LAX NOV 2016

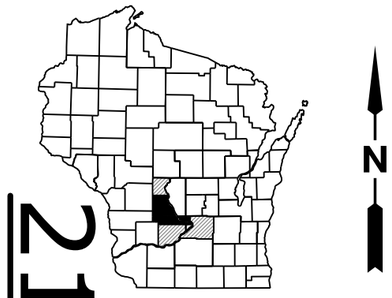
PROJECT ID: 1016-00-62
WITH: 1016-02-60

COUNTY: JUNEAU/SAUK/COLUMBIA

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 = 64



21

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY REHABILITATION-MAINTENANCE PROJECT

TOMAH - PORTAGE

CAMP DOUGLAS TO STH 33

IH 90

JUNEAU, SAUK, COLUMBIA COUNTIES

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1016-00-62	———	—

STATE PROJECT NUMBER
1016-00-62

BEGIN PROJECT
MILE MARKER 55.46
Y=369081.17
X=528451.71



DESIGN DESIGNATION

A.A.D.T. (2016)	=	39,000
A.A.D.T. (2036)	=	48,500
D.H.V.	=	N/A
D.D.	=	50/50
T.	=	32.5%
DESIGN SPEED	=	70 MPH
ESALS	=	36,302,900

CONVENTIONAL SYMBOLS

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

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

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

LAYOUT
SCALE 0 4 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI.

-"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), JUNEAU COUNTY."

END PROJECT
MILE MARKER 105.15

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	MATTHEW PALKOWSKI
Project Manager	ROB WINTERTON
Regional Examiner	TRAVIS GIESE
Regional Supervisor	JIM SAVOLDELLI
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 7-29-2016 (Signature)

E

GENERAL NOTES

- THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
- THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.
- NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER
- ALL WASTE MATERIAL RESULTING FROM THE VARIOUS CONSTRUCTION OPERATIONS ADJACENT TO PAVEMENT UNDER TRAFFIC SHALL BE ENTIRELY REMOVED AND PROPERLY DISPOSED OF IMMEDIATELY OR AS DIRECTED BY THE ENGINEER. THIS INCLUDES BUT NOT LIMITED TO SWEEPING TRAFFIC LANES PRIOR TO OPENING TO TRAFFIC.
- CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
- THE QUANTITY OF THE ITEMS FOR EROSION PROTECTION INCLUDES AN UNDISTRIBUTED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE FERTILIZED, SEEDED, AND MULCHED AS DIRECTED BY THE ENGINEER.

DNR LIAISON

MARC HERSHFIELD
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
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WEST CENTRAL REGION
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STANDARD ABBREVIATIONS

AC	ACRE	LC.	LONG CHORD
AGG	AGGREGATE	LS	LUMP SUM
<	ANGLE	M.P.	MARKER POST
AE, AEW	APRON ENDWALL	MGAL	1000 GALLONS
ASPH.	ASPHALTIC	N.C.	NORMAL CROWN
A.D.T.	AVERAGE DAILY TRAFFIC	N	NORTH
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC	NB	NORTHBOUND
B.F.	BACK FACE	NOR	NORMAL
BM	BENCHMARK	NO.	NUMBER
BTWN	BETWEEN	PAV'T	PAVEMENT
CTR.	CENTER	P.L.E.	PERMANENT LIMITED EASEMENT
C/L	CENTER LINE	P.C.	POINT OF CURVATURE
Δ	CENTRAL ANGLE OR DELTA	P.I.	POINT OF INTERSECTION
C.E.	COMMERCIAL ENTRANCE	P.T.	POINT OF TANGENCY
CONST.	CONSTRUCTION	PCC	PORTLAND CEMENT CONCRETE
CMCP	CORRUGATED METAL CULVERT PIPE	P.E.	PRIVATE ENTRANCE
CMP	CORRUGATED METAL PIPE	PGL	PROFILE GRADE LINE
CO.	COUNTY	P.L.	PROPERTY LINE
CTH	COUNTY TRUNK HIGHWAY	R	RADIUS OR RANGE
CR.	CREEK	R/L	REFERENCE LINE
CABC	CRUSHED AGGREGATE BASE COURSE	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
CY	CUBIC YARD	REQ'D	REQUIRED
CP	CONTROL POINT OR CULVERT PIPE	RT	RIGHT
C&G	CURB AND GUTTER	R.H.F.	RIGHT HAND FORWARD
D	DEGREE OF CURVE	R/W	RIGHT OF WAY
D.H.V.	DESIGN HOURLY VOLUME	RD.	ROAD
DIA.	DIAMETER	SHLD.	SHOULDER(S)
D.D.	DIRECTIONAL DISTRIBUTION	SHR.	SHRINKAGE
DISCH.	DISCHARGE	S	SOUTH
DMS	DYNAMIC MESSAGE SIGN	SB	SOUTHBOUND
EA	EACH	S.F.	SQUARE FOOT (FEET)
E	EAST	SDD	STANDARD DETAIL DRAWING(S)
EB	EASTBOUND	STH	STATE TRUNK HIGHWAY
ELEC.	ELECTRIC(AL), ELEC. CABLE	STA.	STATION
EL., ELEV.	ELEVATION	S.E.	SUPERELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS	S/L	SURVEY LINE
EXC.	EXCAVATION	SYM	SYMMETRICAL
EXIST	EXISTING	T.	PERCENT TRUCKS
F.F.	FACE TO FACE	TEL.	TELEPHONE
FERT.	FERTILIZER	TEMP.	TEMPORARY
F.E.	FIELD ENTRANCE	T.L.E.	TEMPORARY LIMITED EASEMENT
F/L, F.L.	FLOW LINE	T.O.C.	TOP OF CURB
GALV.	GALVANIZE	TYP	TYPICAL
H.S.	HIGH STRENGTH	UNCL.	UNCLASSIFIED
CWT	HUNDRED WEIGHT	U.G.	UNDERGROUND (CABLE)
INL	INLET	VAR	VARIABLE
INTER.	INTERSECTION	V.C.	VERTICAL CURVE
IH	INTERSTATE HIGHWAY	V.P.C.	VERTICAL POINT OF CURVATURE
JT.	JOINT	V.P.I.	VERTICAL POINT OF INTERSECTION
LT	LEFT	V.P.T.	VERTICAL POINT OF TANGENCY
L.H.F.	LEFT HAND FORWARD	Wt.	WEIGHT
L.	LENGTH OF CURVE	W	WEST
L.F.	LINEAR FOOT(FEET)	WB	WESTBOUND

2

UTILITY CONTACTS

2

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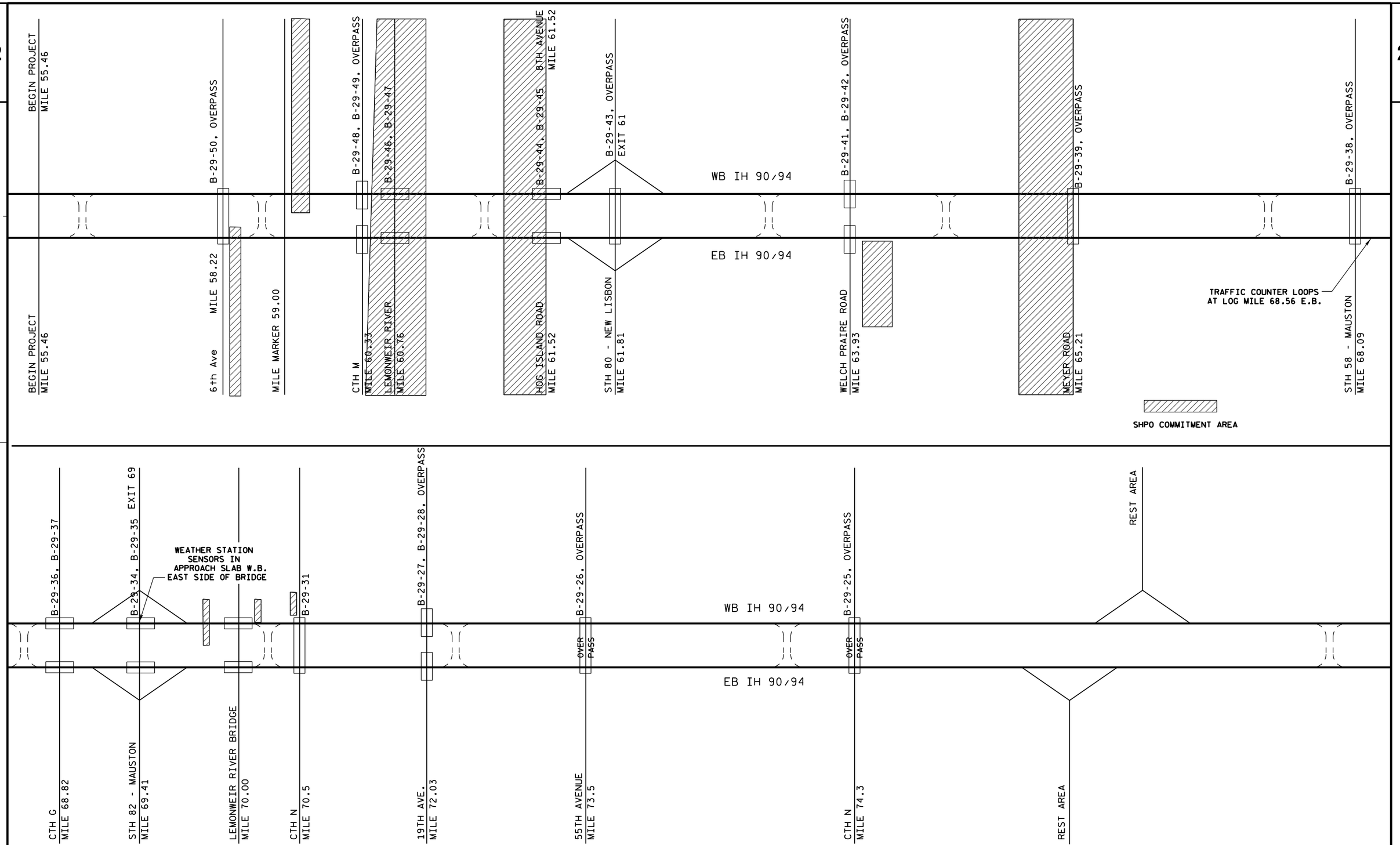
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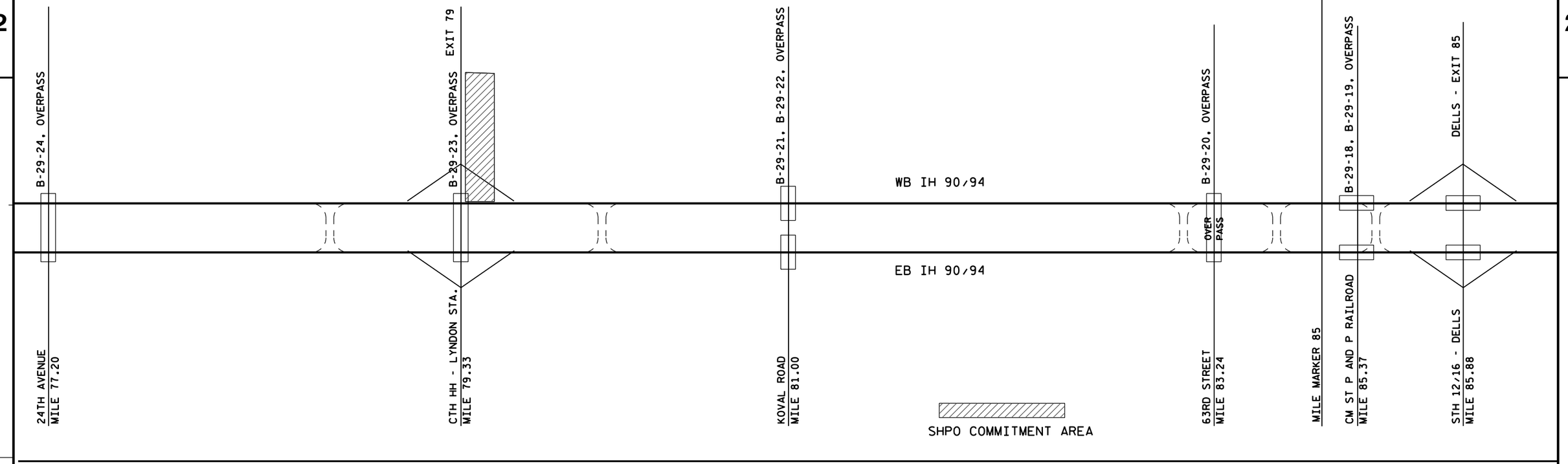
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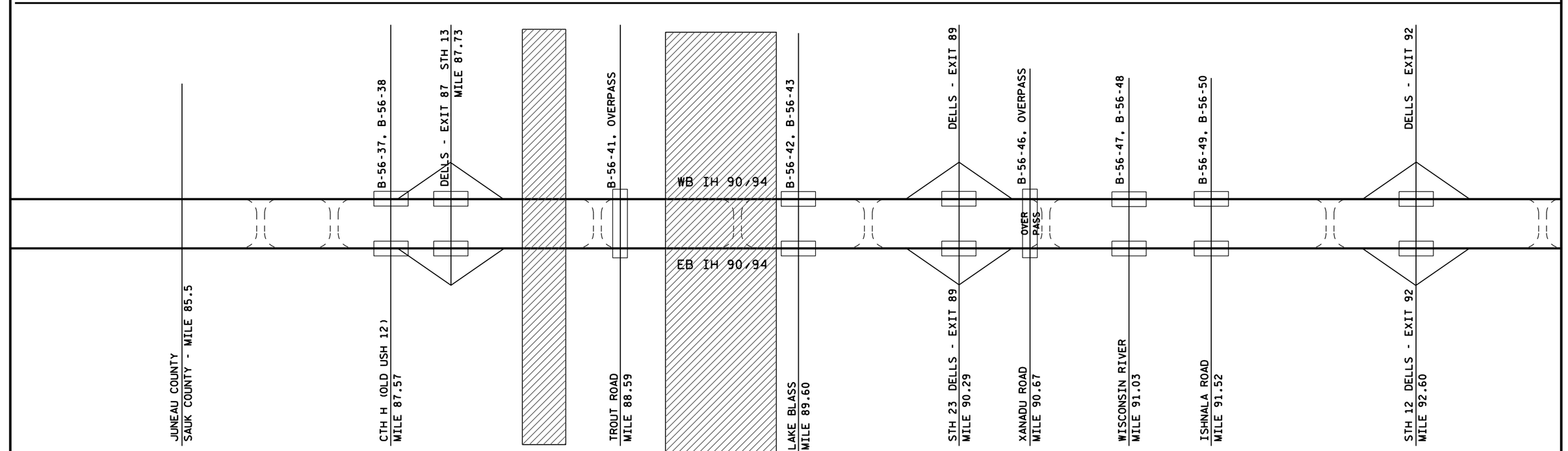
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DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com



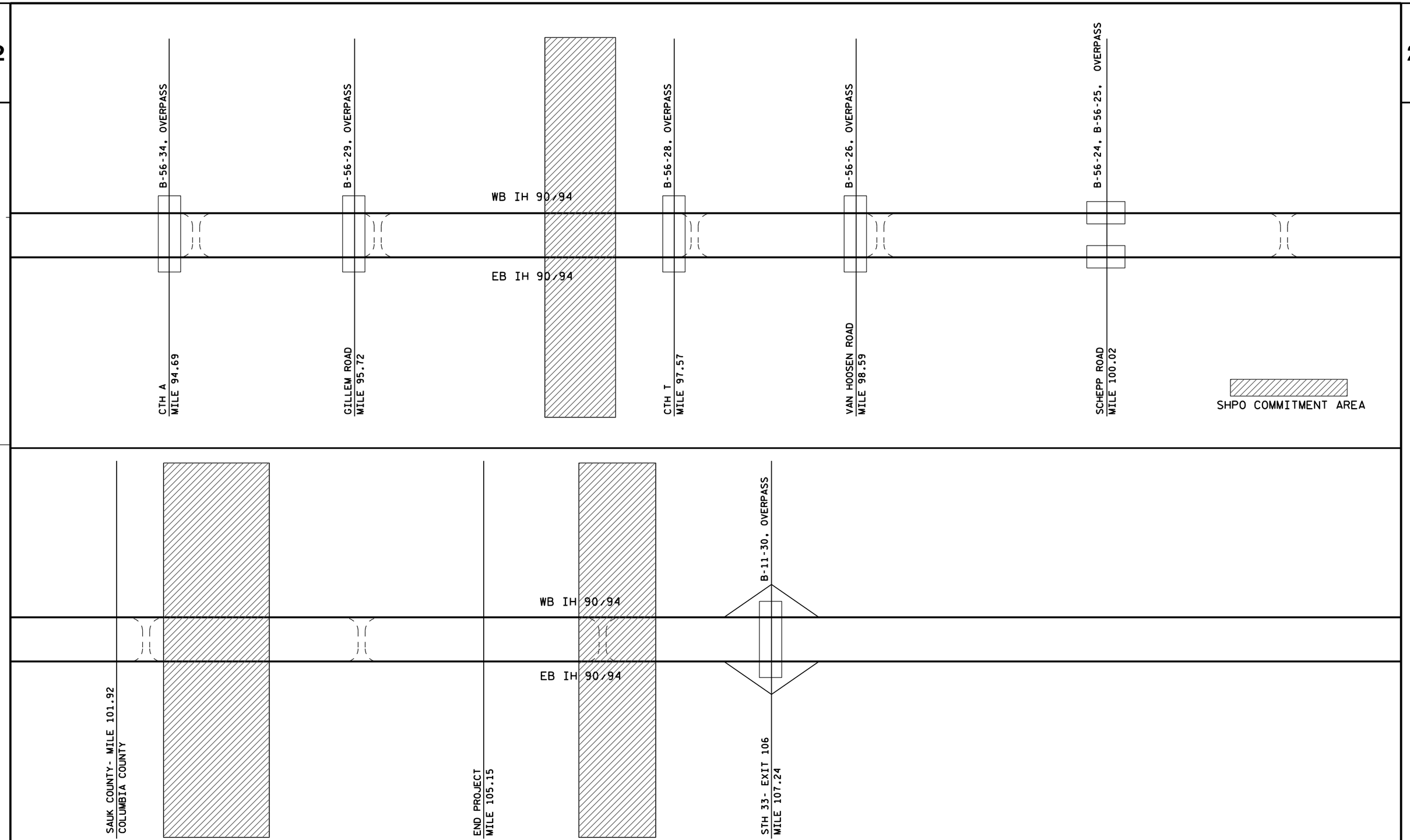
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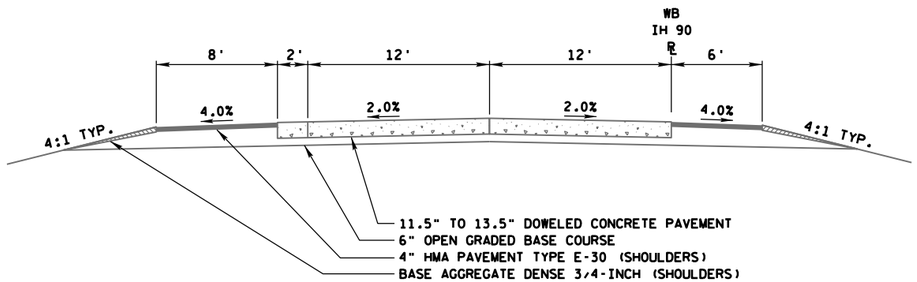


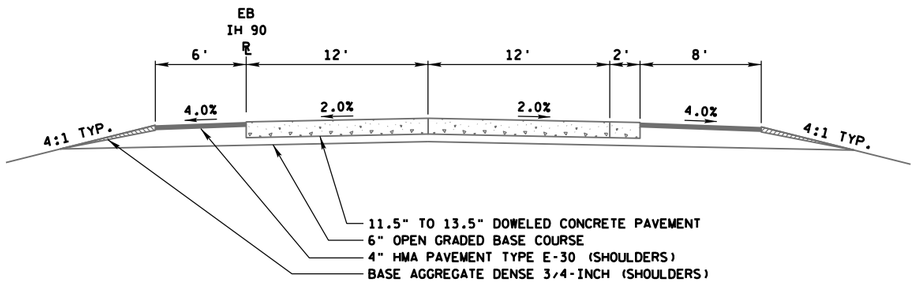
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2



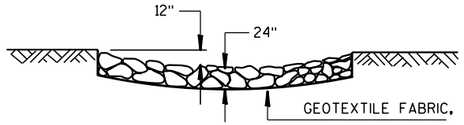
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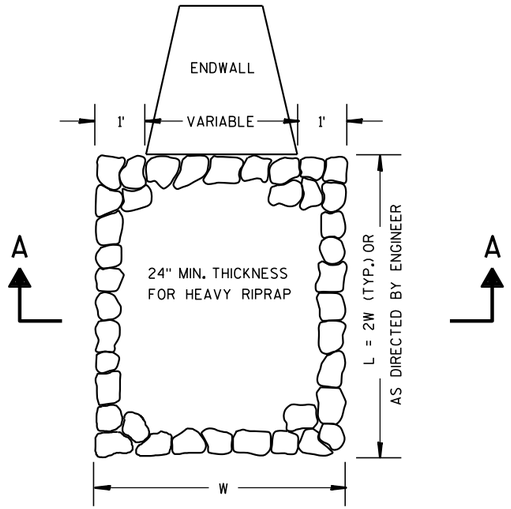


EXISTING MAINLINE TYPICAL TANGENT SECTION

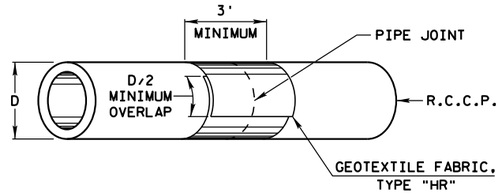
NO ADDITIONAL COMPENSATION SHALL BE PAID FOR THICKNESSES OVER 13.5"



SECTION A-A



HEAVY RIPRAP TREATMENT AT CULVERTS

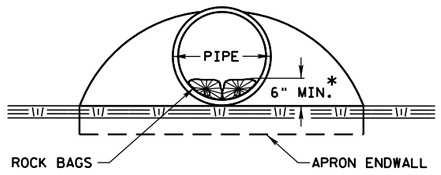


GEOTEXTILE FABRIC REQUIRED FOR PIPE JOINTS

PIPE DIA. (IN.)	PIPE O.D. (IN.)	FABRIC/JOINT (S.Y.)
18	23	2.3
21	26.5	2.6
24	30	3.0
27	33.5	3.3
30	37	3.6
36	44	4.3
42	51	5.0
48	58	5.7
54	65	6.4
60	72	7.1
66	79	7.8
72	86	8.5

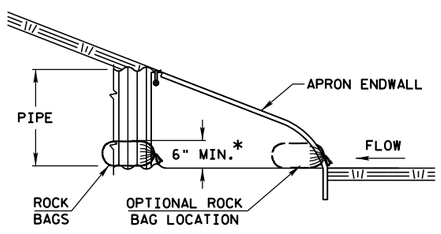
WRAPPED PIPE JOINT DETAIL

WRAP ALL JOINTS



END VIEW

* OR AS DIRECTED BY THE ENGINEER

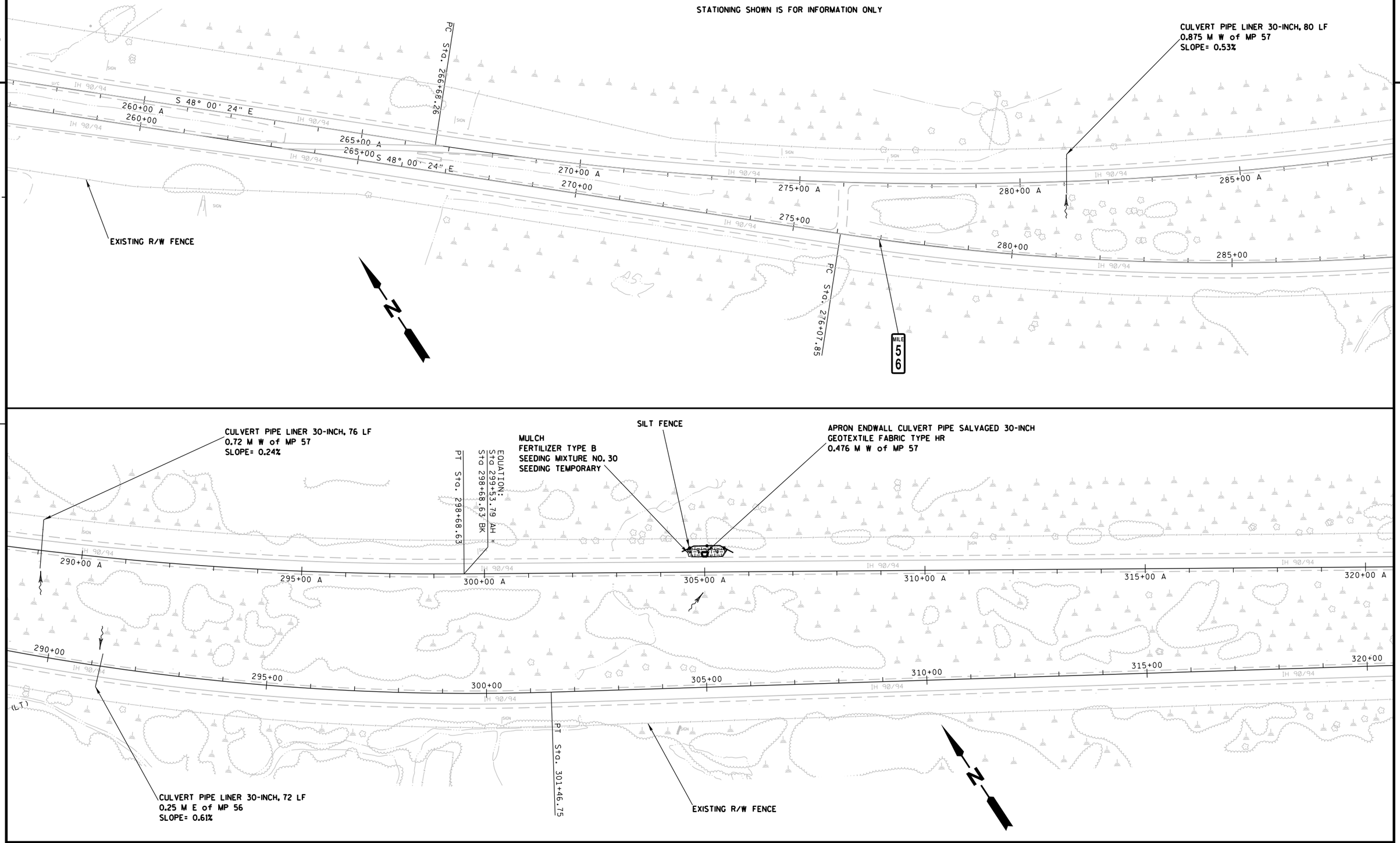


SIDE VIEW

ESTIMATED BAG SIZE 18"x 12"x 6"	
PIPE SIZE INCHES	ESTIMATED BAGS
12	1
15	2
18	2
21	3
14x23	3
24	3
27	4
30	5
19x30	5
36	7
24x38	8
42	8
29x45	10
48	10
34x53	10
54	10
38x60	13
60	13
66	15
53x83	19

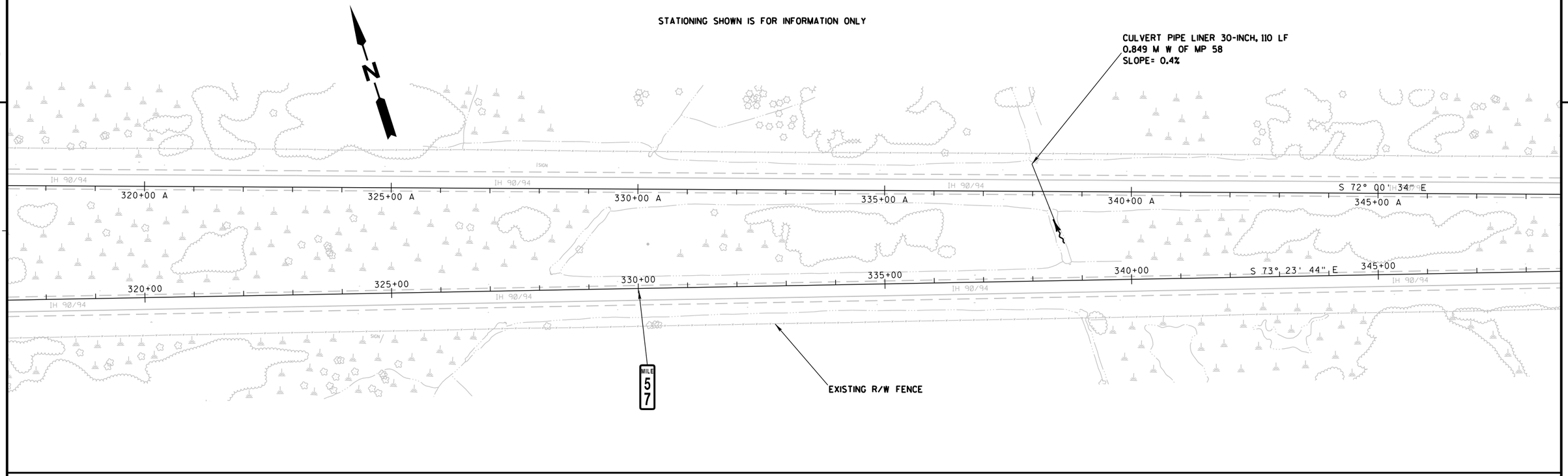
CULVERT PIPE CHECKS

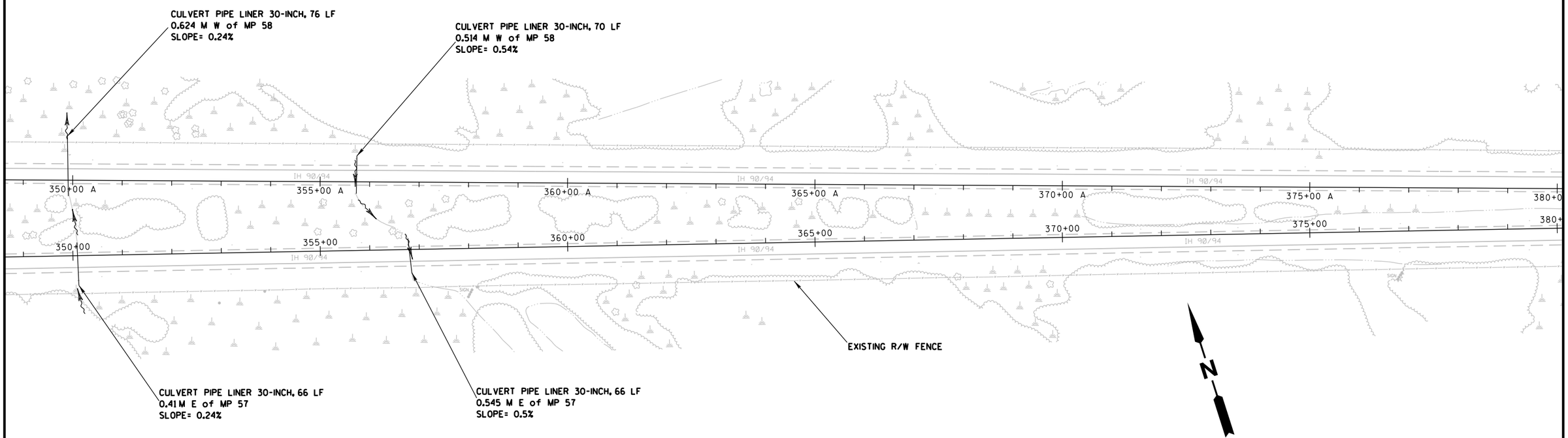
STATIONING SHOWN IS FOR INFORMATION ONLY



PROJECT NO: 1016-00-62	HWY: IH 90	COUNTY: JUNEAU, SAUK, COLUMBIA	EROSION CONTROL	SHEET 9	E

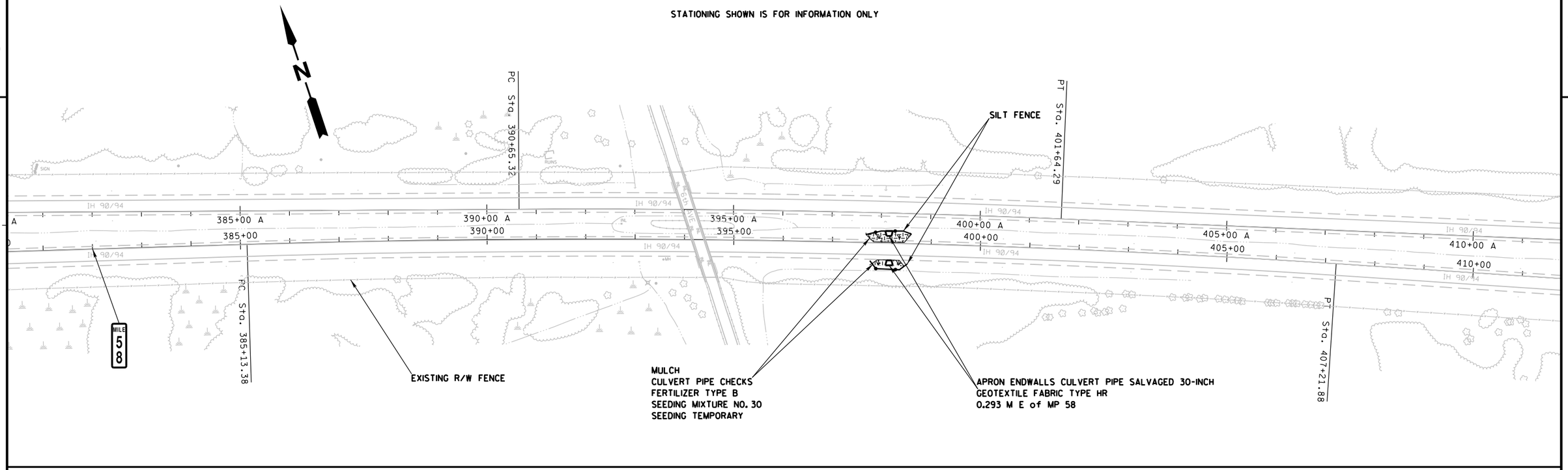
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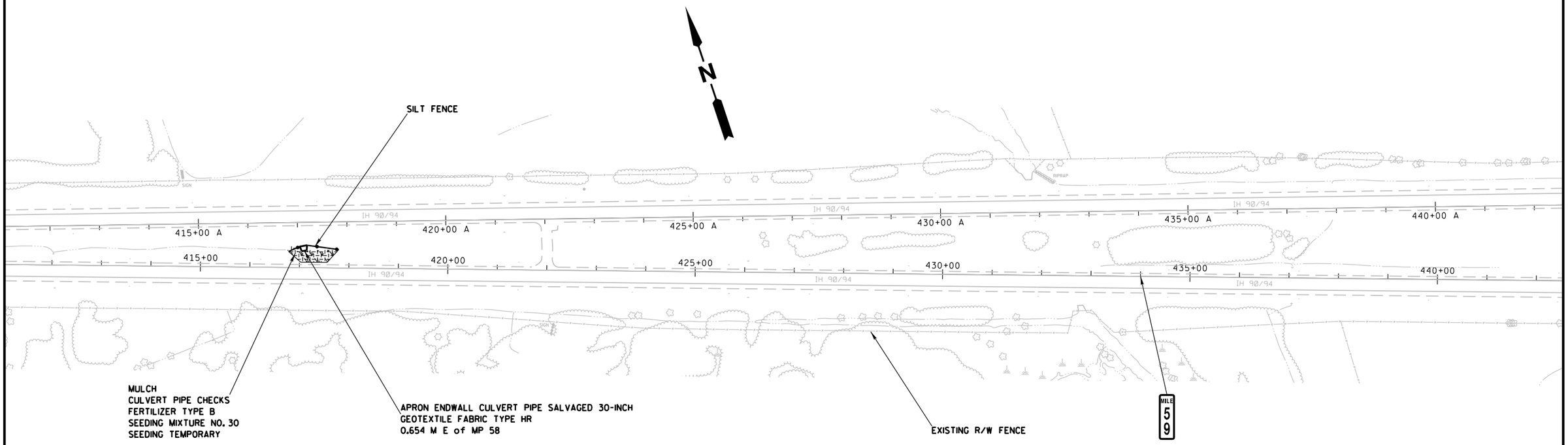




PROJECT NO: 1016-00-62	HWY: IH 90	COUNTY: JUNEAU, SAUK, COLUMBIA	EROSION CONTROL	SHEET 10	E

STATIONING SHOWN IS FOR INFORMATION ONLY





PROJECT NO: 1016-00-62	HWY: IH 90	COUNTY: JUNEAU, SAUK, COLUMBIA	EROSION CONTROL	SHEET 11	E

2

2

STATIONING SHOWN IS FOR INFORMATION ONLY

N

IH 90/94

445+00 A

450+00 A

S 69° 15' 43" E

455+00 A

460+00 A

465+00 A

470+00 A

445+00

450+00

455+00

S 67° 52' 28" E

460+00

465+00

470+00

RIPRAP

SIGN

EXISTING R/W FENCE

CULVERT PIPE SALVAGED 24-INCH, 16 LF
APRON ENDWALL FOR CULVERT PIPE SALVAGED 24-INCH
GEOTEXTILE FABRIC TYPE HR
0.05 M W of MP 60

MULCH
CULVERT PIPE CHECK
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30
SEEDING TEMPORARY

SILT FENCE

PC Sta. 503+61.72

475+00 A

480+00 A

485+00 A

490+00 A

495+00 A

500+00 A

475+00

480+00

485+00

490+00

495+00

500+00

MILE 60

EXISTING R/W FENCE

N

PROJECT NO: 1016-00-62	HWY: IH 90	COUNTY: JUNEAU, SAUK, COLUMBIA	EROSION CONTROL	SHEET 12	E

FILE NAME : P:\State\i9094\10160032\Cad\plansheet4.dgn PLOT DATE : 27-JUL-2016 17:46 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 200.000000:1.000000

WISDOT/CADDS SHEET 42

2

ARCHAEOLOGY DISTRICT JU-0054

STATIONING SHOWN IS FOR INFORMATION ONLY

N

565+00 A
565+00

570+00 A
570+00

575+00 A
575+00

580+00 A
580+00

585+00 A
585+00

590+00 A
590+00

595+00 A
595+00

S 54° 36' 03" E

S 54° 35' 57" E

IH 90/94

OLD TESLING RD

CANADIAN NATIONAL RAILWAY

EXISTING R/W FENCE

SILT FENCE

MULCH
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30
SEEDING TEMPORARY

APRON ENDWALL CULVERT PIPE SALVAGED 36-INCH
GEOTEXTILE FABRIC TYPE HR
0.55 M E of MP 61

SILT FENCE

APRON ENDWALL FOR CULVERT PIPE
REINFORCED CONCRETE 18-INCH
GEOTEXTILE FABRIC TYPE HR
0.82 M E of MP 61

MULCH
CULVERT PIPE CHECK
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30
SEEDING TEMPORARY

N

MULCH
CULVERT PIPE CHECK
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30
SEEDING TEMPORARY

CULVERT PIPE SALVAGED 18-INCH, 16 LF
APRON ENDWALL FOR CULVERT PIPE SALVAGED 18- INCH
GEOTEXTILE FABRIC TYPE HR
0.426 M W of MP 63

SILT FENCE

I-90 FRONTAGE RD

IH 90/94

600+00 A
600+00

605+00 A
605+00

610+00 A
610+00

615+00 A
615+00

620+00 A
620+00

625+00 A
625+00

MILE
6
2

EXISTING R/W FENCE

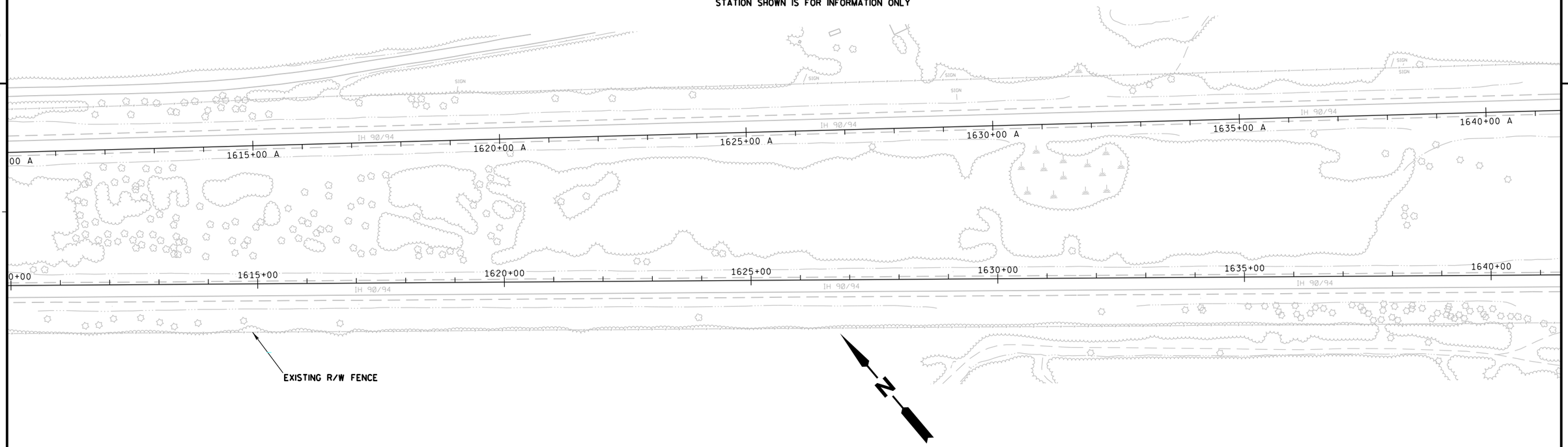
WELCH PRAIRIE RD

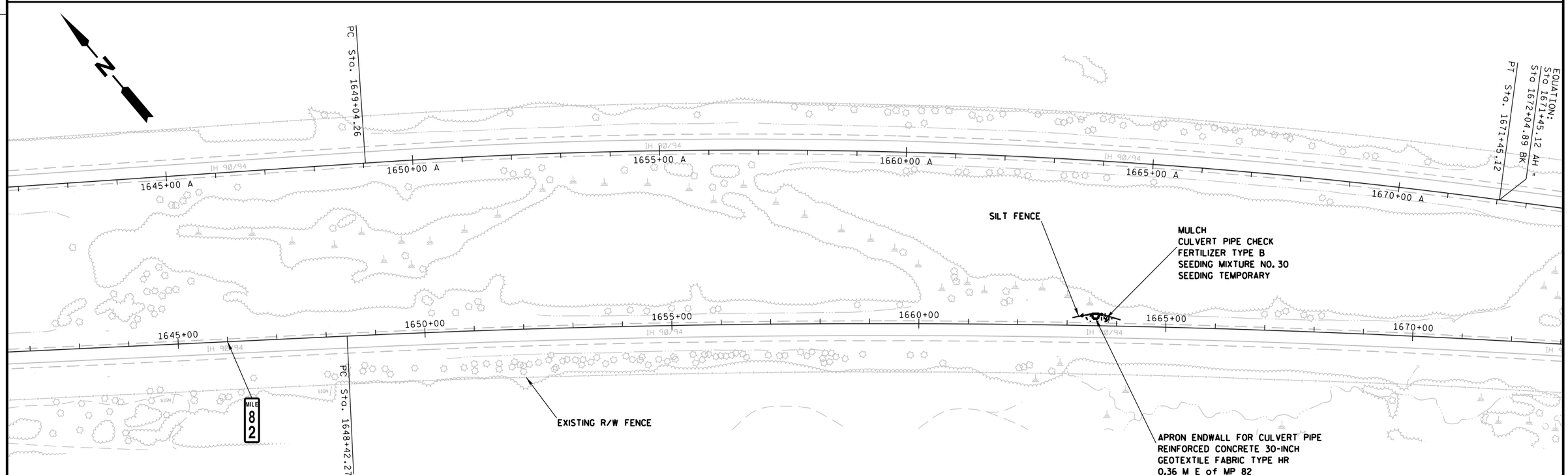
NOTE: MISSING SHEETS FOR STA 626+00 TO 1610+00

PROJECT NO: 1016-00-62	HWY: IH 90	COUNTY: JUNEAU, SAUK, COLUMBIA	EROSION CONTROL	SHEET 13	E

2

STATION SHOWN IS FOR INFORMATION ONLY





PROJECT NO: 1016-00-62	HWY: IH 90	COUNTY: JUNEAU, SAUK, COLUMBIA	EROSION CONTROL	SHEET 14	E

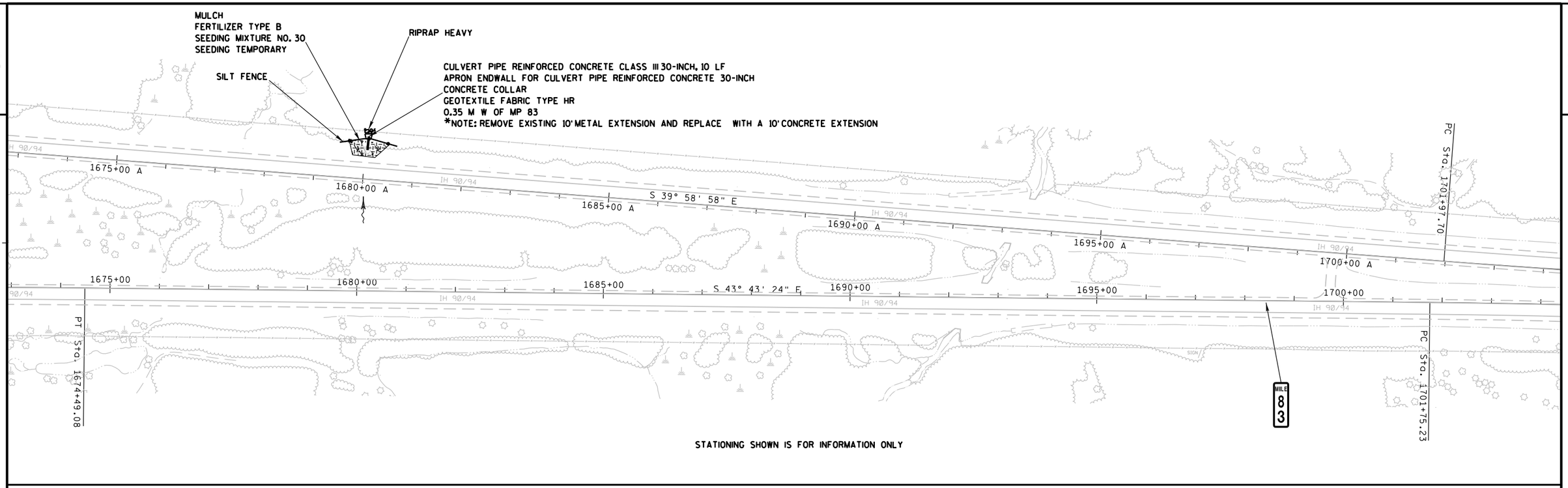
2

MULCH
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30
SEEDING TEMPORARY

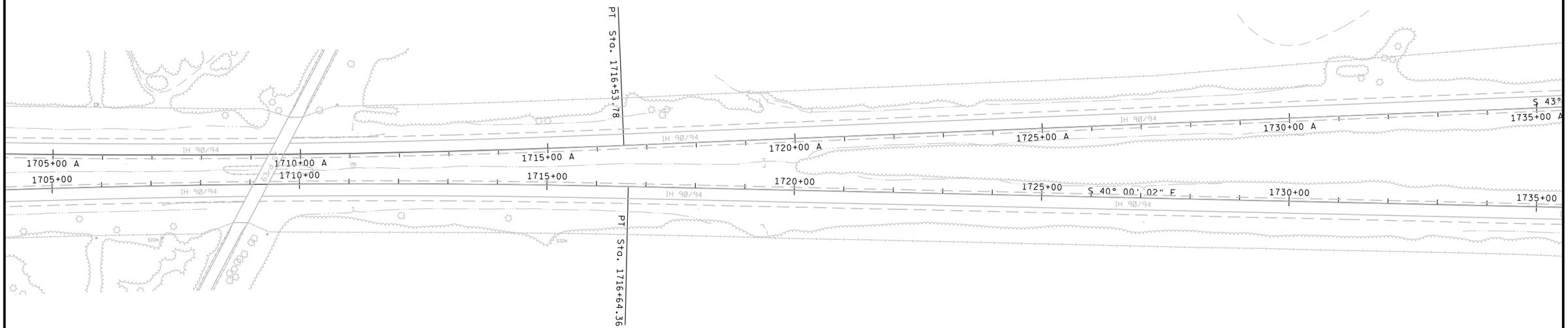
SILT FENCE

RIPRAP HEAVY

CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH, 10 LF
APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH
CONCRETE COLLAR
GEOTEXTILE FABRIC TYPE HR
0.35 M W OF MP 83
*NOTE: REMOVE EXISTING 10' METAL EXTENSION AND REPLACE WITH A 10' CONCRETE EXTENSION

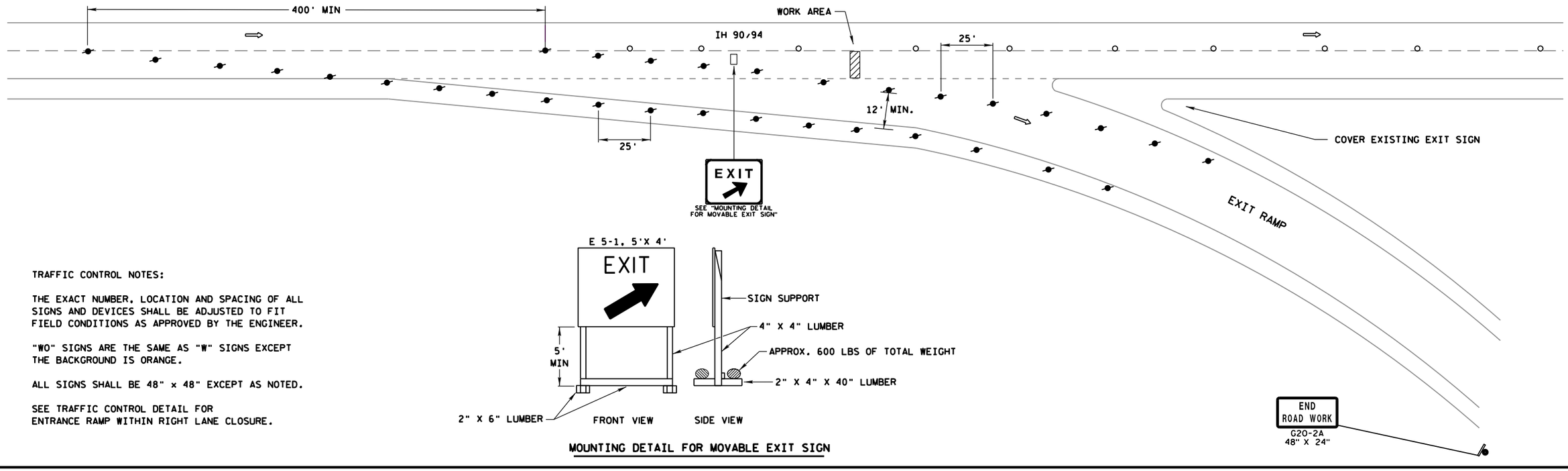


STATIONING SHOWN IS FOR INFORMATION ONLY



PROJECT NO: 1016-00-62	HWY: IH 90	COUNTY: JUNEAU, SAUK, COLUMBIA	EROSION CONTROL	SHEET 15	E

2



TRAFFIC CONTROL NOTES:

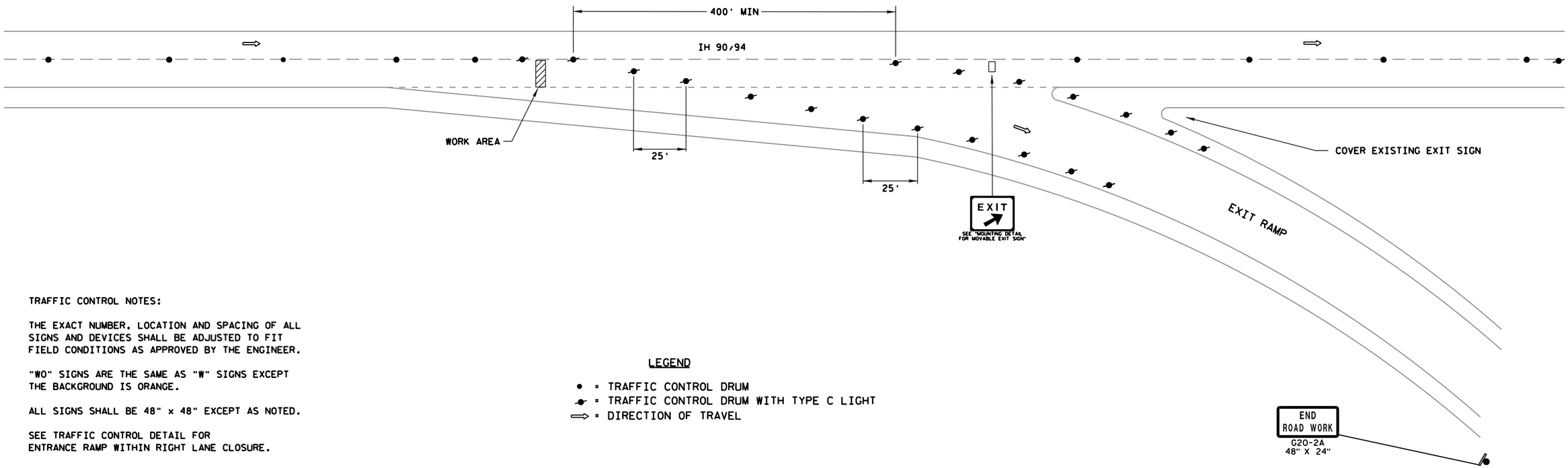
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

ALL SIGNS SHALL BE 48" x 48" EXCEPT AS NOTED.

SEE TRAFFIC CONTROL DETAIL FOR ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE.

MOUNTING DETAIL FOR MOVABLE EXIT SIGN



TRAFFIC CONTROL NOTES:

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

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

ALL SIGNS SHALL BE 48" x 48" EXCEPT AS NOTED.

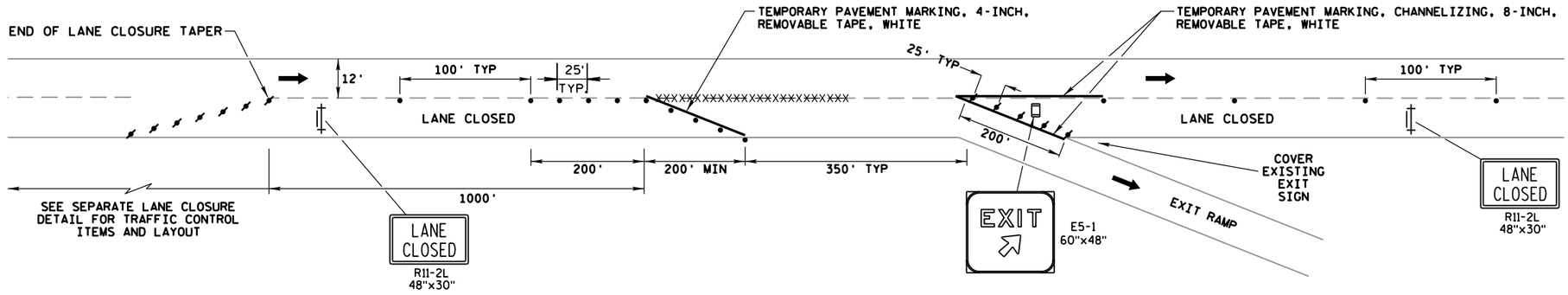
SEE TRAFFIC CONTROL DETAIL FOR ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE.

LEGEND

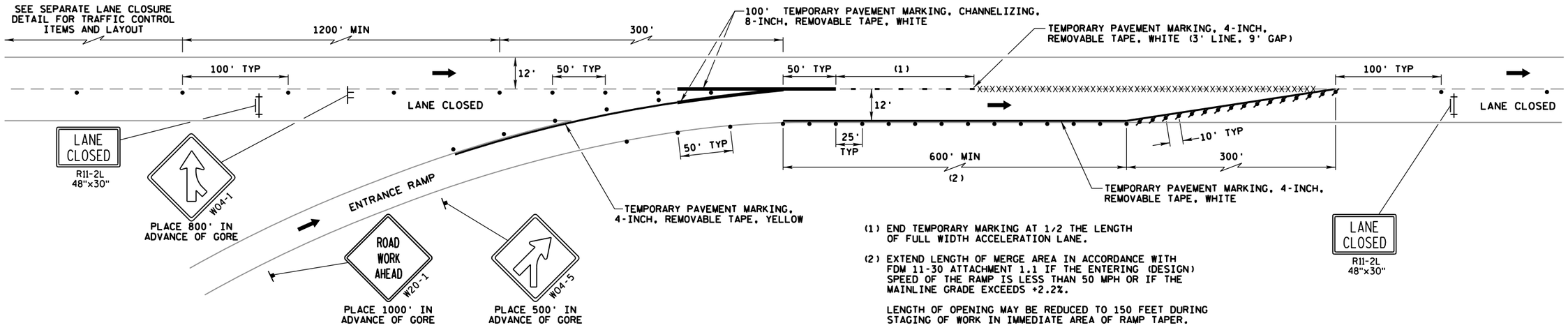
- = TRAFFIC CONTROL DRUM
- = TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- = DIRECTION OF TRAVEL

PROJECT NO: 1016-00-62	HWY: IH 90/94	COUNTY: JUNEAU,SAUK,COLUMBIA	TRAFFIC CONTROL AT INTERCHANGE RAMPS	SHEET 16	E

2



TRAFFIC CONTROL, EXIT RAMP



(1) END TEMPORARY MARKING AT 1/2 THE LENGTH OF FULL WIDTH ACCELERATION LANE.

(2) EXTEND LENGTH OF MERGE AREA IN ACCORDANCE WITH FDM 11-30 ATTACHMENT 1.1 IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS +2.2%.

LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

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.

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. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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.

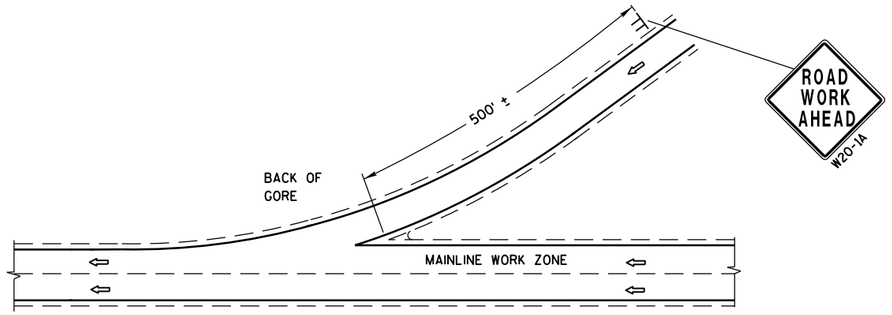
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

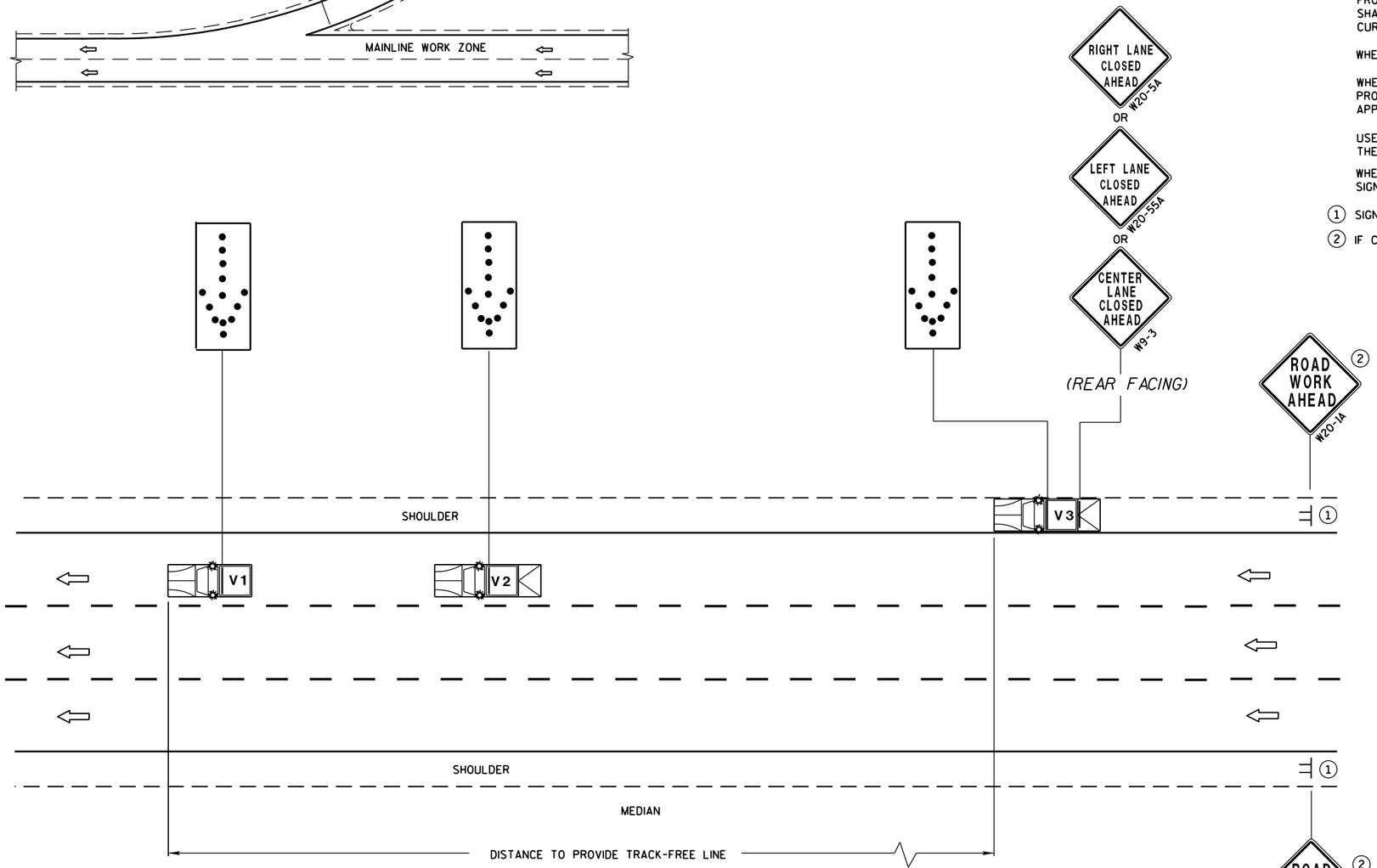
LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- XXXX REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

PROJECT NO: 1016-00-62	HWY: IH 90	COUNTY: JUNEAU,SAUK,COLUMBIA	TRAFFIC CONTROL	SHEET	E

FILE NAME : P:\State\i9094\10160032\Cad\eplans\025003_tc.dgn PLOT DATE : 21-JUL-2016 20:34 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 200.000000:1.000000 WISDOT/CADDS SHEET 42





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.

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.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY FIVE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 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
	FLASHING ARROW PANEL (MERGE)

MOVING LANE CLOSURE
MULTI-LANE DIVIDED ROADWAY

DATE 26AUG16 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	1016-00-62 QUANTITY
0010	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0090	213.0100	Finishing Roadway (project) 01. 1016-00-62	EACH	1.000	1.000
0130	416.0610	Drilled Tie Bars	EACH	96.000	96.000
0140	416.0620	Drilled Dowel Bars	EACH	47,504.000	47,504.000
0180	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0190	520.9700.S	Culvert Pipe Liners (size) 01. 30-Inch	LF	616.000	616.000
0200	520.9750.S	Cleaning Culvert Pipes for Liner Verification	EACH	8.000	8.000
0220	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	10.000	10.000
0240	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0250	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000
0260	524.0118	Culvert Pipe Salvaged 18-Inch	LF	16.000	16.000
0270	524.0124	Culvert Pipe Salvaged 24-Inch	LF	16.000	16.000
0280	524.0618	Apron Endwalls for Culvert Pipe Salvaged 18-Inch	EACH	1.000	1.000
0290	524.0624	Apron Endwalls for Culvert Pipe Salvaged 24-Inch	EACH	1.000	1.000
0300	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	4.000	4.000
0310	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	1.000	1.000
0330	606.0300	Riprap Heavy	CY	3.000	3.000
0440	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1016-00-62	EACH	1.000	1.000
0460	619.1000	Mobilization	EACH	0.800	0.800
0480	627.0200	Mulching	SY	3,000.000	3,000.000
0490	628.1504	Silt Fence	LF	600.000	600.000
0500	628.1520	Silt Fence Maintenance	LF	600.000	600.000
0510	628.1905	Mobilizations Erosion Control	EACH	7.000	7.000
0520	628.1910	Mobilizations Emergency Erosion Control	EACH	7.000	7.000
0560	628.7555	Culvert Pipe Checks	EACH	15.000	15.000
0570	629.0210	Fertilizer Type B	CWT	1.920	1.920
0580	630.0130	Seeding Mixture No. 30	LB	6.000	6.000
0590	630.0200	Seeding Temporary	LB	9.000	9.000
0610	633.5200	Markers Culvert End	EACH	26.000	26.000
0630	642.5201	Field Office Type C	EACH	1.000	1.000
0650	643.0200	Traffic Control Surveillance and Maintenance (project) 01. 1016-00-62	DAY	158.000	158.000
0660	643.0300	Traffic Control Drums	DAY	40,800.000	40,800.000
0670	643.0420	Traffic Control Barricades Type III	DAY	2,728.000	2,728.000
0680	643.0705	Traffic Control Warning Lights Type A	DAY	5,486.000	5,486.000
0690	643.0715	Traffic Control Warning Lights Type C	DAY	2,618.000	2,618.000
0700	643.0800	Traffic Control Arrow Boards	DAY	308.000	308.000
0710	643.0900	Traffic Control Signs	DAY	4,576.000	4,576.000
0730	643.1050	Traffic Control Signs PCMS	DAY	632.000	632.000
0740	645.0120	Geotextile Type HR	SY	47.700	47.700
0760	646.0106	Pavement Marking Epoxy 4-Inch	LF	1,200,671.000	1,200,671.000
0770	646.0126	Pavement Marking Epoxy 8-Inch	LF	27,376.000	27,376.000
0820	690.0250	Sawing Concrete	LF	95,618.000	95,618.000
0850	SPV.0045	Special 01. PCMS Remote Communications	DAY	632.000	632.000
0880	SPV.0075	Special 01. Moving Lane Closure Pavement Repair Marking	HRS	80.000	80.000

3

DATE 26AUG16 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	1016-00-62 QUANTITY
0890	SPV.0180	Special 01. Concrete Pavement Repair Overnight	SY	26,154.890	26,154.890
0900	SPV.0180	Special 02. Concrete Pavement Replacement Overnight	SY	373.330	373.330

3

Moving Lane Closure, Pavement Repair Marking

SPV.0075.01
Moving Lane Closure, Pavement Repair Marking

Location	HRS	Remarks
EB IH 90/94	40	
WB IH 90/94	40	
SUBTOTAL=	80	

3

CONCRETE PAVEMENT REPAIR SUMMARY

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
55	4382	EB	LEFT	10	13.33	16	34	EXPANSION JOINT DETAIL
55	4382	EB	RIGHT	10	15.56	16	38	EXPANSION JOINT DETAIL
55	4386	EB	LEFT	6	8.00	16	30	
55	4445	EB	RIGHT	6	9.33	16	34	
55	4921	EB	LEFT	6	8.00	16	30	
55	5214	EB	RIGHT	6	9.33	16	34	
								MILE 56
56	239	EB	RIGHT	6	9.33	16	34	
56	289	EB	RIGHT	6	9.33	16	34	
56	580	EB	RIGHT	6	9.33	16	34	
56	614	EB	RIGHT	6	9.33	16	34	
56	681	EB	RIGHT	6	9.33	16	34	
56	1180	EB	RIGHT	6	9.33	16	34	
56	1561	EB	RIGHT	6	9.33	16	34	
56	1647	EB	LEFT	6	8.00	16	30	
56	2207	EB	RIGHT	6	9.33	16	34	
56	2326	EB	LEFT	6	8.00	16	30	
56	2580	EB	LEFT	6	8.00	16	30	
56	2718	EB	RIGHT	6	9.33	16	34	
56	2718	EB	LEFT	6	8.00	16	30	
56	2734	EB	LEFT	6	8.00	16	30	
56	2786	EB	LEFT	6	8.00	16	30	
56	2822	EB	LEFT	6	8.00	16	30	
56	2822	EB	RIGHT	6	9.33	16	34	
56	2942	EB	RIGHT	6	9.33	16	34	
56	3035	EB	LEFT	6	8.00	16	30	
56	3084	EB	RIGHT	6	9.33	16	34	
56	3100	EB	LEFT	6	8.00	16	30	
56	3119	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	257.00	448	912	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
56	3119	EB	LEFT	6	8.00	16	30	
56	3136	EB	LEFT	6	8.00	16	30	
56	3221	EB	RIGHT	6	9.33	16	34	
56	3240	EB	RIGHT	6	9.33	16	34	
56	3329	EB	LEFT	6	8.00	16	30	
56	3344	EB	RIGHT	6	9.33	16	34	
56	3397	EB	RIGHT	6	9.33	16	34	
56	3447	EB	RIGHT	6	9.33	16	34	
56	3465	EB	RIGHT	6	9.33	16	34	
56	3911	EB	RIGHT	6	9.33	16	34	
56	3998	EB	LEFT	6	8.00	16	30	
56	4012	EB	RIGHT	6	9.33	16	34	
56	4276	EB	RIGHT	6	9.33	16	34	
56	4409	EB	LEFT	6	8.00	16	30	
56	4468	EB	LEFT	6	8.00	16	30	
56	4522	EB	RIGHT	6	9.33	16	34	
56	4660	EB	LEFT	6	8.00	16	30	
56	4700	EB	RIGHT	6	9.33	16	34	
56	4865	EB	LEFT	6	8.00	16	30	
56	4884	EB	RIGHT	6	9.33	16	34	
56	4884	EB	LEFT	6	8.00	16	30	
								MILE 57
57	276	EB	RIGHT	6	9.33	16	34	
57	300	EB	RIGHT	6	9.33	16	34	
57	675	EB	RIGHT	6	9.33	16	34	
57	739	EB	RIGHT	6	9.33	16	34	
57	780	EB	RIGHT	6	9.33	16	34	
57	840	EB	LEFT	6	8.00	16	30	
57	875	EB	RIGHT	6	9.33	16	34	
57	1260	EB	LEFT	6	8.00	16	30	
57	1295	EB	LEFT	6	8.00	16	30	
				SUBTOTAL=	264.00	480	972	

3

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
57	1425	EB	LEFT	6	8.00	16	30	
57	1530	EB	RIGHT	6	9.33	16	34	
57	2379	EB	RIGHT	6	9.33	16	34	
57	2418	EB	RIGHT	6	9.33	16	34	
57	2477	EB	RIGHT	6	9.33	16	34	
57	2567	EB	LEFT	6	8.00	16	30	
57	2600	EB	RIGHT	6	9.33	16	34	
57	2762	EB	LEFT	6	8.00	16	30	
57	2875	EB	RIGHT	6	9.33	16	34	
57	2915	EB	RIGHT	6	9.33	16	34	
57	3350	EB	RIGHT	6	9.33	16	34	
57	4755	EB	RIGHT	6	9.33	16	34	
57	4785	EB	RIGHT	6	9.33	16	34	
57	4895	EB	RIGHT	6	9.33	16	34	
57	4992	EB	RIGHT	6	9.33	16	34	
57	5038	EB	RIGHT	6	9.33	16	34	
57	5086	EB	RIGHT	6	9.33	16	34	
57	5142	EB	RIGHT	6	9.33	16	34	
57	5176	EB	RIGHT	6	9.33	16	34	
57	5176	EB	LEFT	6	8.00	16	30	
								MILE 58
58	48	EB	RIGHT	6	9.33	16	34	
58	151	EB	RIGHT	6	9.33	16	34	
58	196	EB	RIGHT	6	9.33	16	34	
58	235	EB	RIGHT	6	9.33	16	34	
58	302	EB	LEFT	6	8.00	16	30	
58	402	EB	RIGHT	6	9.33	16	34	
58	512	EB	LEFT	6	8.00	16	30	
58	529	EB	LEFT	6	8.00	16	30	
58	882	EB	RIGHT	6	9.33	16	34	
58	882	EB	LEFT	6	8.00	16	30	
58	930	EB	LEFT	6	8.00	16	30	
58	962	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	286.67	512	1052	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
58	1188	EB	LEFT	6	8.00	16	30	
58	1488	EB	RIGHT	6	9.33	16	34	
58	1786	EB	LEFT	6	8.00	16	30	
58	1844	EB	RIGHT	6	9.33	16	34	
58	2020	EB	RIGHT	6	9.33	16	34	
58	2044	EB	RIGHT	6	9.33	16	34	
58	2070	EB	RIGHT	6	9.33	16	34	
58	2095	EB	RIGHT	6	9.33	16	34	
58	2120	EB	LEFT	6	8.00	16	30	
58	2200	EB	LEFT	6	8.00	16	30	
58	2318	EB	LEFT	6	8.00	16	30	
58	2625	EB	RIGHT	6	9.33	16	34	
58	2698	EB	RIGHT	6	9.33	16	34	
58	2859	EB	RIGHT	6	9.33	16	34	
58	2883	EB	RIGHT	6	9.33	16	34	
58	3117	EB	RIGHT	6	9.33	16	34	
58	3118	EB	RIGHT	6	9.33	16	34	
58	3249	EB	RIGHT	6	9.33	16	34	
58	3250	EB	RIGHT	6	9.33	16	34	
58	3268	EB	LEFT	6	8.00	16	30	
58	4568	EB	RIGHT	6	9.33	16	34	
								MILE 59
59	529	EB	RIGHT	6	9.33	16	34	
59	664	EB	RIGHT	6	9.33	16	34	
59	729	EB	RIGHT	6	9.33	16	34	
59	884	EB	RIGHT	6	9.33	16	34	
59	937	EB	RIGHT	6	9.33	16	34	
59	1595	EB	RIGHT	6	9.33	16	34	
59	1677	EB	RIGHT	12	18.67	16	40	
59	1850	EB	LEFT	6	8.00	16	30	
59	2076	EB	RIGHT	6	9.33	16	34	
59	2128	EB	LEFT	6	8.00	16	30	
59	3176	EB	RIGHT	6	9.33	16	34	
59	4418	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	306.67	528	1096	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 60
60	236	EB	LEFT	6	8.00	16	30	
60	516	EB	RIGHT	6	9.33	16	34	
60	1461	EB	RIGHT	6	9.33	16	34	
60	1600	EB	RIGHT	6	9.33	16	34	
60	1785	EB	RIGHT	6	9.33	16	34	
60	2015	EB	RIGHT	6	9.33	16	34	
60	2099	EB	RIGHT	6	9.33	16	34	
60	2387	EB	LEFT	6	8.00	16	30	
60	2509	EB	RIGHT	6	9.33	16	34	
60	2528	EB	RIGHT	6	9.33	16	34	
60	2663	EB	RIGHT	6	9.33	16	34	
60	2948	EB	LEFT	6	8.00	16	30	
60	3179	EB	RIGHT	6	9.33	16	34	
60	3355	EB	RIGHT	6	9.33	16	34	
60	4590	EB	LEFT	6	8.00	16	30	
60	4725	EB	RIGHT	6	9.33	16	34	
60	5028	EB	LEFT	6	8.00	16	30	
								MILE 61
61	157	EB	LEFT	6	8.00	16	30	
61	188	EB	RIGHT	6	9.33	16	34	
61	412	EB	RIGHT	6	9.33	16	34	
61	457	EB	RIGHT	6	9.33	16	34	
61	679	EB	RIGHT	6	9.33	16	34	
61	695	EB	RIGHT	6	9.33	16	34	
61	753	EB	RIGHT	6	9.33	16	34	
61	811	EB	LEFT	6	8.00	16	30	
61	1411	EB	LEFT	6	8.00	16	30	
61	1486	EB	LEFT	6	8.00	16	30	
61	3178	EB	RIGHT	6	9.33	16	34	
61	3290	EB	LEFT	6	8.00	16	30	
61	3525	EB	RIGHT	6	9.33	16	34	
61	3531	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	276.00	496	1014	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
61	3768	EB	RIGHT	6	9.33	16	34	
61	3920	EB	LEFT	6	8.00	16	30	
61	3963	EB	RIGHT	6	9.33	16	34	
61	4018	EB	LEFT	6	8.00	16	30	
61	4205	EB	LEFT	6	8.00	16	30	
61	4596	EB	RIGHT	6	9.33	16	34	
61	4733	EB	RIGHT	6	9.33	16	34	
61	4733	EB	LEFT	6	8.00	16	30	
61	4929	EB	RIGHT	6	9.33	16	34	
								MILE 62
62	760	EB	LEFT	6	8.00	16	30	
62	1340	EB	RIGHT	8	12.44	16	36	
62	1340	EB	LEFT	8	10.67	16	32	
62	1420	EB	RIGHT	10	15.56	16	38	
62	1890	EB	LEFT	6	8.00	16	30	
62	2082	EB	LEFT	6	8.00	16	30	
62	2448	EB	RIGHT	6	9.33	16	34	
62	2512	EB	RIGHT	6	9.33	16	34	
62	2930	EB	LEFT	6	8.00	16	30	
62	2945	EB	LEFT	6	8.00	16	30	
62	3039	EB	LEFT	6	8.00	16	30	
62	3090	EB	LEFT	6	8.00	16	30	
62	3160	EB	RIGHT	6	9.33	16	34	
62	3228	EB	LEFT	6	8.00	16	30	
62	3329	EB	LEFT	6	8.00	16	30	
62	3430	EB	LEFT	6	8.00	16	30	
62	3508	EB	RIGHT	10	15.56	16	38	
62	3630	EB	LEFT	8	10.67	16	32	
62	3680	EB	RIGHT	8	12.44	16	36	
62	3730	EB	LEFT	6	8.00	16	30	
62	3824	EB	RIGHT	6	9.33	16	34	
62	3888	EB	LEFT	6	8.00	16	30	
62	3933	EB	RIGHT	6	9.33	16	34	
62	4018	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	308.00	528	1066	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
62	4500	EB	LEFT	6	8.00	16	30	
62	4520	EB	RIGHT	6	9.33	16	34	
62	4717	EB	LEFT	6	8.00	16	30	
								MILE 63
63	83	EB	RIGHT	6	9.33	16	34	
63	360	EB	RIGHT	6	9.33	16	34	
63	400	EB	RIGHT	6	9.33	16	34	
63	433	EB	RIGHT	6	9.33	16	34	
63	876	EB	RIGHT	6	9.33	16	34	
63	960	EB	LEFT	6	8.00	16	30	
63	1122	EB	LEFT	6	8.00	16	30	
63	1256	EB	RIGHT	6	9.33	16	34	
63	1330	EB	LEFT	6	8.00	16	30	
63	1340	EB	RIGHT	6	9.33	16	34	
63	1400	EB	RIGHT	6	9.33	16	34	
63	1440	EB	LEFT	6	8.00	16	30	
63	1576	EB	RIGHT	10	15.56	16	38	
63	1590	EB	LEFT	6	8.00	16	30	
63	1884	EB	LEFT	6	8.00	16	30	
63	1919	EB	LEFT	6	8.00	16	30	
63	1936	EB	LEFT	6	8.00	16	30	
63	2230	EB	LEFT	6	8.00	16	30	
63	2519	EB	RIGHT	10	15.56	16	38	
63	2626	EB	LEFT	6	8.00	16	30	
63	2680	EB	RIGHT	6	9.33	16	34	
63	2795	EB	LEFT	6	8.00	16	30	
63	2727	EB	LEFT	6	8.00	16	30	
63	3060	EB	LEFT	6	8.00	16	30	
63	3333	EB	RIGHT	6	9.33	16	34	
63	3360	EB	RIGHT	6	9.33	16	34	
63	3777	EB	RIGHT	10	15.56	16	38	
63	3895	EB	RIGHT	10	15.56	16	38	
63	3966	EB	RIGHT	6	9.33	16	34	
63	4176	EB	LEFT	6	8.00	16	30	
				SUBTOTAL=	311.56	528	1074	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
63	4315	EB	RIGHT	6	9.33	16	34	
63	4370	EB	RIGHT	6	9.33	16	34	
63	4426	EB	LEFT	6	8.00	16	30	
63	4446	EB	LEFT	6	8.00	16	30	
63	4476	EB	RIGHT	6	9.33	16	34	
63	4555	EB	LEFT	6	8.00	16	30	
63	4746	EB	RIGHT	6	9.33	16	34	
63	4846	EB	LEFT	6	8.00	16	30	
63	4856	EB	RIGHT	6	9.33	16	34	
63	4950	EB	RIGHT	6	9.33	16	34	
								MILE 64
64	516	EB	LEFT	6	8.00	16	30	
64	890	EB	LEFT	6	8.00	16	30	
64	948	EB	RIGHT	6	9.33	16	34	
64	1072	EB	RIGHT	6	9.33	16	34	
64	1370	EB	RIGHT	6	9.33	16	34	
64	1452	EB	RIGHT	6	9.33	16	34	
64	1605	EB	RIGHT	6	9.33	16	34	
64	1636	EB	RIGHT	10	15.56	16	38	
64	1722	EB	LEFT	6	8.00	16	30	
64	1766	EB	LEFT	6	8.00	16	30	
64	1830	EB	LEFT	6	8.00	16	30	
64	1876	EB	LEFT	6	8.00	16	30	
64	2062	EB	LEFT	6	8.00	16	30	
64	2115	EB	RIGHT	6	9.33	16	34	
64	2266	EB	LEFT	6	8.00	16	30	
64	2343	EB	LEFT	6	8.00	16	30	
64	2608	EB	LEFT	6	8.00	16	30	
64	2662	EB	RIGHT	6	9.33	16	34	
64	2750	EB	RIGHT	6	9.33	16	34	
64	2818	EB	RIGHT	6	9.33	16	34	
64	2946	EB	RIGHT	6	9.33	16	34	
64	2946	EB	LEFT	6	8.00	16	30	
64	3130	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	294.22	528	1066	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
64	3190	EB	LEFT	6	8.00	16	30	
64	3230	EB	RIGHT	6	9.33	16	34	
64	3480	EB	LEFT	6	8.00	16	30	
64	3718	EB	LEFT	6	8.00	16	30	
64	3998	EB	RIGHT	6	9.33	16	34	
64	4021	EB	RIGHT	6	9.33	16	34	
64	4430	EB	RIGHT	6	9.33	16	34	
64	4483	EB	LEFT	6	8.00	16	30	
64	4733	EB	LEFT	6	8.00	16	30	
64	4779	EB	RIGHT	6	9.33	16	34	
64	5005	EB	RIGHT	6	9.33	16	34	
								MILE 65
65	100	EB	RIGHT	6	9.33	16	34	
65	270	EB	LEFT	6	8.00	16	30	
65	296	EB	RIGHT	6	9.33	16	34	
65	372	EB	LEFT	6	8.00	16	30	
65	433	EB	LEFT	6	8.00	16	30	
65	462	EB	RIGHT	6	9.33	16	34	
65	496	EB	RIGHT	6	9.33	16	34	
65	607	EB	LEFT	6	8.00	16	30	
65	626	EB	RIGHT	6	9.33	16	34	
65	1400	EB	LEFT	6	8.00	16	30	
65	1426	EB	RIGHT	6	9.33	16	34	
65	1900	EB	RIGHT	6	9.33	16	34	
65	2333	EB	RIGHT	6	9.33	16	34	
65	2413	EB	LEFT	6	8.00	16	30	
65	2455	EB	LEFT	6	8.00	16	30	
65	2669	EB	LEFT	6	8.00	16	30	
65	2876	EB	RIGHT	6	9.33	16	34	
65	2905	EB	RIGHT	6	9.33	16	34	
65	2940	EB	RIGHT	6	9.33	16	34	
65	3100	EB	RIGHT	6	9.33	16	34	
65	3166	EB	LEFT	6	8.00	16	30	
65	3210	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	289.33	528	1066	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
65	3400	EB	RIGHT	6	9.33	16	34	
65	3517	EB	RIGHT	6	9.33	16	34	
65	3596	EB	LEFT	6	8.00	16	30	
65	3717	EB	LEFT	6	8.00	16	30	
65	3926	EB	RIGHT	6	9.33	16	34	
65	3959	EB	RIGHT	6	9.33	16	34	
65	4146	EB	RIGHT	6	9.33	16	34	
65	4575	EB	RIGHT	6	9.33	16	34	
65	4614	EB	LEFT	6	8.00	16	30	
65	4640	EB	LEFT	6	8.00	16	30	
65	4930	EB	RIGHT	6	9.33	16	34	
								MILE 66
66	70	EB	RIGHT	6	9.33	16	34	
66	316	EB	LEFT	6	8.00	16	30	
66	650	EB	RIGHT	6	9.33	16	34	
66	780	EB	RIGHT	6	9.33	16	34	
66	912	EB	LEFT	6	8.00	16	30	
66	929	EB	LEFT	8	10.67	16	32	
66	1084	EB	RIGHT	8	12.44	16	36	
66	1118	EB	LEFT	6	8.00	16	30	
66	1122	EB	LEFT	6	8.00	16	30	
66	1515	EB	LEFT	6	8.00	16	30	
66	1646	EB	LEFT	6	8.00	16	30	
66	1680	EB	RIGHT	6	9.33	16	34	
66	1690	EB	LEFT	6	8.00	16	30	
66	2133	EB	LEFT	6	8.00	16	30	
66	2190	EB	RIGHT	10	15.56	16	38	
66	2400	EB	LEFT	6	8.00	16	30	
66	2488	EB	LEFT	6	8.00	16	30	
66	2536	EB	LEFT	6	8.00	16	30	
66	2599	EB	RIGHT	6	9.33	16	34	
66	2643	EB	RIGHT	6	9.33	16	34	
66	2748	EB	RIGHT	6	9.33	16	34	
66	2800	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	298.67	528	1066	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
66	3086	EB	LEFT	6	8.00	16	30	
66	3086	EB	RIGHT	6	9.33	16	34	
66	3276	EB	RIGHT	6	9.33	16	34	
66	3888	EB	RIGHT	6	9.33	16	34	
66	4100	EB	RIGHT	6	9.33	16	34	
66	4185	EB	LEFT	6	8.00	16	30	
66	4556	EB	RIGHT	6	9.33	16	34	
66	4800	EB	RIGHT	6	9.33	16	34	
66	4845	EB	RIGHT	6	9.33	16	34	
66	4870	EB	RIGHT	6	9.33	16	34	
								MILE 67
67	55	EB	LEFT	6	8.00	16	30	
67	111	EB	LEFT	8	10.67	16	32	
67	270	EB	LEFT	6	8.00	16	30	
67	440	EB	RIGHT	6	9.33	16	34	
67	460	EB	RIGHT	6	9.33	16	34	
67	596	EB	RIGHT	6	9.33	16	34	
67	950	EB	RIGHT	6	9.33	16	34	
67	965	EB	RIGHT	6	9.33	16	34	
67	1058	EB	LEFT	6	8.00	16	30	
67	1260	EB	RIGHT	6	9.33	16	34	
67	1275	EB	LEFT	6	8.00	16	30	
67	1660	EB	LEFT	6	8.00	16	30	
67	1880	EB	RIGHT	6	9.33	16	34	
67	2009	EB	RIGHT	6	9.33	16	34	
67	2333	EB	RIGHT	6	9.33	16	34	
67	2424	EB	LEFT	6	8.00	16	30	
67	2476	EB	LEFT	6	8.00	16	30	
67	2550	EB	RIGHT	6	9.33	16	34	
67	3250	EB	RIGHT	6	9.33	16	34	
67	3330	EB	RIGHT	6	9.33	16	34	
67	3548	EB	RIGHT	6	9.33	16	34	
67	4071	EB	LEFT	6	8.00	16	30	
67	4128	EB	LEFT	6	8.00	16	30	
				SUBTOTAL=	294.67	528	1076	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
67	4180	EB	LEFT	6	8.00	16	30	
67	4388	EB	LEFT	6	8.00	16	30	
67	4526	EB	RIGHT	6	9.33	16	34	
67	4650	EB	LEFT	6	8.00	16	30	
								MILE 68
68	112	EB	RIGHT	6	9.33	16	34	
68	228	EB	LEFT	6	8.00	16	30	
68	380	EB	RIGHT	6	9.33	16	34	
68	550	EB	RIGHT	6	9.33	16	34	
68	729	EB	RIGHT	6	9.33	16	34	
68	768	EB	LEFT	6	8.00	16	30	
68	885	EB	RIGHT	6	9.33	16	34	
68	1140	EB	LEFT	6	8.00	16	30	
68	1300	EB	LEFT	6	8.00	16	30	
68	1324	EB	RIGHT	10	15.56	16	38	
68	1505	EB	LEFT	6	8.00	16	30	
68	1635	EB	LEFT	8	10.67	16	32	
68	1635	EB	RIGHT	6	9.33	16	34	
68	2200	EB	LEFT	6	8.00	16	30	
68	2215	EB	LEFT	6	8.00	16	30	
68	2290	EB	LEFT	6	8.00	16	30	
68	2665	EB	RIGHT	6	9.33	16	34	
68	2680	EB	RIGHT	6	9.33	16	34	
68	4655	EB	RIGHT	6	9.33	16	34	
68	4860	EB	RIGHT	6	9.33	16	34	
68	5045	EB	LEFT	8	10.67	16	32	
								MILE 69
69	425	EB	RIGHT	15	23.33	16	43	
69	2870	EB	LEFT	6	8.00	16	30	
69	3236	EB	RIGHT	6	9.33	16	34	
69	3410	EB	RIGHT	6	9.33	16	34	
69	3840	EB	LEFT	6	8.00	16	30	
69	4162	EB	LEFT	6	8.00	16	30	
69	4240	EB	LEFT	6	8.00	16	30	
69	4662	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	310.89	528	1071	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 70
70	1600	EB	RIGHT	6	9.33	16	34	
70	1918	EB	LEFT	6	8.00	16	30	
70	1975	EB	LEFT	6	8.00	16	30	
70	2548	EB	RIGHT	6	9.33	16	34	
70	2682	EB	LEFT	6	8.00	16	30	
70	3775	EB	RIGHT	6	9.33	16	34	
70	3970	EB	LEFT	6	8.00	16	30	
70	4035	EB	LEFT	6	8.00	16	30	
70	4176	EB	RIGHT	6	9.33	16	34	
70	4290	EB	RIGHT	6	9.33	16	34	
								MILE 71
71	200	EB	LEFT	6	8.00	16	30	
71	440	EB	LEFT	6	8.00	16	30	
71	705	EB	LEFT	6	8.00	16	30	
71	1192	EB	RIGHT	6	9.33	16	34	
71	2088	EB	LEFT	6	8.00	16	30	
71	2260	EB	RIGHT	6	9.33	16	34	
71	2390	EB	RIGHT	6	9.33	16	34	
71	2479	EB	RIGHT	6	9.33	16	34	
71	3752	EB	RIGHT	6	9.33	16	34	
71	3762	EB	LEFT	6	8.00	16	30	
71	3950	EB	RIGHT	6	9.33	16	34	
71	3964	EB	RIGHT	6	9.33	16	34	
71	4470	EB	RIGHT	6	9.33	16	34	
								MILE 72
72	60	EB	LEFT	6	8.00	16	30	
72	150	EB	RIGHT	6	9.33	16	34	
72	1433	EB	RIGHT	6	9.33	16	34	
72	1788	EB	RIGHT	6	9.33	16	34	
72	2344	EB	LEFT	6	8.00	16	30	
72	2630	EB	LEFT	6	8.00	16	30	
72	3053	EB	RIGHT	6	9.33	16	34	
72	3400	EB	RIGHT	6	9.33	16	34	
			SUBTOTAL=		272.00	496	1002	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
72	3468	EB	LEFT	6	8.00	16	30	
72	3506	EB	LEFT	6	8.00	16	30	
72	4016	EB	LEFT	6	8.00	16	30	
72	4971	EB	LEFT	6	8.00	16	30	
								MILE 77
77	640	EB	RIGHT	6	9.33	16	34	
77	877	EB	RIGHT	6	9.33	16	34	
77	1518	EB	LEFT	6	8.00	16	30	
77	1622	EB	RIGHT	6	9.33	16	34	
77	2388	EB	LEFT	6	8.00	16	30	
77	3340	EB	RIGHT	6	9.33	16	34	
77	4660	EB	RIGHT	6	9.33	16	34	
								MILE 78
78	337	EB	RIGHT	6	9.33	16	34	
78	663	EB	RIGHT	6	9.33	16	34	
78	850	EB	LEFT	6	8.00	16	30	
78	2502	EB	LEFT	6	8.00	16	30	
78	3600	EB	LEFT	6	8.00	16	30	
78	5000	EB	LEFT	6	8.00	16	30	
								MILE 79
79	1172	EB	LEFT	6	8.00	16	30	
79	1140	EB	LEFT	6	8.00	16	30	
79	1960	EB	LEFT	6	8.00	16	30	
79	2138	EB	LEFT	6	8.00	16	30	
79	2305	EB	LEFT	6	8.00	16	30	
79	2900	EB	LEFT	6	8.00	16	30	
79	3650	EB	LEFT	6	8.00	16	30	
79	4054	EB	RIGHT	6	9.33	16	34	
79	4219	EB	RIGHT	6	9.33	16	34	
79	4286	EB	RIGHT	10	15.56	16	38	
79	4434	EB	RIGHT	10	15.56	16	38	
79	4640	EB	RIGHT	6	9.33	16	34	
			SUBTOTAL=		260.44	464	926	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 80
80	1168	EB	LEFT	6	8.00	16	30	
80	1342	EB	RIGHT	6	9.33	16	34	
80	2480	EB	RIGHT	6	9.33	16	34	
80	4444	EB	LEFT	6	8.00	16	30	
								MILE 81
81	899	EB	RIGHT	6	9.33	16	34	
81	1746	EB	LEFT	6	8.00	16	30	
81	3990	EB	RIGHT	6	9.33	16	34	
81	4300	EB	LEFT	6	8.00	16	30	
								MILE 82
82	519	EB	RIGHT	6	9.33	16	34	
82	1158	EB	RIGHT	6	9.33	16	34	
82	1843	EB	RIGHT	6	9.33	16	34	
82	1878	EB	LEFT	6	8.00	16	30	
82	2849	EB	RIGHT	6	9.33	16	34	
82	4029	EB	RIGHT	6	9.33	16	34	
82	4323	EB	RIGHT	6	9.33	16	34	
								MILE 83
83	1041	EB	LEFT	6	8.00	16	30	
83	2791	EB	LEFT	6	8.00	16	30	
83	3323	EB	LEFT	6	8.00	16	30	
83	3390	EB	RIGHT	8	12.44	16	36	
83	3390	EB	LEFT	8	10.67	16	32	
83	3400	EB	LEFT	8	10.67	16	32	
83	4044	EB	LEFT	6	8.00	16	30	
83	4073	EB	RIGHT	6	9.33	16	34	
83	4935	EB	RIGHT	6	9.33	16	34	
								MILE 84
84	940	EB	RIGHT	6	9.33	16	34	
84	1725	EB	LEFT	6	8.00	16	30	
84	2089	EB	RIGHT	6	9.33	16	34	
84	3200	EB	RIGHT	6	9.33	16	34	
84	3367	EB	LEFT	6	8.00	16	30	
84	3913	EB	LEFT	6	8.00	16	30	
84	4049	EB	LEFT	6	8.00	16	30	
84	4256	EB	LEFT	6	8.00	16	30	
84	4520	EB	LEFT	6	8.00	16	30	
84	4570	EB	LEFT	6	8.00	16	30	
84	4921	EB	RIGHT	8	12.44	16	36	
								MILE 85
85	556	EB	RIGHT	6	9.33	16	34	
85	2230	EB	RIGHT	6	9.33	16	34	
85	2520	EB	RIGHT	6	9.33	16	34	
85	2660	EB	RIGHT	6	9.33	16	34	
85	3640	EB	RIGHT	6	9.33	16	34	
85	3675	EB	LEFT	8	10.67	16	32	
85	3698	EB	LEFT	10	13.33	16	34	
85	3698	EB	RIGHT	10	15.56	16	38	
85	4892	EB	RIGHT	6	9.33	16	34	
			SUBTOTAL=		409.78	704	1434	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 86
86	390	EB	RIGHT	6	9.33	16	34	
86	500	EB	RIGHT	6	9.33	16	34	
86	1700	EB	LEFT	6	8.00	16	30	
86	2140	EB	LEFT	6	8.00	16	30	
86	2177	EB	RIGHT	6	9.33	16	34	
86	2970	EB	LEFT	6	8.00	16	30	
86	3280	EB	LEFT	6	8.00	16	30	
86	3390	EB	LEFT	6	8.00	16	30	
86	3675	EB	RIGHT	6	9.33	16	34	
86	4470	EB	LEFT	6	8.00	16	30	
86	5068	EB	LEFT	6	8.00	16	30	
								MILE 87
87	263	EB	LEFT	6	8.00	16	30	
87	263	EB	LEFT	6	8.00	16	30	
87	2380	EB	RIGHT	6	9.33	16	34	
87	2520	EB	RIGHT	6	9.33	16	34	
87	2558	EB	RIGHT	6	9.33	16	34	
								MILE 88
88	1880	EB	LEFT	6	8.00	16	30	
88	3060	EB	LEFT	6	8.00	16	30	
88	3610	EB	LEFT	6	8.00	16	30	
88	3765	EB	LEFT	6	8.00	16	30	
								MILE 89
89	241	EB	RIGHT	15	23.33	16	43	
89	695	EB	RIGHT	6	9.33	16	34	
89	772	EB	RIGHT	6	9.33	16	34	
89	1260	EB	RIGHT	6	9.33	16	34	
89	1320	EB	RIGHT	6	9.33	16	34	
89	1525	EB	RIGHT	6	9.33	16	34	
89	1590	EB	RIGHT	6	9.33	16	34	
89	1970	EB	LEFT	6	8.00	16	30	
89	2110	EB	RIGHT	6	9.33	16	34	
89	2325	EB	RIGHT	6	9.33	16	34	
89	2450	EB	RIGHT	6	9.33	16	34	
89	2820	EB	RIGHT	6	9.33	16	34	
89	2820	EB	LEFT	6	8.00	16	30	
89	2850	EB	LEFT	6	8.00	16	30	
89	2900	EB	RIGHT	6	9.33	16	34	
89	2950	EB	RIGHT	6	9.33	16	34	
89	3160	EB	RIGHT	6	9.33	16	34	
89	3720	EB	RIGHT	6	9.33	16	34	
89	4100	EB	RIGHT	6	9.33	16	34	
89	4250	EB	RIGHT	6	9.33	16	34	
								MILE 90
90	172	EB	RIGHT	6	9.33	16	34	
90	225	EB	RIGHT	6	9.33	16	34	
90	260	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	394.00	688	1407	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
90	275	EB	RIGHT	6	9.33	16	34	
90	375	EB	RIGHT	6	9.33	16	34	
90	540	EB	RIGHT	6	9.33	16	34	
90	590	EB	RIGHT	6	9.33	16	34	
90	980	EB	RIGHT	6	9.33	16	34	
90	2180	EB	RIGHT	6	9.33	16	34	
90	2490	EB	RIGHT	6	9.33	16	34	
90	2580	EB	RIGHT	6	9.33	16	34	
90	2595	EB	RIGHT	6	9.33	16	34	
90	2950	EB	RIGHT	6	9.33	16	34	
90	3170	EB	RIGHT	6	9.33	16	34	
90	3185	EB	RIGHT	6	9.33	16	34	
90	4200	EB	RIGHT	6	9.33	16	34	
90	4275	EB	RIGHT	6	9.33	16	34	
								MILE 91
91	461	EB	RIGHT	6	9.33	16	34	
91	1000	EB	RIGHT	6	9.33	16	34	
91	1290	EB	LEFT	6	8.00	16	30	
91	1350	EB	RIGHT	6	9.33	16	34	
91	1350	EB	LEFT	6	8.00	16	30	
91	1450	EB	RIGHT	6	9.33	16	34	
91	1450	EB	LEFT	6	8.00	16	30	
91	2538	EB	RIGHT	6	9.33	16	34	
91	2538	EB	LEFT	6	8.00	16	30	
91	3140	EB	RIGHT	6	9.33	16	34	
91	4153	EB	RIGHT	15	23.33	16	43	
91	4183	EB	RIGHT	15	23.33	16	43	
91	4460	EB	LEFT	6	8.00	16	30	
91	4657	EB	RIGHT	15	23.33	16	43	
91	4725	EB	RIGHT	6	9.33	16	34	
								MILE 92
92	320	EB	RIGHT	6	9.33	16	34	
92	850	EB	RIGHT	6	9.33	16	34	
92	1030	EB	LEFT	6	8.00	16	30	
92	1380	EB	RIGHT	6	9.33	16	34	
92	1430	EB	RIGHT	6	9.33	16	34	
92	1480	EB	RIGHT	6	9.33	16	34	
92	1620	EB	LEFT	6	8.00	16	30	
92	1700	EB	RIGHT	6	9.33	16	34	
92	1880	EB	RIGHT	6	9.33	16	34	
92	1960	EB	RIGHT	6	9.33	16	34	
92	2170	EB	RIGHT	6	9.33	16	34	
92	2664	EB	LEFT	6	8.00	16	30	
92	3670	EB	LEFT	6	8.00	16	30	
92	4050	EB	RIGHT	6	9.33	16	34	
92	4230	EB	RIGHT	6	9.33	16	34	
92	4500	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	442.00	704	1491	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 93
93	218	EB	RIGHT	6	9.33	16	34	
93	475	EB	RIGHT	6	9.33	16	34	
93	500	EB	LEFT	6	8.00	16	30	
93	820	EB	RIGHT	6	9.33	16	34	
93	1030	EB	RIGHT	6	9.33	16	34	
93	1265	EB	RIGHT	6	9.33	16	34	
93	1450	EB	RIGHT	6	9.33	16	34	
93	1450	EB	LEFT	6	8.00	16	30	
93	1690	EB	LEFT	6	8.00	16	30	
93	1715	EB	LEFT	6	8.00	16	30	
93	2180	EB	RIGHT	6	9.33	16	34	
93	3231	EB	RIGHT	10	15.56	16	38	
93	3330	EB	LEFT	6	8.00	16	30	
93	3350	EB	LEFT	6	8.00	16	30	
93	3375	EB	RIGHT	6	9.33	16	34	
93	3820	EB	LEFT	6	8.00	16	30	
93	4175	EB	RIGHT	6	9.33	16	34	
93	4375	EB	LEFT	6	8.00	16	30	
93	4480	EB	LEFT	8	10.67	16	32	
93	4850	EB	LEFT	6	8.00	16	30	
93	4920	EB	LEFT	6	8.00	16	30	
93	4940	EB	LEFT	6	8.00	16	30	
93	5020	EB	LEFT	6	8.00	16	30	
93	5036	EB	LEFT	6	8.00	16	30	
								MILE 94
94	106	EB	RIGHT	6	9.33	16	34	
94	460	EB	RIGHT	6	9.33	16	34	
94	730	EB	RIGHT	6	9.33	16	34	
94	1175	EB	LEFT	6	8.00	16	30	
94	1300	EB	LEFT	6	8.00	16	30	
94	1350	EB	RIGHT	6	9.33	16	34	
94	1875	EB	LEFT	6	8.00	16	30	
94	2450	EB	LEFT	6	8.00	16	30	
94	2450	EB	RIGHT	6	9.33	16	34	
94	2720	EB	LEFT	6	8.00	16	30	
94	2960	EB	LEFT	6	8.00	16	30	
94	2975	EB	RIGHT	6	9.33	16	34	
94	3720	EB	RIGHT	6	9.33	16	34	
94	4050	EB	RIGHT	6	9.33	16	34	
94	4880	EB	RIGHT	6	9.33	16	34	
								MILE 95
95	660	EB	LEFT	6	8.00	16	30	
95	825	EB	RIGHT	8	12.44	16	36	
95	825	EB	LEFT	8	10.67	16	32	
95	1300	EB	RIGHT	6	9.33	16	34	
95	1560	EB	RIGHT	6	9.33	16	34	
95	2535	EB	RIGHT	6	9.33	16	34	
95	2740	EB	RIGHT	6	9.33	16	34	
95	3475	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	424.00	752	1520	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
95	3860	EB	RIGHT	6	9.33	16	34	
95	3875	EB	RIGHT	6	9.33	16	34	
95	4130	EB	RIGHT	6	9.33	16	34	
95	5450	EB	RIGHT	6	9.33	16	34	
95	4640	EB	RIGHT	6	9.33	16	34	
95	4760	EB	RIGHT	6	9.33	16	34	
95	4925	EB	RIGHT	6	9.33	16	34	
								MILE 96
96	1040	EB	LEFT	6	8.00	16	30	
96	1100	EB	RIGHT	6	9.33	16	34	
96	1475	EB	RIGHT	6	9.33	16	34	
96	1645	EB	RIGHT	6	9.33	16	34	
96	2200	EB	RIGHT	6	9.33	16	34	
96	2345	EB	RIGHT	6	9.33	16	34	
96	2380	EB	RIGHT	6	9.33	16	34	
96	2490	EB	RIGHT	6	9.33	16	34	
96	2660	EB	RIGHT	6	9.33	16	34	
96	2675	EB	RIGHT	6	9.33	16	34	
96	2660	EB	RIGHT	6	9.33	16	34	
96	2780	EB	RIGHT	6	9.33	16	34	
96	2840	EB	RIGHT	6	9.33	16	34	
96	3040	EB	RIGHT	6	9.33	16	34	
96	3065	EB	RIGHT	6	9.33	16	34	
96	3225	EB	RIGHT	6	9.33	16	34	
96	3595	EB	RIGHT	6	9.33	16	34	
96	3875	EB	RIGHT	6	9.33	16	34	
96	4800	EB	RIGHT	6	9.33	16	34	
								MILE 97
97	315	EB	RIGHT	6	9.33	16	34	
97	735	EB	RIGHT	6	9.33	16	34	
97	750	EB	RIGHT	6	9.33	16	34	
97	940	EB	RIGHT	6	9.33	16	34	
97	940	EB	LEFT	6	8.00	16	30	
97	1025	EB	RIGHT	6	9.33	16	34	
97	1040	EB	LEFT	6	8.00	16	30	
97	1150	EB	RIGHT	6	9.33	16	34	
97	1495	EB	RIGHT	8	12.44	16	36	
97	1700	EB	LEFT	6	8.00	16	30	
97	1715	EB	LEFT	6	8.00	16	30	
97	1775	EB	RIGHT	6	9.33	16	34	
97	1815	EB	RIGHT	6	9.33	16	34	
97	2045	EB	RIGHT	6	9.33	16	34	
97	2140	EB	RIGHT	6	9.33	16	34	
97	2915	EB	RIGHT	6	9.33	16	34	
97	3220	EB	RIGHT	6	9.33	16	34	
97	3480	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	407.11	704	1478	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 98
98	160	EB	LEFT	6	8.00	16	30	
98	210	EB	LEFT	6	8.00	16	30	
98	388	EB	RIGHT	6	9.33	16	34	
98	440	EB	LEFT	6	8.00	16	30	
98	860	EB	RIGHT	6	9.33	16	34	
98	1035	EB	RIGHT	6	9.33	16	34	
98	1080	EB	RIGHT	6	9.33	16	34	
98	1090	EB	LEFT	6	8.00	16	30	
98	1150	EB	RIGHT	6	9.33	16	34	
98	1150	EB	LEFT	6	8.00	16	30	
98	1230	EB	RIGHT	6	9.33	16	34	
98	1245	EB	RIGHT	6	9.33	16	34	
98	1470	EB	RIGHT	6	9.33	16	34	
98	1926	EB	RIGHT	15	23.33	16	43	
98	1970	EB	LEFT	6	8.00	16	30	
98	2125	EB	RIGHT	6	9.33	16	34	
98	2175	EB	RIGHT	6	9.33	16	34	
98	2300	EB	RIGHT	6	9.33	16	34	
98	2410	EB	RIGHT	6	9.33	16	34	
98	2575	EB	RIGHT	8	12.44	16	36	
98	2730	EB	RIGHT	6	9.33	16	34	
98	2960	EB	RIGHT	6	9.33	16	34	
98	3290	EB	RIGHT	6	9.33	16	34	
98	3665	EB	RIGHT	6	9.33	16	34	
98	4625	EB	RIGHT	6	9.33	16	34	
								MILE 99
99	1700	EB	RIGHT	6	9.33	16	34	
99	1720	EB	RIGHT	6	9.33	16	34	
99	1760	EB	LEFT	6	8.00	16	30	
99	2230	EB	LEFT	6	8.00	16	30	
99	2303	EB	RIGHT	6	9.33	16	34	
99	2560	EB	RIGHT	6	9.33	16	34	
99	2670	EB	RIGHT	6	9.33	16	34	
99	3180	EB	RIGHT	6	9.33	16	34	
99	3180	EB	LEFT	6	8.00	16	30	
99	3275	EB	RIGHT	6	9.33	16	34	
99	3370	EB	RIGHT	6	9.33	16	34	
99	3415	EB	RIGHT	6	9.33	16	34	
99	3615	EB	RIGHT	8	12.44	16	36	
99	3700	EB	RIGHT	6	9.33	16	34	
99	4350	EB	RIGHT	6	9.33	16	34	
								MILE 100
100	435	EB	LEFT	8	10.67	16	32	
100	925	EB	LEFT	6	8.00	16	30	
100	1190	EB	LEFT	6	8.00	16	30	
100	1425	EB	LEFT	6	8.00	16	30	
100	1435	EB	LEFT	6	8.00	16	30	
100	1625	EB	LEFT	6	8.00	16	30	
100	2650	EB	RIGHT	6	9.33	16	34	
100	2950	EB	RIGHT	6	9.33	16	34	
100	3100	EB	RIGHT	6	9.33	16	34	
100	4030	EB	RIGHT	6	9.33	16	34	
100	4650	EB	RIGHT	6	9.33	16	34	
100	5020	EB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	488.22	832	1723	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 101
101	292	EB	RIGHT	6	9.33	16	34	
101	1140	EB	RIGHT	6	9.33	16	34	
101	1820	EB	RIGHT	6	9.33	16	34	
101	2280	EB	RIGHT	6	9.33	16	34	
101	3150	EB	RIGHT	6	9.33	16	34	
101	3660	EB	RIGHT	6	9.33	16	34	
101	4370	EB	RIGHT	6	9.33	16	34	
101	4550	EB	LEFT	6	8.00	16	30	
								MILE 102
102	1850	EB	RIGHT	6	9.33	16	34	
102	2160	EB	RIGHT	6	9.33	16	34	
102	3300	EB	RIGHT	6	9.33	16	34	
102	4463	EB	RIGHT	6	9.33	16	34	
102	4840	EB	LEFT	6	8.00	16	30	
102	4854	EB	RIGHT	6	9.33	16	34	
102	4890	EB	RIGHT	6	9.33	16	34	
102	4950	EB	RIGHT	10	15.56	16	38	
								MILE 103
103	460	EB	RIGHT	6	9.33	16	34	
103	780	EB	RIGHT	6	9.33	16	34	
103	2390	EB	LEFT	6	8.00	16	30	
103	2460	EB	LEFT	6	8.00	16	30	
103	4940	EB	RIGHT	10	15.56	16	38	
								MILE 104
104	2120	EB	RIGHT	6	9.33	16	34	
104	2700	EB	RIGHT	6	9.33	16	34	
104	2820	EB	RIGHT	8	12.44	16	36	
104	3390	EB	LEFT	6	8.00	16	30	
104	3510	EB	LEFT	6	8.00	16	30	
104	3960	EB	RIGHT	6	9.33	16	34	
104	4080	EB	RIGHT	6	9.33	16	34	
104	4450	EB	LEFT	6	8.00	16	30	
104	4500	EB	RIGHT	6	9.33	16	34	
104	4530	EB	LEFT	6	8.00	16	30	
104	4630	EB	LEFT	6	8.00	16	30	
104	4800	EB	RIGHT	6	9.33	16	34	
104	4830	EB	RIGHT	6	9.33	16	34	
								MILE 105
105	66	EB	RIGHT	6	9.33	16	34	
105	170	EB	RIGHT	6	9.33	16	34	
105	170	EB	LEFT	6	8.00	16	30	
105	530	EB	LEFT	8	10.67	16	32	
105	890	EB	LEFT	6	8.00	16	30	
105	1100	EB	RIGHT	6	9.33	16	34	
105	1240	EB	LEFT	6	8.00	16	30	
105	1770	EB	RIGHT	6	9.33	16	34	
105	1850	EB	LEFT	6	8.00	16	30	
105	1930	EB	RIGHT	6	9.33	16	34	
105	2250	EB	RIGHT	6	9.33	16	34	
105	2530	EB	RIGHT	6	9.33	16	34	
105	2580	EB	RIGHT	6	9.33	16	34	
105	2700	EB	RIGHT	6	9.33	16	34	
	End			SUBTOTAL=	447.56	768	1588	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
106	1951	WB	LEFT	6	8.00	16	30	
106	2409	WB	RIGHT	6	9.33	16	34	
106	2459	WB	RIGHT	6	9.33	16	34	
106	2664	WB	RIGHT	6	9.33	16	34	
106	2679	WB	LEFT	6	8.00	16	30	
106	2994	WB	LEFT	6	8.00	16	30	
106	3444	WB	RIGHT	6	9.33	16	34	
106	3494	WB	LEFT	6	8.00	16	30	
106	3517	WB	LEFT	6	8.00	16	30	
106	3799	WB	LEFT	6	8.00	16	30	
106	4006	WB	LEFT	6	8.00	16	30	
106	4232	WB	RIGHT	6	9.33	16	34	
106	4315	WB	RIGHT	6	9.33	16	34	
106	4469	WB	RIGHT	6	9.33	16	34	
106	4524	WB	LEFT	6	8.00	16	30	
106	4574	WB	RIGHT	6	9.33	16	34	
								MILE 105
105	280	WB	LEFT	6	8.00	16	30	
105	300	WB	RIGHT	6	9.33	16	34	
105	360	WB	RIGHT	6	9.33	16	34	
105	725	WB	RIGHT	6	9.33	16	34	
105	810	WB	LEFT	6	8.00	16	30	
105	1050	WB	RIGHT	6	9.33	16	34	
105	1090	WB	RIGHT	6	9.33	16	34	
105	1210	WB	LEFT	6	8.00	16	30	
105	1284	WB	RIGHT	6	9.33	16	34	
105	1630	WB	RIGHT	6	9.33	16	34	
105	1860	WB	RIGHT	6	9.33	16	34	
105	1880	WB	LEFT	6	8.00	16	30	
105	2000	WB	RIGHT	6	9.33	16	34	
105	2065	WB	RIGHT	6	9.33	16	34	
105	2080	WB	LEFT	6	8.00	16	30	
105	2535	WB	RIGHT	6	9.33	16	34	
105	2790	WB	RIGHT	6	9.33	16	34	
105	2830	WB	RIGHT	6	9.33	16	34	
105	2860	WB	RIGHT	6	9.33	16	34	
105	3000	WB	RIGHT	6	9.33	16	34	
105	3125	WB	RIGHT	6	9.33	16	34	
105	3320	WB	RIGHT	6	9.33	16	34	
105	3620	WB	LEFT	6	8.00	16	30	
105	3680	WB	LEFT	6	8.00	16	30	
105	3760	WB	RIGHT	6	9.33	16	34	
105	3790	WB	RIGHT	6	9.33	16	34	
105	3900	WB	RIGHT	6	9.33	16	34	
105	3930	WB	RIGHT	6	9.33	16	34	
105	4315	WB	RIGHT	6	9.33	16	34	
105	4330	WB	RIGHT	6	9.33	16	34	
105	4450	WB	LEFT	6	8.00	16	30	
				SUBTOTAL=	417.33	752	1534	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 104
104	1717	WB	RIGHT	6	9.33	16	34	
104	1820	WB	RIGHT	6	9.33	16	34	
104	1970	WB	LEFT	6	8.00	16	30	
104	3130	WB	RIGHT	6	9.33	16	34	
104	3380	WB	RIGHT	6	9.33	16	34	
104	3820	WB	LEFT	6	8.00	16	30	
104	4360	WB	RIGHT	6	9.33	16	34	
104	4380	WB	RIGHT	6	9.33	16	34	
104	4470	WB	RIGHT	6	9.33	16	34	
104	4730	WB	RIGHT	6	9.33	16	34	
								MILE 103
103	210	WB	RIGHT	6	9.33	16	34	
103	255	WB	LEFT	6	8.00	16	30	
103	447	WB	RIGHT	6	9.33	16	34	
103	540	WB	RIGHT	6	9.33	16	34	
103	1235	WB	LEFT	6	8.00	16	30	
103	1610	WB	RIGHT	6	9.33	16	34	
103	1880	WB	RIGHT	6	9.33	16	34	
103	2210	WB	RIGHT	6	9.33	16	34	
103	2400	WB	RIGHT	6	9.33	16	34	
103	2840	WB	RIGHT	6	9.33	16	34	
103	2900	WB	RIGHT	6	9.33	16	34	
103	2920	WB	RIGHT	6	9.33	16	34	
103	3025	WB	RIGHT	6	9.33	16	34	
103	3110	WB	LEFT	8	10.67	16	32	
103	3660	WB	RIGHT	6	9.33	16	34	
103	4040	WB	RIGHT	6	9.33	16	34	
103	4510	WB	RIGHT	6	9.33	16	34	
103	4550	WB	RIGHT	6	9.33	16	34	
103	4980	WB	RIGHT	6	9.33	16	34	
103	5185	WB	LEFT	6	8.00	16	30	
								MILE 102
102	225	WB	RIGHT	6	9.33	16	34	
102	310	WB	RIGHT	6	9.33	16	34	
102	325	WB	RIGHT	6	9.33	16	34	
102	400	WB	LEFT	6	8.00	16	30	
102	470	WB	RIGHT	6	9.33	16	34	
102	485	WB	RIGHT	6	9.33	16	34	
102	500	WB	RIGHT	6	9.33	16	34	
102	680	WB	RIGHT	6	9.33	16	34	
102	880	WB	RIGHT	6	9.33	16	34	
102	1050	WB	RIGHT	6	9.33	16	34	
102	1150	WB	RIGHT	6	9.33	16	34	
102	1175	WB	RIGHT	6	9.33	16	34	
102	1490	WB	RIGHT	6	9.33	16	34	
102	1520	WB	LEFT	6	8.00	16	30	
102	1690	WB	RIGHT	6	9.33	16	34	
102	2600	WB	RIGHT	6	9.33	16	34	
102	2650	WB	LEFT	6	8.00	16	30	
				SUBTOTAL=	429.33	752	1564	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
102	2770	WB	RIGHT	10	15.56	16	38	
102	3000	WB	RIGHT	6	9.33	16	34	
102	3015	WB	LEFT	6	8.00	16	30	
102	3250	WB	RIGHT	6	9.33	16	34	
102	3540	WB	LEFT	6	8.00	16	30	
102	3630	WB	LEFT	6	8.00	16	30	
102	3870	WB	RIGHT	6	9.33	16	34	
102	4430	WB	RIGHT	6	9.33	16	34	
								MILE 101
101	2880	WB	RIGHT	6	9.33	16	34	
101	3480	WB	RIGHT	6	9.33	16	34	
101	3480	WB	LEFT	6	8.00	16	30	
101	3620	WB	RIGHT	6	9.33	16	34	
101	3710	WB	LEFT	6	8.00	16	30	
101	3820	WB	RIGHT	6	9.33	16	34	
101	3820	WB	LEFT	6	8.00	16	30	
101	3880	WB	RIGHT	6	9.33	16	34	
101	3970	WB	LEFT	6	8.00	16	30	
101	4020	WB	RIGHT	6	9.33	16	34	
101	4150	WB	RIGHT	6	9.33	16	34	
101	4500	WB	RIGHT	6	9.33	16	34	
101	4810	WB	LEFT	6	8.00	16	30	
101	5010	WB	RIGHT	6	9.33	16	34	
								MILE 100
100	240	WB	LEFT	6	8.00	16	30	
100	1050	WB	LEFT	6	8.00	16	30	
100	1260	WB	RIGHT	6	9.33	16	34	
100	1330	WB	RIGHT	6	9.33	16	34	
100	1425	WB	LEFT	6	8.00	16	30	
100	1800	WB	RIGHT	6	9.33	16	34	
100	1950	WB	RIGHT	6	9.33	16	34	
100	2015	WB	RIGHT	6	9.33	16	34	
100	2290	WB	RIGHT	6	9.33	16	34	
100	2300	WB	RIGHT	6	9.33	16	34	
100	2330	WB	RIGHT	6	9.33	16	34	
100	2350	WB	RIGHT	6	9.33	16	34	
100	2690	WB	LEFT	6	8.00	16	30	
100	2890	WB	RIGHT	6	9.33	16	34	
100	2915	WB	RIGHT	6	9.33	16	34	
100	2940	WB	LEFT	6	8.00	16	30	
100	2990	WB	RIGHT	6	9.33	16	34	
100	3000	WB	RIGHT	6	9.33	16	34	
100	3015	WB	LEFT	6	8.00	16	30	
100	3460	WB	RIGHT	6	9.33	16	34	
100	370	WB	RIGHT	6	9.33	16	34	
100	3900	WB	RIGHT	6	9.33	16	34	
100	4030	WB	RIGHT	6	9.33	16	34	
100	4460	WB	LEFT	6	8.00	16	30	
100	4840	WB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	424.89	752	1542	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 99
99	180	WB	RIGHT	6	9.33	16	34	
99	320	WB	RIGHT	6	9.33	16	34	
99	550	WB	RIGHT	6	9.33	16	34	
99	1180	WB	RIGHT	6	9.33	16	34	
99	1430	WB	RIGHT	6	9.33	16	34	
99	2218	WB	RIGHT	6	9.33	16	34	
99	2250	WB	RIGHT	6	9.33	16	34	
99	2515	WB	LEFT	6	8.00	16	30	
99	3170	WB	LEFT	6	8.00	16	30	
99	3770	WB	RIGHT	6	9.33	16	34	
99	3860	WB	LEFT	6	8.00	16	30	
99	4830	WB	LEFT	6	8.00	16	30	
99	5120	WB	RIGHT	6	9.33	16	34	
99	5208	WB	RIGHT	6	9.33	16	34	
99	5250	WB	RIGHT	6	9.33	16	34	
								MILE 98
98	150	WB	RIGHT	6	9.33	16	34	
98	560	WB	RIGHT	6	9.33	16	34	
98	1010	WB	RIGHT	6	9.33	16	34	
98	1040	WB	RIGHT	6	9.33	16	34	
98	1100	WB	RIGHT	6	9.33	16	34	
98	1350	WB	RIGHT	6	9.33	16	34	
98	1440	WB	RIGHT	6	9.33	16	34	
98	1480	WB	RIGHT	6	9.33	16	34	
98	2230	WB	RIGHT	6	9.33	16	34	
98	2630	WB	RIGHT	6	9.33	16	34	
98	2870	WB	RIGHT	6	9.33	16	34	
98	2980	WB	RIGHT	6	9.33	16	34	
98	3700	WB	RIGHT	6	9.33	16	34	
98	4090	WB	RIGHT	6	9.33	16	34	
98	4460	WB	RIGHT	6	9.33	16	34	
98	4650	WB	RIGHT	6	9.33	16	34	
								MILE 97
97	8	WB	LEFT	6	8.00	16	30	
97	220	WB	RIGHT	6	9.33	16	34	
97	870	WB	LEFT	6	8.00	16	30	
97	1290	WB	RIGHT	6	9.33	16	34	
97	1370	WB	RIGHT	6	9.33	16	34	
97	1440	WB	RIGHT	6	9.33	16	34	
97	1640	WB	RIGHT	6	9.33	16	34	
97	2060	WB	LEFT	6	8.00	16	30	
97	2300	WB	RIGHT	6	9.33	16	34	
97	2515	WB	RIGHT	6	9.33	16	34	
97	3250	WB	LEFT	6	8.00	16	30	
97	3330	WB	RIGHT	6	9.33	16	34	
97	4550	WB	LEFT	6	8.00	16	30	
								MILE 96
96	710	WB	RIGHT	6	9.33	16	34	
96	1120	WB	RIGHT	6	9.33	16	34	
96	1200	WB	RIGHT	6	9.33	16	34	
96	3410	WB	RIGHT	6	9.33	16	34	
96	3460	WB	LEFT	6	8.00	16	30	
96	4240	WB	RIGHT	6	9.33	16	34	
			SUBTOTAL=		453.33	800	1660	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 95
95	260	WB	RIGHT	6	9.33	16	34	
95	430	WB	RIGHT	6	9.33	16	34	
95	1030	WB	RIGHT	6	9.33	16	34	
95	2140	WB	RIGHT	6	9.33	16	34	
95	2810	WB	LEFT	6	8.00	16	30	
95	3410	WB	RIGHT	6	9.33	16	34	
95	3860	WB	RIGHT	6	9.33	16	34	
95	4360	WB	RIGHT	6	9.33	16	34	
95	4940	WB	RIGHT	6	9.33	16	34	
95	5090	WB	LEFT	6	8.00	16	30	
								MILE 94
94	600	WB	RIGHT	6	9.33	16	34	
94	2040	WB	RIGHT	6	9.33	16	34	
94	2310	WB	RIGHT	6	9.33	16	34	
94	2310	WB	LEFT	6	8.00	16	30	
94	2540	WB	LEFT	6	8.00	16	30	
94	2880	WB	LEFT	6	8.00	16	30	
94	2960	WB	RIGHT	6	9.33	16	34	
94	3080	WB	RIGHT	6	9.33	16	34	
94	3950	WB	RIGHT	8	12.44	16	36	
94	4040	WB	RIGHT	6	9.33	16	34	
94	4060	WB	RIGHT	6	9.33	16	34	
94	4390	WB	LEFT	6	8.00	16	30	
94	4700	WB	LEFT	6	8.00	16	30	
94	4730	WB	LEFT	6	8.00	16	30	
94	4830	WB	RIGHT	6	9.33	16	34	
94	4950	WB	LEFT	8	10.67	16	32	
								MILE 93
93	80	WB	RIGHT	6	9.33	16	34	
93	480	WB	RIGHT	6	9.33	16	34	
93	500	WB	RIGHT	6	9.33	16	34	
93	570	WB	RIGHT	6	9.33	16	34	
93	620	WB	RIGHT	6	9.33	16	34	
93	670	WB	RIGHT	6	9.33	16	34	
93	2950	WB	RIGHT	6	9.33	16	34	
93	3080	WB	RIGHT	6	9.33	16	34	
93	3900	WB	RIGHT	6	9.33	16	34	
93	4500	WB	LEFT	6	8.00	16	30	
93	4590	WB	RIGHT	6	9.33	16	34	
93	4940	WB	LEFT	6	8.00	16	30	
93	5000	WB	LEFT	6	8.00	16	30	
								MILE 92
92	1225	WB	RIGHT	6	9.33	16	34	
92	1275	WB	RIGHT	6	9.33	16	34	
92	1400	WB	RIGHT	6	9.33	16	34	
92	1400	WB	LEFT	6	8.00	16	30	
92	1680	WB	RIGHT	6	9.33	16	34	
92	1780	WB	LEFT	6	8.00	16	30	
92	2420	WB	LEFT	6	8.00	16	30	
92	2590	WB	RIGHT	6	9.33	16	34	
			SUBTOTAL=		424.44	752	1542	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
92	2670	WB	RIGHT	6	9.33	16	34	
92	3080	WB	RIGHT	6	9.33	16	34	
92	3170	WB	RIGHT	6	9.33	16	34	
92	3400	WB	RIGHT	6	9.33	16	34	
92	3500	WB	LEFT	6	8.00	16	30	
								MILE 91
91	860	WB	RIGHT	6	9.33	16	34	
91	1380	WB	RIGHT	6	9.33	16	34	
91	1790	WB	RIGHT	6	9.33	16	34	
91	2830	WB	LEFT	6	8.00	16	30	
91	3950	WB	RIGHT	6	9.33	16	34	
91	4860	WB	RIGHT	6	9.33	16	34	
								MILE 90
90	475	WB	LEFT	15	20.00	16	39	
90	830	WB	RIGHT	6	9.33	16	34	
90	845	WB	RIGHT	6	9.33	16	34	
90	915	WB	RIGHT	6	9.33	16	34	
90	2090	WB	LEFT	6	8.00	16	30	
90	3060	WB	RIGHT	6	9.33	16	34	
90	3120	WB	RIGHT	6	9.33	16	34	
90	3280	WB	RIGHT	6	9.33	16	34	
90	3725	WB	RIGHT	6	9.33	16	34	
90	3770	WB	RIGHT	6	9.33	16	34	
90	3910	WB	RIGHT	6	9.33	16	34	
								MILE 89
89	1850	WB	LEFT	6	8.00	16	30	
89	1980	WB	LEFT	6	8.00	16	30	
89	3080	WB	LEFT	6	8.00	16	30	
								MILE 88
88	775	WB	LEFT	6	8.00	16	30	
88	860	WB	LEFT	6	8.00	16	30	
88	5120	WB	LEFT	6	8.00	16	30	
								MILE 87
87	260	WB	LEFT	6	8.00	16	30	
87	2251	WB	LEFT	6	8.00	16	30	
87	2400	WB	LEFT	6	8.00	16	30	
87	2880	WB	RIGHT	8	12.44	16	36	
87	3010	WB	RIGHT	6	9.33	16	34	
87	3780	WB	RIGHT	6	9.33	16	34	
87	3900	WB	LEFT	6	8.00	16	30	
87	3930	WB	LEFT	6	8.00	16	30	
87	3990	WB	LEFT	6	8.00	16	30	
87	4210	WB	RIGHT	6	9.33	16	34	
87	4315	WB	LEFT	6	8.00	16	30	
87	4585	WB	LEFT	15	20.00	16	39	
87	4667	WB	LEFT	6	8.00	16	30	
87	4680	WB	LEFT	6	8.00	16	30	
				SUBTOTAL=	392.44	672	1368	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 86
86	1425	WB	LEFT	6	8.00	16	30	
86	2050	WB	LEFT	6	8.00	16	30	
86	2615	WB	RIGHT	6	9.33	16	34	
86	3490	WB	LEFT	6	8.00	16	30	
86	4060	WB	LEFT	6	8.00	16	30	
86	4160	WB	RIGHT	6	9.33	16	34	
86	4190	WB	LEFT	6	8.00	16	30	
86	4360	WB	LEFT	6	8.00	16	30	
86	4430	WB	RIGHT	6	9.33	16	34	
								MILE 85
85	1290	WB	LEFT	6	8.00	16	30	
85	1520	WB	LEFT	6	8.00	16	30	
85	1730	WB	LEFT	6	8.00	16	30	
85	1770	WB	RIGHT	6	9.33	16	34	
85	1800	WB	RIGHT	6	9.33	16	34	
85	2040	WB	RIGHT	6	9.33	16	34	
85	2060	WB	RIGHT	6	9.33	16	34	
85	2580	WB	LEFT	6	8.00	16	30	
85	2660	WB	RIGHT	6	9.33	16	34	
85	2860	WB	LEFT	6	8.00	16	30	
85	3020	WB	RIGHT	6	9.33	16	34	
85	4070	WB	LEFT	6	8.00	16	30	
85	4570	WB	RIGHT	6	9.33	16	34	
85	4630	WB	LEFT	6	8.00	16	30	
85	4645	WB	LEFT	6	8.00	16	30	
85	4730	WB	RIGHT	6	9.33	16	34	
85	5050	WB	LEFT	6	8.00	16	30	
								MILE 84
84	930	WB	LEFT	6	8.00	16	30	
84	1025	WB	LEFT	6	8.00	16	30	
84	1390	WB	RIGHT	6	9.33	16	34	
84	1650	WB	RIGHT	6	9.33	16	34	
84	2325	WB	LEFT	6	8.00	16	30	
84	4150	WB	LEFT	6	8.00	16	30	
84	4830	WB	RIGHT	6	9.33	16	34	
								MILE 83
83	330	WB	LEFT	6	8.00	16	30	
83	750	WB	RIGHT	6	9.33	16	34	
83	750	WB	LEFT	6	8.00	16	30	
83	1240	WB	RIGHT	6	9.33	16	34	
83	2240	WB	RIGHT	8	12.44	16	36	
83	3780	WB	LEFT	6	8.00	16	30	
83	4850	WB	RIGHT	6	9.33	16	34	
								MILE 82
82	475	WB	RIGHT	6	9.33	16	34	
82	550	WB	LEFT	6	8.00	16	30	
82	1100	WB	LEFT	6	8.00	16	30	
82	2050	WB	LEFT	6	8.00	16	30	
82	2140	WB	RIGHT	6	9.33	16	34	
82	3800	WB	LEFT	6	8.00	16	30	
82	3880	WB	LEFT	6	8.00	16	30	
82	4600	WB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	415.11	768	1526	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 81
81	1550	WB	LEFT	6	8.00	16	30	
								MILE 80
80	2860	WB	LEFT	6	8.00	16	30	
80	3450	WB	LEFT	6	8.00	16	30	
80	3470	WB	RIGHT	6	9.33	16	34	
80	3900	WB	LEFT	6	8.00	16	30	
								MILE 79
79	245	WB	LEFT	6	8.00	16	30	
79	308	WB	LEFT	6	8.00	16	30	
79	475	WB	LEFT	6	8.00	16	30	
79	1680	WB	RIGHT	6	9.33	16	34	
79	1980	WB	RIGHT	6	9.33	16	34	
79	2090	WB	LEFT	6	8.00	16	30	
79	2435	WB	LEFT	6	8.00	16	30	
79	2690	WB	LEFT	6	8.00	16	30	
79	3300	WB	RIGHT	6	9.33	16	34	
79	3475	WB	LEFT	6	8.00	16	30	
79	4844	WB	RIGHT	6	9.33	16	34	
79	4990	WB	LEFT	6	8.00	16	30	
								MILE 78
78	95	WB	LEFT	6	8.00	16	30	
78	152	WB	LEFT	6	8.00	16	30	
78	550	WB	RIGHT	6	9.33	16	34	
78	1010	WB	RIGHT	6	9.33	16	34	
78	1125	WB	RIGHT	6	9.33	16	34	
78	1190	WB	LEFT	6	8.00	16	30	
78	1550	WB	RIGHT	6	9.33	16	34	
78	1830	WB	RIGHT	6	9.33	16	34	
78	1900	WB	RIGHT	6	9.33	16	34	
78	2290	WB	RIGHT	6	9.33	16	34	
78	2350	WB	RIGHT	6	9.33	16	34	
78	2475	WB	RIGHT	6	9.33	16	34	
78	2700	WB	RIGHT	6	9.33	16	34	
78	2700	WB	LEFT	6	8.00	16	30	
78	2790	WB	RIGHT	6	9.33	16	34	
78	2960	WB	LEFT	6	8.00	16	30	
78	3730	WB	LEFT	6	8.00	16	30	
78	3770	WB	LEFT	6	8.00	16	30	
78	3980	WB	LEFT	10	13.33	16	34	
								MILE 73
73	35	WB	LEFT	6	8.00	16	30	
73	64	WB	LEFT	6	8.00	16	30	
73	280	WB	RIGHT	6	9.33	16	34	
73	648	WB	RIGHT	10	15.56	16	38	
73	1260	WB	LEFT	6	8.00	16	30	
73	1532	WB	RIGHT	6	9.33	16	34	
73	1673	WB	RIGHT	6	9.33	16	34	
73	2245	WB	RIGHT	6	9.33	16	34	
73	2670	WB	LEFT	6	8.00	16	30	
73	3057	WB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	408.89	736	1476	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
73	3120	WB	LEFT	6	8.00	16	30	
73	3208	WB	RIGHT	6	9.33	16	34	
73	3838	WB	LEFT	6	8.00	16	30	
73	4095	WB	RIGHT	6	9.33	16	34	
73	4214	WB	LEFT	6	8.00	16	30	
73	4860	WB	LEFT	6	8.00	16	30	
73	4930	WB	RIGHT	6	9.33	16	34	
73	4954	WB	RIGHT	6	9.33	16	34	
								MILE 72
72	20	WB	LEFT	6	8.00	16	30	
72	442	WB	RIGHT	6	9.33	16	34	
72	505	WB	RIGHT	10	15.56	16	38	
72	525	WB	LEFT	6	8.00	16	30	
72	1022	WB	LEFT	6	8.00	16	30	
72	1246	WB	RIGHT	8	12.44	16	36	
72	1246	WB	LEFT	8	10.67	16	32	
72	1375	WB	RIGHT	6	9.33	16	34	
72	1980	WB	LEFT	6	8.00	16	30	
72	2146	WB	LEFT	6	8.00	16	30	
72	2450	WB	RIGHT	6	9.33	16	34	
72	2537	WB	RIGHT	6	9.33	16	34	
72	3141	WB	RIGHT	6	9.33	16	34	
72	3529	WB	RIGHT	6	9.33	16	34	
72	3761	WB	RIGHT	6	9.33	16	34	
72	4729	WB	RIGHT	6	9.33	16	34	
72	4895	WB	RIGHT	6	9.33	16	34	
								MILE 71
71	282	WB	RIGHT	6	9.33	16	34	
71	391	WB	RIGHT	6	9.33	16	34	
71	701	WB	LEFT	6	8.00	16	30	
71	734	WB	RIGHT	6	9.33	16	34	
71	812	WB	RIGHT	6	9.33	16	34	
71	1010	WB	LEFT	6	8.00	16	30	
71	1066	WB	RIGHT	6	9.33	16	34	
71	1201	WB	LEFT	6	8.00	16	30	
71	1813	WB	LEFT	6	8.00	16	30	
71	2013	WB	RIGHT	6	9.33	16	34	
71	2046	WB	LEFT	6	8.00	16	30	
71	2084	WB	LEFT	6	8.00	16	30	
71	2227	WB	LEFT	8	10.67	16	32	
71	2318	WB	RIGHT	6	9.33	16	34	
71	2450	WB	RIGHT	6	9.33	16	34	
71	2504	WB	LEFT	6	8.00	16	30	
71	2652	WB	RIGHT	6	9.33	16	34	
71	2688	WB	RIGHT	6	9.33	16	34	
71	3176	WB	LEFT	6	8.00	16	30	
71	3244	WB	LEFT	6	8.00	16	30	
71	3875	WB	RIGHT	6	9.33	16	34	
71	3969	WB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	426.67	752	1528	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 70
70	509	WB	RIGHT	8	12.44	16	36	
70	509	WB	LEFT	8	10.67	16	32	
70	1018	WB	LEFT	6	8.00	16	30	
70	1254	WB	LEFT	6	8.00	16	30	
70	1455	WB	RIGHT	6	9.33	16	34	
70	1720	WB	LEFT	6	8.00	16	30	
70	2096	WB	RIGHT	6	9.33	16	34	
70	3557	WB	LEFT	6	8.00	16	30	
70	3629	WB	LEFT	6	8.00	16	30	
70	3925	WB	LEFT	6	8.00	16	30	RWIS SENSOR NEAR AREA
70	4043	WB	RIGHT	6	9.33	16	34	
70	4299	WB	LEFT	6	8.00	16	30	
70	4687	WB	RIGHT	8	12.44	16	36	
70	4811	WB	LEFT	6	8.00	16	30	
								MILE 69
69	1806	WB	RIGHT	6	9.33	16	34	
69	2069	WB	LEFT	6	8.00	16	30	
69	2351	WB	RIGHT	6	9.33	16	34	
69	2426	WB	RIGHT	6	9.33	16	34	
69	2711	WB	RIGHT	6	9.33	16	34	
69	2711	WB	LEFT	6	8.00	16	30	
69	2849	WB	RIGHT	6	9.33	16	34	
69	3292	WB	LEFT	6	8.00	16	30	
69	3370	WB	RIGHT	6	9.33	16	34	
69	3381	WB	RIGHT	6	9.33	16	34	
69	3396	WB	LEFT	6	8.00	16	30	
69	3493	WB	RIGHT	6	9.33	16	34	
69	3696	WB	LEFT	6	8.00	16	30	
69	4196	WB	LEFT	10	13.33	16	34	
69	4845	WB	LEFT	6	8.00	16	30	
69	5023	WB	LEFT	6	8.00	16	30	
								MILE 68
68	265	WB	LEFT	6	8.00	16	30	
68	402	WB	RIGHT	6	9.33	16	34	
68	414	WB	LEFT	8	10.67	16	32	
68	580	WB	RIGHT	6	9.33	16	34	
68	969	WB	RIGHT	6	9.33	16	34	
68	1015	WB	RIGHT	6	9.33	16	34	
68	1290	WB	RIGHT	6	9.33	16	34	
68	1330	WB	RIGHT	10	15.56	16	38	
68	1400	WB	LEFT	6	8.00	16	30	
68	1600	WB	RIGHT	6	9.33	16	34	
68	1620	WB	RIGHT	6	9.33	16	34	
68	1670	WB	RIGHT	6	9.33	16	34	
68	1700	WB	RIGHT	6	9.33	16	34	
68	1725	WB	RIGHT	6	9.33	16	34	
68	1750	WB	RIGHT	6	9.33	16	34	
68	1750	WB	LEFT	6	8.00	16	30	
68	2160	WB	RIGHT	6	9.33	16	34	
68	2160	WB	LEFT	6	8.00	16	30	
			SUBTOTAL=		441.78	768	1560	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
68	2330	WB	RIGHT	6	9.33	16	34	
68	2440	WB	RIGHT	6	9.33	16	34	
68	2455	WB	RIGHT	8	12.44	16	36	
68	2470	WB	RIGHT	6	9.33	16	34	
68	2630	WB	LEFT	6	8.00	16	30	
68	2645	WB	LEFT	6	8.00	16	30	
68	2830	WB	LEFT	6	8.00	16	30	
68	3455	WB	LEFT	6	8.00	16	30	
68	3525	WB	RIGHT	6	9.33	16	34	
68	3560	WB	LEFT	6	8.00	16	30	
68	3800	WB	LEFT	6	8.00	16	30	
68	4315	WB	LEFT	6	8.00	16	30	
68	4444	WB	LEFT	6	8.00	16	30	
68	4630	WB	RIGHT	6	9.33	16	34	
68	4680	WB	RIGHT	6	9.33	16	34	
68	4850	WB	RIGHT	8	12.44	16	36	
								MILE 67
67	55	WB	RIGHT	6	9.33	16	34	
67	125	WB	RIGHT	6	9.33	16	34	
67	280	WB	RIGHT	6	9.33	16	34	
67	410	WB	LEFT	6	8.00	16	30	
67	700	WB	LEFT	6	8.00	16	30	
67	730	WB	LEFT	6	8.00	16	30	
67	860	WB	RIGHT	6	9.33	16	34	
67	1075	WB	LEFT	6	8.00	16	30	
67	1150	WB	LEFT	6	8.00	16	30	
67	1725	WB	LEFT	6	8.00	16	30	
67	2075	WB	LEFT	6	8.00	16	30	
67	2130	WB	LEFT	6	8.00	16	30	
67	2200	WB	LEFT	6	8.00	16	30	
67	2460	WB	LEFT	6	8.00	16	30	
67	2720	WB	RIGHT	6	9.33	16	34	
67	3200	WB	RIGHT	6	9.33	16	34	
67	3290	WB	LEFT	8	10.67	16	32	
67	3750	WB	RIGHT	6	9.33	16	34	
67	3920	WB	RIGHT	6	9.33	16	34	
67	3960	WB	RIGHT	6	9.33	16	34	
67	3980	WB	RIGHT	6	9.33	16	34	
67	4110	WB	LEFT	6	8.00	16	30	
67	4160	WB	LEFT	6	8.00	16	30	
67	4260	WB	RIGHT	6	9.33	16	34	
67	4420	WB	LEFT	6	8.00	16	30	
67	4650	WB	RIGHT	6	9.33	16	34	
								MILE 66
66	75	WB	LEFT	6	8.00	16	30	
66	115	WB	RIGHT	6	9.33	16	34	
66	545	WB	RIGHT	6	9.33	16	34	
66	565	WB	RIGHT	6	9.33	16	34	
66	620	WB	LEFT	6	8.00	16	30	
66	1715	WB	LEFT	6	8.00	16	30	
66	1730	WB	RIGHT	6	9.33	16	34	
66	1750	WB	RIGHT	6	9.33	16	34	
66	2415	WB	RIGHT	6	9.33	16	34	
				SUBTOTAL=	451.56	816	1640	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
66	2708	WB	RIGHT	6	9.33	16	34	
66	2766	WB	RIGHT	8	12.44	16	36	
66	2830	WB	RIGHT	6	9.33	16	34	
66	3300	WB	RIGHT	6	9.33	16	34	
66	3350	WB	RIGHT	6	9.33	16	34	
66	3365	WB	RIGHT	6	9.33	16	34	
66	3650	WB	RIGHT	6	9.33	16	34	
66	3680	WB	LEFT	6	8.00	16	30	
66	3050	WB	LEFT	6	8.00	16	30	
66	4030	WB	LEFT	6	8.00	16	30	
66	4080	WB	LEFT	6	8.00	16	30	
66	4540	WB	RIGHT	6	9.33	16	34	
66	4560	WB	RIGHT	6	9.33	16	34	
66	4770	WB	RIGHT	6	9.33	16	34	
66	4990	WB	RIGHT	6	9.33	16	34	
								MILE 65
65	60	WB	RIGHT	6	9.33	16	34	
65	395	WB	RIGHT	6	9.33	16	34	
65	480	WB	RIGHT	6	9.33	16	34	
65	540	WB	LEFT	6	8.00	16	30	
65	790	WB	RIGHT	6	9.33	16	34	
65	830	WB	LEFT	6	8.00	16	30	
65	1030	WB	RIGHT	6	9.33	16	34	
65	1165	WB	LEFT	6	8.00	16	30	
65	1490	WB	RIGHT	6	9.33	16	34	
65	1600	WB	RIGHT	6	9.33	16	34	
65	2215	WB	RIGHT	6	9.33	16	34	
65	2660	WB	LEFT	6	8.00	16	30	
65	2890	WB	RIGHT	6	9.33	16	34	
65	2990	WB	RIGHT	6	9.33	16	34	
65	3315	WB	LEFT	6	8.00	16	30	
65	3665	WB	RIGHT	6	9.33	16	34	
65	2705	WB	LEFT	10	13.33	16	34	
65	3850	WB	RIGHT	6	9.33	16	34	
65	3875	WB	RIGHT	6	9.33	16	34	
65	3890	WB	RIGHT	6	9.33	16	34	
65	3960	WB	RIGHT	6	9.33	16	34	
65	3970	WB	LEFT	6	8.00	16	30	
65	4025	WB	LEFT	6	8.00	16	30	
65	4590	WB	RIGHT	8	12.44	16	36	
65	4860	WB	RIGHT	6	9.33	16	34	
65	4980	WB	LEFT	6	8.00	16	30	
								MILE 64
64	899	WB	RIGHT	6	9.33	16	34	
64	1110	WB	RIGHT	6	9.33	16	34	
64	1130	WB	LEFT	6	8.00	16	30	
64	1170	WB	RIGHT	6	9.33	16	34	
64	1610	WB	RIGHT	6	9.33	16	34	
64	1645	WB	LEFT	6	8.00	16	30	
64	1765	WB	RIGHT	6	9.33	16	34	
64	1996	WB	LEFT	6	8.00	16	30	
				SUBTOTAL=	447.56	784	1610	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
64	2060	WB	RIGHT	6	9.33	16	34	
64	2115	WB	LEFT	6	8.00	16	30	
64	2700	WB	LEFT	6	8.00	16	30	
64	3818	WB	LEFT	6	8.00	16	30	
64	3630	WB	RIGHT	6	9.33	16	34	
64	3866	WB	LEFT	6	8.00	16	30	
64	4400	WB	RIGHT	6	9.33	16	34	
64	4430	WB	RIGHT	6	9.33	16	34	
64	4875	WB	RIGHT	6	9.33	16	34	
								MILE 63
63	5	WB	LEFT	6	8.00	16	30	
63	35	WB	RIGHT	6	9.33	16	34	
63	315	WB	LEFT	6	8.00	16	30	
63	330	WB	RIGHT	6	9.33	16	34	
63	600	WB	RIGHT	6	9.33	16	34	
63	690	WB	LEFT	6	8.00	16	30	
63	770	WB	RIGHT	6	9.33	16	34	
63	790	WB	RIGHT	6	9.33	16	34	
63	1415	WB	RIGHT	6	9.33	16	34	
63	1670	WB	RIGHT	6	9.33	16	34	
63	1730	WB	LEFT	6	8.00	16	30	
63	1860	WB	RIGHT	6	9.33	16	34	
63	2115	WB	LEFT	6	8.00	16	30	
63	2280	WB	RIGHT	6	9.33	16	34	
63	2510	WB	LEFT	6	8.00	16	30	
63	2675	WB	RIGHT	6	9.33	16	34	
63	2750	WB	RIGHT	6	9.33	16	34	
63	2850	WB	LEFT	6	8.00	16	30	
63	3100	WB	RIGHT	6	9.33	16	34	
63	3170	WB	LEFT	6	8.00	16	30	
63	3230	WB	RIGHT	6	9.33	16	34	
63	3230	WB	LEFT	6	8.00	16	30	
63	3280	WB	LEFT	6	8.00	16	30	
63	3590	WB	LEFT	6	8.00	16	30	
63	3680	WB	RIGHT	6	9.33	16	34	
63	4220	WB	LEFT	6	8.00	16	30	
63	4550	WB	LEFT	6	8.00	16	30	
63	4715	WB	RIGHT	6	9.33	16	34	
								MILE 62
62	745	WB	RIGHT	6	9.33	16	34	
62	780	WB	LEFT	6	8.00	16	30	
62	1020	WB	RIGHT	6	9.33	16	34	
62	1120	WB	RIGHT	6	9.33	16	34	
62	1160	WB	LEFT	6	8.00	16	30	
62	1370	WB	LEFT	6	8.00	16	30	
62	1590	WB	LEFT	6	8.00	16	30	
62	3430	WB	RIGHT	6	9.33	16	34	
62	3540	WB	LEFT	6	8.00	16	30	
62	3630	WB	LEFT	6	8.00	16	30	
62	3710	WB	LEFT	6	8.00	16	30	
62	4110	WB	RIGHT	6	9.33	16	34	
62	4480	WB	LEFT	6	8.00	16	30	
				SUBTOTAL=	433.33	800	1600	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
								MILE 61
61	570	WB	LEFT	6	8.00	16	30	
61	2170	WB	LEFT	6	8.00	16	30	
61	3500	WB	LEFT	6	8.00	16	30	
61	3705	WB	RIGHT	6	9.33	16	34	
61	3780	WB	LEFT	6	8.00	16	30	
61	4240	WB	LEFT	6	8.00	16	30	
								MILE 60
60	80	WB	RIGHT	6	9.33	16	34	
60	325	WB	RIGHT	6	9.33	16	34	
60	475	WB	RIGHT	6	9.33	16	34	
60	1975	WB	RIGHT	6	9.33	16	34	
60	2050	WB	LEFT	6	8.00	16	30	
60	3110	WB	RIGHT	6	9.33	16	34	
60	3250	WB	RIGHT	6	9.33	16	34	
60	3450	WB	LEFT	6	8.00	16	30	
60	3590	WB	LEFT	6	8.00	16	30	
60	3680	WB	RIGHT	6	9.33	16	34	
60	3700	WB	LEFT	6	8.00	16	30	
60	3900	WB	RIGHT	6	9.33	16	34	
60	3019	WB	LEFT	6	8.00	16	30	
60	4710	WB	LEFT	6	8.00	16	30	
60	4936	WB	LEFT	6	8.00	16	30	
								MILE 59
59	35	WB	RIGHT	6	9.33	16	34	
59	260	WB	RIGHT	6	9.33	16	34	
59	275	WB	RIGHT	6	9.33	16	34	
59	350	WB	RIGHT	6	9.33	16	34	
59	615	WB	LEFT	6	8.00	16	30	
59	650	WB	RIGHT	6	9.33	16	34	
59	930	WB	RIGHT	6	9.33	16	34	
59	1150	WB	RIGHT	6	9.33	16	34	
59	1230	WB	RIGHT	6	9.33	16	34	
59	1290	WB	LEFT	6	8.00	16	30	
59	1340	WB	RIGHT	6	9.33	16	34	
59	1660	WB	LEFT	6	8.00	16	30	
59	1730	WB	LEFT	6	8.00	16	30	
59	2080	WB	LEFT	6	8.00	16	30	
59	2310	WB	LEFT	6	8.00	16	30	
59	2500	WB	RIGHT	6	9.33	16	34	
59	2500	WB	LEFT	6	8.00	16	30	
59	2750	WB	LEFT	6	8.00	16	30	
59	2910	WB	RIGHT	6	9.33	16	34	
59	2910	WB	LEFT	6	8.00	16	30	
59	3630	WB	LEFT	6	8.00	16	30	
59	3815	WB	RIGHT	6	9.33	16	34	
59	4260	WB	LEFT	6	8.00	16	30	
59	4370	WB	LEFT	6	8.00	16	30	
59	4670	WB	LEFT	6	8.00	16	30	
				SUBTOTAL=	396.00	736	1464	

CONCRETE PAVEMENT REPAIR SUMMARY CONTINUED

MILE MARKER	MINUS LF	STAGE	LOCATION	LENGTH	SPV.0180.01 CONCRETE PAVEMENT REPAIR OVERNIGHT SY	416.0620* DRILLED DOWEL BARS EACH	690.0250* SAWING CONCRETE LF	REMARKS
								MILE 58
58	90	WB	RIGHT	6	9.33	16	34	
58	160	WB	RIGHT	6	9.33	16	34	
58	200	WB	RIGHT	6	9.33	16	34	
58	480	WB	RIGHT	6	9.33	16	34	
58	680	WB	RIGHT	6	9.33	16	34	
58	850	WB	LEFT	6	8.00	16	30	
58	1020	WB	LEFT	6	8.00	16	30	
58	1470	WB	RIGHT	6	9.33	16	34	
58	1610	WB	RIGHT	6	9.33	16	34	
58	1720	WB	RIGHT	6	9.33	16	34	
58	1720	WB	LEFT	6	8.00	16	30	
58	1845	WB	RIGHT	6	9.33	16	34	
58	2115	WB	RIGHT	6	9.33	16	34	
58	2360	WB	RIGHT	6	9.33	16	34	
58	3240	WB	RIGHT	8	12.44	16	36	
58	3415	WB	LEFT	6	8.00	16	30	
58	3720	WB	LEFT	6	8.00	16	30	
58	3870	WB	RIGHT	6	9.33	16	34	
58	4190	WB	RIGHT	6	9.33	16	34	
58	4205	WB	RIGHT	6	9.33	16	34	
58	4280	WB	RIGHT	6	9.33	16	34	
58	4340	WB	RIGHT	6	9.33	16	34	
58	4740	WB	LEFT	6	8.00	16	30	
58	4940	WB	RIGHT	6	9.33	16	34	
58	5150	WB	RIGHT	6	9.33	16	34	
								MILE 57
57	160	WB	RIGHT	6	9.33	16	34	
57	1230	WB	RIGHT	6	9.33	16	34	
57	1540	WB	RIGHT	6	9.33	16	34	
57	2150	WB	LEFT	6	8.00	16	30	
57	2600	WB	RIGHT	6	9.33	16	34	
57	3540	WB	RIGHT	8	12.44	16	36	
57	4050	WB	RIGHT	6	9.33	16	34	
								MILE 56
56	40	WB	RIGHT	6	9.33	16	34	
56	90	WB	RIGHT	6	9.33	16	34	
56	180	WB	LEFT	6	8.00	16	30	
56	260	WB	RIGHT	6	9.33	16	34	
	END			SUBTOTAL=	331.56	576	1196	
			UNDISTRIBUTED	EB	6656.00	12288	24576	UNDISTRIBUTED, ASSUMED 6’ PATCH LENGTH
			UNDISTRIBUTED	WB	6162	11376	22752	UNDISTRIBUTED, ASSUMED 6’ PATCH LENGTH
				SUBTOTAL=	12,818.00	23,664	47,328	
				TOTAL=	26,154.89	47,168	95,266	

*NOTE: ADDITIONAL QUANTITIES FOR SAWING CONCRETE BID ITEM AND DRILLED DOWEL BARS BID ITEM ARE LOCATED ELSEWHERE.

PATCH SUMMARY

STATION	TO	STATION	LOCATION	NUM. OF PATCHES	STATION	TO	STATION	LOCATION	NUM. OF PATCHES
MILE MARKER 55		MILE MARKER 60	EB; RIGHT LANE	82	MILE MARKER 106		MILE MARKER 103	WB; RIGHT LANE	55
MILE MARKER 55		MILE MARKER 60	EB; LEFT LANE	41	MILE MARKER 106		MILE MARKER 103	WB; LEFT LANE	22
MILE MARKER 60		MILE MARKER 65	EB; RIGHT LANE	77	MILE MARKER 103		MILE MARKER 100	WB; RIGHT LANE	46
MILE MARKER 60		MILE MARKER 65	EB; LEFT LANE	64	MILE MARKER 103		MILE MARKER 100	WB; LEFT LANE	18
MILE MARKER 65		MILE MARKER 70	EB; RIGHT LANE	67	MILE MARKER 100		MILE MARKER 95	WB; RIGHT LANE	48
MILE MARKER 65		MILE MARKER 70	EB; LEFT LANE	54	MILE MARKER 100		MILE MARKER 95	WB; LEFT LANE	12
MILE MARKER 70		MILE MARKER 73	EB; RIGHT LANE	18	MILE MARKER 95		MILE MARKER 90	WB; RIGHT LANE	41
MILE MARKER 70		MILE MARKER 73	EB; LEFT LANE	17	MILE MARKER 95		MILE MARKER 90	WB; LEFT LANE	17
MILE MARKER 77		MILE MARKER 82	EB; RIGHT LANE	16	MILE MARKER 90		MILE MARKER 85	WB; RIGHT LANE	16
MILE MARKER 77		MILE MARKER 82	EB; LEFT LANE	17	MILE MARKER 90		MILE MARKER 85	WB; LEFT LANE	24
MILE MARKER 82		MILE MARKER 85	EB; RIGHT LANE	13	MILE MARKER 85		MILE MARKER 80	WB; RIGHT LANE	18
MILE MARKER 82		MILE MARKER 85	EB; LEFT LANE	14	MILE MARKER 85		MILE MARKER 80	WB; LEFT LANE	22
MILE MARKER 85		MILE MARKER 90	EB; RIGHT LANE	31	MILE MARKER 80		MILE MARKER 77	WB; RIGHT LANE	16
MILE MARKER 85		MILE MARKER 90	EB; LEFT LANE	18	MILE MARKER 80		MILE MARKER 77	WB; LEFT LANE	19
MILE MARKER 90		MILE MARKER 95	EB; RIGHT LANE	58	MILE MARKER 73		MILE MARKER 70	WB; RIGHT LANE	33
MILE MARKER 90		MILE MARKER 95	EB; LEFT LANE	28	MILE MARKER 73		MILE MARKER 70	WB; LEFT LANE	24
MILE MARKER 95		MILE MARKER 100	EB; RIGHT LANE	76	MILE MARKER 70		MILE MARKER 65	WB; RIGHT LANE	63
MILE MARKER 95		MILE MARKER 100	EB; LEFT LANE	16	MILE MARKER 70		MILE MARKER 65	WB; LEFT LANE	51
MILE MARKER 100		MILE MARKER 103	EB; RIGHT LANE	20	MILE MARKER 65		MILE MARKER 60	WB; RIGHT LANE	48
MILE MARKER 100		MILE MARKER 103	EB; LEFT LANE	8	MILE MARKER 65		MILE MARKER 60	WB; LEFT LANE	42
MILE MARKER 103		MILE MARKER 106	EB; RIGHT LANE	20	MILE MARKER 60		MILE MARKER 55	WB; RIGHT LANE	48
MILE MARKER 103		MILE MARKER 106	EB; LEFT LANE	12	MILE MARKER 60		MILE MARKER 55	WB; LEFT LANE	28
			EB TOTAL=	767				WB TOTAL=	711

EB AND WB TOTALS REPRESENT NUMBER OF PATCHES COUNTED IN JUNE OF 2015.

3

CONCRETE PAVEMENT REPLACEMENT SHES

MILE MARKER	PLUS LF	STAGE	LOCATION	LENGTH	SPV.0180.02 CONCRETE PAVEMENT REPLACEMENT OVERNIGHT SY	416.0610 DRILLED TIE BARS EACH	416.0620* DRILLED DOWEL BARS EACH	690.0250* SAWING CONCRETE LF
103	1965	EB	RIGHT	60	93.33	24	80	88
103	2870	EB	RIGHT	40	62.22	16	64	68
103	4432	EB	RIGHT	40	62.22	16	64	68
UNDISTRIBUTED					155.56	40	128	128
				TOTAL=	373.33	96	336	352

***NOTE: ADDITIONAL QUANTITIES FOR SAWING CONCRETE BID ITEM ARE LOCATED ELSEWHERE.**

***NOTE: ADDITIONAL QUANTITIES FOR DRILLED DOWEL BARS BID ITEM ARE LOCATED ELSEWHERE.**

CULVERT PIPE SUMMARY

Location	CURRENT Type	203.0100 REMOVING SMALL PIPE CULVERTS EACH	520.8000 CONCRETE COLLAR FOR PIPE EACH	520.9750.S CLEANING CULVERT PIPE FOR LINER VERIFICATION EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	524.0618 APRON ENDWALL CULVERT PIPE SALVAGED 18-INCH EACH	524.0118 CULVERT PIPE SALVAGED 18 INCH LF	524.0124 CULVERT PIPE SALVAGED 24-INCH LF	524.0624 APRON ENDWALL CULVERT PIPE SALVAGED 24-INCH EACH	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	524.0630 APRON ENDWALL CULVERT PIPE SALVAGED 30-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	520.9700.S CULVERT PIPE LINER 30-INCH LF	524.0636 APRON ENDWALL CULVERT PIPE SALVAGED 36-INCH EACH	REMARKS
EB															
0.25 M E of MP 56	Concrete	-	-	1	-	-	-	-	-	-	-	-	72	-	LINER, STA 291+20
0.41 M E of MP 57	Concrete	-	-	1	-	-	-	-	-	-	-	-	66	-	LINER, STA 350+10
0.545 M E of MP 57	Concrete	-	-	1	-	-	-	-	-	-	-	-	66	-	LINER, STA 356+75
0.293 M E of MP 58	Concrete	-	-	-	-	-	-	-	-	-	2	-	-	-	RELAY BOTH AEWs, 4 JOINT TIES, STA 398+00
0.654 M E of MP 58	Concrete	-	-	-	-	-	-	-	-	-	1	-	-	-	RELAY MEDIAN AEW, 2 JOINT TIES, STA 417+15
0.55 M E of MP 61	Concrete	-	-	-	-	-	-	-	-	-	-	-	-	1	RELAY RT. AEW, 2 JOINT TIES, STA 573+00
0.82 M E of MP 61	Concrete	-	-	-	1	-	-	-	-	-	-	-	-	-	REPLACE RT. AEW, 2 JOINT TIES, STA 587+30
0.36 M E of MP 82	Concrete	-	-	-	-	-	-	-	-	-	-	1	-	-	REPLACE MEDIAN AEW, STA 1663+75
WB															
0.35 M W of MP 83	Metal Ext	1	1	-	-	-	-	-	-	10	-	1	-	-	REPLACE 10' METAL EXTENSION WITH CONCRETE EXTENSION, 6 JOINT TIES, STA 1680+00
0.426 M W of MP 63	Concrete	-	-	-	-	1	16	-	-	-	-	-	-	-	RESET MEDIAN 16' + ENDWALL, 6 JOINT TIES, STA 623+00
0.05 M W of MP 60	Concrete	-	-	-	-	-	-	16	1	-	-	-	-	-	RESET MEDIAN 16' + ENDWALL, 6 JOINT TIES, STA 485+00
0.514 M W of MP 58	Concrete	-	-	1	-	-	-	-	-	-	-	-	70	-	LINER, STA 355+75
0.624 M W of MP 58	Concrete	-	-	1	-	-	-	-	-	-	-	-	76	-	LINER, STA 349+75
0.849 M W of MP 58	Concrete	-	-	1	-	-	-	-	-	-	-	-	110	-	LINER, STA 338+00
0.476 M W of MP 57	Concrete	-	-	-	-	-	-	-	-	-	1	-	-	-	RELAY RT. AEW, 2 JOINT TIES, STA 305+00
0.72 M W of MP 57	Concrete	-	-	1	-	-	-	-	-	-	-	-	76	-	LINER, STA 289+00
0.875 M W of MP 57	Concrete	-	-	1	-	-	-	-	-	-	-	-	80	-	LINER, STA 281+00
	TOTAL=	1	1	8	1	1	16	16	1	10	4	2	616	1	

3

EROSION CONTROL SUMMARY

Location	628.1804 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATION EROSION CONTROL EACH	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL EACH	627.0200 MULCH SY	628.7555 CULVERT PIPE CHECKS EACH	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPERARY LB	606.0300 RIPRAP HEAVY CY	REMARKS
EB Lane											
0.293 M E of MP 58	100	100	1	1	500	3	0.32	1	1.5	-	SILT FENCE AROUND AEWs, STA 397+80
0.654 M E of MP 58	50	50	-	-	250	3	0.16	0.5	0.75	-	SILT FENCE AROUND MEDIAN AEW, STA 417+15
0.55 M E of MP 61	50	50	1	1	250	-	0.16	0.5	0.75	-	SILT FENCE AROUND RIGHT AEW, STA 573+00
0.82 M E of MP 61	50	50	-	-	250	2	0.16	0.5	0.75	-	SILT FENCE AROUND RIGHT AEW, STA 587+30
0.36 M E of MP 82	50	50	1	1	250	3	0.16	0.5	0.75	-	SILT FENCE AROUND MEDIAN AEW, STA 1663+75
WB Lane											
0.35 M W of MP 83	50	50	1	1	250	-	0.16	0.5	0.75	3	SILT FENCE AROUND PIPE EXT, STA 1680+00
0.426 M W of MP 63	50	50	1	1	250	2	0.16	0.5	0.75	-	SILT FENCE AROUND MEDIAN AEW, STA 623+00
0.05 M W of MP 60	50	50	-	-	250	2	0.16	0.5	0.75	-	SILT FENCE AROUND MEDIAN AEW, STA 485+00
0.476 M W of MP 57	50	50	1	1	250	-	0.16	0.5	0.75	-	SILT FENCE AROUND RIGHT AEW, STA 305+00
UNDISTRIBUTED	100	100	1	1	500	-	0.32	1	1.50	-	
TOTAL=	600	600	7	7	3000	15	1.92	6	9	3	

3

GEOTEXTILE FABRIC

Location	645.0120 GEOTEXTILE FABRIC TYPE HR SY	REMARKS
EB		
0.293 M E of MP 58	7.2	2 JOINTS, STA 398+00
0.654 M E of MP 58	3.6	1 JOINT STA, 417+15
0.55 M E of MP 61	4.3	1 JOINT, STA 573+00
0.82 M E of MP 61	2.3	1 JOINT, STA 587+30
0.36 M E of MP 82	3.6	1 JOINT, STA 1663+75
WB		
0.35 M W of MP 83	7.2	2 JOINTS PLUS RIPRAP, STA 1680+00
0.426 M W of MP 63	6.9	3 JOINTS, STA 623+00
0.05 M W of MP 60	9.0	3 JOINTS, STA 485+00
0.476 M W of MP 57	3.6	1 JOINT, STA 305+00
TOTAL=	47.7	

DELINEATORS

Location	633.52 MARKERS CULVERT END EACH	REMARKS
EB		
0.25 M E of MP 56	2	STA 291+20
0.41 M E of MP 57	2	STA 350+10
0.545 M E of MP 57	2	STA 356+75
0.293 M E of MP 58	2	STA 398+00
0.654 M E of MP 58	1	STA 417+15
0.55 M E of MP 61	1	STA 573+00
0.82 M E of MP 61	1	STA 587+30
0.36 M E of MP 82	1	STA 1663+75
WB		
0.35 M W of MP 83	1	STA 1680+00
0.426 M W of MP 63	1	STA 623+00
0.05 M W of MP 60	1	STA 485+00
0.514 M W of MP 58	2	STA 355+75
0.624 M W of MP 58	2	STA 349+75
0.849 M W of MP 58	2	STA 338+00
0.476 M W of MP 57	1	STA 305+00
0.72 M W of MP 57	2	STA 289+00
0.875 M W of MP 57	2	STA 281+00
TOTAL=	26	

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PAVEMENT MARKING EPOXY 4-INCH

STATION	TO	STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	REMARKS
MILE MARKER 55.46		MILE MARKER 105.15	E.B. RT EDGELINE	245521	INCLUDES RT EDGES @ ALL RAMPS, WHITE
MILE MARKER 55.46		MILE MARKER 105.15	E.B. LT EDGELINE	241632	YELLOW
MILE MARKER 55.46		MILE MARKER 105.15	CENTERLINE SKIPS	65688	WHITE
MILE MARKER 55.46		MILE MARKER 105.15	W.B. RT EDGELINE	264405	WHITE
MILE MARKER 55.46		MILE MARKER 105.15	W.B. LT EDGELINE	263646	YELLOW
MILE MARKER 55.46		MILE MARKER 105.15	CENTERLINE SKIPS	65912	WHITE
NEW LISBON EXIT 61		E.B.	OFF RAMP LT	547	YELLOW
NEW LISBON EXIT 61		E.B.	OFF RAMP	117	3' MINI SKIPS, WHITE
NEW LISBON EXIT 61		E.B.	ON RAMP LT	573	YELLOW
NEW LISBON EXIT 61		E.B.	RT EDGE: GORE TO GORE	1136	WHITE
NEW LISBON EXIT 61		W.B.	OFF RAMP LT	657	YELLOW
NEW LISBON EXIT 61		W.B.	OFF RAMP	153	3' MINI SKIPS, WHITE
NEW LISBON EXIT 61		W.B.	ON RAMP LT	551	YELLOW
NEW LISBON EXIT 61		W.B.	RT EDGE: GORE TO GORE	1239	WHITE
MAUSTON EXIT 69		E.B.	OFF RAMP LT	793	YELLOW
MAUSTON EXIT 69		E.B.	OFF RAMP	126	3' MINI SKIPS, WHITE
MAUSTON EXIT 69		E.B.	ON RAMP LT	871	YELLOW
MAUSTON EXIT 69		E.B.	RT EDGE: GORE TO GORE	1641	WHITE
MAUSTON EXIT 69		W.B.	OFF RAMP LT	475	YELLOW
MAUSTON EXIT 69		W.B.	OFF RAMP	141	3' MINI SKIPS, WHITE
MAUSTON EXIT 69		W.B.	ON RAMP LT	929	YELLOW
MAUSTON EXIT 69		W.B.	RT EDGE: GORE TO GORE	1493	WHITE
LYNDON STATION EXIT 79		E.B.	OFF RAMP LT	703	YELLOW
LYNDON STATION EXIT 79		E.B.	OFF RAMP	138	3' MINI SKIPS, WHITE
LYNDON STATION EXIT 79		E.B.	ON RAMP LT	710	YELLOW
LYNDON STATION EXIT 79		E.B.	RT EDGE: GORE TO GORE	1431	WHITE
LYNDON STATION EXIT 79		W.B.	OFF RAMP LT	674	YELLOW
LYNDON STATION EXIT 79		W.B.	OFF RAMP	138	3' MINI SKIPS, WHITE
LYNDON STATION EXIT 79		W.B.	ON RAMP LT	737	YELLOW
LYNDON STATION EXIT 79		W.B.	RT EDGE: GORE TO GORE	1401	WHITE
DELLS EXIT 85		E.B.	OFF RAMP LT	591	YELLOW
DELLS EXIT 85		E.B.	OFF RAMP	177	3' MINI SKIPS, WHITE
DELLS EXIT 85		E.B.	ON RAMP RT	115	WHITE
DELLS EXIT 85		E.B.	ON RAMP LT	140	YELLOW
DELLS EXIT 85		E.B.	RT EDGE: GORE TO GORE	1605	WHITE
DELLS EXIT 85		W.B.	OFF RAMP LT	674	YELLOW
DELLS EXIT 85		W.B.	OFF RAMP	135	3' MINI SKIPS, WHITE
DELLS EXIT 85		W.B.	ON RAMP LT	737	YELLOW
DELLS EXIT 85		W.B.	RT EDGE: GORE TO GORE	1401	WHITE
			SUBTOTAL=	1,169,753	

STATION	TO	STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	REMARKS
DELLS EXIT 87		E.B.	OFF RAMP LT	1952	YELLOW
DELLS EXIT 87		E.B.	RT EDGE: GORE TO GORE	852	WHITE
DELLS EXIT 87		E.B.	ON RAMP LT	558	YELLOW
DELLS EXIT 87		W.B.	OFF RAMP LT	1128	YELLOW
DELLS EXIT 87		W.B.	OFF RAMP	51	3' MINI SKIPS, WHITE
DELLS EXIT 87		W.B.	RT EDGE: GORE TO GORE	975	WHITE
DELLS EXIT 87		W.B.	ON RAMP LT	712	YELLOW
DELLS EXIT 89		E.B.	OFF RAMP LT	905	YELLOW
DELLS EXIT 89		E.B.	OFF RAMP	42	3' MINI SKIPS, WHITE
DELLS EXIT 89		E.B.	ON RAMP LT	1138	YELLOW
DELLS EXIT 89		E.B.	RT EDGE: GORE TO GORE	2098	WHITE
DELLS EXIT 89		W.B.	OFF RAMP LT	987	YELLOW
DELLS EXIT 89		W.B.	OFF RAMP	87	3' MINI SKIPS, WHITE
DELLS EXIT 89		W.B.	ON RAMP LT	1088	YELLOW
DELLS EXIT 89		W.B.	RT EDGE: GORE TO GORE	2209	WHITE
DELLS EXIT 92		E.B.	OFF RAMP LT	105	3' MINI SKIPS, WHITE
DELLS EXIT 92		E.B.	OFF RAMP LT	2275	YELLOW
DELLS EXIT 92		E.B.	RT EDGE: GORE TO GORE	1015	WHITE
DELLS EXIT 92		E.B.	ON RAMP LT (WEST)	1269	YELLOW
DELLS EXIT 92		E.B.	ON RAMP RT (WEST)	2508	WHITE
DELLS EXIT 92		E.B.	ON RAMP RT (WEST)	96	12' SKIPS, WHITE
DELLS EXIT 92		E.B.	ON RAMP LT (EAST)	909	YELLOW
DELLS EXIT 92		W.B.	OFF RAMP LT	1967	YELLOW
DELLS EXIT 92		W.B.	OFF RAMP RT	197	WHITE
DELLS EXIT 92		W.B.	OFF RAMP	117	3' MINI SKIPS, WHITE
DELLS EXIT 92		W.B.	RT EDGE: GORE TO GORE	1171	WHITE
DELLS EXIT 92		W.B.	ON RAMP (EAST)	51	3' MINI SKIPS, WHITE
DELLS EXIT 92		W.B.	ON RAMP LT (EAST)	1241	YELLOW
DELLS EXIT 92		W.B.	ON RAMP RT (EAST)	2195	WHITE
DELLS EXIT 92		W.B.	ON RAMP LT (WEST)	1020	YELLOW
			SUBTOTAL=	30,918	
			TOTAL=	1,200,671	

PAVEMENT MARKING EPOXY 8-INCH

STATION	TO	STATION	LOCATION	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	REMARKS
NEW LISBON EXIT 61		EB	MAINLINE @ OFF RAMP	262	
NEW LISBON EXIT 61		EB	OFF RAMP	262	
NEW LISBON EXIT 61		EB	MAINLINE @ ON RAMP	674	
NEW LISBON EXIT 61		EB	ON RAMP	674	
NEW LISBON EXIT 61		WB	MAINLINE @ OFF RAMP	261	
NEW LISBON EXIT 61		WB	OFF RAMP	261	
NEW LISBON EXIT 61		WB	MAINLINE @ ON RAMP	851	
NEW LISBON EXIT 61		WB	ON RAMP	851	
MAUSTON EXIT 69		EB	MAINLINE @ OFF RAMP	293	
MAUSTON EXIT 69		EB	OFF RAMP	293	
MAUSTON EXIT 69		EB	MAINLINE @ ON RAMP	803	
MAUSTON EXIT 69		EB	ON RAMP	803	
MAUSTON EXIT 69		WB	MAINLINE @ OFF RAMP	237	
MAUSTON EXIT 69		WB	OFF RAMP	237	
MAUSTON EXIT 69		WB	MAINLINE @ ON RAMP	721	
MAUSTON EXIT 69		WB	ON RAMP	721	
MAUSTON EXIT 69		WB	ON RAMP	219	3' SKIPS
LYNDON STATION EXIT 79		EB	MAINLINE @ OFF RAMP	259	
LYNDON STATION EXIT 79		EB	OFF RAMP	259	
LYNDON STATION EXIT 79		EB	MAINLINE @ ON RAMP	826	
LYNDON STATION EXIT 79		EB	ON RAMP	826	
LYNDON STATION EXIT 79		WB	MAINLINE @ OFF RAMP	276	
LYNDON STATION EXIT 79		WB	OFF RAMP	276	
LYNDON STATION EXIT 79		WB	MAINLINE @ ON RAMP	792	
LYNDON STATION EXIT 79		WB	ON RAMP	792	
DELLS EXIT 85		EB	MAINLINE @ OFF RAMP	297	
DELLS EXIT 85		EB	OFF RAMP	318	
DELLS EXIT 85		EB	MAINLINE @ ON RAMP	342	
DELLS EXIT 85		EB	ON RAMP	342	
DELLS EXIT 85		EB	ON RAMP	69	3' SKIPS
DELLS EXIT 85		WB	MAINLINE @ OFF RAMP	281	
DELLS EXIT 85		WB	OFF RAMP	289	
DELLS EXIT 85		WB	MAINLINE @ ON RAMP	668	
DELLS EXIT 85		WB	ON RAMP	668	
			SUBTOTAL=	16,003	

STATION	TO	STATION	LOCATION	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	REMARKS
DELLS EXIT 87		EB	MAINLINE @ OFF RAMP	434	
DELLS EXIT 87		EB	OFF RAMP	434	
DELLS EXIT 87		EB	OFF RAMP	108	3' SKIPS
DELLS EXIT 87		EB	MAINLINE @ ON RAMP	395	
DELLS EXIT 87		EB	ON RAMP	395	
DELLS EXIT 87		WB	MAINLINE @ OFF RAMP	284	
DELLS EXIT 87		WB	OFF RAMP	284	
DELLS EXIT 87		WB	MAINLINE @ ON RAMP	509	
DELLS EXIT 87		WB	ON RAMP	250	
DELLS EXIT 87		WB	ON RAMP	69	3' SKIPS
DELLS EXIT 89		EB	MAINLINE @ OFF RAMP	225	
DELLS EXIT 89		EB	OFF RAMP	410	
DELLS EXIT 89		EB	MAINLINE @ ON RAMP	451	
DELLS EXIT 89		EB	ON RAMP	451	
DELLS EXIT 89		WB	MAINLINE @ OFF RAMP	276	
DELLS EXIT 89		WB	OFF RAMP	739	
DELLS EXIT 89		WB	MAINLINE @ ON RAMP	673	
DELLS EXIT 89		WB	ON RAMP	673	
DELLS EXIT 92		EB	MAINLINE @ OFF RAMP	437	
DELLS EXIT 92		EB	OFF RAMP	470	
DELLS EXIT 92		EB	OFF RAMP	90	3' SKIPS
DELLS EXIT 92		EB	MAINLINE @ ON RAMP	340	
DELLS EXIT 92		EB	ON RAMP	340	
DELLS EXIT 92		EB	ON RAMP (WEST)	414	3' SKIPS
DELLS EXIT 92		WB	MAINLINE @ OFF RAMP	358	
DELLS EXIT 92		WB	OFF RAMP	358	
DELLS EXIT 92		WB	MAINLINE @ ON RAMP	632	
DELLS EXIT 92		WB	ON RAMP	463	
DELLS EXIT 92		WB	ON RAMP (EAST)	411	3' SKIPS
			SUBTOTAL=	11,373	
			TOTAL=	27,376	

TRAFFIC CONTROL SUMMARY

STATION	TO	STATION	LOCATION	643.0300 DRUMS DAY	643.0715 LIGHTS TYPE C DAY	643.0900 SIGNS DAY	643.0420 BARRICADES TYPE 3 DAY	643.0705 LIGHTS TYPE A DAY	643.0800 ARROW BOARD DAY	643.0200 SURVEILLANCE AND MAINTENANCE DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	SPV.0045.01 PCMS REMOTE COMMUNICATIONS DAY
EASTBOUND												
MILE MARKER 55		MILE MARKER 60	EB; RIGHT LANE	1782	102	192	120	240	12	6	24	24
MILE MARKER 55		MILE MARKER 60	EB; LEFT LANE	1485	85	160	100	200	10	5	20	20
MILE MARKER 60		MILE MARKER 65	EB; RIGHT LANE	1782	102	192	120	240	12	6	24	24
MILE MARKER 60		MILE MARKER 65	EB; LEFT LANE	1485	85	160	100	200	10	5	20	20
MILE MARKER 65		MILE MARKER 70	EB; RIGHT LANE	1782	102	192	120	240	12	6	24	24
MILE MARKER 65		MILE MARKER 70	EB; LEFT LANE	1485	85	160	100	200	10	5	20	20
MILE MARKER 70		MILE MARKER 73	EB; RIGHT LANE	384	34	48	24	48	4	2	8	8
MILE MARKER 70		MILE MARKER 73	EB; LEFT LANE	384	34	48	24	48	4	2	8	8
MILE MARKER 77		MILE MARKER 80	EB; RIGHT LANE	384	34	48	24	48	4	2	8	8
MILE MARKER 77		MILE MARKER 80	EB; LEFT LANE	384	34	48	24	48	4	2	8	8
MILE MARKER 80		MILE MARKER 85	EB; RIGHT LANE	594	34	64	40	80	4	2	8	8
MILE MARKER 80		MILE MARKER 85	EB; LEFT LANE	594	34	64	40	80	4	2	8	8
MILE MARKER 85		MILE MARKER 90	EB; RIGHT LANE	891	51	96	60	120	6	3	12	12
MILE MARKER 85		MILE MARKER 90	EB; LEFT LANE	594	34	64	40	80	4	2	8	8
MILE MARKER 90		MILE MARKER 95	EB; RIGHT LANE	1485	85	160	100	200	10	5	20	20
MILE MARKER 90		MILE MARKER 95	EB; LEFT LANE	891	51	96	60	120	6	3	12	12
MILE MARKER 95		MILE MARKER 100	EB; RIGHT LANE	1782	102	192	120	240	12	6	24	24
MILE MARKER 95		MILE MARKER 100	EB; LEFT LANE	594	34	64	40	80	4	2	8	8
MILE MARKER 100		MILE MARKER 103	EB; RIGHT LANE	384	34	48	24	48	4	2	8	8
MILE MARKER 100		MILE MARKER 103	EB; LEFT LANE	384	34	48	24	48	4	2	8	8
PAVEMENT REPLACEMENT	3 REPLACEMENTS IN THE RIGHT LINE			258	51	72	36	102	6	7	28	28
MILE MARKER 103		MILE MARKER 106	EB; RIGHT LANE	384	34	48	24	48	4	2	8	8
MILE MARKER 103		MILE MARKER 106	EB; LEFT LANE	384	34	48	24	48	4	2	8	8
			SUBTOTAL=	20,556	1309	2312	1388	2806	154	81	324	324

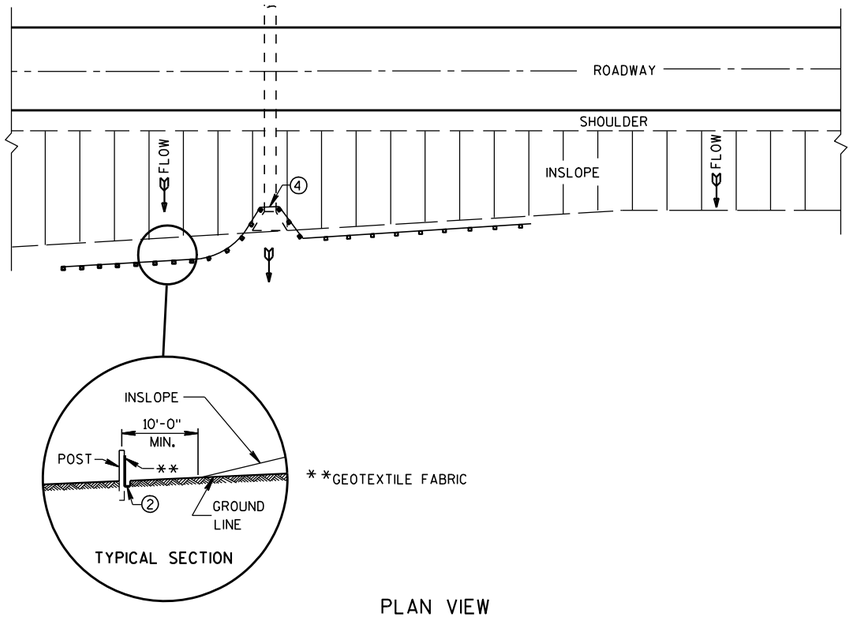
TRAFFIC CONTROL SUMMARY CONTINUED

STATION	TO	STATION	LOCATION	643.0300 DRUMS DAY	643.0715 LIGHTS TYPE C DAY	643.0900 SIGNS DAY	643.0420 BARRICADES TYPE 3 DAY	643.0705 LIGHTS TYPE A DAY	643.0800 ARROW BOARD DAY	643.0200 SURVEILLANCE AND MAINTENANCE DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	SPV.0045.01 PCMS REMOTE COMMUNICATIONS DAY
WESTBOUND												
MILE MARKER 106		MILE MARKER 103	WB; RIGHT LANE	960	85	120	60	120	10	5	20	20
MILE MARKER 106		MILE MARKER 103	WB; LEFT LANE	576	51	72	36	72	6	3	12	12
MILE MARKER 103		MILE MARKER 100	WB; RIGHT LANE	768	68	96	48	96	8	4	16	16
MILE MARKER 103		MILE MARKER 100	WB; LEFT LANE	384	34	48	24	48	4	2	8	8
MILE MARKER 100		MILE MARKER 95	WB; RIGHT LANE	1188	68	128	80	160	8	4	16	16
MILE MARKER 100		MILE MARKER 95	WB; LEFT LANE	594	34	64	40	80	4	2	8	8
MILE MARKER 95		MILE MARKER 90	WB; RIGHT LANE	1188	68	128	80	160	8	4	16	16
MILE MARKER 95		MILE MARKER 90	WB; LEFT LANE	594	34	64	40	80	4	2	8	8
MILE MARKER 90		MILE MARKER 85	WB; RIGHT LANE	594	34	64	40	80	4	2	8	8
MILE MARKER 90		MILE MARKER 85	WB; LEFT LANE	891	51	96	60	120	6	3	12	12
MILE MARKER 85		MILE MARKER 80	WB; RIGHT LANE	594	34	64	40	80	4	2	8	8
MILE MARKER 85		MILE MARKER 80	WB; LEFT LANE	891	51	96	60	120	6	3	12	12
MILE MARKER 80		MILE MARKER 77	WB; RIGHT LANE	384	34	48	24	48	4	2	8	8
MILE MARKER 80		MILE MARKER 77	WB; LEFT LANE	384	34	48	24	48	4	2	8	8
MILE MARKER 73		MILE MARKER 70	WB; RIGHT LANE	768	68	96	48	96	8	4	16	16
MILE MARKER 73		MILE MARKER 70	WB; LEFT LANE	576	51	72	36	72	6	3	12	12
MILE MARKER 70		MILE MARKER 65	WB; RIGHT LANE	1782	102	192	120	240	12	6	24	24
MILE MARKER 70		MILE MARKER 65	WB; LEFT LANE	1485	85	160	100	200	10	5	20	20
MILE MARKER 65		MILE MARKER 60	WB; RIGHT LANE	1485	85	160	100	200	10	5	20	20
MILE MARKER 65		MILE MARKER 60	WB; LEFT LANE	1485	85	160	100	200	10	5	20	20
MILE MARKER 60		MILE MARKER 55	WB; RIGHT LANE	1485	85	160	100	200	10	5	20	20
MILE MARKER 60		MILE MARKER 55	WB; LEFT LANE	1188	68	128	80	160	8	4	16	16
			SUBTOTAL=	20,244	1309	2264	1340	2680	154	77	308	308
			TOTAL=	40,800	2618	4576	2728	5486	308	158	632	632

Standard Detail Drawing List

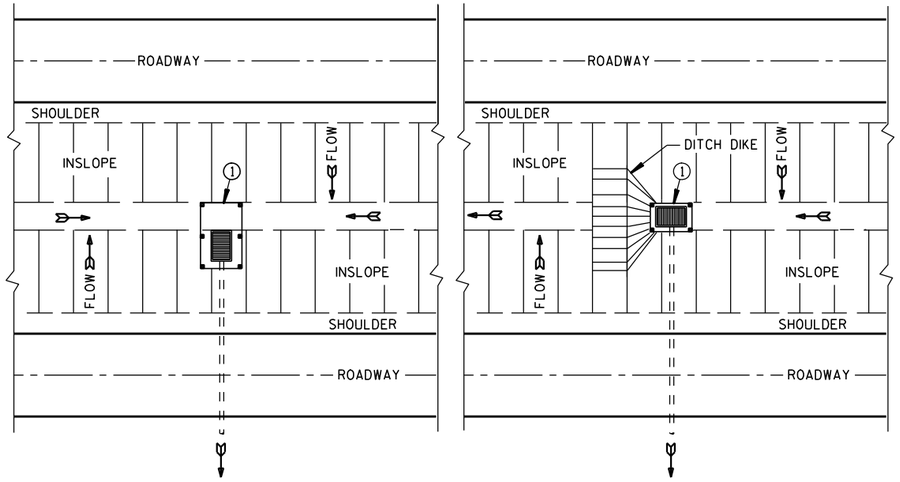
08E09-06	SILT FENCE
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13B02-08A	CONCRETE PAVEMENT APPROACH SLAB
13C09-13A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-13B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-13C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C19-03C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D12-06B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

6



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



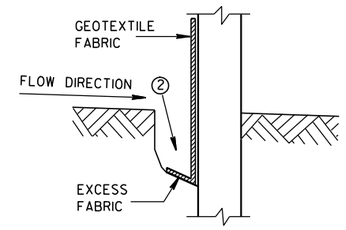
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

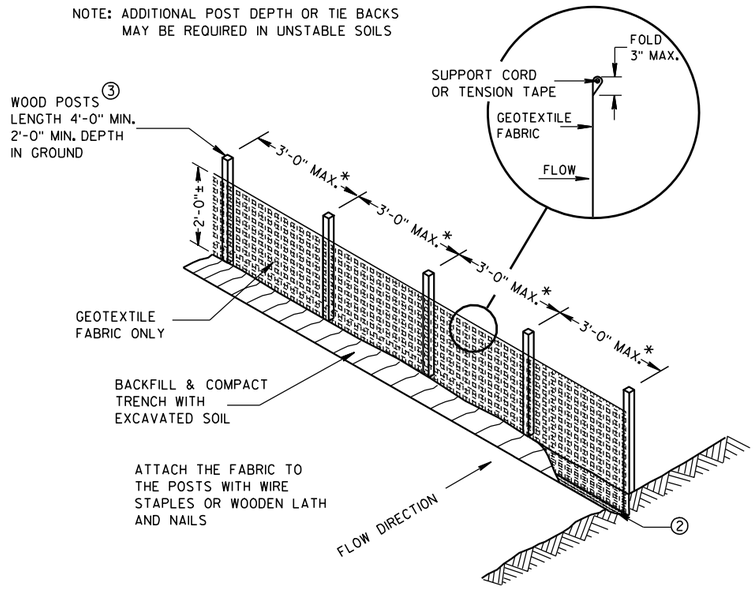
GENERAL NOTES

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

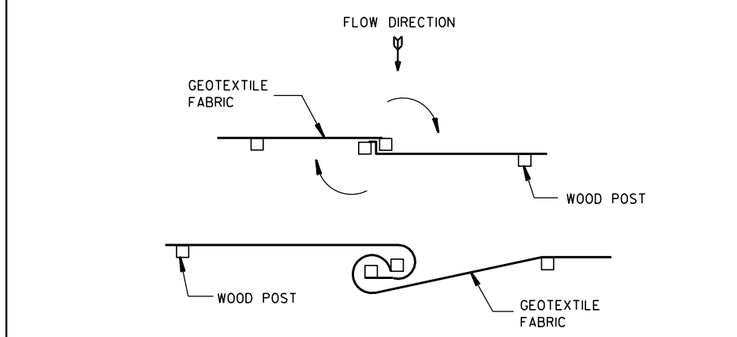
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



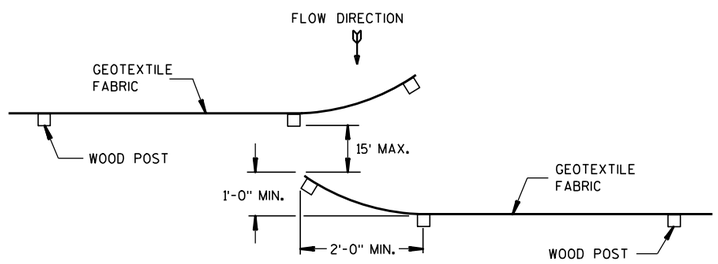
TRENCH DETAIL



SILT FENCE

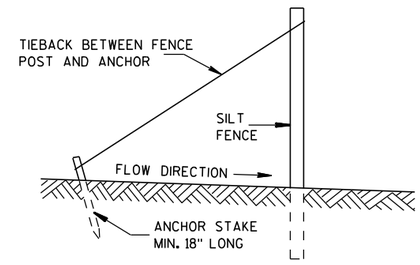


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6

METAL APRON ENDWALLS

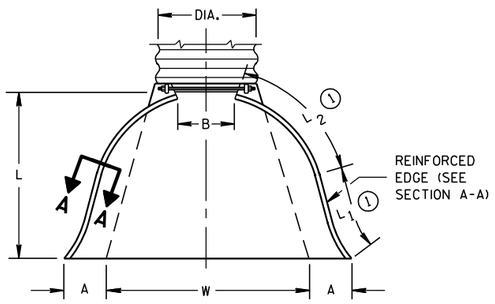
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

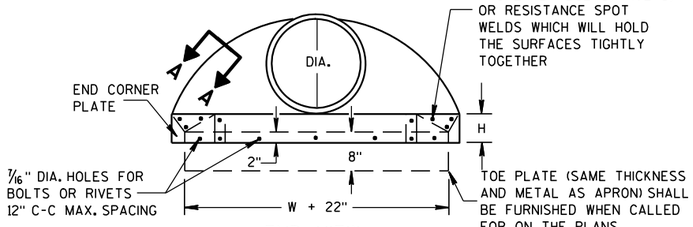
REINFORCED CONCRETE APRON ENDWALLS

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

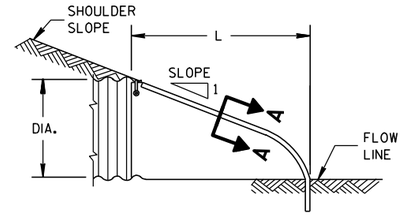
*MINIMUM
**MAXIMUM



PLAN VIEW

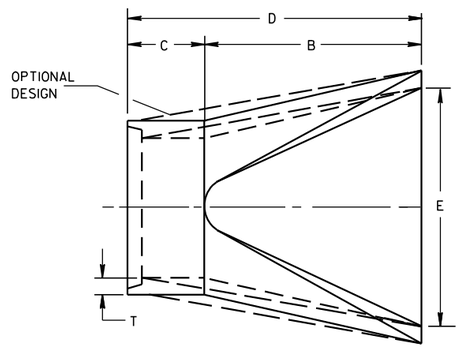


END VIEW

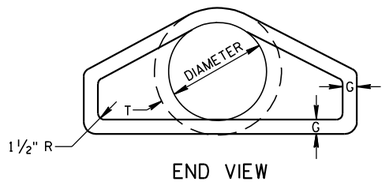


SIDE ELEVATION

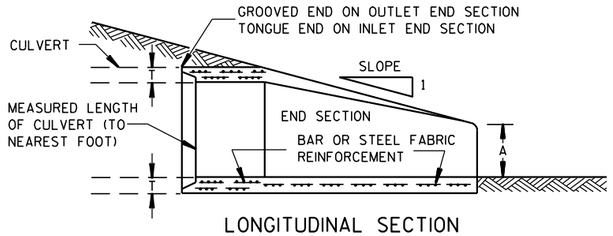
METAL ENDWALLS



PLAN

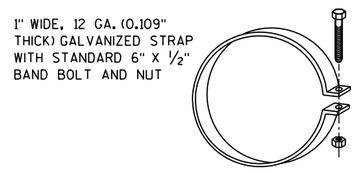


END VIEW



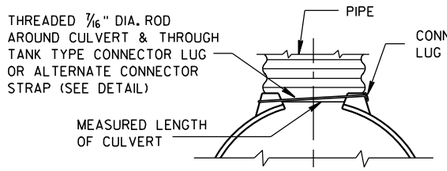
LONGITUDINAL SECTION

CONCRETE ENDWALLS

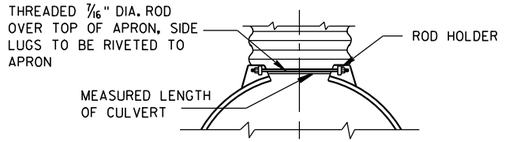


ALTERNATE FOR TYPE 1 CONNECTION

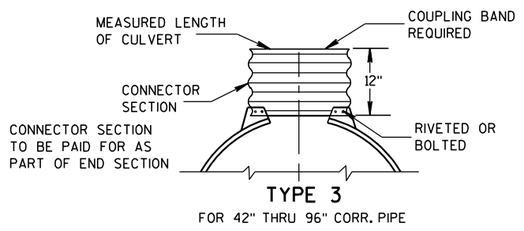
END SECTION CONNECTOR STRAP



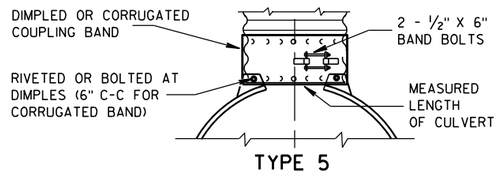
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

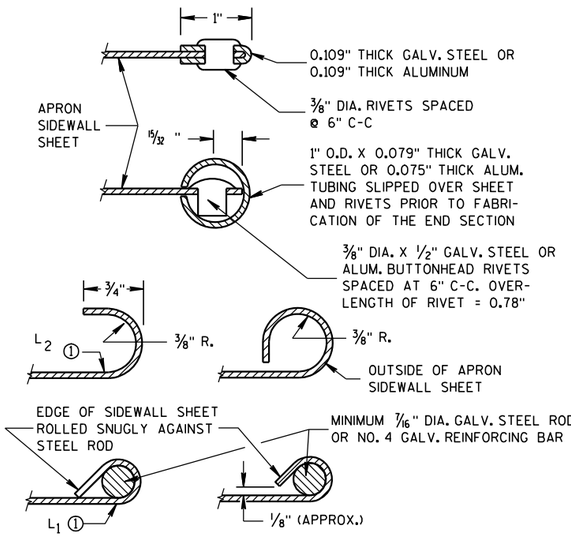
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

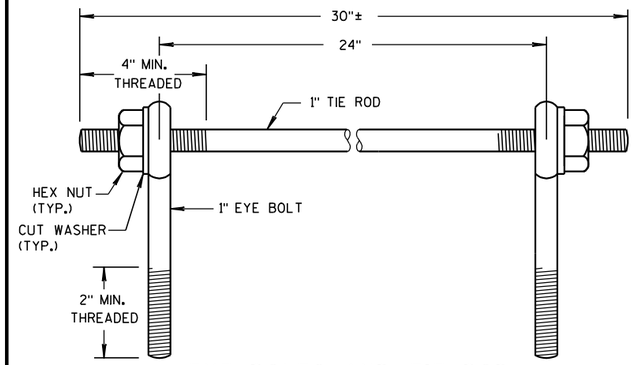
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

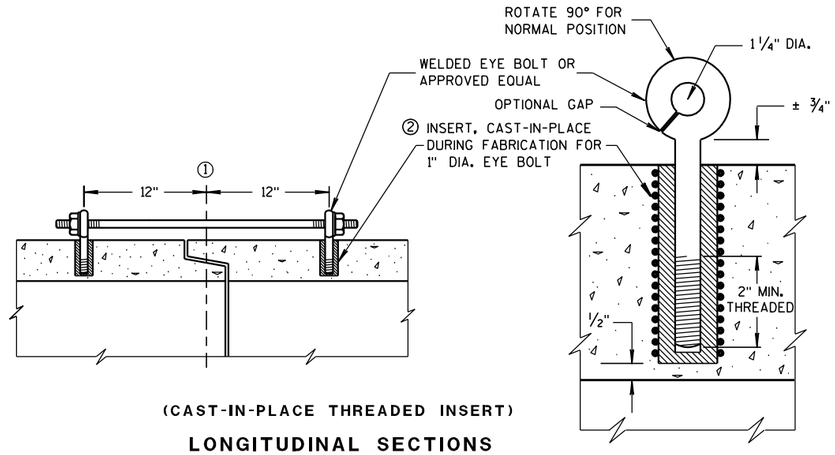
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

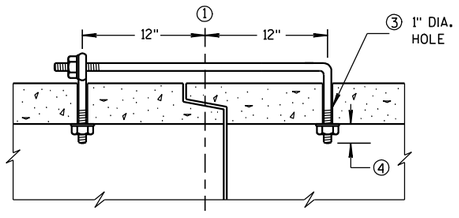
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

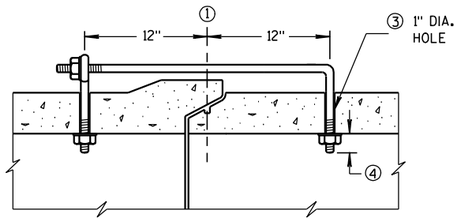
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

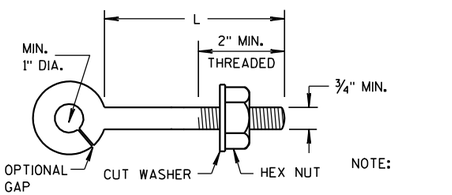


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

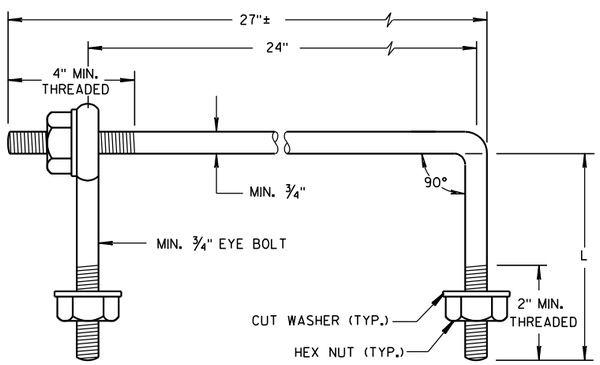
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

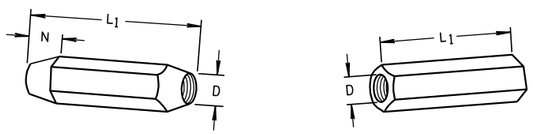
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

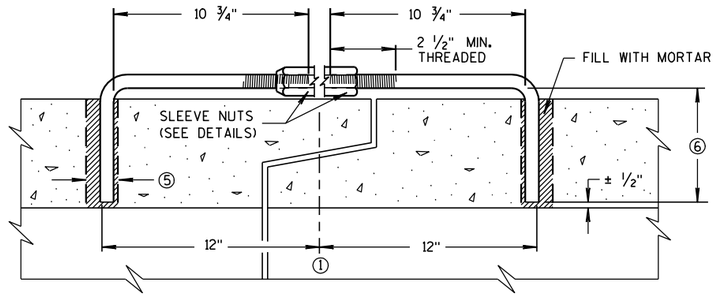
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

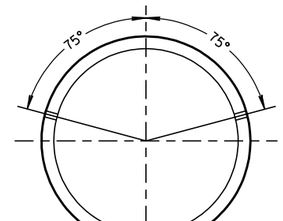
SLEEVE NUTS



LONGITUDINAL SECTION

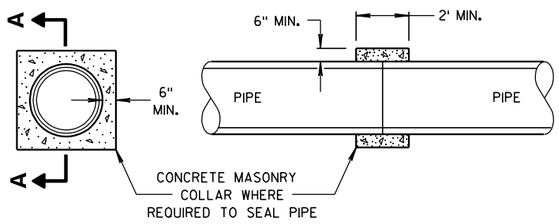
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

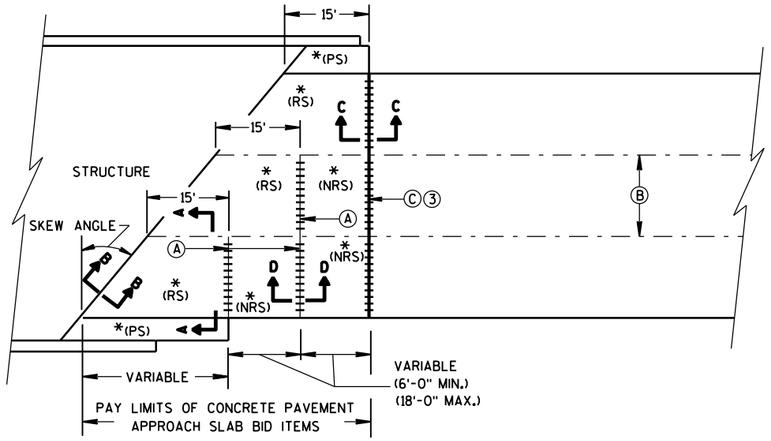
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

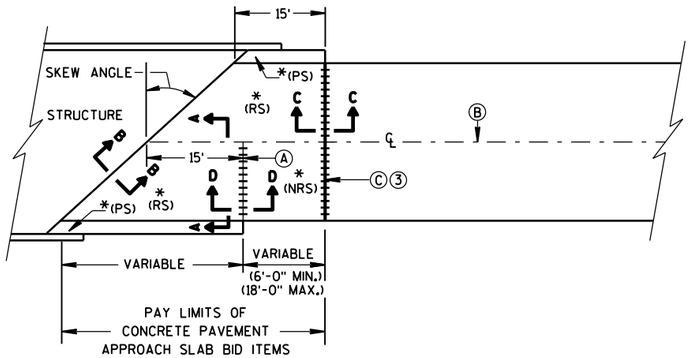
S.D.D. 8 F 4-7

6

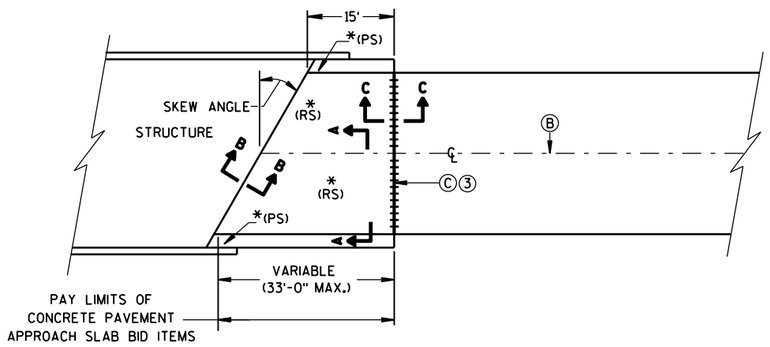
S.D.D. 8 F 4-7



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >20°
(PAVEMENT WIDTH ≤30')



SKEWS ≤20°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

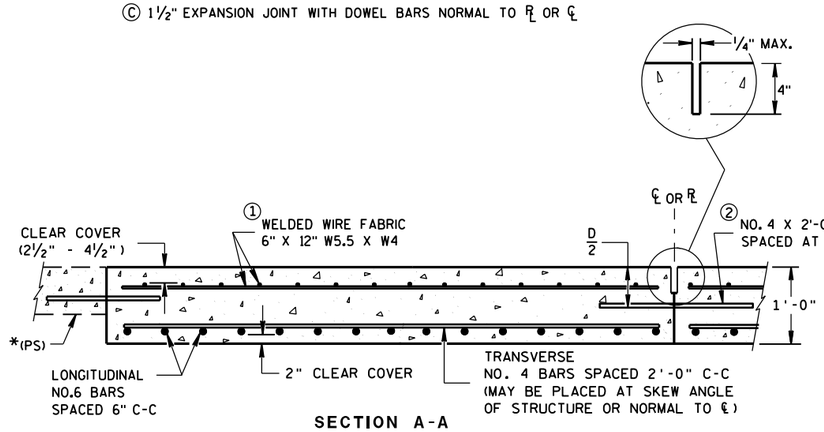
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

***STANDARD DOWEL BAR DIAMETER
(SEE SDD 13C11, & SDD 13C13)

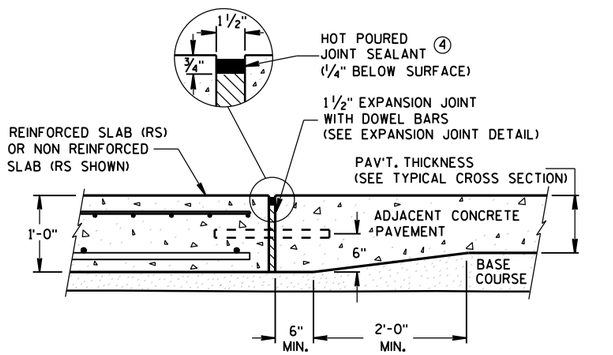
Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄

Ⓑ STANDARD LONGITUDINAL JOINT WITH TIE BARS.

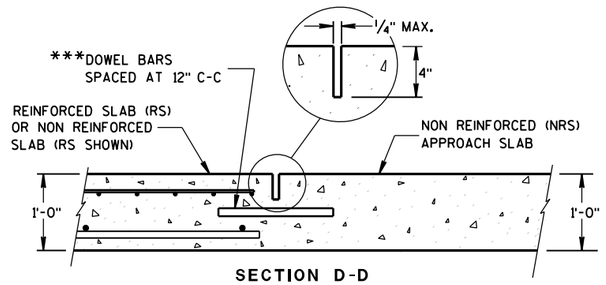
Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



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.

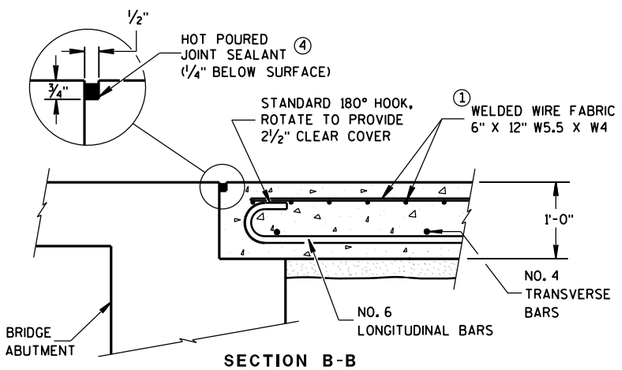
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

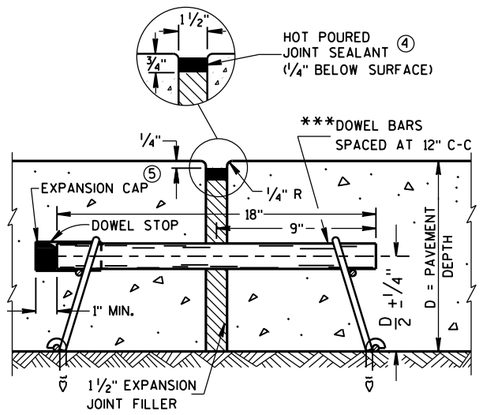
③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

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

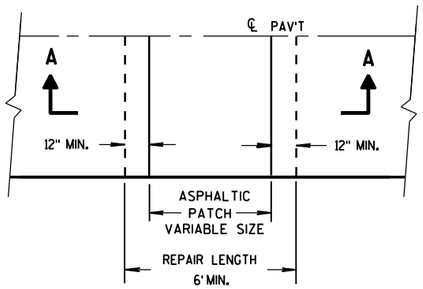
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

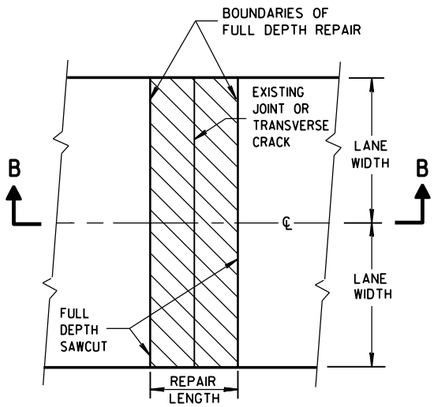
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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

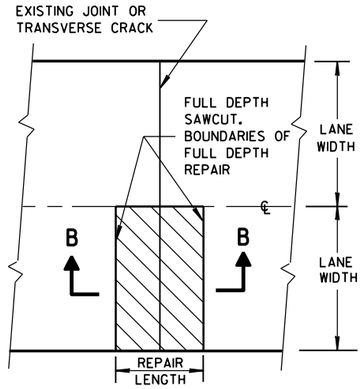
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

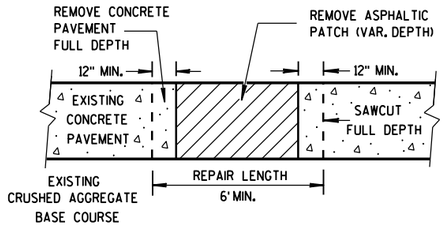


PLAN VIEW
(DOUBLE LANE REPAIR)



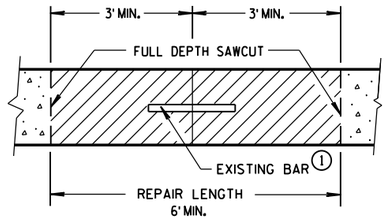
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL

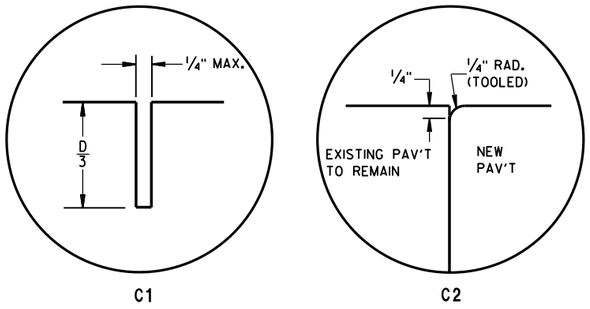


SECTION B-B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

S.D.D. 13 C 9-13a
6



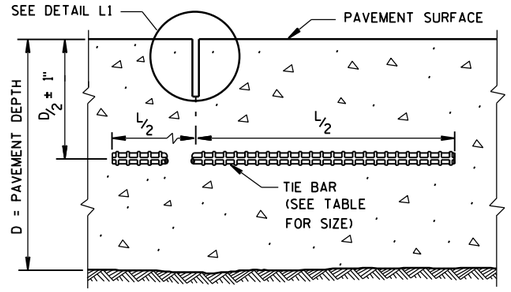
TRANSVERSE JOINTS

TIE BAR TABLE

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

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

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



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

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

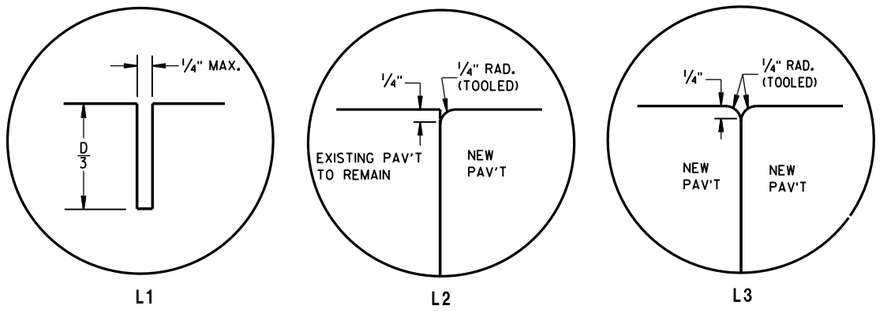
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

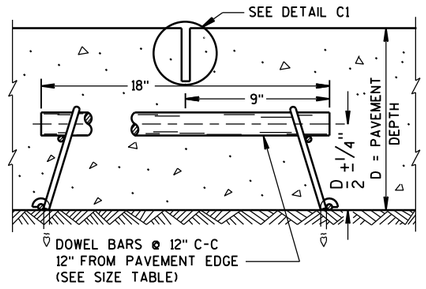
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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

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

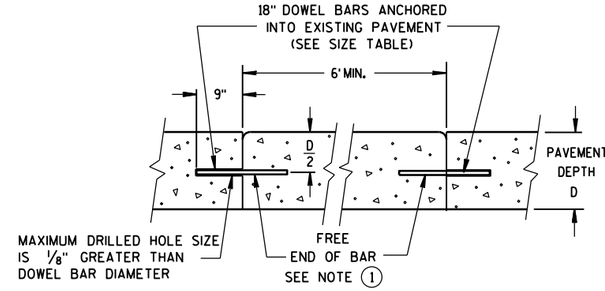


LONGITUDINAL JOINTS

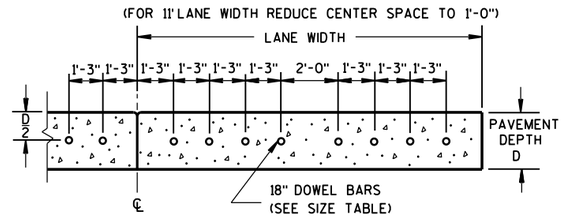


SECTION F-F

CONTRACTION JOINT



SECTION D-D

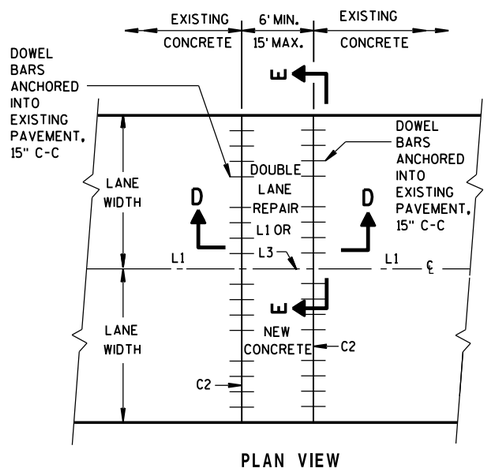


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

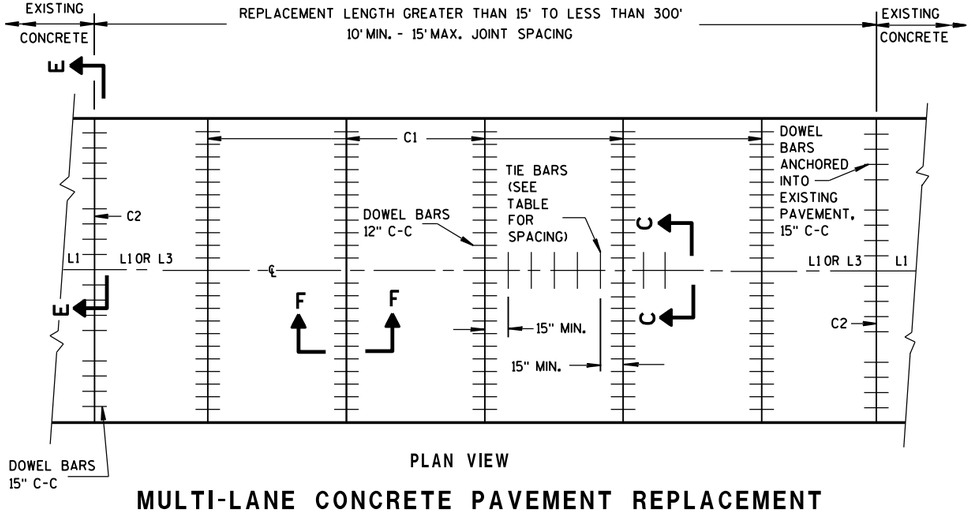
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

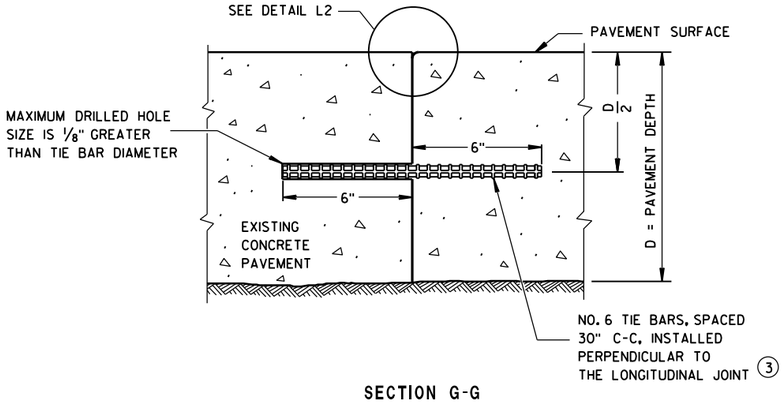
MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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



SECTION G-G

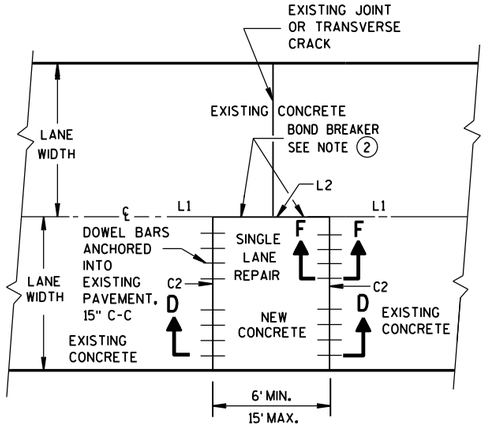
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

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

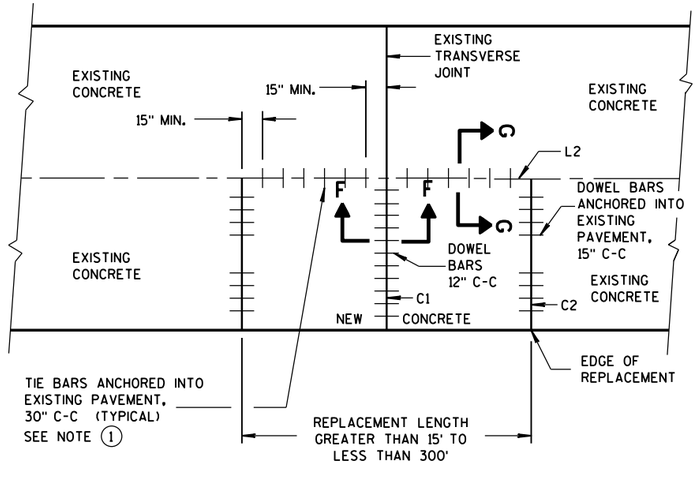
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

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



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

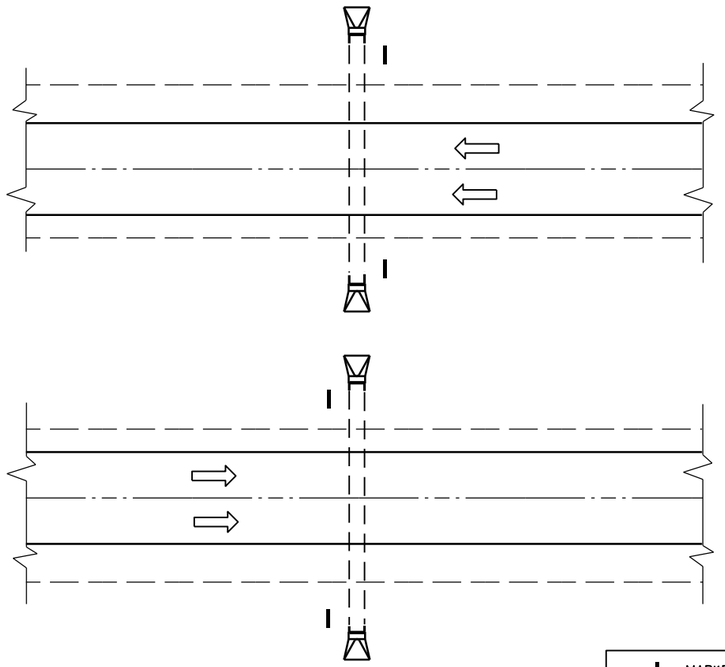
CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

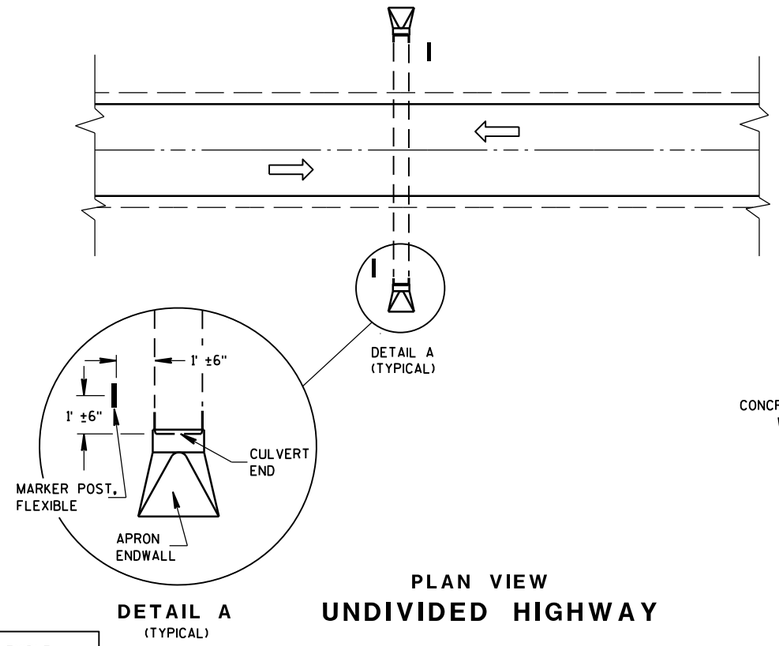
6

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



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

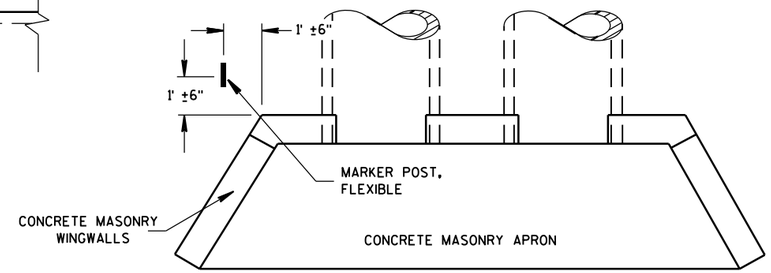
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

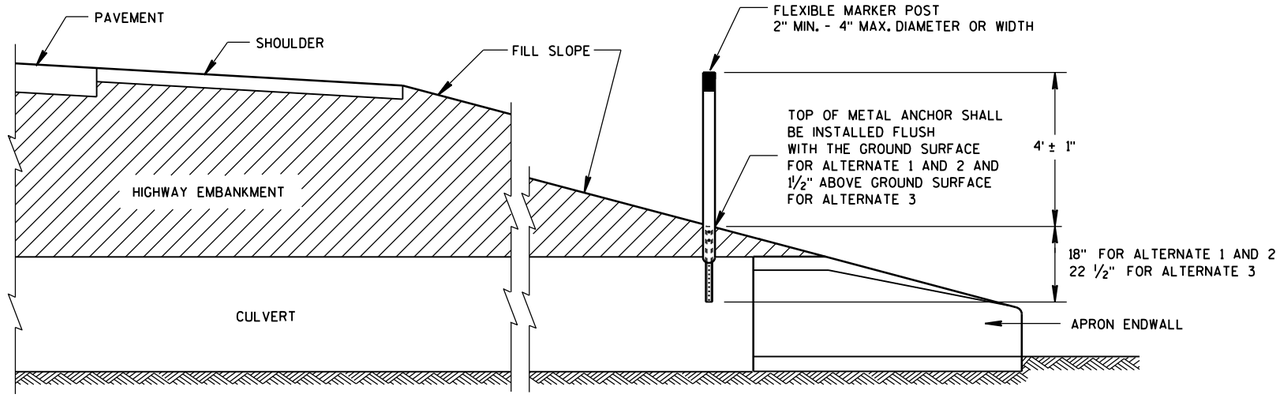
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

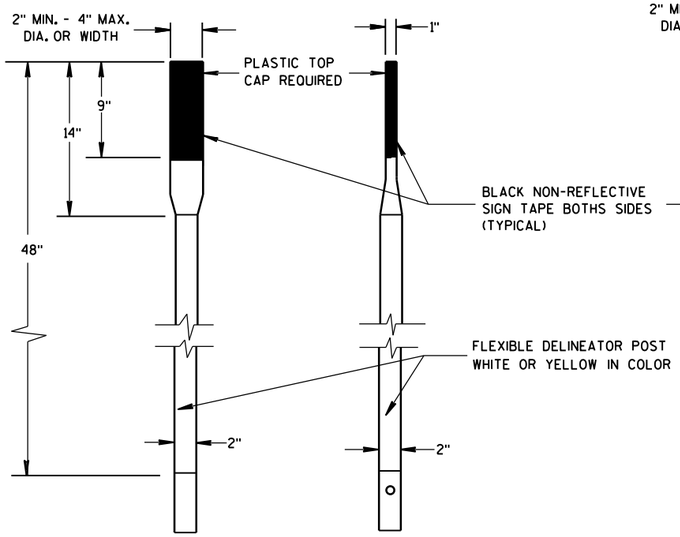
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

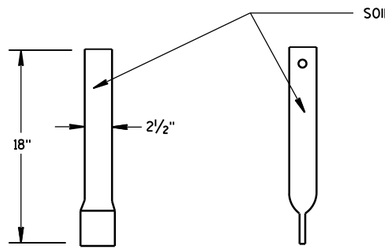
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S.D.D. 15 A 3-2a

6

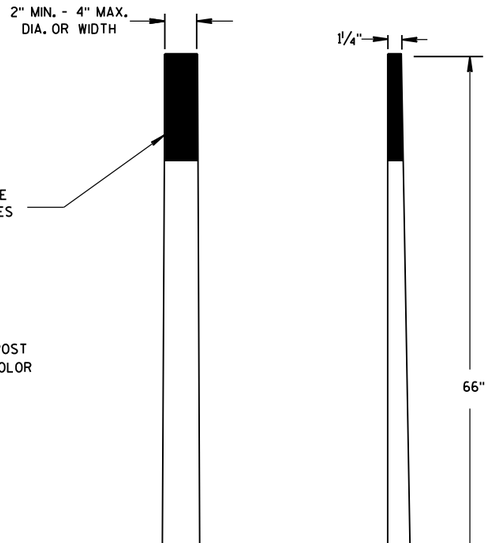
S.D.D. 15 A 3-2a





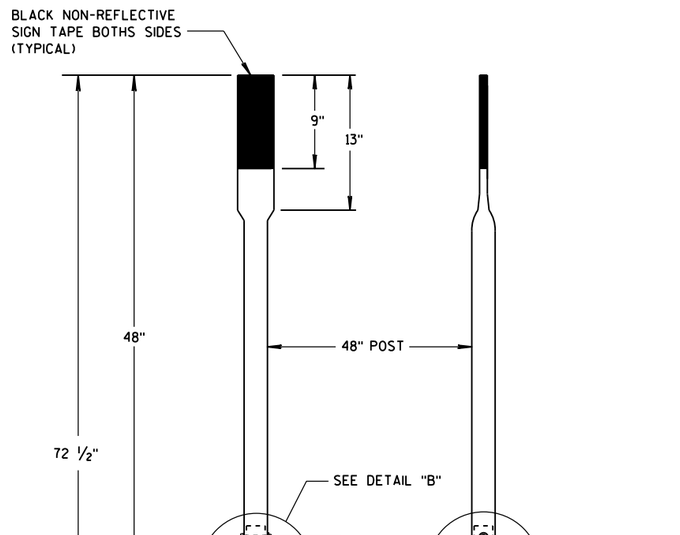
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

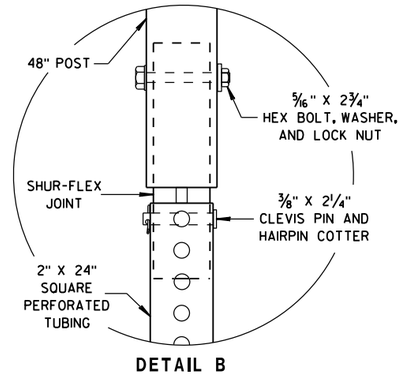
ALTERNATE 2



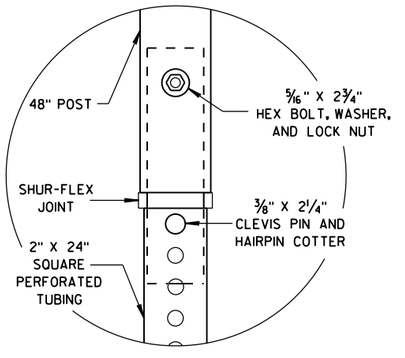
FRONT VIEW SIDE VIEW

ALTERNATE 3

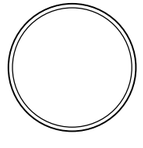
FLEXIBLE MARKER POSTS



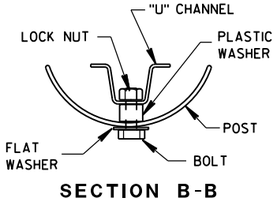
DETAIL B



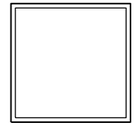
DETAIL C



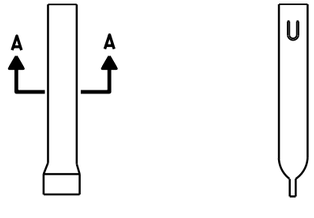
SECTION A-A



SECTION B-B

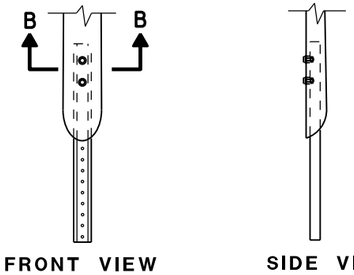


SECTION C-C



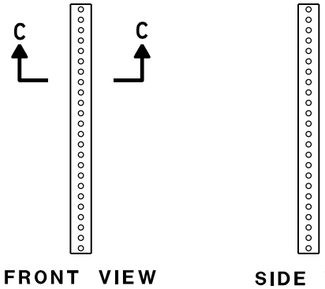
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

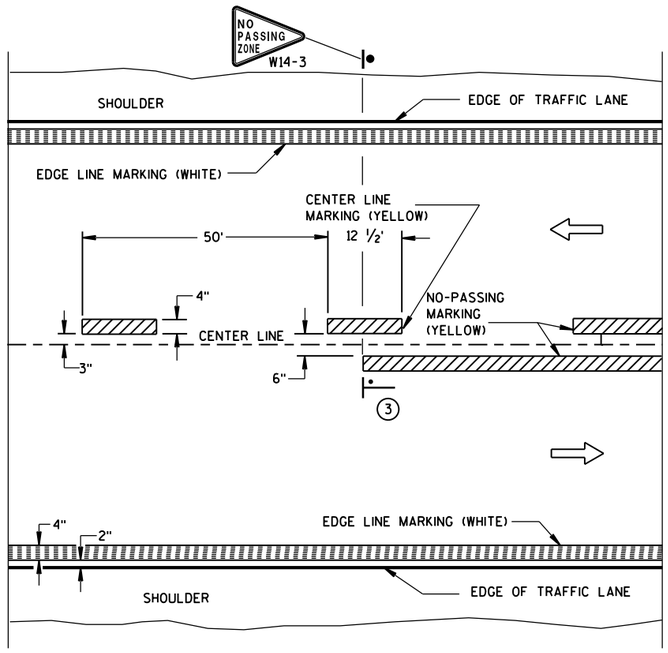
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

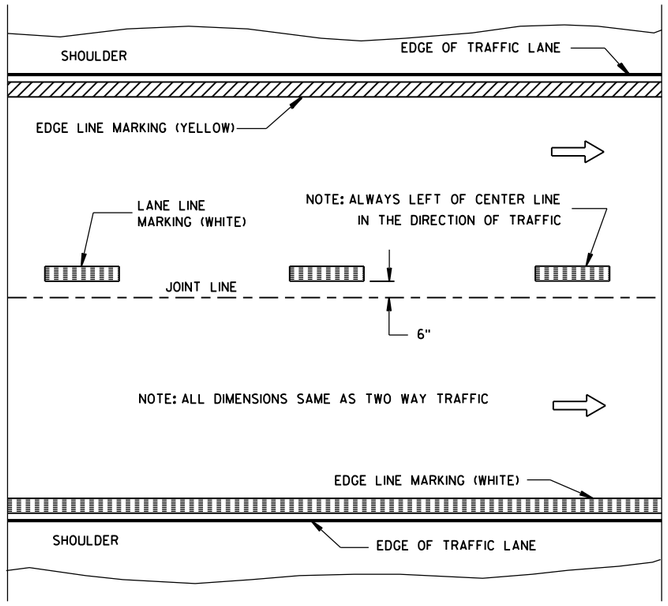
S.D.D. 15 A 3-2b

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

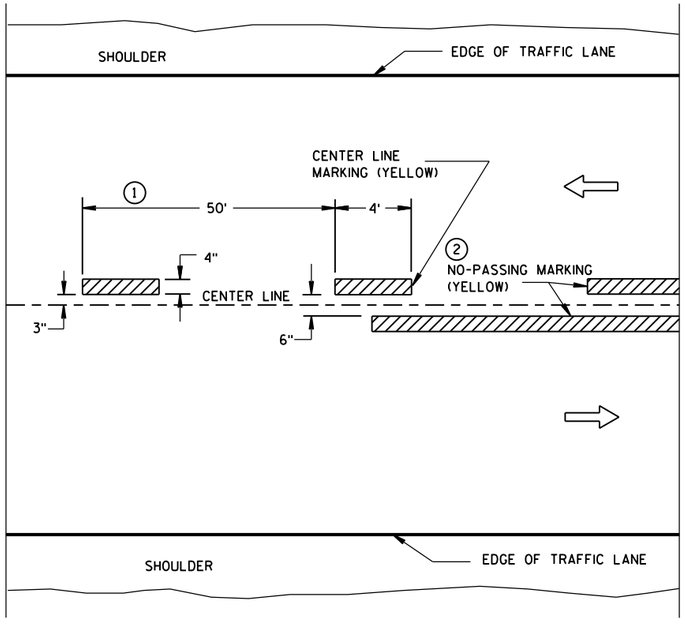


TWO WAY TRAFFIC

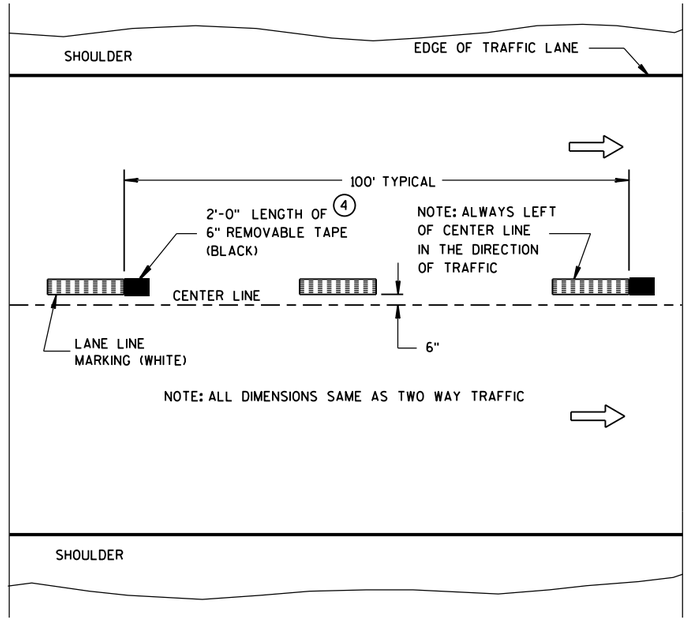


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

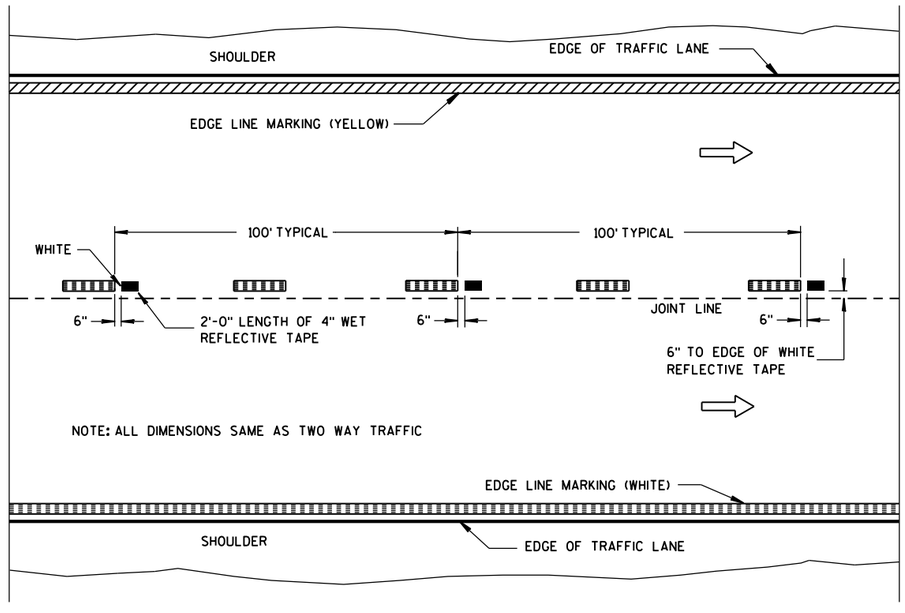
GENERAL NOTES

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

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

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



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

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

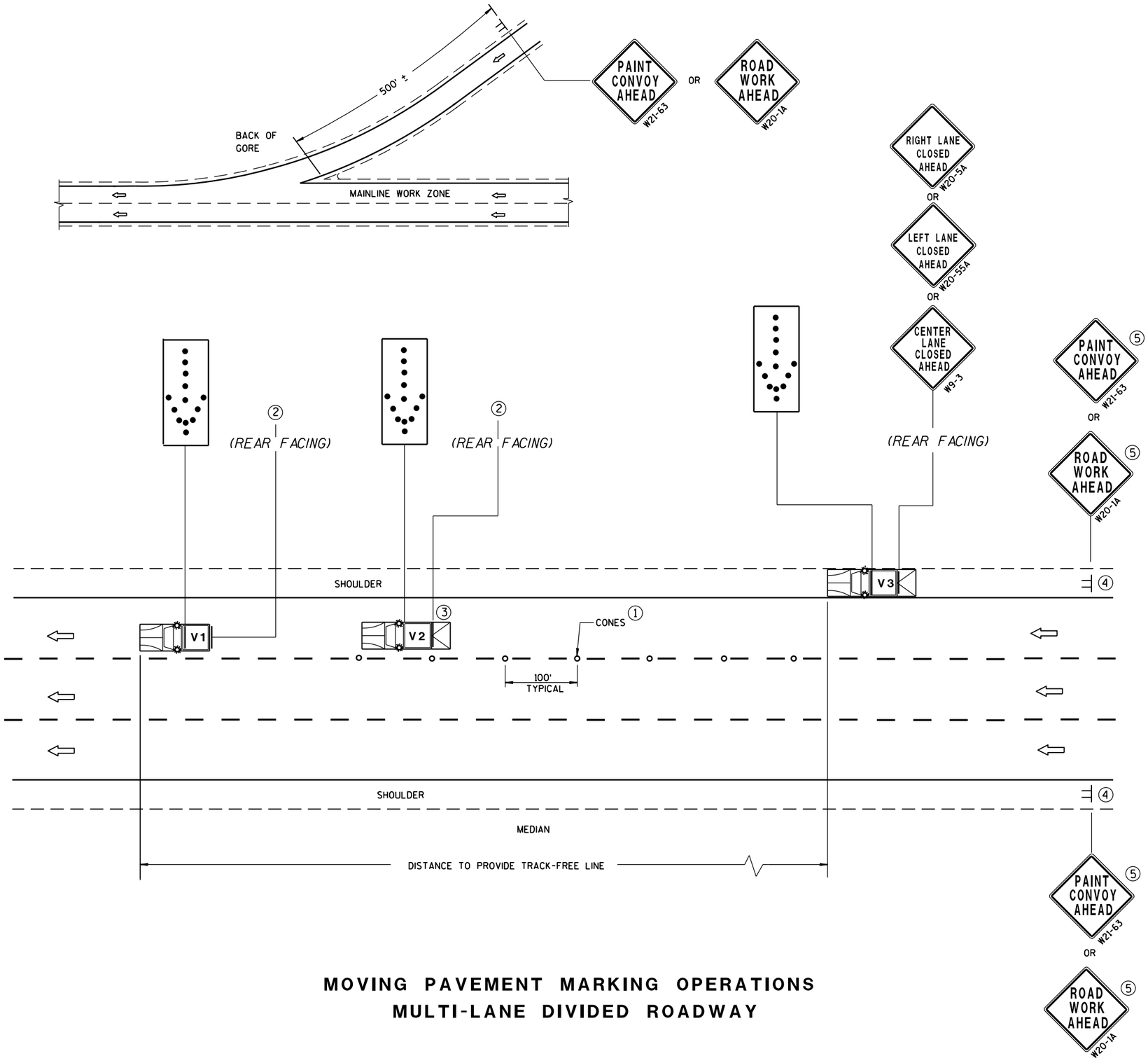
FHWA

6

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

6

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



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINI
FHWA

6 S.D.D. 15 C 19-3c

6 S.D.D. 15 C 19-3c

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

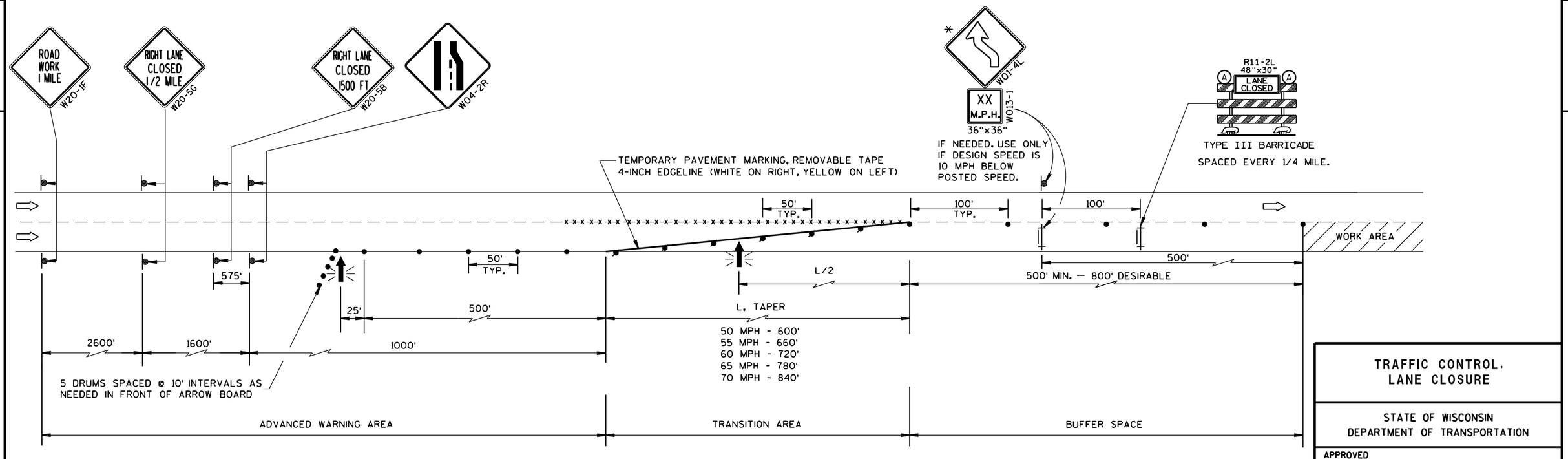
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

S.D.D. 15 D 12-6a

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.

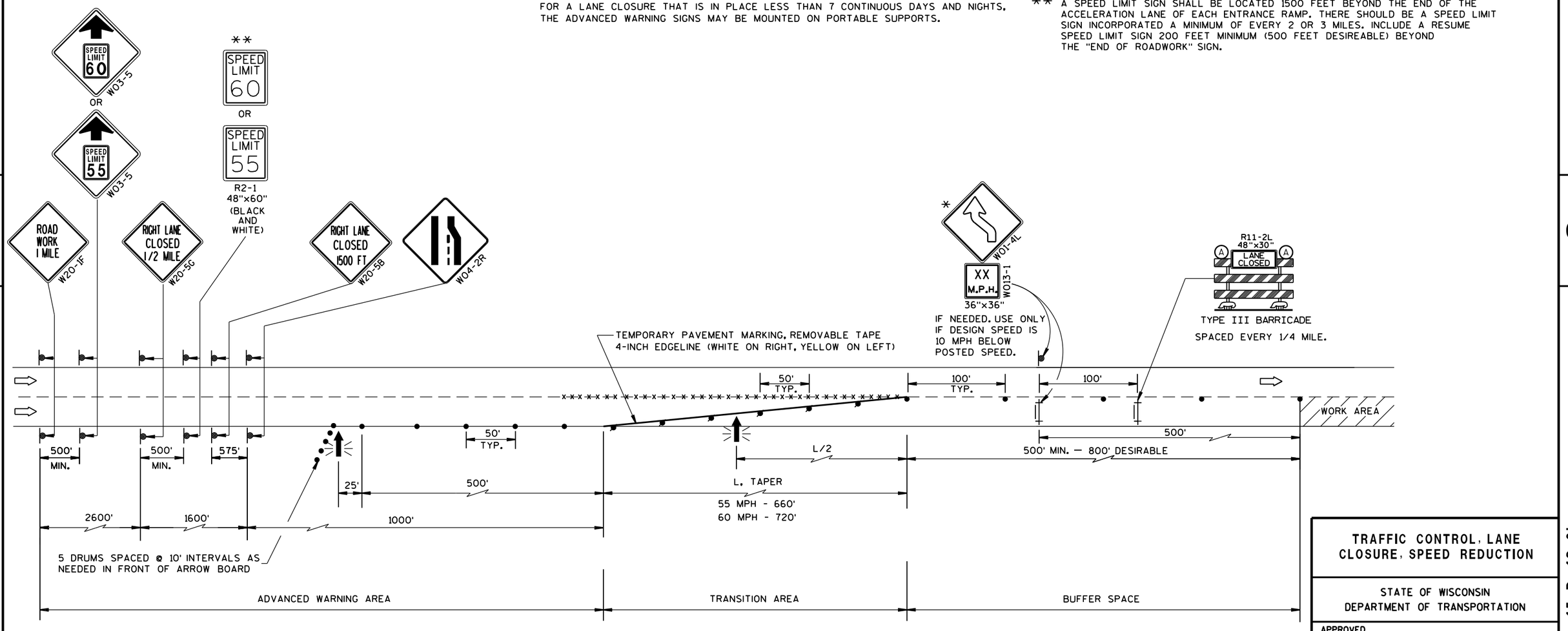
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 SAFETY ENGINEER
FHWA

6

S.D.D. 15 D 12-6b

6

S.D.D. 15 D 12-6b

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.

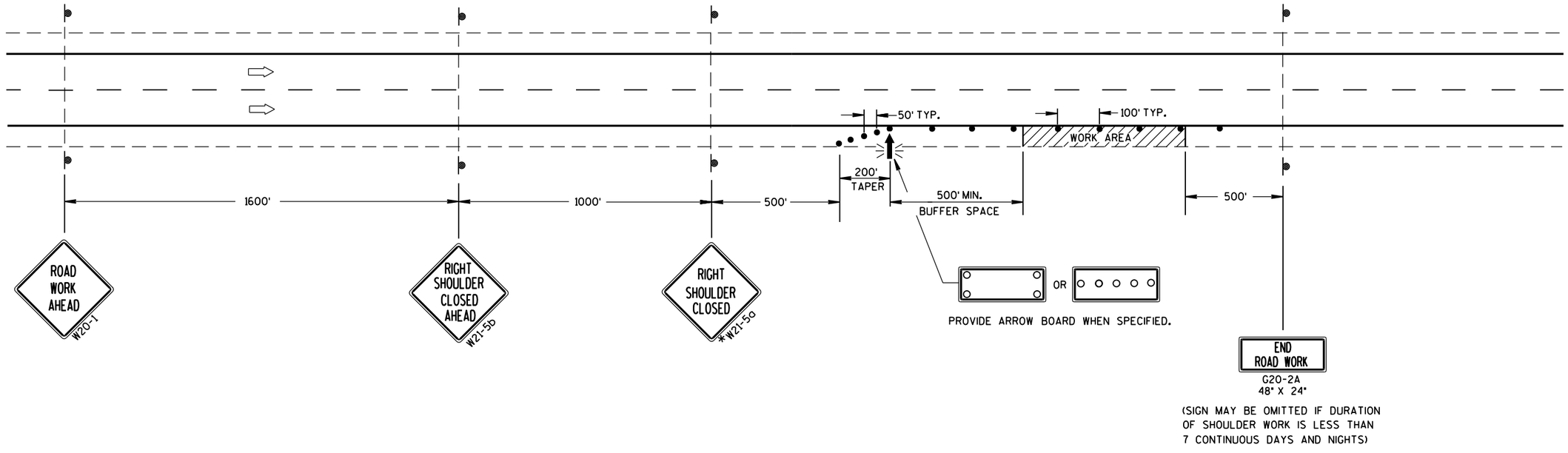
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

LAX NOV 2016

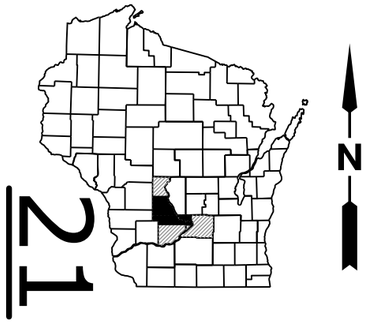
PROJECT ID: 1016-02-60
WITH: 1016-00-62

COUNTY: JUNEAU/SAUK/COLUMBIA

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 = 292



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CAMP DOUGLAS - PORTAGE

CTH H TO STH 33; MEDIAN CABLE GUARD

IH 90

JUNEAU/SAUK/COLUMBIA COUNTIES

STATE PROJECT NUMBER
1016-02-60

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1016-02-60	WISC 2016409	1

BEGIN PROJECT
STATION 115+87
Y=204401.51
X=409878.49

END CONSTRUCTION
STATION 177+59
Y=201314.48
X=415161.47

BEGIN CONSTRUCTION
STATION 325+28
Y=166693.28
X=460793.63

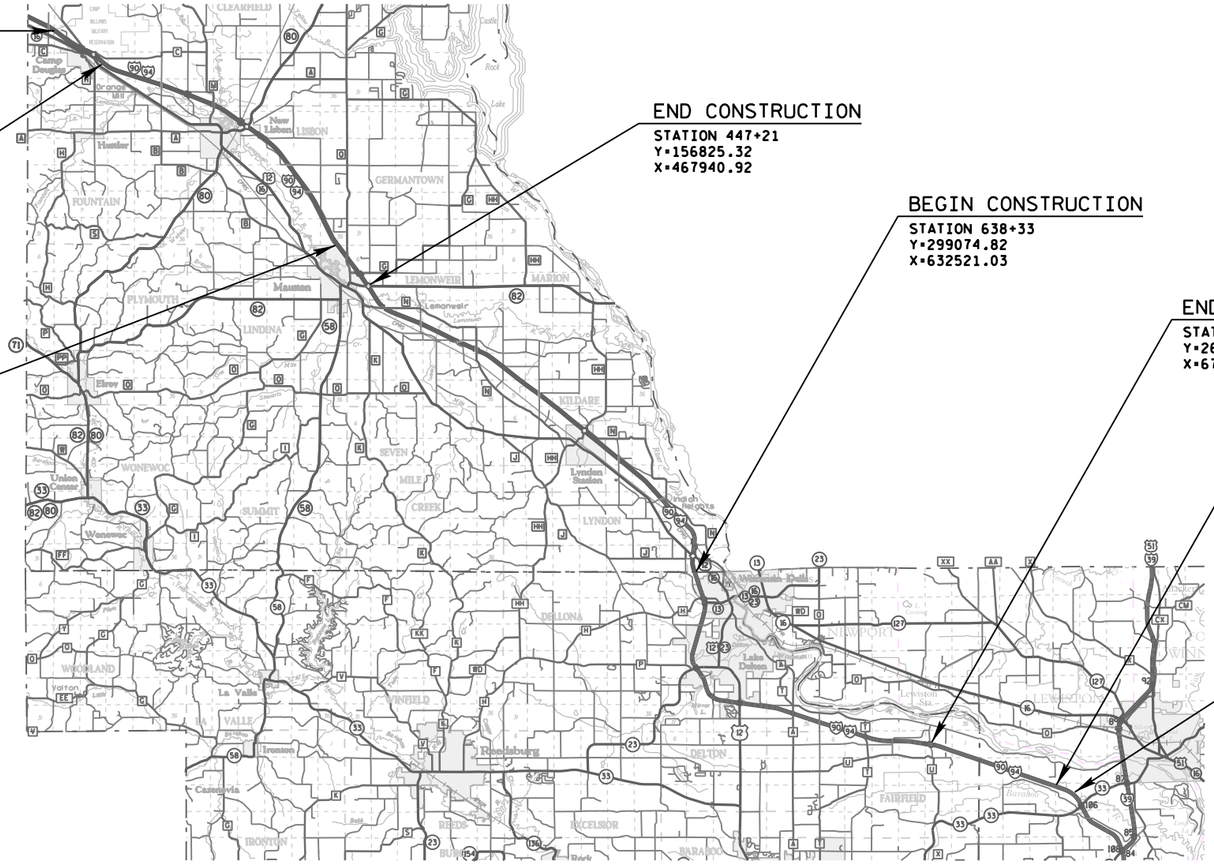
END CONSTRUCTION
STATION 447+21
Y=156825.32
X=467940.92

BEGIN CONSTRUCTION
STATION 638+33
Y=299074.82
X=632521.03

END CONSTRUCTION
STATION 1343+88
Y=265227.14
X=678791.24

BEGIN CONSTRUCTION
STATION 1461+20
Y=390182.34
X=510505.75

END PROJECT
STATION 1553+05
Y=386812.29
X=519017.87



LAYOUT
SCALE 0 4 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI.

HORIZONTAL POSITIONS SHOWN ARE WISCONSIN COUNTY COORDINATES, JUNEAU/SAUK/COLUMBIA COUNTIES, NAD83 2007/2012/2011. U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

DESIGN DESIGNATION

A.A.D.T.	2017	=	38100
A.A.D.T.	2037	=	45900
D.H.V.		=	20.4
D.D.		=	51/49
T.		=	34%
DESIGN SPEED		=	70 MPH
ESALS		=	N/A

CONVENTIONAL SYMBOLS

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	
Designer	BRANDYN MECUM
Project Manager	BRIAN MEYER
Regional Examiner	MICHAEL RUD
Regional Supervisor	JIM SAVOLDELLI
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 7-29-2016 (Signature)

E

GENERAL NOTES

- THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
- THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH THE EXISTING UTILITY FACILITIES.
- ALL RADII ARE MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.
- PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD OR MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
- 3.5 INCH ASPHALTIC SURFACE, SHALL BE CONSTRUCTED WITH ONE LAYER.
- CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
- THE QUANTITY OF THE ITEMS FOR EROSION PROTECTION INCLUDES AN UNDISTRIBUTED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED, AND EROSION MATED AS DIRECTED BY THE ENGINEER.
- (SALVAGED) TOPSOIL AND MULCH HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 5 FT BEYOND THE TOE OF SLOPE. SEEDING AND FERTILIZER HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 5 FT.

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EROSION CONTROL
SOIL BORINGS SUMMARY

STANDARD ABBREVIATIONS

AC	ACRE	LC.	LONG CHORD
AGG	AGGREGATE	LS	LUMP SUM
<	ANGLE	M.P.	MARKER POST
AE, AEW	APRON ENDWALL	MGAL	1000 GALLONS
ASPH.	ASPHALTIC	N.C.	NORMAL CROWN
A.D.T.	AVERAGE DAILY TRAFFIC	N	NORTH
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC	NB	NORTHBOUND
B.F.	BACK FACE	NOR	NORMAL
BM	BENCHMARK	NO.	NUMBER
BTWN	BETWEEN	PAV'T	PAVEMENT
CTR.	CENTER	P.L.E.	PERMANENT LIMITED EASEMENT
C/L	CENTER LINE	P.C.	POINT OF CURVATURE
Δ	CENTRAL ANGLE OR DELTA	P.I.	POINT OF INTERSECTION
C.E.	COMMERCIAL ENTRANCE	P.T.	POINT OF TANGENCY
CONST.	CONSTRUCTION	PCC	PORTLAND CEMENT CONCRETE
CMCP	CORRUGATED METAL CULVERT PIPE	P.E.	PRIVATE ENTRANCE
CMP	CORRUGATED METAL PIPE	PGL	PROFILE GRADE LINE
CO.	COUNTY	P.L.	PROPERTY LINE
CTH	COUNTY TRUNK HIGHWAY	R	RADIUS OR RANGE
CR.	CREEK	R/L	REFERENCE LINE
CABC	CRUSHED AGGREGATE BASE COURSE	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
CY	CUBIC YARD	REQ'D	REQUIRED
CP	CONTROL POINT OR CULVERT PIPE	RT	RIGHT
C&G	CURB AND GUTTER	R.H.F.	RIGHT HAND FORWARD
D	DEGREE OF CURVE	R/W	RIGHT OF WAY
D.H.V.	DESIGN HOURLY VOLUME	RD.	ROAD
DIA.	DIAMETER	SHLD.	SHOULDER(S)
D.D.	DIRECTIONAL DISTRIBUTION	SHR.	SHRINKAGE
DISCH.	DISCHARGE	S	SOUTH
DMS	DYNAMIC MESSAGE SIGN	SB	SOUTHBOUND
EA	EACH	S.F.	SQUARE FOOT (FEET)
E	EAST	SDD	STANDARD DETAIL DRAWING(S)
EB	EASTBOUND	STH	STATE TRUNK HIGHWAY
ELEC.	ELECTRIC(AL), ELEC. CABLE	STA.	STATION
EL., ELEV.	ELEVATION	S.E.	SUPERELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS	S/L	SURVEY LINE
EXC.	EXCAVATION	SYM	SYMMETRICAL
EXIST	EXISTING	T.	PERCENT TRUCKS
F.F.	FACE TO FACE	TEL.	TELEPHONE
FERT.	FERTILIZER	TEMP.	TEMPORARY
F.E.	FIELD ENTRANCE	T.L.E.	TEMPORARY LIMITED EASEMENT
F/L, F.L.	FLOW LINE	T.O.C.	TOP OF CURB
GALV.	GALVANIZE	TYP	TYPICAL
H.S.	HIGH STRENGTH	UNCL.	UNCLASSIFIED
CWT	HUNDRED WEIGHT	U.G.	UNDERGROUND (CABLE)
INL	INLET	VAR	VARIABLE
INTER.	INTERSECTION	V.C.	VERTICAL CURVE
IH	INTERSTATE HIGHWAY	V.P.C.	VERTICAL POINT OF CURVATURE
JT.	JOINT	V.P.I.	VERTICAL POINT OF INTERSECTION
LT	LEFT	V.P.T.	VERTICAL POINT OF TANGENCY
L.H.F.	LEFT HAND FORWARD	Wt.	WEIGHT
L.	LENGTH OF CURVE	W	WEST
L.F.	LINEAR FOOT(FEET)	WB	WESTBOUND

2

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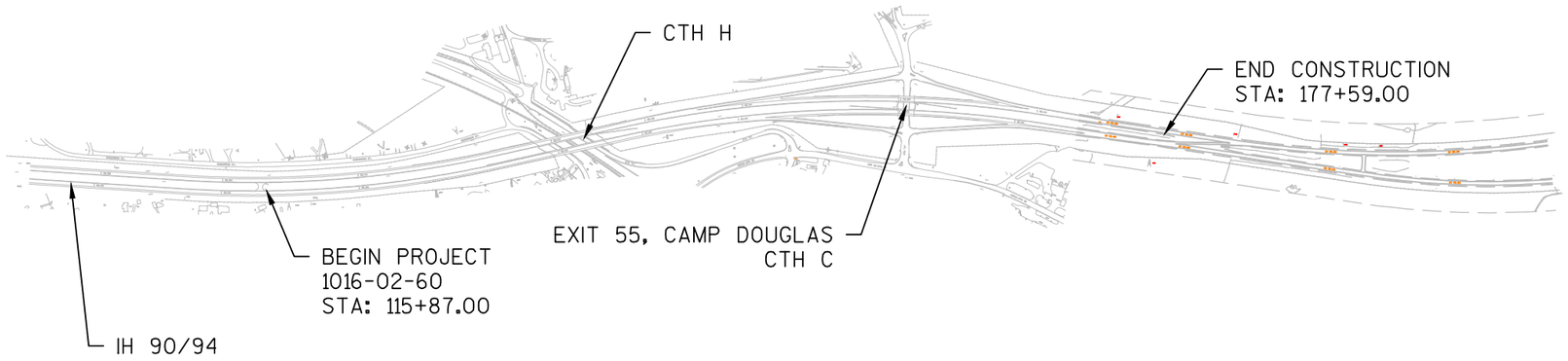
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DNR LIAISON

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WEST CENTRAL REGION
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715-421-7867

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

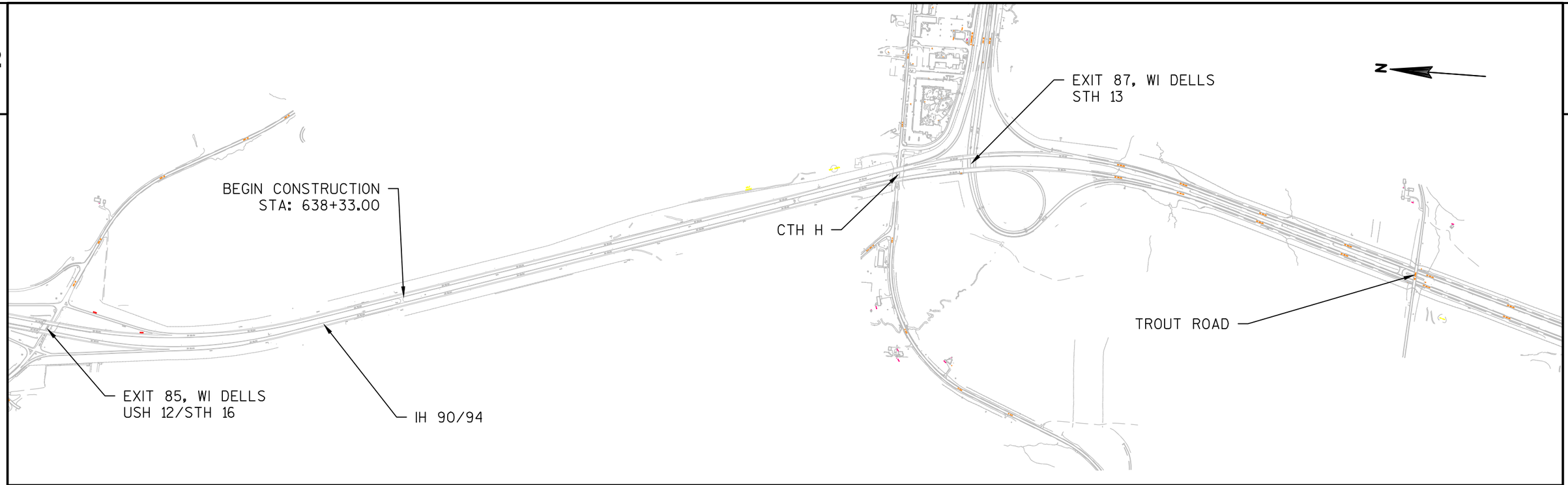
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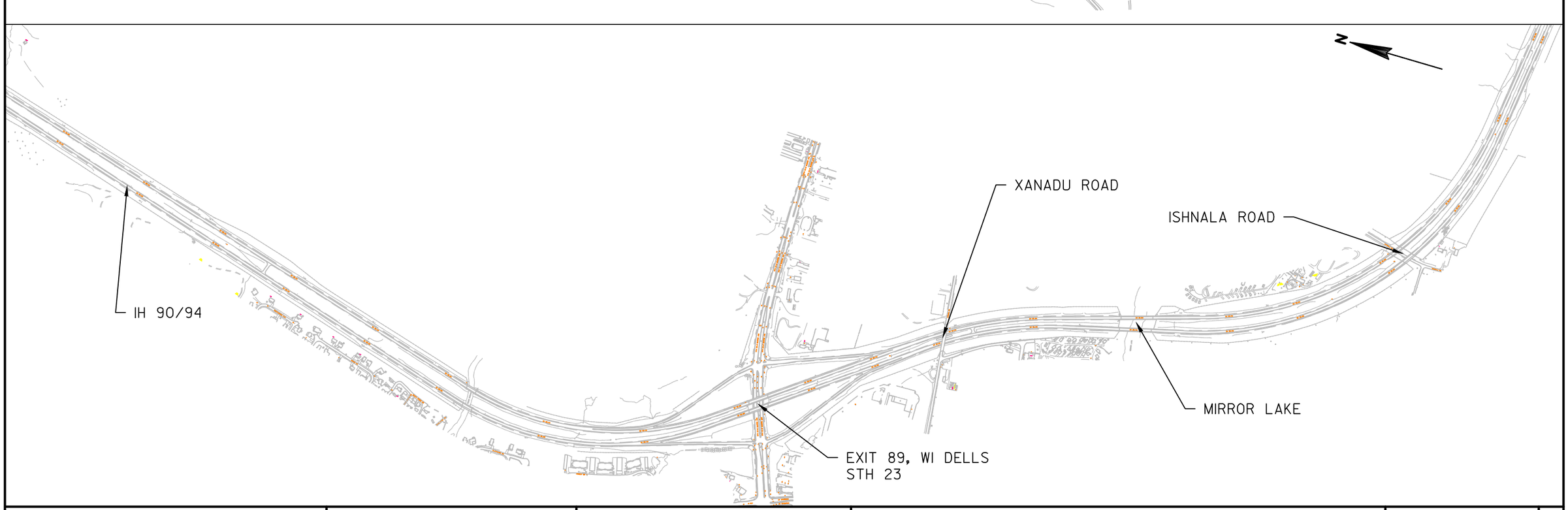




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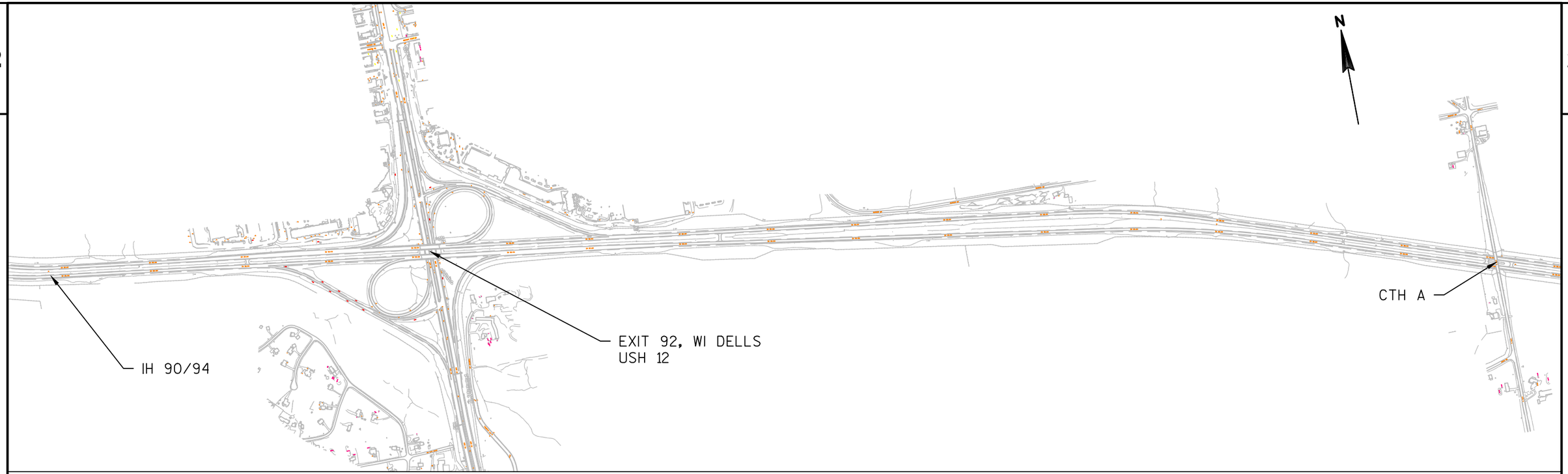
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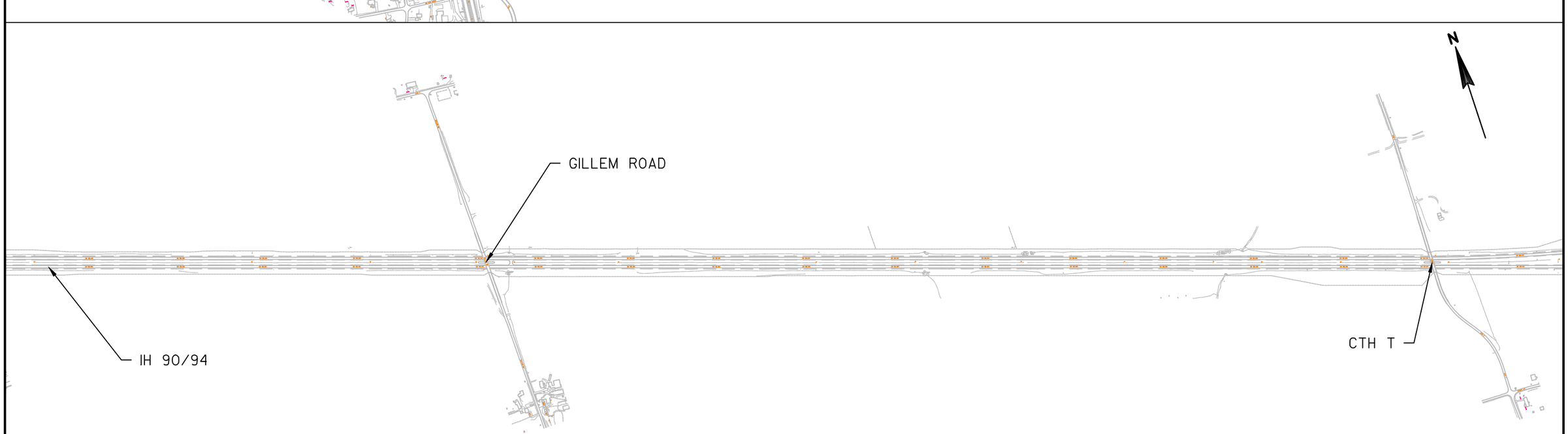




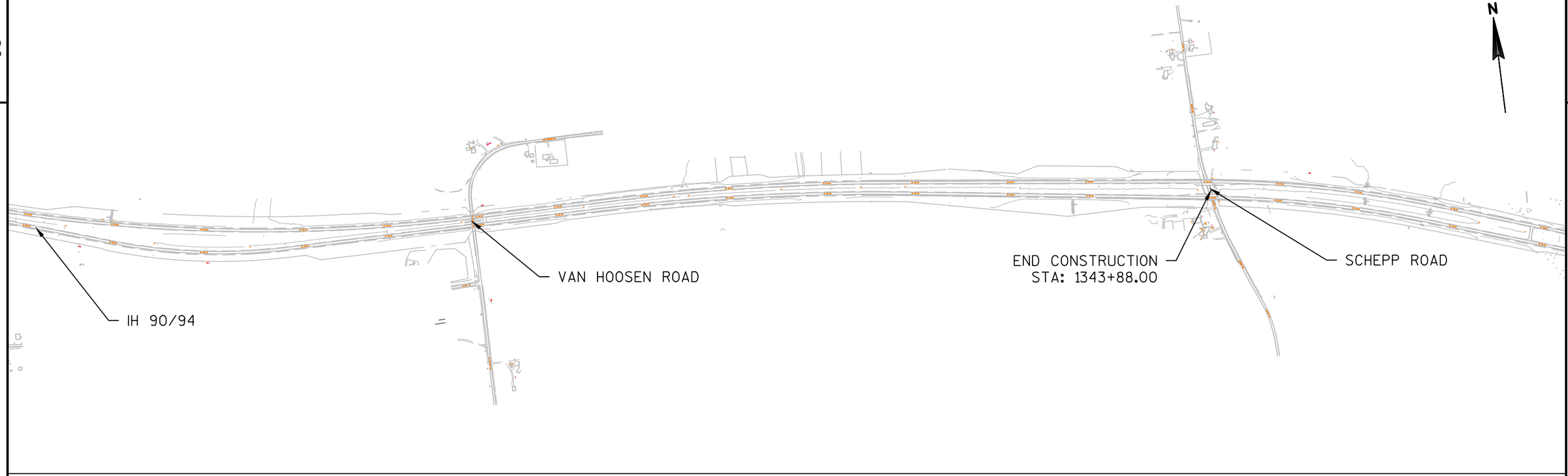
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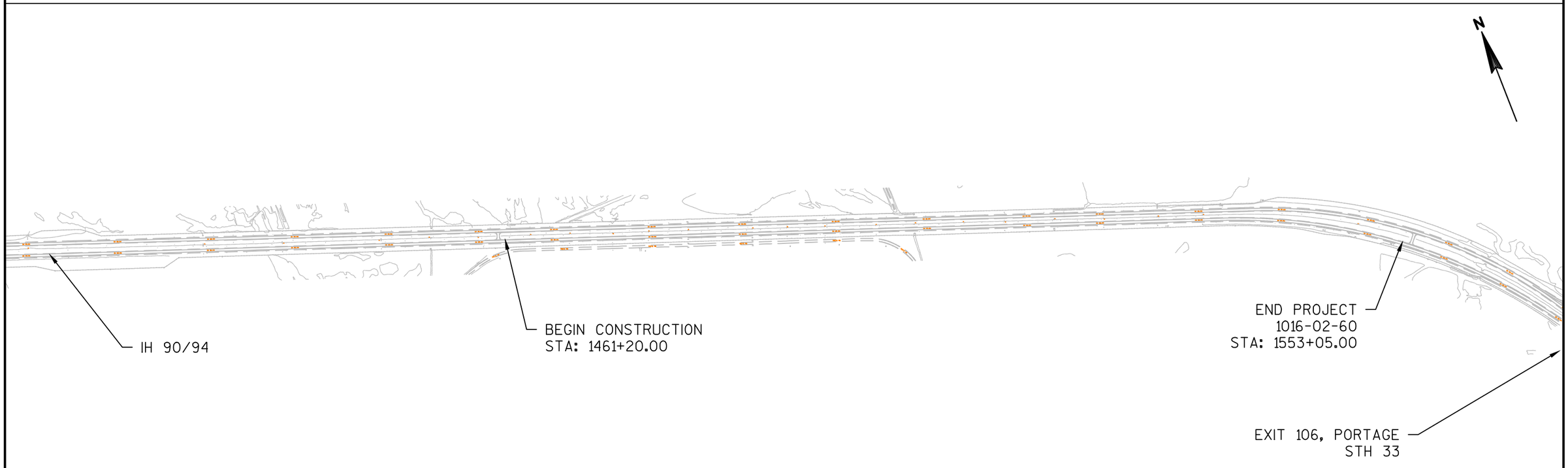
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WISDOT/CADDS SHEET 42





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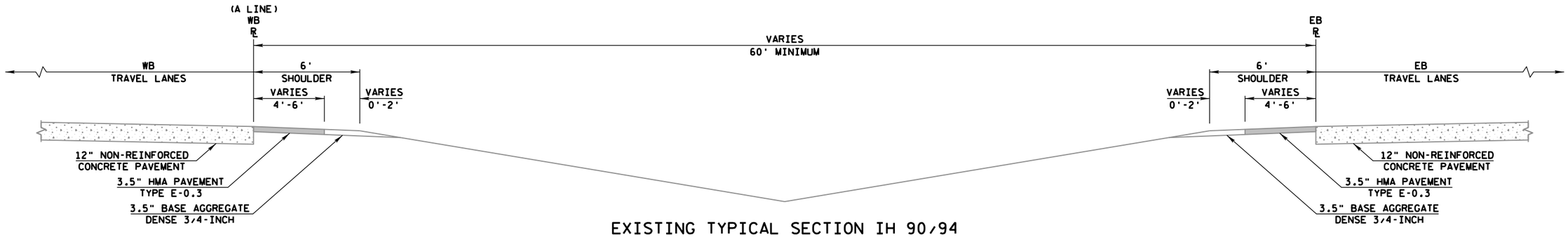


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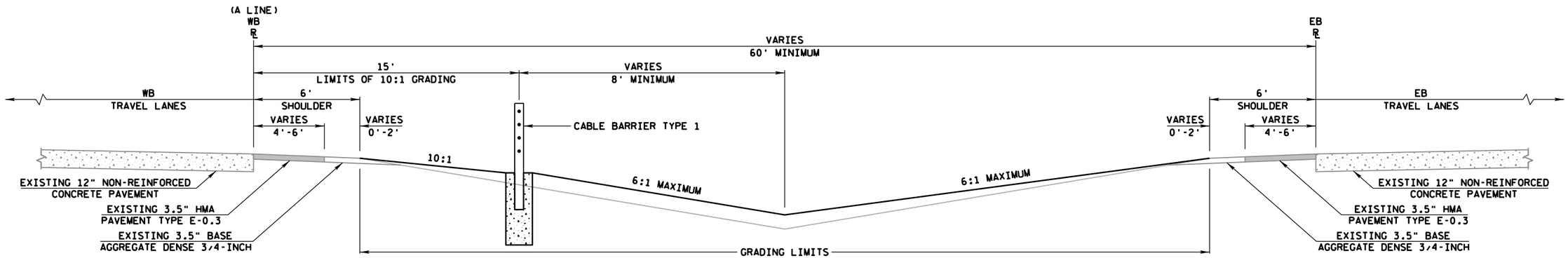
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WISDOT/CADDS SHEET 42

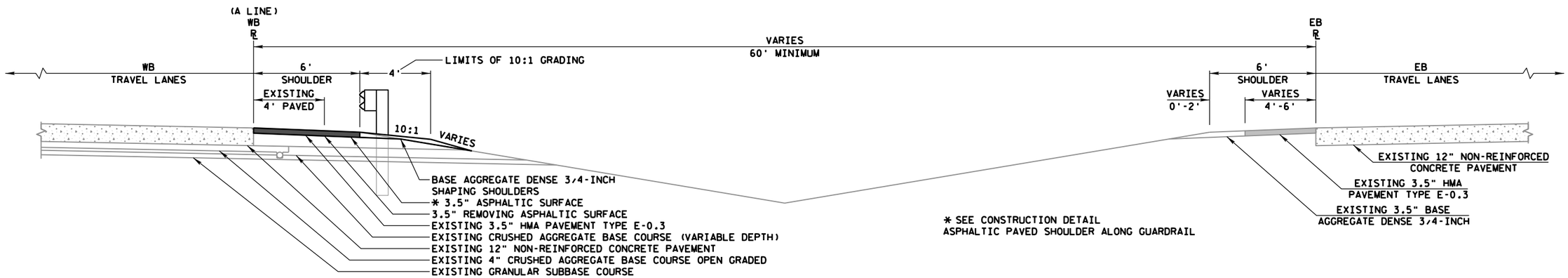


EXISTING TYPICAL SECTION IH 90/94



FINISHED TYPICAL SECTION IH 90/94 (WB SYMETRICAL TO EB)

STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS
115+94 - 133+14	401+76 - 415+60	714+57A - 742+10A	856+32A - 869+30A	984+52A - 1007+41A	1121+50A - 1213+14A
144+30A - 155+47A	419+48 - 446+92	745+60A - 778+18A	903+97 - 937+54	1026+19 - 1048+72	1255+55A - 1267+06A
163+78A - 177+57A	638+40 - 678+71	818+15A - 831+07A	938+40 - 953+43	1049+50 - 1063+78	1271+79 - 1343+81
325+80A - 400+73A	679+34A - 688+07A	835+61 - 856+19	958+69 - 985+48	1065+15A - 1120+63A	1461+24A - 1553+36A

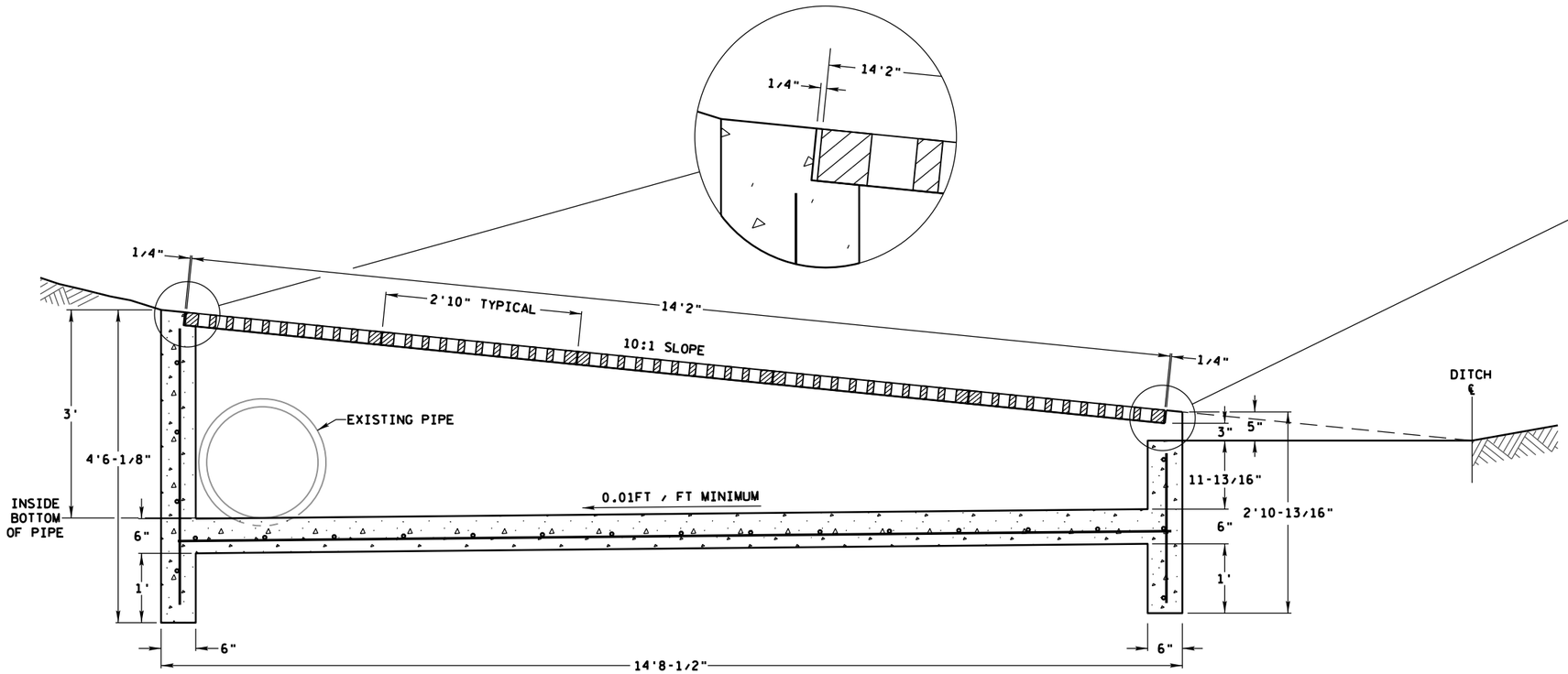


FINISHED TYPICAL SECTION IH 90/94

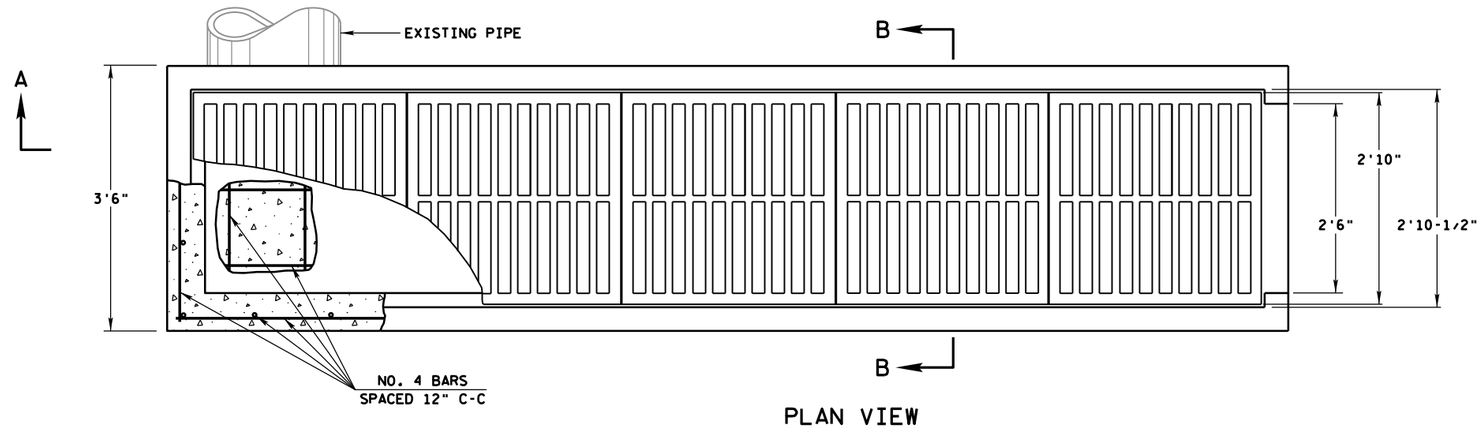
STATIONS	STATIONS	STATIONS	STATIONS
692+35A - 695+95A	701+32A - 715+61A	878+22A - 890+04A	895+56A - 899+85A

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU/SAUK/COLUMBIA	TYPICAL SECTIONS	SHEET	E

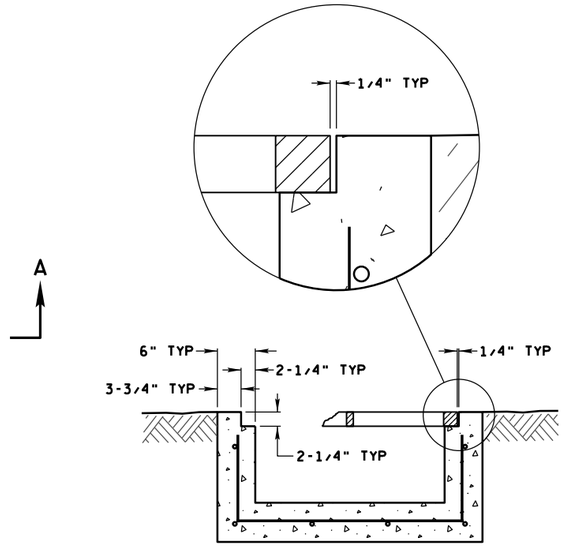
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SECTION A-A



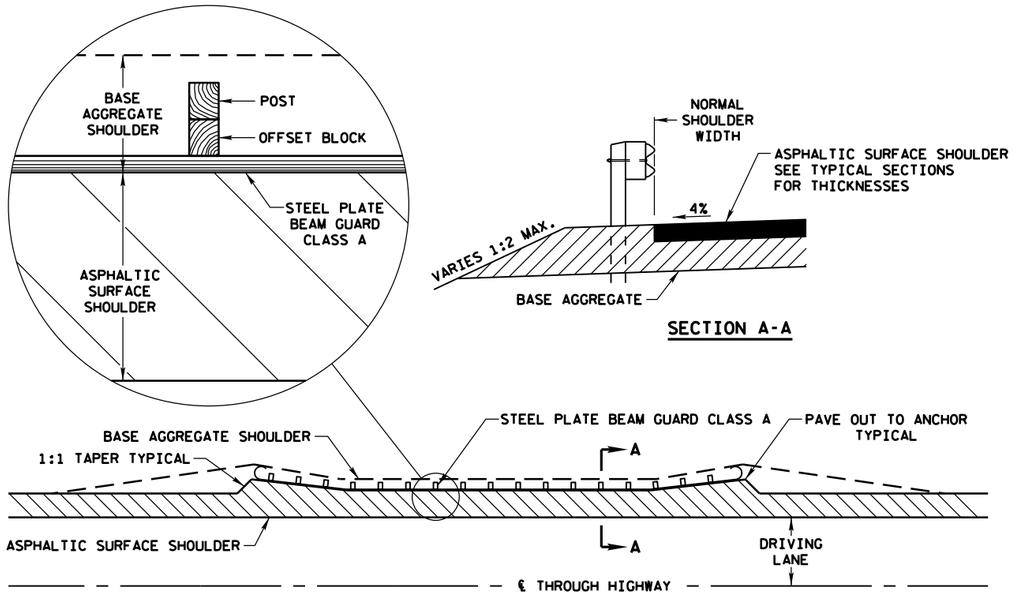
PLAN VIEW



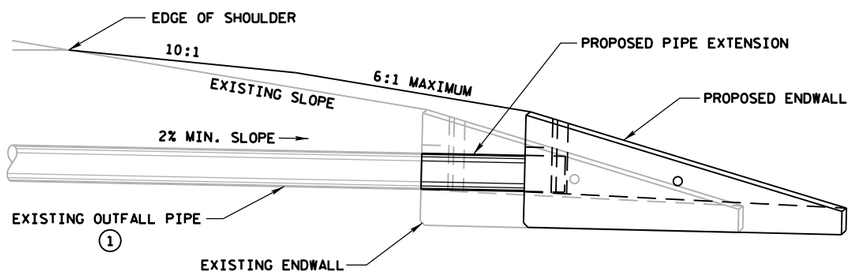
SECTION B-B

INLETS MEDIAN 5 GRATE

PROJECT NO: 1016-02-60	HWY: IH 90	COUNTY: JUNEAU	CONSTRUCTION DETAILS	SHEET	E

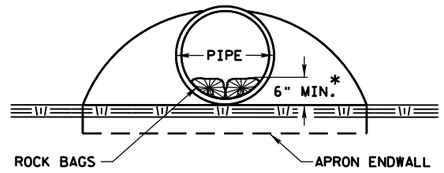


ASPHALTIC PAVED SHOULDER ALONG BEAM GUARD



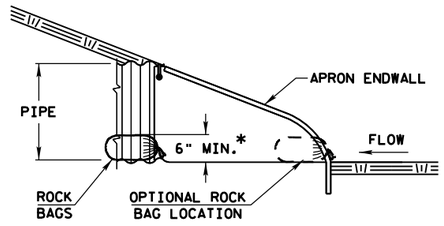
SEE THE STANDARD DETAIL DRAWING FOR MORE INFORMATION.
THE ENDWALL WILL BE SALVAGED OR REPLACED AS DIRECTED BY THE ENGINEER IN THE FIELD.

PIPE UNDERDRAIN EXTENSION



END VIEW

* OR AS DIRECTED BY THE ENGINEER



SIDE VIEW

ESTIMATED BAG SIZE 18"x 12"x 6"	
PIPE SIZE INCHES	ESTIMATED BAGS
12	1
15	2
18	2
21	3
14x23	3
24	3
27	4
30	5
19x30	5
36	7
24x38	8
42	8
29x45	10
48	10
34x53	10
54	10
38x60	13
60	13
66	15
53x83	19

CULVERT PIPE CHECKS

2

LEGEND
TEMPORARY DITCH CHECK
CULVERT PIPE CHECK
SURFACE WATER FLOW
CABLE BARRIER TYPE 1

WISCONSIN ST.

115A 120A SLOPE INTERCEPT 125A 130A

115 120 125 130

I 90/94

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SIGN

PT: 131+70.36A

PC: 139+95.14A

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

135A 140A 145A

135 140 145

MM55

PT: 131+95.75

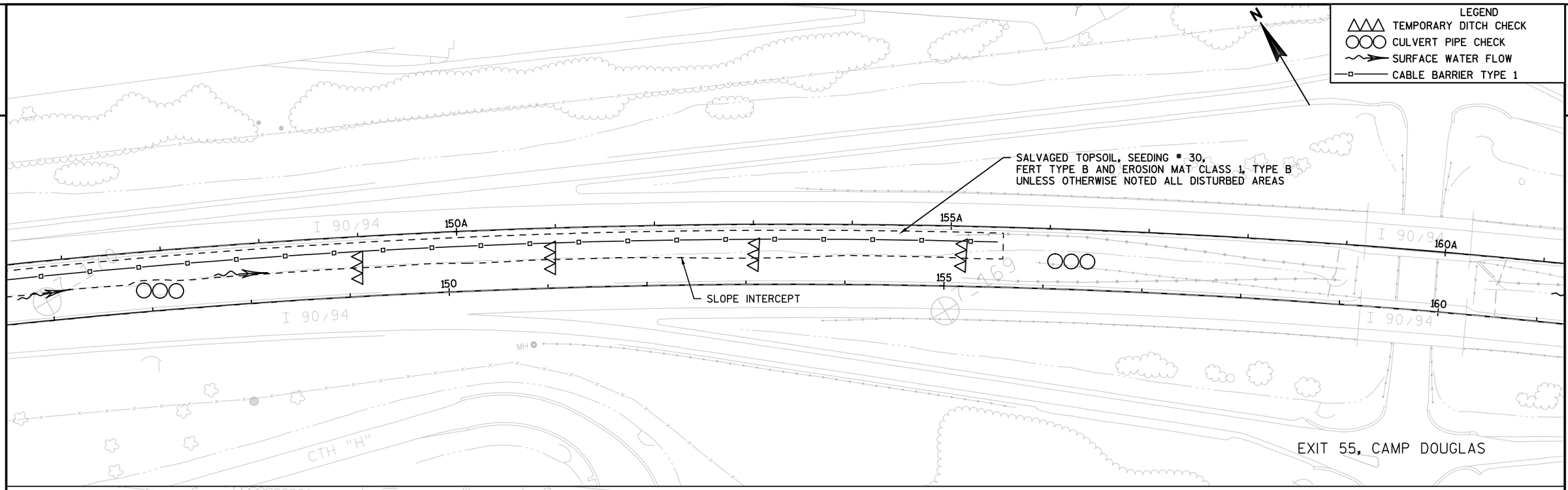
PC: 140+09.18

SLOPE INTERCEPT

CTH "H"

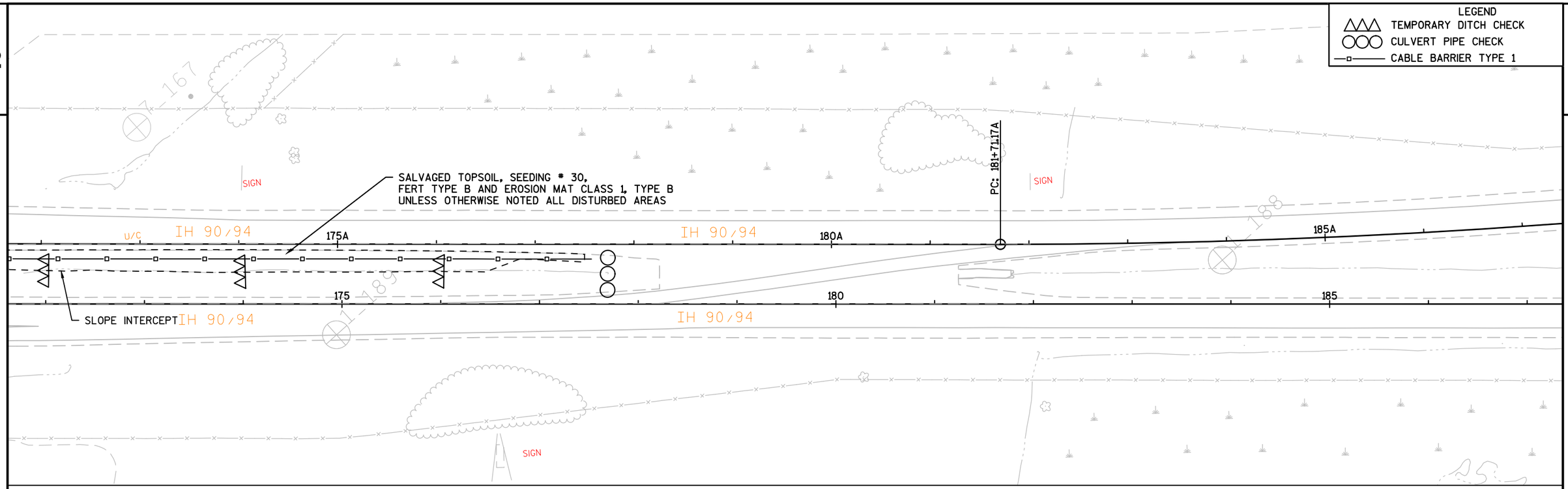
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	EROSION CONTROL	SHEET 11	E

2



PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	EROSION CONTROL	SHEET 12	E

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LAYOUT NAME - JN - (3)
PLOT DATE : 6/30/2016 3:43 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



INTENTIONALLY LEFT BLANK

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	EROSION CONTROL	SHEET 13	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - JN - (5)

PLOT DATE : 6/30/2016 3:43 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- CABLE BARRIER TYPE 1

N

PC: 325+47.93A

325A

330A

335A

IH 90/94

SLOPE INTERCEPT

325

330

335

IH 90/94

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

MEYER RD

N

PT: 344+15.49

PT: 347+23.34A

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SHPO COMMITMENT AREA
STA: 348+00 - 381+00

340A

345A

350A

IH 90/94

340

345

350

355

IH 90/94

SLOPE INTERCEPT

MEYER RD

MEYER RD

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	EROSION CONTROL	SHEET 14	E

2

LEGEND
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- CABLE BARRIER TYPE 1

SHPO COMMITMENT AREA
STA: 348+00 - 381+00

IH 90/94 — 360A — 365A — IH 90/94 — 370A

360 — 365 — 370

SLOPE INTERCEPT

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

MEYER RD — MEYER RD

RIPRAP — RIPRAP — RIPRAP

SHPO COMMITMENT AREA
STA: 348+00 - 381+00

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

375A — IH 90/94 — 380A — 385A — IH 90/94

375 — 380 — 385

SLOPE INTERCEPT

IH 90/94 — IH 90/94

MM68

MEYER RD

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	EROSION CONTROL	SHEET 15	E

2

LEGEND
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- CABLE BARRIER TYPE 1

390A 395A 400A

390 395 400

IH 90/94

SLOPE INTERCEPT

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SIGN

405A 410A 415A

405 410 415

SLOPE INTERCEPT

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

INL

CTH G

MH

RIPRAP

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	EROSION CONTROL	SHEET 16	E

2

LEGEND
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- CABLE BARRIER TYPE 1

PC: 422+78.82A

PC: 423+39.56

SLOPE INTERCEPT

420A 420 425A 425 430A 430

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PT: 437+34.15A

SLOPE INTERCEPT

435A 435 440A 440 445A 445

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PT: 437+40.44

EXIT 69, MAUSTON

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	EROSION CONTROL	SHEET 17	E

2

LEGEND
INLET PROTECTION TYPE A
TEMPORARY DITCH CHECK
SURFACE WATER FLOW
CABLE BARRIER TYPE 1

N

SIGN

IH 90/94

640A

645A

650A

SLOPE INTERCEPT

INL

640

645

650

IH 90/94

IH 90/94

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SIGN

N

SIGN

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

655A

IH 90/94

660A

665A

IH

655

660

665

IH 90/94

IH

MM87

SIGN

SIGN

SIGN

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 18	E

2

LEGEND
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- CABLE BARRIER TYPE 1
- STEEL PLATE BEAM GUARD CLASS A
- RIPRAP LIGHT

SLOPE INTERCEPT

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PC: 690+58.68A

PC: 687+26.53

SLOPE INTERCEPT

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 19	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\022002_EC.DWG
LAYOUT NAME - SAUK - (3)

PLOT DATE : 7/7/2016 8:14 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- CABLE BARRIER TYPE 1
- STEEL PLATE BEAM GUARD CLASS A

N

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SHPO COMMITMENT AREA
STA: 714+00 - 723+00

705A IH 90/94 710A IH 90/94 715A

SLOPE INTERCEPT

705 IH 90/94 710 IH 90/94 715

SIGN INL

EXIT 87, WI DELLS

N

PT: 718+32.59A

SHPO COMMITMENT AREA
STA: 714+00 - 723+00

PT: 712+56.69

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

IH 90/94 720A IH 90/94 725A IH 90/94 730A

720 IH 90/94 725 IH 90/94 730

SLOPE INTERCEPT

SIGN

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 20	E

2

LEGEND
INLET PROTECTION TYPE A
TEMPORARY DITCH CHECK
SURFACE WATER FLOW
CABLE BARRIER TYPE 1

N

SHPO COMMITMENT AREA
STA: 743+00 - 799+00

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

735A 740A 745A

IH 90/94

TROUT RD

INL

735 740 745

SLOPE INTERCEPT

SIGN

W

N

SHPO COMMITMENT AREA
STA: 743+00 - 799+00

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SHPO COMMITMENT AREA
STA: 743+00 - 799+00
STA: 763+00 - 799+00

750A 755A 760A

IH 90/94

SLOPE INTERCEPT

750 755 760

SIGN

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 21	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\022002_EC.DWG
LAYOUT NAME - SAUK - (7)

PLOT DATE : 7/7/2016 8:15 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND
INLET PROTECTION TYPE A
TEMPORARY DITCH CHECK
SURFACE WATER FLOW
CABLE BARRIER TYPE 1

SHPO COMMITMENT AREA
STA: 743+00 - 799+00
STA: 763+00 - 799+00

IH 90/94
765A
770A
775A
765
770
775
MM89
SALVAGED TOPSOIL, SEEDING * 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS
SLOPE INTERCEPT
SIGN

IH 90/94
815A
820A
825A
815
820
825
SALVAGED TOPSOIL, SEEDING * 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS
SLOPE INTERCEPT
EXIT 89, LAKE DELTON

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 22	E

2

LEGEND
INLET PROTECTION TYPE A
TEMPORARY DITCH CHECK
SURFACE WATER FLOW
CABLE BARRIER TYPE 1

PT: 827+85.63
PT: 828+49.18A
830A
830
IH 90/94
INL
MH
835
835A
SLOPE INTERCEPT
840
840A
SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS
MUNROE AVE
XX/MADU
SIGN
W
PC: 851+28.65
PC: 850+55.75A
845A
845
850A
850
855A
855

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 23	E

2

LEGEND
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- CABLE BARRIER TYPE 1
- STEEL PLATE BEAM GUARD CLASS A

N

PT: 863+61.28A

PT: 866+01.84

IH 90/94

860A

865A

870A

860

865

870

SLOPE INTERCEPT

SALVAGED TOPSOIL, SEEDING * 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

MM91

SIGN

FLAG

LAKE

N

PC: 879+16.19A

PC: 878+33.90

875A

880A

885A

875

880

885

2

LEGEND
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- CABLE BARRIER TYPE 1
- STEEL PLATE BEAM GUARD CLASS A

IH 90/94
890A
890
895A
895
900A
900
905
INL
ATHLETIC FIELD
SIGN
TOHNALA RD
SLOPE INTERCEPT
SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

905A
910A
910
915A
915
920
PT: 916+87.32A
PT: 917+59.20
RIPRAP

2

LEGEND
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- CABLE BARRIER TYPE 1

N

IH 90/94

SLOPE INTERCEPT

920A 925A 930A

925 930 935

IH 90/94

MM92

SIGN

SALVAGED TOPSOIL, SEEDING * 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

INL MH SIGN W RIPRAP

N

IH 90/94

SLOPE INTERCEPT

935A 940A 945A 950A

940 945 950

IH 90/94

SIGN

EXIT 92, LAKE DELTON

SALVAGED TOPSOIL, SEEDING * 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 26	E

2

LEGEND
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- CABLE BARRIER TYPE 1

N

IH 90/94

955A 960A 965A

955 960 965

SLOPE INTERCEPT

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

USH 12

RIPRAP

SIGN

PC: 972+96.48

PT: 976+33.59

970A 975A 980A

970 975 980

MM93

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 27	E

2

LEGEND
CULVERT PIPE CHECK
CABLE BARRIER TYPE 1

N

SIGN

IH 90/94

985A 990A 995A

985 990 995

IH 90/94

BUNKER DR

N

SIGN

IH 90/94

1000A 1005A 1010A

1000 1005 1010 1015

IH 90/94

SIGN

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 28	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\022002_EC.DWG
LAYOUT NAME - SAUK - (21)
PLOT DATE : 7/7/2016 8:20 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- CABLE BARRIER TYPE 1
- SILT FENCE

N

PC: 1019+25.45A

PC: 1025+36.57

1015A 1020A 1025A

1020 1025 1030

IH 90/94

SLOPE INTERCEPT

SALVAGED TOPSOIL, SEEDING * 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

MM94

SIGN

RIPRAP

N

PT: 1033+70.75A

PT: 1044+42.64

1030A 1035A 1040A 1045A

1035 1040 1045

SLOPE INTERCEPT

SALVAGED TOPSOIL, SEEDING * 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 29	E

LEGEND
INLET PROTECTION TYPE A
TEMPORARY DITCH CHECK
CABLE BARRIER TYPE 1

N

RIPRAP

SIGN

SLOPE INTERCEPT

1050A

IH 90/94

1055A

1060A

1050

1055

1060

IH 90/94

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

N

SIGN

SIGN

W

IH 90/94

1065A

IH 90/94

1070A

1075A

CTH A

1065

1070

1075

IH 90/94

IH 90/94

W

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 30	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\022002_EC.DWG
LAYOUT NAME - SAUK - (25)

PLOT DATE : 7/7/2016 8:21 AM

PLOT BY : MECUM, BRANDYN W

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

2

LEGEND
INLET PROTECTION TYPE A
CABLE BARRIER TYPE 1

N

IH 90/94 1080A 1085A IH 90/94 1090A

1080 1085 1090

IH 90/94 IH 90/94

MM95

N

SIGN

1095A IH 90/94 1100A 1105A IH 90/94

1095 1100 1105

IH 90/94 IH 90/94

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 31	E

2

2

LEGEND
INLET PROTECTION TYPE A
CABLE BARRIER TYPE 1

N

SIGN

SIGN

W

1110A

1115A

1120A

IH 90/94

GILLEM RD

IH 90/

1110

1115

1120

1125

IH 90/94

IH 90/

W

RIPRAP

N

SIGN

94

1125A

1130A

IH 90/94

1135A

1130

1135

1140

94

IH 90/94

MM96

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 32	E

2

LEGEND
INLET PROTECTION TYPE A
CABLE BARRIER TYPE 1

N

1140A IH 90/94 1145A 1150A IH 90/94 1155A

1145 1150 1155

IH 90/94 IH 90/94

N

RIPRAP

IH 90/94 1160A 1165A IH 90/94 1170A

1160 1165 1170

IH 90/94 IH 90/94

RIPRAP

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 33	E

2

LEGEND
INLET PROTECTION TYPE A
CABLE BARRIER TYPE 1

SHPO COMMITMENT AREA
STA: 1175+00 - 1188+00

SIGN
RIPRAP
RIPRAP

IH 90/94
1175A
1180A
1185A
1175
1180
1185
IH 90/94

RIPRAP

0/94
1190A
1195A
IH 90/94
1200A
1190
1195
1200
0/94
IH 90/94

MM97

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 34	E

2

LEGEND
INLET PROTECTION TYPE A
CULVERT PIPE CHECKS
CABLE BARRIER TYPE 1

N

PC: 1213+09.92A

IH 90/94

1205A 1210A 1215A

1205 1210 1215 122

STH T

W

INL

IH 90/94

IH 90/94

W

N

1250A

IH 90/94

1255A

IH 90/94

1260A

1265A

1255 1260 1265

IH 90/94

IH 90/94

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 35	E

LEGEND
INLET PROTECTION TYPE A
CABLE BARRIER TYPE 1

N

PT: 1267+76.34A

SIGN

W

IH 90/94

VAN HOOSEN RD

1270A

1275A

IH 90/94

1280A

PC: 1282+48.25

1270

1275

1280

IH 90/94

IH 90/94

W

N

PC: 1282+56.94A

1285A

IH 90/94

1290A

IH 90/94

1295A

1285

1290

1295

IH 90/94

IH 90/94

MM99

SIGN

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 36	E

LEGEND
INLET PROTECTION TYPE A
CULVERT PIPE CHECKS
CABLE BARRIER TYPE 1

N

PT: 1309+73.65A

PT: 1314+52.55

1300A 1305A 1310A

IH 90/94

1300 1305 1310

IH 90/94

N

1315A 1320A 1325A

IH 90/94 IH 90/94

1315 1320 1325 1330

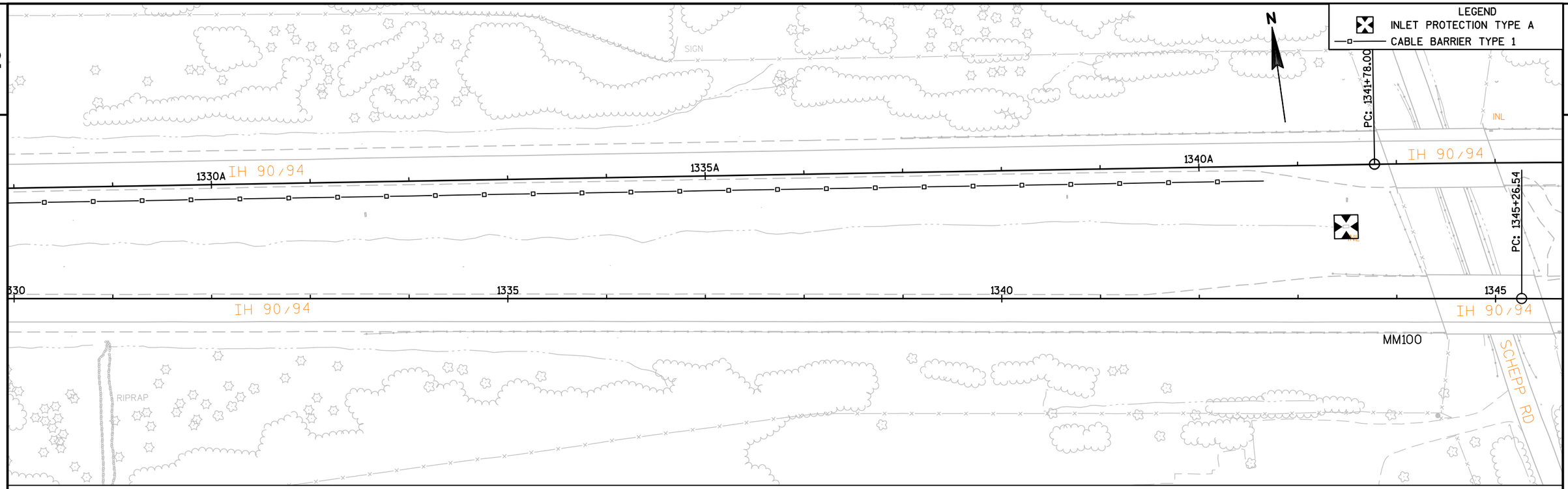
IH 90/94 IH 90/94

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 37	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\022002_EC.DWG
LAYOUT NAME - SAUK - (39)

PLOT DATE : 7/7/2016 8:26 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



INTENTIONALLY LEFT BLANK

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EROSION CONTROL	SHEET 38	E

2

2

LEGEND
INLET PROTECTION TYPE A
CABLE BARRIER TYPE 1

N

1460A 1465A IH 90/94 1470A 1475A

1460 1465 1470 1475

IH 90/94

MM104

TRITZ RD

TRITZ RD

N

IH 90/94 1480A 1485A IH 90/94 1490A

1480 1485 1490

IH 90/94 IH 90/94

TRITZ RD TRITZ RD

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 39	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\022003_EC.DWG
LAYOUT NAME - COLUMBIA - (1)

PLOT DATE : 7/1/2016 8:05 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND
INLET PROTECTION TYPE A
CABLE BARRIER TYPE 1

N

IH 90/94

1495A

1500A

1505A

1495

1500

1505

IH 90/94

IH 90/94

TRITZ RD

N

1510A

IH 90/94

1515A

1520A

IH 90/94

1510

1515

1520

IH 90/94

MM105

IH 90/94

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 40	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\022003_EC.DWG
LAYOUT NAME - COLUMBIA - (3)

PLOT DATE : 7/1/2016 8:05 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- CABLE BARRIER TYPE 1

N

PC: 1533+90.68

PC: 1537+38.61A

SLOPE INTERCEPT

1525A 1530A 1535A

1525 1530 1535

IH 90/94

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SIGN

N

SALVAGED TOPSOIL, SEEDING # 30,
FERT TYPE B AND EROSION MAT CLASS 1, TYPE B
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

1540A 1545A 1550A

1540 1545 1550

IH 90/94

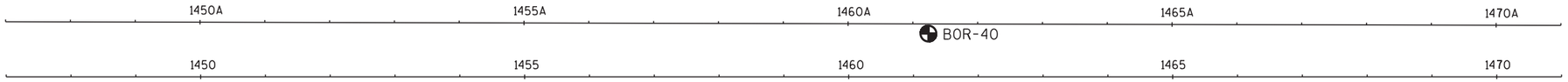
SLOPE INTERCEPT

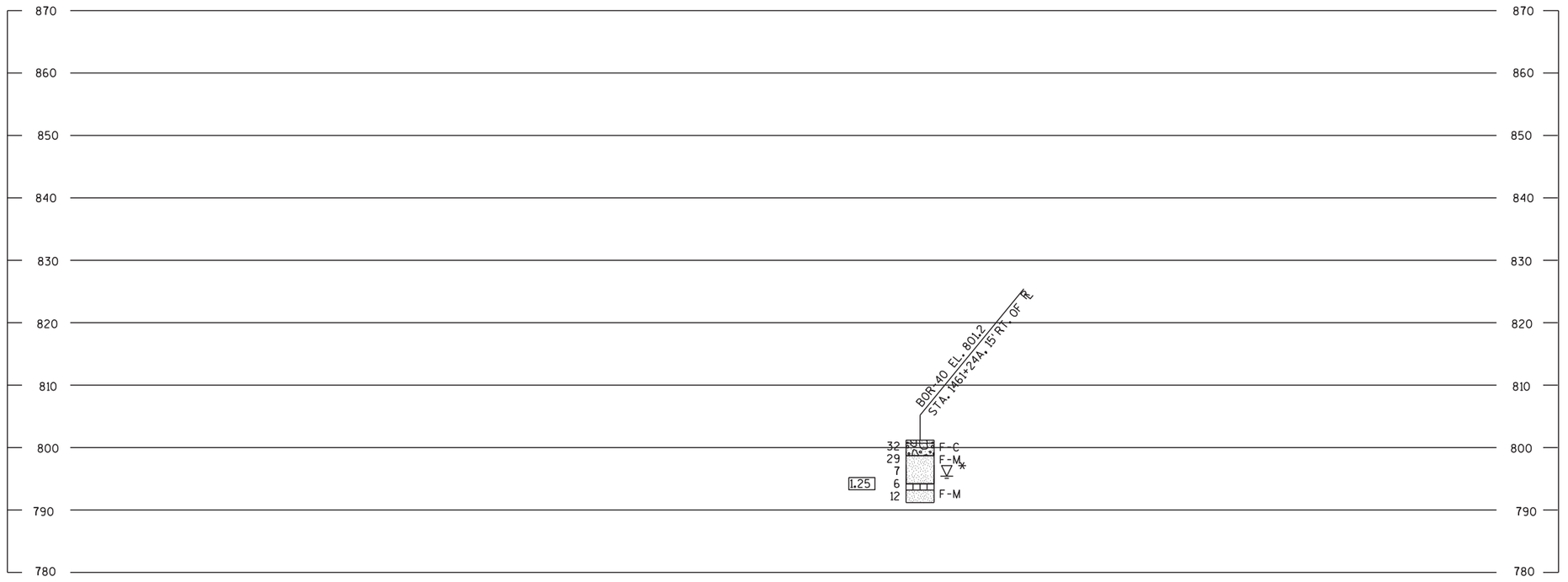
SIGN

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	EROSION CONTROL	SHEET 41	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\022003_EC.DWG
LAYOUT NAME - COLUMBIA - (5)
PLOT DATE : 7/1/2016 8:05 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
40	4/18/2016	390244.31	510531.01
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) COLUMBIA COUNTY			





* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

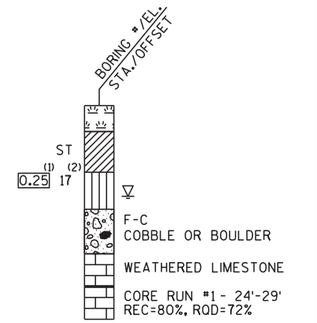
STATE PROJECT NUMBER

1016-02-60

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 CABLE GUARD

DRAWN BY TLP | PLANS CK'D.

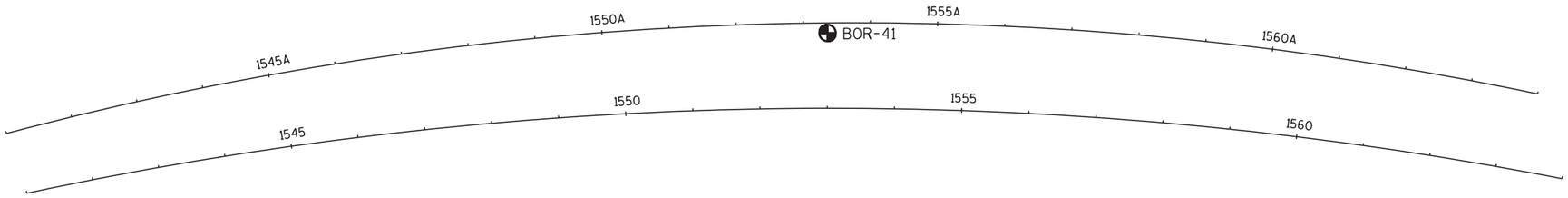
SUBSURFACE EXPLORATION

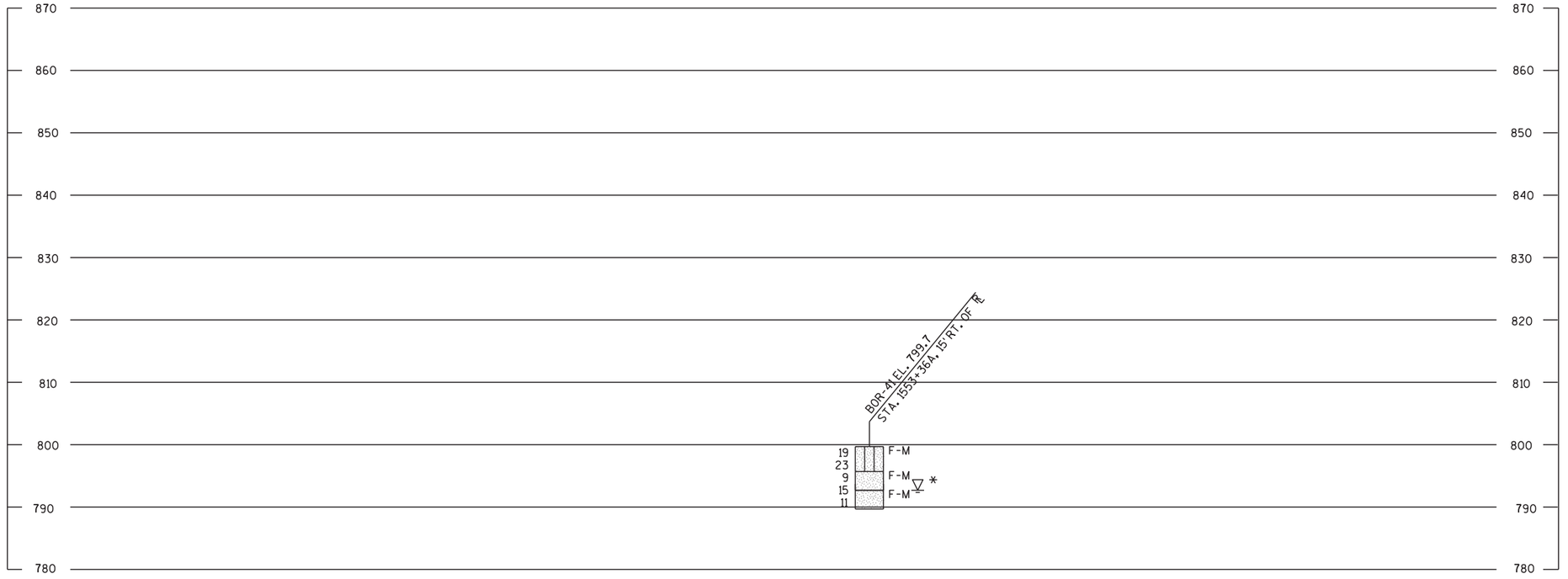
SHEET 1 OF 26

PROJECT NO: 1060-02-60	HWY: I-90/94	COUNTY: COLUMBIA	CABLE GUARD BORINGS	SHEET 1	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
41	4/18/2016	386902.32	519084.31
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) COLUMBIA COUNTY			





* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

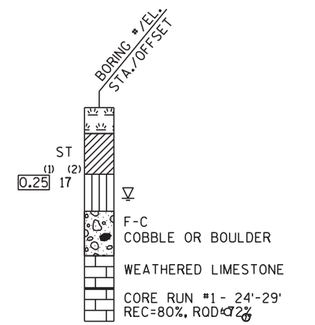
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

DRAWN BY TLP | PLANS CK'D.

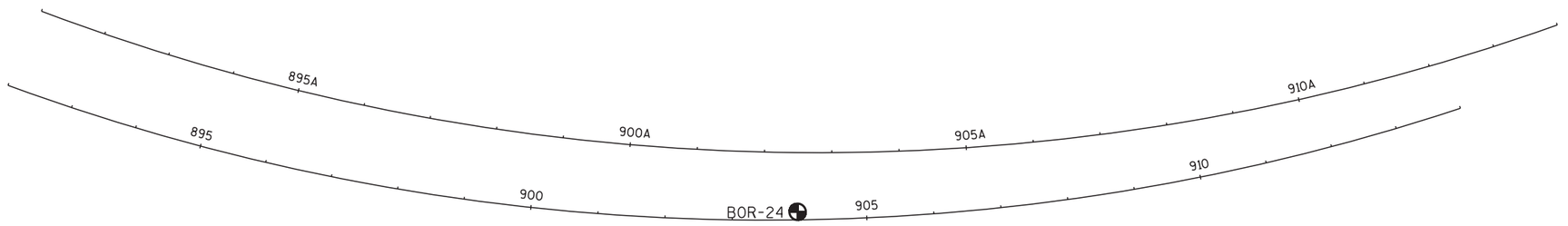
SUBSURFACE EXPLORATION

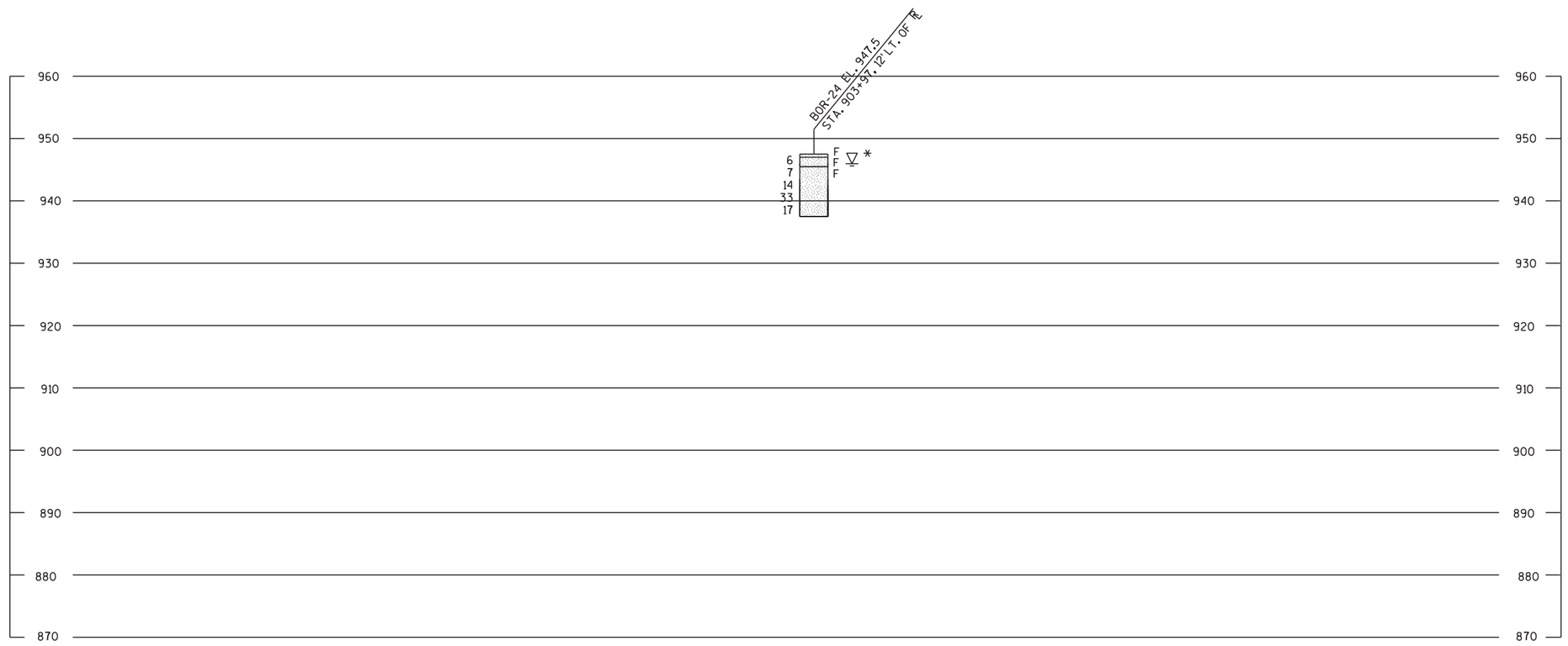
SHEET 2 OF 26

PROJECT NO: 1060-02-60	HWY: I-90/94	COUNTY: COLUMBIA	CABLE GUARD BORINGS	SHEET 2	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
24	4/20/2016	274477.32	636074.64
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





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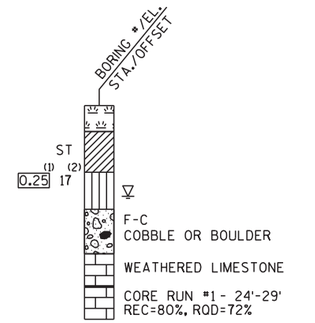
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

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GROUND WATER ELEVATION

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ABBREVIATIONS

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

DRAWN BY TLP | PLANS CK'D.

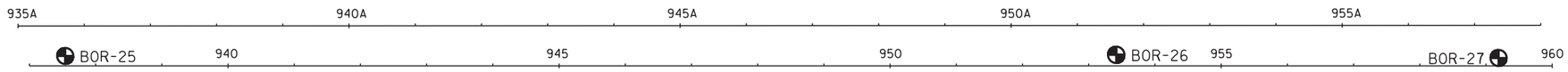
SUBSURFACE EXPLORATION

SHEET 12 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 12	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
25	4/20/2016	273775.28	639324.17
26	4/20/2016	273571.37	640899.80
27	4/20/2016	273491.72	641470.40
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





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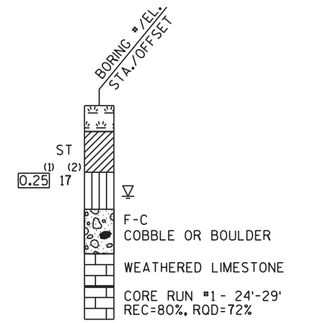
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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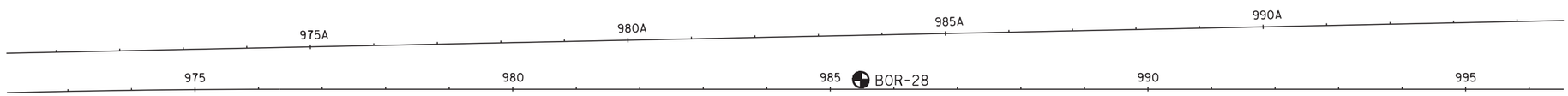
SUBSURFACE EXPLORATION

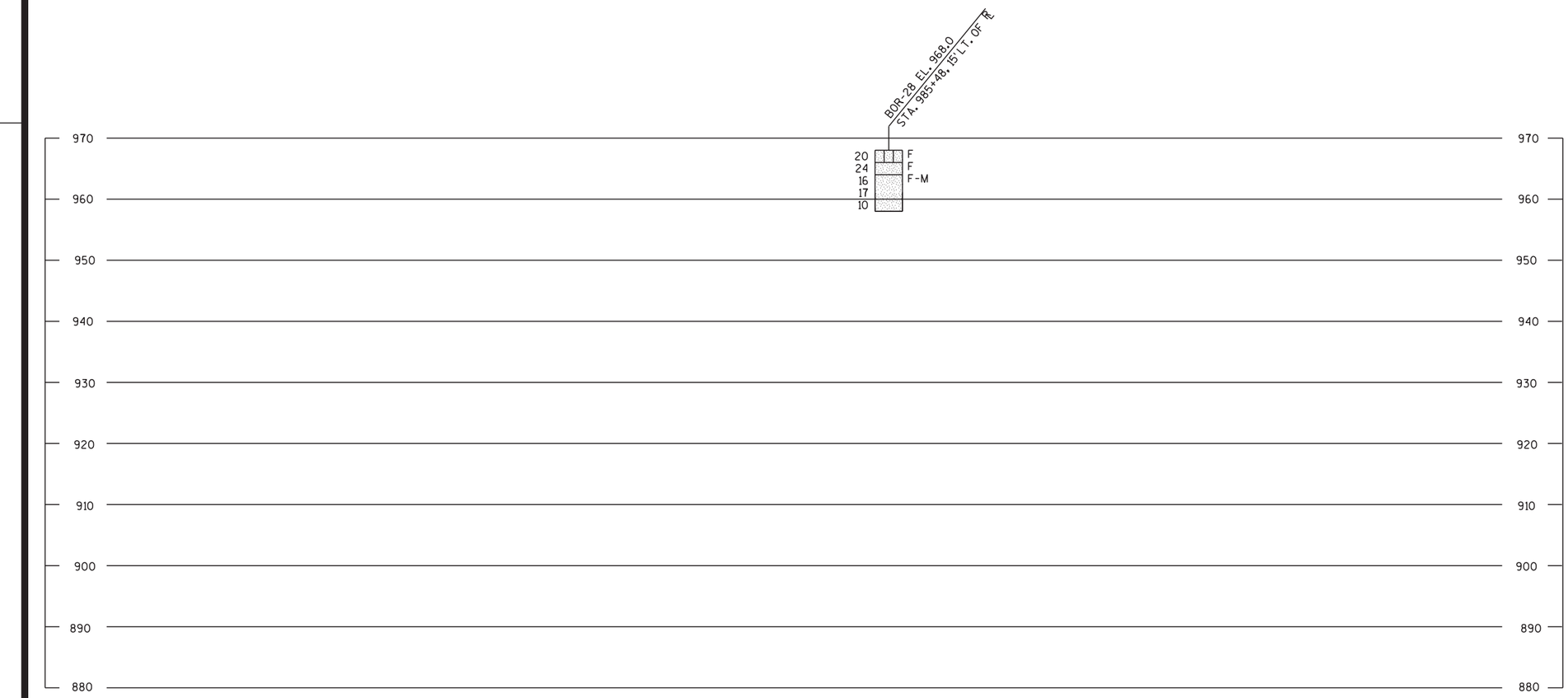
SHEET 13 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 13	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
28	4/20/2016	273131.88	644074.93
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





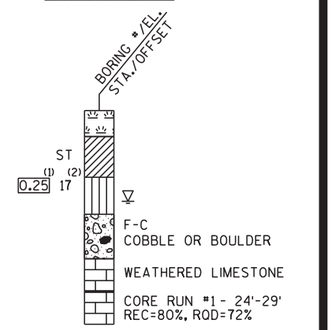
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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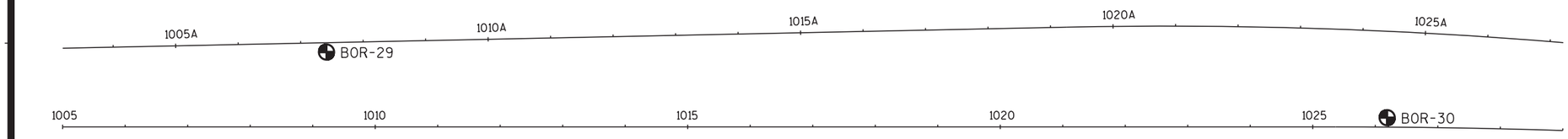
SUBSURFACE EXPLORATION

SHEET 14 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 14	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
29	4/19/2016	272879.50	646437.78
30	4/20/2016	272521.04	658099.79
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





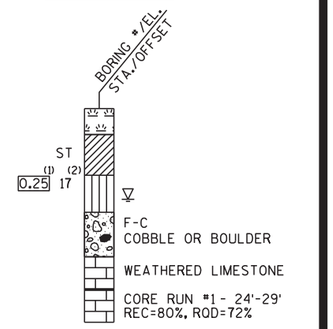
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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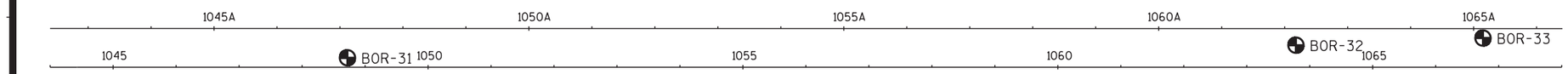
SUBSURFACE EXPLORATION

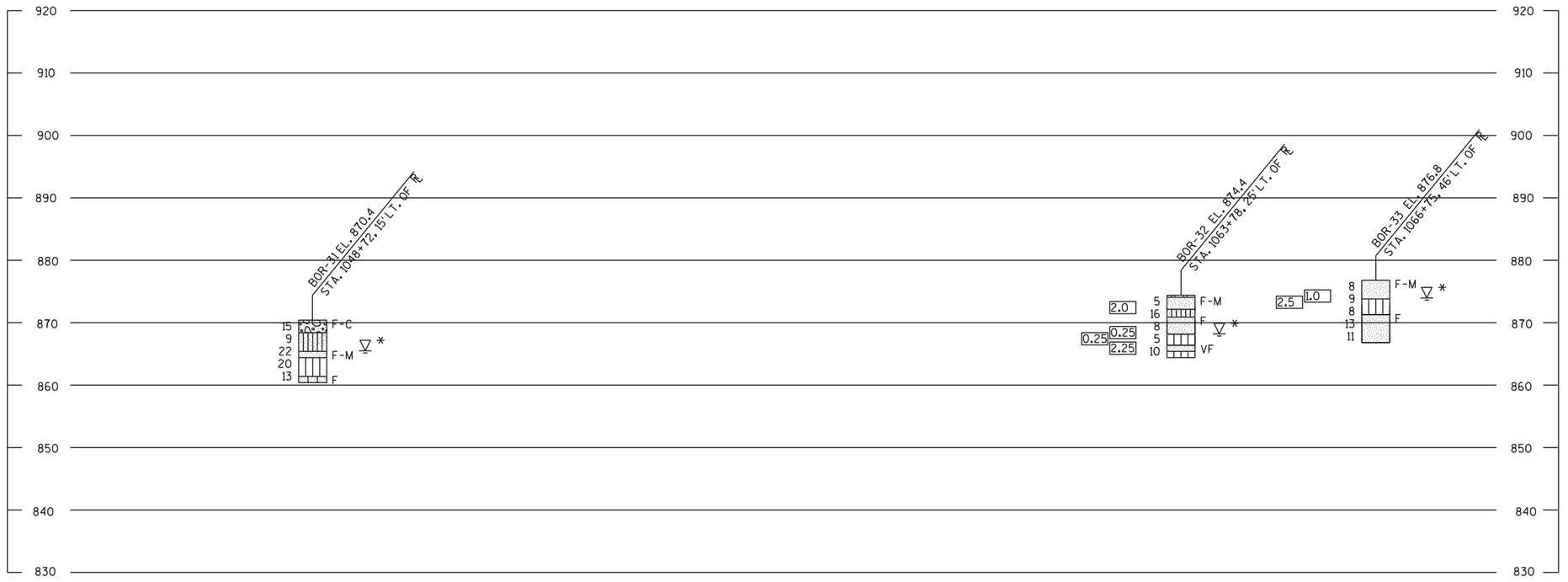
SHEET 15 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 15	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
31	4/20/2016	271955.70	650280.08
32	4/19/2016	271502.48	651716.45
33	4/19/2016	271420.04	652001.99
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





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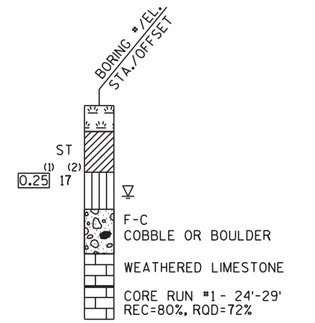
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

DRAWN BY TLP | PLANS CK'D.

SUBSURFACE EXPLORATION

SHEET 16 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 16	E

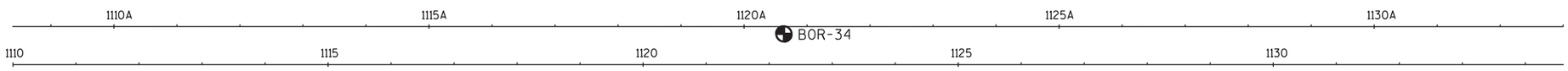
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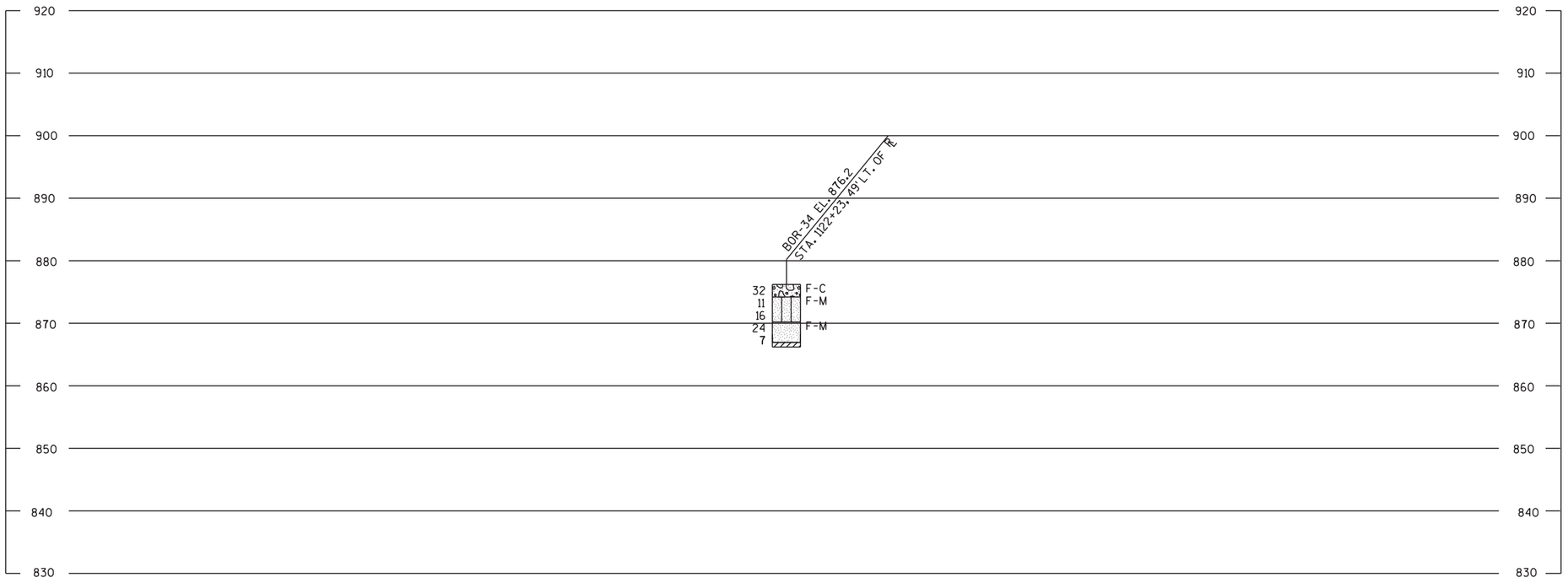
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
34	4/19/2016	269683.00	657271.41

BORINGS COMPLETED BY: WISDOT

REPORT COMPLETED BY: WISDOT

ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY





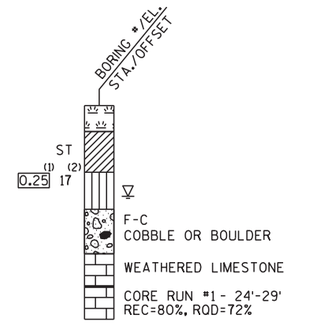
STATE PROJECT NUMBER

1016-02-60

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 CABLE GUARD

DRAWN BY TLP | PLANS CK'D.

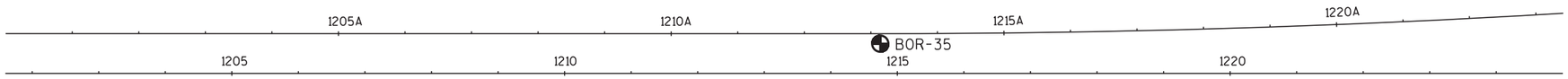
SUBSURFACE EXPLORATION

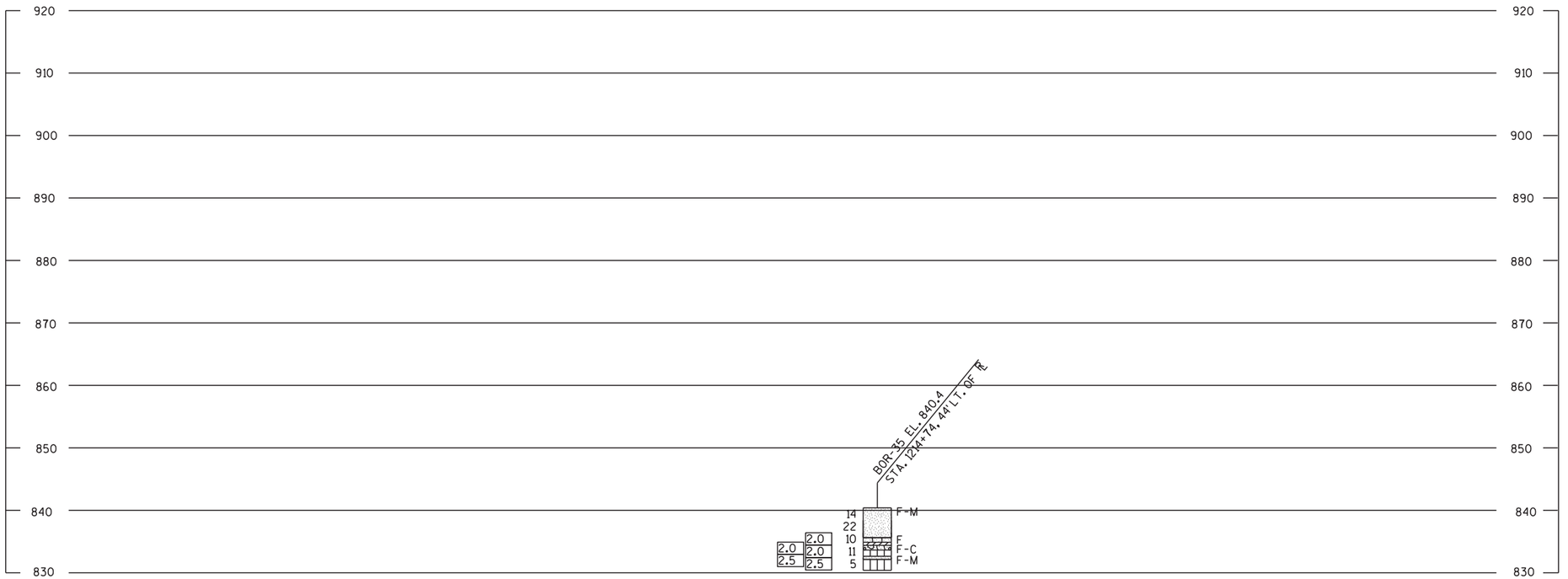
SHEET 17 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 17	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
35	4/19/2016	266778.34	666054.53
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





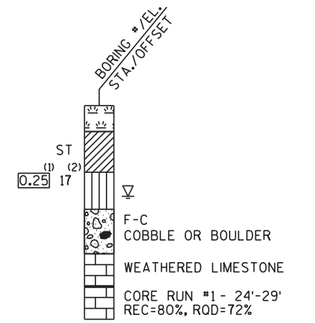
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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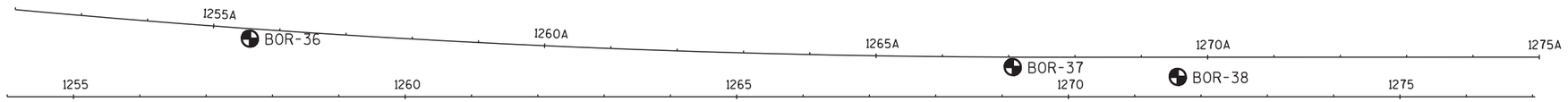
SUBSURFACE EXPLORATION

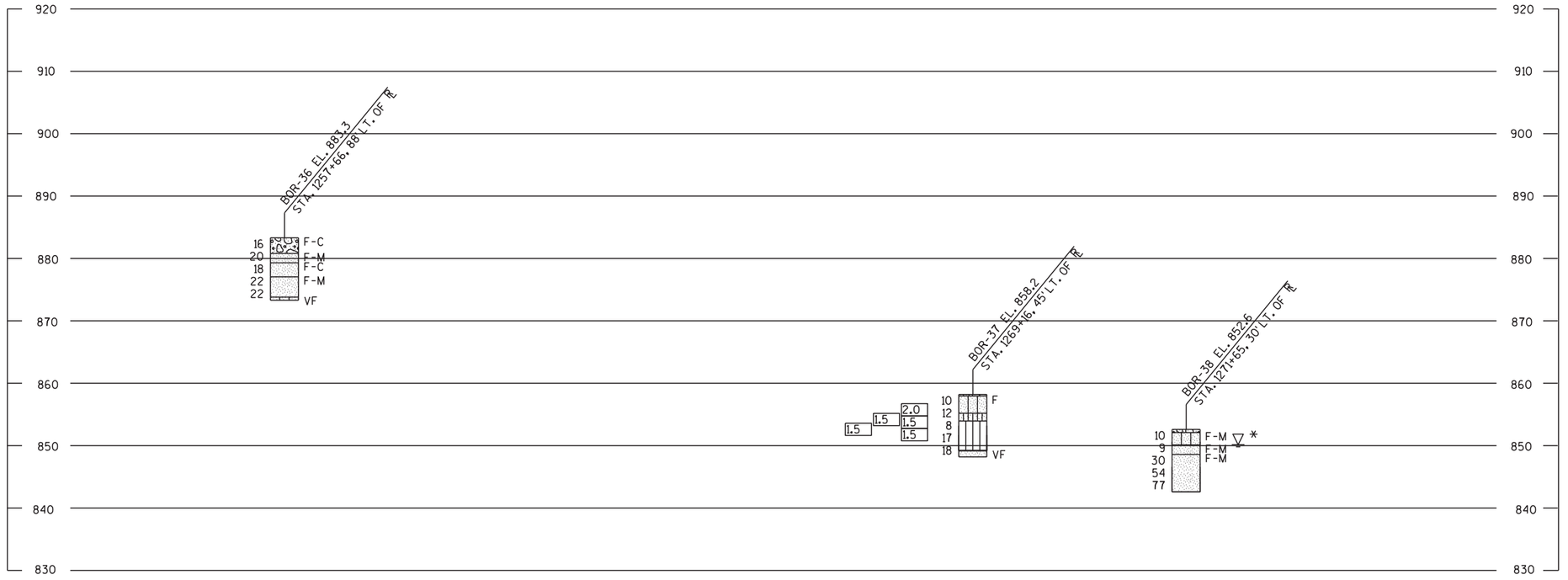
SHEET 18 OF 26

PROJECT NO: 1016-02-60	HWY:	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 18	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
36	4/18/2016	265954.62	670208.30
37	4/18/2016	265909.28	671358.49
38	4/18/2016	265893.93	671607.26
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

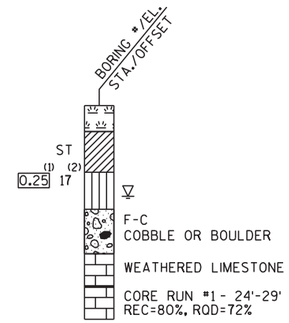
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

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CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
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STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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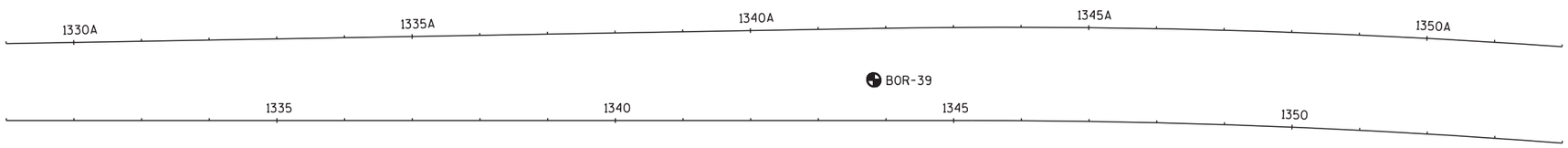
SUBSURFACE EXPLORATION

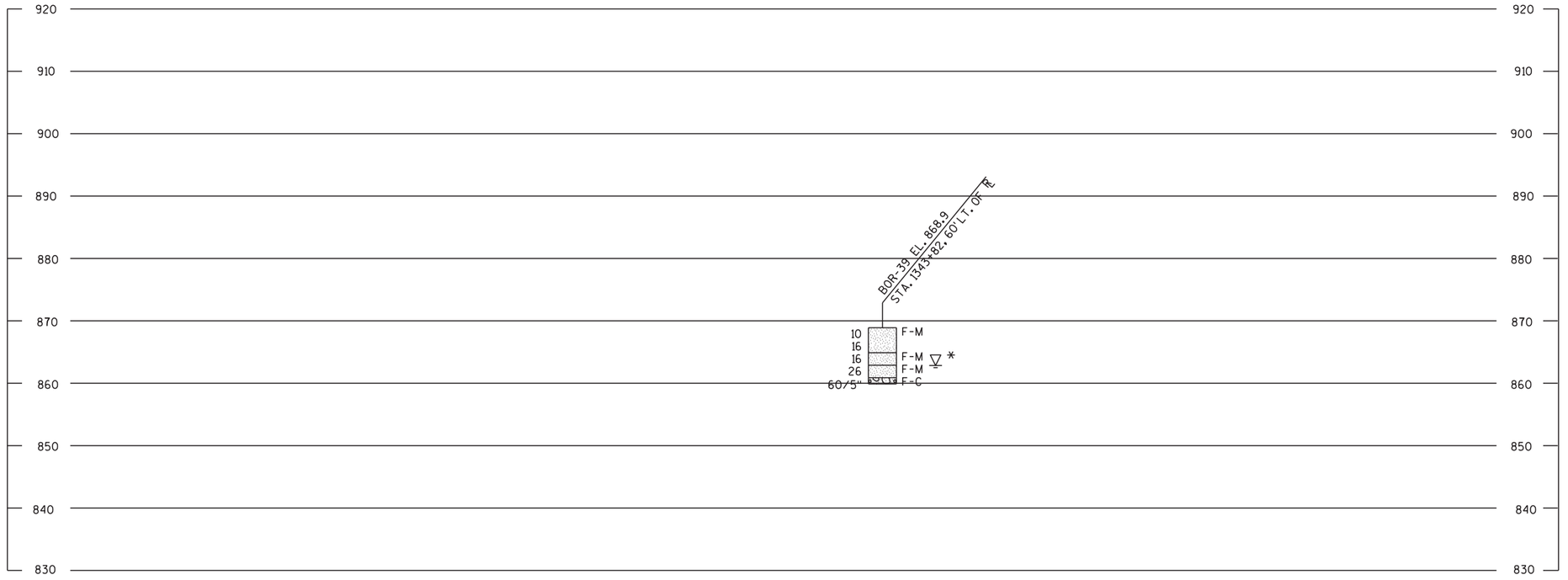
SHEET 19 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 19	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
39	4/18/2016	264287.41	678793.51
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





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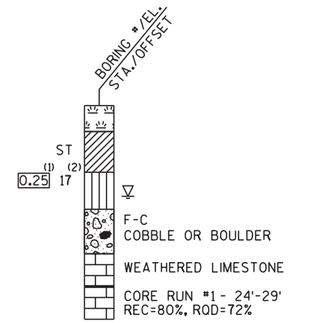
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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SUBSURFACE EXPLORATION

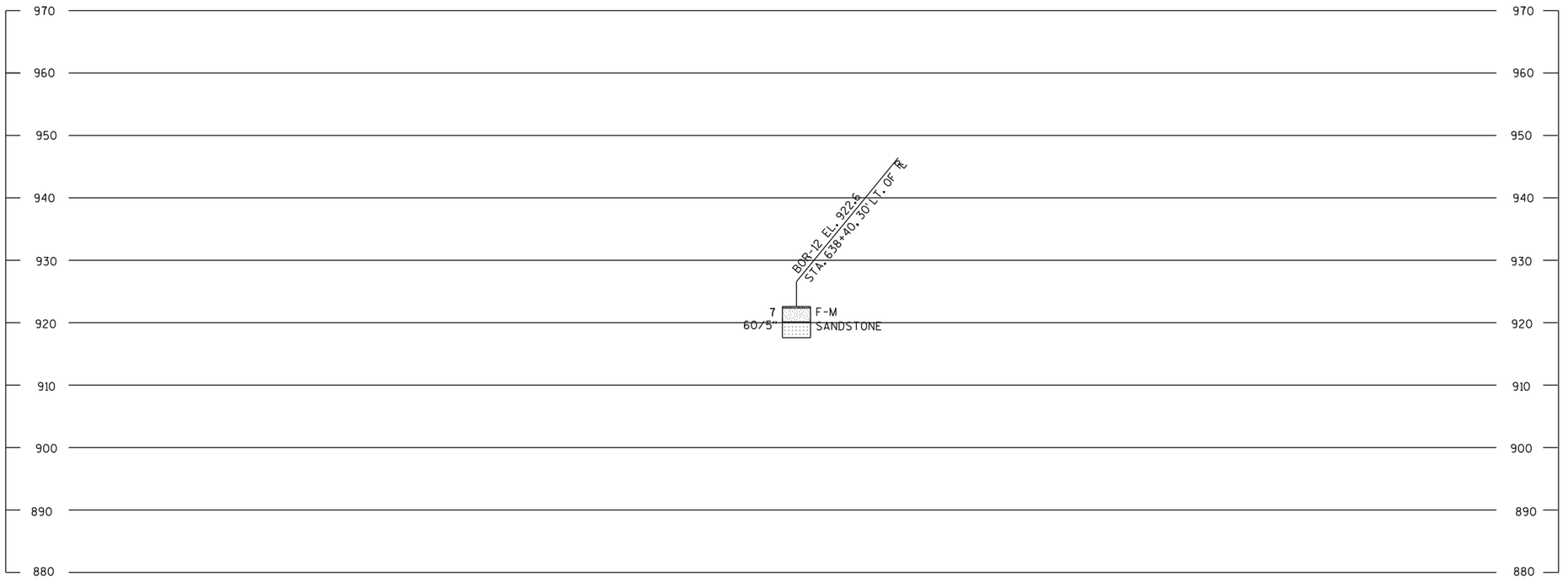
SHEET 20 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 20	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
12	4/19/2016	299077.79	632551.68
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





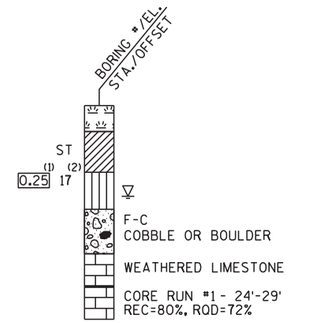
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
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STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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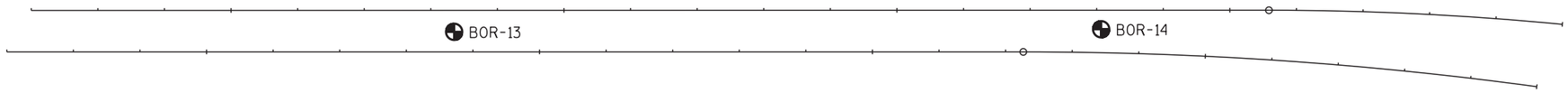
SUBSURFACE EXPLORATION

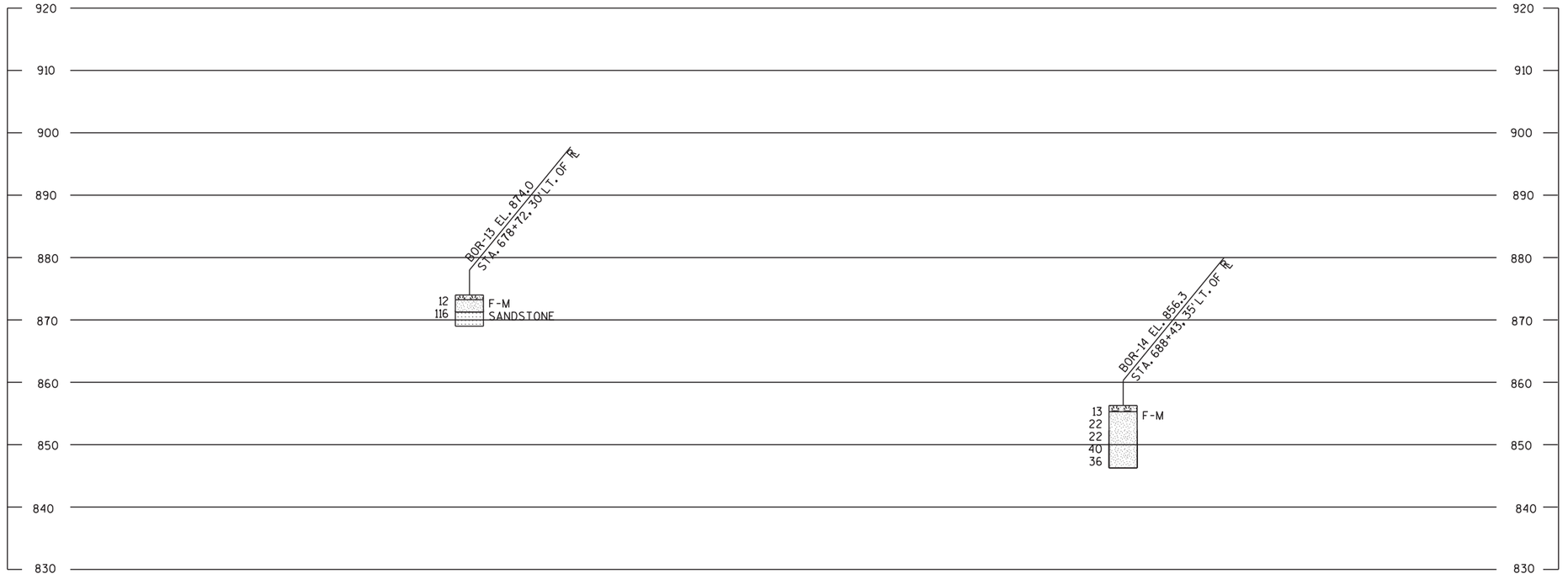
SHEET 3 OF 26

PROJECT NO: 1060-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 3	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1			
BORINGS COMPLETED BY:			
REPORT COMPLETED BY:			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91)			COUNTY





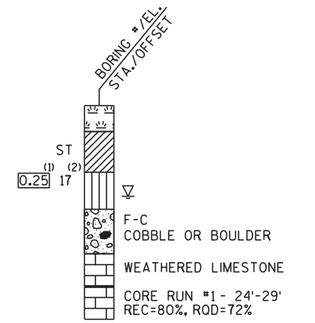
STATE PROJECT NUMBER

1016-02-60

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STRUCTURE CABLE GUARD

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SUBSURFACE EXPLORATION

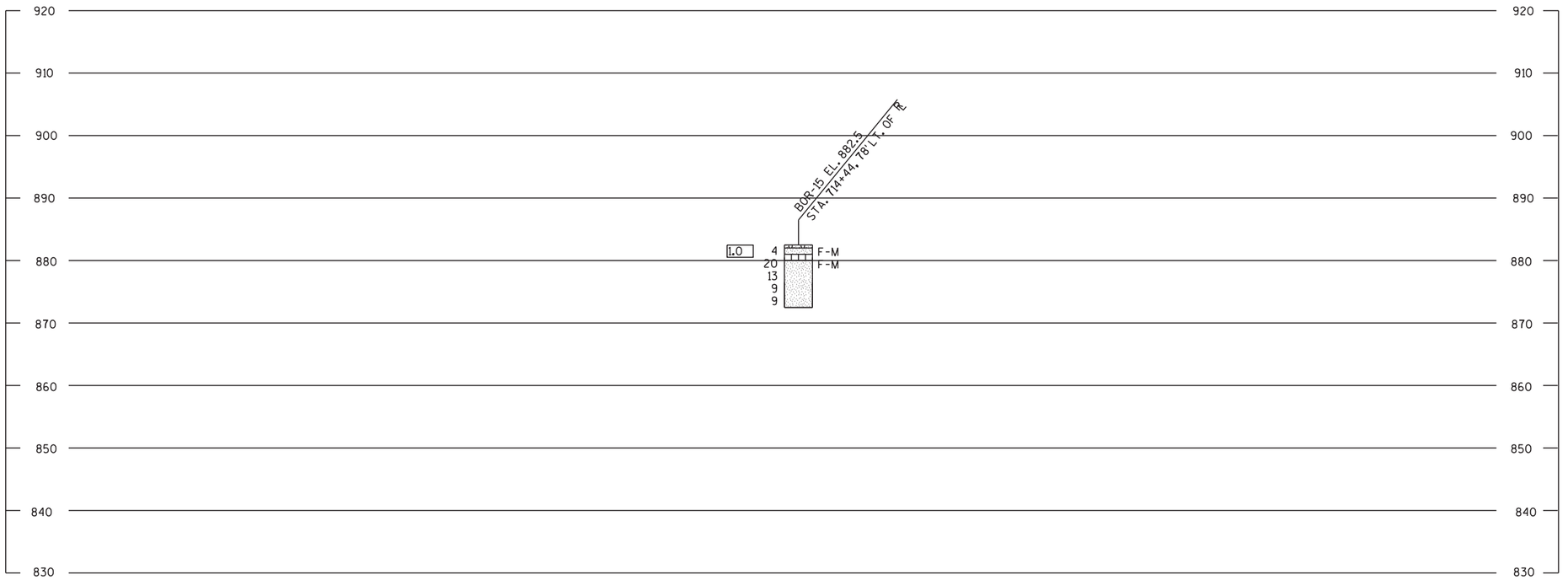
SHEET 4 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 4	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
15	4/19/2016	291740.70	634383.60
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





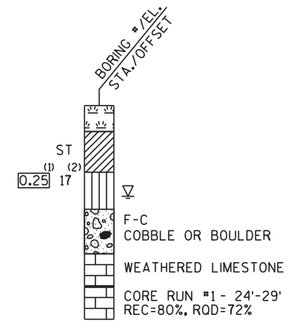
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

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STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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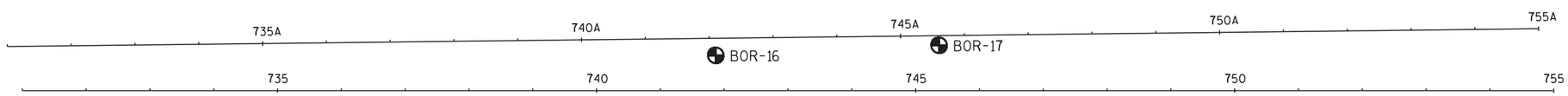
SUBSURFACE EXPLORATION

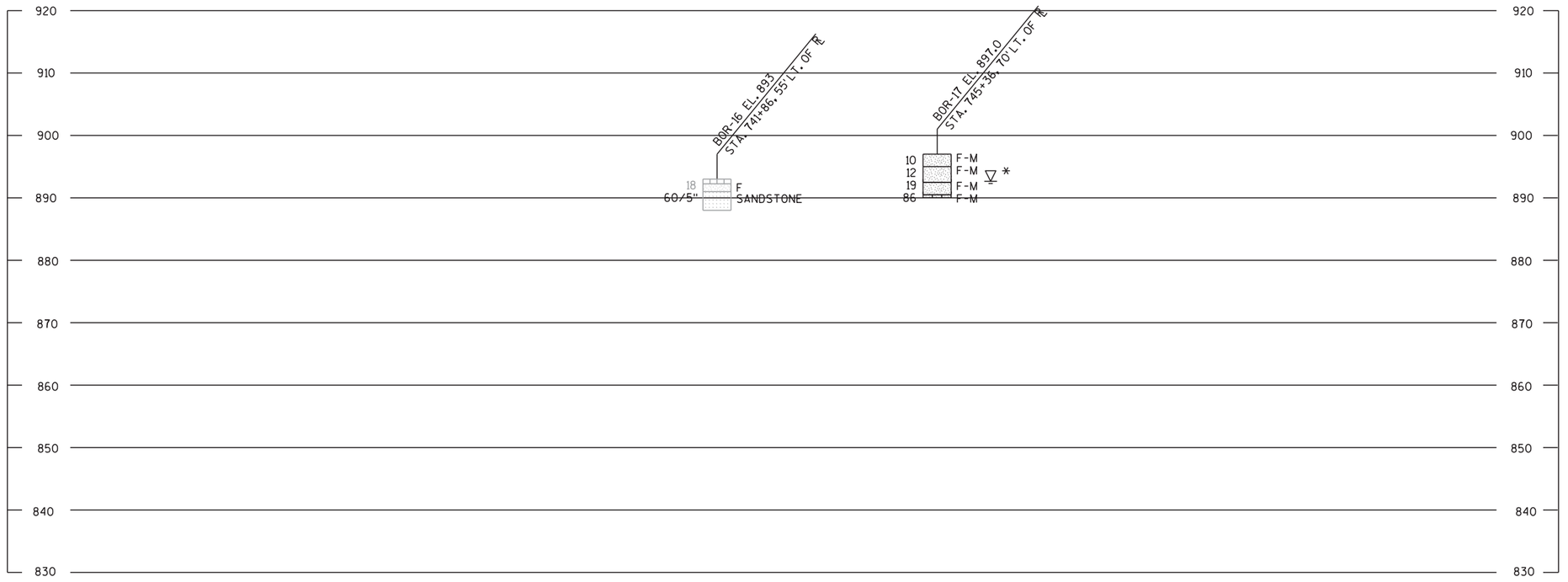
SHEET 5 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 5	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
16	4/19/2016	289095.79	633625.90
17	4/19/2016	288756.12	633540.27
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





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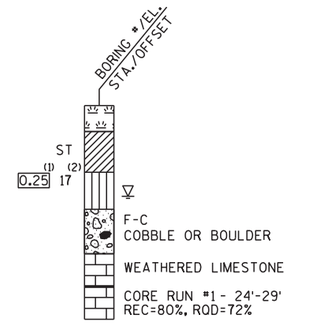
STATE PROJECT NUMBER

1016-02-60

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 CABLE GUARD

DRAWN BY TLP | PLANS CK'D.

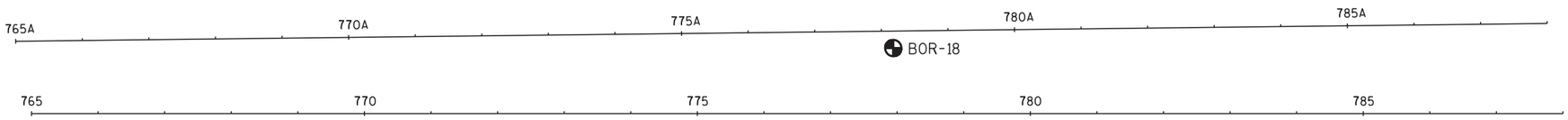
SUBSURFACE EXPLORATION

SHEET 6 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 6	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
18	4/19/2016	285628.54	632629.01
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			



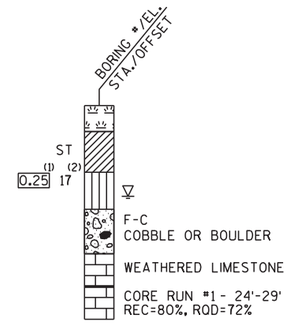
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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GROUND WATER ELEVATION

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- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

DRAWN BY TLP | PLANS CK'D.

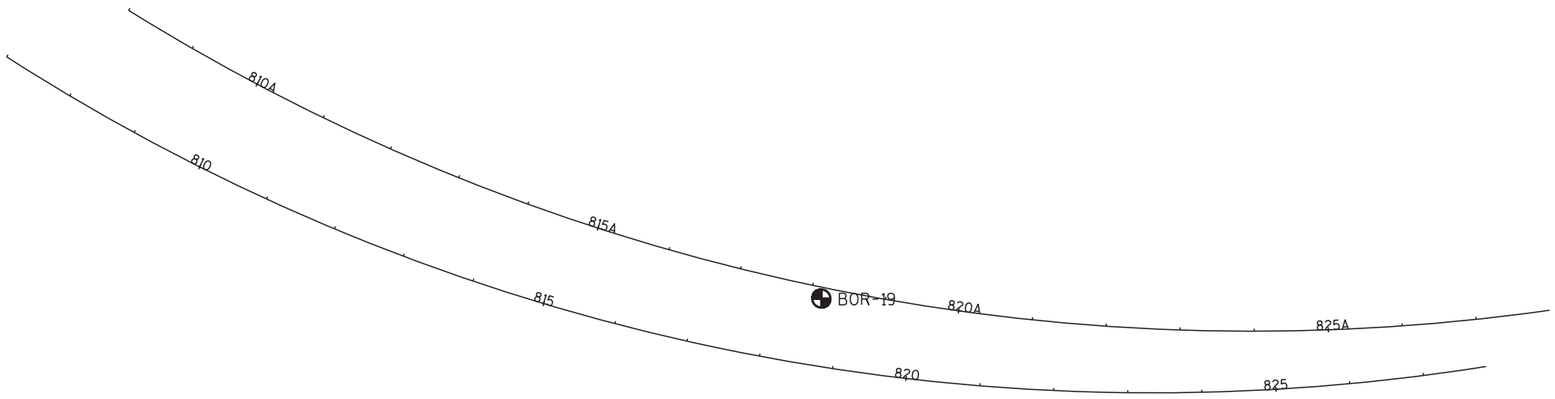
SUBSURFACE EXPLORATION

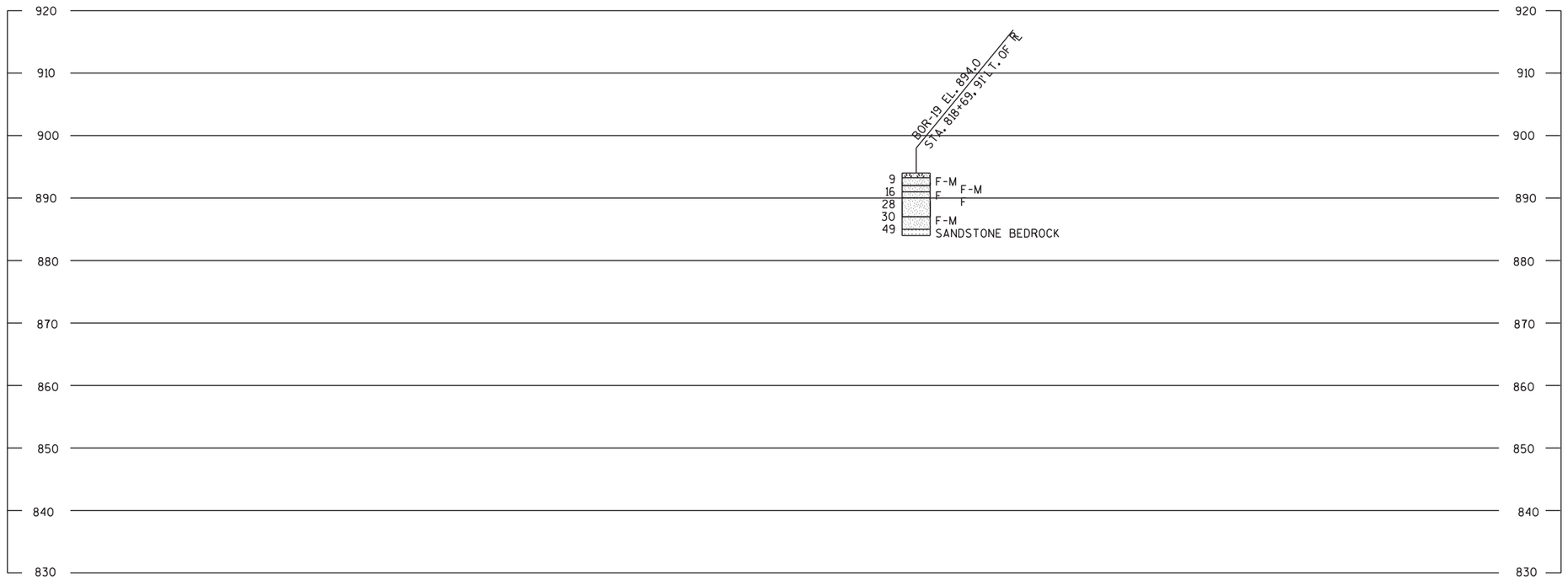
SHEET 7 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 7	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
19	4/19/2016	281734.52	631962.86
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





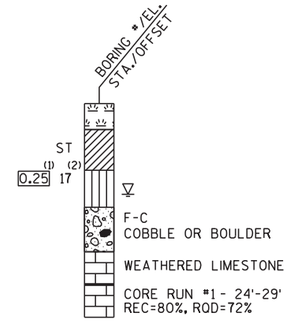
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
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ABBREVIATIONS

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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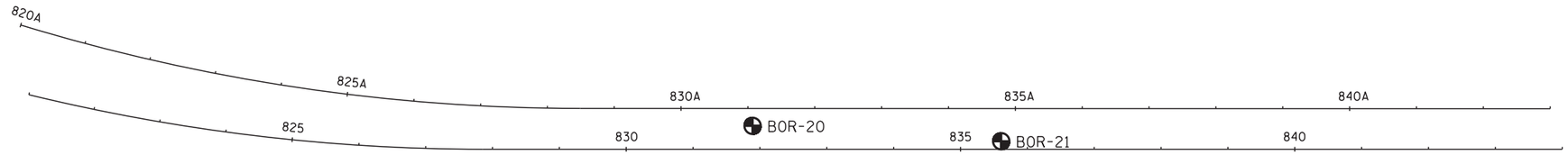
SUBSURFACE EXPLORATION

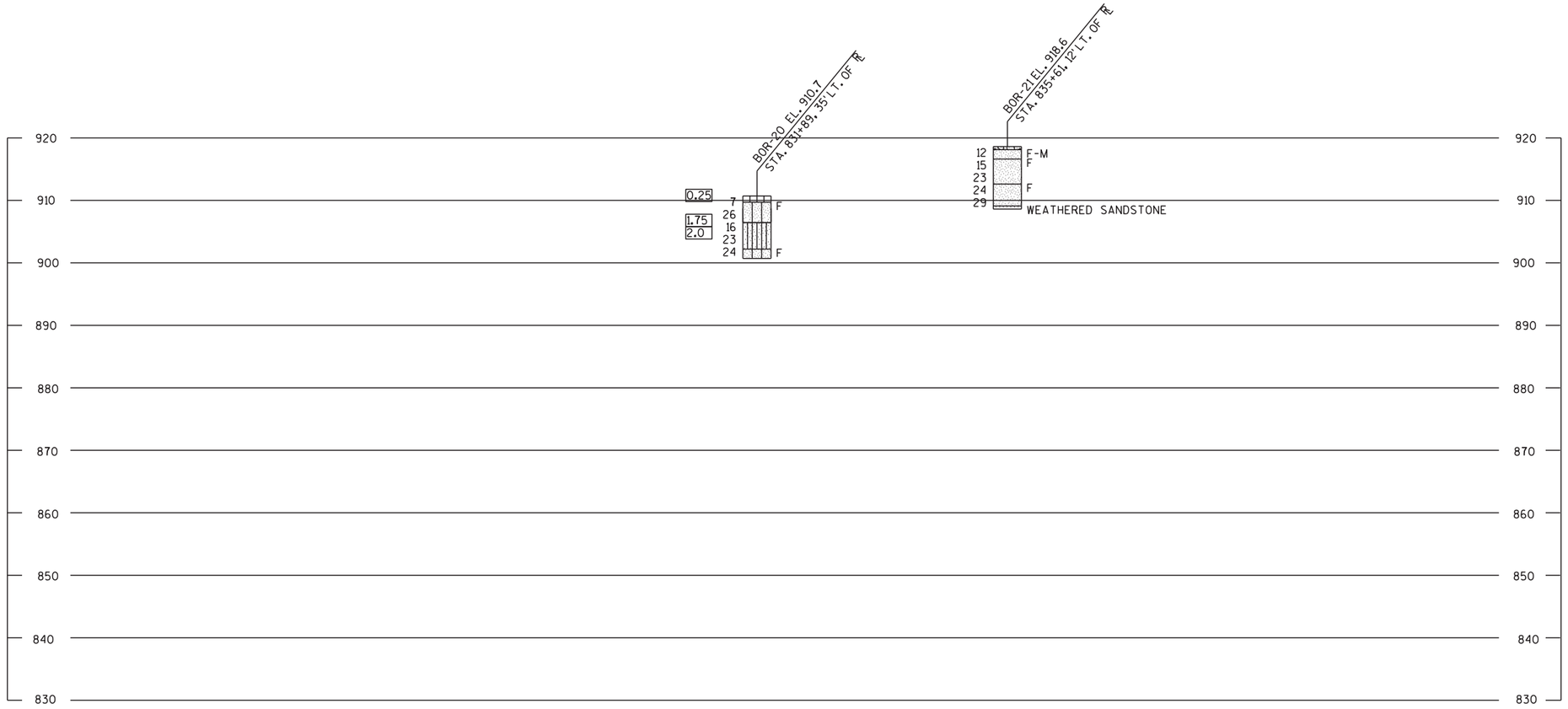
SHEET 8 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 8 E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
20	4/19/2016	2280589.00	632556.49
21	4/20/2016	280275.19	632757.34
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





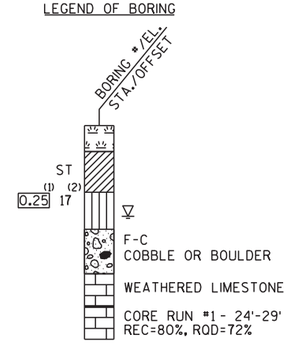
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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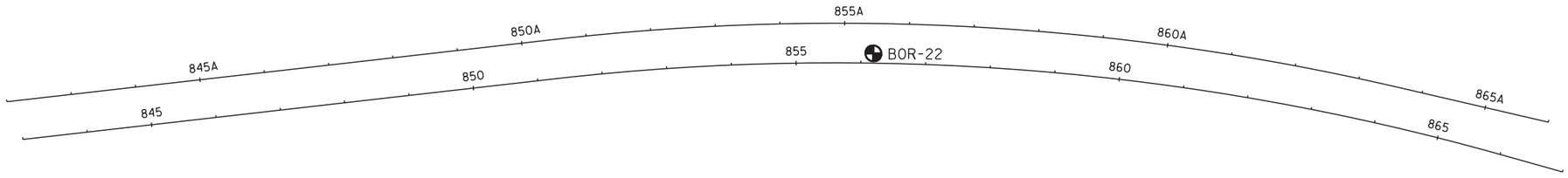
SUBSURFACE EXPLORATION

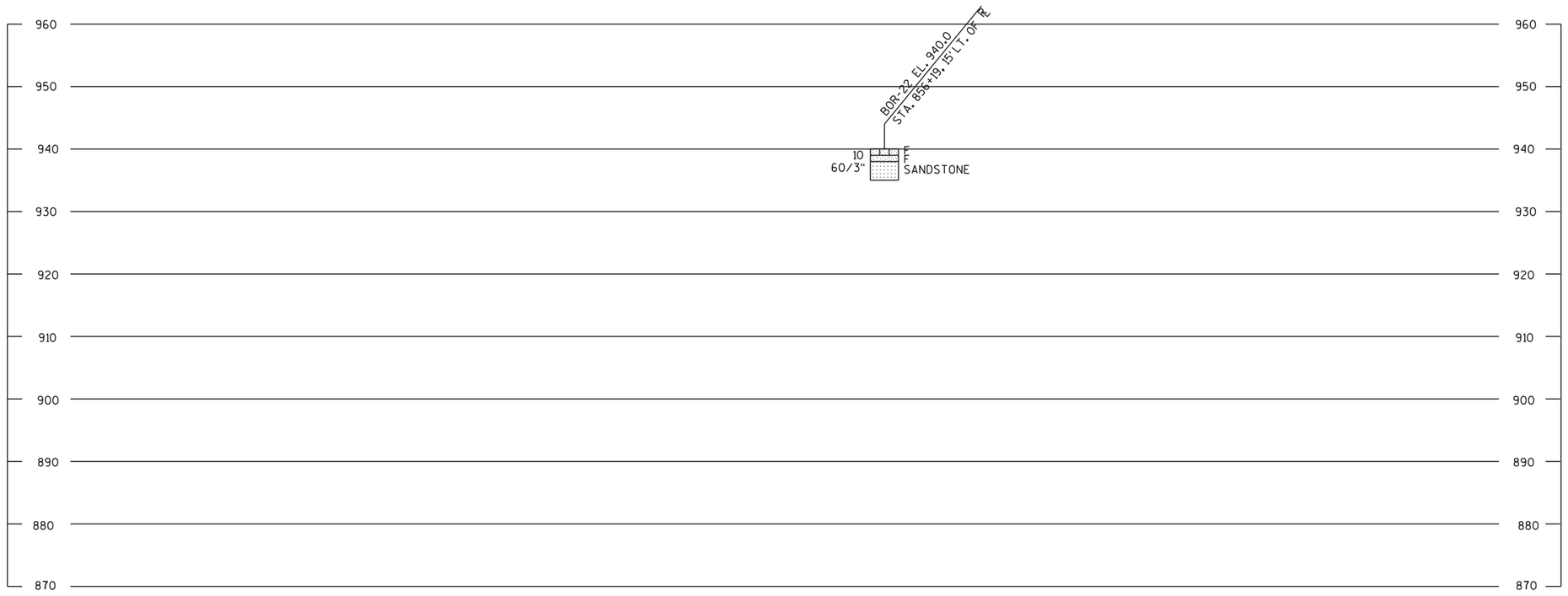
SHEET 9 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 9	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
22	4/20/2016	278595.98	633948.85
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





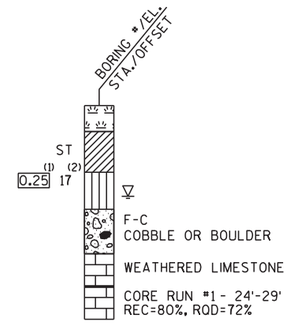
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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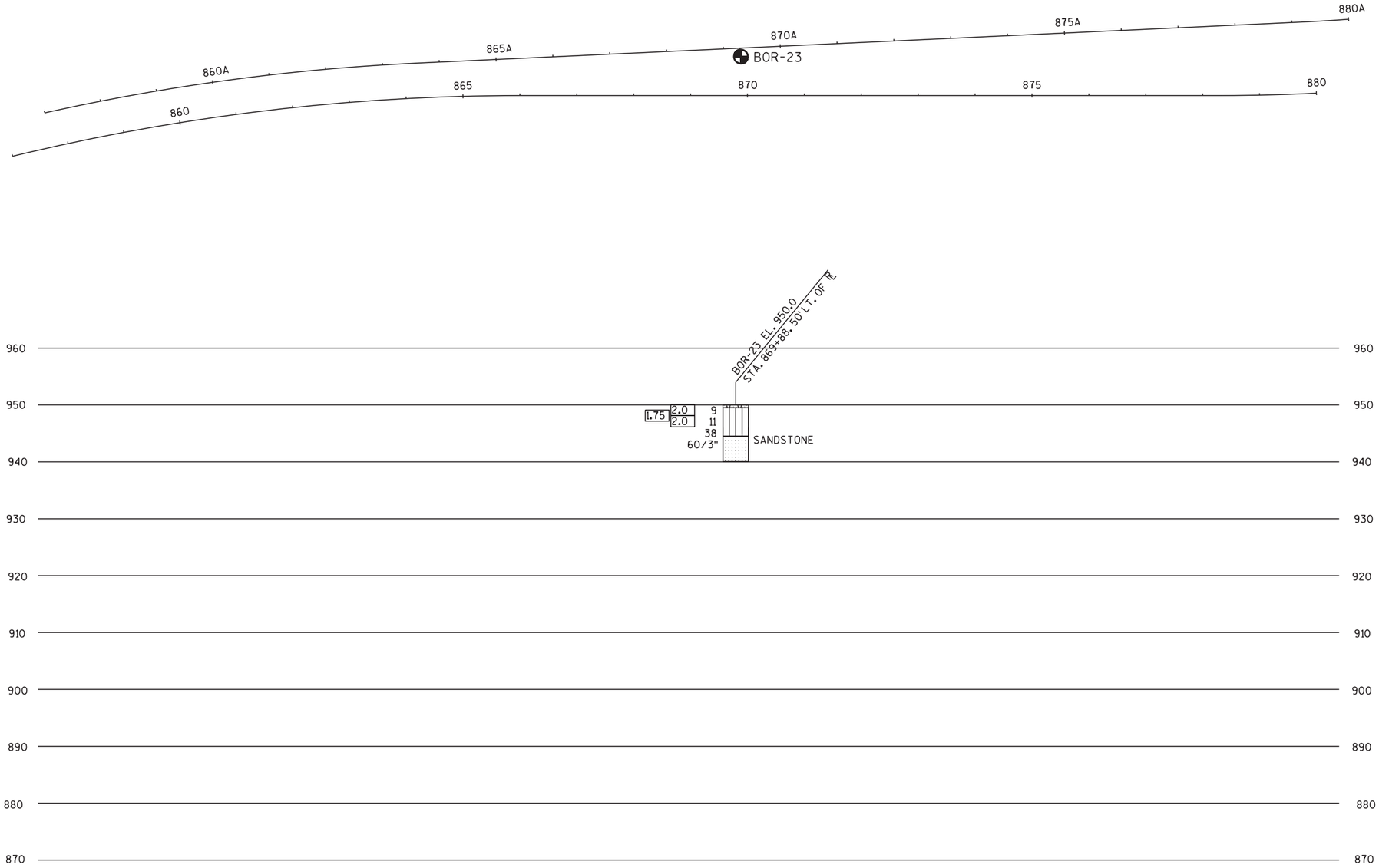
SUBSURFACE EXPLORATION

SHEET 10 OF 26

60

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 10	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
23	4/19/2016	277317.12	634451.62
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			



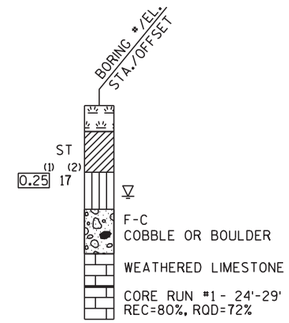
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

DRAWN BY TLP | PLANS CK'D.

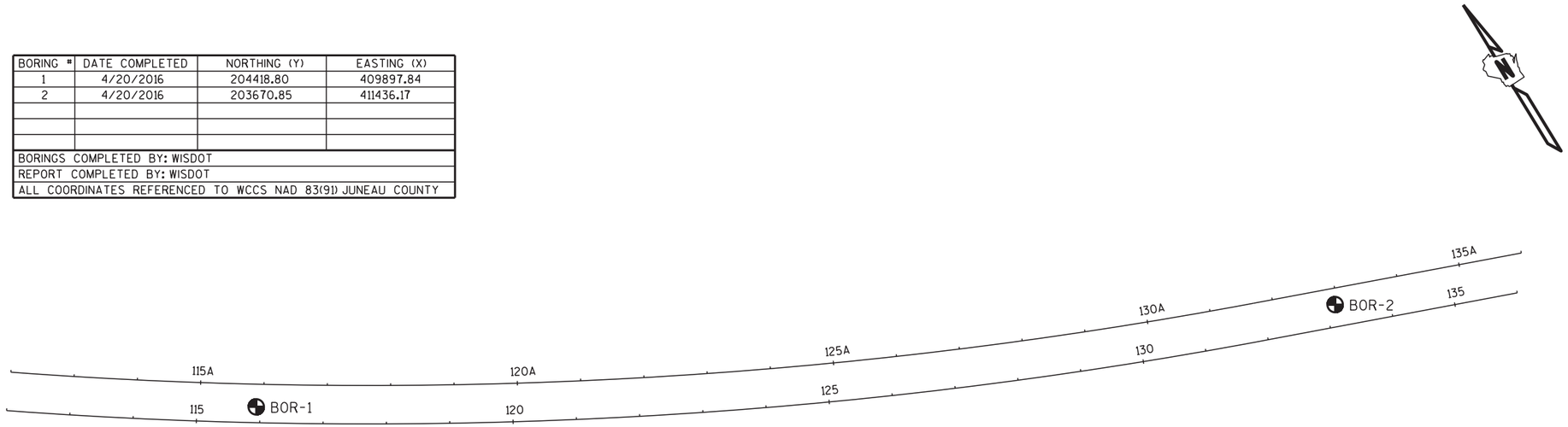
SUBSURFACE EXPLORATION

SHEET 11 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: SAUK	CABLE GUARD BORINGS	SHEET 11	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	4/20/2016	204418.80	409897.84
2	4/20/2016	203670.85	411436.17
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) JUNEAU COUNTY			





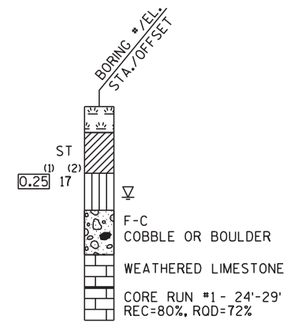
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
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STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

DRAWN BY TLP | PLANS CK'D.

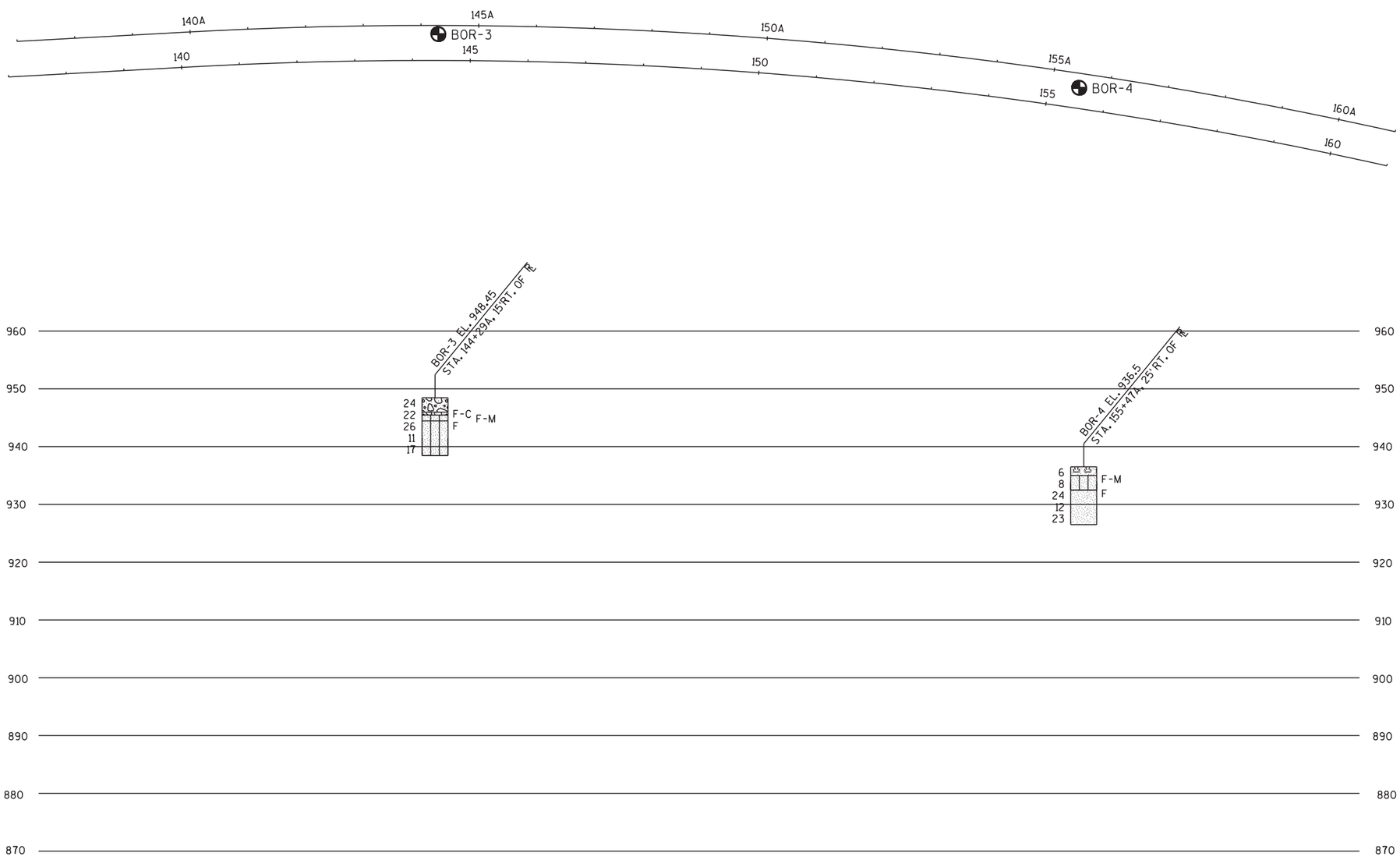
SUBSURFACE EXPLORATION

SHEET 21 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: JUNEAU	CABLE GUARD BORINGS	SHEET 21 E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
3	4/20/2016	203268.81	412495.21
4	4/20/2016	202735.25	413472.27
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) JUNEAU COUNTY			



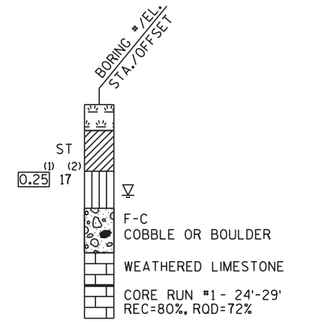
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

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CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
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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 CABLE GUARD

DRAWN BY TLP | PLANS CK'D.

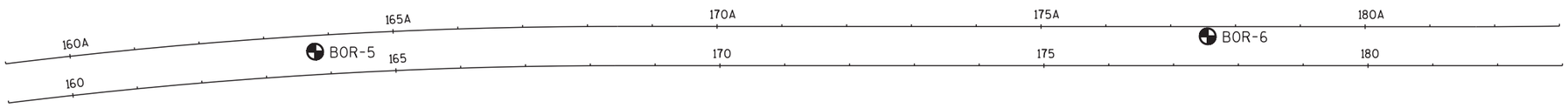
SUBSURFACE EXPLORATION

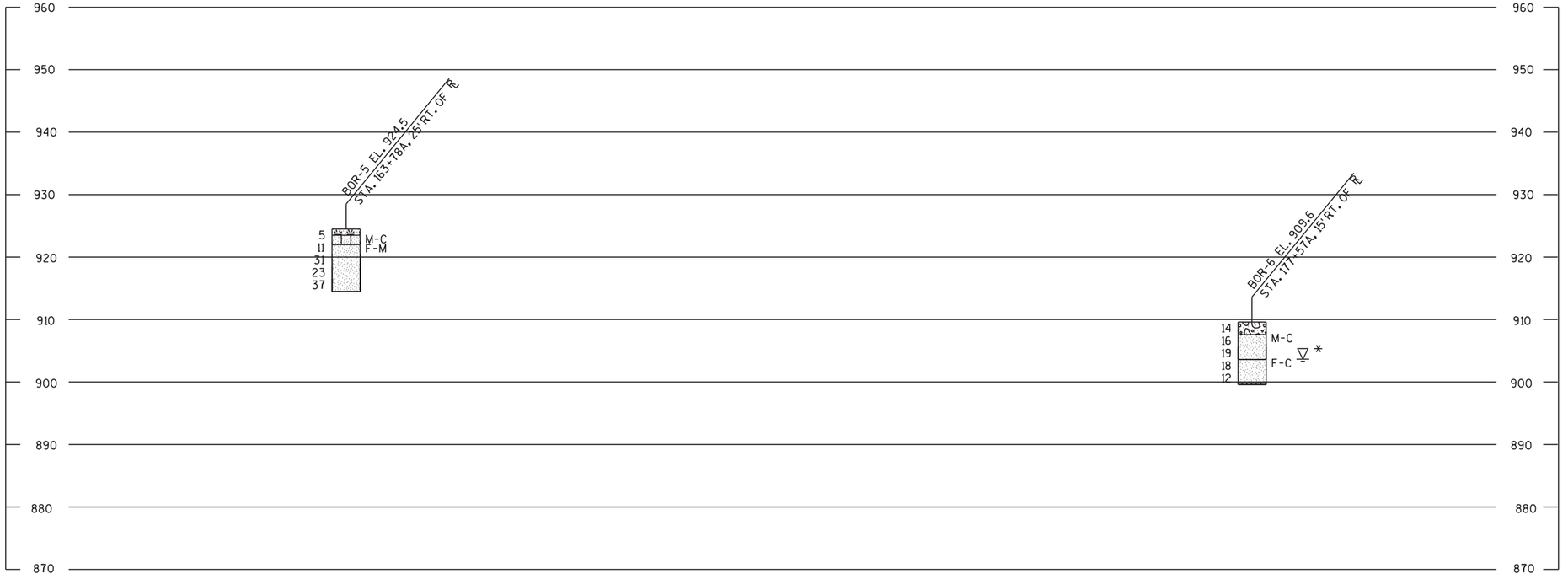
SHEET 22 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: JUNEAU	CABLE GUARD BORINGS	SHEET 22 E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
5	4/20/2016	202255.82	414147.13
6	4/20/2016	201352.54	415187.13
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) JUNEAU COUNTY			





* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

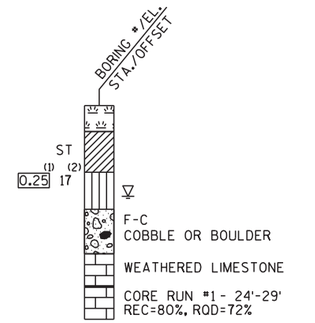
STATE PROJECT NUMBER

1016-02-60

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
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ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

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STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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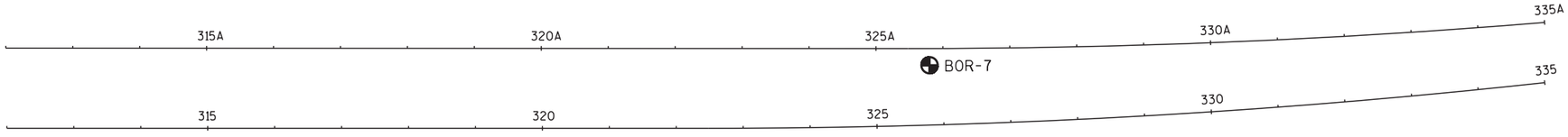
SUBSURFACE EXPLORATION

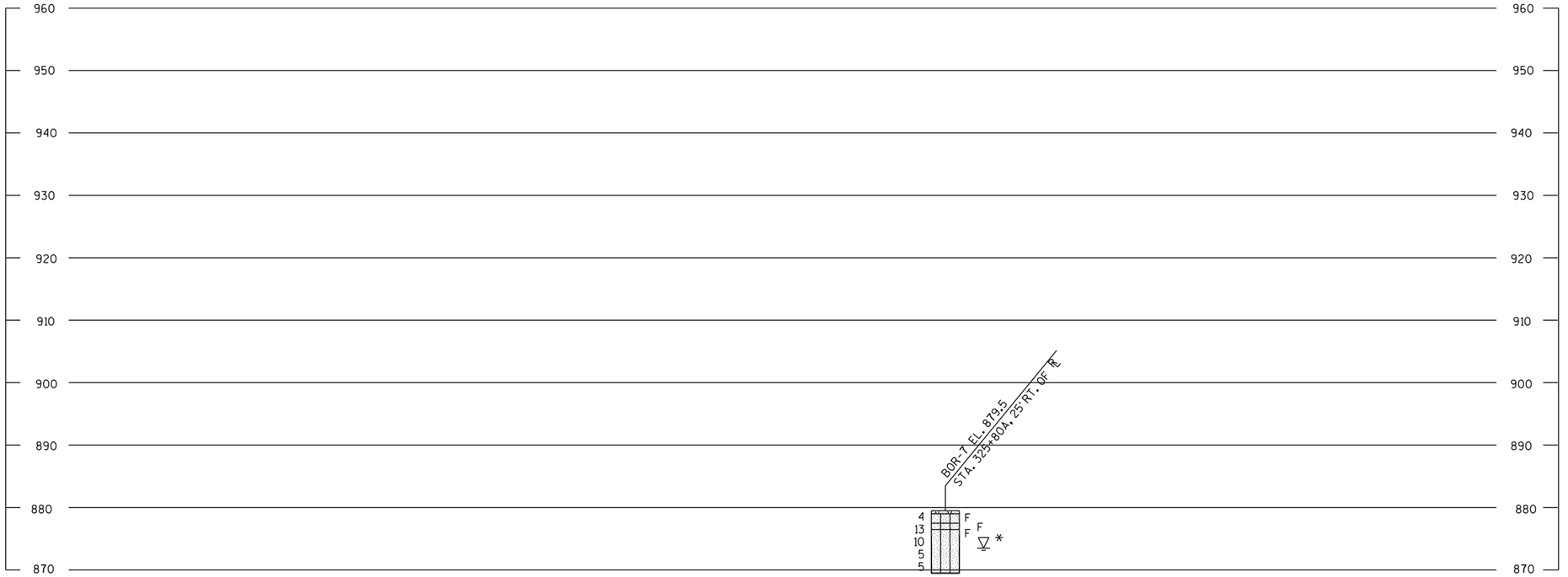
SHEET 23 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: JUNEAU	CABLE GUARD BORINGS	SHEET 23 E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
7	4/20/2016	166688.35	460897.56
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) JUNEAU COUNTY			





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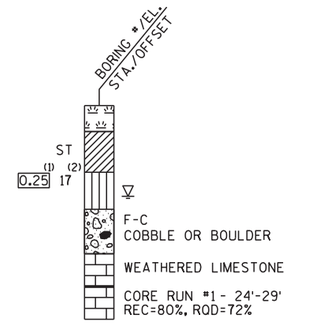
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

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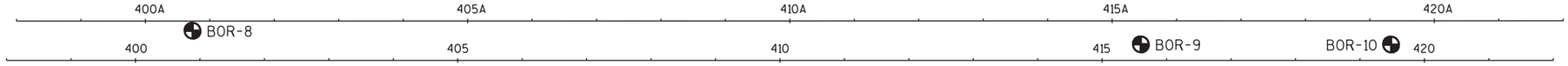
SUBSURFACE EXPLORATION

SHEET 24 OF 26

PROJECT NO: 1016-02-60 | **HWY: I-90/94** | **COUNTY: JUNEAU** | **CABLE GUARD BORINGS** | **SHEET 24** | E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
8	4/20/2016	160607.11	465266.05
9	4/20/2016	159421.24	466137.50
10	4/20/2016	159111.59	466371.74
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) JUNEAU COUNTY			





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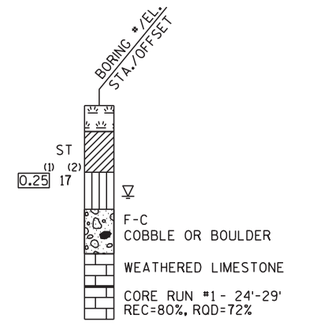
STATE PROJECT NUMBER

1016-02-60

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
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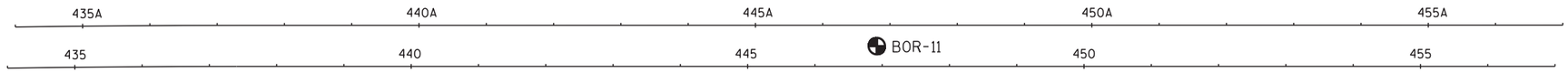
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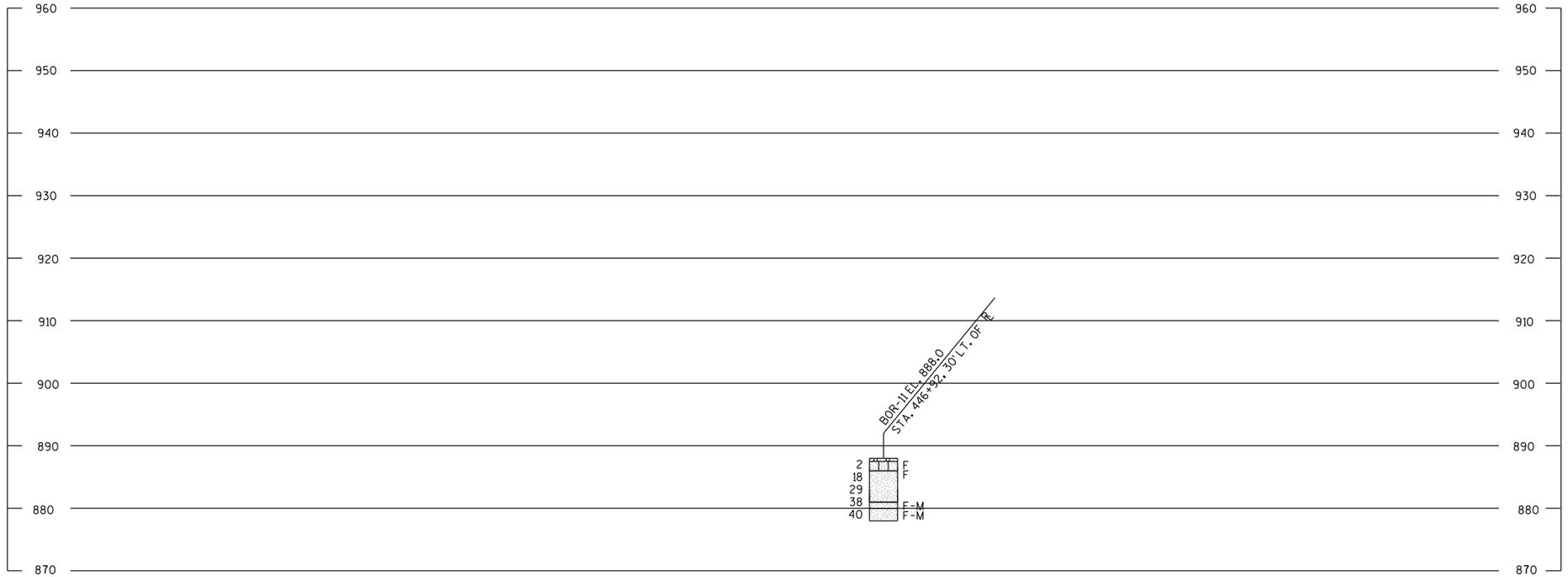
SHEET 25 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: JUNEAU	CABLE GUARD BORINGS	SHEET 25	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
11	4/20/2016	156866.07	467949.88
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) JUNEAU COUNTY			





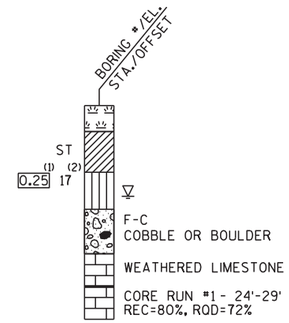
STATE PROJECT NUMBER

1016-02-60

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DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

DRAWN BY TLP | PLANS CK'D.

SUBSURFACE EXPLORATION

SHEET 26 OF 26

PROJECT NO: 1016-02-60	HWY: I-90/94	COUNTY: JUNEAU	CABLE GUARD BORINGS	SHEET 26	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

DATE 26AUG16 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	1016-02-60 QUANTITY
0020	204.0110	Removing Asphaltic Surface	SY	1,623.000	1,623.000
0030	204.0190	Removing Surface Drains	EACH	1.000	1.000
0040	204.0245	Removing Storm Sewer (size) 01. 18-Inch	LF	12.000	12.000
0050	204.0245	Removing Storm Sewer (size) 02. 30-Inch	LF	12.000	12.000
0060	204.0245	Removing Storm Sewer (size) 03. 36-Inch	LF	16.000	16.000
0070	205.0100	Excavation Common	CY	5,557.000	5,557.000
0080	208.0100	Borrow	CY	20,163.600	20,163.600
0100	213.0100	Finishing Roadway (project) 02. 1016-02-60	EACH	1.000	1.000
0110	305.0110	Base Aggregate Dense 3/4-Inch	TON	274.000	274.000
0120	305.0500	Shaping Shoulders	STA	37.000	37.000
0130	416.0610	Drilled Tie Bars	EACH	6.000	6.000
0150	416.1010	Concrete Surface Drains	CY	5.000	5.000
0160	465.0105	Asphaltic Surface	TON	460.000	460.000
0170	465.0400	Asphaltic Shoulder Rumble Strips	LF	3,400.000	3,400.000
0180	520.8000	Concrete Collars for Pipe	EACH	6.000	6.000
0210	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	6.000	6.000
0220	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	23.000	23.000
0230	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	30.000	30.000
0240	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0320	606.0100	Riprap Light	CY	1.000	1.000
0340	611.0642	Inlet Covers Type MS	EACH	9.000	9.000
0350	611.3902	Inlets Median 2 Grate	EACH	2.000	2.000
0360	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	148.000	148.000
0370	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	55.000	55.000
0380	613.1100.S	Cable Barrier Type 1	LF	75,256.000	75,256.000
0390	613.1200.S	Cable Barrier End Terminal Type 1	EACH	48.000	48.000
0400	614.0200	Steel Thrie Beam Structure Approach	LF	41.200	41.200
0410	614.0305	Steel Plate Beam Guard Class A	LF	3,350.000	3,350.000
0420	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	1.000	1.000
0430	614.0925	Salvaged Guardrail End Treatments	EACH	5.000	5.000
0450	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1016-02-60	EACH	1.000	1.000
0460	619.1000	Mobilization	EACH	0.200	0.200
0470	625.0500	Salvaged Topsoil	SY	112,504.000	112,504.000
0480	627.0200	Mulching	SY	19,361.000	19,361.000
0490	628.1504	Silt Fence	LF	2,621.000	2,621.000
0500	628.1520	Silt Fence Maintenance	LF	2,621.000	2,621.000
0510	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0520	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0530	628.2004	Erosion Mat Class I Type B	SY	112,509.000	112,509.000
0540	628.7005	Inlet Protection Type A	EACH	67.000	67.000
0550	628.7504	Temporary Ditch Checks	LF	1,635.000	1,635.000
0560	628.7555	Culvert Pipe Checks	EACH	38.000	38.000
0570	629.0210	Fertilizer Type B	CWT	96.200	96.200
0580	630.0130	Seeding Mixture No. 30	LB	2,998.800	2,998.800
0590	630.0200	Seeding Temporary	LB	900.000	900.000
0600	630.0300	Seeding Borrow Pit	LB	261.400	261.400
0620	638.2102	Moving Signs Type II	EACH	23.000	23.000

3

DATE 26AUG16 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	1016-02-60 QUANTITY
0640	643.0100	Traffic Control (project) 01. 1016-02-60	EACH	1.000	1.000
0660	643.0300	Traffic Control Drums	DAY	8,564.000	8,564.000
0670	643.0420	Traffic Control Barricades Type III	DAY	394.000	394.000
0680	643.0705	Traffic Control Warning Lights Type A	DAY	788.000	788.000
0690	643.0715	Traffic Control Warning Lights Type C	DAY	1,264.000	1,264.000
0700	643.0800	Traffic Control Arrow Boards	DAY	187.000	187.000
0710	643.0900	Traffic Control Signs	DAY	1,416.000	1,416.000
0720	643.1000	Traffic Control Signs Fixed Message	SF	93.500	93.500
0750	645.0130	Geotextile Type R	SY	5.300	5.300
0780	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0790	650.9910	Construction Staking Supplemental Control (project) 01. 1016-02-60	LS	1.000	1.000
0800	650.9920	Construction Staking Slope Stakes	LF	36,597.000	36,597.000
0810	690.0150	Sawing Asphalt	LF	35.500	35.500
0820	690.0250	Sawing Concrete	LF	25.000	25.000
0830	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0840	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,600.000	1,600.000
0860	SPV.0060	Special 01. Inlet Median 5 Grate 10:1	EACH	1.000	1.000
0870	SPV.0060	Special 02. Salvage Apron Endwall For Underdrain Reinforced Concrete 6-Inch	EACH	19.000	19.000

ASPHALT SHOULDER SUMMARY

CAT.	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	305.0500 SHAPING SHOULDERS STA	465.0105 ASPHALTIC SURFACE TON	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF	REMARKS
0010	692+35A	-	695+95A	IH 90/94 WB	190	4	59	360	
0010	701+32A	-	715+61A	IH 90/94 WB	658	15	188	1429	
0010	878+22A	-	890+04A	IH 90/94 WB	552	13	155	1182	
0010	895+56A	-	899+85A	IH 90/94 WB	223	5	58	429	
				TOTAL 0010	1623	37	460	3400	

SURFACE DRAIN SUMMARY

CAT.	STATION	TO	STATION	LOCATION	204.0190 REMOVING SURFACE DRAINS EACH	416.0610 DRILLED TIE BARS EACH	416.1010 CONCRETE SURFACE DRAINS CY	606.0100 RIPRAP LIGHT CY	645.0130 GEOTEXTILE FABRIC TYPE R SY	REMARKS
0010	695+94A	-	696+12A	IH 90/94 WB	1	6	5	1	5.3	
				TOTAL 0010	1	6	5	1	5.3	

CULVERT SUMMARY

CAT.	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER (18-INCH) LF	204.0245.02 REMOVING STORM SEWER (30-INCH) LF	204.0245.03 REMOVING STORM SEWER (36-INCH) LF	520.8000 CONCRETE COLLARS FOR PIPE EACH	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	611.0642 INLET COVERS TYPE MS EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	SPV.0060.01 INLET MEDIAN 5 GRATE 10:1 EACH	REMARKS
0010	334+45A	IH 90/94 WB	-	12	-	2	-	23	-	-	2	1	-	NO SLOPE
0010	347+68A	IH 90/94 WB	6	-	-	1	4	-	-	-	5	-	1	-
0010	410+69	IH 90/94 EB	6	-	-	1	2	-	-	1	-	-	-	-
0010	769+66A	IH 90/94 WB	-	-	16	2	-	-	30	-	2	1	-	NO SLOPE
		TOTAL 0010	12	12	16	6	6	23	30	1	9	2	1	

EARTHWORK SUMMARY

Division Division 1	From/To Station	Location	Common Excavation (1) (item # 205.0100) Cut (2)	 EBS Excavation (3)	Salvaged/Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (13) Factor 1.25	Mass Ordinate +/- (14)	Waste	Borrow (item #208.0100)	Comment:
	115+88 - 133+14	IH 90/94 EB	5	0	0	5	290	363	-358			
	144+24A - 155+53A	IH 90/94 WB	5	0	0	5	747	934	-929			
	161+88A - 177+63A	IH 90/94 WB	14	0	0	14	992	1,240	-1,226			
	325+27A - 400+85A	IH 90/94 WB	837	0	0	837	3,710	4,638	-3,801			
	401+59 - 415+59	IH 90/94 EB	8	0	0	8	407	509	-501			
	419+37 - 447+22	IH 90/94 EB	15	0	0	15	340	425	-410			
	638+34 - 678+79	IH 90/94 EB	12	0	0	12	982	1,228	-1,216			
	679+28A - 688+26A	IH 90/94 WB	0	0	0	0	388	485	-485			
	692+30A - 696+13A	IH 90/94 WB	1	0	0	1	0	0	1			
	701+32A - 742+16A	IH 90/94 WB	23	0	0	23	244	305	-282			
	745+60A - 778+25A	IH 90/94 WB	35	0	0	35	7,385	9,231	-9,196			
	818+09A - 831+28A	IH 90/94 WB	20	0	0	20	119	149	-129			
	835+55 - 856+25	IH 90/94 EB	1	0	0	1	337	421	-420			
	856+26A - 869+55A	IH 90/94 WB	1	0	0	1	308	385	-384			
	878+22A - 890+22A	IH 90/94 WB	1	0	0	1	0	0	1			
	903+20 - 937+61	IH 90/94 EB	7	0	0	7	2,657	3,321	-3,314			
	938+34 - 953+49	IH 90/94 EB	1	0	0	1	55	69	-68			
	958+63 - 985+54	IH 90/94 EB	13	0	0	13	133	166	-153			
	1025+43 - 1048+78	IH 90/94 EB	3,901	0	0	3,901	0	0	3,901			
	1461+24A - 1553+36A	IH 90/94 WB	657	0	0	657	16	20	637			
Division 1 Subtotal Undistributed			5,557	0	0	5,557	19,110	23,888	-18,331		-1,833	
Grand Total			5,557.0	0.0	0.0	5,557.0	19,110.0	23,887.5	-18,330.5	0.0	20,163.6	
			Total Common Exc	5,557.0								

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
13) Expanded Fill. Factor = 1.25
Depending on selections: **Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor**
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor
14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

BASE AGGREGATE DENSE 3/4-INCH

CAT.	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	REMARKS
0010	694+14A	-	696+13A	IH 90/94 WB	20	
0010	702+00A	-	715+57A	IH 90/94 WB	204	
0010	889+48A	-	890+22A	IH 90/94 WB	50	
				TOTAL 0010	274	

PIPE UNDERDRAIN

CAT.	STATION	TO	STATION	LOCATION	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	SPV.0060.02 SALVAGE APRON ENDWALL FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	REMARKS
0010	325+00	-	415+00	Median	60	22	8	
0010	649+00	-	982+00	Median	88	33	11	
				TOTAL 0010	148	55	19	

CABLE BARRIER SUMMARY

CAT.	STATION	TO	STATION	LOCATION	613.1100.S CABLE BARRIER TYPE 1 LF	613.1200.S CABLE BARRIER END TERMINAL TYPE 1 EACH	REMARKS
0010	115+94	-	133+14	IH 90/94 EB	1647	2	
0010	144+30A	-	155+47A	IH 90/94 WB	1044	2	
0010	163+78A	-	177+57A	IH 90/94 WB	1306	2	
0010	325+80A	-	400+73A	IH 90/94 WB	7420	2	
0010	401+76	-	415+60	IH 90/94 WB	1311	2	
0010	419+48	-	446+92	IH 90/94 EB	2671	2	
0010	638+40	-	678+71	IH 90/94 EB	3953	2	
0010	679+34A	-	688+07A	IH 90/94 WB	795	2	
0010	714+57A	-	742+10A	IH 90/94 WB	2675	2	
0010	745+60A	-	778+18A	IH 90/94 WB	3180	2	
0010	818+15A	-	831+07A	IH 90/94 WB	1214	2	
0010	835+61	-	856+19	IH 90/94 EB	1980	2	
0010	856+32A	-	869+30A	IH 90/94 WB	1220	2	
0010	903+97	-	937+54	IH 90/94 EB	3279	2	
0010	938+40	-	953+43	IH 90/94 EB	1425	2	
0010	958+69	-	985+48	IH 90/94 EB	2601	2	
0010	984+52A	-	1007+41A	IH 90/94 WB	2211	2	
0010	1026+19	-	1048+72	IH 90/94 EB	2175	2	
0010	1049+50	-	1063+78	IH 90/94 EB	1350	2	
0010	1065+15A	-	1120+63A	IH 90/94 WB	5470	2	
0010	1121+50A	-	1213+14A	IH 90/94 WB	9086	2	
0010	1257+60	-	1269+23	IH 90/94 EB	1085	2	
0010	1269+63A	-	1340+65A	IH 90/94 WB	7024	2	
0010	1461+24A	-	1553+36A	IH 90/94 WB	9134	2	
				TOTAL 0010	75256	48	

BEAM GUARD SUMMARY

CAT.	STATION	TO	STATION	LOCATION	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0370 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL EACH	614.0925 SALVAGED GUARDRAIL END TREATMENTS EACH	REMARKS
0010	692+30A	-	695+93A	IH 90/94 WB	-	362.5	-	1	
0010	695+93A	-	696+13A	IH 90/94 WB	20.6	-	-	-	
0010	701+32A	-	715+07A	IH 90/94 WB	-	1375	-	1	
0010	715+07A	-	715+57A	IH 90/94 WB	-	-	1	-	
0010	878+21A	-	890+21A	IH 90/94 WB	-	1200	-	2	
0010	895+54A	-	899+66A	IH 90/94 WB	-	412.5	-	1	
0010	899+66A	-	899+87A	IH 90/94 WB	20.6	-	-	-	
				TOTAL 0010	41.2	3350.0	1	5	

LANDSCAPING SUMMARY

CAT.	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.2004 EROSION MAT CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	REMARKS
0010	115+88	-	130+00	IH 90/94 EB	3052	-	3052	2.4	69.1	-	-	
0010	144+24A	-	155+53A	IH 90/94 WB	3265	-	3265	2.5	70.1	-	-	
0010	161+88A	-	177+50A	IH 90/94 WB	5049	-	5050	3.7	106.5	-	-	
0010	325+27A	-	400+85A	IH 90/94 WB	19225	-	19225	14.3	409.5	-	-	
0010	401+59	-	415+59	IH 90/94 EB	3495	-	3496	2.7	76.9	-	-	
0010	419+37	-	447+22	IH 90/94 EB	4638	-	4639	3.9	109.9	-	-	
0010	650+00	-	678+79	IH 90/94 EB	11566	-	11566	8.3	237.0	-	-	
0010	680+68A	-	688+26A	IH 90/94 WB	2393	-	2394	1.8	50.7	-	-	
0010	701+32A	-	740+55A	IH 90/94 WB	4818	-	4818	3.9	110.0	-	-	
0010	746+50A	-	778+25A	IH 90/94 WB	16626	-	16626	11.6	331.0	-	-	
0010	818+50A	-	831+28A	IH 90/94 WB	2094	-	2094	1.7	48.5	-	-	
0010	835+55	-	856+25	IH 90/94 EB	3176	-	3176	2.4	67.7	-	-	
0010	856+48A	-	869+55A	IH 90/94 WB	2989	-	2989	2.3	66.4	-	-	
0010	903+20	-	937+61	IH 90/94 EB	11748	-	11748	8.6	245.9	-	-	
0010	938+40	-	951+49	IH 90/94 EB	1149	-	1149	0.9	26.5	-	-	
0010	959+04	-	981+50	IH 90/94 EB	2305	-	2305	1.9	53.1	-	-	
0010	1025+43	-	1048+78	IH 90/94 EB	11079	-	11079	7.7	221.3	-	-	
0010	1535+00A	-	1550+00A	IH 90/94 WB	3838	-	3838	3.5	99.1	-	-	
0010	UNDISTRIBUTED			IH 90/94	-	-	-	-	599.7	900.0	-	
0010	BORROW PIT			IH 90/94	-	19361	-	12.2	-	-	261.4	
				TOTAL 0010	112504	19361	112509	96.2	2998.8	900.0	261.4	

EROSION CONTROL MOBILIZATION

CAT.	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	REMARKS
0010	PROJECT	IH 90/94	10	6	
		TOTAL 0010	10	6	

EROSION CONTROL

CAT.	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	115+94	-	-	IH 90/94 LT	-	-	-	-	2	
0010	124+24	-	-	IH 90/94 LT	-	-	-	-	2	
0010	126+27	-	-	IH 90/94 LT	-	-	-	15	-	
0010	128+30	-	-	IH 90/94 LT	-	-	-	15	-	
0010	145+19	-	-	IH 90/94 LT	-	-	-	15	-	
0010	147+09	-	-	IH 90/94 LT	-	-	-	-	2	
0010	149+14	-	-	IH 90/94 LT	-	-	-	15	-	
0010	151+07	-	-	IH 90/94 LT	-	-	-	15	-	
0010	153+13	-	-	IH 90/94 LT	-	-	-	15	-	
0010	155+22	-	-	IH 90/94 LT	-	-	-	15	-	
0010	156+27	-	-	IH 90/94 LT	-	-	-	-	4	
0010	164+06	-	-	IH 90/94 LT	-	-	-	15	-	
0010	166+06	-	-	IH 90/94 LT	-	-	-	15	-	
0010	168+01	-	-	IH 90/94 LT	-	-	-	15	-	
0010	170+03	-	-	IH 90/94 LT	-	-	-	15	-	
0010	172+02	-	-	IH 90/94 LT	-	-	-	15	-	
0010	174+01	-	-	IH 90/94 LT	-	-	-	15	-	
0010	176+03	-	-	IH 90/94 LT	-	-	-	15	-	
0010	177+69	-	-	IH 90/94 LT	-	-	-	-	1	
0010	325+17	-	-	IH 90/94 LT	-	-	-	15	-	
0010	327+29	-	-	IH 90/94 LT	-	-	-	15	-	
0010	332+12	-	-	IH 90/94 LT	-	-	-	15	-	
0010	334+52	-	-	IH 90/94 LT	-	-	1	-	-	
0010	336+09	-	-	IH 90/94 LT	-	-	-	15	-	
0010	338+13	-	-	IH 90/94 LT	-	-	-	15	-	
0010	340+06	-	-	IH 90/94 LT	-	-	-	15	-	
0010	343+85	-	-	IH 90/94 LT	-	-	-	15	-	
0010	345+85	-	-	IH 90/94 LT	-	-	-	15	-	
0010	347+70	-	-	IH 90/94 LT	-	-	1	-	-	
0010	350+05	-	-	IH 90/94 LT	-	-	-	15	-	
0010	352+12	-	-	IH 90/94 LT	-	-	-	15	-	
0010	354+13	-	-	IH 90/94 LT	-	-	-	15	-	
0010	356+13	-	-	IH 90/94 LT	-	-	-	15	-	
0010	358+07	-	-	IH 90/94 LT	-	-	-	15	-	
0010	360+10	-	-	IH 90/94 LT	-	-	-	15	-	
0010	362+09	-	-	IH 90/94 LT	-	-	-	15	-	
0010	364+09	-	-	IH 90/94 LT	-	-	-	15	-	
0010	371+69	-	-	IH 90/94 LT	-	-	-	-	2	
0010	377+68	-	-	IH 90/94 LT	-	-	1	-	-	
0010	390+68	-	-	IH 90/94 LT	-	-	-	-	2	
				SUBTOTAL	0	0	3	450	15	

EROSION CONTROL CONTINUED

CAT.	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1504 SILT FENCE MAINTENANCE LF	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	393+91	-	399+75	IH 90/94 LT	584	584	-	-	-	
0010	403+67	-	-	IH 90/94 LT	-	-	-	-	2	
0010	406+01	-	-	IH 90/94 LT	-	-	-	15	-	
0010	407+98	-	-	IH 90/94 LT	-	-	-	15	-	
0010	410+67	-	-	IH 90/94 LT	-	-	-	-	2	
0010	411+48	-	-	IH 90/94 LT	-	-	-	15	-	
0010	413+45	-	-	IH 90/94 LT	-	-	-	15	-	
0010	418+68	-	-	IH 90/94 LT	-	-	-	-	2	
0010	420+78	-	-	IH 90/94 LT	-	-	-	15	-	
0010	422+82	-	-	IH 90/94 LT	-	-	-	15	-	
0010	428+67	-	-	IH 90/94 LT	-	-	-	-	2	
0010	438+09	-	-	IH 90/94 LT	-	-	-	15	-	
0010	438+70	-	-	IH 90/94 LT	-	-	-	-	2	
0010	446+12	-	-	IH 90/94 LT	-	-	-	15	-	
0010	448+15	-	-	IH 90/94 LT	-	-	-	-	2	
0010	647+88	-	-	IH 90/94 LT	-	-	1	-	-	
0010	653+81	-	-	IH 90/94 LT	-	-	-	15	-	
0010	655+78	-	-	IH 90/94 LT	-	-	-	15	-	
0010	657+84	-	-	IH 90/94 LT	-	-	1	-	-	
0010	660+01	-	-	IH 90/94 LT	-	-	-	15	-	
0010	662+07	-	-	IH 90/94 LT	-	-	-	15	-	
0010	664+01	-	-	IH 90/94 LT	-	-	-	15	-	
0010	666+01	-	-	IH 90/94 LT	-	-	-	15	-	
0010	667+98	-	-	IH 90/94 LT	-	-	1	-	-	
0010	669+01	-	-	IH 90/94 LT	-	-	-	15	-	
0010	671+04	-	-	IH 90/94 LT	-	-	-	15	-	
0010	673+01	-	-	IH 90/94 LT	-	-	-	15	-	
0010	675+08	-	-	IH 90/94 LT	-	-	-	15	-	
0010	677+01	-	-	IH 90/94 LT	-	-	-	15	-	
0010	678+94	-	-	IH 90/94 LT	-	-	1	-	-	
0010	682+41	-	-	IH 90/94 LT	-	-	-	15	-	
0010	684+43	-	-	IH 90/94 LT	-	-	-	15	-	
0010	686+37	-	-	IH 90/94 LT	-	-	-	15	-	
0010	688+92	-	-	IH 90/94 LT	-	-	1	-	-	
0010	692+94	-	-	IH 90/94 LT	-	-	-	-	2	
0010	712+09	-	-	IH 90/94 LT	-	-	1	-	-	
0010	719+53	-	-	IH 90/94 LT	-	-	1	-	-	
0010	723+50	-	-	IH 90/94 LT	-	-	-	15	-	
0010	729+45	-	-	IH 90/94 LT	-	-	1	-	-	
0010	734+96	-	-	IH 90/94 LT	-	-	1	-	-	
				SUBTOTAL	584	584	9	345	14	

EROSION CONTROL CONTINUED

CAT.	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1504 SILT FENCE MAINTENANCE LF	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	747+49	-	-	IH 90/94 LT	-	-	-	15	-	
0010	749+48	-	-	IH 90/94 LT	-	-	-	15	-	
0010	751+58	-	-	IH 90/94 LT	-	-	-	15	-	
0010	753+50	-	-	IH 90/94 LT	-	-	-	15	-	
0010	755+55	-	-	IH 90/94 LT	-	-	-	15	-	
0010	757+45	-	-	IH 90/94 LT	-	-	-	15	-	
0010	759+52	-	-	IH 90/94 LT	-	-	-	15	-	
0010	761+50	-	-	IH 90/94 LT	-	-	-	15	-	
0010	763+64	-	-	IH 90/94 LT	-	-	-	15	-	
0010	765+56	-	-	IH 90/94 LT	-	-	-	15	-	
0010	767+36	-	-	IH 90/94 LT	-	-	-	15	-	
0010	769+43	-	-	IH 90/94 LT	-	-	1	-	-	
0010	771+39	-	-	IH 90/94 LT	-	-	-	15	-	
0010	773+47	-	-	IH 90/94 LT	-	-	-	15	-	
0010	775+48	-	-	IH 90/94 LT	-	-	-	15	-	
0010	818+71	-	-	IH 90/94 LT	-	-	1	-	-	
0010	825+71	-	-	IH 90/94 LT	-	-	-	15	-	
0010	827+79	-	-	IH 90/94 LT	-	-	-	15	-	
0010	829+83	-	-	IH 90/94 LT	-	-	-	15	-	
0010	835+02	-	-	IH 90/94 LT	-	-	1	-	-	
0010	836+99	-	-	IH 90/94 LT	-	-	-	15	-	
0010	838+93	-	-	IH 90/94 LT	-	-	-	15	-	
0010	840+96	-	-	IH 90/94 LT	-	-	-	15	-	
0010	842+95	-	-	IH 90/94 LT	-	-	-	15	-	
0010	844+93	-	-	IH 90/94 LT	-	-	-	15	-	
0010	848+02	-	-	IH 90/94 LT	-	-	1	-	-	
0010	856+99	-	-	IH 90/94 LT	-	-	1	-	-	
0010	860+93	-	-	IH 90/94 LT	-	-	-	15	-	
0010	862+95	-	-	IH 90/94 LT	-	-	-	15	-	
0010	864+95	-	-	IH 90/94 LT	-	-	-	15	-	
0010	866+94	-	-	IH 90/94 LT	-	-	-	15	-	
0010	903+08	-	-	IH 90/94 LT	-	-	-	-	1	
0010	905+06	-	-	IH 90/94 LT	-	-	-	15	-	
0010	906+97	-	-	IH 90/94 LT	-	-	-	15	-	
0010	909+00	-	-	IH 90/94 LT	-	-	-	15	-	
0010	910+98	-	-	IH 90/94 LT	-	-	-	15	-	
0010	912+95	-	-	IH 90/94 LT	-	-	-	15	-	
0010	916+97	-	-	IH 90/94 LT	-	-	-	15	-	
0010	919+02	-	-	IH 90/94 LT	-	-	-	15	-	
0010	921+04	-	-	IH 90/94 LT	-	-	-	15	-	
				SUBTOTAL	0	0	5	510	1	

EROSION CONTROL CONTINUED

CAT.	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1504 SILT FENCE MAINTENANCE LF	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	923+05	-	-	IH 90/94 LT	-	-	-	15	-	
0010	925+08	-	-	IH 90/94 LT	-	-	-	15	-	
0010	926+98	-	-	IH 90/94 LT	-	-	1	-	-	
0010	928+97	-	-	IH 90/94 LT	-	-	-	15	-	
0010	930+96	-	-	IH 90/94 LT	-	-	-	15	-	
0010	933+02	-	-	IH 90/94 LT	-	-	-	15	-	
0010	935+02	-	-	IH 90/94 LT	-	-	-	15	-	
0010	937+69	-	-	IH 90/94 LT	-	-	1	-	-	
0010	939+62	-	-	IH 90/94 LT	-	-	-	15	-	
0010	941+41	-	-	IH 90/94 LT	-	-	-	-	3	
0010	949+97	-	-	IH 90/94 LT	-	-	-	15	-	
0010	957+93	-	-	IH 90/94 LT	-	-	1	-	-	
0010	959+93	-	-	IH 90/94 LT	-	-	-	15	-	
0010	962+00	-	-	IH 90/94 LT	-	-	-	15	-	
0010	963+91	-	-	IH 90/94 LT	-	-	-	15	-	
0010	965+88	-	-	IH 90/94 LT	-	-	-	15	-	
0010	967+41	-	-	IH 90/94 LT	-	-	-	-	2	
0010	977+44	-	-	IH 90/94 LT	-	-	1	-	-	
0010	977+75	-	981+60	IH 90/94 LT	385	385	-	-	-	
0010	998+53	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1010+50	-	-	IH 90/94 LT	-	-	-	-	3	
0010	1025+58	-	1037+73	IH 90/94 LT	1215	1215				
0010	1030+63	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1036+23	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1039+14	-	-	IH 90/94 LT	-	-	-	15	-	
0010	1041+08	-	-	IH 90/94 LT	-	-	-	15	-	
0010	1043+17	-	-	IH 90/94 LT	-	-	-	15	-	
0010	1045+07	-	-	IH 90/94 LT	-	-	-	15	-	
0010	1047+01	-	-	IH 90/94 LT	-	-	-	15	-	
0010	1049+06	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1052+41	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1066+66	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1074+44	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1096+50	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1108+45	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1119+14	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1122+94	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1133+43	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1153+44	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1163+45	-	-	IH 90/94 LT	-	-	1	-	-	
				SUBTOTAL	1600	1600	18	255	8	

EROSION CONTROL CONTINUED

CAT.	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1504 SILT FENCE MAINTENANCE LF	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	1174+42	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1184+55	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1193+64	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1198+46	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1206+45	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1261+43	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1268+97	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1281+45	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1290+49	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1292+00	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1301+40	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1309+47	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1313+89	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1325+59	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1343+48	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1464+04	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1468+04	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1472+41	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1476+04	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1480+03	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1486+52	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1490+03	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1493+85	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1499+03	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1502+91	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1508+04	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1512+03	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1517+03	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1522+04	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1527+49	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1532+05	-	-	IH 90/94 LT	-	-	1	-	-	
0010	1537+86	-	-	IH 90/94 LT	-	-	-	15	-	
0010	1539+88	-	-	IH 90/94 LT	-	-	-	15	-	
0010	1541+84	-	-	IH 90/94 LT	-	-	-	15	-	
0010	1543+73	-	-	IH 90/94 LT	-	-	-	15	-	
0010	1545+76	-	-	IH 90/94 LT	-	-	-	15	-	
0010	1547+67	-	-	IH 90/94 LT	-	-	1	-	-	
0010	Undistributed			IH 90/94 LT	437	437	-	-	-	
				SUBTOTAL	437	437	32	75	0	
				TOTAL 0010	2621	2621	67	1635	38	

TRAFFIC CONTROL

CAT.	STATION	TO	STATION	LOCATION	DAYS	643.0100 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	REMARKS
				JUNEAU NORTH															
0010	BEGINNING OF EB CONSTRUCTION				-	-	-	-	-	-	-	-	-	-	-	-	-	46.75	"WORK ZONES NO HANDHELD PHONES WHILE DRIVING"
0010	47+20	-	139+00	IH 90/94 EB	3	58	174	2	6	4	12	16	48	2	6	12	36	-	EB LANE CLOSURE
0010	123+00	-	175+00	IH 90/94 EB	3	18	54	-	-	-	-	-	-	1	3	8	24	-	EB SHOULDER CLOSURE
0010	139+00A	-	245+80A	IH 90/94 WB	5	73	365	3	15	6	30	16	80	2	10	13	65	-	WB LANE CLOSURE
				JUNEAU SOUTH															
0010	320+00A	-	468+80A	IH 90/94 WB	9	115	1035	6	54	12	108	16	144	2	18	16	144	-	WB LANE CLOSURE
0010	291+00	-	343+00	IH 90/94 EB	9	18	162	-	-	-	-	-	-	1	9	8	72	-	EB SHOULDER CLOSURE
0010	333+20	-	453+00	IH 90/94 EB	5	86	430	4	20	8	40	16	80	2	10	14	70	-	EB LANE CLOSURE
				SAUK															
0010	570+20	-	684+00	IH 90/94 EB	5	80	400	3	15	6	30	16	80	2	10	13	65	-	EB LANE CLOSURE
0010	647+00A	-	715+00A	IH 90/94 WB	5	34	170	-	-	-	-	-	-	1	5	8	40	-	WB SHOULDER CLOSURE
0010	674+00A	-	846+80A	IH 90/94 WB	7	139	973	8	56	16	112	16	112	2	14	18	126	-	WB LANE CLOSURE
0010	646+00	-	693+00	IH 90/94 EB	3	13	39	-	-	-	-	-	-	1	3	8	24	-	EB SHOULDER CLOSURE
0010	724+00	-	781+00	IH 90/94 EB	4	23	92	-	-	-	-	-	-	1	4	8	32	-	EB SHOULDER CLOSURE
0010	813+00A	-	899+80A	IH 90/94 WB	3	53	159	1	3	2	6	16	48	2	6	11	33	-	WB LANE CLOSURE
0010	767+20	-	862+00	IH 90/94 EB	3	61	183	2	6	4	12	16	48	2	6	12	36	-	EB LANE CLOSURE
0010	851+00A	-	967+80A	IH 90/94 WB	4	83	332	4	16	8	32	16	64	2	8	14	56	-	WB LANE CLOSURE
0010	835+20	-	991+00	IH 90/94 EB	6	122	732	7	42	14	84	16	96	2	12	17	102	-	EB LANE CLOSURE
0010	896+00A	-	945+00A	IH 90/94 WB	2	15	30	-	-	-	-	-	-	1	2	8	16	-	WB SHOULDER CLOSURE
0010	979+00A	-	1075+80A	IH 90/94 WB	1	63	63	2	2	4	4	16	16	2	2	12	12	-	WB LANE CLOSURE
0010	957+20	-	1069+00	IH 90/94 EB	5	78	390	3	15	6	30	16	80	2	10	13	65	-	EB LANE CLOSURE
0010	1060+00A	-	1188+80A	IH 90/94 WB	3	95	285	5	15	10	30	16	48	2	6	15	45	-	WB LANE CLOSURE
0010	1116+00A	-	1281+80A	IH 90/94 WB	5	132	660	7	35	14	70	16	80	2	10	17	85	-	WB LANE CLOSURE
0010	1189+20	-	1275+00	IH 90/94 WB	1	52	52	1	1	2	2	16	16	2	2	11	11	-	EB LANE CLOSURE
0010	1264+00A	-	1409+80A	IH 90/94 EB	5	112	560	6	30	12	60	16	80	2	10	16	80	-	WB LANE CLOSURE
				COLUMBIA															
0010	1456+00A	-	1621+80A	IH 90/94 WB	9	132	1188	7	63	14	126	16	144	2	18	17	153	-	WB LANE CLOSURE
0010	1497+00	-	1555+00	IH 90/94 EB	3	12	36	-	-	-	-	-	-	1	3	8	24	-	EB SHOULDER CLOSURE
0010	BEGINNING OF WB CONSTRUCTION				-	-	-	-	-	-	-	-	-	-	-	-	-	46.75	"WORK ZONES NO HANDHELD PHONES WHILE DRIVING"
	TOTAL 0010					8564	394	788	1264	187	1416	93.5							

CAT.	STATION	TO	STATION	LOCATION	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	115+87	-	130+19	IH 90/94 EB	-	1432	
0010	144+24A	-	155+53A	IH 90/94 WB	-	1129	
0010	161+87A	-	177+50A	IH 90/94 WB	-	1563	
0010	325+27A	-	366+12A	IH 90/94 WB	-	4085	
0010	334+44A		-	IH 90/94 WB	1	-	
0010	347+54A		-	IH 90/94 WB	1	-	
0010	367+06A	-	374+31A	IH 90/94 WB	-	725	
0010	382+46A	-	386+95A	IH 90/94 WB	-	449	
0010	390+09A	-	390+76A	IH 90/94 WB	-	67	
0010	393+82A	-	397+32A	IH 90/94 WB	-	350	
0010	398+28A	-	399+64A	IH 90/94 WB	-	136	
0010	400+57A	-	400+86A	IH 90/94 WB	-	29	
0010	401+58	-	415+60	IH 90/94 EB	-	1402	
0010	419+36	-	432+33	IH 90/94 EB	-	1297	
0010	435+86	-	438+15	IH 90/94 EB	-	229	
0010	438+55	-	439+47	IH 90/94 EB	-	92	
0010	441+75	-	445+74	IH 90/94 EB	-	399	
0010	446+35	-	447+22	IH 90/94 EB	-	87	
0010	649+50	-	678+80	IH 90/94 EB	-	2930	
0010	680+67A	-	688+26A	IH 90/94 WB	-	759	
0010	694+13A	-	695+92A	IH 90/94 WB	-	179	
0010	701+31A	-	715+95A	IH 90/94 WB	-	1464	
0010	716+26A	-	716+69A	IH 90/94 WB	-	43	
0010	718+00A	-	718+85A	IH 90/94 WB	-	85	
0010	719+70A	-	734+91A	IH 90/94 WB	-	1521	
0010	735+28A	-	740+55A	IH 90/94 WB	-	527	
0010	746+50A	-	778+26A	IH 90/94 WB	-	3176	
0010	769+66A		-	IH 90/94 WB	1	-	
0010	818+50A	-	819+06A	IH 90/94 WB	-	56	
0010	821+08A	-	823+20A	IH 90/94 WB	-	212	
0010	824+05A	-	831+28A	IH 90/94 WB	-	723	
0010	835+55	-	847+13	IH 90/94 EB	-	1158	
0010	850+02	-	850+82	IH 90/94 EB	-	80	
0010	855+62	-	856+25	IH 90/94 EB	-	63	
0010	856+47A	-	857+09A	IH 90/94 WB	-	62	
0010	858+21A	-	869+55A	IH 90/94 WB	-	1134	
0010	889+47A	-	890+22A	IH 90/94 WB	-	75	
0010	903+20	-	937+61	IH 90/94 EB	-	3441	
0010	938+40	-	940+84	IH 90/94 EB	-	244	
0010	948+08	-	951+50	IH 90/94 EB	-	342	
0010	959+03	-	966+93	IH 90/94 EB	-	790	
0010	977+81	-	981+50	IH 90/94 EB	-	369	
0010	1025+43	-	1048+79	IH 90/94 EB	-	2336	
0010	1535+58	-	1549+15	IH 90/94 EB	-	1357	
				TOTAL 0010	3	36597	

MOVING SIGNS TYPE II

CAT.	STATION	TO	STATION	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	REMARKS
0010	649+50	-	678+79	IH 90/94 EB LT	2	
0010	652+50A	-	676+39A	IH 90/94 WB RT	2	
0010	680+68A	-	688+25A	IH 90/94 WB RT	1	
0010	701+32A	-	740+55A	IH 90/94 WB RT	4	
0010	746+50A	-	778+25A	IH 90/94 WB RT	3	
0010	762+82	-	771+93	IH 90/94 EB LT	1	
0010	818+50A	-	831+27A	IH 90/94 WB RT	1	
0010	835+55	-	856+24	IH 90/94 EB LT	1	
0010	856+47A	-	869+50A	IH 90/94 WB RT	1	
0010	903+20	-	937+60	IH 90/94 EB LT	3	
0010	959+03	-	981+50	IH 90/94 EB LT	2	
0010	1025+43	-	1048+78	IH 90/94 EB LT	2	
				TOTAL 0010	23	

SAWING SUMMARY

CAT.	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	692+35A		-	IH 90/94 WB	7.5	-	
0010	695+94A	-	696+12A	IH 90/94 WB	-	25	
0010	701+32A		-	IH 90/94 WB	6	-	
0010	715+61A		-	IH 90/94 WB	4	-	
0010	878+22A		-	IH 90/94 WB	6	-	
0010	890+04A		-	IH 90/94 WB	6	-	
0010	895+56		-	IH 90/94 WB	6	-	
				TOTAL 0010	35.5	25	

PI STA = 121+01.18A
Y = 204122.857
X = 410313.950
DELTA = 16°17'33"
D = 0°45'24"
T = 1083.81'
L = 2153.00'
R = 7571.41'
PC STA = 110+17.37A
PT STA = 131+70.36A

SLOPE INTERCEPT

115A
120A
125A
115
120
125

END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 116+30.74
OFFSET: 15' LT

START: CABLE BARRIER END TERMINAL TYPE 1
STA: 115+94.00
OFFSET: 15' LT

PI STA = 121+07.32
Y = 204069.797
X = 410280.708
DELTA = 16°23'10"
D = 0°44'51"
T = 1103.49'
L = 2191.92'
R = 7664.27'
PC STA = 110+03.82
PT STA = 131+95.75

5

5

WISCONSIN ST.

CTH H

CTH "H"

I 90/94

SIGN

MH

PT: 131+70.36A
203739.49
411327.69

PC: 139+95.14A
203447.75
412099.15

SLOPE INTERCEPT

130A
135A
140A
130
135
140
145

START: CABLE BARRIER END TERMINAL TYPE 1
STA: 144+30.00A
OFFSET: 15' RT

PT: 131+95.75
203679.93
411313.04

END: CABLE BARRIER END TERMINAL TYPE 1
STA: 133+14.00
OFFSET: 15' LT

END: CABLE BARRIER TYPE 1
START: CABLE BARRIER END TERMINAL TYPE 1
STA: 132+77.26
OFFSET: 15' LT

MM55

PC: 140+09.18
203392.55
412074.01

END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 144+66.74A
OFFSET: 15' RT

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	PLAN	SHEET 79	E

PI STA = 154+37.36A
Y = 202937.605
X = 413448.133
DELTA = 21°16'06"
D = 0°44'45"
T = 1442.22'
L = 2851.24'
R = 7681.10'
PC STA = 139+95.14A
PT STA = 168+46.38A

I 90/94

150A

155A

160A

150

155

160

CTH "C"

SLOPE INTERCEPT

PI STA = 154+40.18
Y = 202886.981
X = 413412.726
DELTA = 21°16'24"
D = 0°45'07"
T = 1431.00'
L = 2829.04'
R = 7619.52'
PC STA = 140+09.18
PT STA = 168+38.22

END: CABLE BARRIER END TERMINAL TYPE 1
STA: 155+47.00A
OFFSET: 15' RT

END: CABLE BARRIER TYPE 1
START: CABLE BARRIER END TERMINAL TYPE 1
STA: 155+10.26A
OFFSET: 15' RT

CTH "H"

EXIT 55, CAMP DOUGLAS

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PT: 168+46.38A
201972.88
414520.19

SIGN

I 90/94

165A

170A

175A

U/C

IH 90/94

165

170

175

I 90/94

IH 90/94

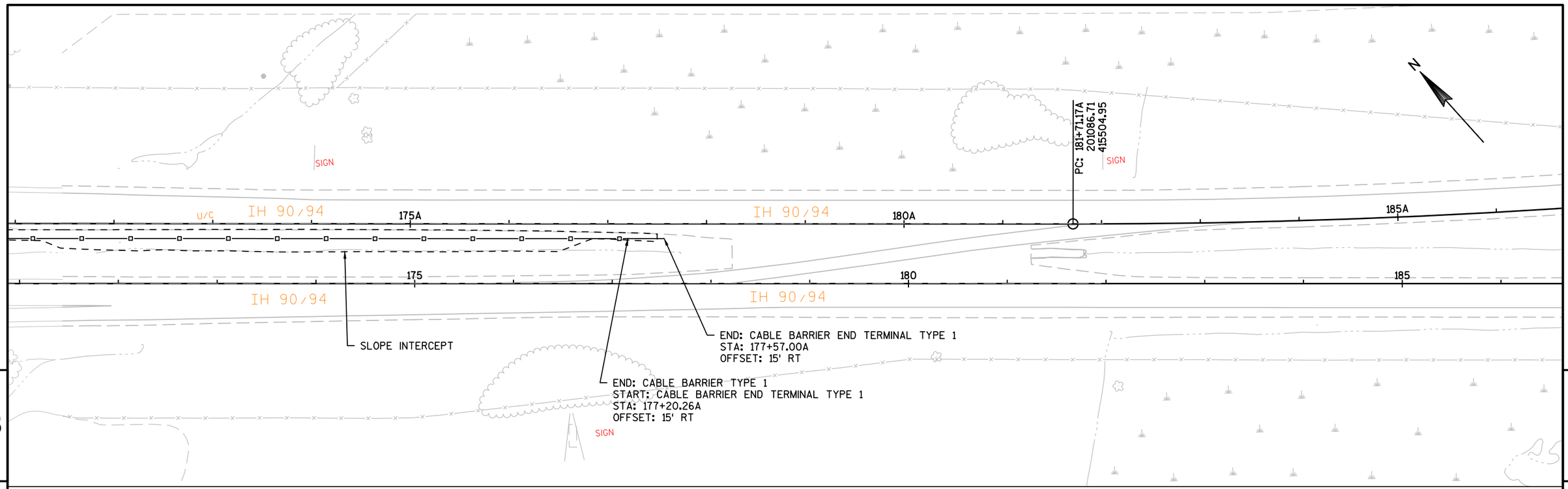
END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 164+14.74A
OFFSET: 15' RT

START: CABLE BARRIER END TERMINAL TYPE 1
STA: 163+78.00A
OFFSET: 15' RT

PT: 168+38.22
201930.15
414476.79

SLOPE INTERCEPT

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	PLAN	SHEET 80	E



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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	PLAN	SHEET 81	E

PI STA = 336+38.92A
Y = 165749.847
X = 461388.483
DELTA = 10°53'08"
D = 0°30'01"
T = 1090.99'
L = 2175.41'
R = 11450.20'
PC STA = 325+47.93A
PT STA = 347+23.34A

PC: 325+47.93A
166728.21
460905.72

PC: 322+47.66
166943.08
460666.40

STA: 334+45A, 44' RT
REMOVING STORM SEWER (30-INCH) ENDWALL ONLY
CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH, 15 LF
(1) CONCRETE COLLARS FOR PIPE

STA: 334+45A, 50' RT
TOP OF CASTING 880.32'
INLET DEPTH 5'
(1) INLETS MEDIAN 2 GRATE (NO SLOPE)
(2) INLET COVERS TYPE MS

STA: 334+45A, 53' RT
REMOVING STORM SEWER (30-INCH) ENDWALL ONLY
CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH, 8 LF
(1) CONCRETE COLLARS FOR PIPE

IH 90/94

325A

330A

335A

325

330

335

END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 326+16.74A
OFFSET: 15' RT

START: CABLE BARRIER END TERMINAL TYPE 1
STA: 325+80.00A
OFFSET: 15' RT

SPECIAL DITCH
STA: 329+51.05A
OFFSET: 60.57' RT
ELEV: 882.21'

SLOPE INTERCEPT

PI STA = 333+34.82
Y = 165968.365
X = 461147.913
DELTA = 10°50'52"
D = 0°30'01"
T = 1087.16'
L = 2167.82'
R = 11450.05'
PC STA = 322+47.66
PT STA = 344+15.49

SPECIAL DITCH
STA: 334+43.62A
OFFSET: 50.04' RT
ELEV: 880.34'

SPECIAL DITCH
STA: 334+45.69A
OFFSET: 50.30' RT
ELEV: 880.30'

SPECIAL DITCH
STA: 336+67.61A
OFFSET: 47.35' RT
ELEV: 881.80'

MEYER RD

N

5

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PT: 347+23.34A
164880.26
462047.33

SHPO COMMITMENT AREA
STA: 348+00 - 381+00

340A

345A

350A

340

345

350

SLOPE INTERCEPT

PT: 344+15.49
165101.69
461804.26

CABLE BARRIER TYPE 1

STA: 347+68A, 26' RT
REMOVING STORM SEWER (18-INCH) ENDWALL ONLY
CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH, 4 LF
(1) CONCRETE COLLARS FOR PIPE

STA: 347+68A, 28' RT
TOP OF CASTING 882.40
INLET DEPTH 3.3'
(1) INLETS MEDIAN 5 GRATE 10:1
(5) INLET COVERS TYPE MS

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	PLAN	SHEET 82	E

SHPO COMMITMENT AREA
STA: 348+00 - 381+00

355A 360A 365A

355 360 365

SLOPE INTERCEPT

CABLE BARRIER TYPE 1

IH 90/94

MEYER RD

SIGN

5

5

SHPO COMMITMENT AREA
STA: 348+00 - 381+00

370A 375A 380A

370 375 380 385

SLOPE INTERCEPT

MM68

CABLE BARRIER TYPE 1

STH 58

RIPRAP

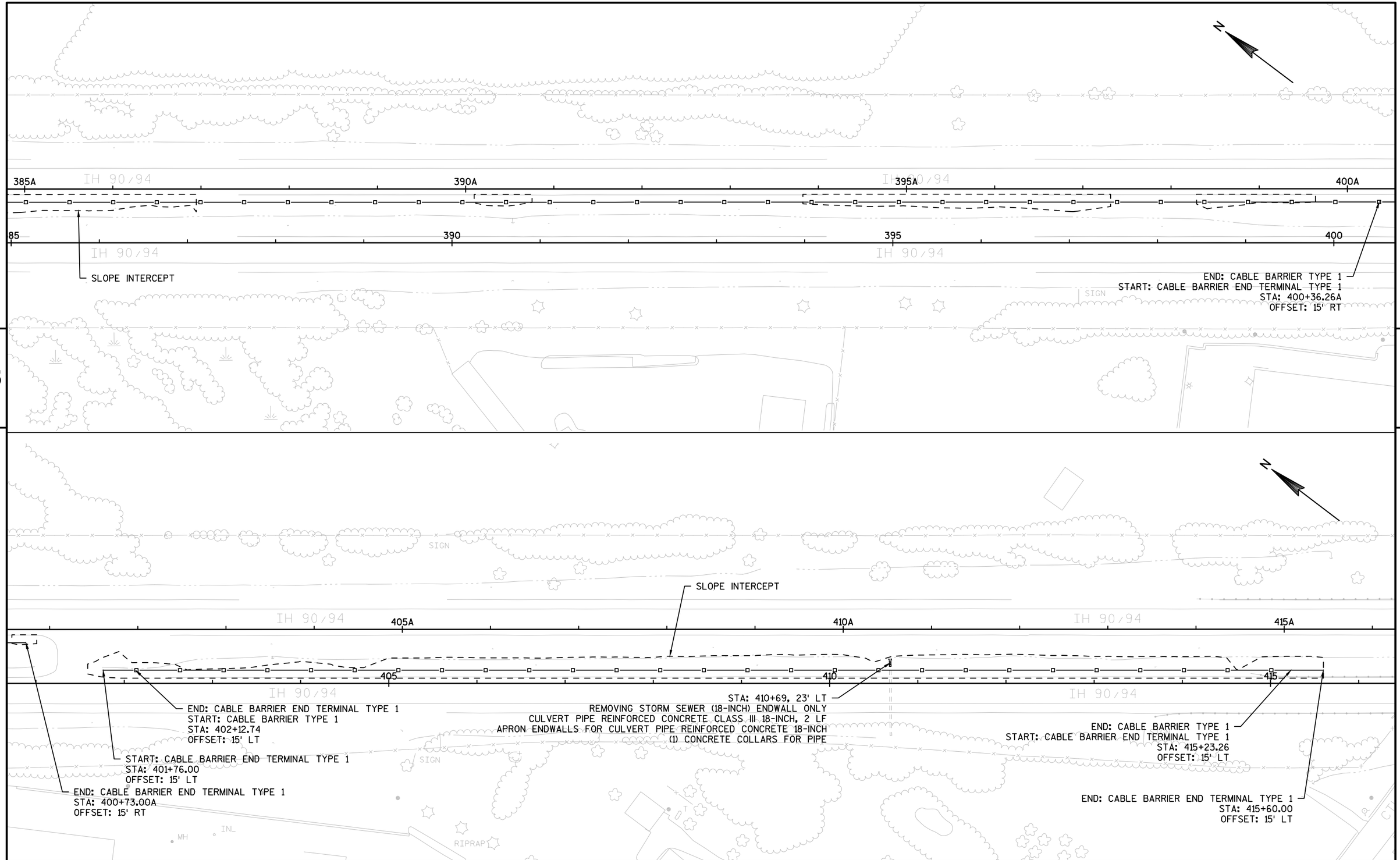
INL

MEYER RD

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	PLAN	SHEET 83	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - JS(3)

PLOT DATE : 6/6/2016 7:21 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT



5 5

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	PLAN	SHEET 84	E

PI STA = 430+06.72A
Y = 158277.873
X = 467049.609
DELTA = 3°34'10"
D = 0°14'43"
T = 727.90'
L = 1455.33'
R = 23360.35'
PC STA = 422+78.82A
PT STA = 437+34.15A

PC: 422+78.82A
158858.06
466610.04

SLOPE INTERCEPT

420A 425A 430A

420 425 430

END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 419+84.74
OFFSET: 15' LT

START: CABLE BARRIER END TERMINAL TYPE 1
STA: 419+48.00
OFFSET: 15' LT

PC: 423+39.56
158784.67
466588.22

PI STA = 430+40.22
Y = 158226.109
X = 467011.231
DELTA = 3°33'55"
D = 0°15'16"
T = 700.67'
L = 1400.88'
R = 22512.56'
PC STA = 423+39.56
PT STA = 437+40.44

IH 90/94

SIGN

5

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PT: 437+34.15A
157671.45
467452.21

SLOPE INTERCEPT

435A 440A 445A

435 440 445

I 90/I 94

PT: 437+40.44
157642.32
467398.69

EXIT 69, MAUSTON

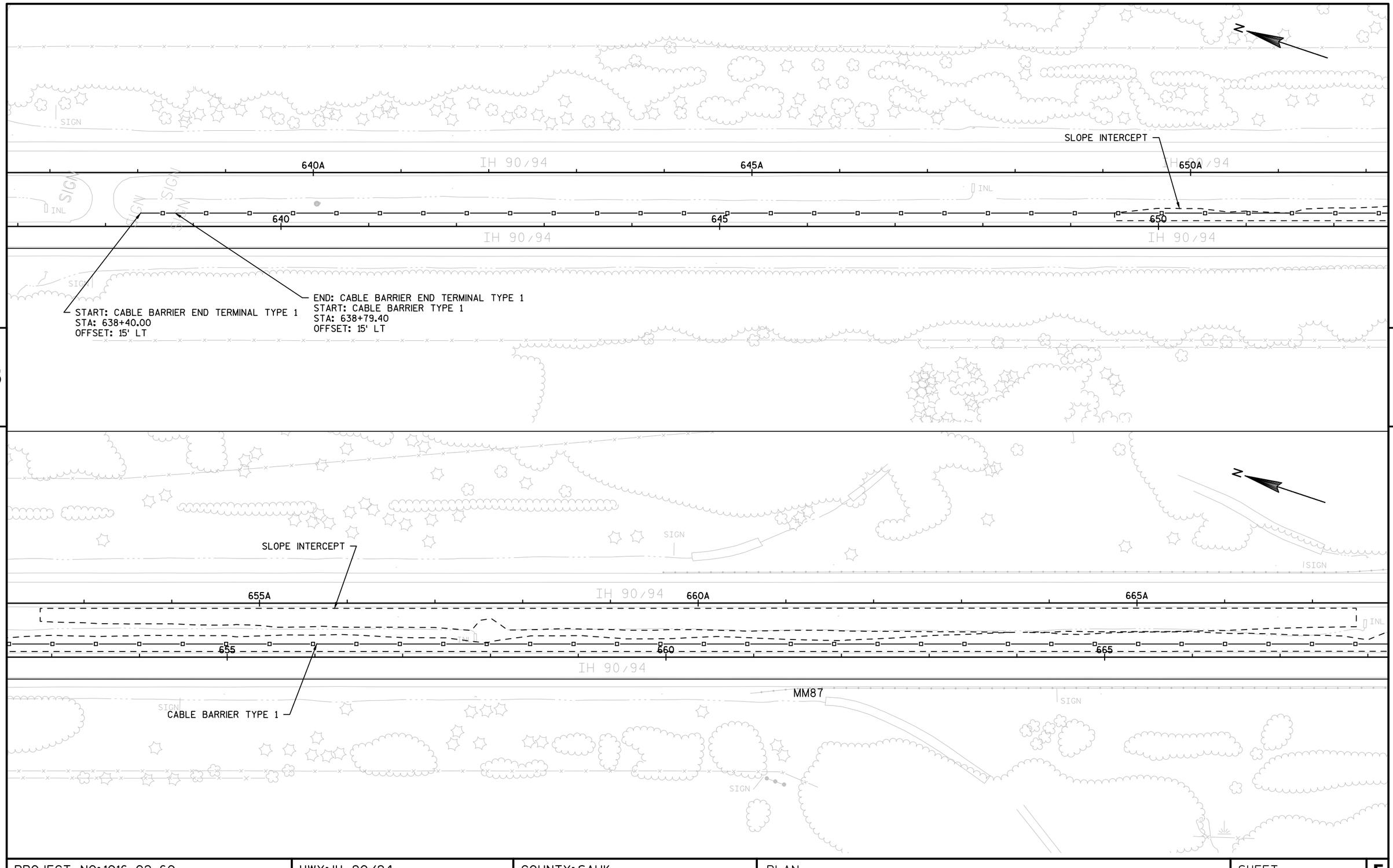
END: CABLE BARRIER TYPE 1
START: CABLE BARRIER END TERMINAL TYPE 1
STA: 446+55.26
OFFSET: 15' LT

END: CABLE BARRIER END TERMINAL TYPE 1
STA: 446+92.00
OFFSET: 15' LT

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	PLAN	SHEET 85	E

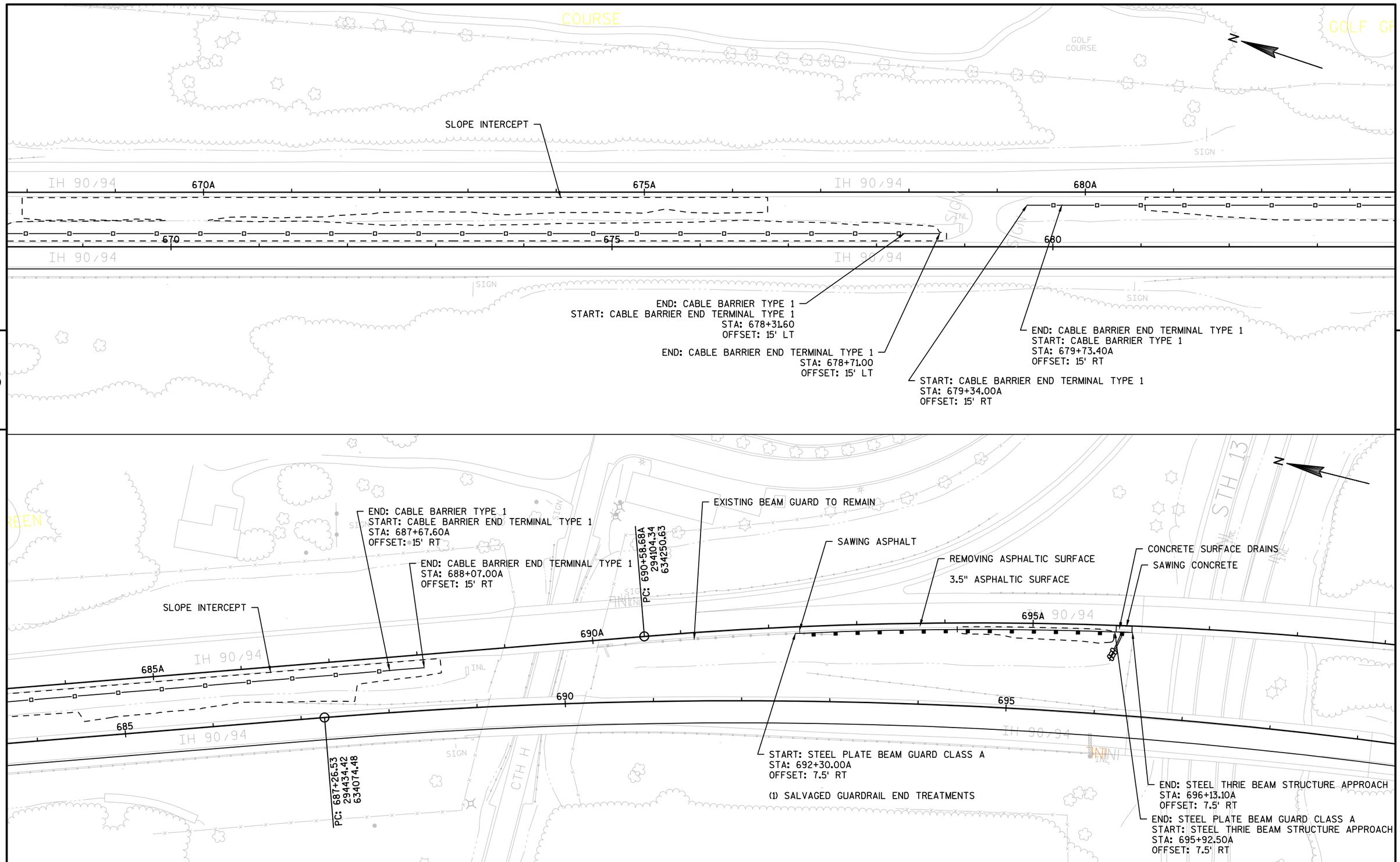
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - JS (7)

PLOT DATE : 6/6/2016 7:21 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT



5 5

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 86	E



PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 87	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050202_PN.DWG
LAYOUT NAME - (3)
PLOT DATE : 6/6/2016 9:53 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

PI STA = 704+89.33A
Y = 292747.778
X = 634705.052
DELTA = 34°34'51"
D = 1°14'48"
T = 1430.65'
L = 2773.91'
R = 4595.98'
PC STA = 690+58.68A
PT STA = 718+32.59A

EXISTING BEAM GUARD TO REMAIN

SAWING ASPHALT

REMOVING ASPHALTIC SURFACE

3.5" ASPHALTIC SURFACE

SHPO COMMITMENT AREA
STA: 714+00 - 723+00

SLOPE INTERCEPT

700A 705A 710A

IH 90/94

700 705 710

IH 90/94

IH 90/94

SIGN INL

EXIT 87, WI DELLS

START: STEEL PLATE BEAM GUARD CLASS A
STA: 701+32.00A
OFFSET: 6' RT

(1) SALVAGED GUARDRAIL END TREATMENTS

PI STA = 705+49.41
Y = 292705.817
X = 634653.157
DELTA = 35°13'57"
D = 0°59'53"
T = 1822.89'
L = 3530.16'
R = 5740.83'
PC STA = 687+26.53
PT STA = 722+56.69

START: CABLE BARRIER END TERMINAL TYPE 1
STA: 714+57.00A
OFFSET: 15' RT

END:STEEL PLATE BEAM GUARD CLASS A
START: STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
STA: 715+07.00A
OFFSET: 6' RT

REMOVING ASPHALTIC SURFACE

3.5" ASPHALTIC SURFACE

PT: 718+32.59A
291372.97
634309.25

SHPO COMMITMENT AREA
STA: 714+00 - 723+00

SAWING ASPHALT

715A 720A 725A 730A

IH 90/94

715 720 725 730

IH 90/94

IH 90/94

SLOPE INTERCEPT

SIGN

PT: 722+56.69
290960.03
634128.61

END: STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
STA: 715+57.00A
OFFSET: 8' RT

END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 714+96.40A
OFFSET: 15' RT

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 88	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050202_PN.DWG
LAYOUT NAME - (5)

PLOT DATE : 6/6/2016 9:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

SHPO COMMITMENT AREA
STA: 743+00 - 799+00

735A

740A

745A

IH 90/94

730

735

740

745

SLOPE INTERCEPT

END: CABLE BARRIER TYPE 1
START: CABLE BARRIER END TERMINAL TYPE 1
STA: 741+70.60A
OFFSET: 15' RT

END: CABLE BARRIER END TERMINAL TYPE 1
STA: 742+10.00A
OFFSET: 15' RT

START: CABLE BARRIER END TERMINAL TYPE 1
STA: 745+60.00A
OFFSET: 15' RT

TROUT RD

SIGN

5

SHPO COMMITMENT AREA
STA: 743+00 - 799+00

750A

755A

760A

IH 90/94

750

755

760

SLOPE INTERCEPT

END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 745+99.40A
OFFSET: 15' RT

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 89	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050202_PN.DWG
LAYOUT NAME - (7)

PLOT DATE : 6/6/2016 9:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

SHPO COMMITMENT AREA
STA: 743+00 - 799+00

SHPO COMMITMENT AREA
STA: 743+00 - 799+00
STA: 763+00 - 799+00

STA: 769+66A, 56' RT
REMOVING STORM SEWER (36-INCH) ENDWALL ONLY
CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH, 18 LF
(1) CONCRETE COLLARS FOR PIPE

STA: 769+66A, 65' RT
TOP OF CASTING 895.78
INLET DEPTH 5.1'
(1) INLET MEDIAN GRATE 2 (NO SLOPE)
(2) INLET COVERS TYPE MS

STA: 769+66A, 71' RT
REMOVING STORM SEWER (36-INCH) ENDWALL ONLY
CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH, 12 LF
(1) CONCRETE COLLARS FOR PIPE

IH 90/94 765A CABLE BARRIER TYPE 1 770A IH 90/94 775A

765 770 775

IH 90/94 IH 90/94

MM89

SPECIAL DITCH
STA: 765+53.73A
OFFSET: 61.17' RT
ELEV: 896.71'

SLOPE INTERCEPT

SPECIAL DITCH
STA: 769+65.07A
OFFSET: 65.52' RT
ELEV: 895.79'

SPECIAL DITCH
STA: 769+67.58A
OFFSET: 65.62' RT
ELEV: 895.78'

SPECIAL DITCH
STA: 772+36.69A
OFFSET: 80.82' RT
ELEV: 897.23'

5 5

SHPO COMMITMENT AREA
STA: 743+00 - 799+00
STA: 763+00 - 799+00

780A IH 90/94 785A 790A IH 90/94

SLOPE INTERCEPT

780 785 790

IH 90/94 IH 90/94

END: CABLE BARRIER END TERMINAL TYPE 1
STA: 778+18.00A
OFFSET: 15' RT

END: CABLE BARRIER TYPE 1
START: CABLE BARRIER END TERMINAL TYPE 1
STA: 777+78.60A
OFFSET: 15' RT

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 90	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050202_PN.DWG
LAYOUT NAME - (9)

PLOT DATE : 6/6/2016 9:55 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

PI STA = 816+40.17A
Y = 281948.198
X = 631595.876
DELTA = 52°12'25"
D = 1°59'46"
T = 1406.37'
L = 2615.38'
R = 2870.32'
PC STA = 802+33.80A
PT STA = 828+49.18A

PI STA = 815+66.32
Y = 282044.169
X = 631449.705
DELTA = 52°52'59"
D = 2°00'01"
T = 1424.50'
L = 2643.81'
R = 2864.41'
PC STA = 801+41.82
PT STA = 827+85.63

PT: 828+49.18A
280812.53
632425.42

PT: 827+85.63
280894.06
632290.20

START: CABLE BARRIER END TERMINAL TYPE 1
STA: 818+15.00A
OFFSET: 15' RT

END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 818+54.40A
OFFSET: 15' RT

END: CABLE BARRIER TYPE 1
START: CABLE BARRIER END TERMINAL TYPE 1
STA: 830+67.60A
OFFSET: 15' RT

END: CABLE BARRIER END TERMINAL TYPE 1
STA: 831+07.00A
OFFSET: 15' RT

END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 836+00.40
OFFSET: 15' LT

START: CABLE BARRIER END TERMINAL TYPE 1
STA: 835+61.00
OFFSET: 15' LT

SLOPE INTERCEPT

SLOPE INTERCEPT

EXIT 89, LAKE DELTON

IH 90/94

STH 23

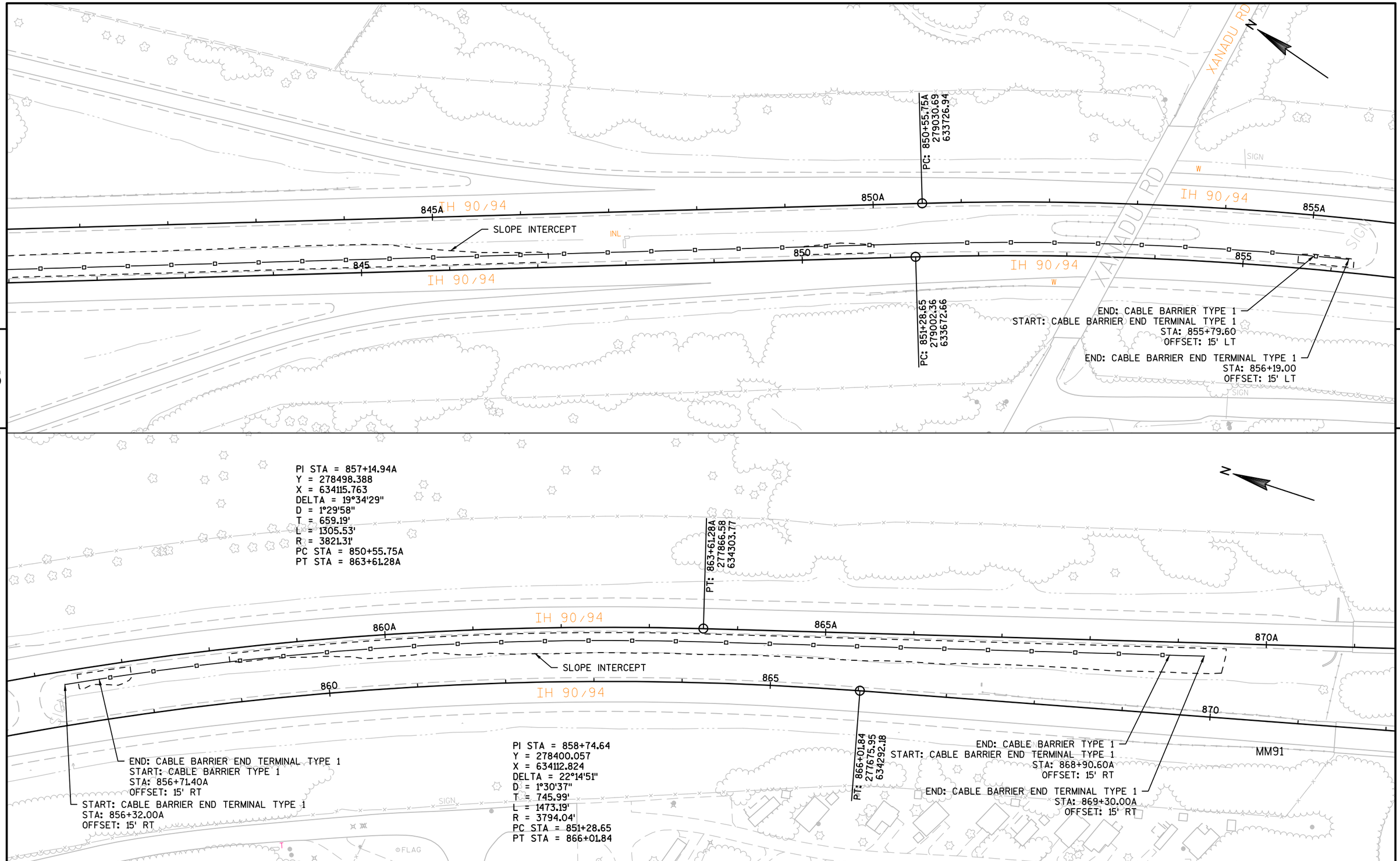
W MUNROE AVE

MUNROE AVE

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 91	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050202_PN.DWG
LAYOUT NAME - (11)

PLOT DATE : 6/6/2016 9:56 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 92	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050202_PN.DWG
LAYOUT NAME - (13)

PLOT DATE : 6/6/2016 9:56 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

START: STEEL PLATE BEAM GUARD CLASS A
STA: 878+21.00A
OFFSET: 6' RT

(1) SALVAGED GUARDRAIL END TREATMENTS

EXISTING BEAM GUARD TO REMAIN

SAWING ASPHALT

PC: 879+16.19A
276376.25
634747.24

REMOVING ASPHALTIC SURFACE

3.5" ASPHALTIC SURFACE

PC: 878+33.90
276480.03
634588.41

MIRROR LAKE

IH 90/94

875A

880A

885A

875

880

885

SIGN

5

5

PI STA = 900+42.27A
Y = 274338.470
X = 635353.611
DELTA = 66°00'26"
D = 1°45'01"
T = 2126.08'
L = 3771.13'
R = 3273.43'
PC STA = 879+16.19A
PT STA = 916+87.32A

POOL

BASKETBALL COURT

ATHLETIC FIELD

REMOVING ASPHALTIC SURFACE

3.5" ASPHALTIC SURFACE

SLOPE INTERCEPT

SAWING ASPHALT

EXISTING BEAM GUARD TO REMAIN

890A

895A

900A

890

895

900

INL

START: STEEL PLATE BEAM GUARD CLASS A
STA: 895+54.00A
OFFSET: 6' RT

(1) SALVAGED GUARDRAIL END TREATMENTS

START: TAPER
STA: 899+16.35A
OFFSET: 6' RT

END: STEEL PLATE BEAM GUARD CLASS A
STA: 890+21.00A
OFFSET: 6' RT

(1) SALVAGED GUARDRAIL END TREATMENTS

PI STA = 900+70.71
Y = 274308.831
X = 635126.203
DELTA = 68°38'30"
D = 1°44'55"
T = 2236.81'
L = 3925.30'
R = 3276.48'
PC STA = 878+33.90
PT STA = 917+59.20

ISHNALA RD

SPECIAL DITCH
STA: 903+20.19
OFFSET: 43.90' LT
ELEV: 938.20'

END: STEEL THRIE BEAM STRUCTURE APPROACH
STA: 899+86.95A
OFFSET: 7.5' RT

END: STEEL PLATE BEAM GUARD CLASS A
START: STEEL THRIE BEAM STRUCTURE APPROACH
STA: 899+66.35A
OFFSET: 7.5' RT

END: TAPER

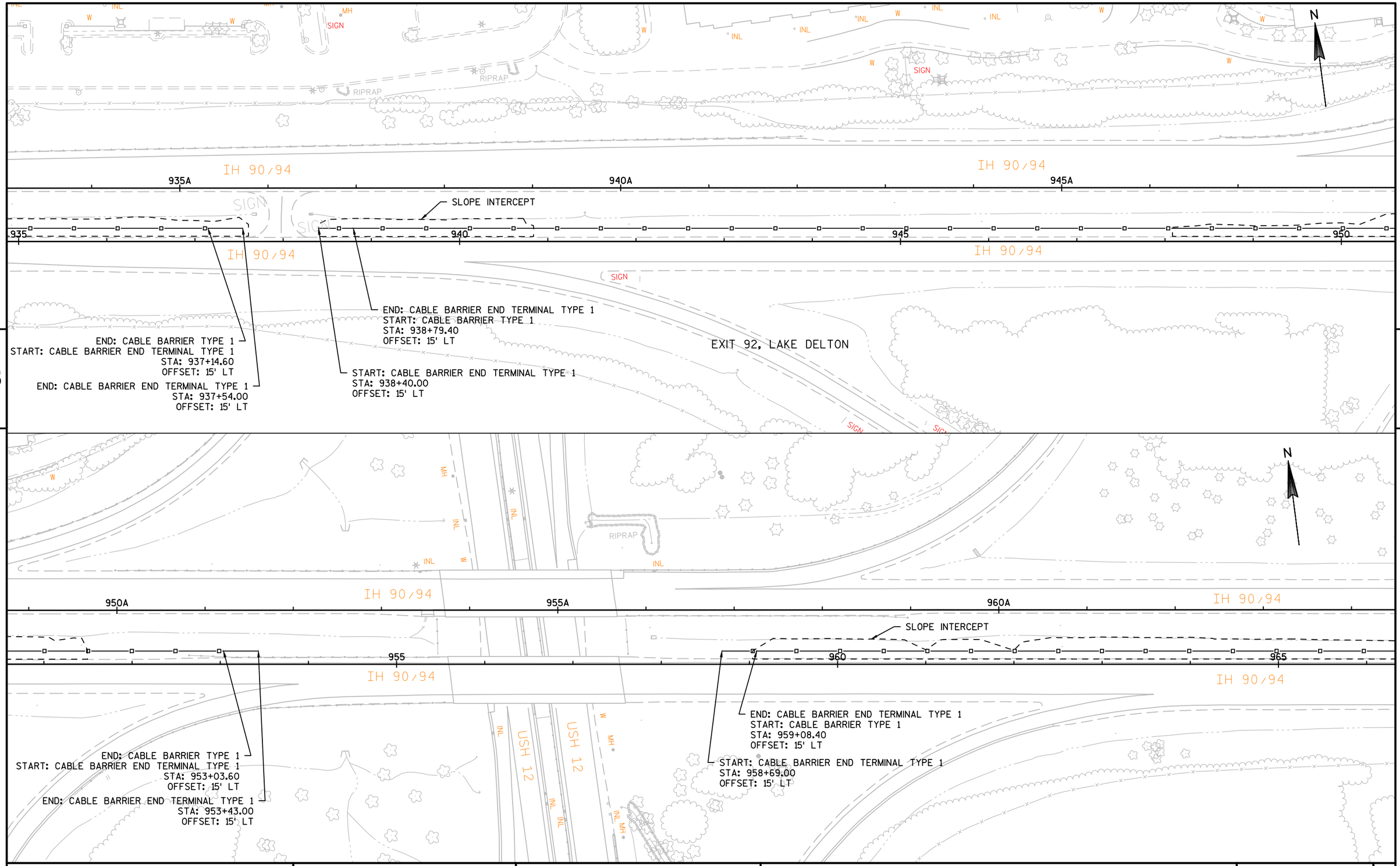
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 93	E

905A
905
910A
915A
910
915
IH 90/94
SLOPE INTERCEPT
SPECIAL DITCH
STA: 906+28.45
OFFSET: 41.56' LT
ELEV: 948.01'
SPECIAL DITCH
STA: 907+07.15
OFFSET: 49.44' LT
ELEV: 948.55'
END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 904+36.40
OFFSET: 15' LT
START: CABLE BARRIER END TERMINAL TYPE 1
STA: 903+97.00
OFFSET: 15' LT
PT: 916+87.32A
274063.84
637461.88
PT: 917+59.20
274018.95
637344.15
RIPRAP
SIGN
INL
5
5

920A
925A
930A
920
925
930
935
SLOPE INTERCEPT
CABLE BARRIER TYPE 1
MM92
SIGN
INL
W

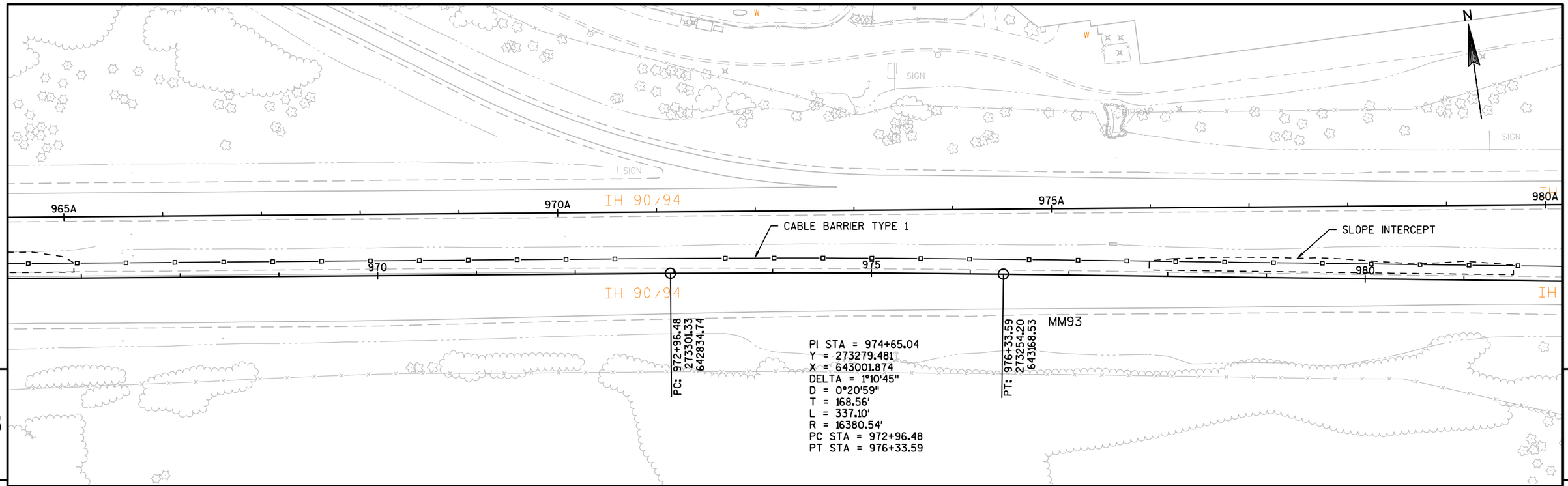
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 94	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050202_PN.DWG
LAYOUT NAME - (17)
PLOT DATE : 6/6/2016 9:58 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



5 5

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 95	E



PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 96	E

BUNKER DR

SIGN

IH 90/94

1000A

1005A

IH 90/94

1010A

1000

1005

1010

IH 90/94

IH 90/94

SIGN

END: CABLE BARRIER TYPE 1
START: CABLE BARRIER END TERMINAL TYPE 1
STA: 1007+01.60A
OFFSET: 15' RT

END: CABLE BARRIER END TERMINAL TYPE 1
STA: 1007+41.00A
OFFSET: 15' RT

N

5

5

PI STA = 1026+50.27A
Y = 272647.748
X = 648332.992
DELTA = 10°51'26"
D = 0°45'04"
T = 724.82'
L = 1445.30'
R = 7627.12'
PC STA = 1019+25.45A
PT STA = 1033+70.75A

PT: 1033+70.75A
272420.41
649021.24

N

1025A

IH 90/94

1030A

IH 90/94

1035A

INL

INL

PC: 1025+36.57
272518.88
648016.05

SLOPE INTERCEPT

1025

1030

1035

IH 90/94

IH 90/94

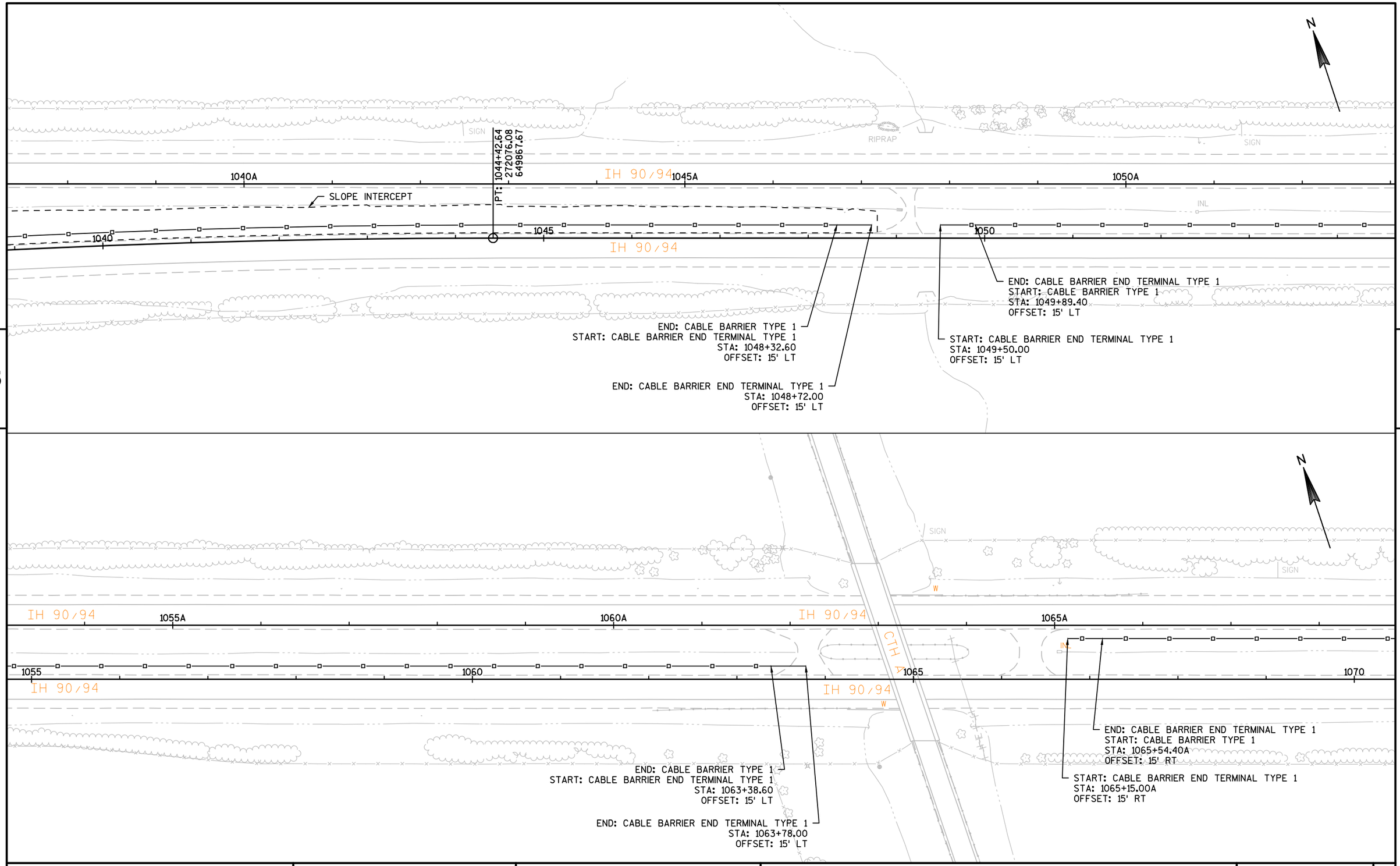
MM94

END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 1026+58.40
OFFSET: 15' LT

START: CABLE BARRIER END TERMINAL TYPE 1
STA: 1026+19.00
OFFSET: 15' LT

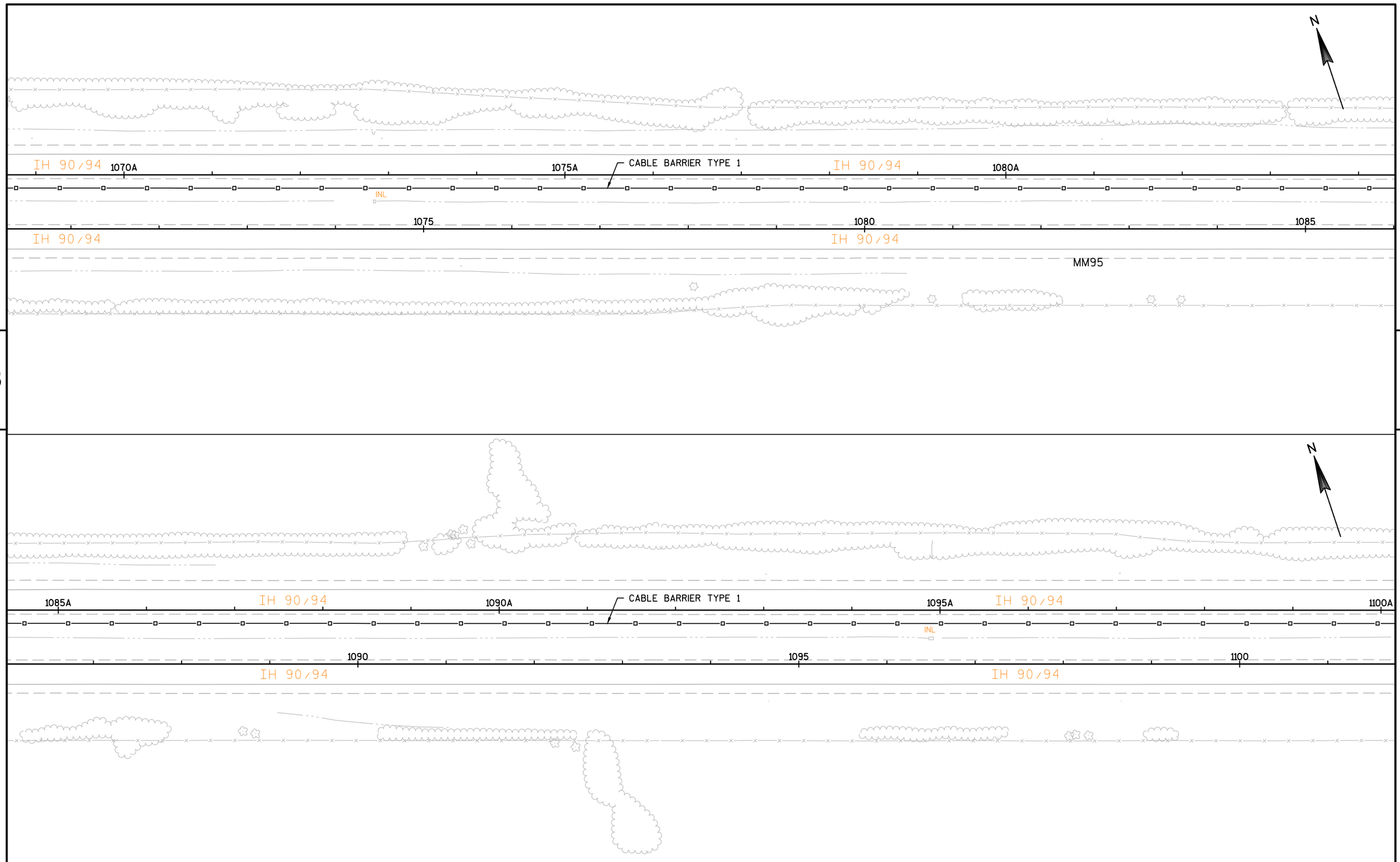
PI STA = 1034+91.86
Y = 272375.608
X = 648960.545
DELTA = 9°38'51"
D = 0°30'22"
T = 955.29'
L = 1906.07'
R = 11320.01'
PC STA = 1025+36.57
PT STA = 1044+42.64

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 97	E



PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 98	E

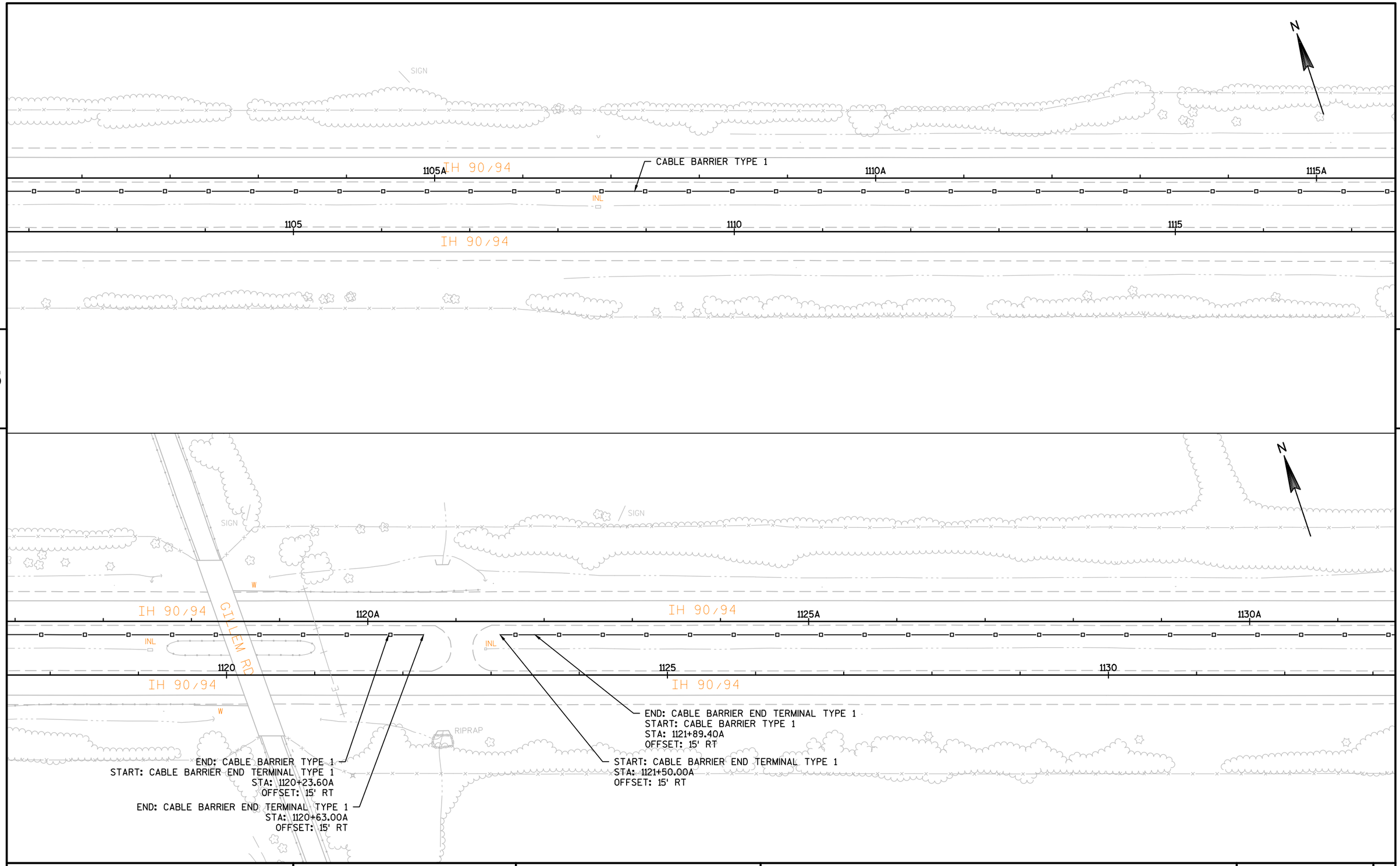
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050202_PN.DWG
LAYOUT NAME - (25)
PLOT DATE : 6/6/2016 10:00 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



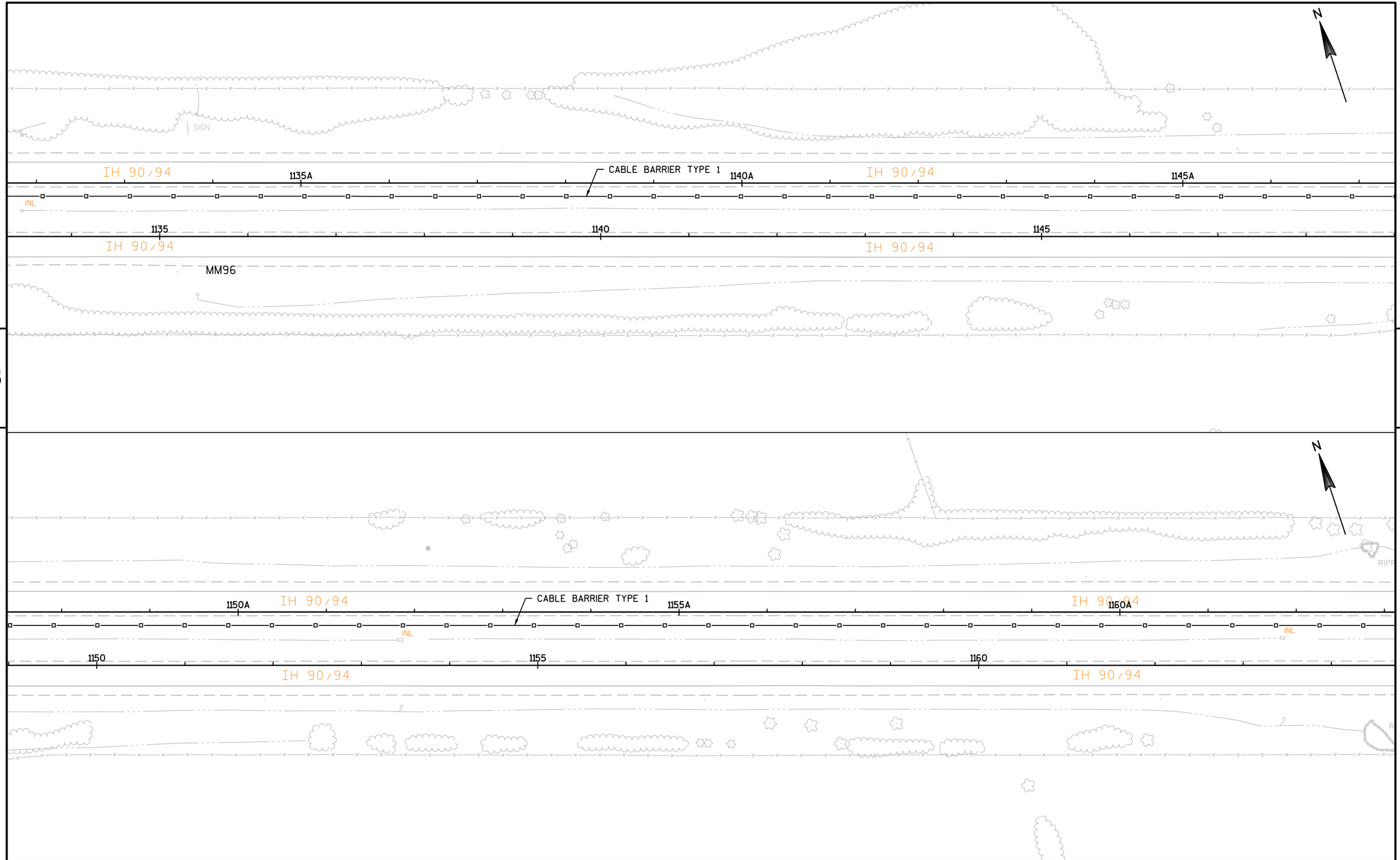
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 99	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050202_PN.DWG
LAYOUT NAME - (27)

PLOT DATE : 6/6/2016 10:01 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT



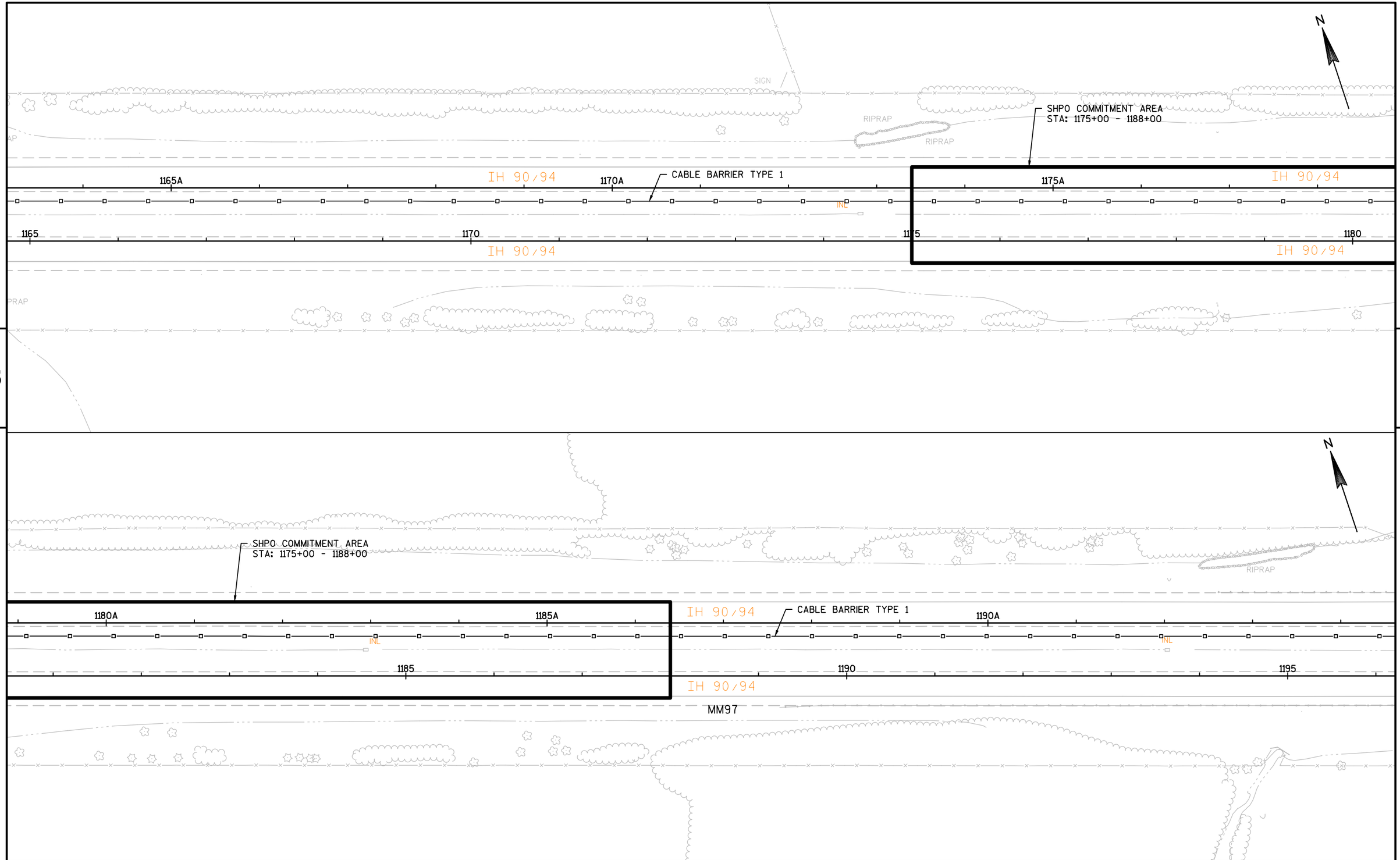
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 100	E



PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 101	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050202_PN.DWG
LAYOUT NAME - (31)

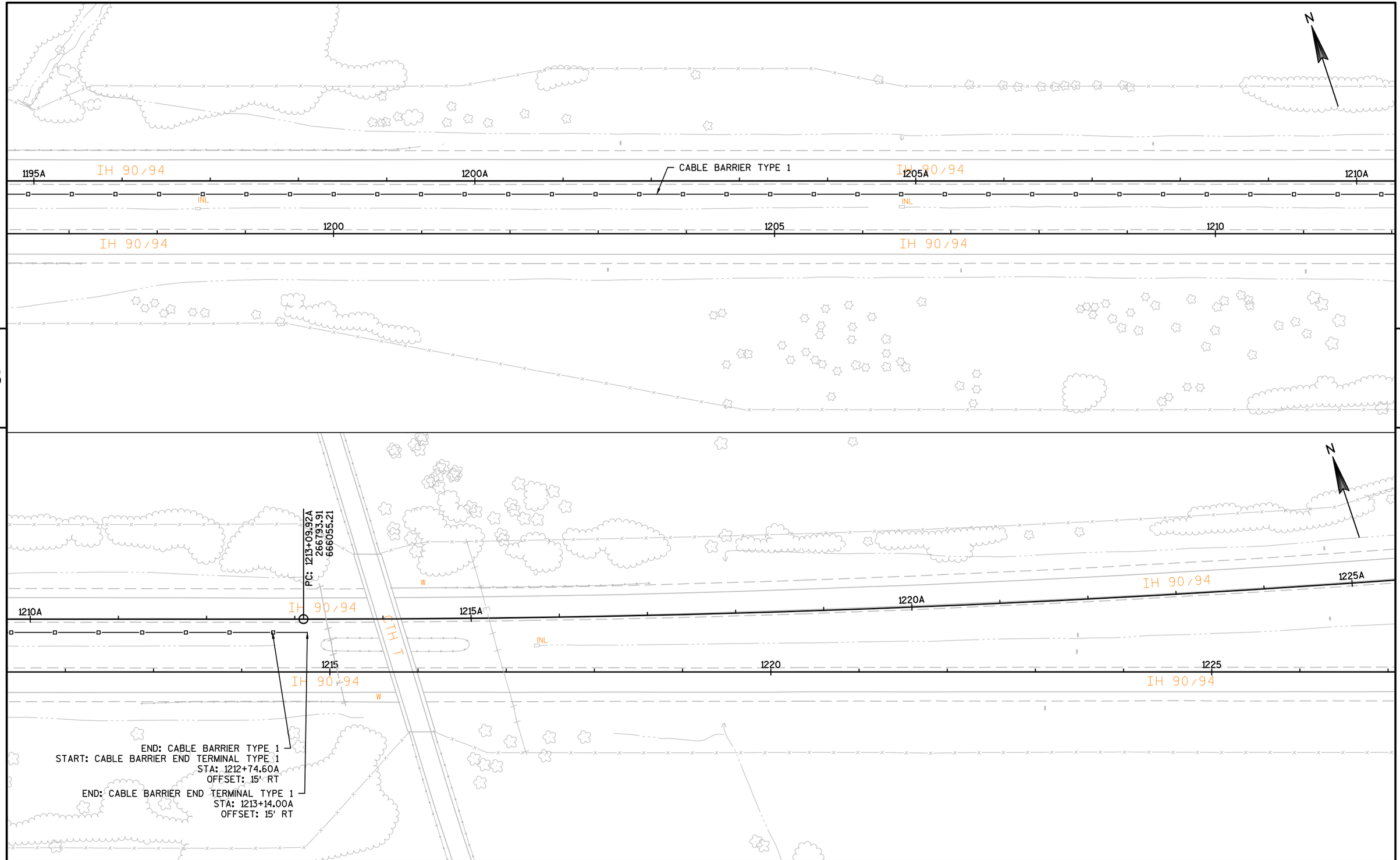
PLOT DATE : 6/6/2016 10:02 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 102	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050202_PN.DWG
LAYOUT NAME - (33)

PLOT DATE : 6/6/2016 10:03 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 103	E

PI STA = 1240+66.26A
Y = 265929.406
X = 668672.467
DELTA = 18°10'00"
D = 0°19'56"
T = 2756.34'
L = 5466.41'
R = 17240.52'
PC STA = 1213+09.92A
PT STA = 1267+76.34A

1255A
1260A
1265A
IH 90/94
INL
1255
1260
1265
1270
VAN HOOSEN RD
W
PT: 1267+76.34A
265924.00
671428.80

END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 1257+99.40
OFFSET: 15' LT

START: CABLE BARRIER END TERMINAL TYPE 1
STA: 1257+60.00
OFFSET: 15' LT

END: CABLE BARRIER TYPE 1
START: CABLE BARRIER END TERMINAL TYPE 1
STA: 1268+83.60
OFFSET: 15' LT

END: CABLE BARRIER END TERMINAL TYPE 1
STA: 1269+23.00
OFFSET: 15' LT

5

5

N

SIGN
W
VAN HOOSEN RD
PT: 1267+76.34A
265924.00
671428.80
IH 90/94
1270A
1275A
1280A
INL
270
1275
1280
1285
PC: 1282+48.25
265861.67
672690.53
PC: 1282+56.94A
265921.10
672909.40

END: CABLE BARRIER END TERMINAL TYPE 1
START: CABLE BARRIER TYPE 1
STA: 1270+02.40A
OFFSET: 15' RT

START: CABLE BARRIER END TERMINAL TYPE 1
STA: 1269+63.00A
OFFSET: 15' RT

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 104	E

PI STA = 1296+16.93A
Y = 265918.437
X = 674269.384
DELTA = 6°52'28"
D = 0°15'11"
T = 1359.99'
L = 2716.71'
R = 22642.49'
PC STA = 1282+56.94A
PT STA = 1309+73.65A

N

1285A IH 90/94 1290A IH 90/94 1295A

INL INL

CABLE BARRIER TYPE 1

1290 1295 1300

IH 90/94 IH 90/94

MM99

SIGN

PI STA = 1298+52.92
Y = 265858.271
X = 674295.202
DELTA = 7°52'10"
D = 0°14'44"
T = 1604.68'
L = 3204.31'
R = 23330.15'
PC STA = 1282+48.25
PT STA = 1314+52.55

5

5

N

SIGN

PT: 1309+73.65A
265753.01
675619.27

1300A IH 90/94 1305A 1310A IH 90/94

INL INL INL

CABLE BARRIER TYPE 1

1305 1310 1315

IH 90/94 IH 90/94

PT: 1314+52.55
265635.20
675884.30

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 105	E

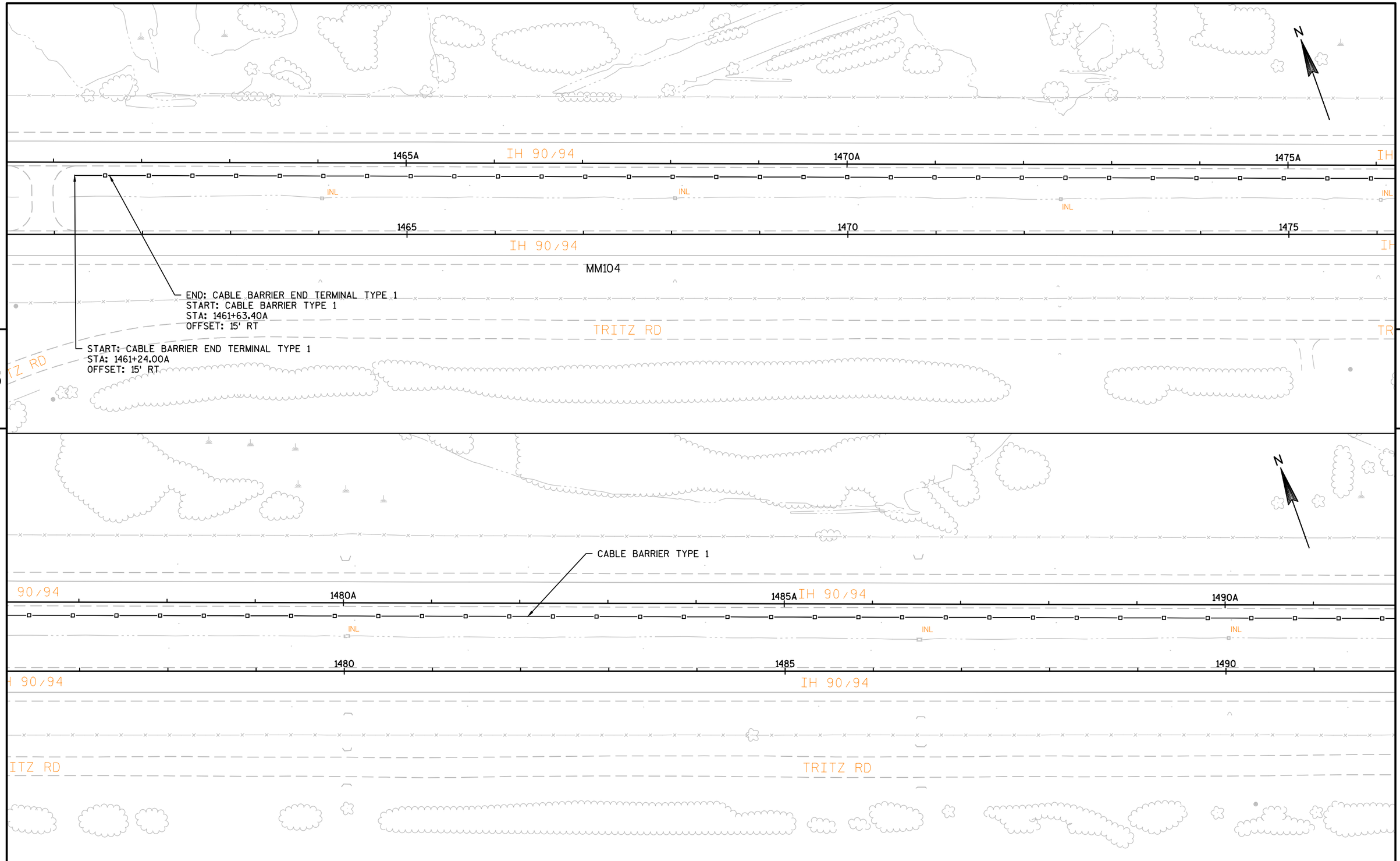
5

5

N

1315A
1320A
1325A
1330A
IH 90/94
CABLE BARRIER TYPE 1
1320
1325
1330
RIPRAP
SIGN
N
PC: 1341+78.00A
265363.23
678799.83
INL
1335A
1340A
1345A
PC: 1345+26.54
265207.89
678928.43
1335
1340
1345
MM100
SCHEPP RD
END: CABLE BARRIER TYPE 1
START: CABLE BARRIER END TERMINAL TYPE 1
STA: 1340+25.75A
OFFSET: 15' RT
END: CABLE BARRIER END TERMINAL TYPE 1
STA: 1340+65.15A
OFFSET: 15' RT

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	PLAN	SHEET 106	E



PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	PLAN	SHEET 107	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050203_PN.DWG
LAYOUT NAME - (1)

PLOT DATE : 5/31/2016 8:33 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

CABLE BARRIER TYPE 1

IH 90/94

1495A

1500A

1505A

INL

INL

INL

1495

1500

1505

IH 90/94

IH 90/94

TRITZ RD

TRITZ

5

5

N

CABLE BARRIER TYPE 1

1510A

IH 90/94

1515A

1520A

IH 90/94

INL

INL

INL

INL

1510

1515

1520

IH 90/94

IH 90/94

MM105

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	PLAN	SHEET 108	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050203_PN.DWG
LAYOUT NAME - (3)

PLOT DATE : 5/31/2016 8:34 AM

PLOT BY : MECUM, BRANDYN W

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

5

5

CABLE BARRIER TYPE 1

PC: 1537+38.61A
387685.70
517702.90

PC: 1533+90.68
387741.85
517354.61

SLOPE INTERCEPT

PI STA = 1554+91.47
Y = 387093.467
X = 519352.678
DELTA = 39°07'14"
D = 1°09'41"
T = 1752.85'
L = 3368.44'
R = 4933.41'
PC STA = 1537+38.61
PT STA = 1571+07.06

SLOPE INTERCEPT

END: CABLE BARRIER TYPE 1
START: CABLE BARRIER END TERMINAL TYPE 1
STA: 1552+96.60A
OFFSET: 15' RT

END: CABLE BARRIER END TERMINAL TYPE 1
STA: 1553+36.00A
OFFSET: 15' RT

PI STA = 1552+62.44
Y = 387113.575
X = 519117.766
DELTA = 36°14'13"
D = 1°00'06"
T = 1871.75'
L = 3617.89'
R = 5720.40'
PC STA = 1533+90.68
PT STA = 1570+08.57

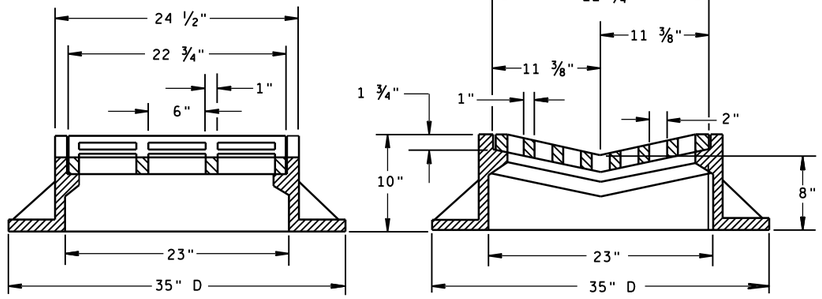
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	PLAN	SHEET 109	E

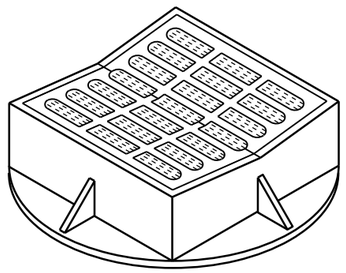
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\050203_PN.DWG
LAYOUT NAME - (5)

PLOT DATE : 5/31/2016 8:34 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

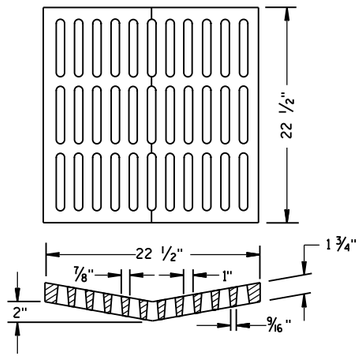
Standard Detail Drawing List

08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08C09-01	INLETS MEDIAN 3 AND 4 GRATE
08D02-06	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
14B15-08A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-08B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-08C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B20-11A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-11D	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS
14B24-08A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-08B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-08C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B52-01A	CABLE BARRIER TYPE 1 LAYOUT
14B52-01B	CABLE BARRIER TYPE 1 LAYOUT
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D12-06B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS



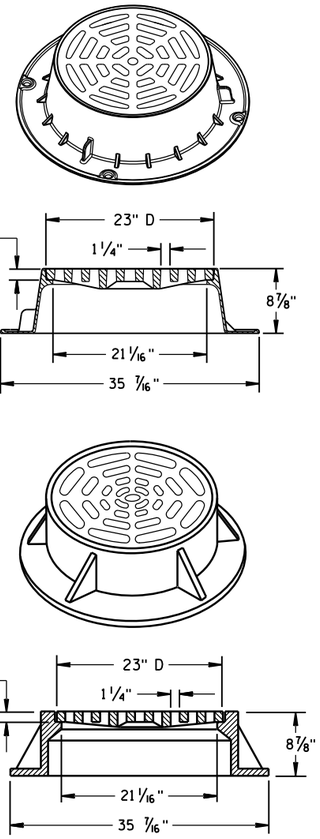


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

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



TYPE "C"

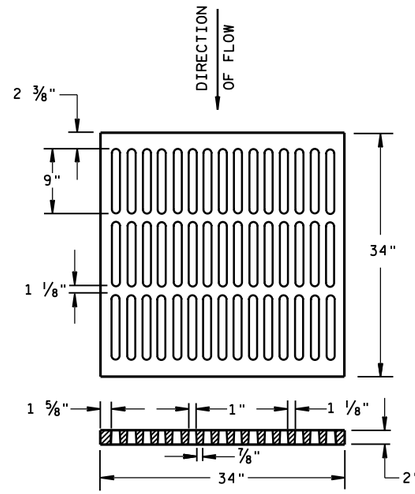
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

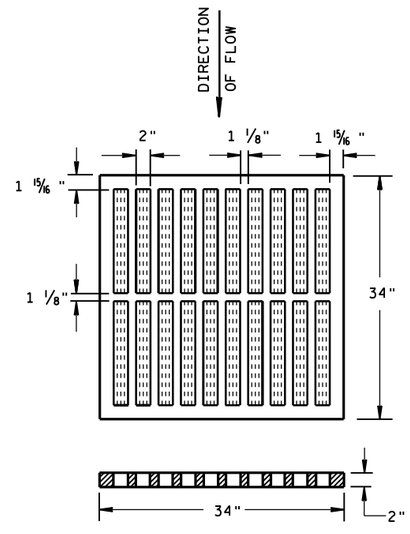
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



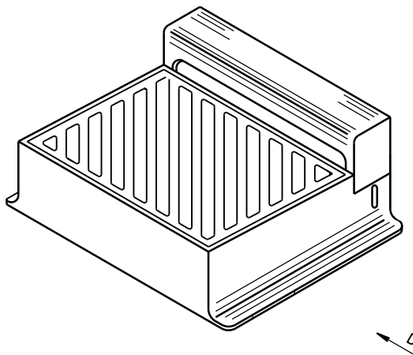
ALTERNATIVE TYPE "MS"

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

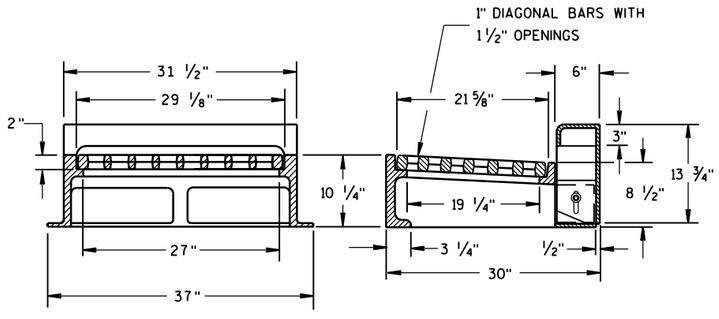


TYPE "MS"

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



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

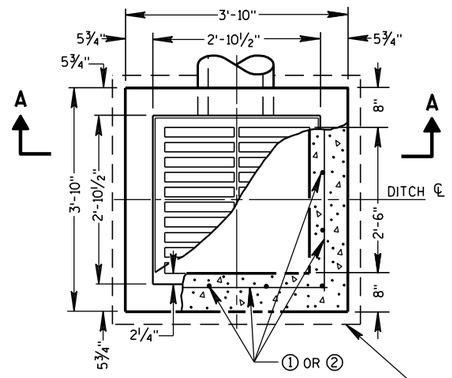
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

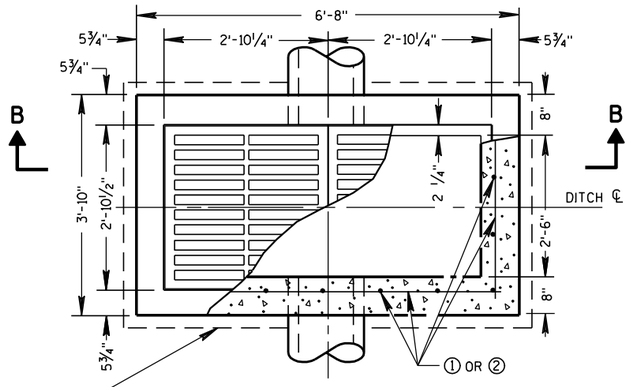
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

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

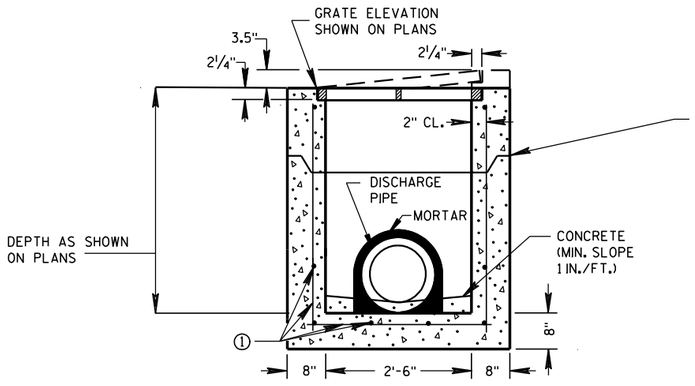


PLAN VIEW

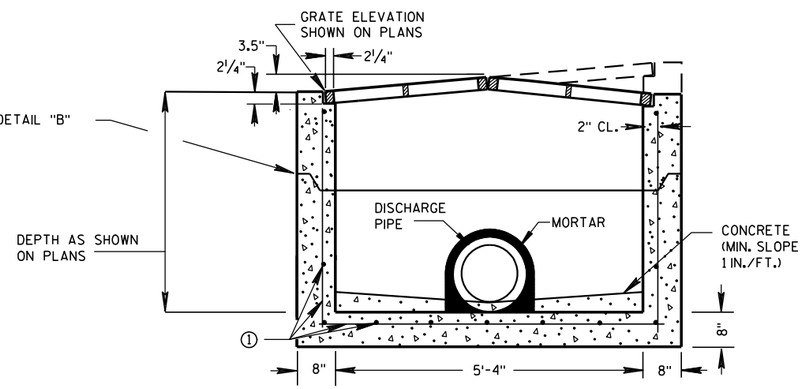


PLAN VIEW

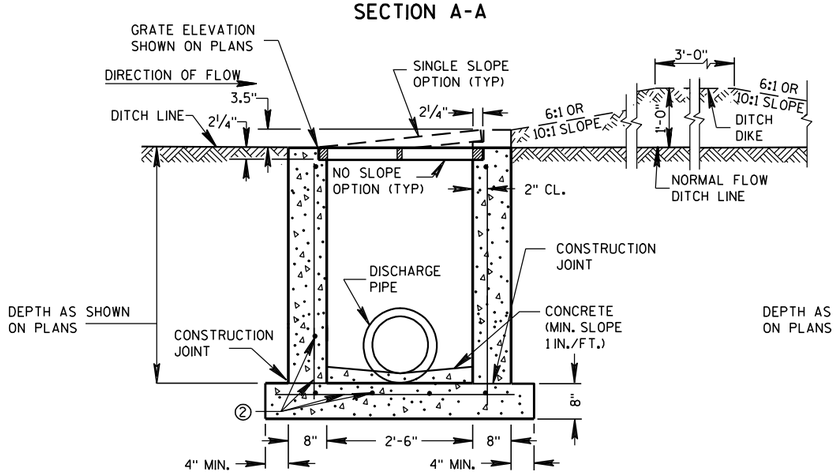
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



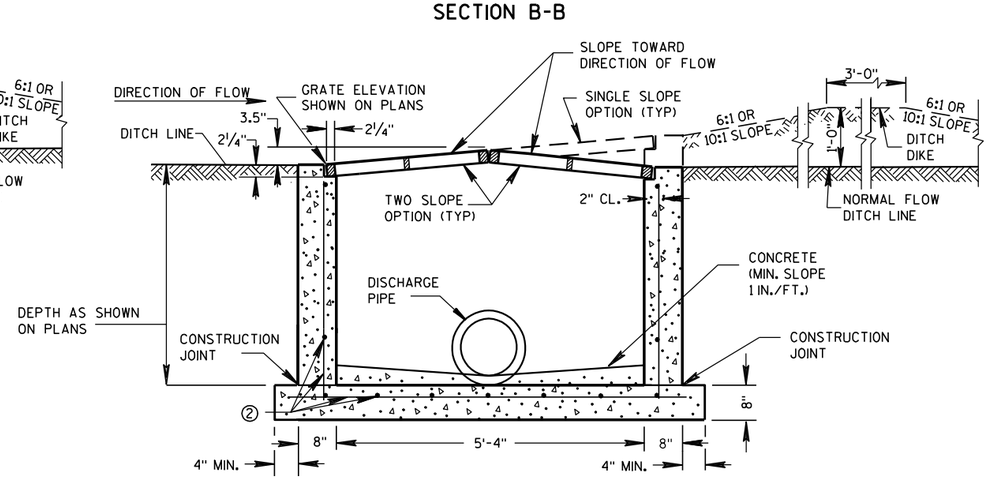
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

GENERAL NOTES

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

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

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

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

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

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

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

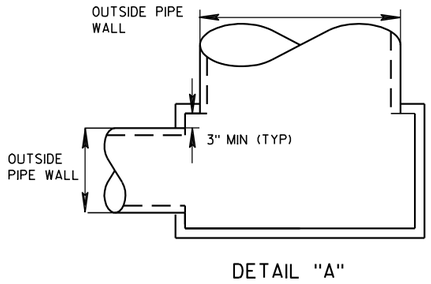
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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

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

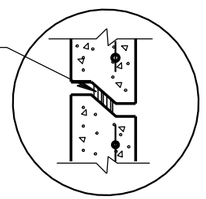
PIPE MATRIX

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



DETAIL "A"

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



DETAIL "B"

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

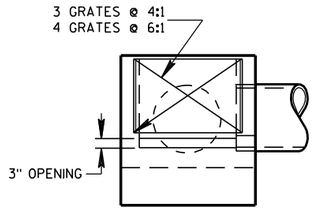
INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

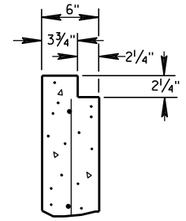
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 C 8-1

6



SECTION B-B



SECTION C-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.

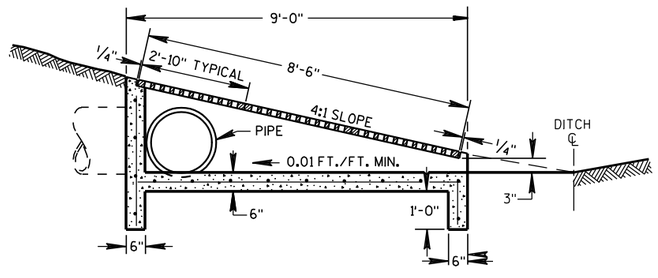
UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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

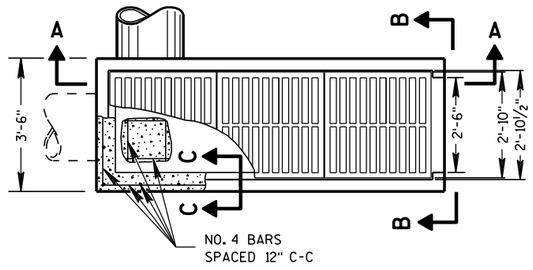
ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 3G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

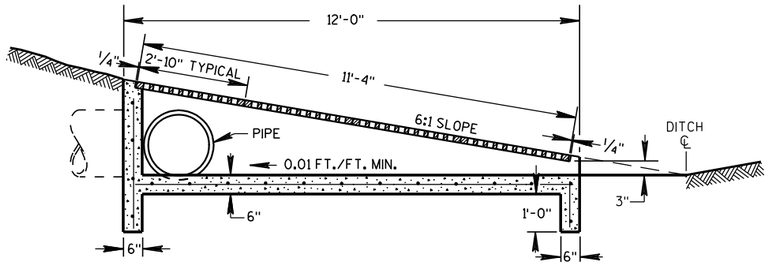


SECTION A-A

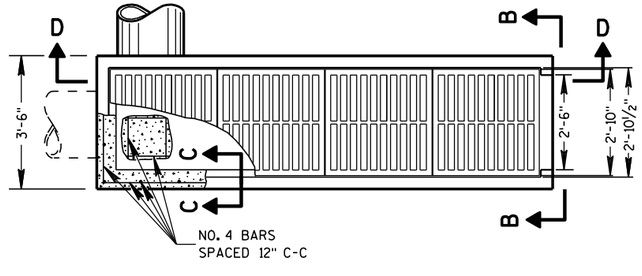


PLAN VIEW

INLETS MEDIAN 3 GRATE



SECTION D-D



PLAN VIEW

INLETS MEDIAN 4 GRATE

INLETS MEDIAN 3 AND 4 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEV ENGINEER

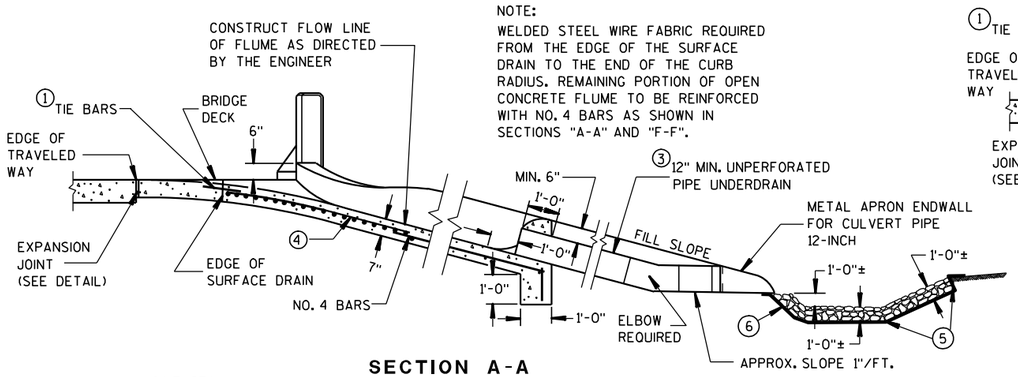
FHWA

6

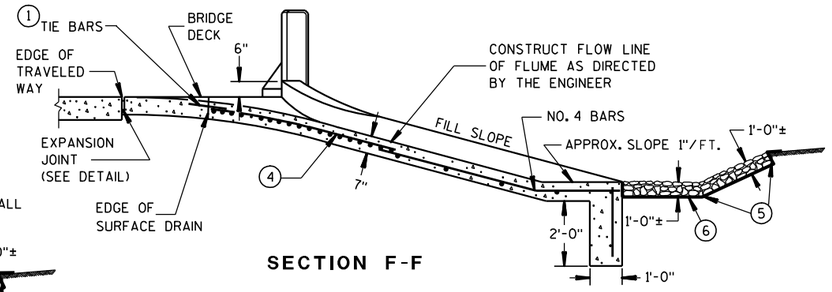
S.D.D. 8 C 9-1

6

S.D.D. 8 C 9-1



SECTION A-A



SECTION F-F

GENERAL NOTES

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

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

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

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

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

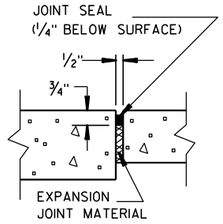
(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

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

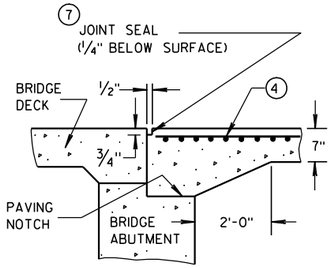
(6) GEOTEXTILE FABRIC, TYPE 'R"

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

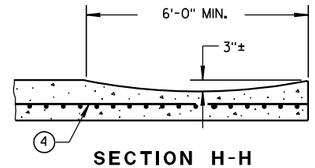
(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".



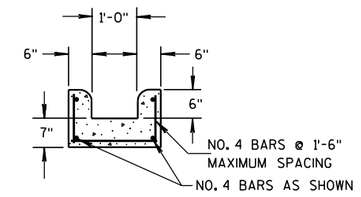
EXPANSION JOINT DETAIL



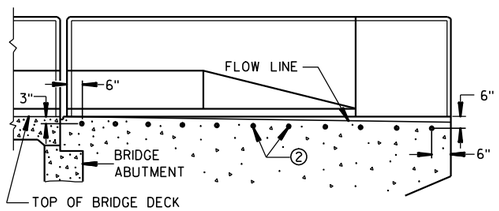
SECTION D-D



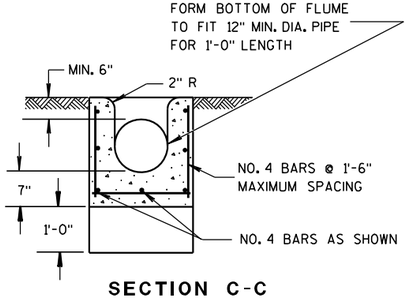
SECTION H-H



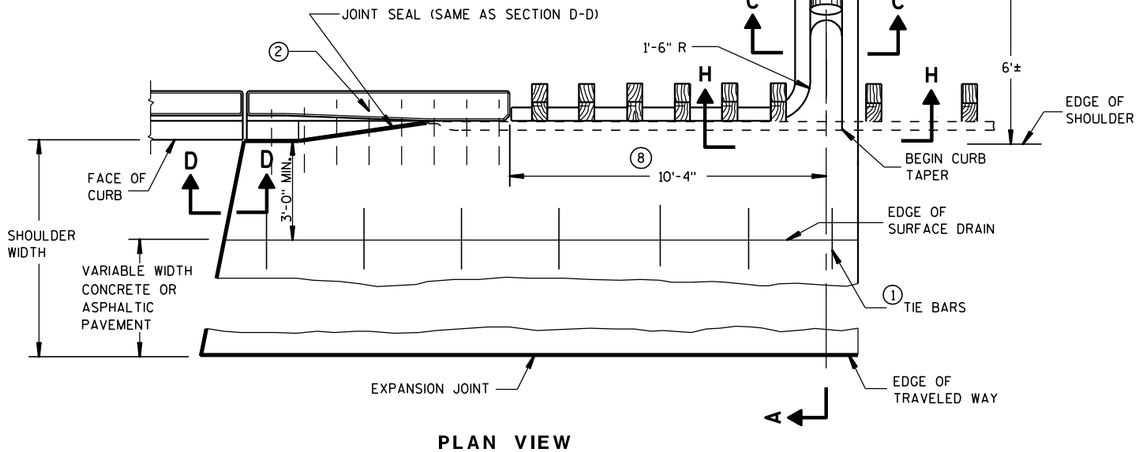
SECTION E-E



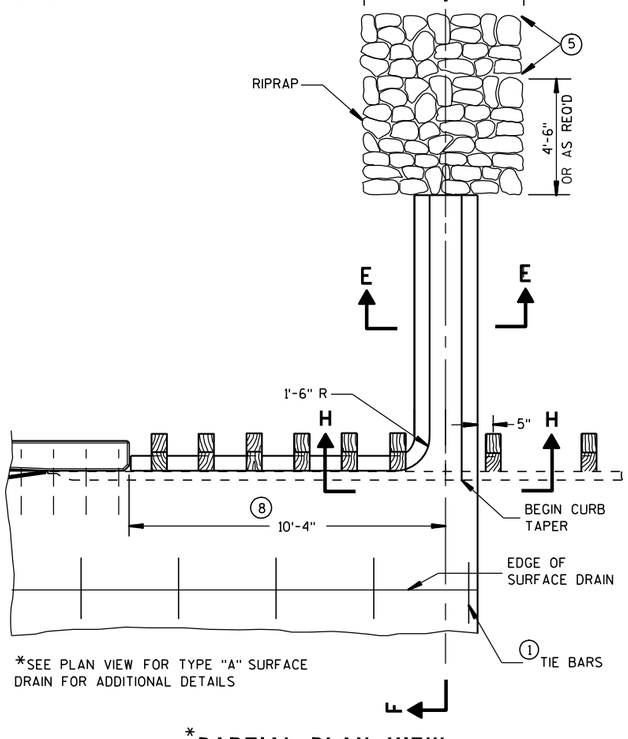
LOCATION OF TIE BARS IN WINGWALL



SECTION C-C



PLAN VIEW
SURFACE DRAIN WITH PIPE
TYPE "A"



*SEE PLAN VIEW FOR TYPE "A" SURFACE DRAIN FOR ADDITIONAL DETAILS

*PARTIAL PLAN VIEW
SURFACE DRAIN WITHOUT PIPE
TYPE "B"

CONCRETE SURFACE DRAINS
FLUME TYPE
AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 D 2-6

GENERAL NOTES

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

(1) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

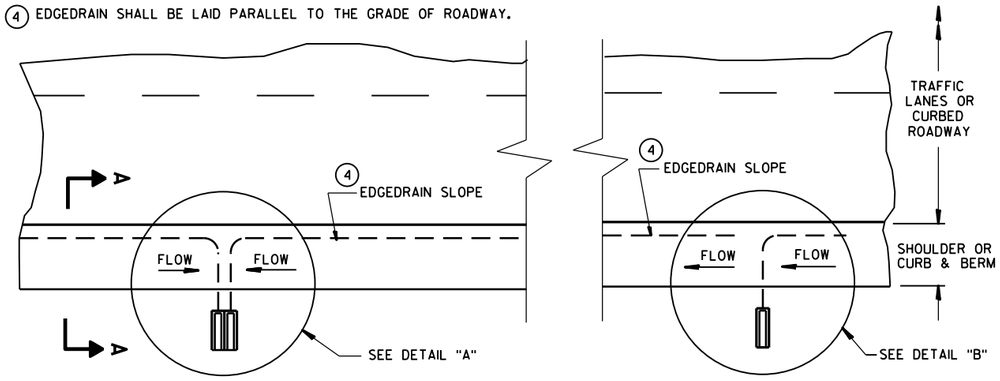
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

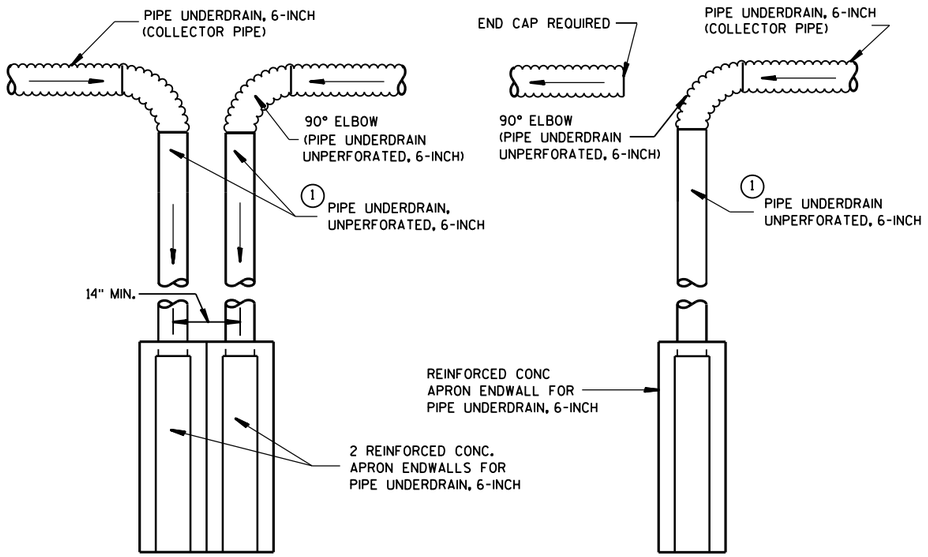
(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS

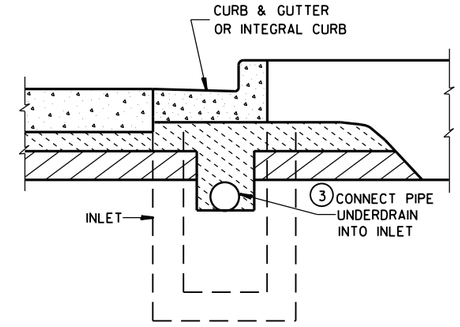
(EDGEDRAIN OUTLETS TO ROADSIDE)(2)



DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS

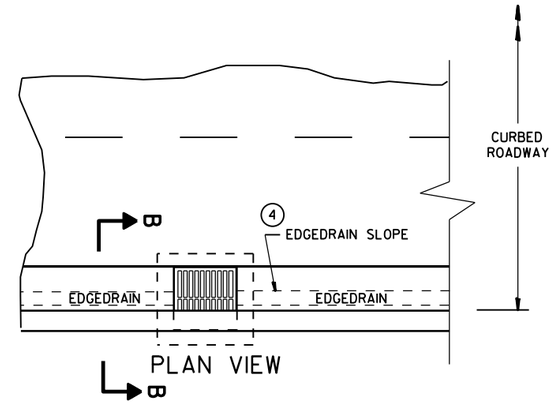
DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



SECTION B-B

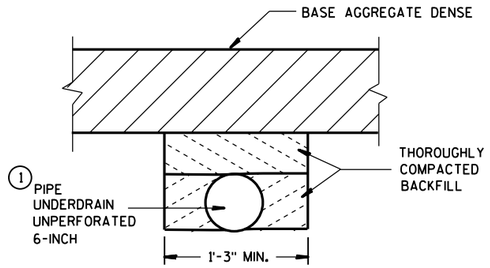
URBAN CROSS SECTION



PLAN VIEW

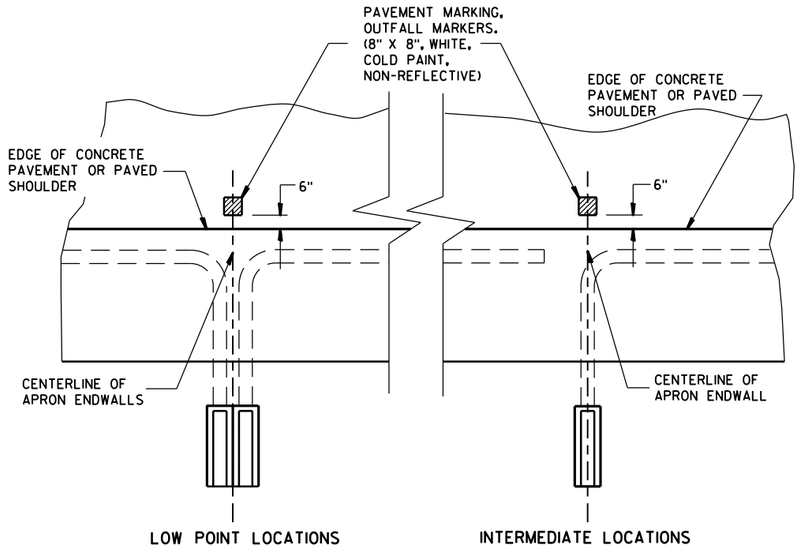
ROADWAY WITH CURBS

(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)



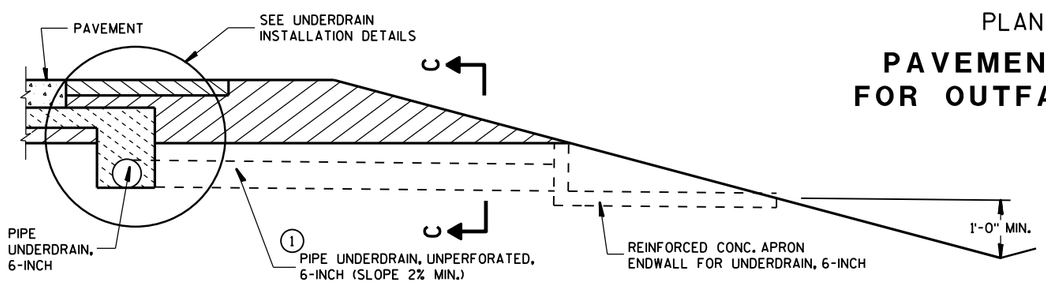
SECTION C-C

(TRENCH FOR OUTFALL PIPE)



PLAN VIEW

PAVEMENT MARKING FOR OUTFALL MARKERS



SECTION A-A

RURAL CROSS SECTION

EDGEDRAIN OUTLET AND OUTFALL MARKERS

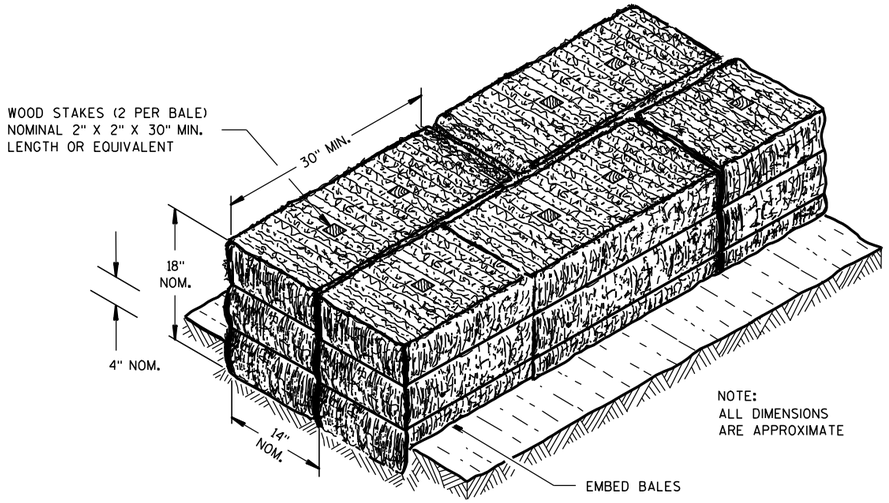
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

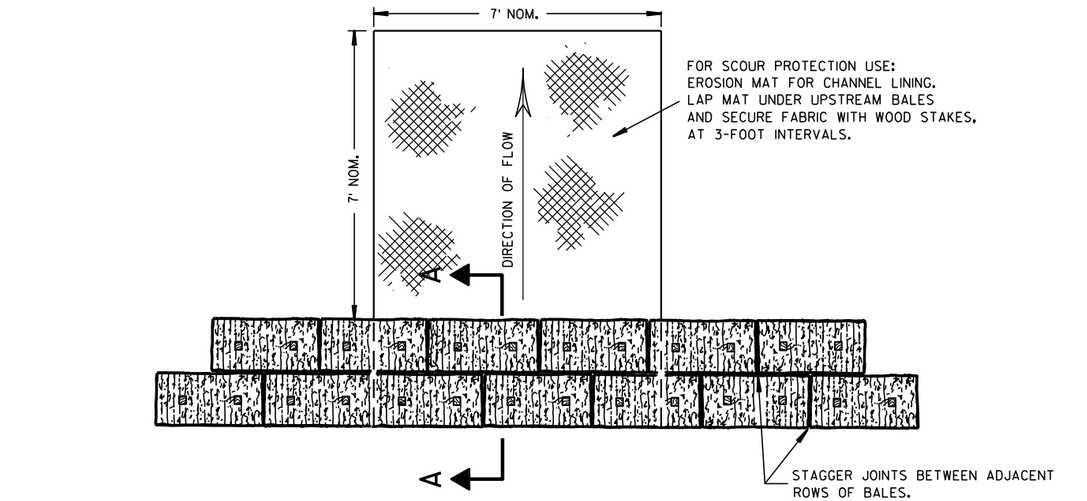
S.D.D. 8 D 15-5a

6

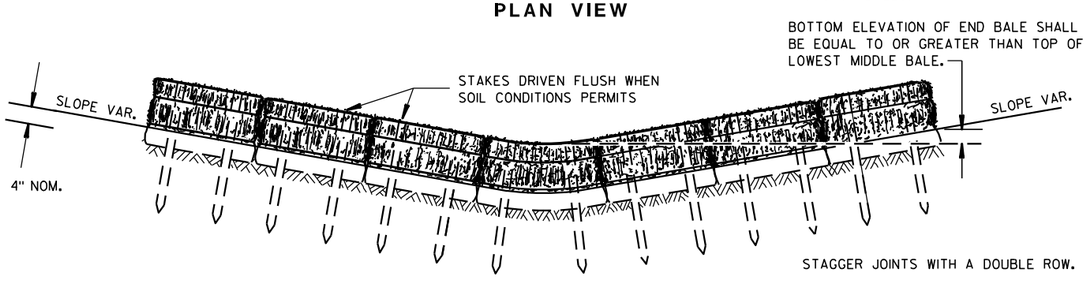
S.D.D. 8 D 15-5a



SECTION A-A



PLAN VIEW



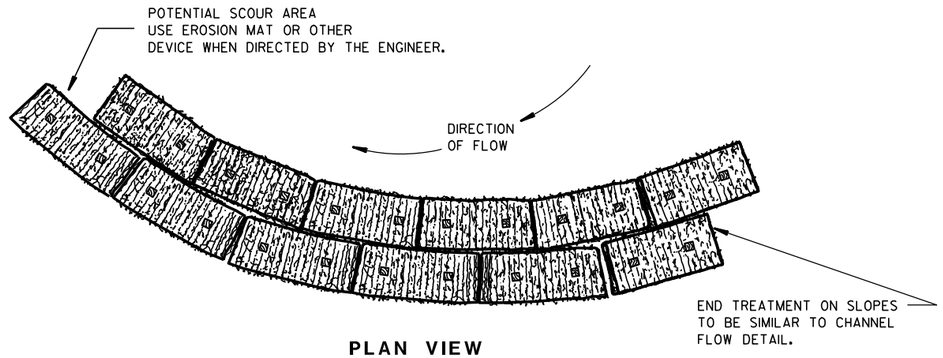
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

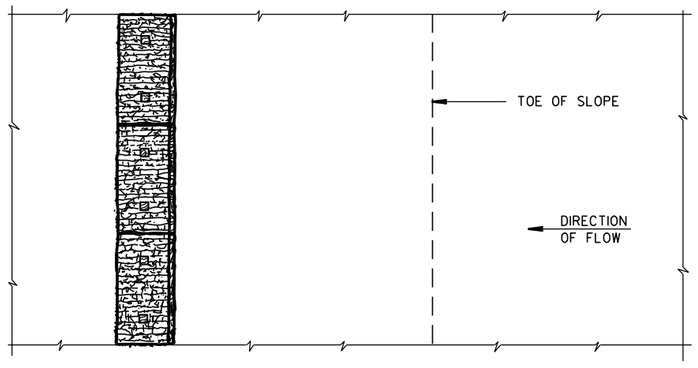
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

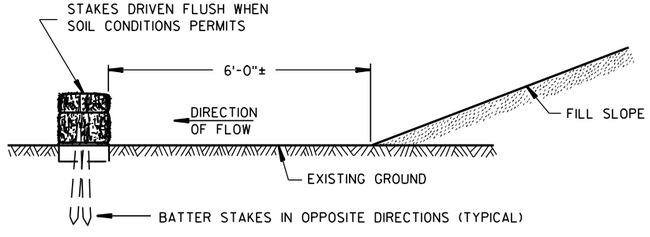


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

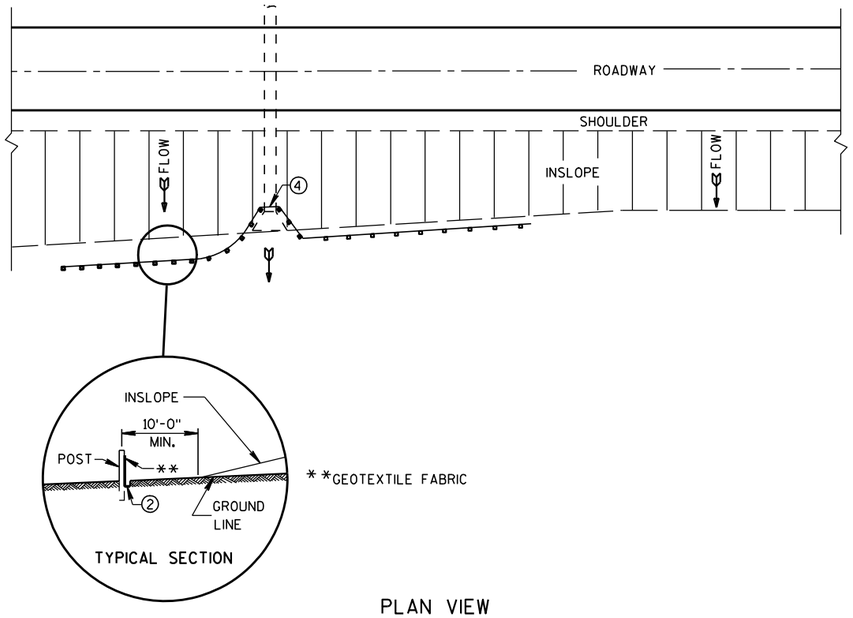
APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

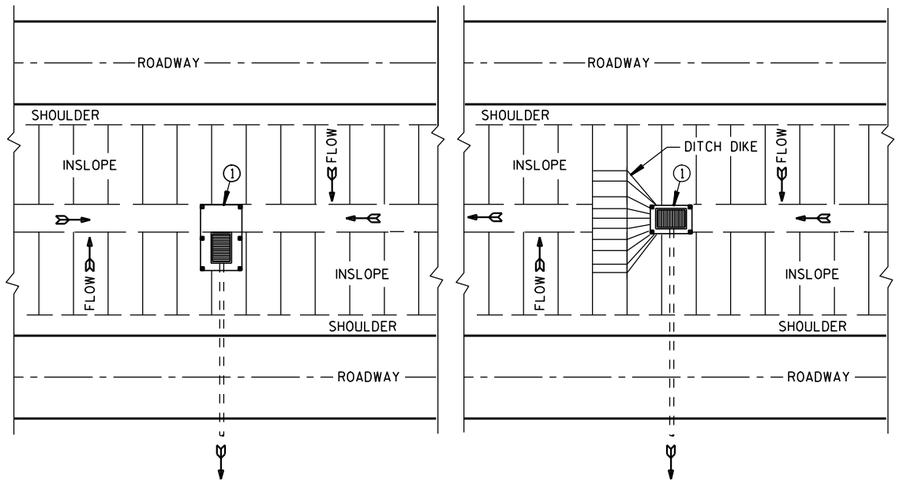
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



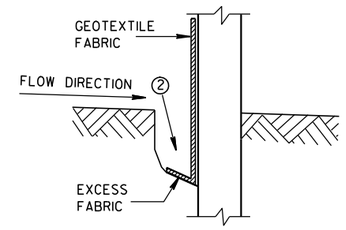
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

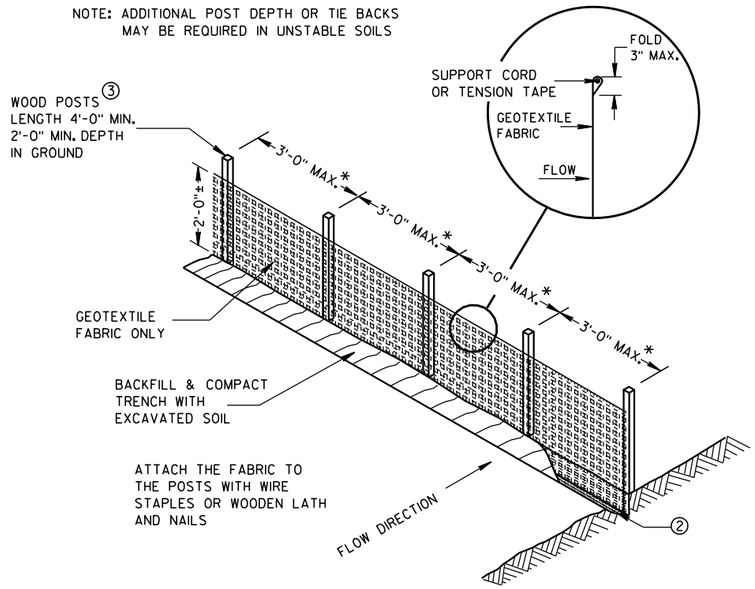
GENERAL NOTES

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

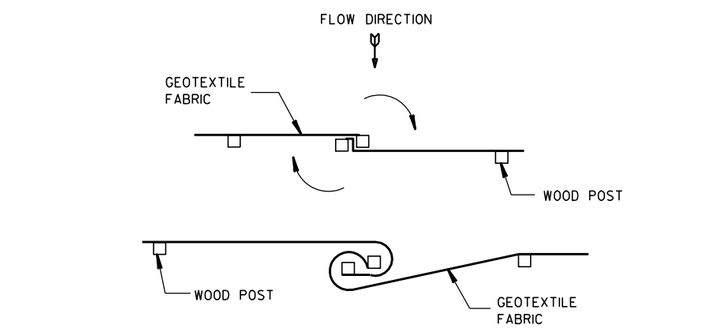
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



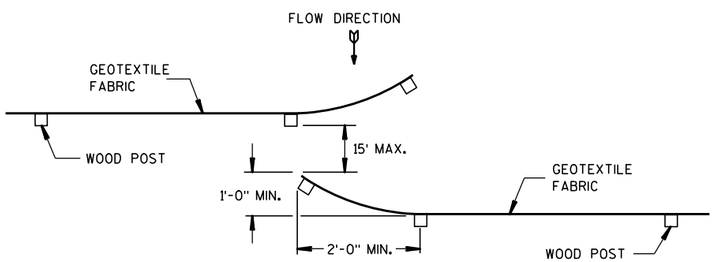
TRENCH DETAIL



SILT FENCE

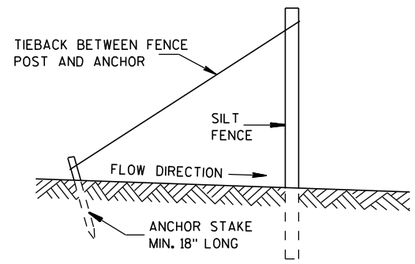


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

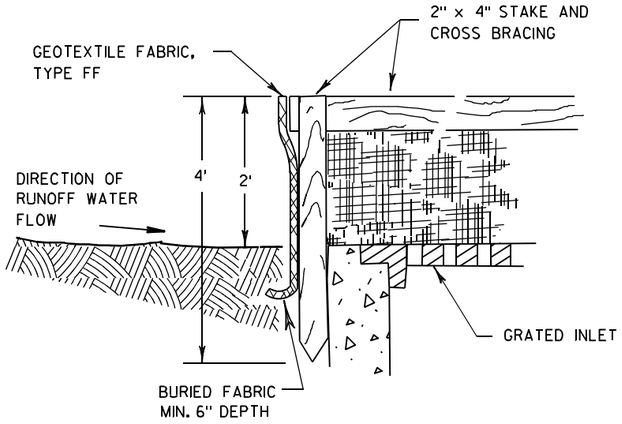
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

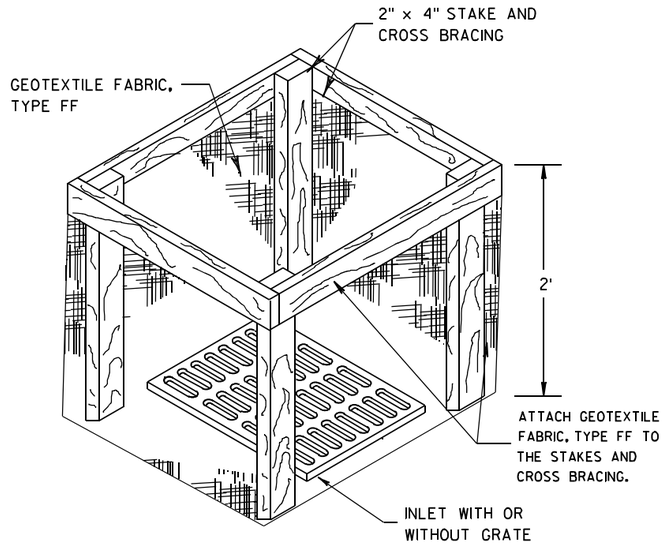
6

S.D.D. 8 E 9-6

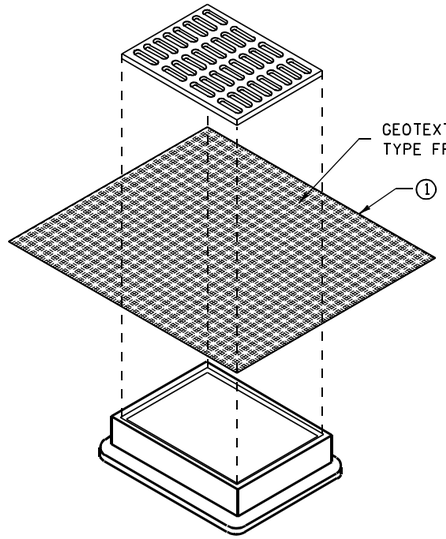
6

S.D.D. 8 E 9-6



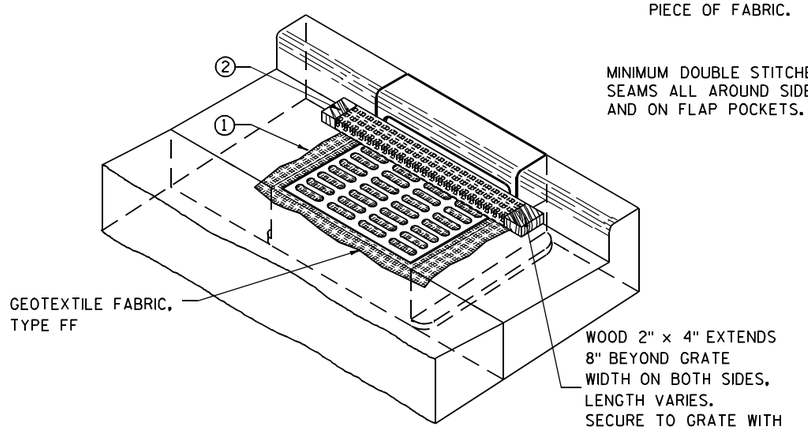


INLET PROTECTION, TYPE A

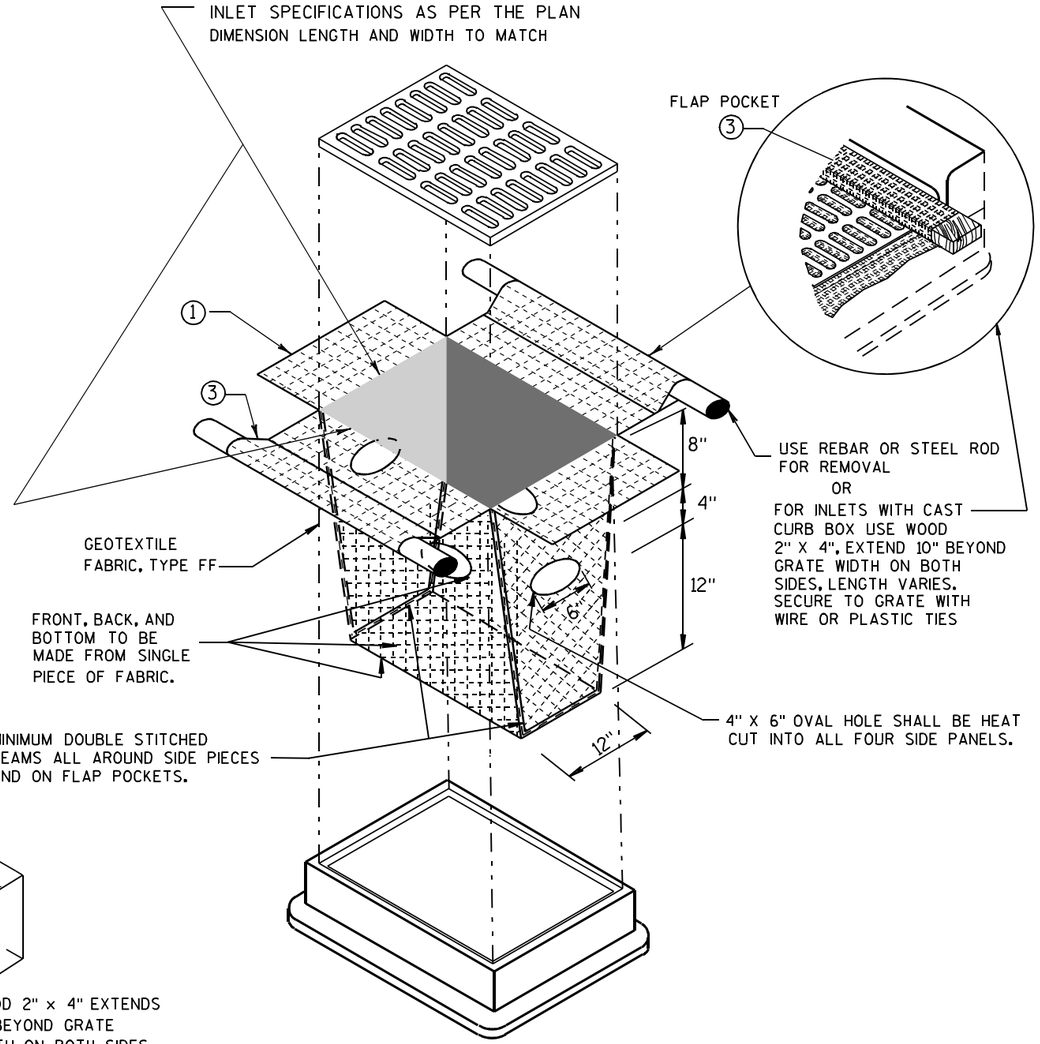


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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

METAL APRON ENDWALLS

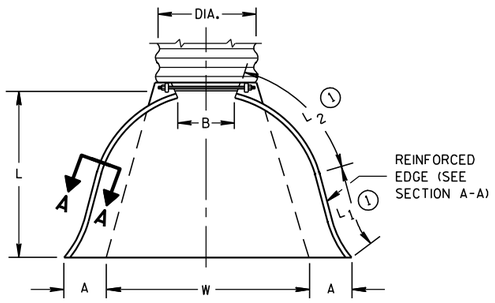
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

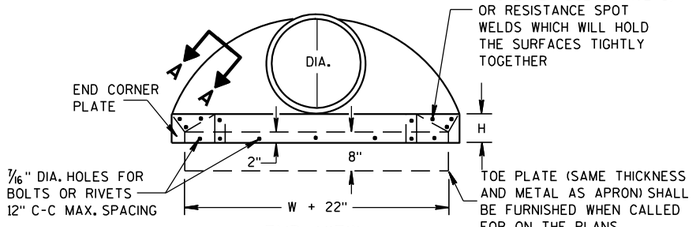
REINFORCED CONCRETE APRON ENDWALLS

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

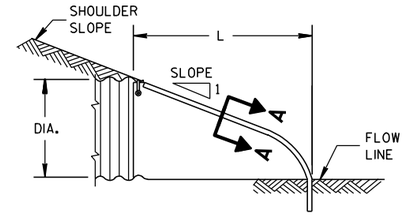
*MINIMUM
**MAXIMUM



PLAN VIEW

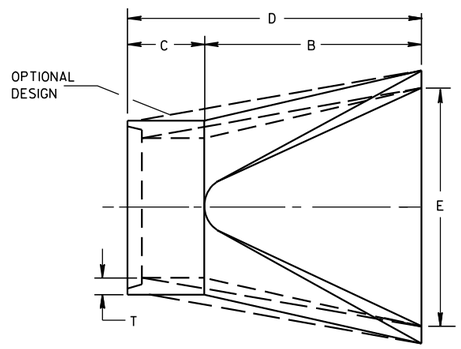


END VIEW

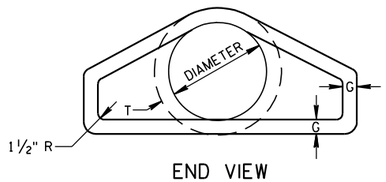


SIDE ELEVATION

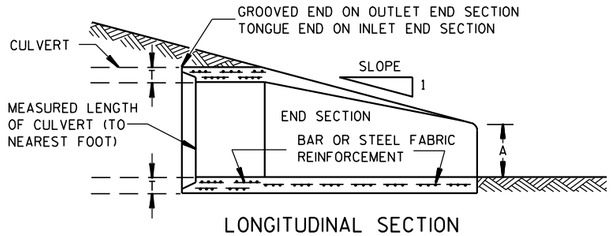
METAL ENDWALLS



PLAN

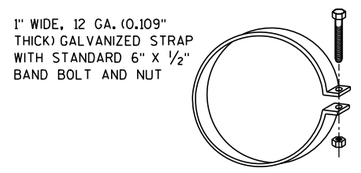


END VIEW



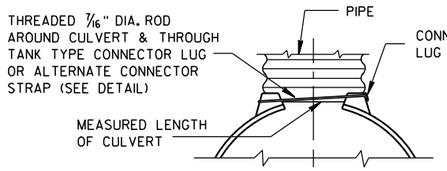
LONGITUDINAL SECTION

CONCRETE ENDWALLS

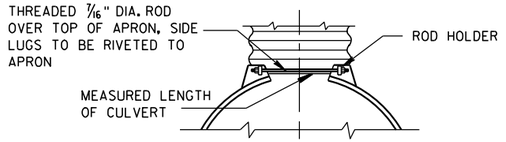


ALTERNATE FOR TYPE 1 CONNECTION

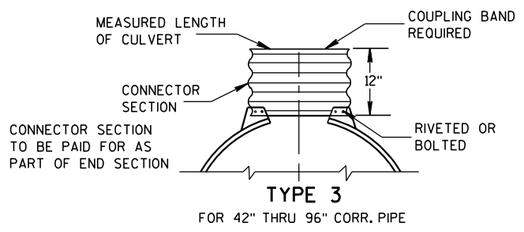
END SECTION CONNECTOR STRAP



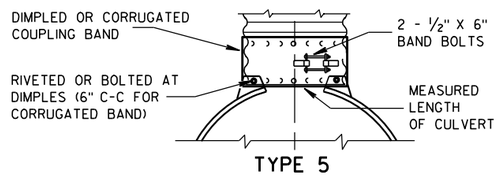
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

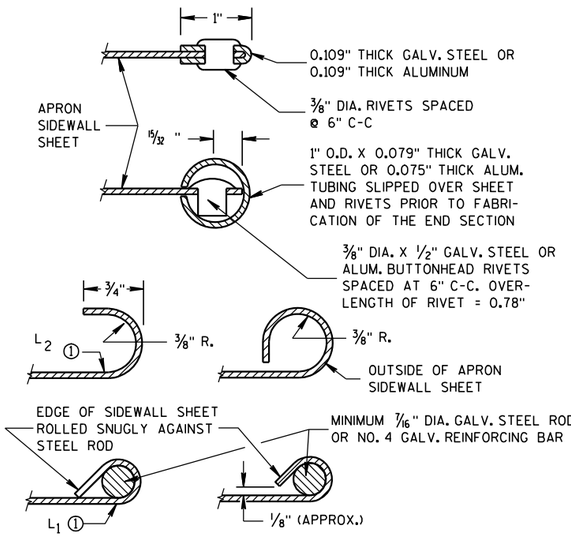
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

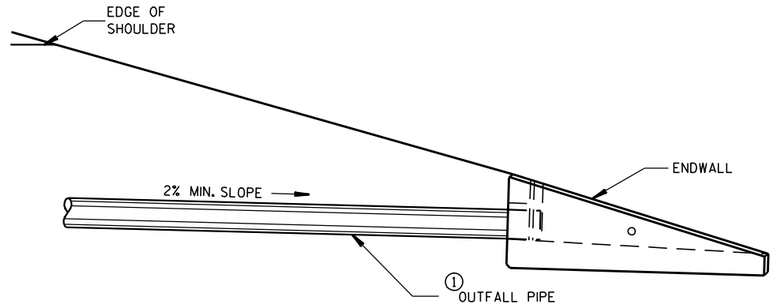
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 1-11

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.

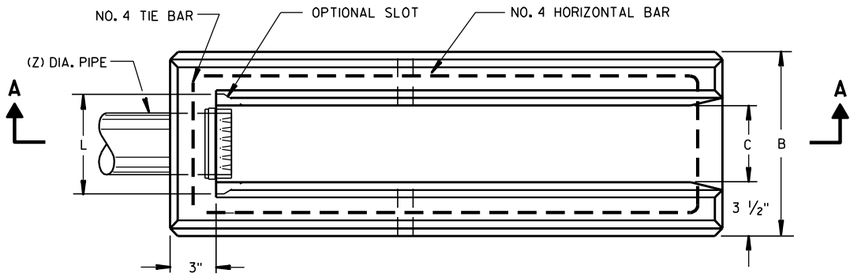
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

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.

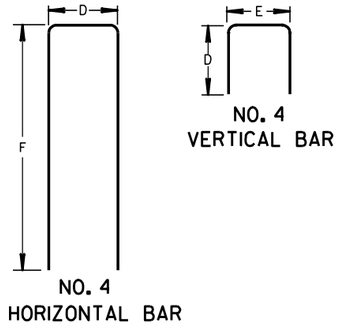
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE 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.

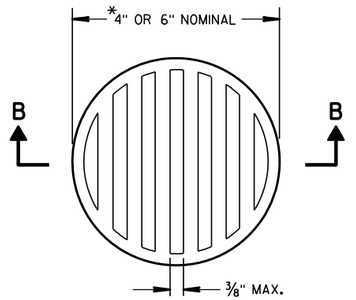
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

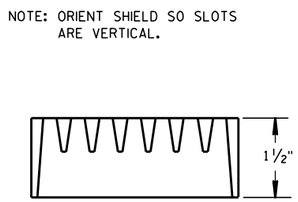


PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

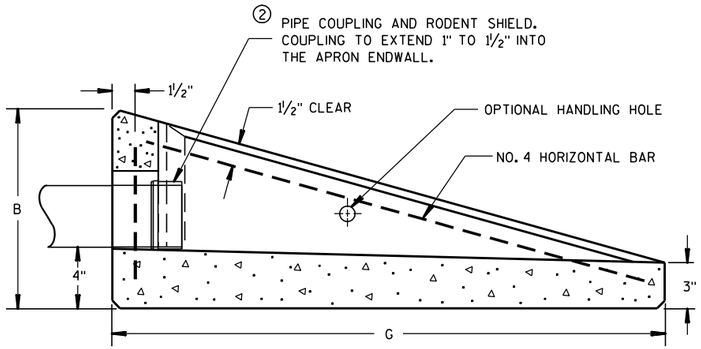




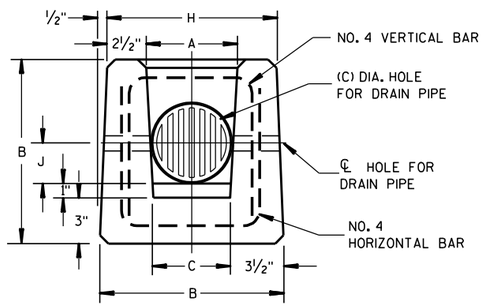
SECTION B-B

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

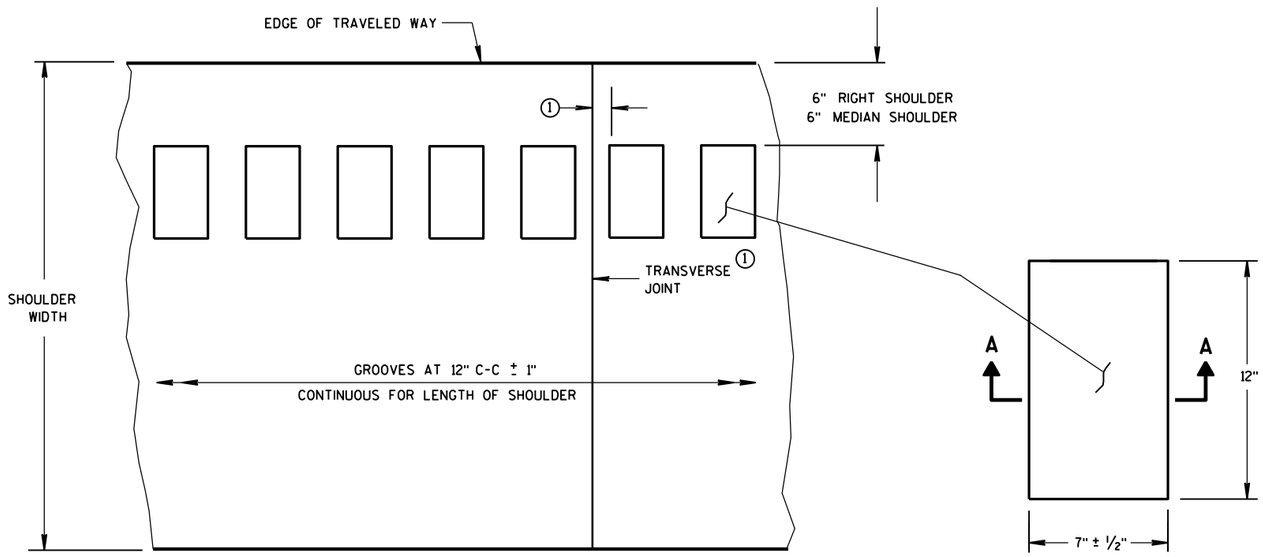
APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 6-4

6

S.D.D. 8 F 6-4



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

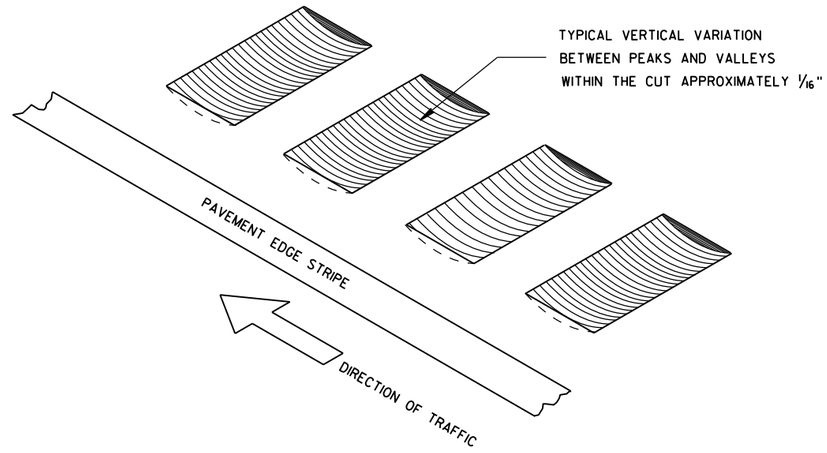
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

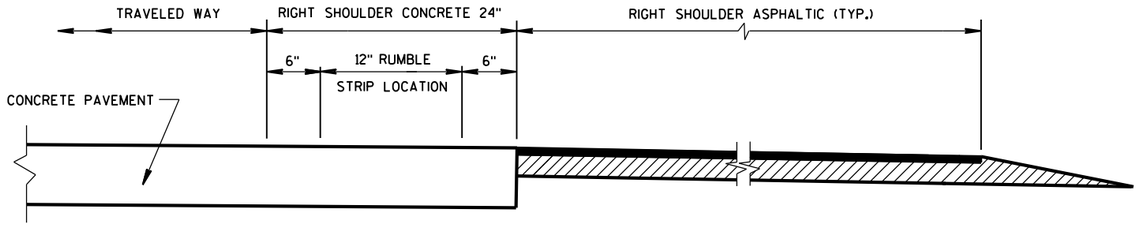
RUMBLE STRIPS ON EXPRESSWAYS

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.

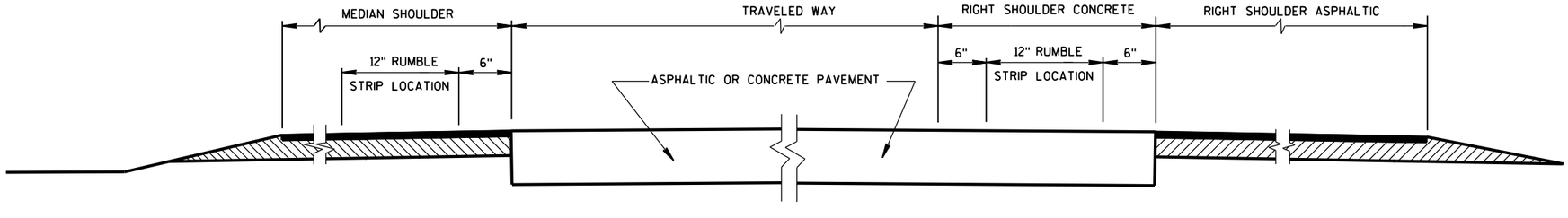
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



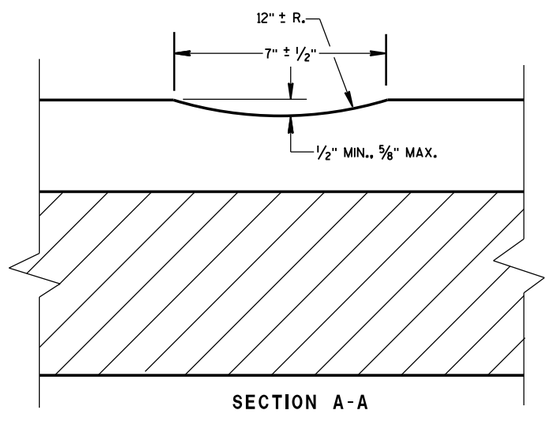
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



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

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) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

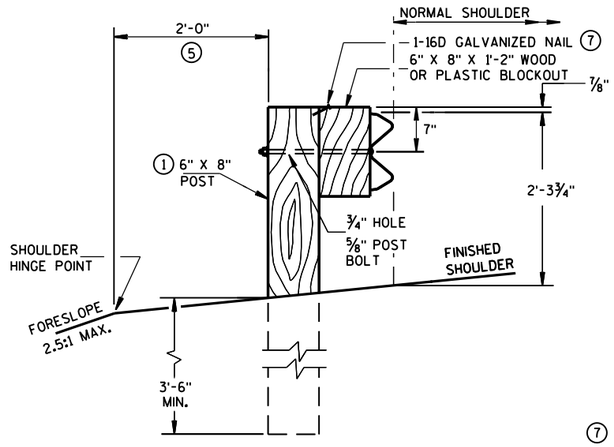
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

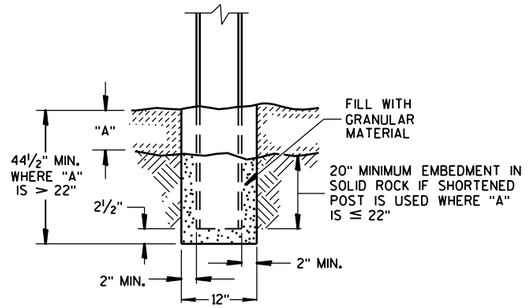
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

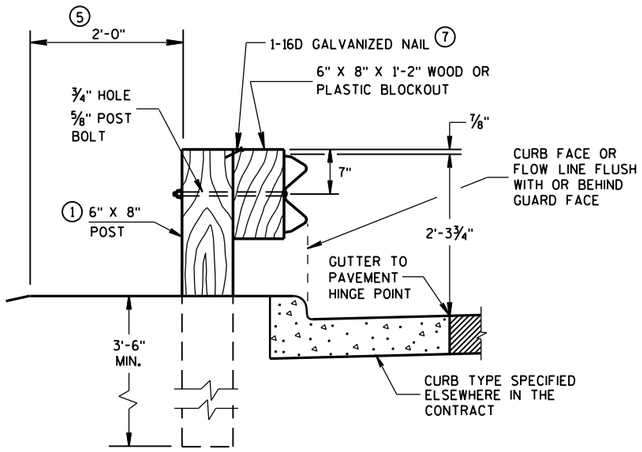
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



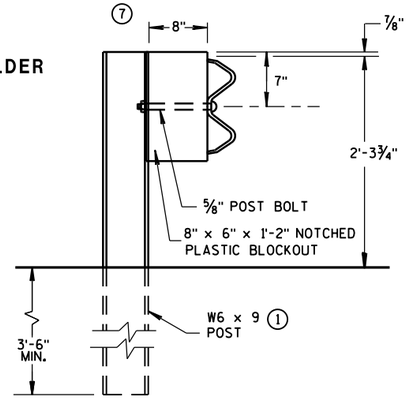
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



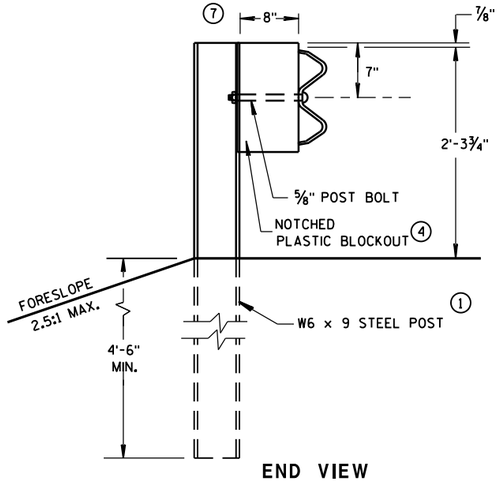
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



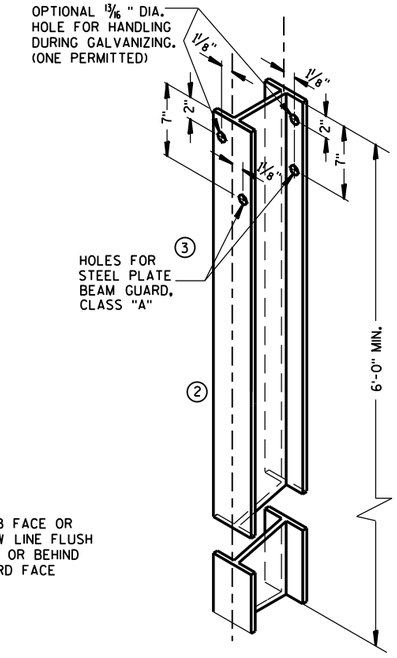
END VIEW
LOCATED ALONG A CURBED ROADWAY



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION

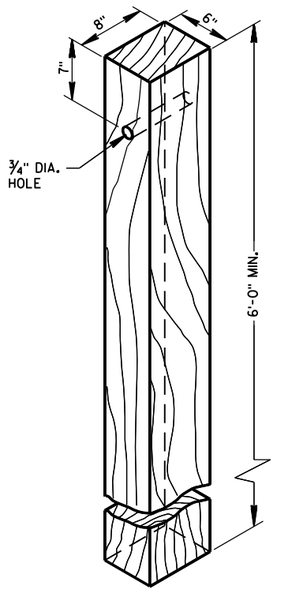


END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)

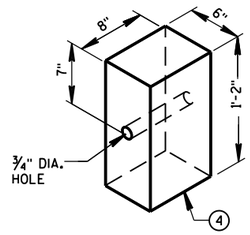


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

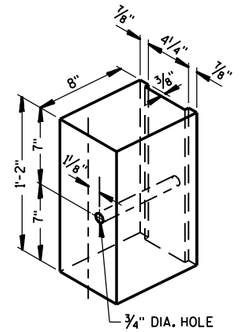
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



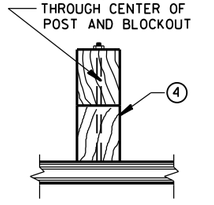
WOOD POST
(6"X8") NOMINAL



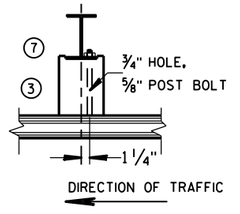
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



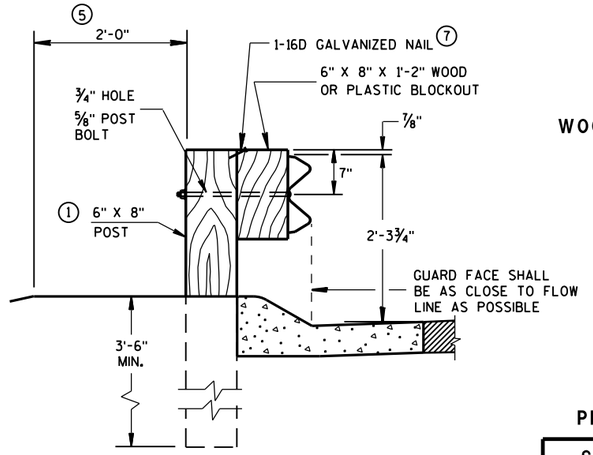
TYPICAL NOTCHED (1)
PLASTIC BLOCKOUT
FOR STEEL POSTS



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



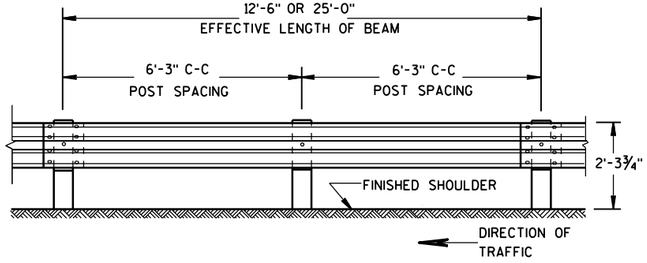
END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

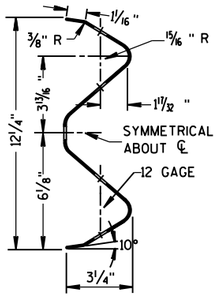
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

6
S.D.D. 14 B 15-8a

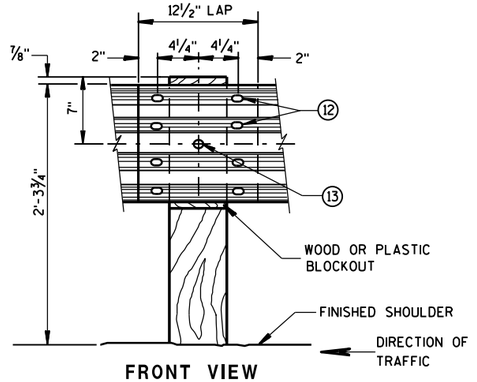


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

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

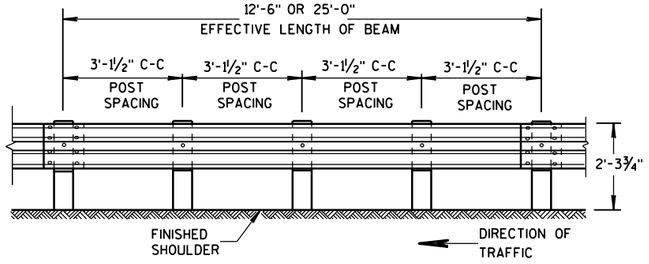
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

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

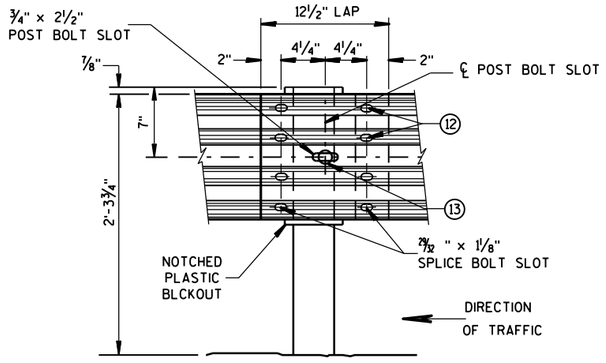
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

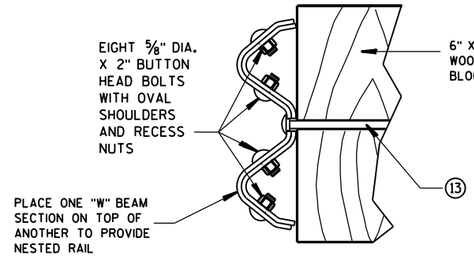
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

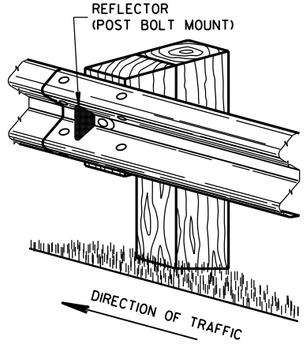


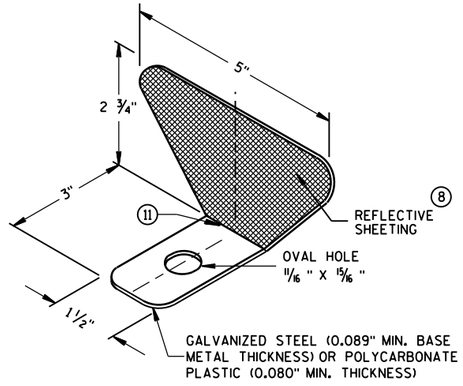
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

REFLECTOR SPACING (9)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (10)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2 (11)	3
	> 200'	100' C-C	2	



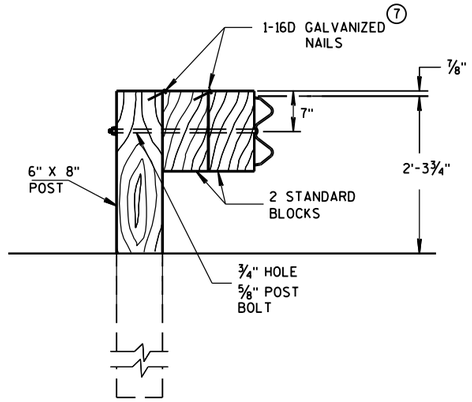


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (8)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

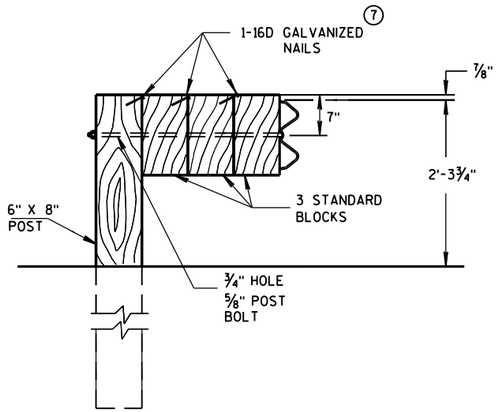
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 15-8b



DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

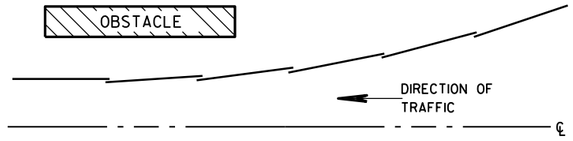


DETAIL FOR TRIPLE BLOCKS

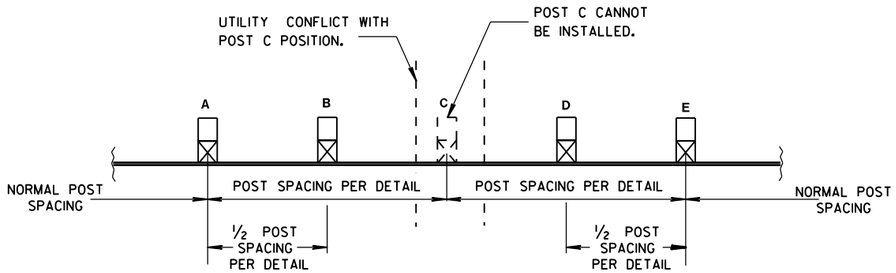
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

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



PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

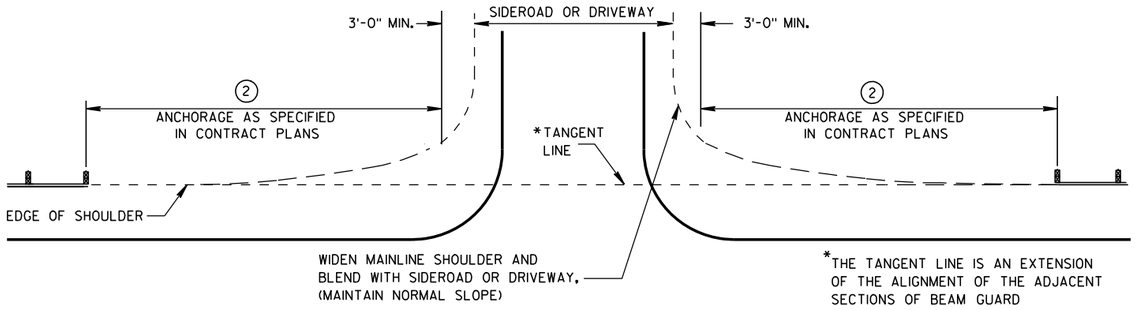
STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

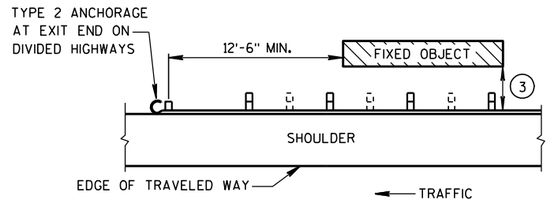
APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 15-8c



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

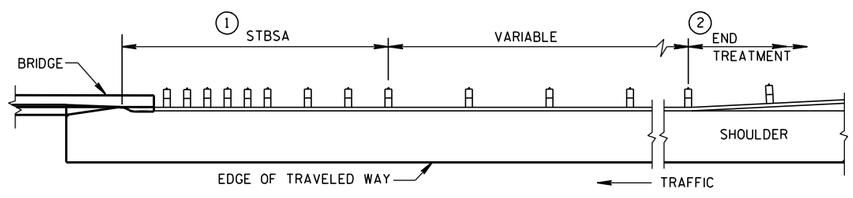
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

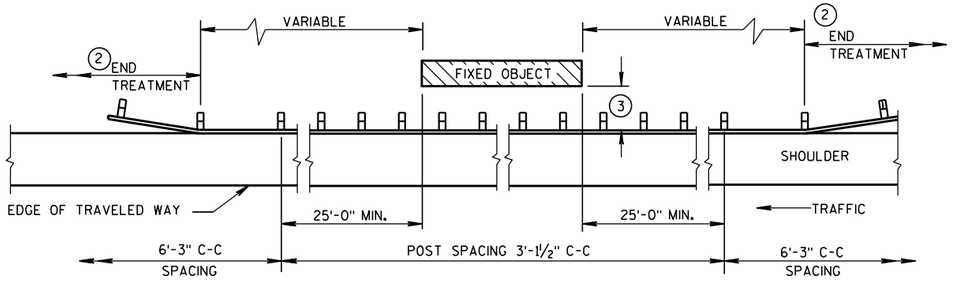
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

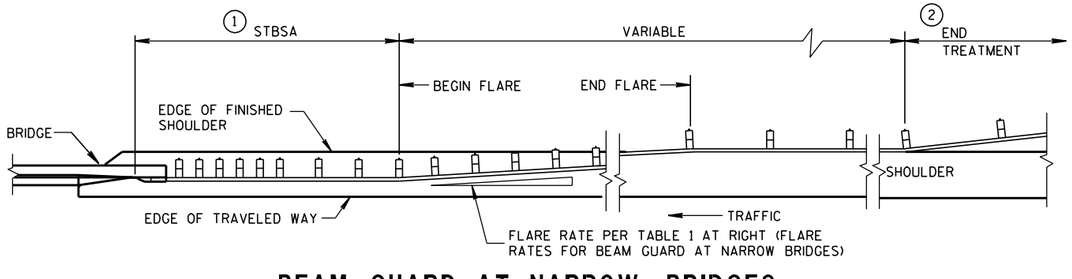


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

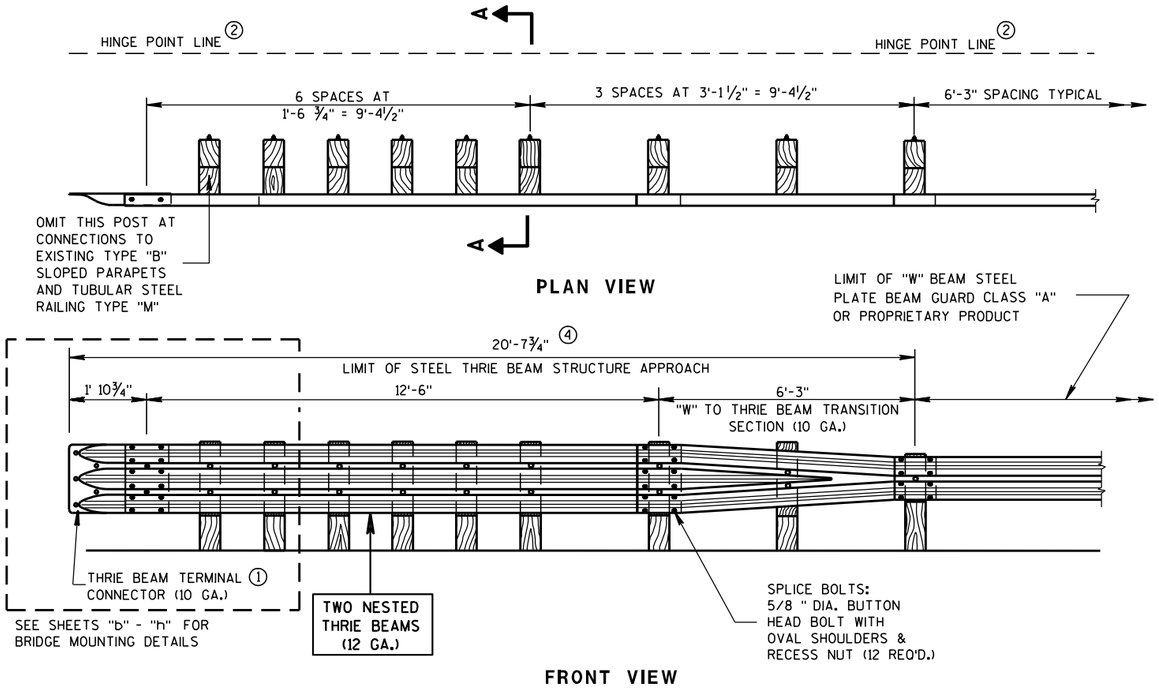
POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-21-07 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 18-6a



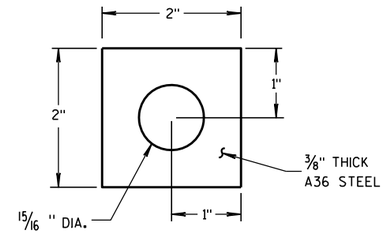


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

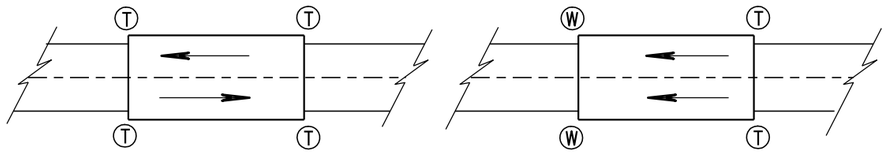
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

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

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



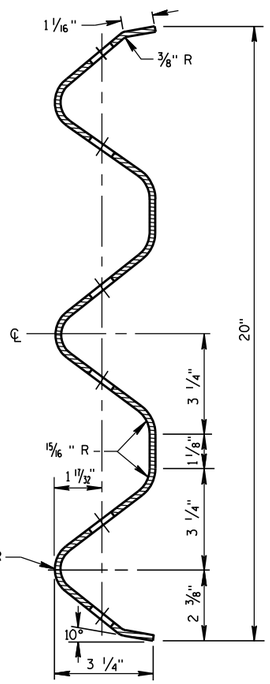
TWO WAY TRAFFIC

ONE WAY TRAFFIC

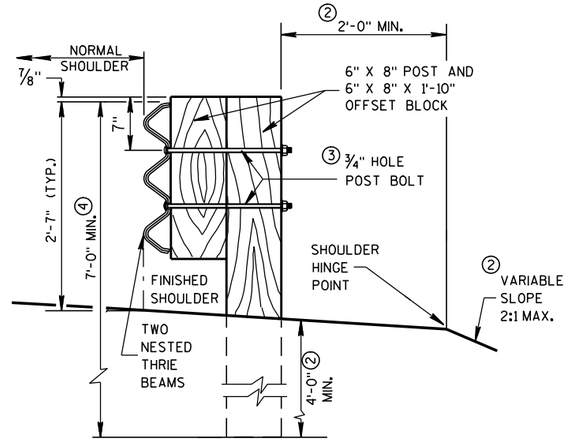
T THRIE BEAM CONNECTION

W W-BEAM CONNECTION WHEN REQUIRED

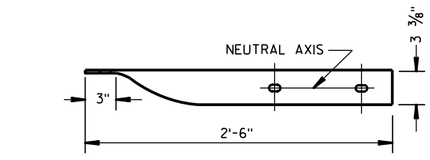
TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

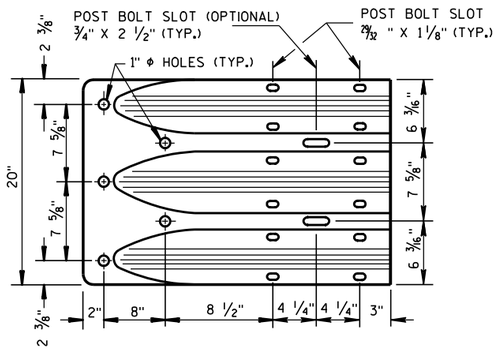


SECTION THRU THRIE BEAM RAIL ELEMENT

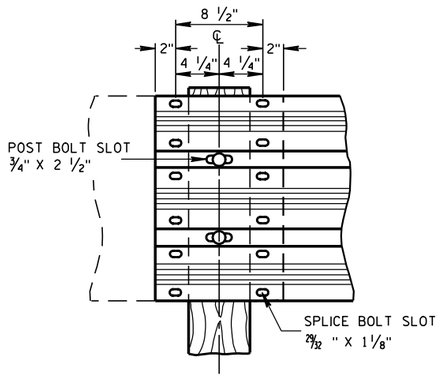


SECTION A-A





THRIE BEAM TERMINAL CONNECTOR



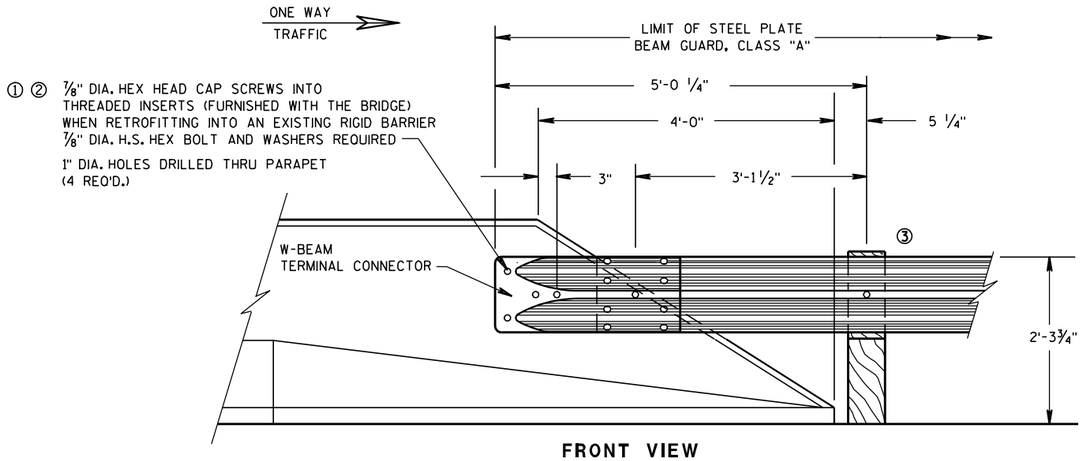
THRIE BEAM SPLICE

STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

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

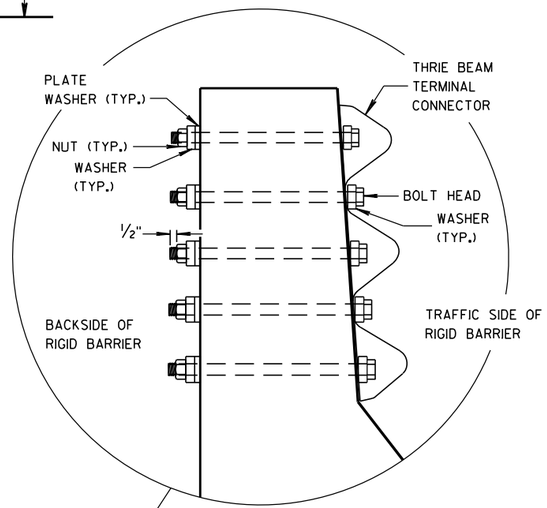
BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

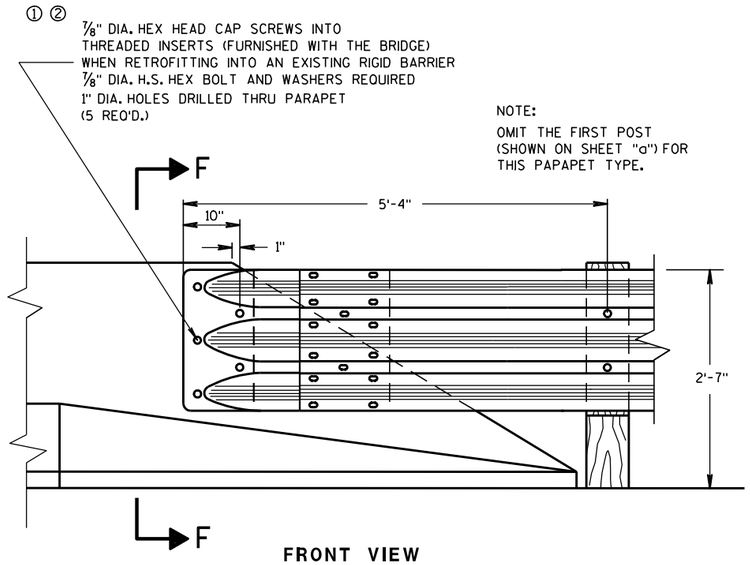
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

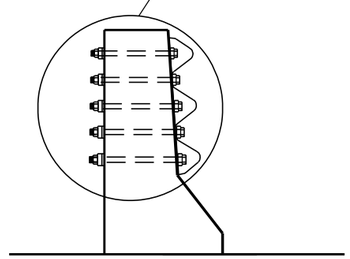
DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION F-F

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 14 B 20-11d

BILL OF MATERIALS

NOTE NO.	QTY.	DESCRIPTION
(1)	4	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
(2)	**	STEEL TUBE: OPTION 1 - QUANITY OF 4 TS 8" X 6" X 0.188", 4'-6" LONG OR OPTION 2 - QUANITY OF 2 TS 8" X 6" X 0.188", 6'-0" AND 2 TS 8" X 6" X 0.188", 4'-6" LONG
(3)	2	SOIL PLATE: 2'-0" X 1'-6" X ¼" **
(4)	4	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
(5)	6	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
(6)	1	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
(7)	1	BEARING PLATE
(8)	1	BCT CABLE ASSEMBLY
(9)	1	CABLE ANCHOR BOX
(10)	1	STRUT & YOKE
(11)	1	STEEL PLATE BEAM, END PANEL 12 GA. 13'-6½" LONG FOR SKT-350, ET-2000 AND ET-2000 PLUS
(12)	3	STEEL PLATE BEAM: 12 GA. 13'-6½"
(13)	1	ET-2000/ET-2000 PLUS GUARDRAIL EXTRUDER OR SKT-350 IMPACT HEAD: AS FURNISHED BY MANUFACTURER
(14)	1	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(15)	1	E.A.T. MARKER POST

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS. IF NONE ARE AVAILABLE, INSTALL ⅝" ø X 1'-6" BUTTON HEAD BOLTS AT ALL POSTS EXCEPT FOR POST 1.

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

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

(C) THE 13 SLOT FIRST RAIL PANEL MAY BE USED IN LIEU OF THE 3 SLOT RAIL PANEL ON SKT-350 ONLY.

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 THROUGH 4 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 5 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

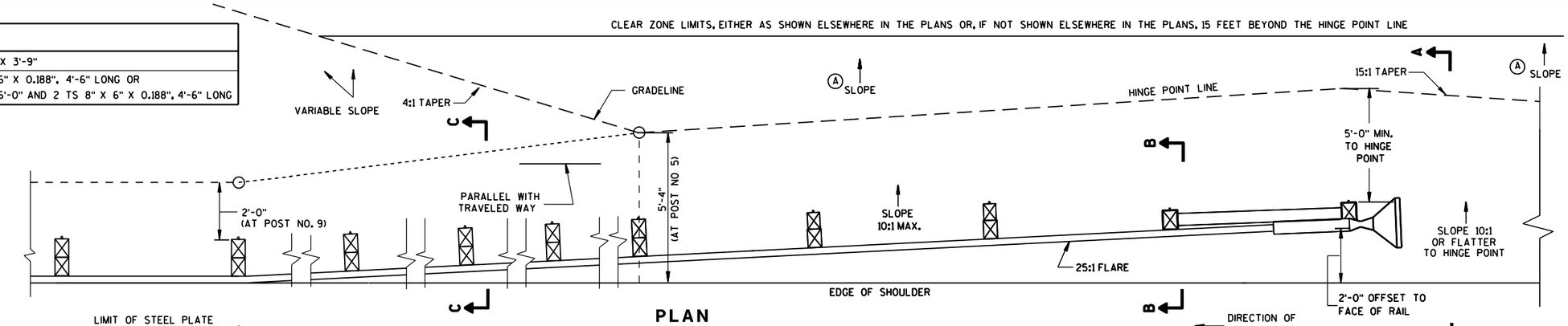
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

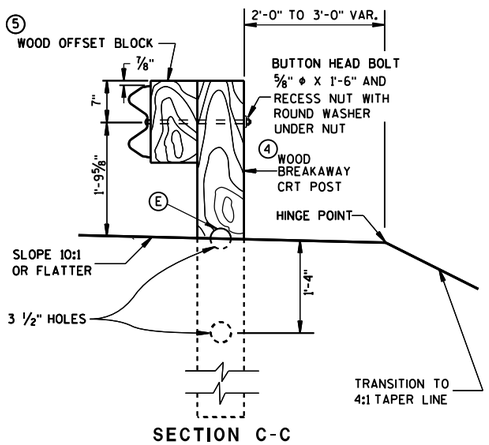
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

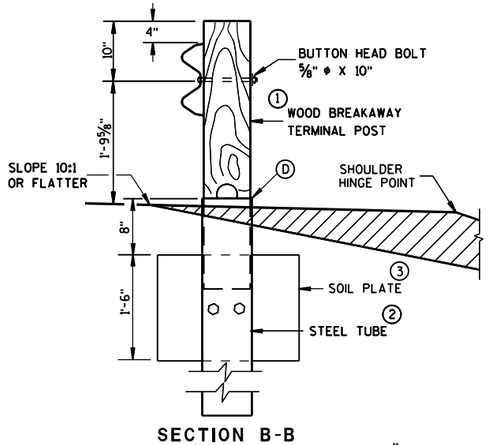
** SDD SHOWS 4 - 54 INCH STEEL TUBES WITH SOIL PLATES INSTALLED ON POST 1 AND POST 2. POST 3 AND 4 DO NOT NEED SOIL PLATES. AN ALTERNATIVE INSTALLATION WOULD CONSIST OF 2 - 72 INCH STEEL TUBES ON POST 1 AND POST 2 AND 54 INCH SOIL TUBES ON POSTS 3 AND 4. THE ALTERNATIVE INSTALLATION DOES NOT REQUIRE SOIL PLATES.



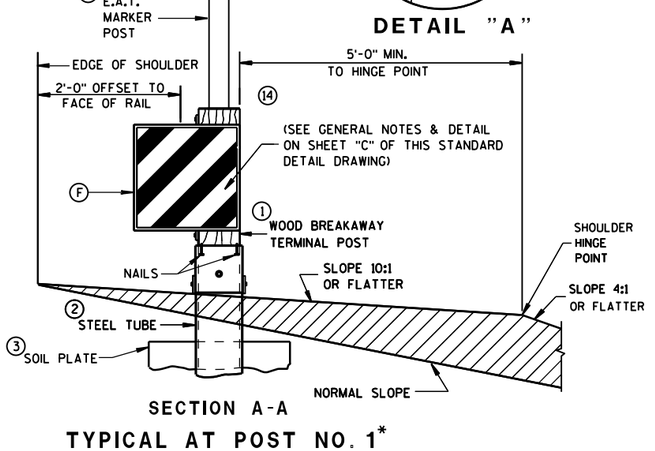
ELEVATION



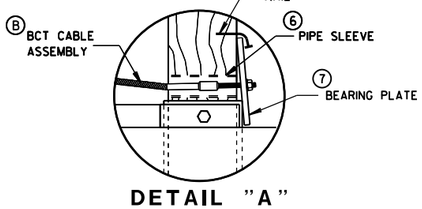
SECTION C-C
TYPICAL AT POST NOS. 6, 8



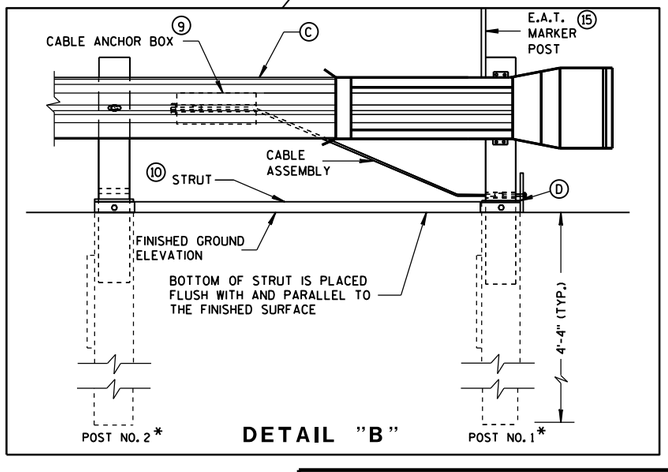
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"

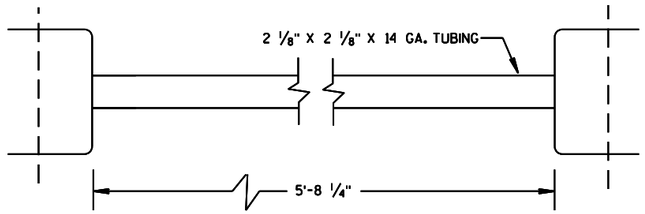


DETAIL "B"

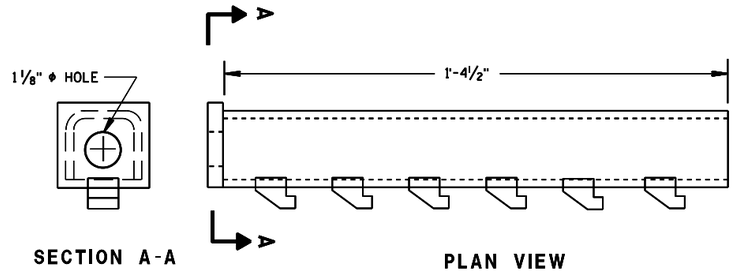
STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

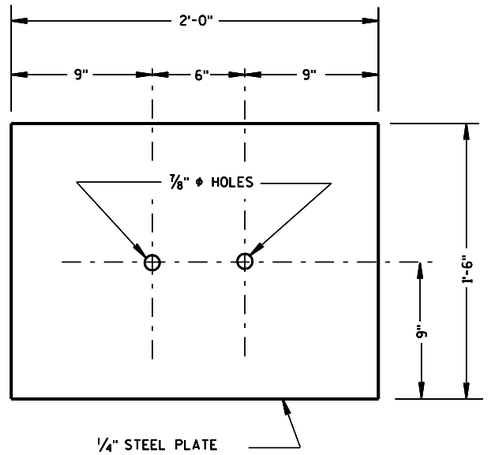
6
S.D.D. 14 B 24-8a



⑩ STRUT DETAIL (SKT-350)

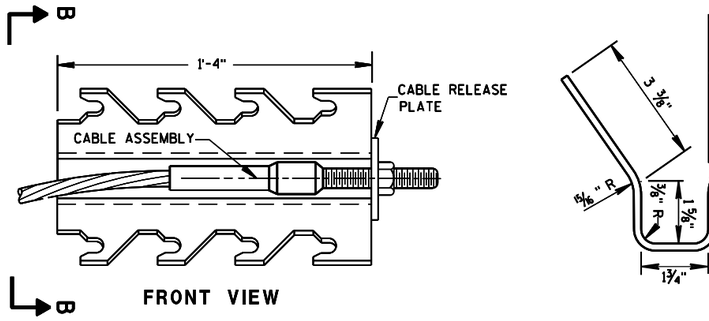


⑨ CABLE ANCHOR BOX (ET-2000/ET-2000 PLUS)



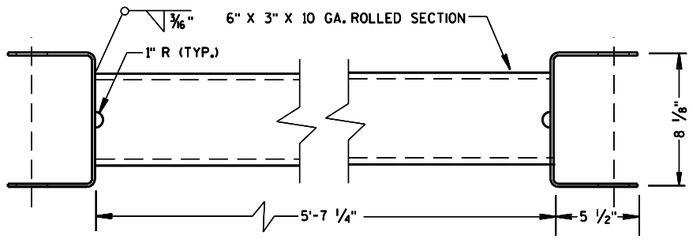
③ SOIL PLATE

(SKT-350, ET-2000/ET-2000 PLUS)



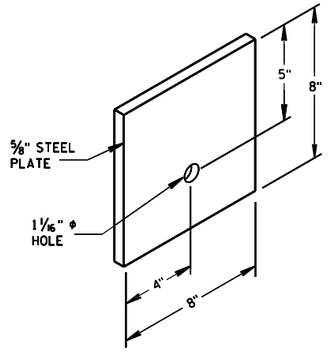
⑨ CABLE ANCHOR BOX (SKT-350)

(SKT-350)



⑩ STRUT DETAIL (ET-2000/ET-2000 PLUS)

(ET-2000/ET-2000 PLUS)



⑦ STEEL BEARING PLATE

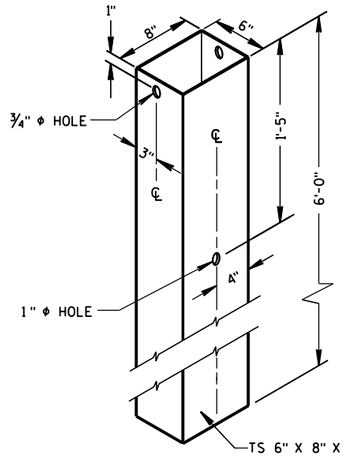
(SKT-350, ET-2000/ET-2000 PLUS)

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

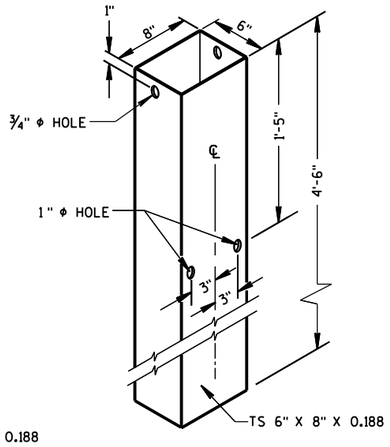
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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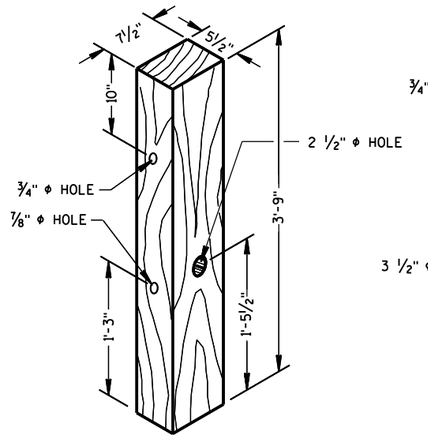
S.D.D. 14 B 24-8b



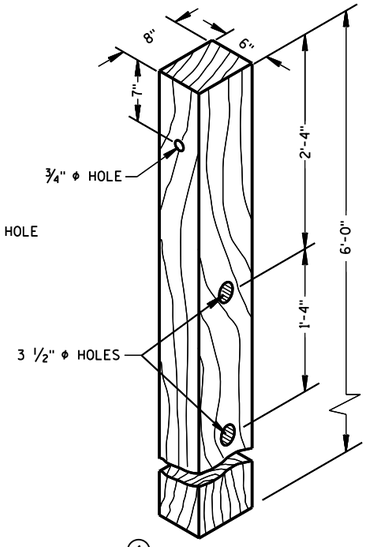
② 72" STEEL TUBE
(POSTS NO. 1-4



② 54" STEEL TUBE
(POSTS NO. 1-4



① TERMINAL POST
(POSTS NO. 1-4



④ CRT POST
(POSTS NO'S 5-8

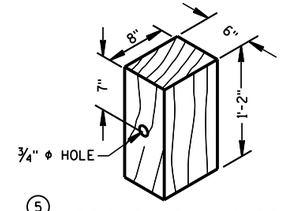
WOOD BREAKAWAY POSTS

GENERAL NOTES

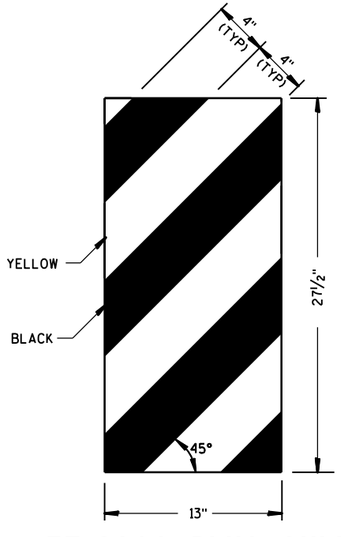
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

SEE APPROVED PRODUCTS LIST FOR ACCEPTABLE E. A. T. MARKER POST.

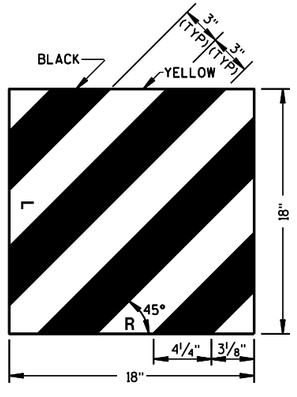
(G) ½" DIA. X 3" LAG BOLT WITH WASHER.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2

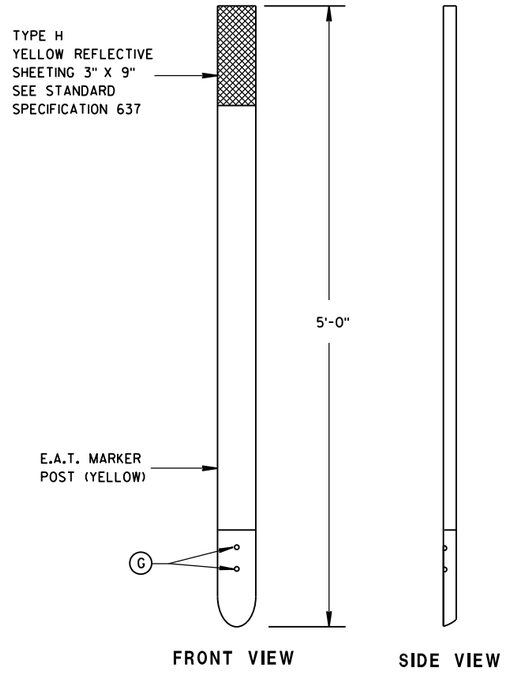


ET-2000 PLUS ONLY

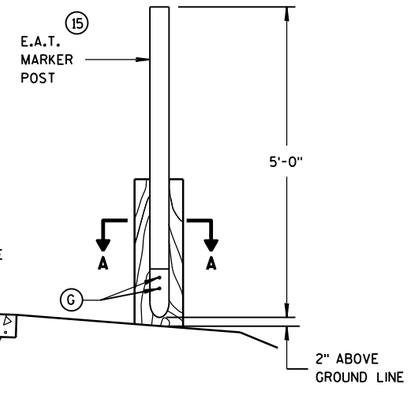


ET-2000 AND SKT-350

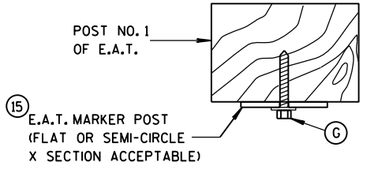
⑭ REFLECTIVE SHEETING DETAILS



⑮ E.A.T. MARKER POST



TYPICAL INSTALLATION OF E.A.T.
MARKER POST BACKSIDE OF POST NO. 1
(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

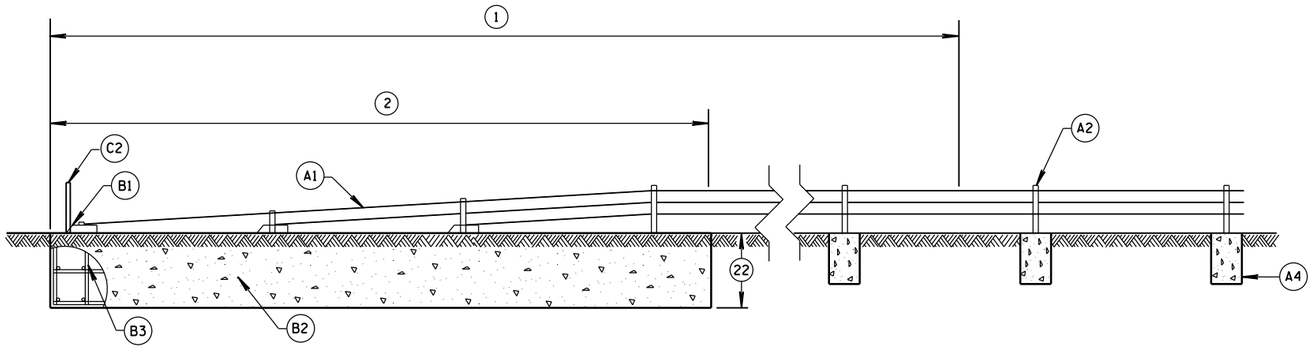
APPROVED
June 2014
DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER
FHWA

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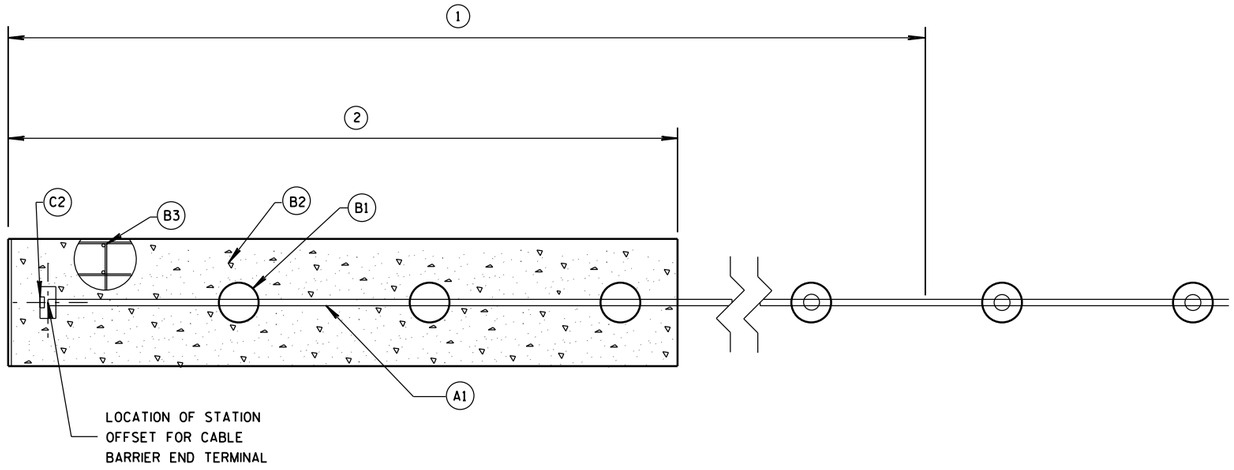
S.D.D. 14 B 24-8c

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S.D.D. 14 B 24-8c

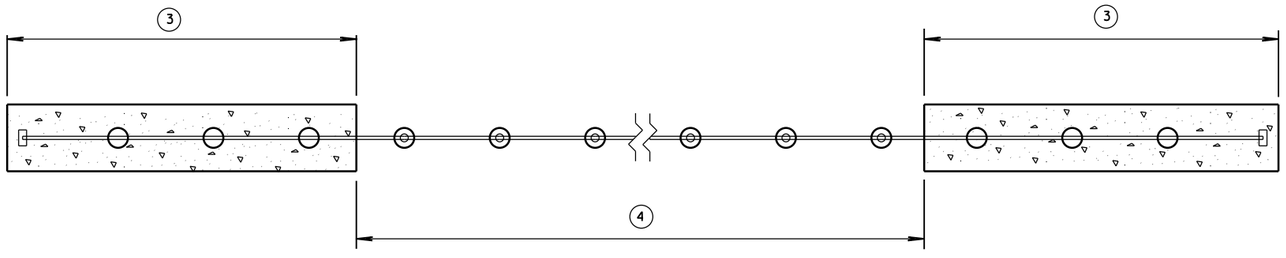


PROFILE VIEW



PLAN VIEW

TRANSITION FROM CABLE BARRIER TERMINAL TO CABLE BARRIER LINE POSTS



TYPICAL PLAN VIEW

GENERAL NOTES

DRAWINGS ARE GENERAL IN NATURE. SEE MANUFACTURER'S INFORMATION FOR MORE DETAIL.

PROVIDE 2 INCH CLEAR COVER FROM OUTER EDGE OF CONCRETE FOOTINGS TO REINFORCEMENT.

INSTALL LINE POST PLUMB. LINE POSTS ARE TO BE EASILY REMOVED BY HAND AND HOLD CABLES AT THE PROPER ELEVATION.

PROVIDE CABLE BARRIER SYSTEM FROM APPROVED PRODUCT LIST.

PROVIDE A SYSTEM TO HAVE THE WORKING WIDTH INDICTED IN PLAN.

PROVIDE DOCUMENTATION HOW POST SPACING, RADIUS OF CURVE AND ANCHOR SPACING INFLUENCES WORKING WIDTH TO CONSTRUCTION STAFF.

PROVIDE A WISCONSIN PROFESSIONAL ENGINEERS STAMPED ANALYSIS THAT THE LINE POST AND CABLE BARRIER END TERMINAL FOOTINGS ARE DESIGNED FOR THE SOIL CONDITIONS PRESENT. THE WISCONSIN P.E. STAMP ANALYSIS IS TO INCLUDE, BUT IS NOT LIMITED TO: DESIGN IMPACT LOADS, FOUNDATION DEISGN METHODOLOGY USED, FACTORS OF SAFETY, SOIL TYPE, SOIL CONDITIONS, AND TEMPERATURE RANGES.

DESIGN LINE POST FOOTINGS SO THAT LINE POST FOOTING MOVE LESS THAN 1 INCH WHEN LINE POST IS IMPACTED BY A TL-3 SMALL CAR.

BILL OF MATERIALS

PART NUMBER	QTY.	DESCRIPTION	MATERIALS SPECIFICATIONS
(A1)	3 OR 4	3/4" 3x7 PRESTRECHED GALVANIZED STEEL WIRE ROPE	ASTM A741 MIN. BREAKING STRENGTH 39,000 LBS.
			AASHTO M30 TYPE 1 CLASS A (GALVANIATION).
			MINIMUM WIRE ROPE MODULUS OF ELASTICITY OF 19,000 PSI ACCORDING TO ISO 12067-202 WIRE ROPE MODULUS OF ELASTICITY "INITIAL" (AS MANUFACTURED), WITH NO BEDDING OR PRESTRECHING OF THE ROPE PERMITTED DURING TESTING.
(A2)	1 PER LINE POST	GALVANIZED REMOVABLE STEEL LINE POST	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS.
			ASTM A123 (GALVANIZATION).
(A3)	1 PER LINE POST	GALVANIZED METAL SLEEVE	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS.
			ASTM A123 (GALVANIZATION).
(A4)	VARIES	CONCRETE FOR LINE POST FOOTING	A, A-FA.A-T, OR A-IP OF STANDARD SPECIFICATION 501.2 OR AS MANUFACTURER SPECIFIES.
			STANDARD SPECIFICATION 716 OMP FOR CLASS II ANCILLARY CONCRETE.
			SEE MANUFACTURER'S INFORMATION ON DIMENSIONS.
(A5)	VARIES	EPOXY COATED STEEL REINFORCEMENT	STANDARD SPECIFICATION 505.
(A6)	VARIES	TURNBUCKLES AND OTHER CABLE CONNECTING HARDWARE	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS.
			MINIMUM BREAKING STRENGTH OF TURNBUCKLES AND CONNECTION HARDWARE IS EQUAL TO CABLE.
			TURNBUCKLES AND OTHER CABLE CONNECTION HARDWARE IS FIELD SWAGED PER MANUFACTURER'S RECOMMENDATIONS AND DETAILS.
(B1)	VARIES	CABLE CONNECTION TO CABLE BARRIER END TERMINAL	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS.
(B2)	VARIES	CONCRETE FOR CABLE BARRIER END TERMINAL	A, A-FA.A-T, OR A-IP OF STANDARD SPECIFICATION 501.2.
			STANDARD SPECIFICATION 716 OMP FOR CLASS II ANCILLARY CONCRETE.
(B3)	VARIES	EPOXY COATED STEEL REINFORCEMENT	STANDARD SPECIFICATION 505.
(C1)	VARIES	LINE POST DELINEATOR	REFLECTIVE SHEETING TYPE SH. SEE APPROVE PRODUCT LIST YELLOW.
(C2)	VARIES	CABLE BARRIER END TERMINAL DELINEATOR	REFLECTIVE SHEETING TYPE SH. SEE APPROVE PRODUCT LIST OBJECT MARKER TYPE 3 PATTERN.

(1) LOCATION OF LENGTH OF NEED POINT FOR CABLE BARRIER END TERMINAL VARIES. (SEE MANUFACTURER'S INFORMATION)

(2) PAY LIMIT FOR CABLE BARRIER END TERMINAL. LENGTH OF CABLE BARRIER END TERMINAL VARIES. (SEE MANUFACTURER'S INFORMATION)

(3) CABLE BARRIER END TERMINAL

(4) CABLE BARRIER AND LINE POSTS

CABLE BARRIER TYPE 1 LAYOUT

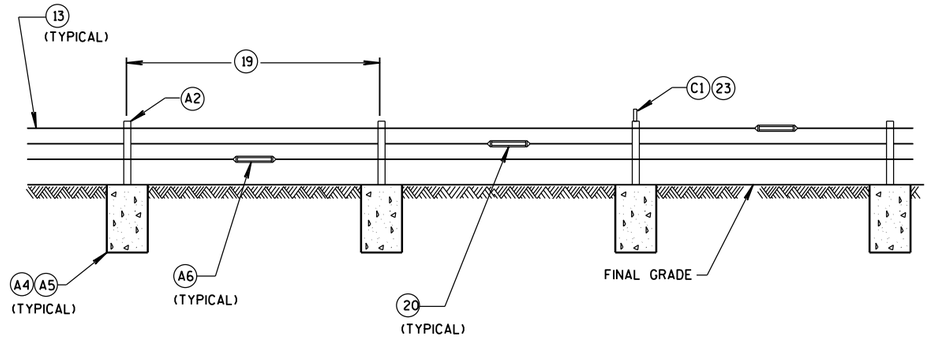
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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S.D.D. 14 B 52-1a

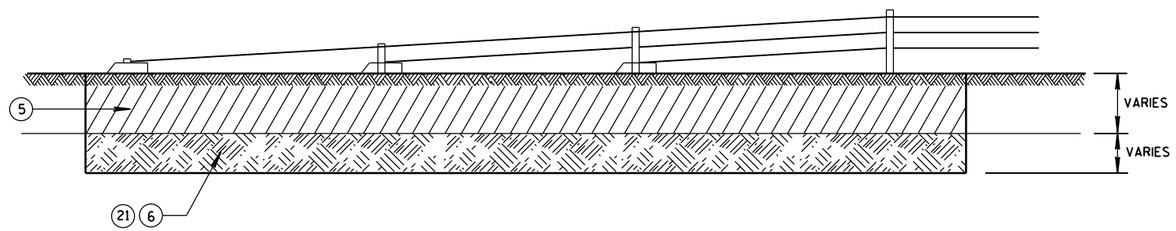
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S.D.D. 14 B 52-1a



PROFILE VIEW

LINE POST INSTALLATION



CABLE BARRIER END TERMINAL ROCK EXCAVATION DETAIL

(5) SOIL TO BE EXCAVATED FOR CABLE BARRIER END TERMINAL (VARIES).

(6) ROCK TO BE EXCAVATED FOR CABLE BARRIER END TERMINAL (VARIES).

(7) SOIL TO BE EXCAVATED FOR LINE POST (VARIES).

(8) ROCK TO BE EXCAVATED FOR LINE POST (VARIES).

(9) EXCAVATE AND GRADE LINE FOR LINE POST FOOTINGS. INSTALL LINE POST FOOTING TO MINIMIZE 4 INCH TALL OBJECT ON 5 FOOT CHORD.

(10) 2 INCHES OF CLEAR COVER FROM EDGE OF CONCRETE TO REINFORCEMENT.

(11) DIAMETER OF LINE POST FOOTING VARIES. SEE MANUFACTURER'S INFORMATION.

(12) MINIMUM DEPTH OF LINE POST FOOTING IS 48 INCHES IN SOIL. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENDATION ARE ACCEPTABLE.

(13) NUMBER AND LOCATION OF CABLES VARY. SEE MANUFACTURER'S INFORMATION.

(14) LINE POST DIMENSIONS AND CONNECTION HARDWARE VARY. SEE MANUFACTURER'S INFORMATION.

(15) LANE OF ROADWAY (VARIES). SEE PLAN FOR MORE INFORMATION.

(16) PAVED SHOULDER (VARIES). SEE PLAN FOR MORE INFORMATION.

(17) GRAVEL SHOULDER (VARIES). SEE PLAN FOR MORE INFORMATION.

(18) CABLE BARRIER OFFSET FROM CENTERLINE OF MEDIAN DITCH (8 FOOT MINIMUM). SEE PLAN FOR MORE INFORMATION.

(19) MAXIMUM POST SPACING IS 15 FEET.

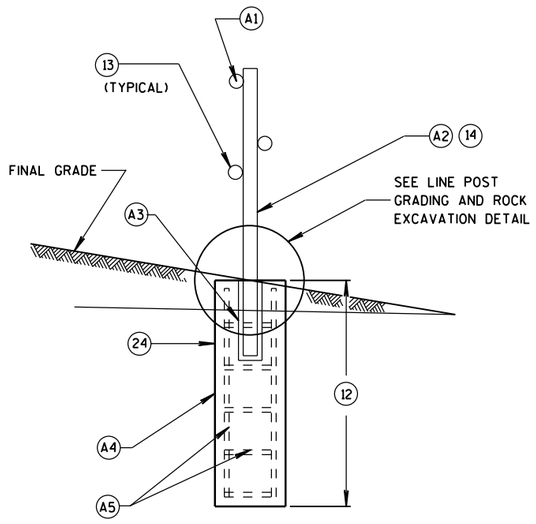
(20) STAGGER TURNBUCKLES (TYPICAL).

(21) SEE MANUFACTURER'S DESIGN WHEN ROCK IS ENCOUNTERED.

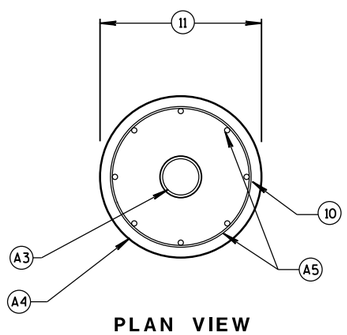
(22) IN SOIL MINIMUM DEPTH OF CABLE BARRIER END TERMINAL FOOTING IS 60 INCHES. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENATION ARE ACCEPTABLE.

(23) LINE POST DELINEATOR SPACING IS 100 FEET.

(24) LINE POST FOOTINGS ARE REQUIRED TO HAVE LESS THAN 1 INCH OF MOVEMENT WHEN LINE POST IS IMPACTED BY A NCHRP 350 SMALL CAR UNDER TL-3 TEST CONDITIONS.

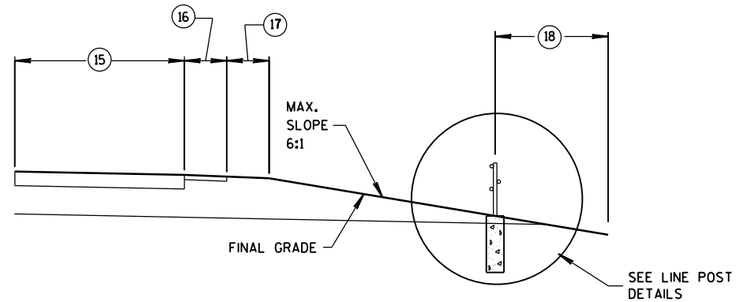


CROSS SECTION

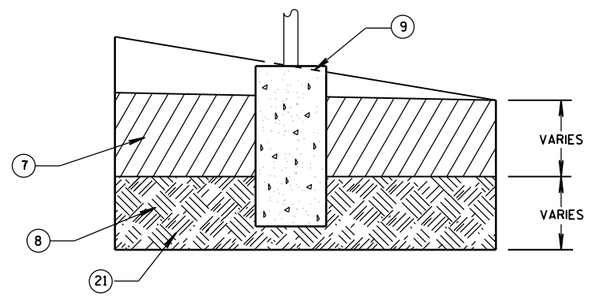


PLAN VIEW
(LINE POST AND CABLES NOT SHOWN)

LINE POST DETAILS



CABLE BARRIER OFFSET FROM DITCH LINE



LINE POST GRADING AND ROCK EXCAVATION DETAIL

CABLE BARRIER TYPE 1
LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 14 B 52-1b

6

S.D.D. 14 B 52-1b

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

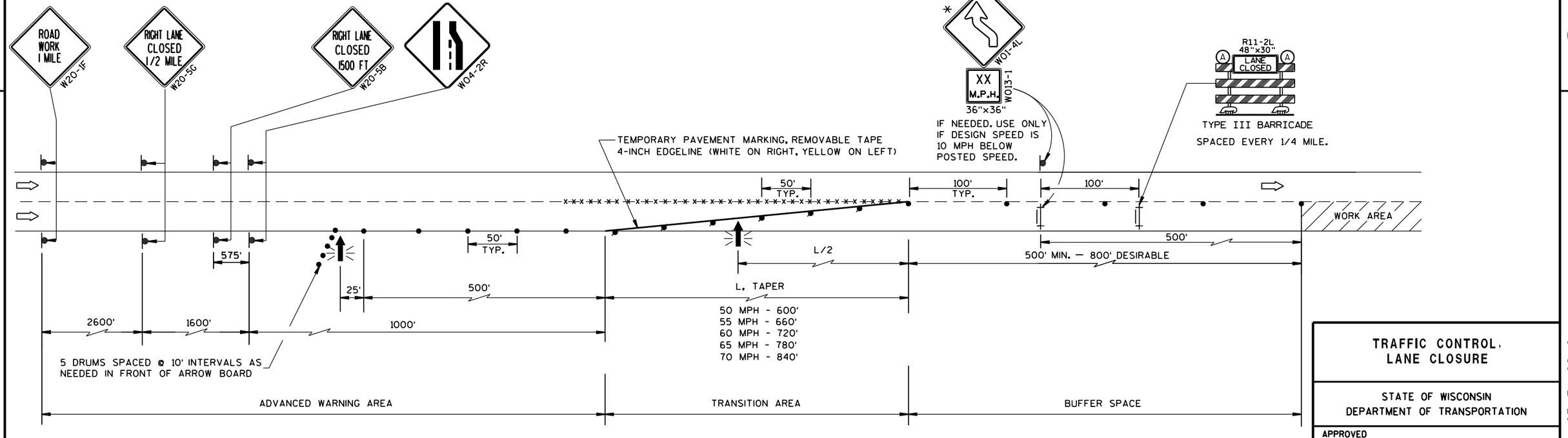
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

S.D.D. 15 D 12-6a

6

S.D.D. 15 D 12-6a

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.

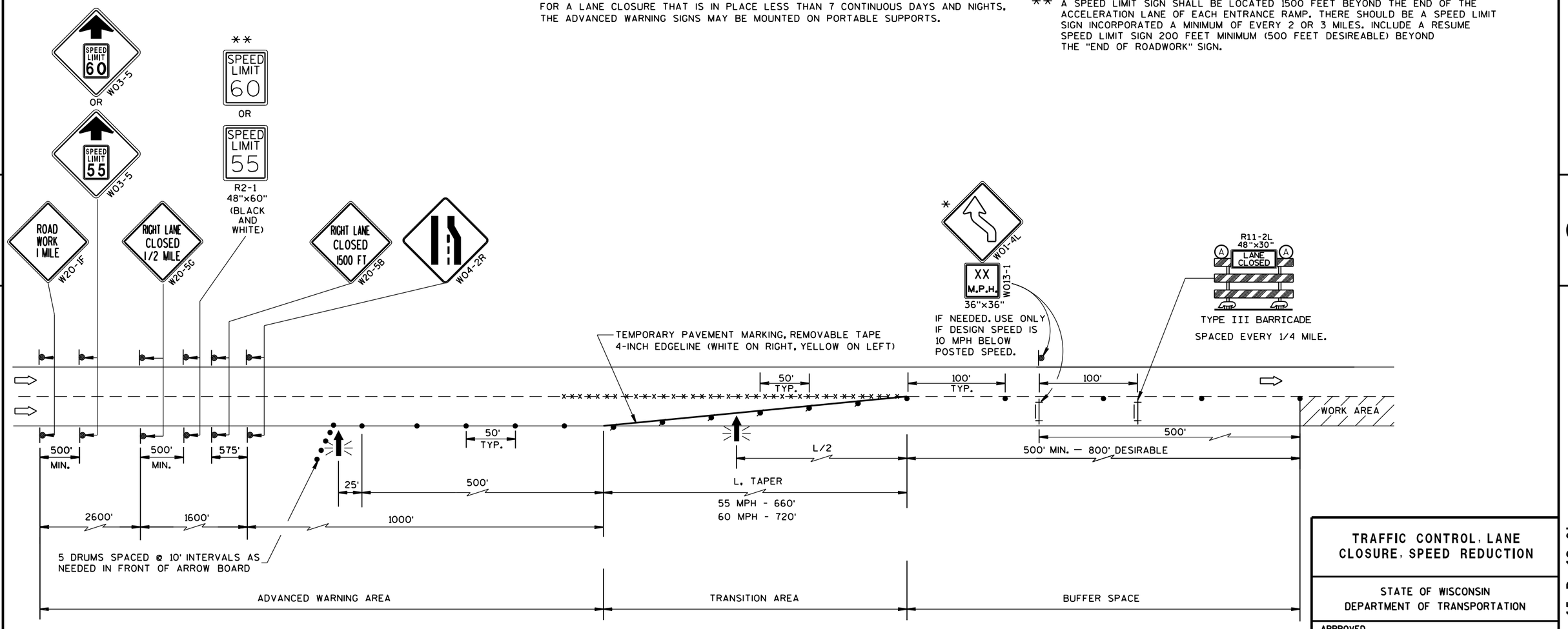
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 ENGINEERING SAFETY ENGINEER
FHWA

6

S.D.D. 15 D 12-6b

6

S.D.D. 15 D 12-6b

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.

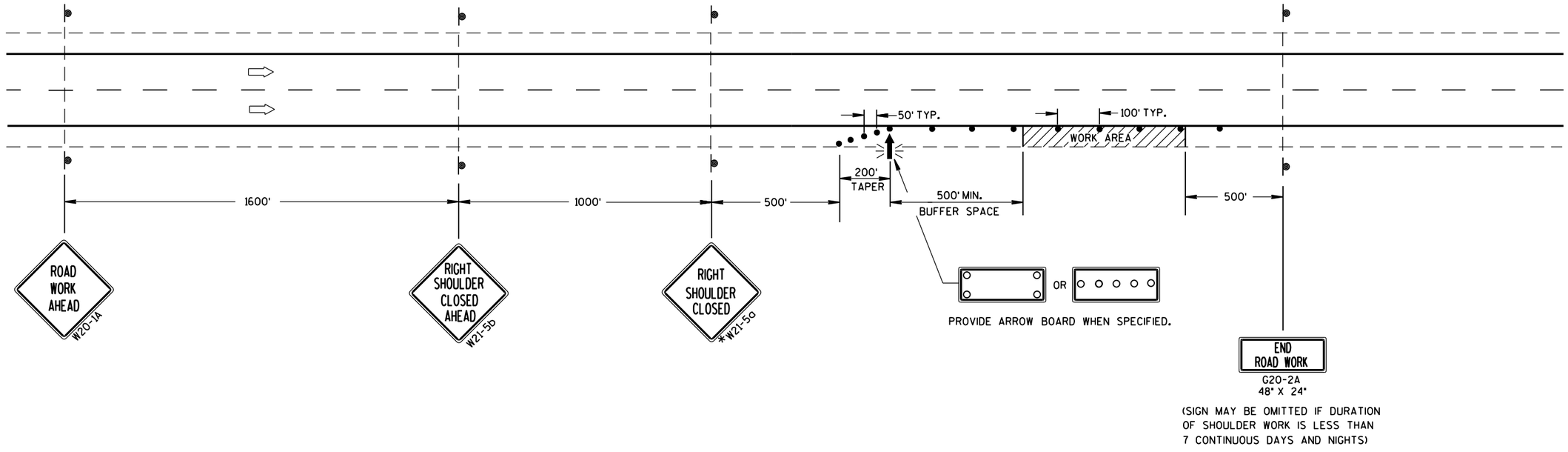
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

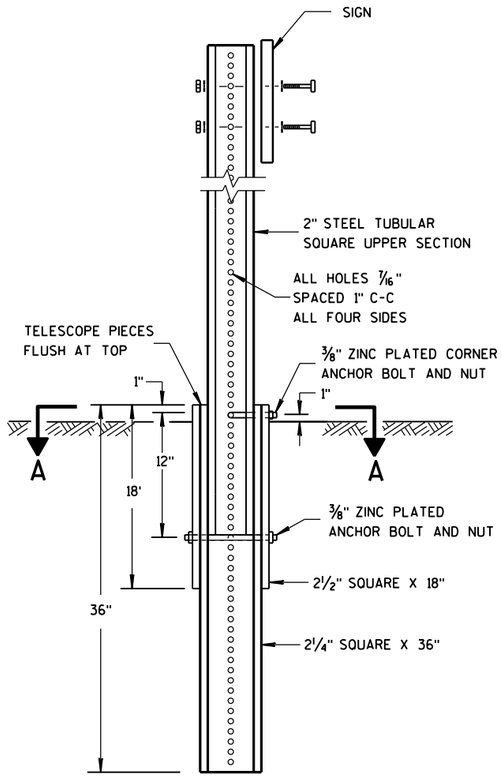
June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

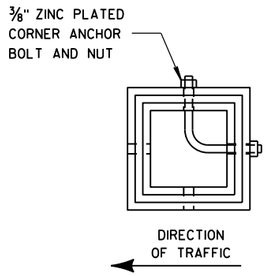
FHWA

6

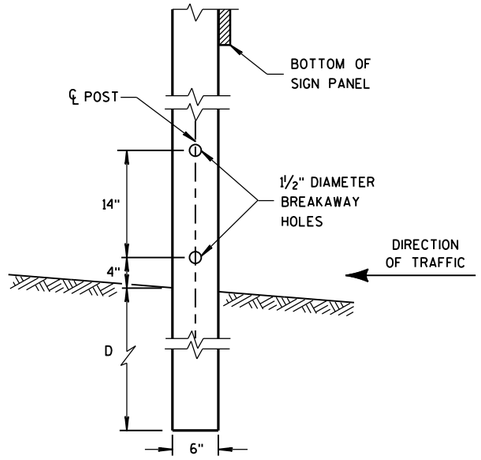
S.D.D. 15 D 27-3



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



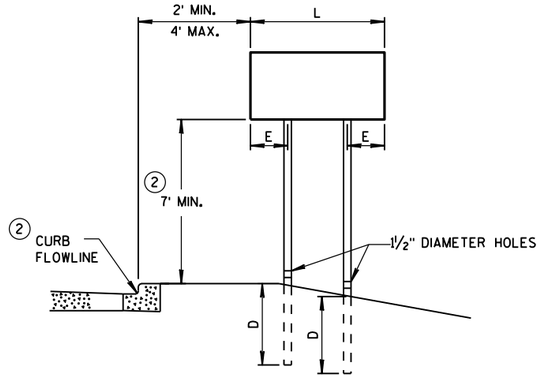
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

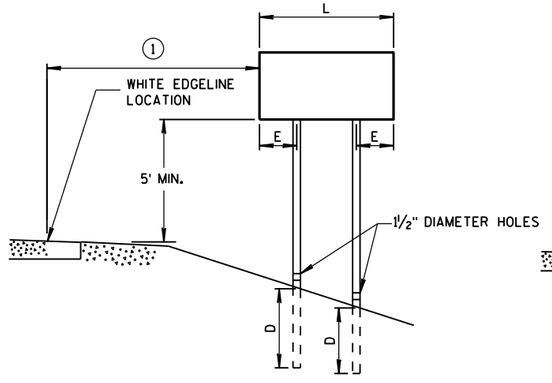
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

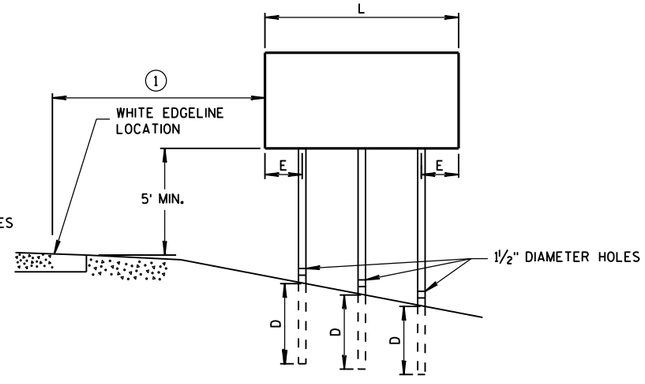
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

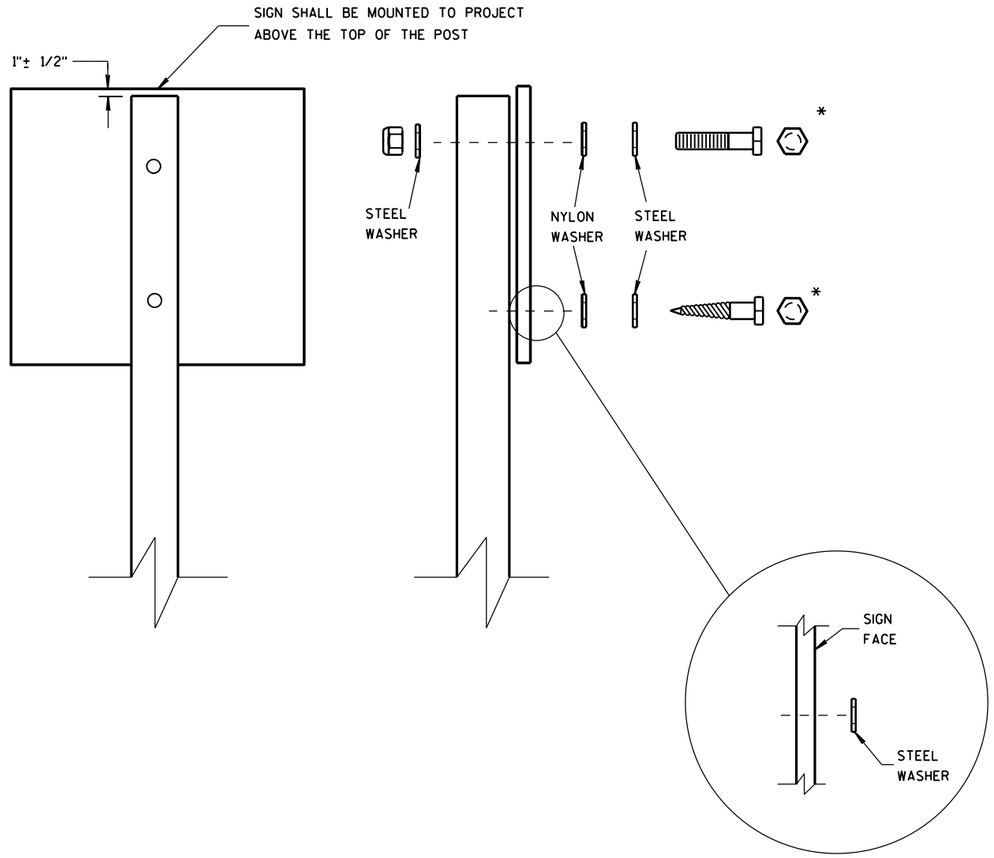
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 38-1a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Feb. 2015 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

SIGN

JUNEAU NORTH SEC 1

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
115+88	0.00	0.66	0.00	0.13	0.00	0.00	0.00	0.0	0	0	0	0	0.00
116+00	12.26	0.30	0.00	2.52	0.00	0.00	0.00	0.2	0	1	0	1	-0.54
116+50	50.00	0.02	0.00	3.06	0.00	0.00	0.00	0.3	0	5	1	7	-6.70
117+00	50.00	0.02	0.00	4.16	0.00	0.00	0.00	0.0	0	7	1	16	-15.03
117+50	50.00	0.00	0.00	2.83	0.00	0.00	0.00	0.0	0	6	1	24	-23.10
118+00	50.00	0.01	0.00	5.57	0.00	0.00	0.00	0.0	0	8	1	33	-32.83
118+50	50.00	0.06	0.00	5.32	0.00	0.00	0.00	0.1	0	10	1	46	-45.38
119+00	50.00	0.00	0.00	6.01	0.00	0.00	0.00	0.1	0	10	1	59	-58.44
119+50	50.00	0.03	0.00	2.66	0.00	0.00	0.00	0.0	0	8	1	69	-68.45
120+00	50.00	0.00	0.00	3.52	0.00	0.00	0.00	0.0	0	6	1	76	-75.58
120+50	50.00	0.00	0.00	0.71	0.00	0.00	0.00	0.0	0	4	1	81	-80.48
121+00	50.00	0.03	0.00	3.37	0.00	0.00	0.00	0.0	0	4	1	86	-85.19
121+50	50.00	0.08	0.00	4.47	0.00	0.00	0.00	0.1	0	7	1	95	-94.17
122+00	50.00	0.27	0.00	3.49	0.00	0.00	0.00	0.3	0	7	1	104	-103.07
122+50	50.00	0.05	0.00	2.72	0.00	0.00	0.00	0.3	0	6	1	111	-109.95
123+00	50.00	0.63	0.00	1.09	0.00	0.00	0.00	0.6	0	4	2	116	-113.73
123+50	50.00	0.15	0.00	1.21	0.00	0.00	0.00	0.7	0	2	3	118	-115.67
124+00	50.00	0.05	0.00	1.75	0.00	0.00	0.00	0.2	0	3	3	122	-118.90
124+50	50.00	0.00	0.00	6.26	0.00	0.00	0.00	0.0	0	7	3	131	-128.13
125+00	50.00	0.01	0.00	7.69	0.00	0.00	0.00	0.0	0	13	3	147	-144.27
125+50	50.00	0.16	0.00	7.22	0.00	0.00	0.00	0.1	0	14	3	165	-161.38
126+00	50.00	0.08	0.00	7.04	0.00	0.00	0.00	0.2	0	13	3	181	-177.67
126+50	50.00	0.02	0.00	7.14	0.00	0.00	0.00	0.1	0	13	4	197	-193.98
127+00	50.00	0.33	0.00	7.87	0.00	0.00	0.00	0.3	0	14	4	215	-211.02
127+50	50.00	0.00	0.00	9.55	0.00	0.00	0.00	0.3	0	16	4	235	-230.87
128+00	50.00	0.00	0.00	11.01	0.00	0.00	0.00	0.0	0	19	4	259	-254.66
128+50	50.00	0.01	0.00	11.03	0.00	0.00	0.00	0.0	0	20	4	284	-280.16
129+00	50.00	0.24	0.00	6.45	0.00	0.00	0.00	0.2	0	16	4	305	-300.17
129+50	50.00	0.00	0.00	12.77	0.00	0.00	0.00	0.2	0	18	5	327	-322.20
130+00	50.00	0.00	0.00	8.93	0.00	0.00	0.00	0.0	0	20	5	352	-347.31
130+50	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	8	5	362	-357.65
								5	0	290			

9

9

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	EARTHWORK SUMMARY	SHEET NO:	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

JUNEAU NORTH SEC 2

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	
								Note 1	Note 2	Note 3	Note 1		Note 8
144+24	0.00	0.31	0.00	10.34	0.00	0.00	0.00	0.0	0	0	0	0	0.00
144+50	26.00	0.32	0.00	10.37	0.00	0.00	0.00	0.3	0	10	0	12	-12.16
145+00	50.00	0.38	0.00	9.43	0.00	0.00	0.00	0.7	0	18	1	35	-34.42
145+50	50.00	0.32	0.00	12.50	0.00	0.00	0.00	0.6	0	20	2	61	-59.15
146+00	50.00	0.15	0.00	11.79	0.00	0.00	0.00	0.4	0	22	2	89	-86.83
146+50	50.00	0.09	0.00	13.05	0.00	0.00	0.00	0.2	0	23	2	118	-115.37
147+00	50.00	0.07	0.00	14.09	0.00	0.00	0.00	0.1	0	25	2	149	-146.63
147+50	50.00	0.04	0.00	15.06	0.00	0.00	0.00	0.1	0	27	2	183	-180.26
148+00	50.00	0.02	0.00	15.06	0.00	0.00	0.00	0.1	0	28	3	218	-215.07
148+50	50.00	0.01	0.00	15.32	0.00	0.00	0.00	0.0	0	28	3	253	-250.20
149+00	50.00	0.01	0.00	22.55	0.00	0.00	0.00	0.0	0	35	3	297	-294.00
149+50	50.00	0.02	0.00	26.40	0.00	0.00	0.00	0.0	0	45	3	353	-350.63
150+00	50.00	0.03	0.00	24.16	0.00	0.00	0.00	0.0	0	47	3	412	-409.09
150+50	50.00	0.02	0.00	20.23	0.00	0.00	0.00	0.0	0	41	3	463	-460.42
151+00	50.00	0.01	0.00	17.68	0.00	0.00	0.00	0.0	0	35	3	507	-504.27
151+50	50.00	0.01	0.00	18.47	0.00	0.00	0.00	0.0	0	33	3	549	-546.09
152+00	50.00	0.02	0.00	22.16	0.00	0.00	0.00	0.0	0	38	3	596	-593.09
152+50	50.00	0.01	0.00	25.21	0.00	0.00	0.00	0.0	0	44	3	651	-647.88
153+00	50.00	0.01	0.00	25.87	0.00	0.00	0.00	0.0	0	47	3	710	-706.99
153+50	50.00	0.02	0.00	26.70	0.00	0.00	0.00	0.0	0	49	3	771	-767.81
154+00	50.00	0.05	0.00	20.94	0.00	0.00	0.00	0.1	0	44	3	826	-822.88
154+21	20.76	0.07	0.00	18.02	0.00	0.00	0.00	0.0	0	15	3	845	-841.56
154+50	29.24	0.06	0.00	14.09	0.00	0.00	0.00	0.1	0	17	3	866	-863.23
155+00	50.00	0.71	0.00	13.01	0.00	0.00	0.00	0.7	0	25	4	898	-893.88
155+50	50.00	0.94	0.00	16.06	0.00	0.00	0.00	1.5	0	27	5	931	-926.00
155+53	2.96	0.93	0.00	16.40	0.00	0.00	0.00	0.1	0	2	5	934	-928.12
								5	0	747			

9

9

PROJECT NO: 1016-02-60 | **HWY:** IH 90/94 | **COUNTY:** JUNEAU | **EARTHWORK SUMMARY** | **SHEET NO:** 139 | E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

JUNEAU NORTH SEC 3

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
161+88	0.00	0.18	0.00	0.87	0.00	0.00	0.00	0.0	0	0	0	0	0.00
162+00	12.17	0.20	0.00	8.50	0.00	0.00	0.00	0.1	0	2	0	3	-2.56
162+50	50.00	0.16	0.00	20.95	0.00	0.00	0.00	0.3	0	27	0	37	-36.32
163+00	50.00	0.31	0.00	27.55	0.00	0.00	0.00	0.4	0	45	1	93	-92.02
163+39	39.00	0.86	0.00	27.12	0.00	0.00	0.00	0.8	0	39	2	142	-140.52
163+50	11.00	0.03	0.00	29.32	0.00	0.00	0.00	0.2	0	11	2	157	-154.71
163+78	28.00	0.03	0.00	36.57	0.00	0.00	0.00	0.0	0	34	2	199	-197.39
164+00	22.00	0.14	0.00	35.89	0.00	0.00	0.00	0.1	0	30	2	236	-234.22
164+50	50.00	0.00	0.00	37.74	0.00	0.00	0.00	0.1	0	68	2	321	-319.30
165+00	50.00	0.00	0.00	43.42	0.00	0.00	0.00	0.0	0	75	2	415	-413.24
165+50	50.00	0.00	0.00	47.53	0.00	0.00	0.00	0.0	0	84	2	521	-518.51
166+00	50.00	0.00	0.00	41.80	0.00	0.00	0.00	0.0	0	83	2	624	-621.89
166+50	50.00	0.00	0.00	41.40	0.00	0.00	0.00	0.0	0	77	2	720	-718.18
167+00	50.00	0.00	0.00	42.91	0.00	0.00	0.00	0.0	0	78	2	818	-815.76
167+50	50.00	0.00	0.00	37.49	0.00	0.00	0.00	0.0	0	74	2	911	-908.82
168+00	50.00	0.00	0.00	28.69	0.00	0.00	0.00	0.0	0	61	2	988	-985.42
168+46	46.38	0.00	0.00	21.07	0.00	0.00	0.00	0.0	0	43	2	1,041	-1,038.85
168+50	3.62	0.00	0.00	20.64	0.00	0.00	0.00	0.0	0	3	2	1,044	-1,042.34
169+00	50.00	0.00	0.00	9.22	0.00	0.00	0.00	0.0	0	28	2	1,079	-1,076.91
169+50	50.00	0.00	0.00	2.85	0.00	0.00	0.00	0.0	0	11	2	1,093	-1,090.88
170+00	50.00	0.00	0.00	0.72	0.00	0.00	0.00	0.0	0	3	2	1,097	-1,095.01
170+50	50.00	0.00	0.00	0.48	0.00	0.00	0.00	0.0	0	1	2	1,099	-1,096.40
171+00	50.00	0.00	0.00	0.32	0.00	0.00	0.00	0.0	0	1	2	1,099	-1,097.32
171+50	50.00	0.00	0.00	3.77	0.00	0.00	0.00	0.0	0	4	2	1,104	-1,102.06
172+00	50.00	0.00	0.00	5.79	0.00	0.00	0.00	0.0	0	9	2	1,115	-1,113.13
172+50	50.00	0.00	0.00	5.91	0.00	0.00	0.00	0.0	0	11	2	1,129	-1,126.68
173+00	50.00	0.00	0.00	4.06	0.00	0.00	0.00	0.0	0	9	2	1,140	-1,138.22
173+50	50.00	0.00	0.00	6.58	0.00	0.00	0.00	0.0	0	10	2	1,153	-1,150.53
174+00	50.00	0.00	0.00	7.75	0.00	0.00	0.00	0.0	0	13	2	1,169	-1,167.11
174+50	50.00	1.19	0.00	6.46	0.00	0.00	0.00	1.1	0	13	3	1,186	-1,182.45
175+00	50.00	1.24	0.00	5.55	0.00	0.00	0.00	2.2	0	11	5	1,200	-1,194.10
175+50	50.00	0.79	0.00	5.27	0.00	0.00	0.00	1.9	0	10	7	1,212	-1,204.75
176+00	50.00	0.91	0.00	5.03	0.00	0.00	0.00	1.6	0	10	9	1,224	-1,215.11
176+50	50.00	0.64	0.00	4.46	0.00	0.00	0.00	1.4	0	9	10	1,235	-1,224.66
177+00	50.00	0.64	0.00	0.00	0.00	0.00	0.00	1.2	0	4	12	1,240	-1,228.64
177+50	50.00	1.42	0.00	0.00	0.00	0.00	0.00	1.9	0	0	13	1,240	-1,226.74
177+63	13.00	0.00	0.00	0.00	0.00	0.00	0.00	0.3	0	0	14	1,240	-1,226.39
								14	0	992			

JUNEAU SOUTH SEC 1

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
325+27	0.00	0.00	0.00	6.59	0.00	0.00	0.00	0	0	0	0	0	0.00
325+80	52.63	0.00	0.00	17.48	0.00	0.00	0.00	0	0	23	0	29	-29.32
326+00	20.04	0.00	0.00	16.48	0.00	0.00	0.00	0	0	13	0	45	-45.07
327+00	100.00	0.00	0.00	13.73	0.00	0.00	0.00	0	0	56	0	115	-114.99
328+00	100.00	0.03	0.00	11.45	0.00	0.00	0.00	0	0	47	0	173	-173.21
329+00	100.00	0.00	0.00	13.74	0.00	0.00	0.00	0	0	47	0	232	-231.47
329+26	26.41	3.11	0.00	15.83	0.00	0.00	0.00	2	0	14	2	250	-248.03
329+42	16.06	64.91	0.00	24.35	0.00	0.00	0.00	20	0	12	22	265	-242.73
329+51	8.26	104.78	0.00	47.31	0.00	0.00	0.00	26	0	11	48	278	-230.48
330+00	49.27	120.99	0.00	38.82	0.00	0.00	0.00	206	0	79	254	377	-122.71
331+00	100.00	87.21	0.00	36.94	0.00	0.00	0.00	386	0	140	639	552	87.49
332+00	100.00	4.20	0.00	68.83	0.00	0.00	0.00	169	0	196	809	797	11.92
333+00	100.00	0.17	0.00	113.22	0.00	0.00	0.00	8	0	337	817	1,218	-401.40
334+00	100.00	0.05	0.00	106.25	0.00	0.00	0.00	0	0	406	817	1,726	-909.03
334+47	46.99	0.00	0.00	113.48	0.00	0.00	0.00	0	0	191	817	1,965	-1,147.99
335+00	53.01	0.01	0.00	83.92	0.00	0.00	0.00	0	0	194	817	2,207	-1,390.19
336+00	100.00	0.05	0.00	49.31	0.00	0.00	0.00	0	0	247	817	2,516	-1,698.49
336+65	65.41	0.09	0.00	41.16	0.00	0.00	0.00	0	0	110	817	2,653	-1,835.31
337+00	34.59	0.05	0.00	28.67	0.00	0.00	0.00	0	0	45	818	2,709	-1,891.13
338+00	100.00	0.03	0.00	19.25	0.00	0.00	0.00	0	0	89	818	2,820	-2,001.92
339+00	100.00	0.02	0.00	23.08	0.00	0.00	0.00	0	0	78	818	2,918	-2,099.83
340+00	100.00	0.04	0.00	15.79	0.00	0.00	0.00	0	0	72	818	3,008	-2,189.70
341+00	100.00	0.09	0.00	15.40	0.00	0.00	0.00	0	0	58	818	3,080	-2,261.66
342+00	100.00	0.14	0.00	9.09	0.00	0.00	0.00	0	0	45	819	3,136	-2,317.94
343+00	100.00	0.08	0.00	6.52	0.00	0.00	0.00	0	0	29	819	3,173	-2,353.67
344+00	100.00	0.34	0.00	10.38	0.00	0.00	0.00	1	0	31	820	3,212	-2,392.00
345+00	100.00	0.09	0.00	16.72	0.00	0.00	0.00	1	0	50	821	3,274	-2,453.95
346+00	100.00	0.10	0.00	19.48	0.00	0.00	0.00	0	0	67	821	3,358	-2,537.41
347+00	100.00	0.11	0.00	17.15	0.00	0.00	0.00	0	0	68	821	3,443	-2,621.81
347+42	42.31	0.45	0.00	12.71	0.00	0.00	0.00	0	0	23	822	3,472	-2,650.62
347+54	11.76	0.24	0.00	39.48	0.00	0.00	0.00	0	0	11	822	3,487	-2,664.67
347+64	9.82	0.05	0.00	13.64	0.00	0.00	0.00	0	0	10	822	3,499	-2,676.70
348+00	36.11	0.13	0.00	9.62	0.00	0.00	0.00	0	0	16	822	3,518	-2,696.02
349+00	100.00	0.09	0.00	14.95	0.00	0.00	0.00	0	0	46	822	3,575	-2,752.49
350+00	100.00	0.06	0.00	22.36	0.00	0.00	0.00	0	0	69	823	3,661	-2,838.59
351+00	100.00	0.02	0.00	17.88	0.00	0.00	0.00	0	0	75	823	3,754	-2,931.59
352+00	100.00	0.02	0.00	19.13	0.00	0.00	0.00	0	0	69	823	3,840	-3,017.16
353+00	100.00	0.03	0.00	19.13	0.00	0.00	0.00	0	0	71	823	3,929	-3,105.62
354+00	100.00	0.05	0.00	18.09	0.00	0.00	0.00	0	0	69	823	4,015	-3,191.63
355+00	100.00	0.02	0.00	18.83	0.00	0.00	0.00	0	0	68	823	4,100	-3,276.97
356+00	100.00	0.02	0.00	11.60	0.00	0.00	0.00	0	0	56	823	4,171	-3,347.33
357+00	100.00	0.02	0.00	14.86	0.00	0.00	0.00	0	0	49	823	4,232	-3,408.49
358+00	100.00	0.01	0.00	10.76	0.00	0.00	0.00	0	0	47	824	4,291	-3,467.74
359+00	100.00	0.01	0.00	6.93	0.00	0.00	0.00	0	0	33	824	4,332	-3,508.65
360+00	100.00	0.02	0.00	5.81	0.00	0.00	0.00	0	0	24	824	4,362	-3,538.07
361+00	100.00	0.03	0.00	8.04	0.00	0.00	0.00	0	0	26	824	4,394	-3,570.04
362+00	100.00	0.04	0.00	6.67	0.00	0.00	0.00	0	0	27	824	4,428	-3,603.96

JUNEAU SOUTH SEC 1 CONTINUED

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
363+00	100.00	0.35	0.00	2.44	0.00	0.00	0.00	1	0	17	825	4,449	-3,624.34
364+00	100.00	0.08	0.00	4.35	0.00	0.00	0.00	1	0	13	825	4,465	-3,639.27
365+00	100.00	0.05	0.00	5.75	0.00	0.00	0.00	0	0	19	826	4,488	-3,662.41
366+00	100.00	0.12	0.00	0.54	0.00	0.00	0.00	0	0	12	826	4,503	-3,676.68
366+12	11.69	0.44	0.00	0.00	0.00	0.00	0.00	0	0	0	826	4,503	-3,676.70
367+00	88.31	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	827	4,503	-3,675.99
367+07	6.59	0.36	0.00	0.13	0.00	0.00	0.00	0	0	0	827	4,503	-3,675.96
368+00	93.41	0.11	0.00	0.62	0.00	0.00	0.00	1	0	1	828	4,504	-3,676.78
369+00	100.00	0.09	0.00	0.80	0.00	0.00	0.00	0	0	3	828	4,508	-3,679.70
370+00	100.00	0.16	0.00	0.19	0.00	0.00	0.00	0	0	2	828	4,510	-3,681.53
371+00	100.00	0.03	0.00	4.22	0.00	0.00	0.00	0	0	8	829	4,520	-3,691.38
372+00	100.00	0.02	0.00	5.28	0.00	0.00	0.00	0	0	18	829	4,542	-3,713.29
373+00	100.00	0.09	0.00	0.27	0.00	0.00	0.00	0	0	10	829	4,555	-3,725.93
374+00	100.00	0.03	0.00	1.35	0.00	0.00	0.00	0	0	3	829	4,559	-3,729.47
374+31	30.55	0.05	0.00	0.40	0.00	0.00	0.00	0	0	1	829	4,560	-3,730.66
375+00	69.45	0.00	0.00	0.00	0.00	0.00	0.00	0	0	1	829	4,561	-3,731.23
382+00	700.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	829	4,561	-3,731.23
382+47	46.63	0.47	0.00	0.12	0.00	0.00	0.00	0	0	0	830	4,561	-3,730.95
383+00	53.37	0.00	0.00	0.49	0.00	0.00	0.00	0	0	1	830	4,562	-3,731.24
384+00	100.00	0.04	0.00	2.16	0.00	0.00	0.00	0	0	5	830	4,568	-3,737.32
385+00	100.00	0.02	0.00	3.96	0.00	0.00	0.00	0	0	11	830	4,582	-3,751.40
386+00	100.00	0.01	0.00	3.67	0.00	0.00	0.00	0	0	14	831	4,600	-3,769.03
386+95	94.57	0.46	0.00	0.42	0.00	0.00	0.00	1	0	7	831	4,609	-3,777.18
387+00	5.43	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	831	4,609	-3,777.19
390+00	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	831	4,609	-3,777.19
390+10	9.74	0.31	0.00	0.01	0.00	0.00	0.00	0	0	0	831	4,609	-3,777.14
390+43	33.23	0.09	0.00	0.94	0.00	0.00	0.00	0	0	1	832	4,609	-3,777.63
390+75	32.40	0.06	0.00	0.25	0.00	0.00	0.00	0	0	1	832	4,610	-3,778.42
391+00	24.63	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	832	4,610	-3,778.54
393+00	200.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	832	4,610	-3,778.54
393+83	82.56	0.04	0.00	0.30	0.00	0.00	0.00	0	0	0	832	4,611	-3,779.05
394+00	17.44	0.03	0.00	0.90	0.00	0.00	0.00	0	0	0	832	4,611	-3,779.51
395+00	100.00	0.09	0.00	0.82	0.00	0.00	0.00	0	0	3	832	4,615	-3,783.26
396+00	100.00	0.94	0.00	0.94	0.00	0.00	0.00	2	0	3	834	4,619	-3,785.43
397+00	100.00	0.14	0.00	3.38	0.00	0.00	0.00	2	0	8	836	4,629	-3,793.42
397+31	31.44	0.26	0.00	0.38	0.00	0.00	0.00	0	0	2	836	4,632	-3,795.92
398+00	68.56	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	837	4,633	-3,796.19
398+29	28.91	0.02	0.00	0.50	0.00	0.00	0.00	0	0	0	837	4,633	-3,796.51
399+00	71.09	0.02	0.00	0.66	0.00	0.00	0.00	0	0	2	837	4,635	-3,798.36
399+64	63.73	0.01	0.00	0.41	0.00	0.00	0.00	0	0	1	837	4,637	-3,799.90
400+00	36.27	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	837	4,637	-3,800.23
400+57	57.16	0.01	0.00	0.32	0.00	0.00	0.00	0	0	0	837	4,637	-3,800.65
400+85	28.25	0.01	0.00	0.73	0.00	0.00	0.00	0	0	1	837	4,638	-3,801.33
								837	0	3,710			

JUNEAU SOUTH SEC 2

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
								Note 1	Note 2	Note 3	Note 1		Note 8
401+59	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.0	0	0	0	0	0.00
402+00	41.47	0.27	0.00	3.02	0.00	0.00	0.00	0.2	0	3	0	3	-3.05
402+50	50.00	0.00	0.00	2.81	0.00	0.00	0.00	0.2	0	5	0	10	-9.54
403+00	50.00	0.22	0.00	0.21	0.00	0.00	0.00	0.2	0	3	1	13	-12.83
403+50	50.00	0.33	0.00	0.89	0.00	0.00	0.00	0.5	0	1	1	15	-13.59
404+00	50.00	0.05	0.00	3.27	0.00	0.00	0.00	0.4	0	4	2	20	-18.05
404+50	50.00	0.54	0.00	0.26	0.00	0.00	0.00	0.5	0	3	2	24	-21.58
405+00	50.00	0.07	0.00	3.86	0.00	0.00	0.00	0.6	0	4	3	28	-25.79
405+50	50.00	0.13	0.00	6.09	0.00	0.00	0.00	0.2	0	9	3	40	-37.12
406+00	50.00	0.62	0.00	3.07	0.00	0.00	0.00	0.7	0	8	4	51	-47.03
406+50	50.00	0.05	0.00	3.66	0.00	0.00	0.00	0.6	0	6	4	58	-54.20
407+00	50.00	0.06	0.00	10.25	0.00	0.00	0.00	0.1	0	13	4	74	-70.20
407+50	50.00	0.01	0.00	7.64	0.00	0.00	0.00	0.1	0	17	4	95	-90.84
408+00	50.00	0.03	0.00	9.62	0.00	0.00	0.00	0.0	0	16	4	115	-110.77
408+50	50.00	0.02	0.00	13.89	0.00	0.00	0.00	0.0	0	22	4	142	-137.94
409+00	50.00	0.16	0.00	11.02	0.00	0.00	0.00	0.2	0	23	5	171	-166.61
409+50	50.00	0.15	0.00	14.26	0.00	0.00	0.00	0.3	0	23	5	200	-195.58
410+00	50.00	0.09	0.00	16.49	0.00	0.00	0.00	0.2	0	28	5	236	-230.95
410+50	50.00	0.08	0.00	6.49	0.00	0.00	0.00	0.2	0	21	5	263	-257.40
410+69	19.00	0.07	0.00	9.12	0.00	0.00	0.00	0.1	0	5	5	269	-264.21
411+00	31.00	0.05	0.00	14.06	0.00	0.00	0.00	0.1	0	13	5	286	-280.77
411+50	50.00	0.05	0.00	18.83	0.00	0.00	0.00	0.1	0	30	5	324	-318.75
412+00	50.00	0.07	0.00	13.76	0.00	0.00	0.00	0.1	0	30	6	362	-356.35
412+50	50.00	0.07	0.00	12.61	0.00	0.00	0.00	0.1	0	24	6	392	-386.73
413+00	50.00	0.03	0.00	11.72	0.00	0.00	0.00	0.1	0	23	6	421	-414.79
413+50	50.00	0.06	0.00	13.76	0.00	0.00	0.00	0.1	0	24	6	450	-444.20
414+00	50.00	0.11	0.00	11.06	0.00	0.00	0.00	0.2	0	23	6	479	-472.78
414+50	50.00	0.53	0.00	3.17	0.00	0.00	0.00	0.6	0	13	7	495	-488.67
415+00	50.00	0.39	0.00	1.35	0.00	0.00	0.00	0.9	0	4	7	501	-493.05
415+50	50.00	0.07	0.00	3.99	0.00	0.00	0.00	0.4	0	5	8	507	-498.79
415+59	9.40	0.07	0.00	3.36	0.00	0.00	0.00	0.0	0	1	8	508	-500.37
								8	0	407			

JUNEAU SOUTH SEC 3

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
419+37	0.00	1.11	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
419+50	13.46	1.09	0.00	7.53	0.00	0.00	0.00	0.5	0	2	1	2	-1.80
420+00	50.00	0.54	0.00	5.01	0.00	0.00	0.00	1.5	0	12	2	17	-14.80
420+50	50.00	0.72	0.00	4.57	0.00	0.00	0.00	1.2	0	9	3	28	-24.73
421+00	50.00	0.98	0.00	3.52	0.00	0.00	0.00	1.6	0	7	5	37	-32.53
421+50	50.00	0.28	0.00	4.21	0.00	0.00	0.00	1.2	0	7	6	46	-40.31
422+00	50.00	0.15	0.00	4.39	0.00	0.00	0.00	0.4	0	8	6	56	-49.87
422+50	50.00	0.11	0.00	8.30	0.00	0.00	0.00	0.2	0	12	7	71	-64.32
423+00	50.00	0.08	0.00	4.30	0.00	0.00	0.00	0.2	0	12	7	86	-78.73
423+40	39.56	0.09	0.00	3.38	0.00	0.00	0.00	0.1	0	6	7	93	-85.65
423+50	10.44	0.02	0.00	4.52	0.00	0.00	0.00	0.0	0	2	7	94	-87.53
424+00	50.00	0.06	0.00	4.97	0.00	0.00	0.00	0.1	0	9	7	105	-98.45
424+50	50.00	0.12	0.00	3.40	0.00	0.00	0.00	0.2	0	8	7	115	-107.98
425+00	50.00	0.08	0.00	1.45	0.00	0.00	0.00	0.2	0	4	7	121	-113.41
425+50	50.00	0.18	0.00	3.21	0.00	0.00	0.00	0.2	0	4	8	126	-118.57
426+00	50.00	0.01	0.00	2.54	0.00	0.00	0.00	0.2	0	5	8	133	-125.05
426+50	50.00	0.05	0.00	3.45	0.00	0.00	0.00	0.1	0	6	8	140	-131.93
427+00	50.00	0.11	0.00	4.35	0.00	0.00	0.00	0.1	0	7	8	149	-140.81
427+50	50.00	0.08	0.00	6.11	0.00	0.00	0.00	0.2	0	10	8	161	-152.75
428+00	50.00	0.27	0.00	4.08	0.00	0.00	0.00	0.3	0	9	8	173	-164.23
428+50	50.00	0.10	0.00	4.43	0.00	0.00	0.00	0.3	0	8	9	183	-173.75
429+00	50.00	0.09	0.00	2.78	0.00	0.00	0.00	0.2	0	7	9	191	-181.92
429+50	50.00	0.02	0.00	4.44	0.00	0.00	0.00	0.1	0	7	9	199	-190.18
430+00	50.00	0.03	0.00	4.33	0.00	0.00	0.00	0.1	0	8	9	209	-200.28
430+40	40.00	0.01	0.00	2.53	0.00	0.00	0.00	0.0	0	5	9	216	-206.60
430+50	10.00	0.01	0.00	2.08	0.00	0.00	0.00	0.0	0	1	9	217	-207.66
431+00	50.00	0.02	0.00	2.90	0.00	0.00	0.00	0.0	0	5	9	223	-213.40
431+50	50.00	0.02	0.00	4.02	0.00	0.00	0.00	0.0	0	6	9	231	-221.37
432+00	50.00	0.11	0.00	0.87	0.00	0.00	0.00	0.1	0	5	9	236	-226.91
432+33	32.51	0.30	0.00	0.04	0.00	0.00	0.00	0.2	0	1	10	237	-227.35
432+50	17.49	0.00	0.00	0.00	0.00	0.00	0.00	0.1	0	0	10	237	-227.27
435+50	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	10	237	-227.27
435+86	36.00	0.47	0.00	2.39	0.00	0.00	0.00	0.3	0	2	10	239	-228.96
436+00	14.00	0.38	0.00	4.08	0.00	0.00	0.00	0.2	0	2	10	241	-230.84
436+50	50.00	0.01	0.00	9.35	0.00	0.00	0.00	0.4	0	12	11	257	-246.01
437+00	50.00	0.00	0.00	9.80	0.00	0.00	0.00	0.0	0	18	11	279	-268.16
437+40	40.44	0.17	0.00	2.95	0.00	0.00	0.00	0.1	0	10	11	291	-279.97
437+50	9.56	0.15	0.00	2.43	0.00	0.00	0.00	0.1	0	1	11	292	-281.10
438+00	50.00	0.05	0.00	1.87	0.00	0.00	0.00	0.2	0	4	11	297	-285.90
438+15	14.62	0.78	0.00	0.03	0.00	0.00	0.00	0.2	0	1	11	297	-286.32
438+50	35.38	0.00	0.00	0.00	0.00	0.00	0.00	0.5	0	0	12	298	-285.83
438+56	5.92	1.47	0.00	0.00	0.00	0.00	0.00	0.2	0	0	12	298	-285.67
439+00	44.08	0.04	0.00	3.46	0.00	0.00	0.00	1.2	0	3	13	301	-287.96
439+47	46.66	0.53	0.00	0.04	0.00	0.00	0.00	0.5	0	3	14	305	-291.24
439+50	3.34	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	14	305	-291.21
441+50	200.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	14	305	-291.21
441+75	25.00	0.02	0.00	0.23	0.00	0.00	0.00	0.0	0	0	14	305	-291.34
442+00	25.00	0.02	0.00	1.02	0.00	0.00	0.00	0.0	0	1	14	306	-292.05
442+50	50.00	0.01	0.00	3.50	0.00	0.00	0.00	0.0	0	4	14	311	-297.24
443+00	50.00	0.05	0.00	5.42	0.00	0.00	0.00	0.1	0	8	14	321	-307.51
443+50	50.00	0.01	0.00	3.42	0.00	0.00	0.00	0.1	0	8	14	331	-317.67
444+00	50.00	0.01	0.00	8.92	0.00	0.00	0.00	0.0	0	11	14	346	-331.93
444+50	50.00	0.01	0.00	8.99	0.00	0.00	0.00	0.0	0	17	14	366	-352.63
445+00	50.00	0.00	0.00	9.24	0.00	0.00	0.00	0.0	0	17	14	388	-373.71
445+50	50.00	0.01	0.00	5.92	0.00	0.00	0.00	0.0	0	14	14	405	-391.24
445+74	23.81	0.42	0.00	0.15	0.00	0.00	0.00	0.2	0	3	14	408	-394.39
446+00	26.19	0.00	0.00	0.00	0.00	0.00	0.00	0.2	0	0	14	409	-394.28
446+35	35.00	0.73	0.00	1.23	0.00	0.00	0.00	0.5	0	1	15	410	-394.80
446+50	15.00	0.01	0.00	6.02	0.00	0.00	0.00	0.2	0	2	15	412	-397.11
447+00	50.00	0.29	0.00	3.54	0.00	0.00	0.00	0.3	0	9	15	423	-407.89
447+22	21.60	0.01	0.00	0.02	0.00	0.00	0.00	0.1	0	1	15	425	-409.55
								15	0	340			

SAUK NORTH SEC 1

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
649+50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
650+00	50.00	0.00	0.00	2.33	0.00	0.00	0.00	0.0	0	2	0	3	-2.69
650+50	50.00	0.00	0.00	0.92	0.00	0.00	0.00	0.0	0	3	0	6	-6.46
651+00	50.00	0.28	0.00	0.10	0.00	0.00	0.00	0.3	0	1	0	8	-7.39
651+50	50.00	0.63	0.00	0.00	0.00	0.00	0.00	0.8	0	0	1	8	-6.67
652+00	50.00	0.00	0.00	1.34	0.00	0.00	0.00	0.6	0	1	2	9	-7.64
652+50	50.00	0.00	0.00	1.73	0.00	0.00	0.00	0.0	0	3	2	13	-11.20
652+87	36.77	0.00	0.00	3.20	0.00	0.00	0.00	0.0	0	3	2	17	-15.40
653+00	13.23	0.00	0.00	5.94	0.00	0.00	0.00	0.0	0	2	2	20	-18.20
653+50	50.00	0.00	0.00	4.96	0.00	0.00	0.00	0.0	0	10	2	32	-30.81
654+00	50.00	0.01	0.00	6.20	0.00	0.00	0.00	0.0	0	10	2	45	-43.71
654+50	50.00	0.00	0.00	6.86	0.00	0.00	0.00	0.0	0	12	2	61	-58.81
655+00	50.00	0.00	0.00	8.30	0.00	0.00	0.00	0.0	0	14	2	78	-76.36
655+50	50.00	0.00	0.00	7.41	0.00	0.00	0.00	0.0	0	15	2	96	-94.54
656+00	50.00	0.00	0.00	8.30	0.00	0.00	0.00	0.0	0	15	2	114	-112.73
656+50	50.00	0.00	0.00	9.27	0.00	0.00	0.00	0.0	0	16	2	135	-133.06
657+00	50.00	0.00	0.00	9.27	0.00	0.00	0.00	0.0	0	17	2	156	-154.52
657+50	50.00	0.03	0.00	9.75	0.00	0.00	0.00	0.0	0	18	2	178	-176.51
658+00	50.00	0.05	0.00	2.14	0.00	0.00	0.00	0.1	0	11	2	192	-190.20
658+50	50.00	0.00	0.00	12.79	0.00	0.00	0.00	0.0	0	14	2	209	-207.42
659+00	50.00	0.00	0.00	12.61	0.00	0.00	0.00	0.0	0	24	2	239	-236.82
659+50	50.00	0.00	0.00	12.42	0.00	0.00	0.00	0.0	0	23	2	268	-265.79
660+00	50.00	0.00	0.00	11.66	0.00	0.00	0.00	0.0	0	22	2	296	-293.66
660+50	50.00	0.01	0.00	11.55	0.00	0.00	0.00	0.0	0	21	2	322	-320.51
661+00	50.00	0.00	0.00	9.18	0.00	0.00	0.00	0.0	0	19	2	346	-344.49
661+50	50.00	0.00	0.00	10.44	0.00	0.00	0.00	0.0	0	18	2	369	-367.20
662+00	50.00	0.00	0.00	11.72	0.00	0.00	0.00	0.0	0	21	2	395	-392.85
662+50	50.00	0.00	0.00	13.88	0.00	0.00	0.00	0.0	0	24	2	424	-422.46
663+00	50.00	0.00	0.00	16.18	0.00	0.00	0.00	0.0	0	28	2	459	-457.24
663+50	50.00	0.00	0.00	17.79	0.00	0.00	0.00	0.0	0	31	2	498	-496.56
664+00	50.00	0.00	0.00	19.32	0.00	0.00	0.00	0.0	0	34	2	541	-539.52
664+50	50.00	0.18	0.00	15.65	0.00	0.00	0.00	0.2	0	32	2	582	-579.83
665+00	50.00	0.00	0.00	21.47	0.00	0.00	0.00	0.2	0	34	2	625	-622.61
665+50	50.00	0.00	0.00	18.90	0.00	0.00	0.00	0.0	0	37	2	672	-669.33
666+00	50.00	0.00	0.00	19.14	0.00	0.00	0.00	0.0	0	35	2	716	-713.36
666+50	50.00	0.00	0.00	14.05	0.00	0.00	0.00	0.0	0	31	2	754	-751.76
667+00	50.00	0.46	0.00	14.58	0.00	0.00	0.00	0.4	0	27	3	787	-784.46
667+50	50.00	0.00	0.00	13.71	0.00	0.00	0.00	0.4	0	26	3	820	-816.77
667+87	36.77	0.00	0.00	5.69	0.00	0.00	0.00	0.0	0	13	3	836	-833.29
668+00	13.23	0.00	0.00	2.24	0.00	0.00	0.00	0.0	0	2	3	839	-835.72
668+31	31.07	0.04	0.00	7.40	0.00	0.00	0.00	0.0	0	6	3	846	-842.63
668+50	18.93	0.00	0.00	13.23	0.00	0.00	0.00	0.0	0	7	3	855	-851.66
669+00	50.00	0.01	0.00	14.40	0.00	0.00	0.00	0.0	0	26	3	887	-883.62
669+50	50.00	0.00	0.00	14.72	0.00	0.00	0.00	0.0	0	27	3	920	-917.32
670+00	50.00	0.00	0.00	15.43	0.00	0.00	0.00	0.0	0	28	3	955	-952.21
670+50	50.00	0.39	0.00	12.51	0.00	0.00	0.00	0.4	0	26	4	988	-984.18
671+00	50.00	0.19	0.00	8.37	0.00	0.00	0.00	0.5	0	19	4	1,012	-1,007.80
671+50	50.00	0.00	0.00	10.17	0.00	0.00	0.00	0.2	0	17	4	1,033	-1,029.09
672+00	50.00	0.02	0.00	8.77	0.00	0.00	0.00	0.0	0	18	4	1,055	-1,050.99
672+50	50.00	0.13	0.00	3.52	0.00	0.00	0.00	0.1	0	11	4	1,069	-1,065.08
673+00	50.00	0.00	0.00	3.94	0.00	0.00	0.00	0.1	0	7	5	1,078	-1,073.59
673+50	50.00	0.35	0.00	3.77	0.00	0.00	0.00	0.3	0	7	5	1,087	-1,082.19
674+00	50.00	0.61	0.00	5.94	0.00	0.00	0.00	0.9	0	9	6	1,098	-1,092.54
674+50	50.00	0.48	0.00	8.13	0.00	0.00	0.00	1.0	0	13	7	1,115	-1,107.80
675+00	50.00	0.41	0.00	7.75	0.00	0.00	0.00	0.8	0	15	8	1,133	-1,125.36
675+50	50.00	0.86	0.00	6.08	0.00	0.00	0.00	1.2	0	13	9	1,149	-1,140.20
676+00	50.00	0.33	0.00	8.30	0.00	0.00	0.00	1.1	0	13	10	1,166	-1,155.74
676+50	50.00	0.10	0.00	9.80	0.00	0.00	0.00	0.4	0	17	10	1,187	-1,176.29
676+77	26.52	0.00	0.00	6.13	0.00	0.00	0.00	0.0	0	8	10	1,196	-1,186.03
677+00	23.48	0.00	0.00	3.70	0.00	0.00	0.00	0.0	0	4	10	1,202	-1,191.37
677+50	50.00	0.00	0.00	4.50	0.00	0.00	0.00	0.0	0	8	10	1,211	-1,200.87
678+00	50.00	0.57	0.00	3.50	0.00	0.00	0.00	0.5	0	7	11	1,220	-1,209.59
678+50	50.00	0.31	0.00	1.64	0.00	0.00	0.00	0.8	0	5	12	1,226	-1,214.73
678+79	29.27	0.00	0.00	0.37	0.00	0.00	0.00	0.2	0	1	12	1,228	-1,215.92
								12	0	982			

SAUK NORTH SEC 2

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
680+50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0.00
680+68	17.92	0.42	0.00	0.42	0.00	0.00	0.00	0	0	0	0	0	-0.03
681+00	32.08	0.06	0.00	1.95	0.00	0.00	0.00	0	0	1	0	2	-1.50
681+50	50.00	0.00	0.00	4.96	0.00	0.00	0.00	0	0	6	0	10	-9.44
682+00	50.00	0.00	0.00	7.48	0.00	0.00	0.00	0	0	12	0	24	-23.84
682+50	50.00	0.00	0.00	13.87	0.00	0.00	0.00	0	0	20	0	49	-48.55
683+00	50.00	0.00	0.00	15.03	0.00	0.00	0.00	0	0	27	0	82	-81.99
683+50	50.00	0.00	0.00	15.66	0.00	0.00	0.00	0	0	28	0	118	-117.51
684+00	50.00	0.00	0.00	18.95	0.00	0.00	0.00	0	0	32	0	158	-157.56
684+18	18.23	0.00	0.00	20.86	0.00	0.00	0.00	0	0	13	0	175	-174.36
684+50	31.77	0.00	0.00	18.71	0.00	0.00	0.00	0	0	23	0	204	-203.46
685+00	50.00	0.00	0.00	16.87	0.00	0.00	0.00	0	0	33	0	245	-244.63
685+50	50.00	0.00	0.00	18.35	0.00	0.00	0.00	0	0	33	0	286	-285.40
686+00	50.00	0.00	0.00	14.58	0.00	0.00	0.00	0	0	30	0	324	-323.52
686+50	50.00	0.00	0.00	20.54	0.00	0.00	0.00	0	0	33	0	365	-364.17
687+00	50.00	0.00	0.00	25.97	0.00	0.00	0.00	0	0	43	0	418	-418.00
687+25	25.25	0.00	0.00	22.72	0.00	0.00	0.00	0	0	23	0	447	-446.47
687+50	24.75	0.00	0.00	8.14	0.00	0.00	0.00	0	0	14	0	465	-464.15
688+00	50.00	0.00	0.00	5.27	0.00	0.00	0.00	0	0	12	0	480	-479.68
688+26	25.89	0.00	0.00	3.74	0.00	0.00	0.00	0	0	4	0	486	-485.08
								0	0	388			

SAUK NORTH SEC 3

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
692+30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
692+50	20.15	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
693+00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
693+50	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
694+00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
694+14	13.95	0.36	0.00	0.00	0.00	0.00	0.00	0.1	0	0	0	0	0.09
694+50	36.05	0.04	0.00	0.00	0.00	0.00	0.00	0.3	0	0	0	0	0.36
695+00	50.00	0.01	0.00	0.00	0.00	0.00	0.00	0.1	0	0	0	0	0.41
695+50	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.42
695+92	42.00	0.15	0.00	0.00	0.00	0.00	0.00	0.1	0	0	1	0	0.54
696+00	8.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	1	0	0.56
696+13	13.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	1	0	0.56
								1	0	0			

SAUK NORTH SEC 4

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
701+32	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
701+50	18.00	0.30	0.00	0.00	0.00	0.00	0.00	0.1	0	0	0	0	0.15
702+00	50.00	0.92	0.00	0.00	0.00	0.00	0.00	1.1	0	0	1	0	1.27
702+50	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.8	0	0	2	0	2.12
711+50	900.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	2	0	2.12
712+00	50.00	0.53	0.00	0.00	0.00	0.00	0.00	0.5	0	0	3	0	2.61
712+50	50.00	0.05	0.00	0.00	0.00	0.00	0.00	0.5	0	0	3	0	3.15
713+00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.1	0	0	3	0	3.20
713+50	50.00	1.19	0.00	0.00	0.00	0.00	0.00	1.1	0	0	4	0	4.31
714+00	50.00	0.14	0.00	0.00	0.00	0.00	0.00	1.2	0	0	6	0	5.54
714+50	50.00	0.07	0.00	0.00	0.00	0.00	0.00	0.2	0	0	6	0	5.74
714+53	2.75	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	0	5.74
714+78	24.79	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	0	5.75
714+90	12.46	0.06	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	0	5.76
715+00	10.00	0.05	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	0	5.78
715+07	7.00	0.04	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	0	5.79
715+29	21.78	0.01	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	0	5.81
715+50	21.22	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	0	5.81
715+57	7.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	0	5.81
715+95	38.04	0.00	0.00	0.47	0.00	0.00	0.00	0.0	0	0	6	0	5.40
716+00	4.96	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	0	5.34
716+27	26.68	0.00	0.00	0.20	0.00	0.00	0.00	0.0	0	0	6	1	5.22
716+50	23.32	0.00	0.00	0.90	0.00	0.00	0.00	0.0	0	0	6	1	4.62
716+68	18.44	0.05	0.00	0.17	0.00	0.00	0.00	0.0	0	0	6	2	4.18
717+00	31.56	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	2	4.09
717+50	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	2	4.09
718+00	50.00	0.23	0.00	0.01	0.00	0.00	0.00	0.2	0	0	6	2	4.30
718+33	32.59	0.07	0.00	0.09	0.00	0.00	0.00	0.2	0	0	6	2	4.40
718+50	17.41	0.01	0.00	1.53	0.00	0.00	0.00	0.0	0	1	6	3	3.77
718+84	34.35	0.16	0.00	0.28	0.00	0.00	0.00	0.1	0	1	6	4	2.43
719+00	15.65	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	4	2.37
719+50	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	6	4	2.37
719+70	20.28	2.82	0.00	0.00	0.00	0.00	0.00	1.1	0	0	7	4	3.43
720+00	29.72	1.37	0.00	0.00	0.00	0.00	0.00	2.3	0	0	10	4	5.73
720+50	50.00	0.00	0.00	3.06	0.00	0.00	0.00	1.3	0	3	11	8	3.46
721+00	50.00	0.43	0.00	0.00	0.00	0.00	0.00	0.4	0	3	11	11	0.33
721+50	50.00	0.00	0.00	0.26	0.00	0.00	0.00	0.4	0	0	12	11	0.42
722+00	50.00	0.63	0.00	0.19	0.00	0.00	0.00	0.6	0	0	12	12	0.48
722+50	50.00	0.37	0.00	0.01	0.00	0.00	0.00	0.9	0	0	13	12	1.16
723+00	50.00	0.00	0.00	4.19	0.00	0.00	0.00	0.3	0	4	14	17	-3.37
723+50	50.00	0.00	0.00	4.04	0.00	0.00	0.00	0.0	0	8	14	27	-12.90
724+00	50.00	0.00	0.00	7.73	0.00	0.00	0.00	0.0	0	11	14	40	-26.52
724+50	50.00	0.01	0.00	8.57	0.00	0.00	0.00	0.0	0	15	14	59	-45.37
725+00	50.00	0.00	0.00	5.41	0.00	0.00	0.00	0.0	0	13	14	75	-61.55
725+50	50.00	0.00	0.00	5.57	0.00	0.00	0.00	0.0	0	10	14	88	-74.25
726+00	50.00	0.00	0.00	8.04	0.00	0.00	0.00	0.0	0	13	14	104	-90.01
726+50	50.00	0.00	0.00	6.79	0.00	0.00	0.00	0.0	0	14	14	121	-107.17
727+00	50.00	0.00	0.00	1.15	0.00	0.00	0.00	0.0	0	7	14	130	-116.36

SAUK NORTH SEC 4 CONTINUED

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
727+50	50.00	0.16	0.00	0.03	0.00	0.00	0.00	0.2	0	1	14	131	-117.57
728+00	50.00	0.50	0.00	0.00	0.00	0.00	0.00	0.6	0	0	14	131	-116.99
728+50	50.00	0.58	0.00	0.00	0.00	0.00	0.00	1.0	0	0	15	131	-115.99
729+00	50.00	0.05	0.00	0.14	0.00	0.00	0.00	0.6	0	0	16	132	-115.57
729+50	50.00	0.00	0.00	0.48	0.00	0.00	0.00	0.1	0	1	16	132	-116.22
730+00	50.00	0.00	0.00	7.20	0.00	0.00	0.00	0.0	0	7	16	141	-125.11
730+50	50.00	0.00	0.00	4.85	0.00	0.00	0.00	0.0	0	11	16	155	-139.06
731+00	50.00	0.75	0.00	0.51	0.00	0.00	0.00	0.7	0	5	17	161	-144.58
731+50	50.00	1.68	0.00	0.00	0.00	0.00	0.00	2.2	0	0	19	162	-142.92
732+00	50.00	0.11	0.00	0.39	0.00	0.00	0.00	1.7	0	0	21	162	-141.71
732+50	50.00	0.42	0.00	0.58	0.00	0.00	0.00	0.5	0	1	21	164	-142.34
733+00	50.00	0.13	0.00	0.19	0.00	0.00	0.00	0.5	0	1	22	164	-142.72
733+50	50.00	0.00	0.00	5.19	0.00	0.00	0.00	0.1	0	5	22	171	-148.83
734+00	50.00	0.00	0.00	9.14	0.00	0.00	0.00	0.0	0	13	22	187	-165.41
734+50	50.00	0.00	0.00	7.02	0.00	0.00	0.00	0.0	0	15	22	206	-184.12
734+91	40.58	0.27	0.00	1.68	0.00	0.00	0.00	0.2	0	7	22	214	-192.08
735+00	9.42	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	22	215	-192.40
735+28	28.00	0.75	0.00	0.05	0.00	0.00	0.00	0.4	0	0	23	215	-192.05
735+50	22.00	0.01	0.00	2.82	0.00	0.00	0.00	0.3	0	1	23	216	-193.20
736+00	50.00	0.01	0.00	6.84	0.00	0.00	0.00	0.0	0	9	23	227	-204.37
736+50	50.00	0.00	0.00	7.88	0.00	0.00	0.00	0.0	0	14	23	244	-221.40
737+00	50.00	0.00	0.00	6.10	0.00	0.00	0.00	0.0	0	13	23	260	-237.58
737+50	50.00	0.00	0.00	3.23	0.00	0.00	0.00	0.0	0	9	23	271	-248.38
738+00	50.00	0.00	0.00	2.25	0.00	0.00	0.00	0.0	0	5	23	278	-254.71
738+50	50.00	0.00	0.00	2.21	0.00	0.00	0.00	0.0	0	4	23	283	-259.87
739+00	50.00	0.00	0.00	3.95	0.00	0.00	0.00	0.0	0	6	23	290	-267.00
739+50	50.00	0.00	0.00	3.03	0.00	0.00	0.00	0.0	0	6	23	298	-275.07
740+00	50.00	0.09	0.00	0.86	0.00	0.00	0.00	0.1	0	4	23	302	-279.48
740+50	50.00	0.00	0.00	0.54	0.00	0.00	0.00	0.1	0	1	23	304	-281.01
740+55	5.05	0.00	0.00	0.42	0.00	0.00	0.00	0.0	0	0	23	304	-281.12
741+00	44.95	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	23	305	-281.56
								23	0	244			

SAUK NORTH SEC 5

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
745+60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
746+00	40.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
746+50	50.00	0.22	0.00	0.01	0.00	0.00	0.00	0.2	0	0	0	0	0.19
747+00	50.00	0.14	0.00	4.70	0.00	0.00	0.00	0.3	0	4	1	5	-4.93
747+50	50.00	0.15	0.00	2.85	0.00	0.00	0.00	0.3	0	7	1	14	-13.40
748+00	50.00	0.04	0.00	2.29	0.00	0.00	0.00	0.2	0	5	1	20	-19.17
748+50	50.00	0.02	0.00	3.33	0.00	0.00	0.00	0.1	0	5	1	27	-25.62
749+00	50.00	0.00	0.00	5.65	0.00	0.00	0.00	0.0	0	8	1	37	-36.00
749+50	50.00	0.00	0.00	8.50	0.00	0.00	0.00	0.0	0	13	1	53	-52.37
750+00	50.00	0.00	0.00	7.54	0.00	0.00	0.00	0.0	0	15	1	72	-70.92
750+50	50.00	0.00	0.00	6.26	0.00	0.00	0.00	0.0	0	13	1	88	-86.89
751+00	50.00	0.00	0.00	12.49	0.00	0.00	0.00	0.0	0	17	1	110	-108.58
751+50	50.00	0.00	0.00	11.44	0.00	0.00	0.00	0.0	0	22	1	137	-136.27
752+00	50.00	0.00	0.00	10.80	0.00	0.00	0.00	0.0	0	21	1	163	-162.00
752+50	50.00	0.00	0.00	8.85	0.00	0.00	0.00	0.0	0	18	1	186	-184.74
753+00	50.00	0.00	0.00	7.61	0.00	0.00	0.00	0.0	0	15	1	205	-203.80
753+50	50.00	0.00	0.00	7.52	0.00	0.00	0.00	0.0	0	14	1	222	-221.31
754+00	50.00	0.00	0.00	8.60	0.00	0.00	0.00	0.0	0	15	1	241	-239.96
754+50	50.00	0.00	0.00	10.96	0.00	0.00	0.00	0.0	0	18	1	264	-262.60
755+00	50.00	0.00	0.00	14.14	0.00	0.00	0.00	0.0	0	23	1	293	-291.65
755+50	50.00	0.00	0.00	17.81	0.00	0.00	0.00	0.0	0	30	1	330	-328.63
756+00	50.00	0.00	0.00	17.94	0.00	0.00	0.00	0.0	0	33	1	371	-370.02
756+50	50.00	0.00	0.00	17.48	0.00	0.00	0.00	0.0	0	33	1	412	-411.01
757+00	50.00	0.00	0.00	10.01	0.00	0.00	0.00	0.0	0	25	1	444	-442.83
757+50	50.00	0.00	0.00	13.59	0.00	0.00	0.00	0.0	0	22	1	471	-470.15
758+00	50.00	0.00	0.00	14.12	0.00	0.00	0.00	0.0	0	26	1	503	-502.21
758+50	50.00	0.00	0.00	10.32	0.00	0.00	0.00	0.0	0	23	1	532	-530.50
759+00	50.00	0.00	0.00	7.50	0.00	0.00	0.00	0.0	0	17	1	552	-551.13
759+50	50.00	0.08	0.00	8.75	0.00	0.00	0.00	0.1	0	15	1	571	-569.86
760+00	50.00	0.09	0.00	17.57	0.00	0.00	0.00	0.2	0	24	1	601	-600.16
760+50	50.00	0.00	0.00	17.64	0.00	0.00	0.00	0.1	0	33	1	642	-640.83
761+00	50.00	0.00	0.00	21.09	0.00	0.00	0.00	0.0	0	36	1	687	-685.65
761+50	50.00	0.00	0.00	23.07	0.00	0.00	0.00	0.0	0	41	1	738	-736.76
762+00	50.00	0.00	0.00	22.62	0.00	0.00	0.00	0.0	0	42	1	791	-789.64
762+50	50.00	0.00	0.00	24.10	0.00	0.00	0.00	0.0	0	43	1	845	-843.70
763+00	50.00	0.00	0.00	26.44	0.00	0.00	0.00	0.0	0	47	1	904	-902.19
763+05	4.83	0.04	0.00	31.16	0.00	0.00	0.00	0.0	0	5	1	910	-908.62
763+50	45.17	0.01	0.00	43.57	0.00	0.00	0.00	0.0	0	63	1	988	-986.72
764+00	50.00	0.03	0.00	59.55	0.00	0.00	0.00	0.0	0	95	1	1,107	-1,106.03
764+50	50.00	0.09	0.00	84.75	0.00	0.00	0.00	0.1	0	134	2	1,275	-1,272.95
765+00	50.00	0.13	0.00	113.33	0.00	0.00	0.00	0.2	0	183	2	1,504	-1,502.02
765+50	50.00	0.11	0.00	152.75	0.00	0.00	0.00	0.2	0	246	2	1,812	-1,809.76
766+00	50.00	0.22	0.00	175.77	0.00	0.00	0.00	0.3	0	304	2	2,192	-2,189.69
766+50	50.00	0.12	0.00	182.73	0.00	0.00	0.00	0.3	0	332	3	2,607	-2,604.31
767+00	50.00	0.00	0.00	183.10	0.00	0.00	0.00	0.1	0	339	3	3,030	-3,027.62
767+50	50.00	0.00	0.00	196.91	0.00	0.00	0.00	0.0	0	352	3	3,470	-3,467.44
768+00	50.00	0.00	0.00	220.82	0.00	0.00	0.00	0.0	0	387	3	3,954	-3,950.92
768+50	50.00	0.18	0.00	231.03	0.00	0.00	0.00	0.2	0	418	3	4,477	-4,473.73

SAUK NORTH SEC 5 CONTINUED

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
769+00	50.00	0.26	0.00	219.17	0.00	0.00	0.00	0.4	0	417	3	4,998	-4,994.39
769+50	50.00	0.00	0.00	197.80	0.00	0.00	0.00	0.2	0	386	4	5,480	-5,476.76
769+66	15.65	0.00	0.00	221.09	0.00	0.00	0.00	0.0	0	121	4	5,632	-5,628.48
770+00	34.35	0.33	0.00	171.90	0.00	0.00	0.00	0.2	0	250	4	5,945	-5,940.77
770+50	50.00	0.00	0.00	172.89	0.00	0.00	0.00	0.3	0	319	4	6,344	-6,339.52
771+00	50.00	0.20	0.00	175.43	0.00	0.00	0.00	0.2	0	323	4	6,747	-6,742.49
771+50	50.00	0.42	0.00	178.15	0.00	0.00	0.00	0.6	0	327	5	7,156	-7,151.16
772+00	50.00	0.04	0.00	167.80	0.00	0.00	0.00	0.4	0	320	5	7,556	-7,551.15
772+50	50.00	0.18	0.00	148.45	0.00	0.00	0.00	0.2	0	293	5	7,922	-7,916.97
773+00	50.00	0.58	0.00	110.32	0.00	0.00	0.00	0.7	0	240	6	8,222	-8,215.77
773+50	50.00	0.88	0.00	75.07	0.00	0.00	0.00	1.3	0	172	7	8,436	-8,428.99
774+00	50.00	1.01	0.00	66.57	0.00	0.00	0.00	1.7	0	131	9	8,600	-8,591.18
774+50	50.00	1.71	0.00	64.63	0.00	0.00	0.00	2.5	0	121	12	8,752	-8,740.52
775+00	50.00	1.66	0.00	55.70	0.00	0.00	0.00	3.1	0	111	15	8,892	-8,876.68
775+50	50.00	1.66	0.00	42.03	0.00	0.00	0.00	3.1	0	90	18	9,005	-8,986.71
776+00	50.00	1.50	0.00	31.65	0.00	0.00	0.00	2.9	0	68	21	9,090	-9,069.06
776+50	50.00	2.31	0.00	19.86	0.00	0.00	0.00	3.5	0	48	24	9,150	-9,125.15
777+00	50.00	3.20	0.00	10.72	0.00	0.00	0.00	5.1	0	28	29	9,185	-9,155.44
777+50	50.00	1.25	0.00	8.15	0.00	0.00	0.00	4.1	0	17	34	9,207	-9,173.15
778+00	50.00	0.00	0.00	7.83	0.00	0.00	0.00	1.2	0	15	35	9,225	-9,190.50
778+25	25.00	0.07	0.00	2.17	0.00	0.00	0.00	0.0	0	5	35	9,231	-9,196.25
											35	0	7,385

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SAUK CENTRAL SEC 1

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
818+09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
818+50	41.00	0.60	0.00	0.09	0.00	0.00	0.00	0.5	0	0	0	0	0.38
819+00	50.00	0.09	0.00	0.34	0.00	0.00	0.00	0.6	0	0	1	1	0.52
819+06	5.94	0.23	0.00	0.13	0.00	0.00	0.00	0.0	0	0	1	1	0.49
819+50	44.06	0.00	0.00	0.00	0.00	0.00	0.00	0.2	0	0	1	1	0.54
821+00	150.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	1	1	0.54
821+08	8.41	0.46	0.00	0.00	0.00	0.00	0.00	0.1	0	0	1	1	0.61
821+50	41.59	0.00	0.00	0.72	0.00	0.00	0.00	0.4	0	1	2	1	0.27
822+00	50.00	0.00	0.00	0.86	0.00	0.00	0.00	0.0	0	1	2	3	-1.56
822+50	50.00	0.00	0.00	0.89	0.00	0.00	0.00	0.0	0	2	2	5	-3.59
823+00	50.00	0.00	0.00	0.67	0.00	0.00	0.00	0.0	0	1	2	7	-5.39
823+20	20.06	0.05	0.00	0.06	0.00	0.00	0.00	0.0	0	0	2	7	-5.71
823+50	29.94	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	2	8	-5.73
824+00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	2	8	-5.73
824+05	5.38	0.79	0.00	0.04	0.00	0.00	0.00	0.1	0	0	2	8	-5.65
824+50	44.62	1.02	0.00	1.68	0.00	0.00	0.00	1.5	0	1	3	9	-5.94
825+00	50.00	0.42	0.00	8.55	0.00	0.00	0.00	1.3	0	9	5	21	-16.46
825+50	50.00	0.49	0.00	7.67	0.00	0.00	0.00	0.8	0	15	6	40	-34.38
826+00	50.00	1.01	0.00	7.80	0.00	0.00	0.00	1.4	0	14	7	58	-50.89
826+50	50.00	0.86	0.00	6.76	0.00	0.00	0.00	1.7	0	13	9	75	-66.00
827+00	50.00	0.76	0.00	3.32	0.00	0.00	0.00	1.5	0	9	10	86	-76.16
827+50	50.00	1.43	0.00	0.66	0.00	0.00	0.00	2.0	0	4	12	91	-78.73
828+00	50.00	1.38	0.00	2.49	0.00	0.00	0.00	2.6	0	3	15	95	-79.78
828+49	49.18	1.23	0.00	2.17	0.00	0.00	0.00	2.4	0	4	17	100	-82.71
828+50	0.82	1.23	0.00	2.21	0.00	0.00	0.00	0.0	0	0	17	100	-82.75
829+00	50.00	0.64	0.00	3.15	0.00	0.00	0.00	1.7	0	5	19	106	-87.22
829+50	50.00	0.30	0.00	2.31	0.00	0.00	0.00	0.9	0	5	20	112	-92.67
830+00	50.00	0.00	0.00	5.62	0.00	0.00	0.00	0.3	0	7	20	122	-101.58
830+50	50.00	0.01	0.00	4.02	0.00	0.00	0.00	0.0	0	9	20	133	-112.73
831+00	50.00	0.00	0.00	5.27	0.00	0.00	0.00	0.0	0	9	20	144	-123.47
831+07	7.00	0.00	0.00	5.14	0.00	0.00	0.00	0.0	0	1	20	145	-125.16
831+28	20.85	0.00	0.00	1.58	0.00	0.00	0.00	0.0	0	3	20	149	-128.40
								20	0	119			

SAUK CENTRAL SEC 2

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
835+55	0.00	0.00	0.00	19.95	0.00	0.00	0.00	0.0	0	0	0	0	0.00
836+00	44.98	0.00	0.00	17.52	0.00	0.00	0.00	0.0	0	31	0	39	-39.02
836+50	50.00	0.00	0.00	17.75	0.00	0.00	0.00	0.0	0	33	0	80	-79.83
837+00	50.00	0.00	0.00	15.54	0.00	0.00	0.00	0.0	0	31	0	118	-118.35
837+50	50.00	0.00	0.00	14.64	0.00	0.00	0.00	0.0	0	28	0	153	-153.28
838+00	50.00	0.00	0.00	9.57	0.00	0.00	0.00	0.0	0	22	0	181	-181.32
838+50	50.00	0.00	0.00	6.17	0.00	0.00	0.00	0.0	0	15	0	200	-199.54
839+00	50.00	0.00	0.00	5.36	0.00	0.00	0.00	0.0	0	11	0	213	-212.88
839+50	50.00	0.01	0.00	4.72	0.00	0.00	0.00	0.0	0	9	0	225	-224.53
840+00	50.00	0.00	0.00	5.41	0.00	0.00	0.00	0.0	0	9	0	236	-236.25
840+50	50.00	0.00	0.00	7.31	0.00	0.00	0.00	0.0	0	12	0	251	-250.98
841+00	50.00	0.00	0.00	7.07	0.00	0.00	0.00	0.0	0	13	0	268	-267.63
841+50	50.00	0.00	0.00	9.25	0.00	0.00	0.00	0.0	0	15	0	287	-286.52
842+00	50.00	0.00	0.00	9.63	0.00	0.00	0.00	0.0	0	17	0	308	-308.36
842+50	50.00	0.00	0.00	7.12	0.00	0.00	0.00	0.0	0	16	0	328	-327.75
843+00	50.00	0.00	0.00	4.93	0.00	0.00	0.00	0.0	0	11	0	342	-341.70
843+50	50.00	0.20	0.00	5.18	0.00	0.00	0.00	0.2	0	9	0	353	-353.21
844+00	50.00	0.00	0.00	7.92	0.00	0.00	0.00	0.2	0	12	0	369	-368.19
844+50	50.00	0.00	0.00	8.51	0.00	0.00	0.00	0.0	0	15	0	388	-387.20
845+00	50.00	0.34	0.00	4.62	0.00	0.00	0.00	0.3	0	12	1	403	-402.08
845+50	50.00	0.00	0.00	2.08	0.00	0.00	0.00	0.3	0	6	1	411	-409.52
846+00	50.00	0.01	0.00	0.97	0.00	0.00	0.00	0.0	0	3	1	414	-413.03
846+50	50.00	0.01	0.00	0.41	0.00	0.00	0.00	0.0	0	1	1	416	-414.61
847+00	50.00	0.00	0.00	0.87	0.00	0.00	0.00	0.0	0	1	1	417	-416.08
847+12	12.28	0.00	0.00	0.31	0.00	0.00	0.00	0.0	0	0	1	417	-416.41
847+50	37.72	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	1	418	-416.68
850+00	250.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	1	418	-416.68
850+02	2.44	0.00	0.00	0.02	0.00	0.00	0.00	0.0	0	0	1	418	-416.68
850+50	47.56	0.00	0.00	0.73	0.00	0.00	0.00	0.0	0	1	1	419	-417.51
850+82	31.69	0.00	0.00	0.13	0.00	0.00	0.00	0.0	0	1	1	419	-418.15
851+00	18.31	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	1	419	-418.20
855+50	450.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	1	419	-418.20
855+62	12.00	0.13	0.00	0.16	0.00	0.00	0.00	0.0	0	0	1	419	-418.22
856+00	38.00	0.00	0.00	0.95	0.00	0.00	0.00	0.1	0	1	1	420	-419.10
856+25	25.00	0.00	0.00	0.91	0.00	0.00	0.00	0.0	0	1	1	421	-420.17

1	0	337

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SAUK CENTRAL SEC 3

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
856+26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
856+48	21.59	0.14	0.00	0.59	0.00	0.00	0.00	0.1	0	0	0	0	-0.24
856+50	2.41	0.14	0.00	1.59	0.00	0.00	0.00	0.0	0	0	0	0	-0.34
857+00	50.00	0.00	0.00	2.06	0.00	0.00	0.00	0.1	0	3	0	5	-4.43
857+09	8.51	0.10	0.00	0.43	0.00	0.00	0.00	0.0	0	0	0	5	-4.90
857+50	41.49	0.00	0.00	0.00	0.00	0.00	0.00	0.1	0	0	0	6	-5.24
858+00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	6	-5.24
858+22	21.66	0.02	0.00	0.11	0.00	0.00	0.00	0.0	0	0	0	6	-5.29
858+50	28.34	0.00	0.00	0.52	0.00	0.00	0.00	0.0	0	0	0	6	-5.70
859+00	50.00	0.00	0.00	0.84	0.00	0.00	0.00	0.0	0	1	0	8	-7.27
859+50	50.00	0.00	0.00	1.66	0.00	0.00	0.00	0.0	0	2	0	10	-10.17
860+00	50.00	0.00	0.00	3.73	0.00	0.00	0.00	0.0	0	5	0	17	-16.41
860+50	50.00	0.00	0.00	4.09	0.00	0.00	0.00	0.0	0	7	0	26	-25.47
861+00	50.00	0.00	0.00	5.63	0.00	0.00	0.00	0.0	0	9	0	37	-36.72
861+50	50.00	0.00	0.00	7.60	0.00	0.00	0.00	0.0	0	12	0	52	-52.03
862+00	50.00	0.00	0.00	8.24	0.00	0.00	0.00	0.0	0	15	0	71	-70.36
862+50	50.00	0.00	0.00	8.83	0.00	0.00	0.00	0.0	0	16	0	90	-90.12
863+00	50.00	0.00	0.00	7.96	0.00	0.00	0.00	0.0	0	16	0	110	-109.56
863+50	50.00	0.00	0.00	11.89	0.00	0.00	0.00	0.0	0	18	0	133	-132.53
863+61	11.28	0.00	0.00	11.81	0.00	0.00	0.00	0.0	0	5	0	139	-138.72
864+00	38.72	0.00	0.00	8.19	0.00	0.00	0.00	0.0	0	14	0	157	-156.65
864+50	50.00	0.00	0.00	10.38	0.00	0.00	0.00	0.0	0	17	0	178	-178.15
865+00	50.00	0.00	0.00	11.62	0.00	0.00	0.00	0.0	0	20	0	204	-203.61
865+50	50.00	0.00	0.00	8.88	0.00	0.00	0.00	0.0	0	19	0	228	-227.34
866+00	50.00	0.00	0.00	7.82	0.00	0.00	0.00	0.0	0	15	0	247	-246.67
866+50	50.00	0.00	0.00	7.31	0.00	0.00	0.00	0.0	0	14	0	265	-264.19
867+00	50.00	0.00	0.00	7.35	0.00	0.00	0.00	0.0	0	14	0	281	-281.16
867+50	50.00	0.00	0.00	7.26	0.00	0.00	0.00	0.0	0	14	0	298	-298.07
868+00	50.00	0.16	0.00	8.91	0.00	0.00	0.00	0.1	0	15	0	317	-316.63
868+50	50.00	0.00	0.00	11.82	0.00	0.00	0.00	0.1	0	19	1	341	-340.47
869+00	50.00	0.00	0.00	8.69	0.00	0.00	0.00	0.0	0	19	1	365	-364.21
869+36	36.00	0.17	0.00	8.79	0.00	0.00	0.00	0.1	0	12	1	379	-378.66
869+50	14.00	0.25	0.00	6.14	0.00	0.00	0.00	0.1	0	4	1	384	-383.39
869+55	4.65	0.12	0.00	0.00	0.00	0.00	0.00	0.0	0	1	1	385	-384.02
								1	0	308			

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SAUK CENTRAL SEC 4

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
878+22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
879+00	78.37	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
879+16	16.19	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
880+00	83.81	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
881+00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
882+00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
883+00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
884+00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
885+00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
885+12	12.48	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
885+25	12.97	0.01	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
886+00	74.55	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.02
887+00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.02
888+00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.02
889+00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.02
889+48	47.61	0.20	0.00	0.00	0.00	0.00	0.00	0.2	0	0	0	0	0.19
889+50	2.39	0.19	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.21
890+00	50.00	0.46	0.00	0.00	0.00	0.00	0.00	0.6	0	0	1	0	0.81
890+22	21.63	0.41	0.00	0.00	0.00	0.00	0.00	0.3	0	0	1	0	1.16
								1	0	0			

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SAUK SOUTH SEC 1

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
903+20	0.00	6.05	0.00	12.56	0.00	0.00	0.00	0.0	0	0	0	0	0.00
903+50	30.00	2.31	0.00	39.46	0.00	0.00	0.00	4.6	0	29	5	36	-31.47
903+90	40.00	0.00	0.00	93.63	0.00	0.00	0.00	1.7	0	99	6	159	-152.99
904+00	10.00	0.00	0.00	92.69	0.00	0.00	0.00	0.0	0	35	6	202	-196.11
904+50	50.00	0.00	0.00	74.53	0.00	0.00	0.00	0.0	0	155	6	396	-389.65
905+00	50.00	0.00	0.00	75.83	0.00	0.00	0.00	0.0	0	139	6	570	-563.69
905+50	50.00	0.00	0.00	62.92	0.00	0.00	0.00	0.0	0	128	6	731	-724.27
906+00	50.00	0.02	0.00	67.23	0.00	0.00	0.00	0.0	0	121	6	881	-874.88
906+50	50.00	0.00	0.00	79.28	0.00	0.00	0.00	0.0	0	136	6	1,051	-1,044.43
907+00	50.00	0.00	0.00	55.72	0.00	0.00	0.00	0.0	0	125	6	1,207	-1,200.67
907+06	6.00	0.00	0.00	53.17	0.00	0.00	0.00	0.0	0	12	6	1,222	-1,215.80
907+50	44.00	0.00	0.00	47.45	0.00	0.00	0.00	0.0	0	82	6	1,325	-1,318.27
908+00	50.00	0.00	0.00	41.18	0.00	0.00	0.00	0.0	0	82	6	1,427	-1,420.85
908+50	50.00	0.00	0.00	37.94	0.00	0.00	0.00	0.0	0	73	6	1,519	-1,512.43
909+00	50.00	0.00	0.00	32.13	0.00	0.00	0.00	0.0	0	65	6	1,600	-1,593.53
909+50	50.00	0.00	0.00	30.21	0.00	0.00	0.00	0.0	0	58	6	1,672	-1,665.69
910+00	50.00	0.30	0.00	30.29	0.00	0.00	0.00	0.3	0	56	7	1,742	-1,735.43
910+50	50.00	0.00	0.00	33.75	0.00	0.00	0.00	0.3	0	59	7	1,816	-1,809.27
911+00	50.00	0.00	0.00	33.35	0.00	0.00	0.00	0.0	0	62	7	1,894	-1,886.92
911+50	50.00	0.00	0.00	34.30	0.00	0.00	0.00	0.0	0	63	7	1,972	-1,965.22
912+00	50.00	0.00	0.00	38.00	0.00	0.00	0.00	0.0	0	67	7	2,056	-2,048.89
912+50	50.00	0.00	0.00	30.15	0.00	0.00	0.00	0.0	0	63	7	2,135	-2,127.77
913+00	50.00	0.00	0.00	31.84	0.00	0.00	0.00	0.0	0	57	7	2,206	-2,199.52
913+50	50.00	0.00	0.00	26.60	0.00	0.00	0.00	0.0	0	54	7	2,274	-2,267.15
914+00	50.00	0.00	0.00	24.32	0.00	0.00	0.00	0.0	0	47	7	2,333	-2,326.08
914+50	50.00	0.00	0.00	24.83	0.00	0.00	0.00	0.0	0	46	7	2,390	-2,382.97
915+00	50.00	0.00	0.00	18.03	0.00	0.00	0.00	0.0	0	40	7	2,440	-2,432.57
915+50	50.00	0.00	0.00	20.40	0.00	0.00	0.00	0.0	0	36	7	2,484	-2,477.05
916+00	50.00	0.00	0.00	17.81	0.00	0.00	0.00	0.0	0	35	7	2,528	-2,521.28
916+50	50.00	0.00	0.00	13.19	0.00	0.00	0.00	0.0	0	29	7	2,564	-2,557.15
917+00	50.00	0.00	0.00	11.99	0.00	0.00	0.00	0.0	0	23	7	2,593	-2,586.30
917+50	50.00	0.00	0.00	6.13	0.00	0.00	0.00	0.0	0	17	7	2,614	-2,607.26
917+59	9.20	0.00	0.00	6.42	0.00	0.00	0.00	0.0	0	2	7	2,617	-2,609.93
918+00	40.80	0.00	0.00	4.32	0.00	0.00	0.00	0.0	0	8	7	2,627	-2,620.08
918+50	50.00	0.00	0.00	7.57	0.00	0.00	0.00	0.0	0	11	7	2,641	-2,633.85
919+00	50.00	0.00	0.00	10.81	0.00	0.00	0.00	0.0	0	17	7	2,662	-2,655.12
919+50	50.00	0.00	0.00	9.69	0.00	0.00	0.00	0.0	0	19	7	2,686	-2,678.84
920+00	50.00	0.10	0.00	11.35	0.00	0.00	0.00	0.1	0	19	7	2,710	-2,703.09
920+50	50.00	0.00	0.00	9.42	0.00	0.00	0.00	0.1	0	19	7	2,734	-2,727.04
921+00	50.00	0.00	0.00	9.33	0.00	0.00	0.00	0.0	0	17	7	2,756	-2,748.74
921+50	50.00	0.00	0.00	11.58	0.00	0.00	0.00	0.0	0	19	7	2,780	-2,772.94
922+00	50.00	0.00	0.00	9.88	0.00	0.00	0.00	0.0	0	20	7	2,805	-2,797.77
922+50	50.00	0.00	0.00	13.51	0.00	0.00	0.00	0.0	0	22	7	2,832	-2,824.84
923+00	50.00	0.00	0.00	14.07	0.00	0.00	0.00	0.0	0	26	7	2,864	-2,856.77
923+50	50.00	0.00	0.00	13.48	0.00	0.00	0.00	0.0	0	26	7	2,896	-2,888.66
924+00	50.00	0.00	0.00	11.41	0.00	0.00	0.00	0.0	0	23	7	2,925	-2,917.47
924+50	50.00	0.00	0.00	9.51	0.00	0.00	0.00	0.0	0	19	7	2,949	-2,941.68
925+00	50.00	0.00	0.00	9.60	0.00	0.00	0.00	0.0	0	18	7	2,971	-2,963.78

SAUK SOUTH SEC 1 CONTINUED

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
925+50	50.00	0.00	0.00	6.65	0.00	0.00	0.00	0.0	0	15	7	2,990	-2,982.59
926+00	50.00	0.00	0.00	7.04	0.00	0.00	0.00	0.0	0	13	7	3,006	-2,998.43
926+50	50.00	0.00	0.00	4.83	0.00	0.00	0.00	0.0	0	11	7	3,019	-3,012.17
927+00	50.00	0.00	0.00	0.96	0.00	0.00	0.00	0.0	0	5	7	3,026	-3,018.87
927+50	50.00	0.00	0.00	11.37	0.00	0.00	0.00	0.0	0	11	7	3,040	-3,033.14
928+00	50.00	0.00	0.00	11.64	0.00	0.00	0.00	0.0	0	21	7	3,067	-3,059.76
928+50	50.00	0.00	0.00	9.20	0.00	0.00	0.00	0.0	0	19	7	3,091	-3,083.88
929+00	50.00	0.00	0.00	7.38	0.00	0.00	0.00	0.0	0	15	7	3,110	-3,103.07
929+50	50.00	0.00	0.00	6.03	0.00	0.00	0.00	0.0	0	12	7	3,126	-3,118.60
930+00	50.00	0.00	0.00	5.82	0.00	0.00	0.00	0.0	0	11	7	3,139	-3,132.30
930+50	50.00	0.00	0.00	4.31	0.00	0.00	0.00	0.0	0	9	7	3,151	-3,144.03
931+00	50.00	0.00	0.00	7.57	0.00	0.00	0.00	0.0	0	11	7	3,165	-3,157.78
931+50	50.00	0.00	0.00	9.23	0.00	0.00	0.00	0.0	0	16	7	3,184	-3,177.22
932+00	50.00	0.00	0.00	7.60	0.00	0.00	0.00	0.0	0	16	7	3,204	-3,196.69
932+50	50.00	0.00	0.00	4.67	0.00	0.00	0.00	0.0	0	11	7	3,218	-3,210.89
933+00	50.00	0.00	0.00	2.43	0.00	0.00	0.00	0.0	0	7	7	3,226	-3,219.10
933+50	50.00	0.00	0.00	5.52	0.00	0.00	0.00	0.0	0	7	7	3,235	-3,228.30
934+00	50.00	0.00	0.00	5.92	0.00	0.00	0.00	0.0	0	11	7	3,249	-3,241.55
934+50	50.00	0.00	0.00	5.71	0.00	0.00	0.00	0.0	0	11	7	3,262	-3,255.01
935+00	50.00	0.00	0.00	5.42	0.00	0.00	0.00	0.0	0	10	7	3,275	-3,267.90
935+50	50.00	0.00	0.00	4.67	0.00	0.00	0.00	0.0	0	9	7	3,287	-3,279.58
936+00	50.00	0.00	0.00	4.07	0.00	0.00	0.00	0.0	0	8	7	3,297	-3,289.69
936+50	50.00	0.00	0.00	4.14	0.00	0.00	0.00	0.0	0	8	7	3,306	-3,299.20
937+00	50.00	0.00	0.00	2.05	0.00	0.00	0.00	0.0	0	6	7	3,313	-3,306.35
937+50	50.00	0.00	0.00	3.68	0.00	0.00	0.00	0.0	0	5	7	3,320	-3,312.97
937+60	10.00	0.00	0.00	1.50	0.00	0.00	0.00	0.0	0	1	7	3,321	-3,314.17
937+61	0.58	0.00	0.00	1.10	0.00	0.00	0.00	0.0	0	0	7	3,321	-3,314.21
								7	0	2,657			

SAUK SOUTH SEC 2

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
938+34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
938+40	6.29	0.21	0.00	0.25	0.00	0.00	0.00	0.0	0	0	0	0	-0.01
938+50	9.71	0.00	0.00	2.12	0.00	0.00	0.00	0.0	0	0	0	1	-0.51
939+00	50.00	0.00	0.00	4.82	0.00	0.00	0.00	0.0	0	6	0	9	-8.55
939+50	50.00	0.00	0.00	5.38	0.00	0.00	0.00	0.0	0	9	0	20	-20.35
940+00	50.00	0.00	0.00	4.79	0.00	0.00	0.00	0.0	0	9	0	32	-32.12
940+50	50.00	0.22	0.00	1.40	0.00	0.00	0.00	0.2	0	6	0	39	-39.08
940+84	33.84	0.75	0.00	0.03	0.00	0.00	0.00	0.6	0	1	1	40	-39.59
941+00	16.16	0.00	0.00	0.00	0.00	0.00	0.00	0.2	0	0	1	40	-39.37
948+00	700.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	1	40	-39.37
948+08	8.45	0.00	0.00	0.40	0.00	0.00	0.00	0.0	0	0	1	41	-39.45
948+50	41.55	0.00	0.00	2.55	0.00	0.00	0.00	0.0	0	2	1	43	-42.29
949+00	50.00	0.00	0.00	1.16	0.00	0.00	0.00	0.0	0	3	1	48	-46.58
949+50	50.00	0.00	0.00	1.15	0.00	0.00	0.00	0.0	0	2	1	50	-49.25
950+00	50.00	0.00	0.00	1.69	0.00	0.00	0.00	0.0	0	3	1	54	-52.54
950+50	50.00	0.00	0.00	3.13	0.00	0.00	0.00	0.0	0	4	1	59	-58.11
951+00	50.00	0.00	0.00	2.52	0.00	0.00	0.00	0.0	0	5	1	66	-64.65
951+49	49.42	0.00	0.00	0.37	0.00	0.00	0.00	0.0	0	3	1	69	-67.95
951+50	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	1	69	-67.95

1	0	55

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	EARTHWORK SUMMARY	SHEET NO: 157	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

SAUK SOUTH SEC 3

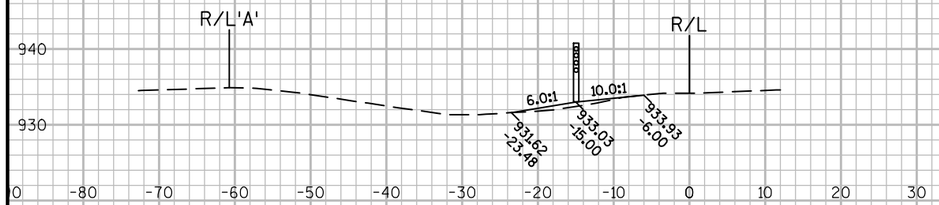
STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
959+04	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.0	0	0	0	0	0.00
959+50	46.27	0.01	0.00	4.80	0.00	0.00	0.00	0.3	0	4	0	5	-4.88
960+00	50.00	0.01	0.00	7.99	0.00	0.00	0.00	0.0	0	12	0	20	-19.67
960+50	50.00	0.03	0.00	8.31	0.00	0.00	0.00	0.0	0	15	0	39	-38.51
961+00	50.00	1.97	0.00	0.00	0.00	0.00	0.00	1.9	0	8	2	48	-46.26
961+50	50.00	0.29	0.00	1.26	0.00	0.00	0.00	2.1	0	1	4	50	-45.63
962+00	50.00	0.40	0.00	0.01	0.00	0.00	0.00	0.6	0	1	5	51	-46.46
962+50	50.00	0.47	0.00	4.36	0.00	0.00	0.00	0.8	0	4	6	56	-50.72
963+00	50.00	0.24	0.00	4.05	0.00	0.00	0.00	0.7	0	8	6	66	-59.79
963+50	50.00	0.00	0.00	2.30	0.00	0.00	0.00	0.2	0	6	7	73	-66.92
964+00	50.00	0.12	0.00	6.75	0.00	0.00	0.00	0.1	0	8	7	84	-77.28
964+50	50.00	1.04	0.00	2.59	0.00	0.00	0.00	1.1	0	9	8	95	-87.01
965+00	50.00	0.13	0.00	6.34	0.00	0.00	0.00	1.1	0	8	9	105	-96.24
965+50	50.00	0.78	0.00	5.10	0.00	0.00	0.00	0.8	0	11	10	118	-108.63
966+00	50.00	0.28	0.00	4.59	0.00	0.00	0.00	1.0	0	9	11	130	-118.86
966+50	50.00	0.00	0.00	3.96	0.00	0.00	0.00	0.3	0	8	11	139	-128.49
966+93	42.54	1.13	0.00	0.00	0.00	0.00	0.00	0.9	0	3	12	143	-131.51
967+00	7.46	0.00	0.00	0.00	0.00	0.00	0.00	0.2	0	0	12	143	-131.35
977+50	1050.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	12	143	-131.35
977+81	31.12	0.00	0.00	0.23	0.00	0.00	0.00	0.0	0	0	12	144	-131.52
978+00	18.88	0.00	0.00	0.79	0.00	0.00	0.00	0.0	0	0	12	144	-131.96
978+50	50.00	0.00	0.00	1.57	0.00	0.00	0.00	0.0	0	2	12	147	-134.69
979+00	50.00	0.00	0.00	2.98	0.00	0.00	0.00	0.0	0	4	12	152	-139.95
979+50	50.00	0.00	0.00	2.25	0.00	0.00	0.00	0.0	0	5	12	158	-146.00
980+00	50.00	0.00	0.00	0.82	0.00	0.00	0.00	0.0	0	3	12	162	-149.55
980+50	50.00	0.52	0.00	0.00	0.00	0.00	0.00	0.5	0	1	12	162	-150.02
981+00	50.00	0.00	0.00	1.19	0.00	0.00	0.00	0.5	0	1	13	164	-150.92
981+50	50.00	0.00	0.00	0.30	0.00	0.00	0.00	0.0	0	1	13	166	-152.64
982+00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0	0	13	166	-152.99
											13	0	133

SAUK SOUTH SEC 5

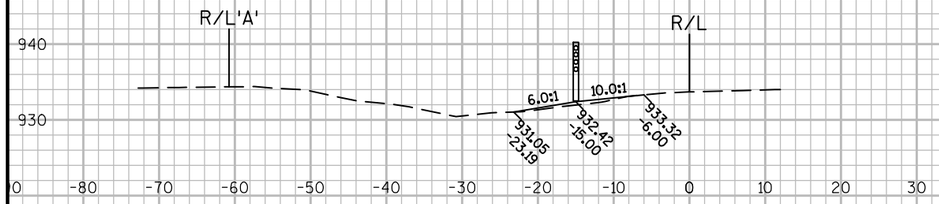
STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
1025+43	0.00	2.24	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1025+50	6.71	6.59	0.00	0.00	0.00	0.00	0.00	1	0	0	1	0	1.10
1026+00	50.00	55.64	0.00	0.06	0.00	0.00	0.00	58	0	0	59	0	58.64
1026+13	13.00	73.82	0.00	0.00	0.00	0.00	0.00	31	0	0	90	0	89.79
1026+50	37.00	72.00	0.00	0.00	0.00	0.00	0.00	100	0	0	190	0	189.70
1027+00	50.00	74.03	0.00	0.00	0.00	0.00	0.00	135	0	0	325	0	324.91
1027+50	50.00	62.12	0.00	0.00	0.00	0.00	0.00	126	0	0	451	0	450.97
1028+00	50.00	79.09	0.00	0.00	0.00	0.00	0.00	131	0	0	582	0	581.73
1028+50	50.00	87.90	0.00	0.00	0.00	0.00	0.00	155	0	0	736	0	736.35
1029+00	50.00	94.88	0.00	0.00	0.00	0.00	0.00	169	0	0	906	0	905.60
1029+50	50.00	84.33	0.00	0.00	0.00	0.00	0.00	166	0	0	1,072	0	1,071.54
1030+00	50.00	78.20	0.00	0.00	0.00	0.00	0.00	150	0	0	1,222	0	1,222.03
1030+50	50.00	62.61	0.00	0.00	0.00	0.00	0.00	130	0	0	1,353	0	1,352.42
1031+00	50.00	66.59	0.00	0.00	0.00	0.00	0.00	120	0	0	1,472	0	1,472.05
1031+50	50.00	63.08	0.00	0.00	0.00	0.00	0.00	120	0	0	1,592	0	1,592.12
1032+00	50.00	61.70	0.00	0.00	0.00	0.00	0.00	116	0	0	1,708	0	1,707.66
1032+50	50.00	57.50	0.00	0.00	0.00	0.00	0.00	110	0	0	1,818	0	1,818.04
1033+00	50.00	51.54	0.00	0.00	0.00	0.00	0.00	101	0	0	1,919	0	1,919.00
1033+50	50.00	57.35	0.00	0.00	0.00	0.00	0.00	101	0	0	2,020	0	2,019.82
1034+00	50.00	60.45	0.00	0.00	0.00	0.00	0.00	109	0	0	2,129	0	2,128.90
1034+50	50.00	58.07	0.00	0.00	0.00	0.00	0.00	110	0	0	2,239	0	2,238.64
1034+90	39.61	61.18	0.00	0.00	0.00	0.00	0.00	87	0	0	2,326	0	2,326.10
1035+00	10.39	59.29	0.00	0.00	0.00	0.00	0.00	23	0	0	2,349	0	2,349.29
1035+50	50.00	46.89	0.00	0.00	0.00	0.00	0.00	98	0	0	2,448	0	2,447.60
1036+00	50.00	51.87	0.00	0.00	0.00	0.00	0.00	91	0	0	2,539	0	2,539.04
1036+50	50.00	44.62	0.00	0.00	0.00	0.00	0.00	89	0	0	2,628	0	2,628.38
1037+00	50.00	44.69	0.00	0.00	0.00	0.00	0.00	83	0	0	2,711	0	2,711.08
1037+50	50.00	40.07	0.00	0.00	0.00	0.00	0.00	78	0	0	2,790	0	2,789.56
1038+00	50.00	39.66	0.00	0.00	0.00	0.00	0.00	74	0	0	2,863	0	2,863.38
1038+50	50.00	39.95	0.00	0.00	0.00	0.00	0.00	74	0	0	2,937	0	2,937.09
1039+00	50.00	42.46	0.00	0.00	0.00	0.00	0.00	76	0	0	3,013	0	3,013.39
1039+50	50.00	37.63	0.00	0.00	0.00	0.00	0.00	74	0	0	3,088	0	3,087.54
1040+00	50.00	35.65	0.00	0.00	0.00	0.00	0.00	68	0	0	3,155	0	3,155.39
1040+50	50.00	30.95	0.00	0.00	0.00	0.00	0.00	62	0	0	3,217	0	3,217.06
1041+00	50.00	32.97	0.00	0.00	0.00	0.00	0.00	59	0	0	3,276	0	3,276.24
1041+50	50.00	27.69	0.00	0.00	0.00	0.00	0.00	56	0	0	3,332	0	3,332.40
1042+00	50.00	29.73	0.00	0.00	0.00	0.00	0.00	53	0	0	3,386	0	3,385.57
1042+50	50.00	28.31	0.00	0.00	0.00	0.00	0.00	54	0	0	3,439	0	3,439.32
1043+00	50.00	34.75	0.00	0.00	0.00	0.00	0.00	58	0	0	3,498	0	3,497.70
1043+50	50.00	28.12	0.00	0.00	0.00	0.00	0.00	58	0	0	3,556	0	3,555.91
1044+00	50.00	25.54	0.00	0.00	0.00	0.00	0.00	50	0	0	3,606	0	3,605.60
1044+43	42.64	26.84	0.00	0.00	0.00	0.00	0.00	41	0	0	3,647	0	3,646.96
1044+50	7.36	27.60	0.00	0.00	0.00	0.00	0.00	7	0	0	3,654	0	3,654.38
1045+00	50.00	18.72	0.00	0.00	0.00	0.00	0.00	43	0	0	3,697	0	3,697.27
1045+50	50.00	18.54	0.00	0.00	0.00	0.00	0.00	35	0	0	3,732	0	3,731.77
1046+00	50.00	18.03	0.00	0.00	0.00	0.00	0.00	34	0	0	3,766	0	3,765.63
1046+50	50.00	15.24	0.00	0.00	0.00	0.00	0.00	31	0	0	3,797	0	3,796.43
1047+00	50.00	17.19	0.00	0.00	0.00	0.00	0.00	30	0	0	3,827	0	3,826.46
1047+50	50.00	13.81	0.00	0.00	0.00	0.00	0.00	29	0	0	3,855	0	3,855.16
1048+00	50.00	9.67	0.00	0.00	0.00	0.00	0.00	22	0	0	3,877	0	3,876.91
1048+50	50.00	8.05	0.00	0.00	0.00	0.00	0.00	16	0	0	3,893	0	3,893.31
1048+78	28.22	5.85	0.00	0.00	0.00	0.00	0.00	7	0	0	3,901	0	3,900.57
								3,901	0	0			

Columbia Sec

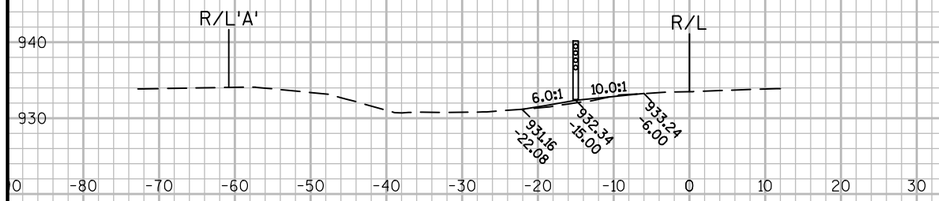
STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
1535+00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.0	0	0	0.00
1535+60	60.00	1.72	0.00	0.00	0.00	0.00	0.00	2	0	0.0	2	0	1.91
1536+00	40.00	2.27	0.00	0.00	0.00	0.00	0.00	3	0	0.0	5	0	4.87
1536+50	50.00	2.07	0.00	0.00	0.00	0.00	0.00	4	0	0.0	9	0	8.88
1537+00	50.00	1.56	0.00	0.06	0.00	0.00	0.00	3	0	0.1	12	0	12.17
1537+39	38.61	1.90	0.00	0.04	0.00	0.00	0.00	2	0	0.1	15	0	14.56
1537+50	11.39	1.78	0.00	0.05	0.00	0.00	0.00	1	0	0.0	15	0	15.31
1538+00	50.00	3.70	0.00	0.01	0.00	0.00	0.00	5	0	0.0	21	0	20.33
1538+50	50.00	3.68	0.00	0.06	0.00	0.00	0.00	7	0	0.1	27	0	27.08
1539+00	50.00	2.01	0.00	0.32	0.00	0.00	0.00	5	0	0.4	33	1	31.91
1539+50	50.00	4.49	0.00	0.03	0.00	0.00	0.00	6	0	0.3	39	1	37.53
1540+00	50.00	8.13	0.00	0.04	0.00	0.00	0.00	12	0	0.1	50	1	49.13
1540+50	50.00	12.74	0.00	0.11	0.00	0.00	0.00	19	0	0.1	70	1	68.29
1541+00	50.00	10.66	0.00	0.17	0.00	0.00	0.00	22	0	0.3	91	2	89.64
1541+50	50.00	14.62	0.00	0.12	0.00	0.00	0.00	23	0	0.3	115	2	112.70
1542+00	50.00	9.64	0.00	0.14	0.00	0.00	0.00	22	0	0.2	137	2	134.86
1542+50	50.00	10.18	0.00	0.05	0.00	0.00	0.00	18	0	0.2	156	3	152.99
1543+00	50.00	12.54	0.00	0.43	0.00	0.00	0.00	21	0	0.4	177	3	173.47
1543+50	50.00	12.26	0.00	0.41	0.00	0.00	0.00	23	0	0.8	200	4	195.46
1544+00	50.00	9.17	0.00	0.53	0.00	0.00	0.00	20	0	0.9	219	5	214.23
1544+50	50.00	13.73	0.00	0.25	0.00	0.00	0.00	21	0	0.7	241	6	234.54
1545+00	50.00	20.98	0.00	0.11	0.00	0.00	0.00	32	0	0.3	273	7	266.26
1545+50	50.00	25.64	0.00	0.90	0.00	0.00	0.00	43	0	0.9	316	8	308.25
1546+00	50.00	30.01	0.00	0.30	0.00	0.00	0.00	52	0	1.1	367	9	358.39
1546+50	50.00	26.71	0.00	1.06	0.00	0.00	0.00	53	0	1.3	420	11	409.32
1547+00	50.00	26.48	0.00	1.38	0.00	0.00	0.00	49	0	2.3	469	13	455.75
1547+50	50.00	26.87	0.00	0.02	0.00	0.00	0.00	49	0	1.3	519	15	503.54
1548+00	50.00	22.67	0.00	0.09	0.00	0.00	0.00	46	0	0.1	564	15	549.29
1548+50	50.00	20.92	0.00	0.74	0.00	0.00	0.00	40	0	0.8	605	16	588.69
1549+00	50.00	19.58	0.00	0.02	0.00	0.00	0.00	37	0	0.7	642	17	625.31
1549+40	40.00	0.00	0.00	1.30	0.00	0.00	0.00	15	0	1.0	657	18	638.58
1550+00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	1.4	657	20	636.77
								657	0	16			



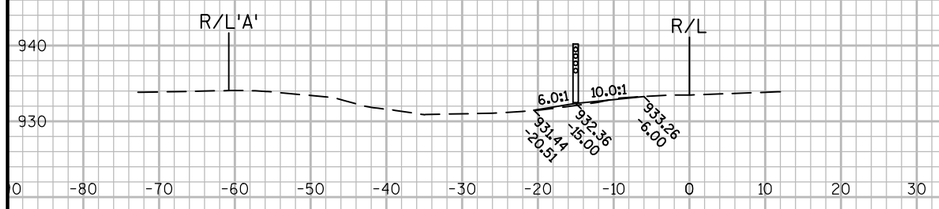
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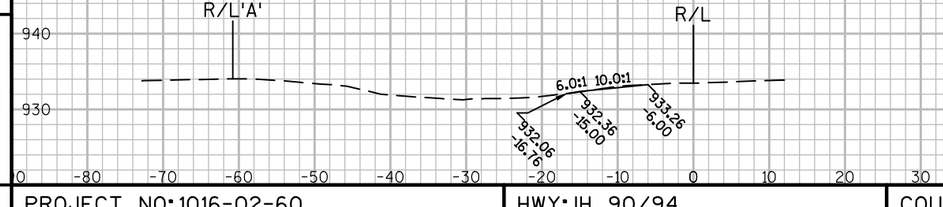
117+00



116+00



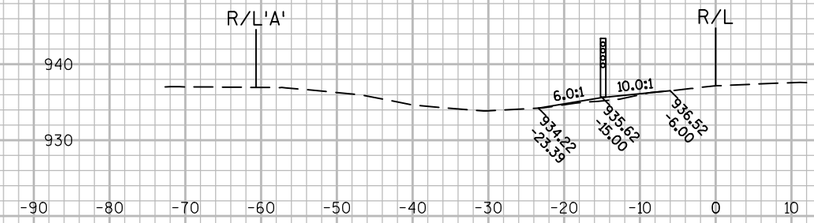
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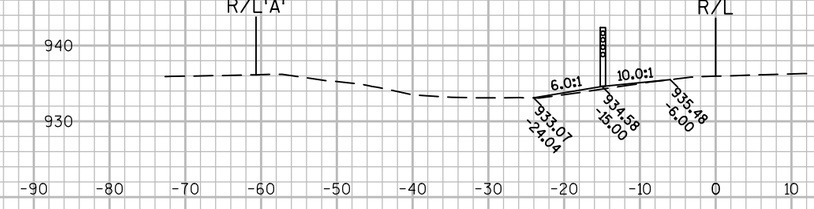
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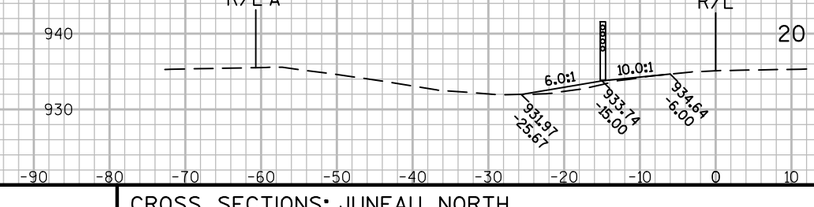
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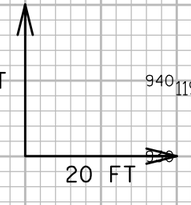
121+00



120+00



119+00



9

9

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU NORTH	SHEET	E

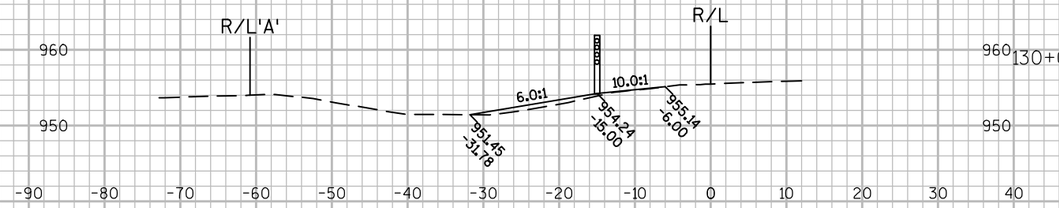
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LAYOUT NAME - SECTION SHEET - (1)

PLOT DATE : 3/17/2016 11:14 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

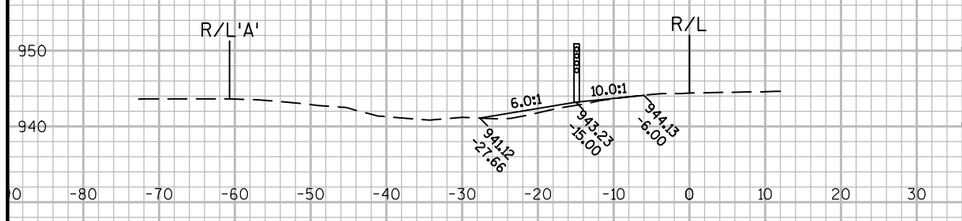
WISDOT/CADDS SHEET 49



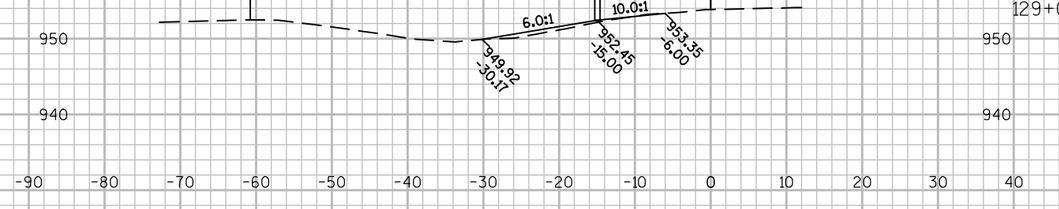
126+00



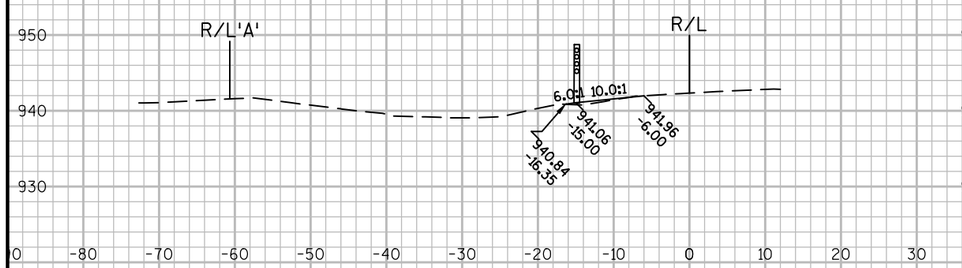
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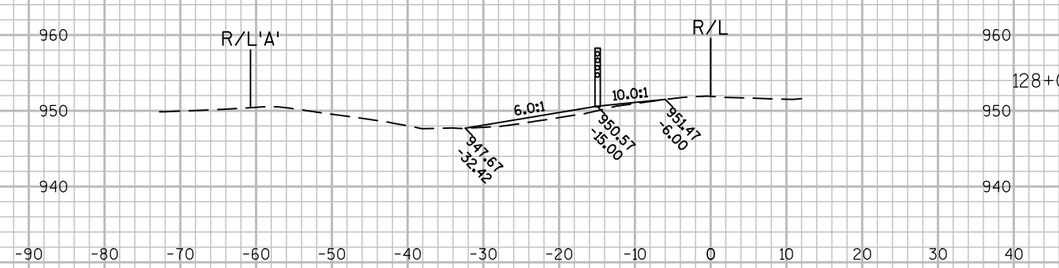
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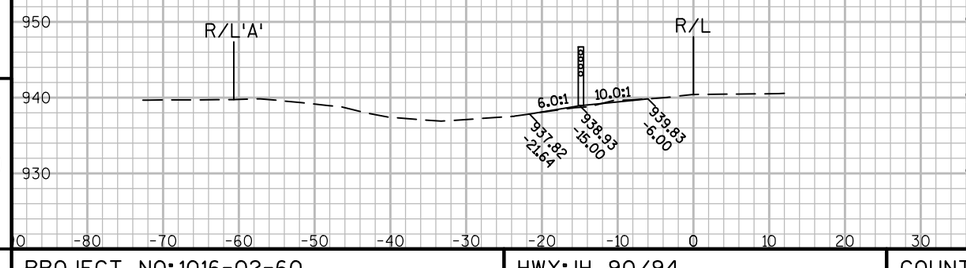
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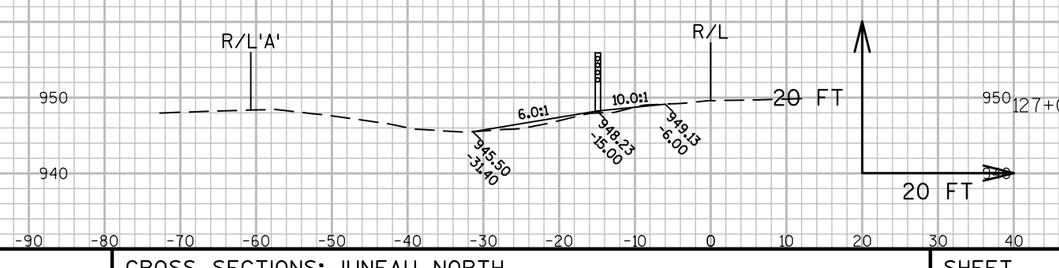
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128+00



123+00



127+00

9

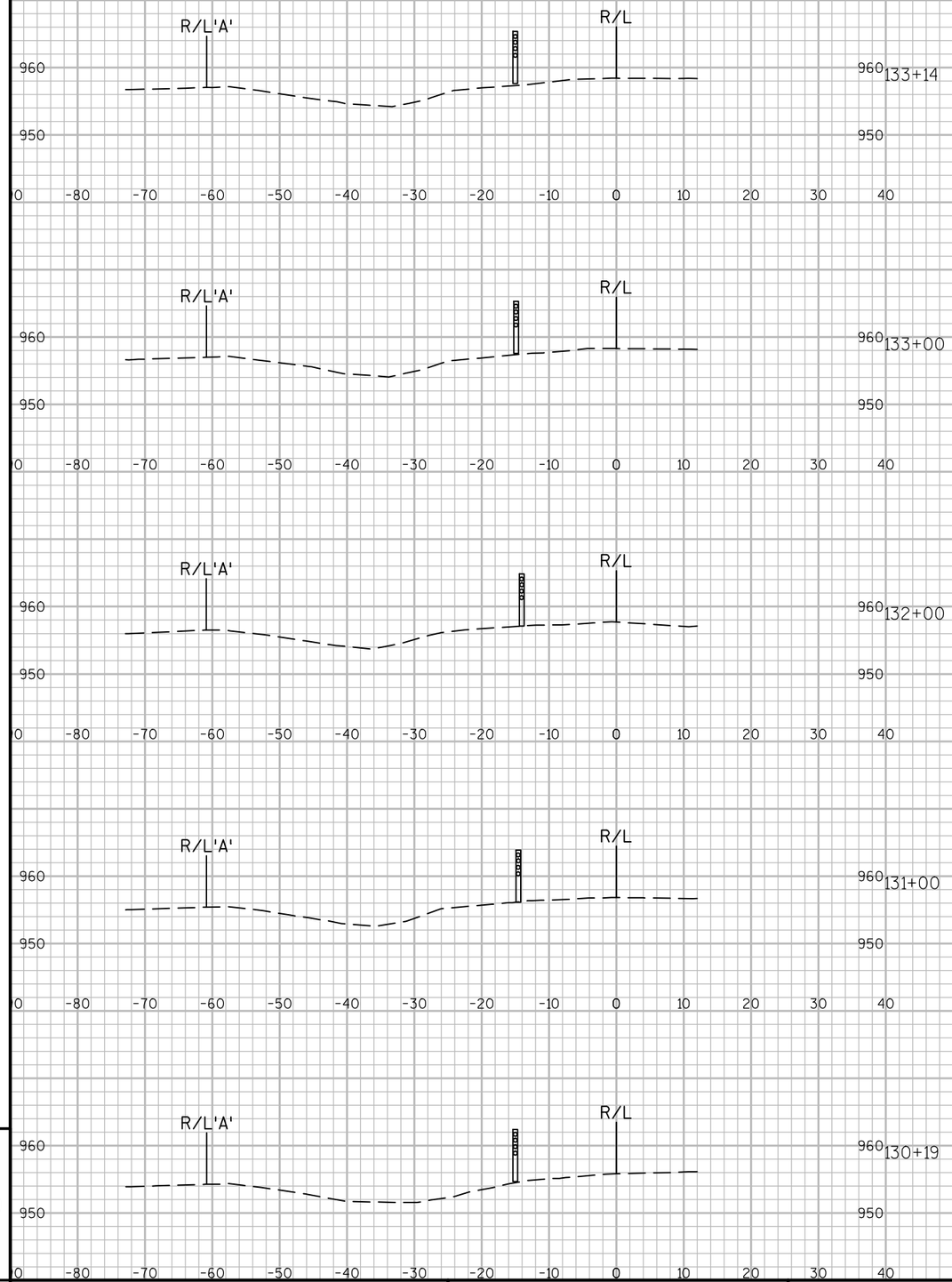
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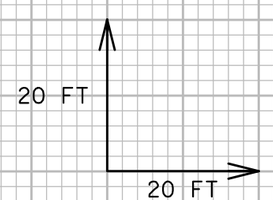
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU NORTH	SHEET 162 E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090101_XS.DWG
LAYOUT NAME - SECTION SHEET - (2)

PLOT DATE : 3/17/2016 11:14 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

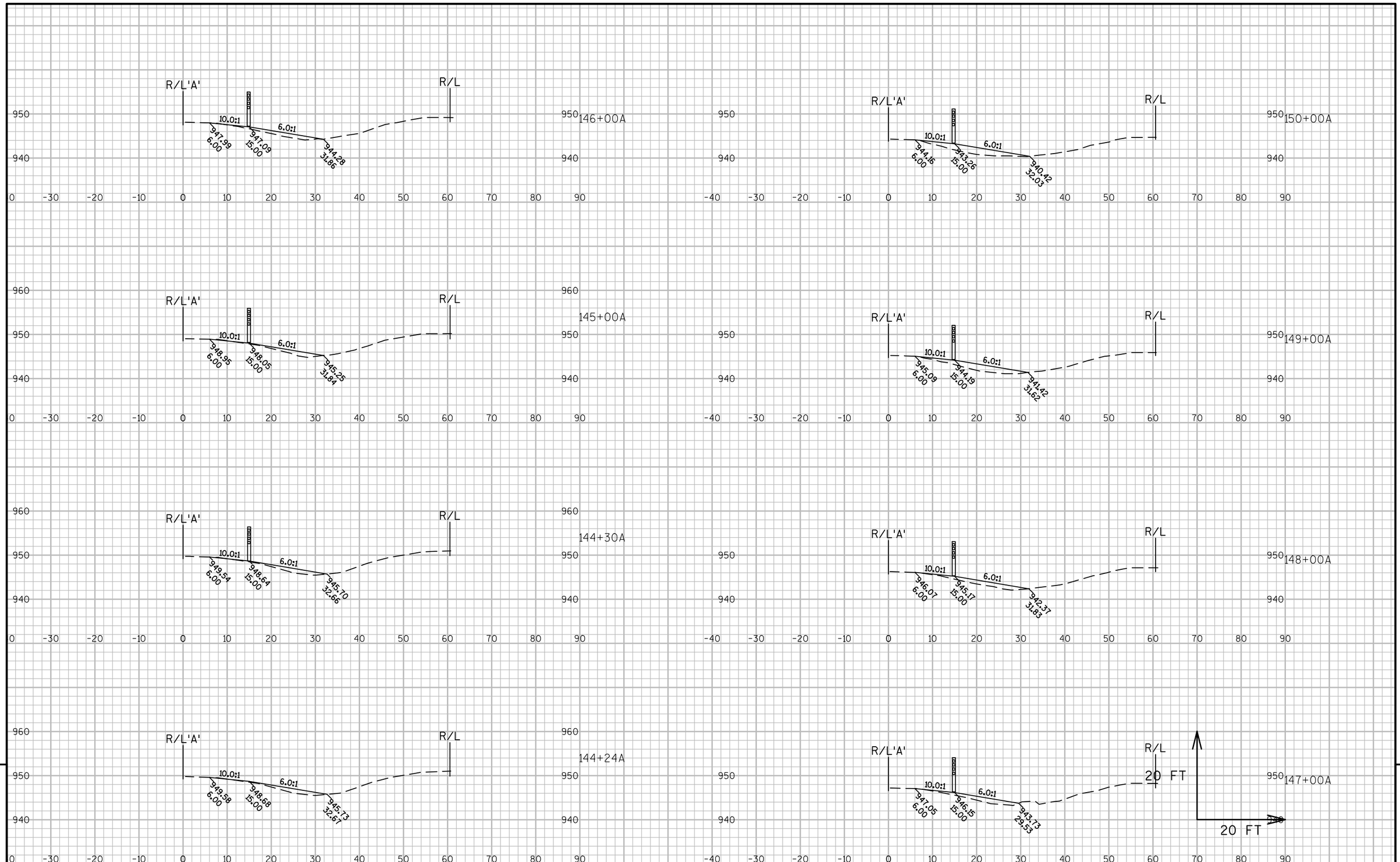




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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU NORTH	SHEET 163	E



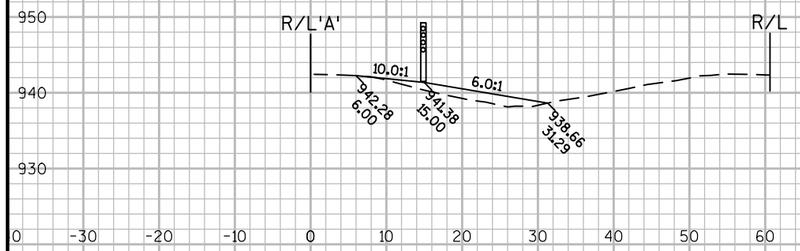
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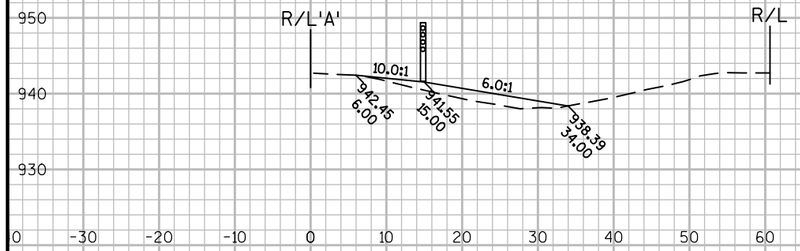
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FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090101_XS.DWG
LAYOUT NAME - (1)

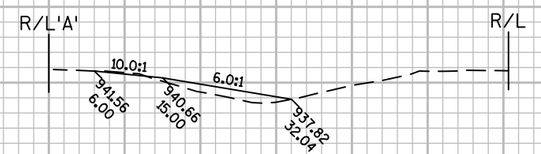
PLOT DATE : 3/17/2016 11:15 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

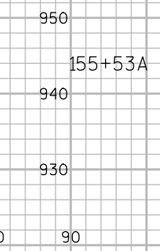


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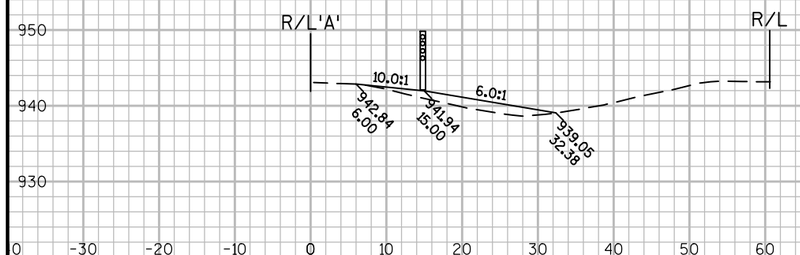


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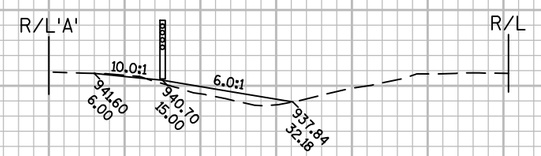


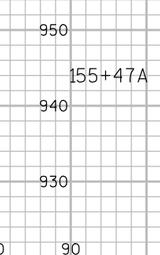


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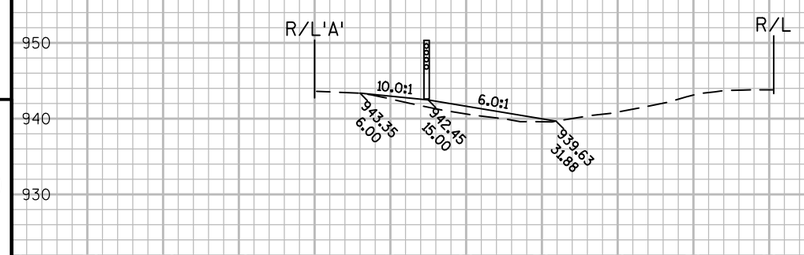


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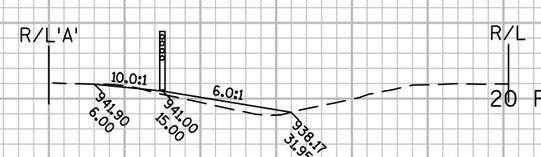


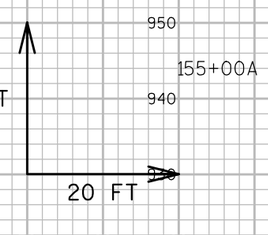


155+47A



151+00A





155+00A

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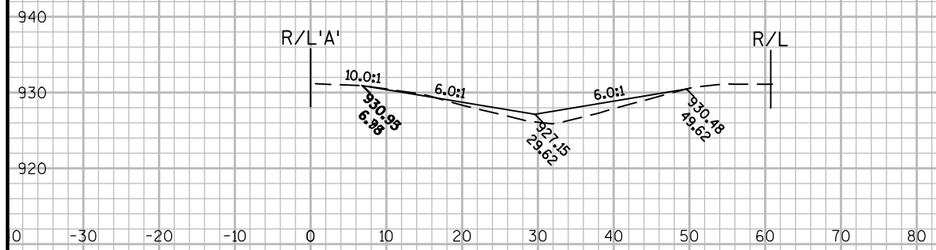
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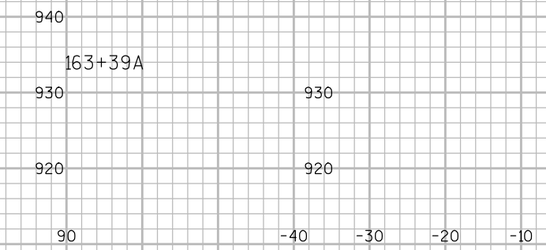
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU NORTH	SHEET 165	E

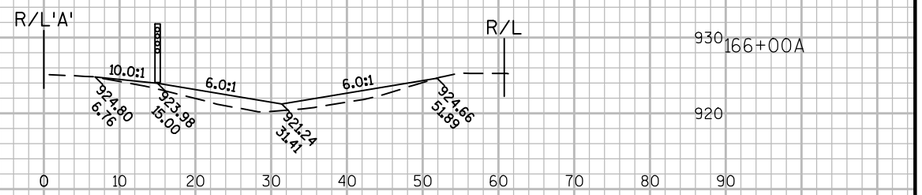
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LAYOUT NAME - (2)

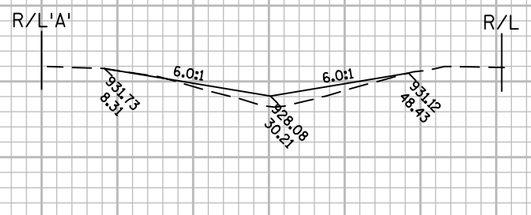
PLOT DATE : 3/17/2016 11:15 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

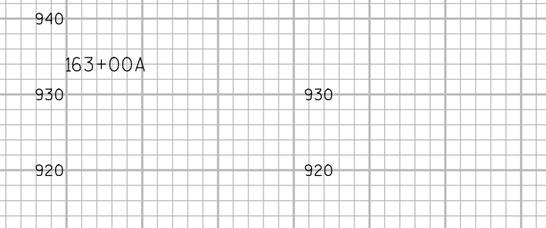
WISDOT/CADDS SHEET 49

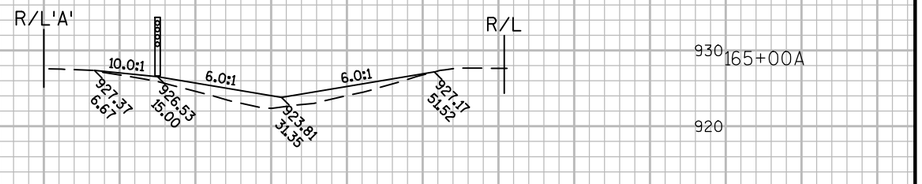


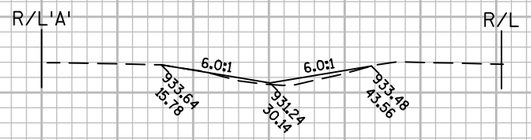


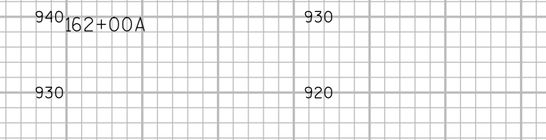


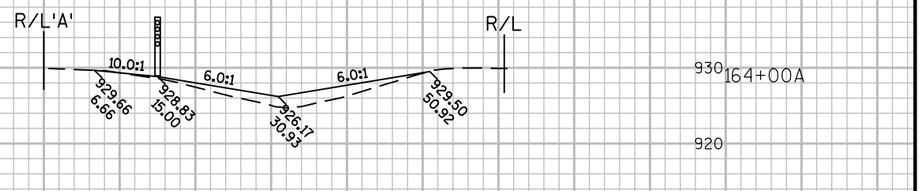


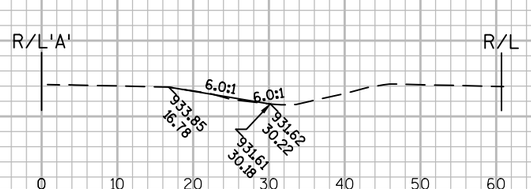




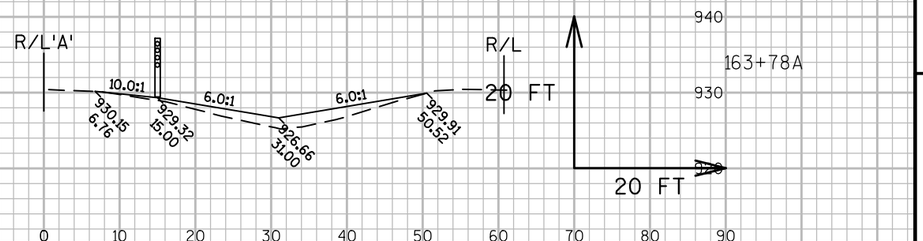








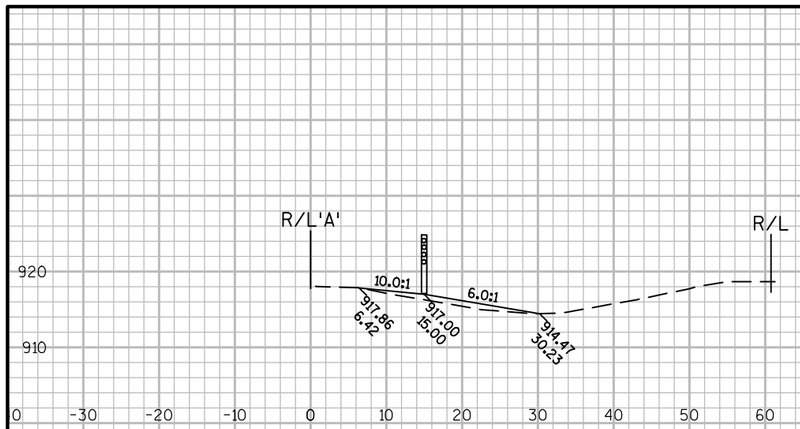




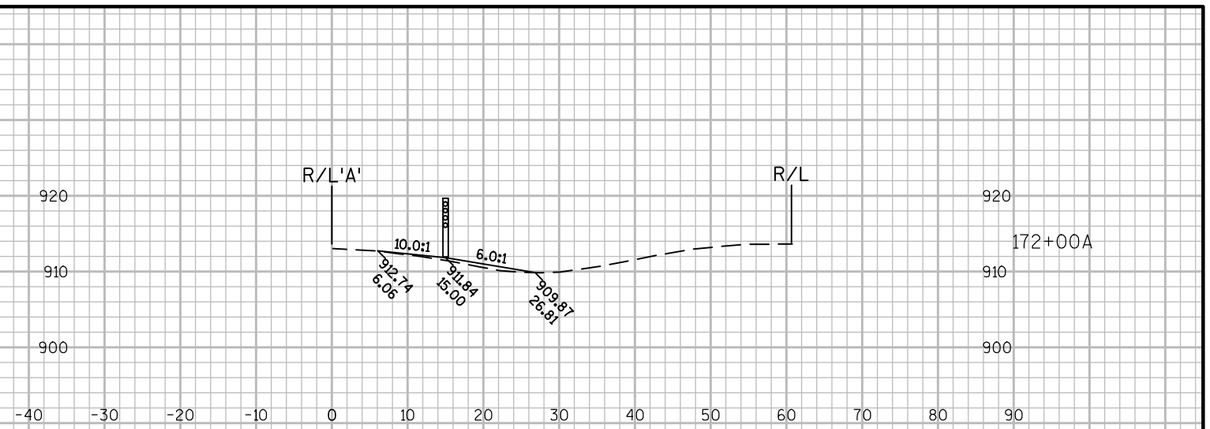
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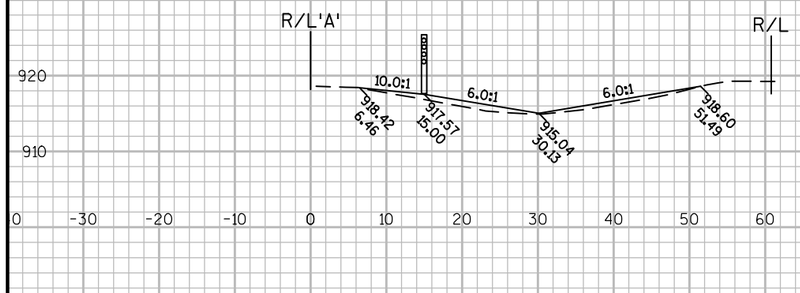
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU NORTH	SHEET 166	E

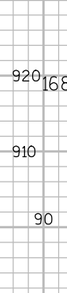
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WISDOT/CADDS SHEET 49

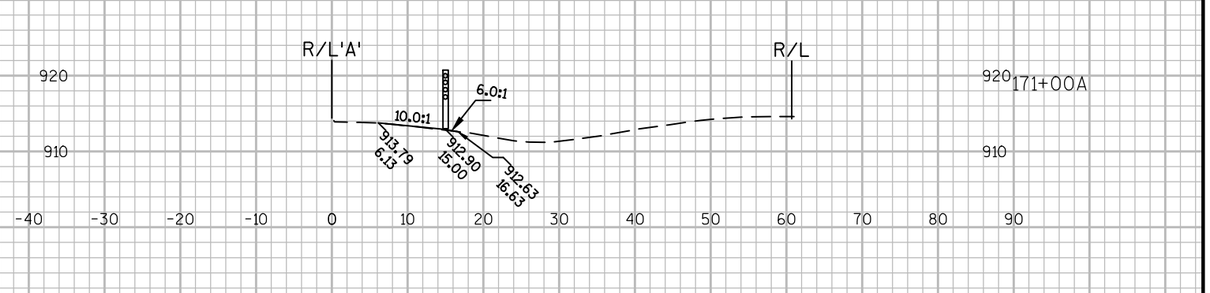




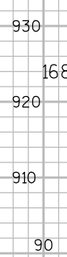


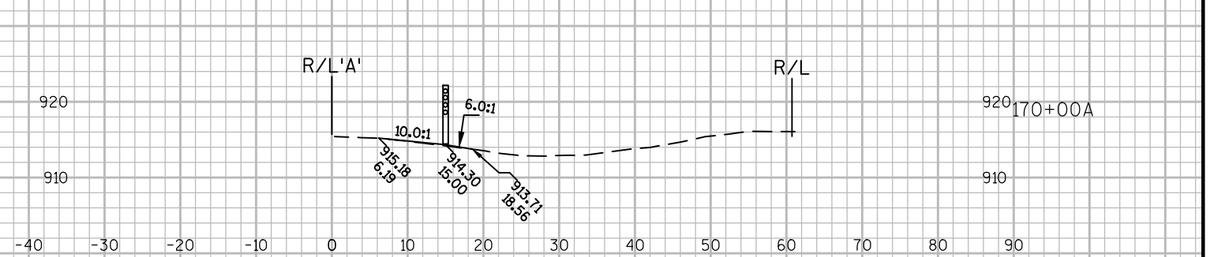


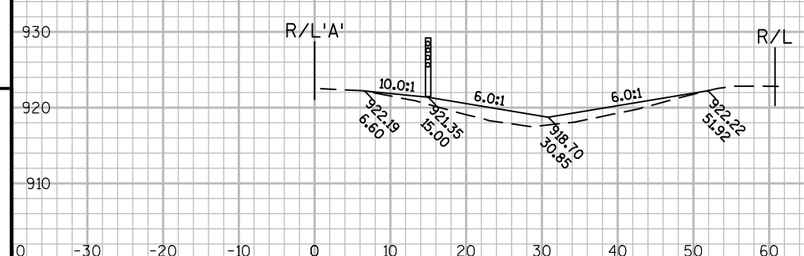


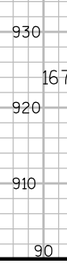


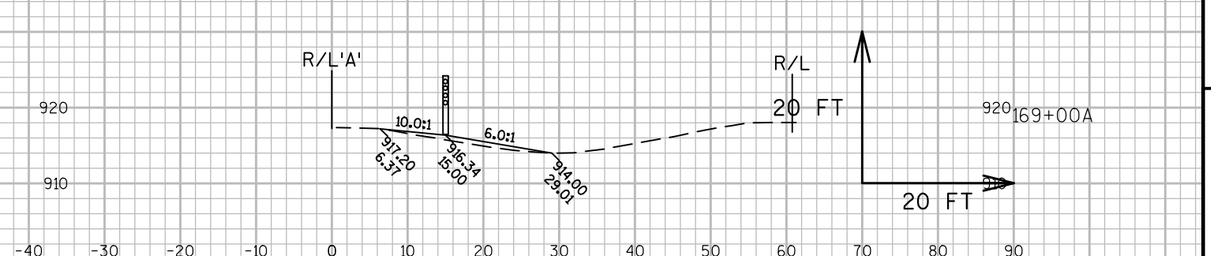








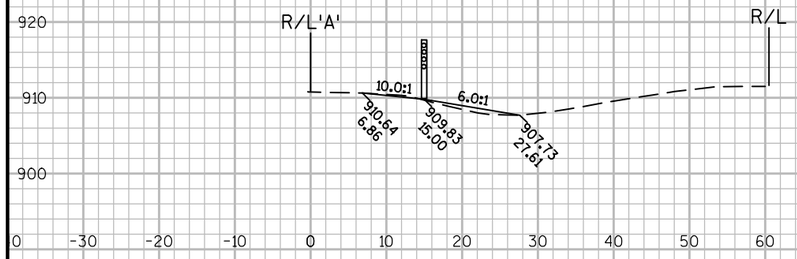


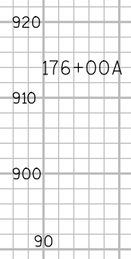


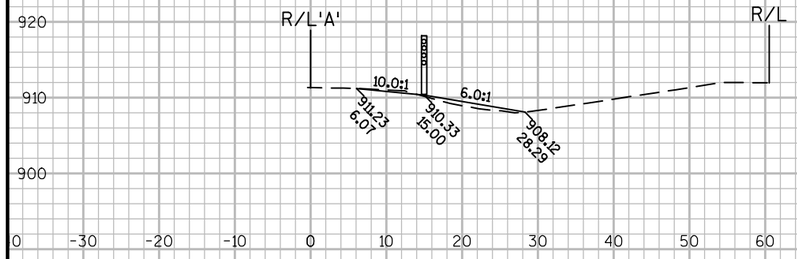
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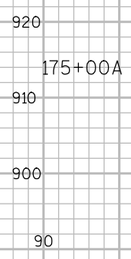
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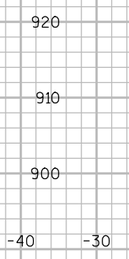
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU NORTH	SHEET 167	E

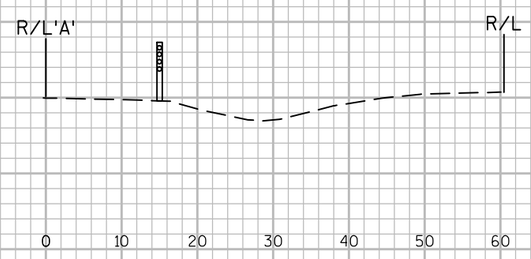


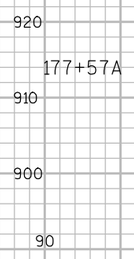


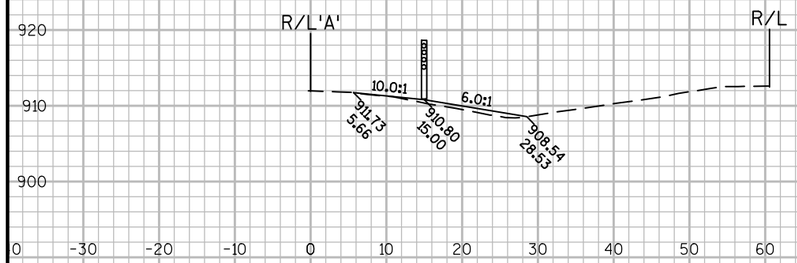


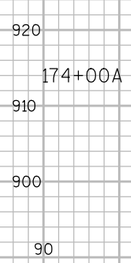


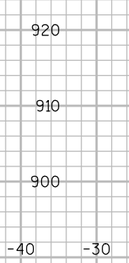


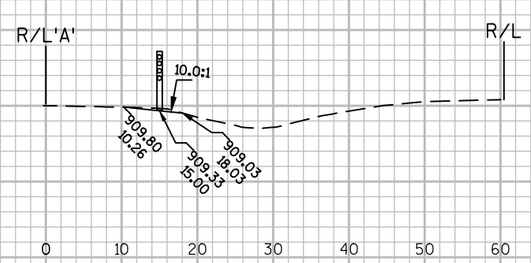


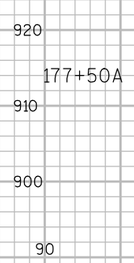


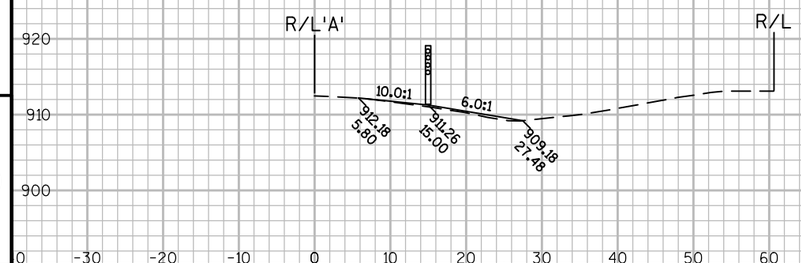


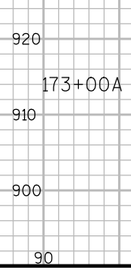


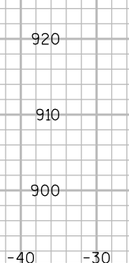


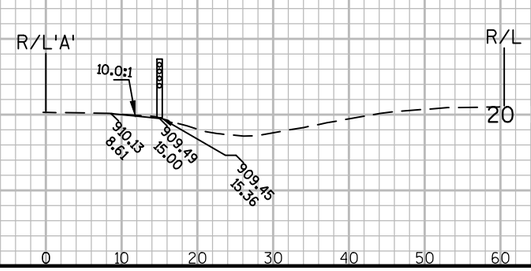


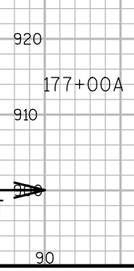








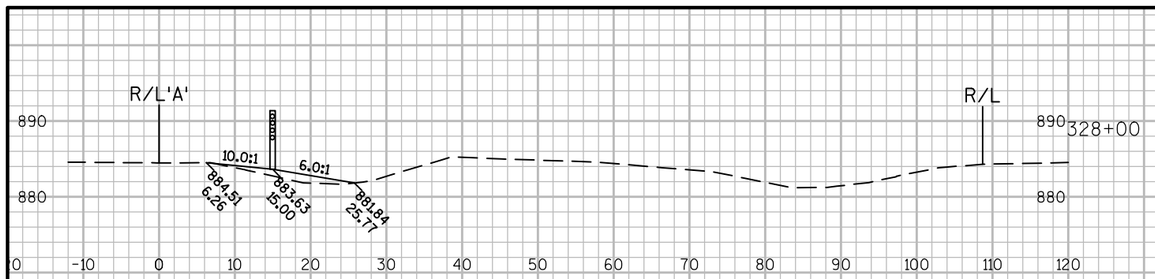


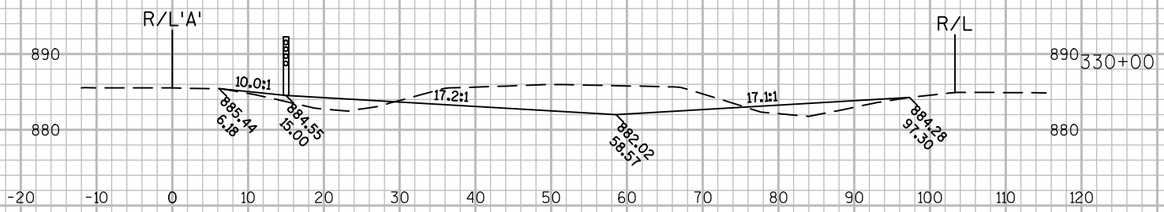


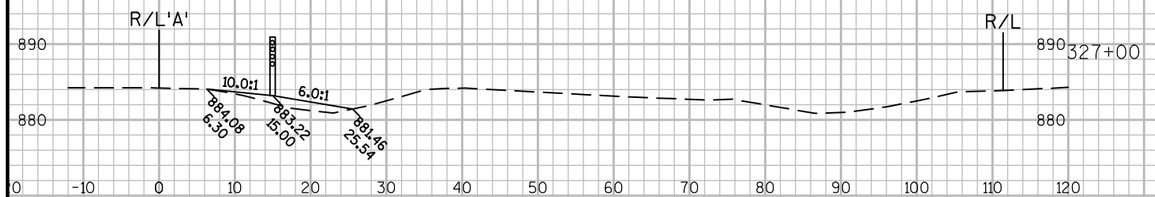
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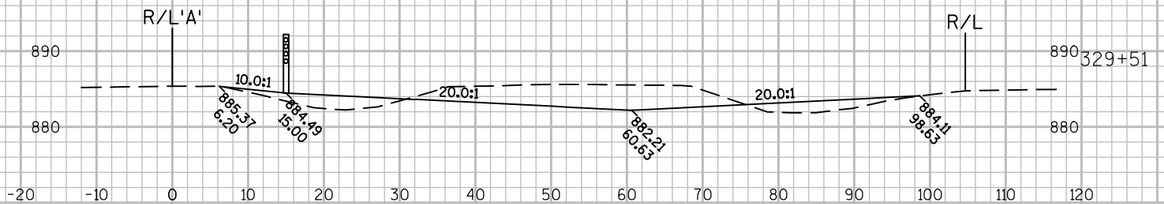
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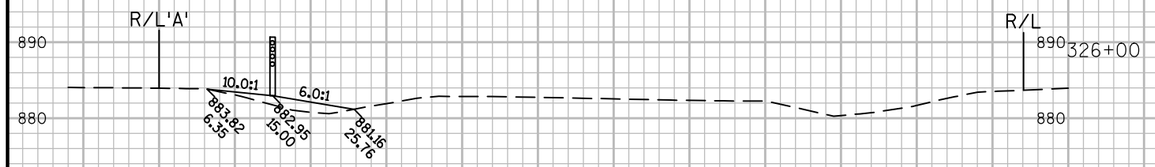
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU NORTH	SHEET 168	E

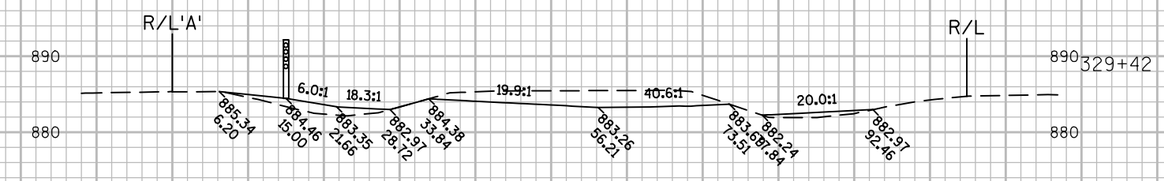


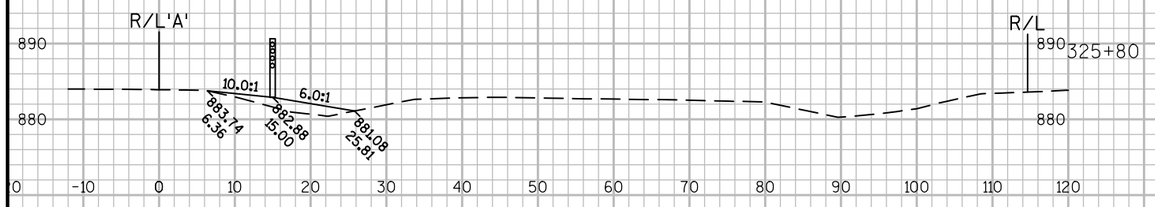


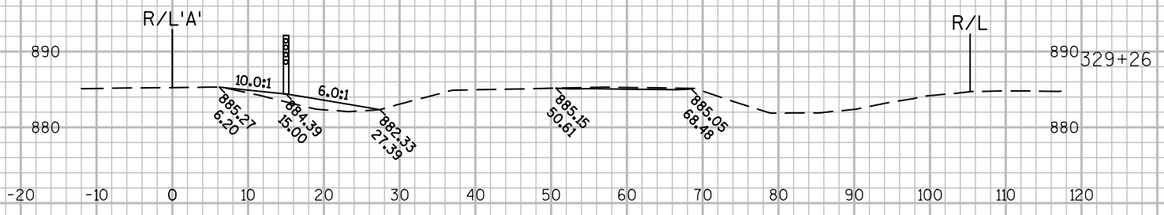


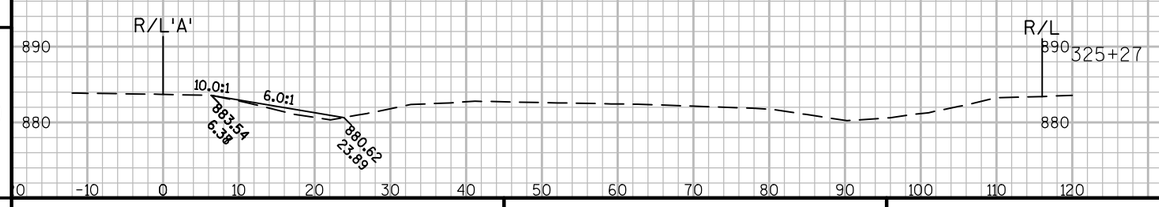


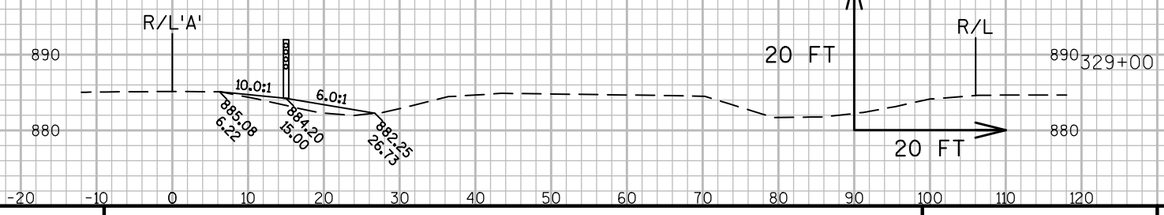










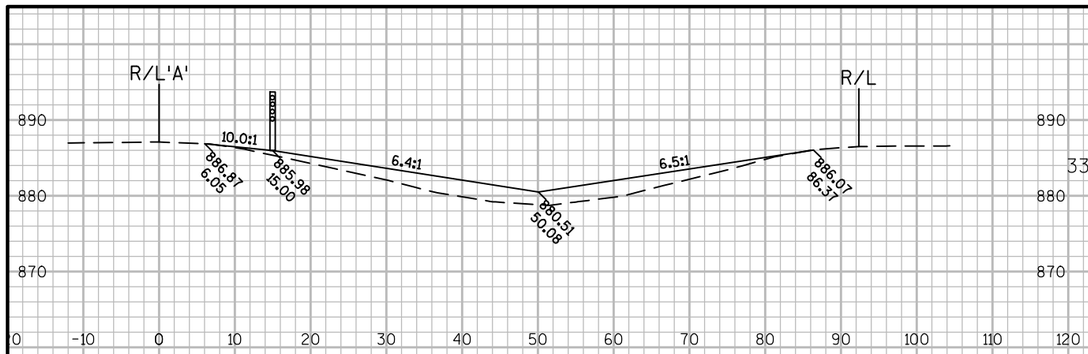


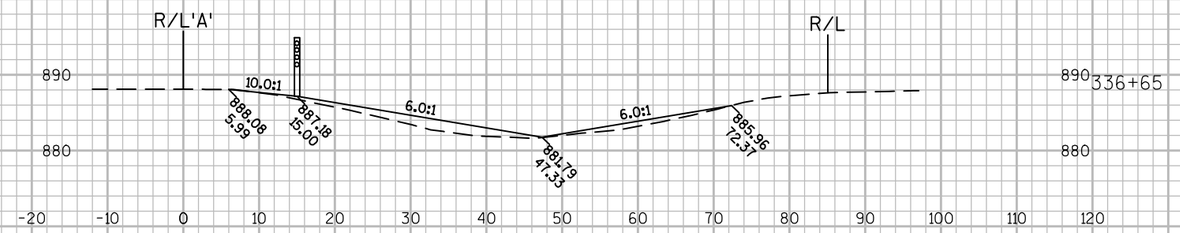
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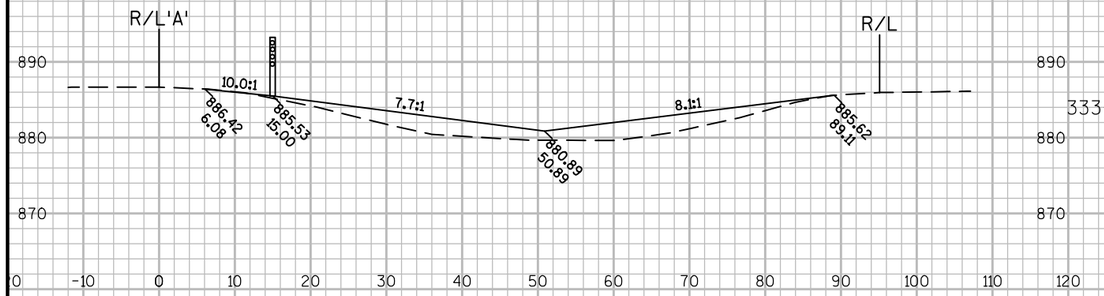
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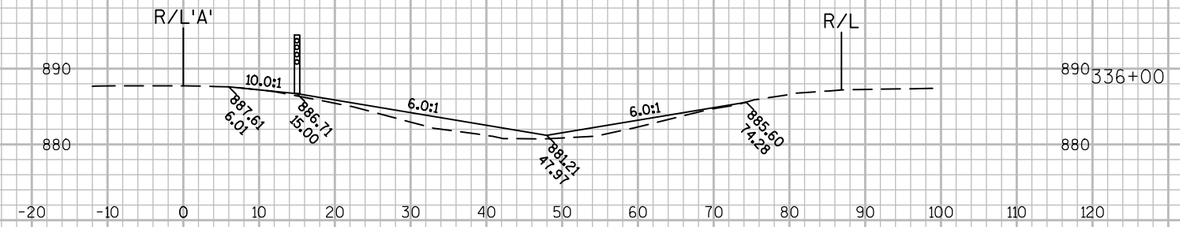
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 169	E

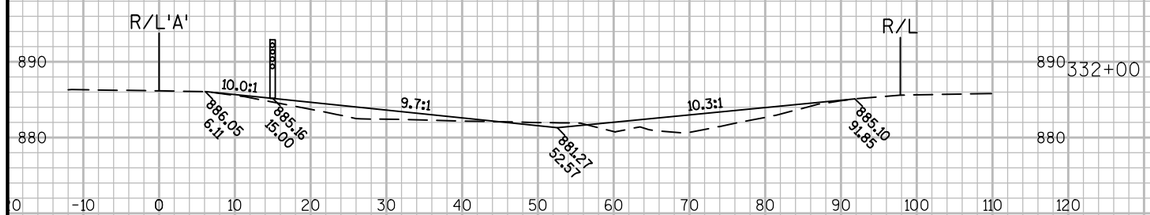
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LAYOUT NAME - (1)
PLOT DATE : 3/17/2016 12:56 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

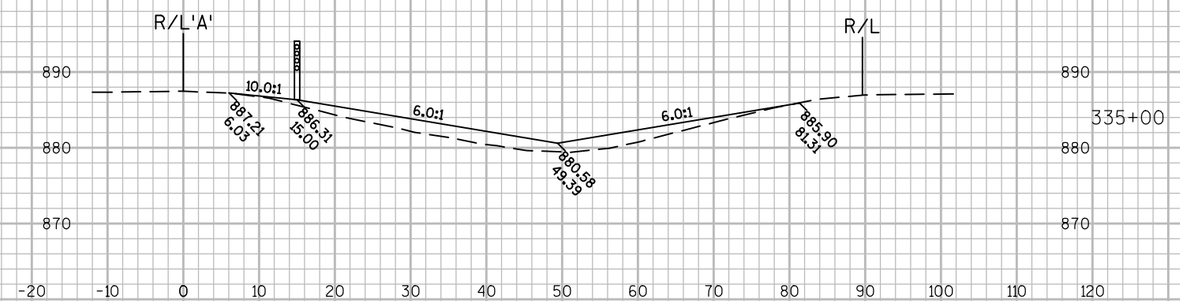


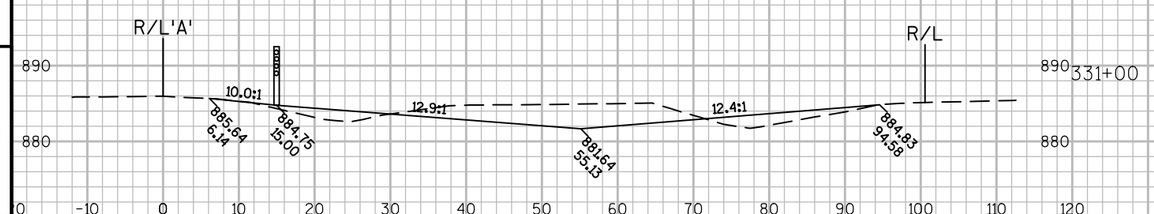












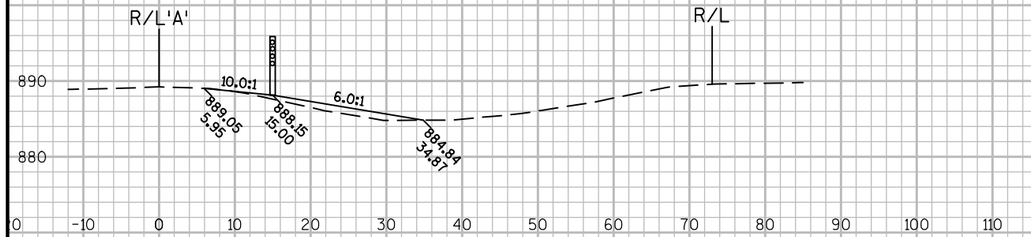


PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 170 E

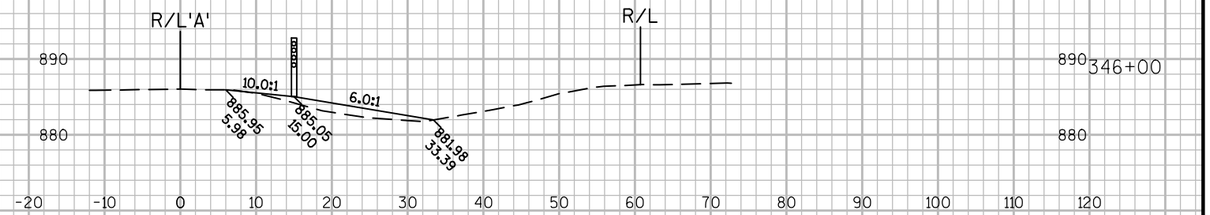
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LAYOUT NAME - (2)

PLOT DATE : 3/17/2016 12:57 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

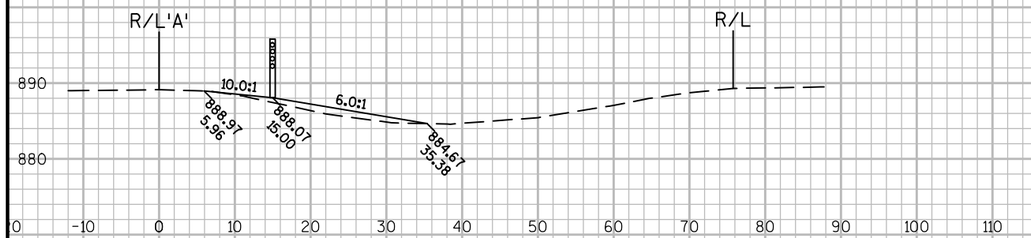
WISDOT/CADDS SHEET 49



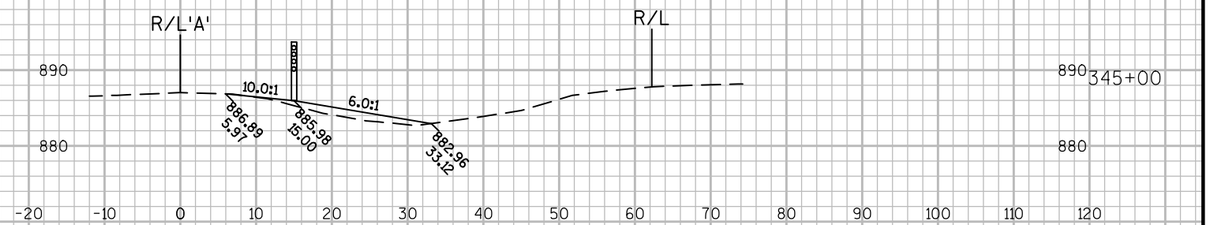
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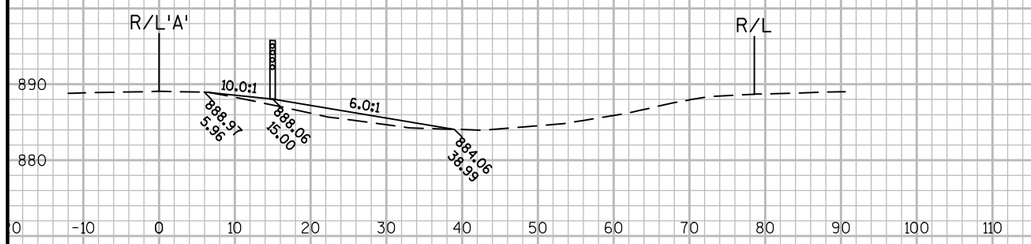
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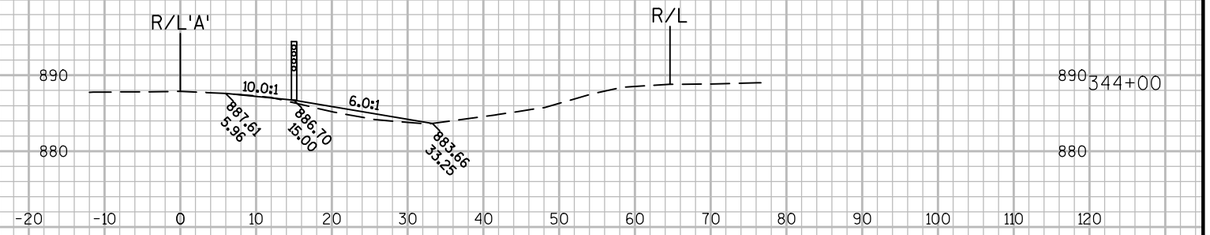
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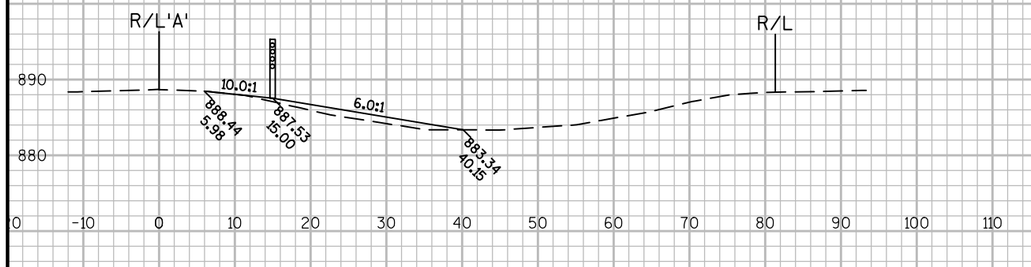
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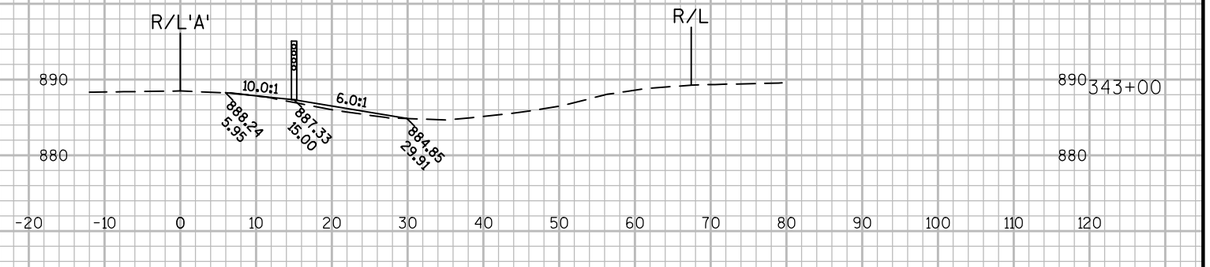
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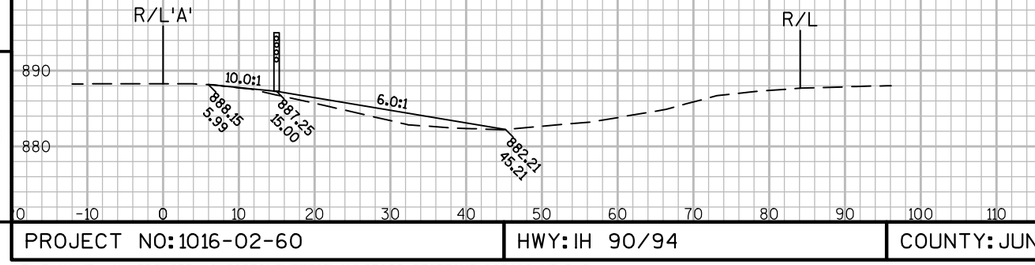
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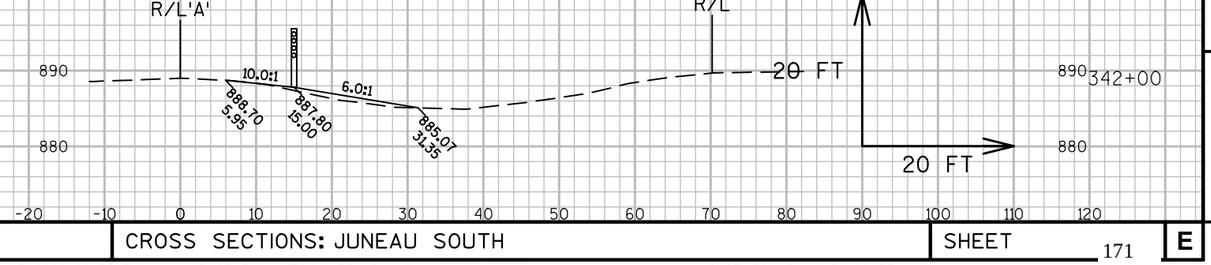
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343+00



337+00



342+00

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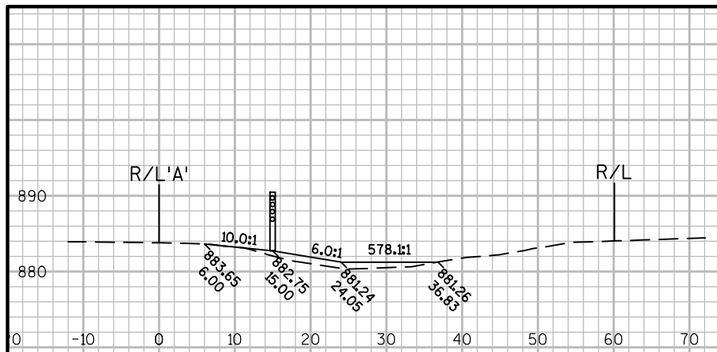
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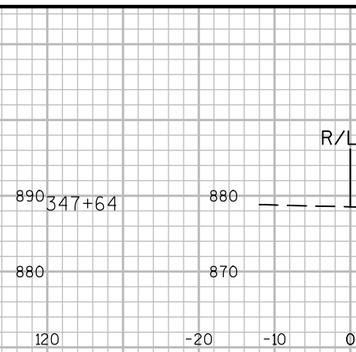
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 171	E

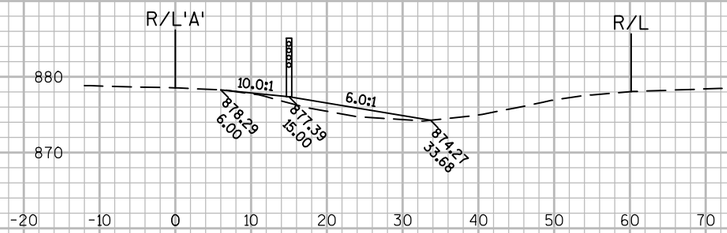
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LAYOUT NAME - (3)

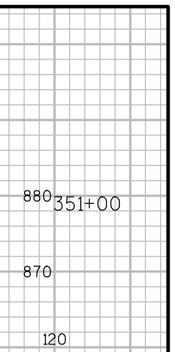
PLOT DATE : 3/17/2016 12:58 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

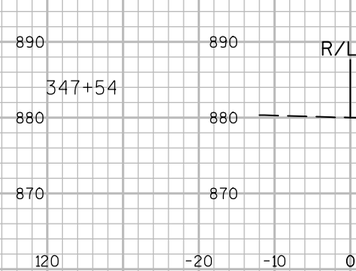


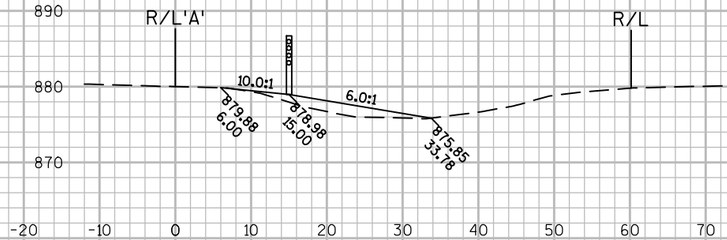


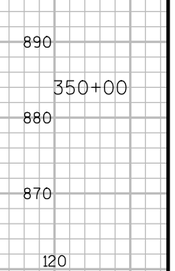




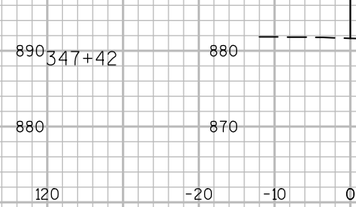


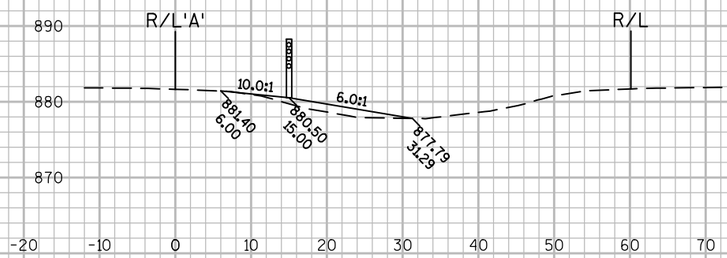


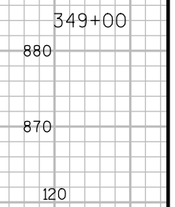


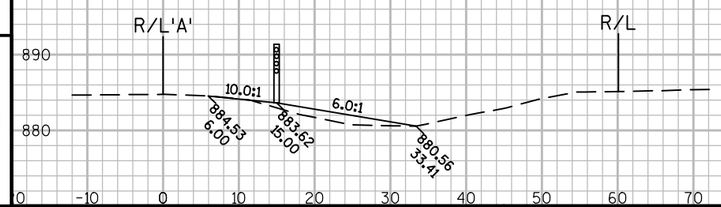


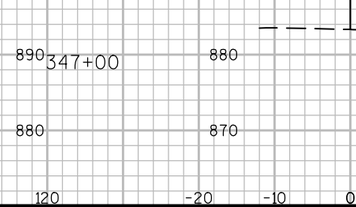


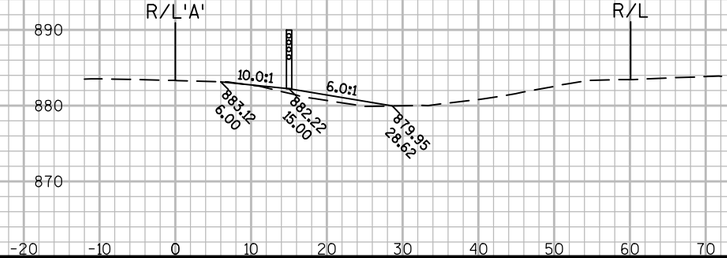


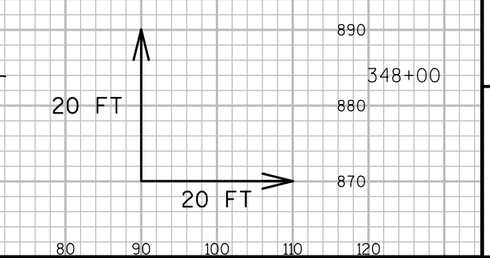












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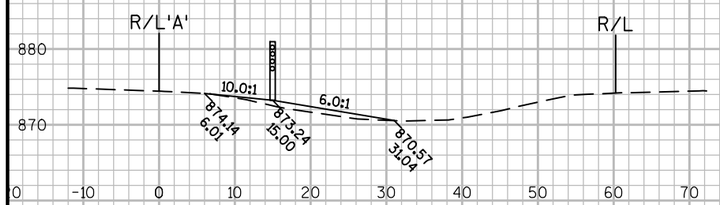
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 172	E

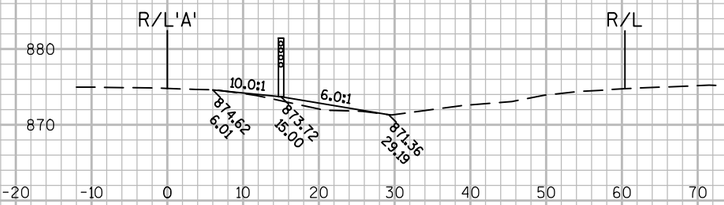
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LAYOUT NAME - (4)

PLOT DATE : 3/17/2016 12:58 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

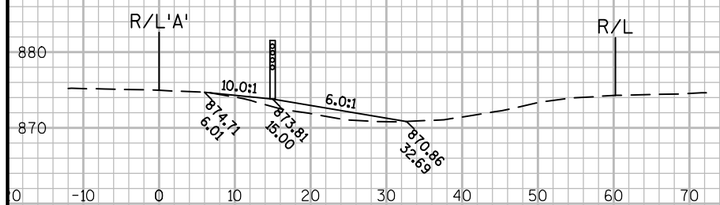
WISDOT/CADDS SHEET 49



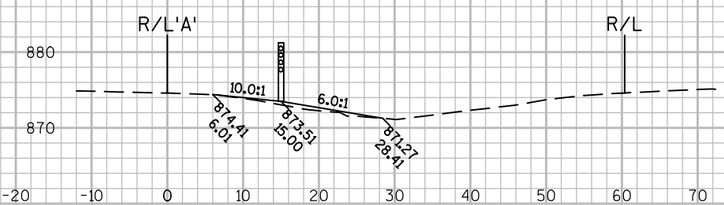
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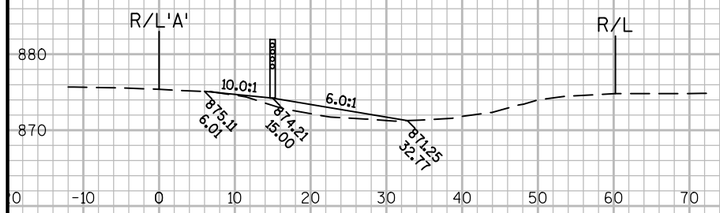
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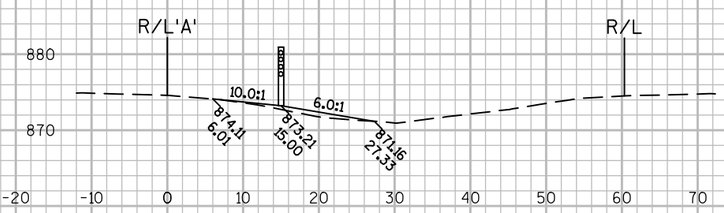
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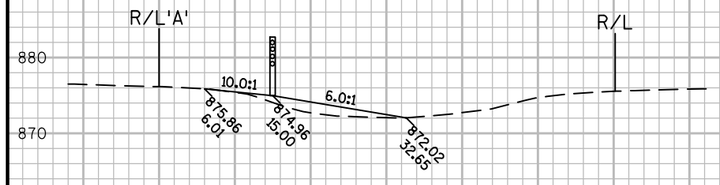
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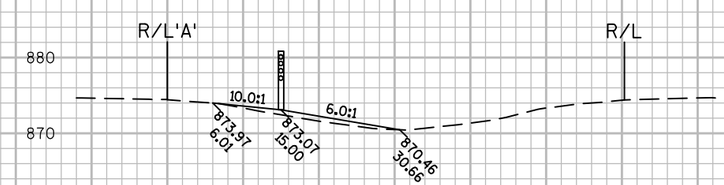
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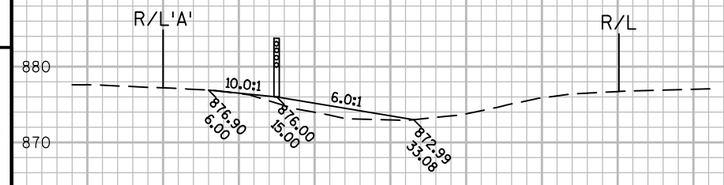
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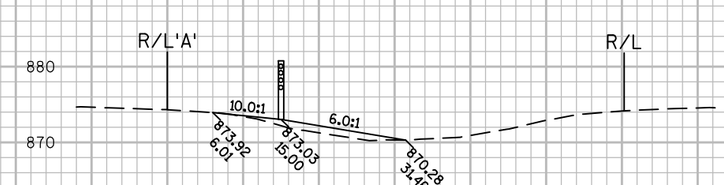
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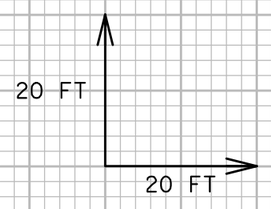
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357+00



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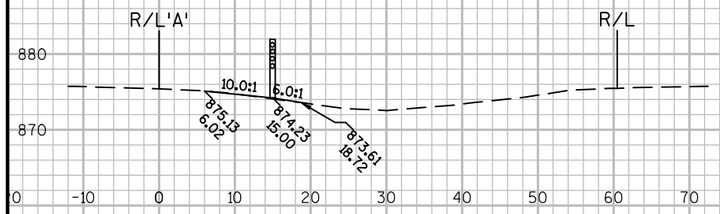
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET	E

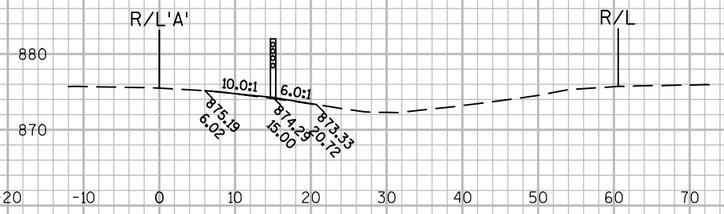
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LAYOUT NAME - (5)

PLOT DATE : 3/17/2016 12:59 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

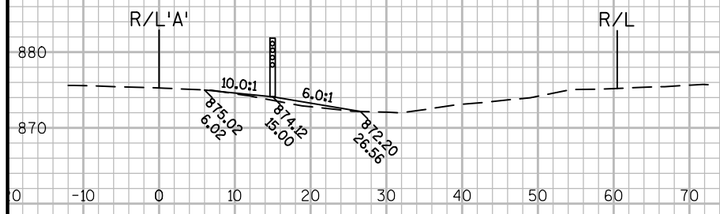
WISDOT/CADDS SHEET 49



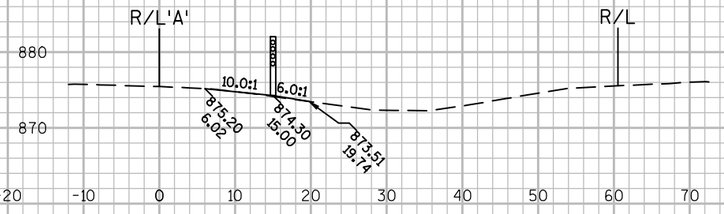
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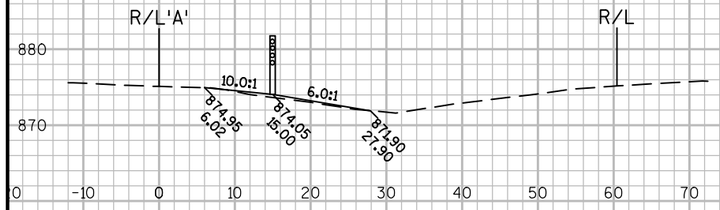
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365+00



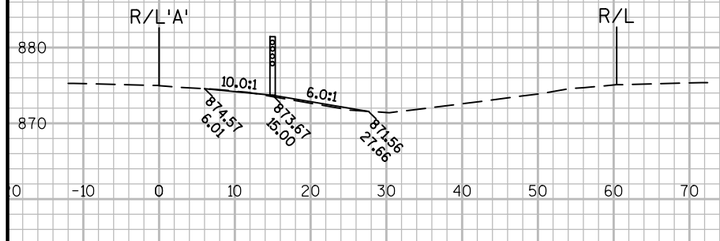
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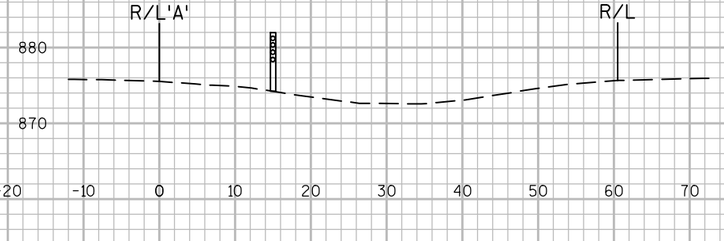
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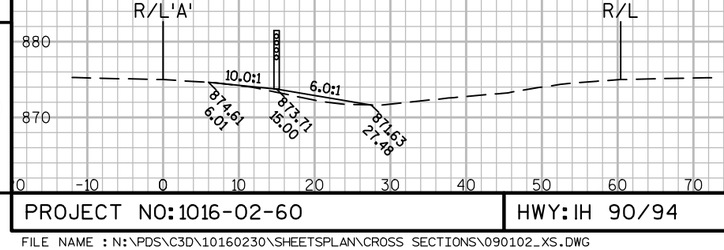
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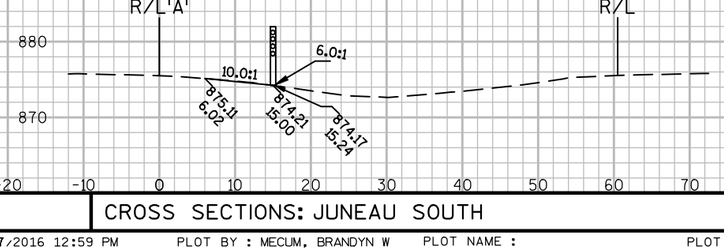
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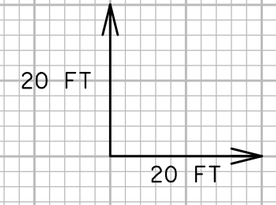
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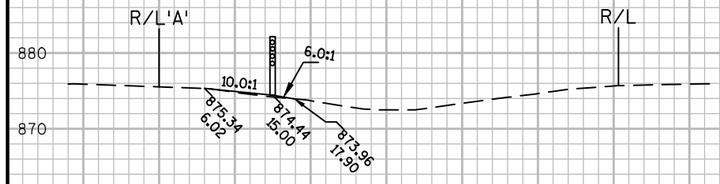
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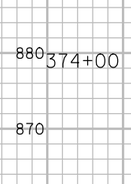
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET	E

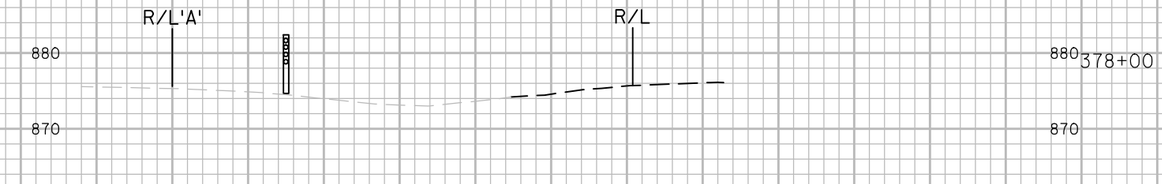
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090102_XS.DWG
LAYOUT NAME - (6)

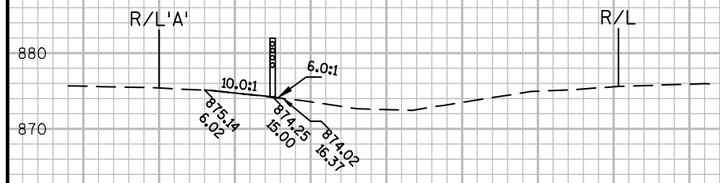
PLOT DATE : 3/17/2016 12:59 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

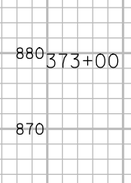
WISDOT/CADDS SHEET 49



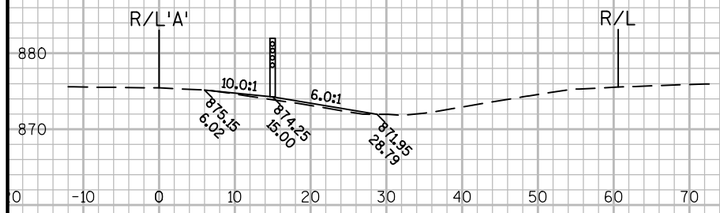


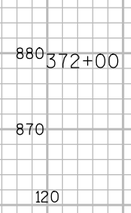


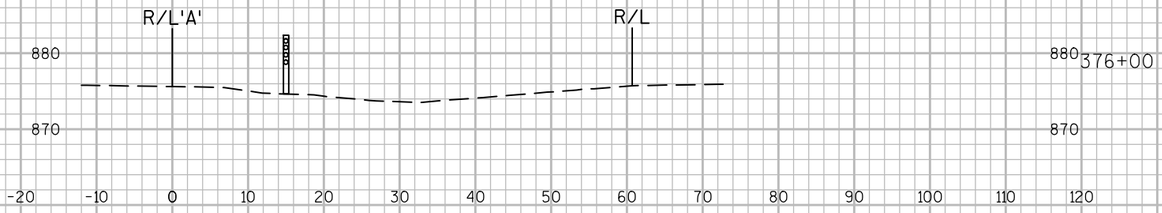


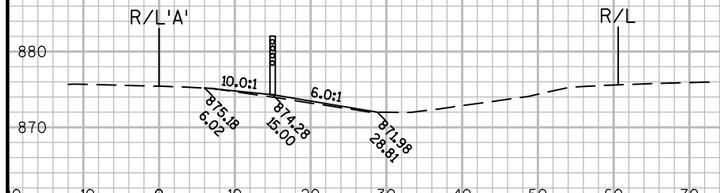


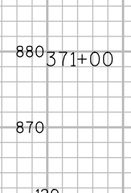


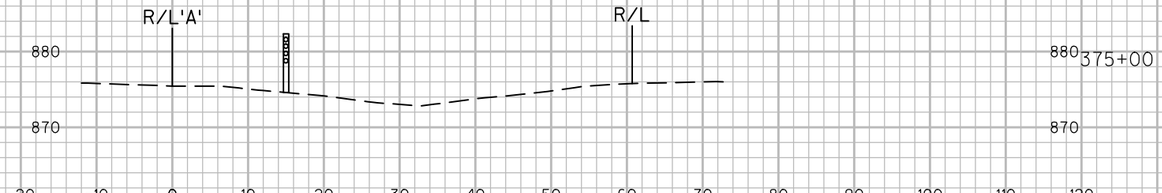


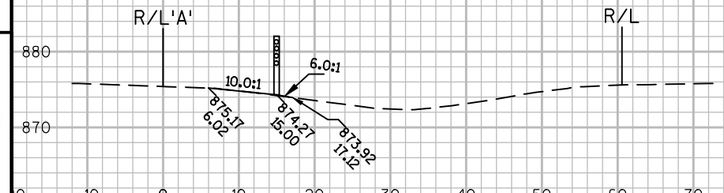


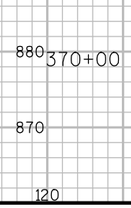


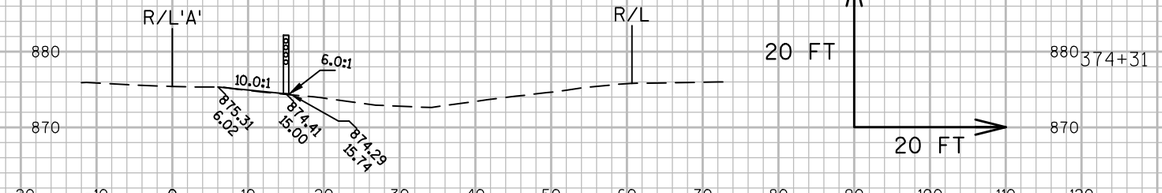


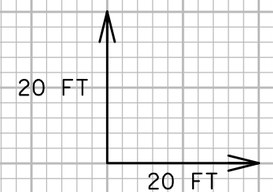










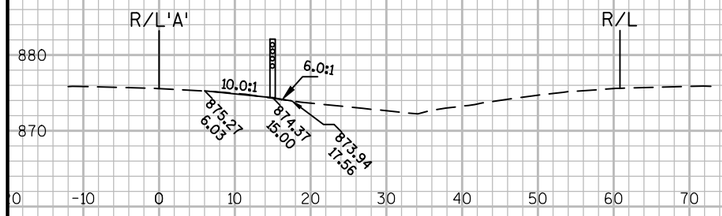


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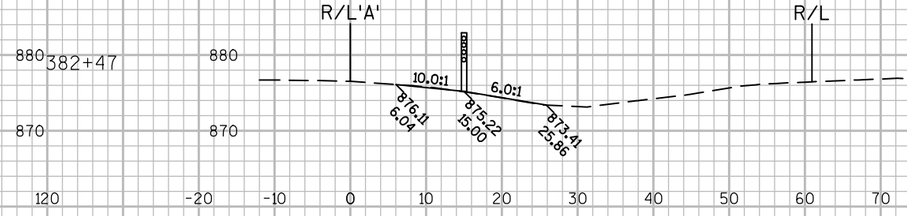
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 175	E

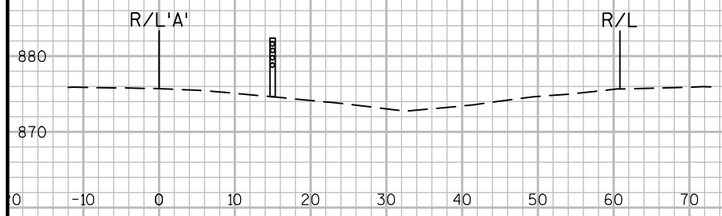
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LAYOUT NAME - (7)
PLOT DATE : 3/17/2016 12:59 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



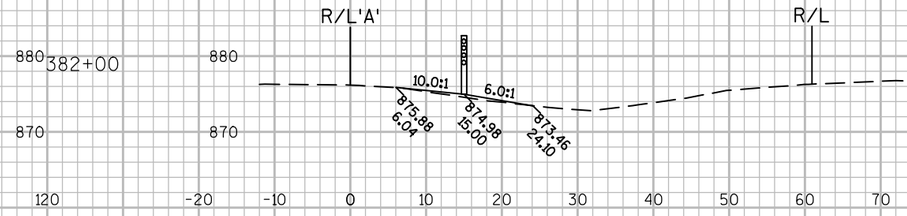
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386+95



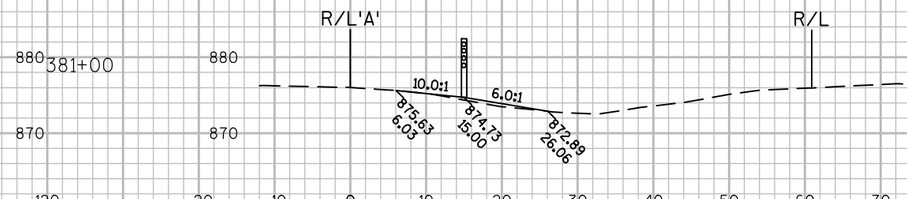
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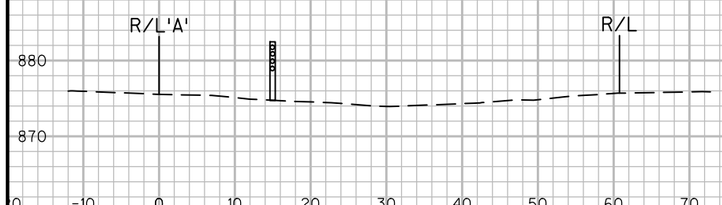
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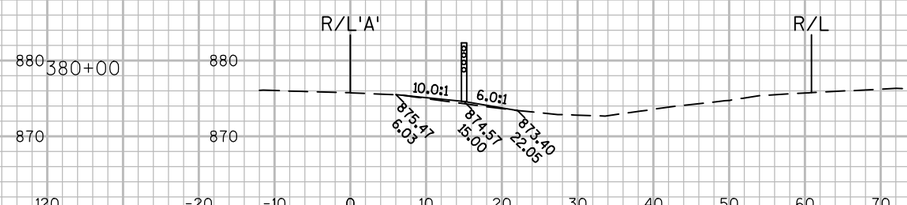
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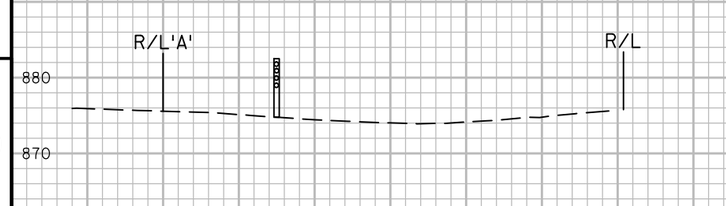
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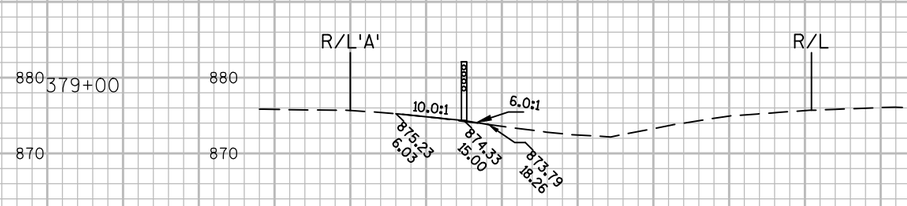
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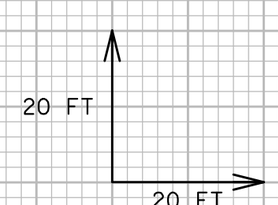
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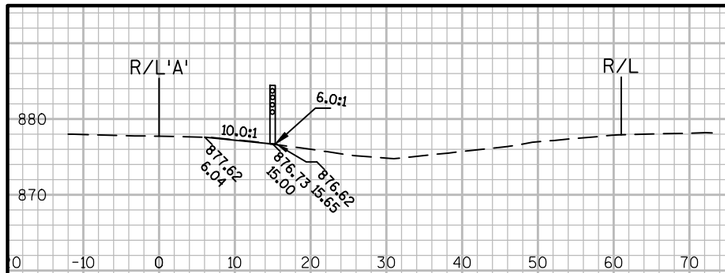
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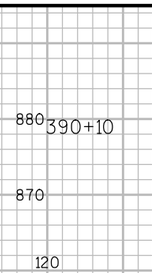


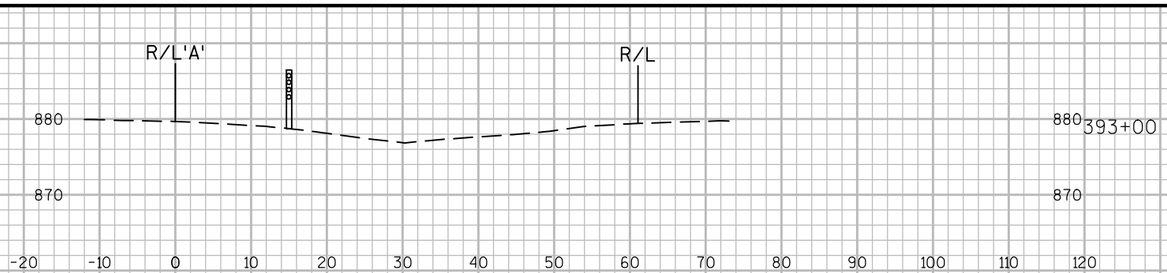
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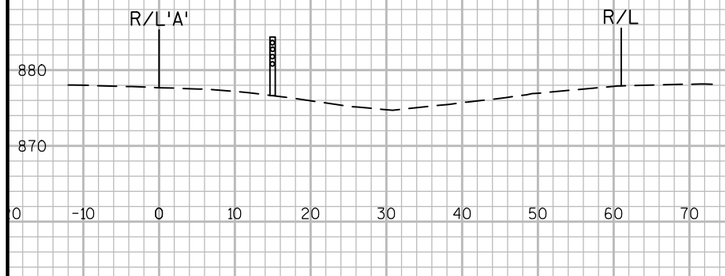
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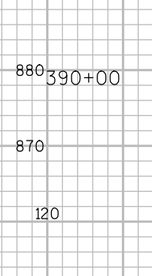
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 176	E

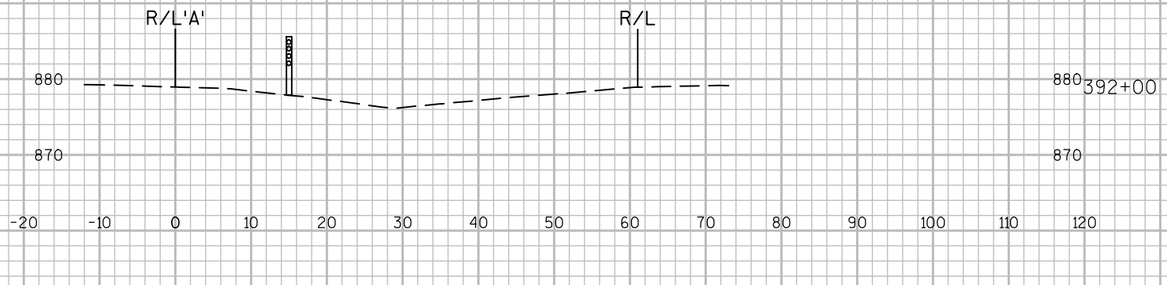


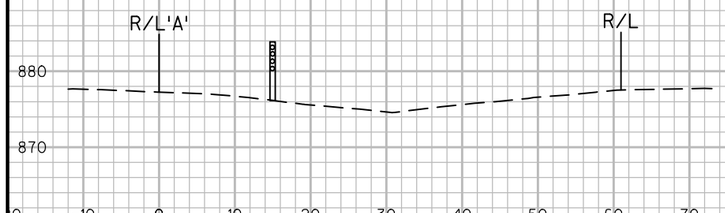


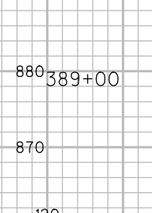


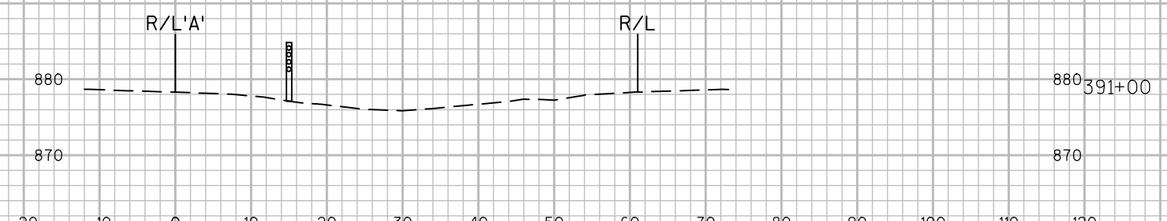


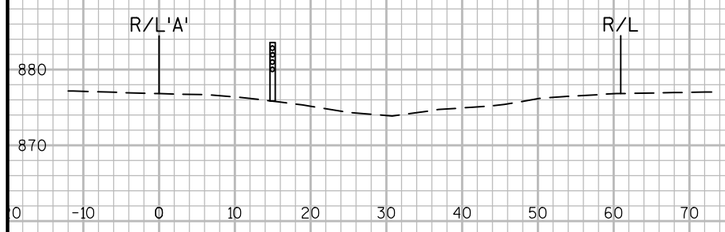


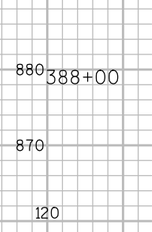


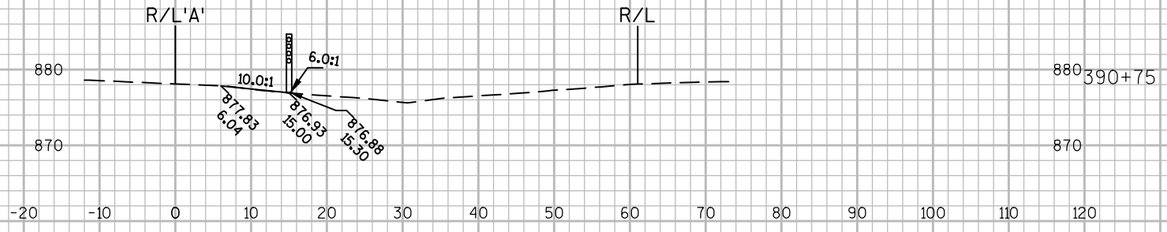


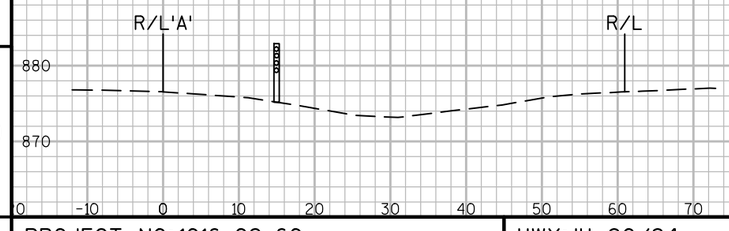


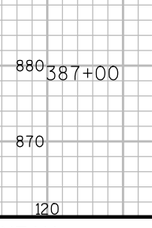


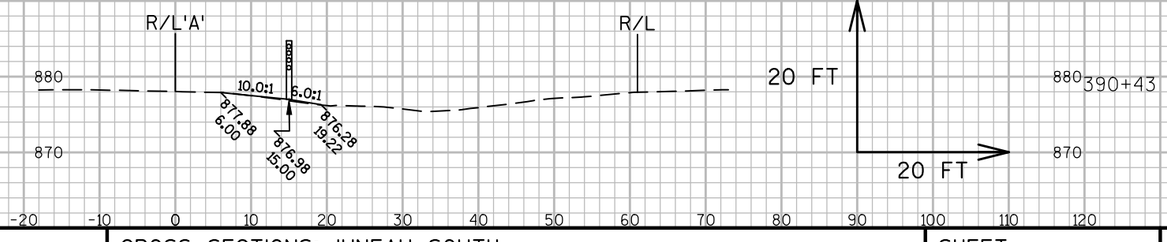










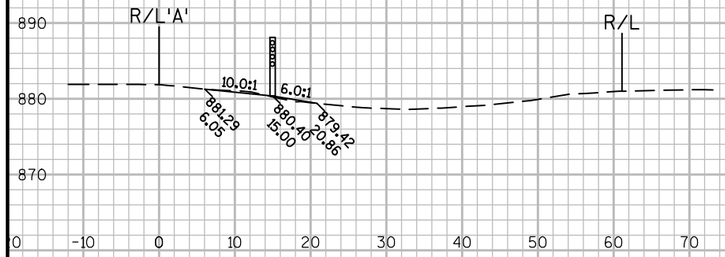


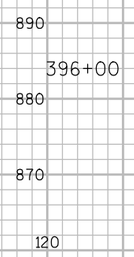
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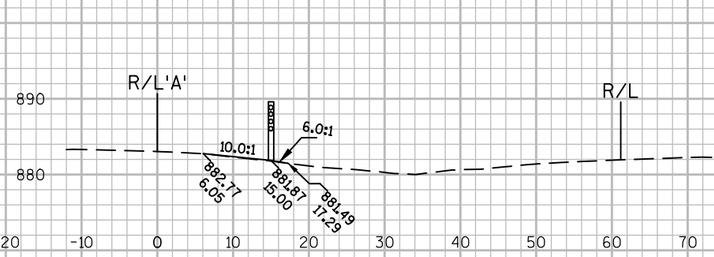
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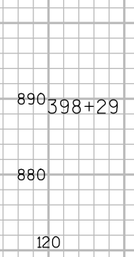
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 177	E

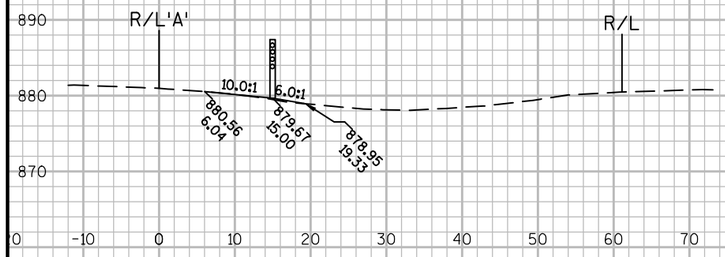
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LAYOUT NAME - (9)
PLOT DATE : 3/17/2016 1:00 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

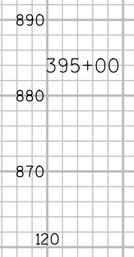


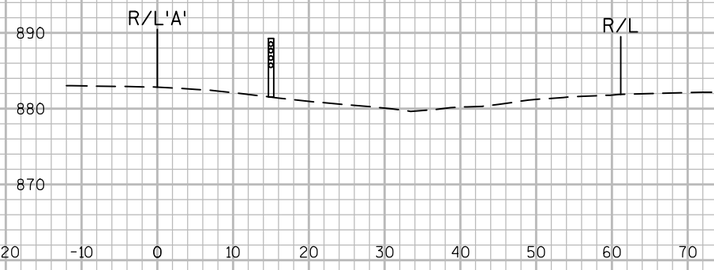


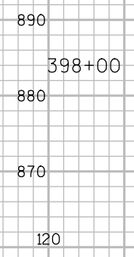


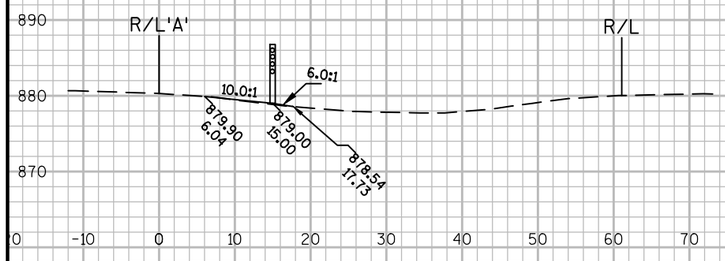


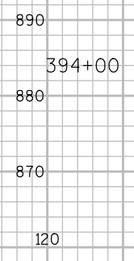


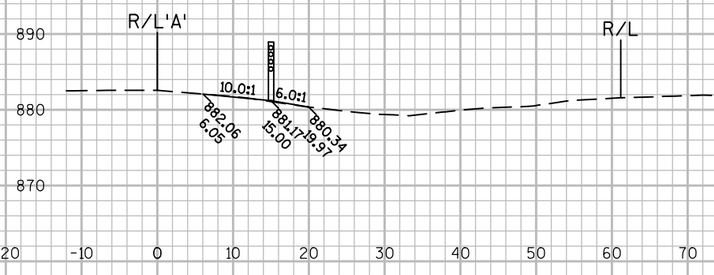


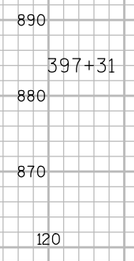


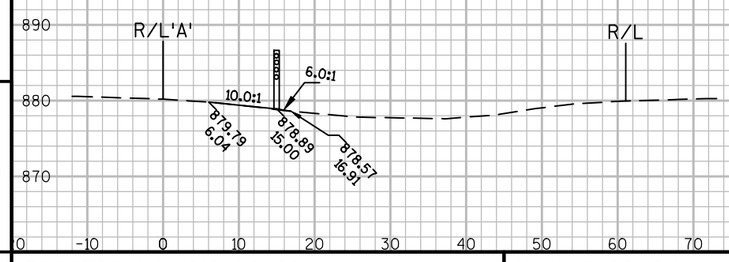


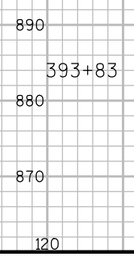


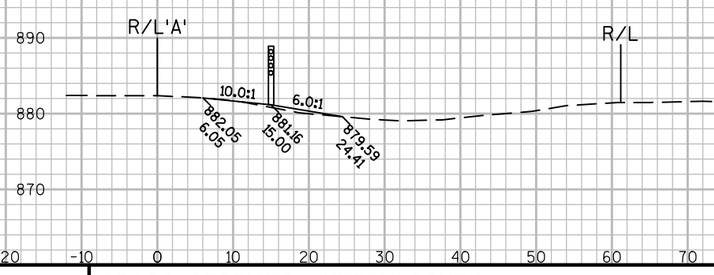


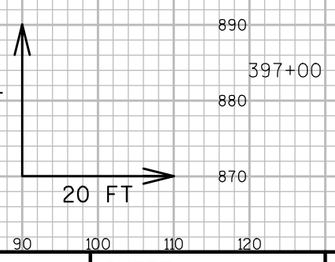












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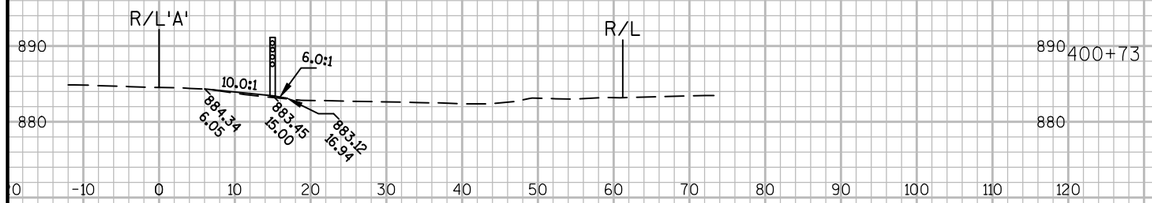
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 178	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090102_XS.DWG
LAYOUT NAME - (10)

PLOT DATE : 3/17/2016 1:01 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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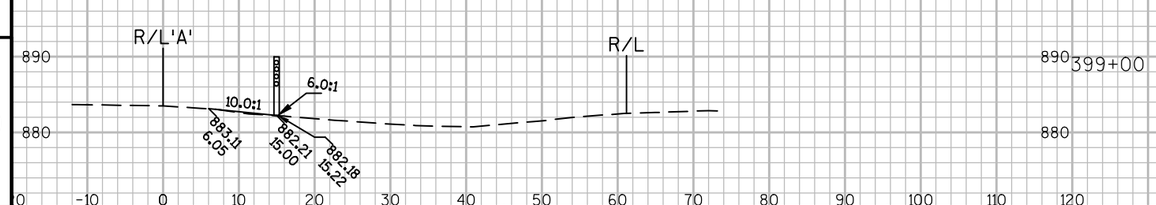
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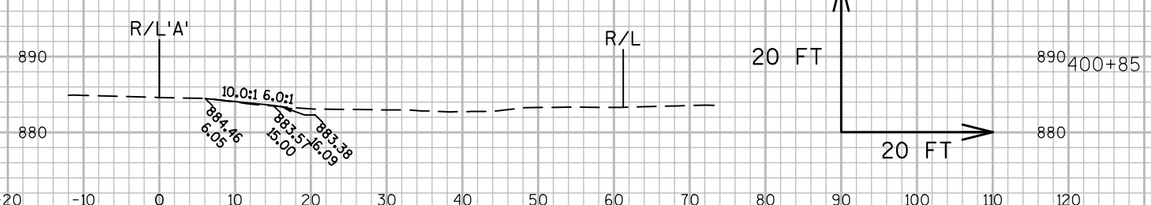
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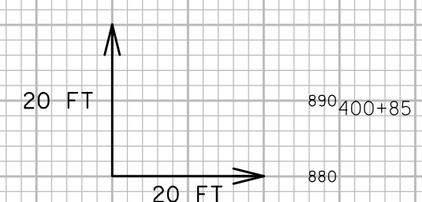


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890 399+00



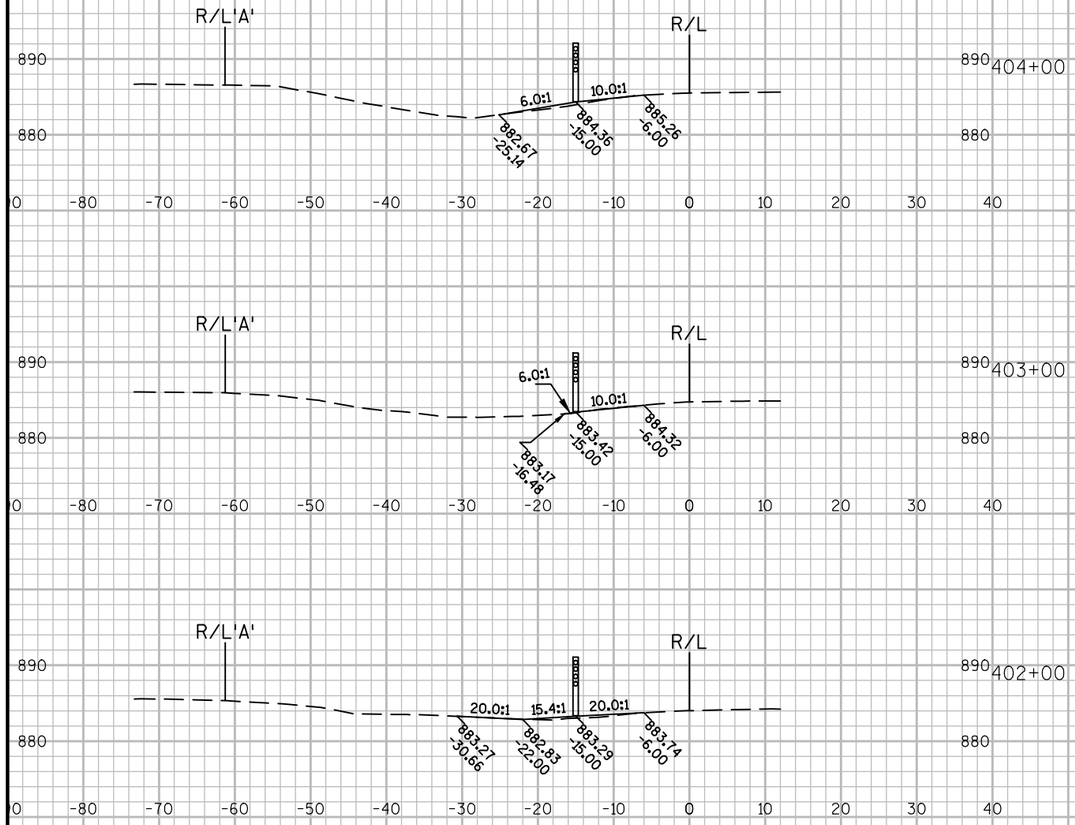


890 400+85

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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 179	E



404+00

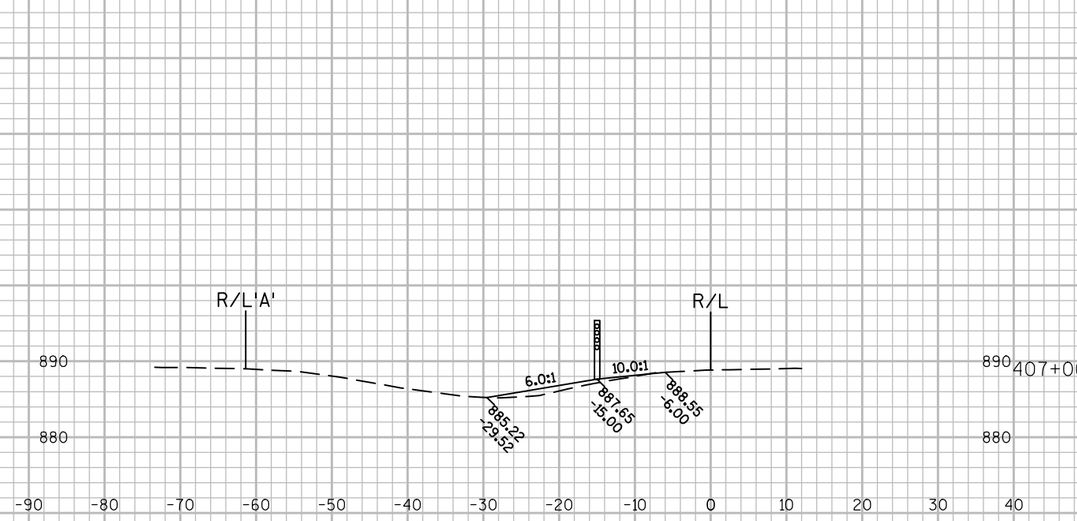
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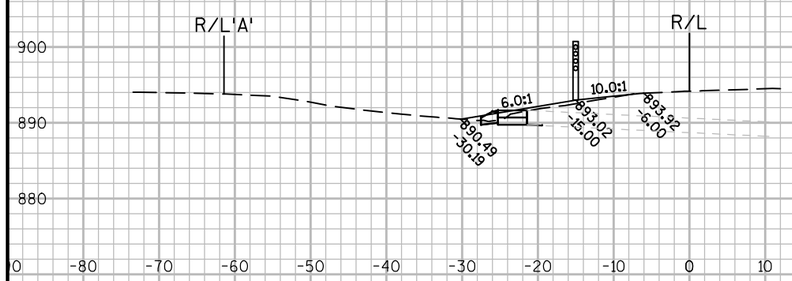
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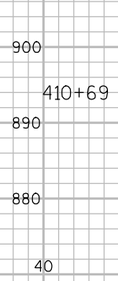
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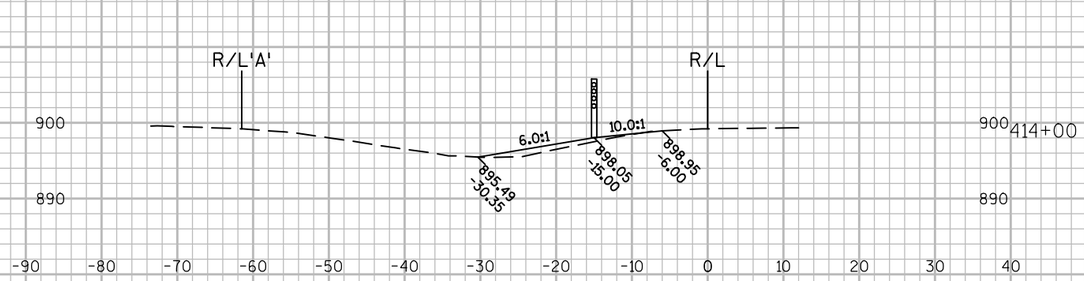
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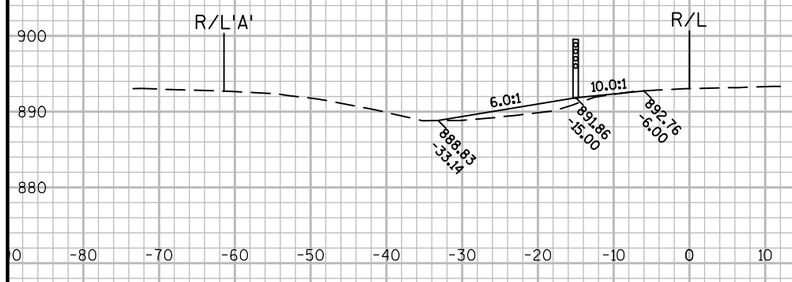
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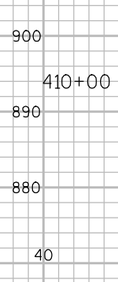
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 180	E

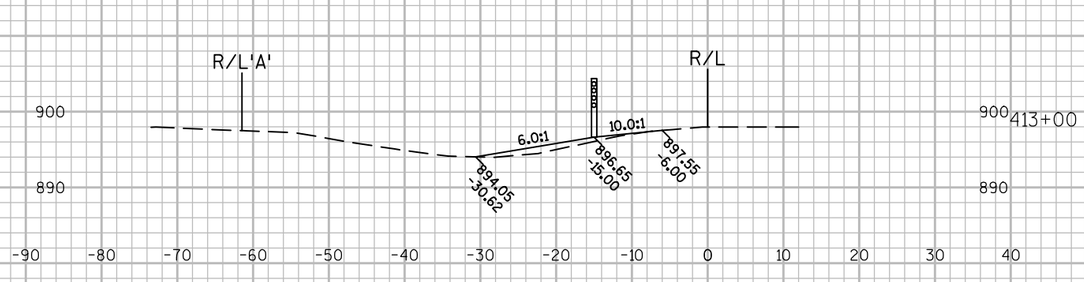


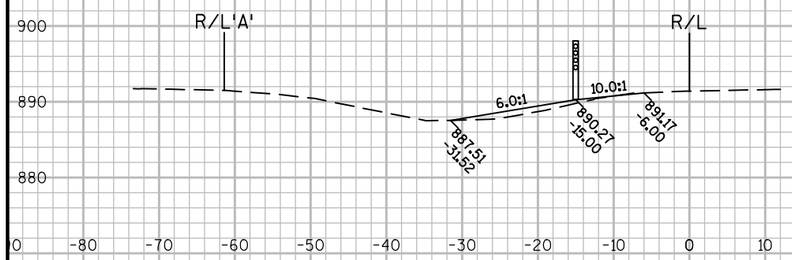


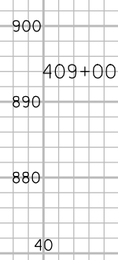


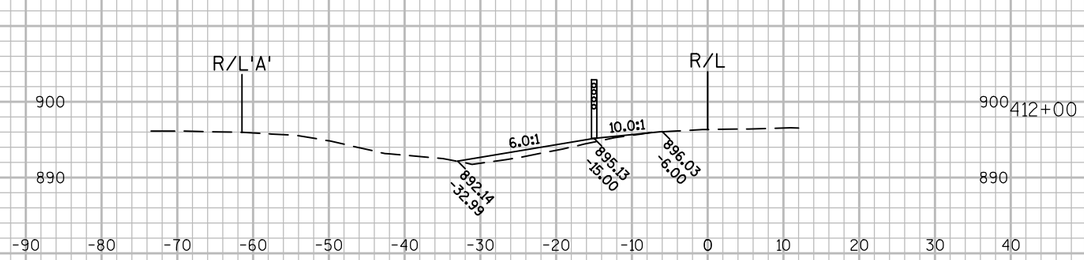


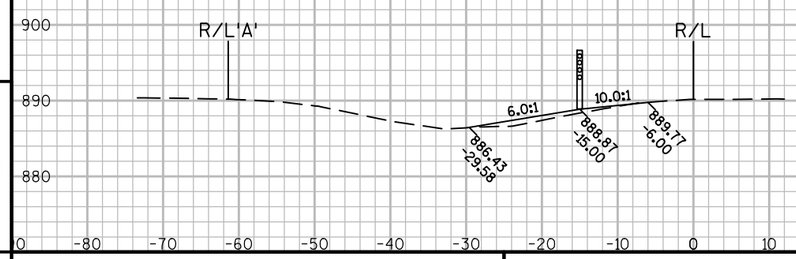


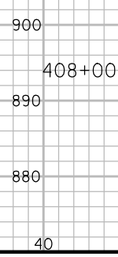


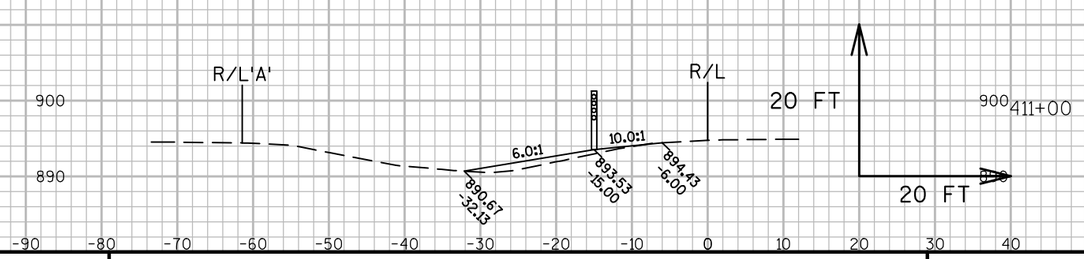












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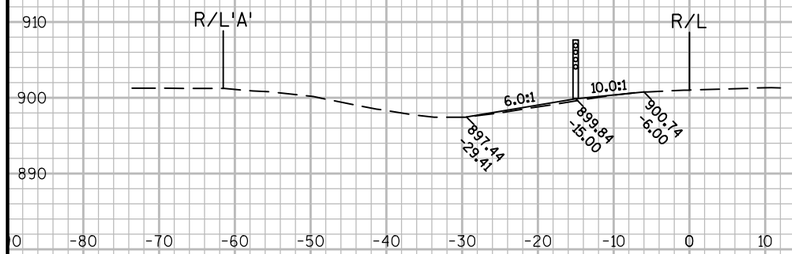
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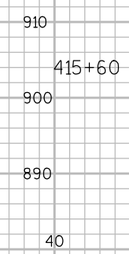
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 181	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090103_XS.DWG
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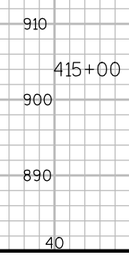
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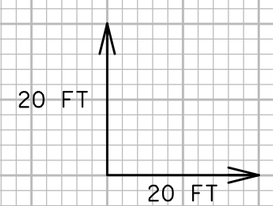
WISDOT/CADDS SHEET 49











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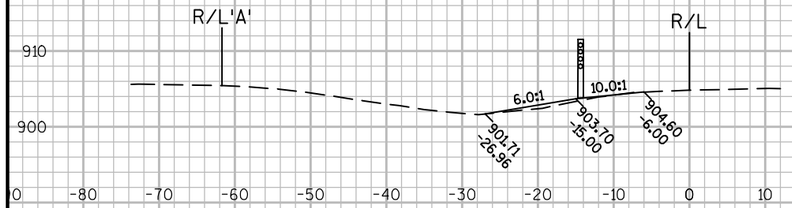
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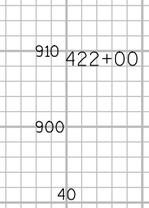
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 182	E

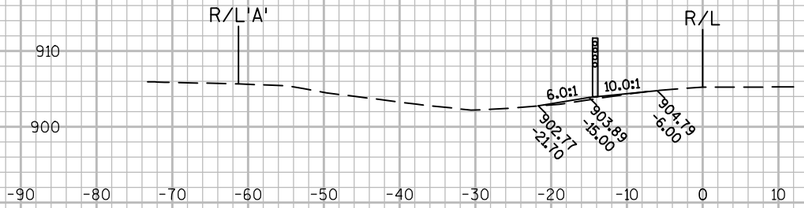
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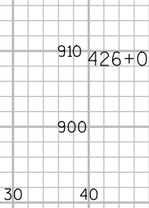
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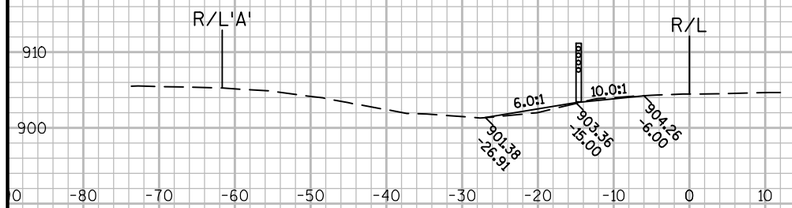
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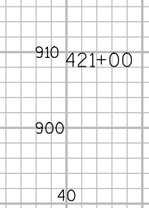


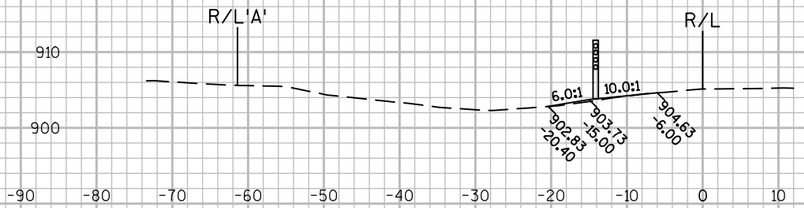


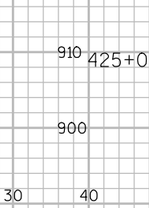


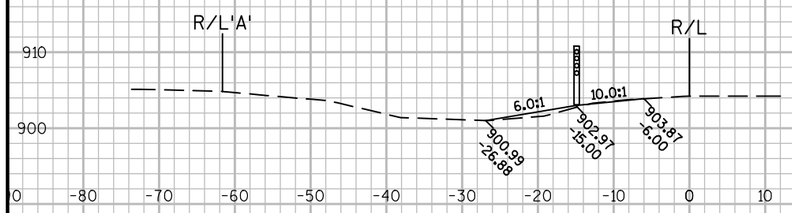


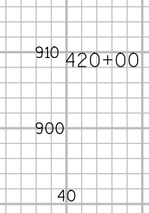


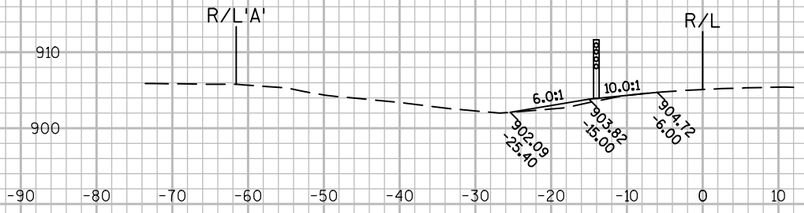


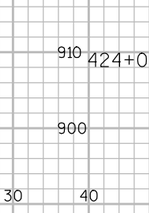


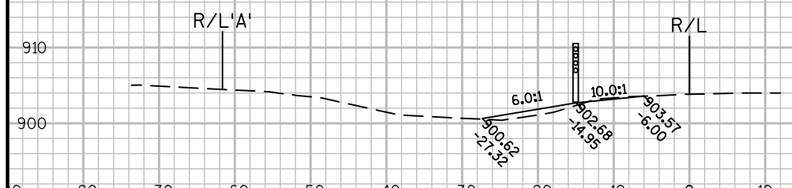


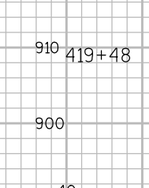


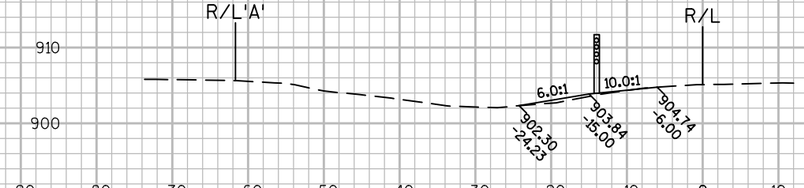


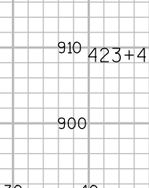


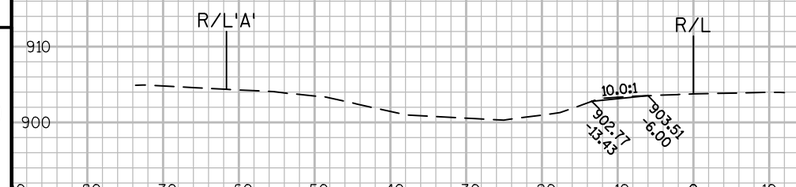


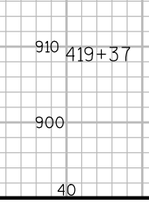


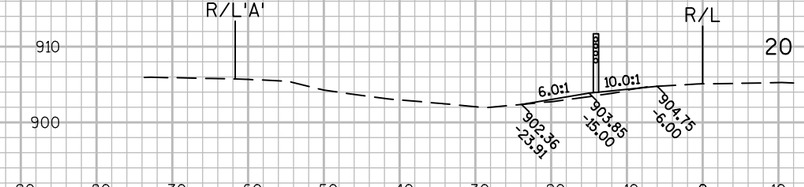


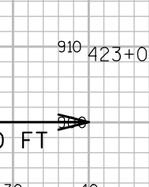


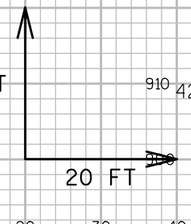








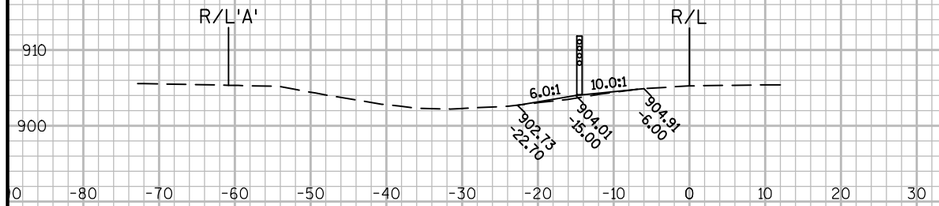




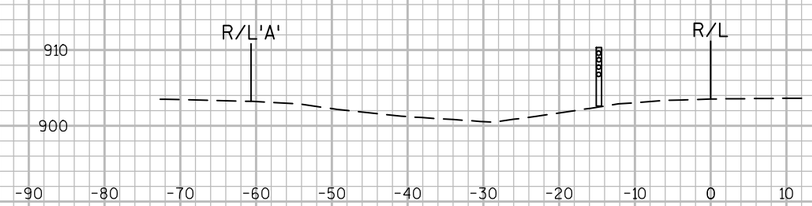
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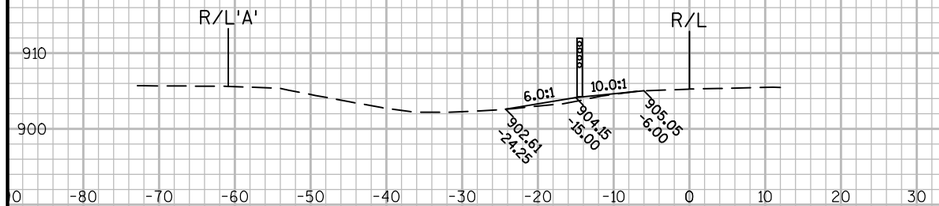
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 183	E



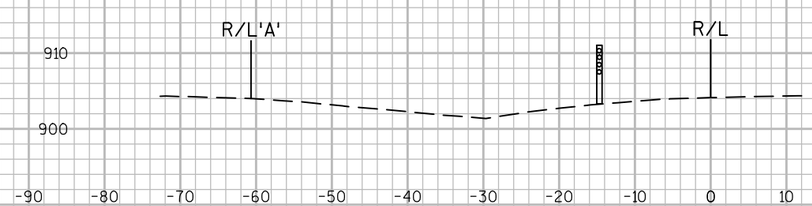
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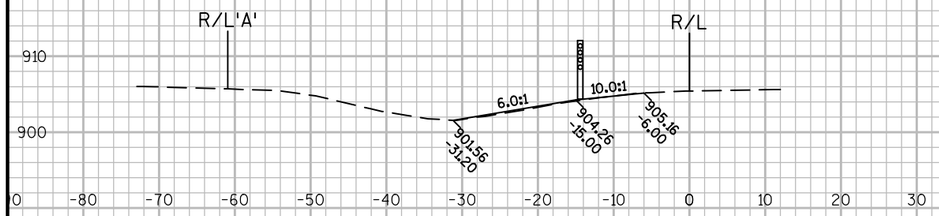
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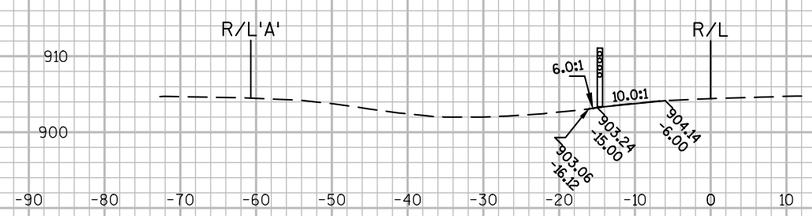
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433+00



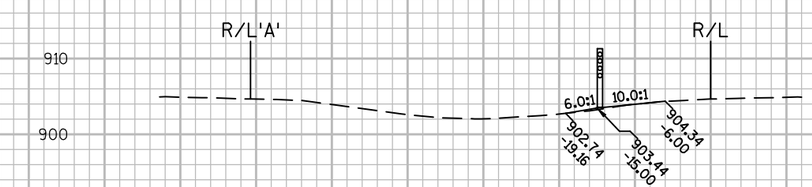
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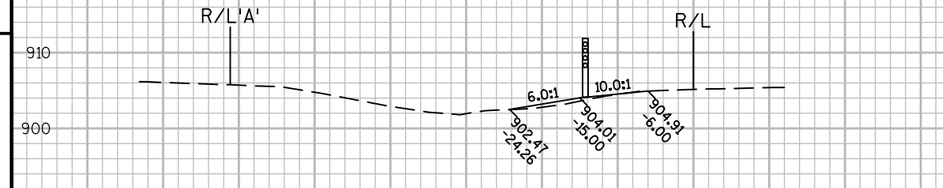
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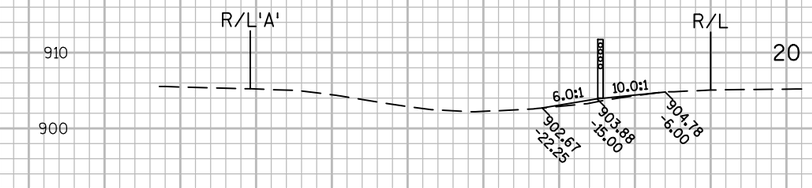
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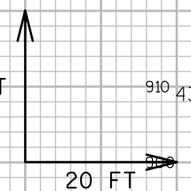


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427+00





431+00

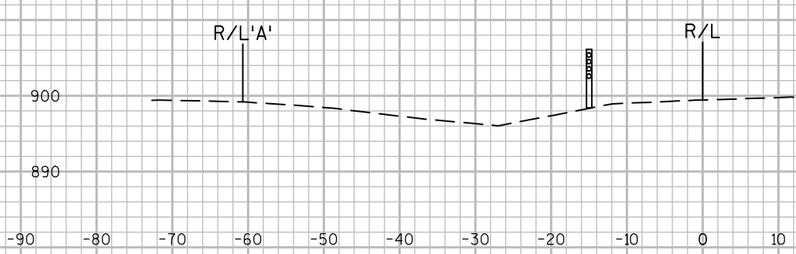
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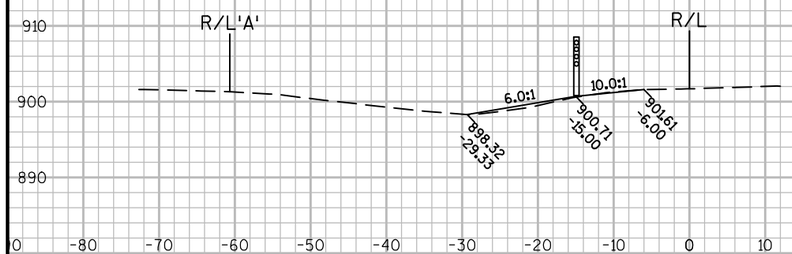
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 184	E



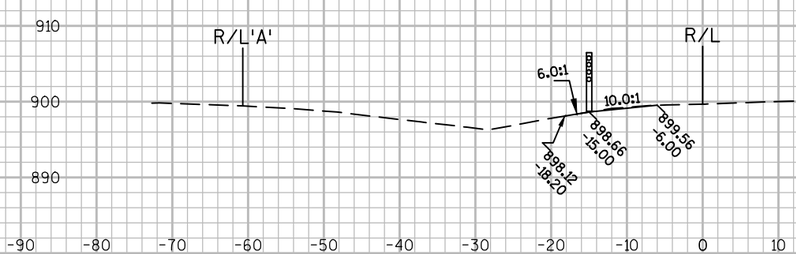
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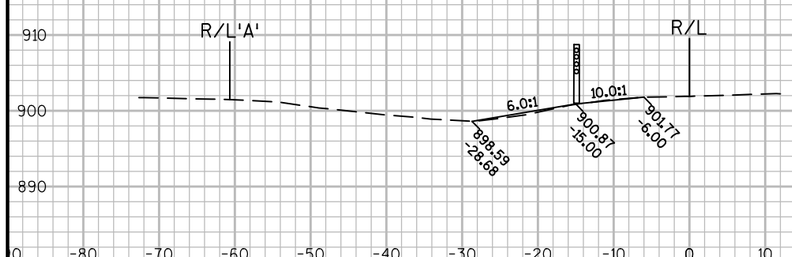
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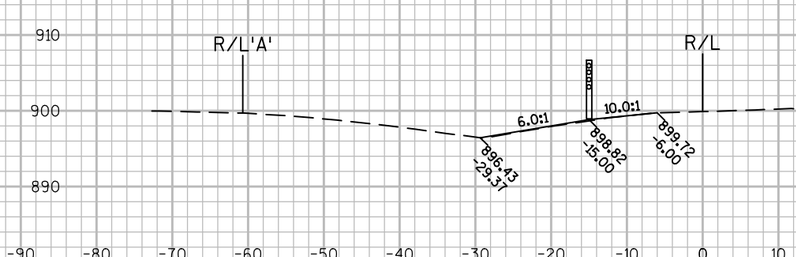
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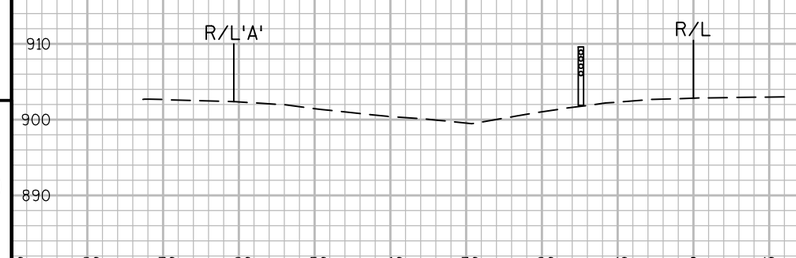
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435+86



438+00



435+00



437+40

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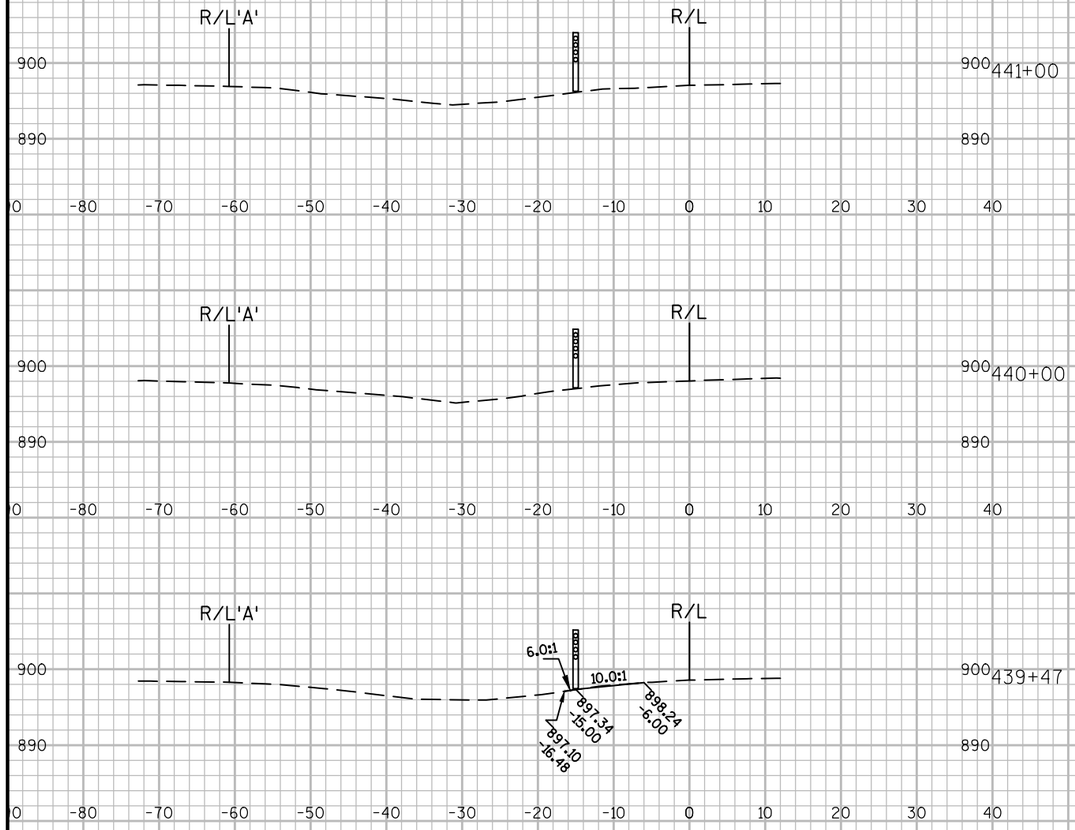
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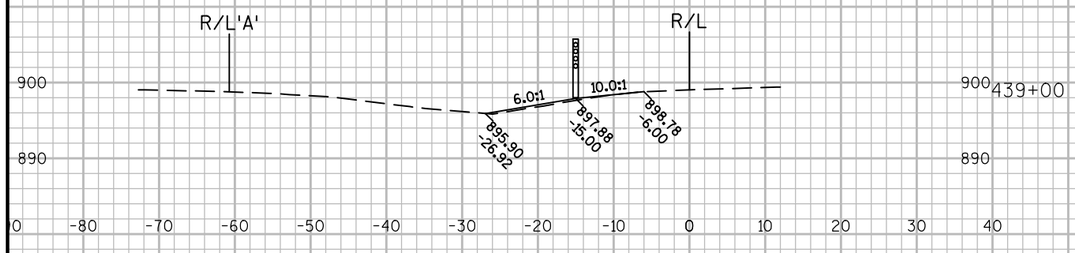
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 185	E

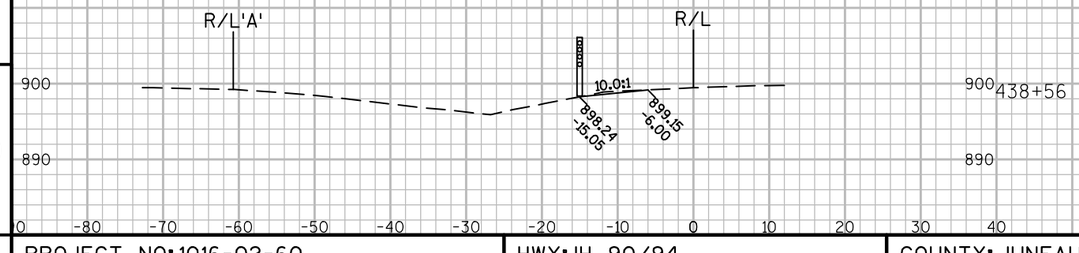
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LAYOUT NAME - 3

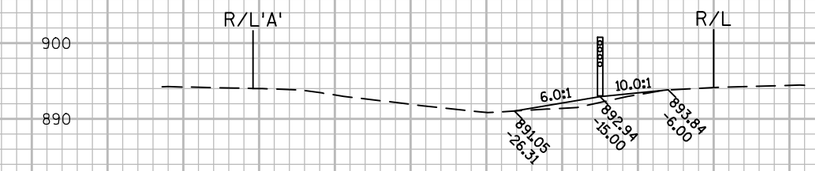
PLOT DATE : 3/17/2016 3:32 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

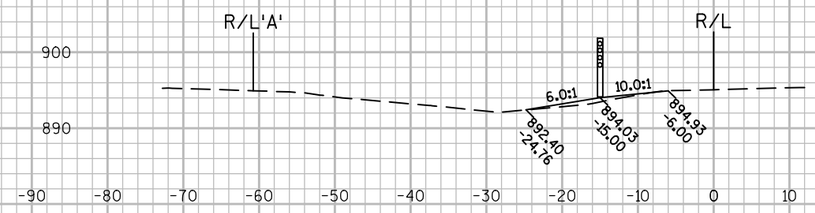
WISDOT/CADDS SHEET 49

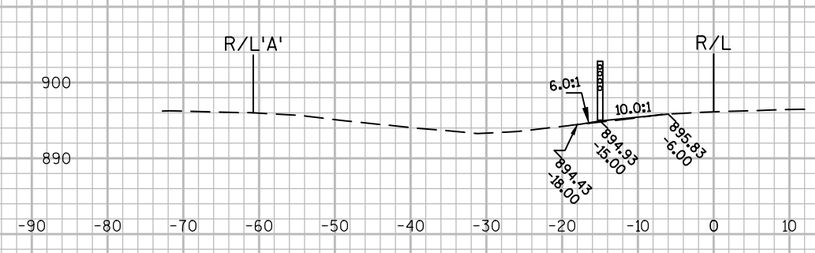


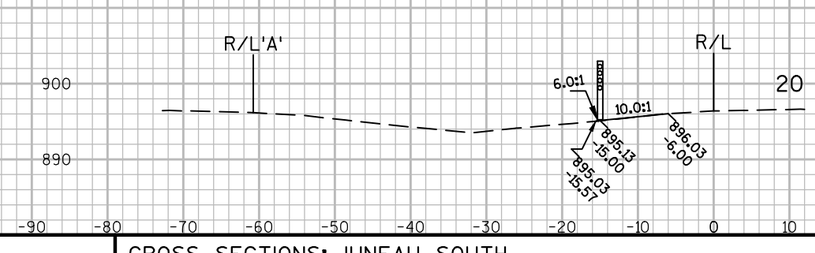










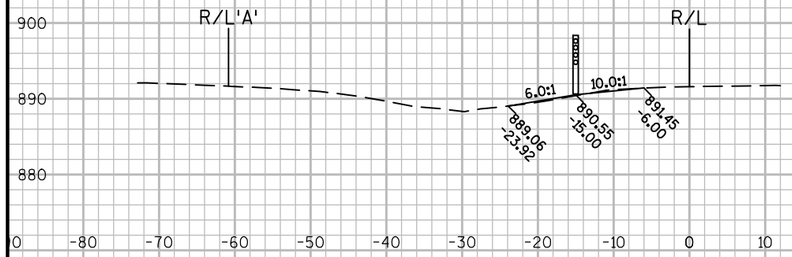


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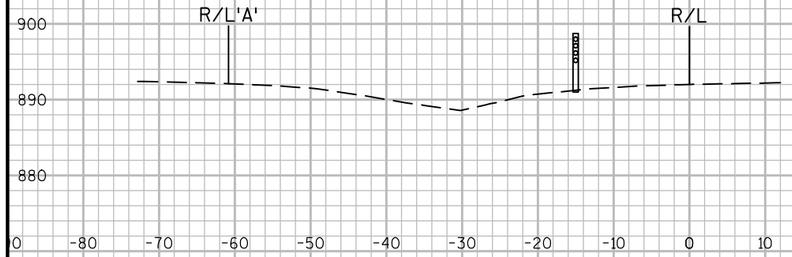
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: JUNEAU	CROSS SECTIONS: JUNEAU SOUTH	SHEET 186	E

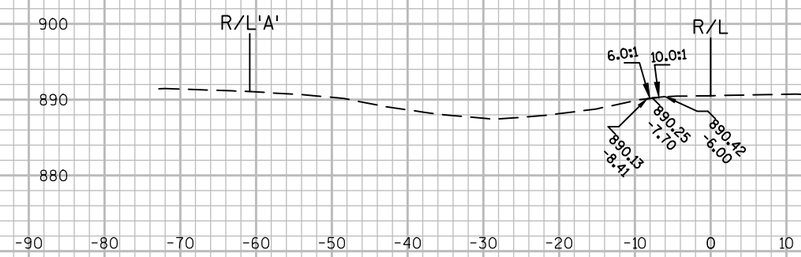
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090103_XS.DWG
LAYOUT NAME - 4
PLOT DATE : 3/17/2016 3:33 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



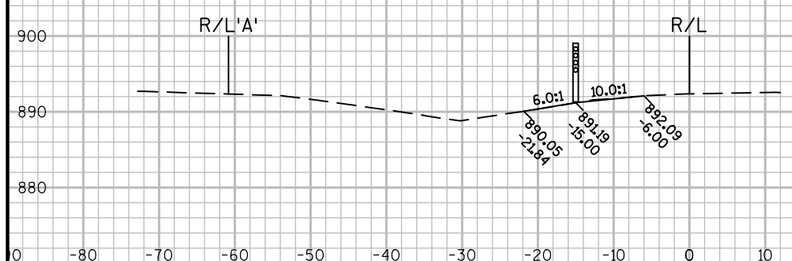
446+35



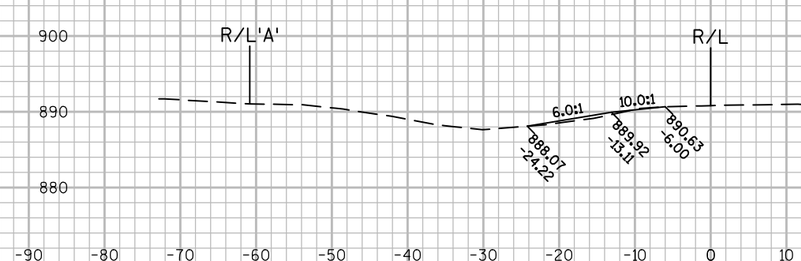
446+00



447+22



445+74



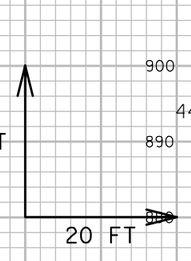
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445+00



446+92



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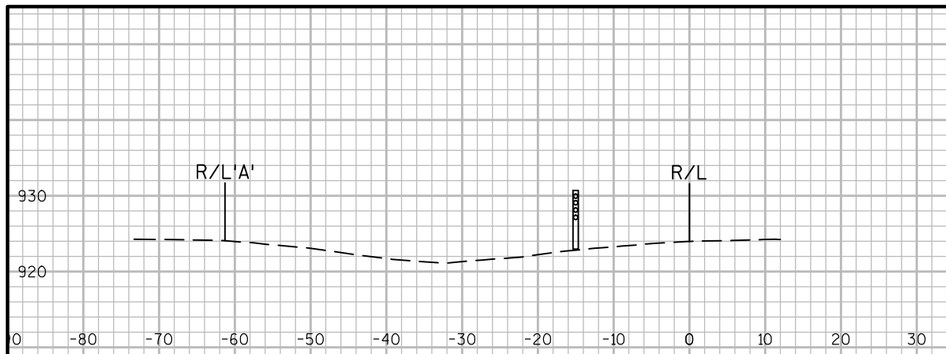
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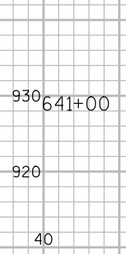
PROJECT NO: 1016-02-60 | HWY: IH 90/94 | COUNTY: JUNEAU | CROSS SECTIONS: JUNEAU SOUTH | SHEET 187 | E

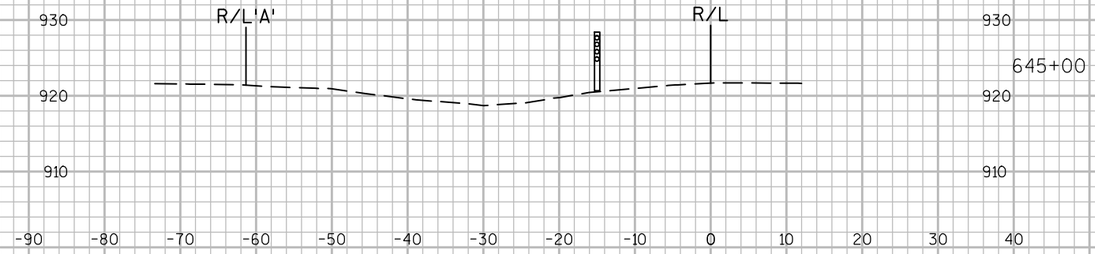
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LAYOUT NAME - 5

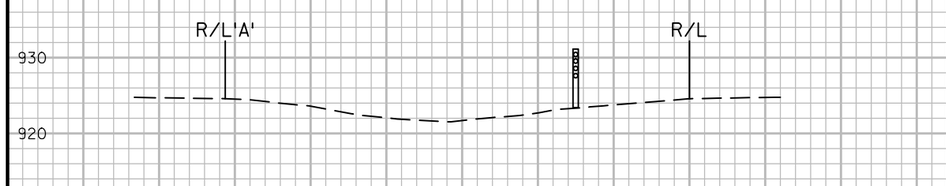
PLOT DATE : 3/17/2016 3:33 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



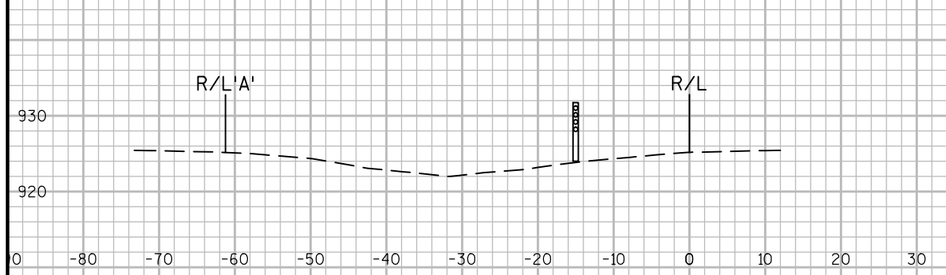


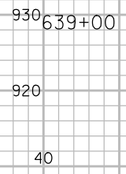


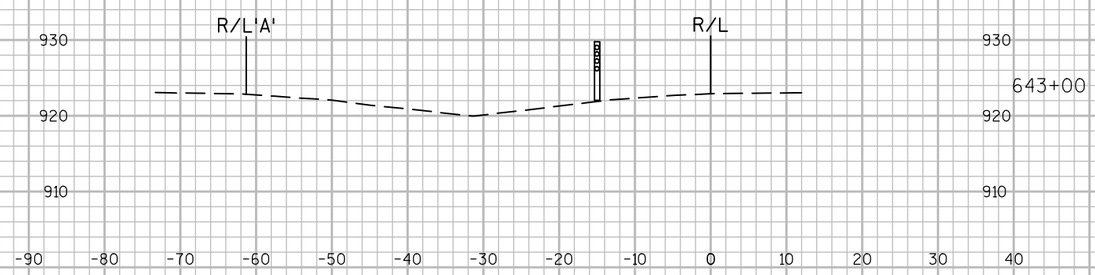


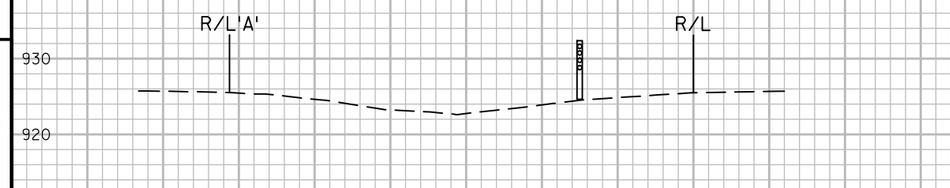


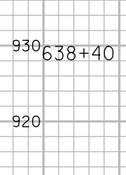


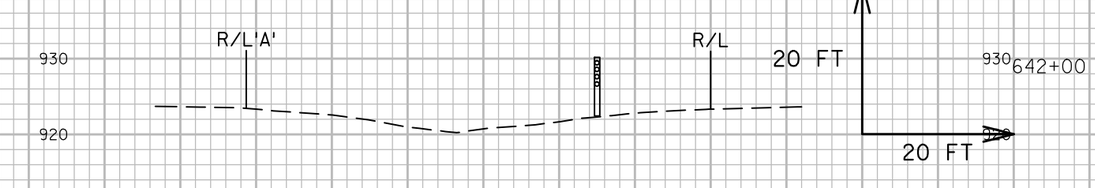


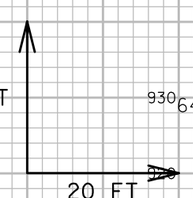












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9

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 188	E

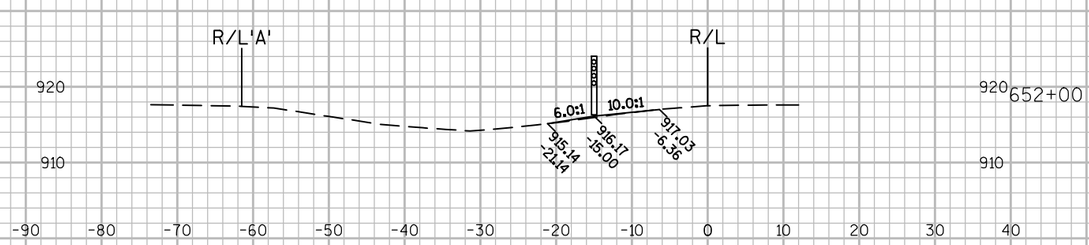
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LAYOUT NAME - (1)

PLOT DATE : 3/18/2016 7:38 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

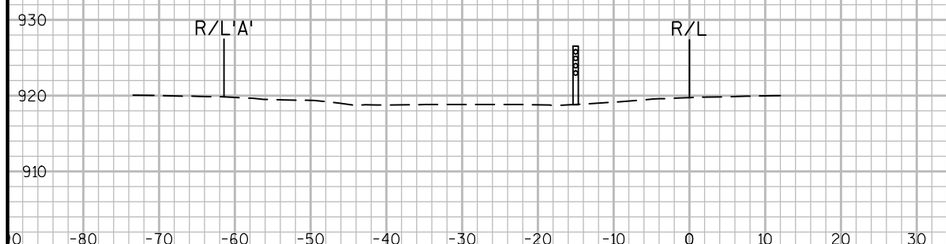
WISDOT/CADDS SHEET 49



649+00



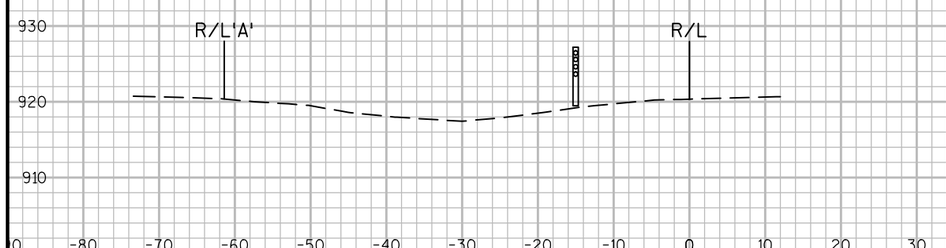
652+00



648+00



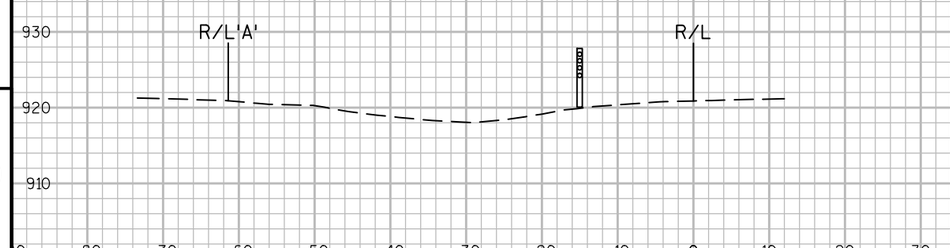
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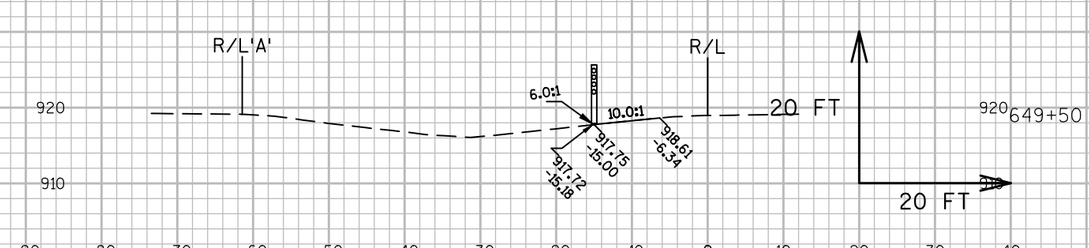
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650+00



646+00

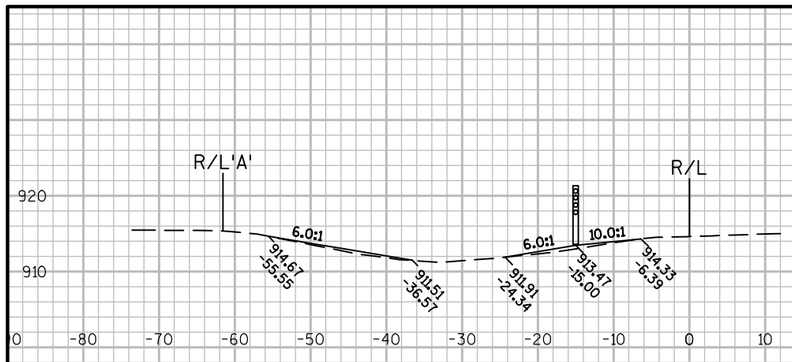


649+50

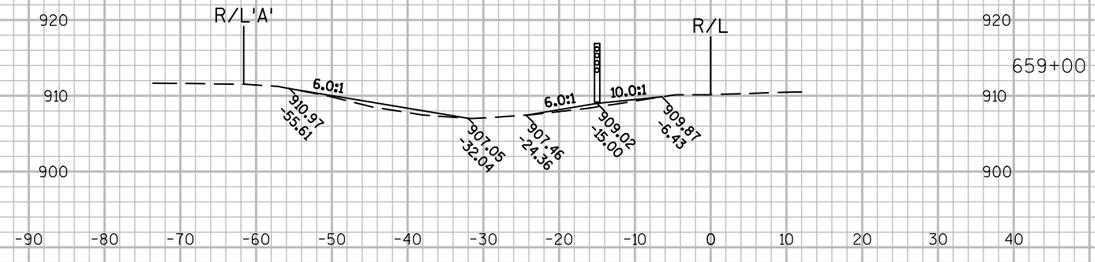
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9

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 189	E



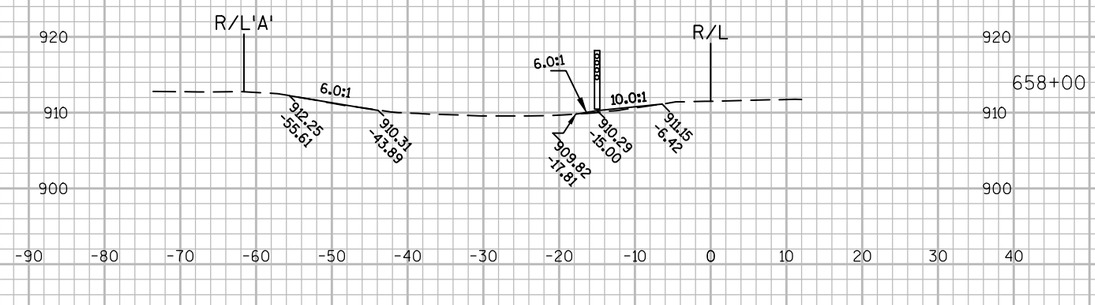
655+00



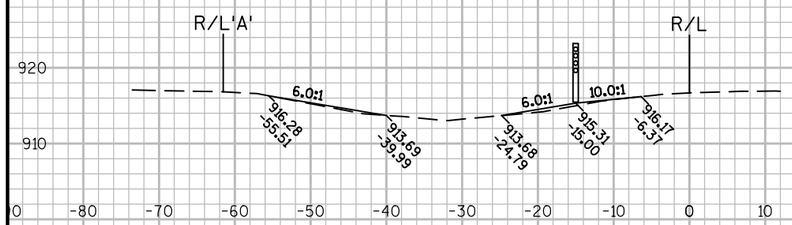
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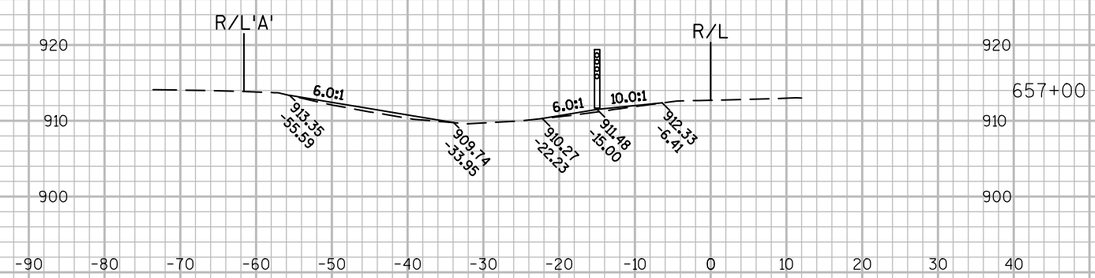
654+00



658+00



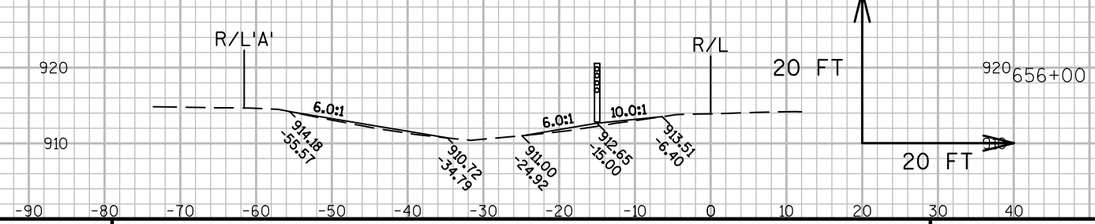
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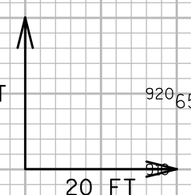


657+00



652+87





656+00

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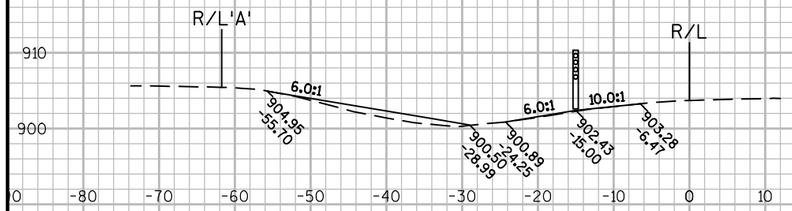
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 190 E

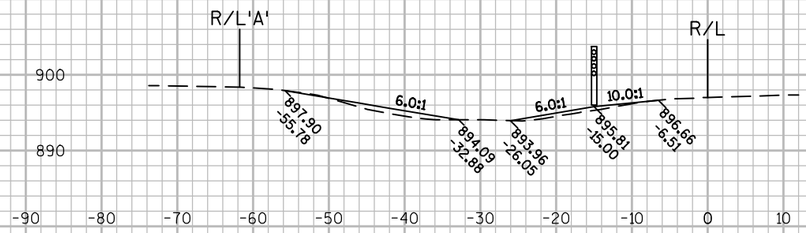
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LAYOUT NAME - (3)

PLOT DATE : 3/18/2016 7:39 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

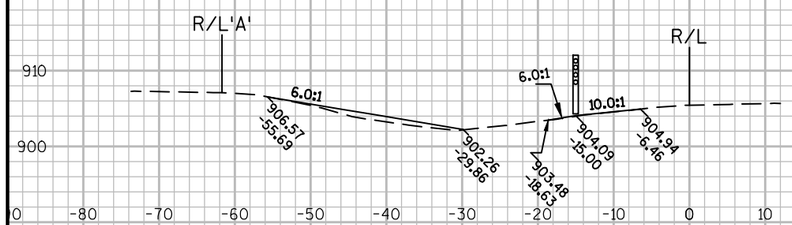
WISDOT/CADDS SHEET 49



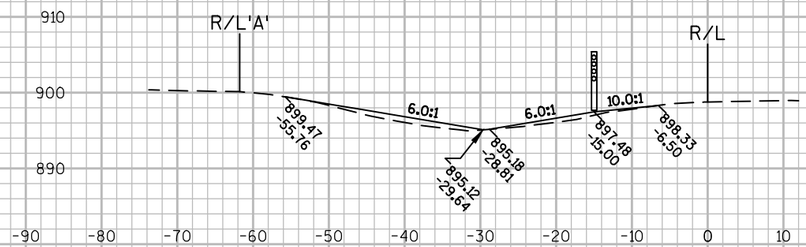
663+00



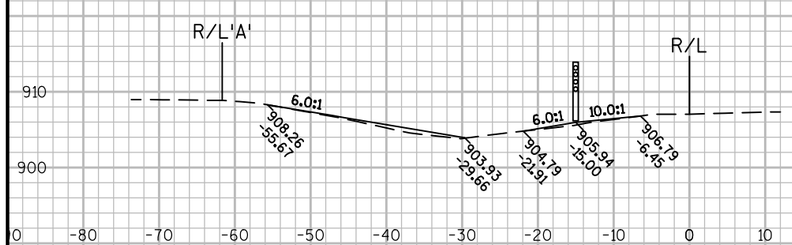
667+00



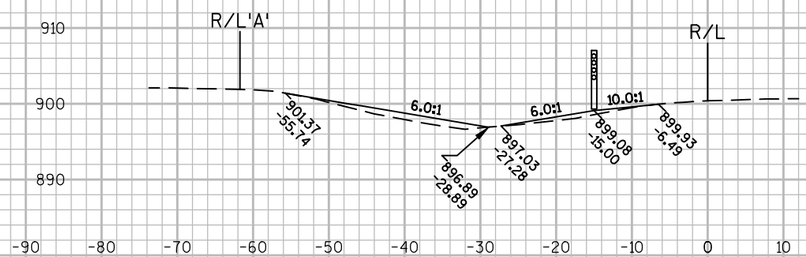
662+00



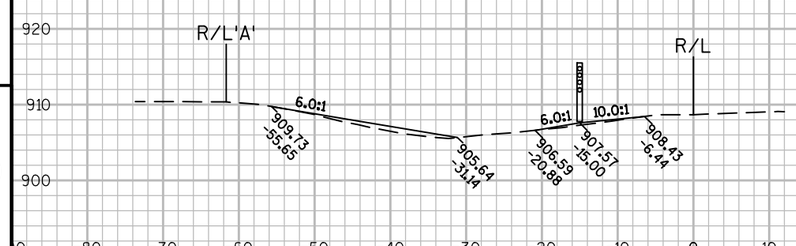
666+00



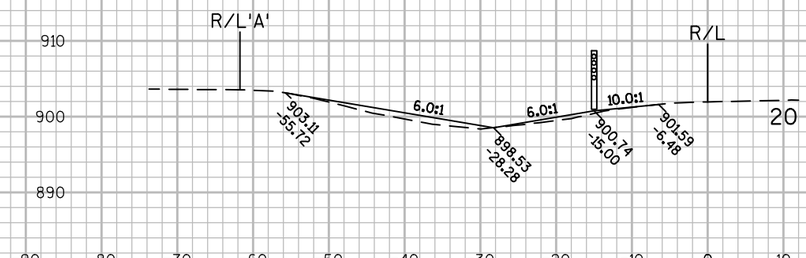
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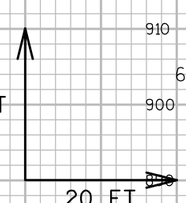
665+00



660+00



664+00



9

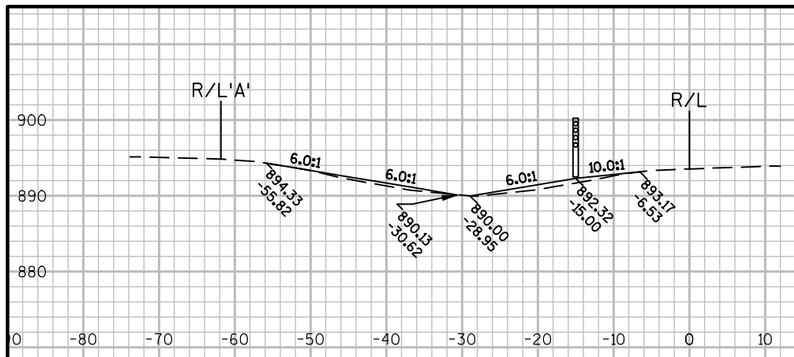
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 191	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090104_XS.DWG
LAYOUT NAME - (4)

PLOT DATE : 3/18/2016 7:39 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

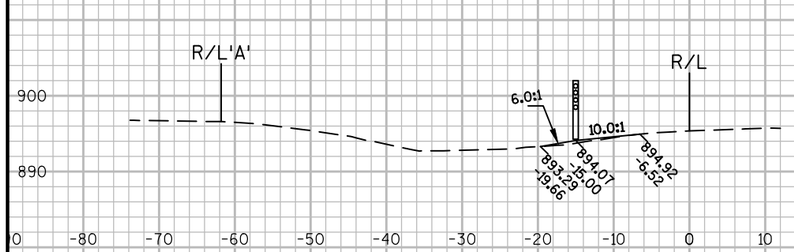
WISDOT/CADDS SHEET 49



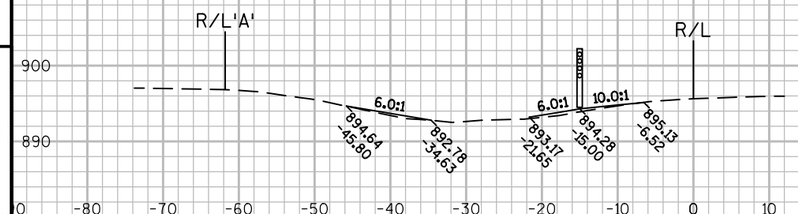
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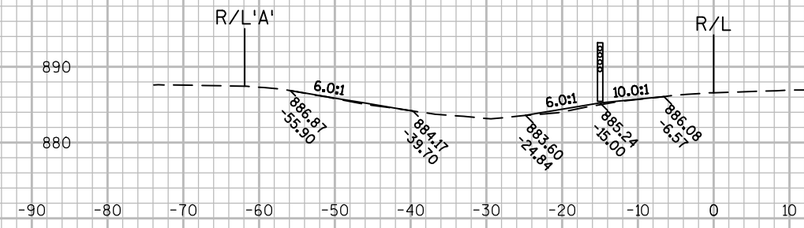
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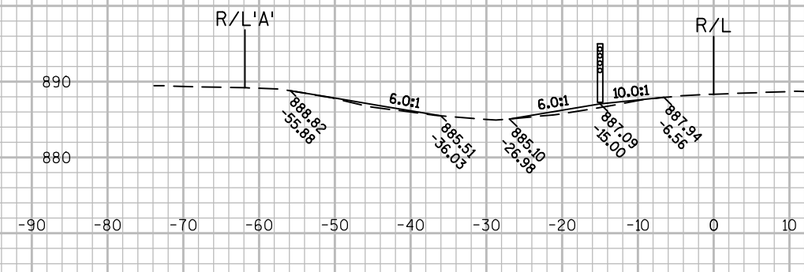
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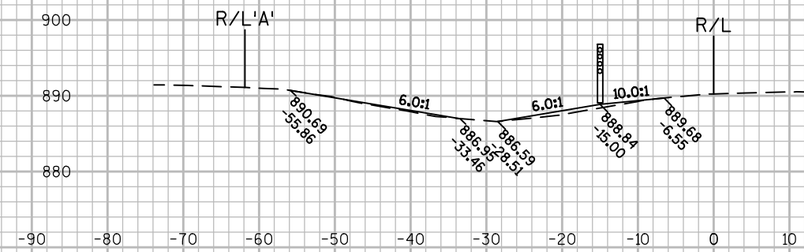
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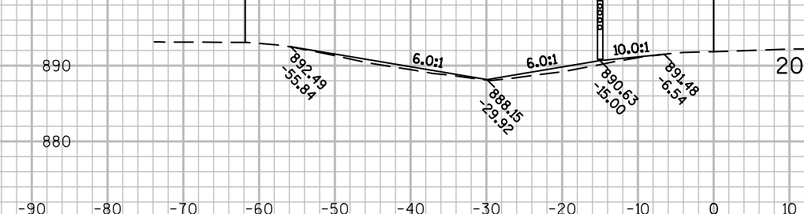
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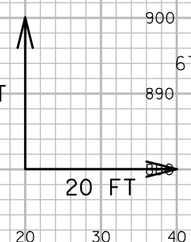
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671+00



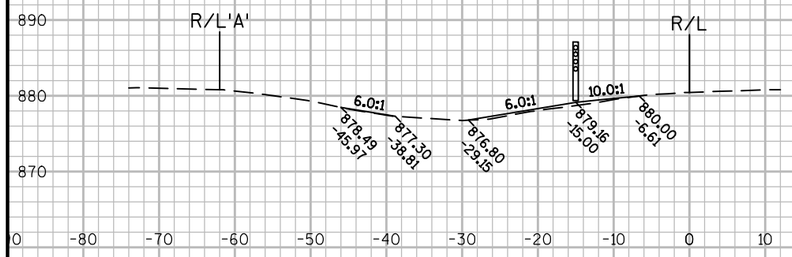
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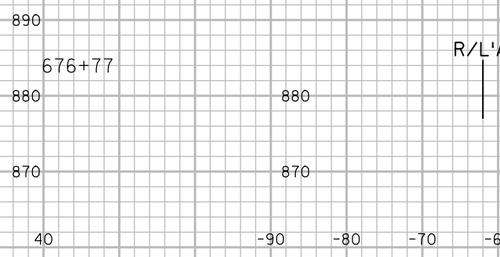


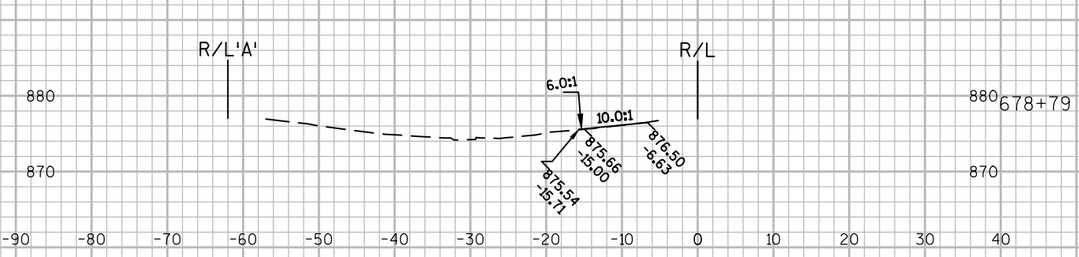
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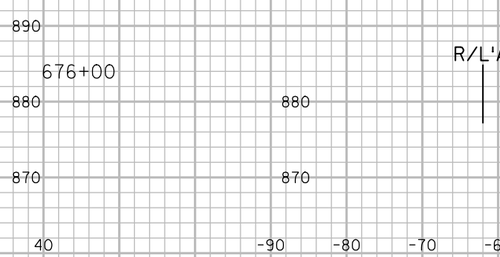
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 192 E

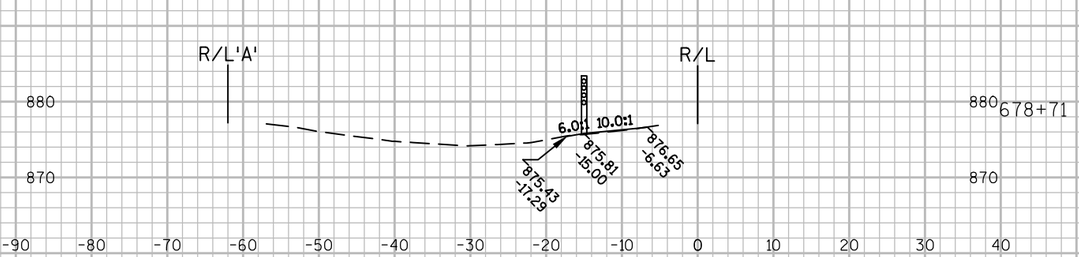


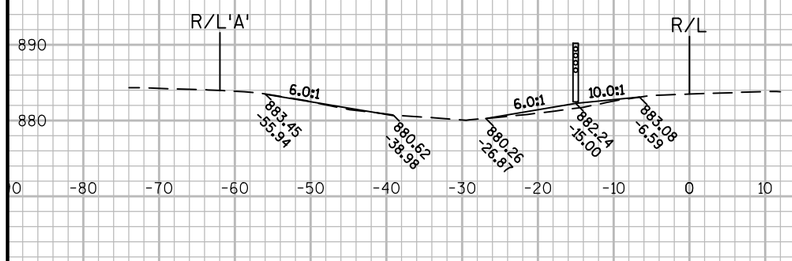


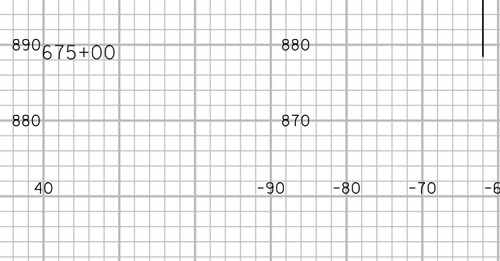


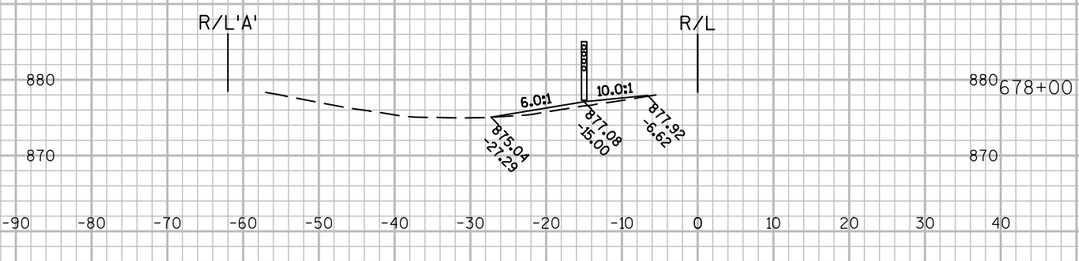


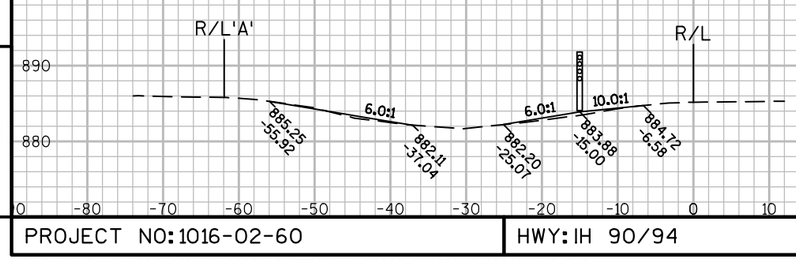


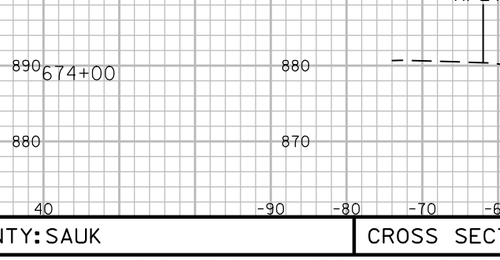


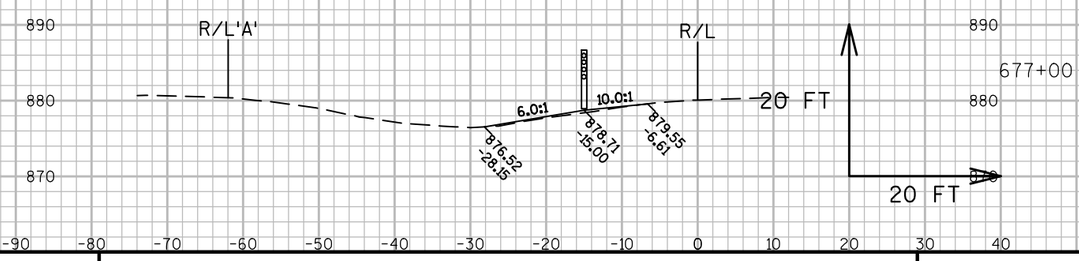










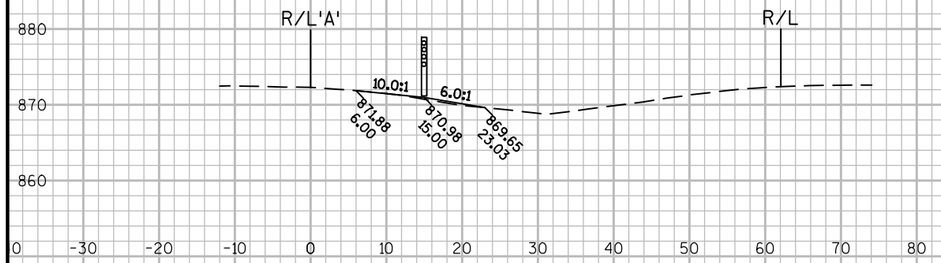


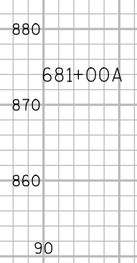
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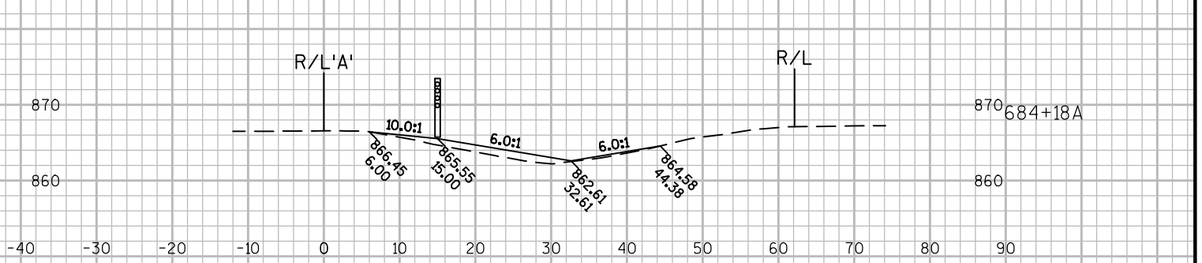
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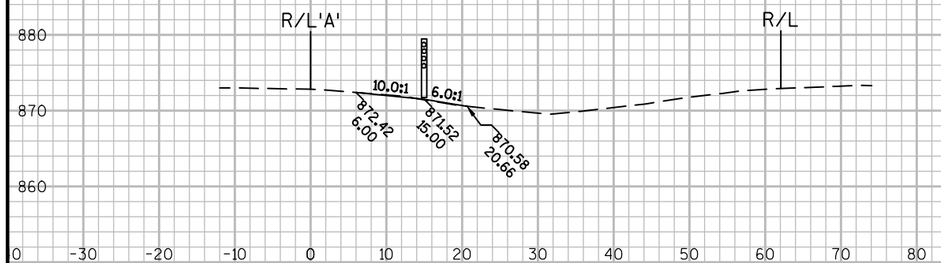
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 193 E

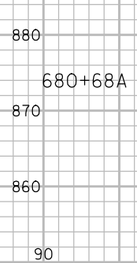
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LAYOUT NAME - (6)
PLOT DATE : 3/18/2016 7:39 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

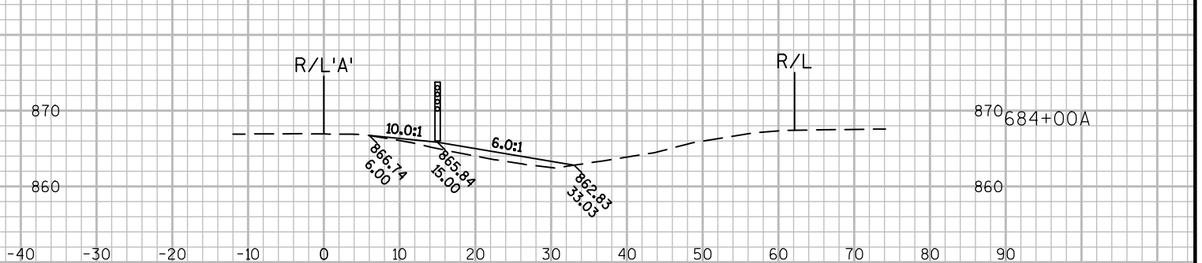


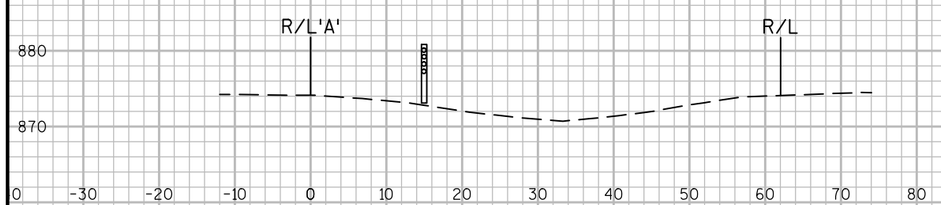


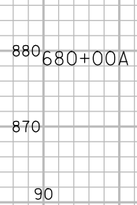


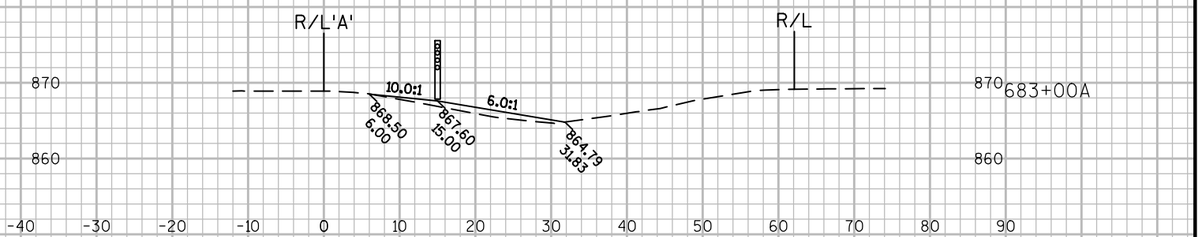




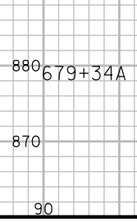


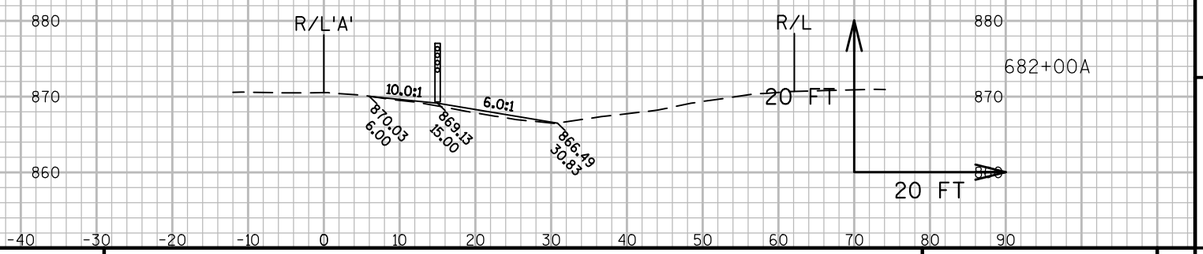












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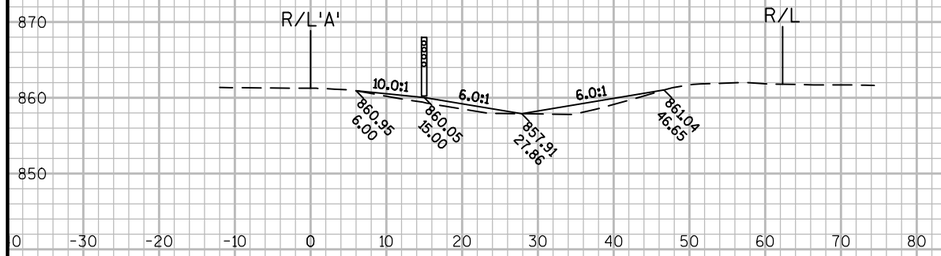
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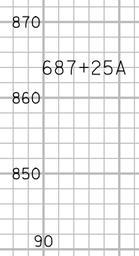
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 194 E

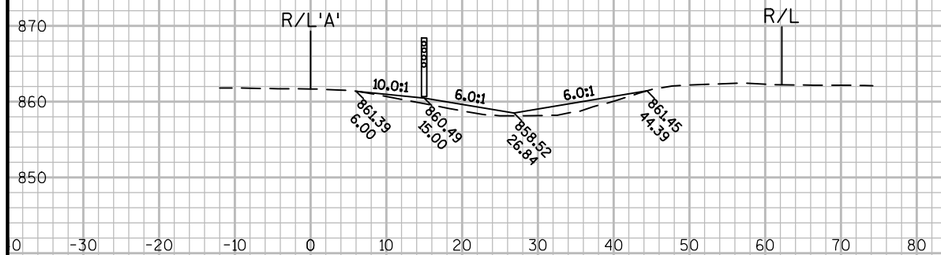
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LAYOUT NAME - 1

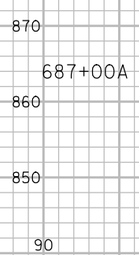
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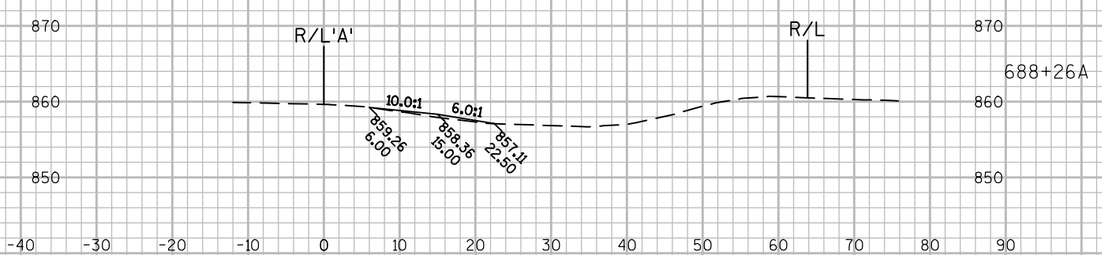
WISDOT/CADDS SHEET 49

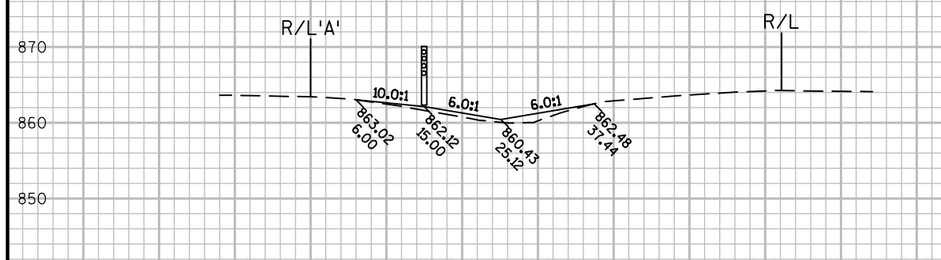


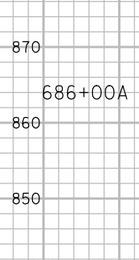


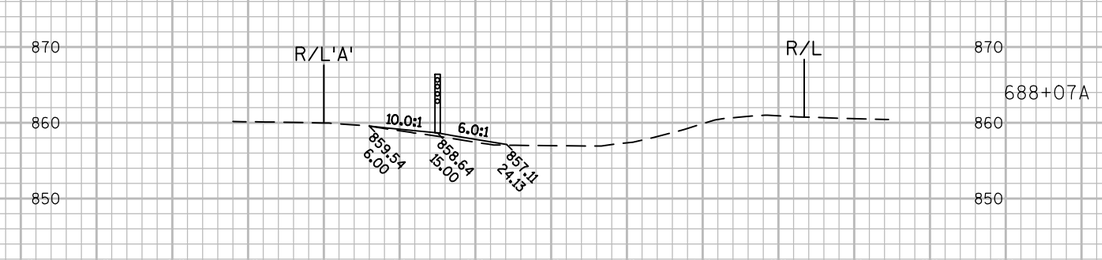


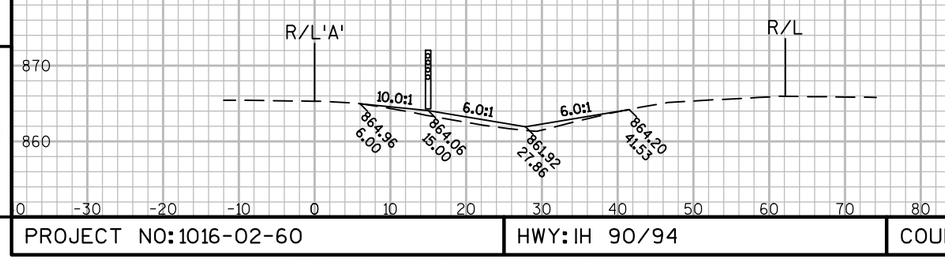


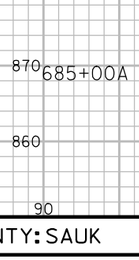


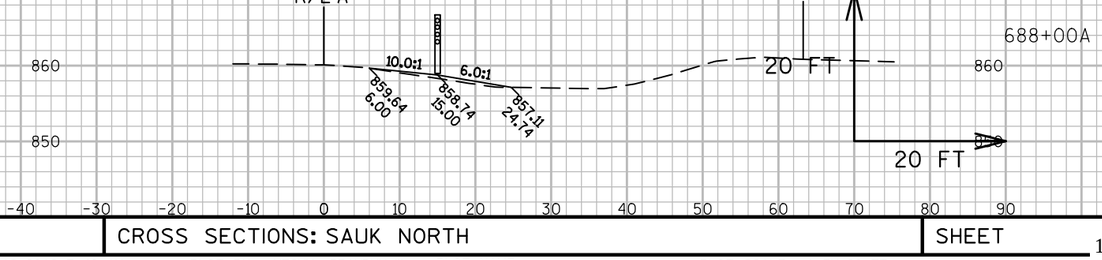








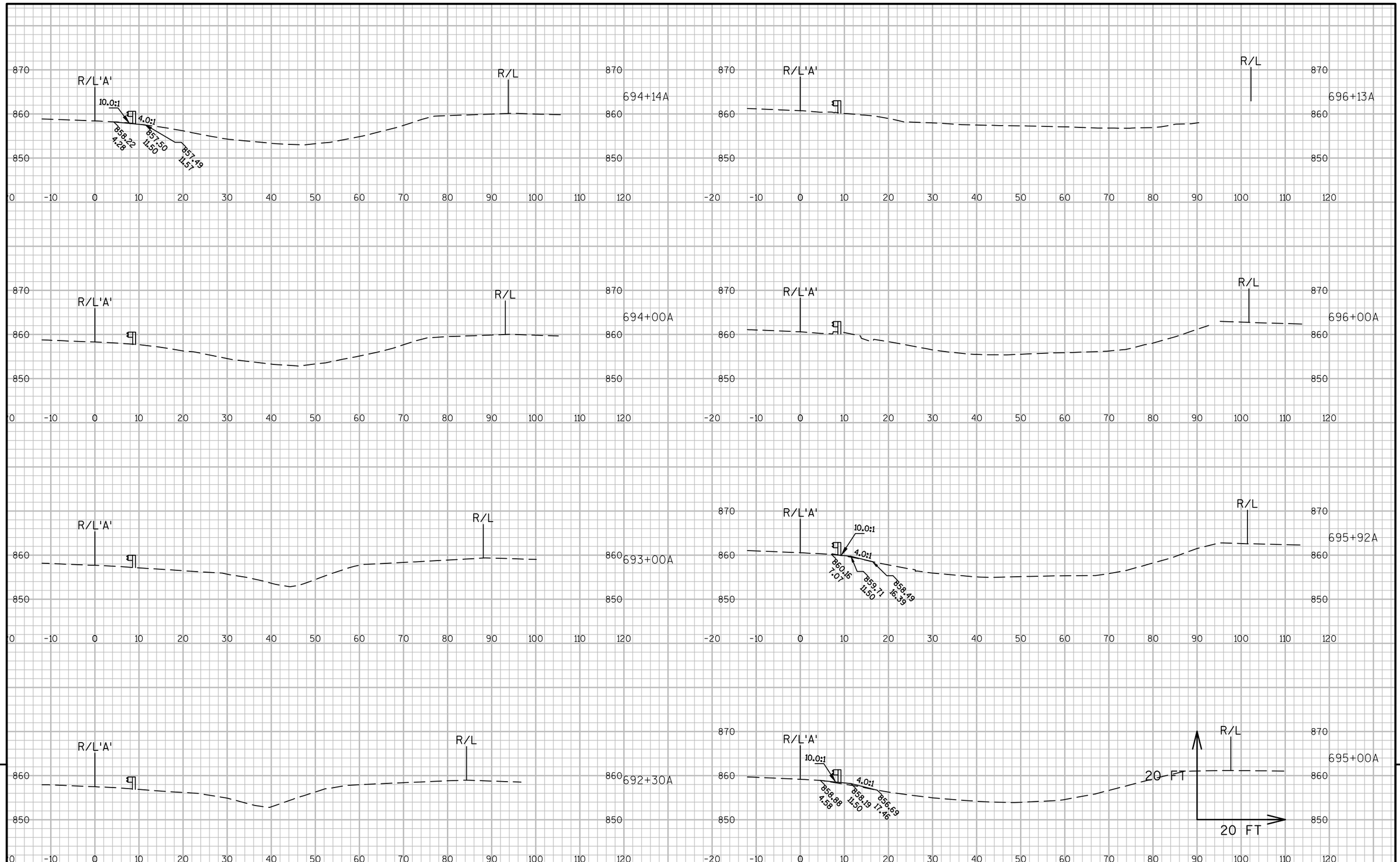




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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 195	E

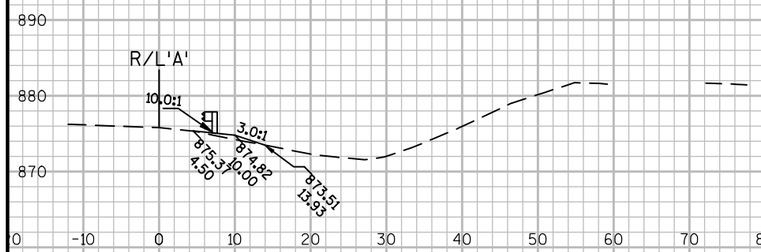


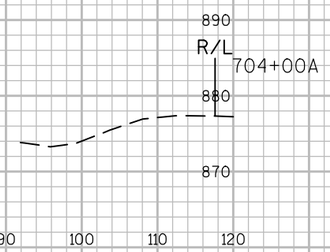
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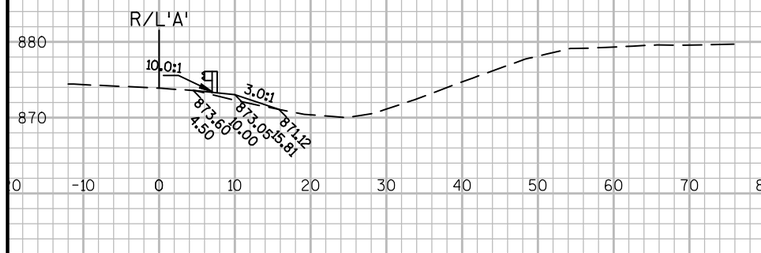
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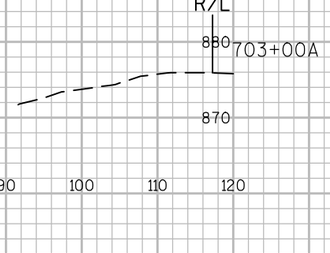
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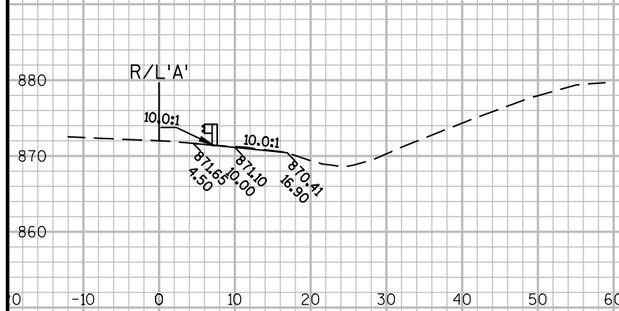
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LAYOUT NAME - (1)
PLOT DATE : 3/18/2016 8:24 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

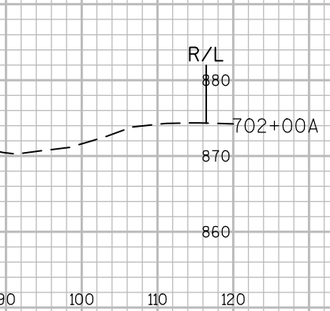


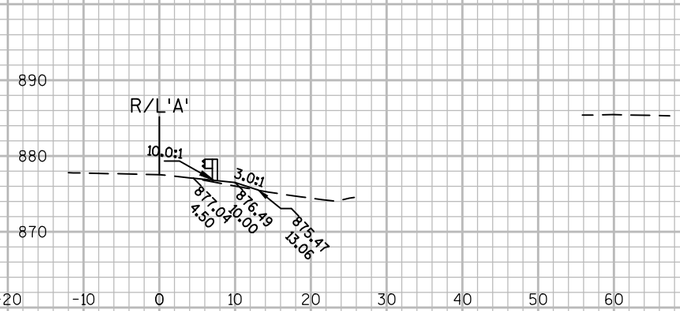


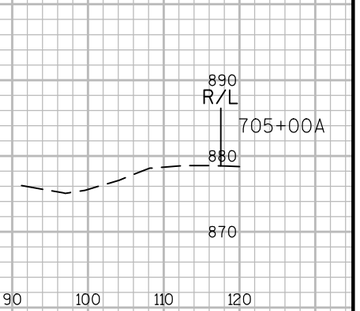


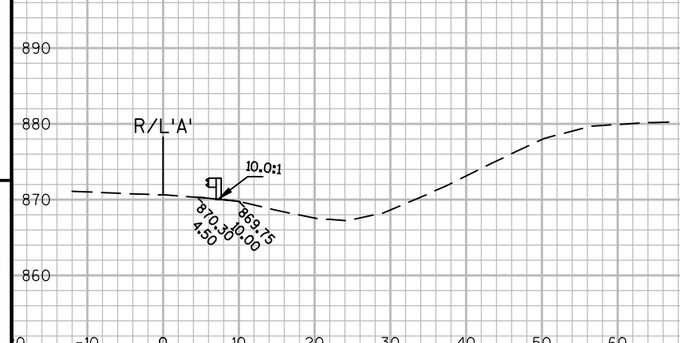


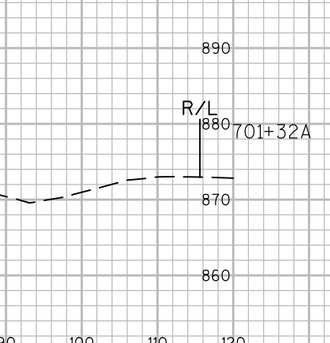


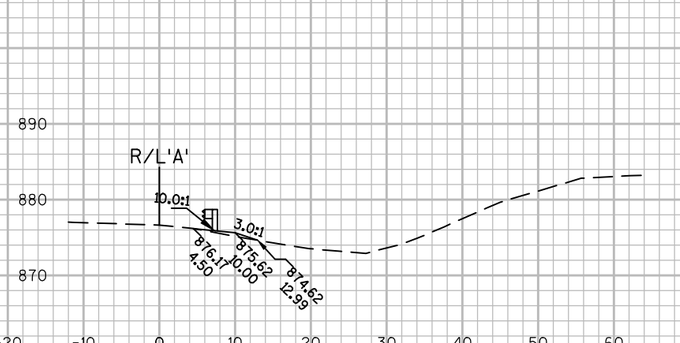


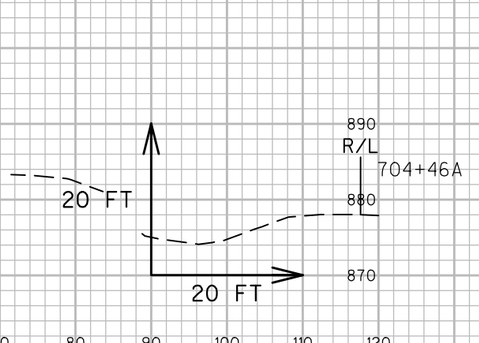












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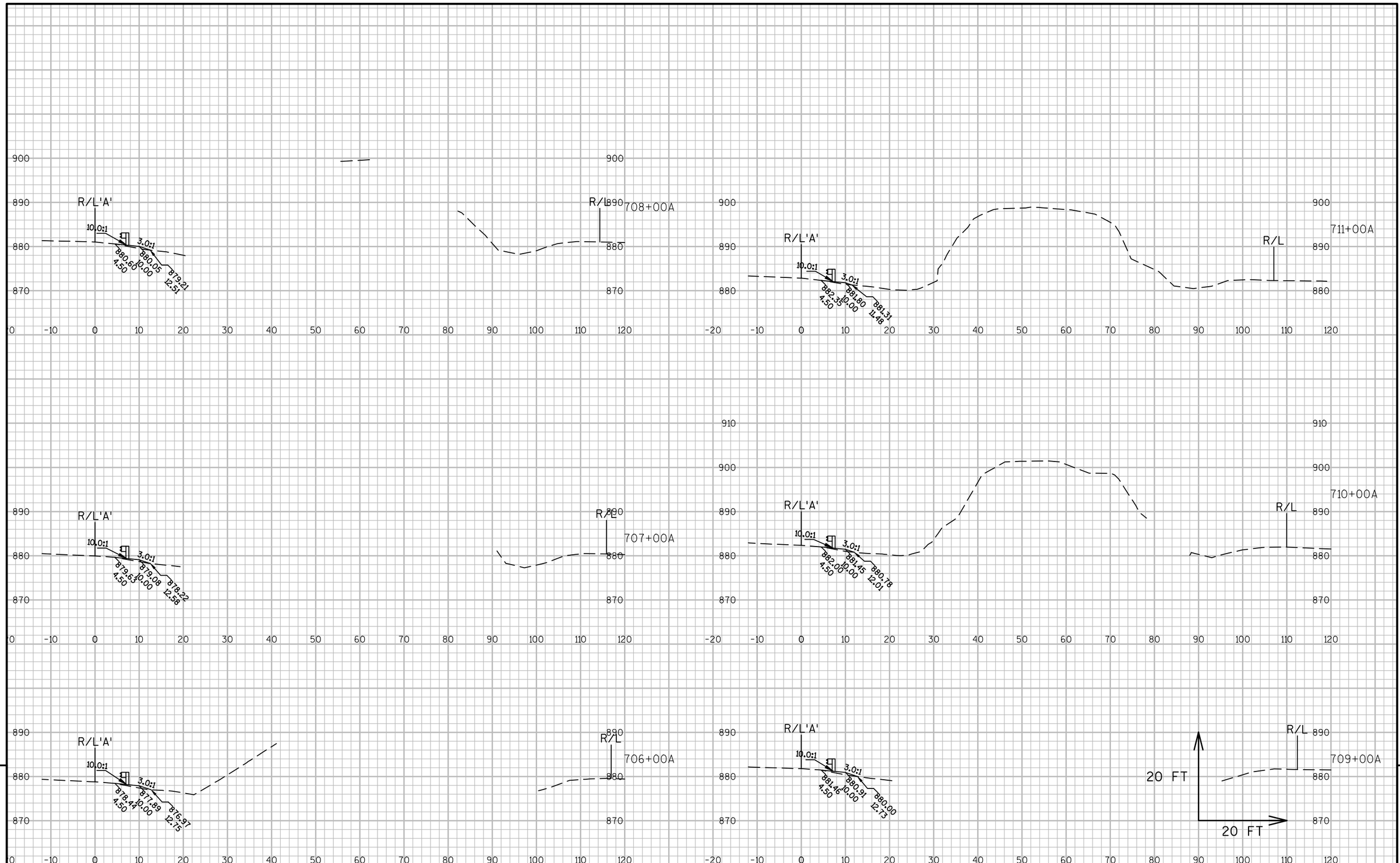
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 197	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090105_XS.DWG
LAYOUT NAME - 1

PLOT DATE : 3/18/2016 8:24 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

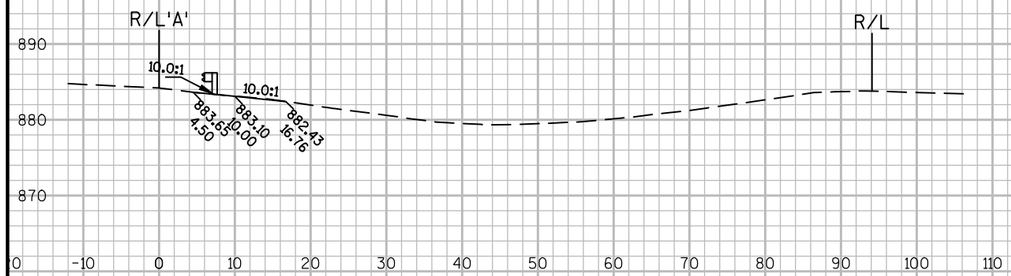
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 198	E

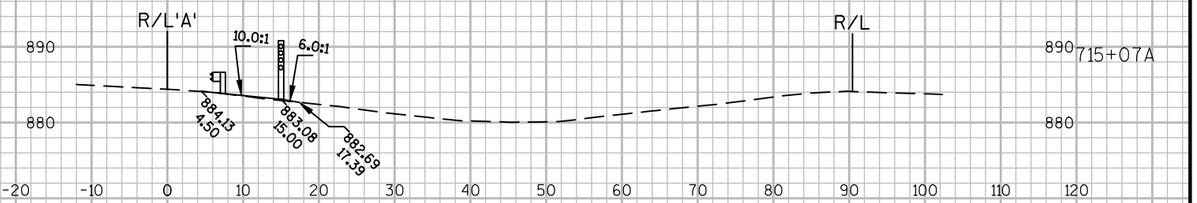
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LAYOUT NAME - 2

PLOT DATE : 3/18/2016 8:24 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

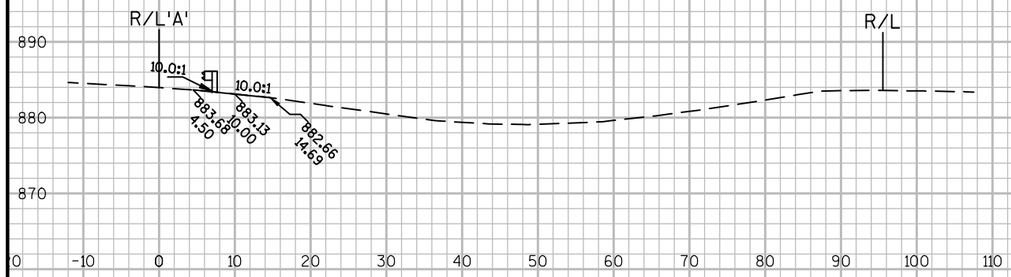
WISDOT/CADDS SHEET 49



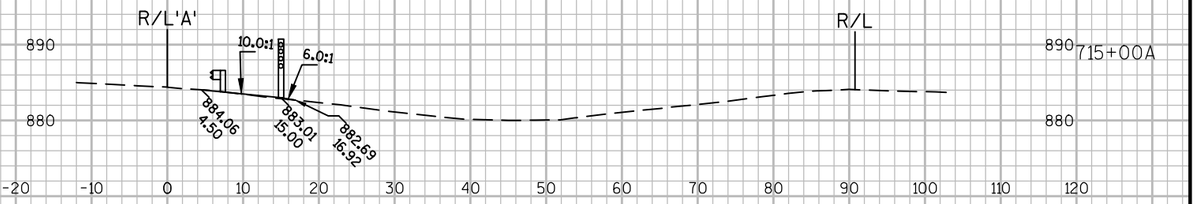
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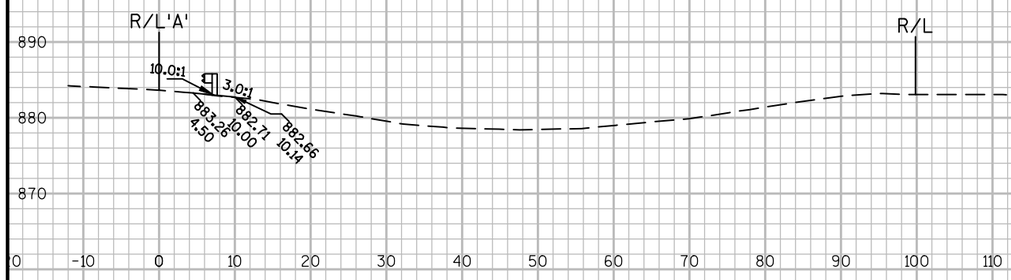
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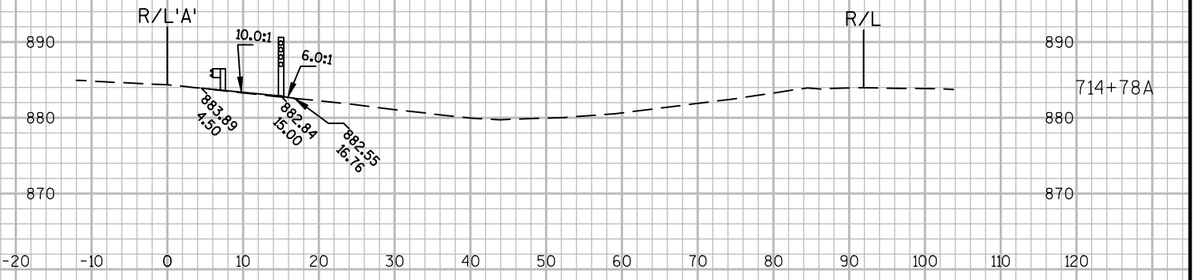
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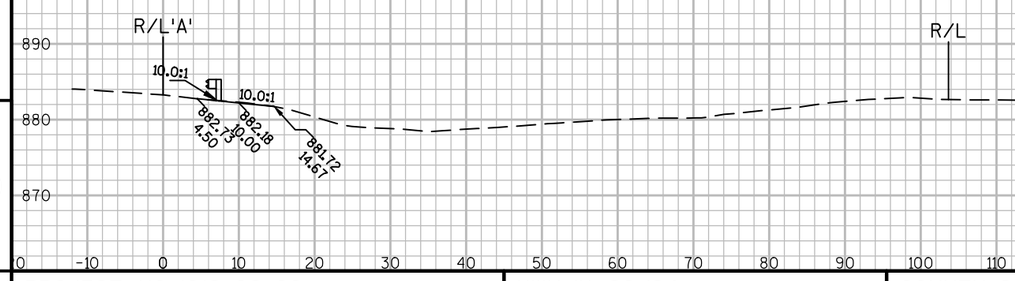
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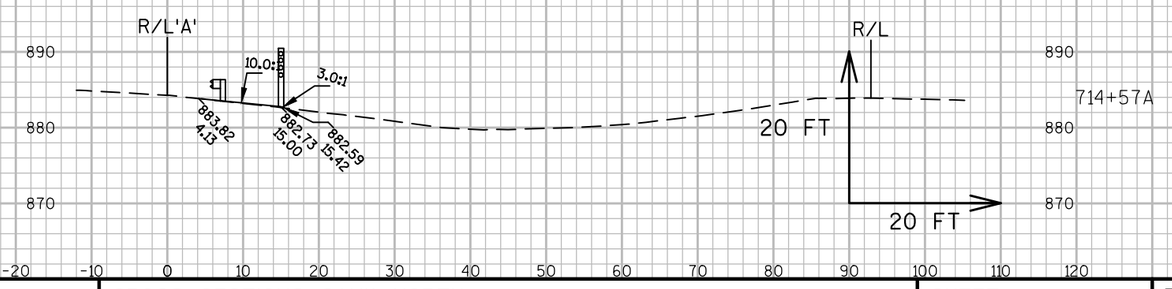
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714+78A



712+00A

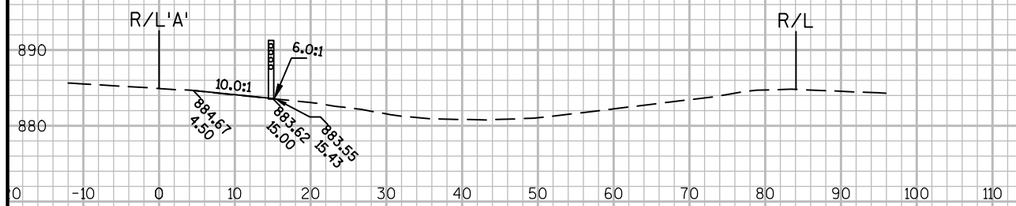


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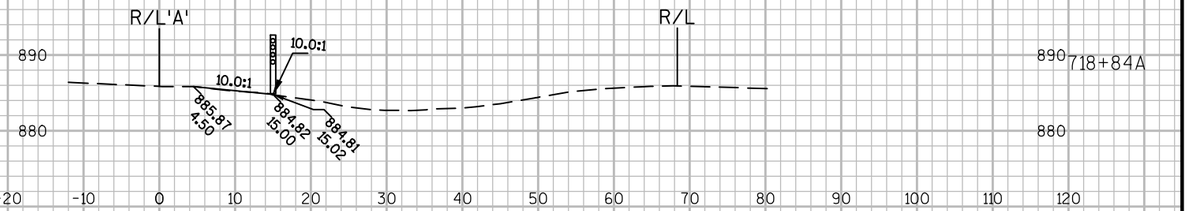
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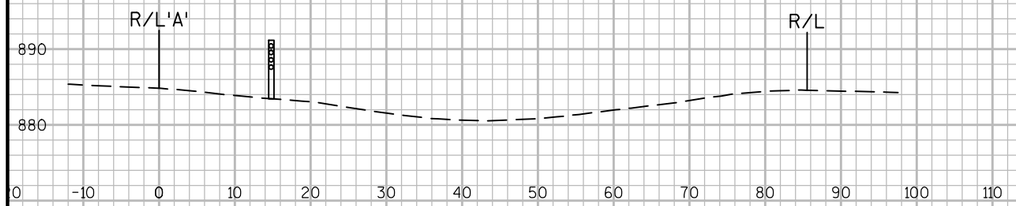
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 199	E



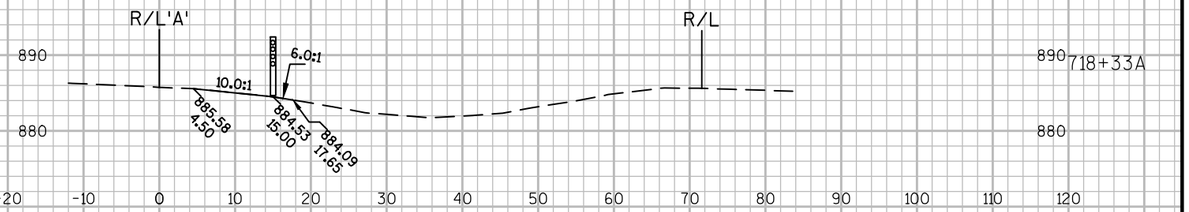
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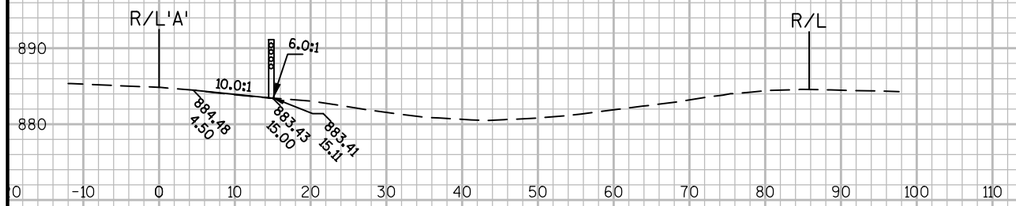
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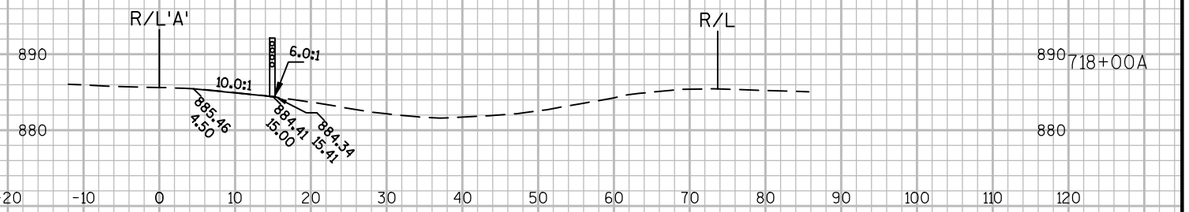
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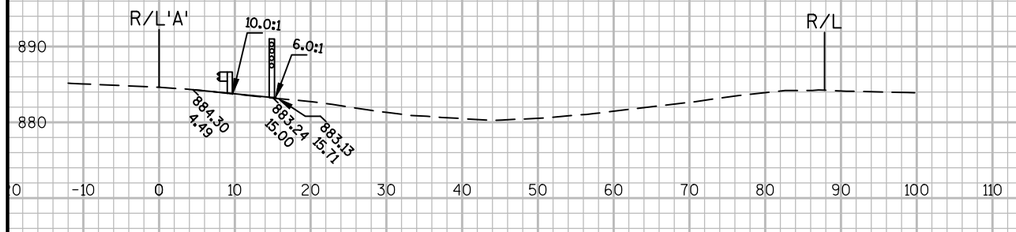
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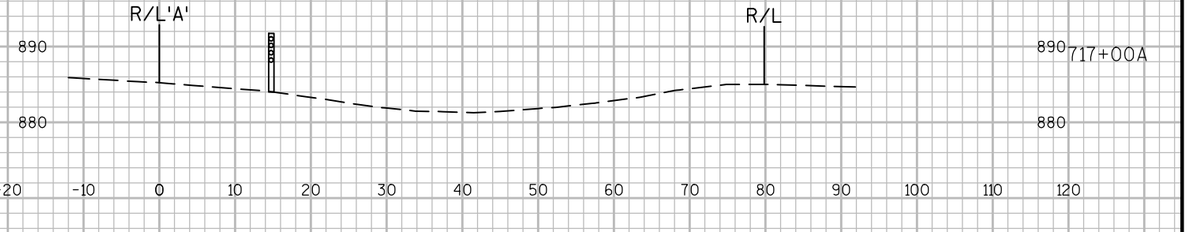
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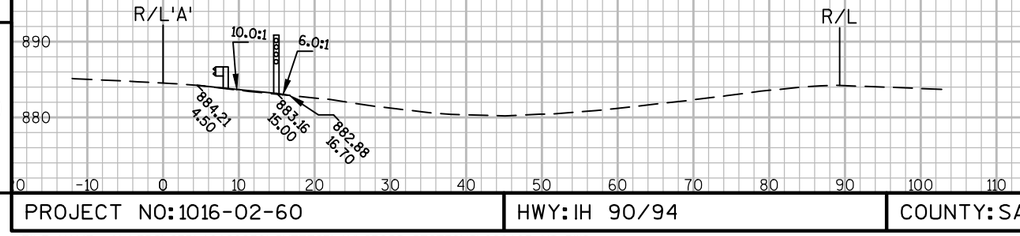
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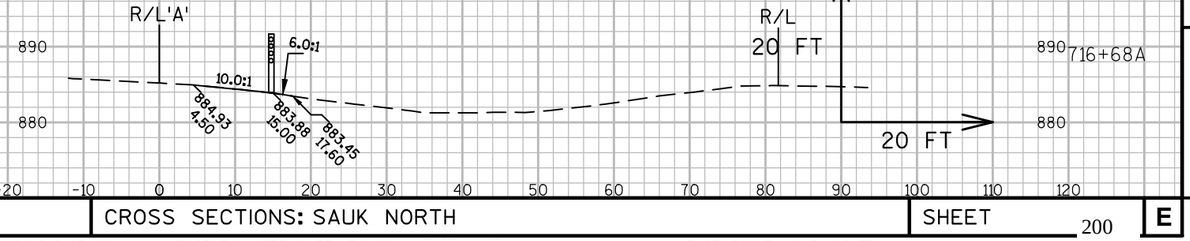
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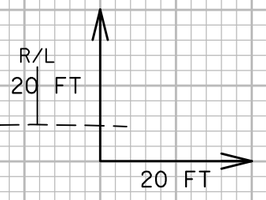
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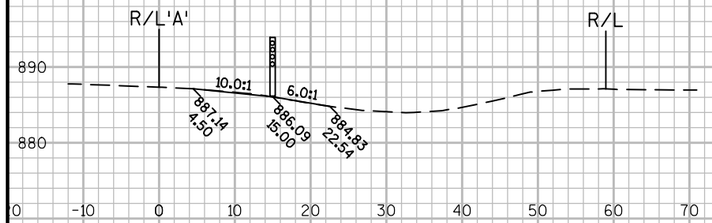
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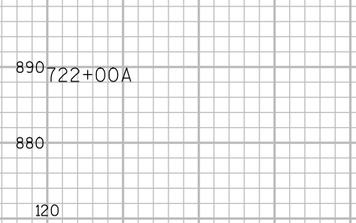
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 200	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090105_XS.DWG
LAYOUT NAME - 4

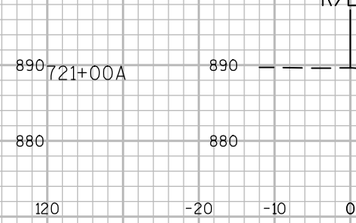
PLOT DATE : 3/18/2016 8:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

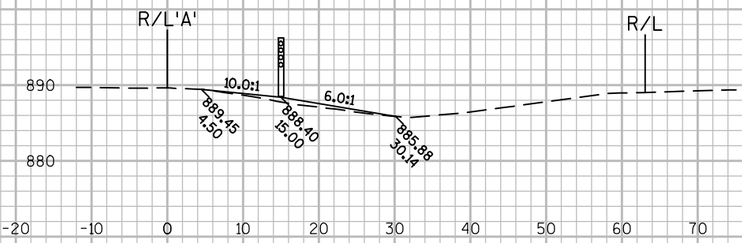
WISDOT/CADDS SHEET 49

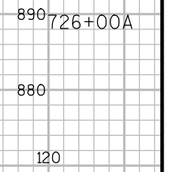


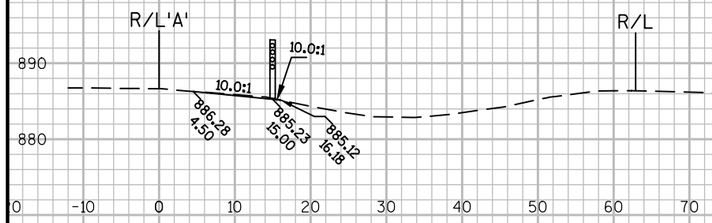


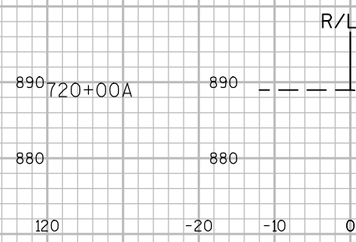


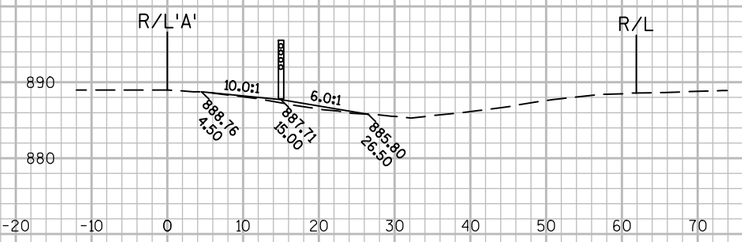


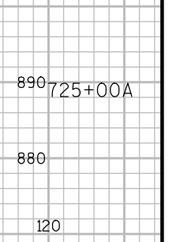


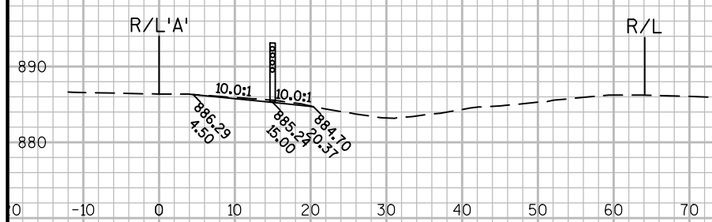


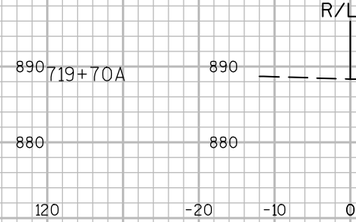


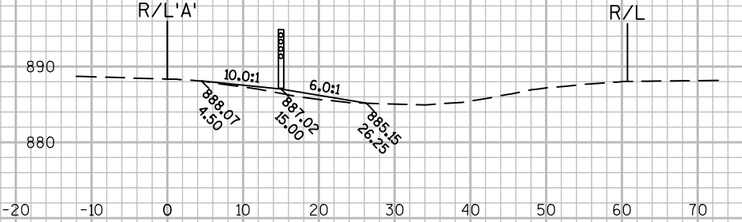


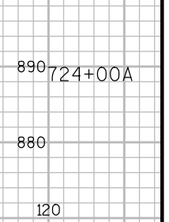


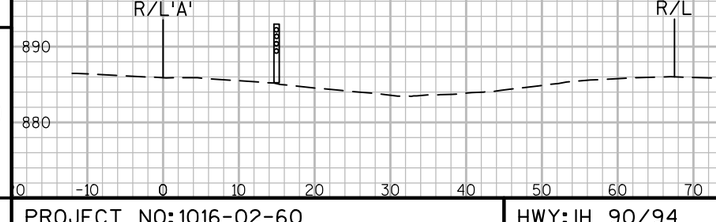


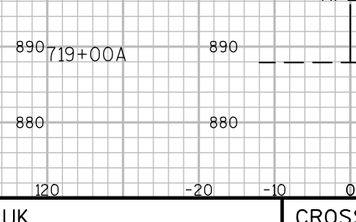


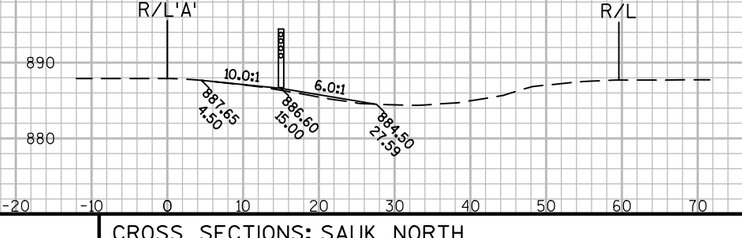


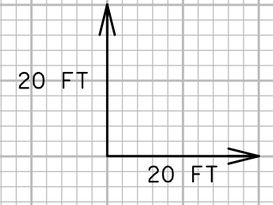


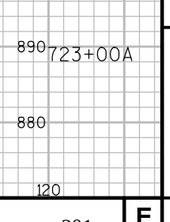












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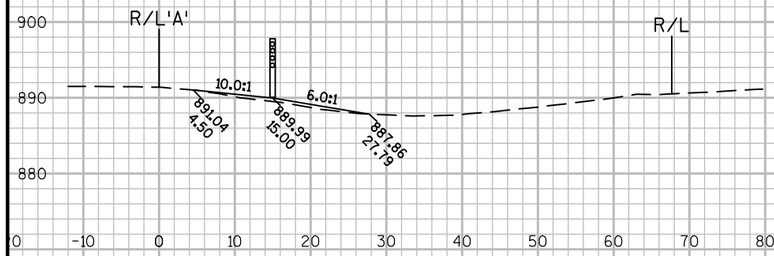
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 201	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090105_XS.DWG
LAYOUT NAME - 5

PLOT DATE : 3/18/2016 8:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

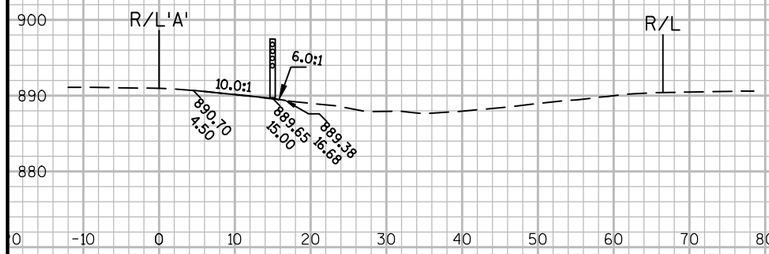
WISDOT/CADDS SHEET 49



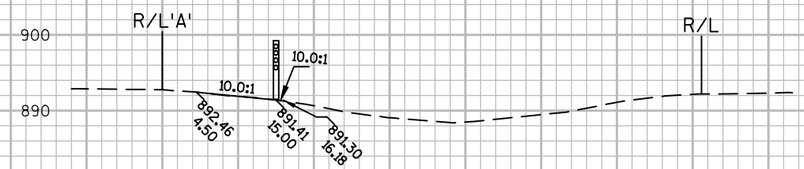
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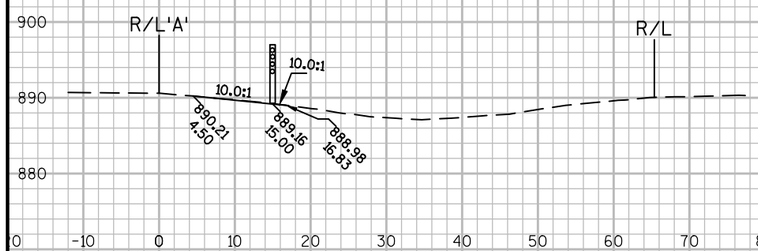
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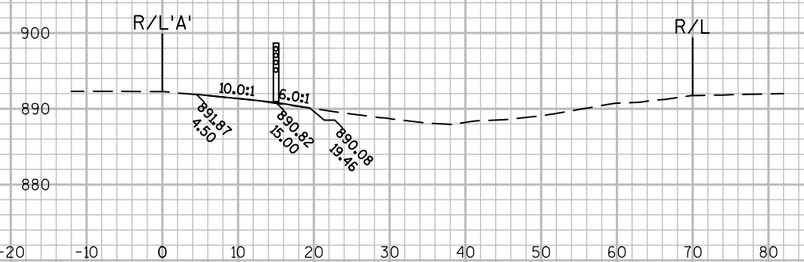
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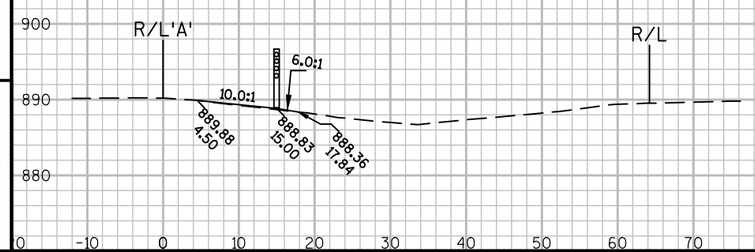
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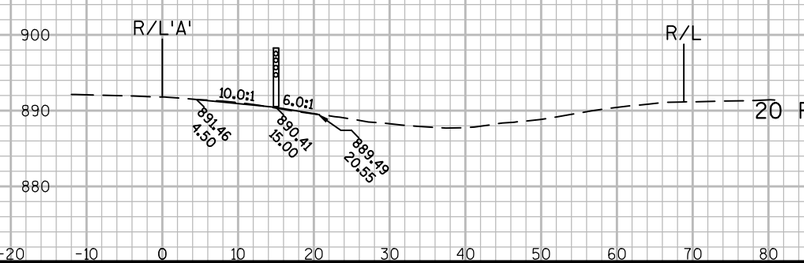
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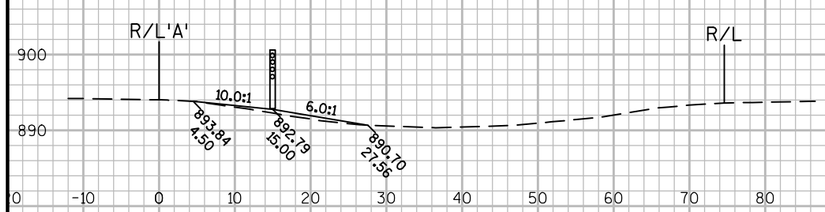
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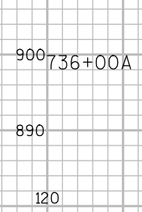
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 202	E

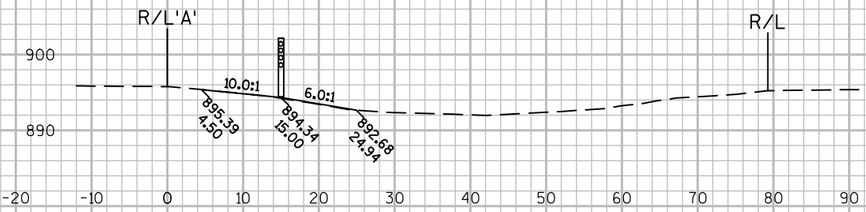
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090105_XS.DWG
LAYOUT NAME - 6

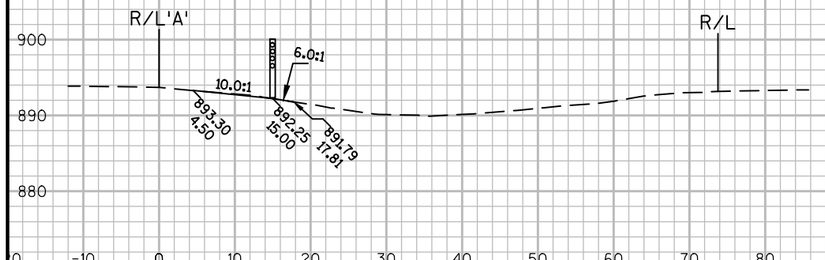
PLOT DATE : 3/18/2016 8:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

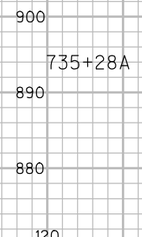
WISDOT/CADDS SHEET 49

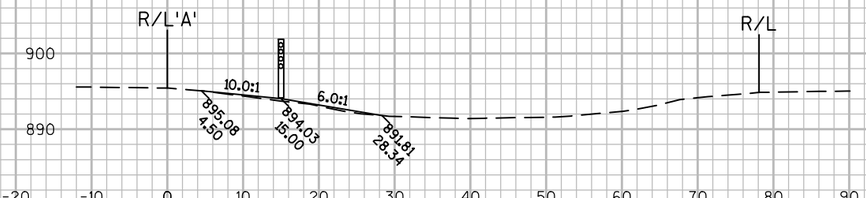


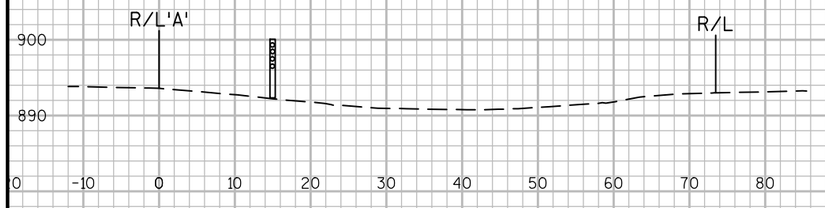


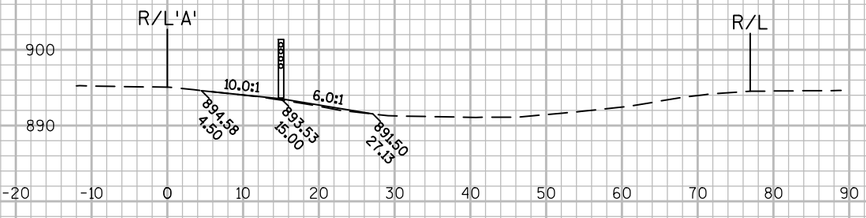


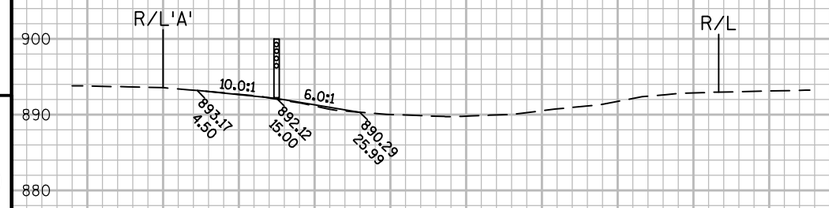


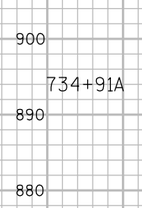


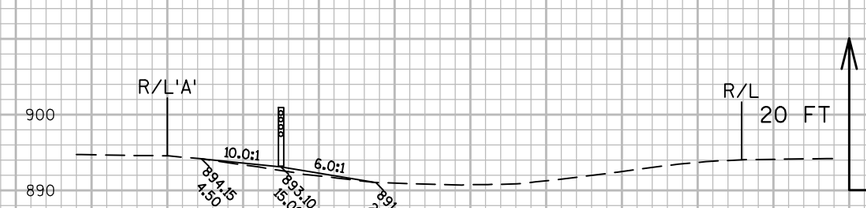










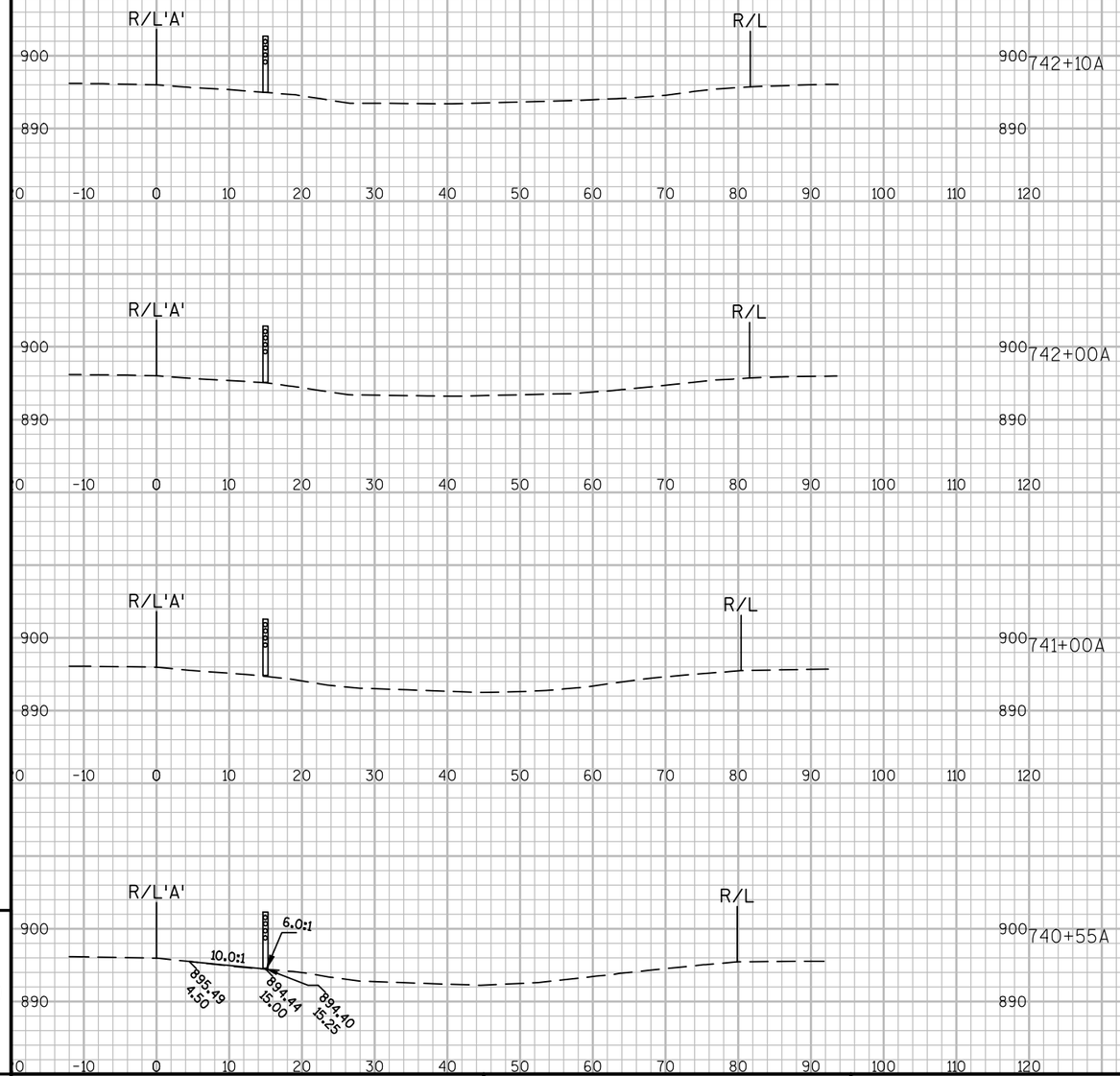


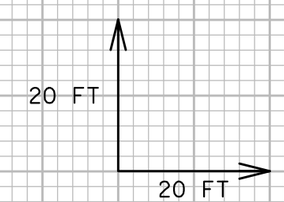
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 203	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090105_XS.DWG
LAYOUT NAME - 7
PLOT DATE : 3/18/2016 8:26 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49





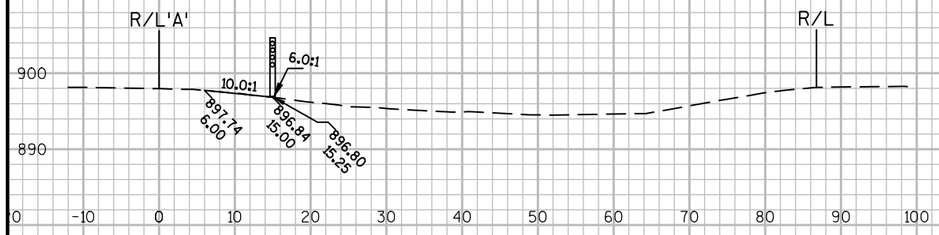
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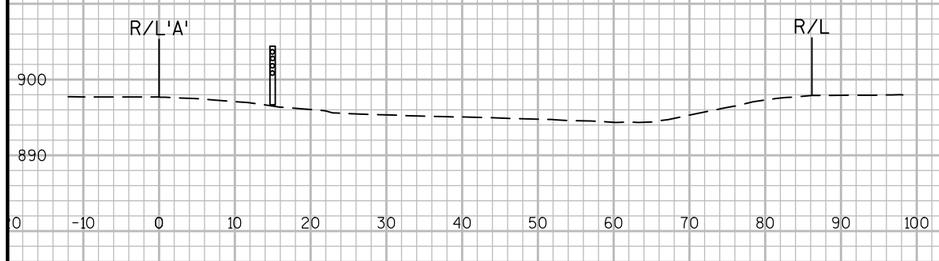
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 204	E



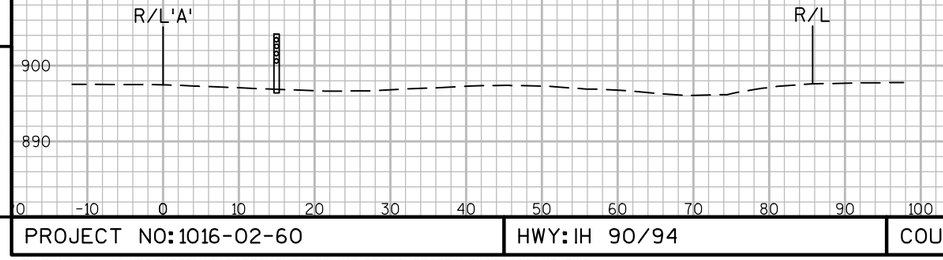


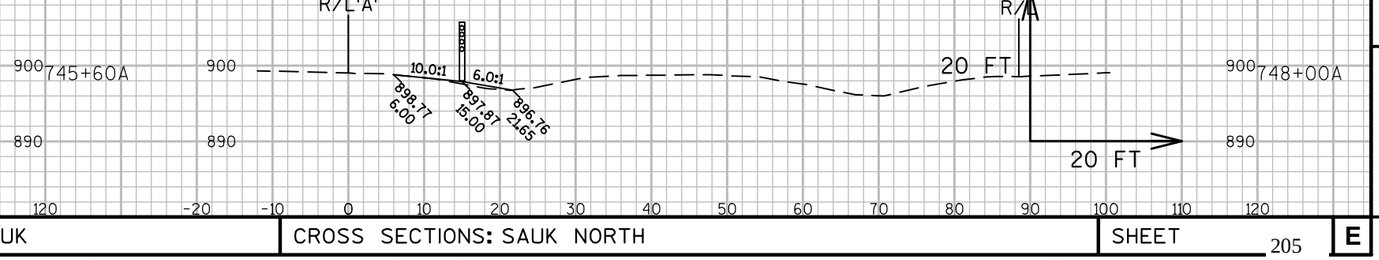












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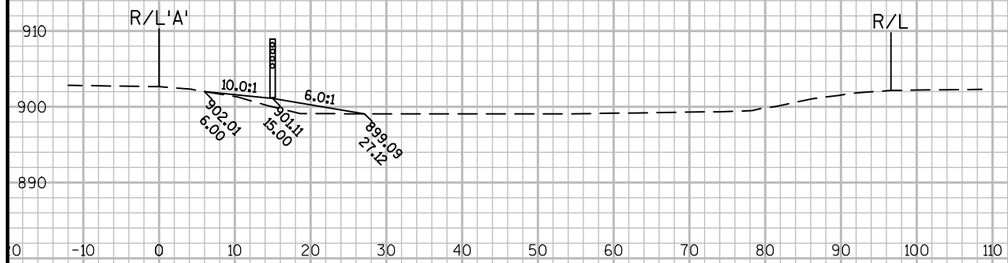
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 205	E

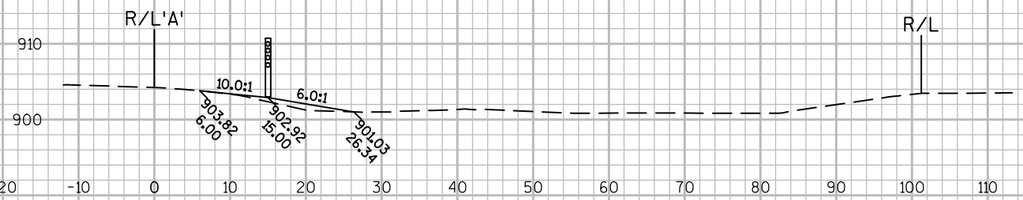
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090106_XS.DWG
LAYOUT NAME - (1)

PLOT DATE : 3/18/2016 8:56 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

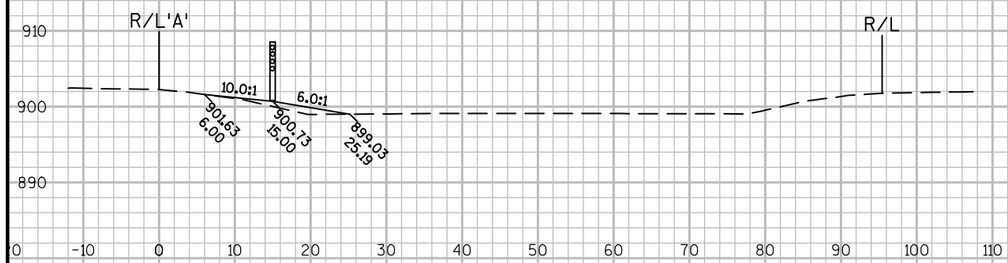
WISDOT/CADDS SHEET 49



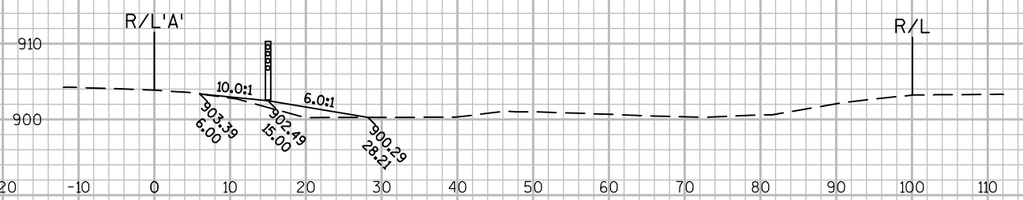
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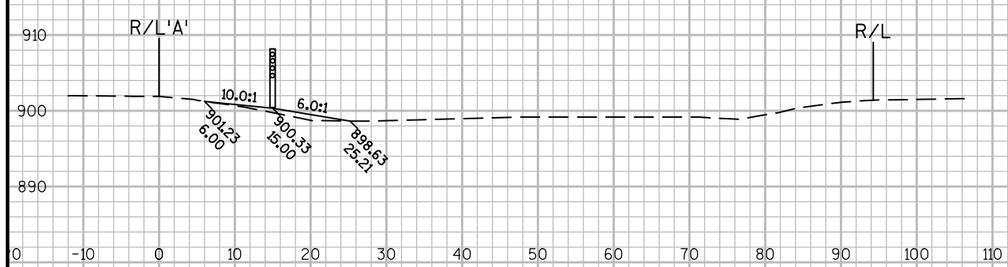
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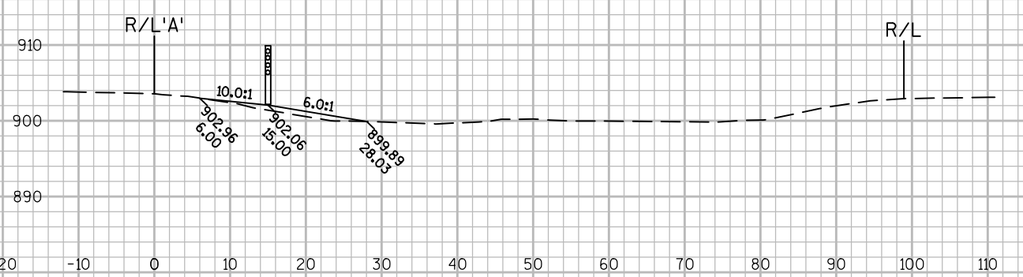
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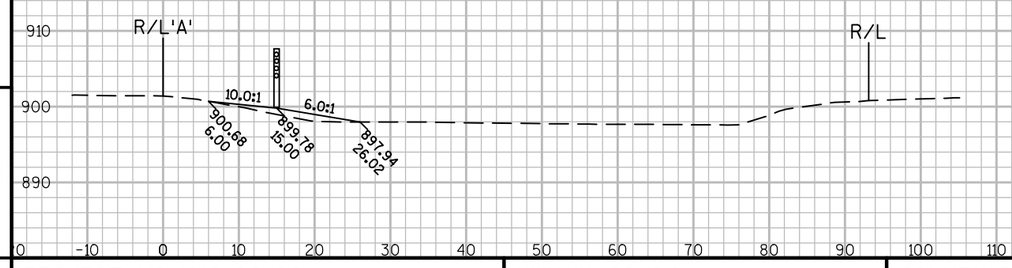
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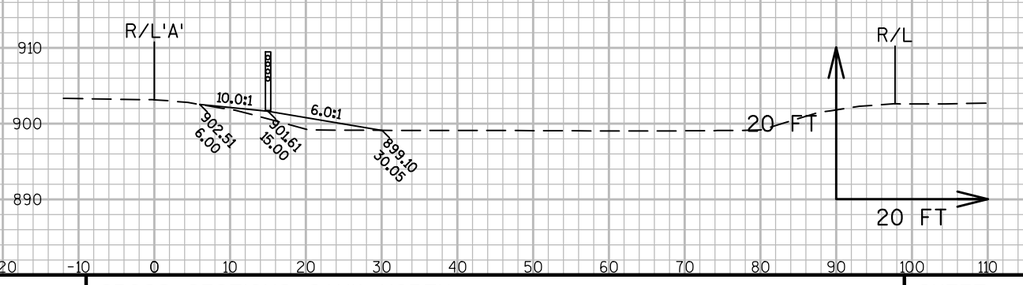
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757+00A



752+00A



756+00A

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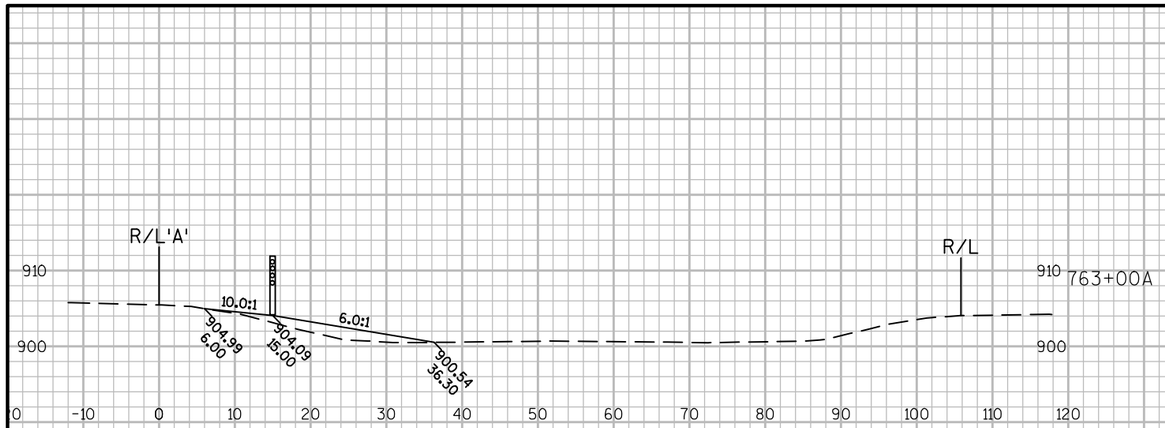
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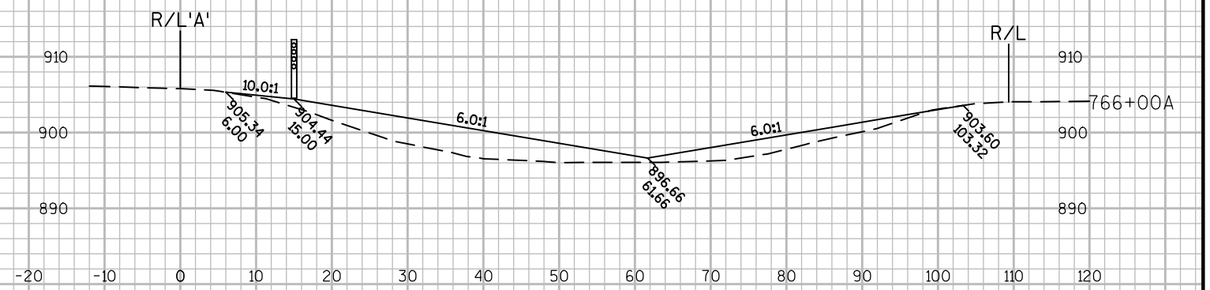
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 206	E

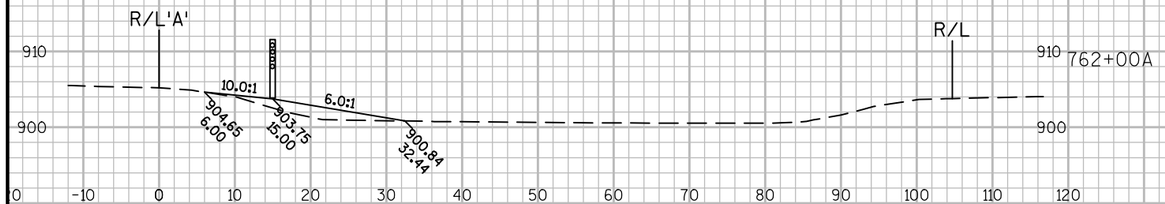
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090106_XS.DWG
LAYOUT NAME - (2)

PLOT DATE : 3/18/2016 8:56 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

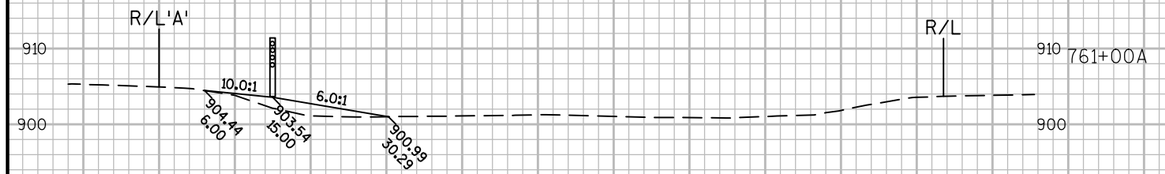
WISDOT/CADDS SHEET 49

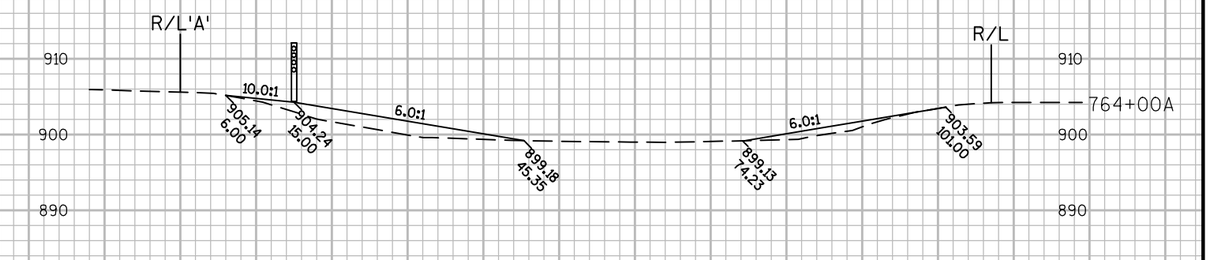


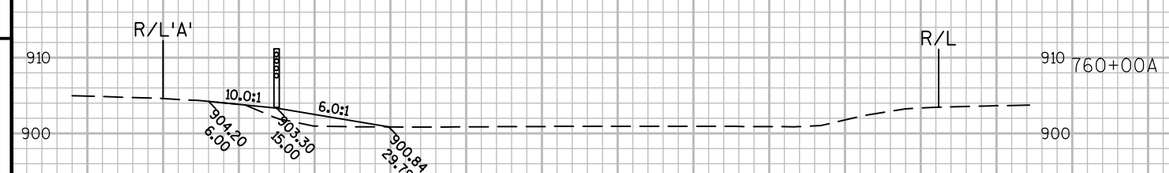


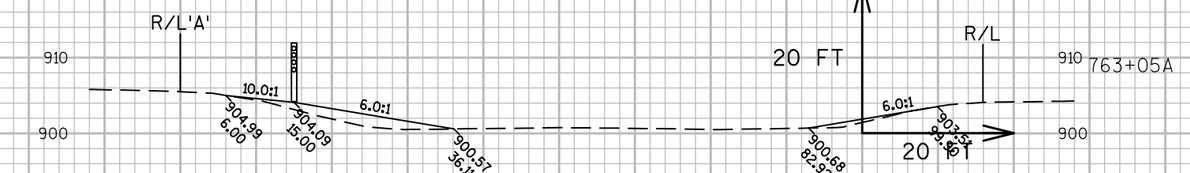












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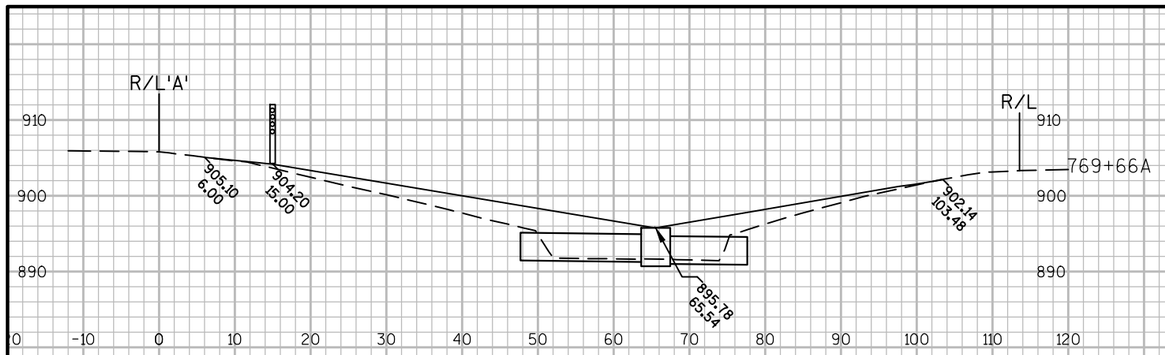
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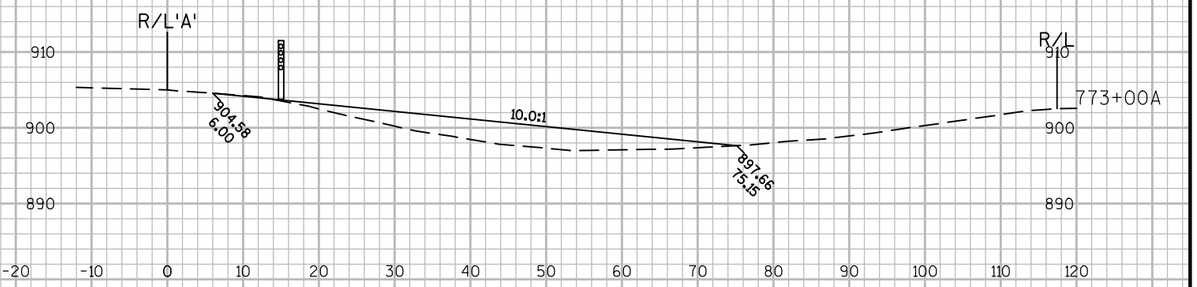
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 207	E

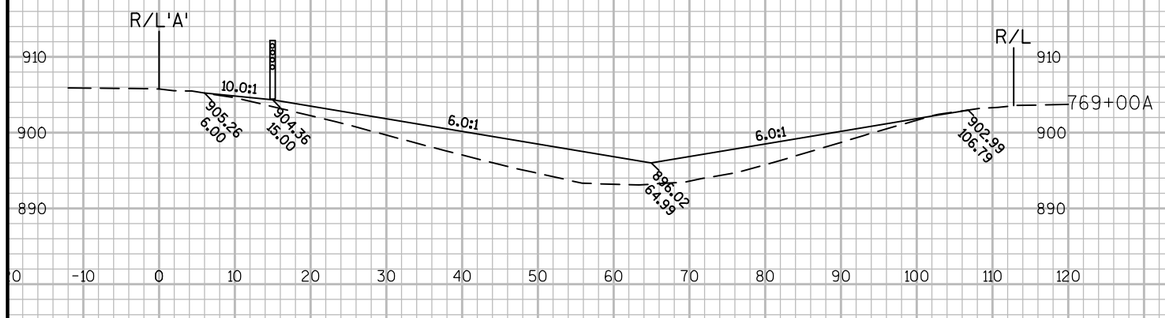
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LAYOUT NAME - (3)

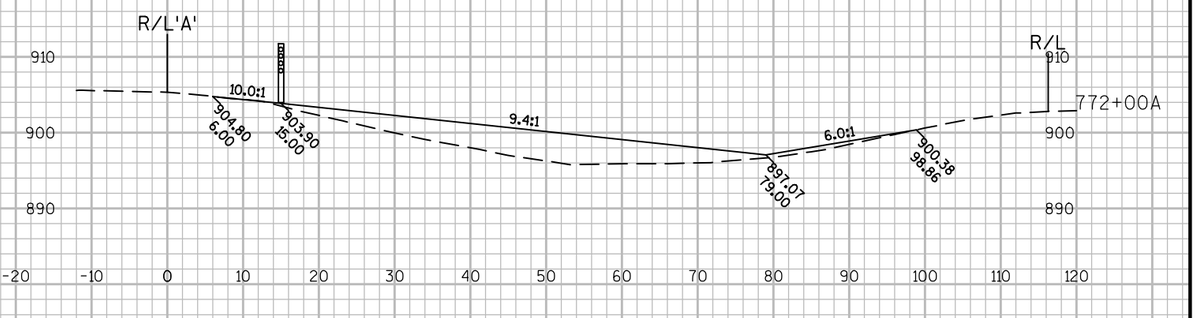
PLOT DATE : 3/18/2016 8:56 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

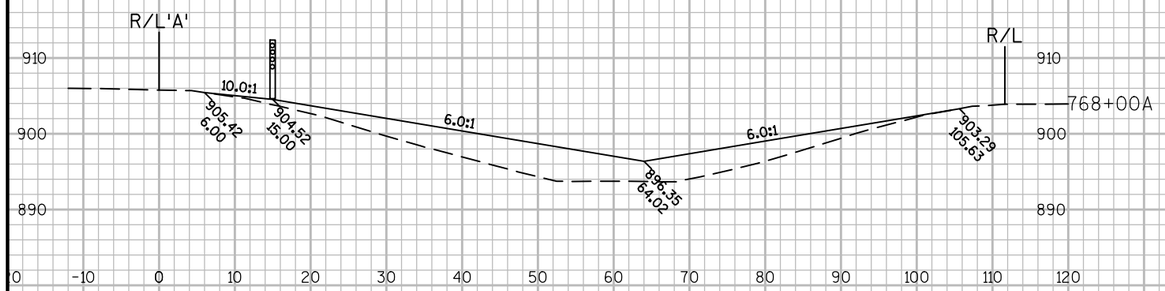
WISDOT/CADDS SHEET 49



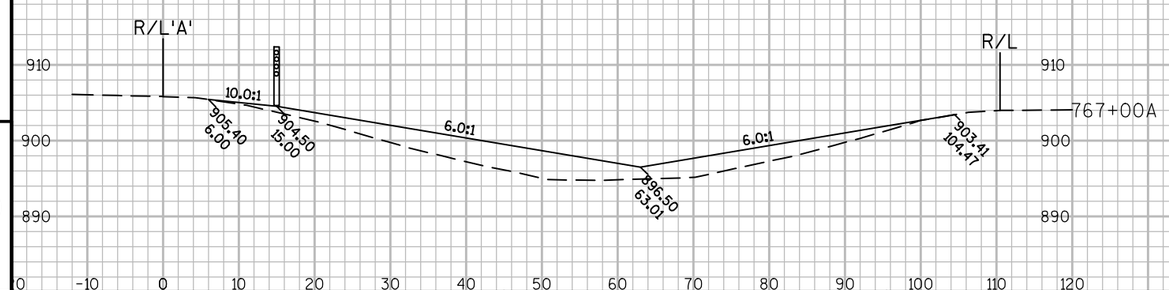


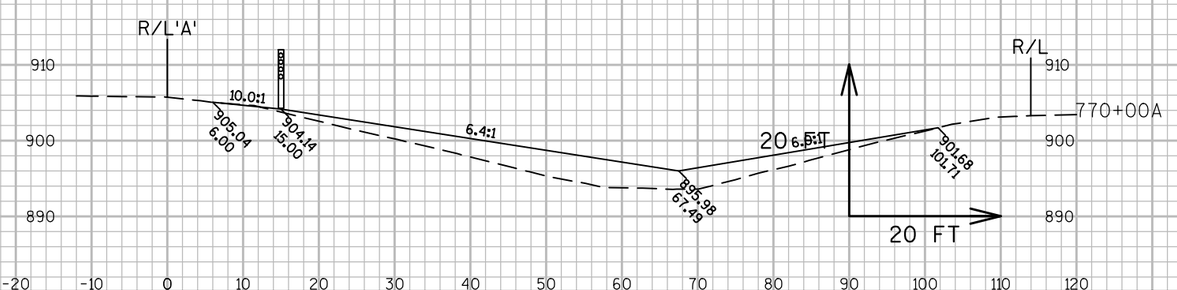












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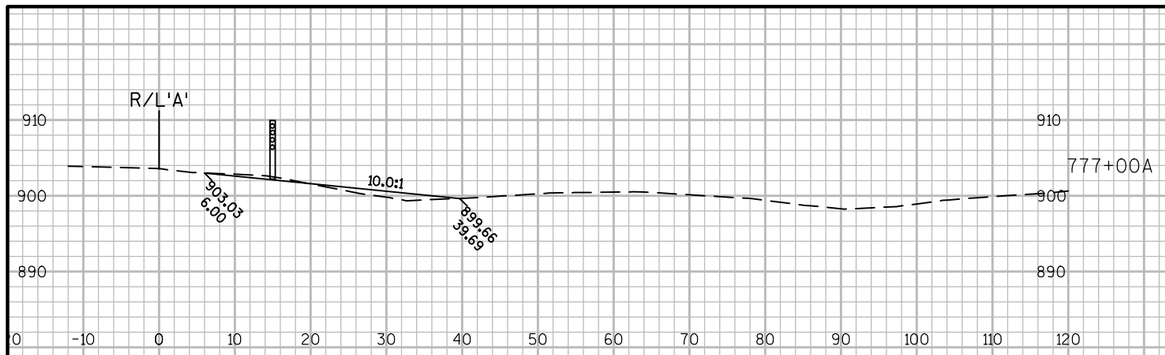
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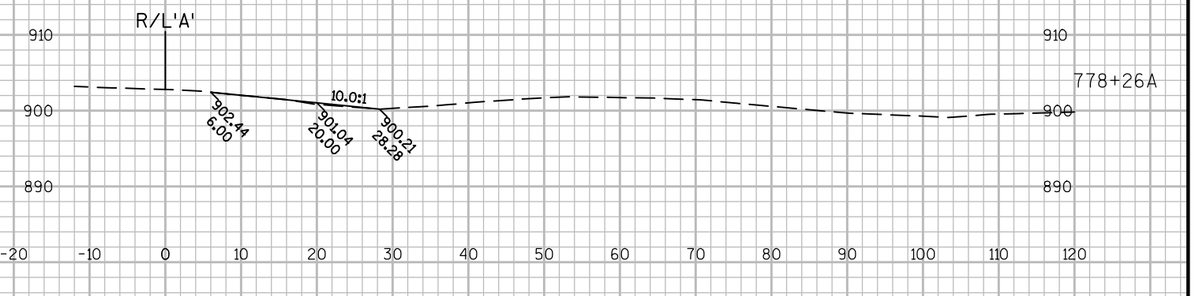
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 208 E

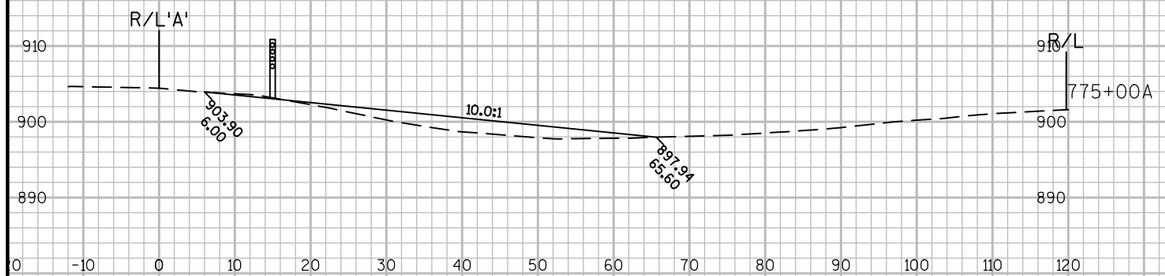
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LAYOUT NAME - (4)

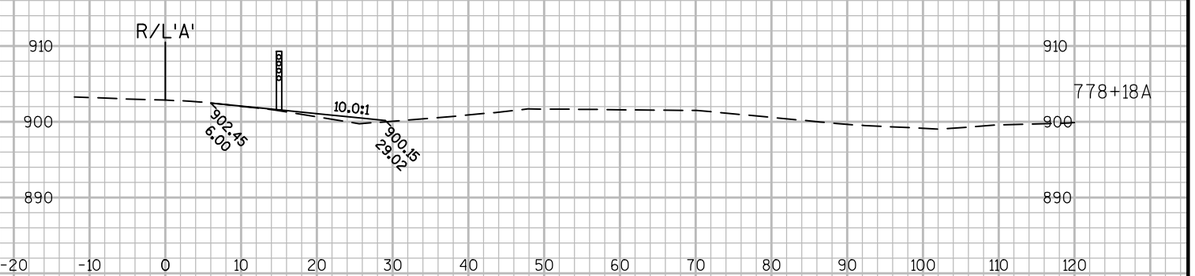
PLOT DATE : 3/18/2016 8:57 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

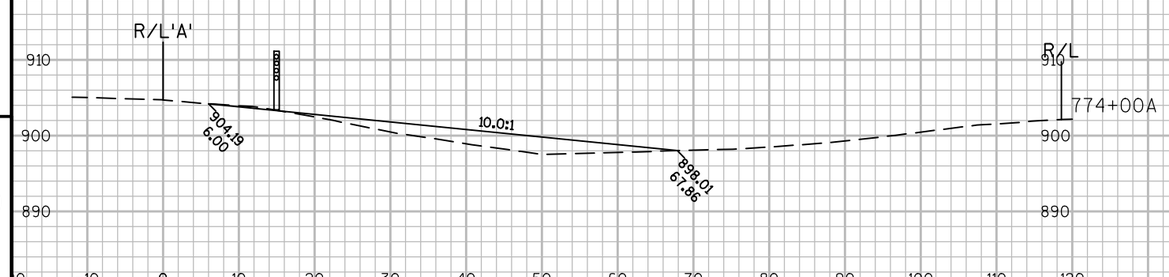
WISDOT/CADDS SHEET 49

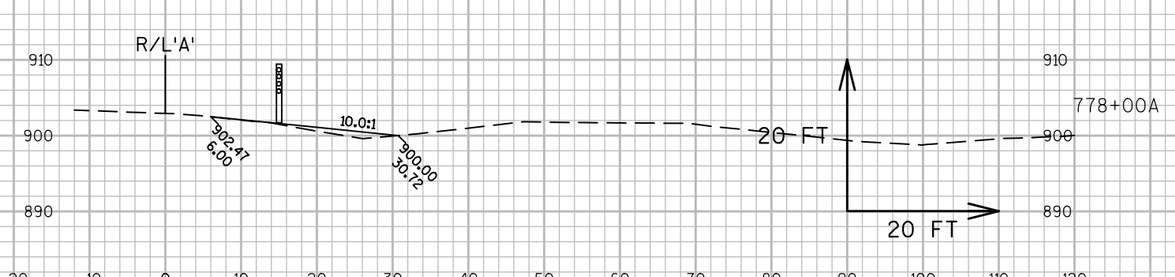












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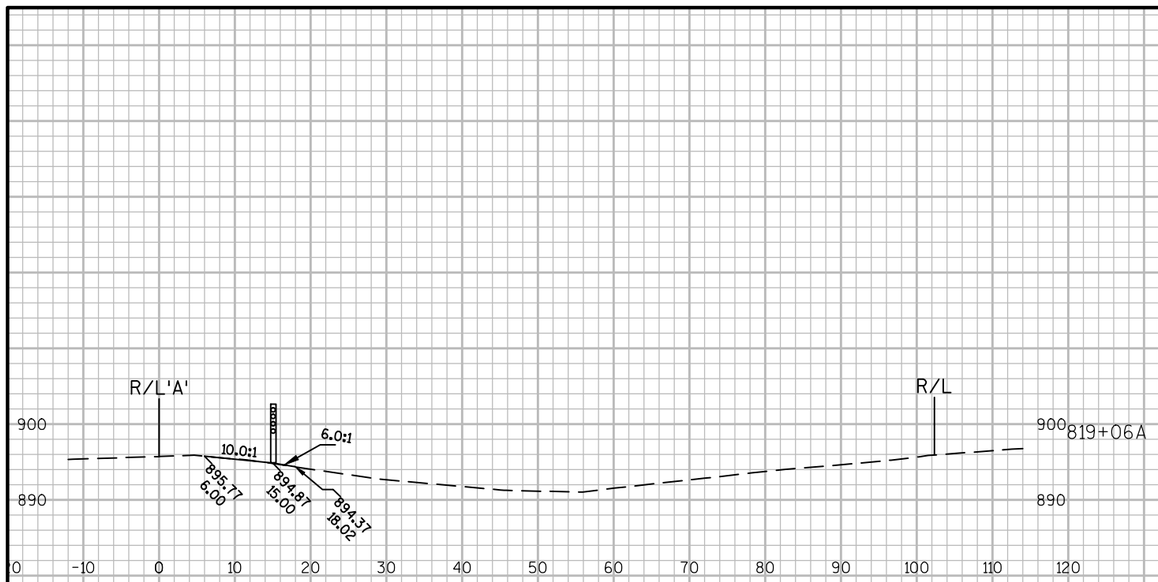
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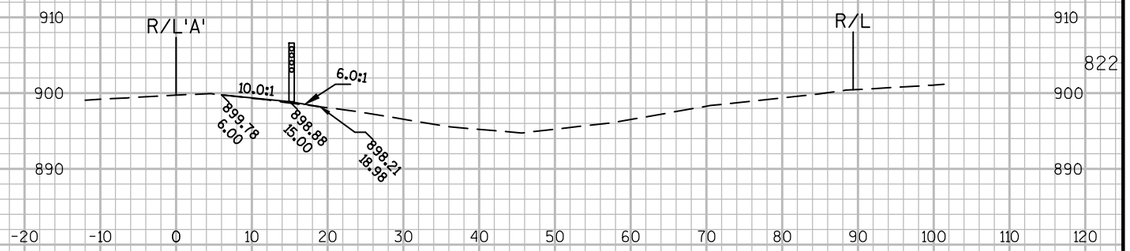
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK NORTH	SHEET 209	E

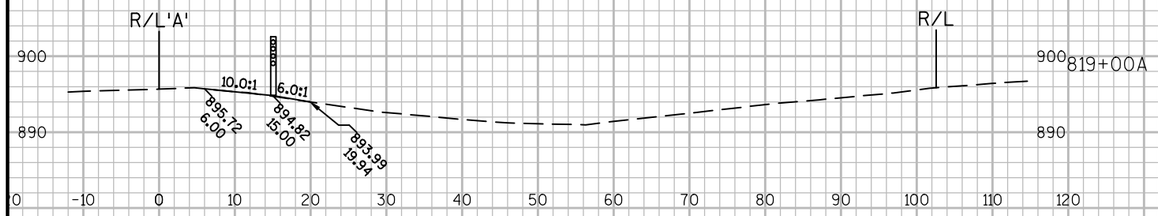
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LAYOUT NAME - (5)

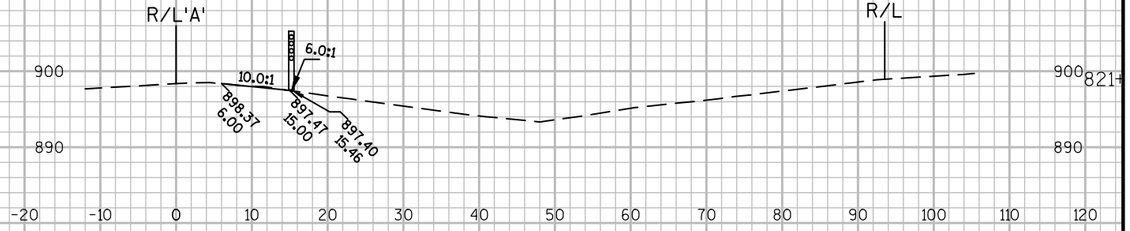
PLOT DATE : 3/18/2016 8:57 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

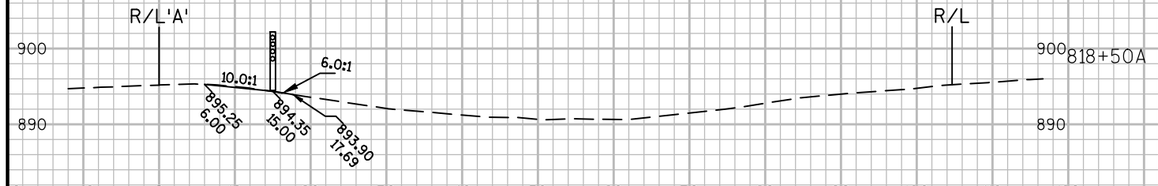
WISDOT/CADDS SHEET 49

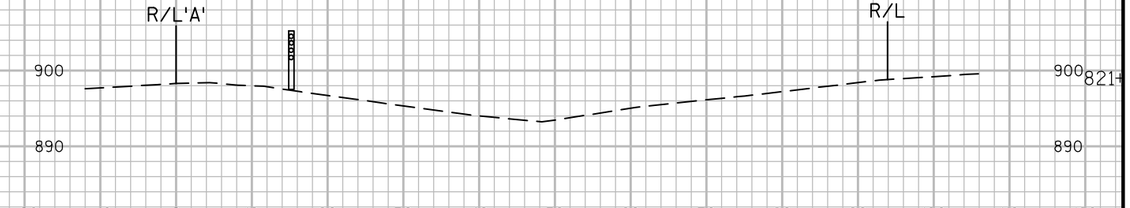


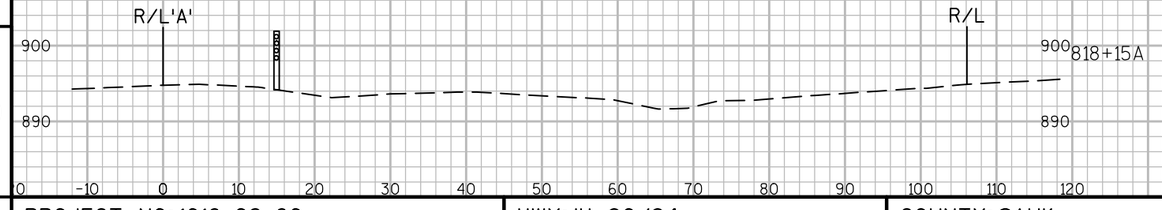


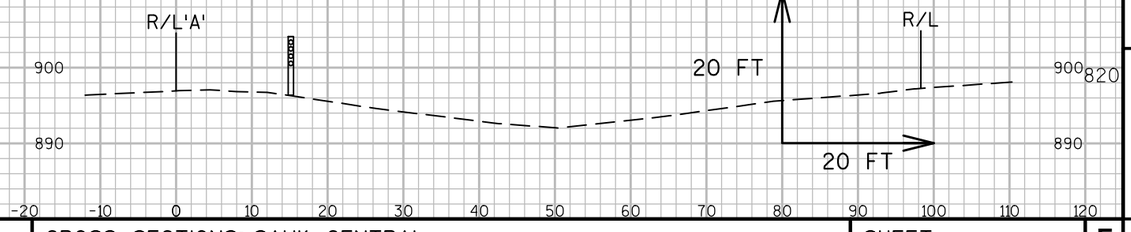








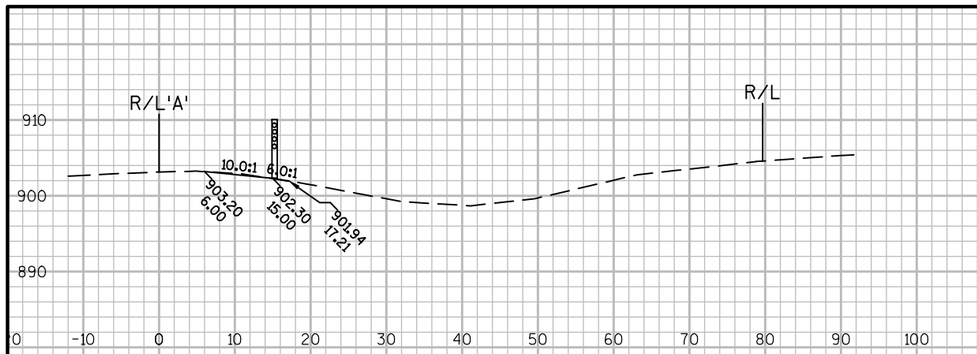




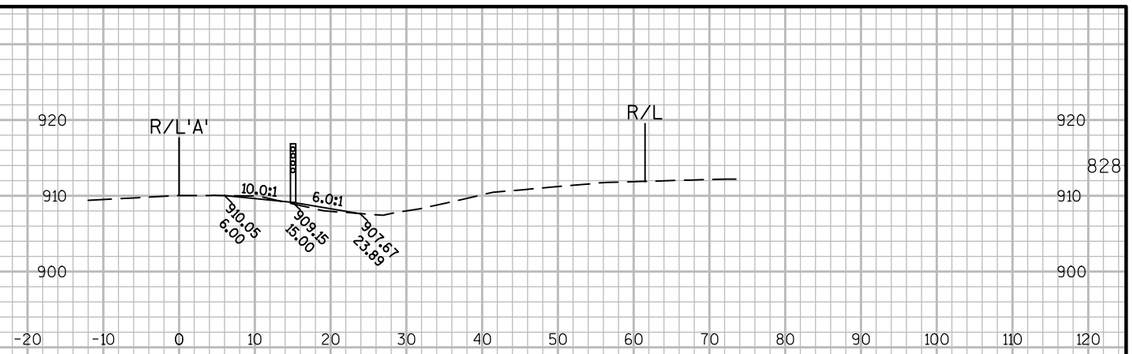
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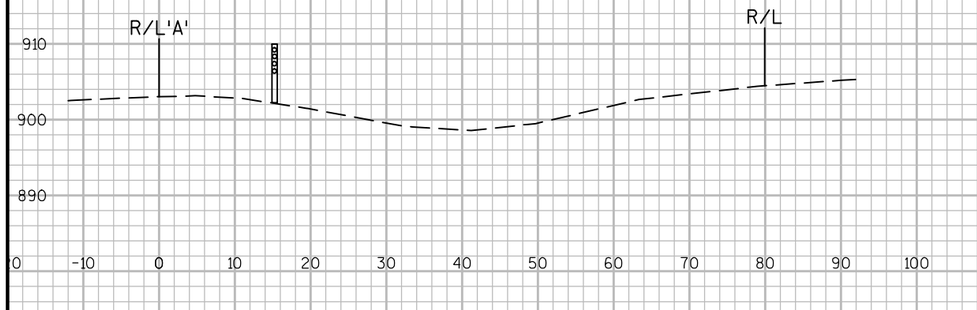
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK CENTRAL	SHEET 210	E



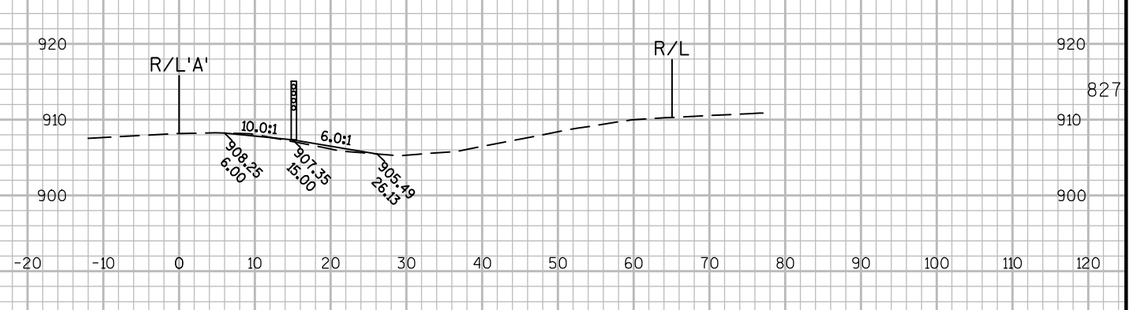
824+05A



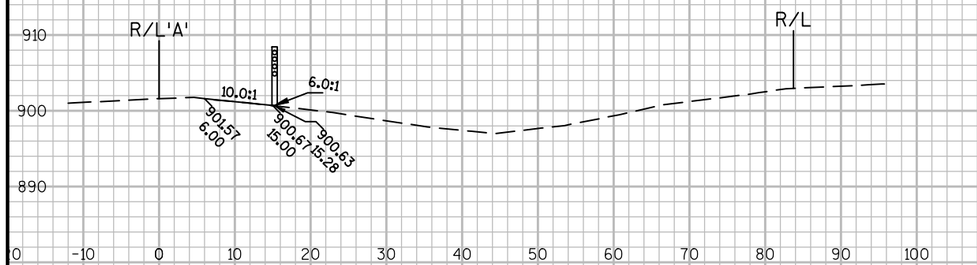
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824+00A



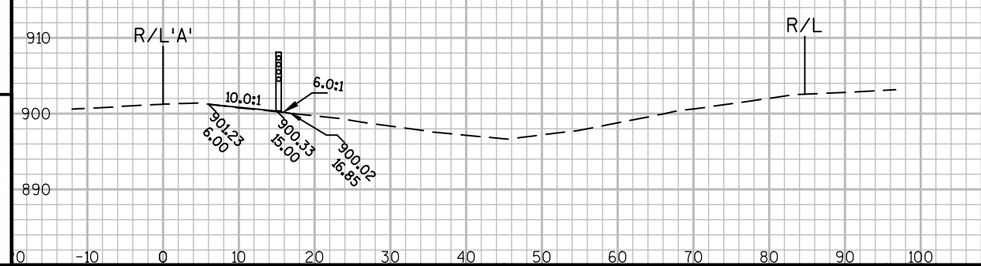
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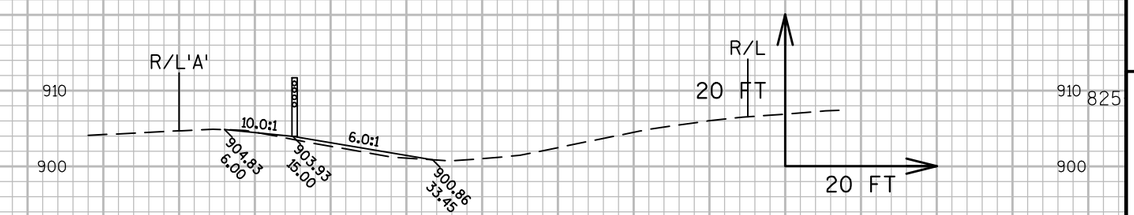
823+20A



826



823+00A



825

9

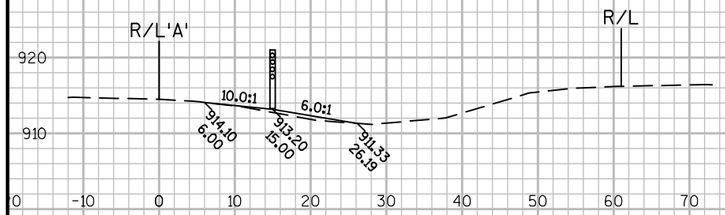
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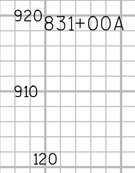
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK CENTRAL	SHEET 211	E

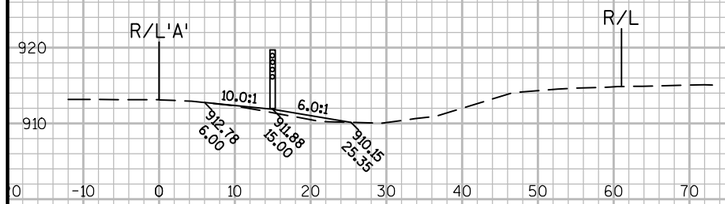
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090107_XS.DWG
LAYOUT NAME - (2)

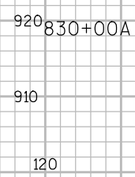
PLOT DATE : 3/18/2016 9:56 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

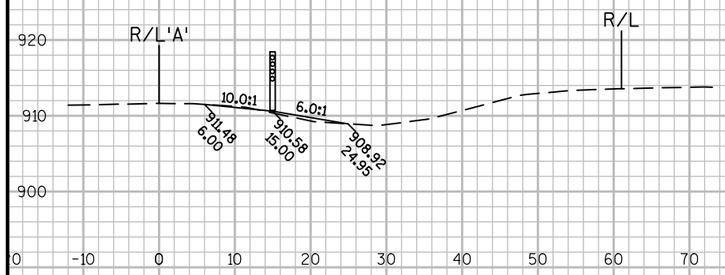
WISDOT/CADDS SHEET 49

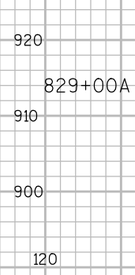


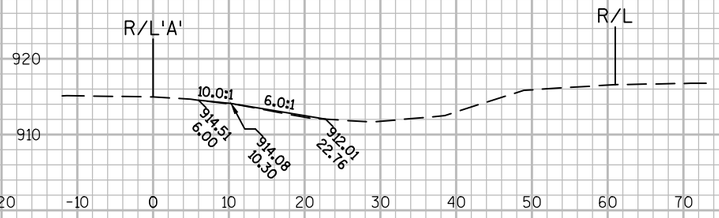


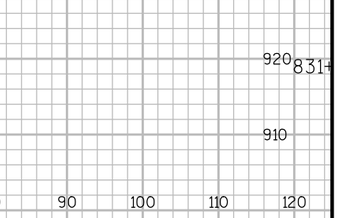


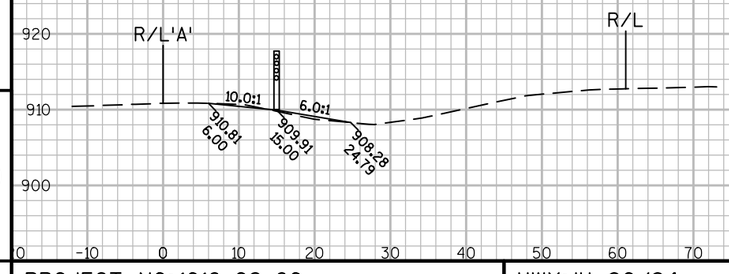


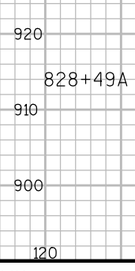


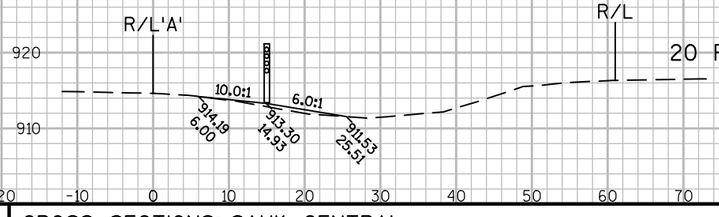


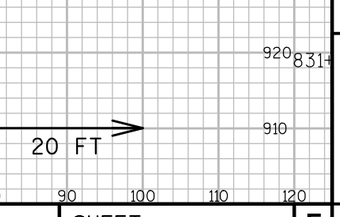












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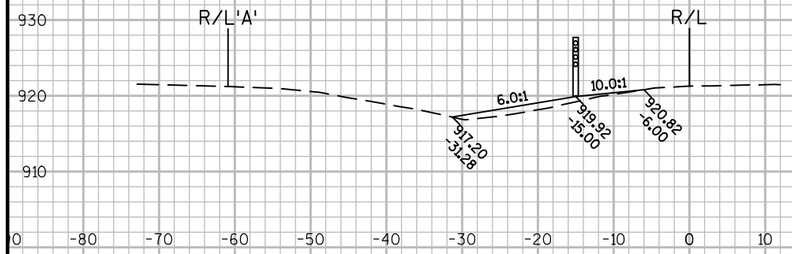
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK CENTRAL	SHEET 212	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090107_XS.DWG
LAYOUT NAME - (3)

PLOT DATE : 3/18/2016 9:56 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

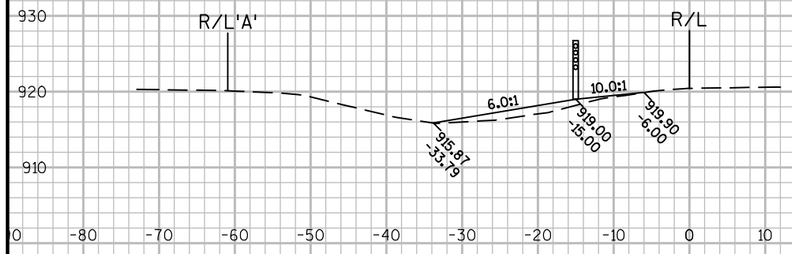
WISDOT/CADDS SHEET 49



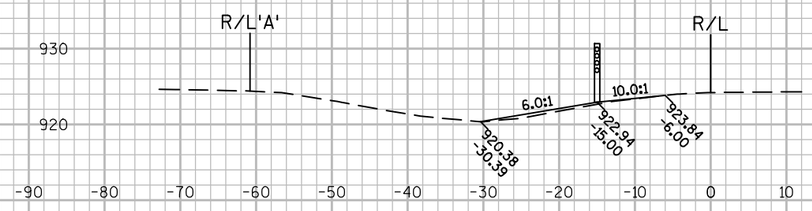
837+00



841+00



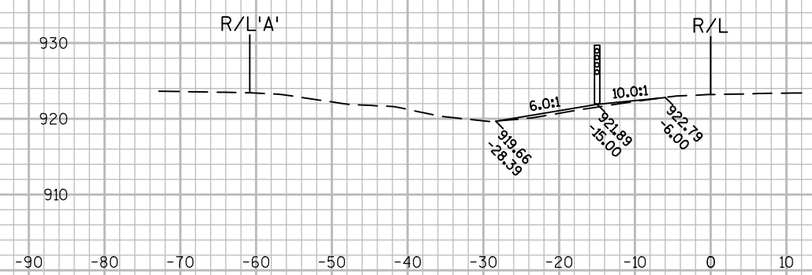
836+00



840+00



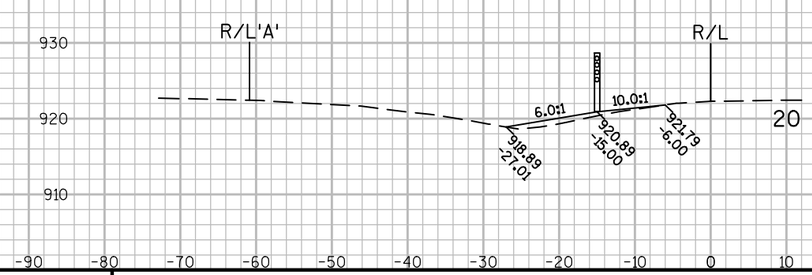
835+61



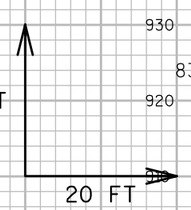
839+00



835+55



838+00



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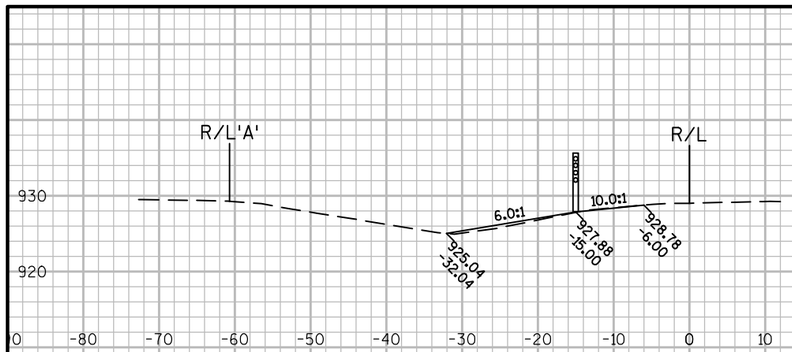
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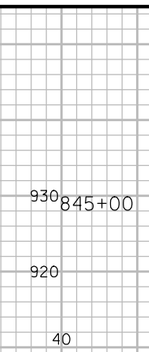
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK CENTRAL	SHEET 213	E

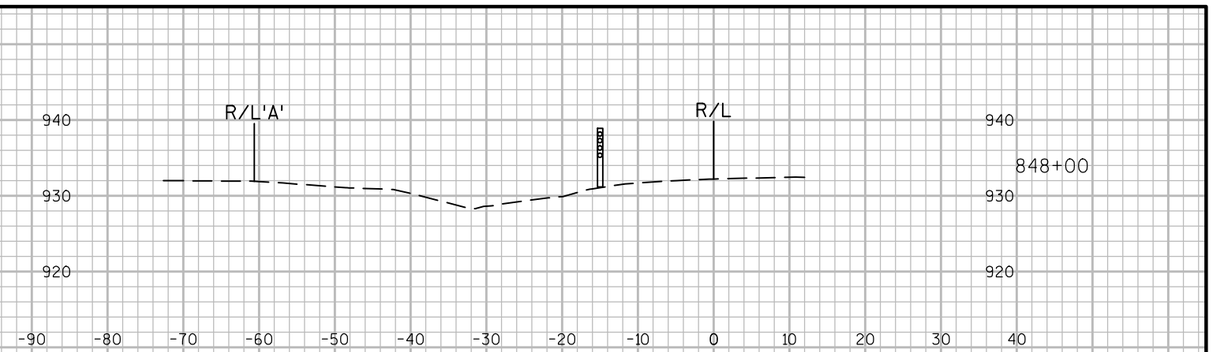
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090107_XS.DWG
LAYOUT NAME - 1

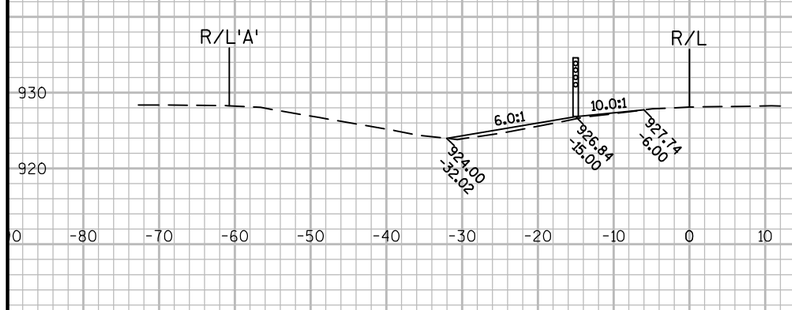
PLOT DATE : 3/18/2016 9:56 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

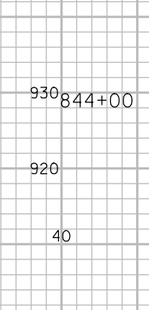
WISDOT/CADDS SHEET 49

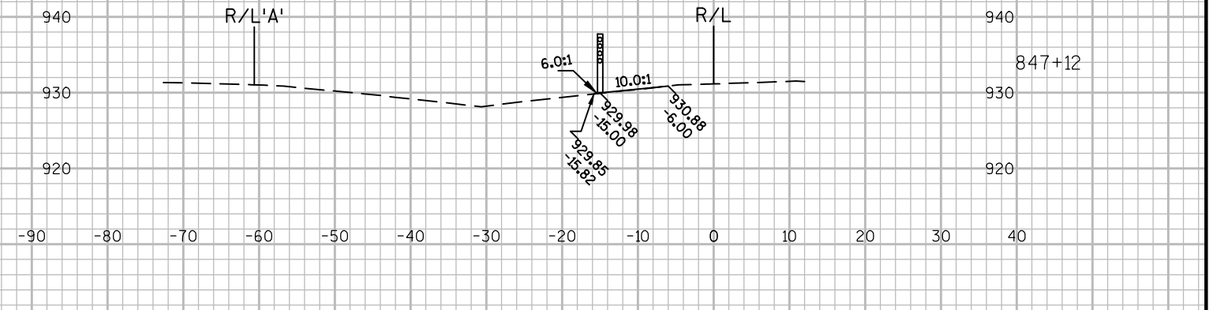


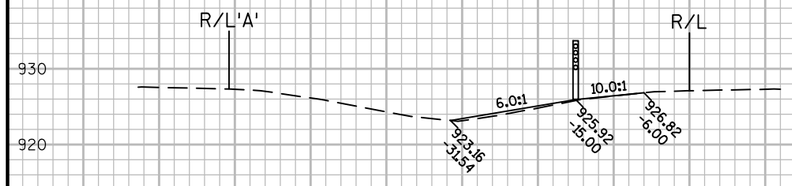


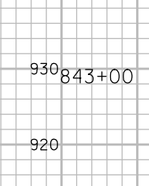


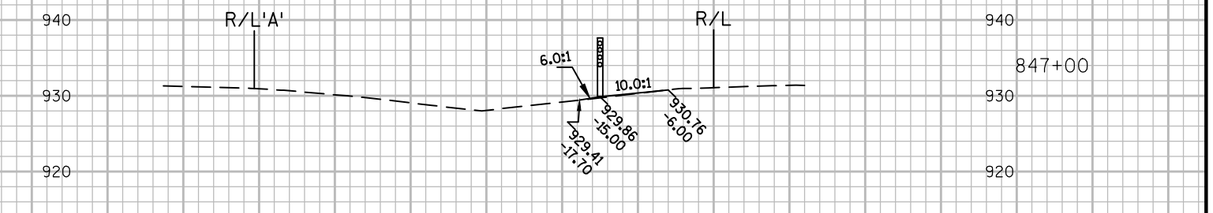




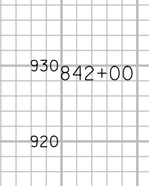












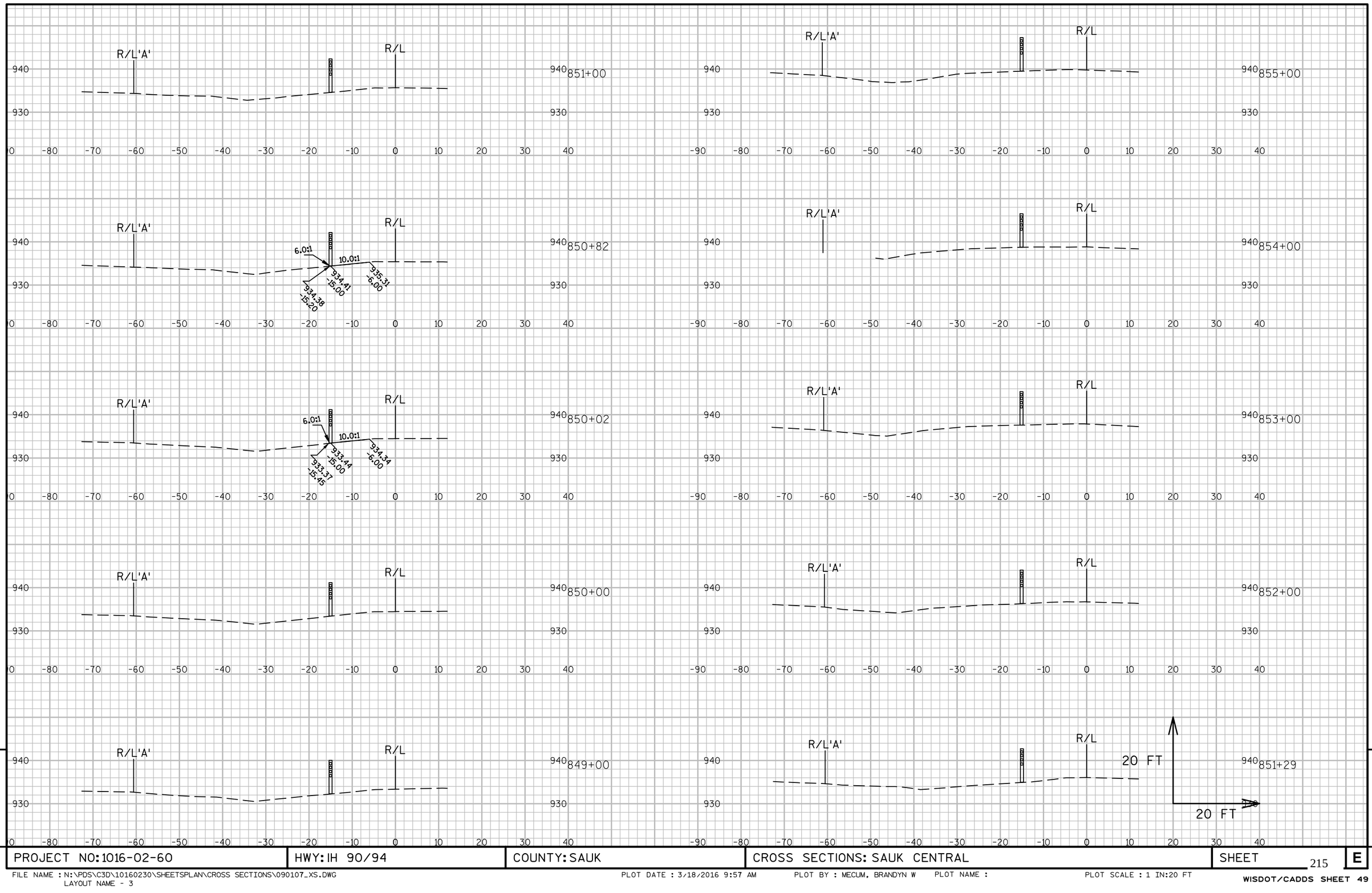


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9

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK CENTRAL	SHEET 214	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090107_XS.DWG
LAYOUT NAME - 2
PLOT DATE : 3/18/2016 9:57 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9

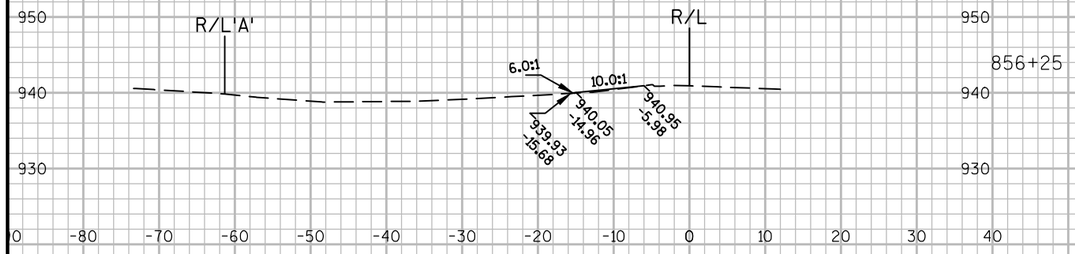
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK CENTRAL	SHEET 215	E

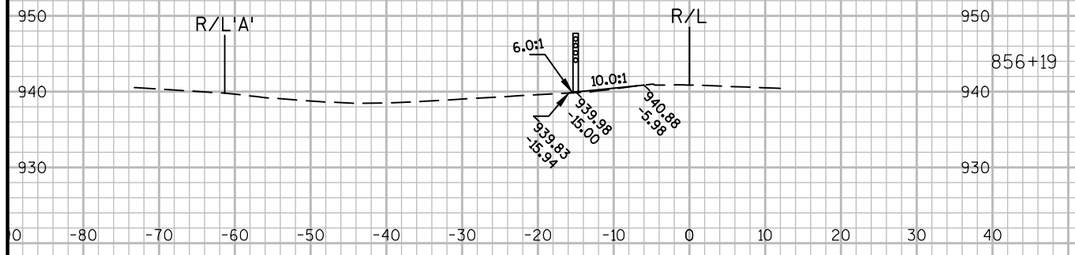
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090107_XS.DWG
LAYOUT NAME - 3

PLOT DATE : 3/18/2016 9:57 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

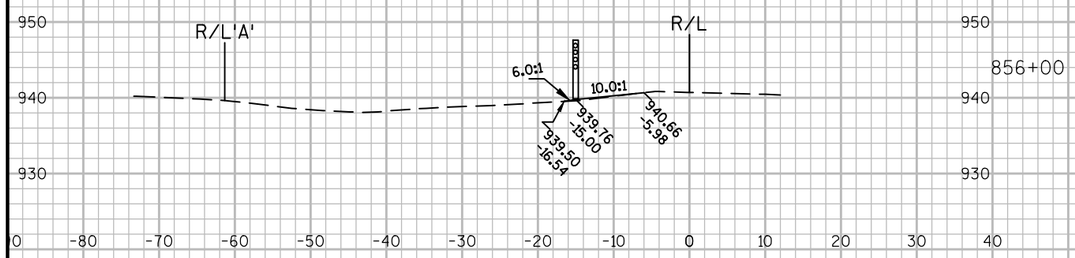
WISDOT/CADDS SHEET 49



856+25



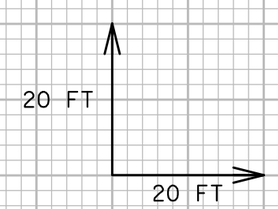
856+19



856+00



855+62



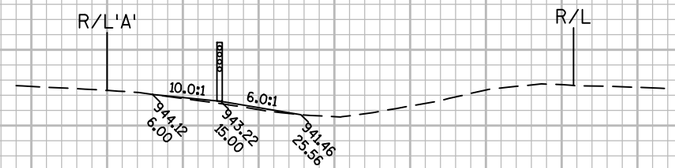
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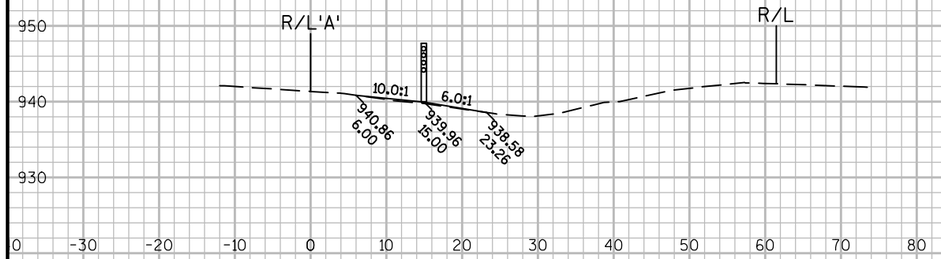
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK CENTRAL	SHEET 216	E



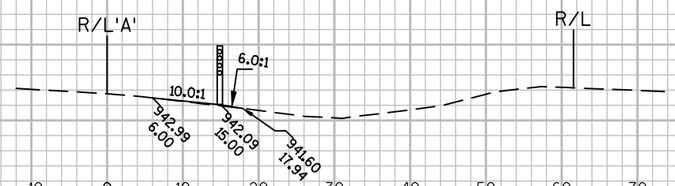
857+09A



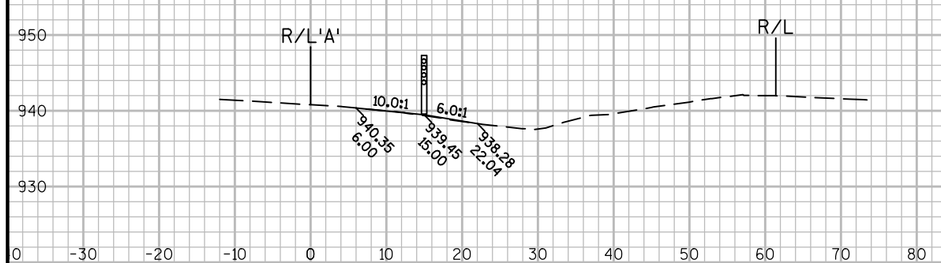
860+00A



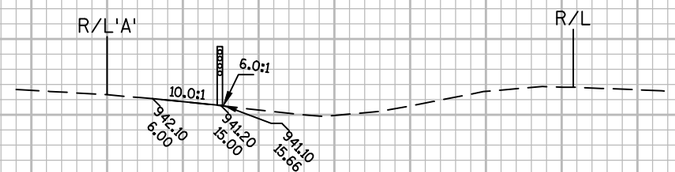
857+00A



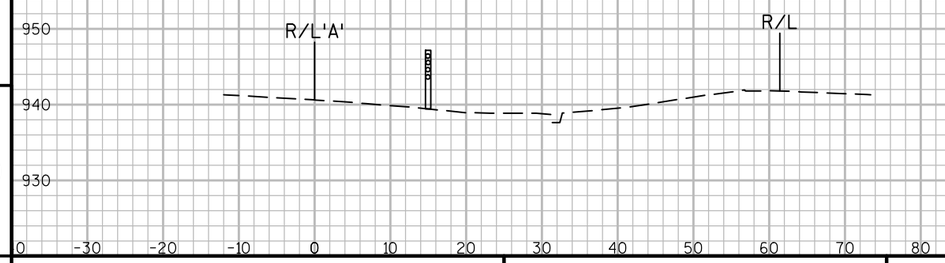
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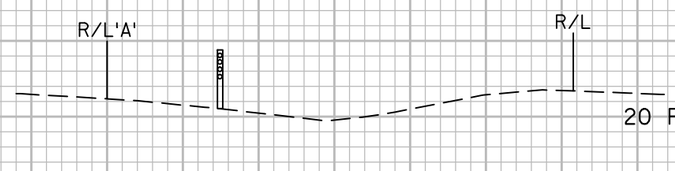
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858+22A



856+32A



858+00A

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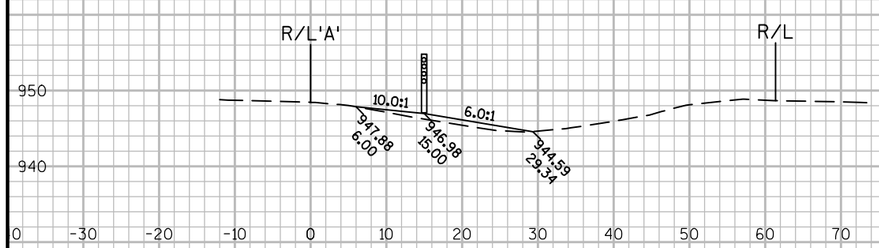
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK CENTRAL	SHEET 217	E

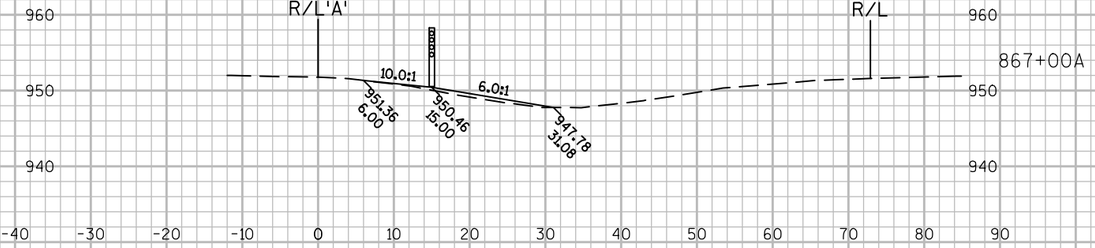
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090108_XS.DWG
LAYOUT NAME - ((1))

PLOT DATE : 3/21/2016 1:07 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



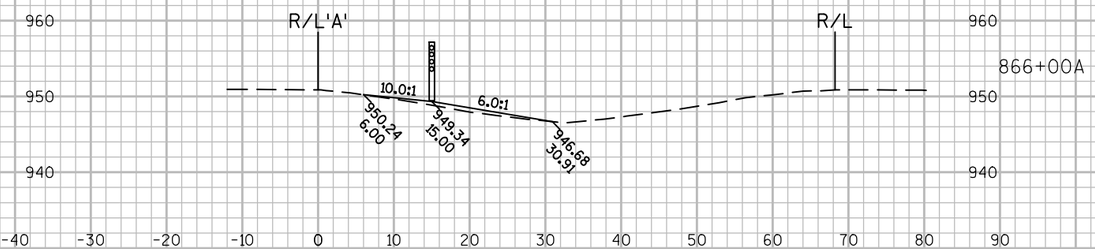
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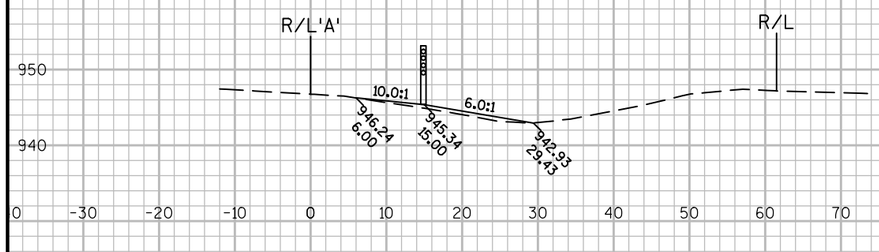
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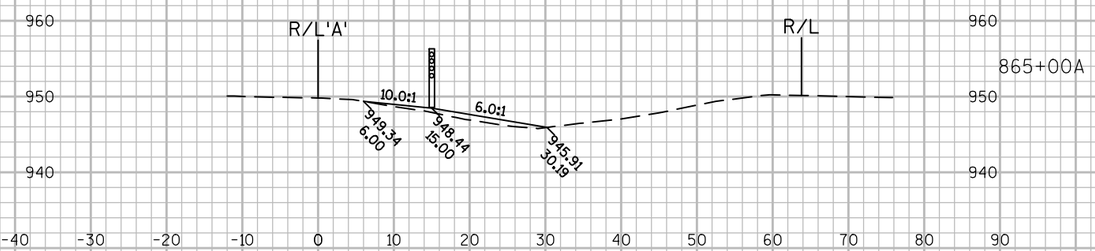
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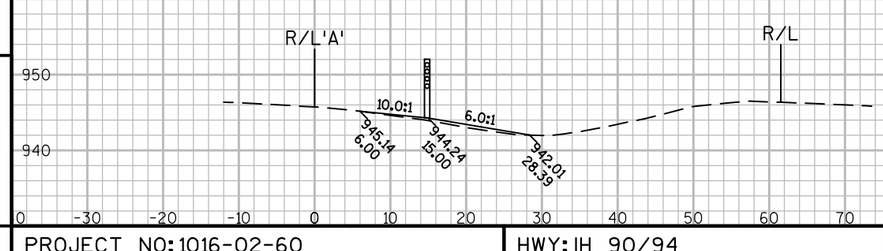
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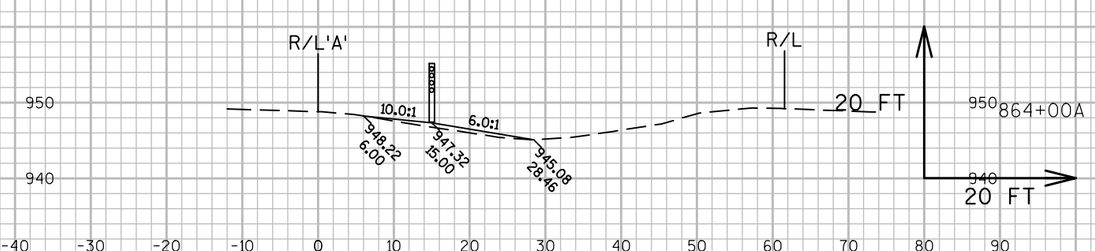
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865+00A



861+00A



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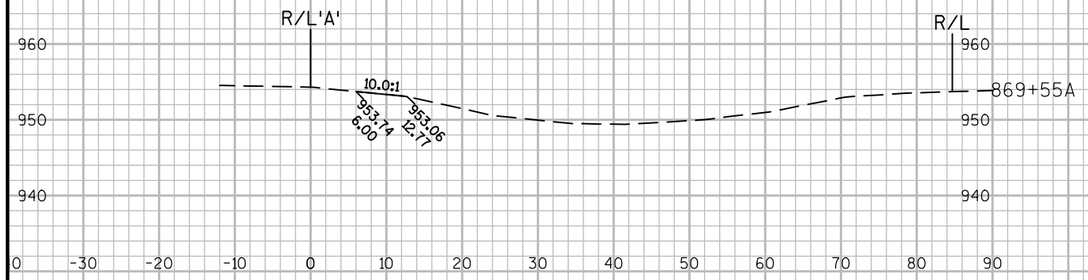
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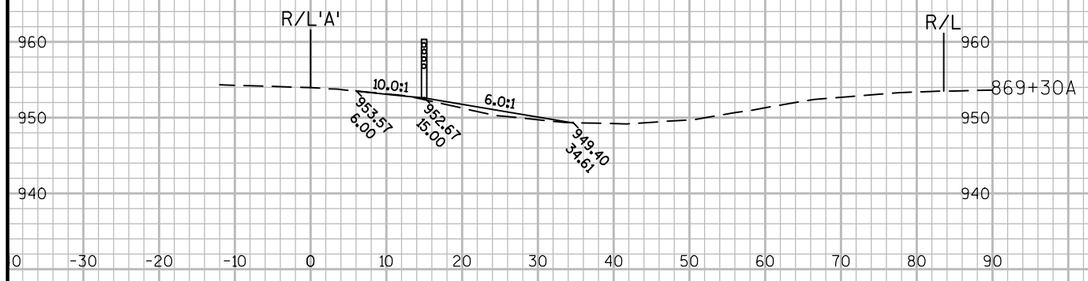
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK CENTRAL	SHEET 218	E

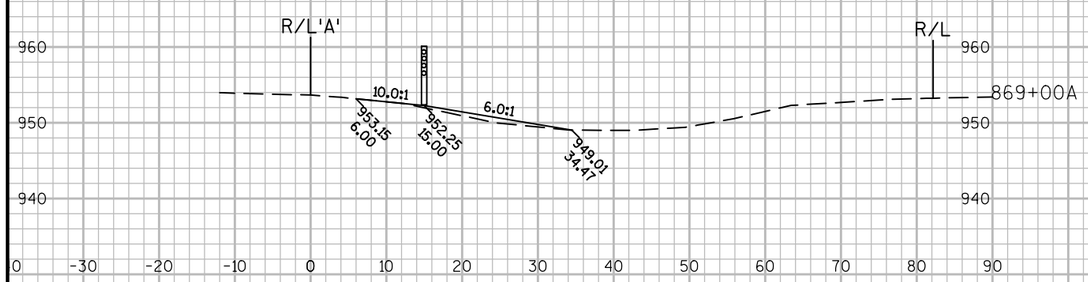
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LAYOUT NAME - ((2))

PLOT DATE : 3/21/2016 1:08 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

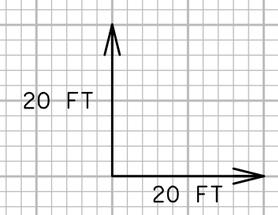
WISDOT/CADDS SHEET 49







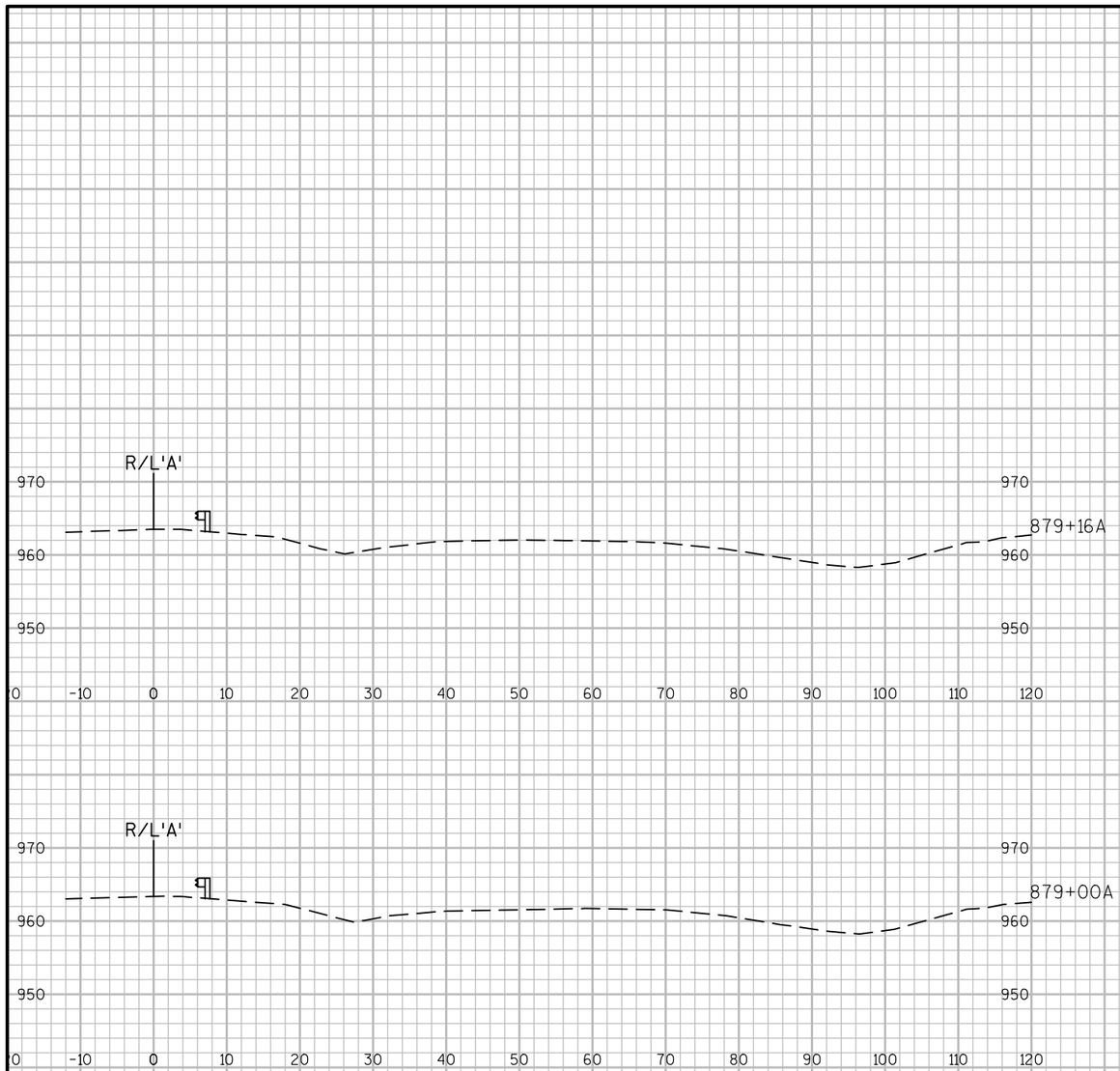


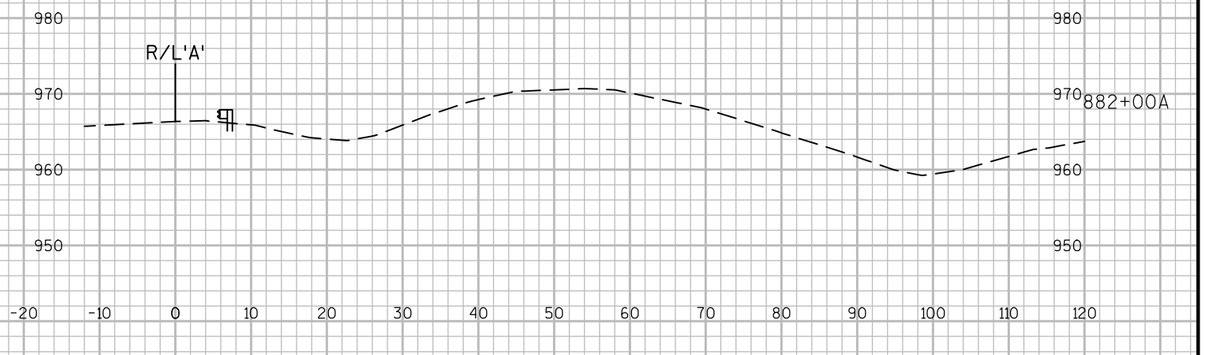


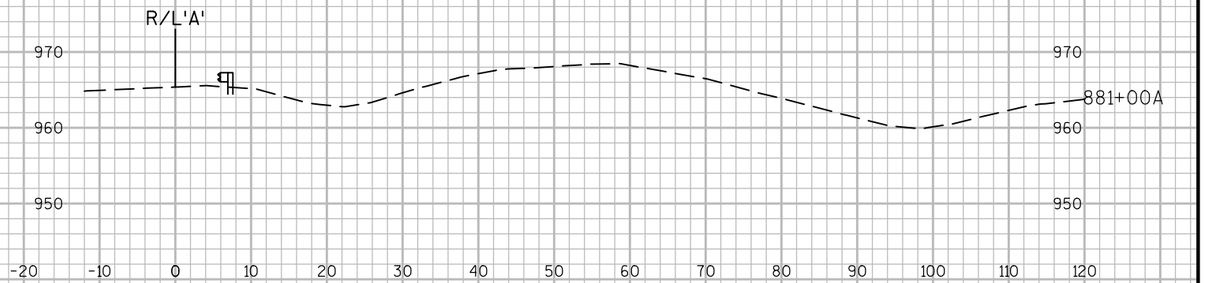
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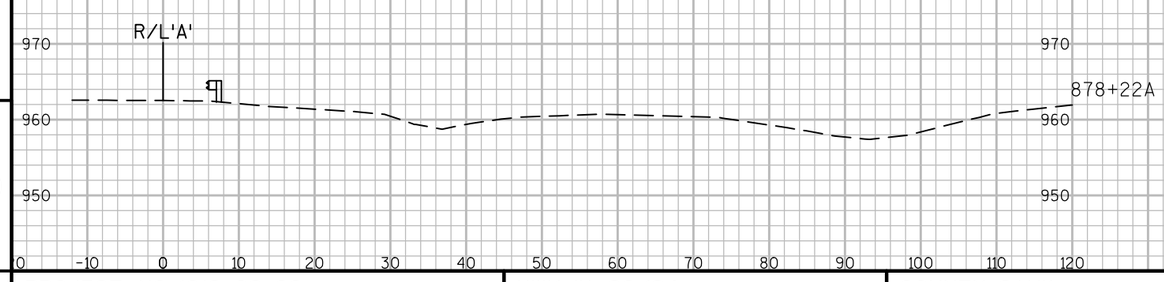
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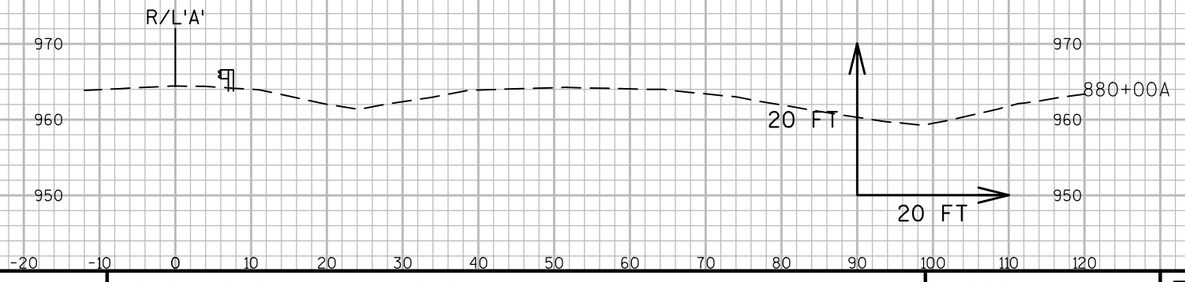
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK CENTRAL	SHEET 219	E











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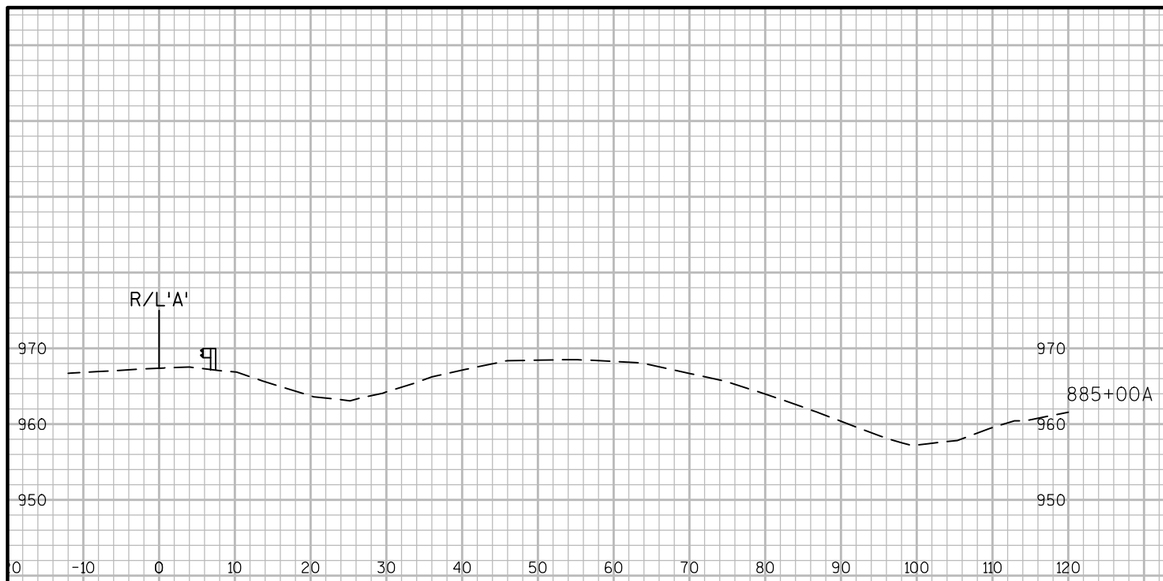
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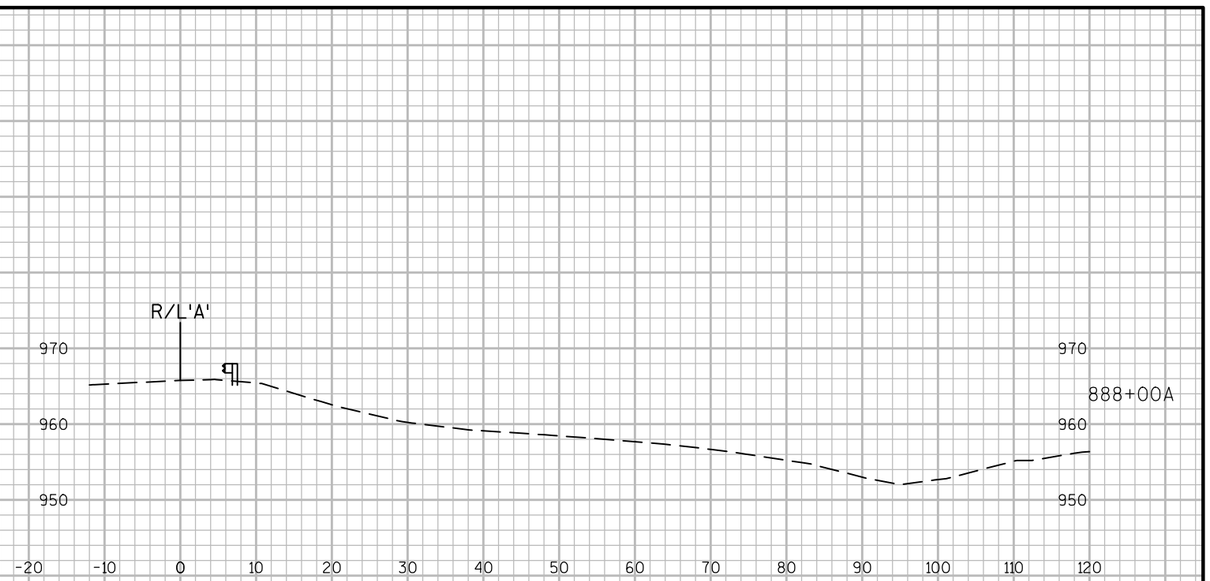
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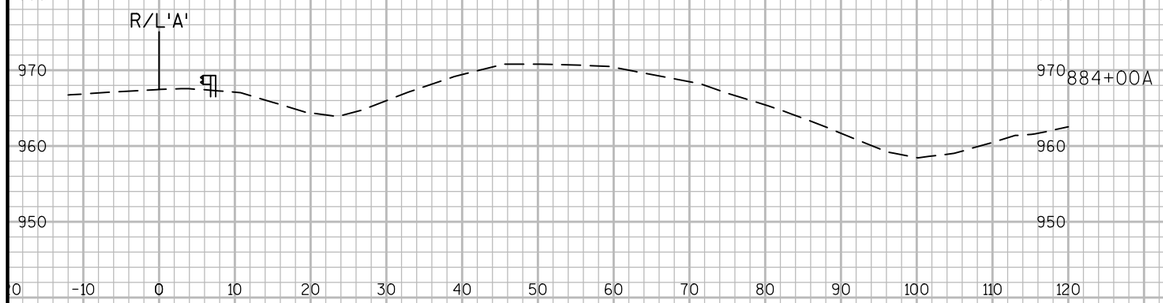
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LAYOUT NAME - (1)

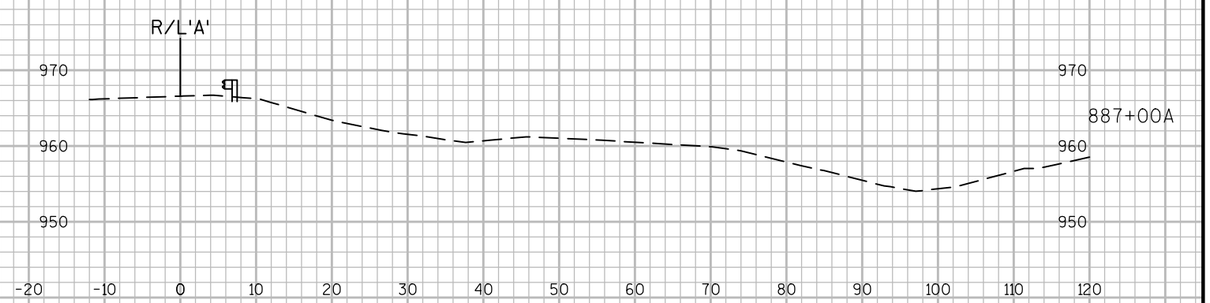
PLOT DATE : 3/21/2016 1:08 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

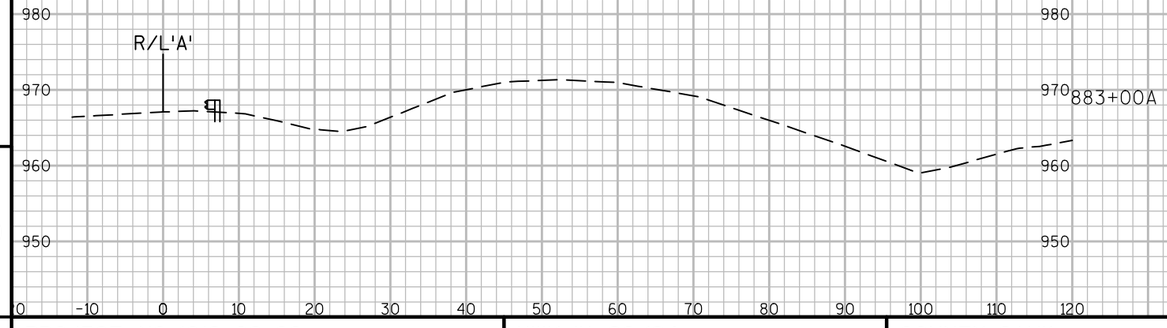
WISDOT/CADDS SHEET 49

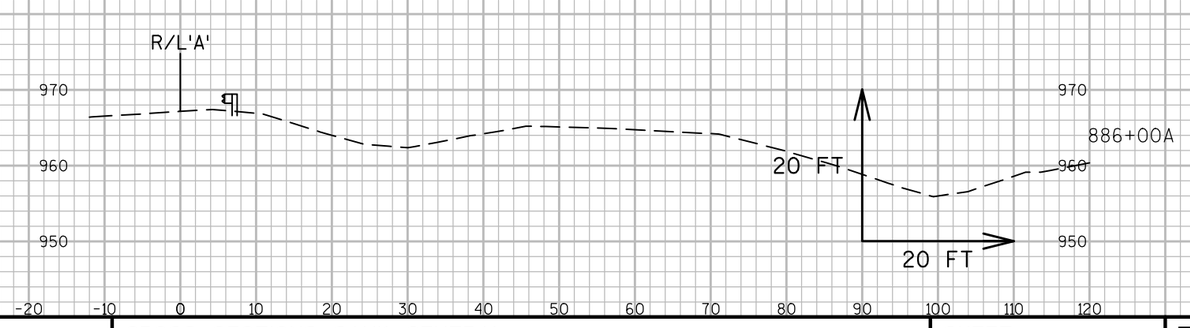












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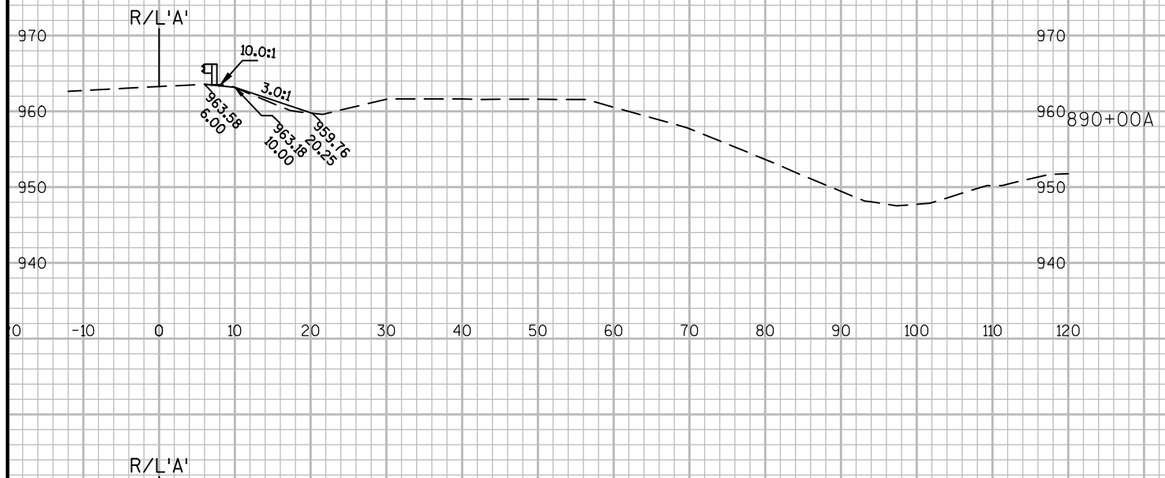
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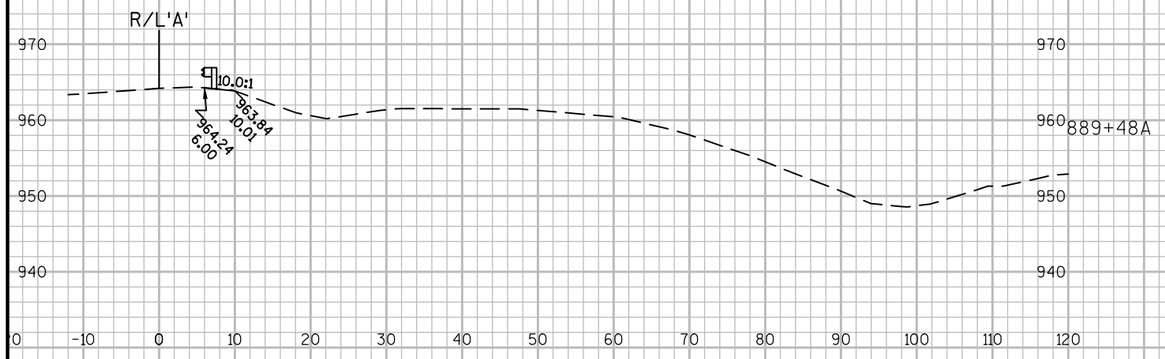
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK CENTRAL	SHEET 221	E

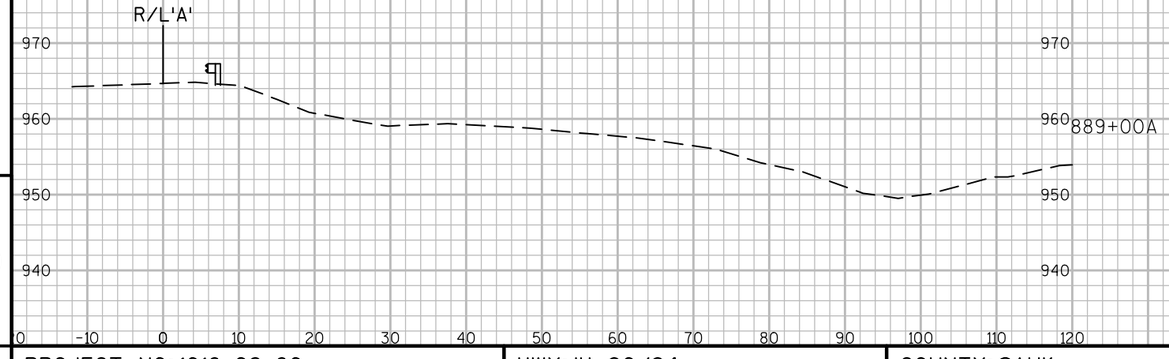
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LAYOUT NAME - (2)

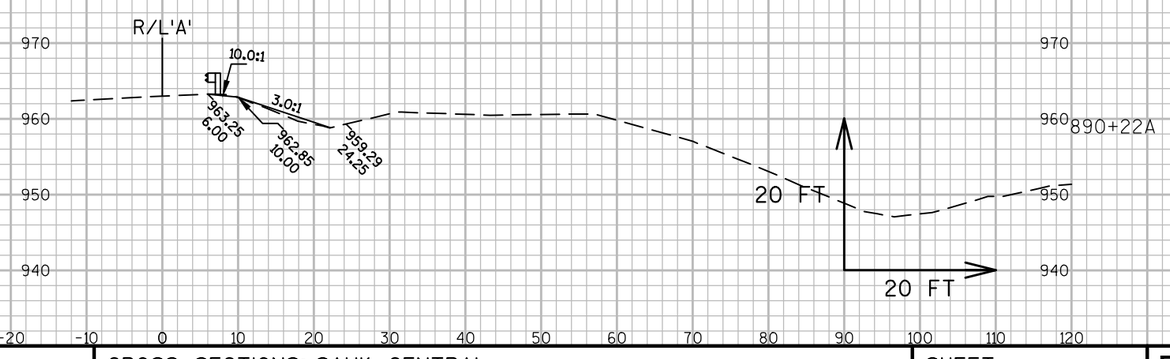
PLOT DATE : 3/21/2016 1:08 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





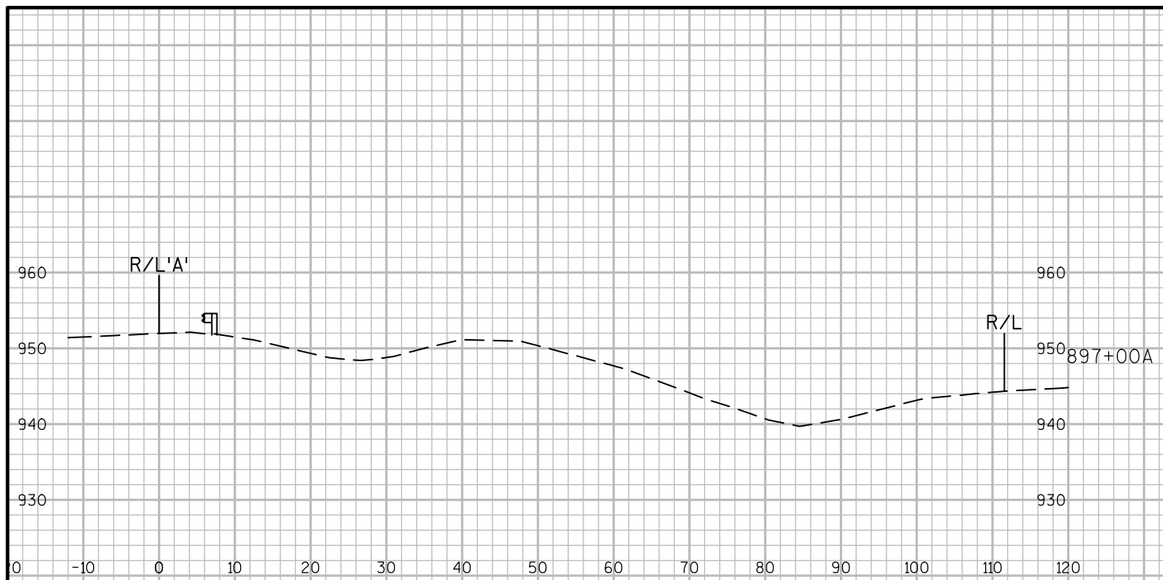


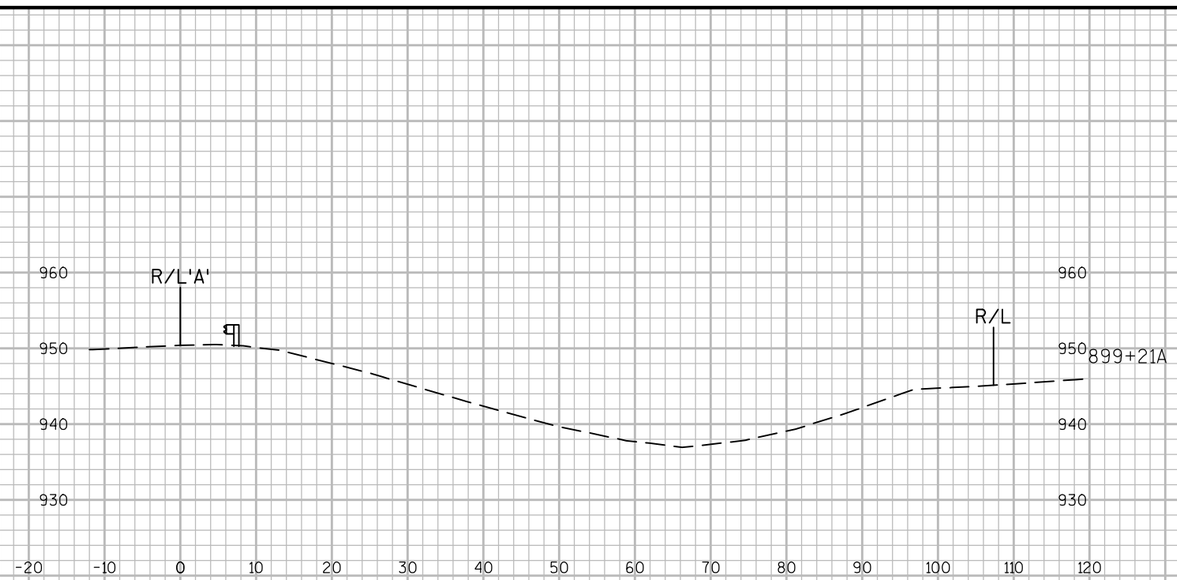


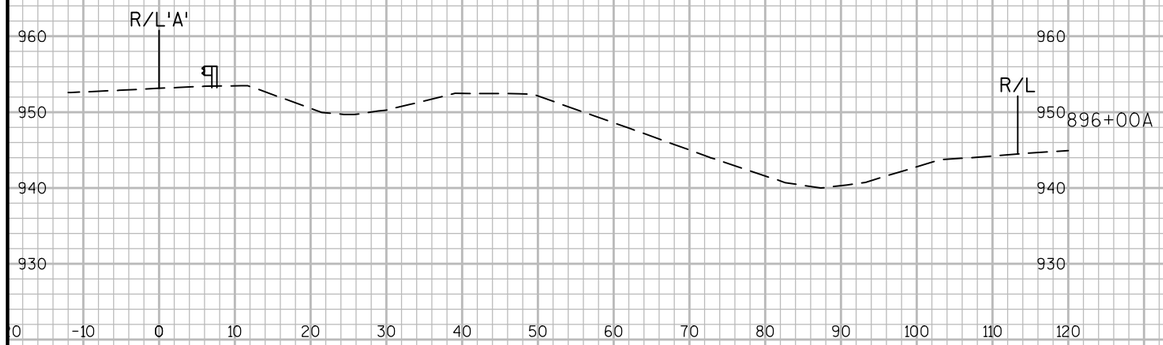
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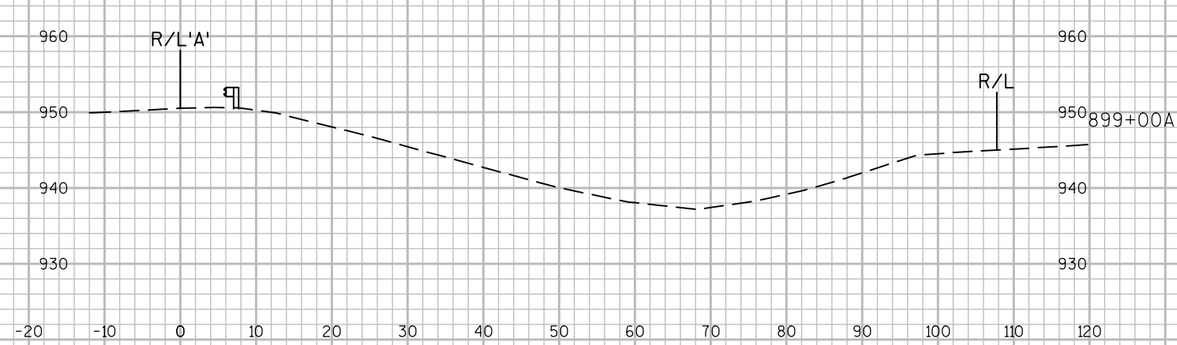
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK CENTRAL	SHEET 222	E

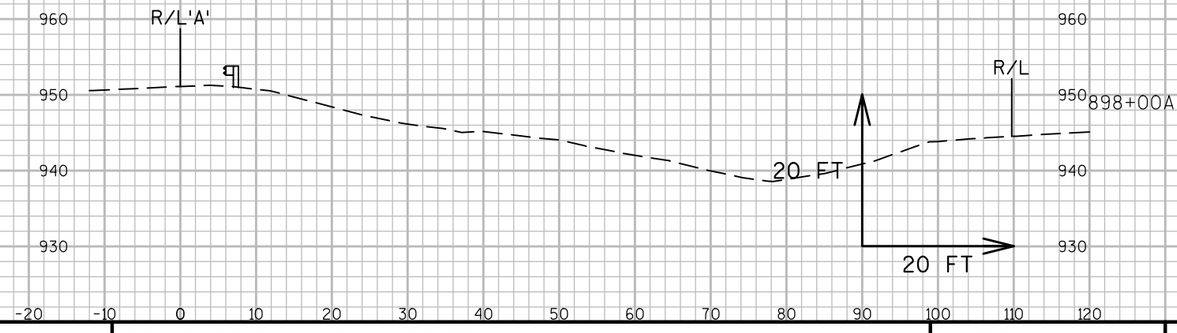












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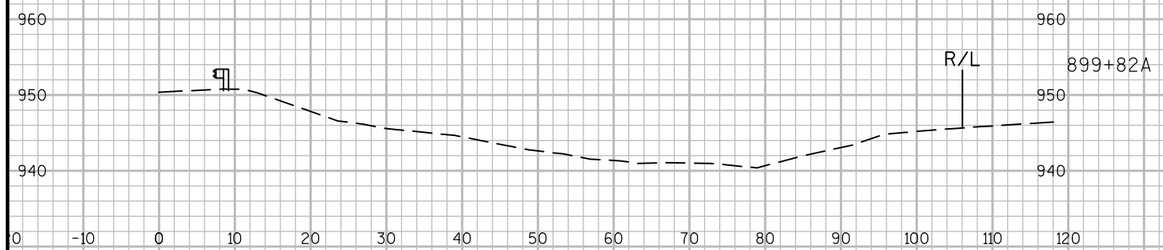
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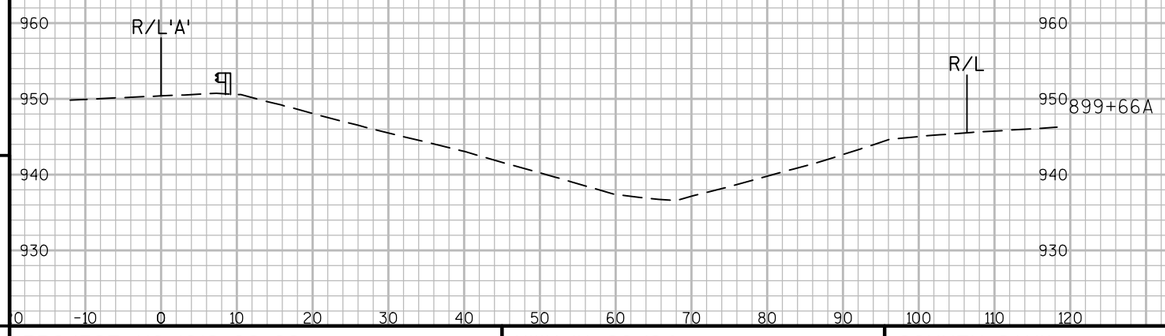
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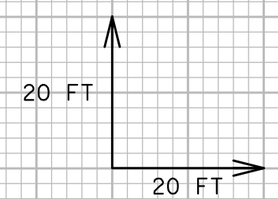
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LAYOUT NAME - 1

PLOT DATE : 3/21/2016 1:09 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



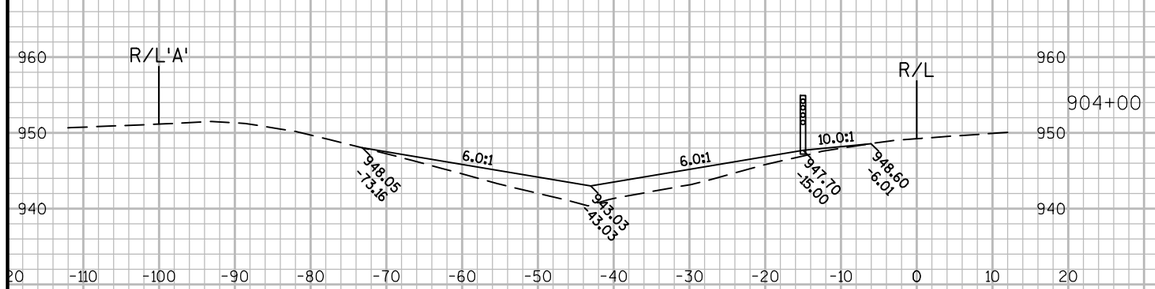


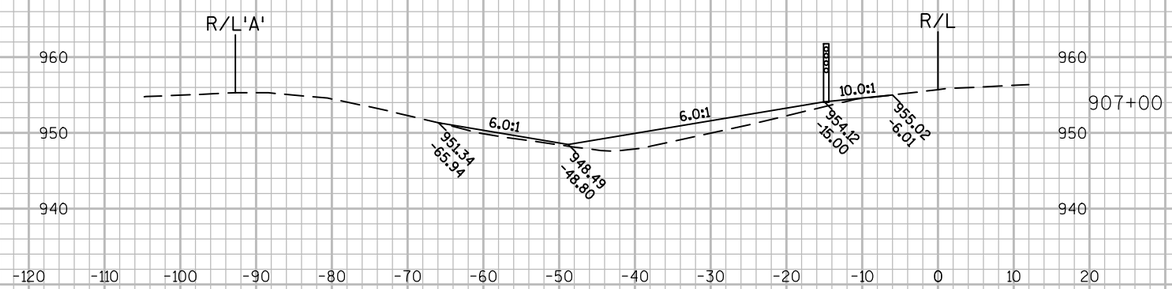


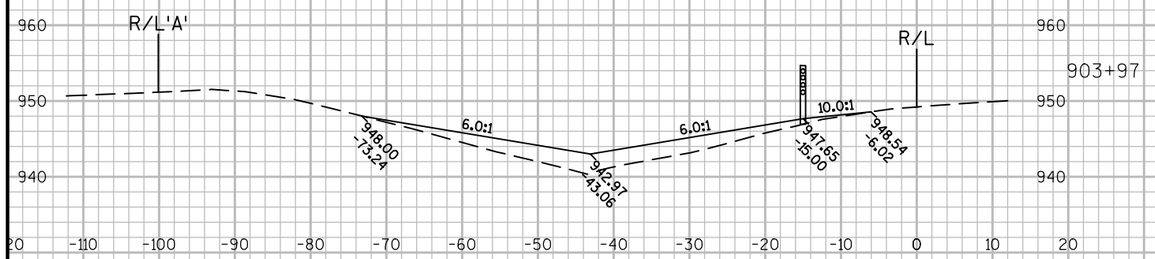
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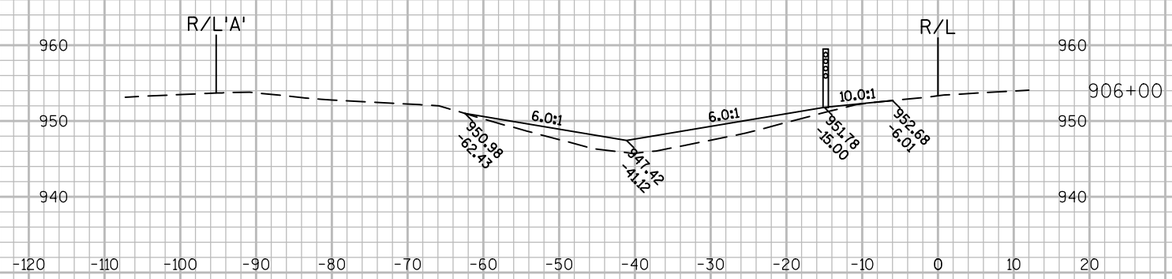
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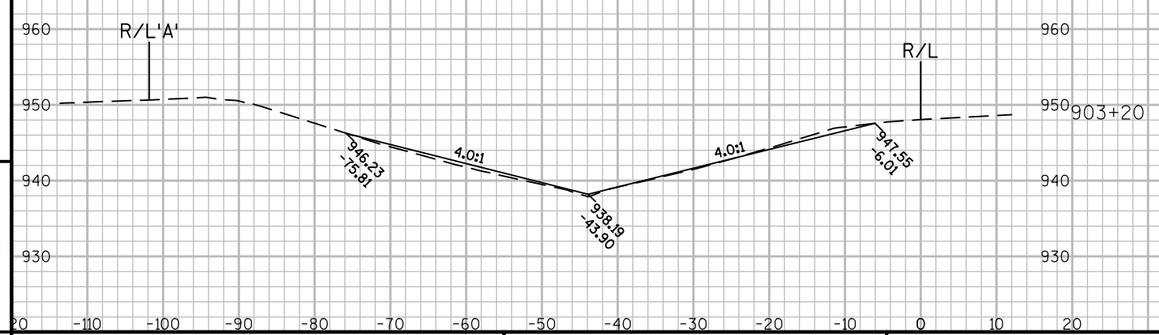
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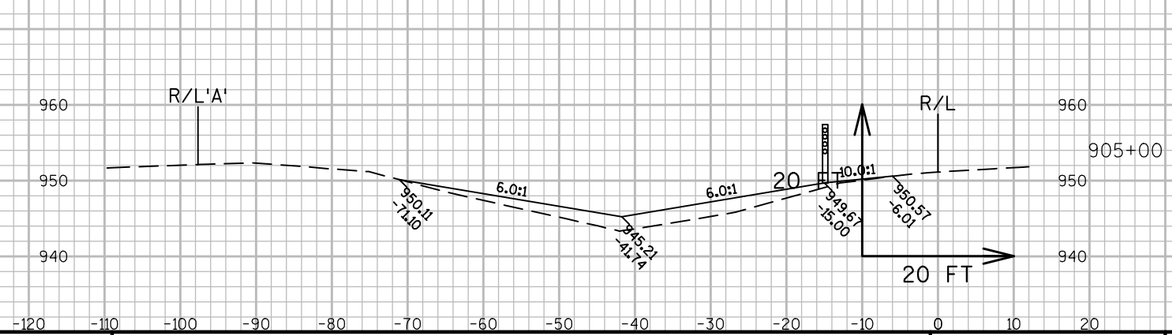












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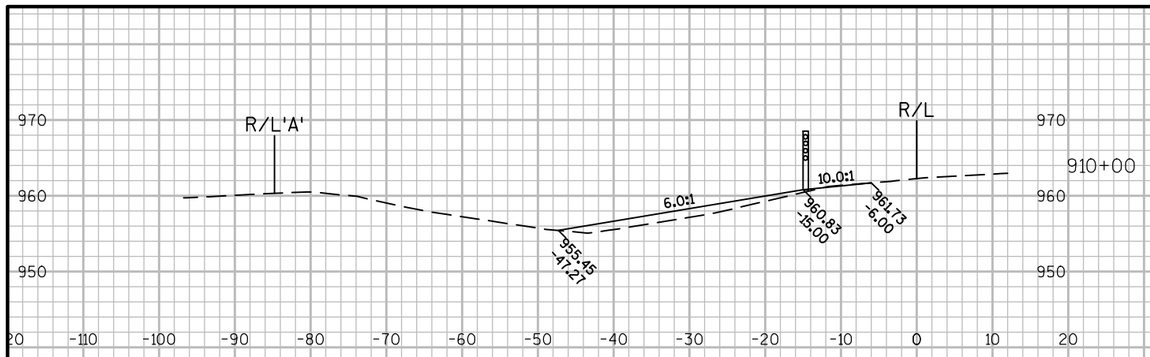
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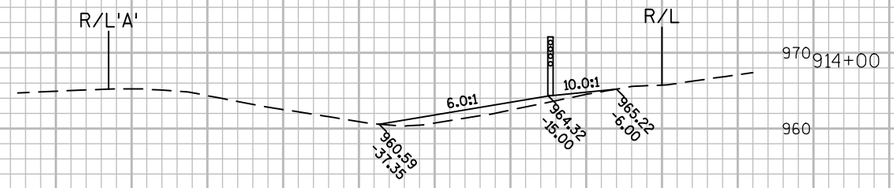
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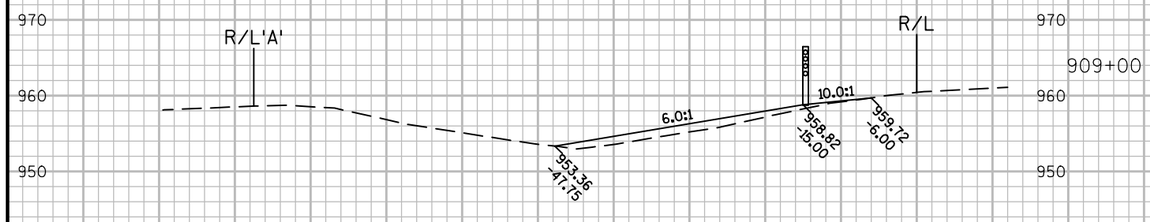
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LAYOUT NAME - (1)

PLOT DATE : 3/22/2016 8:02 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

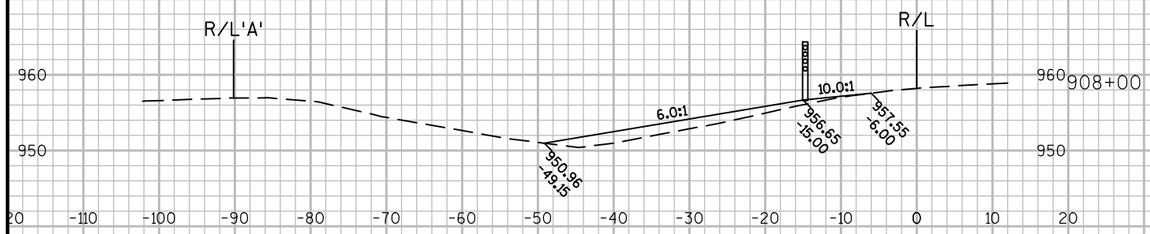
WISDOT/CADDS SHEET 49

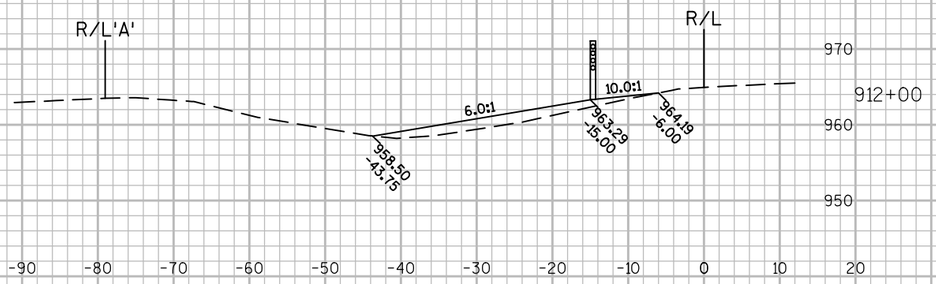


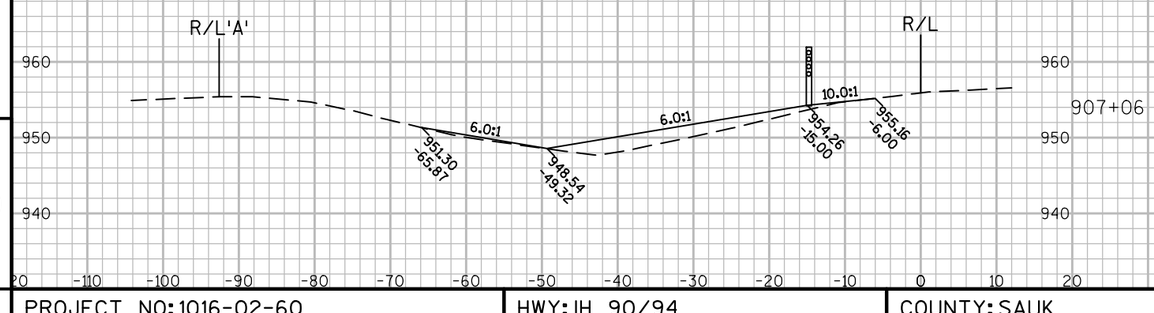












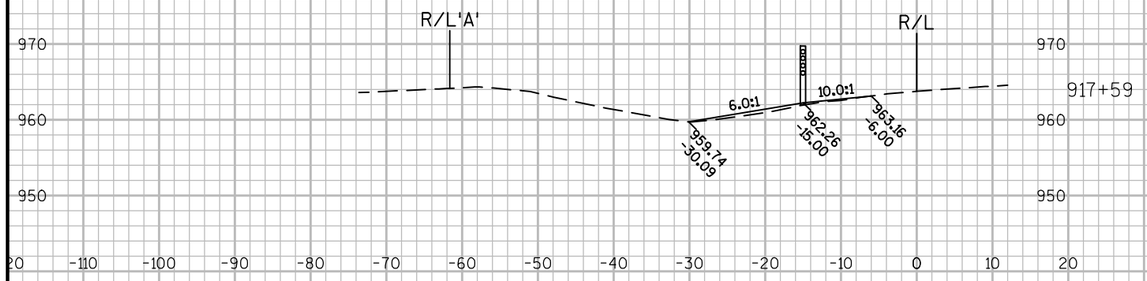


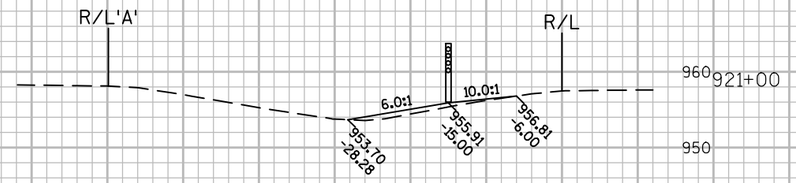
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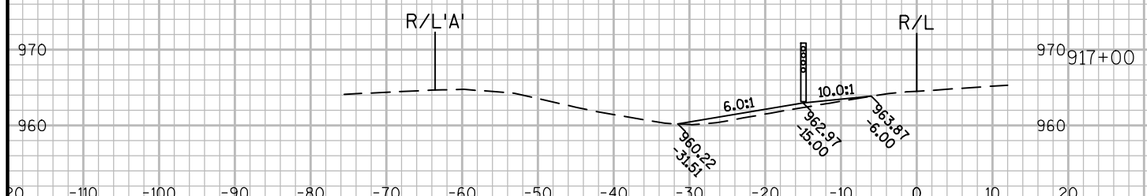
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 226	E

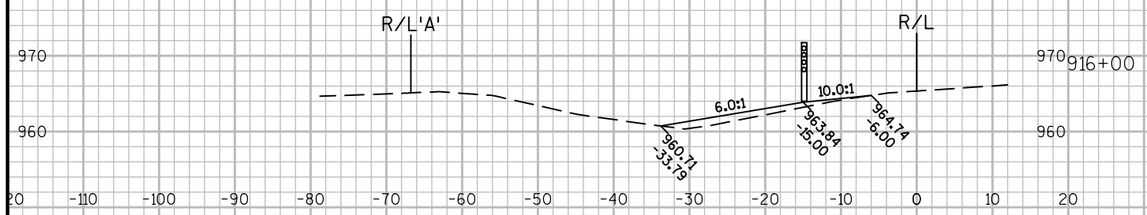
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LAYOUT NAME - (2)
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PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

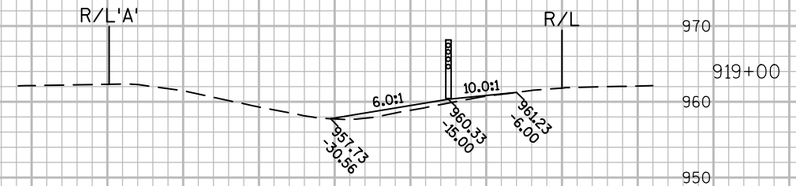


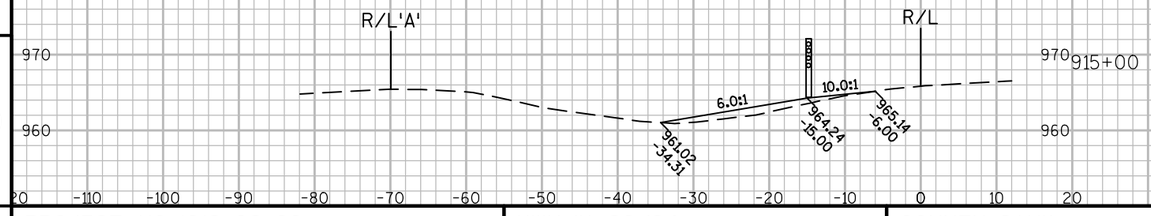


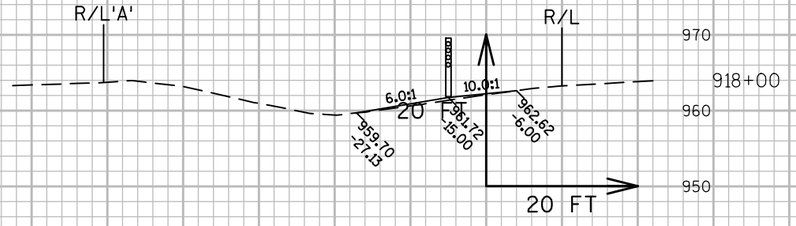








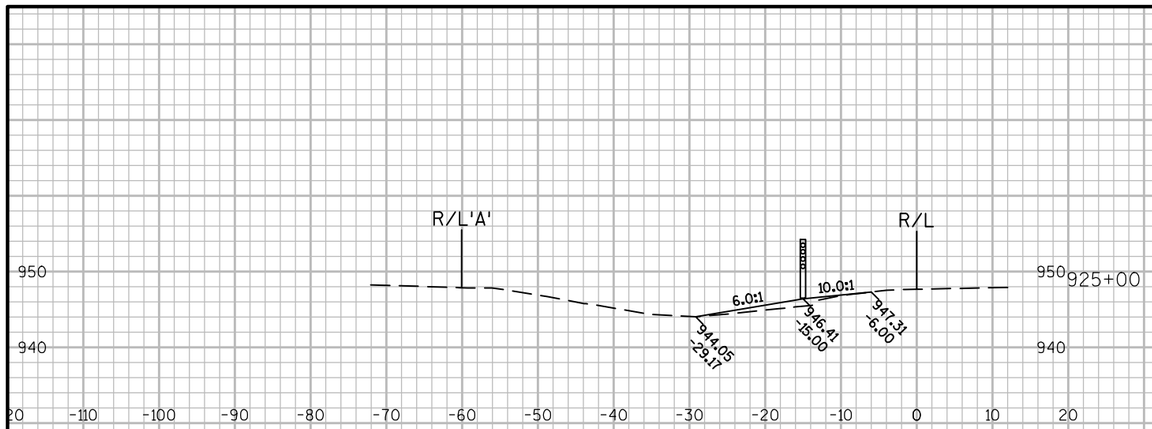




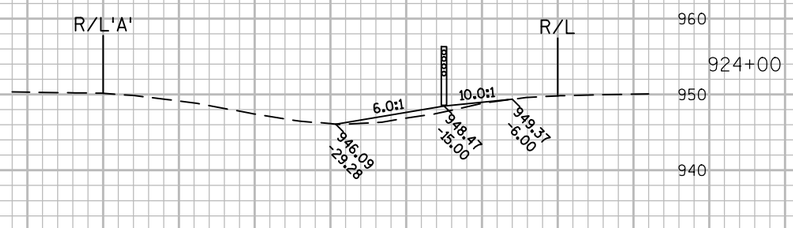
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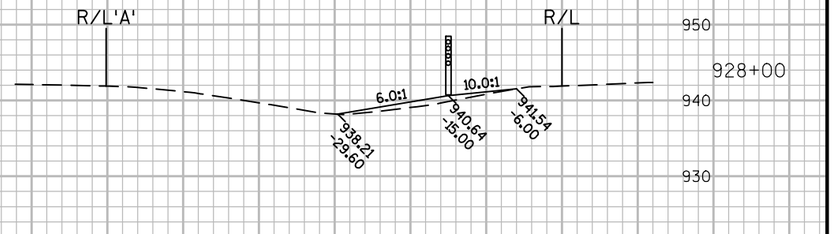
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 227 E

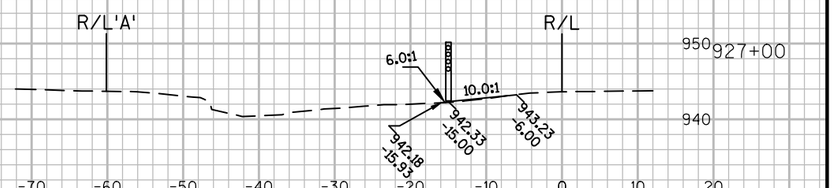


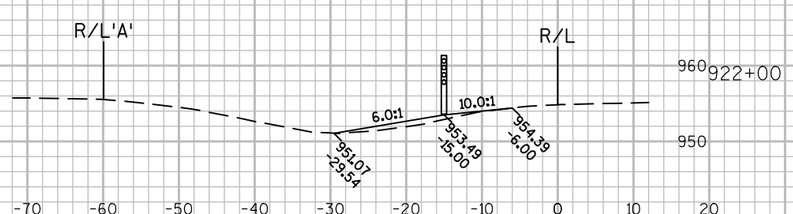


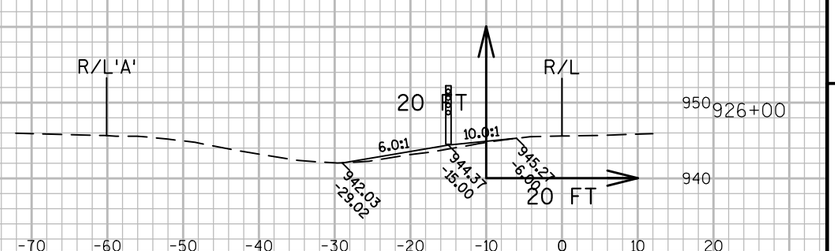










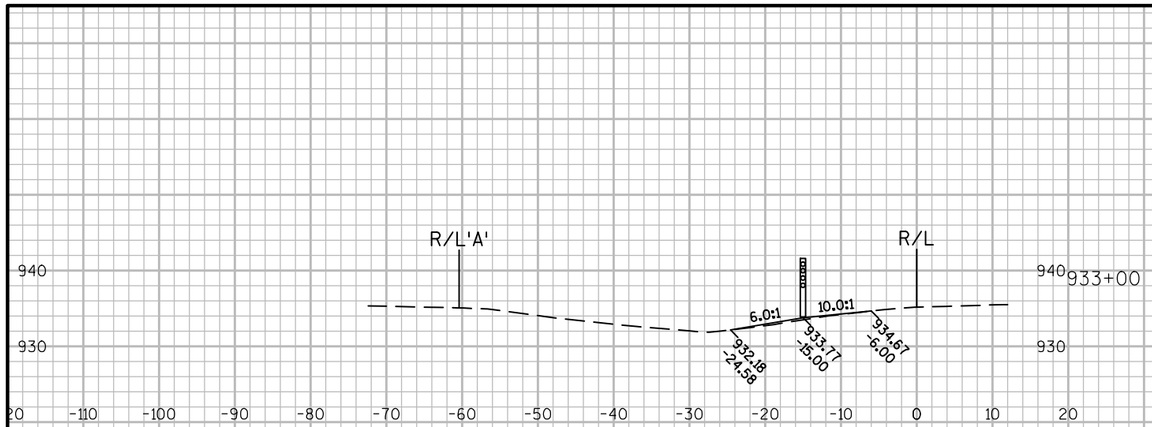


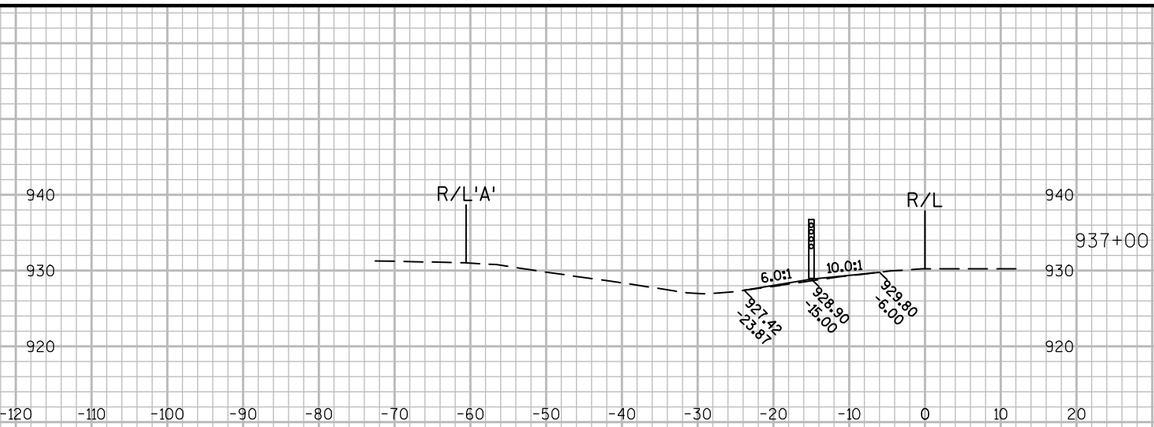
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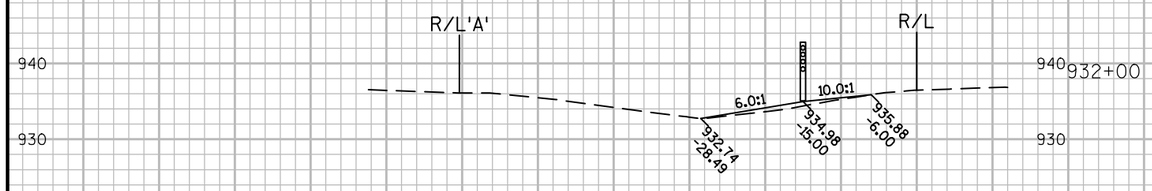
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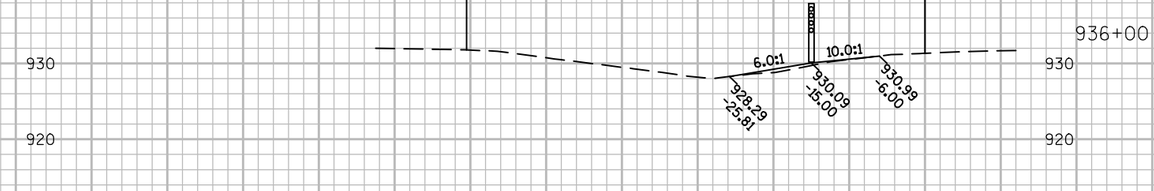
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 228	E

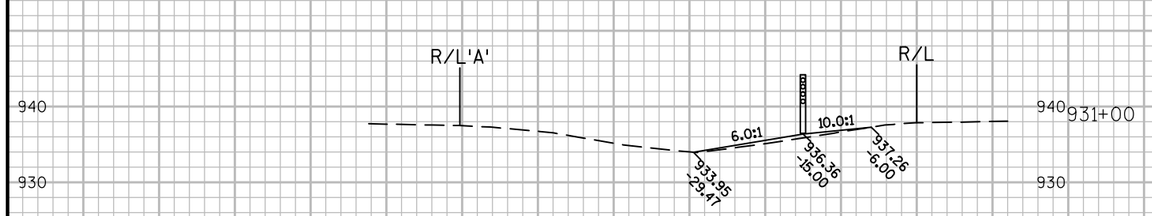
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LAYOUT NAME - (4)
PLOT DATE : 3/22/2016 8:04 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

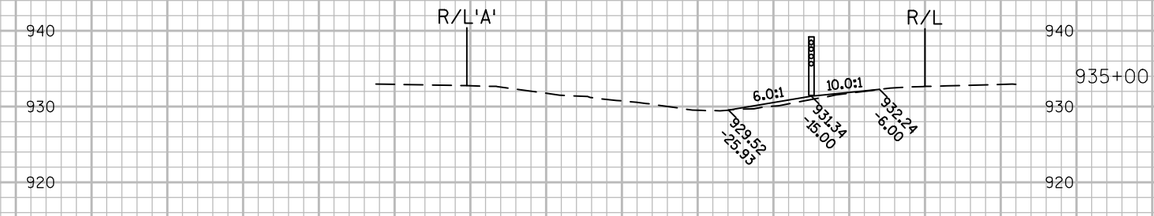


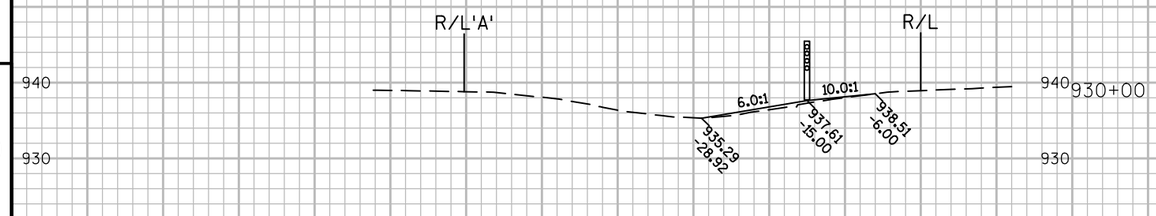


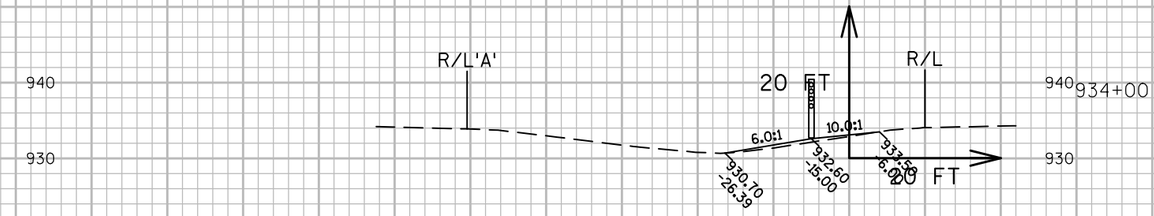








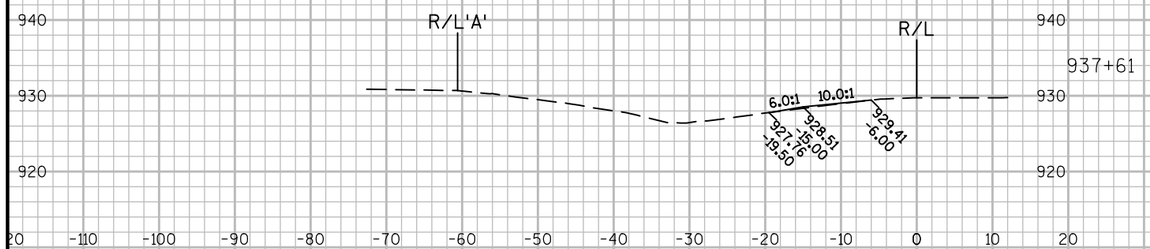


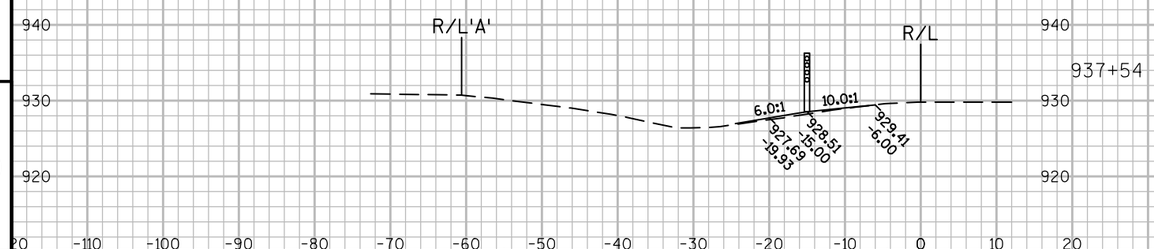


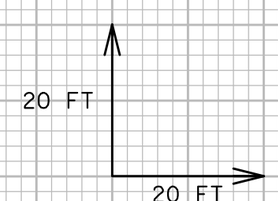
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 229	E







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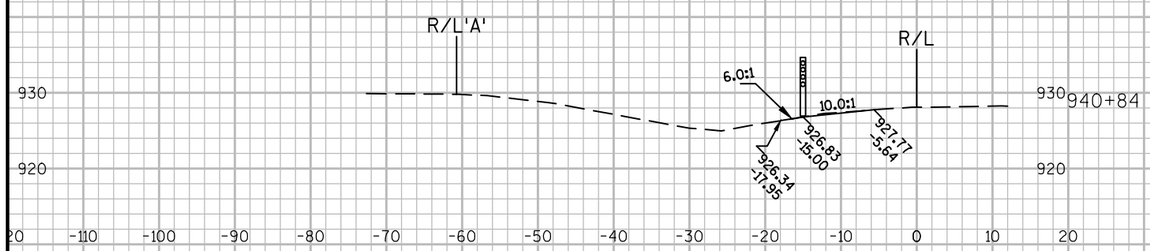
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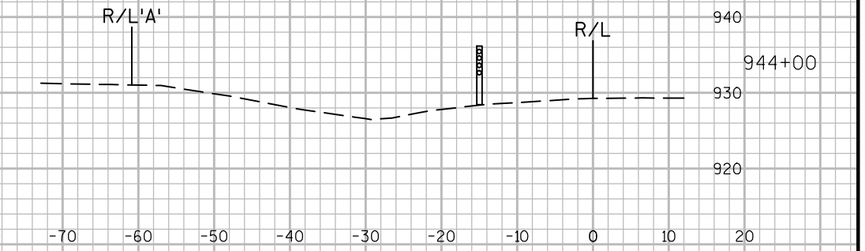
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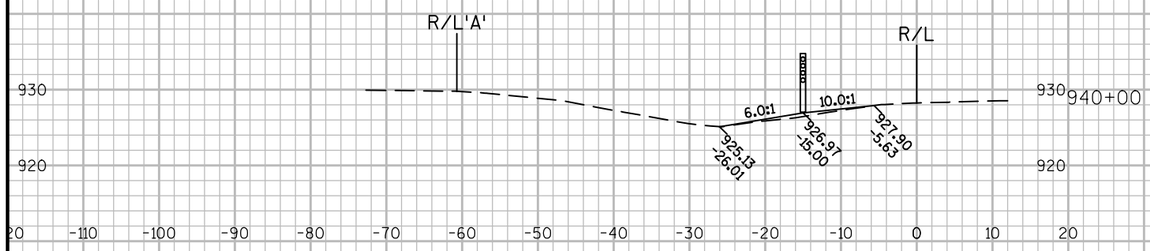
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LAYOUT NAME - (6)

PLOT DATE : 3/22/2016 8:04 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

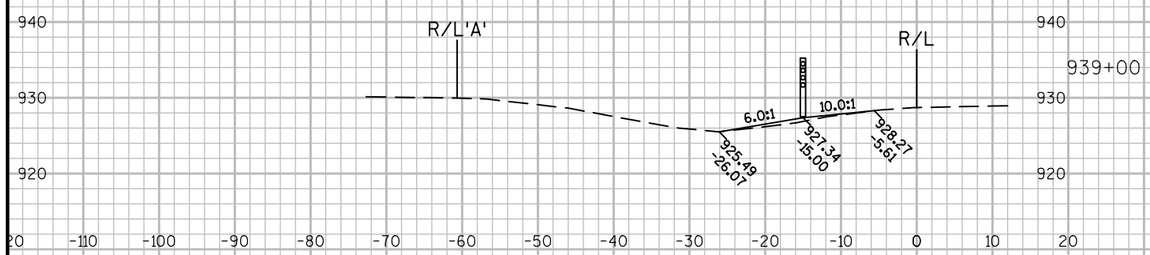
WISDOT/CADDS SHEET 49



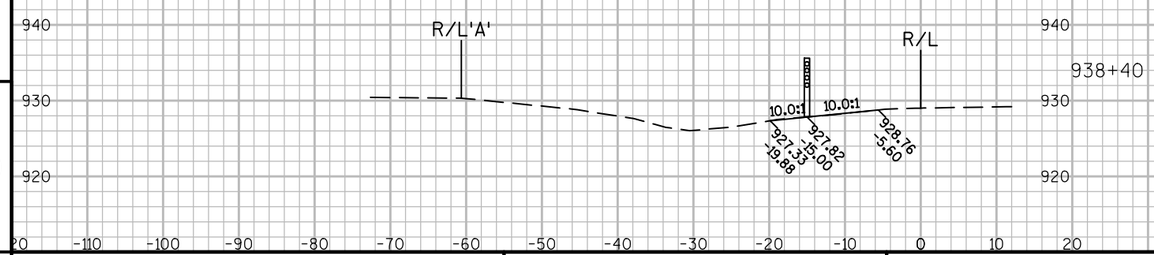


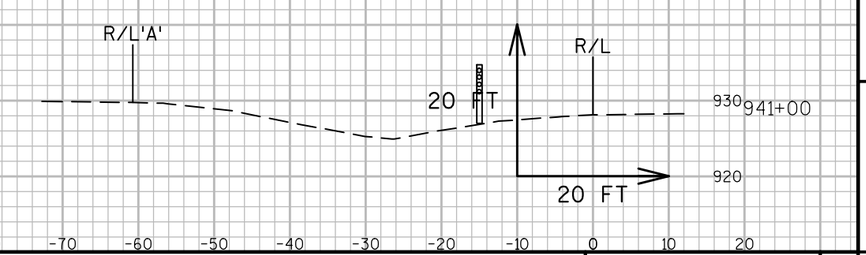












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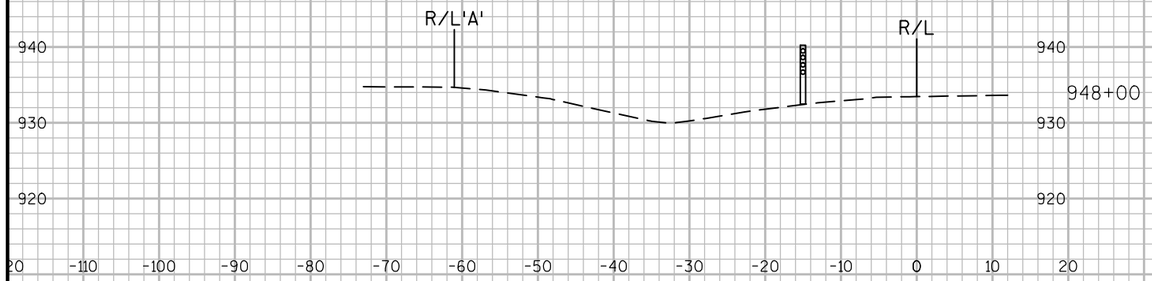
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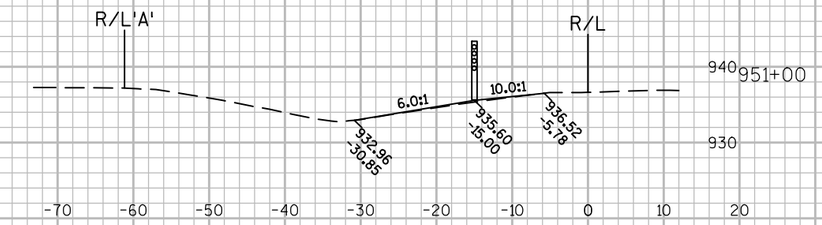
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 231	E

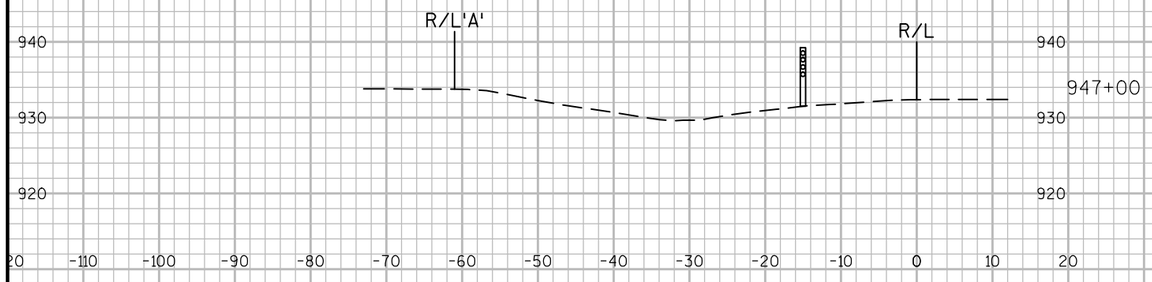
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LAYOUT NAME - 1

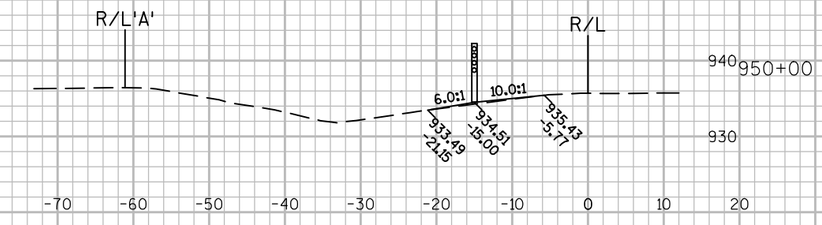
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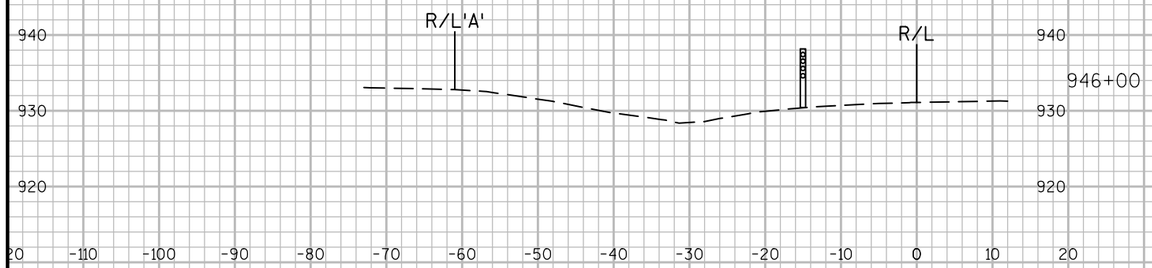
WISDOT/CADDS SHEET 49

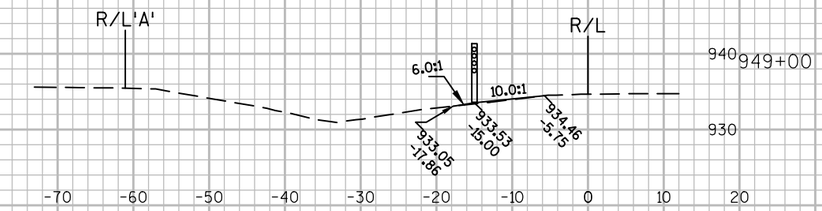


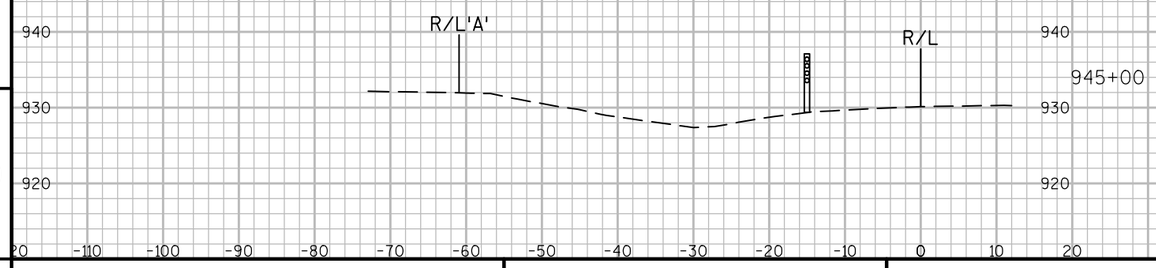


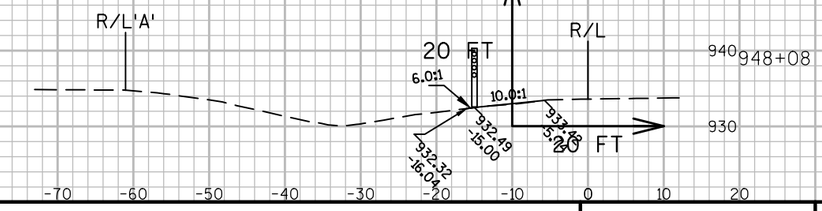








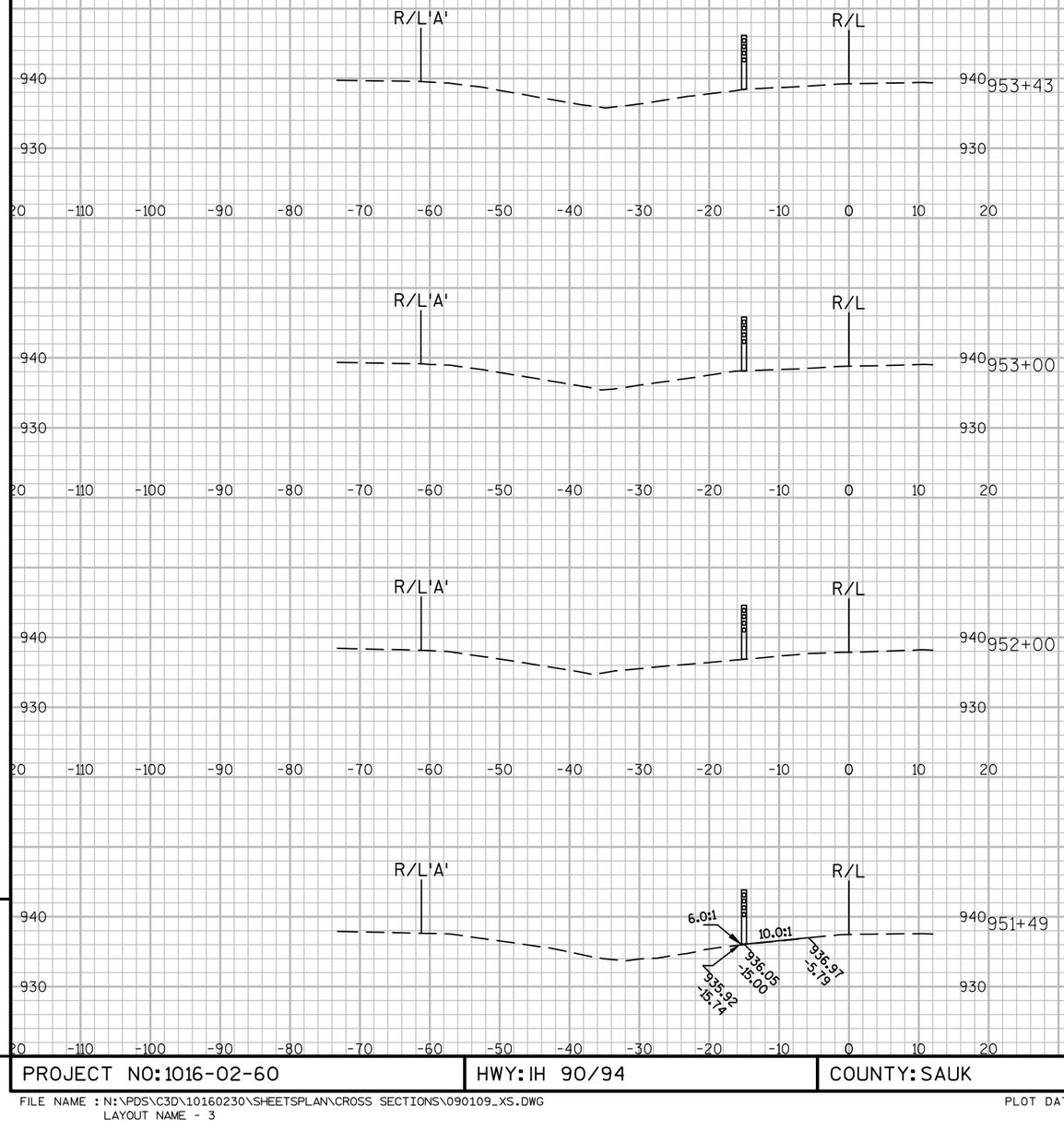


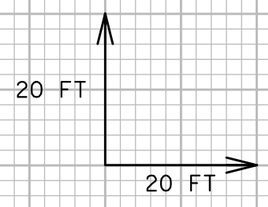


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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 232 E





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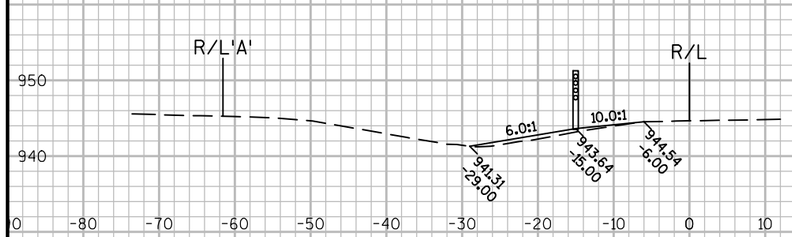
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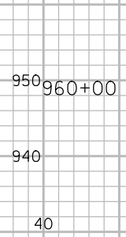
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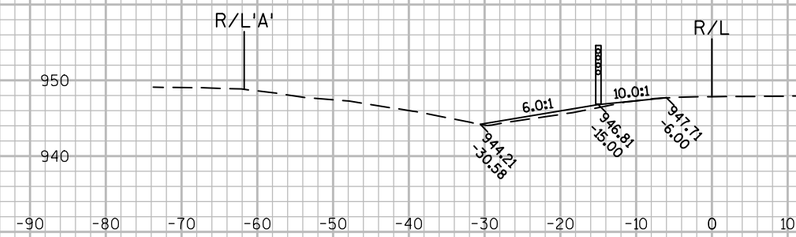
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LAYOUT NAME - 3

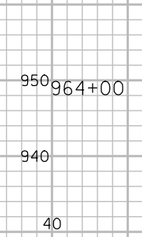
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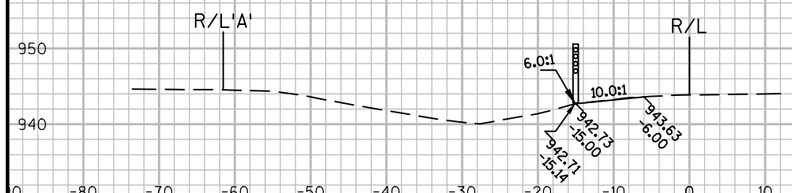
WISDOT/CADDS SHEET 49

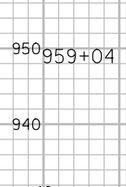


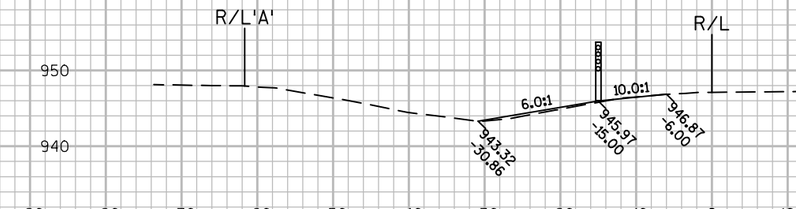


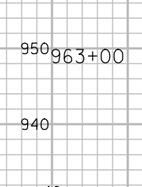


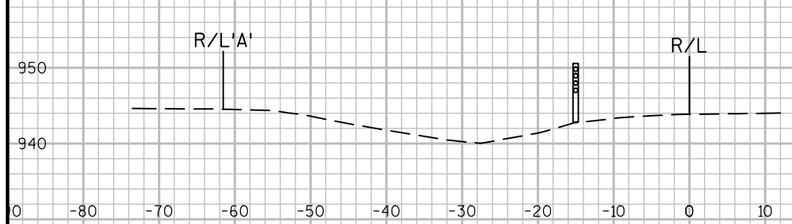


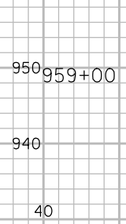


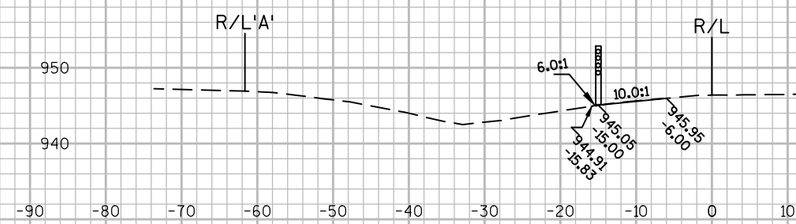


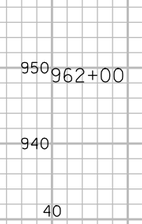


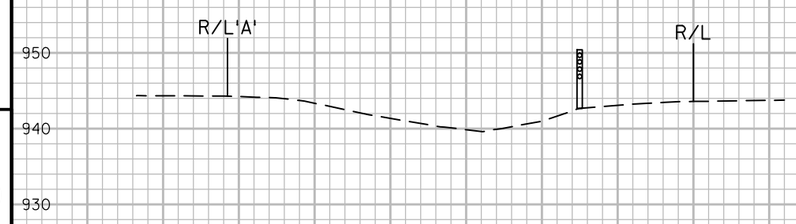


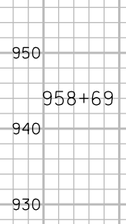


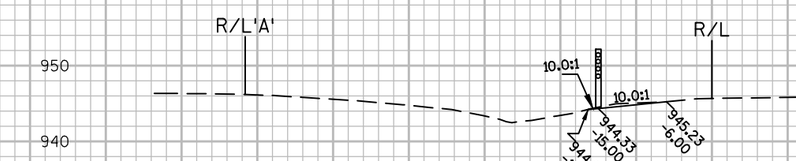


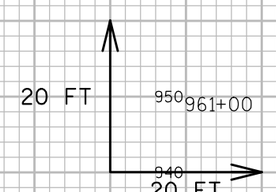












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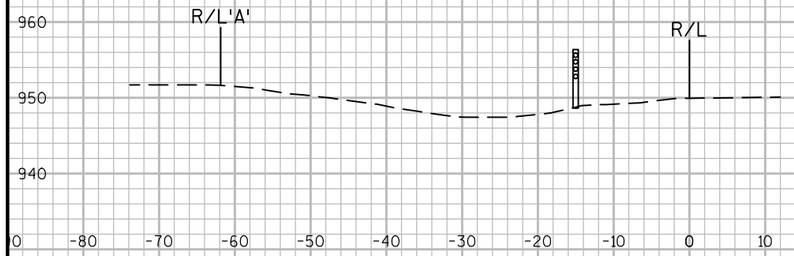
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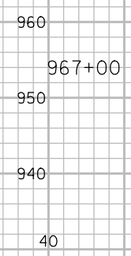
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 234	E

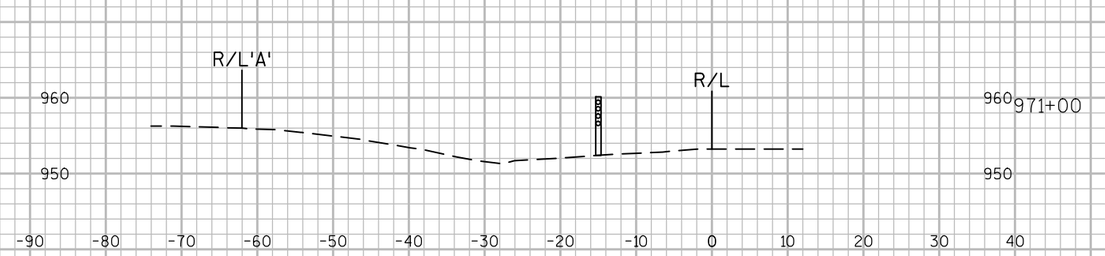
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LAYOUT NAME - ((1))

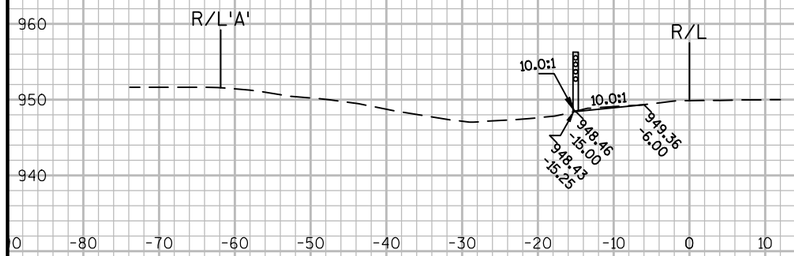
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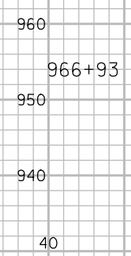
WISDOT/CADDS SHEET 49



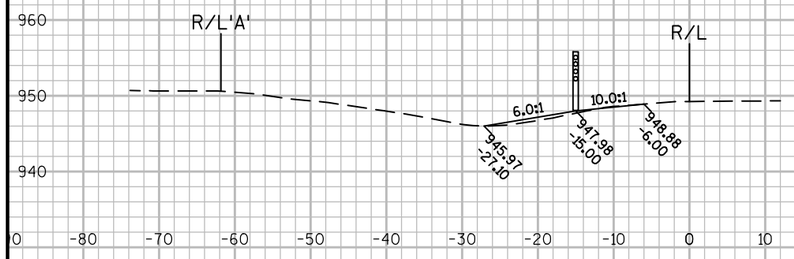


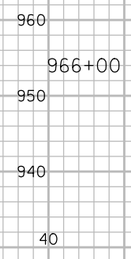


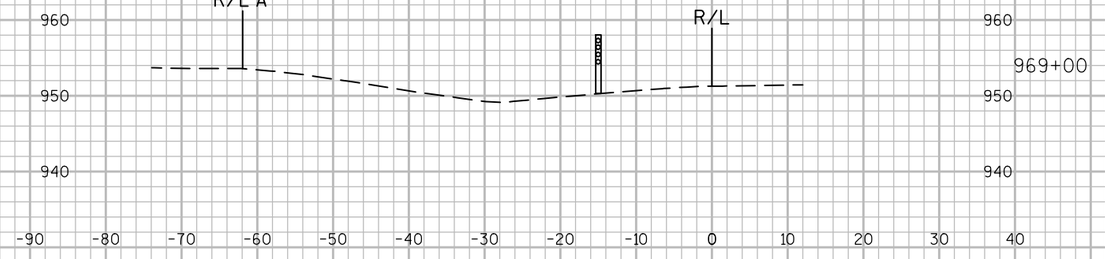


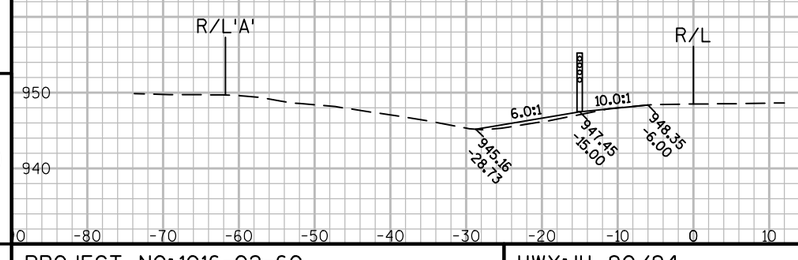


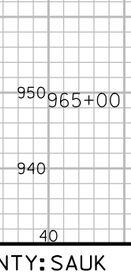


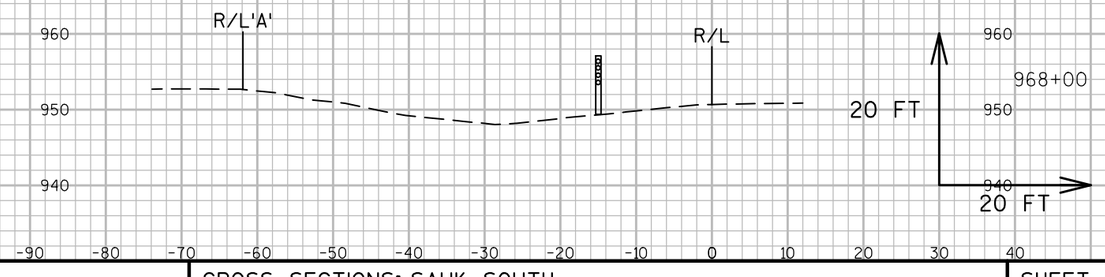










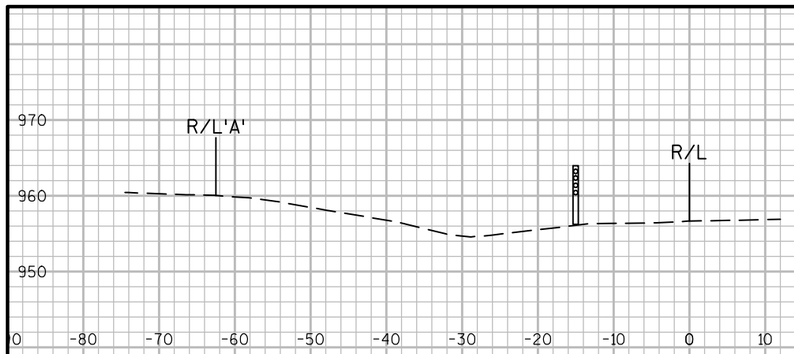


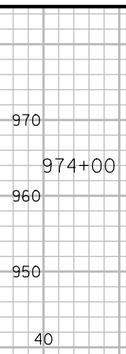
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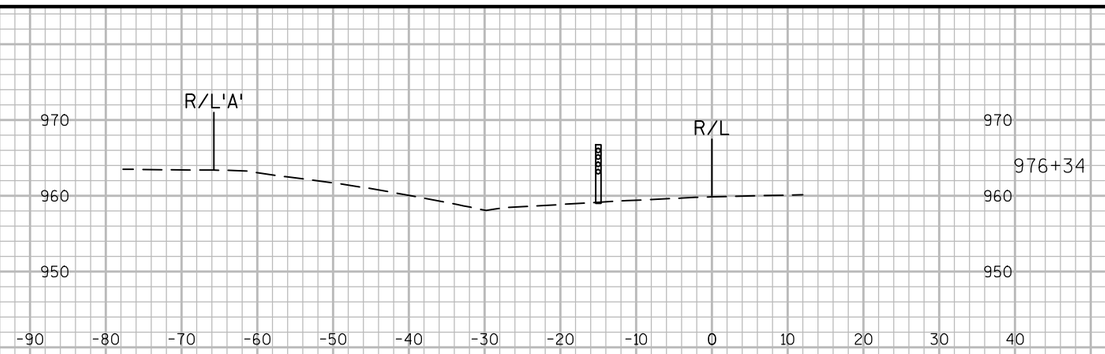
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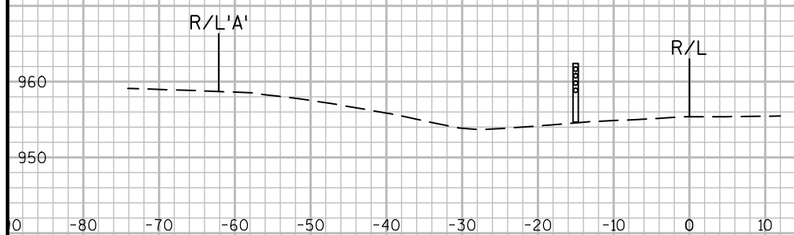
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 235	E

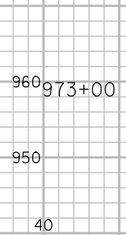
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LAYOUT NAME - ((2))
PLOT DATE : 3/22/2016 10:13 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

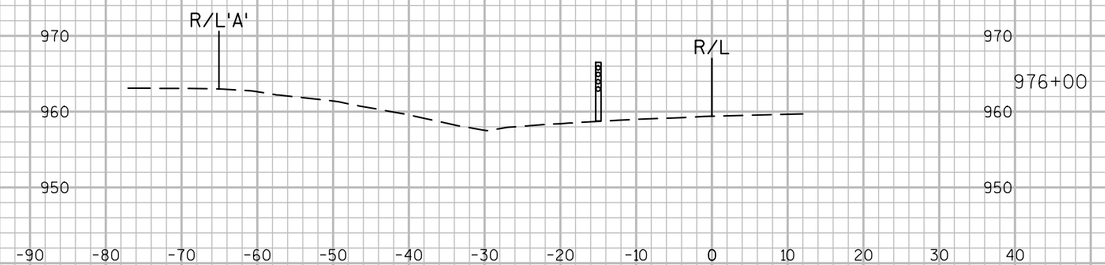


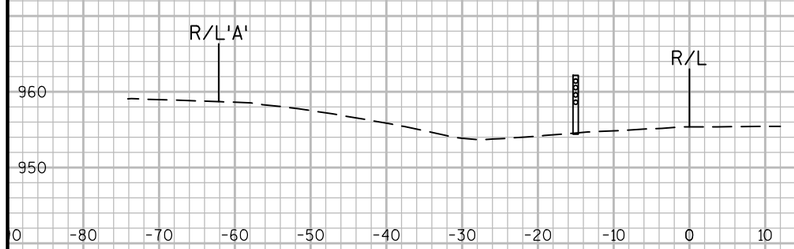


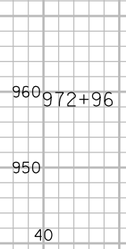


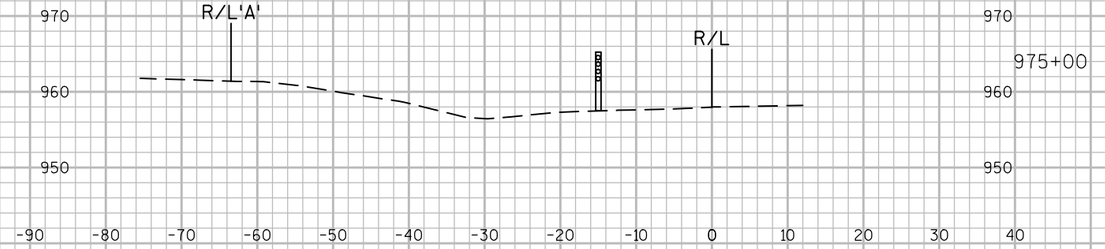


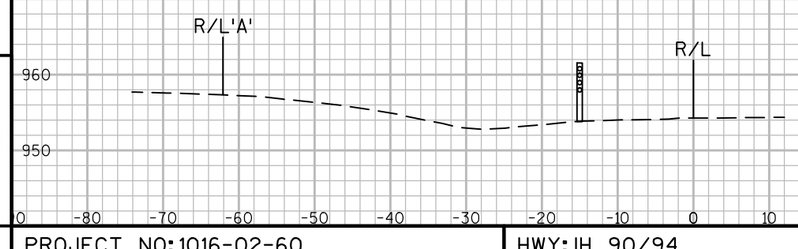


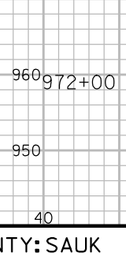


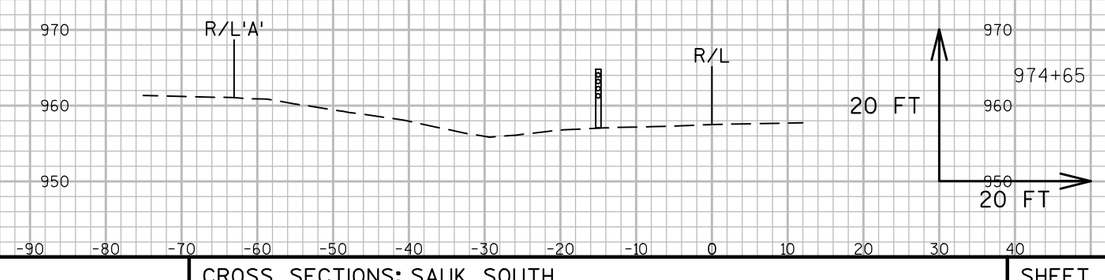












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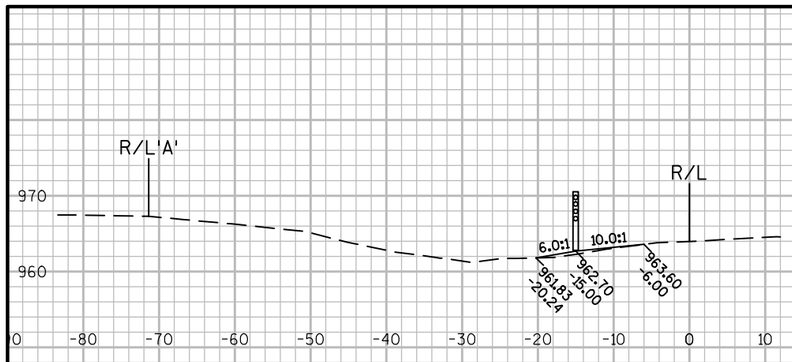
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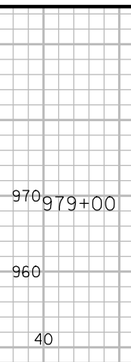
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 236 E

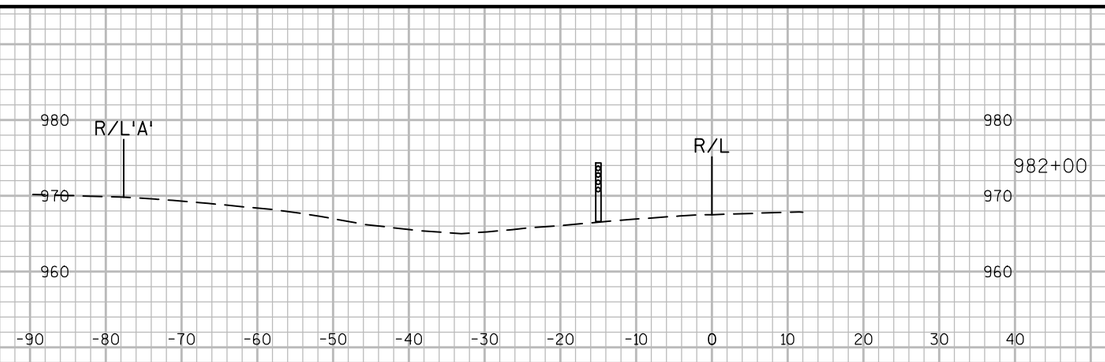
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LAYOUT NAME - ((3))

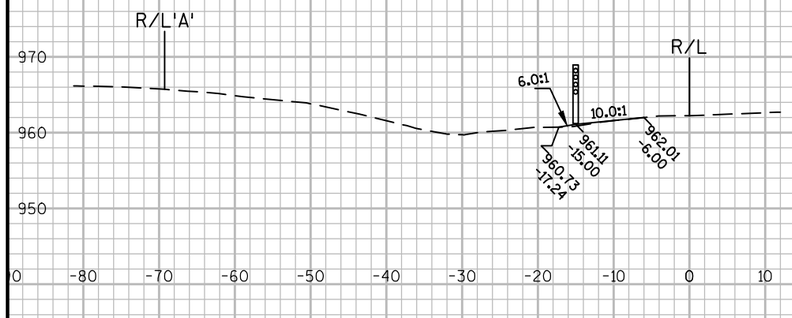
PLOT DATE : 3/22/2016 10:13 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

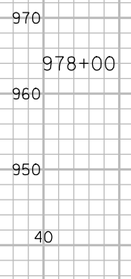
WISDOT/CADDS SHEET 49

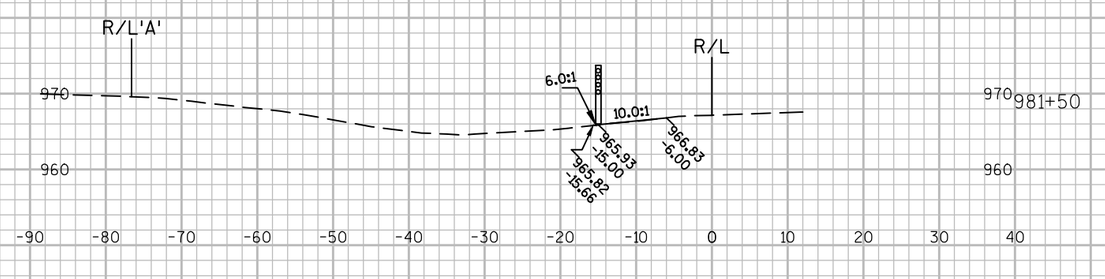


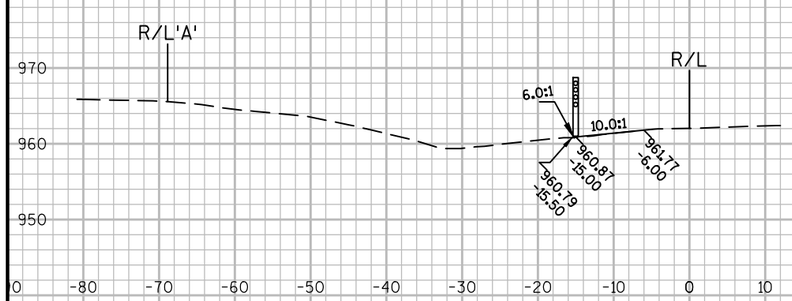


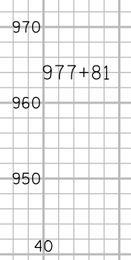


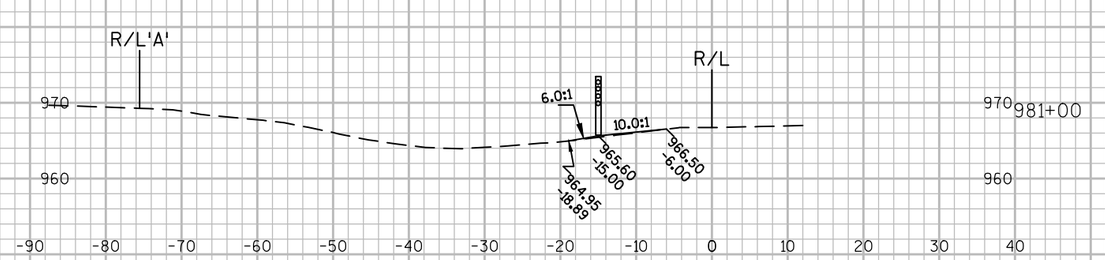


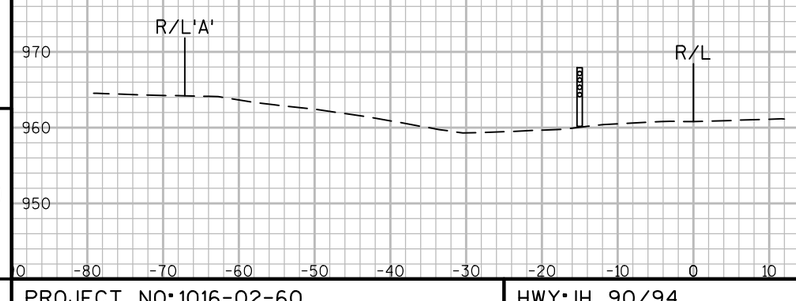


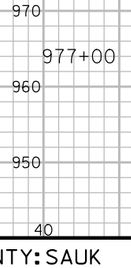


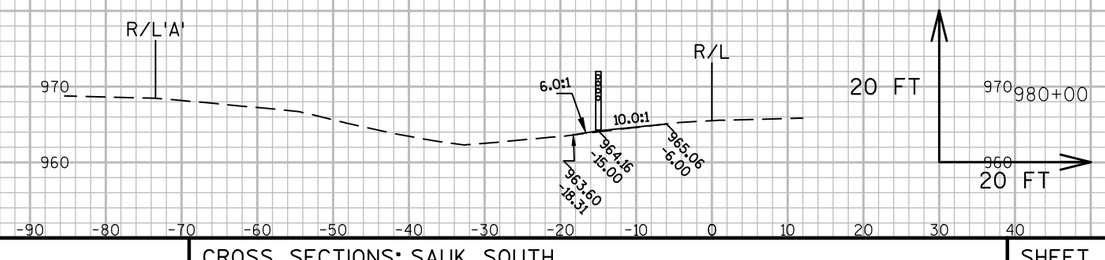












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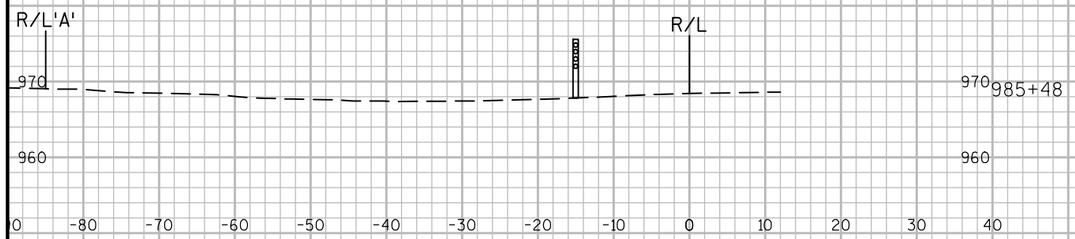
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 237	E

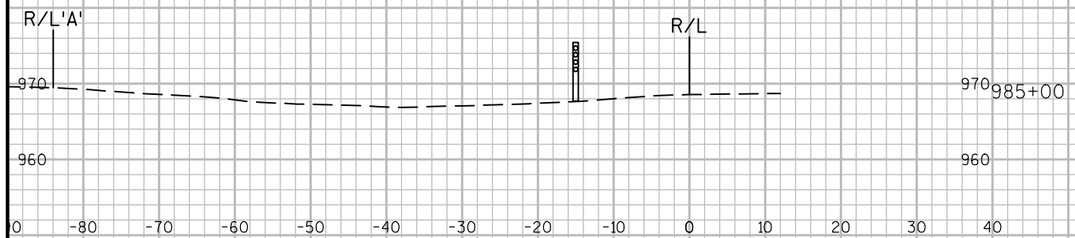
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LAYOUT NAME - ((4))

PLOT DATE : 3/22/2016 10:14 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

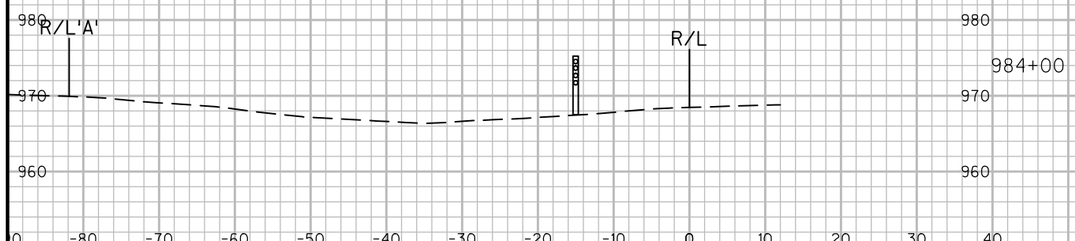
WISDOT/CADDS SHEET 49



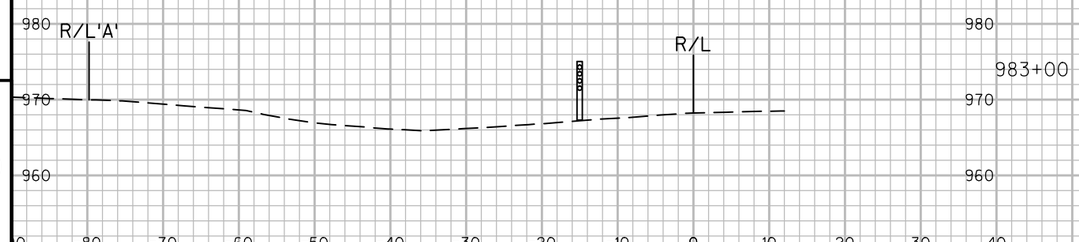
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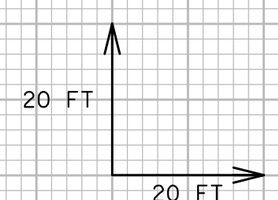
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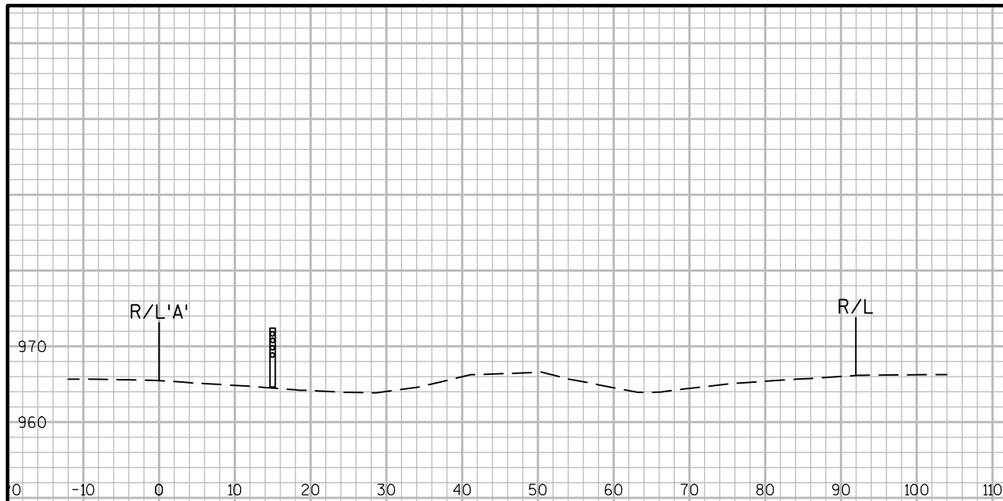
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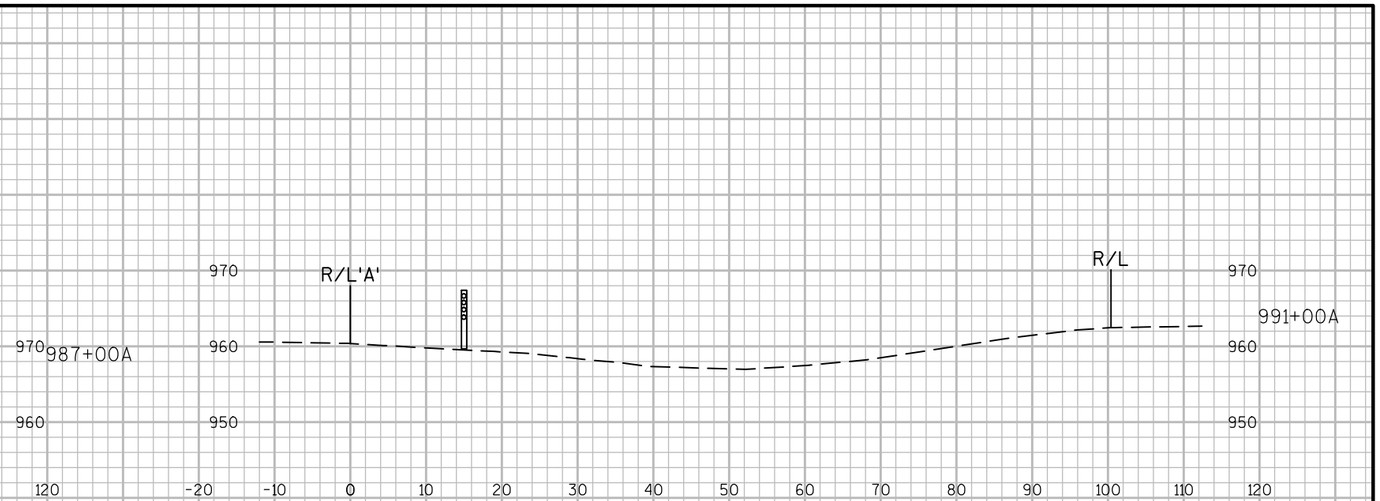


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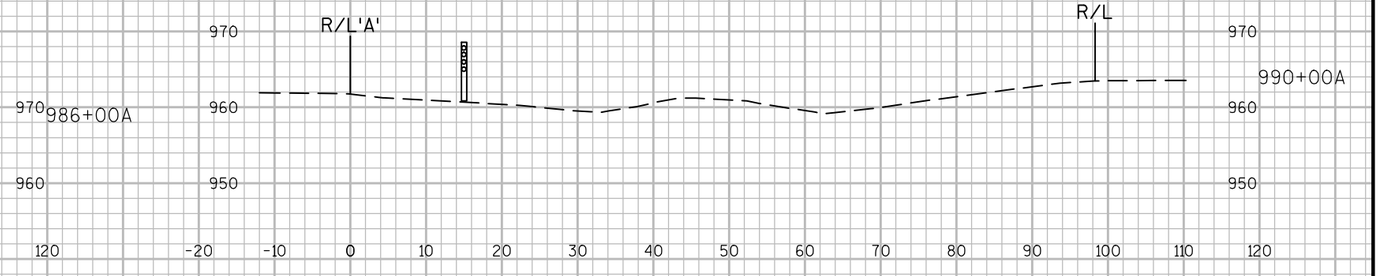
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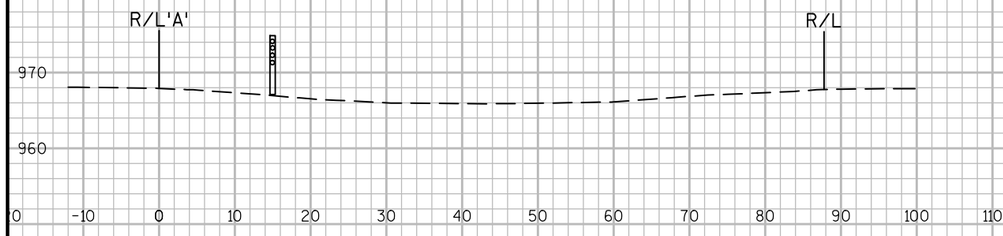
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 238	E

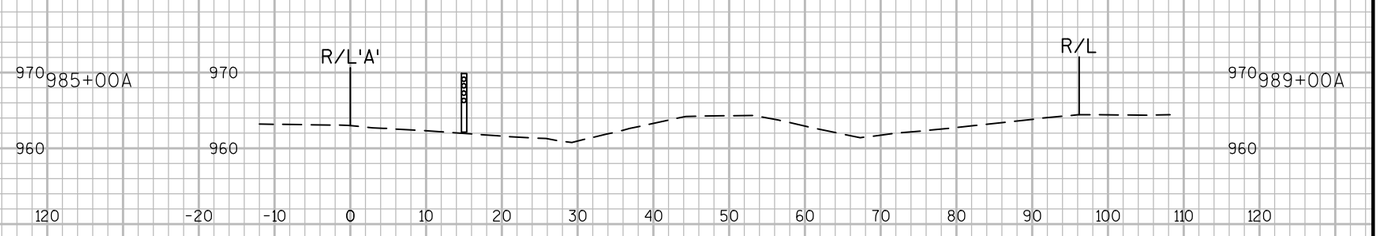


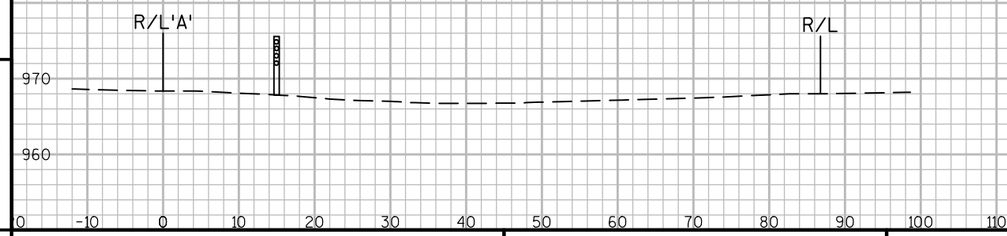


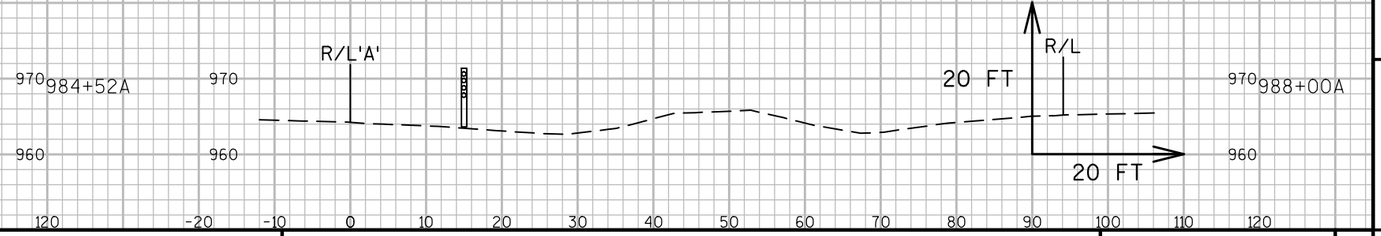












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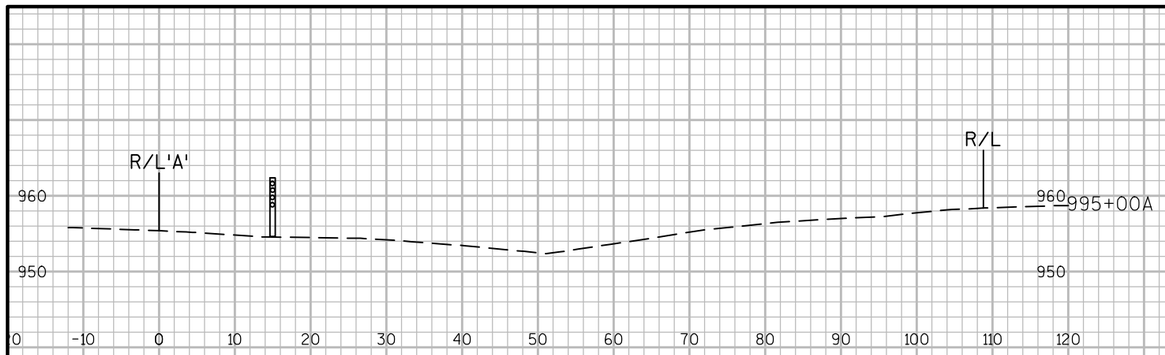
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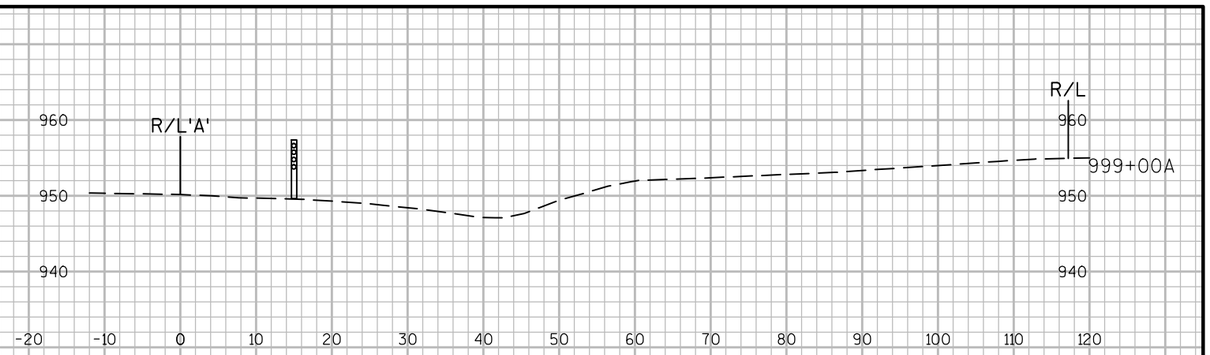
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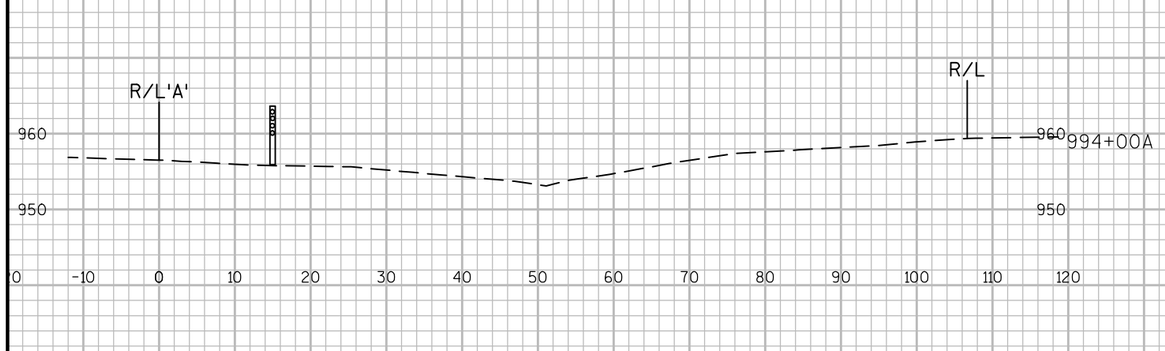
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090110_XS.DWG
LAYOUT NAME - (1)

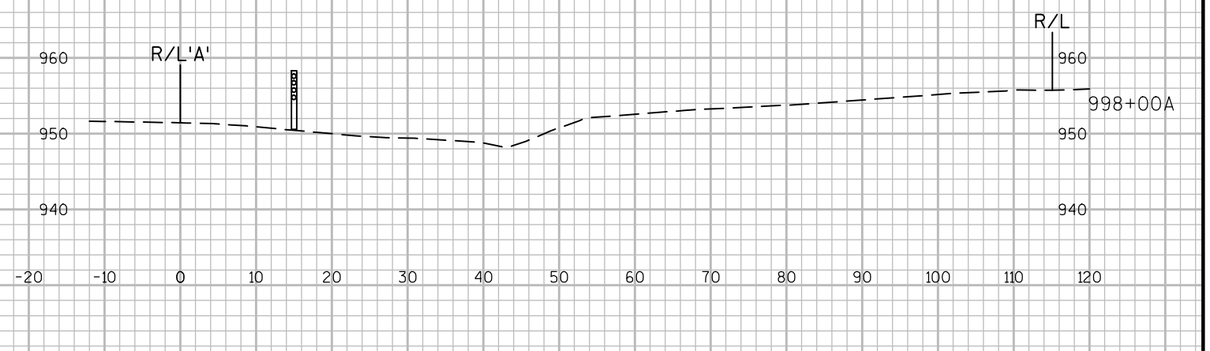
PLOT DATE : 3/22/2016 10:15 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

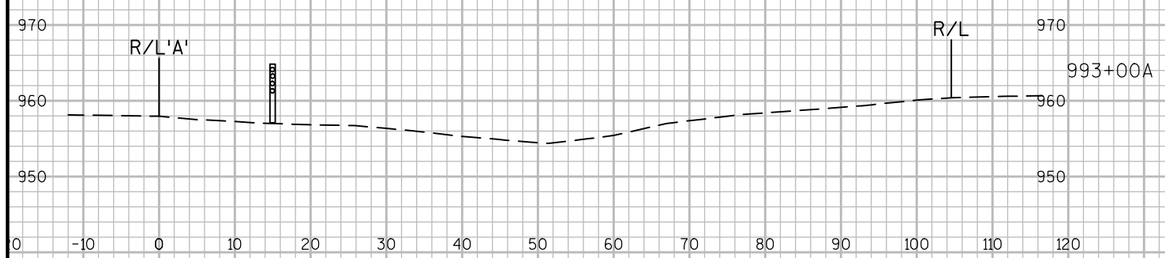
WISDOT/CADDS SHEET 49

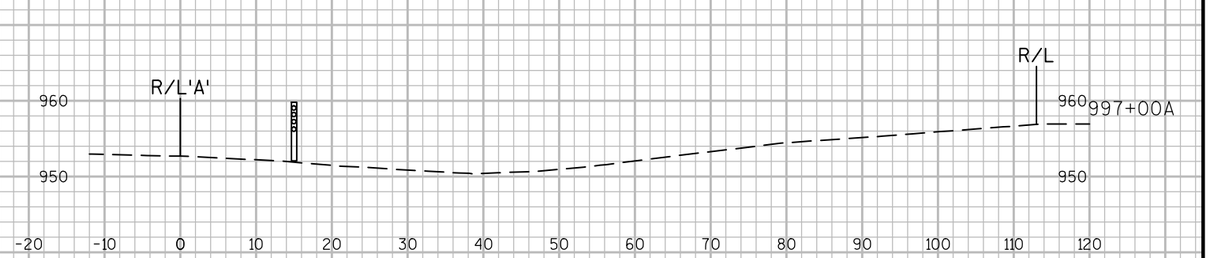


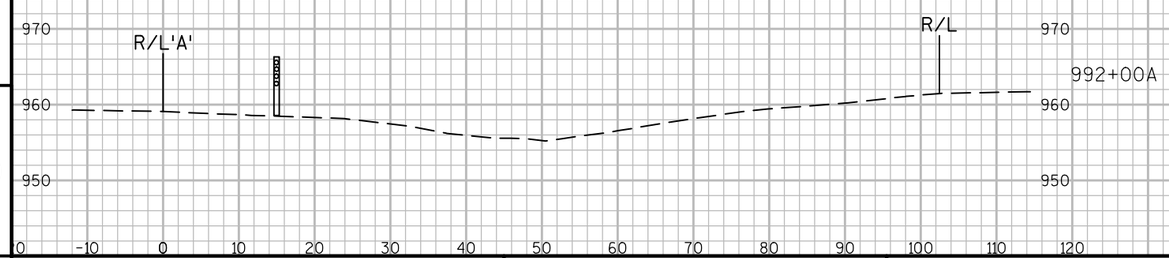


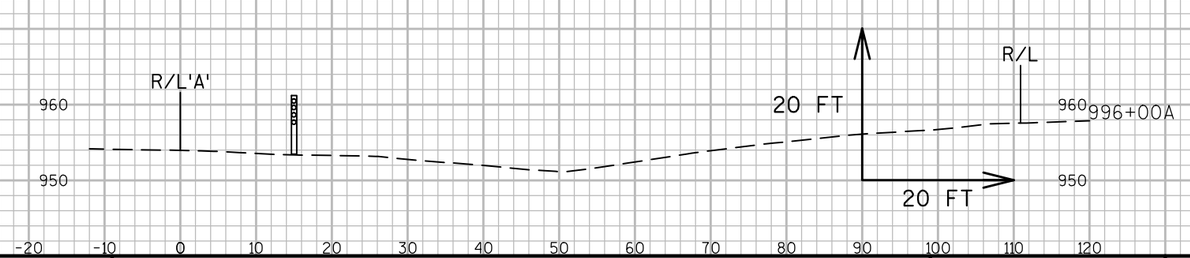












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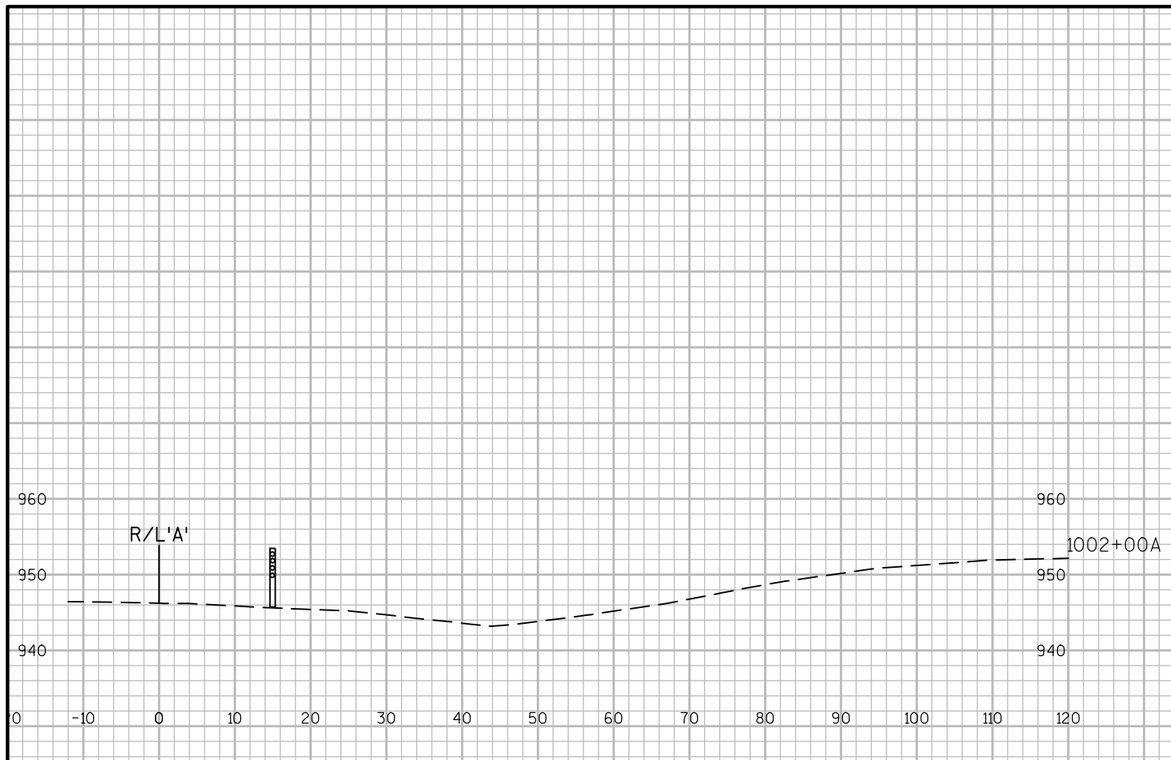
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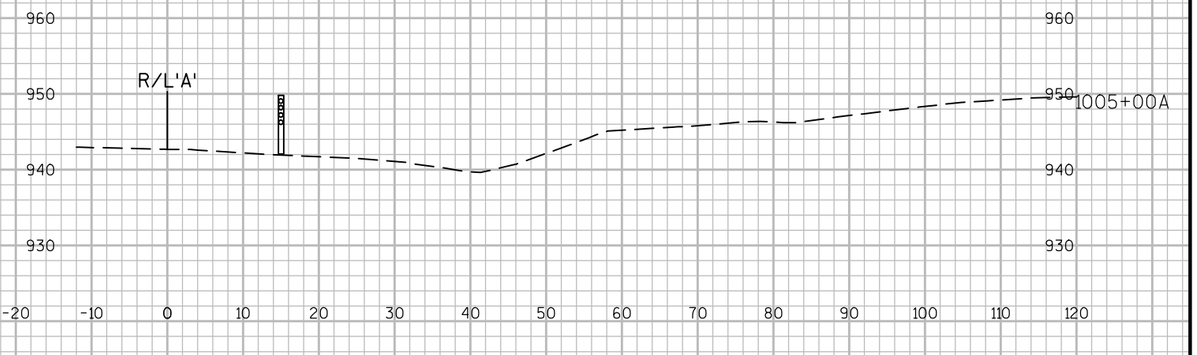
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 240	E

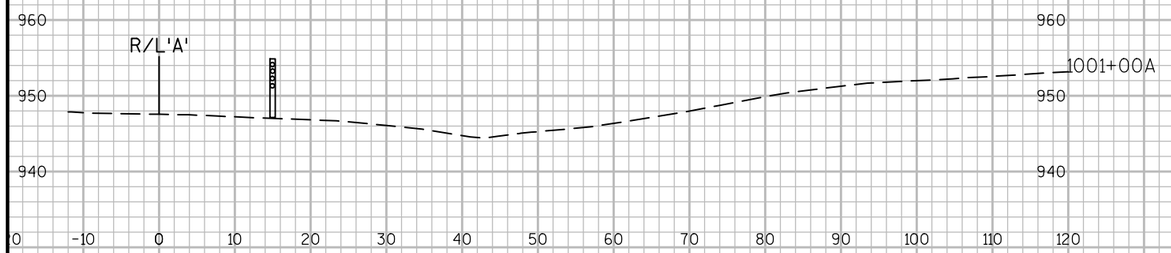
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LAYOUT NAME - (2)

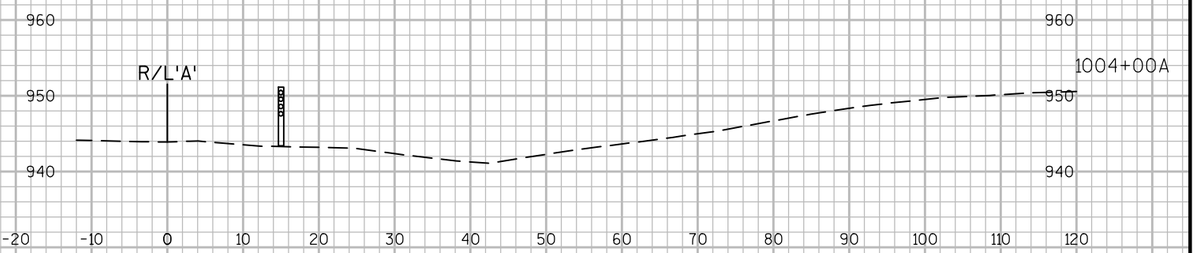
PLOT DATE : 3/22/2016 10:15 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

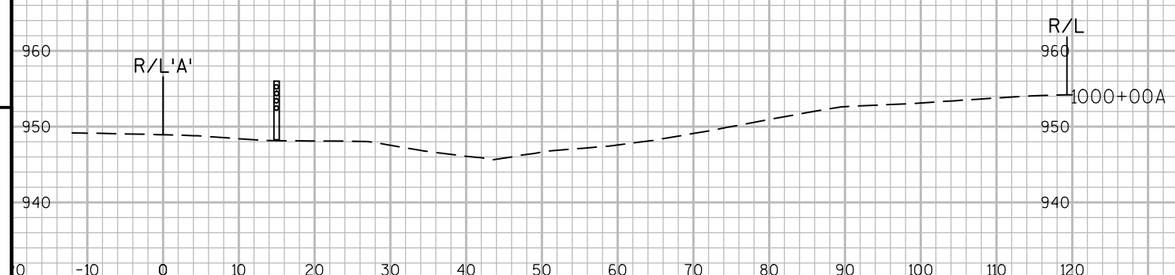
WISDOT/CADDS SHEET 49

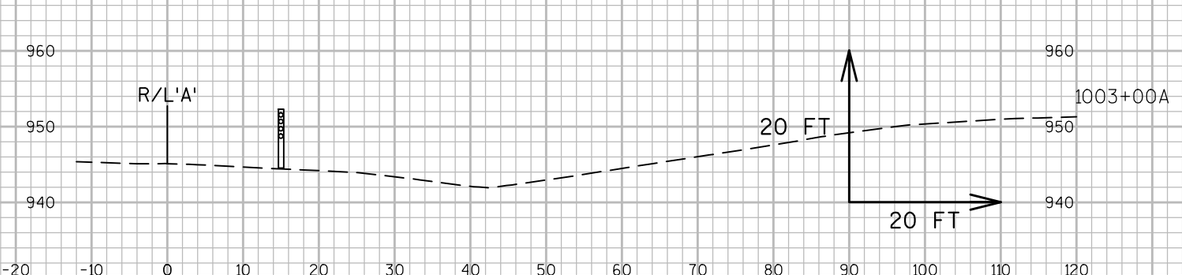












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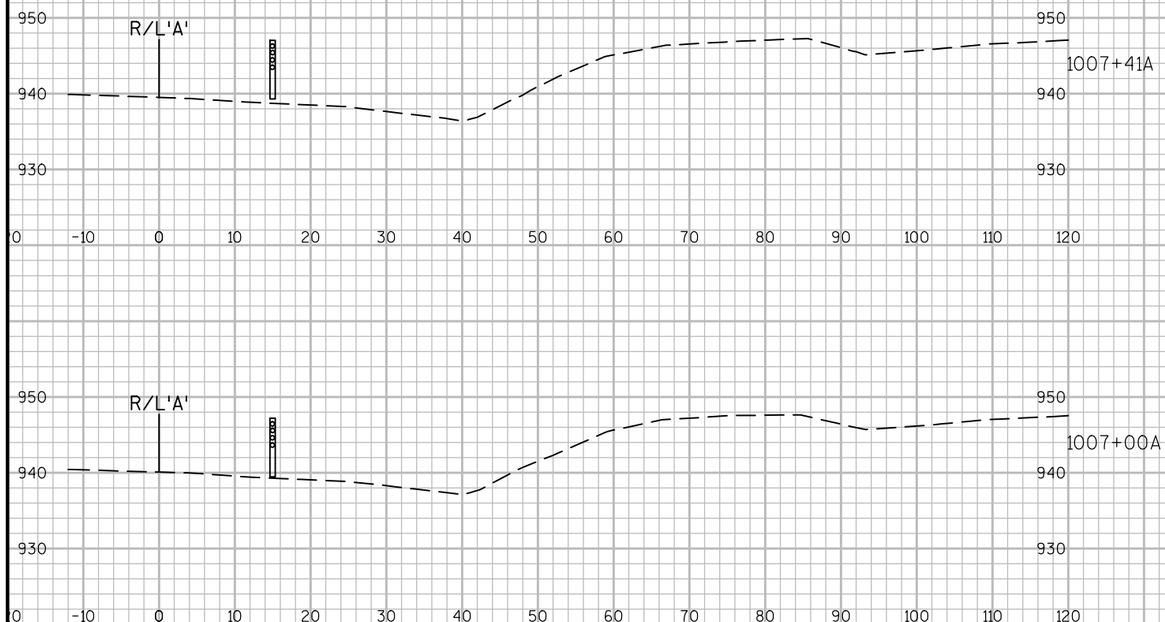
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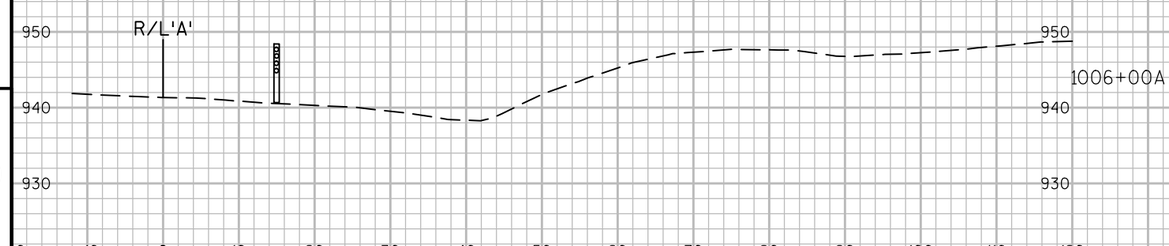
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 241	E

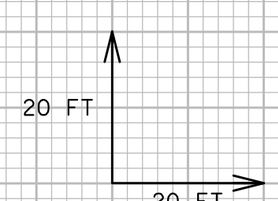
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LAYOUT NAME - (3)

PLOT DATE : 3/22/2016 10:15 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



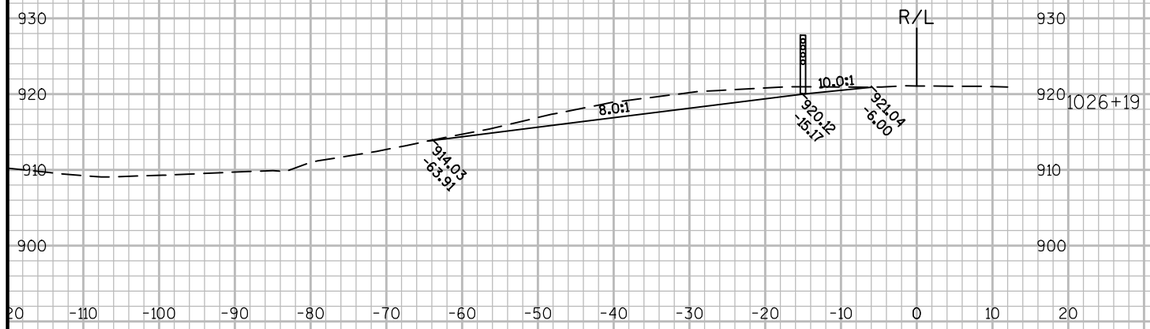


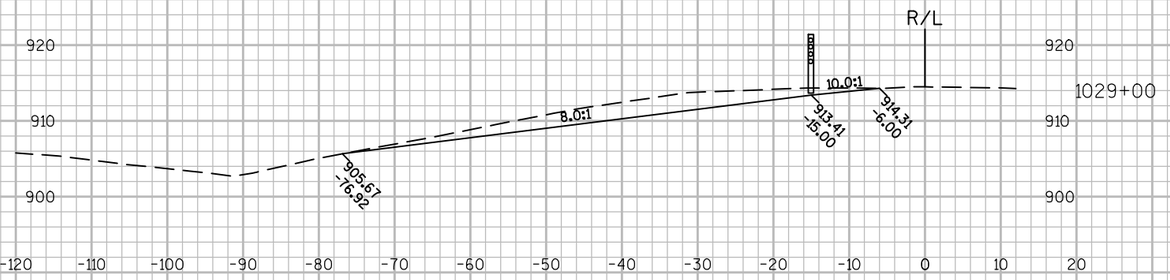


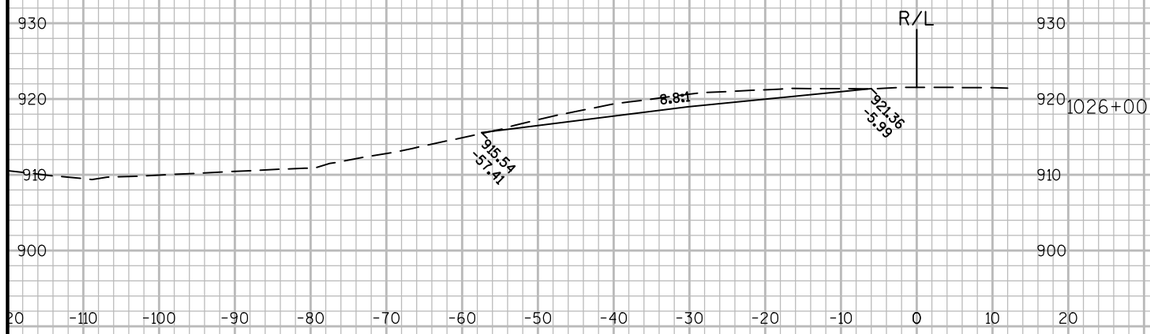
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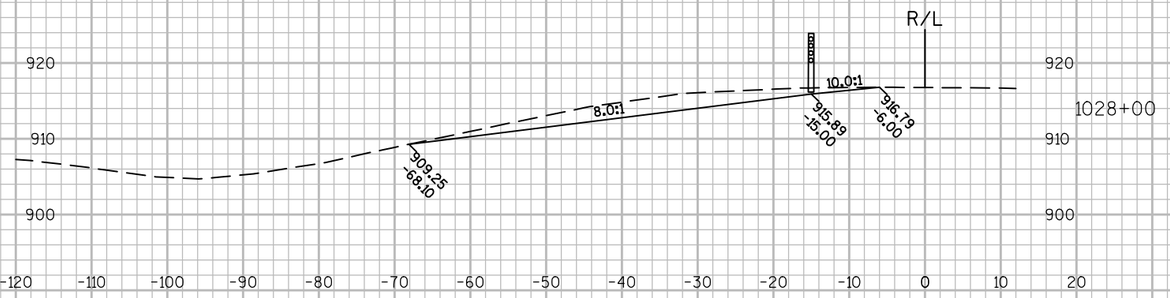
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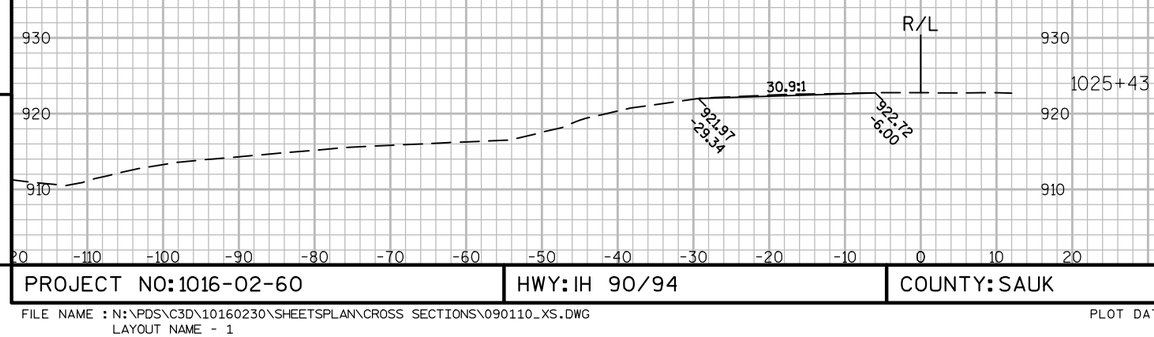
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 242	E

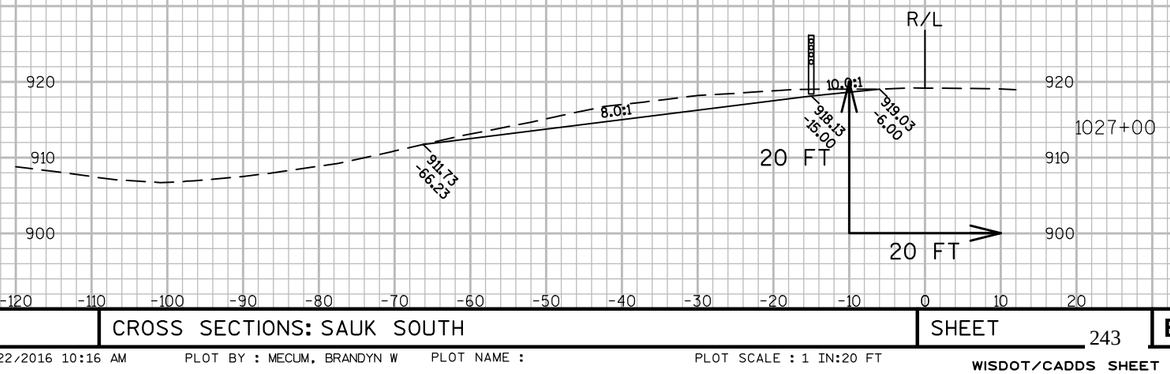












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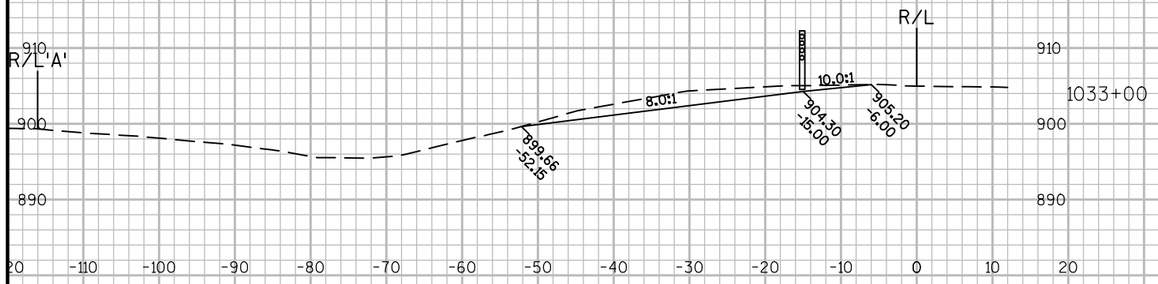
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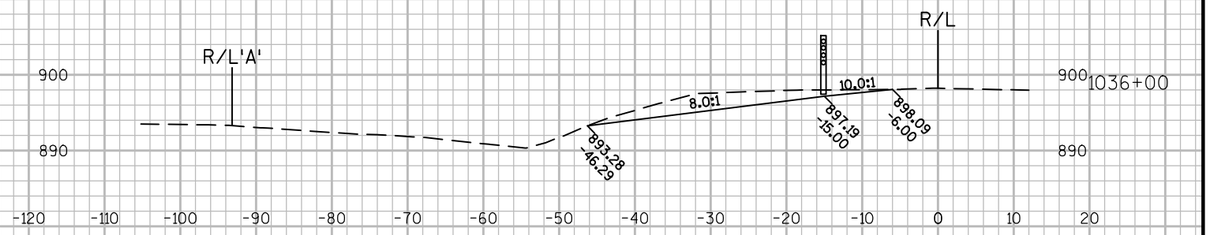
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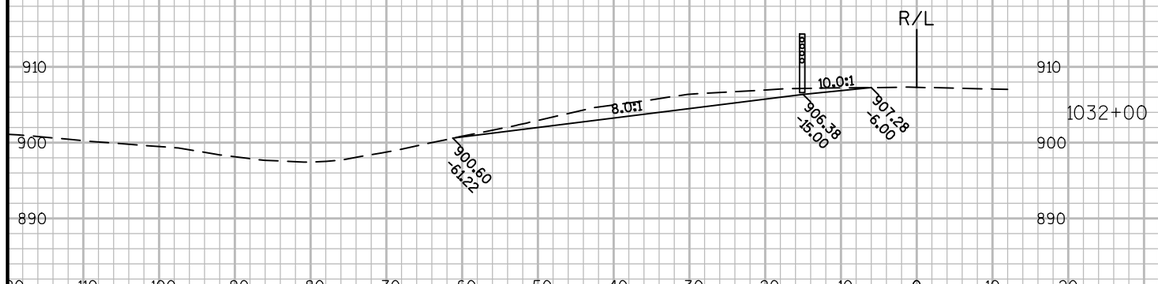
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LAYOUT NAME - 1

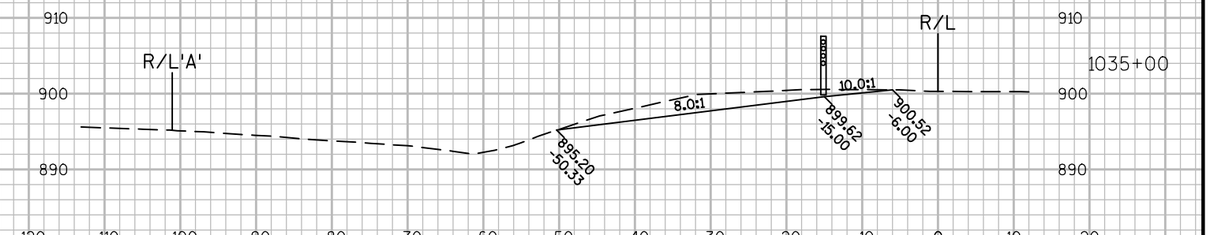
PLOT DATE : 3/22/2016 10:16 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

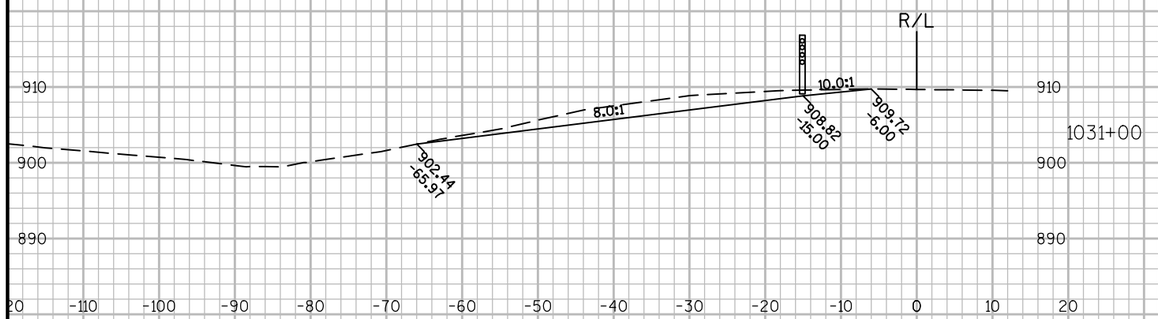
WISDOT/CADDS SHEET 49

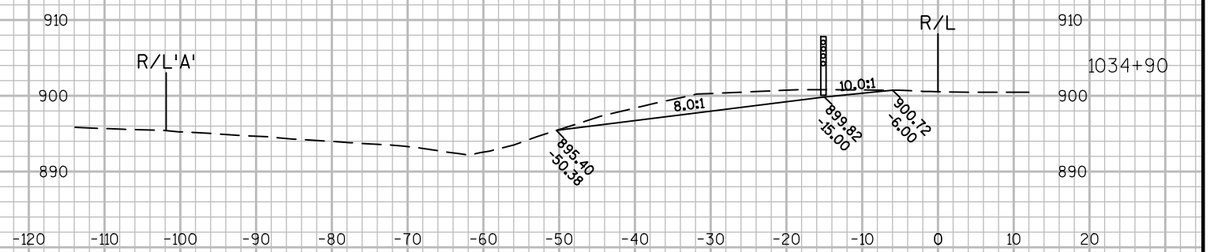


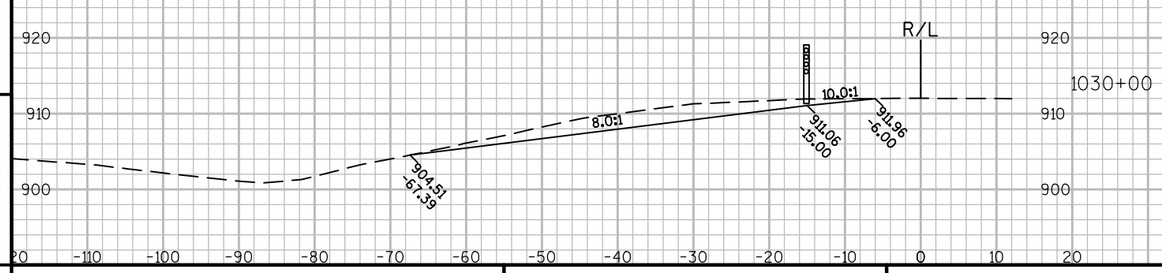


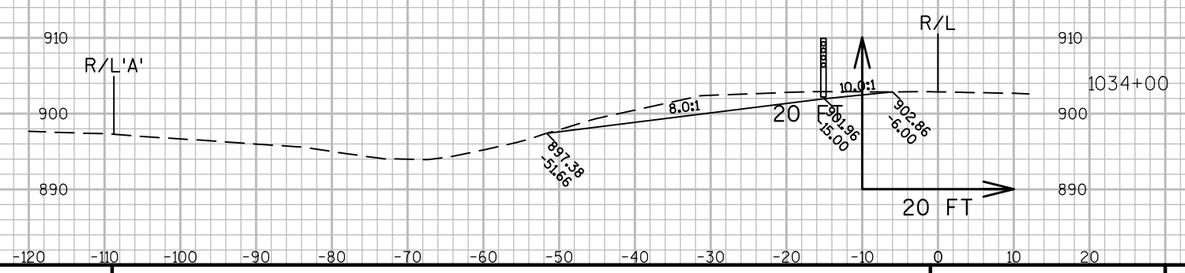










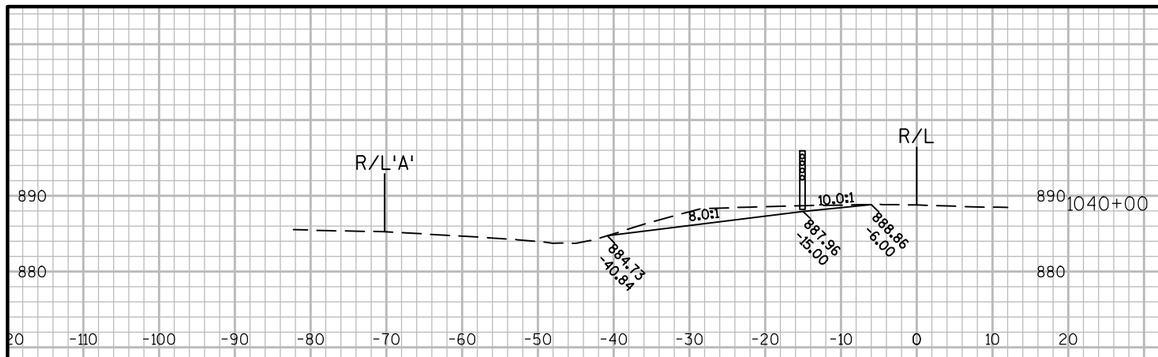


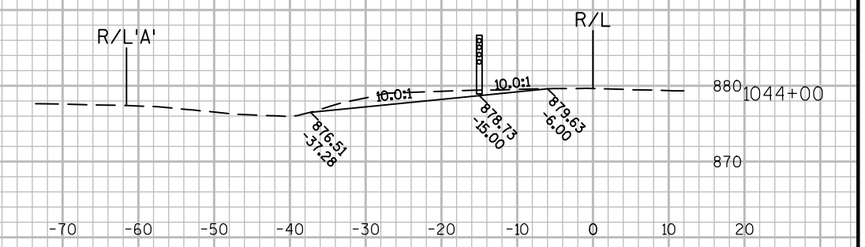
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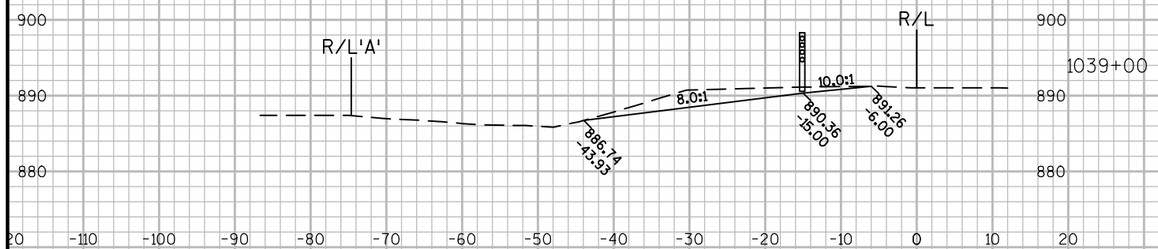
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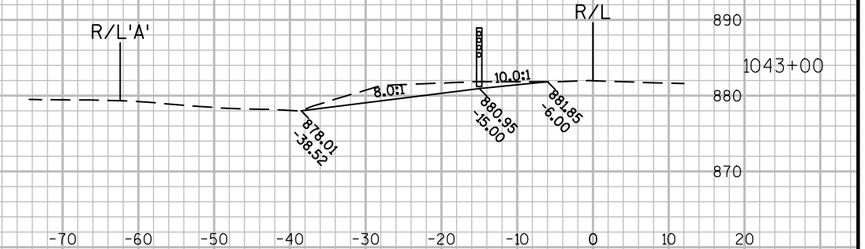
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 244 E

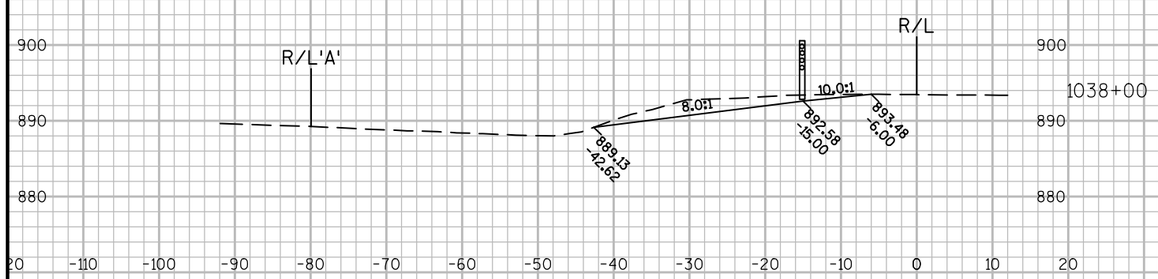
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LAYOUT NAME - 2
PLOT DATE : 3/22/2016 10:17 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

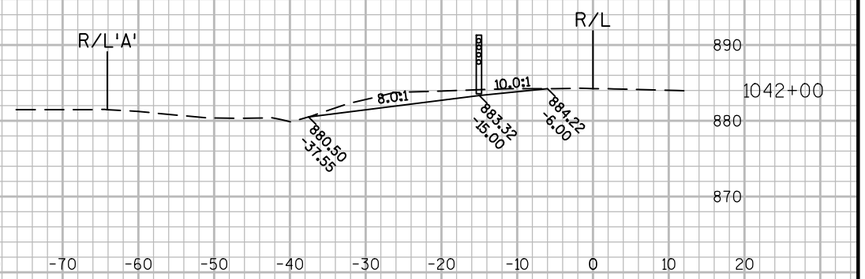


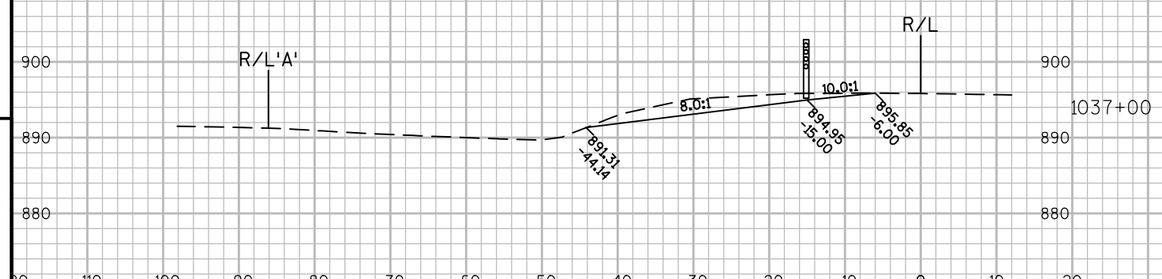


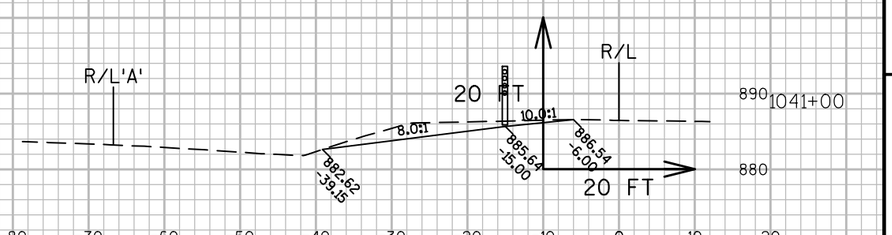








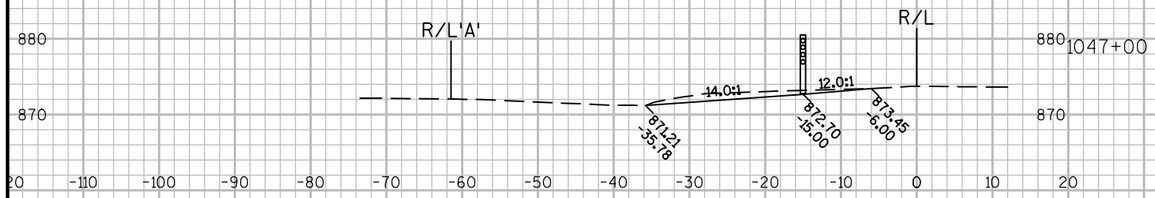


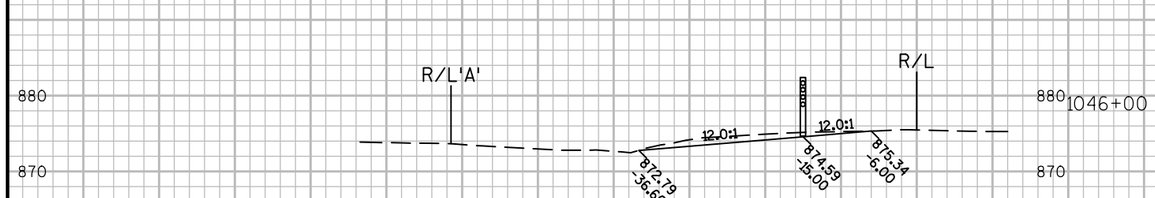


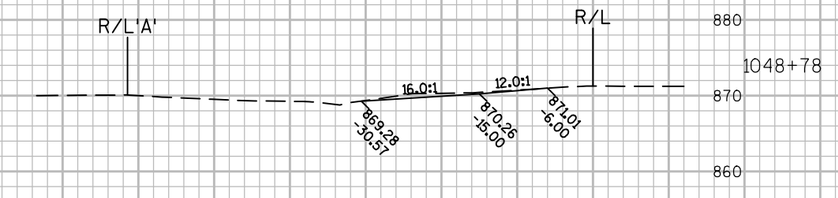
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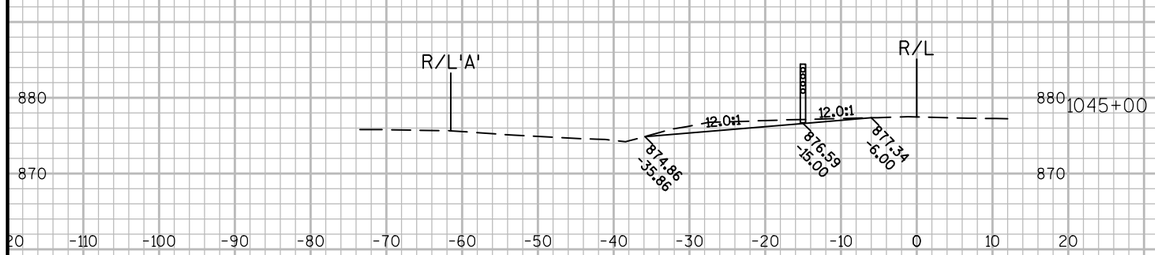
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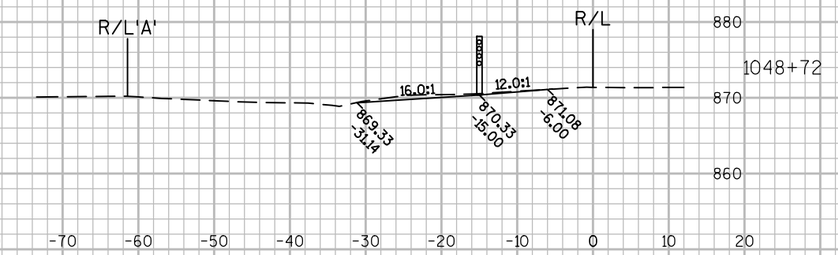
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 245 E

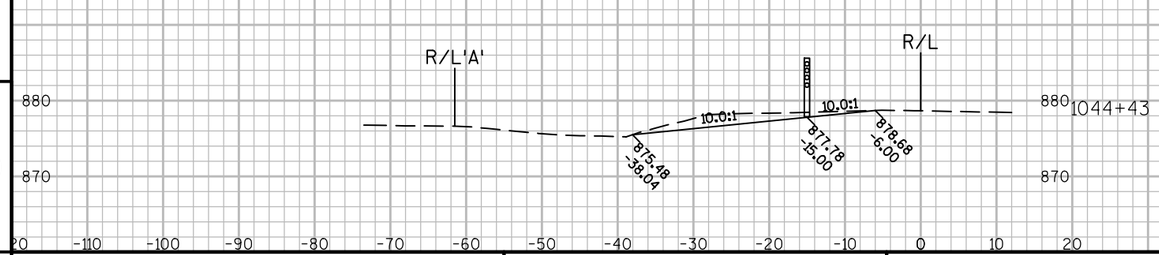










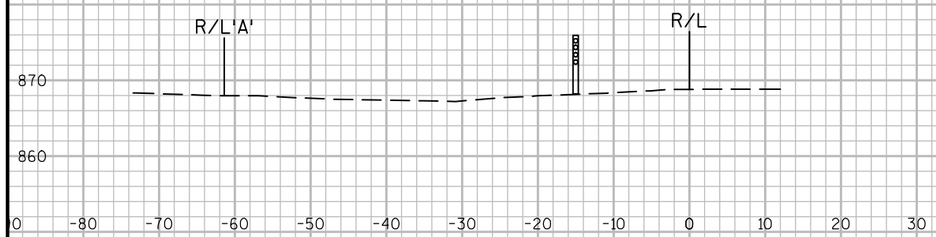


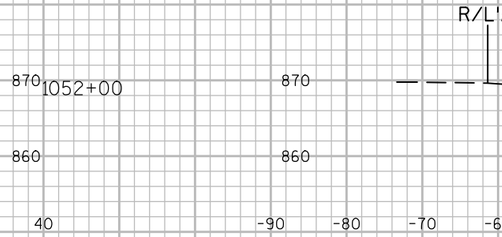


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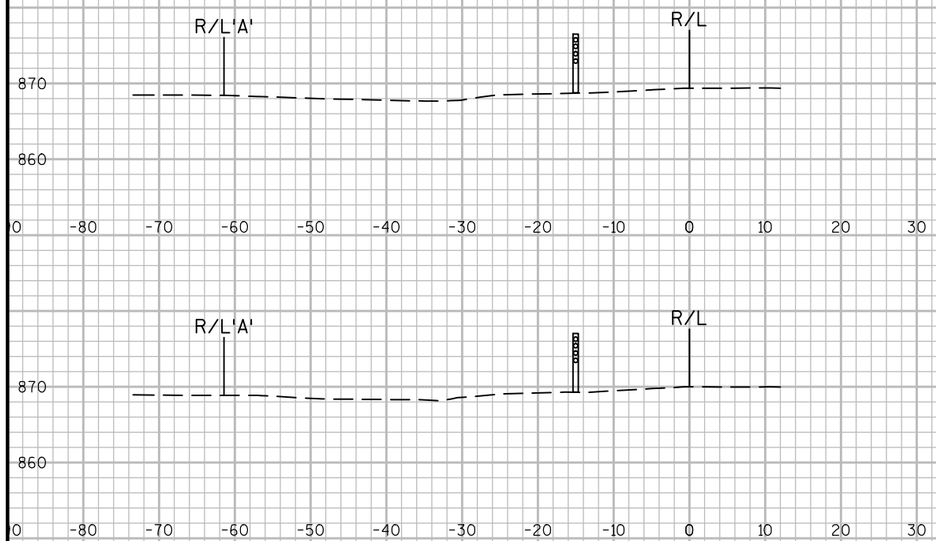
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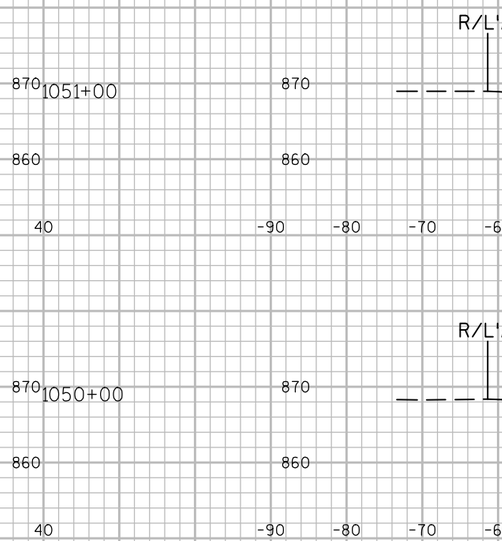
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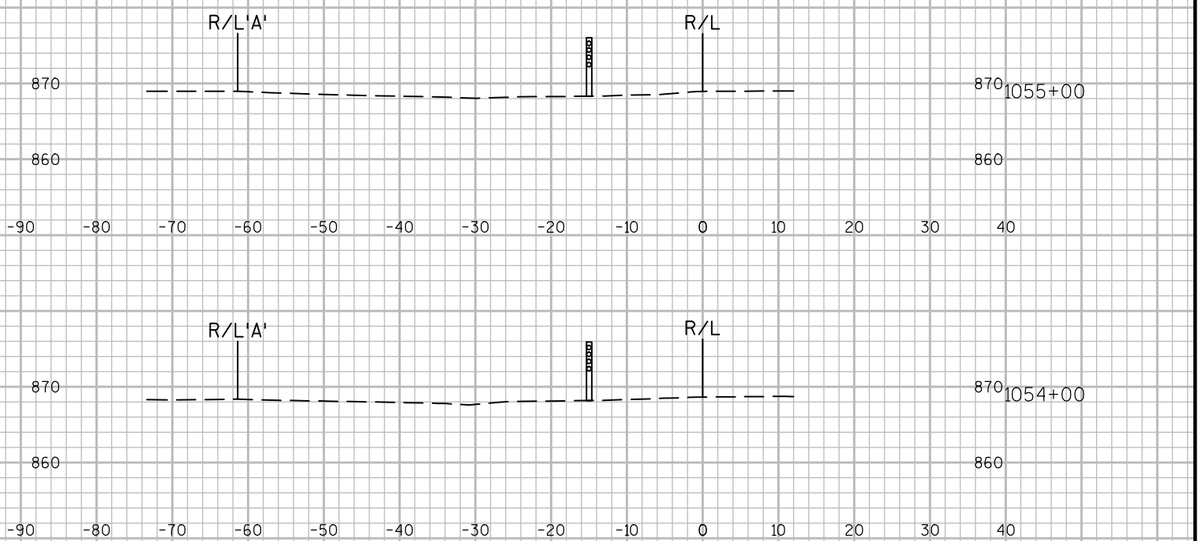


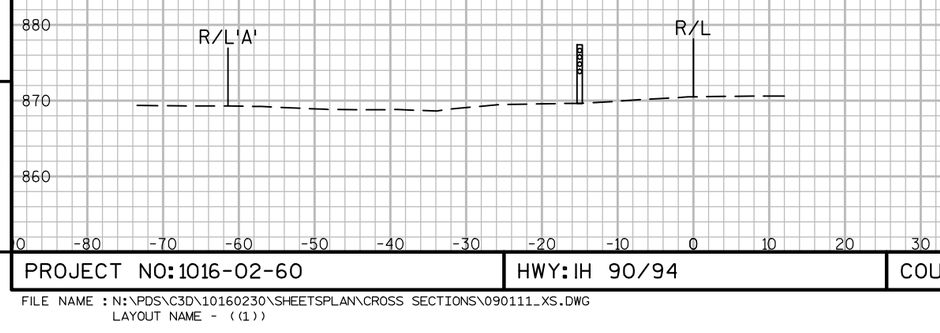


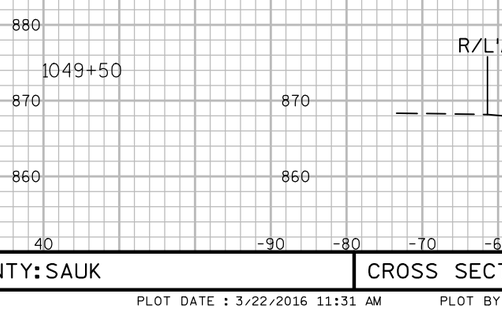


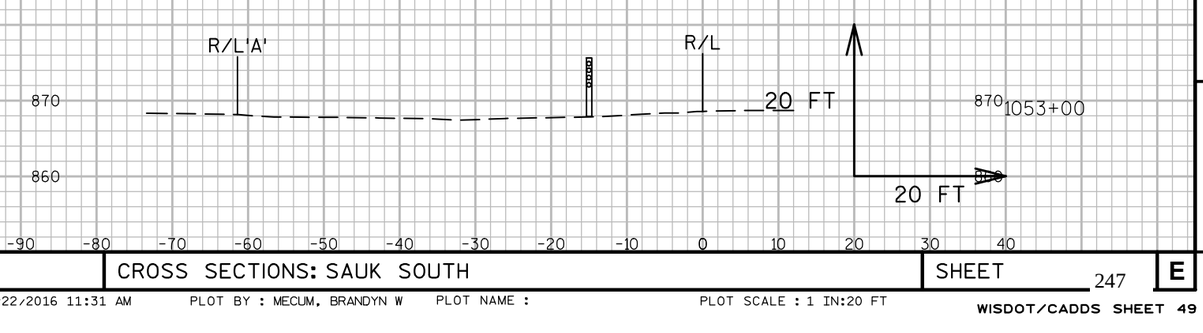








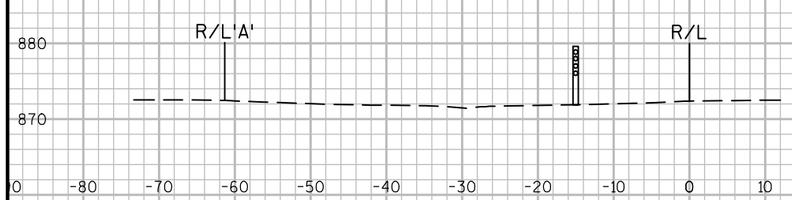


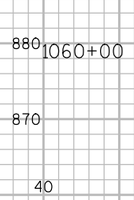


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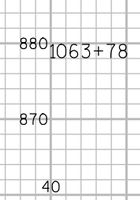
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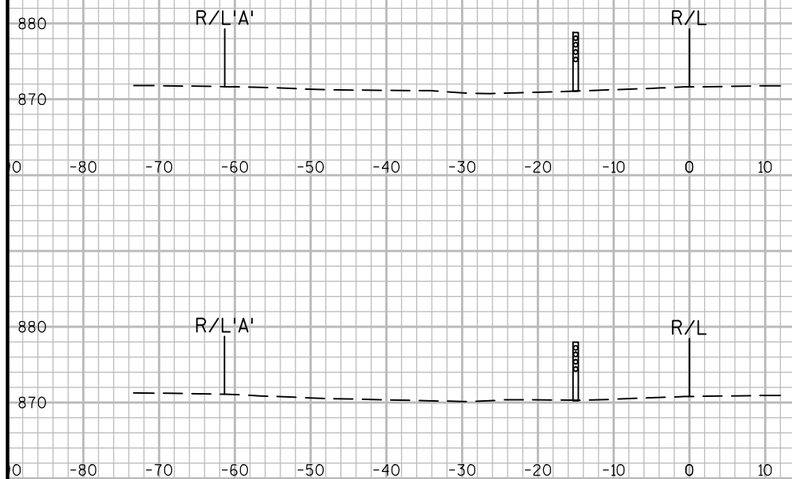
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 247	E



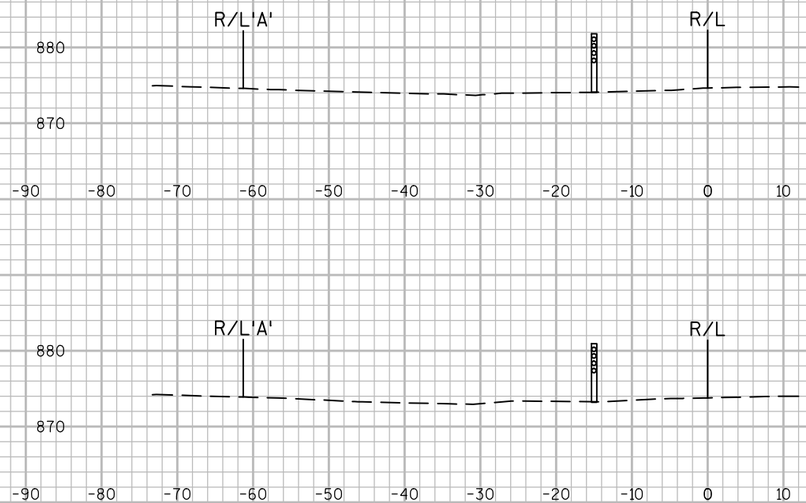




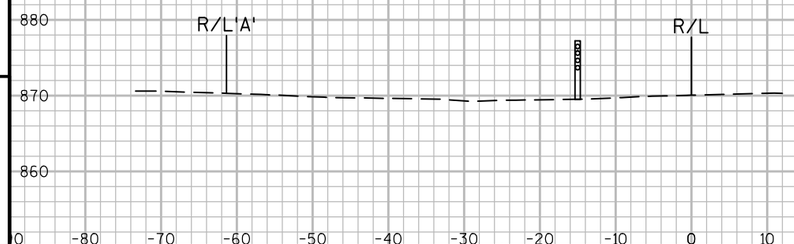


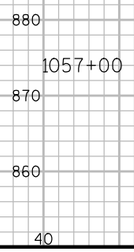


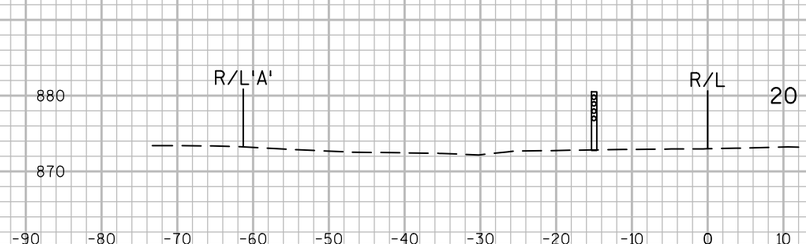


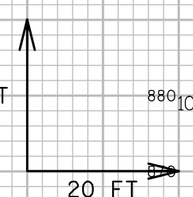


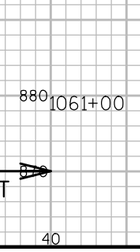










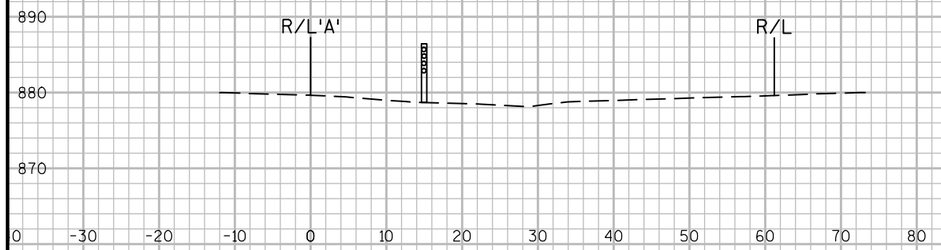


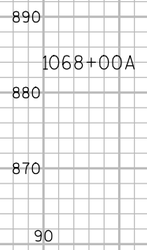
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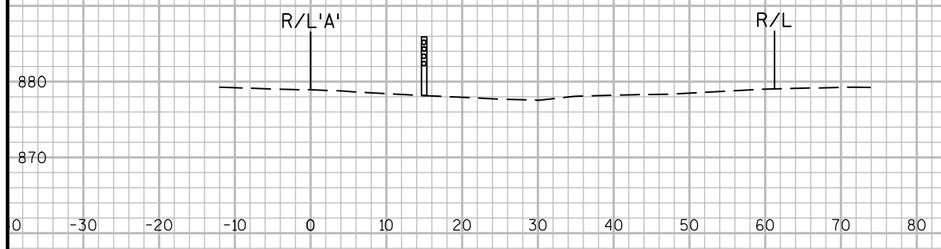
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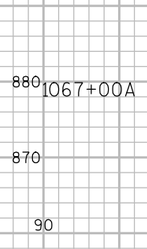
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 248	E

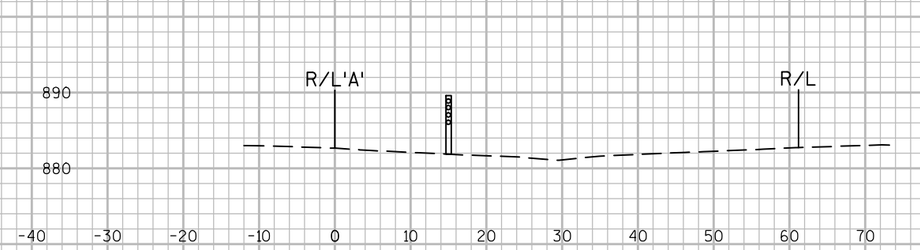
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090111_XS.DWG
LAYOUT NAME - ((2))
PLOT DATE : 3/22/2016 11:33 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

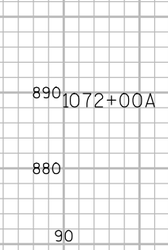


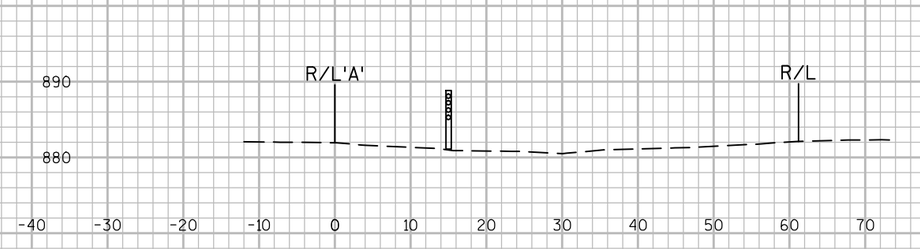


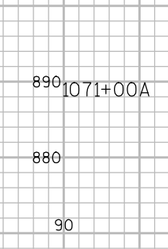












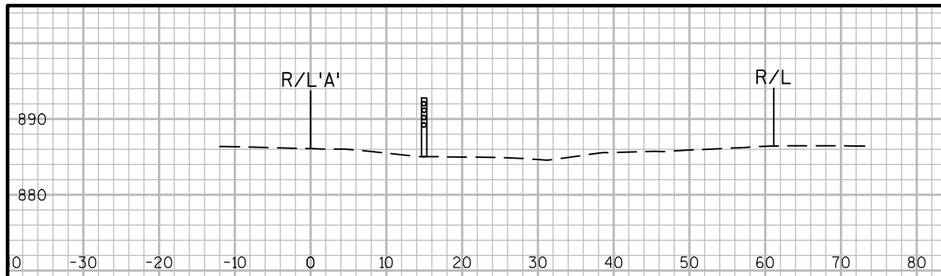
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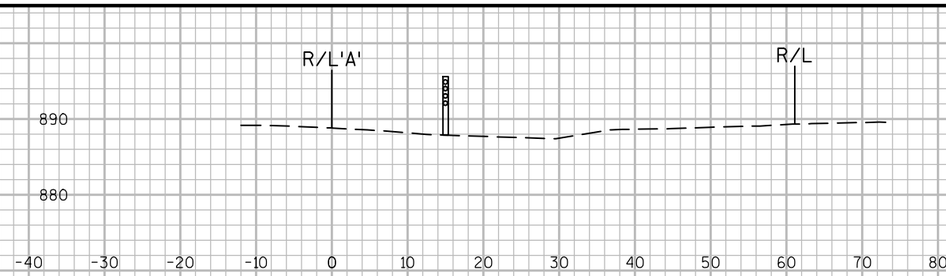
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 249	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090111_XS.DWG
LAYOUT NAME - (1)

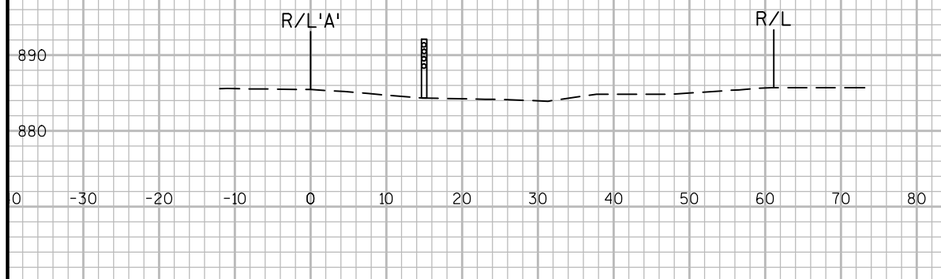
PLOT DATE : 3/22/2016 11:34 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT



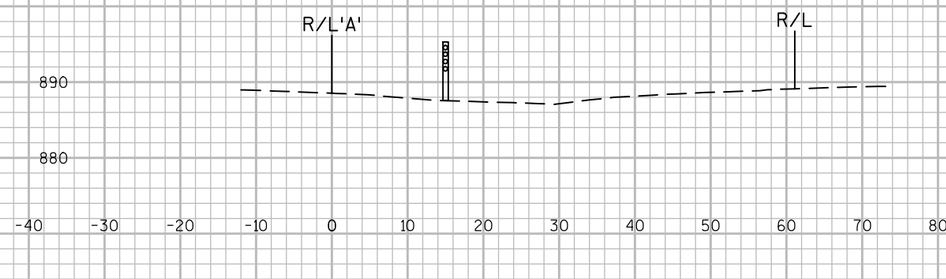
890 1077+00A 880



890 1082+00A 880



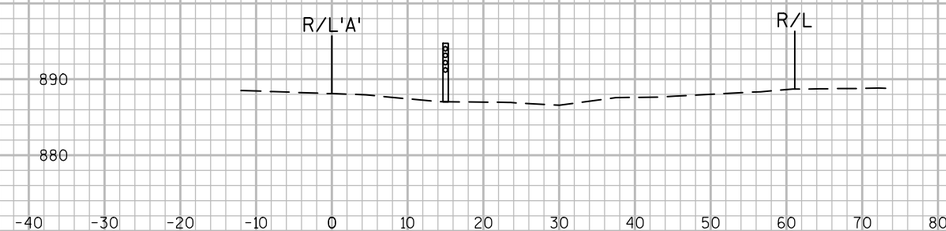
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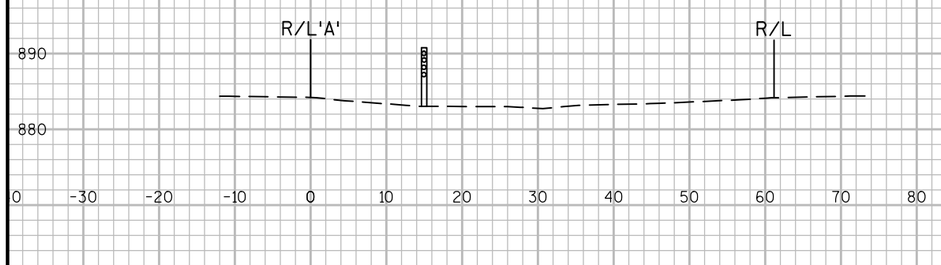
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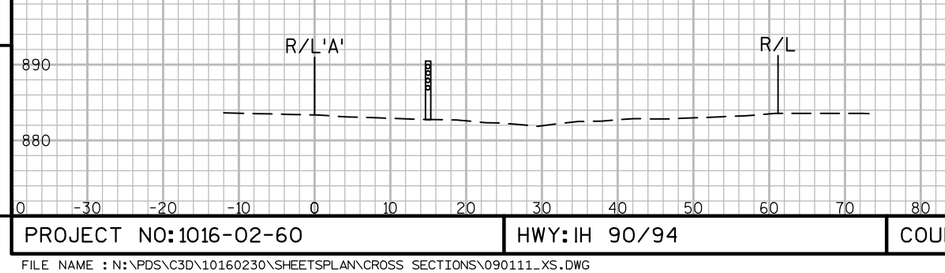
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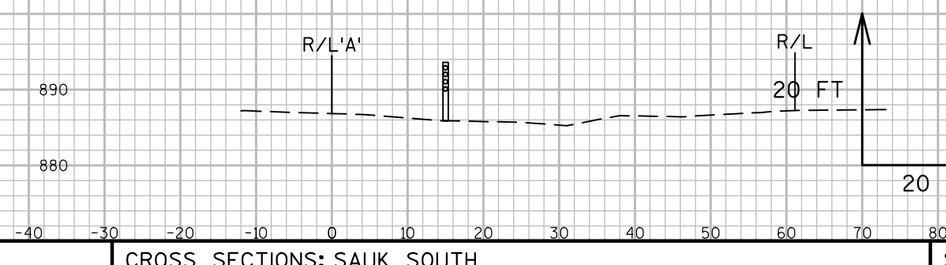
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890 1079+00A 880



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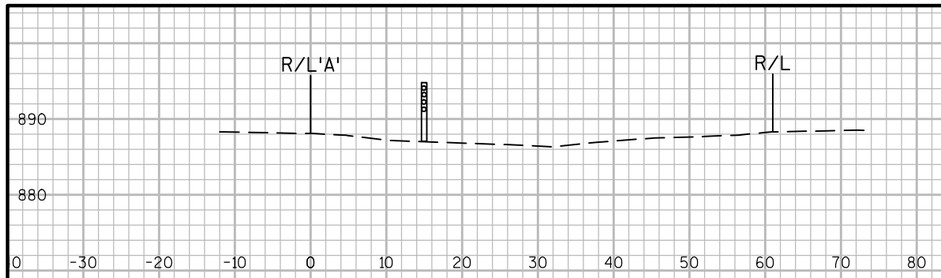
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PROJECT NO: 1016-02-60 | HWY: IH 90/94 | COUNTY: SAUK | CROSS SECTIONS: SAUK SOUTH | SHEET 250 | E

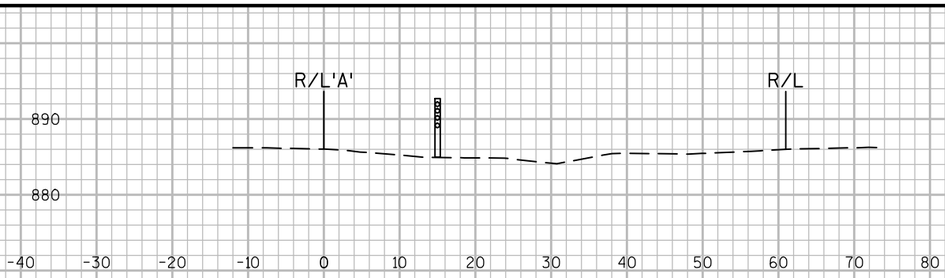
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090111_XS.DWG
LAYOUT NAME - (2)

PLOT DATE : 3/22/2016 11:34 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

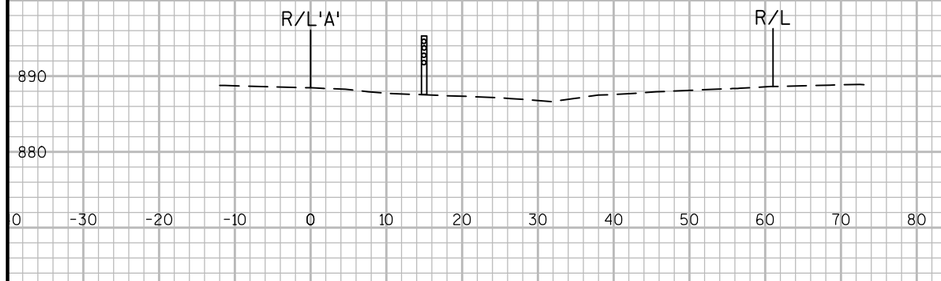
WISDOT/CADDS SHEET 49



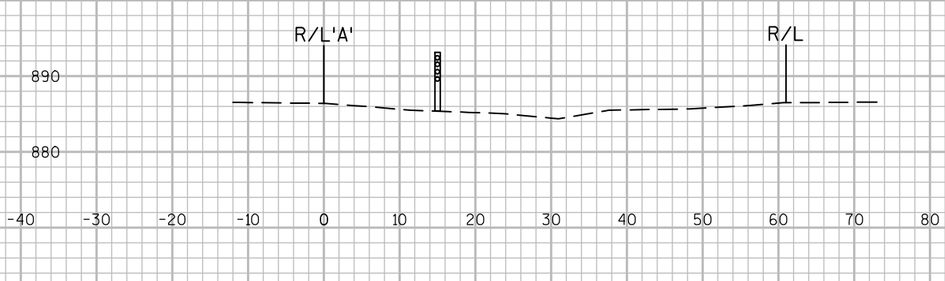
890 1087+00A 880



890 1092+00A 880



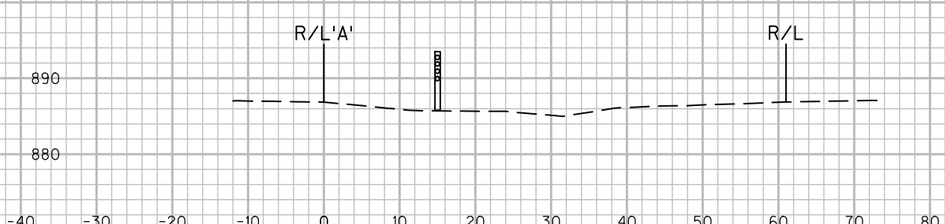
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890 1091+00A 880



890 1085+00A 880



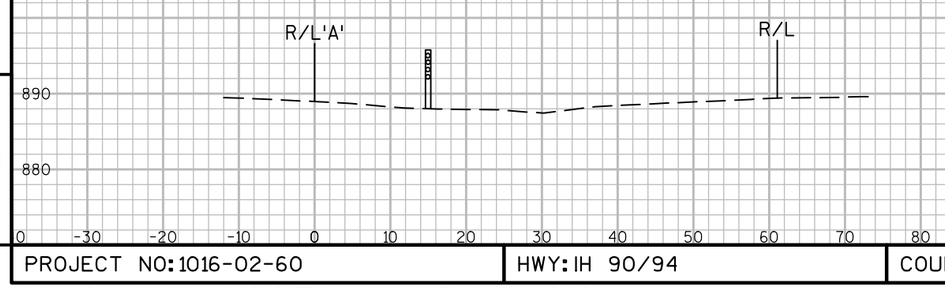
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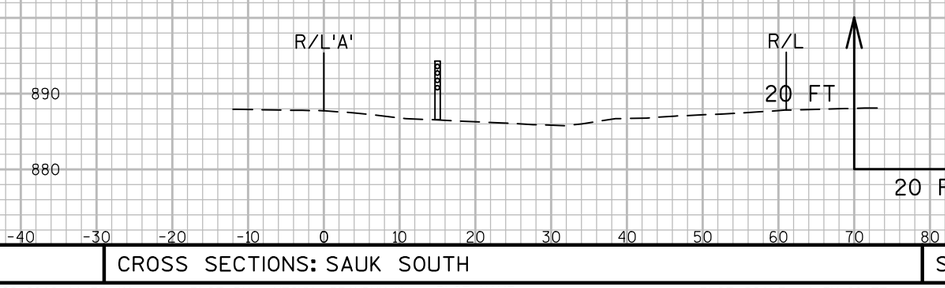
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890 1089+00A 880



890 1083+00A 880



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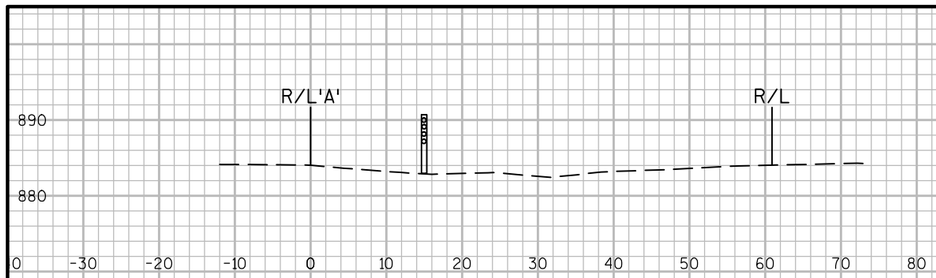
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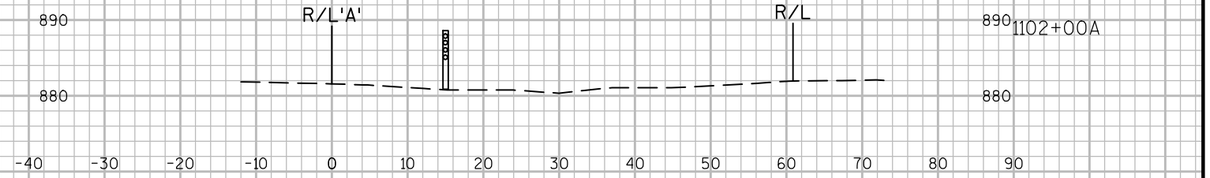
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 251	E

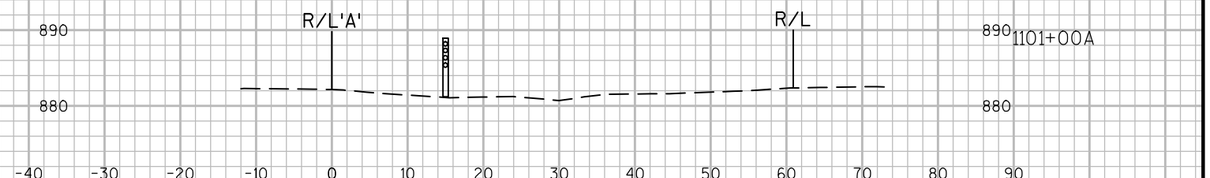
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LAYOUT NAME - (3)

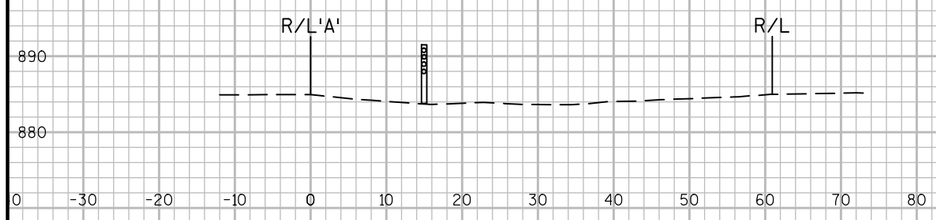
PLOT DATE : 3/22/2016 11:35 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

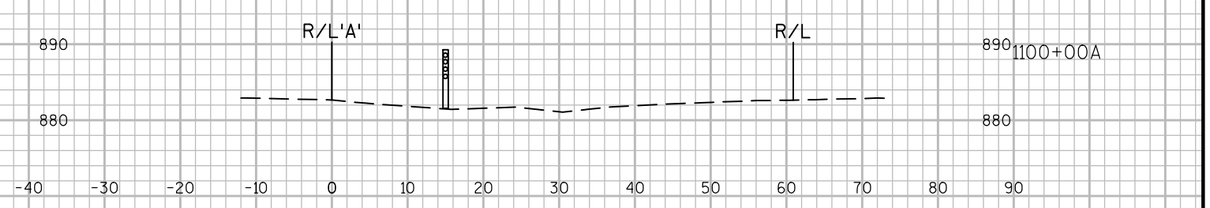




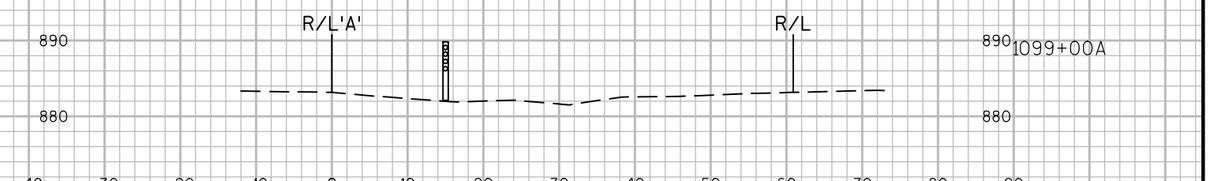


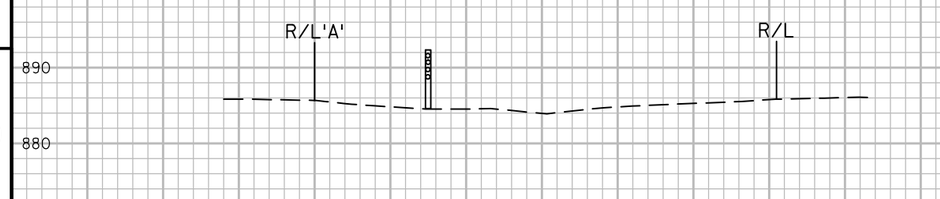


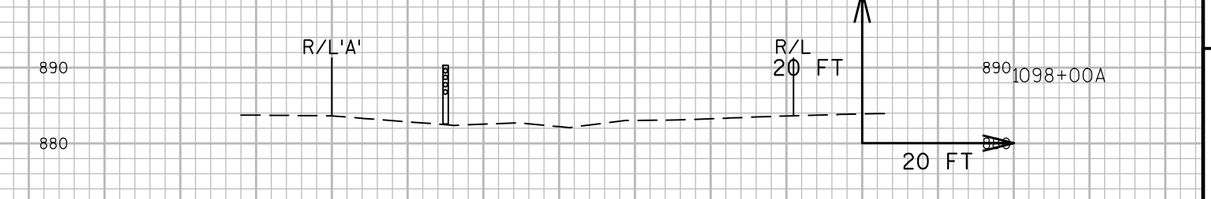








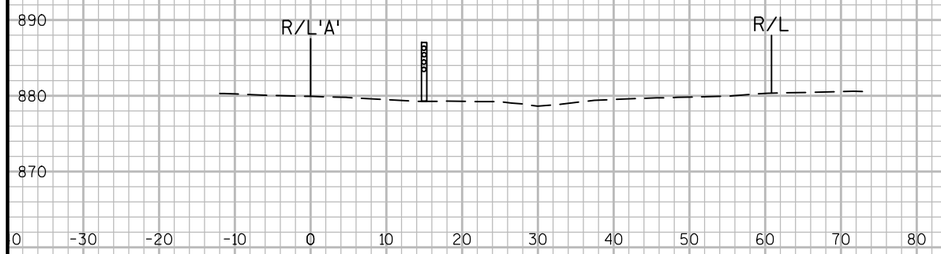


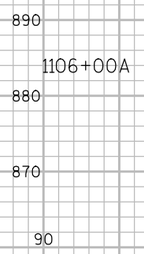


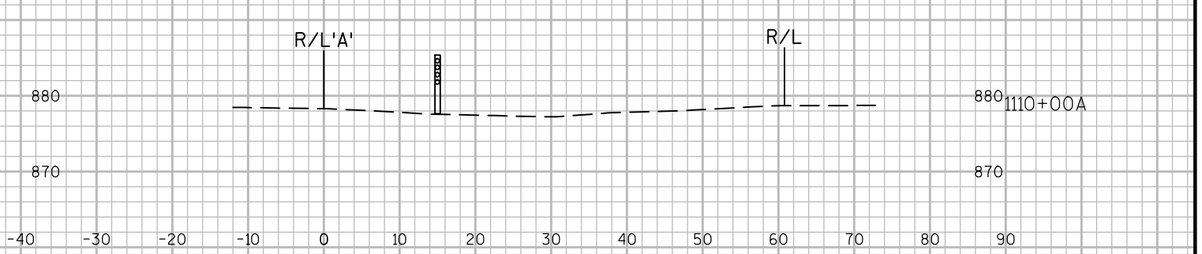
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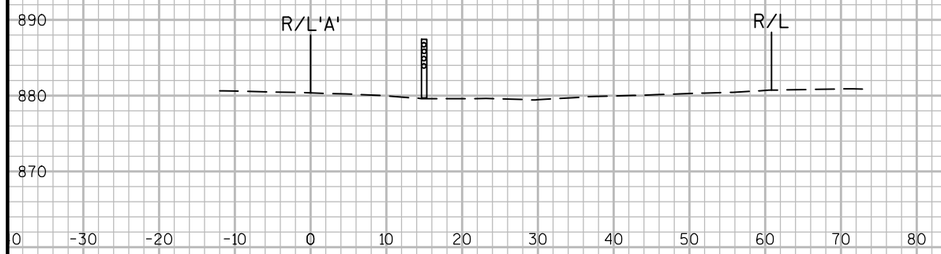
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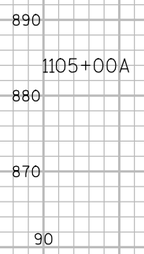
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 252	E

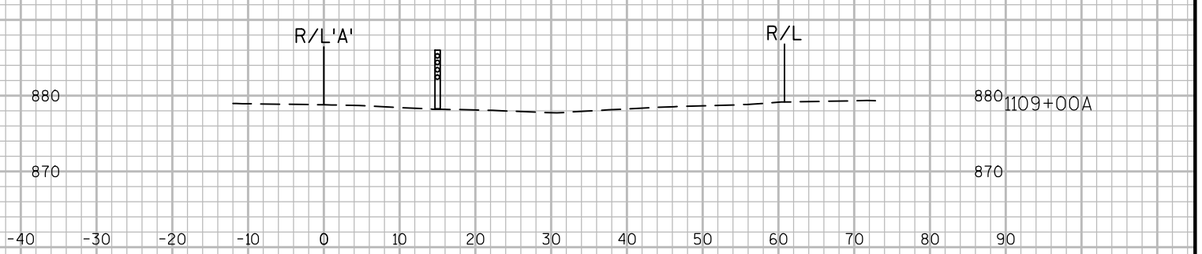


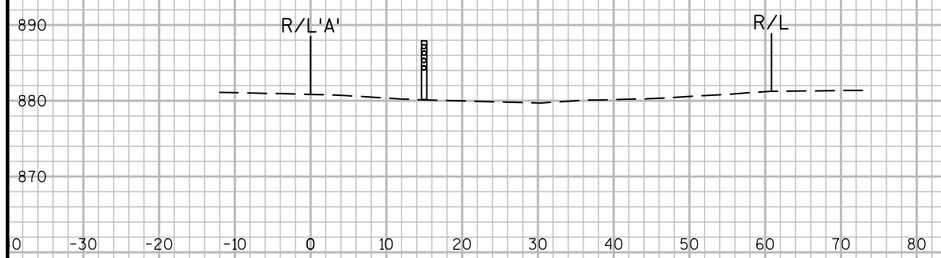


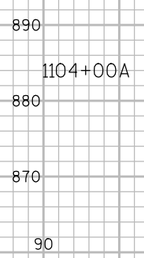


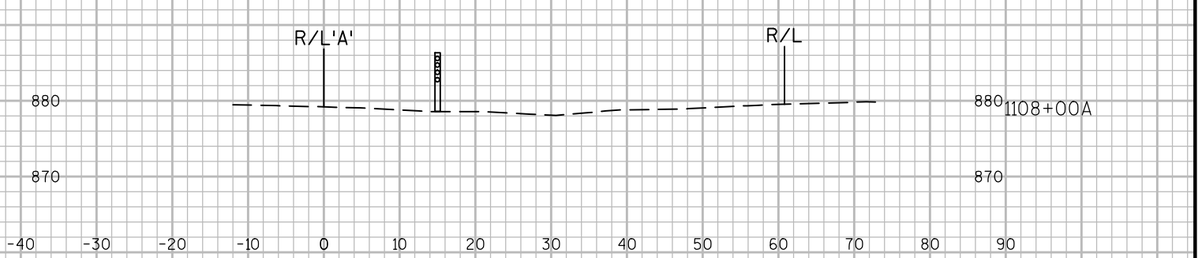


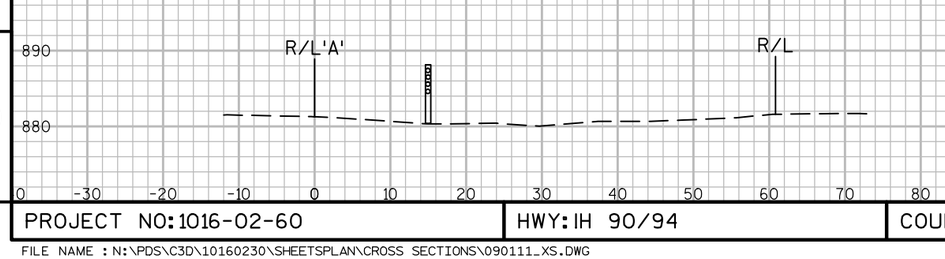


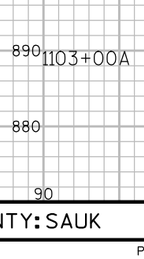


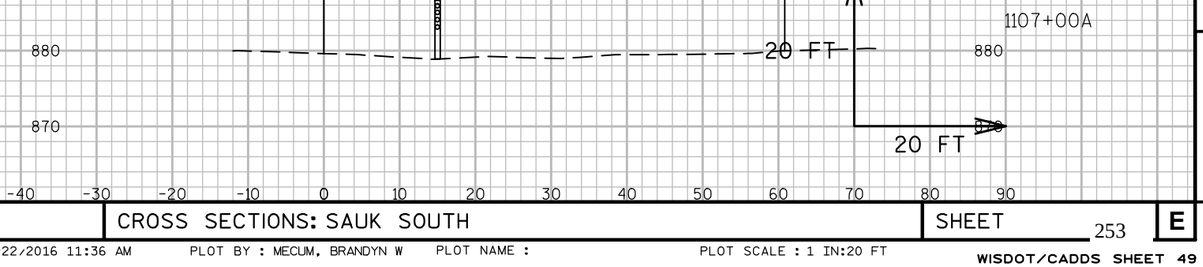












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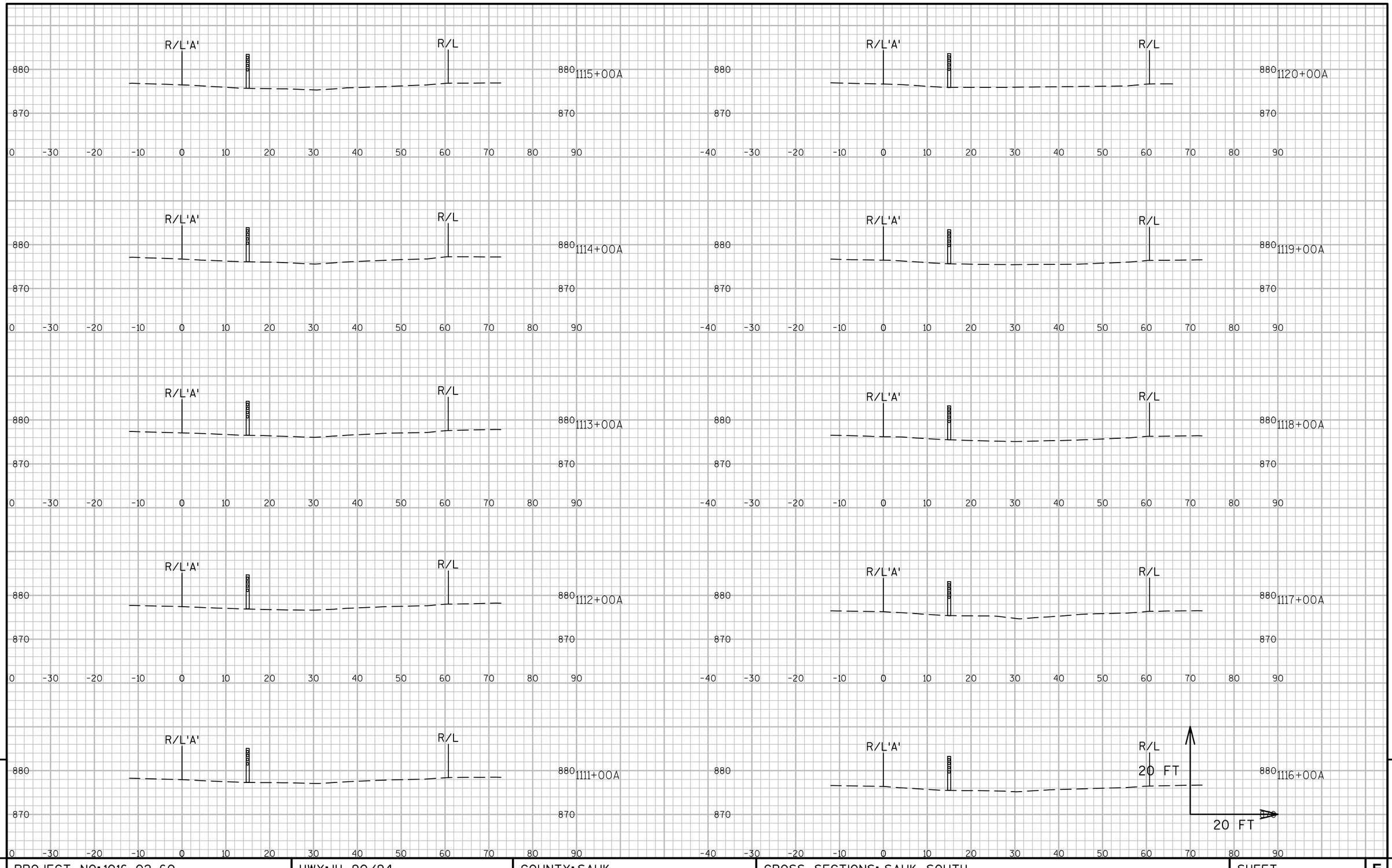
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 253	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090111_XS.DWG
LAYOUT NAME - (5)

PLOT DATE : 3/22/2016 11:36 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

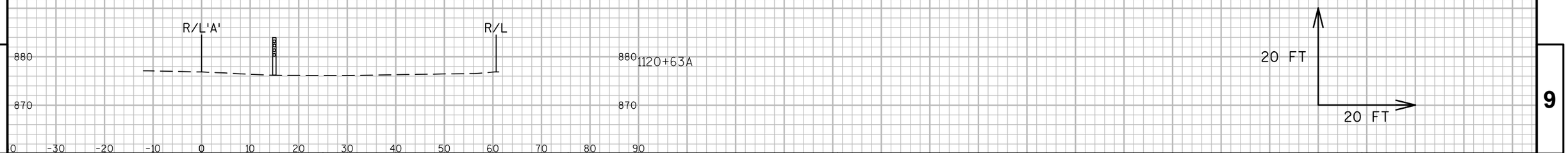
WISDOT/CADDS SHEET 49



9

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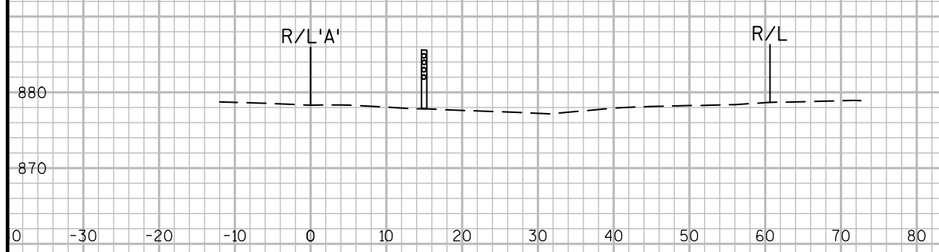
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 254	E

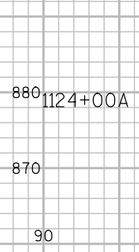


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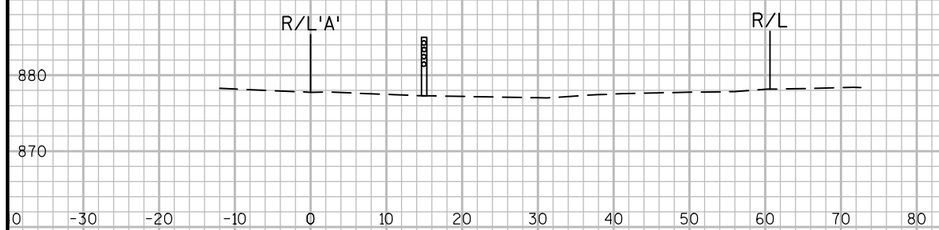
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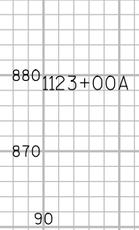
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 255	E



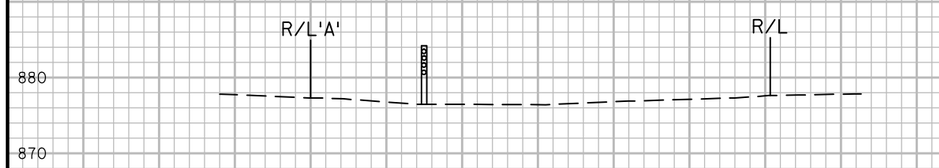


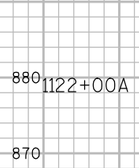


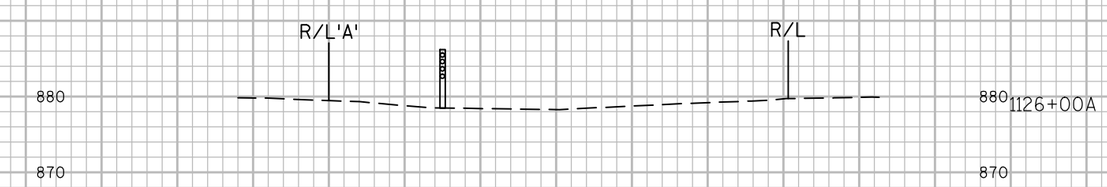


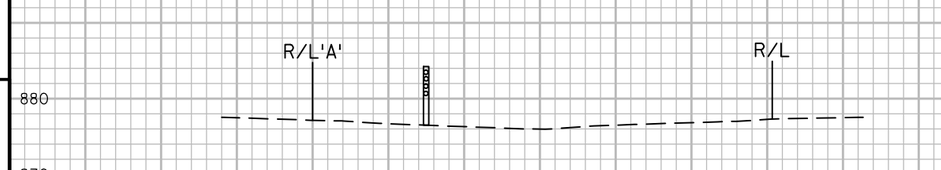


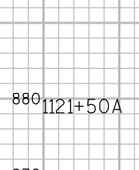


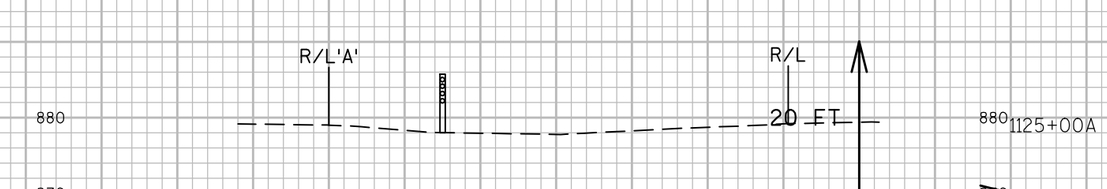








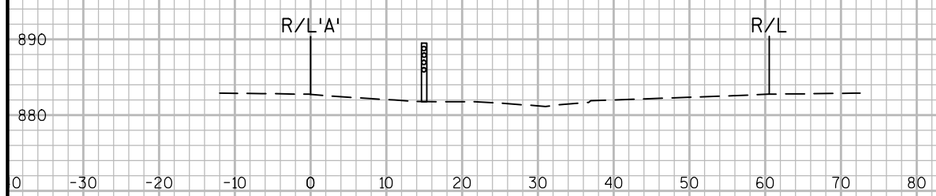


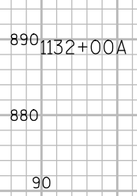


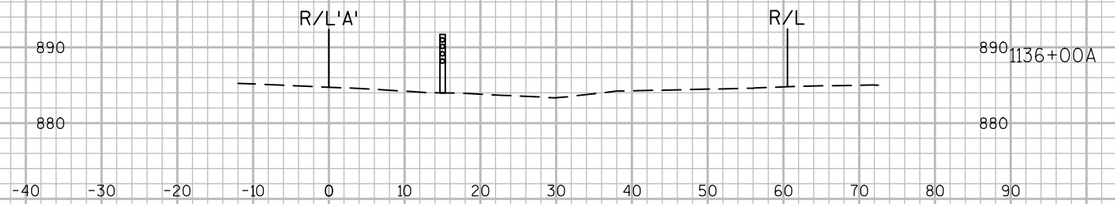
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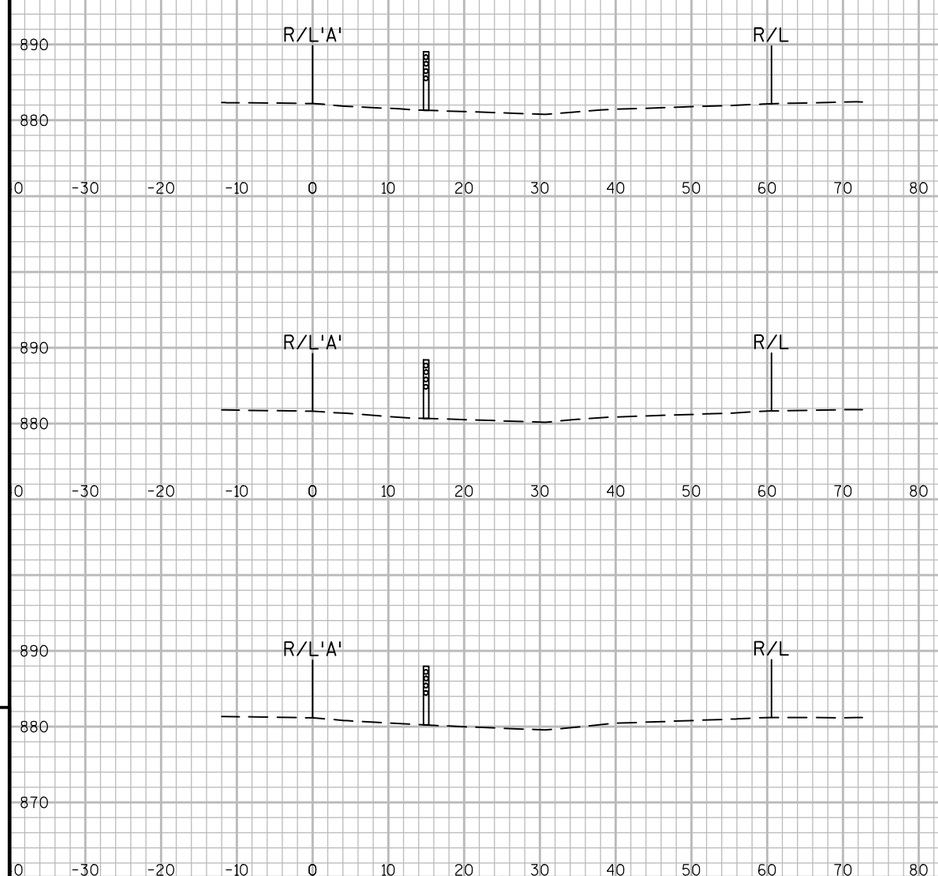
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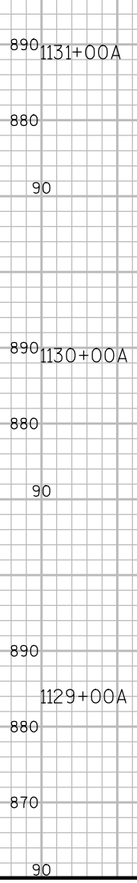
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 256	E

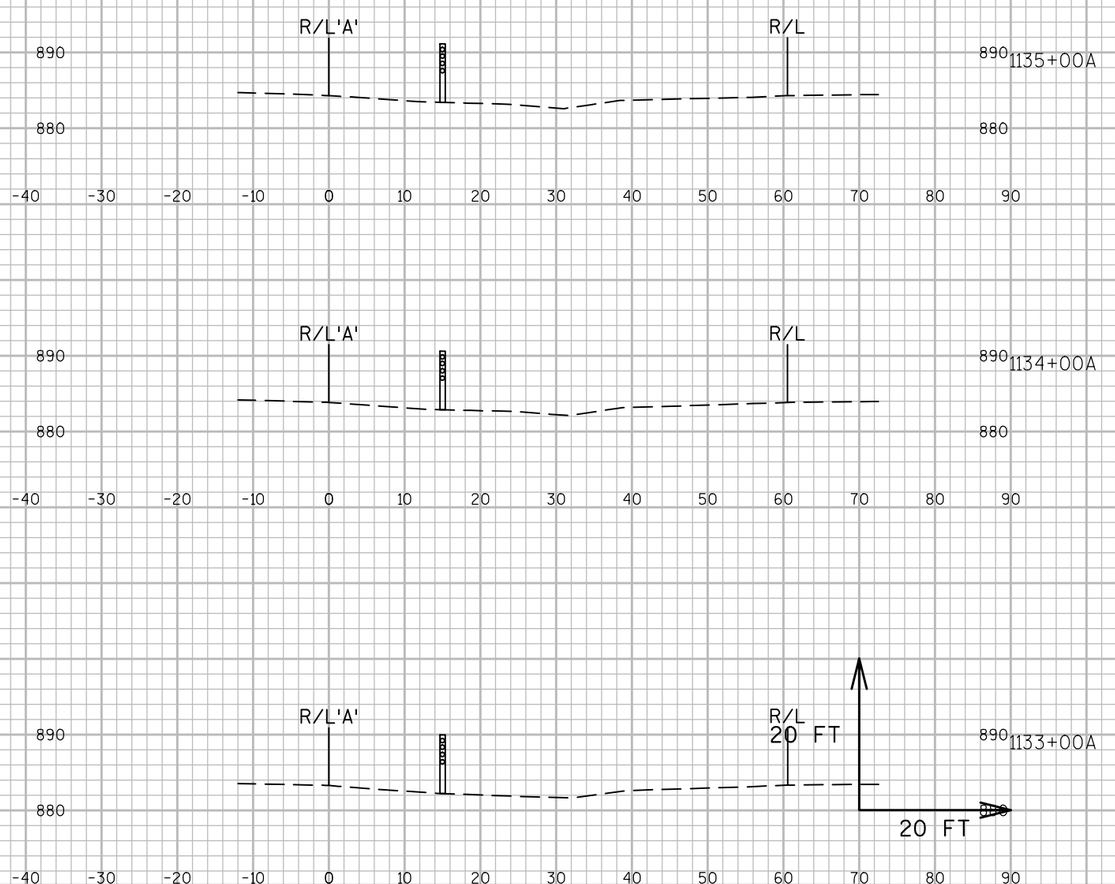












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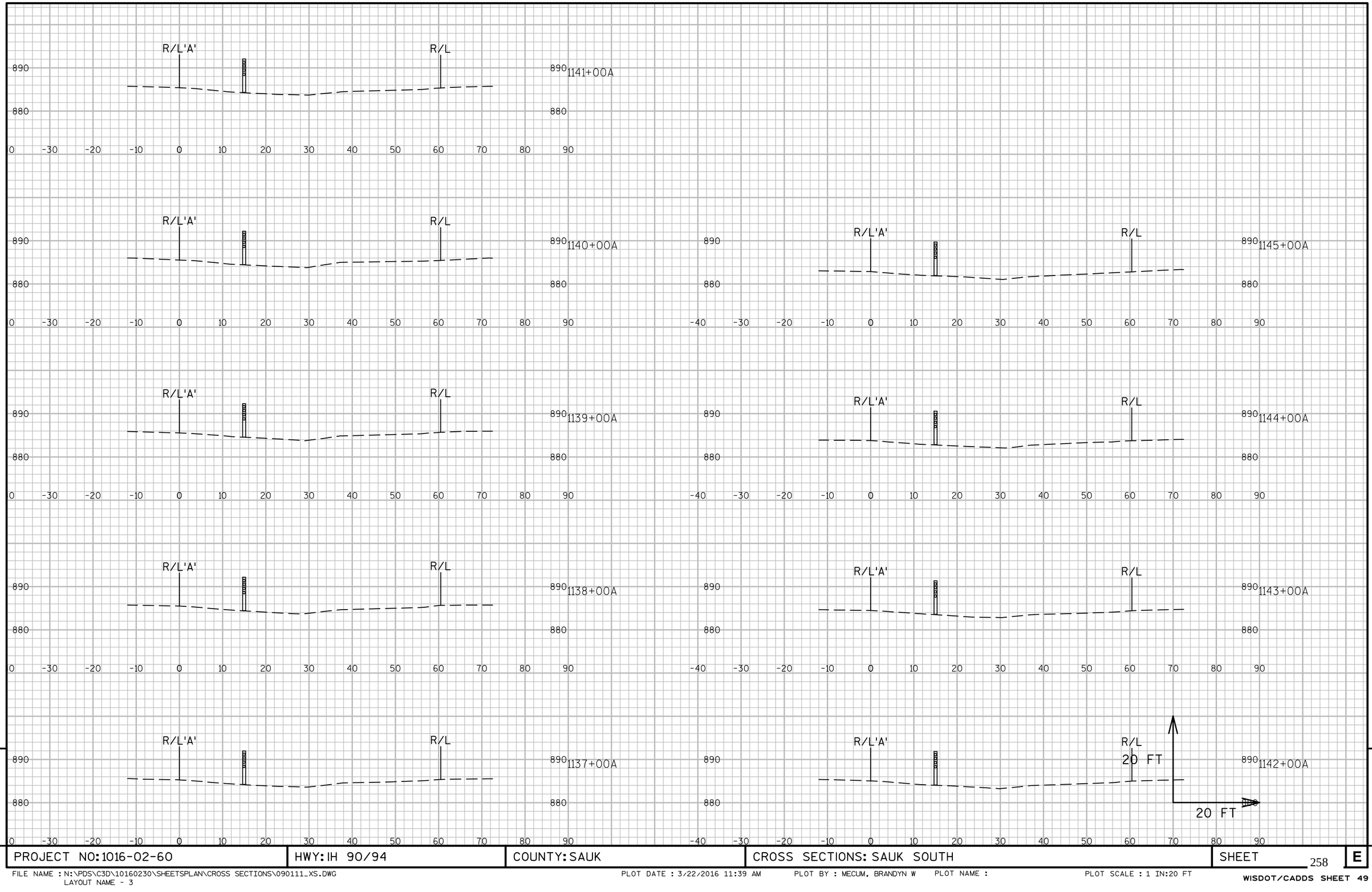
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 257	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090111_XS.DWG
LAYOUT NAME - 2

PLOT DATE : 3/22/2016 11:38 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

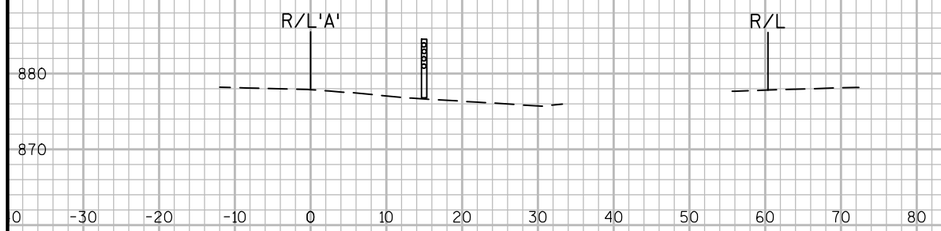


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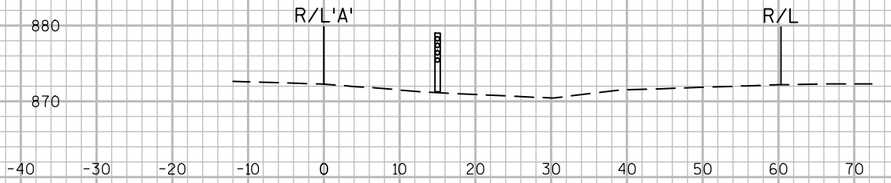
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 258	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090111_XS.DWG
LAYOUT NAME - 3
PLOT DATE : 3/22/2016 11:39 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



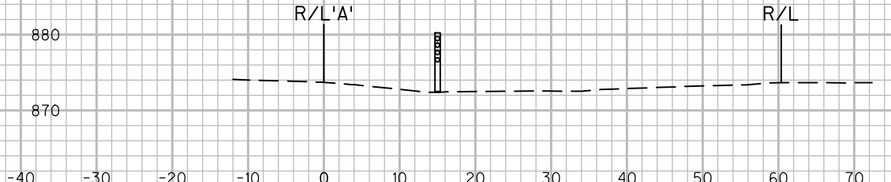
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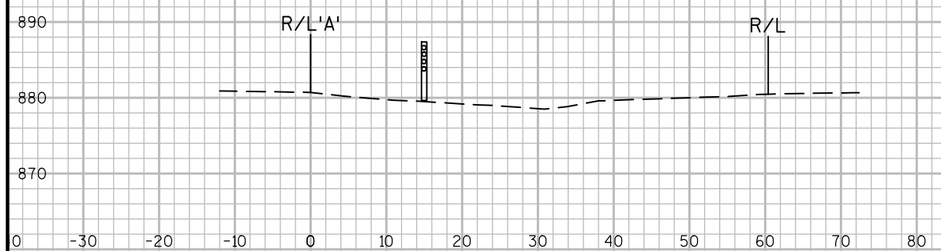
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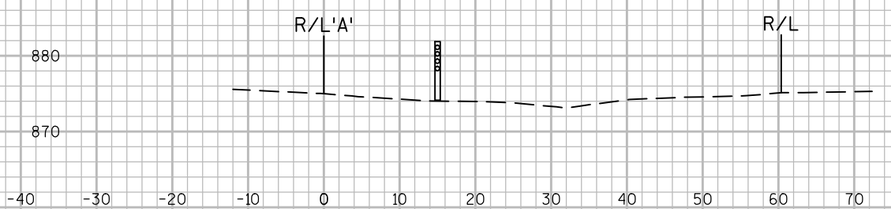
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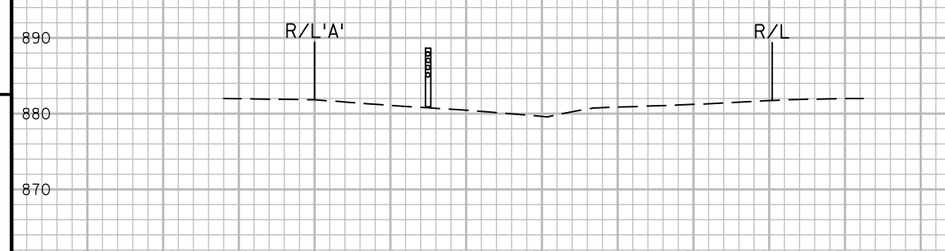
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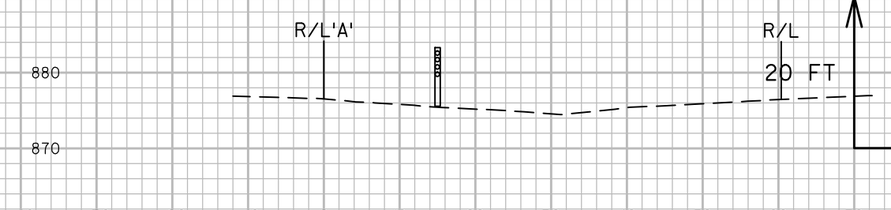
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1151+00A



1146+00A



1150+00A

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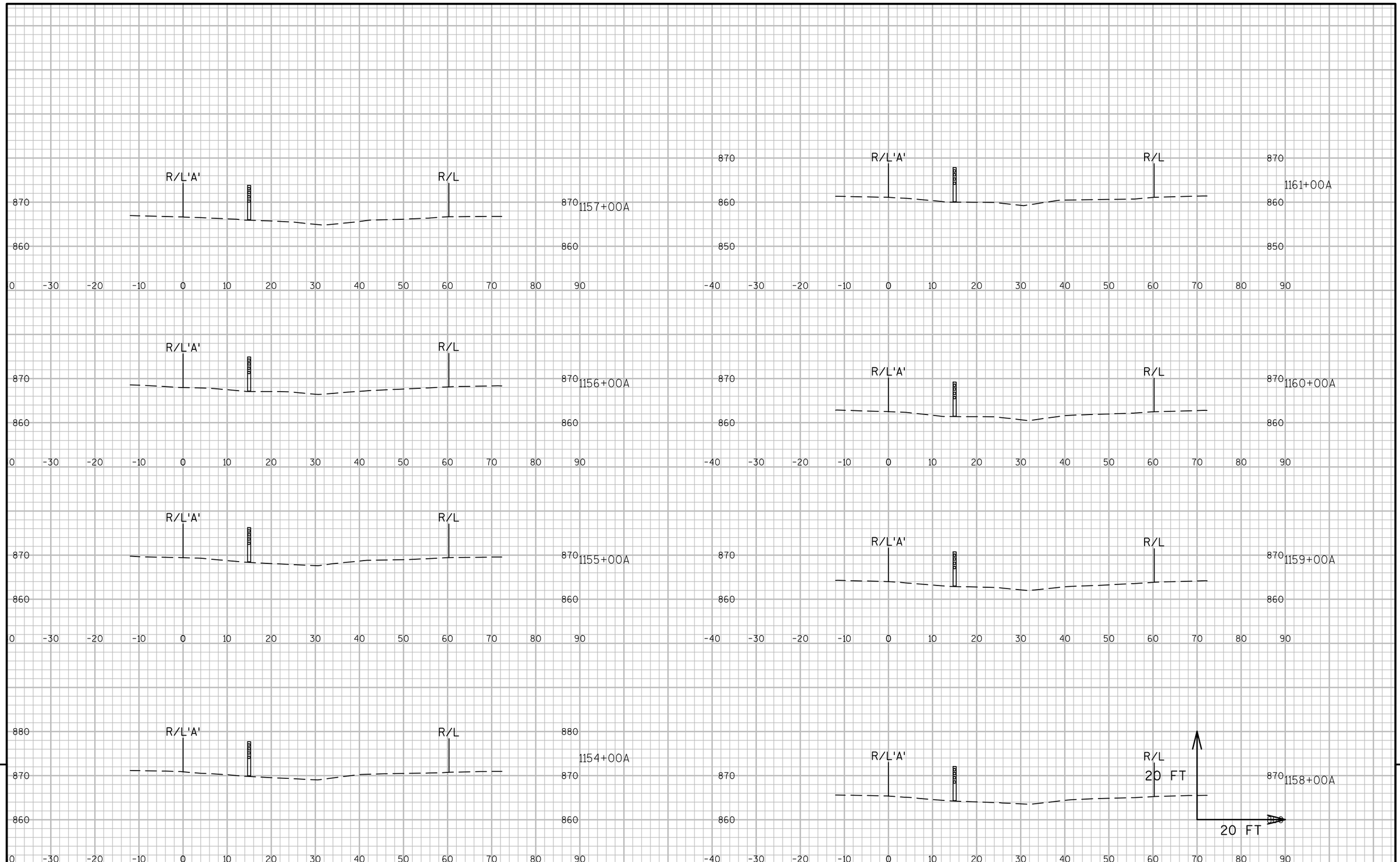
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PROJECT NO: 1016-02-60 | HWY: IH 90/94 | COUNTY: SAUK | CROSS SECTIONS: SAUK SOUTH | SHEET 259 E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090111_XS.DWG
LAYOUT NAME - 4

PLOT DATE : 3/22/2016 11:40 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

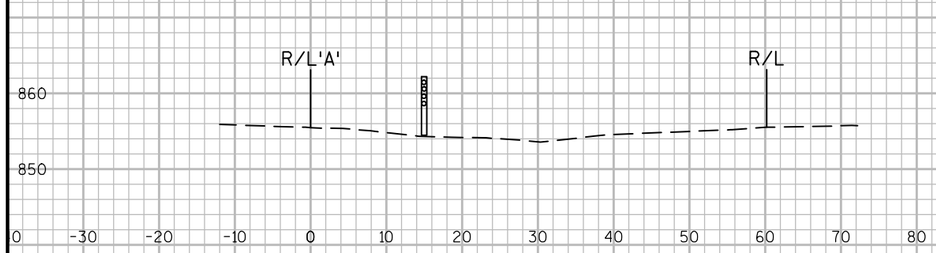
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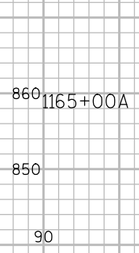
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 260	E

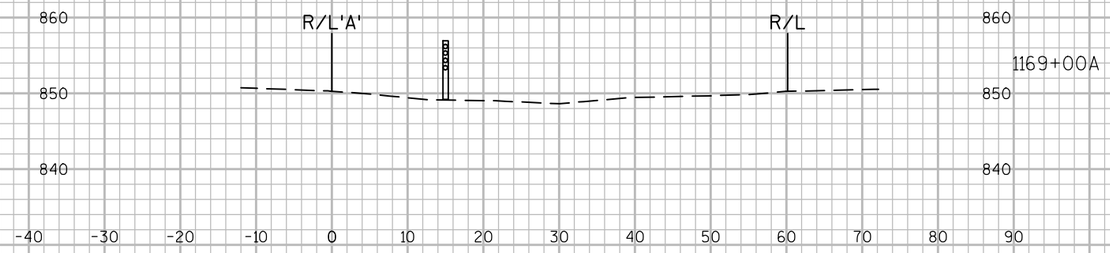
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090111_XS.DWG
LAYOUT NAME - 5

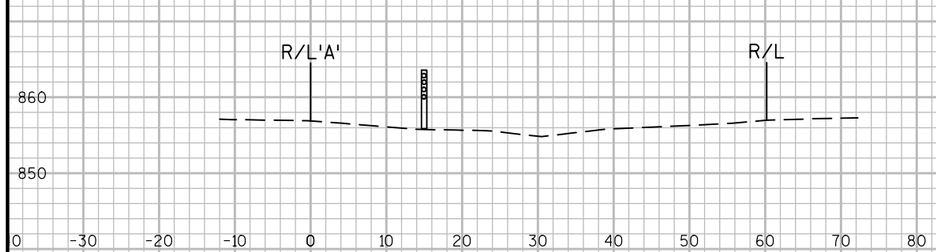
PLOT DATE : 3/22/2016 11:40 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

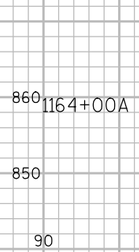
WISDOT/CADDS SHEET 49

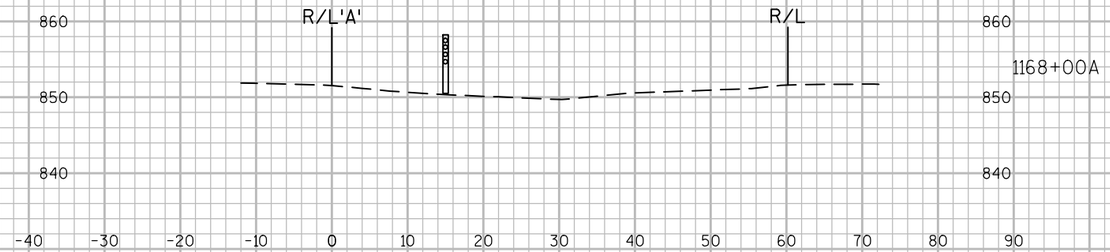


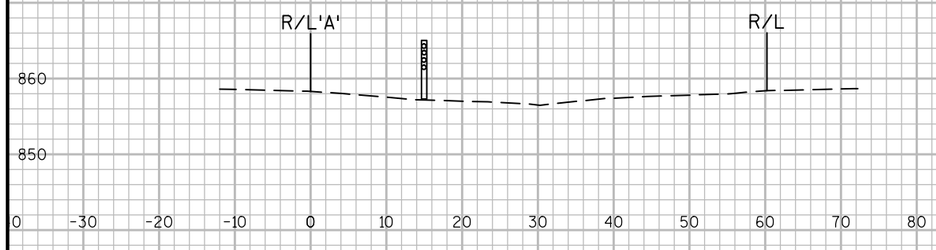


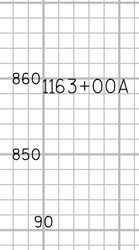


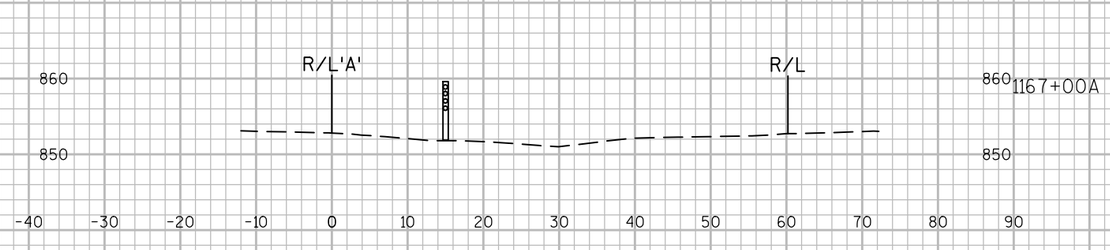


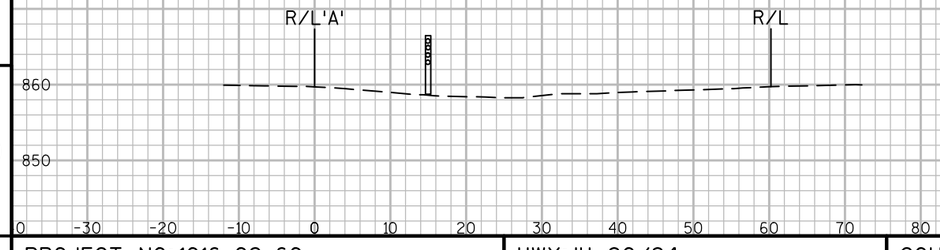


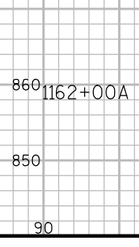


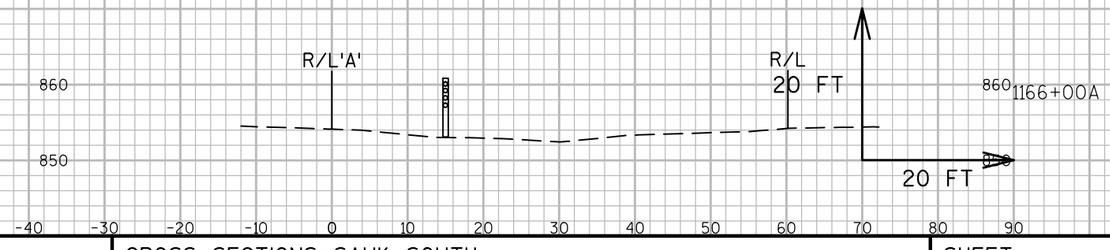












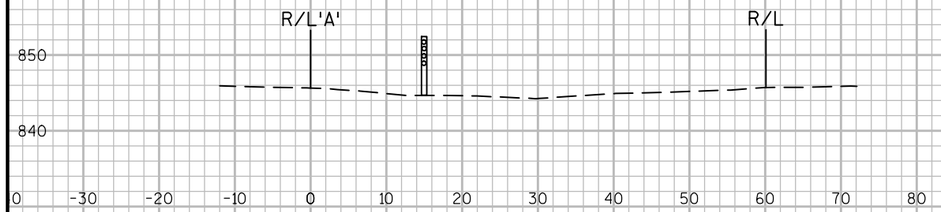
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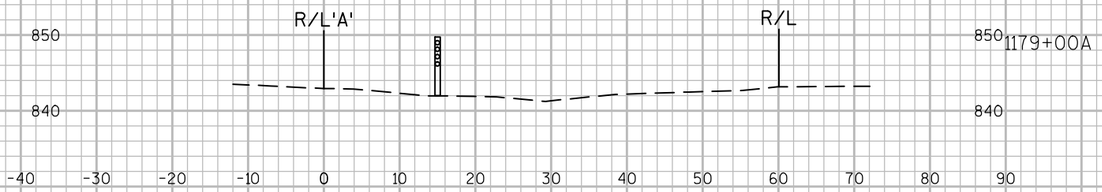
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090111_XS.DWG
LAYOUT NAME - 6

PLOT DATE : 3/22/2016 11:41 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT



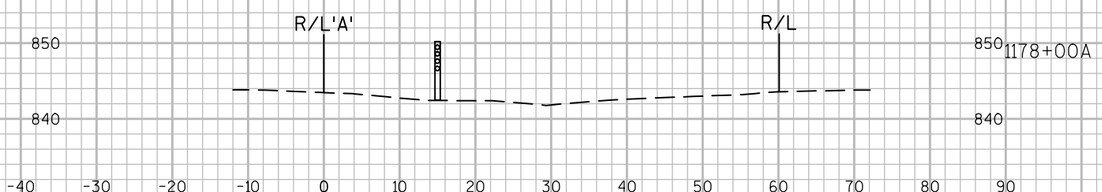
1174+00A



1179+00A



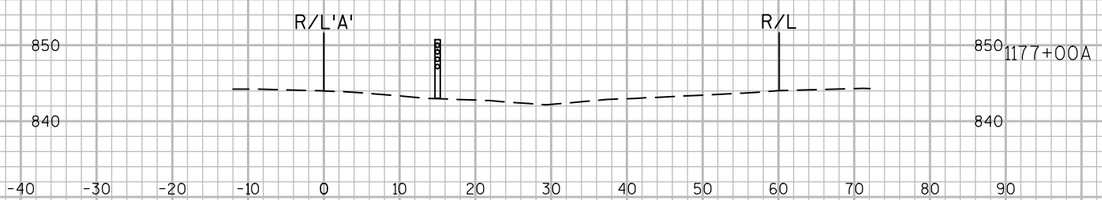
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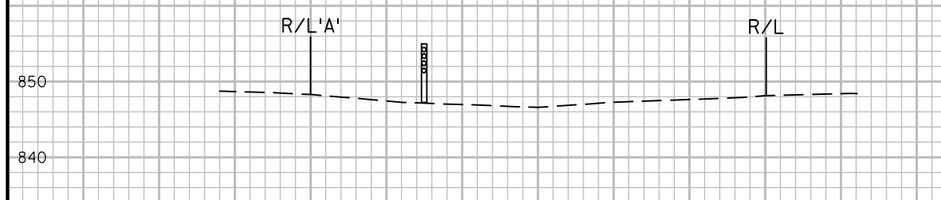
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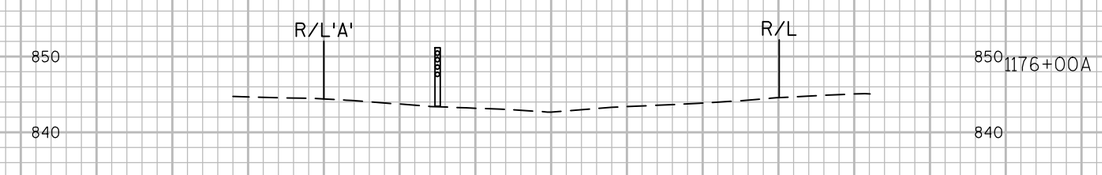
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1177+00A



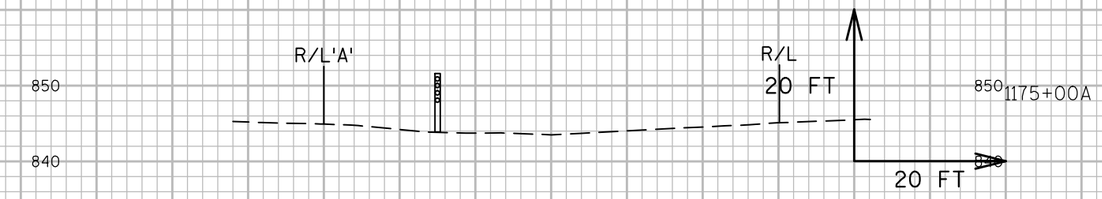
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1176+00A



1170+00A



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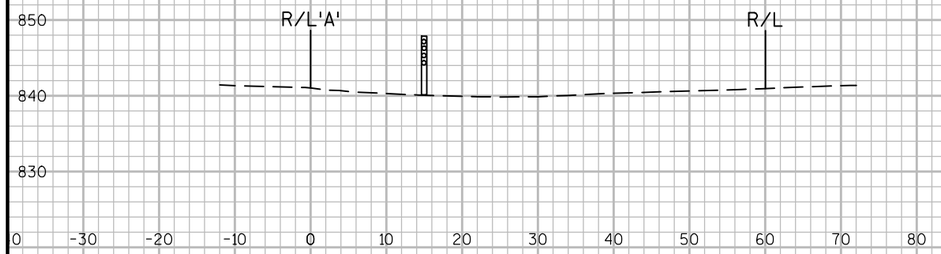
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090111_XS.DWG
LAYOUT NAME - 7

PLOT DATE : 3/22/2016 11:41 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

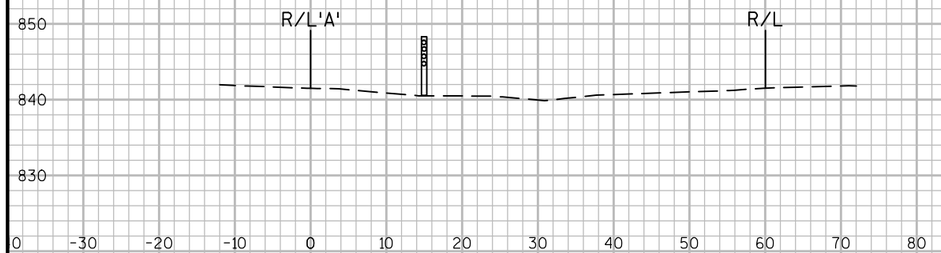
WISDOT/CADDS SHEET 49



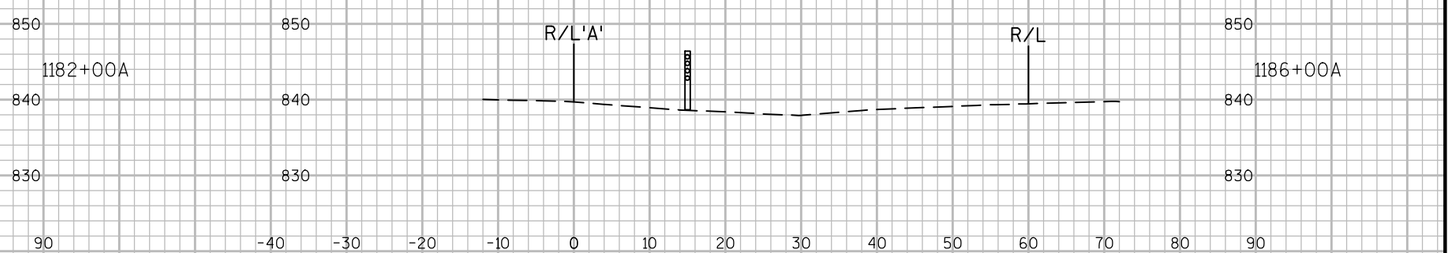
1183+00A



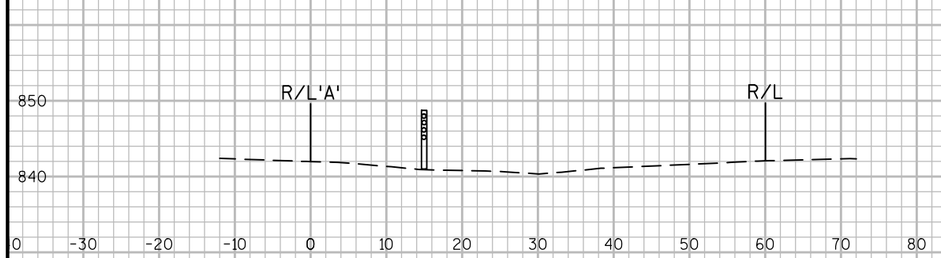
1187+00A



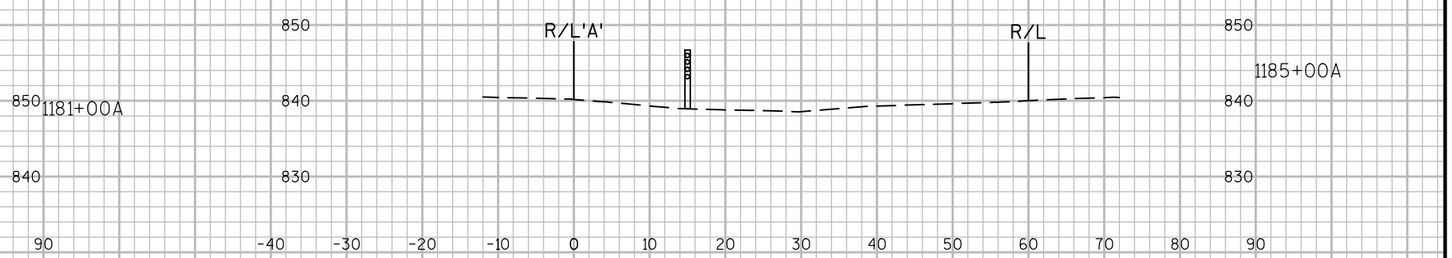
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1186+00A



1181+00A



1185+00A



1180+00A

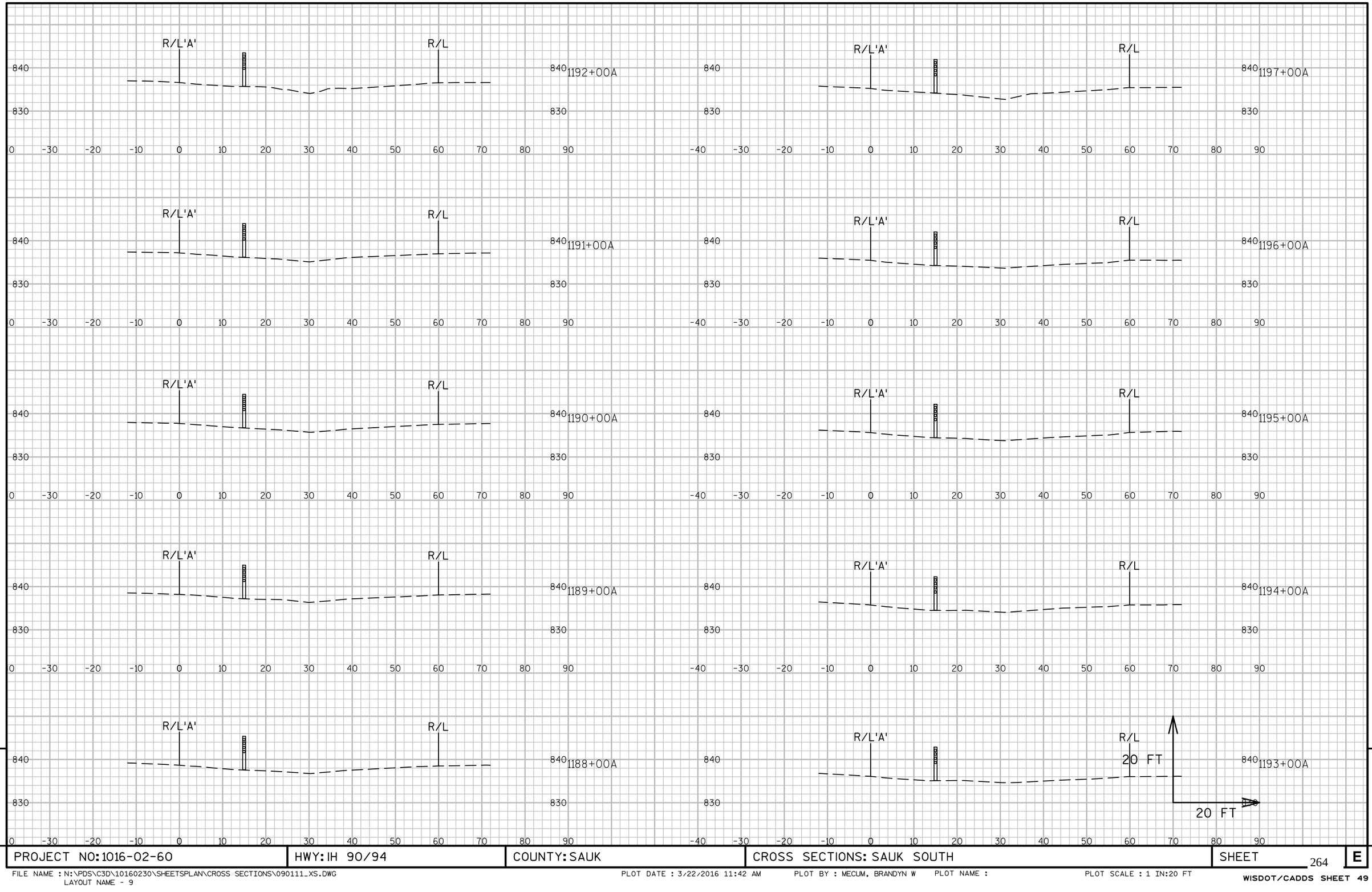


1184+00A

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9

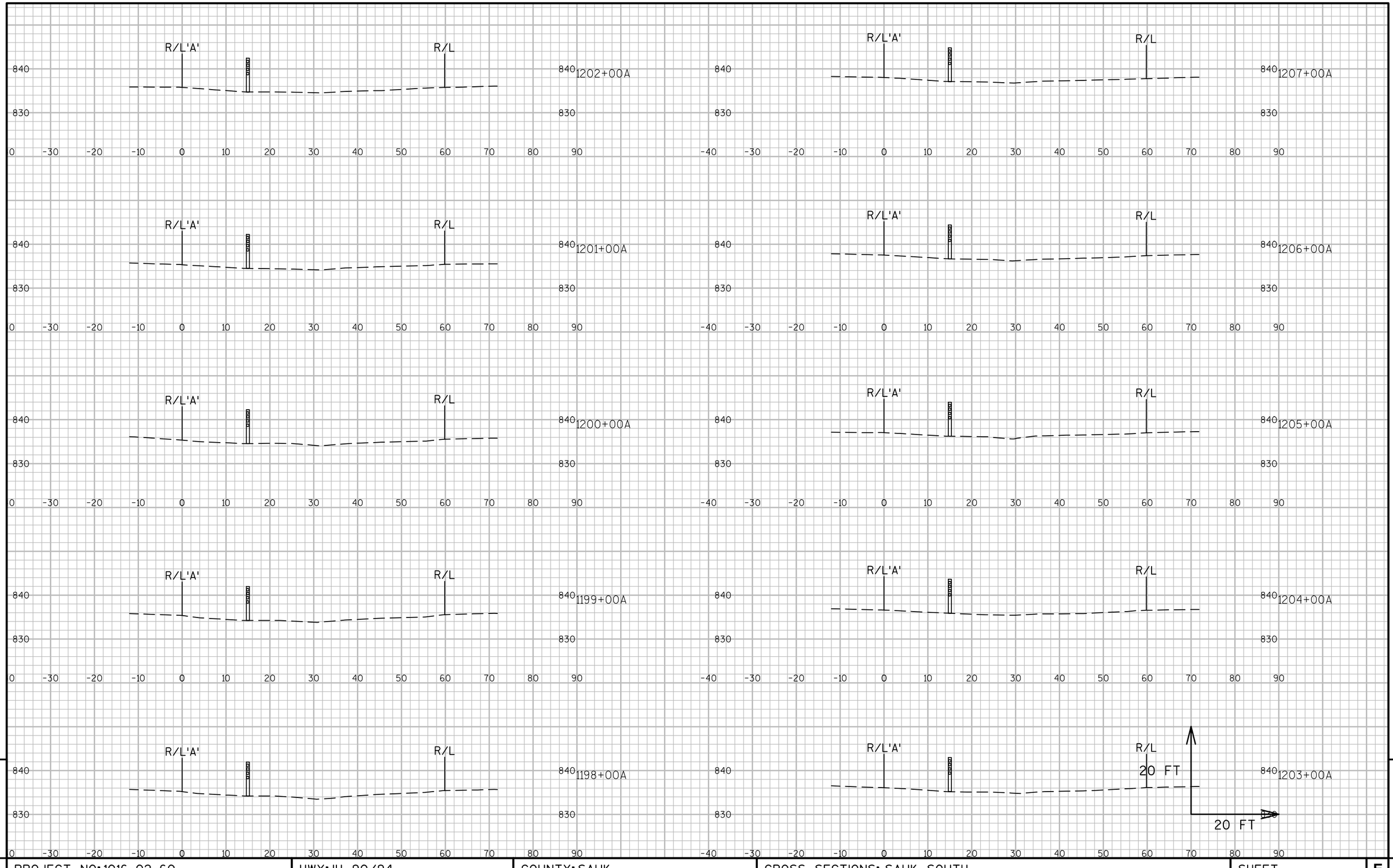
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 263	E



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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 264	E



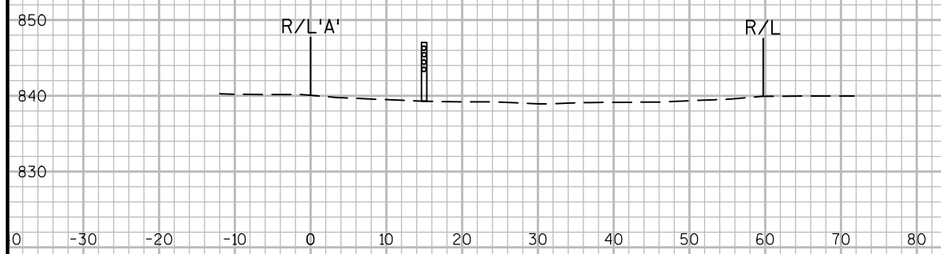
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 265	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090111_XS.DWG
LAYOUT NAME - 10

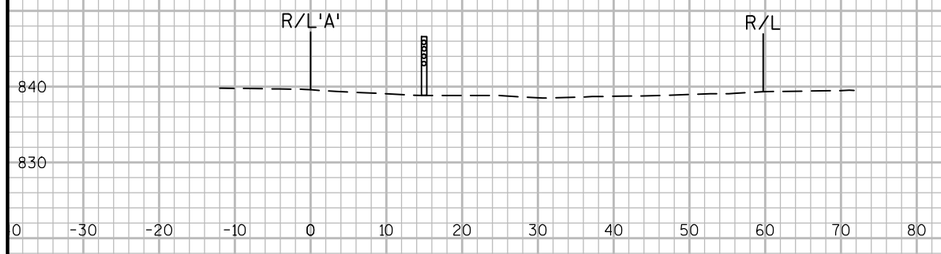
PLOT DATE : 3/22/2016 11:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT



1211+00A



1213+14A



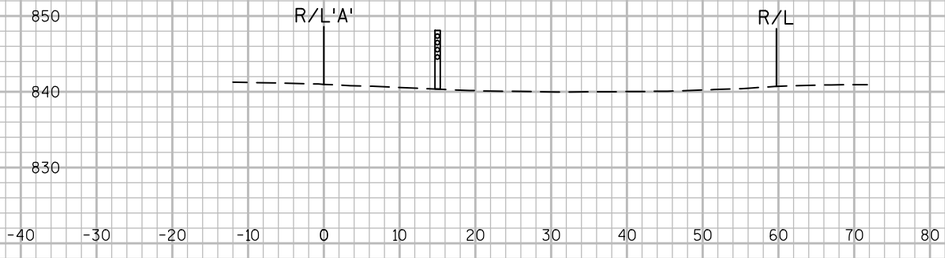
1210+00A



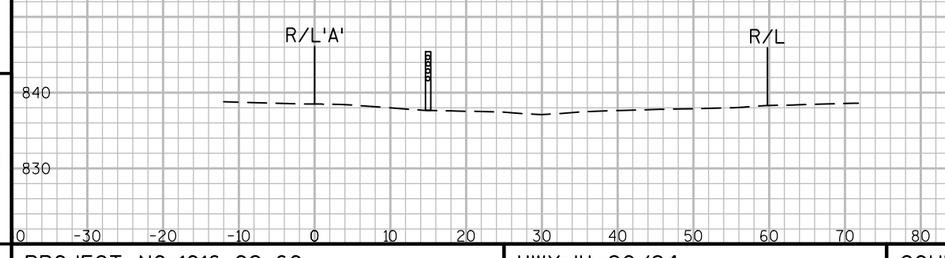
1213+10A



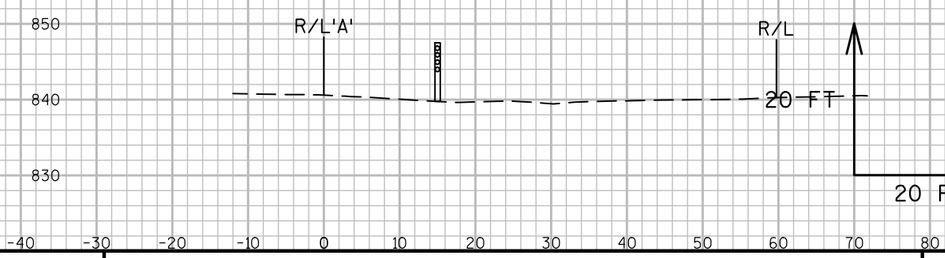
1209+00A



1213+00A



1208+00A



1212+00A

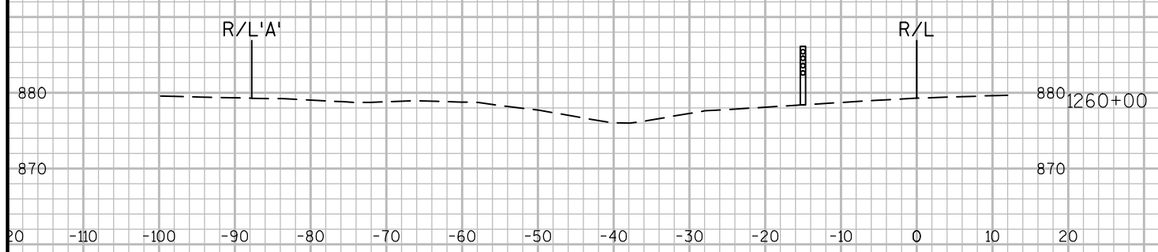
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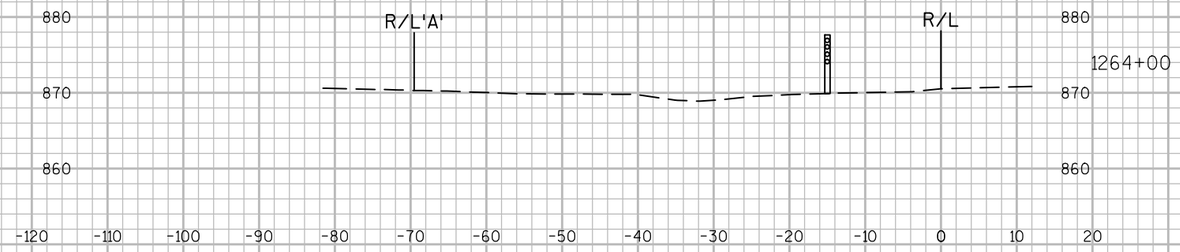
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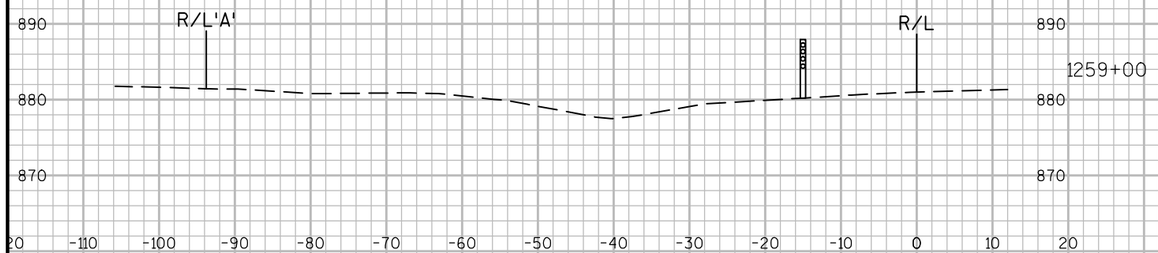
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 266 E

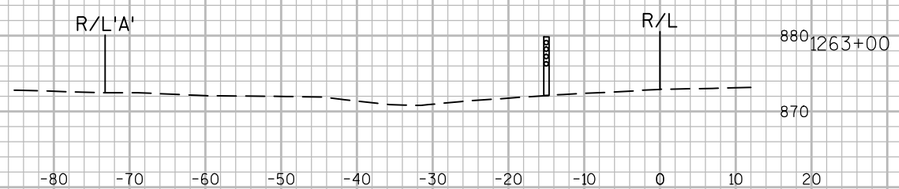
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090111_XS.DWG
LAYOUT NAME - 11

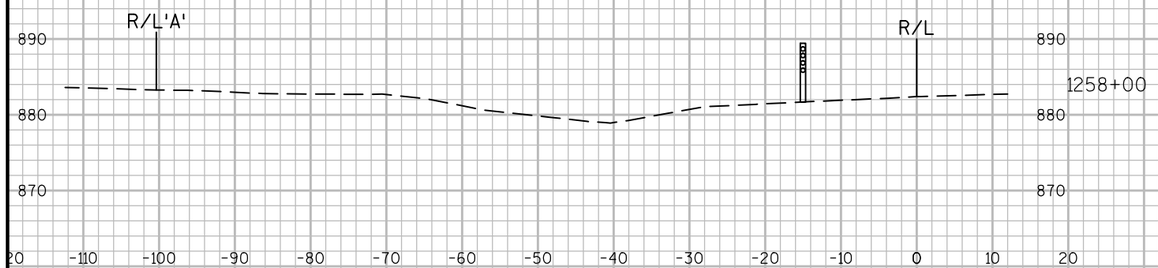
PLOT DATE : 3/22/2016 11:44 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

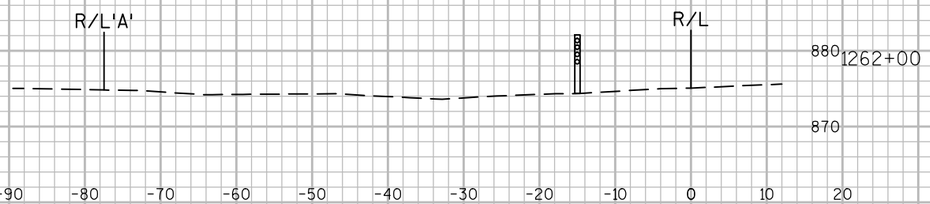


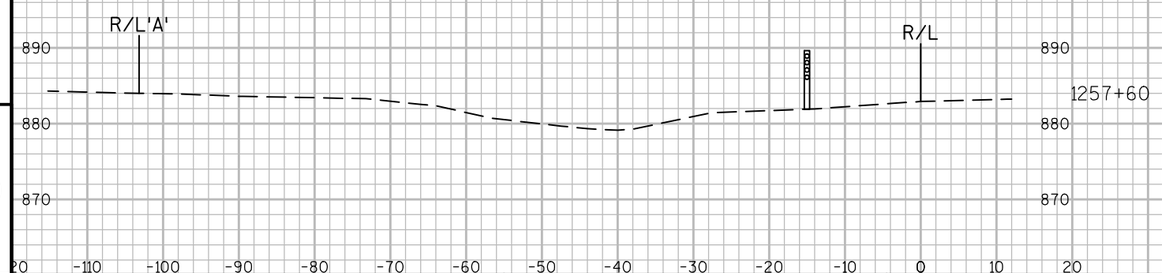














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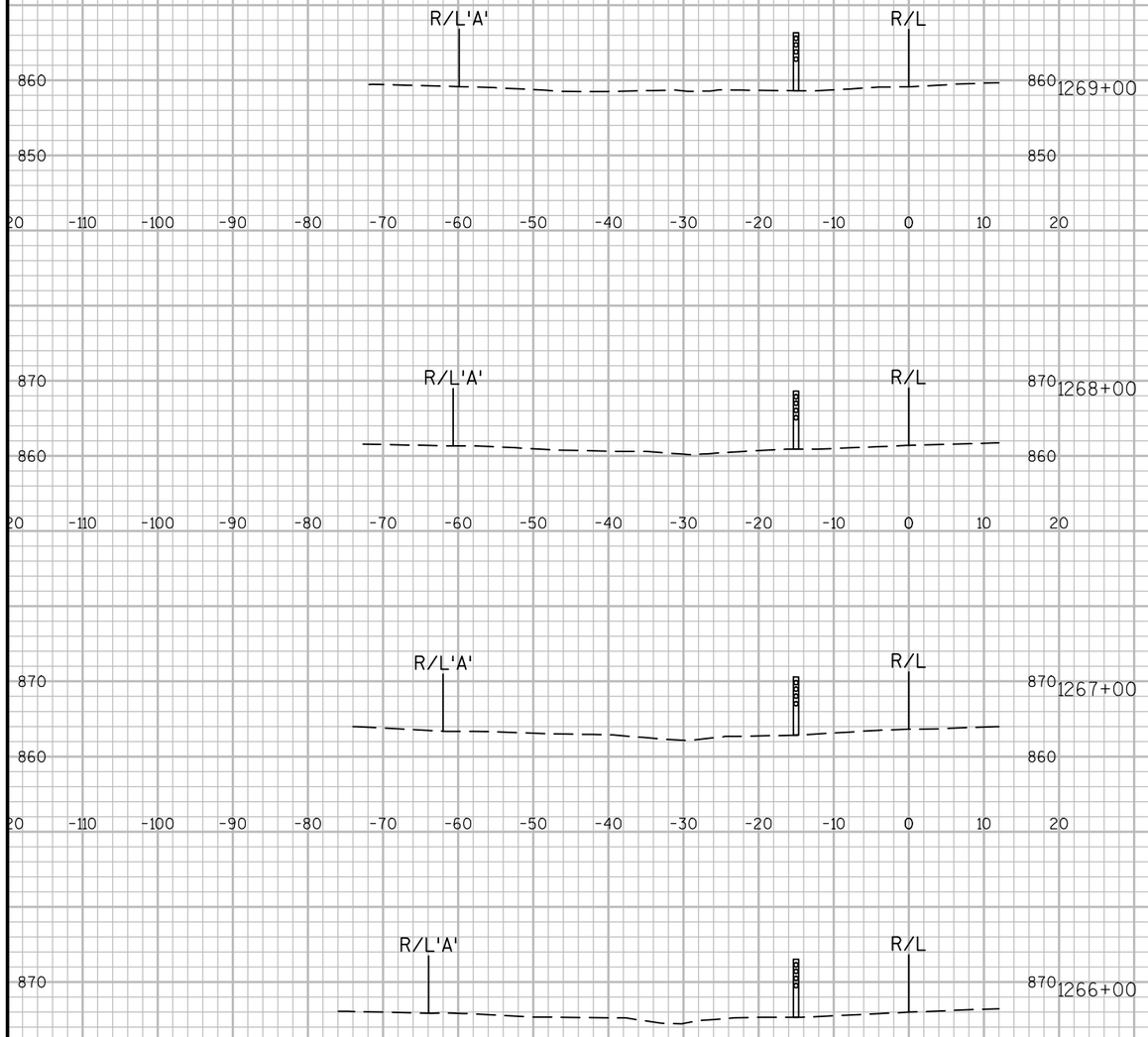
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 267	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090112_XS.DWG
LAYOUT NAME - (1)

PLOT DATE : 3/23/2016 8:14 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

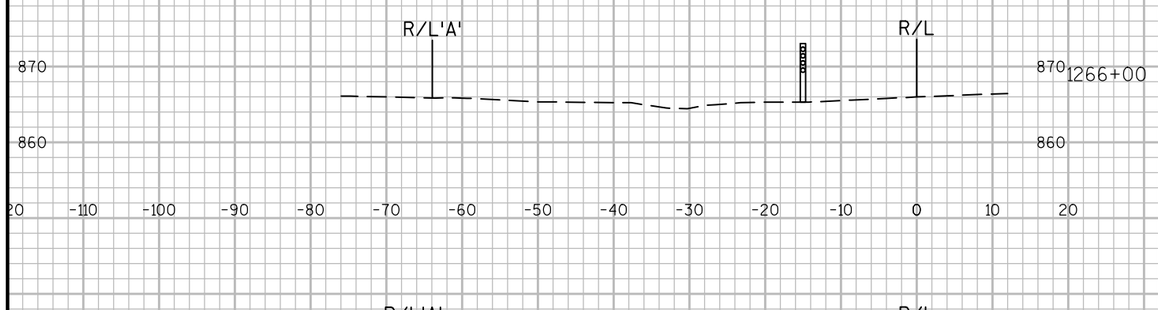
WISDOT/CADDS SHEET 49



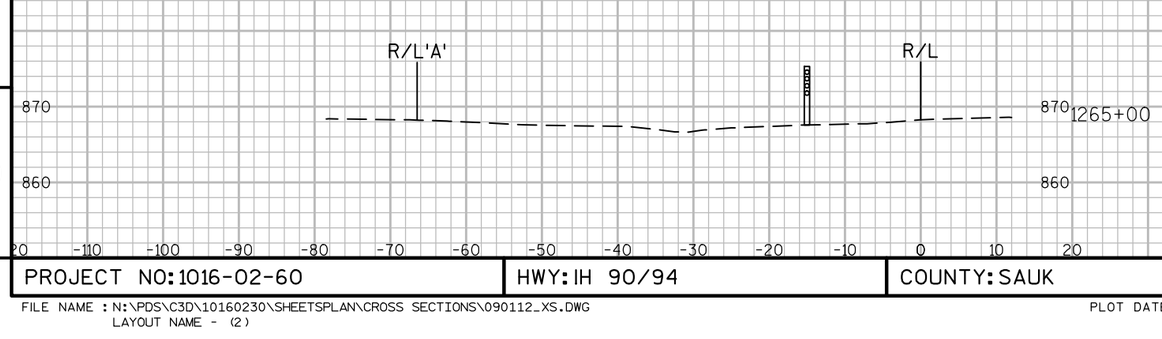
1269+00

1268+00

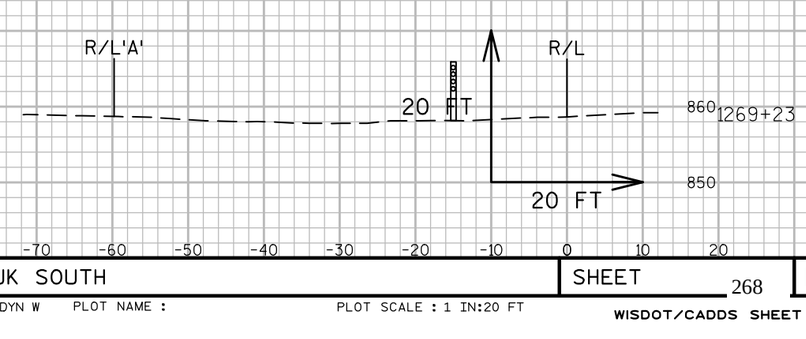
1267+00



1266+00



1265+00



1269+23

9

9

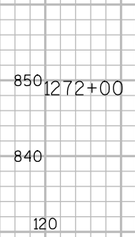
PROJECT NO: 1016-02-60 | HWY: IH 90/94 | COUNTY: SAUK | CROSS SECTIONS: SAUK SOUTH | SHEET 268 | E

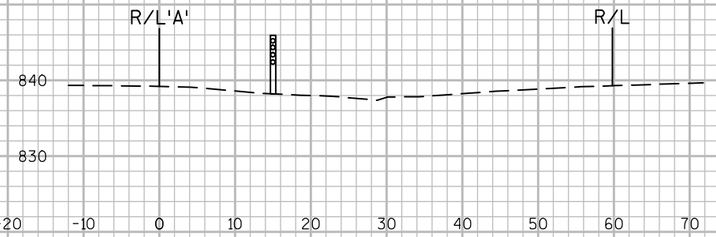
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090112_XS.DWG
LAYOUT NAME - (2)

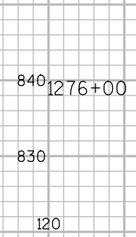
PLOT DATE : 3/23/2016 8:16 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

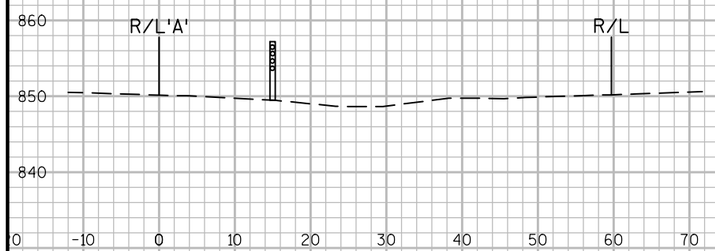
WISDOT/CADDS SHEET 49

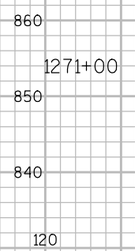


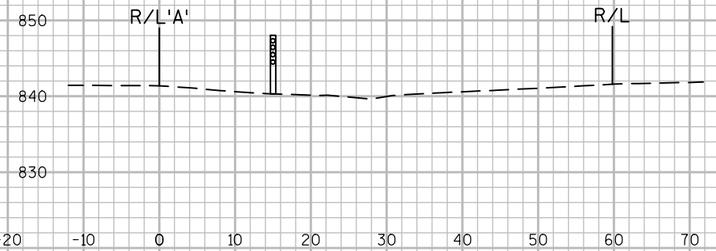


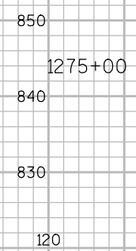


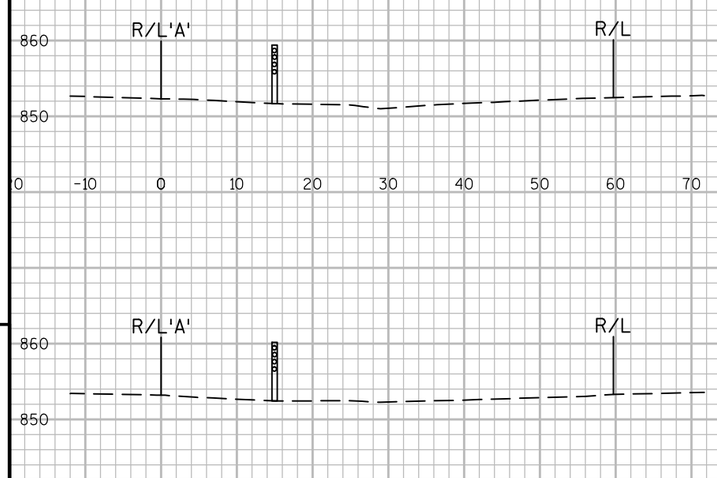


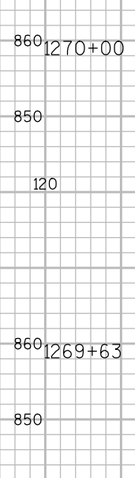


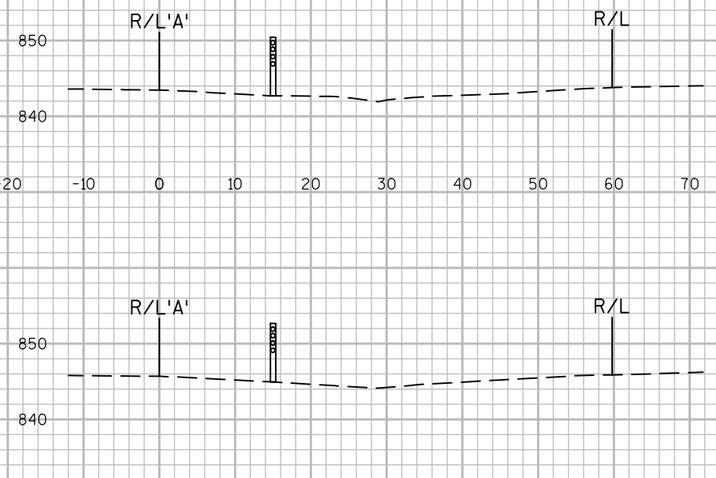


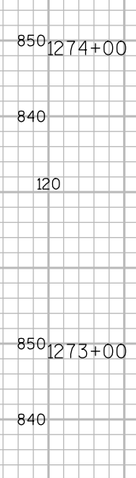


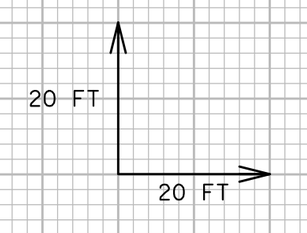












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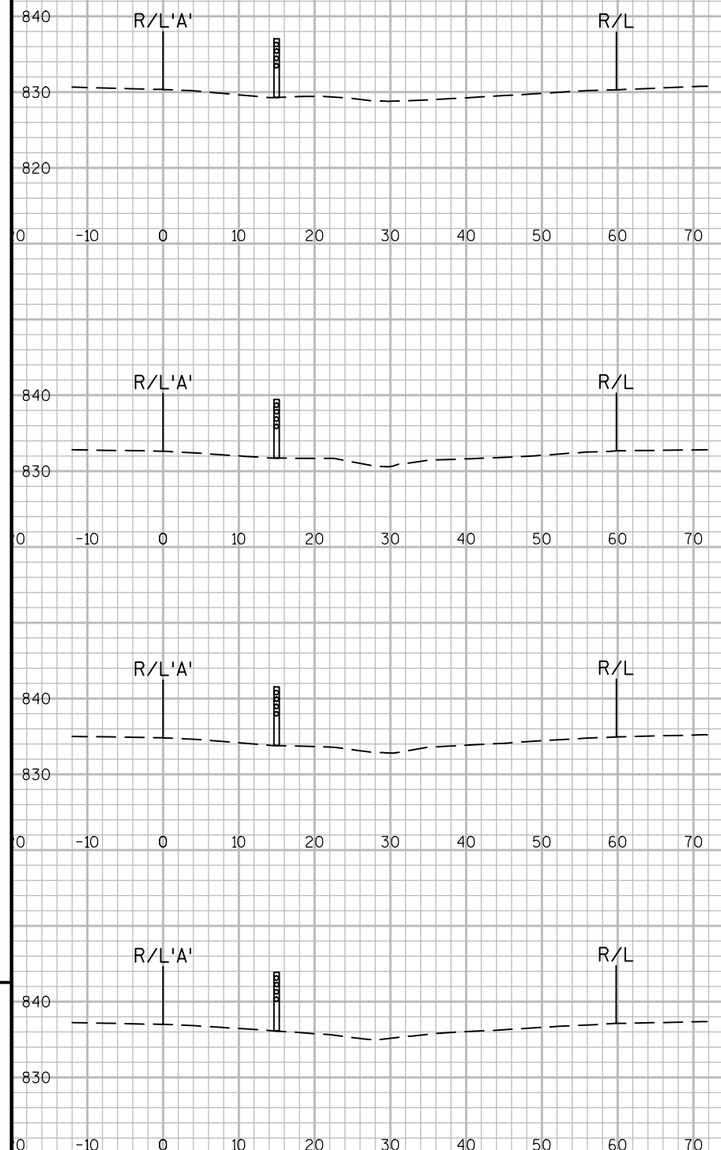
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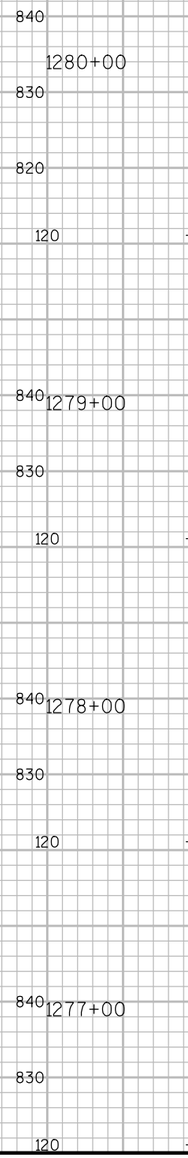
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 269	E

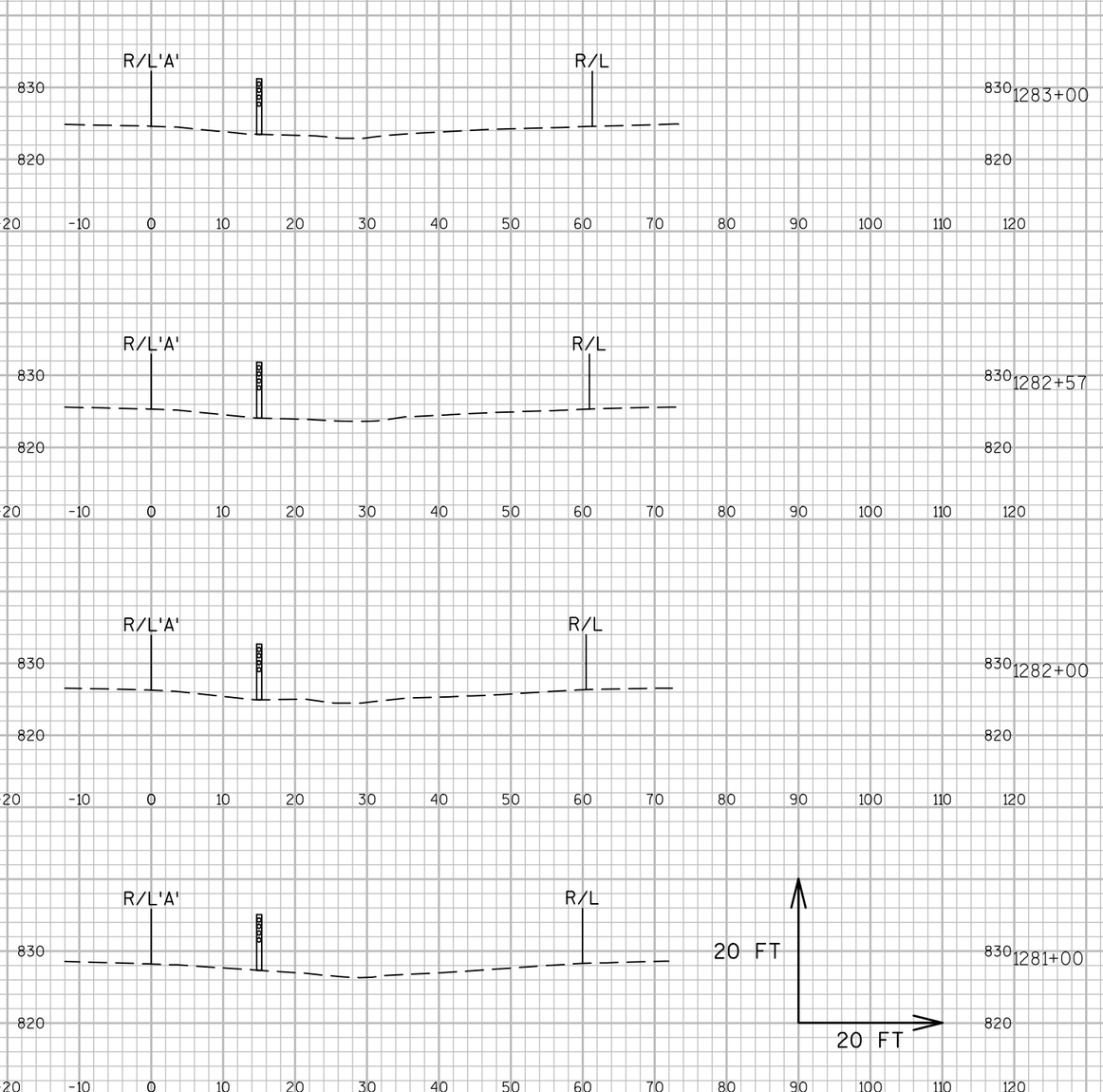
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090112_XS.DWG
LAYOUT NAME - 3

PLOT DATE : 3/23/2016 8:16 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





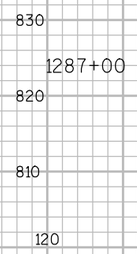


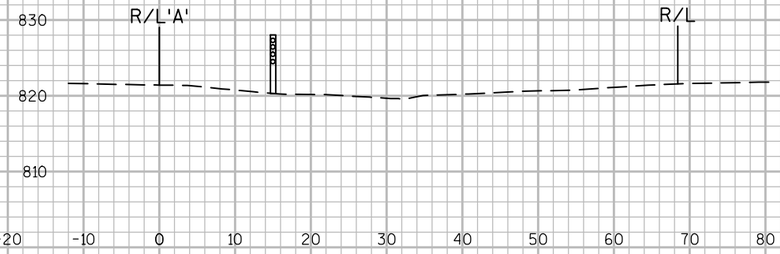
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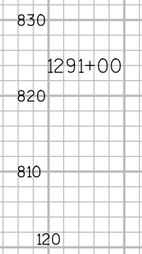
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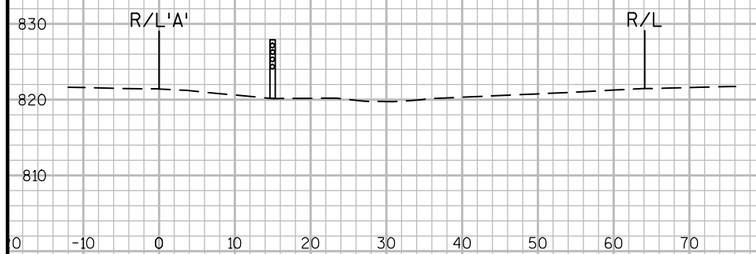
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 270	E

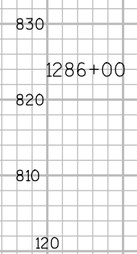


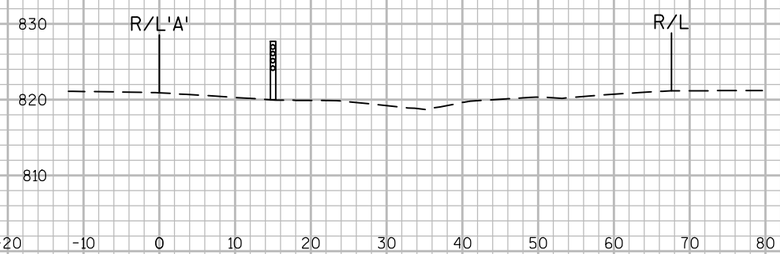


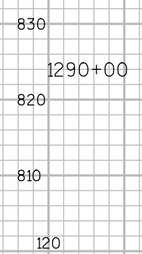


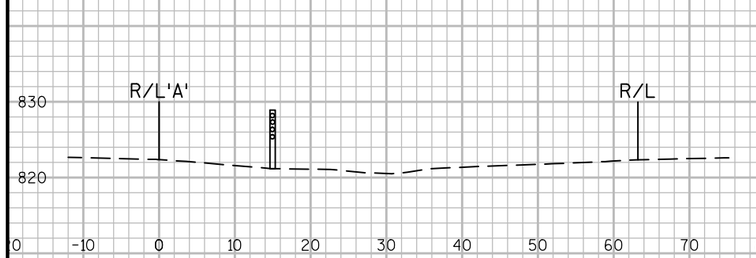


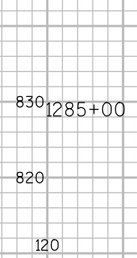




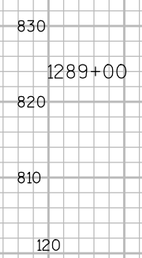


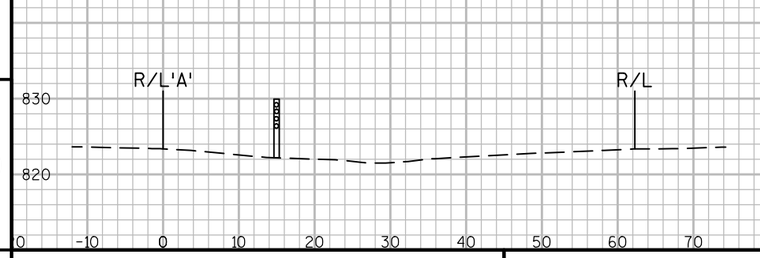


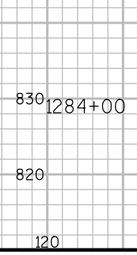


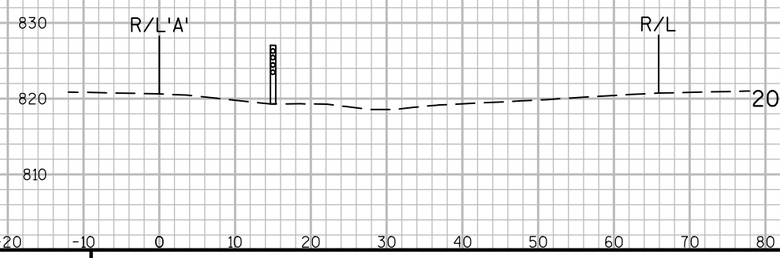


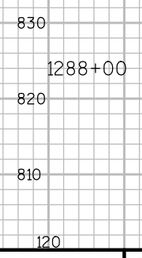












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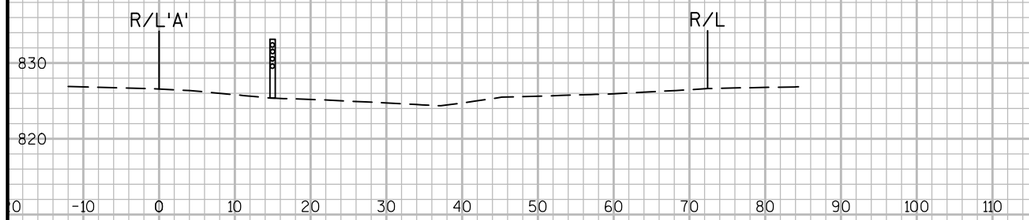
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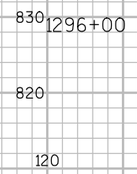
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 271	E

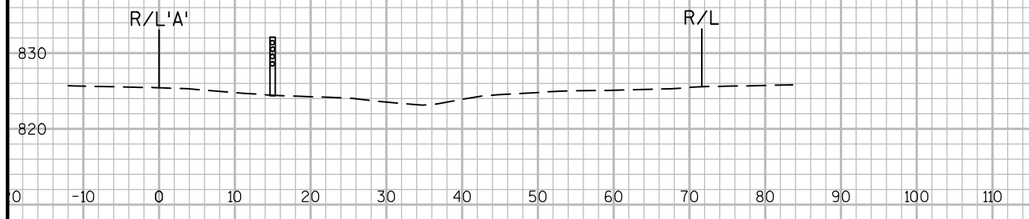
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LAYOUT NAME - 5

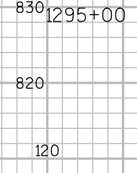
PLOT DATE : 3/23/2016 8:17 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

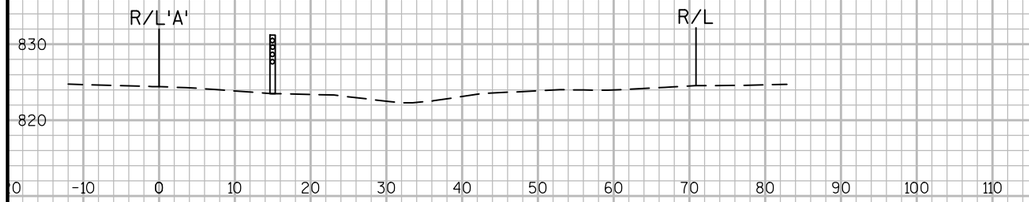
WISDOT/CADDS SHEET 49

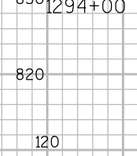




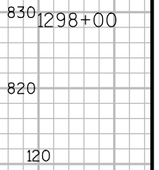


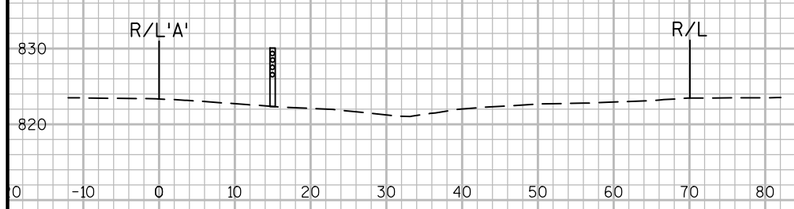


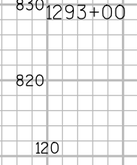




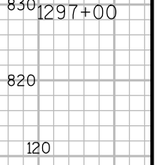


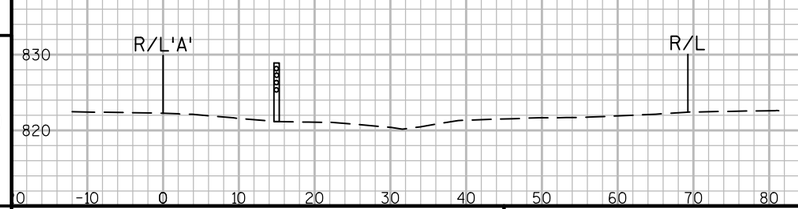


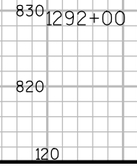


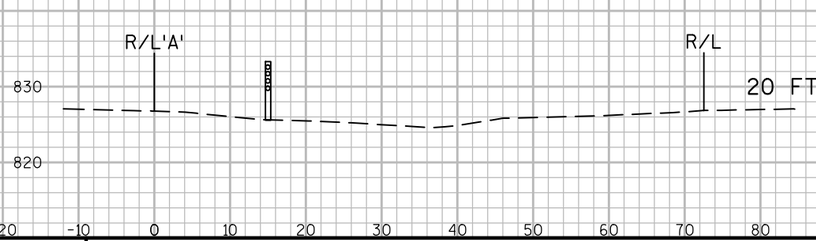


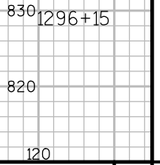












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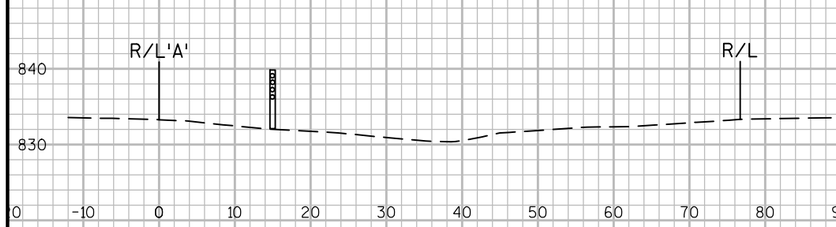
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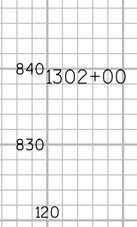
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 272	E

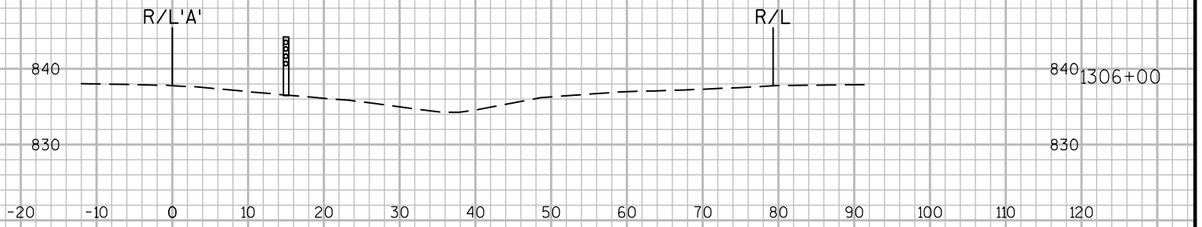
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LAYOUT NAME - 6

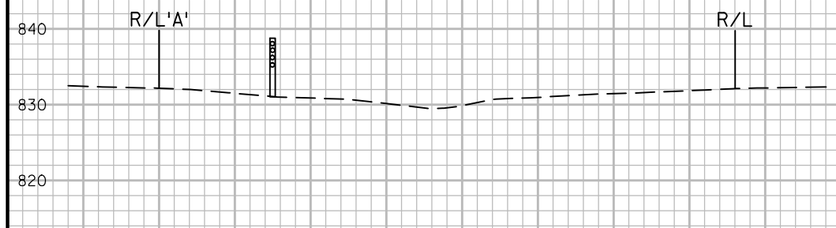
PLOT DATE : 3/23/2016 8:17 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

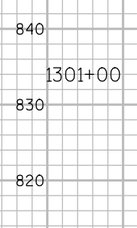
WISDOT/CADDS SHEET 49

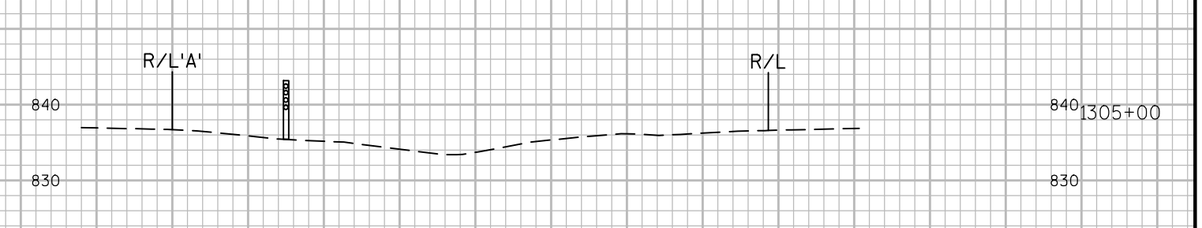


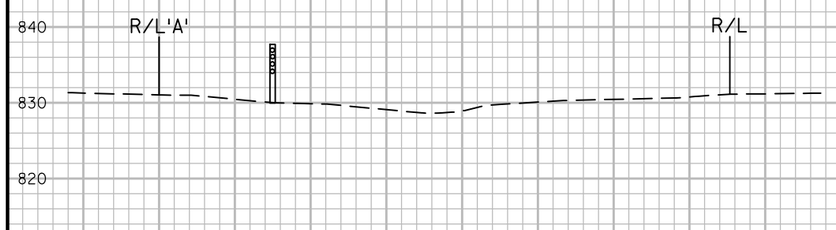


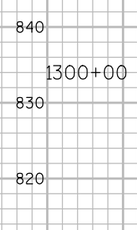


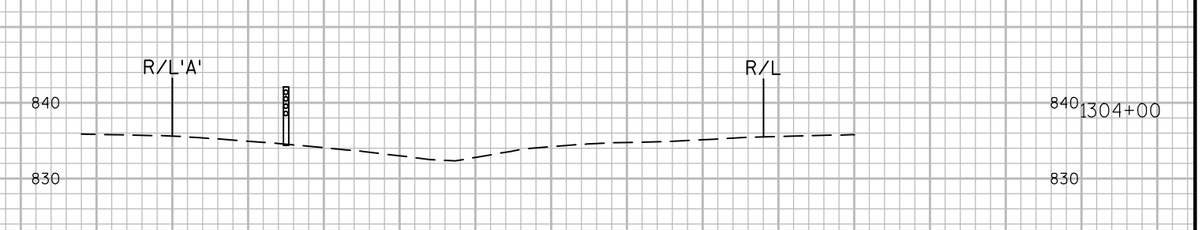


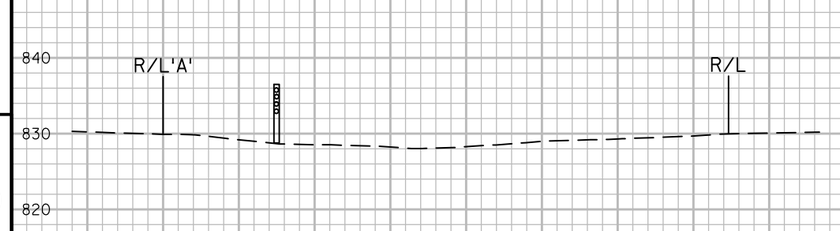


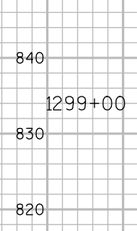














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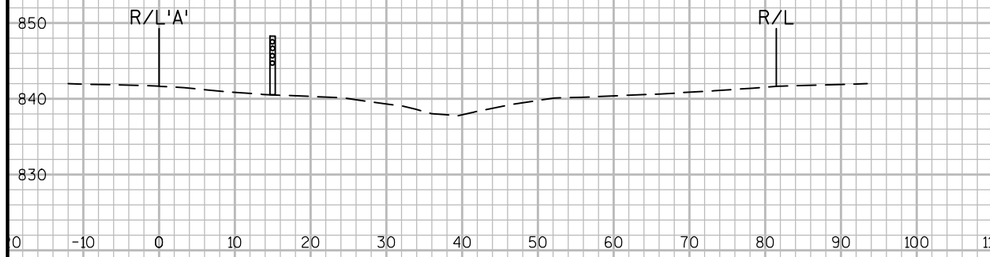
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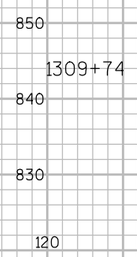
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 273	E

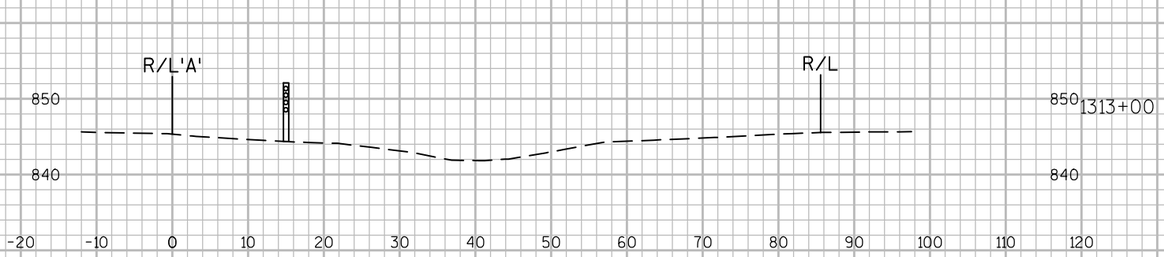
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LAYOUT NAME - 7

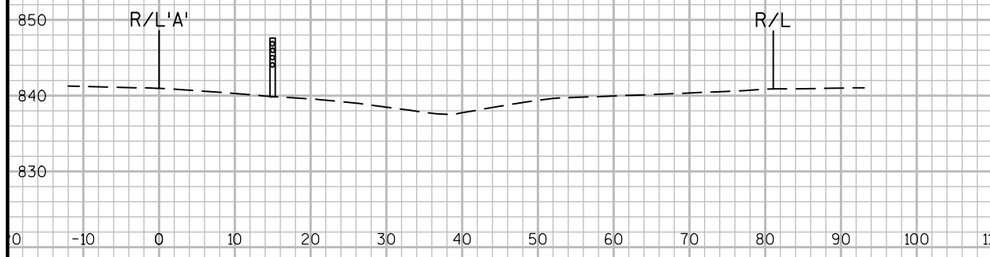
PLOT DATE : 3/23/2016 8:18 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

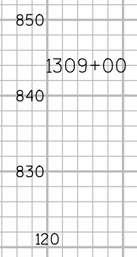
WISDOT/CADDS SHEET 49

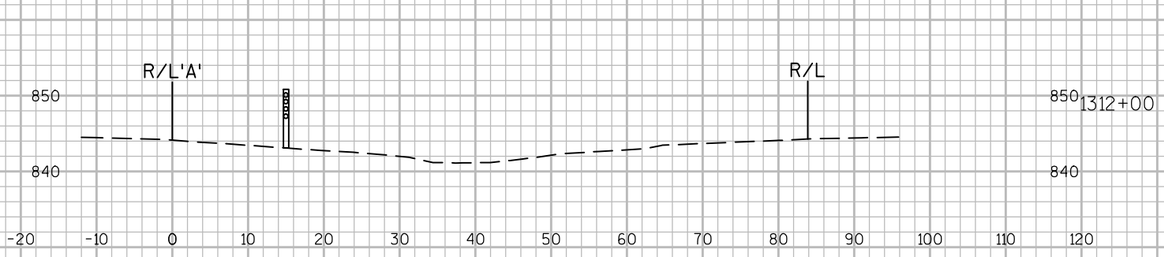


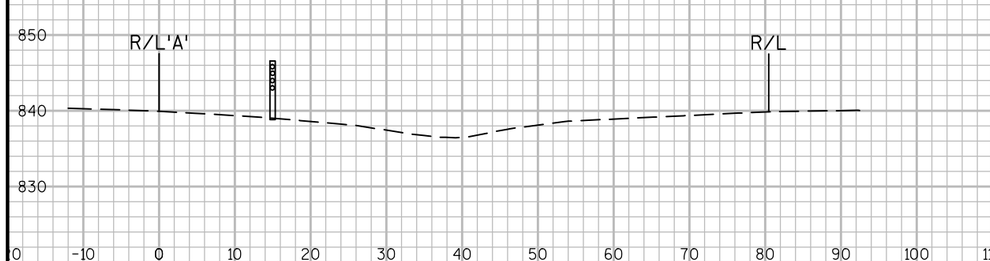


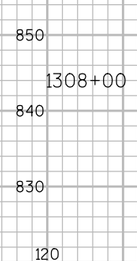


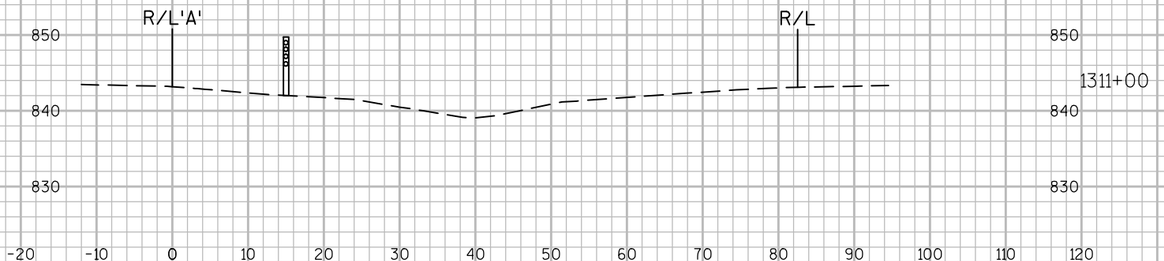


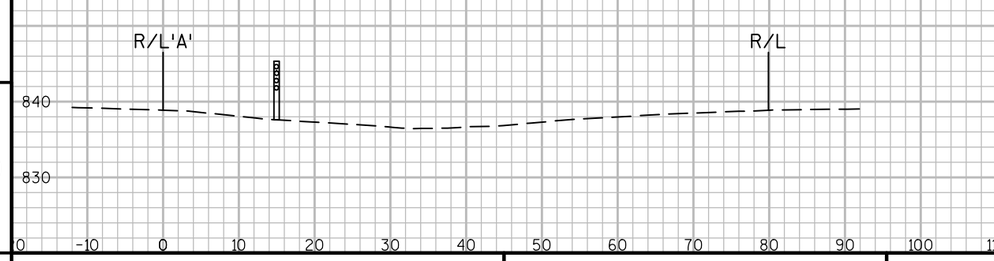


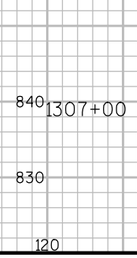


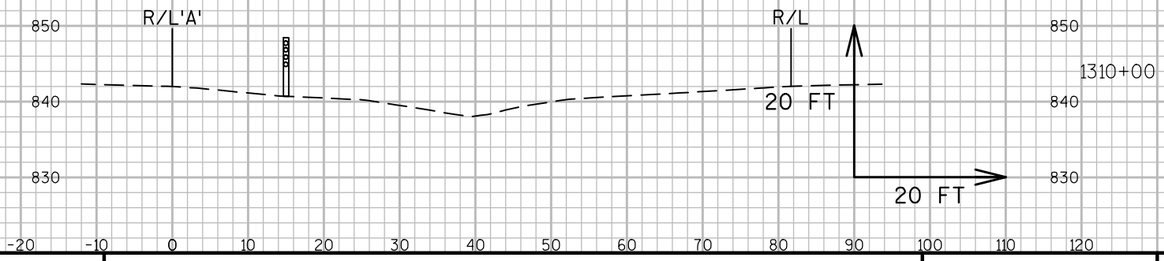










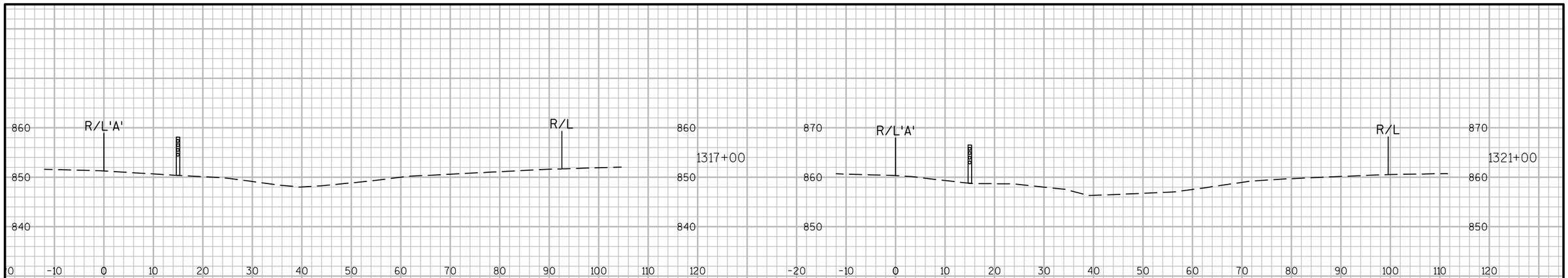


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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 274	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090112_XS.DWG
LAYOUT NAME - 8
PLOT DATE : 3/23/2016 8:18 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



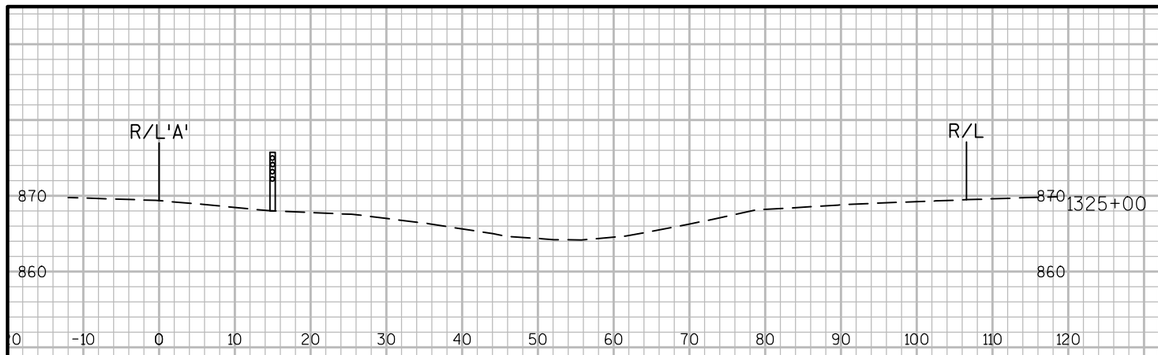
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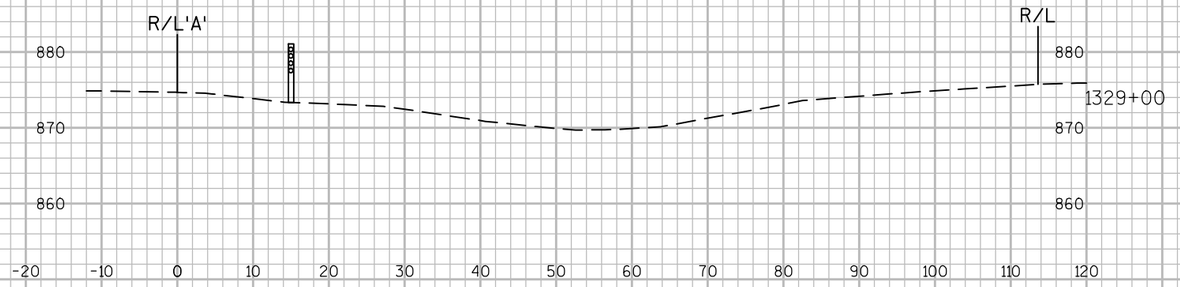
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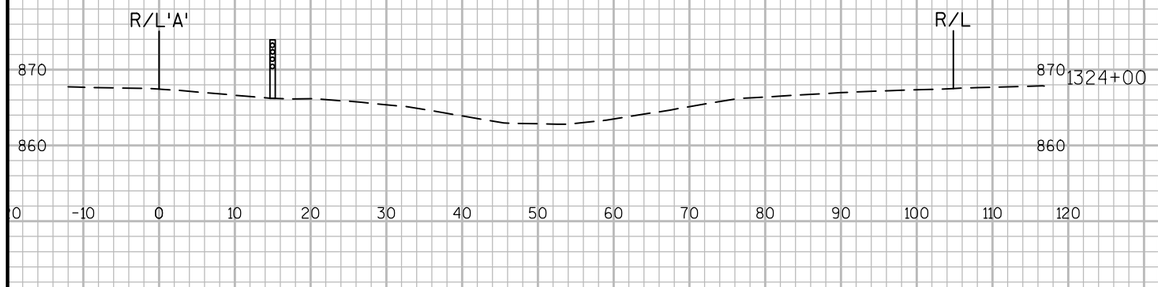
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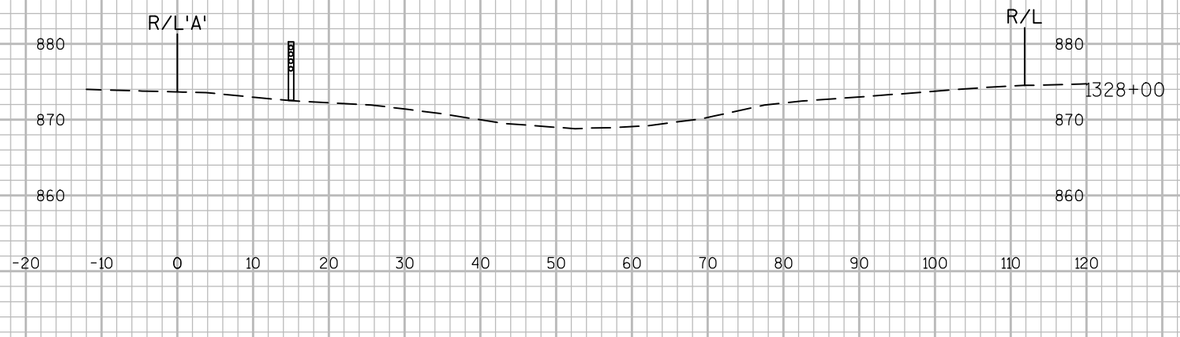
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LAYOUT NAME - 9

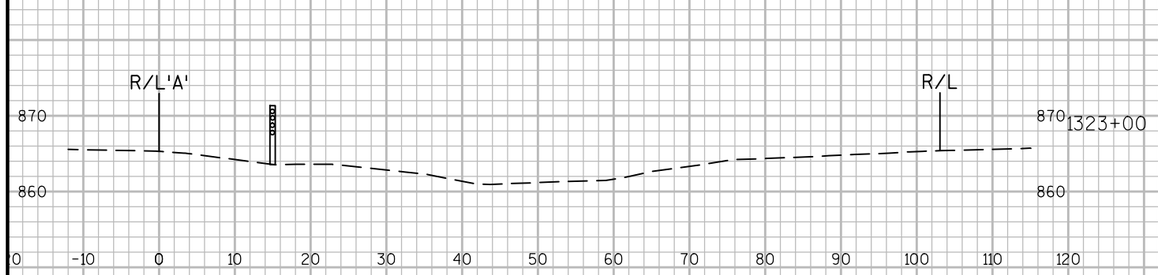
PLOT DATE : 3/23/2016 8:19 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

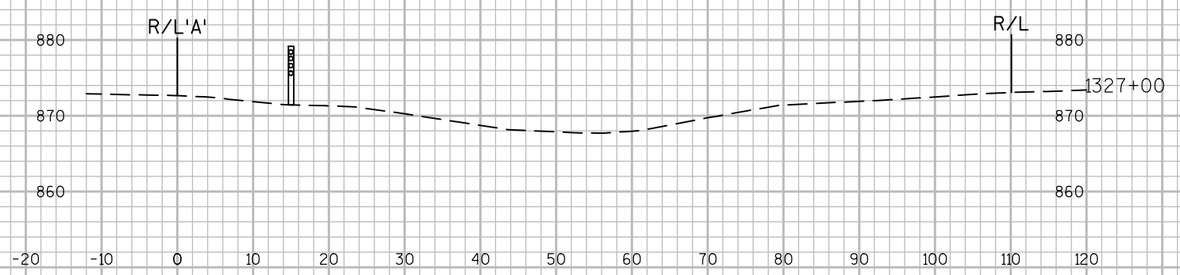


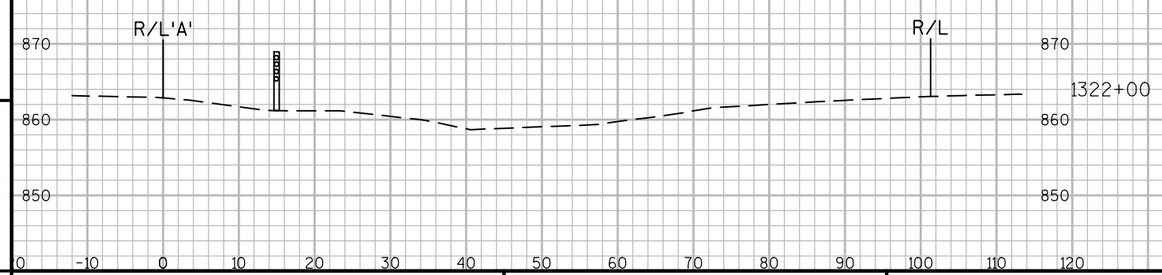


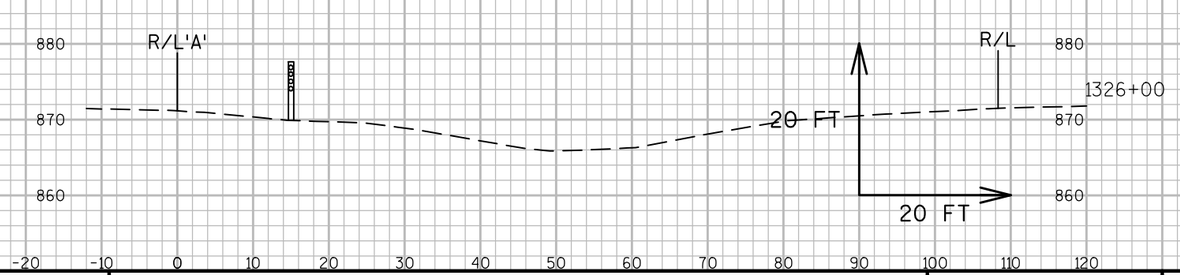












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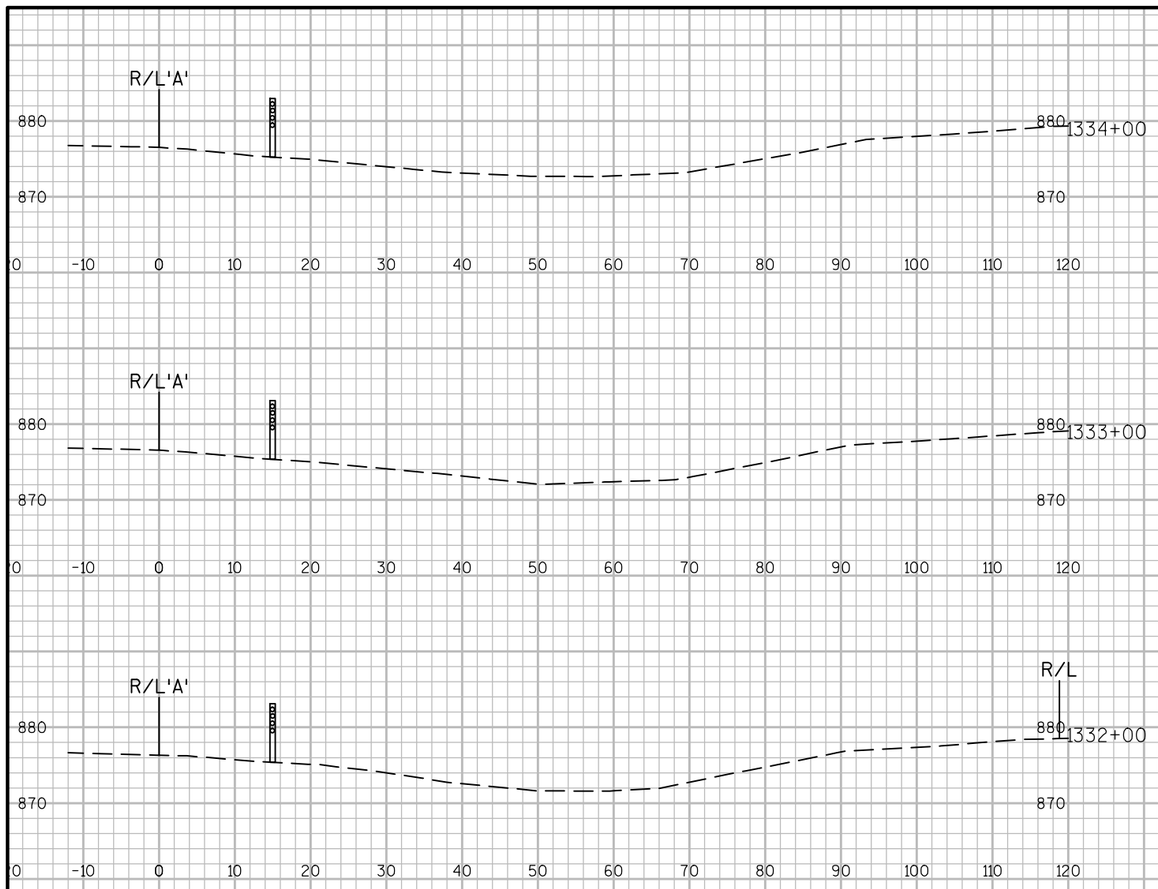
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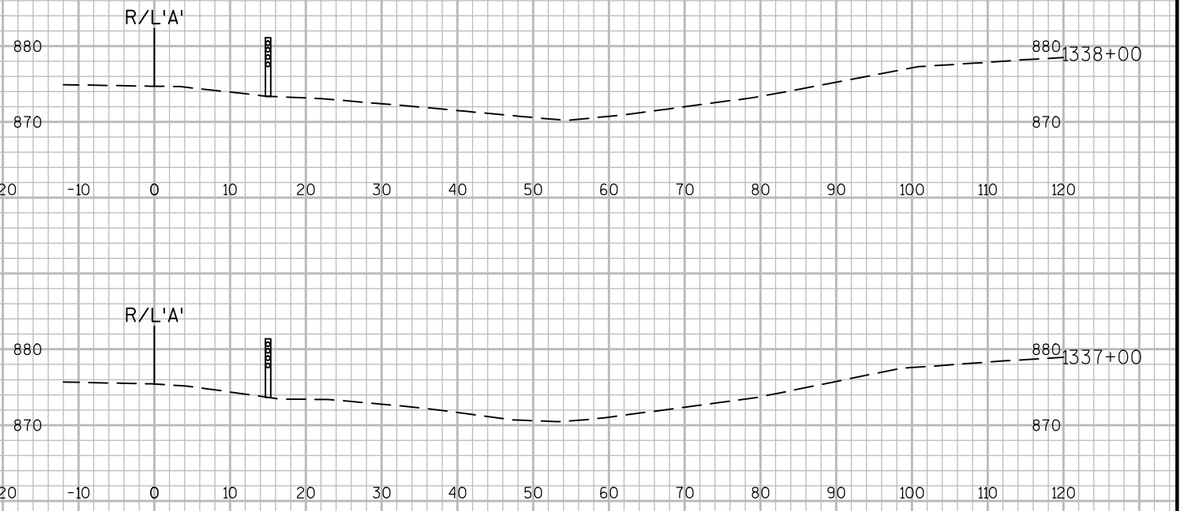
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 276	E

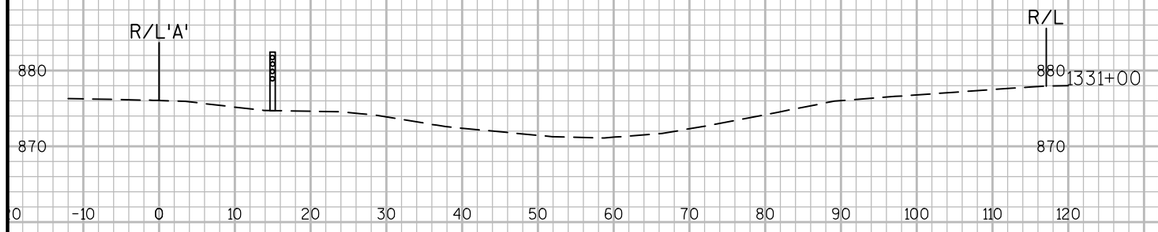
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090112_XS.DWG
LAYOUT NAME - 10

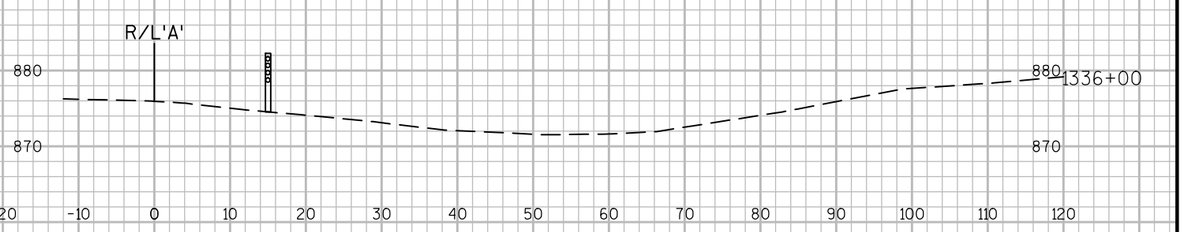
PLOT DATE : 3/23/2016 8:19 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

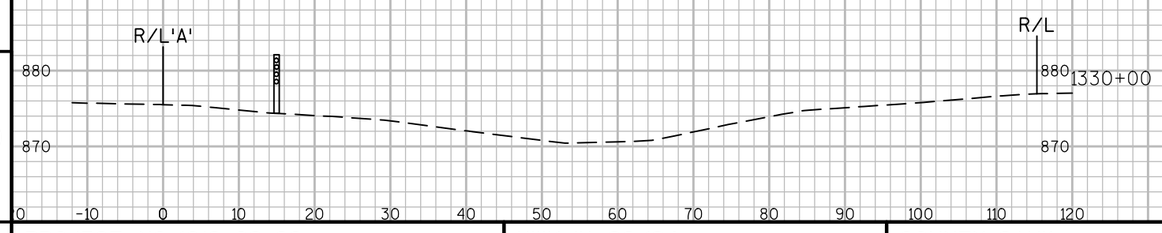
WISDOT/CADDS SHEET 49

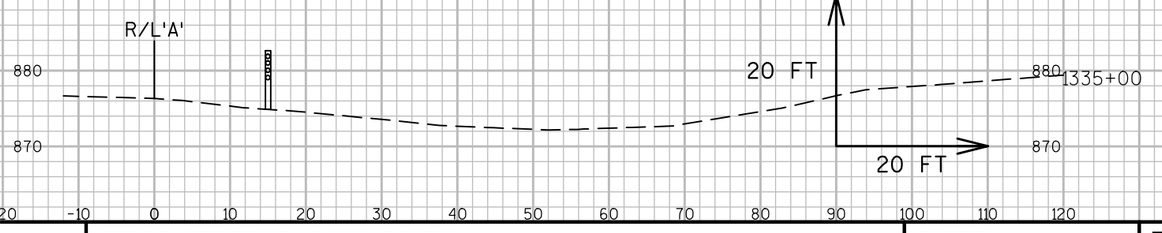












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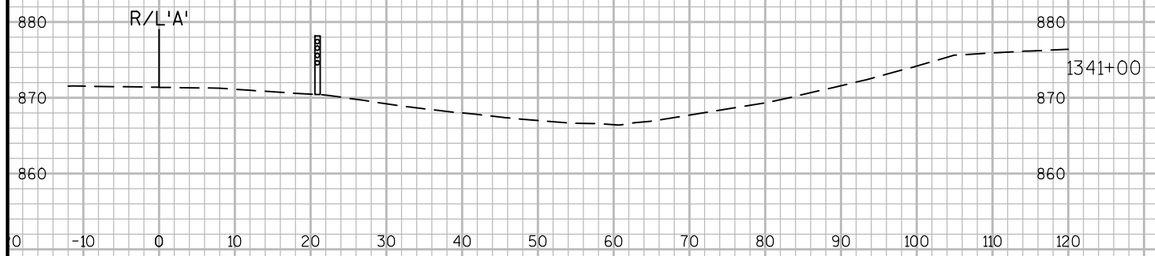
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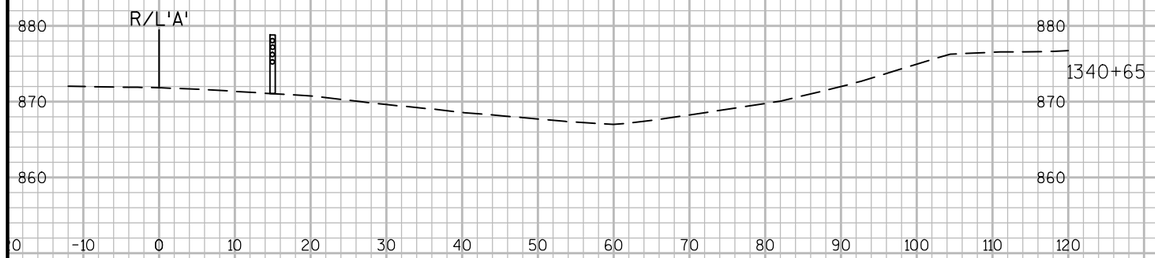
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 277	E

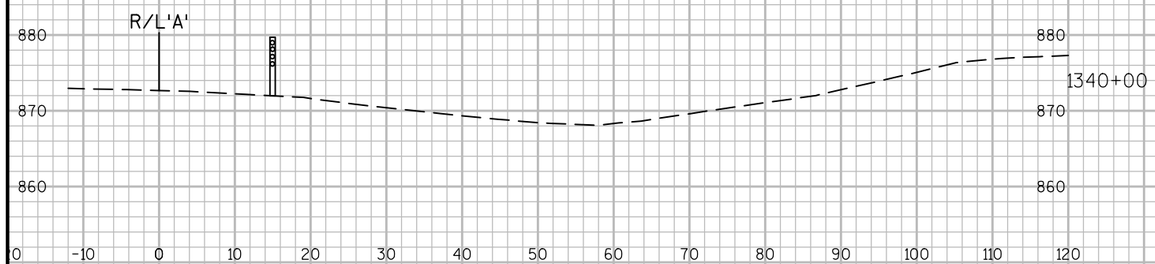
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090112_XS.DWG
LAYOUT NAME - 11

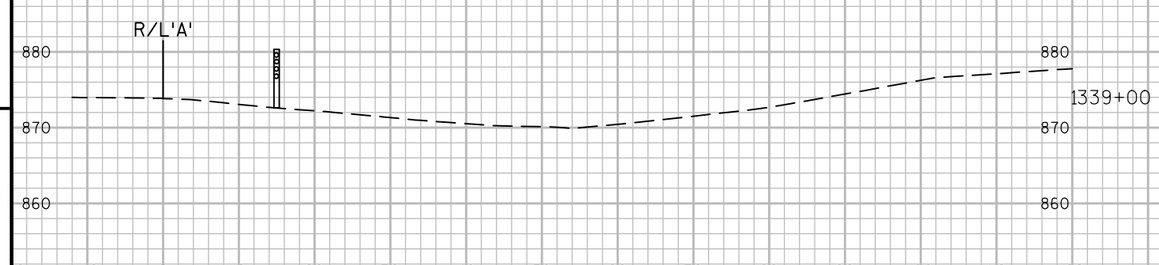
PLOT DATE : 3/23/2016 8:19 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

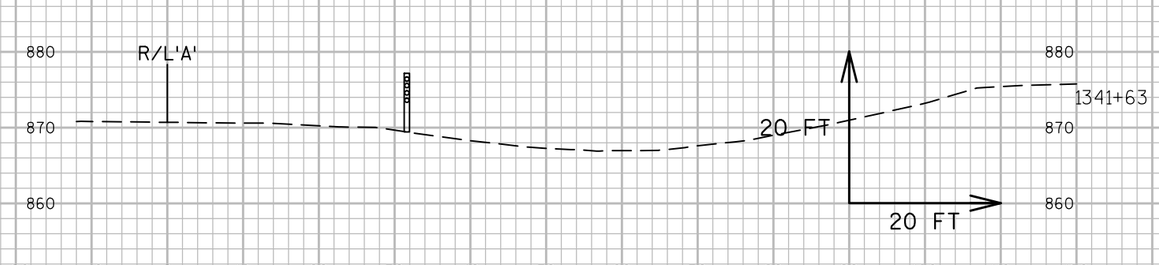
WISDOT/CADDS SHEET 49











9

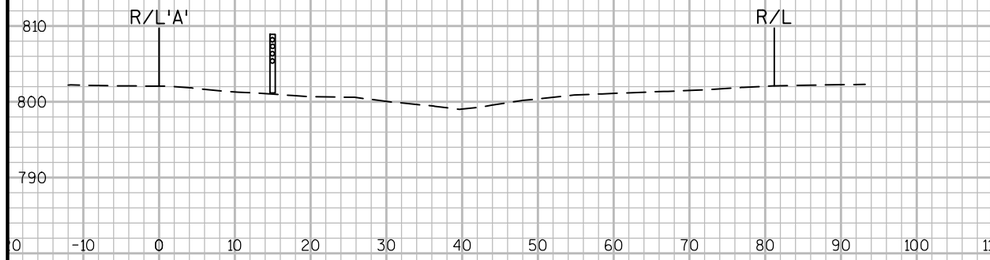
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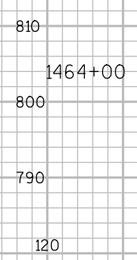
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: SAUK	CROSS SECTIONS: SAUK SOUTH	SHEET 278	E

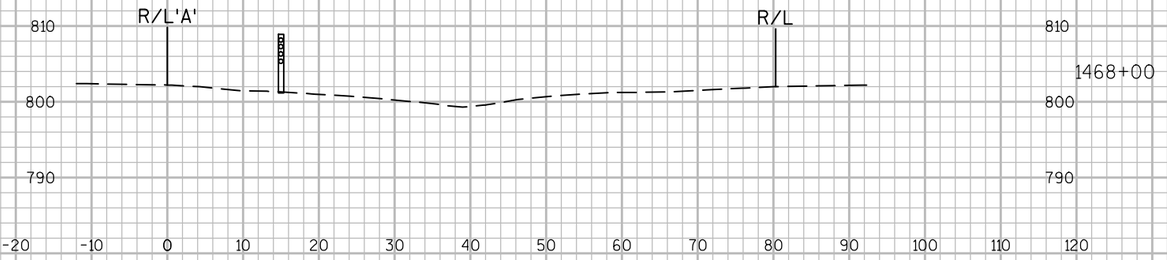
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090112_XS.DWG
LAYOUT NAME - 12

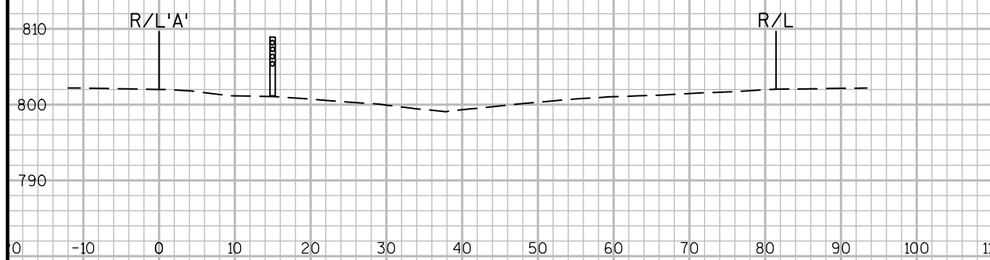
PLOT DATE : 3/23/2016 8:20 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

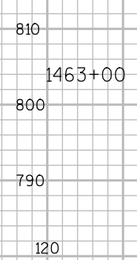
WISDOT/CADDS SHEET 49

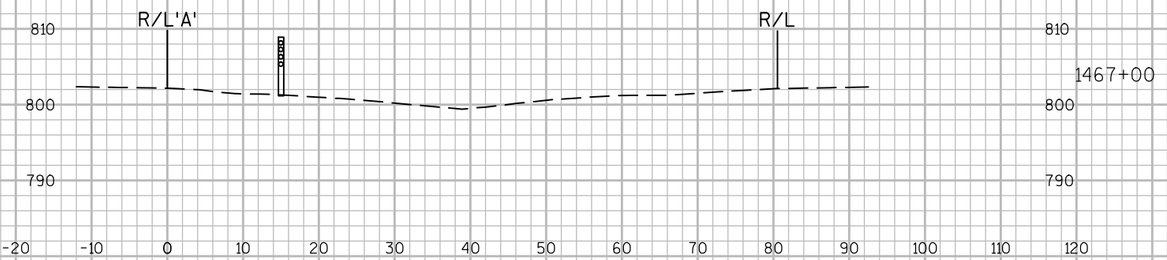


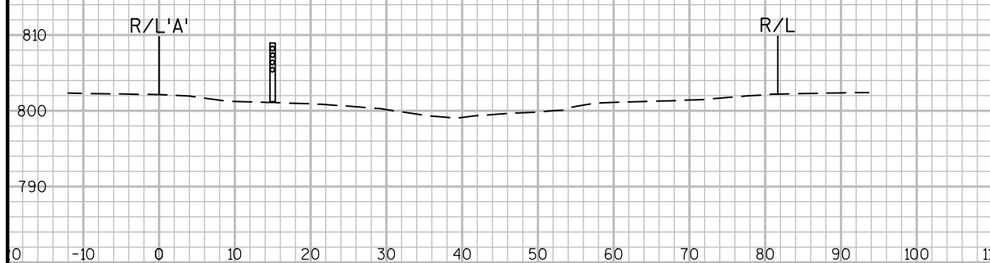


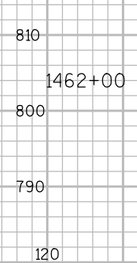


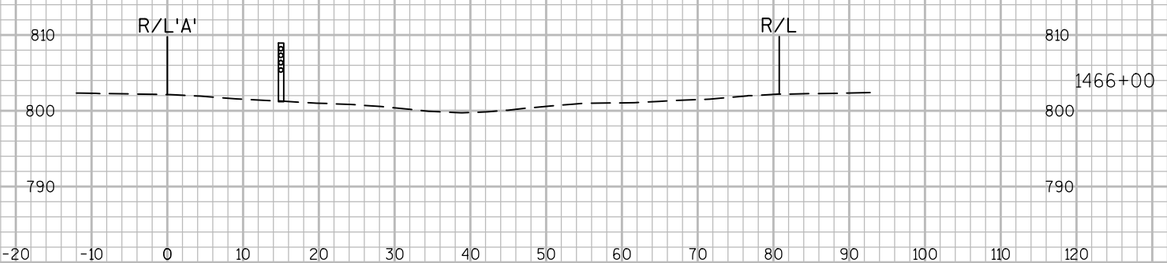


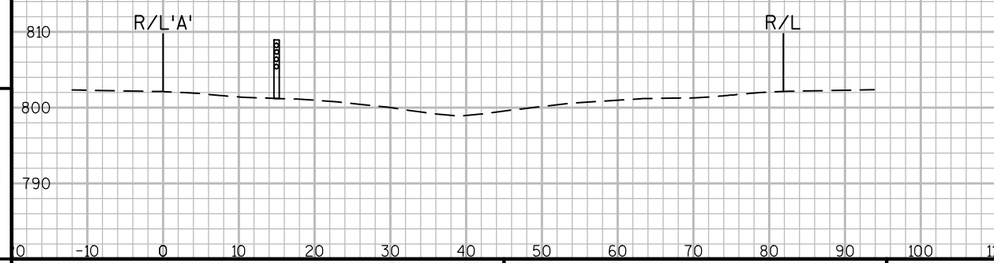


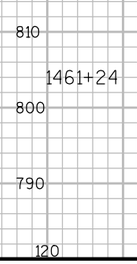


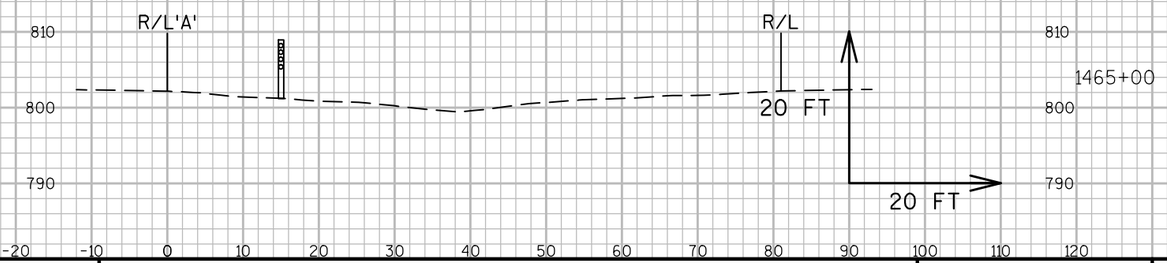












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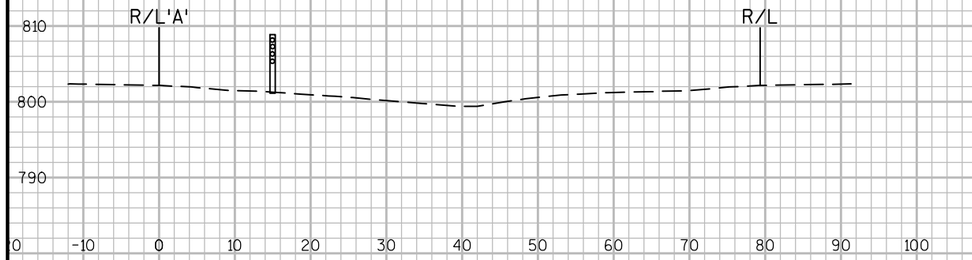
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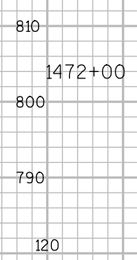
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	CROSS SECTIONS: COLUMBIA	SHEET 279	E

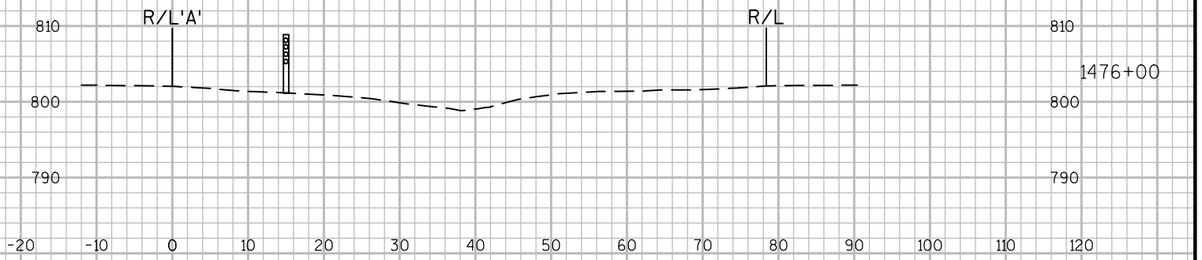
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090113_XS.DWG
LAYOUT NAME - (1)

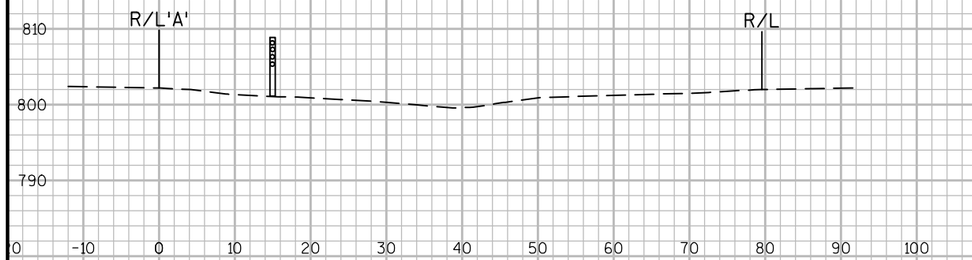
PLOT DATE : 3/23/2016 9:57 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

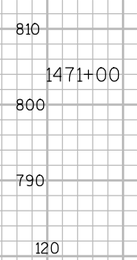
WISDOT/CADDS SHEET 49

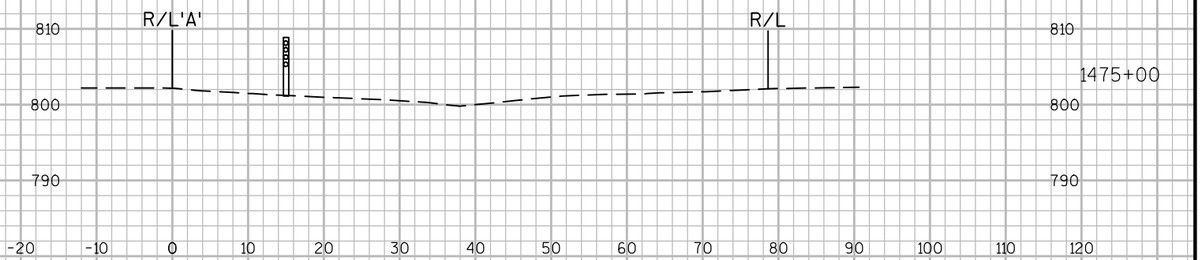


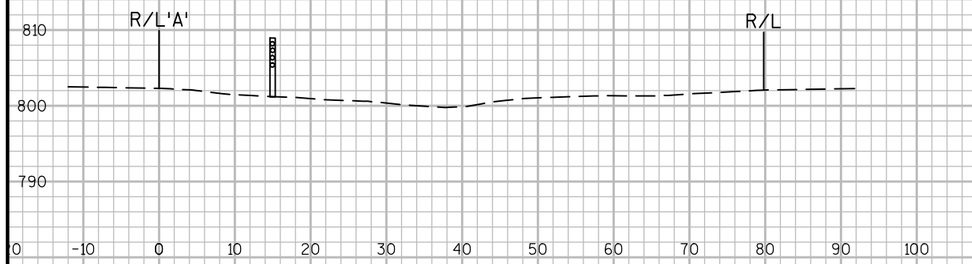


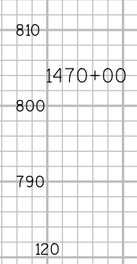


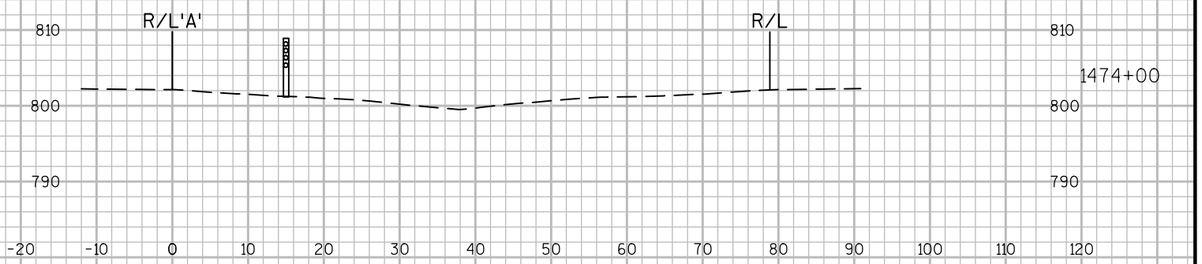


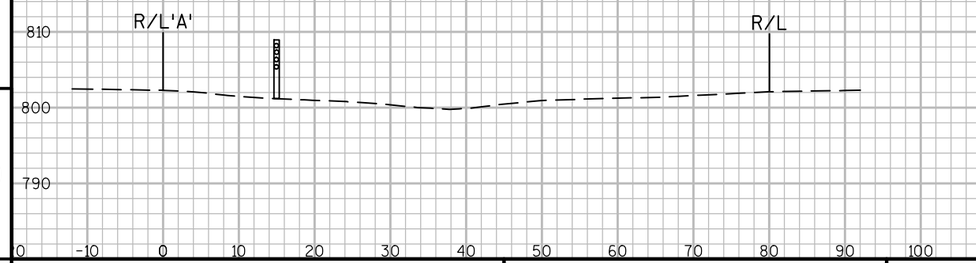


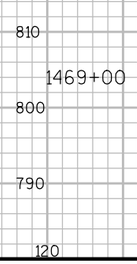


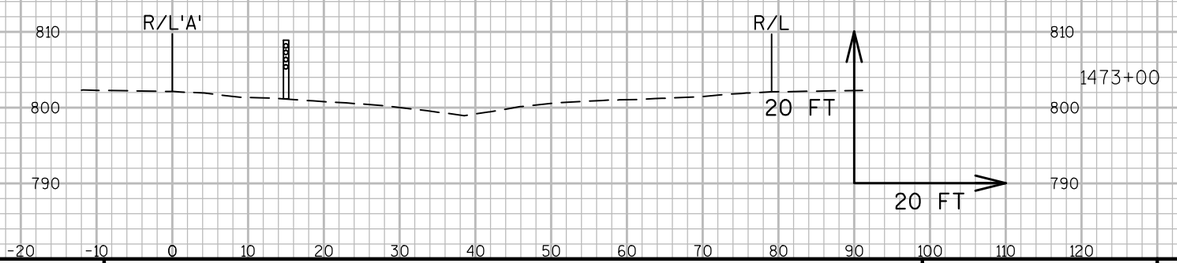












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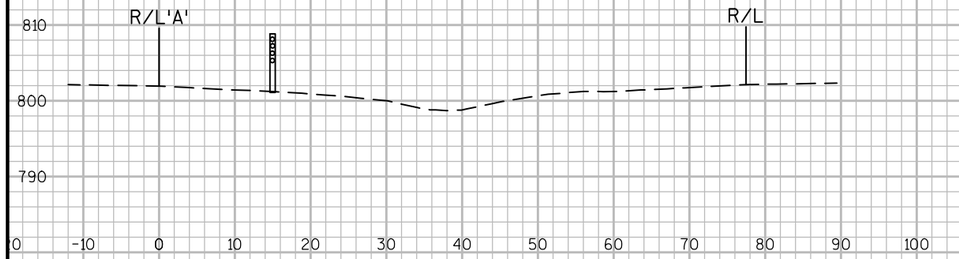
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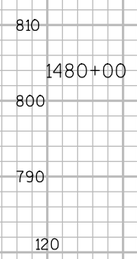
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	CROSS SECTIONS: COLUMBIA	SHEET 280	E

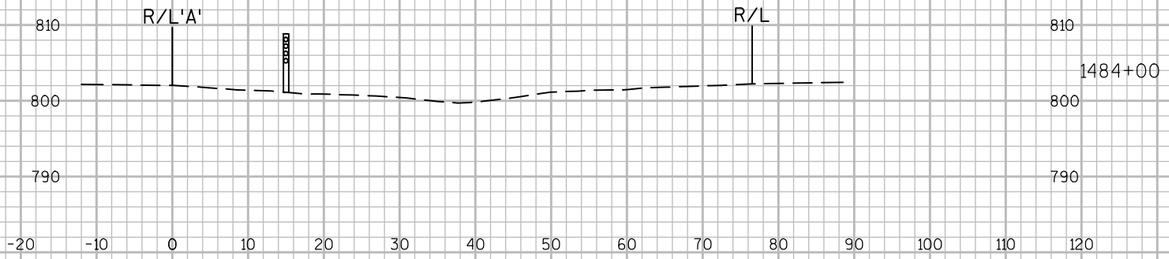
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090113_XS.DWG
LAYOUT NAME - (2)

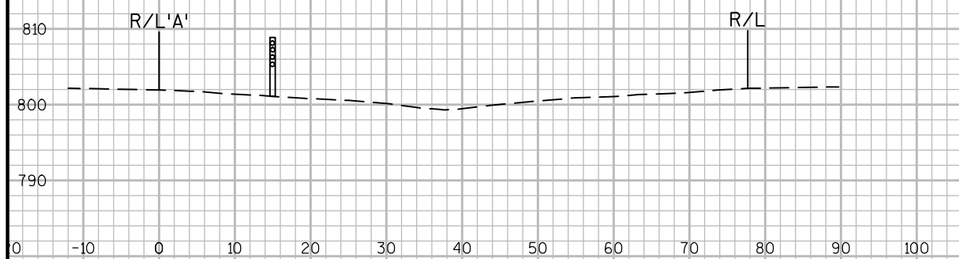
PLOT DATE : 3/23/2016 10:02 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

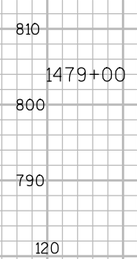
WISDOT/CADDS SHEET 49

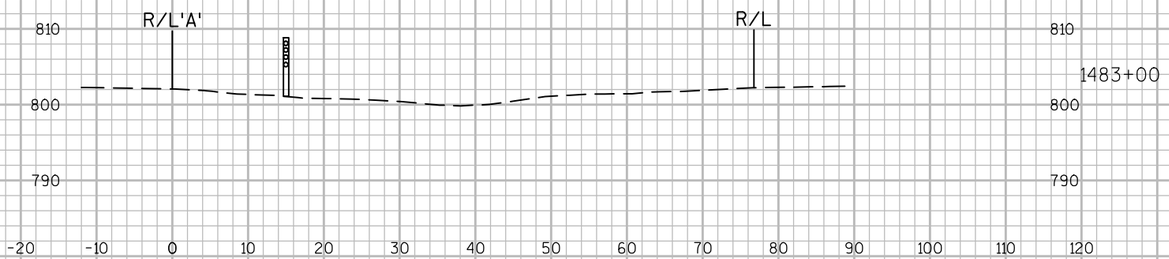


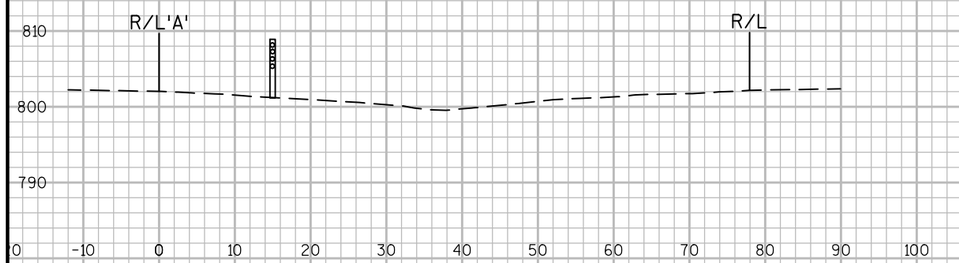


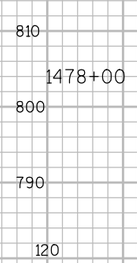


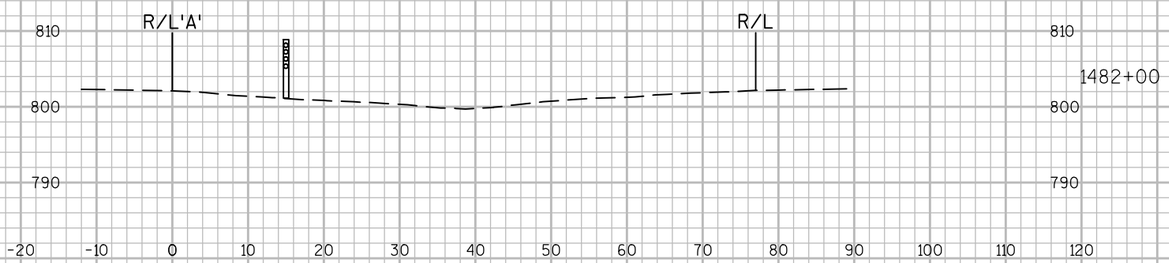




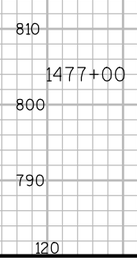


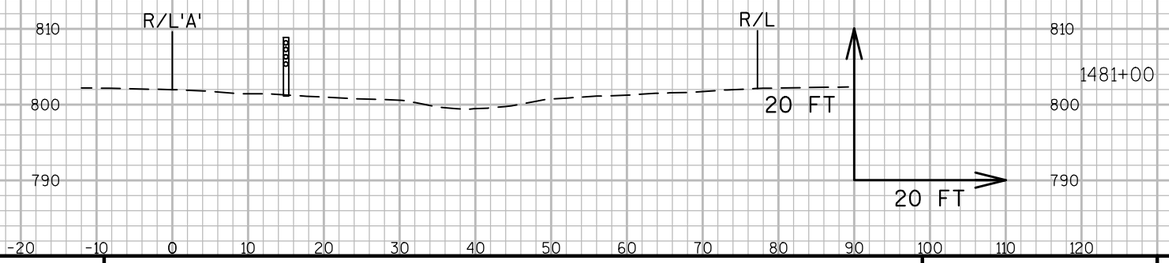












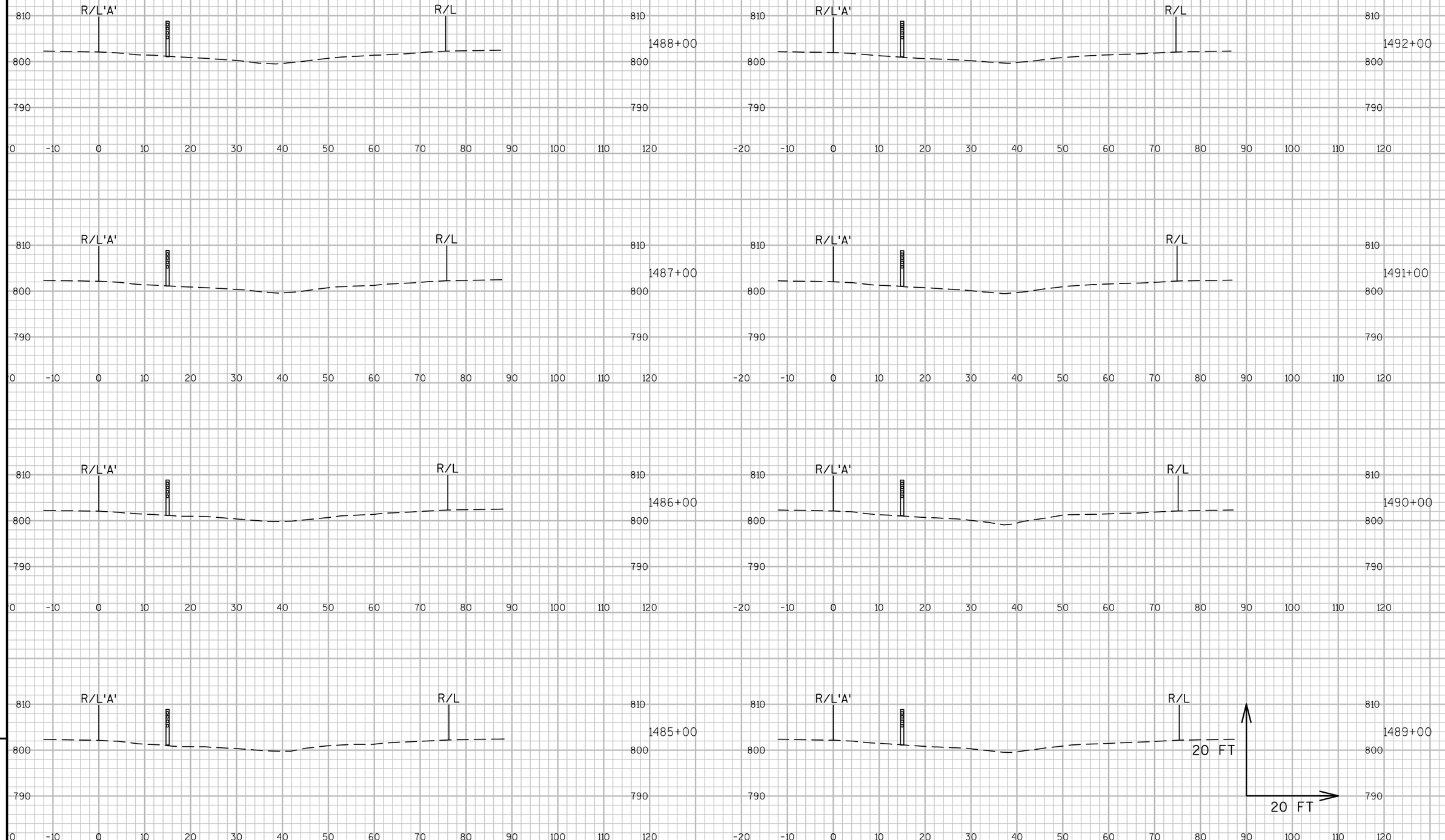
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9

PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	CROSS SECTIONS: COLUMBIA	SHEET 281	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090113_XS.DWG
LAYOUT NAME - (3)

PLOT DATE : 3/23/2016 10:03 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

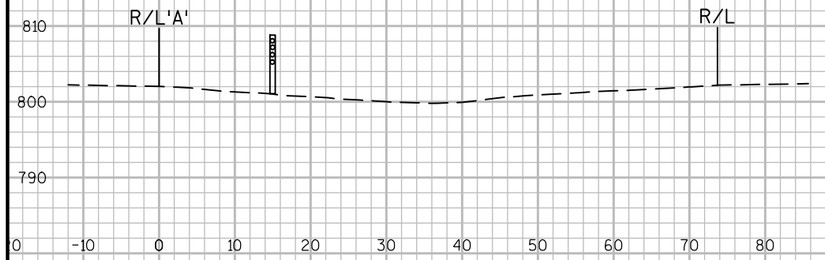


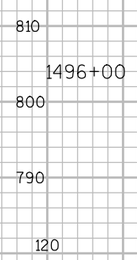
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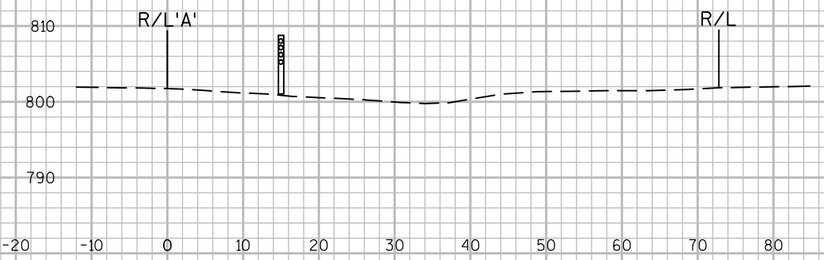
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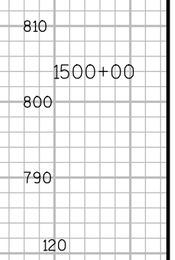
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	CROSS SECTIONS: COLUMBIA	SHEET 282	E

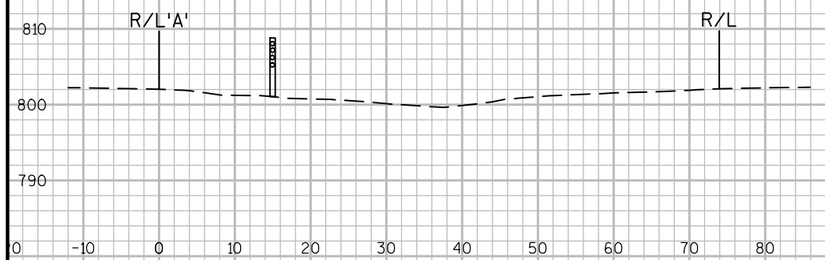
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090113_XS.DWG
LAYOUT NAME - (4)
PLOT DATE : 3/23/2016 10:04 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

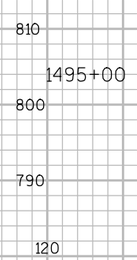


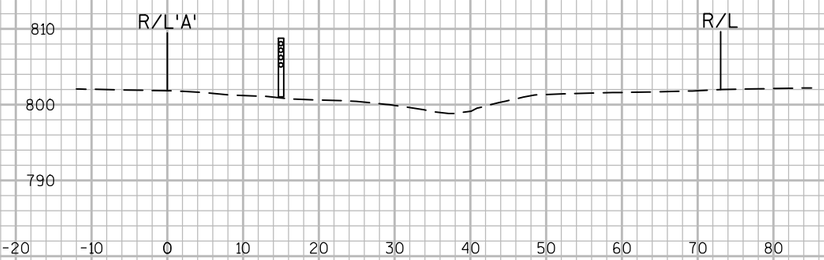


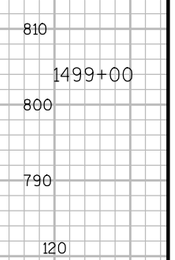


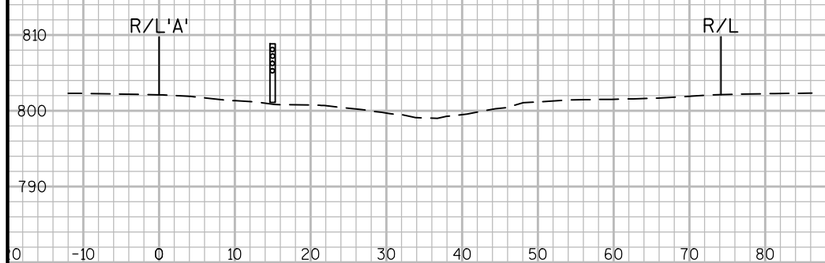


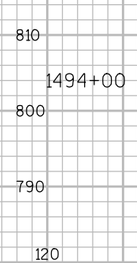


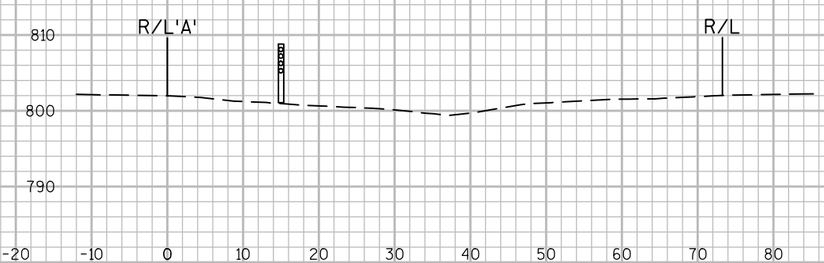


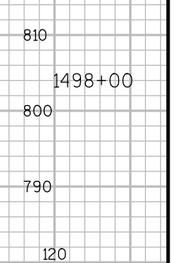




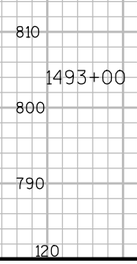




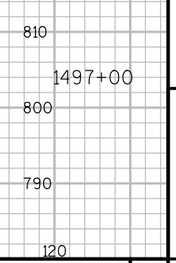












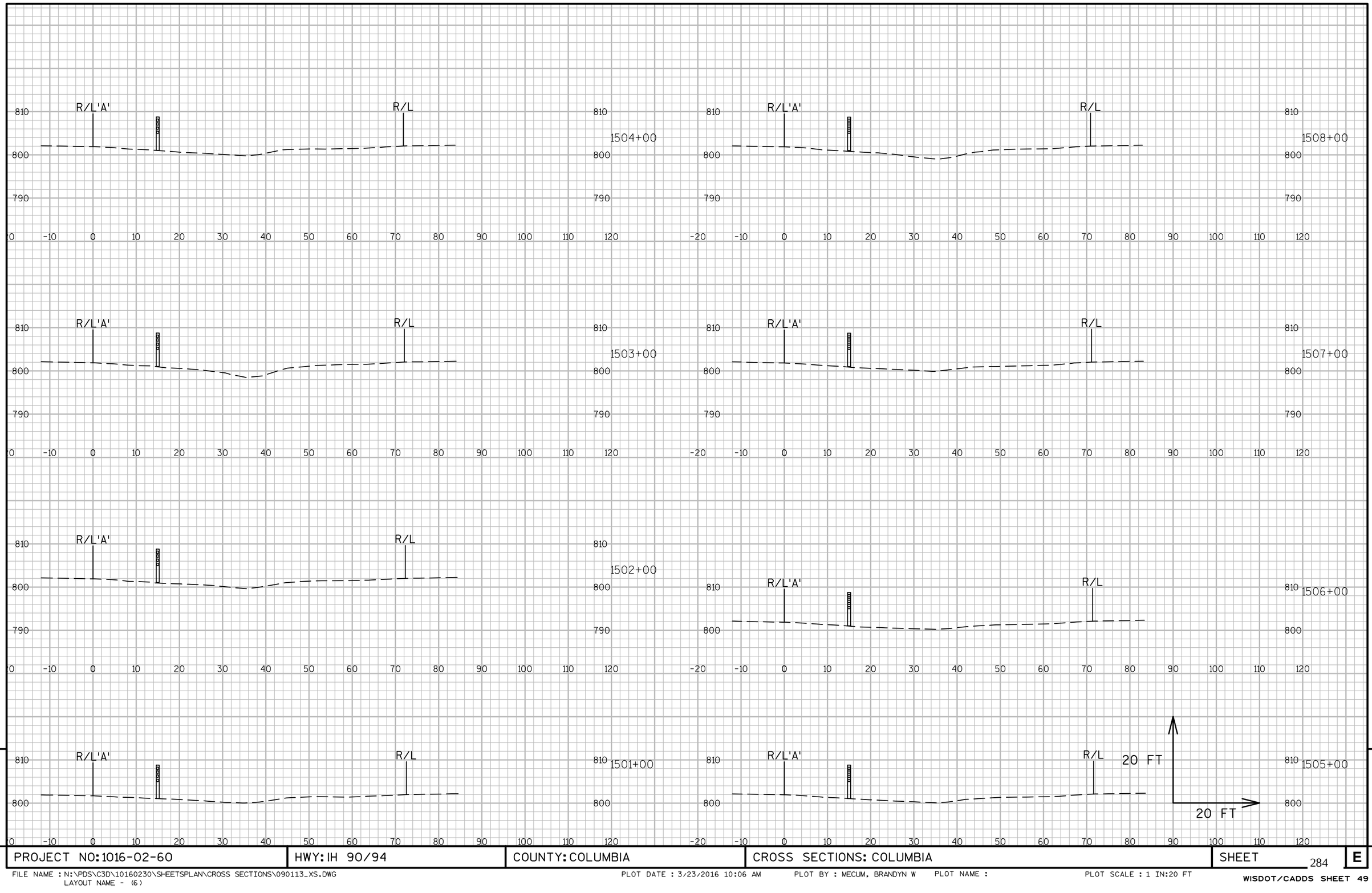
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	CROSS SECTIONS: COLUMBIA	SHEET 283	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090113_XS.DWG
LAYOUT NAME - (5)

PLOT DATE : 3/23/2016 10:05 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

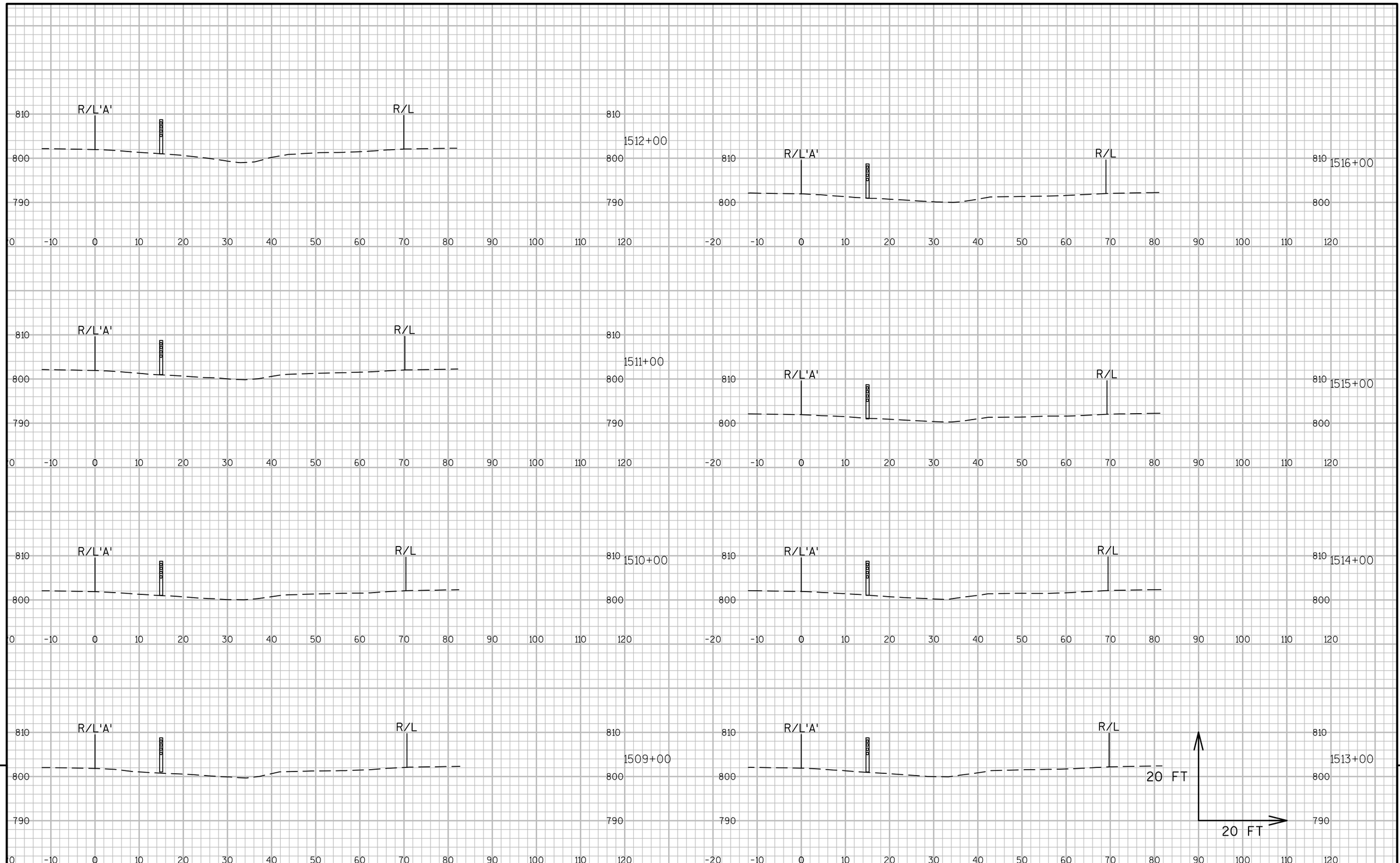


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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	CROSS SECTIONS: COLUMBIA	SHEET 284 E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090113_XS.DWG
LAYOUT NAME - (6)
PLOT DATE : 3/23/2016 10:06 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

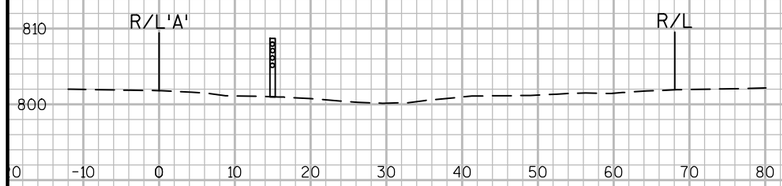


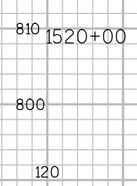
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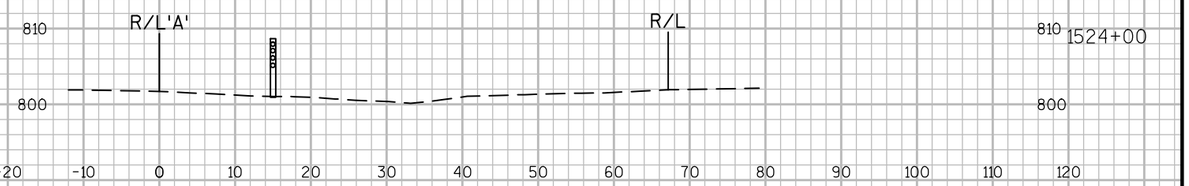
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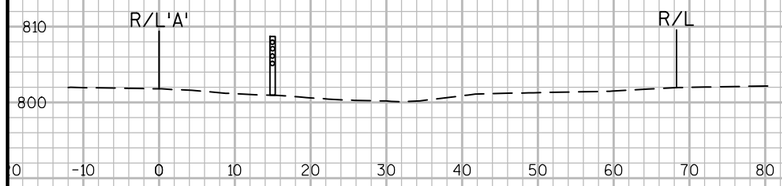
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	CROSS SECTIONS: COLUMBIA	SHEET 285 E

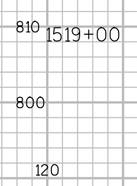
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090113_XS.DWG
LAYOUT NAME - (7)
PLOT DATE : 3/23/2016 10:07 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

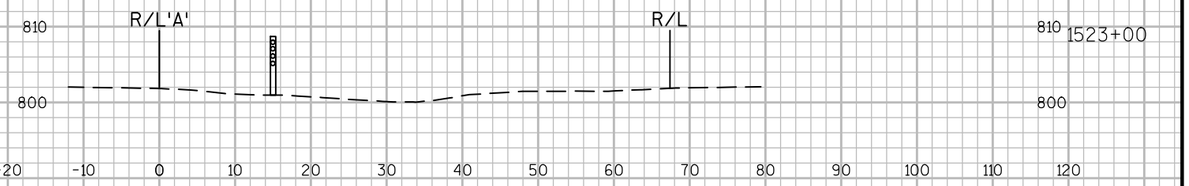


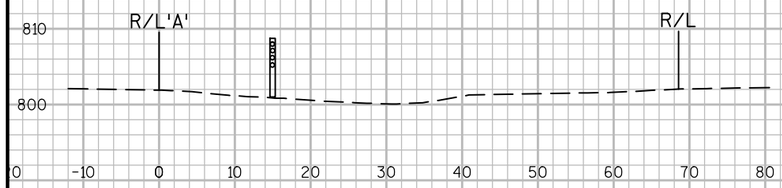


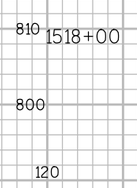


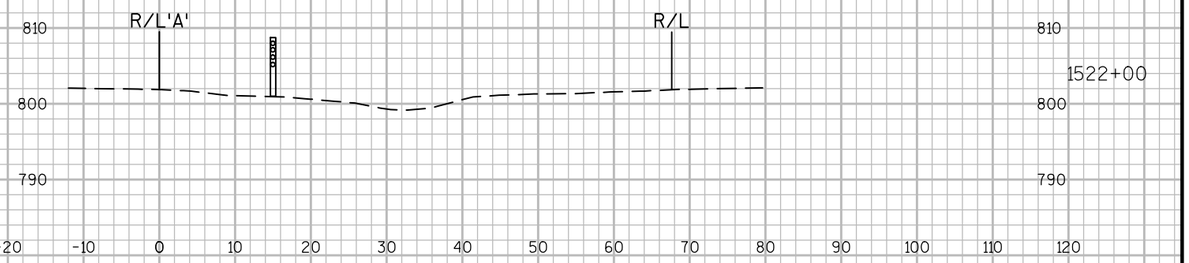


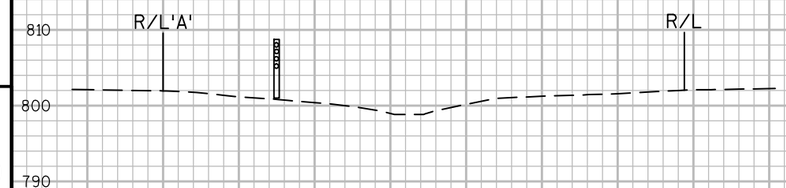


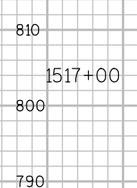


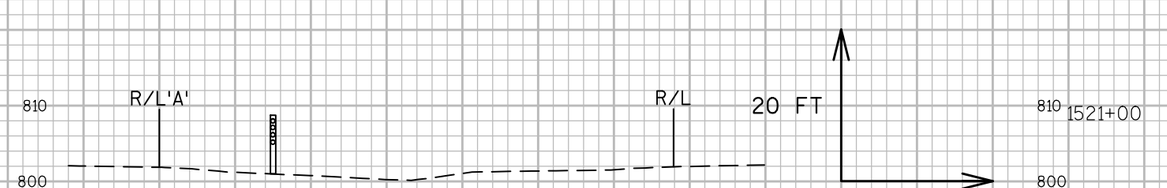










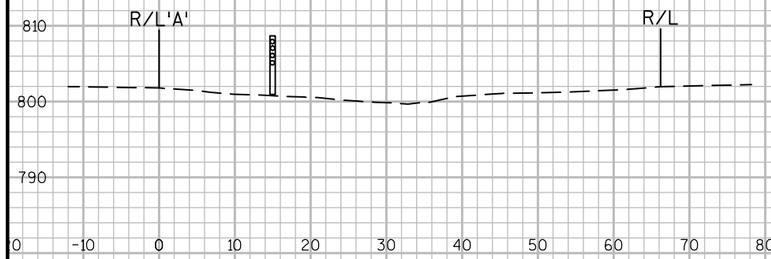


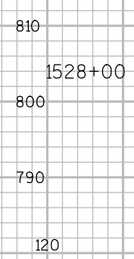
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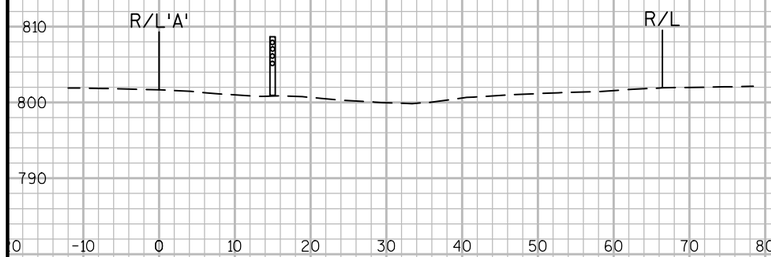
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	CROSS SECTIONS: COLUMBIA	SHEET 286	E

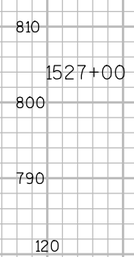
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090113_XS.DWG
LAYOUT NAME - (8)
PLOT DATE : 3/23/2016 10:08 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

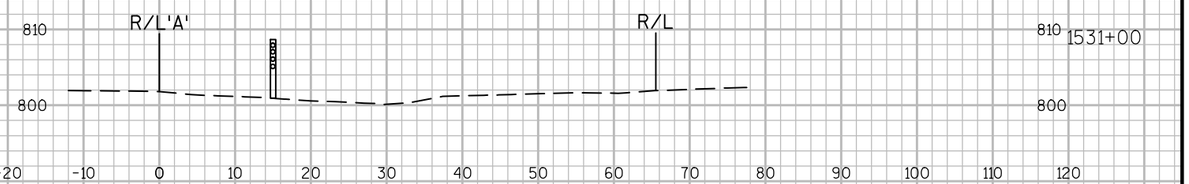


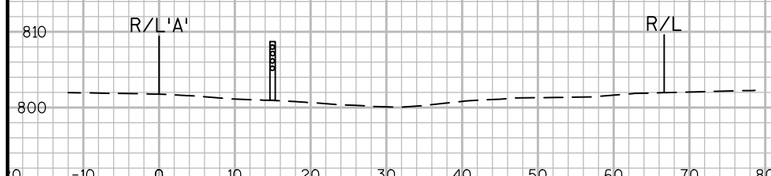


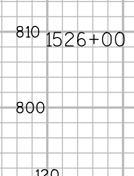


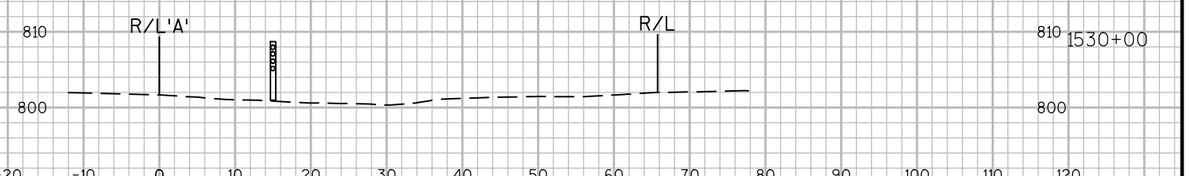


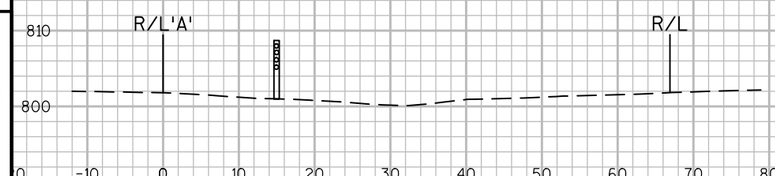


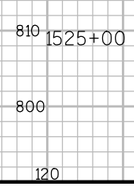


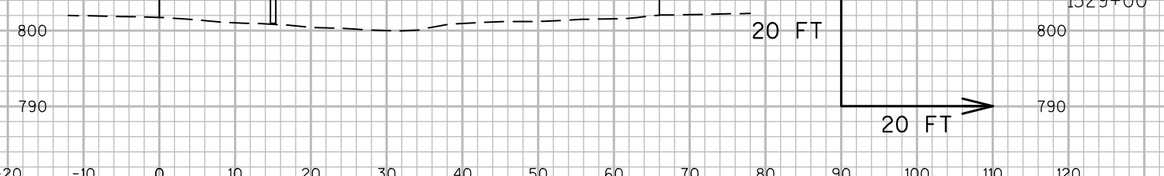












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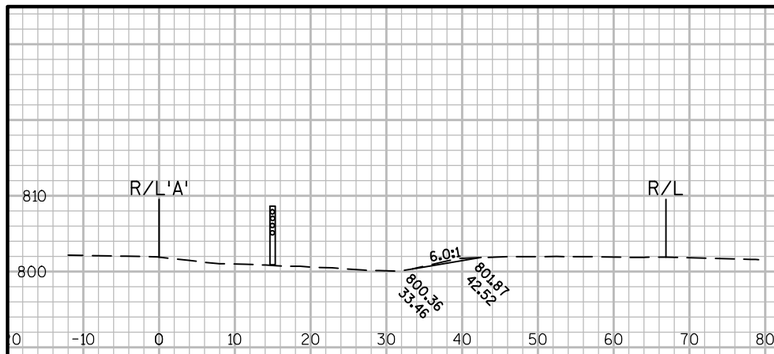
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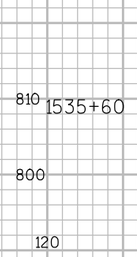
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	CROSS SECTIONS: COLUMBIA	SHEET 287	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090113_XS.DWG
LAYOUT NAME - (9)

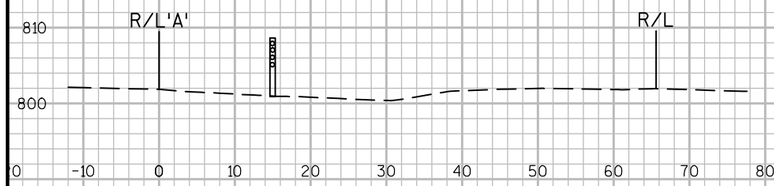
PLOT DATE : 3/23/2016 10:08 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

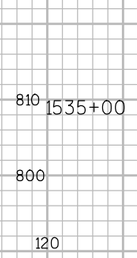
WISDOT/CADDS SHEET 49

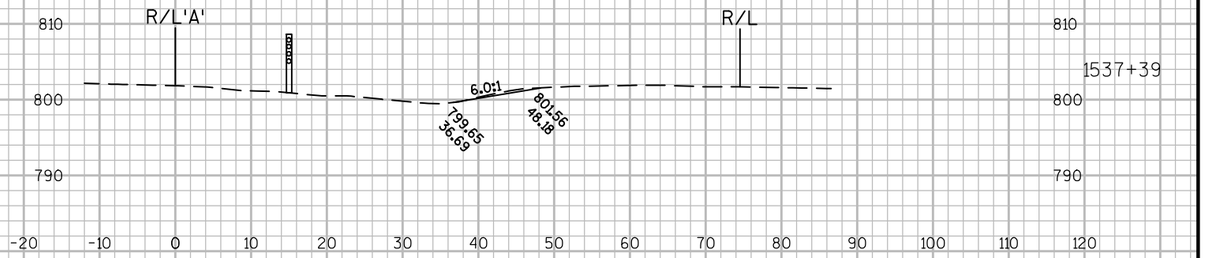


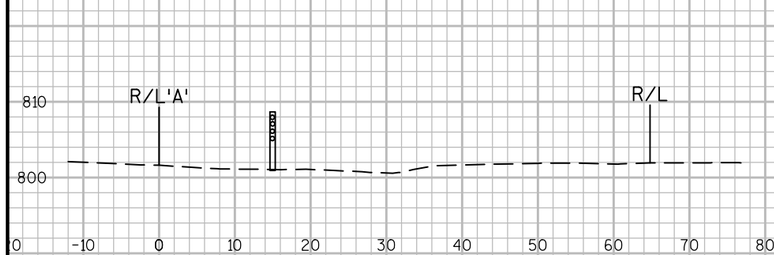


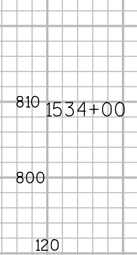


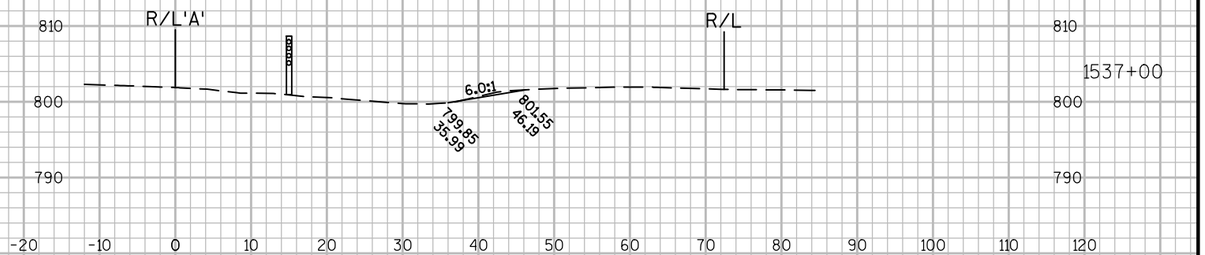


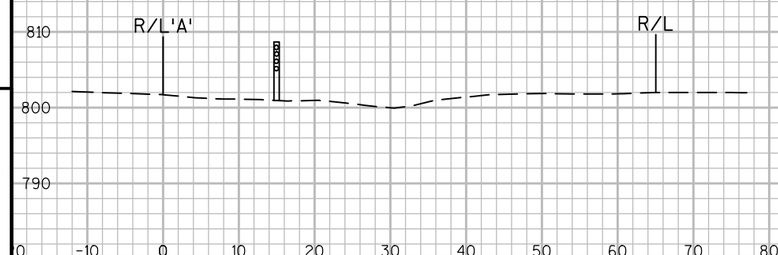


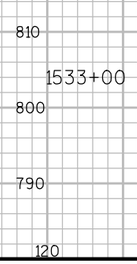


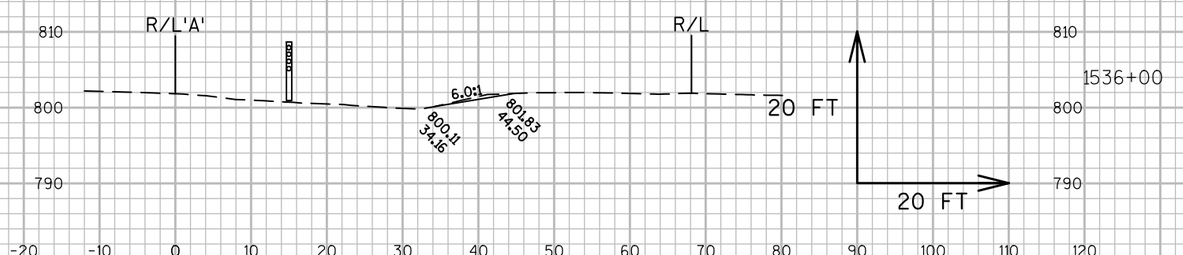












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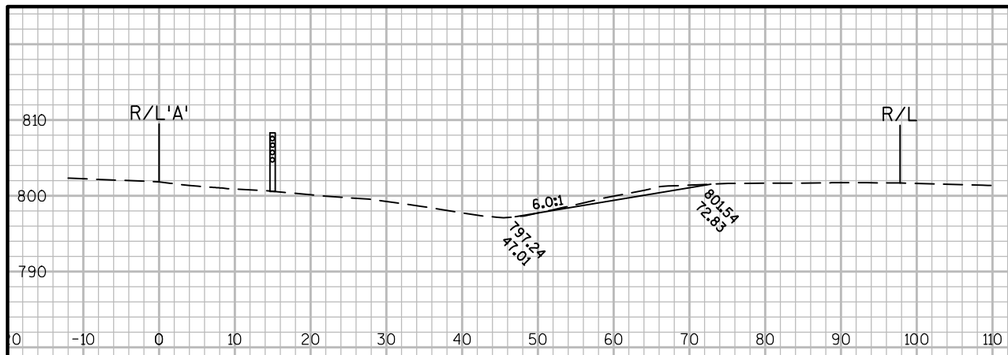
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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	CROSS SECTIONS: COLUMBIA	SHEET 288 E

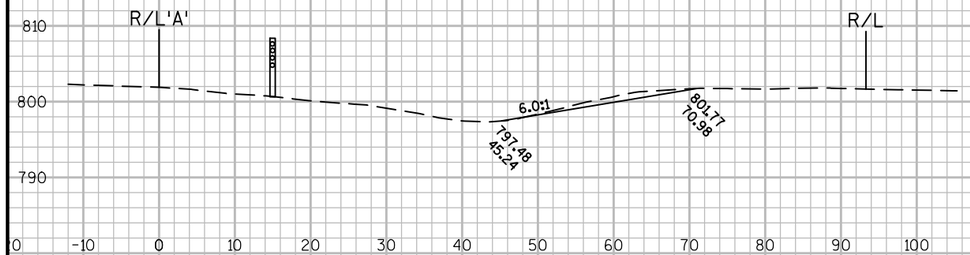
FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090113_XS.DWG
LAYOUT NAME - (10)

PLOT DATE : 3/23/2016 10:09 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

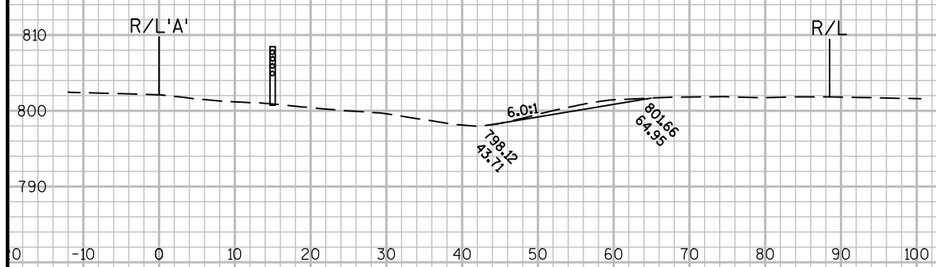
WISDOT/CADDS SHEET 49

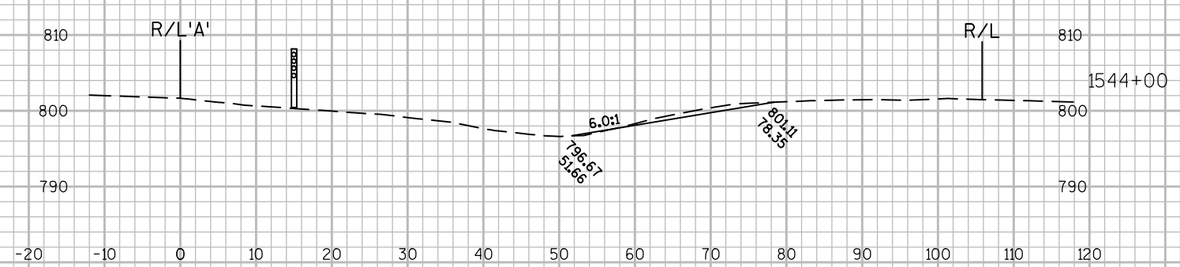


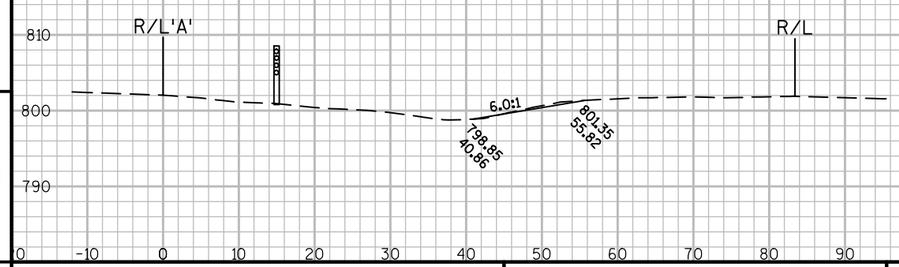


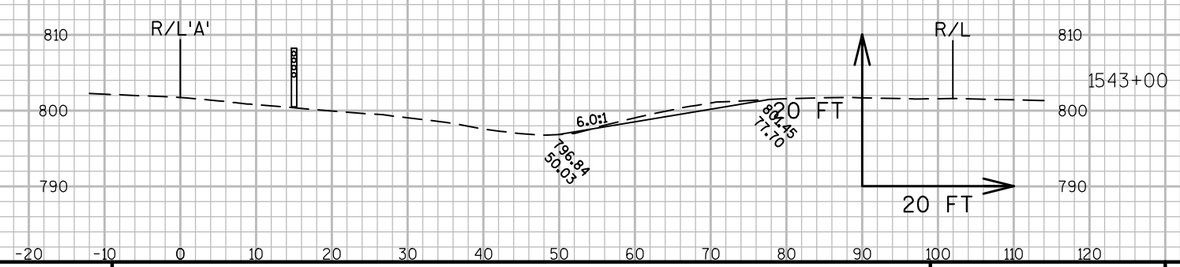












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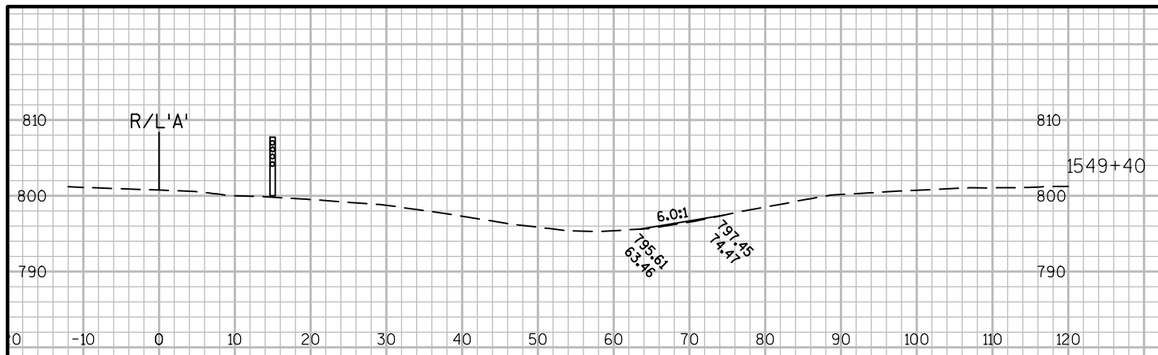
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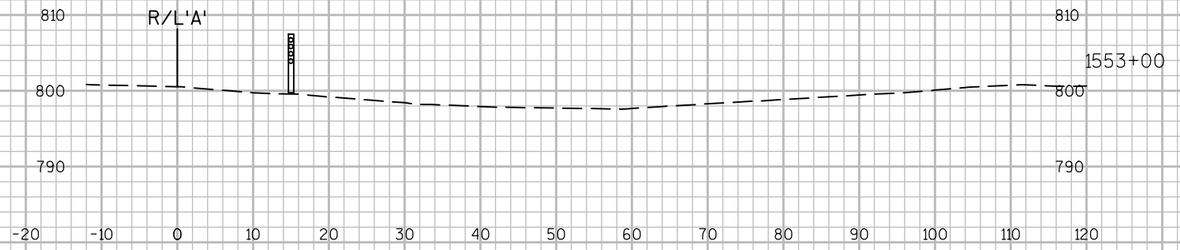
PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	CROSS SECTIONS: COLUMBIA	SHEET 289	E

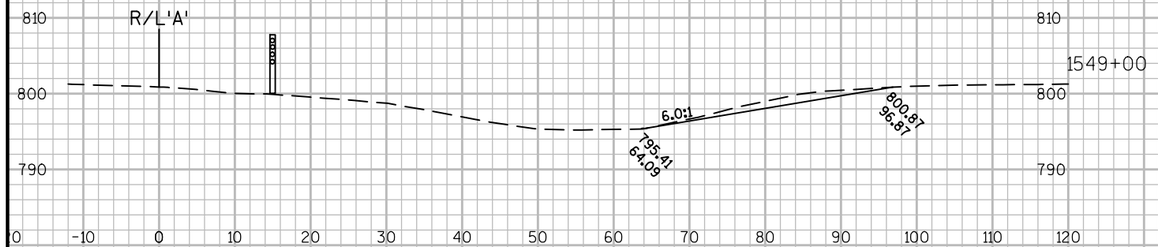
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LAYOUT NAME - (11)

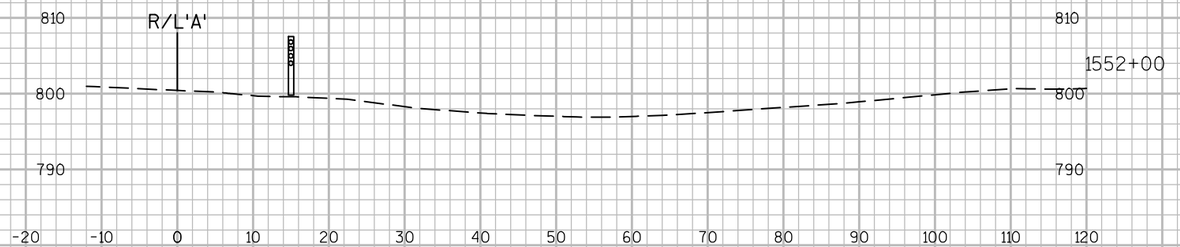
PLOT DATE : 3/23/2016 10:10 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

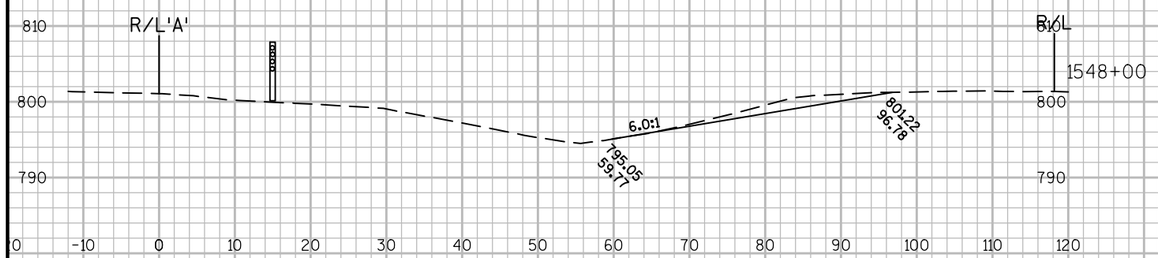
WISDOT/CADDS SHEET 49

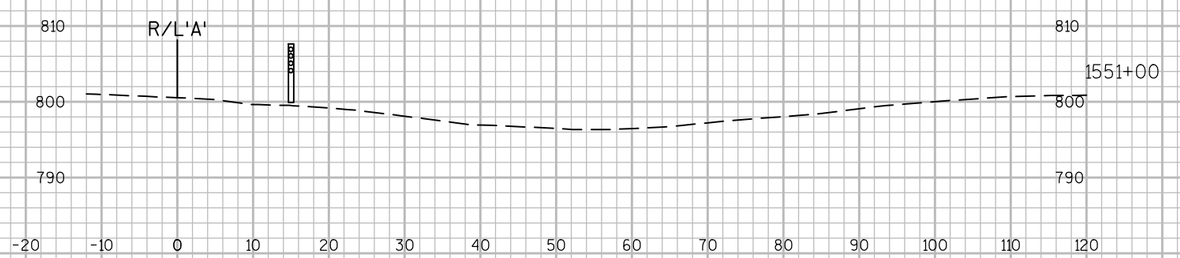


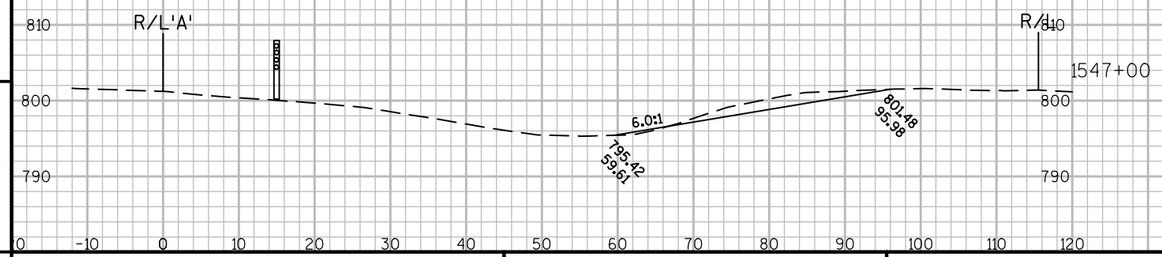


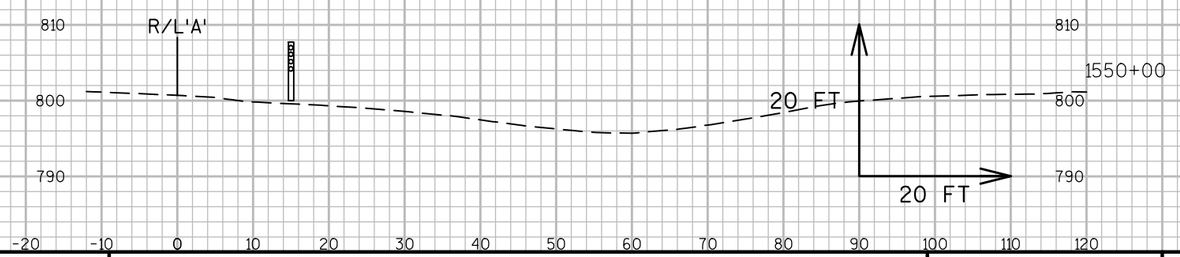












9

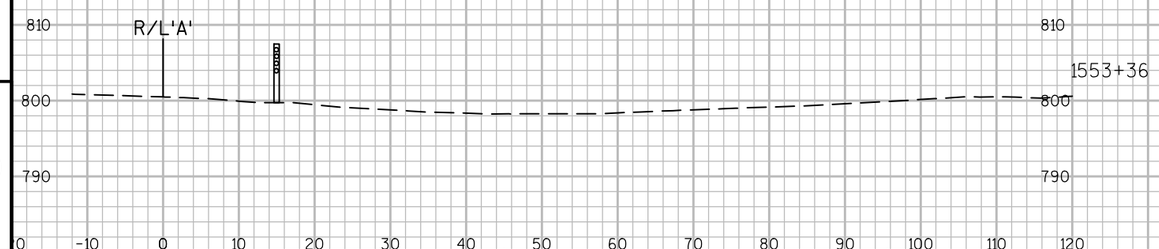
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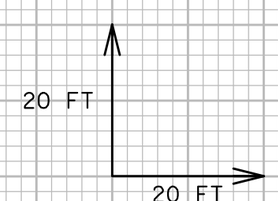
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LAYOUT NAME - (12)

PLOT DATE : 3/23/2016 10:11 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





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PROJECT NO: 1016-02-60	HWY: IH 90/94	COUNTY: COLUMBIA	CROSS SECTIONS: COLUMBIA	SHEET 291	E

FILE NAME : N:\PDS\C3D\10160230\SHEETSPLAN\CROSS SECTIONS\090113_XS.DWG
LAYOUT NAME - (13)

PLOT DATE : 3/23/2016 10:12 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

Wisconsin Department of Transportation

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