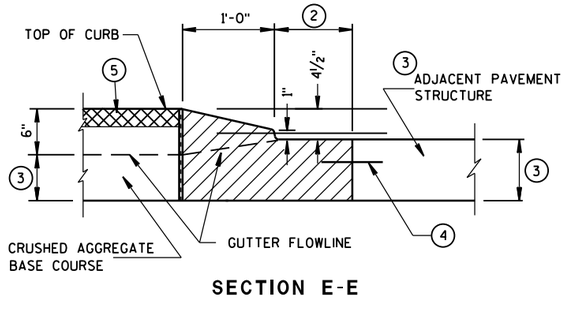
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



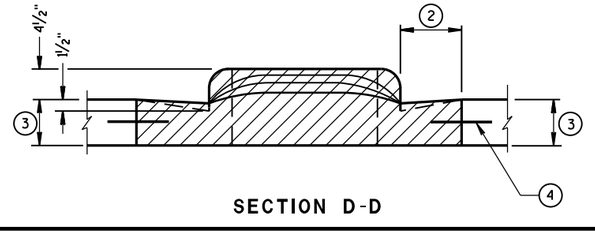






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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S.D.D. 11 B 2-2

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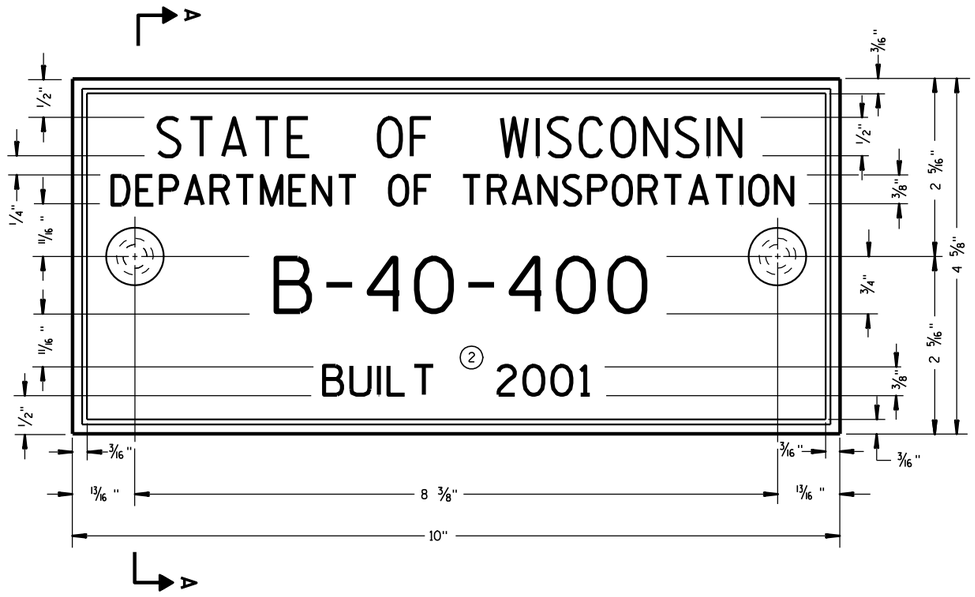
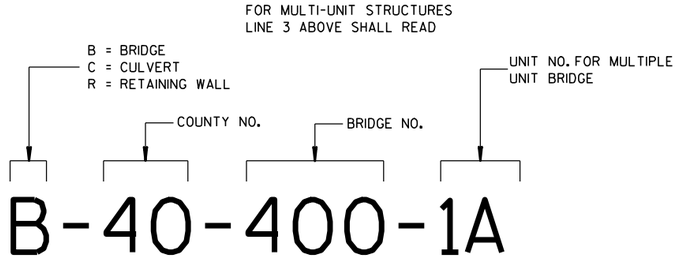
S.D.D. 11 B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

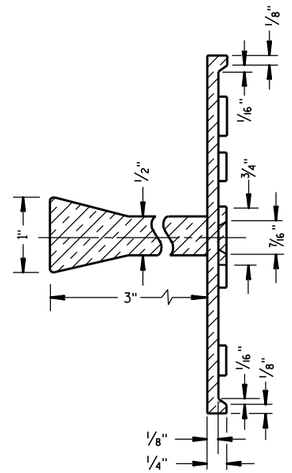
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

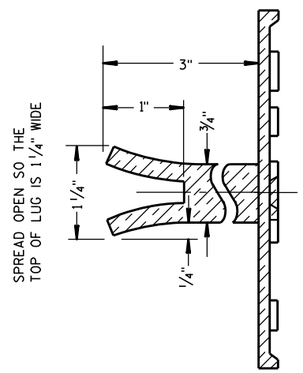
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

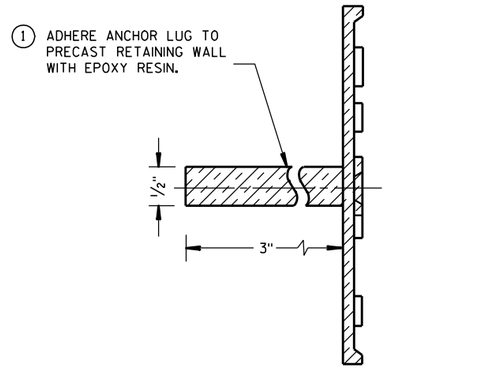
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

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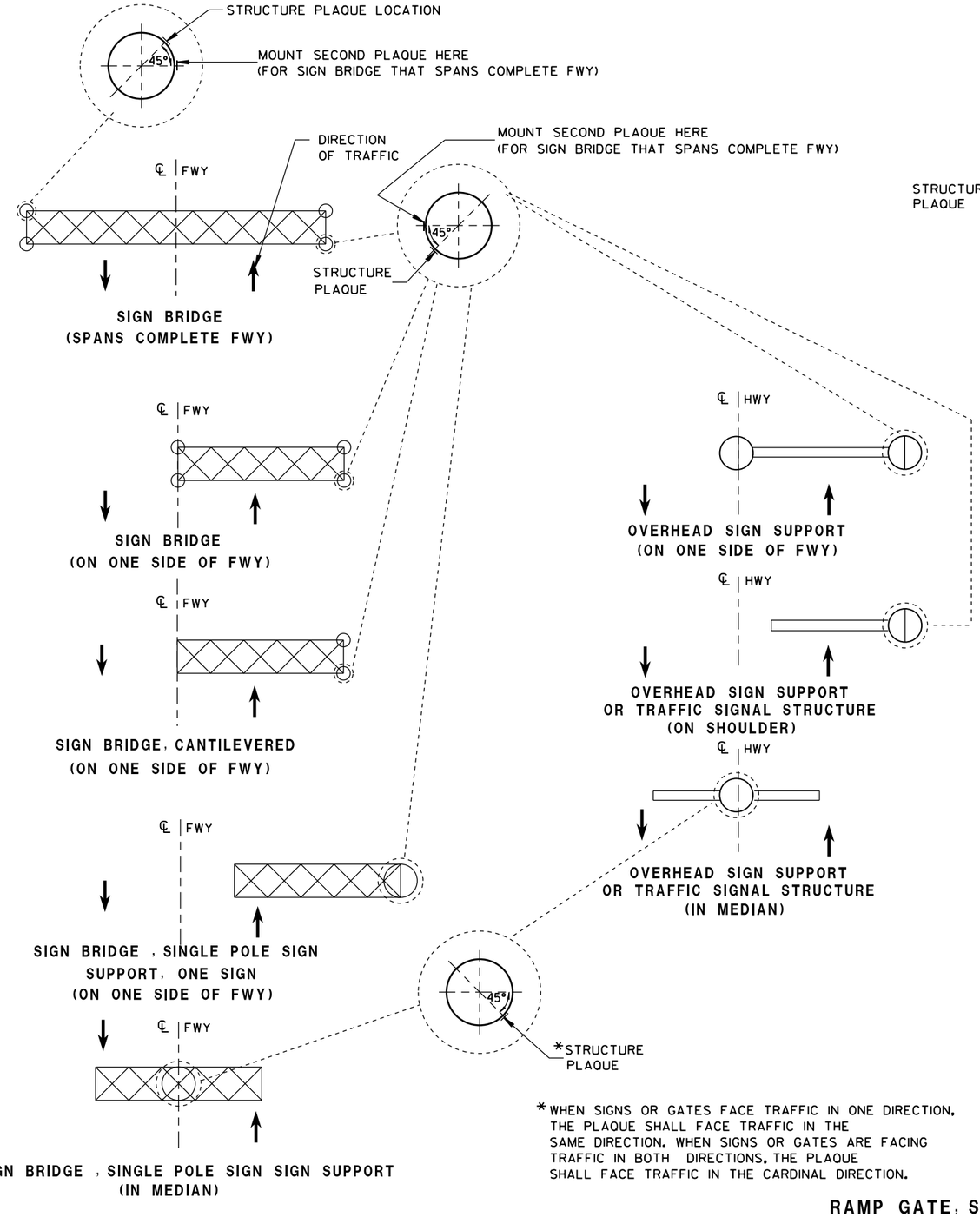
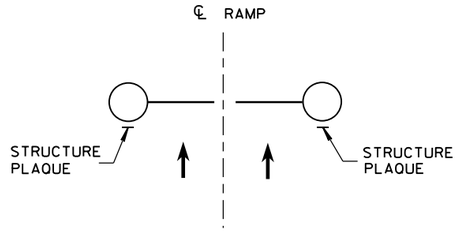
S.D.D. 12 A 3-10

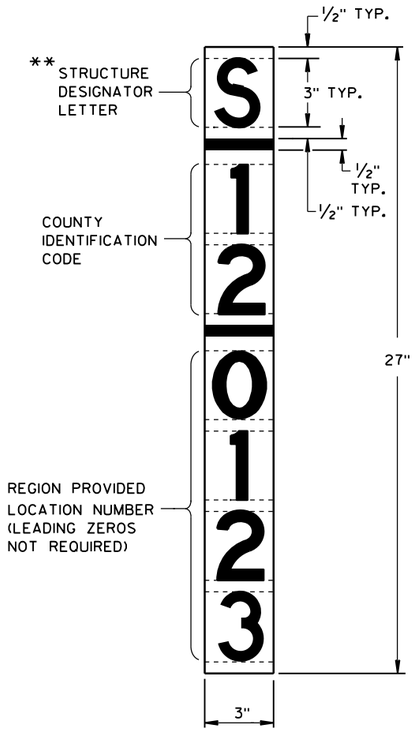


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

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

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

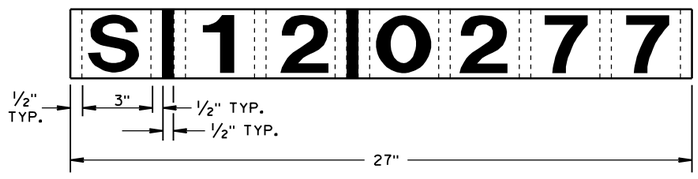
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

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

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

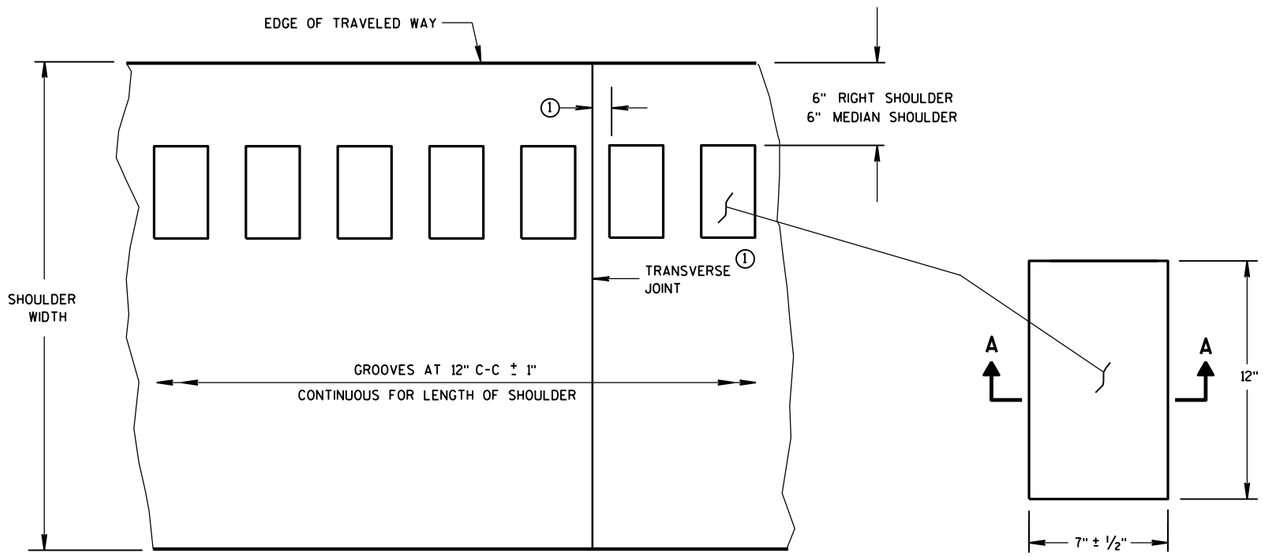
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 12 A 4-3



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

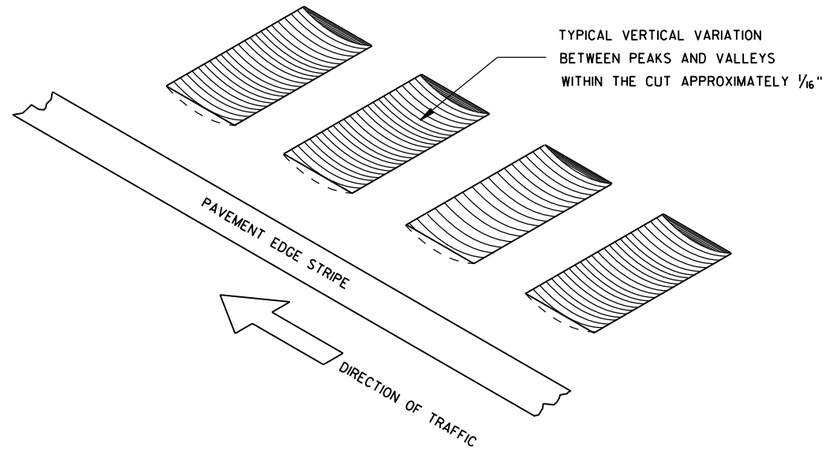
GENERAL NOTES

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

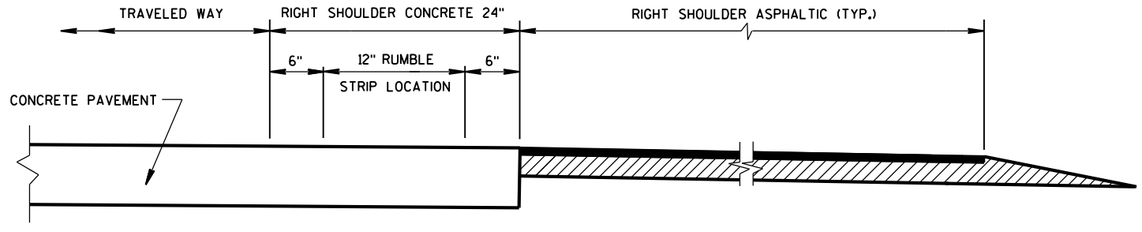
RUMBLE STRIPS ON EXPRESSWAYS

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

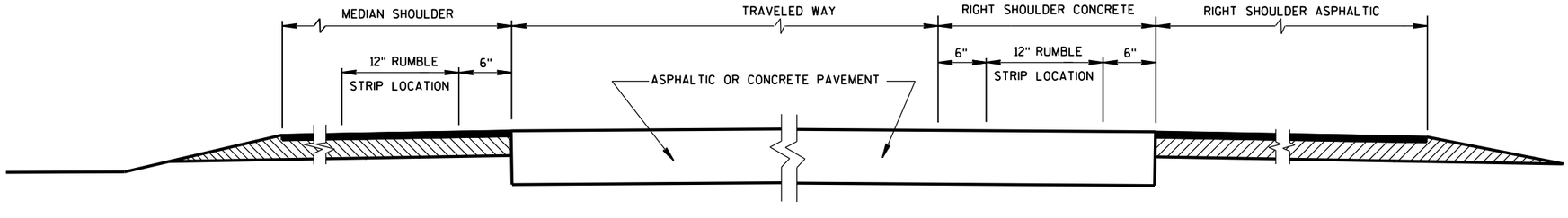
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



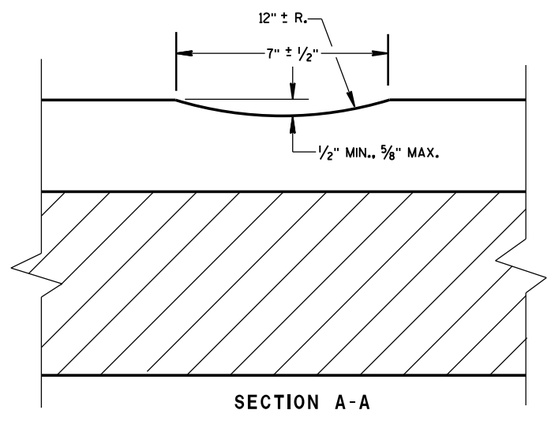
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

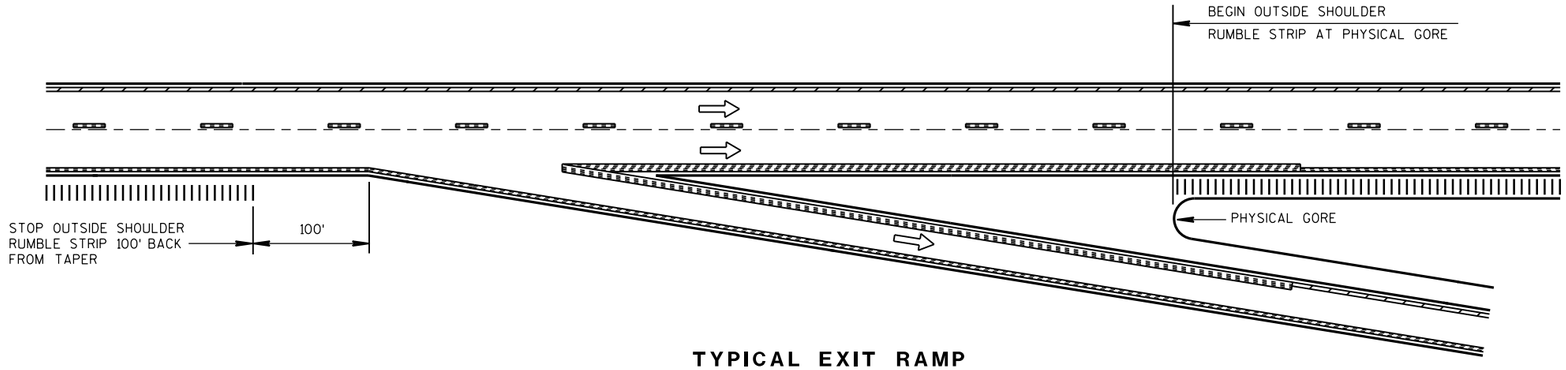
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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

6

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



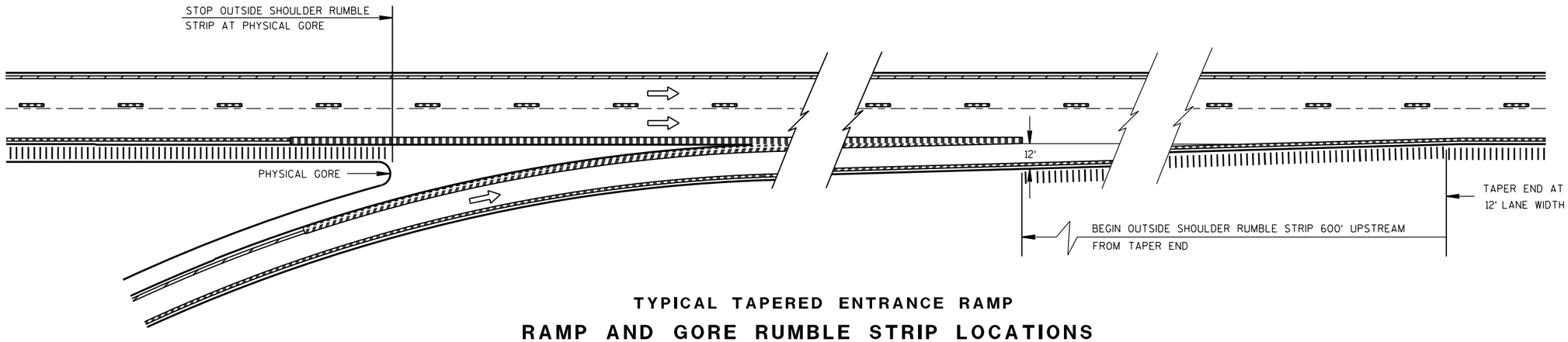
TYPICAL EXIT RAMP

NOTES:

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

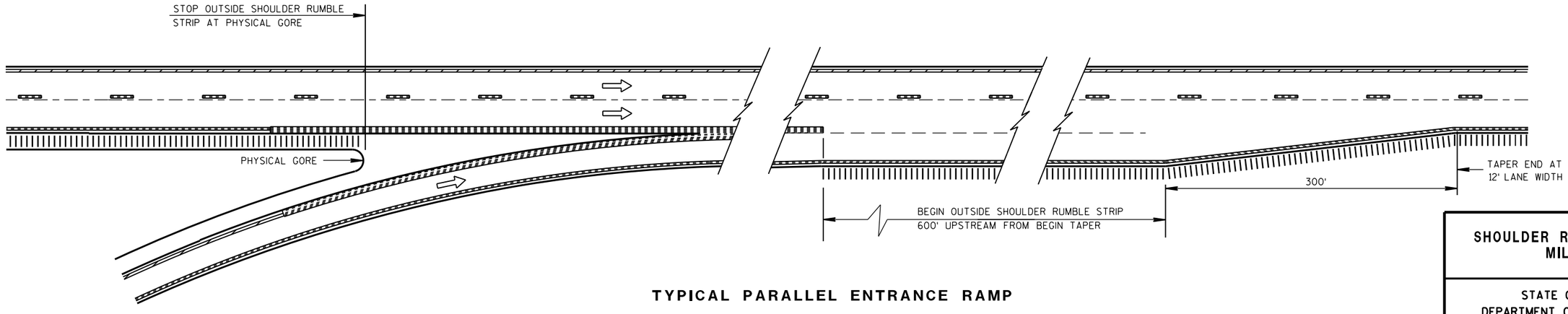
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

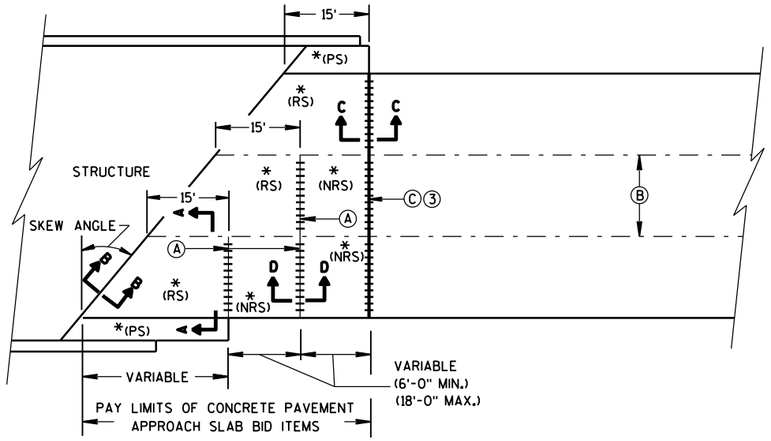
FHWA

6

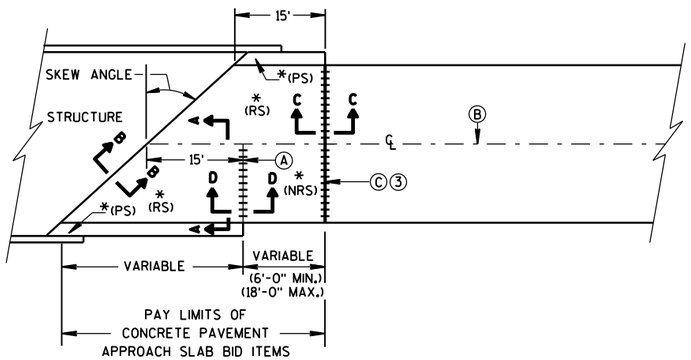
S.D.D. 13 A 5-5b

6

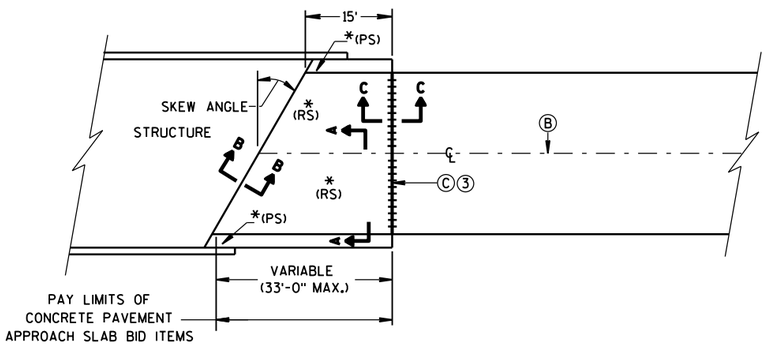
S.D.D. 13 A 5-5b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >20°
(PAVEMENT WIDTH ≤30')



SKEWS ≤20°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

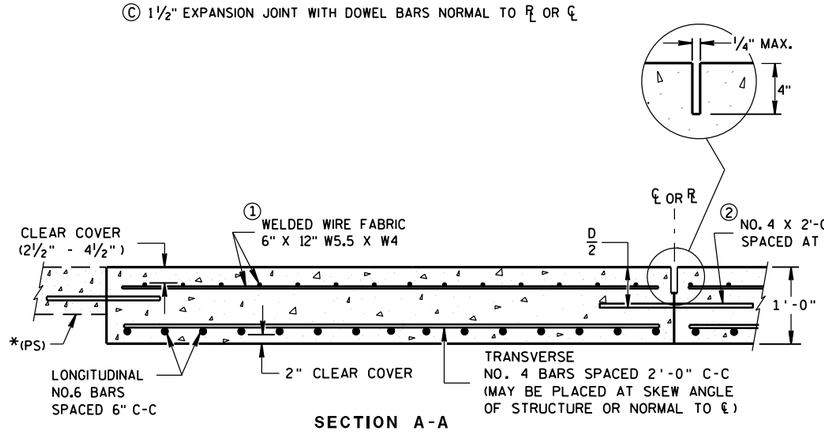
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

***STANDARD DOWEL BAR DIAMETER
(SEE SDD 13C11, & SDD 13C13)

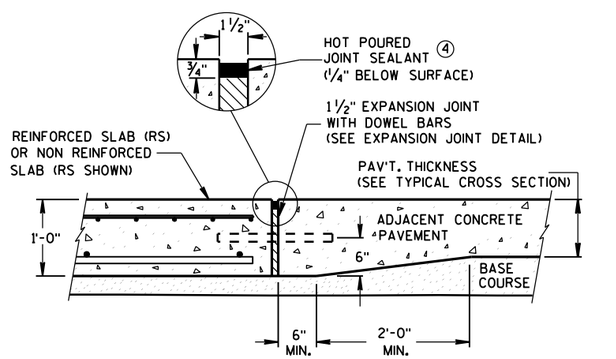
Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄

Ⓑ STANDARD LONGITUDINAL JOINT WITH TIE BARS.

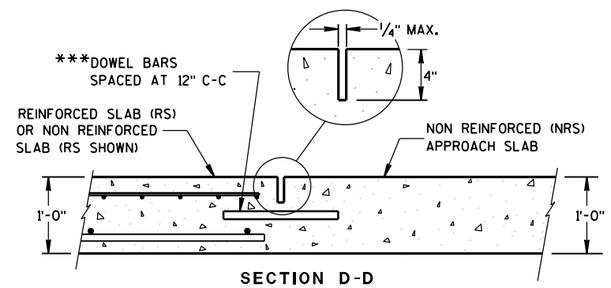
Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



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.

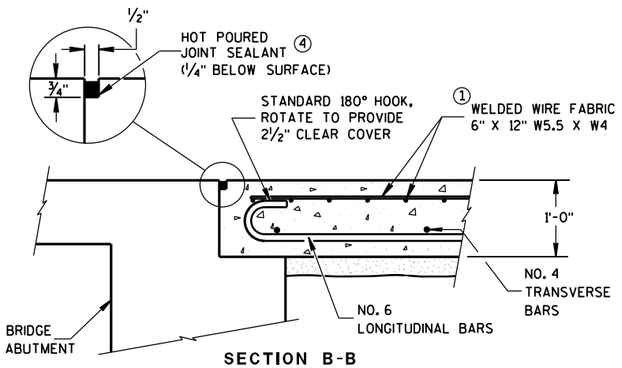
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

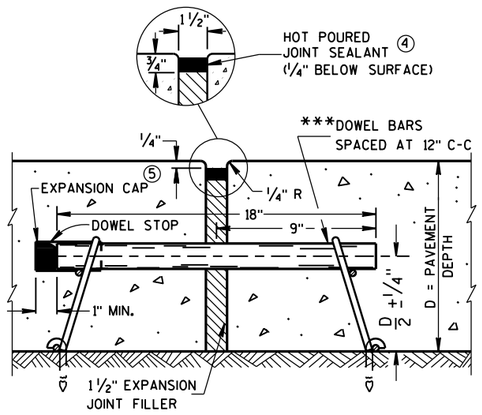
③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

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

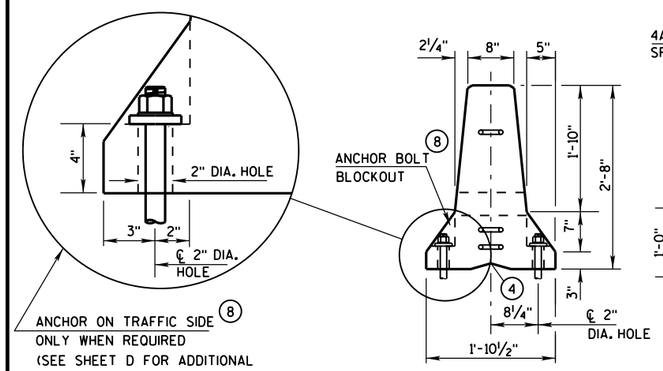
APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

6

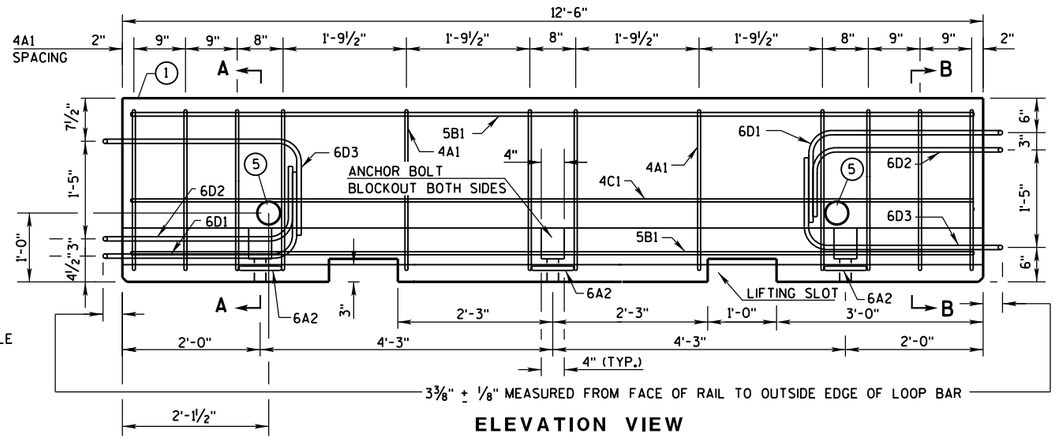
S.D.D. 13 B 2-8a

6

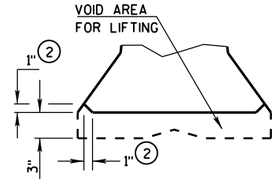
S.D.D. 13 B 2-8a



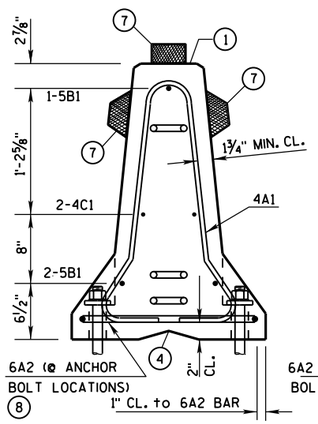
END VIEW



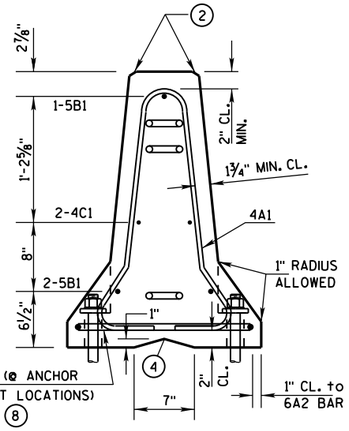
ELEVATION VIEW



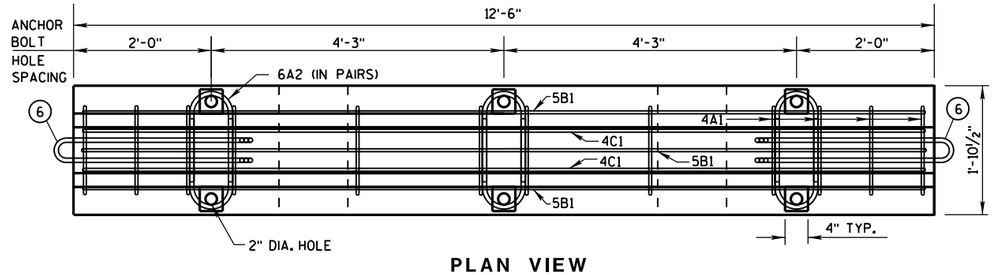
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

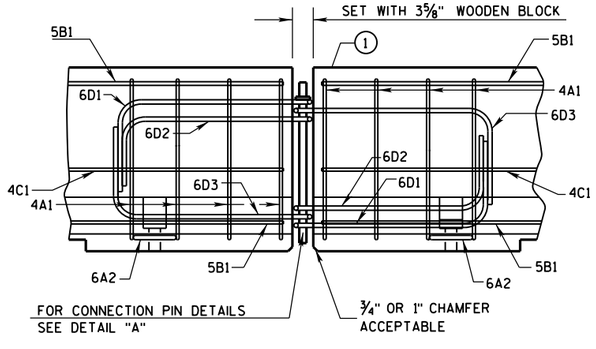


SECTION B-B
(STIRRUP PLACEMENT)

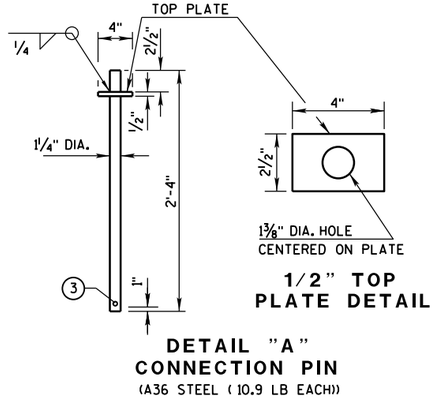


PLAN VIEW

DETAILS OF BARRIER SECTION

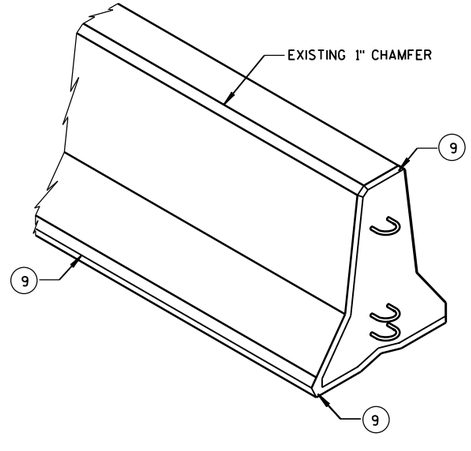


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

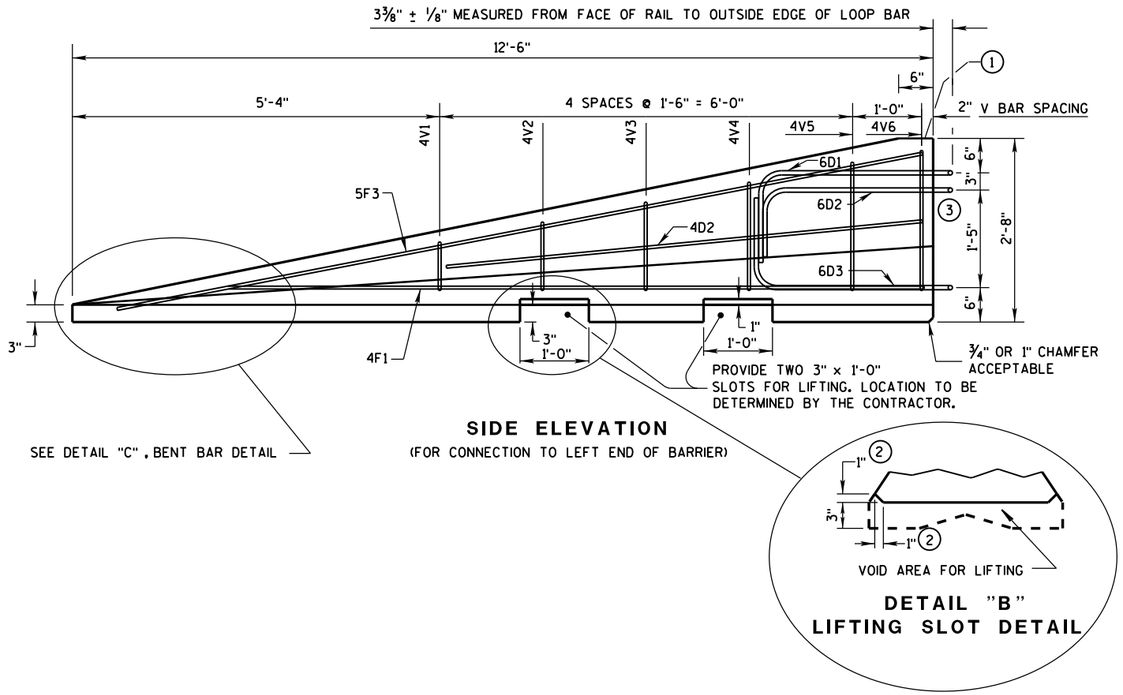
(9) 1" CHAMFER OPTIONAL.

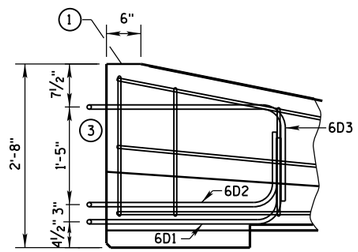
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

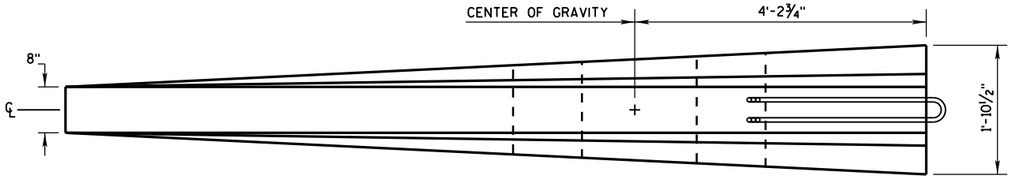
S.D.D. 14 B 7-14a

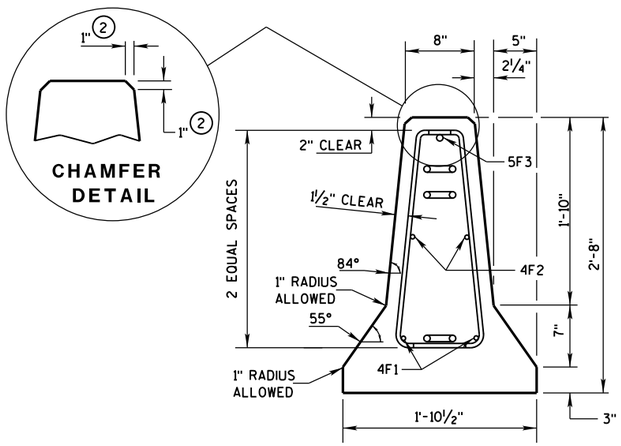


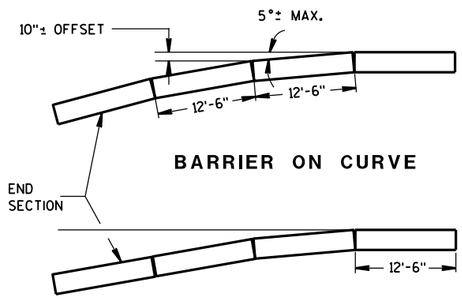


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

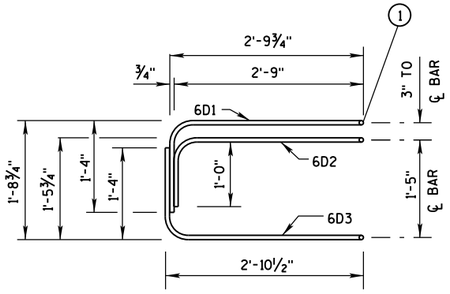
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14b

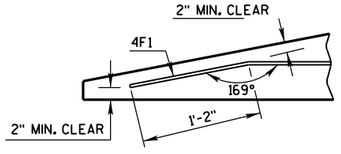
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

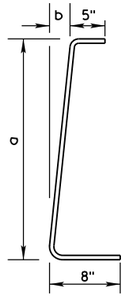
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

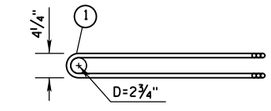
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

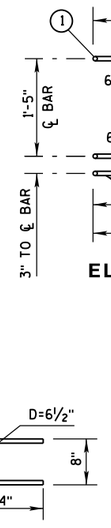
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

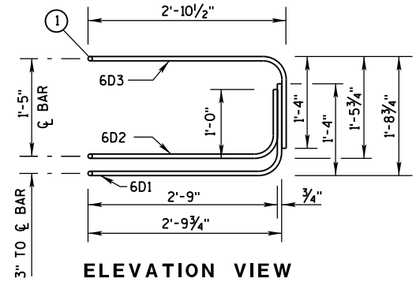
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



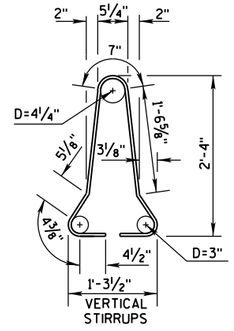
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



ELEVATION VIEW



4A1

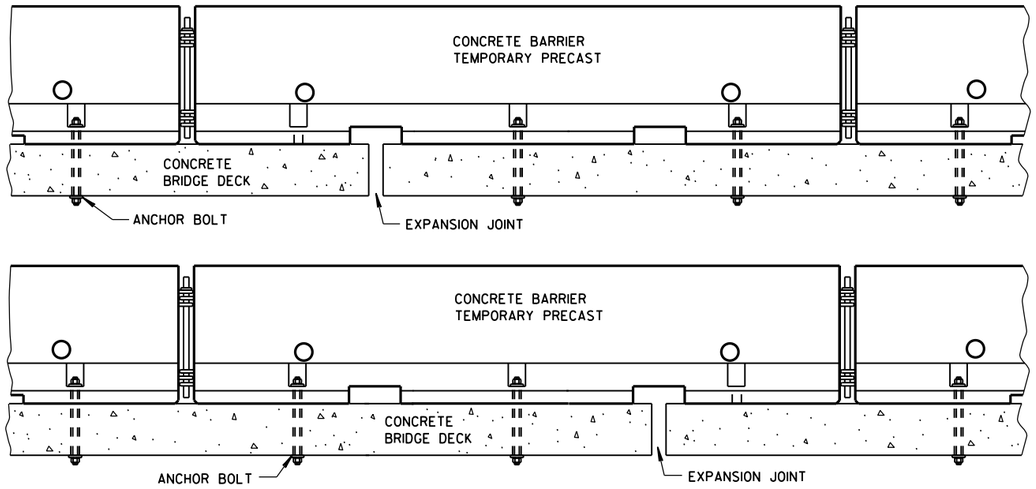
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

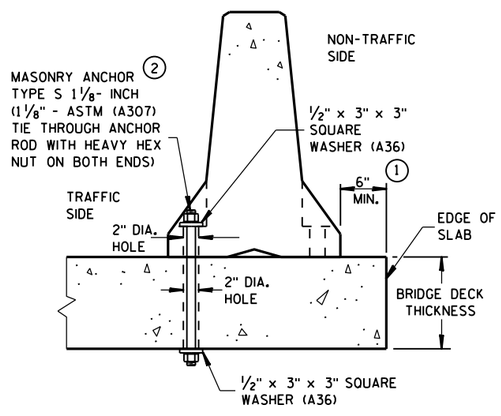
6

S.D.D. 14 B 7-14c



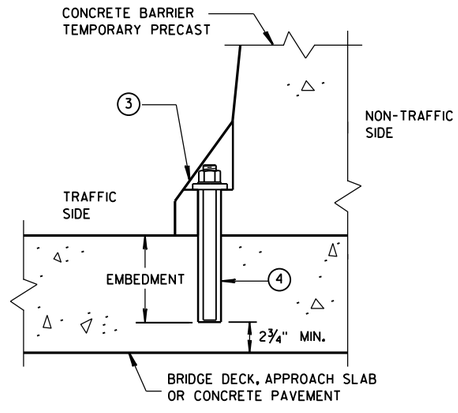
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT ②

(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.

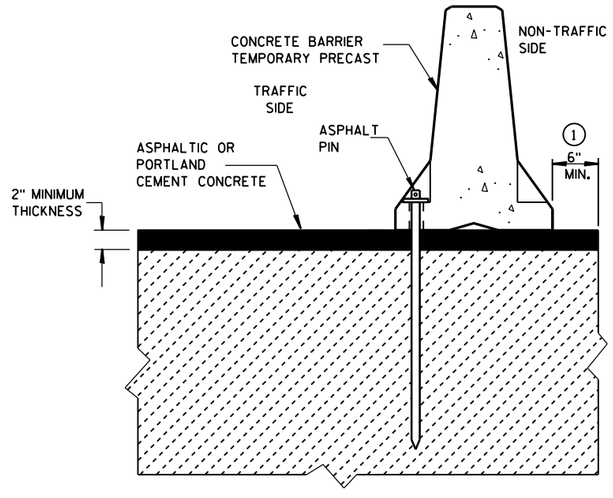
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

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.

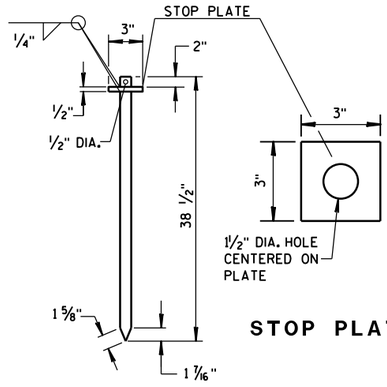
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

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.



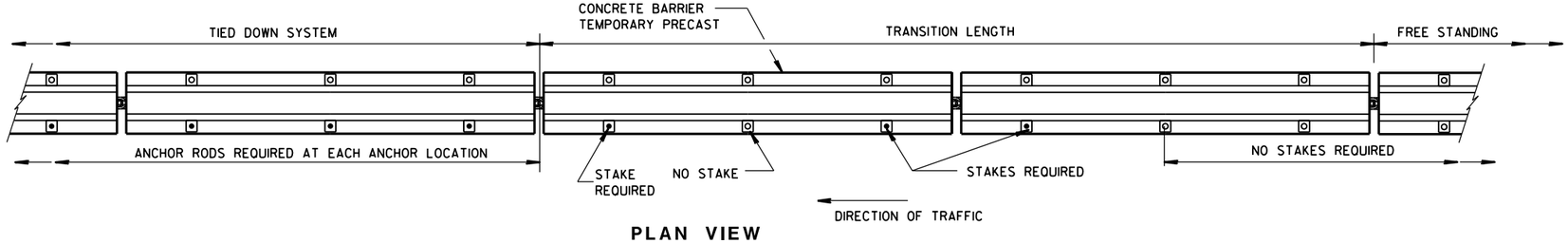
STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN
(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

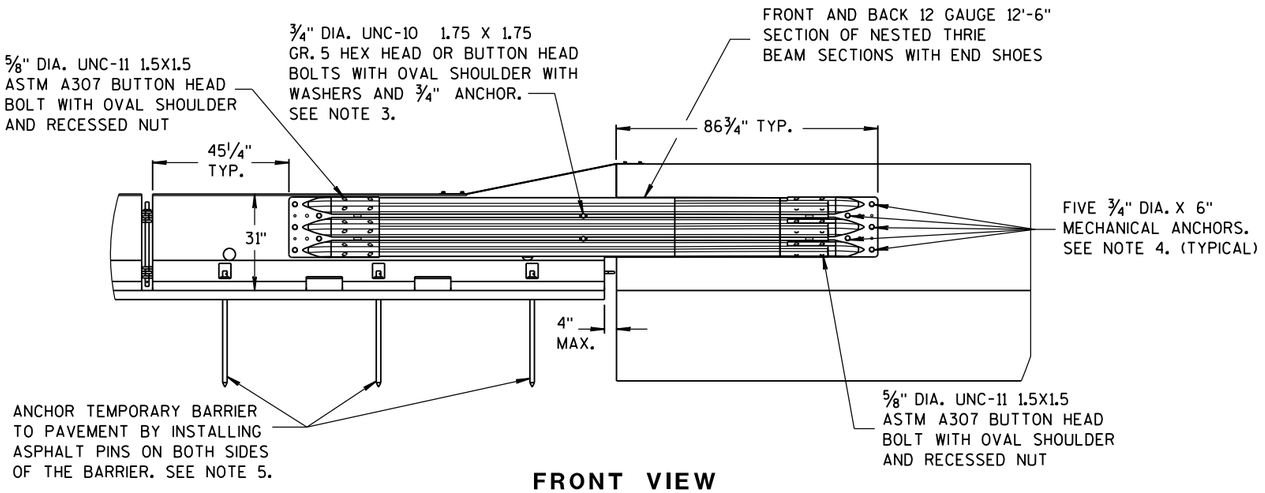
(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

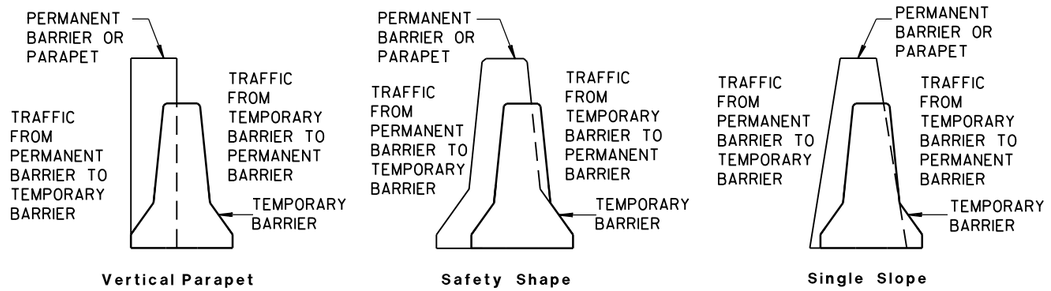
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-14d



FRONT VIEW

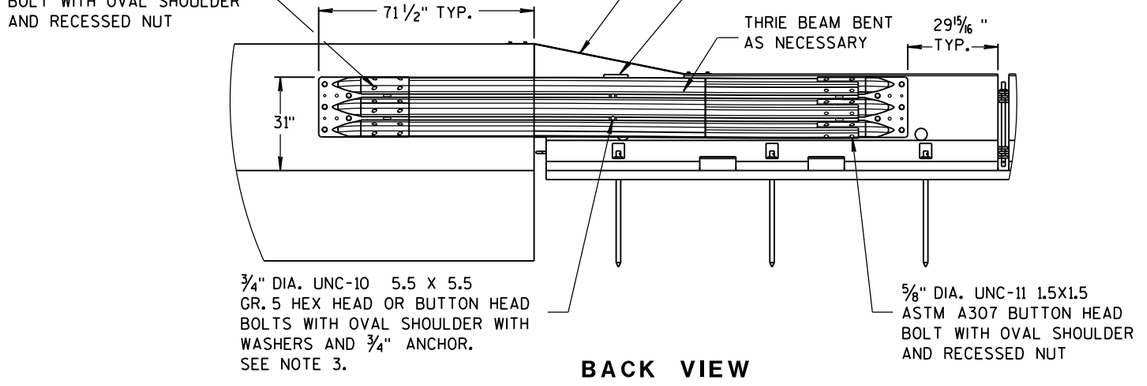


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

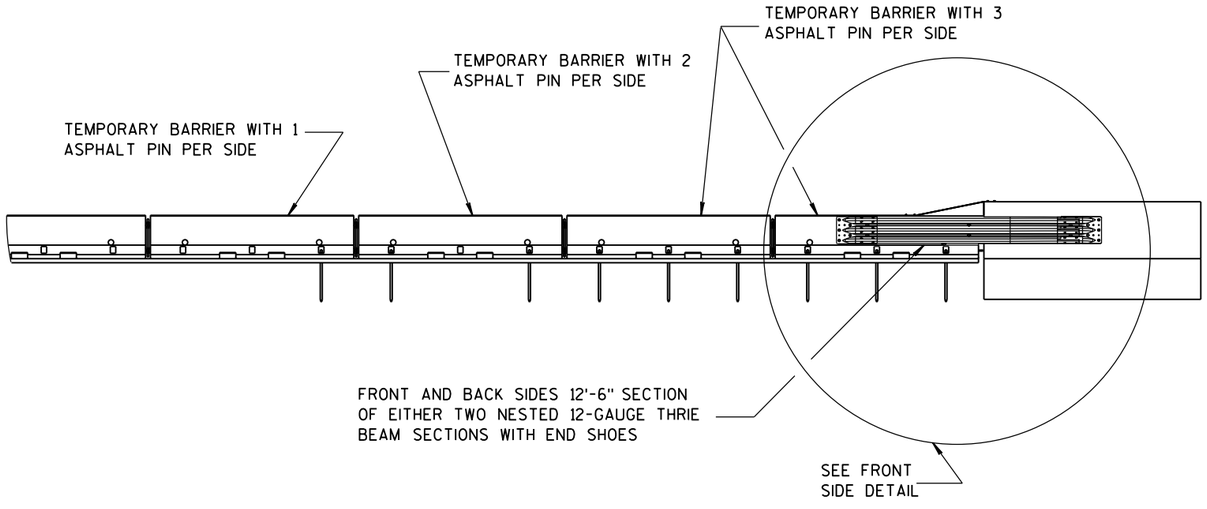
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

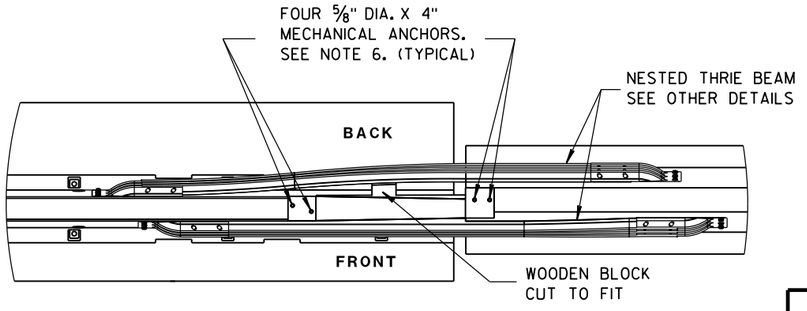
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 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



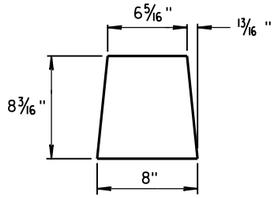
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

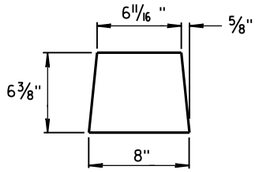
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

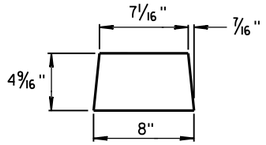
6
S.D.D. 14 B 7-14e



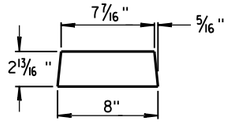
GUSSET 1



GUSSET 2

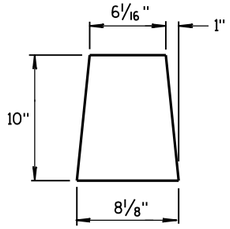


GUSSET 3

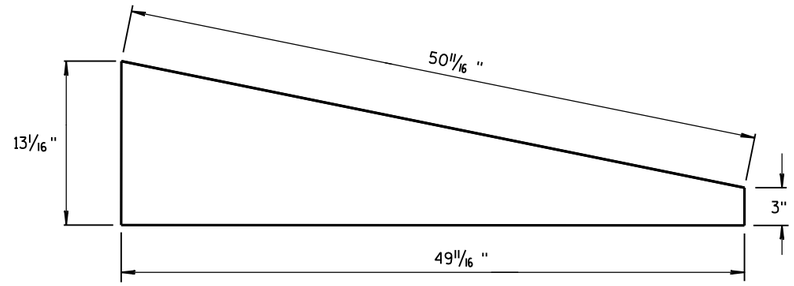


GUSSET 4

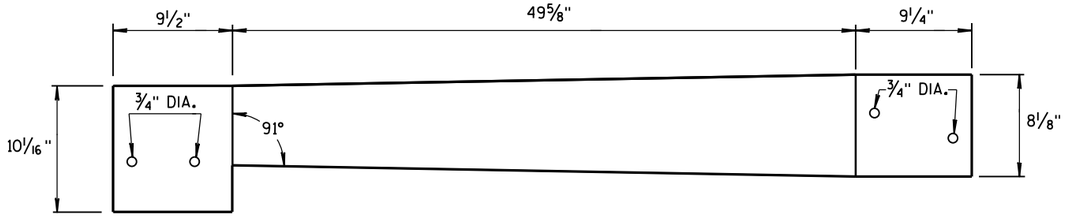
GUSSETS

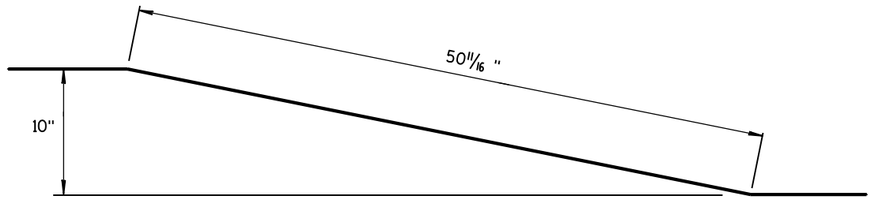


END PLATE



SIDE PLATE

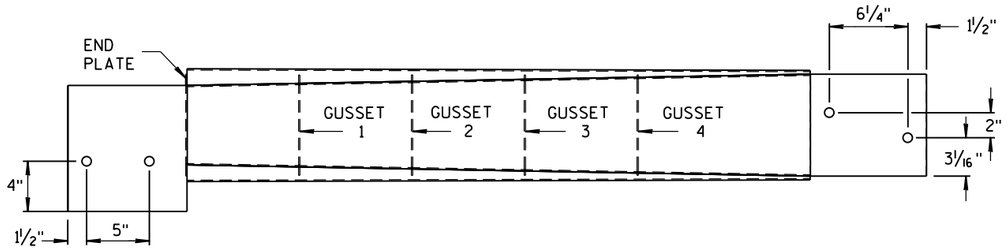


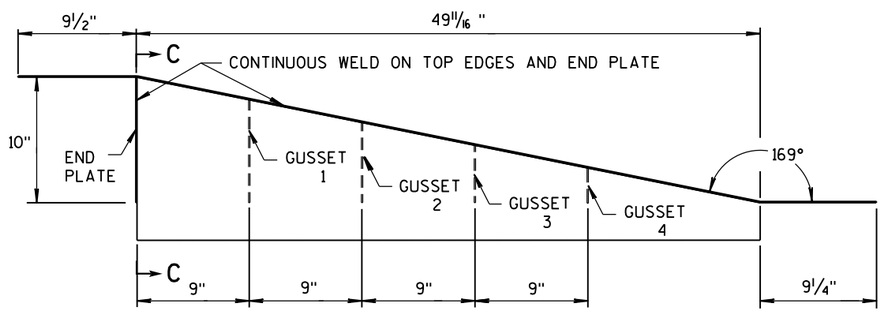


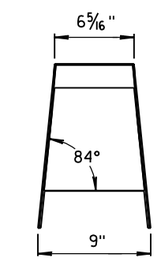
TOP PLATE

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

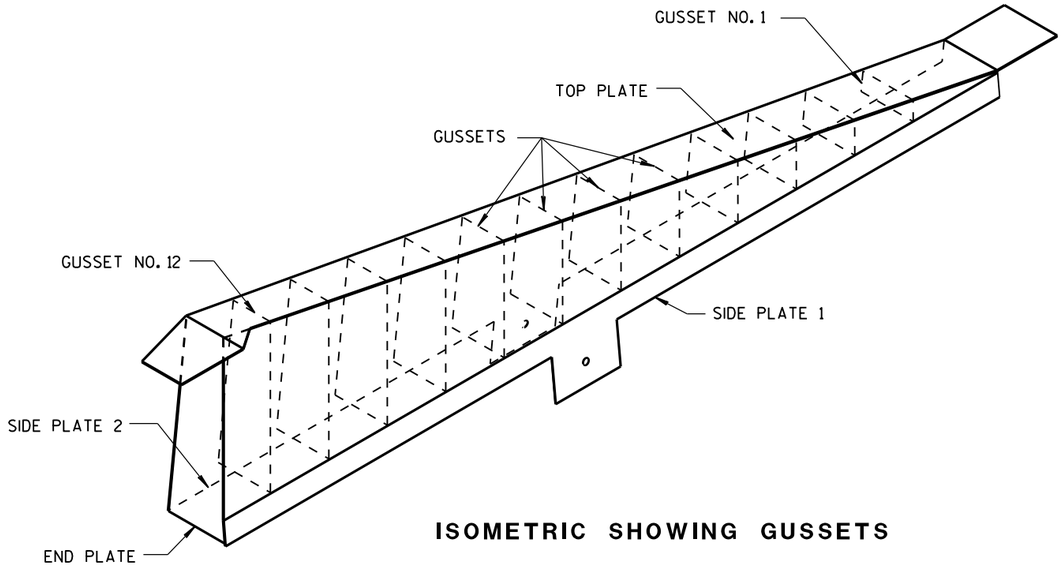
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

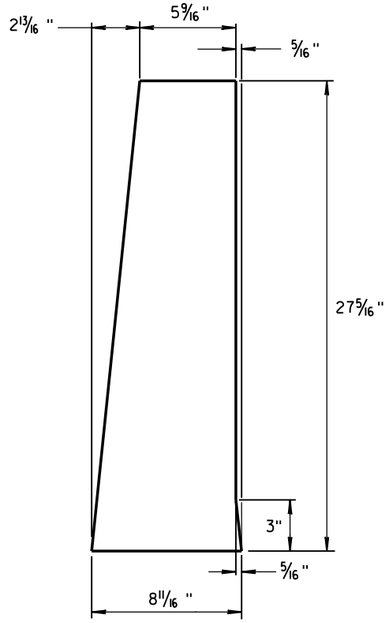
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14f

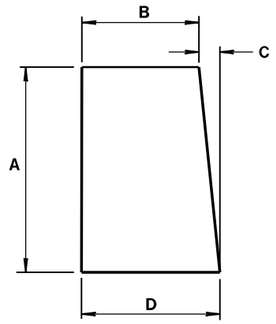


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



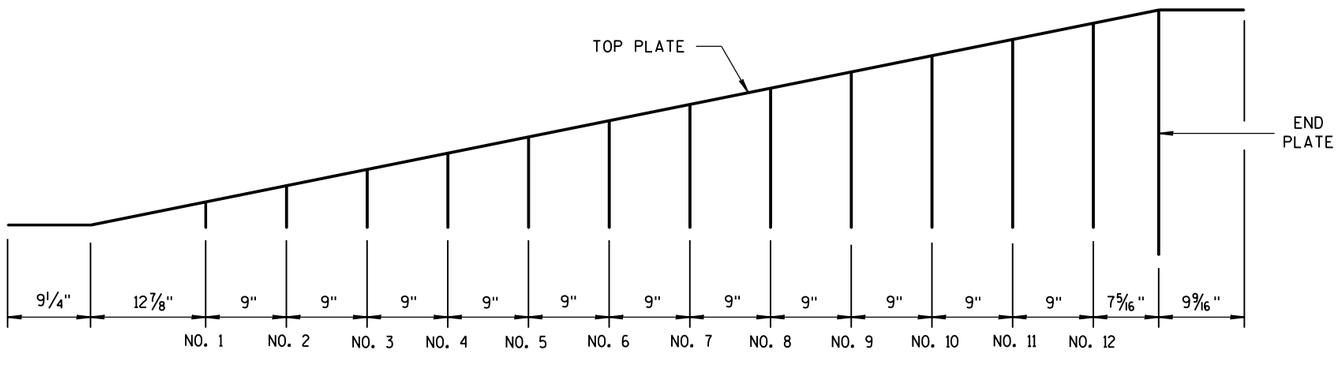
GUSSETS 1 - 12

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

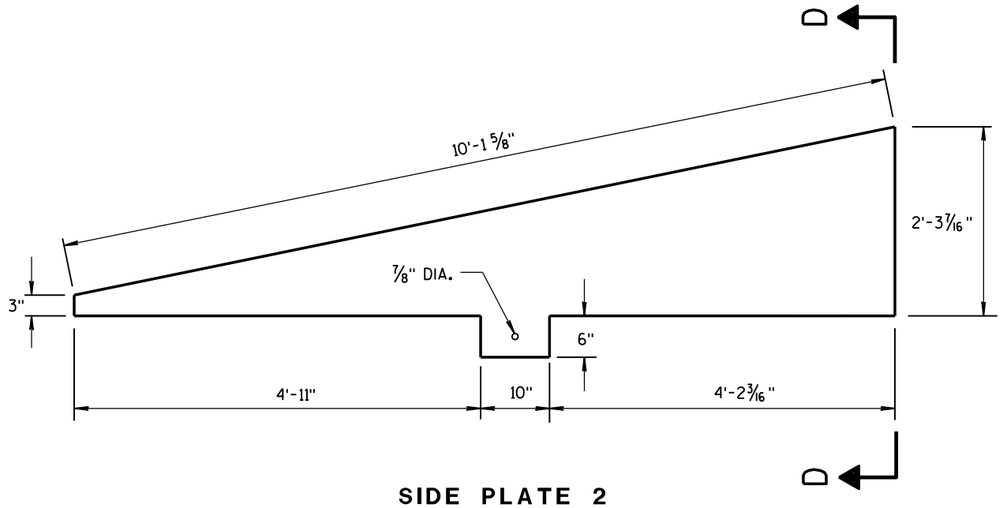
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

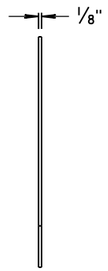
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

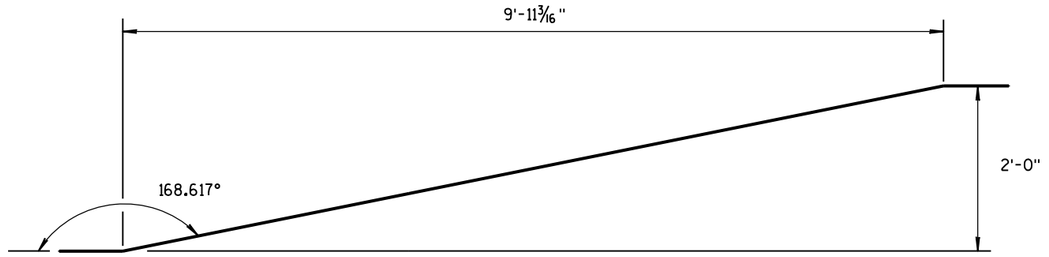
S.D.D. 14 B 7-14g



SIDE PLATE 2

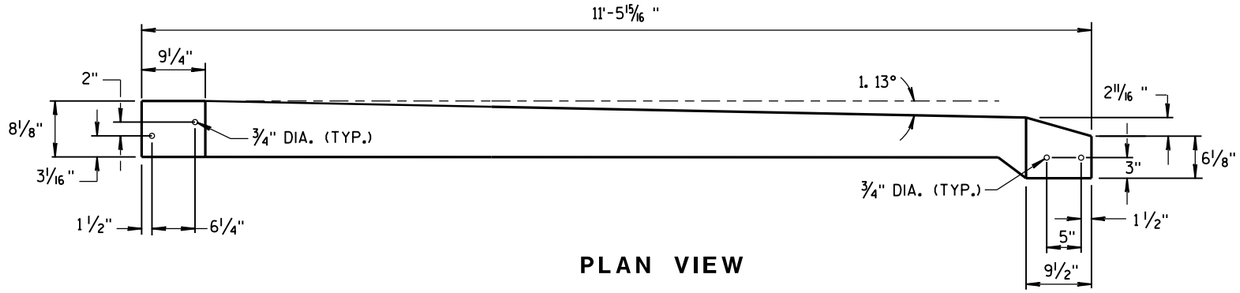


END VIEW



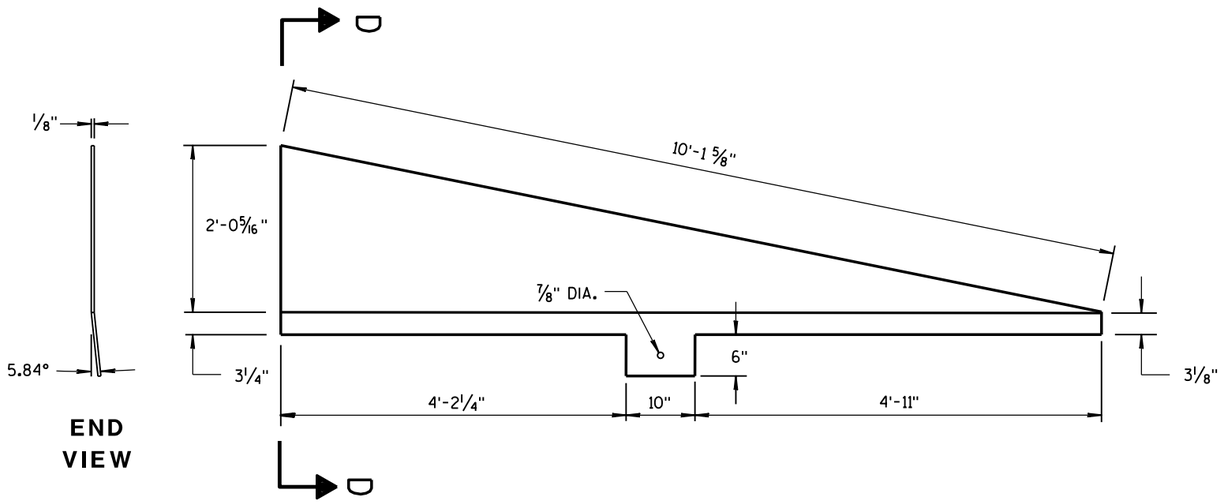
SIDE VIEW

TOP PLATE



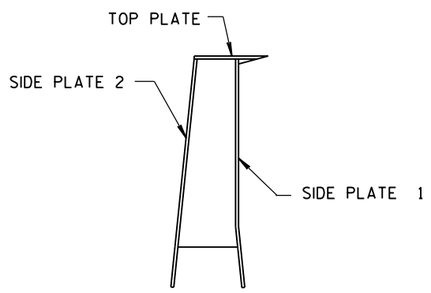
PLAN VIEW

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

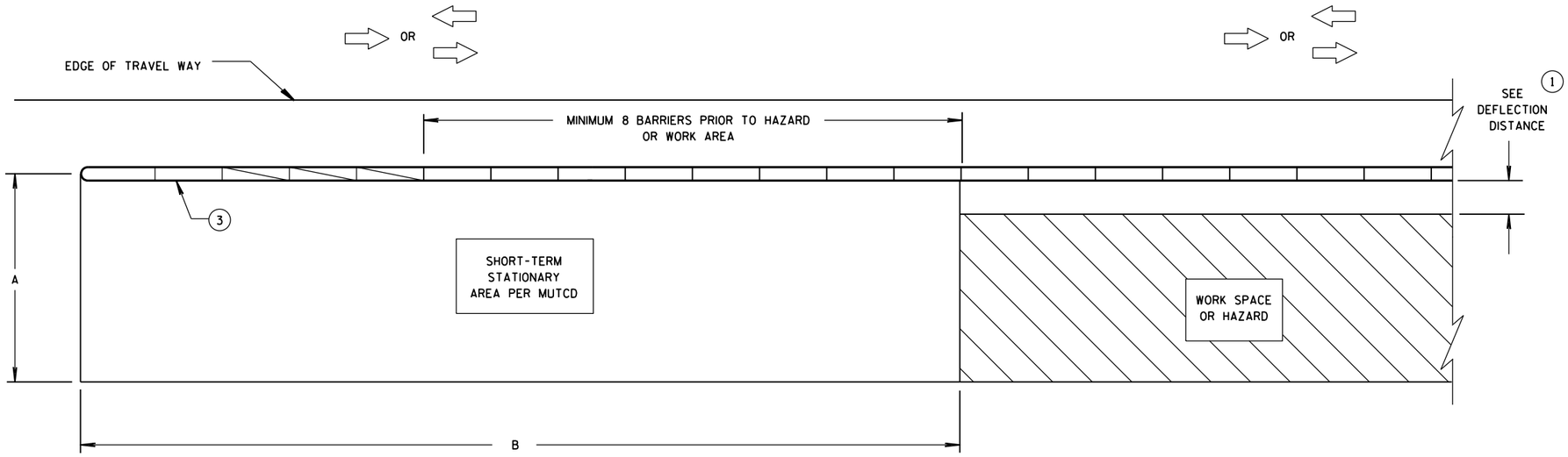
APPROVED
June 2014 — DATE
/S/ Jerry H. Zoaa — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 7-14h

6

S.D.D. 14 B 7-14h



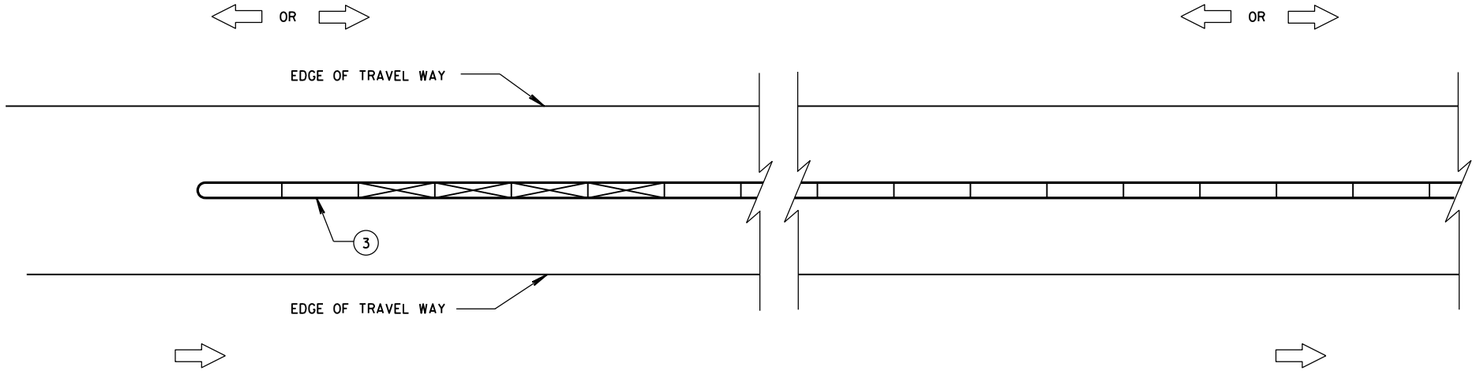
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

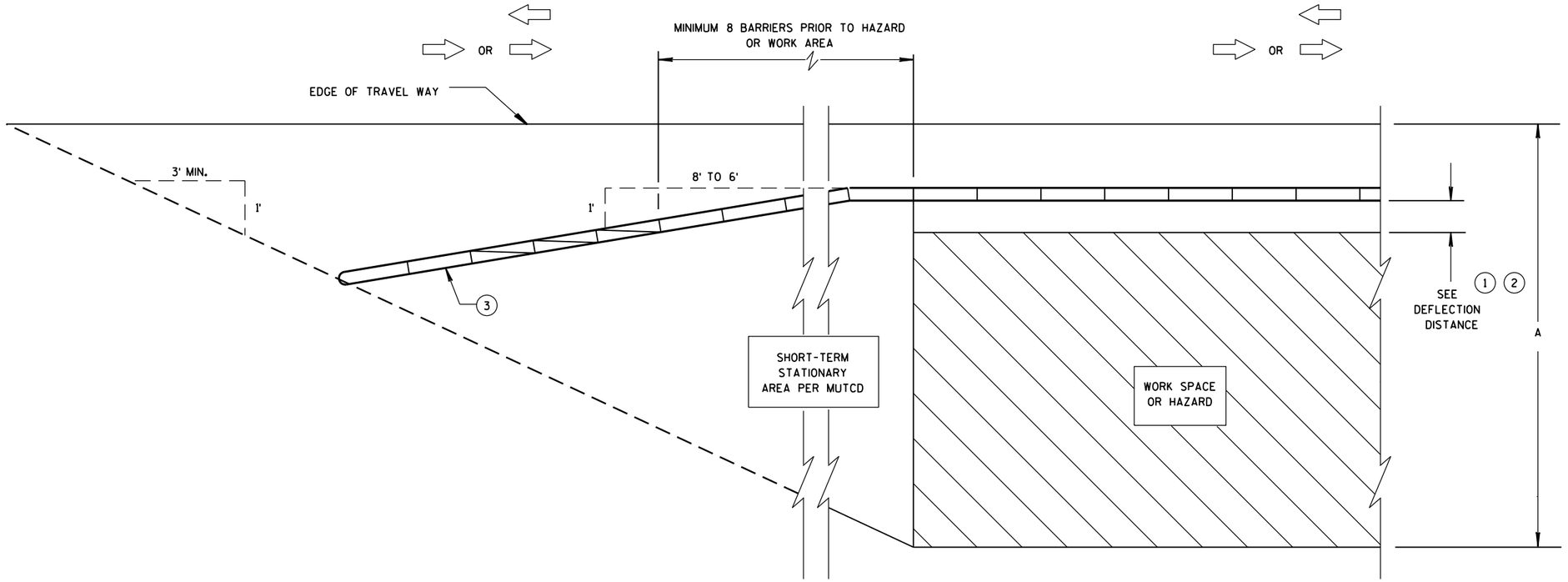
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

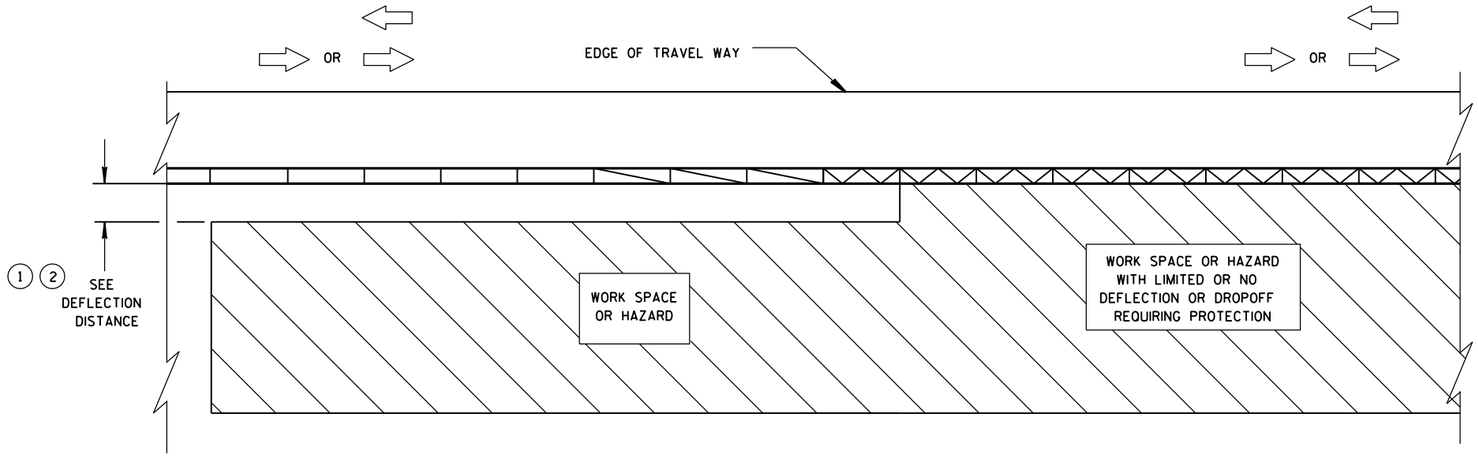
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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

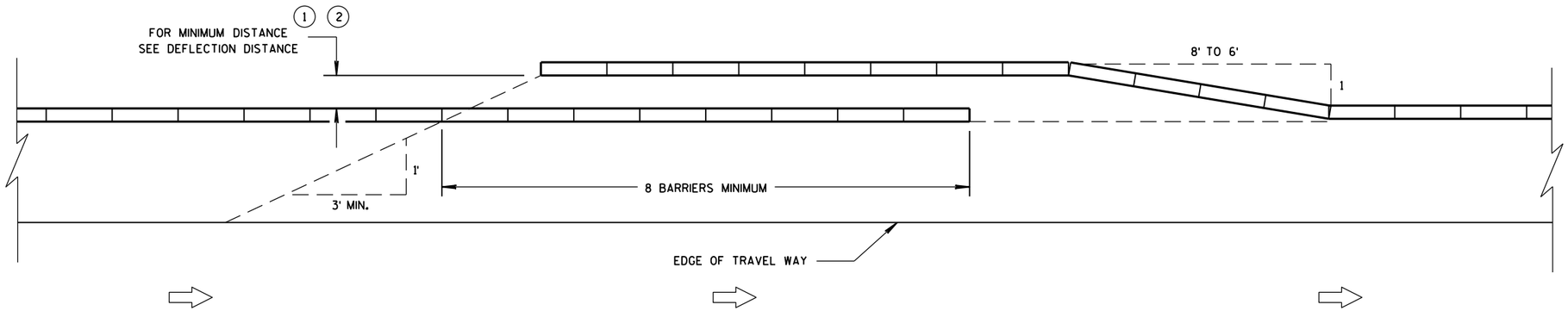
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

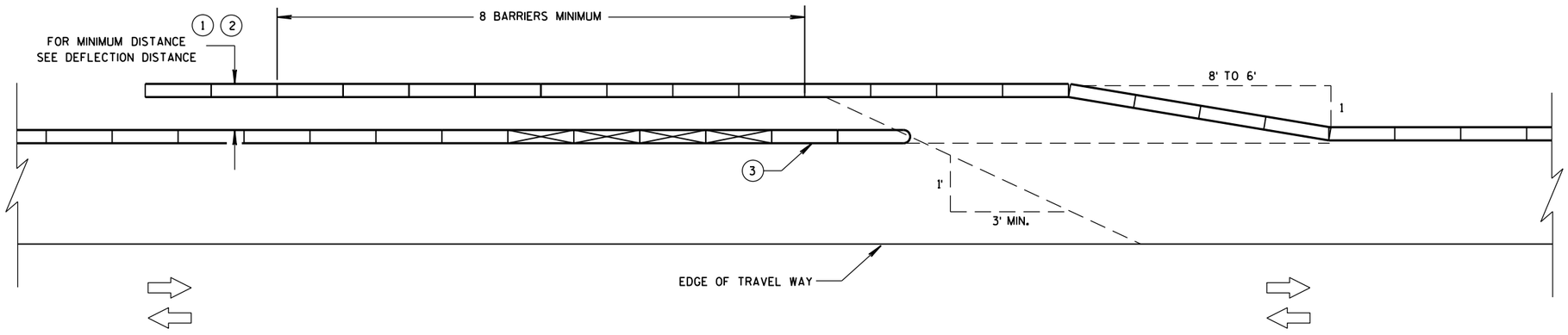
S.D.D. 14 B 8-2b

6

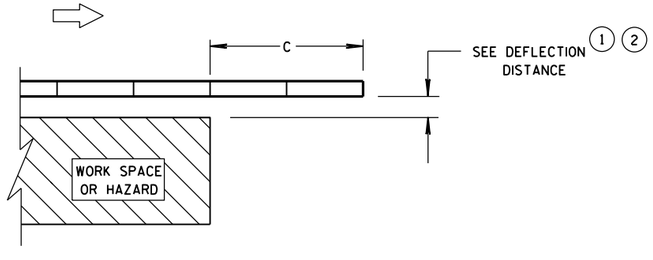
S.D.D. 14 B 8-2b



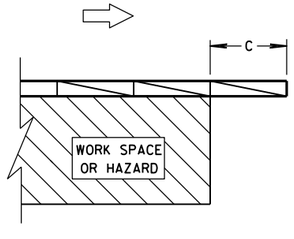
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

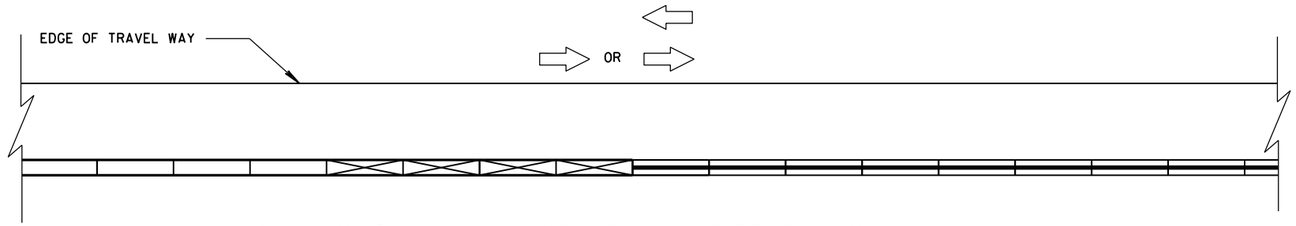
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

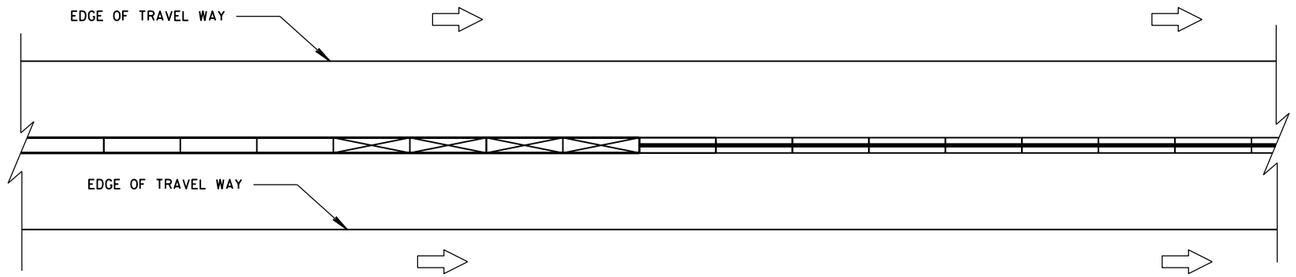
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

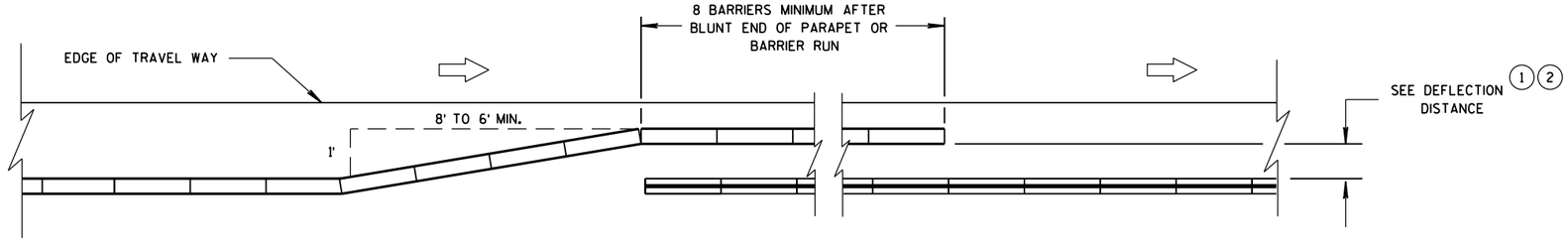
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

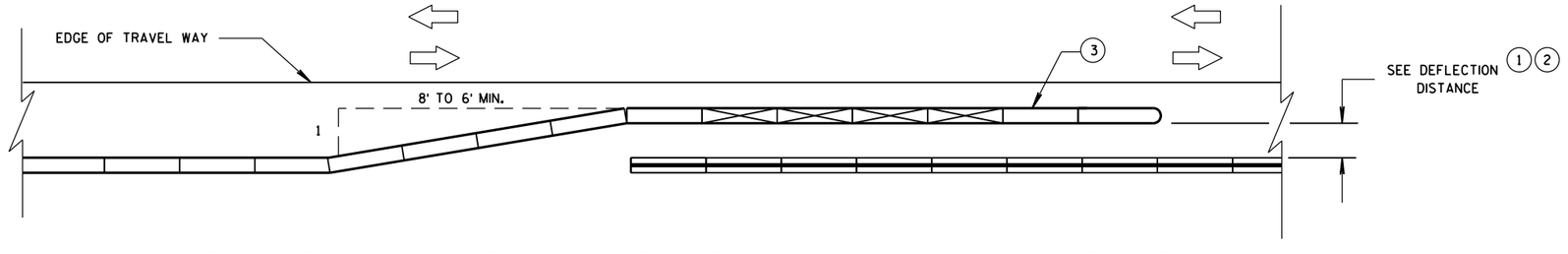
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

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

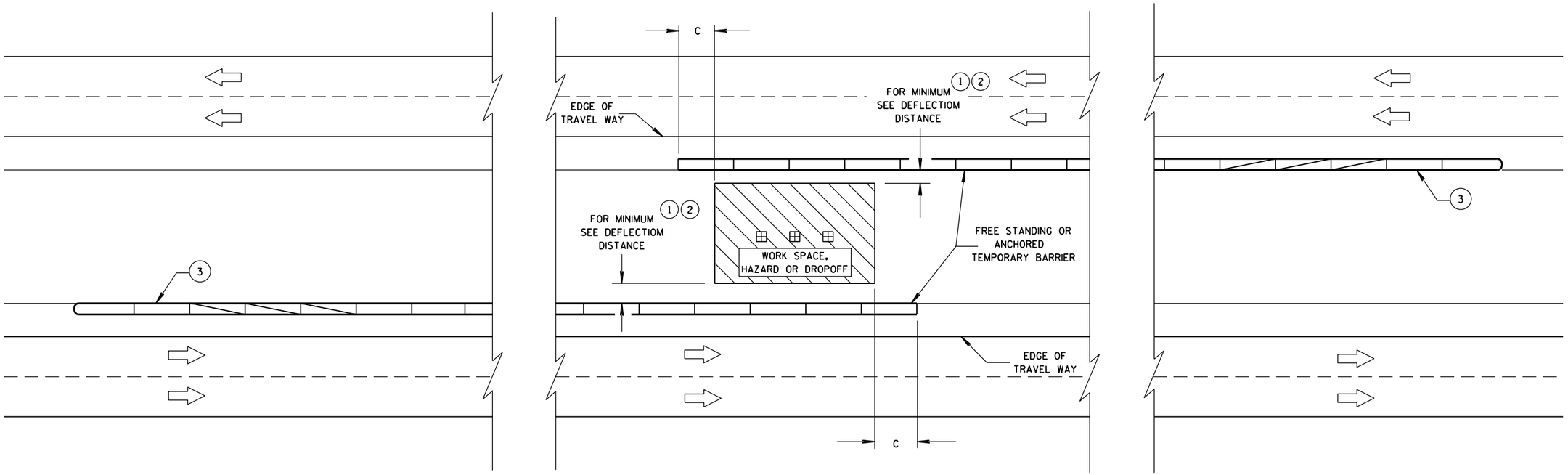
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

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



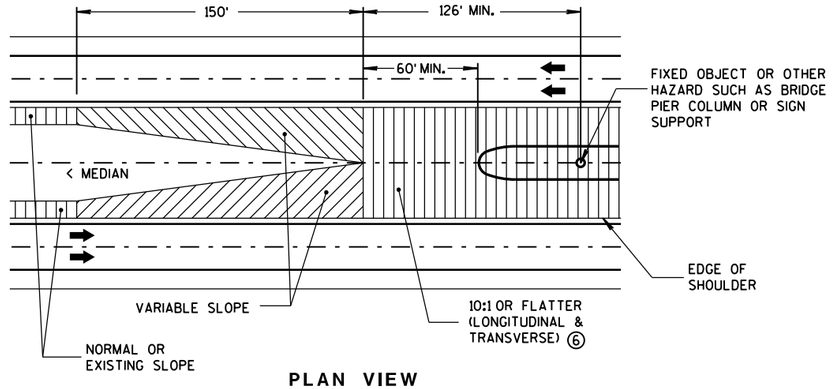
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
FHWA

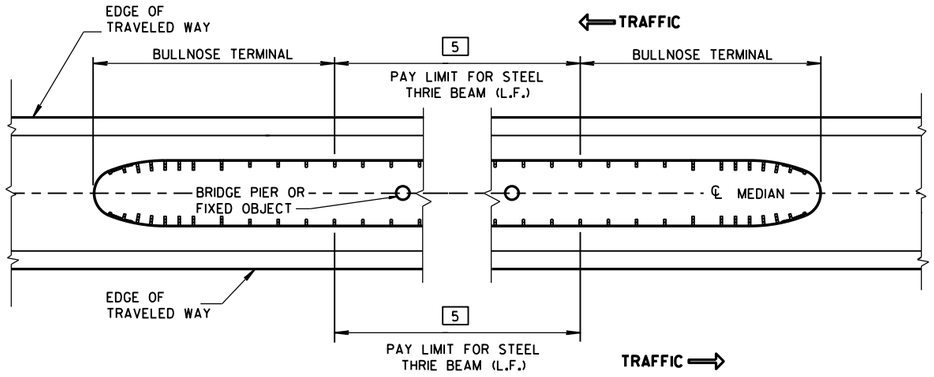
6

S.D.D. 14 B 8-2e

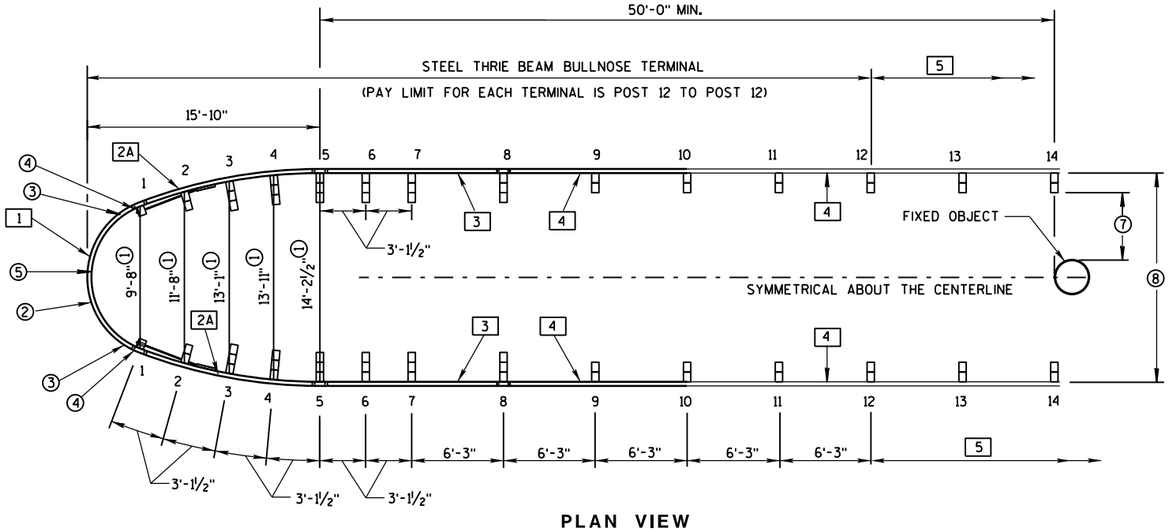


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

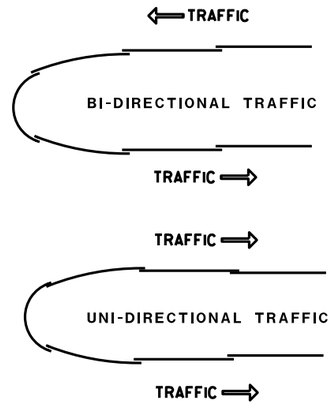


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½" AND 12" DIAMETER AROUND POST. SEE SDD 14B15 OR SDD 14B42 FOR MORE INFORMATION.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

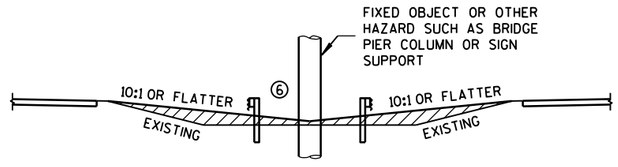
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

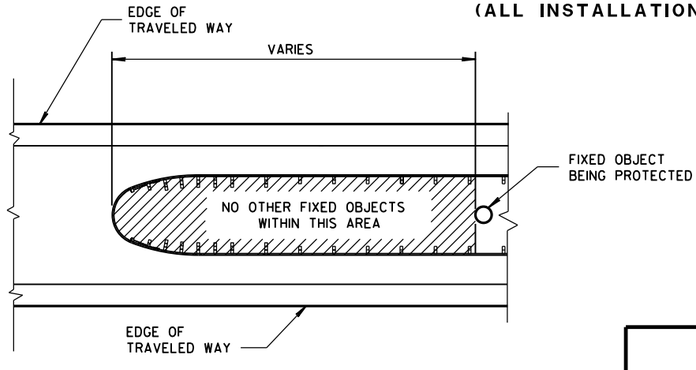
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)

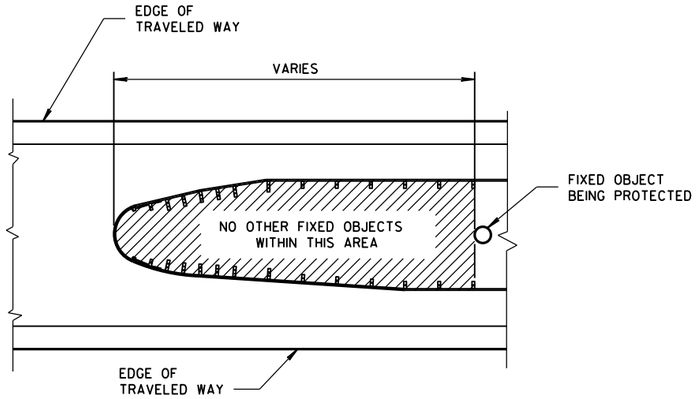


HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 26-3a



HAZARD FREE
AREA INSIDE BULLNOSE

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A, (POST 1 TO POST 5)

[2B] SLOTTED THRIE BEAM RAIL NO. 2B, (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

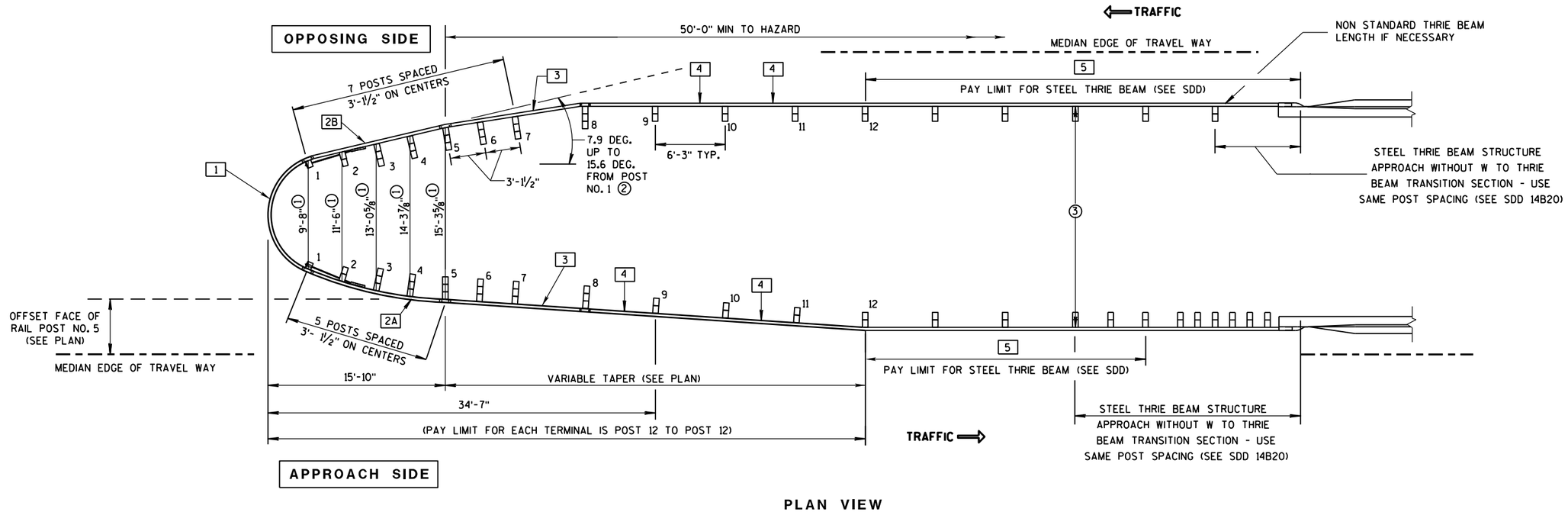
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS. (SEE PLAN)

③ FOR MEDIANS WIDER THAN 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



PLAN VIEW

WIDENED BULLNOSE DESIGN

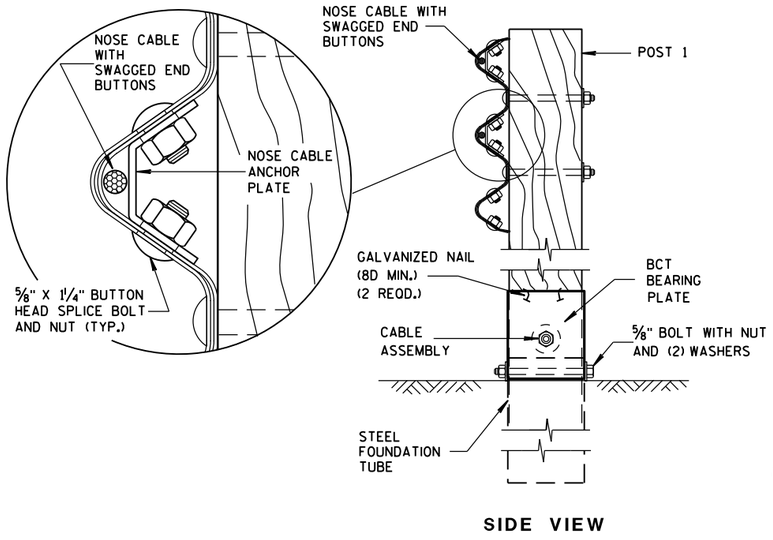
(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

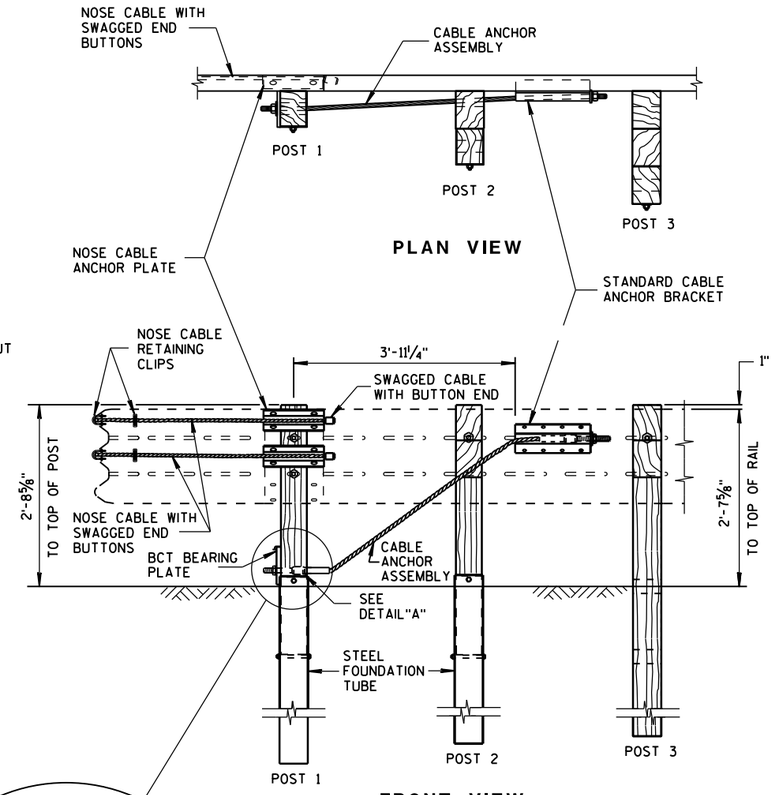
6

S.D.D. 14 B 26-3b



SIDE VIEW

NOSE CABLE ASSEMBLY AT POST NO. 1



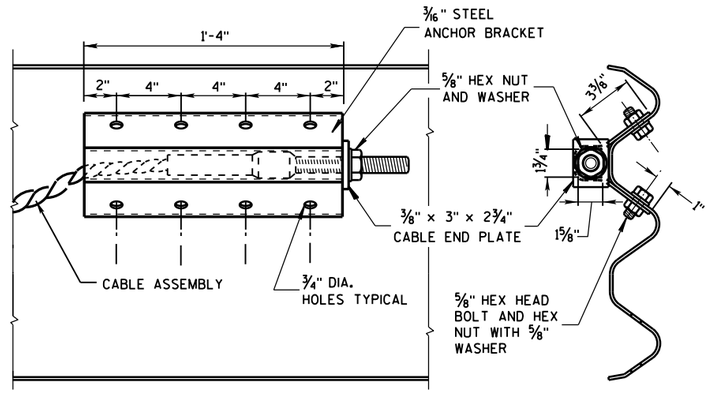
PLAN VIEW

FRONT VIEW

NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY

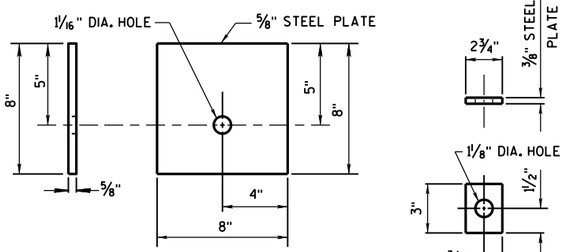
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



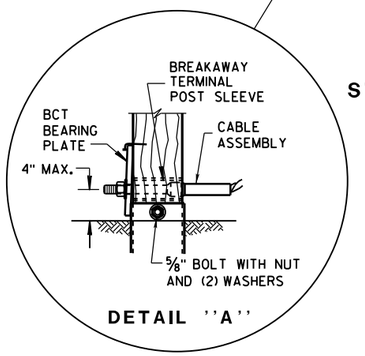
FRONT VIEW END VIEW

DETAILS OF CABLE ANCHOR BRACKET

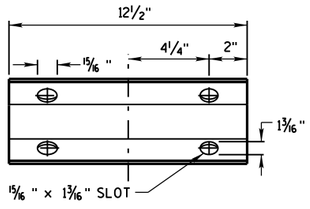


BCT BEARING PLATE

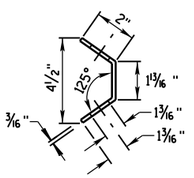
CABLE END PLATE



DETAIL ''A''



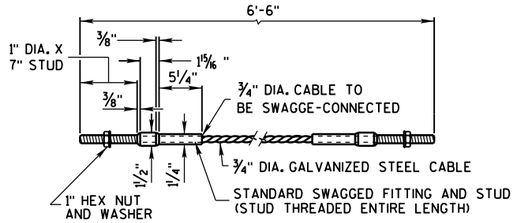
ELEVATION VIEW



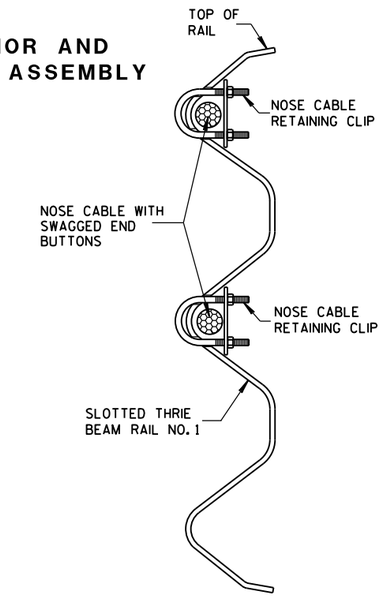
END VIEW

NOSE CABLE ANCHOR PLATE

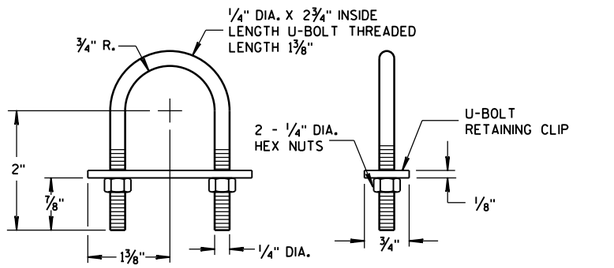
NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)



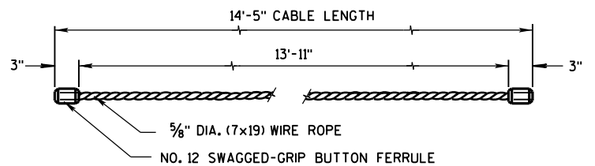
DETAILS OF CABLE ANCHOR ASSEMBLY



PLACEMENT OF NOSE CABLE RETAINING CLIP



NOSE CABLE RETAINING CLIP



NOSE CABLE WITH SWAGGED END BUTTONS

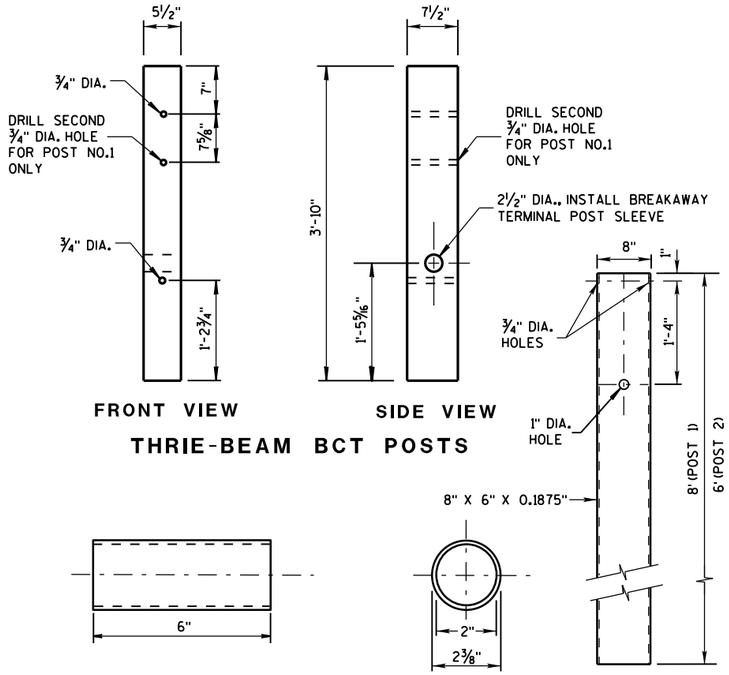
TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

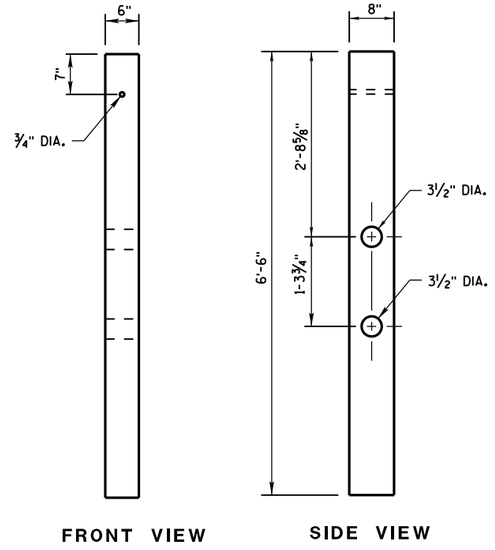
S.D.D. 14 B 26-3c



THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

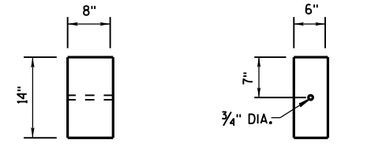
STEEL FOUNDATION TUBE



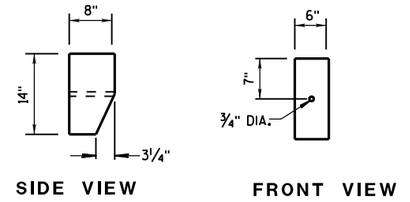
THRIE-BEAM CRT WOOD POSTS

GENERAL NOTES

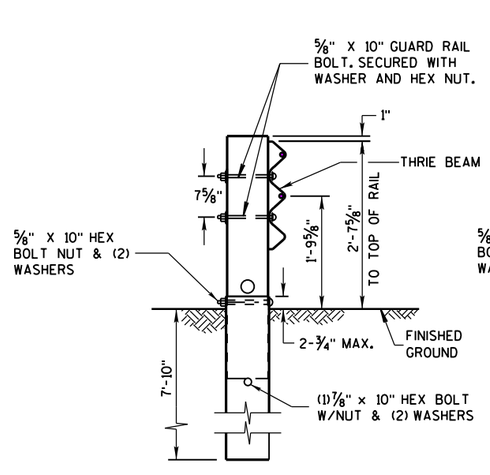
SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



STANDARD WOOD BLOCK

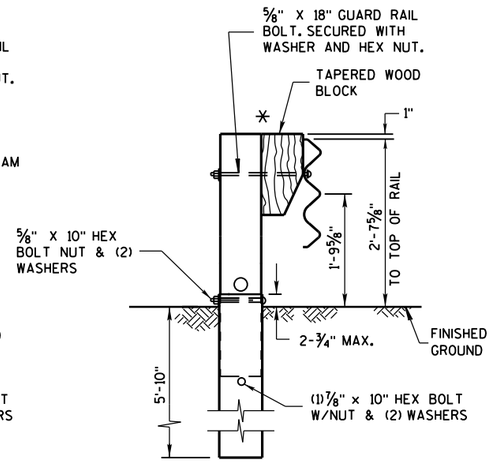


TAPERED WOOD BLOCK



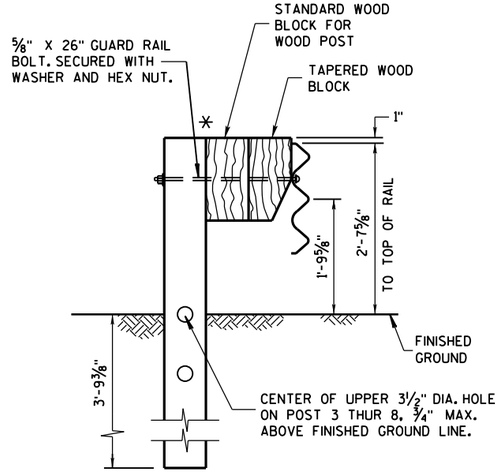
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



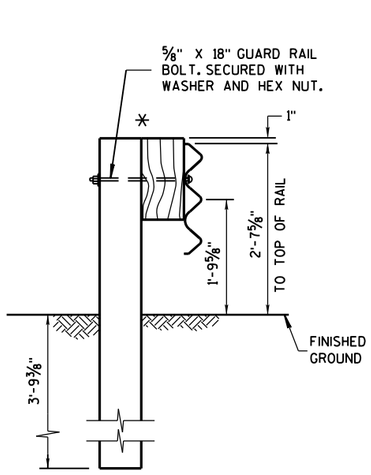
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12

(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

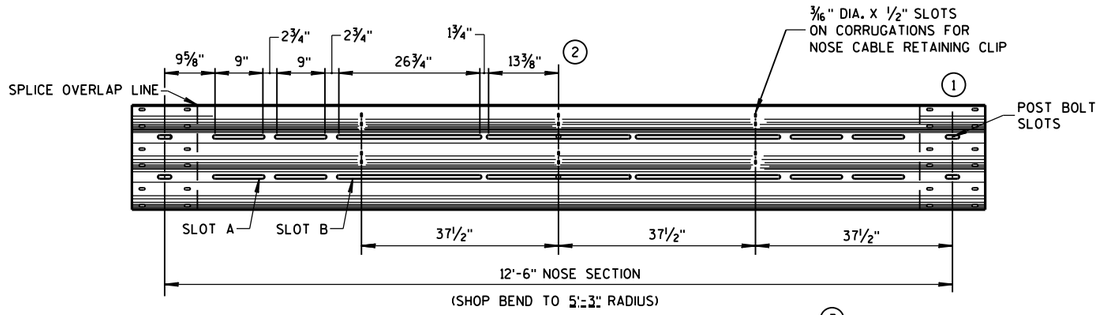
* IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

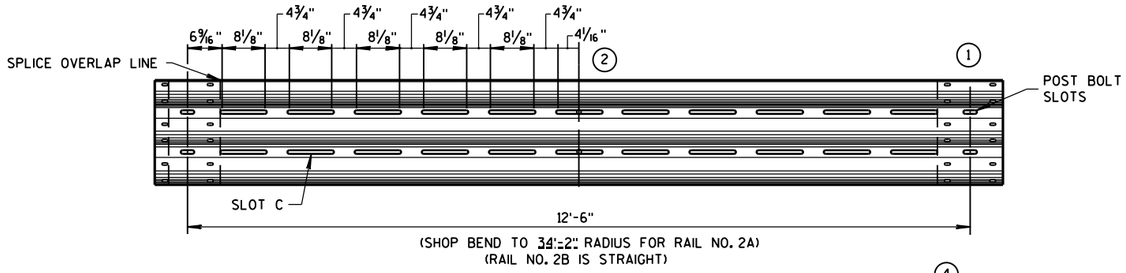
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

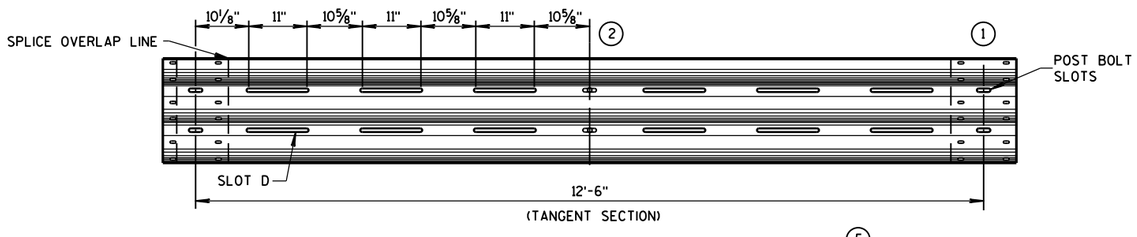
S.D.D. 14 B 26-3d



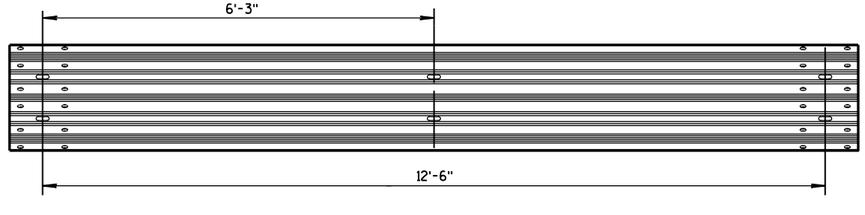
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

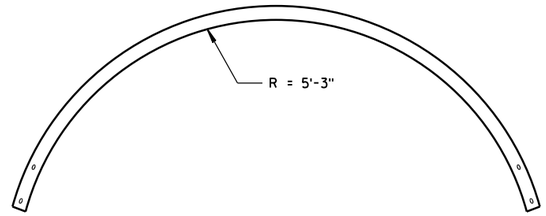
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

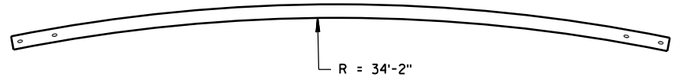
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



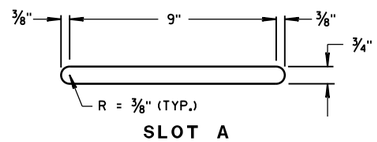
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

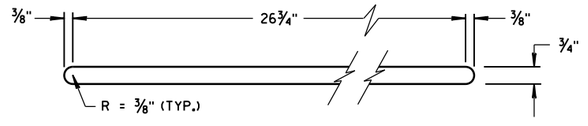


PLAN VIEW

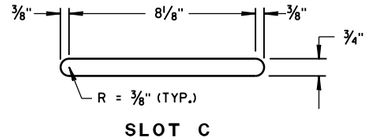
SLOTTED THRIE BEAM RAIL NO. 2A



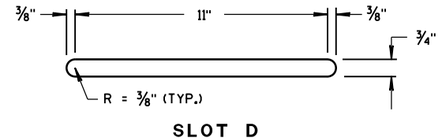
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 14 B 26-3e

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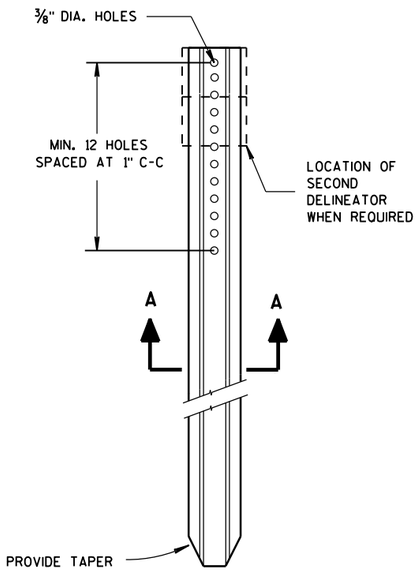
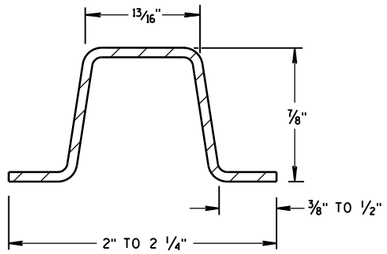
S.D.D. 14 B 26-3e

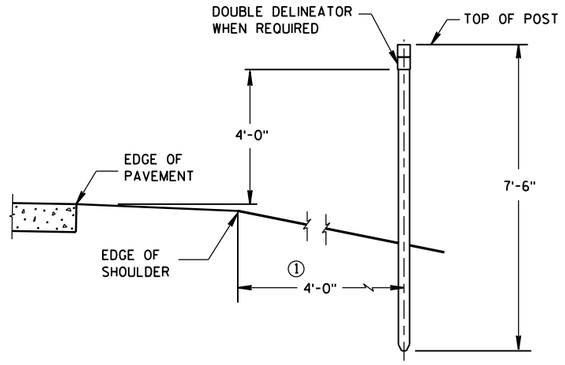


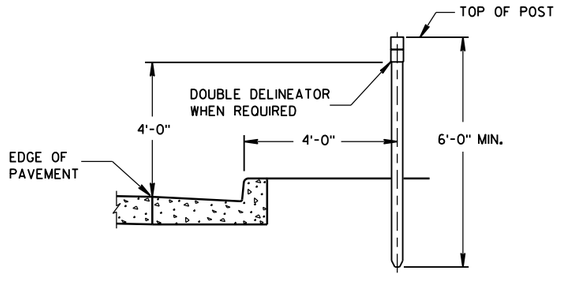
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



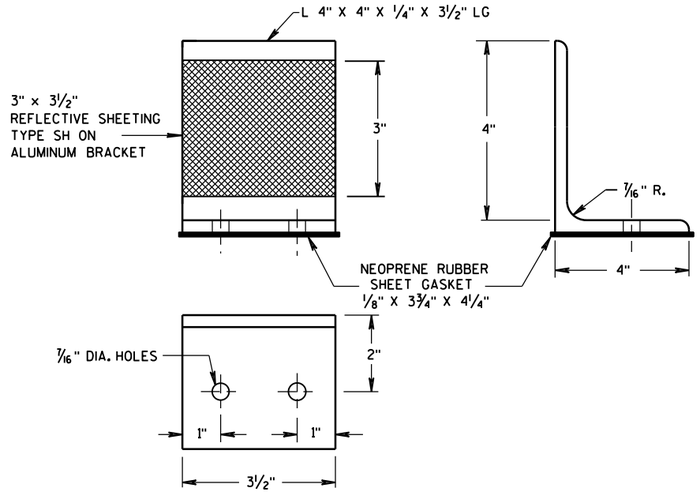


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

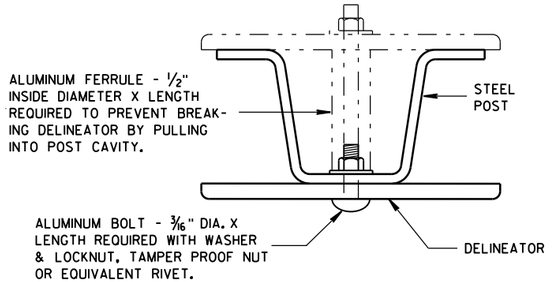
GENERAL NOTES

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

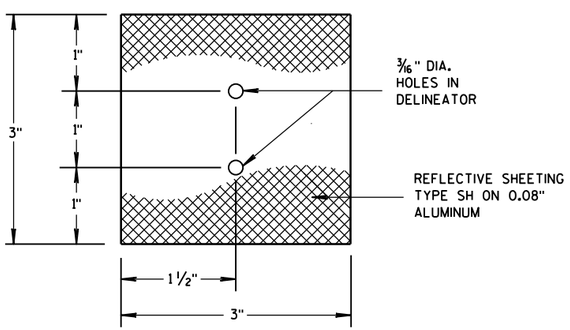
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



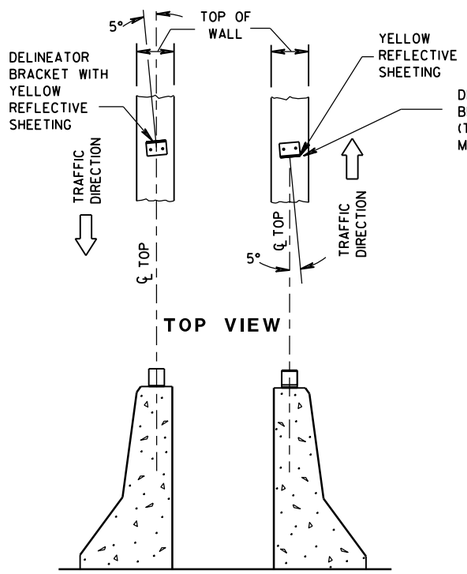
DELINEATOR BRACKET



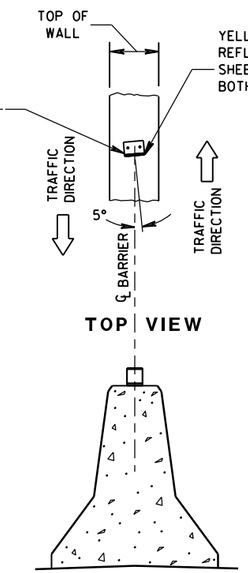
MOUNTING DETAIL FOR DELINEATOR



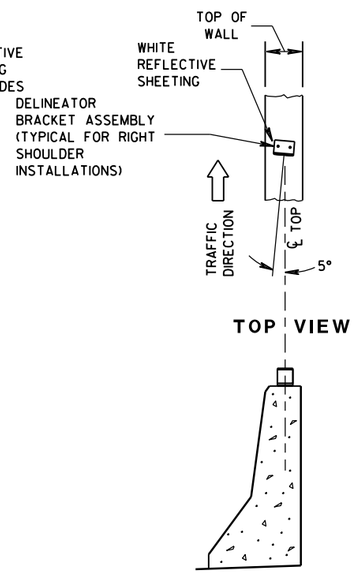
3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN

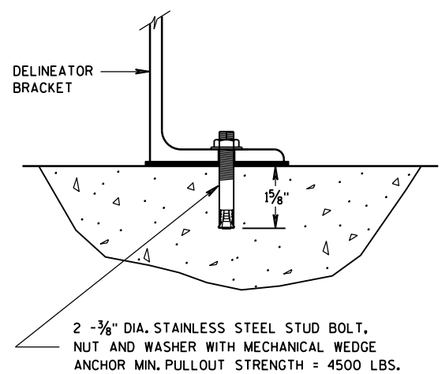


MEDIAN BARRIER



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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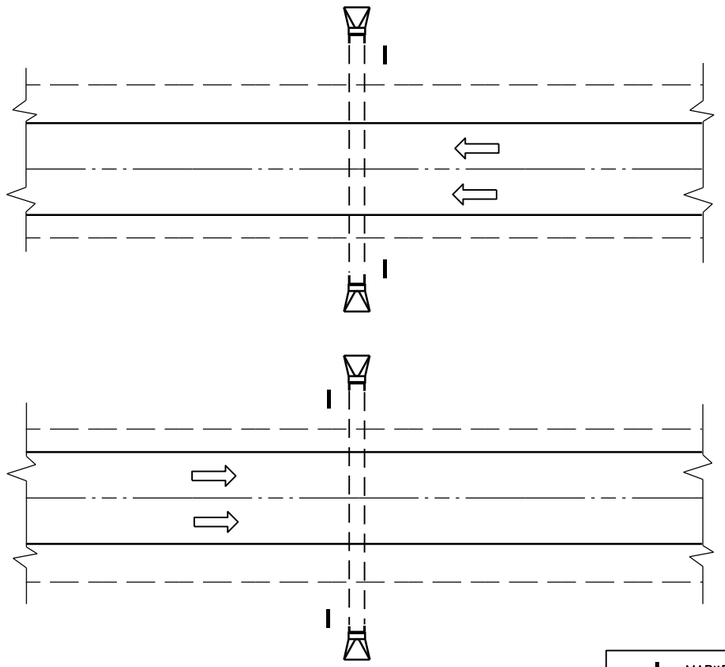
S.D.D. 15 A 2-8

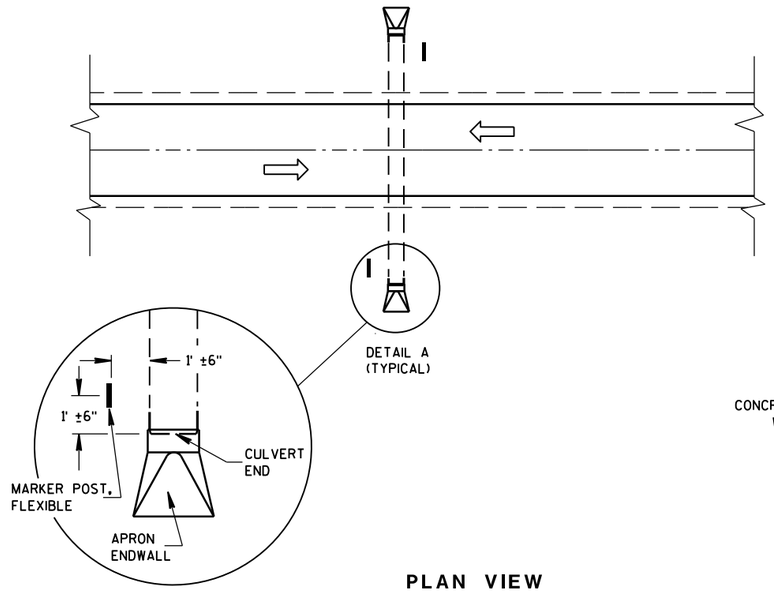
6

S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

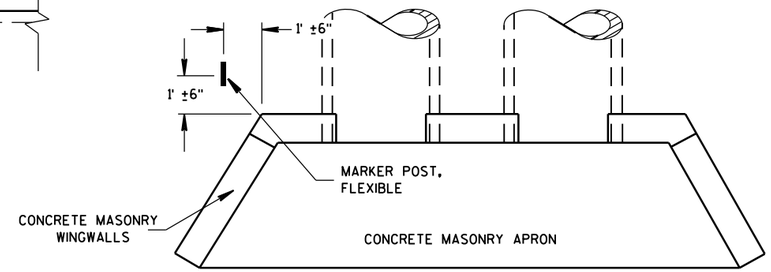
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

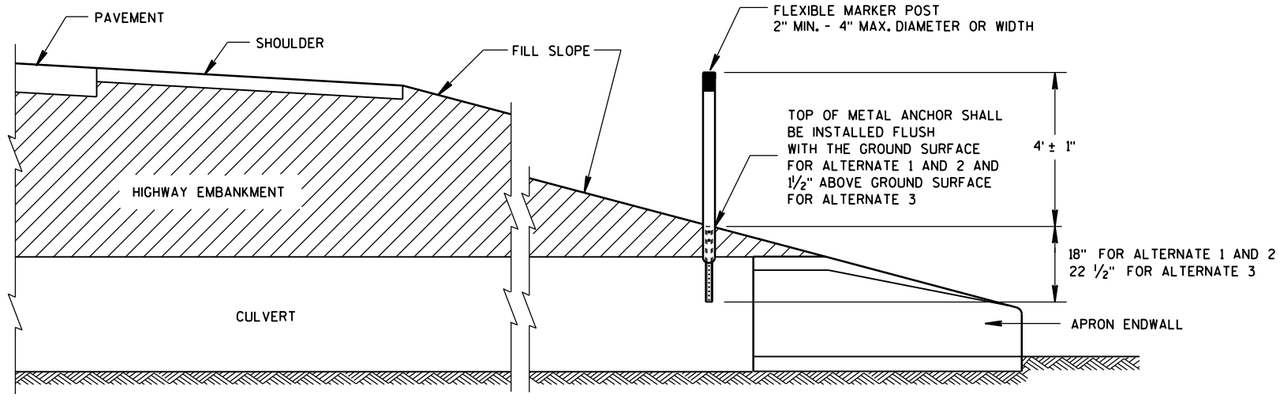
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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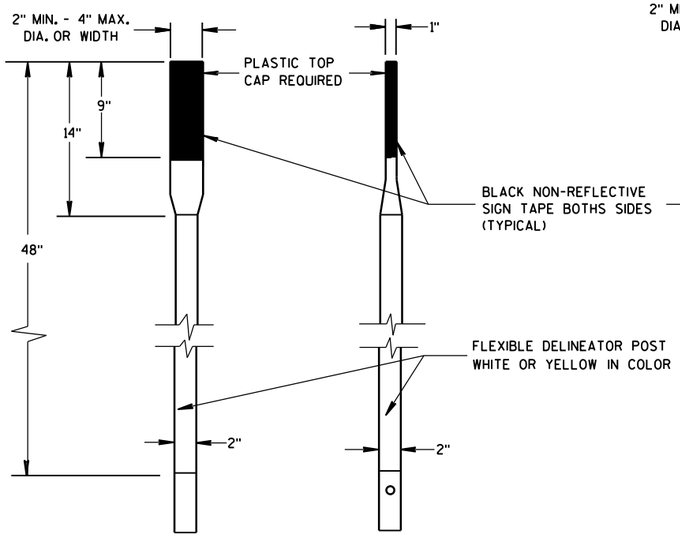
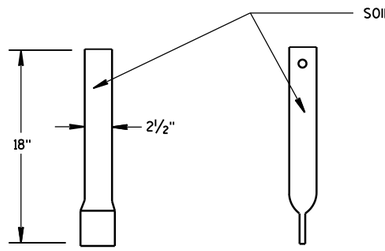
S.D.D. 15 A 3-2a

6

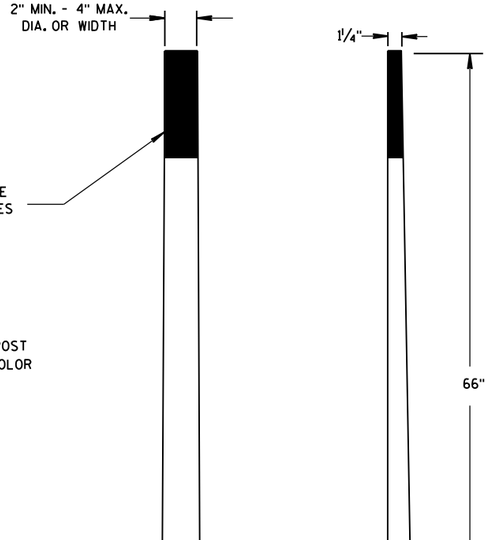
S.D.D. 15 A 3-2a





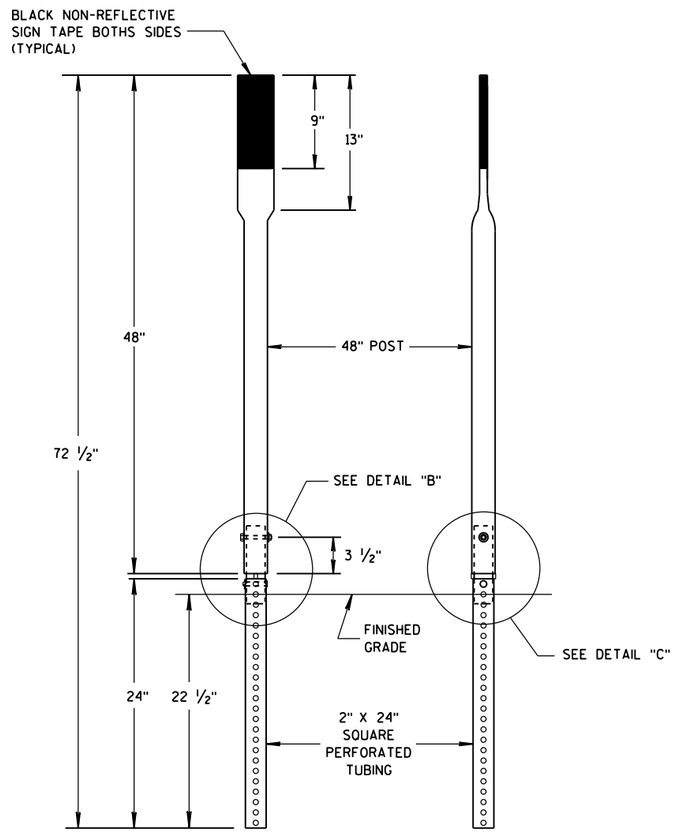
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

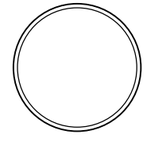
ALTERNATE 2



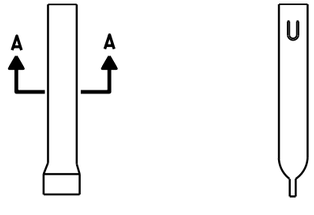
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

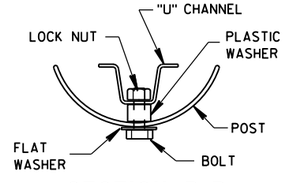


SECTION A-A

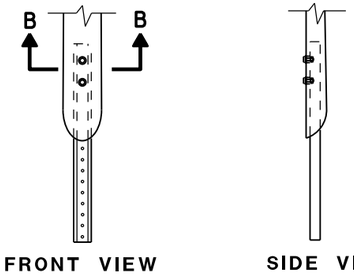


FRONT VIEW SIDE VIEW

ALTERNATE 1

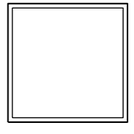


SECTION B-B

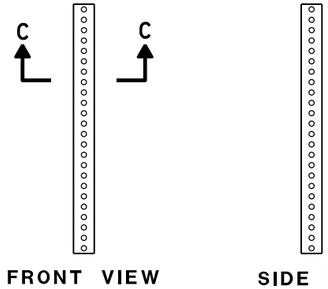


FRONT VIEW SIDE VIEW

ALTERNATE 2



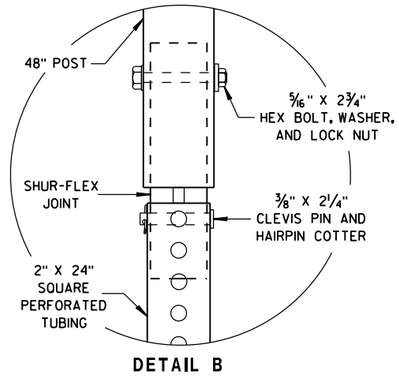
SECTION C-C



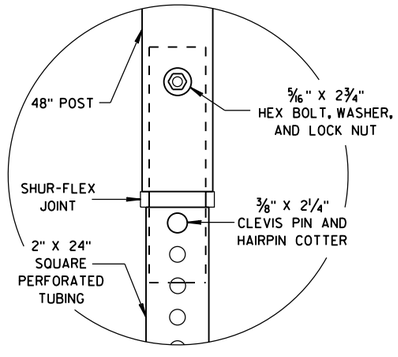
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

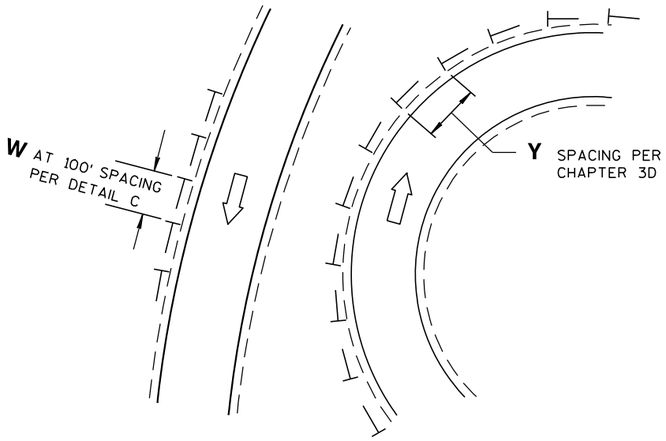
S.D.D. 15 A 3-2b

6

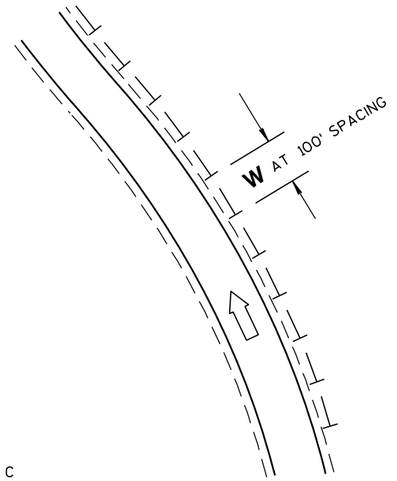
S.D.D. 15 A 3-2b

GENERAL NOTES

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



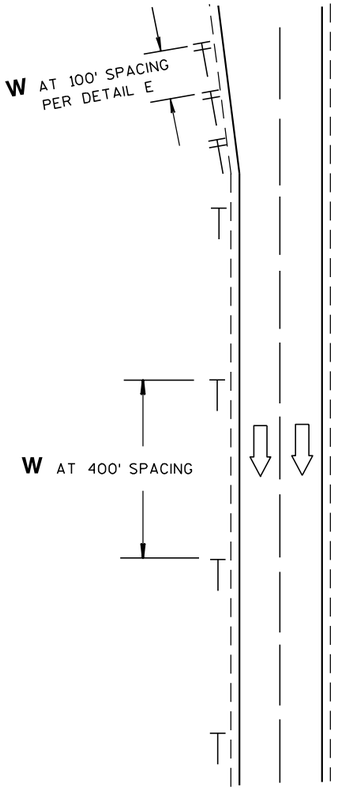
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



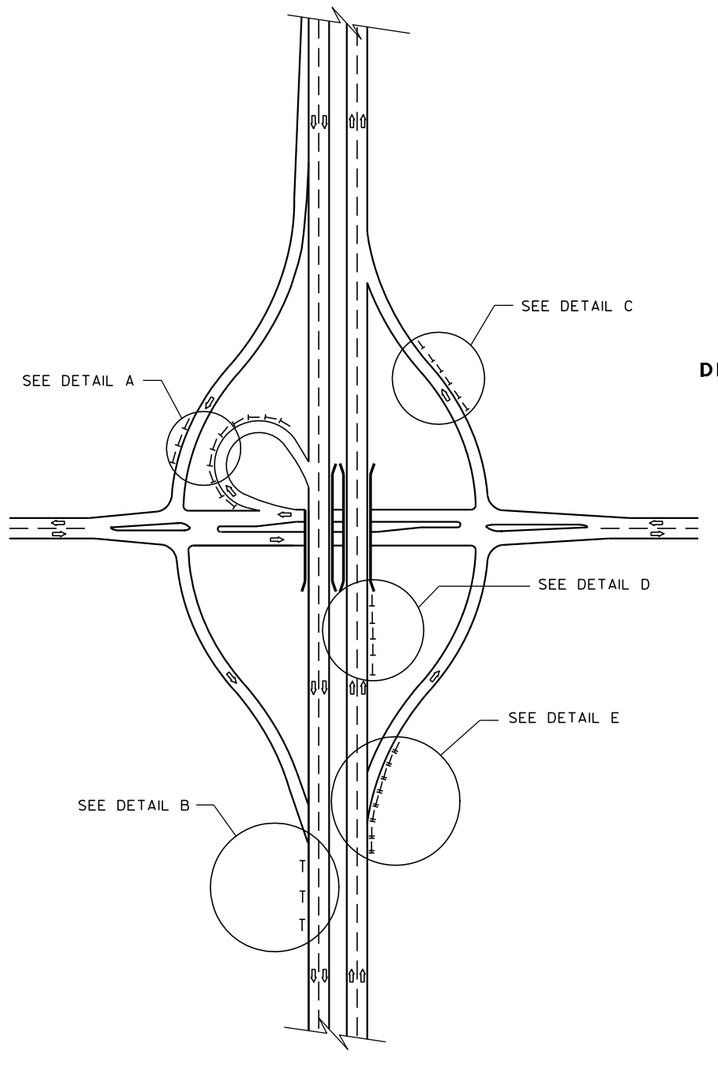
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

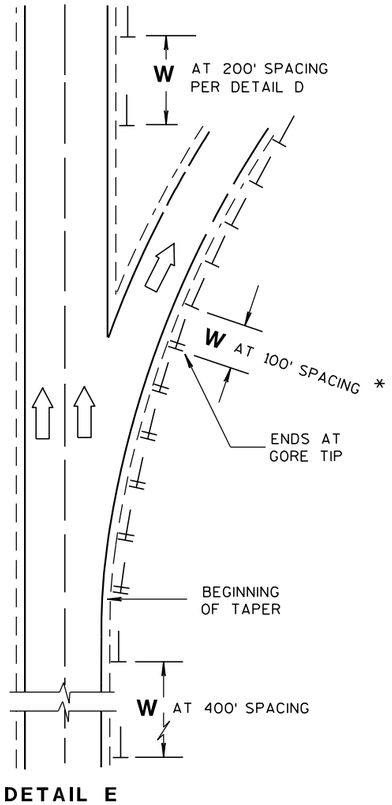
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



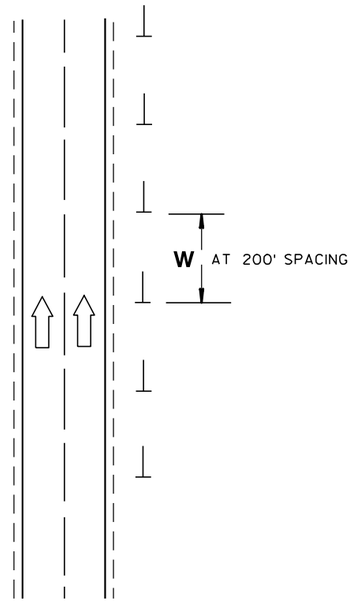
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



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



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

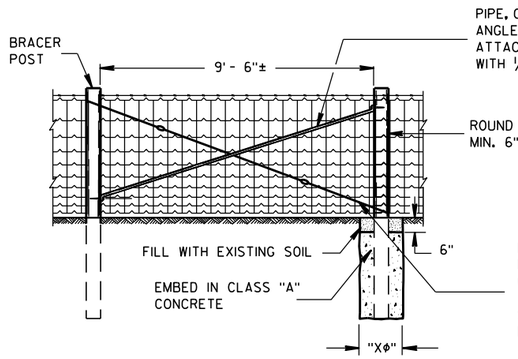
S.D.D. 15 A 6-2

6

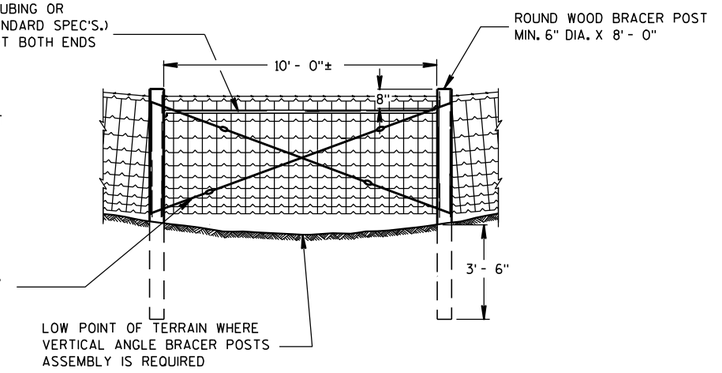
S.D.D. 15 A 6-2

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

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



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

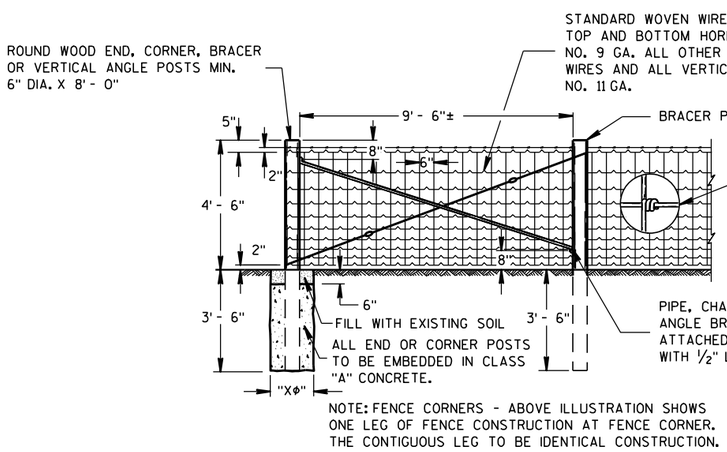
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

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

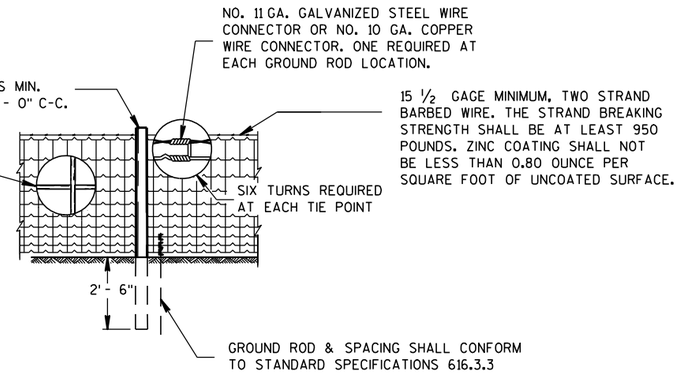
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED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

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



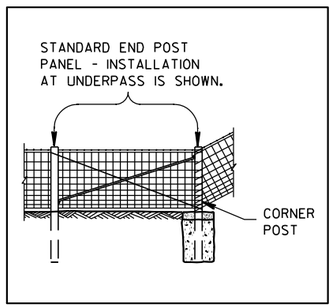
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

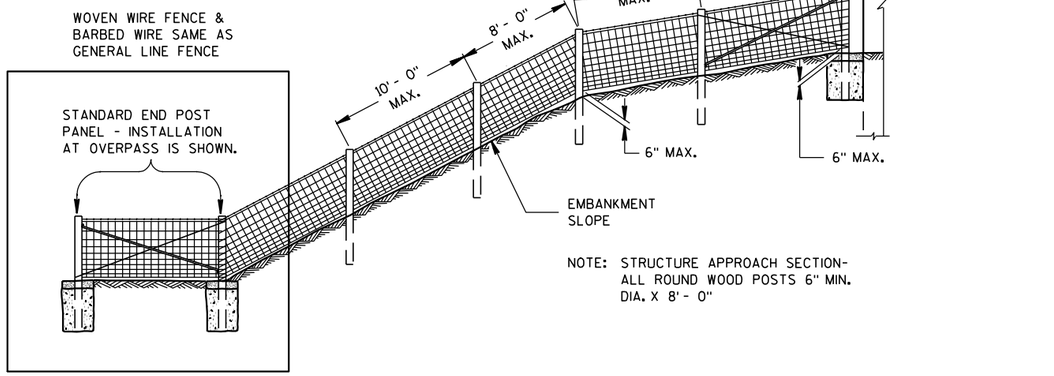


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



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

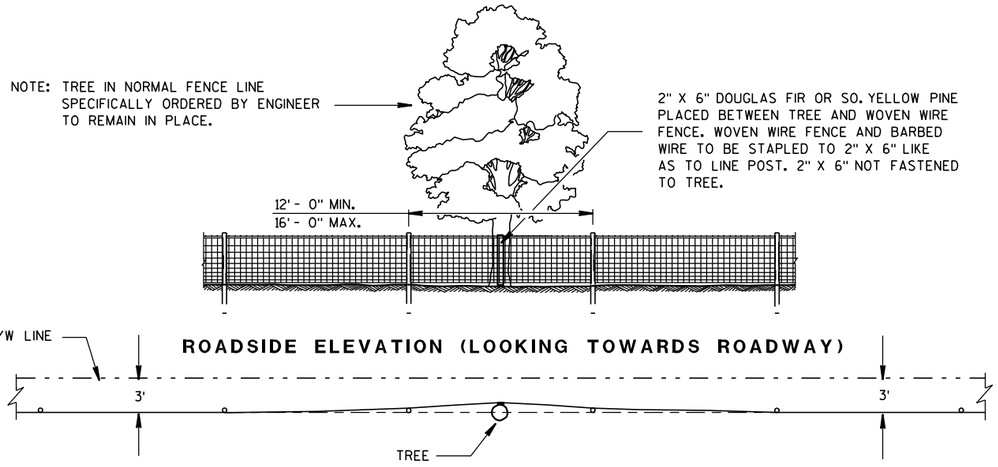
FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

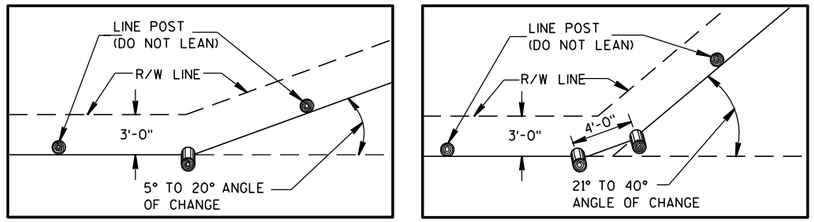
6

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



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



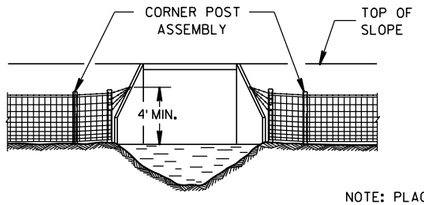
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

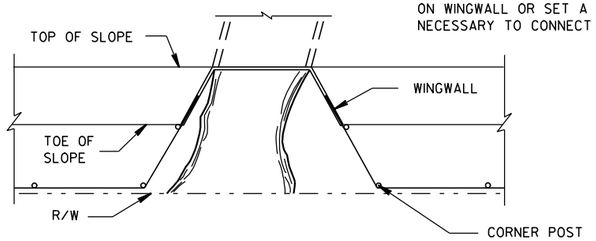
RIGHT OF WAY LINE CHANGE 40° AND LESS

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.

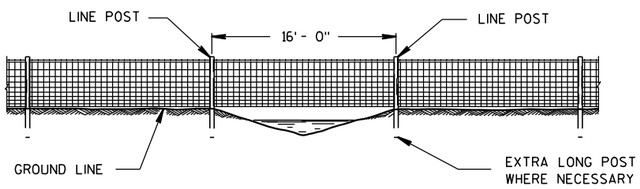
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



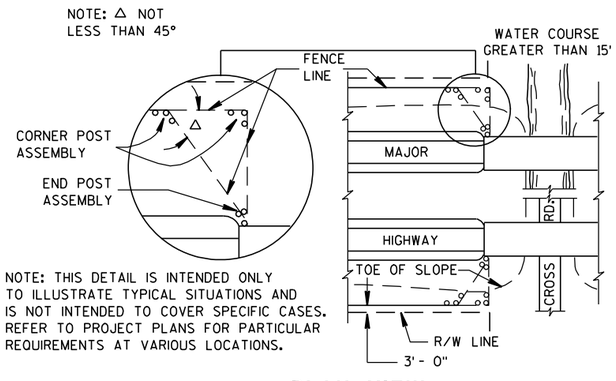
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



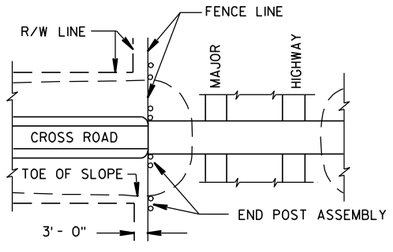
FENCE INSTALLATION TO WINGWALLS



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



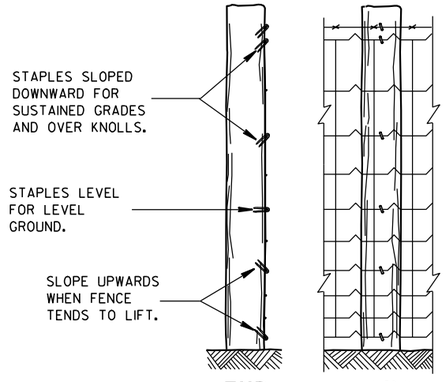
PLAN VIEW
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW
MAJOR HIGHWAY UNDERPASS

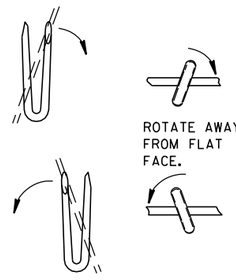
FENCE LOCATION AT STRUCTURES

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



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL



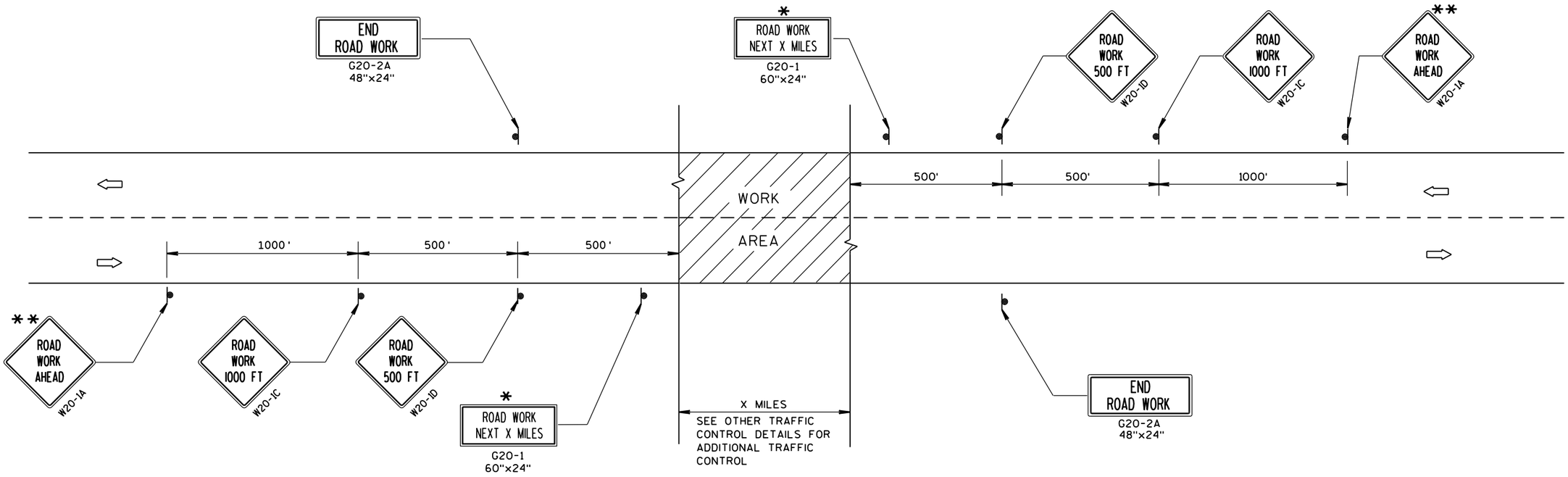
LINE POST

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008 — DATE
/S/ Jerry H. ---- — ROADWAY STANDARDS ENGINEER
247
FHWA

6
S.D.D. 15 B 1-8b



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.

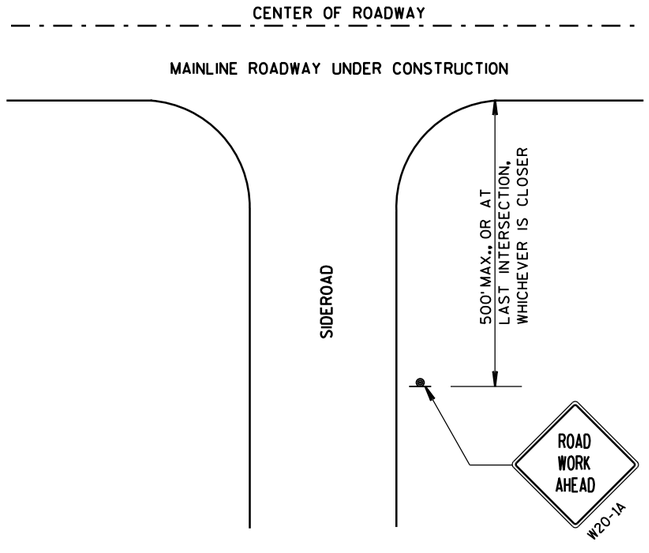
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

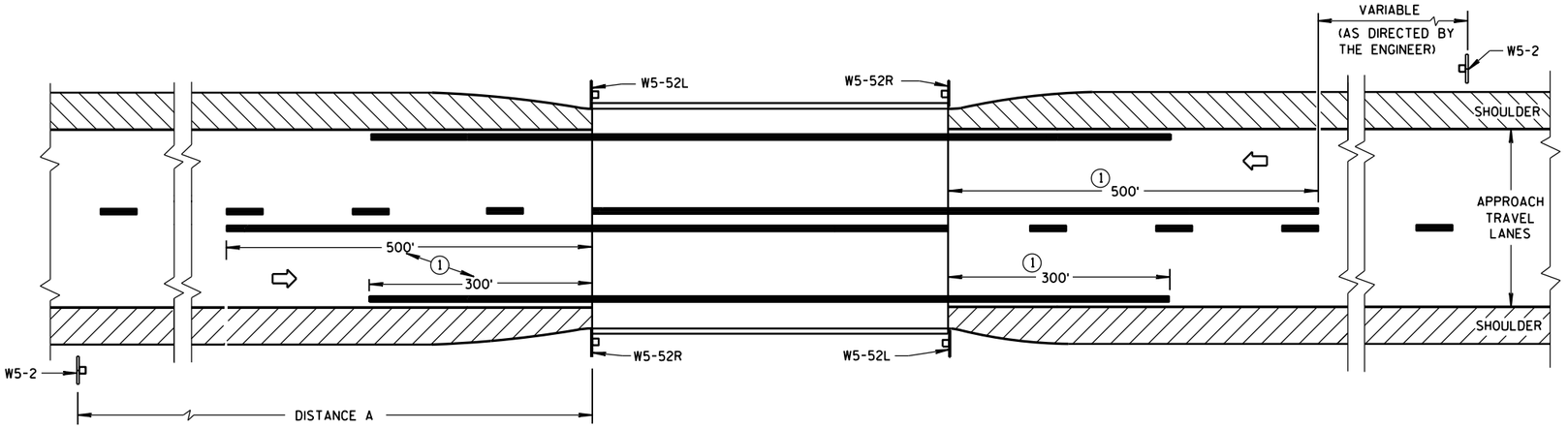
APPROVED

Sept. 2015	/S/ Peter Amakobe Atepe
DATE	STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA

6

S.D.D. 15 C 4-3



GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PAVEMENT MARKING SHOWN ON THIS DRAWING IS NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. WHEN SPECIFIED, PAVEMENT MARKING SHALL CONFORM TO THIS DRAWING AND OTHER CONTRACT REQUIREMENTS.

(1) MINIMUM DISTANCE UNLESS OTHERWISE SHOWN ON THE PLAN.

(2) FACE OF OBJECT MARKERS W5-52R, AND W5-52L SHALL BE COVERED WITH TYPE F REFLECTIVE SHEETING.

(3) LOCATE OBJECT MARKER POST(S) BEHIND GUARDRAIL WHEN PRESENT.

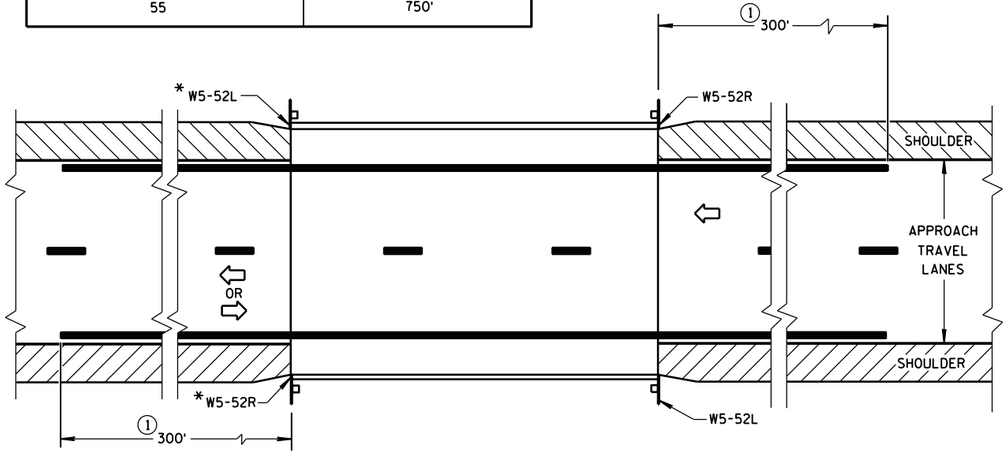
DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	750'

SITUATION 1

WARRANTING CRITERIA:

BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET

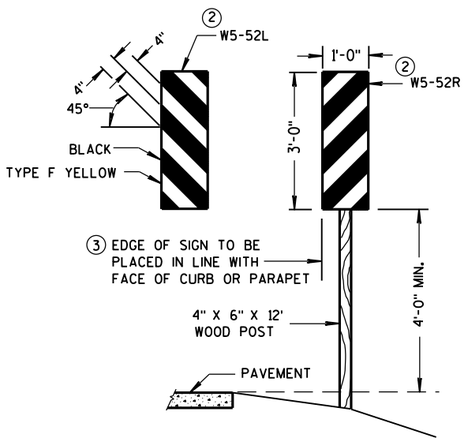


*OMIT ON ONE-WAY TRAVELLED WAYS

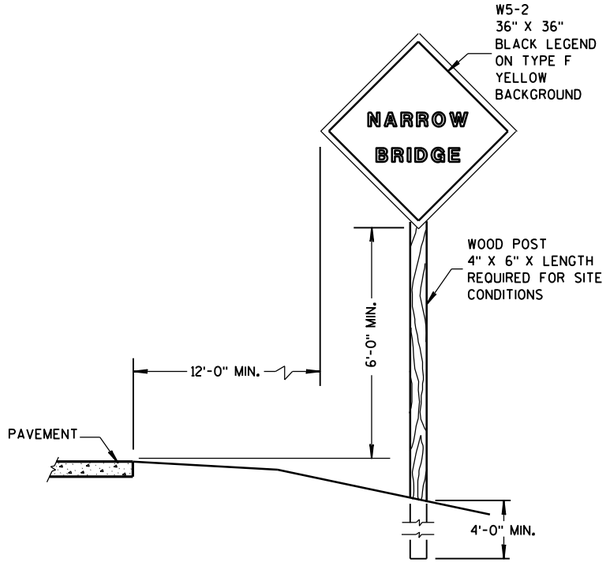
SITUATION 2

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS LESS THAN 6 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.



OBJECT MARKER PLACEMENT



SIGN PLACEMENT

SIGNING & MARKING
FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

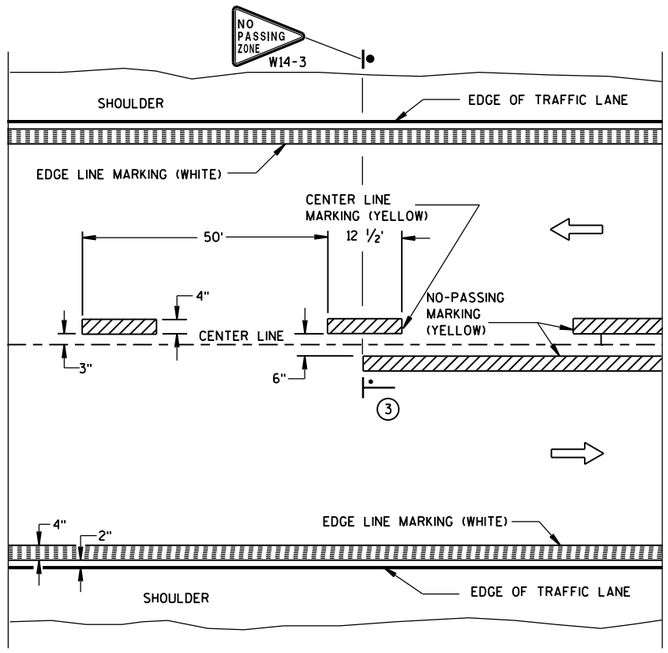
3-2014 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

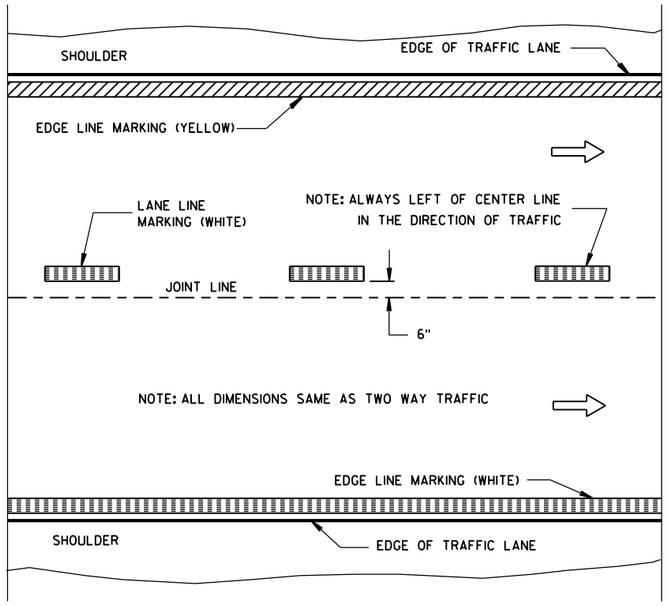
FHWA

6

S.D.D. 15 C 6-7

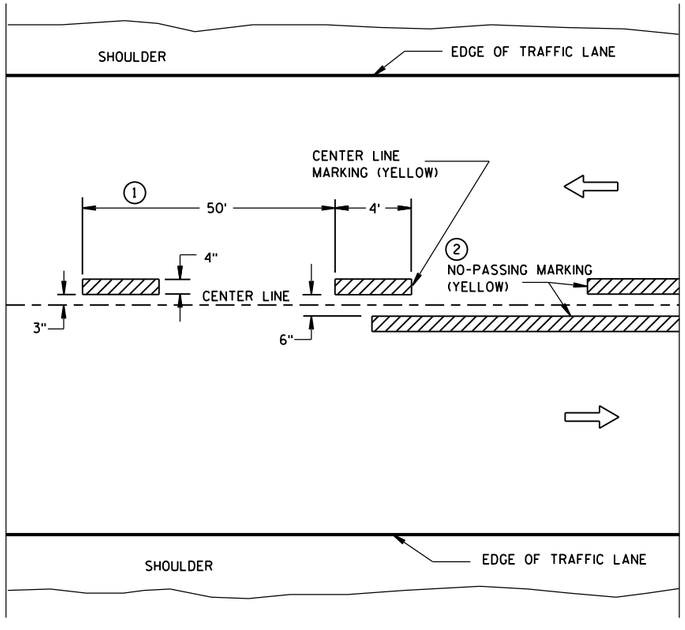


TWO WAY TRAFFIC

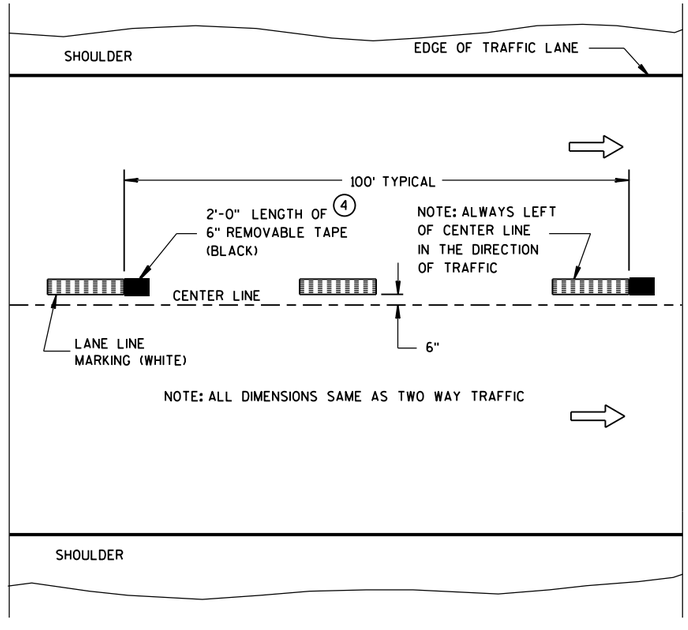


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

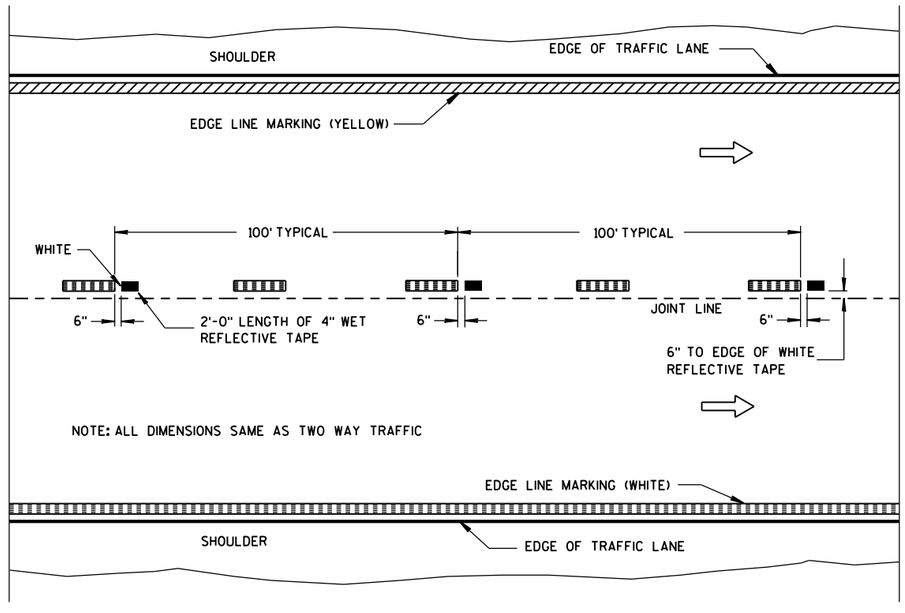
GENERAL NOTES

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

250

6

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

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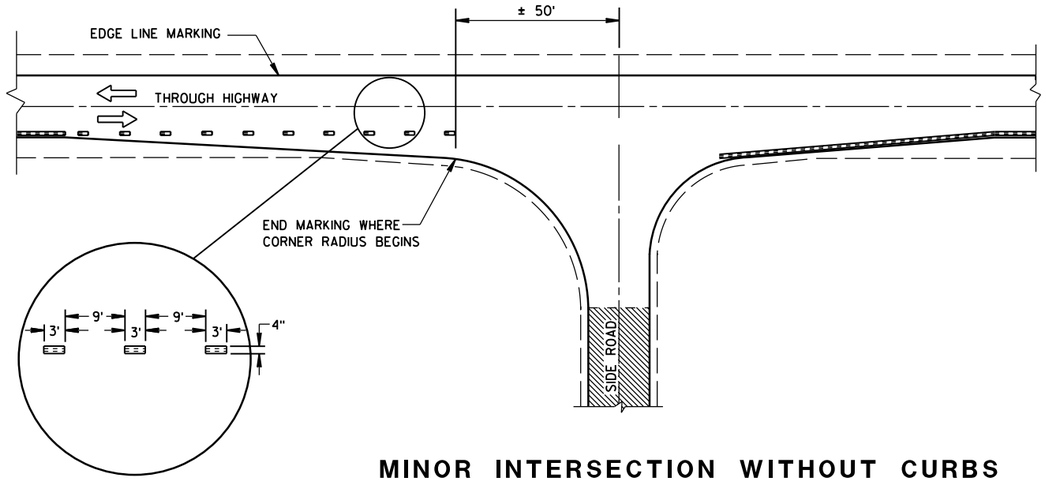
S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

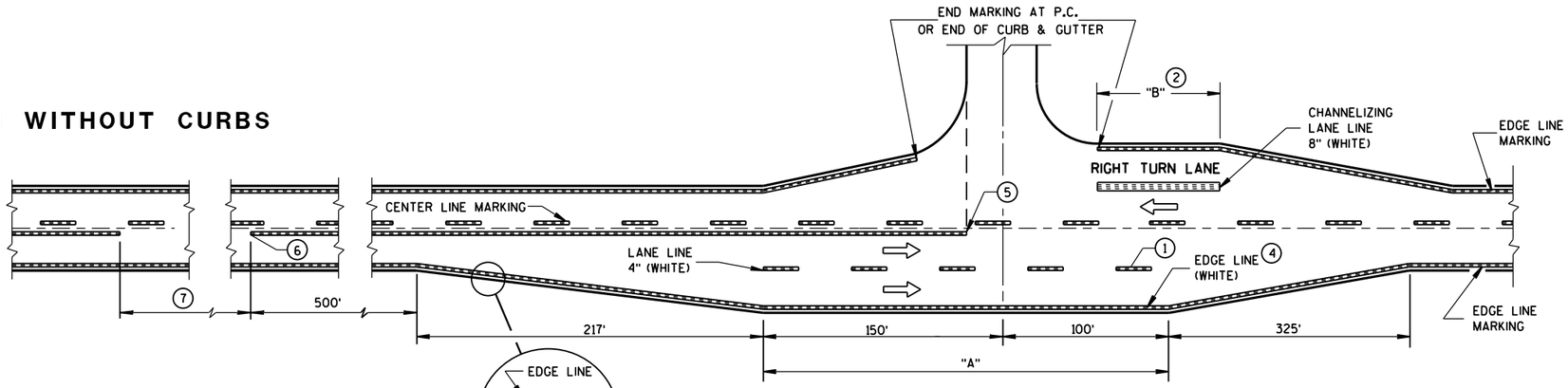
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

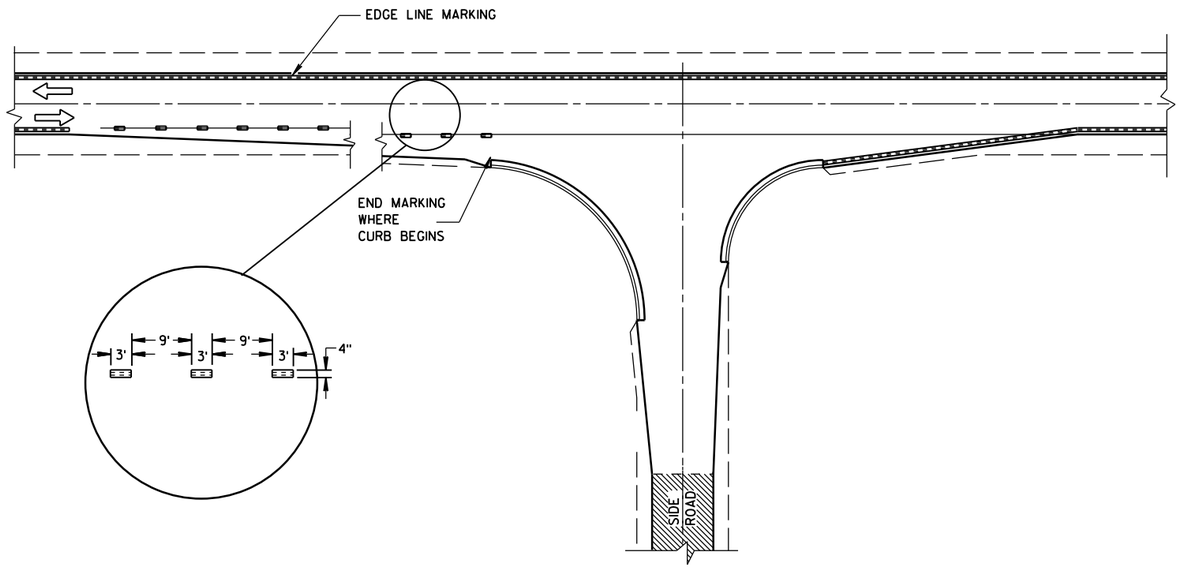
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



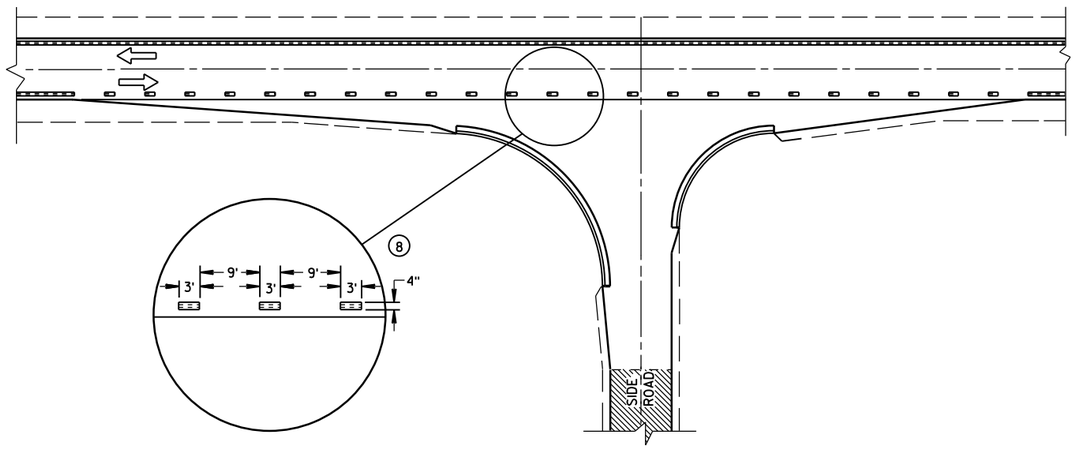
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 251

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

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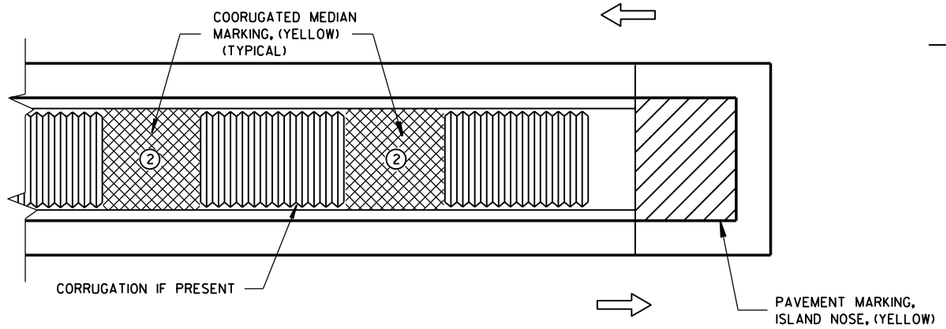
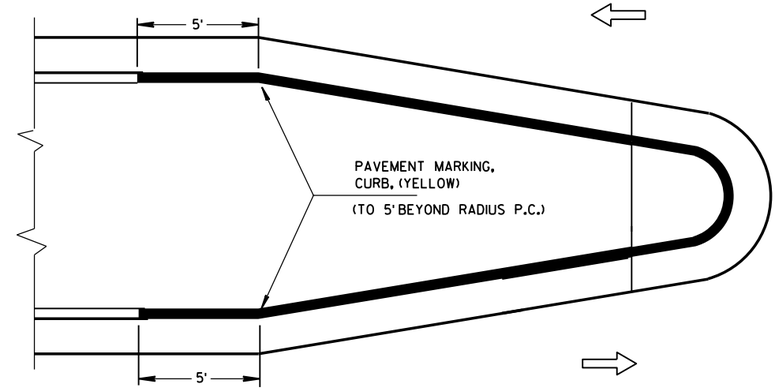
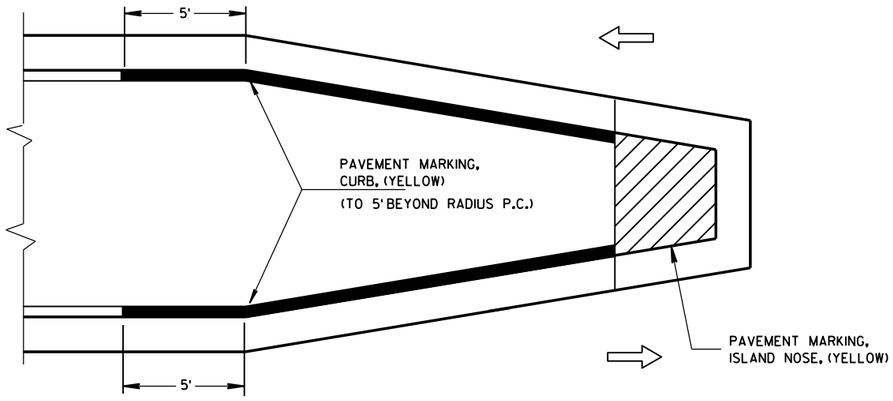
S.D.D. 15 C 8-16b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

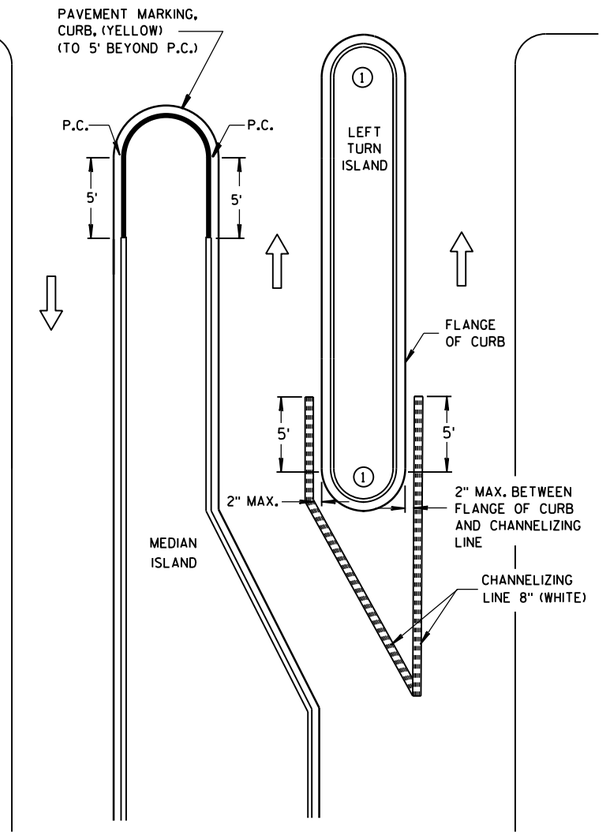


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

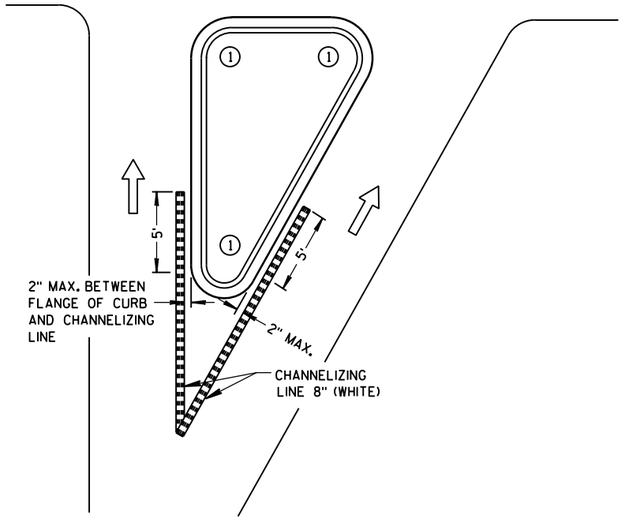


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

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

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

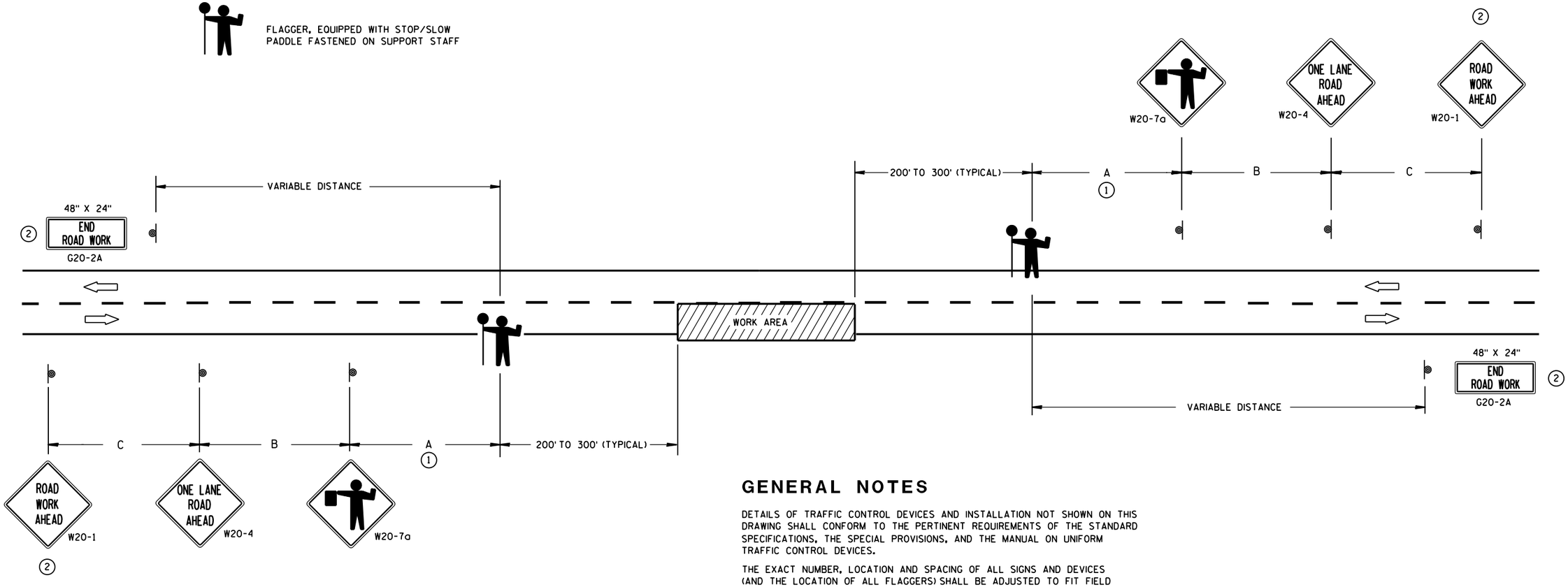
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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S.D.D. 15 C 12-4

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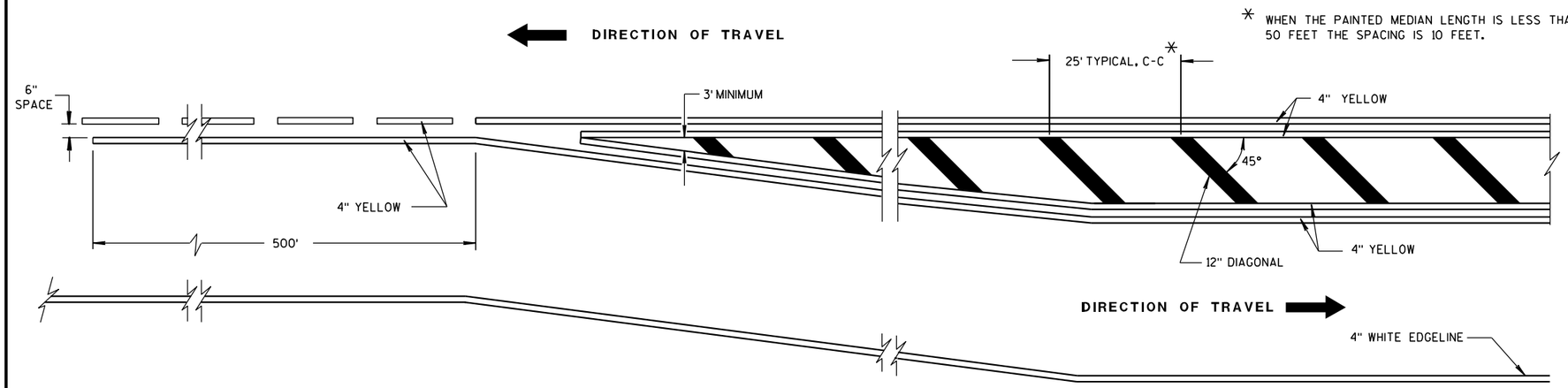
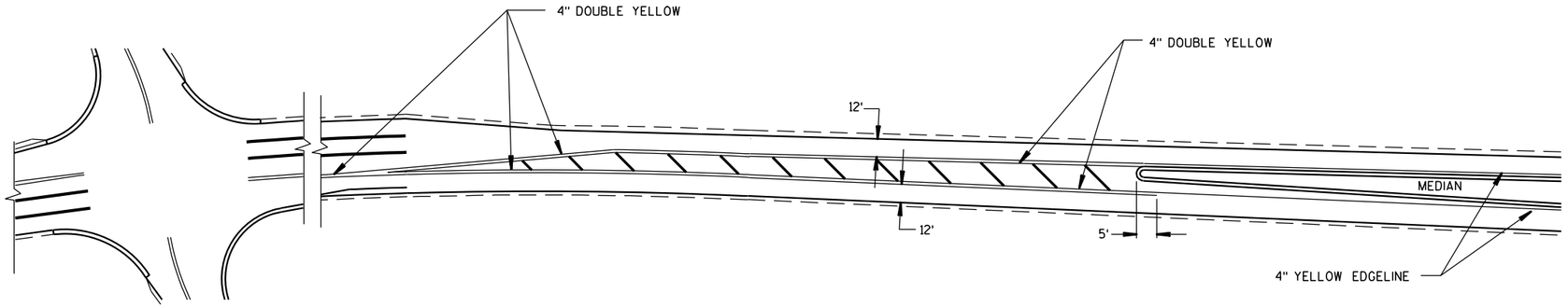
S.D.D. 15 C 12-4



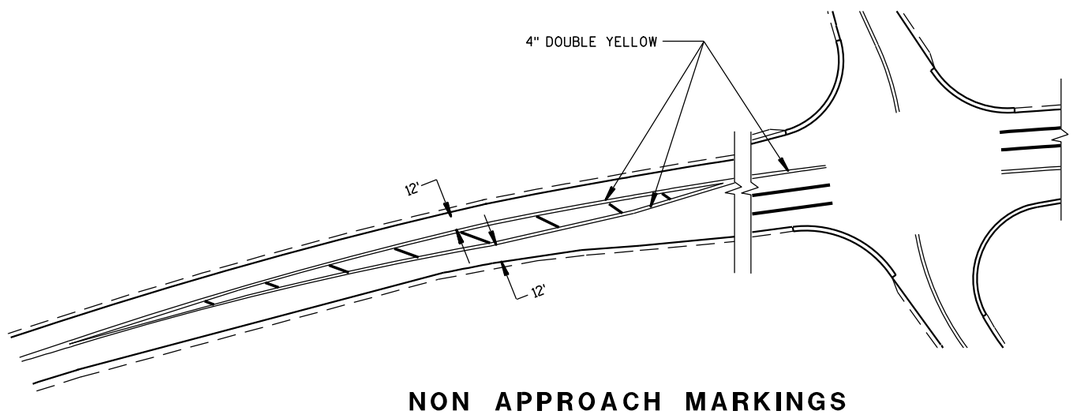
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER 254 IGN
FHWA	

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S.D.D. 15 C 18-3

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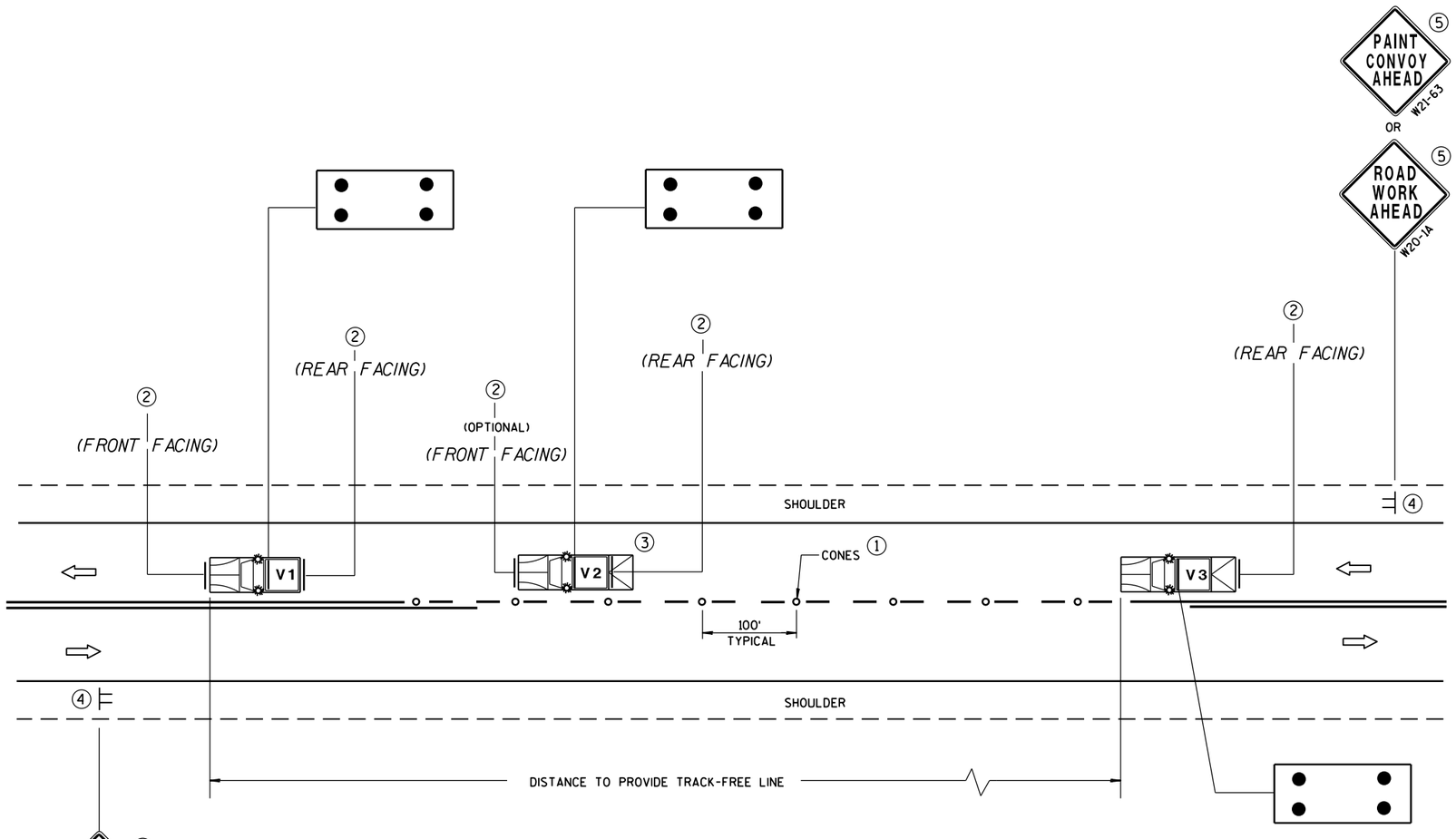
S.D.D. 15 C 18-3



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

- **V1** LEAD VEHICLE
- **V2** SHADOW VEHICLE
- **V3** TRAIL VEHICLE WITH TMA
- **TMA** TRUCK-MOUNTED ATTENUATOR
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- CONES
- FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATION
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER

DATE

FHWA

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S.D.D. 15 C 19-3a

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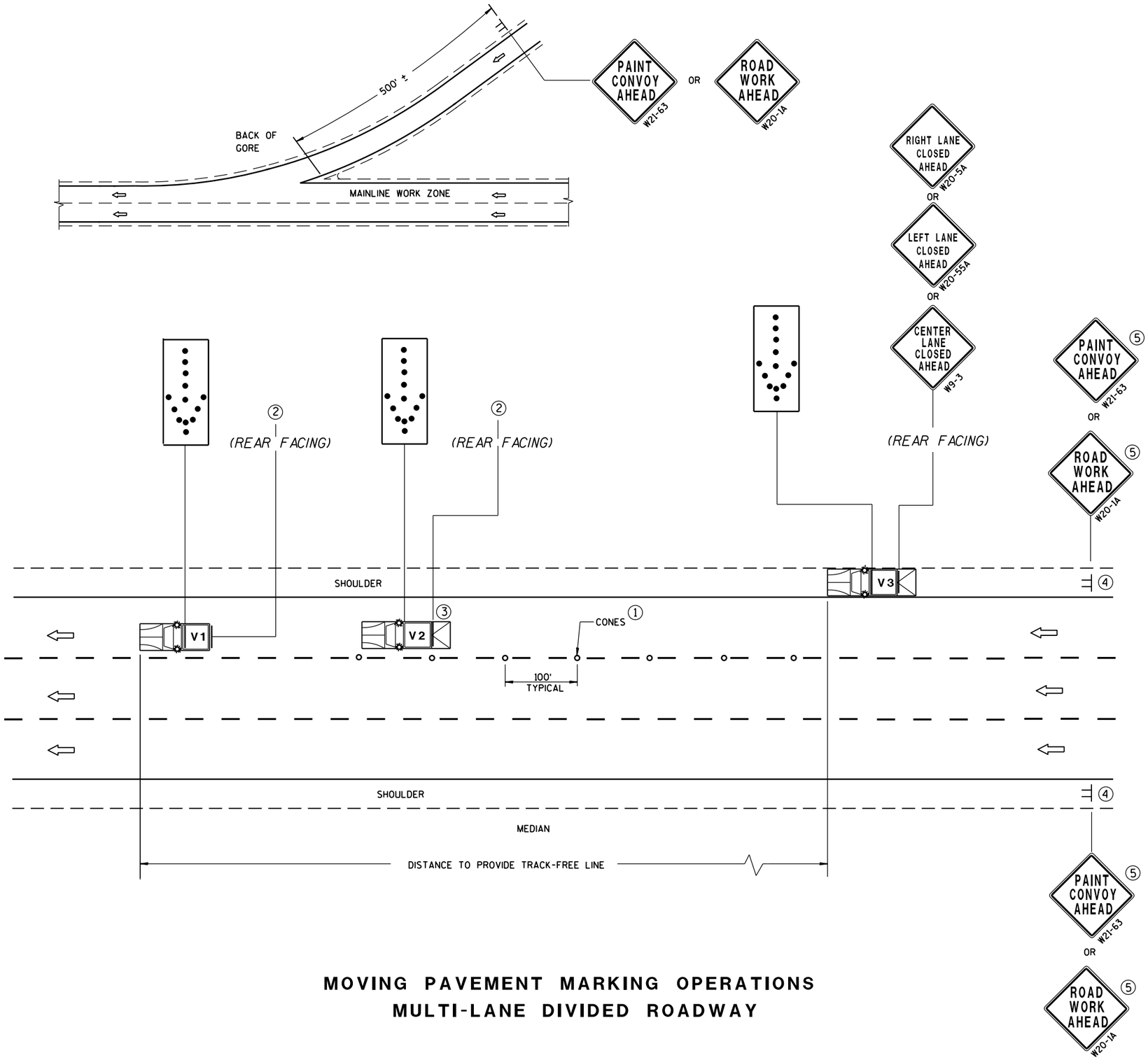
S.D.D. 15 C 19-3a



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

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S.D.D. 15 C 19-3c

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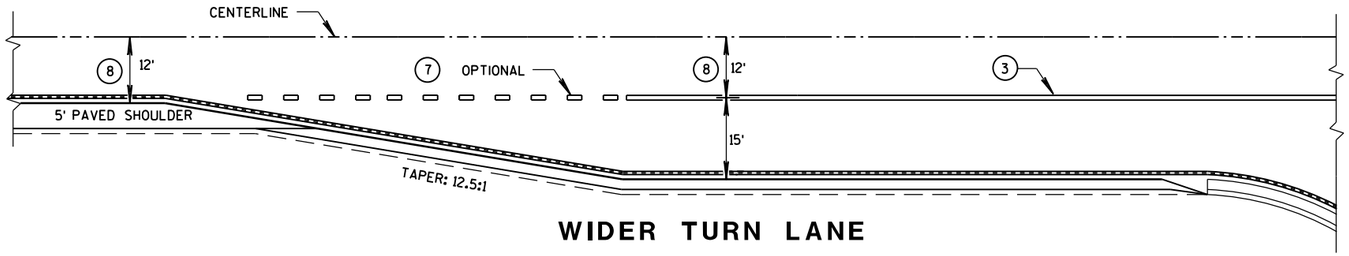
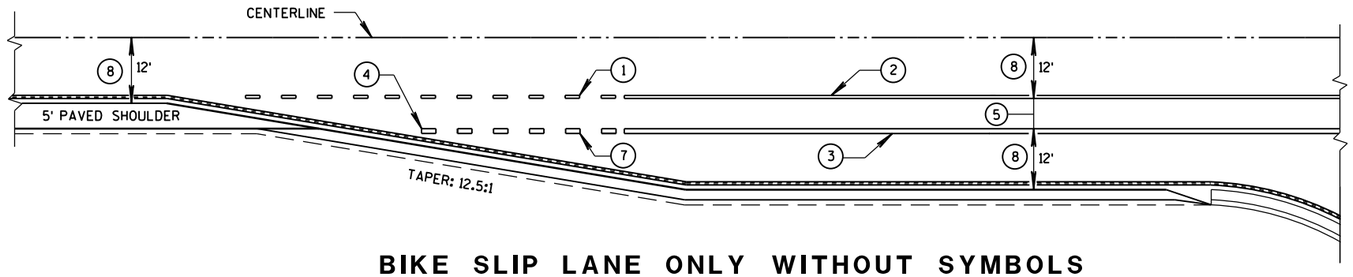
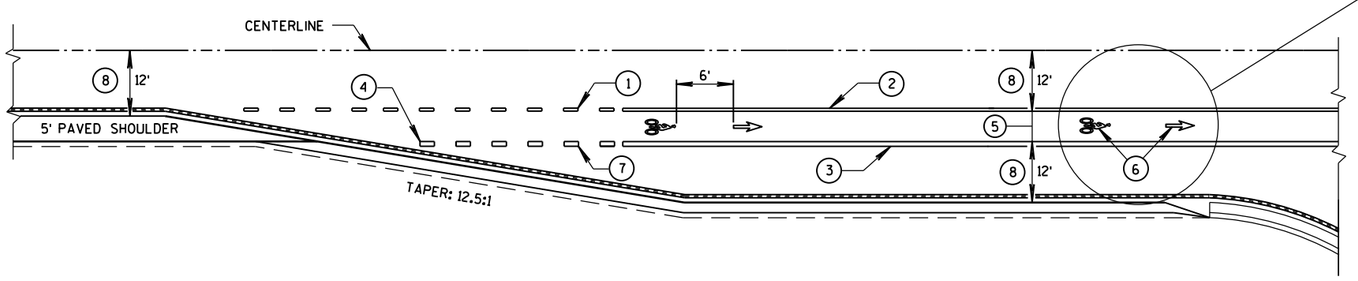
S.D.D. 15 C 19-3c



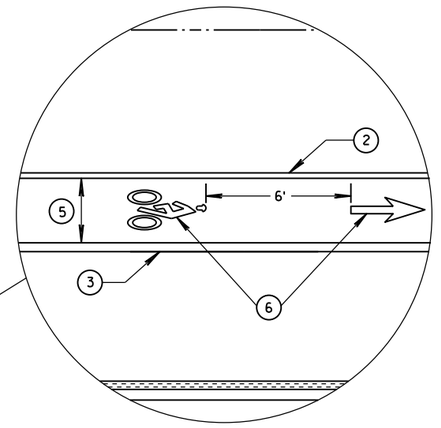
WIDER TURN LANE



BIKE SLIP LANE ONLY WITHOUT SYMBOLS



BIKE LANE WITH SYMBOLS



GENERAL NOTES

1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMMODATION FOR CONCRETE PAVEMENT IS 5' WIDE. BIKE ACCOMMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4', 5' AT ≥ 45 MPH.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.

6

S.D.D. 15 C 29-3a

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

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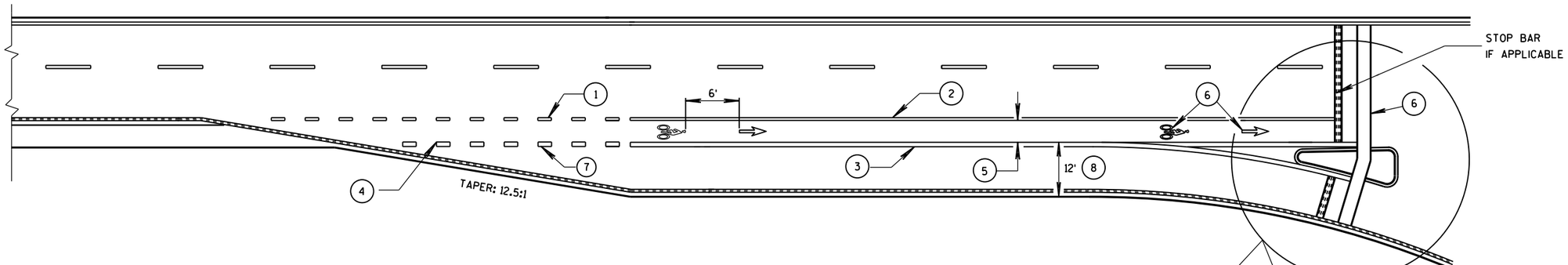
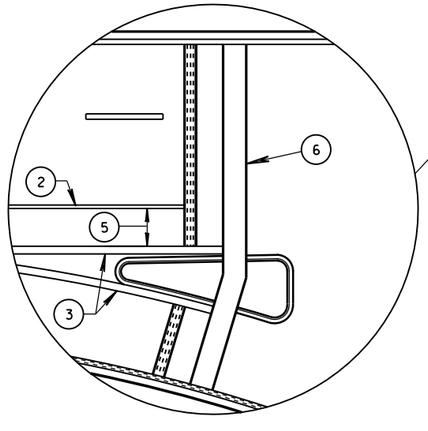
S.D.D. 15 C 29-3a

GENERAL NOTES

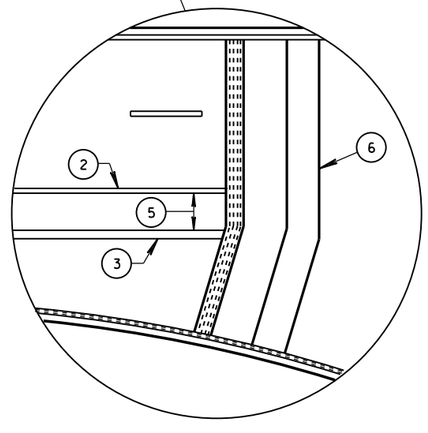
1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. 5' TYPICAL.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.



BIKE LANE - 4-LANE DIVIDED WITH RIGHT TURN LANE



4 LANE DIVIDED WITH ISLAND



4 LANE DIVIDED WITHOUT ISLAND

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 15 C 29-3b

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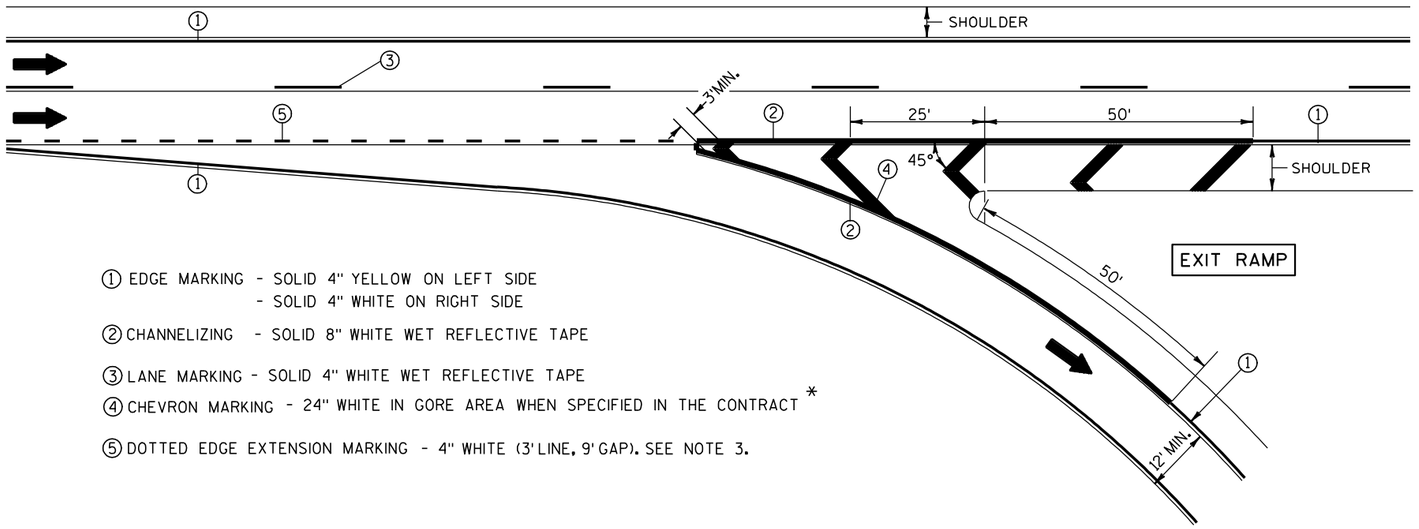
S.D.D. 15 C 29-3b



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

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

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

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

NOTES:

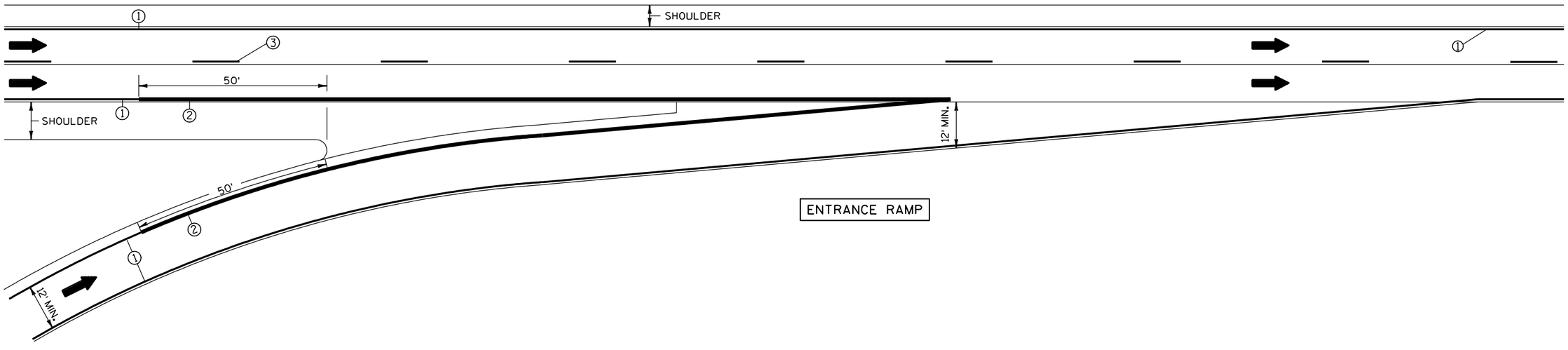
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

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

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

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



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

PAVEMENT MARKING
(RAMPS AND GORES)

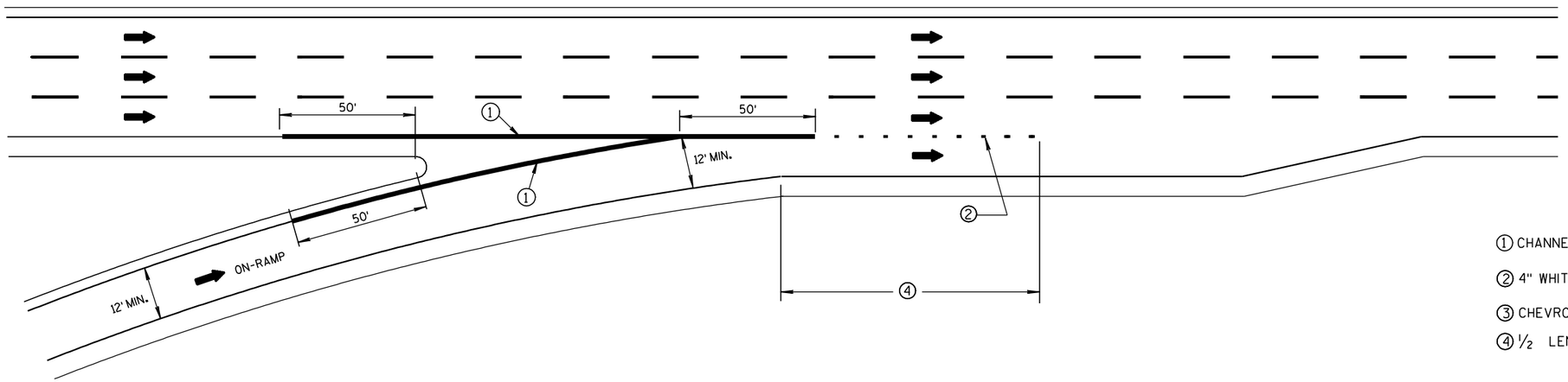
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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

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.



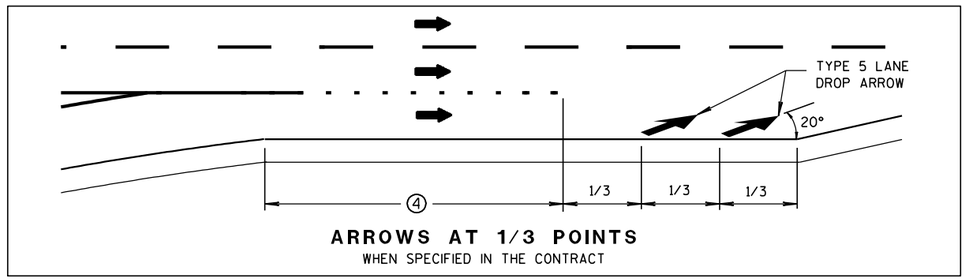
① CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN GORE AREA.

② 4" WHITE (3' LINE, 9' GAP).

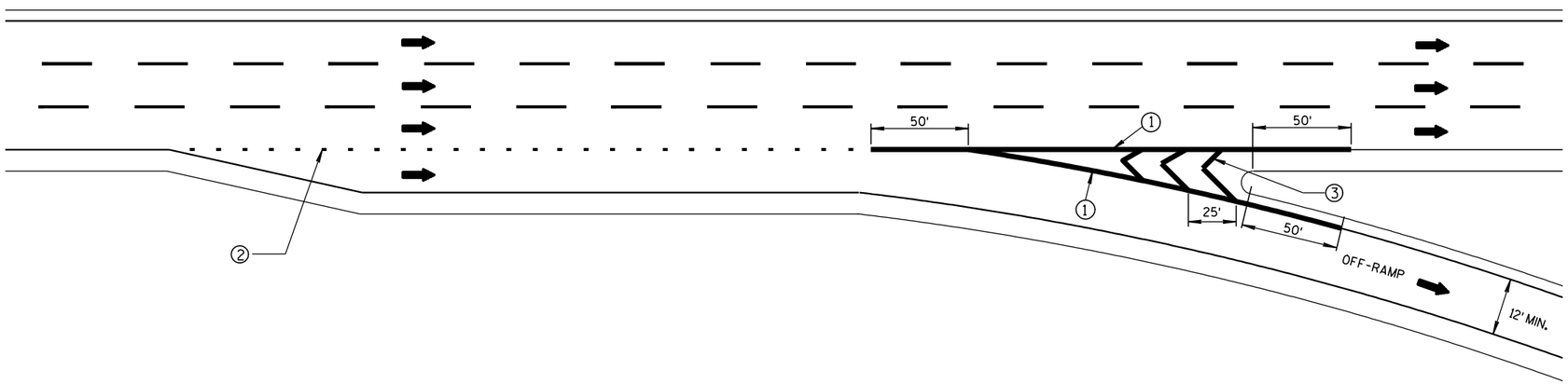
③ CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT.

④ 1/2 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 260 SIGN
FHWA

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

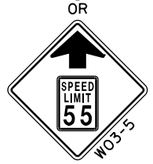
L, TAPER LENGTH (MPH)									
SPEED (MPH)	W, LATERAL OFFSET (FT)								
	10	11	12	13	14	15	16	17	18
45	450	495	540	585	630	675	720	765	810
50	500	550	600	650	700	750	800	850	900
55	550	605	660	715	770	825	880	935	990
60	600	660	720	780	840	900	960	1020	1080
65	650	715	780	845	910	975	1040	1105	1170
70	700	770	840	910	980	1050	1120	1190	1260

W12-52P 42"x36" EACH LANE

OR

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).

OR



LOCATED 2600 FEET IN ADVANCE OF R2-1 SIGN AND 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.

OR

R2-1 48"x60" (BLACK AND WHITE) LOCATED 500 FEET BEYOND W20-5G SIGN.

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.

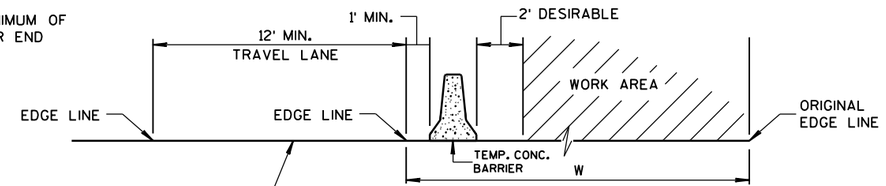
(1) CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUM TAPER.

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.

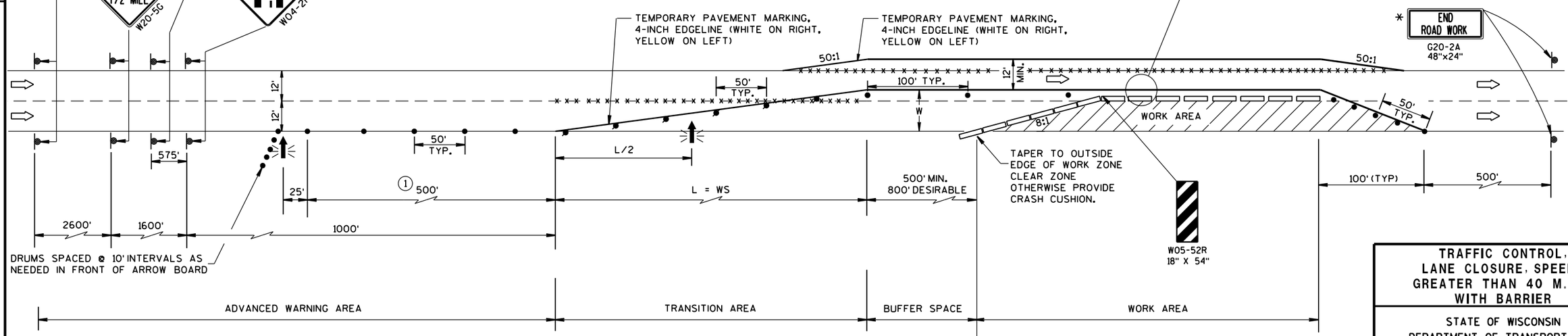
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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 March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZOI SAFETY ENGIN IC
FHWA

6

S.D.D. 15 D 3-3

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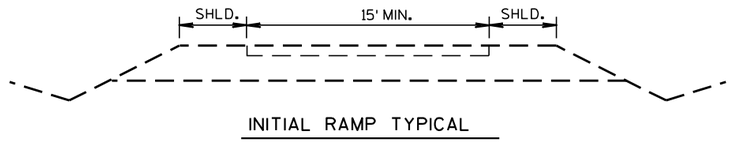
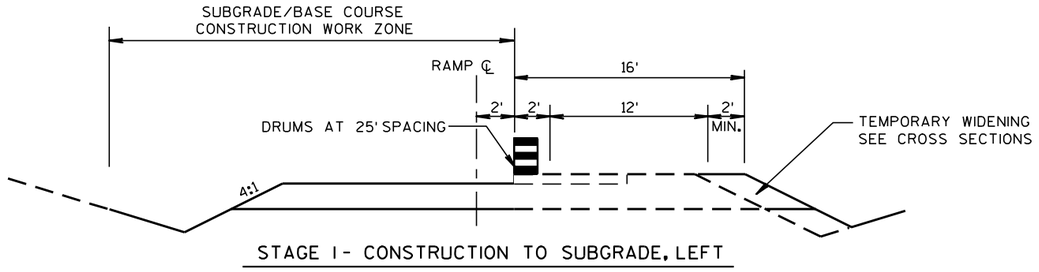
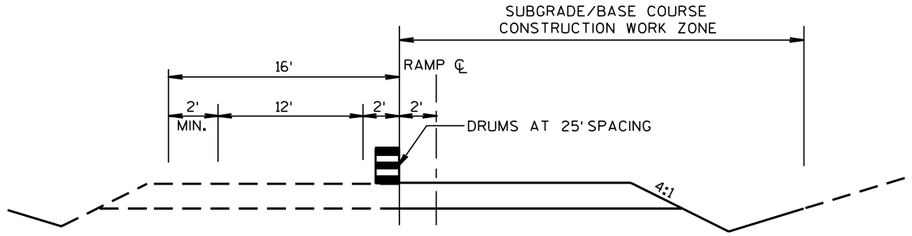
S.D.D. 15 D 3-3



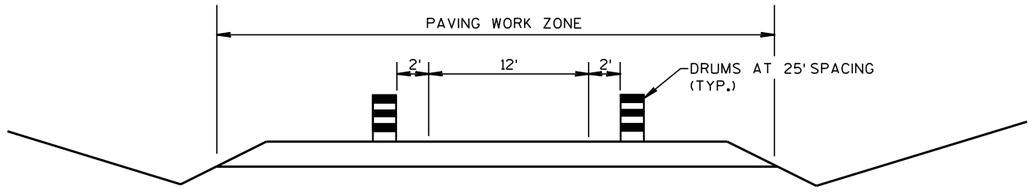
INITIAL RAMP TYPICAL



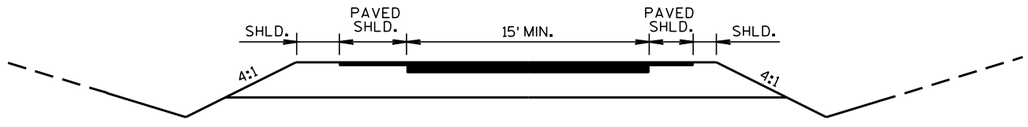
STAGE I - CONSTRUCTION TO SUBGRADE, LEFT



STAGE II - CONSTRUCTION TO SUBGRADE, RIGHT



STAGE III - TRAFFIC ON BASE COURSE



STAGE IV - PAVING

GENERAL NOTES :

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

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

TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-94
DATE

/S/ Chester J. [illegible]
DIRECTOR, OFFICE [illegible]

FHWA

6

S.D.D. 15 D 4-1

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

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

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

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

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

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

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

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

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

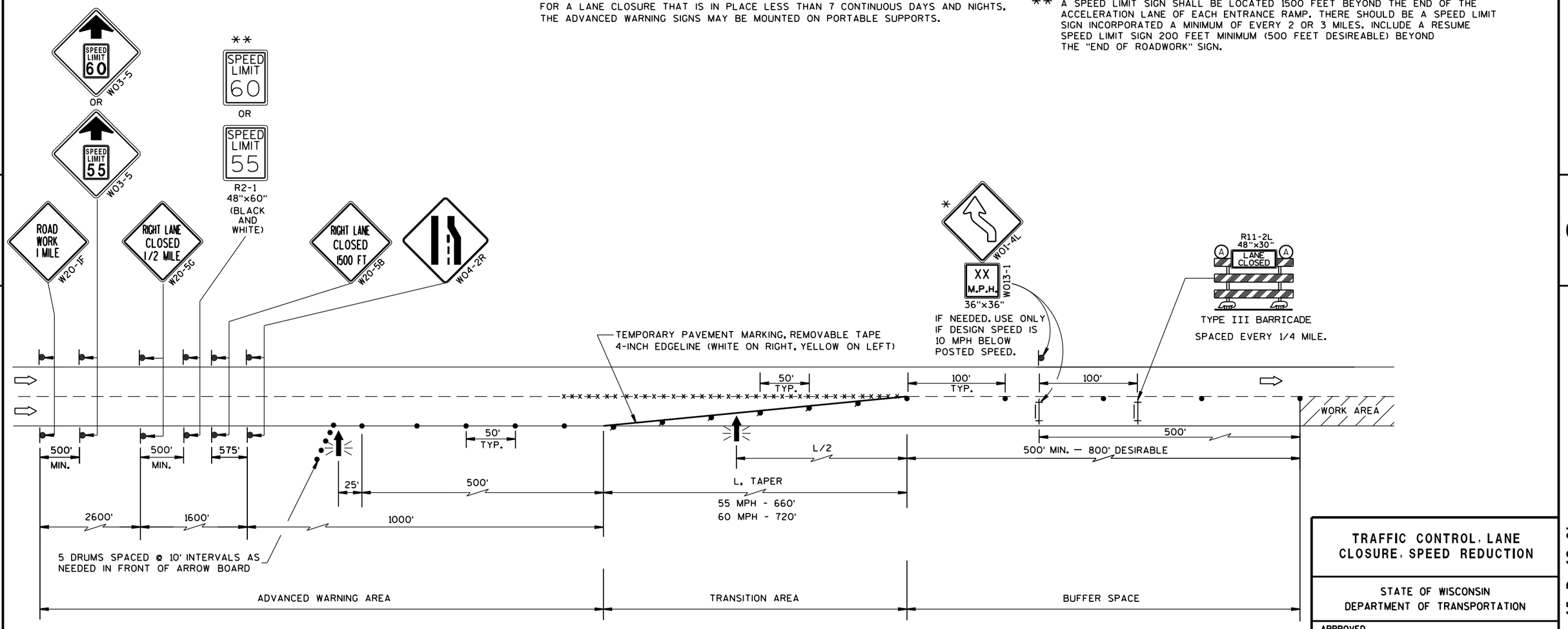
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



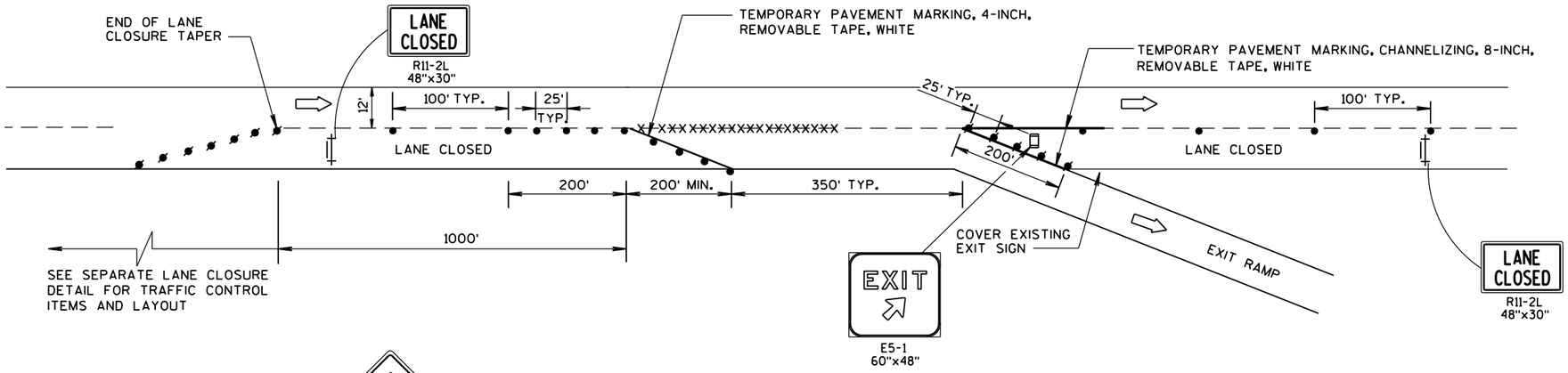
TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

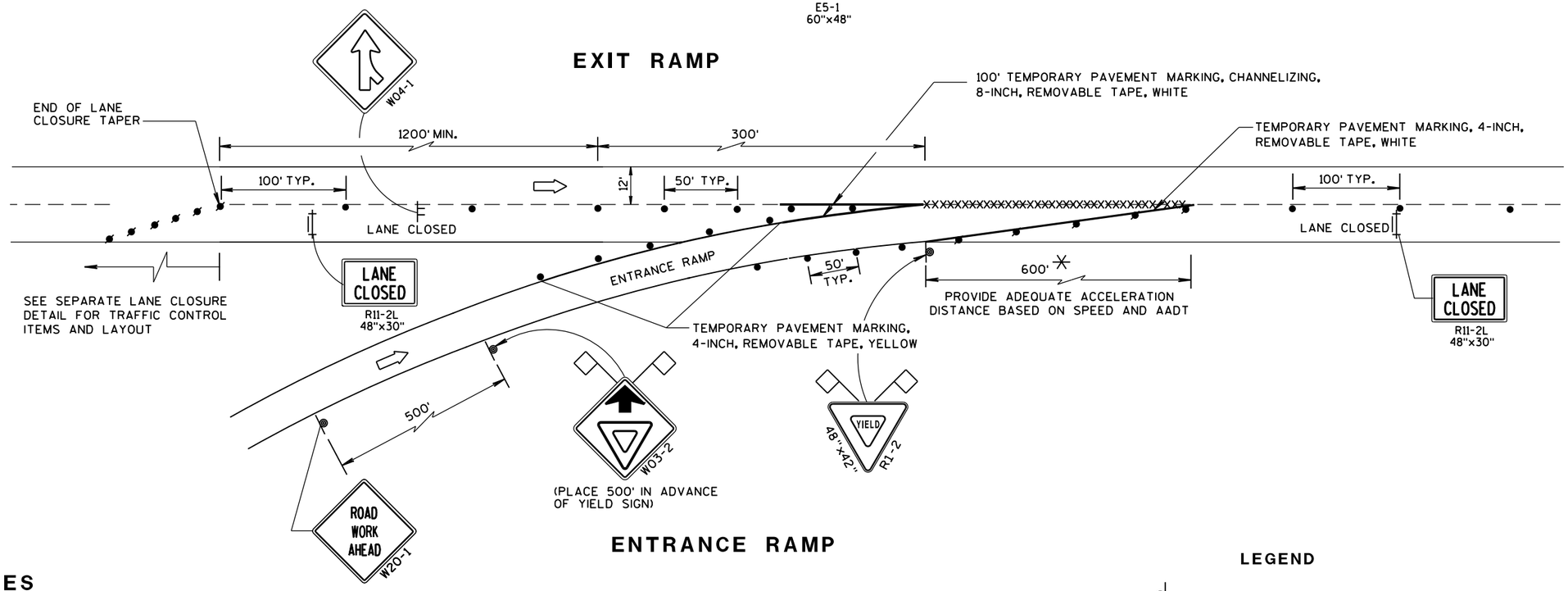
APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 D 12-6b



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

S.D.D. 15 D 15-2

S.D.D. 15 D 15-2

LEGEND

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

GENERAL NOTES

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

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

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

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

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

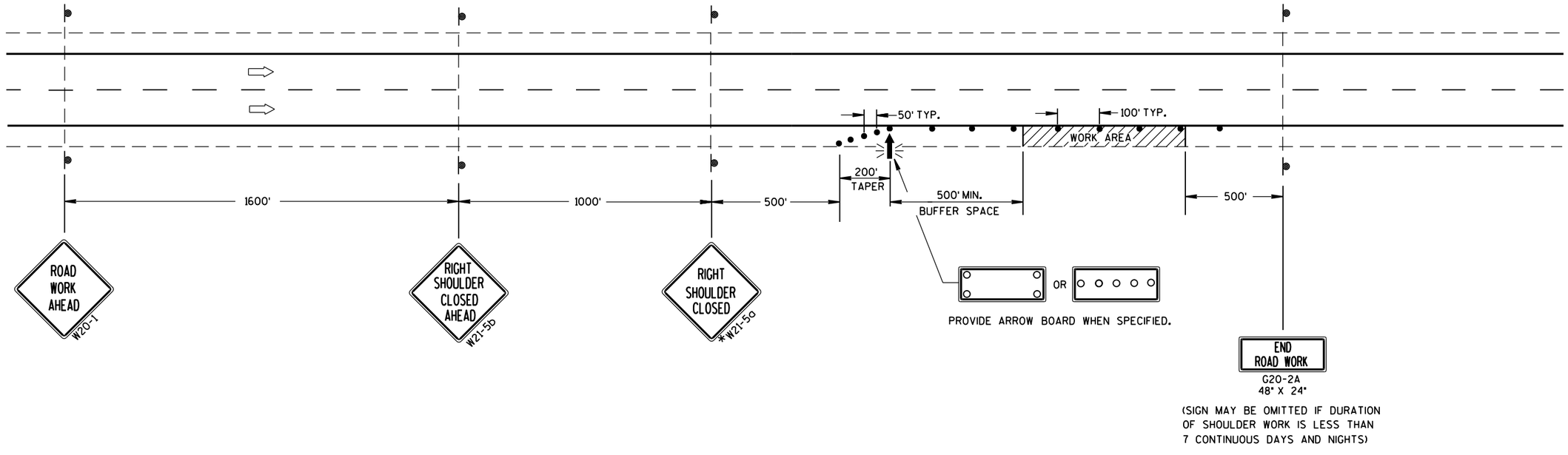
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 D 27-2

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

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

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

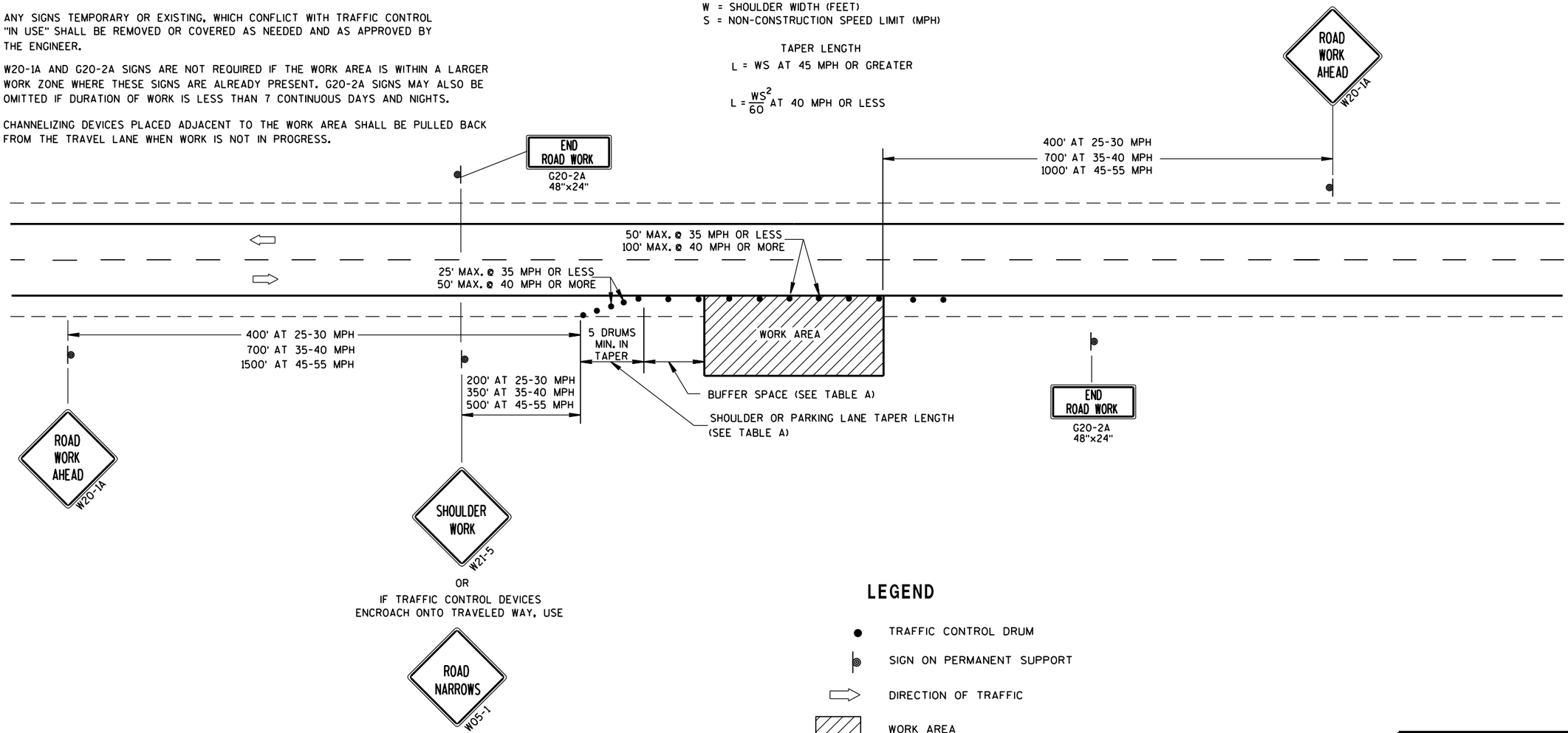
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

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

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] FIC

FHWA

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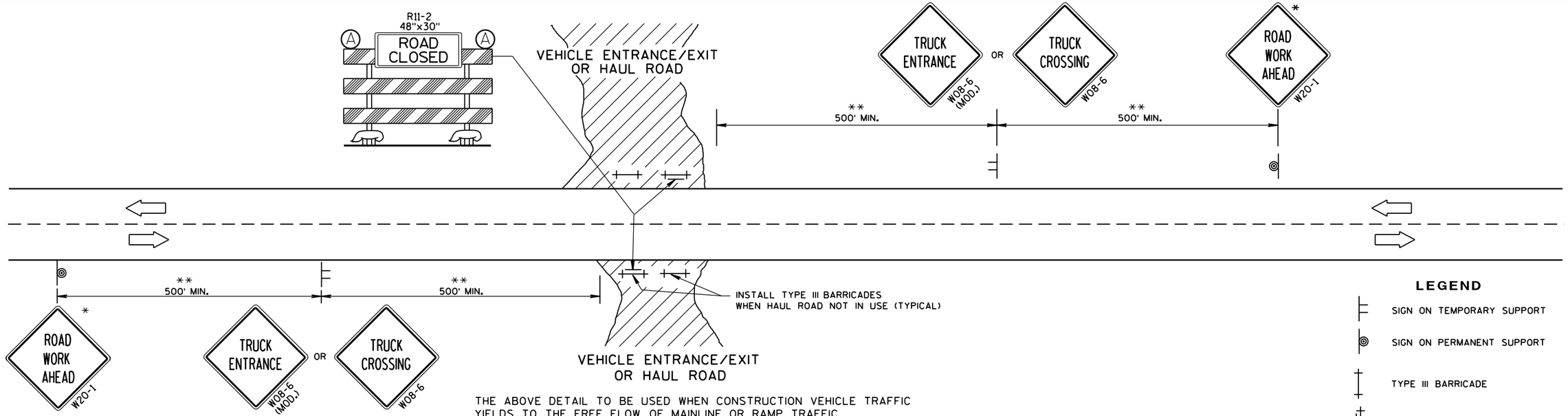
S.D.D. 15 D 28-3



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

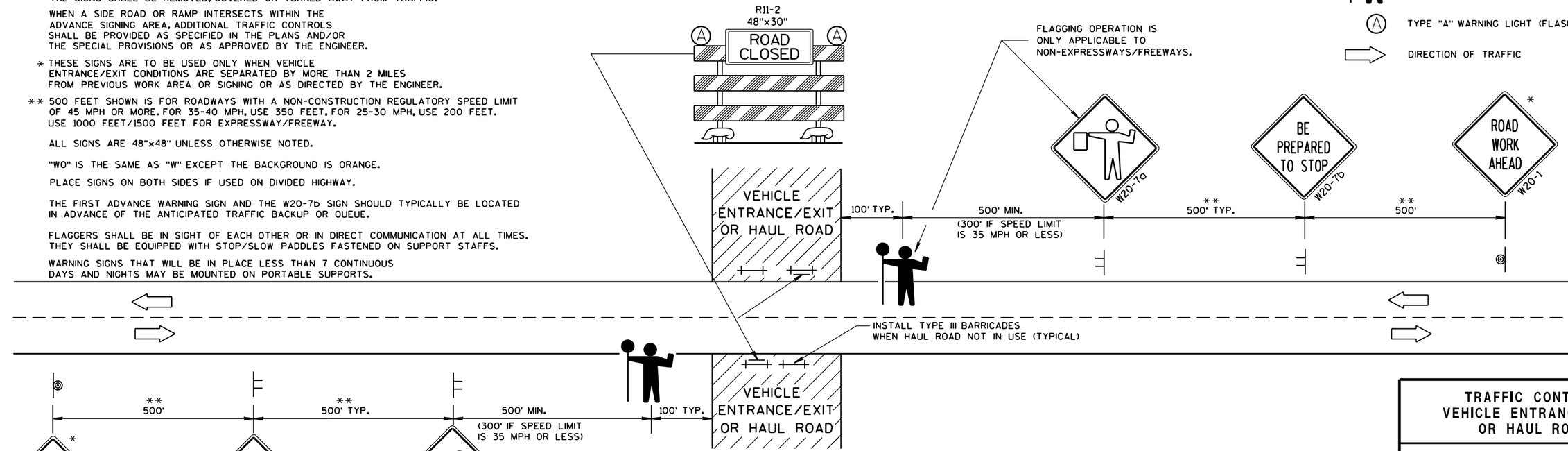
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

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



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

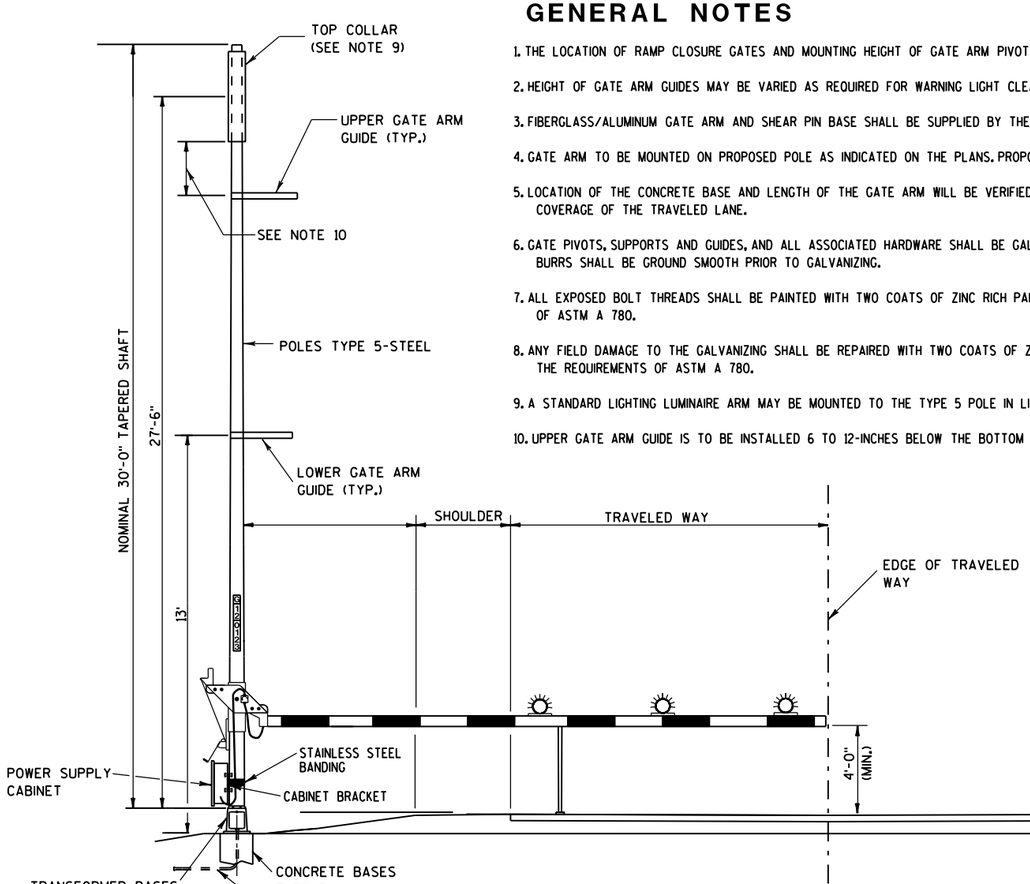
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
IGN
FHWA

6

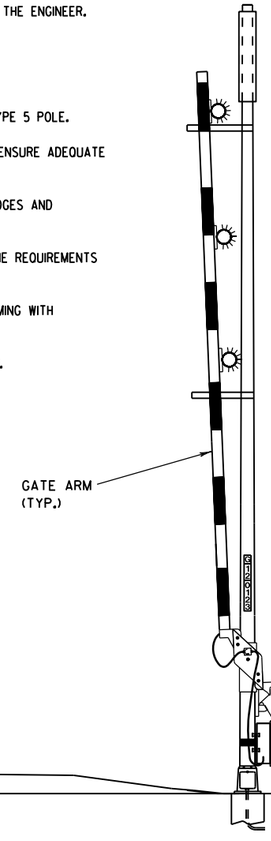
S.D.D. 15 D 29-3

GENERAL NOTES

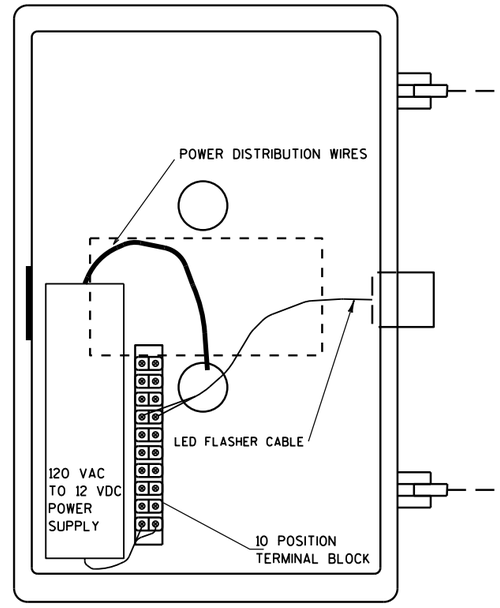
1. THE LOCATION OF RAMP CLOSURE GATES AND MOUNTING HEIGHT OF GATE ARM PIVOT SHALL BE VERIFIED BY THE ENGINEER.
2. HEIGHT OF GATE ARM GUIDES MAY BE VARIED AS REQUIRED FOR WARNING LIGHT CLEARANCE.
3. FIBERGLASS/ALUMINUM GATE ARM AND SHEAR PIN BASE SHALL BE SUPPLIED BY THE SAME VENDOR.
4. GATE ARM TO BE MOUNTED ON PROPOSED POLE AS INDICATED ON THE PLANS. PROPOSED POLE SHALL BE TYPE 5 POLE.
5. LOCATION OF THE CONCRETE BASE AND LENGTH OF THE GATE ARM WILL BE VERIFIED BY THE ENGINEER TO ENSURE ADEQUATE COVERAGE OF THE TRAVELED LANE.
6. GATE PIVOTS, SUPPORTS AND GUIDES, AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED. ALL ROUGH EDGES AND BURRS SHALL BE GROUND SMOOTH PRIOR TO GALVANIZING.
7. ALL EXPOSED BOLT THREADS SHALL BE PAINTED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
8. ANY FIELD DAMAGE TO THE GALVANIZING SHALL BE REPAIRED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
9. A STANDARD LIGHTING LUMINAIRE ARM MAY BE MOUNTED TO THE TYPE 5 POLE IN LIEU OF THE TOP COLLAR.
10. UPPER GATE ARM GUIDE IS TO BE INSTALLED 6 TO 12-INCHES BELOW THE BOTTOM OF THE TOP COLLAR.



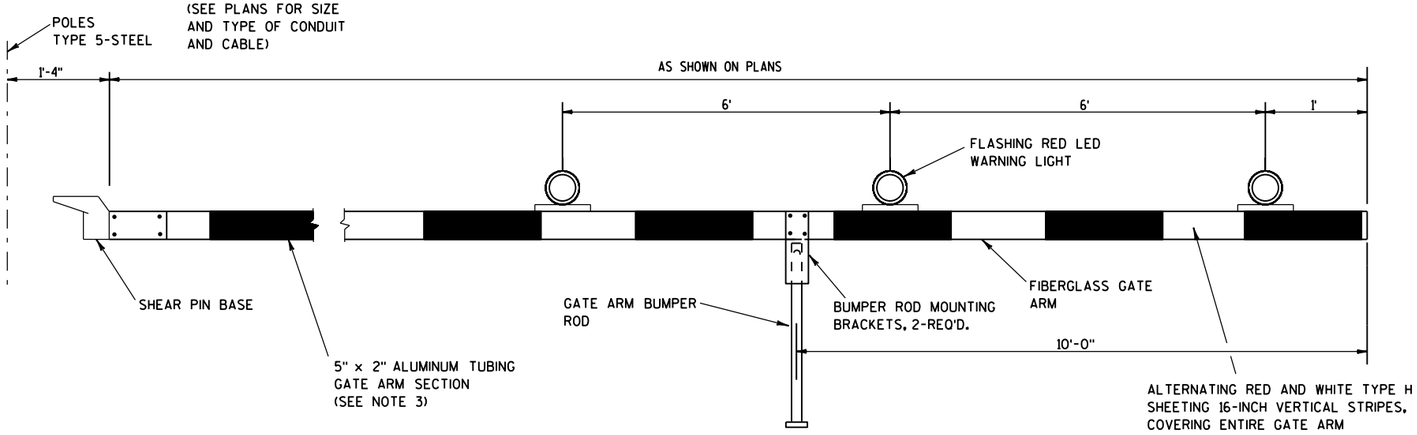
TYPICAL LOWERED POSITION



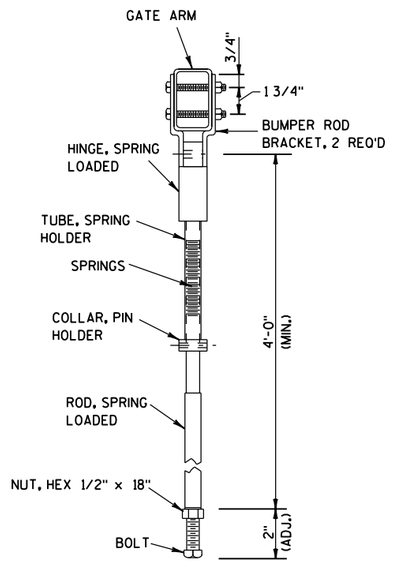
TYPICAL RAISED POSITION



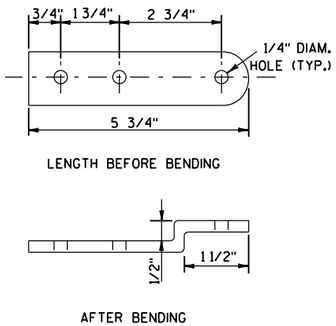
POWER SUPPLY CABINET



GATE DETAIL
(HARDWIRE POWER OPTION)



GATE ARM BUMPER ROD DETAIL

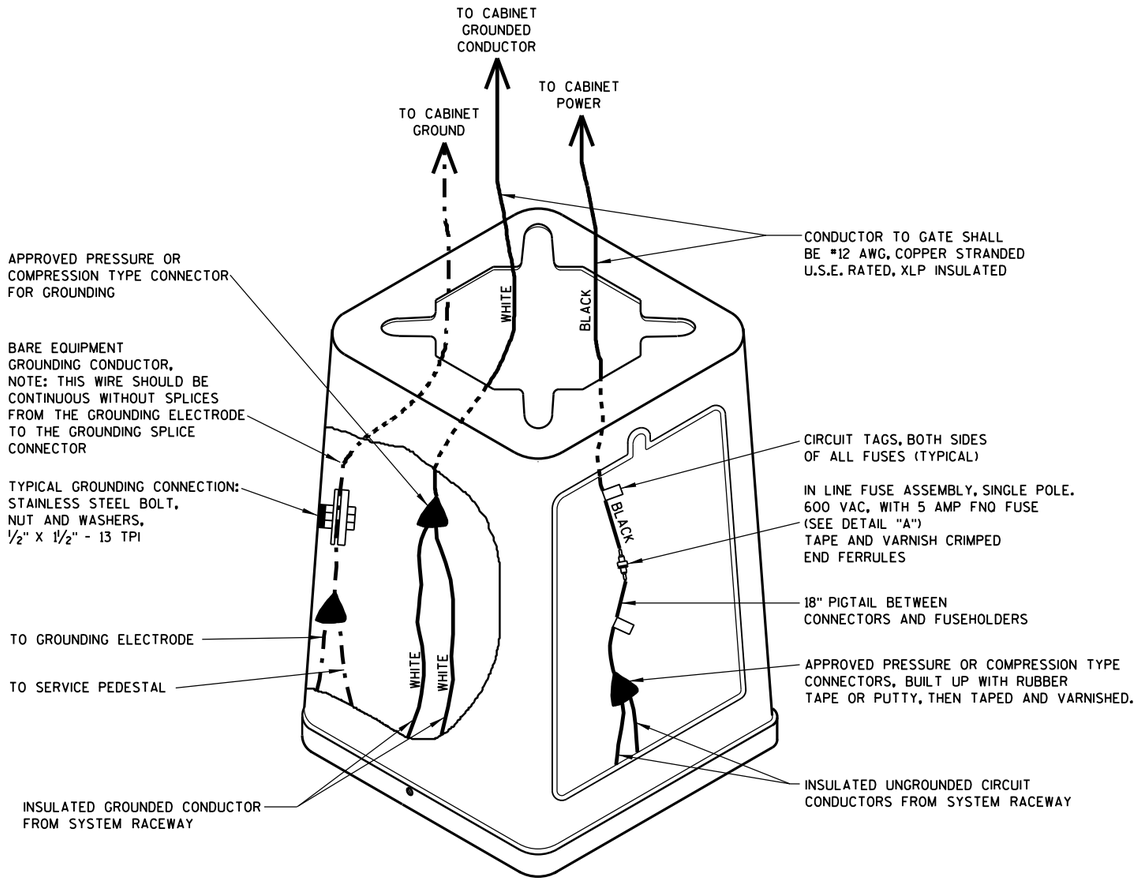


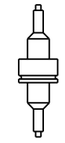
BUMPER ROD MOUNTING
BRACKET DETAIL

RAMP GATE
HARD WIRED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 15 D 35-2a





DETAIL "A"
SINGLE POLE

6

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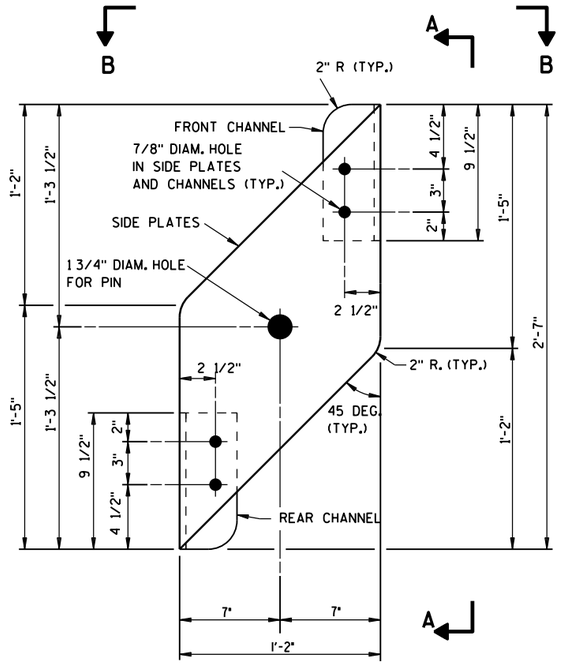
S.D.D. 15 D 35-2b

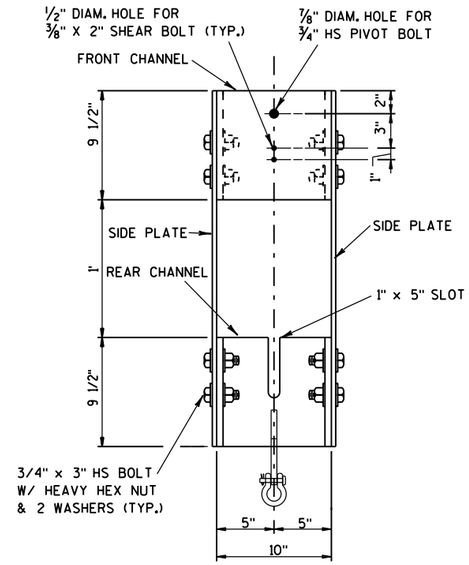
S.D.D. 15 D 35-2b

RAMP GATE
HARD WIRED

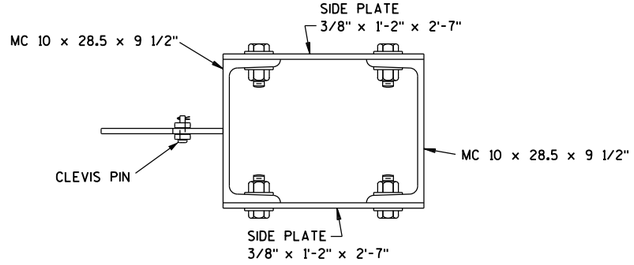
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR



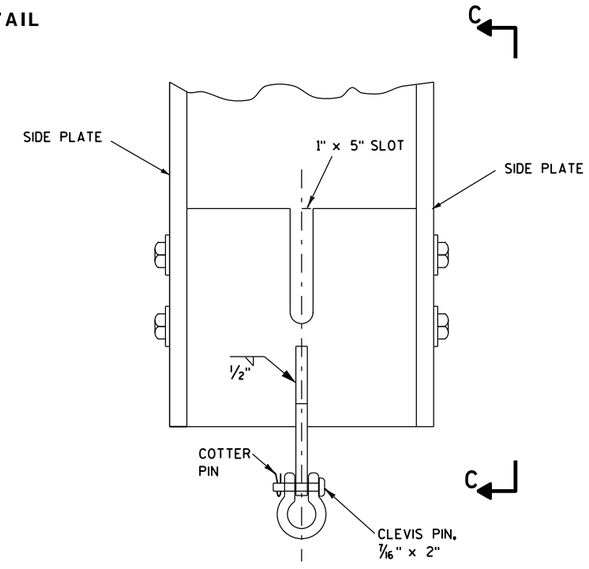
SIDE PLATE DETAIL



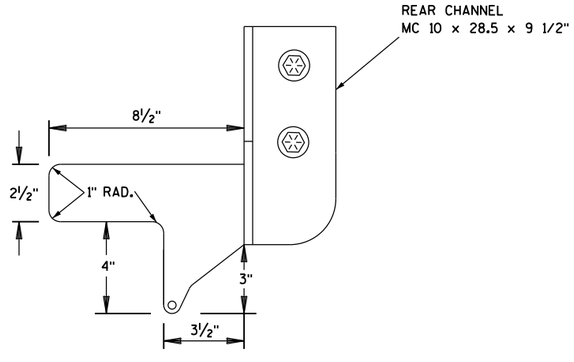
SECTION A-A



SECTION B-B



YOKE ASSEMBLY DETAIL



SECTION C-C

RAMP GATE
HARD WIRED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 D 35-2c

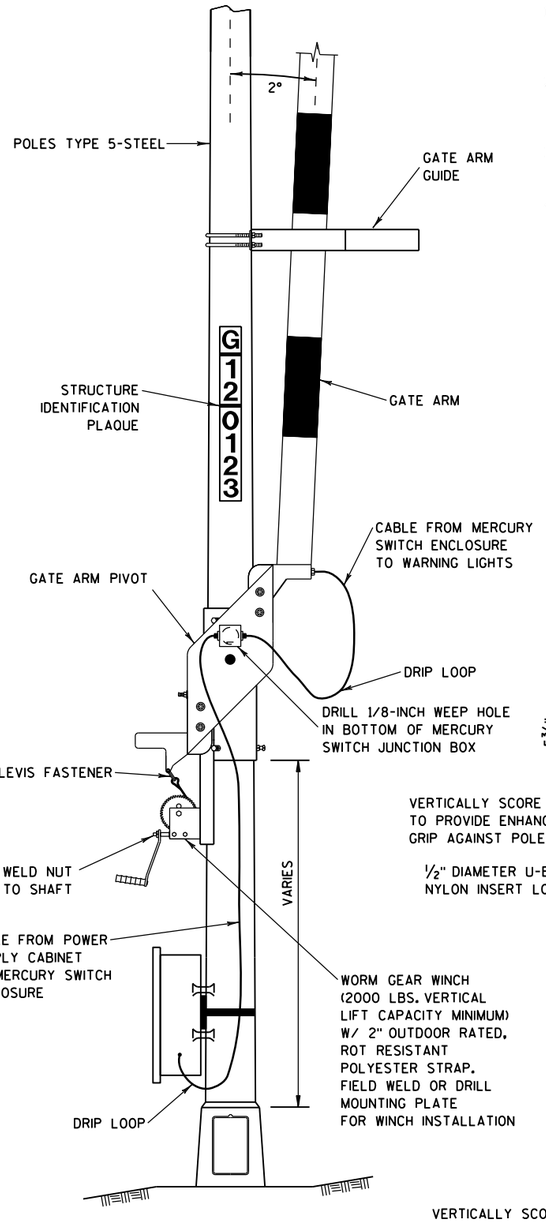
GENERAL NOTES

1. WHEN THE GATE IS FULLY RAISED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE OUTSIDE OF THE REAR CHANNEL.

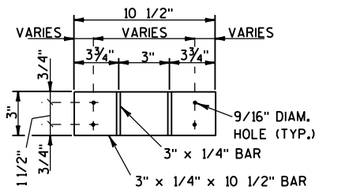
2. WHEN THE GATE IS FULLY LOWERED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE INSIDE OF THE REAR CHANNEL.

3. ANTI-SEIZE LUBRICATING MATERIAL SHALL BE USED ON ALL BOLT THREADS BEFORE INSTALLATION.

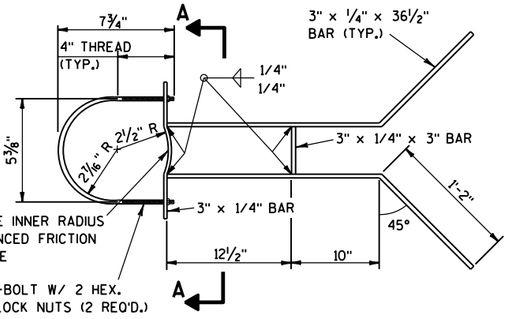
4. ALL BOLTS SHALL BE GALVANIZED AND CONFORM TO ASTM A307, GRADE A, UNLESS DESIGNATED AS HS (HIGH STRENGTH), WHICH SHALL CONFORM TO ASTM A325. BOLTS OF ½" NOMINAL DIAMTER OR LESS MAY BE STAINLESS STEEL.



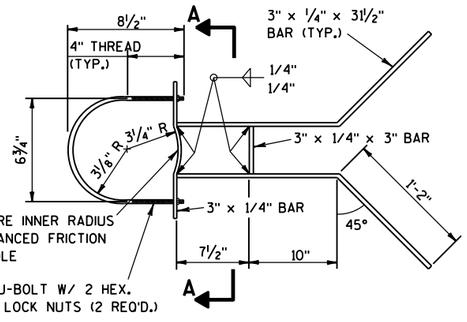
GATE PIVOT ASSEMBLY



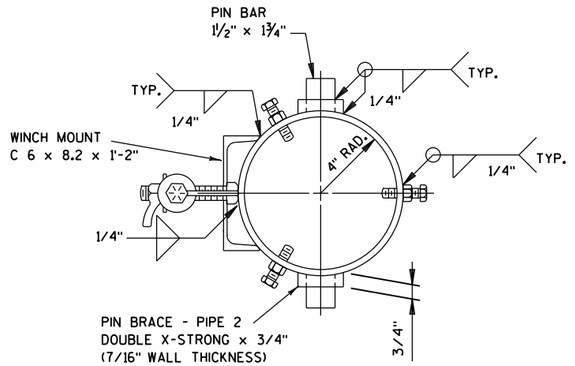
SECTION A-A
U-BOLTS NOT SHOWN



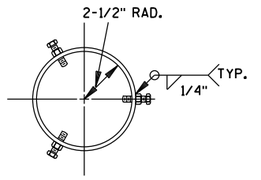
UPPER GATE ARM GUIDE DETAIL



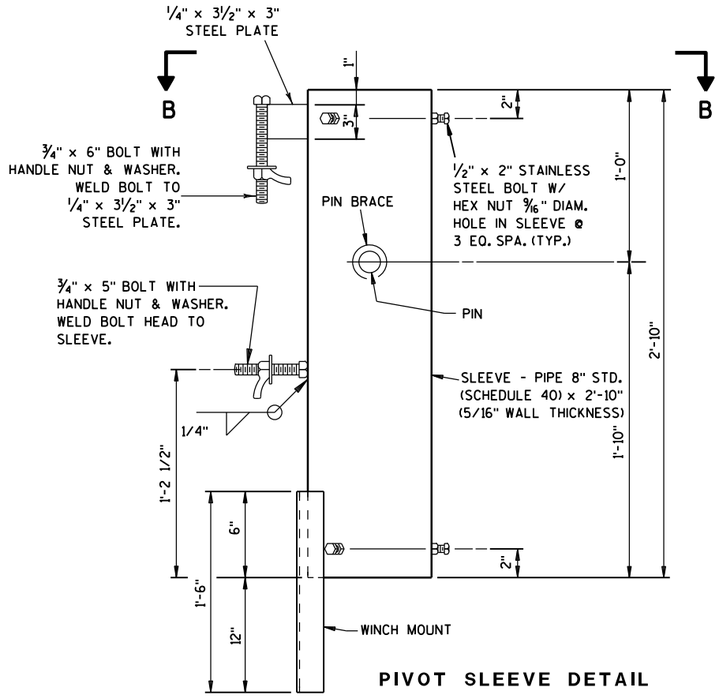
LOWER GATE ARM GUIDE DETAIL



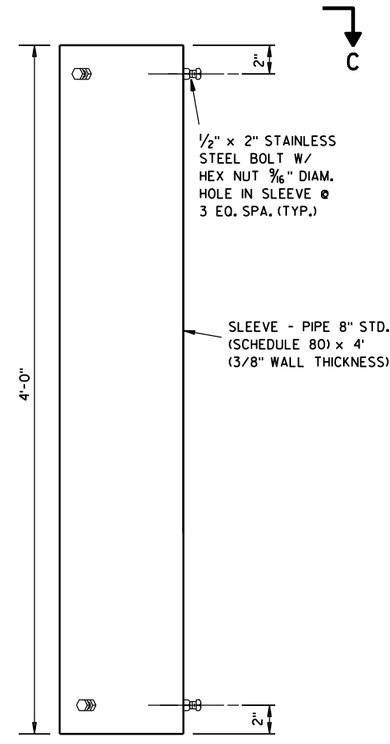
SECTION B-B



SECTION C-C



PIVOT SLEEVE DETAIL



TOP COLLAR

6

S.D.D. 15 D 35-2d

RAMP GATE
HARD WIRED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

R

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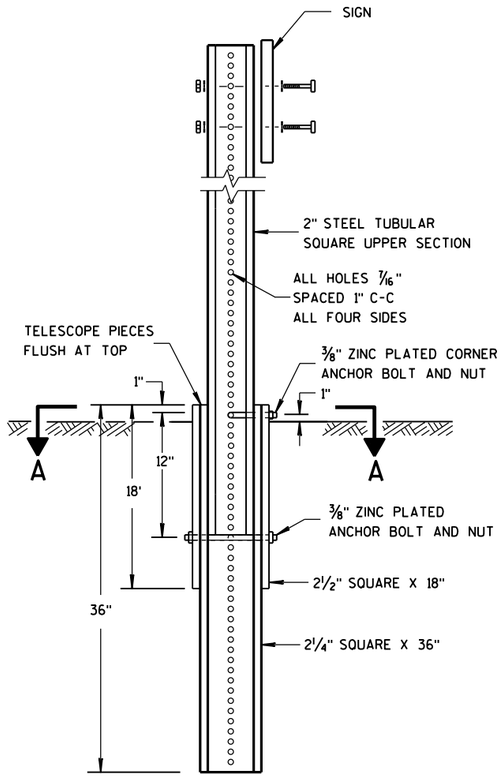
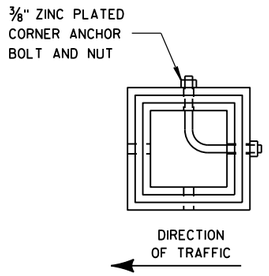
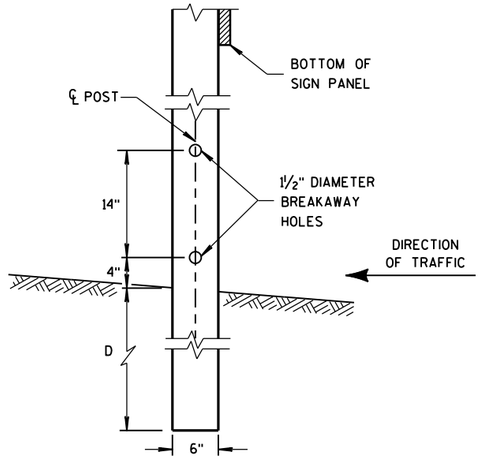
S.D.D. 15 D 35-2d



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



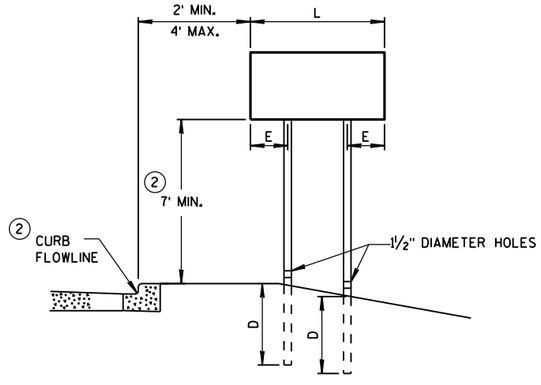
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

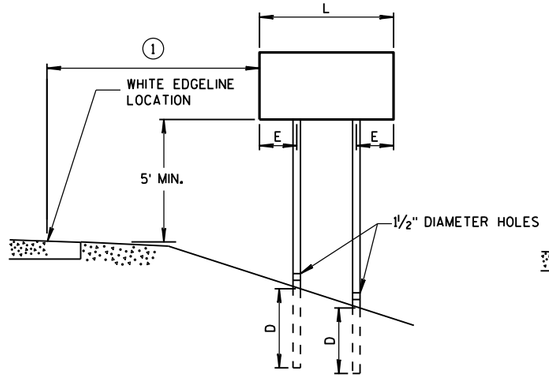
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

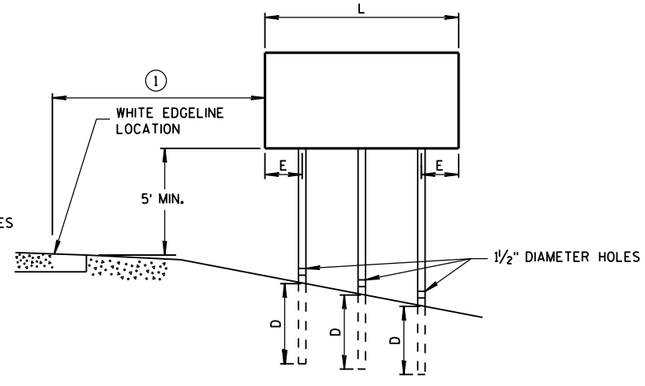
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

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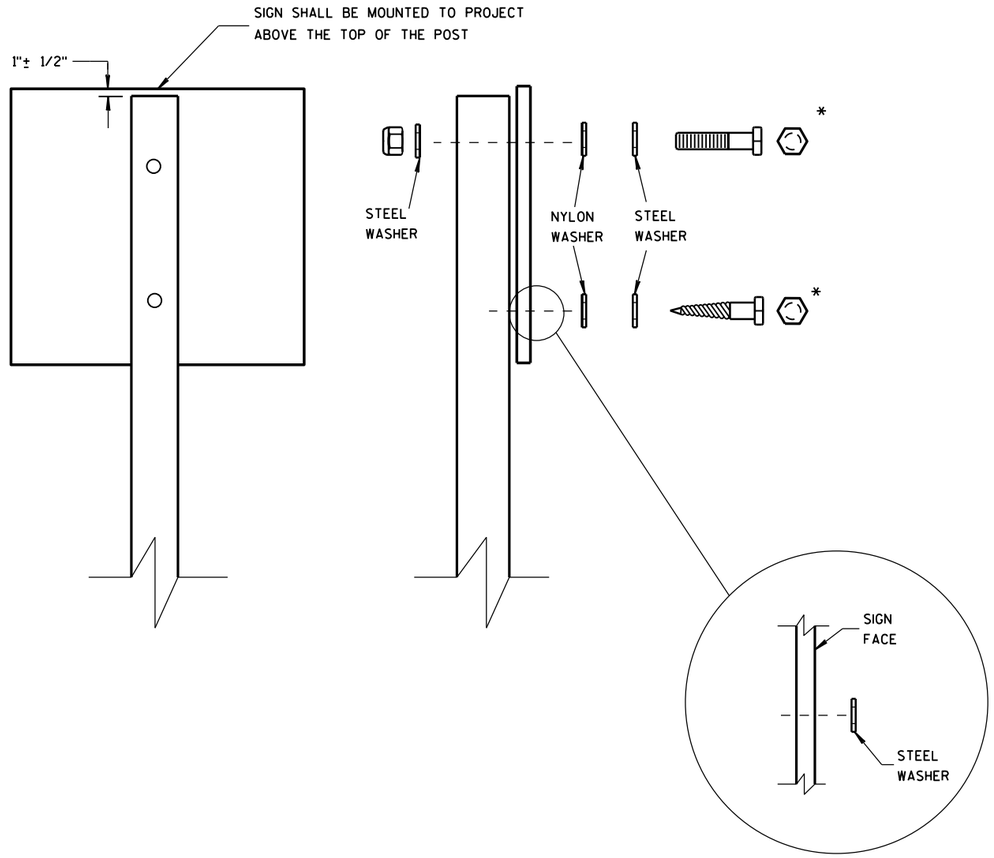
S.D.D. 15 D 38-1a



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

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S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

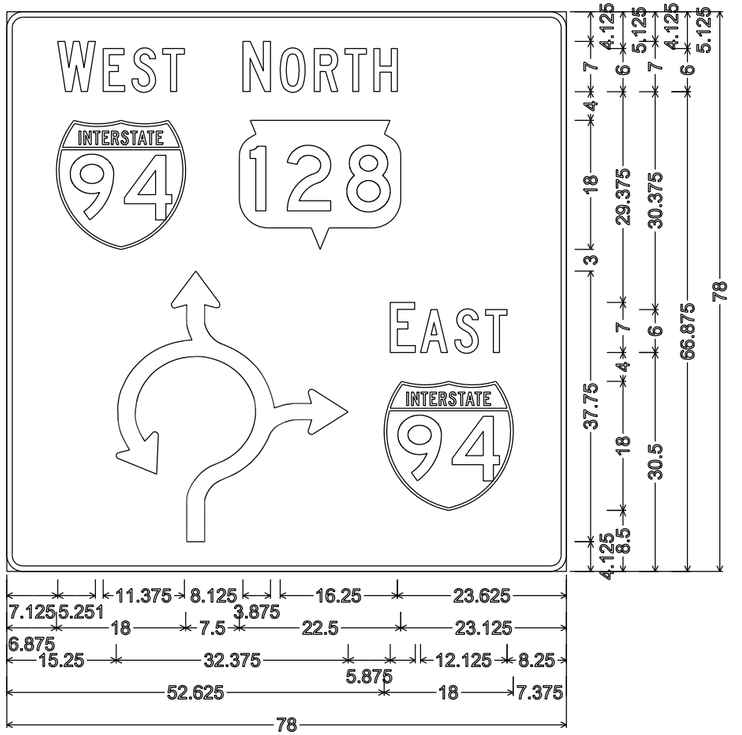
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

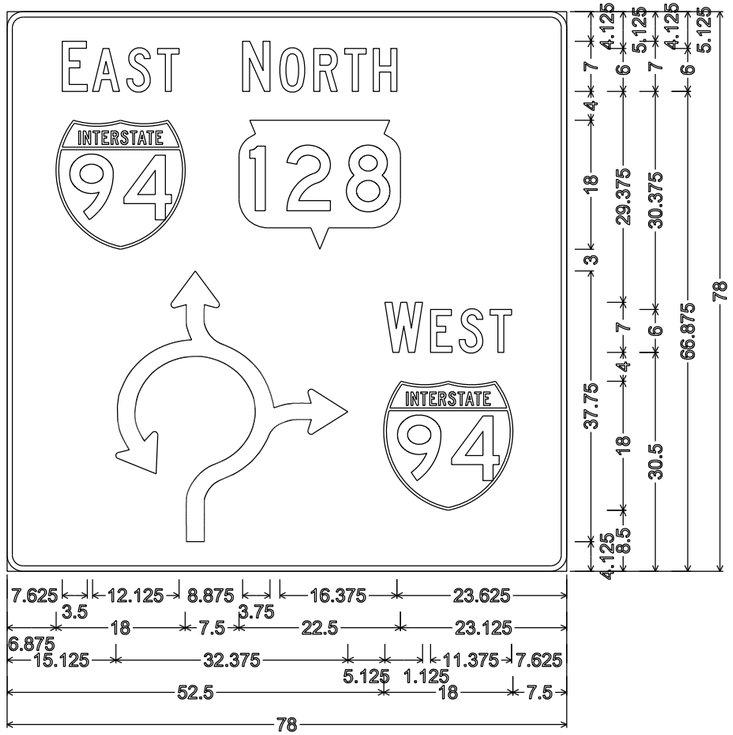
SIGN

NOTES

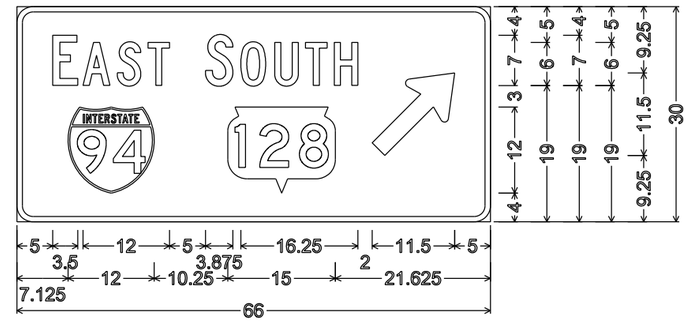
1. All Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



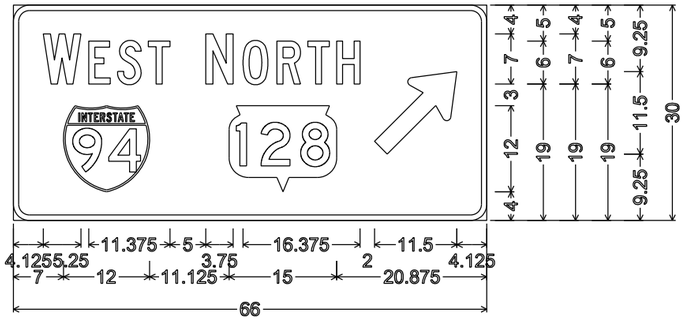
2.250" Radius, 0.750" Border,
"WEST" C; "NORTH" C; "EAST" C;



2.250" Radius, 0.750" Border,
"EAST" C; "NORTH" C; "WEST" C;



2.250" Radius, 0.750" Border,
"EAST" C; "SOUTH" C;



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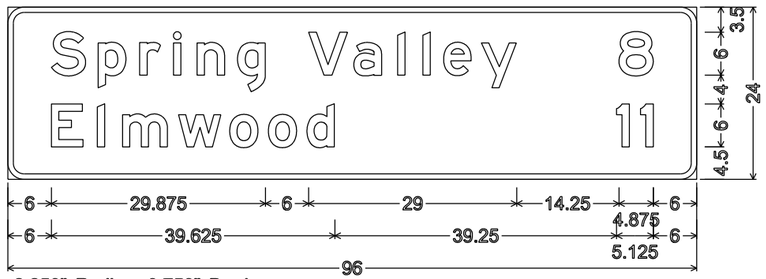
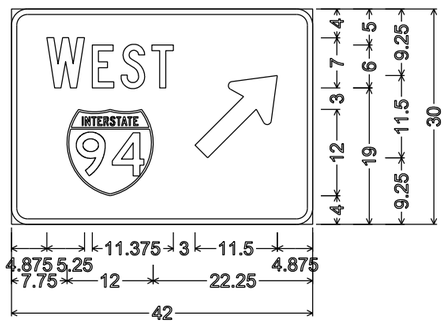
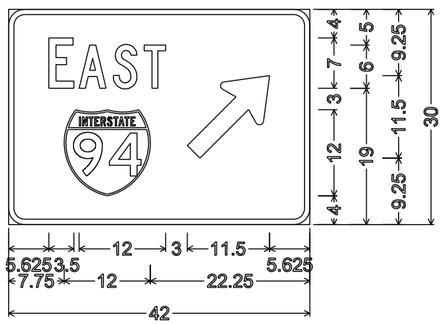
"WEST" C; "NORTH" C;



2.250" Radius, 0.750" Border,



2.250" Radius, 0.750" Border,
"WEST" C;

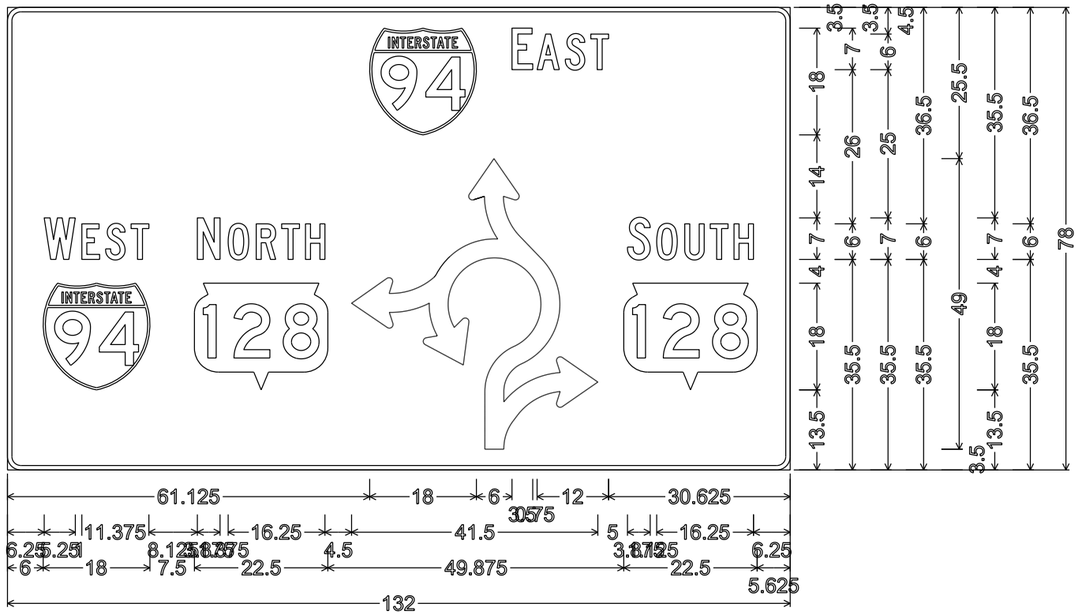


2.250" Radius, 0.750" Border,
"EAST" C;

7

7

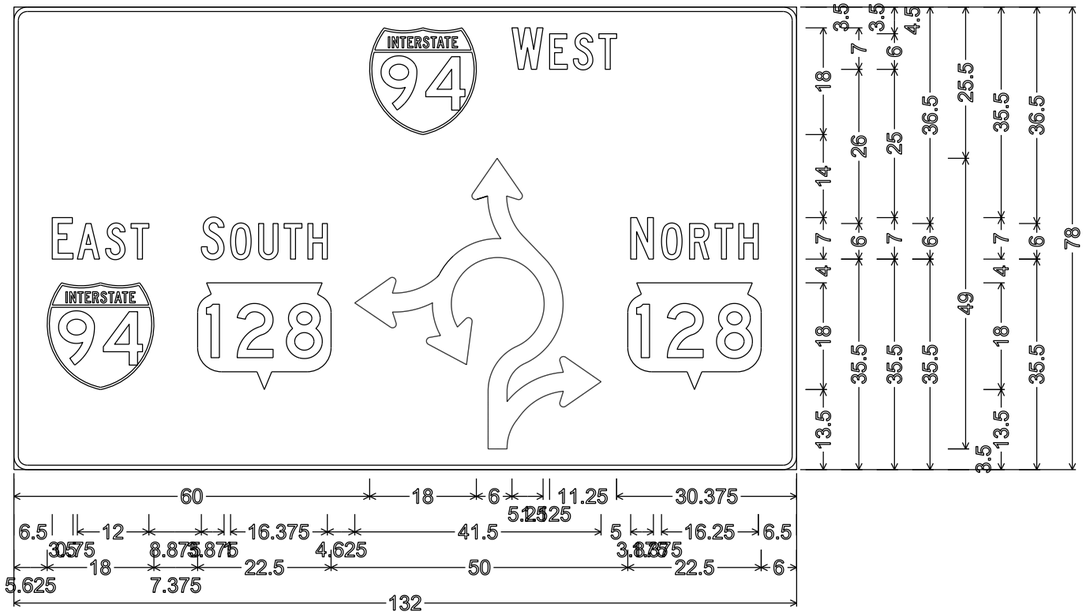
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST CROIX	PERMANENT SIGNING	SHEET NO. 274	E



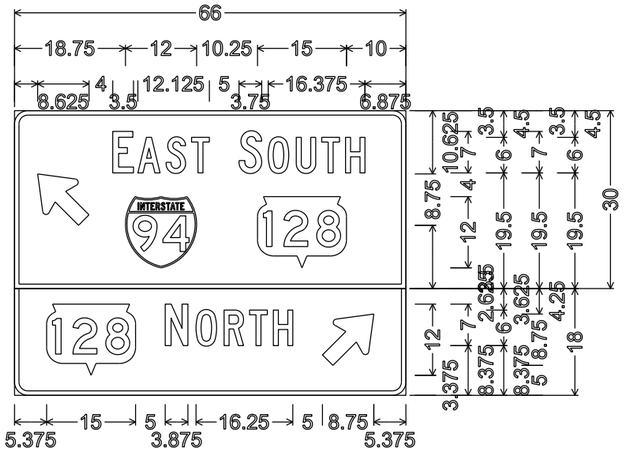
2.250" Radius, 0.750" Border, White on Green;
"EAST" C; "WEST" C; "NORTH" C; State Highway 128 M1-56A; d1-5a;
"SOUTH" C; State Highway 128 M1-56A;

NOTES

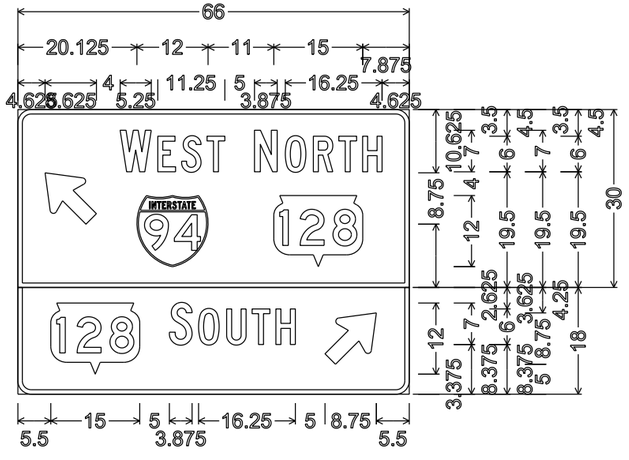
1. All Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



2.250" Radius, 0.750" Border, White on Green;
"WEST" C; "EAST" C; "SOUTH" C; State Highway 128 M1-56A; d1-5a;
"NORTH" C; State Highway 128 M1-56A;



2.250" Radius, 0.750" Border
"EAST" C; "SOUTH" C; "NORTH" C;



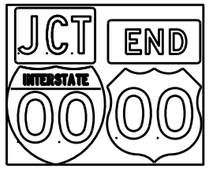
2.250" Radius, 0.750" Border
"WEST" C; "NORTH" C; "SOUTH" C;

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST CROIX	PERMANENT SIGNING	SHEET NO:	E

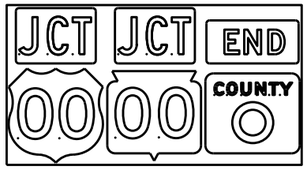
FILE NAME : C:\CAEfiles\Projects\tr_d6\6551A216.DGN PLOT DATE : 05-APR-2016 12:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 25.550582:1.000000 WISDOT/CADDS SHEET 42

TYPICAL ASSEMBLIES

J1-1

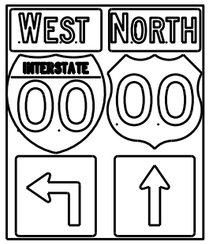


J1-2

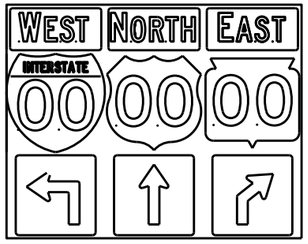


J1-3

J2-1



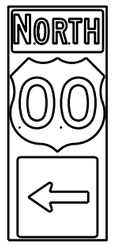
J2-2



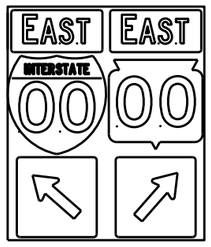
J2-3

JV

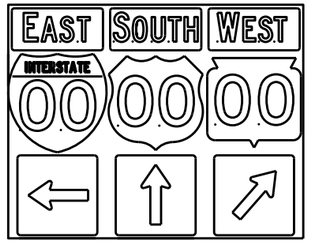
(Typical Vertical J-Assembly
See Note 10 and 11)



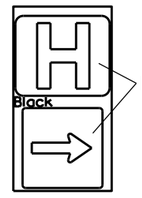
J3-1



J3-2



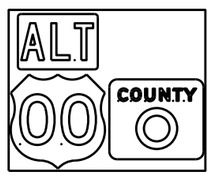
J3-3



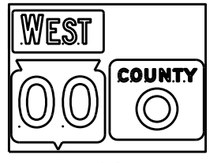
Blue Background

JH-1

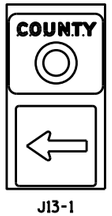
J4-1



J4-2



J4-2



J13-1

J12-1

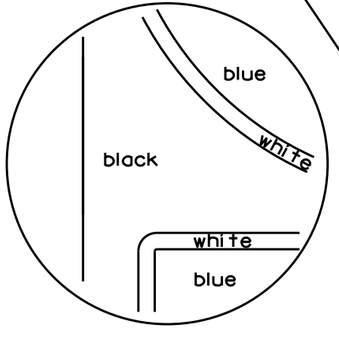
J32-1

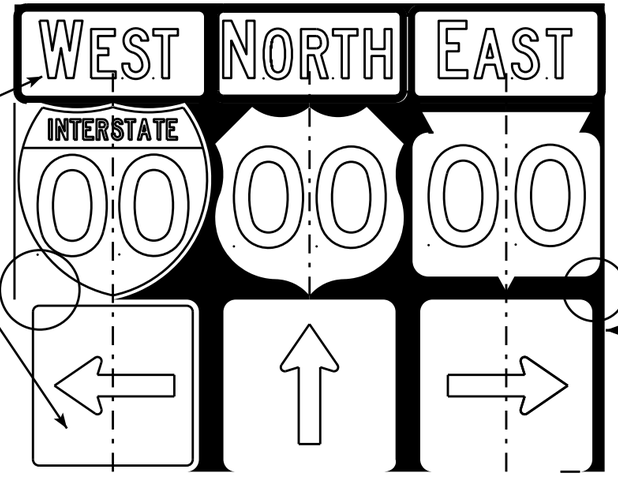
J33-1

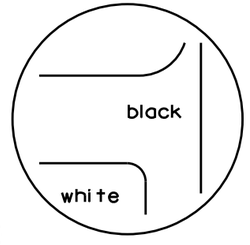
J23-1

J22-1

blue background
with interstate







black background

NOTES

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

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

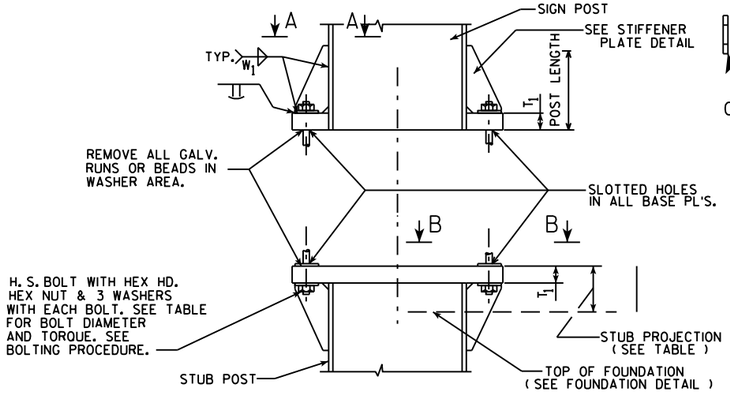
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

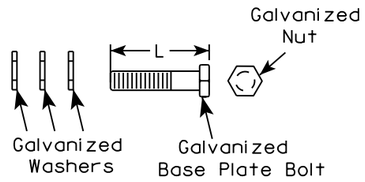
DATE 2/06/14 PL... A2-1S.8

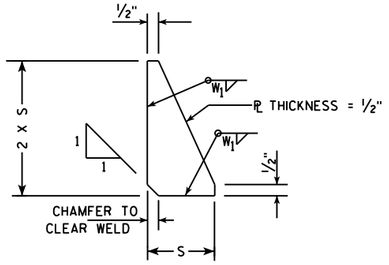
PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :
WISDOT/CADDS SHEET 42



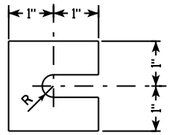
SIGN POST AND STUB POST ELEVATION





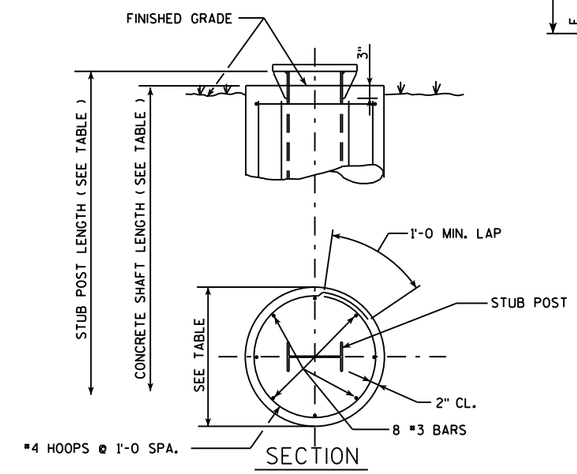
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

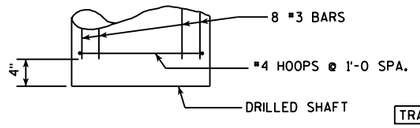


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

SHIM DETAIL



SECTION



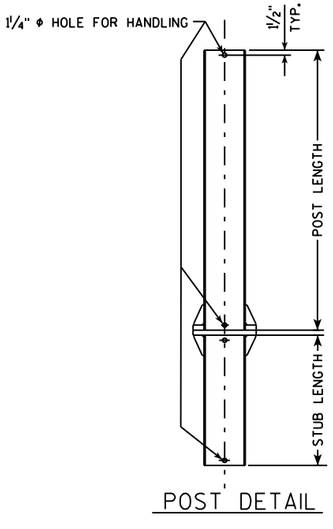
FOUNDATION DETAIL

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

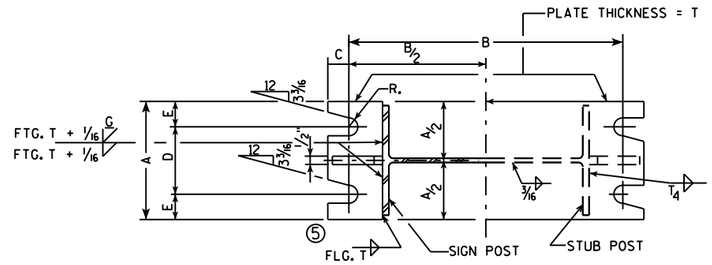
⑦

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

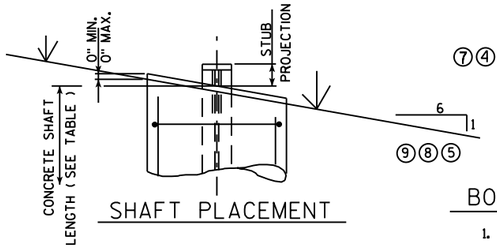
⑦



POST DETAIL



SECTION A-A SECTION B-B



SHAFT PLACEMENT

⑦④

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.

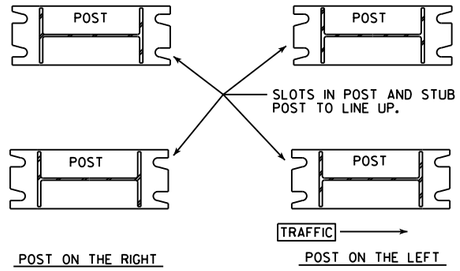
GENERAL NOTES

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 SLOT ORIENTATION ⑦

L	X	TYPE	DIMENSION / POST SIZE	BASE CONNECTION DATA TABLE: BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	FOUNDATION DATA: STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	K ②
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"	13/32"	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"	13/32"	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"	13/32"	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"	13/32"	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

⑩	1-21-14	LUBRICATION OF BASE BOLTS
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1
NO.	DATE	REVISION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

CONST. SPEC. 2011	DRAWN BY JPH	PLANS CK'D.

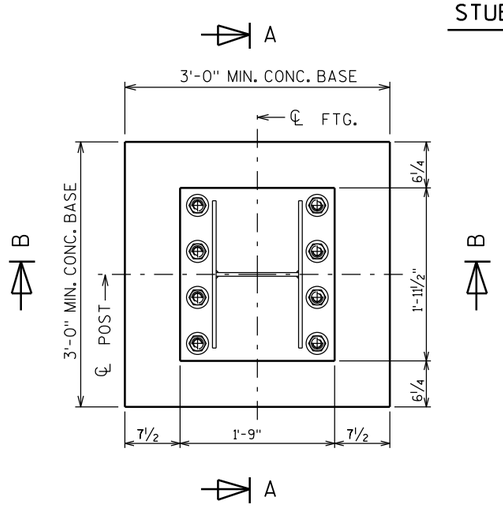
FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

SHEET 277

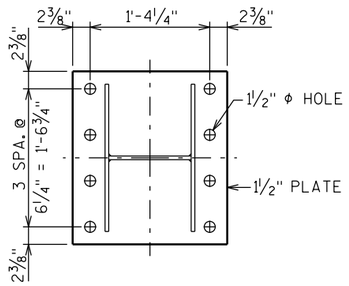
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

7

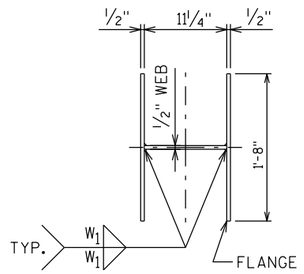
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



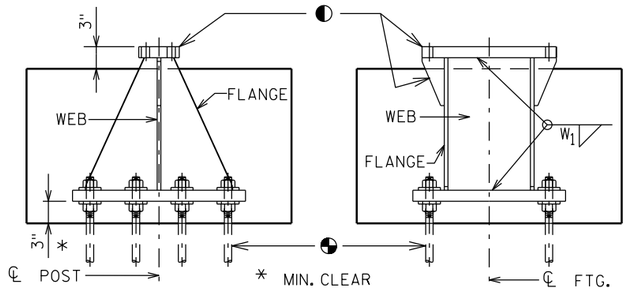
BASE PLATE



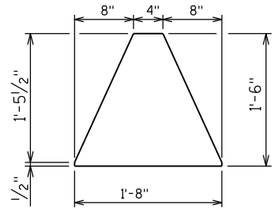
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



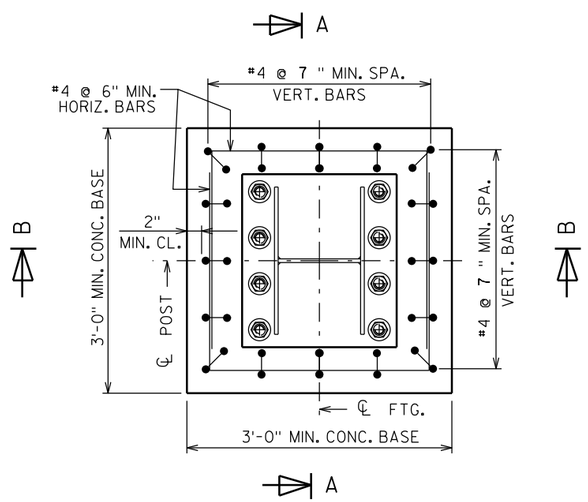
FLANGE

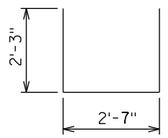
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

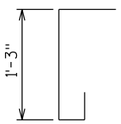
CONCRETE BASE SECTION





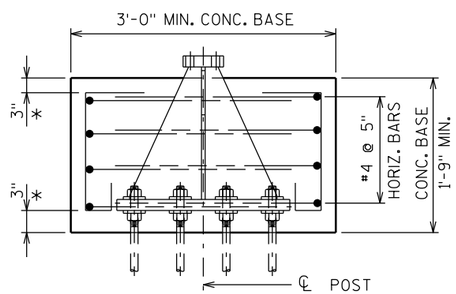
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



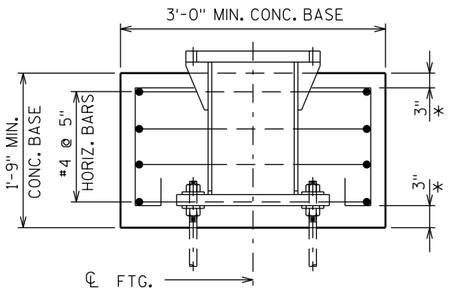
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/06/2014 PLATE A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 10-MAR-2014 15:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.556674:1.000000 WISDOT/CADDS SHEET 42

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

WISDOT/CADDS SHEET 42

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

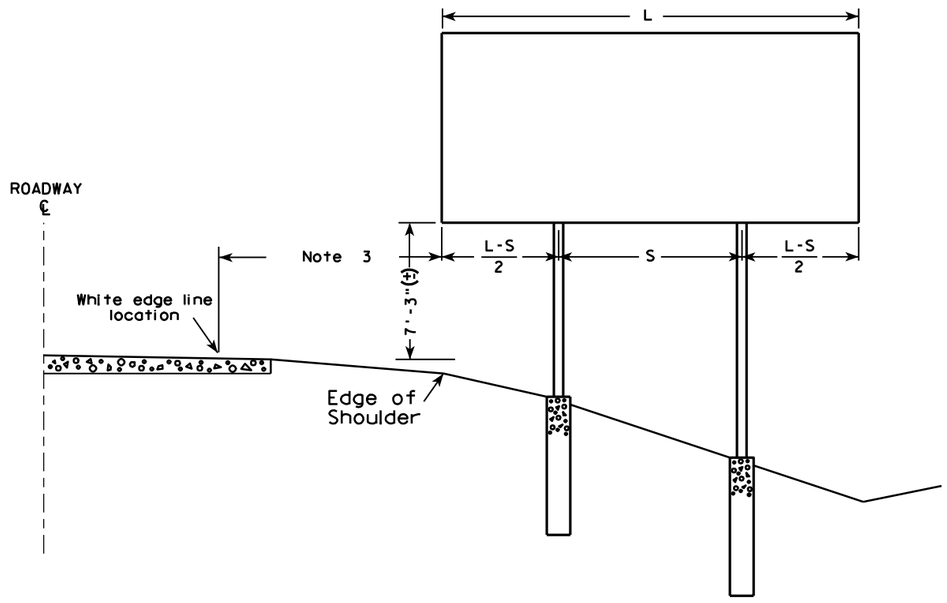
WISCONSIN DEPT OF TRANSPORTATION

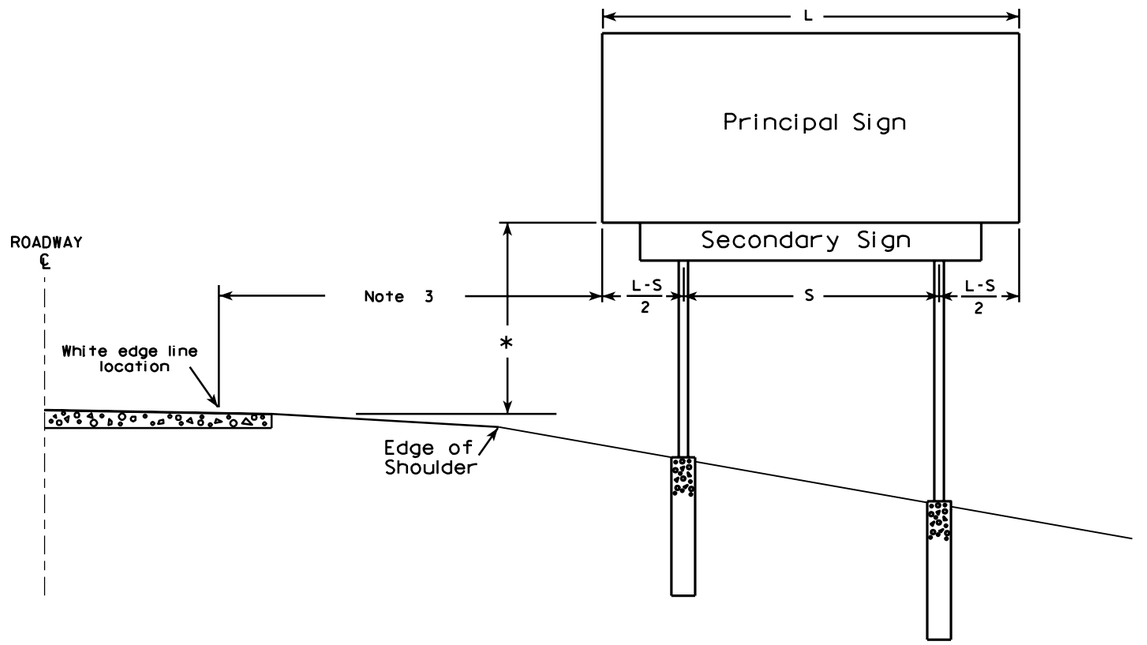
APPROVED Matthew R Rauch
for State Traffic Engineer

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"(±).

7

7

TYPICAL INSTALLATION
OF TYPE I SIGNS

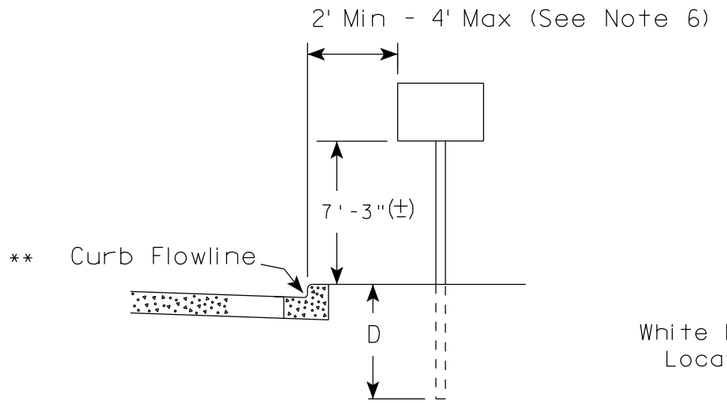
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

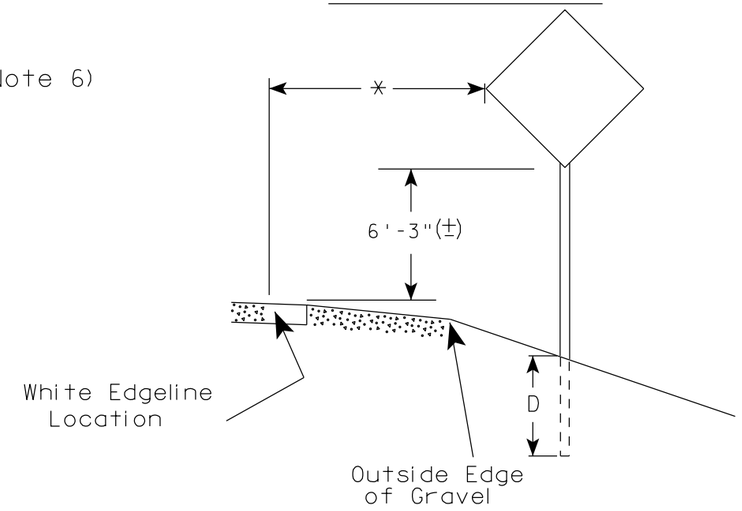
DATE 4/02/08 PLATE NO. A4-1.9

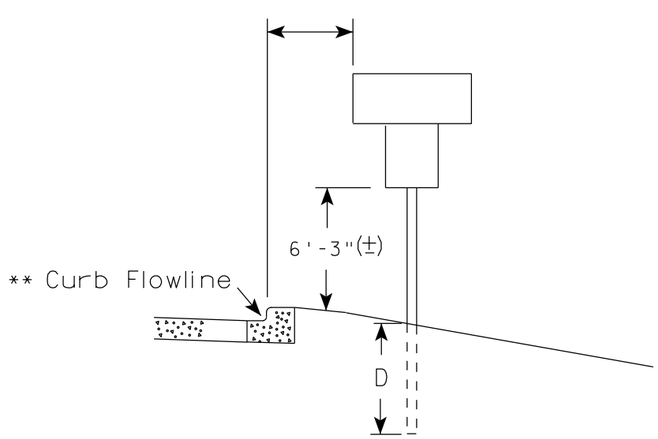
PROJECT NO:				SHEET NO: 281	E

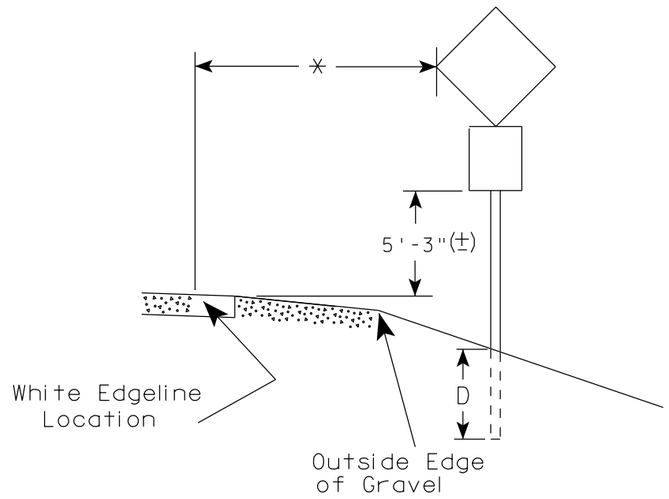
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

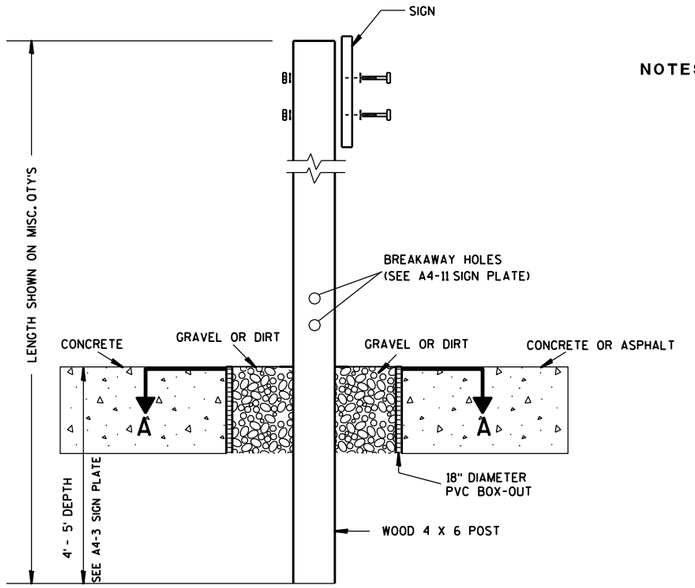
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

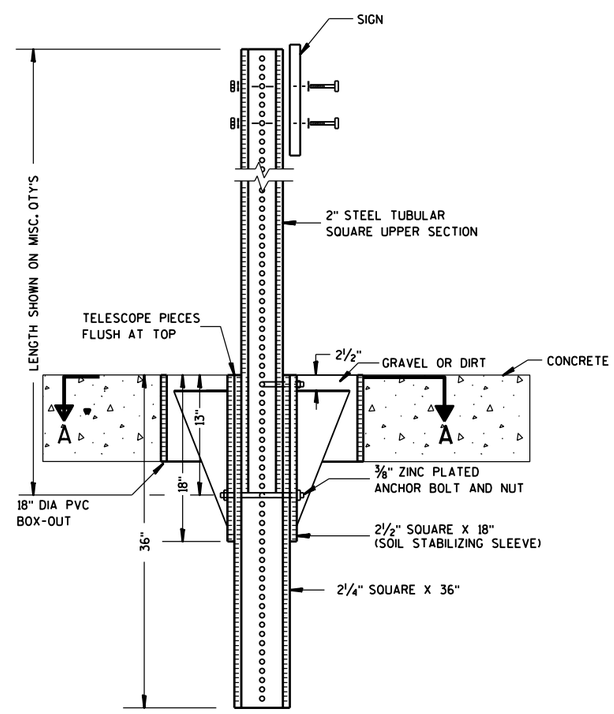
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

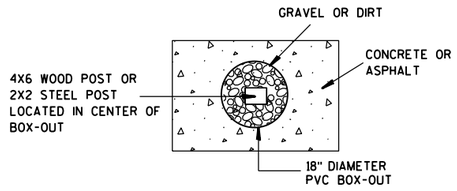
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

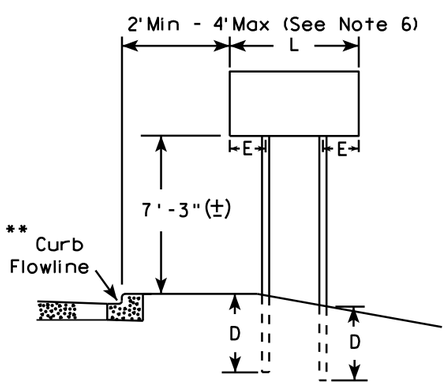
APPROVED Matthew R Rauch
for State Traffic Engineer

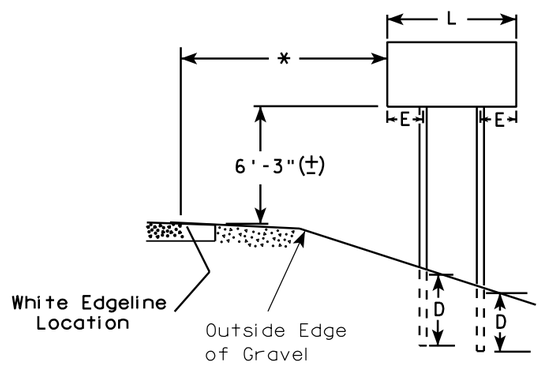
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

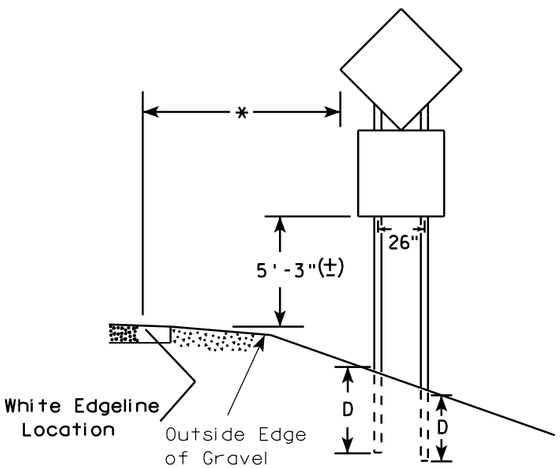
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

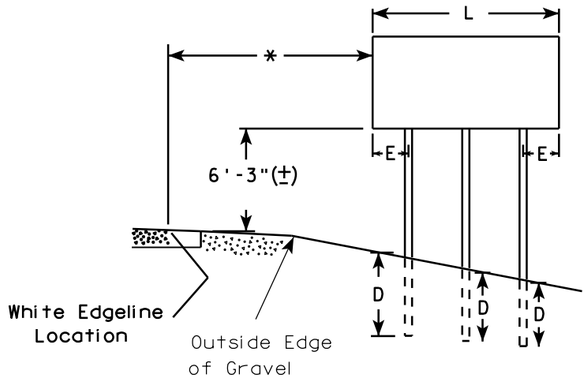
URBAN AREA





RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN

48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

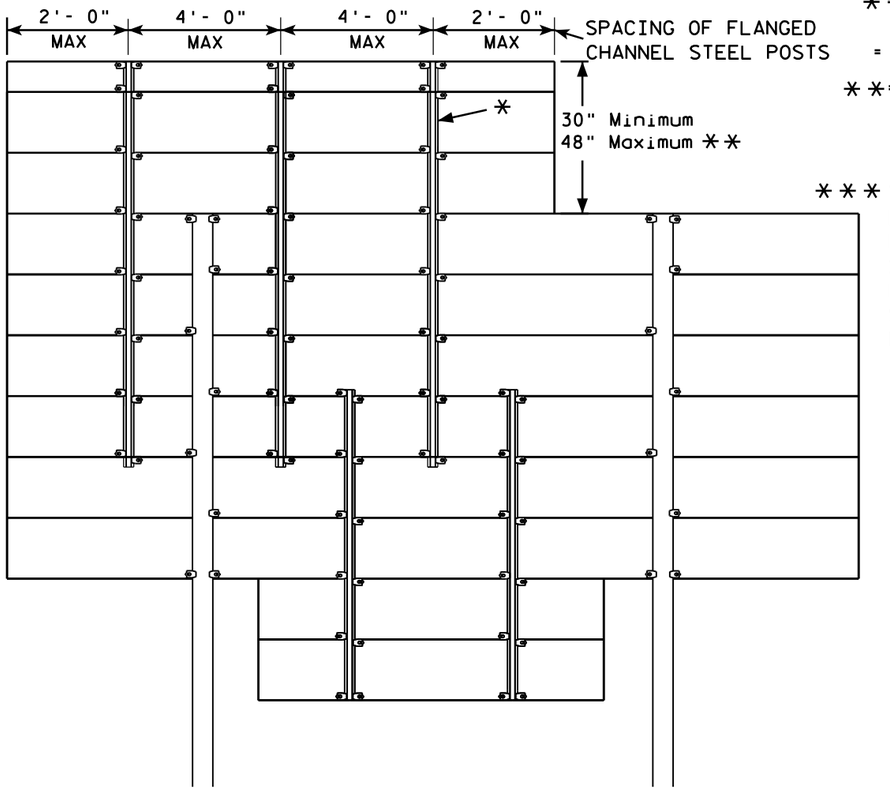
DATE 7/23/15 PLATE NO. A4-4 284 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

WISDOT/CADDS SHEET 42

GROUND MOUNTED SIGN

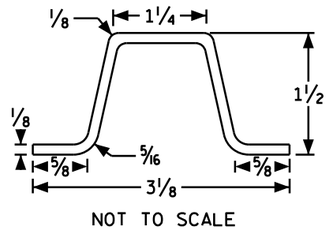


*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

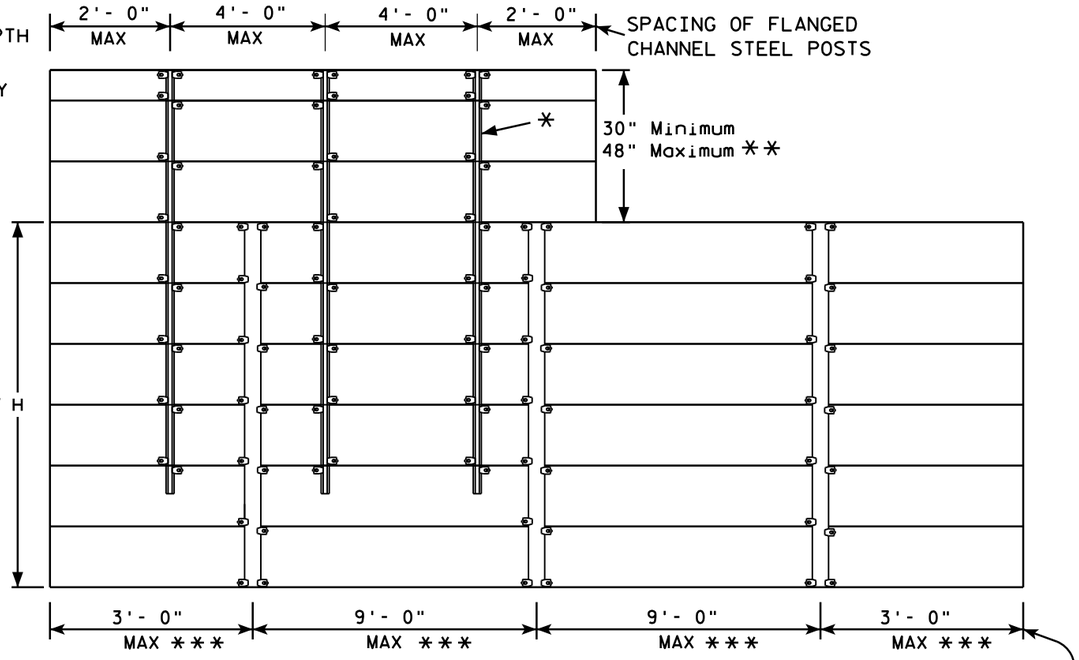
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS
5" X 3.5" X 3.7 LBS./ft.

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.

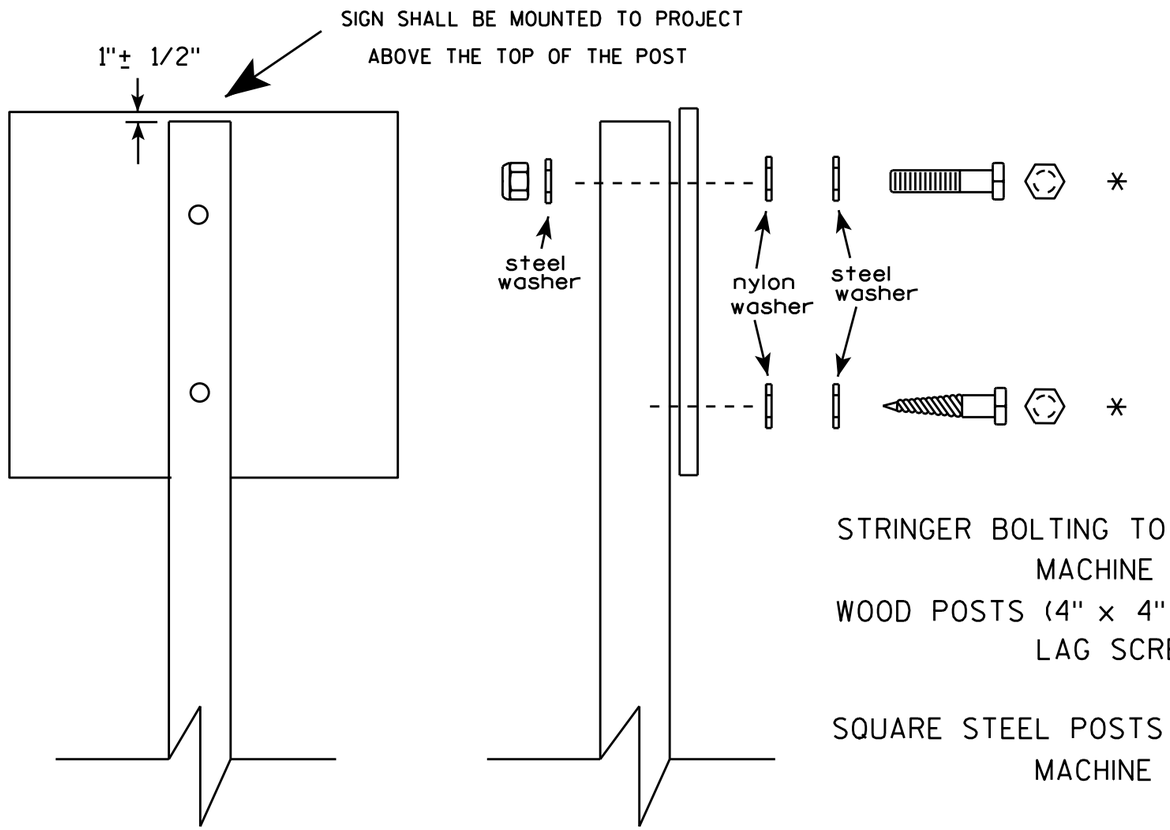
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 285 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

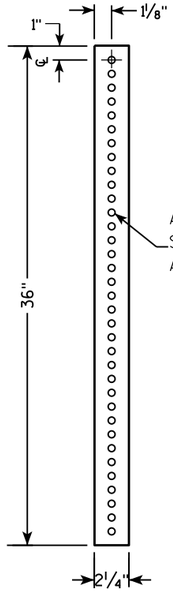
DATE 4/27/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

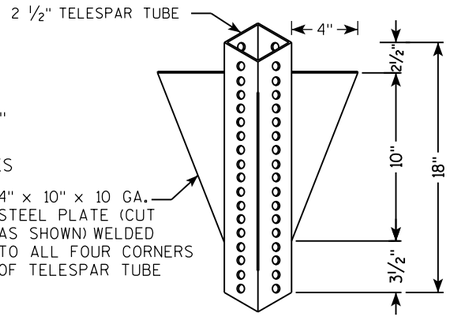
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 27-APR-2016 09:07 PLOT BY : mscj9h
WISDOT/CADDS SHEET 42

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

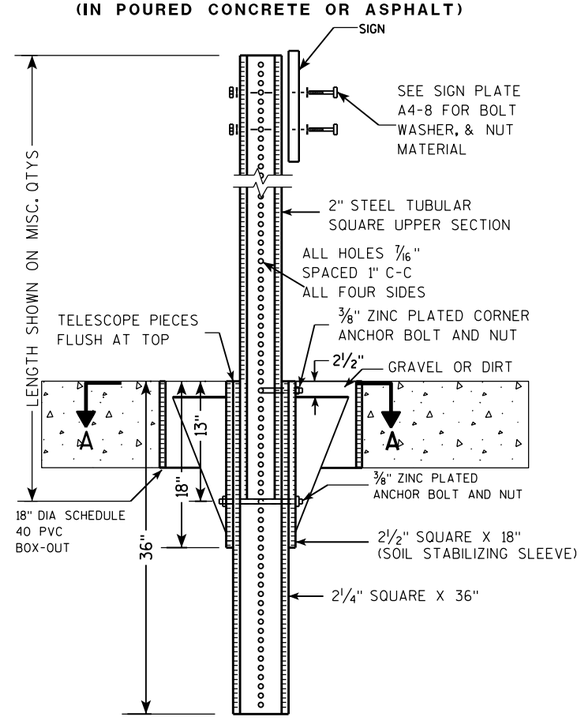
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



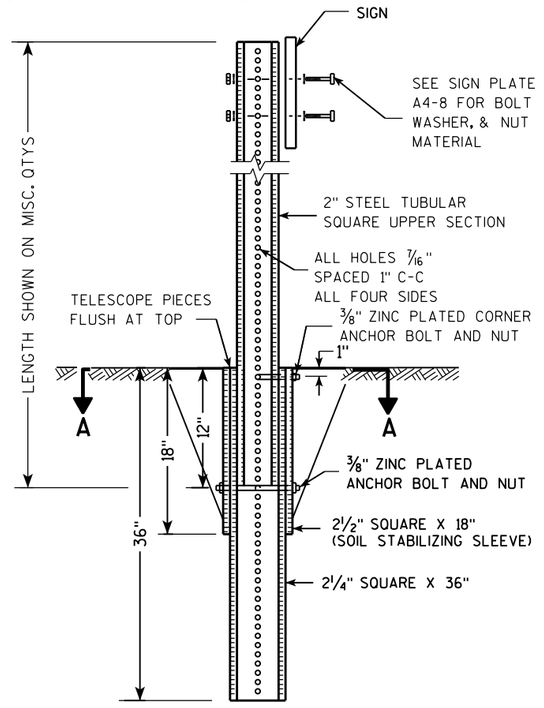
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

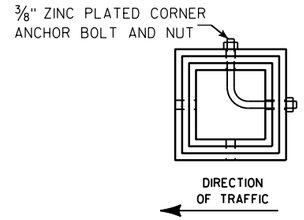


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

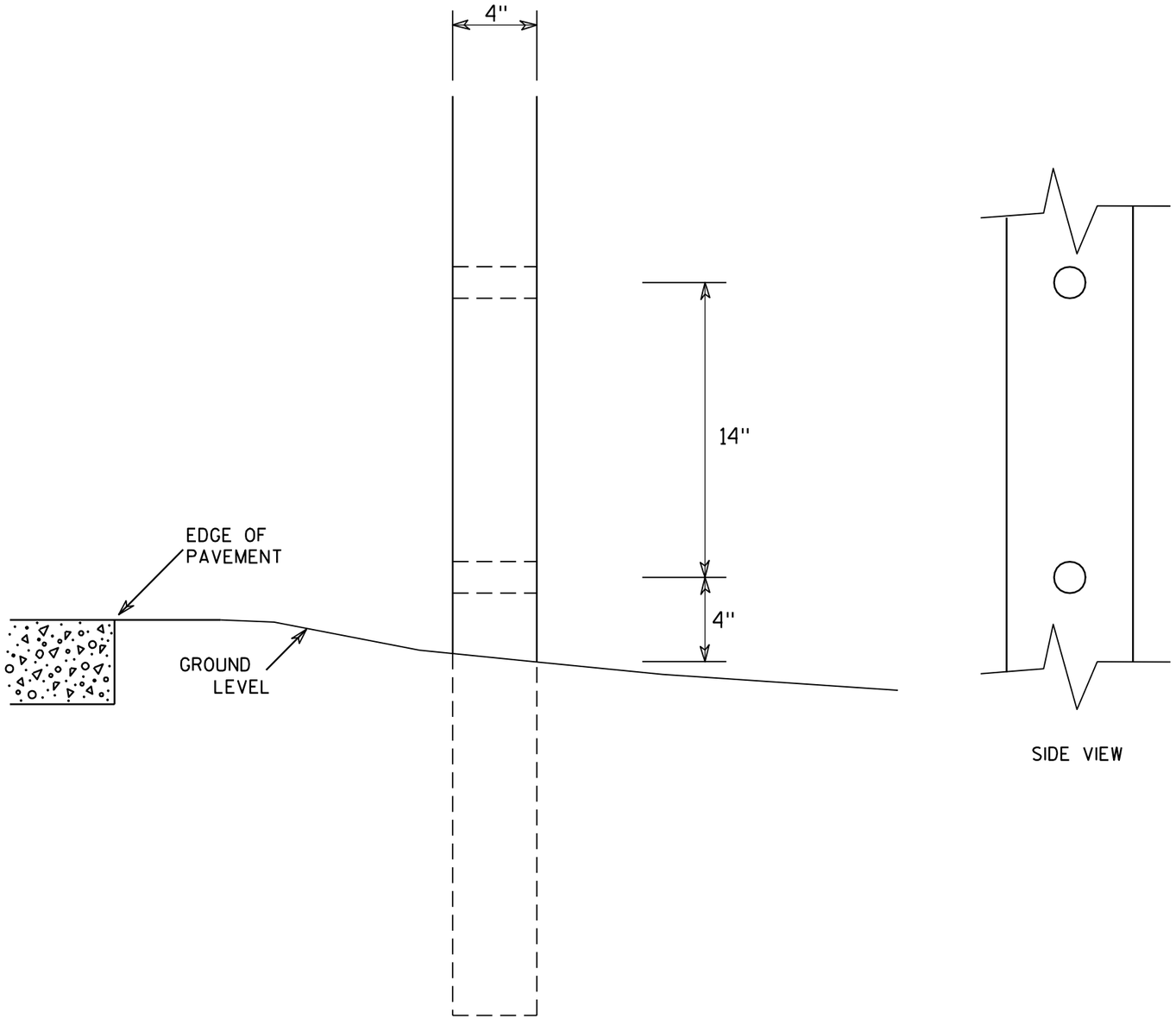
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 287 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.

7

7

4 X 6 WOOD POST MODIFICATIONS

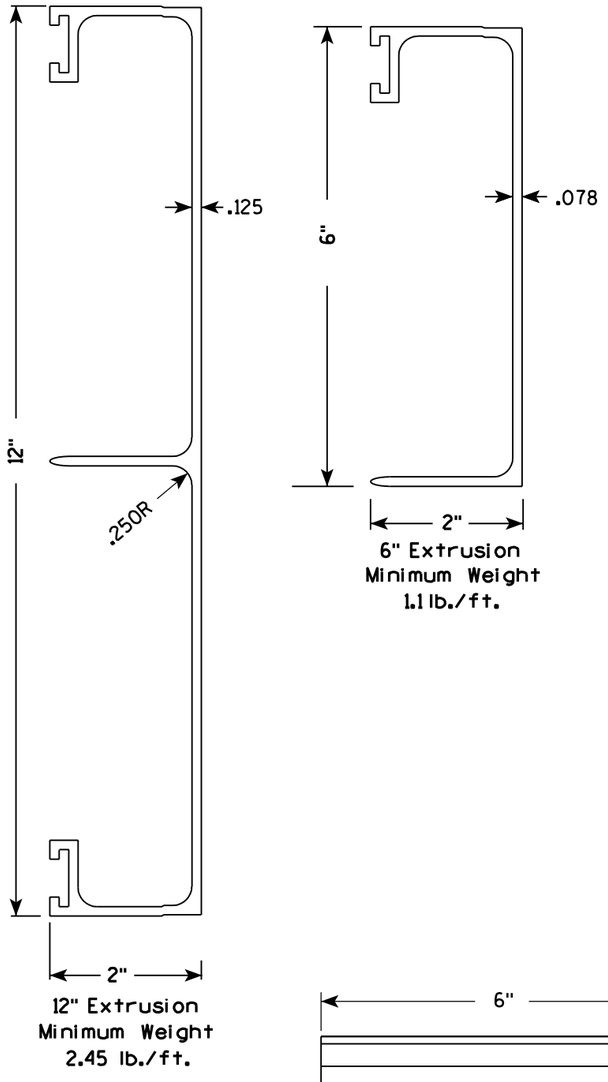
WISCONSIN DEPT OF TRANSPORTATION

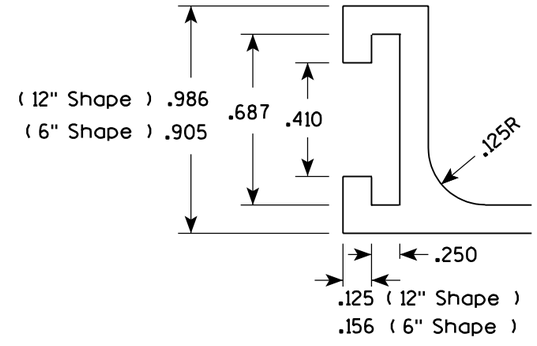
APPROVED Chester J Spang
for State Traffic Engineer

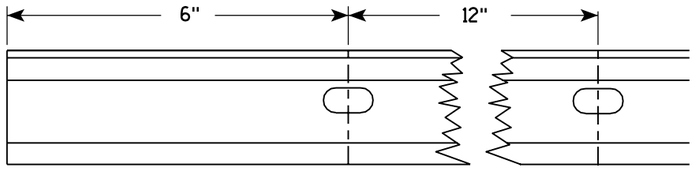
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 288	E

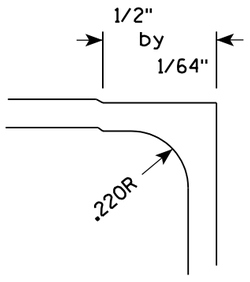
Extruded Shape







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.

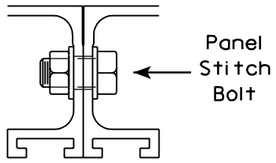


Hardware

STITCH BOLT, WASHER & NUT

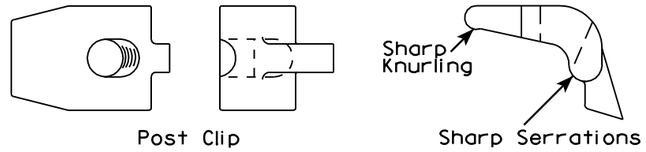
The hardware includes:

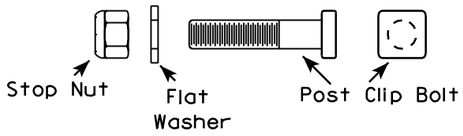
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



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

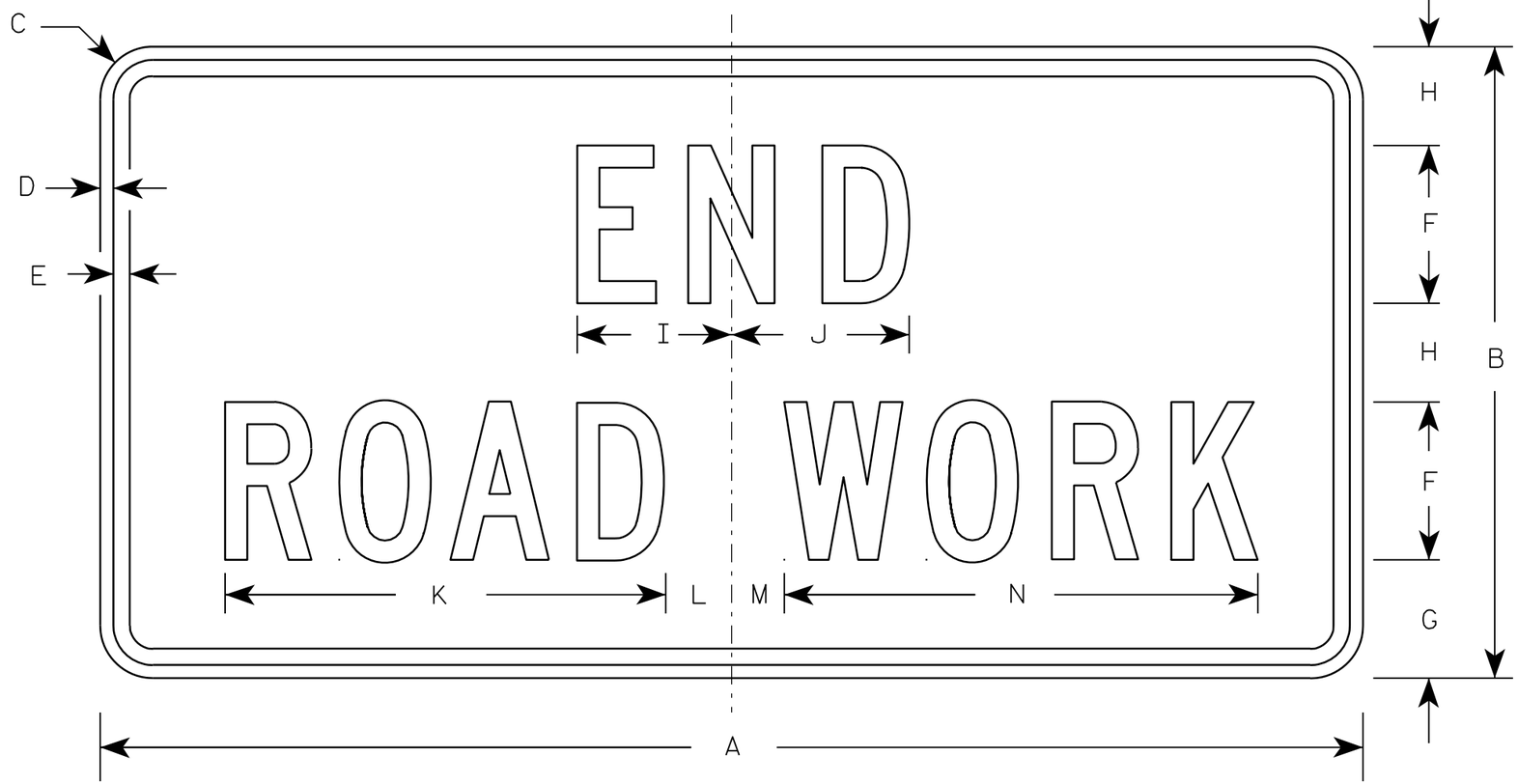
DATE 11/18/99 PLATE NO. A5-2.9

7

7

PROJECT NO:

SHEET NO: 289 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

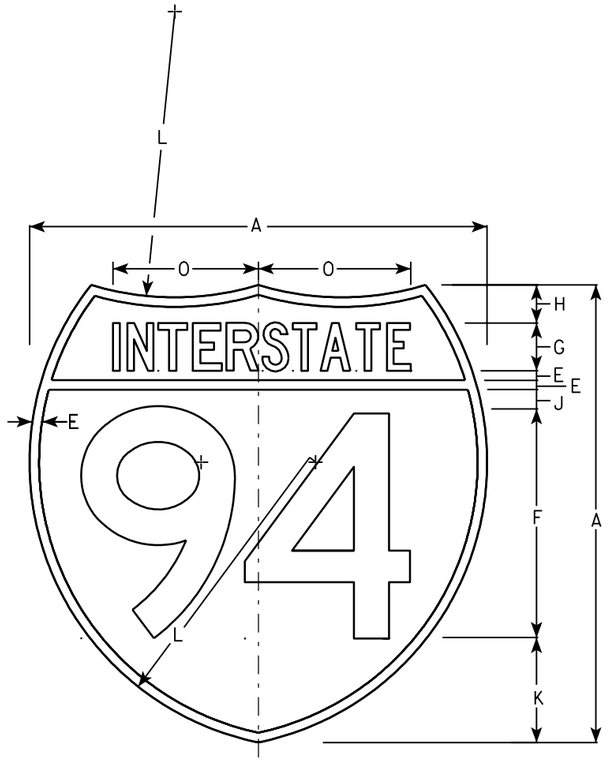
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

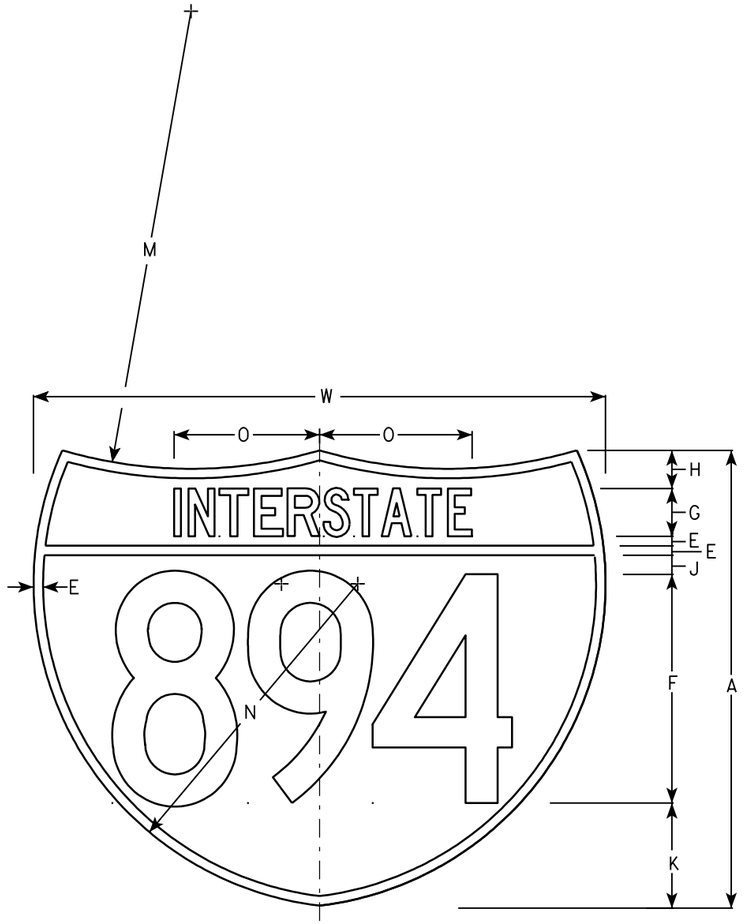
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 290	E



M1-1



M1-1A

NOTES

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

Metric equivalent for these signs are:

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

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

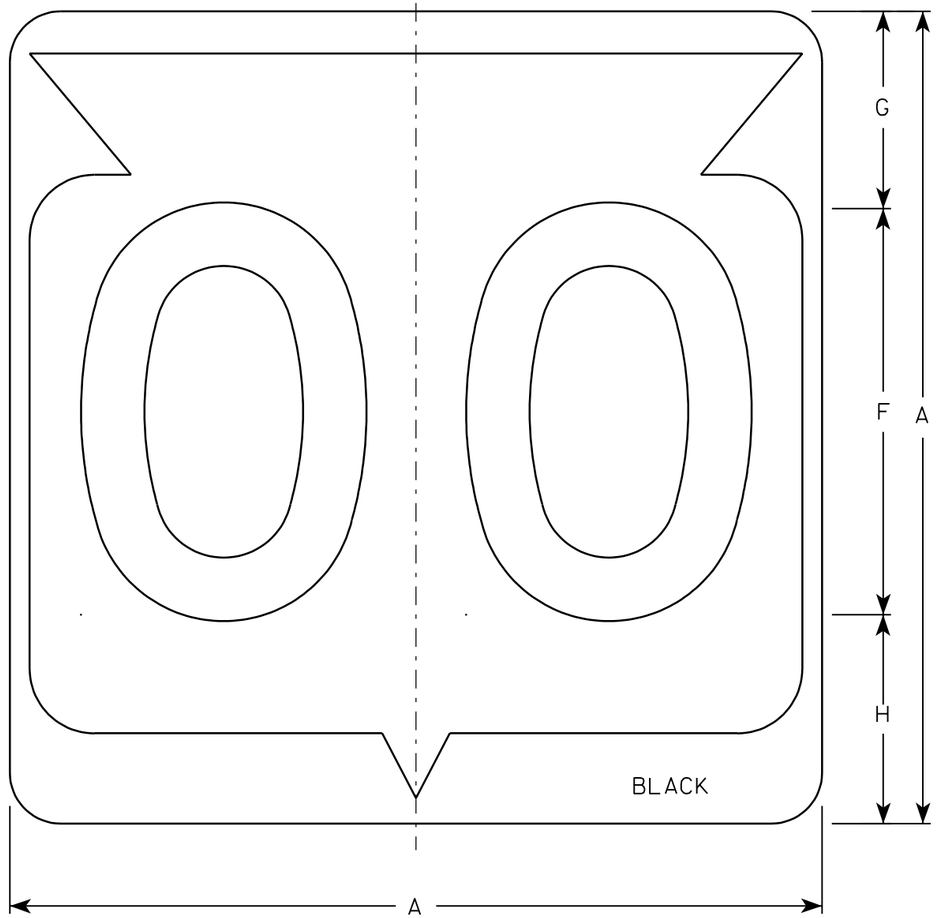
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

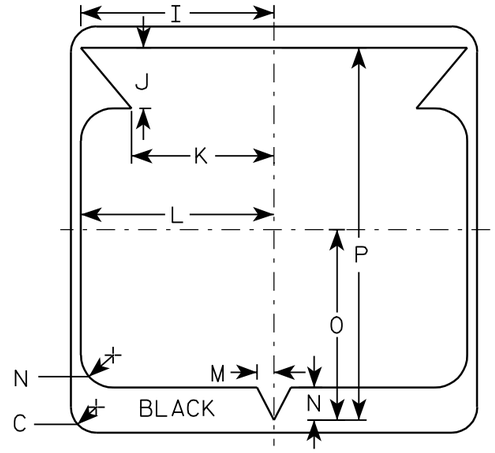
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 291	E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

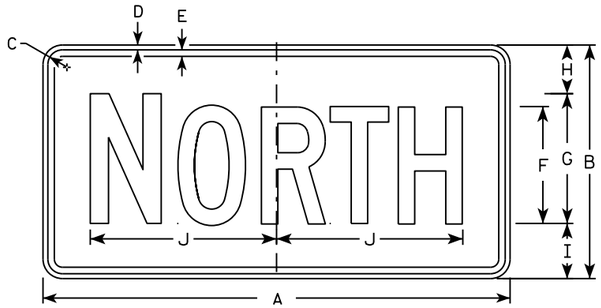
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

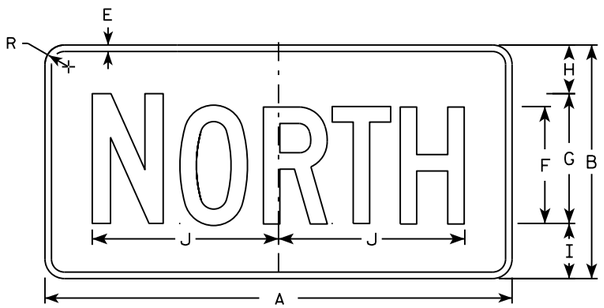
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 292	E



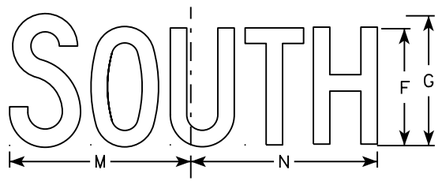
M3-1
MM3-1
MP3-1



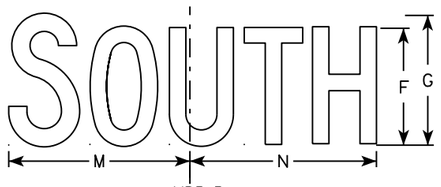
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

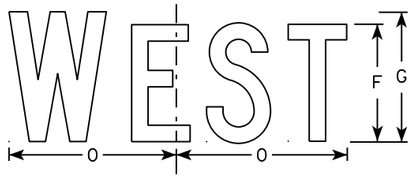
MB3-2
MK3-2
MN3-2



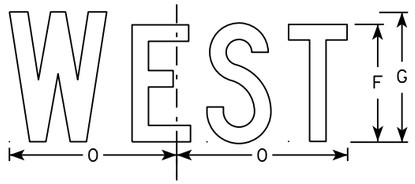
M3-3
MM3-3
MP3-3



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

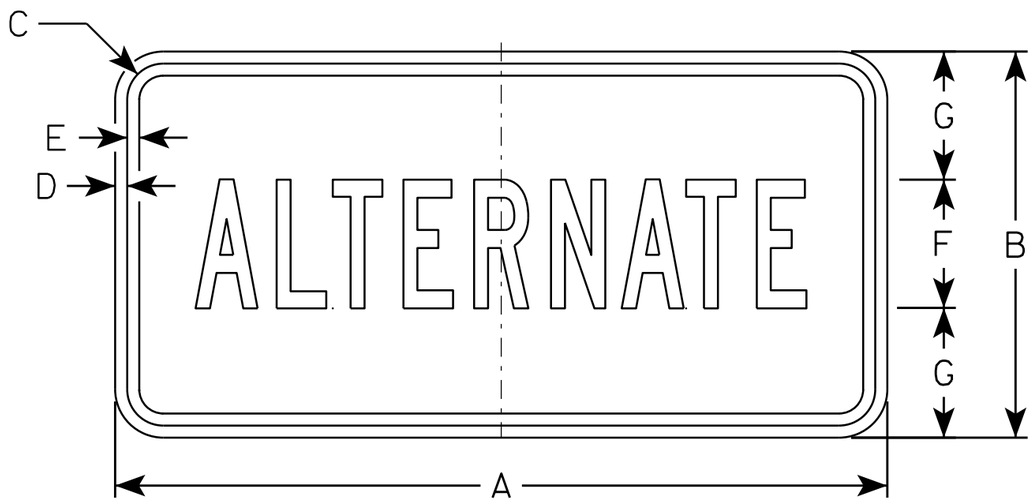
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

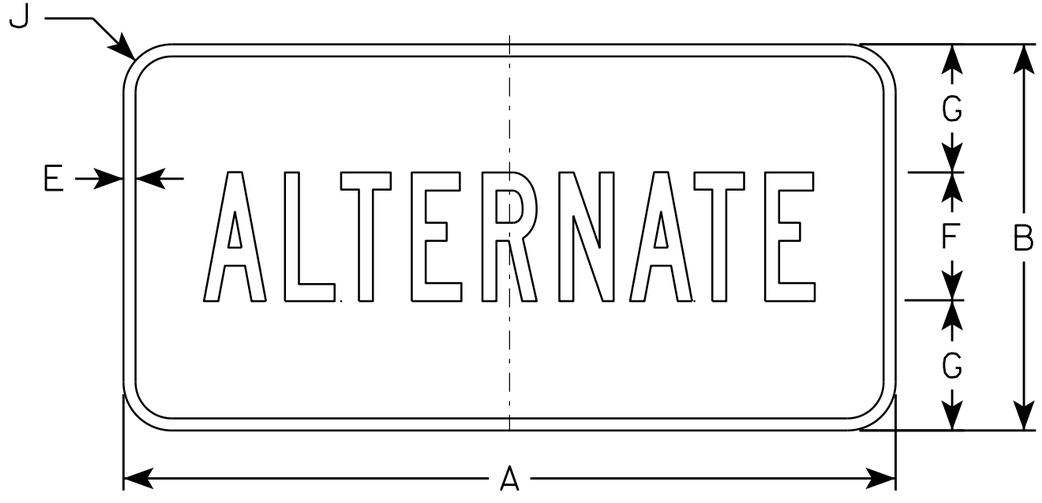
DATE 10/15/15 PLATE NO M3-1.14

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

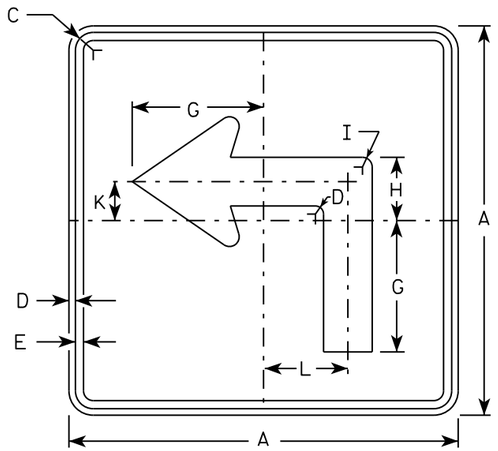
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

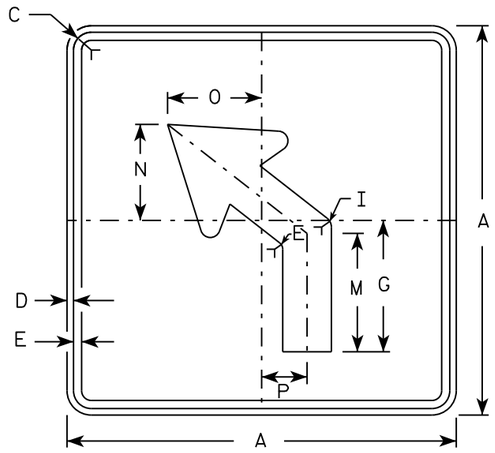
DATE 6/30/14 PLATE 14-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

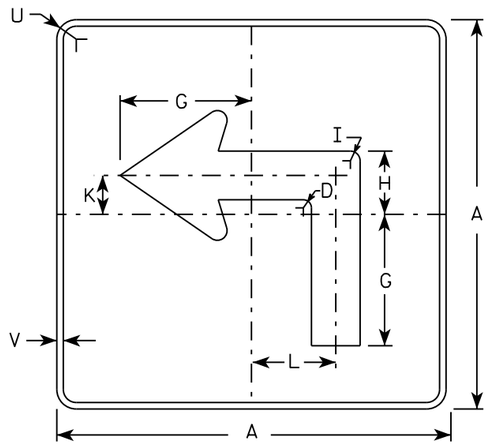
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN PLOT DATE : 30-JUN-2014 15:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.708937:1.000000 WISDOT/CADDS SHEET 42



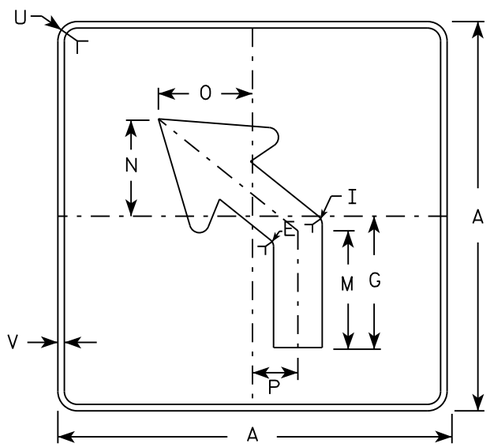
M5-1L
MM5-1L
MO5-1L
MP5-1L



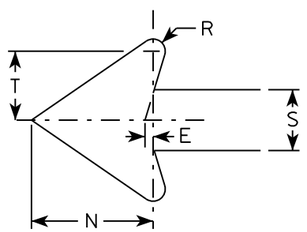
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

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

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

STANDARD SIGN
M5-1 & M5-2

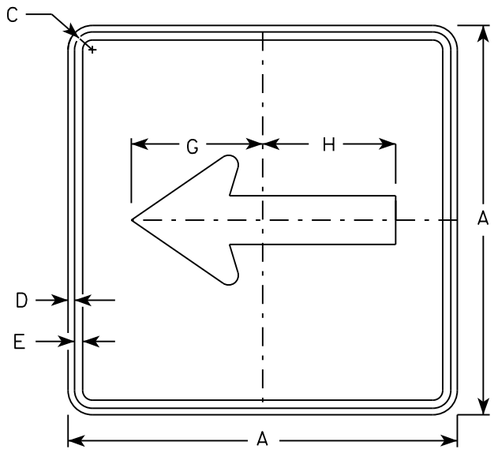
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

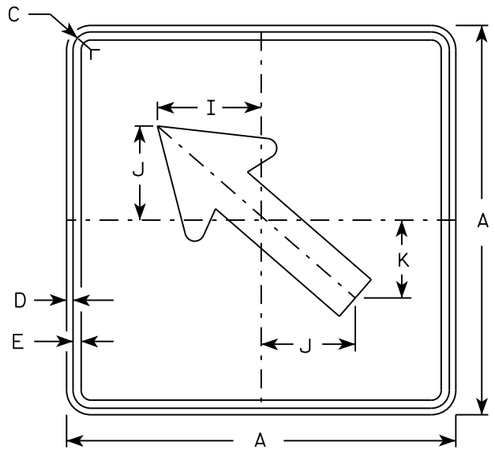
DATE 10/15/15 PLATE NO. M5-1.13

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

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



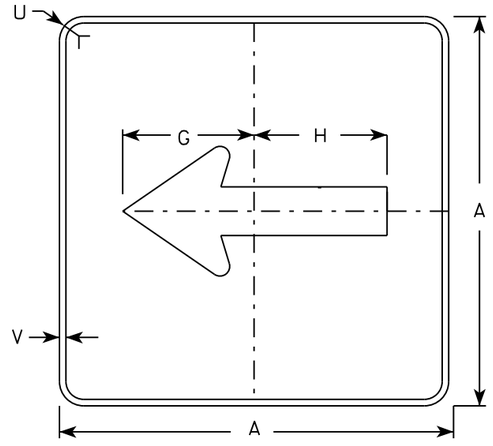
M6-1
MM6-1
MO6-1
MP6-1



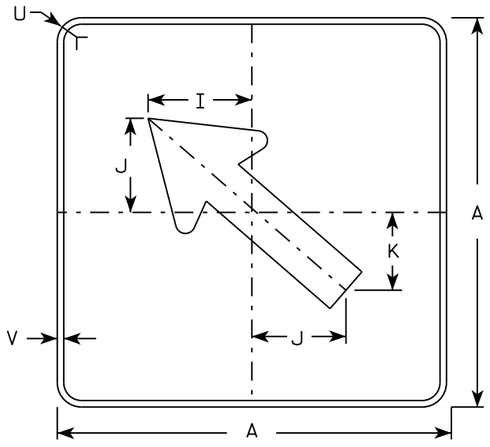
M6-2
MM6-2
MO6-2
MP6-2

NOTES

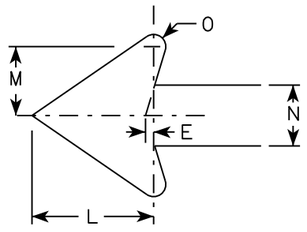
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

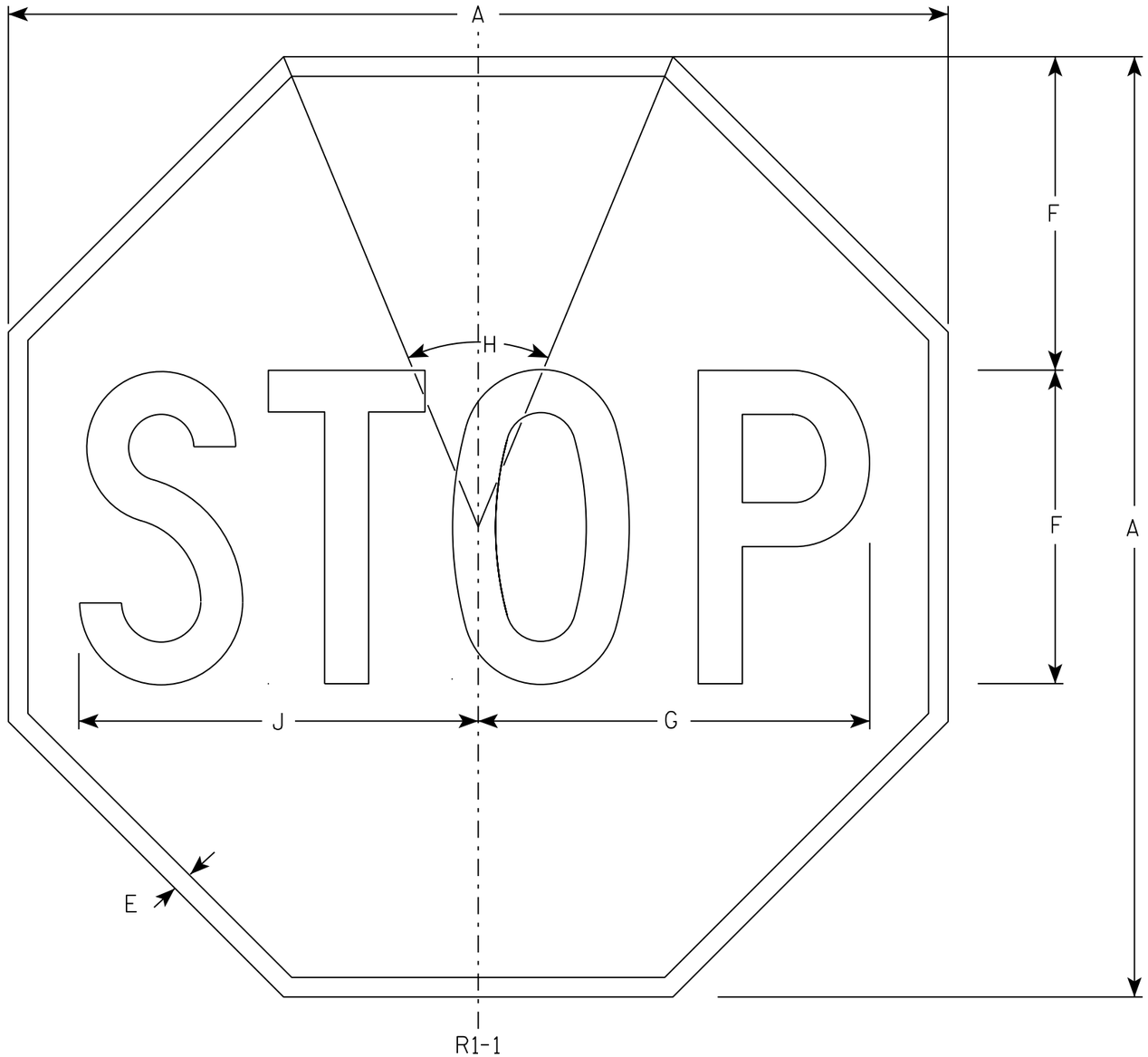
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 296 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



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

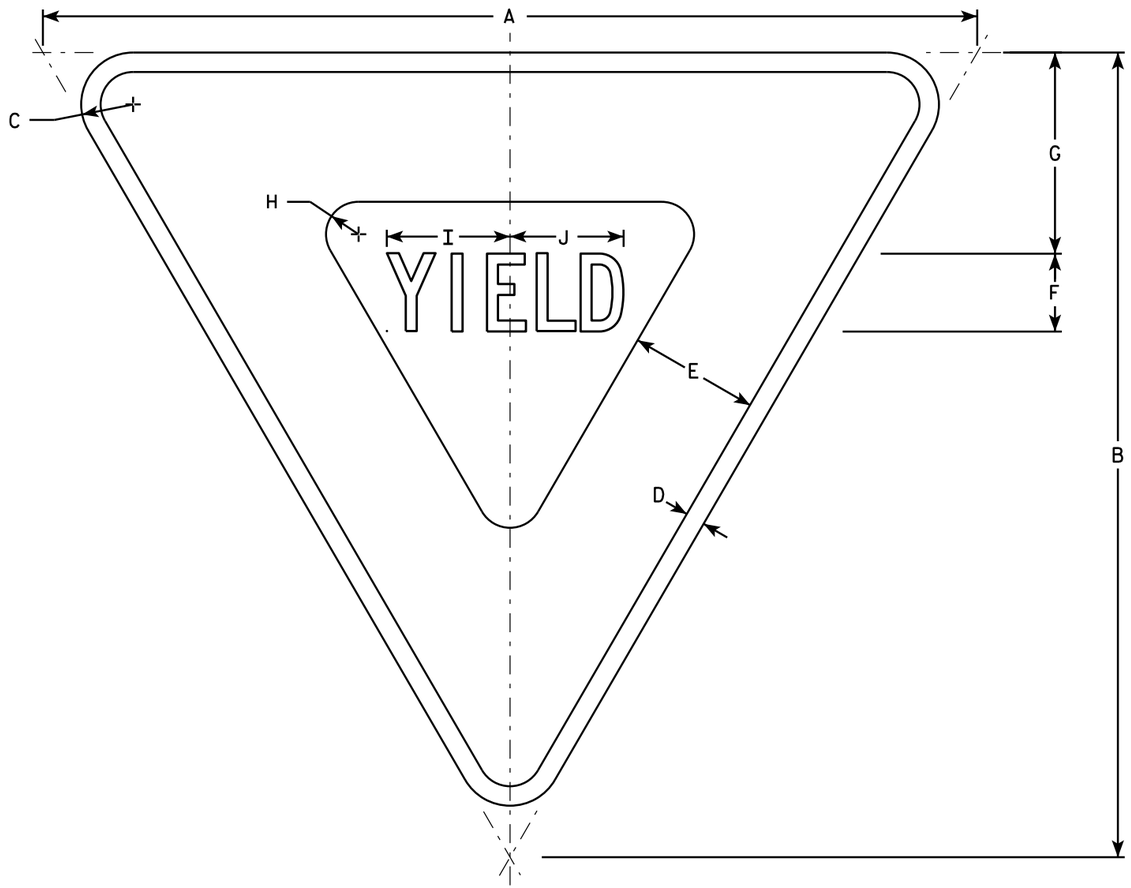
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 297 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

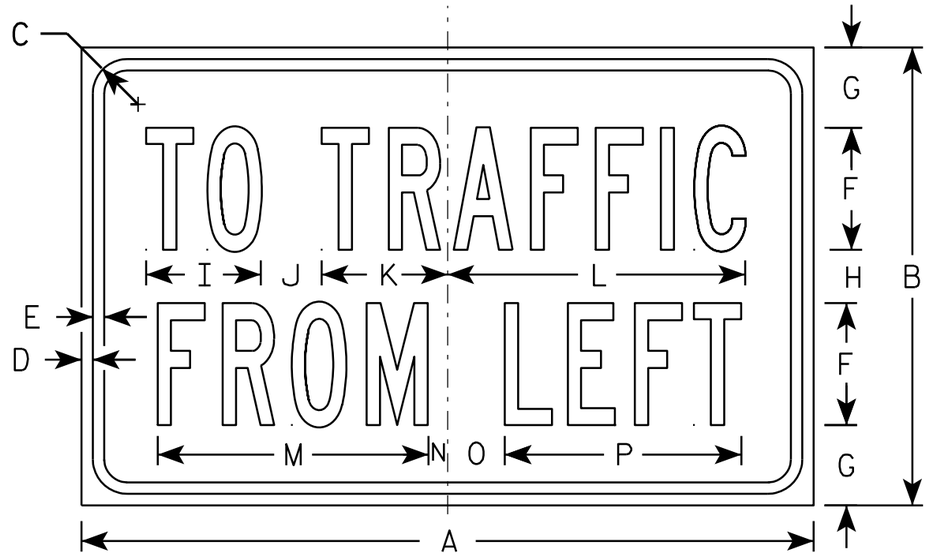
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-54

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 - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

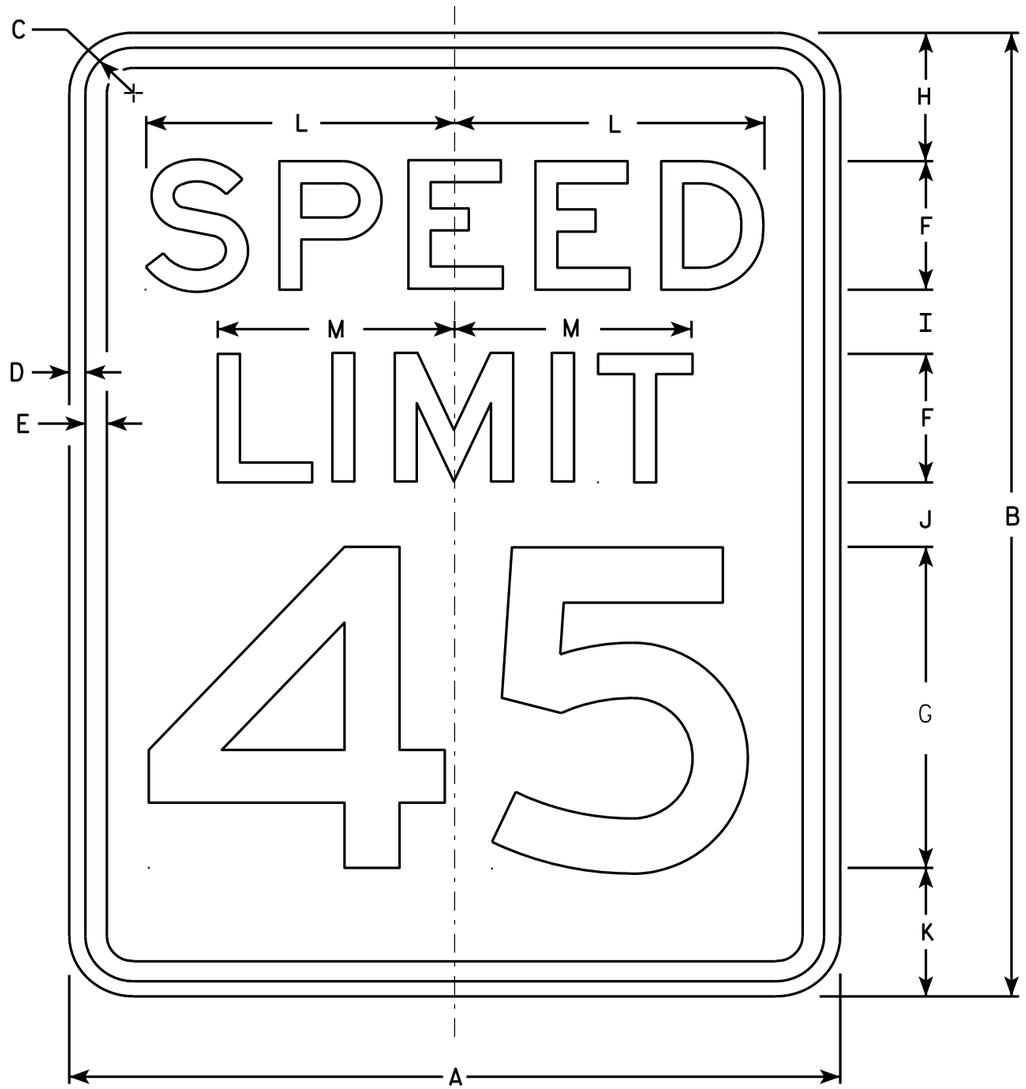
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 299	E



R2-1

NOTES

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

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

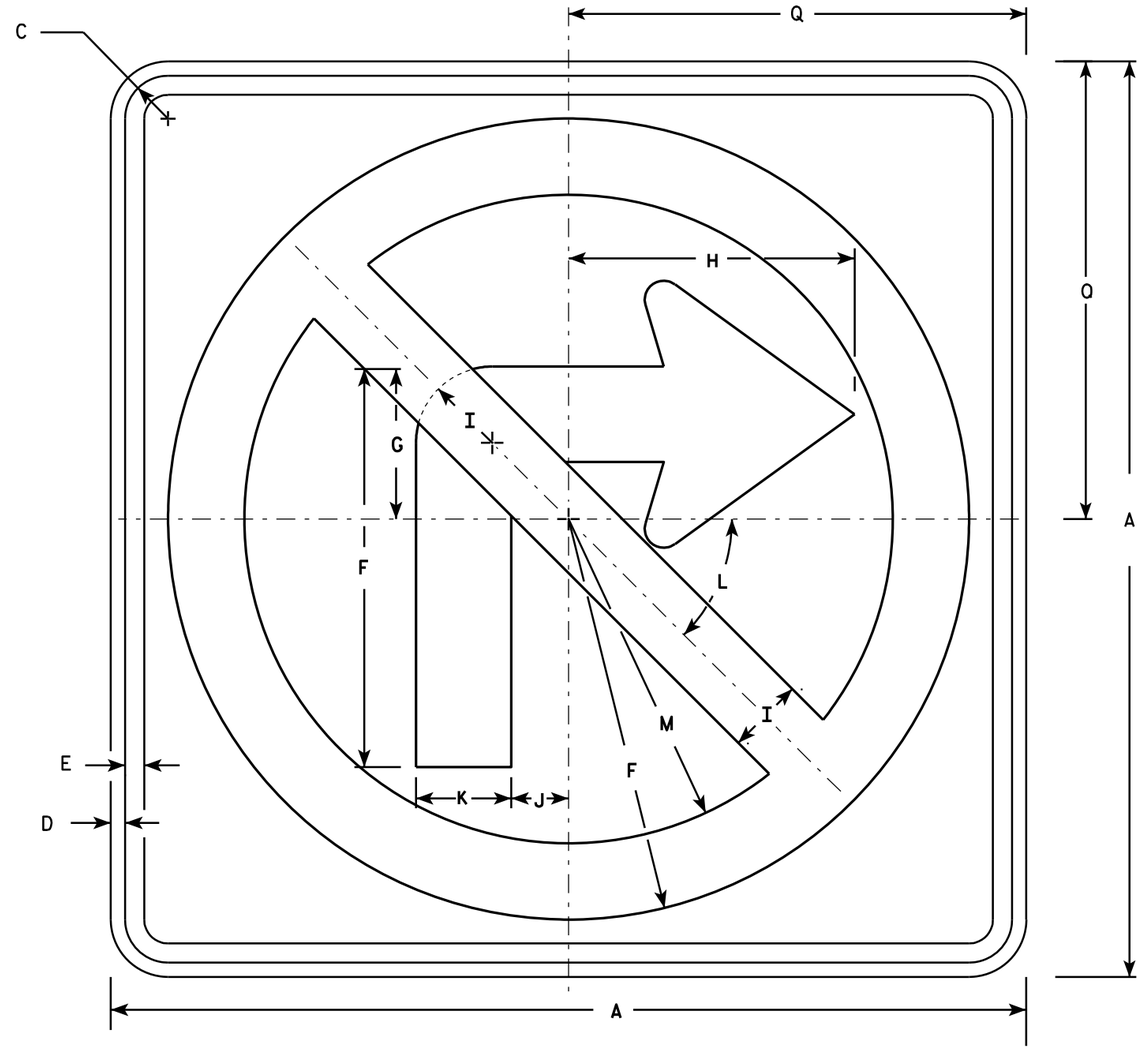
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

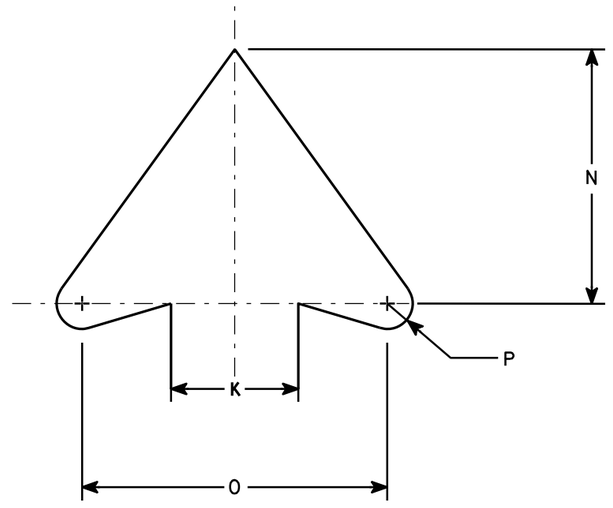
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 300	E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

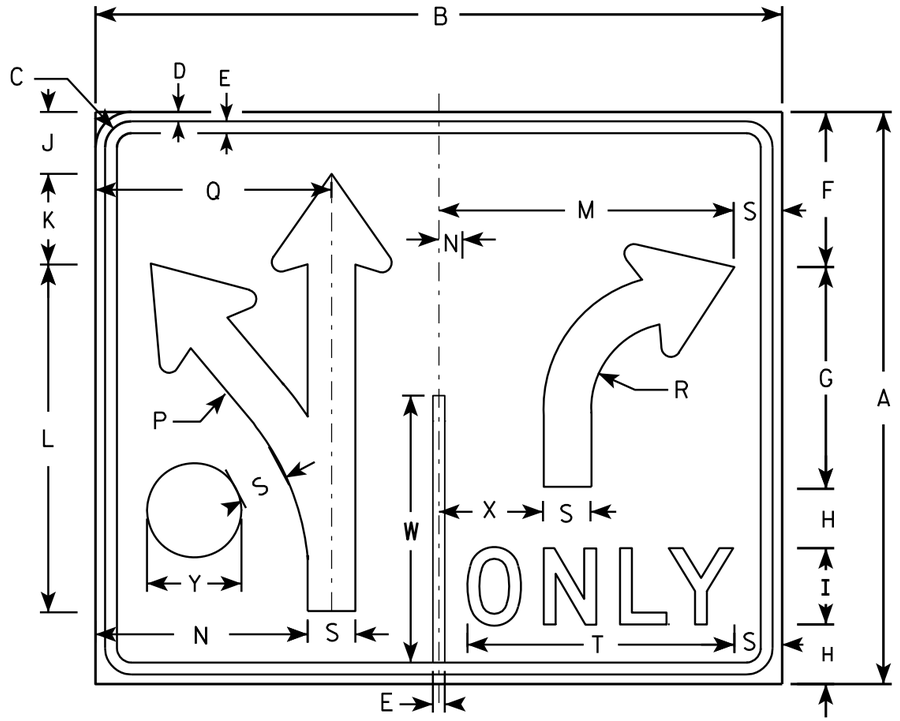
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

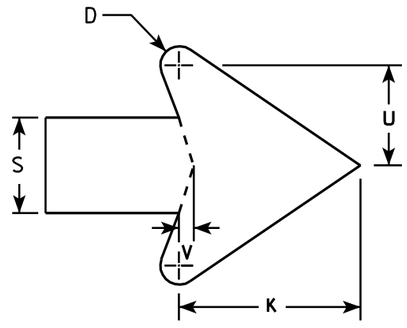
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 301	E



R3-8DD



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-8B & R3-8C is the same but reversed.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5
3																											

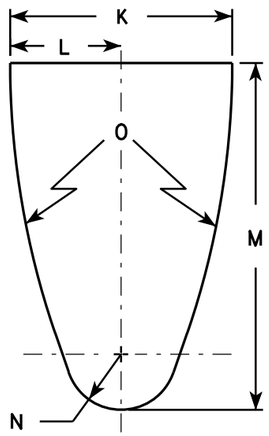
STANDARD SIGN
R3-8DD

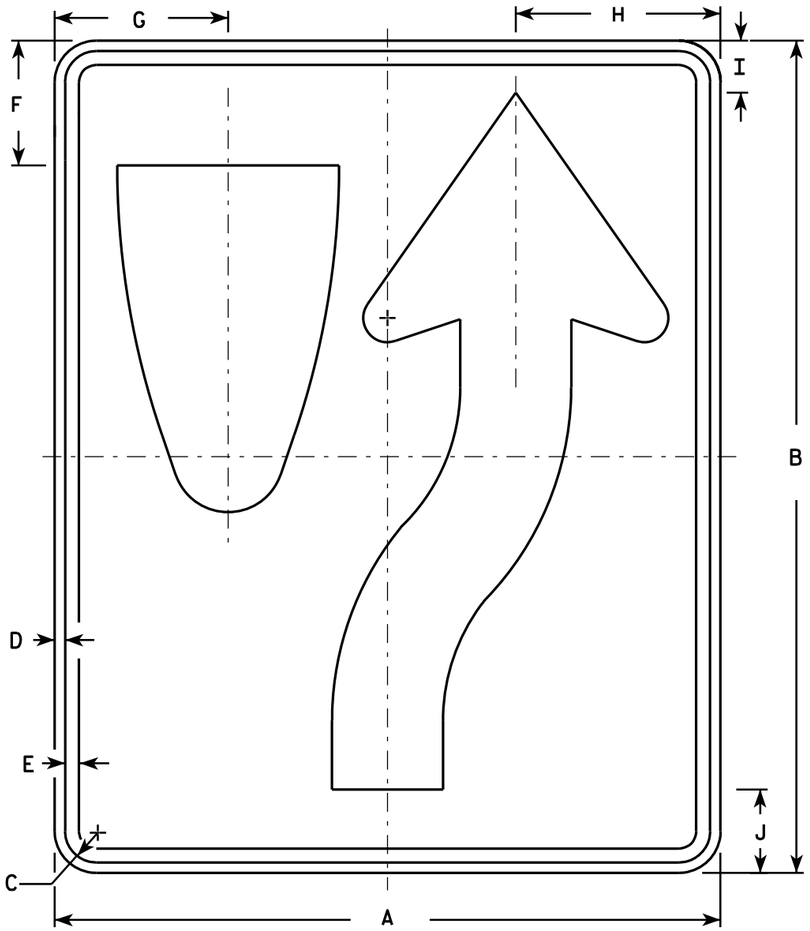
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8DD.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 302 | E

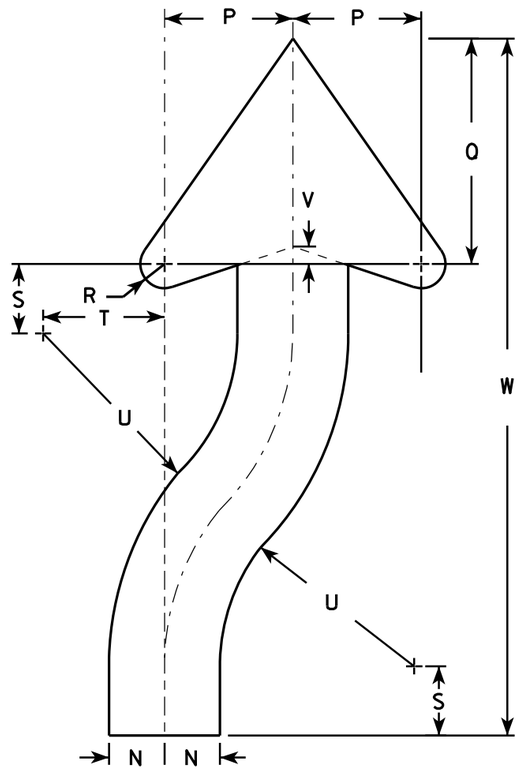




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

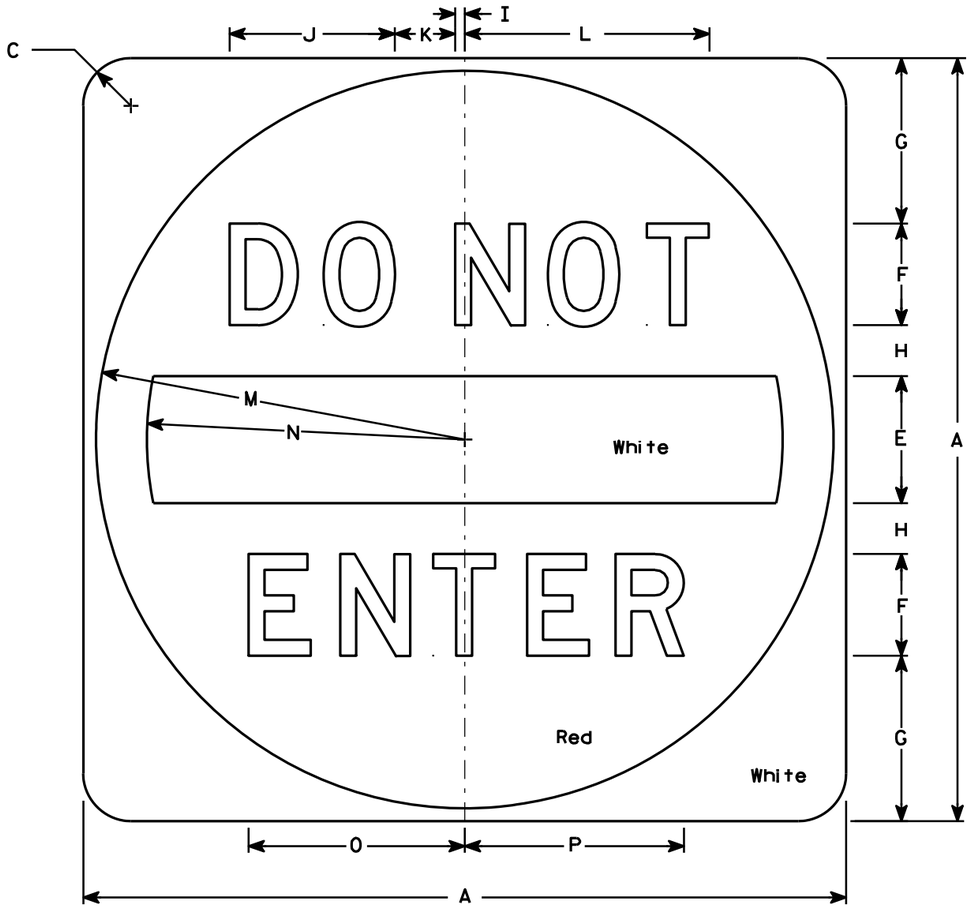
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 303	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

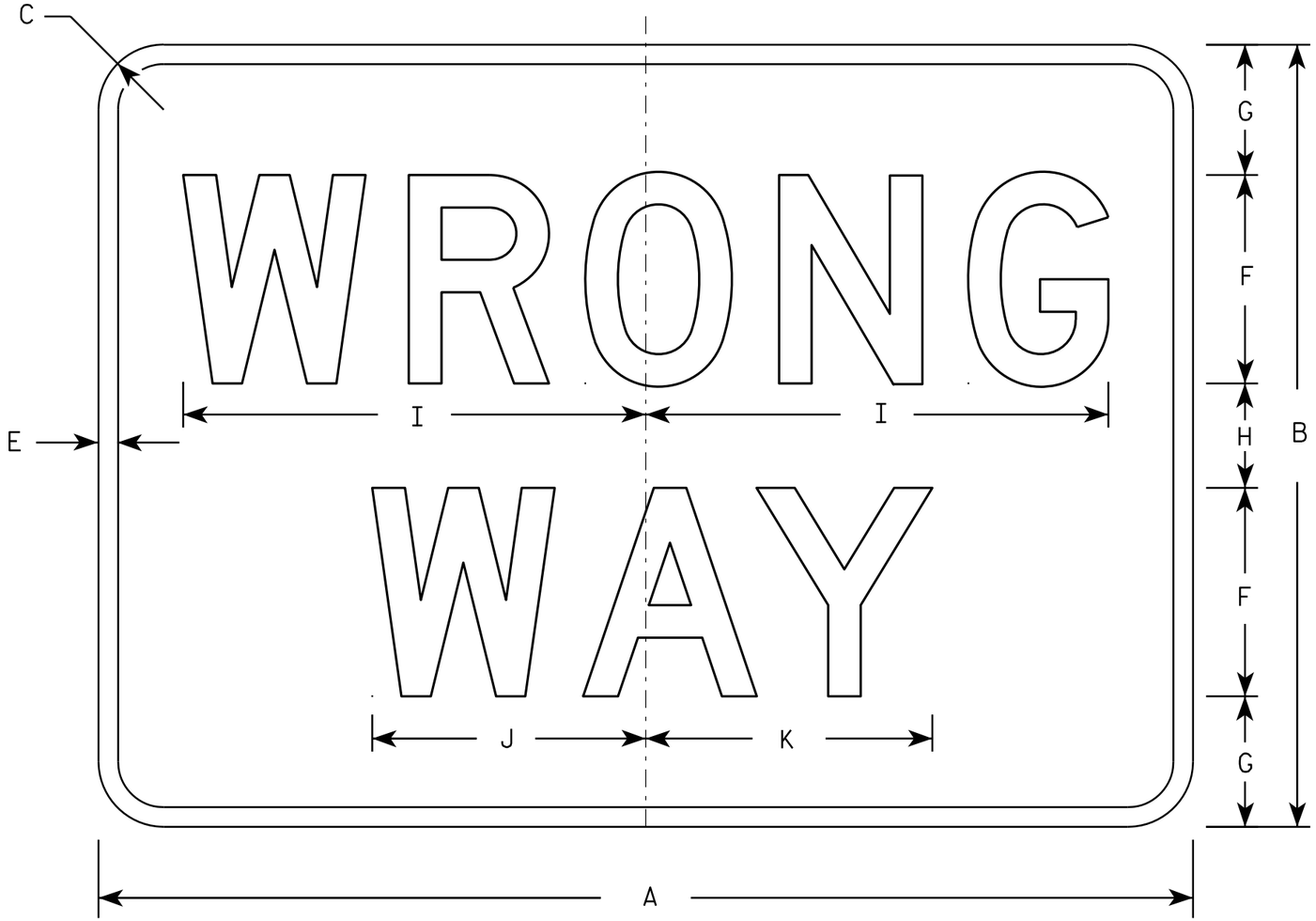
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 304 | E



R5-1A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 305 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R51A.DGN PLOT DATE : 17-DEC-2010 12:42 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.462457:1.000000

WISDOT/CADDS SHEET 42

7

7

R5-57

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0
5	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0

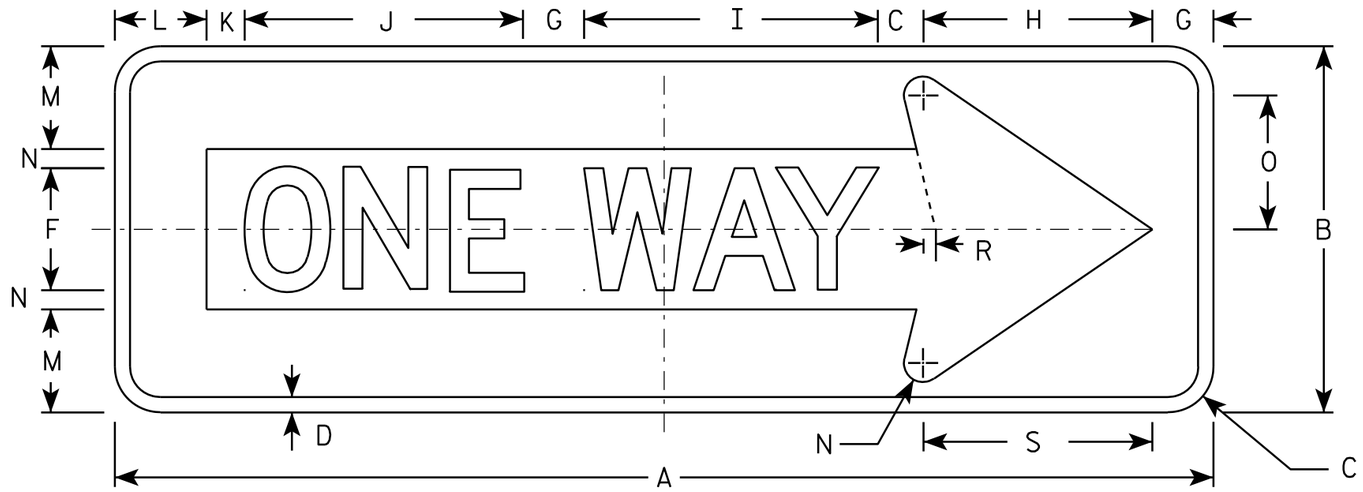
STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

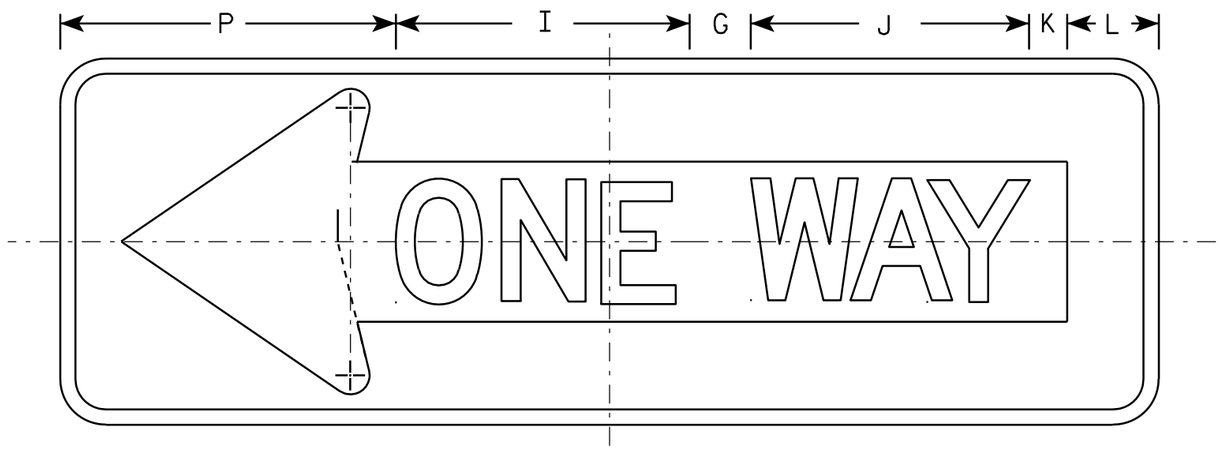
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 306 | E



R6-1R

NOTES

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



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

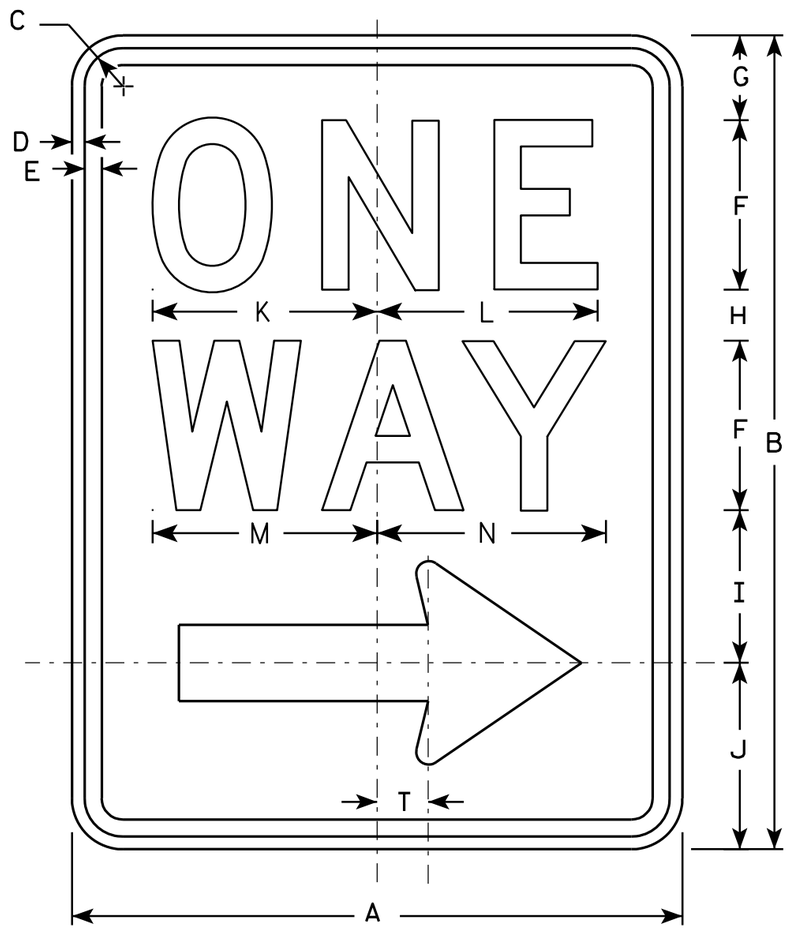
SHEET NO: 307 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R61.DGN PLOT DATE : 17-DEC-2010 14:11 PLOT BY : dotsja

WISDOT/CADDS SHEET 42

7

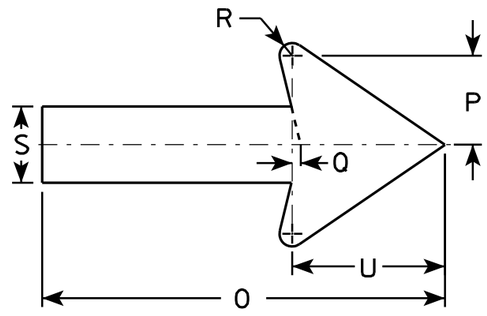
7



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

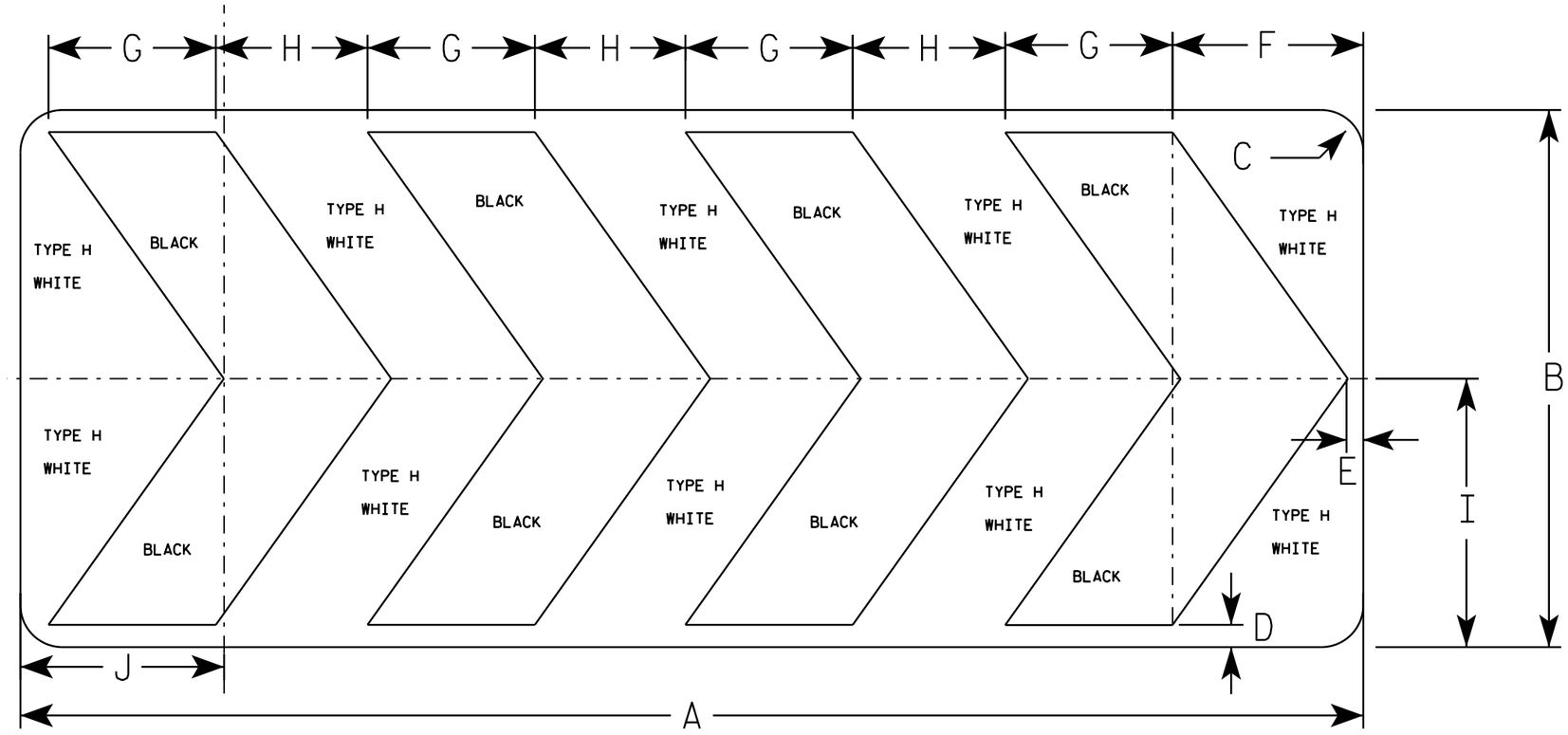
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   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.



R6-4B

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	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

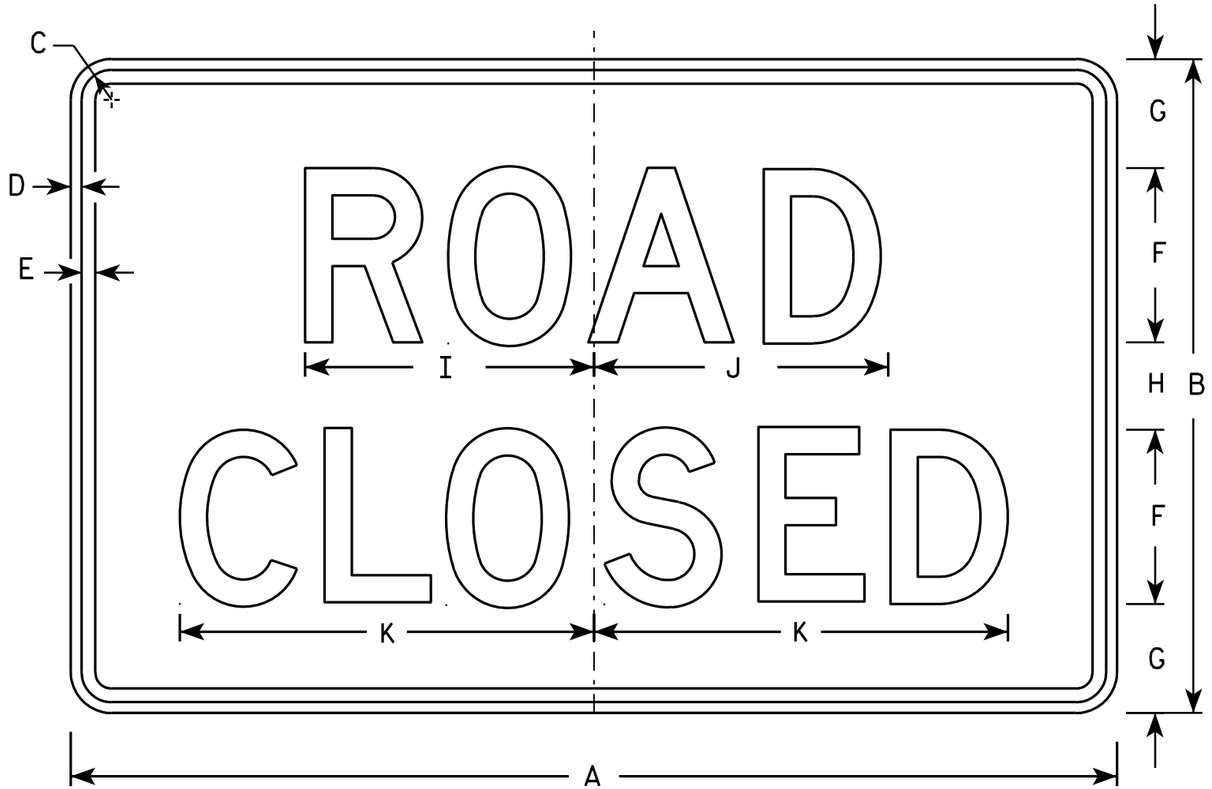
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

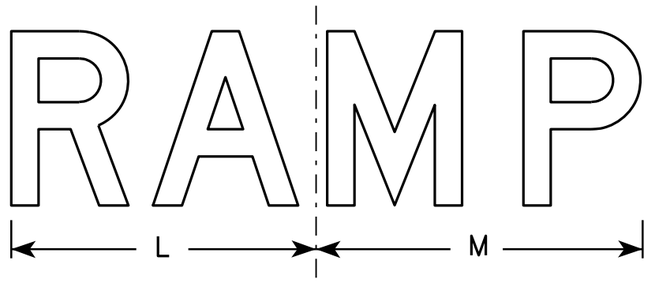
WISDOT/CADDS SHEET 42



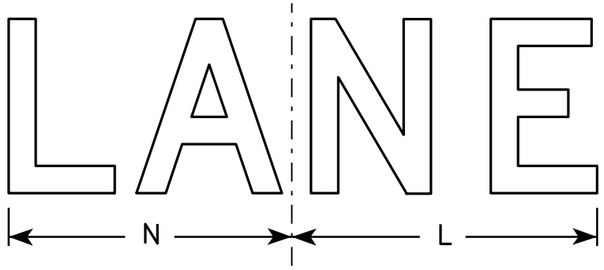
R11-2

NOTES

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



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

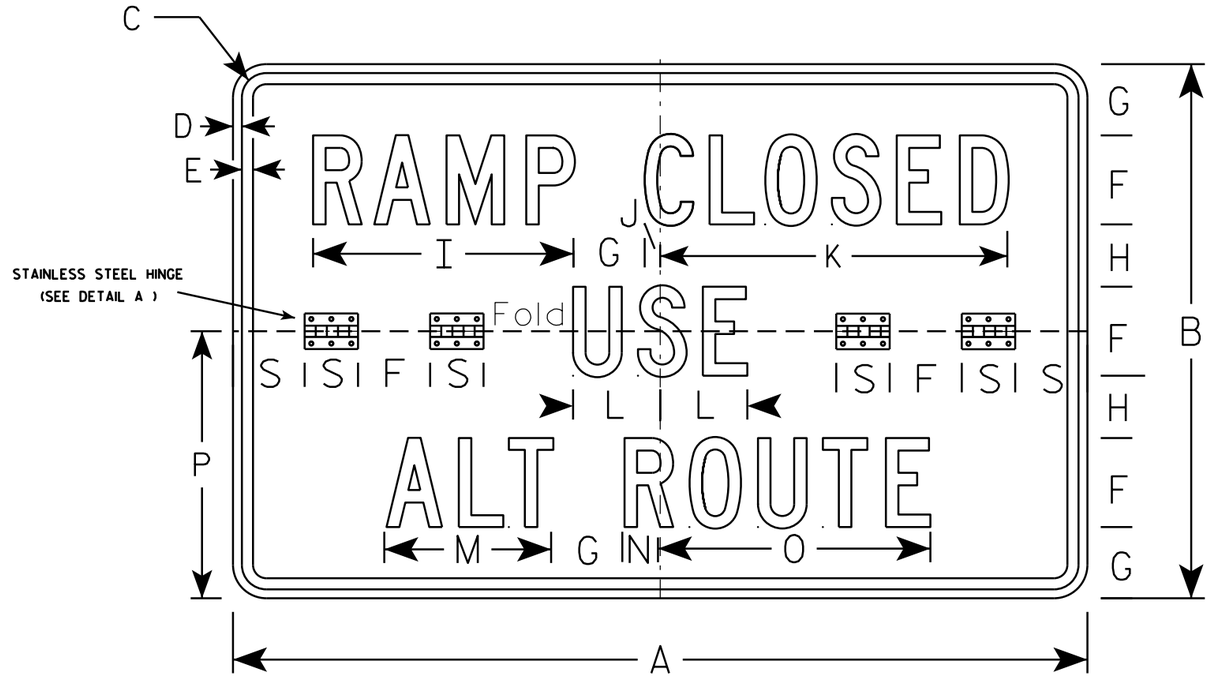
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

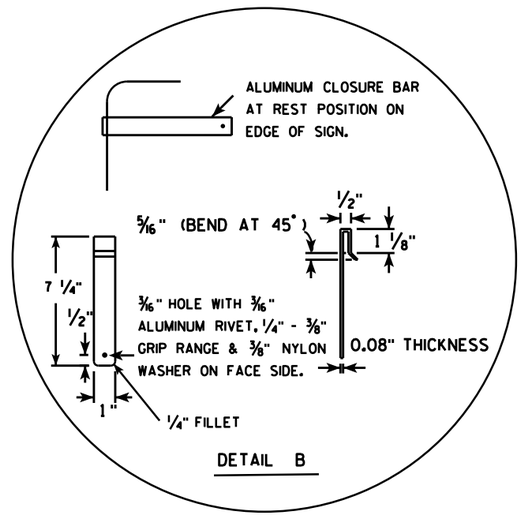
DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 310	E



R11-54F

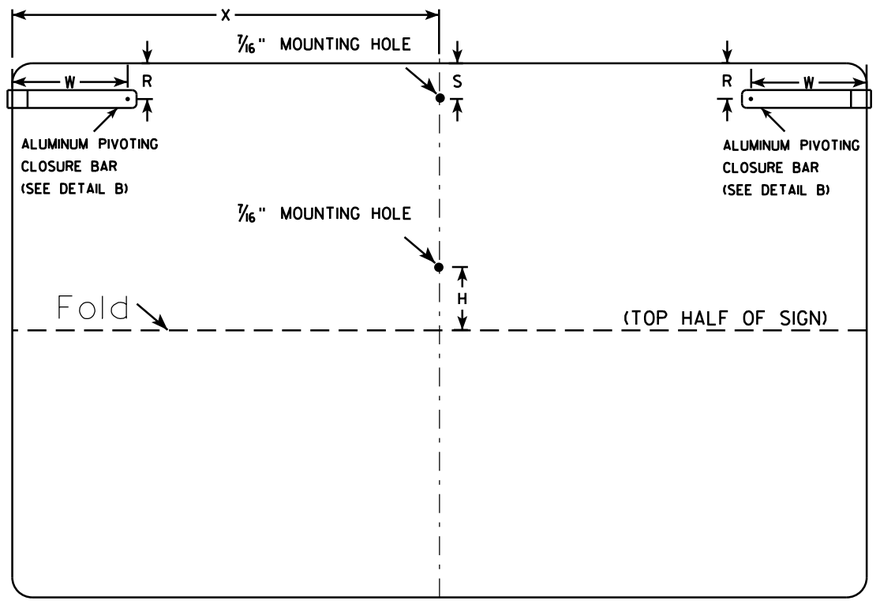
DETAIL A



DETAIL B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - C
4. Sign Base Material shall be aluminum, corners and borders shall be rounded.
5. All hardware used on the folding sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.
6. Refer to plate A5-3A for sign blank layout.



(BACK VIEW)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
2M	48	30	1 3/8	1/2	5/8	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
3																											
4																											
5																											

STANDARD SIGN
R11-54F

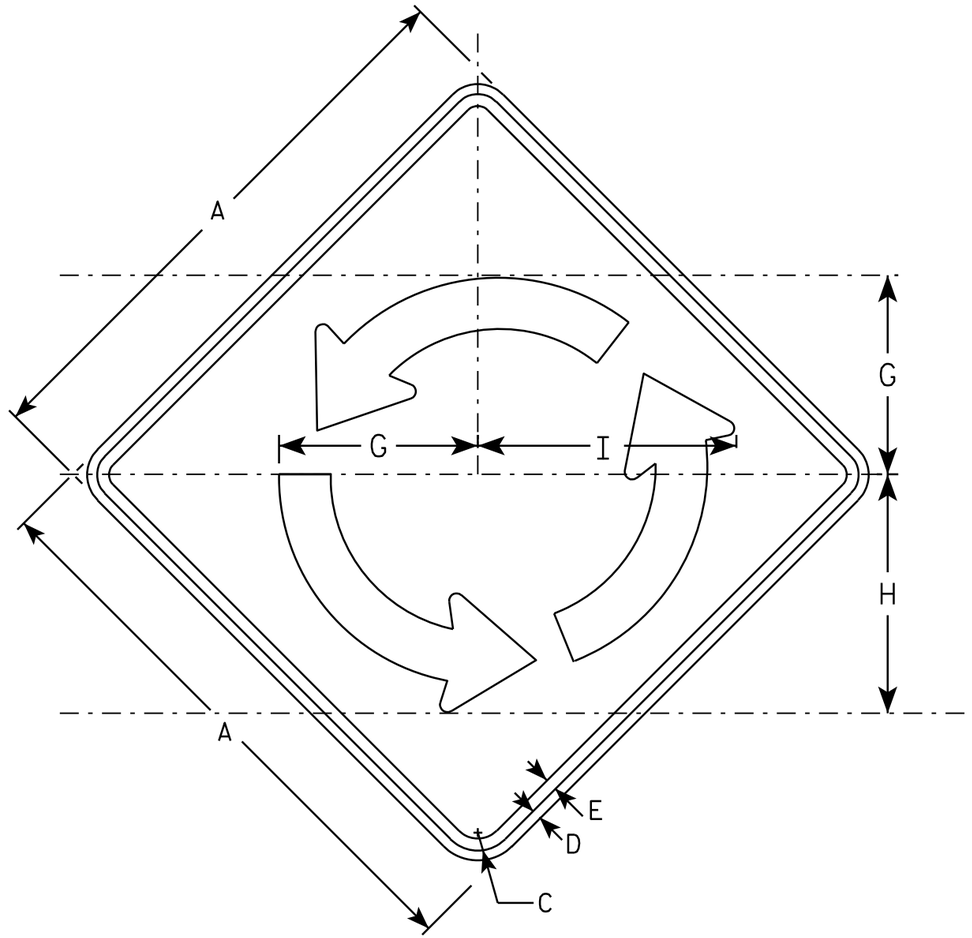
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/28/14 PLATE NO. R11-54F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

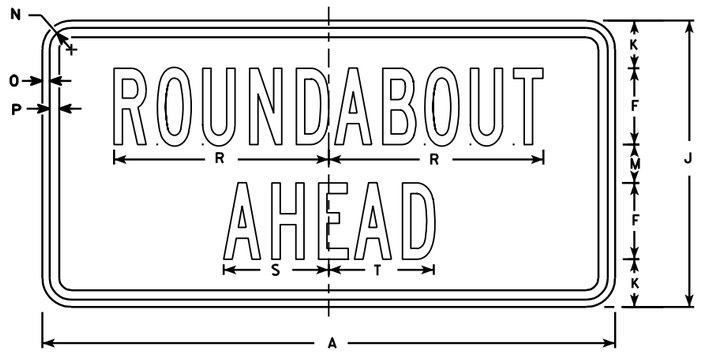
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R1154F.DGN PLOT DATE : 28-MAY-2014 14:15 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 8.511110:1.000000 WISDOT/CADDS SHEET 42



W2-6

NOTES

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



W2-6P

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	W2-6 Area sq. ft.	W2-6P Area sq. ft.
1																										
2S	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5																										

STANDARD SIGN
W2-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

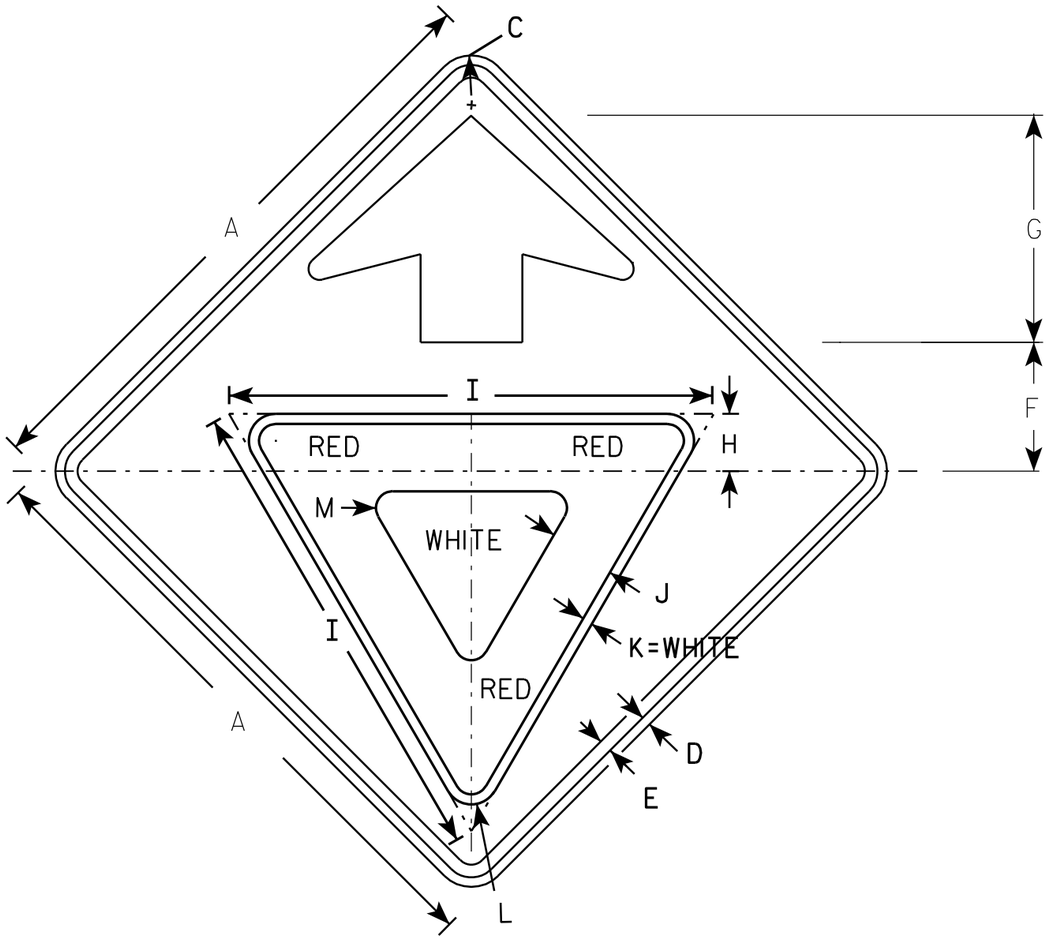
SHEET NO: 312 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W26.DGN PLOT DATE : 29-JUN-2012 10:15 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

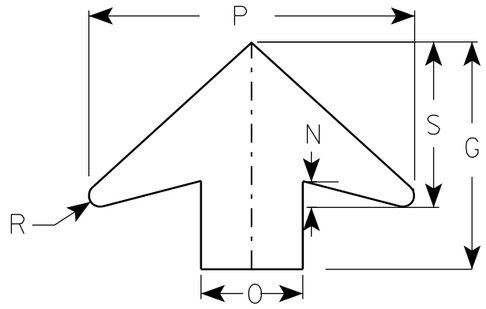
7



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

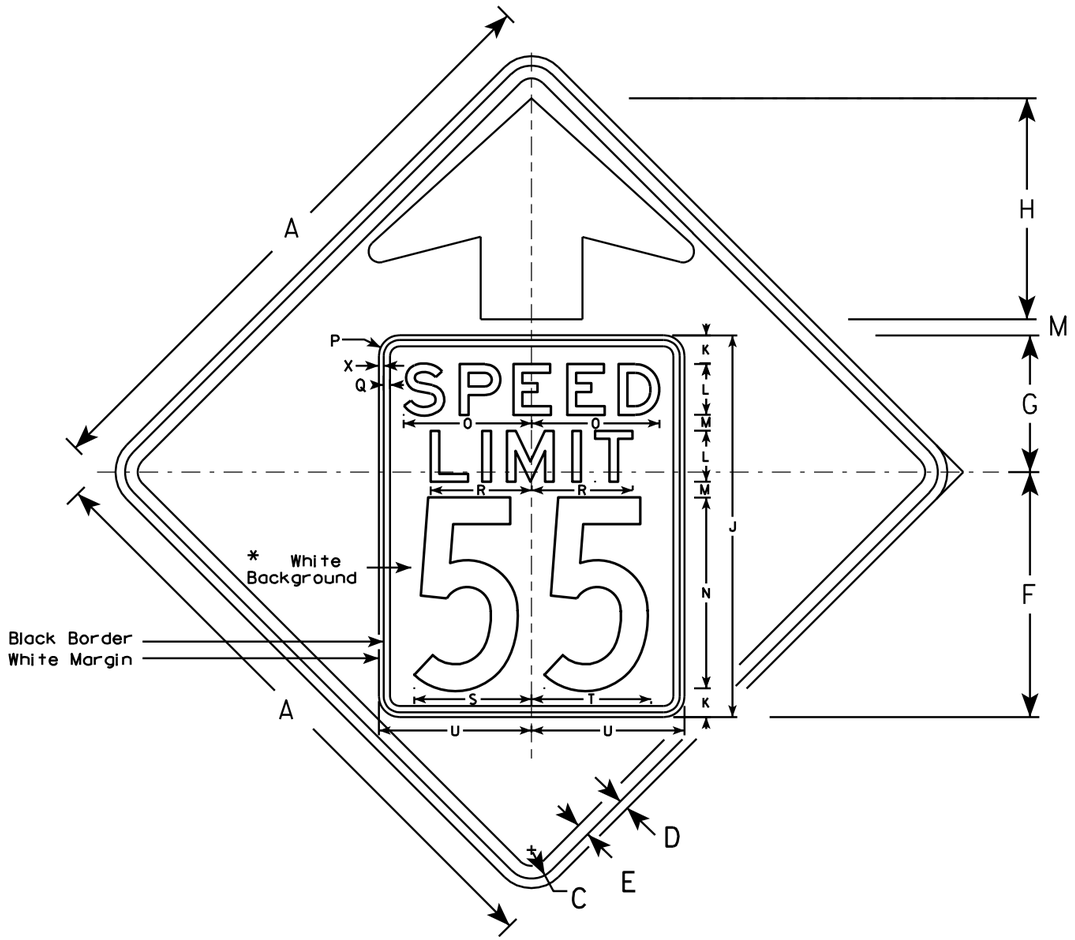
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 313 E

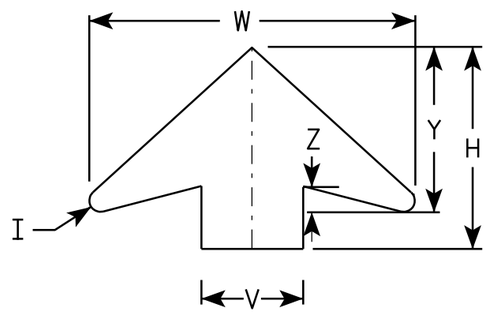


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

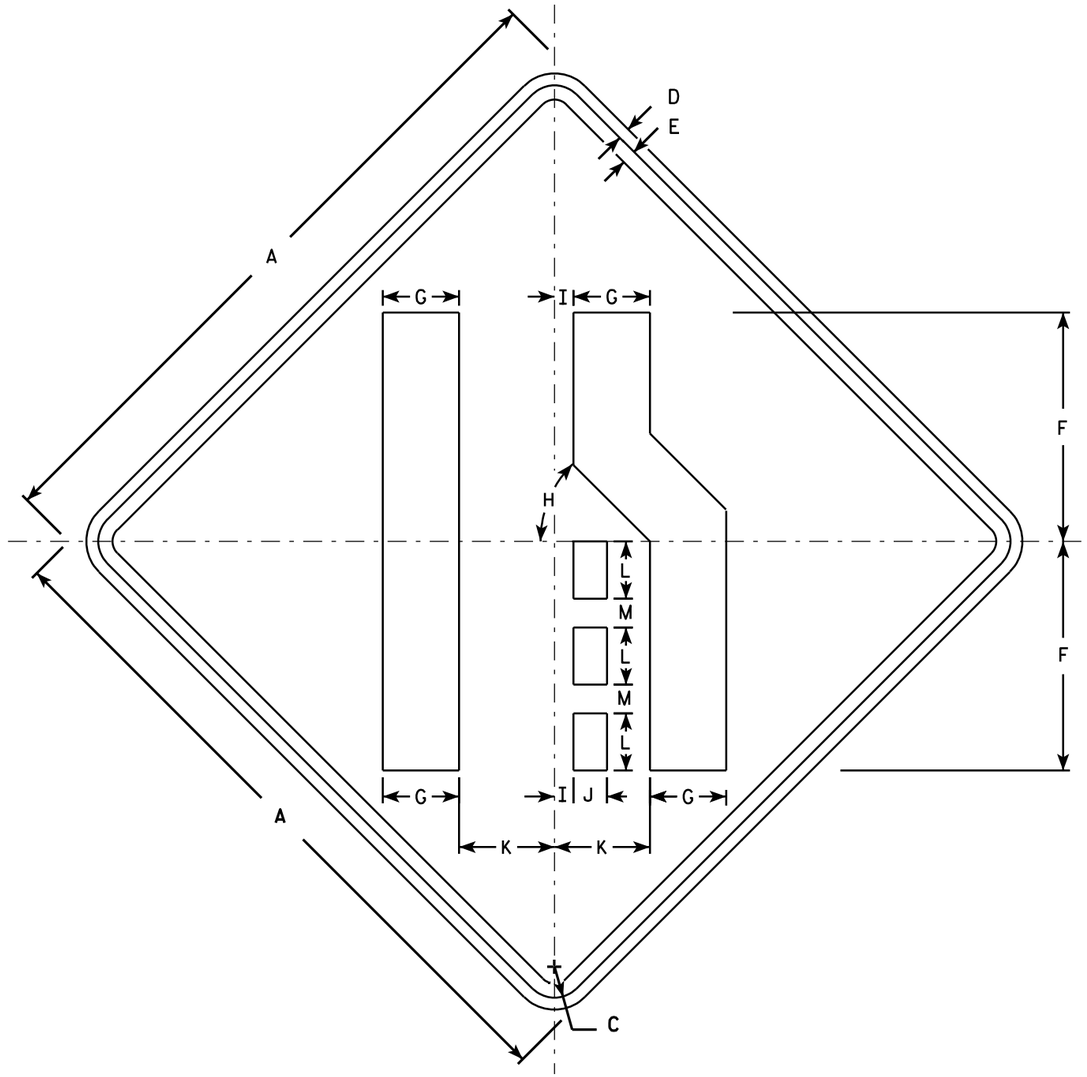
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 314 E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

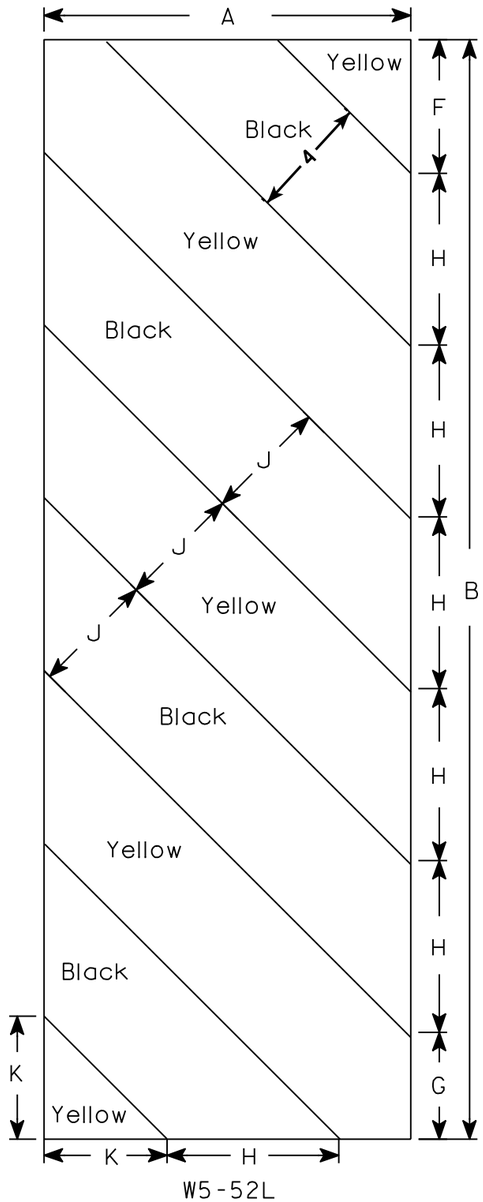
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

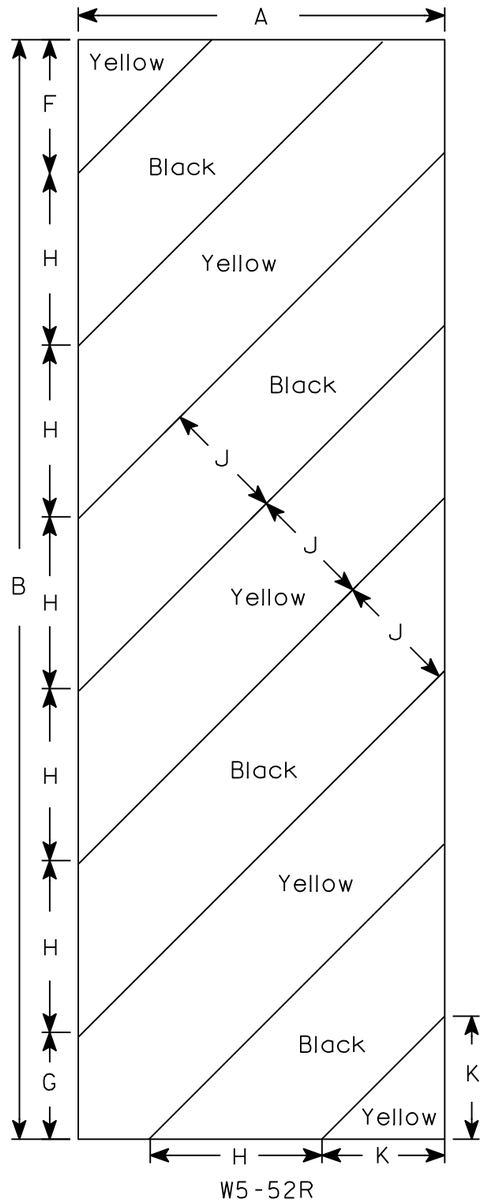
DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 315 E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

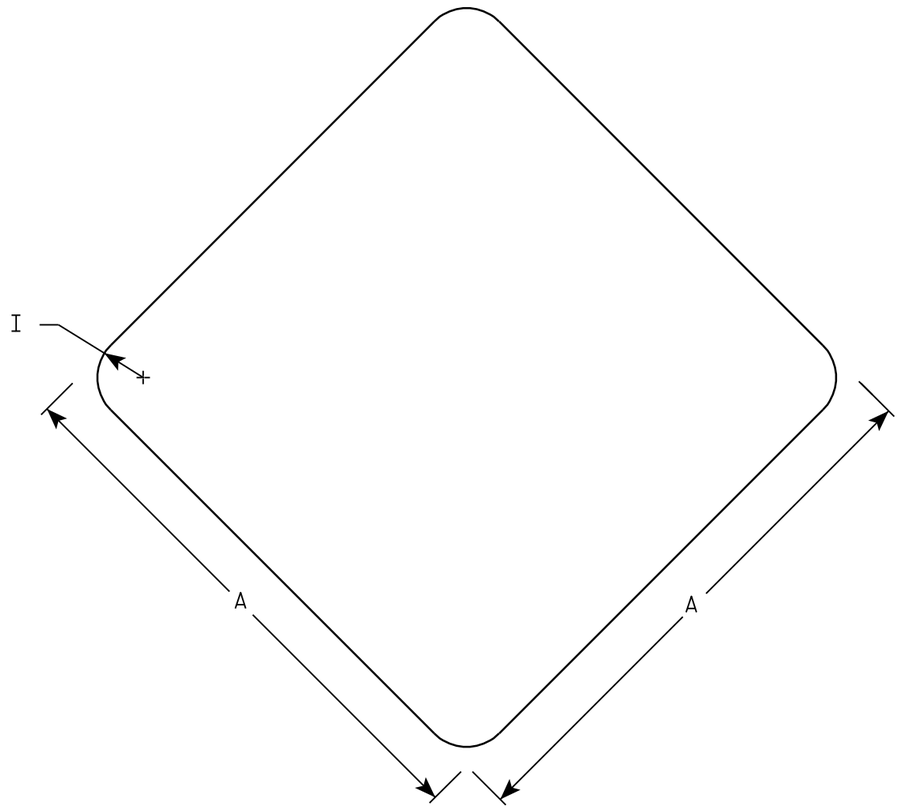
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 316 | E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W552.DGN PLOT DATE : 29-MAY-2012 13:03 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.961899:1.000000



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

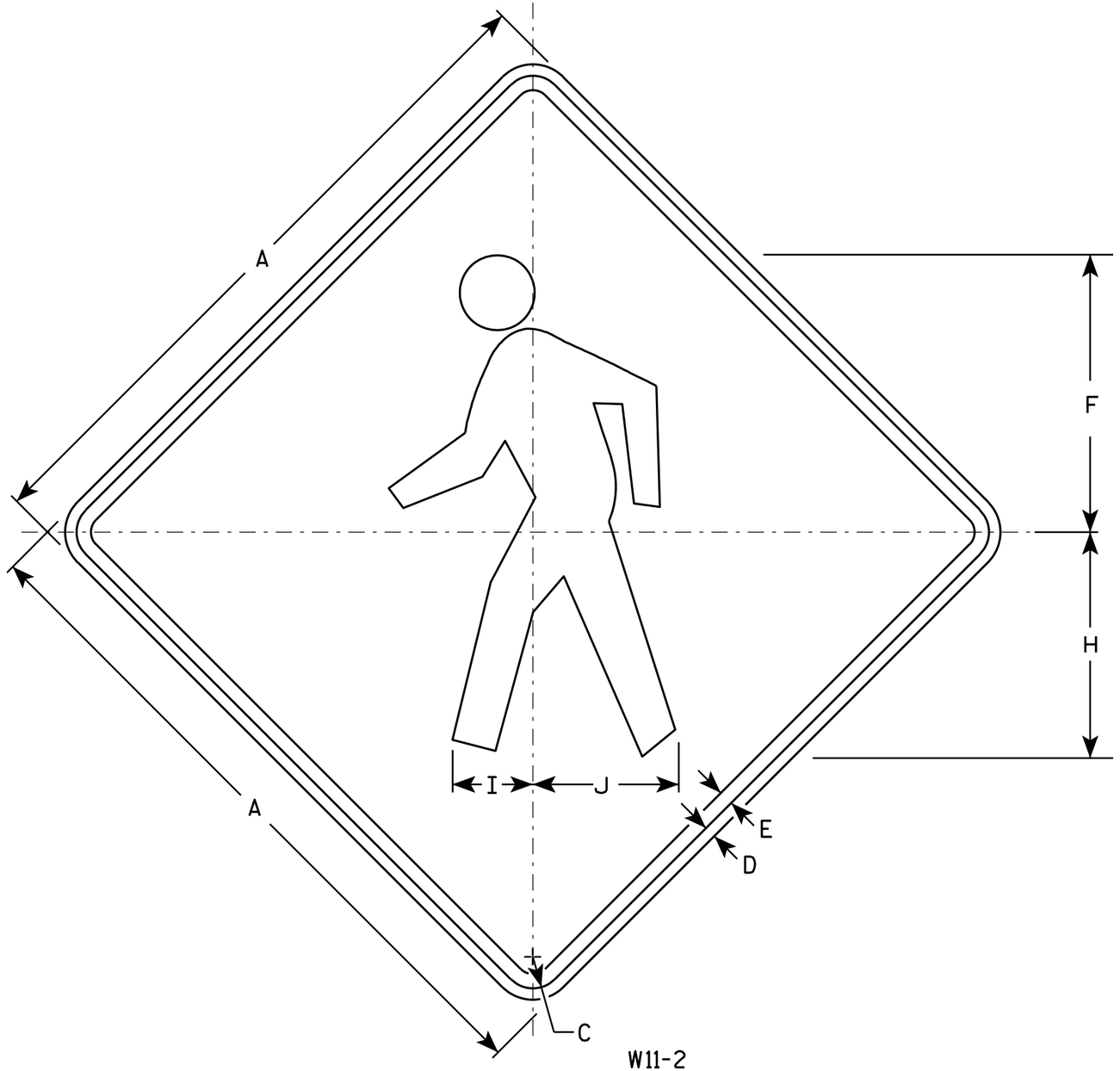
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 317 | E



W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

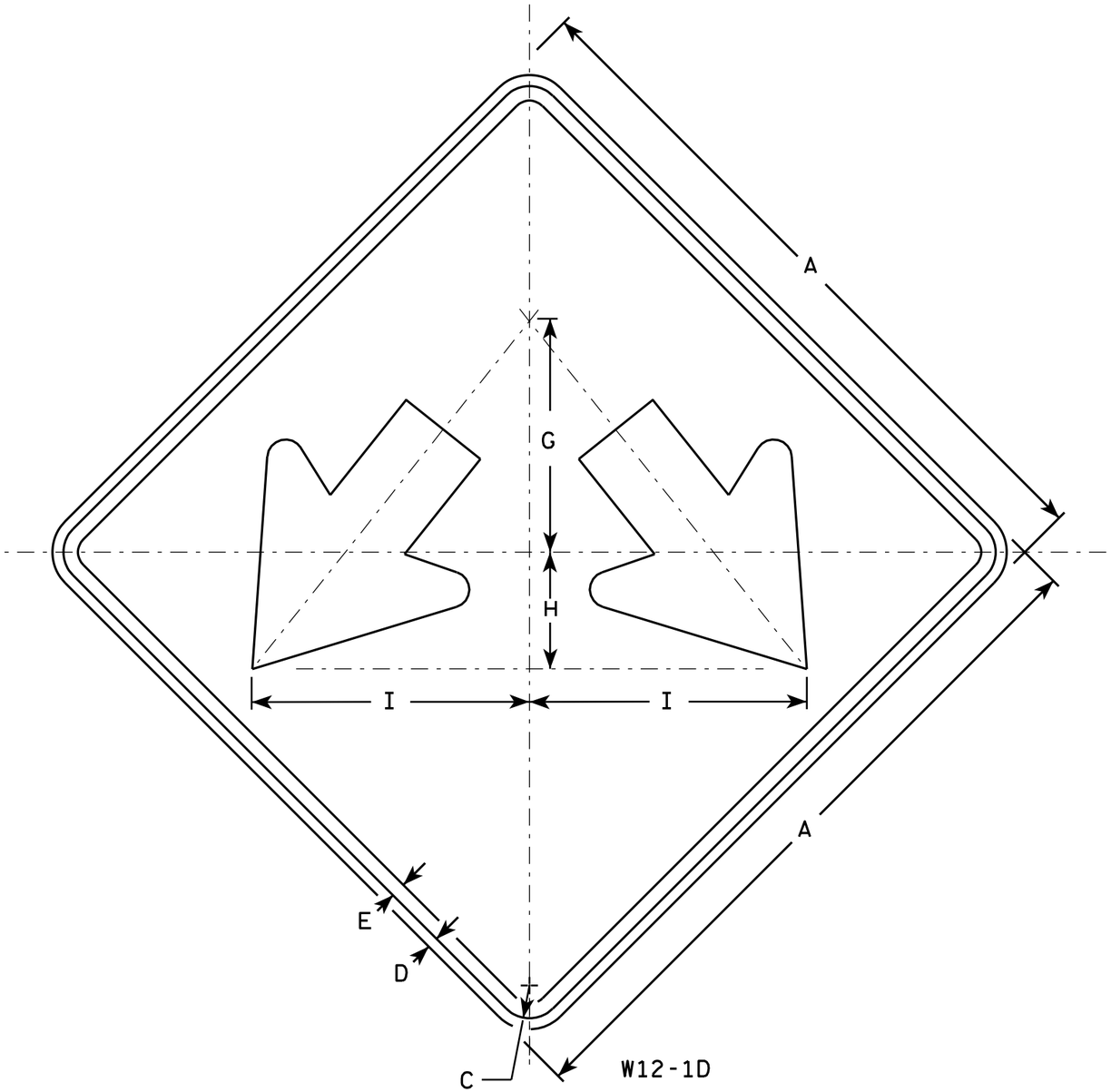
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

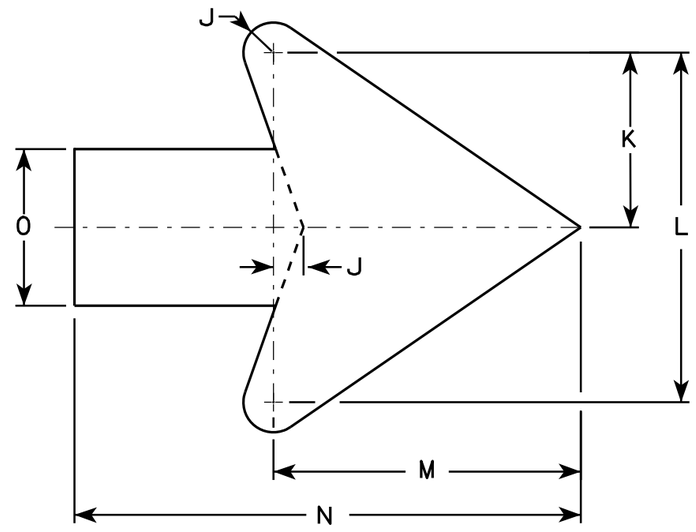
DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 318	E



NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

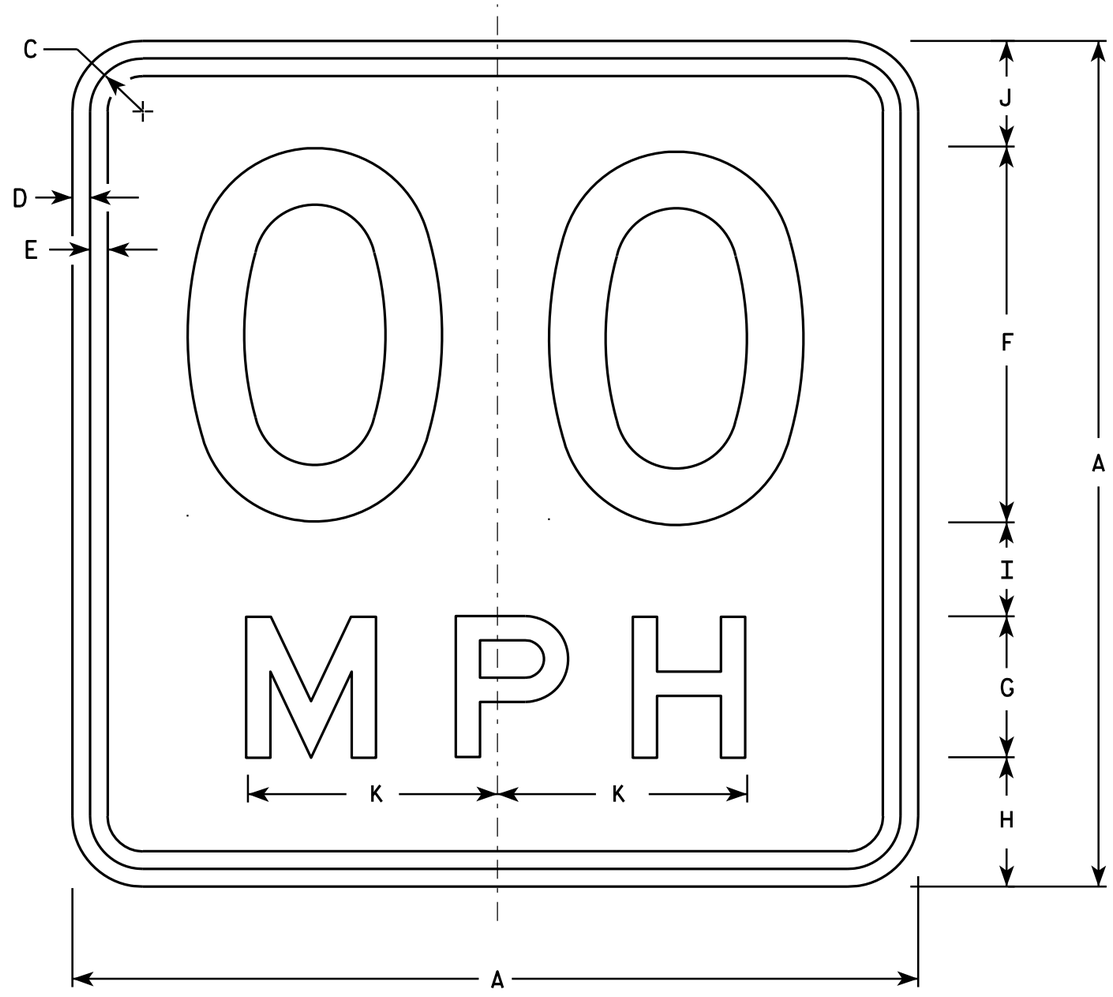
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 319	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

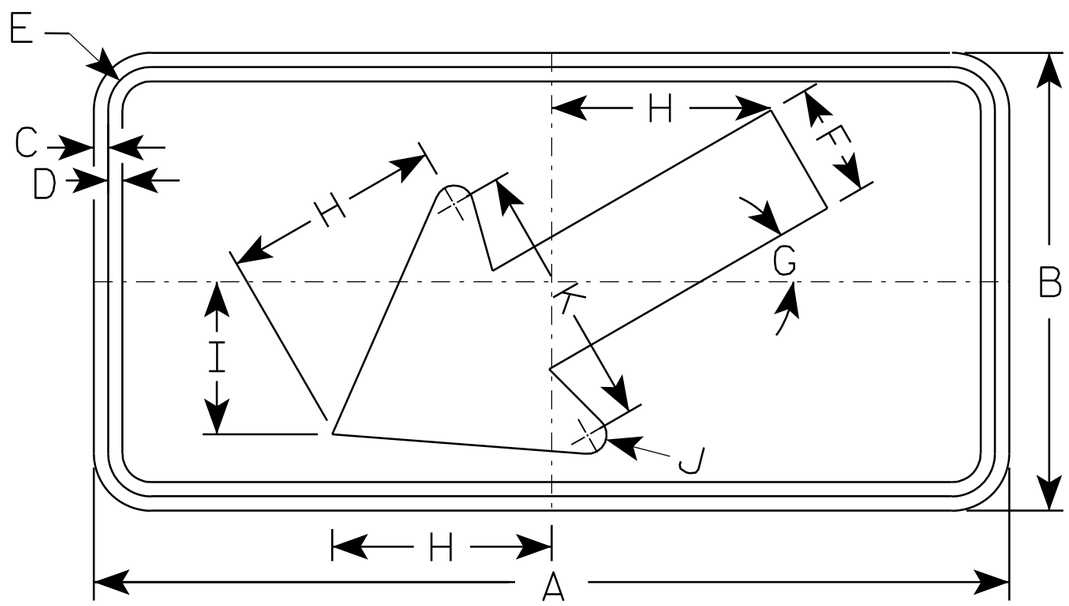
STANDARD SIGN
W13-1

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: 320 | E



W16-7L

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. W16-7R is the same as W16-L 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																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

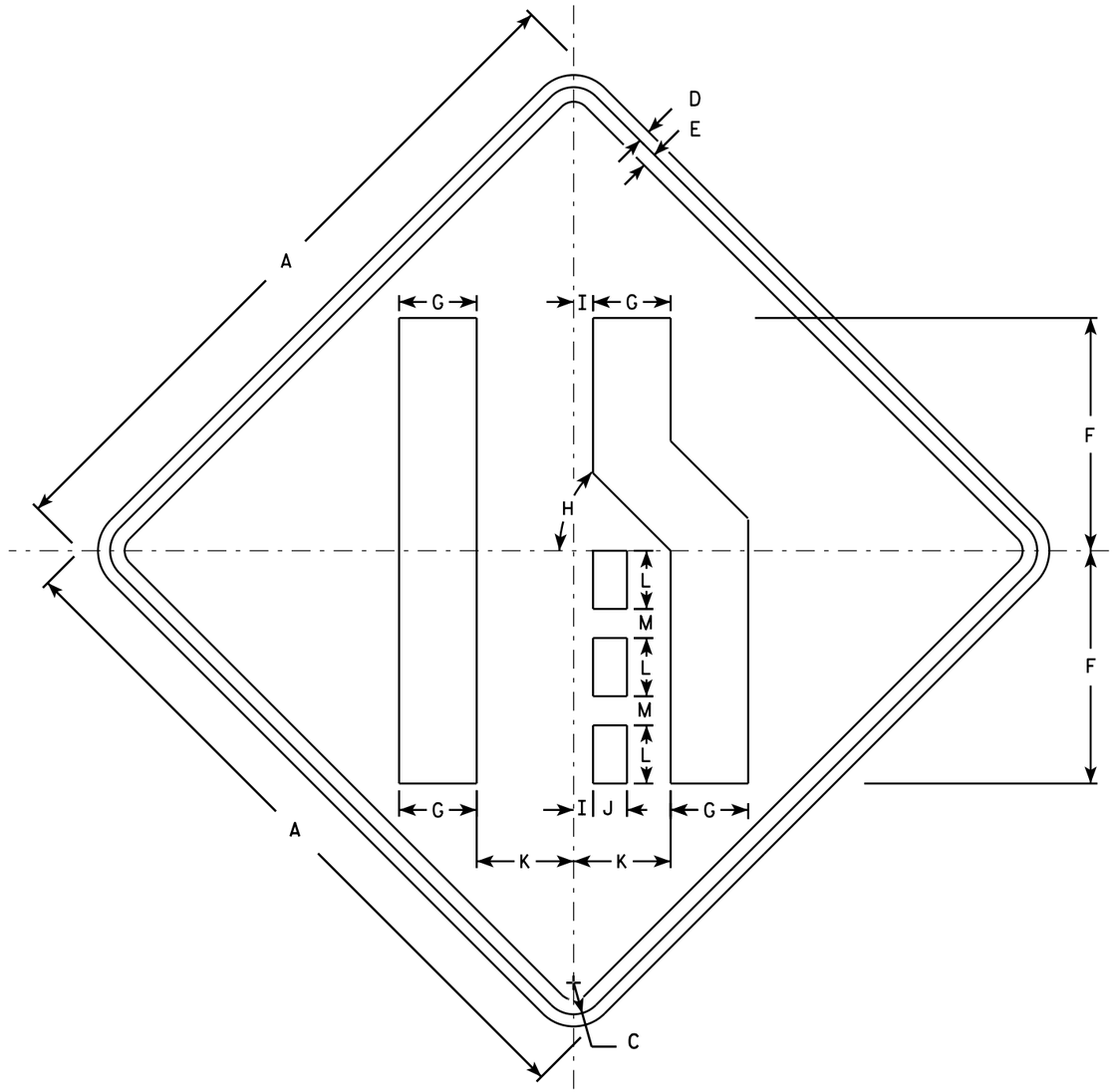
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 321	E



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

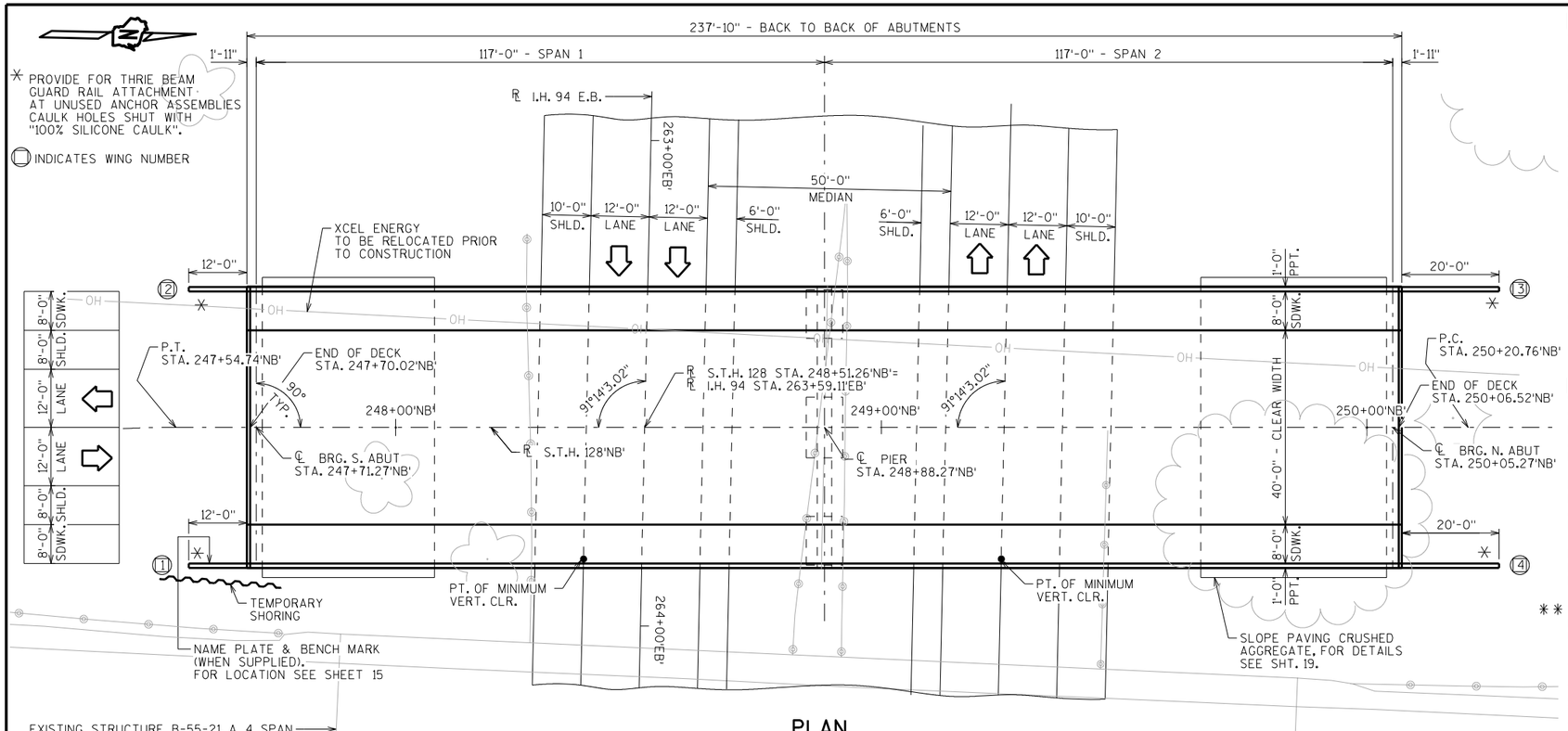
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 322 W04-2.1

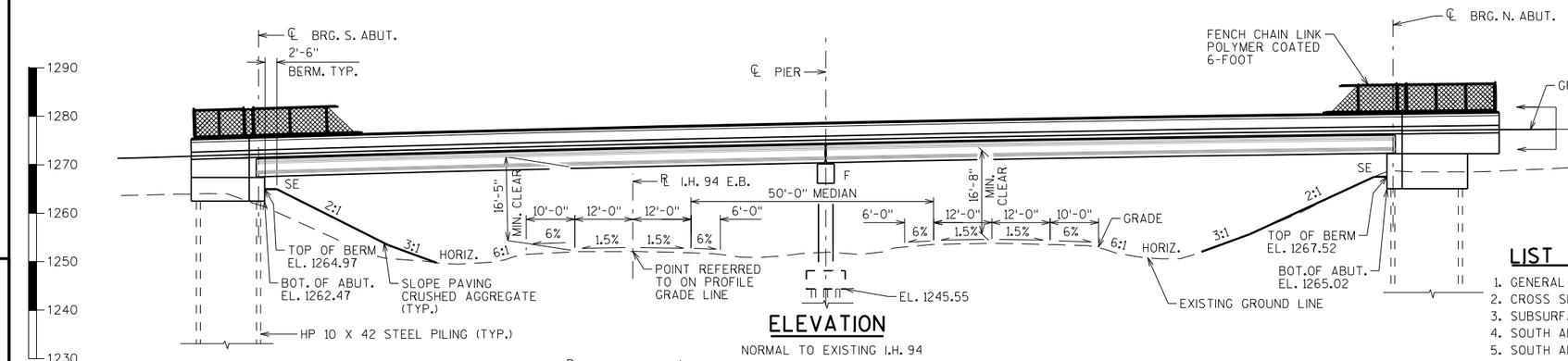
PROJECT NO:

SHEET NO: E



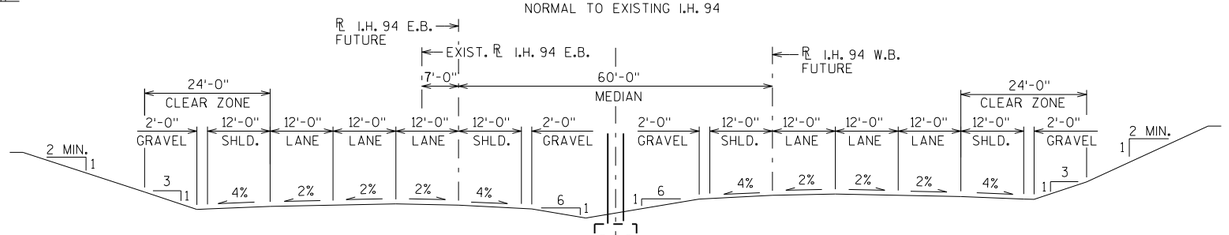
PLAN

2 SPAN - 45W" PRESTRESSED GIRDERS



ELEVATION

NORMAL TO EXISTING I.H. 94



FUTURE TYPICAL SECTION THRU I.H. 94

THIS CROSS SECTION WAS USED TO SIZE STRUCTURE

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR; RF=1.04
OPERATIONAL RATING FACTOR; RF=1.35
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:
DECK ——— f'c = 4,000 P.S.I.
ALL OTHER ——— f'c = 3,500 P.S.I.
45W" PRESTRESSED GIRDERS ——— f'c = 8,000 P.S.I.

STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 ——— fy = 60,000 P.S.I.
STRUCTURAL CARBON STEEL A.S.T.M. A709 GRADE 36 ——— fy = 36,000 P.S.I.

FOUNDATION DATA

SOUTH ABUTMENT TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 170 ** TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 50'LONG.

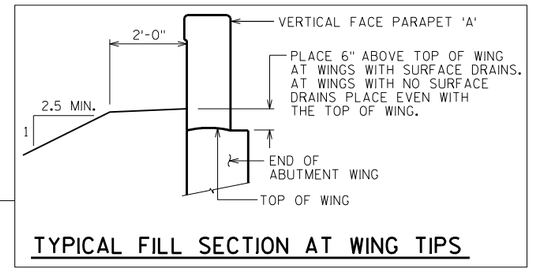
NORTH ABUTMENT TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 ** TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 45'LONG.

PIER TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 ** TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA ESTIMATED 35'LONG.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

S.T.H. 128	I.H. 94
A.D.T.=5100 (2036)	A.D.T.=46600 (2036)
R.D.S.=50 M.P.H.	R.D.S.=70 M.P.H.



TYPICAL FILL SECTION AT WING TIPS

STRUCTURE DESIGN CONTACTS:

MICHAEL LARSON (608) 267-4539
LAURA SHADEWALD (608) 267-9592

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. PIER
9. 45W" PRESTRESSED GIRDER
10. 45W" PRESTRESSED GIRDER DETAILS
11. STEEL DIAPHRAGM
12. SUPERSTRUCTURE CROSS SECTION
13. SUPERSTRUCTURE PLAN
14. SUPERSTRUCTURE DETAILS
15. SIDEWALK & VERTICAL FACE PARAPET 'A'
16. SUPERSTRUCTURE BAR DETAILS
17. PARAPET 'A' ELECTRICAL WORK
18. FENCING DETAILS
19. SLOPE PAVING (CRUSHED AGGREGATE)
20. ALTERNATE CONSTRUCTION JOINT

STATE PROJECT NUMBER

1021-01-70

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-55-266

S.T.H. 128 OVER I.H. 94

COUNTY	TOWN/~~CITY/VILLAGE~~
ST. CROIX	CADY

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	MJL	DESIGN CK'D.	RAC	DRAWN BY	MJL	PLANS CK'D.	RAC

GENERAL PLAN

SHEET 1 OF 20

323

I.D. 1021-01-00A

DATE: FEB. 2016

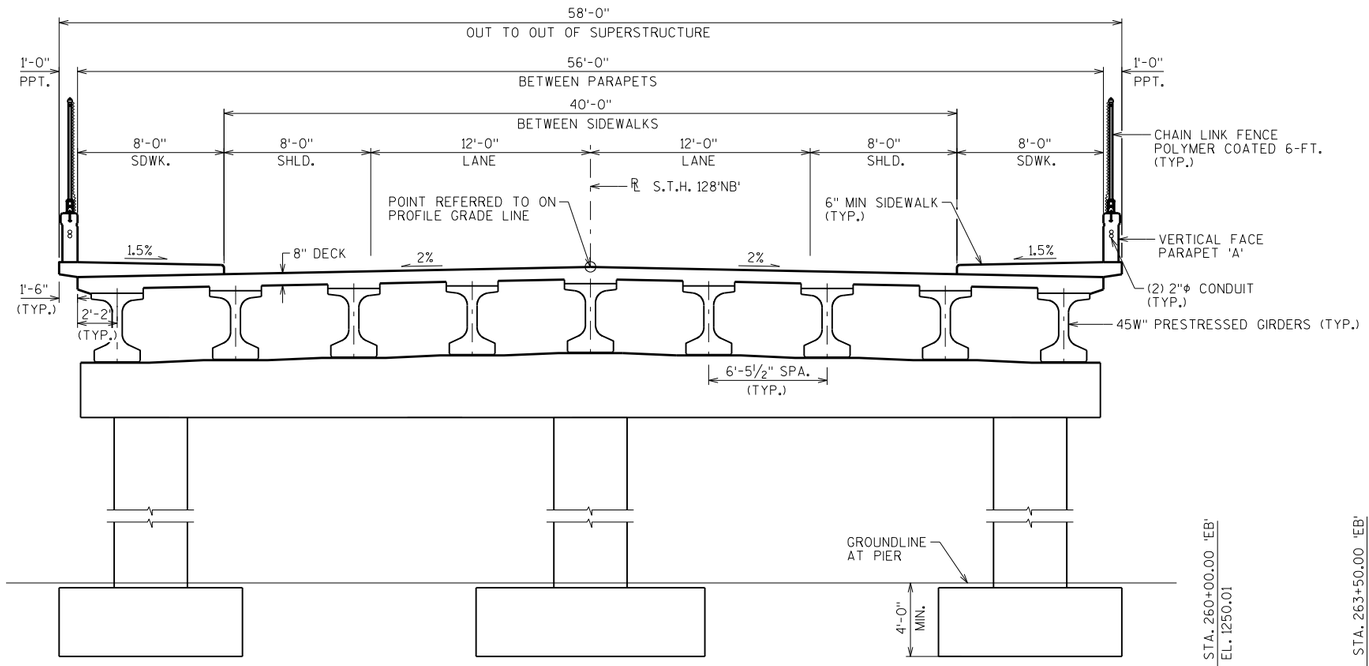
SCALE = 14

8

8

STATE PROJECT NUMBER

1021-01-70



CROSS SECTION THRU ROADWAY LOOKING NORTH

CURVE DATA

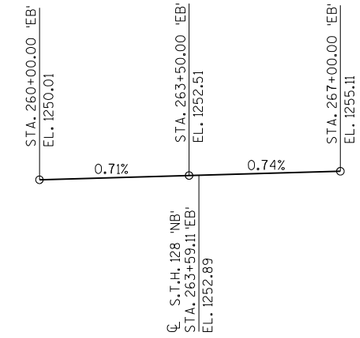
S.T.H. 128 N.B.

P.I. = 247+10.83'NB'
Δ = 18°35'54"
D = 20°59'15"
T = 44.70'
L = 88.62'
R = 273.00'
P.C. = 246+66.13'NB'
P.T. = 247+54.74'NB'

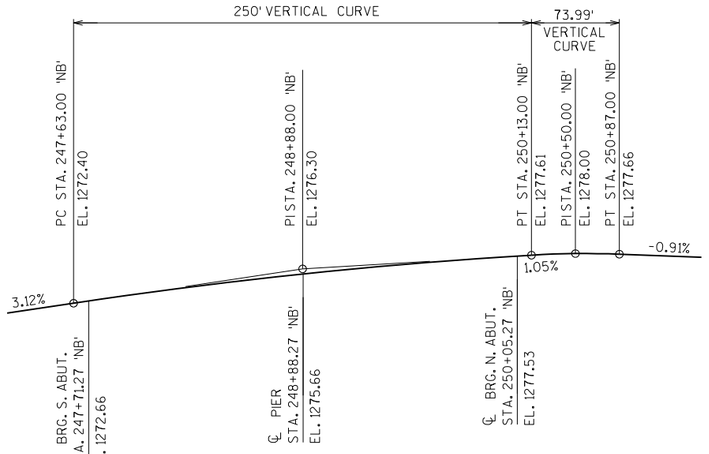
CURVE DATA

S.T.H. 128 N.B.

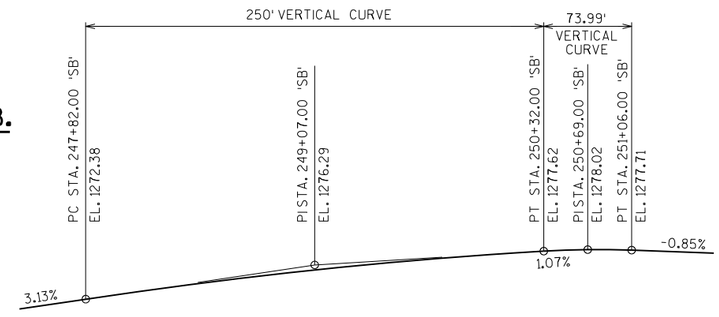
P.I. = 250+64.82'NB'
Δ = 40°19'42"
D = 47°44'47"
T = 44.07'
L = 84.46'
R = 120.00'
P.C. = 250+20.76'NB'
P.T. = 251+05.22'NB'



PROFILE GRADE LINE I.H. 94 E.B.



PROFILE GRADE LINE S.T.H. 128 N.B.



PROFILE GRADE LINE S.T.H. 128 S.B.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	PIER	NORTH ABUT.	TOTALS
203.0200	REMOVING OLD STRUCTURE STA. 248+88	LS	———	———	———	———	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-55-266	LS	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	224	———	333	557
502.0100	CONCRETE MASONRY BRIDGES	CY	583	58	87	90	818
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1,498	———	———	———	1,498
502.3210	PIGMENTED SURFACE SEALER	SY	190	10	———	16	216
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	2,113	———	———	———	2,113
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	———	3,420	1,560	5,260	10,240
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	117,530	2,080	15,900	3,800	139,310
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	9	18	9	36
506.4000	STEEL DIAPHRAGMS B-55-266	EACH	32	———	———	———	32
511.1200	TEMPORARY SHORING B-55-266	SF	———	125	———	———	125
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	15	———	16	31
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	———	700	1365	630	2,695
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	———	269	———	269	538
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	122	———	125	247
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	2	———	2	4
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	24	12	———	12	48
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	928	64	———	96	1,088
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	2	———	———	———	2
SPV.0090	FENCE CHAIN LINK POLYMER-COATED 6-FT.	LF	476	23	———	39	538
	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 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.

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 ENTIRE SIDEWALK.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPETS ON WINGS.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

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.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

CROSS SECTION & QUANTITIES

SHEET 2

324

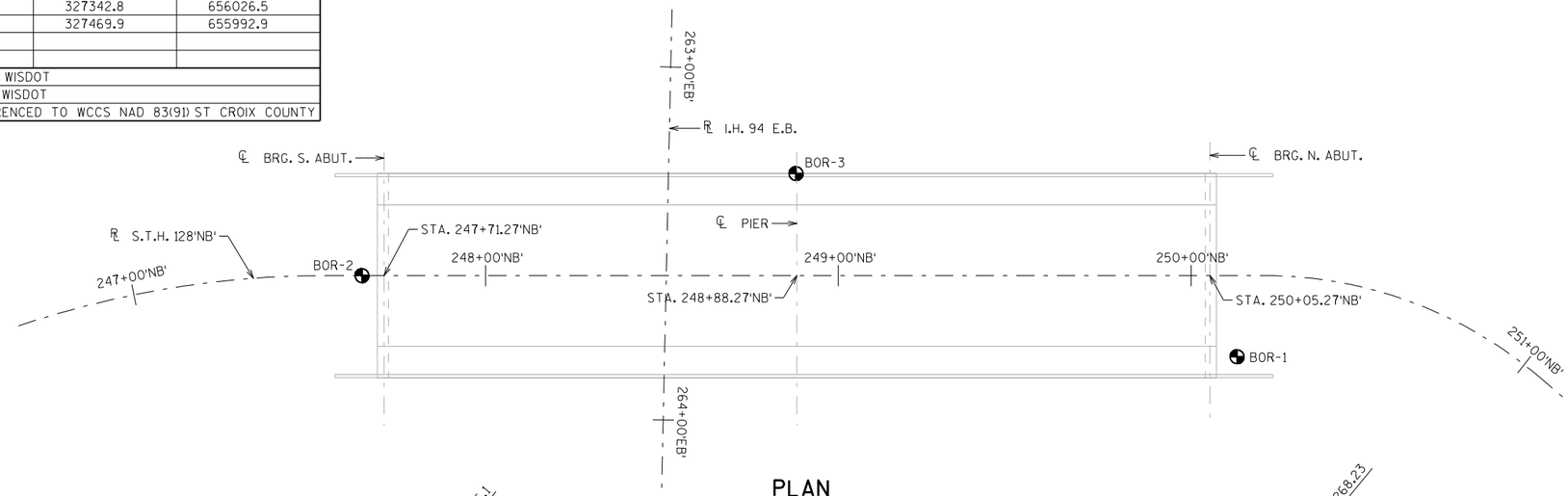
SCALE = 4

8

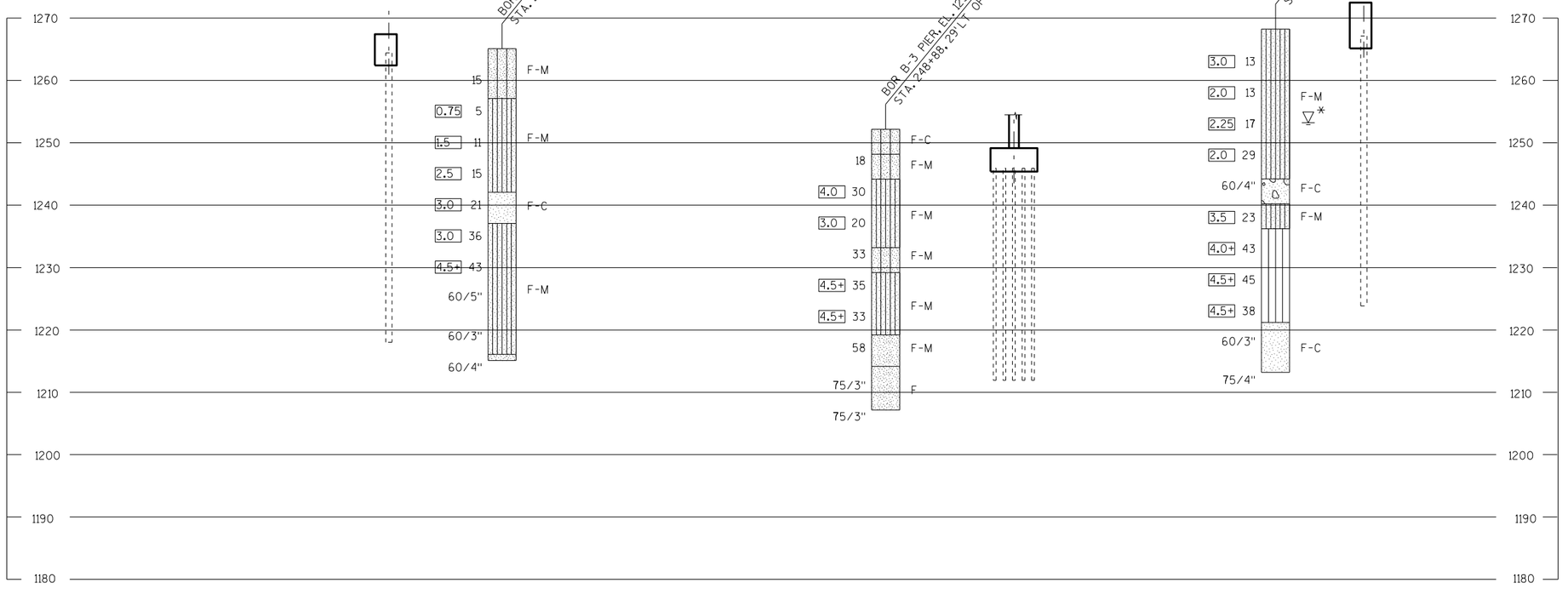
8

STH 128 OVER 194
BALDWIN - MENOMONIE

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	12/3/2014	327596.7	656046.3
2	12/3/2014	327342.8	656026.5
3	12/4/2014	327469.9	655992.9
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) ST CROIX COUNTY			



PLAN



* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

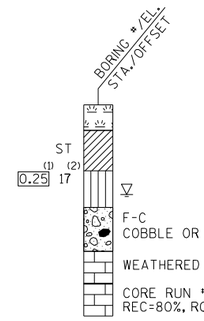
STATE PROJECT NUMBER

1021-01-70

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-55-266

DRAWN BY MJL | PLANS CK'D. RAC

SUBSURFACE EXPLORATION

SHEET 3

325

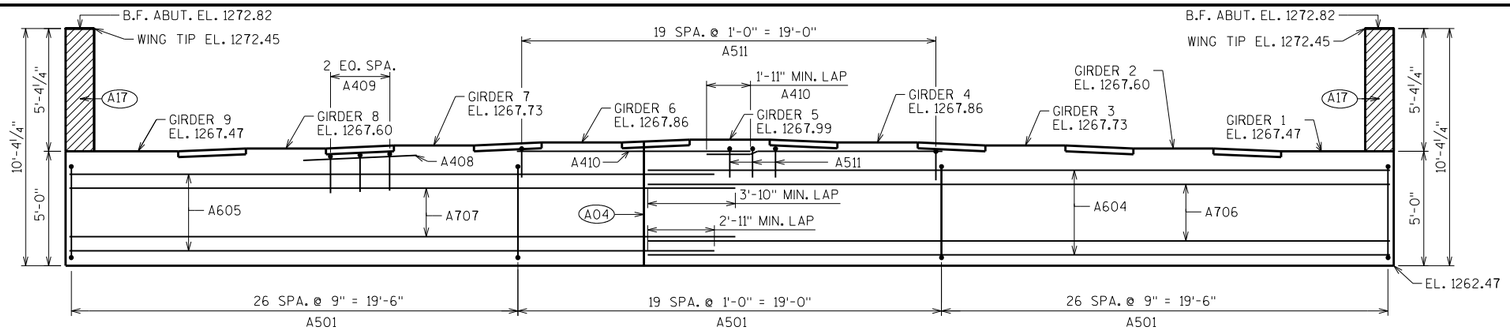
SCALE = 20

8

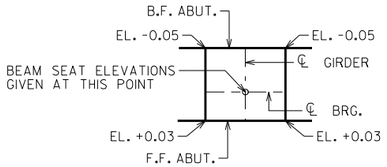
8

STATE PROJECT NUMBER

1021-01-70

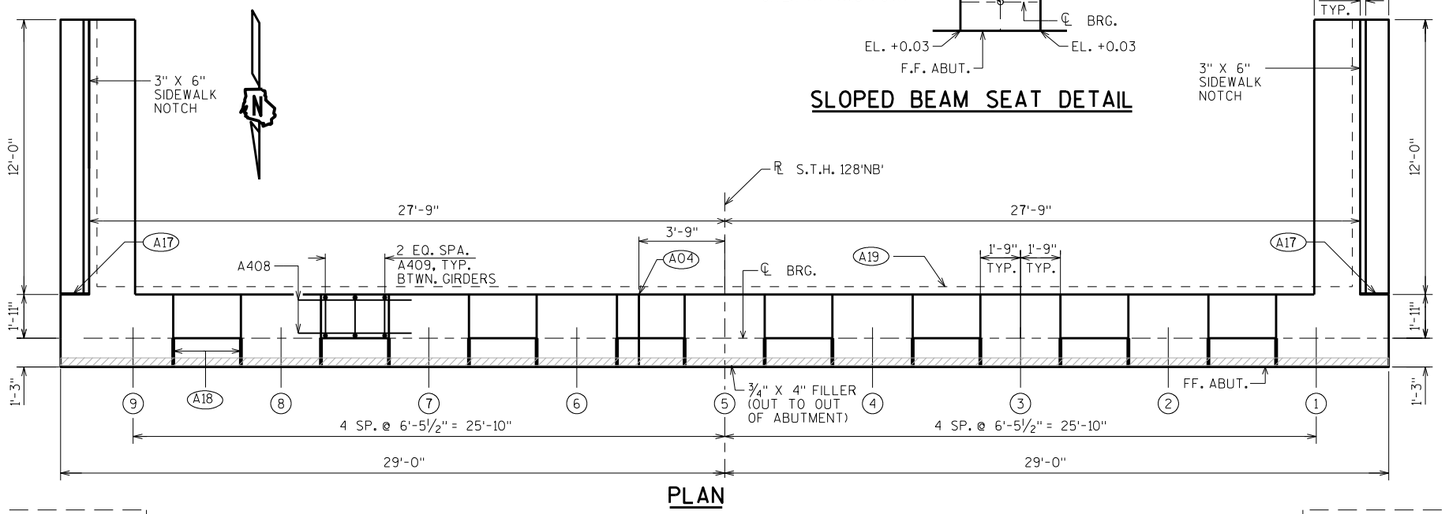


ELEVATION LOOKING SOUTH

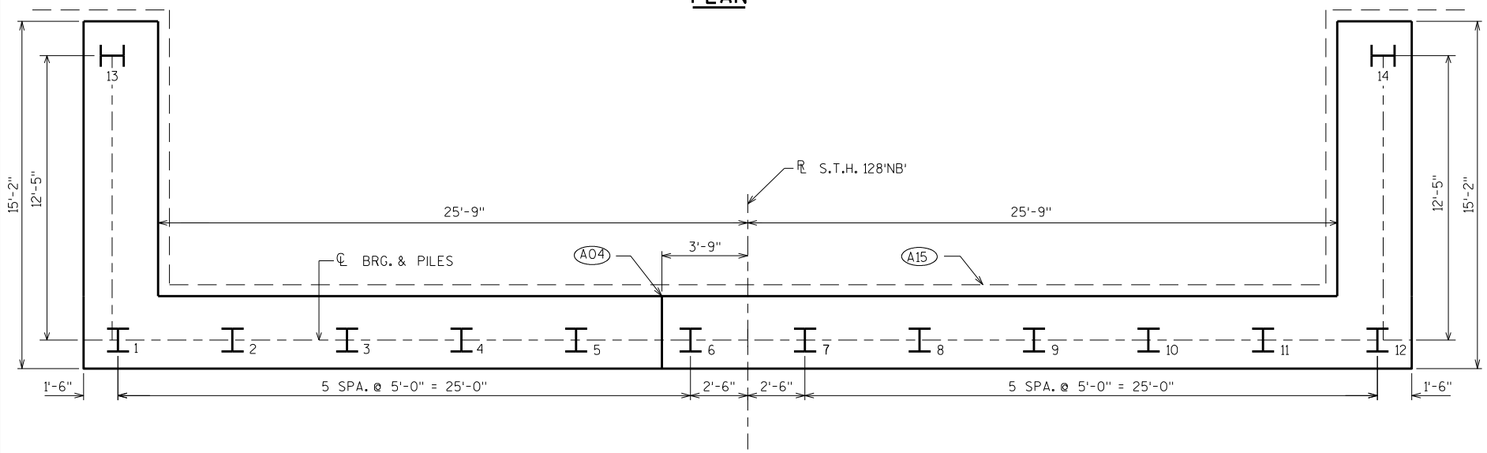


SLOPED BEAM SEAT DETAIL

WING 1

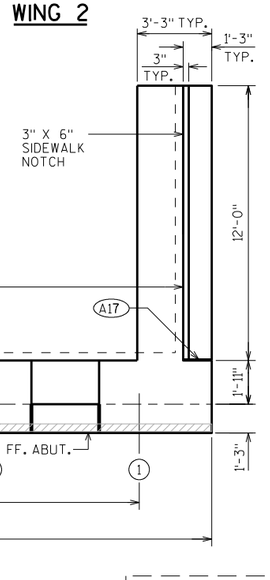


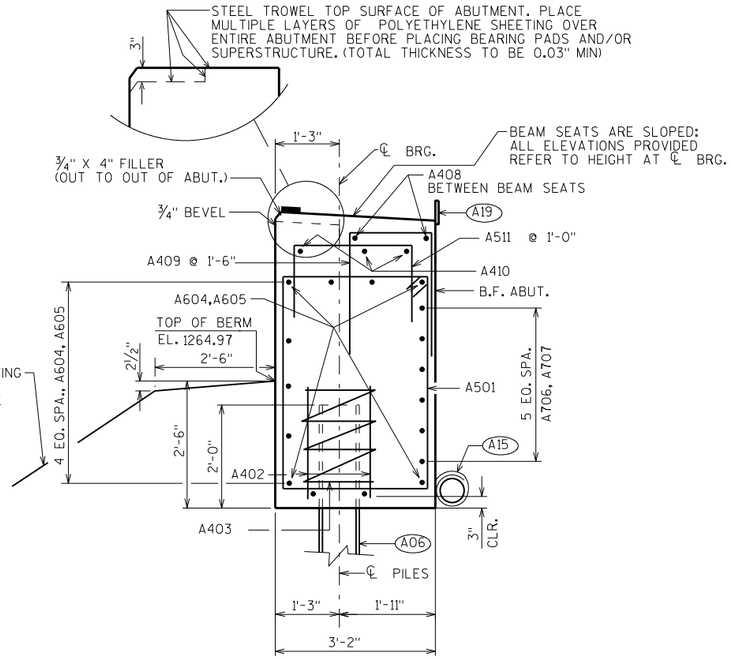
PLAN



PILE PLAN

WING 2





SECTION THRU BODY

A04 VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. ¾" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

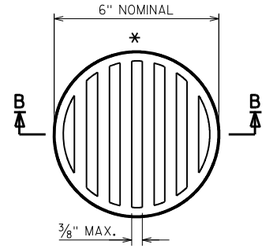
A06 SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 50' LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

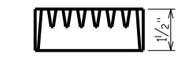
A17 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

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.



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.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

SOUTH ABUTMENT

SHEET 4

326

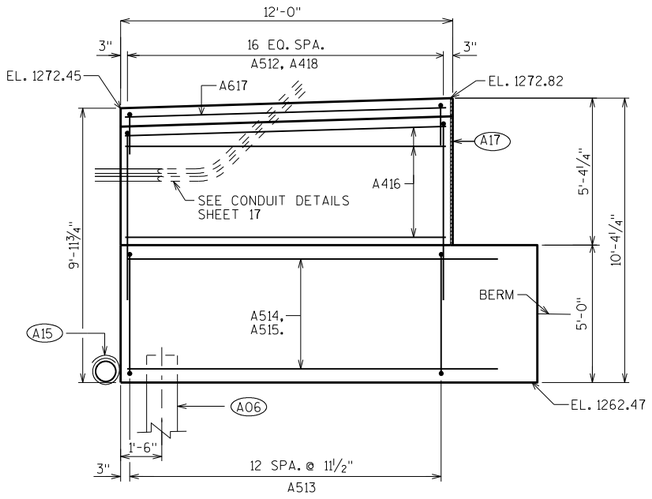
SCALE = 3.2

8

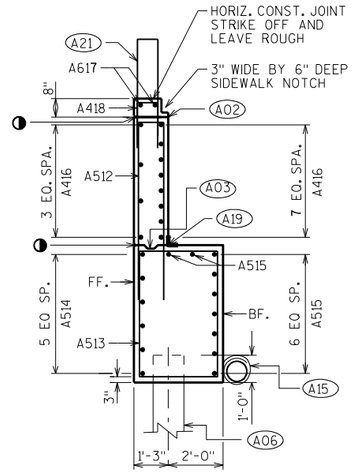
8

STATE PROJECT NUMBER

1021-01-70



WING 1 ELEVATION



WING 1 SECTION

(A02) CONSTRUCTION JOINT: POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE. STRIKE OFF AND LEAVE ROUGH.

(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).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 50' LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

(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.

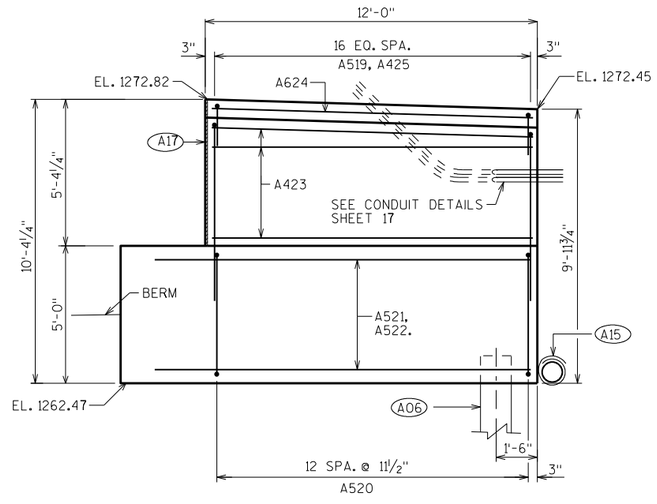
(A21) FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET 15.

◐ ¾" "V" GROOVE

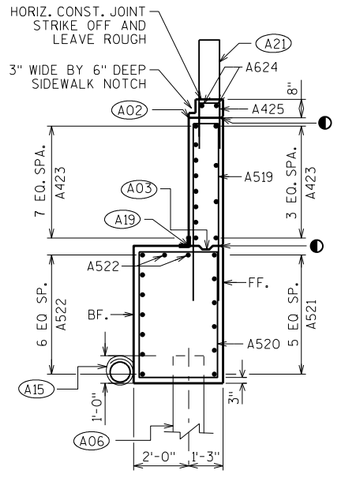
BILL OF BARS

NOTE:
THE FIRST OF FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

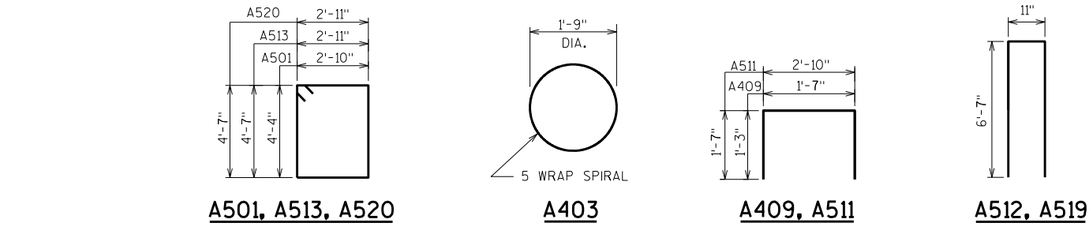
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		72	15'-0"	X		BODY - STIRRUPS
A402		24	2'-3"			PILES - 2 PER BODY PILE
A403		12	28'-0"	X		PILES - 1 PER BODY PILE
A604		11	32'-5"			BODY-HORIZONTAL - F.F.
A605		11	28'-2"			BODY-HORIZONTAL - F.F.
A706		6	32'-5"			BODY-HORIZONTAL - B.F.
A707		6	29'-1"			BODY-HORIZONTAL - B.F.
A408		16	5'-0"			BODY-BETWEEN BEAM SEATS
A409		24	3'-11"	X		BODY-BETWEEN BEAM SEATS
A410		6	10'-8"			BODY-HORZ. UNDER GIRS. 4-6
A511		20	5'-9"	X		BODY-TOP UNDER GIRS. 4-6
A512	X	17	13'-10"	X		WING 1 - VERT.
A513	X	13	15'-8"	X		WING 1 - STIRRUP
A514	X	6	13'-7"			WING 1 - HORIZ. - F.F.
A515	X	9	13'-7"			WING 1 - HORIZ.
A416	X	12	11'-8"			WING 1 - HORIZ.
A617	X	2	11'-8"			WING 1 - HORIZ. TOP
A418	X	17	3'-6"	X		WING 1 - VERT. TOP
A519	X	17	13'-10"	X		WING 2 - VERT.
A520	X	13	15'-8"	X		WING 2 - STIRRUP
A521	X	6	13'-7"			WING 2 - HORIZ. - F.F.
A522	X	9	13'-7"			WING 2 - HORIZ.
A423	X	12	11'-8"			WING 2 - HORIZ.
A624	X	2	11'-8"			WING 2 - HORIZ. TOP
A425	X	17	3'-6"	X		WING 2 - VERT. TOP

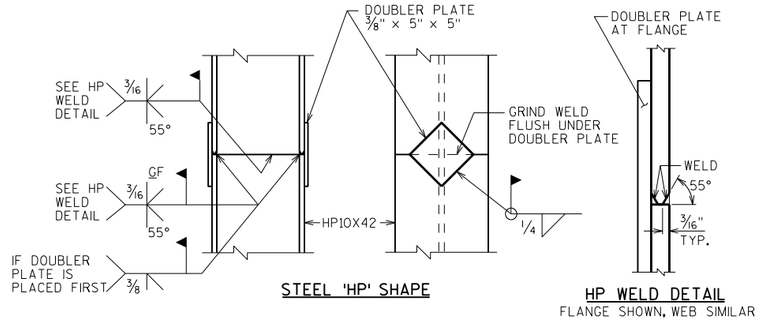


WING 2 ELEVATION



WING 2 SECTION





PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

SOUTH ABUTMENT DETAILS

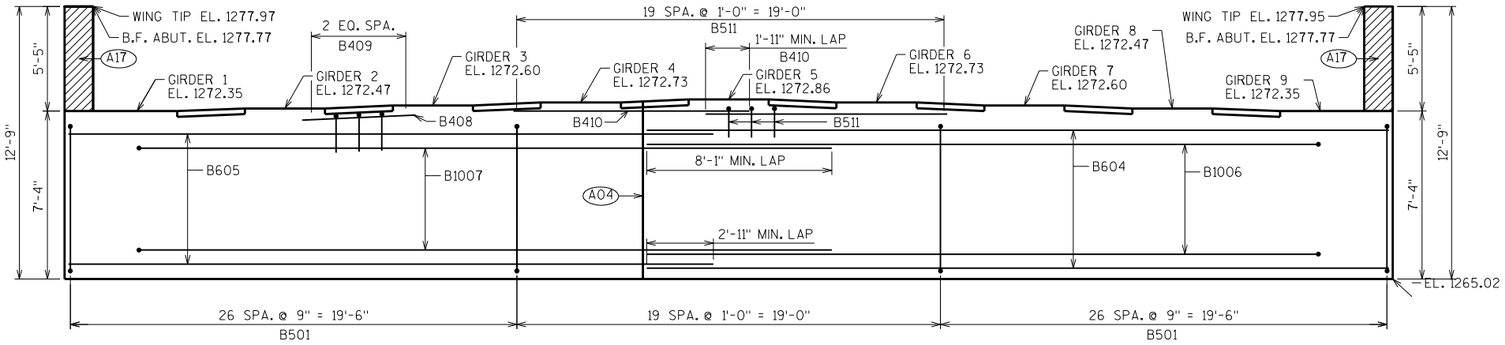
SHEET 5

327

8

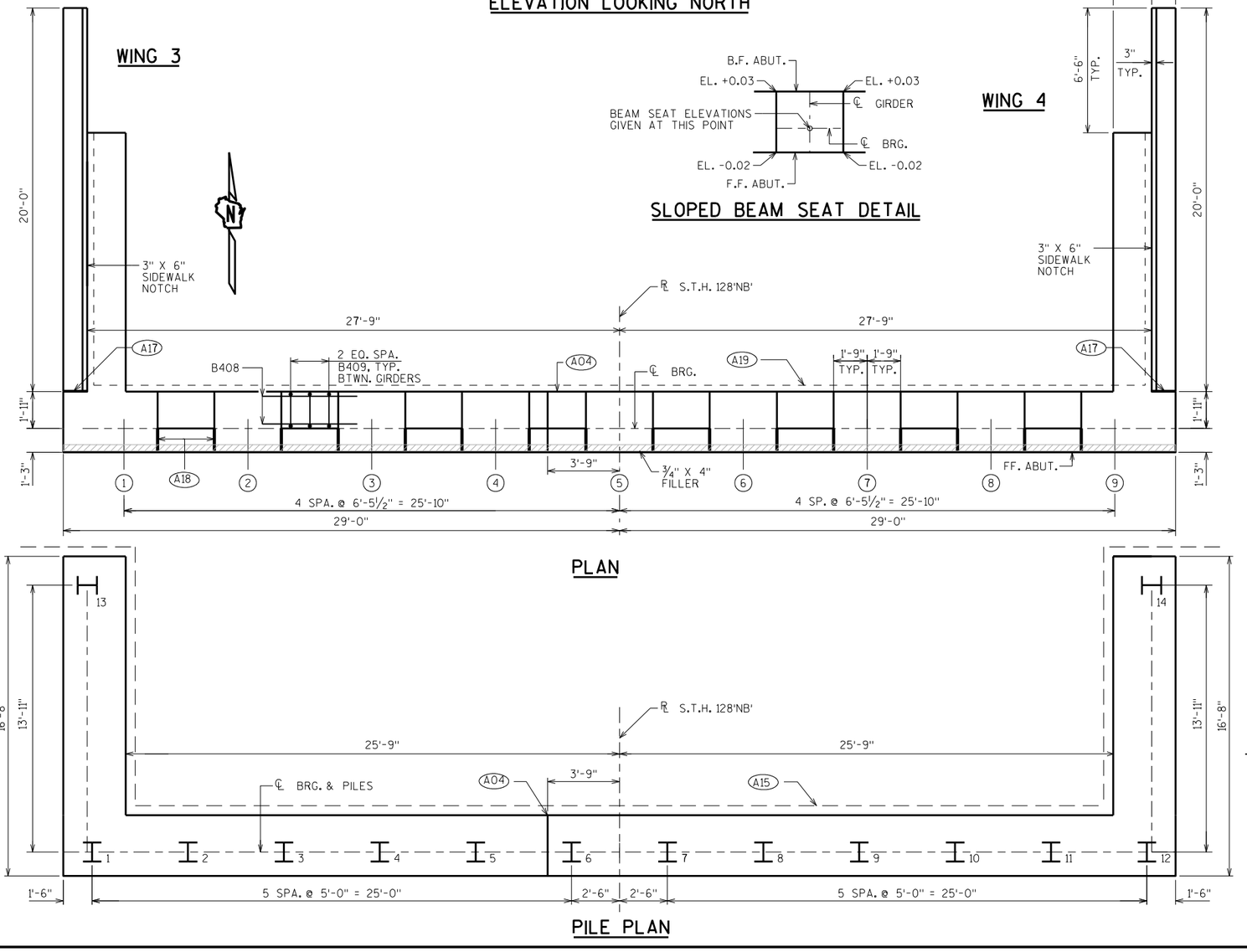
8

SCALE = 2.66



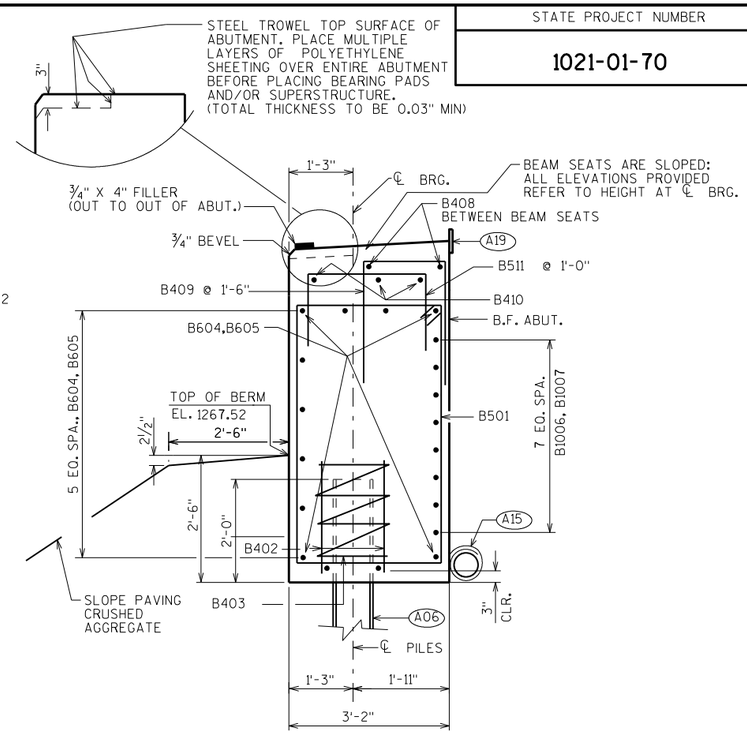
ELEVATION LOOKING NORTH

SLOPED BEAM SEAT DETAIL



PLAN

PILE PLAN



SECTION THRU BODY

(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 45' LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(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.

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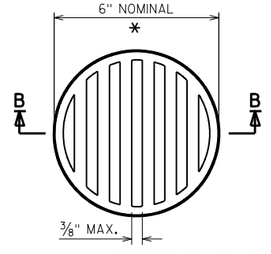
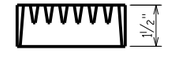


RODENT SHIELD DETAIL



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".

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STATE PROJECT NUMBER

1021-01-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

NORTH ABUTMENT

SHEET 6

328

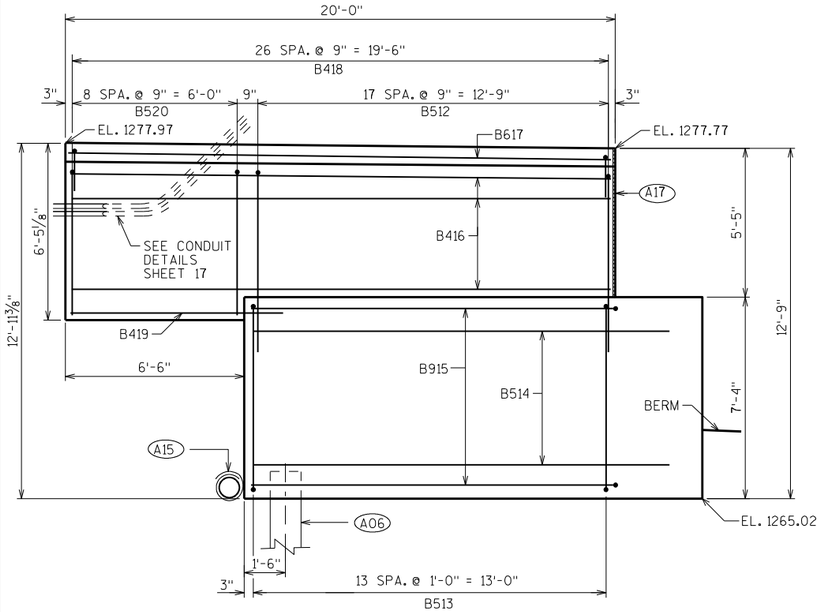
SCALE = 3.2

8

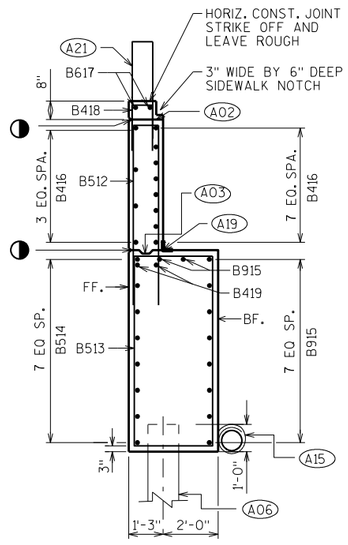
8

STATE PROJECT NUMBER

1021-01-70



WING 3 ELEVATION



WING 3 SECTION

A02 CONSTRUCTION JOINT: POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE. STRIKE OFF AND LEAVE ROUGH.

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).

A06 SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 45'LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

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.

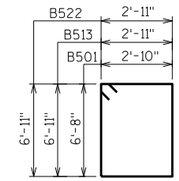
A21 FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET 15.

◐ 3/4" "V" GROOVE

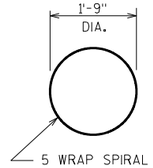
BILL OF BARS

NOTE:
THE FIRST OF FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		72	19'-8"	X		BODY - STIRRUPS
B402		24	2'-3"			PILES - 2 PER BODY PILE
B403		12	28'-0"	X		PILES - 1 PER BODY PILE
B604		12	32'-5"			BODY-HORIZONTAL - F.F.
B605		12	28'-2"			BODY-HORIZONTAL - F.F.
B1006		8	30'-9"	X		BODY-HORIZONTAL - B.F.
B1007		8	31'-8"	X		BODY-HORIZONTAL - B.F.
B408		16	5'-0"			BODY-BETWEEN BEAM SEATS
B409		24	3'-11"	X		BODY-BETWEEN BEAM SEATS
B410		6	10'-8"			BODY-HORZ. UNDER GIRS. 4-6
B511		20	5'-9"	X		BODY-TOP UNDER GIRS. 4-6
B512	X	18	14'-0"	X		WING 3 - VERT.
B513	X	14	20'-4"	X		WING 3 - STIRRUP
B514	X	8	15'-1"			WING 3 - HORIZ.
B915	X	10	14'-9"	X		WING 3 - HORIZ.
B416	X	12	19'-8"			WING 3 - HORIZ.
B617	X	2	19'-8"			WING 3 - HORIZ. TOP
B418	X	27	3'-6"	X		WING 3 - VERT. TOP
B419	X	2	7'-9"			WING 3 - HORIZ.
B520	X	9	11'-4"	X		WING 3 - VERT.
B521	X	18	14'-0"	X		WING 4 - VERT.
B522	X	14	20'-4"	X		WING 4 - STIRRUP
B523	X	8	15'-1"			WING 4 - HORIZ.
B924	X	10	14'-9"	X		WING 4 - HORIZ.
B425	X	12	19'-8"			WING 4 - HORIZ.
B626	X	2	19'-8"			WING 4 - HORIZ. TOP
B427	X	27	3'-6"	X		WING 4 - VERT. TOP
B428	X	2	7'-9"			WING 4 - HORIZ.
B529	X	9	11'-4"	X		WING 4 - VERT.



B501, B513, B522



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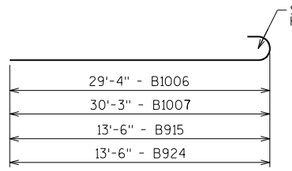
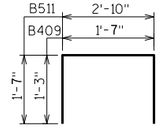


B1006, B1007, B915, B924



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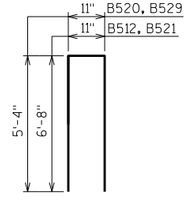
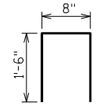
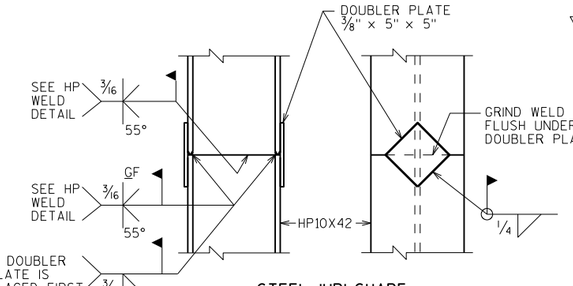


B512, B521, B520, B529



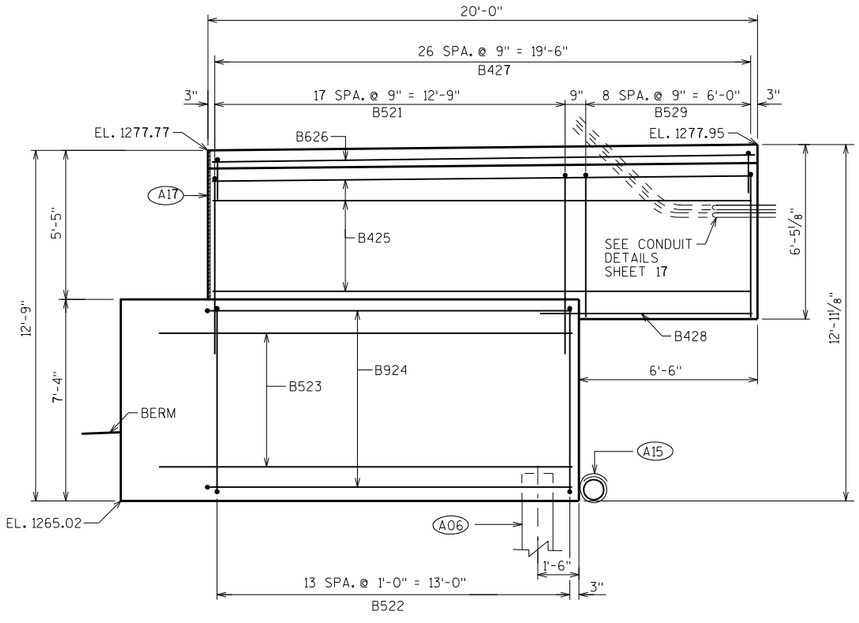
B418, B427



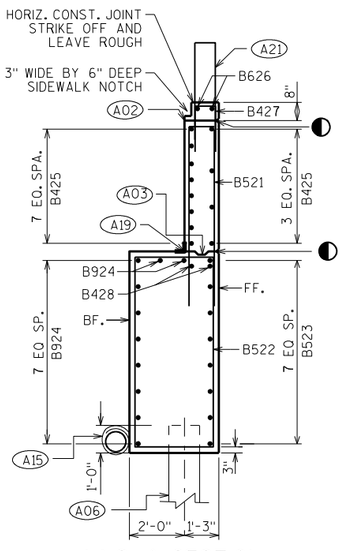
STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS



WING 4 ELEVATION



WING 4 SECTION

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

NORTH ABUTMENT DETAILS

SHEET 7

329

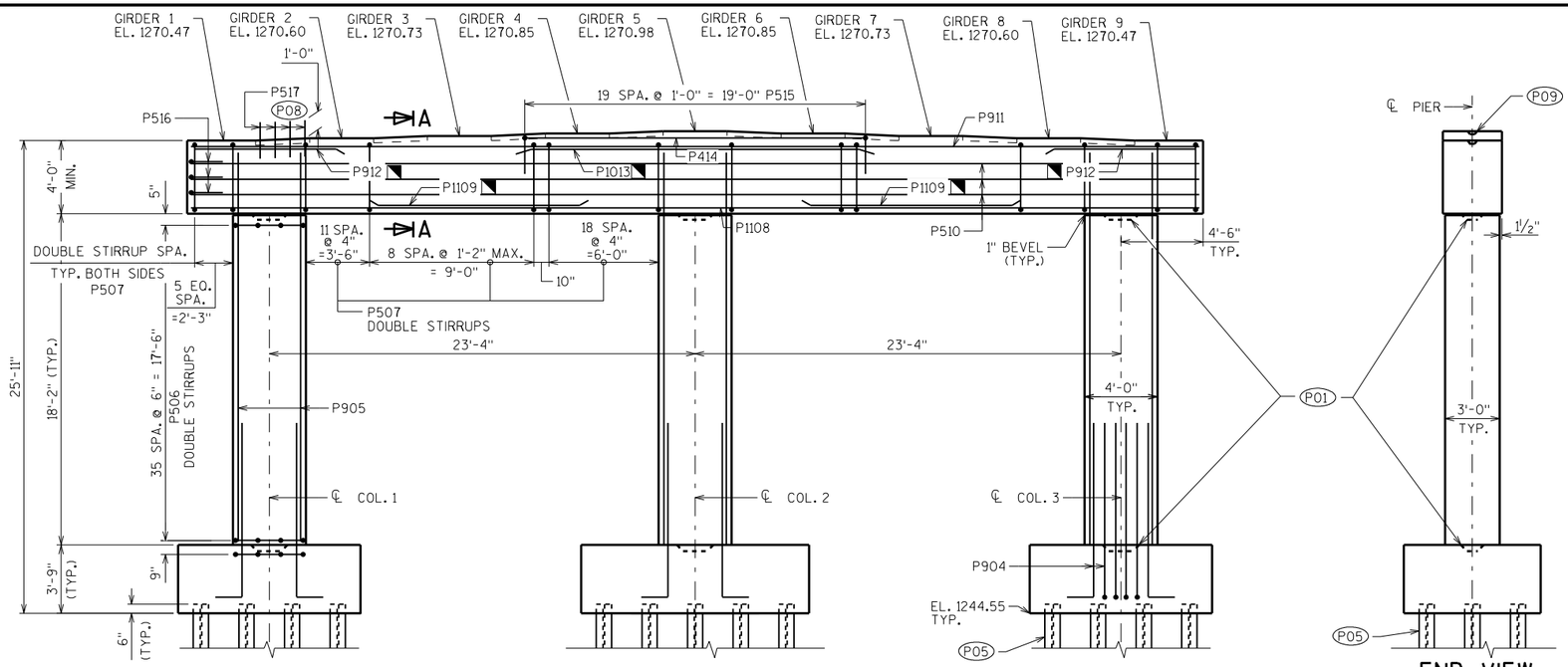
SCALE = 2.66

8

8

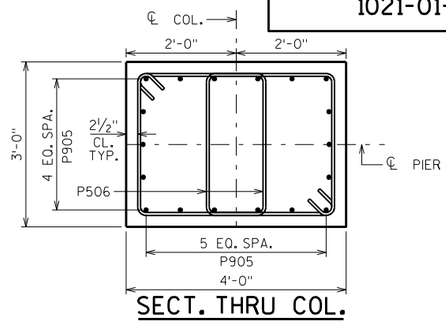
STATE PROJECT NUMBER

1021-01-70



ELEVATION

LOOKING NORTH

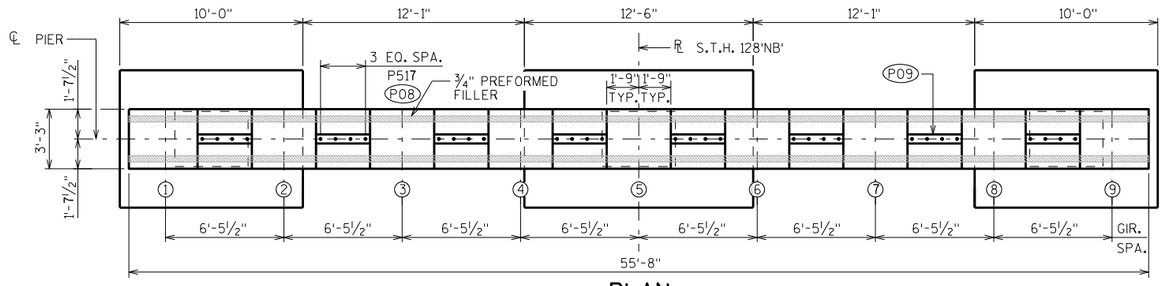


SECT. THRU COL.

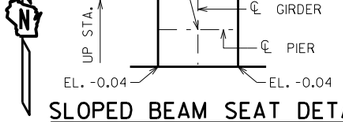
BILL OF BARS

NOTE:
THE FIRST OF FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

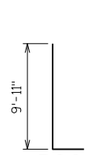
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
P801		29	7'-0"			FOOTING - HORIZ.
P802		20	9'-6"			FOOTINGS 1 & 3
P803		16	12'-0"			FOOTING 2
P904	X	54	11'-3"	X		COLUMN - DOWELS
P905	X	54	21'-9"			COLUMN - VERT.
P506	X	222	10'-6"	X		COLUMN - TIES
P507	X	180	11'-10"	X		CAP - STIRRUPS
P1108	X	7	55'-3"			CAP - LONGIT. BOT.
P1109	X	8	12'-0"			CAP - LONGIT. BOT.
P510	X	6	55'-3"			CAP - LONGIT.
P911	X	7	55'-3"			CAP - LONGIT. TOP
P912	X	10	7'-9"			CAP - LONGIT. TOP
P1013	X	5	19'-8"			CAP - LONGIT. TOP
P414	X	4	19'-2"			CAP - LONGIT. BTWN. GIR. 3-7
P515	X	20	5'-9"	X		CAP - VERT. BTWN. GIR. 3-7
P516	X	6	6'-0"	X		CAP - HORIZ. AT ENDS
P517	X	32	2'-0"			CAP - ANCHORS



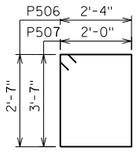
PLAN



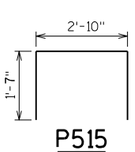
SLOPED BEAM SEAT DETAIL



P904



P506, P507



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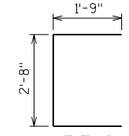
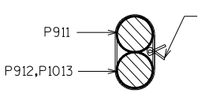
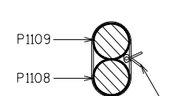


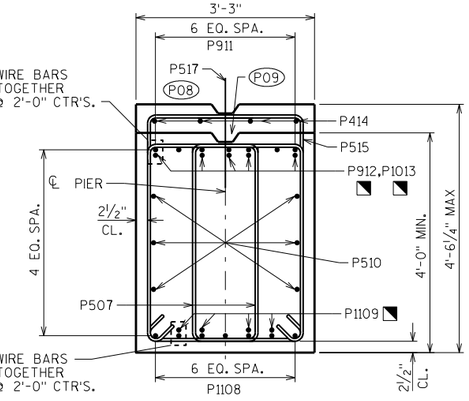
P516





BUNDLING DETAIL

■ BUNDLE APPLICABLE BARS AS SHOWN



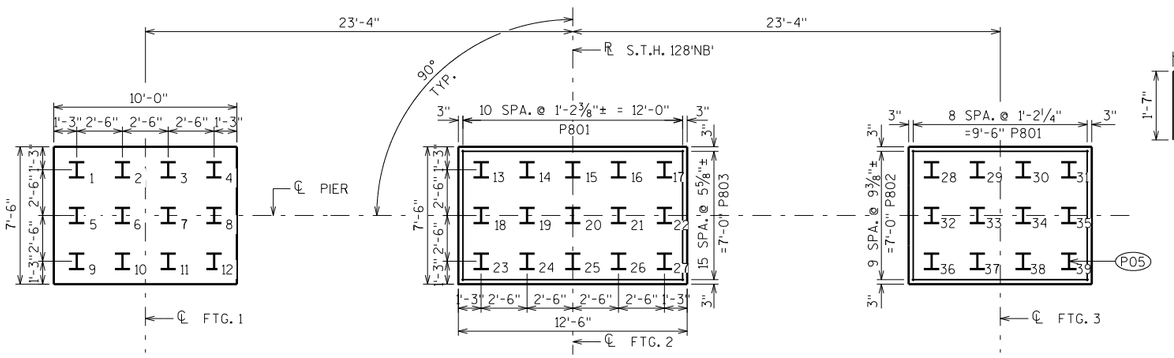
SECTION A-A

(P01) 1'-3" X 2'-0" X 4" CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

(P05) SUPPORT PIER ON HP 10 X 42 STEEL PILING, ESTIMATED 35'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(P08) P517 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.



PILE & FOOTING PLAN

FOOTING 1 & 3 SIMILAR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

PIER

SHEET 8

330

SCALE = 4

8

8

STATE PROJECT NUMBER

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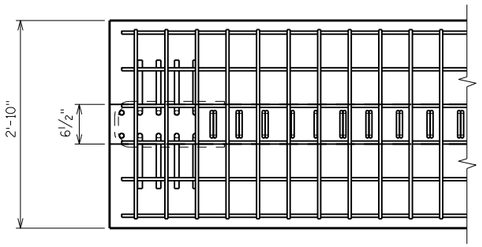
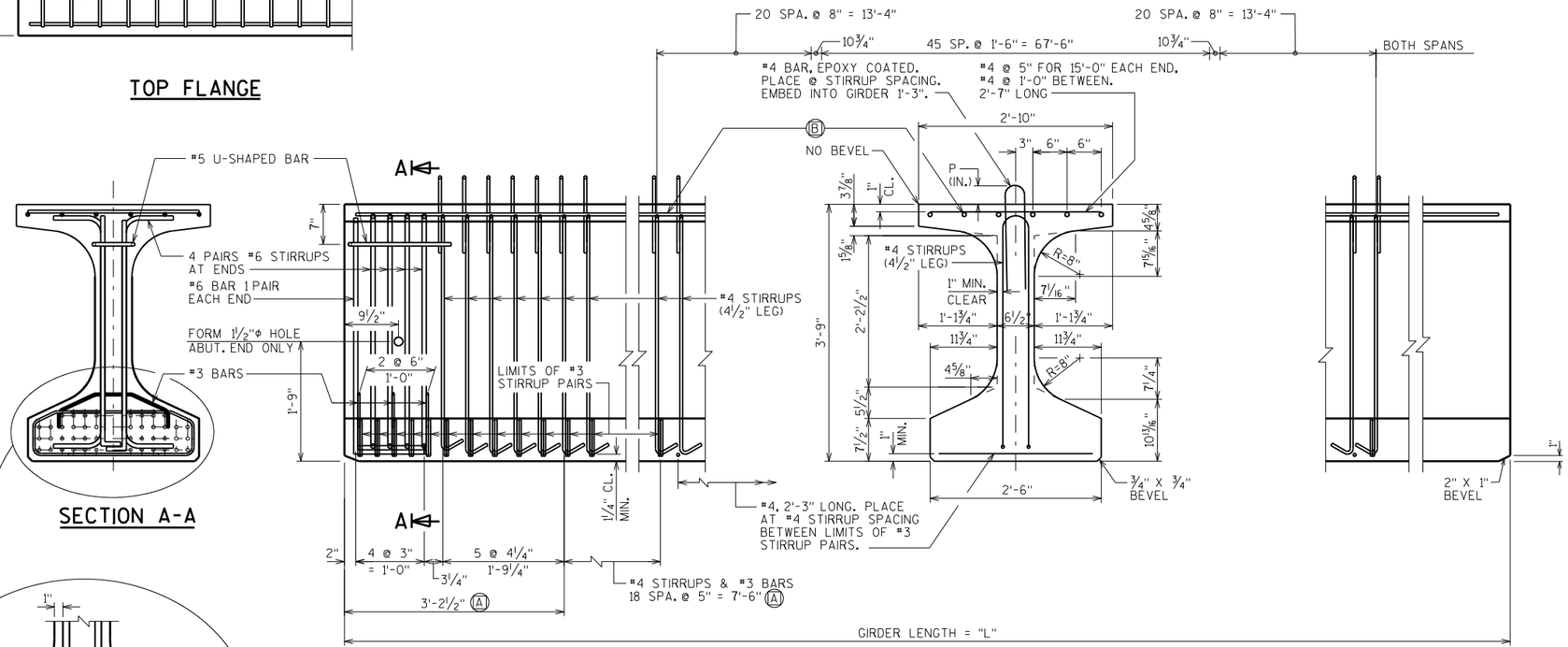


TOP FLANGE

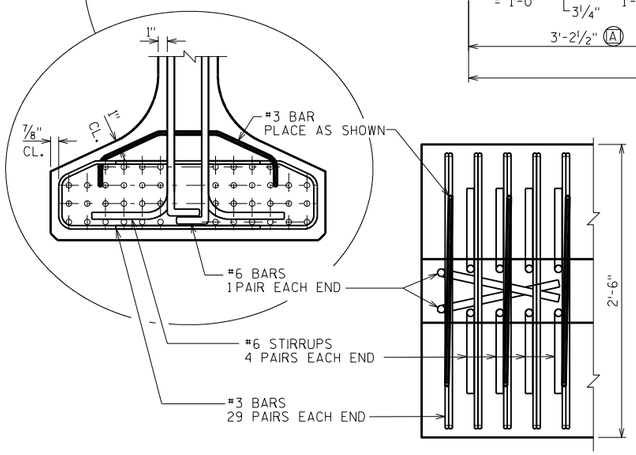


SECTION A-A

SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"



BOTTOM FLANGE

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.

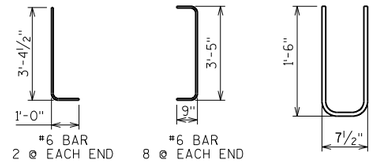
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

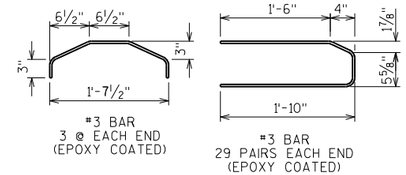
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

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	2-8	117.38	0.9	1.8	2.4	2.8	3	2.8	2.4	1.7	0.9	8000	7	7	7	0.60	38	6400	40.0	13.75	16.75	5.0		
1	1, 9	117.38	0.8	1.6	2.2	2.5	2.6	2.5	2.1	1.5	0.8	8000	7	7	7	0.60	38	6400	40.0	13.75	16.75	5.0		
2	2-8	117.38	0.9	1.7	2.4	2.8	3	2.8	2.4	1.8	0.9	8000	7	7	7	0.60	38	6400	40.0	13.75	16.75	5.0		
2	1, 9	117.38	0.8	1.5	2.1	2.5	2.6	2.5	2.2	1.6	0.8	8000	7	7	7	0.60	38	6400	40.0	13.75	16.75	5.0		

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

45W" PRESTRESSED GIRDER

SHEET 9

331

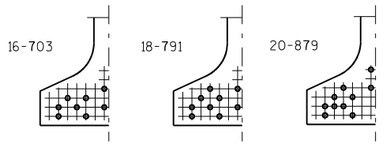
SCALE = 1

8

8

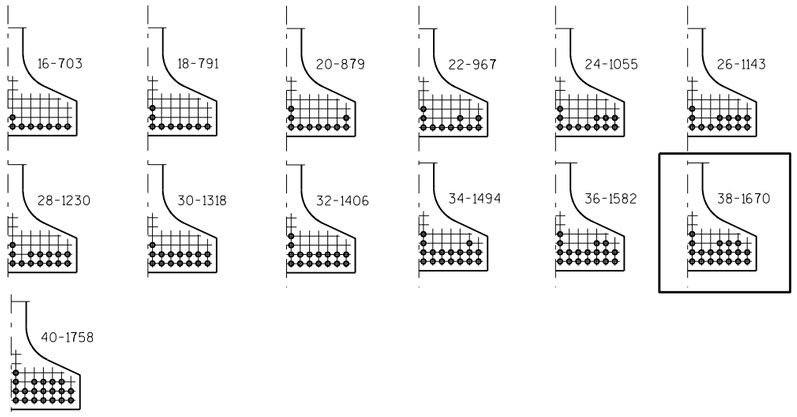
STATE PROJECT NUMBER

1021-01-70



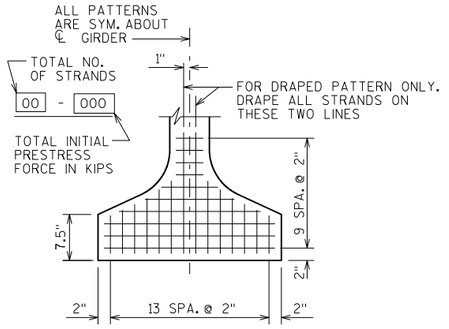
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

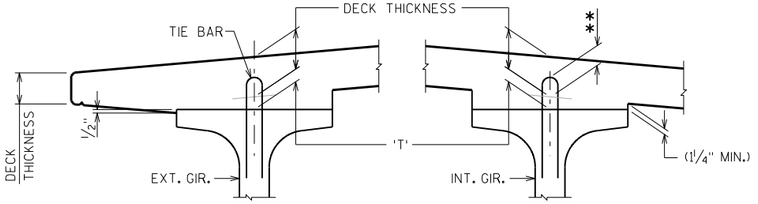


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

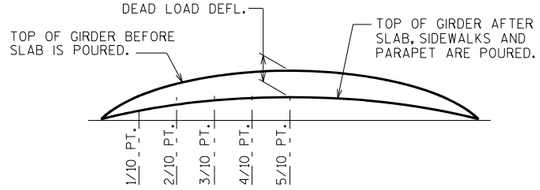
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

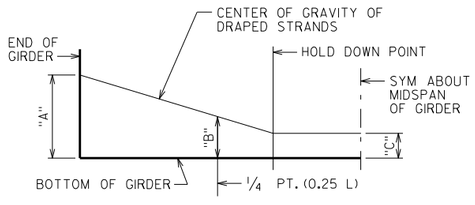
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 2.6" 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	CAMBER (IN.) *
1&2	4.56

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

45W" PRESTRESSED GIRDER DETAILS

SHEET 10

332

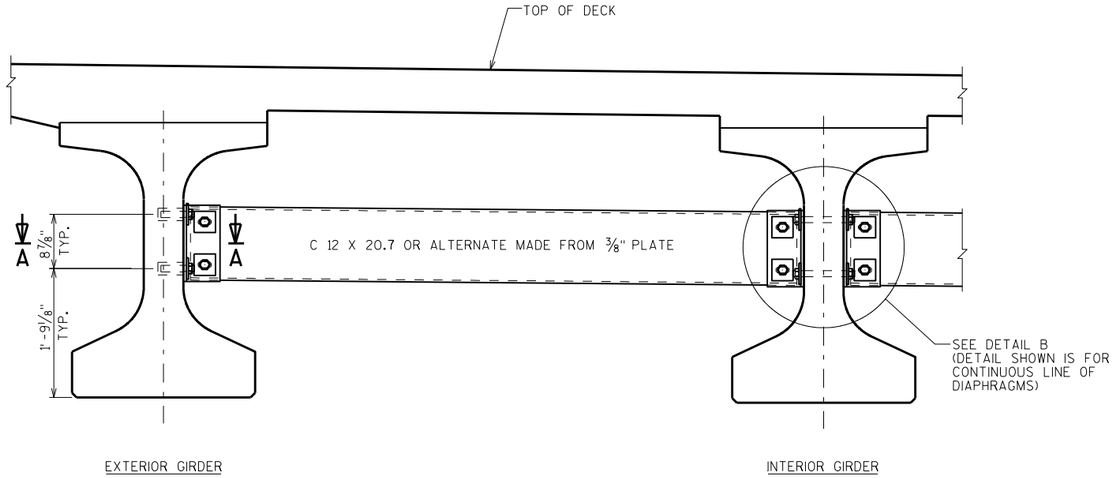
SCALE = 1

8

8

STATE PROJECT NUMBER

1021-01-70



PART TRANSVERSE SECTION AT DIAPHRAGM

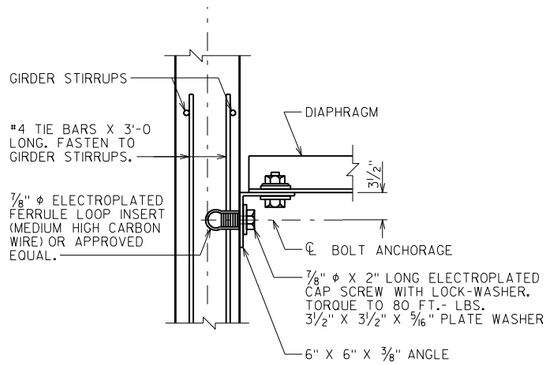
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-55-266", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

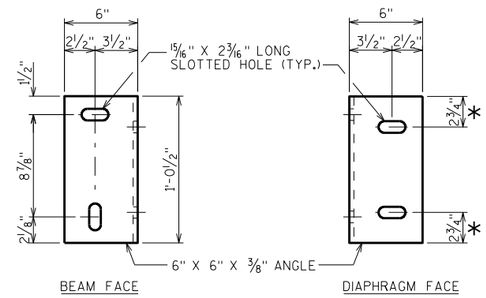
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

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.



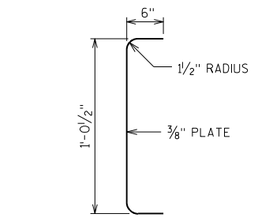
SECTION A-A

(FOR EXTERIOR ATTACHMENT)

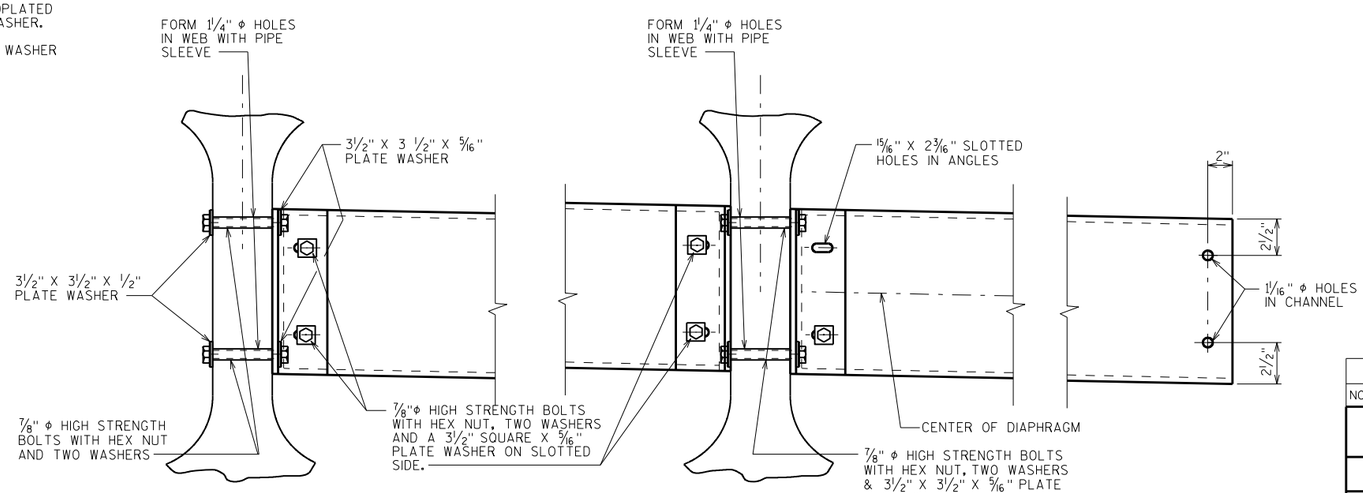


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU ALTERNATE DIAPHRAGM



(FOR STAGGERED DIAPHRAGM)

(FOR CONTINUOUS LINE OF DIAPHRAGMS)

DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

STEEL DIAPHRAGM

SHEET 11

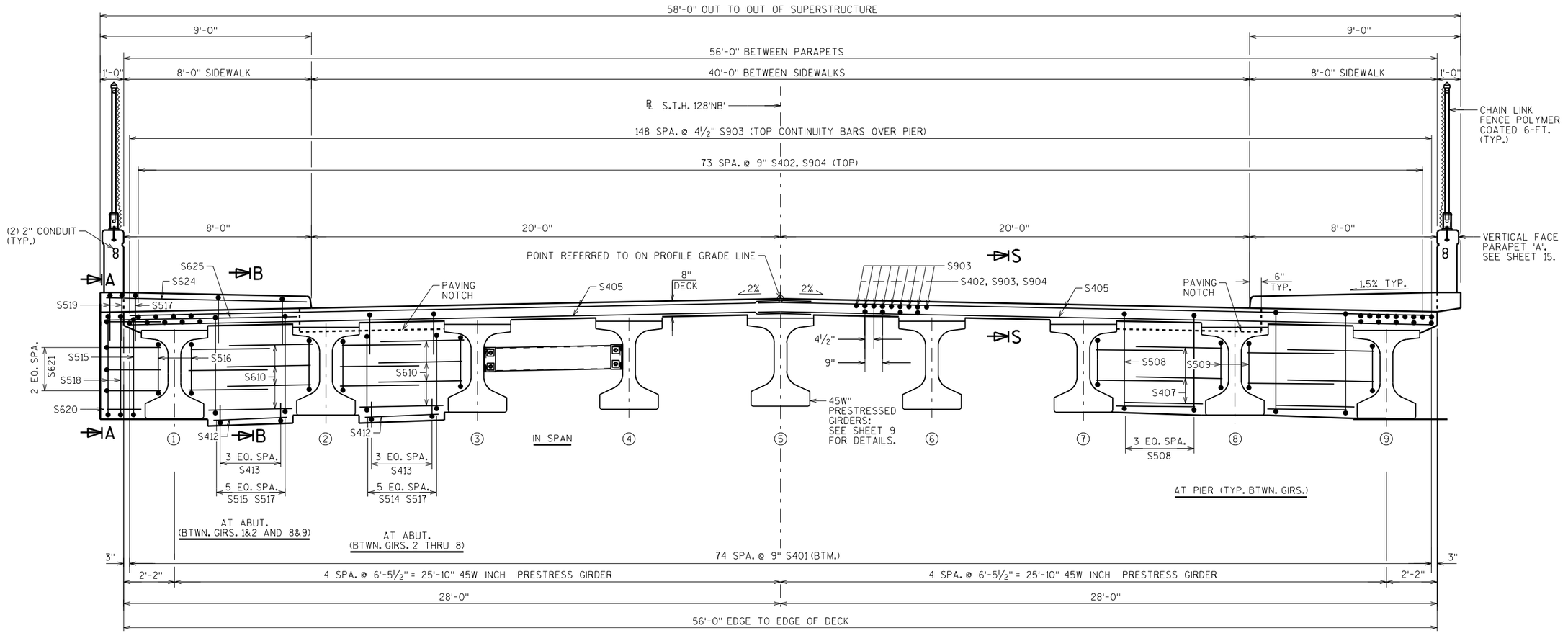
333

SCALE = 1

8

8

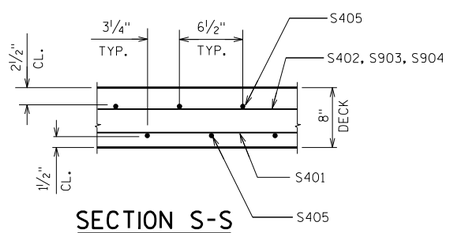
STATE PROJECT NUMBER
1021-01-70



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

SEE SHT. 14 FOR SECTIONS A-A & B-B



SECTION S-S

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	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	N. ABUT.
EOD	1272.10	1272.45	1272.79	1273.12	1273.43	1273.74	1274.03	1274.32	1274.59	1274.85	1275.10	1275.34	1275.56	1275.78	1275.98	1276.18	1276.36	1276.53	1276.69	1276.83	1276.97
GIR. 1	1272.14	1272.49	1272.83	1273.16	1273.48	1273.78	1274.08	1274.36	1274.63	1274.89	1275.14	1275.38	1275.61	1275.82	1276.03	1276.22	1276.40	1276.57	1276.73	1276.88	1277.01
GIR. 2	1272.27	1272.62	1272.96	1273.29	1273.61	1273.91	1274.21	1274.49	1274.76	1275.02	1275.27	1275.51	1275.74	1275.95	1276.16	1276.35	1276.53	1276.70	1276.86	1277.01	1277.14
GIR. 3	1272.40	1272.75	1273.09	1273.42	1273.73	1274.04	1274.34	1274.62	1274.89	1275.15	1275.40	1275.64	1275.87	1276.08	1276.28	1276.48	1276.66	1276.83	1276.99	1277.13	1277.27
GIR. 4	1272.53	1272.88	1273.22	1273.55	1273.86	1274.17	1274.46	1274.75	1275.02	1275.28	1275.53	1275.77	1275.99	1276.21	1276.41	1276.61	1276.79	1276.96	1277.12	1277.26	1277.40
GIR. 5	1272.66	1273.01	1273.35	1273.68	1273.99	1274.30	1274.59	1274.88	1275.15	1275.41	1275.66	1275.90	1276.12	1276.34	1276.54	1276.74	1276.92	1277.09	1277.25	1277.39	1277.53
GIR. 6	1272.53	1272.88	1273.22	1273.55	1273.86	1274.17	1274.46	1274.75	1275.02	1275.28	1275.53	1275.77	1275.99	1276.21	1276.41	1276.61	1276.79	1276.96	1277.12	1277.26	1277.40
GIR. 7	1272.40	1272.75	1273.09	1273.42	1273.73	1274.04	1274.34	1274.62	1274.89	1275.15	1275.40	1275.64	1275.87	1276.08	1276.28	1276.48	1276.66	1276.83	1276.99	1277.13	1277.27
GIR. 8	1272.27	1272.62	1272.96	1273.29	1273.61	1273.91	1274.21	1274.49	1274.76	1275.02	1275.27	1275.51	1275.74	1275.95	1276.16	1276.35	1276.53	1276.70	1276.86	1277.01	1277.14
GIR. 9	1272.14	1272.49	1272.83	1273.16	1273.48	1273.78	1274.08	1274.36	1274.63	1274.89	1275.14	1275.38	1275.61	1275.82	1276.03	1276.22	1276.40	1276.57	1276.73	1276.88	1277.01
EOD	1272.10	1272.45	1272.79	1273.12	1273.43	1273.74	1274.03	1274.32	1274.59	1274.85	1275.10	1275.34	1275.56	1275.78	1275.98	1276.18	1276.36	1276.53	1276.69	1276.83	1276.97

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

SUPERSTRUCTURE CROSS SECTION

SHEET 12

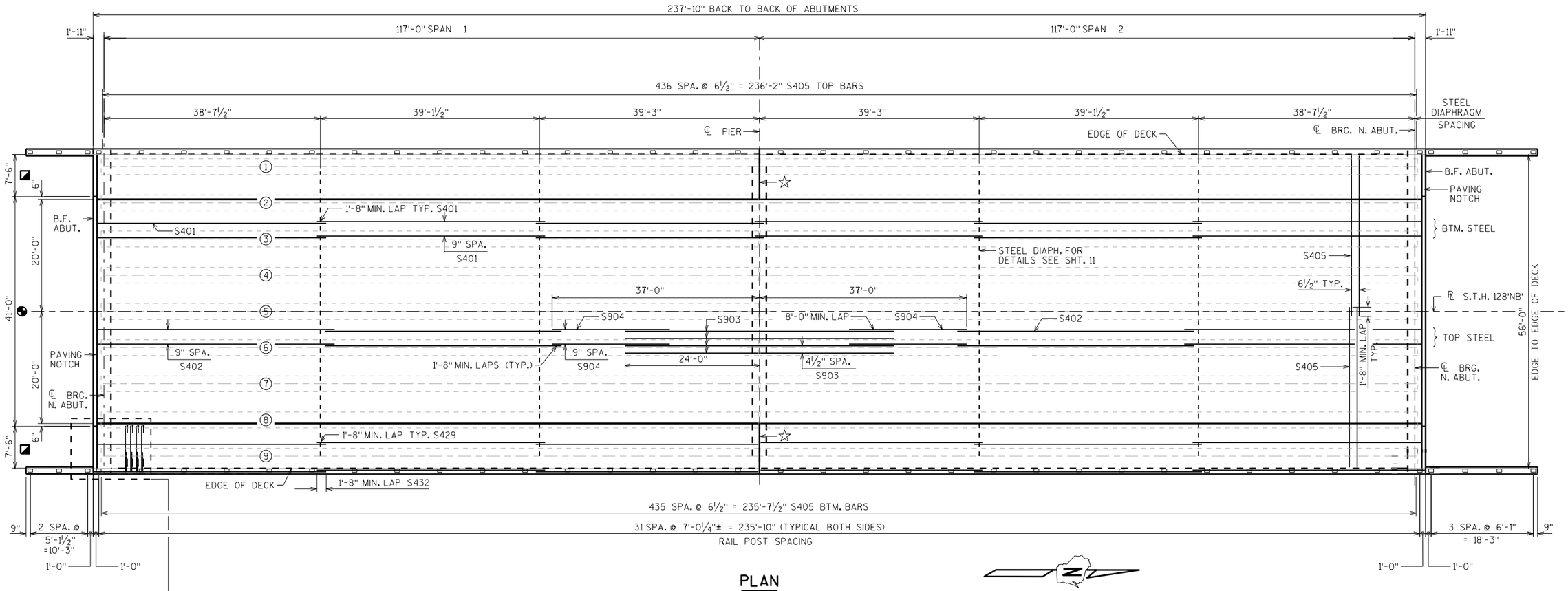
334

SCALE = 2.25

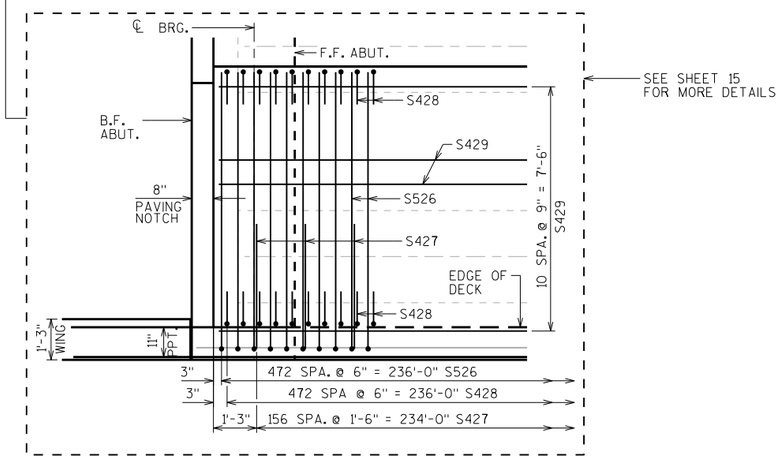
8

8

STATE PROJECT NUMBER
1021-01-70



PLAN



PLAN DETAIL AT CORNER (TYP.)

- LIMITS OF 8" WIDE X 1'-0" DEEP ROADWAY PAVING NOTCH
- LIMITS OF 8" WIDE X 6" MIN. DEEP SIDEWALK PAVING NOTCH
- ☆ DEFLECTION JOINT @ ℄ PIER, FOR DETAILS SEE SHT. 15

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

SUPERSTRUCTURE PLAN

SHEET 13

335

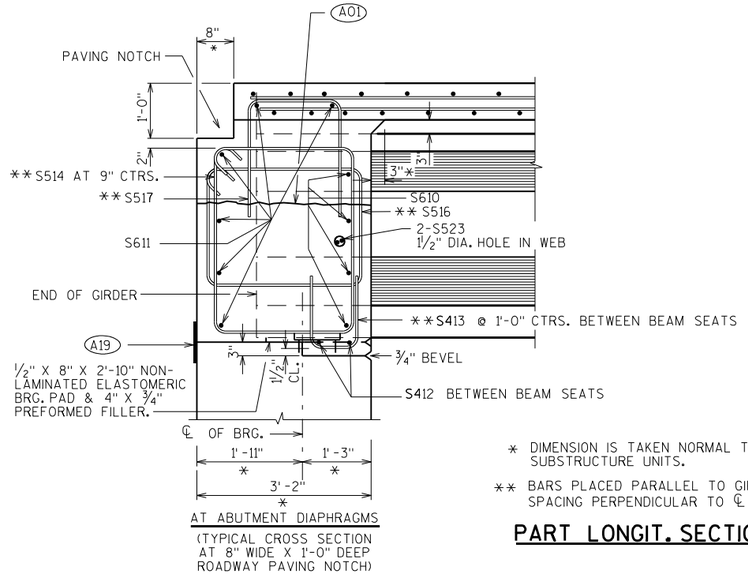
SCALE = 10.66

8

8

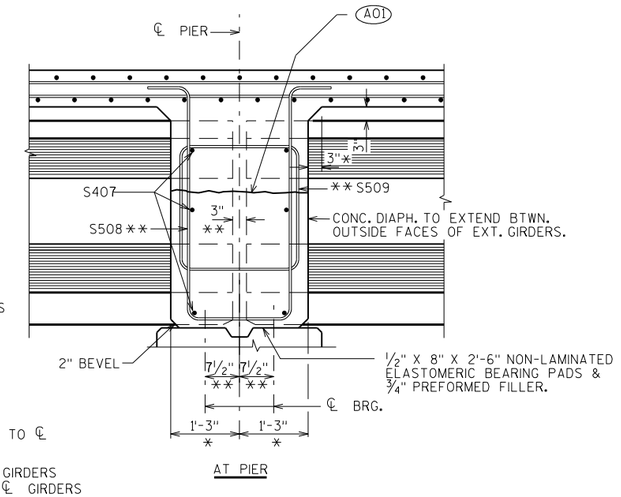
STATE PROJECT NUMBER

1021-01-70



AT ABUTMENT DIAPHRAGMS

(TYPICAL CROSS SECTION AT 8" WIDE X 1'-0" DEEP ROADWAY PAVING NOTCH)

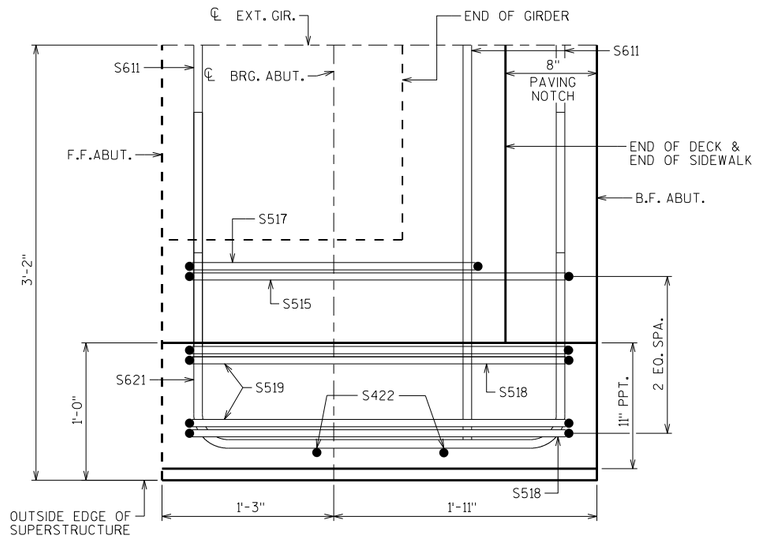


AT PIER

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

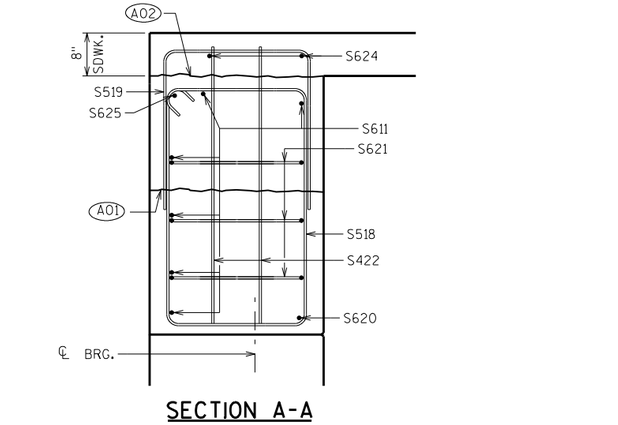
** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS

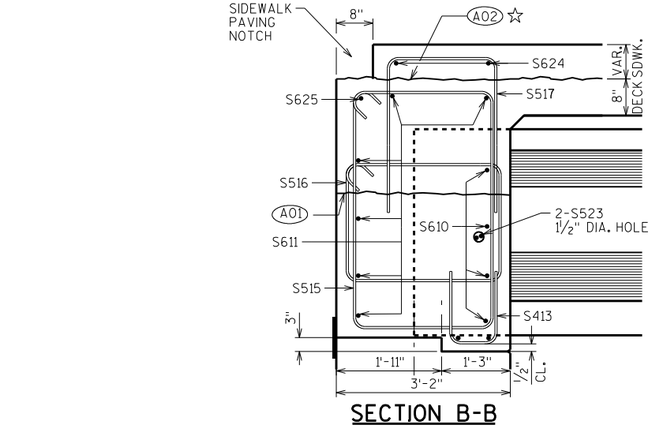
PART LONGIT. SECTION



TYPICAL DIAPHRAGM CORNER DETAIL

TYPICAL DETAIL AT ALL FOUR CORNERS





BEARING PAD DETAIL

SECTION A-A

(UNDERNEATH PARAPET)

SECTION B-B

(BTWN. GIRS. 1&2 AND 8&9)

A01 OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.

A02 CONSTRUCTION JOINT: POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE. STRIKE OFF AND LEAVE ROUGH.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

☆ CONST. JOINT: STRIKE OFF AND LEAVE ROUGH. FOR DECK POUR, MATCH CROSS SLOPE. BOTTOM OF SIDEWALK PAVING NOTCH IS THE TOP OF DECK POUR EXTENDED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

SUPERSTRUCTURE DETAILS

SHEET 14

336

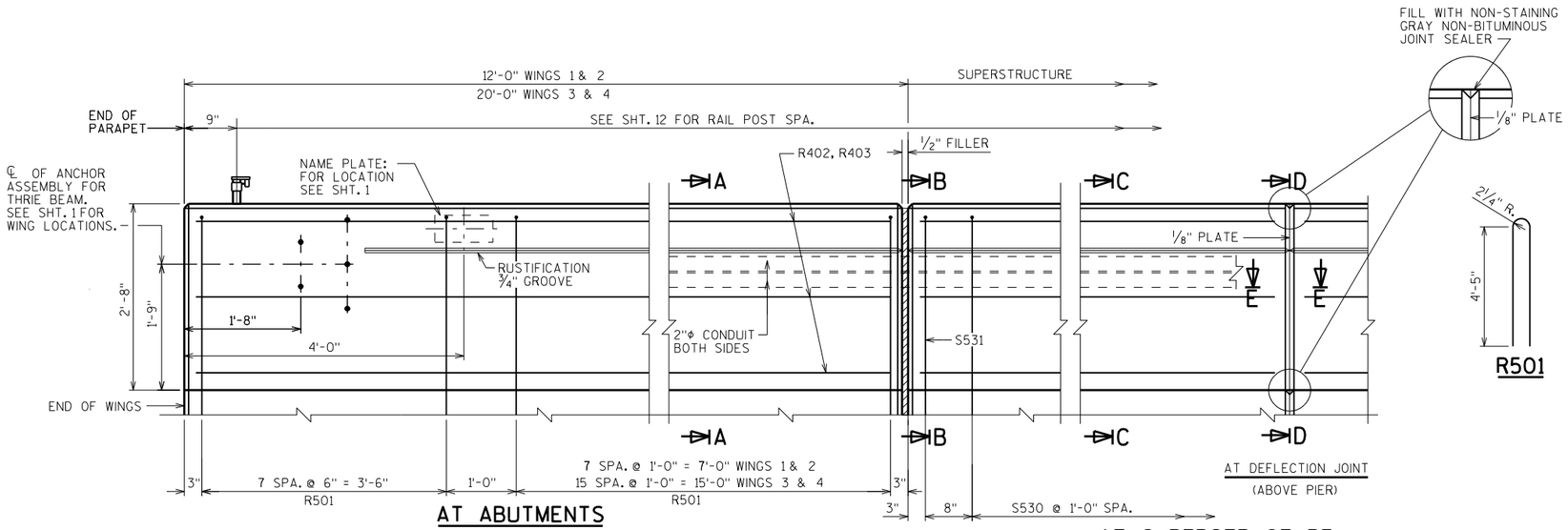
SCALE = 1.33

8

8

STATE PROJECT NUMBER

1021-01-70



AT ABUTMENTS

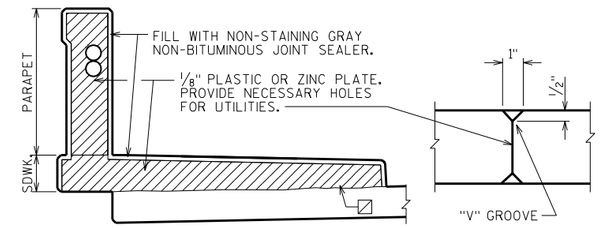
AT DEFLECTION JOINT
(ABOVE PIER)

AT SUPERSTRUCTURE

R501

BILL OF BARS

BAR MARK	COAT	NO. REQ'D. S. ABUT	NO. REQ'D. N. ABUT	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	32	48	9'-5"	X		PARAPET VERT.
R402	X		12	19'-8"			PARAPET HORIZ. - WINGS 3&4
R403	X	12		11'-8"			PARAPET HORIZ. - WINGS 1&2



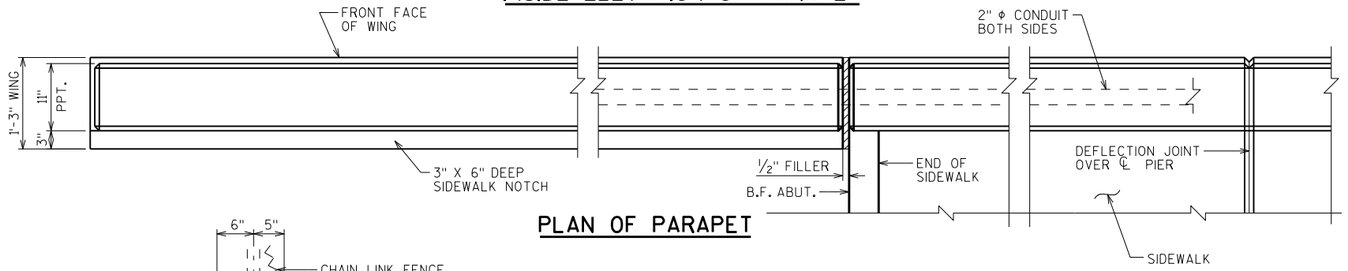
SECTION D-D

SECTION E-E

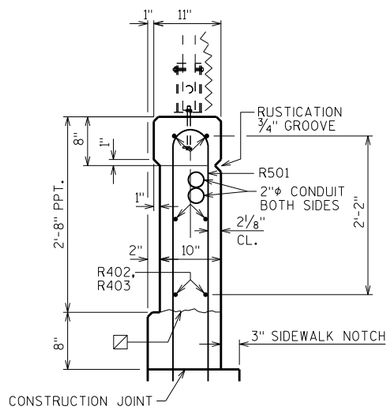
(SHOWING DEFLECTION JOINT IN PARAPET AND SIDEWALK.)

WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF ⅛" ZINC OR PLASTIC PLATE CUT AS SHOWN IN SECTION D-D BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH AN APPROVED LIQUID BOND BREAKER AND PLATE SEPARATORS MAY BE OMITTED.

INSIDE ELEVATION OF PARAPET

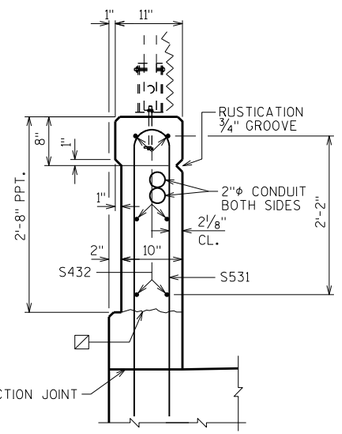


PLAN OF PARAPET



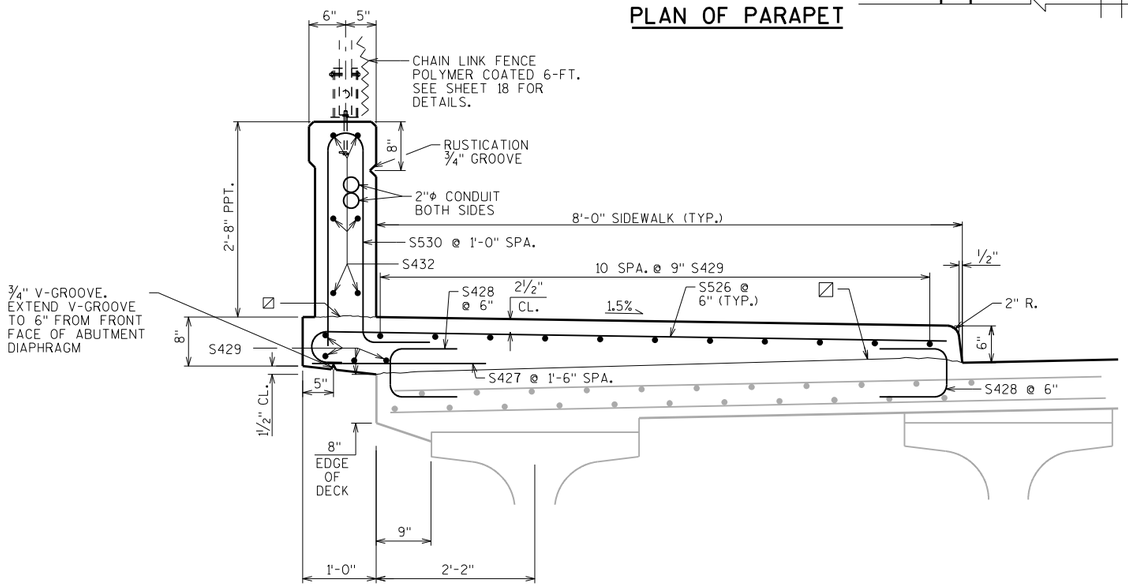
SECTION A-A

(AT WING)



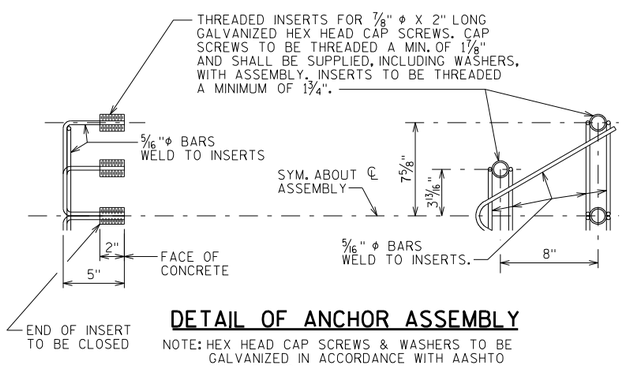
SECTION B-B

(AT PAVING NOTCH)



SECTION C-C

SEE SHEET 16 FOR BILL OF BARS



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY BID ITEM SHALL BE "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

☑ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

SIDEWALK & VERTICAL FACE PARAPET 'A'

SHEET 15

337

SCALE = 1

8

8

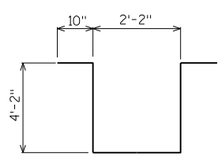
STATE PROJECT NUMBER

1021-01-70

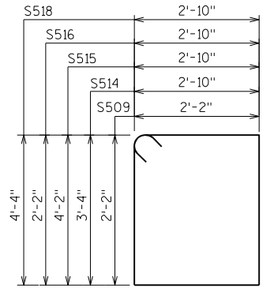
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

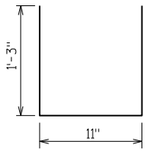
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S401	X	450	40'-9"			DECK - LONGIT. BTM.
S402	X	296	42'-3"			DECK - LONGIT. TOP
S903	X	149	48'-0"			DECK - LONGIT. CONTINUITY OVER PIER
S904	X	148	21'-0"			DECK - LONGIT. CONTINUITY
S405	X	1746	28'-8"			DECK - TRANSVERSE
		NOT	USED			
S407	X	96	3'-6"			PIER DIAPH. - HORIZ.
S508	X	32	11'-8"	X		PIER DIAPH. - VERT.
S509	X	16	9'-4"	X		PIER DIAPH. - VERT. STIRRUPS
S610	X	112	3'-10"			ABUT. DIAPH. - HORIZ. BTWN. GIRS.
S611	X	24	30'-5"			ABUT. DIAPH. - HORIZ.
S412	X	32	2'-7"			ABUT. DIAPH. - HORIZ. BTWN. BEAM SEATS
S413	X	64	3'-3"	X		ABUT. DIAPH. - VERT. BTWN. BEAM SEATS
S514	X	72	13'-0"	X		ABUT. DIAPH. - VERT. STIRRUPS BTWN. GIR. 2-8
S515	X	28	14'-8"	X		ABUT. DIAPH. - VERT. STIRRUPS BTWN. GIR. 1&2, 8&9
S516	X	36	10'-8"	X		ABUT. DIAPH. - VERT.
S517	X	100	5'-11"	X		ABUT. DIAPH. - VERT.
S518	X	8	15'-0"	X		ABUT. DIAPH. - VERT. STIRRUPS EXT.
S519	X	8	6'-7"	X		ABUT. DIAPH. - VERT. UNDER PPT.
S620	X	4	1'-7"			ABUT. DIAPH. - HORIZ. EXT. BOT.
S621	X	12	7'-5"	X		ABUT. DIAPH. - HORIZ. EXT.
S422	X	8	4'-10"			ABUT. DIAPH. - VERT. EXT.
S523	X	36	6'-0"			ABUT. DIAPH. - THRU GIRS.
S624	X	8	8'-8"			ABUT. DIAPH. - HORIZ. IN SDWK.
S625	X	4	8'-2"			ABUT. DIAPH. - HORIZ. EXT.
S526	X	946	9'-3"	X		SDWK. TRANSVERSE
S427	X	314	1'-10"			SDWK. TRANSVERSE - OVERHANG
S428	X	1892	2'-5"	X		SDWK. TO DECK CONNECTION
S429	X	180	40'-5"			SDWK. LONGIT.
S530	X	474	6'-8"	X		PPT. VERT.
S531	X	4	9'-5"	X		PPT. AT PAVING NOTCH
S432	X	72	40'-8"			PPT. LONGIT.



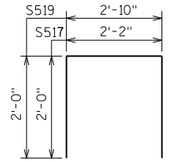
S508



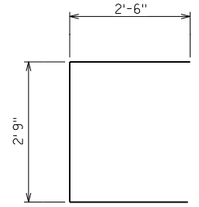
S509, S514, S515, S516, S518



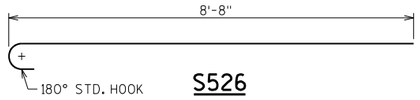
S413



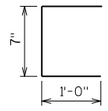
S517, S519



S621



S526



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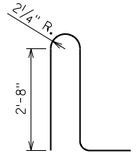

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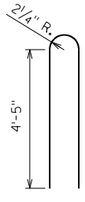


S531

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

SUPERSTRUCTURE BAR DETAILS

SHEET 16

338

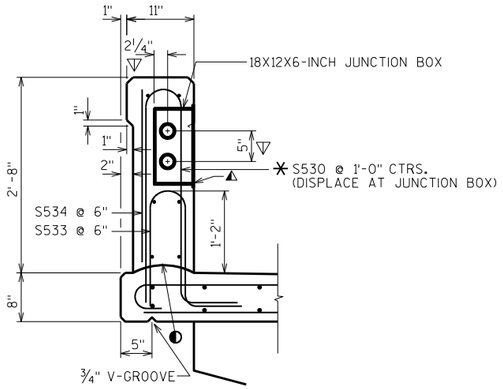
SCALE = 1

8

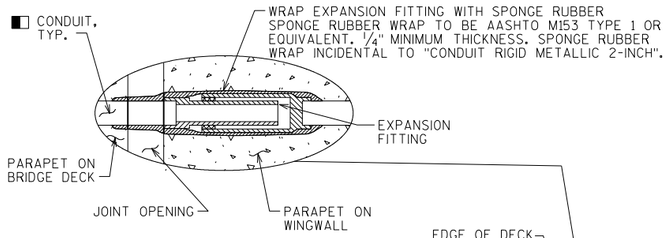
8

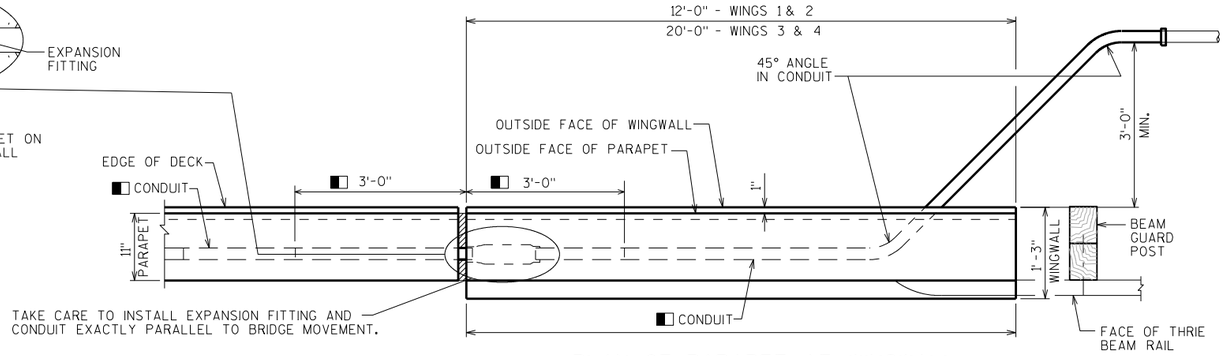
STATE PROJECT NUMBER

1021-01-70

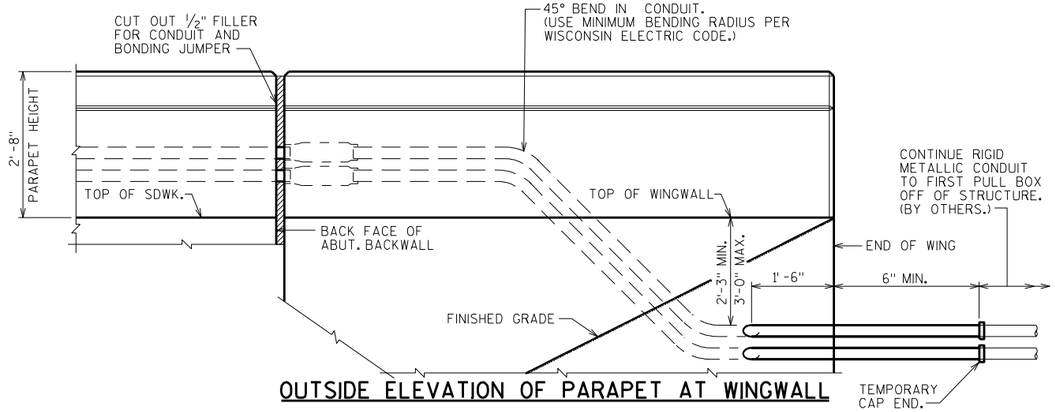


SECTION A-A

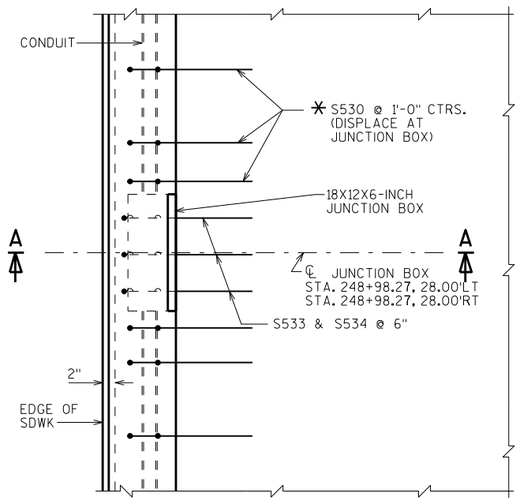




PLAN OF PARAPET AT WINGWALL



OUTSIDE ELEVATION OF PARAPET AT WINGWALL



PLAN AT JUNCTION BOX

NOTES

■ USE 2" DIA. RIGID NONMETALLIC CONDUIT EXCEPT AT EXPANSION FITTING. AT EXPANSION FITTING USE RIGID METALLIC CONDUIT 3'-0" INTO PARAPET ON DECK AND WING SIDES OF THE JOINT OPENING.

◐ 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 SIDEWALK & VERTICAL FACE PARAPET 'A' SHEET FOR ADDITIONAL BAR STEEL DETAILS.

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.

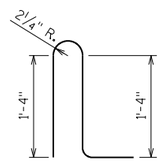
APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).

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. LISTED FOR ELECTRICAL USE SHALL BE USED.

BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
S533	X	6	4'-1"	X	PARAPET VERT @ JUNCTION BOX
S534	X	6	2'-4"		PARAPET VERT. @ JUNCTION BOX



S533

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

PARAPET "A" ELECTRICAL WORK

SHEET 17

339

PPTAELEC
7-13

8

15

1 2 3 5 7 8

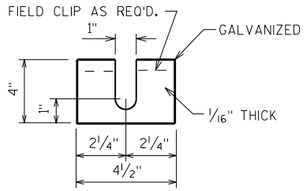
SCALE =

STATE PROJECT NUMBER

1021-01-70

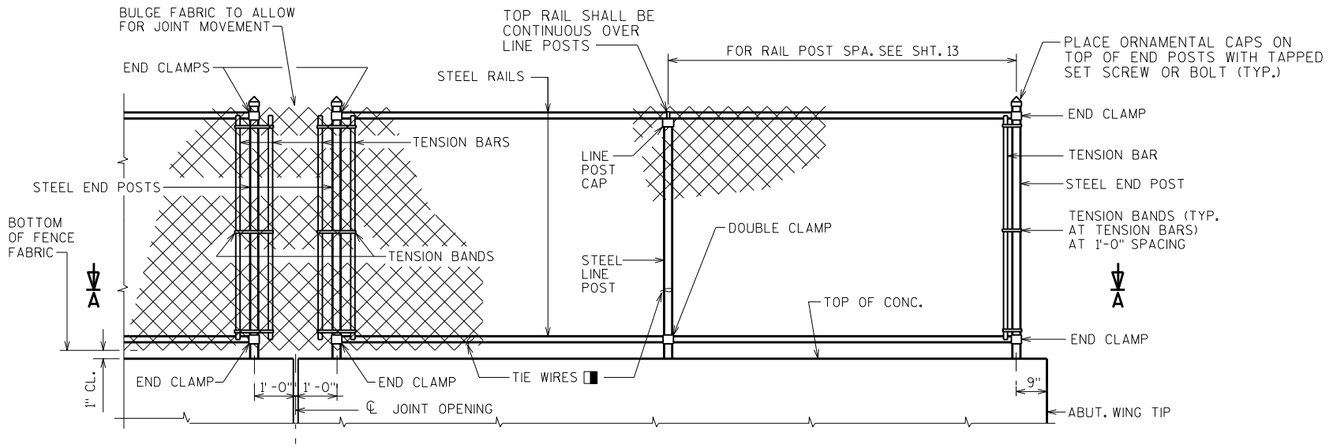
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12



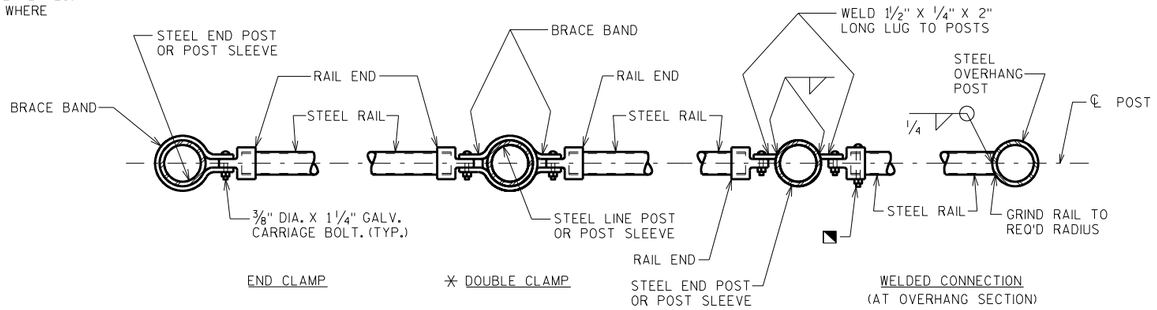
POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



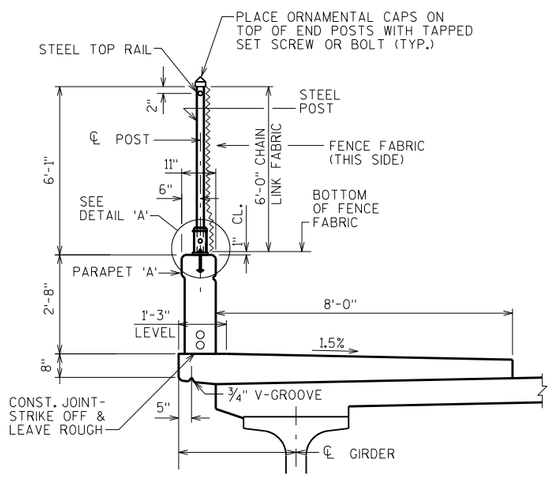
FENCE PART ELEVATION

VIEWING FABRIC SIDE

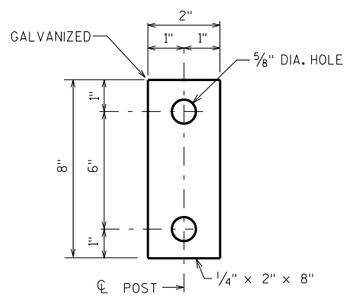


SECTION A-A

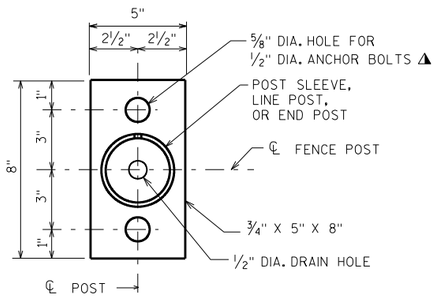
NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS



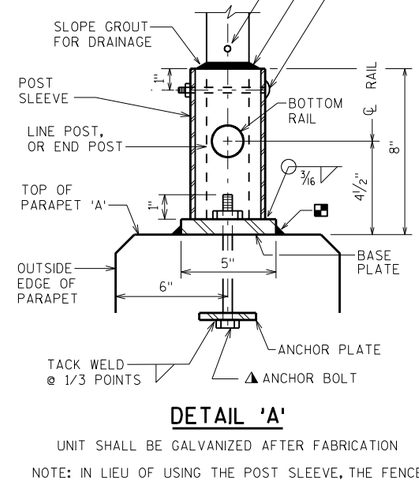
SECTION THRU FENCE



ANCHOR PLATE



BASE PLATE



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

GENERAL NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 6- FT.", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

◪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

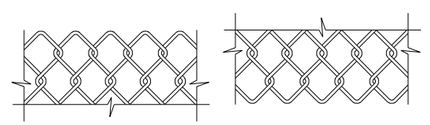
◭ 1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", 1/2" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ MASONRY ANCHOR TYPE S 1/2-INCH. EMBED 6" IN CONCRETE. ANCHOR, WASHER, AND NUT SHALL BE GALVANIZED.

◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◹ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.



TOP DETAIL BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

FENCING DETAILS

SHEET 18

340

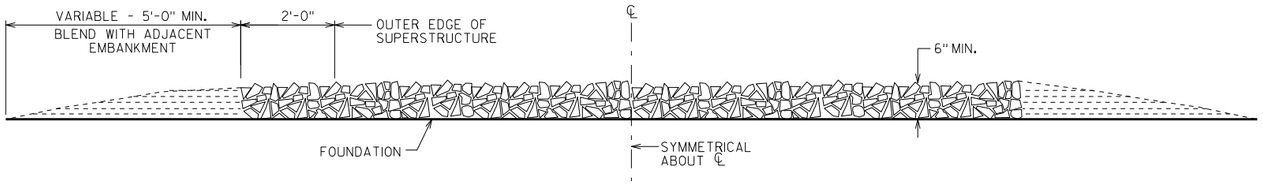
SCALE = 5.33

8

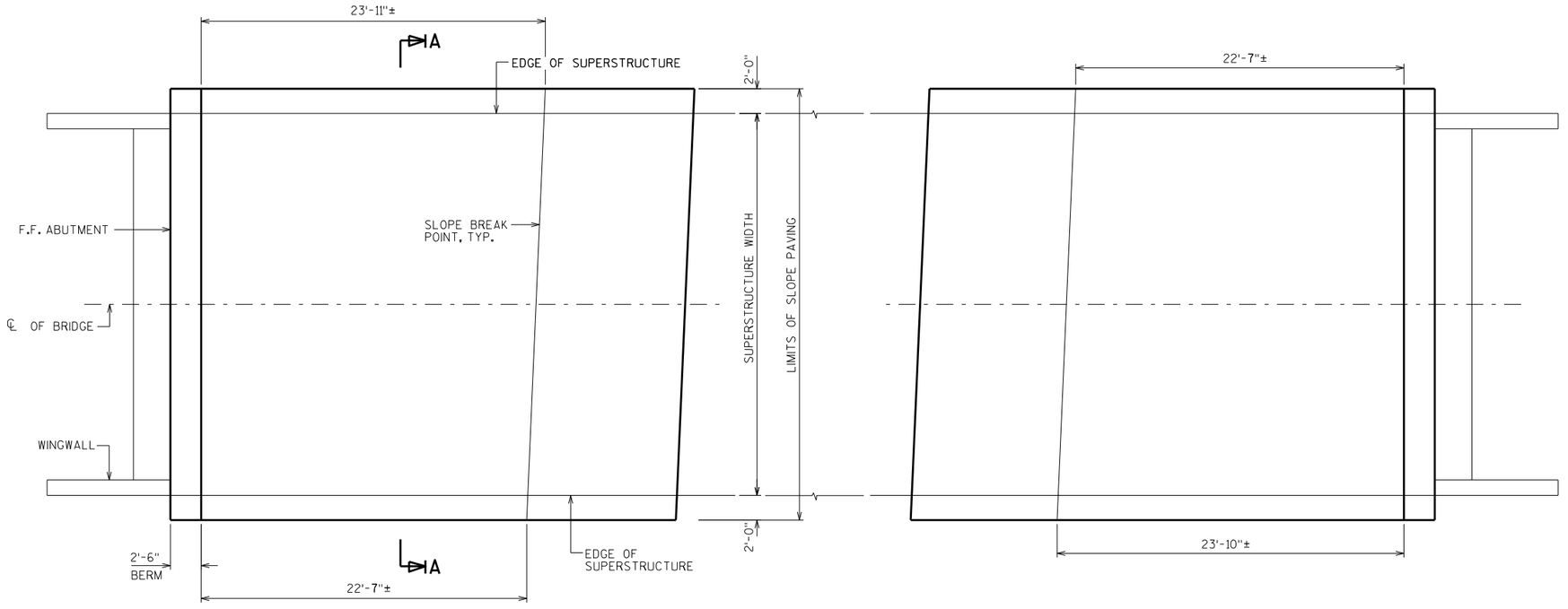
12

8

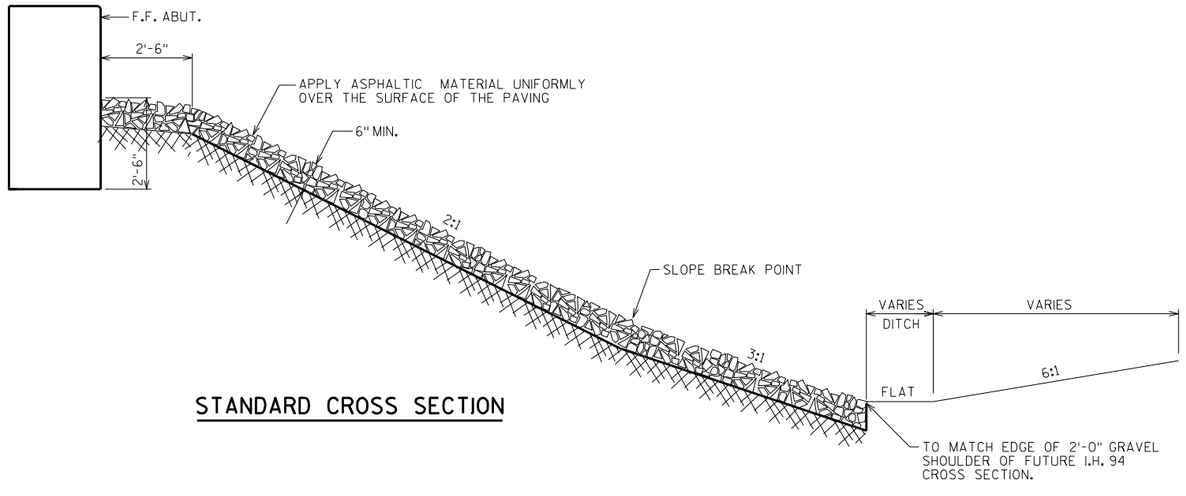
STATE PROJECT NUMBER
1021-01-70



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.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

SLOPE PAVING (CRUSHED AGGREGATE)

SHEET 19

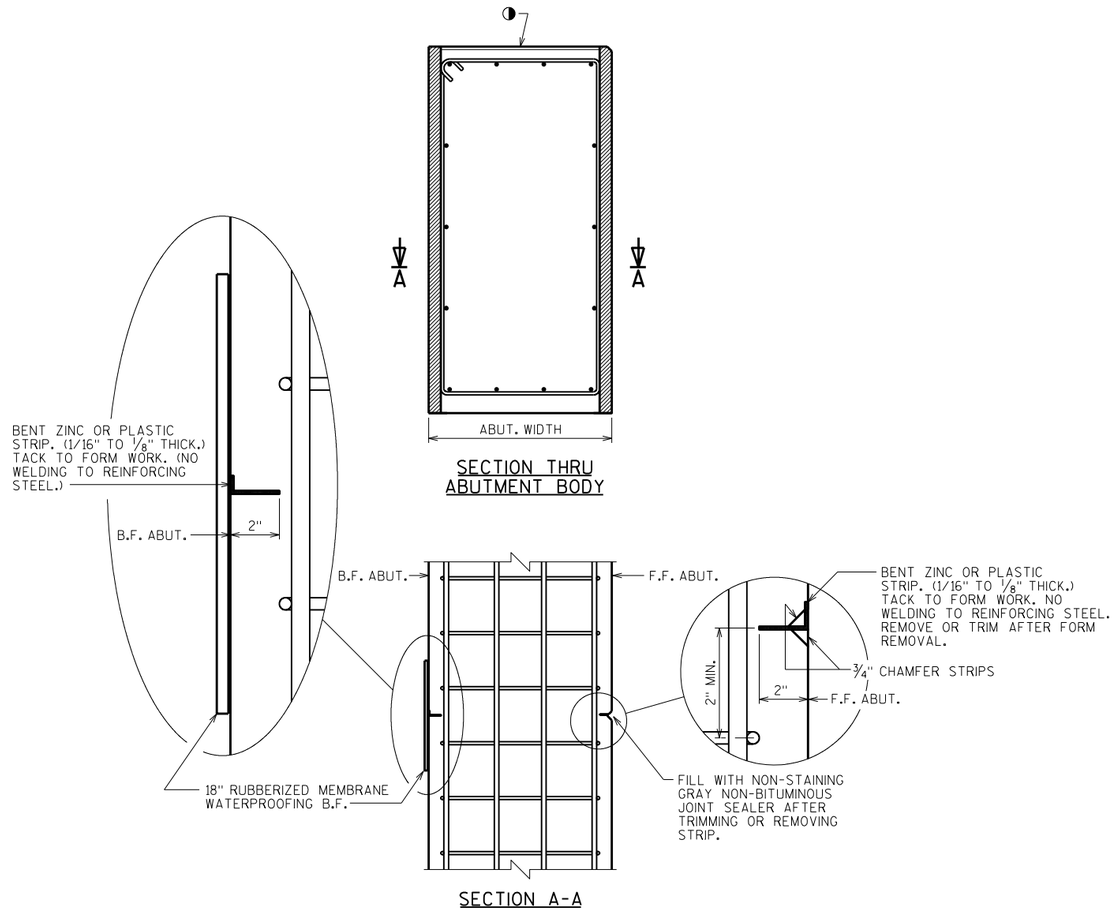
341

8

8

SCALE = 1

STATE PROJECT NUMBER
1021-01-70



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.

SAW CUTTING JOINT IS NOT ALLOWED.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-266

DRAWN BY MJL | PLANS CK'D. RAC

ALTERNATE CONSTRUCTION JOINT

SHEET 20

342

8

8

SCALE = 1

Alignment: 128NB
Start Sta: 237+37
End Sta: 265+06.500

Note: STA 257+00'NB' to 265+06.5'NB' was computed with temporary widening in place.

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
Alignment: 50th Ave - NE Curb Return									
10+78.000	57.24	0	0	27.03	0	0	0	0	0
10+90.000	71.12	33.49	33.49	38.85	14.88	33.49	33.49	14.88	18.61
11+00.518	97.85	41.2	41.2	32.33	13.53	74.69	74.69	28.41	46.27
11+10.000	59.46	32.27	32.27	25.44	9.95	106.96	106.96	38.36	68.6
11+40.991	27.13	43.83	43.83	3.73	16.75	150.79	150.79	55.11	95.68
11+77.500	13.56	28.24	28.24	2.36	5.6	179.03	179.03	60.71	118.32
11+80.000	9.03	1.05	1.05	2.56	0.3	180.08	180.08	61.01	119.07
STH 128NB									
237+67.900	56.3	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0
237+78.295	51.0	20.6	20.6	24.4	11.7	20.6	20.6	11.7	8.9
238+00.000	46.0	39.0	39.0	21.7	24.7	59.6	59.6	36.4	23.2
238+50.000	37.3	77.1	77.1	17.4	48.2	136.7	136.7	84.6	52.1
239+00.000	33.4	65.5	65.5	35.8	65.6	202.2	202.2	150.2	52.0
239+50.000	39.0	67.0	67.0	39.9	93.2	269.1	269.1	243.4	25.8
240+00.000	43.0	75.9	75.9	71.8	137.5	345.1	345.1	380.9	-35.8
240+50.000	3.3	45.1	45.1	132.7	260.2	390.1	390.1	641.1	-251.0
241+00.000	0.0	3.0	3.0	211.0	441.0	393.1	393.1	1082.0	-688.9
241+41.000	0.0	0.0	0.0	205.3	438.7	393.1	393.1	1520.7	-1127.6
241+50.000	0.0	0.0	0.0	194.0	88.5	393.1	393.1	1609.2	-1216.1
241+75.000	0.0	0.0	0.0	150.3	218.9	393.1	393.1	1828.1	-1435.0
242+00.000	2.3	1.1	1.1	155.5	190.9	394.2	394.2	2018.9	-1624.7
242+20.044	0.0	0.9	0.9	202.9	176.9	395.1	395.1	2195.9	-1800.8
242+50.000	6.8	3.8	3.8	278.5	355.2	398.8	398.8	2551.0	-2152.2
243+00.000	40.7	43.9	43.9	454.3	902.4	442.8	442.8	3453.4	-3010.7
243+50.000	74.0	106.2	106.2	648.6	1358.2	548.9	548.9	4811.6	-4262.7
244+00.000	105.5	151.8	151.8	844.4	1823.8	700.8	700.8	6635.4	-5934.7
244+50.000	101.8	42.2	42.2	927.5	2041.4	742.9	742.9	8676.9	-7933.9
244+61.442	99.1	9.4	9.4	917.4	498.2	752.3	752.3	9175.1	-8422.8
244+79.232	93.0	14.1	14.1	500.2	574.1	766.4	766.4	9749.1	-8982.8
Rdbt-South	-	-	-	-	-	-	-	-	-
Alignment: 128 NB S RAB Curb Return									
10+34.214	2.4	0.0	0.0	37.6	0.0	0.0	0.0	0.0	0.0
10+62.500	41.3	19.4	19.4	22.2	39.4	19.4	19.4	39.4	-20.1
10+78.156	84.3	30.3	30.3	68.4	35.4	49.7	49.7	74.8	-25.1
10+90.458	107.7	36.0	36.0	103.0	53.5	85.6	85.6	128.3	-42.7
128NB continue									
246+79.341	113.0	0.0	0.0	160.4	0.0	0.0	0.0	0.0	0.0
246+86.450	122.3	23.6	23.6	255.8	72.3	23.6	23.6	72.3	-48.7
247+00.000	135.4	48.9	48.9	226.1	159.1	72.5	72.5	231.3	-158.8
247+19.600	147.4	77.0	77.0	195.3	196.9	149.5	149.5	428.2	-278.7
247+19.684	147.4	0.5	0.5	167.8	0.8	150.0	150.0	429.0	-279.0
247+54.539	146.5	141.1	141.1	187.3	287.8	291.1	291.1	716.8	-425.6
247+68.873	205.6	93.5	93.5	192.8	134.2	384.6	384.6	851.0	-466.4

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
Bridge	-	-	-	-	-	-	-	-	-
250+06.520	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
250+29.130	0.0	0.0	0.0	206.3	109.8	0.0	0.0	109.8	-109.8
250+29.140	326.0	0.1	0.1	293.9	0.1	0.1	0.1	109.9	-109.9
250+46.061	271.8	59.6	59.6	274.3	196.5	59.7	59.7	306.4	-246.7
250+55.680	260.7	30.3	30.3	282.1	110.2	90.0	90.0	416.6	-326.7
250+93.123	175.5	98.4	98.4	256.9	440.1	188.4	188.4	856.7	-668.4
250+97.359	164.8	8.9	8.9	195.2	43.1	197.2	197.2	899.8	-702.6
Alignment: NB STH 128 North Roundabout Match									
0+65.177	159.1	0.0	0.0	158.7	0.0	0.0	0.0	0.0	0.0
0+71.794	137.8	14.6	14.6	133.6	48.4	14.6	14.6	48.4	-33.8
0+85.000	98.3	23.2	23.2	43.1	56.4	37.8	37.8	104.8	-67.0
1+07.895	51.2	27.0	27.0	45.8	38.9	64.8	64.8	143.7	-78.9
Alignment: Rmp C Byp - Curb Return									
10+49.037	2.1	0.0	0.0	242.5	0.0	0.0	0.0	0.0	0.0
10+55.620	1.9	0.2	0.2	235.9	59.9	0.2	0.2	59.9	-59.8
10+73.575	7.0	2.8	2.8	195.9	147.1	3.0	3.0	207.1	-204.1
10+86.516	7.1	3.8	3.8	166.1	87.2	6.8	6.8	294.2	-287.5
11+00.000	8.2	4.2	4.2	145.8	76.6	11.0	11.0	370.8	-359.8
11+11.060	8.4	3.7	3.7	137.3	56.5	14.7	14.7	427.3	-412.6
128NB continue									
252+95.672	4.6	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0
253+00.000	5.0	0.8	0.8	15.4	2.4	0.8	0.8	2.4	-1.7
253+03.196	5.2	0.6	0.6	23.5	3.1	1.4	1.4	5.5	-4.1
253+29.666	13.3	9.1	9.1	154.9	118.2	10.5	10.5	123.7	-113.2
253+50.000	12.0	9.5	9.5	109.5	132.4	20.0	20.0	256.1	-236.1
253+75.245	9.0	9.8	9.8	35.7	90.3	29.8	29.8	346.4	-316.6
254+00.000	10.0	8.6	8.6	21.0	32.9	38.4	38.4	379.3	-341.0
254+50.000	14.0	21.6	21.6	7.7	34.4	59.9	59.9	413.7	-353.8
254+86.000	23.4	24.9	24.9	4.5	10.8	84.8	84.8	424.5	-339.7
255+00.000	11.1	8.9	8.9	9.7	4.9	93.8	93.8	429.4	-335.6
255+50.000	5.3	15.1	15.1	25.6	43.5	108.9	108.9	472.9	-363.9
255+94.420	20.0	20.8	20.8	23.5	53.7	129.7	129.7	526.6	-396.8
256+00.000	0.1	2.1	2.1	5.7	4.0	131.8	131.8	530.6	-398.8
256+50.000	2.5	2.4	2.4	4.3	12.3	134.2	134.2	542.8	-408.7
257+00.000	9.4	11.0	11.0	2.0	7.8	145.2	145.2	550.6	-405.4
257+16.762	21.0	9.4	9.4	1.9	1.6	154.6	154.6	552.2	-397.6
257+26.762	21.2	7.8	7.8	1.3	0.8	162.4	162.4	553.0	-390.5
257+50.000	27.2	20.8	20.8	0.9	1.3	183.3	183.3	554.2	-371.0
258+00.000	47.2	68.9	68.9	3.1	5.0	252.2	252.2	559.2	-307.1
258+50.000	65.2	104.1	104.1	4.8	9.7	356.2	356.2	568.9	-212.7
259+00.000	71.1	126.2	126.2	1.6	7.9	482.4	482.4	576.8	-94.3
259+50.000	57.5	119.1	119.1	0.4	2.5	601.5	601.5	579.2	22.3
260+00.000	58.2	107.1	107.1	0.0	0.5	708.7	708.7	579.8	128.9
260+25.000	61.9	55.6	55.6	0.0	0.0	764.3	764.3	579.8	184.5
260+50.000	57.9	55.5	55.5	0.0	0.0	819.7	819.7	579.8	240.0
260+51.100	145.4	4.1	4.1	0.0	0.0	823.9	823.9	579.8	244.1
261+00.000	162.9	279.2	279.2	0.0	0.0	1103.1	1103.1	579.8	523.3
261+50.000	174.3	312.3	312.3	0.0	0.0	1415.3	1415.3	579.8	835.6

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EARTHWORK TABULATIONS	SHEET: 344	E

File: N:\PDS\Projects-LET\1020-06-76\PSE\misq\030201_mq_1020-06-76 MISC sheets - normal.ppt

PLOT DATE : 2/27/2007 4:34:45 PM PLOT BY : DOTK7T PLOT NAME : _____ PLOT SCALE : 1:1

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
262+00.000	171.5	320.2	320.2	0.0	0.0	1735.6	1735.6	579.8	1155.8
262+50.000	163.0	309.7	309.7	0.0	0.0	2045.3	2045.3	579.8	1465.5
262+57.877	161.8	47.4	47.4	0.0	0.0	2092.6	2092.6	579.8	1512.9
263+00.000	40.3	157.6	157.6	0.0	0.0	2250.3	2250.3	579.8	1670.5
263+50.000	39.4	73.8	73.8	0.0	0.0	2324.1	2324.1	579.8	1744.3
264+00.000	41.2	74.6	74.6	0.0	0.0	2398.7	2398.7	579.8	1818.9
264+02.882	55.7	5.2	5.2	0.7	0.1	2403.9	2403.9	579.8	1824.1
264+50.000	67.7	107.7	107.7	3.4	4.7	2511.6	2511.6	584.5	1927.0
265+00.000	56.7	115.2	115.2	0.0	4.1	2626.7	2626.7	588.7	2038.1
265+06.500	52.1	13.1	13.1	0.0	0.0	2639.8	2639.8	588.7	2051.2
Alignment: Kwik Trip Driveway									
0+00.005	115.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0+05.990	115.5	25.6	25.6	0.0	0.0	25.6	25.6	0.0	25.6
0+15.689	44.0	28.6	28.6	0.2	0.0	54.3	54.3	0.1	54.2
Alignment: 128NB-RT-Pav't Edge (5) (Kwik Trip Radius So.)									
0+00.000	0.6	0.0	0.0	23.6	0.0	0.0	0.0	0.0	0.0
0+10.000	5.4	1.0	1.0	18.6	9.6	1.0	1.0	9.6	-8.6
0+20.000	3.9	1.6	1.6	24.0	8.4	2.6	2.6	18.0	-15.4
0+30.000	15.0	4.8	4.8	11.9	7.7	7.4	7.4	25.7	-18.3
0+40.000	47.6	15.5	15.5	0.0	2.7	22.9	22.9	28.4	-5.6
0+47.110	63.4	19.7	19.7	0.0	0.0	42.5	42.5	28.4	14.1
Alignment: 128NB-RT-Pav't Edge (6) (Kwik Trip Radius No.)									
0+02.500	31.9	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
0+10.000	19.9	9.8	9.8	3.3	0.5	9.8	9.8	0.5	9.4
0+20.000	12.5	7.8	7.8	17.0	3.2	17.6	17.6	3.7	13.9
0+30.000	4.6	3.8	3.8	15.3	5.1	21.4	21.4	8.8	12.6
0+40.000	2.8	1.4	1.4	8.8	3.7	22.7	22.7	12.5	10.3
0+47.124	5.7	0.7	0.7	0.7	1.0	23.5	23.5	13.5	10.0
					STH 128 NB Total =	4453	4453	12891	-8437

Alignment: 128SB
Start Sta: 237+28.004 Note: STA 260+00'SB' to 265+38.5'SB' was computed with temporary widening in place.
End Sta: 265+38.480

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
Alignment: 50th Ave - NW Curb Return									
10+00.495	23.67	0	0	0	0	0	0	0	0
10+10.000	33.9	10.13	10.13	0	0	10.13	10.13	0	10.13
10+20.000	44.38	14.5	14.5	0	0	24.63	24.63	0	24.63
10+30.000	54.05	18.23	18.23	0	0	42.86	42.86	0	42.86
10+40.000	58.46	20.84	20.84	0	0	63.69	63.69	0	63.69
10+41.616	71.66	8.17	8.17	1.57	0.09	71.86	71.86	0.09	71.77
10+50.000	86.29	14.45	14.45	7.45	1.55	86.31	86.31	1.64	84.67
10+60.000	99.39	19	19	19.96	5.47	105.31	105.31	7.12	98.2
10+70.000	102.68	21.35	21.35	28.2	9.47	126.67	126.67	16.59	110.08
10+80.000	113	25.38	25.38	37.48	12.88	152.04	152.04	29.47	122.57
10+90.000	133.52	33.57	33.57	55.67	18.6	185.61	185.61	48.08	137.53
11+00.000	153.91	45.02	45.02	52.02	21.53	230.63	230.63	69.6	161.03
11+10.000	143.29	46.5	46.5	47.66	19.52	277.13	277.13	89.13	188
11+20.000	129.88	39.03	39.03	30.5	15.2	316.16	316.16	104.32	211.84
11+30.000	109.98	33.97	33.97	18.63	9.69	350.13	350.13	114.01	236.12
11+33.738	103.15	11.65	11.65	15.72	2.59	361.78	361.78	116.6	245.18
STH 128SB									
237+84.131	97.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0
237+94.131	99.8	36.5	36.5	12.3	5.8	36.5	36.5	5.8	30.8
238+00.000	99.9	21.7	21.7	12.8	3.6	58.2	58.2	9.4	48.8
238+50.000	92.9	178.5	178.5	13.0	31.8	236.8	236.8	41.2	195.6
239+00.000	78.5	153.4	153.4	10.8	28.4	390.2	390.2	69.5	320.6
239+50.000	74.9	136.9	136.9	17.7	34.1	527.1	527.1	103.6	423.5
240+00.000	51.8	112.6	112.6	27.7	54.5	639.7	639.7	158.1	481.6
240+44.100	43.7	74.5	74.5	58.6	91.8	714.2	714.2	249.9	464.3
240+50.000	41.7	9.3	9.3	65.2	18.0	723.5	723.5	267.9	455.6
241+00.000	20.4	54.9	54.9	137.4	246.2	778.3	778.3	514.0	264.3
241+50.000	16.9	33.0	33.0	232.0	451.2	811.4	811.4	965.2	-153.8
242+00.000	26.7	38.4	38.4	326.9	684.3	849.8	849.8	1649.5	-799.7
242+50.000	30.4	52.9	52.9	444.6	950.1	902.7	902.7	2599.6	-1696.9
243+00.000	22.1	48.7	48.7	552.2	1227.6	951.3	951.3	3827.2	-2875.9
243+50.000	12.1	31.7	31.7	660.6	1493.6	983.0	983.0	5320.8	-4337.8
243+97.563	19.5	30.2	30.2	696.4	1604.8	1013.2	1013.2	6925.6	-5912.4
244+00.000	20.1	1.8	1.8	698.9	83.8	1015.0	1015.0	7009.4	-5994.4
244+09.320	22.6	7.4	7.4	716.7	324.9	1022.4	1022.4	7334.3	-6312.0
244+50.000	35.6	48.5	48.5	912.7	1648.2	1070.9	1070.9	8982.6	-7911.7
244+62.000	43.3	17.5	17.5	1013.8	569.4	1088.4	1088.4	9551.9	-8463.5
244+75.000	0.0	11.7	11.7	491.6	481.8	1100.1	1100.1	10033.8	-8933.7
244+87.500	0.0	0.0	0.0	150.2	197.6	1100.1	1100.1	10231.4	-9131.2
244+97.551	0.0	0.0	0.0	144.4	72.9	1100.1	1100.1	10304.3	-9204.2

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
Rdbt-South	-	-	-	-	-	-	-	-	-
Alignment: 128 SB S RAB CURB RETURN									
10+02.500	0.0	0.0	0.0	342.7	0.0	0.0	0.0	0.0	0.0
10+08.350	0.0	0.0	0.0	324.8	77.3	0.0	0.0	77.3	-77.3
10+25.000	0.0	0.0	0.0	344.1	226.3	0.0	0.0	303.6	-303.6
10+36.142	0.0	0.0	0.0	400.3	178.2	0.0	0.0	481.8	-481.8
10+42.500	0.0	0.0	0.0	396.4	111.7	0.0	0.0	593.5	-593.5
STH 128SB Continue									
246+97.991	0.0	0.0	0.0	443.6	0.0	0.0	0.0	0.0	0.0
247+00.000	0.0	0.0	0.0	443.6	43.9	0.0	0.0	43.9	-43.9
247+05.482	0.0	0.0	0.0	508.0	103.8	0.0	0.0	147.7	-147.7
247+38.532	0.0	0.0	0.0	427.8	607.9	0.0	0.0	755.6	-755.6
247+38.630	0.0	0.0	0.0	451.8	2.1	0.0	0.0	757.7	-757.7
247+74.067	0.0	0.0	0.0	407.3	575.6	0.0	0.0	1333.3	-1333.3
247+88.600	0.0	0.0	0.0	220.1	224.6	0.0	0.0	1557.9	-1557.9
Bridge									
250+25.150	0.0	0.0	0.0	212.2	0.0	0.0	0.0	0.0	0.0
250+47.013	0.0	0.0	0.0	234.3	233.2	0.0	0.0	233.2	-233.2
250+47.020	0.0	0.0	0.0	234.8	0.1	0.0	0.0	233.3	-233.3
250+74.520	0.0	0.0	0.0	424.1	407.2	0.0	0.0	640.5	-640.5
250+74.530	0.0	0.0	0.0	448.4	0.2	0.0	0.0	640.7	-640.7
251+12.541	0.0	0.0	0.0	518.8	820.1	0.0	0.0	1460.8	-1460.8
251+16.344	0.0	0.0	0.0	477.5	93.3	0.0	0.0	1554.1	-1554.1
Alignment: 128SB N RAB Match									
10+76.961	0.0	0.0	0.0	477.5	0.0	0.0	0.0	0.0	0.0
10+89.902	0.0	0.0	0.0	396.7	264.4	0.0	0.0	264.4	-264.4
11+10.000	0.0	0.0	0.0	339.0	338.2	0.0	0.0	602.5	-602.5
11+31.546	0.0	0.0	0.0	294.6	308.8	0.0	0.0	911.3	-911.3
Rdbt-North									
Alignment: Ramp A Inside Lane									
0+38.460	0.0	0.0	0.0	46.6	0.0	0.0	0.0	0.0	0.0
0+60.000	0.0	0.0	0.0	60.0	53.6	0.0	0.0	53.6	-53.6
0+77.553	0.0	0.0	0.0	98.6	66.9	0.0	0.0	120.5	-120.5
0+84.531	0.0	0.0	0.0	103.0	34.6	0.0	0.0	155.1	-155.1
STH 128SB Continue									
253+34.050	0.0	0.0	0.0	127.5	0.0	0.0	0.0	0.0	0.0
253+40.989	0.0	0.0	0.0	156.8	44.5	0.0	0.0	44.5	-44.5
253+50.000	0.0	0.0	0.0	142.1	61.2	0.0	0.0	105.7	-105.7
254+00.000	0.0	0.0	0.0	97.1	258.4	0.0	0.0	364.1	-364.1
254+50.000	0.0	0.0	0.0	75.7	195.3	0.1	0.1	559.4	-559.3
255+00.000	0.0	0.0	0.0	60.5	167.8	0.1	0.1	727.2	-727.1
255+11.854	0.0	0.0	0.0	57.2	34.4	0.1	0.1	761.5	-761.5
255+17.849	14.6	1.6	1.6	146.6	30.1	1.7	1.7	791.6	-789.9
255+50.000	12.9	16.4	16.4	135.4	223.3	18.0	18.0	1014.9	-996.8
255+93.021	11.7	19.6	19.6	102.8	252.4	37.7	37.7	1267.2	-1229.6
256+00.000	11.3	3.0	3.0	95.7	34.1	40.6	40.6	1301.4	-1260.7
256+02.590	12.8	1.2	1.2	94.8	12.2	41.8	41.8	1313.5	-1271.8
256+50.000	12.8	22.5	22.5	124.4	255.9	64.2	64.2	1569.4	-1505.2

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
257+00.000	13.7	24.5	24.5	140.3	326.0	88.8	88.8	1895.4	-1806.7
257+50.000	11.3	23.2	23.2	80.1	271.5	111.9	111.9	2167.0	-2055.0
258+00.000	14.9	24.7	24.7	128.8	260.7	136.6	136.6	2427.7	-2291.1
258+31.869	21.6	21.5	21.5	93.7	174.6	158.1	158.1	2602.3	-2444.2
258+50.000	27.2	16.4	16.4	75.7	75.6	174.5	174.5	2677.9	-2503.5
259+00.000	32.1	54.8	54.8	39.7	142.0	229.3	229.3	2820.0	-2590.7
259+50.000	37.1	64.0	64.0	19.0	72.3	293.3	293.3	2892.2	-2598.9
260+00.000	55.1	85.3	85.3	2.0	25.8	378.6	378.6	2918.1	-2539.4
260+50.000	59.3	105.9	105.9	0.0	2.4	484.5	484.5	2920.5	-2436.0
260+91.010	60.6	91.0	91.0	0.0	0.0	575.5	575.5	2920.5	-2344.9
261+00.000	60.8	20.2	20.2	0.0	0.0	595.7	595.7	2920.5	-2324.7
261+50.000	52.4	104.9	104.9	0.0	0.0	700.6	700.6	2920.5	-2219.9
262+00.000	54.5	99.0	99.0	0.0	0.0	799.6	799.6	2920.5	-2120.8
262+50.000	57.1	103.4	103.4	0.0	0.0	903.0	903.0	2920.5	-2017.4
263+00.000	57.6	106.3	106.3	0.0	0.0	1009.3	1009.3	2920.5	-1911.2
263+50.000	56.4	105.6	105.6	0.0	0.0	1114.8	1114.8	2920.5	-1805.6
263+59.249	42.9	17.0	17.0	20.7	4.7	1131.8	1131.8	2925.2	-1793.4
263+79.249	42.6	31.7	31.7	21.5	20.8	1163.5	1163.5	2946.0	-1782.5
263+91.047	56.0	21.5	21.5	0.0	6.3	1185.0	1185.0	2952.2	-1767.2
264+00.000	55.1	18.4	18.4	0.0	0.0	1203.4	1203.4	2952.2	-1748.8
264+50.000	53.9	100.9	100.9	0.0	0.0	1304.4	1304.4	2952.2	-1647.9
265+00.000	56.1	101.8	101.8	0.0	0.0	1406.2	1406.2	2952.2	-1546.0
265+38.484	56.5	80.2	80.2	0.0	0.0	1486.4	1486.4	2952.2	-1465.9
					STH 128 SB Total =	2948	2948	18145	-15197

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PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EARTHWORK TABULATIONS	SHEET: 348	E

Alignment: Rdbt-128-N
Start Sta: 5+00.000
End Sta: 10+49.759

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
5+00.010	12.2	0.0	0.0	247.1	0.0	0.0	0.0	0.0	0.0
5+05.000	12.4	1.5	1.5	235.5	24.9	1.5	1.5	24.9	-23.4
5+16.710	12.7	3.4	3.4	214.1	48.3	4.9	4.9	73.2	-68.3
5+30.445	13.0	4.1	4.1	181.8	37.2	9.0	9.0	110.4	-101.4
5+50.000	18.4	7.4	7.4	175.1	33.9	16.3	16.3	144.3	-128.0
6+00.000	23.9	27.1	27.1	173.4	78.7	43.4	43.4	223.0	-179.6
6+26.397	18.2	15.0	15.0	176.2	41.2	58.4	58.4	264.2	-205.8
6+50.000	21.2	12.7	12.7	182.7	38.7	71.1	71.1	302.9	-231.8
6+66.598	0.9	4.8	4.8	270.9	58.4	75.8	75.8	361.2	-285.4
7+00.000	0.0	0.3	0.3	322.8	198.4	76.1	76.1	559.6	-483.5
7+16.934	0.0	0.0	0.0	339.2	114.0	76.1	76.1	673.6	-597.5
7+39.494	0.0	0.0	0.0	363.2	164.4	76.1	76.1	838.0	-761.9
7+50.000	0.0	0.0	0.0	374.5	82.5	76.1	76.1	920.5	-844.4
7+81.183	0.0	0.0	0.0	387.0	265.6	76.1	76.1	1186.0	-1109.9
7+96.907	0.0	0.0	0.0	464.9	180.5	76.1	76.1	1366.5	-1290.4
8+00.000	0.0	0.0	0.0	440.3	40.9	76.1	76.1	1407.4	-1331.3
8+04.817	0.0	0.0	0.0	421.1	57.2	76.1	76.1	1464.7	-1388.6
8+10.000	0.0	0.0	0.0	406.9	56.2	76.1	76.1	1520.8	-1444.7
8+25.000	0.0	0.0	0.0	397.4	150.3	76.1	76.1	1671.1	-1595.0
8+46.032	0.0	0.0	0.0	677.3	381.4	76.1	76.1	2052.5	-1976.4
8+50.000	0.0	0.0	0.0	703.5	107.9	76.1	76.1	2160.4	-2084.3
8+59.790	0.0	0.0	0.0	726.4	274.0	76.1	76.1	2434.4	-2358.3
8+67.980	0.0	0.0	0.0	443.8	157.6	76.1	76.1	2592.0	-2515.9
8+80.766	0.0	0.0	0.0	444.5	129.6	76.1	76.1	2721.6	-2645.5
9+21.873	0.0	0.0	0.0	442.4	406.9	76.1	76.1	3128.5	-3052.4
9+46.773	0.0	0.0	0.0	453.2	251.1	76.1	76.1	3379.6	-3303.5
9+97.985	1.0	1.0	1.0	268.1	405.9	77.1	77.1	3785.5	-3708.4
10+00.000	1.4	0.1	0.1	264.5	10.9	77.2	77.2	3796.4	-3719.2
10+05.000	3.0	0.4	0.4	257.4	26.9	77.6	77.6	3823.4	-3745.8
10+10.000	4.3	0.6	0.6	346.2	47.1	78.1	78.1	3870.5	-3792.4
10+10.000	4.3	0.0	0.0	346.2	0.0	78.1	78.1	3870.5	-3792.4
10+33.719	10.0	4.5	4.5	688.6	621.9	82.6	82.6	4492.4	-4409.8
10+49.759	12.2	4.4	4.4	247.1	355.1	87.0	87.0	4847.5	-4760.5

File: N:\PDS\Projects-LET\1020-06-76\PSE\misq\030201_mq_1020-06-76 MISC sheets - normal.ppt
PLOT DATE : 2/27/2007 4:34:45 PM PLOT BY : DOTK7T PLOT NAME : _____ PLOT SCALE : 1:1

Alignment: Rdbt-128-S
Start Sta: 5+00.010
End Sta: 10+48.950

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
5+00.010	0	0	0	384.71	0	0	0	0	0
5+20.000	0	0	0	349.56	184.19	0	0	184.19	-184.19
5+40.000	0.77	0.29	0.29	341.42	140.68	0.29	0.29	324.87	-324.58
5+73.966	0	0.5	0.5	467.81	267.11	0.79	0.79	591.98	-591.19
6+00.000	0	0	0	661.56	335.73	0.79	0.79	927.71	-926.92
6+05.229	0	0	0	717.53	92.18	0.79	0.79	1019.9	-1019.1
6+26.673	0	0	0	725.76	405.34	0.79	0.79	1425.24	-1424.44
6+50.000	0	0	0	686.22	416.27	0.79	0.79	1841.51	-1840.72
6+79.466	0	0	0	1015.68	802.17	0.79	0.79	2643.68	-2642.89
7+00.000	0.0	0.0	0.0	1027.1	798.9	0.8	0.8	3442.6	-3441.8
7+35.000	0.0	0.0	0.0	945.5	1438.0	0.8	0.8	4880.6	-4879.9
7+50.100	0.0	0.0	0.0	513.4	420.2	0.8	0.8	5300.8	-5300.0
7+54.517	0.0	0.0	0.0	490.9	57.7	0.8	0.8	5358.5	-5357.7
7+60.000	0.0	0.0	0.0	435.6	60.6	0.8	0.8	5419.1	-5418.3
7+66.466	0.0	0.0	0.0	425.1	61.0	0.8	0.8	5480.1	-5479.3
8+00.000	0.0	0.0	0.0	446.3	328.6	0.8	0.8	5808.6	-5807.8
8+50.000	0.0	0.0	0.0	616.4	674.6	0.8	0.8	6483.3	-6482.5
8+61.133	0.0	0.0	0.0	709.7	210.1	0.8	0.8	6693.4	-6692.6
9+00.000	0.0	0.0	0.0	742.7	848.7	0.8	0.8	7542.1	-7541.3
9+19.639	0.0	0.0	0.0	718.7	436.2	0.8	0.8	7978.3	-7977.5
9+50.000	0.0	0.0	0.0	427.4	481.8	0.8	0.8	8460.2	-8459.4
10+00.000	0.0	0.0	0.0	279.0	348.8	0.8	0.8	8809.0	-8808.2
10+23.918	0.0	0.0	0.0	264.8	92.0	0.8	0.8	8900.9	-8900.1
10+35.100	0.0	0.0	0.0	334.5	63.1	0.8	0.8	8964.0	-8963.2
10+42.905	0.0	0.0	0.0	389.0	72.9	0.8	0.8	9036.9	-9036.1
10+48.950	0.0	0.0	0.0	386.3	65.7	0.8	0.8	9102.6	-9101.8

File: N:\PDS\Projects-LET\1020-06-76\PSE\misq\030201_mq_1020-06-76 MISC sheets - normal.ppt

PLOT DATE : 2/27/2007 4:34:45 PM PLOT BY : DOTK7T PLOT NAME : _____ PLOT SCALE : 1:1

Alignment: Rmp-A
Start Sta: 241+02.773
End Sta: 263+42.463

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
241+02.773	16.7	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0
241+50.000	16.3	28.9	28.9	13.0	24.4	28.9	28.9	24.4	4.5
242+00.000	17.3	31.1	31.1	16.0	35.7	60.0	60.0	60.1	-0.2
242+50.000	17.8	32.5	32.5	16.7	40.2	92.5	92.5	100.3	-7.9
242+75.000	20.6	17.8	17.8	19.2	22.1	110.3	110.3	122.4	-12.1
243+00.000	20.6	19.1	19.1	18.9	23.4	129.4	129.4	145.8	-16.4
243+50.000	19.3	36.9	36.9	19.7	47.5	166.3	166.3	193.3	-26.9
244+00.000	19.3	35.7	35.7	23.5	53.2	202.0	202.0	246.4	-44.4
244+50.000	21.4	37.7	37.7	29.9	65.7	239.7	239.7	312.1	-72.4
245+00.000	17.5	36.0	36.0	57.5	107.7	275.7	275.7	419.8	-144.1
245+50.000	18.1	32.9	32.9	75.0	163.1	308.6	308.6	582.9	-274.3
246+00.000	21.9	37.0	37.0	58.7	164.6	345.6	345.6	747.5	-401.9
246+50.000	27.9	46.1	46.1	27.5	106.1	391.7	391.7	853.6	-461.9
246+96.000	41.6	58.8	58.8	29.4	63.2	450.5	450.5	916.8	-466.3
247+50.000	64.1	105.7	105.7	20.3	66.1	556.1	556.1	982.9	-426.7
248+00.000	77.3	130.9	130.9	17.0	46.0	687.0	687.0	1028.8	-341.8
248+50.000	72.4	138.6	138.6	17.1	41.9	825.6	825.6	1070.7	-245.2
249+00.000	70.2	132.0	132.0	19.3	44.8	957.6	957.6	1115.5	-157.9
249+50.000	65.5	125.7	125.7	24.7	54.2	1083.3	1083.3	1169.7	-86.4
249+75.000	59.5	57.9	57.9	27.5	32.1	1141.2	1141.2	1201.8	-60.7
250+00.000	55.5	53.2	53.2	5.4	20.2	1194.4	1194.4	1222.0	-27.7
250+50.000	60.7	106.9	106.9	0.8	7.4	1301.3	1301.3	1229.5	71.8
251+00.000	66.7	117.2	117.2	7.4	9.9	1418.5	1418.5	1239.3	179.2
251+50.000	70.7	126.5	126.5	6.0	16.3	1545.0	1545.0	1255.6	289.4
252+00.000	72.8	132.1	132.1	9.1	18.5	1677.0	1677.0	1274.1	403.0
252+50.000	75.4	136.3	136.3	12.3	26.1	1813.3	1813.3	1300.1	513.2
252+95.000	89.0	136.9	136.9	28.4	45.1	1950.3	1950.3	1345.2	605.1
253+00.000	89.9	16.6	16.6	27.9	6.9	1966.8	1966.8	1352.1	614.7
253+50.000	94.6	168.9	168.9	31.8	72.5	2135.7	2135.7	1424.7	711.0
254+00.000	116.0	191.8	191.8	49.3	98.7	2327.5	2327.5	1523.4	804.1
254+50.000	169.2	259.2	259.2	84.0	162.9	2586.7	2586.7	1686.3	900.4
255+00.000	222.6	356.3	356.3	116.0	245.0	2942.9	2942.9	1931.3	1011.7
255+50.000	280.1	457.4	457.4	144.2	319.1	3400.4	3400.4	2250.4	1150.0
256+00.000	356.4	580.0	580.0	173.3	389.8	3980.4	3980.4	2640.1	1340.3
256+50.000	386.9	678.0	678.0	192.2	448.9	4658.4	4658.4	3089.0	1569.4
257+00.000	417.3	733.6	733.6	201.9	484.2	5392.0	5392.0	3573.2	1818.8
257+50.000	485.6	822.7	822.7	195.3	488.0	6214.7	6214.7	4061.1	2153.5
258+00.000	482.5	881.3	881.3	177.9	458.9	7096.0	7096.0	4520.1	2575.9
258+50.000	456.4	869.3	869.3	170.4	428.9	7965.3	7965.3	4949.0	3016.3
259+00.000	410.9	803.1	803.1	182.4	434.4	8768.4	8768.4	5383.4	3385.0
259+50.000	326.7	683.0	683.0	195.1	464.9	9451.4	9451.4	5848.3	3603.1

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EARTHWORK TABULATIONS	SHEET: 351	E

File: N:\PDS\Projects-LET\1020-06-76\PSE\misq\030201_mq_1020-06-76 MISC sheets - normal.ppt

PLOT DATE : 2/27/2007 4:34:45 PM PLOT BY : DOTK7T PLOT NAME : _____ PLOT SCALE : 1:1

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
260+00.000	222.3	508.4	508.4	218.7	509.6	9959.7	9959.7	6357.9	3601.9
260+50.000	127.2	323.7	323.7	263.0	593.2	10283.4	10283.4	6951.1	3332.3
261+00.000	51.3	165.3	165.3	300.0	693.4	10448.6	10448.6	7644.4	2804.2
261+50.000	28.8	74.1	74.1	334.7	781.7	10522.8	10522.8	8426.1	2096.7
262+00.000	35.2	59.3	59.3	355.6	850.1	10582.1	10582.1	9276.2	1305.9
262+50.000	12.3	44.0	44.0	299.3	806.4	10626.1	10626.1	10082.6	543.5
262+99.945	0.0	11.4	11.4	495.7	978.0	10637.4	10637.4	11060.6	-423.2
263+28.434	0.0	0.0	0.0	125.9	436.2	10637.4	10637.4	11496.8	-859.4
263+42.463	0.0	0.0	0.0	100.8	78.3	10637.4	10637.4	11575.1	-937.7
Alignment: Ramp A Inside Lane									
1+40.750	0.0	0.0	0.0	100.7	0.0	0.0	0.0	0.0	0.0
1+50.000	0.0	0.0	0.0	73.5	39.3	0.0	0.0	39.3	-39.3
1+63.646	0.0	0.0	0.0	55.4	41.0	0.0	0.0	80.2	-80.2
1+82.500	0.0	0.0	0.0	47.6	47.9	0.0	0.0	128.1	-128.1
					Ramp A Total =	10637	10637	11703	-1066

Alignment: Rmp-A-Byp (Ramp AB)
Start Sta: 262+05.836
End Sta: 265+43.187

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
262+05.836	2.1	0.0	0.0	114.9	0.0	0.0	0.0	0.0	0.0
262+50.000	0.0	1.7	1.7	187.3	328.7	1.7	1.7	328.7	-327.1
263+00.000	0.0	0.0	0.0	180.4	451.6	1.7	1.7	780.3	-778.7
263+50.000	0.0	0.0	0.0	137.9	380.0	1.7	1.7	1160.4	-1158.7
264+00.000	0.0	0.0	0.0	103.2	292.9	1.7	1.7	1453.3	-1451.6
264+50.000	2.1	1.6	1.6	118.8	272.2	3.3	3.3	1725.5	-1722.2
265+00.000	12.9	11.3	11.3	95.3	259.5	14.6	14.6	1985.0	-1970.5
265+43.187	12.4	18.9	18.9	105.0	211.9	33.5	33.5	2196.9	-2163.4

Alignment: I94 WB (Ramp A Gore Area)
Start Sta: 253+26.205
End Sta: 256+00.000

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
253+26.205	15.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
253+50.000	15.9	13.8	13.8	0.5	0.4	13.8	13.8	0.4	13.5
254+00.000	16.4	30.0	30.0	0.8	1.6	43.8	43.8	1.9	41.9
254+50.000	21.1	34.7	34.7	0.6	1.7	78.5	78.5	3.6	74.8
255+00.000	27.0	44.5	44.5	1.2	2.2	123.0	123.0	5.9	117.1
255+50.000	31.3	54.0	54.0	0.6	2.2	176.9	176.9	8.1	168.9
256+00.000	29.7	56.5	56.5	0.5	1.3	233.4	233.4	9.3	224.0

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EARTHWORK TABULATIONS	SHEET: 352	E

File: N:\PDS\Projects-LET\1020-06-76\PSE\misq\030201_mq_1020-06-76 MISC sheets - normal.ppt

PLOT DATE : 2/27/2007 4:34:45 PM PLOT BY : DOTK7T PLOT NAME : _____ PLOT SCALE : 1:1

Alignment: Rmp-B
Start Sta: 245+66.760
End Sta: 262+77.275

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
245+66.760	20.4	0.0	0.0	28.8	0.0	0.0	0.0	0.0	0.0
246+00.000	19.6	24.6	24.6	47.2	62.3	24.6	24.6	62.3	-37.6
246+50.000	20.1	36.8	36.8	55.6	126.6	61.4	61.4	188.9	-127.5
247+00.000	19.3	36.4	36.4	78.9	165.7	97.8	97.8	354.6	-256.8
247+50.000	18.7	35.1	35.1	105.3	226.9	133.0	133.0	581.5	-448.5
248+00.000	21.9	37.3	37.3	108.1	249.0	170.2	170.2	830.5	-660.2
248+50.000	22.9	41.5	41.5	125.3	287.4	211.7	211.7	1117.9	-906.1
249+00.000	24.2	43.6	43.6	152.4	341.9	255.3	255.3	1459.8	-1204.5
249+50.000	25.3	45.9	45.9	198.0	431.4	301.2	301.2	1891.2	-1590.1
250+00.000	26.5	48.0	48.0	237.7	536.6	349.2	349.2	2427.8	-2078.6
250+50.000	28.1	50.6	50.6	271.6	627.2	399.8	399.8	3055.0	-2655.3
251+00.000	13.4	38.4	38.4	306.2	711.6	438.1	438.1	3766.6	-3328.4
251+50.000	14.6	25.9	25.9	304.7	752.4	464.0	464.0	4519.0	-4054.9
252+00.000	16.2	28.5	28.5	312.2	759.7	492.5	492.5	5278.6	-4786.1
252+50.000	3.2	18.0	18.0	297.1	750.3	510.5	510.5	6028.9	-5518.4
253+00.000	30.2	30.9	30.9	252.0	676.1	541.4	541.4	6705.0	-6163.6
253+50.000	18.1	43.3	43.3	199.9	549.5	584.7	584.7	7254.5	-6669.9
254+00.000	49.9	61.3	61.3	186.9	472.3	646.0	646.0	7726.8	-7080.9
254+50.000	101.0	136.3	136.3	156.1	420.7	782.3	782.3	8147.6	-7365.3
255+00.000	171.2	246.6	246.6	157.7	386.7	1028.9	1028.9	8534.2	-7505.3
255+50.000	217.8	353.4	353.4	185.3	423.7	1382.3	1382.3	8957.9	-7575.6
256+00.000	259.2	442.4	442.4	216.1	496.5	1824.7	1824.7	9454.4	-7629.7
256+50.000	314.4	543.1	543.1	223.2	544.2	2367.8	2367.8	9998.6	-7630.8
257+00.000	261.7	533.4	533.4	234.2	563.3	2901.2	2901.2	10561.9	-7660.7
257+50.000	57.2	295.2	295.2	260.5	609.2	3196.4	3196.4	11171.1	-7974.7
258+00.000	51.1	100.2	100.2	307.7	699.7	3296.7	3296.7	11870.8	-8574.1
258+50.000	41.4	85.6	85.6	373.4	838.7	3382.3	3382.3	12709.5	-9327.2
259+00.000	42.0	77.2	77.2	508.0	1085.4	3459.5	3459.5	13794.9	-10335.4
259+50.000	42.8	72.5	72.5	639.3	1419.4	3531.9	3531.9	15214.2	-11682.3
260+00.000	19.2	47.7	47.7	753.2	1756.8	3579.7	3579.7	16971.0	-13391.3
260+34.587	5.4	13.3	13.3	458.0	1043.4	3593.0	3593.0	18014.3	-14421.4
261+00.000	0.0	6.1	6.1	415.7	1400.8	3599.0	3599.0	19415.1	-15816.1
261+59.175	0.0	0.0	0.0	467.5	1287.1	3599.0	3599.0	20702.2	-17103.2
262+00.000	0.0	0.0	0.0	471.9	951.6	3599.0	3599.0	21653.9	-18054.8
262+50.000	0.0	0.0	0.0	286.6	896.6	3599.0	3599.0	22550.4	-18951.4
262+77.275	0.0	0.0	0.0	244.5	305.8	3599.0	3599.0	22856.2	-19257.2
Alignment: Rmp B SW - Curb Return									
11+03.879	0.0	0.0	0.0	254.3	0.0	0.0	0.0	0.0	0.0
11+15.000	0.0	0.0	0.0	255.4	160.9	0.0	0.0	160.9	-160.9
11+17.500	40.7	0.2	0.2	616.5	52.9	0.2	0.2	213.7	-213.5
11+21.092	37.6	0.7	0.7	712.9	112.5	0.9	0.9	326.3	-325.3
11+34.969	35.0	2.7	2.7	684.2	466.8	3.6	3.6	793.1	-789.5
11+50.981	33.4	3.2	3.2	751.9	557.2	6.8	6.8	1350.2	-1343.4
11+52.268	33.3	1.6	1.6	617.5	43.4	8.4	8.4	1393.7	-1385.3
11+65.000	32.0	2.7	2.7	572.3	332.7	11.1	11.1	1726.3	-1715.2
11+77.500	30.6	2.7	2.7	547.2	300.0	13.8	13.8	2026.3	-2012.4

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
Rmp B Island Curb Return									
20+29.346	0.0	0.0	0.0	122.1	0.0	0.0	0.0	0.0	0.0
20+45.000	0.0	0.0	0.0	104.4	91.8	0.0	0.0	91.8	-91.8
20+45.007	0.0	0.0	0.0	222.1	0.1	0.0	0.0	91.9	-91.9
20+55.000	0.0	0.0	0.0	178.1	95.2	0.0	0.0	187.0	-187.0
20+65.209	0.0	0.0	0.0	124.0	74.3	0.0	0.0	261.4	-261.4
					Ramp B Total =	3613	3613	25144	-21531

Alignment: Rmp-B-Byp (Ramp BB)
Start Sta: 260+35.331
End Sta: 262+82.451

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
260+38.958	0.0	0.0	0.0	452.1	0.0	0.0	0.0	0.0	0.0
260+50.000	0.0	0.0	0.0	495.1	257.6	0.0	0.0	257.6	-257.6
260+90.529	0.5	0.4	0.4	515.9	1009.2	0.4	0.4	1266.8	-1266.5
261+00.000	17.8	3.2	3.2	526.3	243.1	3.6	3.6	1510.0	-1506.4
261+25.000	26.1	20.3	20.3	516.3	642.0	23.9	23.9	2152.0	-2128.1
261+50.000	35.4	28.5	28.5	497.3	624.1	52.4	52.4	2776.1	-2723.7
261+75.000	43.6	36.6	36.6	516.2	624.0	88.9	88.9	3400.1	-3311.1
262+00.000	49.9	39.9	39.9	561.0	664.4	128.8	128.8	4064.5	-3935.7
262+25.000	53.2	44.0	44.0	540.6	679.5	172.8	172.8	4744.0	-4571.2
262+50.000	45.5	41.9	41.9	572.1	682.9	214.7	214.7	5426.9	-5212.2
262+58.270	44.6	13.8	13.8	602.2	239.2	228.5	228.5	5666.1	-5437.6

Alignment: IH 94 EB (Ramp B Gore Area)
Start Sta: 250+91.120
End Sta: 255+49.991

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
250+91.120	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
251+00.000	16.7	5.5	5.5	0.0	0.0	5.5	5.5	0.0	5.5
251+50.000	16.3	30.5	30.5	0.0	0.0	36.0	36.0	0.0	36.0
252+00.000	30.4	43.2	43.2	0.0	0.0	79.2	79.2	0.0	79.2
252+50.000	33.9	59.6	59.6	0.0	0.0	138.8	138.8	0.0	138.8
253+00.000	33.6	62.5	62.5	0.0	0.0	201.3	201.3	0.0	201.3
253+50.000	41.4	69.4	69.4	0.0	0.0	270.7	270.7	0.0	270.7
254+00.000	40.0	75.4	75.4	0.0	0.0	346.1	346.1	0.0	346.1
254+50.000	39.5	73.6	73.6	0.0	0.0	419.7	419.7	0.0	419.7
255+00.000	40.2	73.8	73.8	0.0	0.0	493.5	493.5	0.0	493.5
255+49.991	42.0	76.1	76.1	0.0	0.0	569.6	569.6	0.0	569.6

Alignment: Rmp-C
Start Sta: 264+35.600
End Sta: 280+53.695

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
264+35.600	0.0	0.0	0.0	72.5	0.0	0.0	0.0	0.0	0.0
264+50.000	0.0	0.0	0.0	91.4	42.2	0.0	0.0	42.2	-42.2
265+00.000	0.0	0.0	0.0	459.1	679.7	0.0	0.0	721.8	-721.8
265+50.000	0.0	0.0	0.0	447.5	1161.3	0.0	0.0	1883.1	-1883.1
266+00.000	0.0	0.0	0.0	332.2	960.1	0.0	0.0	2843.3	-2843.3
266+50.000	4.0	3.7	3.7	131.7	571.2	3.7	3.7	3414.4	-3410.7
267+00.000	36.9	39.2	39.2	224.6	458.0	42.9	42.9	3872.4	-3829.5
267+50.000	69.1	102.3	102.3	127.7	475.1	145.2	145.2	4347.5	-4202.3
268+00.000	99.1	155.7	155.7	78.8	254.3	300.9	300.9	4601.8	-4300.9
268+50.000	105.6	189.5	189.5	44.8	152.3	490.4	490.4	4754.0	-4263.6
269+00.000	102.0	192.3	192.3	23.9	84.7	682.7	682.7	4838.7	-4156.0
269+50.000	77.8	166.5	166.5	27.1	62.8	849.2	849.2	4901.5	-4052.3
270+00.000	52.2	120.4	120.4	25.8	65.1	969.6	969.6	4966.6	-3997.0
270+14.690	52.2	28.4	28.4	14.3	14.5	998.0	998.0	4981.1	-3983.1
RESURFACE	-	-	-	-	-	-	-	-	-
275+14.700	76.9	0.0	0.0	10.9	0.0	0.0	0.0	0.0	0.0
275+50.000	116.9	126.7	126.7	10.5	18.5	126.7	126.7	18.5	108.2
276+00.000	200.9	294.3	294.3	15.8	32.4	421.0	421.0	50.9	370.1
276+50.000	264.2	430.6	430.6	17.8	41.4	851.7	851.7	92.3	759.4
277+00.000	291.6	514.6	514.6	17.1	42.9	1366.2	1366.2	135.2	1231.0
277+50.000	303.5	551.0	551.0	19.7	45.3	1917.2	1917.2	180.5	1736.7
278+00.000	276.2	536.8	536.8	17.7	46.1	2454.0	2454.0	226.6	2227.4
278+50.000	214.8	454.6	454.6	20.6	47.2	2908.5	2908.5	273.7	2634.8
279+00.000	129.9	319.2	319.2	20.5	50.6	3227.7	3227.7	324.4	2903.3
279+50.000	50.8	167.3	167.3	21.5	51.7	3395.0	3395.0	376.1	3018.9
279+75.000	20.6	33.0	33.0	9.5	19.0	3428.0	3428.0	395.1	3032.9
279+75.100	19.2	0.1	0.1	7.6	0.0	3428.1	3428.1	395.2	3033.0
280+00.000	19.3	17.8	17.8	6.0	8.3	3445.9	3445.9	403.5	3042.4
280+50.000	17.9	34.4	34.4	5.6	14.3	3480.3	3480.3	417.8	3062.4
280+53.700	17.8	2.4	2.4	5.6	1.0	3482.7	3482.7	418.8	3063.9
Alignment: Ramp C Curb Return									
0+80.334	0	0	0	74.35	0	0	0	0	0
0+80.361	0	0	0	72.51	0.1	0	0	0.1	-0.1
0+88.789	0	0	0	57.22	22.71	0	0	22.81	-22.81
1+03.303	0	0	0	37.02	29.05	0	0	51.86	-51.86
1+18.610	0.37	0.1	0.1	17.63	18.47	0.1	0.1	70.33	-70.23
					Ramp C Total =	4481	4481	5470	-989

Alignment: Rmp-C-Byp
Start Sta: 264+27.707
End Sta: 266+53.870

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
264+27.707	0	0	0	30.57	0	0	0	0	0
264+50.510	2.09	0.88	0.88	387.07	176.36	0.88	0.88	176.36	-175.48
265+00.000	1.91	3.39	3.39	412.11	719.78	4.27	4.27	896.15	-891.87
265+50.000	1.92	3.33	3.33	394.05	734.84	7.6	7.6	1630.98	-1623.38
266+00.000	1	2.7	2.7	339.81	679.5	10.3	10.3	2310.48	-2300.18
266+50.000	2.9	3.61	3.61	260.77	556.1	13.91	13.91	2866.58	-2852.67
266+53.870	3.93	0.49	0.49	253.66	36.87	14.4	14.4	2903.45	-2889.05

Alignment: Rmp-D
Start Sta: 264+08.000
End Sta: 267+99.000

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
264+08.000	0.0	0.0	0.0	164.7	0.0	0.0	0.0	0.0	0.0
264+50.000	0.0	0.0	0.0	926.6	1128.9	0.0	0.0	1128.9	-1128.9
265+00.000	0.0	0.0	0.0	1044.1	2563.1	0.0	0.0	3692.0	-3692.0
265+07.356	0.0	0.0	0.0	995.9	369.6	0.0	0.0	4061.6	-4061.6
265+25.000	0.0	0.0	0.0	1025.2	878.3	0.0	0.0	4939.9	-4939.9
265+50.000	0.0	0.0	0.0	927.1	1202.1	0.0	0.0	6141.9	-6141.9
266+00.000	0.0	0.0	0.0	582.5	1859.0	0.0	0.0	8000.9	-8000.9
266+50.000	13.6	12.6	12.6	293.9	1079.2	12.6	12.6	9080.1	-9067.5
267+00.000	45.4	54.6	54.6	140.6	535.0	67.2	67.2	9615.2	-9548.0
267+50.000	66.2	103.3	103.3	52.8	238.1	170.4	170.4	9853.3	-9682.9
267+75.000	71.0	63.5	63.5	35.6	54.5	233.9	233.9	9907.8	-9673.8
267+75.100	71.0	0.3	0.3	0.4	0.1	234.2	234.2	9907.8	-9673.6
267+99.000	72.7	63.6	63.6	0.0	0.2	297.8	297.8	9908.1	-9610.3
Rmp D SW Curb Return									
10+98.273	84.8	0.0	0.0	473.0	0.0	0.0	0.0	0.0	0.0
11+25.000	37.5	16.9	16.9	180.2	401.5	16.9	16.9	401.5	-384.6
11+45.000	0.0	4.2	4.2	171.0	135.7	21.1	21.1	537.2	-516.1
11+67.500	0.0	0.0	0.0	143.8	138.5	21.1	21.1	675.6	-654.6
11+76.925	0.0	0.0	0.0	164.5	61.4	21.1	21.1	737.1	-716.0
					Ramp D Total =	319	319	10645	-10326

Alignment: ServiceRd
Start Sta: 1+50.000
End Sta: 7+30.000

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
1+82.691	41.8	0.0	0.0	88.3	0.0	0.0	0.0	0.0	0.0
2+00.000	44.1	25.7	25.7	94.7	77.9	25.7	25.7	77.9	-52.2
2+50.000	66.9	93.9	93.9	98.2	236.7	119.6	119.6	314.6	-195.0
2+62.586	72.8	29.9	29.9	96.5	60.2	149.5	149.5	374.8	-225.3
2+62.627	18.5	0.1	0.1	74.5	0.2	149.6	149.6	375.0	-225.4
3+00.000	21.1	30.3	30.3	75.0	139.4	179.9	179.9	514.4	-334.5
3+50.000	1.2	20.7	20.7	81.5	192.7	200.5	200.5	707.0	-506.5
3+75.000	2.1	1.5	1.5	80.4	99.3	202.0	202.0	806.3	-604.3
3+75.100	33.7	0.1	0.1	116.7	0.5	202.1	202.1	806.8	-604.7
4+00.000	40.2	35.5	35.5	91.7	128.9	237.6	237.6	935.7	-698.1
4+50.000	66.9	102.5	102.5	60.4	188.3	340.1	340.1	1124.0	-784.0
5+00.000	63.1	123.4	123.4	42.8	127.1	463.5	463.5	1251.1	-787.7
5+50.000	65.5	120.1	120.1	15.4	71.8	583.5	583.5	1322.9	-739.4
5+56.200	69.3	15.5	15.5	11.9	4.2	599.0	599.0	1327.0	-728.0
5+56.273	40.8	0.2	0.2	9.5	0.0	599.2	599.2	1327.1	-727.9
6+00.000	71.2	87.8	87.8	0.0	10.3	686.9	686.9	1337.4	-650.5
6+50.000	86.3	142.5	142.5	0.0	0.0	829.5	829.5	1337.4	-507.9
6+99.900	78.6	152.4	152.4	0.0	0.0	981.8	981.8	1337.4	-355.5
7+00.000	94.6	0.3	0.3	0.0	0.0	982.2	982.2	1337.4	-355.2
7+30.000	87.4	101.1	101.1	3.0	2.2	1083.3	1083.3	1339.6	-256.3
7+36.844	79.1	21.1	21.1	0.0	0.5	1104.4	1104.4	1340.1	-235.7
7+47.851	225.4	62.1	62.1	0.0	0.0	1166.4	1166.4	1340.1	-173.7
Alignment: ServiceRd-Curb Return RT									
10+41.654	110.0	0.0	0.0	18.4	0.0	0.0	0.0	0.0	0.0
10+50.000	32.7	-5.7	-5.7	17.9	6.8	-5.7	-5.7	6.8	-12.5
10+60.000	32.4	4.1	4.1	19.8	8.7	-1.6	-1.6	15.5	-17.1
10+70.000	34.1	4.3	4.3	24.9	10.9	2.7	2.7	26.5	-23.8
10+80.000	33.5	4.5	4.5	31.6	15.2	7.2	7.2	41.7	-34.5
10+90.000	32.7	4.4	4.4	41.8	22.8	11.6	11.6	64.5	-52.9
11+00.000	30.8	4.3	4.3	38.1	25.6	15.9	15.9	90.0	-74.1
11+10.000	29.3	3.9	3.9	41.1	23.5	19.8	19.8	113.6	-93.7
11+20.000	29.4	3.8	3.8	43.6	24.3	23.6	23.6	137.8	-114.2
11+21.493	29.5	0.6	0.6	44.2	3.7	24.2	24.2	141.6	-117.4
Alignment: ServiceRd-Curb return LT									
10+80.600	8.9	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0
10+90.000	9.1	1.9	1.9	11.7	4.6	1.9	1.9	4.6	-2.7
11+00.000	9.1	2.0	2.0	15.1	6.1	3.9	3.9	10.8	-6.8
11+10.000	11.0	2.1	2.1	21.7	8.9	6.1	6.1	19.7	-13.6
11+20.000	13.8	2.3	2.3	32.3	14.3	8.4	8.4	34.0	-25.6
11+30.000	14.3	2.4	2.4	46.1	23.1	10.8	10.8	57.0	-46.2
11+40.000	14.1	2.3	2.3	43.1	26.5	13.1	13.1	83.5	-70.4
11+50.000	13.5	2.2	2.2	41.6	23.8	15.3	15.3	107.3	-92.0
11+52.207	13.4	0.5	0.5	41.9	5.1	15.8	15.8	112.4	-96.6
					Service Rd Total =	1206	1206	1594	-388

Alignment: WestDr
Start Sta: 11+50.000
End Sta: 14+47.000

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
11+50.000	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11+56.100	64.2	10.3	10.3	0.0	0.0	10.3	10.3	0.0	10.3
11+63.749	80.7	20.3	20.3	0.0	0.0	30.6	30.6	0.0	30.6
11+75.000	0.0	16.6	16.6	53.8	15.1	47.3	47.3	15.1	32.2
11+93.506	14.1	5.4	5.4	337.2	178.9	52.7	52.7	194.0	-141.3
12+00.000	13.5	3.3	3.3	367.7	112.8	56.0	56.0	306.7	-250.7
12+50.187	17.4	32.4	32.4	362.8	904.1	88.4	88.4	1210.8	-1122.3
12+50.200	17.4	0.0	0.0	295.2	0.2	88.5	88.5	1211.0	-1122.5
12+80.000	10.1	17.1	17.1	286.8	433.8	105.6	105.6	1644.8	-1539.2
12+80.100	10.0	0.0	0.0	286.2	1.4	105.6	105.6	1646.2	-1540.6
13+00.000	7.1	7.0	7.0	278.8	280.7	112.7	112.7	1926.9	-1814.2
13+33.538	3.2	6.4	6.4	249.7	436.6	119.1	119.1	2363.5	-2244.4
13+33.552	3.2	0.0	0.0	249.7	0.2	119.1	119.1	2363.6	-2244.6
13+50.000	3.8	2.1	2.1	210.9	186.6	121.2	121.2	2550.2	-2429.0
13+60.630	4.4	1.6	1.6	188.4	104.6	122.8	122.8	2654.8	-2532.0
13+60.639	4.4	0.0	0.0	213.2	0.1	122.8	122.8	2654.9	-2532.1
14+00.000	7.4	8.6	8.6	161.4	363.1	131.4	131.4	3018.0	-2886.6
14+06.320	6.8	1.7	1.7	148.3	48.2	133.1	133.1	3066.2	-2933.1
14+11.840	0.0	0.7	0.7	56.2	27.8	133.8	133.8	3094.0	-2960.2
Alignment: WestDr-Curb return LT									
10+31.900	6.8	0.0	0.0	86.5	0.0	0.0	0.0	0.0	0.0
10+40.000	6.8	0.9	0.9	83.3	36.5	0.9	0.9	36.5	-35.7
10+50.000	6.8	1.1	1.1	91.4	48.2	2.0	2.0	84.8	-82.8
10+60.000	6.6	1.1	1.1	96.6	54.5	3.1	3.1	139.3	-136.2
10+70.000	6.4	1.1	1.1	58.4	43.1	4.2	4.2	182.4	-178.2
10+80.000	6.1	1.1	1.1	39.1	23.4	5.2	5.2	205.8	-200.5
10+90.000	5.6	1.0	1.0	29.3	15.1	6.3	6.3	220.8	-214.6
10+96.534	5.2	0.6	0.6	26.5	7.7	6.9	6.9	228.5	-221.6
Alignment: WestDr-Curb return RT									
10+36.859	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10+40.000	0.0	0.0	0.0	53.9	4.3	0.0	0.0	4.3	-4.3
10+50.000	0.0	0.0	0.0	52.1	27.6	0.0	0.0	31.9	-31.9
10+60.000	0.0	0.0	0.0	67.2	33.6	0.0	0.0	65.5	-65.5
10+70.000	0.0	0.0	0.0	51.4	32.7	0.0	0.0	98.2	-98.2
10+80.000	0.0	0.0	0.0	38.6	21.7	0.0	0.0	119.8	-119.8
10+90.000	0.0	0.0	0.0	32.3	15.4	0.0	0.0	135.2	-135.2
10+93.867	0.0	0.0	0.0	30.5	5.1	0.0	0.0	140.3	-140.3
					West Dr Total =	141	141	3463	-3322

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EARTHWORK TABULATIONS	SHEET: 358	E

File: N:\PDS\Projects-LET\1020-06-76\PSE\misq\030201_mq_1020-06-76 MISC sheets - normal.ppt
PLOT DATE : 2/27/2007 4:34:45 PM PLOT BY : DOTK7T PLOT NAME : _____ PLOT SCALE : 1:1

Alignment: EastDr
Start Sta: 21+50.000
End Sta: 23+19.100

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
21+50.000	49.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21+72.000	0.0	20.2	20.2	30.6	16.6	20.2	20.2	16.6	3.6
22+00.000	0.0	0.0	0.0	304.4	231.0	20.2	20.2	247.5	-227.4
22+25.000	0.0	0.0	0.0	233.5	331.2	20.2	20.2	578.7	-558.6
22+50.000	0.0	0.0	0.0	178.6	253.7	20.2	20.2	832.5	-812.3
22+75.000	0.9	0.4	0.4	117.5	182.3	20.6	20.6	1014.8	-994.2
23+00.000	10.4	5.2	5.2	57.6	107.8	25.8	25.8	1122.6	-1096.8
23+19.100	24.5	12.4	12.4	24.2	38.5	38.2	38.2	1161.1	-1122.9
Alignment: EastDr- LT-Pav't Edge									
1+70.046	7.6	0.0	0.0	17.1	0.0	0.0	0.0	0.0	0.0
1+76.354	7.9	1.4	1.4	7.0	4.4	1.4	1.4	4.4	-2.9
1+80.000	9.0	0.9	0.9	2.0	0.9	2.3	2.3	5.3	-3.0
1+90.000	20.4	4.9	4.9	0.0	0.6	7.3	7.3	5.9	1.4
2+00.000	26.0	8.2	8.2	0.0	0.0	15.4	15.4	5.9	9.5
2+10.000	24.8	8.6	8.6	0.0	0.0	24.0	24.0	5.9	18.1
2+16.084	21.2	4.5	4.5	0.0	0.0	28.5	28.5	5.9	22.6
2+20.000	23.4	2.7	2.7	0.0	0.0	31.2	31.2	5.9	25.3
2+30.000	27.5	7.4	7.4	0.0	0.0	38.5	38.5	5.9	32.7
2+40.000	29.3	7.8	7.8	0.1	0.0	46.3	46.3	5.9	40.4
2+50.000	29.2	7.7	7.7	1.2	0.3	54.0	54.0	6.2	47.8
2+55.170	28.7	3.9	3.9	2.3	0.4	57.9	57.9	6.7	51.2
Alignment: EastDr- RT-Pav't Edge									
1+69.141	16.9	0.0	0.0	7.2	0.0	0.0	0.0	0.0	0.0
1+70.963	18.1	1.2	1.2	5.8	0.6	1.2	1.2	0.6	0.6
1+80.000	26.5	4.6	4.6	0.3	1.7	5.8	5.8	2.2	3.5
1+90.000	41.8	9.1	9.1	0.0	0.1	14.9	14.9	2.4	12.5
2+00.000	42.0	12.3	12.3	0.0	0.0	27.1	27.1	2.4	24.8
2+10.000	27.7	9.9	9.9	0.0	0.0	37.0	37.0	2.4	34.6
2+20.000	17.7	5.6	5.6	0.0	0.0	42.6	42.6	2.4	40.2
2+30.000	14.9	3.7	3.7	0.0	0.0	46.3	46.3	2.4	43.9
2+36.560	15.2	2.2	2.2	0.0	0.0	48.5	48.5	2.4	46.1
					East Dr Total =	144	144	1170	-1026

Alignment: ParkRide
Start Sta: 10+21.346
End Sta: 13+10.392

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
10+21.346	0.0	0.0	0.0	312.0	0.0	0.0	0.0	0.0	0.0
10+25.000	0.0	0.0	0.0	321.7	42.9	0.0	0.0	42.9	-42.9
10+50.000	0.1	0.1	0.1	214.6	248.3	0.1	0.1	291.2	-291.1
10+75.000	0.0	0.0	0.0	310.7	230.6	0.1	0.1	521.8	-521.7
10+82.400	0.0	0.0	0.0	343.2	89.6	0.1	0.1	611.4	-611.3
11+00.000	0.7	0.2	0.2	376.3	234.5	0.3	0.3	845.9	-845.5
11+25.000	1.0	0.8	0.8	383.3	351.7	1.1	1.1	1197.5	-1196.4
11+50.000	1.1	0.9	0.9	337.9	333.9	2.0	2.0	1531.4	-1529.4
11+75.000	0.5	0.7	0.7	305.5	297.9	2.8	2.8	1829.3	-1826.6
12+00.000	0.4	0.4	0.4	277.4	269.9	3.2	3.2	2099.2	-2096.0
12+25.000	0.3	0.4	0.4	235.0	237.2	3.5	3.5	2336.4	-2332.9
12+50.000	0.4	0.3	0.3	230.7	215.6	3.9	3.9	2552.0	-2548.1
12+75.000	3.7	1.9	1.9	211.3	204.6	5.8	5.8	2756.6	-2750.8
13+00.000	7.0	5.0	5.0	197.8	189.4	10.7	10.7	2946.0	-2935.2
13+10.392	0.0	1.4	1.4	160.5	68.9	12.1	12.1	3014.9	-3002.8

Alignment: IH 94 EB (Median)
Start Sta: 261+00.000
End Sta: 265+90.000

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
261+00.000	0.1	0.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0
262+01.210	0.0	0.2	0.2	46.4	160.1	0.2	0.2	160.1	-159.9
262+64.446	0.0	0.0	0.0	37.7	131.0	0.2	0.2	291.0	-290.8
262+77.086	0.0	0.0	0.0	26.0	19.8	0.2	0.2	310.9	-310.6
262+89.624	0.0	0.0	0.0	16.2	13.0	0.2	0.2	323.9	-323.6
263+32.978	3.2	2.6	2.6	11.6	29.7	2.8	2.8	353.6	-350.8
263+83.676	4.9	7.6	7.6	9.1	25.9	10.4	10.4	379.5	-369.1
264+39.586	4.5	9.7	9.7	6.8	22.0	20.1	20.1	401.4	-381.3
264+52.213	4.9	2.2	2.2	6.6	4.2	22.3	22.3	405.6	-383.3
264+70.469	3.5	2.9	2.9	9.8	7.4	25.2	25.2	413.0	-387.8
265+00.000	0.8	2.4	2.4	9.4	14.0	27.5	27.5	427.0	-399.4
265+15.420	8.6	2.7	2.7	5.4	5.7	30.2	30.2	432.6	-402.4
265+90.000	0.1	12.0	12.0	14.1	36.0	42.2	42.2	468.6	-426.4

Alignment: IH 94 EB (Shoulders - Up to Grading Limits)
Start Sta: 261+00.000
End Sta: 265+90.000

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
262+89.624	1.4	0.3	0.3	28.5	8.8	0.3	0.3	8.8	-8.5
263+32.978	4.5	4.7	4.7	23.1	55.1	5.0	5.0	63.9	-58.8
263+83.676	128.7	125.1	125.1	0.8	29.8	130.2	130.2	93.7	36.5
264+39.586	226.2	367.5	367.5	0.0	1.1	497.7	497.7	94.8	402.9
264+52.213	209.6	101.9	101.9	0.1	0.0	599.6	599.6	94.8	504.8
264+70.469	77.7	97.1	97.1	2.0	0.9	696.7	696.7	95.7	601.0

Alignment: 128NB (Widening)
Start Sta: 257+02.157
End Sta: 267+17.051

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
257+02.157	29.8	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
257+50.000	17.5	41.9	41.9	5.6	6.6	41.9	41.9	6.6	35.3
258+00.000	25.6	39.8	39.8	9.2	18.2	81.7	81.7	24.8	56.9
258+50.000	28.9	50.4	50.4	14.1	28.7	132.1	132.1	53.5	78.6
259+00.000	22.5	47.6	47.6	16.1	37.2	179.7	179.7	90.7	89.0
259+50.000	28.7	47.5	47.5	24.5	50.0	227.2	227.2	140.7	86.5
259+57.797	27.4	8.1	8.1	23.9	9.3	235.3	235.3	150.0	85.3
260+00.000	36.6	50.0	50.0	0.0	24.9	285.3	285.3	174.9	110.4
260+50.000	36.6	67.8	67.8	7.1	8.8	353.1	353.1	183.7	169.4
261+00.000	50.7	80.9	80.9	8.4	19.2	434.0	434.0	202.9	231.1
261+50.000	31.9	76.5	76.5	11.9	25.0	510.5	510.5	227.8	282.7
262+00.000	20.3	48.3	48.3	19.0	38.0	558.8	558.8	265.8	293.0
262+50.000	14.3	32.0	32.0	21.7	50.1	590.8	590.8	315.8	274.9
263+00.000	11.5	23.9	23.9	20.8	52.3	614.6	614.6	368.1	246.5
263+50.000	12.8	22.5	22.5	17.1	46.6	637.1	637.1	414.7	222.4
264+00.000	14.8	25.6	25.6	15.0	39.5	662.7	662.7	454.2	208.5
264+50.000	18.8	31.1	31.1	11.9	33.1	693.8	693.8	487.3	206.6
264+57.494	19.4	5.3	5.3	13.0	4.6	699.1	699.1	491.9	207.3
265+00.000	13.8	26.1	26.1	7.0	21.0	725.2	725.2	512.9	212.3
265+07.247	14.5	3.8	3.8	6.4	2.4	729.0	729.0	515.3	213.7
265+50.000	14.8	23.2	23.2	4.9	12.0	752.2	752.2	527.2	225.0
266+00.000	15.9	28.4	28.4	3.5	10.3	780.7	780.7	537.6	243.1
266+50.000	16.2	29.8	29.8	2.4	7.2	810.4	810.4	544.8	265.6
267+00.000	14.9	28.8	28.8	1.6	4.9	839.3	839.3	549.7	289.6
267+17.051	13.6	9.0	9.0	0.8	1.0	848.2	848.2	550.7	297.6

Alignment: 128SB (Widening)
Start Sta: 259+87.141
End Sta: 267+48.429

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
259+87.141	8.6	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0
260+00.000	8.6	4.1	4.1	11.7	7.5	4.1	4.1	7.5	-3.4
260+50.000	8.4	15.7	15.7	9.4	25.9	19.8	19.8	33.5	-13.6
261+00.000	9.0	16.1	16.1	6.2	19.2	36.0	36.0	52.7	-16.7
261+50.000	9.3	16.9	16.9	12.4	22.9	52.9	52.9	75.6	-22.7
262+00.000	8.8	16.8	16.8	19.5	39.3	69.7	69.7	114.9	-45.2
262+50.000	6.3	14.0	14.0	31.9	63.4	83.7	83.7	178.2	-94.5
263+00.000	6.6	12.0	12.0	36.1	83.8	95.6	95.6	262.0	-166.4
263+50.000	6.7	12.3	12.3	33.3	85.5	107.9	107.9	347.5	-239.6
264+00.000	6.7	12.4	12.4	30.6	78.8	120.3	120.3	426.3	-306.0
264+50.000	8.7	14.2	14.2	20.4	62.9	134.5	134.5	489.2	-354.7
264+89.240	10.0	13.6	13.6	29.5	48.3	148.1	148.1	537.4	-389.3
265+00.000	11.5	4.3	4.3	14.4	11.6	152.4	152.4	549.1	-396.7
265+50.000	9.3	19.3	19.3	19.8	42.0	171.7	171.7	591.1	-419.5
266+00.000	9.7	17.6	17.6	11.1	38.0	189.3	189.3	629.1	-439.8
266+50.000	10.0	18.2	18.2	4.8	19.5	207.5	207.5	648.6	-441.1
267+00.000	8.6	17.2	17.2	1.0	7.1	224.7	224.7	655.7	-431.0
267+48.429	8.9	15.7	15.7	0.0	1.2	240.4	240.4	656.9	-416.4

Alignment: 128NB (Widening Restore)
Start Sta: 265+06.957
End Sta: 267+17.121

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
265+06.957	42.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
265+32.296	43.2	40.1	40.1	0.0	0.0	40.1	40.1	0.0	40.1
265+50.000	42.2	28.0	28.0	0.0	0.0	68.1	68.1	0.0	68.1
266+00.000	33.6	70.2	70.2	0.0	0.0	138.3	138.3	0.0	138.3
266+31.843	29.1	37.0	37.0	0.0	0.0	175.3	175.3	0.0	175.3
266+50.000	25.1	18.2	18.2	0.0	0.0	193.5	193.5	0.0	193.5
267+00.000	5.1	28.0	28.0	1.3	1.7	221.5	221.5	1.7	219.8
267+17.121	2.9	2.5	2.5	2.2	1.5	224.0	224.0	3.2	220.8

Alignment: 128NB (EBS)
Start Sta: 237+99.989
End Sta: 264+50.000

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
237+99.989	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
238+00.000	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
238+50.000	10.6	19.6	19.6	0.0	0.0	19.6	19.6	0.0	19.6
239+00.000	10.4	19.4	19.4	0.0	0.0	39.0	39.0	0.0	39.0
239+50.000	10.5	19.3	19.3	0.0	0.0	58.3	58.3	0.0	58.3
240+00.000	10.4	19.3	19.3	0.0	0.0	77.7	77.7	0.0	77.7
240+50.000	10.5	20.1	20.1	0.0	0.0	97.8	97.8	0.0	97.8
241+00.000	9.4	19.3	19.3	0.0	0.0	117.1	117.1	0.0	117.1
241+00.004	9.4	0.0	0.0	0.0	0.0	117.1	117.1	0.0	117.1
Gap	-	-	-	-	-	-	-	-	-
260+00.000	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
260+50.000	22.2	40.9	40.9	0.0	0.0	40.9	40.9	0.0	40.9
261+00.000	21.6	40.5	40.5	0.0	0.0	81.4	81.4	0.0	81.4
261+50.000	22.1	40.5	40.5	0.0	0.0	121.9	121.9	0.0	121.9
262+00.000	22.2	41.1	41.1	0.0	0.0	163.0	163.0	0.0	163.0
262+50.000	22.2	41.2	41.2	0.0	0.0	204.2	204.2	0.0	204.2
263+00.000	30.8	49.1	49.1	0.0	0.0	253.3	253.3	0.0	253.3
263+50.000	31.0	57.2	57.2	0.0	0.0	310.5	310.5	0.0	310.5
264+00.000	22.2	49.2	49.2	0.0	0.0	359.7	359.7	0.0	359.7
264+50.000	22.2	41.1	41.1	0.0	0.0	400.8	400.8	0.0	400.8
					STH 128NB EBS Total =	518	518	0	518

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	EARTHWORK TABULATIONS	SHEET: 363	E

File: N:\PDS\Projects-LET\1020-06-76\PSE\misq\030201_mq_1020-06-76 MISC sheets - normal.ppt

PLOT DATE : 2/27/2007 4:34:45 PM PLOT BY : DOTK7T PLOT NAME : _____ PLOT SCALE : 1:1

Alignment: 128SB (EBS)
Start Sta: 237+99.608
End Sta: 259+02.429

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
237+99.608	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
238+00.000	10.5	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.2
238+50.000	10.6	19.5	19.5	0.0	0.0	19.7	19.7	0.0	19.7
239+00.000	10.6	19.0	19.0	0.0	0.0	38.7	38.7	0.0	38.7
239+50.000	10.4	18.8	18.8	0.0	0.0	57.5	57.5	0.0	57.5
240+00.000	10.6	18.9	18.9	0.0	0.0	76.4	76.4	0.0	76.4
240+50.000	10.4	18.9	18.9	0.0	0.0	95.3	95.3	0.0	95.3
241+00.000	10.7	19.1	19.1	0.0	0.0	114.4	114.4	0.0	114.4
241+00.245	10.7	0.1	0.1	0.0	0.0	114.5	114.5	0.0	114.5
Gap	-	-	-	-	-	-	-	-	-
253+36.957	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
253+50.000	12.4	5.7	5.7	0.0	0.0	5.7	5.7	0.0	5.7
254+00.000	10.7	18.5	18.5	0.0	0.0	24.3	24.3	0.0	24.3
254+50.000	10.4	17.6	17.6	0.0	0.0	41.8	41.8	0.0	41.8
255+00.000	10.3	19.2	19.2	0.0	0.0	61.0	61.0	0.0	61.0
255+50.000	10.6	19.3	19.3	0.0	0.0	80.3	80.3	0.0	80.3
256+00.000	10.7	19.7	19.7	0.0	0.0	100.0	100.0	0.0	100.0
256+50.000	10.6	19.7	19.7	0.0	0.0	119.7	119.7	0.0	119.7
257+00.000	10.6	19.6	19.6	0.0	0.0	139.3	139.3	0.0	139.3
257+50.000	10.6	19.6	19.6	0.0	0.0	158.9	158.9	0.0	158.9
258+00.000	10.4	19.7	19.7	0.0	0.0	178.6	178.6	0.0	178.6
258+50.000	10.6	19.5	19.5	0.0	0.0	198.0	198.0	0.0	198.0
259+00.000	10.5	19.6	19.6	0.0	0.0	217.6	217.6	0.0	217.6
259+02.429	10.6	1.0	1.0	0.0	0.0	218.6	218.6	0.0	218.6
					STH 128SB EBS Total =	333	333	0	333

Alignment: Rmp-A (EBS)
Start Sta: 240+99.925
End Sta: 257+00.051

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
240+99.925	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
241+00.000	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
241+50.000	10.6	19.6	19.6	0.0	0.0	19.6	19.6	0.0	19.6
242+00.000	10.6	19.6	19.6	0.0	0.0	39.2	39.2	0.0	39.2
242+50.000	10.6	19.6	19.6	0.0	0.0	58.7	58.7	0.0	58.7
243+00.000	10.3	19.4	19.4	0.0	0.0	78.1	78.1	0.0	78.1
243+50.000	10.5	19.3	19.3	0.0	0.0	97.4	97.4	0.0	97.4
244+00.000	10.5	19.5	19.5	0.0	0.0	116.9	116.9	0.0	116.9
244+50.000	10.5	19.5	19.5	0.0	0.0	136.4	136.4	0.0	136.4
245+00.000	10.5	19.4	19.4	0.0	0.0	155.9	155.9	0.0	155.9
245+50.000	10.6	19.5	19.5	0.0	0.0	175.4	175.4	0.0	175.4
246+00.000	10.5	19.5	19.5	0.0	0.0	194.9	194.9	0.0	194.9
246+50.000	10.5	19.5	19.5	0.0	0.0	214.3	214.3	0.0	214.3
247+00.000	9.4	18.1	18.1	0.0	0.0	232.5	232.5	0.0	232.5
247+50.000	9.7	17.6	17.6	0.0	0.0	250.1	250.1	0.0	250.1
248+00.000	10.5	18.7	18.7	0.0	0.0	268.8	268.8	0.0	268.8
248+50.000	9.6	18.6	18.6	0.0	0.0	287.4	287.4	0.0	287.4
249+00.000	9.5	17.7	17.7	0.0	0.0	305.1	305.1	0.0	305.1
249+00.003	9.5	0.0	0.0	0.0	0.0	305.1	305.1	0.0	305.1
Gap	-	-	-	-	-	-	-	-	-
249+99.912	21.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
250+00.000	21.2	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.1
250+50.000	22.2	39.6	39.6	0.0	0.0	39.7	39.7	0.0	39.7
251+00.000	18.8	37.4	37.4	0.0	0.0	77.1	77.1	0.0	77.1
251+50.000	22.2	37.5	37.5	0.0	0.0	114.6	114.6	0.0	114.6
252+00.000	22.1	40.5	40.5	0.0	0.0	155.1	155.1	0.0	155.1
252+50.000	18.9	37.5	37.5	0.0	0.0	192.6	192.6	0.0	192.6
253+00.000	21.9	37.3	37.3	0.0	0.0	229.8	229.8	0.0	229.8
253+00.169	22.0	0.1	0.1	0.0	0.0	230.0	230.0	0.0	230.0
Gap	-	-	-	-	-	-	-	-	-
253+99.797	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
254+00.000	10.6	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.1
254+50.000	10.3	19.1	19.1	0.0	0.0	19.2	19.2	0.0	19.2
255+00.000	10.6	19.1	19.1	0.0	0.0	38.4	38.4	0.0	38.4
255+50.000	10.6	19.4	19.4	0.0	0.0	57.8	57.8	0.0	57.8
256+00.000	8.9	17.9	17.9	0.0	0.0	75.7	75.7	0.0	75.7
256+50.000	10.6	17.9	17.9	0.0	0.0	93.7	93.7	0.0	93.7
257+00.000	10.6	19.5	19.5	0.0	0.0	113.2	113.2	0.0	113.1
257+00.051	10.6	0.0	0.0	0.0	0.0	113.2	113.2	0.0	113.2
					RampA EBS Total =	648	648	0	648

Alignment: Rmp-A-Byp (EBS)
Start Sta: 262+00.000
End Sta: 265+50.000

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
262+00.000	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
262+50.000	33.8	58.5	58.5	0.0	0.0	58.5	58.5	0.0	58.5
263+00.000	33.7	62.7	62.7	0.0	0.0	121.3	121.3	0.0	121.3
263+50.000	37.7	68.8	68.8	0.0	0.0	190.1	190.1	0.0	190.1
264+00.000	66.4	102.7	102.7	0.0	0.0	292.8	292.8	0.0	292.8
264+50.000	55.6	121.0	121.0	0.0	0.0	413.7	413.7	0.0	413.7
265+00.000	33.0	86.4	86.4	0.0	0.0	500.0	500.0	0.0	500.0
265+50.000	20.8	50.2	50.2	0.0	0.0	550.3	550.3	0.0	550.3

Alignment: Rmp-B (EBS)
Start Sta: 245+66.821
End Sta: 257+00.008

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
245+66.821	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
246+00.000	10.6	13.0	13.0	0.0	0.0	13.0	13.0	0.0	13.0
246+50.000	10.5	19.5	19.5	0.0	0.0	32.6	32.6	0.0	32.6
247+00.000	10.5	19.5	19.5	0.0	0.0	52.0	52.0	0.0	52.0
247+50.000	10.5	19.5	19.5	0.0	0.0	71.5	71.5	0.0	71.5
248+00.000	10.5	18.3	18.3	0.0	0.0	89.9	89.9	0.0	89.9
248+50.000	10.5	19.4	19.4	0.0	0.0	109.3	109.3	0.0	109.3
249+00.000	10.5	19.4	19.4	0.0	0.0	128.7	128.7	0.0	128.7
249+50.000	9.3	18.3	18.3	0.0	0.0	147.0	147.0	0.0	147.0
250+00.000	10.3	18.2	18.2	0.0	0.0	165.2	165.2	0.0	165.2
250+50.000	10.4	19.2	19.2	0.0	0.0	184.4	184.4	0.0	184.4
251+00.000	9.4	18.3	18.3	0.0	0.0	202.7	202.7	0.0	202.7
251+50.000	10.5	18.4	18.4	0.0	0.0	221.1	221.1	0.0	221.1
252+00.000	10.5	19.4	19.4	0.0	0.0	240.6	240.6	0.0	240.6
252+50.000	10.1	19.1	19.1	0.0	0.0	259.7	259.7	0.0	259.7
253+00.000	10.7	19.2	19.2	0.0	0.0	278.9	278.9	0.0	278.9
253+50.000	11.1	20.0	20.0	0.1	0.2	298.9	298.9	0.2	298.7
254+00.000	24.0	32.4	32.4	0.0	0.2	331.2	331.2	0.3	330.9
254+50.000	24.8	45.1	45.1	0.0	0.0	376.3	376.3	0.3	376.0
255+00.000	25.1	46.2	46.2	0.0	0.0	422.5	422.5	0.3	422.1
255+50.000	25.1	46.5	46.5	0.0	0.0	469.0	469.0	0.3	468.6
256+00.000	24.7	46.2	46.2	0.0	0.0	515.2	515.2	0.3	514.9
256+50.000	25.5	46.7	46.7	0.0	0.0	561.9	561.9	0.3	561.6
257+00.000	25.8	47.5	47.5	0.0	0.0	609.5	609.5	0.3	609.1
257+00.008	25.8	0.0	0.0	0.0	0.0	609.5	609.5	0.3	609.1

Alignment: Rmp-D (EBS)
Start Sta: 264+99.729
End Sta: 266+49.978

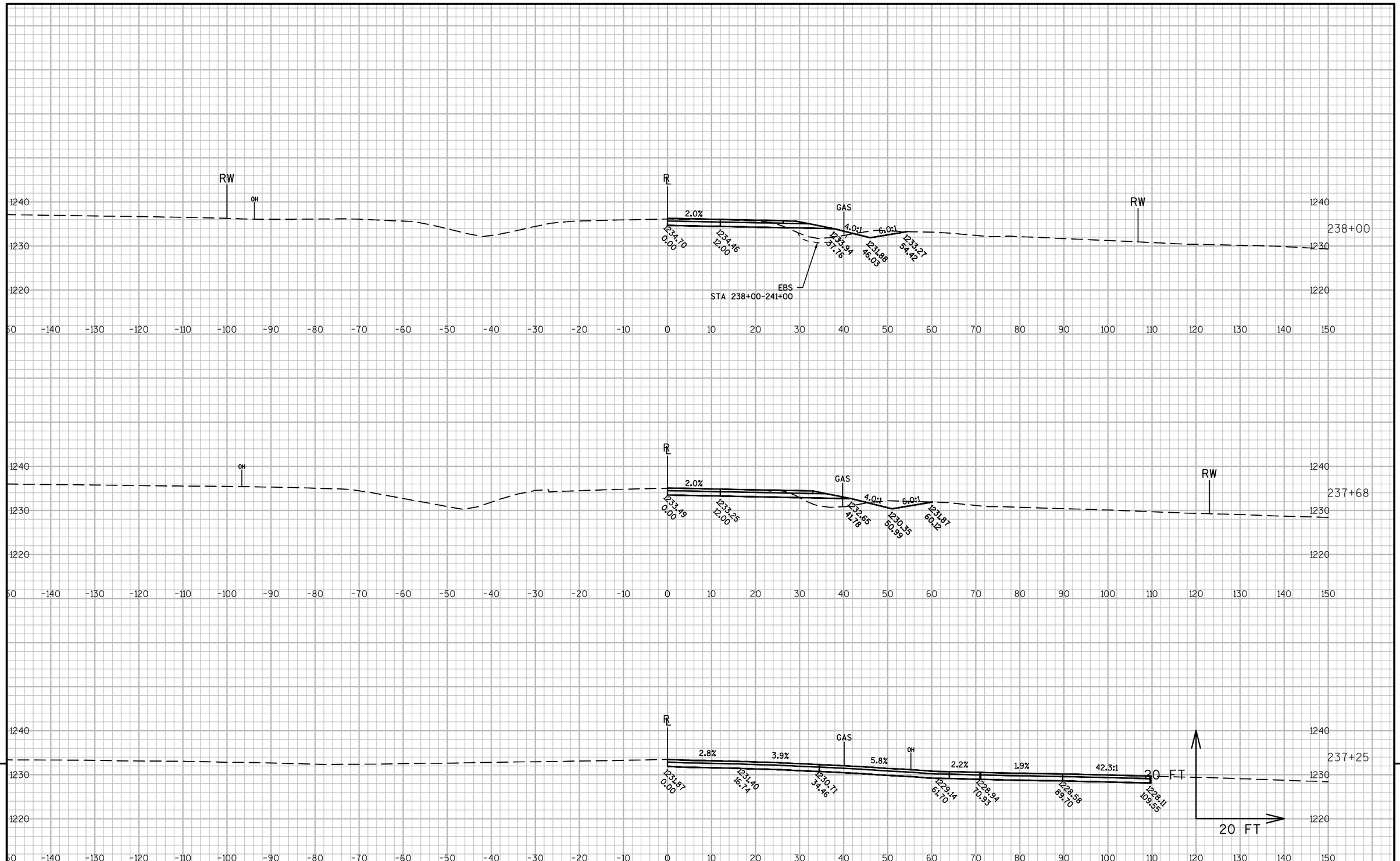
Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
264+99.729	21.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
265+00.000	21.8	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.2
265+50.000	21.9	40.5	40.5	0.0	0.0	40.7	40.7	0.0	40.7
266+00.000	22.1	40.7	40.7	0.0	0.0	81.4	81.4	0.0	81.4
266+49.978	19.1	38.1	38.1	0.0	0.0	119.6	119.6	0.0	119.6

Alignment: ServiceRd (EBS)
Start Sta: 1+40.250
End Sta: 7+30.000

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
1+40.250	230.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1+50.000	182.7	74.6	74.6	0.0	0.0	74.6	74.6	0.0	74.6
2+00.000	121.7	281.2	281.2	0.0	0.0	355.8	355.8	0.0	355.8
2+50.000	105.9	209.5	209.5	0.0	0.0	565.2	565.2	0.0	565.2
3+00.000	94.2	185.3	185.3	0.0	0.0	750.6	750.6	0.0	750.6
3+50.000	100.0	179.8	179.8	0.0	0.0	930.3	930.3	0.0	930.3
4+00.000	49.5	138.4	138.4	0.0	0.0	1068.7	1068.7	0.0	1068.7
4+50.000	49.4	91.6	91.6	0.0	0.0	1160.3	1160.3	0.0	1160.3
5+00.000	98.7	137.1	137.1	0.0	0.0	1297.4	1297.4	0.0	1297.4
5+50.000	101.0	184.9	184.9	0.0	0.0	1482.3	1482.3	0.0	1482.3
6+00.000	97.0	183.4	183.4	0.0	0.0	1665.8	1665.8	0.0	1665.8
6+50.000	101.0	183.4	183.4	0.0	0.0	1849.1	1849.1	0.0	1849.1
7+00.000	99.6	185.8	185.8	0.0	0.0	2034.9	2034.9	0.0	2034.9
7+30.000	84.0	102.0	102.0	0.0	0.0	2136.9	2136.9	0.0	2136.9

Alignment: WestDr (EBS)
Start Sta: 14+00.000
End Sta: 14+38.335

Station	Cut Area (Sq.ft.)	Cut Volume (Cu.yd.)	Reusable Volume (Cu.yd.)	Fill Area (Sq.ft.)	Fill Volume (Cu.yd.)	Cum. Cut Vol. (Cu.yd.)	Cum. Reusable Vol. (Cu.yd.)	Cum. Fill Vol. (Cu.yd.)	Cum. Net Vol. (Cu.yd.)
14+00.000	84.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14+25.000	112.5	91.2	91.2	0.0	0.0	91.2	91.2	0.0	91.2
14+38.335	142.8	63.0	63.0	0.0	0.0	154.2	154.2	0.0	154.2



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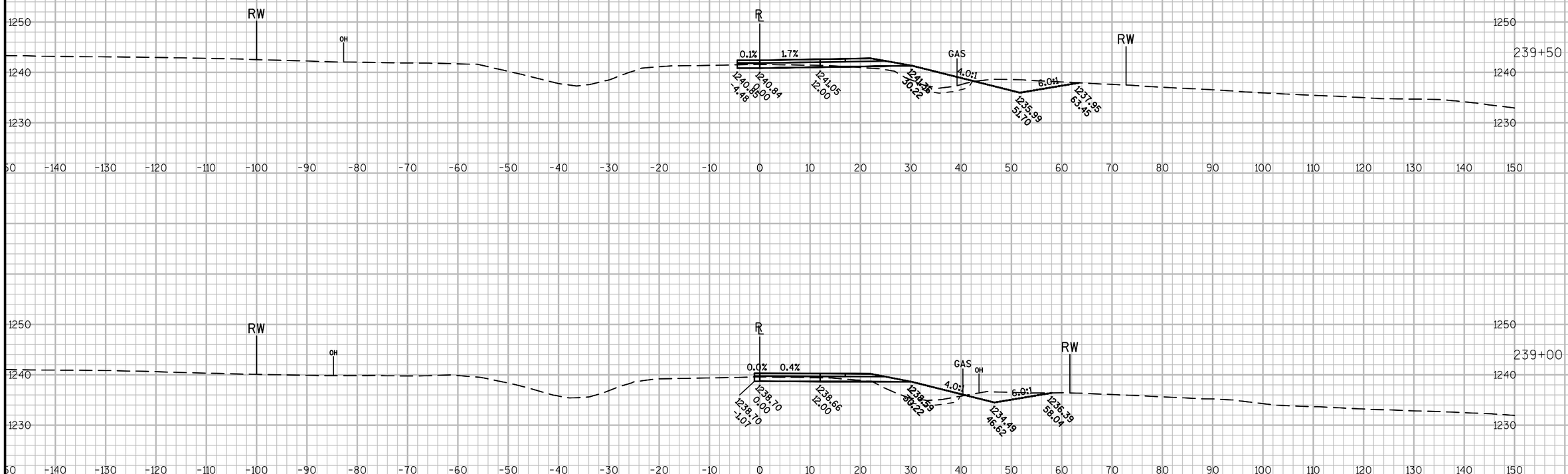
9

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 368	E



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PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 369	E

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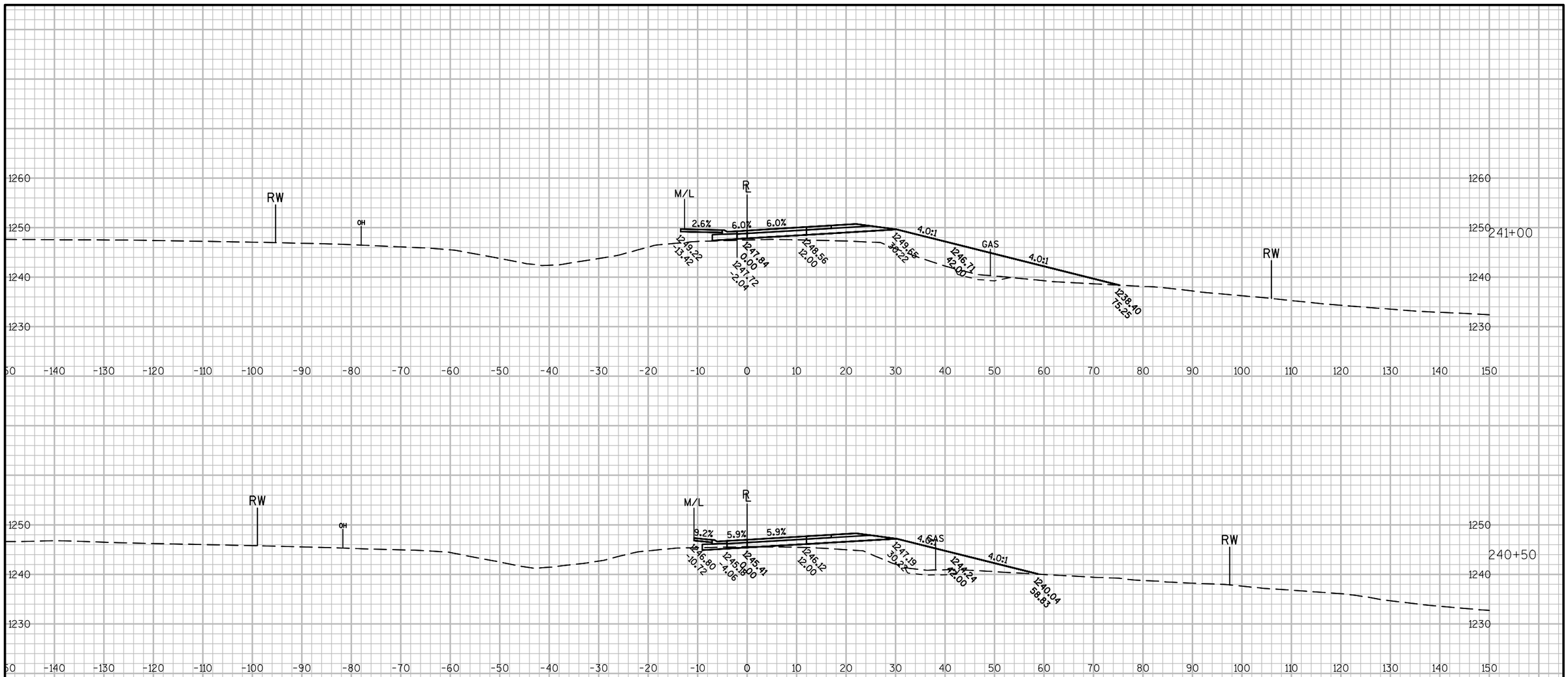
LAYOUT NAME - SECTION SHEET - (27)

PLOT DATE : 9/15/2016 7:22 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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LAYOUT NAME - SECTION SHEET - (28)

PLOT DATE : 9/15/2016 7:22 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

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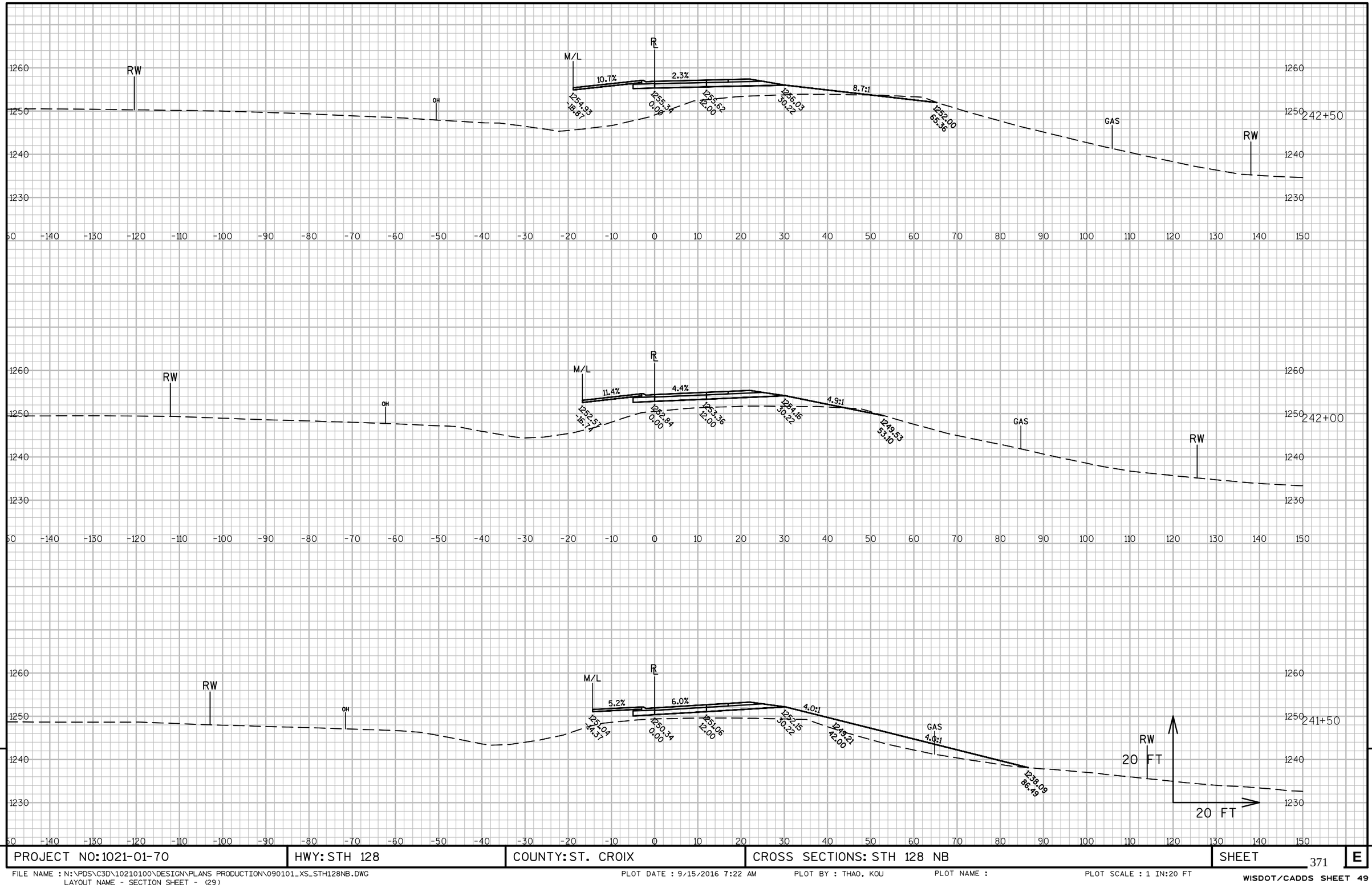

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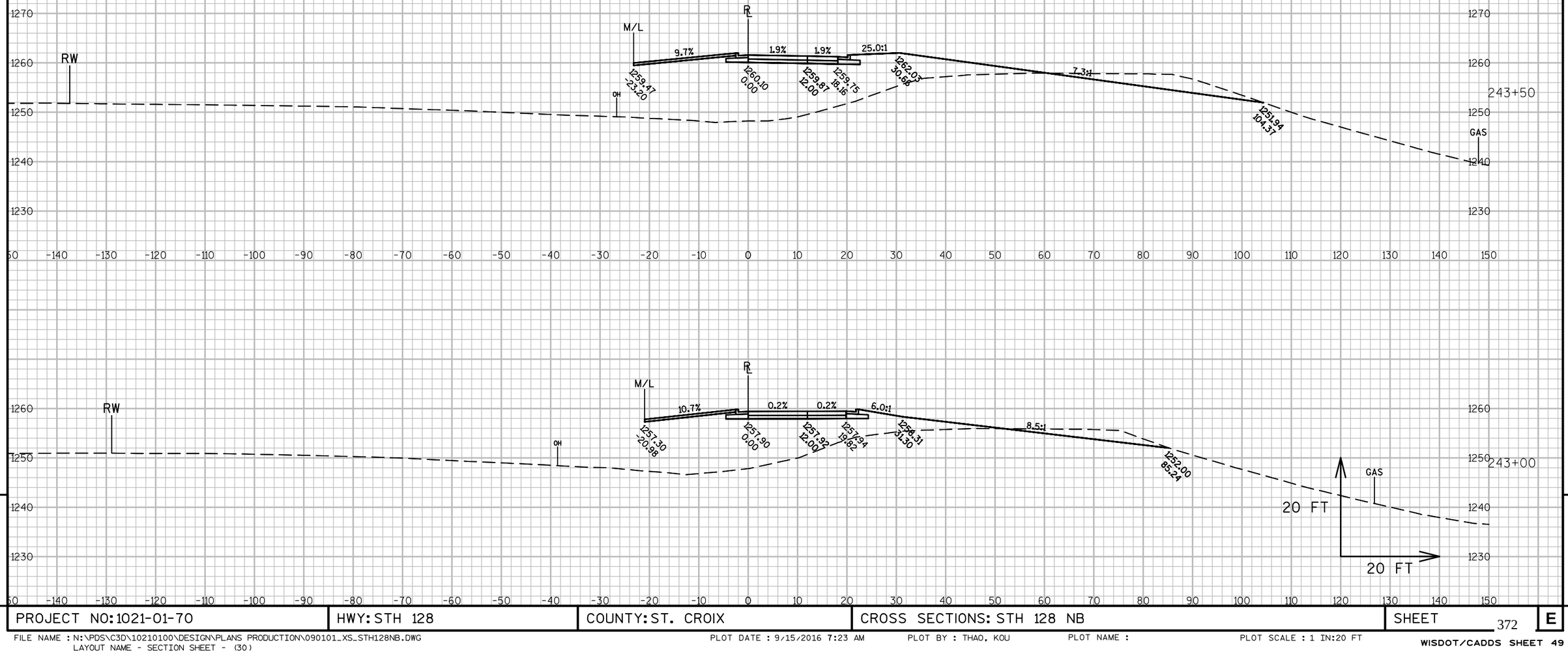
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 371	E



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PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 372	E

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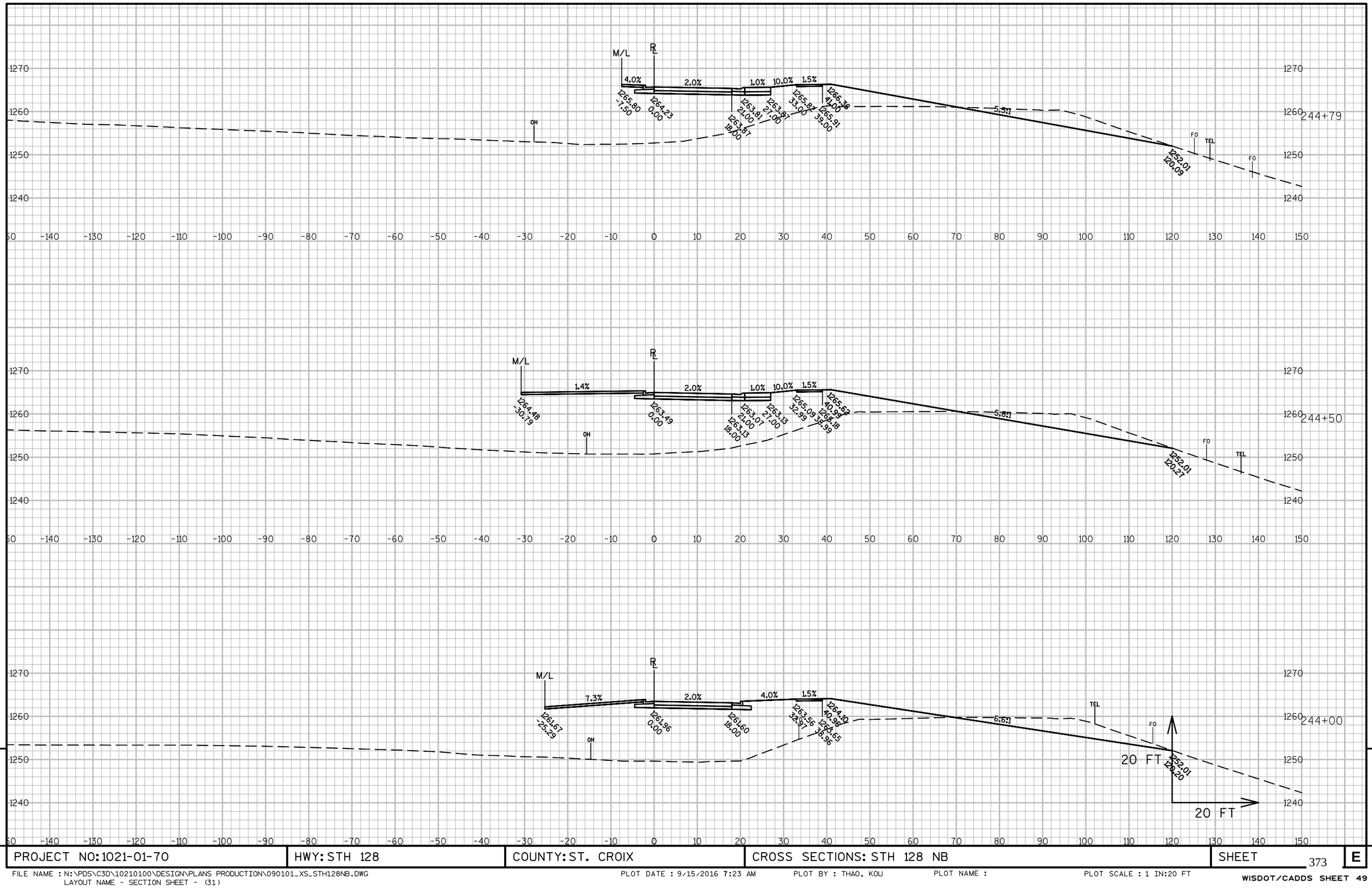
LAYOUT NAME - SECTION SHEET - (30)

PLOT DATE : 9/15/2016 7:23 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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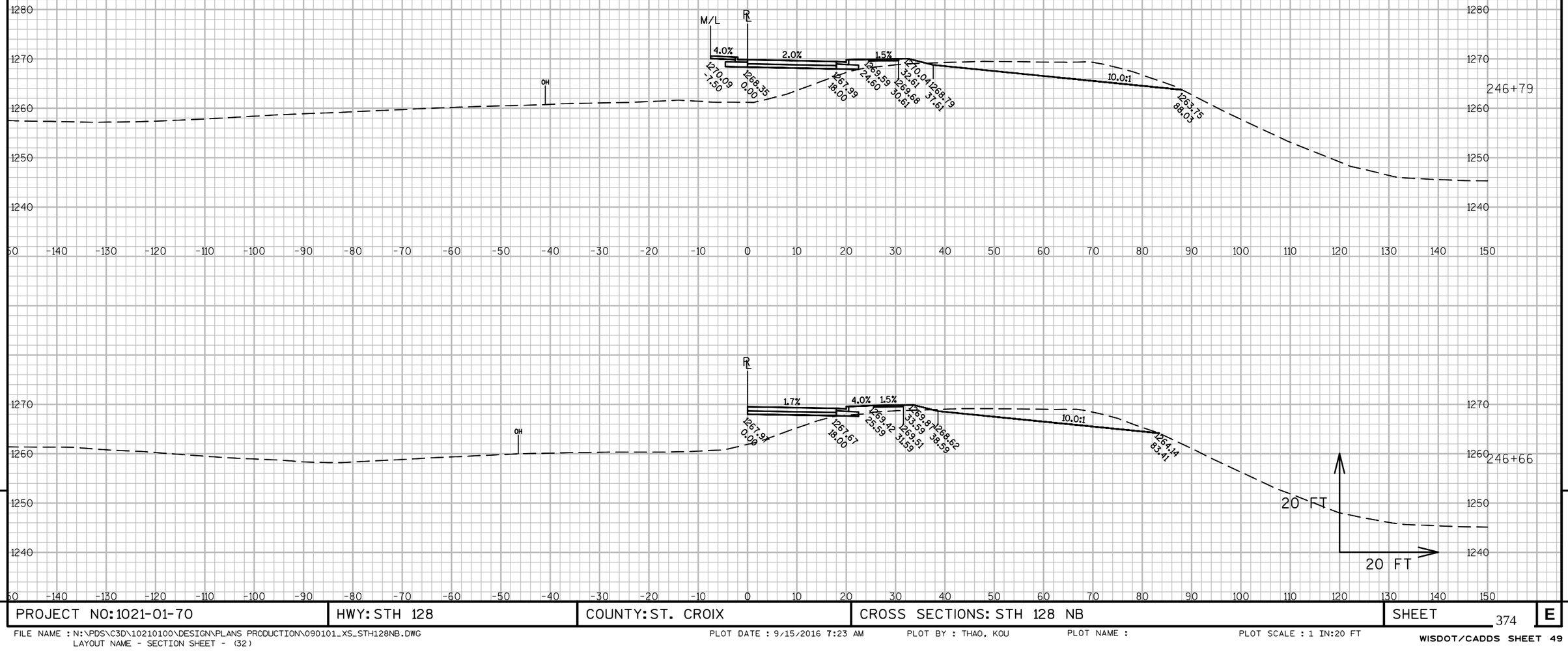
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 373	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (31)

PLOT DATE : 9/15/2016 7:23 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

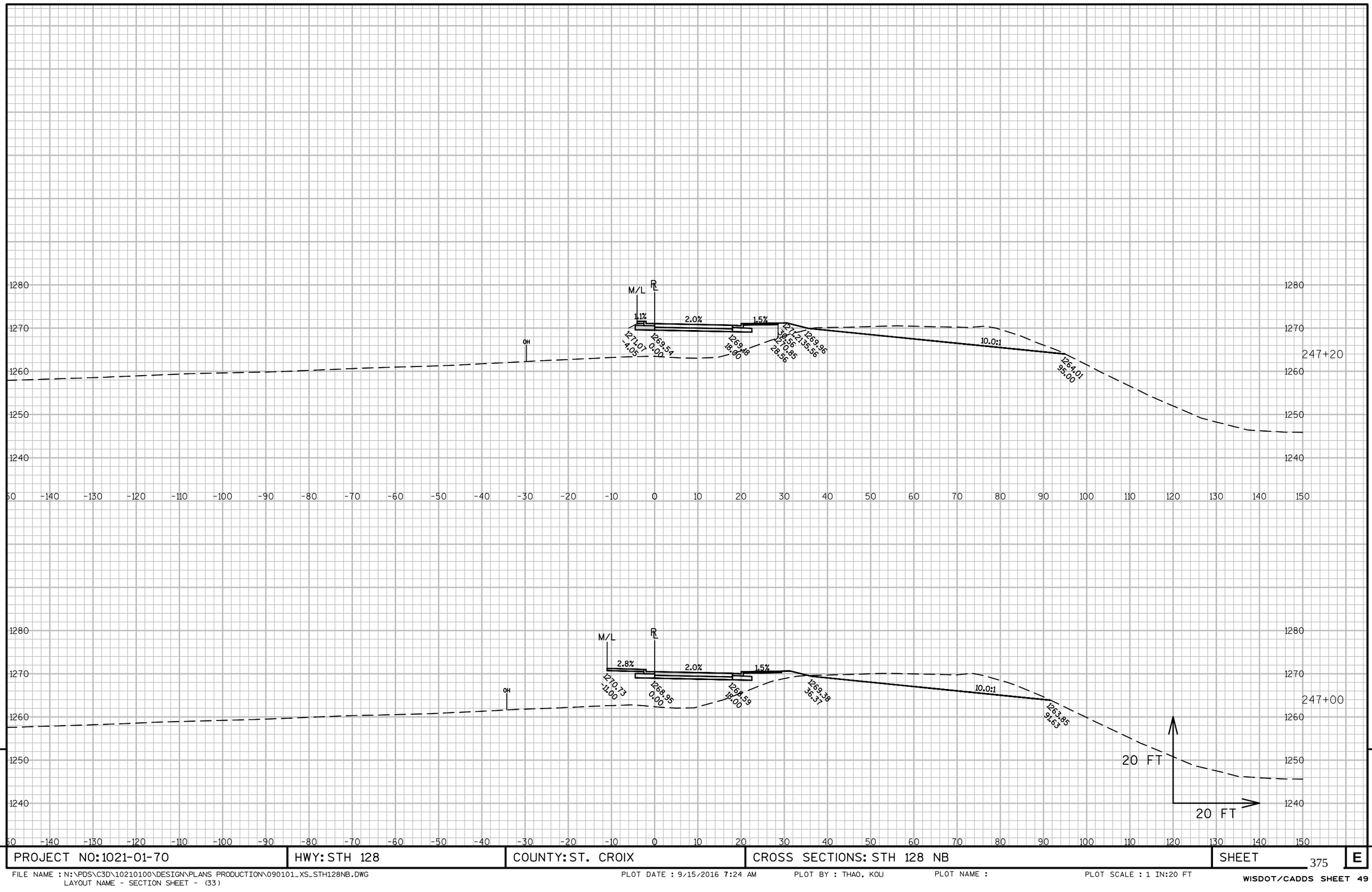


PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 374 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (32)

PLOT DATE : 9/15/2016 7:23 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

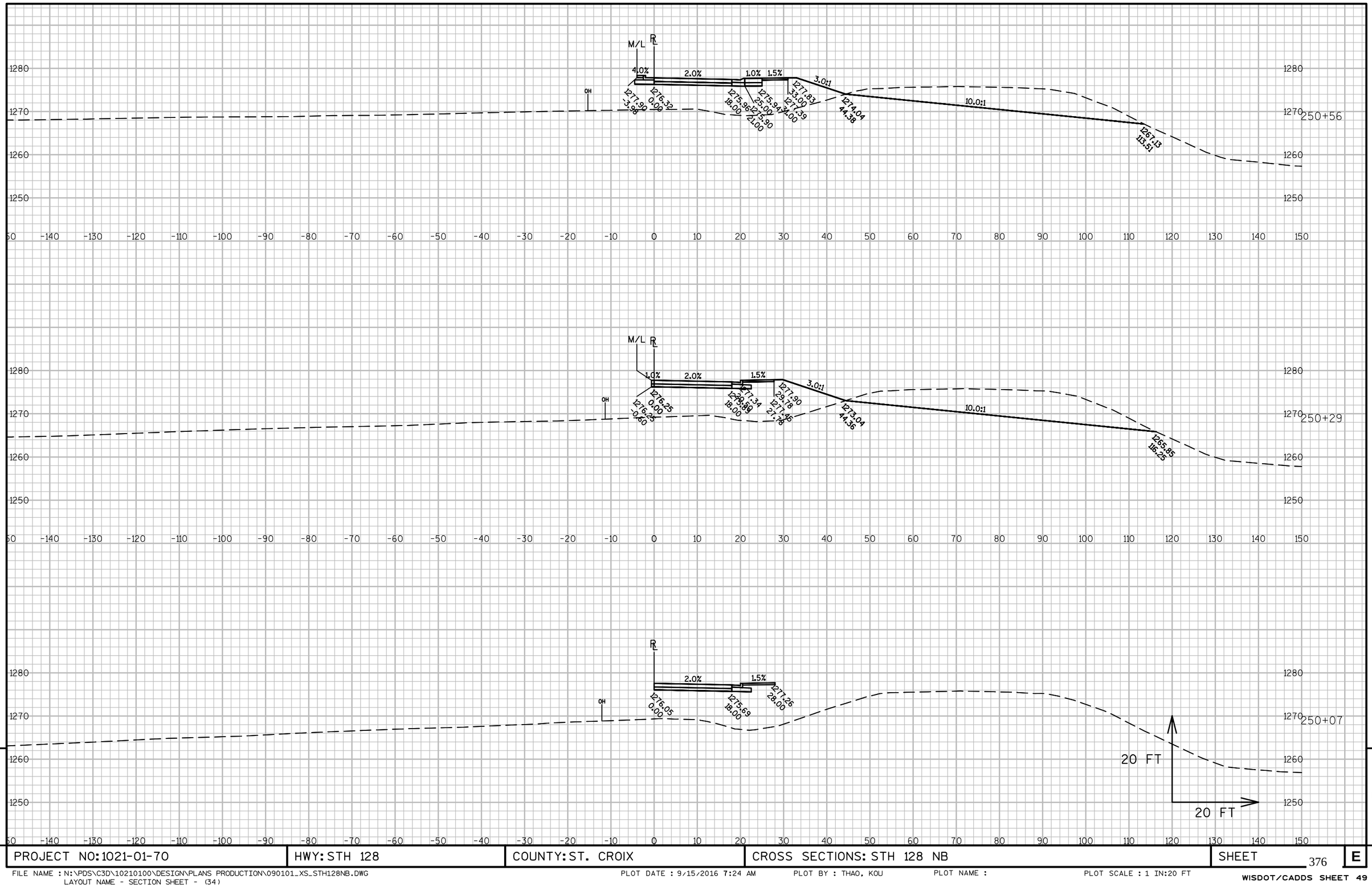


PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 375	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (33)

PLOT DATE : 9/15/2016 7:24 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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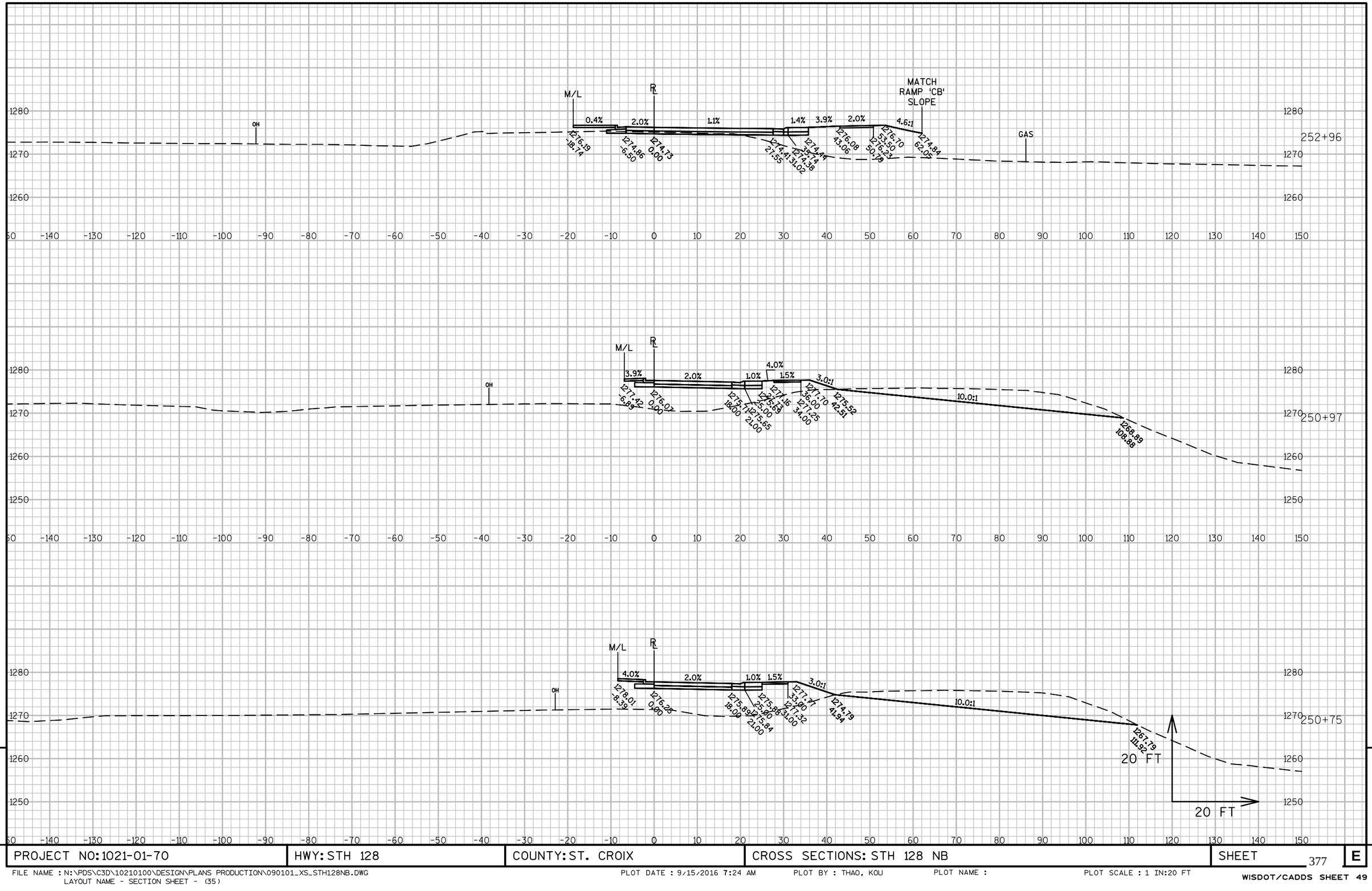
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 376	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (34)

PLOT DATE : 9/15/2016 7:24 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

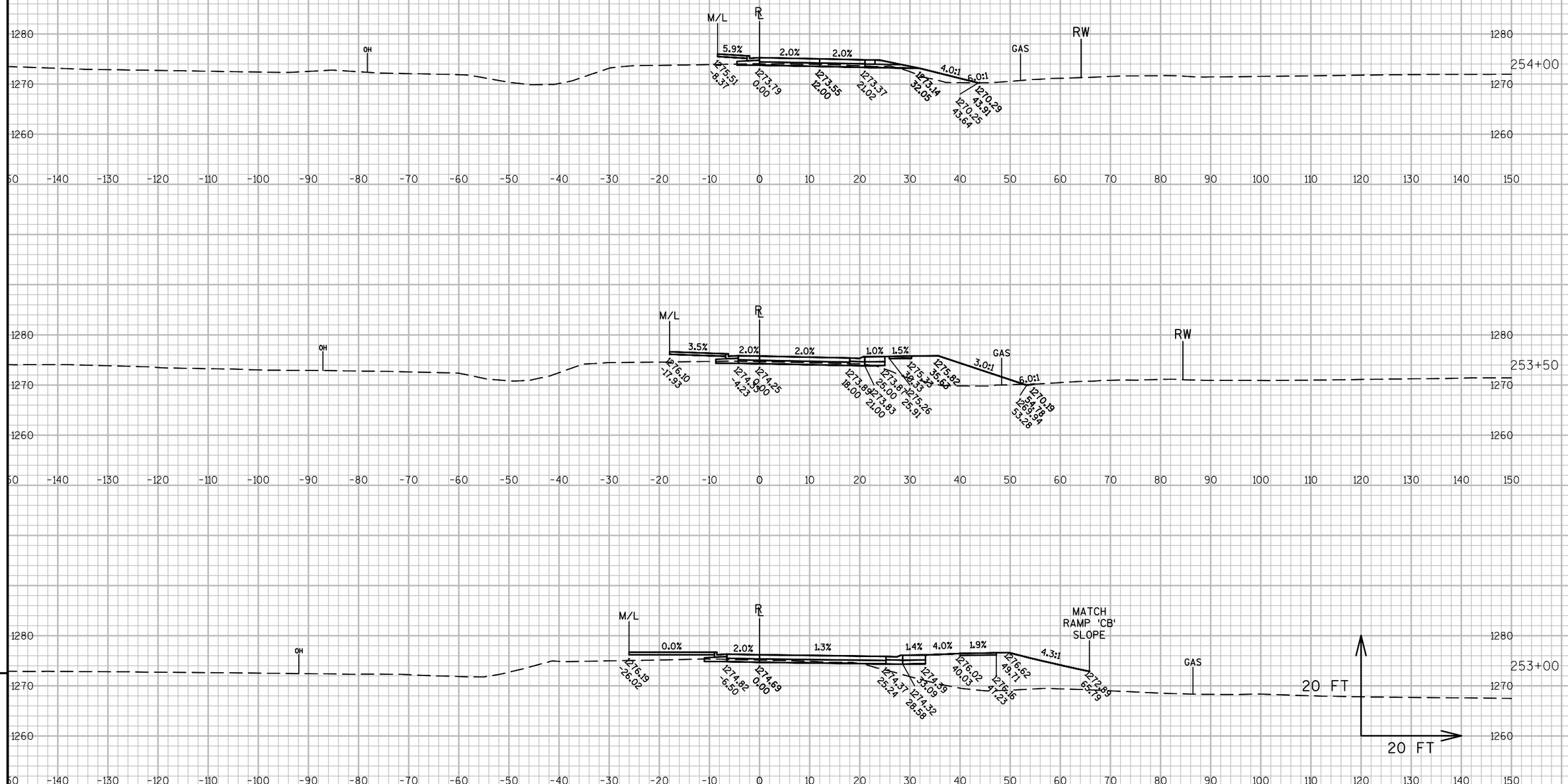


PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 377	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (35)

PLOT DATE : 9/15/2016 7:24 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

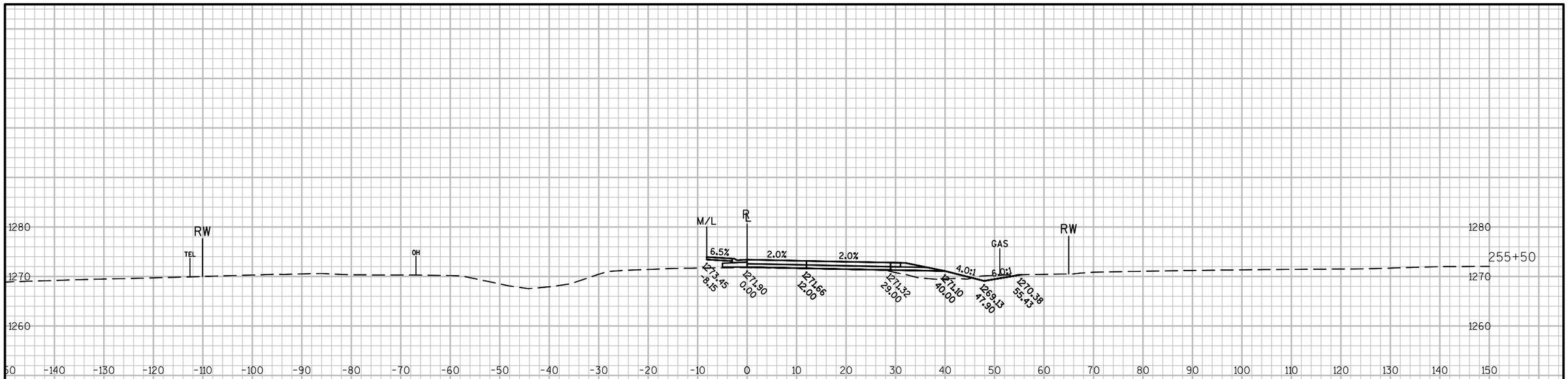


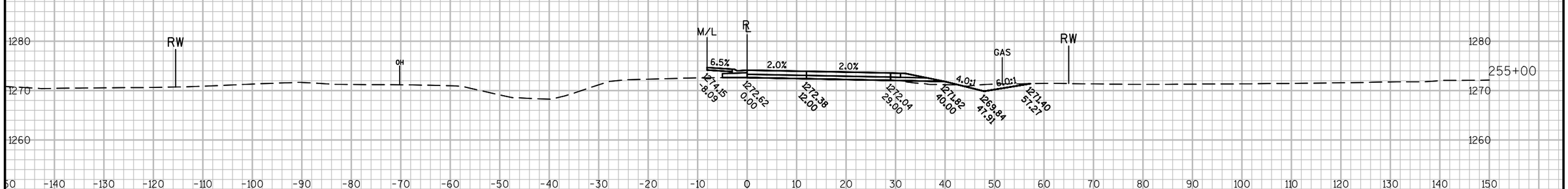
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 378	E

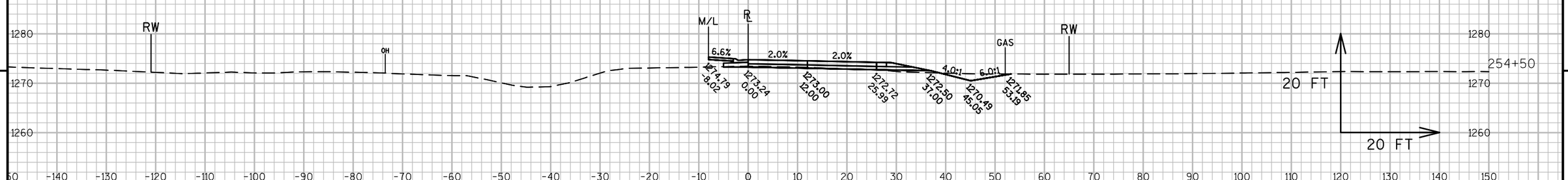
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (36)

PLOT DATE : 9/15/2016 7:24 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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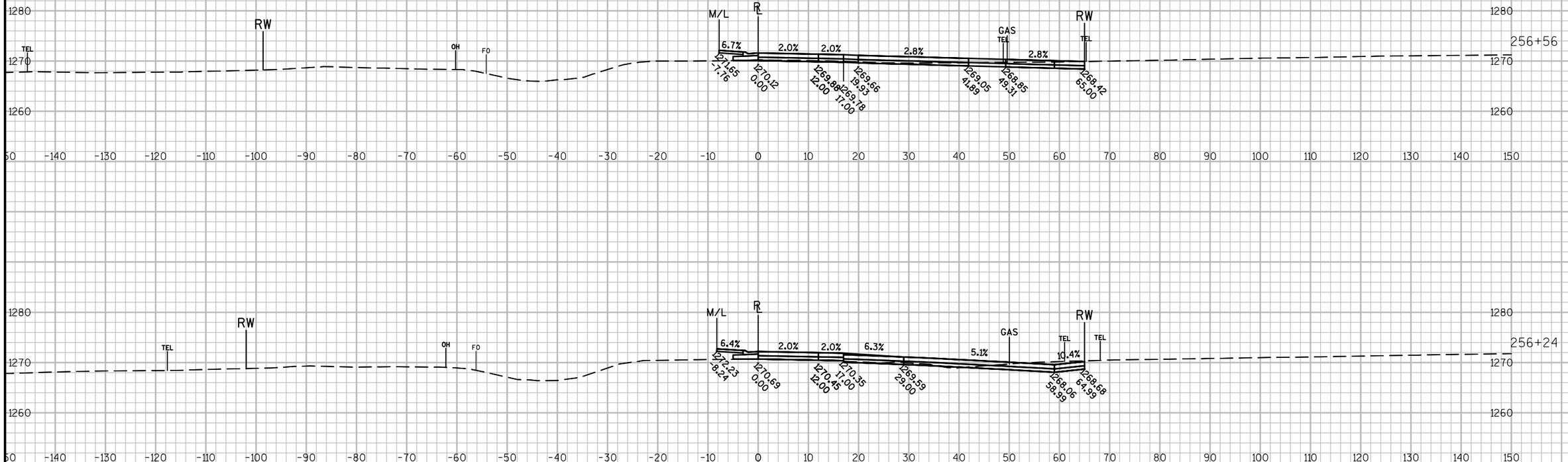
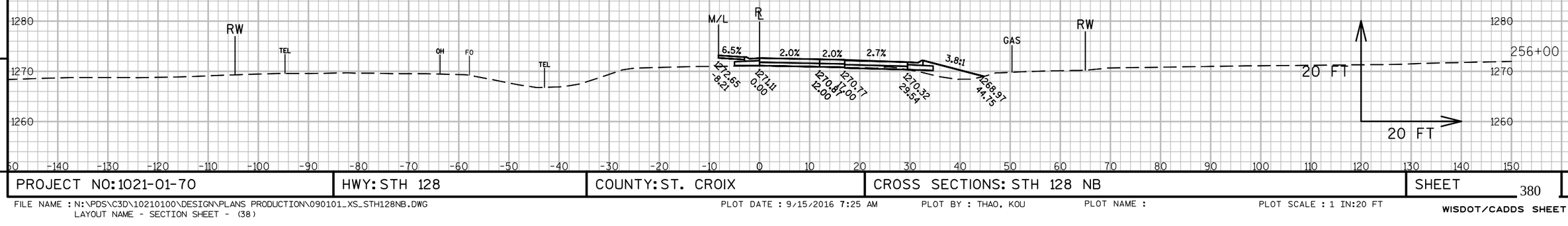
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 379	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (37)

PLOT DATE : 9/15/2016 7:25 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





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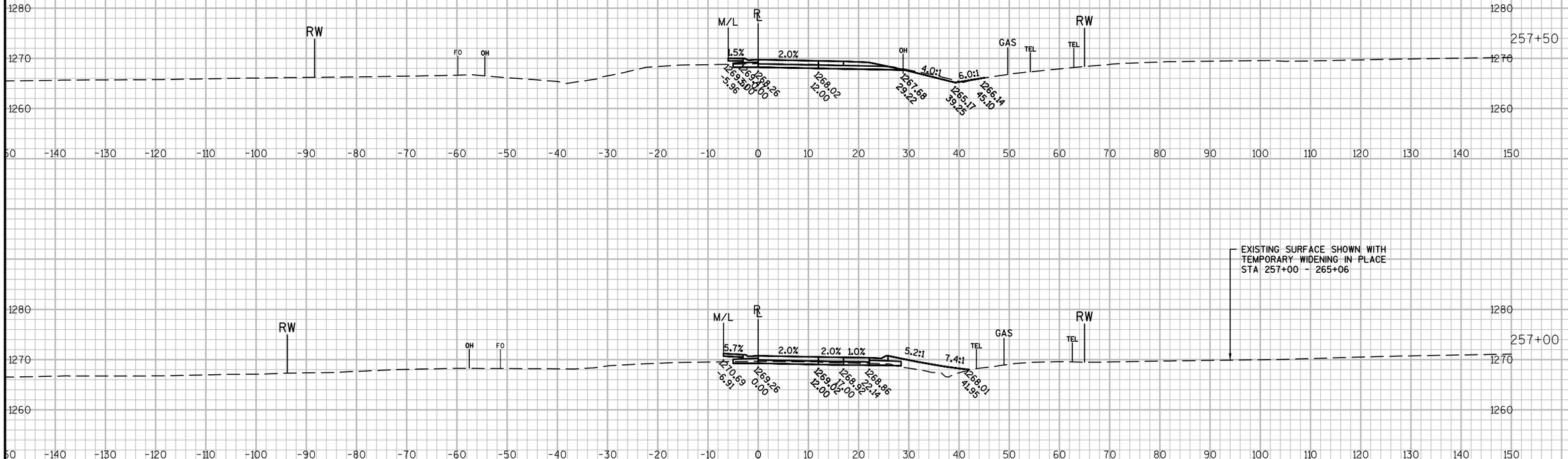
9

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 380	E

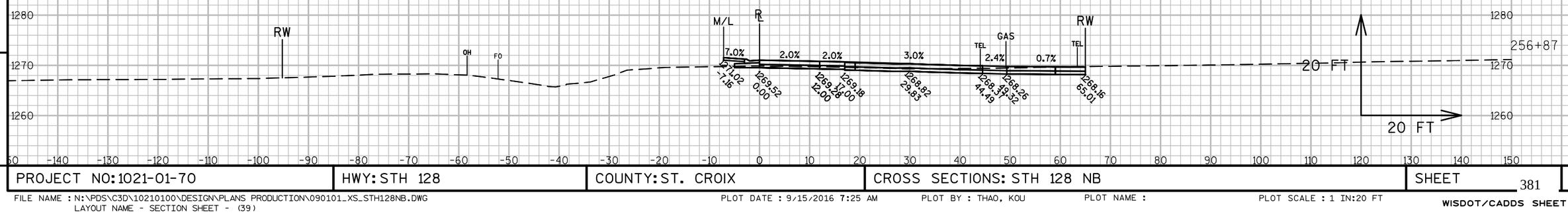
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (38)

PLOT DATE : 9/15/2016 7:25 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



EXISTING SURFACE SHOWN WITH
TEMPORARY WIDENING IN PLACE
STA 257+00 - 265+06



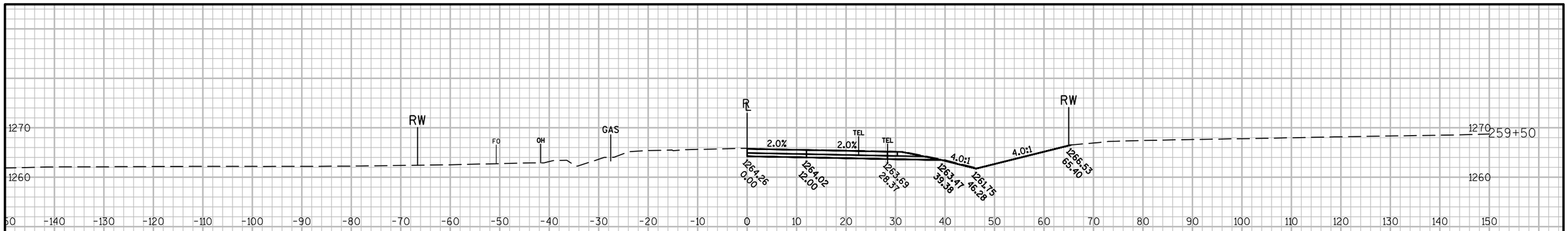
9 9

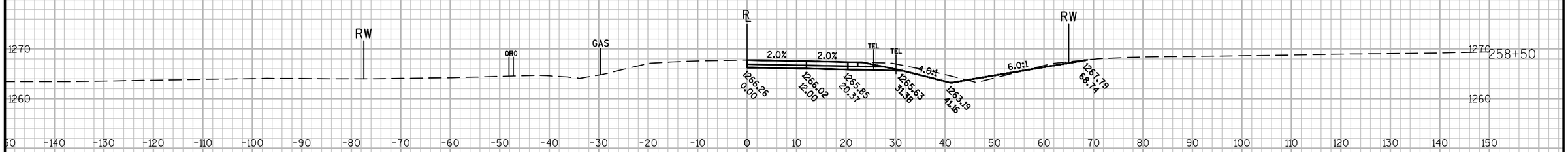
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 381 E

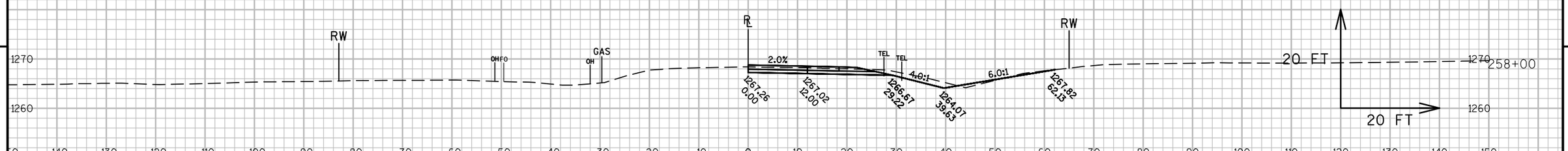
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (39)

PLOT DATE : 9/15/2016 7:25 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

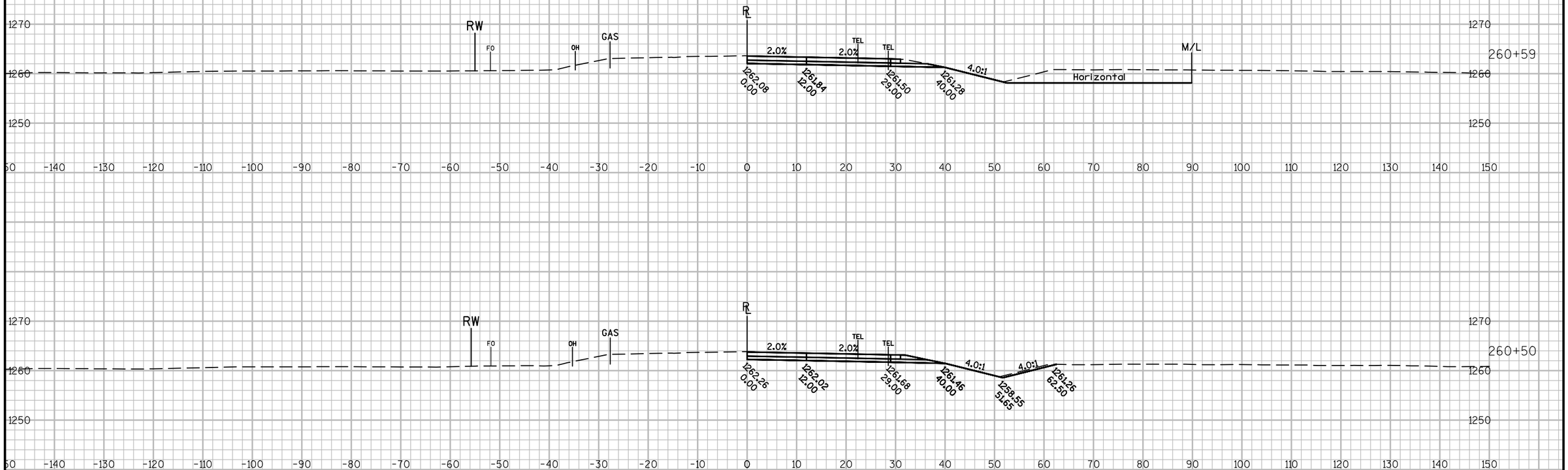






9 9

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 382 E



PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 383 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (41)

PLOT DATE : 9/15/2016 7:26 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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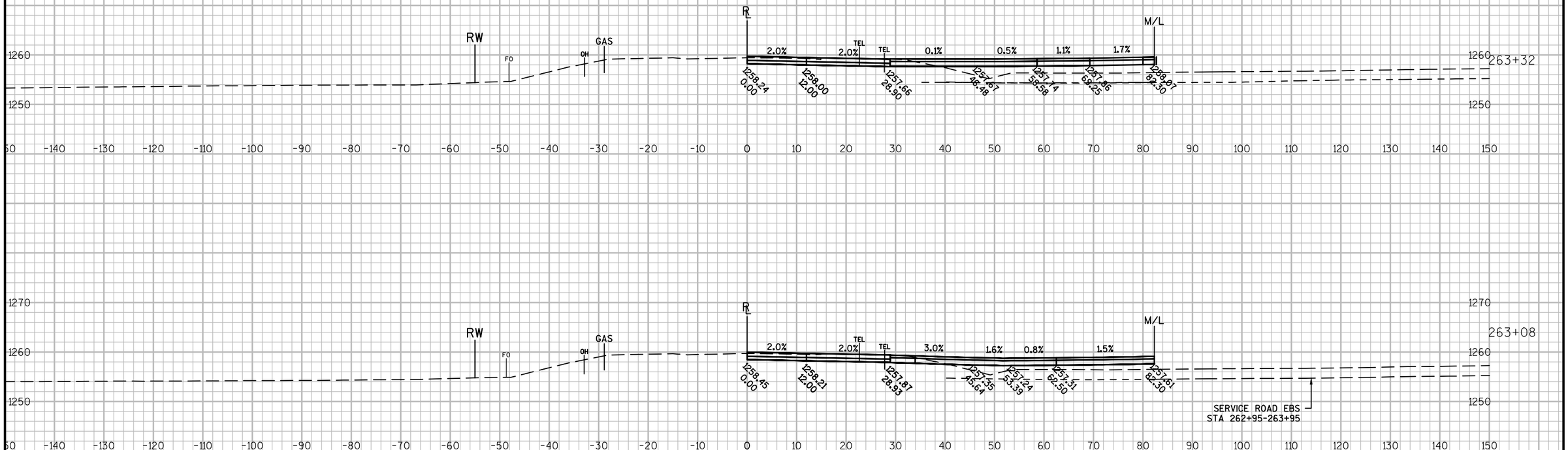
9

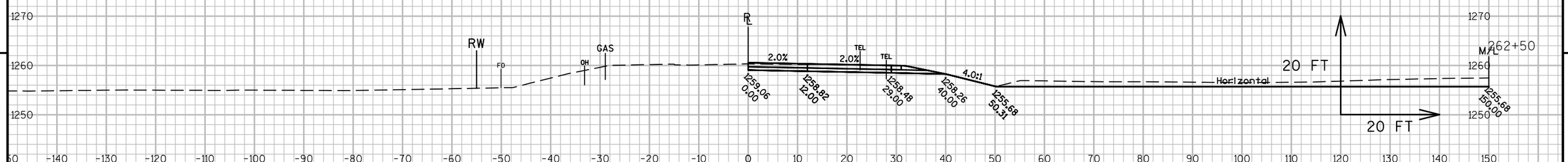
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 384	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (42)

PLOT DATE : 9/15/2016 7:26 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





9

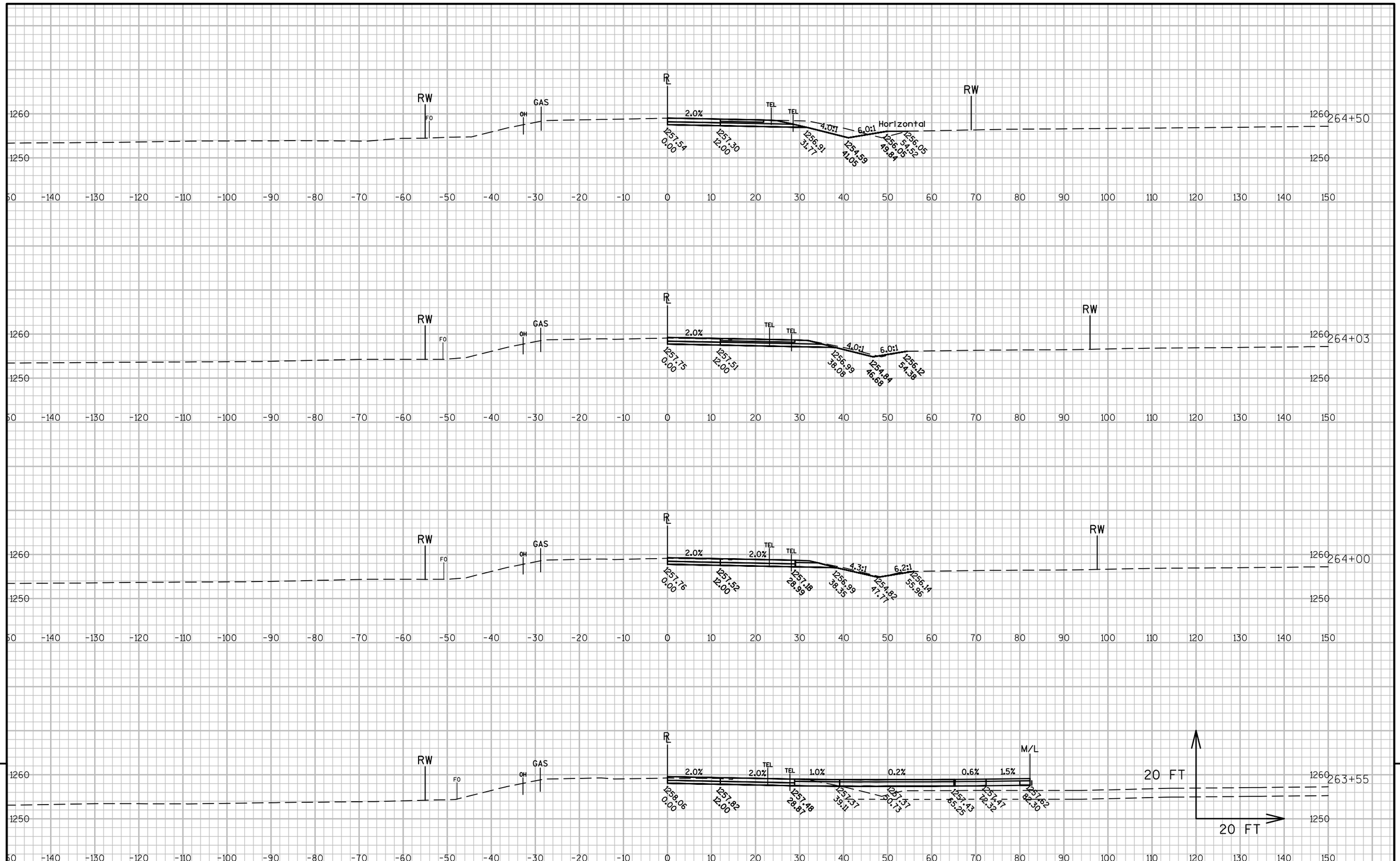
9

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 385	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (43)

PLOT DATE : 9/15/2016 7:26 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



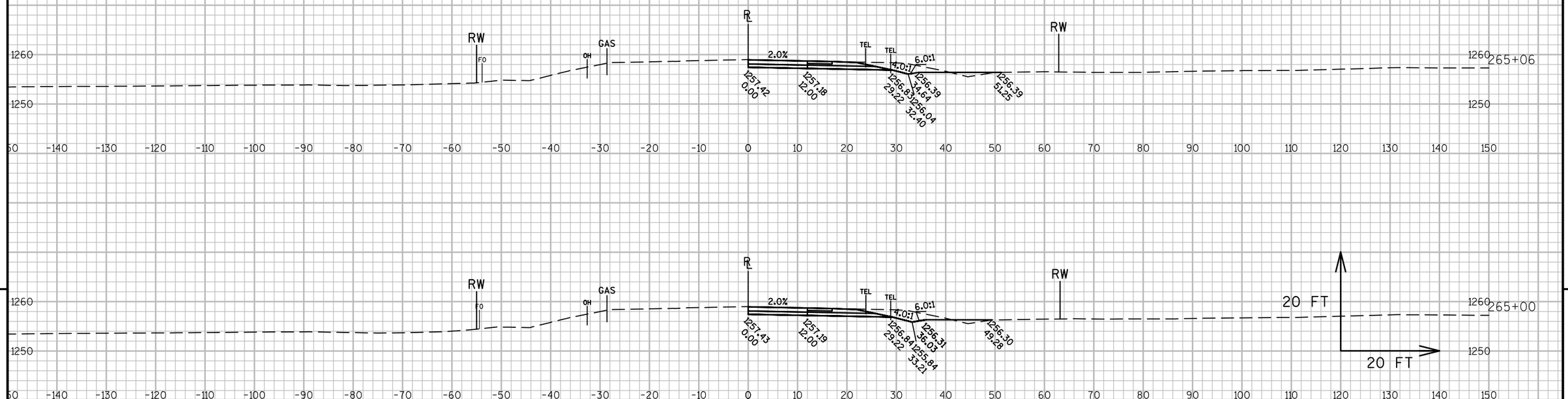
9 9

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 386 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (44)

PLOT DATE : 9/15/2016 7:27 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



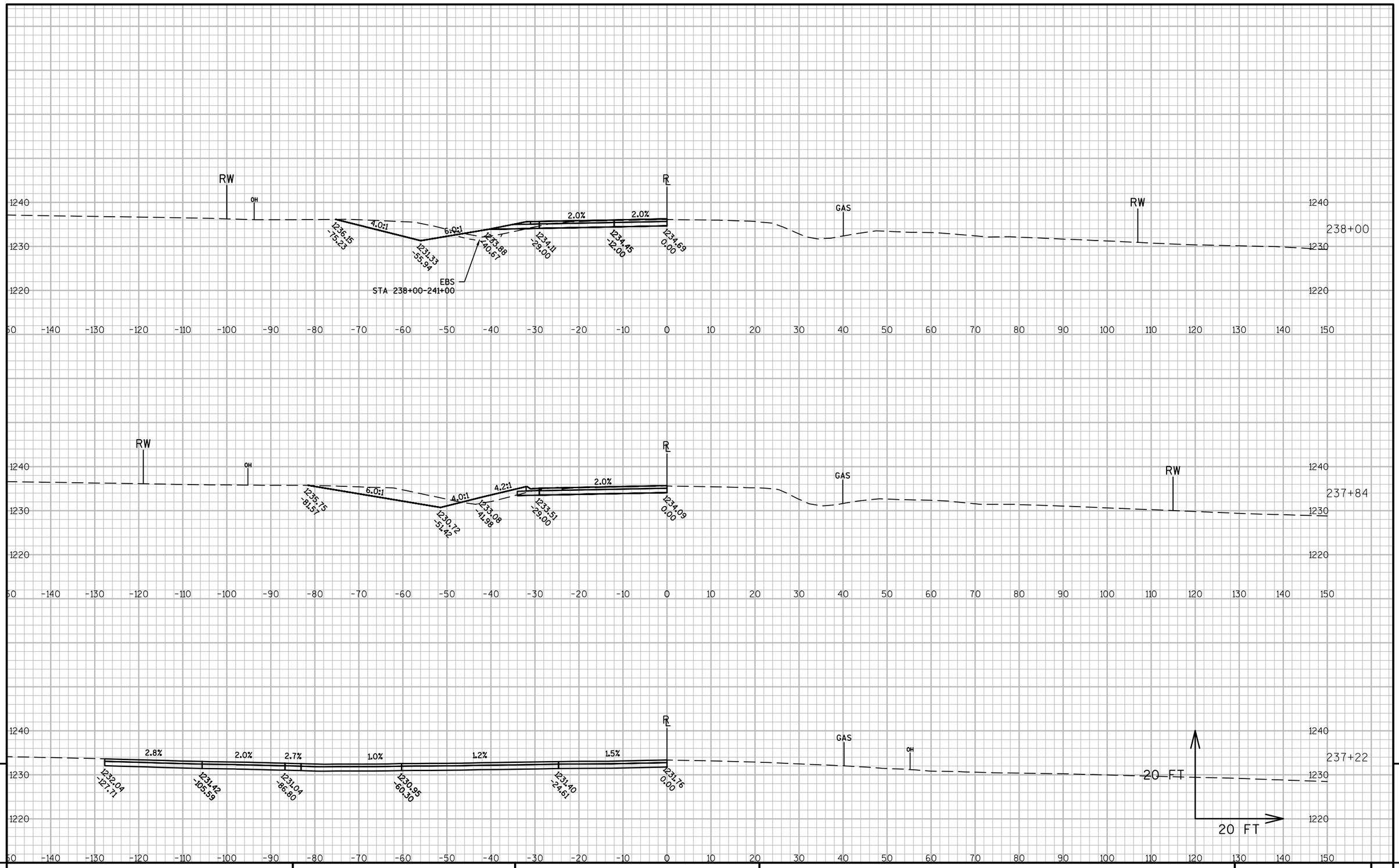
9

9

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB	SHEET 387	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128NB.DWG
LAYOUT NAME - SECTION SHEET - (45)

PLOT DATE : 9/15/2016 7:27 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

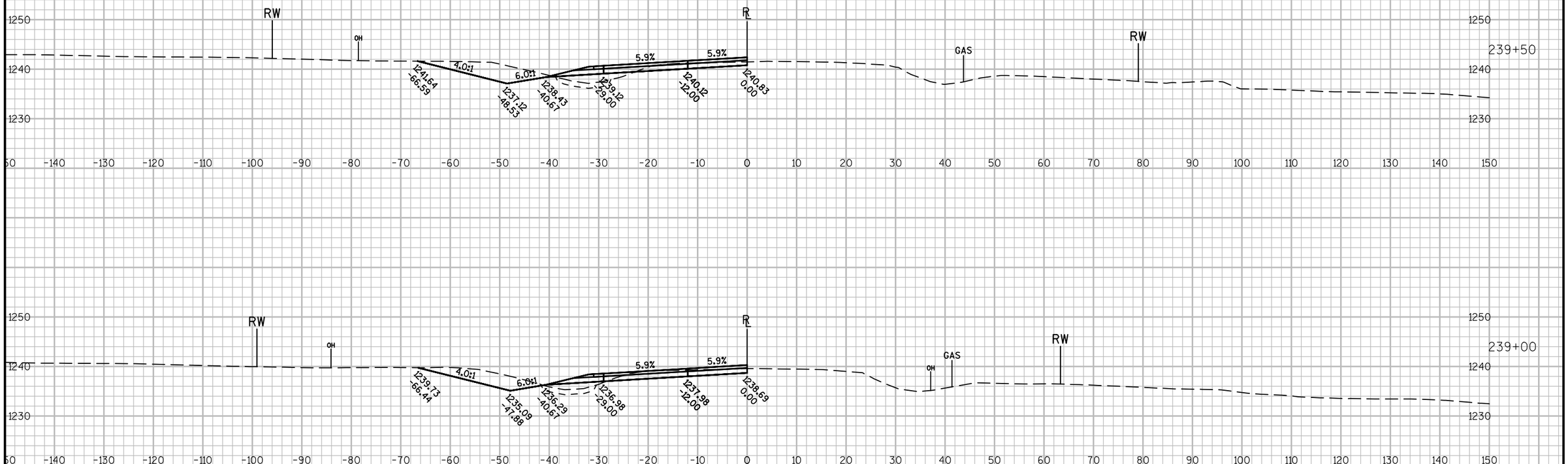
9

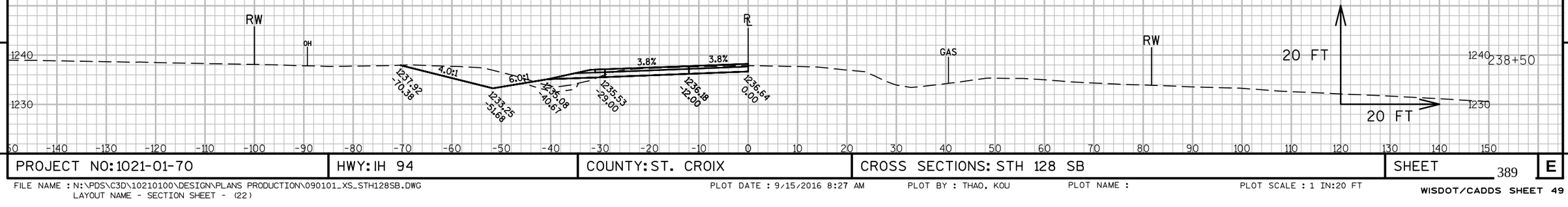
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 388	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (21)

PLOT DATE : 9/15/2016 8:27 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





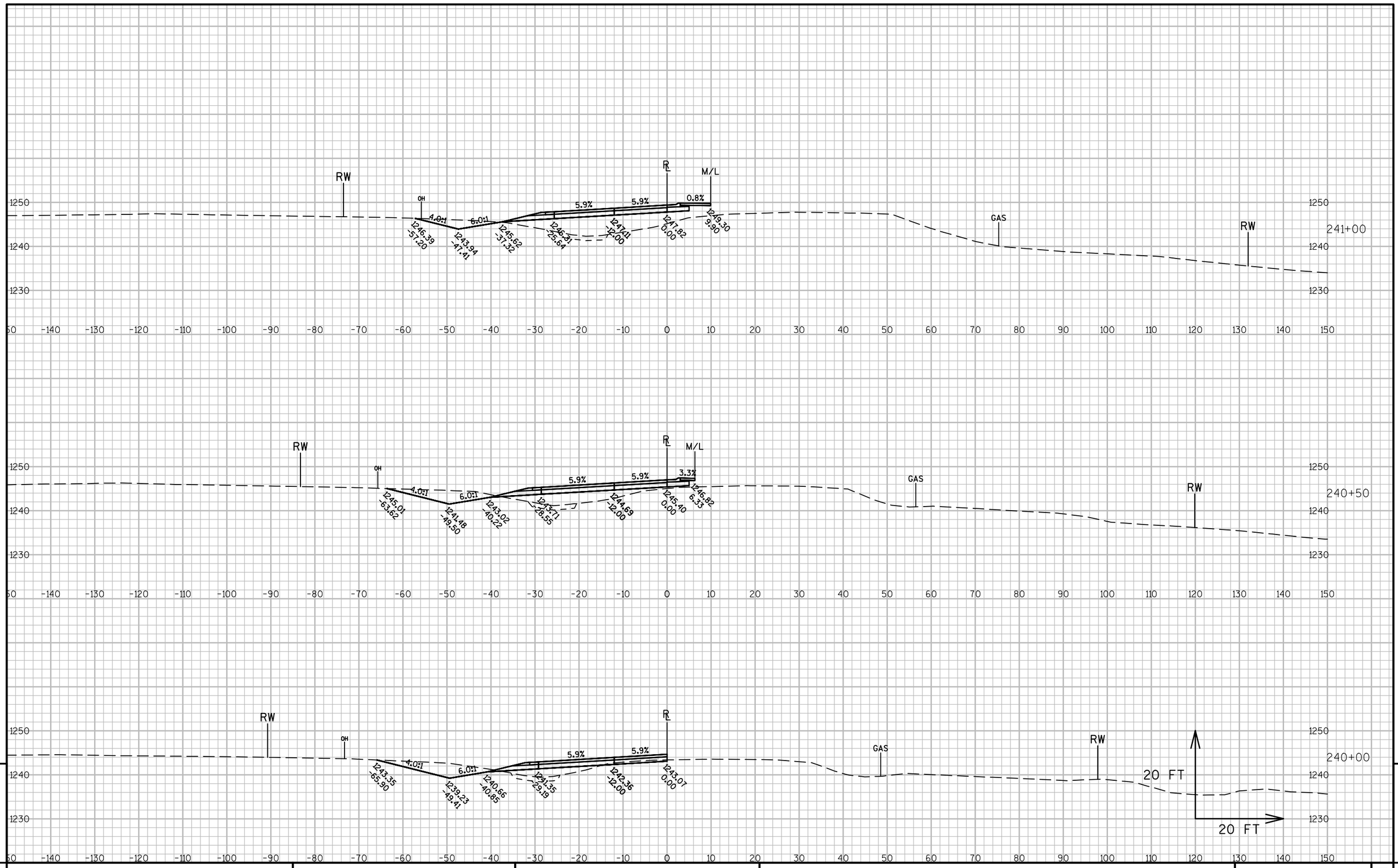
9

9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 389 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (22)

PLOT DATE : 9/15/2016 8:27 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

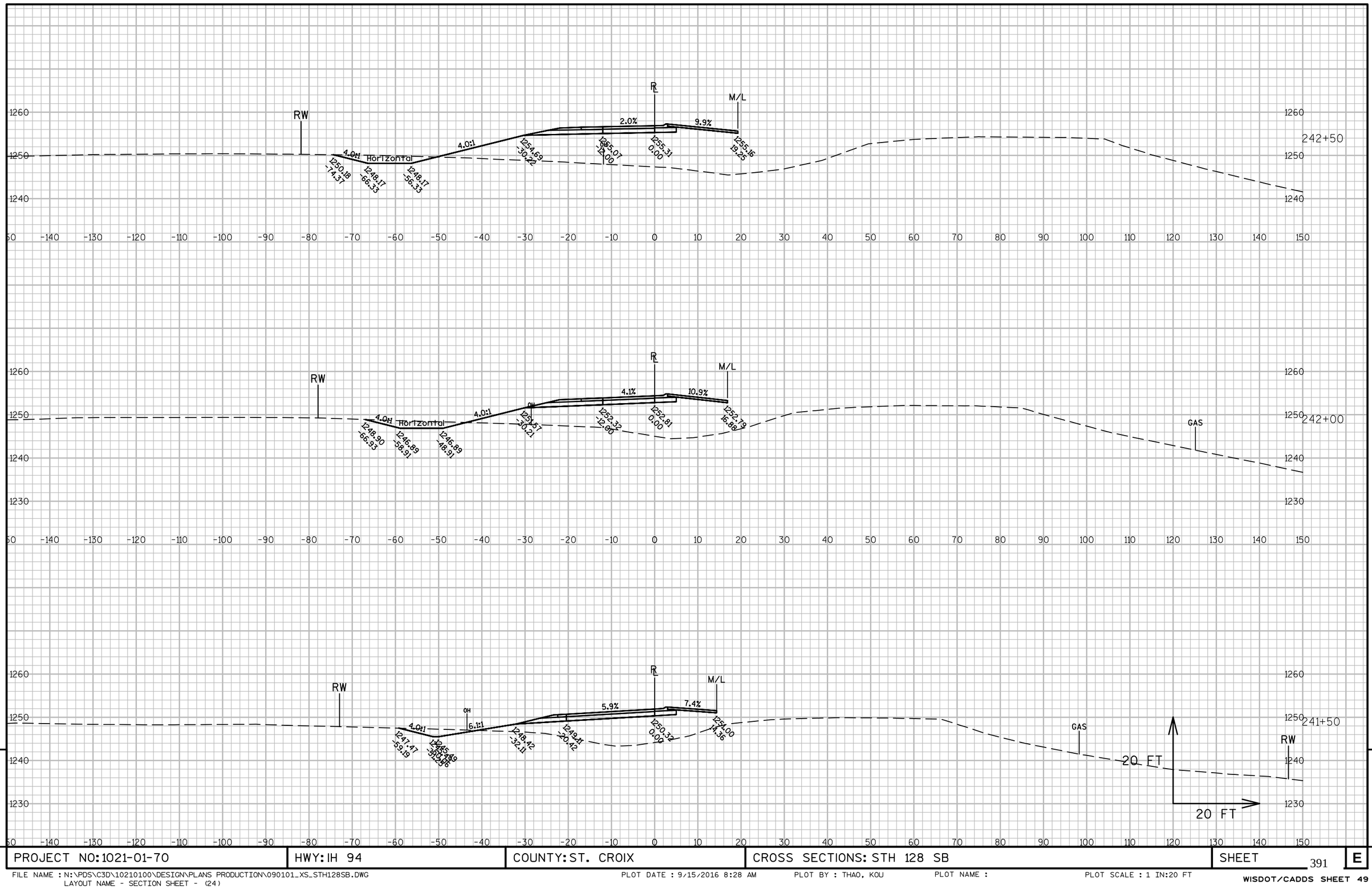
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 390	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (23)

PLOT DATE : 9/15/2016 8:27 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

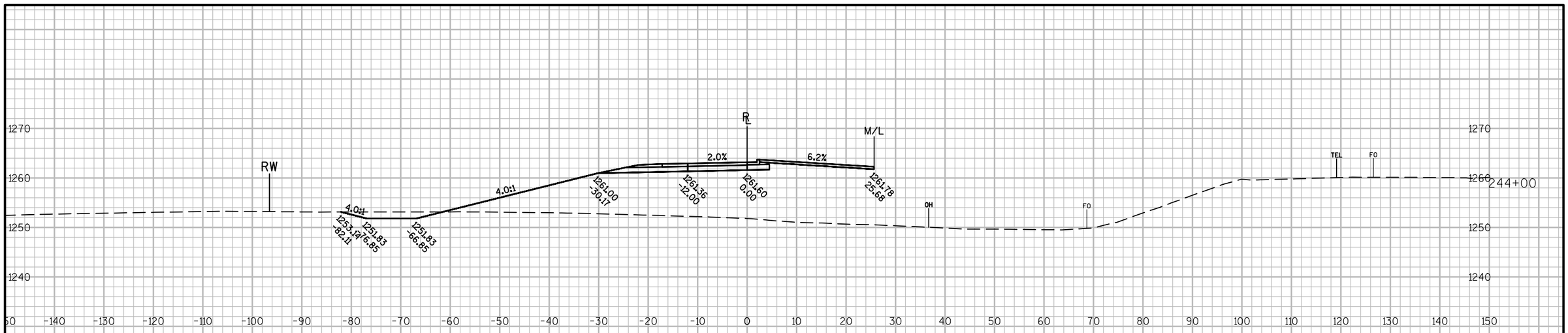
9

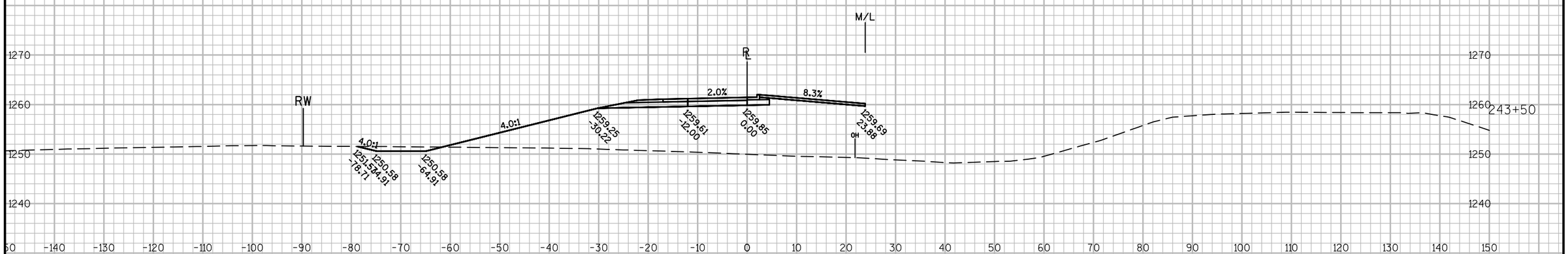
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 391	E

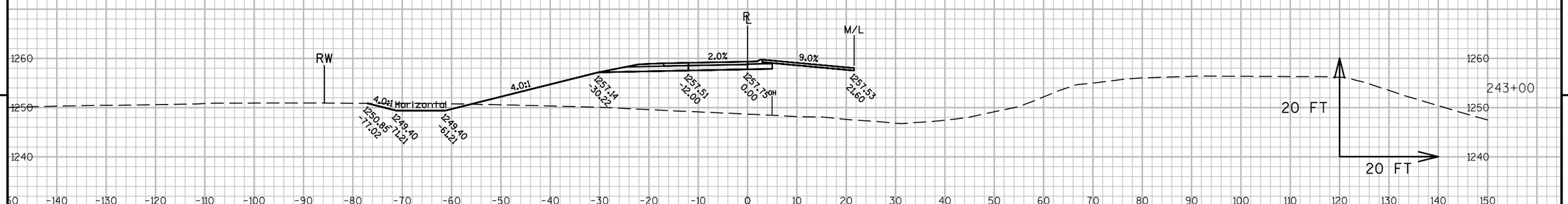
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (24)

PLOT DATE : 9/15/2016 8:28 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







9

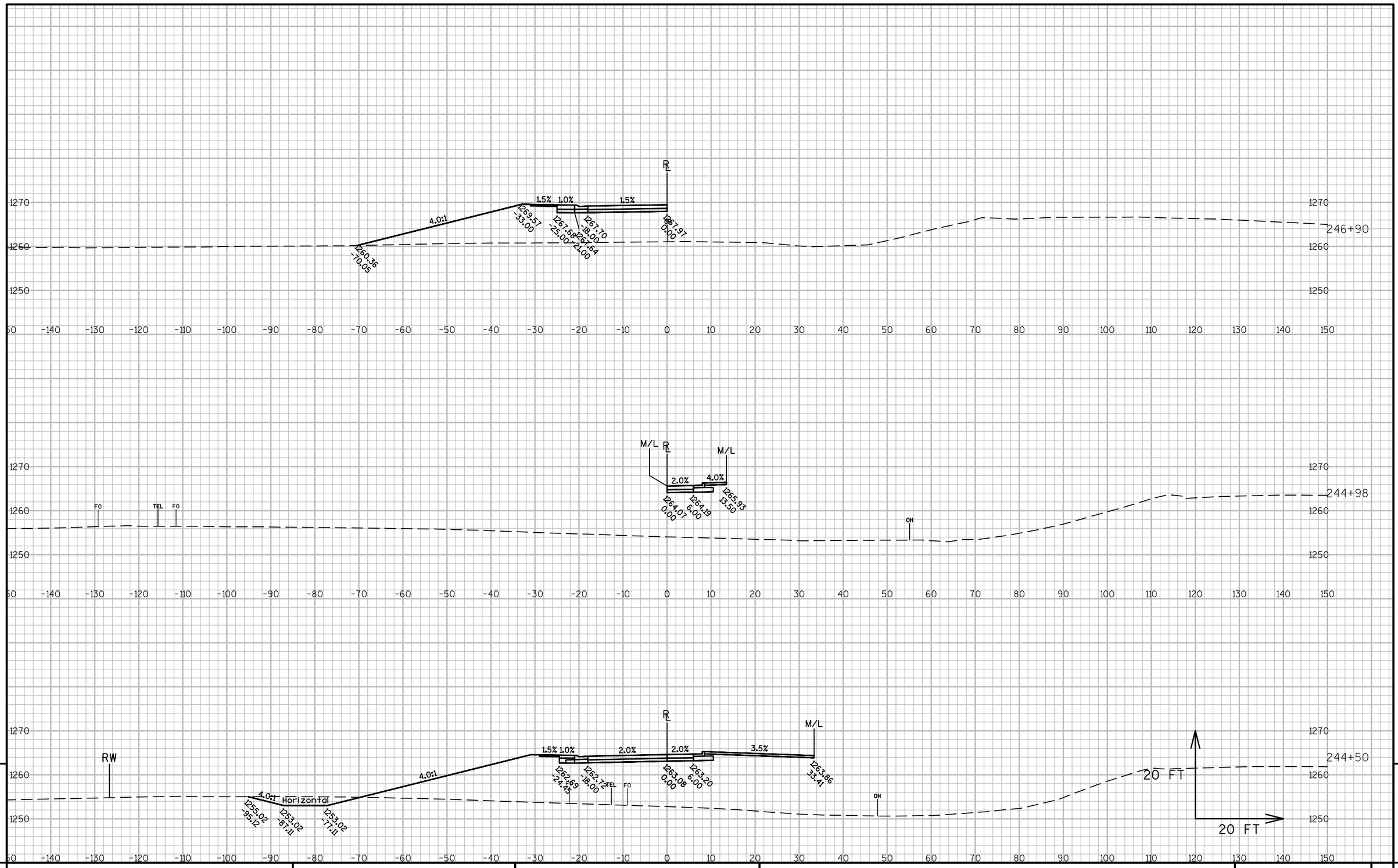
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 392	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (25)

PLOT DATE : 9/15/2016 8:28 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

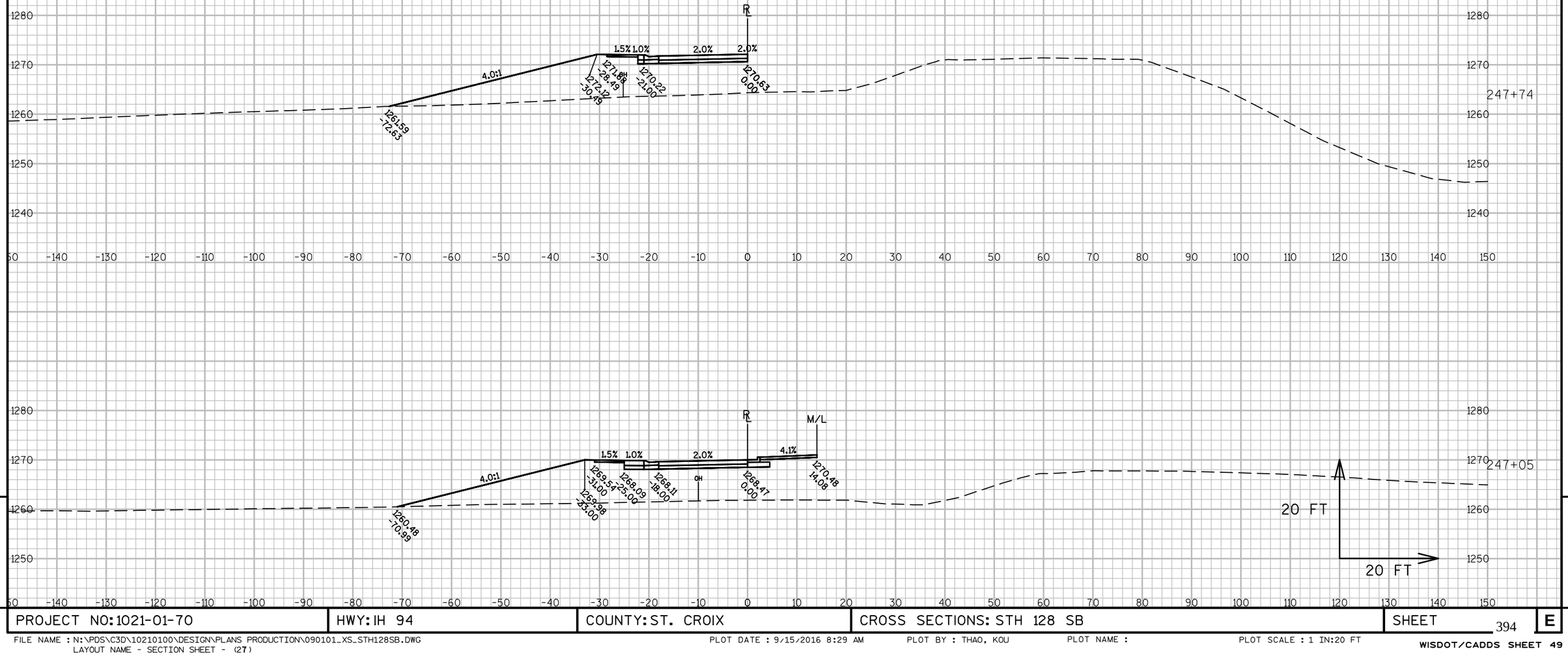
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 393	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (26)

PLOT DATE : 9/15/2016 8:28 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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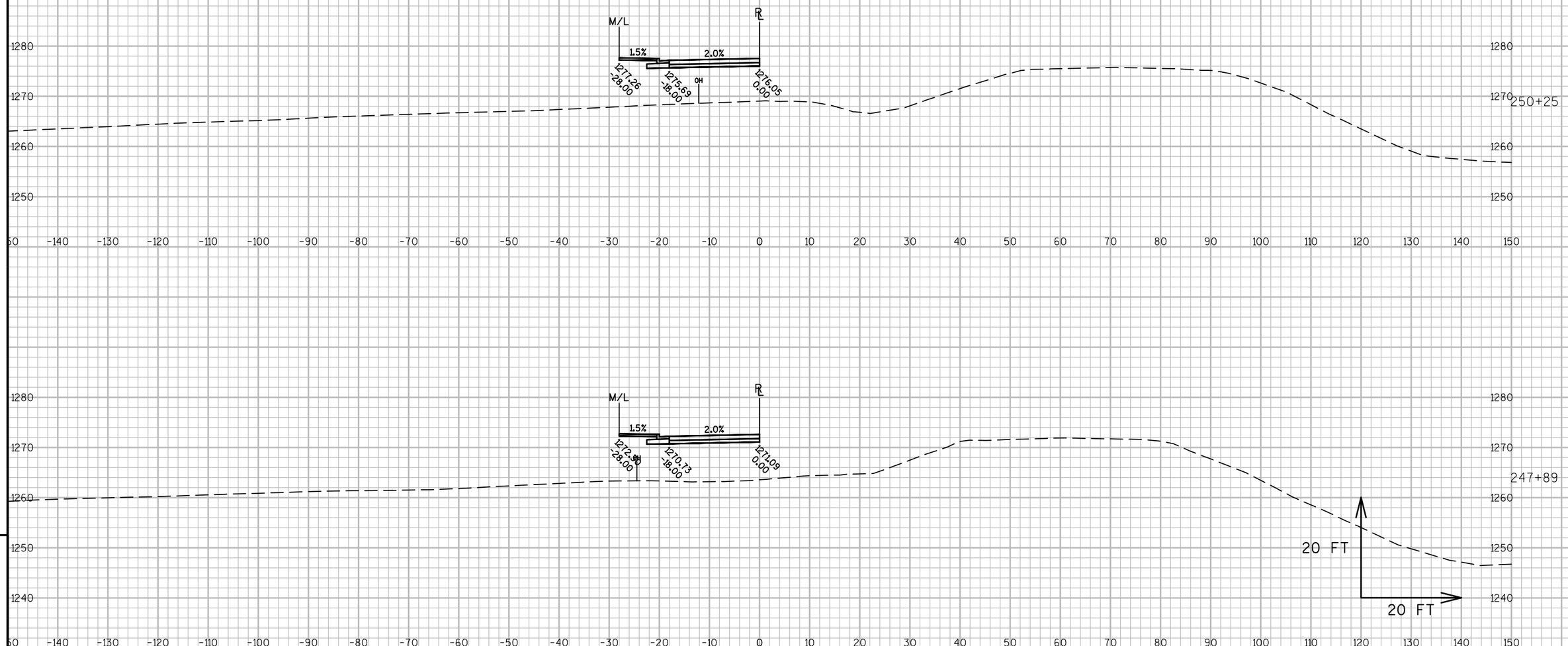
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 394	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (27)

PLOT DATE : 9/15/2016 8:29 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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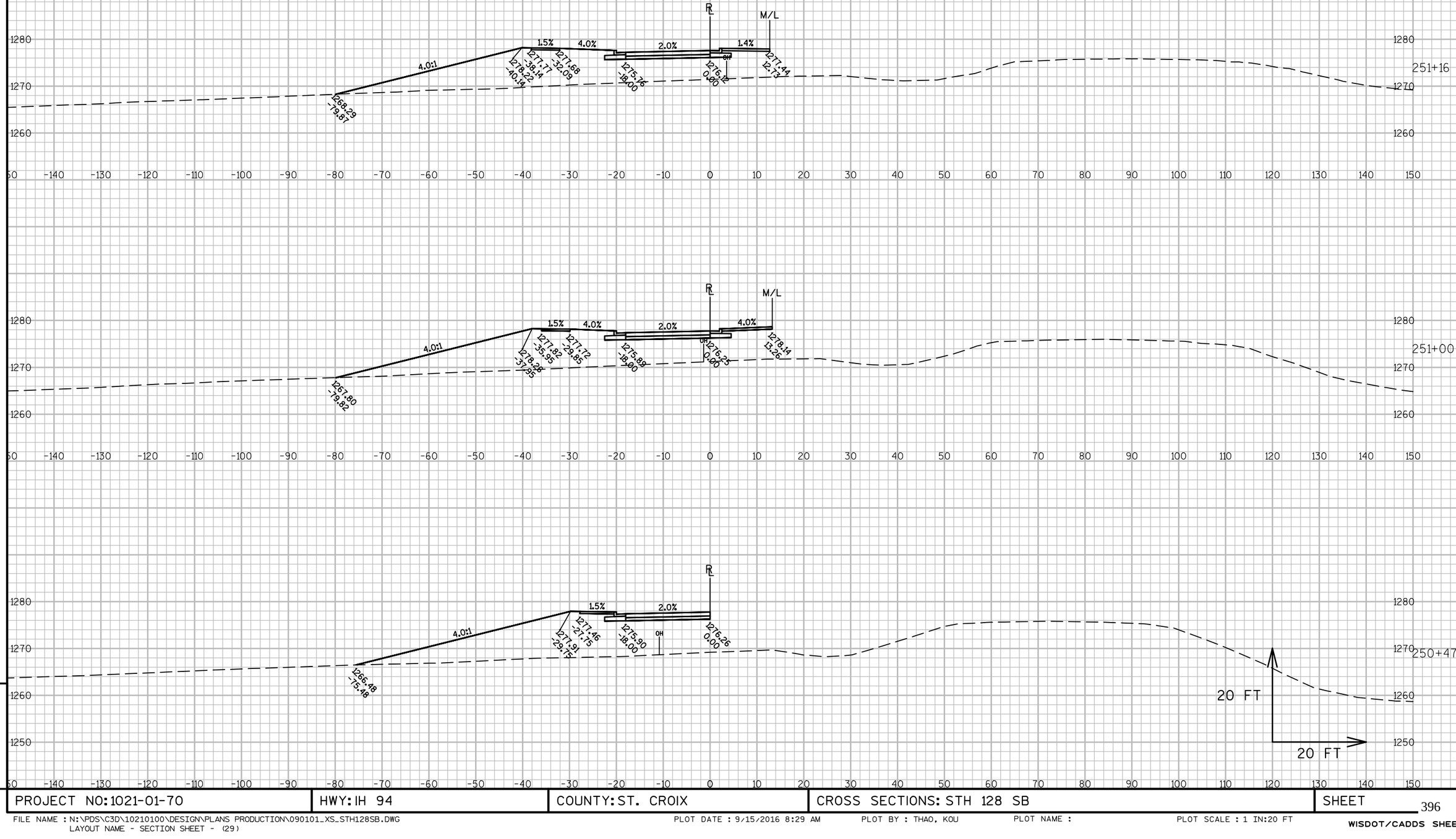
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 395 E

9

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (28)

PLOT DATE : 9/15/2016 8:29 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

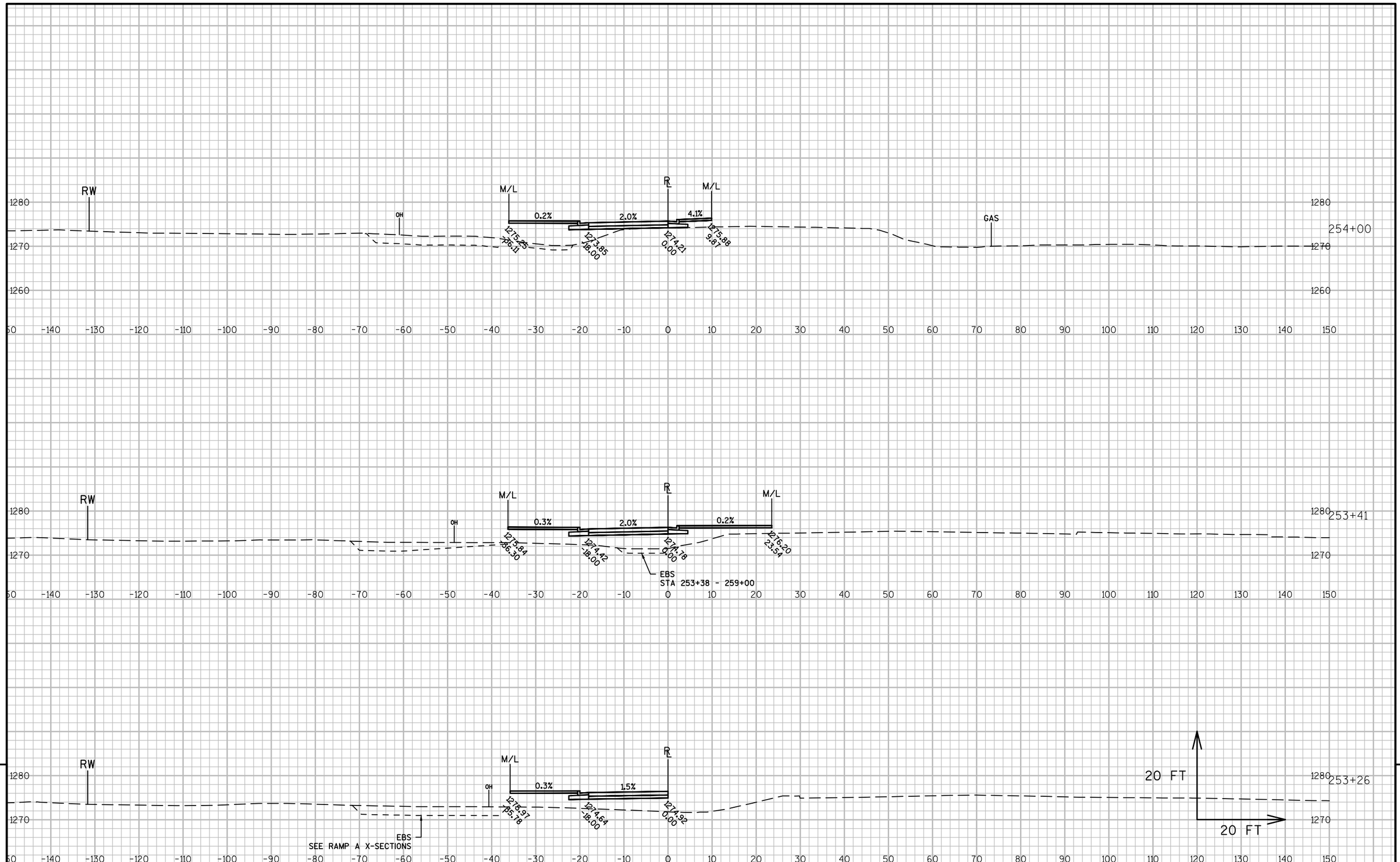
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 396	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (29)

PLOT DATE : 9/15/2016 8:29 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



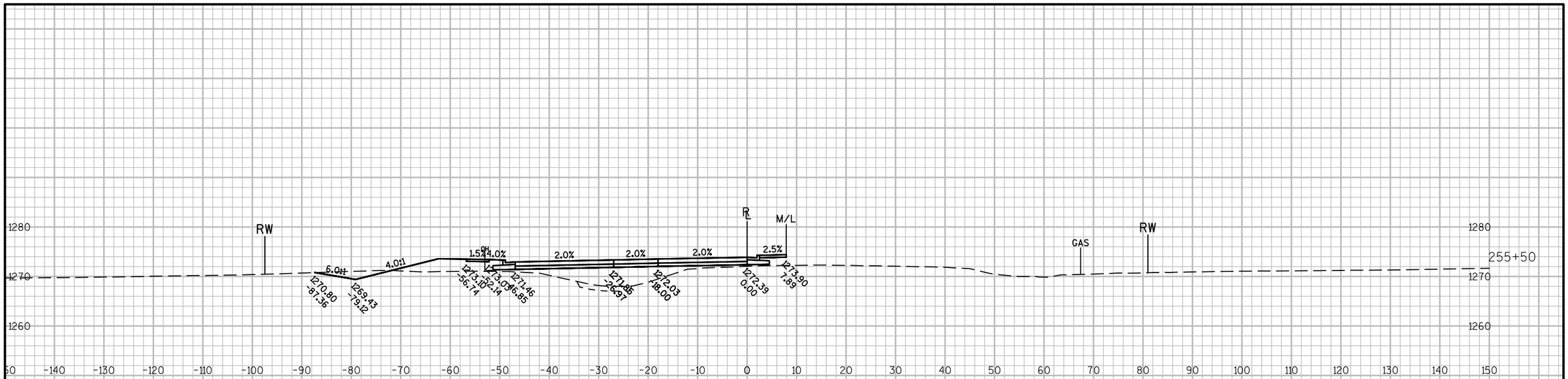
9

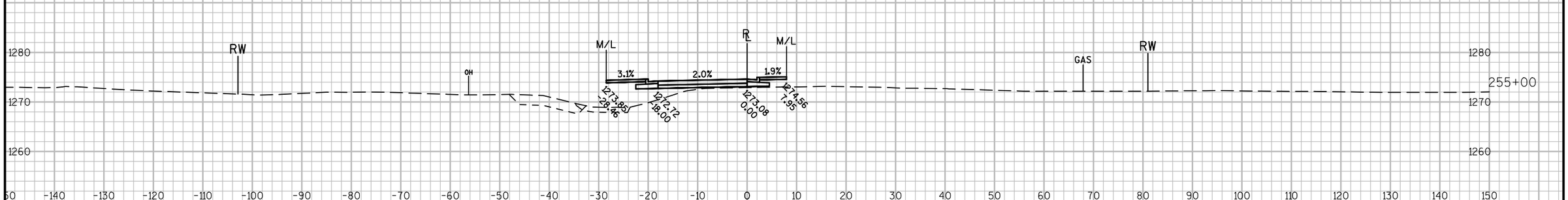
9

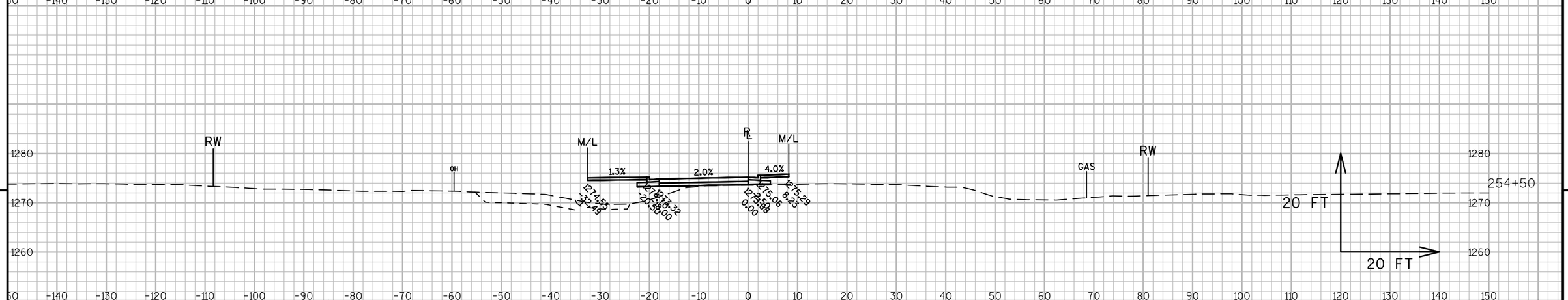
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 397	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (30)

PLOT DATE : 9/15/2016 8:29 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT



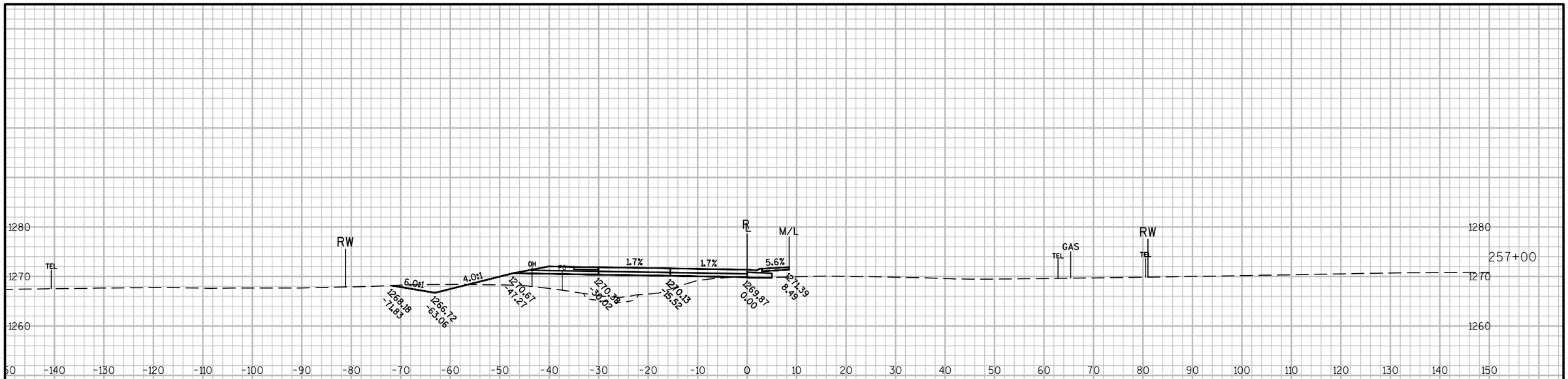


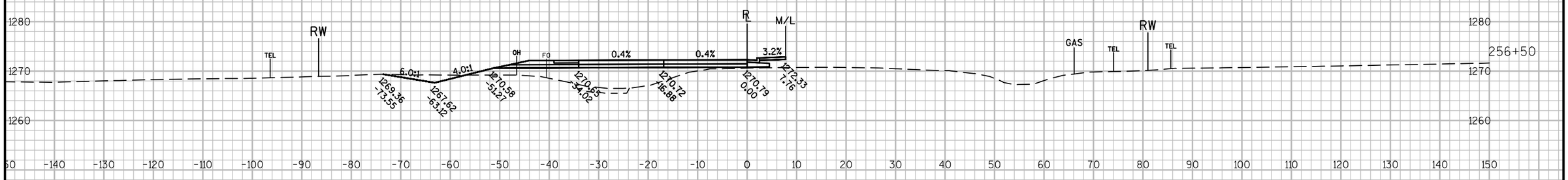


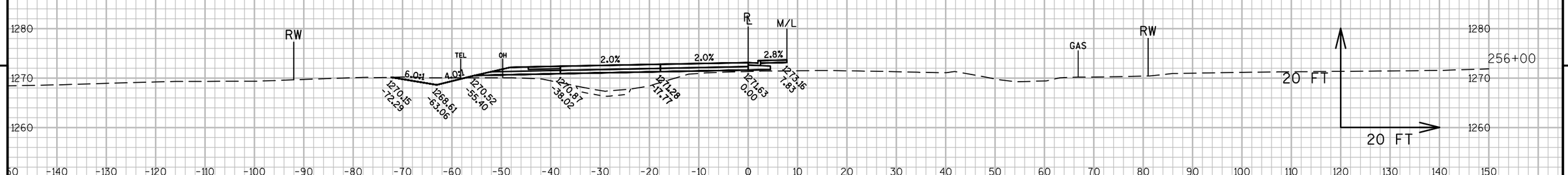
9 9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 398 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (31)
PLOT DATE : 9/15/2016 8:30 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49







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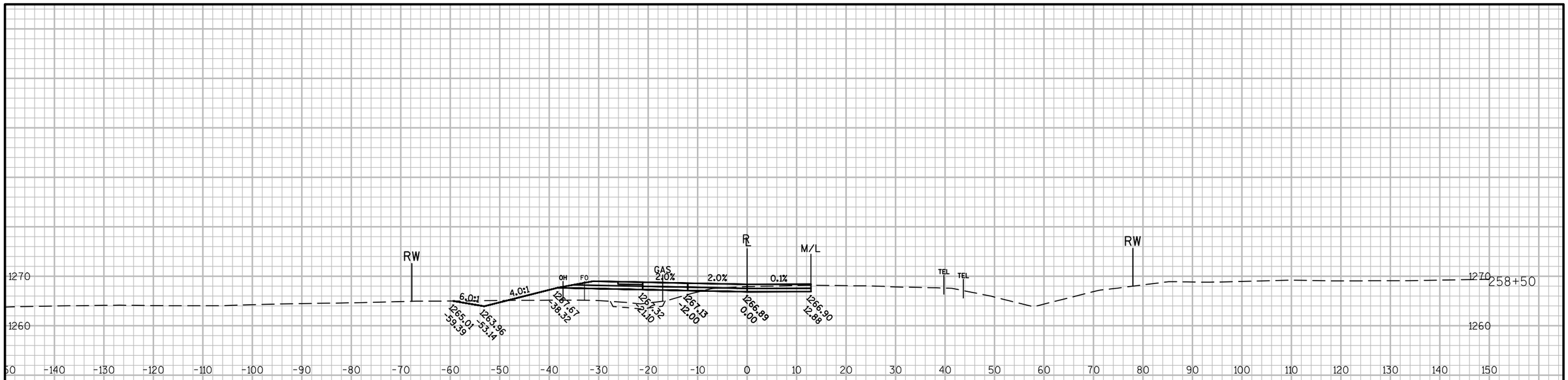
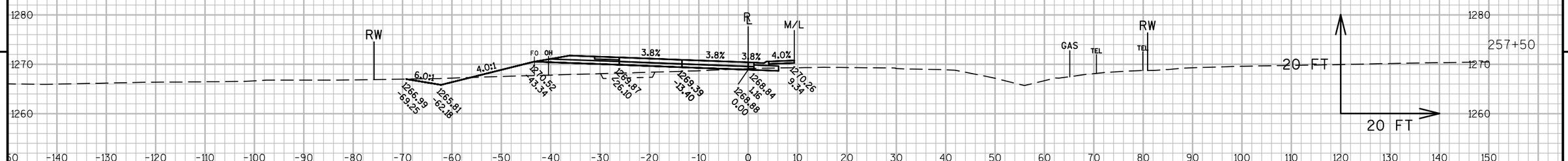
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 399	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (32)

PLOT DATE : 9/15/2016 8:30 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

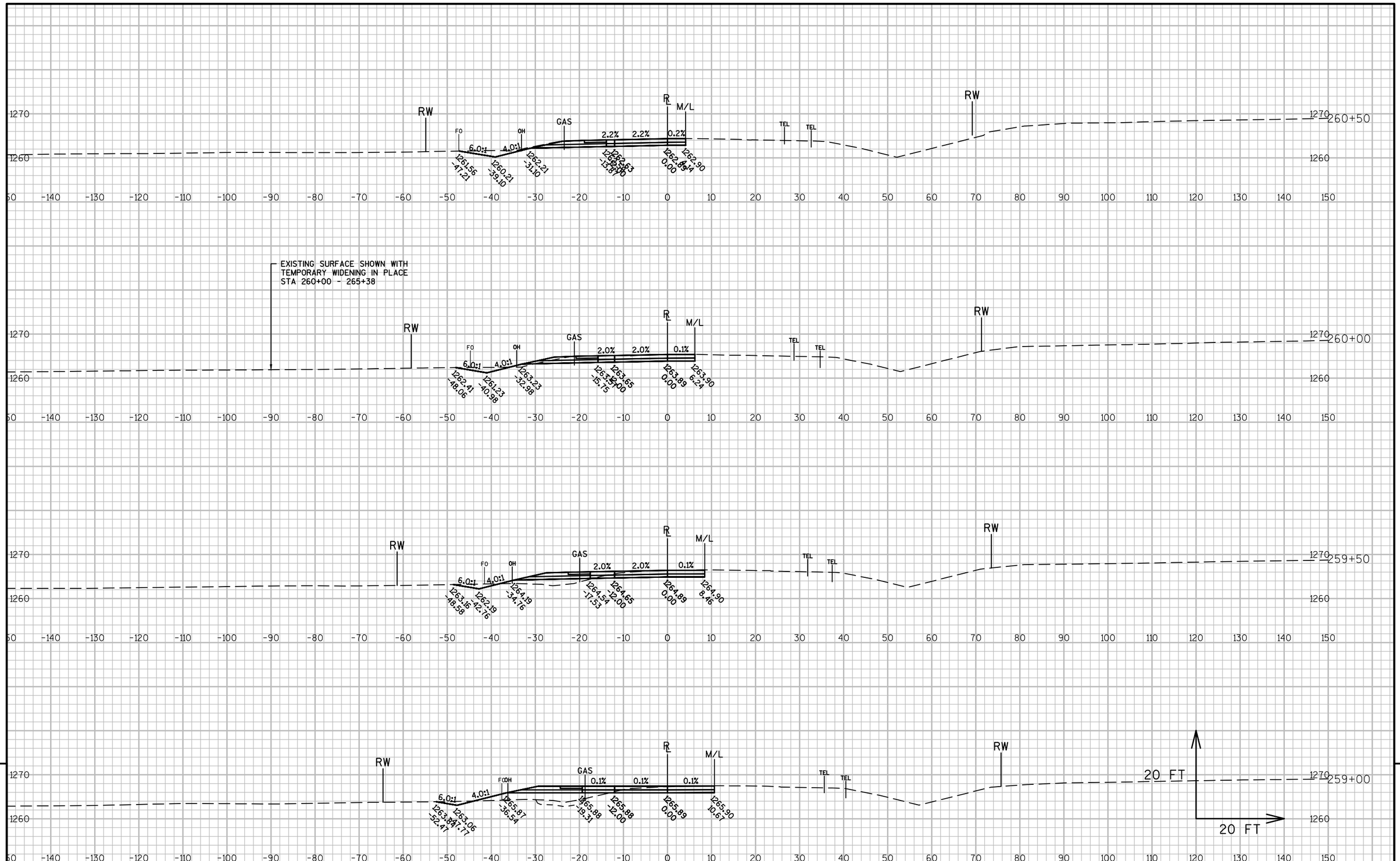
WISDOT/CADDS SHEET 49





9 9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 400	E



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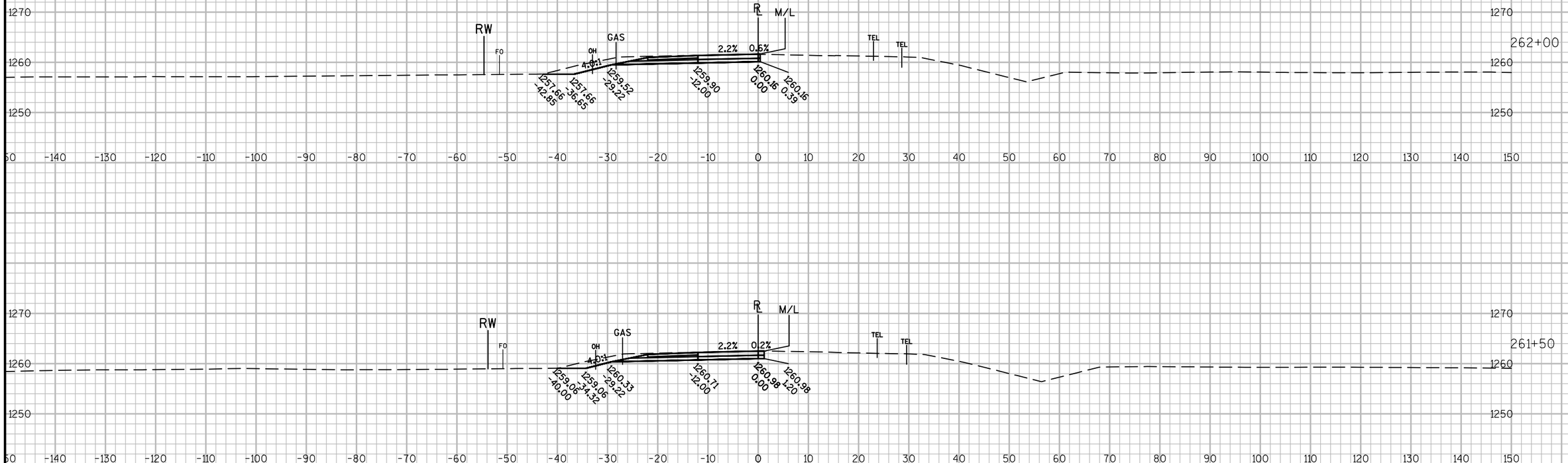
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 401	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (34)

PLOT DATE : 9/15/2016 8:31 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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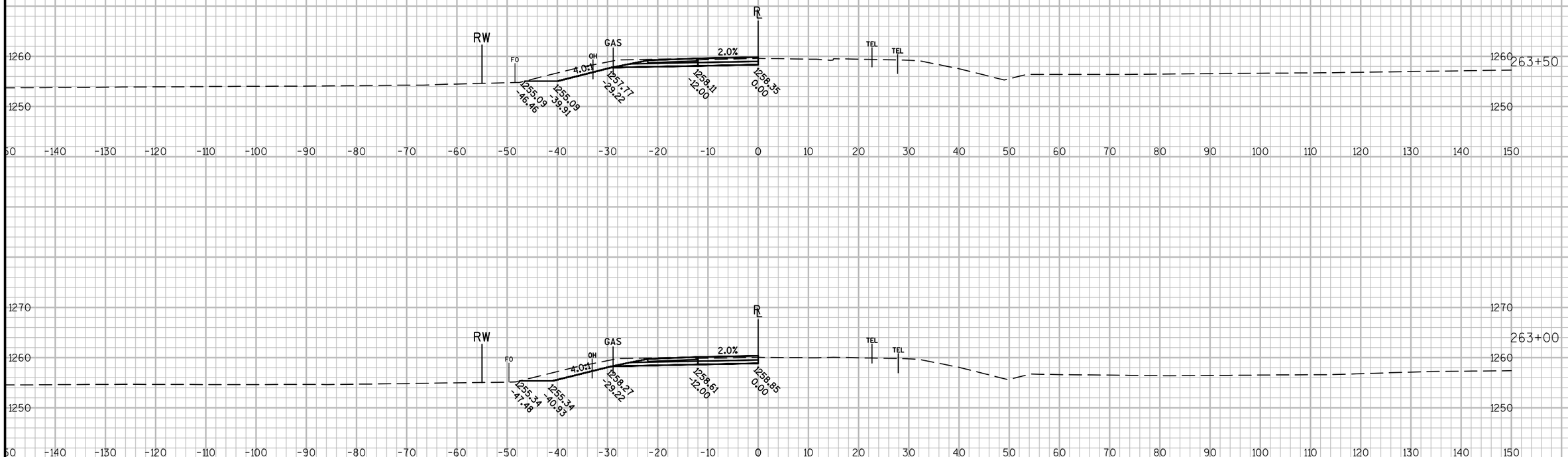
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 402	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (35)

PLOT DATE : 9/15/2016 8:31 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

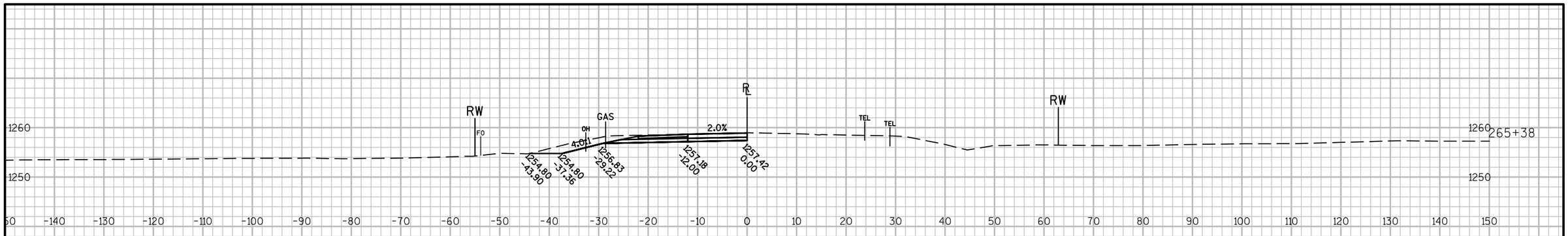


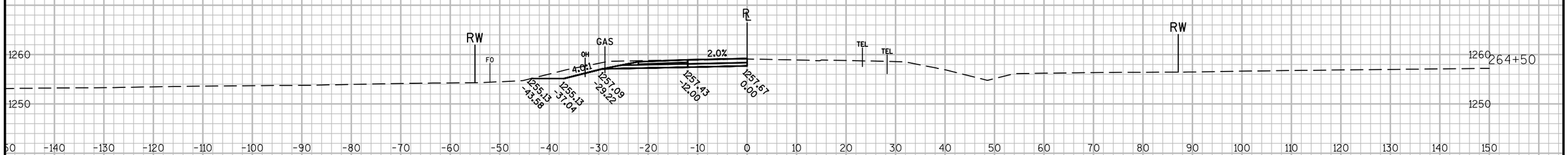
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 403	E

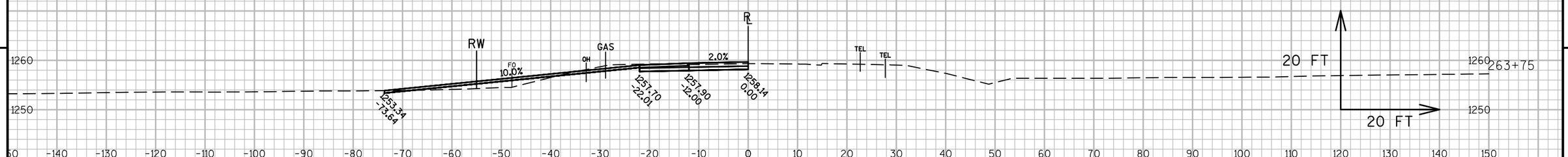
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (36)

PLOT DATE : 9/15/2016 8:31 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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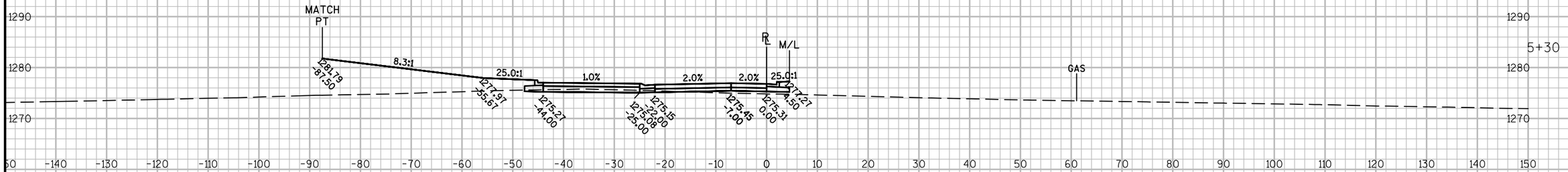
9

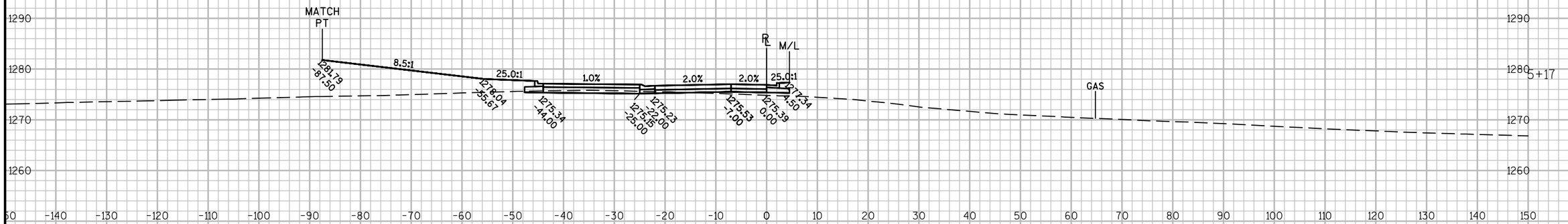
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB	SHEET 404	E

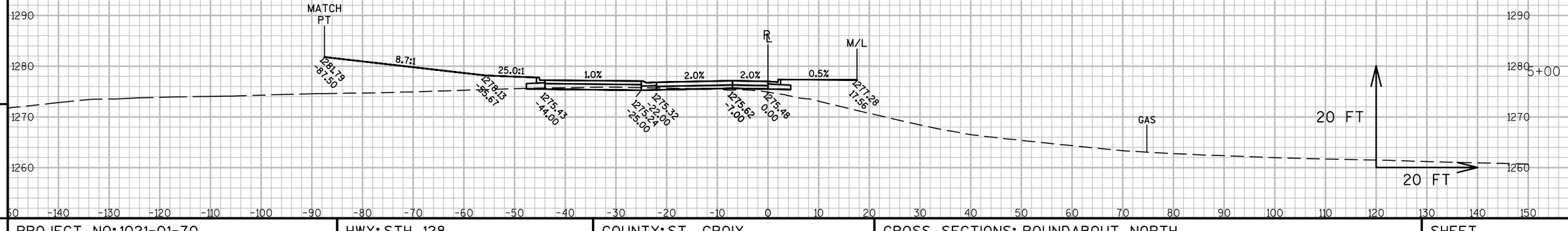
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128SB.DWG
LAYOUT NAME - SECTION SHEET - (37)

PLOT DATE : 9/15/2016 8:31 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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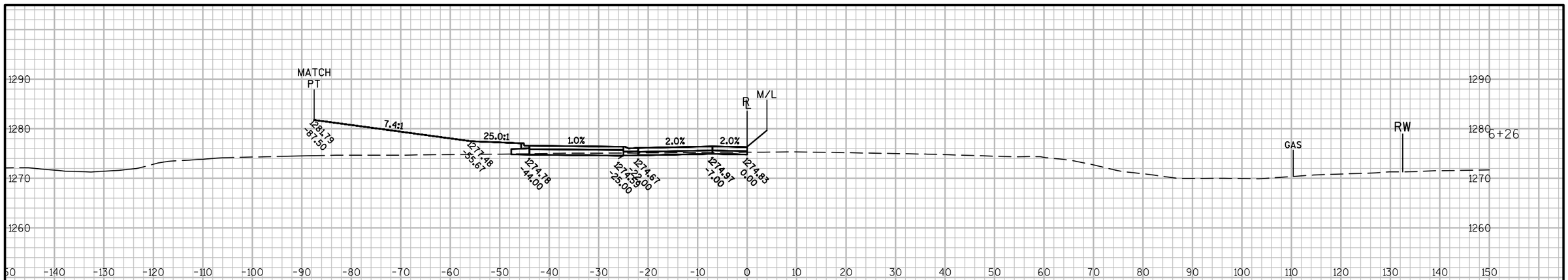
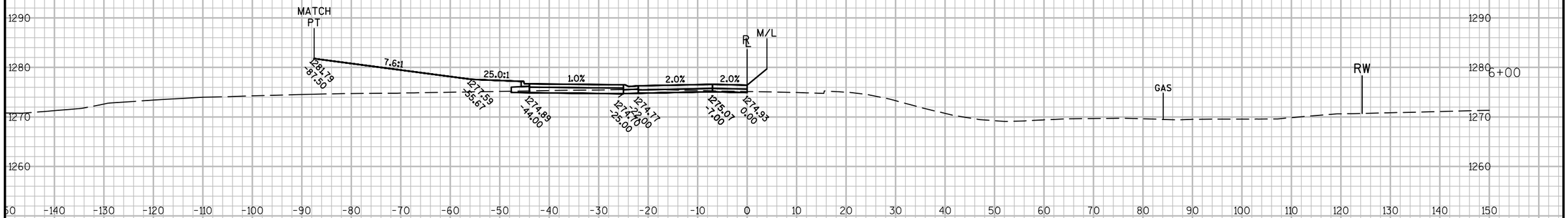
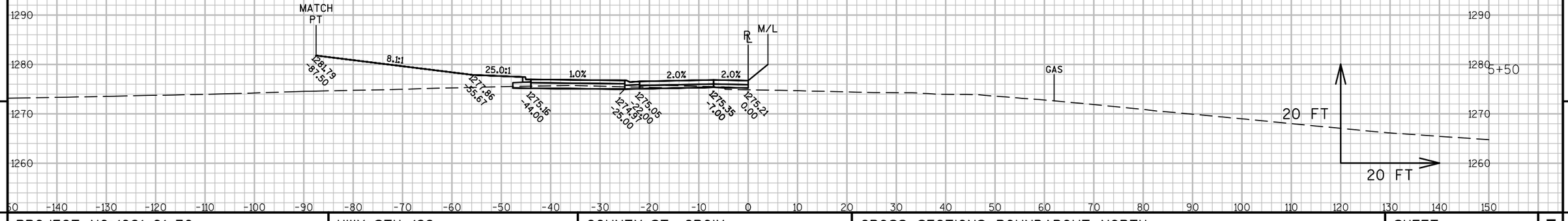
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT NORTH	SHEET 405	E







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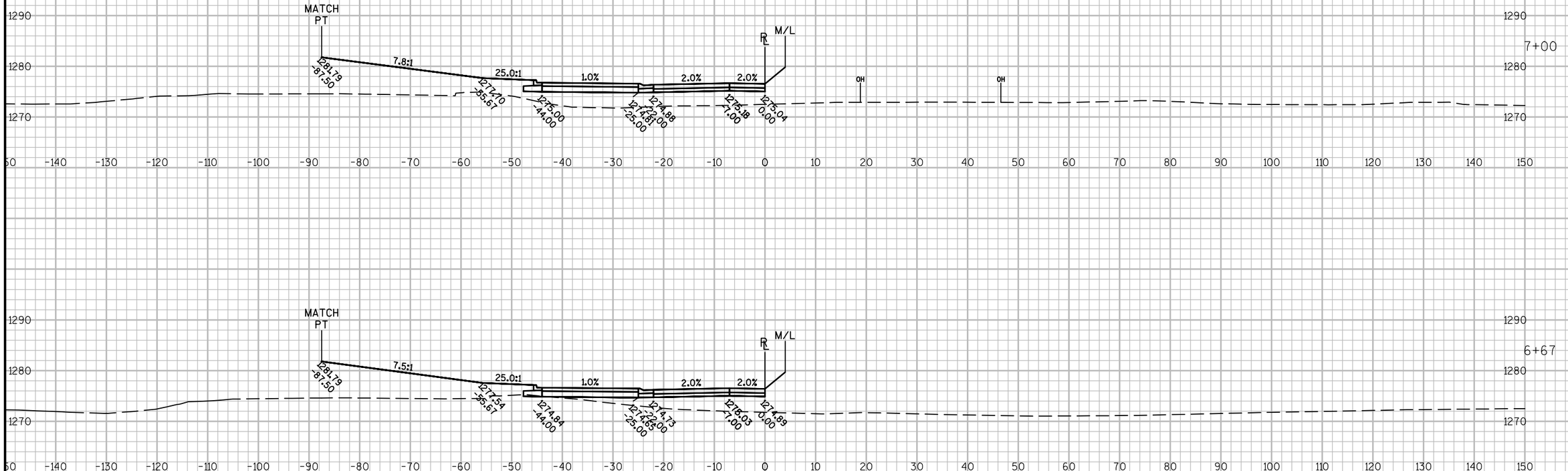
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT NORTH	SHEET 406	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTNO.DWG
LAYOUT NAME - SECTION SHEET - (18)

PLOT DATE : 9/8/2016 7:56 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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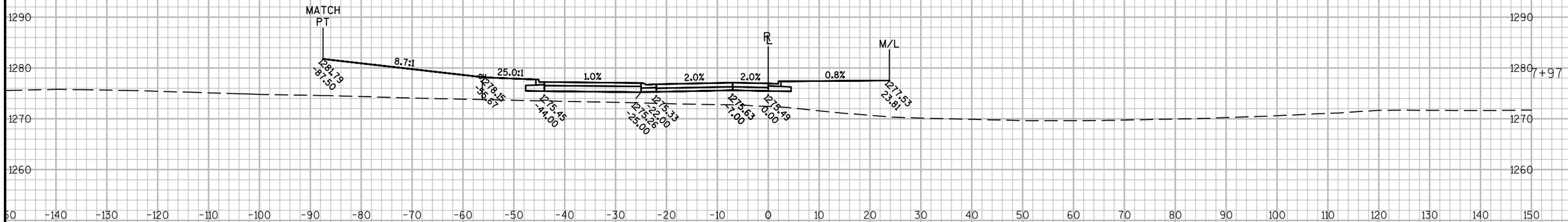
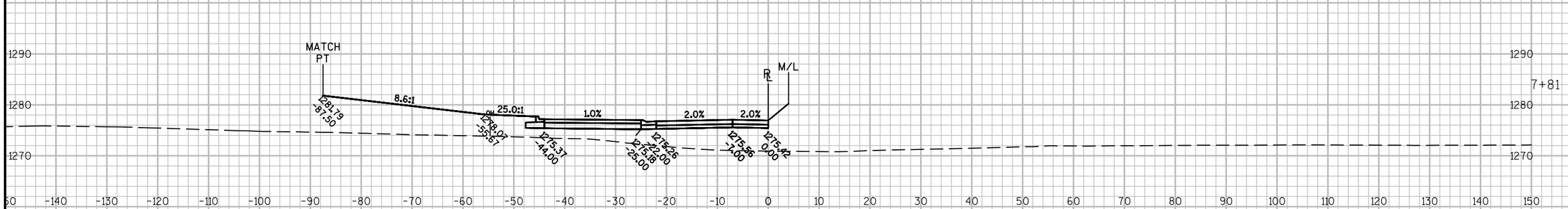
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT NORTH	SHEET 407	E

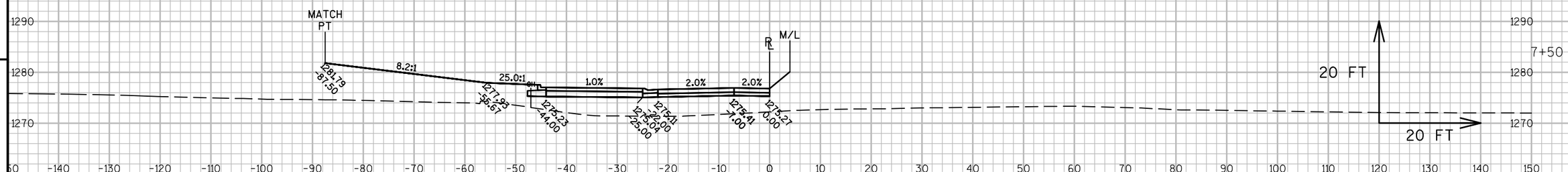
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTNO.DWG
LAYOUT NAME - SECTION SHEET - (19)

PLOT DATE : 9/8/2016 7:56 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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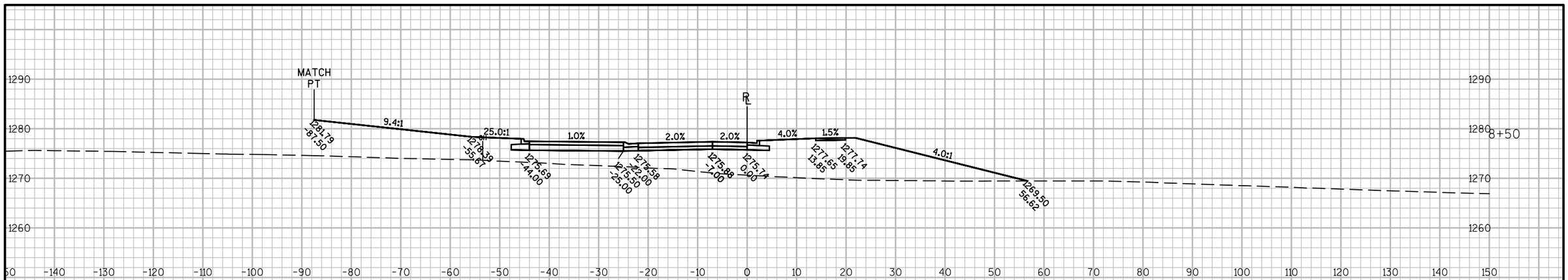
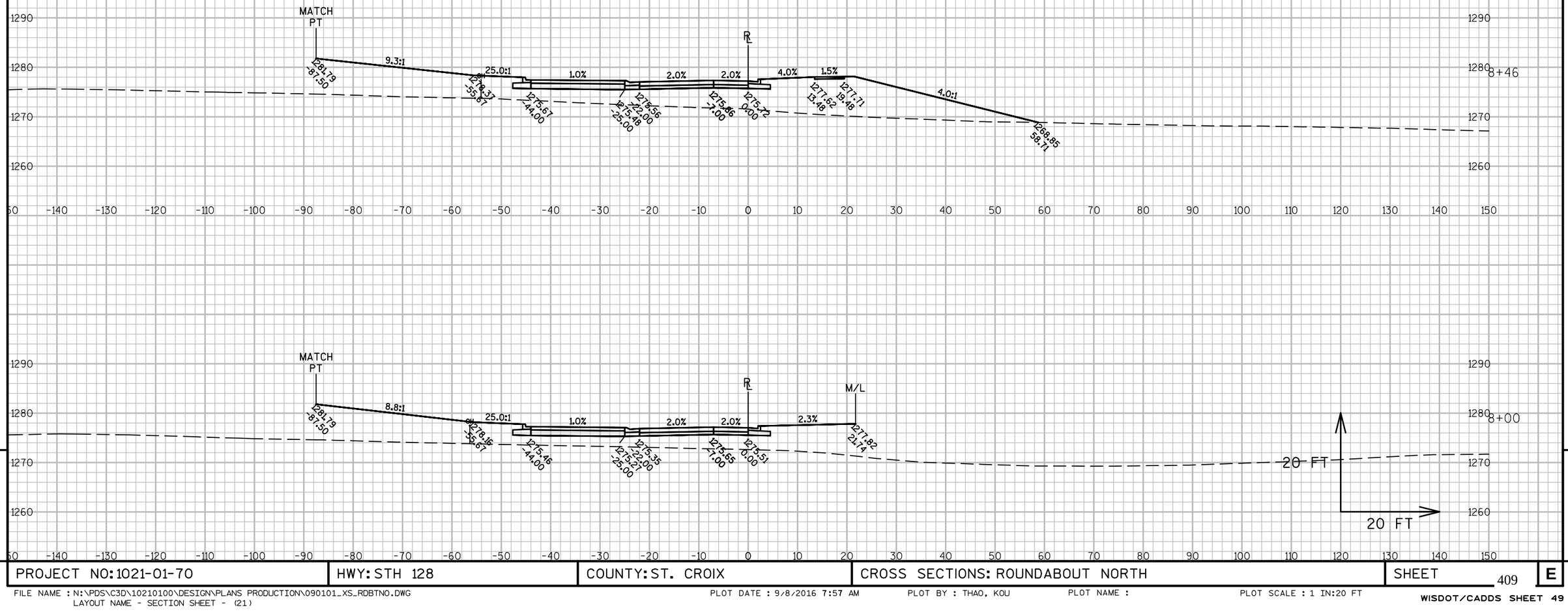
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT NORTH	SHEET 408 E



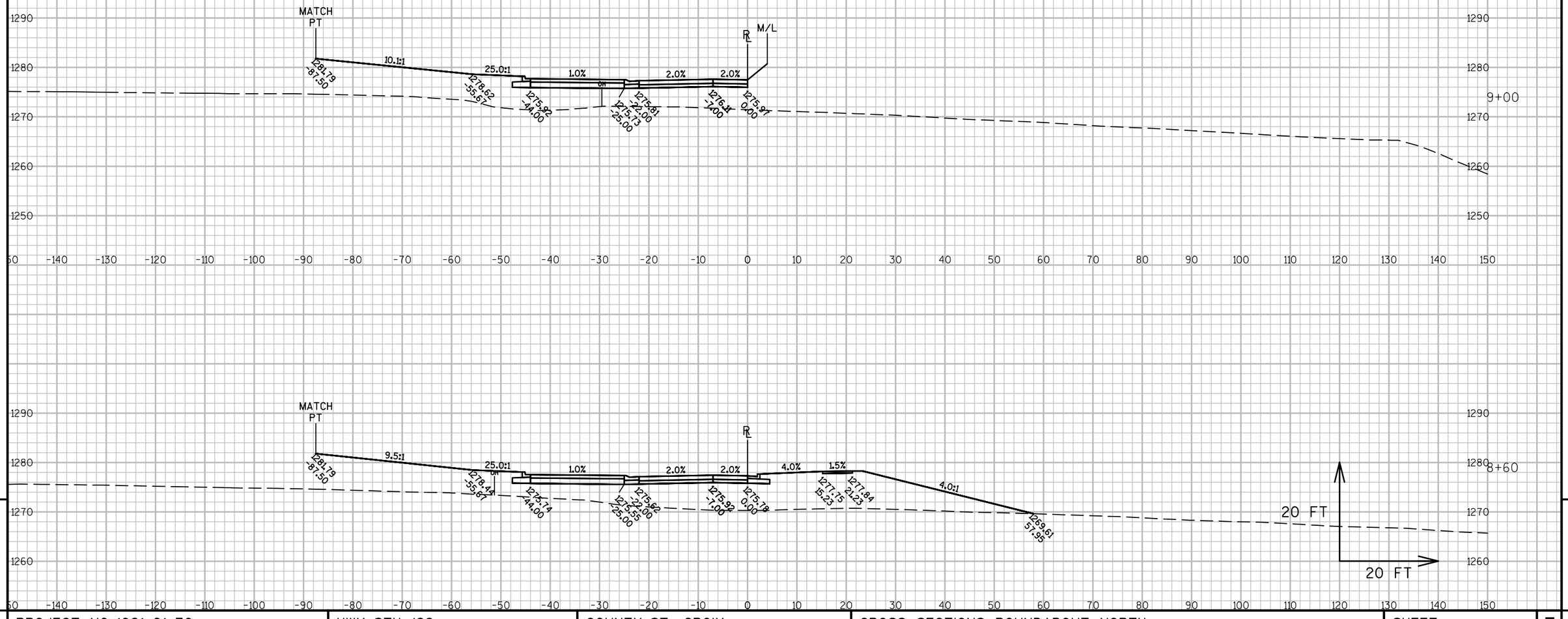


PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT NORTH	SHEET 409	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTNO.DWG
LAYOUT NAME - SECTION SHEET - (21)

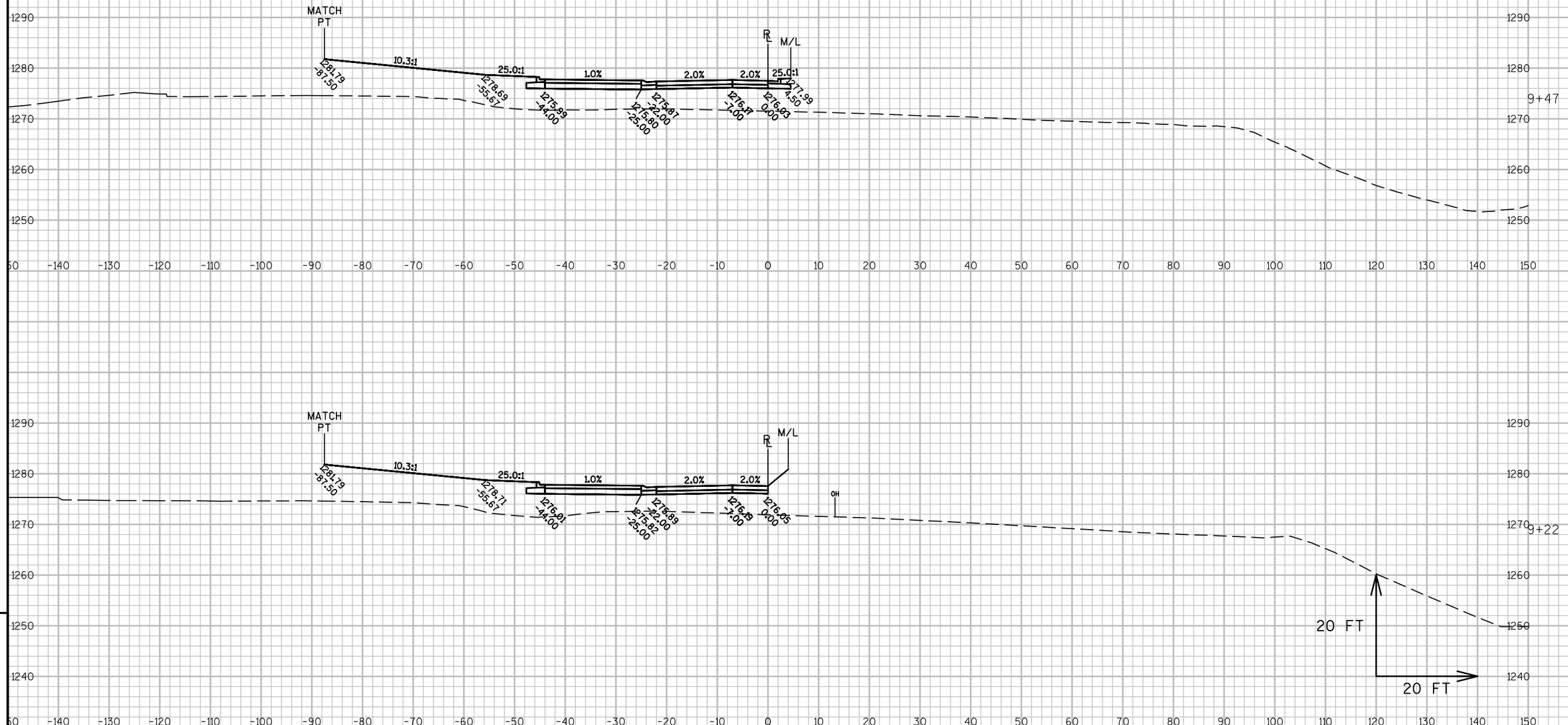
PLOT DATE : 9/8/2016 7:57 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT NORTH	SHEET 410	E



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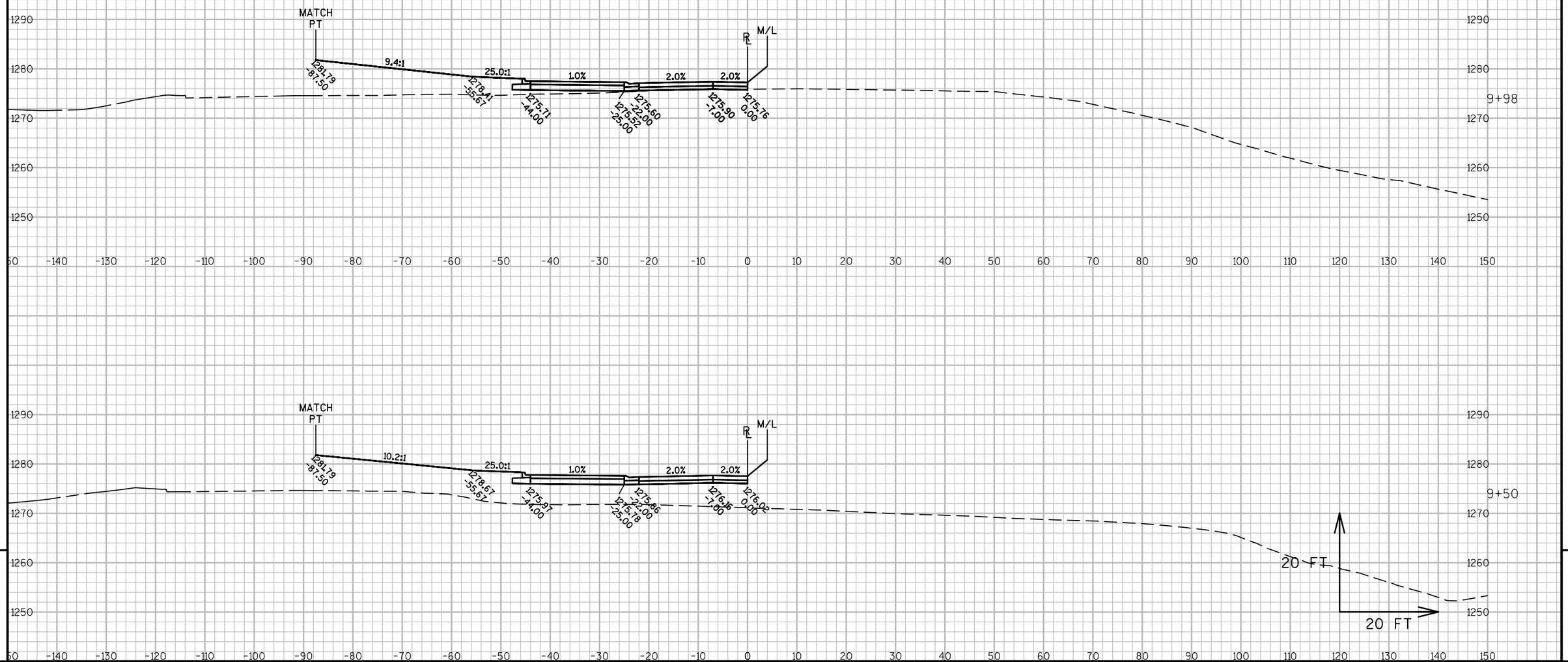
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT NORTH	SHEET 411 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTNO.DWG
LAYOUT NAME - SECTION SHEET - (23)

PLOT DATE : 9/8/2016 7:57 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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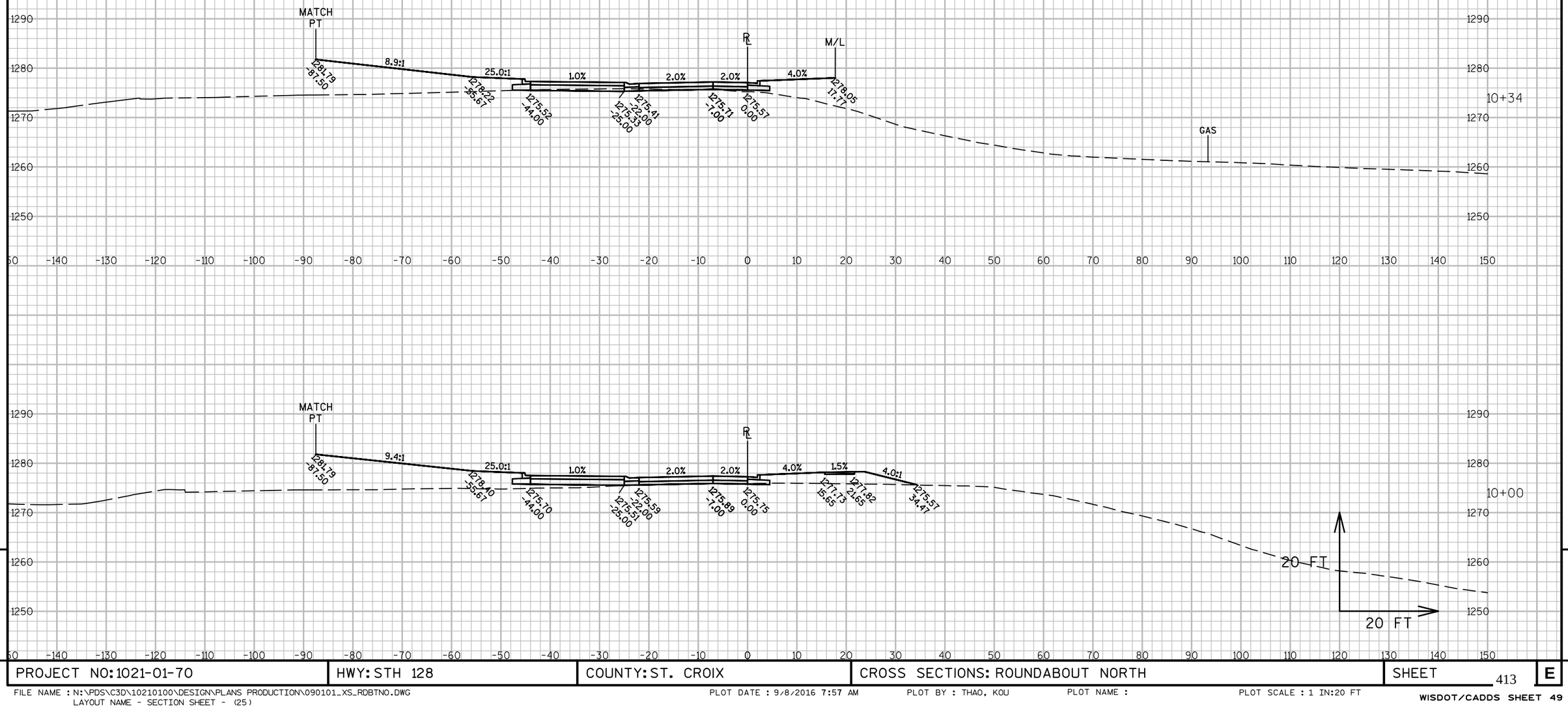
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT NORTH	SHEET 412	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTNO.DWG
LAYOUT NAME - SECTION SHEET - (24)

PLOT DATE : 9/8/2016 7:57 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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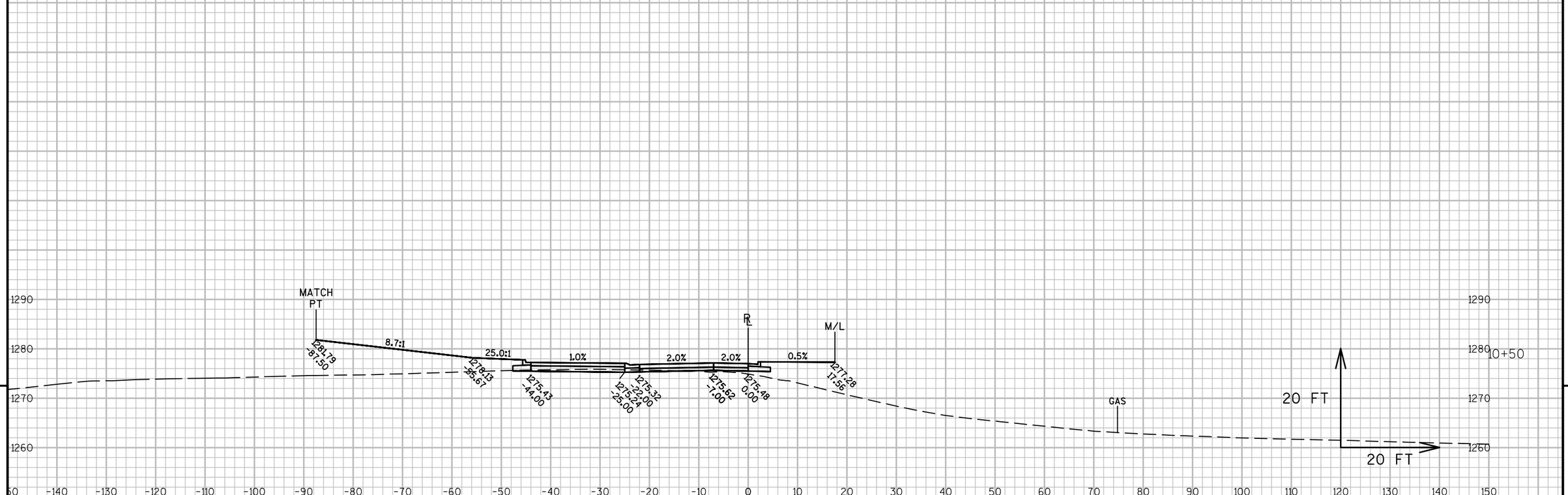
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT NORTH	SHEET 413 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTNO.DWG
LAYOUT NAME - SECTION SHEET - (25)

PLOT DATE : 9/8/2016 7:57 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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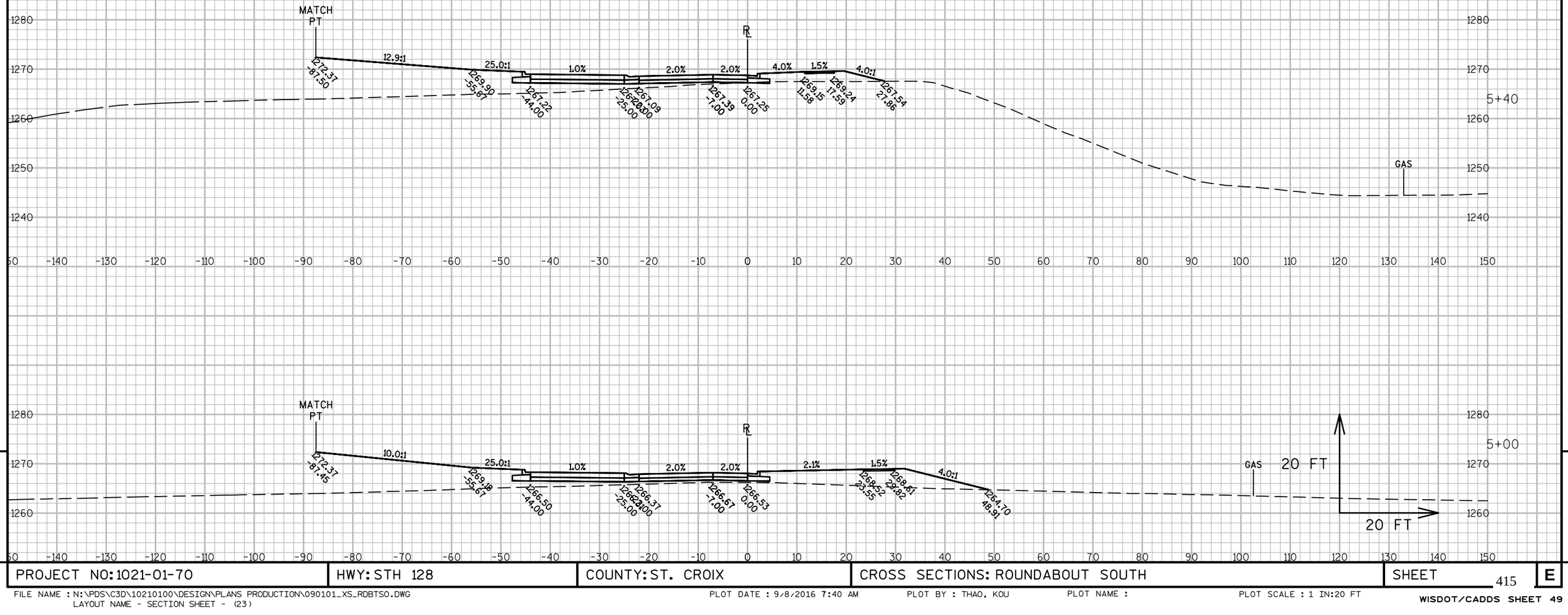
9

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT NORTH	SHEET 414	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTNO.DWG
LAYOUT NAME - SECTION SHEET - (26)

PLOT DATE : 9/8/2016 7:57 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT



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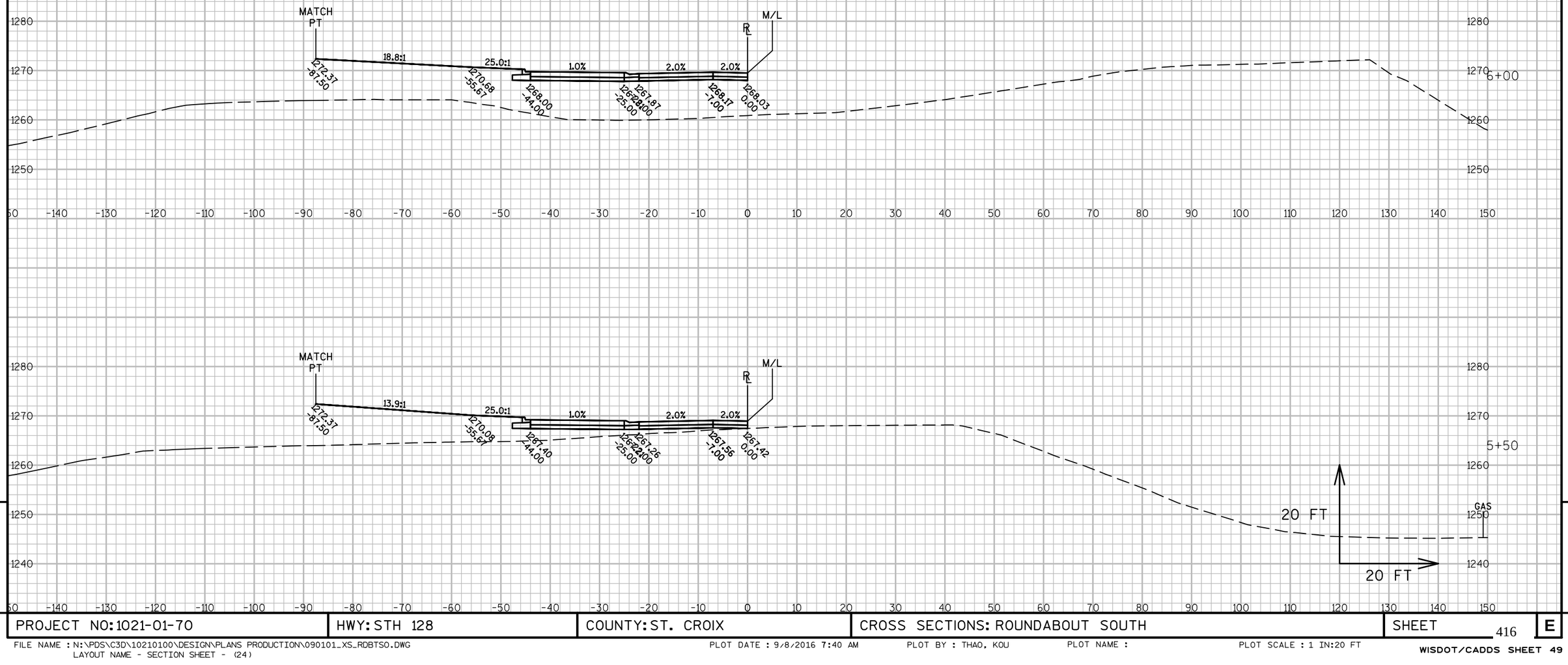
9

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT SOUTH	SHEET 415	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTSO.DWG
LAYOUT NAME - SECTION SHEET - (23)

PLOT DATE : 9/8/2016 7:40 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

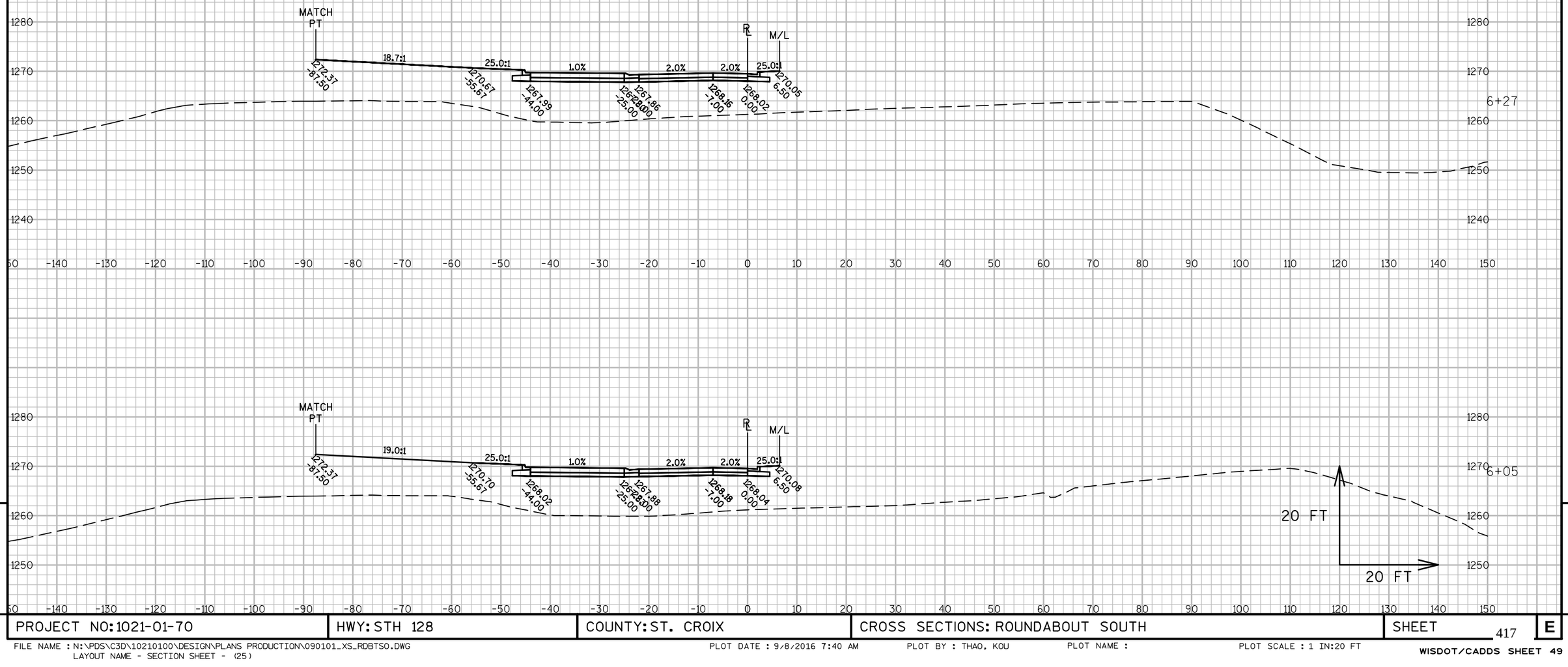


PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT SOUTH	SHEET 416	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTSO.DWG
LAYOUT NAME - SECTION SHEET - (24)

PLOT DATE : 9/8/2016 7:40 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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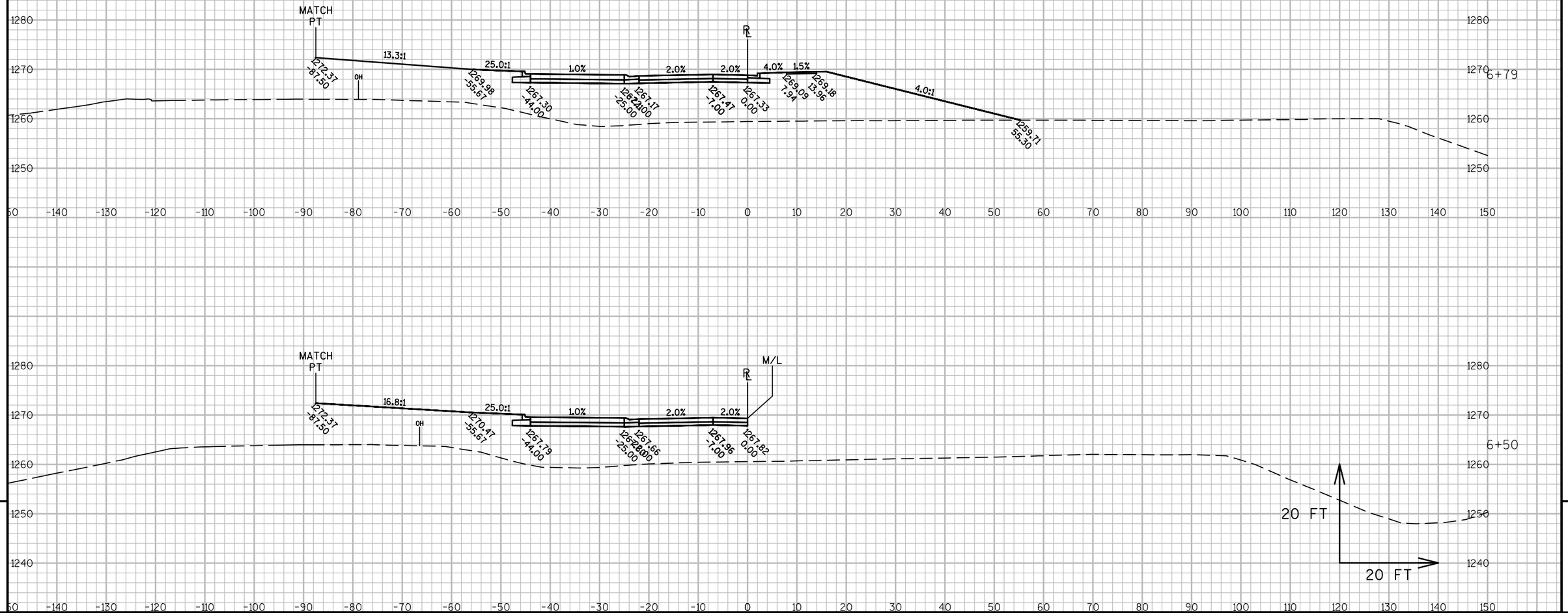
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT SOUTH	SHEET 417	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTSO.DWG
LAYOUT NAME - SECTION SHEET - (25)

PLOT DATE : 9/8/2016 7:40 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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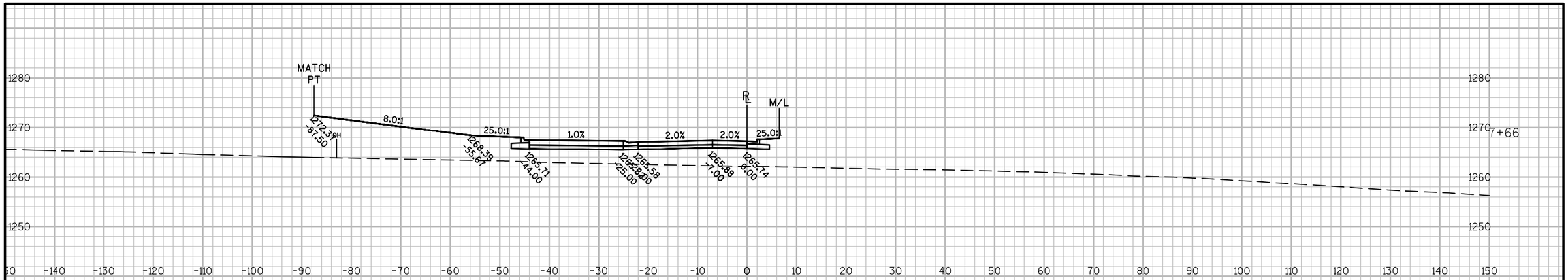
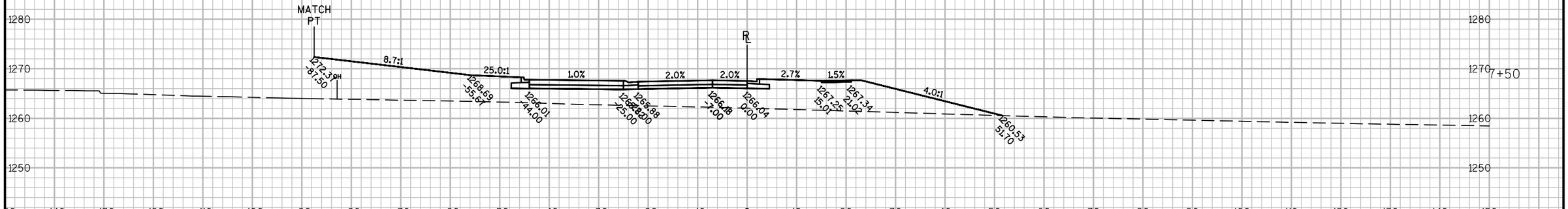
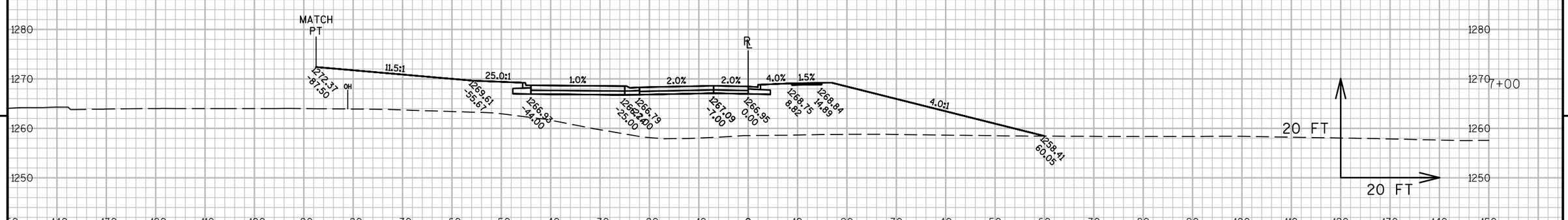
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT SOUTH	SHEET 418	E





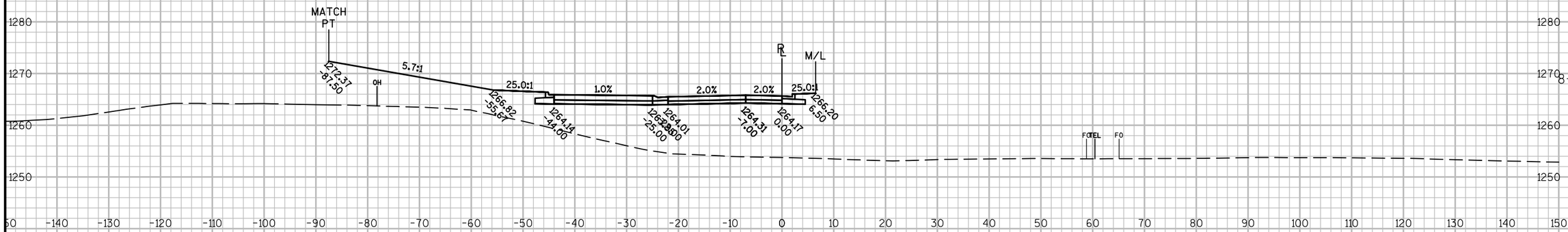


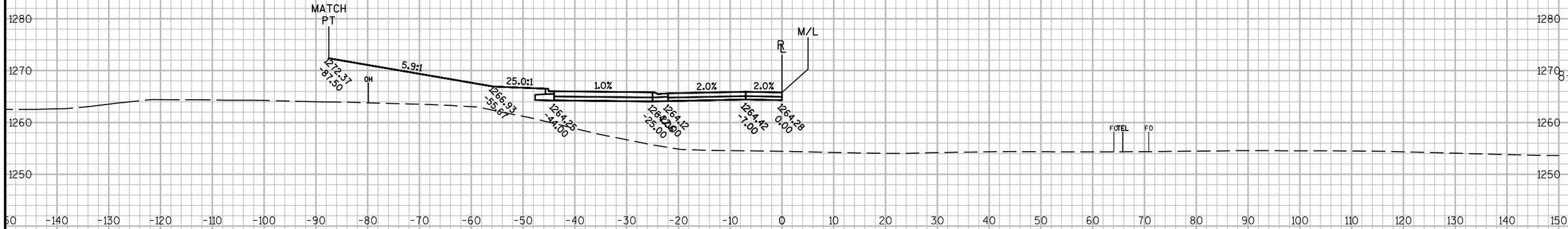
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT SOUTH	SHEET 419	E

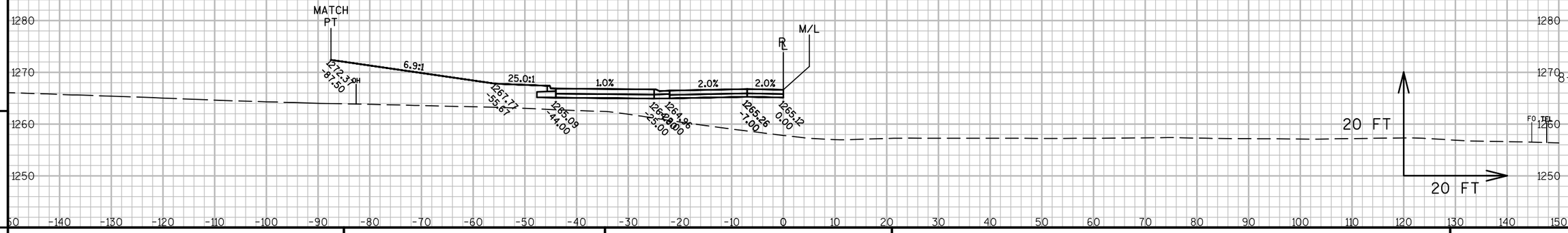
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTSO.DWG
LAYOUT NAME - SECTION SHEET - (27)

PLOT DATE : 9/8/2016 7:40 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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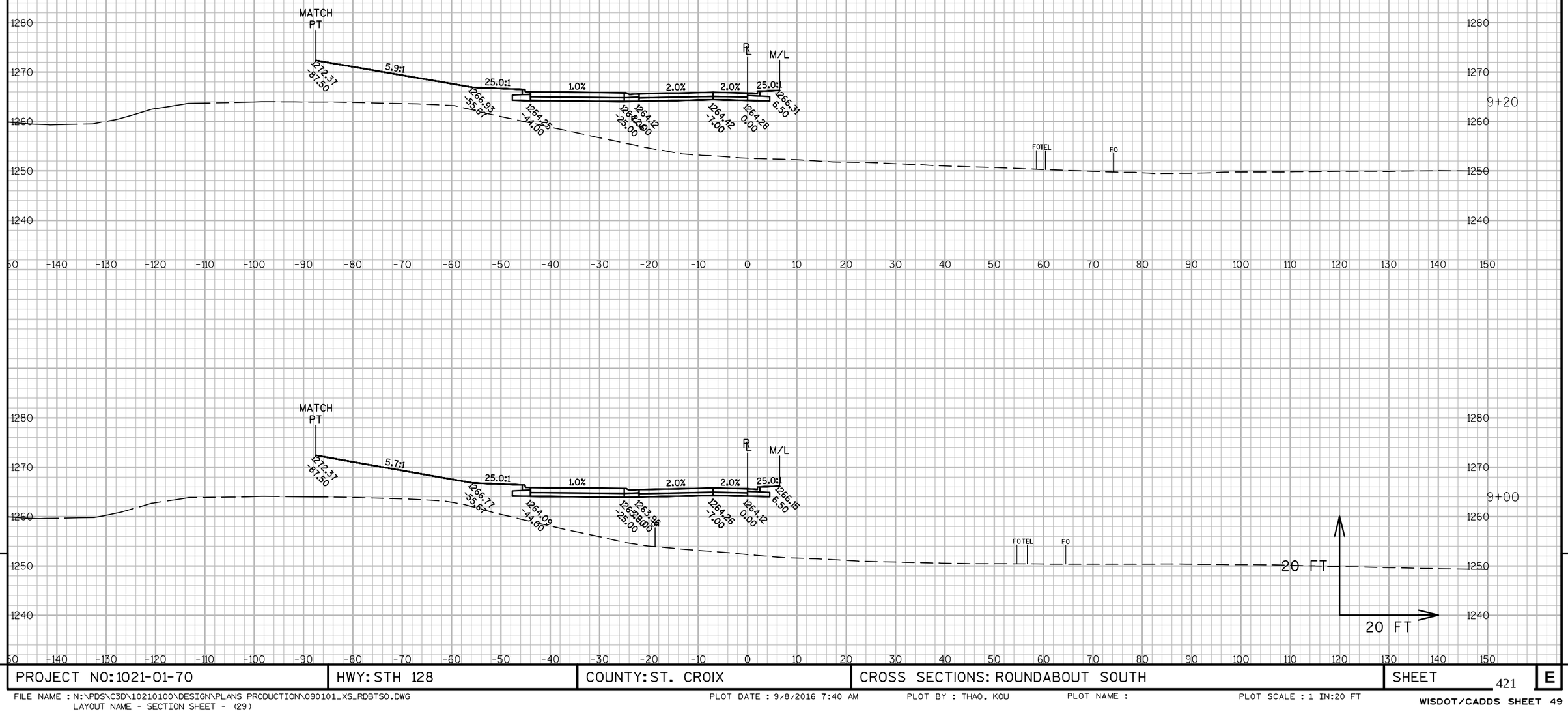
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT SOUTH	SHEET 420	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTSO.DWG
LAYOUT NAME - SECTION SHEET - (28)

PLOT DATE : 9/8/2016 7:40 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



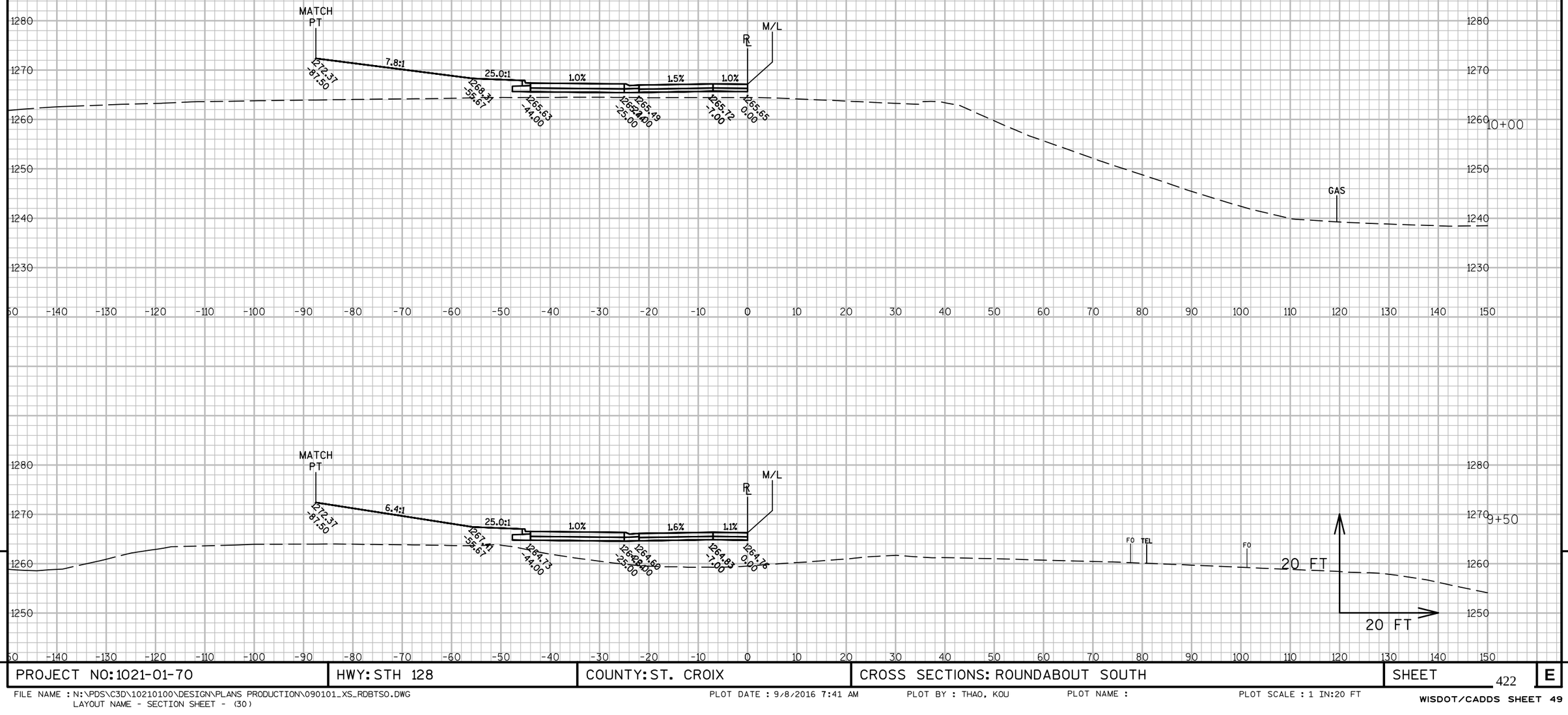
9 9

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT SOUTH	SHEET 421 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTSO.DWG
LAYOUT NAME - SECTION SHEET - (29)

PLOT DATE : 9/8/2016 7:40 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

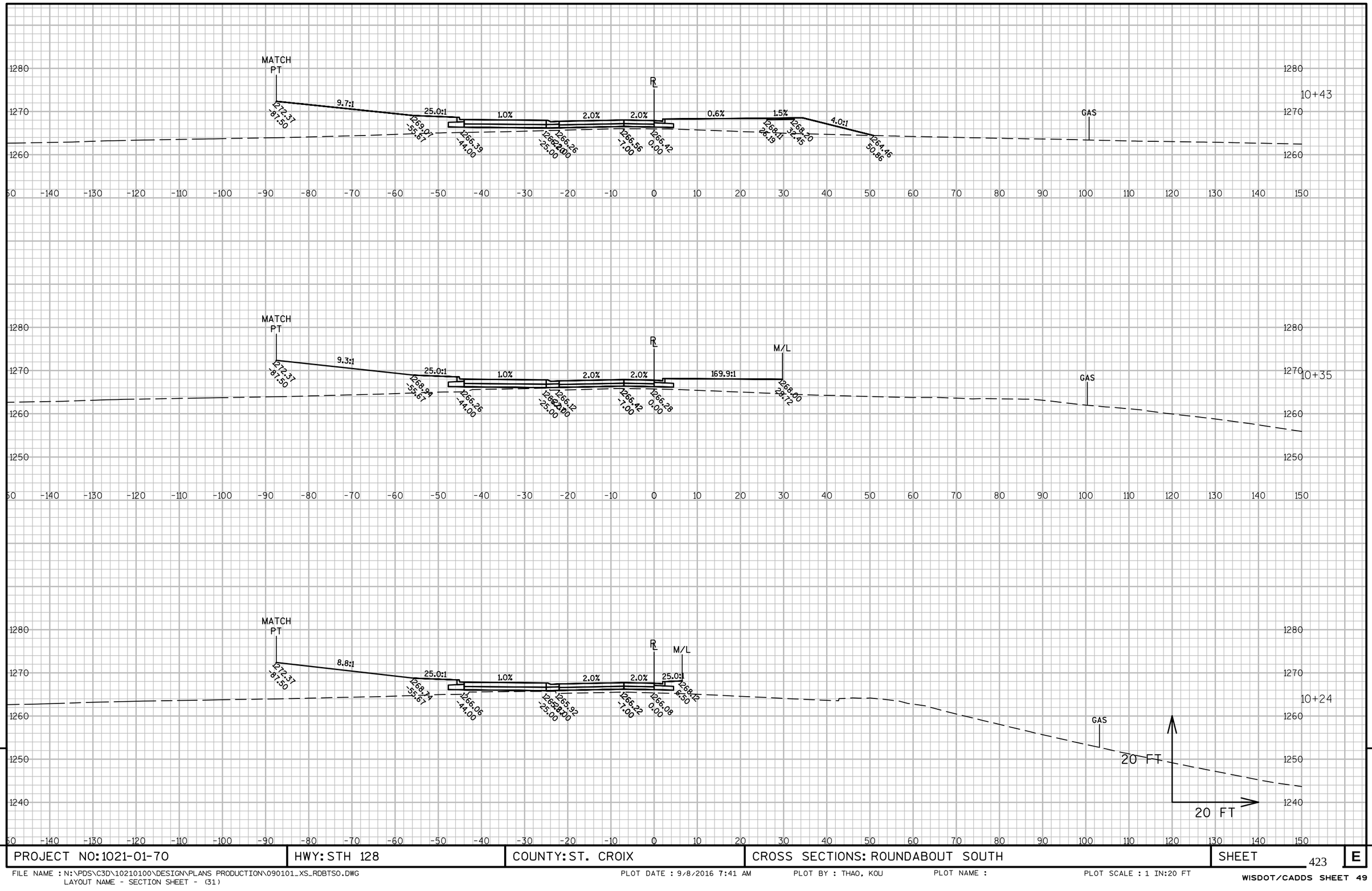


PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT SOUTH	SHEET 422	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTSO.DWG
LAYOUT NAME - SECTION SHEET - (30)

PLOT DATE : 9/8/2016 7:41 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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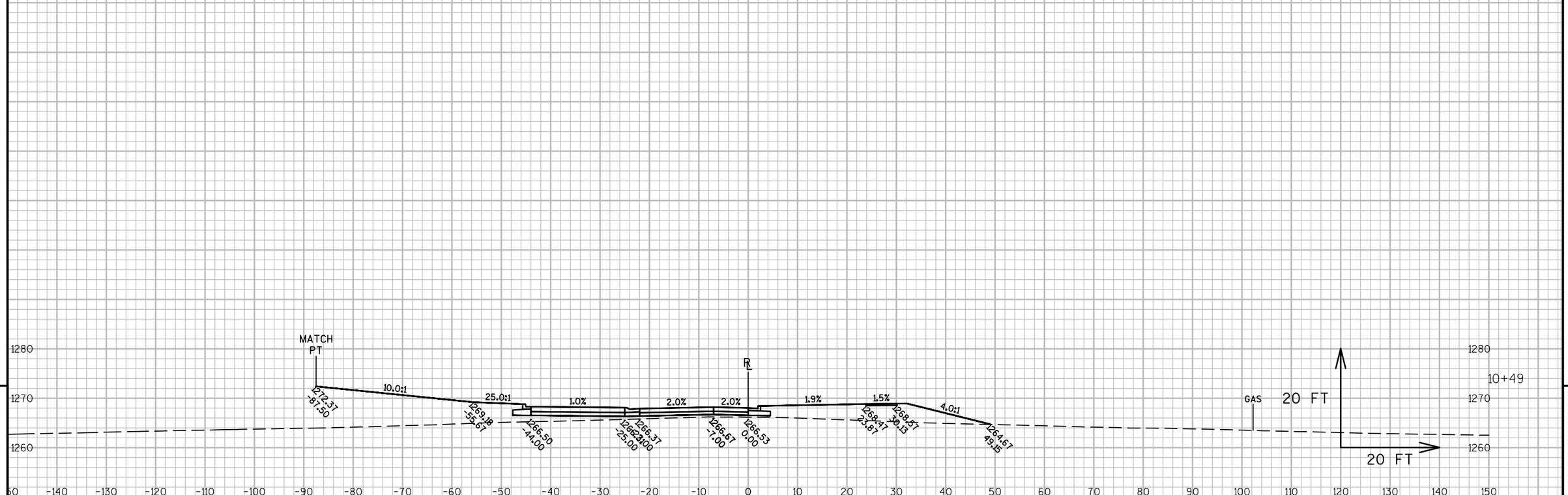
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT SOUTH	SHEET 423	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTSO.DWG
LAYOUT NAME - SECTION SHEET - (31)

PLOT DATE : 9/8/2016 7:41 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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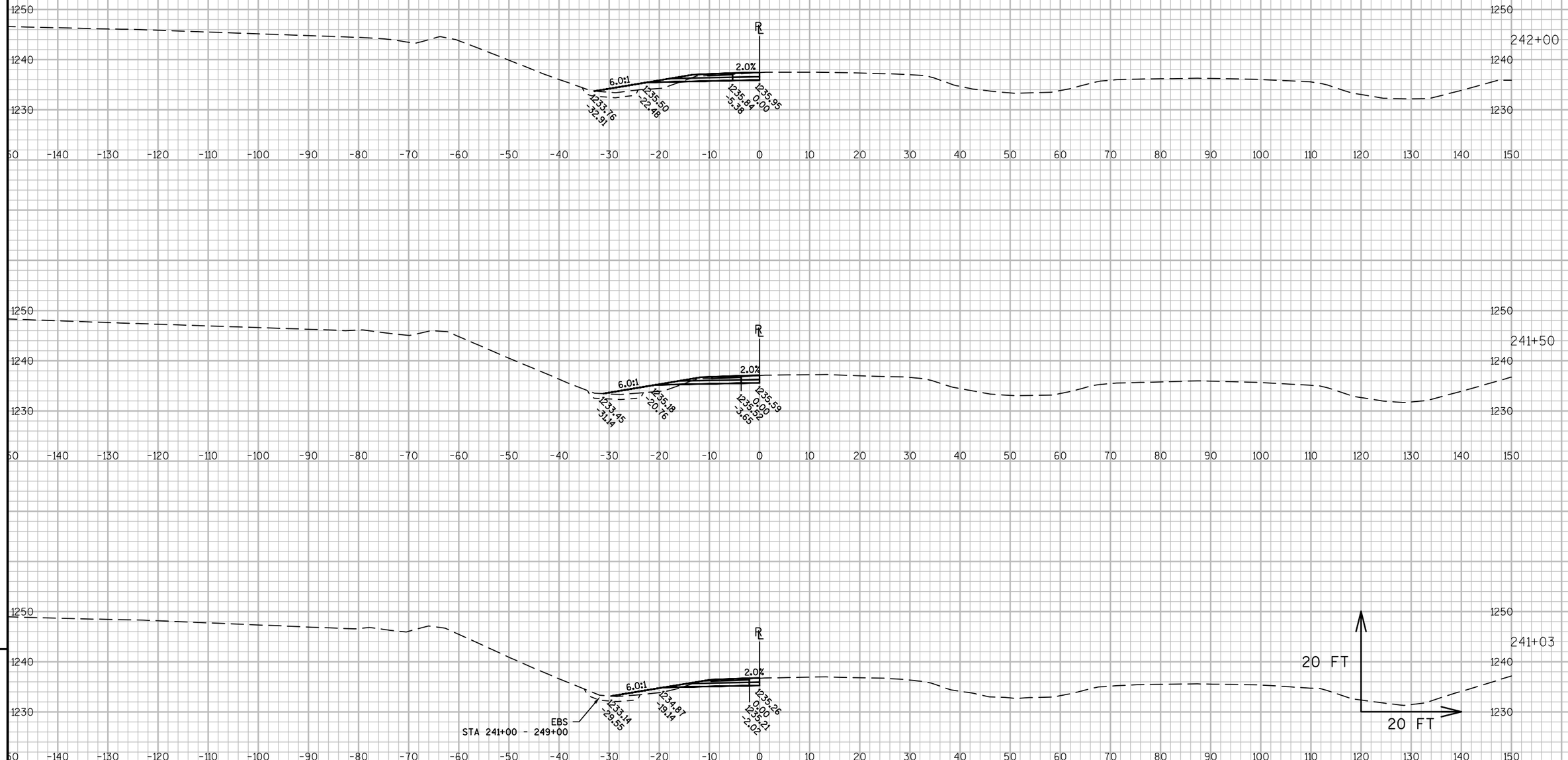
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: ROUNDABOUT SOUTH	SHEET 424 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RDBTSO.DWG
LAYOUT NAME - SECTION SHEET - (32)

PLOT DATE : 9/8/2016 7:41 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

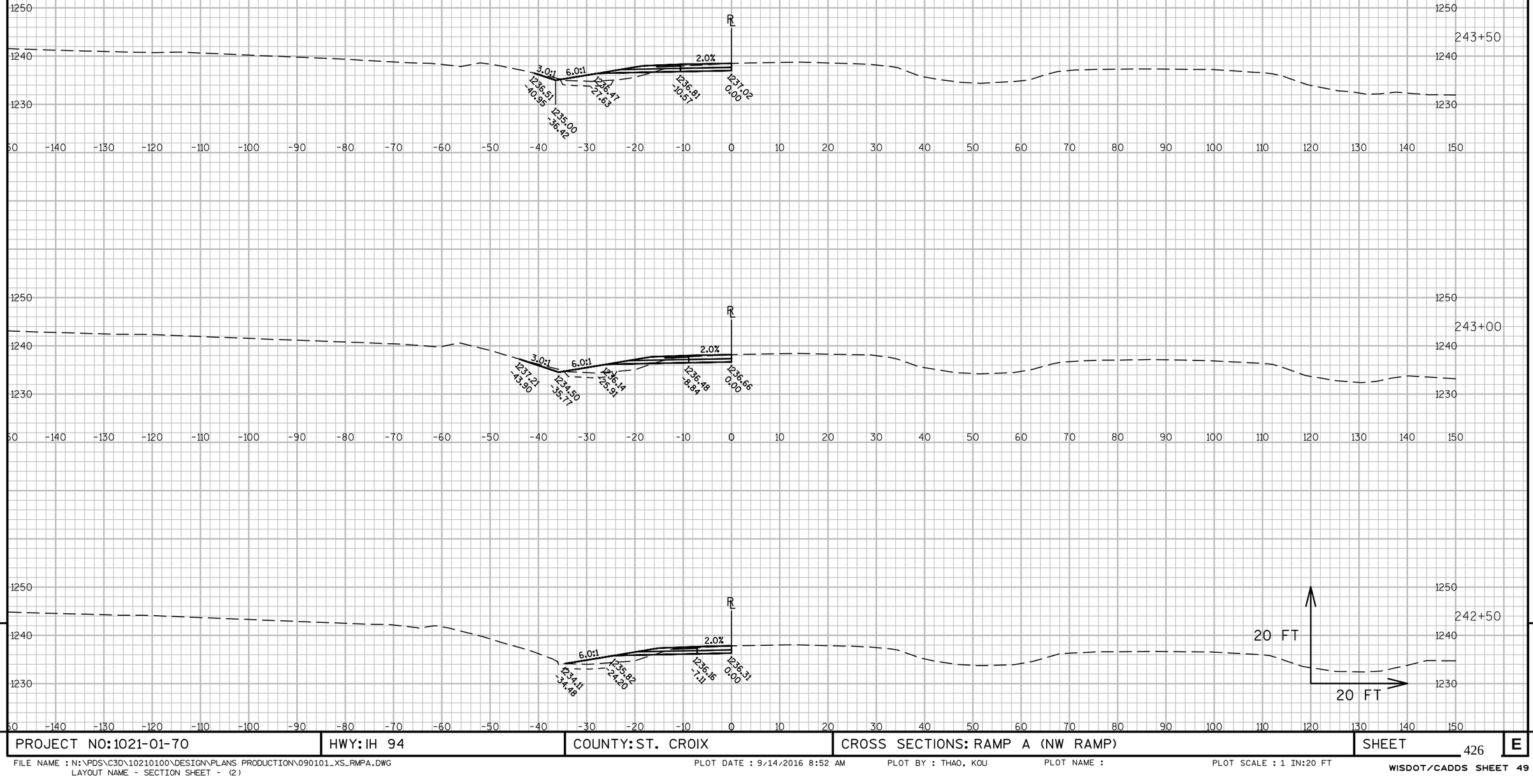


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 425 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (1)

PLOT DATE : 9/14/2016 8:52 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 426	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (2)

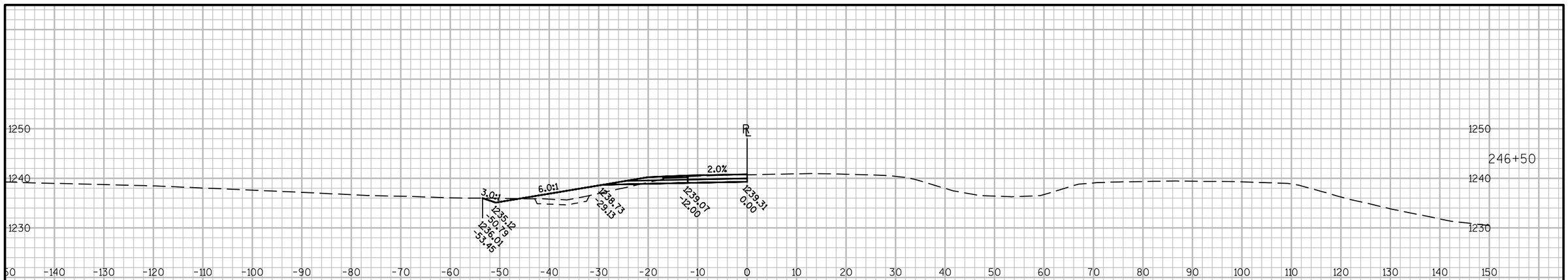
PLOT DATE : 9/14/2016 8:52 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

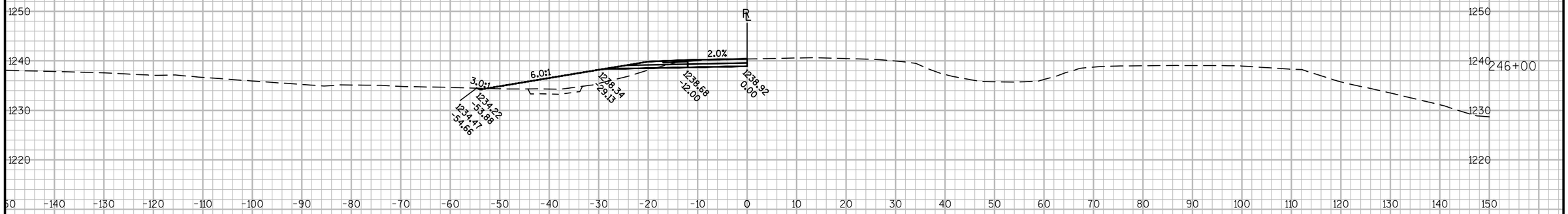
WISDOT/CADDS SHEET 49

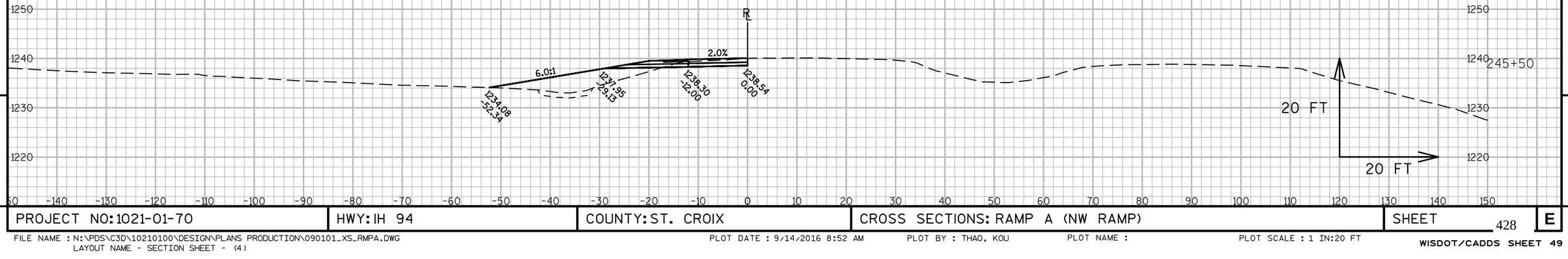
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 427	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (3)

PLOT DATE : 9/14/2016 8:52 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT







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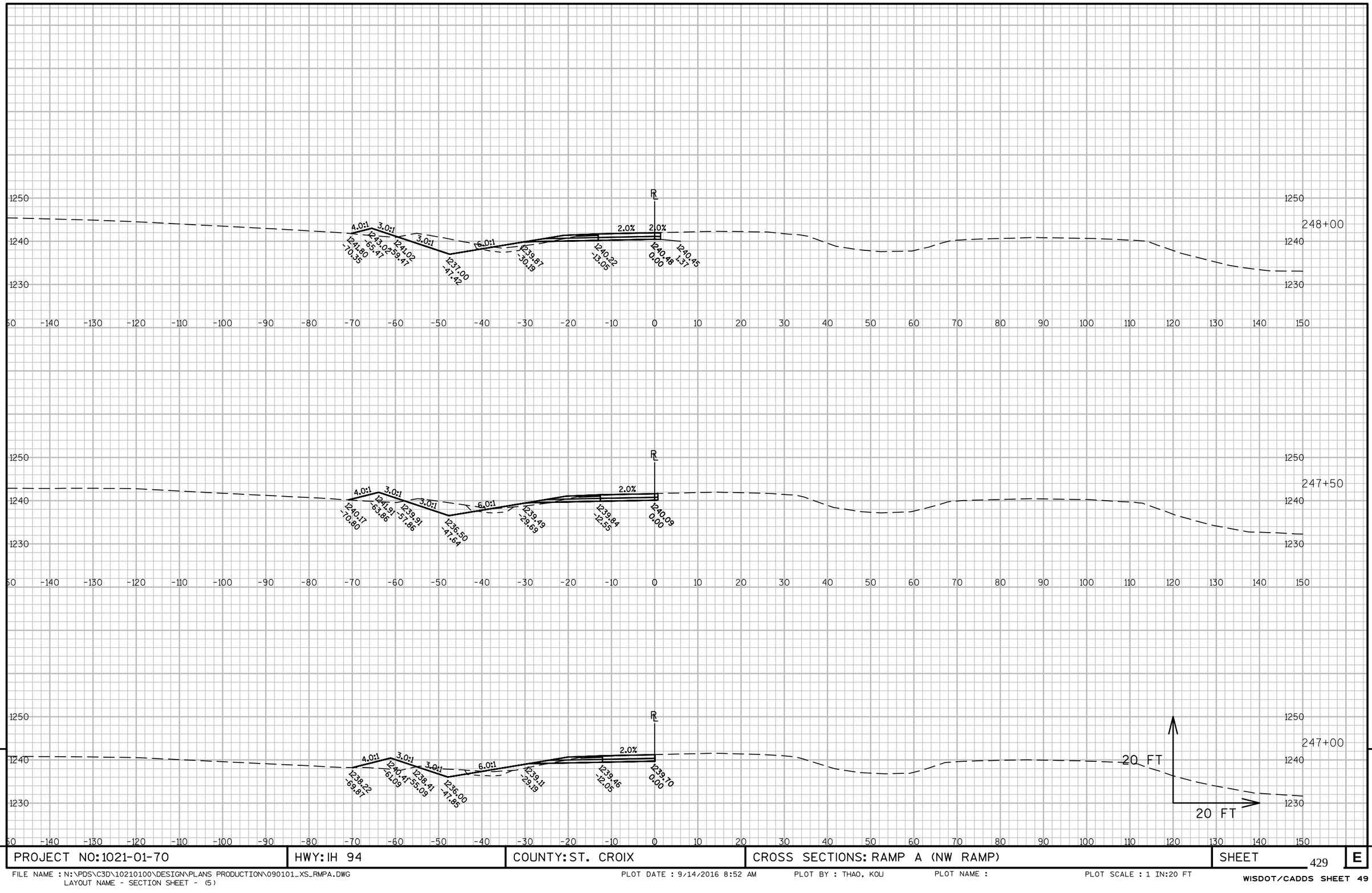
PROJECT NO:1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 428	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (4)

PLOT DATE : 9/14/2016 8:52 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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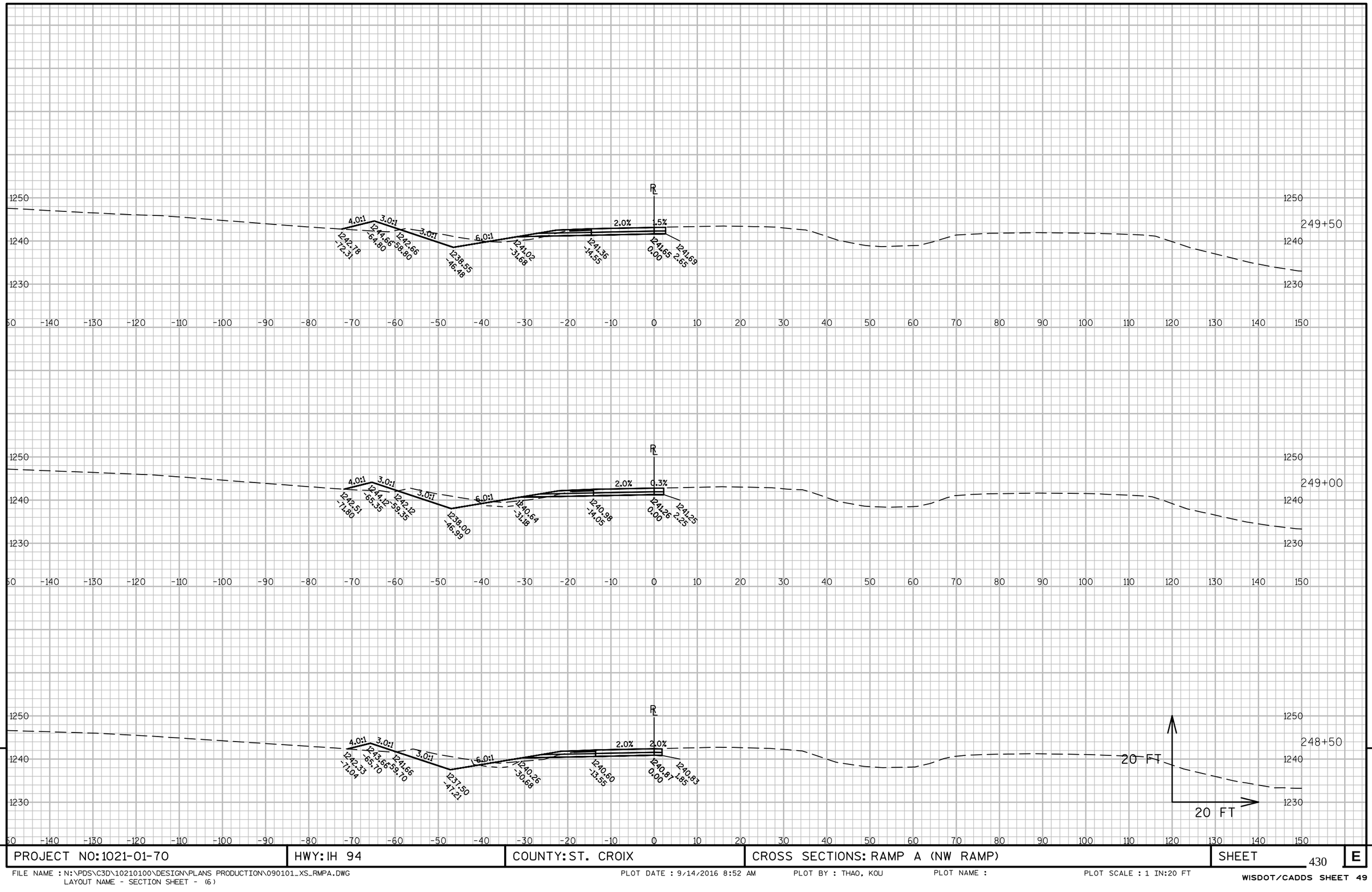
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 429	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (5)

PLOT DATE : 9/14/2016 8:52 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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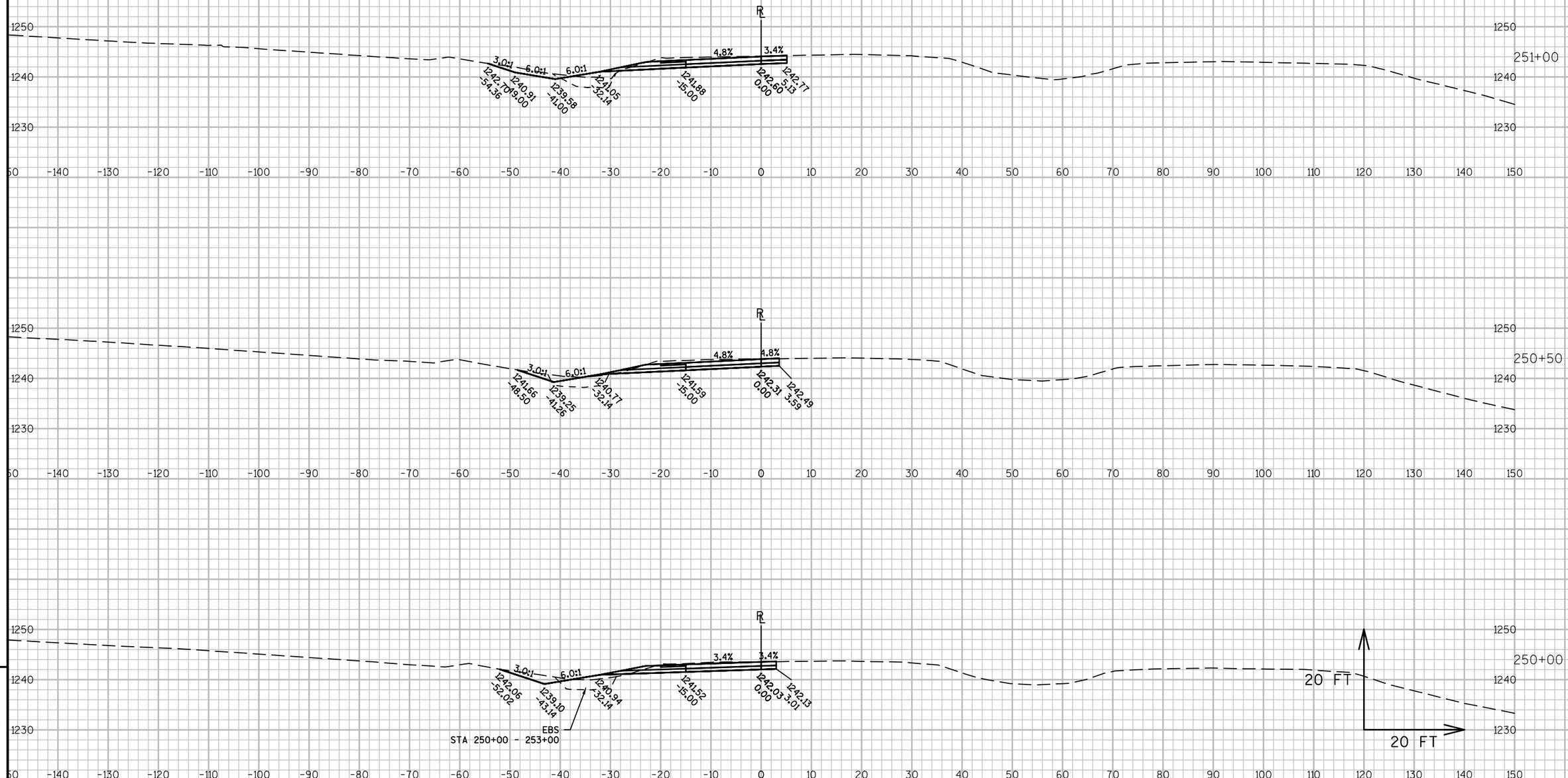
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 430	E

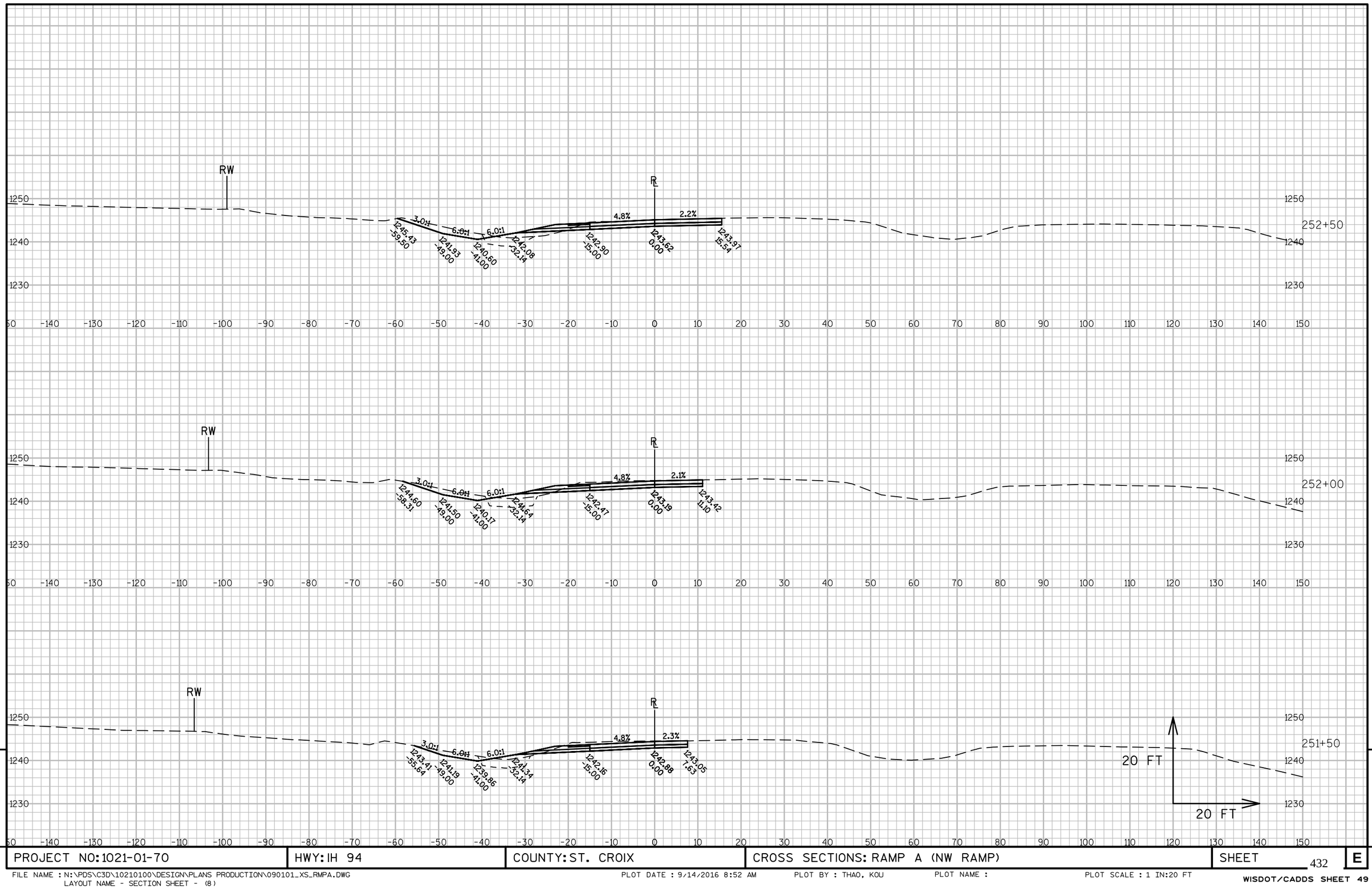
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (6)

PLOT DATE : 9/14/2016 8:52 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 431	E



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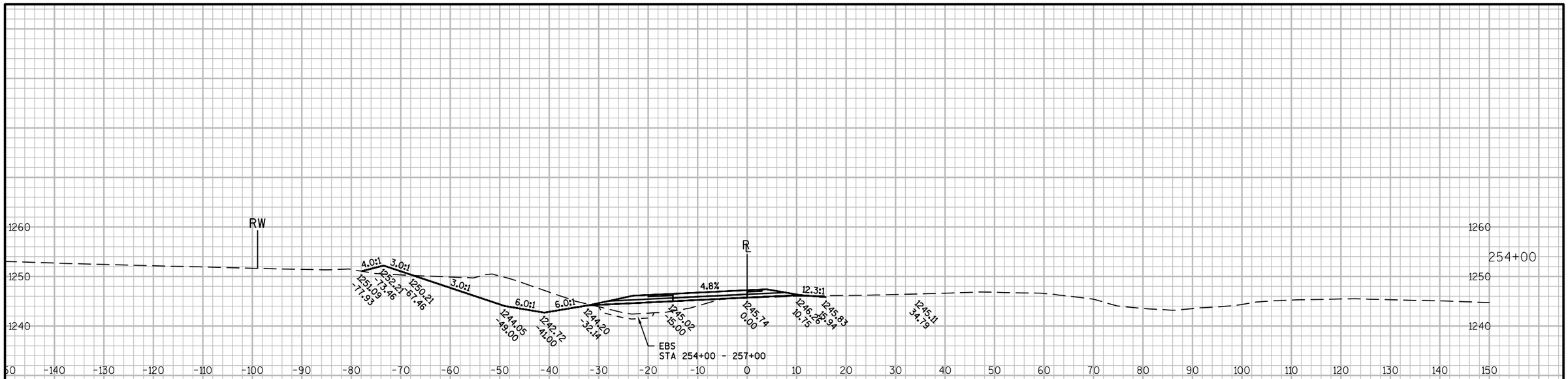
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 432	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (8)
PLOT DATE : 9/14/2016 8:52 AM
PLOT BY : THAO, KOU
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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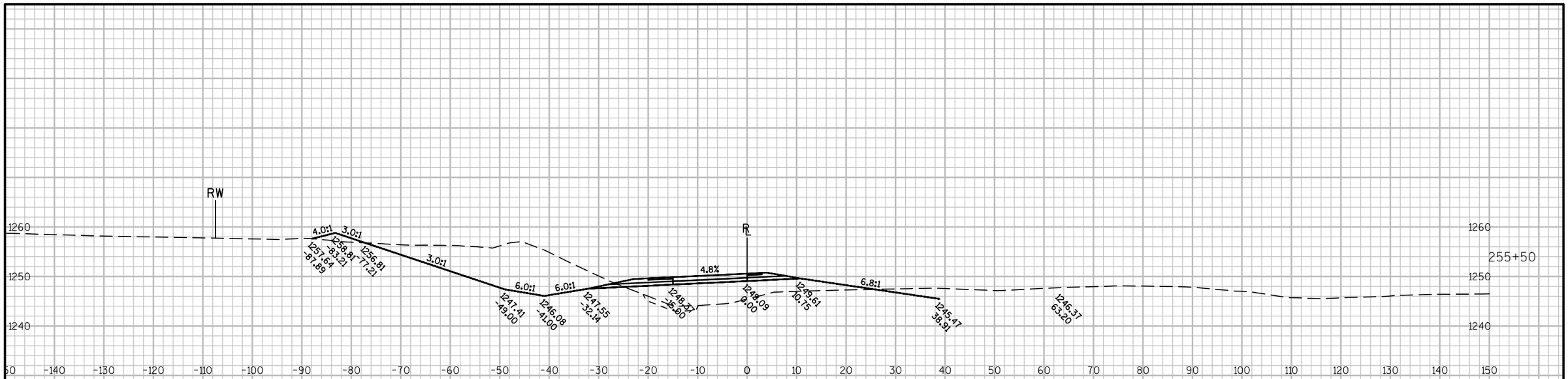
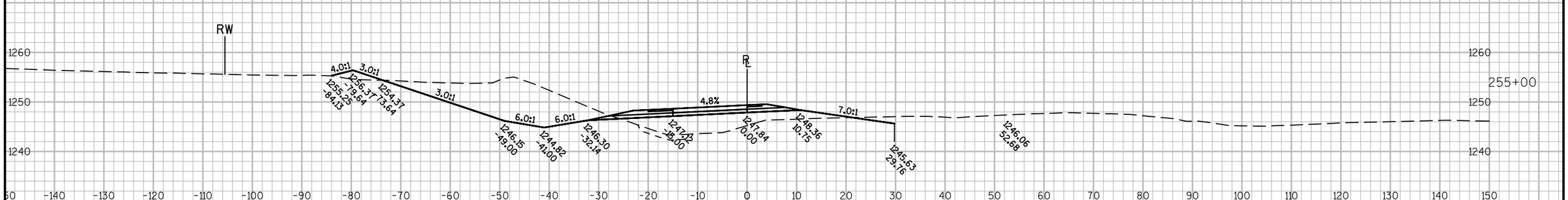
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 433	E

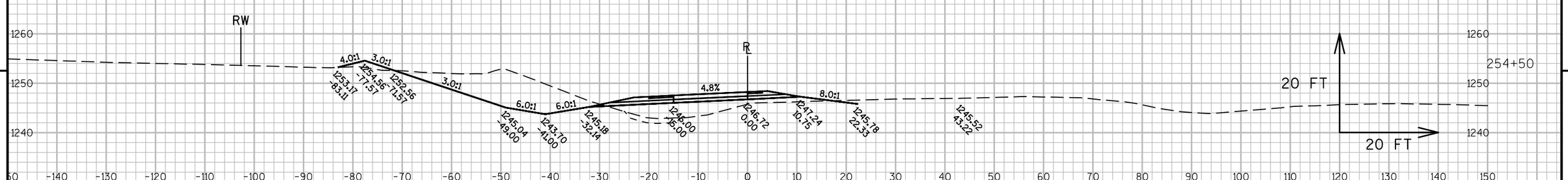
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (9)

PLOT DATE : 9/14/2016 8:53 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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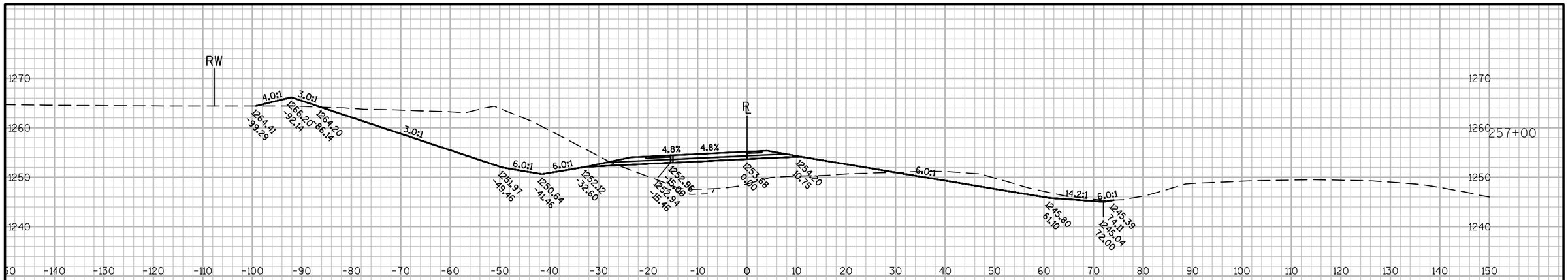
9

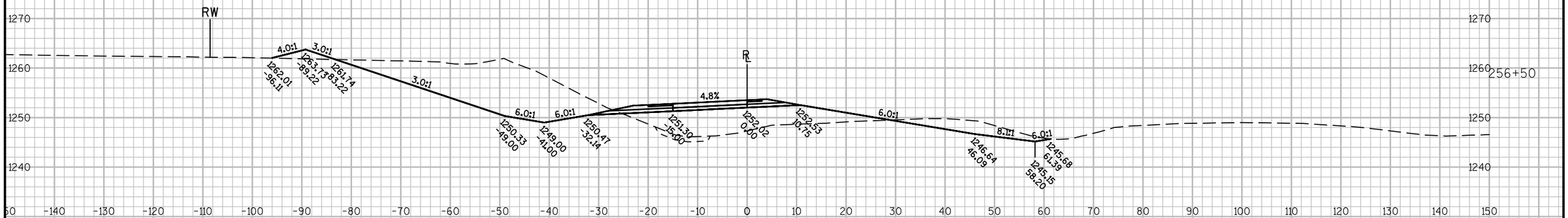
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 434	E

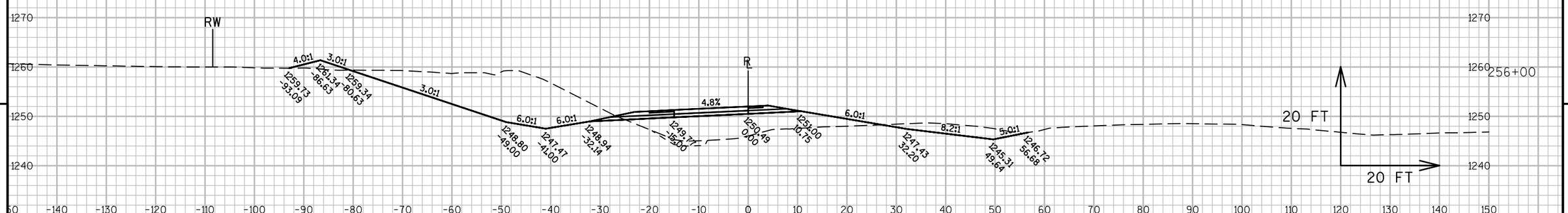
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (10)

PLOT DATE : 9/14/2016 8:53 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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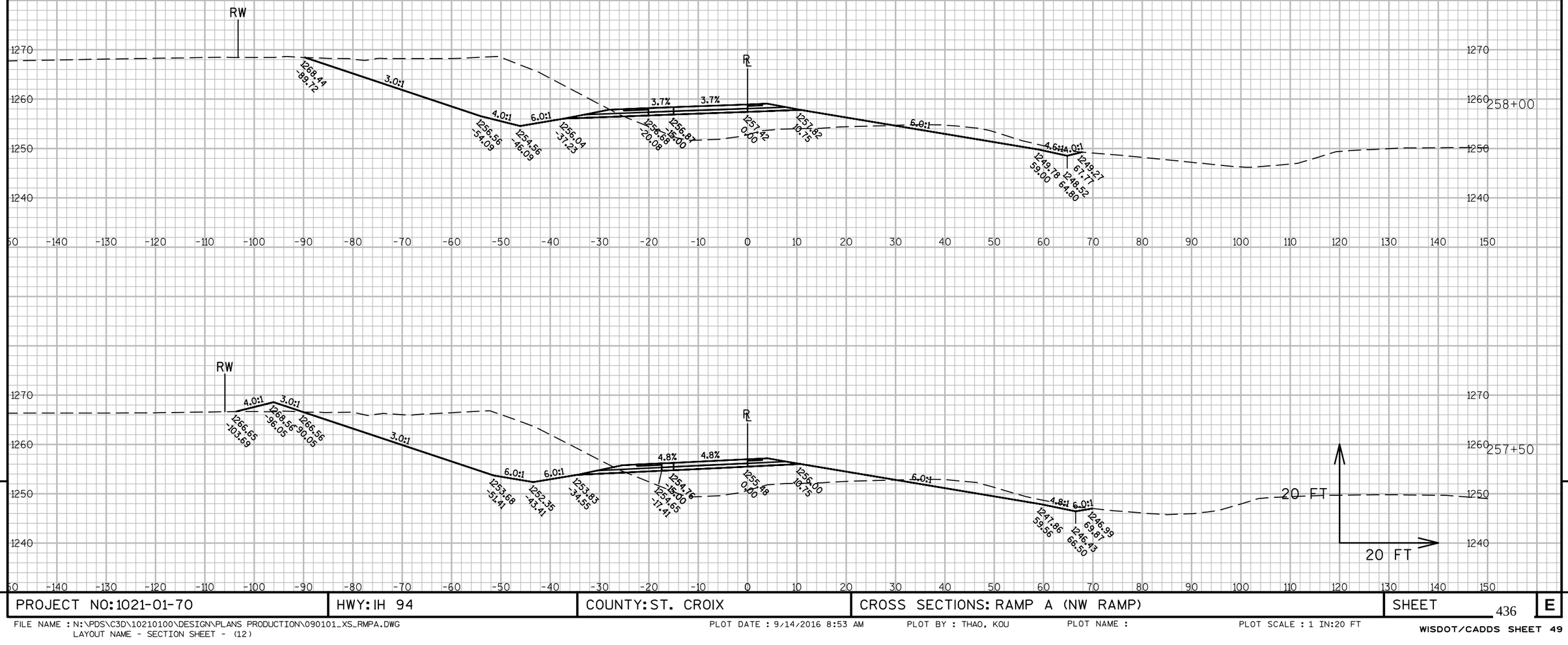
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 435	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (11)

PLOT DATE : 9/14/2016 8:53 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

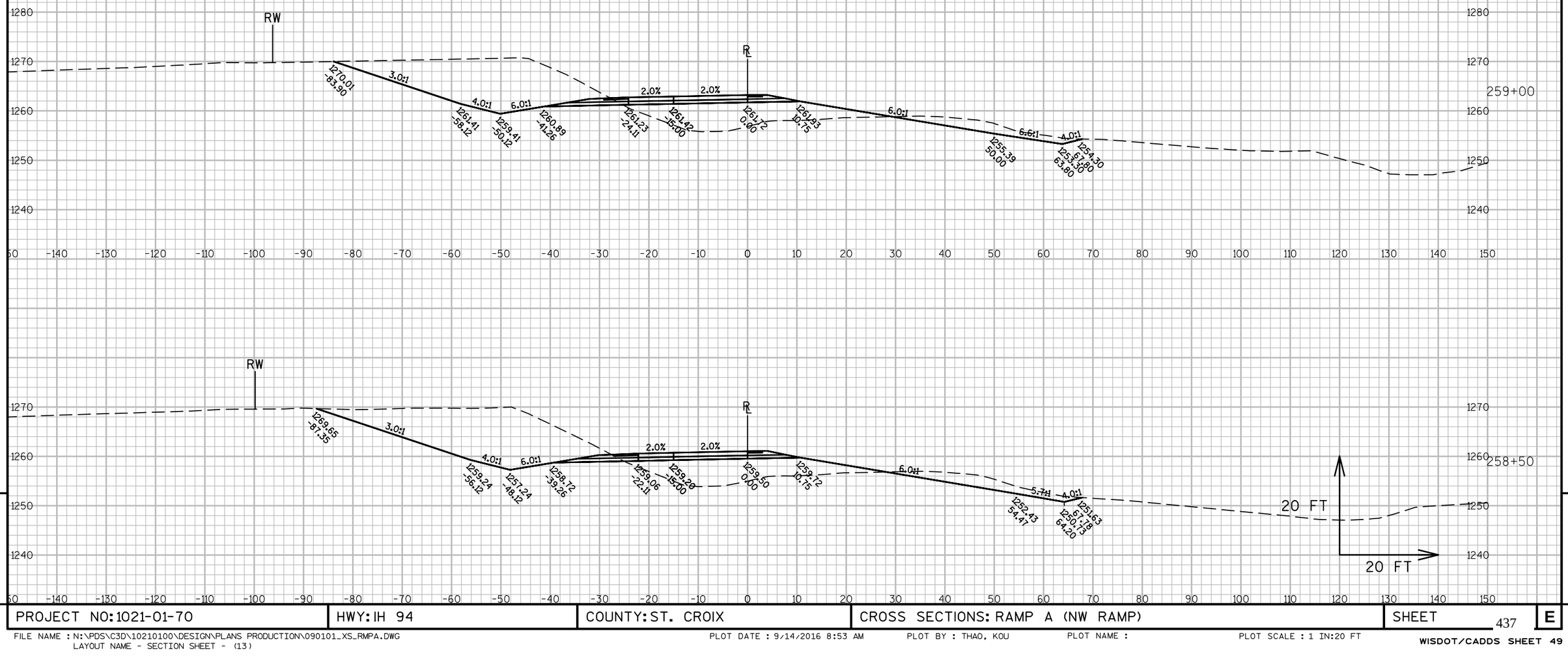
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 436	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (12)

PLOT DATE : 9/14/2016 8:53 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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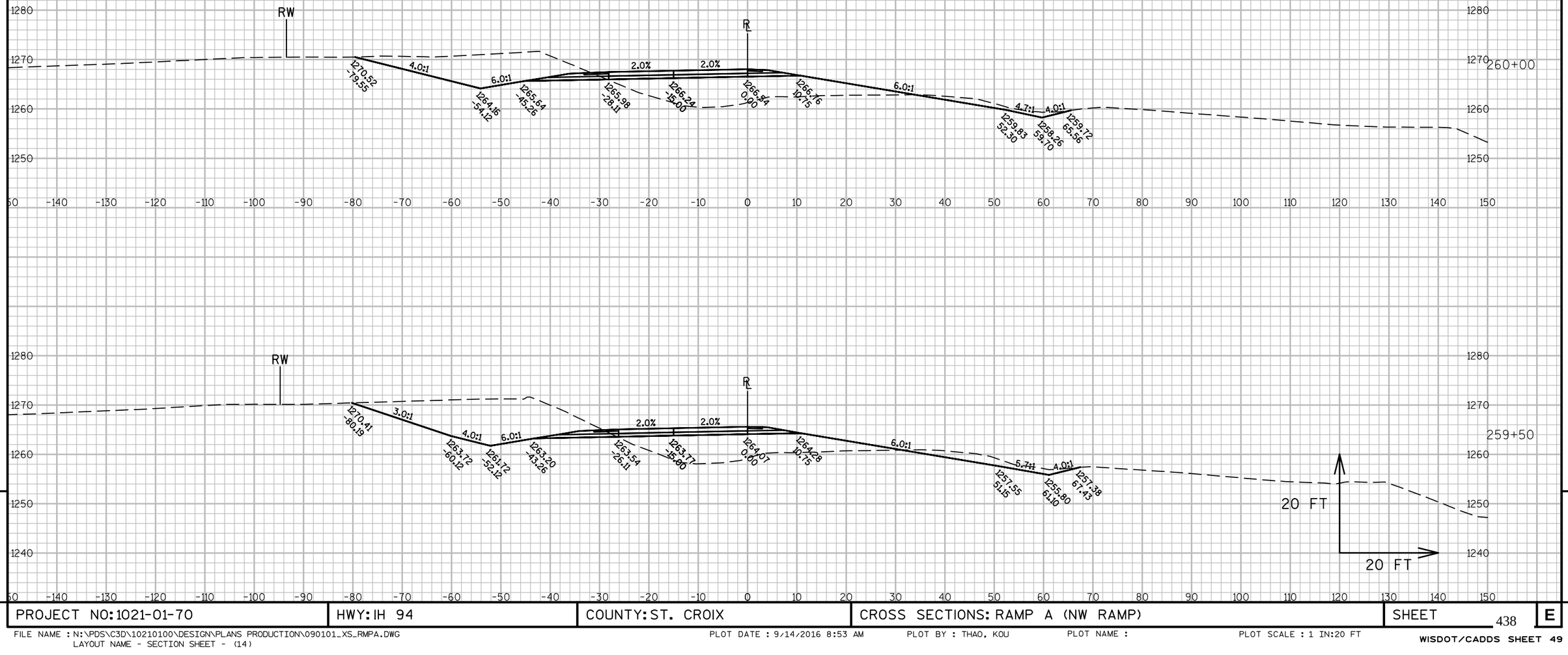
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 437	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (13)

PLOT DATE : 9/14/2016 8:53 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

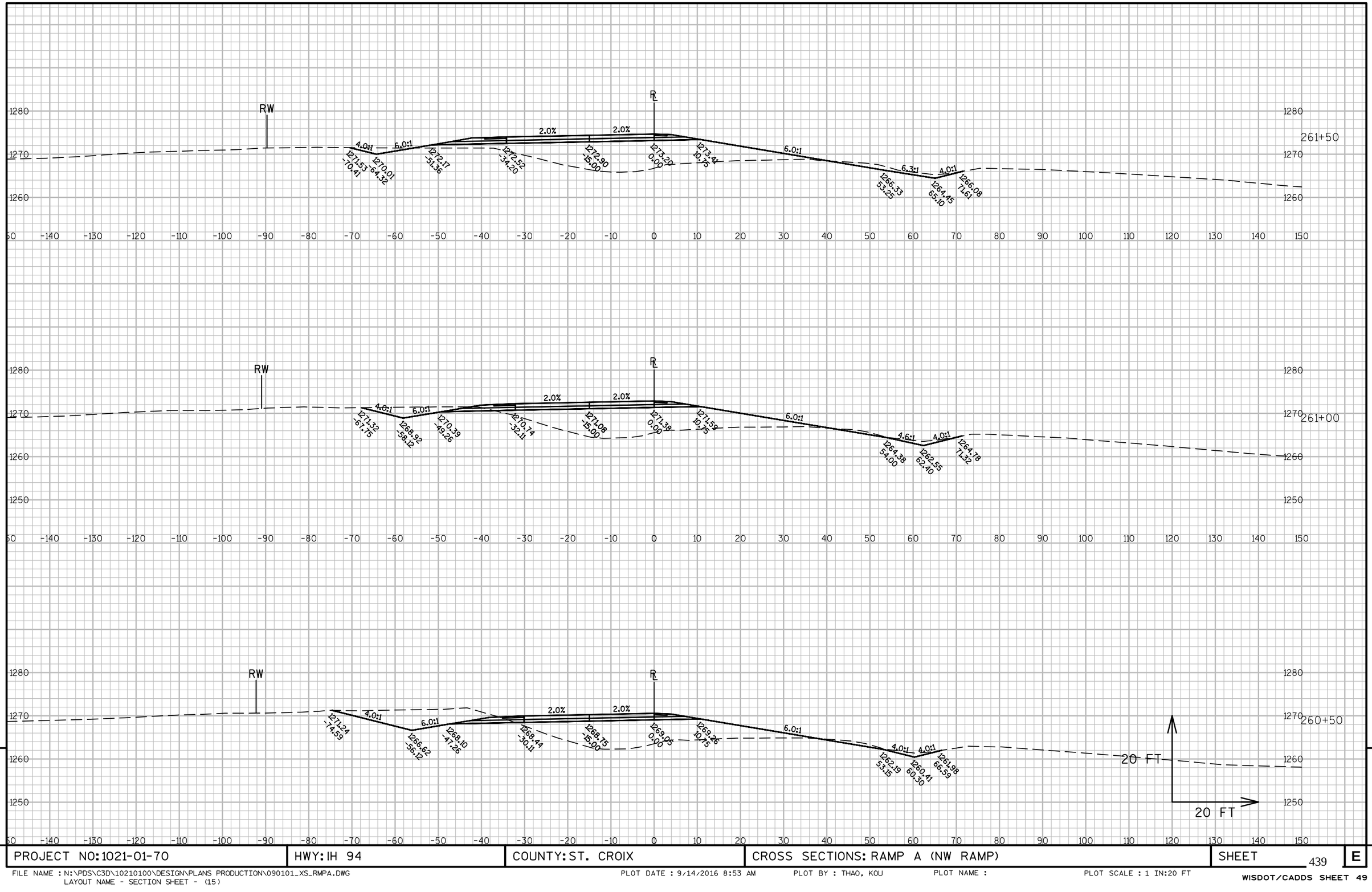
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 438	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (14)

PLOT DATE : 9/14/2016 8:53 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

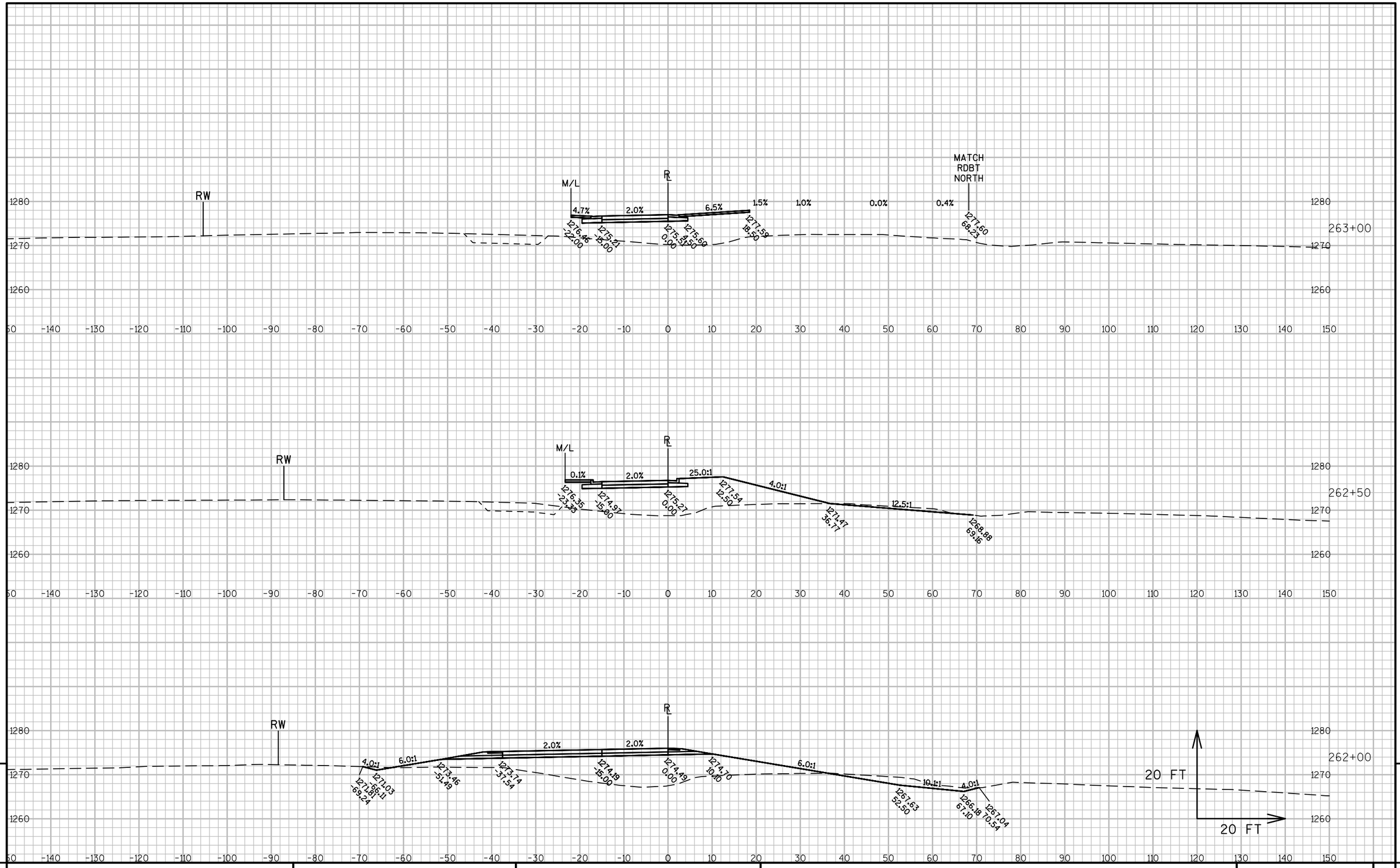


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 439	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (15)

PLOT DATE : 9/14/2016 8:53 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



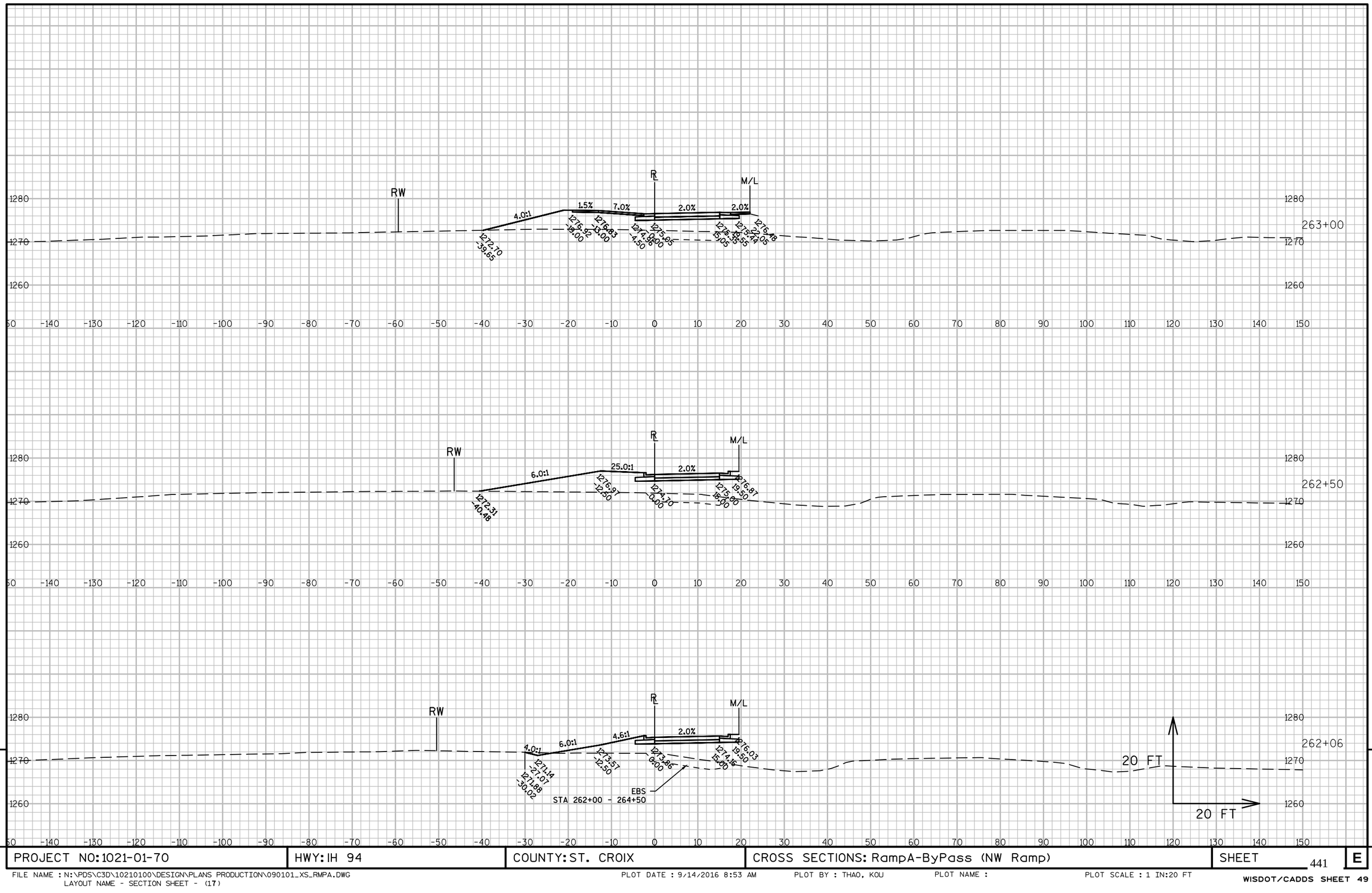
9

9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A (NW RAMP)	SHEET 440	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (16)

PLOT DATE : 9/14/2016 8:53 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT



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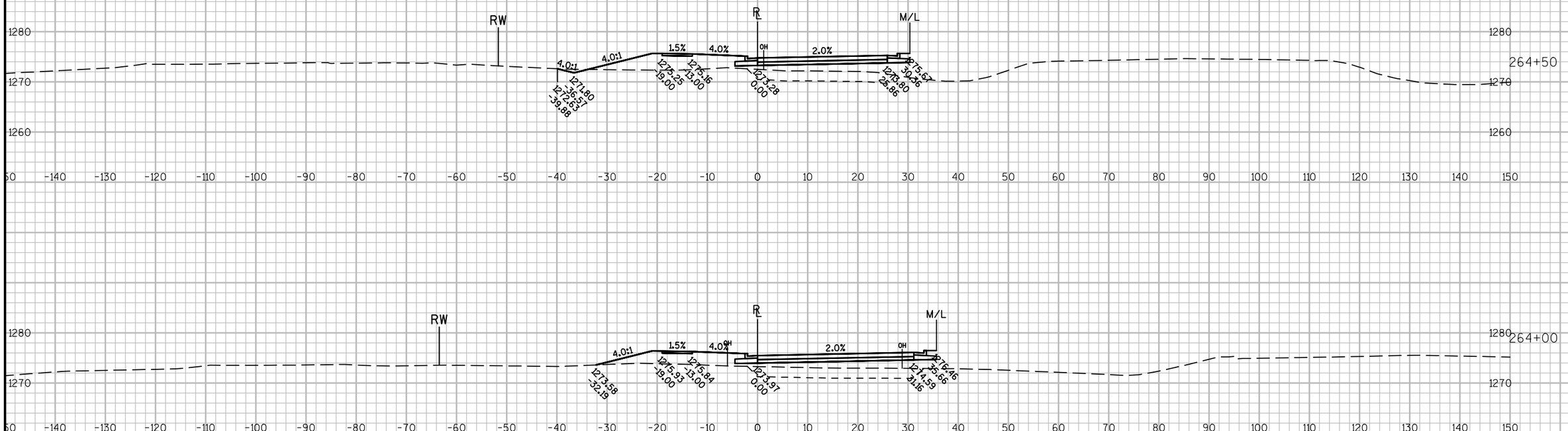
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RampA-ByPass (NW Ramp)	SHEET 441	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (17)

PLOT DATE : 9/14/2016 8:53 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

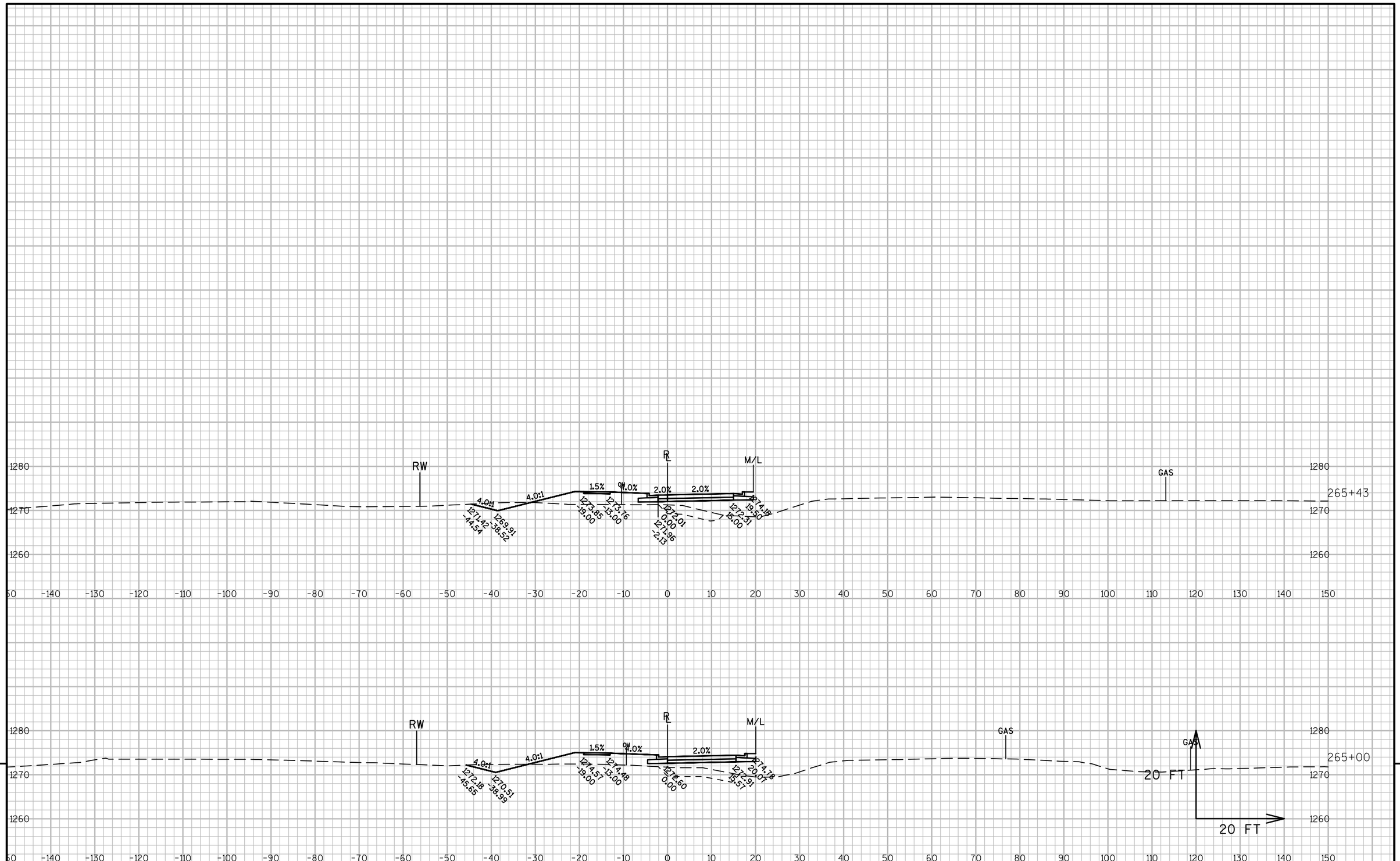


9 9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RampA-ByPass (NW Ramp)	SHEET 442 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (18)

PLOT DATE : 9/14/2016 8:54 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT



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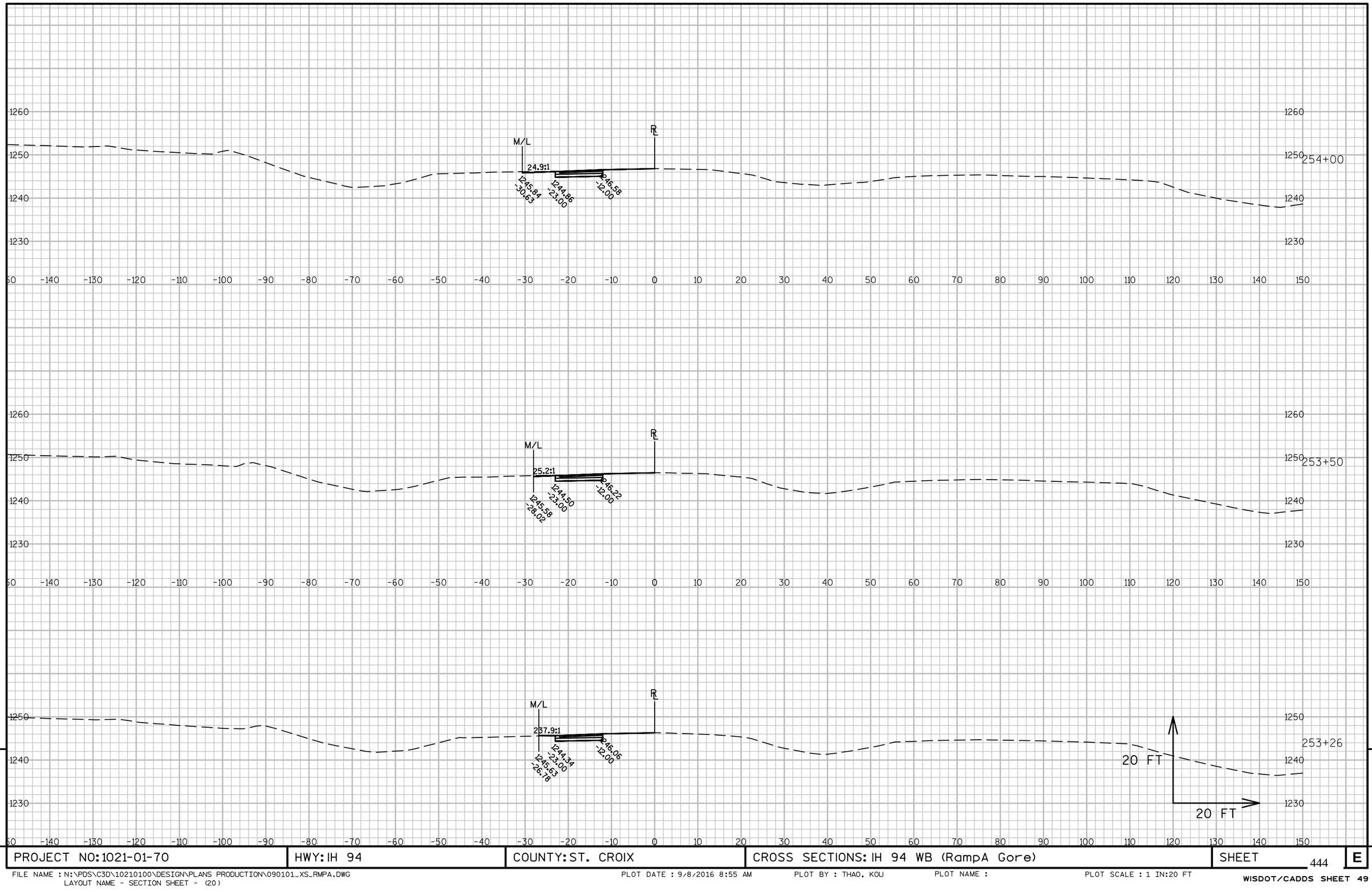
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RampA-ByPass (NW Ramp)	SHEET 443	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (19)

PLOT DATE : 9/14/2016 8:54 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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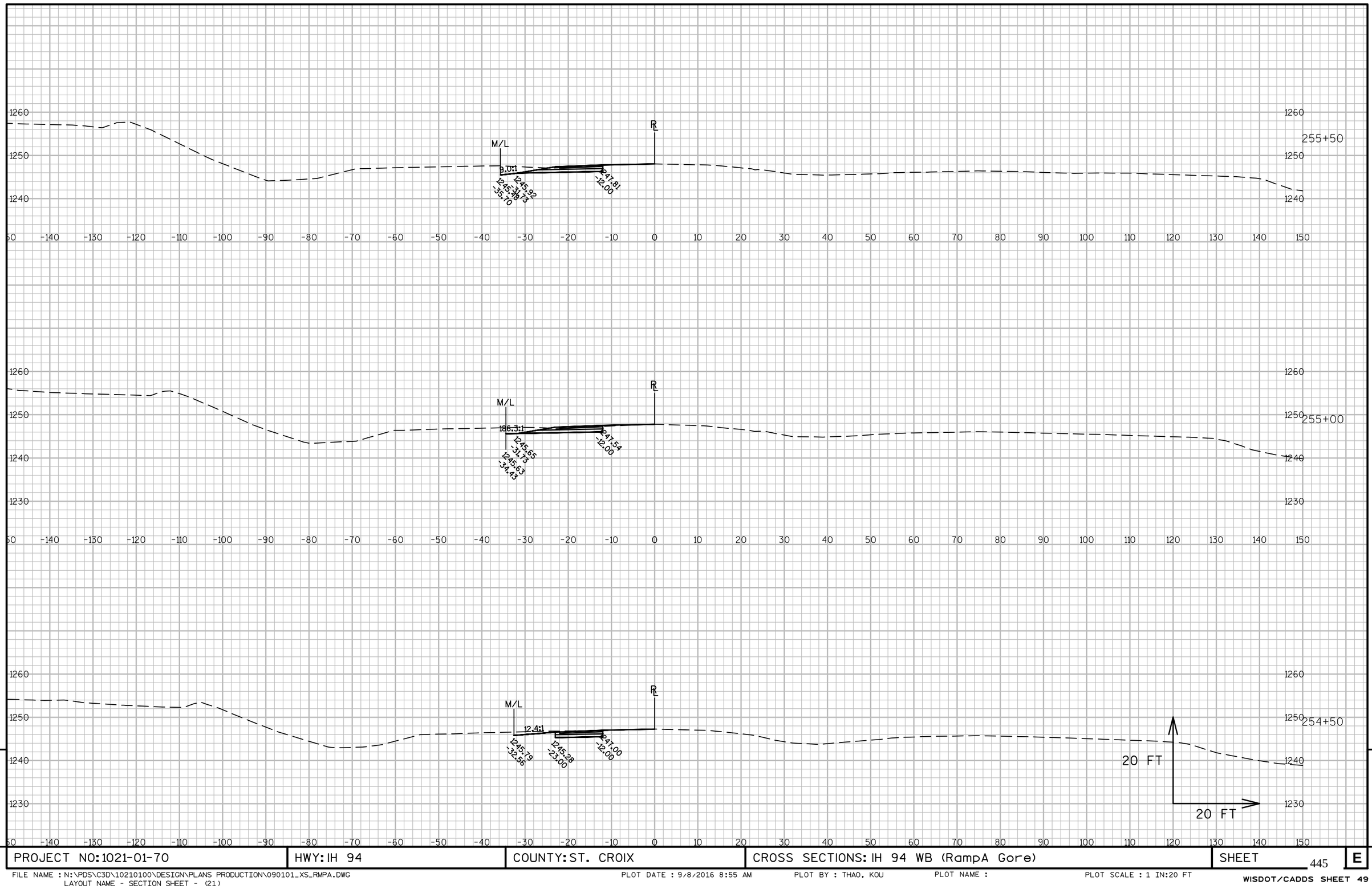
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: IH 94 WB (RampA Gore)	SHEET 444	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (20)

PLOT DATE : 9/8/2016 8:55 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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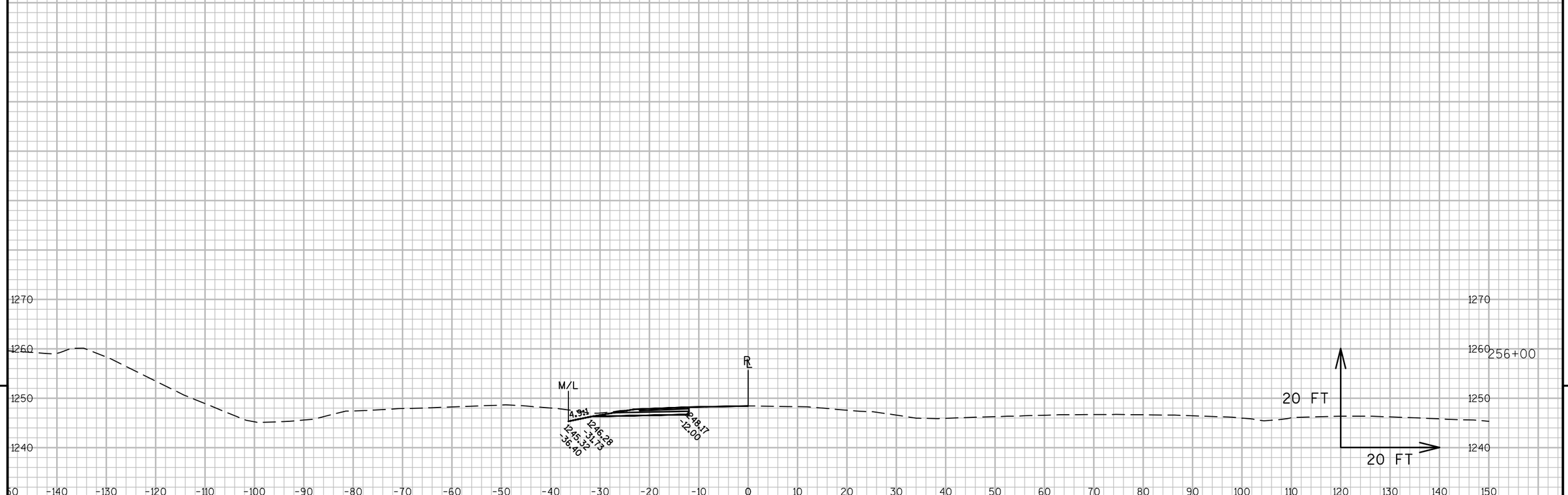
9

PROJECT NO:1021-01-70	HWY:IH 94	COUNTY:ST. CROIX	CROSS SECTIONS:IH 94 WB (RampA Gore)	SHEET 445	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (21)

PLOT DATE : 9/8/2016 8:55 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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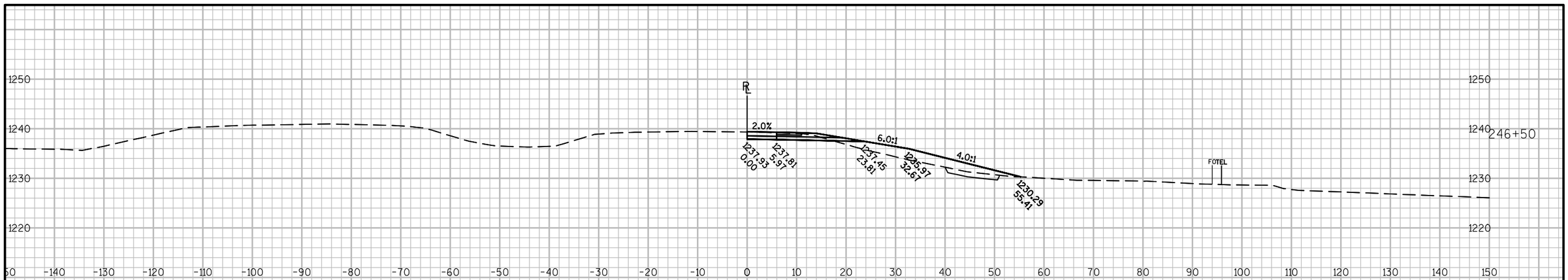
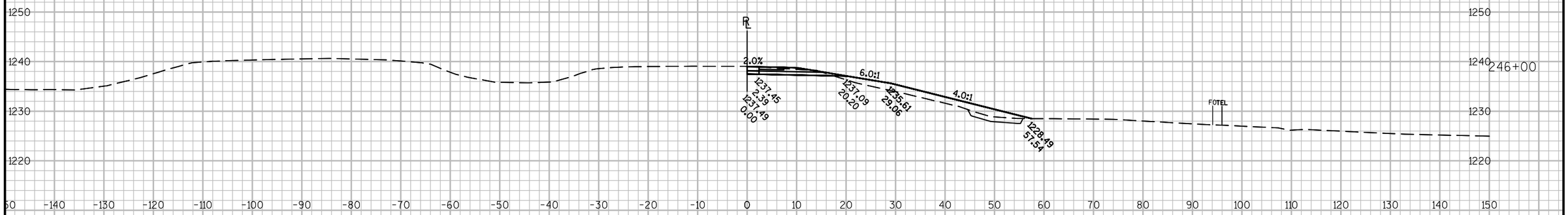
9

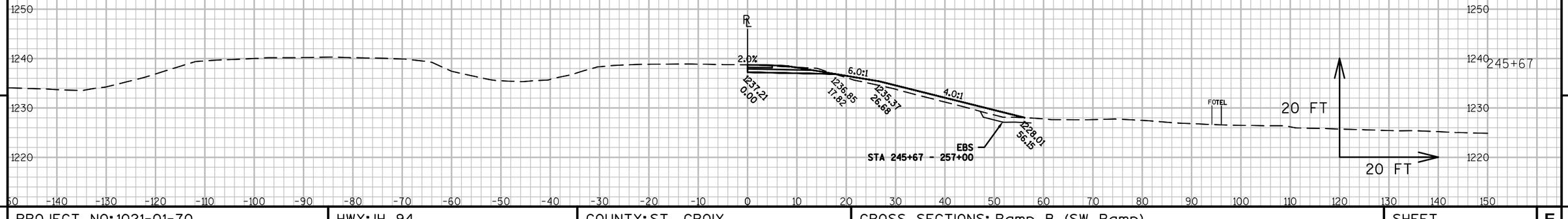
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: IH 94 WB (RampA Gore)	SHEET 446	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPA.DWG
LAYOUT NAME - SECTION SHEET - (22)

PLOT DATE : 9/8/2016 8:55 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT







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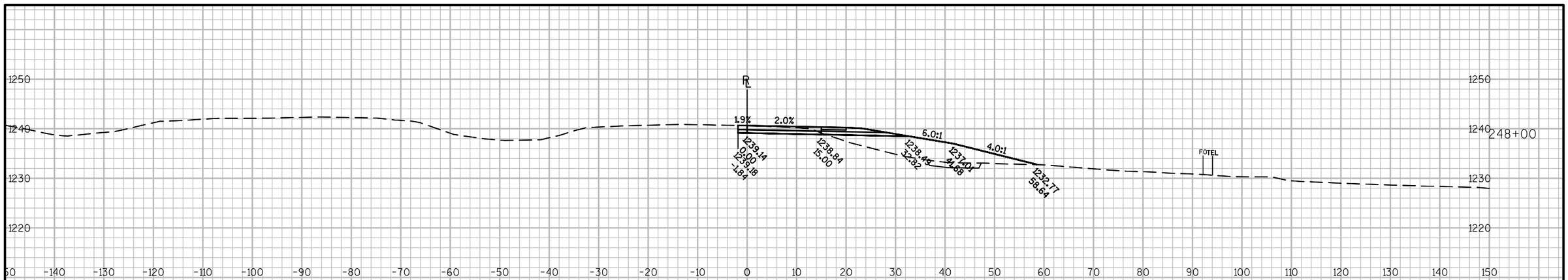
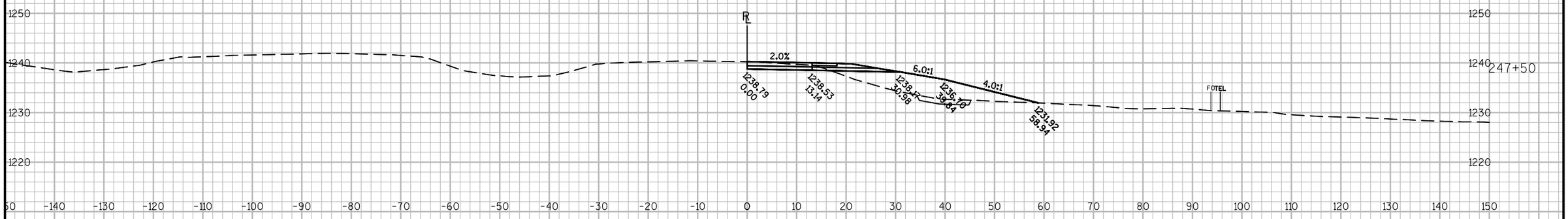
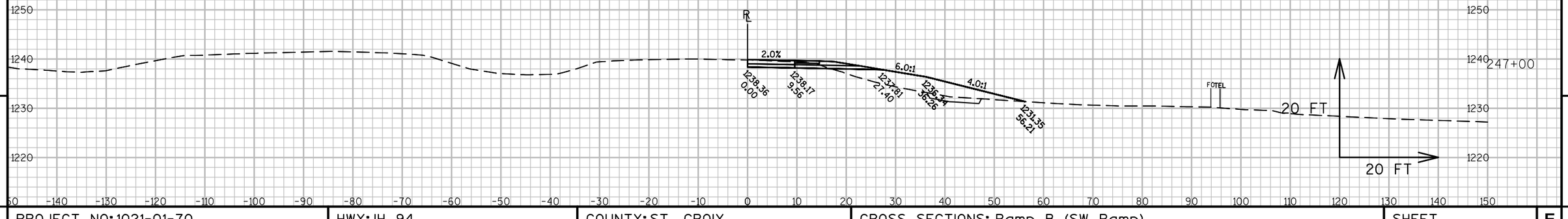
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: Ramp B (SW Ramp)	SHEET 447	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (1)

PLOT DATE : 9/14/2016 8:45 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT







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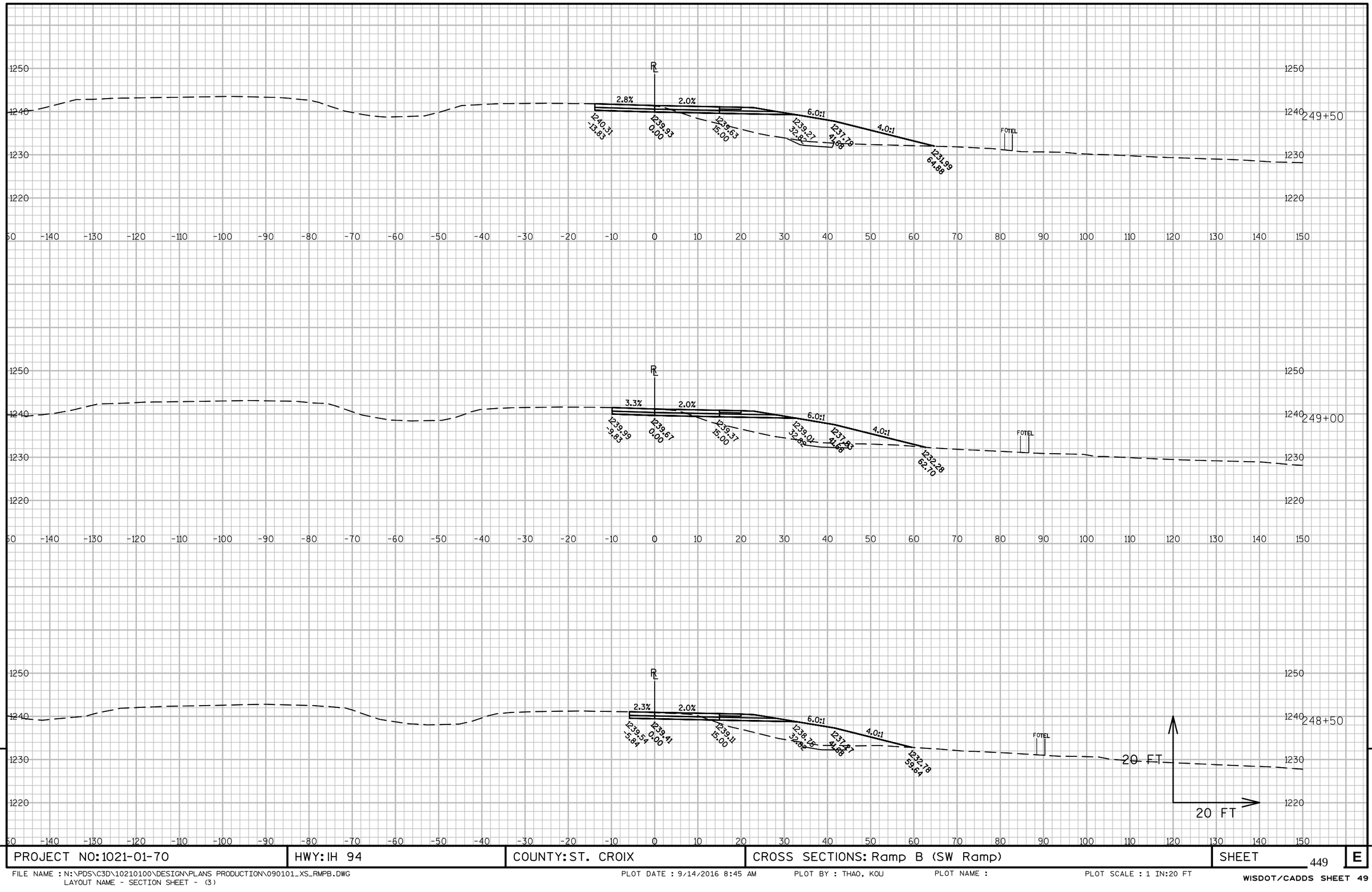
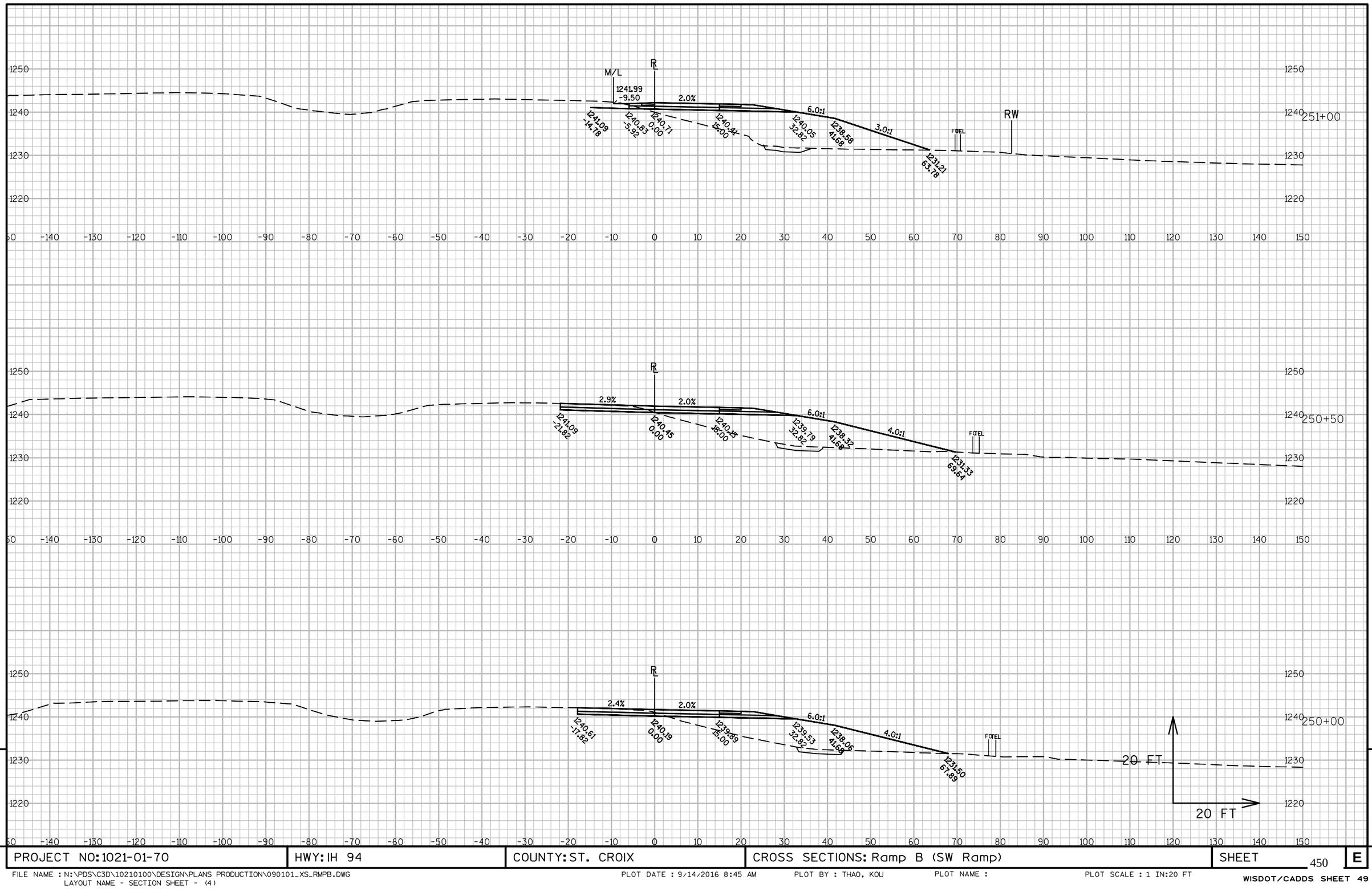
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: Ramp B (SW Ramp)	SHEET 448	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (2)

PLOT DATE : 9/14/2016 8:45 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: Ramp B (SW Ramp)	SHEET 449	E



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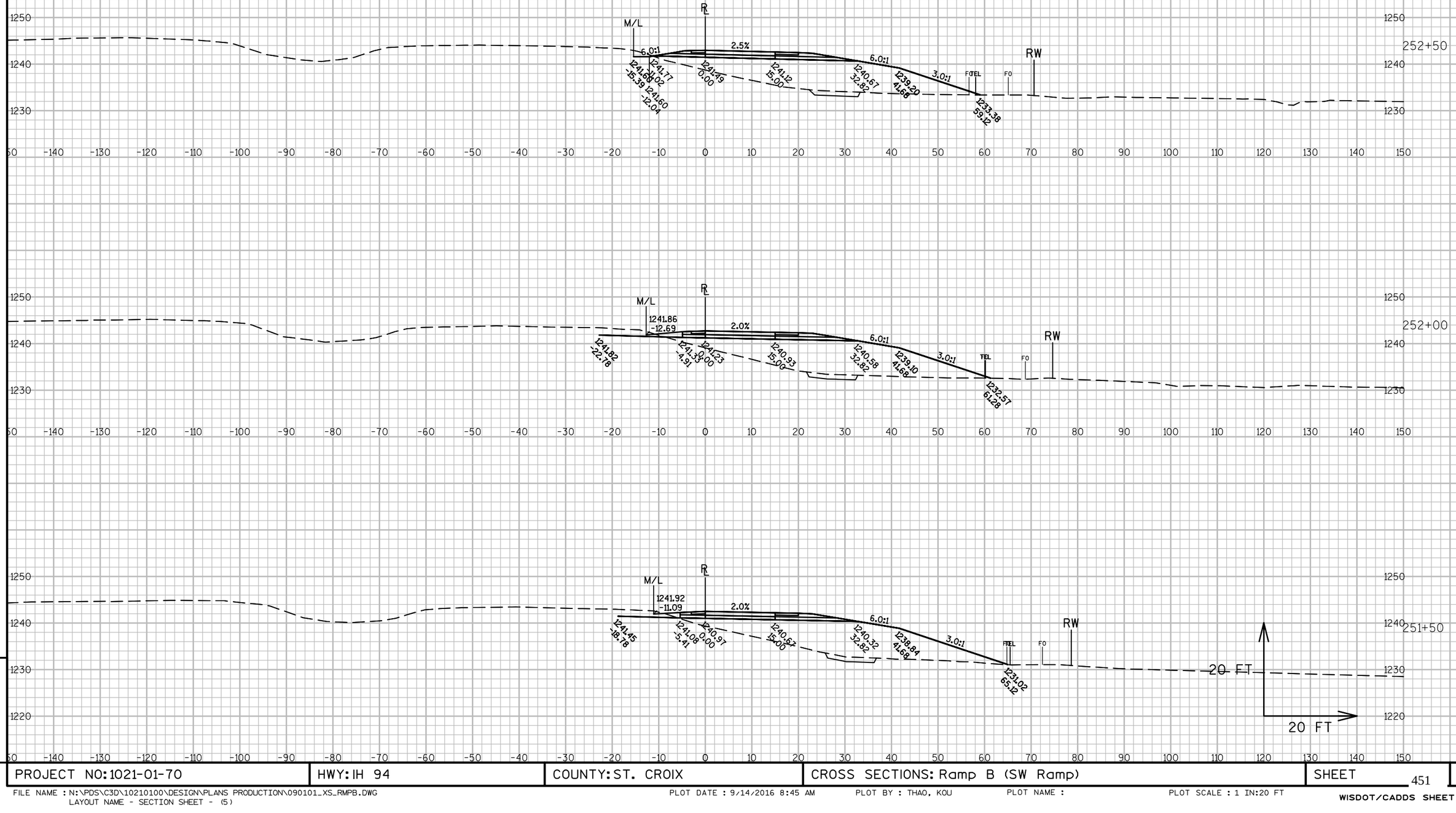
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: Ramp B (SW Ramp)	SHEET 450	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (4)

PLOT DATE : 9/14/2016 8:45 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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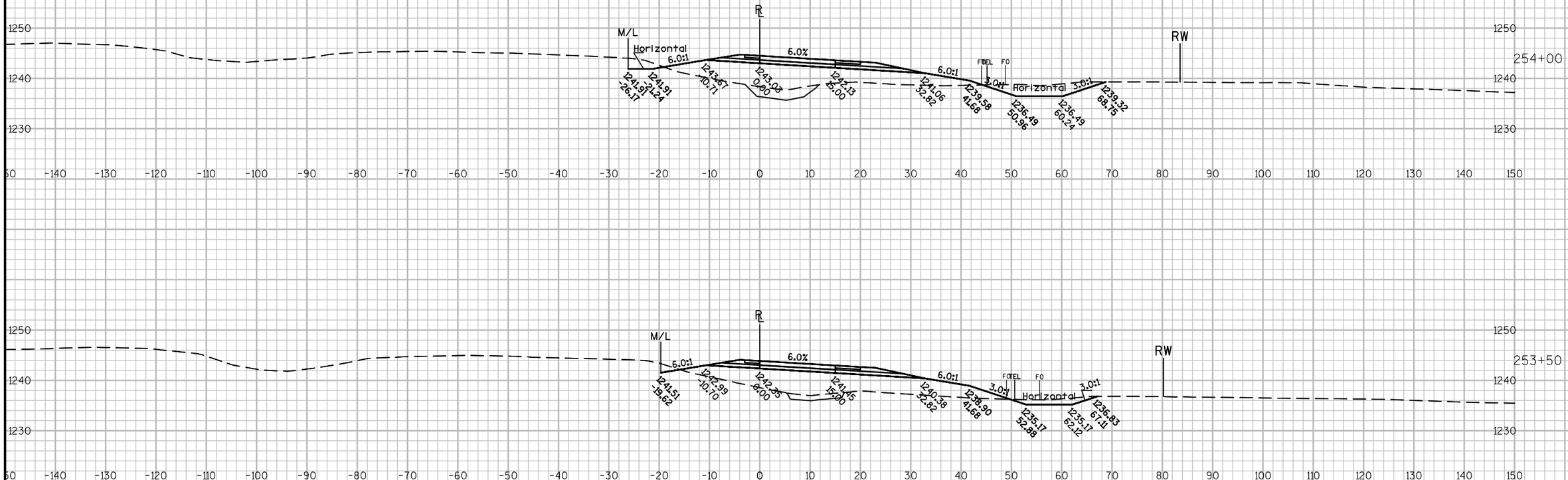
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: Ramp B (SW Ramp)	SHEET 451	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (5)

PLOT DATE : 9/14/2016 8:45 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

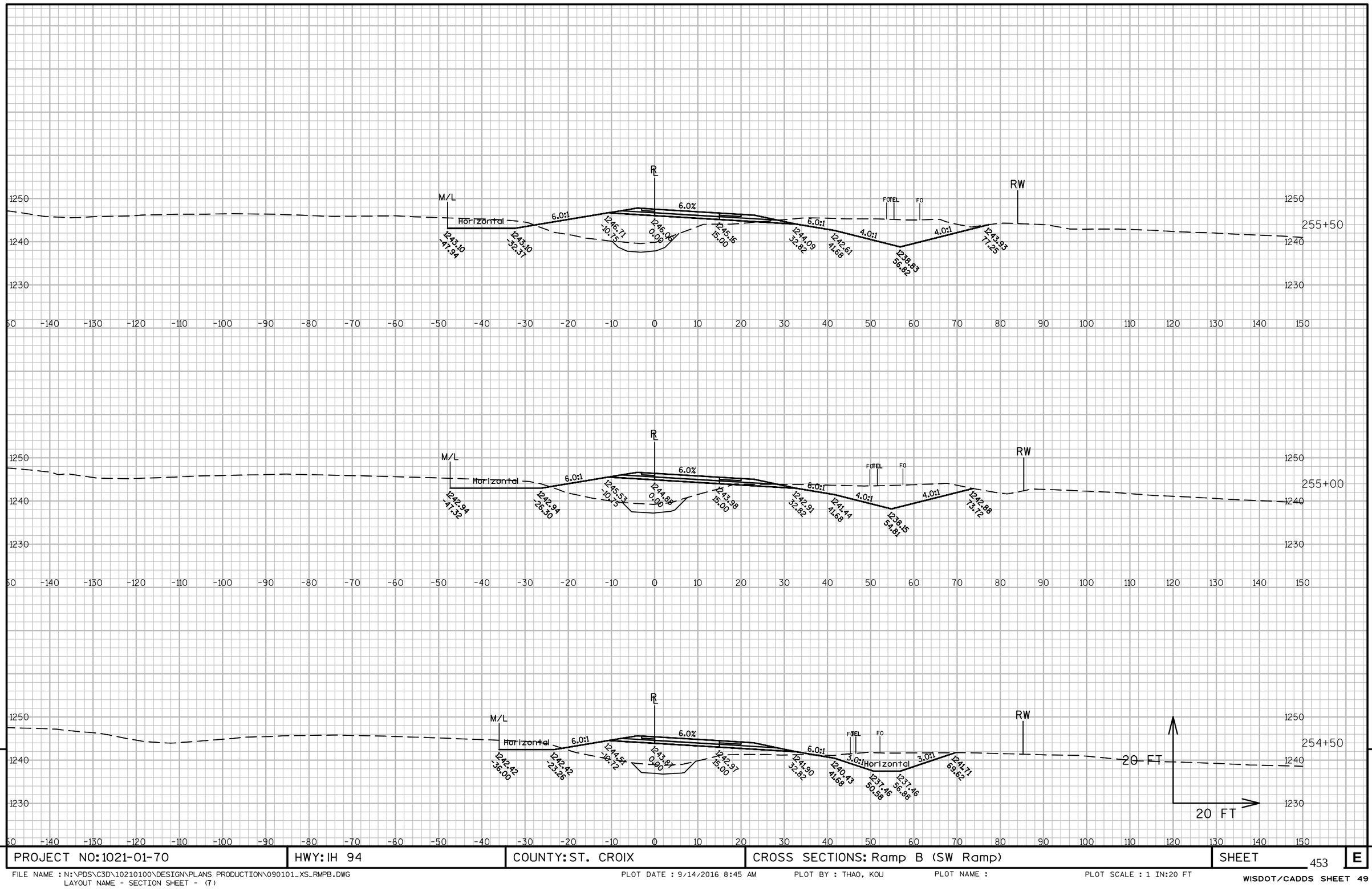
WISDOT/CADDS SHEET 49



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: Ramp B (SW Ramp)	SHEET 452 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (6)

PLOT DATE : 9/14/2016 8:45 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

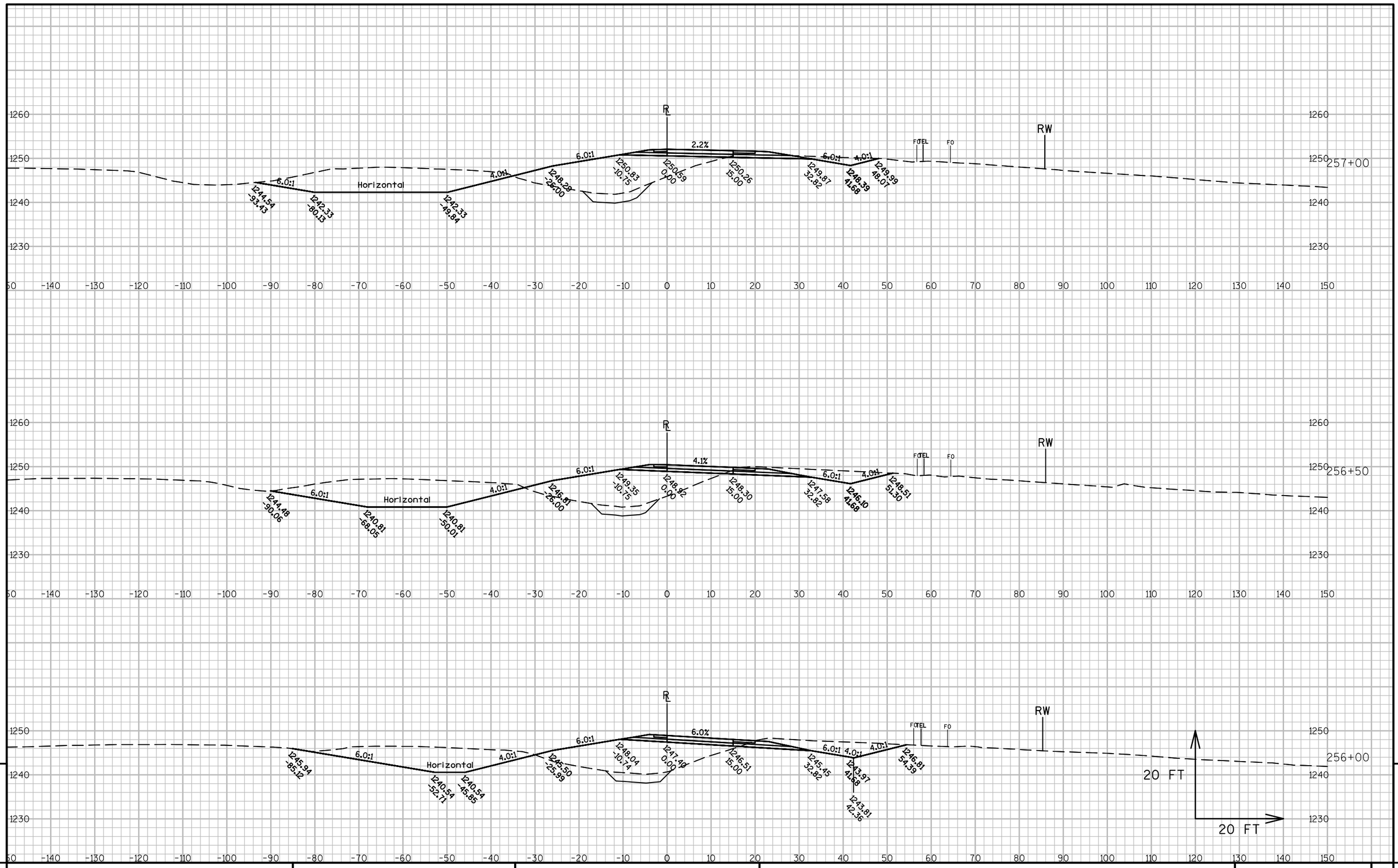


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: Ramp B (SW Ramp)	SHEET 453	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (7)

PLOT DATE : 9/14/2016 8:45 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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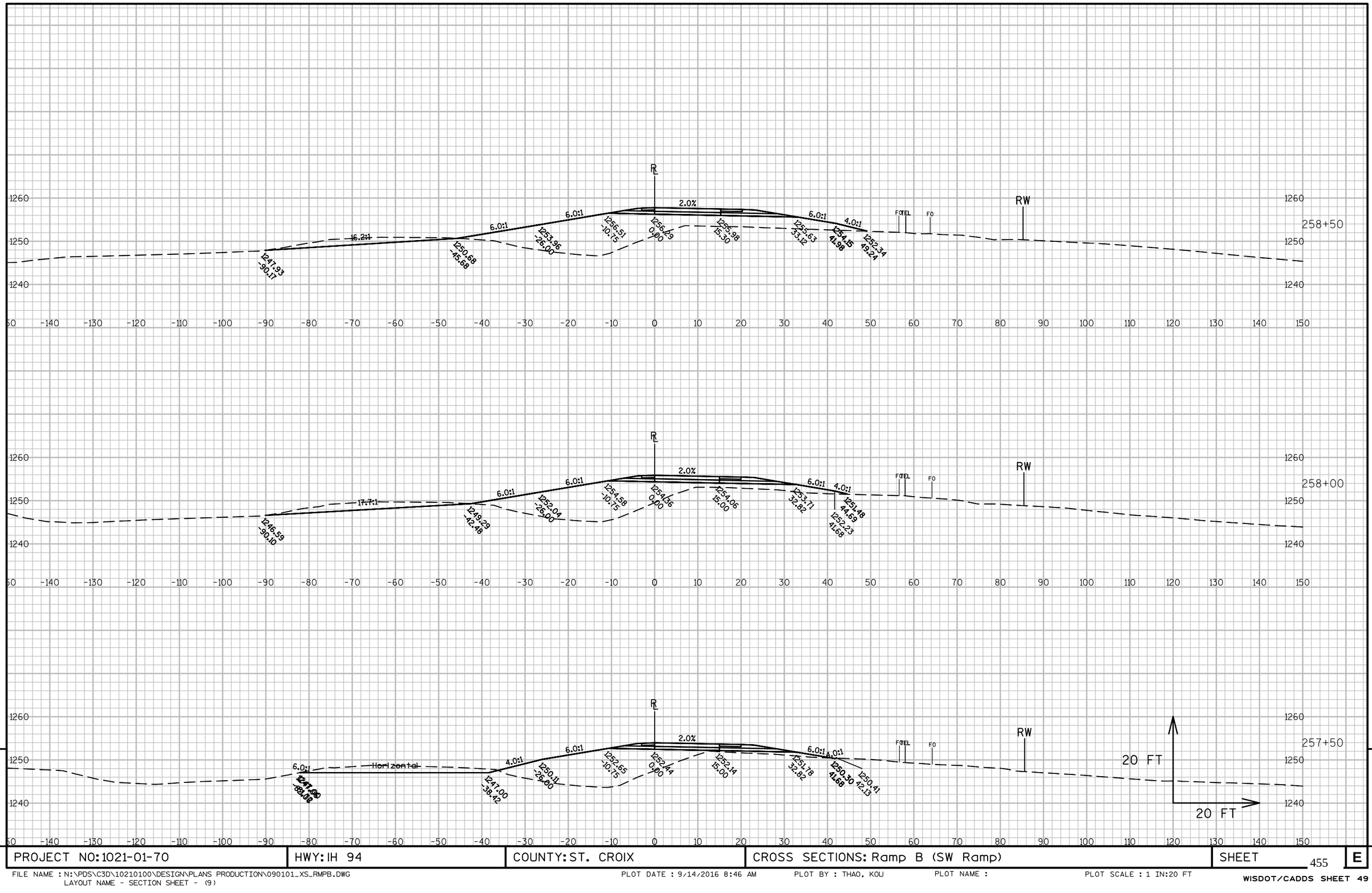
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: Ramp B (SW Ramp)	SHEET 454	E



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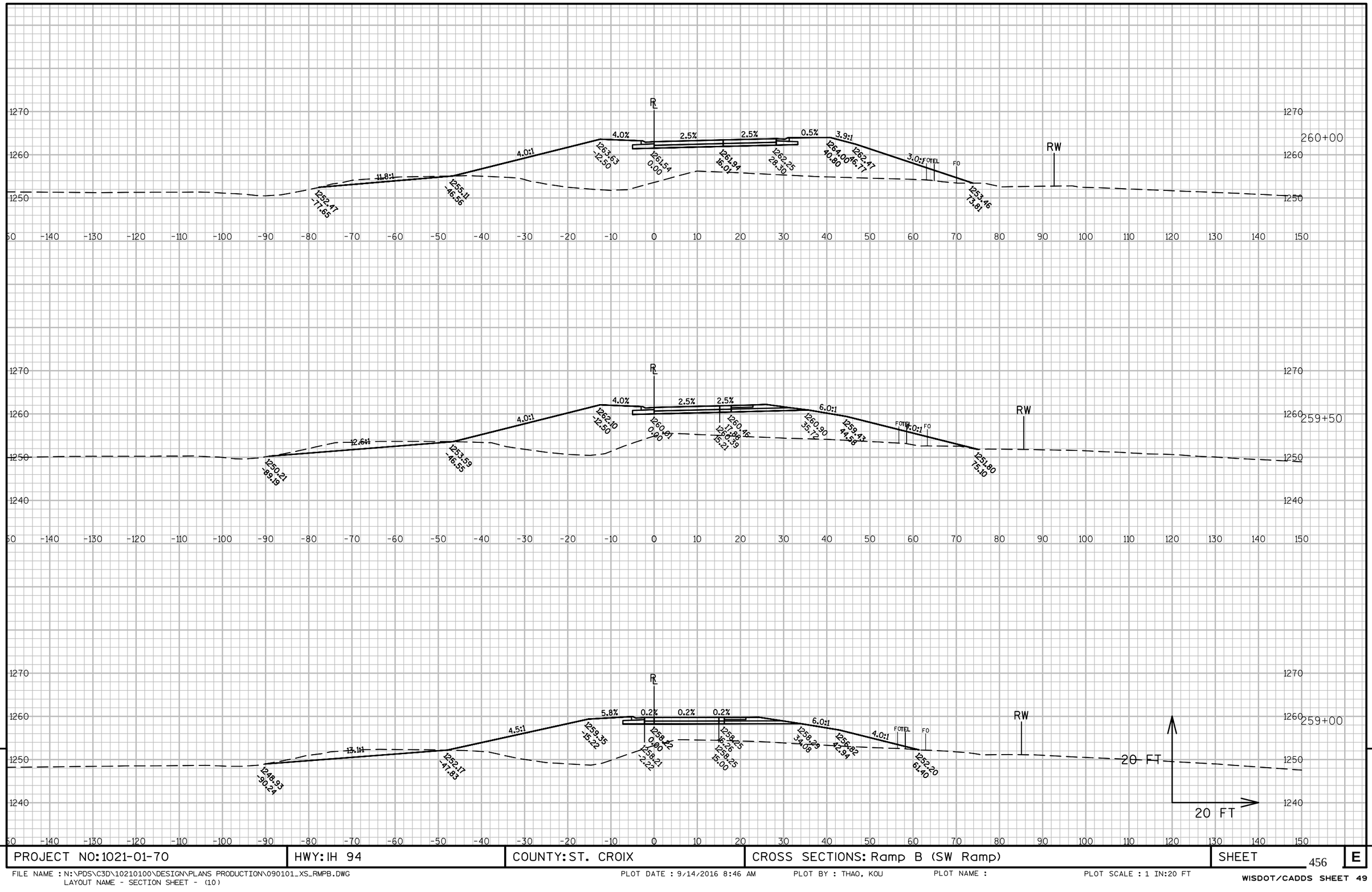
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: Ramp B (SW Ramp)	SHEET 455	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (9)

PLOT DATE : 9/14/2016 8:46 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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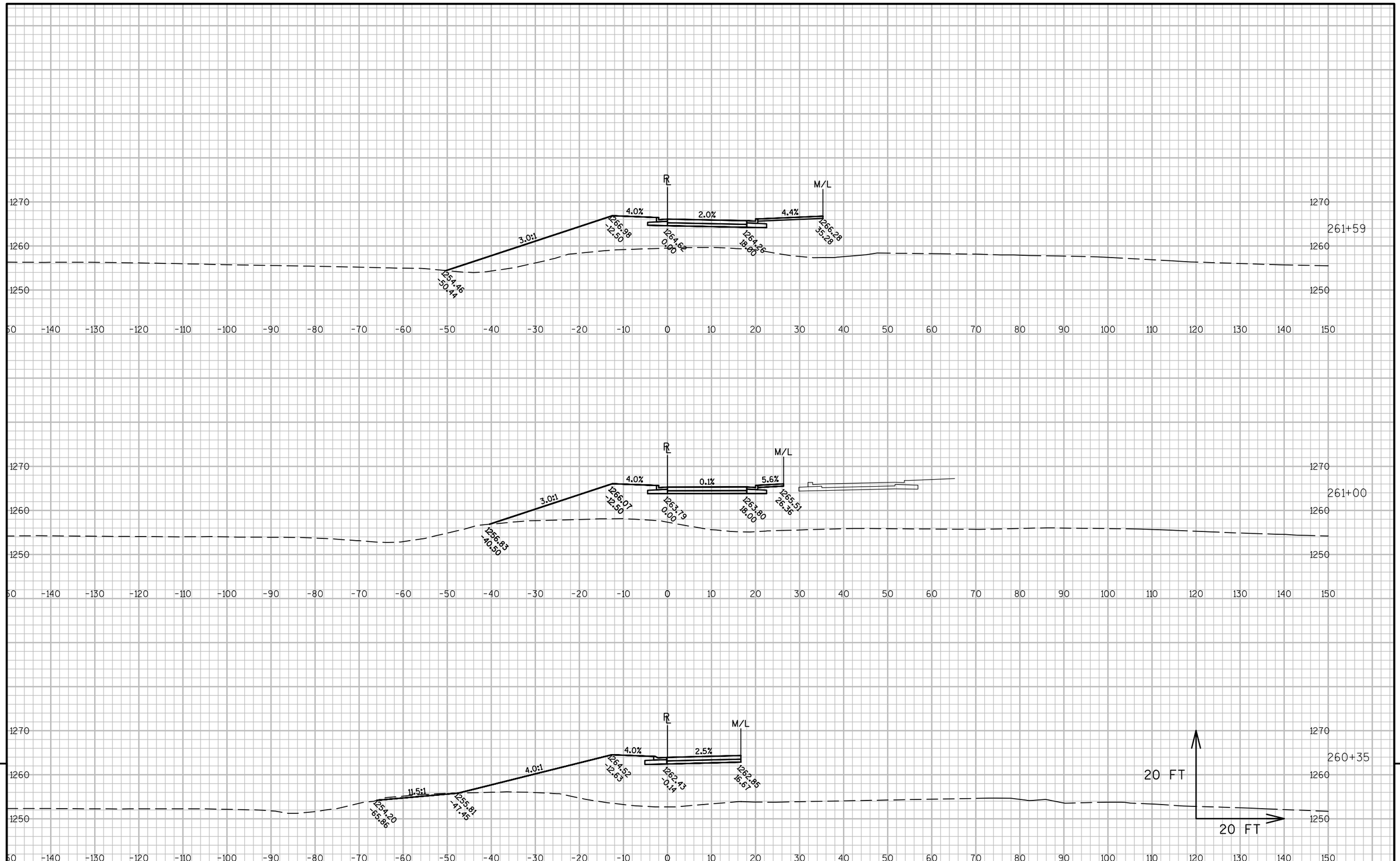
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: Ramp B (SW Ramp)	SHEET 456	E

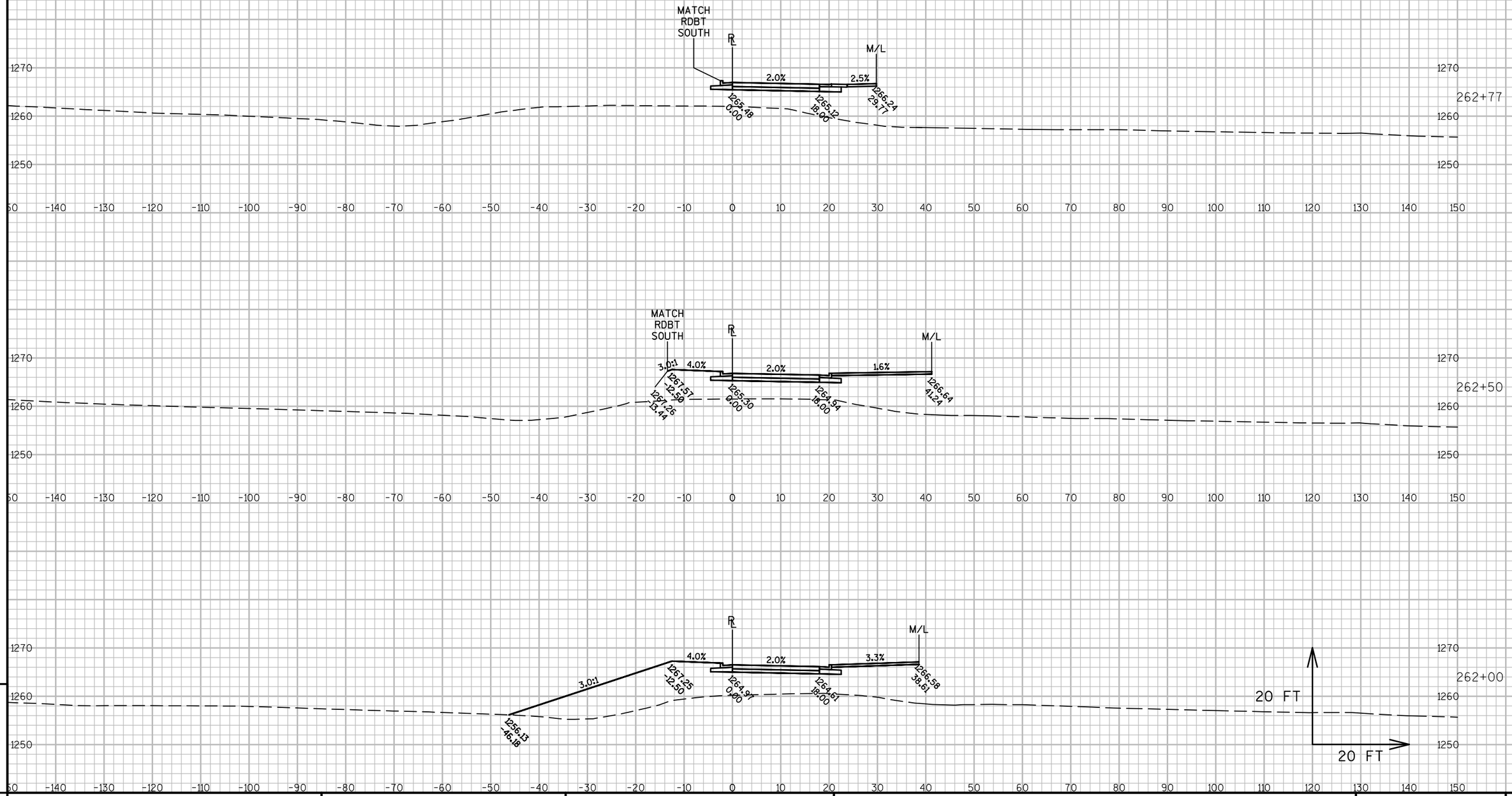


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: Ramp B (SW Ramp)	SHEET 457 E

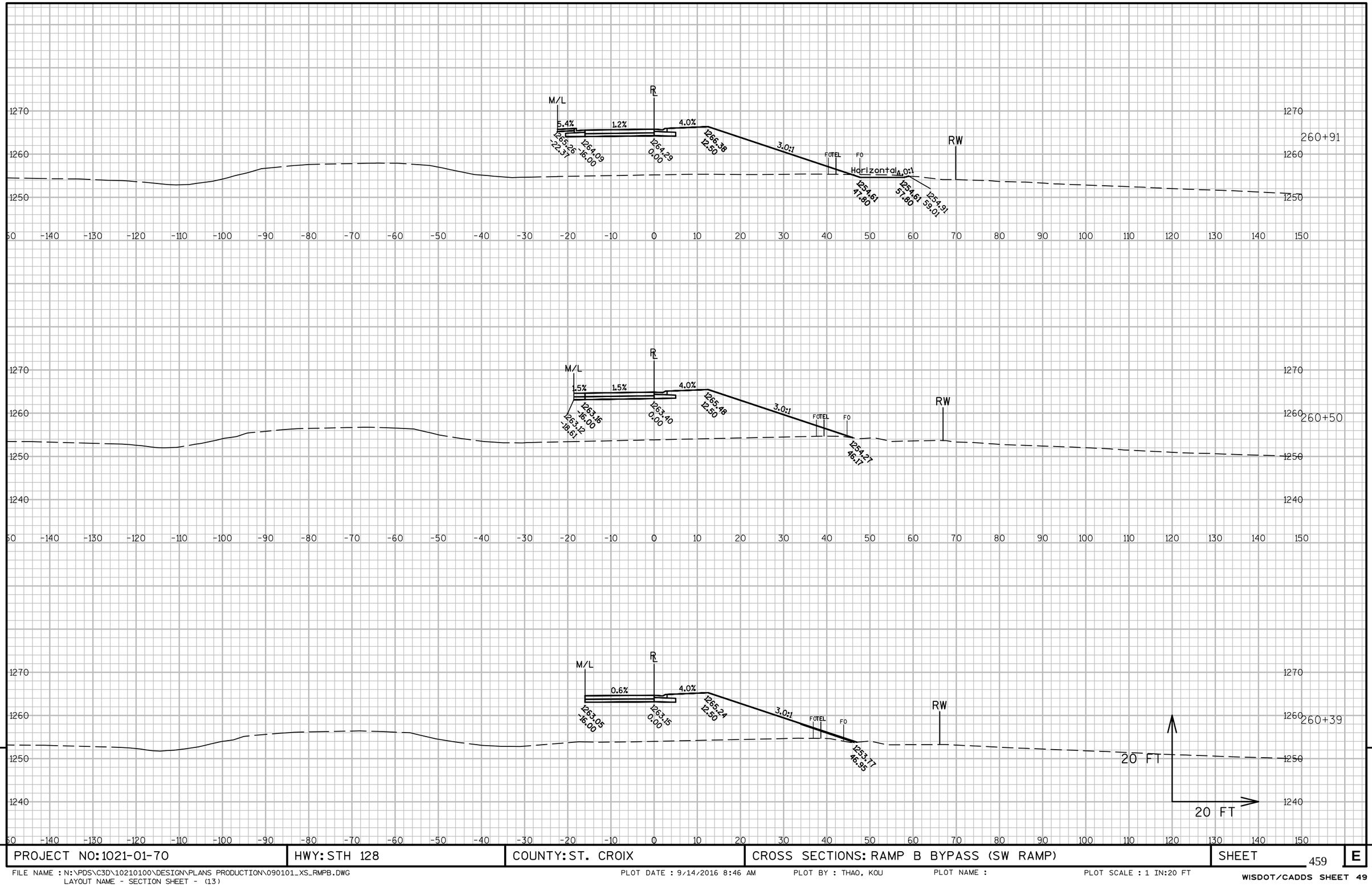
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (11)

PLOT DATE : 9/14/2016 8:46 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: Ramp B (SW Ramp)	SHEET 458	E



PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP B BYPASS (SW RAMP)	SHEET 459	E

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PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP B BYPASS (SW RAMP)	SHEET 460	E

9

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (14)

PLOT DATE : 9/14/2016 8:46 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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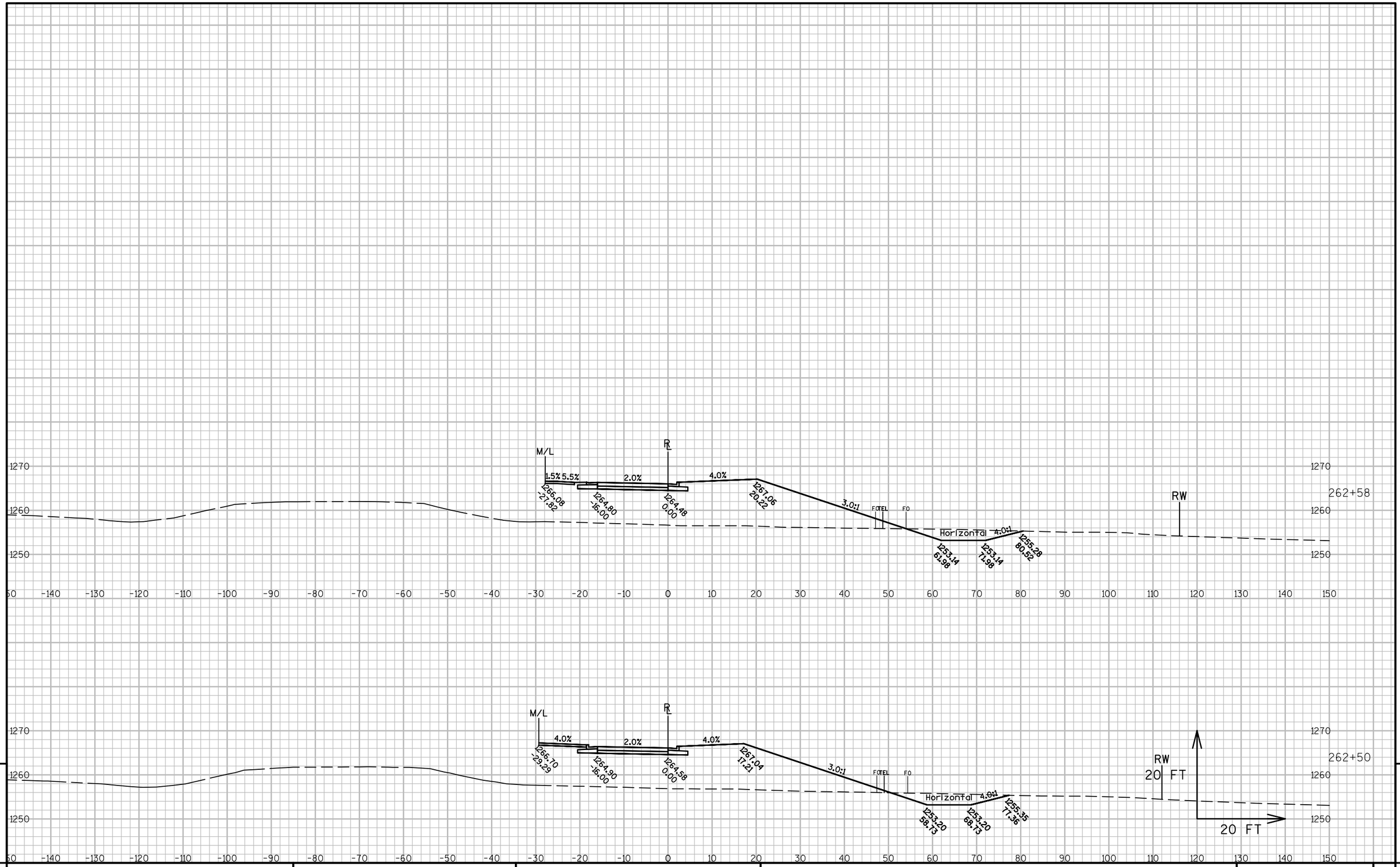
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP B BYPASS (SW RAMP)	SHEET 461	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (15)

PLOT DATE : 9/14/2016 8:47 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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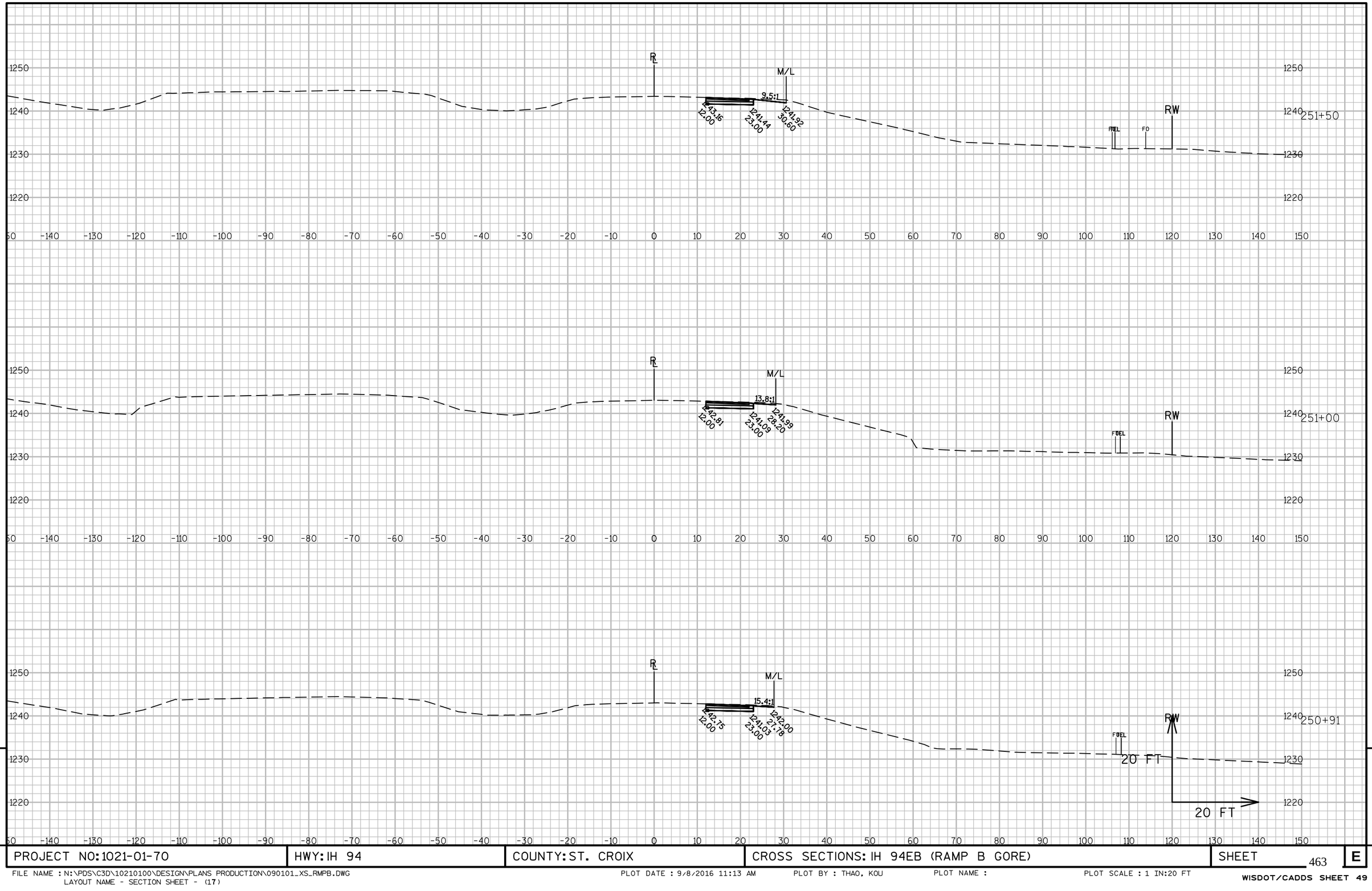
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP B BYPASS (SW RAMP)	SHEET 462	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (16)

PLOT DATE : 9/14/2016 8:47 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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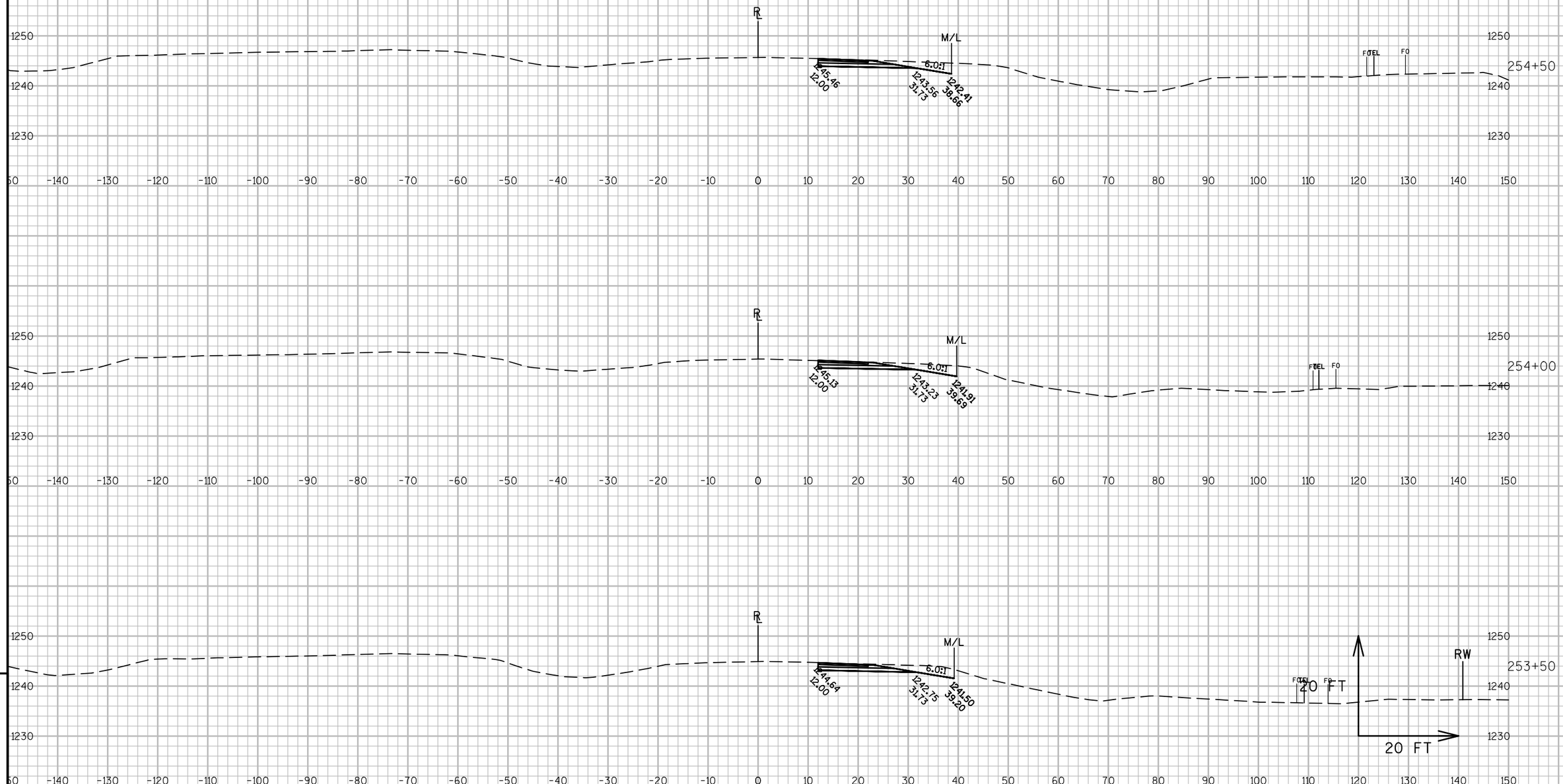
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: IH 94EB (RAMP B GORE)	SHEET 463	E

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: IH 94EB (RAMP B GORE)	SHEET 464 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (18)

PLOT DATE : 9/8/2016 11:13 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT



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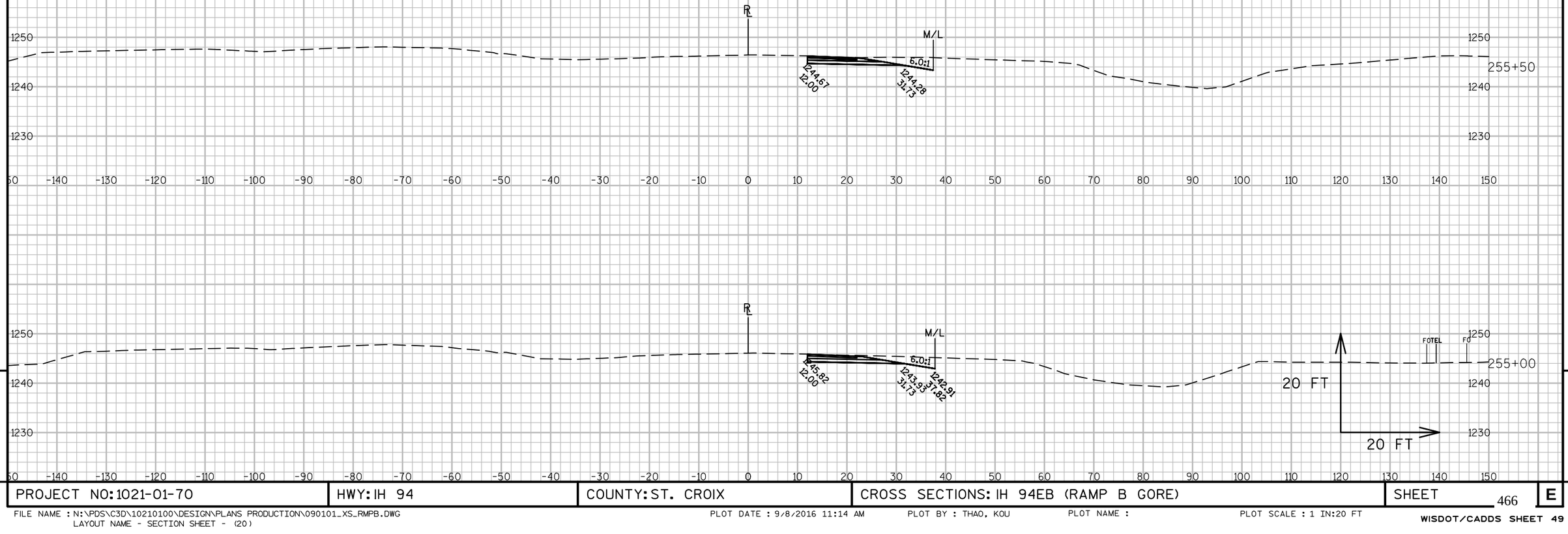
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: IH 94EB (RAMP B GORE)	SHEET 465	E



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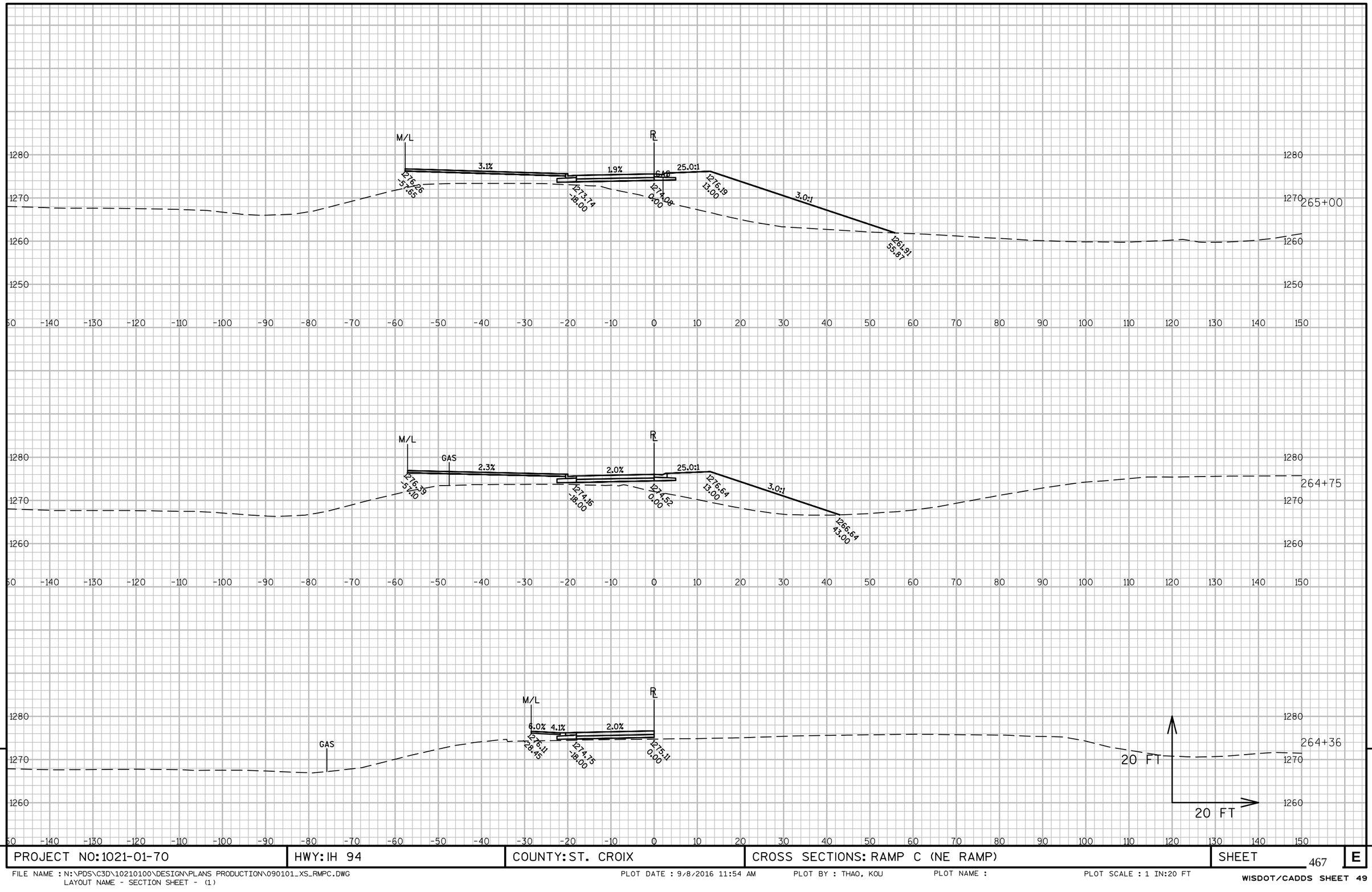
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: IH 94EB (RAMP B GORE)	SHEET 466	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPB.DWG
LAYOUT NAME - SECTION SHEET - (20)

PLOT DATE : 9/8/2016 11:14 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT



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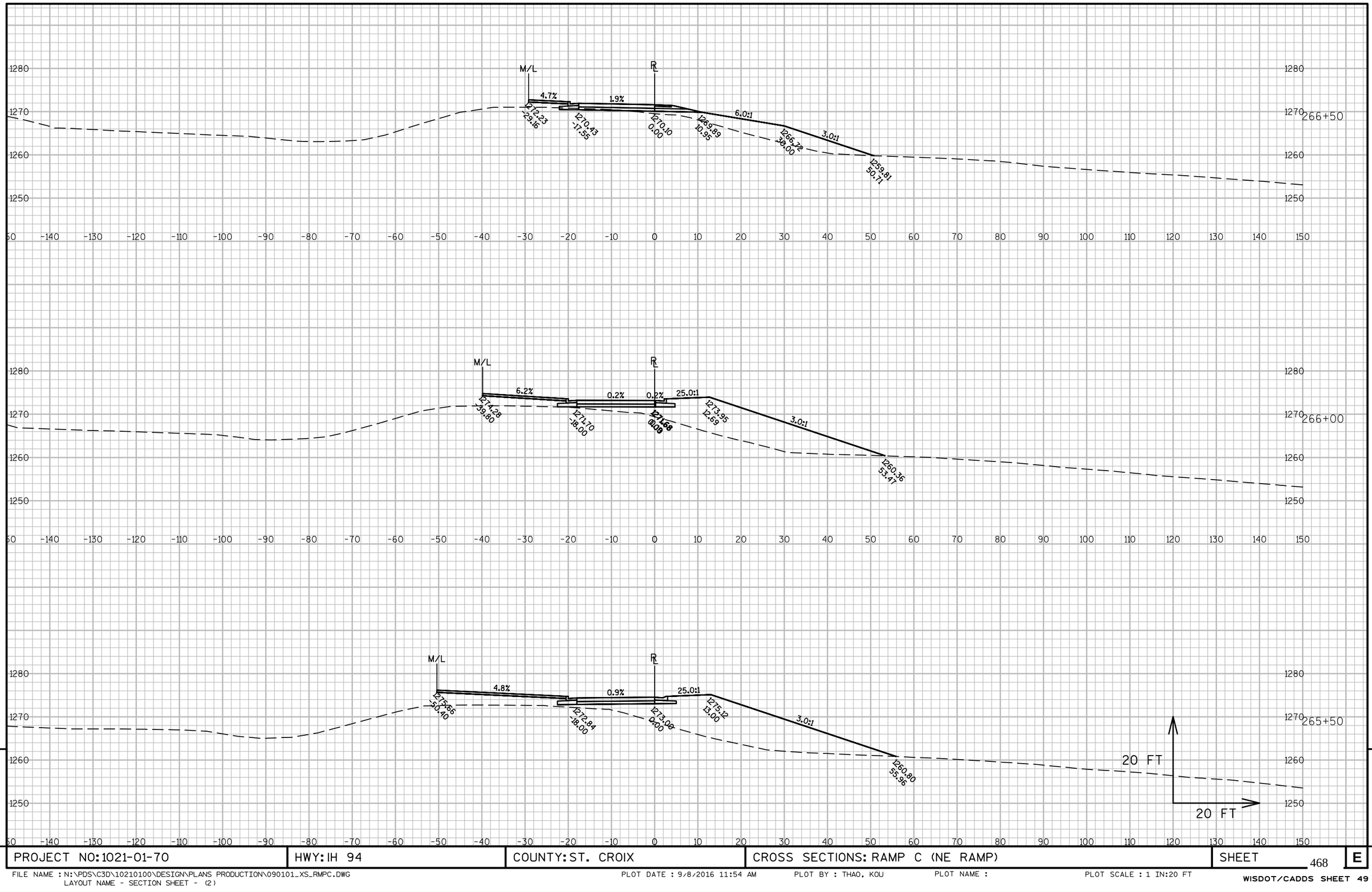
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP C (NE RAMP)	SHEET 467	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPC.DWG
LAYOUT NAME - SECTION SHEET - (1)
PLOT DATE : 9/8/2016 11:54 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP C (NE RAMP)	SHEET 468	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPC.DWG
LAYOUT NAME - SECTION SHEET - (2)

PLOT DATE : 9/8/2016 11:54 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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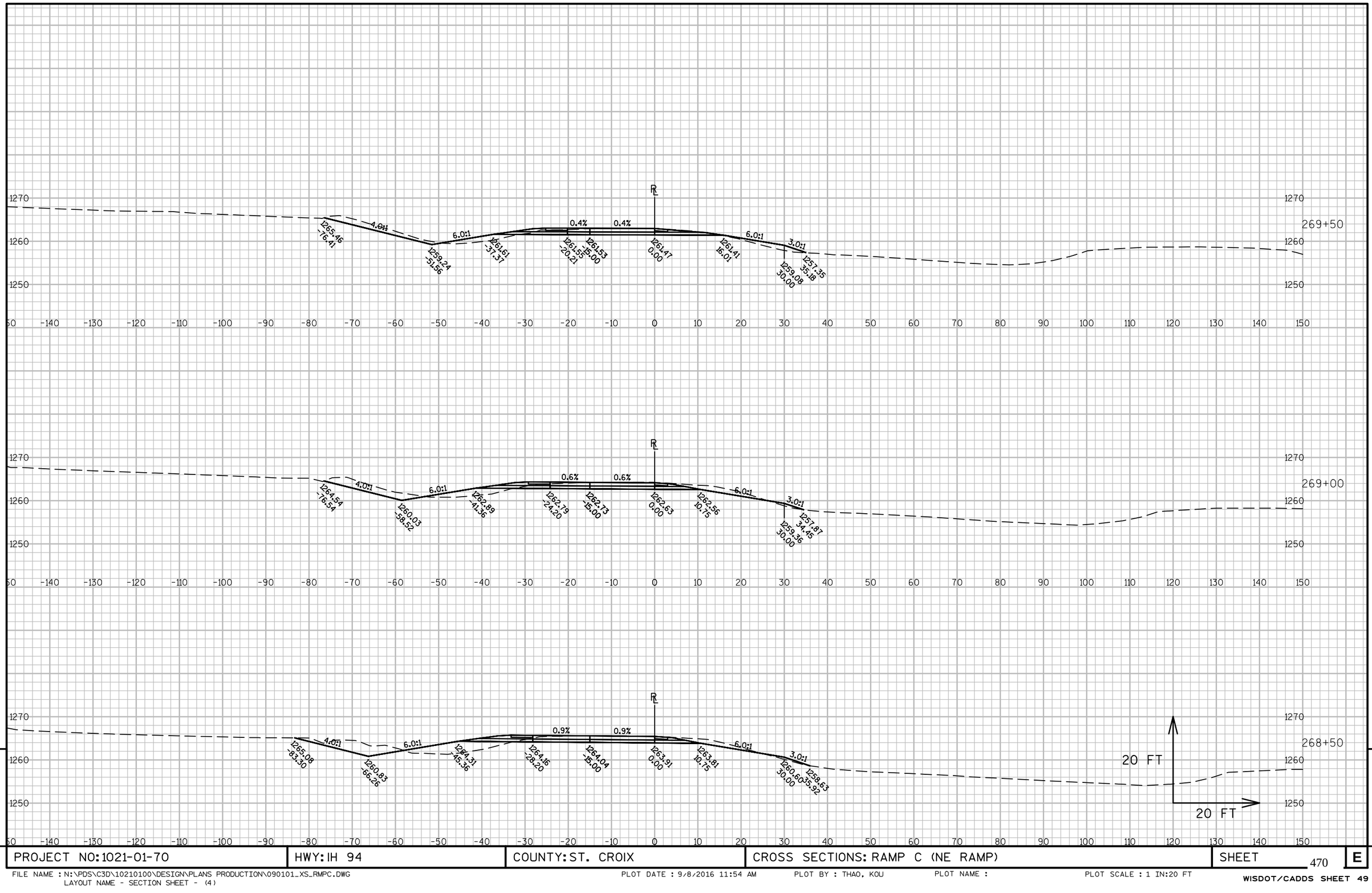
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP C (NE RAMP)	SHEET 469	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPC.DWG
LAYOUT NAME - SECTION SHEET - (3)

PLOT DATE : 9/8/2016 11:54 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

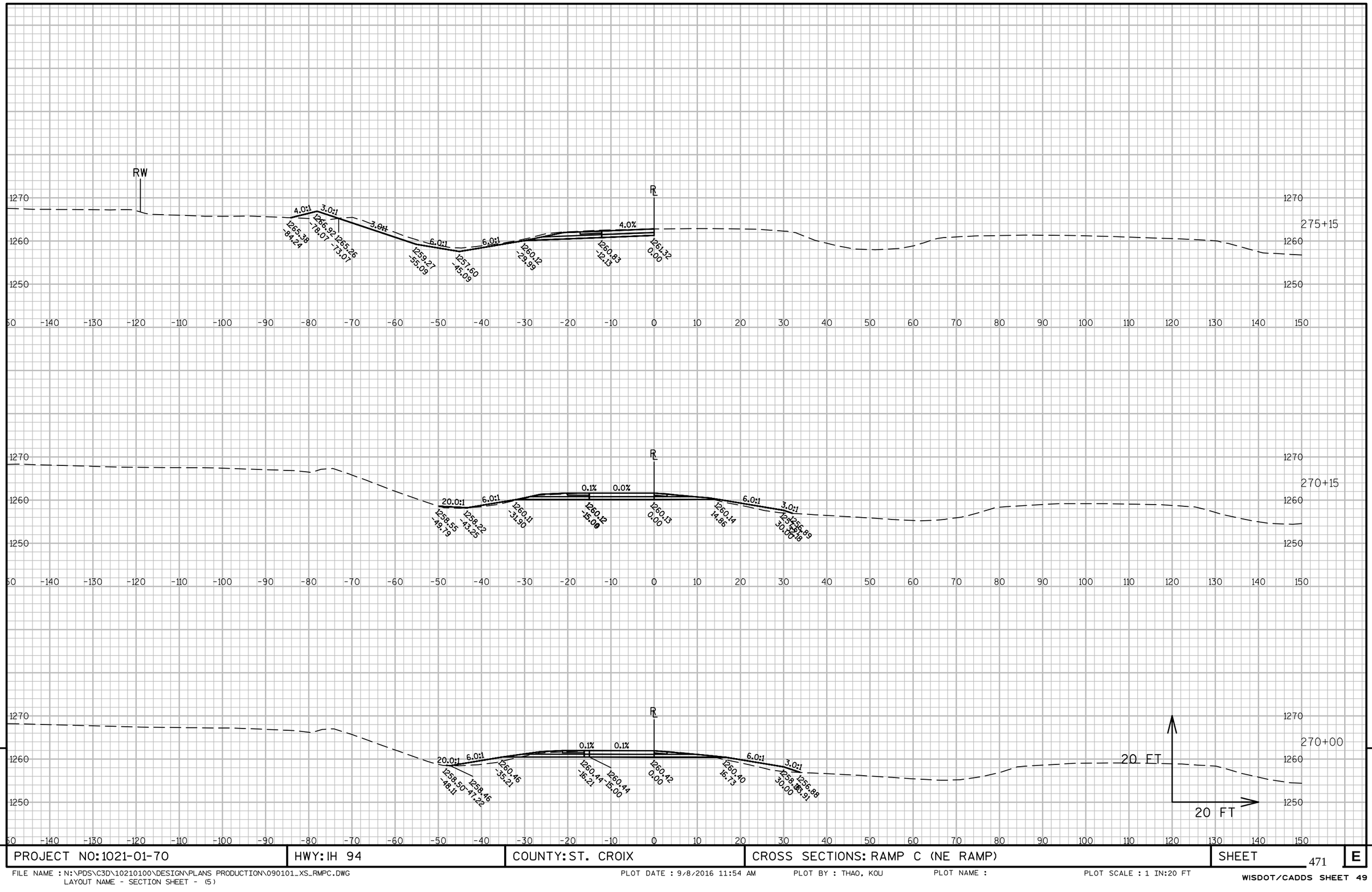


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP C (NE RAMP)	SHEET 470	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPC.DWG
LAYOUT NAME - SECTION SHEET - (4)

PLOT DATE : 9/8/2016 11:54 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

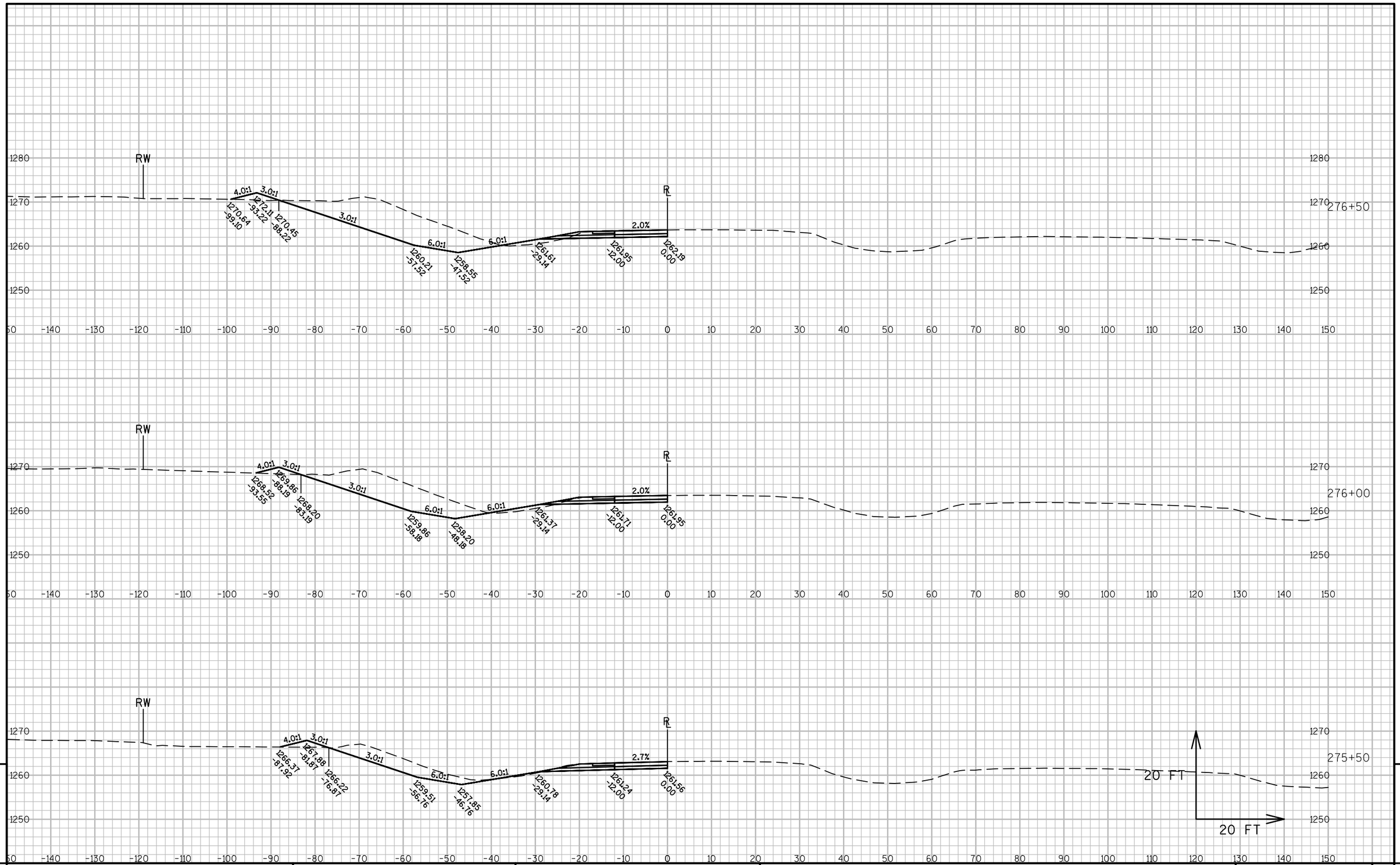


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP C (NE RAMP)	SHEET 471 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPC.DWG
LAYOUT NAME - SECTION SHEET - (5)

PLOT DATE : 9/8/2016 11:54 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

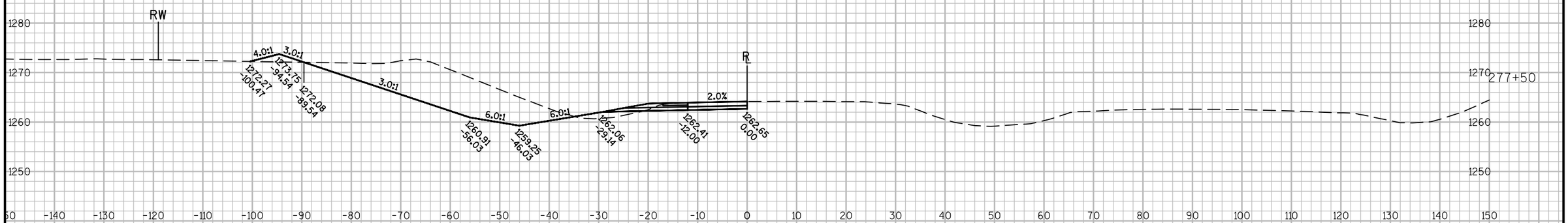


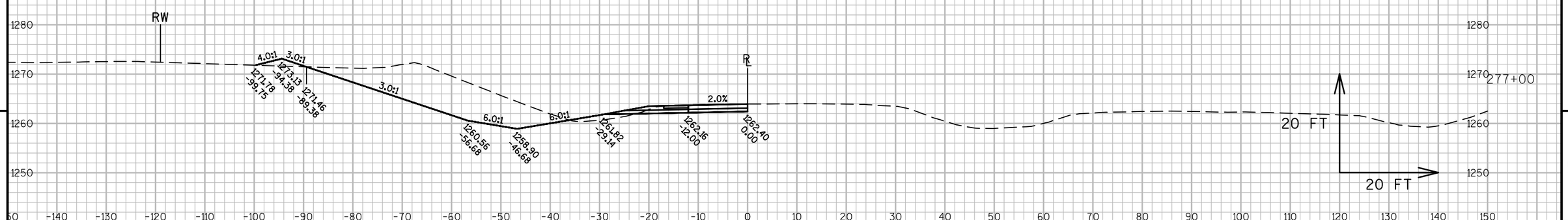
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP C (NE RAMP)	SHEET 472	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPC.DWG
LAYOUT NAME - SECTION SHEET - (6)

PLOT DATE : 9/8/2016 11:54 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





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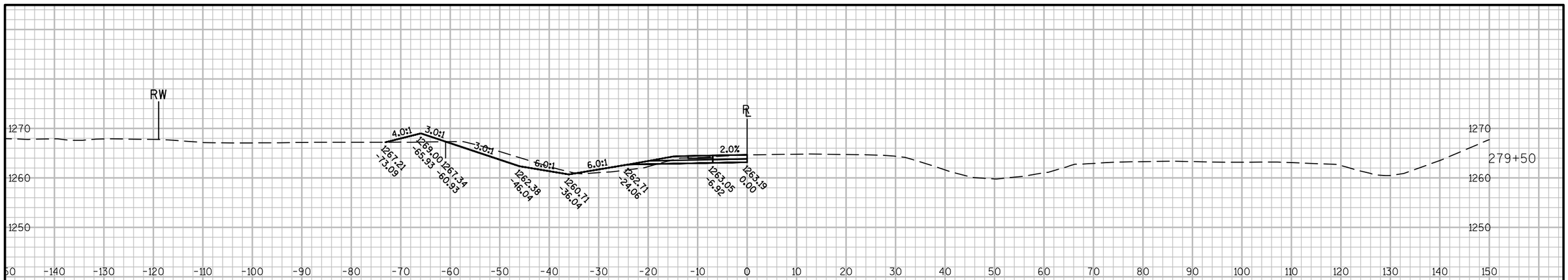
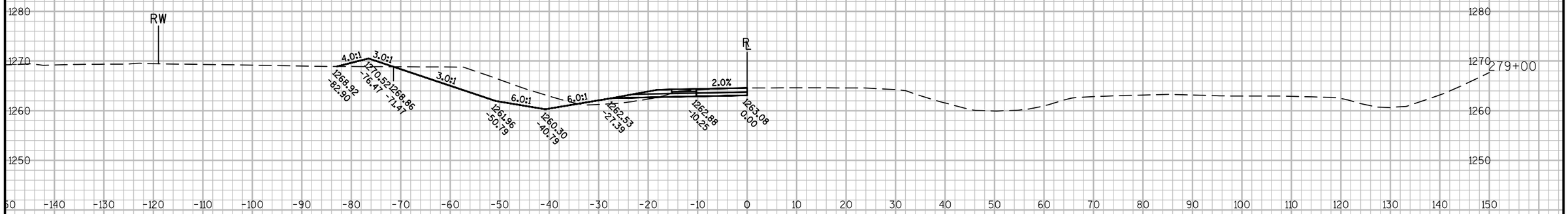
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP C (NE RAMP)	SHEET 473	E

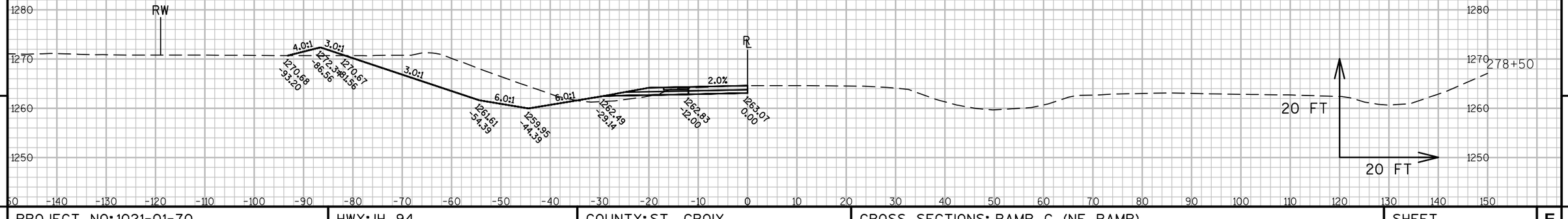
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPC.DWG
LAYOUT NAME - SECTION SHEET - (7)

PLOT DATE : 9/8/2016 11:55 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







9

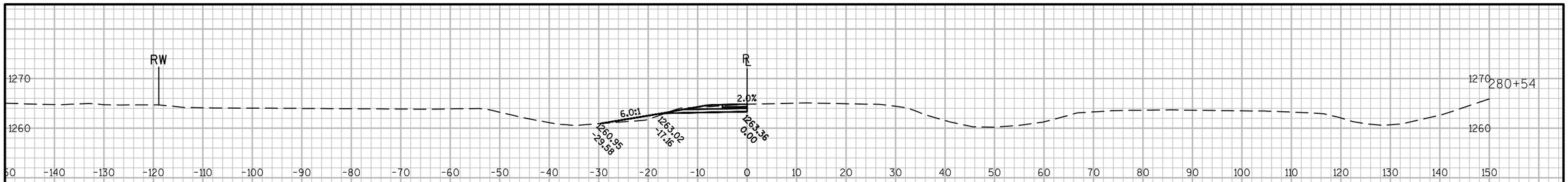
9

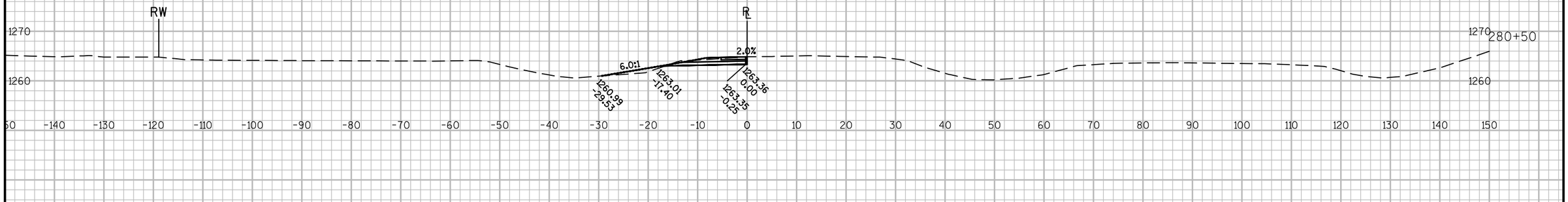
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP C (NE RAMP)	SHEET 474	E

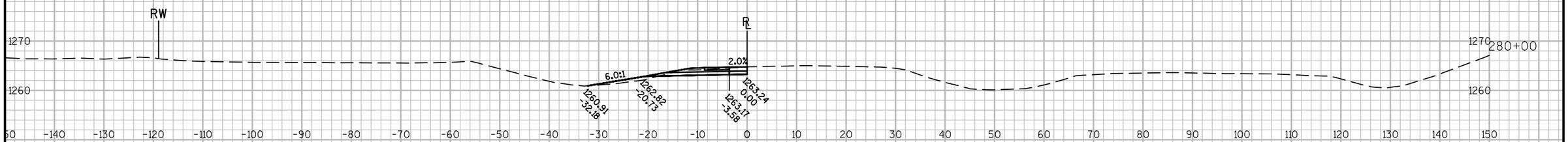
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPC.DWG
LAYOUT NAME - SECTION SHEET - (8)

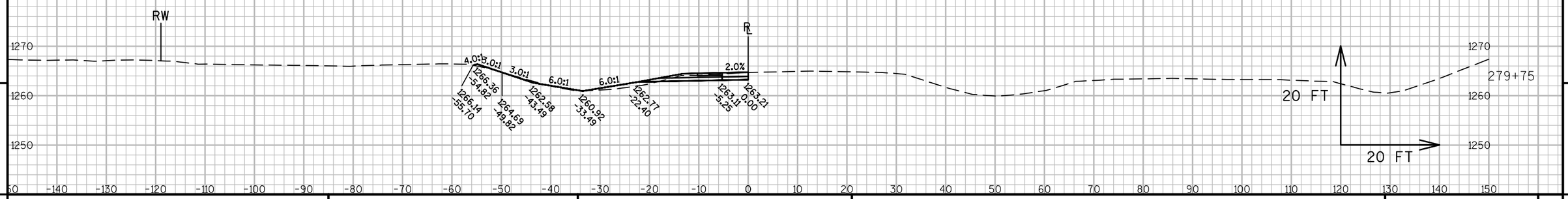
PLOT DATE : 9/8/2016 11:55 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49









9

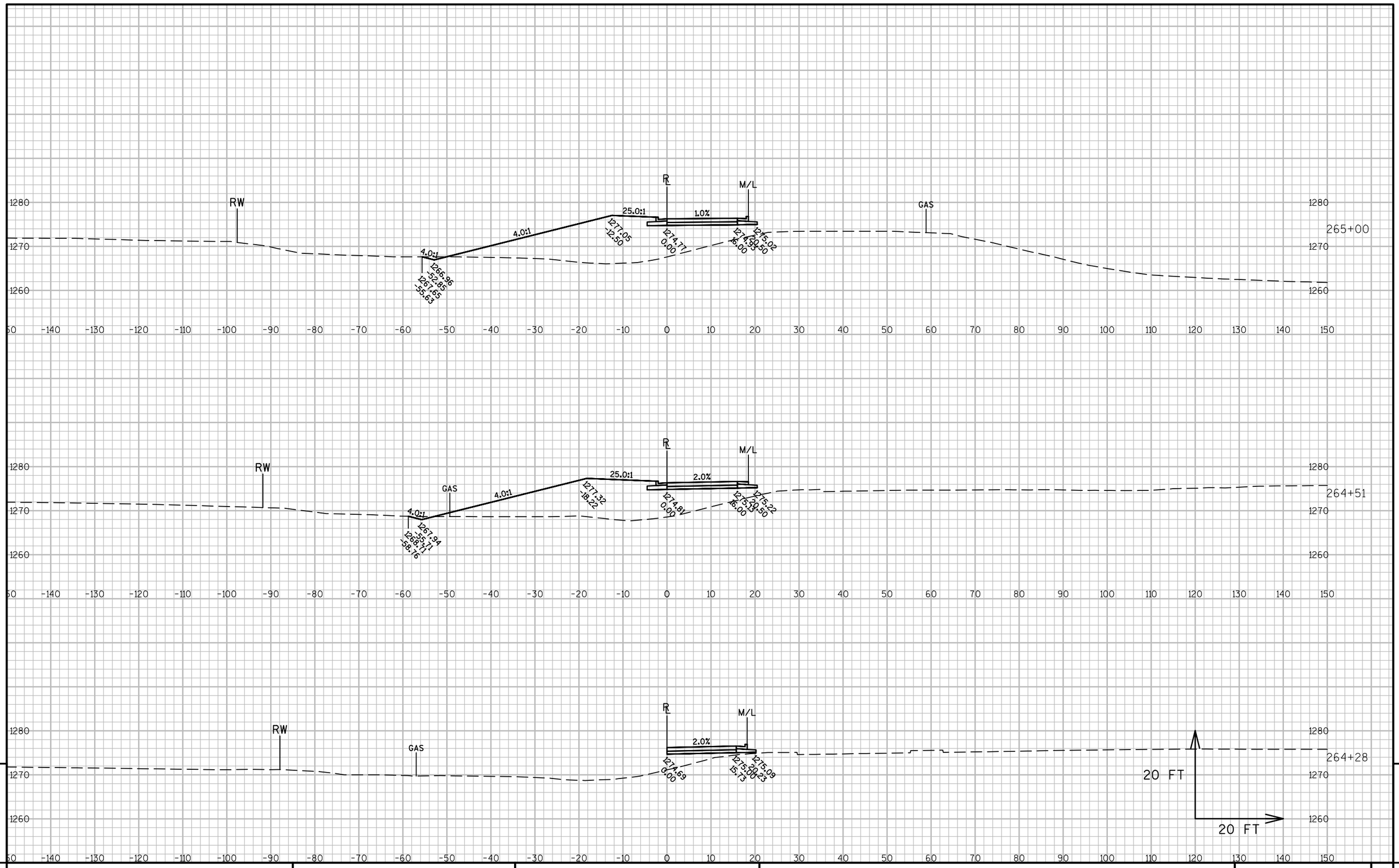
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP C (NE RAMP)	SHEET 475	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPC.DWG
LAYOUT NAME - SECTION SHEET - (9)

PLOT DATE : 9/8/2016 11:55 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

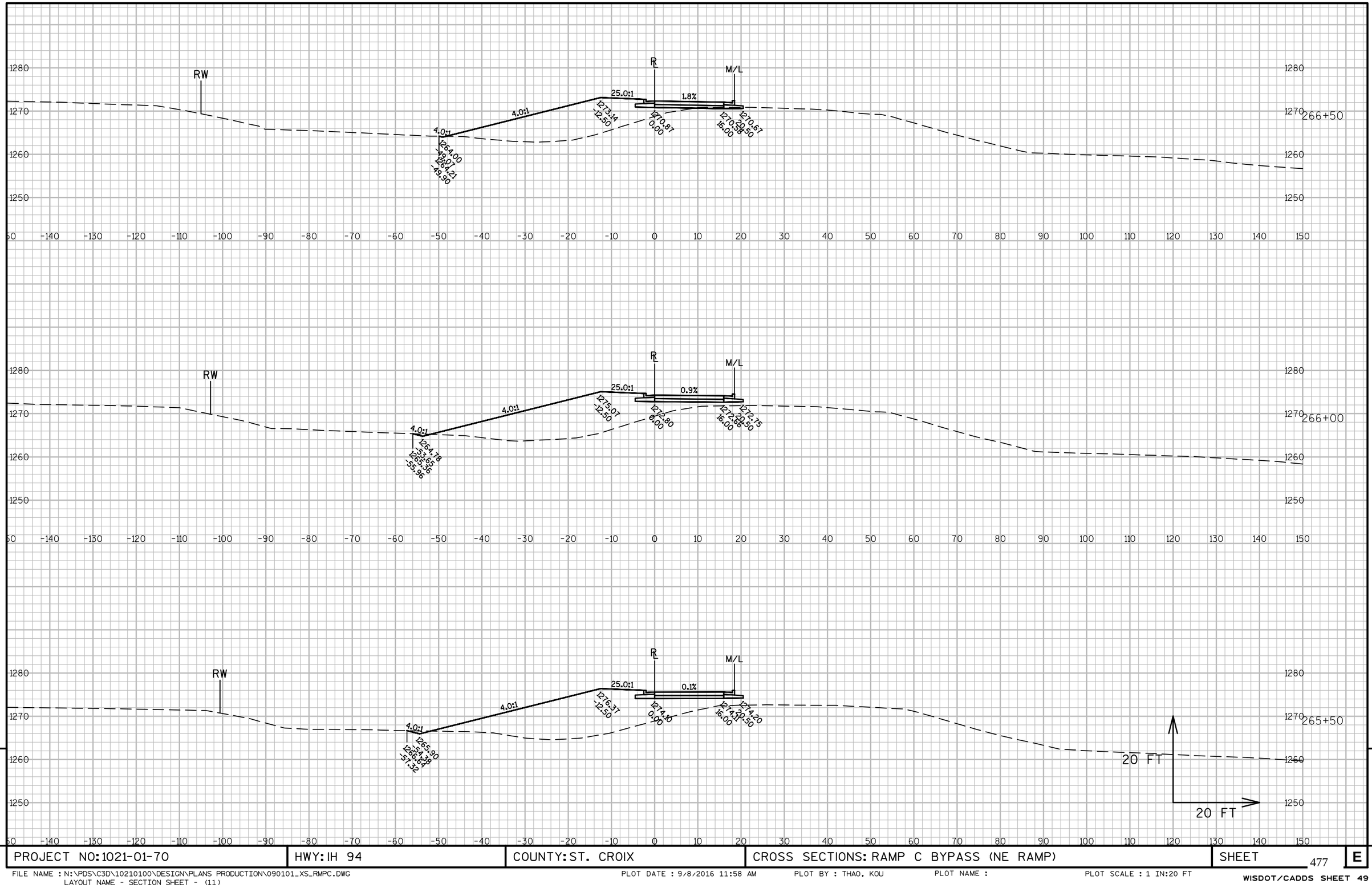
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP C BYPASS (NE RAMP)	SHEET 476	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPC.DWG
LAYOUT NAME - SECTION SHEET - (10)

PLOT DATE : 9/8/2016 11:58 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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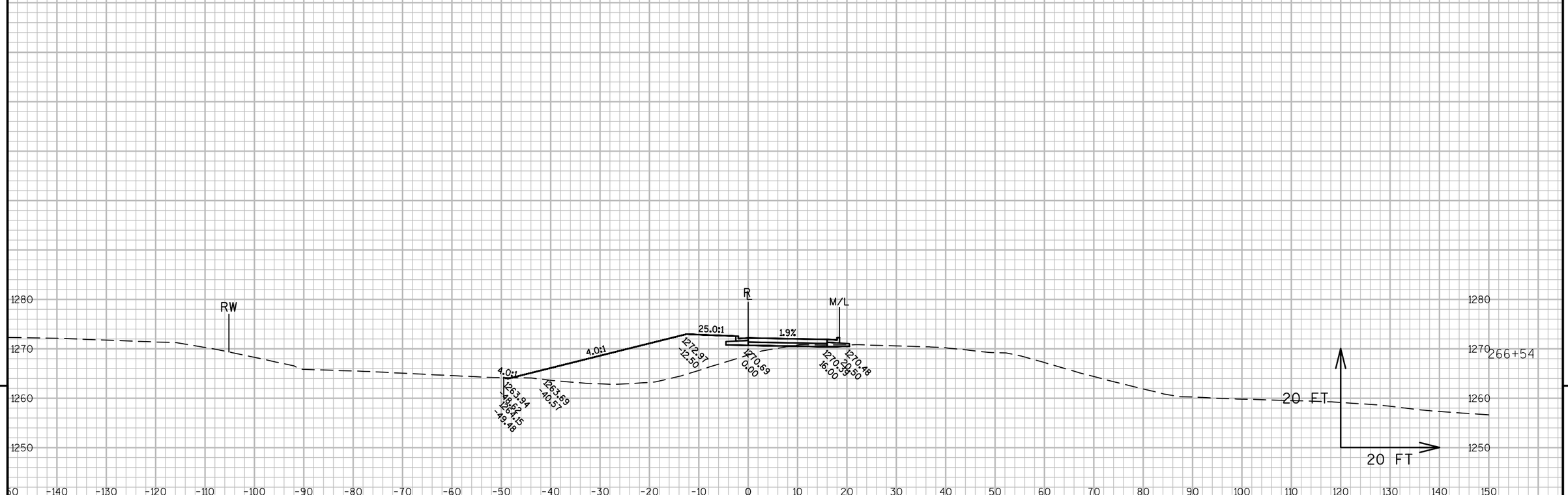
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP C BYPASS (NE RAMP)	SHEET 477	E



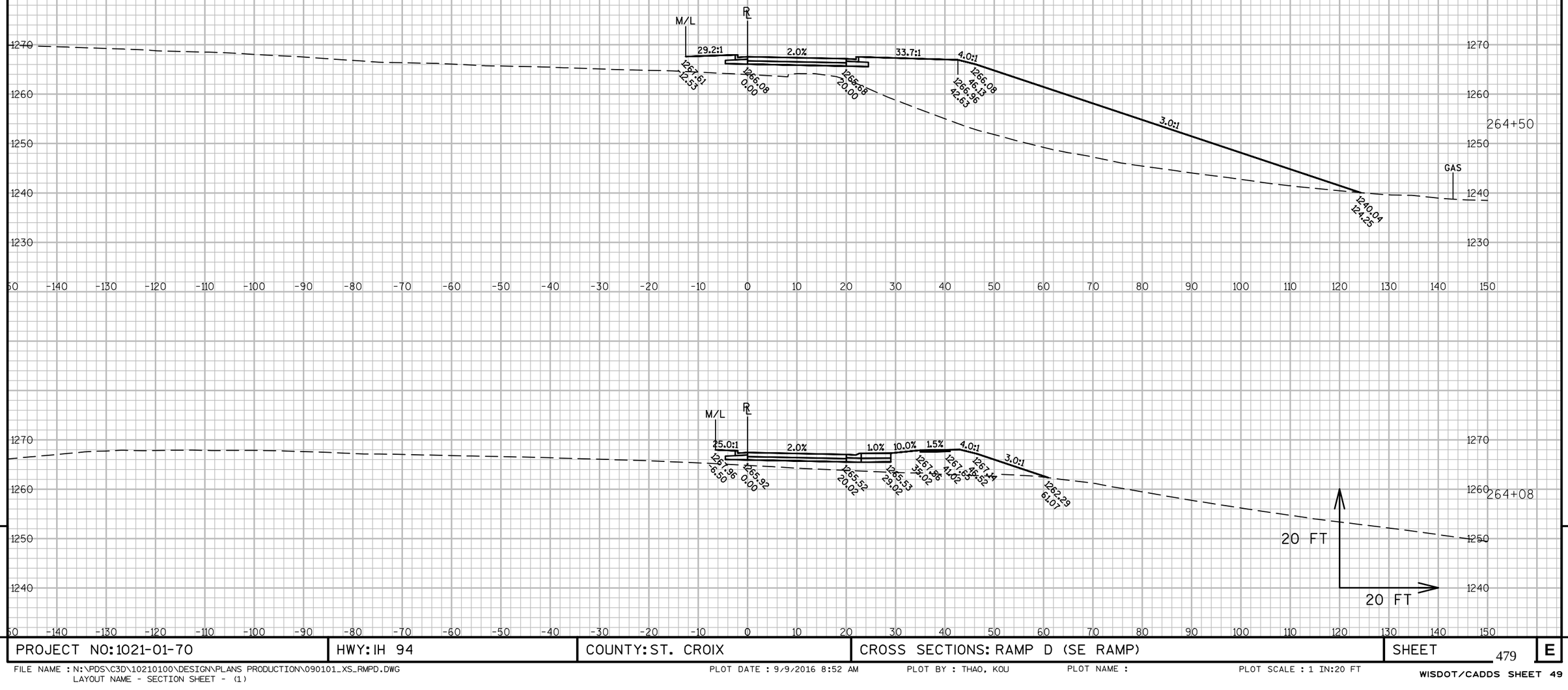
9

9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP C BYPASS (NE RAMP)	SHEET 478	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPC.DWG
LAYOUT NAME - SECTION SHEET - (12)

PLOT DATE : 9/8/2016 11:58 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

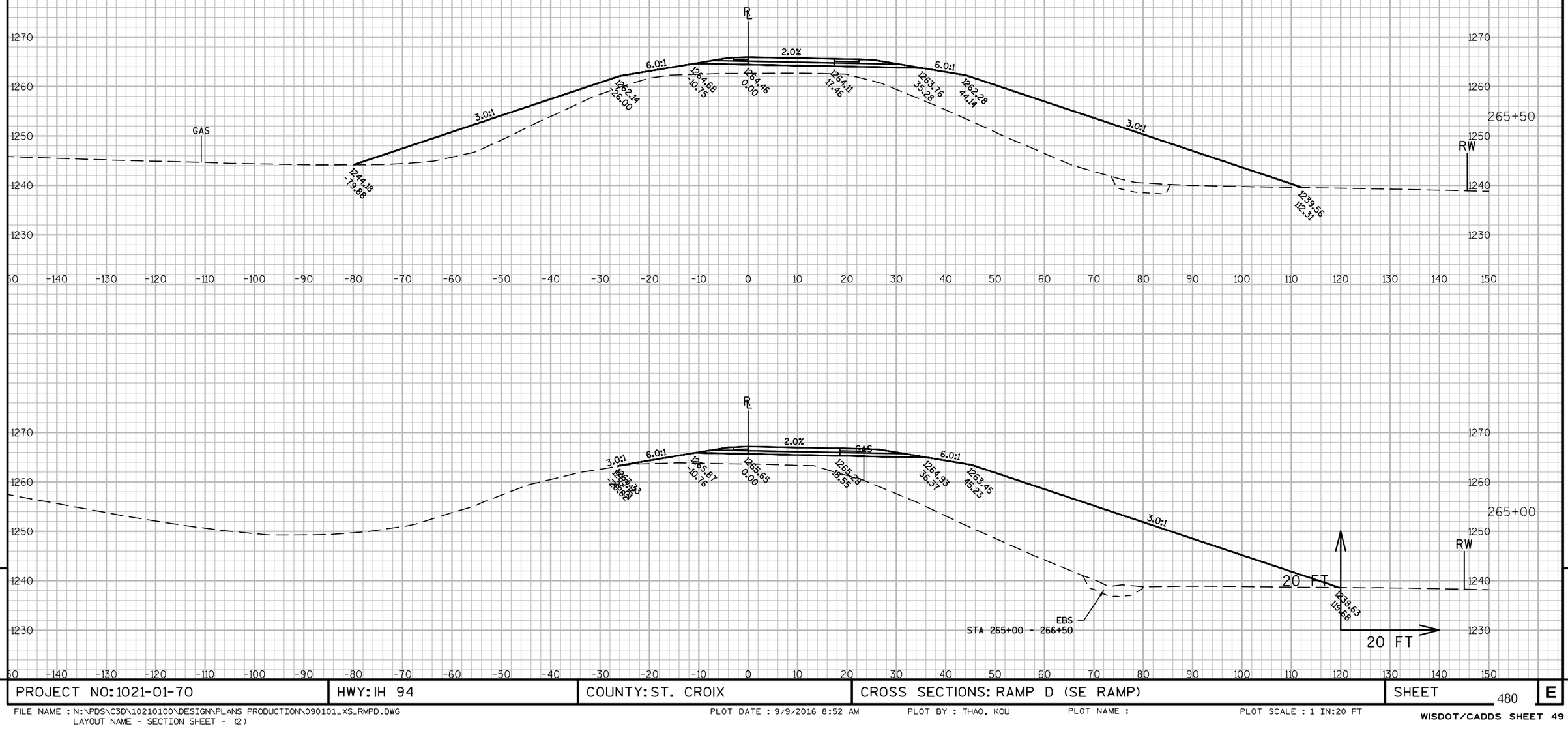
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP D (SE RAMP)	SHEET 479	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPD.DWG
LAYOUT NAME - SECTION SHEET - (1)

PLOT DATE : 9/9/2016 8:52 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

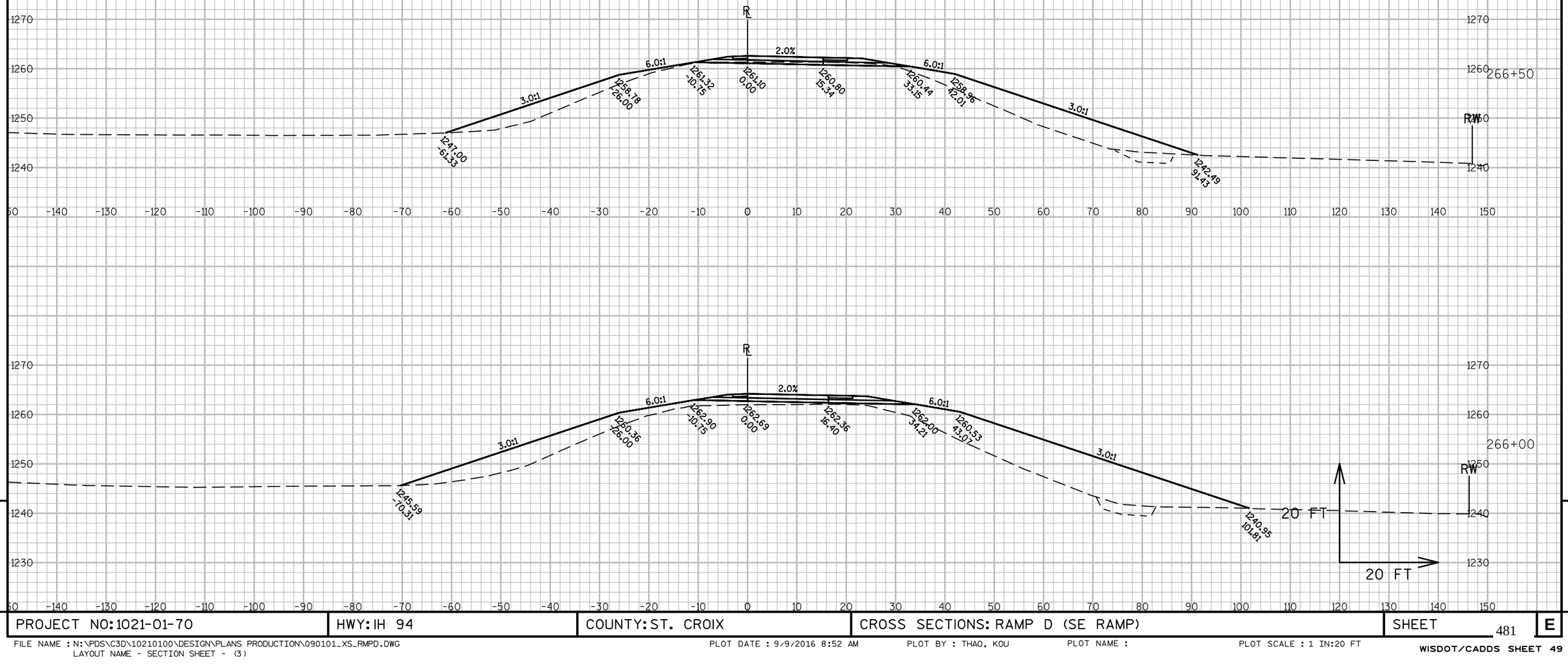


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP D (SE RAMP)	SHEET 480	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPD.DWG
LAYOUT NAME - SECTION SHEET - (2)

PLOT DATE : 9/9/2016 8:52 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

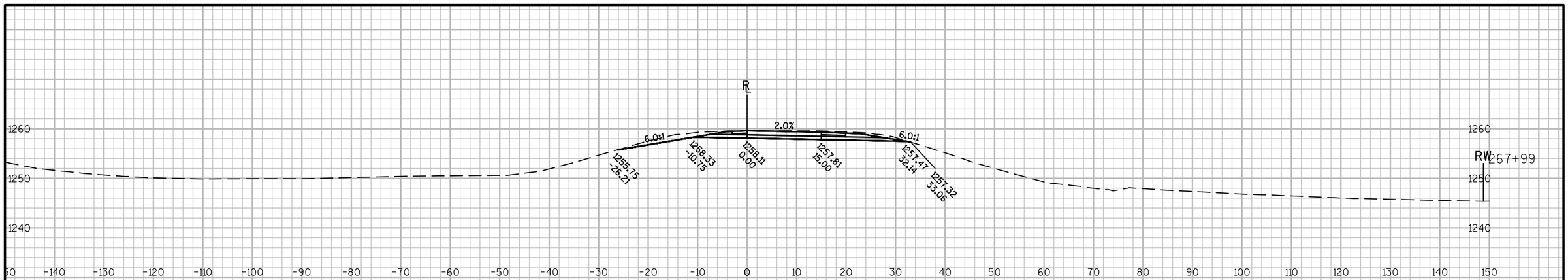
WISDOT/CADDS SHEET 49

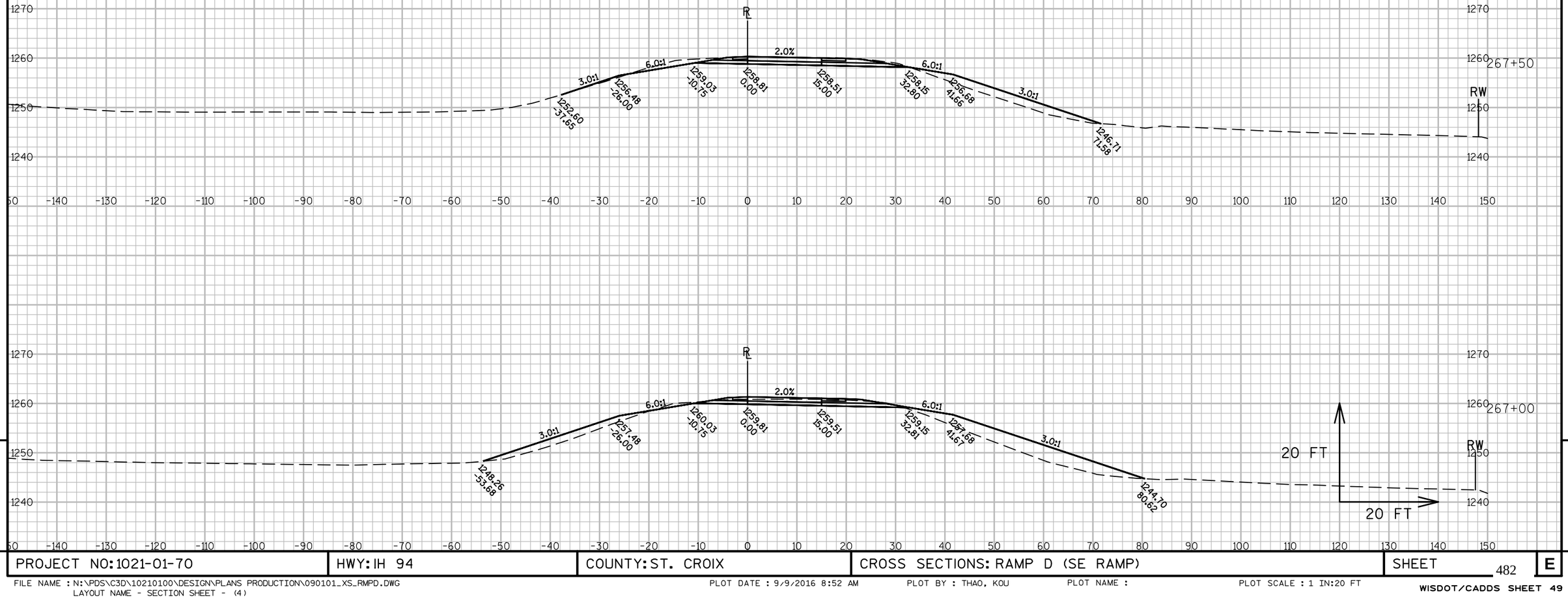


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP D (SE RAMP)	SHEET 481	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_RMPD.DWG
LAYOUT NAME - SECTION SHEET - (3)

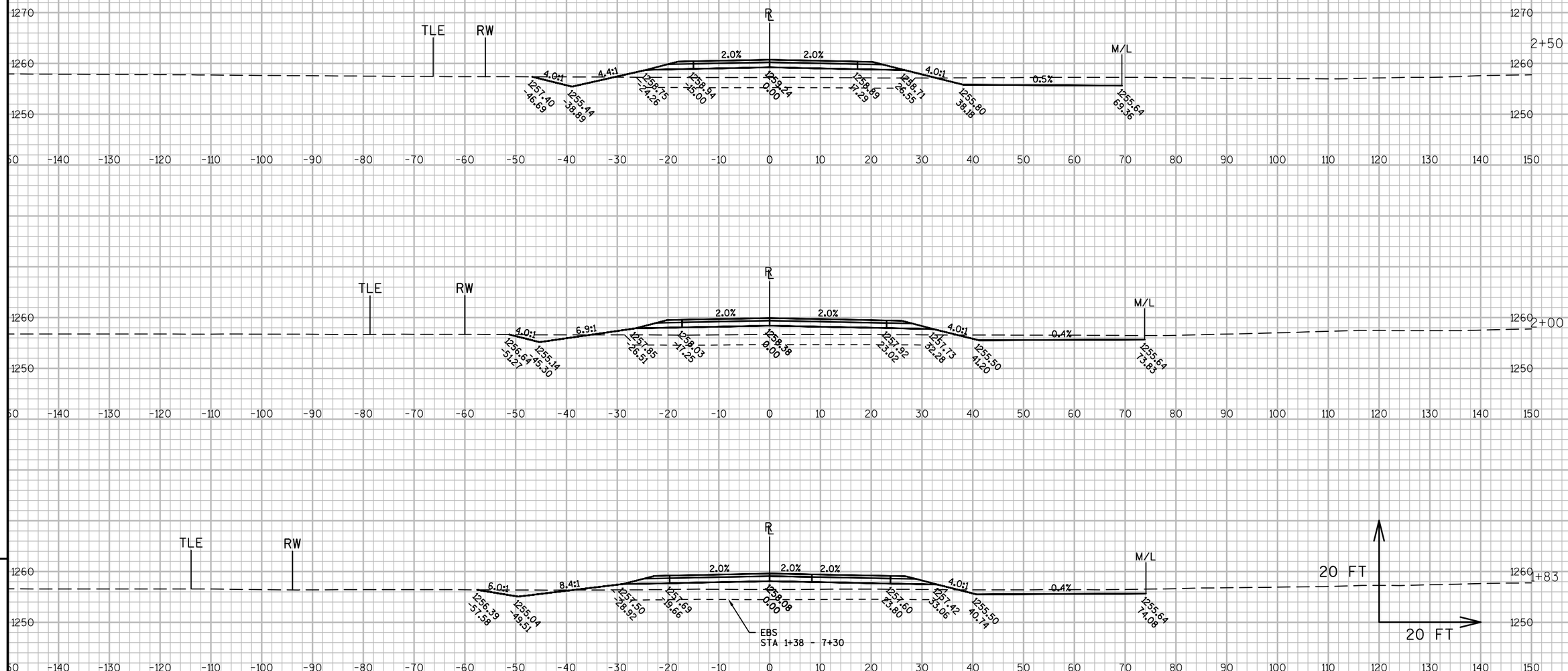
PLOT DATE : 9/9/2016 8:52 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT



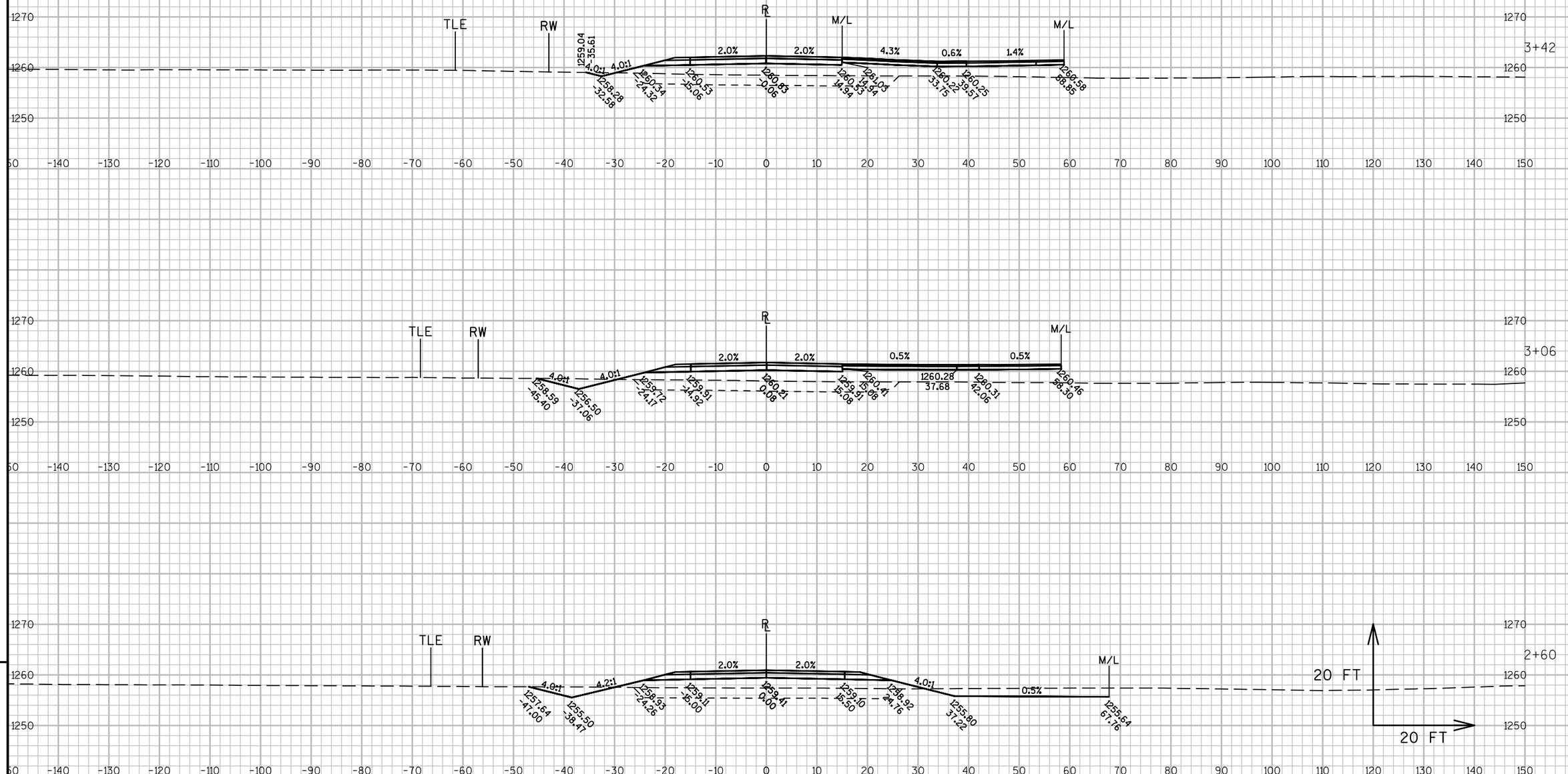


9 9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP D (SE RAMP)	SHEET 482	E



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: SERVICE RD	SHEET 483 E



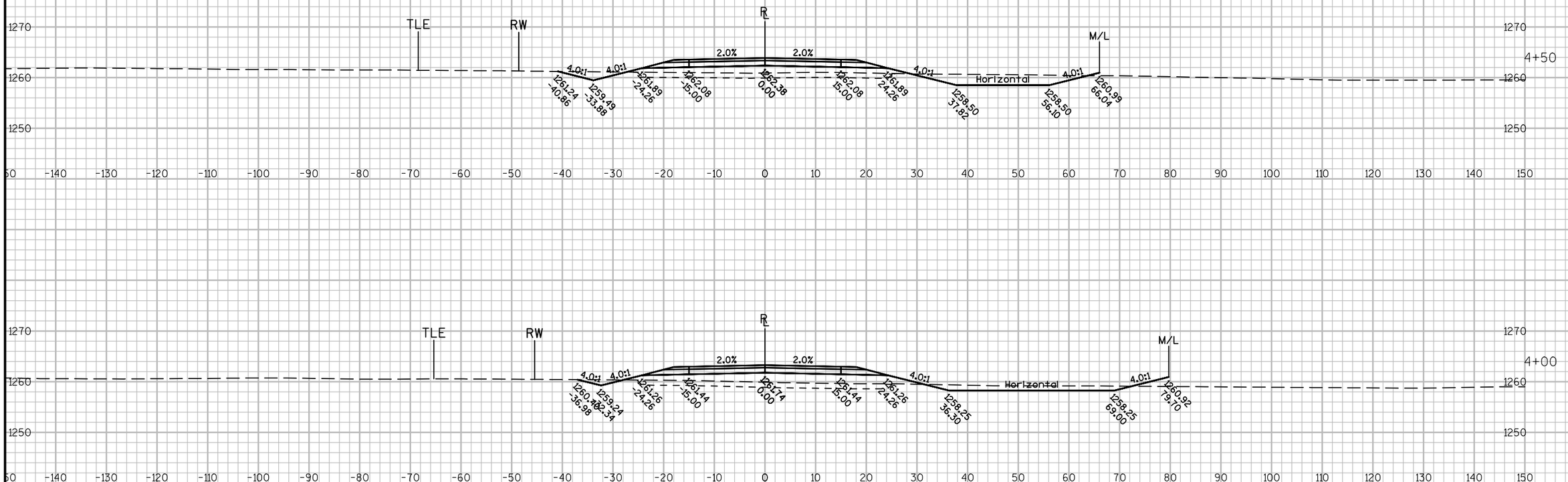
9 9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: SERVICE RD	SHEET 484 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_SERVICERD.DWG
LAYOUT NAME - SECTION SHEET - (2)

PLOT DATE : 9/9/2016 8:35 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

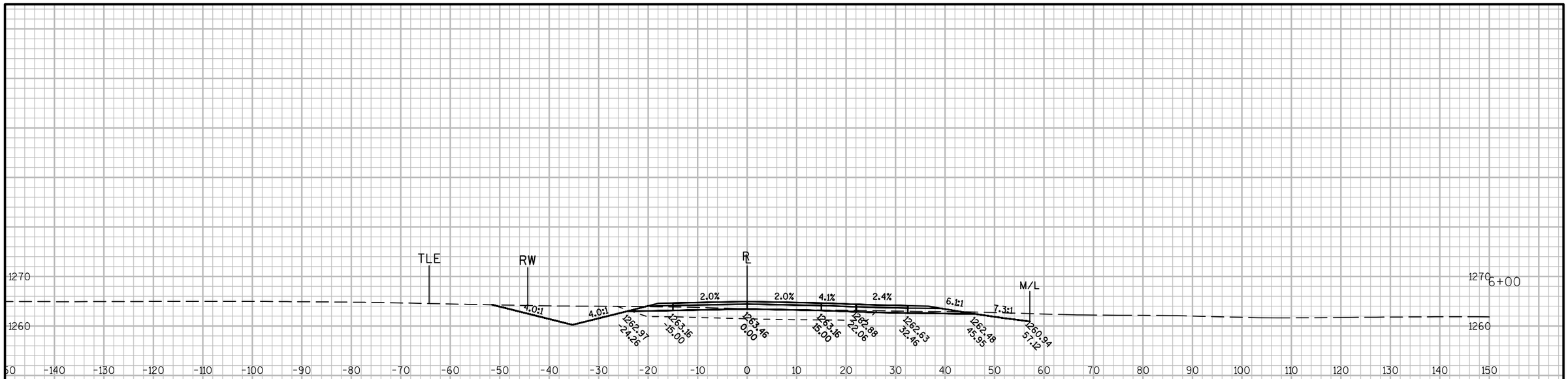
9

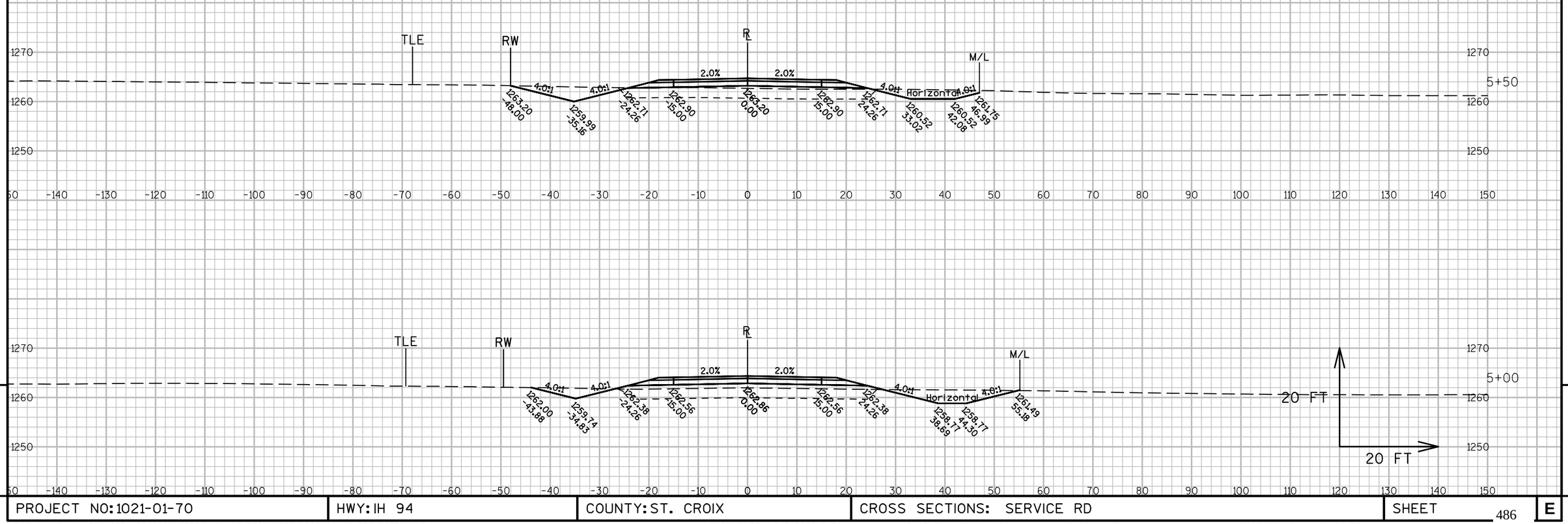
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: SERVICE RD	SHEET 485	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_SERVICERD.DWG
LAYOUT NAME - SECTION SHEET - (3)

PLOT DATE : 9/9/2016 8:36 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





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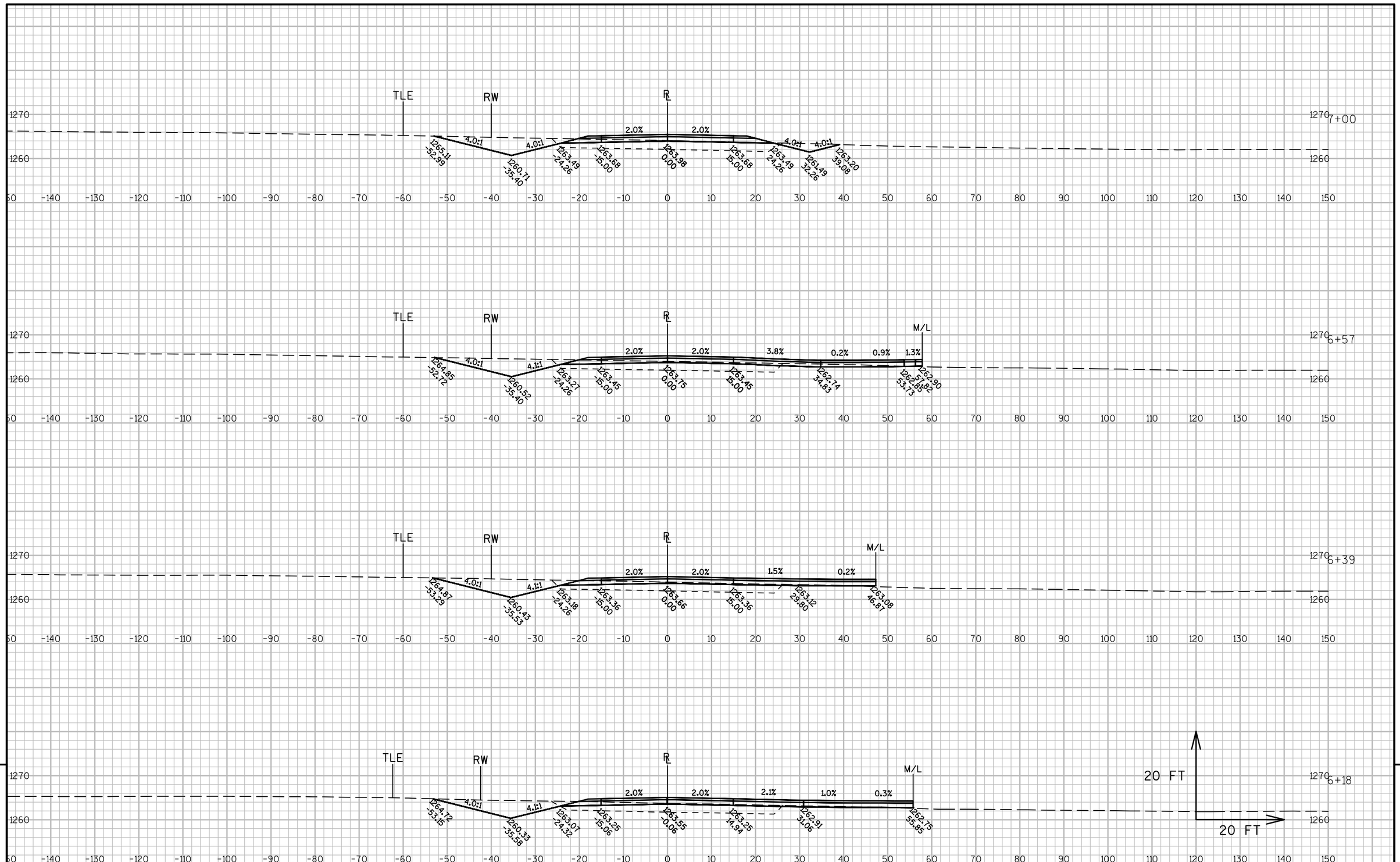
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: SERVICE RD	SHEET 486	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_SERVICERD.DWG
LAYOUT NAME - SECTION SHEET - (4)

PLOT DATE : 9/9/2016 8:36 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

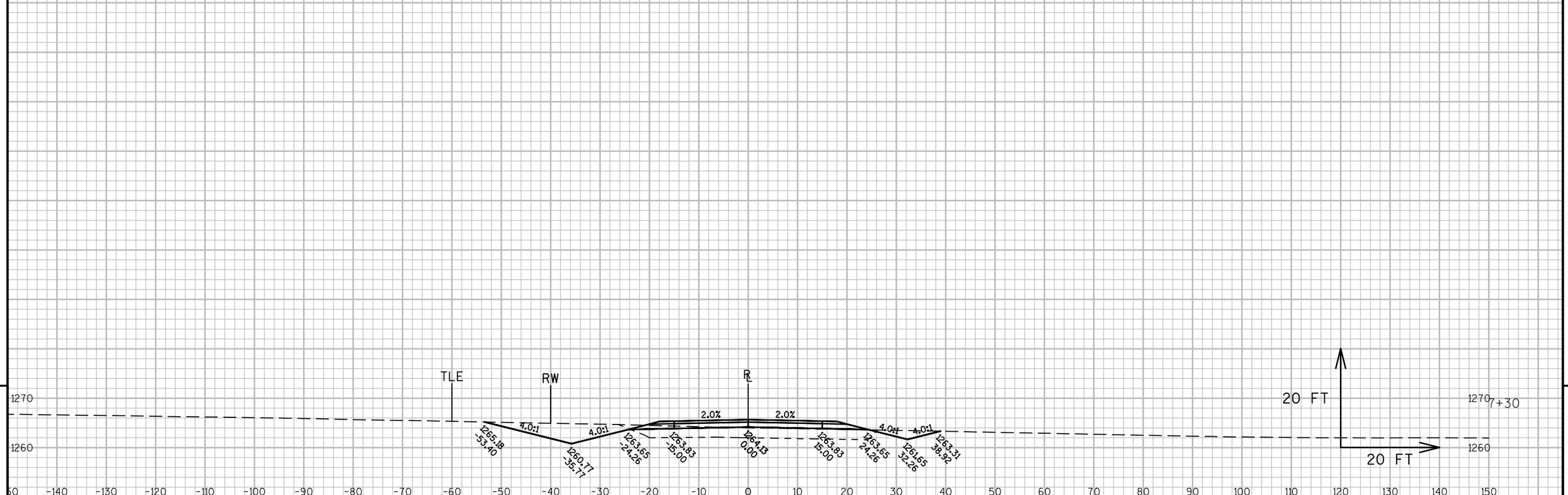


9

9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: SERVICE RD	SHEET 487	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_SERVICERD.DWG
LAYOUT NAME - SECTION SHEET - (5)
PLOT DATE : 9/9/2016 8:36 AM
PLOT BY : THAO, KOU
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



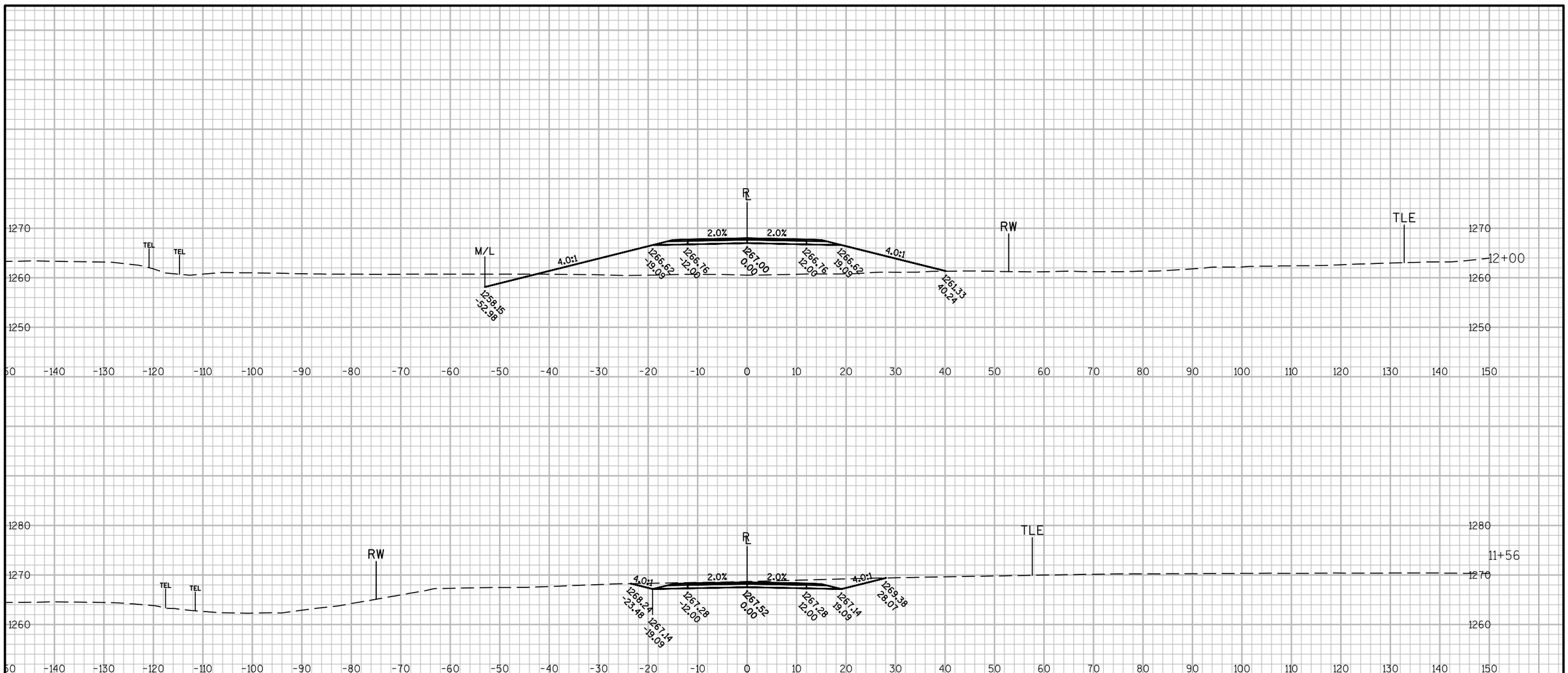
9

9

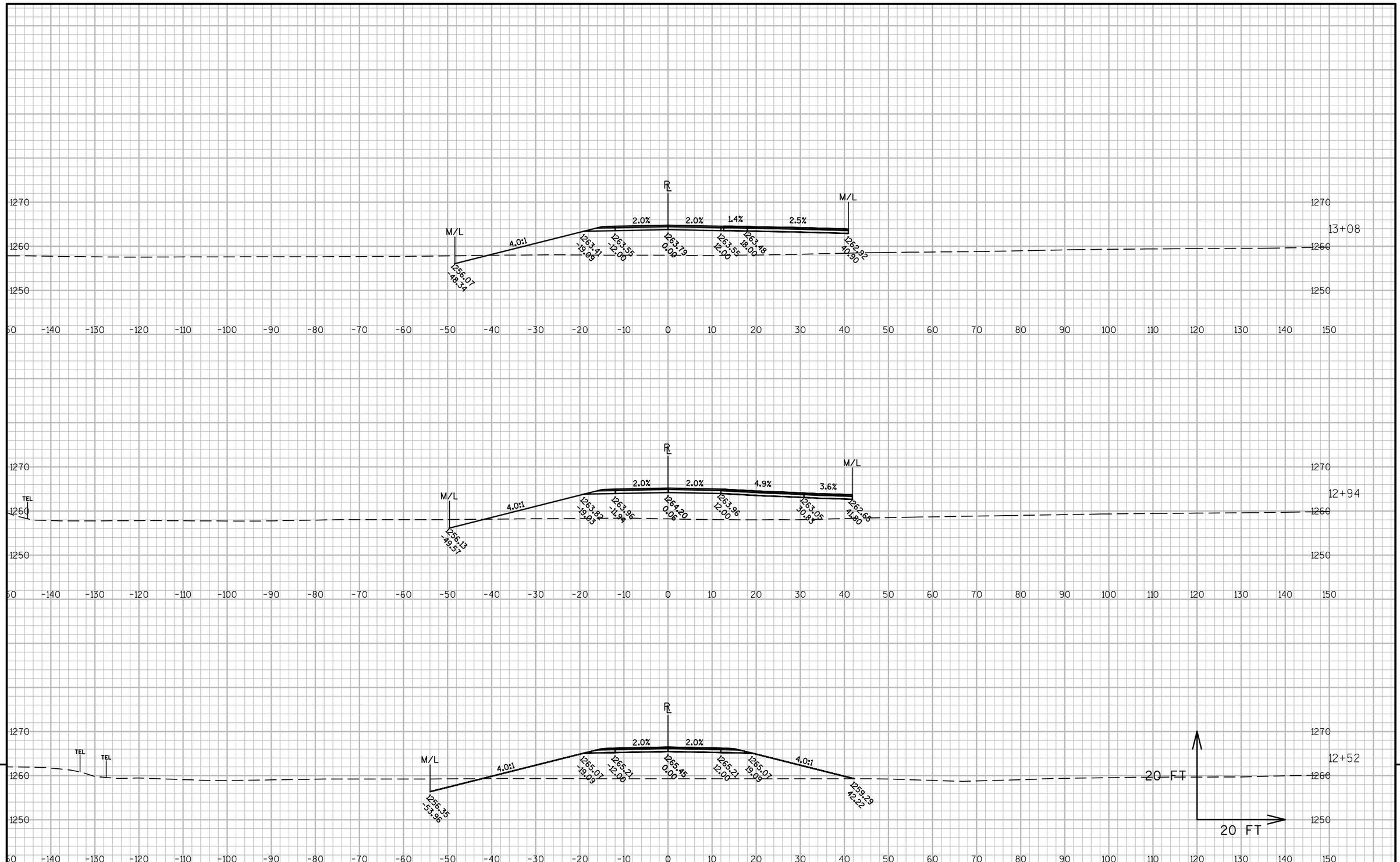
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: SERVICE RD	SHEET 488 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_SERVICERD.DWG
LAYOUT NAME - SECTION SHEET - (6)

PLOT DATE : 9/9/2016 8:36 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: WEST DR	SHEET 489	E

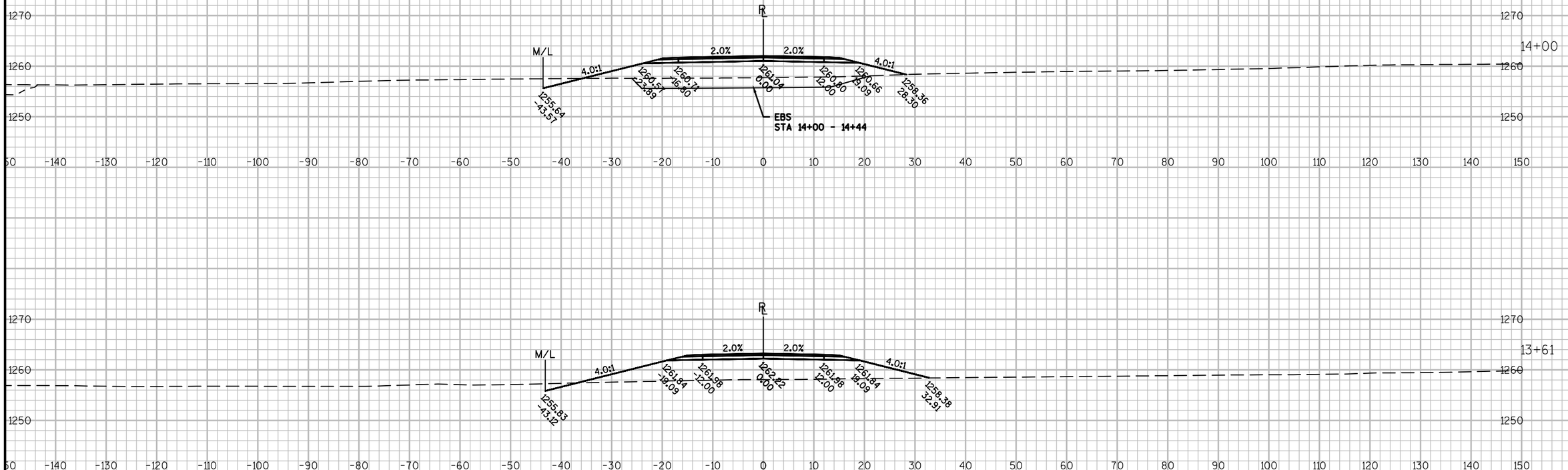


9

9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: WEST DR	SHEET 490	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_WESTDR.DWG
LAYOUT NAME - SECTION SHEET - (8)
PLOT DATE : 9/14/2016 9:14 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

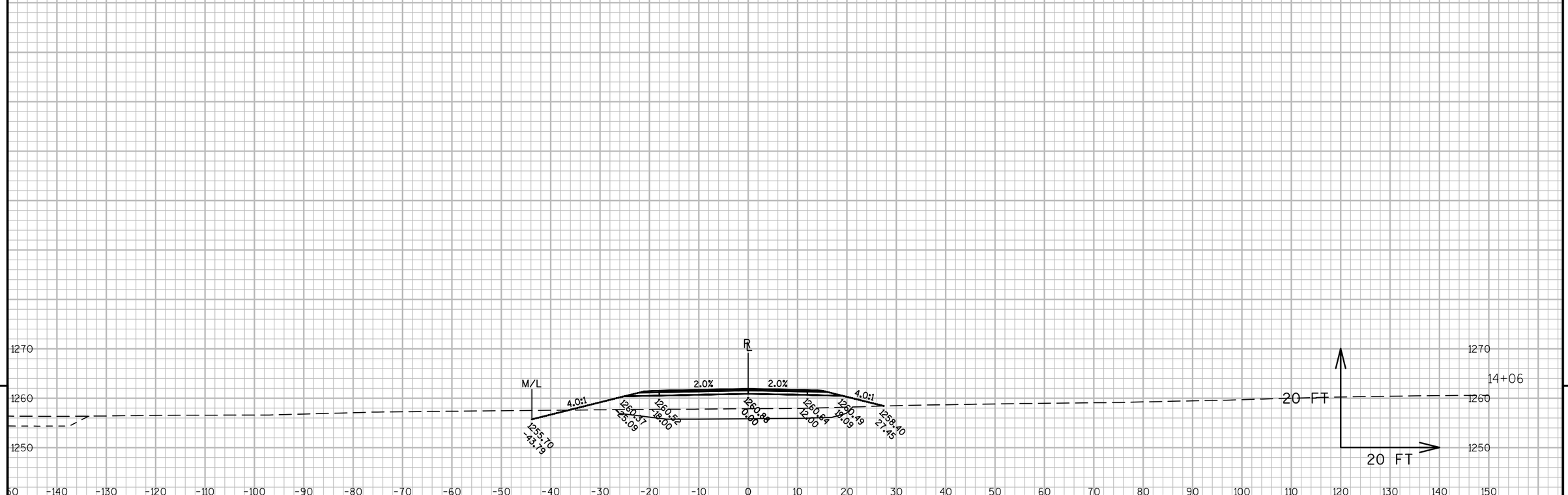


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: WEST DR	SHEET 491 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_WESTDR.DWG
LAYOUT NAME - SECTION SHEET - (9)

PLOT DATE : 9/14/2016 9:14 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

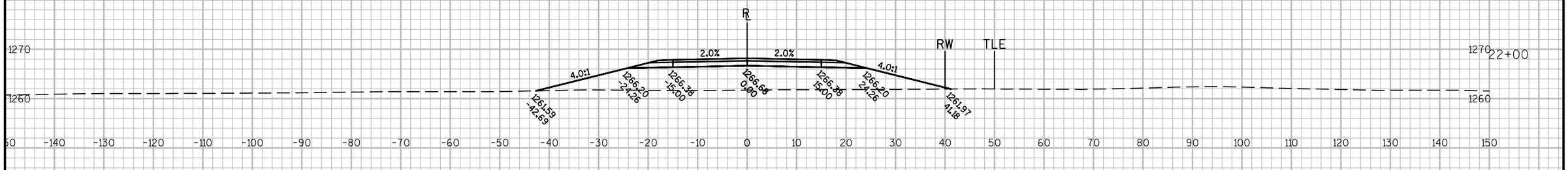
9

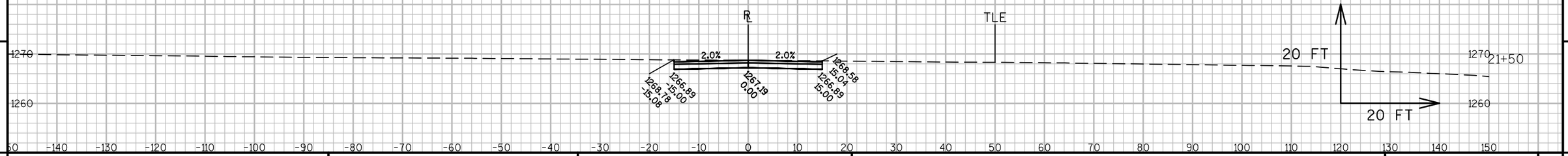
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: WEST DR	SHEET 492	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_WESTDR.DWG
LAYOUT NAME - SECTION SHEET - (10)

PLOT DATE : 9/14/2016 9:14 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





9

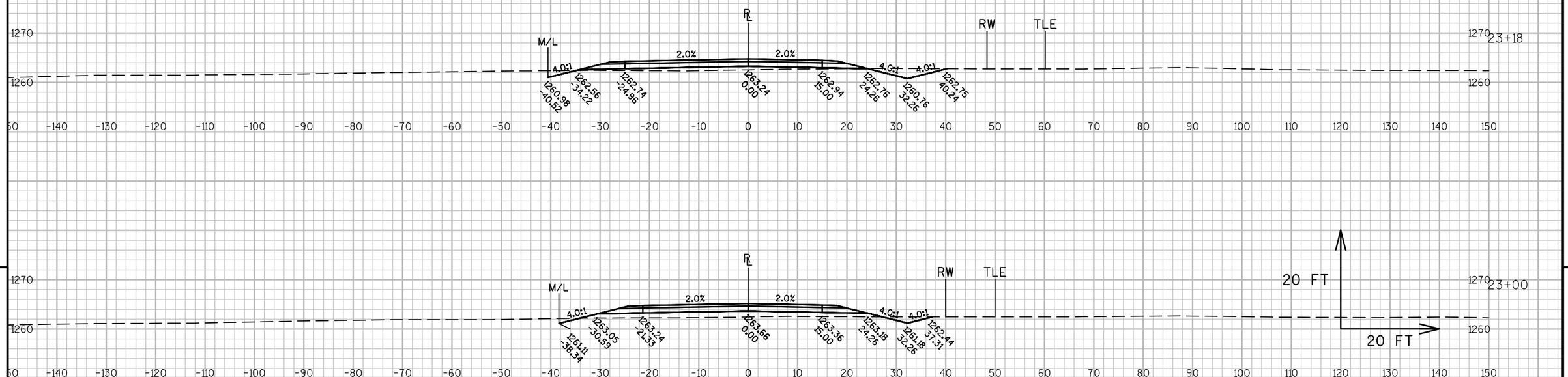
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: EAST DR	SHEET 493	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_EASTDR.DWG
LAYOUT NAME - SECTION SHEET - (14)

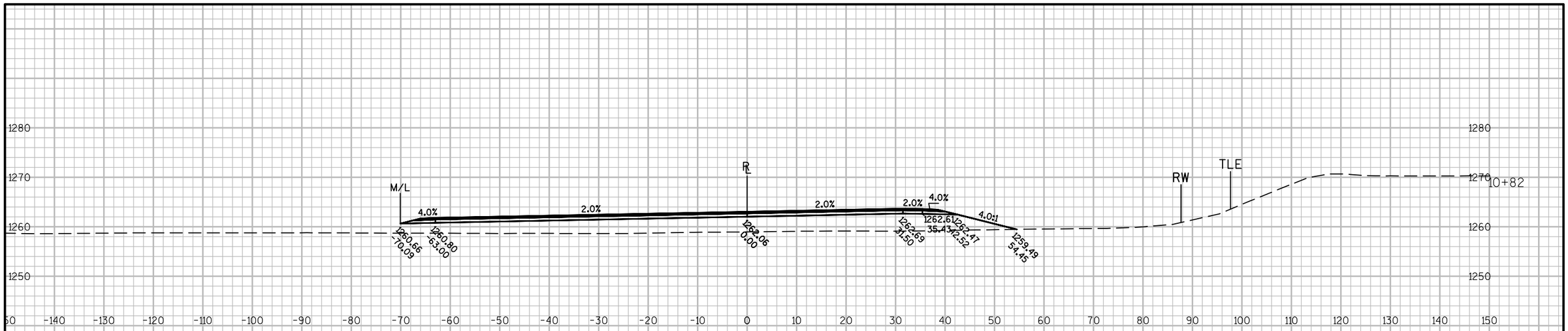
PLOT DATE : 9/8/2016 1:05 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

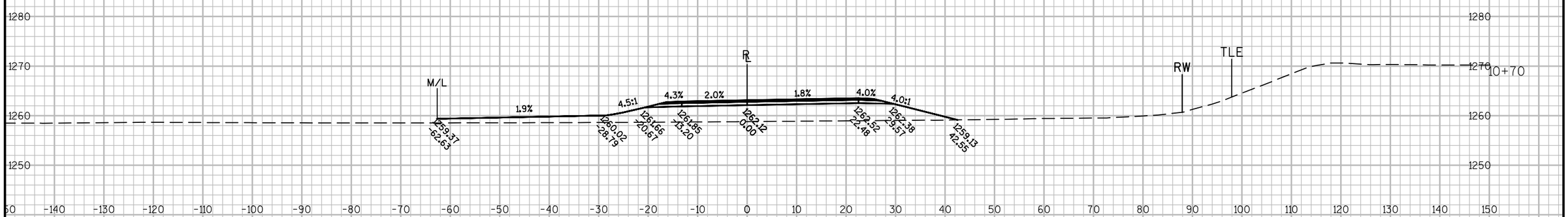
WISDOT/CADDS SHEET 49

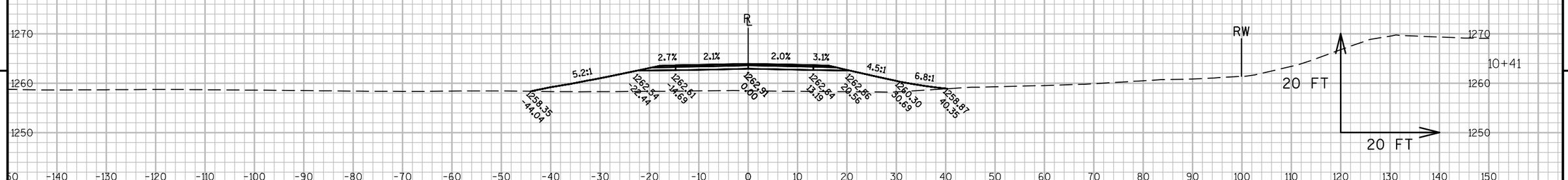


9 9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: EAST DR	SHEET 494 E

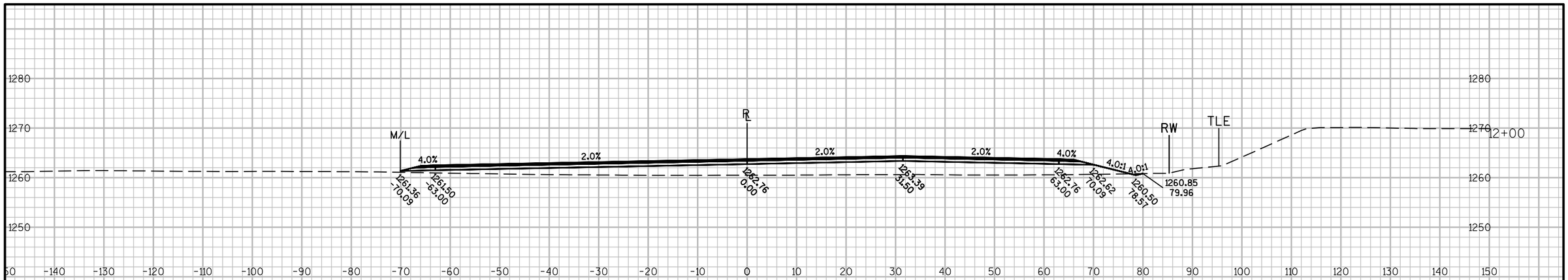


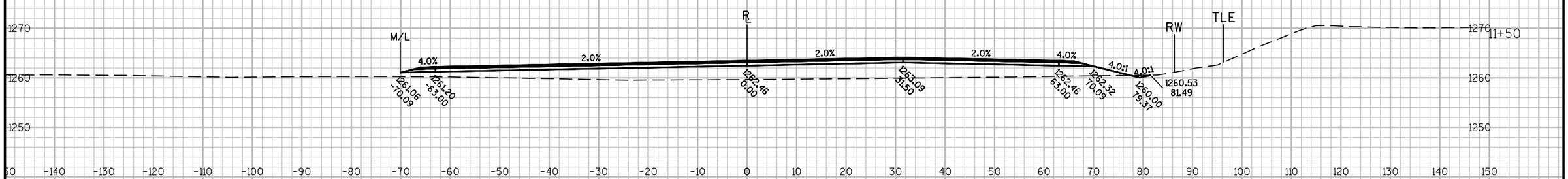


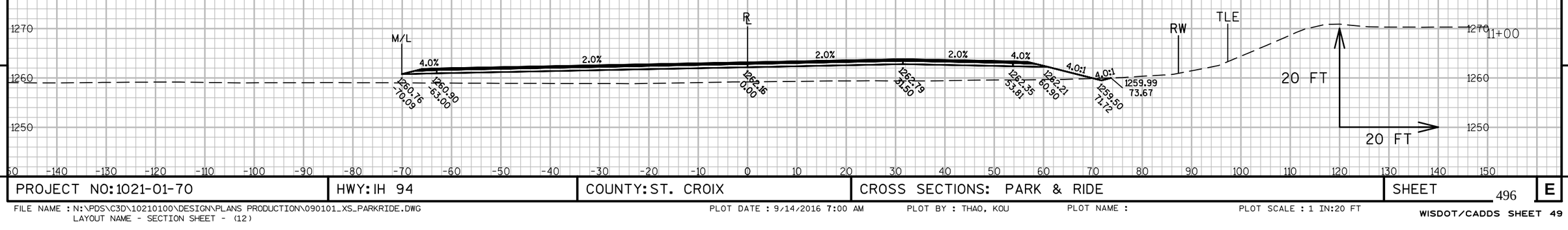


9 9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: PARK & RIDE	SHEET 495 E







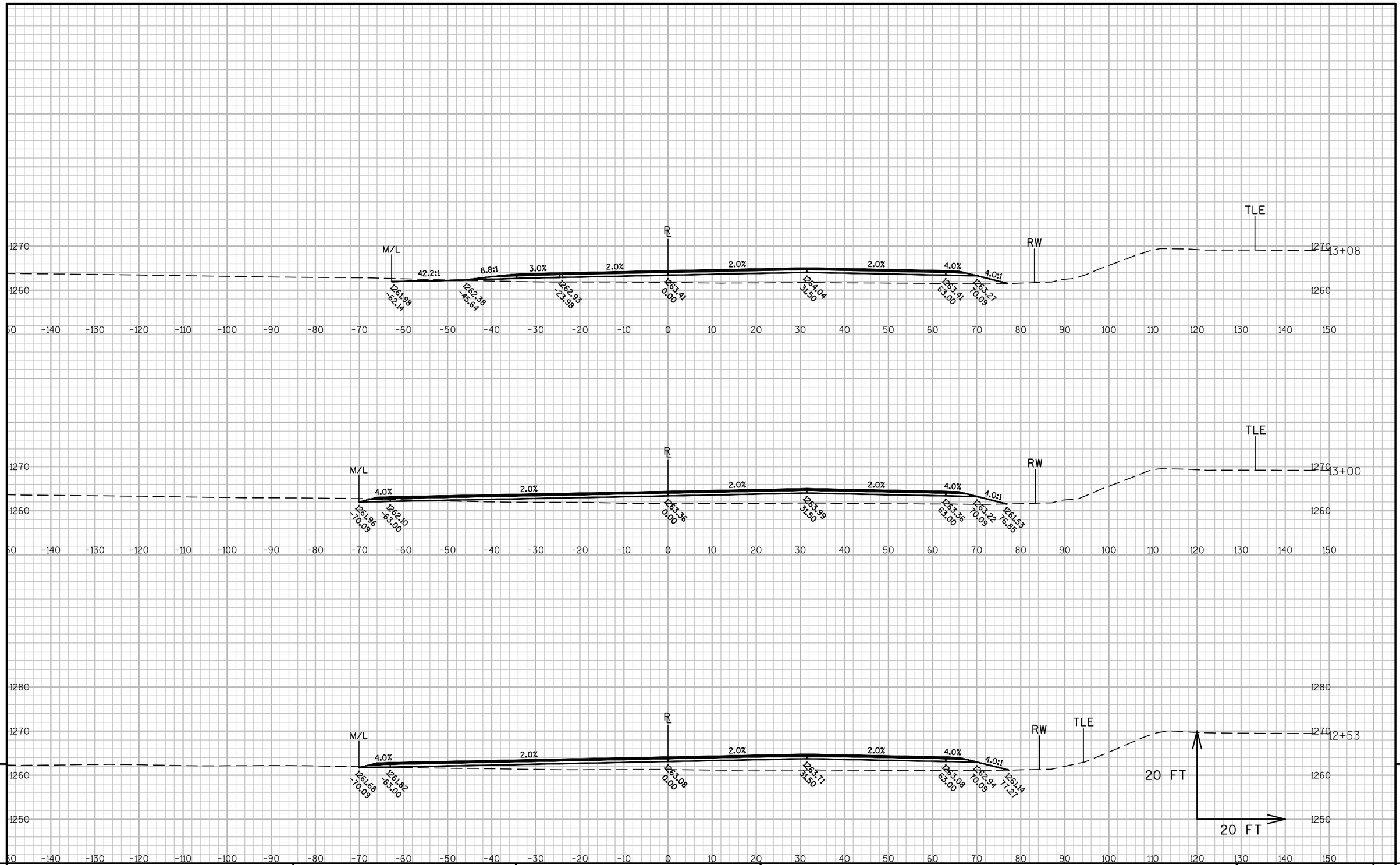
9 9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: PARK & RIDE	SHEET 496 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_PARKRIDE.DWG
LAYOUT NAME - SECTION SHEET - (12)

PLOT DATE : 9/14/2016 7:00 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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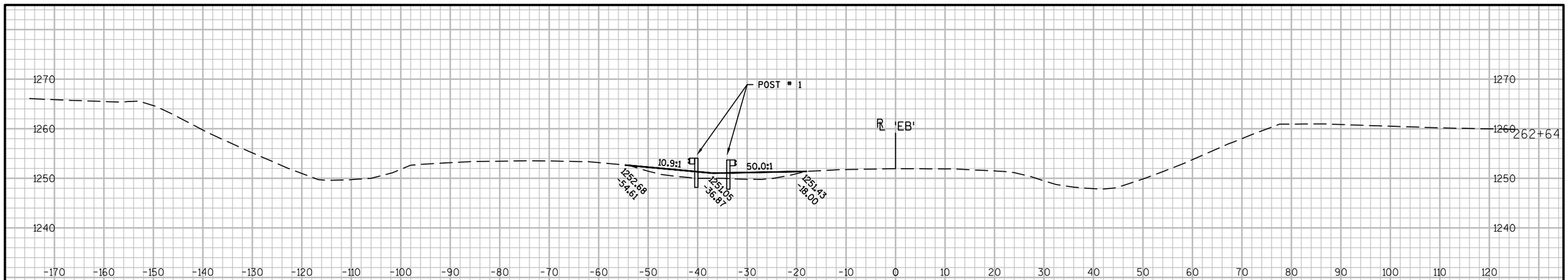
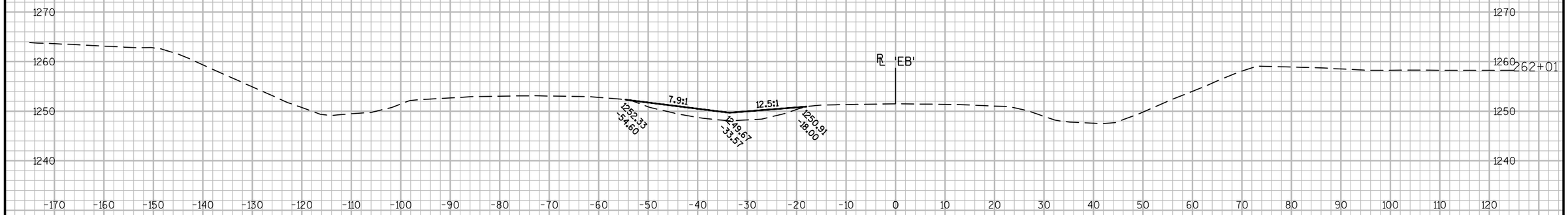
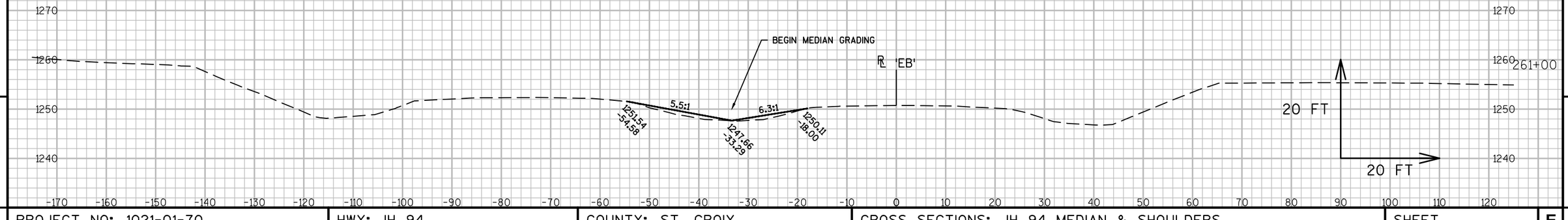
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: PARK & RIDE	SHEET 497	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_PARKRIDE.DWG
LAYOUT NAME - ****
PLOT DATE : 9/14/2016 7:01 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49







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9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: IH 94 MEDIAN & SHOULDERS	SHEET 498	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\CORRIDORS\CRDR-IH94.DWG
LAYOUT NAME - SECTION SHEET - (1)

PLOT DATE : 2/19/2016 8:29 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

9

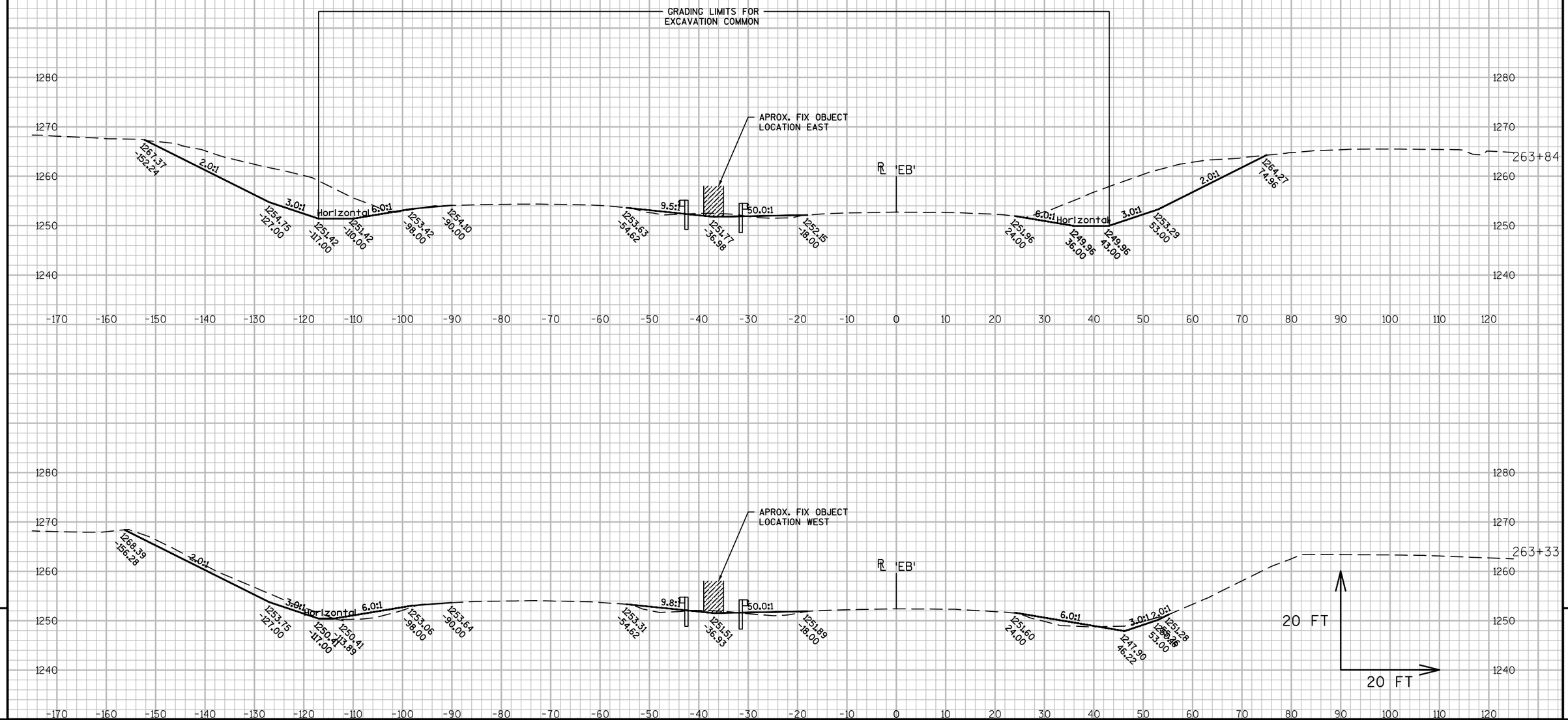
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: IH 94 MEDIAN & SHOULDERS	SHEET 499	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\CORRIDORS\CRDR-IH94.DWG
LAYOUT NAME - SECTION SHEET - (2)

PLOT DATE : 2/19/2016 8:29 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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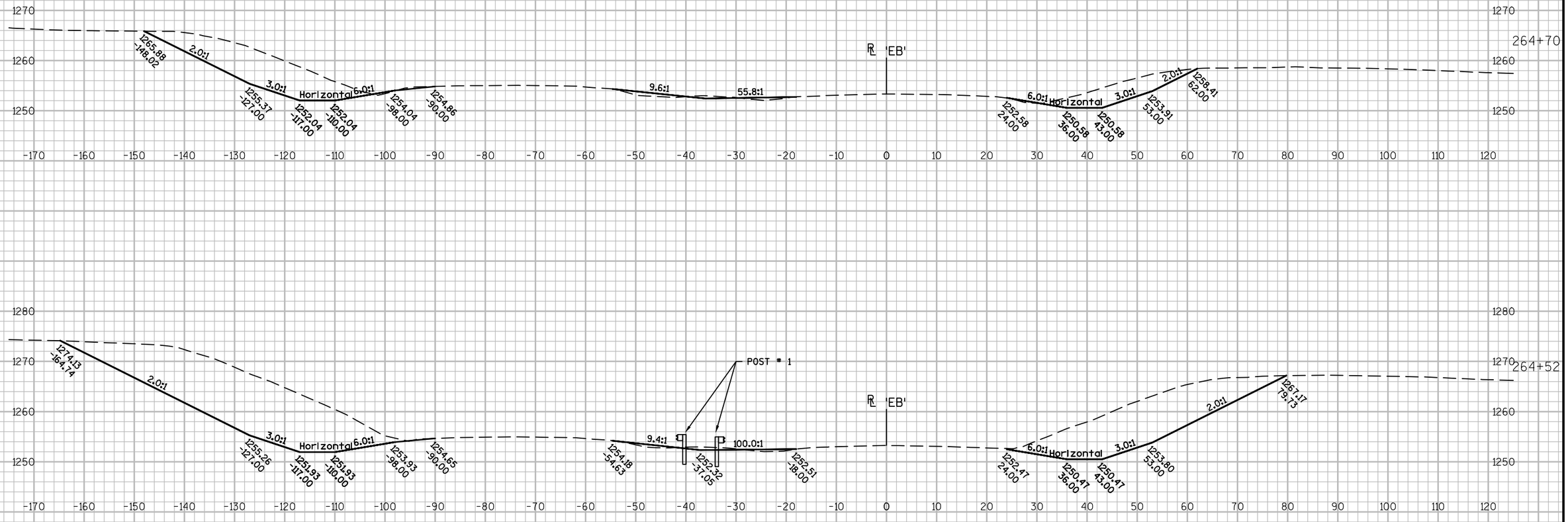
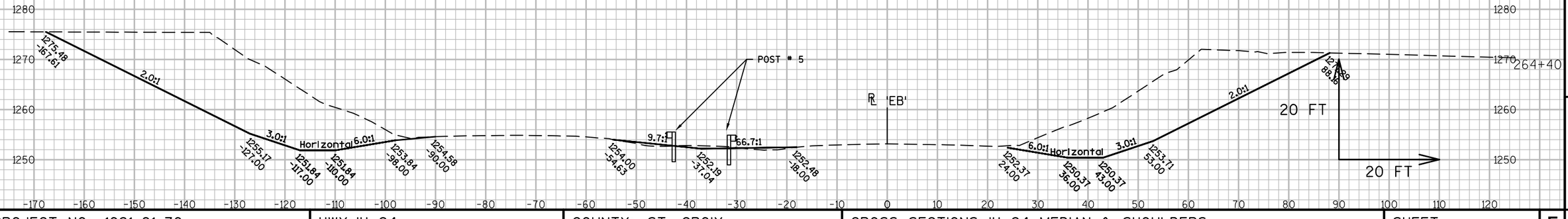
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: IH 94 MEDIAN & SHOULDERS	SHEET 500	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\CORRIDORS\CRDR-IH94.DWG
LAYOUT NAME - SECTION SHEET - (3)
PLOT DATE : 2/25/2016 10:46 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49





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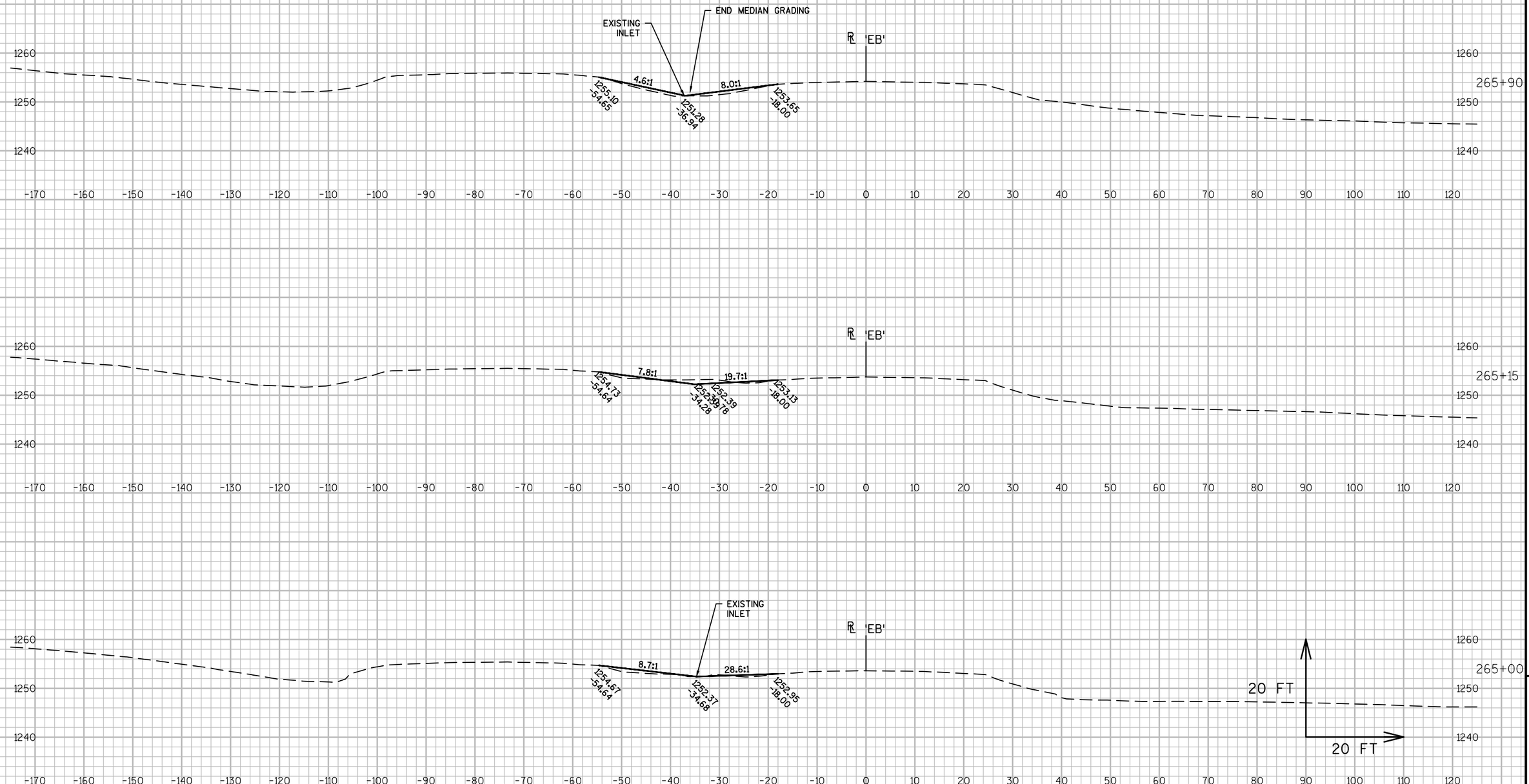
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: IH 94 MEDIAN & SHOULDERS	SHEET 501	E

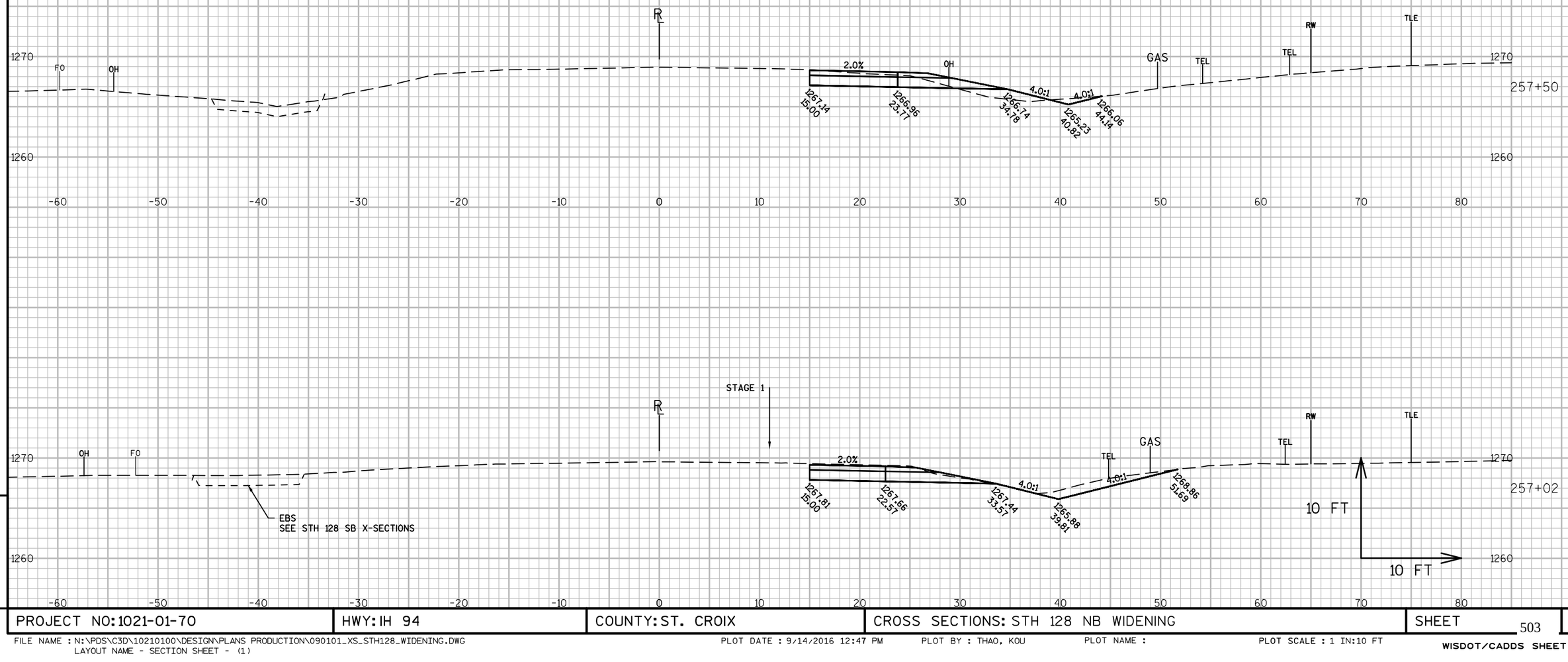
FILE NAME : N:\PDS\C3D\10210100\DESIGN\CORRIDORS\CRDR-IH94.DWG
LAYOUT NAME - SECTION SHEET - (4)

PLOT DATE : 2/19/2016 8:29 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: IH 94 MEDIAN & SHOULDERS	SHEET 502 E



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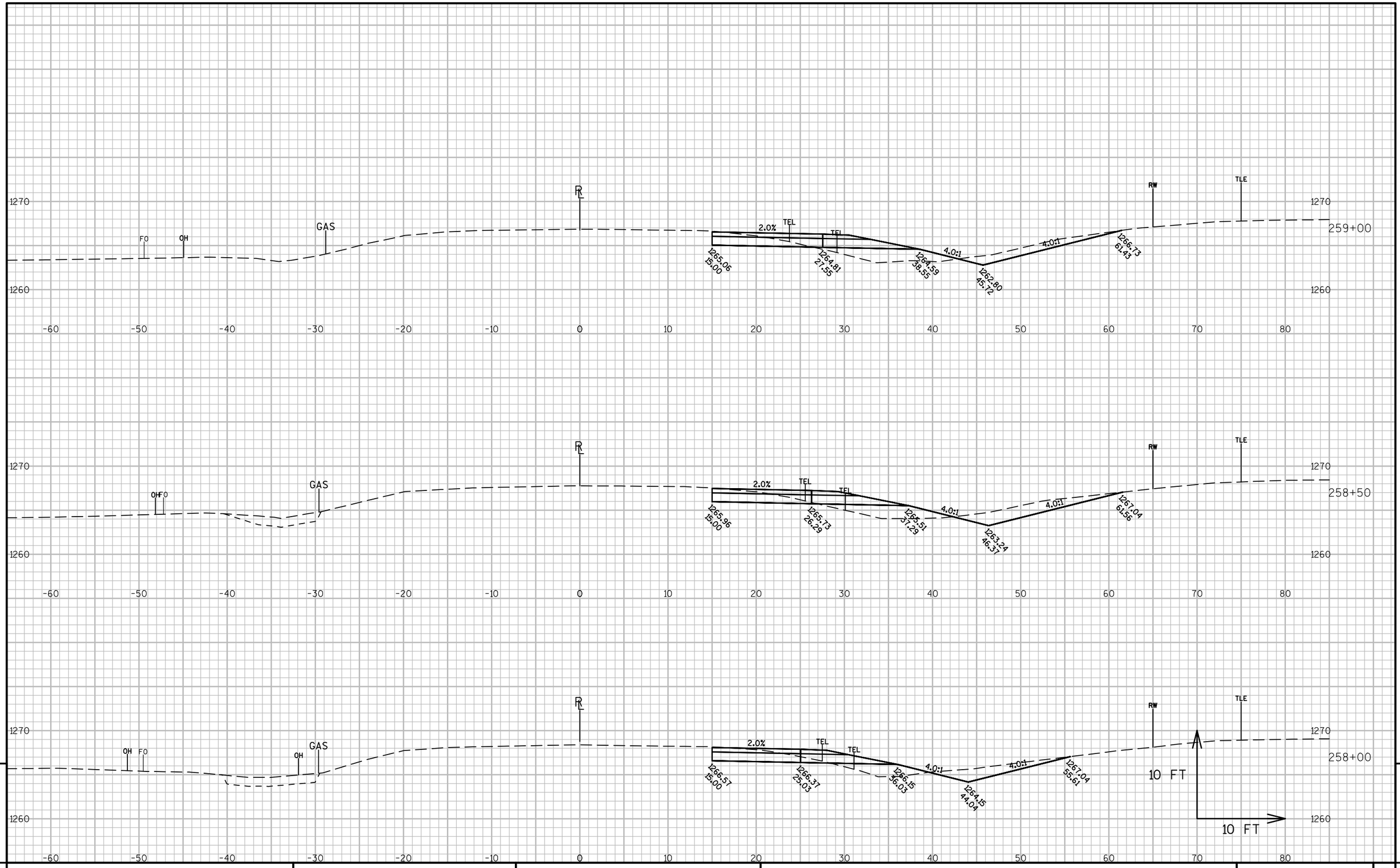
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB WIDENING	SHEET 503	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (1)

PLOT DATE : 9/14/2016 12:47 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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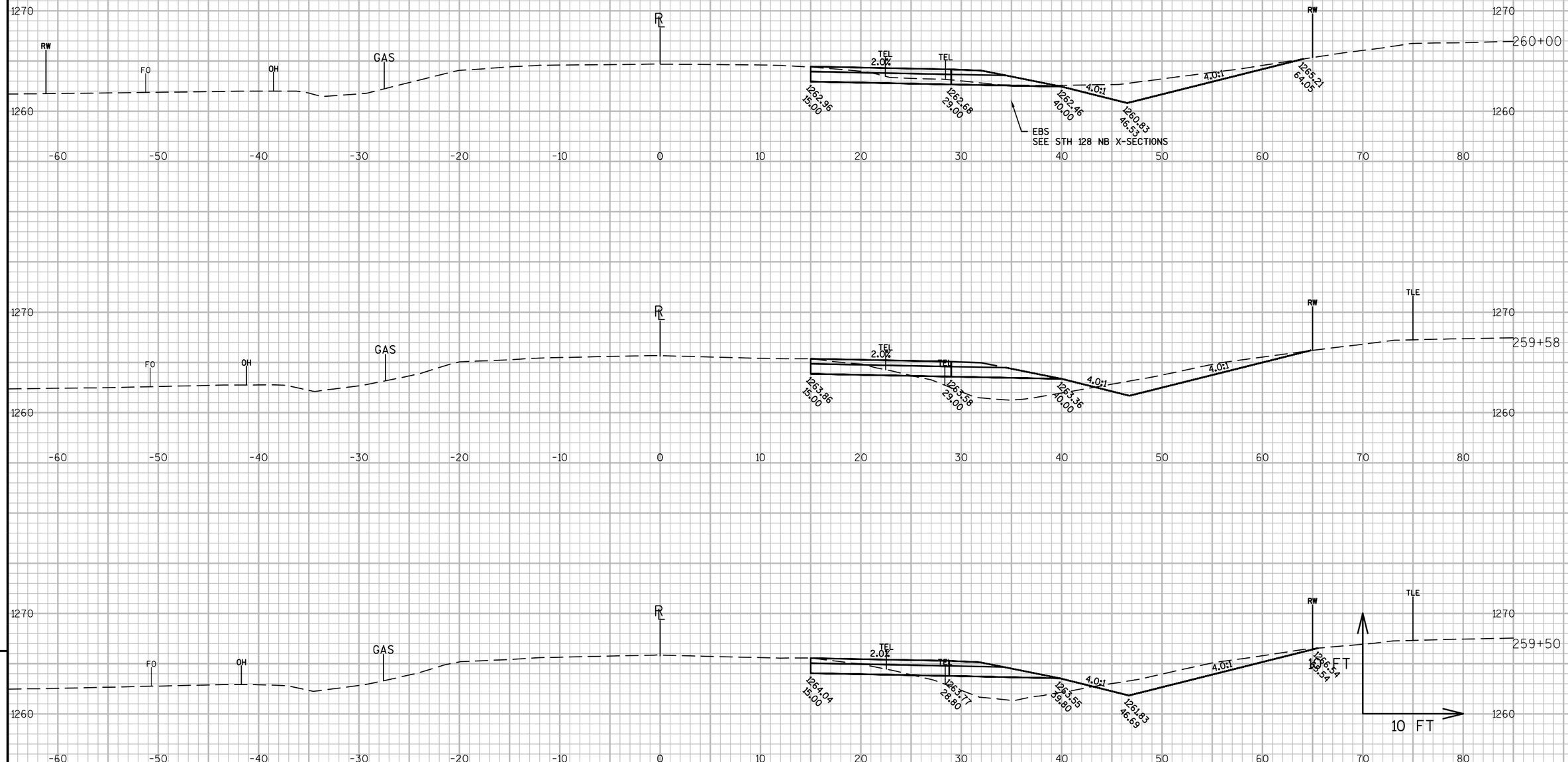
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB WIDENING	SHEET 504	E

9

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (2)

PLOT DATE : 9/14/2016 12:48 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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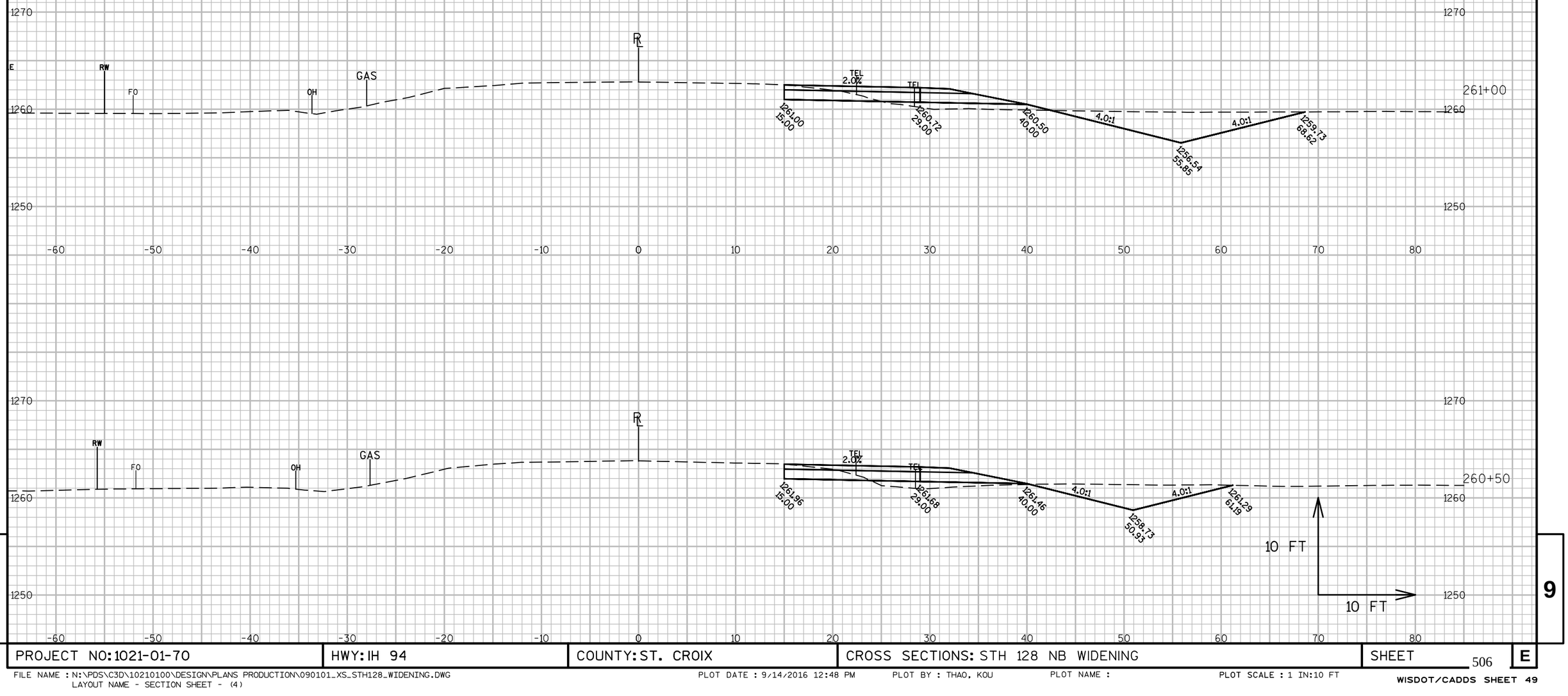
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB WIDENING	SHEET 505	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (3)
PLOT DATE : 9/14/2016 12:48 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49

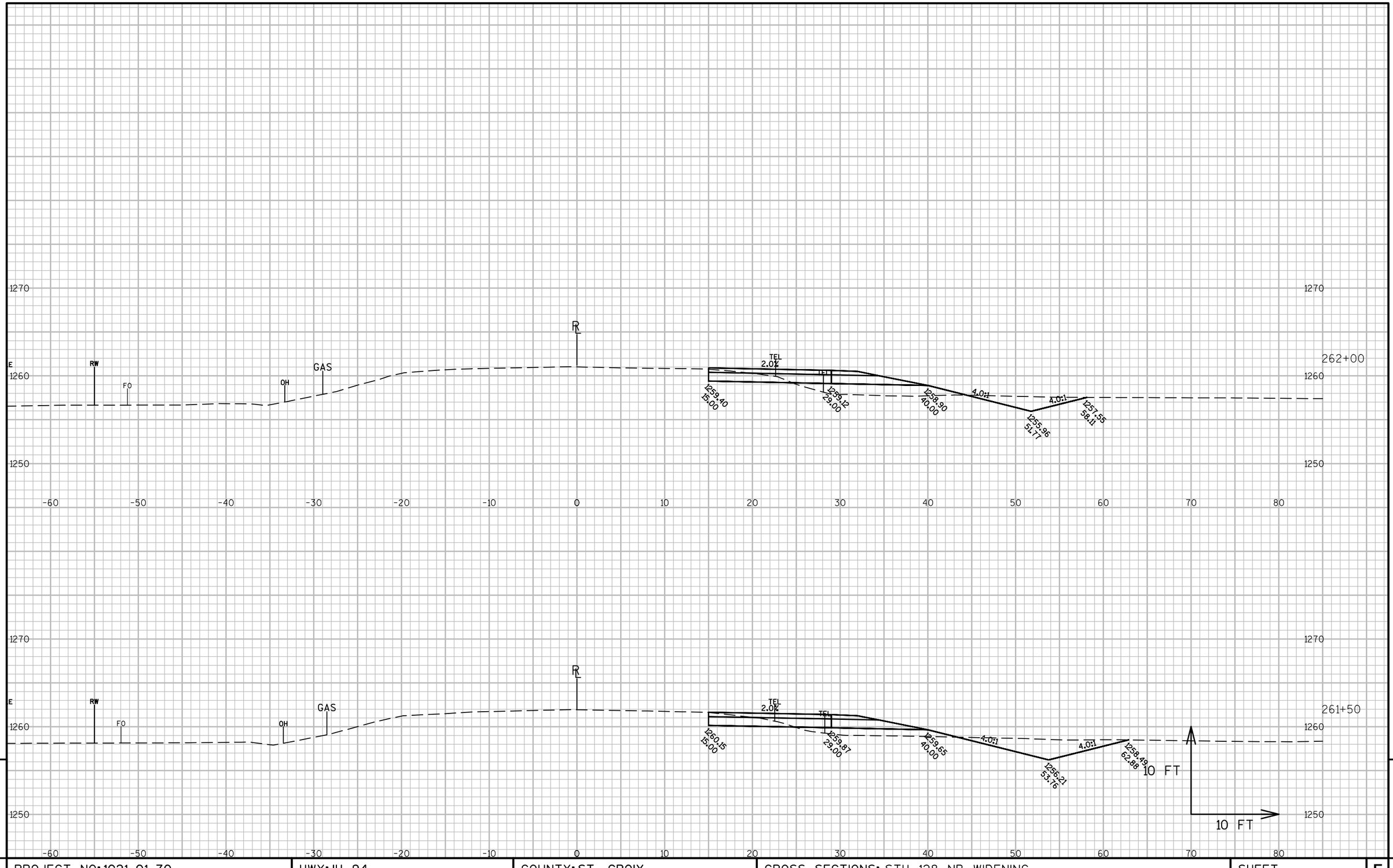


PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB WIDENING	SHEET 506 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (4)

PLOT DATE : 9/14/2016 12:48 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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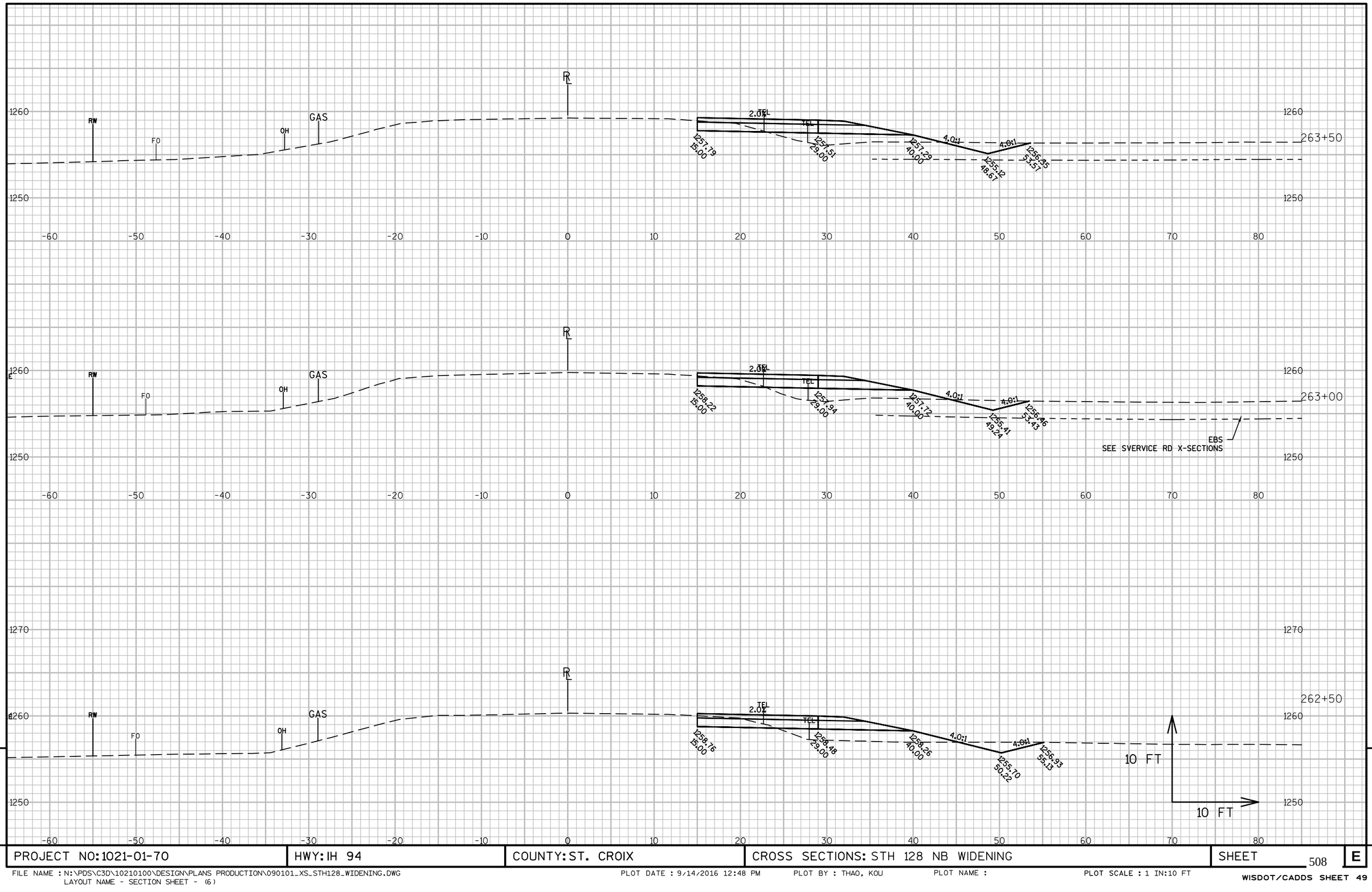
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB WIDENING	SHEET 507	E

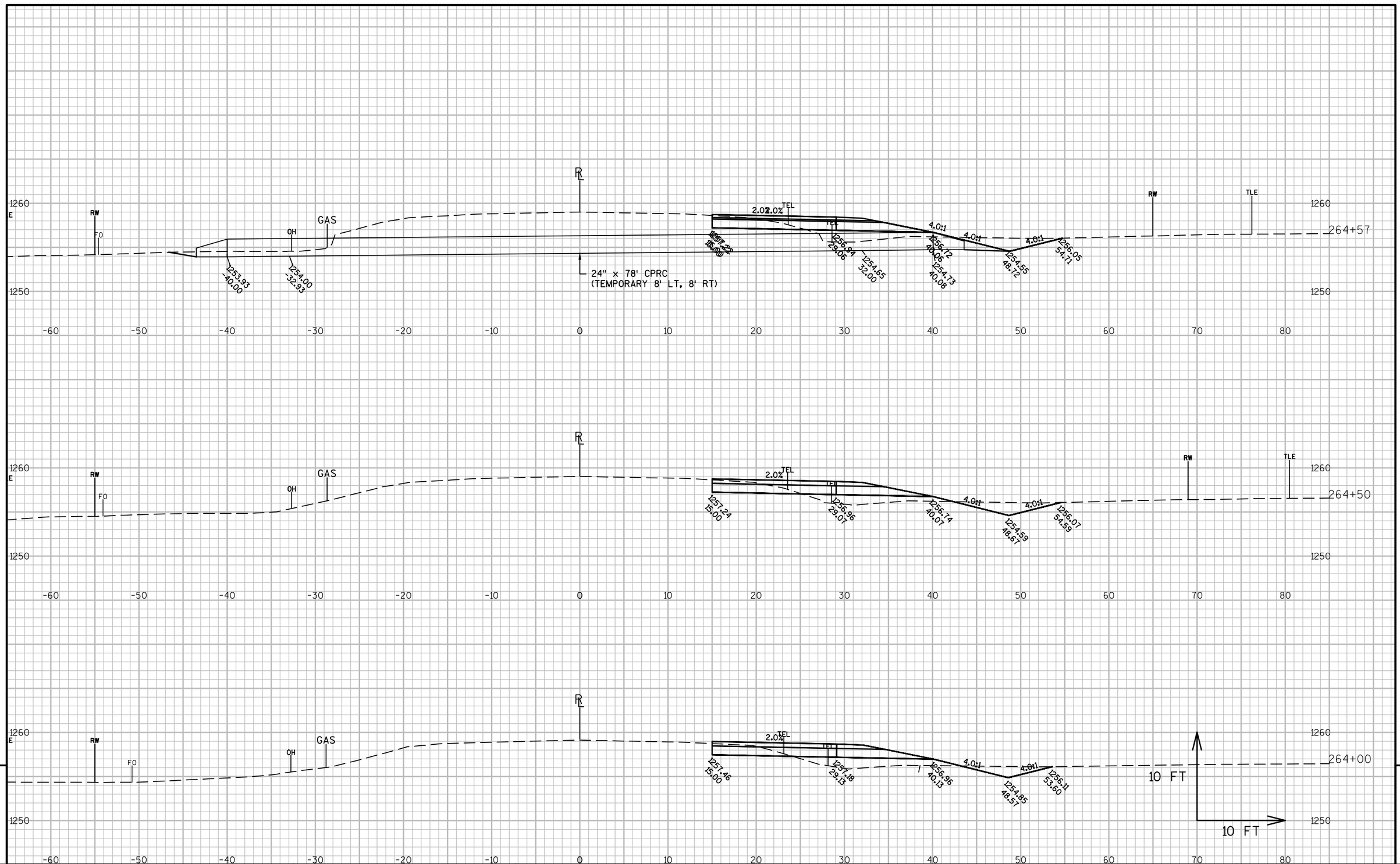
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (5)

PLOT DATE : 9/14/2016 12:48 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB WIDENING	SHEET 508	E



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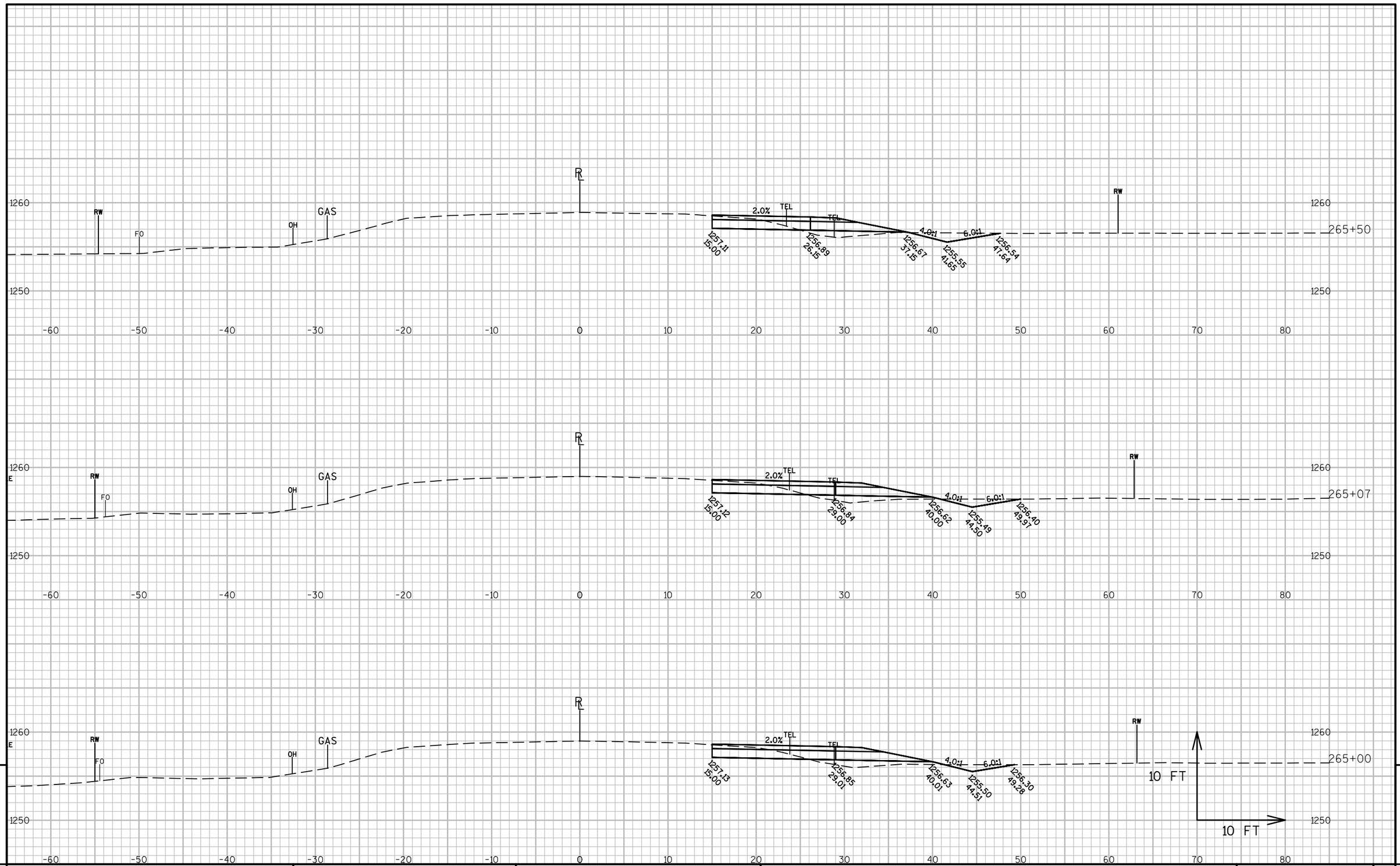
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB WIDENING	SHEET 509	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (7)

PLOT DATE : 9/14/2016 12:48 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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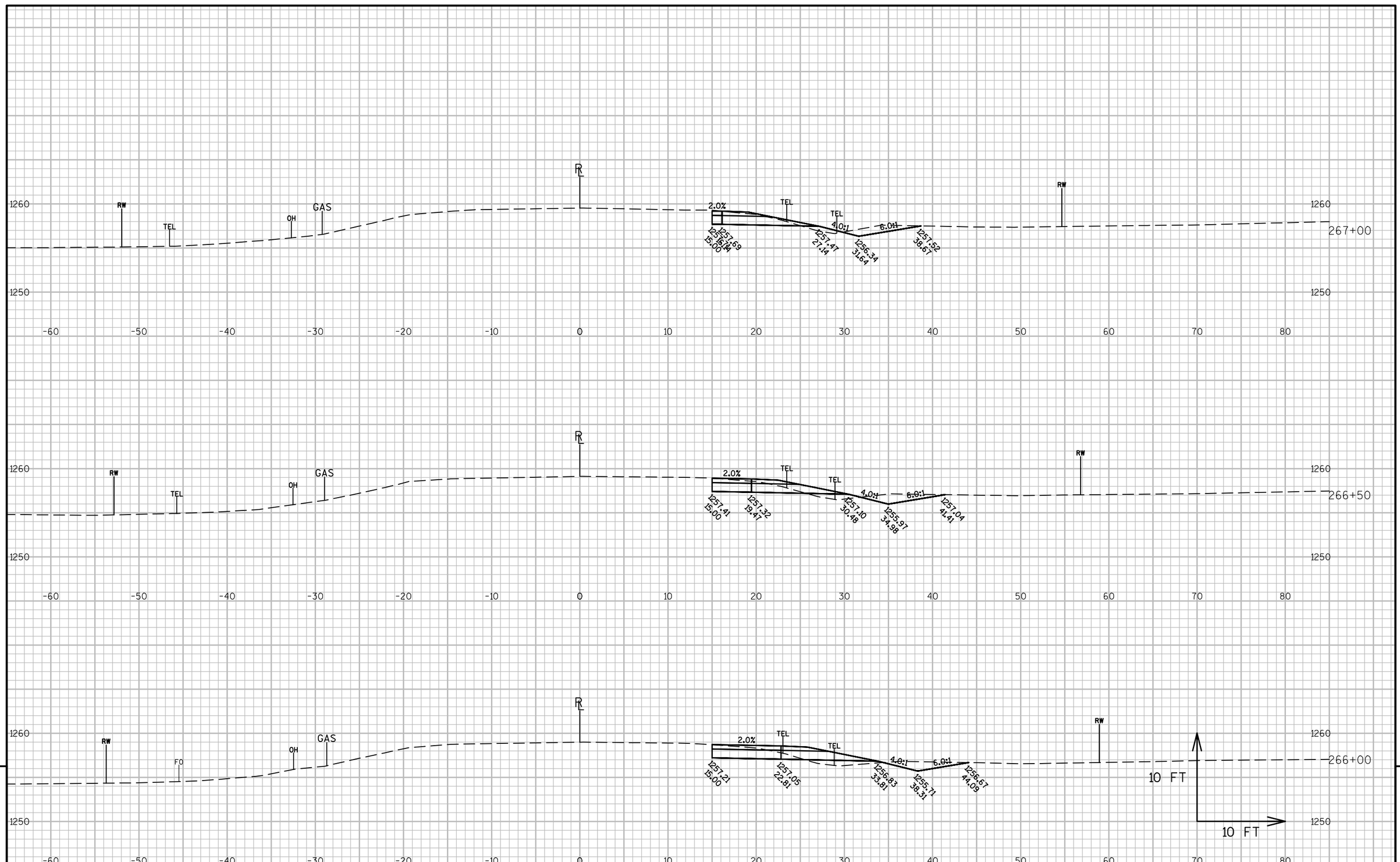
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB WIDENING	SHEET 510	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (8)

PLOT DATE : 9/14/2016 12:49 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT



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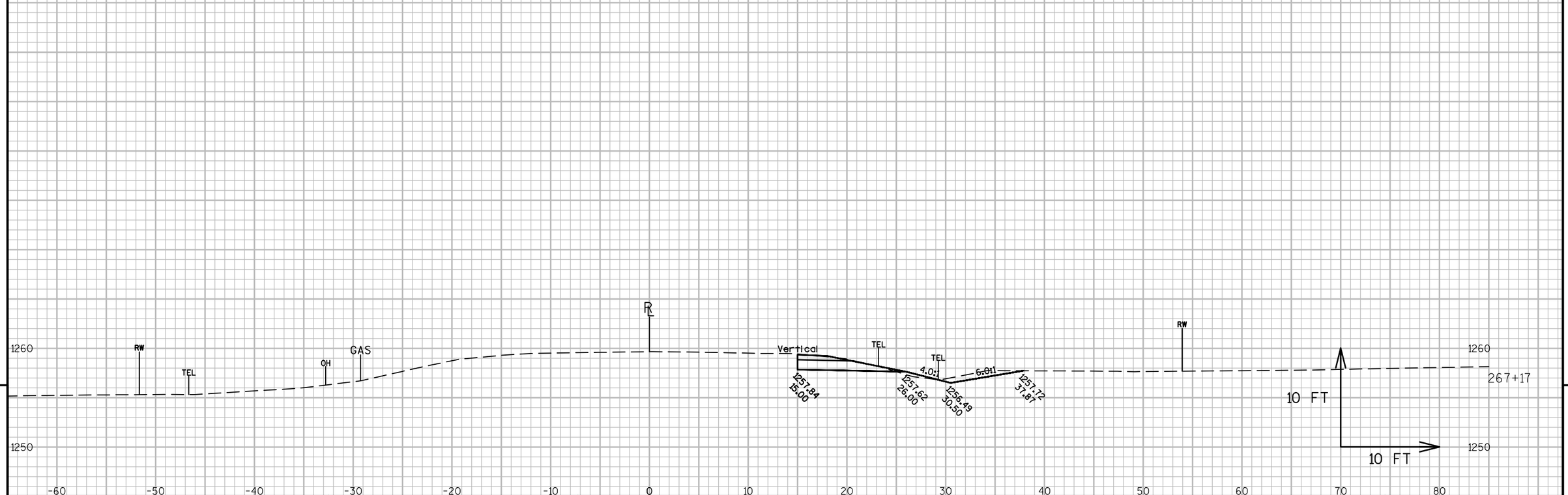
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB WIDENING	SHEET 511	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (9)

PLOT DATE : 9/14/2016 12:49 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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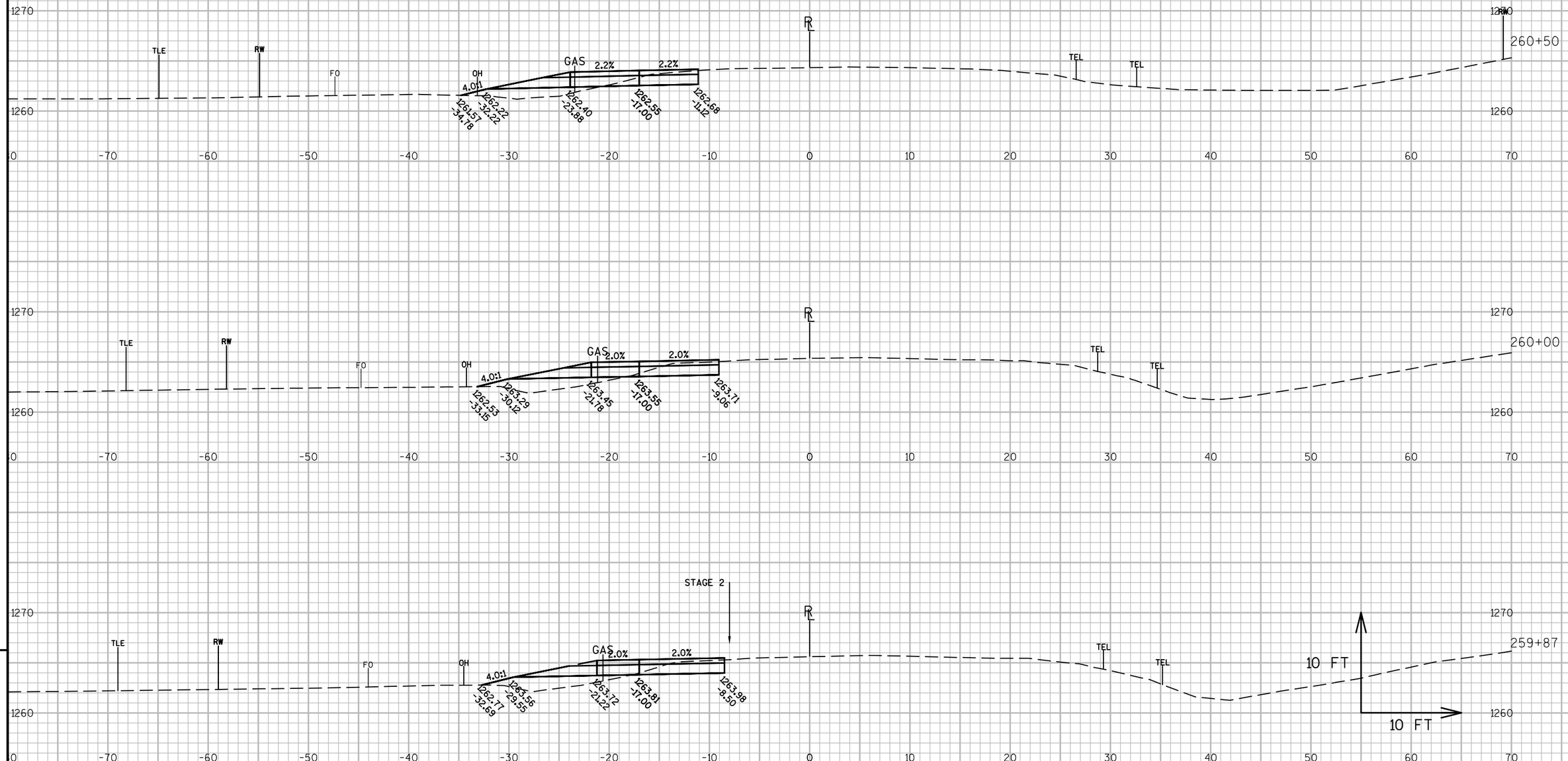
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB WIDENING	SHEET 512	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (10)

PLOT DATE : 9/14/2016 12:49 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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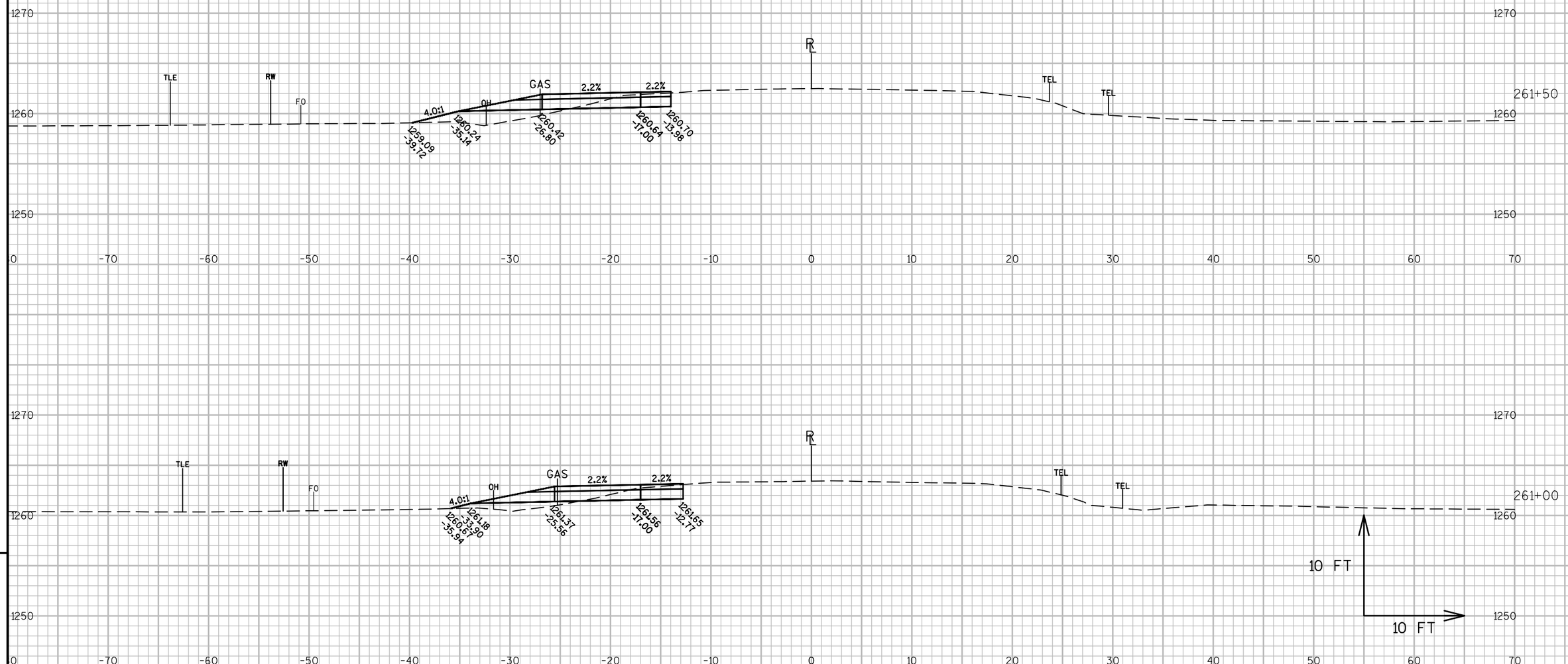
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB WIDENING	SHEET 513	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (11)

PLOT DATE : 9/14/2016 12:49 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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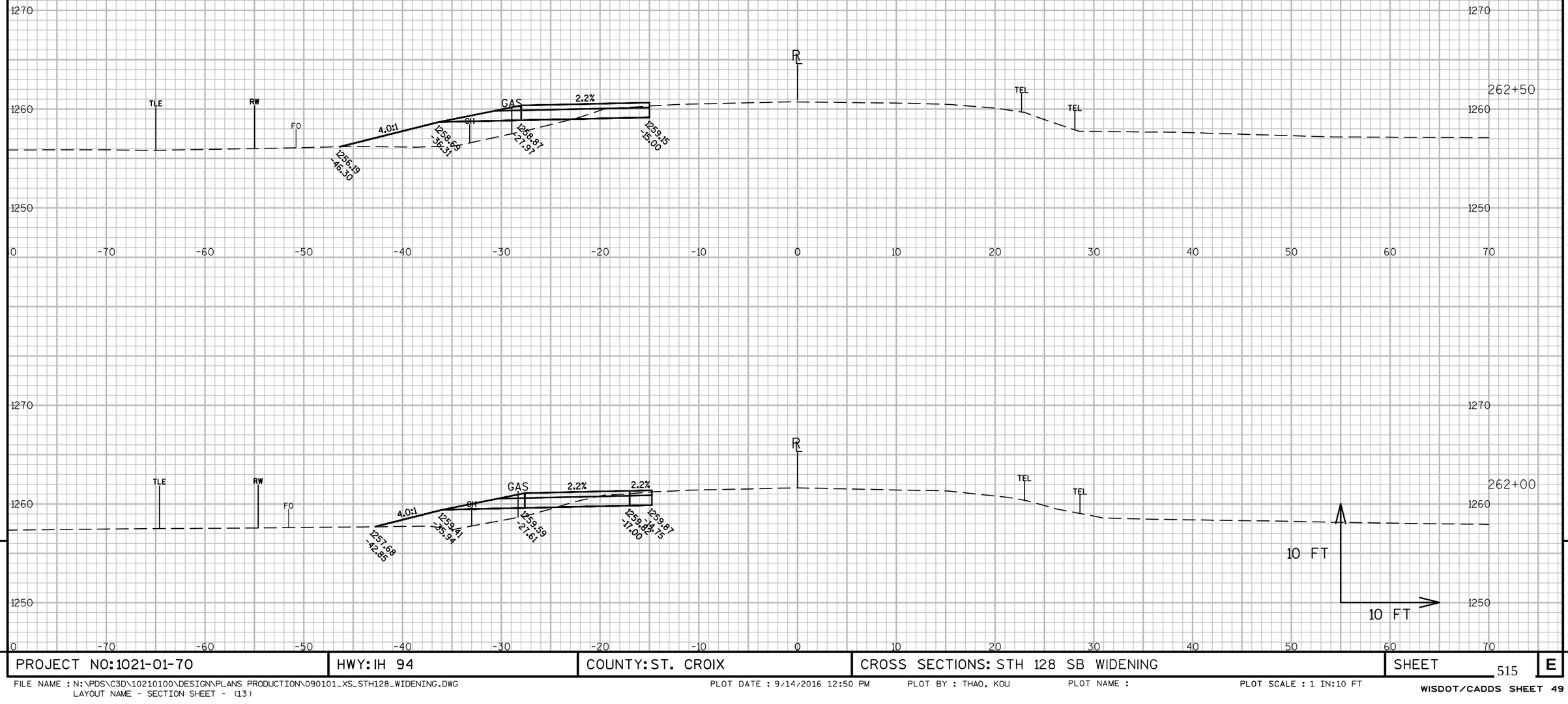
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB WIDENING	SHEET 514	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (12)

PLOT DATE : 9/14/2016 12:49 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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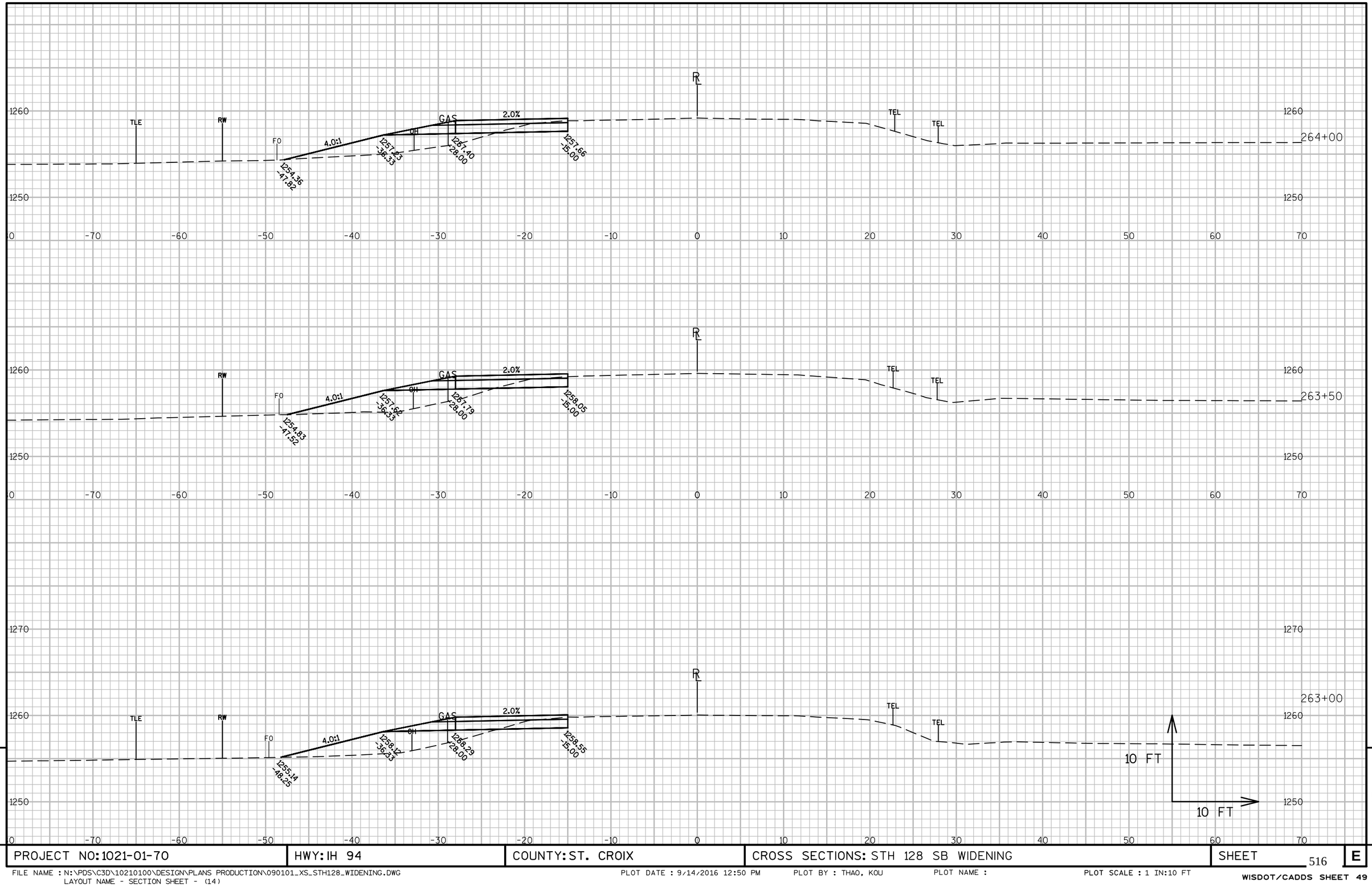
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB WIDENING	SHEET 515	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (13)

PLOT DATE : 9/14/2016 12:50 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB WIDENING	SHEET 516	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (14)

PLOT DATE : 9/14/2016 12:50 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

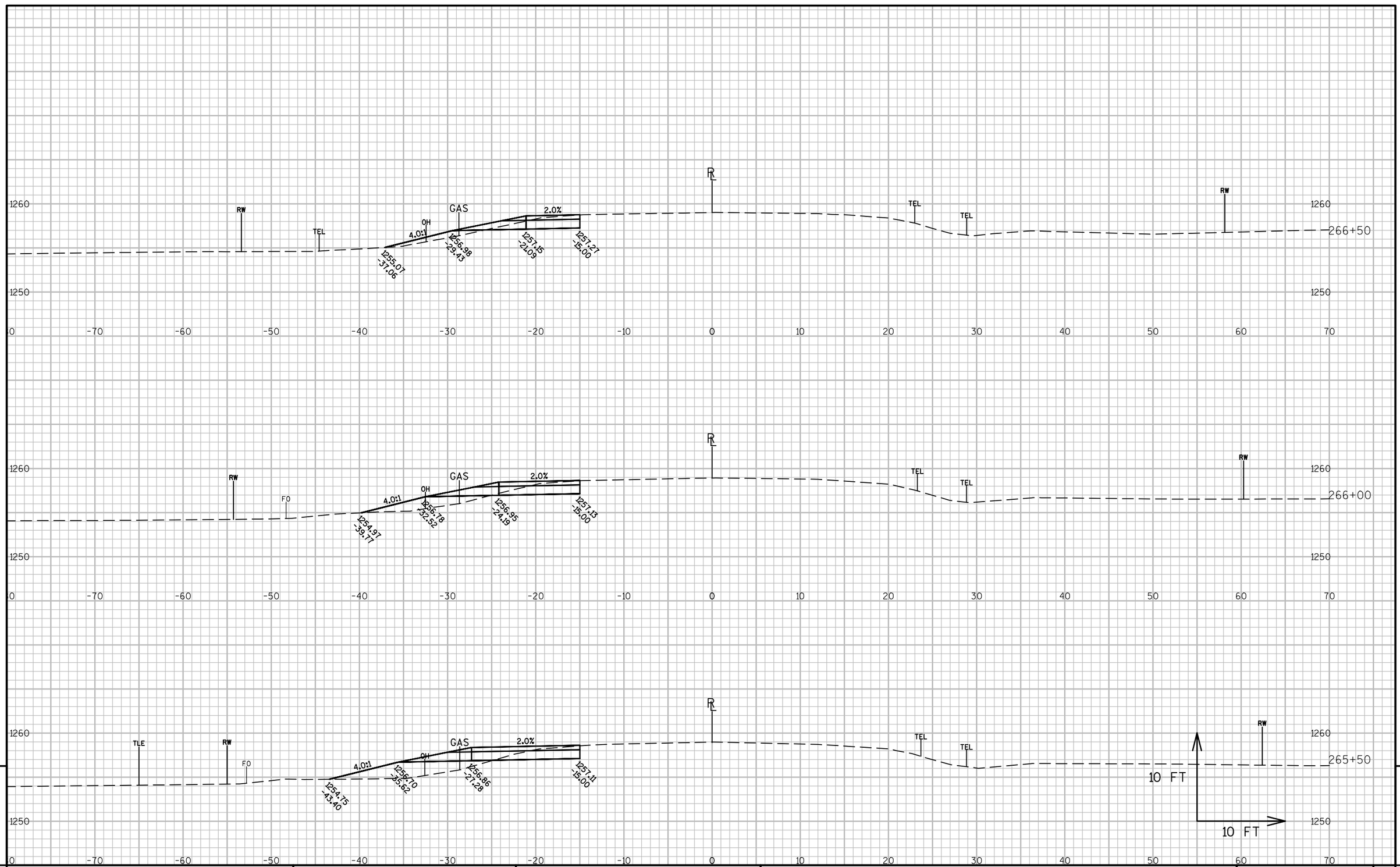
WISDOT/CADDS SHEET 49

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB WIDENING	SHEET 517	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (15)

PLOT DATE : 9/14/2016 12:50 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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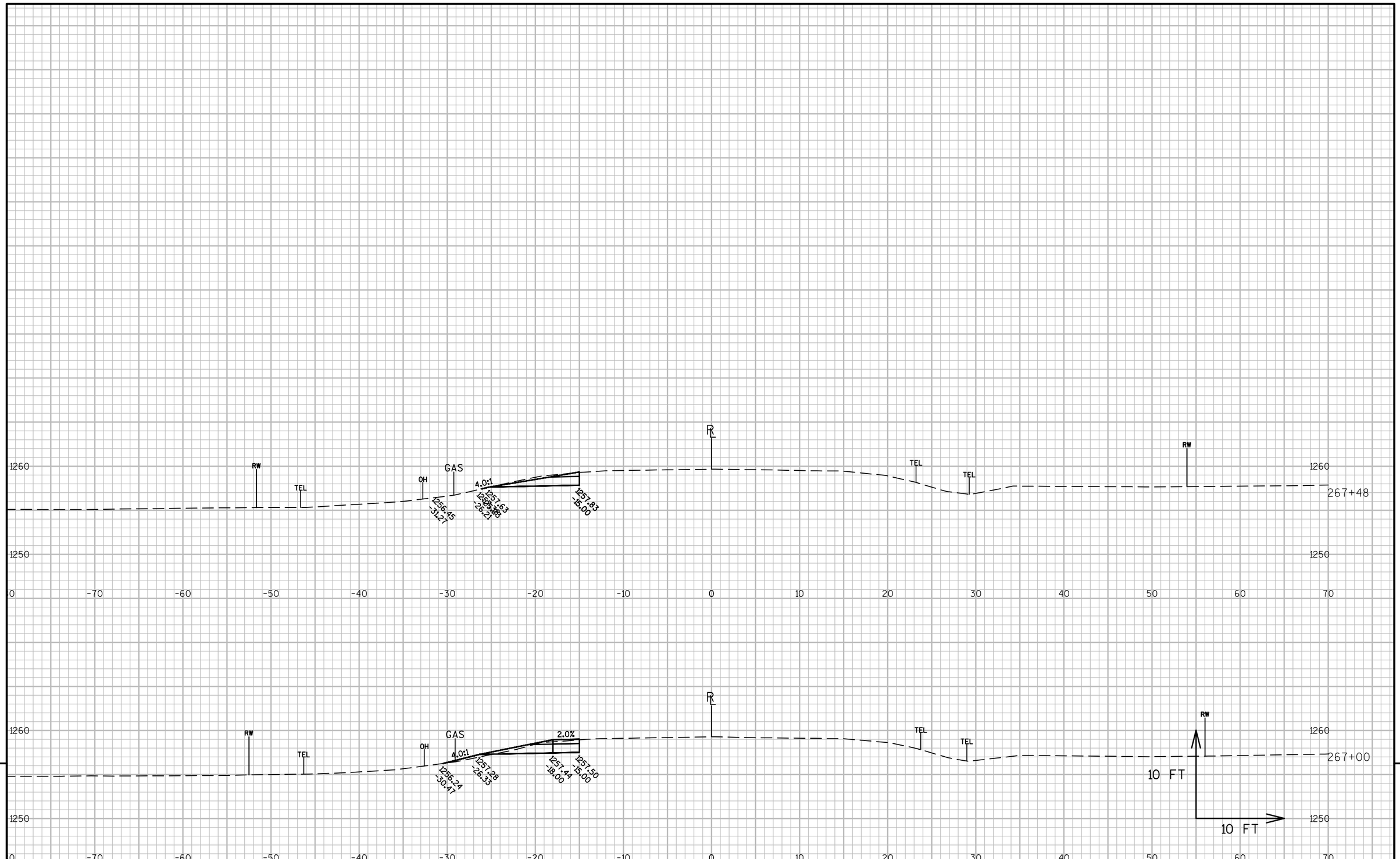
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB WIDENING	SHEET 518	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\090101_XS_STH128_WIDENING.DWG
LAYOUT NAME - SECTION SHEET - (16)

PLOT DATE : 9/14/2016 12:50 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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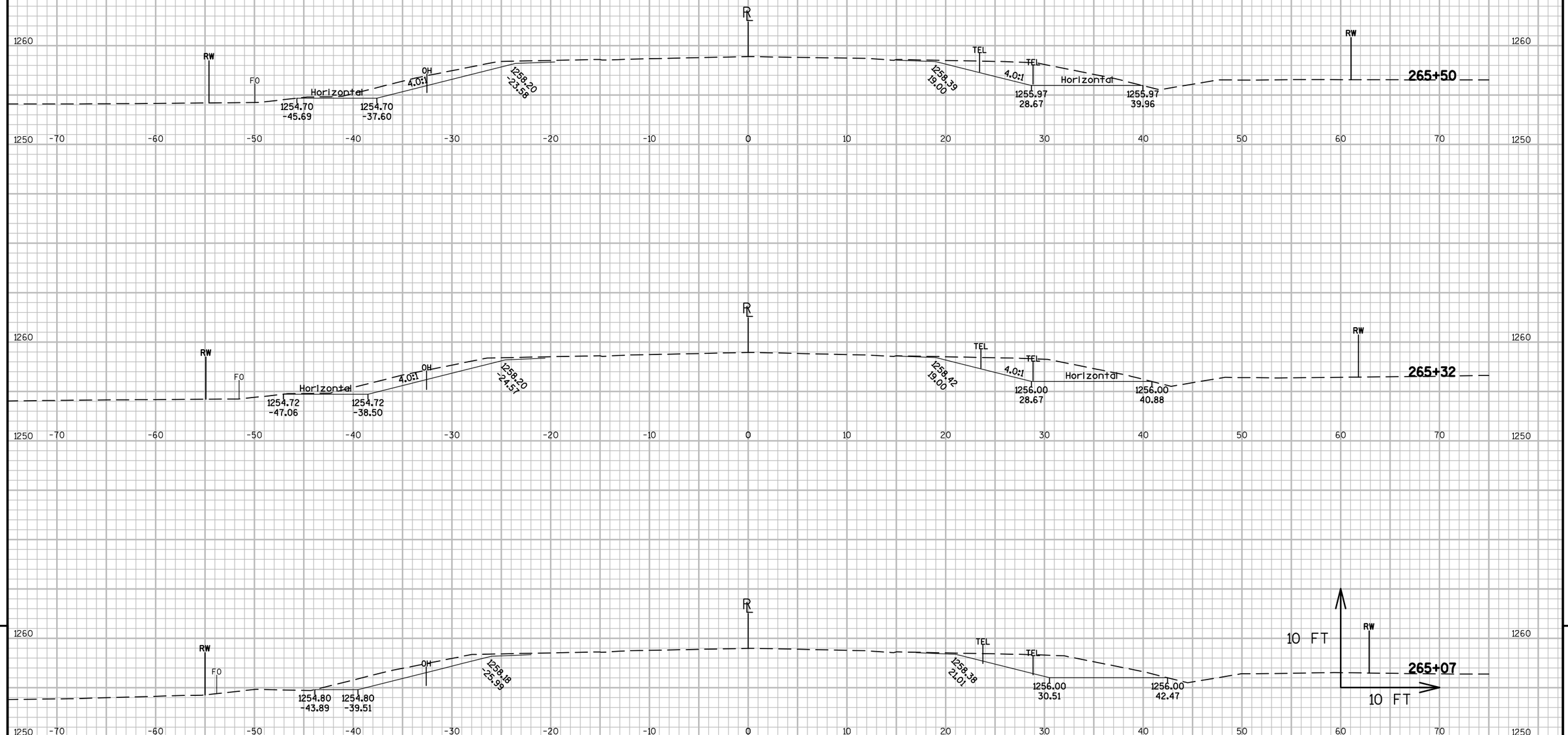
PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 SB WIDENING	SHEET 519	E

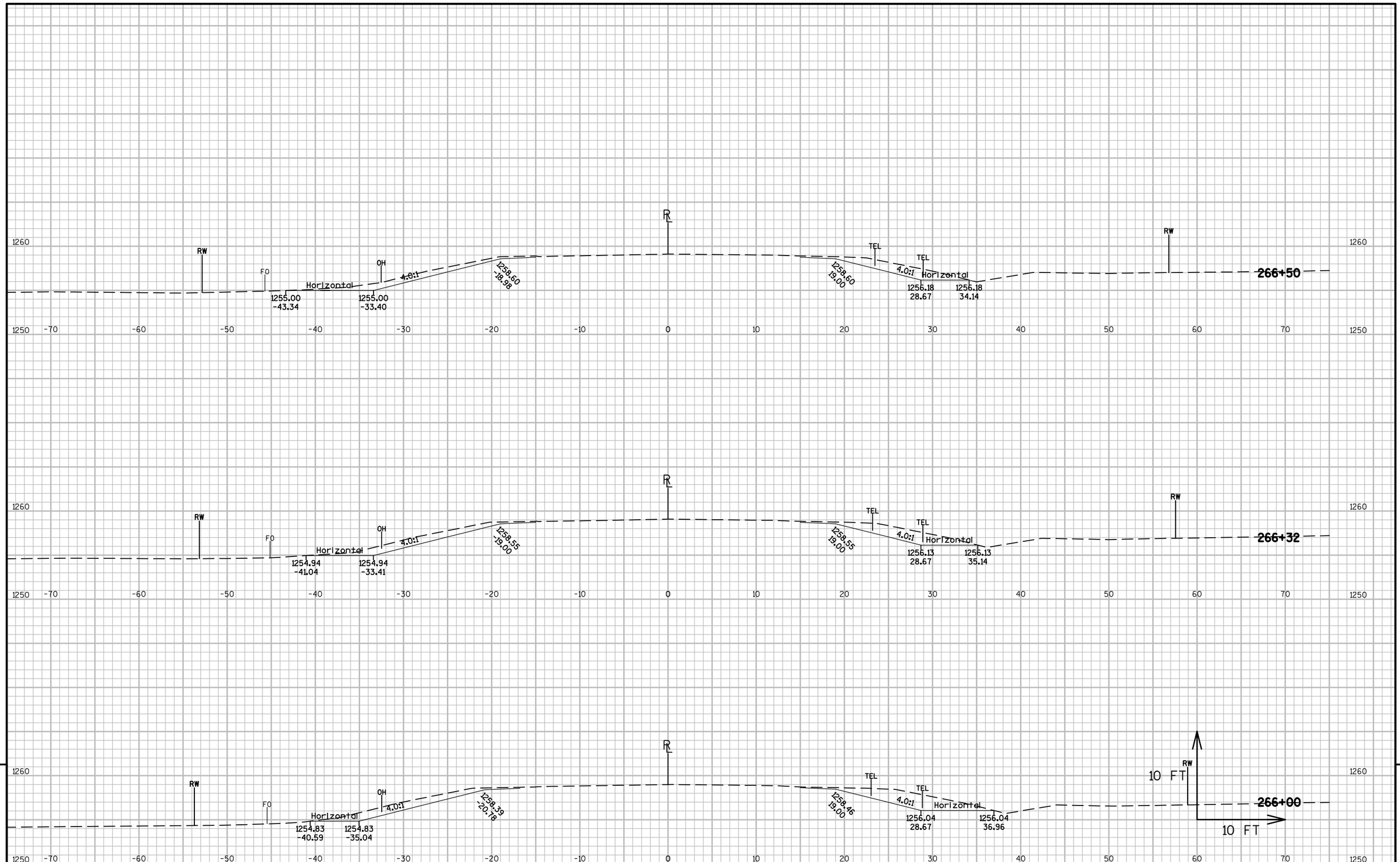


PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB & SB WIDENING RESTORE	SHEET 520	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\CORRIDORS\CRDR-128WIDENING-RESTORE.DWG
LAYOUT NAME - SECTION SHEET - (3)

PLOT DATE : 9/16/2016 9:45 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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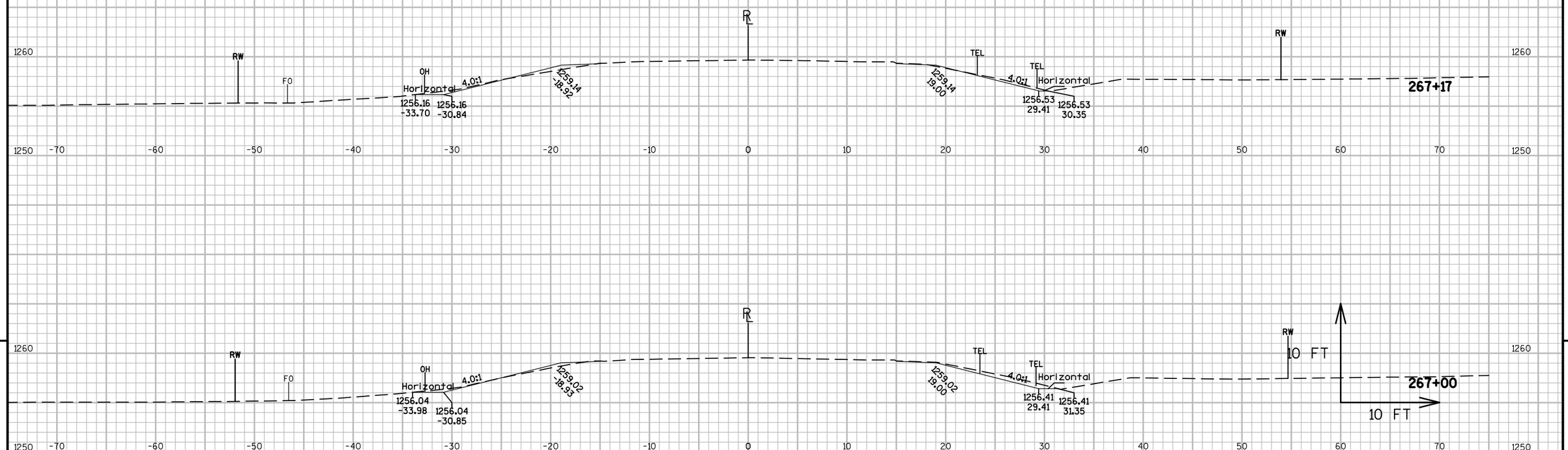
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB & SB WIDENING RESTORE	SHEET 521	E

9

FILE NAME : N:\PDS\C3D\10210100\DESIGN\CORRIDORS\CRDR-128WIDENING-RESTORE.DWG
LAYOUT NAME - SECTION SHEET - (3)

PLOT DATE : 9/16/2016 9:45 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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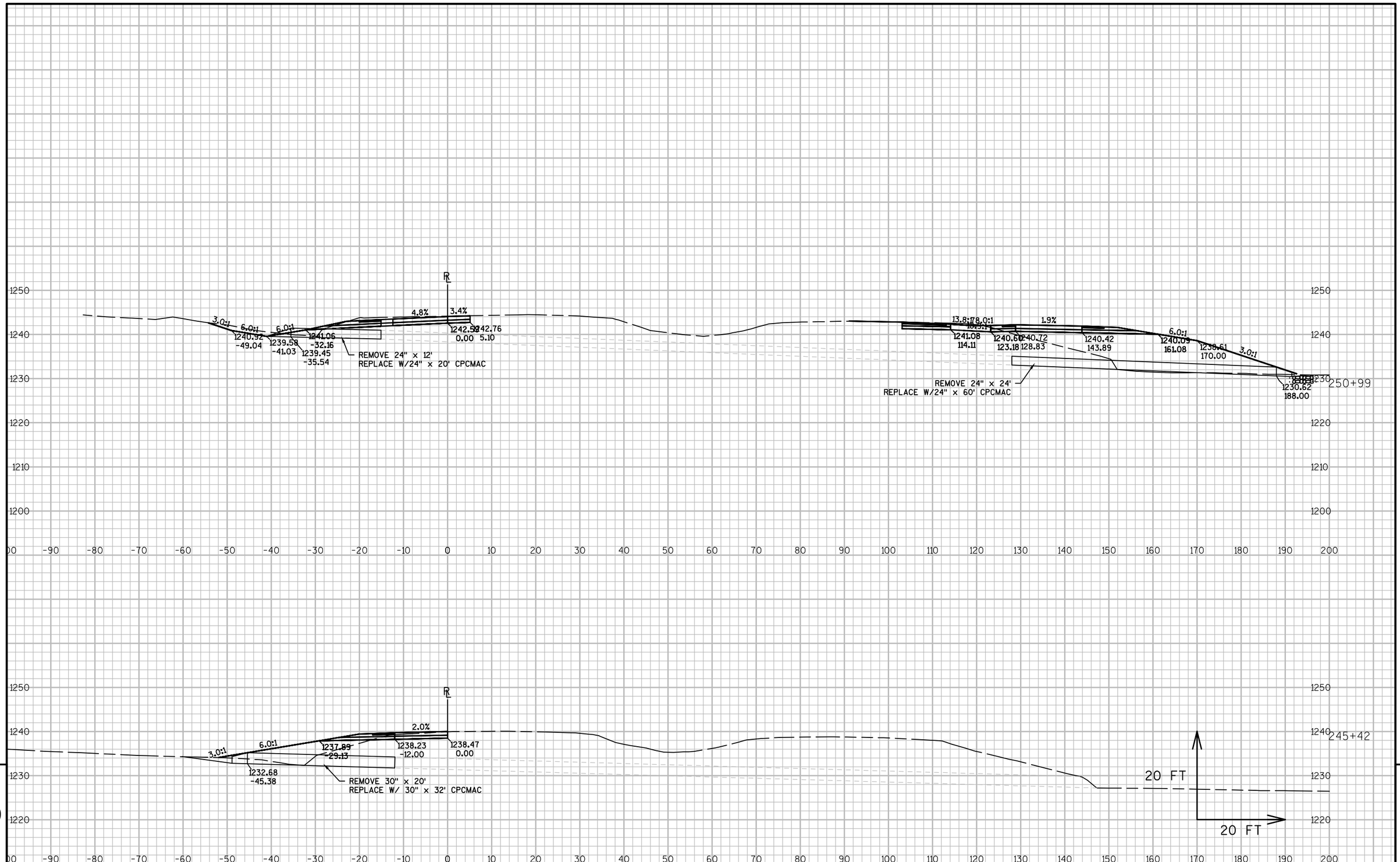
PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB & SB WIDENING RESTORE	SHEET 522	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\CORRIDORS\CRDR-128WIDENING-RESTORE.DWG
LAYOUT NAME - SECTION SHEET - (3)

PLOT DATE : 9/16/2016 9:46 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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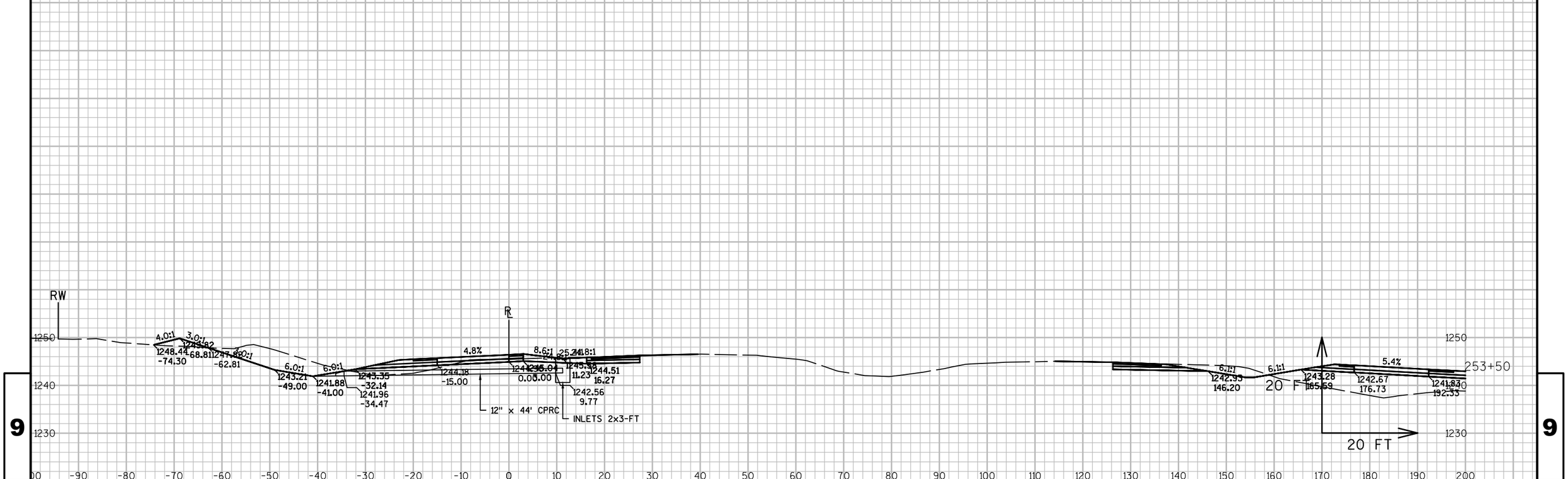
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A X-SECTION AT CULVERTS	SHEET 523	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050401_CULVERT_STH128_10210100.DWG
LAYOUT NAME - SECTION SHEET - (1)

PLOT DATE : 8/23/2016 11:24 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

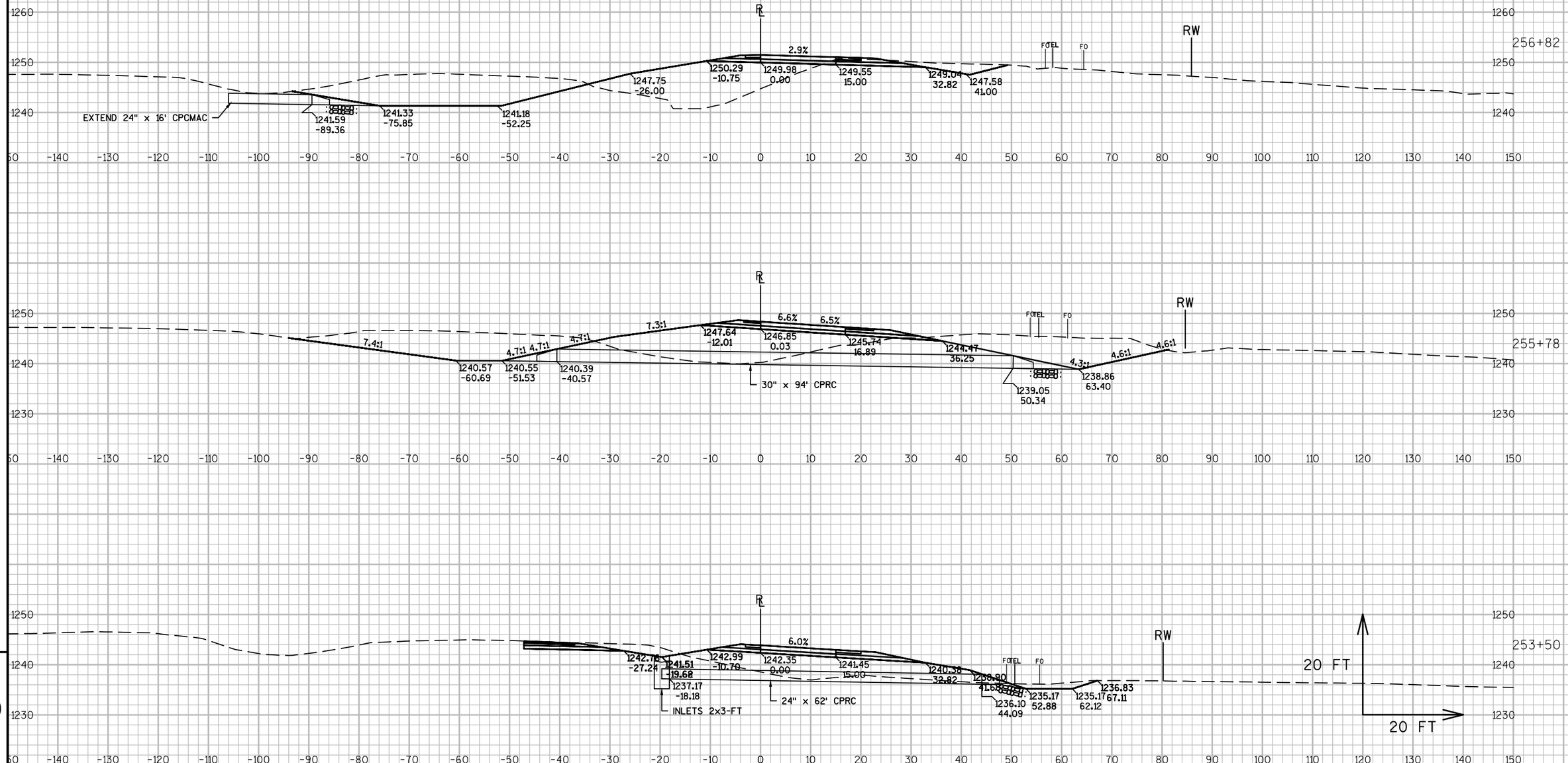
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP A X-SECTION AT CULVERTS	SHEET 524	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050401_CULVERT_STH128_10210100.DWG
LAYOUT NAME - SECTION SHEET - (2)
PLOT DATE : 8/23/2016 11:25 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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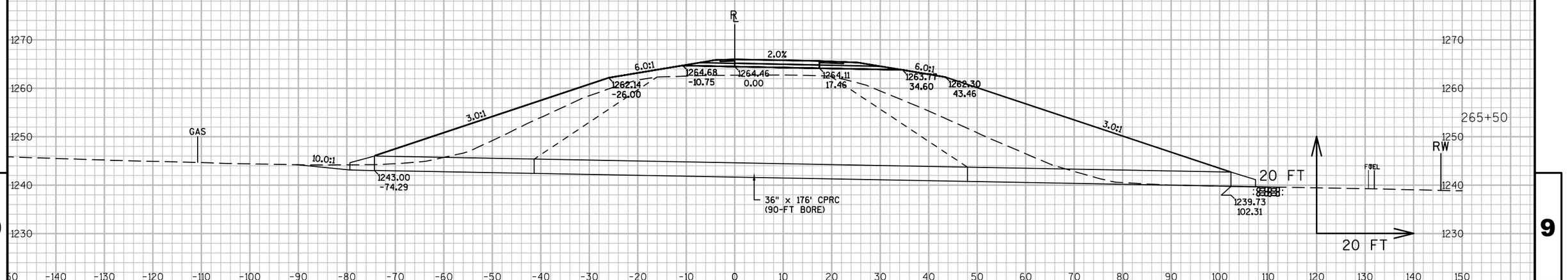
9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP B X-SECTION AT CULVERTS	SHEET 525	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050401_CULVERT_STH128_10210100.DWG
LAYOUT NAME - SECTION SHEET - (3)
PLOT DATE : 8/23/2016 11:25 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



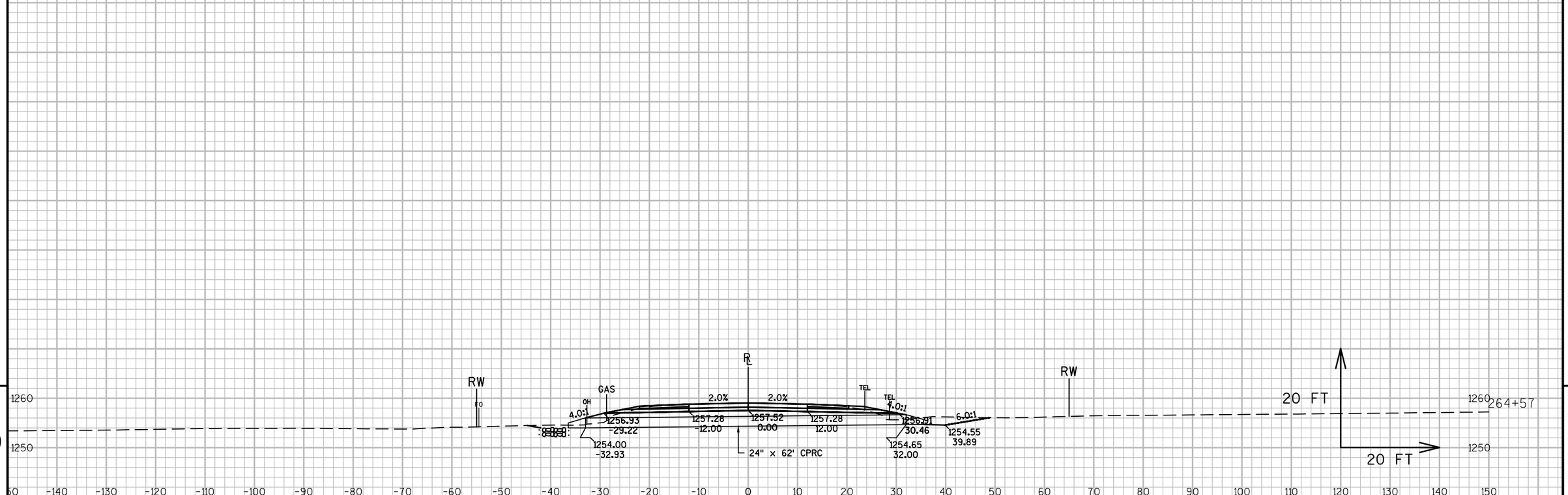
9 9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: RAMP D X-SECTION AT CULVERT	SHEET 526 E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050401_CULVERT_STH128_10210100.DWG
LAYOUT NAME - SECTION SHEET - (4)

PLOT DATE : 8/23/2016 11:25 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

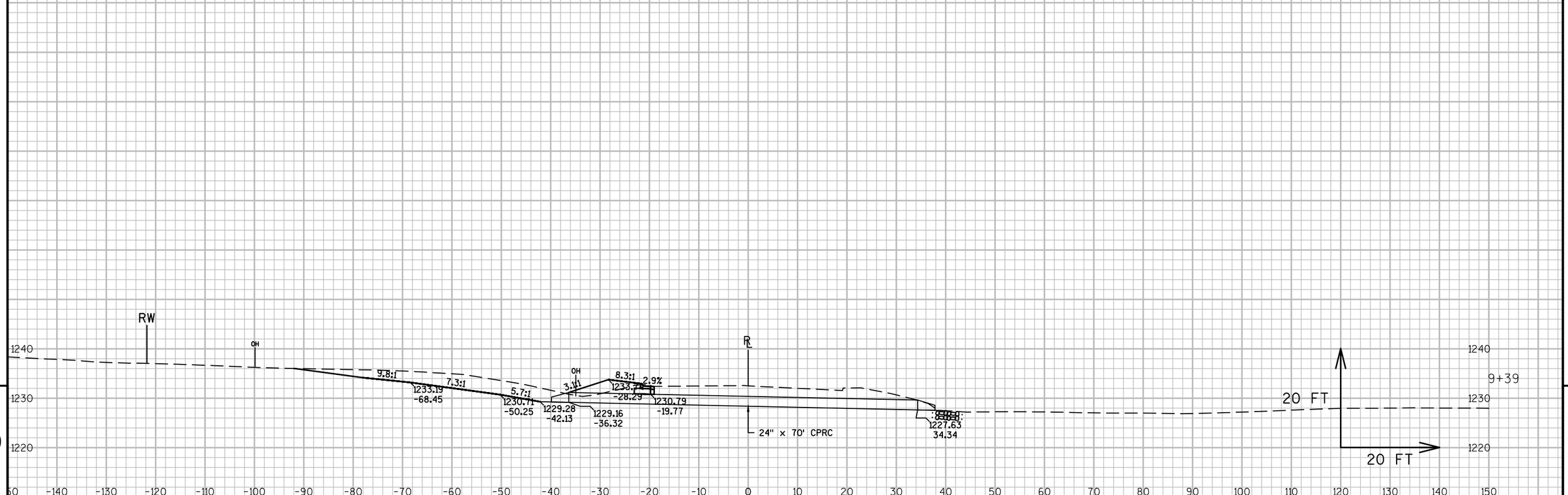


PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: STH 128 NB X-SECTION AT CULVERT	SHEET 527	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050401_CULVERT_STH128_10210100.DWG
LAYOUT NAME - SECTION SHEET - (5)

PLOT DATE : 8/23/2016 11:26 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



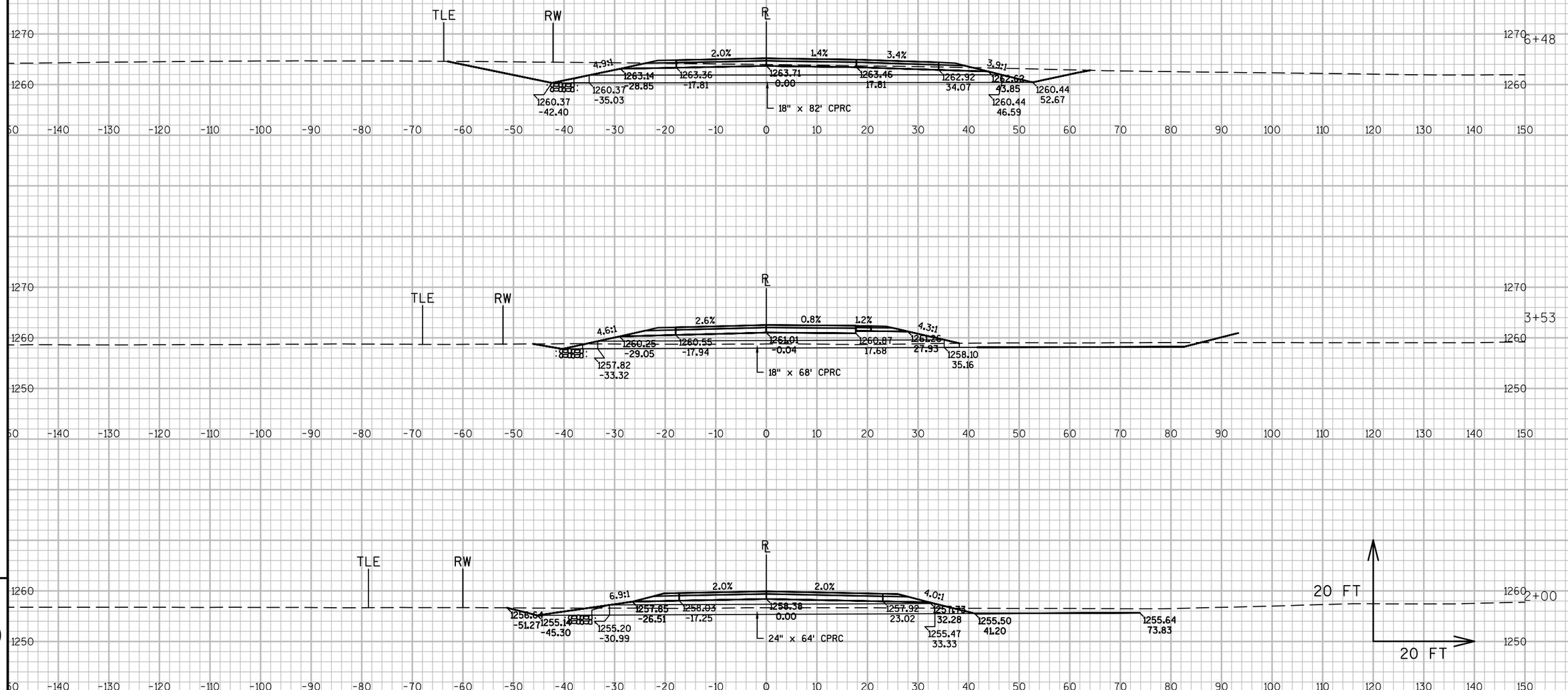
9 9

PROJECT NO: 1021-01-70	HWY: IH 94	COUNTY: ST. CROIX	CROSS SECTIONS: 50TH AVE X-SECTION AT CULVERT	SHEET 528 E

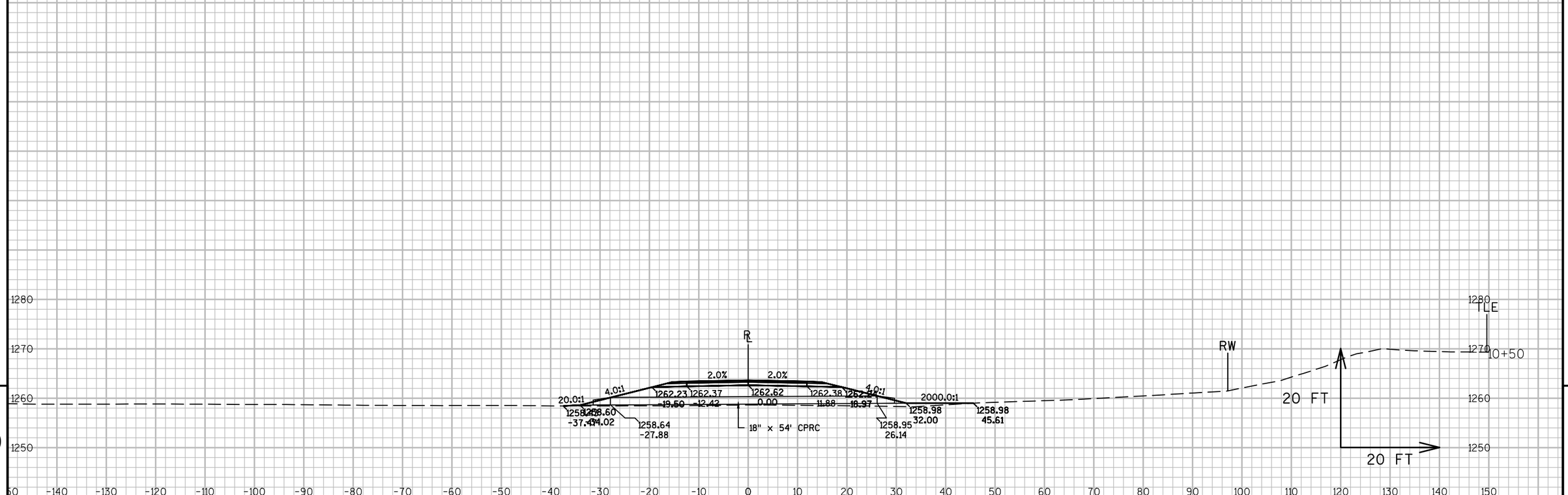
FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050401_CULVERT_STH128_10210100.DWG
LAYOUT NAME - SECTION SHEET - (6)

PLOT DATE : 8/23/2016 11:26 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: SERVICE RD X-SECTION AT CULVERT	SHEET 529 E



9

9

PROJECT NO: 1021-01-70	HWY: STH 128	COUNTY: ST. CROIX	CROSS SECTIONS: PARK & RIDE X-SECTION AT CULVERT	SHEET 530	E

FILE NAME : N:\PDS\C3D\10210100\DESIGN\PLANS PRODUCTION\050401_CULVERT_STH128_10210100.DWG
LAYOUT NAME - SECTION SHEET - (8)

PLOT DATE : 10/1/2015 3:51 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

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