GRE

DECEMBER 2016

PROJECT ID: 1130-44-71

WITH:

COUNTY: BROWN & OUTAGAMIE

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 = 904



16

N

DESIGN DESIGNATION

A.A.D.T.	2017	=	57,200
A.A.D.T.	2037	=	69,000
D.H.V.		=	6969
D.D.		=	60/40
T.		=	9.4%
DESIGN SPEED		=	70 MPH
ESALS		=	14,000,000

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

PLAN OF PROPOSED IMPROVEMENT

APPLETON - GREEN BAY

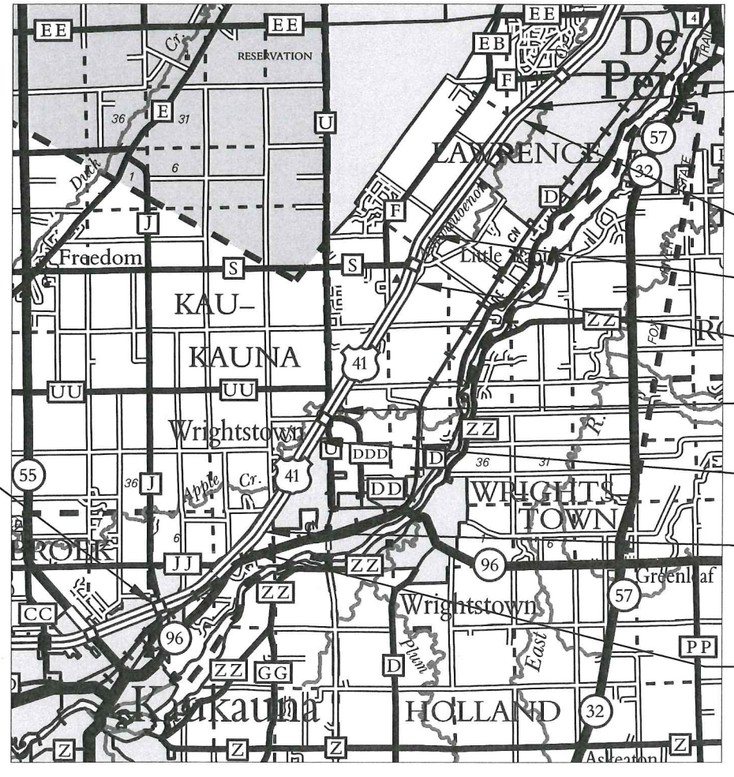
CTH J - ORANGE LANE

IH 41

BROWN & OUTAGAMIE COUNTY

STATE PROJECT NUMBER
1130-44-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1130-44-71	WISC 2016475	1



BEGIN PROJECT 1130-44-71
STA 1188+00 I-41 NB

END PROJECT 1130-44-71
STA 1625+42 I-41 NB

STA 1617+49.27 NB (BK)
STA 1617+82.30 NB (AH)

STA 1485+19.80 NB (BK)
STA 1485+49.64 NB (AH)

STA 1442+04.18 NB (BK)
STA 1442+16.24 NB (AH)

STA 1420+27.39 NB(*) (BK)
STA 1310+80.94 NB(**) (AH)

STA 1384+03.13 NB(*) (BK)
STA 1383+95.23 NB(*) (AH)

STA 1339+12.43 NB(*) (BK)
STA 1339+24.10 NB(*) (AH)

STA 1298+81.66 NB (BK)
STA 1298+68.80 NB (AH)

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 10.350 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, BROWN & OUTAGAMIE COUNTY, NAVD83 (2007) NAD 83 (1991), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	SURVEYOR
Designer	K. WITTE
Project Manager	T. RANK
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	C. KAROW

APPROVED FOR THE DEPARTMENT

DATE: 7/26/16 (Signature)

1

E

GENERAL NOTES

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

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. DETAILS OF CONSTRUCTION NOT SHOWN ON THE PLAN SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND ALL UTILITIES IN THE VICINITY OF THE PROJECT TO LOCATE THEIR FACILITIES AT LEAST THREE WORKING DAYS PRIOR TO BEGINNING WORK.

ALL RADII DIMENSIONS WITH OR WITHOUT CURB AND GUTTER ARE MEASURED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

ALL GRADES PROVIDED ALONG RADII ARE ALONG EDGE OF PAVEMENT.

EXPANSION JOINTS TO BE CONSTRUCTED AT ALL RADII POINTS IN THE CURB AND GUTTER.

MISCELLANEOUS REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALT SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER.

CONTRACTOR SHALL EXERCISE EXTREME CARE SO AS NOT TO DAMAGE MAINLINE PAVEMENT STRUCTURE WHEN REMOVING EXISTING SHOULDER MATERIAL. IF DAMAGE OCCURS DURING REMOVAL OF THE EXISTING SHOULDER MATERIAL, ALL REPAIRS WILL BE DONE AT THE CONTRACTORS EXPENSE.

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

PIPE ELEVATIONS, LENGTHS, AND LOCATIONS AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

DISTURBED AREA WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, AND MULCHED, AND/OR E-MATTED WITHIN TEN DAYS AFTER TOPSOIL PLACEMENT.SUBGRADE SLOPES SHALL BE TOPSOILED AS WORK PROGRESSES.

UTILITIES

ANR PIPELINE COMPANY - GAS/PETROLEUM
N4956 OAKCREST DR.
BONDUEL, WI 54107
ATTN: MATT HISCHKE
PHONE: (715) 758-3345
E-MAIL: MATTHEW_HISCHKE@TRANSCANADA.COM

KAUKAUNA UTILITIES - ELECTRICITY
777 ISLAND ST
P.O. BOX 1777
KAUKAUNA, WI 54130-7077
ATTN: ERIC MILLER
PHONE: (920) 462-0214
E-MAIL: EMILLER@KU-WI.ORG

AT&T WISCONSIN - COMMUNICATION LINE
221 WEST WASHINGTON ST
APPLETON, WI 54911-4742
ATTN: JOSEPH KASSAB
PHONE: (920) 735-3206
E-MAIL: JK572K@ATT.COM

ATC MANAGEMENT, INC - ELECTRICITY
5303 FEN OAK DR.
MADISON, WI 53718
ATTN: DOUG VOSBER
PHONE: (608) 877-7650
E-MAIL: DVOSBERG@ATCLLC.COM

GUARDIAN PIPELINE - GAS/PETROLEUM
128 MB LN.
CHILTON, WI 53014
ATTN: JUDE MENGEL
PHONE: (262) 374-3758
E-MAIL: JUDE.MENGEL@ONEOK.COM

TIME WARNER CABLE - COMMUNICATION LINE
3520 E DESTINATION DR
APPLETON, WI 54915
ATTN: VINCE ALBIN
PHONE: (920) 831-9249
E-MAIL: VINCE.ALBIN@TWCABLE.COM

WISCONSIN PUBLIC SERVICE - ELECTRICITY
2850 S. ASHLAND AVE.
GREEN BAY, WI 54307
ATTN: RANDY STEIER
PHONE: (920) 617-5167
E-MAIL: RDSTEIER@WISCONSINPUBLICSERVICE.COM

WE ENERGIES - GAS/PETROLEUM
800 S LYNNDALE DR.
APPLETON, WI 54914
ATTN: ZACH DUGA
PHONE: (920) 380-3458
E-MAIL: ZACHARY.DUGA@WE-ENERGIES.COM

WISCONSIN PUBLIC SERVICE - GAS/PETROLEUM
2850 SOUTH ASHLAND AVENUE
GREEN BAY, WI 54307
ATTN: DAVID RETZLAFF
PHONE: (920) 604-1861
E-MAIL: DPRETZLAFF@WISCONSINPUBLICSERVICE.COM

CITY OF KAUKAUNA - SEWER
201 W SECOND ST
P.O. BOX 890
KAUKAUNA, WI 54130
ATTN: JOHN NEUMEIER
PHONE: (920) 766-6305
E-MAIL: NEUMEIER@KAUKAUNA-WI.ORG

US SIGNAL COMPANY LLC - COMMUNICATION LINE
7020 SOUTHBELT DR. SE
CALEDONIA, MI 49316
ATTN: RICK ANDRICKS
PHONE: (410) 486-4320
E-MAIL: RANDRICKS@TKNS.NET

KAUKAUNA UTILITIES - WATER
777 ISLAND ST
P.O. BOX 1777
KAUKAUNA, WI 54130-7077
ATTN: KEVIN OBIALA
PHONE: (920) 462-0233
E-MAIL: KOBIALA@KU-WI.ORG

TDS METROCOM - COMMUNICATION LINE
SUITE 218A
10 COLLEGE AVE
APPLETON, WI 54911
ATTN: STEVE JAKUBIEC
PHONE: (920) 882-4166
E-MAIL: STEVE.JAKUBIEC@TDSTELECOM.COM

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

OUTAGAMIE COUNTY HIGHWAY COMMISSIONER

OUTAGAMIE COUNTY HIGHWAY DEPARTMENT
1313 HOLLAND ROAD, APPLETON 54911-8947
ATTN: DEAN STEINGRABER
PHONE: 920-832-5673
E-MAIL: DEAN.STEINGRABER@OUTAGMIE.ORG

BROWN COUNTY HIGHWAY COMMISSIONER

BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVENUE
ATTN: PAUL FONTECCHIO
PHONE: 920-492-4925

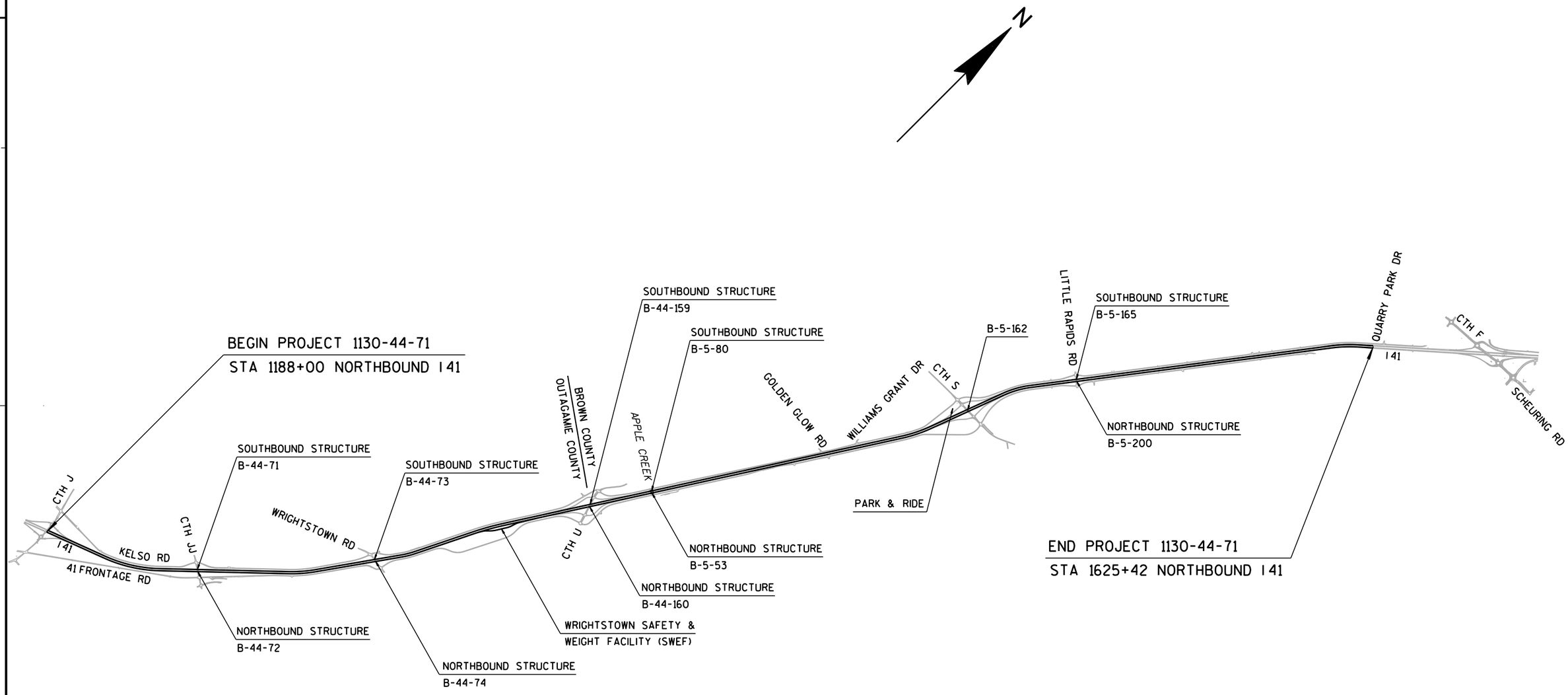
SURVEYS CONTACT PERSON

NORTHEAST REGION SURVEY COORDINATOR
944 VANDERPERREN WAY
GREEN BAY, WI 54304
ATTN: CORMAC MCINNIS
TEL: 920-492-5638
E-MAIL: CORMAC.MCINNIS@DOT.WI.GOV

DNR AREA LIAISON

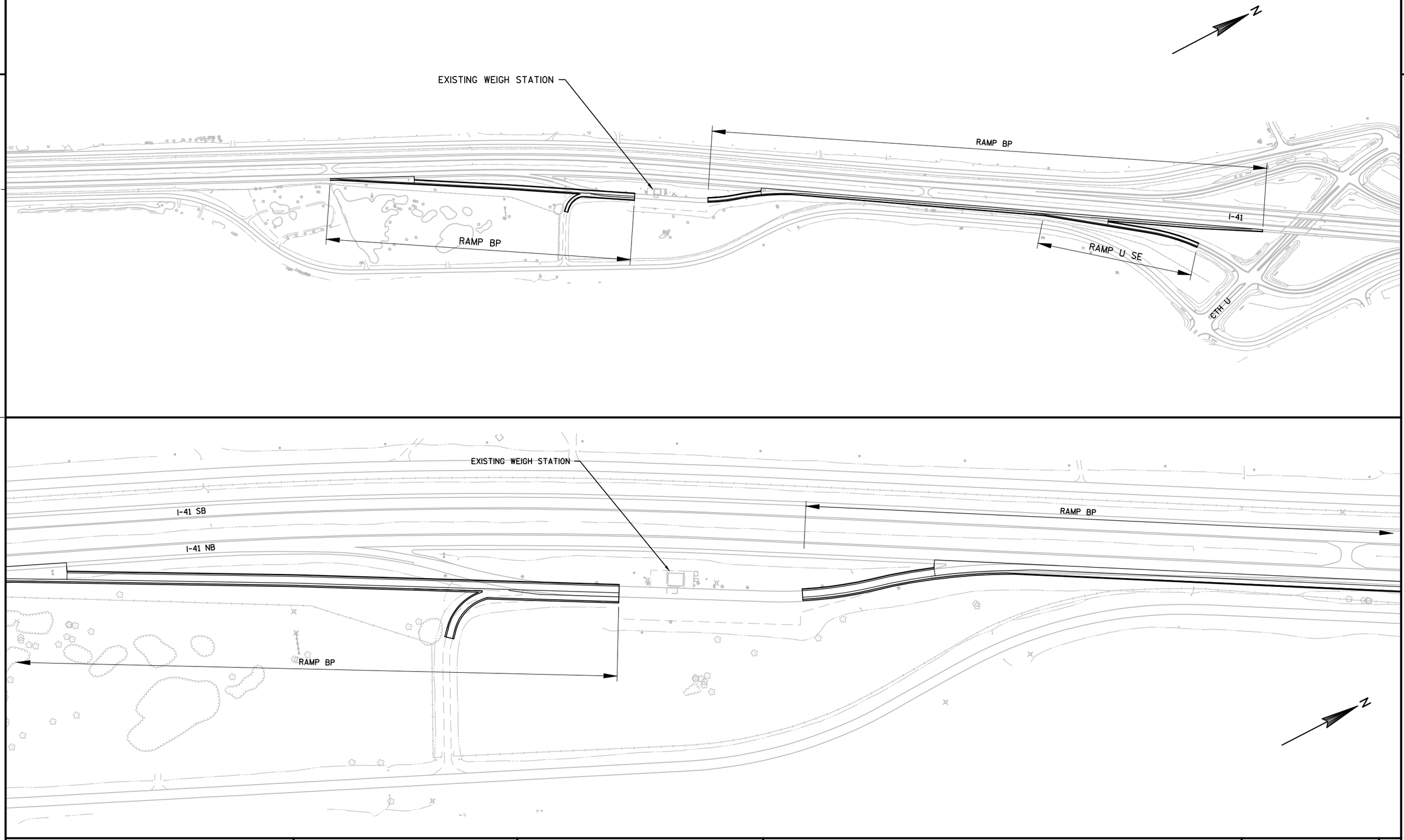
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
2984 SHAWANO AVENUE
GREEN BAY, WI 54313-6727
ATTN: MATT SCHAEVE
PHONE: 920-662-5472
E-MAIL: MATTHEW.SCHAEVE@WISCONSIN.GOV

2



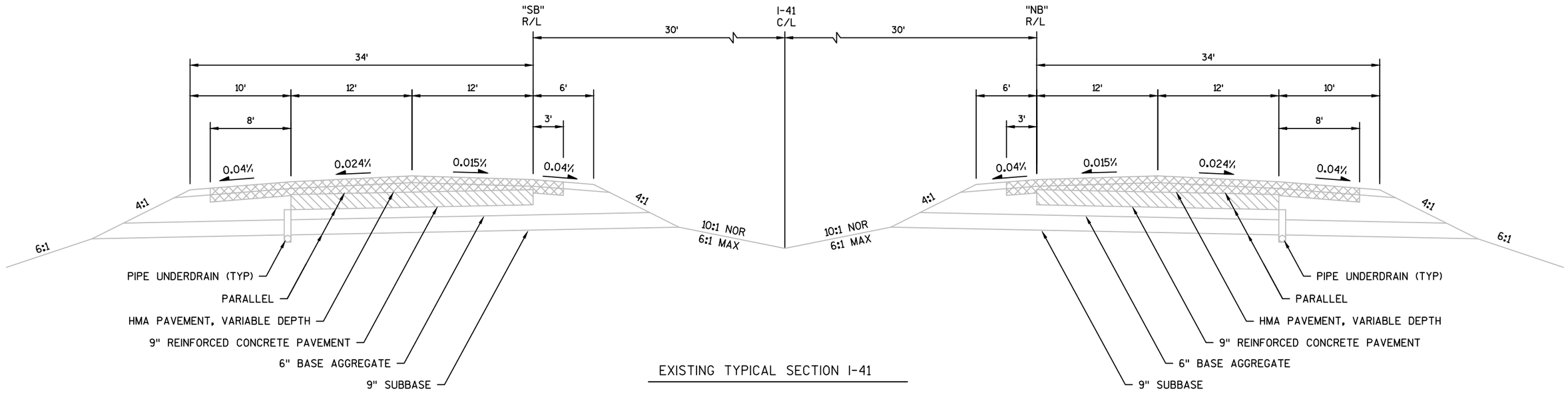
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2

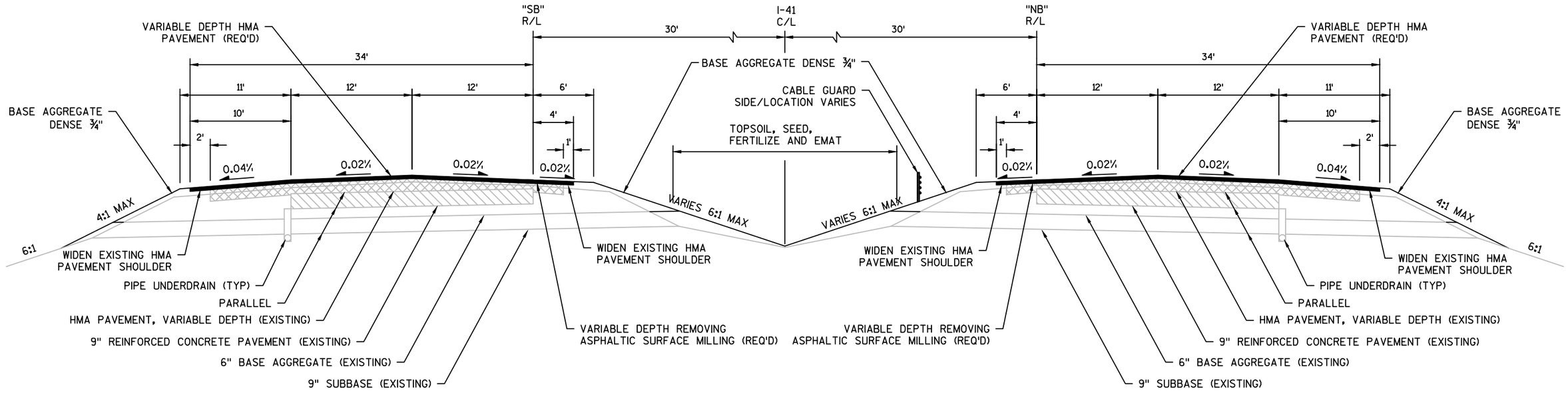


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LAYOUT NAME - ****
PLOT DATE : 7/20/2016 12:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 44



EXISTING TYPICAL SECTION I-41

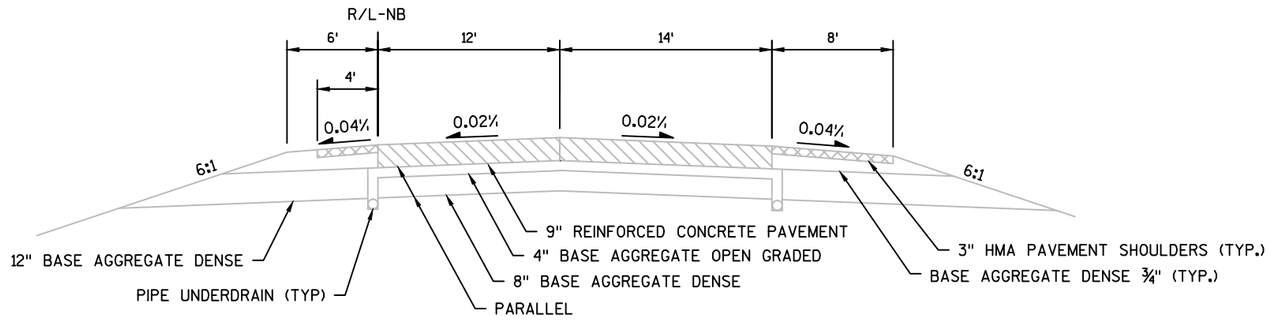


FINISHED TYPICAL SECTION I-41

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 5 5	E

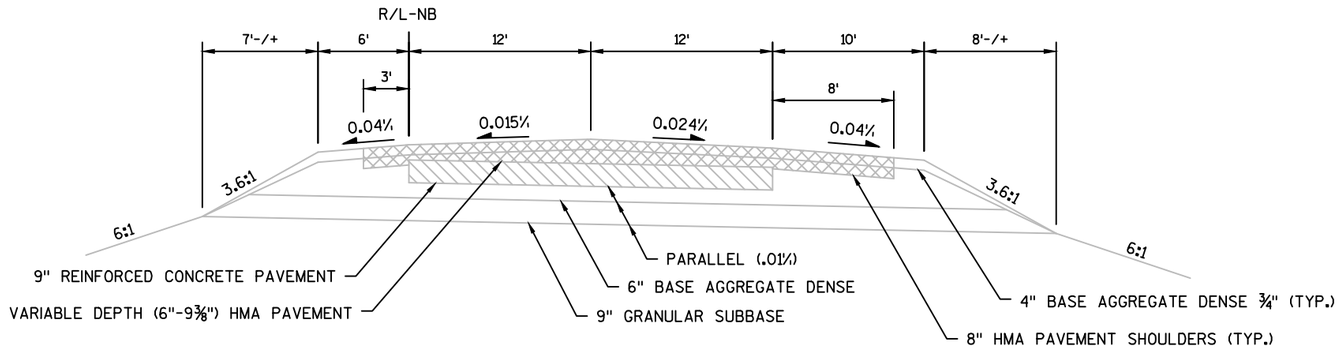
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WISDOT/CADDS SHEET 42



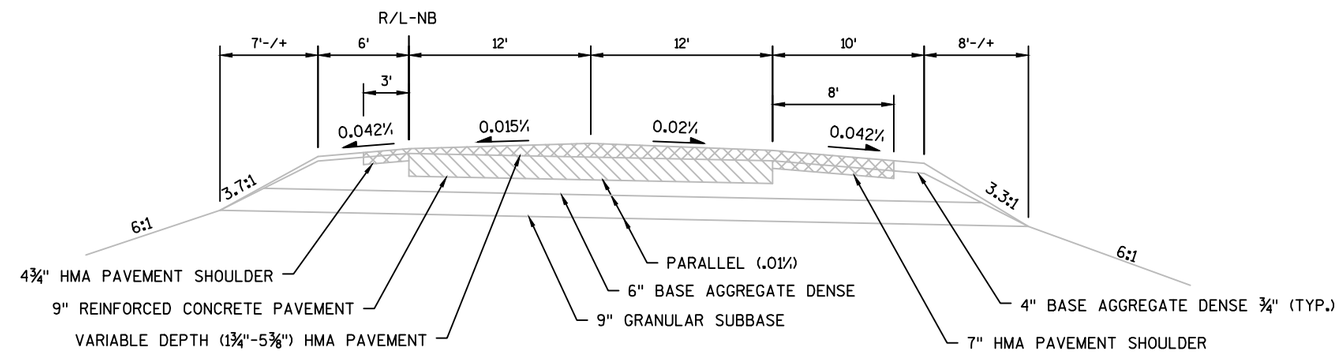
EXISTING TYPICAL SECTION NB I-41

STA 1211+67 NB TO STA 1334+65 NB(*)
STA 1405+18 NB(*) TO STA 1417+00 NB(*)
STA 1488+20 NB TO STA 1518+00 NB



EXISTING TYPICAL SECTION NB I-41

STA 1334+65 NB(*) TO STA 1363+06 NB(*)



EXISTING TYPICAL SECTION NB I-41

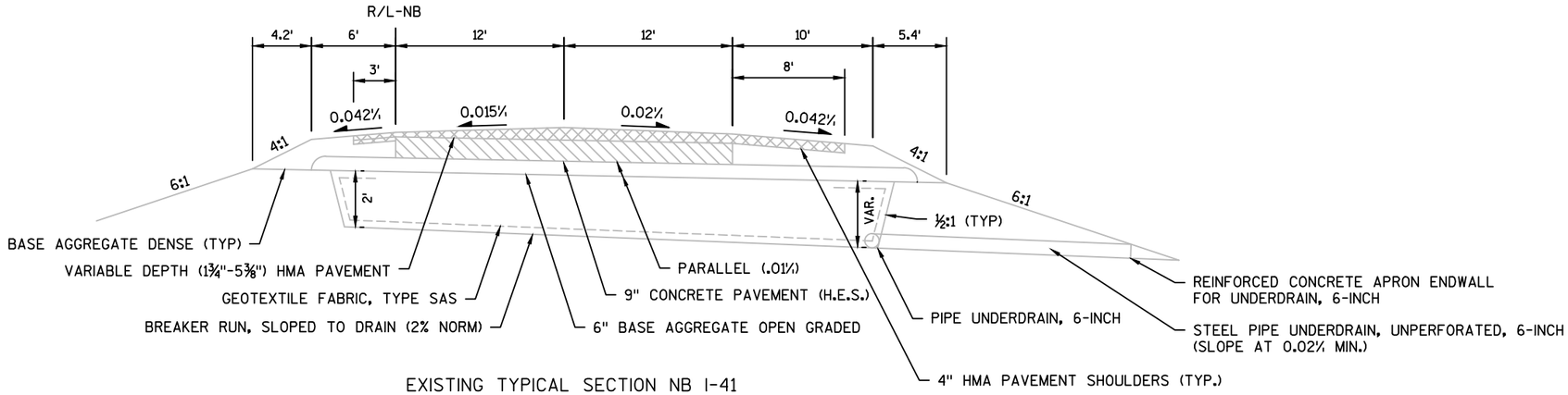
STA 1363+06 NB(*) TO STA 1405+18 NB(*)
STA 1417+00 NB(*) TO STA 1420+27 NB(*)
STA 1310+81 NB(**) TO STA 1349+43 NB(**)
STA 1354+83 NB(**) TO STA 1368+44 NB(**)
STA 1383+70 NB(**) TO STA 1488+20 NB

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

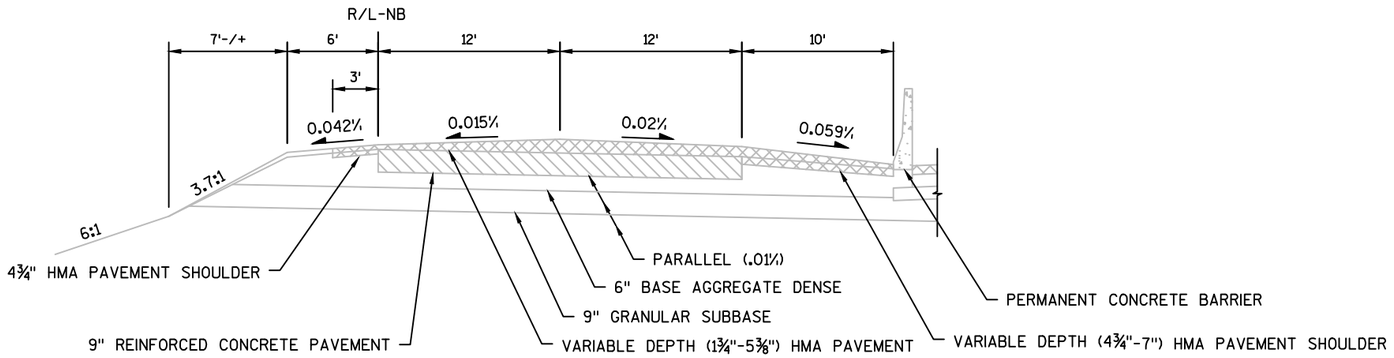
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WISDOT/CADDS SHEET 42



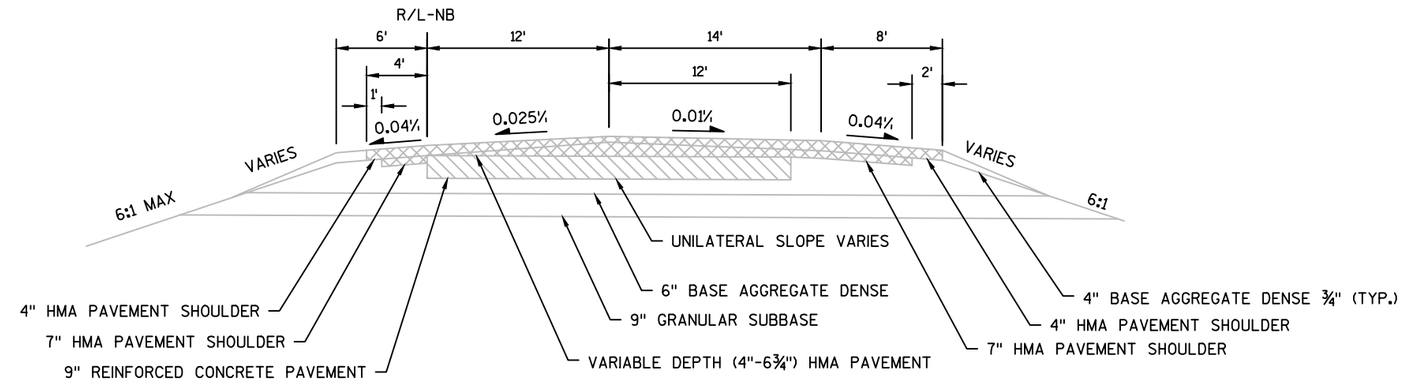
EXISTING TYPICAL SECTION NB I-41

STA 1349+43 NB(**) TO STA 1354+83 NB(**)



EXISTING TYPICAL SECTION NB I-41

STA 1368+44 NB(**) TO STA 1383+70 NB(**)



EXISTING TYPICAL SECTION NB I-41

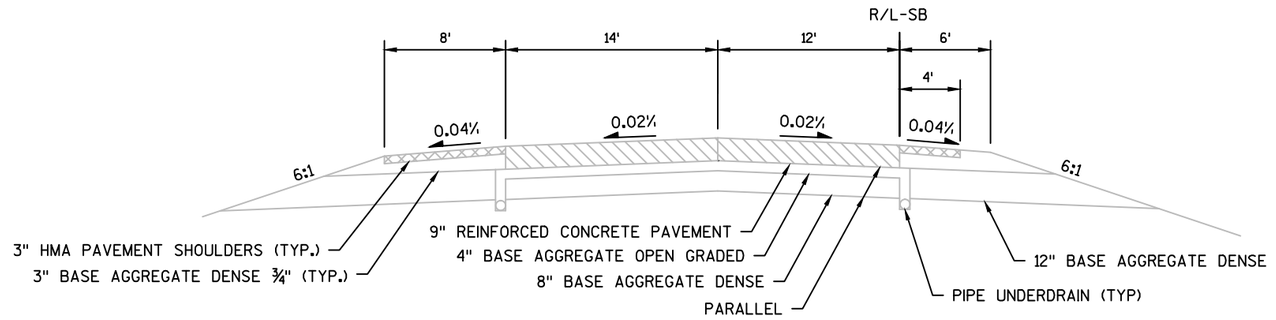
STA 1518+00 NB TO STA 1623+78 NB

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

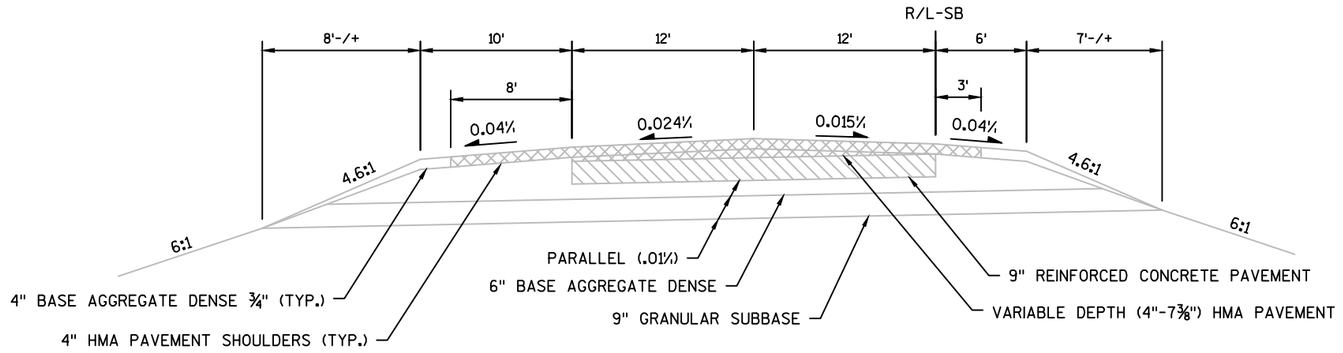
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WISDOT/CADDS SHEET 42



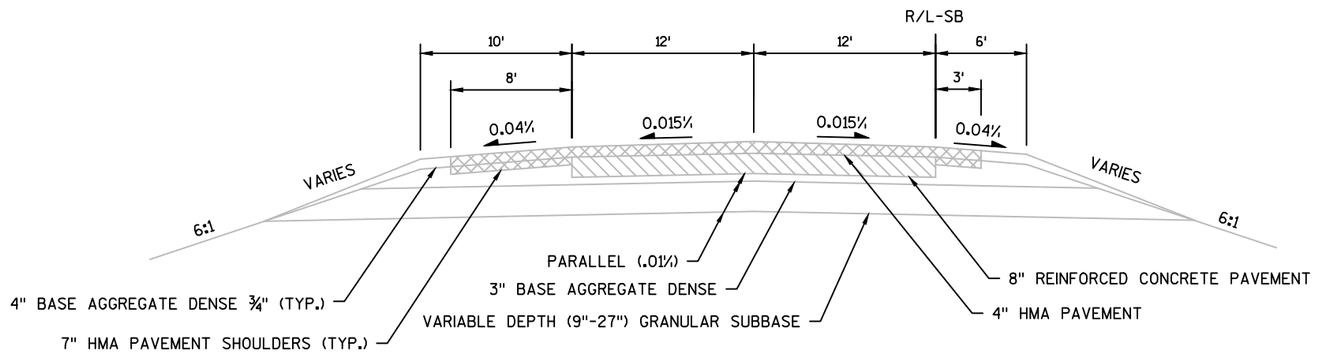
EXISTING TYPICAL SECTION SB I-41

STA 1234+88 SB TO STA 1270+00 SB
STA 1314+96 SB(*) TO STA 1334+65 SB(*)
STA 1405+18 SB(*) TO STA 1417+00 SB(*)
STA 1462+40 SB TO STA 1620+38 SB



EXISTING TYPICAL SECTION SB I-41

STA 1270+00 SB TO STA 1314+96 SB(*)
STA 1334+65 SB(*) TO STA 1362+50 SB(*)



(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

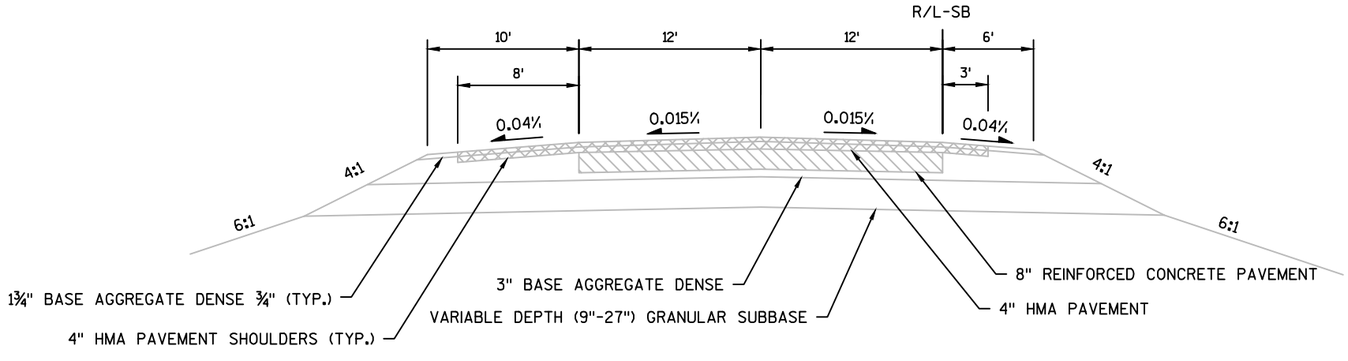
STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

EXISTING TYPICAL SECTION SB I-41

STA 1362+50 SB(*) TO STA 1384+00 SB(*)

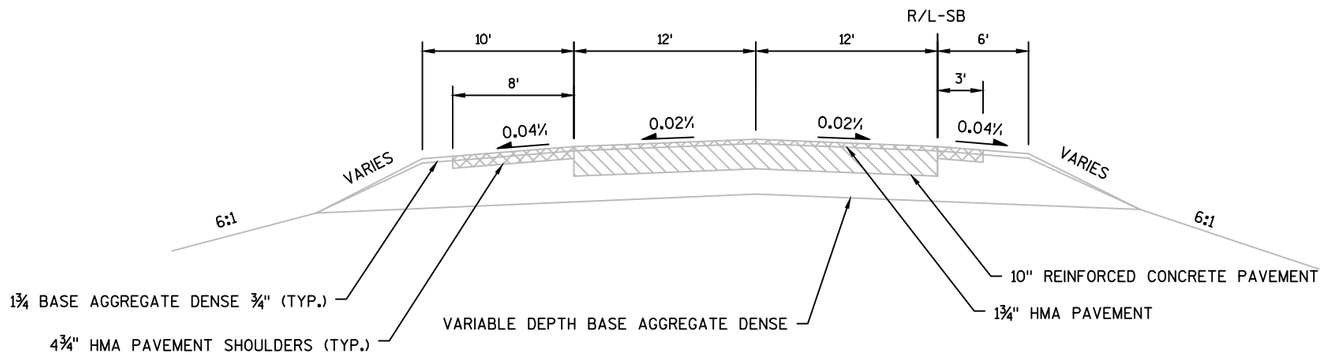
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WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION SB I-41

STA 1384+00 SB(*) TO STA 1405+18 SB(*)
STA 1417+00 SB(*) TO STA 1420+27 SB(*)
STA 1310+81 SB(**) TO STA 1391+95 SB(**)
STA 1418+96 SB(**) TO STA 1462+40 SB



EXISTING TYPICAL SECTION SB I-41

STA 1391+95 SB(**) TO STA 1418+96 SB(**)

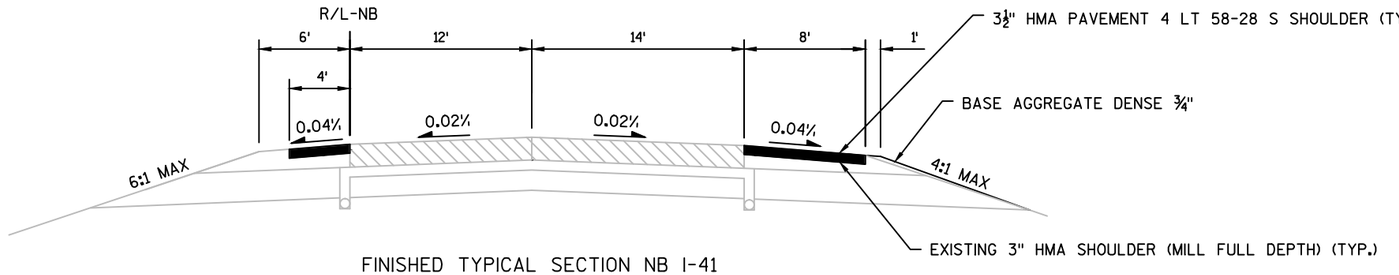
(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 9	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

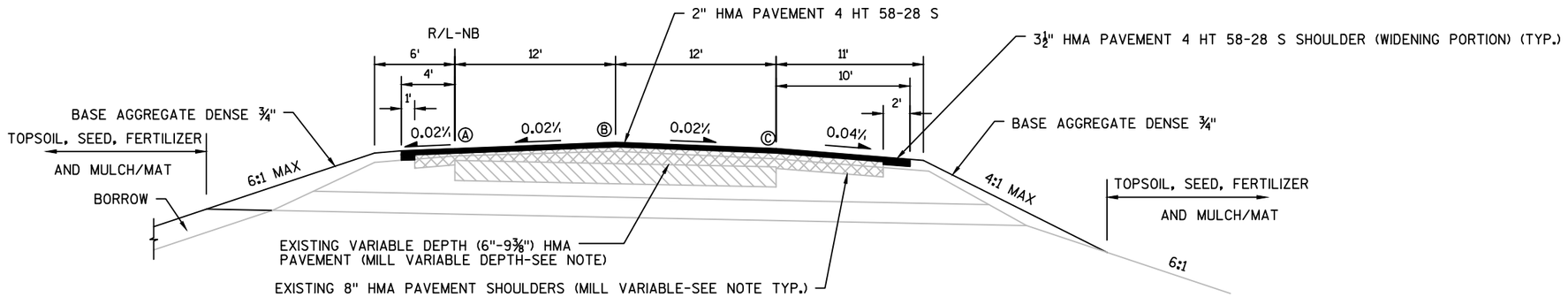
2



FINISHED TYPICAL SECTION NB I-41

STA 1211+67 NB TO STA 1334+65 NB(*)
STA 1488+20 NB TO STA 1518+00 NB

Ⓐ MILL 2¾" TO CORRECT SLOPE
Ⓑ MILL 2"
Ⓒ MILL 1⅛" TO CORRECT SLOPE



FINISHED TYPICAL SECTION NB I-41

STA 1334+65 NB(*) TO STA 1340+50 NB(*)

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

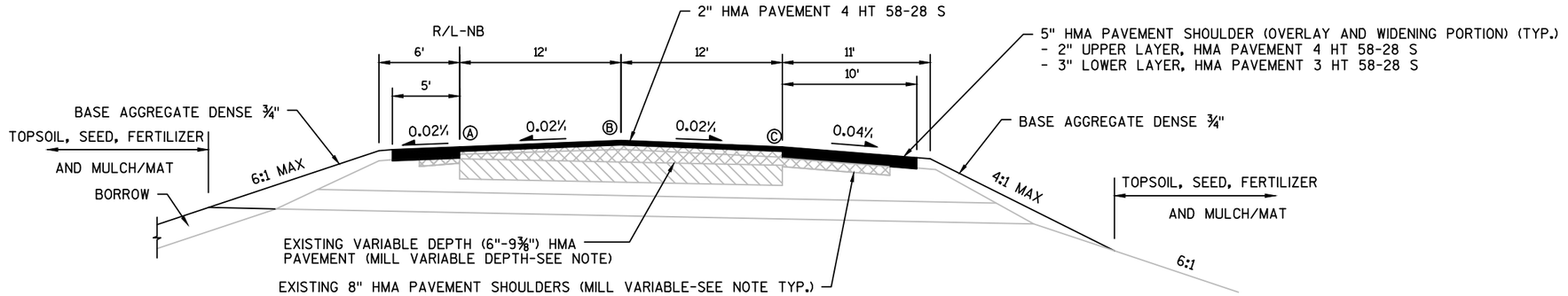
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 10	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

Ⓐ MILL 2¾" TO CORRECT SLOPE
- MILL 5¾" AT SHOULDER

Ⓑ MILL 2"

Ⓒ MILL 1 1/16" TO CORRECT SLOPE
- MILL 4 1/16" AT SHOULDER



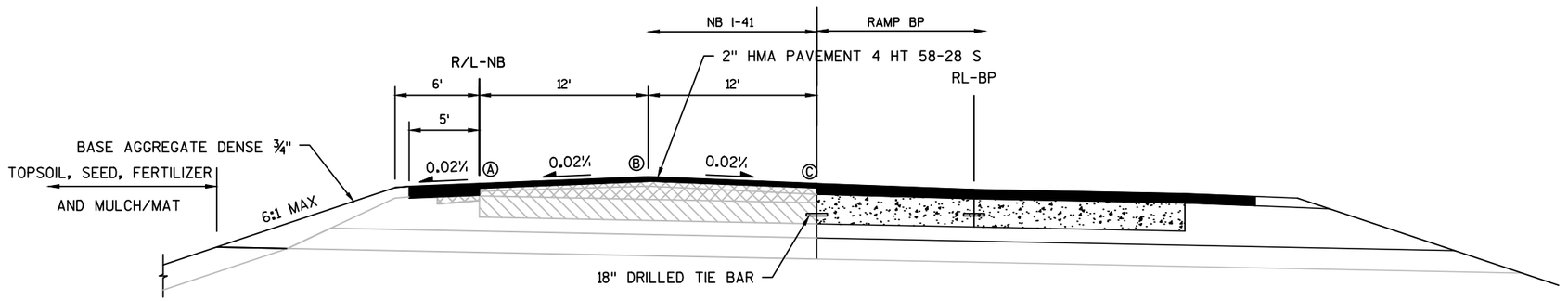
FINISHED TYPICAL SECTION NB I-41

STA 1340+50 NB(*) TO STA 1356+56 NB(*)
STA 1361+23 NB(*) TO STA 1363+06 NB(*)

Ⓐ MILL 2¾" TO CORRECT SLOPE
- MILL 5¾" AT SHOULDER

Ⓑ MILL 2"

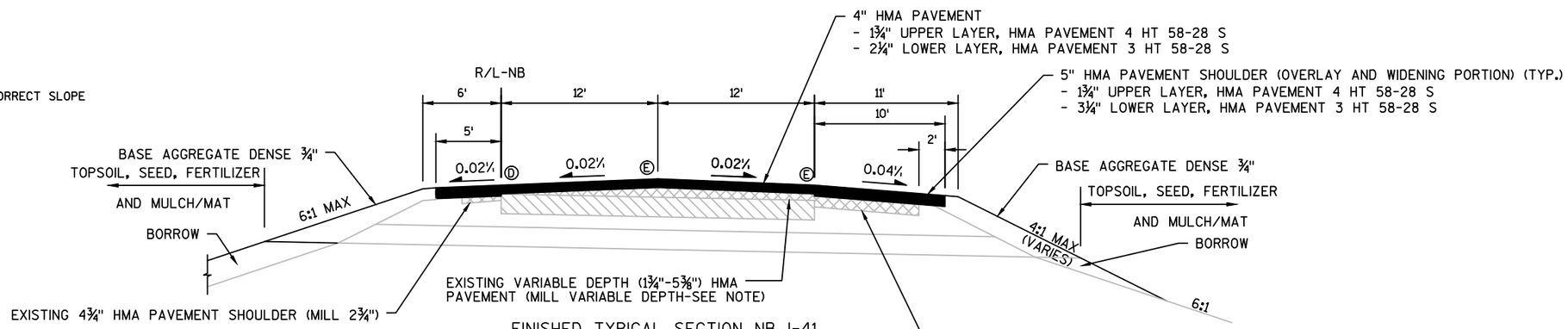
Ⓒ MILL 1 1/16" TO CORRECT SLOPE
- MILL 4 1/16" AT SHOULDER



FINISHED TYPICAL SECTION NB I-41

STA 1356+56 NB(*) TO STA 1361+32 NB(*)

Ⓓ MILL 1¾" TO CORRECT SLOPE
Ⓔ MILL 1"

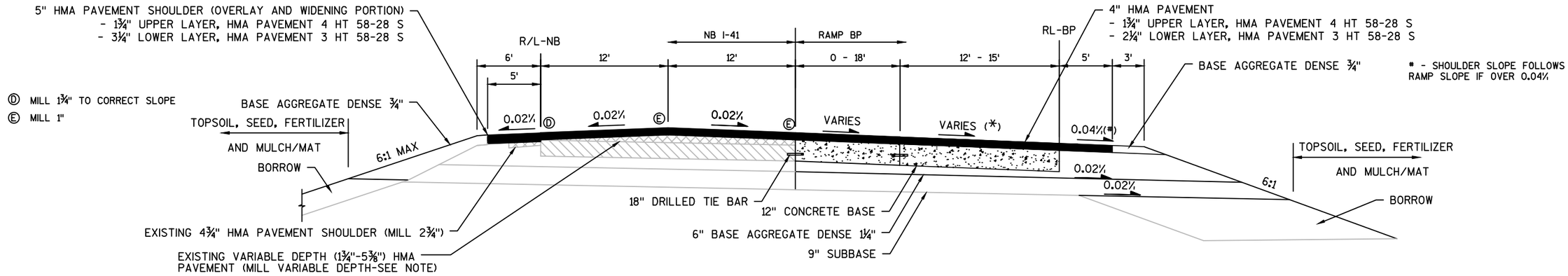


FINISHED TYPICAL SECTION NB I-41

STA 1363+06 NB(*) TO STA 1380+95 NB(*)
STA 1417+00 NB(*) TO STA 1420+27 NB(*)
STA 1310+81 NB(**) TO STA 1349+00 NB(**)

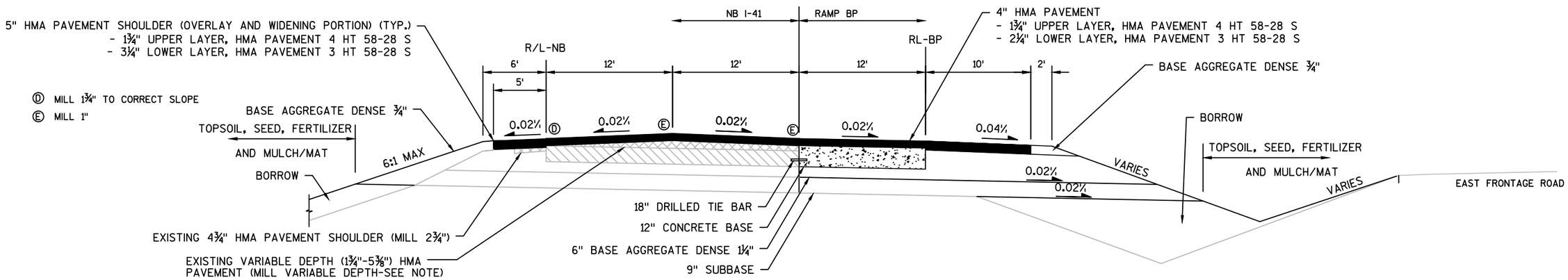
(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH



FINISHED TYPICAL SECTION I-41 NB / RAMP BP

STA 1380+95 NB(*) TO 1383+19 NB(*)



FINISHED TYPICAL SECTION NB I-41

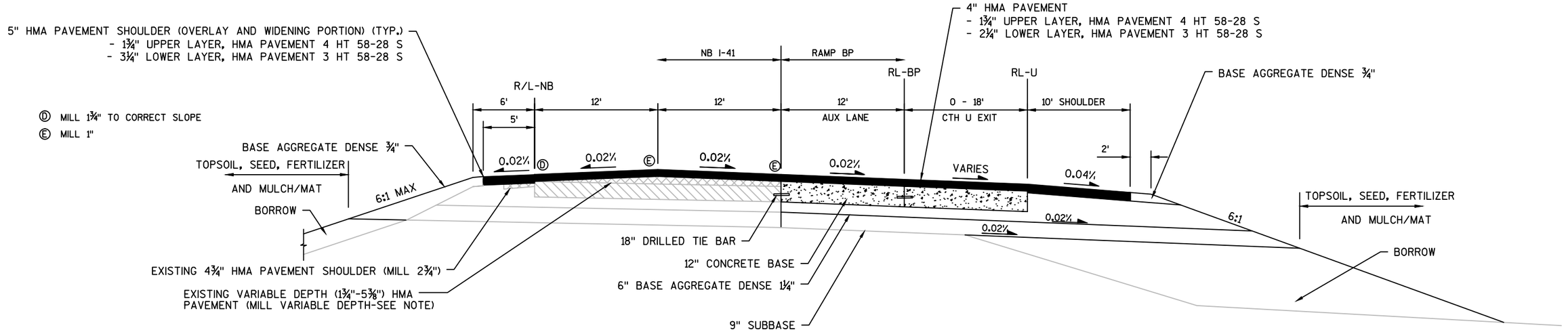
STA 1383+19 NB(*) TO 1396+34 NB(*)

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

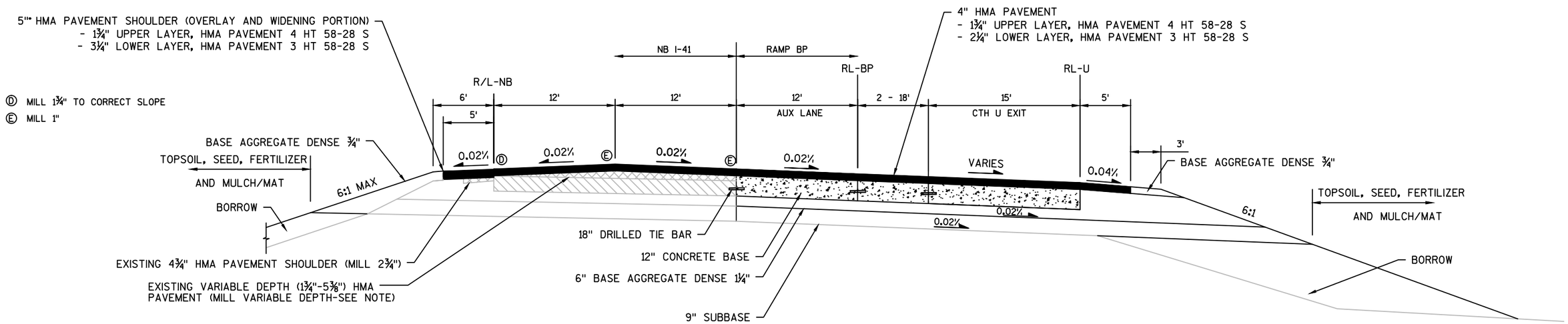
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 12	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT



FINISHED TYPICAL SECTION NB I-41

STA 1396+34 NB(*) TO STA 1398+52 NB(*)



FINISHED TYPICAL SECTION NB I-41

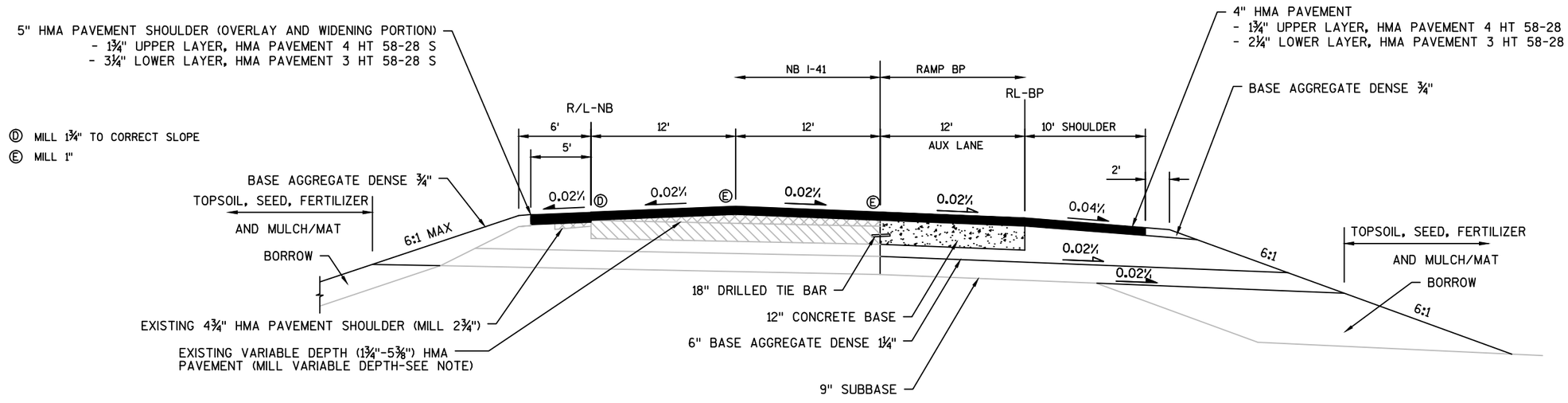
STA 1398+52 NB(*) TO STA 1400+53 NB(*)

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

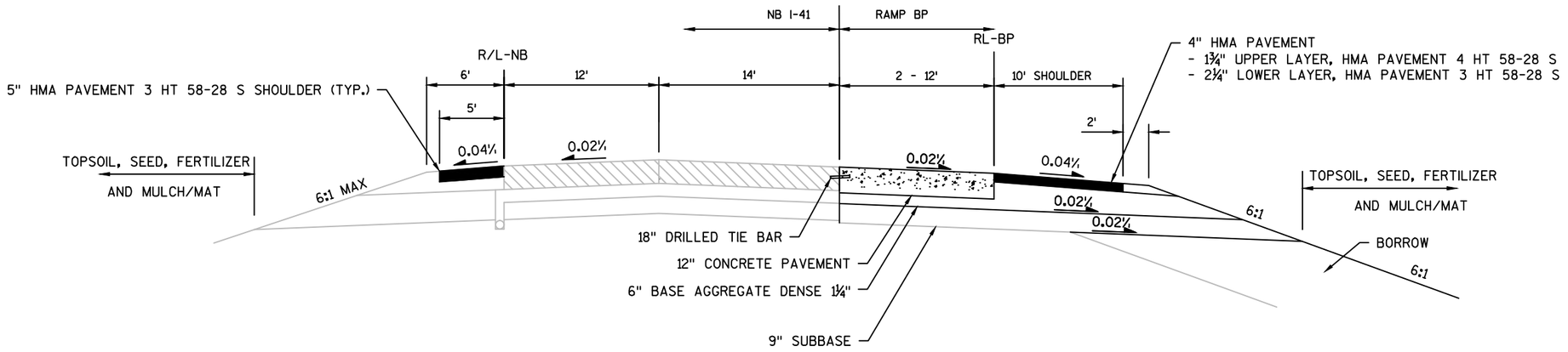
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 13	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION NB I-41

STA 1400+53 NB(*) TO 1405+18 NB(*)



FINISHED TYPICAL SECTION NB I-41

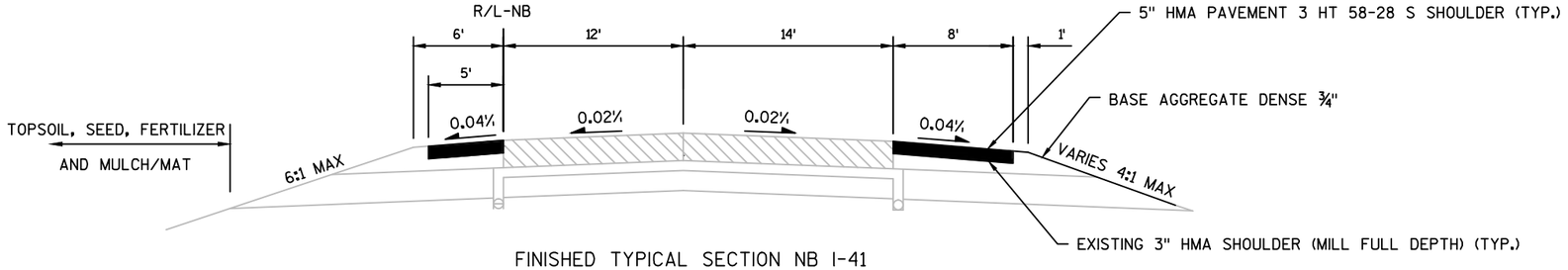
STA 1405+18 NB(*) TO 1409+25 NB(*)

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 14	E

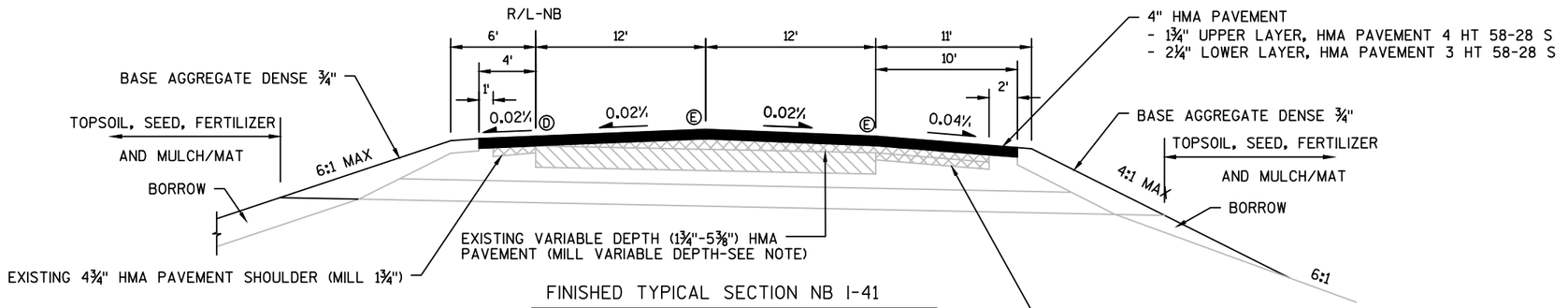
FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION NB I-41

STA 1409+25 NB(*) TO 1417+00 NB(*)

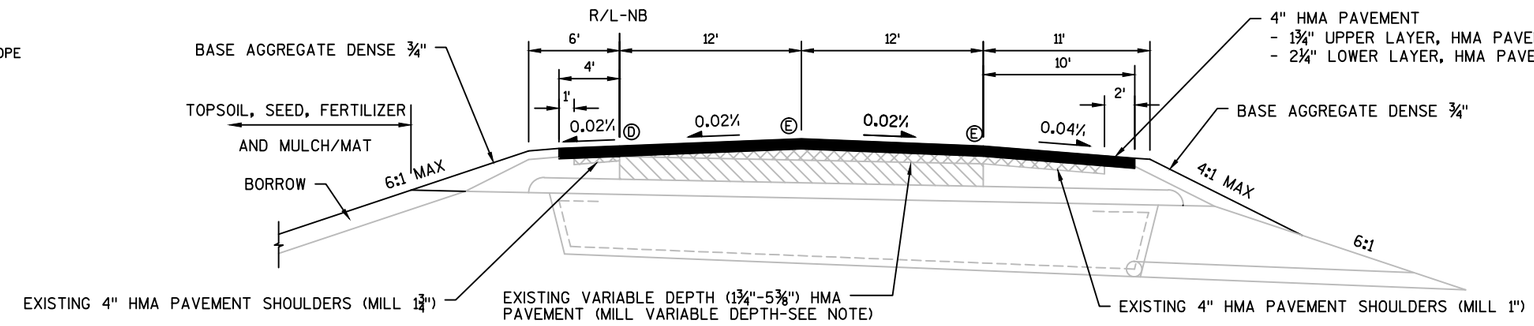
Ⓓ MILL 1¾" TO CORRECT SLOPE
Ⓔ MILL 1"



FINISHED TYPICAL SECTION NB I-41

STA 1349+00 NB(**) TO STA 1349+43 NB(**)
STA 1354+83 NB(**) TO STA 1368+44 NB(**)
STA 1383+70 NB(**) TO STA 1488+20 NB(**)

Ⓓ MILL 1¾" TO CORRECT SLOPE
Ⓔ MILL 1"



FINISHED TYPICAL SECTION NB I-41

STA 1349+43 NB(**) TO STA 1354+83 NB(**)

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

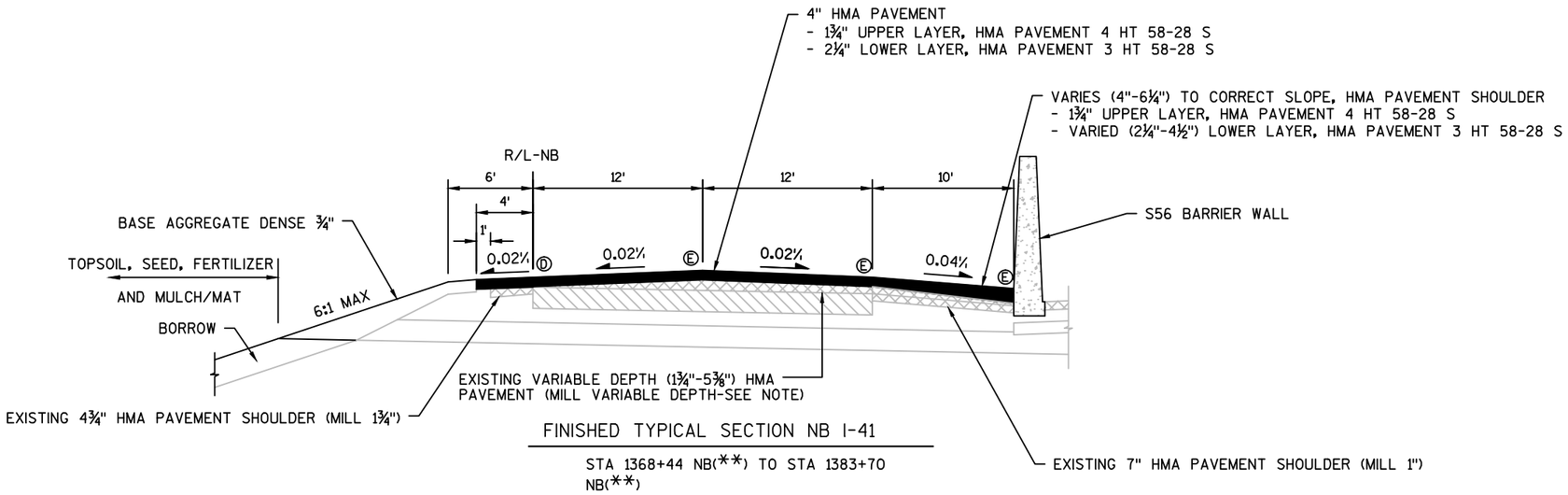
STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 15	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

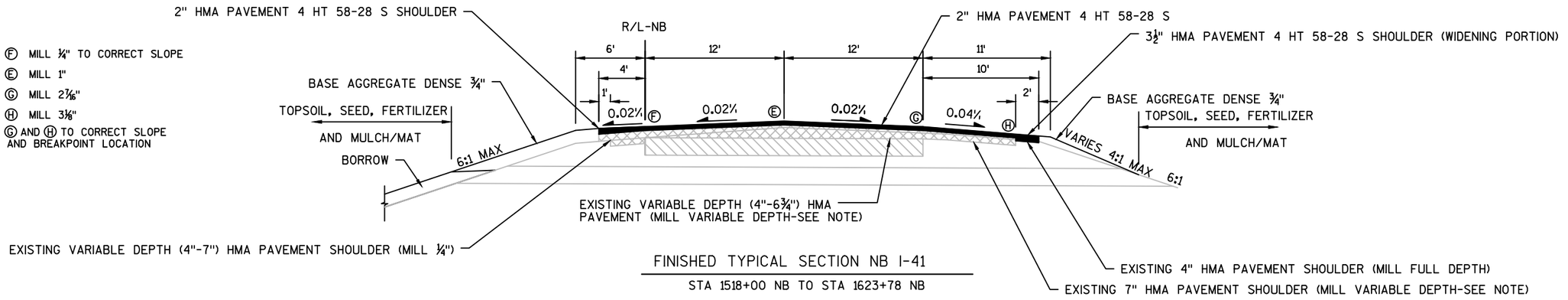
Ⓓ MILL 1¾" TO CORRECT SLOPE
Ⓔ MILL 1"



FINISHED TYPICAL SECTION NB I-41

STA 1368+44 NB(**) TO STA 1383+70 NB(**)

Ⓕ MILL ¼" TO CORRECT SLOPE
Ⓔ MILL 1"
Ⓖ MILL 2⅞"
Ⓗ MILL 3⅛"
Ⓖ AND Ⓗ TO CORRECT SLOPE AND BREAKPOINT LOCATION



FINISHED TYPICAL SECTION NB I-41

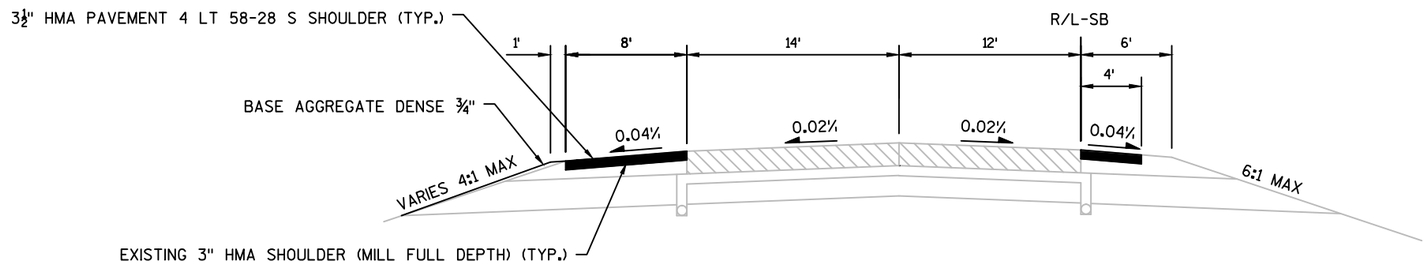
STA 1518+00 NB TO STA 1623+78 NB

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

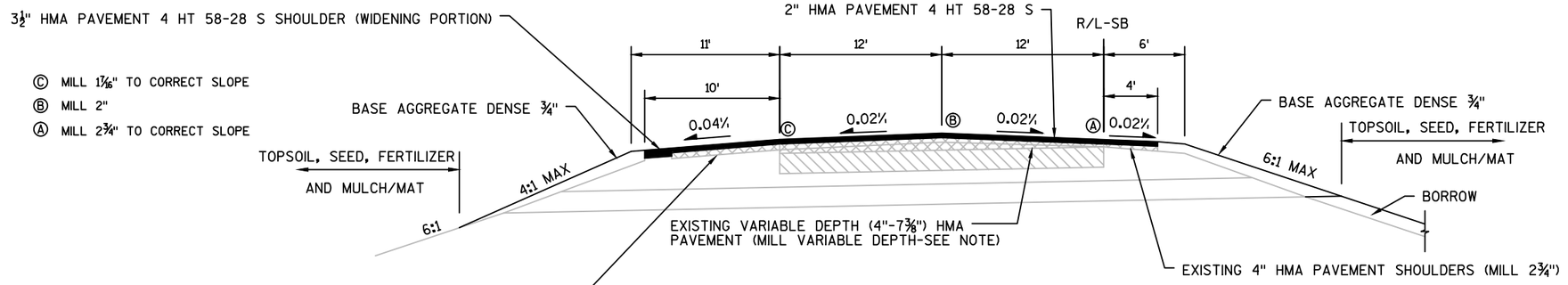
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 16	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



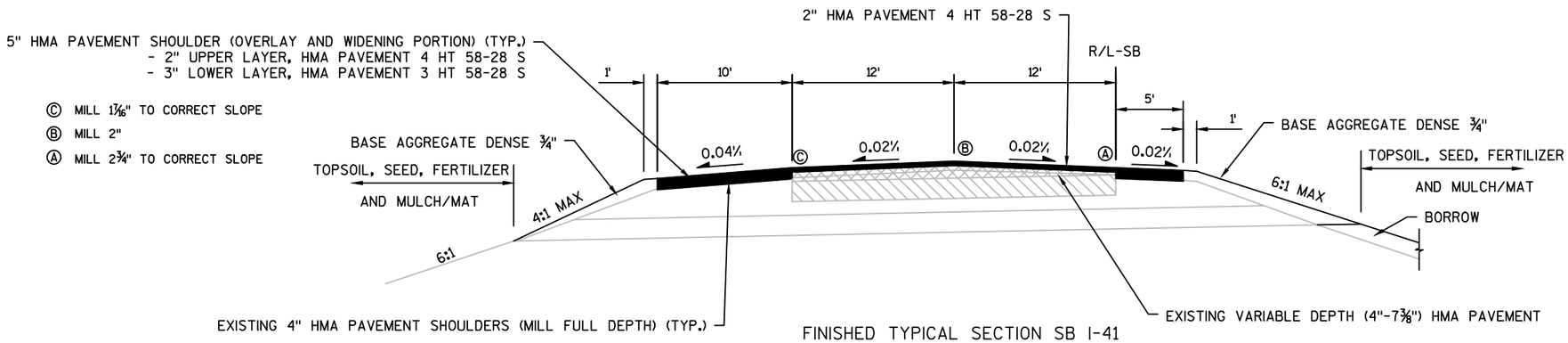
FINISHED TYPICAL SECTION SB I-41

STA 1234+88 SB TO STA 1270+00 SB(*)
STA 1314+96 SB(*) TO STA 1334+65 SB(*)
STA 1462+40 SB TO STA 1620+38 SB



FINISHED TYPICAL SECTION SB I-41

STA 1270+00 SB TO STA 1314+96 SB(*)
STA 1334+65 SB TO STA 1344+43 SB(*)



FINISHED TYPICAL SECTION SB I-41

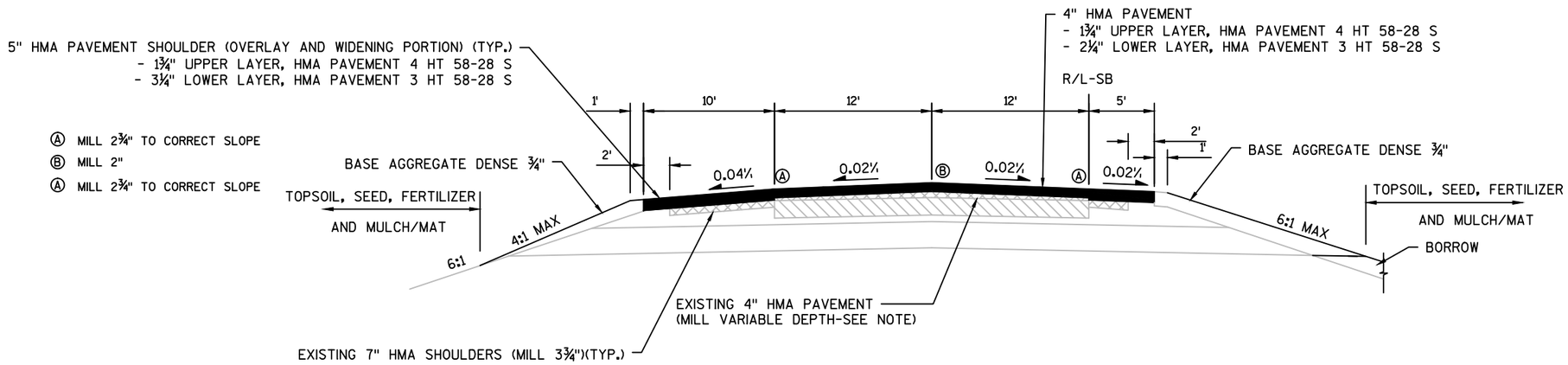
STA 1344+43 SB(*) TO STA 1362+50 SB(*)

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

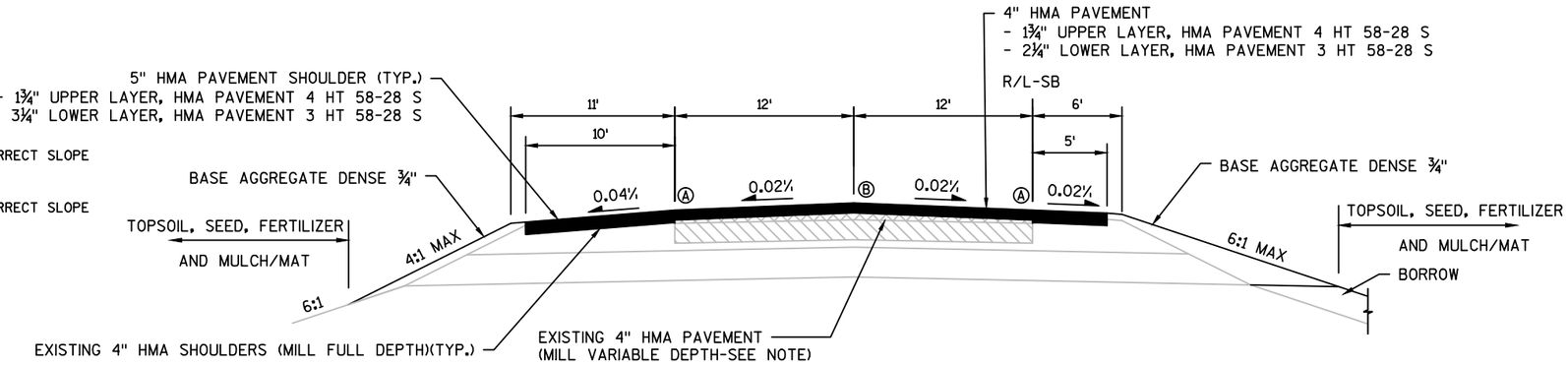
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 17	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



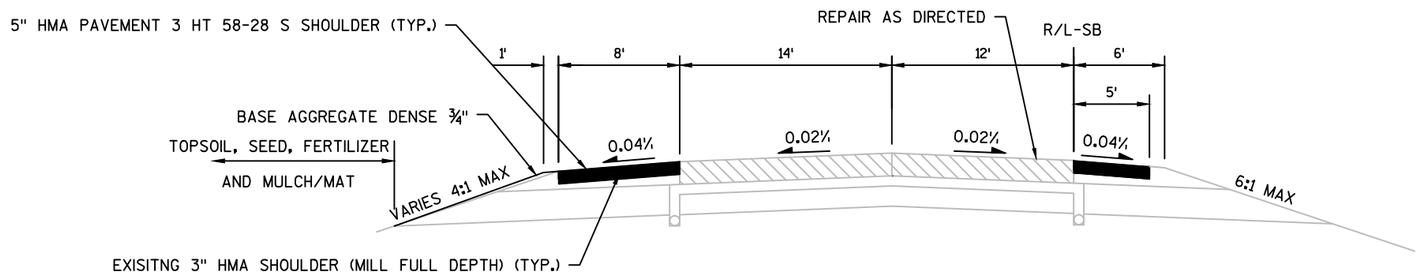
FINISHED TYPICAL SECTION SB I-41

STA 1362+50 SB(*) TO STA 1384+00 SB(*)



FINISHED TYPICAL SECTION SB I-41

STA 1384+00 SB(*) TO STA 1405+18 SB(*)
STA 1417+00 SB(*) TO STA 1420+27 SB(*)
STA 1310+81 SB(**) TO STA 1348+50 SB(**)



(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

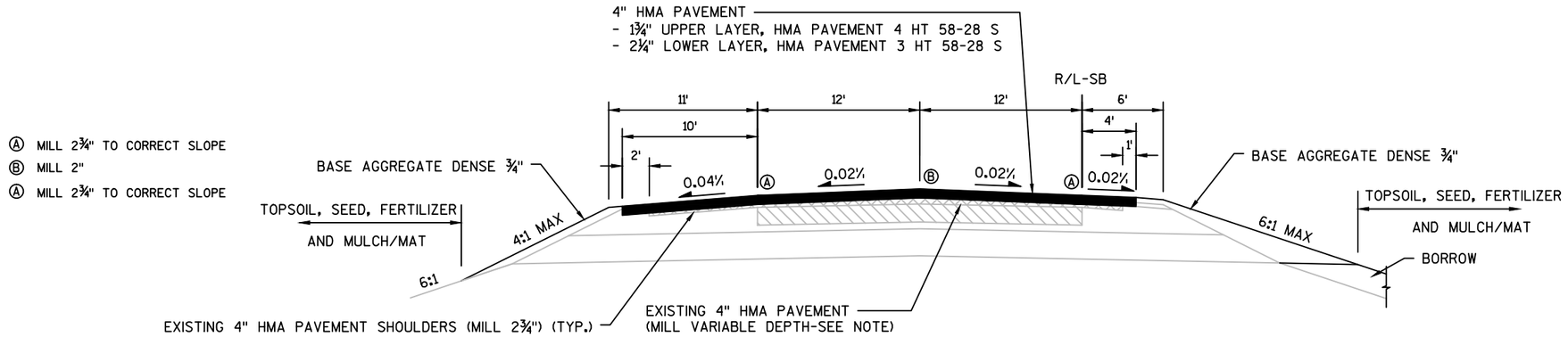
STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

EXISTING TYPICAL SECTION SB I-41

STA 1405+18 SB(*) TO STA 1417+00 SB(*)

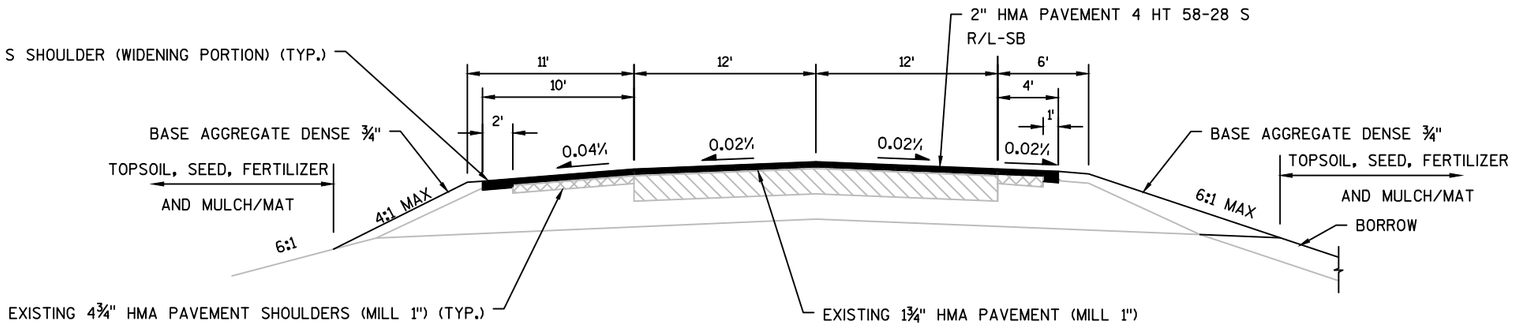
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 18	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION SB I-41

STA 1348+50 SB(**) TO STA 1391+95 SB(**)
STA 1418+96 SB(**) TO STA 1462+40 SB



FINISHED TYPICAL SECTION SB I-41

STA 1391+95 SB(**) TO STA 1418+96 SB(**)

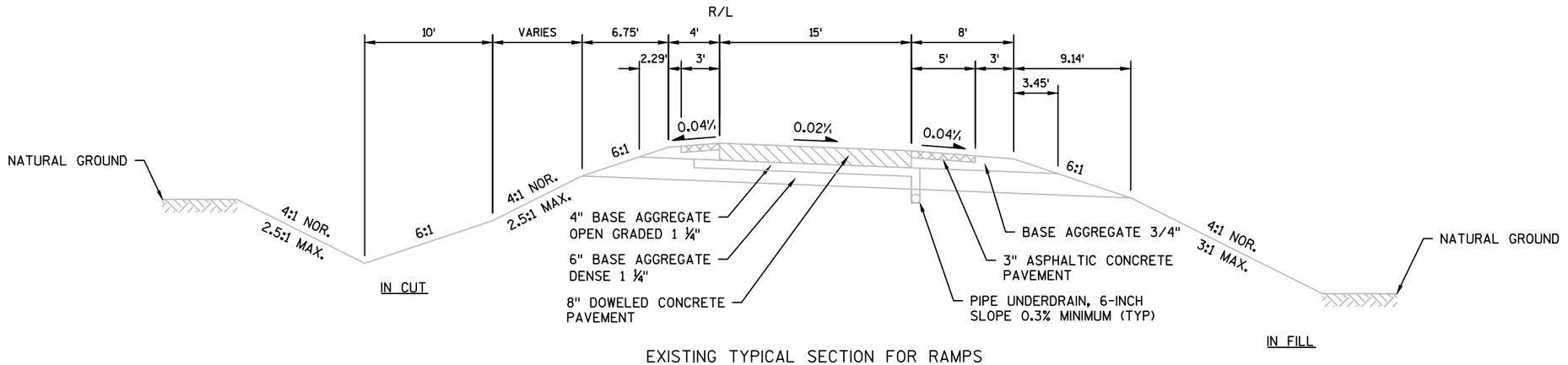
(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+27.39 BK/ STA 1310+80.94 AH

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 19	E

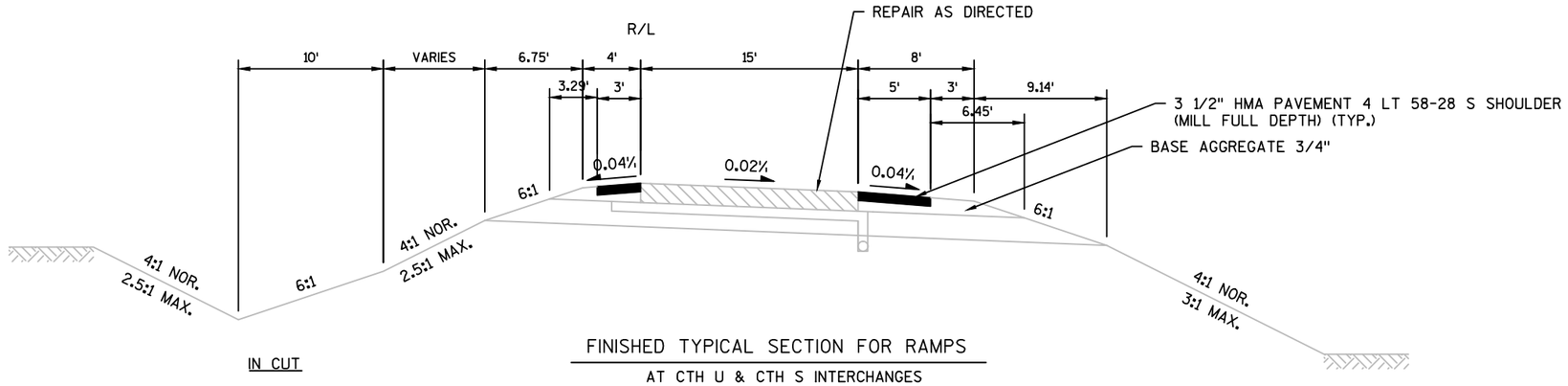
FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : ********
WISDOT/CADDS SHEET 42

2



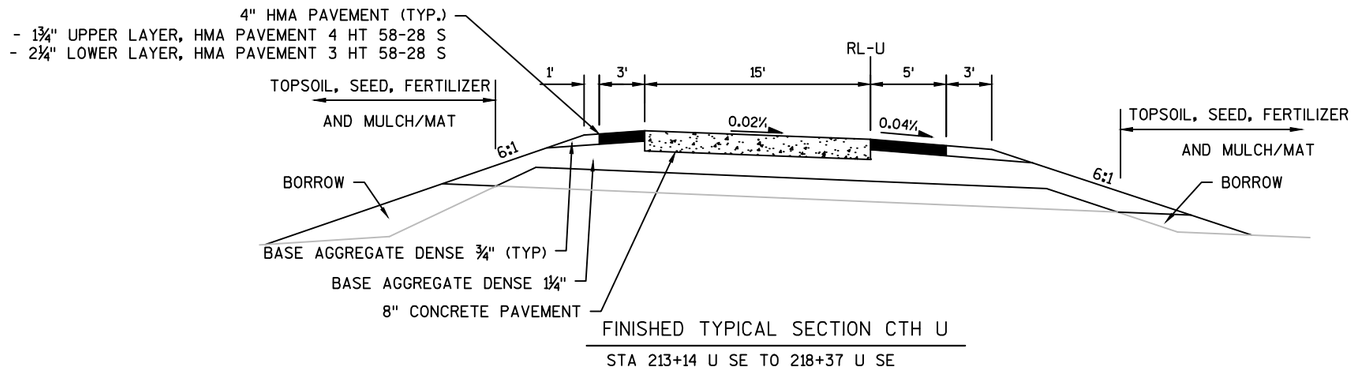
EXISTING TYPICAL SECTION FOR RAMPS

AT CTH U & CTH S INTERCHANGES



FINISHED TYPICAL SECTION FOR RAMPS

AT CTH U & CTH S INTERCHANGES



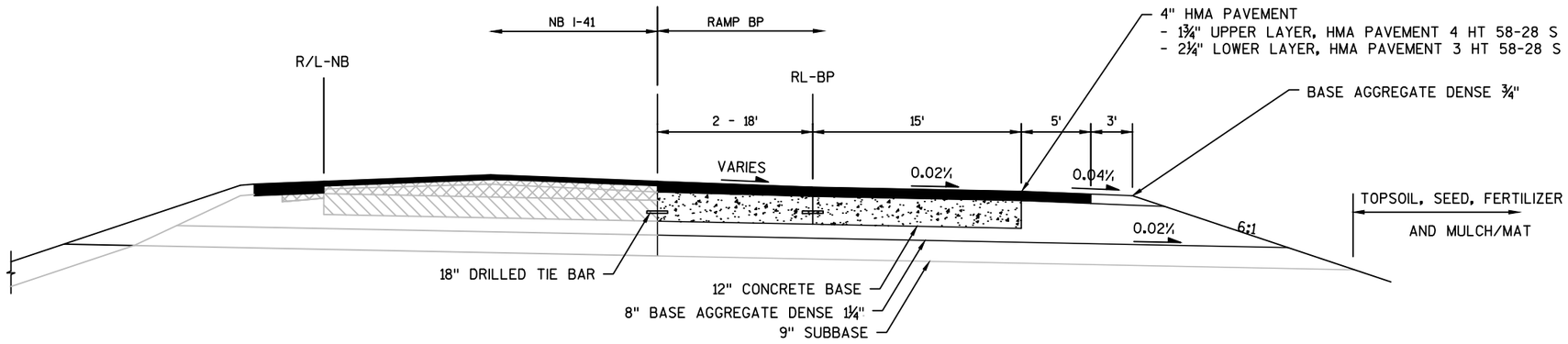
FINISHED TYPICAL SECTION CTH U

STA 213+14 U SE TO 218+37 U SE

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 20	E

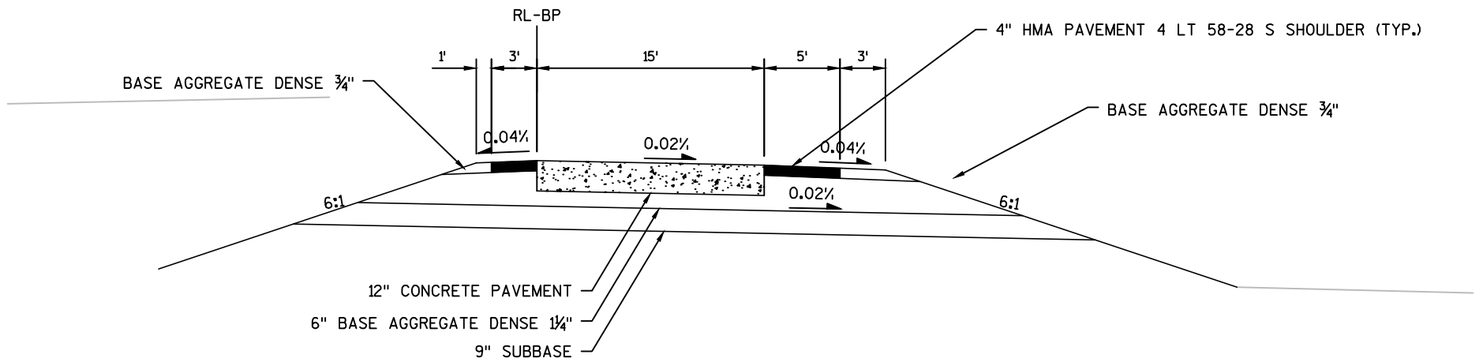
FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



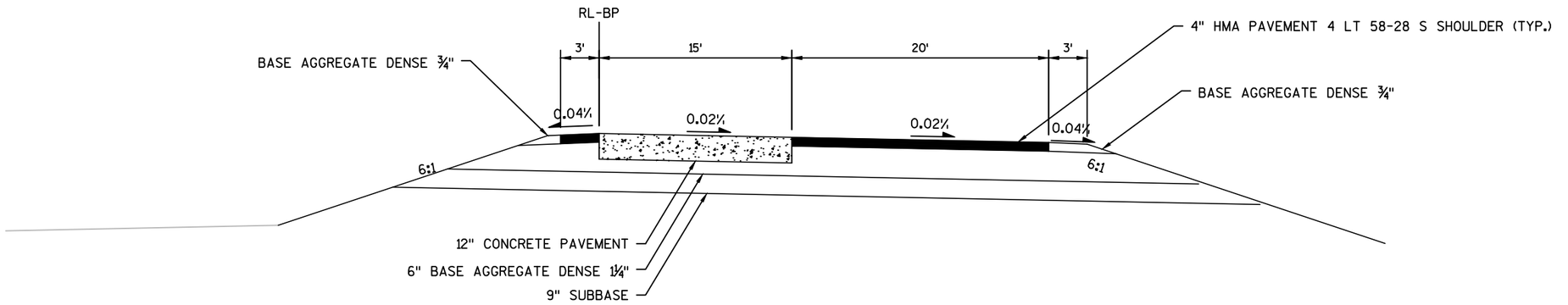
FINISHED TYPICAL SECTION RAMP BP

STA 56+56 BP TO 61+32 BP



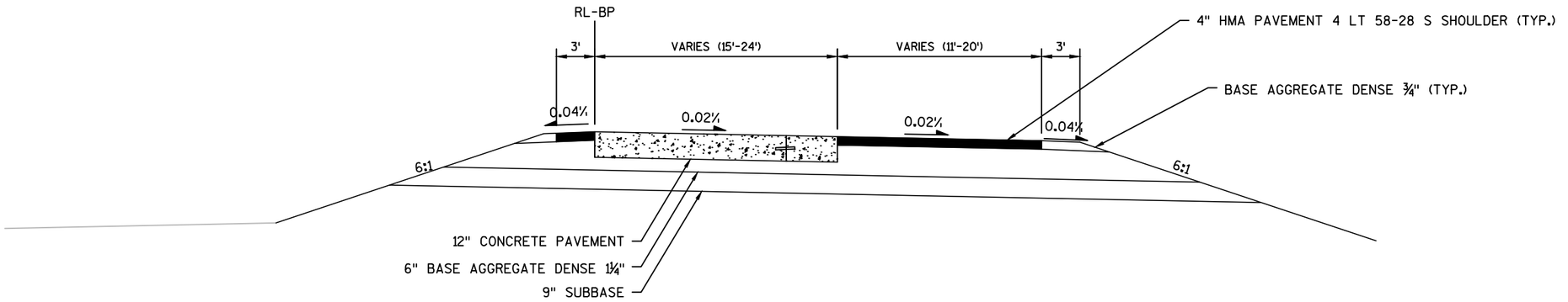
FINISHED TYPICAL SECTION RAMP BP

STA 61+32 BP TO 70+70 BP



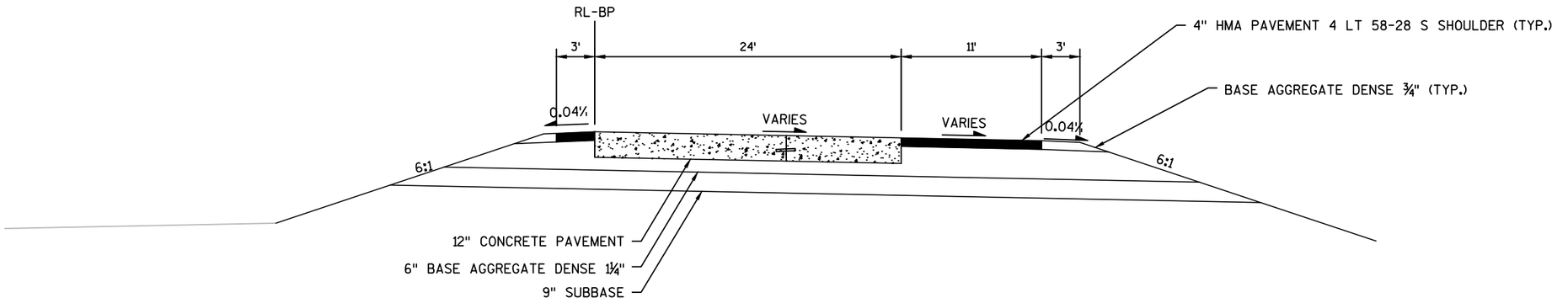
FINISHED TYPICAL SECTION RAMP BP

STA 70+70 BP TO 71+30 BP



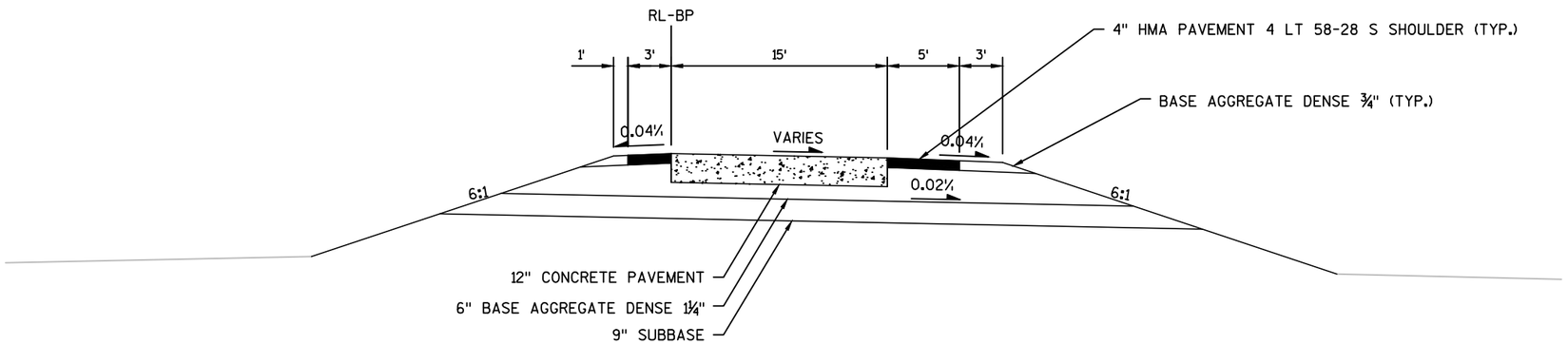
FINISHED TYPICAL SECTION RAMP BP

STA 71+30 BP TO 72+00 BP



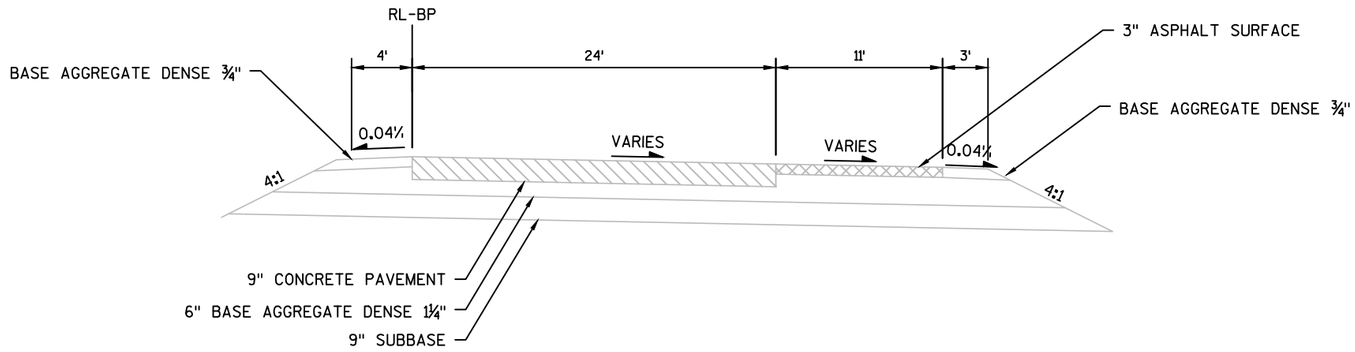
FINISHED TYPICAL SECTION RAMP BP

STA 72+00 BP TO 73+15 BP



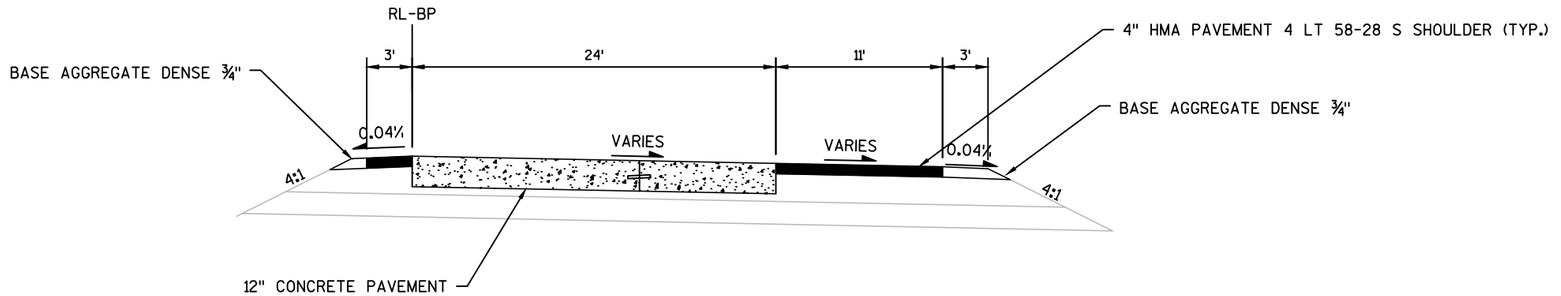
FINISHED TYPICAL SECTION RAMP BP

STA 77+94 BP TO 80+95 BP



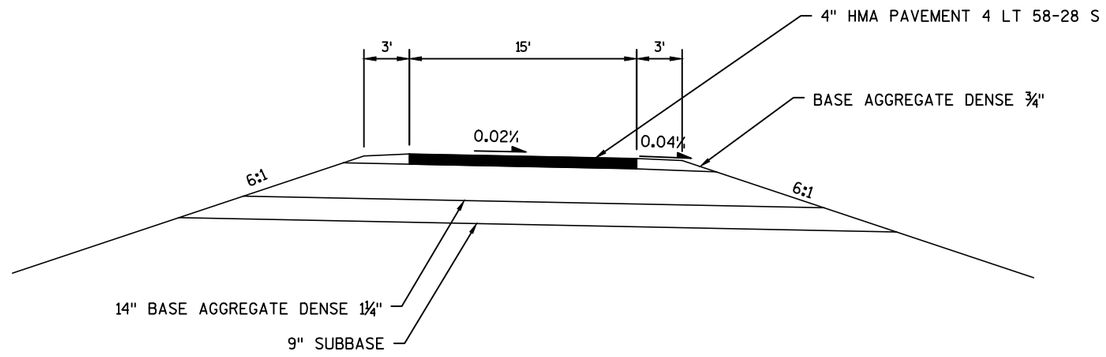
EXISTING TYPICAL SECTION RAMP BP

STA 73+15 BP TO 73+79 BP



FINISHED TYPICAL SECTION RAMP BP

STA 73+15 BP TO 73+79 BP

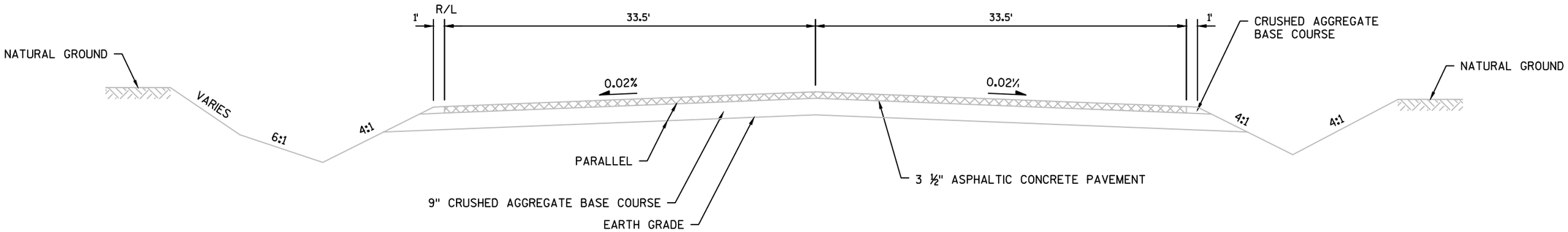


FINISHED TYPICAL SECTION RAMP BP

STA 1+00 DRIVEWAY TO 2+22 DRIVEWAY

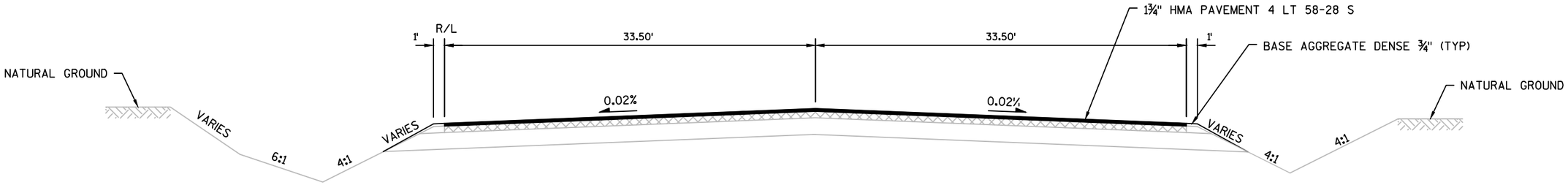
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 23	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



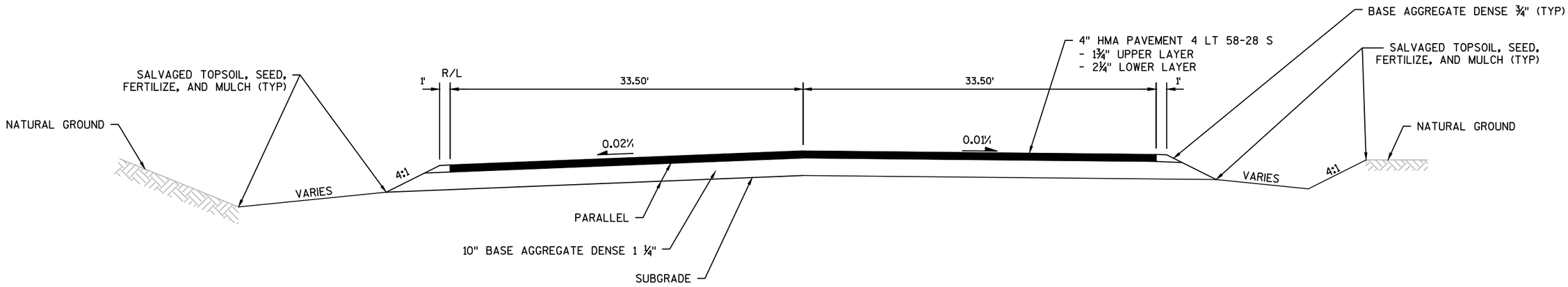
EXISTING TYPICAL SECTION FOR CURRENT PARK AND RIDE

STA 4+17 TO 7+26



FINISHED TYPICAL SECTION FOR CURRENT PARK AND RIDE

STA 4+17 TO 7+26



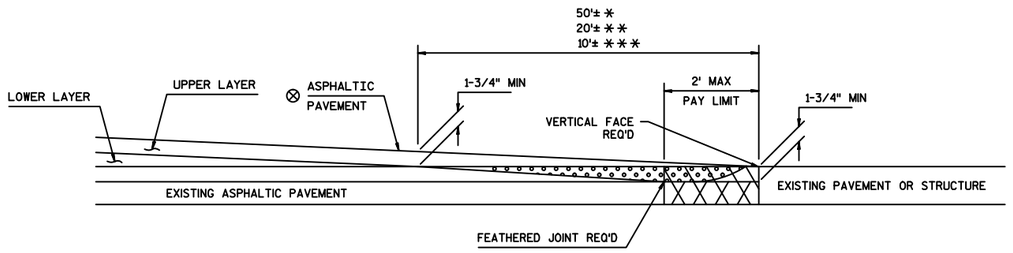
FINISHED TYPICAL SECTION FOR PARK AND RIDE EXPANSION

STA 1+60 TO 4+17

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 24	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\020301-TS_REDESIGN.DWG PLOT DATE : 7/26/2016 1:29 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



⊗ SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

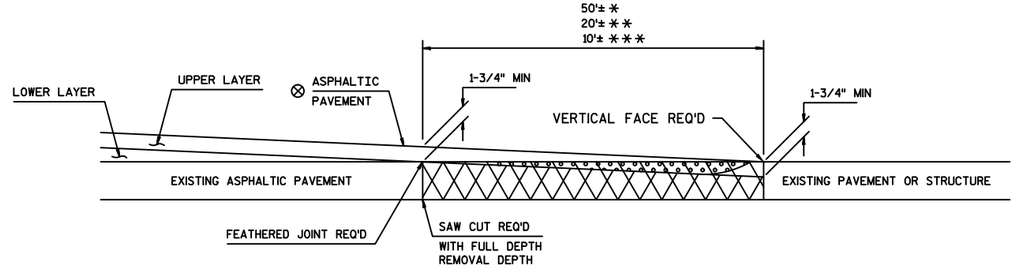
REMOVING ASPHALTIC SURFACE, MILLING

REMOVING ASPHALTIC SURFACE, BUTT JOINTS (FULL DEPTH REMOVAL OPTIONAL)

ASPHALTIC WEDGING (FULL DEPTH REMOVAL OPTION)

BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS

* MAINLINE
** SIDEROADS
*** PRIVATE ENTRANCES



⊗ SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

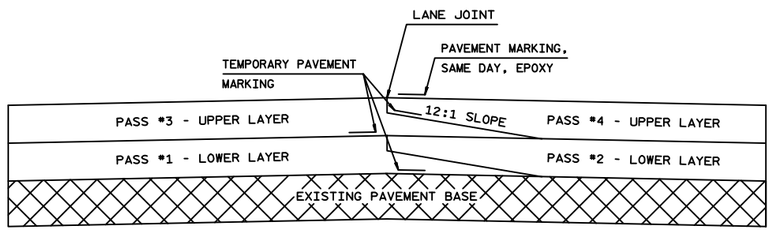
REMOVING ASPHALTIC SURFACE, BUTT JOINTS (FULL DEPTH REMOVAL OPTIONAL)

ASPHALTIC WEDGING (FULL DEPTH REMOVAL OPTION)

REMOVING ASPHALTIC SURFACE, BUTT JOINTS (MILLING OPTION)

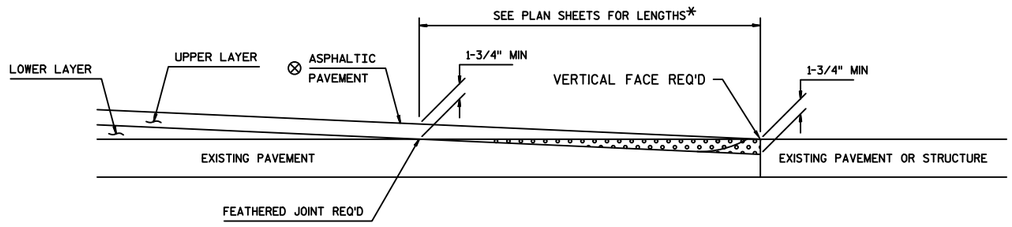
BUTT JOINT DETAIL FOR NON-MILLED ASPHALTIC PAVEMENTS

* MAINLINE
** SIDEROADS
*** PRIVATE ENTRANCES



LOWER AND UPPER LAYERS

PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN ASPHALTIC PAVEMENTS



⊗ SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

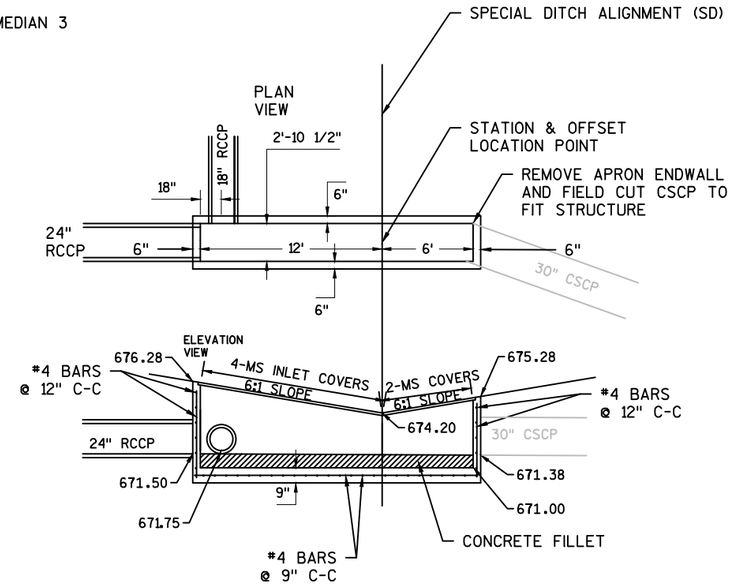
REMOVING CONCRETE SURFACE, BUTT JOINTS (MILLING OPTION)

BUTT JOINT DETAIL FOR CONCRETE PAVEMENTS

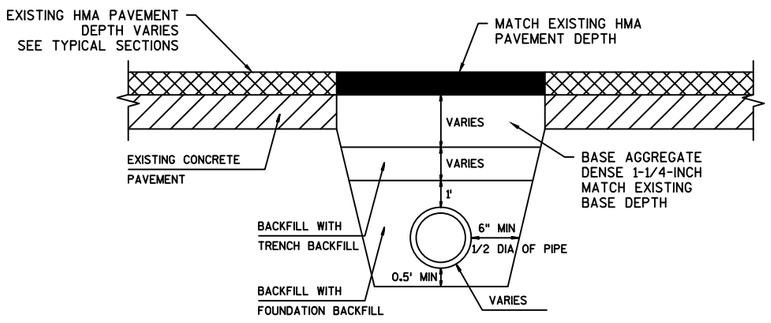
* RAMPS

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 25	E

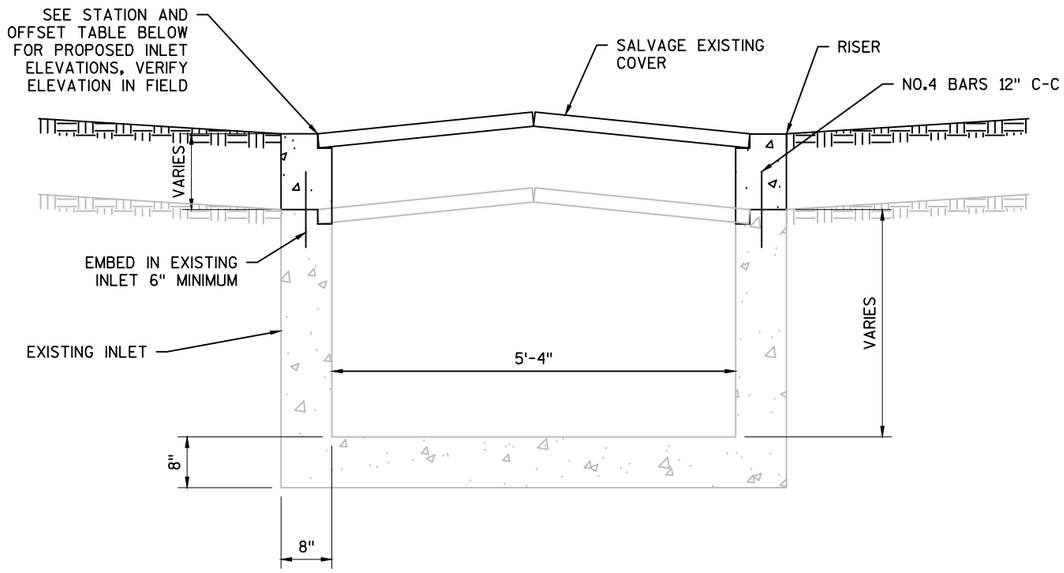
DESIGN NOTES:
SEE SDD 8C9 INLETS MEDIAN 3 & 4 GRATE



STORM STRUCTURE 21



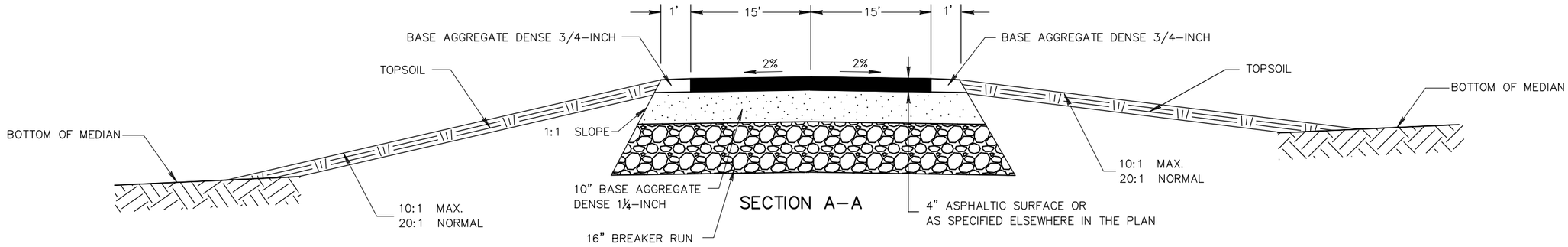
CULVERT PIPE REPLACEMENT



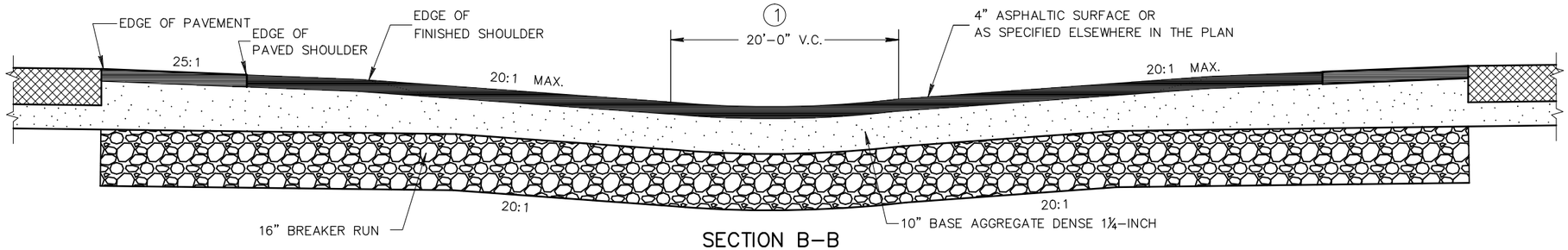
INLETS MEDIAN 2G-MS SHOWN

STATION & OFFSET TABLE					
STATION	OFFSET	TYPE	SLOPE	EXISTING ELEVATION	PROPOSED ELEVATION
1219+54 NB	29.6' LT	2G-MS	DOUBLE	688.06'	689.34'
1309+61 NB	32.7' LT	2G-MS	NONE	691.04'	691.88'
1347+83 NB(*)	30.9' LT	2G-MS	6:1	681.80'	683.70'
1375+25 NB(**)	32.8' LT	2G-MS	6:1	687.84'	688.97'

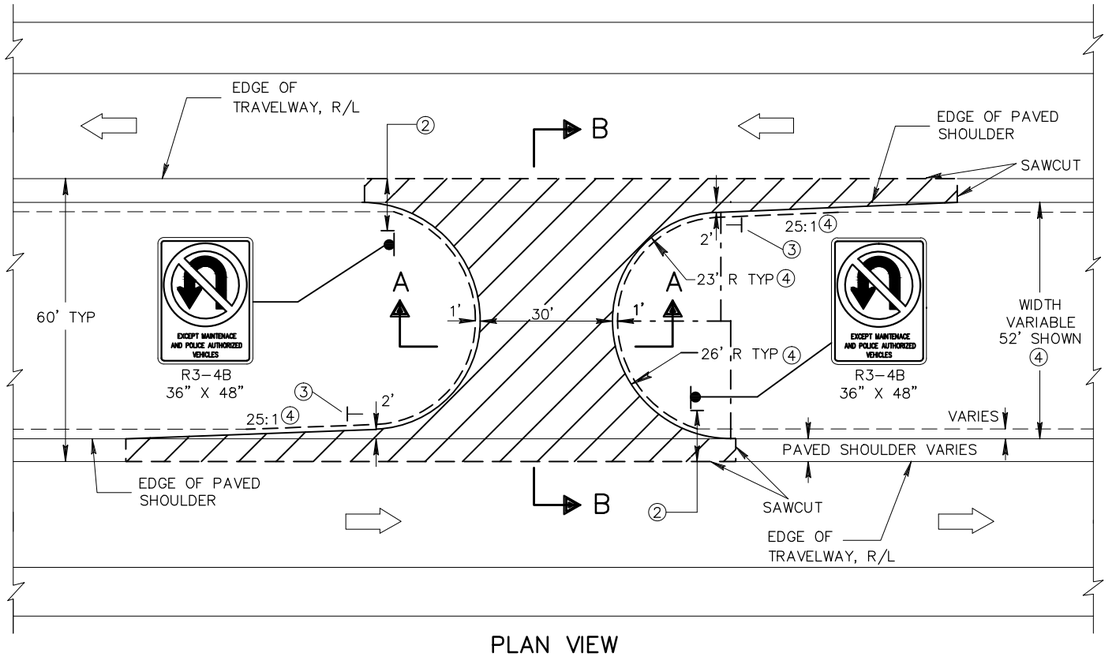
MEDIAN INLET RECONSTRUCTION DETAIL



SECTION A–A



SECTION B–B



PLAN VIEW

RECONSTRUCTED MAINTENANCE CROSSOVERS

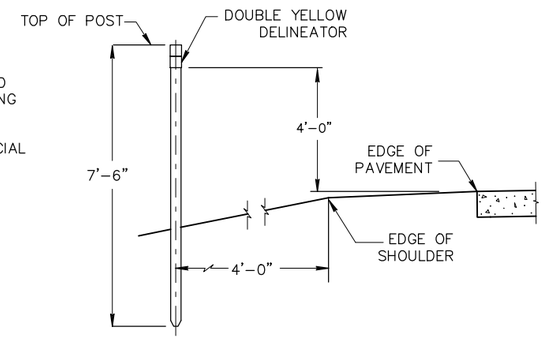
STA. 1356+47*
STA. 1390+65* (RE-LOCATE FROM STA. 1390+15)
STA. 1355+00** (RE-LOCATE FROM STA. 1338+90)

* BEFORE STATION EQUATION
** AFTER STATION EQUATION
STATION EQUATION: STA. 1420+27.39 BK/ STA. 1310+80.94 AH

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.

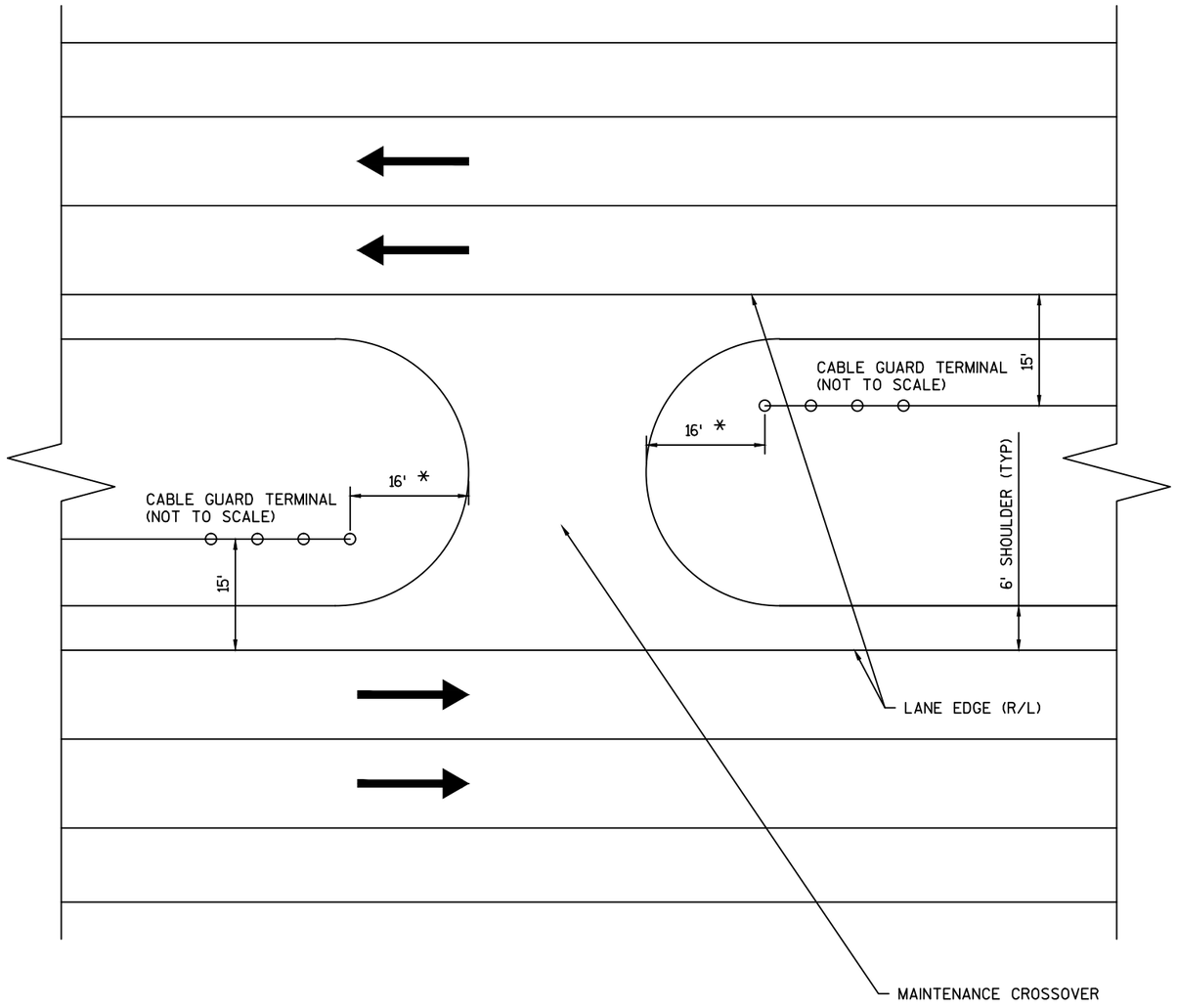
1. ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.
2. SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.
3. INSTALL DOUBLE YELLOW DELINEATOR. SEE STANDARD DETAIL DRAWING 15A2.
4. WIDTH FROM PAVED SHOULDER TO PAVED SHOULDER VARIES, USE 25' R AND 22' R FOR A 50' WIDTH. PROVIDE A 25:1 TAPER ON APPROACH EDGE RELATIVE TO TRAFFIC DIRECTION.



DOUBLE YELLOW
DELINEATOR INSTALLATION

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 27 27	E

2

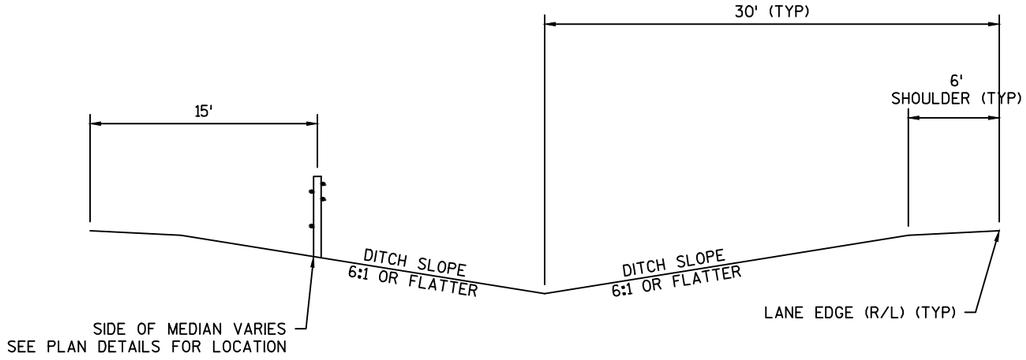


* DISTANCE MEASURED FROM
EDGE OF ASPHALT PAVEMENT

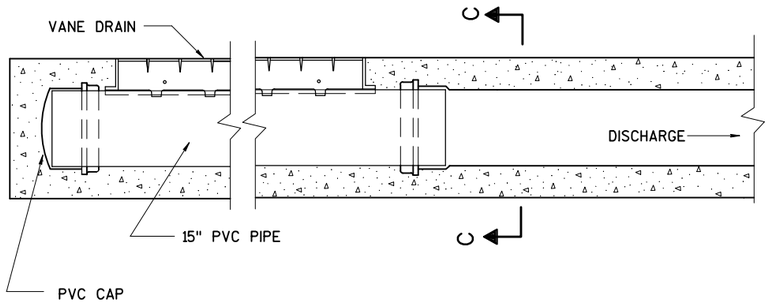
HIGH TENSION CABLE GUARD BARRIER TERMINAL END

NOTES

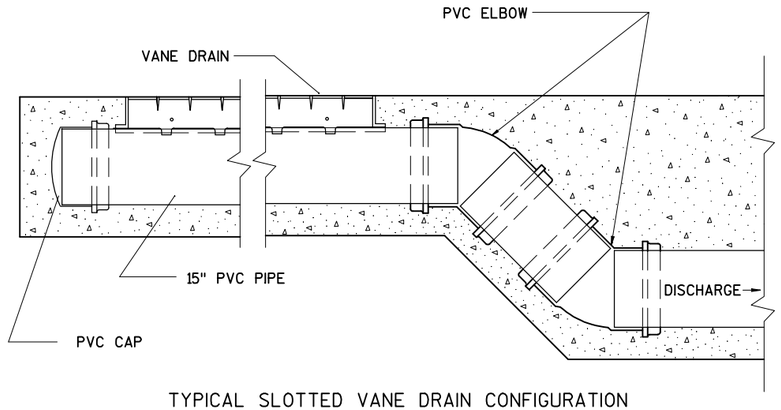
① DO NOT INSTALL HIGH TENSION CABLE GUARD BARRIER ON SLOPES STEEPER THAN 6:1.



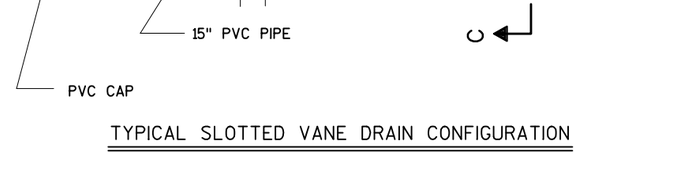
HIGH TENSION CABLE GUARD BARRIER OFFSET LOCATIONS



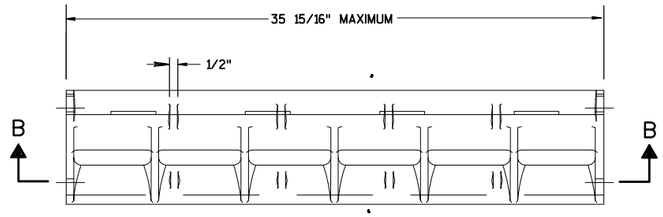
TYPICAL SLOTTED VANE DRAIN CONFIGURATION

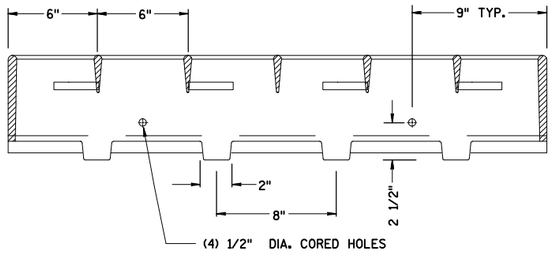


TYPICAL SLOTTED VANE DRAIN CONFIGURATION
WHERE DROP IS NEEDED FOR OUTLET



SECTION C-C

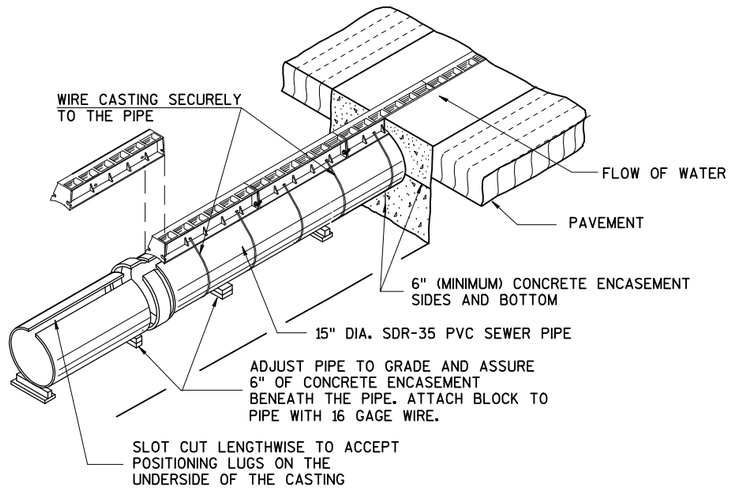




SECTION B-B

SLOTTED VANE DRAIN DETAIL

(APPROXIMATE WEIGHT 87 LBS.)



INSTALLATION OF SLOTTED VANE DRAIN

GENERAL NOTES

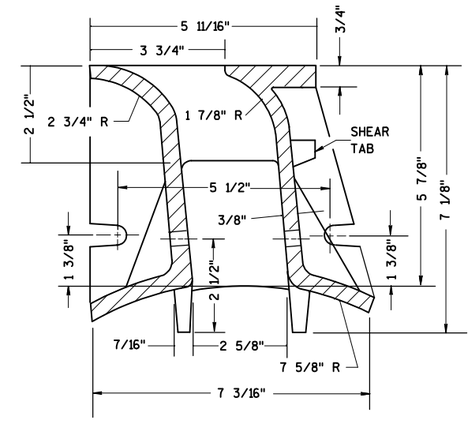
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ENCASEMENT: THE ENCASING MATERIAL AROUND THE PIPE SHALL BE IN ACCORDANCE WITH SPECIFICATIONS OF 501.4.3.3 FOR CONCRETE PAVEMENT.

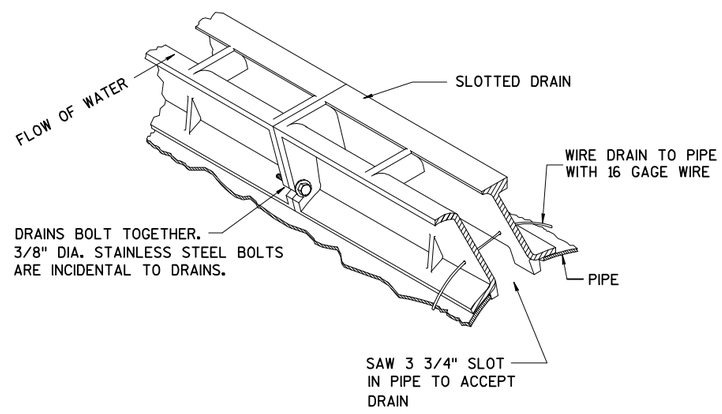
THE PIPE USED SHALL BE A 15" DIAMETER SDR-35 POLYVINYL CHLORIDE SEWER PIPE. THE PIPE SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN STANDARD SPECIFICATION 612.2.6

SURFACE DRAIN: BEFORE PAVING OVER THE DRAIN, COVER THE TOP OF THE DRAIN TO KEEP MATERIAL OUT OF THE PIPE. THE FINISHED GRADE SHOULD BE FLUSH WITH THE TOP OF THE DRAIN.

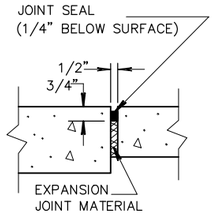
THE ANGLE OF THE DRAIN TO THE FLOW OF WATER SHOULD BE AS CLOSE TO 90° AS POSSIBLE.



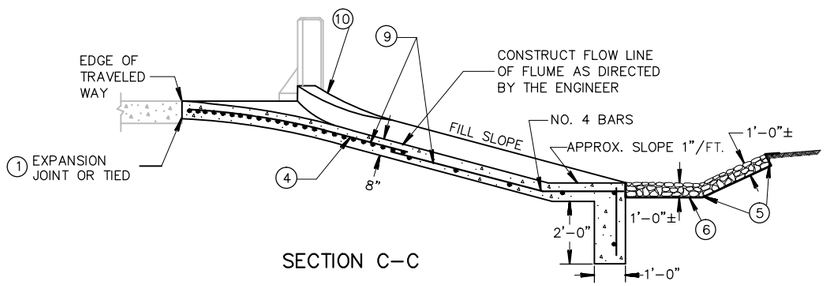
SECTION A-A



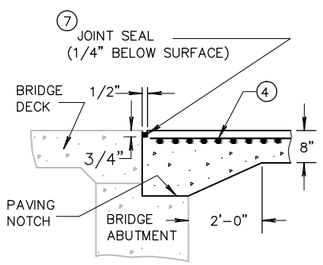
ISOMETRIC VIEW



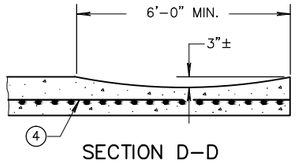
EXPANSION JOINT DETAIL



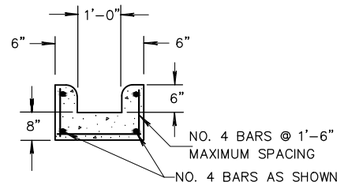
SECTION C–C

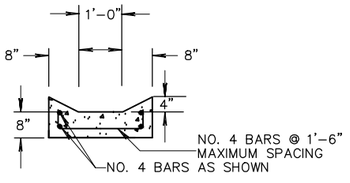


SECTION B–B

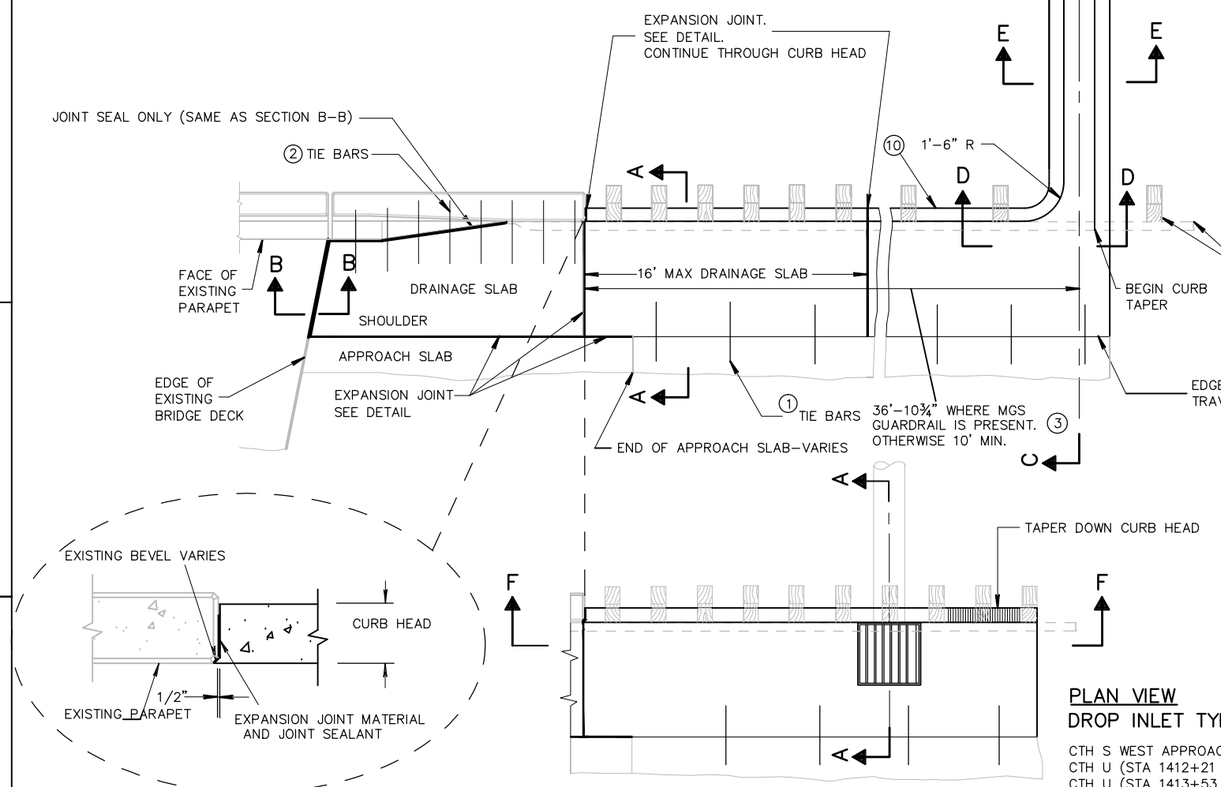


SECTION D–D



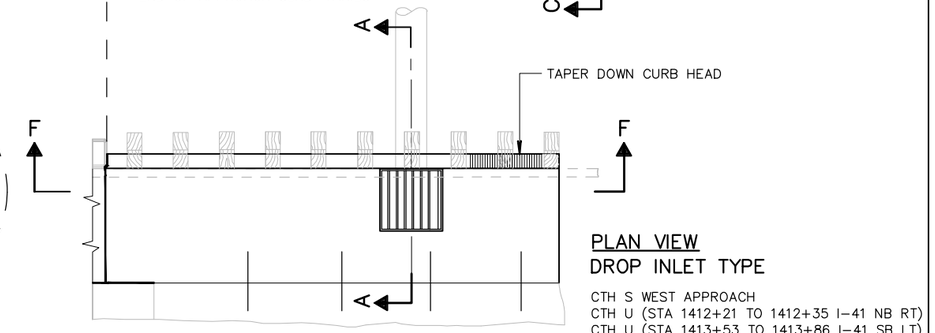


SECTION E–E



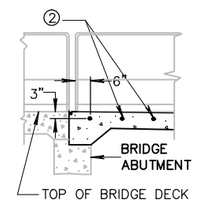
PLAN VIEW
FLUME TYPE

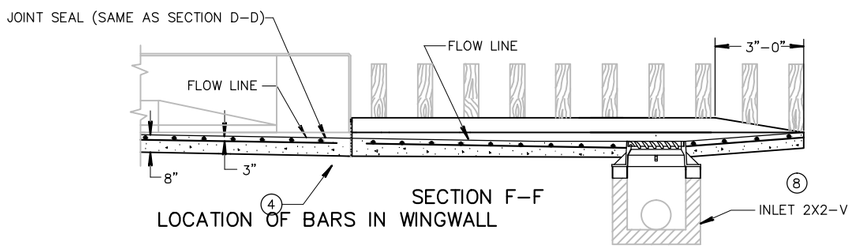
CTH S EAST APPROACH
CTH U (STA 1411+93 TO 1412+48 I–41 NB LT)
CTH U (STA 1412+44 TO 1412+73 I–41 SB RT)



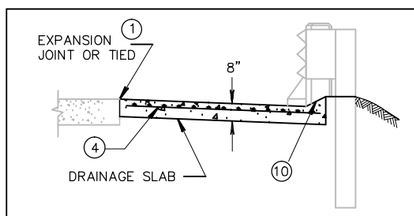
PLAN VIEW
DROP INLET TYPE

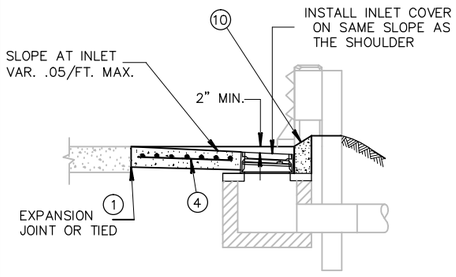
CTH S WEST APPROACH
CTH U (STA 1412+21 TO 1412+35 I–41 NB RT)
CTH U (STA 1413+53 TO 1413+86 I–41 SB LT)





SECTION F–F
LOCATION OF BARS IN WINGWALL





SECTION A–A

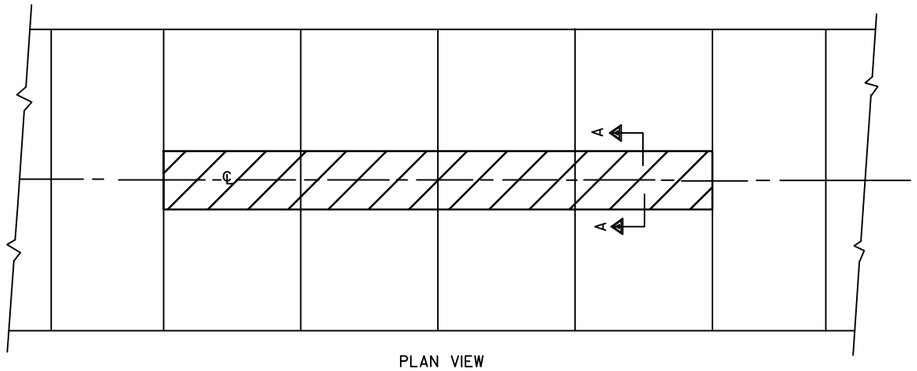
GENERAL NOTES

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

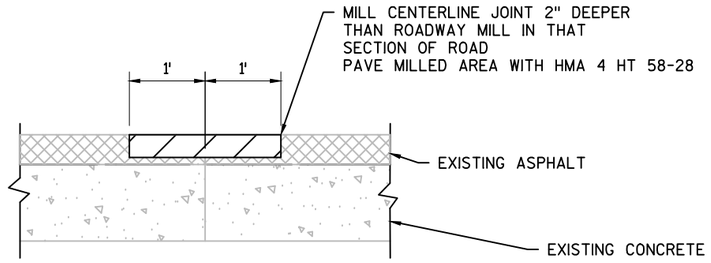
ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

1. NO. 4 X 2'–0" TIE BARS SPACED AT 3'–0" CENTERS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE BUT NOT INTO APPROACH SLAB.
2. NO. 4 X 2'–0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY CONTRACTOR, OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. THIS DIMENSION WILL VARY. WHERE MGS GUARDRAIL IS PRESENT, FIELD VERIFY PLACEMENT OF SURFACE DRAIN IS LOCATED WHERE MGS GUARDRAIL THRIE BEAM TRANSITION BECOMES 6'3". OTHERWISE PLACEMENT DETERMINED BY FIELD ENGINEER.
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 'HR'
7. HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.
8. SEE CURRENT STANDARD DETAIL DRAWINGS 8A5 AND 8C7 FOR DETAILS.
9. WELDED STEEL WIRE FABRIC REQUIRED FROM THE EDGE OF THE EDGE OF THE SURFACE DRAIN TO THE END OF THE CURB RADIUS. REMAINING PORTION OF OPEN CONCRETE FLUME TO BE REINFORCED WITH NO. 4 BARS AS SHOWN IN SECTION "C–C" AND "E–E"
10. TYPE TBT CURB HEAD WHERE MGS GUARDRAIL THRIE BEAM TRANSITION IS PRESENT OR WILL BE PLACED. TYPE A CURB HEAD OTHERWISE.

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	CONSTRUCTION DETAILS: SURFACE DRAINS AT STRUCTURES	SHEET 30	E

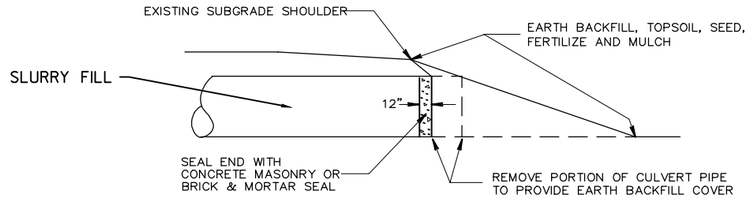


PLAN VIEW

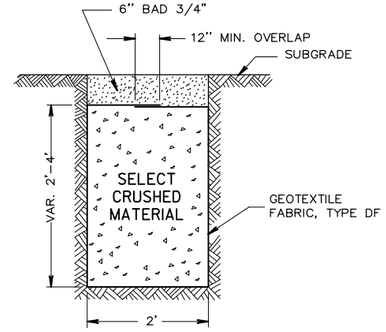


SECTION A-A

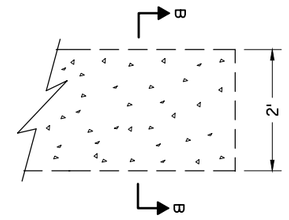
LONGITUDINAL ASPHALTIC JOINT REPAIR



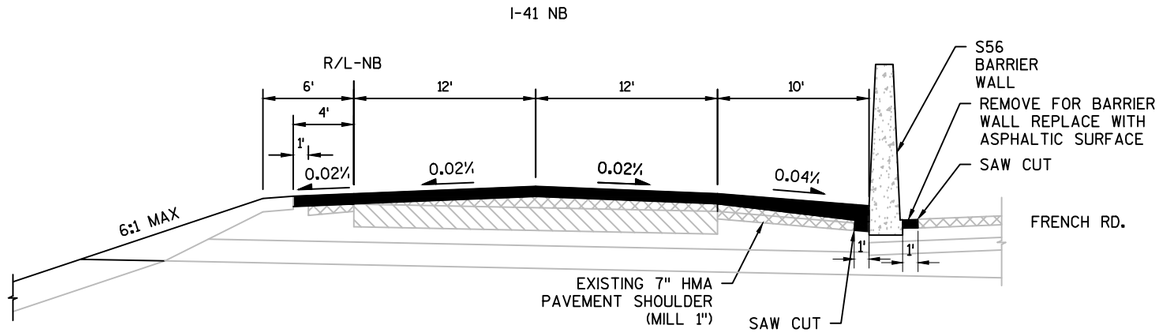
ABANDONING CULVERT PIPE DETAIL



SECTION B-B

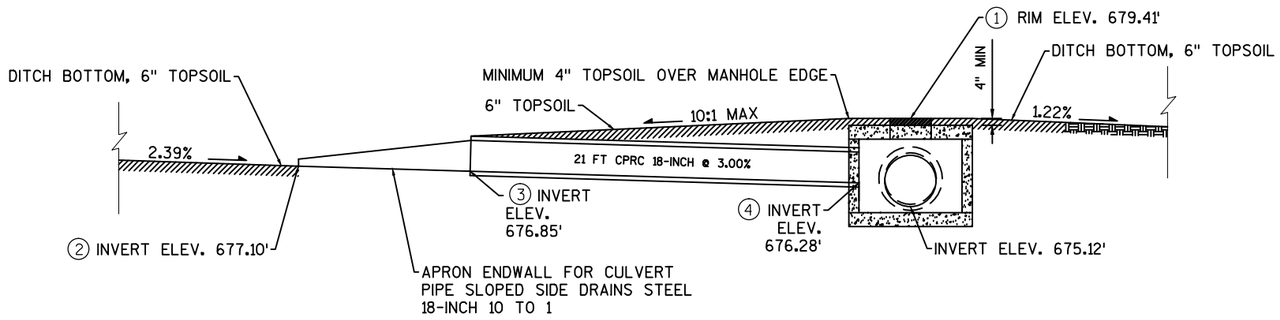


PLAN VIEW
FRENCH DRAIN

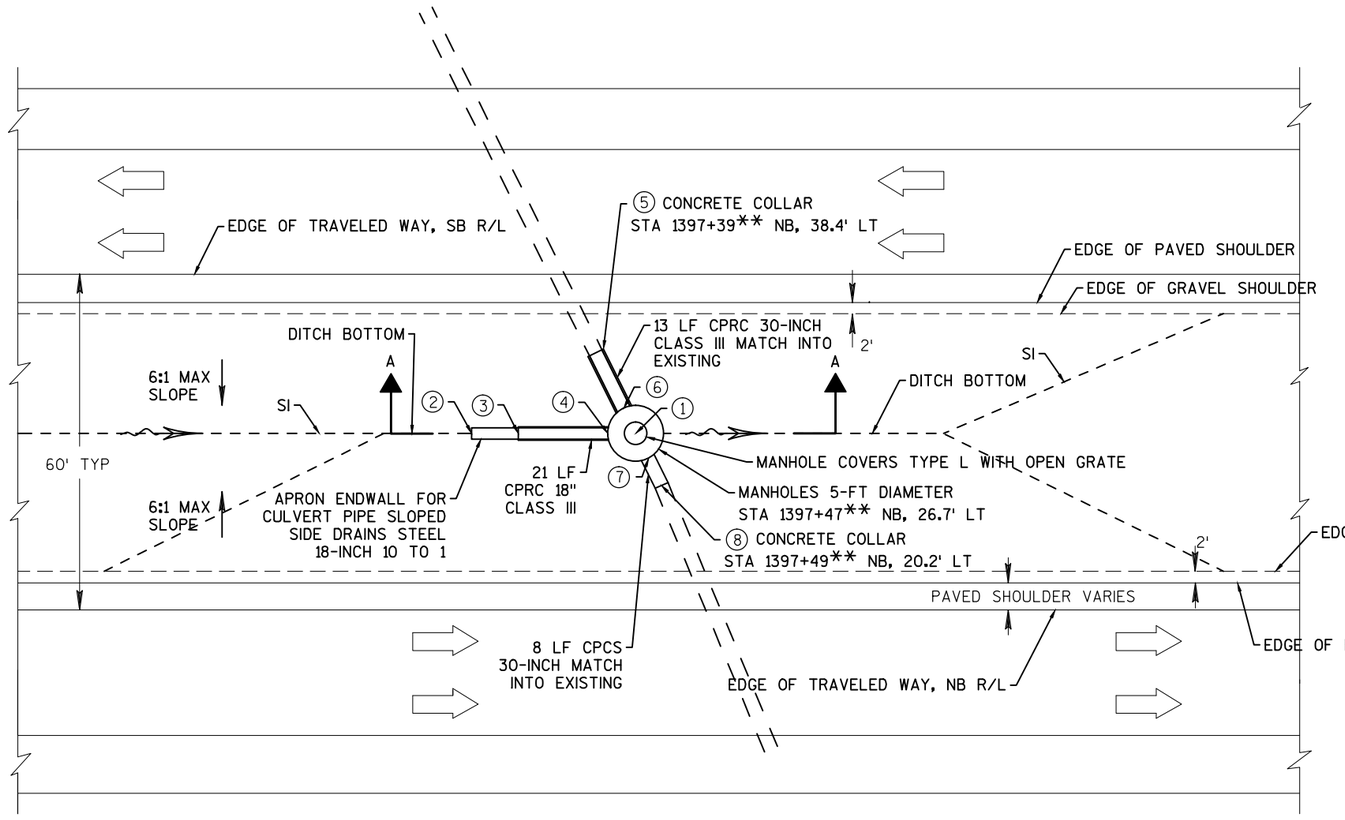


BARRIER WALL TYPE S56 DETAIL

STA 1368+44 TO STA 1383+70 NB (**)



SECTION A-A



PLAN VIEW

CONSTRUCTED MANHOLE WITH SIDE PIPES

STRUCTURE 109 STA. 1397+46.70**

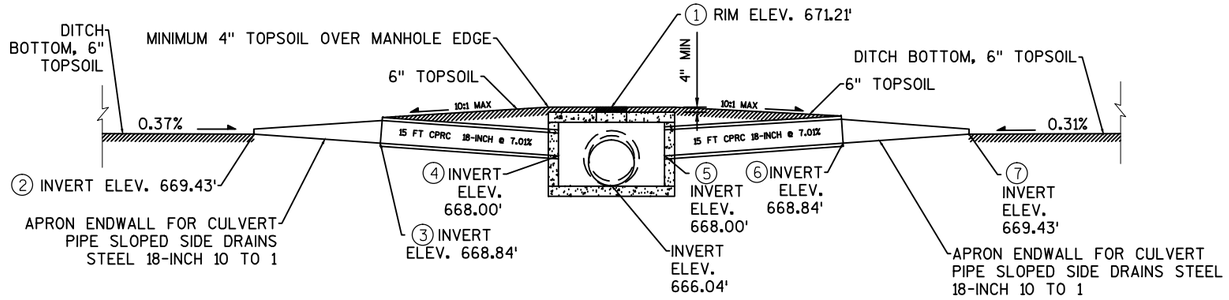
* BEFORE STATION EQUATION
** AFTER STATION EQUATION
STATION EQUATION: STA. 1420+27.39
BK/ STA. 1310+80.94 AH

STATION, OFFSET, & ELEVATION TABLE				
POINT	DESCRIPTION	STATION	OFFSET	ELEVATION
1	MANHOLE CENTER	1397+46.7** NB	26.7' LT	RIM 679.41' DEPTH 4.29'
2	SOUTH SIDE PIPE AT AEW END	1397+17.0** NB	26.1' LT	INVERT 677.10'
3	SOUTH SIDE PIPE AT INLET	1397+25.3** NB	26.1' LT	INVERT 676.85'
4	SOUTH SIDE AT MANHOLE	1397+43.7** NB	26.4' LT	INVERT 676.28'
5	SB CROSSPIPE AT CONCRETE COLLAR	1397+38.5** NB	38.4' LT	INVERT 675.54'
6	SB CROSSPIPE AT MANHOLE	1397+43.5** NB	29.4' LT	INVERT 675.24'
7	NB CROSSPIPE AT MANHOLE	1397+46.4** NB	24.2' LT	INVERT 675.12'
8	NB CROSSPIPE AT CONCRETE COLLAR	1397+48.9** NB	20.2' LT	INVERT 675.09'

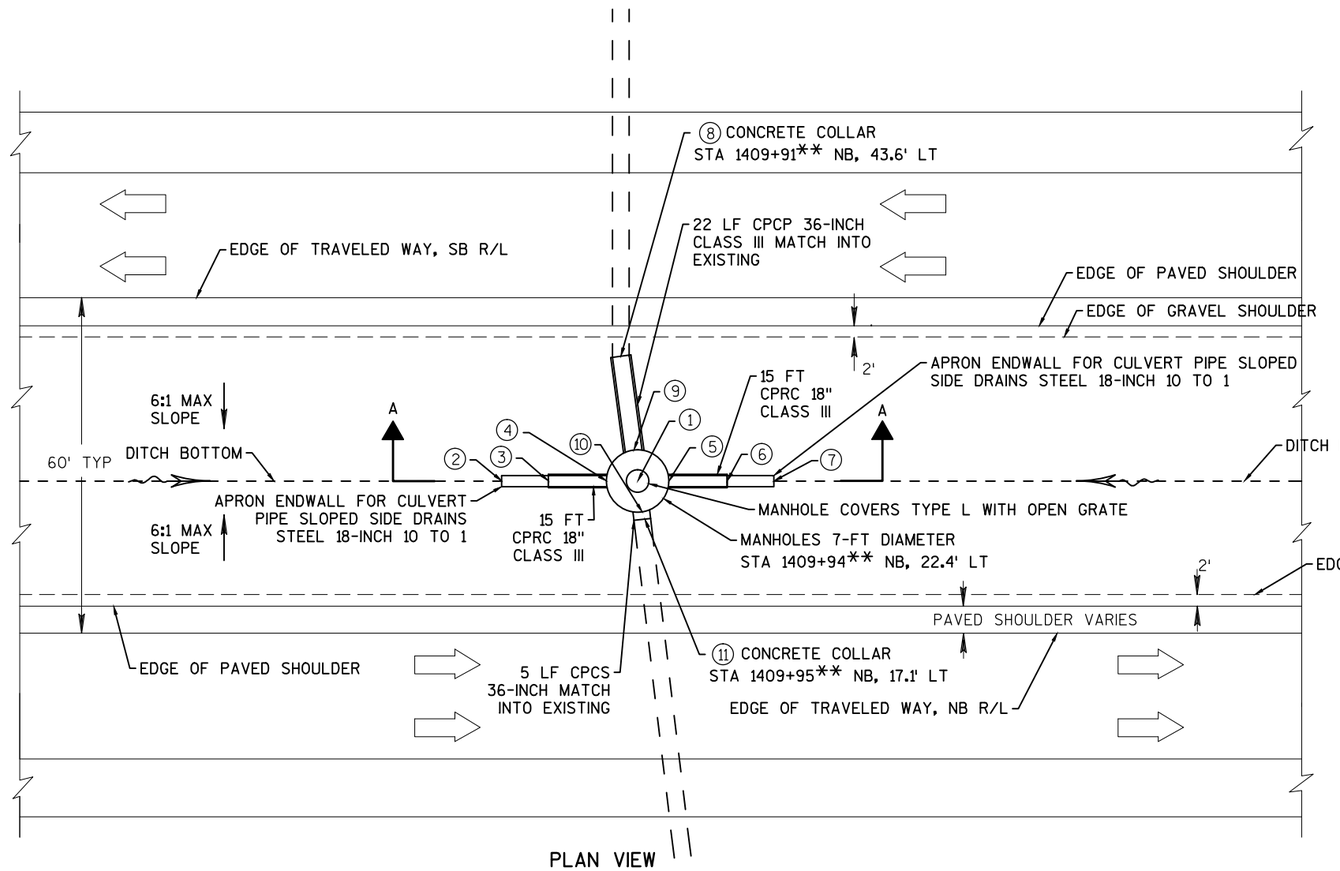
GENERAL NOTES

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.

NOT TO SCALE.



SECTION A-A



PLAN VIEW

CONSTRUCTED MANHOLE WITH SIDE PIPES

STRUCTURE 110 STA. 1409+91.22**

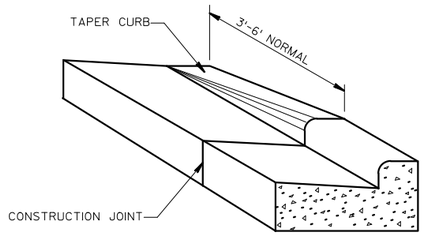
* BEFORE STATION EQUATION
** AFTER STATION EQUATION
STATION EQUATION: STA. 1420+27.39
BK/ STA. 1310+80.94 AH

STATION, OFFSET, & ELEVATION TABLE				
POINT	DESCRIPTION	STATION	OFFSET	ELEVATION
1	MANHOLE CENTER	1409+94.0** NB	22.4' LT	RIM 671.21' DEPTH 5.19'
2	SOUTH SIDE PIPE AT AEW END	1409+70.4** NB	22.4' LT	INVERT 669.43'
3	SOUTH SIDE PIPE AT INLET	1409+78.7** NB	22.4' LT	INVERT 668.84'
4	SOUTH SIDE PIPE AT MANHOLE	1409+89.8** NB	22.4' LT	INVERT 668.00'
5	NORTH SIDE AT MANHOLE	1409+98.1** NB	22.7' LT	INVERT 668.00'
6	NORTH SIDE PIPE AT INLET	1410+09.2** NB	22.7' LT	INVERT 668.84'
7	NORTH SIDE PIPE AT AEW END	1410+17.6** NB	22.7' LT	INVERT 669.43'
8	SB CROSSPIPE AT CONCRETE COLLAR	1409+91.2** NB	43.6' LT	INVERT 667.41'
9	SB CROSSPIPE AT MANHOLE	1409+93.5** NB	26.5' LT	INVERT 666.34'
10	NB CROSSPIPE AT MANHOLE	1409+95.3** NB	18.4' LT	INVERT 666.04'
11	NB CROSSPIPE AT CONCRETE COLLAR	1409+95.4** NB	17.1' LT	INVERT 666.02'

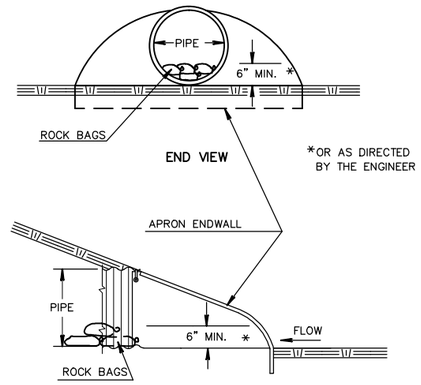
GENERAL NOTES

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.

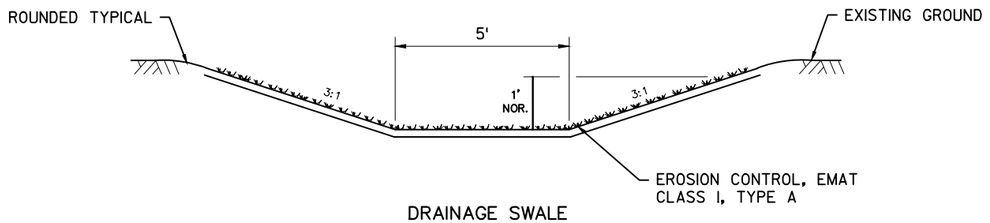
NOT TO SCALE.



DETAIL OF CURB & GUTTER TERMINI



DETAIL OF CULVERT PIPE CHECK

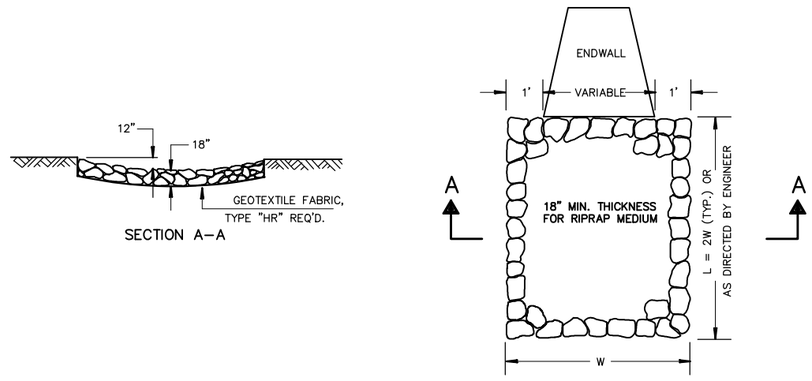


DRAINAGE SWALE

STA 66+76 BP RT

RUNOFF COEFFICIENT TABLE

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



RIPRAP MEDIUM TREATMENT AT CULVERTS

I-41 NB

I-41 NB

2

EXISTING CONCRETE MEDIAN ISLAND

B-05-0162

12'

33'

EXISTING BRIDGE DECK

SAWCUT. REMOVE EXISTING ASPHALT SHOULDER

DRAINAGE SLAB

DRAINAGE SLAB

SAWCUT. REMOVE EXISTING ASPHALT SHOULDER

DRAINAGE SLAB

75'

END SURFACE DRAIN AT EXISTING APPROACH SLAB JOINT

SAWCUT. REMOVE EXISTING ASPHALT SHOULDER

EXISTING ASPHALT SHOULDER

MEDIUM RIPRAP

DRAINAGE SLAB

DRAINAGE SLAB

DRAINAGE SLAB

MGS GUARDRAIL IS NOT TO SCALE
REFER TO SDD 14B45
FOR MORE DETAILS

79'

MEDIUM RIPRAP

SAWCUT

SAWCUT. REMOVE EXISTING ASPHALT SHOULDER

EXISTING ASPHALT SHOULDER

28-S EB

EP: 28+07.08

BP: 28+07.01

CTH S

28+50-S

N

GENERAL NOTES:

REFER TO CONSTRUCTION DETAIL: CONCRETE SURFACE DRAINS AT STRUCTURES.

DRAINAGE SLAB TO BE PAID AS ITEM 416.1010 CONCRETE SURFACE DRAINS.

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL: CTH S SURFACE DRAIN EAST	SHEET 35	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\021001_CD_MAP VIEWS.DWG PLOT DATE : 7/29/2016 7:32 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:20_XREF

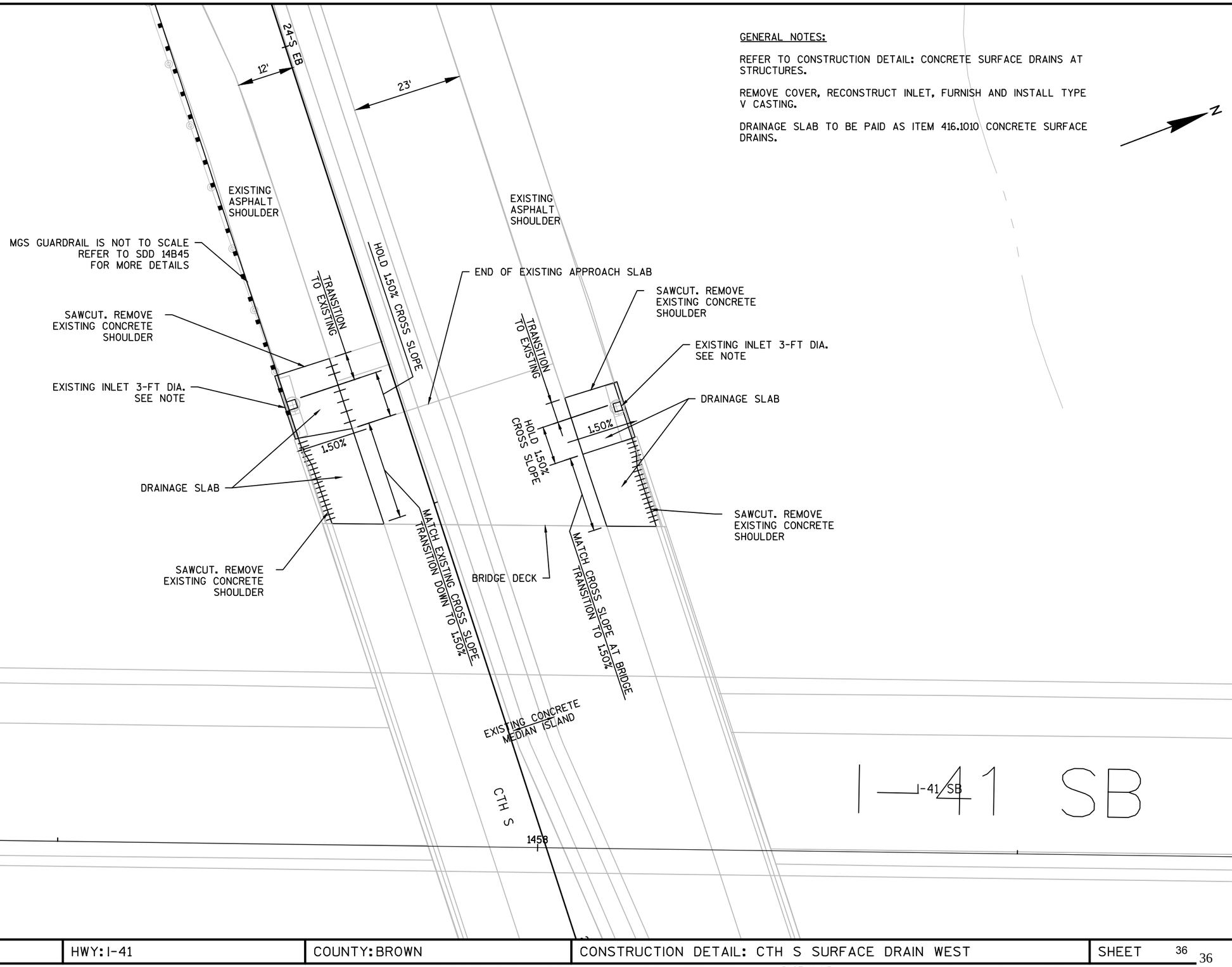
WISDOT/CADDS SHEET 42

GENERAL NOTES:

REFER TO CONSTRUCTION DETAIL: CONCRETE SURFACE DRAINS AT STRUCTURES.

REMOVE COVER, RECONSTRUCT INLET, FURNISH AND INSTALL TYPE V CASTING.

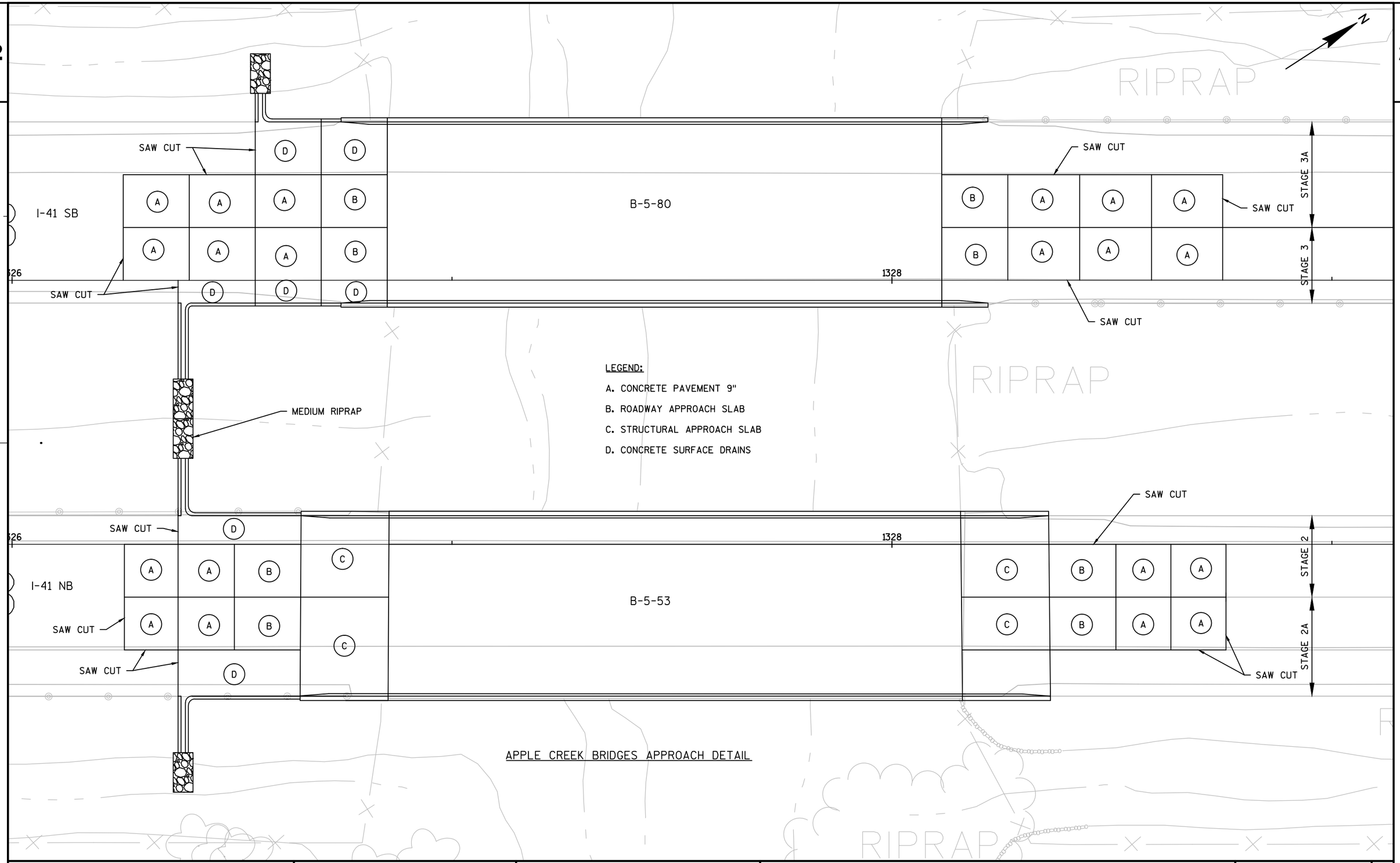
DRAINAGE SLAB TO BE PAID AS ITEM 416.1010 CONCRETE SURFACE DRAINS.



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL: CTH S SURFACE DRAIN WEST	SHEET 36	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\021001_CD_MAP VIEWS.DWG PLOT DATE : 7/29/2016 7:32 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 42



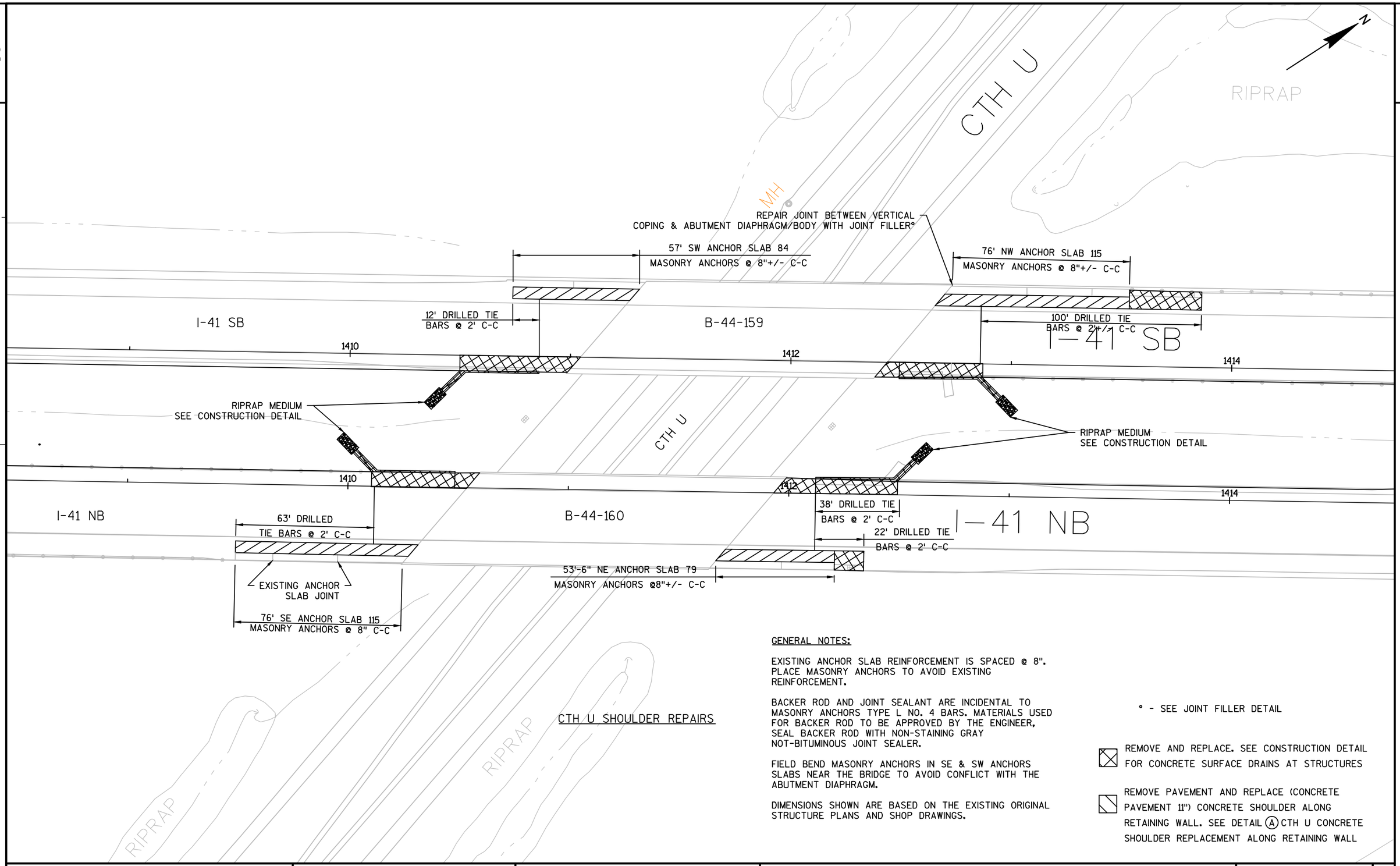
APPLE CREEK BRIDGES APPROACH DETAIL

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL: APPLE CREEK BRIDGES	SHEET 37	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\021001_CD_MAP VIEWS.DWG PLOT DATE : 7/29/2016 7:32 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 42

2



CTH U SHOULDER REPAIRS

GENERAL NOTES:

EXISTING ANCHOR SLAB REINFORCEMENT IS SPACED @ 8". PLACE MASONRY ANCHORS TO AVOID EXISTING REINFORCEMENT.

BACKER ROD AND JOINT SEALANT ARE INCIDENTAL TO MASONRY ANCHORS TYPE L NO. 4 BARS. MATERIALS USED FOR BACKER ROD TO BE APPROVED BY THE ENGINEER. SEAL BACKER ROD WITH NON-STAINING GRAY NOT-BITUMINOUS JOINT SEALER.

FIELD BEND MASONRY ANCHORS IN SE & SW ANCHORS SLABS NEAR THE BRIDGE TO AVOID CONFLICT WITH THE ABUTMENT DIAPHRAGM.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS AND SHOP DRAWINGS.

° - SEE JOINT FILLER DETAIL

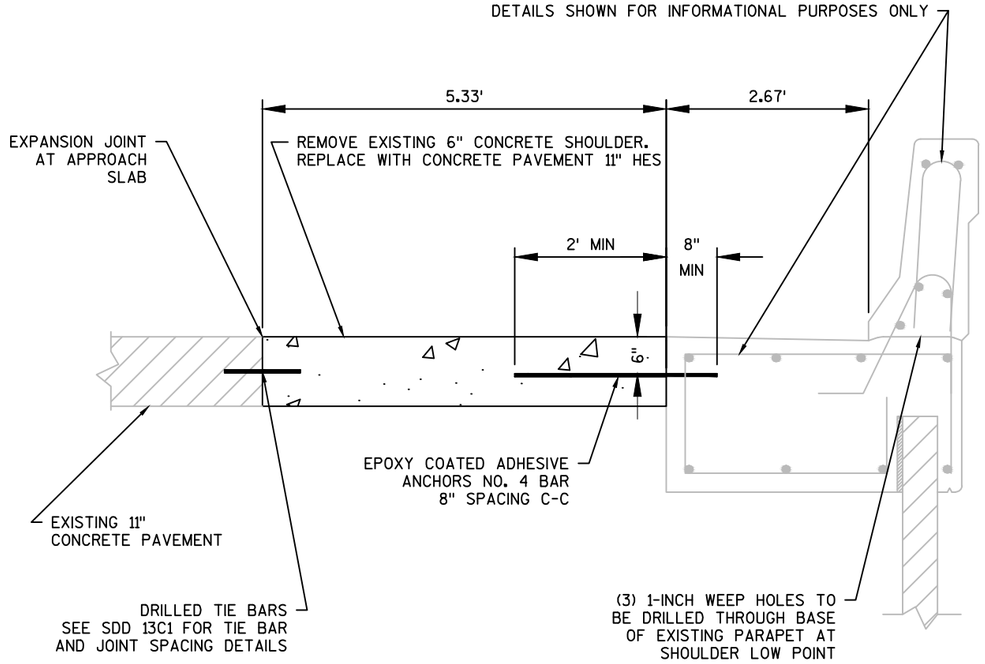
REMOVE AND REPLACE. SEE CONSTRUCTION DETAIL FOR CONCRETE SURFACE DRAINS AT STRUCTURES

REMOVE PAVEMENT AND REPLACE (CONCRETE PAVEMENT 11") CONCRETE SHOULDER ALONG RETAINING WALL. SEE DETAIL (A) CTH U CONCRETE SHOULDER REPLACEMENT ALONG RETAINING WALL

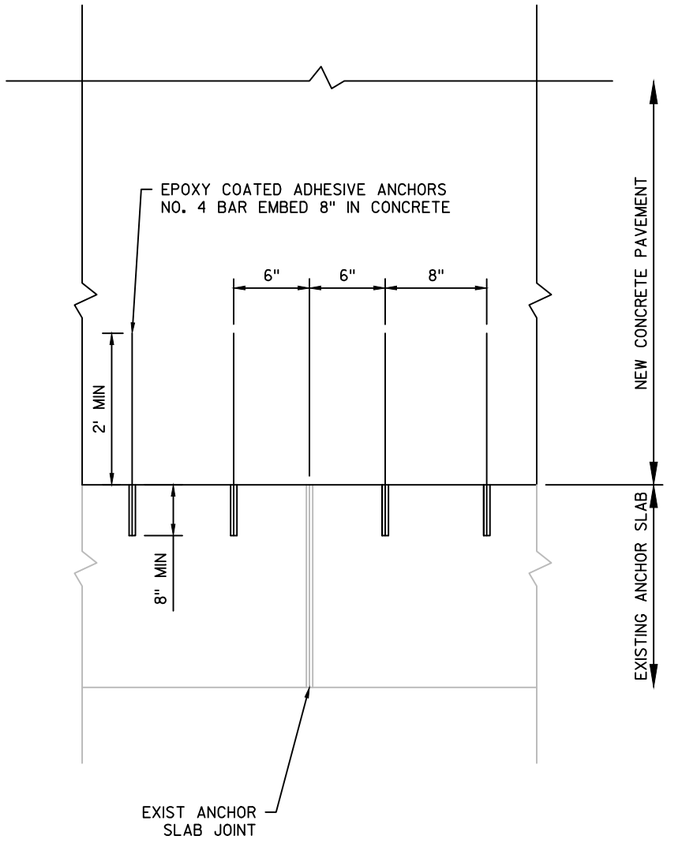
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL:	SHEET 38	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\021001_CD_MAP VIEWS.DWG PLOT DATE : 7/29/2016 7:32 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42



CROSS SECTION

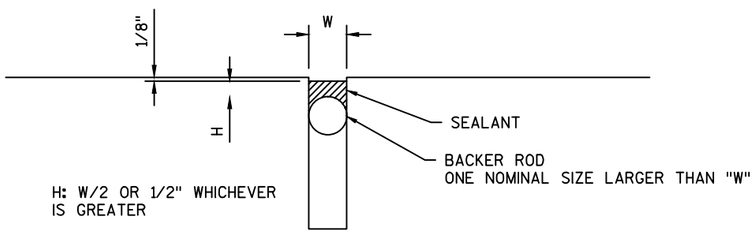


PLAN

DETAIL Ⓐ CTH U CONCRETE SHOULDER REPLACEMENT ALONG RETAINING WALL

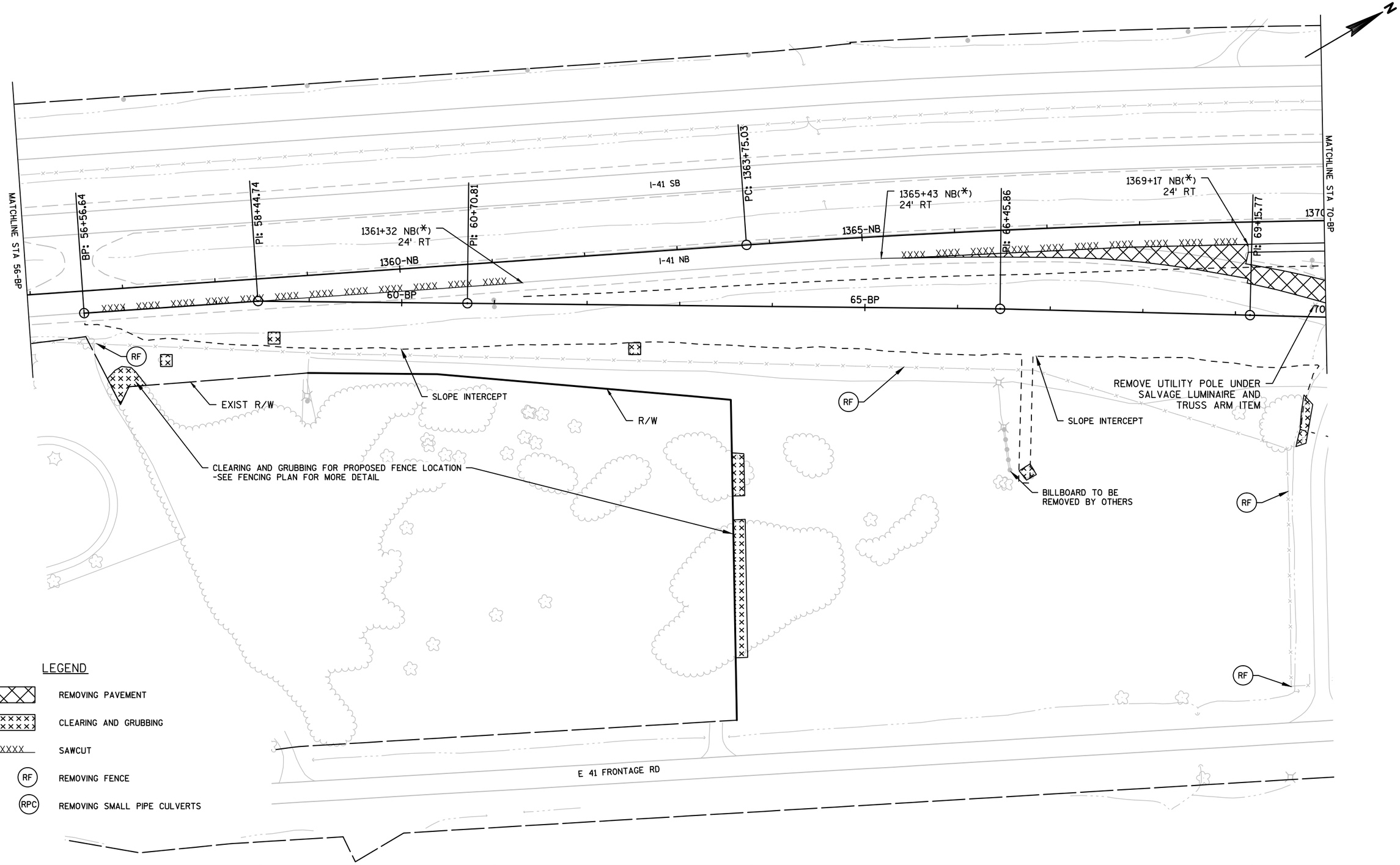
STA 1409+45 NB(*) TO 1410+32 NB(*) RT
STA 1411+72 NB(*) TO 1412+21 NB(*) RT
STA 1410+70 SB(*) TO 1411+25 SB(*) LT
STA 1412+65 SB(*) TO 1413+53 SB(*) LT

NOTE: WEEP HOLE INSTALLATION IS INCIDENTAL TO THE CTH U SHOULDER REPAIR WORK.



JOINT FILLER DETAIL

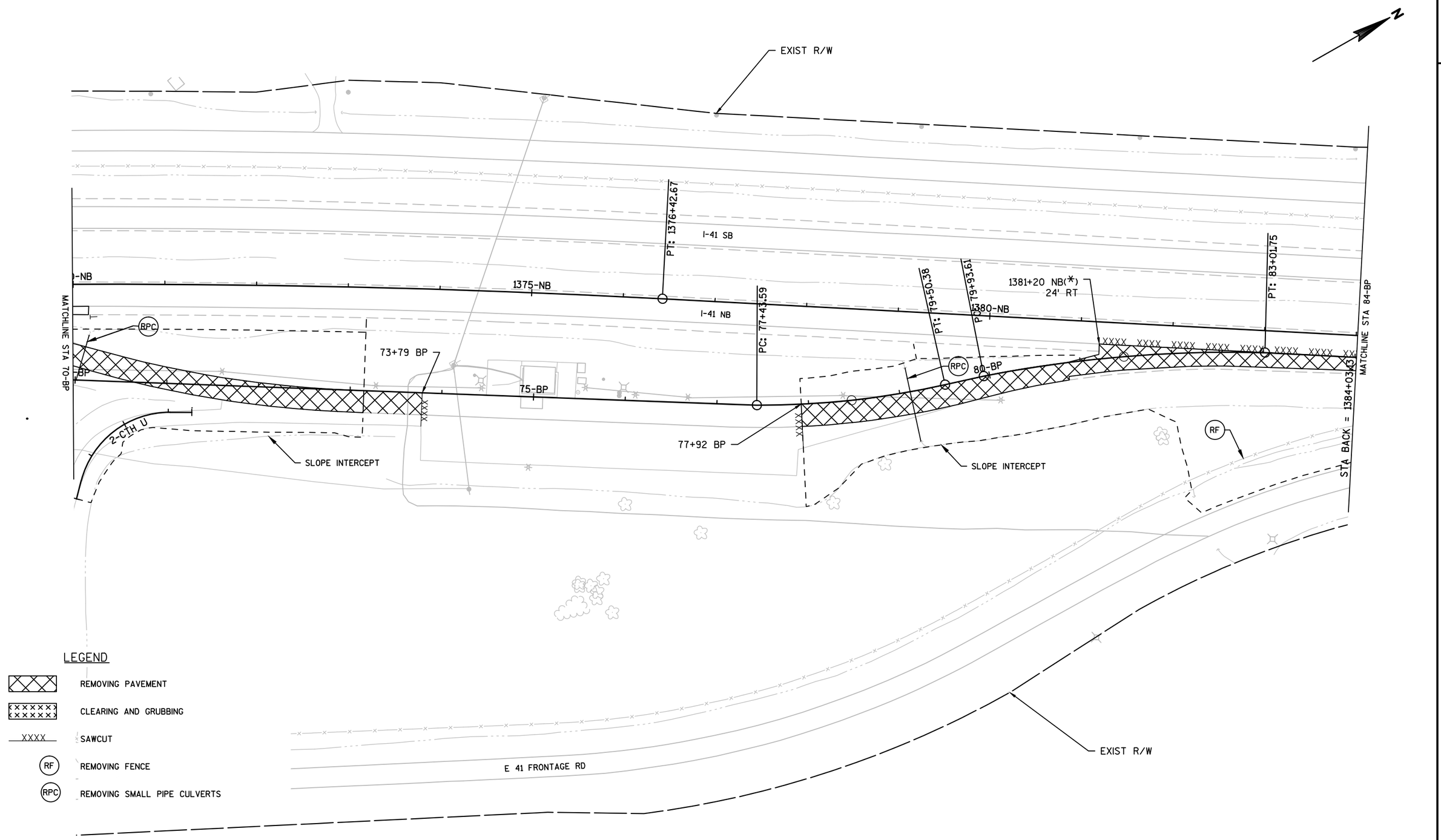
2



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 40	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\021001_REMOVAL_REDESIGN.DWG PLOT DATE : 7/20/2016 12:37 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

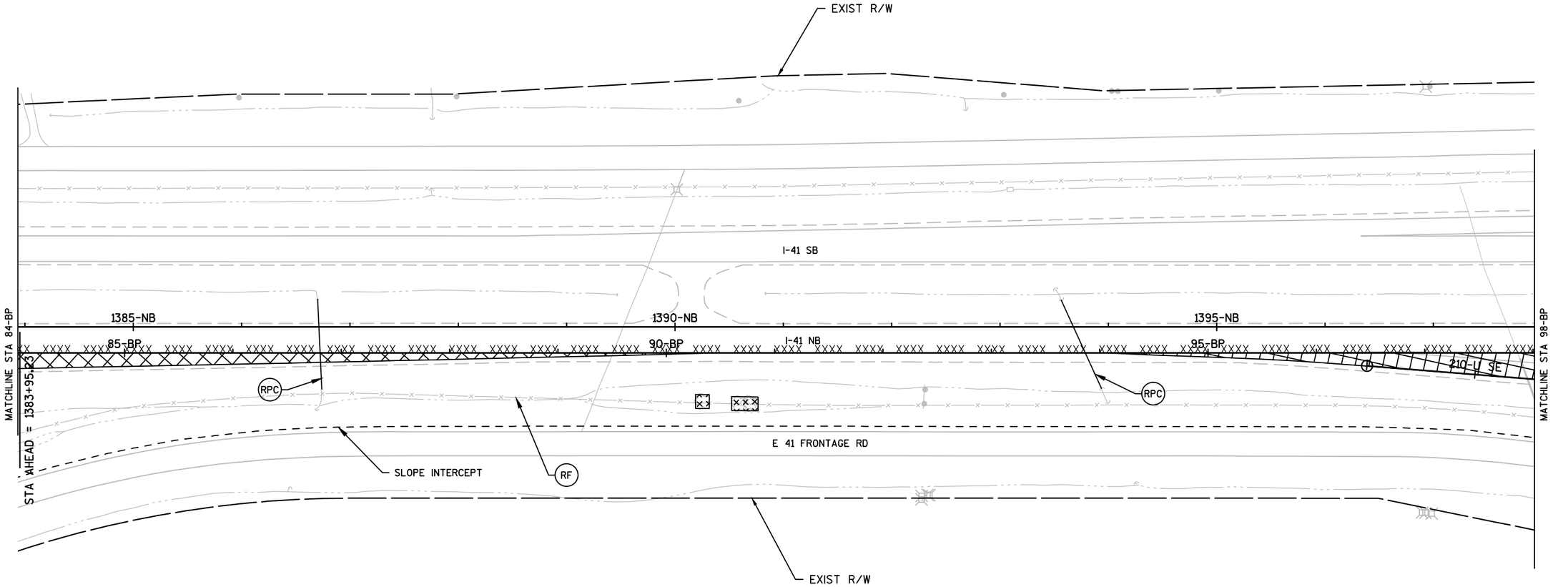
2



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 41	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\021001_REMOVAL_REDESIGN.DWG PLOT DATE : 7/20/2016 12:37 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2



LEGEND

- REMOVING PAVEMENT
- CLEARING AND GRUBBING
- XXXX SAWCUT
- (RF) REMOVING FENCE
- (RPC) REMOVING SMALL PIPE CULVERTS

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 42	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\021001_REMOVAL_REDESIGN.DWG PLOT DATE : 7/20/2016 12:37 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2

EXIST R/W

RIPRAP

RIPRAP

RIPRAP

RIPRAP

N

I-41 SB

1399+59 NB(*)

1400-NB

100-BP

I-41 NB

1405-NB

105-BP

EP: 109+33.98

1410-NB

MATCHLINE STA 98-BP

215-U SE

RF

SLOPE INTERCEPT

220-U SE

E 41 FRONTAGE RD

EXIST R/W

CTH U

CTH U

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

LEGEND

REMOVING PAVEMENT

CLEARING AND GRUBBING

XXXX SAWCUT

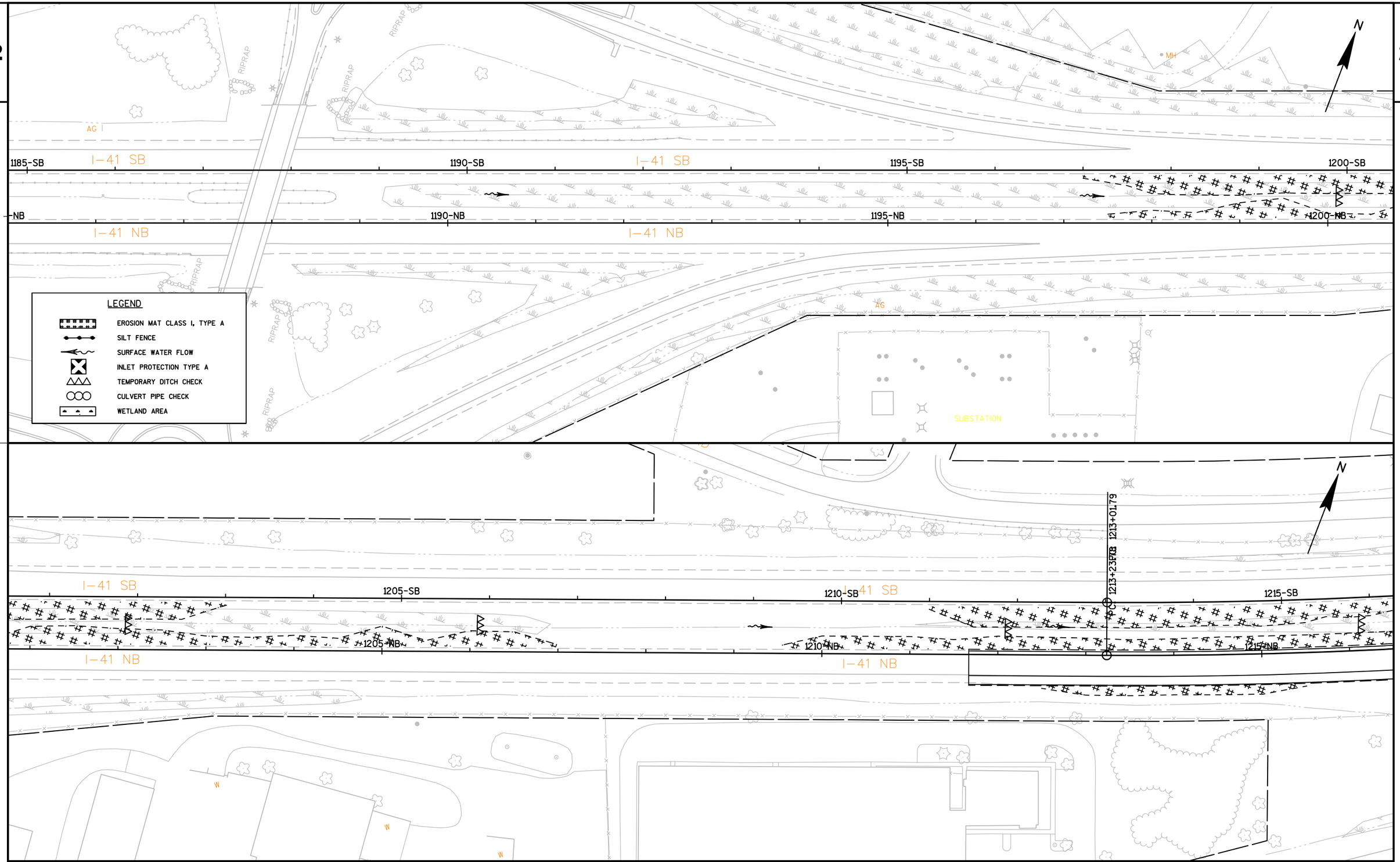
RF REMOVING FENCE

RPC REMOVING SMALL PIPE CULVERTS

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 43	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\021001_REMOVAL_REDESIGN.DWG PLOT DATE : 7/20/2016 12:37 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 44	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_OUTAGAMIE_2014.DWG PLOT DATE : 7/20/2016 1:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2

KELSO RD

I-41 SB

1220-SB

1220-NB

I-41 NB

1225-SB

1225-NB

KELSO RD

I-41 SB

1230-SB

1230-NB

I-41 NB

41 FRONTAGE RD

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

KELSO RD

1235+90.43

PT 1236+36.51

I-41 SB

1235-SB

1240-SB

1245-SB

I-41 SB

1235-NB

1240-NB

1245-NB

I-41 NB

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 45 45	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_OUTAGAMIE_2014.DWG PLOT DATE : 7/20/2016 1:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2

CTH JJ

1250-SB

1255-SB

I-41 SB

1260-SB

1250-NB

1255-NB

1260-NB

I-41 NB

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

41 FRONTAGE RD

41 FRONTAGE RD

41 FRONTAGE RD

1265-SB

I-41 SB

1270-SB

1275-SB

I-41 SB

1265-NB

1270-NB

1275-NB

I-41 NB

I-41 NB

41 FRONTA

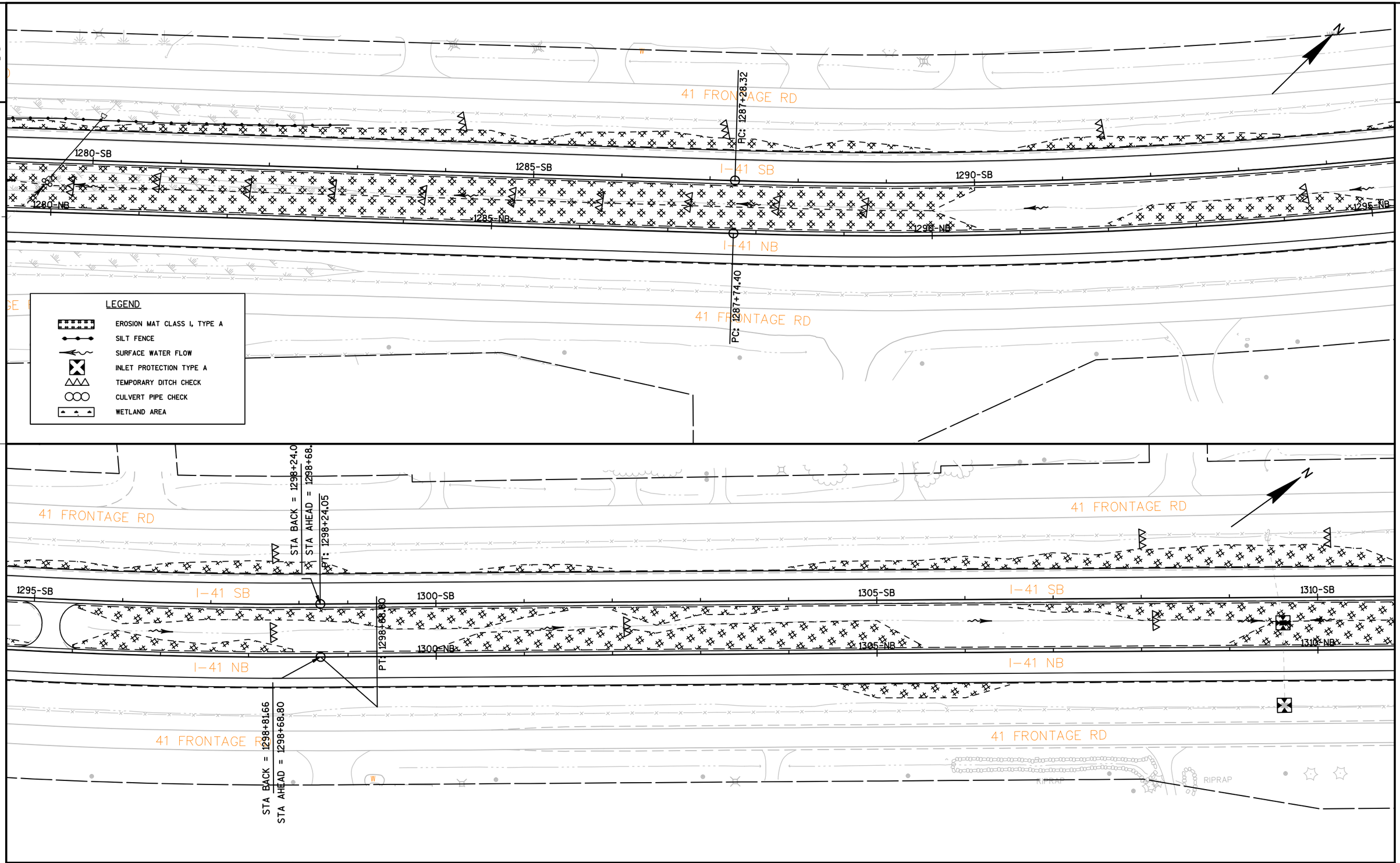
41 FRONTAGE RD

2

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 46	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_OUTAGAMIE_2014.DWG PLOT DATE : 7/20/2016 1:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 47	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_OUTAGAMIE_2014.DWG PLOT DATE : 7/20/2016 1:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2

41 FRONTAGE RD

RIPRAP

1315-SB

41 SB

1320-SB

I-41 SB

1325-SB

1315-NB

1320-NB

1325-NB

I-41 NB

I-41 NB

41 FRONTAGE RD

WRIGHTSTOWN RD

41 FRONTAGE RD

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

RIPRAP

41 FRONTAGE RD

PC: 1333+26.55

PC: 1333+38.89

1330-SB

I-41 SB

1335-SB

1330-NB

1335-NB

I-41 NB

RIPRAP

41 FRONTAGE RD

PT: 1339+12.43

STA BACK = 1339+12.43

STA AHEAD = 1339+24.10

STA BACK = 1339+45.29

STA AHEAD = 1339+24.10

1340-SB

1340-NB

41 FRON

I-41

I-4

41 FRO

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 48	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_OUTAGAMIE_2014.DWG PLOT DATE : 7/20/2016 1:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

NTAGE RD

41 FRONTAGE RD

SB

1345-SB

1350-SB

I-41 SB

1355-SB

PC: 56+56.64

NB

1345-NB

1350-NB

I-41 NB

1355-NB

58-BP

E 41

CEMETERY

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

41 FRONTAGE RD

PC: 1363+66.

41 FRONTAGE RD

N

58+44.74

1360-SB

PI: 59+70.81

I-41 SB

I-41 SB

1365-SB

1370-SB

I-41 SB

1360-NB

I-41 NB

I-41 NB

1365-NB

PI: 66+45.86

PI: 69+63.77

1370-NB

I-41 NB

60-BP

62-BP

PC: 1363+

64-BP

66-BP

68-BP

70-BP

72-BP

74-

2

41 FRONTAGE RD

41 FRONTAGE RD

STA BACK = 1384+02.51
STA AHEAD = 1383+95.23

PC: 1376+34.65
PT: 1376+42.67

1375-SB

I-41 SB

1380-SB

1385-SB

I-41 SB

1375-NB

1380-NB

1385-NB

I-41 NB

I-41 NB

I-41 NB

PC: 77+43.89

PT: 78+50.39

PC: 78+93.33

PT: 83+01.75

82-BP

84-BP

86-BP

88-BP

78-BP

STA BACK = 1384+03.13
STA AHEAD = 1383+95.23

41 FRONTAGE RD

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

41 FRONTAGE RD

41 FRONTAGE RD

I-41 SB

1390-SB

I-41 SB

1395-SB

I-41 SB

1400-SB

1390-NB

1395-NB

1400-NB

I-41 NB

88-BP

90-BP

I-41 NB

92-BP

94-BP

96-BP

98-BP

100-BP

102-BP

41 FRONTAGE RD

E 41 FRONTAGE RD

41 FRONTAGE RD

E 41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 50	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_OUTAGAMIE_2014.DWG PLOT DATE : 7/20/2016 1:09 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2

I-41 SB

I-41 SB

I-41 SB

1405

1410

1415

I-41 NB

I-41 NB

I-41 NB

CTH U

RIPRAP

MH

N

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

RIPRAP

CTH U

I-41 SB

1420

1315

1310

I-41 NB

FRENCH RD

RIPRAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	EROSION CONTROL	SHEET 51	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_BROWN_2014.DWG PLOT DATE : 7/20/2016 1:34 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

RIPRAP

MID VALLEY DR

MID VALLEY DR

I–41 SB

I–41 SB

1325

1330

1335

I–41 NB

I–41 NB

FRENCH RD

FRENCH RD

APPLE CREEK

APPLE PL

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

N

MID VALLEY DR

MID VALLEY DR

I–41 SB

I–41 SB

1340

1345

1350

I–41 NB

I–41 NB

FRENCH RD

FRENCH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	EROSION CONTROL	SHEET 52 52	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_BROWN_2014.DWG PLOT DATE : 7/20/2016 1:34 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2

2

GOLF COURSE

MID VALLEY DR

MID VALL

I–41 SB

1355

1360

1365

I–41 NB

FRENCH RD

FR

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

EY DR

MID VALLEY DR

I–41 SB

I–41 SB

1370

1375

1380

I–41 NB

I–41 NB

ENCH RD

FRENCH RD

CEMETERY

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	EROSION CONTROL	SHEET 53	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_BROWN_2014.DWG PLOT DATE : 7/20/2016 1:34 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2

MID VALLEY DR

I-41 SB

I-41 NB

1390

1395

1400

GLOW RD

WALLS

WALLS

W

W

W

W

N

NCH RD

FRENCH RD

LEGEND

EROSION MAT CLASS I, TYPE A

SILT FENCE

SURFACE WATER FLOW

INLET PROTECTION TYPE A

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

WETLAND AREA

2

MID VALLEY DR

I-41 SB

I-41 NB

1405

1410

1415

WILLIA

W

MID VALLEY DR

N

FRENCH RD

FRENCH RD

RIPRAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	EROSION CONTROL	SHEET 54 54	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_BROWN_2014.DWG PLOT DATE : 7/20/2016 1:34 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2

MID VALLEY DR

I-41 SB

I-41 NB

FRENCH RD

1420

1425

1430

PC: 1429+76.67

N

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

RIPRAP

2

MID VALLEY DR

I-41 SB

I-41 NB

1435

1440

1445

PC: 1442+18.24

N

W

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	EROSION CONTROL	SHEET 55	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_BROWN_2014.DWG PLOT DATE : 7/20/2016 1:34 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

I-41 SB

I-41 SB

I-41 NB

I-41 NB

1450

1455

1460

LEGEND

EROSION MAT CLASS I, TYPE A

SILT FENCE

SURFACE WATER FLOW

INLET PROTECTION TYPE A

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

WETLAND AREA

CTH S

CTH S

N

MID VALLEY DR

MID VALLEY DR

I-41 SB

I-41 SB

I-41 SB

PC: 1473+79.12

1465

1470

1475

I-41 NB

I-41 NB

FRENCH RD

FRENCH RD

WALLS

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	EROSION CONTROL	SHEET 56	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_BROWN_2014.DWG PLOT DATE : 7/20/2016 1:34 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2

2

MID VALLEY DR

MID

I–41 SB

1485+49.65

1480

1485

1490

1495

I–41 NB

FRENCH RD

FR

1479+41.18

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

VALLEY DR

LITTLE RAPIDS RD

MID VALLEY DR

I–41 SB

I–41 SB

1500

1505

1510

I–41 NB

I–41 NB

RENCH RD

FRENCH RD

SHADY CT

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	EROSION CONTROL	SHEET 57	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_BROWN_2014.DWG PLOT DATE : 7/20/2016 1:35 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2

MID VALLEY DR

MID VALLEY DR

I–41 SB

I–41 SB

1515

1520

1525

I–41 NB

I–41 NB

ENCH RD

FRENCH RD

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

W

W

MID VALLEY DR

MID VALLEY DR

I–41 SB

I–41 SB

1530

1535

1540

I–41 NB

I–41 NB

FRENCH RD

FRENCH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	EROSION CONTROL	SHEET 58	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_BROWN_2014.DWG PLOT DATE : 7/20/2016 1:35 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2

2

RIPRAP

RIPRAP

W

MID VALLEY DR

I–41 SB

1545

1550

1555

I–41 NB

FRENCH RD

LEGEND

EROSION MAT CLASS I, TYPE A

SILT FENCE

SURFACE WATER FLOW

INLET PROTECTION TYPE A

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

WETLAND AREA

MID VALLEY DR

MID VALLEY DR

I–41 SB

I–41 SB

1560

1565

1570

I–41 NB

I–41 NB

FRENCH RD

FRENCH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	EROSION CONTROL	SHEET 59	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_BROWN_2014.DWG PLOT DATE : 7/20/2016 1:35 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2

RIPRAP

MID VALLEY DR

I–41 SB

1575

1580

1585

I–41 NB

FRENCH RD

MH

W

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

MID VALLEY DR

I–41 SB

90

1595

1600

1605

I–41 NB

FRENCH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	EROSION CONTROL	SHEET 60	E

2

MID VALLEY DR

MID VALLEY DR

I-41 SB

I-41 SB

PC: 1606+80.80

PC: 1617+29.27

1610

1615

I-41 NB

I-41 NB

1620

1621+79.05

1605+71.02

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- WETLAND AREA

MH

QUARRY

MH

MH

MID VALLEY DR

MID VALLEY D

I-41 SB

I-41 S

1620

1625

1630

1621+79.05

I-41 NB

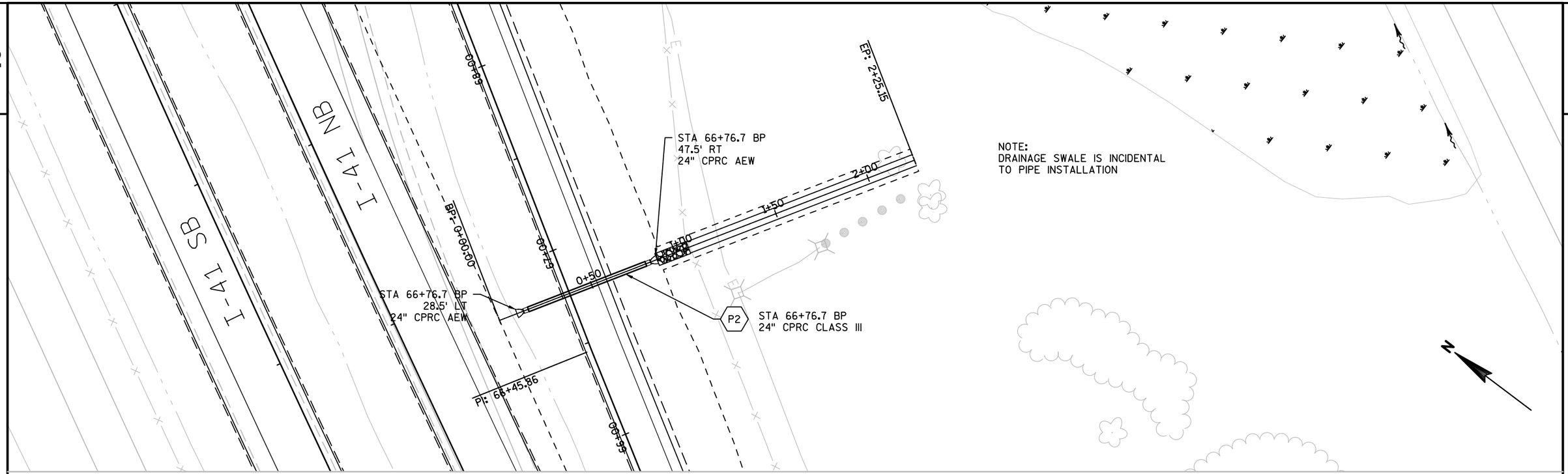
I-41 N

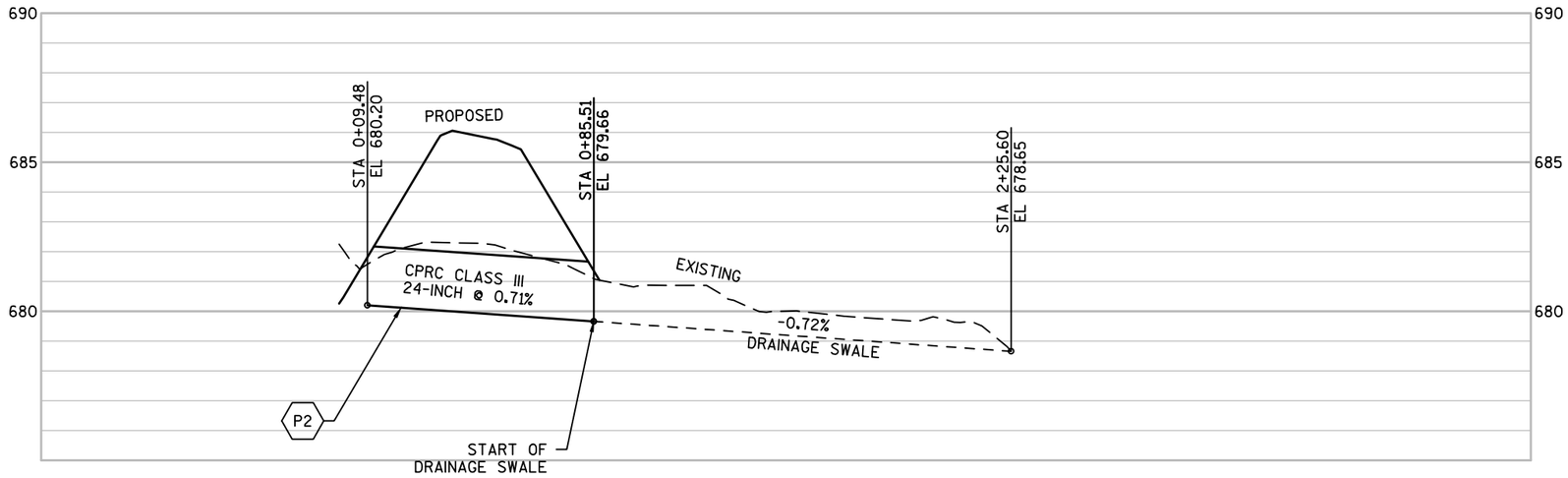
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	EROSION CONTROL	SHEET 61	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\022001_EC_BROWN_2014.DWG PLOT DATE : 7/20/2016 1:35 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2





PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 62 62	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\022501_SS_REDESIGN.DWG
LAYOUT NAME - 022501_SS_3-4-16 - P1-P2
PLOT DATE : 7/12/2016 3:50 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 41

2

1385

1390

CAUTION

N

STA BACK = 1384+02.51
STA AHEAD = 1383+95.23

STA BACK = 1384+03.55
STA AHEAD = 1383+95.23

84-BP 85-BP 86-BP 87-BP 88-BP 89-BP 90-BP 91-BP

21 STA 86+75.5 BP
32.3' RT
SPECIAL INLET
SEE CONSTRUCTION DETAIL

P21 STA 87+88 BP
CPRC CLASS III
18-INCH PIPE

22 STA 89+00.4 BP
26.9' RT
INLETS MEDIAN 4G-MS

690
685
680
675

21 P21 22

CPRC CLASS III @ 1.00%

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 63 E

FILE NAME : \\DOTDTIDN\N4PUBLIC\BHO\03 PAVTROAD\C3D\11304401\SHEETSPLAN\022501_SS_3-4-16.DWG
LAYOUT NAME - 022501_SS_3-4-16 - P21

PLOT DATE : 10/4/2016 1:56 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

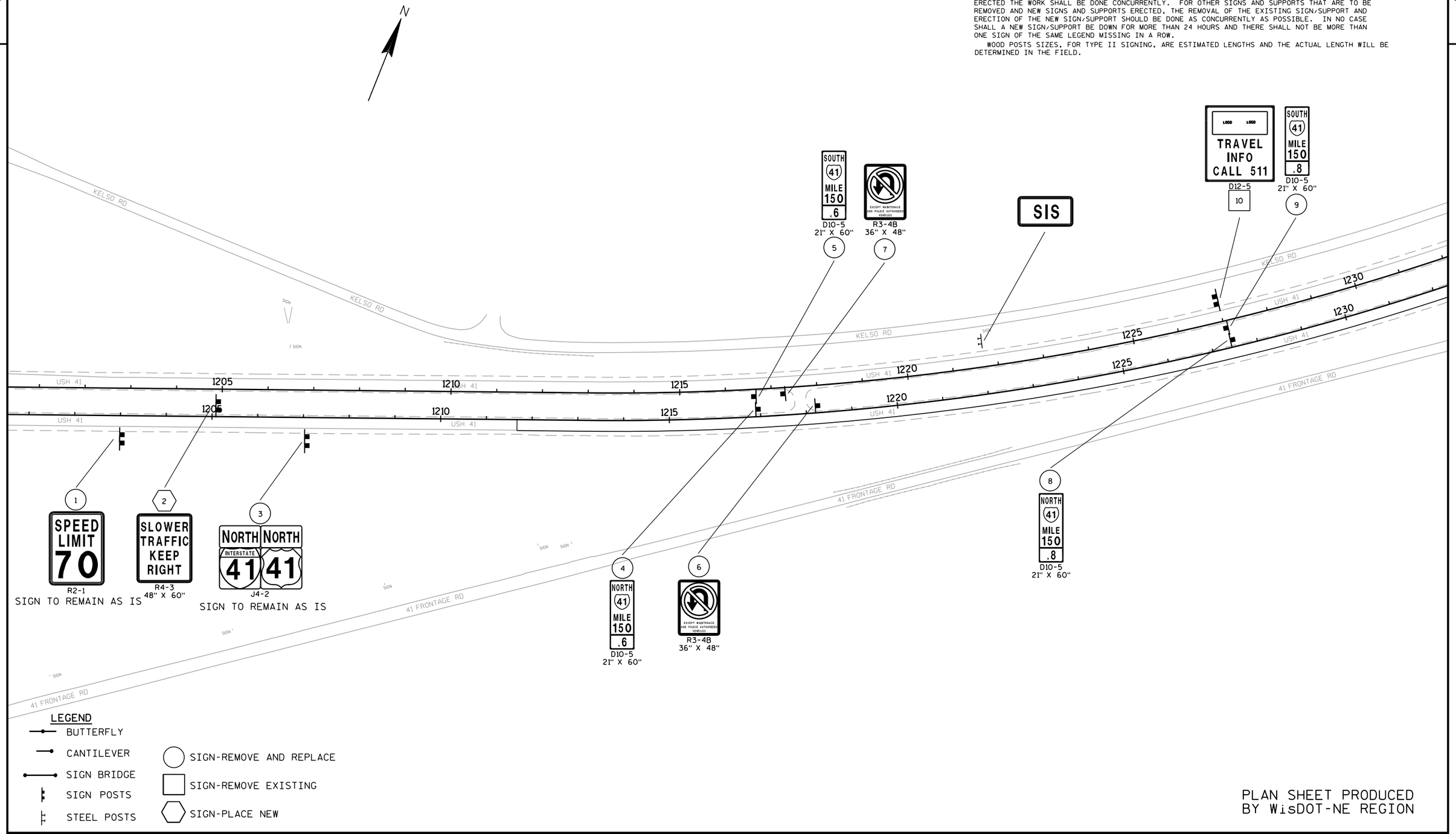
WISDOT/CADDS SHEET 41

2

SIGNING NOTES

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

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



LEGEND

- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- SIGN POSTS
- STEEL POSTS
- SIGN-REMOVE AND REPLACE
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

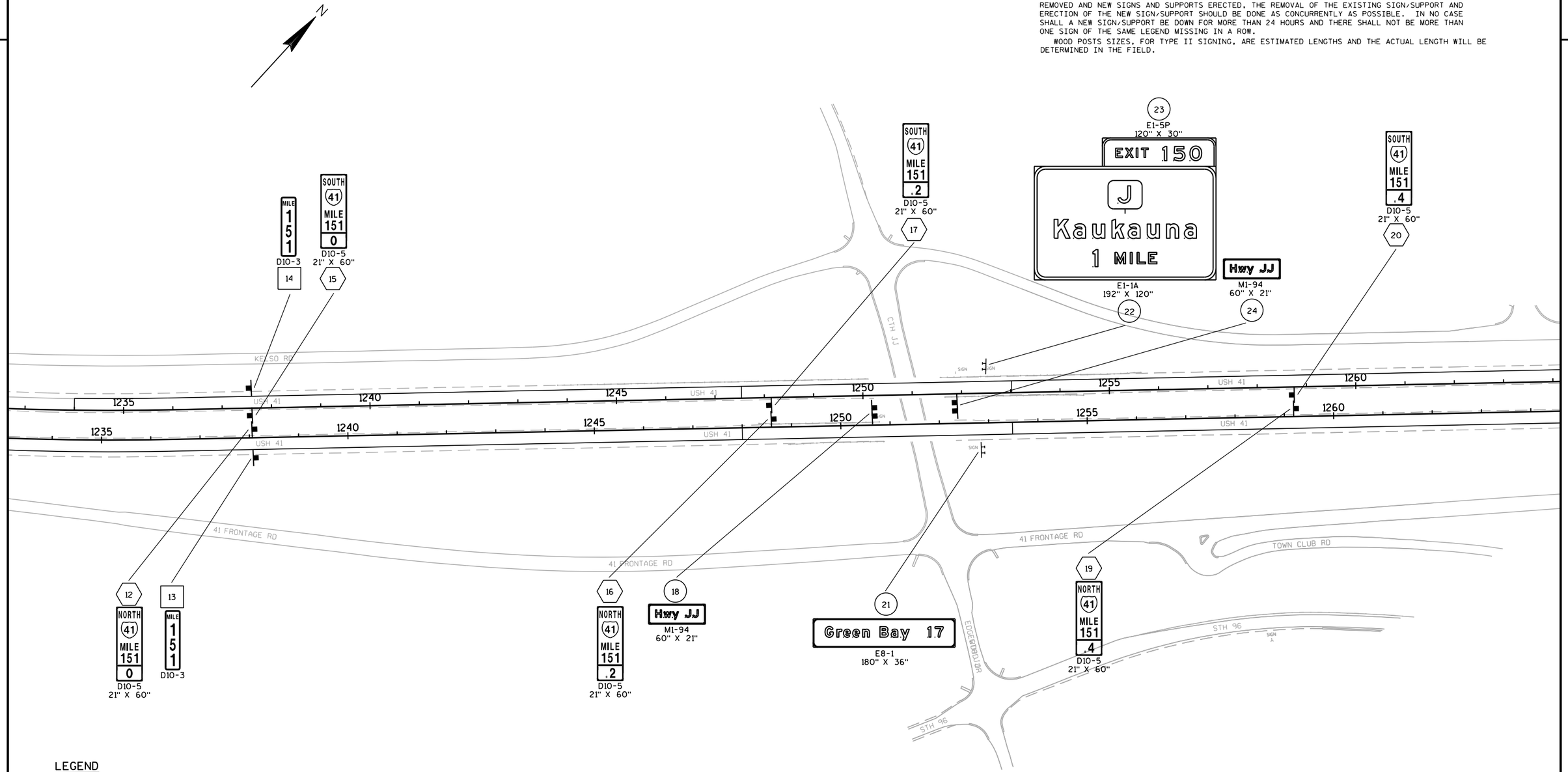
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 64	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\023201_ps.dgn PLOT DATE : 21-MAR-2016 14:58 PLOT BY : dotets PLOT NAME : PLOT SCALE : 200:1

SIGNING NOTES

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

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



LEGEND

- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- SIGN POSTS
- STEEL POSTS
- SIGN-REMOVE AND REPLACE
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 65	E

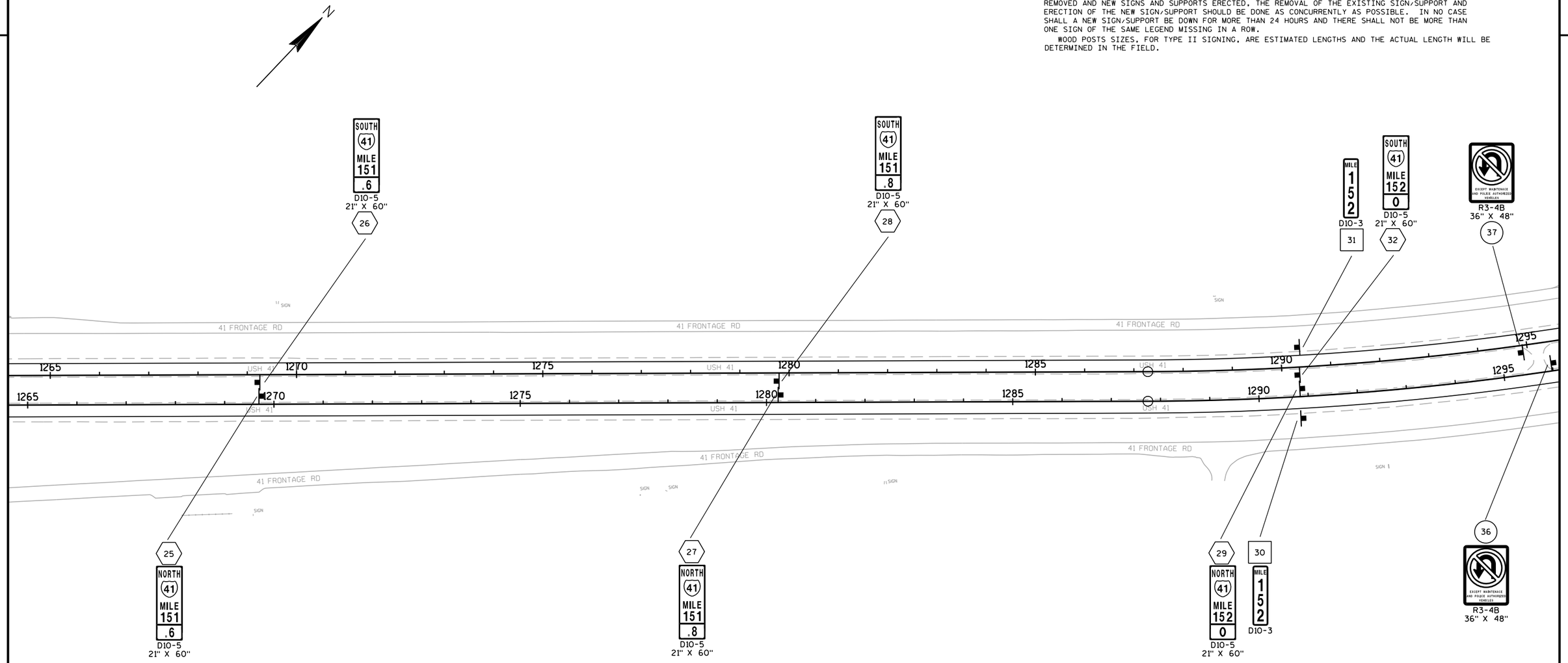
FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\023202_ps.dgn PLOT DATE : 07-JUL-2016 14:07 PLOT BY : dotets PLOT NAME : PLOT SCALE : 200:1

2

SIGNING NOTES

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

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



LEGEND

- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- SIGN POSTS
- STEEL POSTS
- SIGN-REMOVE AND REPLACE
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

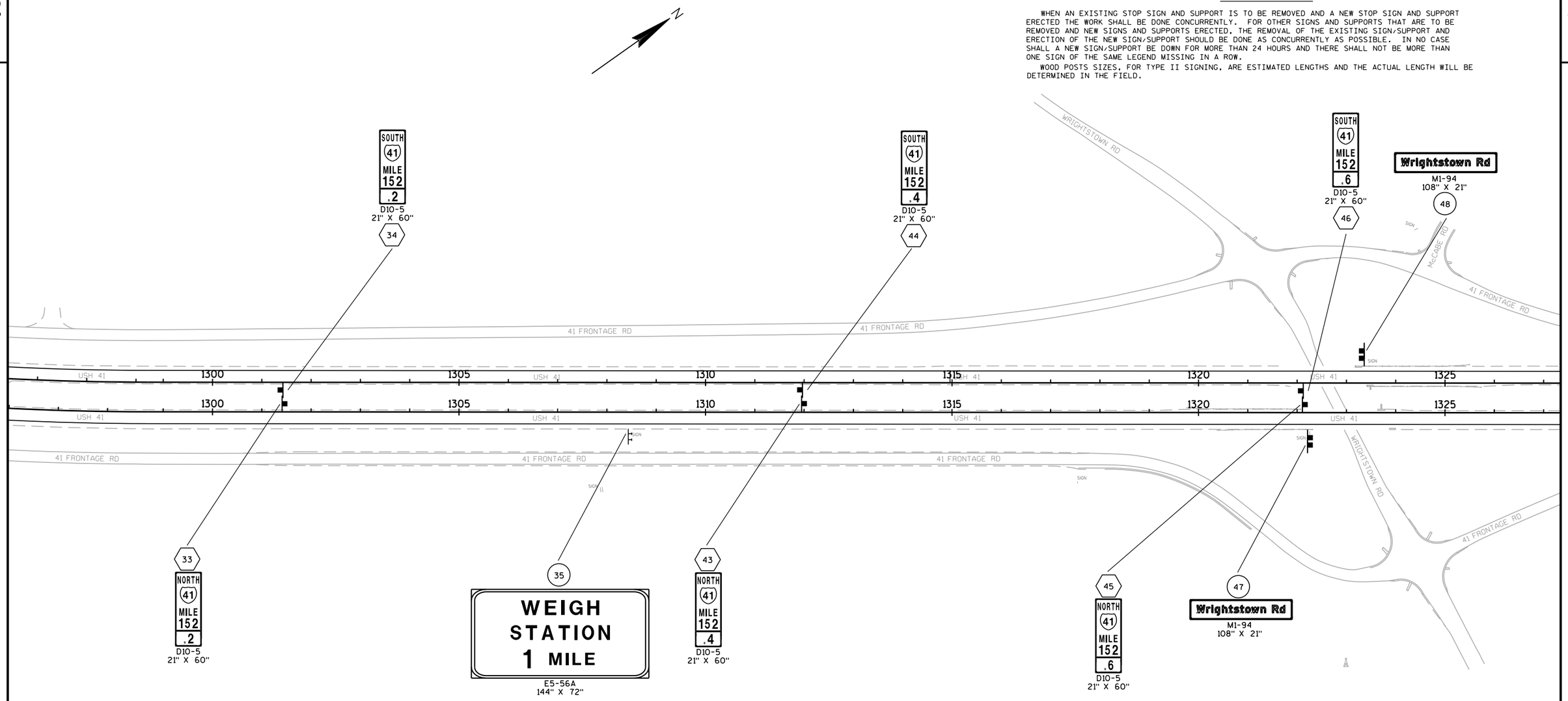
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 66	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\023203_ps.dgn PLOT DATE : 21-MAR-2016 14:58 PLOT BY : dotets PLOT NAME : PLOT SCALE : 200:1

SIGNING NOTES

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

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



LEGEND

- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- SIGN POSTS
- STEEL POSTS
- SIGN-REMOVE AND REPLACE
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW

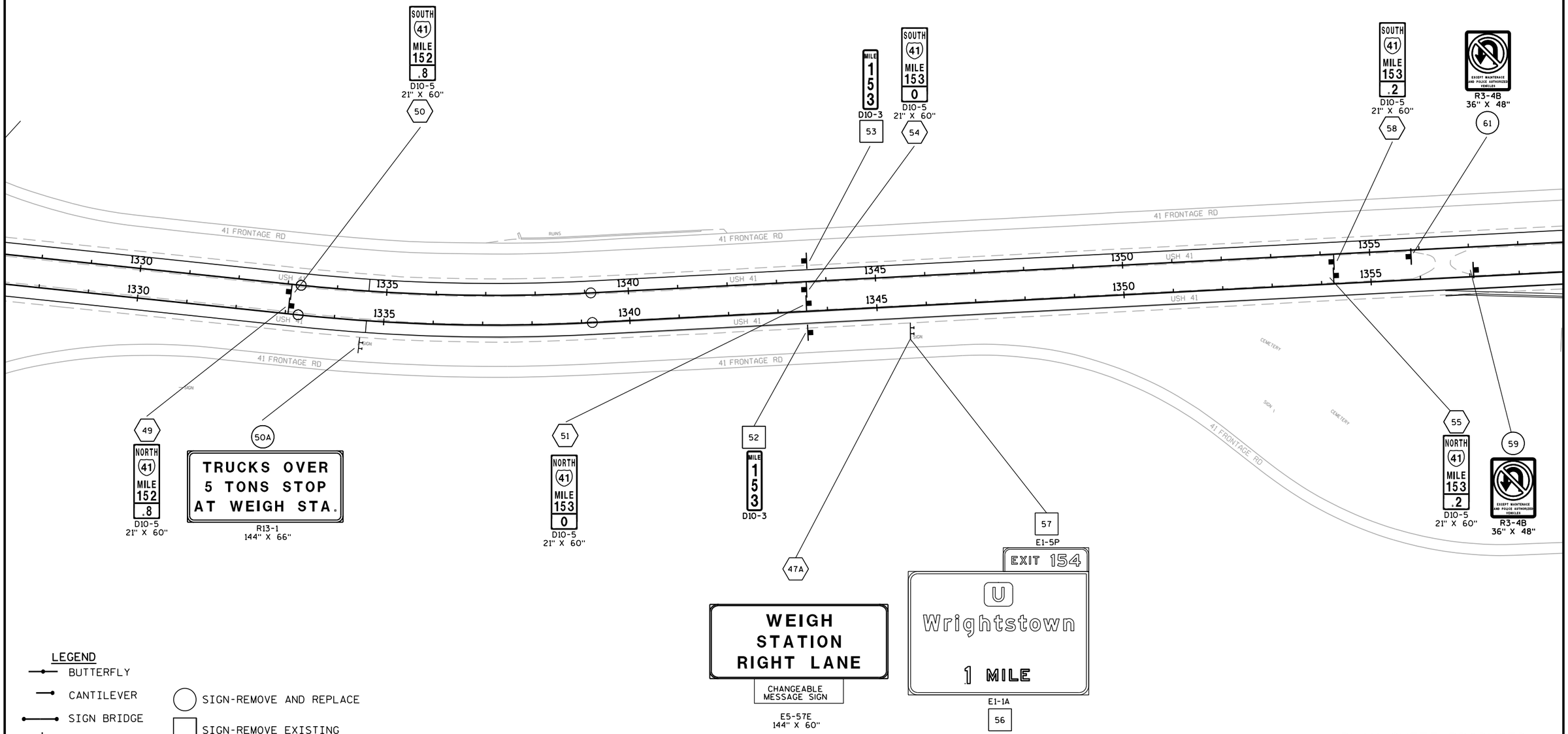
PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 67 67	E

SIGNING NOTES

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

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



LEGEND

- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- SIGN POSTS
- STEEL POSTS
- SIGN-REMOVE AND REPLACE
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 68	E

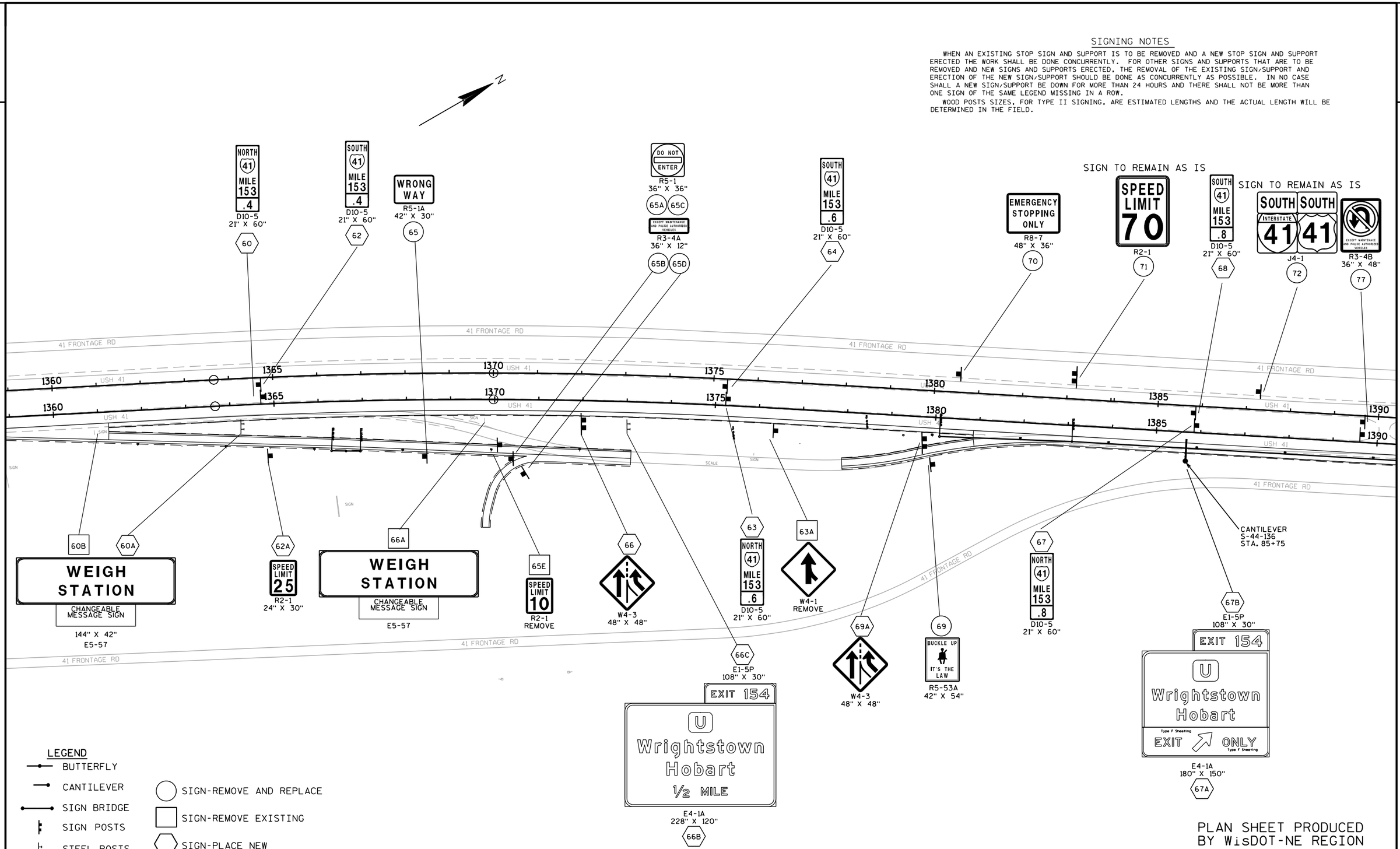
FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\023206_ps.dgn PLOT DATE : 18-JUL-2016 09:35 PLOT BY : dotets PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

SIGNING NOTES

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

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



LEGEND

- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- SIGN POSTS
- STEEL POSTS
- SIGN-REMOVE AND REPLACE
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 69	E

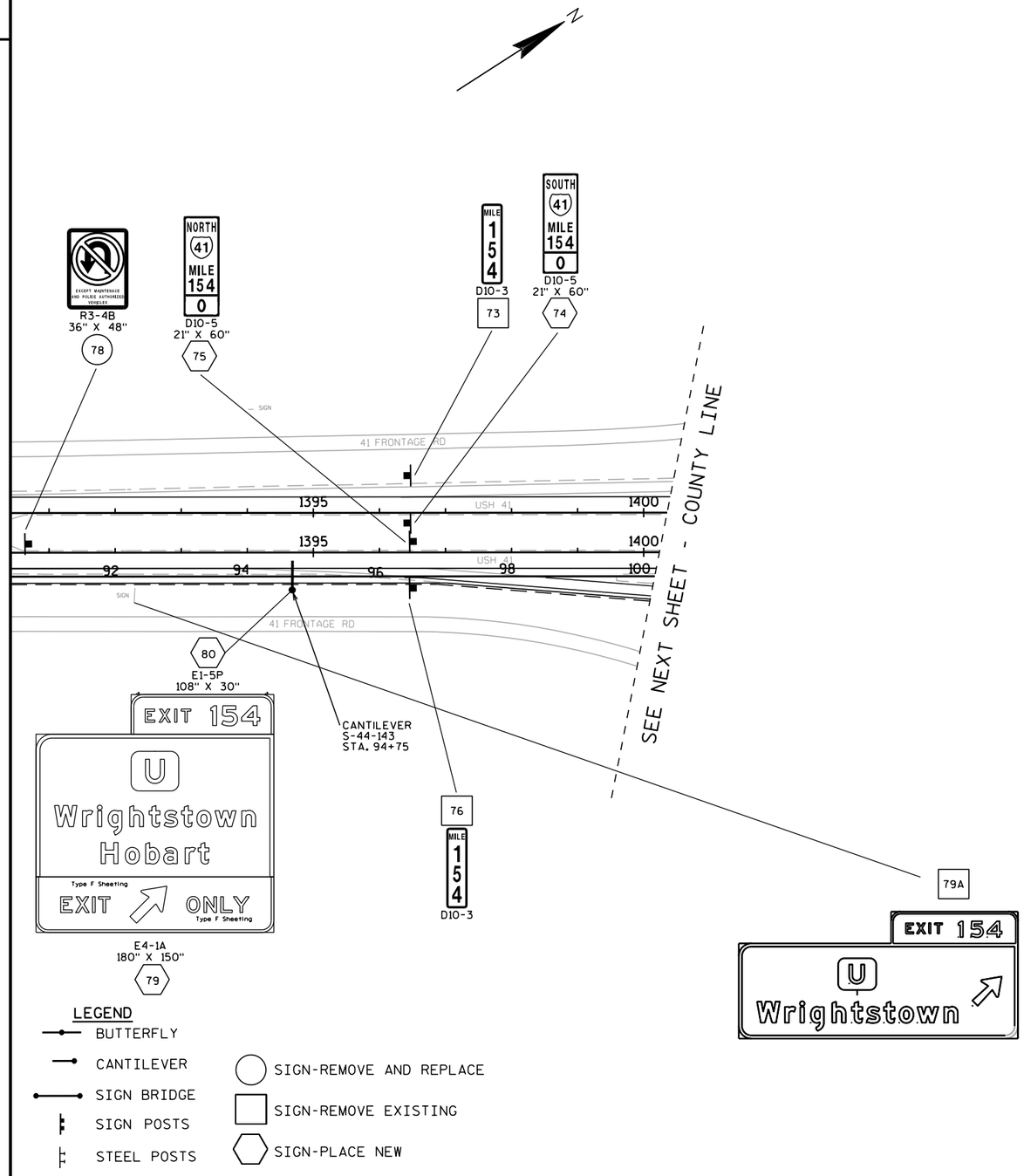
FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\023207_ps.dgn PLOT DATE : 04-OCT-2016 14:15 PLOT BY : dotets PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

SIGNING NOTES

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



PLAN SHEET PRODUCED
BY WisDOT-NE REGION

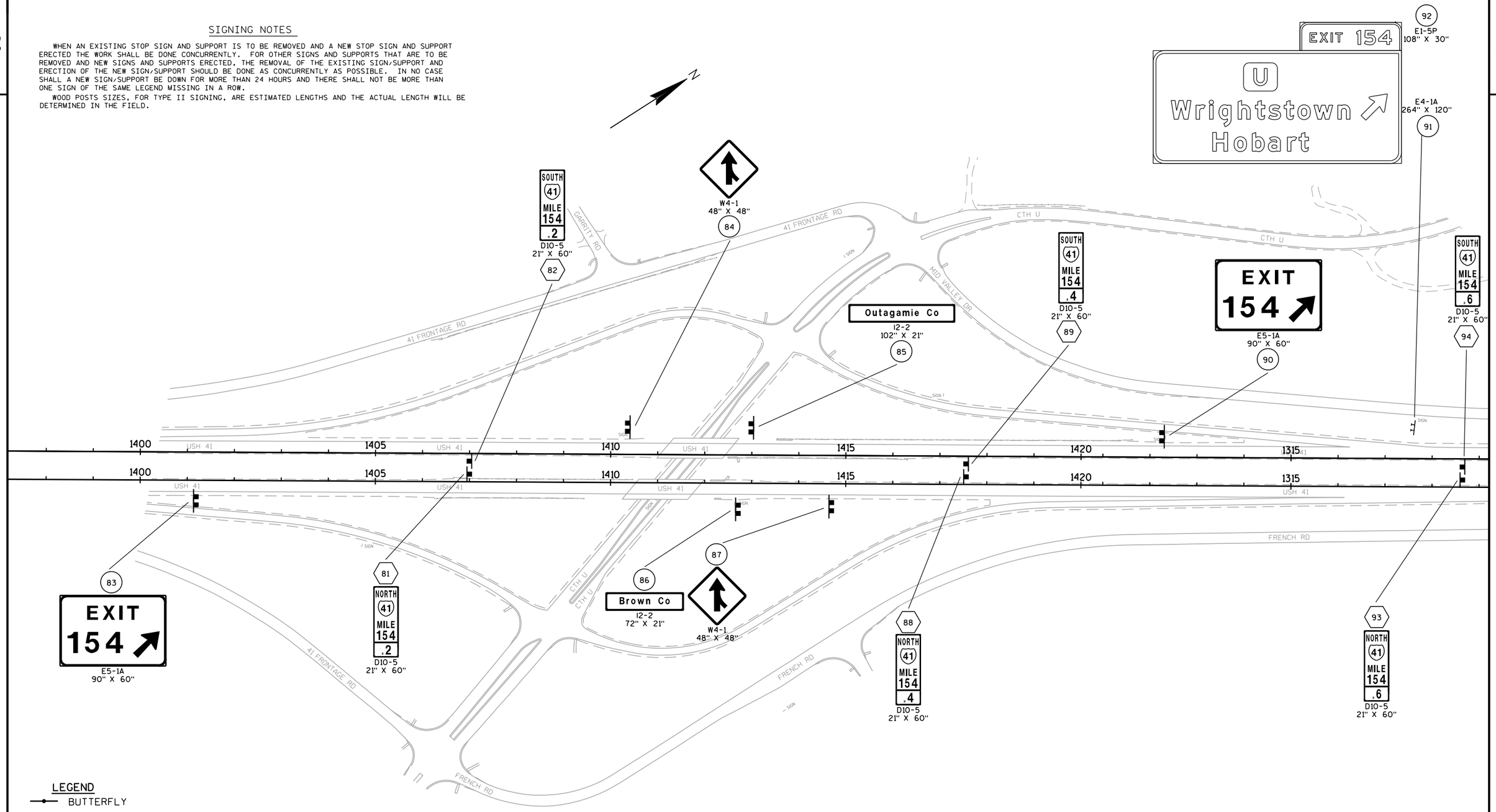
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 70 70	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\023208_ps.dgn PLOT DATE : 26-MAY-2016 14:15 PLOT BY : dotets PLOT NAME : PLOT SCALE : 200:1

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LEGEND

- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- SIGN POSTS
- STEEL POSTS
- SIGN-REMOVE AND REPLACE
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

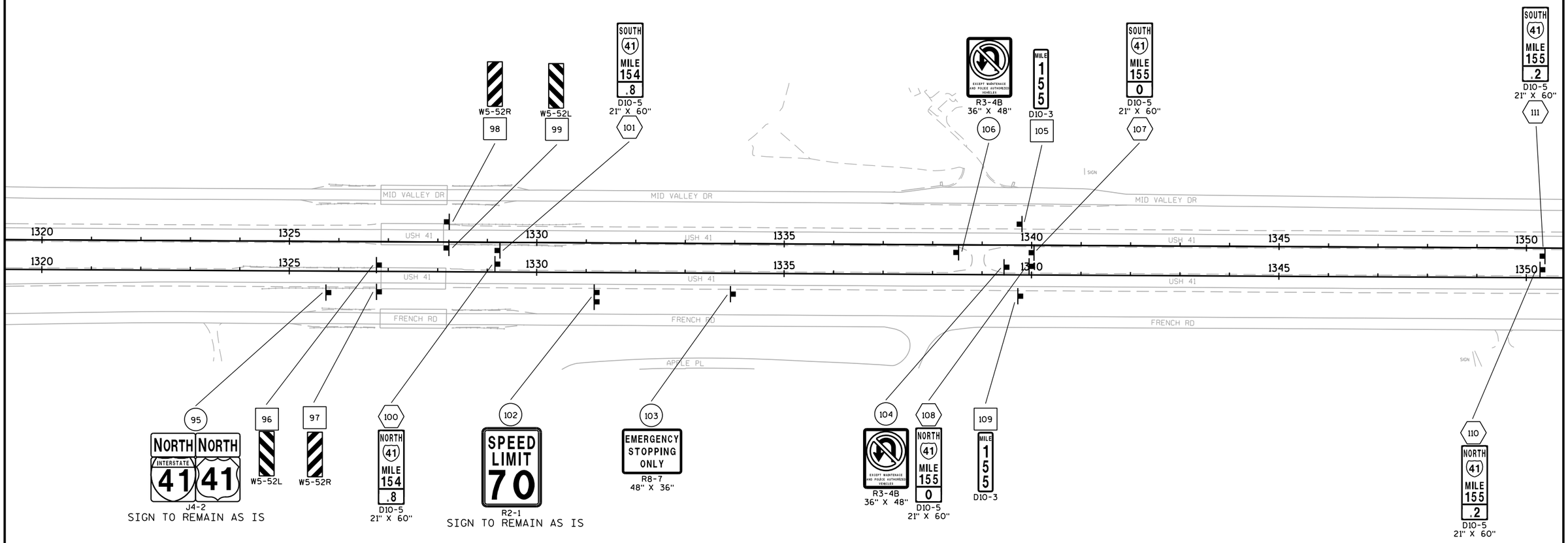
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 71	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\023209_ps.dgn PLOT DATE : 26-MAY-2016 14:15 PLOT BY : dotets PLOT NAME : PLOT SCALE : 200:1

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PLAN SHEET PRODUCED BY WisDOT-NE REGION

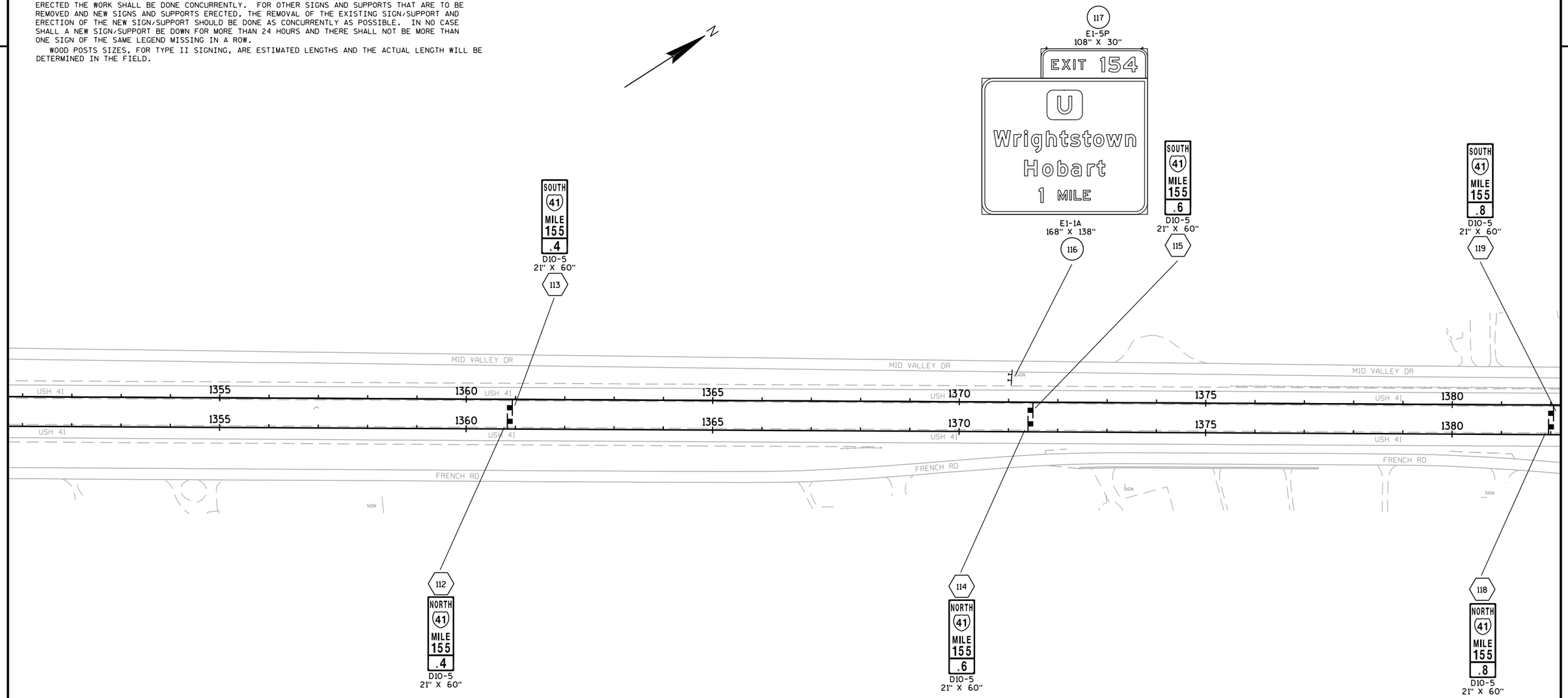
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 72	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\023210_ps.dgn PLOT DATE : 21-MAR-2016 14:58 PLOT BY : dotets PLOT NAME : PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42

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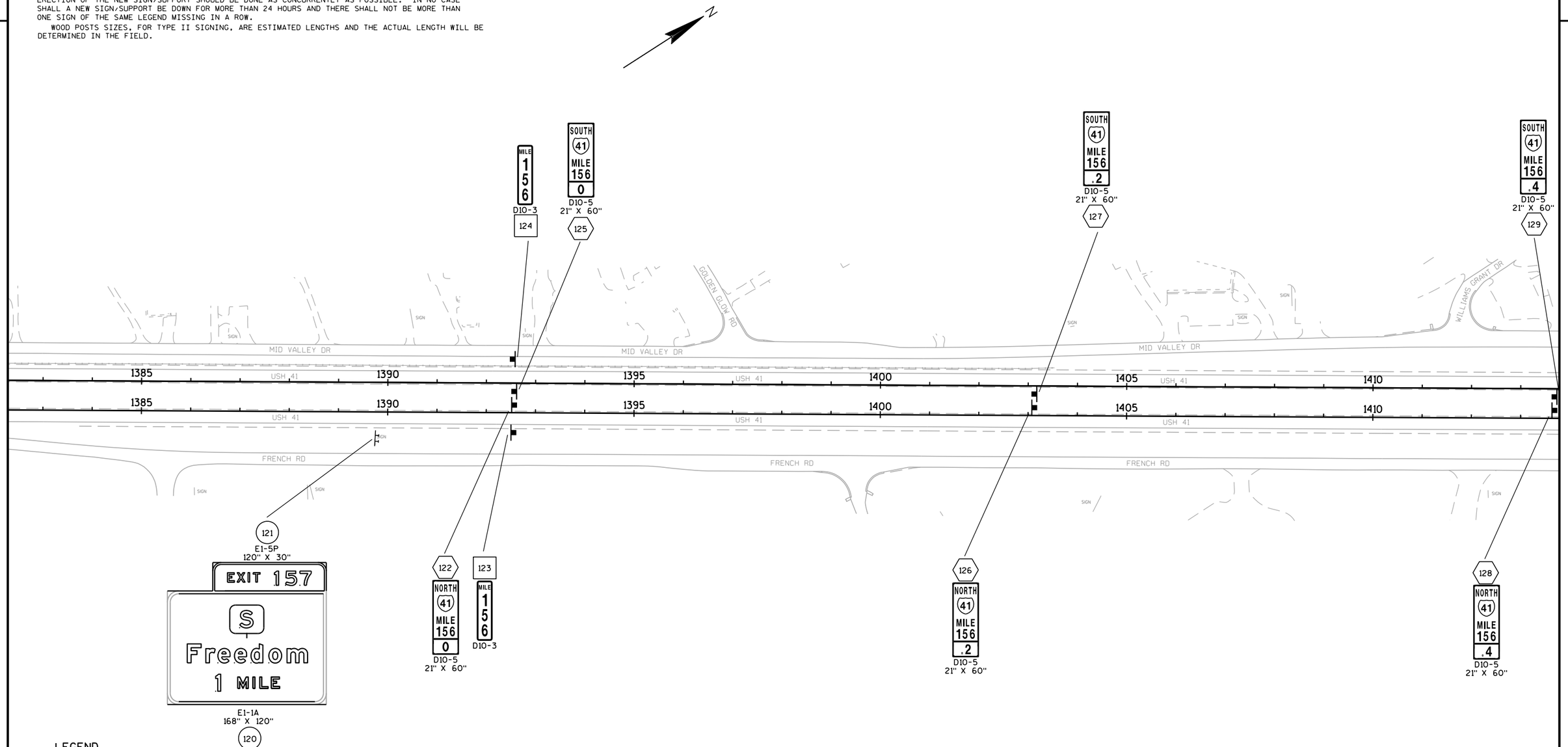
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 73	E

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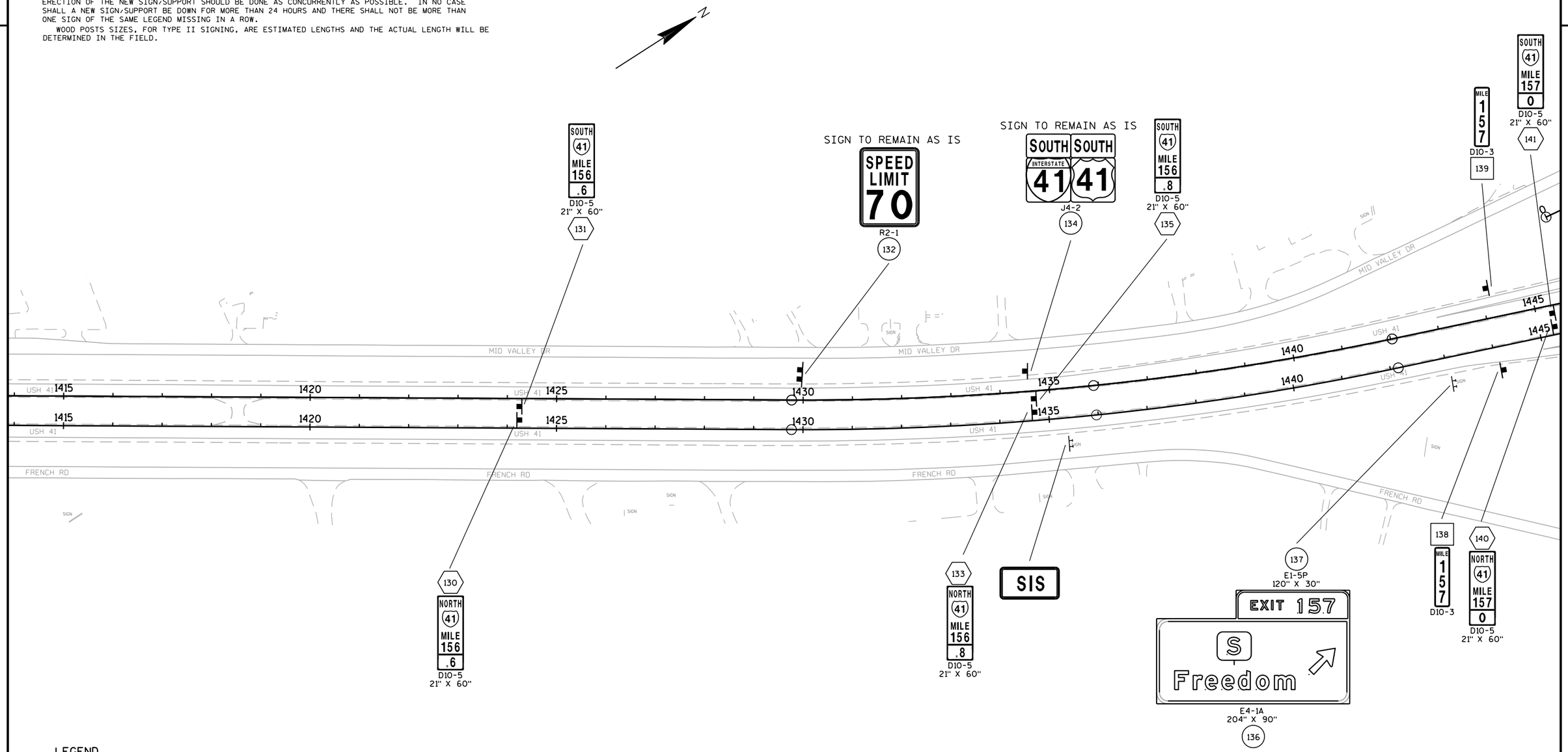
PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 74 74	E

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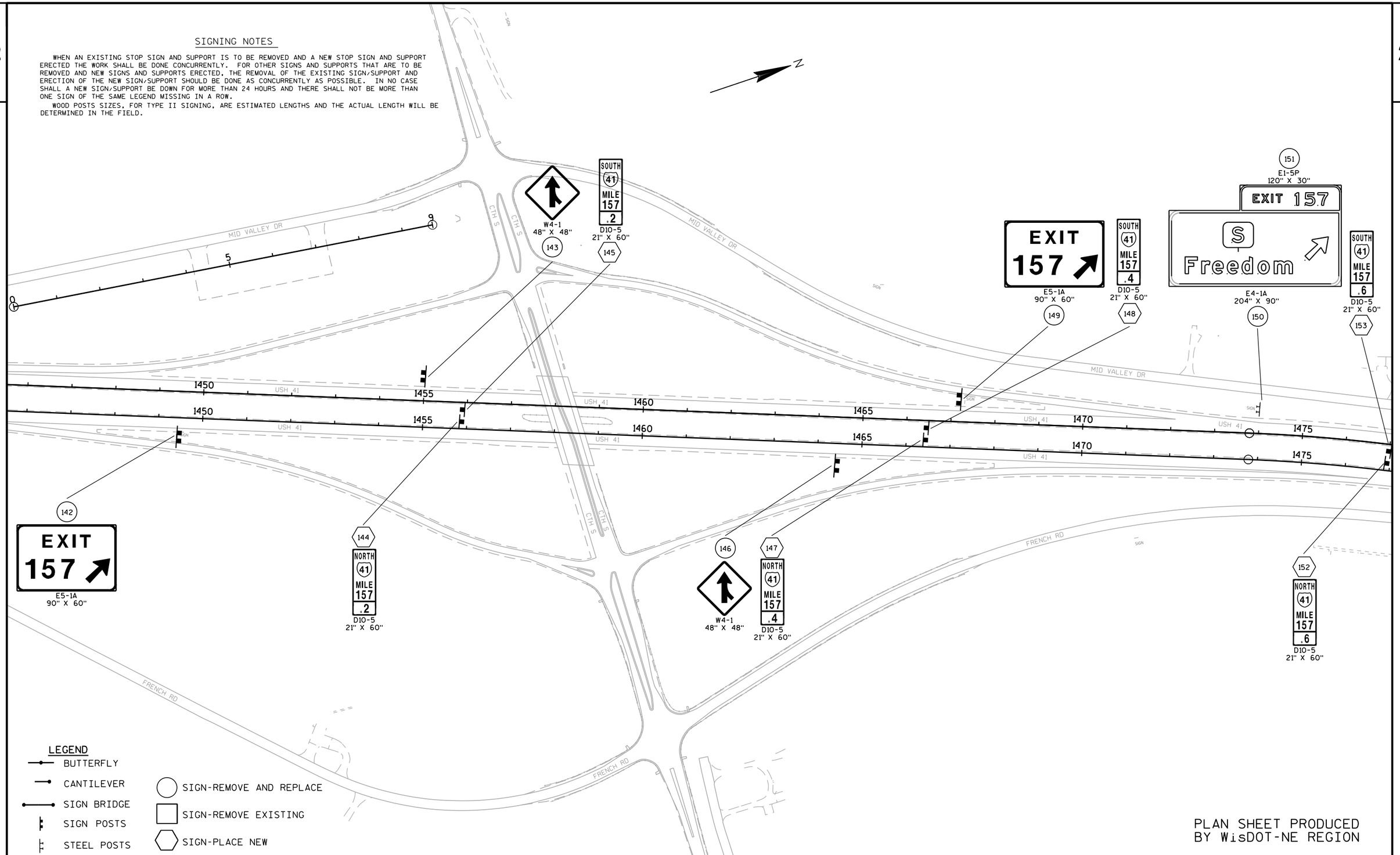
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 75	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\023213_ps.dgn PLOT DATE : 21-MAR-2016 14:58 PLOT BY : dotets PLOT NAME : PLOT SCALE : 200:1

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PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 76	E

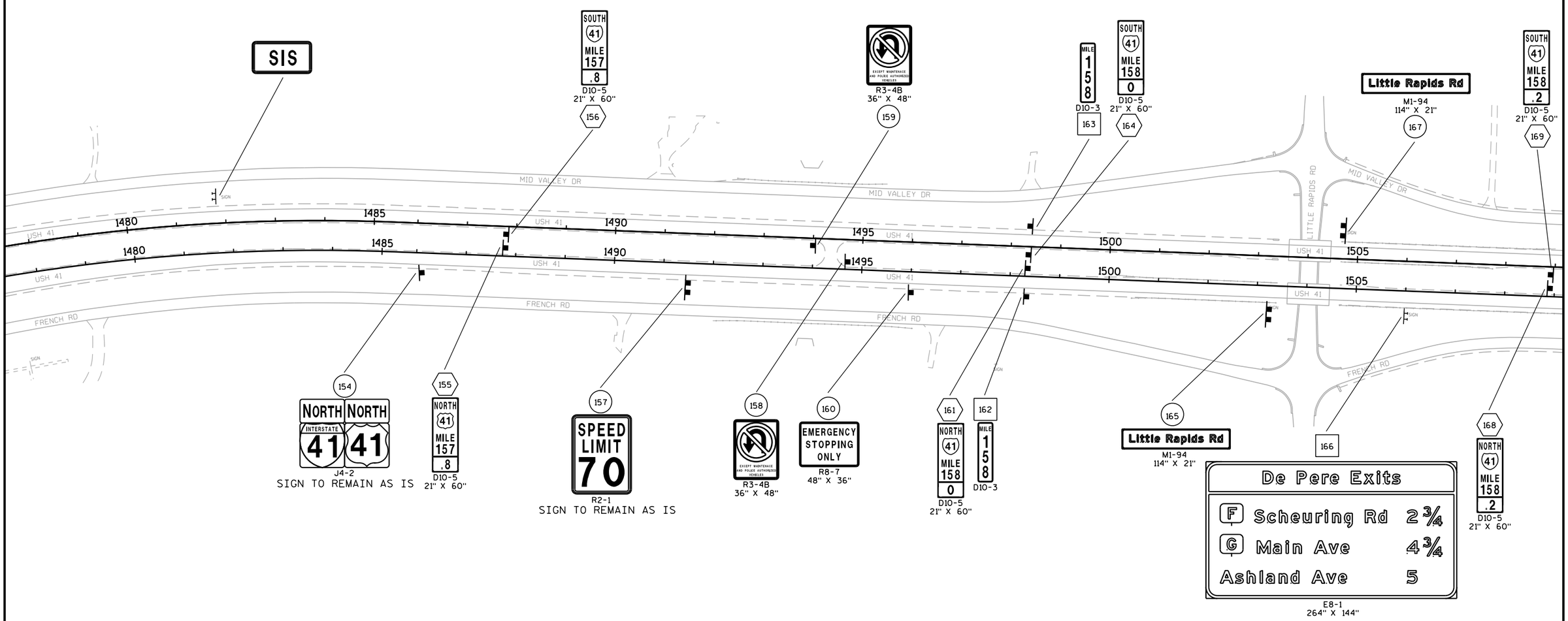
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WISDOT/CADDS SHEET 42

SIGNING NOTES

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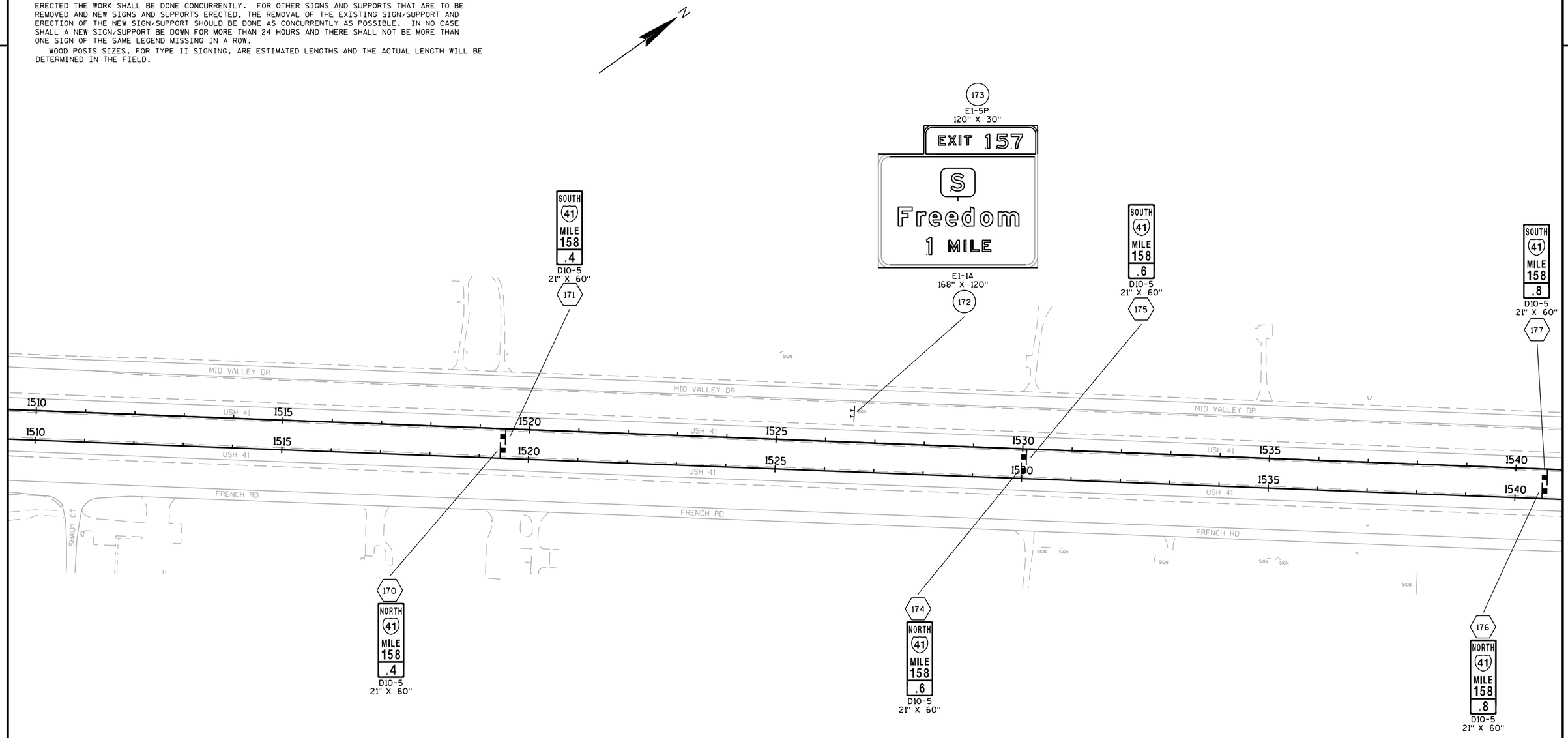
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 77	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\023215_ps.dgn PLOT DATE : 26-MAY-2016 14:15 PLOT BY : dotets PLOT NAME : PLOT SCALE : 200:1

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 78 78	E

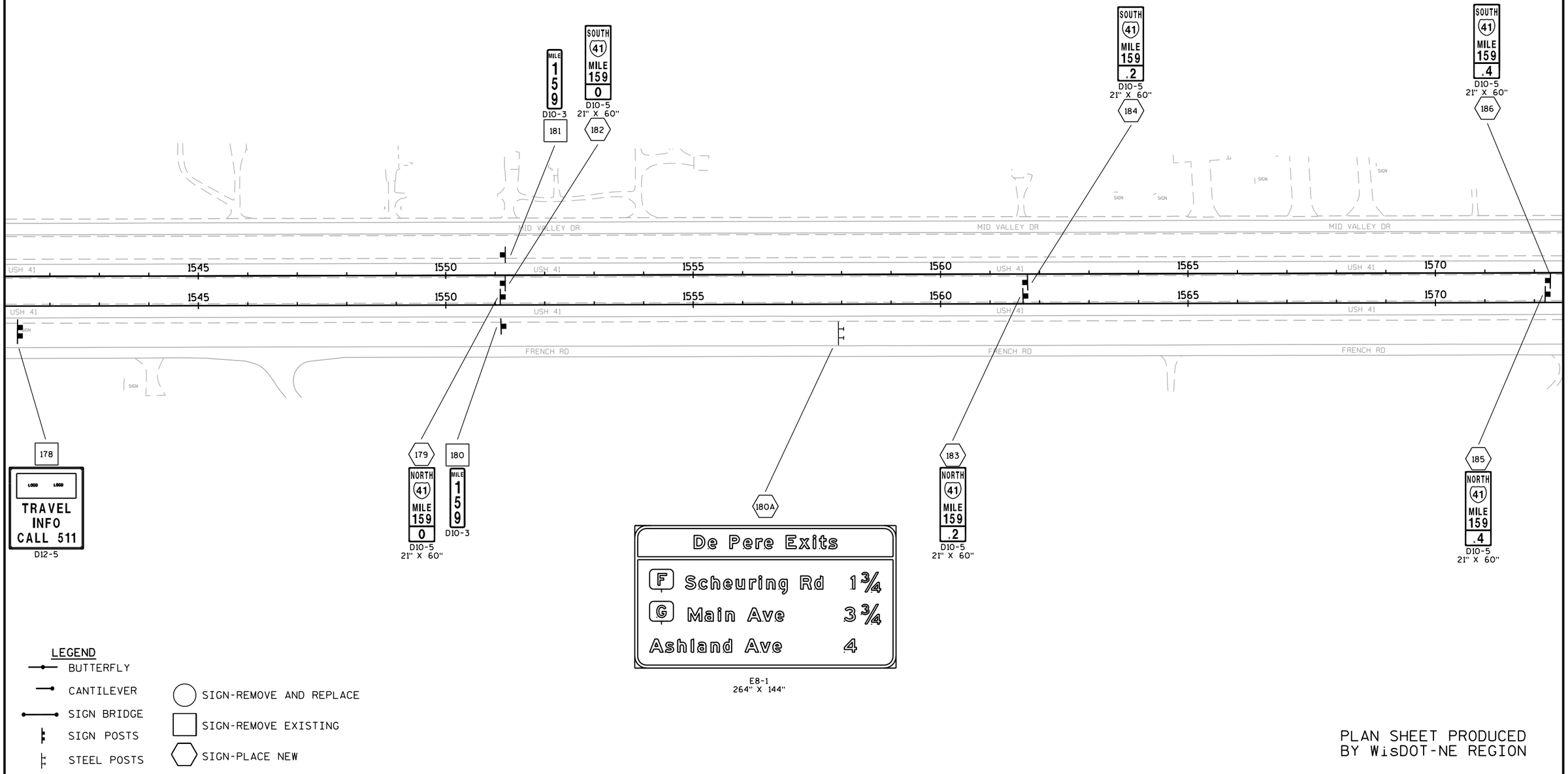
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2

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PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 79	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\023217_ps.dgn PLOT DATE : 26-MAY-2016 14:15 PLOT BY : dotets PLOT NAME : PLOT SCALE : 200:1

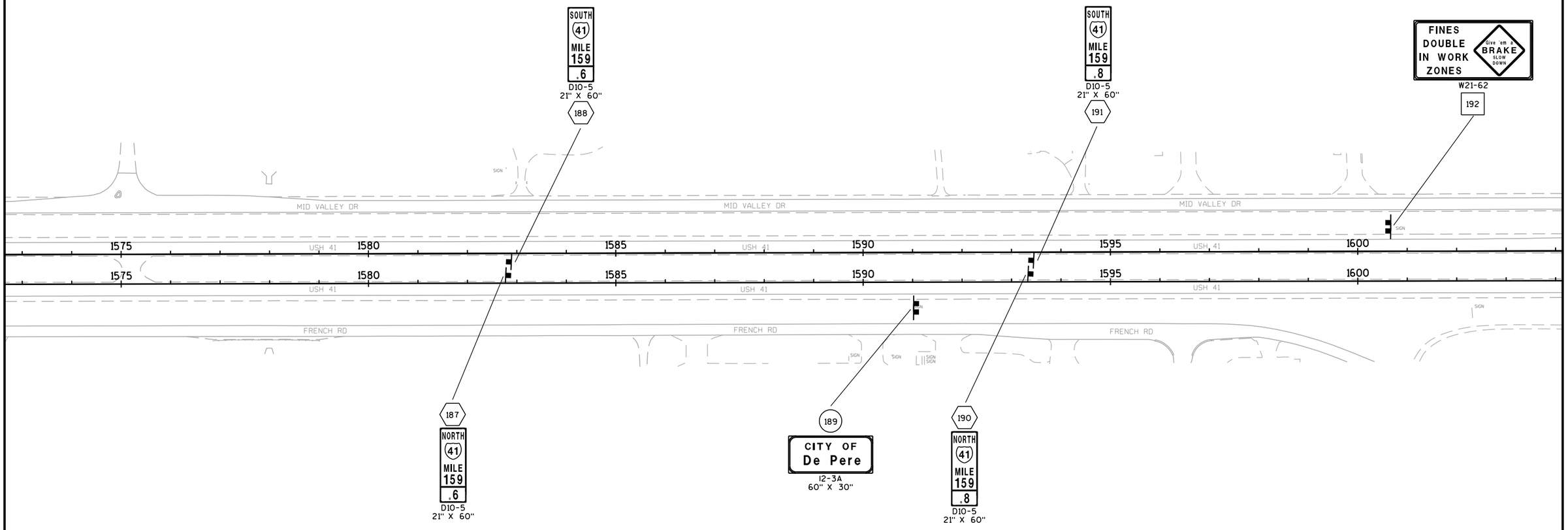
WISDOT/CADDS SHEET 42

2

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PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	PERMANENT SIGNING	SHEET 80 80	E

2

PI: 1363+75.03

PI: 1376+42.67

1365

1370

1375

1360

1355

1350

PB3

PB4

PB5

PB6

PB7

PB8

PB9

PB10

PB11

PB12

CMS1

CMS2

RELOCATE EXISITNG LIGHT
(NEW WOOD POLE PROVIDED BY DOT)

EXISITNG CONDUIT

EXISITNG CONDUIT

EPB2

EPB1

SPLICE POINT
PULL BACK CABLE HEADING TO EXISTING CMS BEFORE SPLICING
(SPLICE SHOULD BE MADE OUT OF THE PB)

N

CONDUCTOR COLOR SCHEME

Circuit "A" = Black
Circuit "B" = Red
Circuit "C" = Blue
Circuit "D" = Brown
Circuit "E" = Orange
Circuit "F" = Yellow

GENERAL NOTE

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

2" CONDUIT, NON-METALLIC (unless otherwise noted)

LIGHTING UNIT

NON CONDUCTIVE PULL BOX 24" X 48"

UTILITY POLE

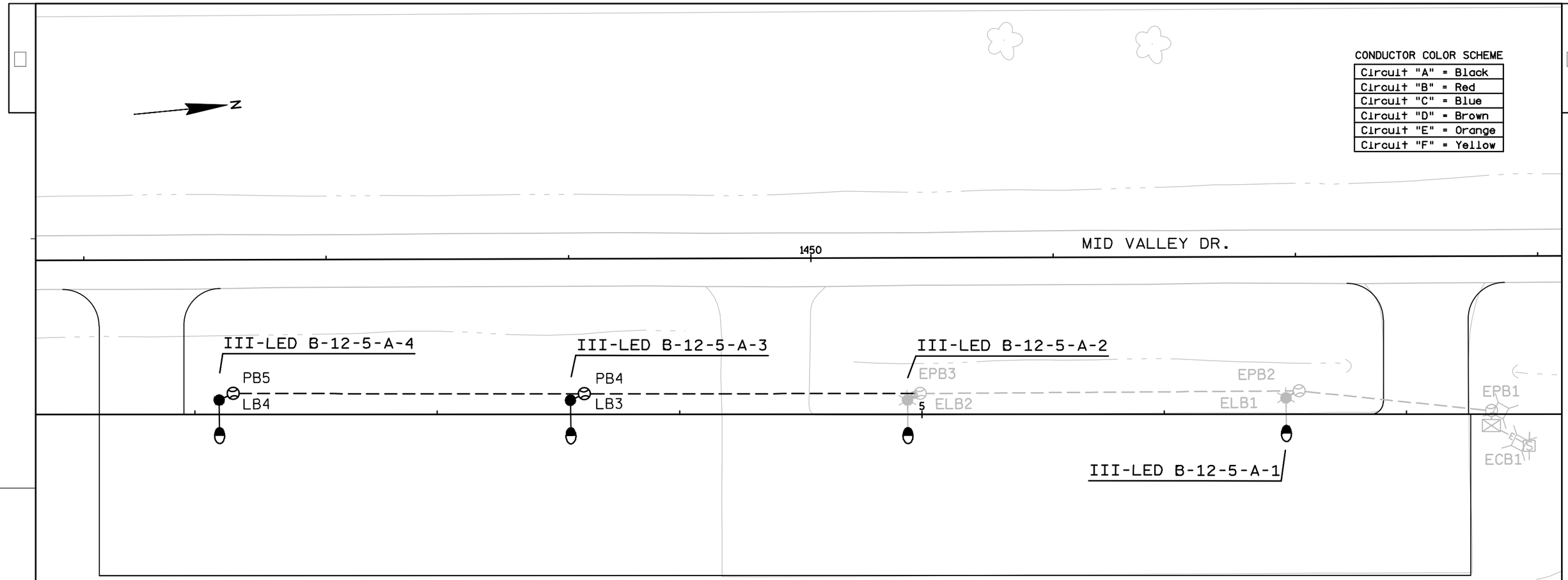
ELECTRIC, UNDERGROUND — E —

ELECTRIC, OVERHEAD — OH —

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL - CMS WIRING/LIGHTING	SHEET 81	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\0242201_CR.DWG PLOT DATE : 7/21/2016 11:06 AM PLOT BY : TALCOTT, MATTHEW J PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



CONDUCTOR COLOR SCHEME

Circuit "A" = Black
Circuit "B" = Red
Circuit "C" = Blue
Circuit "D" = Brown
Circuit "E" = Orange
Circuit "F" = Yellow

LEGEND

- LIGHTING CONTROL CABINET WITH METER BREAKER PEDESTAL
- 2" CONDUIT, NON-METALLIC (unless otherwise noted)
- LIGHTING UNIT
- PULL BOX 24" X 42"
- UTILITY POLE
- ELECTRIC, UNDERGROUND — E —
- ELECTRIC, OVERHEAD — OH —

EXAMPLE (see individual label on each lighting unit)

III-LED A-12-5-A-4

- 4 — LIGHT UNIT NUMBER IN CIRCUIT
- A — CIRCUIT ID
- 12 — BASE TYPE
- 5 — MAST ARM LENGTH (in feet)
- A — LAMP WATTAGE
- III-LED — DISTRIBUTION TYPE

240 VOLT SYSTEM

120/240 VOLT ELECTRIC SERVICE

NOTES:

WISCONSIN DOT NORTHEAST REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 492-5710.

THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

CTH S PARK AND RIDE
USH 41 & CTH S (FREEDOM RD)
BROWN COUNTY

LIGHTING NO. L05-595

DESIGNER: WISDOT NE REGION TRAFFIC UNIT

DATE: 3-9-2016 SHEET NO. 1 OF 1

PROJECT NO: 1130-44-00	HWY: PARK AND RIDE	COUNTY: BROWN	PARK AND RIDE LIGHTING PLAN	SHEET 82	E

FILE NAME : U:\WORK TO BE DONE OR PENDING\41 & S PNR\L-595.DWG PLOT DATE : Mar 09, 2016 - 6:56am PLOT BY : TALCOTT, MATTHEW J PLOT NAME : L05-595, rev1 PLOT SCALE : 40:1

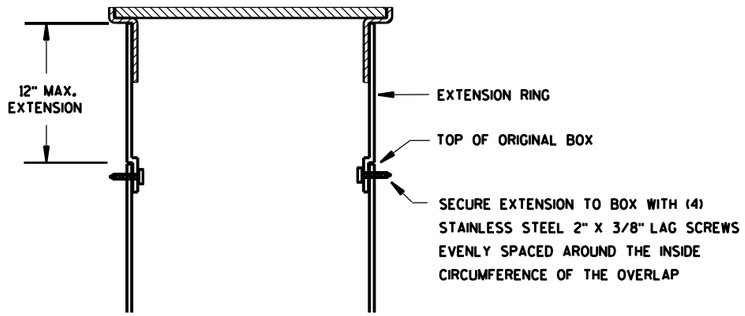
WISDOT/CADDS SHEET 42

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX DIAMETER ** (OUTSIDE)	B	25	25
BOX LENGTH	C	36	42
COVER	D	25 1/2	25 1/2
FRAME	E	27	27
FRAME	F	25 3/4	25 3/4
FRAME	G	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50

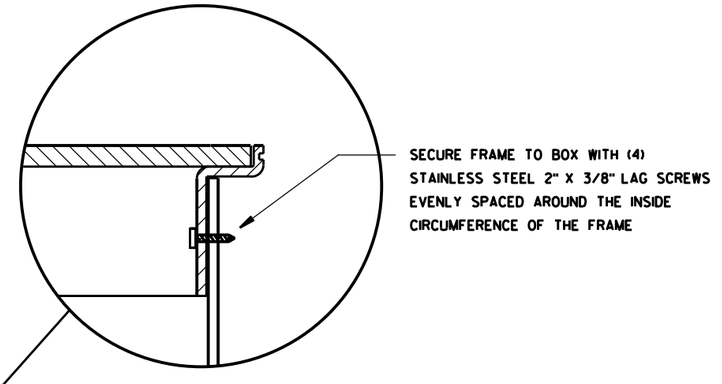
* THE ACTUAL WEIGHT OF THE COVER MAY VARY NOT TO EXCEED 100 LBS.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

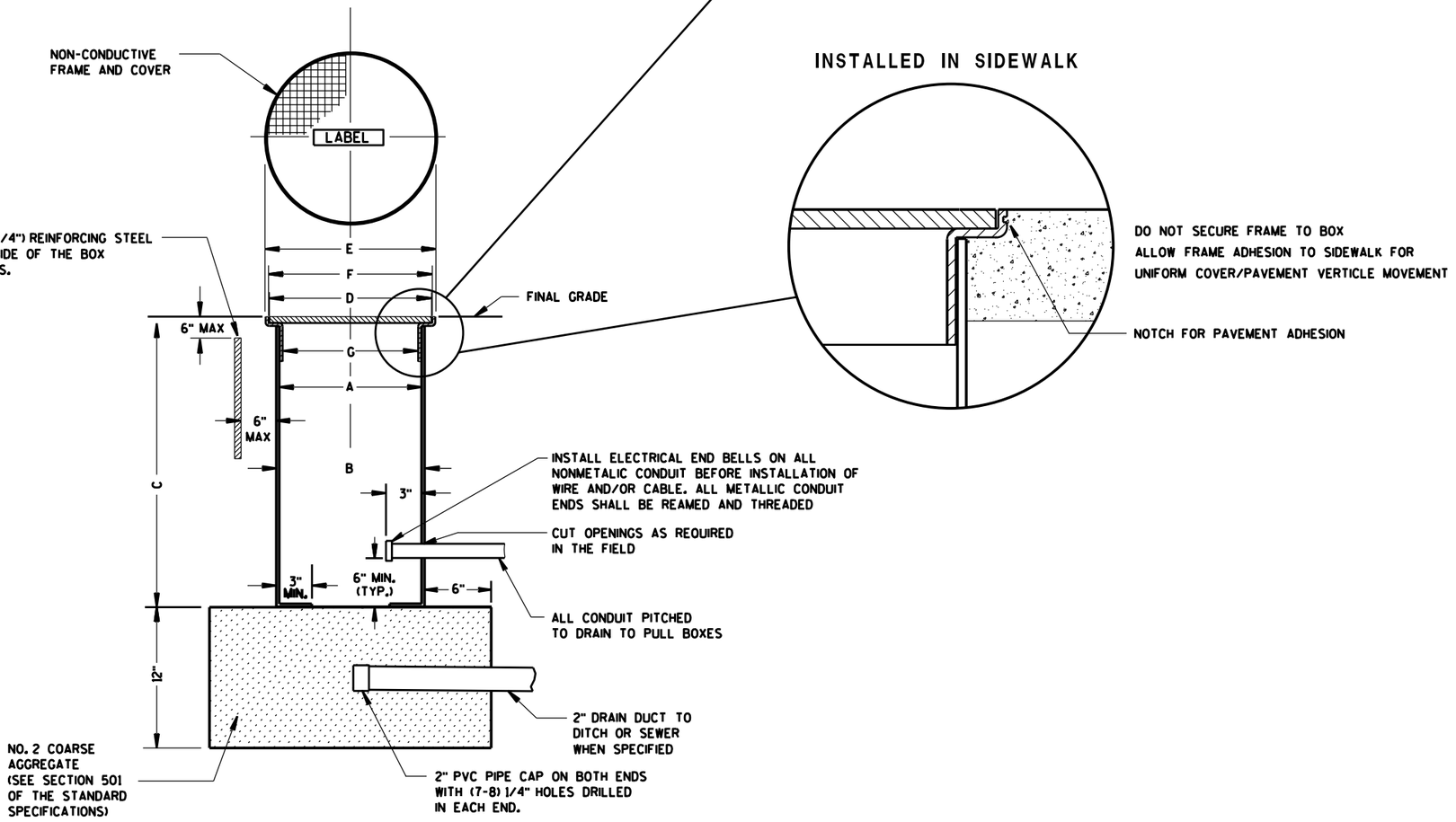


BOX EXTENSION

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



NON-CONDUCTIVE PULL BOX

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN 1/4".

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL OR LIGHTING SYSTEMS. "WISDOT COMMUNICATIONS" FOR COMMUNICATIONS SYSTEMS.

83

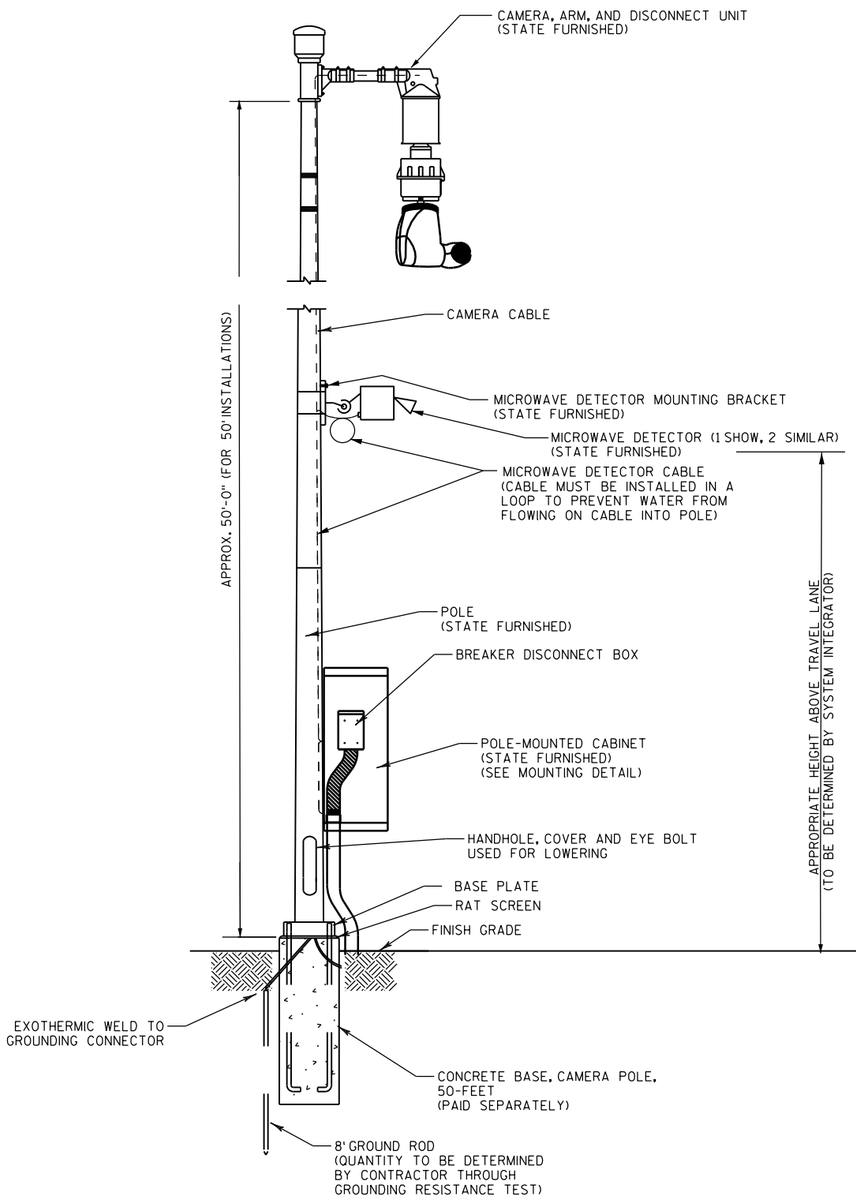
LEGEND	EXISTING	PROPOSED
FTMS CONVENTIONAL SYMBOLS		
CCTV CAMERA AND POLE		
FTMS FIELD CABINET AND BASE		
METER BREAKER PEDESTAL		
24X36-INCH STEEL PULL BOX		
24X42-INCH NON-CONDUCTIVE PULL BOX		
FTMS (ITS) CONDUIT		
BREAKER DISCONNECT BOX		
COMMUNICATIONS VAULT, TYPE 1		
DETECTION ZONE		

FTMS STANDARD ABBREVIATIONS

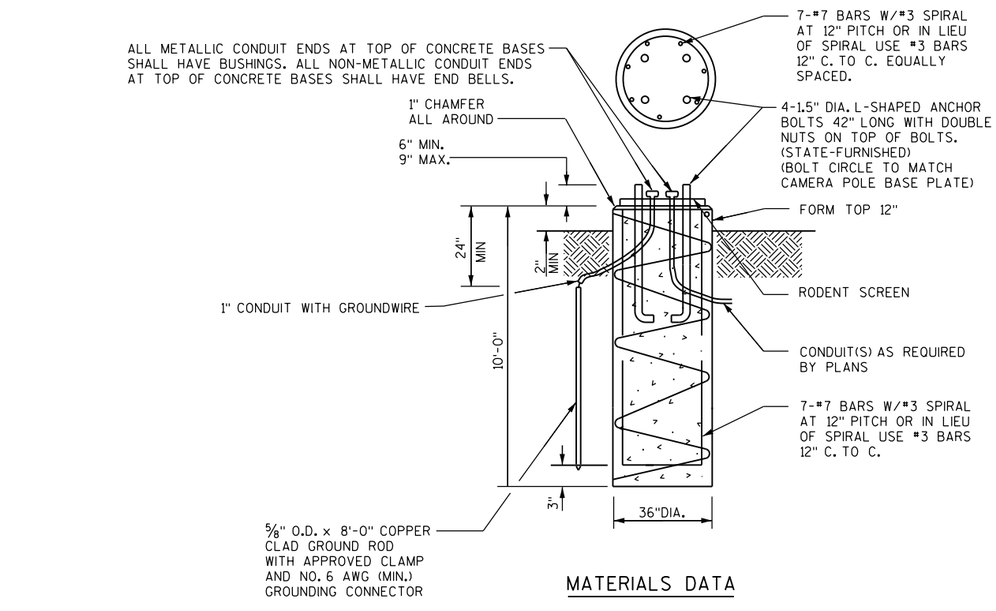
CB	CONTROLLER CABINET
CCTV	CLOSED CIRCUIT TELEVISION SITE
CV	COMMUNICATIONS VAULT
PB	PULL BOX
EX	EXISTING
MB	METER BREAKER

FTMS GENERAL NOTES

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



CAMERA POLE WITH CAMERA LOWERING HARDWARE

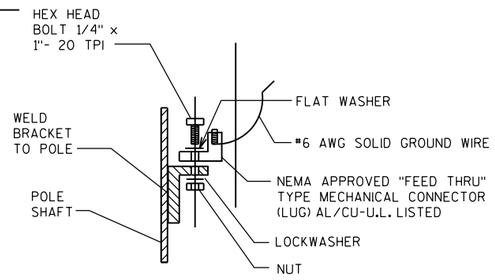


MATERIALS DATA

CONCRETE	f'c=3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT	fy = 60,000 psi

CONCRETE BASE, 50' CAMERA POLE

NOT TO SCALE



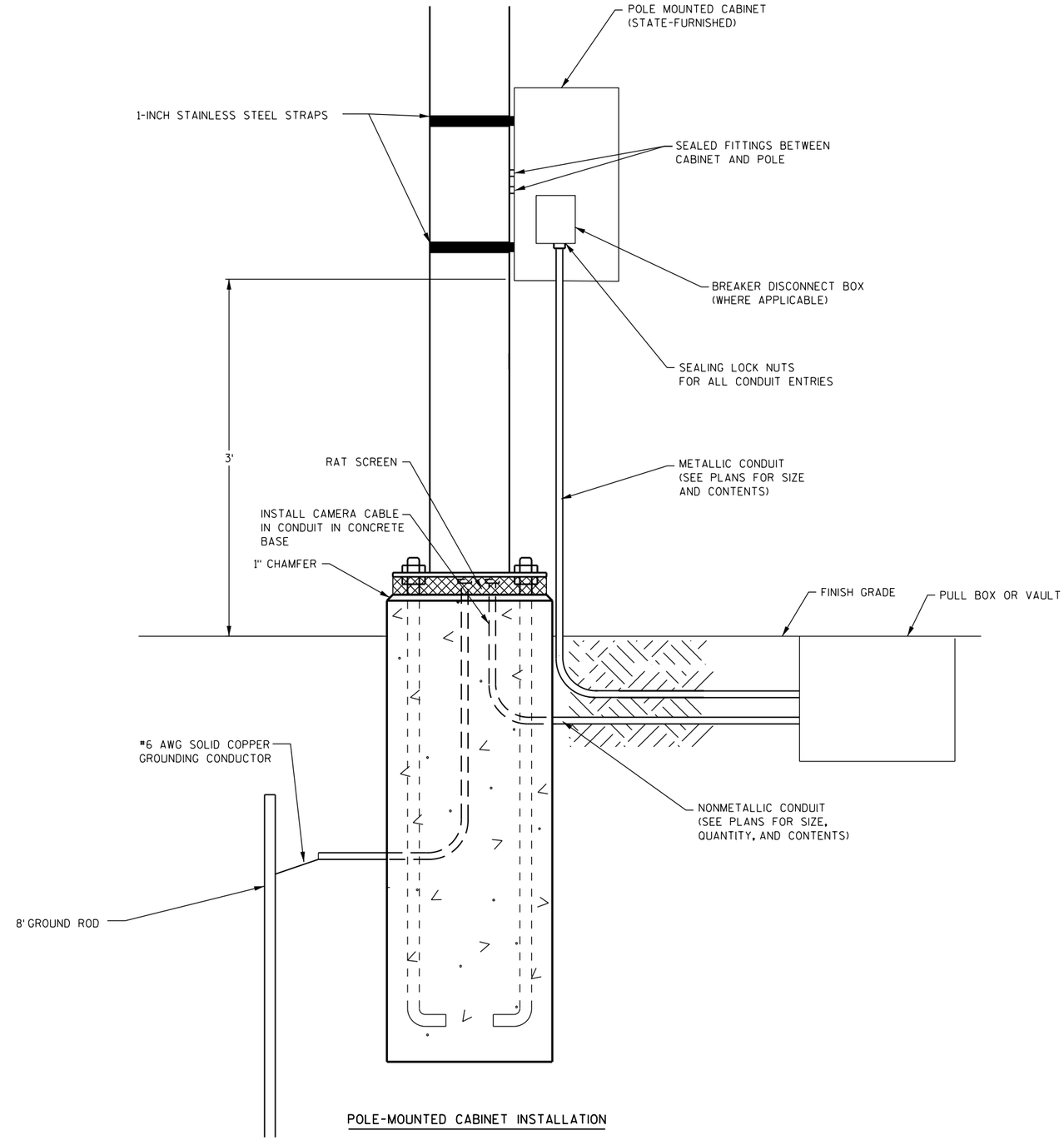
FIELD INSTALLED GROUNDING LUG

CAMERA POLES & FOUNDATIONS

NOTES

1) ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL
2) POLE DRAWINGS SHOWN FOR BIDDING INFORMATION PURPOSES ONLY. POLES WILL BE STATE FURNISHED. BASE TO BE CONTRACTOR DESIGNED.
3) CONTRACTOR SHALL CONFIRM BOLT PATTERN OF CAMERA POLE PRIOR TO CONSTRUCTION OF CONCRETE BASE.
4) CONTRACTOR SHALL INSTALL GROUNDING LUG AS SHOWN

2



POLE-MOUNTED CABINET INSTALLATION

CLOGATE20.DGN

2

CV01
(COIL 200-FEET OF SLACK
72-COUNT FOC (S-F) WITH NEW
F.O. SPLICE ENCLOSURE (S-F)
ON END FOR PROTECTION
(4) F.O. SPLICES IN SPLICE ENCLOSURE
(FOR DROP SPLICE TO CCTV-44-0094)

(1) 2-INCH NONMETALLIC CONDUIT
WITH (3) NO. 6 AWG TRAFFIC
SIGNAL WIRES

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE
(1) WITH (3) NO. 6 AWG TRAFFIC
SIGNAL WIRES

(2) 2-INCH NONMETALLIC CONDUITS, SPECIAL
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE
(1) WITH (3) NO. 6 AWG TRAFFIC
SIGNAL WIRES

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE
(1) WITH (3) NO. 6 AWG TRAFFIC
SIGNAL WIRES

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(1) 2-INCH NONMETALLIC CONDUIT WITH
(1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(1) 2-INCH METALLIC CONDUIT WITH
(3) NO. 6 AWG TRAFFIC SIGNAL WIRES

CCTV-44-0094 / SDS-44-0051
(1) 50-FOOT CAMERA POLE BASE
(1) 50-FOOT CAMERA POLE (S-F)
(1) CCTV CAMERA (S-F)
(1) POLE-MOUNTED CABINET (S-F)
(1) BREAKER DISCONNECT BOX
(1) MICROWAVE VEHICLE DETECTOR (S-F)
(1) ETHERNET SWITCH (S-F)
(1) 12-COUNT F.O. TERMINATION PANEL (S-F)
(6) F.O. TERMINATIONS

MBJ01
PBJ01
PBJ02
PBJ03

CAMERA ORIENTATION

1185-SB
1185-NB
I-41 SB
I-41 NB
CTH J
RIPRAP
MH
AG
MATCHLINE 1193+00

PROJECT NO: 1130-44-71	HWY: 141	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 87	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\05_out_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

2

2

N

KELSO RD

MH

MH

HO

HO

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CVO2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MATCHLINE 1193+00

MATCHLINE 1208+00

I-41 SB

I-41 NB

1195-SB

1200-SB

1205-SB

1195-NB

1200-NB

1205-NB

AG

SUBSTATION

W

W

W

W

WALLS

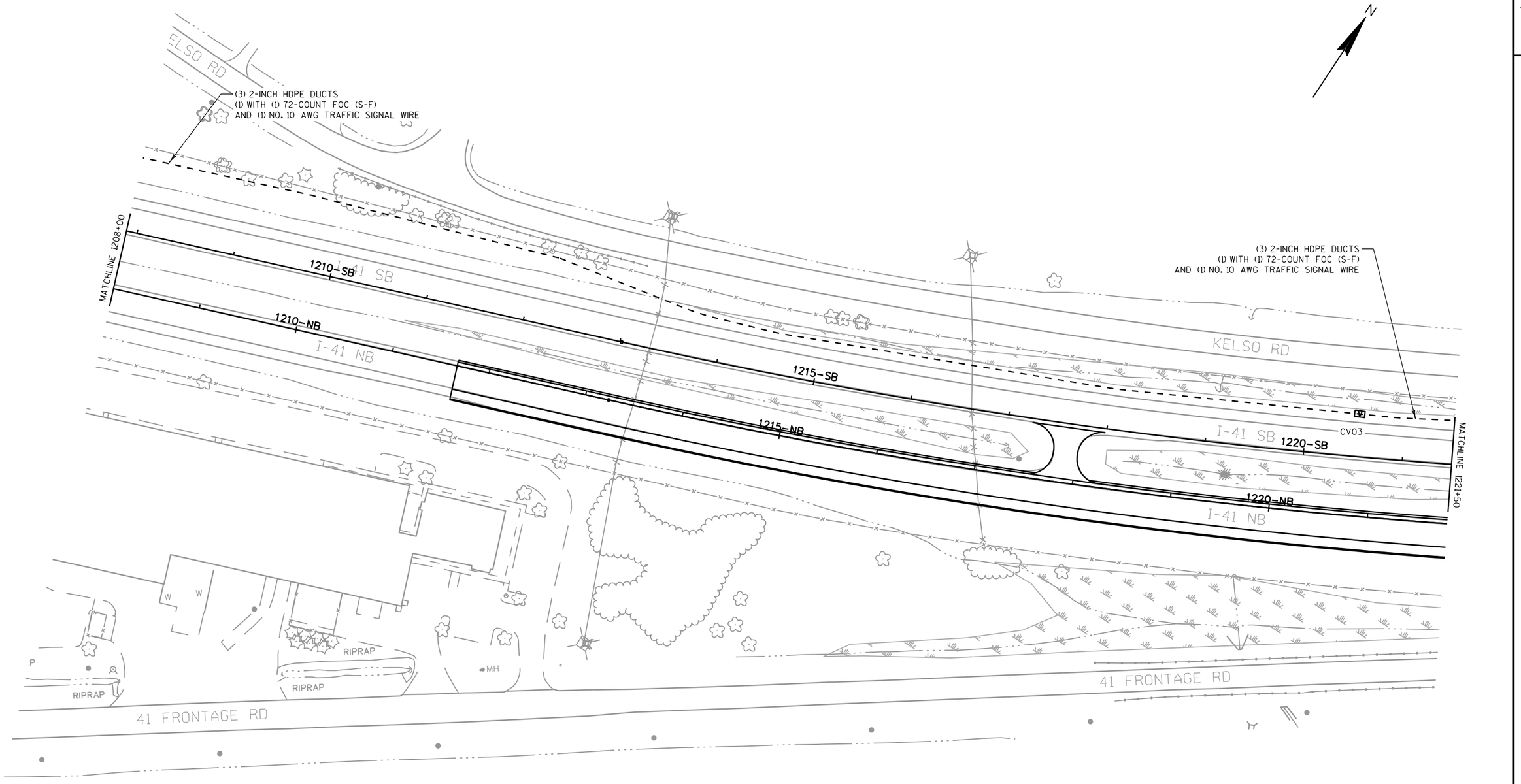
RIPRA

PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 88	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\10_out_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

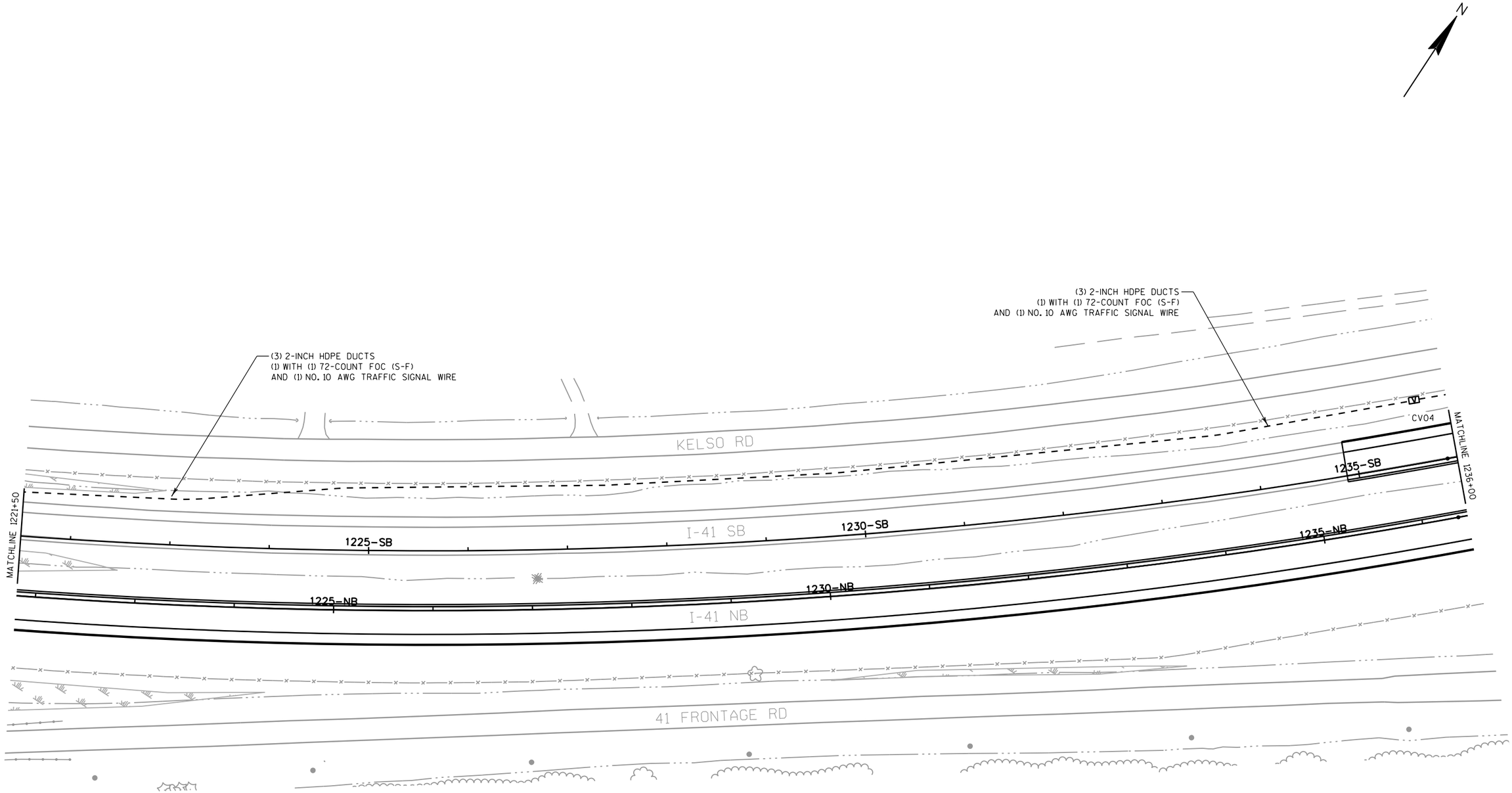
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PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 89	E

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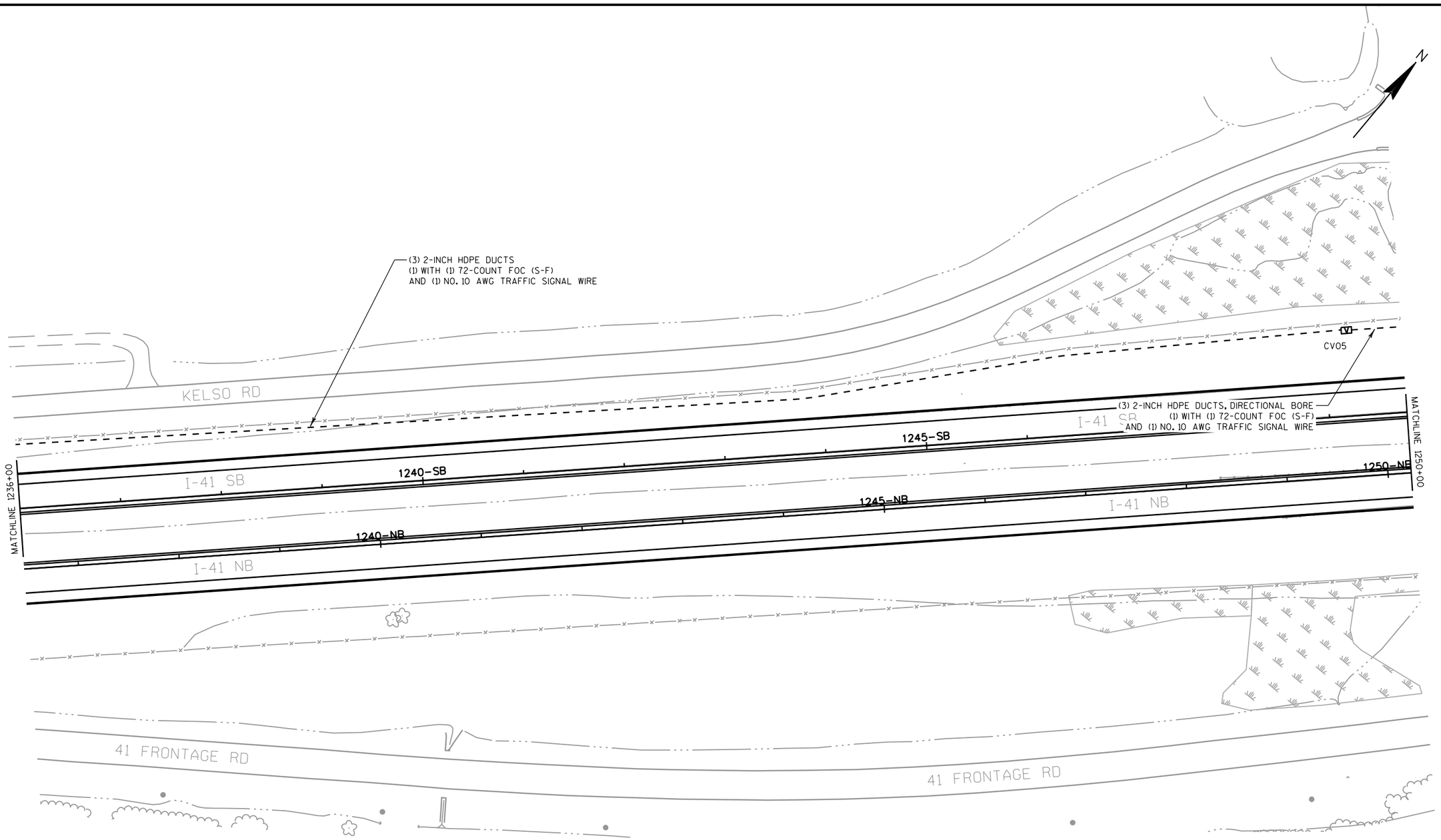
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PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 90	E

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2



PROJECT NO: 1130-44-71	HWY: 141	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 91	E

2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CTH JJ

CV06

I-41 SB

1255-SB

1260-SB

1265-NB

(3) 2-INCH HDPE DUCTS, DIRECTIONAL BORE
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

1250-SB

MATCHLINE 1250+00

1260-NB

1255-NB

I-41 NB

MATCHLINE 1265+00

41 FRONTAGE RD

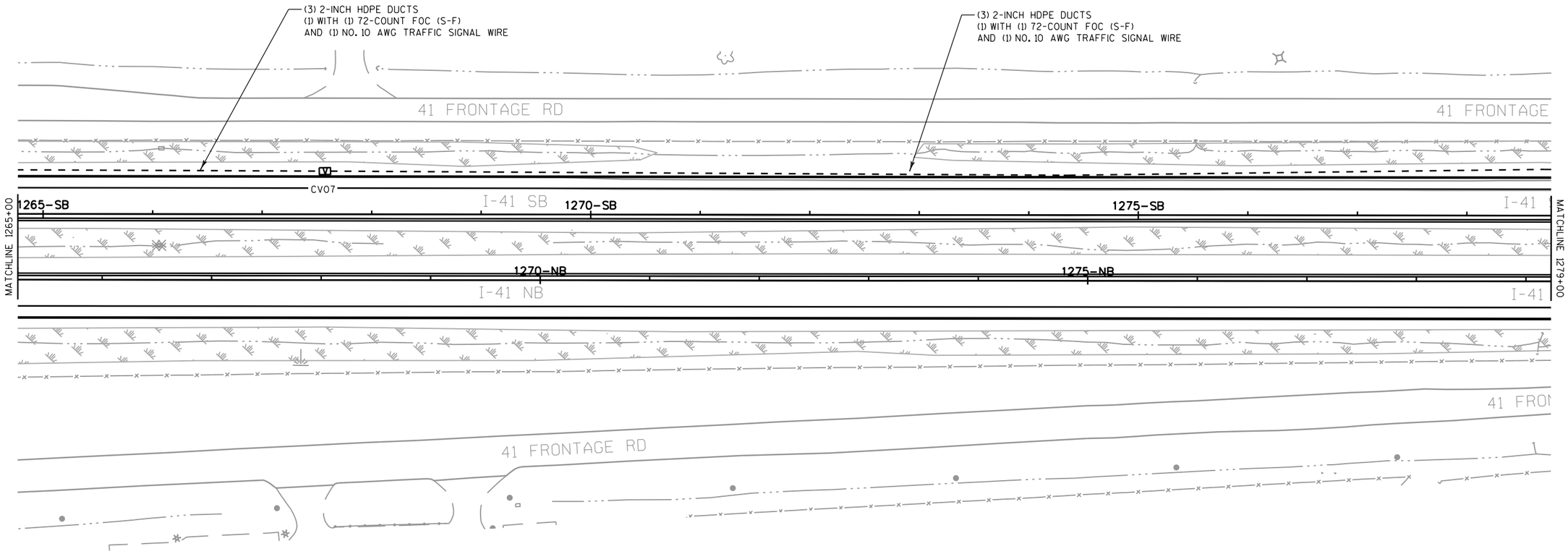
TOWN CLUB RD

CANADIAN NATIONAL

EDGEWOO

PROJECT NO: 1130-44-71	HWY: 141	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 92	E

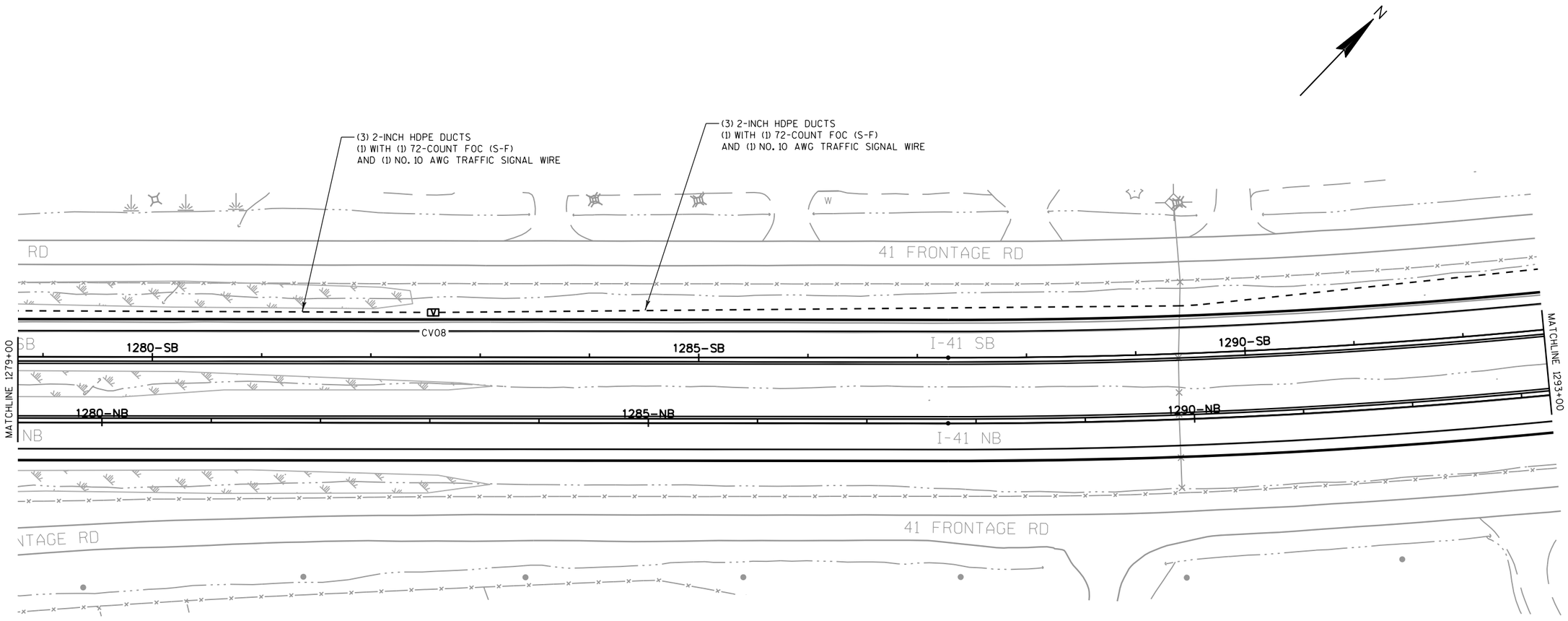
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PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 93	E

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2



PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 94	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\40_out_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

IN NEW F.O. SPLICE ENCLOSURE (S-F)
IN PROPOSED COMMUNICATIONS VAULT
(74) F.O. SPLICES

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

41 FRONTAGE RD

CV09

MATCHLINE 1293+00

1295-SB

I-41 SB

(2) 2-INCH NONMETALLIC CONDUITS, SPECIAL
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

1305-SB

I-41 SB

41 FRONTA

MATCHLINE 1308+00

1295-NB

I-41 NB

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

1305-NB

I-41 NB

PB4101

MB4101

CAMERA POLE 1 (SDS-44-0052)

OH

OH

OH

OH

41 FRONTAGE RD

41 FRONTAGE RD

(1) 2-INCH NONMETALLIC CONDUIT
WITH (3) NO. 6 AWG TRAFFIC
SIGNAL WIRES

(1) 2-INCH METALLIC CONDUIT WITH
(3) NO. 6 AWG TRAFFIC SIGNAL WIRES

CCTV-44-0095 / SDS-44-0052
(1) 50-FOOT CAMERA POLE BASE
(1) 50-FOOT CAMERA POLE (S-F)
(1) CCTV CAMERA (S-F)
(1) POLE-MOUNTED CABINET (S-F)
(1) BREAKER DISCONNECT BOX
(1) MICROWAVE VEHICLE DETECTOR (S-F)
(1) ETHERNET SWITCH (S-F)
(1) TERMINAL SERVER (S-F)
(1) 12-COUNT F.O. TERMINATION PANEL (S-F)
(6) F.O. TERMINATIONS

RIPRAP

PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\45_out_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS, DIRECTIONAL BORE
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

AGE RD

41 FRONTAGE RD

CV10

CV11

MATCHLINE 1308+00

1310-SB

1315-SB

I-41 SB

1320-SB

MATCHLINE 1221+50

1310-NB

1315-NB

1320-NB

I-41 NB

41 FRONTAGE RD

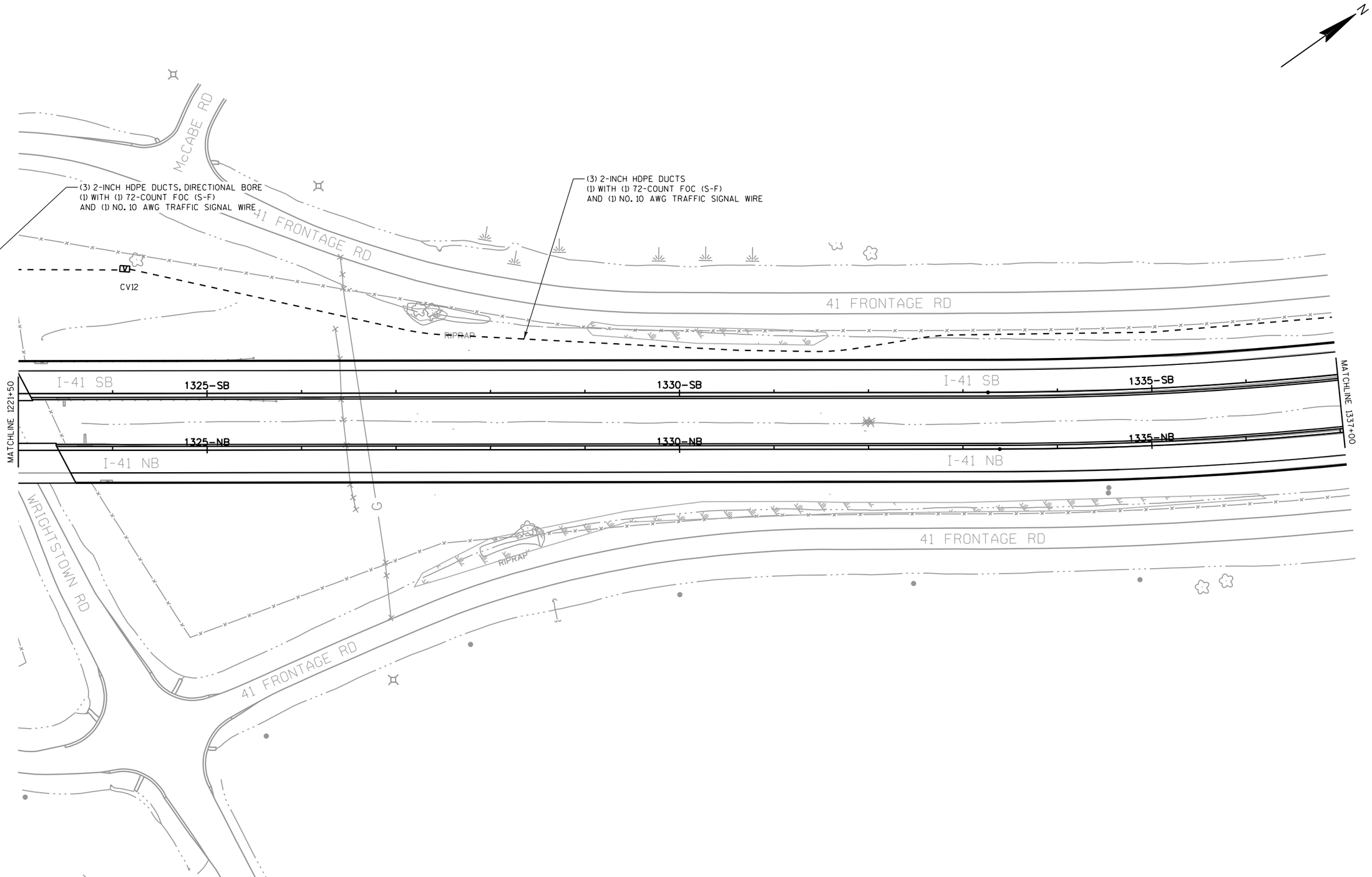
RIPRAP

RIPRAP

PROJECT NO: 1130-44-71	HWY: 141	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 96	E

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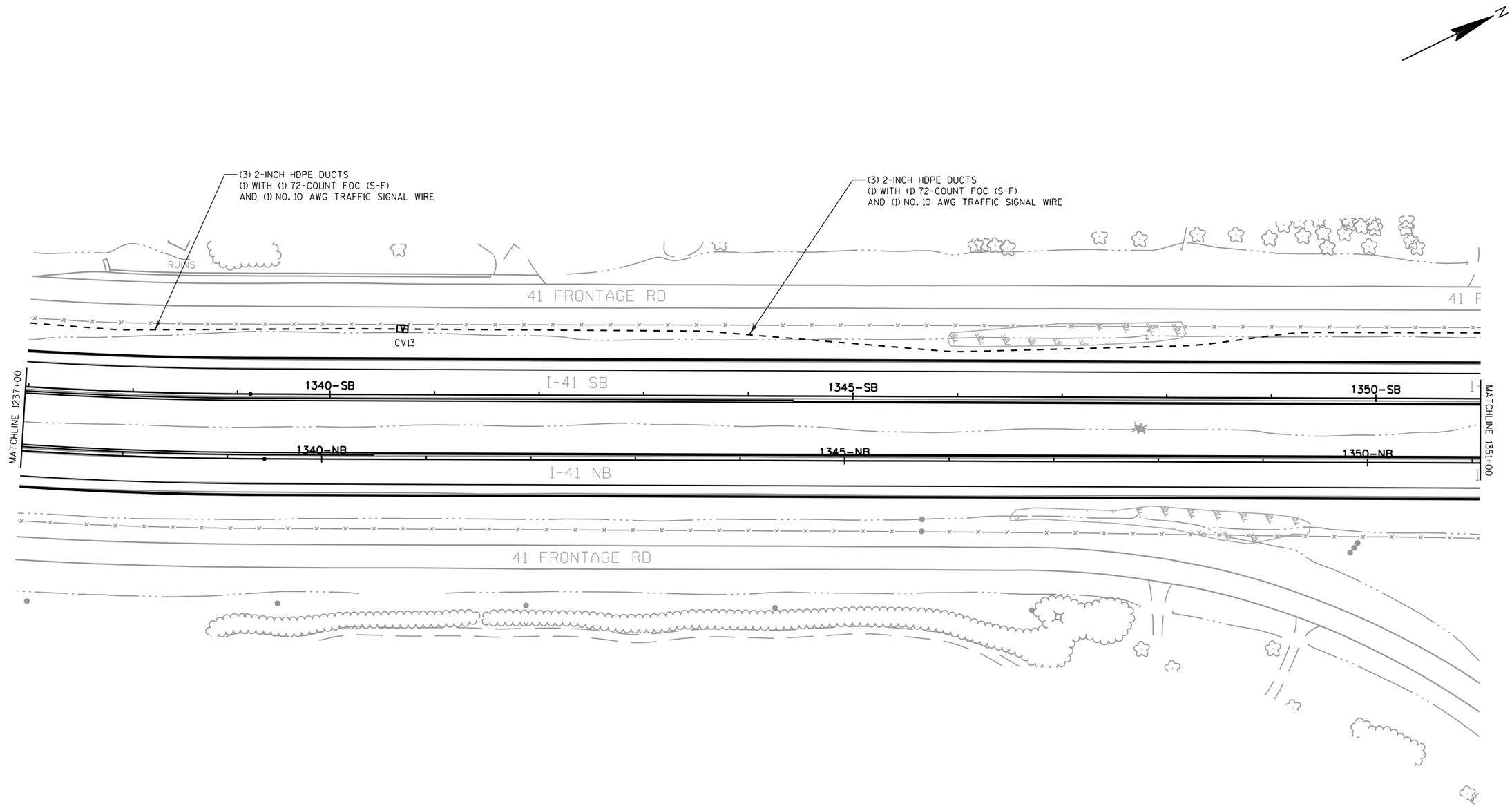
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PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 97	E

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2



PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 98	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\60_out_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

N

FRONTAGE RD

41 FRONTAGE RD

CV14

41 SB

1355-SB

1360-SB

I-41 SB

1365-SB

MATCHLINE 1351+00

1355-NB

1360-NB

1365-NB

-41 NB

I-41 NB

MATCHLINE 1221+50

CEMETERY

CEMETERY

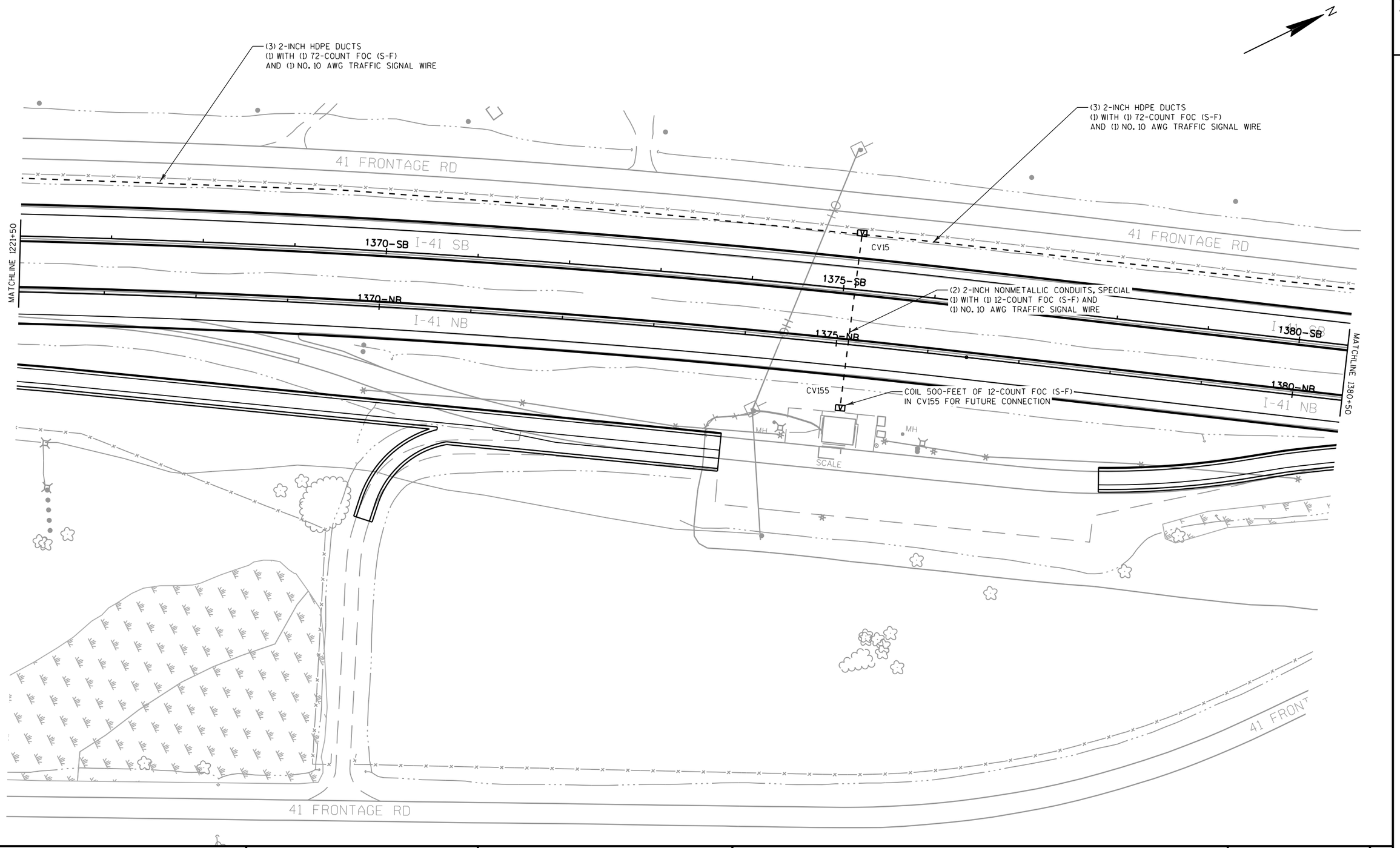
41 FRONTAGE RD

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 99	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\65_out_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

2



PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 100	E

2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

41 FRONTAGE RD

CV16

I-41 SB

1385-SB

1390-SB

1395

MATCHLINE 1380+50

MATCHLINE 1395+00

1385-NB

1390 NB

I-41 NB

41 FRONTAGE RD

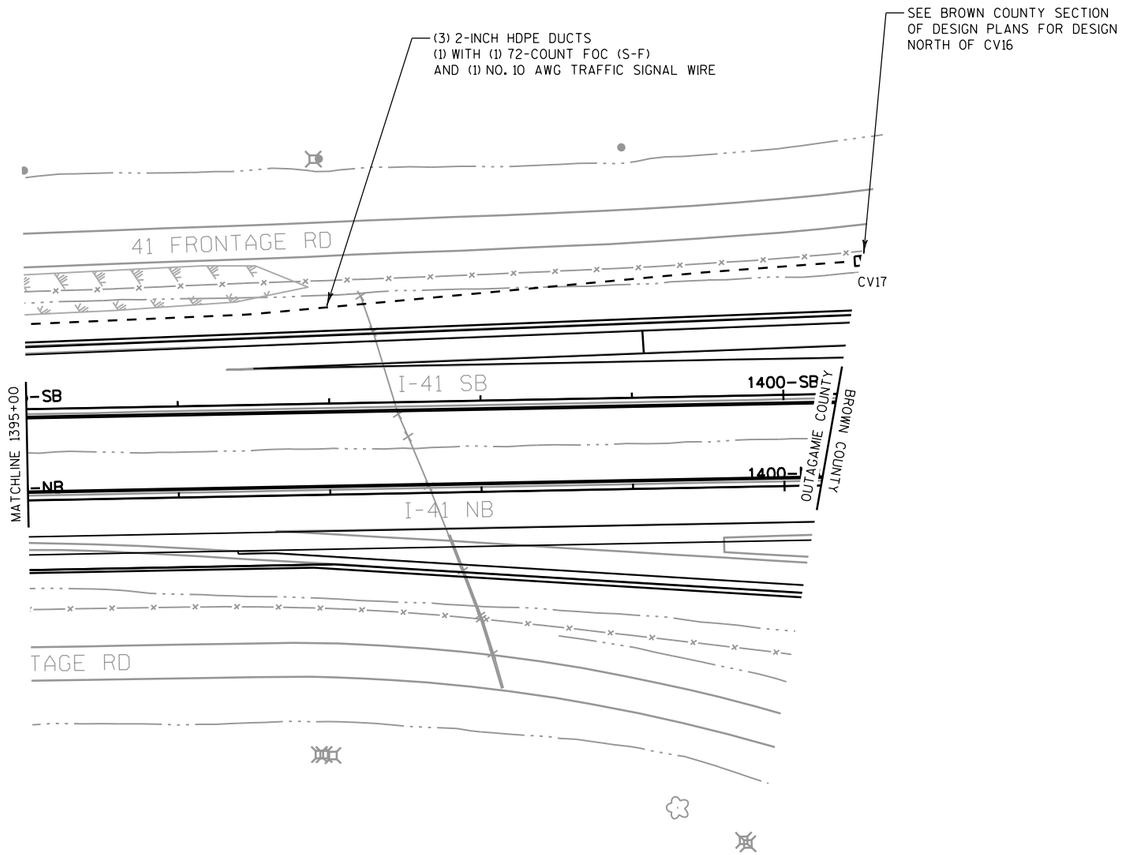
41 FRON

AGE RD

PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 101	E

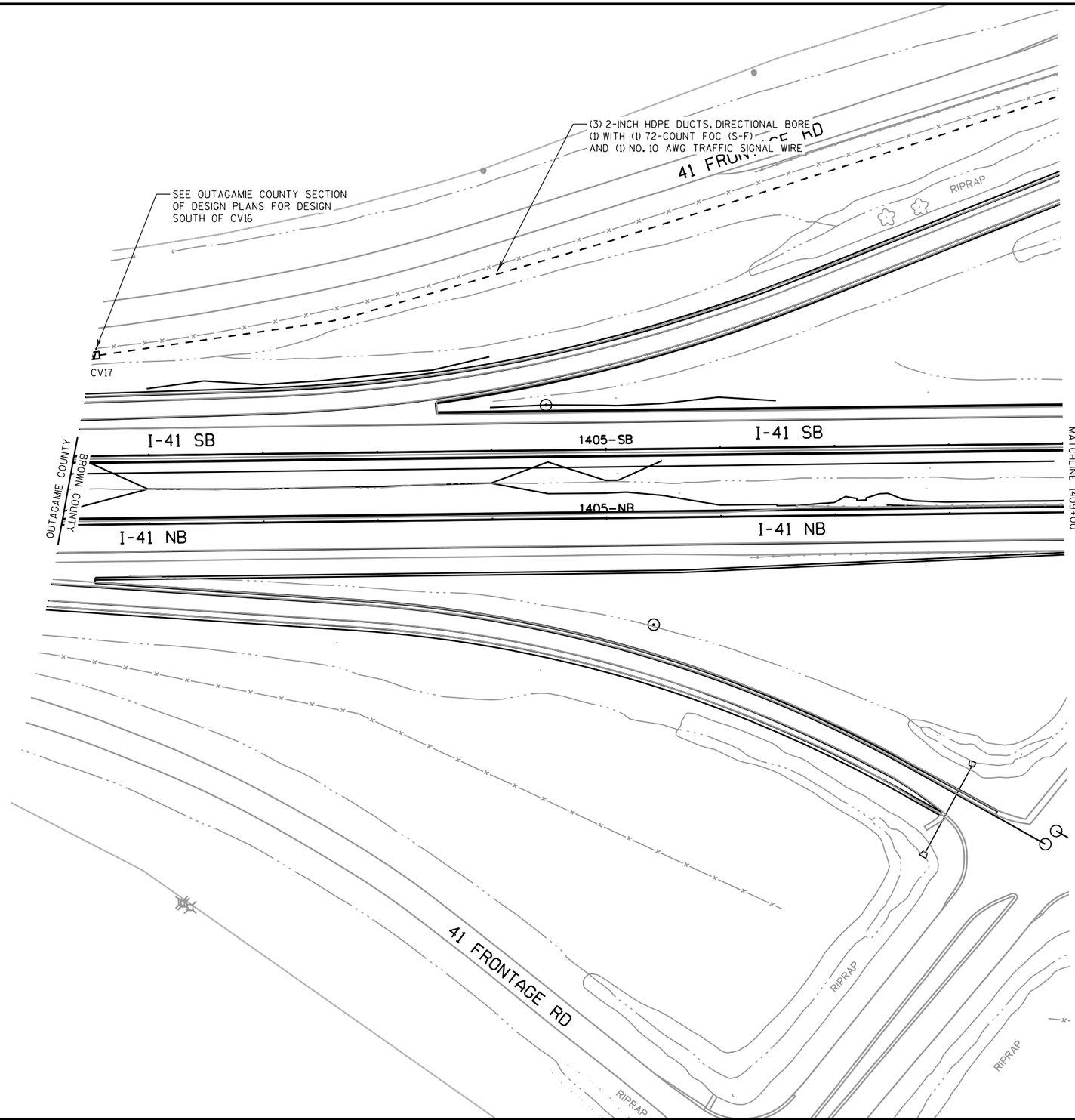
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2



PROJECT NO: 1130-44-71	HWY: 141	COUNTY: OUTAGAMIE	OUTAGAMIE COUNTY FTMS DEPLOYMENT PLANS	SHEET 102	E

2



PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 103	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\02_bc_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

2

2

(3) 2-INCH HDPE DUCTS, DIRECTIONAL BORE
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CV18

MBU01

IN NEW F.O. SPLICE ENCLOSURE (S-F)
IN PROPOSED COMMUNICATIONS VAULT
(74) F.O. SPLICES

(3) 2-INCH HDPE DUCTS, DIRECTIONAL BORE
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MID VALLEY DR

(1) 2-INCH NONMETALLIC CONDUIT
WITH (3) NO. 6 AWG TRAFFIC
SIGNAL WIRES

PBU01

CV19

(2) 2-INCH NONMETALLIC CONDUITS, SPECIAL
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE
(1) WITH (3) NO. 4 AWG TRAFFIC
SIGNAL WIRES

(1) 2-INCH NONMETALLIC CONDUIT
WITH (3) NO. 4 AWG TRAFFIC
SIGNAL WIRES

PBU02

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE
(1) WITH (3) NO. 4 AWG TRAFFIC
SIGNAL WIRES

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE
(1) WITH (3) NO. 4 AWG TRAFFIC
SIGNAL WIRES

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CTH U

(1) 2-INCH NONMETALLIC CONDUIT
WITH (3) NO. 4 AWG TRAFFIC
SIGNAL WIRES

PBU03

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CCTV-05-0096 / SDS-05-0053
(1) 50-FOOT CAMERA POLE BASE
(1) 50-FOOT CAMERA POLE (S-F)
(1) CCTV CAMERA (S-F)
(1) POLE-MOUNTED CABINET (S-F)
(1) BREAKER DISCONNECT BOX
(1) MICROWAVE VEHICLE DETECTOR (S-F)
(1) ETHERNET SWITCH (S-F)
(1) TERMINAL SERVER (S-F)
(1) 12-COUNT F.O. TERMINATION PANEL (S-F)
(6) F.O. TERMINATIONS

1410-SB
1415-SB
1420-SB
1410-NB
1415-NB
1420-NB
I-41

MATCHLINE 1409+00

MATCHLINE 1314+00

RIPRAP

CTH U

FRENCH RD

PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 104	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\05_bc_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

2

N

TENNIS COURT

APPLE CR

RIPRAP

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MID VALLEY DR

CV20

I-41 SB

1315-SB

1320-SB

1325-SB

(3) 2-INCH HDPE DUCTS, DIRECTIONAL BORE
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MATCHLINE 1314+00

MATCHLINE 1409+00

1315-NB

1320-NB

1325-NB

I-41 NB

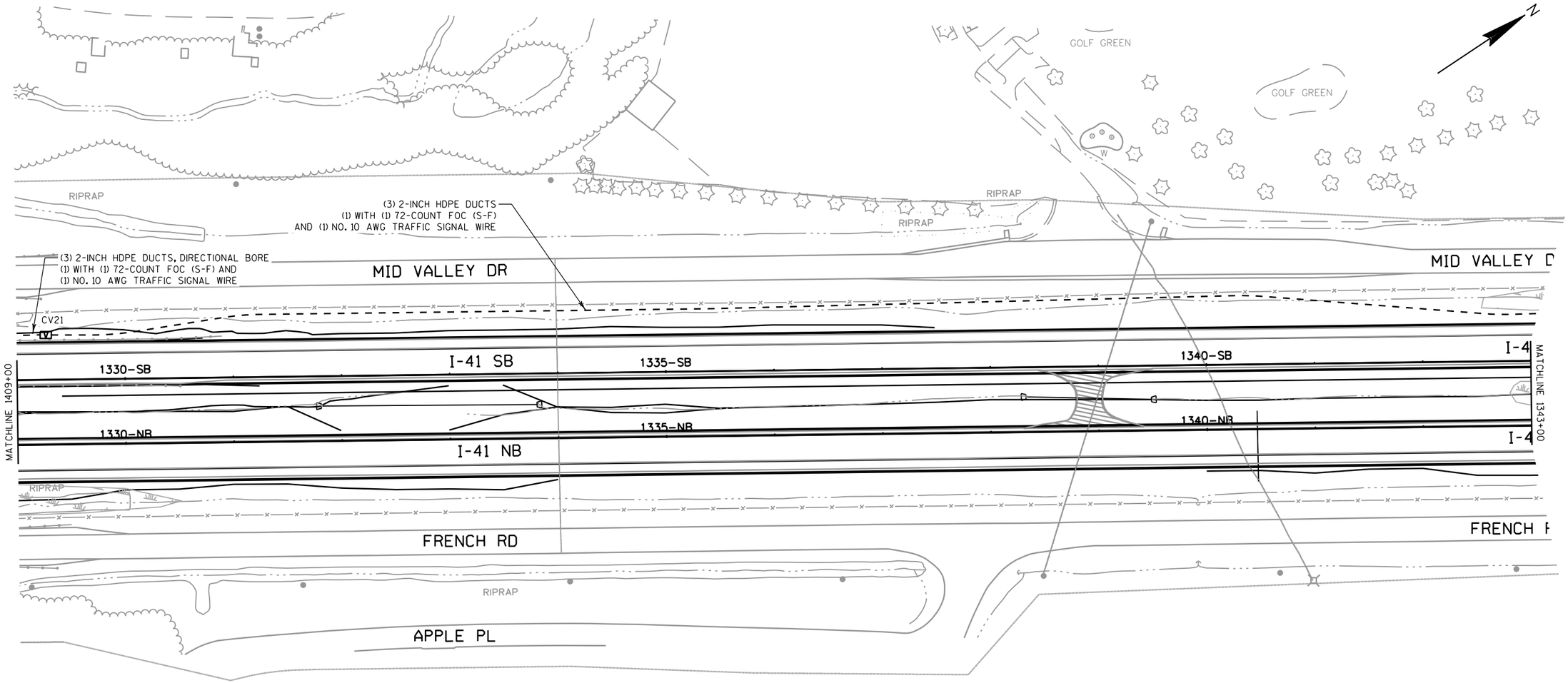
FRENCH RD

PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 105	E

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WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 106	E

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2

2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

GOLF COURSE

GOLF COURSE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

Y DR

MID VALLEY DR

CV22

1 SB

1345-SB

1350-SB

I-41 SB

1355-SB

MATCHLINE 1343+00

1345-NB

1350-NB

1355-NB

1 NB

I-41 NB

MATCHLINE 1358+00

H RD

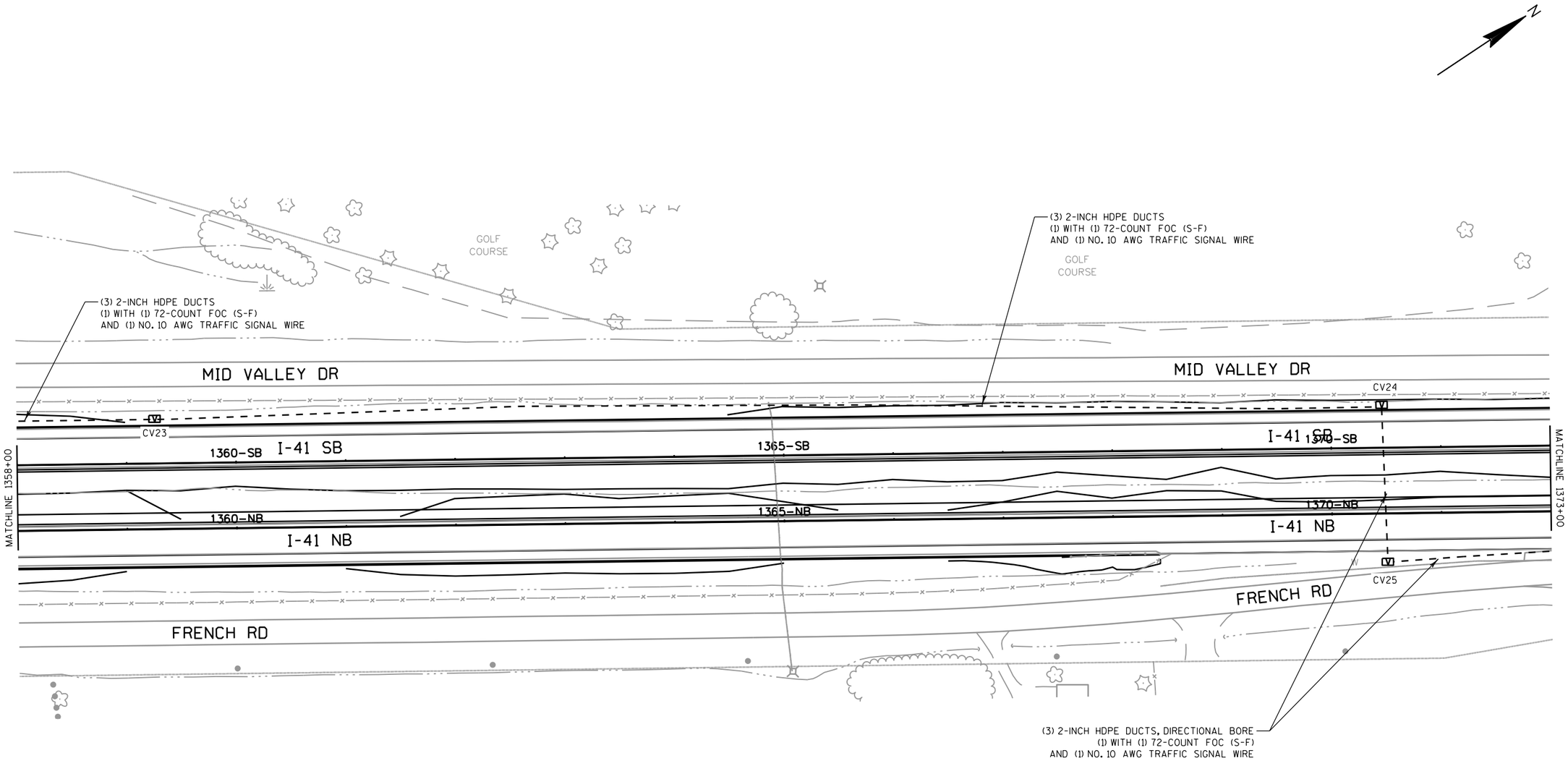
FRENCH RD

PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET	E

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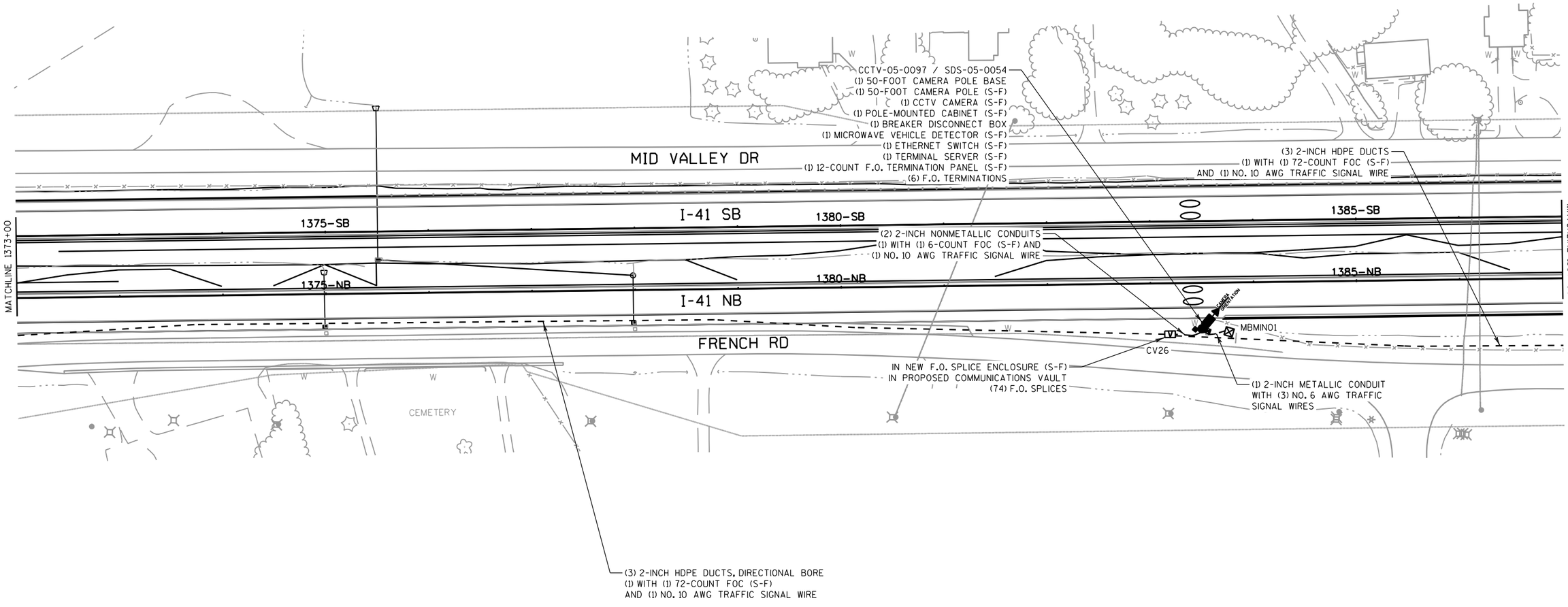
WISDOT/CADDS SHEET 42

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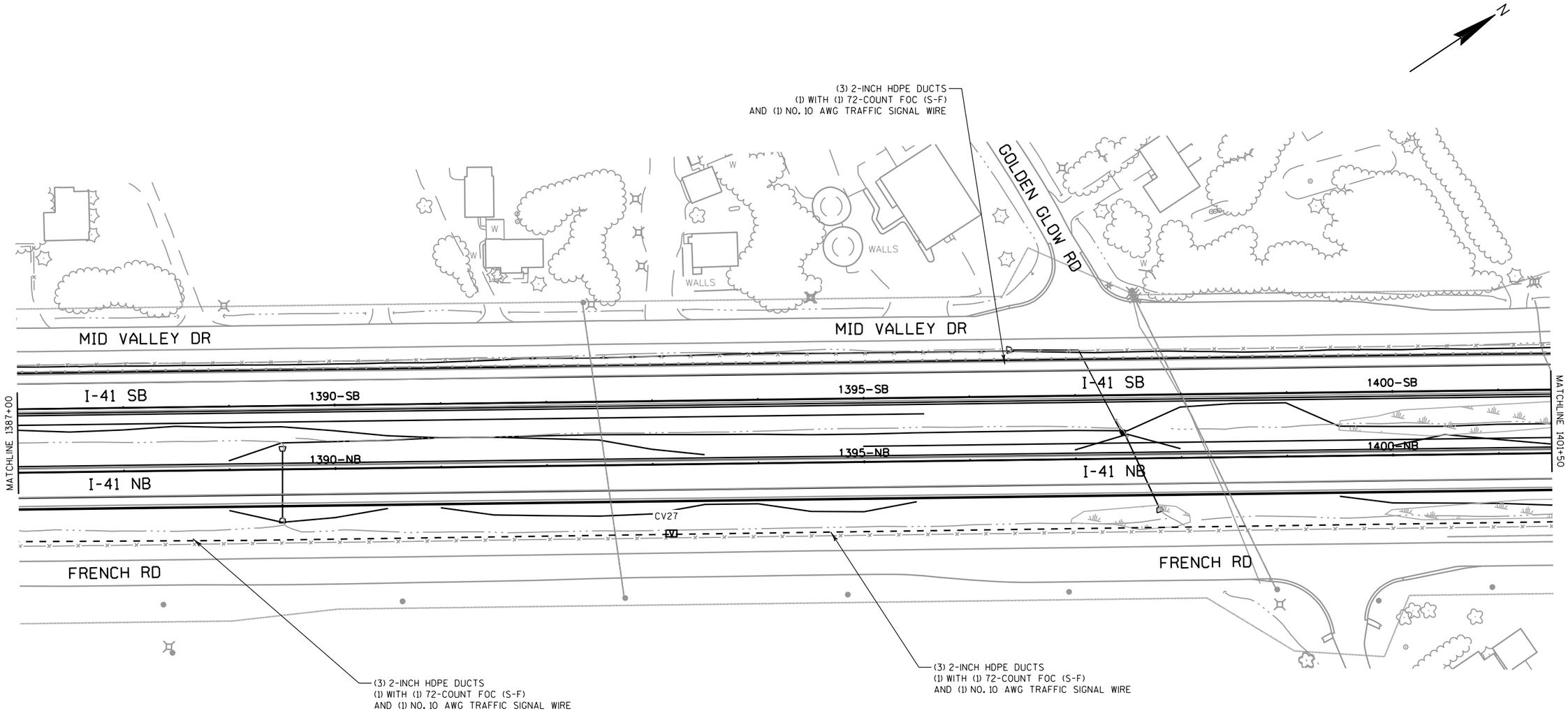
PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 108	E

2



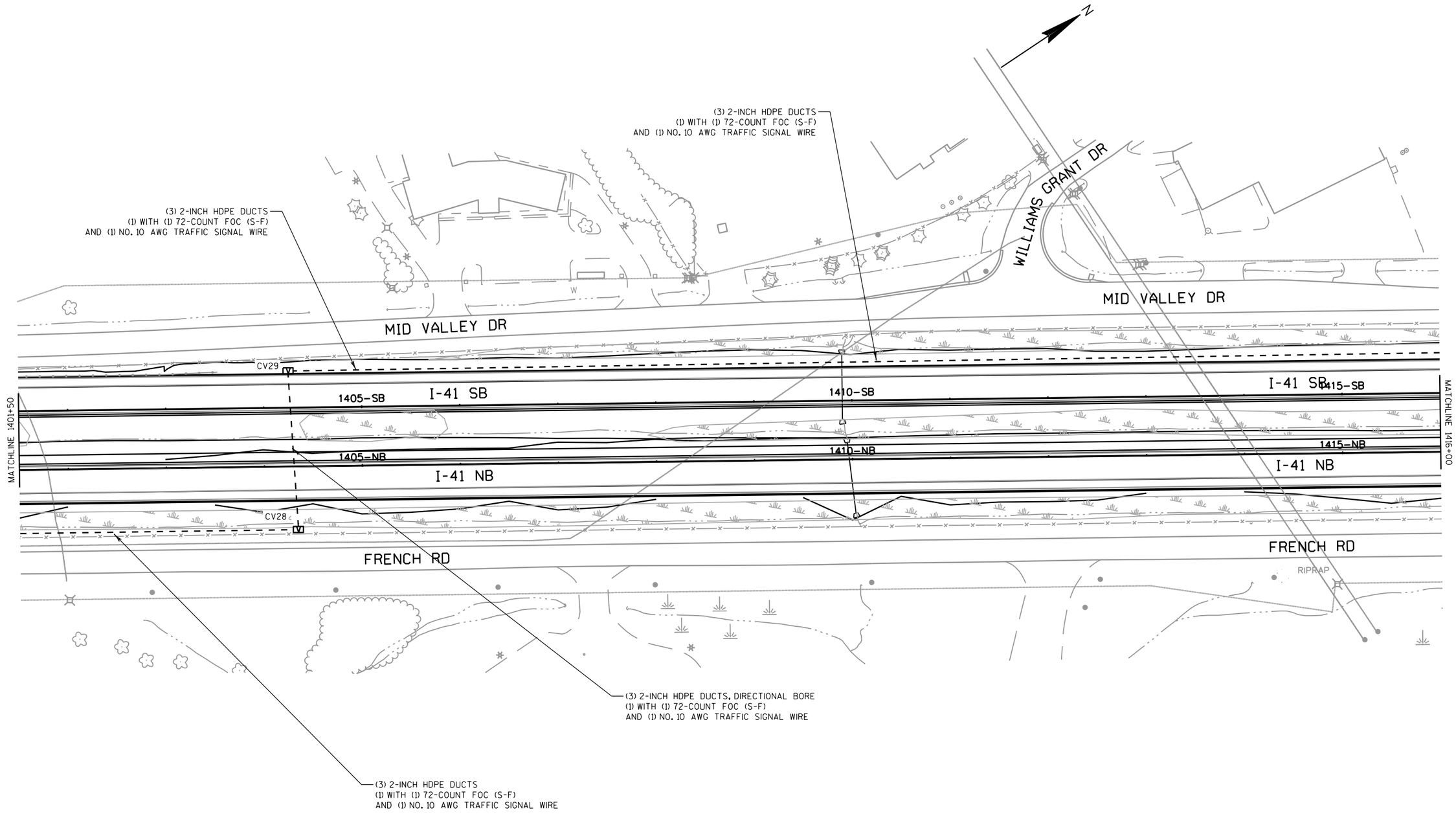
PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 109	E

2



PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 110	E

2



PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 111	E

2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

N

MID VALLEY DR

CV30

MATCHLINE 1416+00

1420-SB

I-41 SB

1425-SB

1430-SB

MATCHLINE 1431+00

1420-NB

1425-NB

1430-NB

I-41 NB

FRENCH RD

RIPRAP

PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 112	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\45_bc_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

2

2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MID VALLEY DR

MID VALLEY DR

CV31

MATCHLINE 1431+00

I-41 SB

1435-SB

1440-SB

I-41 SB

1445

MATCHLINE 1445+00

I-41 NB

1435-NB

1440-NB

I-41 NB

FRENCH RD

FRENCH RD

PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 113 E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\50_bc_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

MID VALLEY DR

(3) 2-INCH HDPE DUCTS, DIRECTIONAL BORE
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

RIPRAP

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CV34

IN NEW F.O. SPLICE ENCLOSURE (S-F)
IN PROPOSED COMMUNICATIONS VAULT
(74) F.O. SPLICES

CV33

MBS01

PBS01

(1) 2-INCH NONMETALLIC CONDUIT
WITH (3) NO. 6 AWG TRAFFIC
SIGNAL WIRES

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

PBS02

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE
(1) WITH (3) NO. 6 AWG TRAFFIC
SIGNAL WIRES

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CV32

(2) 2-INCH NONMETALLIC CONDUITS, SPECIAL
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE
(1) WITH (3) NO. 6 AWG TRAFFIC
SIGNAL WIRES

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

PBS03

(1) 2-INCH METALLIC CONDUIT
WITH (3) NO. 6 AWG TRAFFIC
SIGNAL WIRES

CAMERA DIRECTION

MATCHLINE 1445+00

-SB

1450-SB

I-41 SB

1455-SB

I-41 SB

MATCHLINE 1459+50

-NB

1450-NB

I-41 NB

1455-NB

I-41 NB

CCTV-05-0098 / SDS-05-0055
(1) 50-FOOT CAMERA POLE BASE
(1) 50-FOOT CAMERA POLE (S-F)
(1) CCTV CAMERA (S-F)
(1) POLE-MOUNTED CABINET (S-F)
(1) BREAKER DISCONNECT BOX
(1) MICROWAVE VEHICLE DETECTOR (S-F)
(1) ETHERNET SWITCH (S-F)
(1) TERMINAL SERVER (S-F)
(1) 12-COUNT F.O. TERMINATION PANEL (S-F)
(6) F.O. TERMINATIONS

CTH S

CTH S

PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 114	E

2

ALLEY DR

RIPRAP

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

RIPRAP

MID VALLEY DR

CV35

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

SB

MATCHLINE 1459+50

1460-SB

1465-SB

I-41 SB

1470-SB

MATCHLINE 1474+00

1460-NB

1465-NB

I-41 NB

1470-NB

FRENCH RD

RIPRAP

RIPRAP

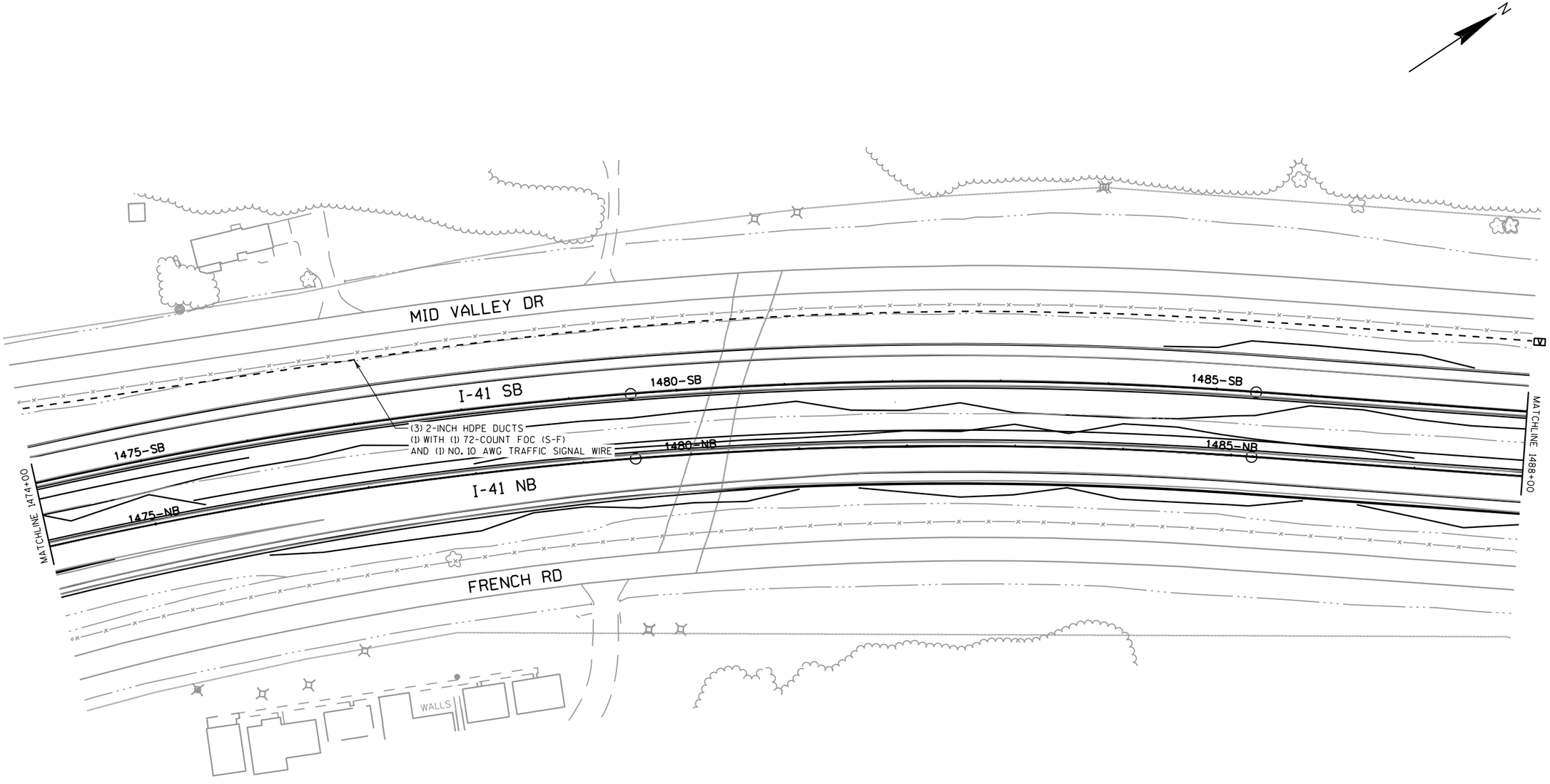
RIPRAP

RIPRAP

PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 115	E

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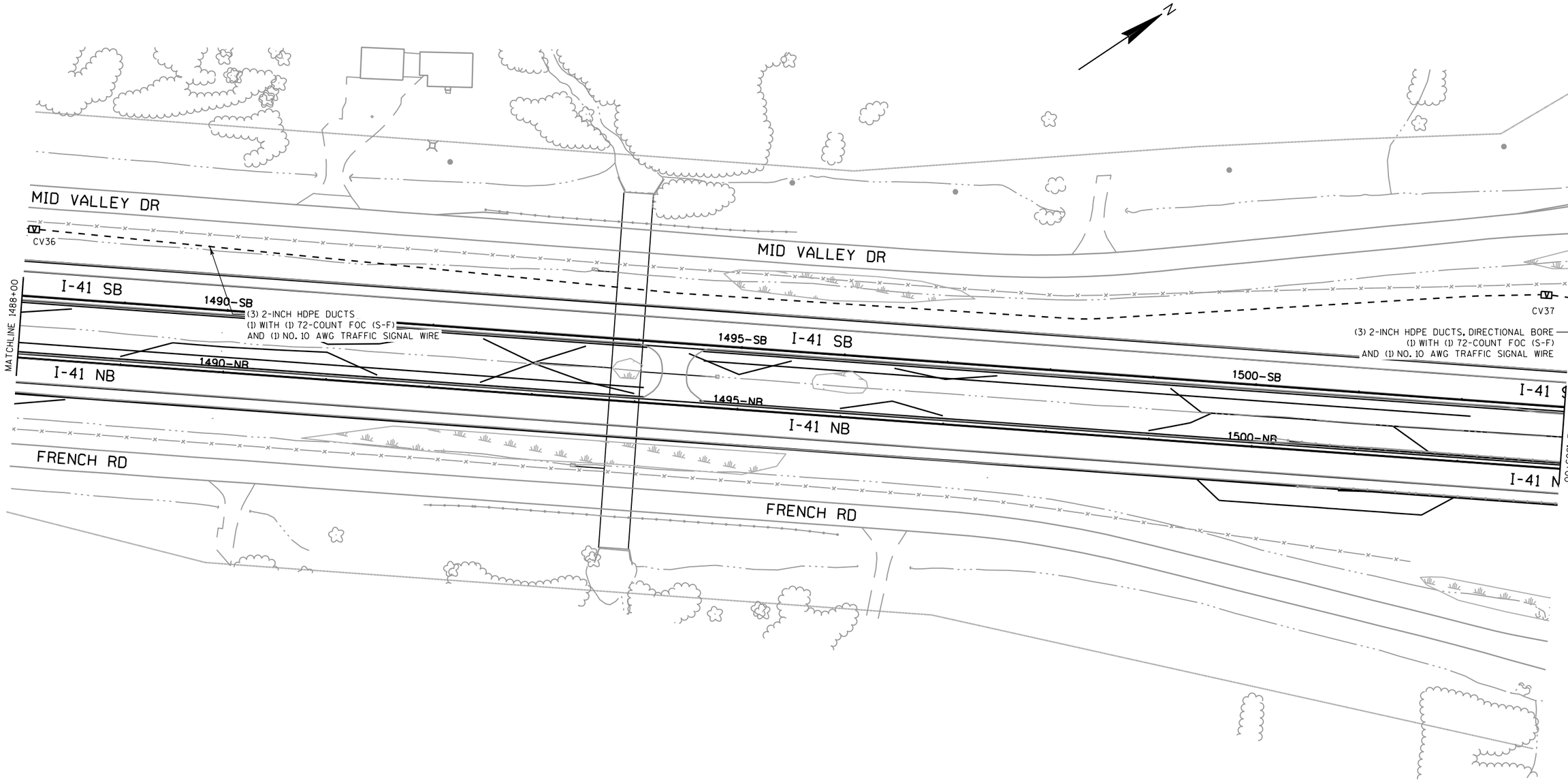
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PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 116	E

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2



PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\70_bc_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

2

(3) 2-INCH HDPE DUCTS, DIRECTIONAL BORE
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MID VALLEY DR

LITTLE RAPIDS RD

CV37

CV38

MATCHLINE 1503+00

SB

IB

1505-SB

1505-NB

1510-SB

1510-NB

I-41 SB

I-41 NB

1515-SB

1515-NB

MATCHLINE 1517+00

MID VALLEY DR

FRENCH RD

FRENCH RD

SHADY CT

RIPRAP

W

W

PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 118	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\75_bc_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

2

2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MID VALLEY DR

CV39

MATCHLINE 1517+00

1520-SB

I-41 SB

1525-SB

1530-SB

1520-NB

1525-NB

1530-NB

I-41 NB

MATCHLINE 1532+00

FRENCH RD

W

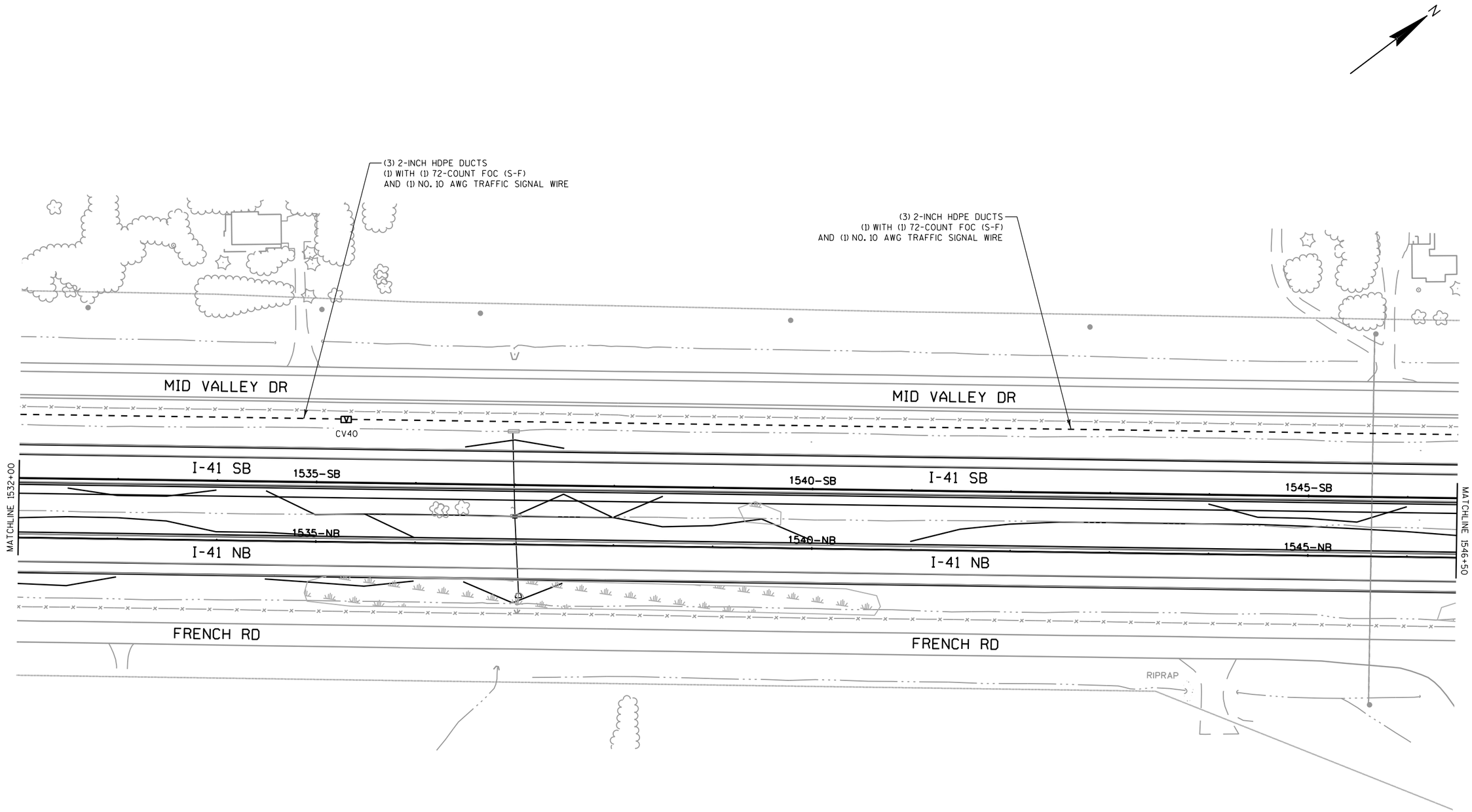
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PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 119	E

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WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 120	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\85_bc_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(1) 2-INCH METALLIC CONDUIT
WITH (3) NO. 6 AWG TRAFFIC
SIGNAL WIRES

RIPRAP

RIPRAP

MID VALLEY DR

MID VALL

MBMV01

PBMV01

CV41

IN NEW F.O. SPLICE ENCLOSURE (S-F)
IN PROPOSED COMMUNICATIONS VAULT
(74) F.O. SPLICES

MATCHLINE 1546+50

1550-SB

SB

1555-SB

1560-SB

I-41

MATCHLINE 1562+50

1550-NB

1555-NB

1560-NB

I-41 NB

I-41

CCTV-05-0099 / SDS-05-0056
(1) 50-FOOT CAMERA POLE BASE
(1) 50-FOOT CAMERA POLE (S-F)
(1) CCTV CAMERA (S-F)
(1) POLE-MOUNTED CABINET (S-F)
(1) BREAKER DISCONNECT BOX
(1) MICROWAVE VEHICLE DETECTOR (S-F)
(1) ETHERNET SWITCH (S-F)
(1) TERMINAL SERVER (S-F)
(1) 12-COUNT F.O. TERMINATION PANEL (S-F)
(6) F.O. TERMINATIONS

FRENCH RD

FRENCH

PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 121	E

2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MH

W

EY DR

MID VALLEY DR

CV42

MATCHLINE 1562+50

SB

1565-SB

I-41 SB

1570-SB

1575-SB

MATCHLINE 1576+00

1565-NB

1570-NB

1575-NB

NB

I-41 NB

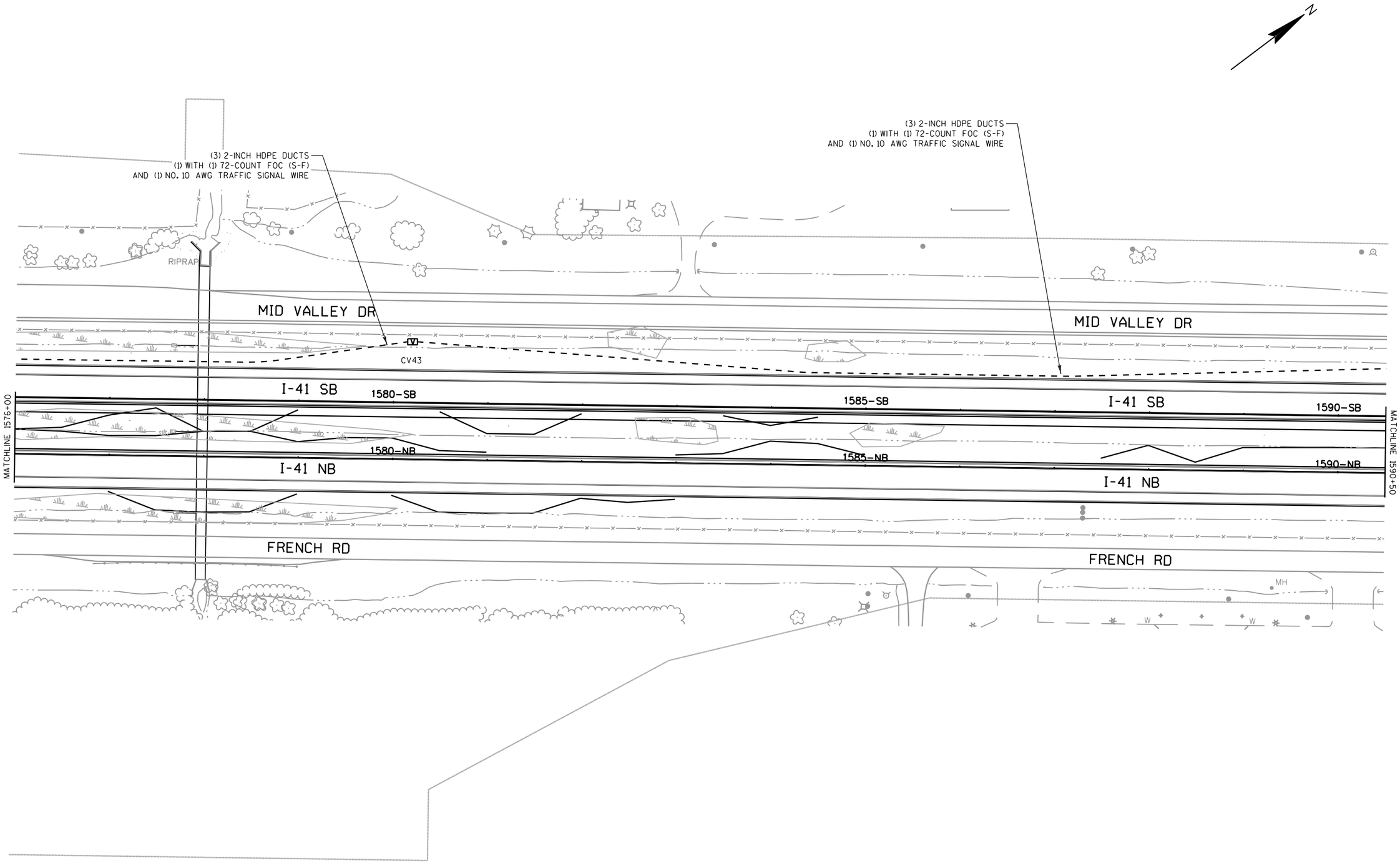
RD

FRENCH RD

PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 122	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\95_bc_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

2



PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 123	E

2

2

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F)
AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MH

MH

MID VALLEY DR

CV44

1595-SB

I-41 SB

1600-SB

1605

MATCHLINE 1590+50

1595-NB

1600-NB

1605

MATCHLINE 1605+00

I-41 NB

FRENCH RD

MH

MH

MH

MH

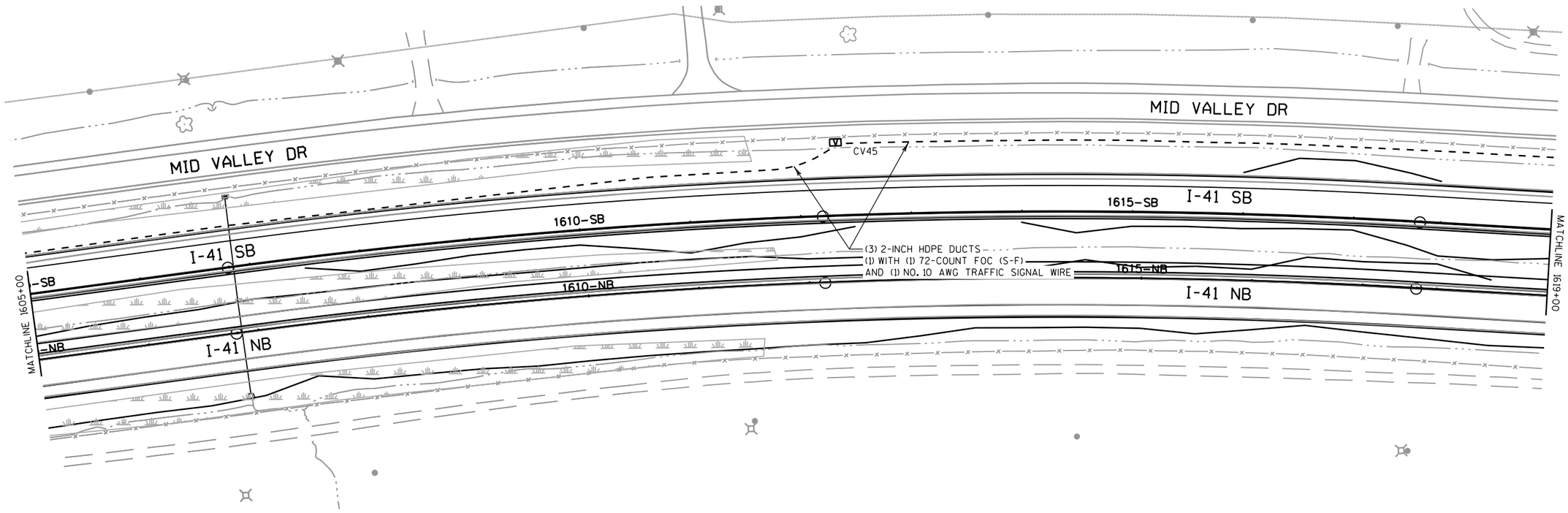
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PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 124	E

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WISDOT/CADDS SHEET 42

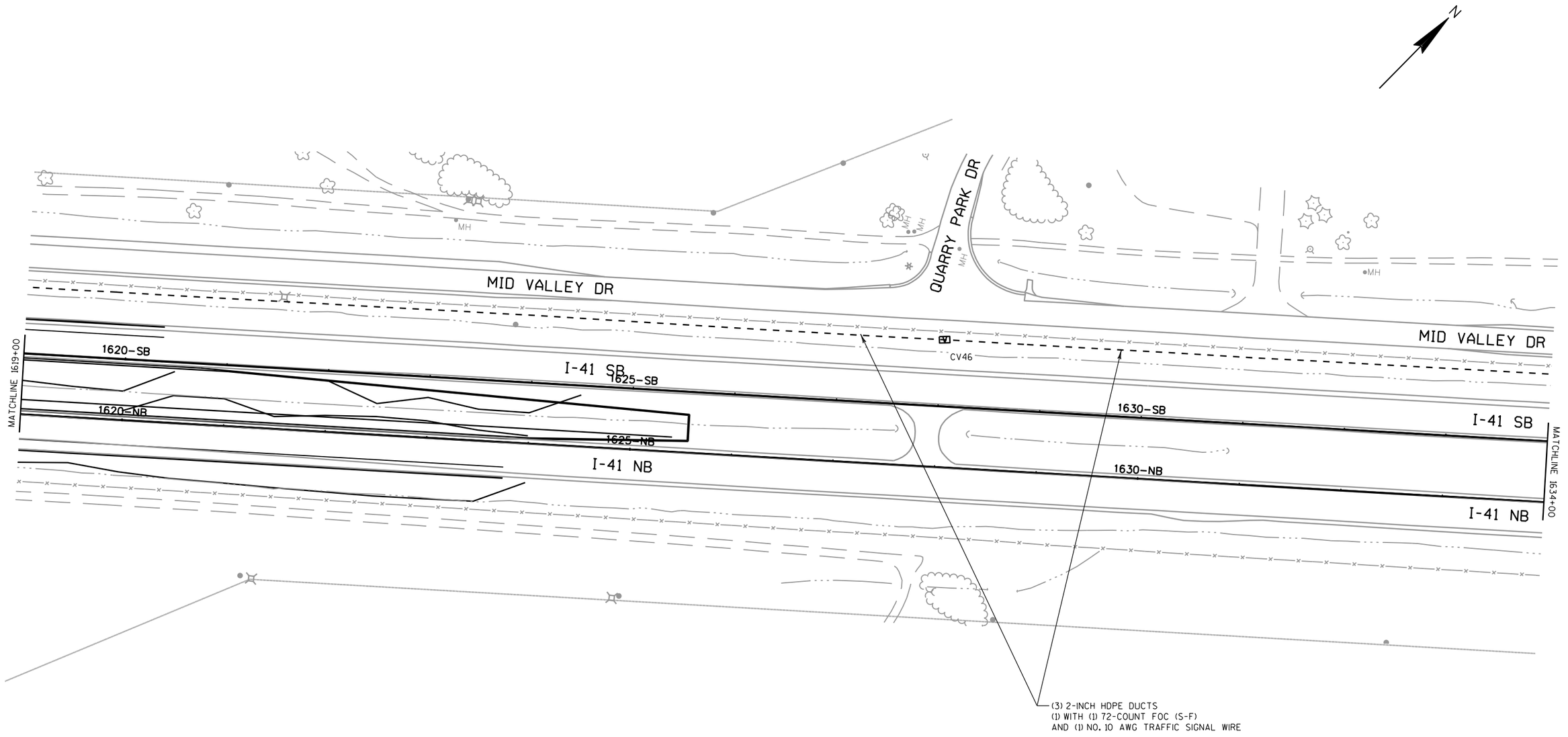
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PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET	E

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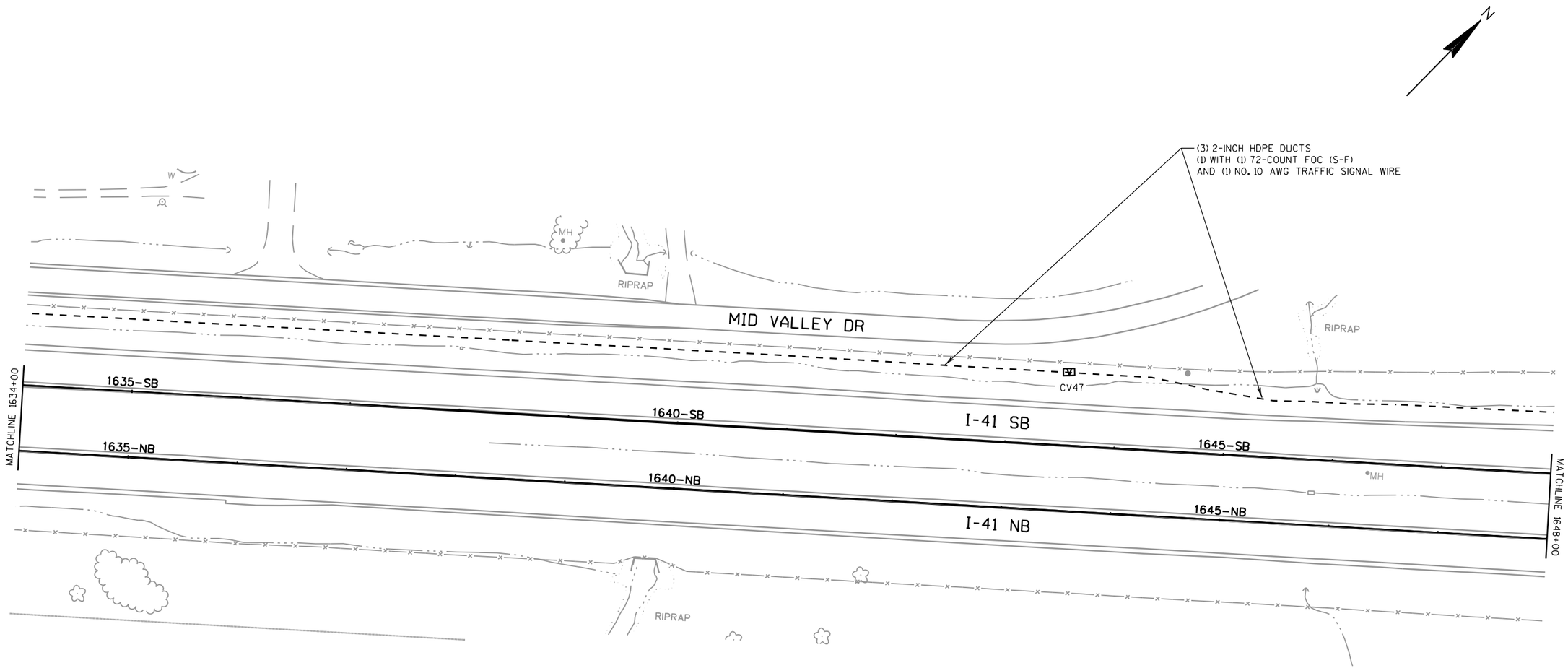
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PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET	E

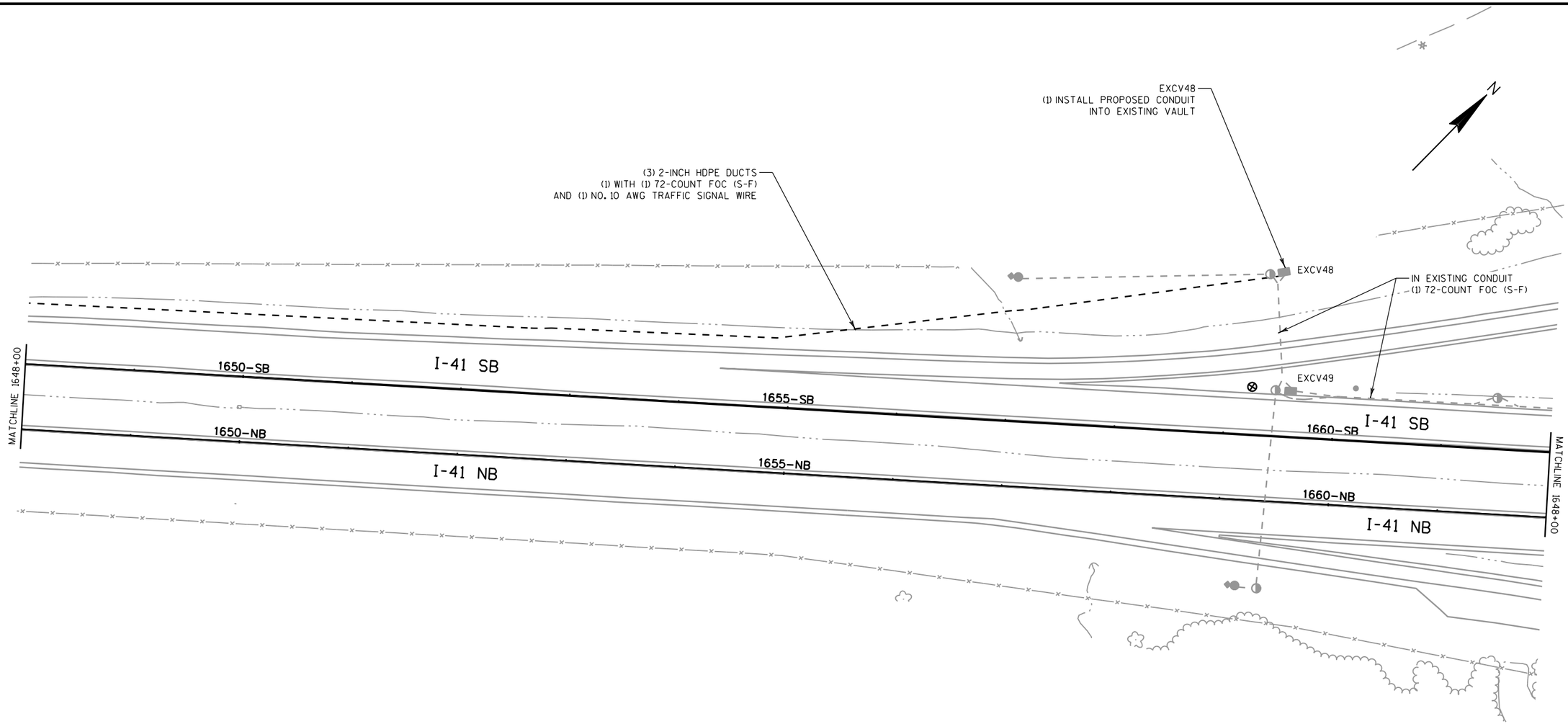
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2



PROJECT NO: 1130-44-71	HWY: 141	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET 127	E

2



PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\125_bc_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1

2

2

N

MID VALLEY DR

SCHEURING RD

CTH F

I-41 SB

I-41 NB

USH 41

MATCHLINE 1648+00

1665-SB

1665-NB

1670-SB

1670-NB

1675-SB

1675-NB

EXCV50

EXCCTV-05-0040

EXCV51
IN EXISTING VAULT
(72) F.O. SPLICES IN EXISTING
F.O. SPLICE ENCLOSURE

IN EXISTING CONDUIT
(1) 72-COUNT FOC (S-F)

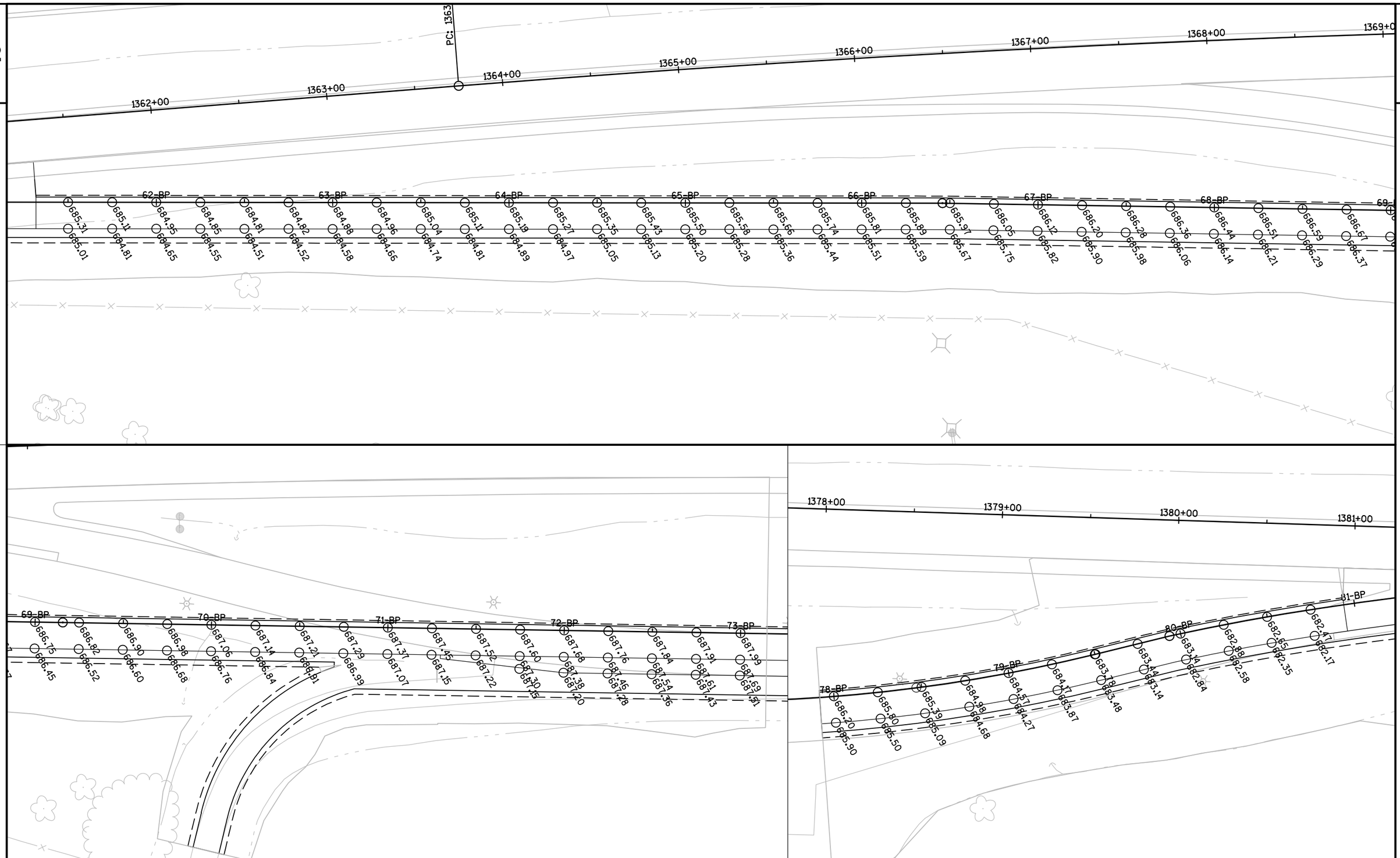
RIPRAP

MH

W

PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: BROWN	BROWN COUNTY FTMS DEPLOYMENT PLANS	SHEET	E

FILE NAME : \\mlww400\ingrproj\63099\11304471_US41\cds\130_bc_ftms.dgn PLOT DATE : 10/10/2016 PLOT BY : pkutz PLOT NAME : PLOT SCALE : 100:1



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 130	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\021201_PD_REDISGN.DWG
LAYOUT NAME - ****

PLOT DATE : 7/22/2016 8:51 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

N

1401+00 1402+00 1403+00 1404+00 1405+00 1406+00 1407+00 1408+00

101-BP 102-BP 103-BP 104-BP 105-BP 106-BP 107-BP 108-BP

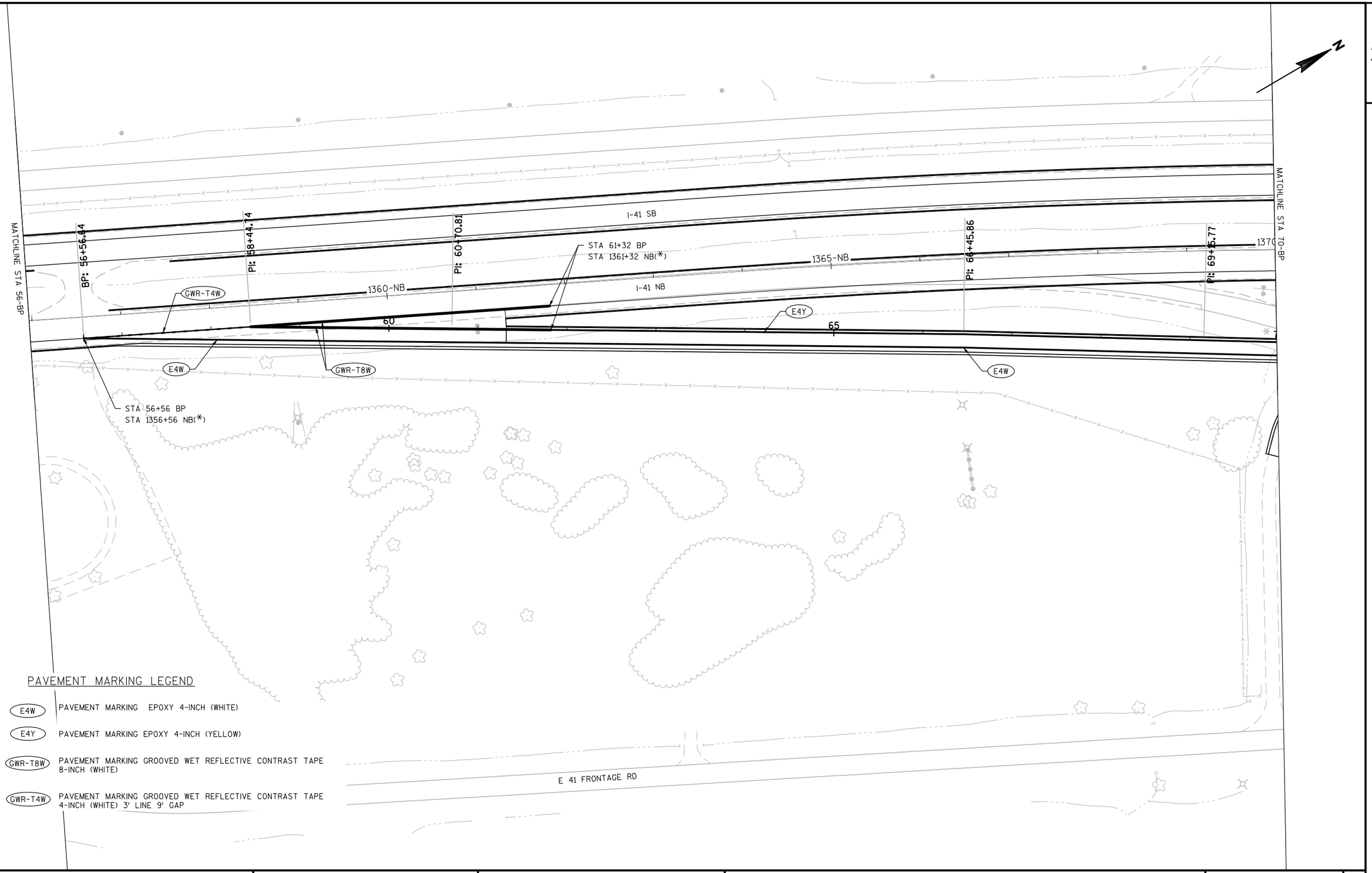
EXISTING CONCRETE

213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00

682.94 682.82 682.64 682.34 682.11 681.83 681.51 681.13 680.70 680.23 679.70 679.12 678.50 677.82 677.09 676.32 675.49 674.62 673.71 672.86 671.98 671.20

682.64 682.52 682.34 682.04 682.13 681.81 681.43 681.00 680.53 680.10 679.63 679.05 678.38 677.65 676.87 676.05 675.18 674.29 673.41 672.53 671.65

2



PAVEMENT MARKING LEGEND

E4W	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
E4Y	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
GWR-T8W	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
GWR-T4W	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) 3' LINE 9' GAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 132	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\024501_PM_REDESIGN.DWG PLOT DATE : 7/22/2016 9:00 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2

I-41 NB

-NB

1375-NB

I-41 SB

1380-NB

MATCHLINE STA 70-BP

MATCHLINE STA 84-BP

PC: 77+43.59

PT: 79+50.38

PC: 79+93.81

PT: 83+01.75

70

75

80

E4Y

E4W

GWR-T8W

GWR-T4W

STA 73+79 BP

STA 77+94 BP

STA 80+45 BP 0' RT
STA 1380+45 NB(*) 24' RT

STA 83+21 BP 0' RT
STA 1383+23 NB(*) 24' RT

STA BACK = 1384+03.50

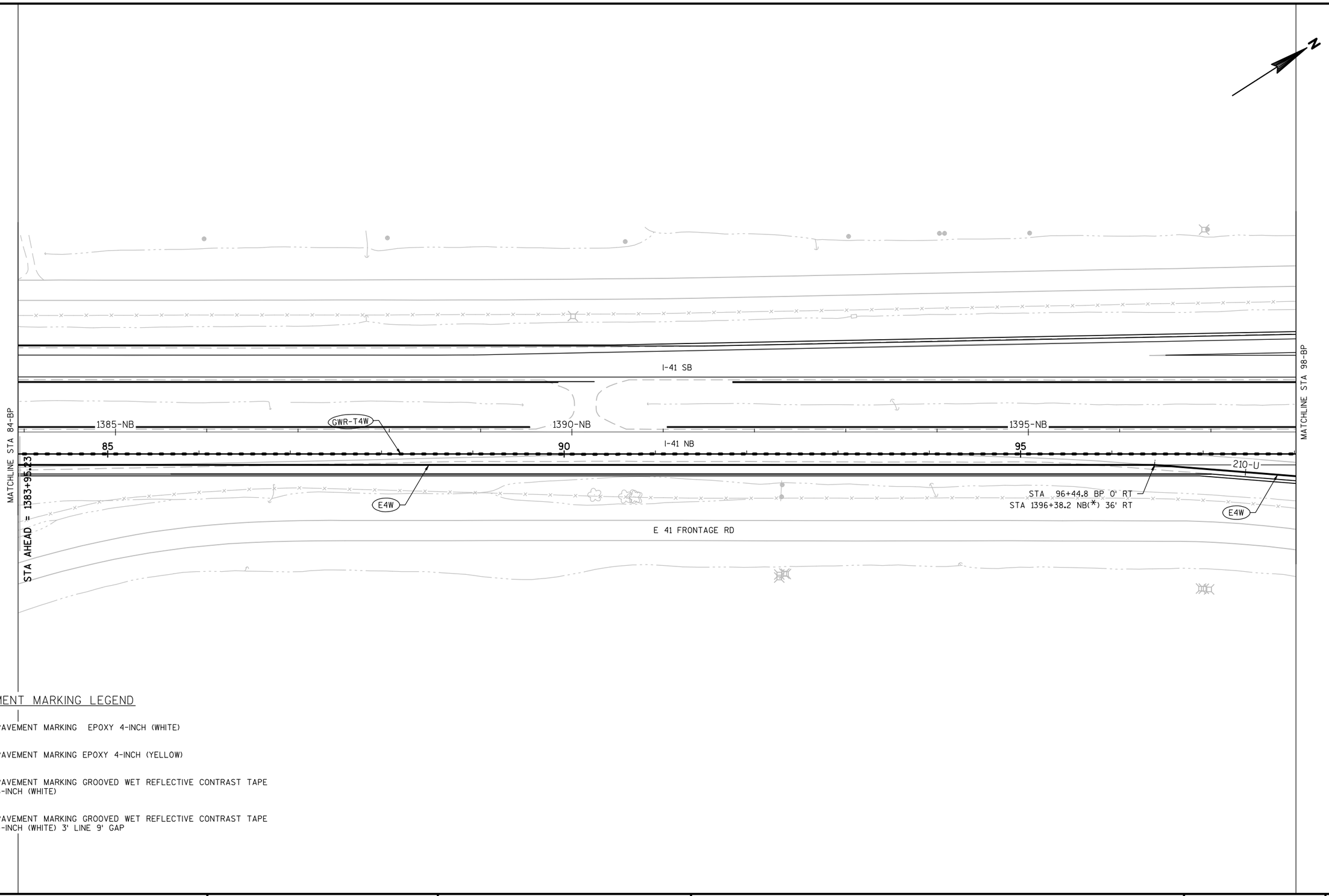
E 41 FRONTAGE RD

PAVEMENT MARKING LEGEND

E4W	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
E4Y	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
GWR-T8W	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
GWR-T4W	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) 3' LINE 9' GAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 133	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\024501_PM_REDESIGN.DWG PLOT DATE : 7/22/2016 9:00 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF



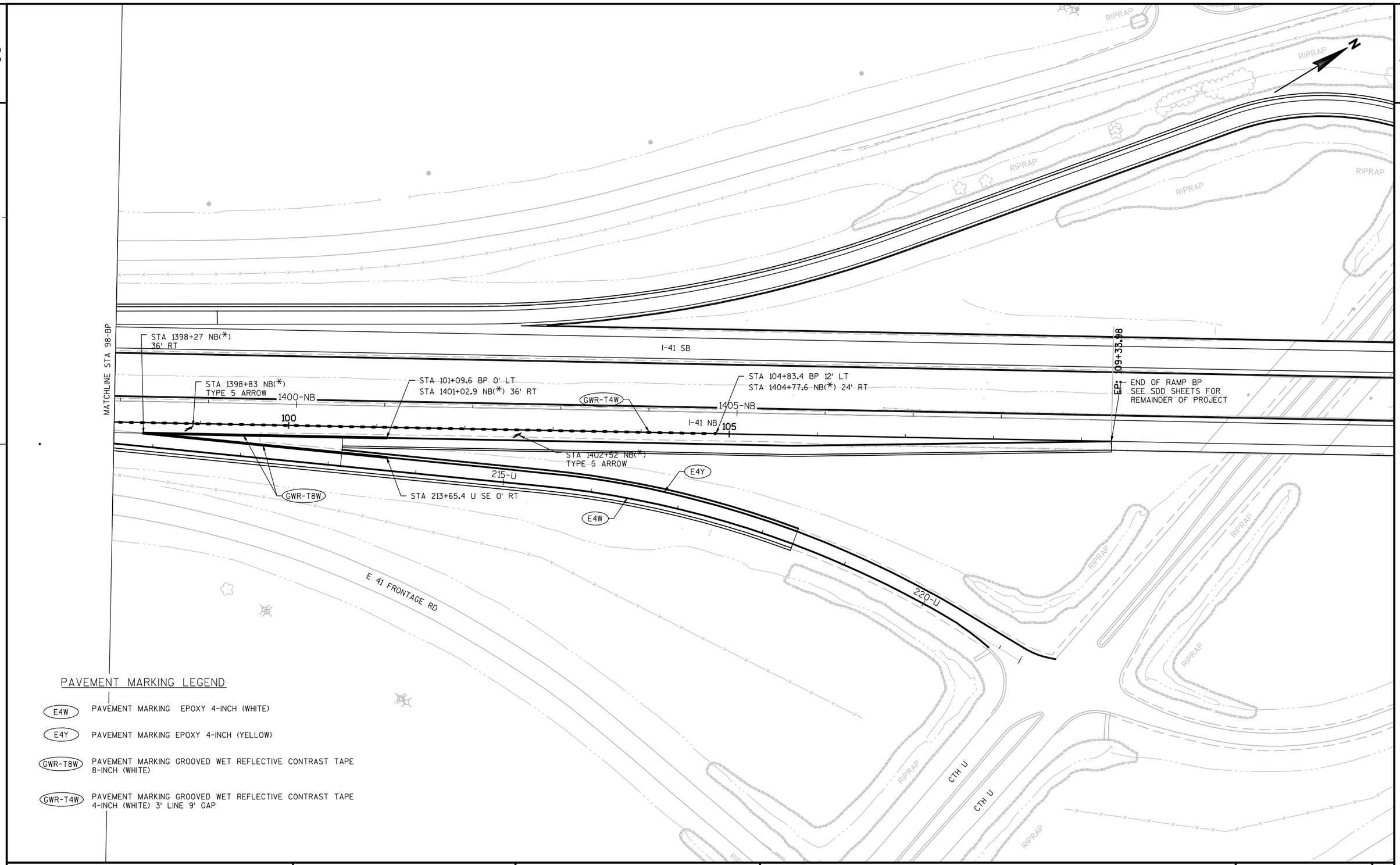
PAVEMENT MARKING LEGEND

E4W	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
E4Y	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
GWR-T8W	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
GWR-T4W	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) 3' LINE 9' GAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 134	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\024501_PM_REDESIGN.DWG PLOT DATE : 7/22/2016 9:00 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

2

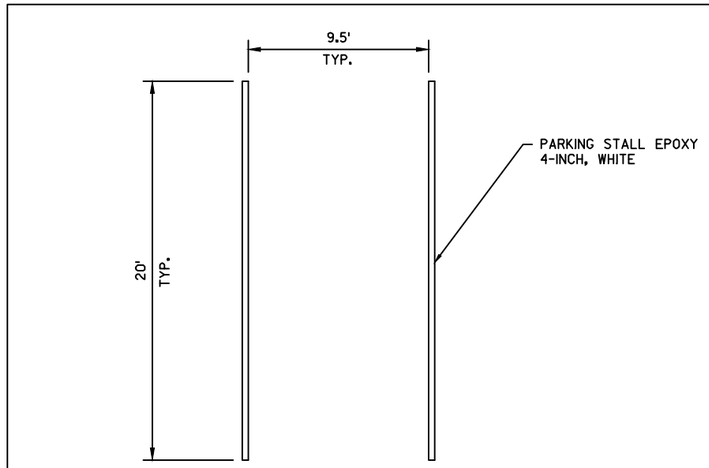


PAVEMENT MARKING LEGEND

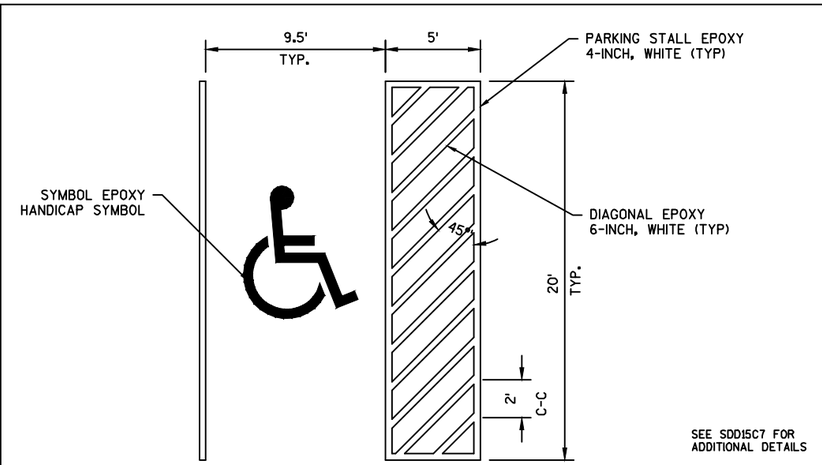
E4W	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
E4Y	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
GWR-T8W	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
GWR-T4W	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) 3' LINE 9' GAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 135	E

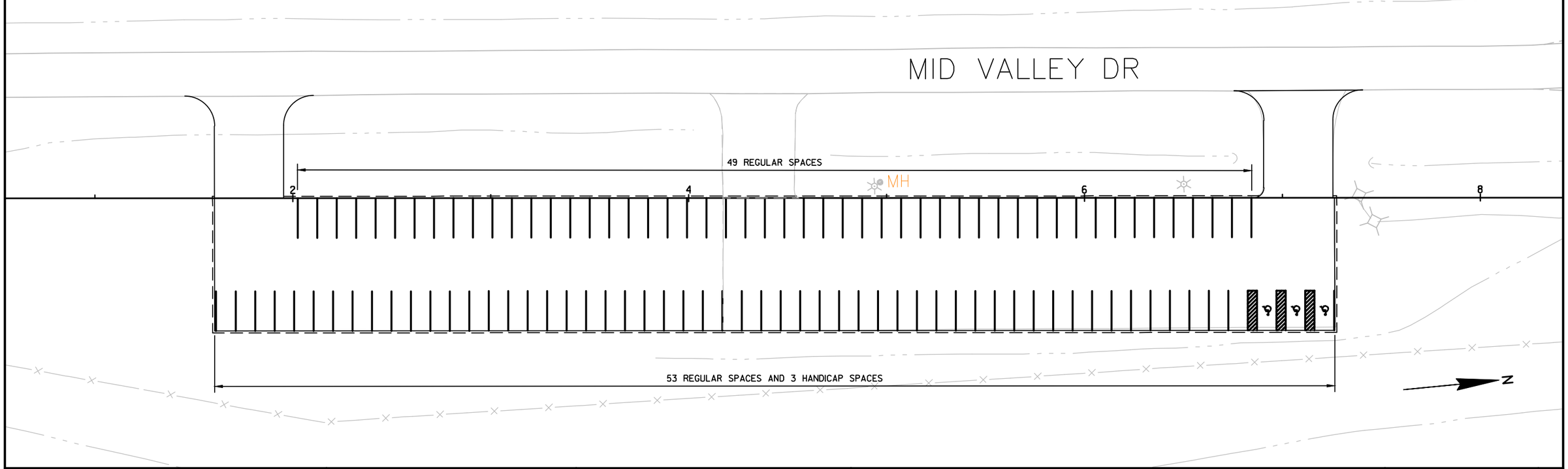
FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\024501_PM_REDESIGN.DWG PLOT DATE : 7/22/2016 9:00 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF



PARKING STALL MARKING DETAIL



HANDICAPPED STALL MARKING DETAIL



PROJECT NO: 1130-44-71	HWY: PARK AND RIDE	COUNTY: BROWN	PAVEMENT MARKING: PARK & RIDE	SHEET 136	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\050201_PN_PARK_AND_RIDE.DWG PLOT DATE : 5/20/2016 12:03 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF
WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL GENERAL NOTES

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGN DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
2. CONFLICTING TRAFFIC SIGNS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
3. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
4. FOR NIGHTTIME OPERATION, ALL DRUMS IN TAPERS SHALL HAVE A TYPE C STEADY BURN WARNING LIGHT.
5. ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE A (LOW INTENSITY FLASHING) LIGHTS.
6. WORK AREAS SHOWN ILLUSTRATE GENERAL LOCATIONS OF WORK AND DO NOT REFLECT ALL WORK REQUIRED.
7. ALL PAVEMENT MARKING STATIONING IN TRAFFIC CONTROL PLANS HAVE THE PREFIX OF THE ALIGNMENT THAT IT IS MEASURED OFF OF IN THE STATION CALLOUT.
8. FOR ALL CONCRETE BARRIER TEMPORARY PRECAST, REFER TO THE STANDARD DETAIL DRAWING FOR LOCATION OF DELINEATORS, AND BRACKETS. CONCRETE BARRIER TEMPORARY PRECAST WHICH IS MOVED BETWEEN STAGES MAY NEED TO HAVE THE DELINEATORS REMOVED OR THE REFLECTOR COLOR CHANGED OR A TOP REFLECTOR ADDED. FURNISHING, MULTIPLE INSTALLATIONS, MAINTAINING AND REMOVAL OF THE DELINEATORS AND BRACKETS ARE INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.
9. ANCHOR CONCRETE BARRIER TEMPORARY PRECAST IN ALL LOCATIONS WHERE A 2 FOOT OR GREATER DROPOFF IS STEEPER THAN 3H:1V AND THE DROPOFF IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF.
10. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
11. SEE STRUCTURE PLANS FOR STAGING DETAILS FOR DEMOLITION AND CONSTRUCTION OF BRIDGES.
12. WORK OUTSIDE THAT CALLED OUT WITHIN STAGING PLANS IS ANTICIPATED TO BE CONDUCTED DURING NIGHT TIME RESTRICTED HOURS W/ SINGLE LANE CLOSURES UNLESS PROTECTED BY TEMPORARY PRECAST BARRIER WALL.

GENERAL NOTES FOR TRAFFIC CONTROL FIXED MESSAGE SIGNS

1. CONTRACTOR SHALL LOCATE FIXED MESSAGE SIGNS A MINIMUM OF 400' FROM ANY TYPE I SIGN AND A MINIMUM OF 200' FROM ANY TYPE II SIGN.
2. ALL FIXED MESSAGE SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON STANDARD REFLECTIVE SHEETING-REFERENCE; "WISDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION". LATEST EDITION.
3. SEE FIXED MESSAGE SIGN CONSTRUCTION DETAIL SHEETS FOR MORE INFORMATION.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- (B) TYPE B WARNING LIGHT (HIGH INTENSITY FLASHING)
- (C) TYPE C WARNING LIGHT (STEADY BURN)
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMP PAVEMENT
- CC CRASH CUSHION

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)

③ TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

④ TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

2

SIGNS ONLY TO BE UP DURING STAGE 2/2A

ROAD WORK AHEAD
W20-1-A

MAX. 11' WIDTH
W12-52
48"X48"

4 MILES AHEAD
W057-52
48"X36"

LOADS OVER 11 FT WIDE USE EXIT 150

PLACE FMS ADJACENT TO EXISTING TYPE 1 SIGN FOR EXIT 150 "KAUKAUNA 3/4 MILE"

300'

300'

APP. 3000'

END ROAD WORK
G20-2A
48"X24"

STA 1188+00 NB
BEGIN PROJECT

N

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL: ADVANCE WARNING	SHEET 138	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\025001_ADV WARNING SIGNS.DWG
LAYOUT NAME - ****

PLOT DATE : 7/26/2016 10:12 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:500 FT

2

N

SIGNS ONLY TO BE UP DURING STAGE 3/3A

LOADS OVER
11 FT WIDE
USE EXIT 157

MAX.
11'
WIDTH

W12-52
48"X48"

3 MILES
AHEAD

W057-52
48"X36"

500'

CTH S INTERCHANGE

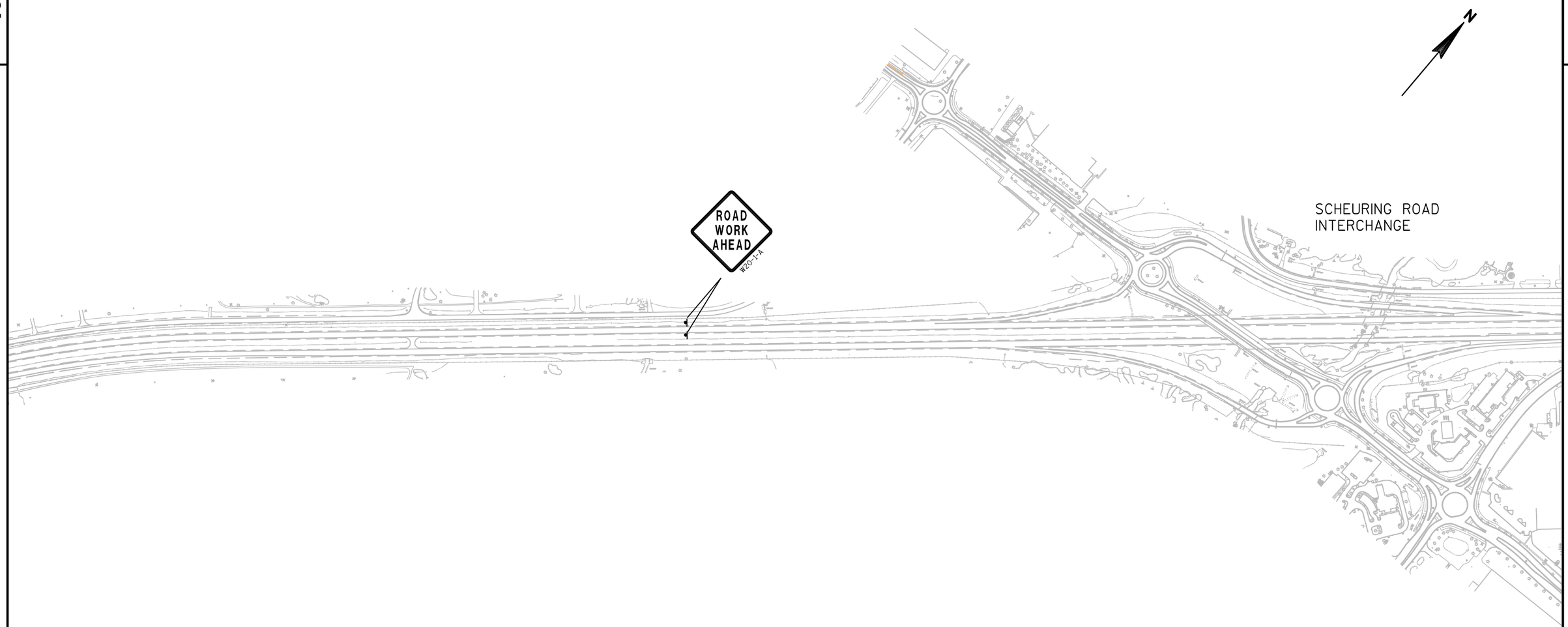
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL: ADVANCED WARNING	SHEET 139 139	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\025002_ADV WARNING SIGNS.DWG
LAYOUT NAME - ****

PLOT DATE : 7/26/2016 10:16 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:500 FT

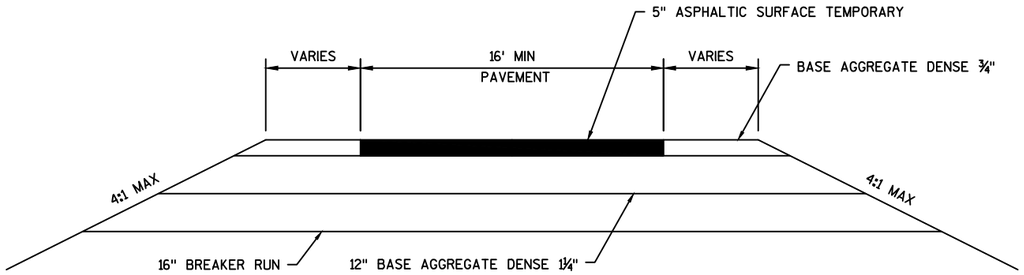
2

2



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL: ADVANCED WARNING	SHEET 140 140	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\025002_ADV WARNING SIGNS.DWG
LAYOUT NAME - ****
PLOT DATE : 7/26/2016 10:17 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42



CROSSOVER TYPICAL SECTION

2

N

1350+50.97, -38.80' LT

LONGITUDINAL SLOTTED VANE DRAIN

END OF VANE DRAIN GRATE
1349+27.13, -30.86' LT

DRAINAGE PIPE

1347+86.72, -30.77' LT
INVERT ELEV 683.84
15" DIA PVC SEWER PIPE
NO ENDWALL

1347+55.97, -61.64' LT

1344+24.60, -57.85' LT

1344+24.91, -4.00' LT

1347+55.93, 0.00'

TEMPORARY ASPHALTIC SURFACE 5"

SEPTIC

TAGE RD

41 SB

I-41 NB

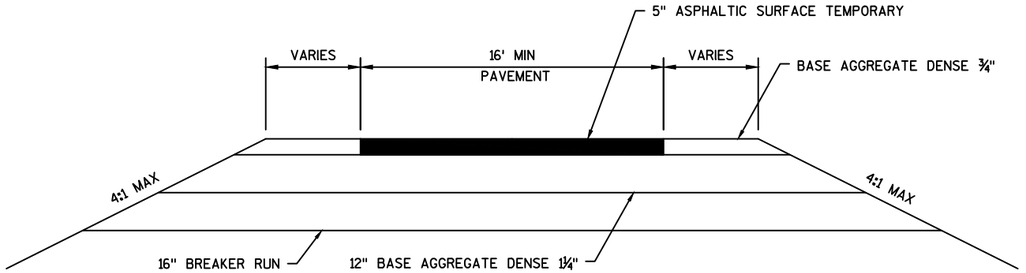
SIGN

SEE SDD 8D14-1 SLOTTED VANE DRAIN

SEE SDD15D11 FOR ADDITIONAL
DETAILS FOR THE CROSSOVER

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	SOUTH CROSSOVER CONSTRUCTION DETAIL 1 OF 2	SHEET 141	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\021002_CD.DWG PLOT DATE : 7/28/2016 4:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42



CROSSOVER TYPICAL SECTION

2

1353+44.47, -61.56' LT

1352+40.00, -31.00' LT
INVERT ELEV 688.65
15" DIA PVC SEWER PIPE
CAPPED

1356+76.52, -56.33' LT

SI

1356+75.88, -5.00' LT

1353+44.74, 0.00'

1350+50.97, -22.75' LT

LONGITUDINAL SLOTTED VANE DRAIN

TEMPORARY ASPHALTIC SURFACE 5"

SEE SDD15D11 FOR ADDITIONAL DETAILS FOR THE CROSSOVER

I-41 SB

I-41 NB

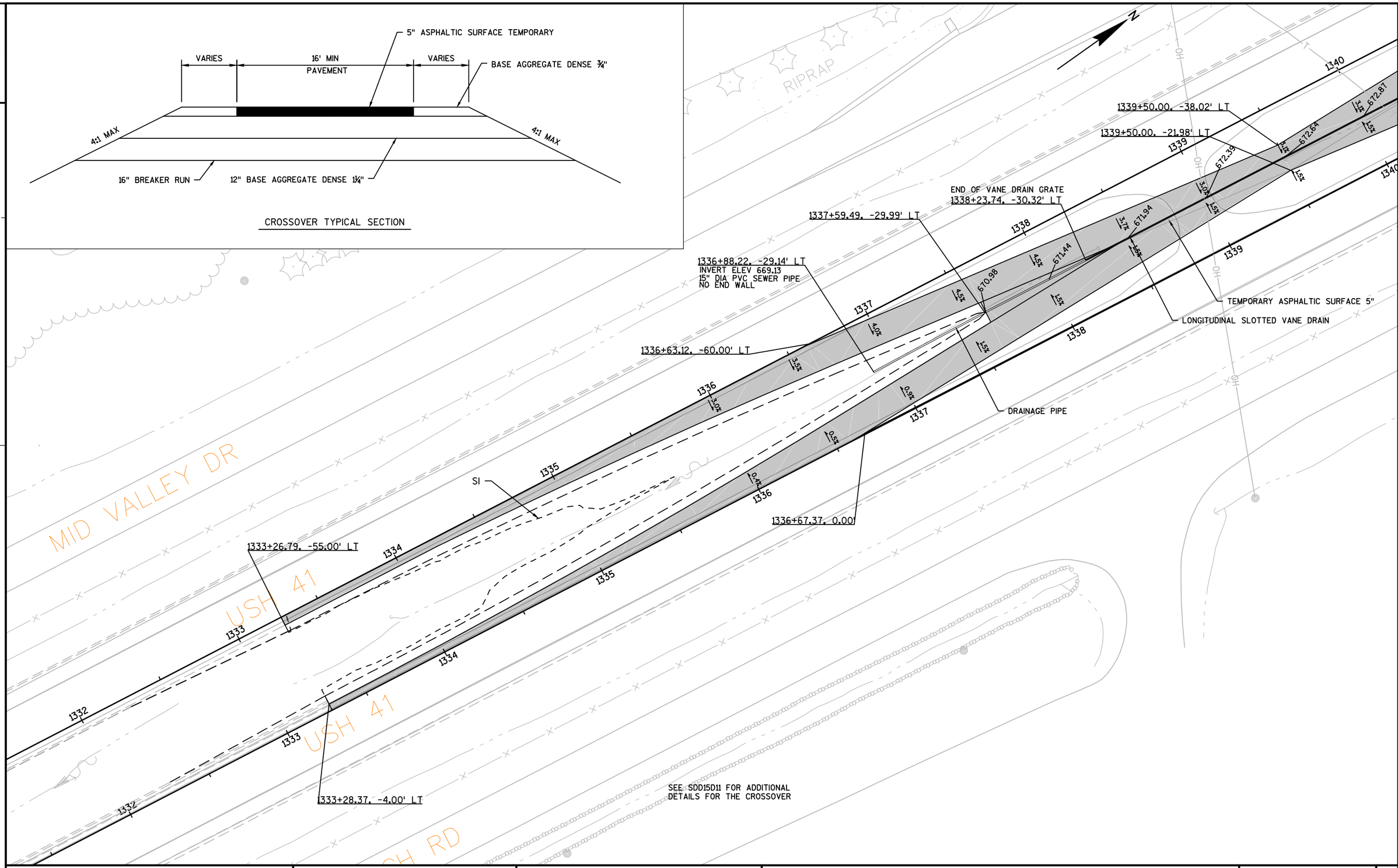
41 FRONTAGE RD

CEMETERY

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	SOUTH CROSSOVER CONSTRUCTION DETAIL 2 OF 2	SHEET 142	E

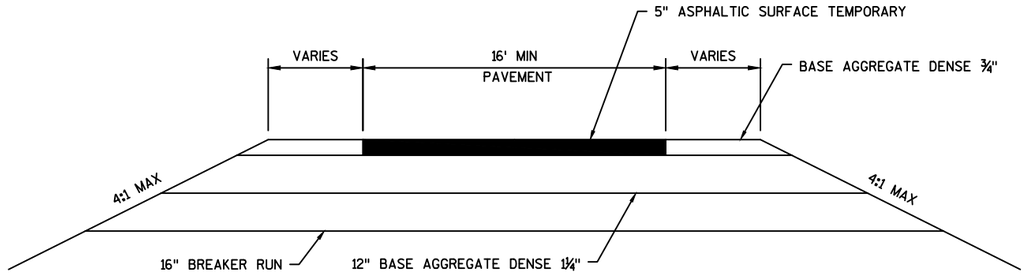
FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\021002_CD.DWG PLOT DATE : 7/28/2016 4:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

CROSSOVER TYPICAL SECTION



PROJECT NO: 1130-44-00	HWY: I-41	COUNTY: BROWN	NORTH CROSSOVER CONSTRUCTION DETAIL 1 of 2	SHEET 143	E

FILE NAME : \\GRERTOVFILPI01\N3PUBLIC\PDS\C3D\11304400\SHEETSOTHER\021003_CD.DWG PLOT DATE : 7/28/2016 7:55 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : **********



CROSSOVER TYPICAL SECTION

N

1345+71.64, -56.00' LT

SI

1342+40.87, -60.00' LT

1345+71.64, -4.00' LT

PLACE TEMPORARY 18-INCH CULVERT PIPE

1342+40.87, 0.00'

LONGITUDINAL SLOTTED VANE DRAIN

1341+35.00, -30.27' LT
INVERT ELEV 671.75
15" DIA PVC SEWER PIPE
CAPPED

PLACE TEMPORARY 4-FT DIA. STRUCTURE

EXISTING 18" CPCS PIPE

PIPE EXTENSION

SEE SDD15D11 FOR ADDITIONAL DETAILS FOR THE CROSSOVER

MID VALLEY DR

USH 41

FRENCH RD

SIGN

PROJECT NO: 1130-44-00	HWY: USH 41	COUNTY: BROWN	NORTH CROSSOVER CONSTRUCTION DETAIL 2 of 2	SHEET 144	E

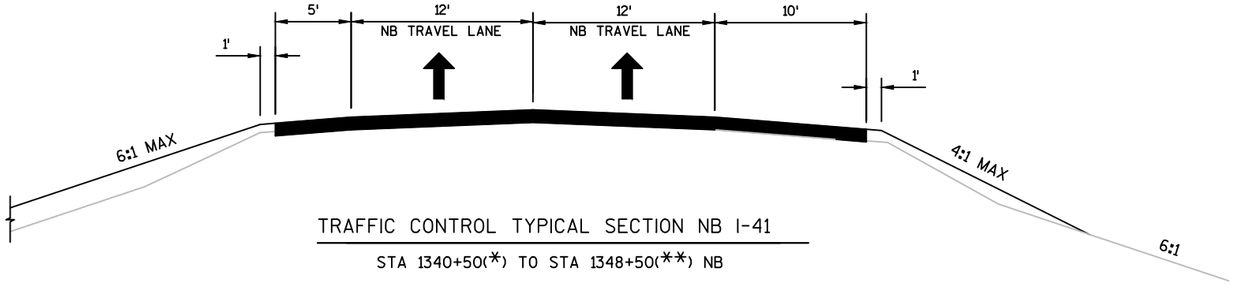
FILE NAME : \\GRERTOVFILPI01\N3PUBLIC\PDS\C3D\11304400\SHEETSOTHER\021003_CD.DWG PLOT DATE : 7/28/2016 7:55 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

STAGE 1 WORK TO INCLUDE:

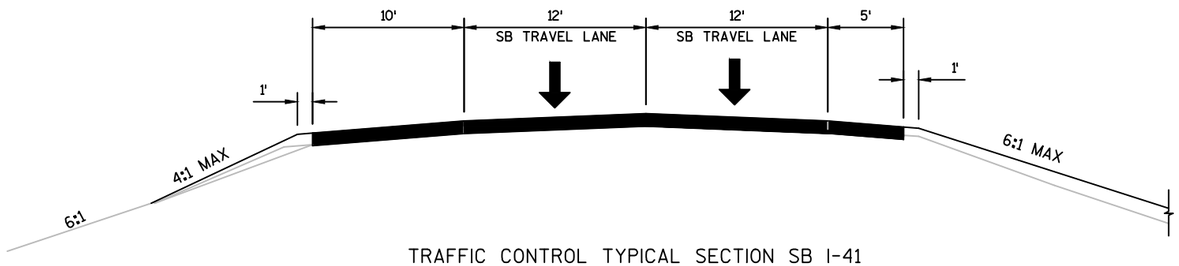
1. CONSTRUCT BOTH NORTH AND SOUTH MEDIAN CROSSOVERS
   - SOUTH CROSSOVER AT STA. 1343+25 TO 1357+76 NB(*)
   - NORTH CROSSOVER AT STA. 1332+28 TO 1346+72 NB(**)
2. SOUTHBOUND MAINLINE WORK AND MEDIAN GRADING AT STA. 1344+50(*) TO 1348+50 SB(**)
   - HMA PORTIONS - MILL AND OVERLAY
   - CONCRETE PORTIONS - REPAIR PANELS
   - OUTSIDE SHOULDER TO BE WIDENED TO 10' PAVED (5" MINIMUM THICKNESS) AND 1' B.A.D. SHOULDER TO BE CONSTRUCTED OR RECONSTRUCTED
   - MEDIAN SHOULDER TO BE WIDENED TO 5' PAVED (5" MINIMUM THICKNESS) AND 1' B.A.D. SHOULDER TO BE CONSTRUCTED OR RECONSTRUCTED
   - GRADE MEDIAN FORESLOPE TO A 6:1 OR FLATTER SLOPE AND OUTSIDE FORESLOPE TO A 4:1 OR FLATTER SLOPE
3. NORTHBOUND MAINLINE WORK AT STA 1340+50 TO 1359+25 NB(*), AND STA 1324+00 TO 1348+50 NB(**)
   - MEDIAN SHOULDER TO BE WIDENED TO 5' PAVED (5" MINIMUM THICKNESS) AND 1' B.A.D. SHOULDER TO BE CONSTRUCTED OR RECONSTRUCTED
   - HMA PORTIONS - MILL AND OVERLAY
   - CONCRETE PORTIONS - REPAIR PANELS
   - OUTSIDE SHOULDER TO BE WIDENED TO 10' PAVED (5" MINIMUM THICKNESS) AND 1' B.A.D. SHOULDER TO BE CONSTRUCTED OR RECONSTRUCTED
   - MEDIAN SHOULDER TO BE WIDENED TO 5' PAVED (5" MINIMUM THICKNESS) AND 1' B.A.D. SHOULDER TO BE CONSTRUCTED OR RECONSTRUCTED
   - GRADE MEDIAN FORESLOPE TO A 6:1 OR FLATTER SLOPE AND OUTSIDE FORESLOPE TO A 4:1 OR FLATTER SLOPE
4. SOUTHBOUND ON AND OFF RAMPS AT CTH U CONCRETE PANEL REPAIR AND SHOULDER WORK
5. REMOVE/REPLACE CONCRETE CROSS CULVERT AT 1347+50 NB IN HALVES UNDER SINGLE LANE CLOSURES
6. SHOULDER WORK ON SB I-41 NEAR CTH U NEEDS TO BE COMPLETED.

NOTES:
-FOLLOW SDD 15D3, 15D12, 15D27



TRAFFIC CONTROL TYPICAL SECTION NB I-41

STA 1340+50(*) TO STA 1348+50(**) NB



TRAFFIC CONTROL TYPICAL SECTION SB I-41

STA 1340+50(*) TO STA 1348+50(**) SB

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+29.20 BK/ STA 1310+81.14 AH

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE AND BROWN	TRAFFIC CONTROL STAGE 1 - TYPICAL SECTIONS	SHEET 145	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\020302-TS_TRAFFIC_CONTROL.DWG PLOT DATE : 7/28/2016 7:27 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

41 FRONTAGE RD

41 FRONTAGE RD

I-41 SB

1340-SB 1341-SB 1342-SB 1343-SB 1344-SB 1345-SB 1346-SB 1347-SB

1340-NB 1341-NB 1342-NB 1343-NB 1344-NB 1345-NB 1346-NB 1347-NB

I-41 NB

41 FRONTAGE RD

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1	SHEET 146	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 1).DWG PLOT DATE : 7/6/2016 2:57 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

41 FRONTAGE RD

41 FRONTAGE RD

I-41 SB

1348-SB 1349-SB 1350-SB 1351-SB 1352-SB 1353-SB 1354-SB 1355-SB

1348-NB 1349-NB 1350-NB 1351-NB 1352-NB 1353-NB 1354-NB 1355-NB

I-41 NB

SEE TRAFFIC CONTROL SOUTH CROSSOVER CONSTRUCTION DETAIL

CEMETERY

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1	SHEET 147	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 1).DWG PLOT DATE : 7/6/2016 2:57 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

41 FRONTAGE RD

41 FRONTAGE RD

N

I-41 SB

1356-SB 1357-SB 1358-SB 1359-SB 1360-SB 1361-SB 1362-SB

I-41 NB

1356-NB 1357-NB 1358-NB 1359-NB 1360-NB 1361-NB 1362-NB

REMOVE MAINTENANCE CROSSOVER

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1	SHEET 148	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 1).DWG PLOT DATE : 7/6/2016 2:57 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

41 FRONTAGE RD

41 FRONTAGE RD

-SB 1364-SB 1365-SB 1366-SB 1367-SB 1368-SB 1369-SB 1370-SB

I-41 SE

NB 1364-NB 1365-NB 1366-NB 1367-NB 1368-NB 1369-NB 1370-NB

I-41 N

EXISTING WRIGHTSTOWN SWEF OFF RAMP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1	SHEET 149	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 1).DWG PLOT DATE : 7/6/2016 2:57 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

41 FRONTAGE RD

41 FRONT

1371-SB 1372-SB 1373-SB 1374-SB 1375-SB 1376-SB 1377-SB 1378-SB

371-NB 1372-NB 1373-NB 1374-NB 1375-NB 1376-NB 1377-NB 1378-NB

MH

MH

SCALE

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1	SHEET 150	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 1).DWG PLOT DATE : 7/6/2016 2:57 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

AGE RD

41 FRONTAGE RD

I-41 SB

1379-SB 1380-SB 1381-SB 1382-SB 1383-SB 1384-SB 1385-SB 1386-SB

1379-NB 1380-NB 1381-NB 1382-NB 1383-NB 1384-NB 1385-NB 1386-NB

I-41 NB

EXISTING WRIGHTSTOWN SWEF ON RAMP

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1	SHEET 151	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 1).DWG PLOT DATE : 7/6/2016 2:57 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

41 FRONTAGE RD

41 FRONTAGE RD

I-41 SB

1387-SB 1388-SB 1389-SB 1390-SB 1391-SB 1392-SB 1393-SB 1394-SB

1387-NB 1388-NB 1389-NB 1390-NB 1391-NB 1392-NB 1393-NB 1394-NB

I-41 NB

41 FRONTAGE RD

41 FRONTAGE RD

4

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1	SHEET 152	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 1).DWG PLOT DATE : 7/6/2016 2:57 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

41 FRONTAGE RD

41 FRONTAGE RD

N

I-41 SB

1393-SB

1394-SB

1395-SB

1396-SB

1397-SB

1398-SB

1399-SB

1400-SB

1393-NB

1394-NB

1395-NB

1396-NB

1397-NB

1398-NB

1399-NB

1400-NB

I-41 NB

41 FRONTAGE RD

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1	SHEET 153	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 1).DWG PLOT DATE : 7/6/2016 2:57 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

41 FRONTAGE ROAD

SB I-41 ON-RAMP

N

I-41 SB

1401-SB 1402-SB 1403-SB 1404-SB 1405-SB 1406-SB 1407-SB 1408-SB

I-41 SB

1401-NB 1402-NB 1403-NB 1404-NB 1405-NB 1406-NB 1407-NB 1408-NB

I-41 NB

I-41 NB

NB I-41 OFF-RAMP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1	SHEET 154	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN (STAGE 1).DWG PLOT DATE : 5/20/2016 12:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

CTH U

RIPRAP

MH

N

1409-SB 1410-SB 1411-SB 1412-SB 1413-SB 1414-SB 1415-SB

I-41 SB

1409-NB 1410-NB 1411-NB 1412-NB 1413-NB 1414-NB 1415-NB

I-41 NB

RIPRAP

RIPRAP

CTH U

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1	SHEET 155	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN (STAGE 1).DWG PLOT DATE : 5/20/2016 12:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

SB I-41 OFF-RAMP

RIPRAP

N

-SB 1417-SB 1418-SB 1419-SB 1420-SB 1311-SB 1312-SB 1313-SB 1314-SB

-NB 1417-NB 1418-NB 1419-NB 1420-NB 1311-NB 1312-NB 1313-NB 1314-NB

NB I-41 ON RAMP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1	SHEET 156	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN (STAGE 1).DWG PLOT DATE : 5/20/2016 12:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

41 FRONTAGE RD

N

I-41 SB

1315-SB 1316-SB 1317-SB 1318-SB 1319-SB 1320-SB 1321-SB 1322-SB

1315-NB 1316-NB 1317-NB 1318-NB 1319-NB 1320-NB 1321-NB 1322-NB

I-41 NB

RIPRAP

FRENCH RD

RIPRAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1	SHEET 157	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN (STAGE 1).DWG PLOT DATE : 5/20/2016 12:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

RIPRAP

RIPRAP

RIPRAP

MID VALLEY DR

RIPRAP

RIPRAP

RIPRAP

I 41 SB

1323-SB 1324-SB 1325-SB 1326-SB 1327-SB 1328-SB 1329-SB 1330-SB

RIPRAP

1323-NB 1324-NB 1325-NB 1326-NB 1327-NB 1328-NB 1329-NB 1330-NB

I 41 NB

RIPRAP

RIPRAP

RIPRAP

FRENCH RD

RIPRAP

APPLE CREEK

RIPRAP

2

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1	SHEET 158	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN (STAGE 1).DWG PLOT DATE : 5/20/2016 12:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

RIPRAP

N

MID VALLEY DR

I-41 SB

1331-SB 1332-SB 1333-SB 1334-SB 1335-SB 1336-SB 1337-SB 1338

1331-NB 1332-NB 1333-NB 1334-NB 1335-NB 1336-NB 1337-NB 1338

I-41 NB

FRENCH RD

RIPRAP

APPLE PL

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1	SHEET 159	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN(STAGE 1).DWG PLOT DATE : 5/20/2016 12:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

RIPRAP

MID VALLEY DR

I-41 SB

-SB 1339-SB 1340-SB 1341-SB 1342-SB 1343-SB 1344-SB 1345-SB

-NB 1339-NB 1340-NB 1341-NB 1342-NB 1343-NB 1344-NB 1345-NB

I-41 NB

SEE TRAFFIC CONTROL NORTH CROSSOVER CONSTRUCTION DETAIL

FRENCH RD

2

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1	SHEET 160	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN (STAGE 1).DWG PLOT DATE : 5/20/2016 12:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

COURSE

N

MID VALLEY DR

1344-SB 1345-SB 1346-SB 1347-SB 1348-SB 1349-SB 1350-SB 1351-SB

1344-NB 1345-NB 1346-NB 1347-NB 1348-NB 1349-NB 1350-NB 1351-NB

FRENCH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1	SHEET 161	E

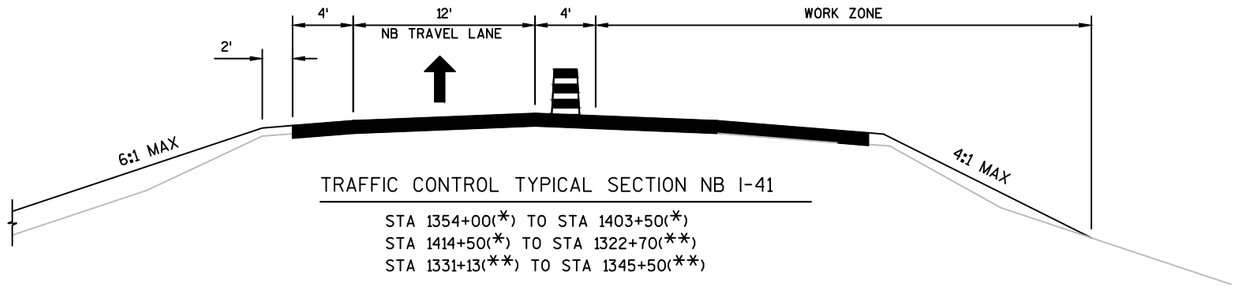
FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN (STAGE 1).DWG PLOT DATE : 5/20/2016 12:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

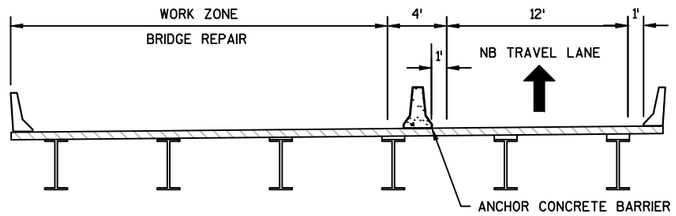
STAGE 2 WORK TO INCLUDE:

1. REDECK EAST HALF OF B-05-0053 STRUCTURE (NB I-41 APPLE CREEK BRIDGE)
2. RECONSTRUCT SWEF ENTRY RAMP, SWEF EXIT RAMP, AND CTH U EXIT RAMP
   -MAINTAIN ACCESS TO I-41 NB CTH U OFF RAMP, EXCEPT FOR 15 CALENDAR DAY CLOSURE TO RECONSTRUCT CTH U OFF RAMP, INCLUDING MAINLINE/SHOULDER WORK FROM STA 1391+00 - 1400+50 NB
3. INSTALL CONCRETE BARRIER TEMPORARY PRECAST ANCHORING AT STA 1352+50 SB(*) TO STA 1355+50 SB(*), STA 1326+61 NB(**) TO 1328+41 NB(**), AND STA 1338+50 SB(**) TO STA 1339+50 SB(**)
4. CONSTRUCT AUXILIARY LANE BETWEEN SWEF AND CTH U RAMP
5. REMOVE AND REPLACE CROSS CULVERTS/STORM SEWER
   - STA. 1386+71(*) AND STA. 1393+68(*)NB
6. NORTHBOUND MAINLINE WORK AT STA. 1340+50(*) TO 1349+00(**)
   - HMA PORTIONS - MILL AND OVERLAY
   - CONCRETE PORTIONS - REPAIR PANELS
   - OUTSIDE SHOULDER TO BE WIDENED TO 10' PAVED (5" MINIMUM THICKNESS) AND 1' B.A.D. SHOULDER TO BE CONSTRUCTED OR RECONSTRUCTED
   - MEDIAN SHOULDER TO BE WIDENED TO 5' PAVED (5" MINIMUM THICKNESS) AND 1' B.A.D. SHOULDER TO BE CONSTRUCTED OR RECONSTRUCTED
   - GRADE MEDIAN FORESLOPE TO A 6:1 OR FLATTER SLOPE AND OUTSIDE FORESLOPE TO A 4:1 OR FLATTER SLOPE
7. TEMPORARY GUARDRAIL TO BE INSTALLED
   - AT CTH U BRIDGES
   - AT APPLE CREEK BRIDGES
8. NORTHBOUND ON AND OFF RAMPS AT CTH U CONCRETE PANEL REPAIR AND SHOULDER WORK



TRAFFIC CONTROL TYPICAL SECTION NB I-41

STA 1354+00(*) TO STA 1403+50(*)
STA 1414+50(*) TO STA 1322+70(**)
STA 1331+13(**) TO STA 1345+50(**)



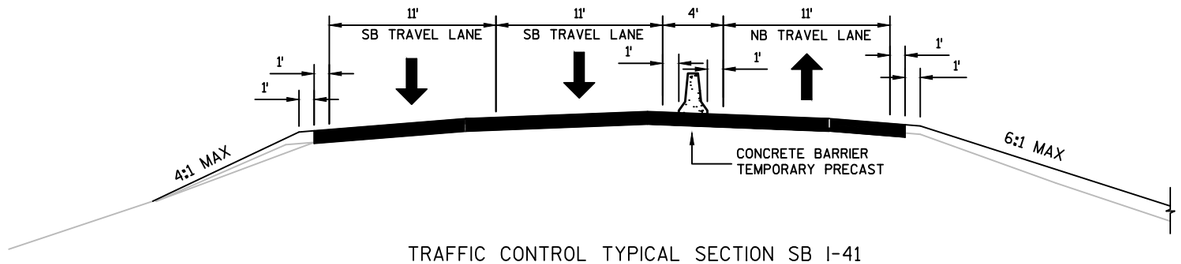
TRAFFIC CONTROL TYPICAL SECTION NB I-41

APPLE CREEK BRIDGE

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

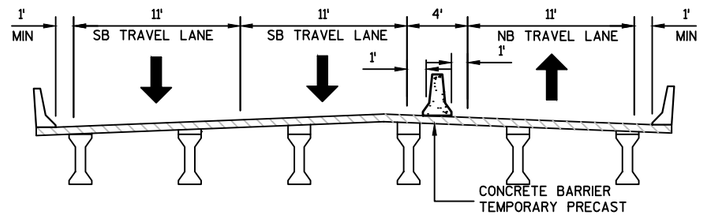
STATION EQUATION:
STA 1420+29.20 BK/ STA 1310+81.14 AH

2



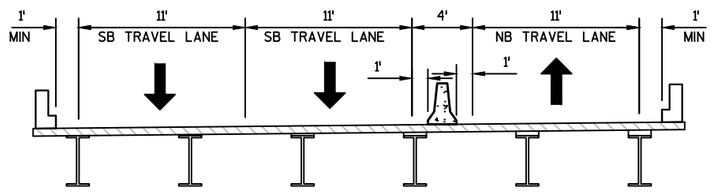
TRAFFIC CONTROL TYPICAL SECTION SB I-41

STA 1354+67(*) TO STA 1335+00(**) SB



TRAFFIC CONTROL TYPICAL SECTION SB I-41

CTH U OVERPASS



TRAFFIC CONTROL TYPICAL SECTION SB I-41

APPLE CREEK BRIDGE

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+29.20 BK/ STA 1310+81.14 AH

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE AND BROWN	TRAFFIC CONTROL STAGE 2 - TYPICAL SECTIONS	SHEET 163	E

2

41 FRONTAGE RD

1329-SB
1330-SB
1331-SB
1332-SB
1333-SB
1334-SB
1335-SB
1336-SB

I-41 SB

1329-NB
1330-NB
1331-NB
1332-NB
1333-NB
1334-NB
1335-NB
1336-NB

I-41 NB

41 FRONTAGE RD

F

NORTH
INTERSTATE 41
ALL LANES

4X6 WOOD POSTS
SEE SIGN DETAILS FOR DIMENSIONS

EXIT 154
U
KEEP RIGHT

4X6 WOOD POSTS
SEE SIGN DETAILS FOR DIMENSIONS

W01-4DL

48"x48"

N

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2	SHEET 164	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 2).DWG PLOT DATE : 7/27/2016 2:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

RUINS

41 FRONTAGE RD

N

BEGIN TAPER
1345+00.00', -24.00' LT

I-41 SB

7-SB 1338-SB 1339-SB 1340-SB 1341-SB 1342-SB 1343-SB 1344-SB

12'

12'

BEGIN TAPER
1340+50.77', 0.00'

END TAPER
1342+00.77', -4.00' LT

BEGIN
1345+37

B 1338-NB 1339-NB 1340-NB 1341-NB 1342-NB 1343-NB 1344-NB

I-41 NB

NORTH
M3-1
36"X18"

INTERSTATE
41
M1-1
36"X36"

TRUCKS USE RIGHT LANE
R4-5
48"X60"

STAY IN LANE
R4-9
48"X60"

W01-6
48"X24"

41 FRONTAGE RD

SPEED LIMIT
55
R2-1
48"X60"

FINES DOUBLE IN WORK ZONES
W21-61
36"X36"

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2	SHEET 165	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 2).DWG PLOT DATE : 7/27/2016 2:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

41 FRONTAGE RD

END BARRIER WALL
1349+02.13, 2.63' RT

END TAPER
1351+50.00, -33.00' LT

W01-6
48"X24"

I-41 SB

1346-SB 1347-SB 1348-SB 1349-SB 1350-SB 1351-SB 1352-SB

12' 12' 12' 12'

END TAPER
1345+81.25, -7.55' LT

APER
-4.82' LT

25' 25'

15' 15'

1346-NB 1347-NB 1348-NB 1349-NB 1350-NB 1351-NB 1352-NB

I-41 NB

BEGIN TAPER
1344+99.89, 19.77' RT

41 FRONTAGE RD

CEM

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2	SHEET 166	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 2).DWG PLOT DATE : 7/27/2016 2:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

41 FRONTAGE RD

41 FRO

BEGIN TAPER
1354+66.29, 7.95' RT

END TAPER
1355+65.92, 4.00' RT

INSTALL GLARE SCREEN STA 1352+00 TO STA 1358+00

①

②

11'

11'

11'

11'

1353-SB

1354-SB

1355-SB

1356-SB

1357-SB

1358-SB

1359-SB

1360-SB

15'

53-NB

1354-NB

1355-NB

1356-NB

1357-NB

1358-NB

1359-NB

1360-NB

12'

12'

RAMP BP

END TAPER
1354+00.07, 12.00' RT

TERY

LANE
CLOSED

R11-2-L
48"X30"

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2	SHEET 167	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 2).DWG PLOT DATE : 7/27/2016 2:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

NTAGE RD

41 FRONTAGE RD

I-41 SB

1361-SB 1362-SB 1363-SB 1364-SB 1365-SB 1366-SB 1367-SB 1368-SB

1361-NB 1362-NB 1363-NB 1364-NB 1365-NB 1366-NB 1367-NB 1368-NB

I-41 NB

RAMP BP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2	SHEET 168	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 2).DWG PLOT DATE : 7/27/2016 2:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

41 FRONTAGE RD

I-41 SB

1369-SB 1370-SB 1371-SB 1372-SB 1373-SB 1374-SB 1375-SB 1376-SB

① ②

12'

I-41 NB

1369-NB 1370-NB 1371-NB 1372-NB 1373-NB 1374-NB 1375-NB 1376-NB

MH

MH

SCALE

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2	SHEET 169	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 2).DWG PLOT DATE : 7/27/2016 2:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

41 FRONTAGE RD

I-41 SB

1377-SB 1378-SB 1379-SB 1380-SB 1381-SB 1382-SB 1383-SB 1384-SB

1377-NB 1378-NB 1379-NB 1380-NB 1381-NB 1382-NB 1383-NB 1384-NB

I-41 NB

RAMP BP

LANE CLOSED

R11-2-L

48"X30"

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2	SHEET 170	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 2).DWG PLOT DATE : 7/27/2016 2:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

41 FRONTAGE RD

EXCEPT MAINTENACE AND POLICE AUTHORIZED VEHICLES

R3-4-B
36"X48"

TRUCKS USE LEFT LANE

R4-5-L
24"X30"

NEXT 01 MILES

W057-51
48"X24"

11'

11'

11'

I-41 SB

1385-SB 1386-SB 1387-SB 1388-SB 1389-SB 1390-SB 1391-SB 1392-SB

1385-NB 1386-NB 1387-NB 1388-NB 1389-NB 1390-NB 1391-NB 1392-NB

12'

I-41 NB

S-44-136

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2	SHEET 171	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 2).DWG PLOT DATE : 7/27/2016 2:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

SPEED LIMIT 55

R2-1
48"X60"

FINES DOUBLE IN WORK ZONES

W21-61
36"X36"

41 FRONTAGE RD

I-41 SB

1393-SB 1394-SB 1395-SB 1396-SB 1397-SB 1398-SB 1399-SB 1400-S

1393-NB 1394-NB 1395-NB 1396-NB 1397-NB 1398-NB 1399-NB 1400-N

I-41 NB

S-44-143

MAINTAIN TYPE 1
EXIT SIGN UNTIL
S-44-136/143
INSTALLED

41 FRONTAGE RD

EXIT

E5-1
72" X 60"

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2	SHEET 172	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 2).DWG PLOT DATE : 7/27/2016 2:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

41 FRONTAGE ROAD

SB I-41 ON-RAMP

N

I-41 SB

I-41 SB

1401-SB 1402-SB 1403-SB 1404-SB 1405-SB 1406-SB 1407-SB 1408-SB

①

②

③

④

W01-6
48"X24"

1401-NB 1402-NB 1403-NB 1404-NB 1405-NB 1406-NB 1407-NB 1408-NB

I-41 NB

I-41 NB

12'

BEGIN TAPER
1403+50.18, 12.00' RT

NB I-41 OFF-RAMP

SEE SPECIAL PROVISIONS FOR
RAMP CLOSURE RESTRICTIONS FOR
RECONSTRUCTION OF RAMP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2	SHEET 173	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2).DWG PLOT DATE : 7/27/2016 4:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

BEGIN TAPER
1409+98.05, 4.00' RT

END TAPER
1410+98.05, 5.00' RT

BEGIN TAPER
1412+72.90, 4.75' RT

END TAPER
1413+72.72, 4.00' RT

END TAPER
1410+00.17, 24.18' RT

CTH U

RIPRAP

MH

I-41 SB

I-41 NB

1409-SB 1410-SB 1411-SB 1412-SB 1413-SB 1414-SB 1415-SB

1409-NB 1410-NB 1411-NB 1412-NB 1413-NB 1414-NB 1415-NB

11'

12'

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2	SHEET 174	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2).DWG PLOT DATE : 7/27/2016 4:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

SB I-41 OFF-RAMP

RIPRAP

③

④

①

②

11'

11'

11'

11'

-SB 1417-SB 1418-SB 1419-SB 1420-SB 1311-SB 1312-SB 1313-SB 1314-SB

-NB 1417-NB 1418-NB 1419-NB 1420-NB 1311-NB 1312-NB 1313-NB 1314-NB

12'

NB I-41 ON RAMP

LANE CLOSED

R11-2-L
48"X30"

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2	SHEET 175	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2).DWG PLOT DATE : 7/27/2016 4:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

41 FRONTAGE RD

N

I-41 SB

1315-SB 1316-SB 1317-SB 1318-SB 1319-SB 1320-SB 1321-SB 1322-SB

11'

1315-NB 1316-NB 1317-NB 1318-NB 1319-NB 1320-NB 1321-NB 1322-NB

I-41 NB

11'

RIPRAP

FRENCH RD

RIPRAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2	SHEET 176	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2).DWG PLOT DATE : 7/27/2016 4:28 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

MID VALLEY DR

BEGIN TAPER
1325+85.03, -33.00' LT

END TAPER
1326+85.31, -34.40' LT

BEGIN TAPER
1329+11.29, -34.46' LT

END TAPER
1329+11.29, -33.00' LT

③

④

12'

L-41 SB

1323-SB 1324-SB 1325-SB 1326-SB 1327-SB 1328-SB 1329-SB 1330-SB

11'

W01-6
48"X24"

1323-NB 1324-NB 1325-NB 1326-NB 1327-NB 1328-NB 1329-NB 1330-NB

CC

③

④

L-41 NB

12'

FRENCH RD

BEGIN TAPER
1322+70.31, 12.00' RT

BEGIN BARRIER WALL
1323+67.39, 1.52' RT

W05-52L
12"X36"

END TAPER
1325+00.13, 19.00' RT

BEGIN TAPER
1329+62.97, 19.00' RT

APPLE CREEK

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2	SHEET 177	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2).DWG PLOT DATE : 7/27/2016 4:28 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

SPEED LIMIT 55

R2-1
48"X60"

FINES DOUBLE IN WORK ZONES

W21-61
36"X36"

MID VALLEY DR

RIPRAP

BEGIN TAPER
1334+55.55, 4.00' RT

BEGIN TAPER
1335+00.00, -33.00' LT

END TAPER
1335+30.17, 7.99' RT

INSTALL GLARE SCREEN STA 1335+00 TO STA 1339+00

I-41 SB

1331-SB 1332-SB 1333-SB 1334-SB 1335-SB 1336-SB 1337-SB

11'

25'

1331-NB 1332-NB 1333-NB 1334-NB 1335-NB 1336-NB 1337-NB

I-41 NB

12'

END TAPER
1331+13.00, 12.00' RT

FRENCH RD

LANE CLOSED

R11-2-L
48"X30"

RIPRAP

APPLE PL

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2	SHEET 178	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2).DWG PLOT DATE : 7/27/2016 4:28 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

RIPRAP

W05-52L
12"X36"

BEGIN BARRIER TAPER
1338+89.98, 2.40' LT

END BARRIER TAPER
1339+47.01, 1.88' RT

W01-6
48"X24"

END TAPER
1341+50.00, 24.00' LT

STAY IN LANE
R4-9
48"X60"

MID VALLEY DR

LANE CLOSED
R11-2-L
48"X30"

I-41 SB

I-41 NB

1338-SB 1339-SB 1340-SB 1341-SB 1342-SB 1343-SB 1344-SB 1345-SB

1338-NB 1339-NB 1340-NB 1341-NB 1342-NB 1343-NB 1344-NB 1345-NB

12' 12' 12' 12' 12' 12'

25' 25'

①

②

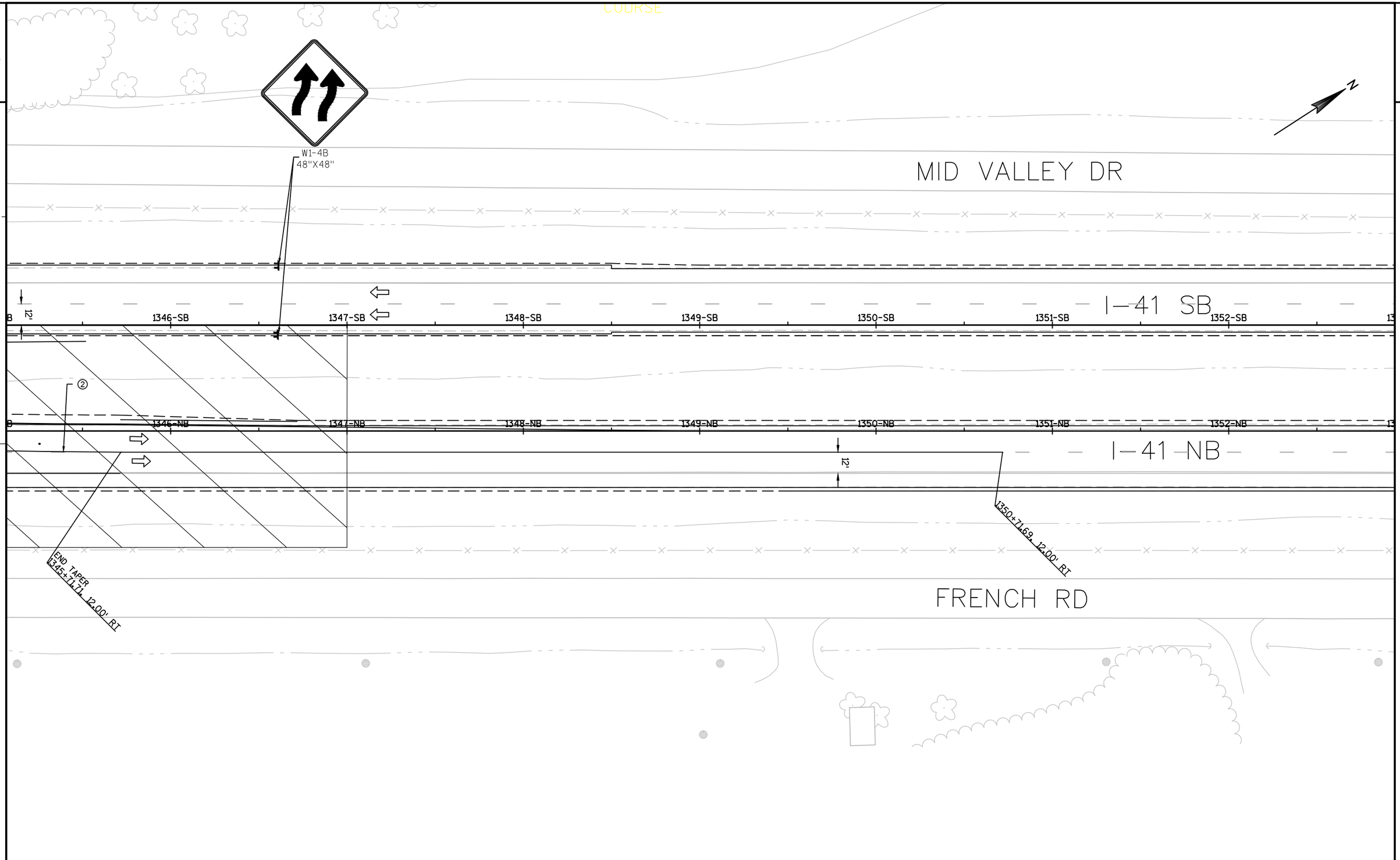
END TAPER
1345+71.71, 12.00' RT

FRENCH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2	SHEET 179	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2).DWG PLOT DATE : 7/27/2016 4:28 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2	SHEET 180	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2).DWG PLOT DATE : 7/27/2016 4:28 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

TRUCKS
USE
LEFT
LANE

R4-5-L
24"X30"

NEXT
2 MILES

W057-51
48"X24"

N

SB

1352-SB 1353-SB 1354-SB 1355-SB 1356-SB 1357-SB 1358-SB 1359-SB

1352-NB 1353-NB 1354-NB 1355-NB 1356-NB 1357-NB 1358-NB 1359-NB

NB

FR

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2	SHEET 181	E

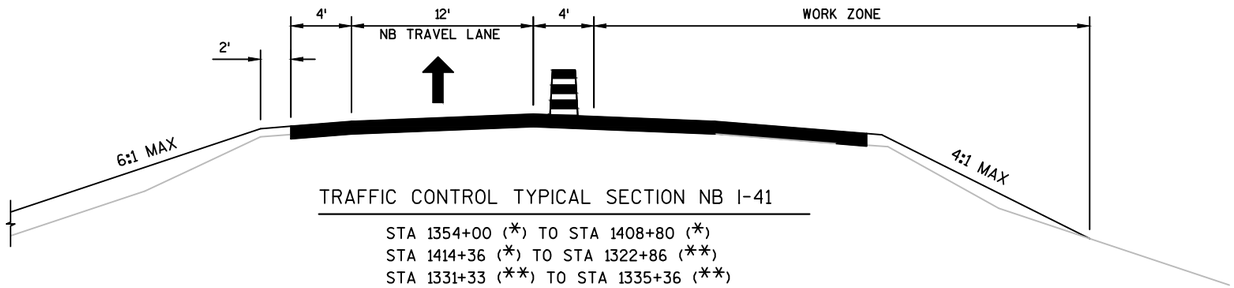
FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2).DWG PLOT DATE : 7/27/2016 4:28 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

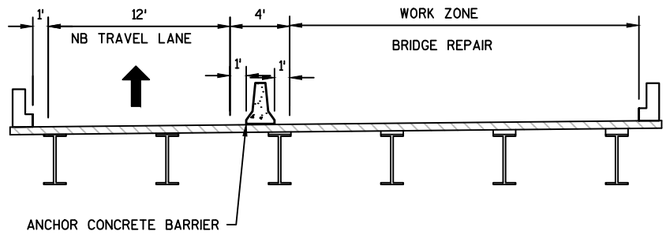
STAGE 2A WORK TO INCLUDE:

1. REDECK WEST HALF OF B-05-0053 STRUCTURE (NB I-41 APPLE CREEK BRIDGE)
2. RECONSTRUCT SWEF ENTRY AND EXIT RAMPS
3. CONSTRUCT AUXILIARY LANE BETWEEN SWEF AND CTH U OFF RAMP
4. INSTALL CONCRETE BARRIER TEMPORARY PRECAST ANCHORING AT STA 1326+61 NB(**) TO 1328+41 NB(**)
5. NORTHBOUND MAINLINE WORK AT STA. 1340+50(*) TO 1349+00(**)
   - HMA PORTIONS - MILL AND OVERLAY
   - CONCRETE PORTIONS - REPAIR PANELS
   - OUTSIDE SHOULDER TO BE WIDENED TO 10' PAVED (5" MINIMUM THICKNESS) AND 1' B.A.D. SHOULDER TO BE CONSTRUCTED OR RECONSTRUCTED
   - MEDIAN SHOULDER TO BE WIDENED TO 5' PAVED (5" MINIMUM THICKNESS) AND 1' B.A.D. SHOULDER TO BE CONSTRUCTED OR RECONSTRUCTED
   - GRADE MEDIAN FORESLOPE TO A 6:1 OR FLATTER SLOPE AND OUTSIDE FORESLOPE TO A 4:1 OR FLATTER SLOPE



TRAFFIC CONTROL TYPICAL SECTION NB I-41

STA 1354+00 (*) TO STA 1408+80 (*)
STA 1414+36 (*) TO STA 1322+86 (**)
STA 1331+33 (**) TO STA 1335+36 (**)



TRAFFIC CONTROL TYPICAL SECTION NB I-41
APPLE CREEK BRIDGE

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+29.20 BK/ STA 1310+81.14 AH

2

N

41 FRONTAGE RD

1330-SB

1331-SB

1332-SB

I-41 SB

1333-SB

PC: 1333+38.89

1334-SB

1335-SB

1336-SB

1337-S

1330-NB

1331-NB

1332-NB

1333-NB

I-41 NB

1334-NB

1335-NB

1336-NB

1337-NB

F

NORTH
INTERSTATE
41
ALL LANES

4X6 WOOD POSTS
SEE SIGN DETAILS FOR
DIMENSIONS

EXIT 154
U
KEEP RIGHT

4X6 WOOD POSTS
SEE SIGN DETAILS FOR
DIMENSIONS

41 FRONTAGE RD

W01-4DL

48"×48"

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A	SHEET 183	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 2A).DWG PLOT DATE : 7/27/2016 2:51 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

RUINS

41 FRONTAGE RD

N

BEGIN TAPER
1345+00.00, -24.00' LT

I-41 SB

12'
12'

1338-SB
1339-SB
1340-SB
1341-SB
1342-SB
1343-SB
1344-SB
1345-

BEGIN TAPER
1340+50.17, 0.00'

END TAPER
1342+00.17, -4.00' LT

PT: 1339+35.47

1338-NB
1339-NB
1340-NB
1341-NB
1342-NB
1343-NB
1344-NB
1345-NB

I-41 NB

STA BACK = 1339+35.47
STA AHEAD = 1339+45.29

NORTH
M3-1
36"X18"

INTERSTATE
41
M1-1
36"X36"

TRUCKS USE RIGHT LANE
R4-5
48"X60"

STAY IN LANE
R4-9
48"X60"

W01-6
48"X24"

41 FRONTAGE RD

SPEED LIMIT 55
R2-1
48"X60"

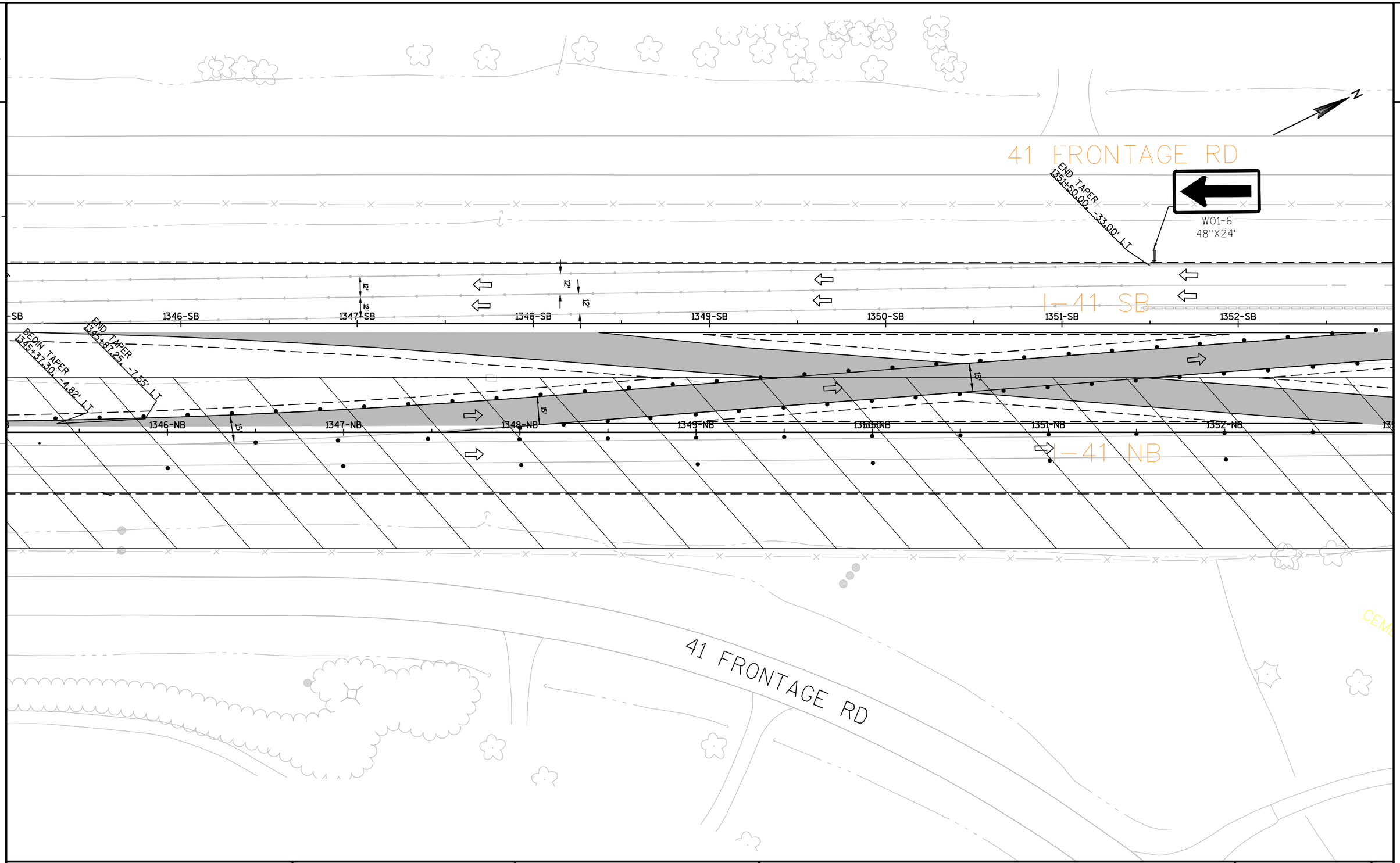
FINES DOUBLE IN WORK ZONES
W21-61
36"X36"

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A	SHEET 184	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 2A).DWG PLOT DATE : 7/27/2016 2:51 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A	SHEET 185	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 2A).DWG PLOT DATE : 7/27/2016 2:51 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

41 FRONTAGE RD

41 FRO

N

BEGIN TAPER
1354+66.29, 7.95' RT

END TAPER
1355+65.92, 4.00' RT

11'

11'

11'

1353-SB

1354-SB

1355-SB

1356-SB

1357-SB

1358-SB

1359-SB

1360-SB

15'

END TAPER
1354+70.46, 8.15' LT

BEGIN TAPER
1355+45.12, 4.00' LT

53-NB

1354-NB

1355-NB

1356-NB

1357-NB

1358-NB

1359-NB

1360-NB

12'

RAMP BP

LANE
CLOSED

R11-2-L
48"X30"

END TAPER

CTERY

PROJECT NO: 1130-44-71	HWY: I 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A	SHEET 186	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 2A).DWG PLOT DATE : 7/27/2016 2:51 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

NTAGE RD

41 FRONTAGE RD

I-41 SB

1361-SB 1362-SB 1363-SB 1364-SB 1365-SB 1366-SB 1367-SB 1368-SB

PC: 1363+75.03

11' 11' 11' 11'

1361-NB 1362-NB 1363-NB 1364-NB 1365-NB 1366-NB 1367-NB 1368-NB

12'

I-41 NB

RAMP BP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A	SHEET 187	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 2A).DWG PLOT DATE : 7/27/2016 2:51 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

41 FRONTAGE RD

41 FRONTAGE RD

I-41 SB

1369-SB 1370-SB 1371-SB 1372-SB 1373-SB 1374-SB 1375-SB 1376-SB

11

11

12

PT: 1376+40.00

1369-NB 1370-NB 1371-NB 1372-NB 1373-NB 1374-NB 1375-NB 1376-NB

I-41 NB

MH

MH

SCALE

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A	SHEET 188	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 2A).DWG PLOT DATE : 7/27/2016 2:51 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

41 FRONTAGE RD

41 FRONTAGE RD

I-41 SB

1377-SB 1378-SB 1379-SB 1380-SB 1381-SB 1382-SB 1383-SB 1384-SB

1377-NB 1378-NB 1379-NB 1380-NB 1381-NB 1382-NB 1383-NB 1384-NB

I-41 NB

RAMP BP

LANE CLOSED

R11-2-L
48"X30"

STA BACK ℄ 1384+03.50
STA AHEAD ℄ 1383+95.23

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A	SHEET 189	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 2A).DWG PLOT DATE : 7/27/2016 2:52 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

41 FRONTAGE RD

EXCEPT MAINTENACE AND POLICE AUTHORIZED VEHICLES

R3-4-B
36"X48"

TRUCKS USE LEFT LANE

R4-5-L
24"X30"

NEXT 1 MILES

W057-51
48"X24"

I-41 SB

1385-SB 1386-SB 1387-SB 1388-SB 1389-SB 1390-SB 1391-SB 1392-SB

1385-NB 1386-NB 1387-NB 1388-NB 1389-NB 1390-NB 1391-NB 1392-NB

I-41 NB

S-44-136

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A	SHEET 190	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 2A).DWG PLOT DATE : 7/27/2016 2:52 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

SPEED LIMIT 55

R2-1
48"X60"

FINES DOUBLE IN WORK ZONES

W21-61
36"X36"

41 FRONTAGE RD

I-41 SB

1393-SB 1394-SB 1395-SB 1396-SB 1397-SB 1398-SB 1399-SB 1400-S

1393-NB 1394-NB 1396-NB 1397-NB 1398-NB 1399-NB

I-41 NB

S-44-143

41 FRONTAGE RD

EXIT

E5-1
72" X 60"

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	STAGE 2A	SHEET 191	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 2A).DWG PLOT DATE : 7/27/2016 2:52 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

41 FRONTAGE ROAD

SB I-41 ON-RAMP

N

I-41 SB

11'

11'

1401-SB 1402-SB 1403-SB 1404-SB 1405-SB 1406-SB 1407-SB 1408-SB

I-41 SB

1401-NB 1402-NB 1403-NB 1404-NB 1405-NB 1406-NB 1407-NB 1408-NB

I-41 NB

12'

I-41 NB

NB I-41 OFF-RAMP

LANE CLOSED

R11-2-L
48"X30"

SEE SPECIAL PROVISIONS FOR
RAMP CLOSURE RESTRICTIONS FOR
RECONSTRUCTION OF RAMP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 192	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2A).DWG PLOT DATE : 7/27/2016 4:19 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

BEGIN TAPER
1409+98.05, 4.00' RT

END TAPER
1410+98.05, 5.00' RT

BEGIN TAPER
1412+72.90, 4.75' RT

END TAPER
1413+72.72, 4.00' RT

CTH U

RIPRAP

MH

11'

11'

I-41 SB

1409-SB | 1410-SB | 1411-SB | 1412-SB | 1413-SB | 1414-SB | 1415-SB | 1416

1409-NB | 1410-NB | 1411-NB | 1412-NB | 1413-NB | 1414-NB | 1415-NB | 1416

12'

I-41 NB

RIPRAP

RIPRAP

CTH U

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 193	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2A).DWG PLOT DATE : 7/27/2016 4:20 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

SB I-41 OFF-RAMP

RIPRAP

11'

11'

11'

-SB 1417-SB 1418-SB 1419-SB 1420-SB 1311-SB 1312-SB 1313-SB 1314-SB

-NB 1417-NB 1418-NB 1419-NB 1420-NB 1311-NB 1312-NB 1313-NB 1314-NB

NB I-41 ON RAMP

LANE CLOSED

R11-2-L
48"X30"

2

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 194	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2A).DWG PLOT DATE : 7/27/2016 4:20 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

41 FRONTAGE RD

N

I-41 SB

11'

11'

1315-SB 1316-SB 1317-SB 1318-SB 1319-SB 1320-SB 1321-SB 1322-SB

1315-NB 1316-NB 1317-NB 1318-NB 1319-NB 1320-NB 1321-NB 1322-NB

① ②

I-41 NB

500' FROM GORE

RIPRAP

BEGIN TAPER
1315+88.81, 36.38' RT

BEGIN TAPER
1318+42.09, 31.35' RT

YIELD

R1-2
60" X 52"

LANE CLOSED

R11-2-L
48"X30"

END TAPER
1322+15.84, 11.77' RT

FRENCH RD

W04-1

48"x48"

RIPRAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 195	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2A).DWG PLOT DATE : 7/27/2016 4:20 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

MID VALLEY DR

BEGIN TAPER
1325+85.03, -33.00' LT

END TAPER
1326+85.31, -34.40' LT

BEGIN TAPER
1328+11.29, -34.46' LT

END TAPER
1329+11.29, -33.00' LT

I-41 SB

1323-SB 1324-SB 1325-SB 1326-SB 1327-SB 1328-SB 1329-SB 1330-SB

③

④

1323-NB 1324-NB 1325-NB 1326-NB 1327-NB 1328-NB 1329-NB 1330-NB

I-41 NB

CC

BEGIN TAPER
1322+86.19, 11.75' RT

BEGIN BARRIER WALL
1323+10.39, 17.10' RT

END TAPER
1325+00.04, 7.34' RT

W05-52R
12"X36"

FRENCH RD

BEGIN TAPER
1329+63.13, 7.33' RT

APPLE CREEK

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 196	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2A).DWG PLOT DATE : 7/27/2016 4:20 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

SPEED LIMIT 55

R2-1
48"X60"

FINES DOUBLE IN WORK ZONES

W21-61
36"X36"

MID VALLEY DR

BEGIN TAPER
1334+55.55, 4.00' RT

BEGIN TAPER
1335+00.00, -33.00' LT

END TAPER
1335+30.17, 7.99' RT

RIPRAP

I-41 SB

1331-SB | 1332-SB | 1333-SB | 1334-SB | 1335-SB | 1336-SB | 1337-SB

11'

15'

1331-NB | 1332-NB | 1333-NB | 1334-NB | 1335-NB | 1336-NB | 1337-NB

I-41 NB

12'

END TAPER
1331+33.13, 12.15' RT

FRENCH RD

BEGIN TAPER
1335+36.66, 12.00' RT

W01-6
48"X24"

R11-2-L
48"X30"

LANE CLOSED

RIPRAP

APPLE PL

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 197	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2A).DWG PLOT DATE : 7/27/2016 4:20 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

RIPRAP

W05-52L
12"X36"
SIGN
W5-52L

BEGIN BARRIER TAPER
1338+89.98, 2.40' LT

END BARRIER TAPER
1339+49.29, 1.05' RT

W01-6
48"X24"

END TAPER
1341+50.00, 24.00' LT

STAY
IN
LANE
R4-9
48"X60"

MID VALLEY DR

LANE
CLOSED
R11-2-L
48"X30"

12'

I-41 SB

SB 1339-SB 1340-SB 1341-SB 1342-SB 1343-SB 1344-SB 1345-SB

15'

-NB 1339-NB 1340-NB 1341-NB 1342-NB 1343-NB 1344-NB 1345-NB

15'

I-41 NB

①

②

END TAPER
1344+36.64, 24.00' RT

FRENCH RD

2

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 198	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2A).DWG PLOT DATE : 7/27/2016 4:20 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

COURSE

W1-4B
48"X48"

MID VALLEY DR

12'

1344-SB | 1345-SB | 1346-SB | 1347-SB | 1348-SB | 1349-SB | 1350-SB | 1351-SB

1344-NB | 1345-NB | 1346-NB | 1347-NB | 1348-NB | 1349-NB | 1350-NB | 1351-NB

15'

12'

END TAPER
1344+36.64, 24.00' RT

FRENCH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 199	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2A).DWG PLOT DATE : 7/27/2016 4:20 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

TRUCKS
USE
LEFT
LANE

R4-5-L

24"X30"

NEXT
2 MILES

W057-51
48"X24"

N

SB

1352-SB | 1353-SB | 1354-SB | 1355-SB | 1356-SB | 1357-SB | 1358-SB | 1359-SB

1352-NB | 1353-NB | 1354-NB | 1355-NB | 1356-NB | 1357-NB | 1358-NB | 1359-NB

NB

12'

12'

FF

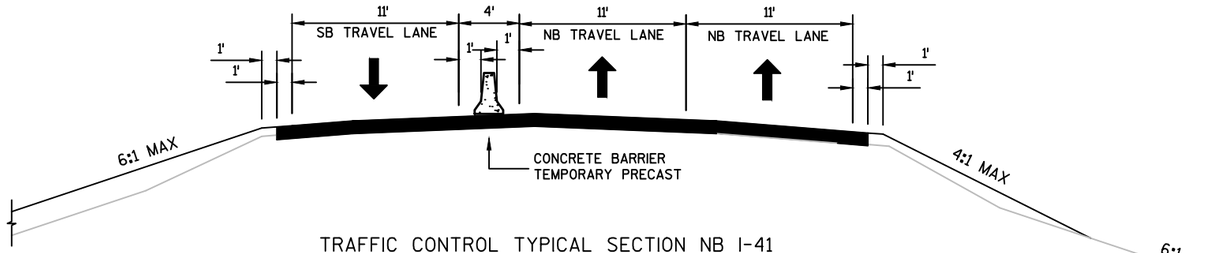
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 200	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 2A).DWG PLOT DATE : 7/27/2016 4:20 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

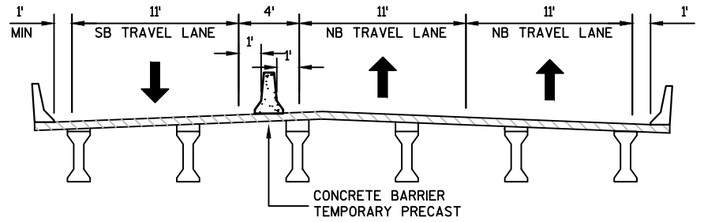
STAGE 3 WORK TO INCLUDE:

1. CONCRETE OVERLAY EAST HALF OF B-05-0080 STRUCTURE (I-41 SB APPLE CREEK BRIDGE)
2. INSTALL CONCRETE BARRIER TEMPORARY PRECAST ANCHORING AT STA 1352+25 NB(*) TO STA 1353+35 NB(*) AND AT STA 1333+50 NB(**) TO STA 1337+50 NB(**)



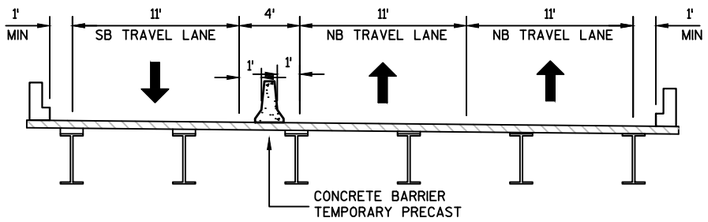
TRAFFIC CONTROL TYPICAL SECTION NB I-41

STA 1355+00(*) TO STA 1334+31(**) NB



TRAFFIC CONTROL TYPICAL SECTION NB I-41

CTH U OVERPASS



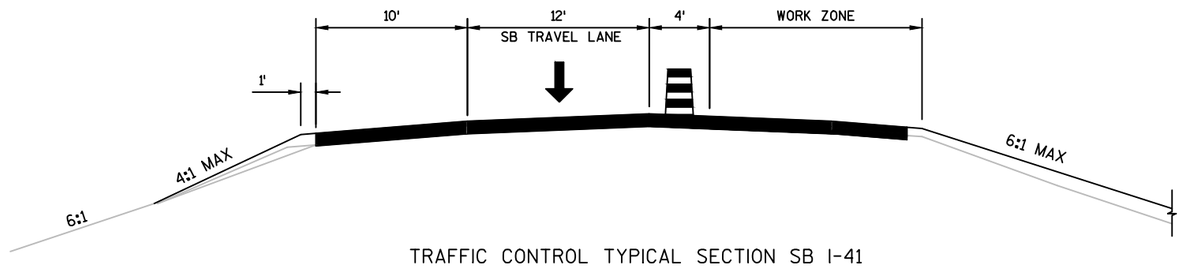
TRAFFIC CONTROL TYPICAL SECTION NB I-41

APPLE CREEK BRIDGE

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

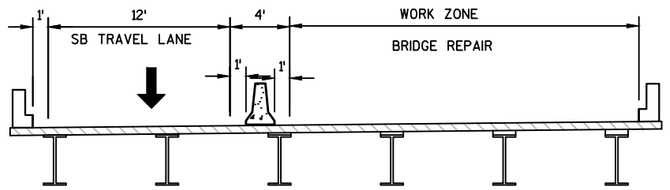
STATION EQUATION:
STA 1420+29.20 BK/ STA 1310+81.14 AH

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE AND BROWN	TRAFFIC CONTROL STAGE 3 - TYPICAL SECTIONS	SHEET 201	E



TRAFFIC CONTROL TYPICAL SECTION SB I-41

STA 1344+17(*) TO STA 1408+56(*) SB
STA 1413+88(*) TO STA 1325+10(**)
STA 1329+85(**) TO STA 1345+50 (**)



TRAFFIC CONTROL TYPICAL SECTION SB I-41

APPLE CREEK BRIDGE

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+29.20 BK/ STA 1310+81.14 AH

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE AND BROWN	TRAFFIC CONTROL STAGE 3 - TYPICAL SECTIONS	SHEET 202	E

2

2

NTAGE RD

RUINS

N

I-41 SB

1333-SB

1334-SB

1335-SB

1336-SB

1337-SB

1338-SB

1339-SB

1340-SB

END OF PAVMENT MARKING
1339+04.79, -12.00' LT

1333-NB

1334-NB

1335-NB

1336-NB

1337-NB

1338-NB

1339-NB

1340-NB

I-41 NB

41 FRONTAGE RD

TRUCKS
USE
LEFT
LANE

R4-5-L
24"X30"

NEXT
2 MILES

W057-51
48"X24"

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3	SHEET 203	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 3).DWG PLOT DATE : 7/27/2016 3:53 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

41 FRONTAGE RD

41 FRONTAGE RD

END OF PAVMENT MARKING
1339+04.79, -12.00' LT

②

I-41 SB

1340-SB 1341-SB 1342-SB 1343-SB 1344-SB 1345-SB 1346-SB 1347-SB

12' 12' 12'

I-41 NB

1340-NB 1341-NB 1342-NB 1343-NB 1344-NB 1345-NB 1346-NB 1347-NB

12' 12'

41 FRONTAGE RD

SPEED LIMIT 55

R2-1
48"X60"

FINES DOUBLE IN WORK ZONES

W21-61
36"X36"

W01-4bR
48"x48"

LANE CLOSED

R11-2-L
48"X30"

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3	SHEET 204 204	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 3).DWG PLOT DATE : 7/27/2016 3:53 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

41 FRONTAGE RD

41 FRONTAGE RD

LANE CLOSED
R11-2-L
48"X30"

BEGIN TAPER
1354+70.46, -8.15' LT

INSTALL GLARE SCREEN STA 1353+00 TO STA 1355+00

I-41 SB

1348-SB 1349-SB 1350-SB 1351-SB 1352-SB 1353-SB 1354-SB 1355-SB

12'
15'
25'
25'
25'

1348-NB 1349-NB 1350-NB 1351-NB 1352-NB 1353-NB 1354-NB 1355-NB

I-41 NB

11'
11'

①
②

STAY IN LANE
R4-9
48"X60"

BEGIN TAPER
1348+50.00, 24.00' RT

W01-6
48"X24"

41 FRONTAGE RD

BEGIN BARRIER TAPER
1352+23.94, 1.43' RT

W05-52R
12"X36"

END BARRIER TAPER
1352+86.58, 5.60' RT

W01-6
48"X24"

END TAPER
1355+00.00, 33.00' RT

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3	SHEET 205	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 3).DWG PLOT DATE : 7/27/2016 3:53 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

41 FRONTAGE RD

41 FRONTAGE RD

N

12'

1356-SB 1357-SB 1358-SB 1359-SB 1360-SB 1361-SB 1362-SB 136

I-41 SB

1356-NB 1357-NB 1358-NB 1359-NB 1360-NB 1361-NB 1362-NB 1363-N

11' 11' 11'

I-41 NB

RAMP BP

END TAPER
1355+45.12, -4.00', LT

① ②

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3	SHEET 206 206	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 3).DWG PLOT DATE : 7/27/2016 3:53 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

LANE CLOSED

R11-2-L
48"X30"

41 FRONTAGE RD

41 FRONTAGE RD

N

-SB 1364-SB 1365-SB 1366-SB 1367-SB 1368-SB 1369-SB 1370-SB I-41 SB

NB 1364-NB 1365-NB 1366-NB 1367-NB 1368-NB 1369-NB 1370-NB I-41 NB

② ①

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3	SHEET 207	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 3).DWG PLOT DATE : 7/27/2016 3:53 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

41 FRONTAGE RD

41 FRONT

N

12

1371-SB 1372-SB 1373-SB 1374-SB 1375-SB 1376-SB 1377-SB 1378-SB

1371-NB 1372-NB 1373-NB 1374-NB 1375-NB 1376-NB 1377-NB 1378-NB

12 12

②

①

MH

MH

SCALE

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3	SHEET 208 208	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 3).DWG PLOT DATE : 7/27/2016 3:53 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

AGE RD

41 FRONTAGE RD

I-41-SB

1379-SB 1380-SB 1381-SB 1382-SB 1383-SB 1384-SB 1385-SB 1386-SB

1379-NB 1380-NB 1381-NB 1382-NB 1383-NB 1384-NB 1385-NB 1386-NB

I-41-NB

12' 12' 12' 12'

①

②

②

②

RAMP BP

S-44-136

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3	SHEET 209 209	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 3).DWG PLOT DATE : 7/27/2016 3:53 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

SPEED LIMIT 55

R2-1
48"X60"

FINES DOUBLE IN WORK ZONES

W21-61
36"X36"

41 FRONTAGE RD

41 FRONTAGE RD

LANE CLOSED

R11-2-L
48"X30"

I-41-SB

1387-SB 1388-SB 1389-SB 1390-SB 1391-SB 1392-SB 1393-SB 1394-SB

1387-NB 1388-NB 1389-NB 1390-NB 1391-NB 1392-NB 1393-NB 1394-NB

I-41 NB

11' 11' 11'

②

①

41 FRONTAGE RD

41 FRONTAGE RD

41

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3	SHEET 210	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 3).DWG PLOT DATE : 7/27/2016 3:53 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

41 FRONTAGE RD

41 FRONTAGE RD

N

12

I-41 SB

1393-SB 1394-SB 1395-SB 1396-SB 1397-SB 1398-SB 1399-SB 1400-SB

1393-NB 1394-NB 1395-NB 1396-NB 1397-NB 1398-NB 1399-NB 1400-NB

11

11

11

I-41 NB

②

①

S-44-143

41 FRONTAGE RD

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3	SHEET 211	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 3).DWG PLOT DATE : 7/27/2016 3:53 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

41 FRONTAGE ROAD

SB I-41 ON-RAMP

N

I-41 SB

12'

1401-SB 1402-SB 1403-SB 1404-SB 1405-SB 1406-SB 1407-SB 1408-SB

I-41 SB

1401-NB 1402-NB 1403-NB 1404-NB 1405-NB 1406-NB 1407-NB 1408-NB

① ②

I-41 NB

11'

11'

I-41 NB

NB I-41 OFF-RAMP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3	SHEET 212	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3).DWG PLOT DATE : 7/27/2016 4:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

CTH U

RIPRAP

MH

I-41 SB

1409-SB 1410-SB 1411-SB 1412-SB 1413-SB 1414-SB 1415-SB

I-41 NB

1409-NB 1410-NB 1411-NB 1412-NB 1413-NB 1414-NB 1415-NB

③ ④

11'

BEGIN TAPER
1409+24.75, -4.00' LT

END TAPER
1410+24.16, -4.73' LT

BEGIN TAPER
1411+99.20, -4.85' LT

END TAPER
1412+99.20, -4.00' LT

RIPRAP

RIPRAP

CTH U

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3	SHEET 213	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3).DWG PLOT DATE : 7/27/2016 4:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

LANE CLOSED

R11-2-L
48"X30"

SB I-41 OFF-RAMP

RIPRAP

12'

-SB 1417-SB 1418-SB 1419-SB 1420-SB 1311-SB 1312-SB 1313-SB 1314-SB

-NB 1417-NB 1418-NB 1419-NB 1420-NB 1311-NB 1312-NB 1313-NB 1314-NB

① ②

12'

11'

11'

NB I-41 ON RAMP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3	SHEET 214	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3).DWG PLOT DATE : 7/27/2016 4:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

41 FRONTAGE RD

I-41 SB

1315-SB 1316-SB 1317-SB 1318-SB 1319-SB 1320-SB 1321-SB 1322-SB

1315-NB 1316-NB 1317-NB 1318-NB 1319-NB 1320-NB 1321-NB 1322-NB

I-41 NB

11'

11'

11'

① ②

RIPRAP

FRENCH RD

RIPRAP

TRUCKS USE LEFT LANE

R4-5-L

24"X30"

NEXT 1/2 MILES

W057-51

48"X24"

PROJECT NO:1130-44-71	HWY:I-41	COUNTY:BROWN	TRAFFIC CONTROL - STAGE 3	SHEET 215	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3).DWG PLOT DATE : 7/27/2016 4:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

MID VALLEY DR

FRENCH RD

APPLE CREEK

I-41 SB

I-41 NB

N

BEGIN BARRIER WALL
1325+30.47, -9.65' LT

BEGIN TAPER
1325+10.05, -23.99' LT

END TAPER
1326+60.30, -28.00' LT

BEGIN TAPER
1328+36.30, -27.99' LT

BEGIN BARRIER TAPER
1329+35.02, -10.99' LT

END TAPER
1329+55.10, -24.01' LT

W05-52L
12"X36"

BEGIN TAPER
1325+85.21, -4.00' LT

END TAPER
1326+89.57, -5.16' LT

BEGIN TAPER
1328+16.57, -4.93' LT

END TAPER
1329+11.42, -4.00' LT

1323-SB 1324-SB 1325-SB 1326-SB 1327-SB 1328-SB 1329-SB 1330-SB

1323-NB 1324-NB 1325-NB 1326-NB 1327-NB 1328-NB 1329-NB 1330-NB

12'

11'

11'

11'

11'

④

③

④

③

④

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	STAGE 3	SHEET 216	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3).DWG PLOT DATE : 7/27/2016 4:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

RIPRAP

N

MID VALLEY DR

END BARRIER TAPER
1330+29.97, -1.20' LT

W01-6
48"X24"

LANE
CLOSED

R11-2-L
48"X30"

I-41 SB

1331-SB | 1332-SB | 1333-SB | 1334-SB | 1335-SB | 1336-SB | 1337-SB | 1338

12'

INSTALL GLARE SCREEN STA 1333+00 TO STA 1337+00

25'

15'

1331-NB | 1332-NB | 1333-NB | 1334-NB | 1335-NB | 1336-NB | 1337-NB | 1338

11'

① ②

I-41 NB

11'

E

BEGIN TAPER
1334+30.46, -4.00' LT

END TAPER
1335+30.23, -7.99' LT

FRENCH RD

W1-4B
48"x48"

RIPRAP

APPLE PL

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3	SHEET 217	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3).DWG PLOT DATE : 7/27/2016 4:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

RIPRAP

MID VALLEY DR

N

BEGIN TAPER
1341+08.10, 7.55' RT

END TAPER
1345+30.00, 0.03' LT

I-41 SB

-SB | 1339-SB | 1340-SB | 1341-SB | 1342-SB | 1343-SB | 1344-SB | 1345-SB

25'

15'

-NB | 1339-NB | 1340-NB | 1341-NB | 1342-NB | 1343-NB | 1344-NB | 1345-NB

I-41 NB

11'

12'

①

②

BEGIN TAPER
1338+50.00, 34.00' RT

W01-6
48"X24"

END TAPER
1345+00.00, 23.73' RT

STAY
IN
LANE

R4-9
48"X60"

FRENCH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3	SHEET 218	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3).DWG PLOT DATE : 7/27/2016 4:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

COURSE

N

MID VALLEY DR

BEGIN TAPER
1344+08.10, 7.55' RT

END TAPER
1345+50.00, -0.03' LT

⑥

1350+49.63, -12.00' LT

1344-SB | 1345-SB | 1346-SB | 1347-SB | 1348-SB | 1349-SB | 1350-SB | 1351-SB

1344-NB | 1345-NB | 1346-NB | 1347-NB | 1348-NB | 1349-NB | 1350-NB | 1351-NB

12'

①

②

END TAPER
1345+00.00, 23.73' RT

SOUTH
M3-3
36"X18"

INTERSTATE
41
M1-1
36"X36"

TRUCKS
USE
RIGHT
LANE
R4-5
48"X60"

FRENCH RD

2

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3	SHEET 219	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3).DWG PLOT DATE : 7/27/2016 4:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

MID VALLEY DR

1350+49.63, -12.00' LT

I-41 SB

1350-SB 1351-SB 1352-SB 1353-SB 1354-SB 1355-SB 1356-SB 1357-SB

SOUTH
INTERSTATE 41
ALL LANES

4X6 WOOD POSTS
SEE SIGN DETAILS FOR DIMENSIONS

EXIT 154
U
KEEP RIGHT

4X6 WOOD POSTS
SEE SIGN DETAILS FOR DIMENSIONS

N

1350-NB 1351-NB 1352-NB 1353-NB 1354-NB 1355-NB 1356-NB 1357-NB

I-41 NB

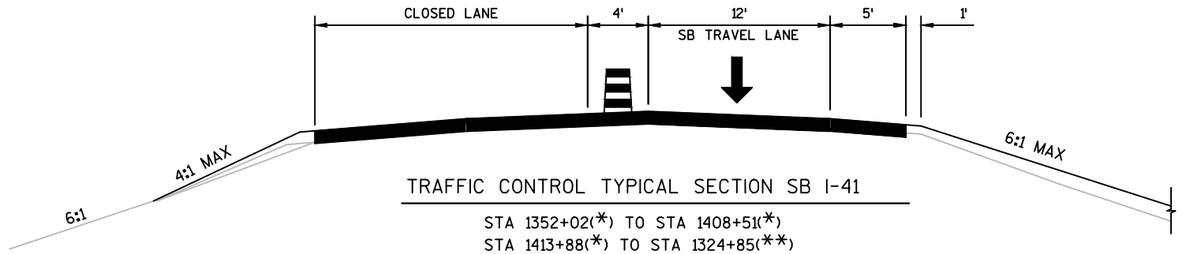
FRENCH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3	SHEET 220	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3).DWG PLOT DATE : 7/27/2016 4:08 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

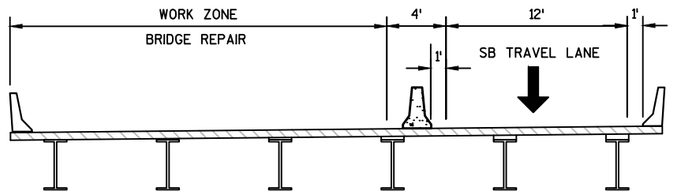
STAGE 3A WORK TO INCLUDE:

1. CONCRETE OVERLAY EAST HALF OF B-05-0080 STRUCTURE (SB I-41 APPLE CREEK BRIDGE)



TRAFFIC CONTROL TYPICAL SECTION SB I-41

STA 1352+02(*) TO STA 1408+51(*)
STA 1413+88(*) TO STA 1324+85(**)
STA 1329+61(**) TO STA 1336+00(**)



TRAFFIC CONTROL TYPICAL SECTION SB I-41

APPLE CREEK BRIDGE

(*) BEFORE STATION EQUATION
(**) AFTER STATION EQUATION

STATION EQUATION:
STA 1420+29.20 BK/ STA 1310+81.14 AH

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE AND BROWN	TRAFFIC CONTROL STAGE 3A - TYPICAL SECTIONS	SHEET 221	E

2

2

ONTAGE RD

RUINS

N

I-41 SB

1333-SB
1334-SB
1335-SB
1336-SB
1337-SB
1338-SB
1339-SB
1340-SB

1333 NB
1334 NB
1335 NB
1336 NB
1337 NB
1338 NB
1339 NB
1340 NB

I-41 NB

41 FRONTAGE RD

E

E

TRUCKS
USE
LEFT
LANE

R4-5-L
24"X30"

NEXT
2 MILES

W057-51
48"X24"

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A	SHEET 222 222	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 3A).DWG PLOT DATE : 7/7/2016 3:10 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

41 FRONTAGE RD

41 FRONTAGE RD

BEGIN TAPER
1344+19.86, -24.11' LT

I-41 SB

12'

12'

5'

1340-SB 1341-SB 1342-SB 1343-SB 1344-SB 1345-SB 1346-SB 1347-SB

1340-NB 1341-NB 1342-NB 1343-NB 1344-NB 1345-NB 1346-NB 1347-NB

I-41 NB

E

W1-4B

48"x48"

LANE CLOSED

R11-2-L
48"X30"

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A	SHEET 223	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 3A).DWG PLOT DATE : 7/7/2016 3:10 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

41 FRONTAGE RD

41 FRONTAGE RD

N

END TAPER
1352+02.09, 12.00' LT

W01-6
48"X24"

LANE
CLOSED

R11-2-L
48"X30"

BEGIN TAPER
1354+70.46, 8.15' LT

① ②

I-41 SB

1348-SB 1349-SB 1350-SB 1351-SB 1352-SB 1353-SB 1354-SB 1355-SB

12' 12'

25' 15' 25'

1348-NB 1349-NB 1350-NB 1351-NB 1352-NB 1353-NB 1354-NB 1355-NB

I-41 NB

11' 11'

STAY
IN
LANE

R4-9
48"X60"

BEGIN TAPER
1348+50.00, 24.00' RT

W01-6
48"X24"

41 FRONTAGE RD

BEGIN BARRIER WALL
1352+33.90, 1.54' RT

CEMETERY

W05-52L
12"X36"

W01-6
48"X24"

END WALL TAPER
1353+06.24, 5.65' RT

END TAPER
1355+00.00, 33.00' RT

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A	SHEET 224	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 3A).DWG PLOT DATE : 7/7/2016 3:10 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

41 FRONTAGE RD

41 FRONTAGE RD

N

I-41 SB

1356-SB 1357-SB 1358-SB 1359-SB 1360-SB 1361-SB 1362-SB

END TAPER
1355+45.12
4.00' LT

1356-NB 1357-NB 1358-NB 1359-NB 1360-NB 1361-NB 1362-NB

I-41 NB

RAMP BP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A	SHEET 225 225	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 3A).DWG PLOT DATE : 7/7/2016 3:10 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

LANE CLOSED

R11-2-L
48"X30"

41 FRONTAGE RD

41 FRONTAGE RD

N

-SB 1364-SB 1365-SB 1366-SB 1367-SB 1368-SB 1369-SB 1370-SB I-41 SB

NB 1364-NB 1365-NB 1366-NB 1367-NB 1368-NB 1369-NB 1370-NB I-41 NB

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A	SHEET 226 226	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 3A).DWG PLOT DATE : 7/7/2016 3:10 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

41 FRONTAGE RD

41 FRONT

N

1371-SB 1372-SB 1373-SB 1374-SB 1375-SB 1376-SB 1377-SB 1378-SB

12'

1371-NB 1372-NB 1373-NB 1374-NB 1375-NB 1376-NB 1377-NB 1378-NB

12'

11'

11'

MH

MH

SCALE

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A	SHEET 227 227	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 3A).DWG PLOT DATE : 7/7/2016 3:10 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

AGE RD

41 FRONTAGE RD

I-41 SB

1379-SB 1380-SB 1381-SB 1382-SB 1383-SB 1385-SB 1386-SB

1379-NB 1380-NB 1381-NB 1382-NB 1383-NB 1385-NB 1386-NB

I-41 NB

11' 11' 11'

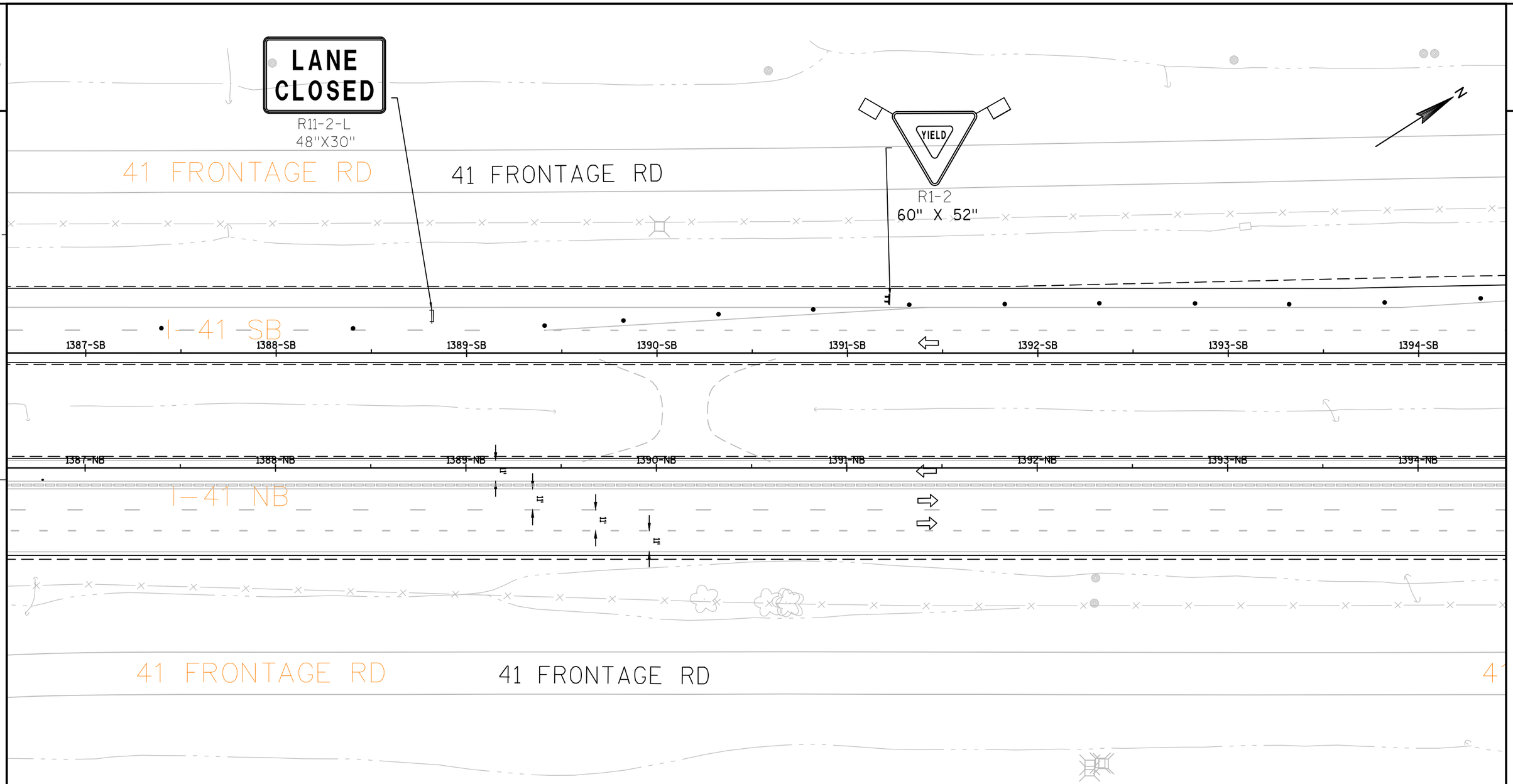
RAMP BP

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A	SHEET 228	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 3A).DWG PLOT DATE : 7/7/2016 3:10 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A	SHEET 229	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 3A).DWG PLOT DATE : 7/7/2016 3:10 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

41 FRONTAGE RD

41 FRONTAGE RD

W04-1

I-41 SB

1393-SB 1394-SB 1395-SB 1396-SB 1397-SB 1398-SB 1399-SB 1400-SB

1393-NB 1394-NB 1395-NB 1396-NB 1397-NB 1398-NB 1399-NB 1400-NB

I-41 NB

41 FRONTAGE RD 41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A	SHEET 230	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 3A).DWG PLOT DATE : 7/7/2016 3:11 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

41 FRONTAGE ROAD

SB I-41 ON-RAMP

N

I-41 SB

1401-SB 1402-SB 1403-SB 1404-SB 1405-SB 1406-SB 1407-SB 1408-SB

I-41 SB

1401-NB 1402-NB 1403-NB 1404-NB 1405-NB 1406-NB 1407-NB 1408-NB

I-41 NB

11'

11'

I-41 NB

NB I-41 OFF-RAMP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 231 231	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3A).DWG PLOT DATE : 7/27/2016 4:12 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

CTH U

RIPRAP

MH

I-41 SB

1409-SB 1410-SB 1411-SB 1412-SB 1413-SB 1414-SB 1415-SB

12'

1409-NB 1410-NB 1411-NB 1412-NB 1413-NB 1414-NB 1415-NB

I-41 NB

11'

11'

11'

BEGIN TAPER
1409+24.75, -4.00' LT

END TAPER
1410+24.16, -4.73' LT

BEGIN TAPER
1411+99.20, -4.85' LT

END TAPER
1412+99.20, -4.00' LT

RIPRAP

RIPRAP

CTH U

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 232	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3A).DWG PLOT DATE : 7/27/2016 4:12 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

LANE CLOSED

R11-2-L
48"X30"

SB I-41 OFF-RAMP

RIPRAP

-SB 1417-SB 1418-SB 1419-SB 1420-SB 1311-SB 1312-SB 1313-SB 1314-SB

-NB 1417-NB 1418-NB 1419-NB 1420-NB 1311-NB 1312-NB 1313-NB 1314-NB

11'

11'

11'

NB I-41 ON RAMP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 233	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3A).DWG PLOT DATE : 7/27/2016 4:13 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

41 FRONTAGE RD

EXIT

E5-1
72" X 60"

N

I-41 SB

1315-SB 1316-SB 1317-SB 1318-SB 1319-SB 1320-SB 1321-SB 1322-SB

1315-NB 1316-NB 1317-NB 1318-NB 1319-NB 1320-NB 1321-NB 1322-NB

11'

11'

I-41 NB

RIPRAP

FRENCH RD

RIPRAP

TRUCKS USE LEFT LANE

R4-5-L
24"X30"

NEXT 1/2 MILES

W057-51
48"X24"

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 234	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3A).DWG PLOT DATE : 7/27/2016 4:13 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

MID VALLEY DR

W05-52R
12"X36"

N

BEGIN TAPER
1324+85.30, -11.98' LT

END TAPER
1326+35.33, -7.38' LT

③

④

BEGIN TAPER
1328+61.34, -7.46' LT

END TAPER
1329+61.33, -8.27' LT

END BARRIER
1329+78.96, -20.14' LT

CC

I-41 SB

1323-SB 1324-SB 1325-SB 1326-SB 1327-SB 1328-SB 1329-SB 1330-SB

I-41 NB

1323-NB 1324-NB 1325-NB 1326-NB 1327-NB 1328-NB 1329-NB 1330-NB

11'

11'

BEGIN TAPER
1325+85.21, -4.00' LT

END TAPER
1326+55.67, -5.16' LT

BEGIN TAPER
1328+16.57, -4.93' LT

END TAPER
1329+11.42, -4.00' LT

FRENCH RD

APPLE CREEK

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 235	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3A).DWG PLOT DATE : 7/27/2016 4:13 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

MID VALLEY DR

RIPRAP

N

LANE CLOSED

R11-2-L
48"X30"

BEGIN TAPER
1331+99.96, -8.00' LT

I-41 SB

1331-SB 1332-SB 1333-SB 1334-SB 1335-SB 1336-SB 1337-SB 1338

12'

25'

15'

1331-NB 1332-NB 1333-NB 1334-NB 1335-NB 1336-NB 1337-NB 1338

11'

I-41 NB

E

BEGIN TAPER
1334+30.46, -4.00' LT

END TAPER
1335+30.23, -7.99' LT

FRENCH RD

W1-4B
48"x48"

RIPRAP

APPLE PL

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 236	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3A).DWG PLOT DATE : 7/27/2016 4:13 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

RIPRAP

MID VALLEY DR

N

BEGIN TAPER
1341+08.10, 7.55' RT

W01-6
48"X24"

END TAPER
1345+49.81, 24.01' LT

END TAPER
1345+50.00, 0.00'

①

②

-SB 1339-SB 1340-SB 1341-SB 1342-SB 1343-SB 1344-SB 1345-SB

I-41 SB

25'

15'

-NB 1339-NB 1340-NB 1341-NB 1342-NB 1343-NB 1344-NB 1345-NB

I-41 NB

F

L

BEGIN TAPER
1338+50.00, 34.00' RT

STAY
IN
LANE

R4-9
48"X60"

W01-6
48"X24"

FRENCH RD

END TAPER
1345+00.00, 23.73' RT

2

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 237	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3A).DWG PLOT DATE : 7/27/2016 4:13 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

COURSE

MID VALLEY DR

FRENCH RD

BEGIN TAPER
1344+08.10, 7.55' RT

W01-6
48"X24"

END TAPER
1345+49.81, -24.01' LT

END TAPER
1345+50.00, 0.00'

1350+51.04, -11.96' LT

1344-SB | 1345-SB | 1346-SB | 1347-SB | 1348-SB | 1349-SB | 1350-SB | 1351-SB

12'

1344-NB | 1345-NB | 1346-NB | 1347-NB | 1348-NB | 1349-NB | 1350-NB | 1351-NB

12'

END TAPER
1345+00.00, 23.73' RT

SOUTH
M3-3
36"X18"

INTERSTATE
41
M1-1
36"X36"

TRUCKS
USE
RIGHT
LANE
R4-5
48"X60"

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 238	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3A).DWG PLOT DATE : 7/27/2016 4:13 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

D VALLEY DR

SOUTH
INTERSTATE 41
ALL LANES

4X6 WOOD POSTS
SEE SIGN DETAILS FOR DIMENSIONS

EXIT 154
U
KEEP RIGHT

4X6 WOOD POSTS
SEE SIGN DETAILS FOR DIMENSIONS

I-41 SB

1351-SB 1352-SB 1353-SB 1354-SB 1355-SB 1356-SB 1357-SB 1358-SB

1351-NB 1352-NB 1353-NB 1354-NB 1355-NB 1356-NB 1357-NB 1358-NB

I-41 NB

TRENCH RD

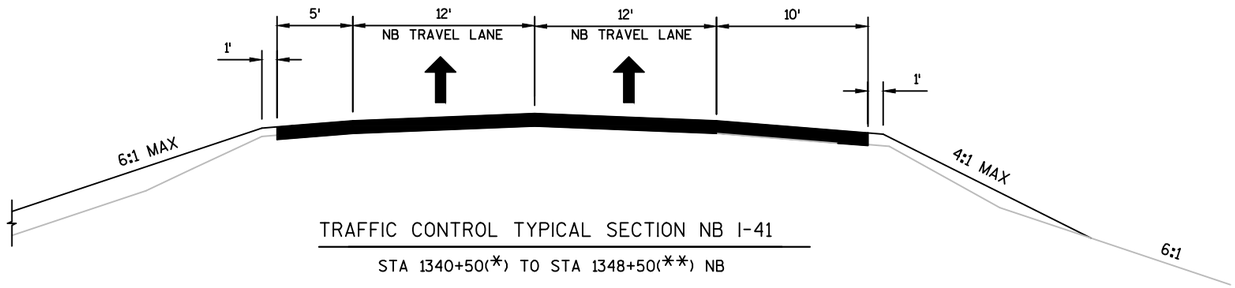
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 239	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC BROWN (STAGE 3A).DWG PLOT DATE : 7/27/2016 4:13 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

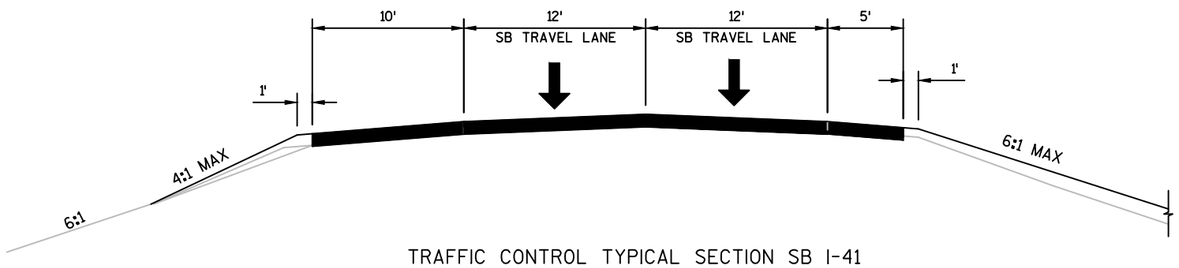
STAGE 4 WORK TO INCLUDE:

1. INSTALL CABLE GUARD
2. REMOVAL OF TEMPORARY CROSSOVERS
3. REMOVAL OF TEMPORARY GUARDRAIL
   - AT CTH U BRIDGES
   - AT APPLE CREEK BRIDGES
4. FINAL RESTORATION



TRAFFIC CONTROL TYPICAL SECTION NB I-41

STA 1340+50(*) TO STA 1348+50(**) NB



TRAFFIC CONTROL TYPICAL SECTION SB I-41

STA 1340+50(*) TO STA 1348+50(**) SB

PROJECT NO: 1130-44-71	HWY: USH 41	COUNTY: OUTAGAMIE AND BROWN	TRAFFIC CONTROL - STAGE 4 TYPICAL SECTIONS	SHEET 240	E

2

2

41 FRONTAGE RD

41 FRONTAGE RD

I-41 SB

1340-SB 1341-SB 1342-SB 1343-SB 1344-SB 1345-SB 1346-SB 1347-SB

1340-NB 1341-NB 1342-NB 1343-NB 1344-NB 1345-NB 1346-NB 1347-NB

I-41 NB

41 FRONTAGE RD

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 4	SHEET 241 241	E

2

2

41 FRONTAGE RD

41 FRONTAGE RD

N

I-41 SB

1348-SB 1349-SB 1350-SB 1351-SB 1352-SB 1353-SB 1354-SB 1355-SB

1348-NB 1349-NB 1350-NB 1351-NB 1352-NB 1353-NB 1354-NB 1355-NB

I-41 NB

REMOVE TEMP CROSSOVER

CEMETERY

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 4	SHEET 242	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 4).DWG PLOT DATE : 7/14/2016 11:20 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

2

41 FRONTAGE RD

41 FRONTAGE RD

N

I-41 SB

1356-SB 1357-SB 1358-SB 1359-SB 1360-SB 1361-SB 1362-SB 136

1356-NB 1357-NB 1358-NB 1359-NB 1360-NB 1361-NB 1362-NB 1363-N

I-41 NB

INSTALL PERMANENT
MAINTENANCE CROSSOVER
STA 1356+47

SWEF OFF RAMP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 4	SHEET 243 243	E

2

2

41 FRONTAGE RD

41 FRONTAGE RD

I-41 SB

-SB

1364-SB

1365-SB

1366-SB

1367-SB

1368-SB

1369-SB

1370-SB

I-41 NB

NB

1364-NB

1365-NB

1366-NB

1367-NB

1368-NB

1369-NB

1370-NB

N

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 4	SHEET 244	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 4).DWG PLOT DATE : 7/14/2016 11:20 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

41 FRONTAGE RD

41 FRONT

1371-SB 1372-SB 1373-SB 1374-SB 1375-SB 1376-SB 1377-SB 1378-SB

1371-NB 1372-NB 1373-NB 1374-NB 1375-NB 1376-NB 1377-NB 1378-NB

MH

MH

SCALE

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 4	SHEET 245	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT(STAGE 4).DWG PLOT DATE : 7/14/2016 11:20 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

AGE RD

41 FRONTAGE RD

I-41 SB

1379-SB 1380-SB 1381-SB 1382-SB 1383-SB 1384-SB 1385-SB 1386-SB

1379-NB 1380-NB 1381-NB 1382-NB 1383-NB 1384-NB 1385-NB 1386-NB

I-41 NB

SWEF ON RAMP

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 4	SHEET 246	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 4).DWG PLOT DATE : 7/14/2016 11:20 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

2

41 FRONTAGE RD

41 FRONTAGE RD

I-41 SB

1387-SB 1388-SB 1389-SB 1390-SB 1391-SB 1392-SB 1393-SB 1394-SB

1387-NB 1388-NB 1389-NB 1390-NB 1391-NB 1392-NB 1393-NB 1394-NB

I-41 NB

INSTALL PERMANENT
MAINTENANCE CROSSOVER
STA 1390+65

41 FRONTAGE RD

41 FRONTAGE RD

41

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 4	SHEET 247	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 4).DWG PLOT DATE : 7/14/2016 11:20 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

41 FRONTAGE RD

41 FRONTAGE RD

N

I-41 SB

1394-SB 1395-SB 1396-SB 1397-SB 1398-SB 1399-SB 1400-SB 1401

1394-NB 1395-NB 1396-NB 1397-NB 1398-NB 1399-NB 1400-NB 1401

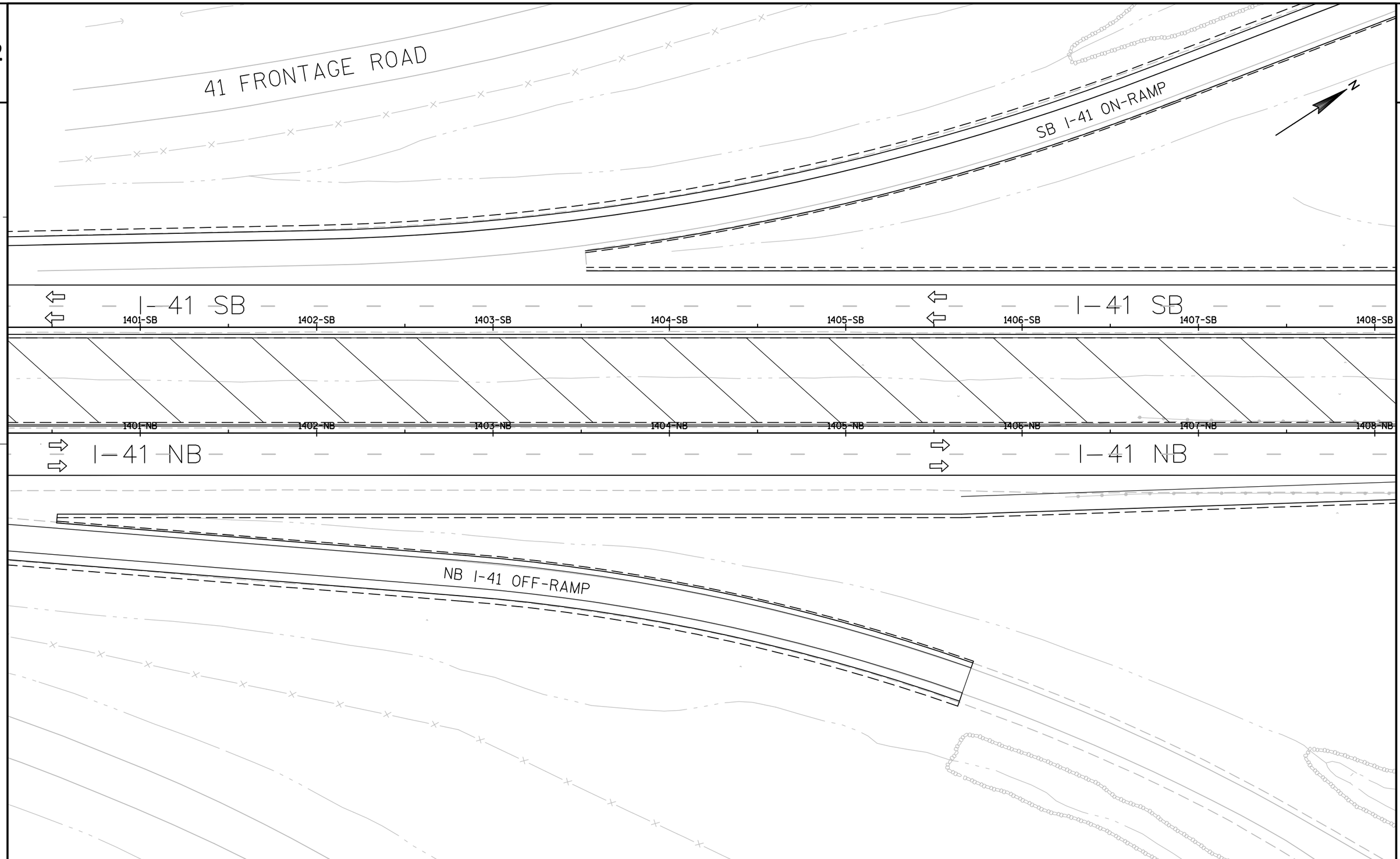
I-41 NB

41 FRONTAGE RD

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 4	SHEET 248	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\TRAFFIC CONTROL\TC OUT (STAGE 4).DWG PLOT DATE : 7/14/2016 11:20 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 249	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN (STAGE 4).DWG PLOT DATE : 5/20/2016 1:26 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

CTH U

RIPRAP

MH

N

I-41 SB

1409-SB 1410-SB 1411-SB 1412-SB 1413-SB 1414-SB 1415-SB

I-41 NB

1409-NB 1410-NB 1411-NB 1412-NB 1413-NB 1414-NB 1415-NB

REMOVE TEMP GUARDRAIL

RIPRAP

RIPRAP

CTH U

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 250 250	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN (STAGE 4).DWG PLOT DATE : 5/20/2016 1:26 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

SB I-41 OFF-RAMP

RIPRAP

N

-SB 1417-SB 1418-SB 1419-SB 1420-SB 1311-SB 1312-SB 1313-SB 1314-SB

-NB 1417-NB 1418-NB 1419-NB 1420-NB 1311-NB 1312-NB 1313-NB 1314-NB

NB I-41 ON RAMP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 251	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN(STAGE 4).DWG PLOT DATE : 5/20/2016 1:26 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

41 FRONTAGE RD

N

I-41 SB

1315-SB 1316-SB 1317-SB 1318-SB 1319-SB 1320-SB 1321-SB 1322-SB

1315-NB 1316-NB 1317-NB 1318-NB 1319-NB 1320-NB 1321-NB 1322-NB

I-41 NB

RIPRAP

FRENCH RD

RIPRAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 252 252	E

2

2

RIPRAP

RIPRAP

RIPRAP

MID VALLEY DR

RIPRAP

RIPRAP

RIPRAP

I 41 SB

1323-SB 1324-SB 1325-SB 1326-SB 1327-SB 1328-SB 1329-SB 1330-SB

RIPRAP

1323-NB 1324-NB 1325-NB 1326-NB 1327-NB 1328-NB 1329-NB 1330-NB

I 41 NB

RIPRAP

RIPRAP

REMOVE TEMP GUARDRAIL

RIPRAP

FRENCH RD

RIPRAP

APPLE CREEK

RIPRAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 253	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN (STAGE 4).DWG PLOT DATE : 5/20/2016 1:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

MID VALLEY DR

RIPRAP

I-41 SB

1331-SB 1332-SB 1333-SB 1334-SB 1335-SB 1336-SB 1337-SB 1338

1331-NB 1332-NB 1333-NB 1334-NB 1335-NB 1336-NB 1337-NB 1338

I-41 NB

FRENCH RD

RIPRAP

APPLE PL

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 254	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN(STAGE 4).DWG PLOT DATE : 5/20/2016 1:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

RIPRAP

MID VALLEY DR

I-41 SB

-SB 1339-SB 1340-SB 1341-SB 1342-SB 1343-SB 1344-SB 1345-SB

-NB 1339-NB 1340-NB 1341-NB 1342-NB 1343-NB 1344-NB 1345-NB

I-41 NB

REMOVE TEMP CROSSOVER

FRENCH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 255	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN (STAGE 4).DWG PLOT DATE : 5/20/2016 1:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

COURSE

2

N

MID VALLEY DR

1344-SB 1345-SB 1346-SB 1347-SB 1348-SB 1349-SB 1350-SB 1351-SB

1344-NB 1345-NB 1346-NB 1347-NB 1348-NB 1349-NB 1350-NB 1351-NB

FRENCH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 256	E

FILE NAME : N:\PDS\C3D\11304400\DESIGN\ALIPROFS\TRAFFIC CONTROL CROSSOVERS\TC BROWN (STAGE 4).DWG PLOT DATE : 5/20/2016 1:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

CHAIN LINK FENCE —×———×———

FENCE SAFETY ——o———

N

I-41 SB

I-41 SB

I-41 NB

I-41 NB

1356-NB

1358-NB

1360-NB

1362-NB

RAMP BP

STA 1356+08 NB(*) 51.2' RT
BEGIN FENCE SAFETY

SLOPE INTERCEPT

STA 1356+63 NB(*) 57.3' RT
BEGIN FENCE CHAIN LINK 5-FT

1356+58 NB(*)
48.2' RT

1356+99 NB(*)
103.3' RT

EXISTING R/W

1359+14.5 NB(*)
102.0' RT

1360+33 NB(*)
163.2' RT

STA 1356+58 NB(*) 122.5' RT
END FENCE SAFETY

2

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	FENCING PLAN	SHEET 257	E

2

RAMP BP

2

SLOPE INTERCEPT

1363+50 NB(*)
163.2' RT

CHAIN LINK FENCE

FENCE SAFETY

EXISTING R/W

1363+32 NB(*)
508' RT

STA 1369+61 NB(*) 499' RT
END FENCE CHAIN LINK 5-FT

41 FRC

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	FENCING PLAN	SHEET 258	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\027101_FN_REDESIGN.DWG PLOT DATE : 10/4/2016 4:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

2

I-41 SB

I-41 SB

STA BACK = 1384+03.13
STA AHEAD = 1383+95.23

1380-NB

1382-NB

1384-NB

1386-NB

I-41 NB

I-41 NB

RAMP BP

SLOPE INTERCEPT

STA 1369+61 NB(*) 499' RT
BEGIN FENCE CHAIN LINK 5-FT

1384+32 NB(*)
88.6' RT

1386+04 NB(*)
75.5' RT

E FRONTAGE ROAD

CHAIN LINK FENCE —×———×———

FENCE SAFETY ———O———

41 FRONTAGE RD

2

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	FENCING PLAN	SHEET 259	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\027101_FN_REDESIGN.DWG PLOT DATE : 7/13/2016 9:54 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 44

2

CHAIN LINK FENCE —×——×—

FENCE SAFETY ——o——

41 FRONTAGE RD

W FRONTAGE ROAD

I-41 SB

I-41 SB

I388-NB

I390-NB

I392-NB

I394-NB

I-41 NB

I-41 NB

41 FRONTAGE RD

SLOPE INTERCEPT

E FRONTAGE ROAD

41 F

2

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	FENCING PLAN	SHEET 260	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\027101_FN_REDESIGN.DWG PLOT DATE : 7/13/2016 9:54 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 44

CHAIN LINK FENCE —×———×—

FENCE SAFETY ——o——

41 FRONTAGE RD

CTH U SW RAMP

I-41 SB

I-41 SB

1394-NB

1396-NB

1398-NB

1400-NB

I-41 NB

I-41 NB

CTH U SE RAMP

41 FRONTAGE RD

SLOPE INTERCEPT

1396+37 NB(*)
72.0' RT

1397+42 NB(*)
77.6' RT

STA 1398+97 NB(*) 97' RT
END FENCE CHAIN LINK 5-FT

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	FENCING PLAN	SHEET 261	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\027101_FN_REDESIGN.DWG PLOT DATE : 7/13/2016 9:54 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 44

2

2

STA 1374+49 SB(**)
BEGIN REMOVE FENCE
BEGIN FENCE CHAIN LINK 5-FT

STA 1375+67 SB(**)
END REMOVE FENCE
END FENCE CHAIN LINK 5-FT

MID VALLEY DR

I-41 SB

1374-SB

1376-SB

1378-SB

1380-SB

1374 NB

1376 NB

1378 NB

1380 NB

I-41 NB

FRENCH RD

W

W

W

CEMETERY

CHAIN LINK FENCE

FENCE SAFETY

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	FENCING PLAN	SHEET 262	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\027002 FENCING PLAN BROWN.DWG
LAYOUT NAME - ****

PLOT DATE : 5/20/2016 12:23 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

STA 1382+90 SB(**)
BEGIN REMOVE FENCE
BEGIN FENCE CHAIN LINK 5-FT

STA 1386+99 SB(**)
END REMOVE FENCE
END FENCE CHAIN LINK 5-FT

MID VALLEY DR

I-41 SB

1382-SB
1384-SB
1386-SB
1388-SB

1382-NB
1384-NB
1386-NB
1388-NB

I-41 NB

FRENCH RD

W

CHAIN LINK FENCE —×———×———

FENCE SAFETY ———O———————

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	FENCING PLAN	SHEET 263 263	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\027002 FENCING PLAN BROWN.DWG
LAYOUT NAME - ****

PLOT DATE : 5/20/2016 12:23 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

W

W

WALLS

WALLS

DEN GLOW RD

W

N

MID VALLEY DR

STA 1391+57 SB(**)
BEGIN REMOVE FENCE
BEGIN FENCE CHAIN LINK 5-FT

STA 1396+91 SB(**)
END REMOVE FENCE
END FENCE CHAIN LINK 5-FT

I-41 SB

1392-SB

1394-SB

1396-SB

1398-SB

1392-NB

1394-NB

1396-NB

1398-NB

I-41 NB

FRENCH RD

CHAIN LINK FENCE —X———X———

FENCE SAFETY ———O———————

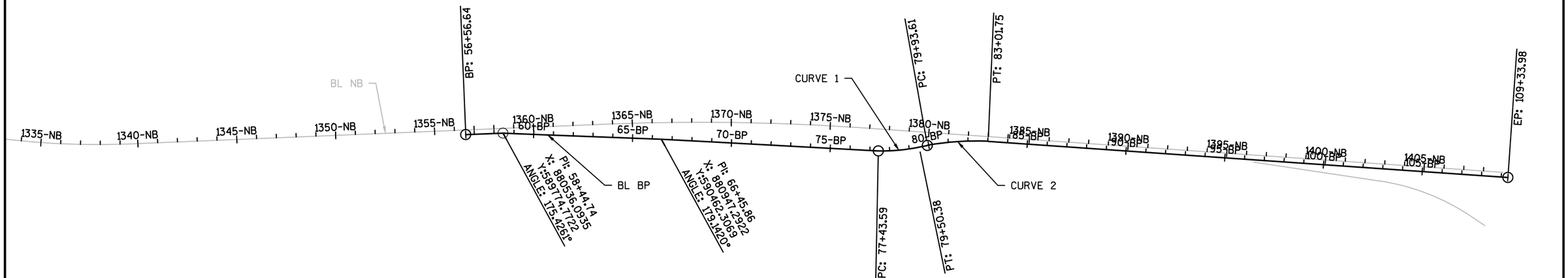
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	FENCING PLAN	SHEET 264	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\027002 FENCING PLAN BROWN.DWG
LAYOUT NAME - ****

PLOT DATE : 5/20/2016 12:23 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

ALIGNMENT BP

CURVE 1	CURVE 2
PI STA = 78+47.41	PI STA = 81+48.29
Y = 591485.928	Y = 591773.154
X = 881576.427	X = 881668.806
DELTA = 12°47'42"	DELTA = 12°31'21"
D = 6°11'15"	D = 4°03'50"
T = 103.83'	T = 154.69'
L = 206.79'	L = 308.14'
R = 926.00'	R = 1409.89'
PC STA = 77+43.59	PC STA = 79+93.61
Y = 591395.859	Y = 591626.531
X = 881524.781	X = 881619.509
PT STA = 79+50.38	PT STA = 83+01.75
Y = 591585.199	Y = 591905.601
X = 881606.844	X = 881748.721
BK = N29°49'49.1"E	BK = N18°35'00.4"E
AH = N17°02'07.4"E	AH = N31°06'21.5"E



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	ALIGNMENT PLAN - ALIGNMENT BP	SHEET 265	E

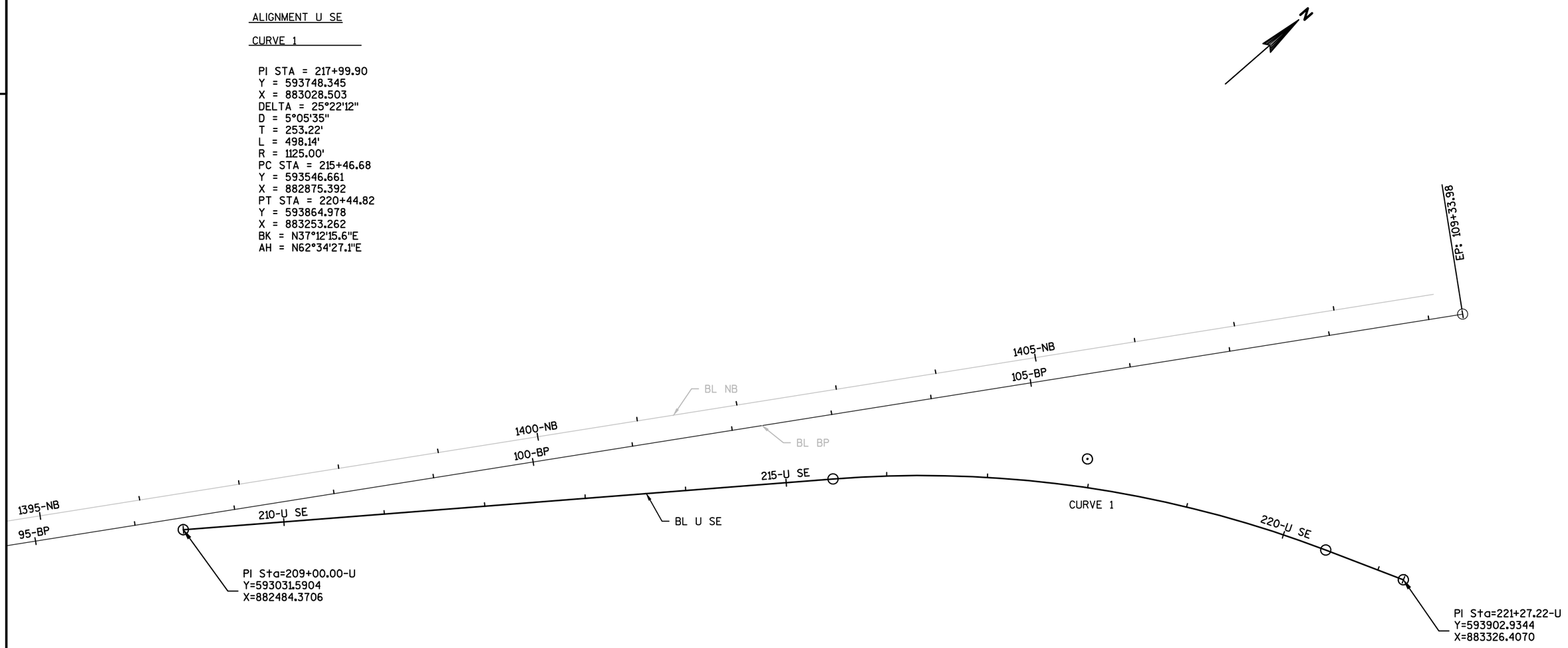
FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\007201 AD.DWG
LAYOUT NAME - ****
PLOT DATE : 7/28/2016 3:18 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

2

ALIGNMENT U SE

CURVE 1

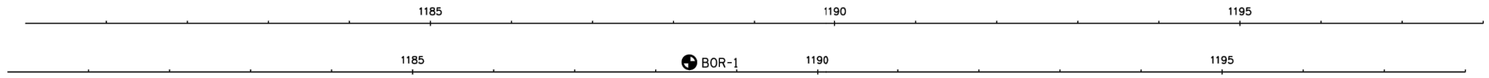
PI STA = 217+99.90
Y = 593748.345
X = 883028.503
DELTA = 25°22'12"
D = 5°05'35"
T = 253.22'
L = 498.14'
R = 1125.00'
PC STA = 215+46.68
Y = 593546.661
X = 882875.392
PT STA = 220+44.82
Y = 593864.978
X = 883253.262
BK = N37°12'15.6"E
AH = N62°34'27.1"E

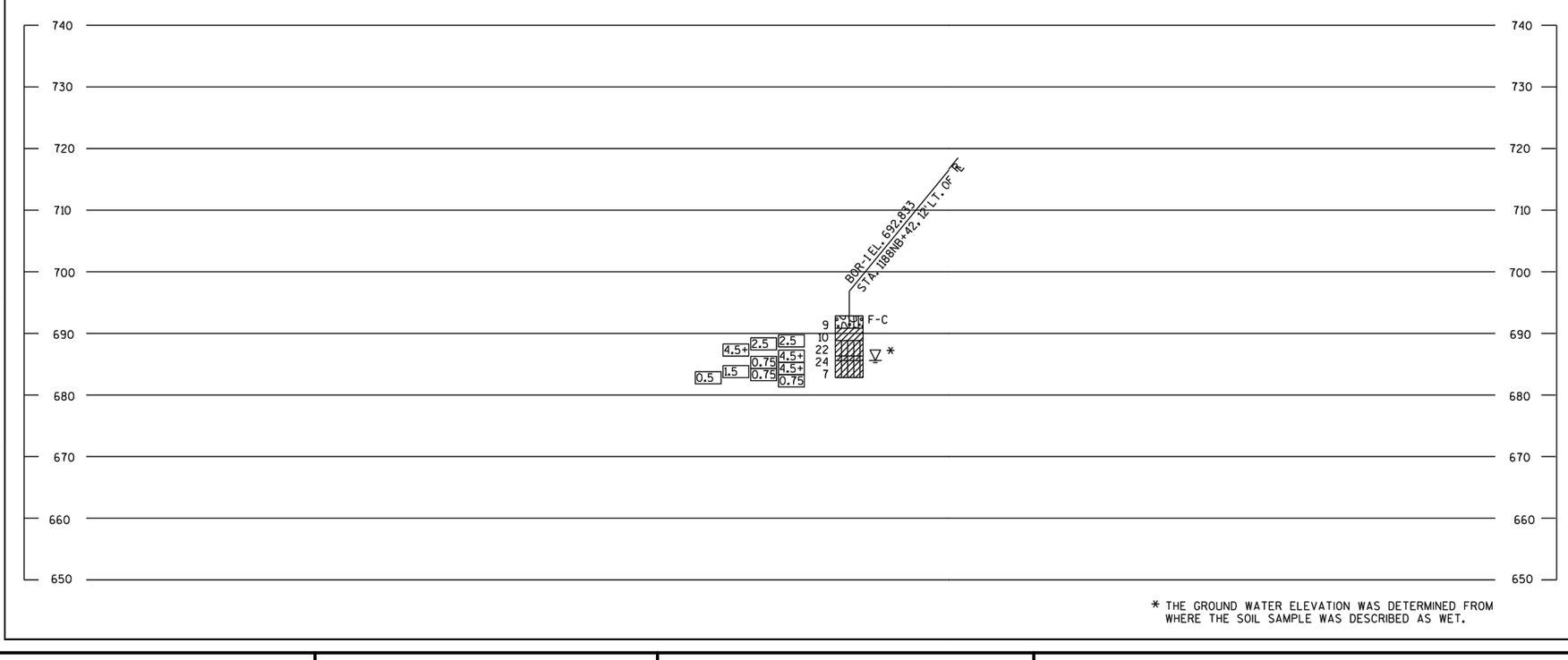


PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	ALIGNMENT PLAN - ALIGNMENT U SE	SHEET 266	E

FILE NAME : \\DOTDTIDN\N4PUBLIC\BHO\03 PAVTROAD\C3D\11304401\SHEETSPLAN\027205_AD.DWG
LAYOUT NAME - ****
PLOT DATE : 7/28/2016 3:59 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	4/11/2016	578264.316	868653.574
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) OUTAGAMIE COUNTY			





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

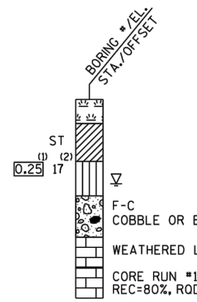
STATE PROJECT NUMBER

1130-44-71

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 8

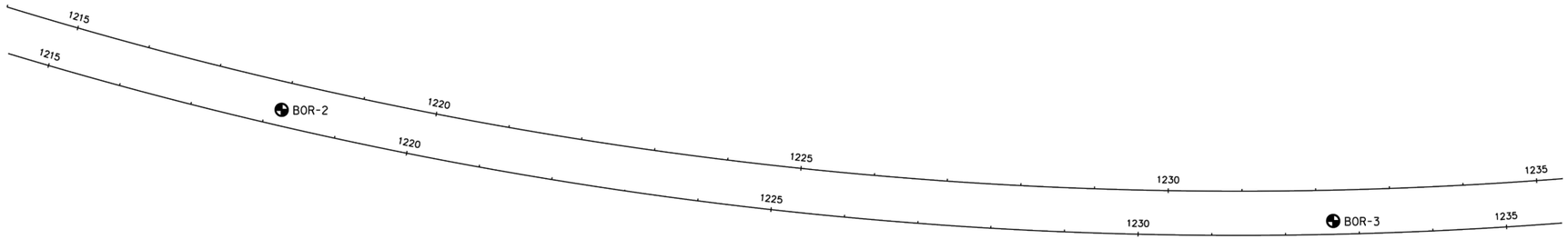
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 267	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\SOIL BORING SHEETS.DWG
LAYOUT NAME - ****

PLOT DATE : 10/4/2016 4:26 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
2	4/11/2016	579345.024	871428.204
3	4/11/2016	580119.369	872635.981
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) OUTAGAMIE COUNTY			





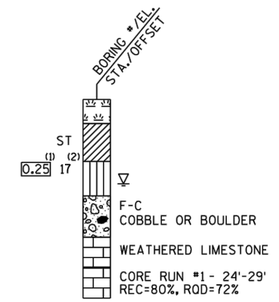
STATE PROJECT NUMBER

1130-44-71

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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ABBREVIATIONS

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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 8

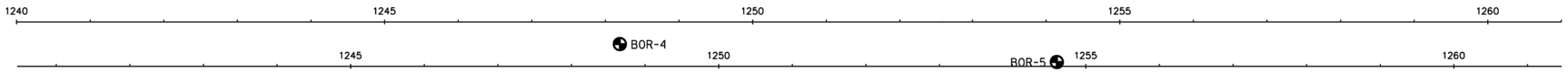
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 268	E

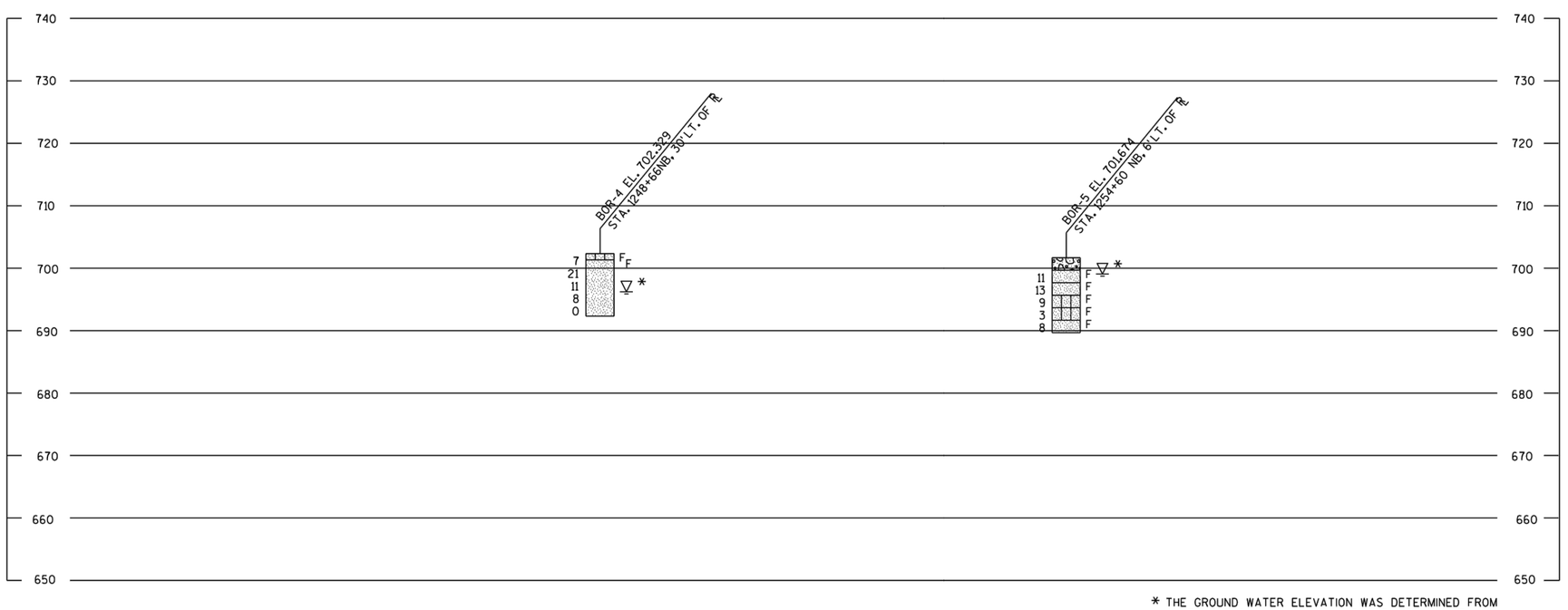
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LAYOUT NAME - ****

PLOT DATE : 10/4/2016 4:26 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
4	4/11/2016	581223.952	873792.394
5	4/12/2016	581617.378	874239.371
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) OUTAGAMIE COUNTY			





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

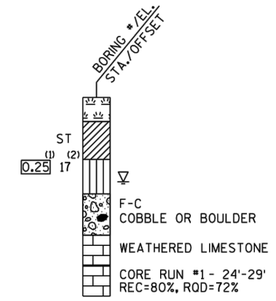
STATE PROJECT NUMBER

1130-44-71

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
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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 3 OF 8

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 269	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
6	4/12/2016	583419.255	876125.529
7	4/12/2016	584485.693	877133.613
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) OUTAGAMIE COUNTY			



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

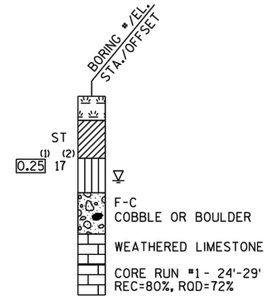
STATE PROJECT NUMBER

1130-44-71

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 4 OF 8

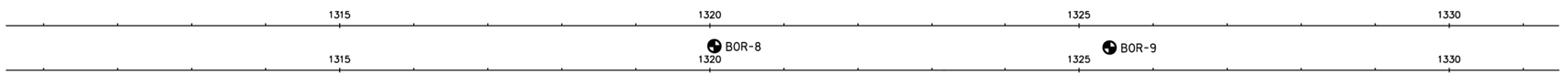
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 270	E

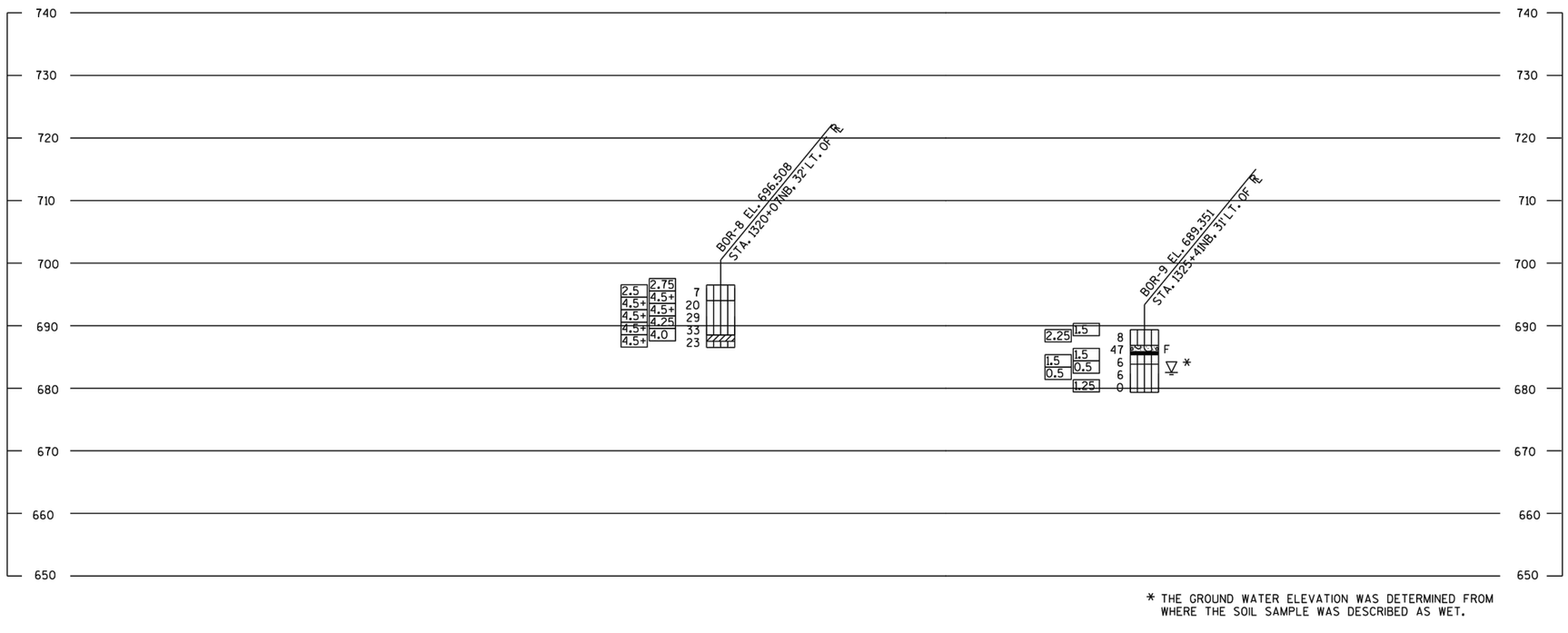
FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\SOIL BORING SHEETS.DWG
LAYOUT NAME - ****

PLOT DATE : 10/4/2016 4:26 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
8	4/12/2016	586501.801	878570.913
9	4/12/2016	586937.345	878881.634
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) OUTAGAMIE COUNTY			





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

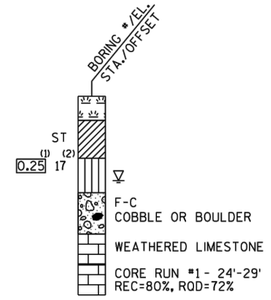
STATE PROJECT NUMBER

1130-44-71

MATERIAL SYMBOLS

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

STRUCTURE CABLE GUARD

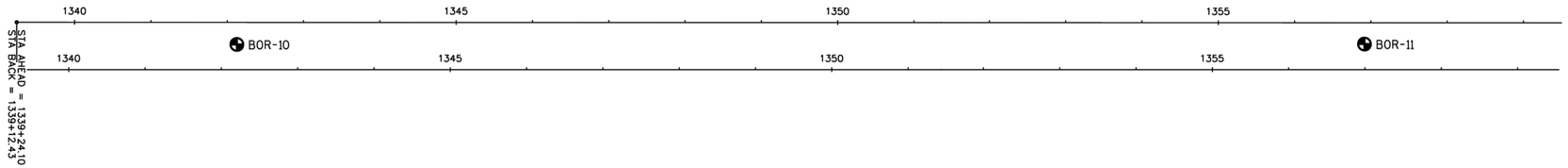
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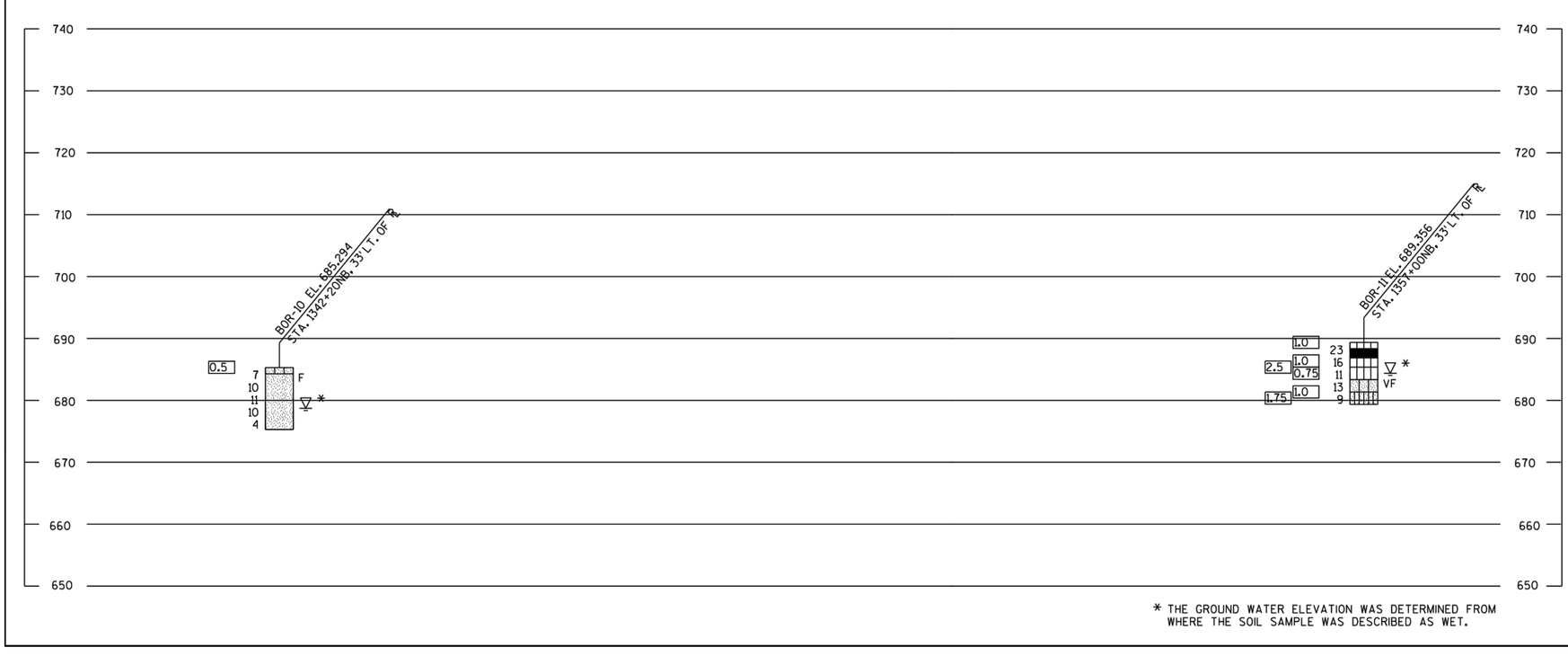
SUBSURFACE EXPLORATION

SHEET 5 OF 8

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 271	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
10	4/12/2016	588343.834	879765.072
11	4/12/2016	589669.871	880420.155
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) OUTAGAMIE COUNTY			





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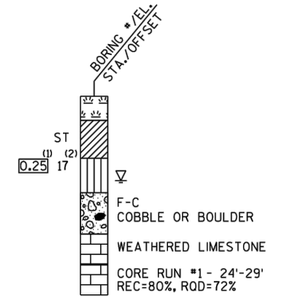
STATE PROJECT NUMBER

1130-44-71

MATERIAL SYMBOLS

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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 6 OF 8

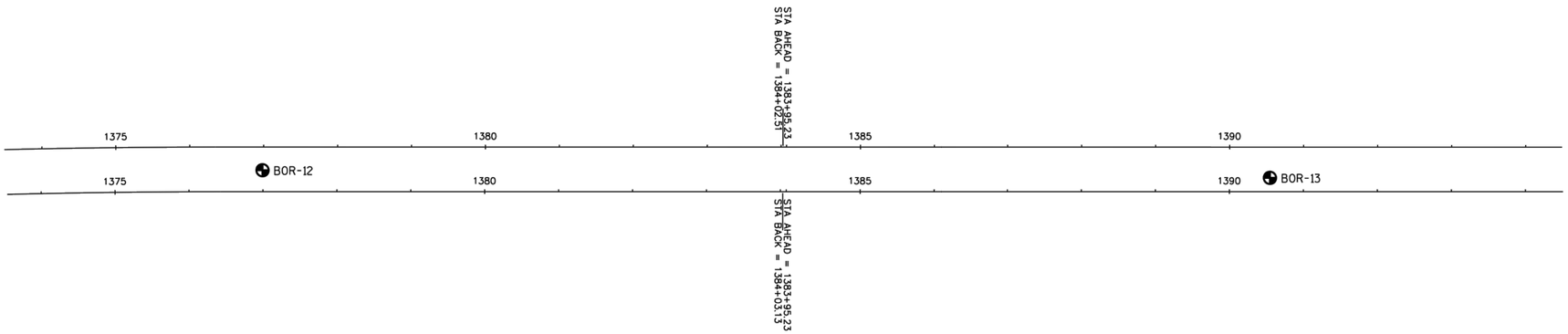
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 272	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\SOIL BORING SHEETS.DWG
LAYOUT NAME - ****

PLOT DATE : 10/4/2016 4:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
12	4/12/2016	591427.197	881379.211
13	4/12/2013	592569.540	882123.336
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) OUTAGAMIE COUNTY			





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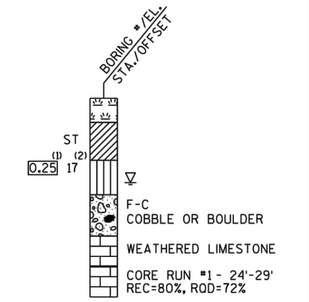
STATE PROJECT NUMBER

1130-44-71

MATERIAL SYMBOLS

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CONCRETE	FILL	GRAVEL
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STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

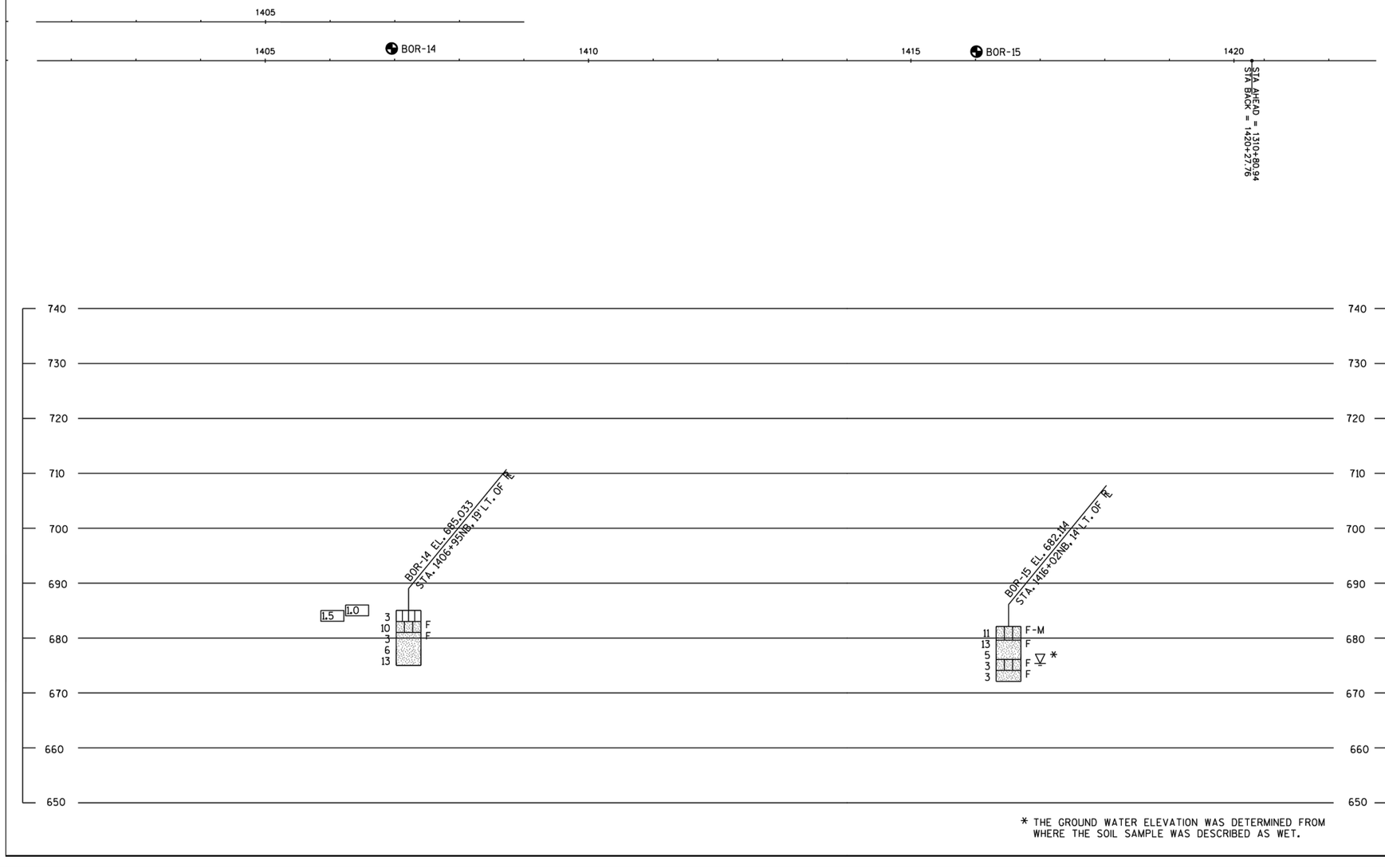
DRAWN BY TLP | PLANS CK'D.

SUBSURFACE EXPLORATION

SHEET 7 OF 8

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 273	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
14	4/12/2016	593951.230	883008.285
15	4/12/2016	594711.371	883501.049
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) OUTAGAMIE COUNTY			



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

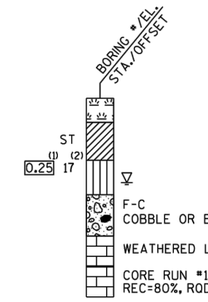
STATE PROJECT NUMBER

1130-44-71

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CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
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LEGEND OF BORING



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(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.

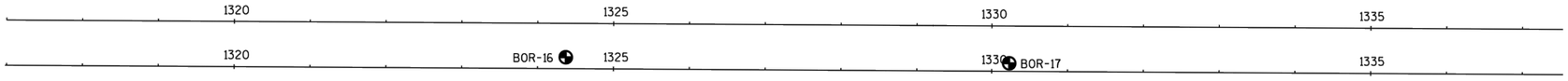
SUBSURFACE EXPLORATION

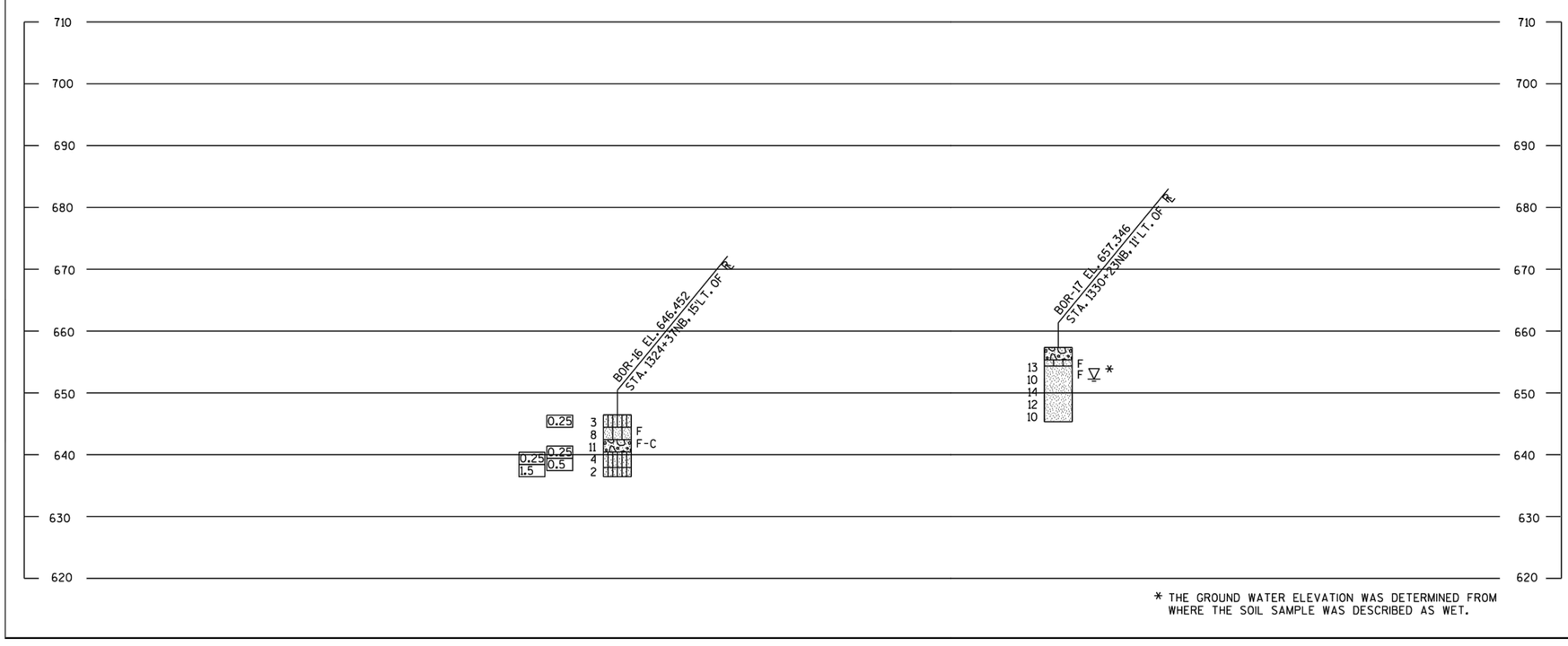
SHEET 8 OF 8

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 274	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
16	4/12/2016	508945.884	54347.413
17	4/12/2016	509434.861	54670.238

BORINGS COMPLETED BY: WISDOT
REPORT COMPLETED BY: WISDOT
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY





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

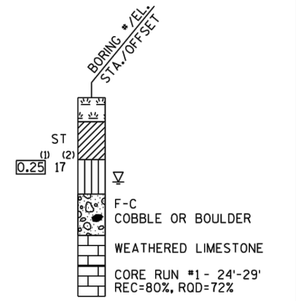
STATE PROJECT NUMBER

1130-44-71

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

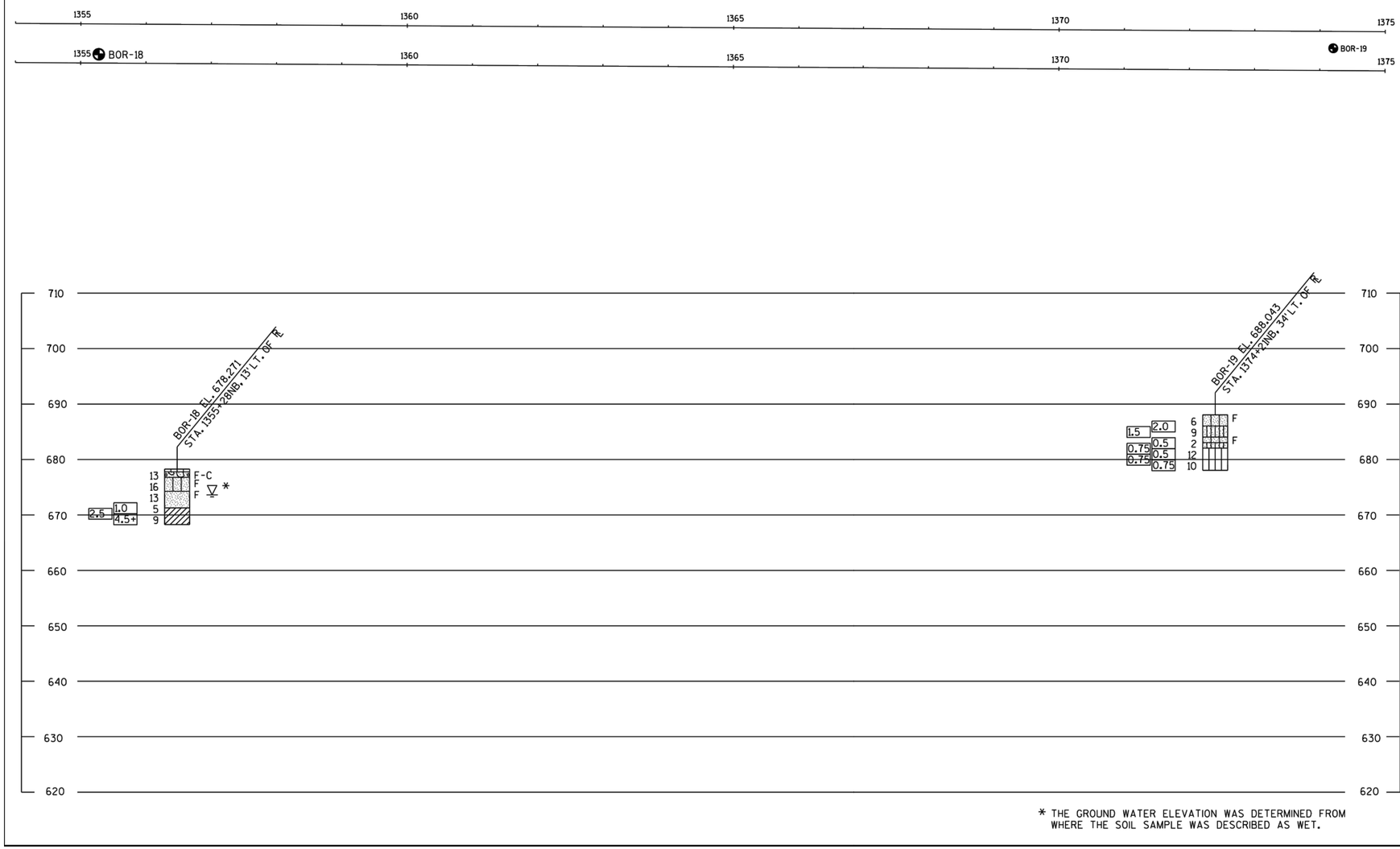
SHEET 1 OF 11

PROJECT NO: 1130-44-71 | HWY: I-41 | COUNTY: BROWN | CONSTRUCTION DETAIL: SOIL BORING INFO | SHEET 275 | E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\SOIL BORING SHEETS.DWG
LAYOUT NAME - ****
PLOT DATE : 10/4/2016 4:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
18	4/13/2016	511536.865	56032.095
19	4/13/2016	513124.098	57041.228
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			



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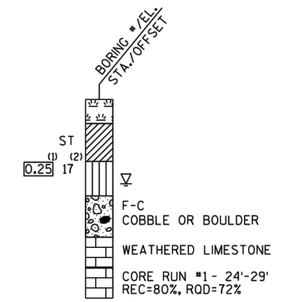
STATE PROJECT NUMBER

1130-44-71

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
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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 11

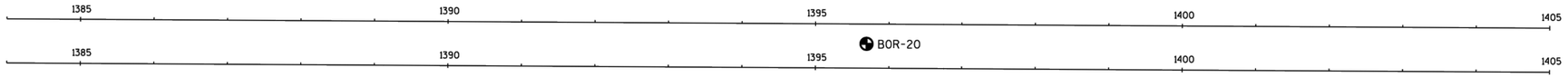
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 276	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\SOIL BORING SHEETS.DWG
LAYOUT NAME - ****

PLOT DATE : 10/4/2016 4:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
20	4/13/2016	514937.285	58216.955
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			



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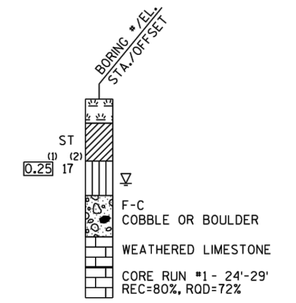
STATE PROJECT NUMBER

1130-44-71

MATERIAL SYMBOLS

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

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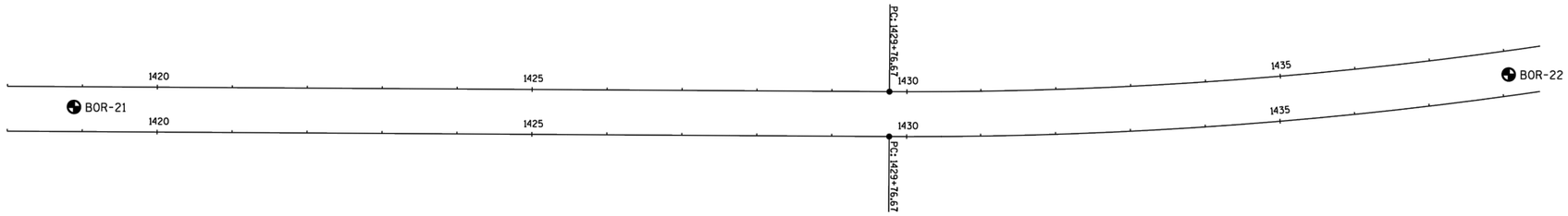
DRAWN BY TLP | PLANS CK'D.

SUBSURFACE EXPLORATION

SHEET 3 OF 11

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 277	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
21	4/13/2016	516882.427	59480.362
22	4/13/2016	518518.508	60477.314
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			



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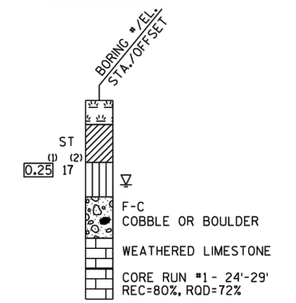
STATE PROJECT NUMBER

1130-44-71

MATERIAL SYMBOLS

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

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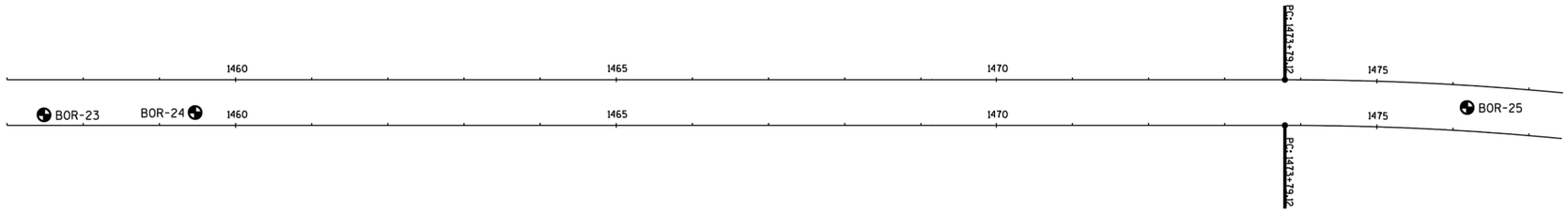
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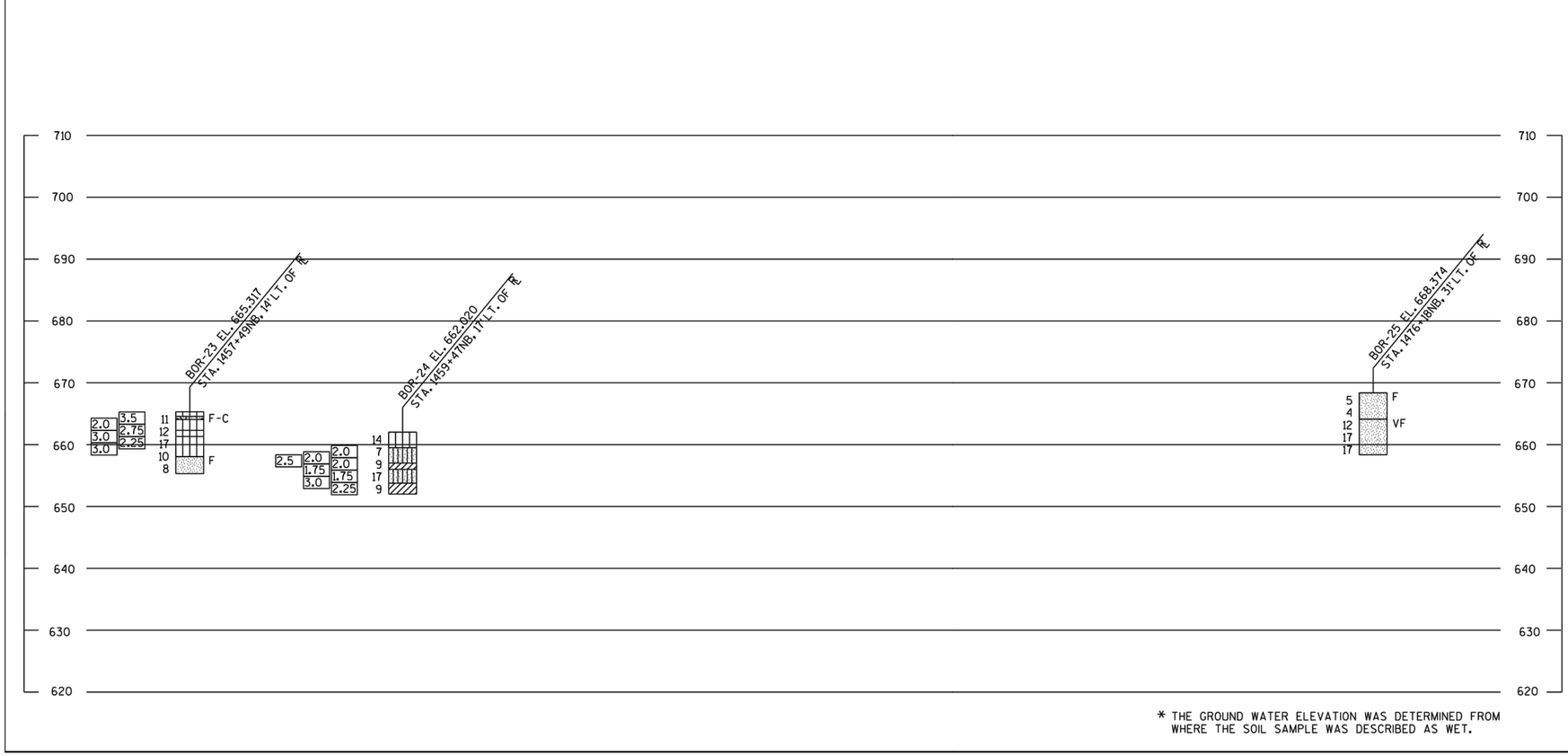
SUBSURFACE EXPLORATION

SHEET 4 OF 11

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
23	4/13/2016	520329.392	61193.950
24	4/16/2016	520516.052	61261.406
25	4/13/2016	522081.562	61847.479

BORINGS COMPLETED BY: WISDOT
REPORT COMPLETED BY: WISDOT
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY





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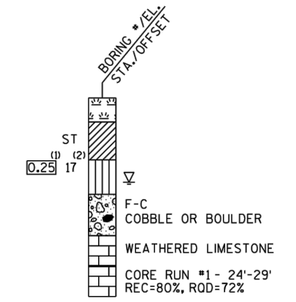
STATE PROJECT NUMBER

1130-44-71

MATERIAL SYMBOLS

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CONCRETE	FILL	GRAVEL
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STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

DRAWN BY TLP | PLANS CK'D.

SUBSURFACE EXPLORATION

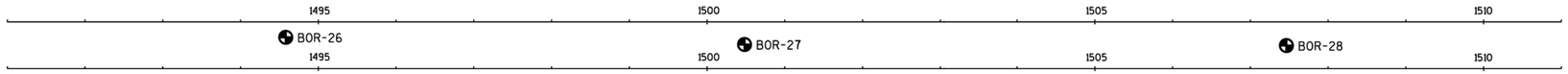
SHEET 5 OF 11

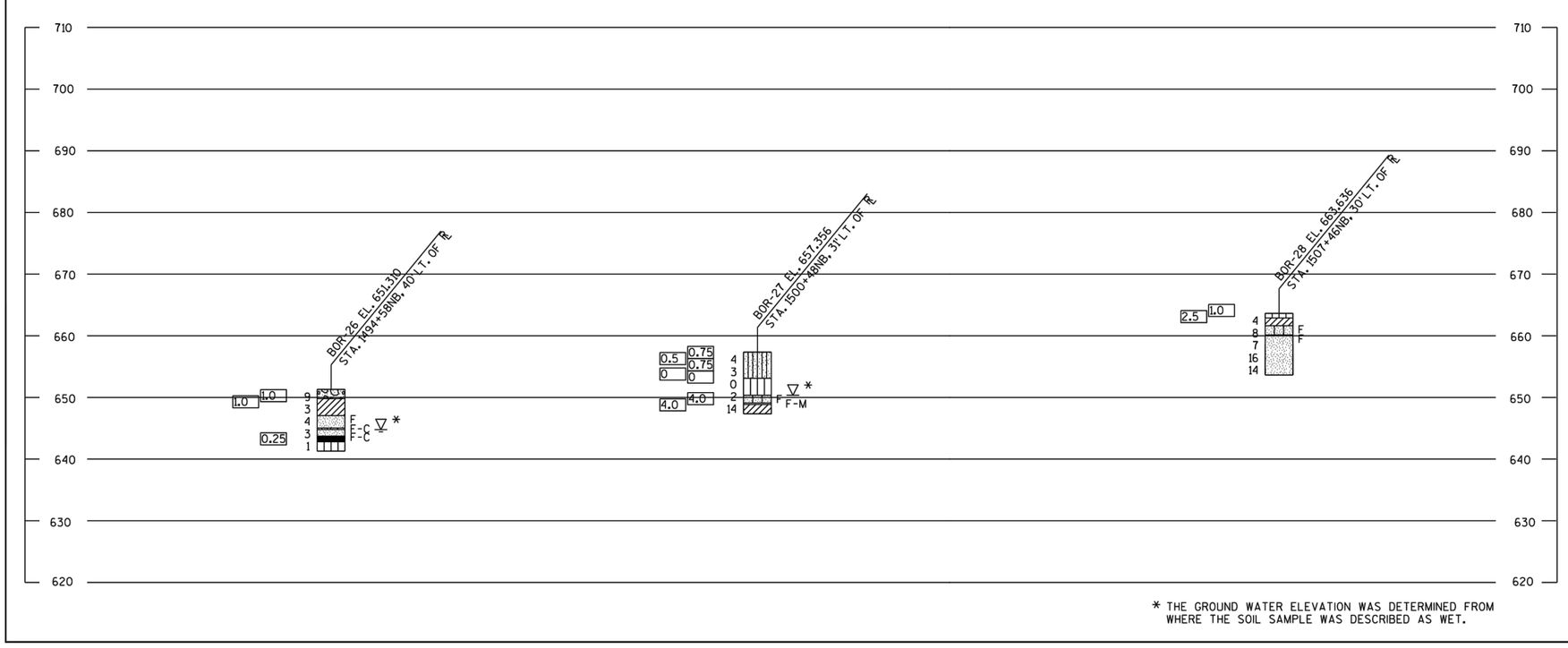
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 279	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\SOIL BORING SHEETS.DWG
LAYOUT NAME - ****
PLOT DATE : 10/4/2016 4:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
26	4/13/2016	523582.368	62866.606
27	4/13/2016	524042.563	63236.041
28	4/13/2016	524592.903	63665.600
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			





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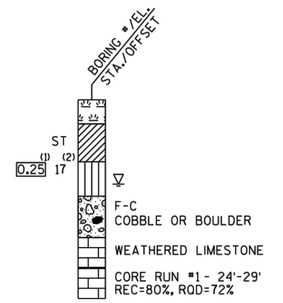
STATE PROJECT NUMBER

1130-44-71

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STATE OF WISCONSIN
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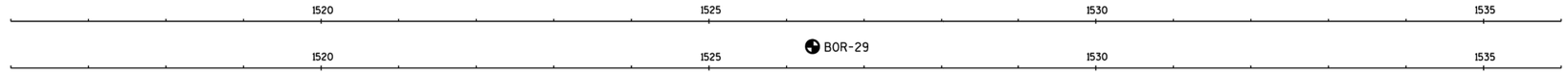
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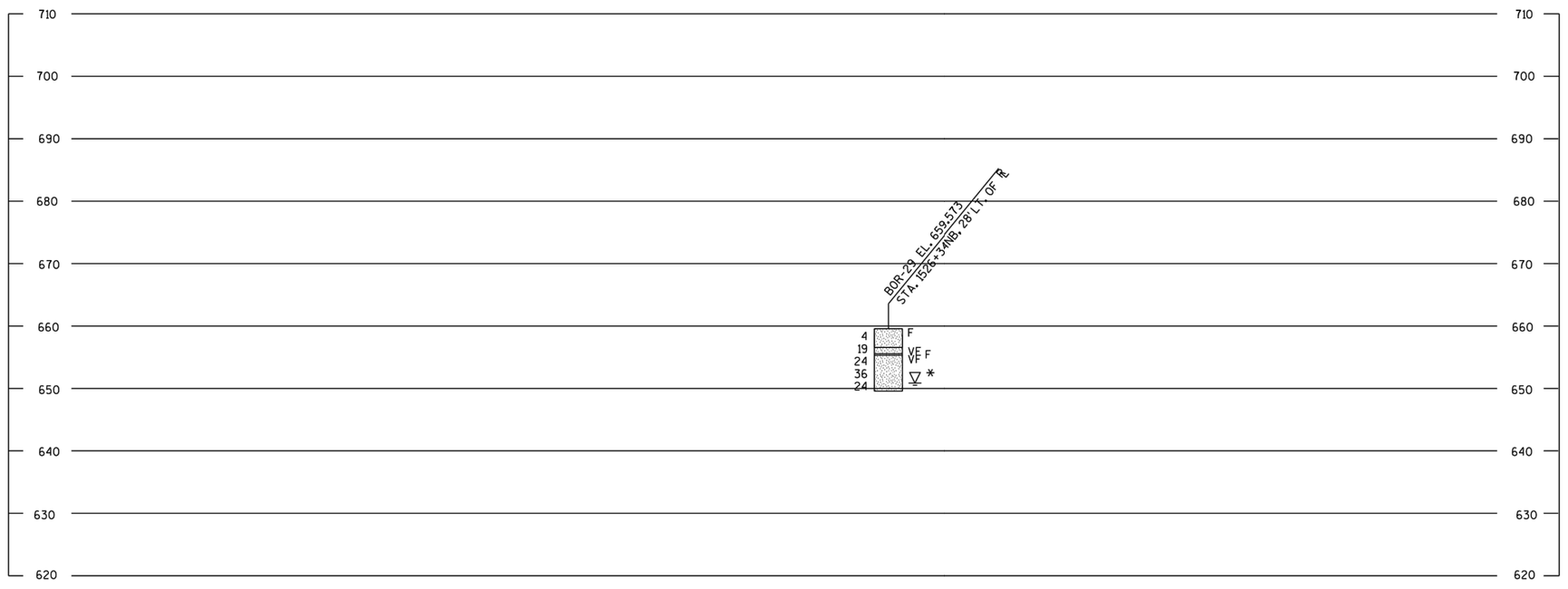
SUBSURFACE EXPLORATION

SHEET 6 OF 11

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 280	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
29	4/13/2016	526081.549	64825.494
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			





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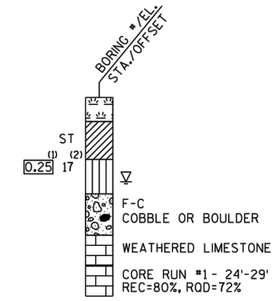
STATE PROJECT NUMBER

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- ▽ 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 7 OF 11

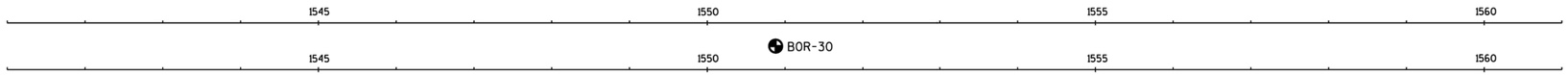
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 281	E

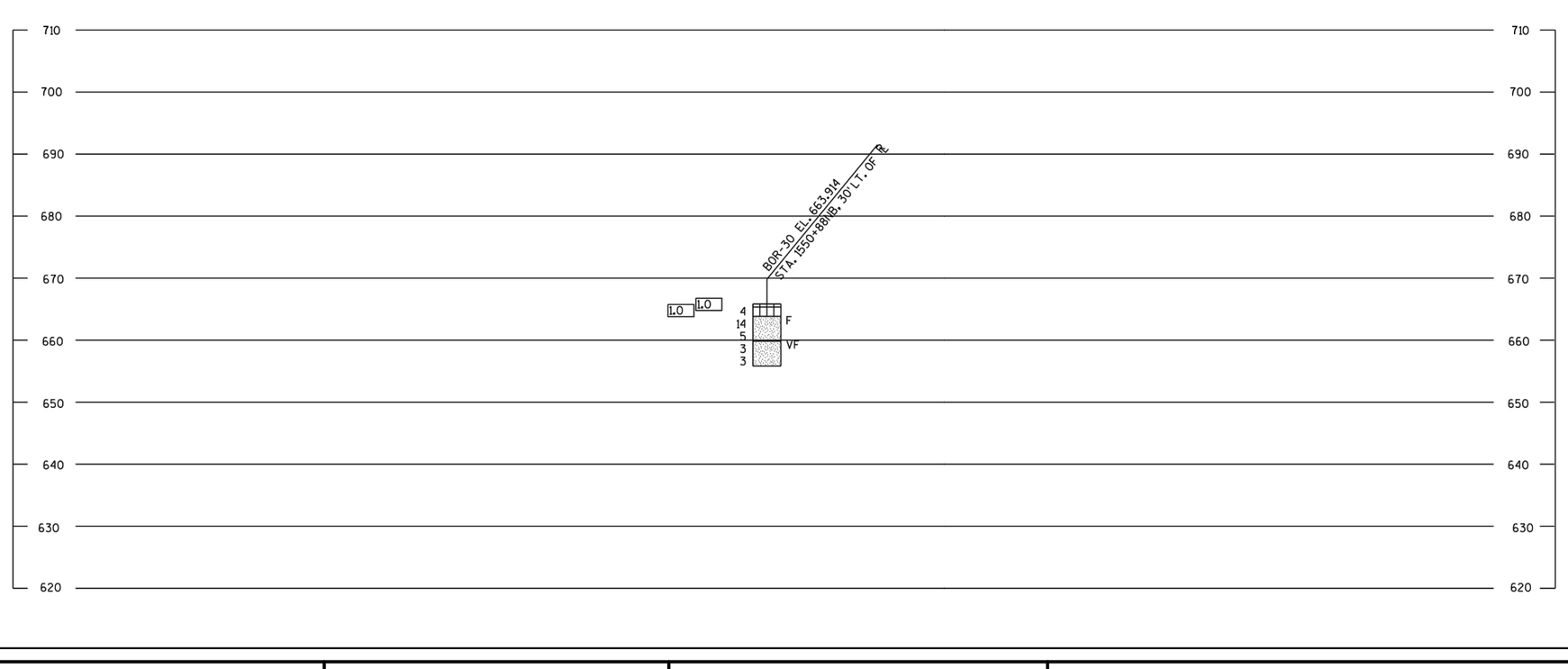
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LAYOUT NAME - ****

PLOT DATE : 10/4/2016 4:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
30	4/13/2016	528020.943	66329.736
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			





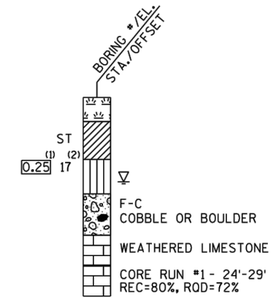
STATE PROJECT NUMBER

1130-44-71

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
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ABBREVIATIONS

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

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SUBSURFACE EXPLORATION

SHEET 8 OF 11

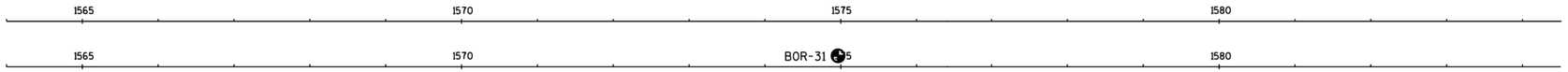
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 282	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSOTHER\SOIL BORING SHEETS.DWG
LAYOUT NAME - ****

PLOT DATE : 10/4/2016 4:27 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
31	4/13/2016	529912.768	67820.250
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			



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

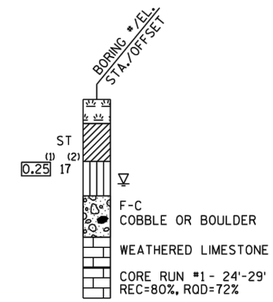
STATE PROJECT NUMBER

1130-44-71

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
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STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

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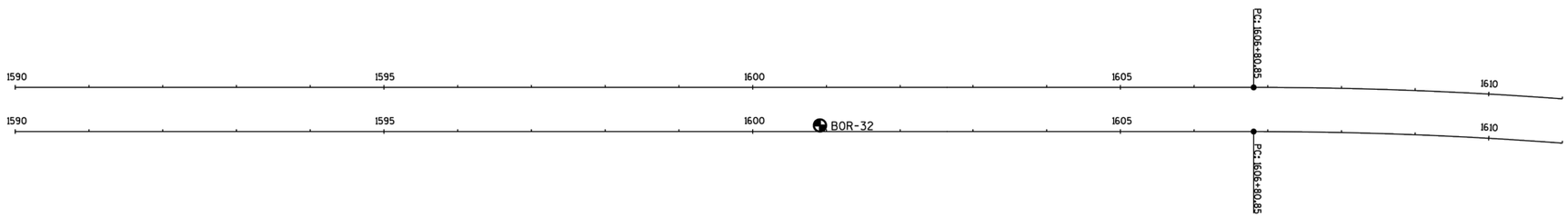
SUBSURFACE EXPLORATION

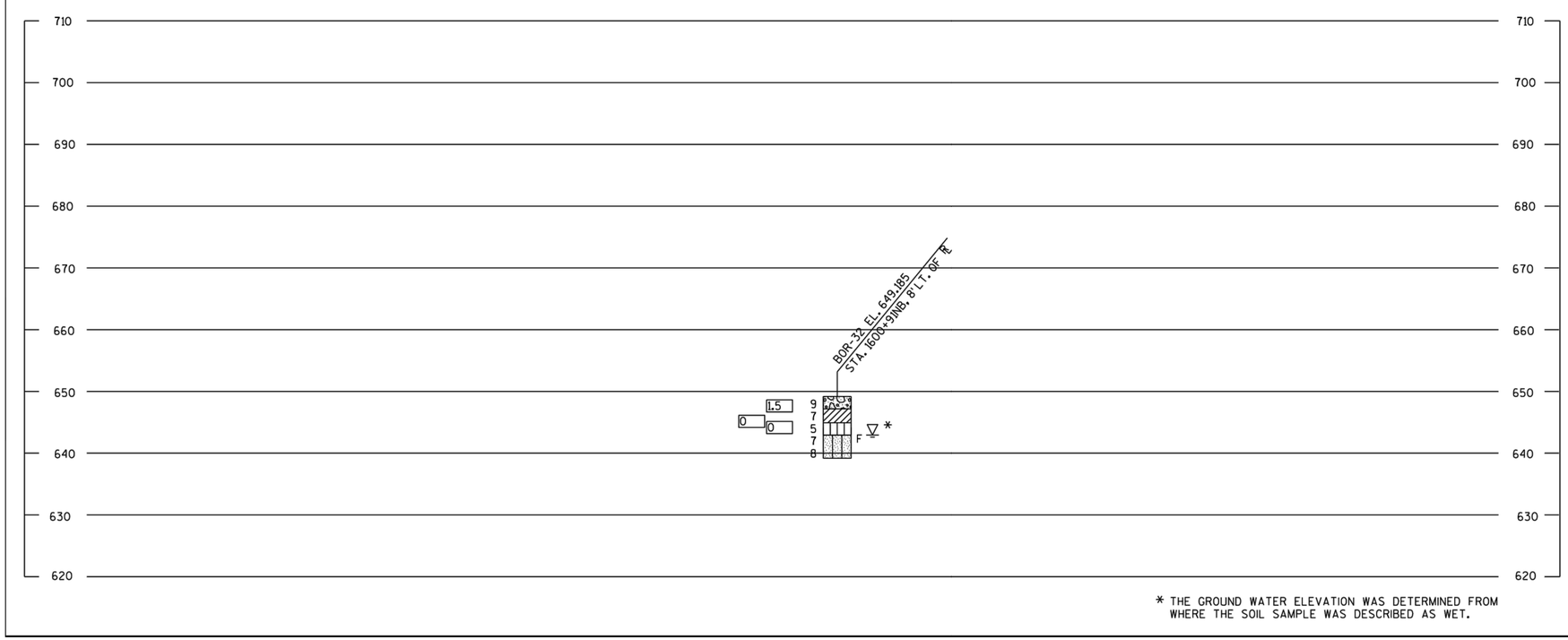
SHEET 9 OF 11

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 283	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
32	4/13/2016	531957.704	69417.718

BORINGS COMPLETED BY: WISDOT
REPORT COMPLETED BY: WISDOT
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY





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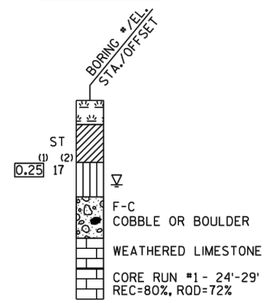
STATE PROJECT NUMBER

1130-44-71

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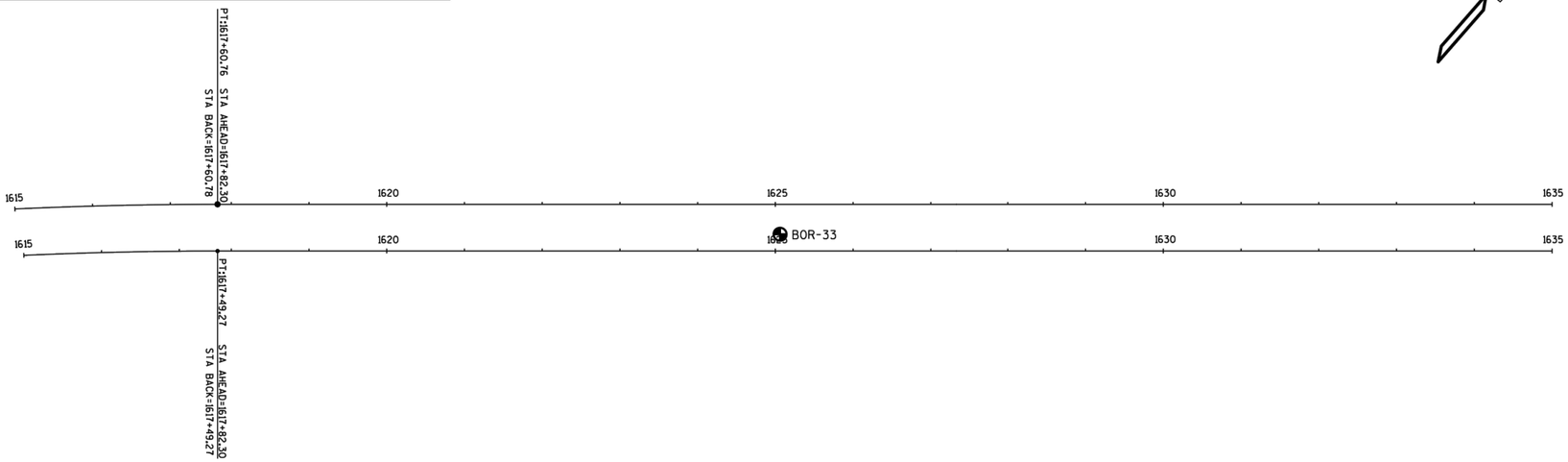
SUBSURFACE EXPLORATION

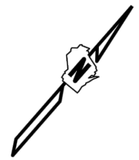
SHEET 10 OF 11

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 284	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
33	4/13/2016	533686.531	71049.073

BORINGS COMPLETED BY: WISDOT
REPORT COMPLETED BY: WISDOT
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY





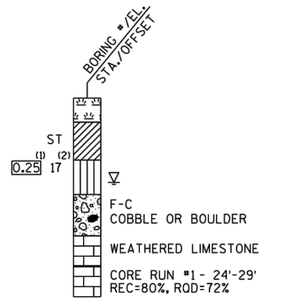
STATE PROJECT NUMBER

1130-44-71

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SUBSURFACE EXPLORATION

SHEET 11 OF 11

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CONSTRUCTION DETAIL: SOIL BORING INFO	SHEET 285	E

DATE 12OCT16 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	1130-44-71 QUANTITY
0010	201.0110	Clearing	SY	606.000	606.000
0020	201.0210	Grubbing	SY	606.000	606.000
0030	203.0100	Removing Small Pipe Culverts	EACH	11.000	11.000
0040	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 01. 1327+50.60	LS	1.000	1.000
0050	204.0100	Removing Pavement	SY	6,750.000	6,750.000
0060	204.0105	Removing Pavement Butt Joints	SY	1,333.000	1,333.000
0070	204.0115	Removing Asphaltic Surface Butt Joints	SY	130.000	130.000
0080	204.0120	Removing Asphaltic Surface Milling	SY	304,217.000	304,217.000
0090	204.0157	Removing Concrete Barrier	LF	1,526.000	1,526.000
0100	204.0170	Removing Fence	LF	4,398.000	4,398.000
0110	204.0180	Removing Delineators and Markers	EACH	378.000	378.000
0120	204.0190	Removing Surface Drains	EACH	2.000	2.000
0130	204.0210	Removing Manholes	EACH	1.000	1.000
0140	204.0270	Abandoning Culvert Pipes	EACH	1.000	1.000
0150	204.9060.S	Removing (item description) 01. Culvert Endwalls	EACH	13.000	13.000
0160	205.0100	Excavation Common	CY	34,841.000	34,841.000
0170	206.1000	Excavation for Structures Bridges (structure) 01. B-05-53	LS	1.000	1.000
0180	208.0100	Borrow	CY	18,322.000	18,322.000
0190	210.1500	Backfill Structure Type A	TON	280.000	280.000
0200	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1130-44-71	LS	1.000	1.000
0210	211.0200	Prepare Foundation for Concrete Pavement (project) 01. 1130-44-71	LS	1.000	1.000
0220	211.0300	Prepare Foundation for Concrete Base (project) 01. 1130-44-71	LS	1.000	1.000
0230	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	1,226.000	1,226.000
0240	213.0100	Finishing Roadway (project) 01. 1130-44-71	EACH	1.000	1.000
0250	305.0110	Base Aggregate Dense 3/4-Inch	TON	11,569.000	11,569.000
0260	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	24,146.000	24,146.000
0270	305.0500	Shaping Shoulders	STA	964.000	964.000
0280	311.0110	Breaker Run	TON	18,190.000	18,190.000
0290	312.0110	Select Crushed Material	TON	272.000	272.000
0300	350.0104	Subbase	TON	10,688.000	10,688.000
0310	390.0403	Base Patching Concrete Shes	SY	1,400.000	1,400.000
0320	415.0080	Concrete Pavement 8-Inch	SY	873.000	873.000
0330	415.0090	Concrete Pavement 9-Inch	SY	406.000	406.000
0340	415.0120	Concrete Pavement 12-Inch	SY	3,345.000	3,345.000
0350	415.0410	Concrete Pavement Approach Slab	SY	160.000	160.000
0360	415.1110	Concrete Pavement HES 11-Inch	SY	166.000	166.000
0370	416.0610	Drilled Tie Bars	EACH	2,202.000	2,202.000
0380	416.0620	Drilled Dowel Bars	EACH	2,232.000	2,232.000
0390	416.1010	Concrete Surface Drains	CY	78.000	78.000
0400	416.1715	Concrete Pavement Repair SHES	SY	173.000	173.000
0410	416.1725	Concrete Pavement Replacement SHES	SY	1,225.000	1,225.000
0420	440.4410	Incentive IRI Ride	DOL	47,140.000	47,140.000
0430	450.4000	HMA Cold Weather Paving	TON	693.000	693.000
0440	455.0605	Tack Coat	GAL	28,006.000	28,006.000
0450	460.2000	Incentive Density HMA Pavement	DOL	31,310.000	31,310.000
0460	460.2010	Incentive Air Voids HMA Pavement	DOL	69,123.000	69,123.000

3

DATE 12OCT16 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	1130-44-71 QUANTITY
0470	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	177,494.000	177,494.000
0480	460.5224	HMA Pavement 4 LT 58-28 S	TON	12,993.000	12,993.000
0490	460.7223	HMA Pavement 3 HT 58-28 S	TON	27,002.000	27,002.000
0500	460.7224	HMA Pavement 4 HT 58-28 S	TON	29,128.000	29,128.000
0510	465.0105	Asphaltic Surface	TON	500.000	500.000
0520	465.0125	Asphaltic Surface Temporary	TON	2,100.000	2,100.000
0530	465.0400	Asphaltic Shoulder Rumble Strips	LF	191,020.000	191,020.000
0540	502.0100	Concrete Masonry Bridges	CY	378.000	378.000
0550	502.3200	Protective Surface Treatment	SY	1,320.000	1,320.000
0560	502.3210	Pigmented Surface Sealer	SY	260.000	260.000
0570	502.4204	Adhesive Anchors No. 4 Bar	EACH	393.000	393.000
0580	502.4205	Adhesive Anchors No. 5 Bar	EACH	66.000	66.000
0590	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	70,760.000	70,760.000
0600	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	1,690.000	1,690.000
0610	505.0906	Bar Couplers No. 6	EACH	16.000	16.000
0620	505.0908	Bar Couplers No. 8	EACH	24.000	24.000
0630	506.2610	Bearing Pads Elastomeric Laminated	EACH	6.000	6.000
0640	509.0301	Preparation Decks Type 1	SY	36.000	36.000
0650	509.0302	Preparation Decks Type 2	SY	25.000	25.000
0660	509.1500	Concrete Surface Repair	SF	60.000	60.000
0670	509.2000	Full-Depth Deck Repair	SY	1.000	1.000
0680	509.2500	Concrete Masonry Overlay Decks	CY	70.000	70.000
0690	509.5100.S	Polymer Overlay	SY	5,067.000	5,067.000
0700	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 01. B-05-80	SY	560.000	560.000
0710	511.1200	Temporary Shoring (structure) 01. B-05-53	SF	240.000	240.000
0720	516.0500	Rubberized Membrane Waterproofing	SY	31.000	31.000
0730	517.0900.S	Preparation and Coating of Top Flanges (structure) 01. B-05-53	LS	1.000	1.000
0740	517.1800.S	Structure Repainting Recycled Abrasive (structure) 01. B-05-53	LS	1.000	1.000
0750	517.1800.S	Structure Repainting Recycled Abrasive (structure) 02. B-05-80	LS	1.000	1.000
0760	517.4500.S	Negative Pressure Containment and Collection of Waste Materials (structure) 01. B-05-53	LS	1.000	1.000
0770	517.4500.S	Negative Pressure Containment and Collection of Waste Materials (structure) 02. B-05-80	LS	1.000	1.000
0780	517.6001.S	Portable Decontamination Facility	EACH	2.000	2.000
0790	520.4018	Culvert Pipe Temporary 18-Inch	LF	267.000	267.000
0800	520.8000	Concrete Collars for Pipe	EACH	10.000	10.000
0810	520.8700	Cleaning Culvert Pipes	EACH	26.000	26.000
0820	520.9700.S	Culvert Pipe Liners (size) 01. 30-Inch	LF	172.000	172.000
0830	520.9700.S	Culvert Pipe Liners (size) 02. 36-Inch	LF	73.000	73.000
0840	520.9750.S	Cleaning Culvert Pipes for Liner Verification	EACH	3.000	3.000
0850	521.0118	Culvert Pipe Corrugated Steel 18-Inch	LF	4.000	4.000
0860	521.0130	Culvert Pipe Corrugated Steel 30-Inch	LF	7.000	7.000
0870	521.0136	Culvert Pipe Corrugated Steel 36-Inch	LF	5.000	5.000
0880	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	2.000	2.000

3

DATE 12OCT16 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	1130-44-71 QUANTITY
0890	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	2.000	2.000
0900	521.1618	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 10 to 1	EACH	6.000	6.000
0910	522.0115	Culvert Pipe Reinforced Concrete Class III 15-Inch	LF	24.000	24.000
0920	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	276.000	276.000
0930	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	52.000	52.000
0940	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	21.000	21.000
0950	522.0324	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	756.000	756.000
0960	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	6.000	6.000
0970	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0980	523.0414	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch	LF	64.000	64.000
0990	523.0514	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 14x23-Inch	EACH	2.000	2.000
1000	524.0124	Culvert Pipe Salvaged 24-Inch	LF	68.000	68.000
1010	603.1256	Concrete Barrier Type S56A	LF	1,481.000	1,481.000
1020	603.3513	Concrete Barrier Transition Type S32 to S36	EACH	1.000	1.000
1030	603.3535	Concrete Barrier Transition Type S36 to S42	EACH	1.000	1.000
1040	603.3559	Concrete Barrier Transition Type S42 to S56	EACH	1.000	1.000
1050	603.8000	Concrete Barrier Temporary Precast Delivered	LF	23,489.000	23,489.000
1060	603.8125	Concrete Barrier Temporary Precast Installed	LF	24,685.000	24,685.000
1070	604.0600	Slope Paving Select Crushed Material	SY	126.000	126.000
1080	606.0200	Riprap Medium	CY	94.000	94.000
1090	606.0300	Riprap Heavy	CY	46.000	46.000
1100	611.0430	Reconstructing Inlets	EACH	7.000	7.000
1110	611.0545	Manhole Covers Type L	EACH	3.000	3.000
1120	611.0642	Inlet Covers Type MS	EACH	25.000	25.000
1130	611.0654	Inlet Covers Type V	EACH	4.000	4.000
1140	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
1150	611.2005	Manholes 5-FT Diameter	EACH	2.000	2.000
1160	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000
1170	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
1180	611.3902	Inlets Median 2 Grate	EACH	7.000	7.000
1190	611.3904	Inlets Median 4 Grate	EACH	1.000	1.000
1200	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	249.000	249.000
1210	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	170.000	170.000
1220	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	6.000	6.000
1230	613.1100.S	Cable Barrier Type 1	LF	52,516.000	52,516.000
1240	613.1200.S	Cable Barrier End Terminal Type 1	EACH	52.000	52.000
1250	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	2.000	2.000

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DATE 12OCT16 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	1130-44-71 QUANTITY
1260	614.0215	Steel Thrie Beam Structure Approach Retrofit Span	EACH	8.000	8.000
1270	614.0905	Crash Cushions Temporary	EACH	7.000	7.000
1280	614.0920	Salvaged Rail	LF	11,493.000	11,493.000
1290	614.0925	Salvaged Guardrail End Treatments	EACH	28.000	28.000
1300	614.1000	MGS Guardrail Temporary	LF	852.000	852.000
1310	614.1100	MGS Guardrail Temporary Thrie Beam Transition	LF	160.000	160.000
1320	614.1200	MGS Guardrail Temporary Terminal EAT	EACH	4.000	4.000
1330	614.2300	MGS Guardrail 3	LF	9,561.000	9,561.000
1340	614.2500	MGS Thrie Beam Transition	LF	936.000	936.000
1350	614.2610	MGS Guardrail Terminal EAT	EACH	25.000	25.000
1360	614.2620	MGS Guardrail Terminal Type 2	EACH	7.000	7.000
1370	616.0205	Fence Chain Link 5-FT	LF	4,509.000	4,509.000
1380	616.0700.S	Fence Safety	LF	180.000	180.000
1390	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1130-44-71	EACH	1.000	1.000
1400	619.1000	Mobilization	EACH	1.000	1.000
1410	624.0100	Water	MGAL	518.000	518.000
1420	625.0100	Topsoil	SY	221,111.000	221,111.000
1430	625.0500	Salvaged Topsoil	SY	37,540.000	37,540.000
1440	627.0200	Mulching	SY	10,394.000	10,394.000
1450	628.1504	Silt Fence	LF	11,775.000	11,775.000
1460	628.1520	Silt Fence Maintenance	LF	11,775.000	11,775.000
1470	628.1905	Mobilizations Erosion Control	EACH	20.000	20.000
1480	628.1910	Mobilizations Emergency Erosion Control	EACH	7.000	7.000
1490	628.2002	Erosion Mat Class I Type A	SY	248,257.000	248,257.000
1500	628.7005	Inlet Protection Type A	EACH	40.000	40.000
1510	628.7504	Temporary Ditch Checks	LF	2,510.000	2,510.000
1520	628.7555	Culvert Pipe Checks	EACH	105.000	105.000
1530	628.7560	Tracking Pads	EACH	2.000	2.000
1540	629.0210	Fertilizer Type B	CWT	163.000	163.000
1550	630.0130	Seeding Mixture No. 30	LB	4,564.000	4,564.000
1560	630.0200	Seeding Temporary	LB	3,536.000	3,536.000
1570	633.0100	Delineator Posts Steel	EACH	418.000	418.000
1580	633.0500	Delineator Reflectors	EACH	608.000	608.000
1590	633.1000	Delineator Brackets	EACH	7.000	7.000
1600	633.5200	Markers Culvert End	EACH	30.000	30.000
1610	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	22.000	22.000
1620	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	120.000	120.000
1630	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	11.000	11.000
1640	635.0200	Sign Supports Structural Steel HS	LB	11,966.000	11,966.000
1650	636.0100	Sign Supports Concrete Masonry	CY	36.600	36.600
1660	636.0500	Sign Supports Steel Reinforcement	LB	1,224.000	1,224.000
1670	636.1500	Sign Supports Steel Coated Reinforcement HS	LB	1,980.000	1,980.000
1680	637.1220	Signs Type I Reflective SH	SF	2,430.000	2,430.000
1690	637.2210	Signs Type II Reflective H	SF	1,351.630	1,351.630
1700	637.2230	Signs Type II Reflective F	SF	96.000	96.000
1710	638.2601	Removing Signs Type I	EACH	24.000	24.000
1720	638.2602	Removing Signs Type II	EACH	68.000	68.000
1730	638.3000	Removing Small Sign Supports	EACH	91.000	91.000
1740	638.3100	Removing Structural Steel Sign Supports	EACH	28.000	28.000

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DATE 12OCT16 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	1130-44-71 QUANTITY
1750	641.1200	Sign Bridge Cantilevered (structure) 01. S-44-136	LS	1.000	1.000
1760	641.1200	Sign Bridge Cantilevered (structure) 02. S-44-143	LS	1.000	1.000
1770	642.5401	Field Office Type D	EACH	1.000	1.000
1780	643.0100	Traffic Control (project) 01. 1130-44-71	EACH	1.000	1.000
1790	643.0300	Traffic Control Drums	DAY	116,824.000	116,824.000
1800	643.0420	Traffic Control Barricades Type III	DAY	4,256.000	4,256.000
1810	643.0705	Traffic Control Warning Lights Type A	DAY	8,512.000	8,512.000
1820	643.0715	Traffic Control Warning Lights Type C	DAY	4,818.000	4,818.000
1830	643.0800	Traffic Control Arrow Boards	DAY	496.000	496.000
1840	643.0900	Traffic Control Signs	DAY	14,967.000	14,967.000
1850	643.0920	Traffic Control Covering Signs Type II	EACH	450.000	450.000
1860	643.1000	Traffic Control Signs Fixed Message	SF	264.000	264.000
1870	643.1050	Traffic Control Signs PCMS	DAY	155.000	155.000
1880	645.0112	Geotextile Type DF Schedule B	SY	889.000	889.000
1890	645.0120	Geotextile Type HR	SY	429.000	429.000
1900	645.0140	Geotextile Type SAS	SY	50.000	50.000
1910	646.0106	Pavement Marking Epoxy 4-Inch	LF	221,946.000	221,946.000
1920	646.0600	Removing Pavement Markings	LF	155,420.000	155,420.000
1930	646.0805.S	Pavement Marking Outfall	EACH	156.000	156.000
1940	646.0841.S	Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch	LF	36,189.000	36,189.000
1950	646.0843.S	Pavement Marking Grooved Wet Reflective Contrast Tape 8-Inch	LF	9,492.000	9,492.000
1960	647.0196	Pavement Marking Arrows Epoxy Type 5	EACH	2.000	2.000
1970	647.0256	Pavement Marking Symbols Epoxy	EACH	3.000	3.000
1980	647.0656	Pavement Marking Parking Stall Epoxy	LF	2,215.000	2,215.000
1990	647.0706	Pavement Marking Diagonal Epoxy 6-Inch	LF	198.000	198.000
2000	647.0803	Pavement Marking Aerial Enforcement Bars Epoxy 24-Inch	LF	108.000	108.000
2010	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	16,719.000	16,719.000
2020	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	150,764.000	150,764.000
2030	649.2100	Temporary Raised Pavement Markers Type I	EACH	165.000	165.000
2040	650.4500	Construction Staking Subgrade	LF	8,897.000	8,897.000
2050	650.5000	Construction Staking Base	LF	3,042.000	3,042.000
2060	650.6000	Construction Staking Pipe Culverts	EACH	16.000	16.000
2070	650.7000	Construction Staking Concrete Pavement	LF	5,919.000	5,919.000
2080	650.7500	Construction Staking Concrete Barrier	LF	1,535.000	1,535.000
2090	650.8000	Construction Staking Resurfacing Reference	LF	26,879.000	26,879.000
2100	650.9910	Construction Staking Supplemental Control (project) 01. 1130-44-71	LS	1.000	1.000
2110	650.9920	Construction Staking Slope Stakes	LF	96,339.000	96,339.000
2120	652.0125	Conduit Rigid Metallic 2-Inch	LF	85.000	85.000
2130	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	4,730.000	4,730.000
2140	652.0605	Conduit Special 2-Inch	LF	1,230.000	1,230.000
2150	652.0700.S	Install Conduit into Existing Item	EACH	1.000	1.000
2160	654.0105	Concrete Bases Type 5	EACH	4.000	4.000
2170	654.0220	Concrete Control Cabinet Bases Type 10	EACH	2.000	2.000
2180	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	60,705.000	60,705.000
2190	655.0525	Electrical Wire Traffic Signals 6 AWG	LF	2,175.000	2,175.000
2200	655.0530	Electrical Wire Traffic Signals 4 AWG	LF	1,065.000	1,065.000

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DATE 12OCT16 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	1130-44-71 QUANTITY
2210	655.0610	Electrical Wire Lighting 12 AWG	LF	2.000	2.000
2220	655.0615	Electrical Wire Lighting 10 AWG	LF	1,155.000	1,155.000
2230	655.0630	Electrical Wire Lighting 4 AWG	LF	9,240.000	9,240.000
2240	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. MBJ01	LS	1.000	1.000
2250	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. MB4101	LS	1.000	1.000
2260	656.0200	Electrical Service Meter Breaker Pedestal (location) 03. MBU01	LS	1.000	1.000
2270	656.0200	Electrical Service Meter Breaker Pedestal (location) 04. MBMIN01	LS	1.000	1.000
2280	656.0200	Electrical Service Meter Breaker Pedestal (location) 05. MBS01	LS	1.000	1.000
2290	656.0200	Electrical Service Meter Breaker Pedestal (location) 06. MBV01	LS	1.000	1.000
2300	656.0500	Electrical Service Breaker Disconnect Box (location) 01. CCTV-44-0094	LS	1.000	1.000
2310	656.0500	Electrical Service Breaker Disconnect Box (location) 02. CCTV-44-0095	LS	1.000	1.000
2320	656.0500	Electrical Service Breaker Disconnect Box (location) 03. CCTV-05-0096	LS	1.000	1.000
2330	656.0500	Electrical Service Breaker Disconnect Box (location) 04. CCTV-05-0097	LS	1.000	1.000
2340	656.0500	Electrical Service Breaker Disconnect Box (location) 05. CCTV-05-0098	LS	1.000	1.000
2350	656.0500	Electrical Service Breaker Disconnect Box (location) 06. CCTV-05-0099	LS	1.000	1.000
2360	657.0100	Pedestal Bases	EACH	2.000	2.000
2370	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	2.000	2.000
2380	657.0322	Poles Type 5-Aluminum	EACH	2.000	2.000
2390	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	2.000	2.000
2400	657.0710	Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	EACH	2.000	2.000
2410	659.1120	Luminaires Utility LED B	EACH	4.000	4.000
2420	662.2040.S	Ramp Closure Gates Solar 40-FT	EACH	2.000	2.000
2430	670.0100	Field System Integrator	LS	1.000	1.000
2440	670.0200	ITS Documentation	LS	1.000	1.000
2450	671.0132	Conduit HDPE 3-Duct 2-Inch	LF	53,255.000	53,255.000
2460	671.0232	Conduit HDPE Directional Bore 3-Duct 2-Inch	LF	4,825.000	4,825.000
2470	671.0300	Fiber Optic Cable Marker	EACH	95.000	95.000
2480	672.0250	Base Camera Pole 50-FT	EACH	6.000	6.000
2490	673.0105	Communication Vault Type 1	EACH	47.000	47.000
2500	673.0225.S	Install Pole Mounted Cabinet	EACH	6.000	6.000
2510	675.0300	Install Mounted Controller Microwave Detector Assembly	EACH	6.000	6.000
2520	675.0400.S	Install Ethernet Switch	EACH	6.000	6.000
2530	677.0150	Install Camera Pole 50-FT	EACH	6.000	6.000
2540	677.0200	Install Camera Assembly	EACH	6.000	6.000
2550	678.0006	Install Fiber Optic Cable Outdoor Plant 6-CT	LF	1,805.000	1,805.000
2560	678.0012	Install Fiber Optic Cable Outdoor Plant 12-CT	LF	710.000	710.000
2570	678.0072	Install Fiber Optic Cable Outdoor Plant 72-CT	LF	62,055.000	62,055.000

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DATE 12OCT16 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	1130-44-71 QUANTITY
2580	678.0300	Fiber Optic Splice	EACH	374.000	374.000
2590	678.0400	Fiber Optic Termination	EACH	36.000	36.000
2600	678.0500	Communication System Testing	LS	1.000	1.000
2610	690.0150	Sawing Asphalt	LF	948.000	948.000
2620	690.0250	Sawing Concrete	LF	14,897.000	14,897.000
2630	715.0415	Incentive Strength Concrete Pavement	DOL	1,388.000	1,388.000
2640	715.0502	Incentive Strength Concrete Structures	DOL	2,268.000	2,268.000
2650	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,100.000	2,100.000
2660	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	5,760.000	5,760.000
2670	SPV.0060	Special 01. Salvaged Pipe Underdrain Endwalls	EACH	40.000	40.000
2680	SPV.0060	Special 02. Ground Rod	EACH	6.000	6.000
2690	SPV.0060	Special 03. Pull Box Non-Conductive 24x42-Inch	EACH	21.000	21.000
2700	SPV.0060	Special 04. Install Terminal Server	EACH	6.000	6.000
2710	SPV.0060	Special 05. Removing Raised Pavement Markers	EACH	1,018.000	1,018.000
2720	SPV.0060	Special 06. Resetting Pipe Ends	EACH	2.000	2.000
2730	SPV.0060	Special 07. Install Scale CMS	EACH	2.000	2.000
2740	SPV.0060	Special 08. Special Inlets Median 6 Grate	EACH	1.000	1.000
2750	SPV.0060	Special 09. Cleaning and Painting Bearings	EACH	6.000	6.000
2760	SPV.0060	Special 10. Hot Mix Asphalt Within Limits (PWL) Test Strip	EACH	2.000	2.000
2770	SPV.0075	Special 01. Street Sweeping	HRS	72.000	72.000
2780	SPV.0090	Special 01. Construction Staking Subbase	LF	5,925.000	5,925.000
2790	SPV.0090	Special 02. Glare Screens Temporary	LF	1,400.000	1,400.000
2800	SPV.0090	Special 03. Concrete Barrier Temporary Precast Anchoring	LF	1,270.000	1,270.000
2810	SPV.0090	Special 04. Temporary Drain Slotted Vane Longitudinal	LF	900.000	900.000
2820	SPV.0090	Special 05. Longitudinal Asphaltic Joint Repair	LF	9,250.000	9,250.000
2830	SPV.0090	Special 06. Televising Storm Sewer and Culvert Pipes	LF	3,302.000	3,302.000
2840	SPV.0105	Special 01. Salvage Luminaire and Truss Arm	LS	1.000	1.000
2850	SPV.0165	Special 01. Insulation Board Polystyrene 3 1/8-Inch	SF	170.000	170.000
2860	SPV.0180	Special 01. Concrete Base 12-Inch	SY	5,254.000	5,254.000
2870	SPV.0180	Special 02. Concrete Joint Sealing	SY	166.000	166.000

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CLEARING AND GRUBBING

STATION		STATION	LOCATION	CLEARING 201.0110 SY	GRUBBING 201.0210 SY
1356+77 NB(*)	-	1357+18 NB(*)	NB RT	90	90
1357+36 NB(*)	-	1357+49 NB(*)	NB RT	18	18
1358+53 NB(*)	-	1358+65 NB(*)	NB RT	18	18
1362+42 NB(*)	-	1362+42 NB(*)	NB RT	18	18
1363+32 NB(*)	-	1363+57 NB(*)	NB RT	281	281
1366+58 NB(*)	-	1366+77 NB(*)	NB RT	19	19
1369+64 NB(*)	-	1369+83 NB(*)	NB RT	55	55
1390+23 NB(*)	-	1390+37 NB(*)	NB RT	18	18
1390+59 NB(*)	-	1390+83 NB(*)	NB RT	34	34
			UNDISTRIBUTED	55	55
			TOTAL 0010	**606**	**606**

REMOVING PAVEMENT BUTT JOINTS

STATION	LOCATION	REMOVING PAVEMENT BUTT JOINTS 204.0105 SY
1405+18 SB(*)	CTH U SW RAMP	333
1417+23 NB(*)	CTH U NW RAMP	500
1445+75 SB	CTH S SW RAMP	500
	TOTAL 0010	**1333**

REMOVING FENCE

STATION		TO	STATION	LOCATION	REMOVING FENCE 204.0170 LF
1356+63 NB(*)		-	1369+61 NB(*)	I-41 NB RT	1557
1382+27 NB(*)		-	1398+97 NB(*)	I-41 NB RT	1694
1374+49 SB(**)		-	1375+67 SB(**)	I-41 SB LT	118
1382+90 SB(**)		-	1386+99 SB(**)	I-41 SB LT	409
1391+57 SB(**)			1396+91 SB(**)	I-41 SB LT	534
				UNDISTRIBUTED	86
				PROJECT TOTAL 0010	**4398**

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	REMOVING SMALL PIPE CULVERTS 203.0100 EACH	SIZE	TYPE
1328+43 NB(*)	I-41 NB RT	1	36"	STEEL
1347+80 NB(*)	I-41 NB	1	24"	CONCRETE
1364+54 SB(*)	I-41 SB	1	18"	STEEL
1386+72 NB(*)	I-41 NB	1	18"	STEEL
1390+15 NB(*)	I-41 MEDIAN	1	18"	STEEL
1393+67 NB(*)	I-41 NB	1	24"	STEEL
1316+98 NB(**)	I-41 NB	1	18"	STEEL
1338+34 NB(**)	I-41 MEDIAN	1	18"	STEEL
1462+37 NB	I-41 MEDIAN	1	18"	STEEL
70+08 BP	RAMP BP LT	1	18"	CONCRETE
79+12 BP	RAMP BP	1	18"	CONCRETE
	TOTAL 0010	**11**		

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	LOCATION	REMOVING ASPHALTIC SURFACE BUTT JOINTS 204.0115 SY
1217+62 SB	MAINTENANCE CROSSOVER	17
1270+00 SB	I-41 SB	6
1314+96 SB(*)	I-41 SB	6
1334+65 NB(*)	I-41 NB & SB	12
1405+18 NB(*)	I-41 NB & SB	12
1417+00 NB(*)	I-41 NB & SB	12
1326+00 SB(**)	I-41 SB	6
1328+83 SB(**)	I-41 SB	6
1325+00 NB(**)	I-41 NB	6
1462+40 SB	I-41 NB	6
1488+20 NB	I-41 NB	6
1518+00 NB	I-41 NB	6
1623+77 NB	I-41 NB	6
1417+23 U NE	CTH U NE RAMP	3
1448+67 S SE	CTH S SE RAMP	3
1465+08 S NW	CTH S NW RAMP	3
1467+15 S NE	CTH S NE RAMP	3
7+10 PR	PARK & RIDE DRIVEWAY	11
	TOTAL 0010	**130**

REMOVING PAVEMENT

STATION		TO	STATION	LOCATION	REMOVING PAVEMENT 204.0100 SY
1365+26 NB(*)		-	73+15 BP	I-41 NB RT	1741
77+92 BP		-	1390+40 NB(*)	I-41 NB RT	1969
1393+81 NB(*)		-	218+37 U SE	I-41 NB RT	2063
1410+47 NB(*)		-	1410+53 NB(*)	I-41 NB LT	5
1409+45 NB(*)		-	1410+32 NB(*)	I-41 NB RT	52
1411+72 NB(*)		-	1412+21 NB(*)	I-41 NB RT	29
1412+21 NB(*)		-	1412+35 NB(*)	I-41 NB LT	12
1410+70 SB(*)		-	1411+26 SB(*)	I-41 SB LT	33
1410+86 SB(*)		-	1411+05 SB(*)	I-41 SB RT	15
1412+65 SB(*)		-	1413+53 SB(*)	I-41 SB LT	52
1413+53 SB(*)		-	1413+86 SB(*)	I-41 SB LT	29
1326+25 SB(**)		-	1326+85 SB(**)	I-41 NB	160
1328+11 SB(**)		-	1328+83 SB(**)	I-41 NB	192
1326+26 NB(**)		-	1326+86 NB(**)	I-41 SB	160
1328+16 NB(**)		-	1328+76 (**)	I-41 SB	160
24+65 S EB		-	25+01 S EB	CTH S	43
24+88 S EB		-	25+19 S EB	CTH S	35
				TOTAL 0010	**6750**

REMOVING CONCRETE BARRIER

STATION		TO	STATION	LOCATION	REMOVING CONCRETE BARRIER 204.0157 LF
1368+44 NB(**)		-	1383+70 NB(**)	I-41 NB RT	1526
				TOTAL 0010	**1526**

REMOVING DELINEATORS AND MARKERS

STATION		TO	STATION	LOCATION	REMOVING DELINEATORS AND MARKERS 204.0180 EACH
1188+00 NB		-	1400+00 NB(*)	I-41 NB & SB	110
1400+00 NB(*)		-	1623+78 NB	I-41 NB & SB	268
				TOTAL 0010	**378**

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REMOVING ASPHALTIC SURFACE MILLING

STATION	TO	STATION	LOCATION	REMOVING ASPHALTIC SURFACE MILLING 204.0120 SY	REMARKS
1211+67 NB	-	1251+04 NB	I-41 NB RT/LT	5249	BEGIN PROJECT - B-44-72
1252+02 NB	-	1322+39 NB(*)	I-41 NB RT/LT	9383	B-44-72 - B-44-74
1323+43 NB(*)	-	1334+65 NB(*)	I-41 NB RT/LT	1496	B-44-74 - RESURFACE MAINLINE
1334+65 NB(*)	-	1356+56 NB(*)	I-41 NB	8521	MAINLINE & SHOULDERS
1356+56 NB(*)	-	1361+32 NB(*)	I-41 NB	1428	MAINLINE & LT SHOULDER
1361+32 NB(*)	-	1380+93 NB(*)	I-41 NB	7626	MAINLINE & SHOULDER (AT SWEF)
1380+93 NB(*)	-	1405+18 NB(*)	I-41 NB	7275	MAINLINE & LT SHOULDER (AT SWEF)
1405+18 NB(*)	-	1409+25 NB(*)	I-41 NB LT	238	RESURFACE MAINLINE - B-44-160
1409+25 NB(*)	-	1410+34 NB(*)	I-41 NB RT	97	SWEF END - B-44-160
1411+73 NB(*)	-	1417+00 NB(*)	I-41 NB RT/LT	703	B-44-160 - MILL SHOULDER
1417+00 NB(*)	-	1420+29 NB(*)	I-41 NB	1279	MAINLINE & SHOULDERS
1310+81 NB(**)	-	1326+86 NB(**)	I-41 NB	6242	MAINLINE - B-5-53
1328+16 NB(**)	-	1488+20 NB	I-41 NB	62238	B-5-53 - MAINLINE
1488+20 NB	-	1503+61 NB	I-41 NB RT/LT	2055	MILL SHOULDER - B-05-200
1504+46 NB	-	1518+00 NB	I-41 NB RT/LT	1805	B-05-200 - MILL SHOULDER
1518+00 NB	-	1623+78 NB	I-41 NB	41137	MAINLINE & SHOULDERS
1234+88 SB	-	1250+43 SB	I-41 SB RT/LT	2073	BEGIN PROJECT - B-44-0072
1251+41 SB	-	1270+00 SB	I-41 SB RT/LT	2479	B-44-0072 - MILL SHOULDER
1270+00 SB	-	1314+96 SB(*)	I-41 SB	17484	MAINLINE & SHOULDERS
1314+96 SB(*)	-	1322+07 SB(*)	I-41 SB RT/LT	948	MILL SHOULDER - B-44-0073
1323+11 SB(*)	-	1334+65 SB(*)	I-41 SB RT/LT	1539	B-44-0073 - MILL SHOULDER
1334+65 SB(*)	-	1405+18 SB(*)	I-41 SB	27428	MAINLINE & SHOULDERS
1405+18 SB(*)	-	1411+05 SB(*)	I-41 SB RT	783	MILL SHOULDER - B-44-0159
1412+44 SB(*)	-	1417+00 SB(*)	I-41 SB RT	608	B-44-0159 - MILL SHOULDER
1417+00 SB(*)	-	1420+27 SB(*)	I-41 SB	1279	MAINLINE
1310+00 SB(**)	-	1326+85 SB(**)	I-41 SB	6553	MAINLINE - B-5-80
1328+11 SB(**)	-	1462+40 SB	I-41 SB	52224	B-5-80 - MAINLINE
1462+40 SB	-	1503+61 SB	I-41 SB RT	5495	MILL SHOULDER - B-5-165
1504+46 SB	-	1620+50 SB	I-41 SB RT	15472	B-5-165 - END PROJECT
1277+77 NB	-	1281+01 NB	I-41 MEDIAN	220	MAINTENANCE CROSSOVER
1295+64 NB	-	1295+85 NB	I-41 MEDIAN	220	MAINTENANCE CROSSOVER
1418+42 NB(**)	-	1418+65 NB(**)	I-41 MEDIAN	220	MAINTENANCE CROSSOVER
1495+25 NB(**)	-	1494+48 NB(**)	I-41 MEDIAN	220	MAINTENANCE CROSSOVER
218+37 U SE	-	221+27 U SE	SE RAMP	277	CTH U SE RAMP
1390+43 SB(*)	-	1413+59 U SW	SW RAMP	1159	CTH U SW RAMP
1299+14 U NE	-	1319+38 U NE	NE RAMP	2277	CTH U NE RAMP
1304+86 U NW	-	1317+56 SB(**)	NW RAMP	1067	CTH U NW RAMP
1444+87 NB	-	1459+26 S SE	SE RAMP	1811	CTH S SE RAMP
1436+81 SB	-	1456+50 S SW	SW RAMP	1776	CTH S SW RAMP
1457+29 S NW	-	1473+86 SB	NW RAMP	1685	CTH S NW RAMP
1459+82 S NE	-	1479+66 NB	NE RAMP	1299	CTH S NE RAMP
23+00 S EB	-	24+88 S EB	CTH S NORTH	191	CTH S EAST OF B-5-162
27+87 S EB	-	29+50 S WB	CTH S SOUTH	267	CTH S EAST OF B-5-162
23+00 S EB	-	24+88 S EB	CTH S NORTH	224	CTH N WEST OF B-5-162
22+90 S EB	-	24+65 S EB	CTH S SOUTH	167	CTHS S WEST OF B-5-162
			TOTAL 0010	**304217**	

3

REMOVING SURFACE DRAINS

STATION	TO	STATION	LOCATION	REMOVING SURFACE DRAINS 204.0190 EACH
1411+93 NB(*)	-	1412+48 NB(*)	I-41 NB LT	1
1412+44 SB(*)	-	1412+73 SB(*)	I-41 SB RT	1
			TOTAL 0010	**2**

REMOVING CULVERT ENDWALLS

STATION	LOCATION	REMOVING CULVERT ENDWALLS 204.9060.S EACH
1356+99 SB(**)	I-41 SB RT	1
1357+00 NB(**)	I-41 NB LT	1
1378+00 NB(**)	I-41 NB LT	1
1389+51 NB(**)	I-41 NB LT	1
1397+46 SB(**)	I-41 SB RT	1
1397+46 NB(**)	I-41 NB LT	1
1409+94 SB(**)	I-41 SB RT	1
1404+94 NB(**)	I-41 NB LT	1
1417+70 NB(**)	I-41 NB LT	1
1419+37 NB(**)	I-41 NB LT	1
1456+04 NB	I-41 NB LT	1
4+02 PR	PR LT	1
4+71 PR	PR LT	1
	TOTAL 0010	**13**

EARTHWORK SUMMARY

Division	From/To Station	Location	Common Excavation (1) (item # 205.0100)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill	Mass Ordinate +/- (6)	Waste	Borrow	Comment:
			Cut (2)	EBS Excavation (3)				Division Factor 1.33			(item #208.0100)	
Division 1 MAINLINE GRADING												
OUTAGAMIE 1	1197+00* - 1251+50*	I-41	501	0	0	501	331	440	61	61	0	
OUTAGAMIE 2	1252+00* - 1322+00*	I-41	617	0	0	617	1,651	2,196	-1,580	0	1,580	
OUTAGAMIE 3	1324+00* - 1343+00*	I-41	518	0	0	518	423	563	-45	0	45	
STAGE 1 GRADING - SEE DIVISION 2	1343+00* - 1347+00**	I-41										
BROWN 3	1346+72** -1457+67**	I-41	751	0	0	751	8,169	10,865	-10,113	0	10,113	
BROWN 4	1459+00** - 1503+81**	I-41	825	0	0	825	459	611	214	214	0	
BROWN 5	1504+50** - 1624+50**	I-41	716	0	0	716	1,266	1,684	-968	0	968	
CTH S BEAMGAURD GRADING	1463+78** - 1465+49**	CTH S NW RAMP LT	3	0	0	3	2	3	0	0	0	
UNDISTRIBUTED SHOULDER EBS	1197+00* - 1343+00*	I-41	0	285	285	0	0	0	0	0	0	
UNDISTRIBUTED SHOULDER EBS	1347+00** - 1457+67**	I-41	0	215	215	0	0	0	0	0	0	
Division 1 Subtotal			3,931	500	500	3,931	12,302	16,362	-12,431	276	12,706	
Division 2 STAGE 1 MAINLINE AND TEMPORARY GRADING								Division Factor 1.33				
OUTAGAMIE 3 - STAGE 1	1343+00* - 1400+00*	I-41	1,993	0	0	1,993	2,824	3,756	-1,763	0	1,763	TO BE COMPLETED IN STAGE 1
BROWN 1 - STAGE 1	1401+00* - 1407+50*	I-41	84	0	0	84	154	205	-121	0	121	TO BE COMPLETED IN STAGE 1
BROWN 2 - STAGE 1	1410+00* - 1327+00**	I-41	235	0	0	235	546	726	-492	0	492	TO BE COMPLETED IN STAGE 1
BROWN 3 - STAGE 1	1327+50** - 1347+00**	I-41	530	0	0	530	740	985	-455	0	455	TO BE COMPLETED IN STAGE 1
TEMPORARY BEAMGAURD GRADING	1406+50* - 1332+37**	I-41 NB LT	191	0	0	191	526	700	-509	0	509	TO BE COMPLETED IN STAGE 1, GRADE TO FINAL CONDITION IN STAGE 4
SOUTH CROSSOVER	1343+02* - 1357+50*	I-41 NB LT	2,856	0	103	2,753	240	320	2,434	2,434	0	TO BE COMPLETED IN STAGE 1
NORTH CROSSOVER	1332+28** - 1346+72**	I-41 NB LT	3,237	0	93	3,144	141	187	2,957	2,957	0	TO BE COMPLETED IN STAGE 1
SOUTH CROSSOVER REMOVAL	1343+02* - 1357+50*	I-41 NB LT	2,668	0	2,428	240	312	415	-175	0	175	TO BE COMPLETED IN STAGE 4
NORTH CROSSOVER REMOVAL	1332+28** - 1347+00**	I-41 NB LT	2,221	0	2,080	141	5	7	134	134	0	TO BE COMPLETED IN STAGE 4
UNDISTRIBUTED SHOULDER/CROSSOVER EBS	1343+00* - 1346+72**	I-41	0	2,500	2,500	0	0	0	0	0	0	TO BE COMPLETED IN STAGE 1
Division 2 Subtotal			14,016	2,500	7,204	9,312	5,489	7,301	2,011	5,525	3,514	
Division 3 PARK & RIDE GRADING								Division Factor 1.25				
PARK & RIDE EXPANSION	1+42 - 5+00	PARK & RIDE	1,378	0	0	1,378	33	42	1,336	1,336	0	
Division 3 Subtotal			1,378	0	0	1,378	33	42	1,336	1,336	0	
Division 4 SWEF GRADING								Division Factor 1.20			Borrow Division Factor 1.20	
RAMP BP EXIT	56+56 - 73+15	RAMP BP	2,772	0	39	2,733	4,029	4,835	-2,102	0	2,102	
RAMP BP ENTRANCE	77+92 - 80+94	RAMP BP	1,902	0	39	1,863	51	61	1,802	1,802	0	
RAMP BP (ALONG I-41 NB RT)	1380+94* - 1410+23*	I-41 NB RT	5,286	0	499	4,787	3,013	3,616	1,172	1,172	0	
CTH U SE RAMP	209+50 - 218+37	CTH U NE RAMP	1,557	0	394	1,162	264	317	845	845	0	
UNDISTRIBUTED EBS		SWEF	0	1,000	1,000	0	0	0	0	0	0	
Division 4 Subtotal		Subtotal	11,517	1,000	1,971	10,546	7,357	8,829	1,717	3,819	2,102	
Grand Total			30,841	4,000	9,675	25,166	25,182	32,533	-7,367	10,955	18,322	
Total Common Exc				34,841								

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 Breaker Run.
4) Salvaged/Unusable Pavement Material includes concrete/asphalt, excess material from crossover removals, and material removed with EBS.
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

BASE AGGREGATE DENSE 3/4-INCH

STATION	TO	STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH (^) 305.0110 TON	WATER (^) 624.0100 MGAL	REMARKS
1211+67 NB	-	1251+04 NB	I-41 NB LT & RT	192	2	SHOULDER
1252+02 NB	-	1322+39 NB(*)	I-41 NB LT & RT	576	6	SHOULDER
1323+43 NB(*)	-	1410+54 NB(*)	I-41 NB LT & RT	845	9	SHOULDER
1411+73 NB(*)	-	1420+29 NB(*)	I-41 NB LT & RT	110	2	SHOULDER
1310+81 NB(**)	-	1326+26 NB(**)	I-41 NB LT & RT	200	2	SHOULDER
1328+76 NB(**)	-	1368+44 NB(**)	I-41 NB LT & RT	640	7	SHOULDER
1368+44 NB(**)	-	1383+70 NB(**)	I-41 NB LT	198	2	SHOULDER
1383+70 NB(**)	-	1503+61 NB	I-41 NB LT & RT	2237	23	SHOULDER
1504+46 NB	-	1623+78 NB	I-41 NB LT & RT	1095	11	SHOULDER
1234+88 SB	-	1250+36 SB	I-41 SB LT & RT	75	1	SHOULDER
1251+36 SB	-	1321+95 SB(*)	I-41 SB LT & RT	343	4	SHOULDER
1322+99 SB(*)	-	1411+24 SB(*)	I-41 SB LT & RT	598	6	SHOULDER
1412+63 SB(*)	-	1420+29 SB(*)	I-41 SB LT & RT	46	1	SHOULDER
1310+81 SB(**)	-	1326+26 SB(**)	I-41 SB LT & RT	153	2	SHOULDER
1328+11 SB(**)	-	1503+61 SB	I-41 SB LT & RT	2006	21	SHOULDER
1504+46 SB	-	1620+50 SB	I-41 SB LT & RT	564	6	SHOULDER
1344+25 NB(*)	-	1348+59 NB(*)	I-41 MEDIAN	82	1	SOUTH TC CROSSOVER
1352+40 NB(*)	-	1356+76 NB(*)	I-41 MEDIAN	82	1	SOUTH TC CROSSOVER
1348+04 NB(*)	-	1352+98 NB(*)	I-41 MEDIAN	306	4	SOUTH TC CROSSOVER
1333+28 NB(**)	-	1337+60 NB(**)	I-41 MEDIAN	82	1	NORTH TC CROSSOVER
1341+35 NB(**)	-	1345+72 NB(**)	I-41 MEDIAN	83	1	NORTH TC CROSSOVER
1336+68 NB(**)	-	1342+41 NB(**)	I-41 MEDIAN	306	4	NORTH TC CROSSOVER
61+32 BP	-	73+79 BP	RAMP BP LT & RT	183	2	SHOULDER
77+92 BP	-	80+94 BP	RAMP BP LT & RT	44	1	SHOULDER
213+14 U SE	-	221+27 U SE	CTH U SE RAMP	128	2	CTH U SE RAMP
1403+54 U SW	-	1413+63 U SW	CTH U SW RAMP	52	1	CTH U NE RAMP
1299+14 U NE	-	1308+58 U NE	CTH U NE RAMP	49	1	CTH U NE RAMP
1304+86 U NW	-	1313+98 U NW	CTH U NW RAMP	47	1	CTH U NW RAMP
1447+60 S SE	-	1457+91 S SE	CTH S SE RAMP	53	1	CTH S SE RAMP
1448+71 S SW	-	1456+46 S SW	CTH S SW RAMP	40	1	CTH S SW RAMP
1459+52 S NW	-	1468+00 S NW	CTH S NW RAMP	44	1	CTH S NW RAMP
1459+52 S NE	-	1468+00 S NE	CTH S NE RAMP	46	1	CTH S NE RAMP
1+60 PR	-	7+27 PR	PARK & RIDE	16	1	PARK & RIDE
			TOTAL 0010	**11521**	**130**	

^ ADDITIONAL QUANTITY SHOWN ELSEWHERE

BASE AGGREGATE DENSE 1 1/4-INCH

STATION	TO	STATION	LOCATION	BASE AGGREGATE DENSE 1 1/4-INCH 305.0120 TON	WATER (^) 624.0100 MGAL	REMARKS
1344+25 NB(*)	-	1356+76 NB(*)	I-41 MEDIAN	3572	36	SOUTH TC CROSSOVER
1333+28 NB(**)	-	1345+72 NB(**)	I-41 MEDIAN	3572	36	NORTH TC CROSSOVER
1+60 PR	-	4+17 PR	PARK & RIDE	1158	12	PARK & RIDE
1326+26 NB(**)	-	1326+66 NB(**)	I-41 NB	88	1	B-5-53 SOUTH APPROACH
1328+36 NB(**)	-	1328+76 NB(**)	I-41 NB	72	1	B-5-53 NORHT APPROACH
1326+25 SB(**)	-	1326+85 SB(**)	I-41 SB	45	1	B-5-80 SOUTH APPROACH
1328+11 SB(**)	-	1328+84 SB(**)	I-41 SB	45	1	B-5-80 NORTH APPROACH
1356+32 NB(*)	-	1356+62 NB(*)	I-41 MEDIAN	263	2	MAINTENANCE CROSSOVER
1390+50 NB(*)	-	1390+80 NB(*)	I-41 MEDIAN	257	2	MAINTENANCE CROSSOVER
1354+85 NB(**)	-	1355+15 NB(**)	I-41 MEDIAN	246	2	MAINTENANCE CROSSOVER
56+56 BP	-	73+15 BP	RAMP BP LT/RT	3871	49	RAMP BP
77+92 BP	-	80+94 BP	RAMP BP LT/RT	705	8	RAMP BP
1380+94 NB(*)	-	1400+53 NB(*)	RAMP BP AUX RT	5119	76	RAMP BP
1400+53 NB(*)	-	1409+18 NB(*)	RAMP BP AUX RT	2102	25	RAMP BP
213+14 U	-	218+37 U	RAMP U LT & RT	1449	15	RAMP U SE
			UNDISTRIBUTED	1300	14	EBS
			TOTAL 0010	**23864**	**281**	

^ ADDITIONAL QUANTITY SHOWN ELSEWHERE

3

BREAKER RUN

STATION	TO	STATION	LOCATION	BREAKER RUN 311.0110 TON	REMARKS
1344+25 NB(*)	-	1356+76 NB(*)	I-41 MEDIAN	5621	SOUTH CROSSOVER
1333+28 NB(**)	-	1345+72 NB(**)	I-41 MEDIAN	5331	NORTH CROSSOVER
1356+32 NB(*)	-	1356+62 NB(*)	I-41 MEDIAN	424	RECONSTRUCT MAINTENANCE CROSSOVER
1390+50 NB(*)	-	1390+80 NB(*)	I-41 MEDIAN	415	RECONSTRUCT MAINTENANCE CROSSOVER
1354+85 NB(**)	-	1355+15 NB(*)	I-41 MEDIAN	400	RECONSTRUCT MAINTENANCE CROSSOVER
			UNDISTRIBUTED	6000	EBS
			TOTAL 0010	**18190**	

SUBBASE

STATION	TO	STATION	LOCATION	SUBBASE 350.0104 TON	WATER 624.0100 (^) MGAL
56+56 BP	-	73+15 BP	RAMP BP LT & RT	4062	41
77+92 BP	-	80+94 BP	RAMP BP LT & RT	832	8
1380+94 NB(*)	-	1400+53 NB(*)	I-41 RT	4233	42
1400+53 NB(*)	-	1409+25 NB(*)	I-41 RT	1561	16
			TOTAL 0010	**10688**	**107**

^ ADDITIONAL QUANTITY SHOWN ELSEWHERE

3

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

STATION	TO	STATION	LOCATION	PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS 211.0400 STA	SHAPING SHOULDERS 305.0500 STA
1211+67 NB	-	1334+65 NB(*)	I-41 NB	-	246
1334+65 NB(*)	-	1420+27 NB(*)	I-41 NB	172	-
1310+81 NB(**)	-	1448+20 NB	I-41 NB	276	-
1448+20 NB	-	1518+00 NB	I-41 NB	-	140
1518+00 NB	-	1623+78 NB	I-41 NB	212	-
1234+88 SB	-	1270+00 SB	I-41 SB	-	72
1270+00 SB(*)	-	1314+96 SB(*)	I-41 SB	90	-
1314+96 SB(*)	-	1334+65 SB(*)	I-41 SB	-	40
1334+65 SB(*)	-	1420+27 SB(*)	I-41 SB	172	-
1310+81 SB(**)	-	1462+37 SB(*)	I-41 SB	304	-
1462+37 SB(*)	-	1620+38 SB	I-41 SB	-	318
1403+54 U SW	-	1415+39 U SW	CTH U SW RAMP	-	24
1304+19 U NW	-	1313+99 U NW	CTH U NW RAMP	-	20
1299+14 U NE	-	1308+58 U NE	CTH U NE RAMP	-	20
1448+72 S SW	-	1457+00 S SW	CTH S SE RAMP	-	18
1447+59 S SE	-	1459+25 S SE	CTH S SW RAMP	-	24
1459+50 S NE	-	1468+00 S NE	CTH S NW RAMP	-	18
1457+18 S NW	-	1469+08 S NW	CTH S NE RAMP	-	24
			TOTAL 0010	**1226**	**964**

BASE PATCHING SUMMARY

STATION	TO	STATION	LOCATION	BASE PATCHING CONCRETE SHES 390.0403 SY	SAWING CONCRETE (^) 690.0250 LF
1325+50 NB(**)	-	1325+65 NB(**)	I-41 NB	40	156
1329+26 NB(**)	-	1329+32 NB(**)	I-41 NB	16	72
1334+65 NB(*)	-	1334+71 NB(*)	I-41 NB	16	72
1338+62 NB(*)	-	1338+68 NB(*)	I-41 NB	16	72
1339+75 NB(*)	-	1339+83 NB(*)	I-41 NB	21	104
1341+36 NB(*)	-	1341+45 NB(*)	I-41 NB	12	54
1343+46 NB(*)	-	1343+52 NB(*)	I-41 NB	16	72
1344+07 NB(*)	-	1344+13 NB(*)	I-41 NB	16	72
1345+89 NB(*)	-	1345+95 NB(*)	I-41 NB	8	48
1347+77 NB(*)	-	1347+86 NB(*)	I-41 NB	24	108
1348+03 NB(*)	-	1348+19 NB(*)	I-41 NB	21	80
1353+65 NB(*)	-	1353+71 NB(*)	I-41 NB	8	36
1376+93 NB(*)	-	1376+99 NB(*)	I-41 NB	16	72
1383+56 NB(**)	-	1383+62 NB(**)	I-41 NB	16	72
1389+34 NB(*)	-	1389+40 NB(*)	I-41 NB	16	72
1404+55 NB(*)	-	1404+61 NB(*)	I-41 NB	8	48
1404+93 NB(*)	-	1404+99 NB(*)	I-41 NB	8	48
1405+12 NB(*)	-	1405+18 NB(*)	I-41 NB	8	48
1405+61 NB(*)	-	1405+67 NB(*)	I-41 NB	8	48
1458+78 NB	-	1458+98 NB	I-41 NB	53	176
1459+34 NB	-	1459+54 NB	I-41 NB	53	176
1487+24 NB	-	1487+30 NB	I-41 NB	16	72
1487+70 NB	-	1487+76 NB	I-41 NB	16	72
1488+04 NB	-	1488+10 NB	I-41 NB	8	48
1519+43 NB	-	1519+49 NB	I-41 NB	8	48
1521+95 NB	-	1522+01 NB	I-41 NB	8	48
1528+51 NB	-	1528+57 NB	I-41 NB	8	48
1530+03 NB	-	1530+13 NB	I-41 NB	13	56
1531+76 NB	-	1531+82 NB	I-41 NB	8	48
1535+11 NB	-	1535+17 NB	I-41 NB	8	48
1537+51 NB	-	1537+57 NB	I-41 NB	8	48
1540+19 NB	-	1540+25 NB	I-41 NB	16	72
1544+48 NB	-	1544+78 NB	I-41 NB	40	120
1557+11 NB	-	1557+17 NB	I-41 NB	8	48
1580+48 NB	-	1580+54 NB	I-41 NB	8	48
1581+25 NB	-	1581+31 NB	I-41 NB	8	48
1582+55 NB	-	1582+65 NB	I-41 NB	13	56
1584+84 NB	-	1584+90 NB	I-41 NB	8	48
1585+05 NB	-	1585+11 NB	I-41 NB	8	48
1587+45 NB	-	1587+51 NB	I-41 NB	8	48
COLUMN SUBTOTAL:				618	2778

BASE PATCHING SUMMARY CONTINUED

STATION	TO	STATION	LOCATION	BASE PATCHING CONCRETE SHES 390.0403 SY	SAWING CONCRETE (^) 690.0250 LF
1588+38 NB	-	1588+44 NB	I-41 NB	8	48
1589+04 NB	-	1589+10 NB	I-41 NB	16	72
1591+32 NB	-	1591+38 NB	I-41 NB	8	48
1592+16 NB	-	1592+22 NB	I-41 NB	16	72
1598+79 NB	-	1598+85 NB	I-41 NB	8	48
1599+56 NB	-	1599+62 NB	I-41 NB	8	48
1600+50 NB	-	1600+58 NB	I-41 NB	11	52
1601+13 NB	-	1601+19 NB	I-41 NB	8	48
1602+57 NB	-	1602+72 NB	I-41 NB	20	78
1603+83 NB	-	1603+98 NB	I-41 NB	20	78
1604+24 NB	-	1604+39 NB	I-41 NB	20	78
1605+40 NB	-	1605+46 NB	I-41 NB	8	48
1615+99 NB	-	1616+05 NB	I-41 NB	8	48
1270+00 SB	-	1270+06 SB	I-41 SB	16	72
1270+23 SB	-	1270+29 SB	I-41 SB	8	48
1283+79 SB	-	1283+85 SB	I-41 SB	16	72
1289+38 SB	-	1289+44 SB	I-41 SB	16	72
1291+75 SB	-	1291+81 SB	I-41 SB	8	48
1312+79 SB(*)	-	1312+85 SB(*)	I-41 SB	8	48
1314+81 SB(*)	-	1314+87 SB(*)	I-41 SB	8	48
1328+68 SB(**)	-	1328+83 SB(**)	I-41 SB	40	180
1329+93 SB(**)	-	1330+04 SB(**)	I-41 SB	29	116
1380+67 SB(*)	-	1380+73 SB(*)	I-41 SB	8	48
1381+51 SB(*)	-	1381+87 SB(*)	I-41 SB	48	156
1382+51 SB(*)	-	1382+57 SB(*)	I-41 SB	8	48
1383+55 SB(*)	-	1383+61 SB(*)	I-41 SB	8	48
1383+93 SB(*)	-	1384+01 SB(*)	I-41 SB	11	52
1383+98 SB(*)	-	1384+04 SB(*)	I-41 SB	8	48
1384+32 SB(*)	-	1384+52 SB(*)	I-41 SB	27	88
1384+61 SB(*)	-	1384+71 SB(*)	I-41 SB	13	56
1384+78 SB(*)	-	1384+88 SB(*)	I-41 SB	13	56
1385+14 SB(*)	-	1385+24 SB(*)	I-41 SB	13	56
1408+12 SB(*)	-	1408+18 SB(*)	I-41 SB	8	48
1417+18 SB(*)	-	1417+28 SB(*)	I-41 SB	13	56
1418+99 SB(*)	-	1419+05 SB(*)	I-41 SB	16	72
1462+90 SB	-	1463+05 SB	I-41 SB	40	180
			UNDISTRUBED	240	1090
COLUMN SUBTOTAL:				782	3572
TOTAL 0010:				**1400**	**6350**

^ ADDITIONAL QUANTITY SHOWN ELSEWHERE

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CONCRETE PAVEMENT SUMMARY

STATION	TO	STATION	LOCATION	CONCRETE PAVEMENT 8-INCH 415.0080 SY	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT 12-INCH 415.0120 SY	CONCRETE PAVEMENT HES 11-INCH 415.1110 SY	ADHESIVE ANCHORS NO. 4 BARS 502.4204 EACH	CONCRETE BASE 12-INCH SPV.0180.01 SY	CONCRETE JOINT SEALING SPV.0180.02 SY
213+14 U SE	-	218+38 U SE	RAMP U	873	-	-	-	-	-	-
1326+26 NB(**)	-	1326+51 NB(**)	I-41 NB	-	67	-	-	-	-	-
1328+51 NB(**)	-	1328+76 NB(**)	I-41 NB	-	67	-	-	-	-	-
1326+25 SB(**)	-	1326+70 SB(**)	I-41 SB	-	120	-	-	-	-	-
1328+26 SB(**)	-	1328+83 SB(**)	I-41 SB	-	152	-	-	-	-	-
1405+18 NB(*)		1409+25 NB(*)	I-41 NB	-	-	543	-		-	
1409+45 NB(*)	-	1410+32 NB(*)	I-41 NB RT	-	-	-	52	115	-	52
1411+72 NB(*)	-	1412+21 NB(*)	I-41 NB RT	-	-	-	29	79	-	29
1410+70 SB(*)	-	1411+26 SB(*)	I-41 SB LT	-	-	-	33	84	-	33
1412+65 SB(*)	-	1413+53 SB(*)	I-41 SB LT	-	-	-	52	115	-	52
1356+56 NB(*)	-	1361+32 NB(*)	I-41 NB	-	-	-	-	-	1000	-
1380+94 NB(*)	-	1400+53 NB(*)	I-41 NB	-	-	-	-	-	3631	-
1400+53 NB(*)	-	1409+18 NB(*)	I-41 NB	-	-	-	-	-	623	-
61+32 BP	-	73+15 BP	RAMP BP	-	-	2299	-	-	-	-
77+92 BP	-	80+94 BP	RAMP BP	-	-	503	-	-	-	-
			TOTAL 0010	**873**	**406**	**3345**	**166**	**393**	**5254**	**166**

MISCELLANEOUS CONCRETE

STATION	TO	STATION	LOCATION	CONCRETE PAVEMENT APPROACH SLAB 415.0410 SY	CONCRETE SURFACE DRAINS 416.1010 CY
1410+02 NB(*)	-	1410+60 NB(*)	NB LT	-	14
1410+41 SB(*)	-	1411+05 SB(*)	SB RT	-	15
1411+93 NB(*)	-	1412+58 NB(*)	NB LT	-	15
1412+21 NB(*)	-	1412+34 NB(*)	NB RT	-	4
1412+38 SB(*)	-	1412+96 SB(*)	SB RT	-	14
1413+53 SB(*)	-	1413+86 SB(*)	SB LT	-	10
1326+51 NB(**)	-	1326+66 NB(**)	NB	40	8
1326+70 SB(**)	-	1326+85 SB(**)	SB	40	6
1328+11 SB(**)	-	1328+26 SB(**)	SB	40	4
1328+36 NB(**)	-	1328+51 NB(**)	NB	40	14
24+65 S EB	-	25+01 S EB	CTH S	-	9
24+88 S EB	-	25+19 S EB	CTH S	-	8
27+08 S EB	-	27+47 S EB	CTH S	-	12
27+26 S EB	-	27+87 S EB	CTH S	-	17
			TOTAL 0010	**160**	**78**

CONCRETE REPAIR SUMMARY

STATION	TO	STATION	LOCATION	CONCRETE PAVEMENT REPAIR SHES 416.1715 SY	CONCRETE PAVEMENT REPLACEMENT SHES 416.1725 SY	SAWING CONCRETE (^) 690.0250 LF
1288+57 NB	-	1288+63 NB	I-41 NB	8	-	36
1288+66 NB	-	1288+84 NB	I-41 NB	-	52	176
1334+65 NB(*)	-	1334+72 NB(*)	I-41 NB	19	-	62
1493+51 NB	-	1493+61 NB	I-41 NB	13	-	44
1508+27 SB	-	1508+57 SB	I-41 NB	-	47	144
1549+88 SB	-	1549+98 SB	I-41 SB	13	-	44
1566+67 SB	-	1566+73 SB	I-41 SB	16	-	60
1526+77 SB	-	1526+98 SB	I-41 SB	-	28	90
1539+58 SB	-	1539+88 SB	I-41 SB	-	40	132
1549+58 SB	-	1549+98 SB	I-41 SB	-	53	164
1554+30 SB	-	1554+57 SB	I-41 SB	-	36	114
1555+35 SB	-	1555+75 SB	I-41 SB	-	53	164
1561+71 SB	-	1562+05 SB	I-41 SB	-	45	140
1562+21 SB	-	1562+55 SB	I-41 SB	-	45	140
1576+08 SB	-	1576+45 SB	I-41 SB	-	49	158
1581+26 SB	-	1581+66 SB	I-41 SB	-	53	164
1589+63 SB	-	1589+95 SB	I-41 SB	-	43	136
1615+90 SB	-	1616+24 SB	I-41 SB	-	45	140
1617+10 SB	-	1617+25 SB	I-41 SB	-	20	78
1619+07 SB	-	1619+27 SB	I-41 SB	-	27	88
1403+48 U SW	-	1404+36 U SW	CTH U SW RAMP	-	147	371
1413+64 U SW	-	1304+28 U NW	CTH U	-	234	400
1414+02 U SW	-	1414+32 U SW	CTH U SW RAMP	-	27	100
1312+20 U NW	-	1312+66 U NW	CTH U NW RAMP	-	77	197
1304+37 U NW	-	1304+45 U NW	CTH U NW RAMP	13	-	46
1304+68 U NW	-	1304+74 U NW	CTH U NW RAMP	10	-	42
1304+89 U NW	-	1304+97 U NW	CTH U NW RAMP	5	-	28
1457+01 S NW	-	1457+07 S NW	CTH S NW RAMP	10	-	42
1457+39 S NW	-	1457+47 S NW	CTH S NW RAMP	13	-	46
1464+92 S NW	-	1465+02 S NW	CTH S NW RAMP	17	-	50
1459+18 S NE	-	1459+30 S NE	CTH S NE RAMP	20	-	54
			UNDISTRIBUTED	16	104	758
			TOTAL 0010	**173**	**1225**	**4408**

^ ADDITIONAL QUANTITY SHOWN ELSEWHERE

DRILLED TIE/DOWEL BARS

STATION	TO	STATION	LOCATION	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	REMARKS
1334+65 NB(*)	-	1334+71 NB(*)	NB RT/LT	-	32	BASE PATCHING
1338+62 NB(*)	-	1338+68 NB(*)	NB RT/LT	-	32	BASE PATCHING
1339+75 NB(*)	-	1339+83 NB(*)	NB RT/LT	-	32	BASE PATCHING
1341+36 NB(*)	-	1341+45 NB(*)	NB RT	-	16	BASE PATCHING
1343+46 NB(*)	-	1343+52 NB(*)	NB RT/LT	-	32	BASE PATCHING
1344+07 NB(*)	-	1344+13 NB(*)	NB RT/LT	-	32	BASE PATCHING
1345+89 NB(*)	-	1345+95 NB(*)	NB LT	-	16	BASE PATCHING
1347+77 NB(*)	-	1347+86 NB(*)	NB RT/LT	-	32	BASE PATCHING
1348+03 NB(*)	-	1348+19 NB(*)	NB RT	7	16	BASE PATCHING
1353+65 NB(*)	-	1353+71 NB(*)	NB RT	-	16	BASE PATCHING
1376+93 NB(*)	-	1376+99 NB(*)	NB RT/LT	-	32	BASE PATCHING
1389+34 NB(*)	-	1389+40 NB(*)	NB RT/LT	-	32	BASE PATCHING
1404+55 NB(*)	-	1404+61 NB(*)	NB LT	-	16	BASE PATCHING
1405+61 NB(*)	-	1405+67 NB(*)	NB RT	-	16	BASE PATCHING
1404+93 NB(*)	-	1404+99 NB(*)	NB RT	-	16	BASE PATCHING
1405+12 NB(*)	-	1405+18 NB(*)	NB RT	-	16	BASE PATCHING
1325+50 NB(**)	-	1325+65 NB(**)	NB RT/LT	6	32	BASE PATCHING
1329+26 NB(**)	-	1329+32 NB(**)	NB RT/LT	-	32	BASE PATCHING
1383+56 NB(**)	-	1383+62 NB(**)	NB RT/LT	-	32	BASE PATCHING
1458+78 NB	-	1458+98 NB	NB RT/LT	8	32	BASE PATCHING
1459+34 NB	-	1459+54 NB	NB RT/LT	8	32	BASE PATCHING
1487+24 NB	-	1487+30 NB	NB RT/LT	-	32	BASE PATCHING
1487+70 NB	-	1487+76 NB	NB RT/LT	-	32	BASE PATCHING
1488+04 NB	-	1488+10 NB	NB LT	-	16	BASE PATCHING
1519+43 NB	-	1519+49 NB	NB RT	-	16	BASE PATCHING
1521+95 NB	-	1522+01 NB	NB RT	-	16	BASE PATCHING
1528+51 NB	-	1528+57 NB	NB RT	-	16	BASE PATCHING
1530+03 NB	-	1530+13 NB	NB RT	-	16	BASE PATCHING
1531+76 NB	-	1531+82 NB	NB RT	-	16	BASE PATCHING
1535+11 NB	-	1535+17 NB	NB RT	-	16	BASE PATCHING
1537+51 NB	-	1537+57 NB	NB LT	-	16	BASE PATCHING
1540+19 NB	-	1540+25 NB	NB RT/LT	-	32	BASE PATCHING
1544+48 NB	-	1544+78 NB	NB RT	12	16	BASE PATCHING
1557+11 NB	-	1557+17 NB	NB LT	-	16	BASE PATCHING
1580+48 NB	-	1580+54 NB	NB RT	-	16	BASE PATCHING
1581+25 NB	-	1581+31 NB	NB LT	-	16	BASE PATCHING
1582+55 NB	-	1582+65 NB	NB RT	-	16	BASE PATCHING
1584+84 NB	-	1584+90 NB	NB LT	-	16	BASE PATCHING
1585+05 NB	-	1585+11 NB	NB LT	-	16	BASE PATCHING
1587+45 NB	-	1587+51 NB	NB RT	-	16	BASE PATCHING
1588+38 NB	-	1588+44 NB	NB LT	-	16	BASE PATCHING
1589+04 NB	-	1589+10 NB	NB RT/LT	-	32	BASE PATCHING
1591+32 NB	-	1591+38 NB	NB LT	-	16	BASE PATCHING
1592+16 NB	-	1592+22 NB	NB RT/LT	-	32	BASE PATCHING
1598+79 NB	-	1598+85 NB	NB LT	-	16	BASE PATCHING
			COLUMN SUBTOTALS:	41	1008	

DRILLED TIE/DOWEL BARS CONTINUED

STATION	TO	STATION	LOCATION	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	
1599+56 NB	-	1599+62 NB	NB RT	-	16	BASE PATCHING
1600+50 NB	-	1600+58 NB	NB LT	-	16	BASE PATCHING
1601+13 NB	-	1601+19 NB	NB RT	-	16	BASE PATCHING
1602+57 NB	-	1602+72 NB	NB RT	6	16	BASE PATCHING
1603+83 NB	-	1603+98 NB	NB RT	6	16	BASE PATCHING
1604+24 NB	-	1604+39 NB	NB RT	6	16	BASE PATCHING
1605+40 NB	-	1605+46 NB	NB LT	-	16	BASE PATCHING
1615+99 NB	-	1616+05 NB	NB LT	-	16	BASE PATCHING
1270+00 SB	-	1270+06 SB	SB RT/LT	-	32	BASE PATCHING
1270+23 SB	-	1270+29 SB	SB LT	-	16	BASE PATCHING
1283+79 SB	-	1283+85 SB	SB RT/LT	-	32	BASE PATCHING
1289+38 SB	-	1289+44 SB	SB RT/LT	-	32	BASE PATCHING
1291+75 SB	-	1291+81 SB	SB RT	-	16	BASE PATCHING
1312+79 SB(*)	-	1312+85 SB(*)	SB LT	-	16	BASE PATCHING
1314+81 SB(*)	-	1314+87 SB(*)	SB LT	-	16	BASE PATCHING
1380+67 SB(*)	-	1380+73 SB(*)	SB LT	-	16	BASE PATCHING
1381+51 SB(*)	-	1381+87 SB(*)	SB LT	15	16	BASE PATCHING
1382+51 SB(*)	-	1382+57 SB(*)	SB LT	-	16	BASE PATCHING
1383+55 SB(*)	-	1383+61 SB(*)	SB LT	-	16	BASE PATCHING
1383+93 SB(*)	-	1384+01 SB(*)	SB LT	-	16	BASE PATCHING
1383+98 SB(*)	-	1384+04 SB(*)	SB RT	-	16	BASE PATCHING
1384+32 SB(*)	-	1384+52 SB(*)	SB LT	-	16	BASE PATCHING
1384+61 SB(*)	-	1384+71 SB(*)	SB LT	-	16	BASE PATCHING
1384+78 SB(*)	-	1384+88 SB(*)	SB LT	8	16	BASE PATCHING
1385+14 SB(*)	-	1385+24 SB(*)	SB LT	-	16	BASE PATCHING
1417+18 SB(*)	-	1417+28 SB(*)	SB LT	-	16	BASE PATCHING
1329+93 SB(**)	-	1330+04 SB(**)	SB RT/LT	-	32	BASE PATCHING
1408+12 SB(**)	-	1408+18 SB(**)	SB RT	-	16	BASE PATCHING
1418+99 SB(**)	-	1419+05 SB(**)	SB RT/LT	-	32	BASE PATCHING
1462+90 SB	-	1463+05 SB	SB RT/LT	6	32	BASE PATCHING
1288+57 NB	-	1288+63 NB	NB RT	2	16	CONCRETE REPAIR
1288+66 NB	-	1288+84 NB	NB RT/LT	8	16	CONCRETE REPAIR
1493+51 NB	-	1493+61 NB	NB RT	3	16	CONCRETE REPAIR
1508+27 NB	-	1508+57 NB	NB RT	12	16	CONCRETE REPAIR
1526+77 SB	-	1526+98 SB	SB LT	9	16	CONCRETE REPAIR
1539+58 SB	-	1539+88 SB	SB LT	12	16	CONCRETE REPAIR
1549+58 SB	-	1549+98 SB	SB LT	16	16	CONCRETE REPAIR
1549+88 SB	-	1549+98 SB	SB RT/LT	3	16	CONCRETE REPAIR
1554+30 SB	-	1554+57 SB	SB LT	11	16	CONCRETE REPAIR
1555+35 SB	-	1555+75 SB	SB LT	16	16	CONCRETE REPAIR
1561+71 SB	-	1562+05 SB	SB LT	14	16	CONCRETE REPAIR
1562+21 SB	-	1562+55 SB	SB LT	14	16	CONCRETE REPAIR
1566+67 SB	-	1566+73 SB	SB RT/LT	2	32	CONCRETE REPAIR
1576+08 SB	-	1576+45 SB	SB LT	15	16	CONCRETE REPAIR
1581+26 SB	-	1581+66 SB	SB LT	16	16	CONCRETE REPAIR
		COLUMN SUBTOTALS:		200	832	

DRILLED TIE/DOWEL BARS CONTINUED

STATION	TO	STATION	LOCATION	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	
1589+63 SB	-	1589+95 SB	SB LT	13	16	CONCRETE REPAIR
1615+90 SB	-	1616+24 SB	SB LT	14	16	CONCRETE REPAIR
1617+10 SB	-	1617+25 SB	SB LT	6	16	CONCRETE REPAIR
1619+07 SB	-	1619+27 SB	SB LT	8	16	CONCRETE REPAIR
1403+48 U SW	-	1404+36 U SW	CTH U SW RAMP	-	24	CONCRETE REPAIR
1413+64 U SW	-	1304+28 U NW	CTH U NW RAMP	100	50	CONCRETE REPAIR
1414+02 U SW	-	1414+32 U SW	CTH U SW RAMP	-	12	CONCRETE REPAIR
1312+20 U NW	-	1312+66 U NW	CTH U NW RAMP	-	24	CONCRETE REPAIR
1304+37 U NW	-	1304+45 U NW	CTH U NW RAMP	2	16	CONCRETE REPAIR
1304+68 U NW	-	1304+74 U NW	CTH U NW RAMP	2	16	CONCRETE REPAIR
1304+89 U NW	-	1304+97 U NW	CTH U NW RAMP	2	16	CONCRETE REPAIR
1457+01 S NW	-	1457+07 S NW	CTH S NW RAMP	2	16	CONCRETE REPAIR
1457+39 S NW	-	1457+47 S NW	CTH S NW RAMP	2	16	CONCRETE REPAIR
1464+92 S NW	-	1465+02 S NW	CTH S NW RAMP	3	16	CONCRETE REPAIR
1459+18 S NE	-	1459+30 S NE	CTH S NE RAMP	4	16	CONCRETE REPAIR
1409+45 NB(*)	-	1410+32 NB(*)	NB RT	27	-	CONCRETE PAVEMENT
1411+72 NB(*)	-	1412+21 NB(*)	NB RT	5	-	CONCRETE PAVEMENT
1410+70 SB(*)	-	1411+26 SB(*)	SB RT	7	-	CONCRETE PAVEMENT
1410+02 NB(*)	-	1410+60 NB(*)		6	-	SURFACE DRAINS
1410+41 SB(*)	-	1411+05 SB(*)		24	-	SURFACE DRAINS
1411+93 NB(*)	-	1412+58 NB(*)		6	-	SURFACE DRAINS
1412+21 NB(*)	-	1412+34 NB(*)		20	-	SURFACE DRAINS
1412+38 SB(*)	-	1412+96 SB(*)		6	-	SURFACE DRAINS
1413+53 SB(*)	-	1413+86 SB(*)		50	-	SURFACE DRAINS
1326+51 NB(**)	-	1326+66 NB(**)		6	-	SURFACE DRAINS
1326+70 SB(**)	-	1326+85 SB(**)		6	-	SURFACE DRAINS
1328+11 SB(**)	-	1328+26 SB(**)		12	-	SURFACE DRAINS
1328+36 NB(**)	-	1328+51 NB(**)		12	-	SURFACE DRAINS
24+65 S EB	-	25+01 S EB		24	-	SURFACE DRAINS
24+88 S EB	-	25+19 S EB		18	-	SURFACE DRAINS
27+08 S EB	-	27+47 S EB		18	-	SURFACE DRAINS
27+26 S EB	-	27+87 S EB		32	-	SURFACE DRAINS
1356+57 BP	-	1361+32 BP		190	-	CONCRETE BASE
1378+42 NB(*)	-	1400+53 NB(*)		884	-	CONCRETE BASE
1400+53 NB(*)	-	1409+18 NB(*)		346	-	CONCRETE BASE
		UNDISTRIBUTED (5%)		104	106	
		COLUMN SUBTOTALS:		1961	392	
		PROJECT TOTAL 0010		**2202**	**2232**	

HMA PAVEMENT SUMMARY

STATION	TO	STATION	LOCATION	TACK COAT 455.0605 GAL	REHEATING HMA PAVEMENT LONGITUDINAL JOINTS 460.4110.S LF	HMA PAVEMENT 4 LT 58-28 S 460.5224 TON	HMA PAVEMENT 3 HT 58-28 S 460.7223 TON	HMA PAVEMENT 4 HT 58-28 S 460.7224 TON
1211+67 NB	-	1251+04 NB	NB	-	-	1063	-	-
1252+02 NB	-	1322+39 NB(*)	NB	-	-	1900	-	-
1323+43 NB(*)	-	1334+65 NB(*)	NB	-	-	303	-	-
1334+65 NB(*)	-	1340+50 NB(*)	NB	159	1170	-	-	312
1340+50 NB(*)		1345+69 NB(*)	NB	201	1636	-	151	261
1345+69 NB(*)	-	1363+06 NB(*)	NB	345	3792	-	507	874
1363+06 NB(*)	-	1380+95 NB(*)	NB	799	6144	-	1031	641
1380+95 NB(*)	-	1405+18 NB(*)	NB	1035	16056	-	1201	746
1405+18 NB(*)		1409+25 NB(*)	NB	-	-	-	64	-
1409+25 NB(*)	-	1410+54 NB(*)	NB	-	-	-	53	-
1411+93 NB(*)	-	1417+00 NB(*)	NB	-	-	-	209	-
1417+00 NB(*)	-	1326+26 NB(**)	NB	974	7448	-	1256	780
1328+76 NB(**)		1349+00 NB(**)	NB	1053	8096	-	1359	844
1349+00 NB(**)	-	1368+44 NB(**)	NB	985	7776	-	1098	790
1368+44 NB(**)	-	1383+70 NB(**)	NB	773	6104	-	967	620
1383+70 NB(**)	-	1488+20 NB	NB	5295	41800	-	5901	4247
1488+20 NB	-	1504+46 NB	NB	-	-	416	-	-
1504+46 NB	-	1518+00 NB	NB	-	-	366	-	-
1518+00 NB	-	1623+78 NB	NB	2962	20956	-	-	5553
1234+88 SB	-	1250+43 SB	SB	-	-	420	-	-
1250+43 SB	-	1270+00 SB	SB	-	-	502	-	-
1270+00 SB	-	1314+96 SB(*)	SB	1259	8992	-	-	2360
1314+96 SB(*)	-	1322+07 SB(*)	SB	-	-	192	-	-
1323+12 SB(*)	-	1334+65 SB(*)	SB	-	-	311	-	-
1334+65 SB(*)	-	1344+43 SB(*)	SB	274	3912	-	-	513
1344+43 SB(*)	-	1362+50 SB(*)	SB	699	7228	-	527	910
1362+50 SB(*)	-	1384+00 SB(*)	SB	1118	4300	-	1443	897
1384+00 SB(*)	-	1405+18 SB(*)	SB	1101	4236	-	1422	883
1405+18 SB(*)	-	1411+05 SB(*)	SB	-	-	-	242	-
1412+44 SB(*)	-	1417+00 SB(*)	SB	-	-	-	188	-
1417+00 SB(*)	-	1326+25 SB(**)	SB	973	4396	-	1255	780
1328+71 SB(**)	-	1348+50 SB(**)	SB	1029	3958	-	1328	825
1348+50 SB(**)	-	1391+95 SB(**)	SB	2201	8690	-	2454	1766
1391+95 SB(**)	-	1418+96 SB(**)	SB	735	10804	-	-	1443
1418+96 SB(**)	-	1462+40 SB	SB	2201	-	-	2453	1765
1462+40 SB	-	1503+61 SB	SB	-	-	1113	-	-
1504+46 SB	-	1620+38 SB	SB	-	-	3130	-	-
			PAGE SUBTOTALS:	26171	177494	9716	25109	27810

ASPHALTIC SHOULDER RUMBLE STRIPS

STATION	TO	STATION	LOCATION	ASPHALTIC SHOULDER RUMBLE STRIPS 465.0400 LF
1211+67 NB	-	1251+04 NB	LT & RT	7874
1252+02 NB	-	1322+39 NB(*)	LT & RT	14074
1323+43 NB(*)	-	1356+56 NB(*)	LT & RT	6626
1356+56 NB(*)	-	1410+54 NB(*)	LT	5398
1361+32 NB(*)	-	1380+94 NB(*)	RT	1962
1383+19 NB(*)	-	1396+40 NB(*)	RT	1321
1400+53 NB(*)	-	1410+54 NB(*)	RT	1001
1412+42 NB(*)	-	1418+07 NB(*)	LT & RT	1130
1418+07 NB(*)	-	1420+27 NB(*)	LT	220
1310+81 NB(**)	-	1322+02 NB(**)	LT	1121
1322+02 NB(**)	-	1326+86 NB(**)	LT & RT	968
1328+16 NB(**)	-	1443+26 NB	LT & RT	23020
1443+26 NB	-	1481+56 NB	LT	3830
1447+61 NB	-	1468+02 NB	RT	2041
1481+56 NB	-	1503+61 NB	LT & RT	4410
1504+56 NB	-	1623+78 NB	LT & RT	23844
1234+88 SB	-	1250+43 SB	LT & RT	3110
1251+42 SB	-	1322+07 SB(*)	LT & RT	14130
1323+12 SB(*)	-	1388+93 SB(*)	LT & RT	13162
1388+93 SB(*)	-	1411+05 SB(*)	RT	2212
1403+18 SB(*)	-	1411+05 SB(*)	LT	787
1412+44 SB(*)	-	1420+27 SB(*)	LT & RT	1566
1310+81 SB(**)	-	1314+00 SB(**)	LT	319
1310+81 SB(**)	-	1318+18 SB(**)	RT	737
1318+18 SB(**)	-	1326+85 SB(**)	LT & RT	1734
1328+11 SB(**)	-	1435+43 SB	LT & RT	21464
1435+43 SB	-	1474+04 SB	RT	3861
1474+04 SB	-	1503+61 SB	LT & RT	5914
1504+46 SB	-	1620+38 SB	LT & RT	23184
			TOTAL 0010	191020

HMA PAVEMENT SUMMARY CONTINUED

STATION	TO	STATION	LOCATION	TACK COAT 455.0605 GAL	REHEATING HMA PAVEMENT LONGITUDINAL JOINTS 460.4110.S LF	HMA PAVEMENT 4 LT 58-28 S 460.5224 TON	HMA PAVEMENT 3 HT 58-28 S 460.7223 TON	HMA PAVEMENT 4 HT 58-28 S 460.7224 TON
1356+56 NB(*)	-	1361+32 NB(*)	RAMP BP	81	-	-	101	72
1380+95 NB(*)	-	1383+19 NB(*)	RAMP BP	594	-	-	1026	695
61+32 BP	-	73+79 BP	RAMP BP	-	-	371	-	-
77+92 BP	-	80+94 BP	RAMP BP	-	-	62	-	-
218+37 U SE	-	221+27 U SE	CTH U SE	23	-	57	62	45
1390+43 SB(*)	-	1413+59 U SW	CTH U SW	157	-	304	175	126
1299+14 U NE	-	1319+38 U NE	CTH U NE	114	-	277	127	91
1304+86 U NW	-	1317+56 SB(**)	CTH U NW	66	-	205	74	53
1444+87 NB	-	1459+26 S SE	CTH S SE	74	-	290	82	59
1436+81 SB	-	1456+50 S SW	CTH S SW	90	-	290	101	73
1459+82 S NE	-	1479+66 NB	CTH S NE	130	-	287	145	104
1457+29 S NW	-	1473+86 SB	CTH S NW	223	-	377	-	-
			PARK & RIDE	283	-	757		
			PAGE SUBTOTALS:	1835	0	3277	1893	1318
			TOTAL 0010	**28006**	**177494**	**12993**	**27002**	**29128**

ASPHALT SUMMARY

STATION	TO	STATION	LOCATION	HMA COLD WEATHER PAVING 450.4000	ASPHALTIC SURFACE 465.0105 TON	ASPHALTIC SURFACE TEMPORARY 465.0125 TON	REMARKS
1217+77 NB	-	1218+01 NB	I-41 MEDIAN	-	24	-	MAINTENANCE CROSSOVER
1295+64 NB	-	1294+84 NB	I-41 MEDIAN	-	21	-	MAINTENANCE CROSSOVER
1356+32 NB(*)	-	1356+62 NB(*)	I-41 MEDIAN	-	101	-	RECONSTRUCT MAINTENANCE CROSSOVER
1390+50 NB(*)	-	1390+80 NB(*)	I-41 MEDIAN	99	99	-	RECONSTRUCT MAINTENANCE CROSSOVER, RE-LOCATED
1354+85 NB(**)	-	1355+15 NB(**)	I-41 MEDIAN	94	94	-	RECONSTRUCT MAINTENANCE CROSSOVER, RE-LOCATED
1418+42 NB(**)	-	1418+66 NB(**)	I-41 MEDIAN	-	29	-	MAINTENANCE CROSSOVER
1494+25 NB	-	1494+48 NB	I-41 MEDIAN	-	24	-	MAINTENANCE CROSSOVER
1575+02 NB	-	1575+38 NB	I-41 MEDIAN	-	63	-	MAINTENANCE CROSSOVER
1344+25 NB(*)	-	1356+76 NB(*)	I-41 MEDIAN	-	-	904	TRAFFIC CONTROL CROSSOVER
1333+28 NB(**)	-	1345+72 NB(**)	I-41 MEDIAN	-	-	921	TRAFFIC CONTROL CROSSOVER
1347+82 NB(*)	-		I-41 NB	-	-	18	PIPE REPLACEMENT
1386+69 NB(*)	-		I-41 NB	-	-	18	PIPE REPLACEMENT
1393+99 NB(*)	-		I-41 NB	-	-	18	PIPE REPLACEMENT
1364+55 SB(*)	-		I-41 SB	-	-	18	PIPE REPLACEMENT
			UNDISTRIBUTED	500	45	203	
			TOTAL 0010	**693**	**500**	**2100**	

CLEANING CULVERT PIPES

STATION	CLEANING CULVERT PIPES 520.8700 EACH
1249+95 NB	1
1251+80 NB	1
1251+85 NB	1
1251+75 NB	1
1251+25 NB	1
1260+80 NB	1
1309+60 NB	1
1321+50 NB(*)	1
1323+25 NB(*)	1
1324+00 NB(*)	1
1411+00 NB(*)	1
1412+00 NB(*)	1
1414+00 NB(*)	1
1414+05 NB(*)	1
1375+00 NB(**)	1
1378+00 NB(**)	1
1389+50 NB(**)	1
1456+00 NB(**)	1
1458+00 NB(**)	1
1503+50 NB(**)	4
1504+90 NB(**)	1
1537+00 NB(**)	2
	26

TEMPORARY DRAINAGE

FROM STRUCTURE	TO STRUCTURE	INLET END STATION	INLET END OFFSET	INLET END ELEV. IN	OUTLET END STATION	OUTLET END OFFSET	OUTLET END ELEV. OUT	REMOVE MANHOLES 204.0210 EACH	ABANDONING CULVERT PIPES 204.0270 EACH	CULVERT PIPE TEMPORARY 18-INCH 520.4018 LF	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH (^) 521.1018 EACH	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 10 TO 1 (^) 521.1618 EACH	CONCRETE COLLAR FOR PIPE (^) 520.8000 EACH	MANHOLE 4-FT DIAMETER 611.2004 EACH	MANHOLE COVERS TYPE L (^) 611.0545 EACH	TEMPORARY DRAIN SLOTTED VANE LONGITUDINAL SPV.0090.04 LF
-	-	1352+40.0 NB(*)	31.0 LT	688.65	1347+86.8 NB(*)	30.8 LT	683.84	-	-	-	-	-	-	-	-	453
-	-	1341+35.0 NB(**)	30.3 LT	671.75	1336+88.2 NB(**)	29.1 LT	669.13	-	-	-	-	-	-	-	-	447
AEW	T1	1340+47.2 NB(**)	9.0 LT	670.84	1343+16.0 NB(**)	29.4 LT	669.45	1	-	261	-	1	-	1	1	-
EXITING	AEW	1340+47.7 NB(**)	48.1 RT	668.79	1340+47.7 NB(**)	54.1 RT	668.72	-	-	6	1	-	1	-	-	-
-	-	1340+47.7 NB(**)	-	-	-	-	-	-	1	-	-	-	-	-	-	-
								1	**1**	**267**	**1**	**1**	**1**	**1**	**1**	**900**

NOTES:
STATION, OFFSET, AND ELEVATIONS FOR PIPE ENDS ARE GIVEN FOR AT END OF AEW
CONNECTION TO STRUCTURES ARE INCLUDED IN PAYMENT OF CULVERT PIPE
^ ADDITIONAL QUANTITY SHOWN ELSEWHERE

CULVERT PIPE CORRUGATED STEEL

FROM STRUCTURE	TO STRUCTURE	INLET END STATION	INLET END OFFSET	INLET END ELEV. IN	OUTLET END STATION	OUTLET END OFFSET	OUTLET END ELEV. OUT	LOCATION	MIN. WALL THICKNESS	CONCRETE COLLAR FOR PIPE (^) 520.8000 EACH	CULVERT PIPE CORRUGATED STEEL 18-INCH 521.0118 LF	CULVERT PIPE CORRUGATED STEEL 30-INCH 521.0130 LF	CULVERT PIPE CORRUGATED STEEL 36-INCH 521.0136 LF	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH (^) 521.1018 EACH	APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH 521.1024 EACH	CULVERT PIPE SALVAGED 24-INCH 524.0124 LF
EXISTING	AEW	1389+51.1 NB(**)	23.8' LT	687.11'	1389+51.0 NB(**)	17.7' LT	687.03'	MEDIAN	0.064	1	4	-	-	1	-	-
109	EXISTING	1397+46.4 NB(**)	24.2' LT	675.12'	1397+43.5 NB(**)	20.2' LT	675.09'	MEDIAN	0.079	1	-	7	-	-	-	-
110	EXISTING	1409+95.3 NB(**)	18.4' LT	666.04'	1409+95.4 NB(**)	17.1' LT	666.02'	MEDIAN	0.079	1	-	-	5	-	-	-
AEW	AEW				PARK & RIDE					-	-	-	-	-	2	68
								TOTAL 0010		**3**	**4**	**7**	**5**	**1**	**2**	**68**

NOTE:
STATION, OFFSET, AND ELEVATIONS FOR PIPE ENDS ARE GIVEN FOR AT END OF AEW
CONNECTION TO STRUCTURES ARE INCLUDED IN PAYMENT OF CULVERT PIPE
^ ADDITIONAL QUANTITY SHOWN ELSEWHERE

PIPE LINER

STATION	LOCATION	CULVERT PIPE LINERS (30-INCH) 520.9700.S LF	CULVERT PIPE LINERS (36-INCH) 520.9700.S LF	CLEANING CULVERT PIPES FOR LINER VERIFICATION 520.9750.S EACH
1357+00 NB(**)	NB	82	-	1
1410+00 NB(**)	NB	-	73	1
1279+80 SB	SB	90	-	1
	TOTAL 0010	**172**	**73**	**3**

NOTES:
SIZES SHOW EXISTING PIPE SIZE

CULVERT PIPES REINFORCED CONCRETE

FROM STRUCTURE	TO STRUCTURE	INLET END STATION	INLET END OFFSET	INLET END ELEV. IN	OUTLET END STATION	OUTLET END OFFSET	OUTLET END ELEV. OUT	LOCATION	CONCRETE COLLAR FOR PIPE (^) 520.8000 EACH	CULVERT PIPE REINFORCED CONCRETE CLASS III 15-INCH 522.0115 LF	18-INCH 522.0118 LF	30-INCH 522.0130 LF	36-INCH 522.0136 LF	CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH 522.0324 LF	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH 522.1024 EACH	30-INCH 522.1030 EACH	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH 523.0414 LF	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 14X23-INCH 523.0514 EACH	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 10 TO 1 (^) 521.1618 EACH
100	AEW	-	-	-	-	-	-	NB RT	-	-	-	21	-	-	-	1	-	-	-
AEW	101	1347+82.2 NB(*)	47.9' RT	680.81	1347+83.5 NB(*)	29.8' LT	679.52	NB	-	-	-	-	-	72	1	-	-	-	-
AEW	AEW	1364+54.5 SB(*)	21.1' RT	680.08'	1364+52.9 SB(*)	55.0' LT	679.55'	SB	-	-	-	-	-	-	-	-	64	2	-
AEW	AEW	66+76.7 BP	28.5' LT	680.20'	66+76.7 BP	47.5' RT	679.66'	RAMP BP	-	-	-	-	-	64	2	-	-	-	-
AEW	AEW	79+14.8 BP	29.4' LT	678.89'	79+14.8 BP	51.8' RT	676.78'	RAMP BP	-	-	-	-	-	69	2	-	-	-	-
102	21	1386+69.1 NB(*)	30.3' LT	672.08'	1386+69.2 NB(*)	68.3 RT	671.50'	NB	-	-	-	-	-	93	-	-	-	-	-
22	21	1388+94.0 NB(*)	62.9' RT	673.98	1386+69.2 NB(*)	68.3' RT	671.78	NB RT	-	-	225	-	-	-	-	-	-	-	-
103	104	1393+98.7 NB(*)	69.0' RT	673.01'	1393+53.8 NB(*)	30.6' LT	672.46'	NB	-	-	-	-	-	109	-	-	-	-	-
104	EXISTING	1393+53.8 NB(*)	30.6' LT	672.32'	1393+09.7 NB(*)	126.2' LT	670.09'	MEDIAN	1	-	-	-	-	7	-	-	-	-	-
105	AEW	1316+96.5 NB(**)	26.9' LT	655.99'	1317+12.5 NB(**)	64.2' LT	654.19'	NB	-	-	-	-	-	86	1	-	-	-	-
106	EXISTING	1357+00.3 NB(**)	29.6' LT	673.52'	1356+94.9 NB(**)	43.6' LT	673.35'	MEDIAN	1	-	-	15	-	-	-	-	-	-	-
108	107	1377+98.9 NB(**)	15.30	688.00	1375+53.3 NB(**)	32.80	684.73	MEDIAN	-	-	-	-	-	248	-	-	-	-	-
AEW	109	1397+17.0 NB(**)	26.1' LT	677.10'	1397+43.7 NB(**)	26.4' LT	676.28'	MEDIAN	-	-	21	-	-	-	-	-	-	-	1
EXISTING	109	1397+38.5 NB(**)	38.4' LT	675.54'	1397+43.5 NB(**)	29.4' LT	675.24'	MEDIAN	1	-	-	13	-	-	-	-	-	-	-
AEW	110	1409+70.4 NB(**)	22.4' LT	669.43'	1409+89.8 NB(**)	22.4' LT	668.00'	MEDIAN	-	-	15	-	-	-	-	-	-	-	1
AEW	110	1410+17.6 NB(**)	22.7' LT	669.43'	1409+98.1 NB(**)	22.7' LT	668.00'	MEDIAN	-	-	15	-	-	-	-	-	-	-	1
EXISTING	110	1409+91.2 NB(**)	43.6' LT	667.41'	1409+93.5 NB(**)	26.5' LT	666.34'	MEDIAN	1	-	-	-	21	-	-	-	-	-	-
-	-	1417+70.0 NB(**)	-	-	1419+37.0 NB(**)	-	-	MEDIAN	-	-	-	-	-	-	-	-	-	-	2
EXISTING	111	1456+04.2 NB(**)	25.8 LT	662.40'	1456+04.3 NB(**)	19.9 LT	662.34'	MEDIAN	1	-	-	-	-	8	-	-	-	-	-
112	BOX							MEDIAN	-	24	-	-	-	-	-	-	-	-	-
EXISTING	AEW	1537+04.3 NB(**)	47.2 RT	653.54'	1537+04.4 NB(**)	50.2 RT	653.51'	NB RT	1	-	-	3	-	-	-	-	-	-	-
							TOTAL 0010		**6**	**24**	**276**	**52**	**21**	**756**	**6**	**1**	**64**	**2**	**5**

NOTES:
STATION, OFFSET, AND ELEVATIONS FOR PIPE ENDS ARE GIVEN FOR AT END OF AEW
CONNECTION TO STRUCTURES ARE INCLUDED IN PAYMENT OF CULVERT PIPE

PERMANENT CONCRETE BARRIER

STATION	TO	STATION	LOCATION	CONCRETE BARRIER TYPE S56A 603.1256 LF	CONCRETE BARRIER TRANSITION TYPE S32 TO S36 603.3513	CONCRETE BARRIER TRANSITION TYPE S36 TO S42 603.3535	CONCRETE BARRIER TRANSITION TYPE S42 TO S56 603.3559
1368+44 NB(**)	-	1383+79 NB(**)	I-41 NB RT	1481	1	1	1
			TOTAL 0010	**1481**	**1**	**1**	**1**

TEMPOARY PRECAST BARRIER

STATION	TO	STATION	CONCRETE BARRIER TEMPORARY PRECAST DELIVERED 603.8000 LF	CONCRETE BARRIER TEMPORARY PRECAST INSTALLED 603.8125 LF	CRASH CUSHIONS TEMPORARY 614.0905 EACH	CONCRETE BARRIER TEMPORARY PRECAST ANCHORING SPV.0090.03 LF	CRASH TEST LEVEL	TRAFFIC DIRECTION	SIDE	CRASH CUSHION SHIELDS
STAGE 2										
1349+00 SB(*)	-	1339+47 SB(**)	10017	10017	1	-	TL-3	BIDIRECTIONAL	LT/RT	OPPOSITE DIRECTION TRAFFIC
1352+50 SB(*)	-	1355+50 SB(*)	-	-	-	300	-	-	-	-
1338+50 SB(**)	-	1339+50 SB(**)	-	-	-	100	-	-	-	-
1323+67 NB(**)	-	1330+81 NB(**)	721	721	1	-	TL-3	NORTHBOUND	LT	APPLE CREEK BRIDGE WORK
1326+61 NB(**)	-	1328+41 NB(**)	-	-	-	180	-	NORTHBOUND	LT	APPLE CREEK BRIDGE WORK
STAGE 2 TOTALS			10738	10738	2	580				
STAGE 2A										
1323+67 NB(**)	-	1330+81 NB(**)	-	721	1	-	TL-3	NORTHBOUND	RT	APPLE CREEK BRIDGE WORK
1326+61 NB(**)		1328+41 NB(**)	-	-	-	180	-	NORTHBOUND	LT	APPLE CREEK BRIDGE WORK
STAGE 2A TOTALS			-	721	1	180				
STAGE 3										
1325+30 SB(**)	-	1330+30 SB(**)	500	500	1	-	-	-	-	-
1352+24 NB(*)	-	1338+50 NB(**)	9611	9611	1	-	TL-3	BIDIRECTIONAL	LT/RT	OPPOSITE DIRECTION TRAFFIC
1352+25 NB(*)	-	1353+35 NB(*)	-	-	-	110	-	-	-	-
1333+50 NB(**)	-	1337+50 NB(**)	-	-	-	400	-	-	-	-
STAGE 3 TOTALS			10111	10111	2	510				
STAGE 3A										
1325+10 SB(**)	-	1329+79 SB(**)	-	475	1	-	TL-3	SOUTHBOUND	LT	APPLE CREEK BRIDGE WORK
STAGE 3A TOTALS			-	475	1					
1368+19 NB(**)		1368+44 NB(**)	1590	1590	1	-	TL-3	NORTHBOUND	RT	CONSTRUCT PERMANENT BARRIER WALL
UNDISTRIBUTED (5%)			1050	1050	-	-	TL-3	-	-	-
TOTAL 0010			**23489**	**24685**	**7**	**1270**				

PIPE STRUCTURES

STRUCTURE NO.	STATION	OFFSET	RIM ELEV.	MANHOLE COVERS TYPE L (^) 611.0545 EACH	INLET COVERS TYPE MS 611.0642 EACH	MANHOLES 5-FT DIAMETER 611.2005 EACH	MANHOLES 7-FT DIAMETER 611.2007 EACH	INLETS MEDIAN 1 GRATE 611.3901 EACH	INLETS MEDIAN 2 GRATE 611.3902 EACH	INLETS MEDIAN 4 GRATE 611.3904 EACH	SPECIAL INLETS MEDIAN 6 GRATE SPV.0060.06 EACH
100#	1328+42 NB	66.3'RT	680.50	-	-	1	-	-	-	-	-
102	1386+69.1 NB(*)	30.3' LT	674.83	-	2	-	-	-	1	-	-
21	1386+69.2 NB(*)	68.3' RT	675.84	-	6	-	-	-	-	-	1
22	1388+94.0 NB(*)	62.9' RT	675.60	-	4	-	-	-	-	1	-
103	1393+98.7 NB(*)	69.0' RT	676.37	-	2	-	-	-	1	-	-
104	1393+53.8 NB(*)	30.6' LT	675.42	-	2	-	-	-	1	-	-
105	1316+96.5 NB(**)	26.9' LT	659.23	-	2	-	-	-	1	-	-
106	1357+00.3 NB(**)	29.6' LT	675.86	-	2	-	-	-	1	-	-
108	1377+98.9 NB(**)	15.3' LT	692.21	-	2	-	-	-	1	-	-
109	1397+46.7 NB(**)	26.7' LT	679.41	1	-	1	-	-	-	-	-
110	1409+94.0 NB(**)	22.4' LT	671.21	1	-	-	1	-	-	-	-
111	1456+04.2 NB	27.2' LT	665.15	-	2	-	-	-	1	-	-
112				-	1	-	-	1	-	-	-
			TOTAL 0010	**2**	**25**	**2**	**1**	**1**	**7**	**1**	**1**

- FIELD VERIFY LOCATION AND ELEVATION
^ ADDITIONAL QUANTITY SHOWN ELSEWHERE

INLET COVERS TYPE V

STATION	LOCATION	INLET COVERS TYPE V 611.0654 EACH
1412+29 NB(*)	33' RT	1
1413+81 SB(*)	32' LT	1
1457+48 SB	91' LT	1
1458+15 SB	91' LT	1
	TOTAL 0010	**4**

RECONSTRUCTING INLETS

STATION	LOCATION	611.0430 EACH
1219+54 NB	NB LT	1
1309+61 NB	NB LT	1
1347+84 NB(*)	NB LT	1
1347+84 NB(*)	NB LT	1
1375+00 NB(**)	NB RT	1
1375+52 NB(**)	NB LT	1
1378+00 NB(**)	NB RT	1
	TOTAL 0010	**7**

UNDERDRAIN SUMMARY

STATION	LOCATION	PIPE UNDERDRAIN UNPERFORATED 6-INCH 612.0206 LF	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH 612.0806 EACH	PAVEMENT MARKING OUTFALL 646.0805.S EACH	SALVAGED PIPE UNDERDRAIN ENDWALLS SPV.0060.01 EACH
1215+54 NB	22' LT	-	-	1	-
1219+66 NB	22' LT	18	-	1	2
1225+32 NB	22' LT	-	-	1	-
1230+87 NB	21' LT	-	-	1	-
1234+94 NB	25' LT	-	-	1	-
1242+91 NB	26' LT	8	-	1	1
1242+91 NB	53' RT	-	-	1	-
1246+87 NB	52' RT	-	-	1	-
1246+89 NB	25' LT	6	-	1	1
1250+51 NB	22' LT	9	-	1	1
1250+51 NB	54' RT	-	-	1	-
1256+36 NB	26' LT	5	-	1	1
1256+38 NB	60' RT	-	-	1	-
1260+31 NB	23' LT	6	-	1	1
1260+31 NB	52' RT	-	-	1	-
1264+23 NB	48' RT	-	-	1	-
1264+26 NB	22' LT	-	-	1	-
1266+53 NB	26' LT	-	-	1	-
1267+63 NB	46' RT	-	-	1	-
1270+60 NB	48' RT	--	-	1	-
1277+07 NB	24' LT	22	-	1	2
1277+07 NB	48' RT	-	-	1	-
1281+67 NB	47' RT	-	-	1	-
1282+27 NB	24' LT	6	-	1	1
1287+57 NB	24' LT	6	-	1	1
1292+79 NB	22' LT	6	-	1	1
1302+18 NB	24' LT	6	-	1	1
1305+77 NB	49' RT	2	-	1	1
1306+43 NB	23' LT	-	-	1	-
1311+02 NB(*)	23' LT	20	-	1	2
1311+02 NB(*)	48' RT	-	-	1	-
1314+98 NB(*)	23' LT	-	-	1	-
1314+98 NB(*)	47' RT	-	-	1	-
1321+91 NB(*)	22' LT	-	-	1	-
1321+92 NB(*)	54' RT	-	1	1	-
1327+42 NB(*)	47' RT	-	-	1	-
1327+61 NB(*)	25' LT	-	-	1	-
1331+59 NB(*)	48' RT	7	-	1	1
1331+97 NB(*)	22' LT	2	-	1	2
1405+64 NB(*)	23' LT	-	-	1	-
1407+79 NB(*)	23' LT	-	-	1	-
1407+79 NB(*)	47' RT	-	-	1	-
1415+10 NB(*)	22' LT	-	-	1	-
PAGE SUBTOTALS:		**129**	**1**	**43**	**19**

UNDERDRAIN SUMMARY CONTINUED

STATION	LOCATION	PIPE UNDERDRAIN UNPERFORATED 6-INCH 612.0206 LF	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH 612.0806 EACH	PAVEMENT MARKING OUTFALL 646.0805.S EACH	SALVAGED PIPE UNDERDRAIN ENDWALLS SPV.0060.01 EACH
1303+35 U NE	31' RT	-	-	1	-
1305+85 U NE	34' RT	-	-	1	-
1307+92 U NE	33' RT	-	-	1	-
1417+80 NB(*)	24' LT	-	-	1	-
1489+93 NB	48' RT	-	-	1	-
1489+97 NB	20' LT	5	-	1	1
1493+96 NB	24' LT	-	-	1	-
1493+96 NB	50' RT	-	-	1	-
1497+47 NB	50' RT	-	-	1	-
1497+49 NB	22' LT	-	-	1	-
1500+97 NB	50' RT	-	-	1	-
1501+00 NB	23' LT	-	-	1	-
1505+07 NB	22' LT	-	-	1	-
1505+07 NB	51' RT	-	-	1	-
1512+91 NB	21' LT	-	-	1	-
1512+96 NB	50' RT	-	-	1	-
1518+22 NB	21' LT	-	-	1	-
1518+24 NB	49' RT	-	-	1	-
1240+09 SB	19' RT	-	-	1	-
1240+12 SB	51' LT	-	-	1	-
1245+36 SB	19' RT	4	-	1	1
1245+38 SB	52' LT	-	-	1	-
1249+86 SB	51' LT	-	-	1	-
1249+88 SB	22' RT	-	-	1	-
1255+80 SB	21' RT	9	-	1	1
1255+82 SB	50' LT	-	-	1	-
1260+62 SB	22' RT	-	-	1	-
1260+64 SB	51' LT	-	-	1	-
1265+28 SB	51' LT	-	-	1	-
1265+28 SB	21' RT	-	-	1	-
1269+82 SB	47' LT	-	-	1	-
1269+82 SB	15' RT	-	-	1	-
1279+72 SB	45' LT	-	-	1	-
1291+68 SB	41' LT	6	-	1	1
1307+01 SB	45' LT	8	-	1	1
1310+52 SB	46' LT	9	-	1	1
1314+94 SB(*)	18' RT	-	-	1	-
1321+51 SB(*)	52' LT	-	-	1	-
1321+51 SB(*)	16' RT	-	-	1	-
1327+23 SB(*)	21' RT	-	-	1	-
1327+77 SB(*)	47' LT	-	-	1	-
1331+50 SB(*)	21' RT	-	-	1	-
1332+01 SB(*)	52' LT	-	-	1	-
1405+10 SB(*)	45' LT	-	-	1	-
1405+10 SB(*)	22' RT	-	-	1	-
PAGE SUBTOTALS:		**41**	**0**	**45**	**6**

UNDERDRAIN SUMMARY CONTINUED

STATION	LOCATION	PIPE UNDERDRAIN UNPERFORATED 6-INCH 612.0206 LF	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH 612.0806 EACH	PAVEMENT MARKING OUTFALL 646.0805.S EACH	SALVAGED PIPE UNDERDRAIN ENDWALLS SPV.0060.01 EACH
1407+83 SB(*)	47' LT	-	-	1	-
1407+83 SB(*)	22' RT	-	-	1	-
1415+09 SB(*)	50' LT	-	-	1	-
1415+09 SB(*)	22' RT	-	-	1	-
1417+07 SB(*)	43' LT	-	-	1	-
1417+09 SB(*)	22' RT	-	-	1	-
1464+03 SB	52' LT	-	-	1	-
1464+03 SB	23' RT	-	-	1	-
1467+03 SB	17' RT	-	-	1	-
1470+51 SB	20' RT	7	-	1	1
1474+03 SB	21' RT	10	-	1	1
1482+02 SB	20' RT	7	-	1	1
1485+96 SB	21' RT	-	-	1	-
1489+96 SB	51' LT	-	-	1	-
1489+96 SB	23' RT	-	-	1	-
1493+96 SB	22' RT	-	-	1	-
1493+97 SB	54' LT	-	-	1	-
1497+47 SB	55' LT	-	-	1	-
1497+47 SB	27' RT	-	-	1	-
1500+94 SB	27' RT	3	-	1	1
1500+97 SB	55'LT	-	-	1	-
1504+87 SB	46' LT	-	-	1	-
1504+92 SB	22' RT	-	-	1	-
1511+46 SB	53' LT	-	-	1	-
1511+46 SB	26' RT	3	-	1	1
1516+72 SB	52' LT	-	-	1	-
1516+72 SB	27' RT	-	-	1	-
1522+97 SB	49' LT	-	-	1	-
1526+47 SB	24' RT	-	-	1	-
1529+94 SB	23' RT	-	-	1	-
1529+96 SB	49' LT	-	-	1	-
1533+47 SB	48' LT	-	-	1	-
1533+47 SB	23' RT	-	-	1	-
1536+98 SB	47' LT	-	-	1	-
1536+98 SB	23' RT	16	-	1	2
1539+98 SB	49' LT	-	-	1	-
1539+98 SB	22' RT	-	-	1	-
1542+98 SB	50' LT	-	-	1	-
1542+98 SB	23' RT	-	-	1	-
1546+13 SB	49' LT	-	-	1	-
1546+13 SB	23' RT	-	-	1	-
1548+98 SB	49' LT	-	-	1	-
1548+98 SB	24' RT	-	-	1	-
1557+46 SB	51' LT	-	-	1	-
1557+46 SB	22' RT	3	-	1	1
PAGE SUBTOTALS:		**49**	**0**	**45**	**8**

UNDERDRAIN SUMMARY CONTINUED

STATION	LOCATION	PIPE UNDERDRAIN UNPERFORATED 6-INCH 612.0206 LF	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH 612.0806 EACH	PAVEMENT MARKING OUTFALL 646.0805.S EACH	SALVAGED PIPE UNDERDRAIN ENDWALLS SPV.0060.01 EACH
1562+46 SB	51' LT	-	-	1	-
1562+46 SB	24' RT	-	-	1	-
1567+47 SB	52' LT	-	-	1	-
1567+47 SB	23' RT	-	-	1	-
1572+46 SB	50' LT	-	-	1	-
1572+46 SB	24' RT	-	-	1	-
1577+22 SB	50' LT	-	-	1	-
1577+22 SB	24' RT	-	-	1	-
1581+22 SB	50' LT	-	-	1	-
1581+22 SB	25' RT	7	-	1	1
1585+17 SB	24' RT	-	-	1	-
1585+39 SB	50' LT	-	-	1	-
1589+20 SB	50' LT	-	-	1	-
1589+22 SB	23' RT	-	-	1	-
1596+09 SB	23' RT	-	-	1	-
1601+47 SB	48' LT	-	-	1	-
1601+47 SB	24' RT	3	-	1	1
1605+96 SB	49' LT	-	-	1	-
UNDISTRIBUTED	-	20	5	5	5
PAGE SUBTOTALS:		**30**	**5**	**23**	**7**
PROJECT TOTAL 0010		**249**	**6**	**156**	**40**

3

CABLE BARRIER

STATION	TO	STATION	LOCATION	CABLE BARRIER TYPE 1 613.1100.S LF	CABLE BARRIER END TERMINAL TYPE 1 613.1200.S EACH	REMARKS
1188+00 NB	-	1217+61 NB	I-41 NB LT	2961	2	BEGIN TO MTNCE X-OVER
1217+90 SB	-	1232+58 SB	I-41 SB RT	1468	2	MTNCE X-OVER TO MIDRUN
1232+42 NB	-	1249+43 NB	I-41 NB LT	1701	2	MID RUN TO CTH JJ
1252+99 NB	-	1281+04 NB	I-41 NB LT	2805	2	CTH JJ TO MIDRUN
1280+00 SB	-	1294+92 SB	I-41 SB RT	1492	2	MIDRUN TO MTNCE X-OVER
1296+02 NB	-	1320+85 NB(*)	I-41 NB LT	2483	2	MTNCE X-OVER TO WRIGHTSTOWN ROAD
1324+64 SB(*)	-	1342+00 SB(*)	I-41 SB RT	1736	2	WRIGHTSTOWN ROAD TO MIDRUN
1341+50 NB(*)	-	1356+16 NB(*)	I-41 NB LT	1466	2	MIDRUN TO MTNCE X-OVER
1356+70 SB(*)	-	1377+00 SB(*)	I-41 SB RT	2030	2	MTNCE X-OVER TO MIDRUN
1376+43 NB(*)	-	1390+34 NB(*)	I-41 NB LT	1391	2	MIDRUN TO MTNCE X-OVER
1390+96 SB(*)	-	1408+93 SB(*)	I-41 SB RT	1797	2	MTNCE X-OVER TO CTH U
1415+22 SB(*)	-	1324+93 SB(**)	I-41 SB RT	1917	2	CTH U TO APPLE CREEK
1329+42 SB(**)	-	1353+69 SB(**)	I-41 SB RT	2427	2	APPLE CREEK TO MTNCE X-OVER
1355+31 NB(**)	-	1374+00 NB(**)	I-41 NB LT	1869	2	MTNCE X-OVER TO MIDRUN
1373+42 SB(**)	-	1395+58 SB(**)	I-41 SB RT	2216	2	MIDRUN TO MIDRUN
1395+00 NB(**)	-	1418+26 NB(**)	I-41 NB LT	2326	2	MIDRUN TO MTNCE X-OVER
1418+82 SB(**)	-	1438+00 SB	I-41 SB RT	1918	2	MTNCE X-OVER TO MIDRUN
1437+51 NB	-	1458+00 NB	I-41 NB LT	2049	2	MIDRUN TO CTH S
1458+50 SB	-	1476+00 SB	I-41 SB RT	1750	2	CTH S TO MIDRUN
1475+39 NB	-	1494+09 NB	I-41 NB LT	1870	2	MIDRUN TO MTNCE X-OVER
1494+65 SB	-	1502+10 SB	I-41 SB RT	745	2	MTNCE X-OVER TO LITTLE RAPIDS ROAD
1505+81 NB	-	1526+00 NB	I-41 NB LT	2019	2	LITTLE RAPIDS ROAD TO MIDRUN
1525+42 SB	-	1550+58 SB	I-41 SB RT	2516	2	MIDRUN TO MIDRUN
1550+00 NB	-	1574+93 NB	I-41 NB LT	2493	2	MIDRUN TO MTNCE X-OVER
1575+29 SB	-	1600+58 SB	I-41 SB RT	2529	2	MTNCE X-OVER TO MIDRUN
1600+00 NB	-	1625+42 NB	I-41 NB LT	2542	2	MIDRUN TO END
			TOTAL 0010	**52516**	**52**	

SALVAGED RAIL SUMMARY

STATION	TO	STATION	LOCATION	SALVAGED RAIL 614.0920 LF	SALVAGED GUARDRAIL END TREATMENTS 614.0925 EACH
1248+92 NB	-	1250+87 NB	I-41 NB RT	195	1
1248+33 NB	-	1250+78 NB	I-41 NB LT	245	1
1251+66 SB	-	1254+49 SB	I-41 SB RT	283	1
1243+80 SB	-	1250+12 SB	I-41 SB LT	632	1
1251+58 SB	-	1255+65 SB	I-41 SB LT	407	1
1320+36 NB(*)	-	1322+30 NB(*)	I-41 NB RT	194	1
1319+75 NB(*)	-	1322+10 NB(*)	I-41 NB LT	235	1
1323+41 SB(*)	-	1325+75 SB(*)	I-41 SB RT	234	1
1323+18 SB(*)	-	1325+50 SB(*)	I-41 SB LT	232	1
1406+24 NB(*)	-	1409+44 NB(*)	I-41 NB RT	320	1
1406+65 NB(*)	-	1410+45 NB(*)	I-41 NB LT	380	1
1412+49 SB(*)	-	1416+32 SB(*)	I-41 SB RT	383	1
1413+53 SB(*)	-	1420+27 SB(*)	I-41 SB LT	757	1
1324+44 NB(**)	-	1326+77 NB(**)	I-41 NB RT	233	1
1324+06 NB(**)	-	1326+77 NB(**)	I-41 NB LT	271	1
1328+22 SB(**)	-	1330+52 SB(**)	I-41 SB RT	230	1
1328+20 SB(**)	-	1330+90 SB(**)	I-41 SB LT	270	1
1367+60 NB(**)	-	1368+43 NB(**)	I-41 NB RT	83	1
1375+50 NB(**)	-	1403+53 NB(**)	I-41 SB LT	2803	2
1457+29 S NW	-	1464+22 S NW	CTH S NW RAMP	695	1
1456+46 S SE	-	1457+18 S SE	CTH S SW RAMP	262	1
1459+28 S NE	-	1459+86 S NE	CTH S NE RAMP	262	1
1500+45 NB	-	1503+40 NB	I-41 NB RT	295	1
1500+20 NB	-	1503+40 NB	I-41 NB LT	320	1
1504+67 NB	-	1509+98 NB	I-41 NB RT	531	1
1504+67 SB	-	1507+75 SB	I-41 SB RT	308	1
1504+67 SB	-	1509+00 SB	I-41 SB LT	433	1
			TOTAL 0010	**11493**	**28**

FENCE CHAIN LINK 5-FT

STATION	TO	STATION	LOCATION	FENCE CHAIN LINK 5-FT 616.0205 LF
56+66 BP	-	69+56 BP	I-41 NB RT	1656
1382+27 NB(*)	-	1398+97 NB(*)	I-41 NB RT	1694
1374+49 SB(**)	-	1375+67 SB(**)	I-41 SB LT	118
1382+90 SB(**)	-	1386+99 SB(**)	I-41 SB LT	409
1391+57 SB(**)		1396+91 SB(**)	I-41 SB LT	534
			UNDISTRIBUTED	98
			TOTAL 0010	**4509**

FENCE SAFETY

STATION	TO	STATION	LOCATION	FENCE SAFETY 616.0700.S LF
1356+08 NB(*)	-	1356+58 NB(*)	I-41 NB RT	130
			UNDISTRIBUTED	50
			TOTAL 0010	**180**

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MGS GUARDRAIL SUMMARY

STATION	TO	STATION	LOCATION	STEEL THRIE BEAM STRUCTURE APPROACH RETROFIT SPAN 614.0215 EACH	MGS GUARDRAIL TEMPORARY 614.1000 LF	MGS GUARDRAIL TEMPORARY THRIE BEAM TRANSITION 614.1100 LF	MGS GUARDRAIL TEMPORARY TRANSITION EAT 614.1200 EACH	MGS GUARDRAIL 3 614.2300 LF	MGS THRIE BEAM TRANSITION 614.2500 LF	MGS GUARDRAIL TERMINAL EAT 614.2610 EACH	MGS GUARDRAIL TERMINAL TYPE 2 614.2620 EACH
1248+35 NB	-	1250+87 NB	I-41 NB RT	-	-	-	-	162	40	1	-
1247+76 NB	-	1250+78 NB	I-41 NB LT	-	-	-	-	213	40	1	-
1251+65 SB	-	1254+68 SB	I-41 SB RT	1	-	-	-	213	40	1	-
1244+44 SB	-	1250+12 SB	I-41 SB LT	-	-	-	-	528	8	-	1
1251+57 SB	-	1254+10 SB	I-41 SB LT	1	-	-	-	163	40	1	-
1319+08 NB(*)	-	1322+10 NB(*)	I-41 NB RT	-	-	-	-	212	40	1	-
1319+78 NB(*)	-	1322+30 NB(*)	I-41 NB LT	-	-	-	-	162	40	1	-
1323+41 SB(*)	-	1326+44 SB(*)	I-41 SB RT	1	-	-	-	213	40	1	-
1323+18 SB(*)	-	1325+71 SB(*)	I-41 SB LT	1	-	-	-	163	40	1	-
1384+34 NB(*)	-	1385+87 NB(*)	I-41 NB RT	-	-	-	-	103	-	1	1
1393+73 NB(*)	-	1394+89 NB(*)	I-41 NB RT	-	-	-	-	66	-	1	1
1403+50 NB(*)	-	1409+44 NB(*)	I-41 NB RT	-	-	-	-	597	40	1	-
1407+47 NB(*)	-	1410+49 NB(*)	I-41 NB LT	-	-	-	-	212	40	1	-
1412+49 SB(*)	-	1415+52 SB(*)	I-41 SB RT	-	-	-	-	213	40	1	-
1413+53 NB(*)	-	1311+72 NB(**)	I-41 SB LT	1	-	-	-	675	40	1	-
1324+14 NB(**)	-	1326+66 NB(**)	I-41 NB RT	-	-	-	-	162	40	1	-
1323+64 NB(**)	-	1326+66 NB(**)	I-41 NB LT	-	-	-	-	212	40	1	-
1328+22 SB(**)	-	1331+25 SB(**)	I-41 SB RT	-	-	-	-	213	40	1	-
1328+20 SB(**)	-	1330+73 SB(**)	I-41 SB LT	-	-	-	-	163	40	1	-
1375+50 SB(**)	-	1403+53 SB(**)	I-41 NB RT	-	-	-	-	2750	-	1	1
1375+50 NB(**)	-	1403+53 NB(**)	I-41 SB LT	-	-	-	-	-	40	1	-
1456+47 SB	-	1457+25 SB	CTH S SB OFF RAMP	-	-	-	-	212	40	-	1
1459+32 NB	-	1459+85 NB	CTH S NB ON RAMP	-	-	-	-	188	40	-	1
1457+35 NB	-	1464+29 NB	CTH S SB ON RAMP	1	-	-	-	513	-	1	-
1500+38 NB	-	1503+40 NB	I-41 NB RT	1	-	-	-	212	40	1	-
1500+88 NB	-	1503+40 NB	I-41 NB LT	1	-	-	-	162	40	1	-
1504+67 NB	-	1510+60 NB	I-41 NB RT	-	-	-	-	503	8	-	1
1504+67 SB	-	1507+70 SB	I-41 SB RT	-	-	-	-	213	40	1	-
1504+68 SB	-	1507+21 SB	I-41 SB LT	-	-	-	-	163	40	1	-
1407+84 SB(*)	-	1410+46 SB(*)	I-41 SB RT	-	213	40	1	-	-	-	-
1412+12 NB(*)	-	1415+15 NB(*)	I-41 NB LT	-	213	40	1	-	-	-	-
1323+72 SB(**)	-	1326+75 SB(**)	I-41 SB RT	-	213	40	1	-	-	-	-
1328+36 NB(**)	-	1331+39 NB(**)	I-41 NB LT	-	213	40	1	-	-	-	-
			TOTAL 0010	**8**	**852**	**160**	**4**	**9561**	**936**	**25**	**7**

LANDSCAPING

STATION	TO	STATION	LOCATION	TOPSOIL 625.0100 SY	SALVAGED TOPSOIL 625.0500 SY	MULCHING 627.0200 SY	EROSION MAT CLASS I TYPE A 628.2002 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO. 30 630.0130 LB	SEEDING TEMPORARY 630.0200 LB
1196+00 NB	-	1250+70 NB	NB/SB LT & RT	13192	-	-	13192	8	237	178
1252+08 NB	-	1322+00 NB(*)	NB/SB LT & RT	24890	-	-	24890	16	448	336
1323+52 NB(*)	-	1356+56 NB(*)	NB/SB LT & RT	16704	-	-	16704	11	301	226
1356+56 NB(*)	-	1410+43 NB(*)	NB LT/SB LT &RT	18986	-	-	18986	12	342	256
1356+56 NB(*)	-	1410+43 NB(*)	NB RT	-	28973	7295	21678	18	522	391
1412+70 NB(*)	-	1326+68 NB(**)	NB/SB LT & RT	9230	-	-	9230	6	166	125
1328+21 NB(**)	-	1503+50 NB	NB/SB LT & RT	85425	-	-	85425	54	1538	1153
1504+67 NB	-	1623+78 NB	NB/SB LT & RT	32583	-	-	32583	21	586	440
-	-	-	PARK & RIDE	-	2154	2154	-	1	1	29
1344+25 NB(*)	-	1356+77 NB(*)	TC CROSSOVER	-	1500	-	1500	1	-	41
1333+27 NB(**)	-	1345+72 NB(**)	TC CROSSOVER	-	1500	-	1500	1	-	41
			UNDISTRIBUTED (10%)	20101	3413	945	22569	15	423	321
			TOTAL 0010	**221111**	**37540**	**10394**	**248257**	**163**	**4564**	**3536**

EROSION CONTROL

STATION	TO	STATION	LOCATION	SILT FENCE 628.1504 LF	SILT FENCE MAINTENANCE 628.1520 LF	INLET PROTECTION TYPE A 628.7005 EACH	TEMPORARY DITCH CHECKS 628.7504 LF	CULVERT PIPE CHECKS 628.7555 EACH	TRACKING PADS 628.7560 EACH
1196+00 NB	-	1250+70 NB	NB/SB LT & RT	-	-	3	110	4	-
1252+08 NB	-	1322+00 NB(*)	NB/SB LT & RT	1033	1033	6	290	4	-
1323+52 NB(*)	-	1356+56 NB(*)	NB/SB LT & RT	800	800	2	100	-	-
1356+56 NB(*)	-	1410+43 NB(*)	NB LT/SB LT &RT	-	-	2	120	4	-
1356+56 NB(*)	-	1410+43 NB(*)	NB RT	650	650	2	230	8	1
1412+70 NB(*)	-	1326+68 NB(**)	NB/SB LT & RT	890	890	1	80	4	-
1328+21 NB(**)	-	1503+50 NB	NB/SB LT & RT	4412	4412	7	710	44	-
1504+67 NB	-	1623+78 NB	NB/SB LT & RT	1635	1635	8	350	8	-
1344+25 NB(*)	-	1356+77 NB(*)	TC CROSSOVER	-	-	1	5	-	-
1333+27 NB(**)	-	1345+72 NB(**)	TC CROSSOVER	-	-	-	5	4	-
			PARK & RIDE	-	-	-	10	4	1
			UNDISTRIBUTED (25%)	2355	2355	8	500	21	-
			TOTAL 0010	**11775**	**11775**	**40**	**2510**	**105**	**2**

3

RIPRAP MEDIUM

STATION	LOCATION	RIPRAP MEDIUM 606.0200 CY	GEOTEXTILE FABRIC TYPE HR 645.0120 SY
1410+11 NB(*)	I-41 NB LT	3	10
1410+51 SB(*)	I-41 SB RT	3	10
1412+49 NB(*)	I-41 NB LT	3	10
1412+86 SB(*)	I-41 SB RT	3	10
1326+39 NB(**)	I-41 NB RT/LT	6	20
1326+39 SB(**)	I-41 SB RT	3	10
1326+56 SB(**)	I-41 SB LT	3	10
1458+08 NB	CTH S, NB 115' RT	27	91
1459+40 NB	CTH S, NB 118' RT	28	96
	UNDISTRIBUTED	15	50
	TOTAL 0010	**94**	**317**

MARKERS CULVERT END

STATION	LOCATION	MARKERS CULVERT END 633.5200 EACH
PROJECT		30
	TOTAL 0010	30

3

DELINEATOR SUMMARY

STATION	TO	STATION	LOCATION	DELINEATOR POSTS STEEL 633.0100 EACH	DELINEATOR REFLECTORS 633.0500 EACH	DELINEATOR BRACKETS 633.1000 EACH
1188+00 NB		1400+00 NB(*)	I-41 SB LT	140	170	3
1400+00 NB(*)	-	1623+78 NB(*)	I-41 NB RT	268	418	4
			UNDISTRIBUTED	10	20	-
			TOTAL 0010	**418**	**608**	**7**

FRENCH DRAIN

STATION		LOCATION	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON	SELECT CRUSHED MATERIAL 312.0110 TON	GEOTEXTILE FABRIC TYPE DF SCHEDULE B 645.0112 SY
213+14 U SE	217+57 U SE	CTH U SE LT	35	140	476
1309+37 U NW	1312+81 U NW	CTH U NW RT	13	107	371
		UNDISTRIBUTED	-	25	42
		TOTAL 0010	**48**	**272**	**889**

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1	USH 41, N. OF CTH J INTERCHANGE	R2-1	---	---	---	---	---	---	---	---	70 MPH TO REMAIN AS IS
2	"	R4-3	48" X 60"	20.00	---	---	---	2	---	---	
3	"	J4-2	---	---	---	---	---	---	---	---	J-ASSEMBLY TO REMAIN AS IS
4	"	D10-5	21" X 60"	8.75	---	---	1	---	1	1	NORTH I-41 MILE 150.6
5	"	D10-5	21" X 60"	8.75	---	---	1	---	1	1	SOUTH I-41 MILE 150.6
6	"	R3-4B	36" X 48"	12.00	---	---	1	---	1	1	
7	"	R3-4B	36" X 48"	12.00	---	---	1	---	1	1	
8	"	D10-5	21" X 60"	8.75	---	---	1	---	1	1	NORTH I-41 MILE 150.8
9	"	D10-5	21" X 60"	8.75	---	---	1	---	1	1	SOUTH I-41 MILE 150.8
10	"	D12-5	---	---	---	---	---	---	1	2	
11	VACANT	---	---	---	---	---	---	---	---	---	
12	USH 41, N. OF CTH J INTERCHANGE	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 151.0
13	"	D10-3	---	---	---	---	---	---	1	1	
14	"	D10-3	---	---	---	---	---	---	1	1	
15	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 151.0
16	USH 41, S. OF CTH JJ	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 151.2
17	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 151.2
18	"	M1-94	60" X 21"	8.75	---	2	---	---	1	2	CTH JJ, SEE SIGN DETAIL SHEET
19	USH 41, N. OF CTH JJ	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 151.4
20	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 151.4
21	SEE TYPE I SHEET QUANTITES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
22	"	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
23	"	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
24	USH 41, N. OF CTH JJ	M1-94	60" X 21"	8.75	---	2	---	---	1	2	CTH JJ, SEE SIGN DETAIL SHEET
25	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 151.6
26	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 151.6
27	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 151.8
28	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 151.8
29	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 152.0
30	"	D10-3	---	---	---	---	---	---	1	1	
31	"	D10-3	---	---	---	---	---	---	1	1	
32	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 152.0
33	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 152.2
34	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 152.2
35	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	2	SIGN SUPPORTS ARE WOOD POSTS, SEE TYPE I SHEET
36	USH 41, N. OF CTH JJ	R3-4B	36" X 48"	12.00	---	---	1	---	1	1	
37	"	R3-4B	36" X 48"	12.00	---	---	1	---	1	1	
38-42	VACANT	---	---	---	---	---	---	---	---	---	
	PAGE SUBTOTALS			243.00	0.00	4	22	2	15	20	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
43	USH 41, S. OF WRIGHTSTOWN RD	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 152.4
44	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 152.4
45	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 152.6
46	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 152.6
47	"	M1-94	108" X 21"	15.75	---	2	---	---	1	3	WRIGHTSTOWN RD, SEE SIGN DETAIL SHEET
48	USH 41, N. OF WRIGHTSTOWN RD	M1-94	108" X 21"	15.75	---	2	---	---	1	3	WRIGHTSTOWN RD, SEE SIGN DETAIL SHEET
49	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 152.8
50	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 152.8
50A	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	2	SIGN SUPPORTS ARE WOOD POSTS, SEE TYPE I SHEET
51	USH 41, N. OF WRIGHTSTOWN RD	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 153.0
52	"	D10-3	---	---	---	---	---	---	1	1	
53	"	D10-3	---	---	---	---	---	---	1	1	
54	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 153.0
55	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 153.2
56	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
57	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
58	USH 41, N. OF WRIGHTSTOWN RD	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 153.2
59	USH 41, S. OF WEIGH STATION	R3-4B	36" X 48"	12.00	---	---	1	---	1	1	
60	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 153.4
61	"	R3-4B	36" X 48"	12.00	---	---	1	---	1	1	
62	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 153.4
62A	WEIGH STATION	R2-1	24" X 36"	6.00	---	---	---	1	---	---	25 MPH
63	USH 41, AT WEIGH STATION	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 153.6
63A	"	W4-1	---	---	---	---	---	---	1	1	
64	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 153.6
65	WEIGH STATION	R5-1A	42" X 30"	8.75	---	1	---	---	1	1	
65A	"	R5-1	36" X 36"	9.00	---	---	1	---	1	1	
65B	"	R3-4A	36" X 12"	3.00	---	---	---	---	---	---	MOUNT BELOW SIGN 65A
65C	"	R5-1	36" X 36"	9.00	---	---	1	---	1	1	
65D	"	R3-4A	36" X 12"	3.00	---	---	---	---	---	---	MOUNT BELOW SIGN 65C
65E	"	R52-55	36" X 18"	4.50	---	---	---	---	---	---	MOUNT TO BACK OF SIGN 65A
65F	"	R2-1	---	---	---	---	---	---	1	1	
66	USH 41, AT WEIGH STATION	W4-3	48" X 48"	---	16.00	---	2	---	1	1	
---	---	---	---	---	---	---	---	---	---	---	
---	---	---	---	---	---	---	---	---	---	---	
67	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 153.8
68	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 153.8
69	WEIGH STATION	R5-53A	42" X 54"	15.75	---	---	---	---	1	---	MOUNT TO POWER POLE
69A	"	W4-3	48" X 48"	---	16.00	---	2	---	---	---	
70	USH 41, AT WEIGH STATION	R8-7	48" X 36"	12.00	---	1	---	---	1	1	
71	USH 41, S. OF CTH U INTERCHANGE	R2-1	---	---	---	---	---	---	---	---	70 MPH TO REMAIN AS IS
72	"	J4-2	---	---	---	---	---	---	---	---	J-ASSEMBLY TO REMAIN AS IS
73	"	D10-3	---	---	---	---	---	---	1	1	
74	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 154.0
75	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 154.0
76	"	D10-3	---	---	---	---	---	---	1	1	
77	"	R4-3B	36" X 48"	12.00	---	---	1	---	1	1	
78	"	R4-3B	36" X 48"	12.00	---	---	1	---	1	1	
79	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
80	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
	PAGE SUBTOTALS			308.00	32.00	6	28	1	18	23	

PLAN SHEET PRODUCED BY WisDOT - NE REGION

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
81	USH 41, AT CTH U INTERCHANGE	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 154.2
82	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 154.2
83	"	E5-1A	90" X 60"	37.50	---	---	---	2	1	2	EXIT 154
84	"	W4-1	48" X 48"	---	16.00	---	2	---	1	1	
85	"	I2-2	102" X 21"	14.88	---	2	---	---	1	2	OUTAGAMIE CO, SEE SIGN DETAIL SHEET
86	"	I2-2	72" X 21"	10.50	---	2	---	---	1	2	BROWN CO, SEE SIGN DETAIL SHEET
87	"	W4-1	48" X 48"	---	16.00	---	2	---	1	1	
88	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 154.4
89	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 154.4
90	"	E5-1A	90" X 60"	37.50	---	---	---	2	1	2	EXIT 154
91	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
92	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
93	USH 41, N. OF CTH U INTERCHANGE	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 154.6
94	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 154.6
95	"	J4-2	---	---	---	---	---	---	---	---	J-ASSEMBLY TO REMAIN AS IS
96	"	W5-52L	---	---	---	---	---	---	1	1	
97	"	W5-52R	---	---	---	---	---	---	1	1	
98	"	W5-52R	---	---	---	---	---	---	1	1	
99	"	W5-52L	---	---	---	---	---	---	1	1	
100	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 154.8
101	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 154.8
102	"	R2-1	---	---	---	---	---	---	---	---	70 MPH TO REMAIN AS IS
103	"	R8-7	48" X 36"	12.00	---	1	---	---	1	1	
104	"	R3-4B	36" X 48"	12.00	---	---	1	---	1	1	
105	"	D10-3	---	---	---	---	---	---	1	1	
106	"	R3-4B	36" X 48"	12.00	---	---	1	---	1	1	
107	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 155.0
108	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 155.0
109	"	D10-3	---	---	---	---	---	---	1	1	
110	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 155.2
111	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 155.2
112	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 155.4
113	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 155.4
114	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 155.6
115	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 155.6
116	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
117	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
118	USH 41, S. OF CTH S INTERCHANGE	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 155.8
119	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 155.8
120	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
	PAGE SUBTOTALS			293.88	32.00	5	24	4	15	19	

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
121	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
122	USH 41, S. OF CTH S INTERCHANGE	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 156.0
123	"	D10-3	---	---	---	---	---	---	1	1	
124	"	D10-3	---	---	---	---	---	---	1	1	
125	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 156.0
126	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 156.2
127	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 156.2
128	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 156.4
129	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 156.4
130	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 156.6
131	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 156.6
132	"	R2-1	---	---	---	---	---	---	---	---	70 MPH TO REMAIN AS IS
133	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 156.8
134	"	J4-2	---	---	---	---	---	---	---	---	J-ASSEMBLY TO REMAIN AS IS
135	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 156.8
136	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
137	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
138	USH 41, S. OF CTH S INTERCHANGE	D10-3	---	---	---	---	---	---	1	1	
139	"	D10-3	---	---	---	---	---	---	1	1	
140	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 157.0
141	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 157.0
142	USH 41, AT CTH S INTERCHANGE	E5-1A	90" X 60"	37.50	---	---	---	2	1	2	EXIT 157
143	"	W4-1	48" X 48"	---	16.00	---	2	---	1	2	
144	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 157.2
145	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 157.2
146	"	W4-1	48" X 48"	---	16.00	---	2	---	1	2	
147	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 157.4
148	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 157.4
149	"	E5-1A	90" X 60"	37.50	---	---	---	2	1	2	EXIT 157
150	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
151	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
152	USH 41, N. OF CTH S INTERCHANGE	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 157.6
153	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 157.6
154	"	J4-2	---	---	---	---	---	---	---	---	J-ASSEMBLY TO REMAIN AS IS
155	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 157.8
156	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 157.8
157	"	R2-1	---	---	---	---	---	---	---	---	70 MPH TO REMAIN AS IS
158	"	R3-4B	36" X 48"	12.00	---	---	1	---	1	1	
159	"	R3-4B	36" X 48"	12.00	---	---	1	---	1	1	
160	"	R8-7	48" X 36"	12.00	---	1	---	---	1	1	
161	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 158.0
162	"	D10-3	---	---	---	---	---	---	1	1	
163	"	D10-3	---	---	---	---	---	---	1	1	
	PAGE SUBTOTALS			294.75	32.00	1	27	4	13	17	

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
164	USH 41, N. OF CTH S INTERCHANGE	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 158.0
165	USH 41, AT LITTLE RAPIDS RD OVERPASS	M1-94	114" X 21"	16.63	---	2	---	---	1	2	LITTLE RAPIDS RD, SEE SIGN DETAIL SHEET
166	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
167	USH 41, AT LITTLE RAPIDS RD OVERPASS	M1-94	114" X 21"	16.63	---	2	---	---	1	2	LITTLE RAPIDS RD, SEE SIGN DETAIL SHEET
168	USH 41, N. OF LITTLE RAPIDS RD	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 158.2
169	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 158.2
170	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 158.4
171	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 158.4
172	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
173	SEE TYPE I SHEET QUANTITIES	---	---	---	---	---	---	---	---	---	SEE TYPE I SHEET
174	USH 41, N. OF LITTLE RAPIDS RD	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 158.6
175	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 158.6
176	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 158.8
177	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 158.8
178	"	D12-5	---	---	---	---	---	---	1	2	
179	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 159.0
180	"	D10-3	---	---	---	---	---	---	1	1	
181	"	D10-3	---	0.00	---	---	---	---	1	1	
182	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 159.0
183	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 159.2
184	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 159.2
185	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 159.4
186	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 159.4
187	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 159.6
188	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 159.6
189	"	I2-3A	60" X 30"	12.50	---	2	---	---	1	2	CITY OF DE PERE, SEE SIGN DETAIL SHEET
190	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	NORTH I-41 MILE 159.8
191	"	D10-5	21" X 60"	8.75	---	---	1	---	---	---	SOUTH I-41 MILE 159.8
192	"	W21-62	---	---	---	---	---	---	1	2	
	PAGE SUBTOTALS			212.00	0.00	6	19	0	7	12	
	PROJECT TOTALS			**1351.63**	**96.00**	**22**	**120**	**11**	**68**	**91**	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE I

SIGN NO.	LOCATION	SIGN CODE	W X H	637.1220 SIGNS TYPE I REFLECTIVE TYPE SH S.F.	638.2601 REMOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCTURAL STEEL SUPPORTS EACH	TYPE/SIZE OF STEEL	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	635.0200 SIGN SUPPORTS STRUCT. STEEL HIGH-STRENGTH LB	NLY - POST LENGTH TO BE VERIFIED BY CONT POST NO. 1 LENGTH (ROAD SIDE) FT	POST NO. 2 LENGTH (DITCH) FT	OFFSET DIST. FT	DIST. BETWEEN POSTS (S) FT	REMARKS
21	USH 41, N. OF CTH JJ	E8-1	180" X 36"	45.00	1	2	2-TYPE A	1.2	68	850	16.3	18.5	17.5	9.0	GREEN BAY 17, SEE SIGN DETAIL SHEET
22	"	E1-1A	192" X 120"	160.00	1	2	2-TYPE B	1.6	98	1082	23.4	25.8	17.5	9.6	CTH J KAUKAUNA 1 MILE, SEE SIGN DETAIL SHEET
23	"	E1-5P	120" X 30"	25.00	1	---	---	---	---	---	---	---	---	---	EXIT 150, MOUNT ABOVE SIGN #22 IN RIGHT CORNER, SEE SIGN DETAIL SHEET
35	USH 41, S. OF WRIGHTSTOWN RD	E5-56A	144" X 72"	72.00	1	---	2-TYPE A	1.2	68	624	18.7	20.5	17.5	7.2	WEIGH STATION 1 MILE, SEE SIGN DETAIL SHEET
47A	USH 41, N. OF WRIGHTSTOWN RD	E5-57E	144" X 60"	60.00	---	---	2-TYPE A	1.2	68	600	17.7	19.5	17.5	7.2	WEIGH STATION RIGHT LANE, SEE SIGN DETAIL SHEET, MOUNT CMS BELOW SIGN
50A	"	R13-1	144" X 66"	66.00	1	---	2-TYPE A	1.2	68	612	18.2	20.0	17.5	7.2	TRUCKS OVER 5 TONS STOP AT WEIGH STA., SEE SIGN DETAIL SHEET
56	"	E1-1A	---	0.00	1	2	---	---	---	---	---	---	---	---	CTH U WRIGHTSTOWN HOBART 1 MILE, SEE SIGN DETAIL SHEET
57	"	E1-5P	---	0.00	1	---	---	---	---	---	---	---	---	---	EXIT 154, MOUNT ABOVE SIGN #66A IN RIGHT CORNER, SEE SIGN DETAIL SHEET
60A	"	E5-57	144" X 42"	42.00	---	---	2-TYPE A	1.2	68	564	17.2	19.0	17.5	7.2	WEIGH STATION, SEE SIGN DETAIL SHEET, MOUNT CMS BELOW SIGN
60B	"	E5-57	---	---	1	2	---	---	---	---	---	---	---	---	
66A	"	E5-57	---	---	1	2	---	---	---	---	---	---	---	---	
66B	"	E1-1A	228" X 120"	190.00	---	---	2-TYPE B	1.6	98	1061	22.9	25.1	17.5	11.4	CTH U WRIGHTSTOWN 1/2 MILE, SEE SIGN DETAIL SHEET
66C	"	E1-5P	120" X 30"	25.00	---	---	---	---	---	---	---	---	---	---	EXIT 154, MOUNT ABOVE SIGN #66A IN RIGHT CORNER, SEE SIGN DETAIL SHEET
67A	"	E4-1A	180" X 150"	187.50	---	---	---	---	---	---	---	---	---	---	CTH U WRIGHTSTOWN HOBART EXIT ONLY, SEE SIGN DETAIL SHEET, MOUNT ON CANTILEVER
67B	"	E1-5P	108" X 30"	22.50	---	---	---	---	---	---	---	---	---	---	EXIT 154, MOUNT ABOVE SIGN #67A IN RIGHT CORNER, SEE SIGN DETAIL SHEET
79A	"	E1-5P	120" X 30"	---	1	2	---	---	---	---	---	---	---	---	
79	USH 41, AT CTH U INTERCHANGE	E4-1A	180" X 150"	187.50	---	---	---	---	---	---	---	---	---	---	CTH U WRIGHTSTOWN HOBART EXIT ONLY, SEE SIGN DETAIL SHEET, MOUNT ON CANTILEVER
80	"	E1-5P	108" X 30"	22.50	---	---	---	---	---	---	---	---	---	---	EXIT 154, MOUNT ABOVE SIGN #67A IN RIGHT CORNER, SEE SIGN DETAIL SHEET
91	"	E4-1A	264" X 120"	220.00	1	2	2-TYPE B	1.6	98	1223	28.5	25.2	20.0	13.2	CTH U WRIGHTSTOWN HOBART, SEE SIGN DETAIL SHEET
92	"	E1-5P	108" X 30"	22.50	1	---	---	---	---	---	---	---	---	---	EXIT 154, MOUNT ABOVE SIGN #91 IN RIGHT CORNER, SEE SIGN DETAIL SHEET
116	USH 41, N. OF CTH U INTERCHANGE	E1-1A	168" X 138"	161.00	1	2	2-TYPE B	1.6	98	1114	24.6	26.7	17.5	8.4	CTH U WRIGHTSTOWN HOBART 1 MILE, SEE SIGN DETAIL SHEET
117	"	E1-5P	108" X 30"	22.50	1	---	---	---	---	---	---	---	---	---	EXIT 154, MOUNT ABOVE SIGN #116 IN RIGHT CORNER, SEE SIGN DETAIL SHEET
120	USH 41, S. OF CTH S INTERCHANGE	E1-1A	168" X 120"	140.00	1	2	2-TYPE B	1.6	98	1044	22.6	24.3	20.0	8.4	CTH S FREEDOM 1 MILE, SEE SIGN DETAIL SHEET
121	"	E1-5P	120" X 30"	25.00	1	---	---	---	---	---	---	---	---	---	EXIT 157, MOUNT ABOVE SIGN #120 IN RIGHT CORNER, SEE SIGN DETAIL SHEET
136	"	E4-1A	204" X 90"	127.50	1	2	2-TYPE B	1.6	98	1066	23.1	25.2	30.0	10.2	CTH S FREEDOM, SEE SIGN DETAIL SHEET
137	"	E1-5P	120" X 30"	25.00	1	---	---	---	---	---	---	---	---	---	EXIT 157, MOUNT ABOVE SIGN #136 IN RIGHT CORNER, SEE SIGN DETAIL SHEET
150	USH 41, AT CTH S INTERCHANGE	E4-1A	204" X 90"	127.50	1	2	2-TYPE B	1.6	98	983	20.5	22.6	20.0	10.2	CTH S FREEDOM, SEE SIGN DETAIL SHEET
151	"	E1-5P	120" X 30"	25.00	1	---	---	---	---	---	---	---	---	---	EXIT 157, MOUNT ABOVE SIGN #150 IN RIGHT CORNER, SEE SIGN DETAIL SHEET
166	USH 41, AT LITTLE RAPIDS RD OVERPASS	E8-1	---	---	1	2	---	---	---	---	---	---	---	---	
172	USH 41, N. OF LITTLE RAPIDS RD	E1-1A	168" X 120"	140.00	1	2	2-TYPE B	1.6	98	1146	28.1	25.2	17.5	8.4	CTH S FREEDOM 1 MILE, SEE SIGN DETAIL SHEET
173	"	E1-5P	120" X 30"	25.00	1	---	---	---	---	---	---	---	---	---	EXIT 157, MOUNT ABOVE SIGN #172 IN RIGHT CORNER, SEE SIGN DETAIL SHEET
180A	"	E8-1	264" X 144"	264.00	1	2	2-TYPE C	1.8	100	0	0.0	0.0	12.5	13.2	DE PERE EXITS-CTH F SCHEURING RD-CTH G MAIN AVE-ASHALND AVE, SEE SIGN DETAIL
	PROJECT TOTALS			**2430.00**	**24**	**28**		**20.6**	**1224**	**11,966**					

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

TRAFFIC CONTROL

STATION	TO	STATION	LOCATION	TRAFFIC CONTROL DRUMS 643.0300 UNITS	DAY	DAY	TRAFFIC CONTROL BARRICADES TYPE III 643.0420 UNITS	DAY	DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A 643.0705 UNITS	DAY	DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE C 643.0715 UNITS	DAY	DAY
1340+50 NB(*)	-	1349+00 NB(**)	STAGE 2	333	61	20313	14	61	854	28	61	1708	9	61	549
1340+50 NB(*)	-	1349+00 NB(**)	STAGE 2A	333	61	20313	18	61	1098	36	61	2196	9	61	549
1344+17 SB(*)	-	1345+50 SB(**)	STAGE 3	309	26	8034	16	26	416	32	26	832	-	-	-
1344+17 SB(*)	-	1345+50 SB(**)	STAGE 3A	309	36	11124	18	36	648	36	36	1296	-	-	-
PROJECT			NIGHTLY CLOSURE	460	124	57040	10	124	1240	20	124	2480	30	124	3720
			TOTAL 0010			**116824**			**4256**			**8512**			**4818**

3

TRAFFIC CONTROL

STATION	TO	STATION	LOCATION	TRAFFIC CONTROL ARROW BOARDS 643.0800 UNITS	APPROXIMATE DAYS	DAY	TRAFFIC CONTROL SIGNS 643.0900 UNITS	DAY	DAY	TRAFFIC CONTROL COVERING SIGNS TYPE II 643.0920 UNITS	NO. OF CYCLES	EACH	TRAFFIC CONTROL SIGNS FIXED MESSAGE 643.1000 SF	TRAFFIC CONTROL SIGNS PCMS 643.1050 UNITS	DAY	DAY
1340+50 NB(*)	-	1349+00 NB(**)	STAGE 2	-	-	-	48	61	2928	-	-	-	123	2	7	14
1340+50 NB(*)	-	1349+00 NB(**)	STAGE 2A	-	-	-	55	61	3355	-	-	-	-	1	7	7
1344+17 SB(*)	-	1345+50 SB(**)	STAGE 3	-	-	-	42	26	1092	-	-	-	123	2	7	14
1344+17 SB(*)	-	1345+50 SB(**)	STAGE 3A	-	-	-	39	36	1404	-	-	-	-	1	7	7
PROJECT			NIGHT CLOSURE	4	124	496	12	124	1488	6	65	390	-	3	25	75
ADVANCE WARNING			SB	-	-	-	6	229	1374	-	-	-	-	1	7	7
ADVANCE WARNING			NB	-	-	-	6	229	1374	-	-	-	-	1	7	7
ADVANCE WARNING			CTH U NB RAMP	-	-	-	2	15	30	2	15	30	18	1	3	3
ADVANCE WARNING			CTH U SB RAMP	-	-	-	2	15	30	2	15	30	-	1	3	3
ADVANCE WARNING			CTH U EB	-	-	-	2	229	458	-	-	-	-	1	3	3
ADVANCE WARNING			CTH U WB	-	-	-	2	229	458	-	-	-	-	1	3	3
ADVANCE WARNING			CTH S EB	-	-	-	2	229	458	-	-	-	-	1	3	3
ADVANCE WARNING			CTH S WB	-	-	-	2	229	458	-	-	-	-	1	3	3
ADVANCE WARNING			CTH S NB RAMP	-	-	-	2	15	30	-	-	-	-	1	3	3
ADVANCE WARNING			CTH S SB RAMP	-	-	-	2	15	30	-	-	-	-	1	3	3
			TOTAL 0010			**496**			**14967**			**450**	**264**			**155**

PAVEMENT MARKING (PERMANENT)

STATION	TO	STATION	LOCATION	PAVEMENT MARKING EPOXY 4-INCH 646.0106 LF WHITE	PAVEMENT MARKING EPOXY 4-INCH 646.0106 LF YELLOW	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH 646.0841.S LF	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH 646.0843.S LF
MAINLINE							
1234+88 SB	-	1396+51 SB(*)		16163	16163	4041	-
1396+51 SB(*)	-	1404+52 SB(*)		801	-	201	801
1404+52 SB(*)	-	1420+27 SB(*)		1575	1575	394	-
1310+81 SB(**)	-	1313+50 SB(**)		269	269	68	-
1313+50 SB(**)	-	1316+30 SB(**)		280	-	70	280
1316+20 SB(**)	-	1442+72 SB		12652	12652	3163	-
1442+80 SB	-	1449+22 SB		642	-	161	642
1449+22 SB	-	1468+62 SB		1940	1940	485	-
1468+62 SB	-	1472+11 SB		349	-	88	349
1472+11 SB	-	1620+38 SB		14827	14827	3707	-
1211+67 NB	-	1356+56 NB(*)		14489	14489	3623	-
1356+56 NB(*)	-	1358+44 NB(*)		-	188	110	-
1358+44 NB(*)	-	1361+32 NB(*)		288	288	72	288
1361+32 NB(*)	-	1379+69 NB(*)		1837	1837	460	-
1379+69 NB(*)	-	1383+23 NB(*)		354	354	89	354
1383+23 NB(*)	-	1398+27 NB(*)		1504	1504	878	-
1398+27 NB(*)	-	1401+03 NB(*)		276	276	161	276
1401+03 NB(*)	-	1405+00 NB(*)		397	397	232	-
1405+00 NB(*)	-	1417+57 NB(*)		1257	1257	315	-
1417+57 NB(*)	-	1420+27 NB(*)		270	-	68	270
1310+81 NB(**)	-	1314+43 NB(**)		362	-	91	362
1314+43 NB(**)	-	1445+11 NB		13068	13068	7623	-
1445+11 NB	-	1448+11 NB		300	-	75	300
1448+11 NB	-	1467+52 NB		1941	1941	1133	-
1467+52 NB	-	1474+57 NB		705	-	177	705
1474+57 NB	-	1623+78 SB		14921	14921	8704	-
56+56 BP	-	58+44 BP		188	-	-	-
58+44 BP	-	61+32 BP		288	-	-	288
61+32 BP	-	73+79 BP		1247	1247	-	-
77+94 BP	-	80+45 BP		251	251	-	-
80+45 BP		83+21 BP		276	-	-	276
210+88 U SE	-	213+65 U SE		277	-	-	277
213+65 U SE	-	220+89 U SE		724	724	-	-
1394+03 U SW	-	1404+04 U SW		1001	-	-	1001
1404+04 U SW	-	1413+59 U SW		955	955	-	-
		MAINLINE TOTALS:		106674	101123	36189	6469
		COMBINED:		207797			

PAVEMENT MARKING (PERMANENT) CONTINUED

STATION	TO	STATION	LOCATION	PAVEMENT MARKING EPOXY 4-INCH 646.0106 LF WHITE	PAVEMENT MARKING EPOXY 4-INCH 646.0106 LF YELLOW	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH 646.0841.S LF	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH 646.0843.S LF
1299+15 U NE	-	1308+07 U NE		892	892	-	-
1308+07 U NE	-	1315+56 U NE		749	-	-	749
1304+19 U NW	-	1313+48 U NW		929	929	-	-
1313+48 U NW	-	1316+28 U NW		280	-	-	280
1445+10 S SE	-	1448+09 S SE		299	-	-	299
1448+09 S SE	-	1459+29 S SE		1120	1120	-	-
1442+72 SB	-	1449+12 S SW		640	-	-	640
1449+12 S SW	-	1456+50 S SW		738	738	-	-
1459+82 S NE	-	1467+50 S NE		768	768	-	-
1467+50 S NE	-	1474+57 S NE		707	-	-	707
1457+43 S NW	-	1468+59 S NW		1116	1116	-	-
1468+59 S NW	-	1472+07 S NW		348	-	-	348
				8586	5563	0	3023
		COMBINED:		14149			
		PROJECT TOTALS:		**221946**		**36189**	**9492**

PAVEMENT MARKING AERIAL ENFORCEMENT BARS EPOXY 24-INCH

LOCATION	PAVEMENT MARKING AERIAL ENFORCEMENT BARS EPOXY 24-INCH 647.0803 LF	REMARKS
I-41 NB	60	N OF CTH JJ
I-41 NB	24	AT NE RAMP OF CTH S
I-41 SB	24	AT SW RAMP OF CTH S
TOTAL 0010	**108**	

PAVEMENT MARKING - PARK & RIDE

LOCATION	PAVEMENT MARKING SYMBOLS EPOXY 647.0256 EACH	PAVEMENT MARKING PARKING STALL EPOXY 647.0656 LF	PAVEMENT MARKING DIAGONAL EPOXY 6-INCH 647.0706 LF
MID VALLEY DR. PARK & ROUTE	3	2215	198
TOTALS 0010	**3**	**2215**	**198**

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REMOVING PAVEMENT MARKING

STATION	TO	STATION	LOCATION	REMOVING PAVEMENT MARKING 646.0600 LF RT EDGE	LF LT EDGE	LF CL SKIPS
STAGE 2						
1334+65 SB(*)	-	1420+27 SB(*)		8562	8562	685
1310+81 SB(**)	-	1342+50 SB(**)		3169	3169	254
1334+65 NB(*)	-	1354+00 NB(*)		1935	1935	155
1403+50 NB(*)	-	1414+41 NB(*)		1091	1091	273
1322+70 NB(**)	-	1331+13 NB(**)		843	843	211
1342+50 NB(**)	-	1347+00 NB(**)		-	450	-
STAGE 2A						
1322+86 NB(**)	-	1331+33 NB(**)		-	847	-
1335+37 NB(**)	-	1345+55 NB(**)		1018	1018	255
STAGE 3						
1340+50 NB(*)	-	1403+50 NB(*)		6300	6300	1575
1414+41 NB(*)	-	1420+27 NB(*)		586	586	147
1310+81 NB(**)	-	1324+83 NB(**)		1402	1402	351
1330+11 NB(**)	-	1345+50 NB(**)		1539	1539	385
1334+65 SB(*)	-	1409+98 SB(*)		15066	15066	1884
1413+73 SB(*)	-	1420+27 SB(*)		1308	1308	164
1310+81 SB(**)	-	1325+10 SB(**)		2858	2858	358
1329+85 SB(**)	-	1342+50 SB(**)		2530	2530	317
STAGE 3/3A CROSSOVER						
1344+16 SB(*)	-	1355+45 NB(*)		970	1038	-
1334+30 SB(**)	-	1345+50 NB(**)		1618	1447	-
STAGE 4						
1339+05 SB(*)	-	1345+00 SB(*)		595	595	-
1345+50 SB(**)	-	1350+50 SB(**)		500	500	-
1340+50 NB(*)	-	1403+50 NB(*)		12600	12600	1575
1412+99 NB(*)	-	1420+27 NB(*)		1456	1456	182
1310+81 NB(**)	-	1325+83 NB(*)		3004	3004	376
1329+11 NB(**)	-	1346+00 NB(**)		3378	3378	423
				72328	73522	9570
			TOTALS:		**155420**	

TEMPORARY PAVEMENT MARKING TAPE

STATION	TO	STATION	LOCATION	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH 649.0400 LENGTH	LINES	LF WHITE	LENGTH	LINES	LF YELLOW
STAGE 2									
1408+98 SB(*)		1414+73 SB(*)	CL SOLID	575	1	575	-	-	-
1409+98 SB(*)	-	1413+73 SB(*)	LANE EDGES	375	2	750	375	2	750
1324+85 SB(**)	-	1329+11 SB(**)	CL SOLID	426	1	426	-	-	-
1325+85 SB(**)	-	1330+11 SB(**)	LANE EDGES	426	2	852	426	2	852
1403+50 NB(*)	-	1414+41 NB(*)	LANE EDGES	1091	2	2182	-	-	-
1322+70 NB(**)	-	1331+13 NB(**)	LANE EDGES	843	2	1686	-	-	-
STAGE 2A									
1408+81 NB(*)	-	1414+36 NB(*)	LANE EDGES	555	1	555	555	1	555
1315+89 NB(**)	-	1319+76 NB(*)	LANE EDGE	387	1	387	-	-	-
1319+76 NB(**)	-	1322+16 NB(**)	LANE EDGE	240	1	240	-	-	-
1322+86 NB(**)	-	1331+33 NB(**)	LANE EDGES	847	1	847	847	1	847
STAGE 3									
1325+10 SB(**)	-	1329+79 SB(**)	LANE EDGES	469	1	469	469	1	469
1408+25 NB(*)	-	1413+99 NB(*)	CL SOLID	574	1	574	-	-	-
1409+25 NB(*)	-	1412+99 NB(*)	LANE EDGES	374	2	748	374	2	748
1324+85 NB(*)	-	1330+11 NB(*)	CL SOLID	526	1	526	-	-	-
1325+85 NB(*)	-	1329+11 NB(*)	LANE EDGES	326	2	652	326	2	652
STAGE 3A									
1324+85 SB(**)	-	1329+61 SB(**)	LANE EDGES	476	2	952	476	-	-
						WHITE: 11846			**YELLOW: 4873**
						COMBINED: 16719			

PAVEMENT MARKING ARROWS EPOXY TYPE 5

STATION	LOCATION	PAVEMENT MARKING ARROWS EPOXY TYPE 5 647.0196 EACH
1398+83 NB(*)	NB RT	1
1402+52 NB(*)	NB RT	1
		2

TEMPORARY RAISED PAVEMENT MARKERS

STATION	TO	STATION	STAGE	TEMPORARY RAISED PAVEMENT MARKERS 649.2100 EACH
1340+51 NB(*)	-	1342+01 NB(*)	STAGE 2	9
1345+00 SB(*)	-	1351+50 SB(*)	STAGE 2	39
1335+00 SB(**)	-	1341+50 SB(**)	STAGE 2	39
1348+50 NB(*)	-	1355+00 NB(*)	STAGE 3	39
1338+50 NB(**)	-	1345+00 NB(**)	STAGE 3	39
				165

TEMPORARY PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING PAINT 4-INCH
649.0402

STATION	TO	STATION	LOCATION	LENGTH	LINES/ LAYERS	LF WHITE	LENGTH	LINES/ LAYERS	LF YELLOW
STAGE 1									
1340+50 SB(*)	-	1362+50 SB(*)	CL SKIPS	176	2	352	-	-	-
1340+50 SB(*)	-	1405+18 SB(*)	LANE EDGES	6468	1	6468	6468	1	6468
1362+50 SB(*)	-	1405+18 SB(*)	CL SKIPS	341	3	1024	-	-	-
1417+00 SB(*)	-	1420+27 SB(*)	CL SKIPS	26	3	78	-	-	-
1417+00 SB(*)	-	1420+27 SB(*)	LANE EDGES	327	1	327	327	1	327
1310+81 SB(**)	-	1348+50 SB(**)	CL SKIPS	302	3	905	-	-	-
1310+81 SB(**)	-	1348+50 SB(**)	LANE EDGES	3769	1	3769	3769	1	3769
1340+50 NB(*)	-	1359+30 NB(*)	CL SKIPS	150	2	301	-	-	-
1340+50 NB(*)	-	1359+30 NB(*)	LANE EDGES	1880	1	1880	1880	1	1880
1334+00 NB(**)	-	1348+50 NB(**)	CL SKIPS	116	3	348	-	-	-
1334+00 NB(**)	-	1348+50 NB(**)	LANE EDGES	1450	1	1450	1450	1	1450
1394+03 U SW	-	1405+21 U SW	LANE EDGES	1118	2	2236	-	-	-
1313+00 U NW	-	1316+28 U NW	LANE EDGES	328	2	656	-	-	-
			STAGE 1 TOTALS:			19794			13894
			COMBINED:				**33688**		
STAGE 2 CROSSOVERS									
1345+87 NB(*)	-	1355+66 SB(*)	LANE EDGES	970	1	970	1038	1	1038
1334+56 SB(**)	-	1350+72 NB(**)	LANE EDGES	1618	1	1618	1447	1	1447
STAGE 2									
1345+00 SB(*)	-	1352+50 SB(*)	LANE EDGES	750	2	1500	750	1	750
1352+50 SB(*)	-	1408+98 SB(*)	CL SKIPS	1412	1	1412	-	-	-
1352+50 SB(*)	-	1409+98 SB(*)	LANE EDGES	5748	2	11496	5748	2	11496
1413+73 SB(*)	-	1420+27 SB(*)	LANE EDGES	654	2	1308	654	2	1308
1414+73 SB(*)	-	1420+27 SB(*)	CL SKIPS	139	1	139	-	-	-
1310+81 SB(**)	-	1325+85 SB(**)	LANE EDGES	1504	2	3008	1504	2	3008
1310+81 SB(**)	-	1324+85 SB(**)	CL SKIPS	351	1	351	-	-	-
1329+11 SB(**)	-	1334+00 SB(**)	LANE EDGES	489	2	978	489	2	978
1330+11 SB(**)	-	1334+00 SB(**)	CL SKIPS	97	1	97	-	-	-
1334+00 SB(**)	-	1341+50 SB(**)	LANE EDGES	750	1	750	750	1	750
1334+00 SB(**)	-	1342+50 SB(**)	CL SOLID	850	1	850	-	-	-
1340+50 NB(*)	-	1345+87 NB(*)	LANE EDGES	537	2	1074	537	1	537
1345+87 NB(*)	-	1354+00 NB(*)	LANE EDGES	813	1	813	813	1	813
1359+30 NB(*)	-	1403+50 NB(*)	CL SKIPS (4')	354	2	707	-	-	-
1359+30 NB(*)	-	1403+50 NB(*)	CL SKIPS (12.5)	1105	1	1105	-	-	-
1359+30 NB(*)	-	1403+50 NB(*)	LANE EDGES LT	4420	1	4420	-	-	-
1414+41 NB(*)	-	1420+27 NB(*)	CL SKIPS (4')	47	2	94	-	-	-
1414+41 NB(*)	-	1420+27 NB(*)	CL SKIPS (12.5)	147	2	293	-	-	-
1414+41 NB(*)	-	1420+27 NB(*)	LANE EDGES	586	1	586	586	1	586
1310+81 NB(**)	-	1322+70 NB(**)	CL SKIPS	297	1	297	-	-	-
1310+81 NB(**)	-	1322+70 NB(**)	LANE EDGES	1189	1	1189	1189	1	1189
1331+13 NB(**)	-	1342+50 NB(**)	CL SKIPS	284	1	284	-	-	-
1331+13 NB(**)	-	1342+50 NB(**)	LANE EDGES	1137	1	1137	1137	1	1137
1342+50 NB(**)	-	1345+72 NB(**)	LANE EDGES	322	1	322	322	1	322
1345+72 NB(**)	-	1350+72 NB(**)	CL SOLID	500	1	500	-	-	-
			STAGE 2 TOTALS:			37298			25359
			COMBINED:				**62657**		

TEMPORARY PAVEMENT MARKING CONTINUED

TEMPORARY PAVEMENT MARKING PAINT 4-INCH
649.0402

STATION	TO	STATION	LOCATION	LENGTH	LINES/ LAYERS	LF WHITE	LENGTH	LINES/ LAYERS	LF YELLOW
STAGE 2A									
1403+50 NB(*)	-	1408+81 NB(*)	CL SKIPS	133	1	133	-	-	-
1403+50 NB(*)	-	1408+81 NB(*)	LANE EDGES	531	1	531	531	1	531
1335+37 NB(**)	-	1345+55 NB(**)	LANE EDGES	1018	1	1018	1018	1	1018
			STAGE 2A TOTALS:			1682			1549
			COMBINED:				**3231**		
STAGE 3/3A CROSSOVERS									
1344+16 SB(*)		1355+45 NB(*)	LANE EDGES	1124	1	1124	1124	1	1124
1334+30 SB(**)		1345+50 NB(**)	LANE EDGES	1121	1	1121	1121	1	1121
STAGE 3									
1339+05 SB(*)	-	1344+05 SB(*)	CL SOLID	500	1	500	-	-	-
1345+50 SB(*)	-	1350+50 SB(*)	CL SOLID	500	1	500	-	-	-
1340+50 NB(*)	-	1347+50 NB(*)	CL SKIPS	175	1	175	-	-	-
1340+50 NB(*)	-	1347+50 NB(*)	LANE EDGES	700	1	700	700	1	700
1347+50 NB(*)	-	1355+00 NB(*)	LANE EDGES	750	2	1500	750	1	750
1355+00 NB(*)	-	1381+78 NB(*)	CL SKIPS	670	1	670	-	-	-
1355+00 NB(*)	-	1381+78 NB(*)	LANE EDGES	2678	2	5356	2678	2	5356
1381+78 NB(*)	-	1397+95 NB(*)	CL SKIPS (12.5')	404	1	404	-	-	-
1381+78 NB(*)	-	1397+95 NB(*)	MINI SKIPS (3')	539	1	539	-	-	-
1381+78 NB(*)	-	1397+95 NB(*)	LANE EDGES	1617	2	3234	1617	2	3234
1397+95 NB(*)	-	1408+25 NB(*)	CL SKIPS	258	1	258	-	-	-
1397+95 NB(*)	-	1409+25 NB(*)	LANE EDGES	1130	2	2260	1130	2	2260
1412+99 NB(*)	-	1420+27 NB(*)	LANE EDGES	728	2	1456	728	2	1456
1413+99 NB(*)	-	1420+27 NB(*)	CL SKIPS	157	1	157	-	-	-
1310+81 NB(**)	-	1325+85 NB(**)	CL SKIPS	376	1	376	-	-	-
1310+81 NB(**)	-	1324+85 NB(**)	LANE EDGES	1404	2	2808	1404	2	2808
1329+11 NB(**)	-	1337+50 NB(**)	LANE EDGES	839	2	1678	839	2	1678
1330+11 NB(**)	-	1337+50 NB(**)	CL SKIPS	185	1	185	-	-	-
1337+50 NB(**)	-	1345+00 NB(**)	LANE EDGES	750	2	1500	750	1	750
1345+00 NB(**)	-	1346+00 NB(**)	CL SOLID	100	1	100	-	-	-
			STAGE 3 TOTALS:			26601			21237
			COMBINED:				**47838**		
STAGE 3A									
1336+00 SB(**)	-	1345+50 SB(**)	LANE EDGES	950	2	1900	950	1	950
1345+50 SB(**)	-	1350+50 SB(**)	CL SOLID	500	1	500	-	-	-
			STAGE 3A TOTALS:			2400			950
			COMBINED:				**3350**		
			PROJECT TOTALS:				**150764**		

CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.6000 PIPE CULVERTS EACH	650.7000 CONCRETE PAVEMENT LF	650.7500 CONCRETE BARRIER LF	650.8000 RESURFACING REFERENCE LF	650.9910 SUPPLEMENTAL CONTROL 1130-44-71 LS	650.9920 SLOPE STAKES LF	SPV.0090.01 CONSTRUCTION STAKING SUBBASE LF	REMARKS
			PROJECT	-	-	-	-	-	-	1	-	-	PROJECT
			I-41	-	-	16	-	-	-	-	-	-	SEE PIPE CULVERTS SUMMARY FOR DETAILS
1197+00	-	1207+00	I-41 NB LT &RT	-	-	-	-	-	-	-	1000	-	BEGIN PROJECT NB
1207+00	-	1210+00	I-41 NB LT &RT	-	-	-	-	-	300	-	-	-	
1210+00	-	1221+00	I-41 NB LT &RT	-	-	-	-	-	-	-	1100	-	
1221+00	-	1225+00	I-41 NB LT &RT	-	-	-	-	-	400	-	-	-	
1225+00	-	1228+00	I-41 NB LT &RT	-	-	-	-	-	-	-	300	-	
1228+00	-	1237+00	I-41 NB LT &RT	-	-	-	-	-	900	-	-	-	
1237+00	-	1250+00	I-41 NB LT &RT	-	-	-	-	-	-	-	1300	-	BREAK FOR CTH JJ
1250+00	-	1262+00	I-41 NB LT &RT	-	-	-	-	-	-	-	1200	-	
1262+00	-	1274+00	I-41 NB LT &RT	-	-	-	-	-	1200	-	-	-	
1274+00	-	1307+00	I-41 NB LT &RT	-	-	-	-	-	-	-	3300	-	
1307+00	-	1309+00	I-41 NB LT &RT	-	-	-	-	-	200	-	-	-	
1309+00	-	1312+00	I-41 NB LT &RT	-	-	-	-	-	-	-	300	-	
1312+00	-	1316+00	I-41 NB LT &RT	-	-	-	-	-	400	-	-	-	
1316+00	-	1322+00	I-41 NB LT &RT	-	-	-	-	-	-	-	600	-	BREAK FOR WRIGHSTOWN RD.
1322+00	-	1329+00	I-41 NB LT &RT	-	-	-	-	-	700	-	-	-	
1329+00	-	1408+00	I-41 NB LT &RT	-	-	-	-	-	-	-	7900	-	
1408+00	-	1410+00	I-41 NB LT &RT	-	-	-	-	-	200	-	-	-	BREAK FOR CTH U
1410+00	-	1420+27	I-41 NB LT &RT	-	-	-	-	-	-	-	1027	-	STATION EQUATION
1310+81	-	1326+00	I-41 NB LT &RT	-	-	-	-	-	-	-	1519	-	BREAK FOR APPLE CREEK
1326+00	-	1360+00	I-41 NB LT &RT	-	-	-	-	-	-	-	3400	-	
1360+00	-	1361+00	I-41 NB LT &RT	-	-	-	-	-	100	-	-	-	
1361+00	-	1379+00	I-41 NB LT &RT	-	-	-	-	-	-	-	1800	-	
1379+00	-	1382+00	I-41 NB LT &RT	-	-	-	-	-	300	-	-	-	
1382+00	-	1387+00	I-41 NB LT &RT	-	-	-	-	-	-	-	500	-	
1387+00	-	1389+00	I-41 NB LT &RT	-	-	-	-	-	200	-	-	-	
1389+00	-	1457+00	I-41 NB LT &RT	-	-	-	-	-	-	-	6800	-	BREAK FOR CTH S
1457+00	-	1494+00	I-41 NB LT &RT	-	-	-	-	-	-	-	3700	-	
1494+00	-	1496+00	I-41 NB LT &RT	-	-	-	-	-	200	-	-	-	
1496+00	-	1497+00	I-41 NB LT &RT	-	-	-	-	-	-	-	100	-	
1497+00	-	1499+00	I-41 NB LT &RT	-	-	-	-	-	200	-	-	-	
1499+00	-	1503+18	I-41 NB LT &RT	-	-	-	-	-	-	-	418	-	BREAK FOR LITTLE RAPIDS RD.
1503+18	-	1506+00	I-41 NB LT &RT	-	-	-	-	-	-	-	282	-	
1506+00	-	1510+00	I-41 NB LT &RT	-	-	-	-	-	400	-	-	-	
1510+00	-	1563+00	I-41 NB LT &RT	-	-	-	-	-	-	-	5300	-	
1563+00	-	1567+00	I-41 NB LT &RT	-	-	-	-	-	400	-	-	-	
1567+00	-	1568+00	I-41 NB LT &RT	-	-	-	-	-	-	-	100	-	
1568+00	-	1570+00	I-41 NB LT &RT	-	-	-	-	-	200	-	-	-	
1570+00	-	1624+00	I-41 NB LT &RT	-	-	-	-	-	-	-	5400	-	
1624+00	-	1625+75	I-41 NB LT &RT	-	-	-	-	-	175	-	-	-	END PROJECT NB
			PAGE SUBTOTALS	0	0	16	0	0	6475	1	47346	0	

CONSTRUCTION STAKING CONTINUED ON NEXT PAGE

CONSTRUCTION STAKING CONTINUED

STATION	TO	STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.6000 PIPE CULVERTS EACH	650.7000 CONCRETE PAVEMENT LF	650.7500 CONCRETE BARRIER LF	650.8000 RESURFACING REFERENCE LF	650.9910 SUPPLEMENTAL CONTROL 1130-44-71 LS	650.9920 SLOPE STAKES LF	SPV.0090.01 CONSTRUCTION STAKING SUBBASE LF	REMARKS
1197+00	-	1203+00	I-41 SB LT & RT	-	-	-	-	-	-	-	600	-	BEGIN PROJECT SB
1203+00	-	1211+00	I-41 SB LT & RT	-	-	-	-	-	800	-	-	-	
1211+00	-	1217+00	I-41 SB LT & RT	-	-	-	-	-	-	-	600	-	
1217+00	-	1219+00	I-41 SB LT & RT	-	-	-	-	-	200	-	-	-	
1219+00	-	1229+00	I-41 SB LT & RT	-	-	-	-	-	-	-	1000	-	
1229+00	-	1242+00	I-41 SB LT & RT	-	-	-	-	-	1300	-	-	-	
1242+00	-	1250+00	I-41 SB LT & RT	-	-	-	-	-	-	-	800	-	
1253+00	-	1261+00	I-41 SB LT & RT	-	-	-	-	-	-	-	275	-	BREAK FOR CTH JJ
1261+00	-	1272+00	I-41 SB LT & RT	-	-	-	-	-	1100	-	-	-	
1272+00	-	1318+00	I-41 SB LT & RT	-	-	-	-	-	-	-	4600	-	
1318+00	-	1321+00	I-41 SB LT & RT	-	-	-	-	-	300	-	-	-	BREAK FOR WRIGHSTOWN RD.
1324+00	-	1328+00	I-41 SB LT & RT	-	-	-	-	-	-	-	400	-	
1328+00	-	1330+00	I-41 SB LT & RT	-	-	-	-	-	200	-	-	-	
1330+00	-	1372+00	I-41 SB LT & RT	-	-	-	-	-	-	-	4200	-	
1372+00	-	1376+00	I-41 SB LT & RT	-	-	-	-	-	400	-	-	-	
1376+00	-	1398+00	I-41 SB LT & RT	-	-	-	-	-	-	-	2200	-	
1398+00	-	1401+00	I-41 SB LT & RT	-	-	-	-	-	300	-	-	-	
1401+00	-	1407+00	I-41 SB LT & RT	-	-	-	-	-	-	-	600	-	
1407+00	-	1410+00	I-41 SB LT & RT	-	-	-	-	-	300	-	-	-	
1410+00	-	1410+00	I-41 SB LT & RT	-	-	-	-	-	-	-	0	-	BREAK FOR CTH U
1413+00	-	1415+00	I-41 SB LT & RT	-	-	-	-	-	200	-	-	-	
1415+00	-	1416+00	I-41 SB LT & RT	-	-	-	-	-	-	-	100	-	
1416+00	-	1417+41	I-41 SB LT & RT	-	-	-	-	-	141	-	-	-	
1418+00	-	1420+27	I-41 SB LT & RT	-	-	-	-	-	-	-	227	-	STATION EQUATION
1310+81	-	1326+00	I-41 SB LT & RT	-	-	-	-	-	-	-	1519	-	
1329+00	-	1458+00	I-41 SB LT & RT	-	-	-	-	-	-	-	12900	-	BREAK FOR APPLE CREEK
1458+80	-	1461+00	I-41 SB LT & RT	-	-	-	-	-	-	-	220	-	BREAK FOR CTH S
1461+00	-	1465+00	I-41 SB LT & RT	-	-	-	-	-	400	-	-	-	
1465+00	-	1489+00	I-41 SB LT & RT	-	-	-	-	-	-	-	2400	-	
1489+00	-	1491+00	I-41 SB LT & RT	-	-	-	-	-	200	-	-	-	
1491+00	-	1498+00	I-41 SB LT & RT	-	-	-	-	-	-	-	700	-	
1498+00	-	1500+00	I-41 SB LT & RT	-	-	-	-	-	200	-	-	-	
1500+00	-	1503+18	I-41 SB LT & RT	-	-	-	-	-	-	-	318	-	BREAK FOR LITTLE RAPIDS RD.
1505+00	-	1506+00	I-41 SB LT & RT	-	-	-	-	-	100	-	-	-	
1506+00	-	1518+00	I-41 SB LT & RT	-	-	-	-	-	-	-	1200	-	
1518+00	-	1522+00	I-41 SB LT & RT	-	-	-	-	-	400	-	-	-	
1522+00	-	1528+00	I-41 SB LT & RT	-	-	-	-	-	-	-	600	-	
1528+00	-	1530+00	I-41 SB LT & RT	-	-	-	-	-	200	-	-	-	
1530+00	-	1531+00	I-41 SB LT & RT	-	-	-	-	-	-	-	100	-	
1531+00	-	1533+00	I-41 SB LT & RT	-	-	-	-	-	200	-	-	-	
1533+00	-	1546+00	I-41 SB LT & RT	-	-	-	-	-	-	-	1300	-	
1546+00	-	1549+00	I-41 SB LT & RT	-	-	-	-	-	300	-	-	-	
1549+00	-	1554+00	I-41 SB LT & RT	-	-	-	-	-	-	-	500	-	
1554+00	-	1557+00	I-41 SB LT & RT	-	-	-	-	-	300	-	-	-	
1557+00	-	1560+00	I-41 SB LT & RT	-	-	-	-	-	-	-	300	-	
			PAGE SUBTOTALS	0	0	0	0	0	7541	0	37659	0	

CONSTRUCTION STAKING CONTINUED ON NEXT PAGE

CONSTRUCTION STAKING CONTINUED

STATION	TO	STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.6000 PIPE CULVERTS EACH	650.7000 CONCRETE PAVEMENT LF	650.7500 CONCRETE BARRIER LF	650.8000 RESURFACING REFERENCE LF	650.9910 SUPPLEMENTAL CONTROL 1130-44-71 LS	650.9920 SLOPE STAKES LF	SPV.0090.01 CONSTRUCTION STAKING SUBBASE LF	REMARKS
1560+00	-	1563+00	I-41 SB LT & RT	-	-	-	-	-	300	-	-	-	
1563+00	-	1564+00	I-41 SB LT & RT	-	-	-	-	-	-	-	100	-	
1564+00	-	1567+00	I-41 SB LT & RT	-	-	-	-	-	300	-	-	-	
1567+00	-	1579+00	I-41 SB LT & RT	-	-	-	-	-	-	-	1200	-	
1579+00	-	1581+00	I-41 SB LT & RT	-	-	-	-	-	200	-	-	-	
1581+00	-	1582+00	I-41 SB LT & RT	-	-	-	-	-	-	-	100	-	
1582+00	-	1584+00	I-41 SB LT & RT	-	-	-	-	-	200	-	-	-	
1584+00	-	1585+00	I-41 SB LT & RT	-	-	-	-	-	-	-	100	-	
1585+00	-	1601+00	I-41 SB LT & RT	-	-	-	-	-	1600	-	-	-	
1601+00	-	1602+00	I-41 SB LT & RT	-	-	-	-	-	-	-	100	-	
1602+00	-	1608+00	I-41 SB LT & RT	-	-	-	-	-	600	-	-	-	
1608+00	-	1613+00	I-41 SB LT & RT	-	-	-	-	-	-	-	500	-	
1613+00	-	1614+00	I-41 SB LT & RT	-	-	-	-	-	100	-	-	-	
1614+00	-	1624+50	I-41 SB LT & RT	-	-	-	-	-	-	-	1050	-	
1624+50	-	1625+75	I-41 SB LT & RT	-	-	-	-	-	125	-	-	-	END PROJECT SB
1368+44	-	1383+79	I-41 NB 34' RT	-	-	-	-	1535	-	-	-	-	
1326+26	-	1326+66	I-41 NB	40	-	-	40	-	-	-	-	-	SOUTH OF APPLE CREEK
1328+36	-	1328+76	I-41 NB	40	-	-	40	-	-	-	-	-	NORTH OF APPLE CREEK
218+37	-	221+27	CTH U SE RAMP	-	-	-	-	-	290	-	-	-	
1401+99	-	1414+20	CTH U SW RAMP	-	-	-	-	-	1221	-	-	-	
1298+52	-	1310+00	CTH U NE RAMP	-	-	-	-	-	1148	-	-	-	
1303+92	-	1316+28	CTH U NW RAMP	-	-	-	-	-	1236	-	-	-	
1445+09	-	1459+82	CTH S SE RAMP	-	-	-	-	-	1473	-	-	-	
1445+29	-	1457+39	CTH S SW RAMP	-	-	-	-	-	1210	-	-	-	
1463+78	-	1465+49	CTH S SW RAMP				-	-	-	-	171	-	CTH S NW RAMP BG GRADING
1459+01	-	1469+97	CTH S NE RAMP	-	-	-	-	-	1096	-	-	-	
1456+68	-	1472+07	CTH S NW RAMP	-	-	-	-	-	1539	-	-	-	
1+42	-	5+00	PARK & RIDE	-	-	-	-	-	-	-	358	-	
5+00	-	7+25	PARK & RIDE	-	-	-	-	-	225	-	-	-	
1343+02	-	1357+50	I-41 NB	1448	1448	-	-	-	-	-	-	-	TC CROSSOVER OUTAGMIE
1332+28	-	1346+72	I-41 NB	1444	1444	-	-	-	-	-	-	-	TC CROSSOVER BROWN
1406+50	-	1410+80	I-41 SB	-	-	-	-	-	-	-	430	-	TEMP BG GRADING SB CTH U
1412+50	-	1416+43	I-41 NB	-	-	-	-	-	-	-	393	-	TEMP BG GRADING NB CTH U
1322+54	-	1326+70	I-41 SB	-	-	-	-	-	-	-	416	-	TEMP BG GRADING SB APPLECREEK
1328+30	-	1332+57	I-41 NB	-	-	-	-	-	-	-	427	-	TEMP BG GRADING NB APPLECREEK
SWEF				-	-	-	-	-	-	-	-	-	
1380+95	-	1410+23	I-41 NB	2928	-	-	2928	-	-	-	2928	2928	SWEF
56+56	-	73+15	RAMP BP	1659	-	-	1659	-	-	-	1659	1659	SWEF
73+15		73+79	RAMP BP	-		-	64	-	-	-	64	-	SWEF
77+94	-	80+95	RAMP BP	301	-	-	301	-	-	-	301	301	SWEF
209+50	-	218+37	CTH U SE RAMP	887	-	-	887	-	-	-	887	887	SWEF
1+00	-	2+50	TEMP RAMP U CONN	150	150	-	-	-	-	-	150	150	SWEF
			PAGE SUBTOTALS	8897	3042	0	5919	1535	12863	0	11334	5925	
				8897	**3042**	**16**	**5919**	**1535**	**26879**	**1**	**96339**	**5925**	

FTMS PULL BOXES, CONDUIT, AND CABLE

CATEGORY	LOCATION	ITEM ID	DISTANCE	652.0125 CONDUIT RIGID METALLIC 2-INCH LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	655.0525 ELECTRICAL WIRE TRAFFIC SIGNALS 6 AWG LF	655.0530 ELECTRICAL WIRE TRAFFIC SIGNALS 4 AWG LF	671.0132 CONDUIT HDPE 3-DUCT 2-INCH LF	671.0232 CONDUIT HDPE DIRECTIONAL BORE 3-DUCT 2-INCH LF	671.0300 FIBER OPTIC CABLE MARKER EACH	673.0105 COMMUNICATION VAULT TYPE 1 EACH	678.0006 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT LF	678.0012 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT LF	678.0072 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 72-CT LF	678.0300 FIBER OPTIC SPLICE LF	SPV.0060.03 PULL BOX NON-CONDUCTIVE 24 X 42- INCH EACH
0010	IH 41																		
OUTAGAMIE COUNTY		CCTV-44-0094 - PBJ03	10	10	20	--	--	10	60	--	--	--	--	--	10	--	--	--	--
		PBJ03		--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	1
		PBJ03 - PBJ02	190	--	380	--	--	190	570	--	--	--	--	--	190	--	--	--	--
		PBJ02		--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	1
		PBJ02 - PBJ01	30	--	--	60	--	30	90	--	--	--	--	--	30	--	--	--	--
		PBJ01		--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	1
		PBJ01 - MBJ01	80	--	80	--	--	--	240	--	--	--	--	--	--	--	--	--	--
		PBJ01 - CV01	90	--	90	--	--	90	--	--	--	--	--	--	90	--	115	--	--
		CV01		--	--	--	--	--	--	--	--	--	--	1	50	--	50	4	--
		CV01 - CV02	1535	--	--	--	--	1535	--	--	1535	--	2	--	--	--	1535	--	--
		CV02		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV 02 - CV03	1510	--	--	--	--	1510	--	--	1510	--	2	--	--	--	1510	--	--
		CV03		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV03 - CV04	1580	--	--	--	--	1580	--	--	1580	--	2	--	--	--	1580	--	--
		CV04		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV04 - CV05	1345	--	--	--	--	1345	--	--	1345	--	2	--	--	--	1345	--	--
		CV05		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV05 - CV06	330	--	--	--	--	330	--	--	--	330	2	--	--	--	330	--	--
		CV06		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV06 - CV07	1490	--	--	--	--	1490	--	--	1490	--	2	--	--	--	1490	--	--
		CV07		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV07 - CV08	1490	--	--	--	--	1490	--	--	1490	--	2	--	--	--	1490	--	--
		CV08		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV08 - CV09	1495	--	--	--	--	1495	--	--	1495	--	--	--	--	--	1495	--	--
		CV09		--	--	--	--	--	--	--	--	--	--	1	--	--	100	74	--
		CV09 - PB4101	175	--	--	350	--	175	--	--	--	--	--	--	175	--	--	--	--
		PB4101		--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	1
		PB4101 - MB4101	15	--	15	--	--	--	45	--	--	--	--	--	--	--	--	--	--
		PB4101 - CCTV-44-0095	15	15	15	--	--	15	45	--	--	--	--	--	15	--	--	--	--
		CV09 - CV10	1495	--	--	--	--	1495	--	--	1495	--	2	--	--	--	1495	--	--
		CV10		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV10 - CV11	675	--	--	--	--	675	--	--	675	--	1	--	--	--	675	--	--
		CV11		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV11 - CV12	405	--	--	--	--	405	--	--	--	405	2	--	--	--	405	--	--
		CV12		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV12 - CV13	1640	--	--	--	--	1640	--	--	1640	--	2	--	--	--	1640	--	--
		CV13		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV13 - CV14	1700	--	--	--	--	1700	--	--	1700	--	2	--	--	--	1700	--	--
		CV14		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV14 - CV15	1745	--	--	--	--	1745	--	--	1745	--	2	--	--	--	1745	--	--
		CV15		--	--	--	--	--	--	--	--	--	--	1	--	25	50	--	--
		CV15 - CV155	185	--	--	370	--	185	--	--	--	--	--	--	--	185	--	--	--
		CV155		--	--	--	--	--	--	--	--	--	--	1	--	500	--	--	--
		PAGE SUBTOTALS		25	600	780	0	19,130	1,050	0	17,700	735	25	16	660	710	19,350	78	4

(CONTINUED ON NEXT SHEET)

FTMS PULL BOXES, CONDUIT, AND CABLE

CATEGORY	LOCATION	ITEM ID	DISTANCE	652.0125 CONDUIT RIGID METALLIC 2-INCH LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	655.0525 ELECTRICAL WIRE TRAFFIC SIGNALS 6 AWG LF	655.0530 ELECTRICAL WIRE TRAFFIC SIGNALS 4 AWG LF	671.0132 CONDUIT HDPE 3-DUCT 2-INCH LF	671.0232 CONDUIT HDPE DIRECTIONAL BORE 3-DUCT 2-INCH LF	671.0300 FIBER OPTIC CABLE MARKER EACH	673.0105 COMMUNICATION VAULT TYPE 1 EACH	678.0006 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT LF	678.0012 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT LF	678.0072 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 72-CT LF	678.0300 FIBER OPTIC SPLICE LF	SPV.0060.03 PULL BOX NON-CONDUCTIVE 24 X 42- INCH EACH
		CV15 - CV16	1350	--	--	--	--	1350	--	--	1350	--	2	--	--	--	1350	--	--
		CV16		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV16 - CV17	1190	--	--	--	--	1190	--	--	1190	--	2	--	--	--	1190	--	--
		CV17		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
	BROWN COUNTY	CV17 - CV18	1370	--	--	--	--	1370	--	--	--	1370	2	--	--	--	1370	--	--
		CV18		--	--	--	--	--	--	--	--	--	--	--	25	--	100	74	--
		CV18 - PBU01	65	--	65	--	--	65	--	--	--	--	--	--	65	--	--	--	--
		MBU01 - PBU01	70	--	70	--	--	--	210	--	--	--	--	--	--	--	--	--	--
		PBU01		--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	1
		PBU01 - PBU02	160	--	--	320	--	160	--	480	--	--	1	--	160	--	--	--	--
		PBU02		--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	1
		PBU02 - PBU03	180	--	360	--	--	180	--	540	--	--	1	--	180	--	--	--	--
		PBU03		--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	1
		PBU03 - CCTV-05-0096	15	15	30	--	--	15	--	45	--	--	--	--	15	--	--	--	--
		CV18 - CV19	245	--	--	--	--	245	--	--	--	245	2	--	--	--	245	--	--
		CV19		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV19 - CV20	1900	--	--	--	--	1900	--	--	1900	--	2	--	--	--	1900	--	--
		CV20		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV20 - CV21	400	--	--	--	--	400	--	--	--	400	2	--	--	--	400	--	--
		CV21		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV21 - CV22	1500	--	--	--	--	1500	--	--	1500	--	2	--	--	--	1500	--	--
		CV22		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV22 - CV23	1500	--	--	--	--	1500	--	--	1500	--	2	--	--	--	1500	--	--
		CV23		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV23 - CV24	1105	--	--	--	--	1105	--	--	1105	--	2	--	--	--	1105	--	--
		CV 24		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV24 - CV25	140	--	--	--	--	140	--	--	--	140	2	--	--	--	140	--	--
		CV25		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV25 - CV26	1260	--	--	--	--	1260	--	--	--	1260	--	--	--	--	1260	--	--
		CV26		--	--	--	--	--	--	--	--	--	--	1	25	--	100	74	--
		CV26 - CCTV-05-0097	15	--	30	--	--	15	--	--	--	--	--	--	15	--	--	--	--
		MBMIN01 - CCTV-05-0097	15	15	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--
		CV26 - CV27	975	--	--	--	--	975	--	--	975	--	2	--	--	--	975	--	--
		CV27		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV27 - CV28	1110	--	--	--	--	1110	--	--	1110	--	2	--	--	--	1110	--	--
		CV28		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV28 - CV29	155	--	--	--	--	155	--	--	--	155	2	--	--	--	155	--	--
		CV29		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV29 - CV30	1500	--	--	--	--	1500	--	--	1500	--	2	--	--	--	1500	--	--
		CV30		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV30 - CV31	1500	--	--	--	--	1500	--	--	1500	--	2	--	--	--	1500	--	--
		CV31		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV31 - CV32	1500	--	--	--	--	1500	--	--	1500	--	2	--	--	--	1500	--	--
		CV32		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
PAGE SUBTOTALS				30	555	320	0	19,135	255	1,065	15,130	3,570	34	16	560	0	19,650	148	3

(CONTINUED ON NEXT SHEET)

FTMS PULL BOXES, CONDUIT, AND CABLE

CATEGORY	LOCATION	ITEM ID	DISTANCE	652.0125 CONDUIT RIGID METALLIC 2-INCH LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	655.0525 ELECTRICAL WIRE TRAFFIC SIGNALS 6 AWG LF	655.0530 ELECTRICAL WIRE TRAFFIC SIGNALS 4 AWG LF	671.0132 CONDUIT HDPE 3-DUCT 2-INCH LF	671.0232 CONDUIT HDPE DIRECTIONAL BORE 3-DUCT 2-INCH LF	671.0300 FIBER OPTIC CABLE MARKER EACH	673.0105 COMMUNICATION VAULT TYPE 1 EACH	678.0006 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT LF	678.0012 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT LF	678.0072 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 72-CT LF	678.0300 FIBER OPTIC SPLICE LF	SPV.0060.03 PULL BOX NON-CONDUCTIVE 24 X 42- INCH EACH
		CV32 - CV33	635	--	--	--	--	635	--	--	635	--	1	--	--	--	635	--	--
		CV33		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV33 - CV34	280	--	--	--	--	280	--	--	--	280	1	--	--	--	280	--	--
		CV34		--	--	--	--	--	--	--	--	--	--	1	25	--	100	74	--
		CV33 - PBS01	25	--	50	--	--	25	--	--	--	--	1	--	25	--	--	--	--
		MBS01 - PBS01	10	--	10	--	--	--	30	--	--	--	--	--	--	--	--	--	--
		PBS01		--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	1
		PBS01 - PBS02	65	--	--	130	--	65	195	--	--	--	1	--	65	--	--	--	--
		PBS02		--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	1
		PBS02 - PBS03	185	--	370	--	--	185	555	--	--	--	1	--	185	--	--	--	--
		PBS03		--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	1
		PBS03 - CCTV-05-0098	15	15	30	--	--	15	45	--	--	--	--	--	15	--	--	--	--
		CV34 - CV35	1510	--	--	--	--	1510	--	--	1510	--	2	--	--	--	1510	--	--
		CV35		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV35 - CV36	1495	--	--	--	--	1495	--	--	1495	--	2	--	--	--	1495	--	--
		CV36		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV36 - CV37	1460	--	--	--	--	1460	--	--	1460	--	2	--	--	--	1460	--	--
		CV37		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV37 - CV38	240	--	--	--	--	240	--	--	--	240	2	--	--	--	240	--	--
		CV38		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV38 - CV39	1500	--	--	--	--	1500	--	--	1500	--	2	--	--	--	1500	--	--
		CV39		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV39 - CV40	1485	--	--	--	--	1485	--	--	1485	--	2	--	--	--	1485	--	--
		CV40		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV40 - CV41	1500	--	--	--	--	1500	--	--	1500	--	2	--	--	--	1500	--	--
		CV41		--	--	--	--	--	--	--	--	--	--	1	25	--	100	74	--
		CV41 - PBMV01	130	--	260	--	--	130	--	--	--	--	--	--	130	--	--	--	--
		PBMV01		--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	1
		PBMV01 - CCTV-05-0099	15	--	30	--	--	15	--	--	--	--	--	--	15	--	--	--	--
		MBMV01 - CCTV-05-0099	15	15	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--
		CV41 - CV42	1490	--	--	--	--	1490	--	--	1490	--	2	--	--	--	1490	--	--
		CV42		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV42 - CV43	1490	--	--	--	--	1490	--	--	1490	--	2	--	--	--	1490	--	--
		CV43		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV43 - CV44	1490	--	--	--	--	1490	--	--	1490	--	2	--	--	--	1490	--	--
		CV44		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV44 - CV45	1680	--	--	--	--	1680	--	--	1680	--	2	--	--	--	1680	--	--
		CV45		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV45 - CV46	1545	--	--	--	--	1545	--	--	1545	--	2	--	--	--	1545	--	--
		CV46		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV46 - CV47	1545	--	--	--	--	1545	--	--	1545	--	2	--	--	--	1545	--	--
		CV47		--	--	--	--	--	--	--	--	--	--	1	--	--	50	--	--
		CV47 - EXCV48	1600	--	--	--	--	1600	--	--	1600	--	2	--	--	--	1600	--	--
		EXCV48		--	--	--	1	--	--	--	--	--	--	--	--	--	50	--	--
		EXCV48 - EXCV49	115	--	--	--	--	115	--	--	--	--	1	--	--	--	165	--	--
		EXCV49 - EXCV50	750	--	--	--	--	750	--	--	--	--	1	--	--	--	800	--	--
		EXCV50 - EXCV51	195	--	--	--	--	195	--	--	--	--	1	--	--	--	245	--	--
		PAGE SUBTOTALS		30	750	130	1	22,440	870	0	20,425	520	36	15	585	0	23,055	148	4
		TOTALS		85	1,905	1,230	1	60,705	2,175	1,065	53,255	4,825	95	47	1,805	710	62,055	374	11

FTMS ELECTRICAL SERVICES

CATEGORY	ROADWAY	ITEM ID	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (MBJ01) LS	656.0200.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL (MB4101) LS	656.0200.03 ELECTRICAL SERVICE METER BREAKER PEDESTAL (MBU01) LS	656.0200.04 ELECTRICAL SERVICE METER BREAKER PEDESTAL (MBMIN01) LS	656.0200.05 ELECTRICAL SERVICE METER BREAKER PEDESTAL (MBS01) LS	656.0200.06 ELECTRICAL SERVICE METER BREAKER PEDESTAL (MBV01) LS	656.0500.01 ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-44-0094) LS	656.0500.02 ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-44-0095) LS	656.0500.03 ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-05-0096) LS	656.0500.04 ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-05-0097) LS	656.0500.05 ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-05-0098) LS	656.0500.06 ELECTRICAL SERVICE BREAKER DISCONNECT BOX (CCTV-05-0099) LS
0010	IH 41													
OUTAGAMIE COUNTY		MBJ01	1	--	--	--	--	--	--	--	--	--	--	--
		CCTV-44-0094	--	--	--	--	--	--	1	--	--	--	--	--
		MB4101	--	1	--	--	--	--	--	--	--	--	--	--
		CCTV-44-0095	--	--	--	--	--	--	--	1	--	--	--	--
BROWN COUNTY		MBU01	--	--	1	--	--	--	--	--	--	--	--	--
		CCTV-05-0096	--	--	--	--	--	--	--	--	1	--	--	--
		MBMIN01	--	--	--	1	--	--	--	--	--	--	--	--
		CCTV-05-0097	--	--	--	--	--	--	--	--	--	1	--	--
		MBS01	--	--	--	--	1	--	--	--	--	--	--	--
		CCTV-05-0098	--	--	--	--	--	--	--	--	--	--	1	--
		MBV01	--	--	--	--	--	1	--	--	--	--	--	--
		CCTV-05-0099	--	--	--	--	--	--	--	--	--	--	--	1
		TOTALS	1	1	1	1	1	1	1	1	1	1	1	1

FTMS COMMUNICATIONS AND CABINETS

CATEGORY	ROADWAY	ITEM ID	672.0250 BASE CAMERA POLE 50-FT EACH	673.0225.S INSTALL POLE MOUNTED CABINET EACH	675.0300 INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR EACH	675.0400.S INSTALL ETHERNET SWITCH EACH	677.0150 INSTALL CAMERA POLE 50-FT EACH	677.0200 INSTALL CAMERA ASSEMBLY EACH	678.0400 FIBER OPTIC TERMINATION EACH	SPV.0060.02 GROUND ROD EACH	SPV.0060.04 INSTALL TERMINAL SERVER EACH
0010	IH 41										
OUTAGAMIE COUNTY		CCTV-44-0094	1	1	1	1	1	1	6	1	1
		CCTV-44-0095	1	1	1	1	1	1	6	1	1
BROWN COUNTY		CCTV-05-0096	1	1	1	1	1	1	6	1	1
		CCTV-05-0097	1	1	1	1	1	1	6	1	1
		CCTV-05-0098	1	1	1	1	1	1	6	1	1
		CCTV-05-0099	1	1	1	1	1	1	6	1	1
		TOTALS	6	6	6	6	6	6	36	6	6

FTMS LUMP SUM ITEMS

CATEGORY	ROADWAY	670.0100 FIELD SYSTEM INTEGRATOR LS	670.0200 ITS DOCUMENTATION LS	678.0500 COMMUNICATION SYSTEM TESTING LS
0010	IH 41			
	PROJECT	1	1	1
	TOTALS	1	1	1

3

LIGHTING/CMS SIGNS/RAMP GATES

LOCATION	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (^) 652.0225 LF	CONCRETE BASES TYPE 5 654.0105 EACH	CONCRETE CONTROL CABINET BASE TYPE 10 654.0220 EACH	ELECTRICAL WIRE LIGHTING 12 AWG 655.0610 LF	ELECTRICAL WIRE LIGHTING 10 AWG 655.0615 LF	ELECTRICAL WIRE LIGHTING 4 AWG 655.0630 LF	PEDESTAL BASES 657.0100 EACH	TRANSFORMER BASE BREAKAWAY 11 1/2-INCH BOLT CIRCLE 657.0255 EACH	POLES TYPE 5-ALUMINUM 657.0322 EACH	TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT 657.0425 EACH	LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT 657.0710 EACH	LUMINAIRES UTILITY LED B 659.1120 EACH	RAMP CLOSURE GATE SOLAR 40-FT 662.2040.S EACH	PULL BOX NON-CONDUCTIVE 24X42-INCH (^) SPV.0060.03 EACH	INSTALL SCALE CMS SPV.0060.07 EACH	SALVAGE LUMINAIRE AND TRUSS ARM SPV.0105.01 LS
69+88 BP 24' LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
CMS WIRING	2460	-	-	-	-	9240	-	-	-	-	-	-	-	10	2	-
CTH U SW RAMP	30	1	1	-	-	-	1	1	-	1	-	-	1	-	-	-
CTH U NE RAMP	30	1	1	-	-	-	1	1	-	1	-	-	1	-	-	-
PARK & RIDE	305	2	-	2	1155	-	-	-	2	-	2	4	-	-	-	-
TOTAL 0010	**2825**	**4**	**2**	**2**	**1155**	**9240**	**2**	**2**	**2**	**2**	**2**	**4**	**2**	**10**	**2**	**1**

^ ADDITIONAL QUANTITY SHOWN ELSEWHERE

3

SAWCUT

STATION	TO	STATION	SAWING ASPHALT 690.0150 LF	SAWING CONCRETE (^) 690.0250 LF
1356+56 NB(*)	-	1361+32 NB(*)	476	-
1365+43 NB(*)	-	1369+17 NB(*)	-	374
1381+20 NB(*)	-	1390+41 NB(*)	-	941
1390+41 NB(*)	-	1393+82 NB(*)	341	-
1393+82 NB(*)	-	1399+59 NB(*)	-	597
1399+59 NB(*)	-	1405+18 NB(*)	-	579
218+37 U SE	-	218+37 U SE	8	15
73+79 BP	-	73+79 BP	13	24
77+94 BP	-	77+94 BP	24	24
1409+49 NB(*)	-	1410+32 NB(*)	-	200
1410+48 NB(*)	-	1410+60 NB(*)	-	33
1411+67 NB(*)	-	1412+35 NB(*)	-	148
1411+93 NB(*)	-	1412+49 NB(*)	-	121
1410+50 NB(*)	-	1411+05 NB(*)	-	120
1410+73 NB(*)	-	1411+31 NB(*)	-	122
1412+38 NB(*)	-	1412+87 NB(*)	-	108
1412+65 NB(*)	-	1413+86 NB(*)	-	256
24+65 S EB	-	25+01 S EB	-	66
24+88 S EB	-	25+19 S EB	-	57
27+08 S EB	-	27+47 S EB	-	66
27+26 S EB	-	27+87 S EB	-	91
			86	197
		TOTAL 0010	948	4139

REMOVING RAISED PAVEMENT MARKERS

STATION	TO	STATION	LOCATION	REMOVING RAISED PAVEMENT MARKERS SPV.0060.05 EACH	REMARKS
1211+67 NB	-	1334+65 NB	I-41 NB	123	EXISTING CONCRETE, BEGIN NB
1334+65 NB(*)	-	1405+18 NB(*)	I-41 NB	71	EXISTING HMA
1405+18 NB(*)	-	1417+00 NB(*)	I-41 NB	12	EXISTING CONCRETE
1417+00 NB(*)	-	1420+27 NB(*)	I-41 NB	3	EXISTING HMA
1310+80 NB(**)	-	1488+20 NB(**)	I-41 NB	177	EXISTING HMA
1488+20 NB	-	1518+00 NB	I-41 NB	30	EXISTING CONCRETE
1518+00 NB	-	1624+00 NB	I-41 NB	106	EXISTING HMA, END NB
1234+88 SB	-	1270+00 SB	I-41 SB	35	EXISTING CONCRETE, BEGIN SB
1270+00 SB	-	1314+95 SB	I-41 SB	45	EXISTING HMA
1314+95 SB(*)	-	1334+65 SB(*)	I-41 SB	20	EXISTING CONCRETE
1334+65 SB(*)	-	1405+18 SB(*)	I-41 SB	71	EXISTING HMA
1405+18 SB(*)	-	1417+00 SB(*)	I-41 SB	12	EXISTING CONCRETE
1417+00 SB(*)	-	1462+40 SB	I-41 SB	155	EXISTING HMA
1462+40 SB	-	1620+50 SB	I-41 SB	158	EXISTING CONCRETE, END SB
			CTH U SE RAMP GORE	27	EXISTING HMA/CONCRETE, ALONG 8-INCH EDGELINE
			CTH U NW RAMP GORE	27	EXISTING HMA/CONCRETE, ALONG 8-INCH EDGELINE
			CTH S SE RAMP GORE	27	EXISTING HMA, ALONG 8-INCH EDGELINE
			CTH S NW RAMP GORE	27	EXISTING CONCRETE, ALONG 8-INCH EDGELINE
			CTH U SE RAMP	8	EXISTING CONCRETE, WITHIN OFF-RAMP ARROW
			CTH U NW RAMP	8	EXISTING CONCRETE, WITHIN OFF-RAMP ARROW
			CTH S SE RAMP	8	EXISTING CONCRETE, WITHIN OFF-RAMP ARROW
			CTH S NW RAMP	8	EXISTING CONCRETE, WITHIN OFF-RAMP ARROW
			TOTAL 0010	**1018**	

3

RESETTING PIPE ENDS

STATION	LOCATION	RESETTING PIPE ENDS SPV.0060.06 EACH	REMARKS
1277+06 NB	77' RT	1	AEW & 4 PIPE SECTIONS
1347+81 SB(*)	55' LT	1	AEW & 2 PIPE SECTIONS
	TOTAL 0010	**2**	

STREET SWEEPING

STATION	TO	STATION	SPV.0075.01 HRS	REMARKS
1354+67 SB(*)	-	1335+00 SB(**)	8	BEFORE STAGE 2
1354+67 SB(*)	-	1335+00 SB(**)	8	BEFORE STAGE 2A
1355+00 NB(*)		1334+31 NB(**)	8	BEFORE STAGE 3
1355+00 NB(*)		1334+31 NB(**)	8	BEFORE STAGE 3A
			40	UNDISTRIBUTED
		TOTAL 0010	**72**	

3

GLARE SCREENS TEMPORARY

STATION	TO		STAGE	GLARE SCREENS TEMPORARY SPV.0090.02 LF
1352+00 SB(*)	-	1358+00 SB(*)	STAGE 2	600
1335+00 SB(**)	-	1339+00 SB(**)	STAGE 2	400
1333+00 NB(**)	-	1337+00 NB(**)	STAGE 3	400
			TOTAL 0010	**1400**

TELEVISING STORM SEWER AND CULVERT PIPES

STATION	LOCATION	TELEVISING STORM SEWER AND CULVERT PIPES SPV.0090.06 LF
1249+87 SB	I-41 NB	128
1251+66 SB	I-41 NB	88
1251+92 NB	I-41 NB	372
1242+46 NB	I-41 NB	116
1257+70 SB	I-41 NB	271
1260+85 SB	I-41 NB	160
1266+10 SB	I-41 NB	158
1309+60 NB	I-41 NB	184
1321+71 SB(*)	I-41 NB	125
1327+90 NB(*)	I-41 NB	225
1410+78 SB(*)	I-41 SB	385
1411+11 SB(*)	I-41 NB	153
1411+83 NB(*)	I-41 NB	313
1412+19 SB(*)	I-41 SB	105
1412+83 SB(*)	I-41 SB	253
1413+80 SB(*)	I-41 SB	60
1503+41 NB	I-41 SB	56
1504+76 NB	I-41 NB	150
	TOTAL 0010	**3302**

LONGITUDINAL ASPHALTIC JOINT REPAIR

STATION		LOCATION	LONGITUDINAL ASPHALTIC JOINT REPAIR SPV.0090.05 LF
1334+72 NB(*)	1351+64 NB(*)	I-41 NB	1692
1355+64 NB(*)	1357+64 NB(*)	I-41 NB	200
1402+56 NB(*)	1405+18 NB(*)	I-41 NB	262
1324+10 NB(**)	1326+26 NB(**)	I-41 NB	216
1328+76 NB(**)	1329+10 NB(**)	I-41 NB	34
1435+10 NB	1442+10 NB	I-41 NB	700
1458+78 NB	1458+98 NB	I-41 NB	20
1473+98 NB	1488+20 NB	I-41 NB	1422
1537+27 NB	1547+27 NB	I-41 NB	1000
1579+27 NB	1592+27 NB	I-41 NB	1300
1602+27 NB	1613+27 NB	I-41 NB	1100
1270+13 SB	1271+13 SB	I-41 SB	100
1382+70 SB(*)	1384+70 SB(*)	I-41 SB	200
1325+16 SB(**)	1326+26 SB(**)	I-41 SB	110
1328+71 SB(**)	1329+16 SB(**)	I-41 SB	45
		UNDISTRIBUTED	849
		TOTAL 0010	**9250**

TRANSPORTATION PROJECT PLAT NO: 1130-44-21-4.01

PART OF UNPLATTED LANDS IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4, AND THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 33, T22N-R19E, TOWN OF KAUKAUNA, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER U.S.H 41 OUTAGAMIE COUNTY
APPLETON - GREEN BAY --- WRIGHTSTOWN SAFETY/WEIGHT FACILITY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

CONVENTIONAL ABBREVIATIONS AND SYMBOLS

ACCESS POINT	AP	SECTION CORNER	
ACCESS RIGHTS	AR	(MATERIAL AS NOTED)	
ACRES	AC	SET R/W MONUMENT W/CAP	
CHORD BEARING	CH BRG	(1-¼" OUTSIDE DIA.x18"	
CHORD DISTANCE	CH DIS	IRON PIPE 1.13 LBS/FT)	
DEED	(D)	FOUND TYPE 2 MON.	
DOCUMENT	DOC	FOUND 3/4" REBAR	
EAST BOUND	EB	SET P.K. NAIL	
GAS VALVE	GV	PROPOSED R/W	
INLET	IL	BOUNDARY POINT	PRWOOO
LENGTH OF CURVE	L	CORPORATE LIMITS	
MANHOLE	MH	EXISTING R/W	
MONUMENT	MON	SECTION LINE	
NORTH BOUND	NB	QUARTER LINE	
PAGE	PG	SIXTEENTH LINE	
PERMANENT	PERM	PROPOSED OR NEW R/W LINE	
PERMANENT LIMITED EASEMENT	PLE	PROPOSED EASEMENT LINE	
PRIVATE DRIVEWAY	PD	PARCEL NUMBER	00
PROPERTY LINE	PL	UTILITY NUMBER	000
RADIUS	RAD	SIGN NUMBER	0-0
REFERENCE LINE	℄	PROPERTY LINE	PL
REMAINING	REM	LOT, TIE AND OTHER MINOR DASHED LINES	
RIGHT OF WAY	R/W	ACCESS RESTRICTED (By Previous Project, Control)	
SECTION	SEC	ACCESS RESTRICTED (By Acquisition)	
SECTION LINE	℄	NO ACCESS (By Statutory Authority)	
FOUND IRON PIPE	IP	LIMITED EASEMENT (Temporary)	
STATION	STA	LIMITED EASEMENT (Permanent)	
TEMPORARY LIMITED EASEMENT	TLE		
TIE POINT	DB1		
VOLUME	VOL		
ADJOINING LANDS WITH SAME OWNER			
PARALLEL TO LINE	00'		
BUILDING TO BE RAZED			
FEE ACQUISITION	VARIOUS HATCHING		
BEGIN POINT	BP		
END POINT	EP		

CONVENTIONAL UTILITY SYMBOLS

WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD	OH	
TRANSMISSION LINES		
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
	NON-COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, OUTAGAMIE COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECTS: TPP 1130-42-00-4.60

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECTS)/DOC.#: 1131-01-21, 1131-08-21, T 03-2128)

USH 41 IN OUTAGAMIE COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF WISCONSIN STATUES BY THE HIGHWAY COMMISSION ON 06/08/1972

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

WISCONSIN DEPARTMENT OF TRANSPORTATION

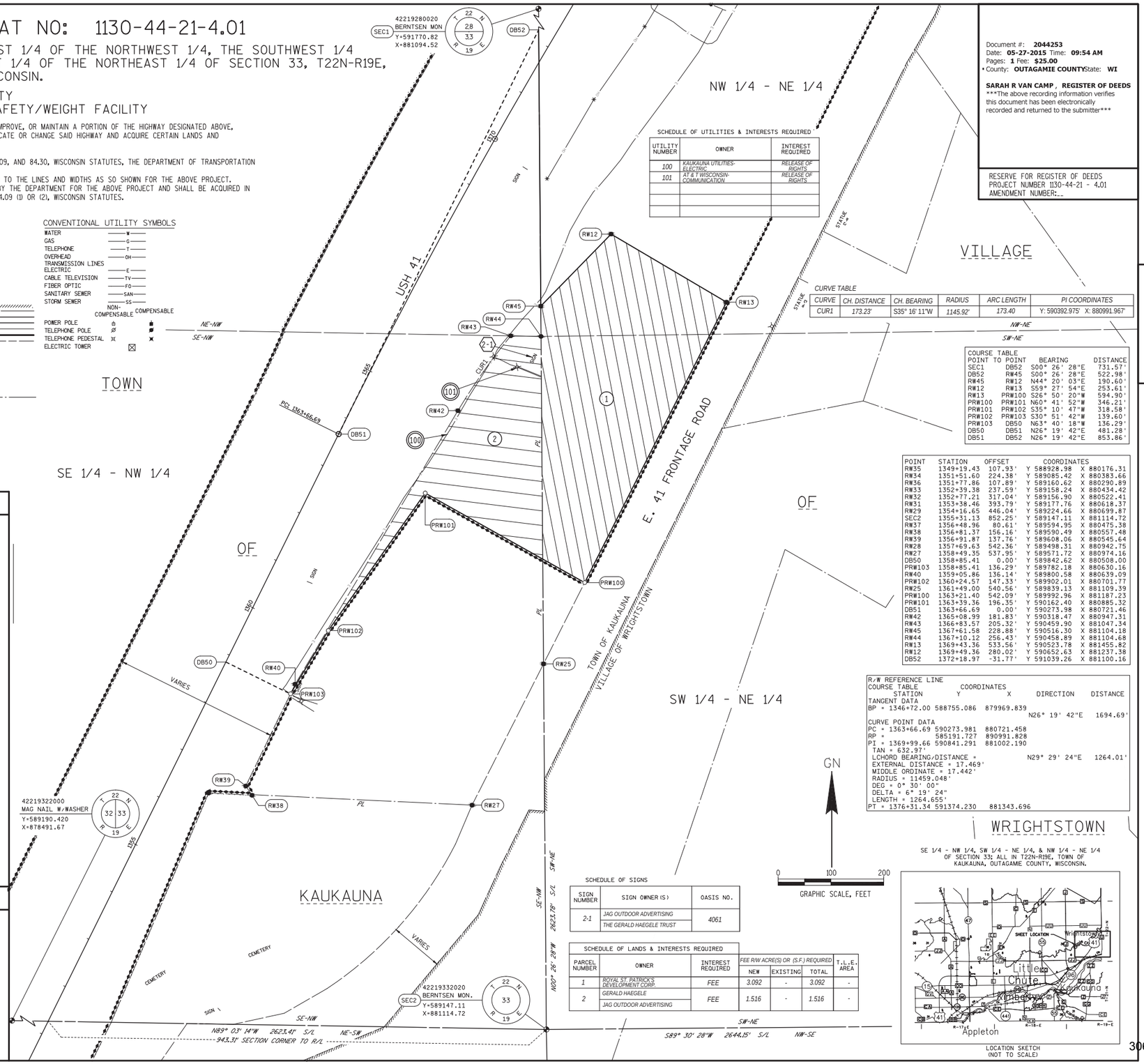
I, CAROLYN J. SAMPSON PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS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

SIGNATURE: Carolyn J. Sampson DATE: 05/22/2015
PRINT NAME: CAROLYN J. SAMPSON
REGISTRATION NUMBER: S-3045

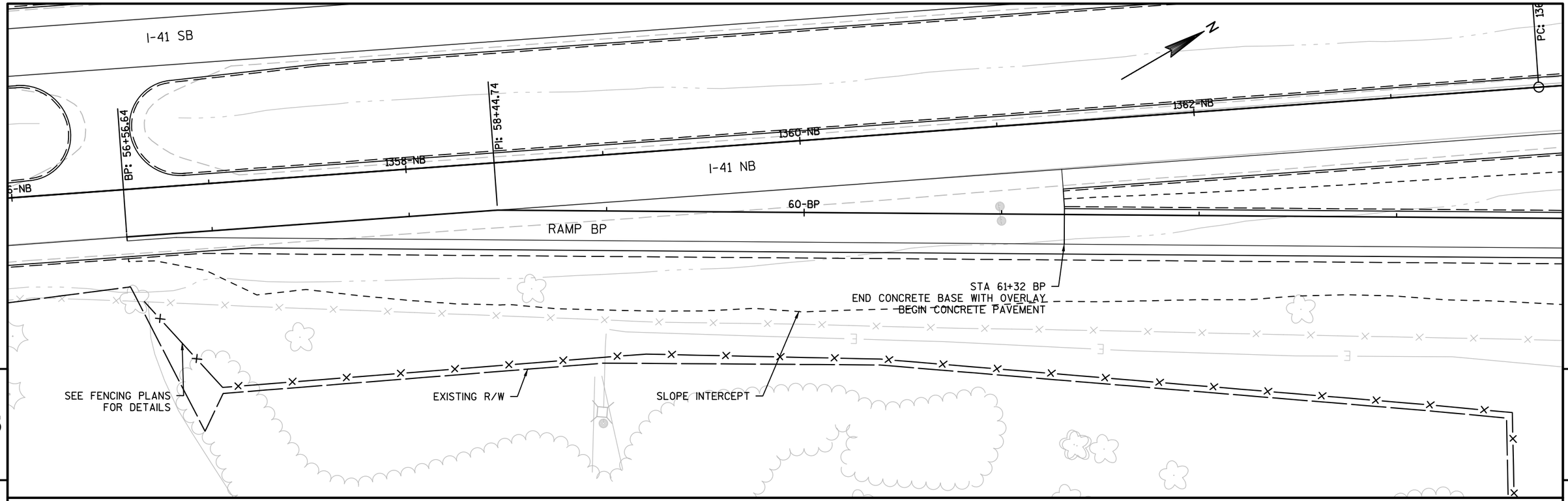
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

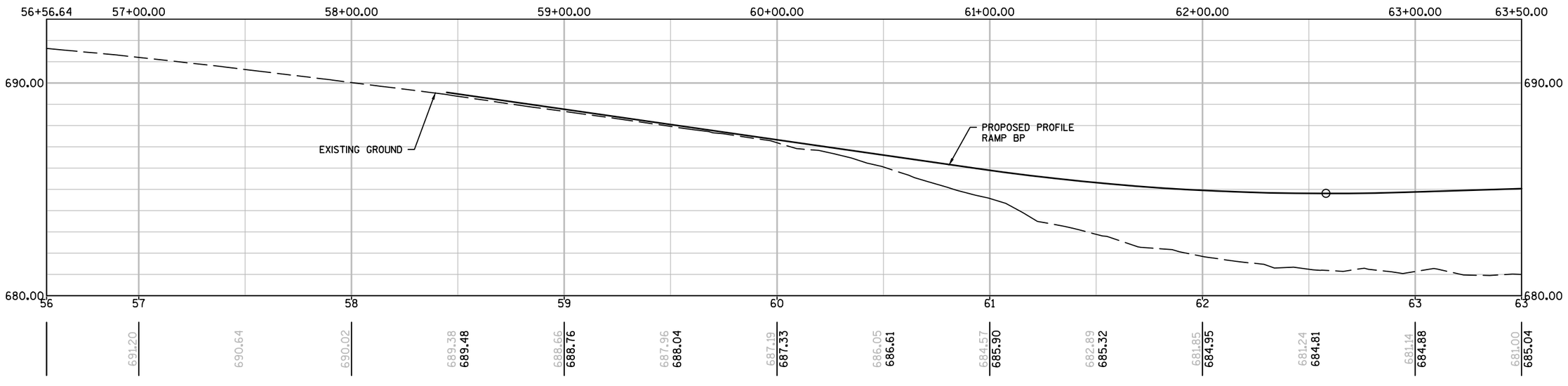
SIGNATURE: Curt Van Erem DATE: 05/22/2015
PRINT NAME: CURT VAN EREM

WISCONSIN · CAROLYN J. SAMPSON · S-3045 · GREEN BAY WI · LAND SURVEYOR

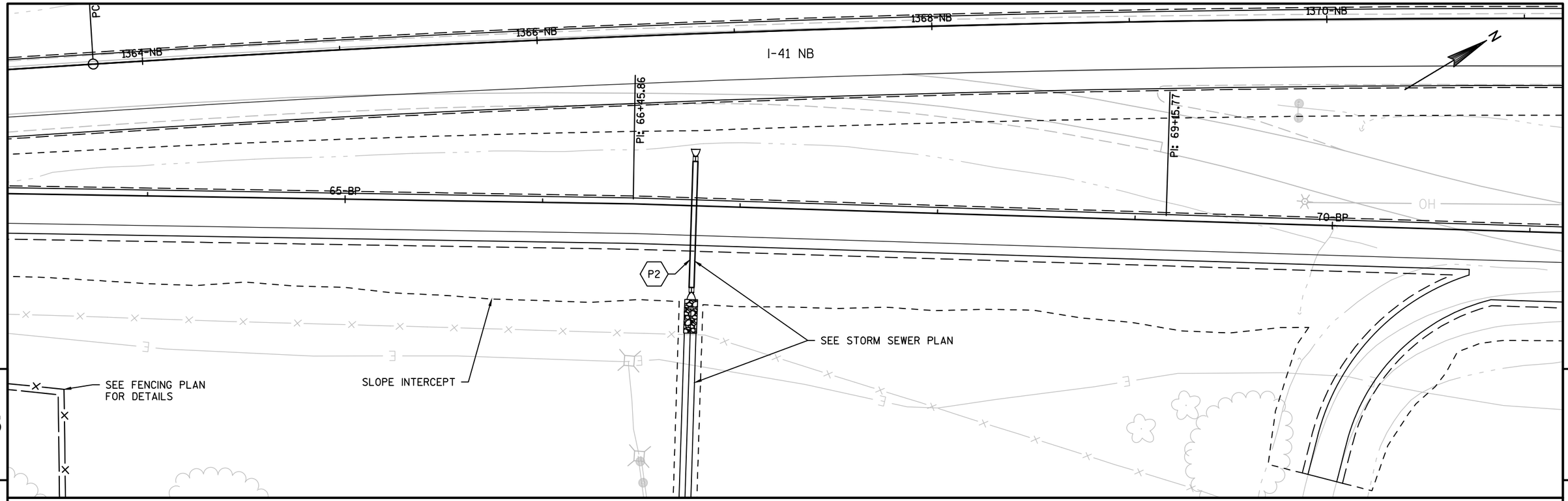


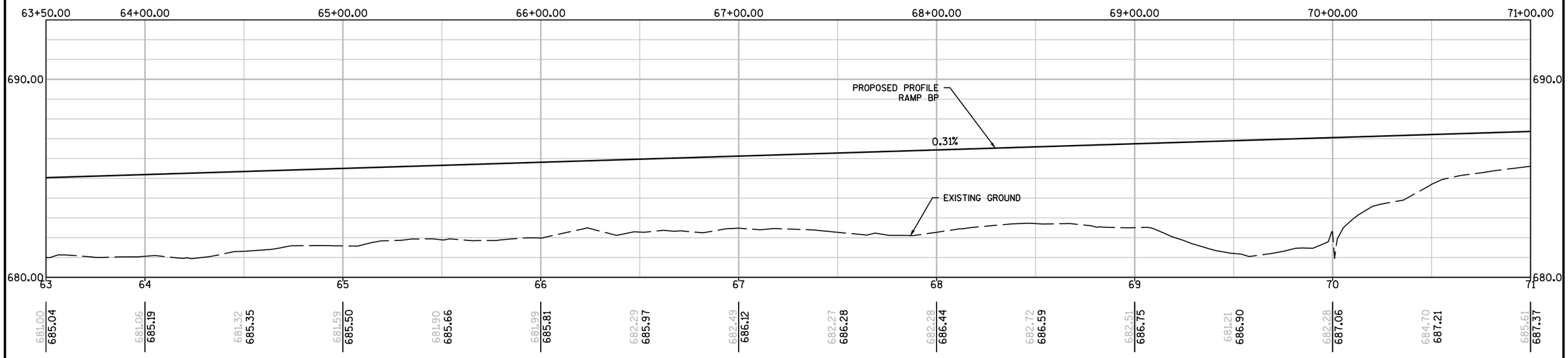
C:\WisDOT\rw\11304400(USH 41 SCALE)\RW\DWG\040401_RW.dwg, 5/26/2015 8:21:28 AM





PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP BP	SHEET 334	E



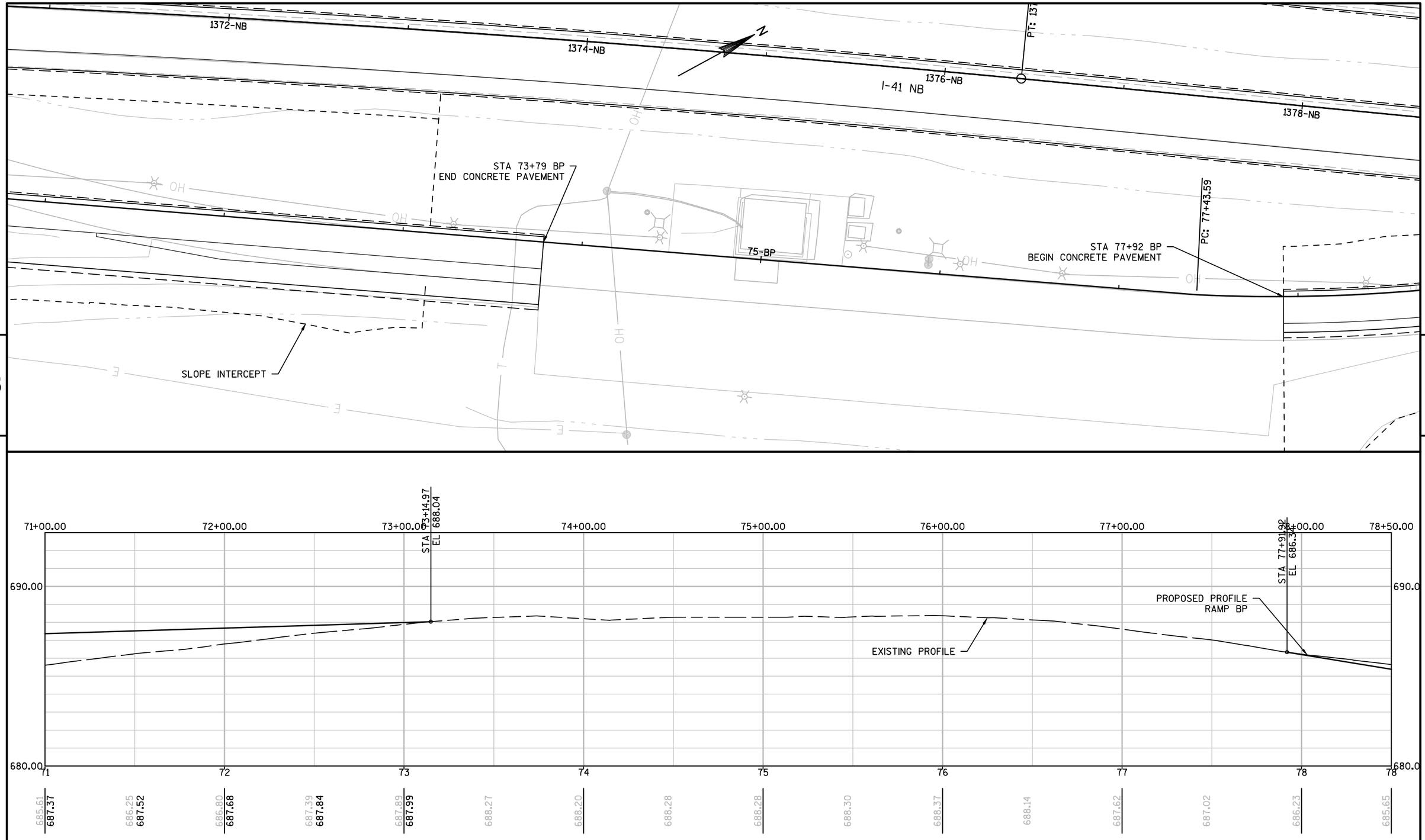


PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP BP	SHEET 335	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\050101_PP_SWEF REDESIGN.DWG
LAYOUT NAME - 050104

PLOT DATE : 10/6/2016 10:29 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP BP	SHEET 336	E

I-41 SB

I-41 NB

STA BACK = 1384+03.13
STA AHEAD = 1383+95.23

PT: 83+01.75

1380-NB
1382-NB
1384-NB
1386-NB

PT: 78+50.38
PC: 79+93.61

STA 1380+95 NB(*)

80-BP
85-BP

BP: 0+00.00

STA 80+94 BP
END CONCRETE PAVEMENT
BEGIN CONCRETE BASE
WITH OVERLAY

STA 79+15 BP
REMOVE 18" CPCS
24" CPRC CLASS IV REQ'D

SLOPE INTERCEPT

SEE FENCE PLAN FOR DETAILS

2-SD

STA 1384+34 NB(*) 55.5 RT
MGS GUARDRAIL
TERMINAL EAT

SIGN BRIDGE S-44-136
SEE STRUCTURE PLANS

STA 1385+87 NB(*) 46' RT
MGS GUARDRAIL
TERMINAL TYPE 2

5

5

78+50.00 79+00.00 80+00.00 81+00.00 82+00.00 83+00.00 84+00.00 85+00.00 86+00.00

690.00

680.00

672.00

VCL = 200.00
K = 158.04

RL-BP PROFILE

EXISTING GROUND

1.63%

-0.37%

VPC STA 79+21.01
VPC EL 684.23

VPI STA 80+21.01
VPI EL 682.60

VPC STA 81+24.57
VPC EL 682.22

VPT STA 81+21.01
VPT EL 682.23

VPI STA 82+13.06
VPI EL 681.836

VPT STA 83+01.55
VPT EL 681.22

VCL = 176.98
K = 688.04

SPECIAL DITCH (SD)

PROPOSED PROFILE IS
BASED OFF OF I-41 NB
FINISHED CONDITION

78 79 80 81 82 83 84 85 86

685.65	684.91	684.20	683.73	683.05	682.45	681.93	681.61	681.29	680.97	680.62	680.21	679.95	679.63	679.38	679.05
685.39	684.57	683.78	683.14	682.65	682.33	682.11	681.85	681.56	681.23						

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP BP	SHEET 337	E

I-41 SB

I-41 NB

1386-NB

1388-NB

1390-NB

1392-NB

90-BP

102

STA 1390 NB(*)
REMOVE 18" CPCS
24" CPRC CLASS IV REQ'D

CAUTION

4-SD

6-SD

8-SD

10-SD

21

22

SEE STORM SEWER PLANS

SLOPE INTERCEPT

SEE FENCE PLANS FOR DETAILS

PI: 4+12.91

5

5

PROPOSED PROFILE IS
BASED OFF OF I-41 NB
FINISHED CONDITION

EXISTING GROUND

SPECIAL DITCH (SD)

86+00.00 87+00.00 88+00.00 89+00.00 90+00.00 91+00.00 92+00.00 93+00.00 93+50.00

690.00 680.00 673.00

90.00 80.00 73.00

86 87 88 89 90 91 92 93 93

679.05 678.77 678.44 678.20 678.00 677.86 677.76 677.69 677.71 677.89 678.03 678.10 678.27 678.58 678.92 679.23

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP BP	SHEET 338	E

STA 1393+52 NB(*)
REMOVE (1) CULVERT ENDWALL
24" CPRC CLASS IV REQ'D

STA 1393+53.6 30.5' LT
MEDIAN INLETS 2G-MS REQ'D

STA 1393+77 NB(*)
REMOVE 24" CPCS
24" CPRC CLASS IV REQ'D

STA 1394+89 NB(*)
MGS GUARDRAIL
TERMINAL TYPE 2

I-41 SB

I-41 NB

1394-NB

1396-NB

1398-NB

1400-NB

95-BP

BP: 209+00.00-U

100-BP

210-U

212-u

CTH U SE RAMP

12-SD

14-SD

SIGN BRIDGE S-44-143
SEE STRUCTURE PLANS

STA 1393+73 NB(*) 48' RT
BEGIN MGS GUARDRAIL
TERMINAL EAT

PI: 12+55.53

EP: 14+19.73

SEE FENCE PLANS FOR DETAILS

STA 213+14 U
END CONCRETE BASE WITH OVERLAY
BEGIN CONCRETE PACVEMENT

5

5

93+50.00 94+00.00 95+00.00 96+00.00 97+00.00 98+00.00 99+00.00 100+00.00 101+00.00

PROPOSED PROFILE IS
BASED OFF OF I-41 NB
FINISHED CONDITION

SPECIAL DITCH (SD)

EXISTING GROUND

80.00

75.00

680.00

675.00

93 94 95 96 97 98 99 100 101

679.23 679.57 679.81 680.17 680.44 680.79 681.09 681.36 681.61 681.93 682.24 682.53 682.81 683.06 683.39 683.71

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP BP	SHEET 339	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\050101_PP_SWEF REDESIGN.DWG
LAYOUT NAME - 050108

PLOT DATE : 10/6/2016 10:29 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT

I-41 SB

1402-NB 1404-NB 1406-NB 1408-NB

I-41 NB

105-BP

215+46.68-U

214-U CTH U SE RAMP 216-U 218-U

STA 1403+50 NB(X) 46' RT
MGS GUARDRAIL TERMINAL EAT

STA
END CONCRETE BASE WITH OVERLAY
BEGIN CONCRETE PAVEMENT

STA 105+72.19 BP
BEGIN LANE TAPER

FRENCH DRAIN

SLOPE INTERCEPT

5 5

101+00.00 102+00.00 103+00.00 104+00.00 105+00.00 106+00.00 107+00.00 108+00.00

690.00 680.00

PROPOSED PROFILE IS
BASED OFF OF I-41 NB
FINISHED CONDITION

EXISTING GROUND

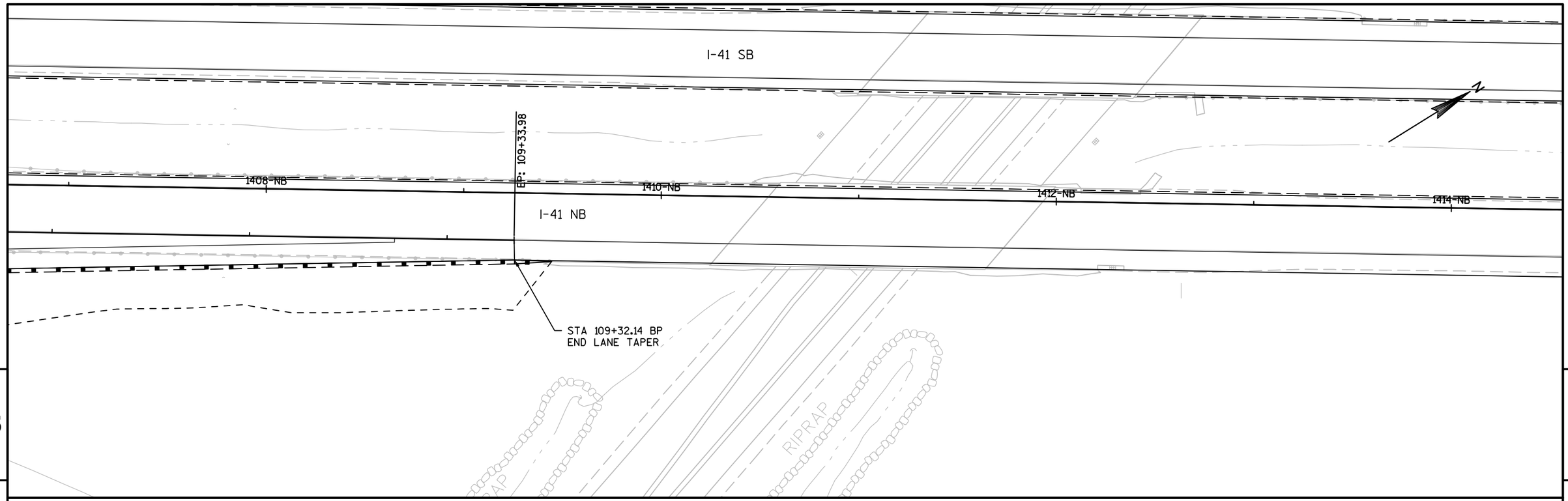
101 102 103 104 105 106 107 108

683.71 683.98 684.21 684.52 684.81 685.18 685.51 685.67 685.80 686.18 686.58 686.85 686.95 687.23 687.12

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP BP	SHEET 340	E

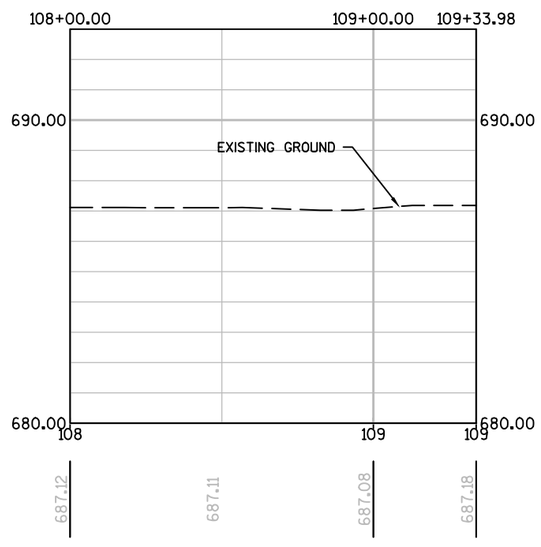
FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\050101_PP_SWEF REDESIGN.DWG
LAYOUT NAME - 050109

PLOT DATE : 10/6/2016 10:29 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT



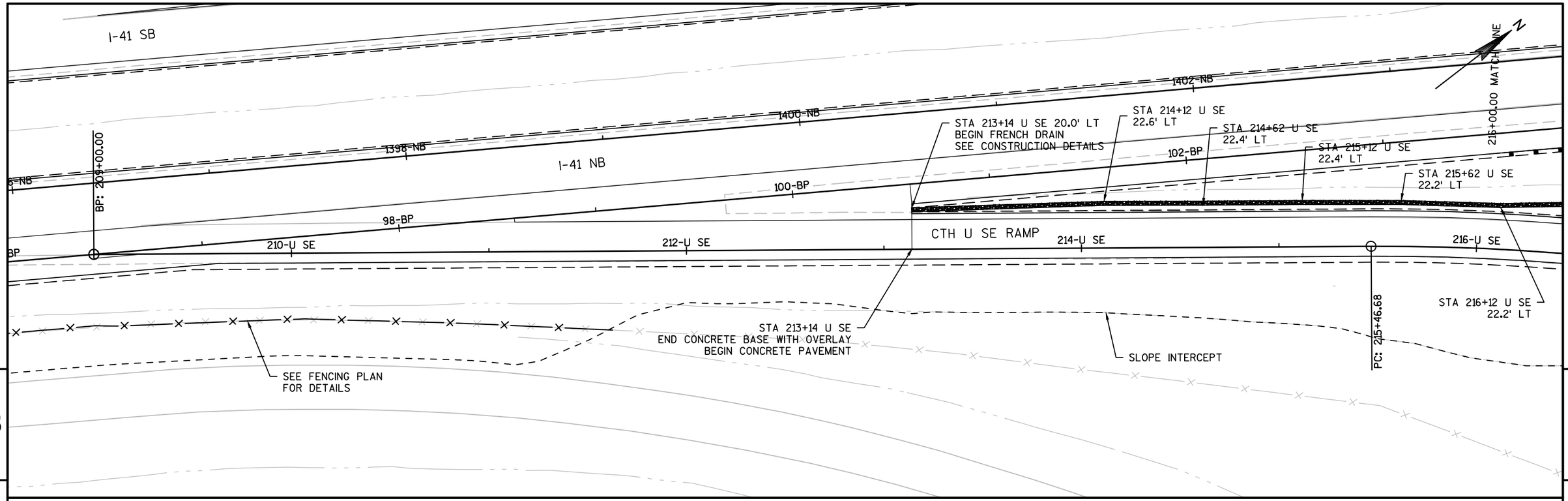
5

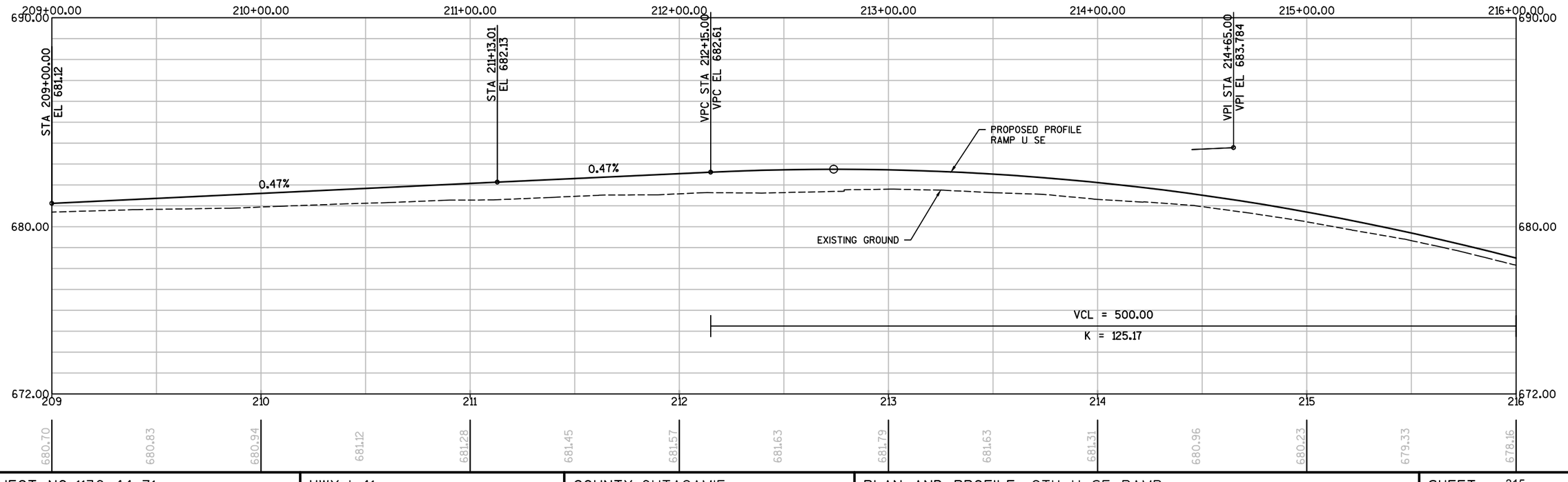
5



PROPOSED PROFILE IS
BASED OFF OF I-41 NB
FINISHED CONDITION

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP BP	SHEET 341	E

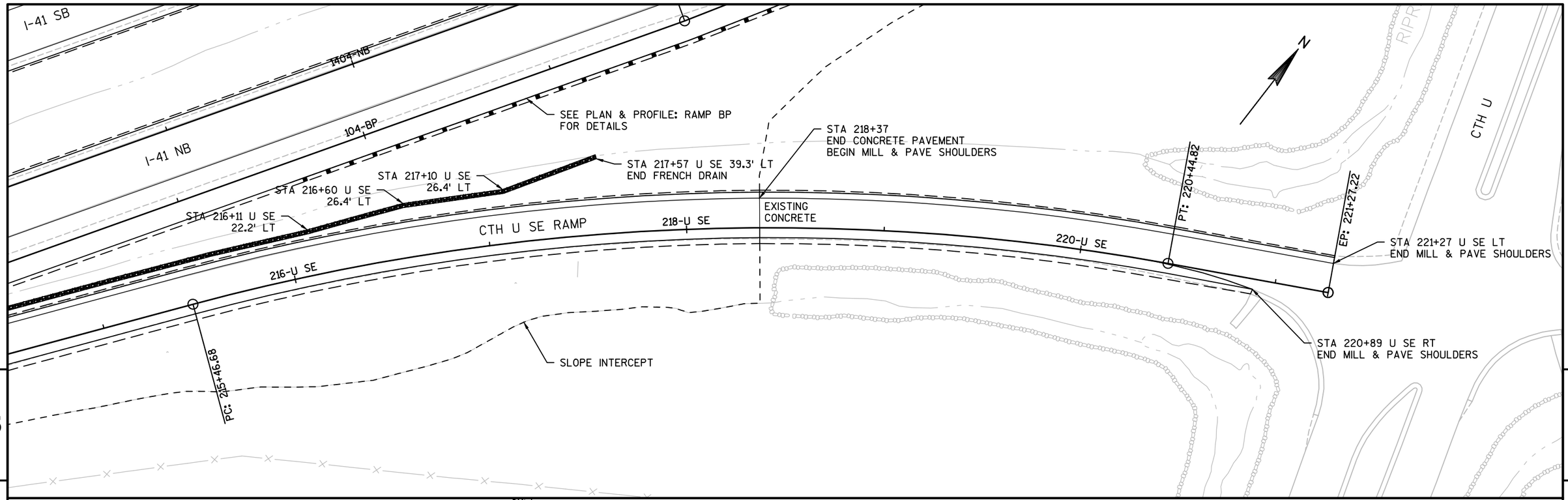


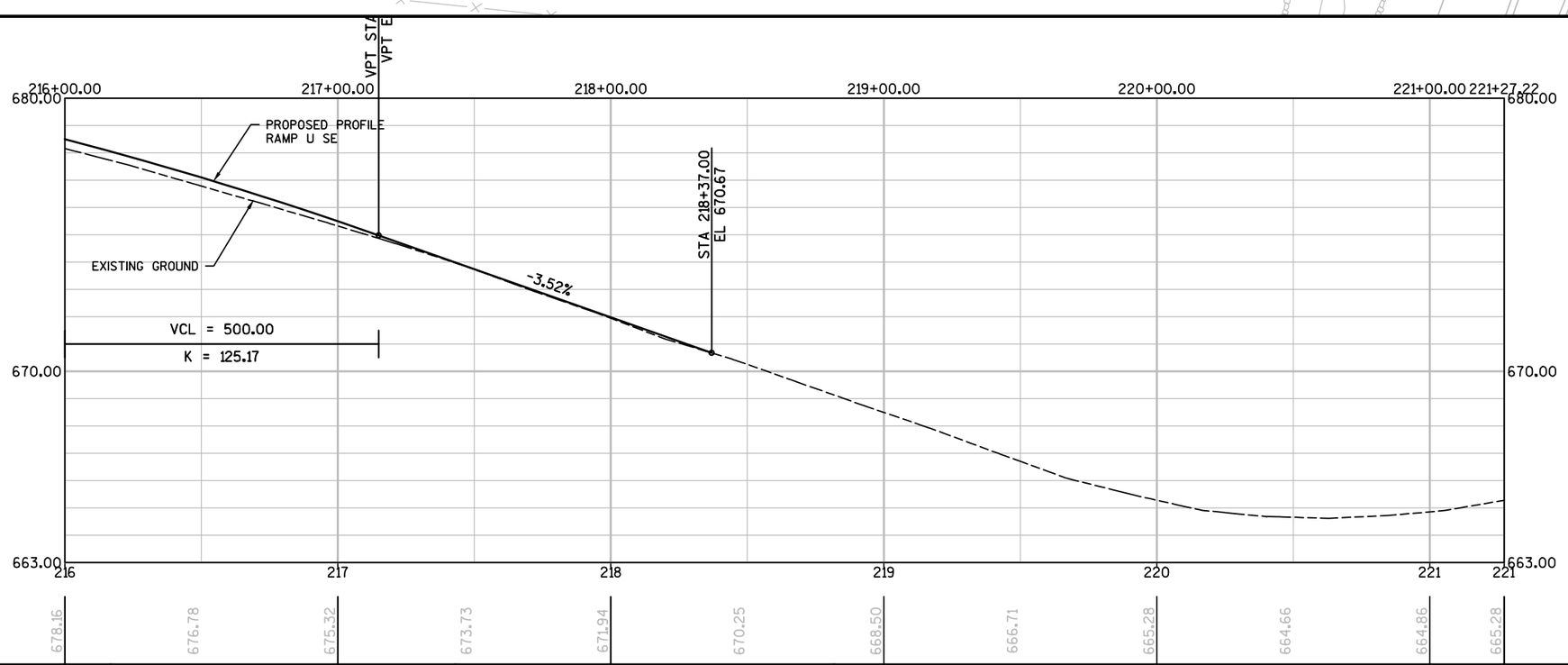


PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH U SE RAMP	SHEET 315 342	E

FILE NAME : \\DOTDTIDN\N4PUBLIC\BHO\03 PAVTROAD\C3D\11304401\SHEETSPLAN\050121_PP.DWG
LAYOUT NAME - 0501201

PLOT DATE : 4/29/2016 8:21 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT





PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH U SE RAMP	SHEET 343	E

FILE NAME : \\DOTDTIDN\N4PUBLIC\BHO\03 PAVTROAD\C3D\11304401\SHEETSPLAN\050121_PP.DWG
LAYOUT NAME - 0501202
PLOT DATE : 9/13/2016 12:55 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

I-41 SB

STRUCTURAL APPROACH SLAB
SEE STRUCTURE PLANS B-5-53

STA 1326+51 I-41 NB(**)
BEGIN ROADWAY APPROACH SLAB

STA 1326+26 I-41 NB(**)
BEGIN CONCRETE PAVEMENT 9"

HMA PAVEMENT

I-41 NB

1325 1326 1327 1328 1329 1330

B-5-53

648.037 648.277 648.031 648.785 649.025 648.785 649.367 649.586 649.365

ASPHALT SHOULDER (TYP)

STRUCTURAL APPROACH SLAB
SEE STRUCTURE PLANS B-5-53

STA 1328+36 I-41 NB(**)
ROADWAY APPROACH SLAB

STA 1328+51 I-41 NB(**)
CONCRETE PAVEMENT 9"

STA 1328+76 I-41 NB(**)
HMA PAVEMENT

652.658 652.898 653.138 653.634 653.874 654.114 654.458 654.698 654.458

ASPHALT SHOULDER (TYP)

RIPRAP

RIPRAP

RIPRAP

FRENCH RD

PV - USH 41 NB Brown B-5-53
Station=1325+60.00
elev = 647.994

VPC STA 1325+64.00
VPC EL 648.04

VCL = 344.00

K = 216.40

VPI STA 1327+36.00
VPI EL 649.880

PV - USH 41 NB Brown B-5-53
Station=1329+13.00
elev = 654.590

VPT STA 1329+08.00
VPT EL 654.46

650.00

643.00

1324 1325 1326 1327 1328 1329 1330 1330

648.45 649.13 649.92 650.83 651.85 652.99 654.25

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN AND PROFILE: I-41 NB APPLE CREEK BRIDGE	SHEET 317 344	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\050101_PP_APPLE_CREEK_BRIDGE.DWG PLOT DATE : 3/21/2016 11:14 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1" = 40'_XREF

STA. 1188+00 NB
PROJECT START

STA. 1188+00 NB
CABLE GUARD
TERMINAL LOCATION

1190-SB
1190-NB
1195-SB
1195-NB
1200-SB
1200-NB
1205-SB
1205-NB
1210-SB
1210-NB
1215-SB
1215-NB

I-41 SB
I-41 NB

CTH J

RIPRAP

OH

MH

AG

W

5

5

LEGEND

- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

PC: 1213+01.79

PC: 1213+23.78

EXISTING CONCRETE

STA. 1211+67 NB
RESURFACE START
BUTT JOINT REQ'D AT SHOULDERS (TYP)

STA. 1217+90 SB
CABLE GUARD
TERMINAL LOCATION

BUTT JOINT REQ'D

MILL 2", PAVE 2" HMA

STA. 1217+61 NB
CABLE GUARD
TERMINAL LOCATION

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN: MAINLINE	SHEET 318 345	E

CURVE SB NOTES
PI = 1224+61.74
X = 872044.14
Y = 579595.42
Δ = 23°00'24"
D = 1°00'19"
T = 1159.95'
L = 2288.64'
R = 5699.58'
EXISTING SE = 2.8%
PC = 1213+01.79
PT = 1235+90.43

CURVE NB NOTES
PI = 1224+95.94
X = 872076.75
Y = 579543.60
Δ = 23°00'24"
D = 0°59'41"
T = 1172.16'
L = 2312.73'
R = 5759.58'
EXISTING SE = 2.8%
PC = 1213+23.78
PT = 1236+36.51

KELSO RD
I-41 SB
I-41 NB
41 FRONTAGE RD
1220-SB
1225-SB
1230-SB
1220-NB
1225-NB
1230-NB

STA 1219+54 NB
RECONSTRUCT INLET
SEE CONSTRUCTION DETAIL

STA. 1227+00 NB
RESETTING PIPE ENDS
24" RCCP AEW & 4 PIPE SECTIONS REQ'D

STA. 1232+58 SB
CABLE GUARD
TERMINAL LOCATION

STA. 1232+42 NB
CABLE GUARD
TERMINAL LOCATION

EXISTING CONCRETE

LEGEND
- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

STA. 1234+88 SB
RESURFACE START
BUTT JOINT REQ'D
AT SHOULDERS (TYP)

PT: 1235+90.43
PT: 1236+36.51

1235-SB
1240-SB
1245-SB
1250-S
1235-NB
1240-NB
1245-NB
1250-NB

CLEAN
CULVERT PIPE

STA 1247+76 NB 8' LT
MGS GUARDRAIL TERMINAL EAT

STA 1248+35 NB 36' RT
MGS GUARDRAIL TERMINAL EAT

STA. 1249+43 NB
CABLE GUARD
TERMINAL LOCATION

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN: MAINLINE	SHEET 319 346	E

B-44-71/72
POLYMER OVERLAY
SEE STRUCTURE PLANS

CLEAN
CULVERT PIPE

CLEAN
CULVERT PIPE

STA 1254+10 NB 36' LT
MGS GUARDRAIL TERMINAL EAT

CTH JJ

B-44-71

1250-SB

1255-SB

I-41 SB

EXISTING CONCRETE

1260-SB

1265-SB

STA 1254+68 NB 8' RT
MGS GUARDRAIL TERMINAL EAT

NB

1255-NB

1260-NB

1265-NB

B-44-72

I-41 NB

EXISTING CONCRETE

STA. 1252+99 NB
CABLE GUARD
TERMINAL LOCATION

CLEAN
CULVERT PIPE

CLEAN
CULVERT PIPE

5

5

LEGEND

- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

41 FRONTAGE RD

41 FRONTAGE RD

STA. 1270+00 SB
BEGIN MILL(2") AND OVERLAY(2")
BUTT JOINT REQ'D

1265-SB

I-41 SB

EXISTING CONCRETE

HMA (+0")

1270-SB

1275-SB

I-41 SB

1265-NB

1270-NB

1275-NB

I-41 NB

I-41 NB

41 FRONTAGE RD

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN: MAINLINE	SHEET 320 347	E

STA. 1279+80 SB
LINE EXISTING 30" CSCP (0.21%)

STA. 1280+00 SB
CABLE GUARD
TERMINAL LOCATION

STA. 1281+04 NB
CABLE GUARD
TERMINAL LOCATION

41 FRONTAGE RD

PC: 1287+28.32

I-41 SB

I-41 NB

PC: 1287+74.40

41 FRONTAGE RD

1280-SB
1285-SB
1290-SB
1295-SB
1280-NB
1285-NB
1290-NB
1295-NB

HMA (+0")

EXISTING CONCRETE

CURVE SB NOTES
PI = 1292+77.88
X = 876995.79
Y = 584324.90
Δ = 11°00'54"
D = 1°00'19"
T = 549.56'
L = 1095.72'
R = 5699.58'
EXISTING SE = 2.8%
PC = 1287+28.32
PT BK = 1298+24.05
PT AH = 1298+68.80

CURVE NB NOTES
PI = 1293+29.74
X = 877041.42
Y = 584285.51
Δ = 11°00'54"
D = 0°59'41"
T = 555.34'
L = 1107.26'
R = 5759.58'
EXISTING SE = 2.8%
PC = 1287+74.40
PT BK = 1298+81.66
PT AH = 1298+68.80

LEGEND

- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

41 FRONTAGE RD

PT: 1298+24.05
STA BACK = 1298+24.05
STA AHEAD = 1298+68.80

EQUATION

STA. 1294+92 SB
CABLE GUARD
TERMINAL LOCATION

1295-SB
1300-SB
1305-SB
1310-SB
1295-NB
1300-NB
1305-NB
1310-NB

I-41 SB

I-41 NB

EXISTING CONCRETE

CLEAN PIPE

STA 1309+61 NB
RECONSTRUCT INLET
SEE CONSTRUCTION DETAIL

STA. 1296+02 NB
CABLE GUARD
TERMINAL LOCATION

EQUATION

STA BACK = 1298+81.66
STA AHEAD = 1298+68.80
PT: 1298+68.80

41 FRONTAGE RD

MILL 2", PAVE 2" HMA

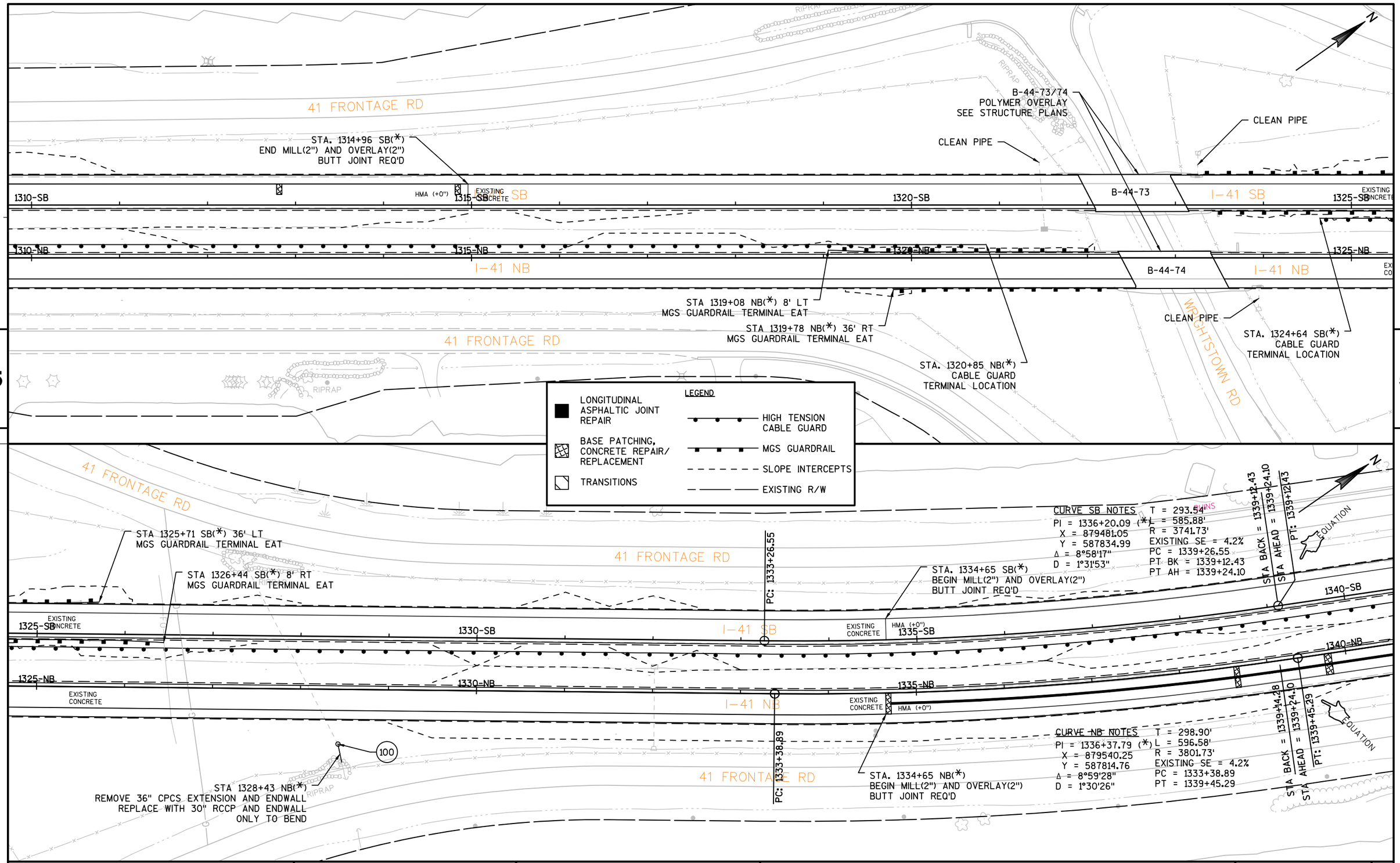
RIPRAP

41 FRONTAGE RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN: MAINLINE	SHEET 348	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\022001_PN_OUTAGAMIE RD_2014.DWG PLOT DATE : 10/6/2016 1:57 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN: MAINLINE	SHEET 322 349	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\022001_PN_OUTAGAMIE RD_2014.DWG PLOT DATE : 7/27/2016 2:12 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

41 FRONTAGE RD

STA. 1342+00 SB(*)
CABLE GUARD
TERMINAL LOCATION

I-41 SB

1340-SB

1345-SB

STA. 1347+80 SB(*)
RESETTING PIPE ENDS
24" RCCP AEW & 2 PIPE SECTIONS

41 FRONTAGE RD

STA 1347+83 NB(*)
RECONSTRUCT INLET
SEE CONSTRUCTION DETAIL

HMA (+0")

1350-SB

I-41 SB

1355-SB

101

1340-NB

1345-NB

I-41 NB

HMA (+0")

1350-NB

1355-NB

I-41 NB

STA. 1341+50 NB(*)
CABLE GUARD
TERMINAL LOCATION

41 FRONTAGE RD

STA 1347+83 NB(*)
REMOVE 24" CPRC
24" CPRC CLASS IV REQ'D

CEMETERY

5

5

LEGEND

- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

STA. 1356+16 NB(*)
CABLE GUARD
TERMINAL LOCATION

STA. 1356+70 SB(*)
CABLE GUARD
TERMINAL LOCATION

STA. 1360+50 SB(*)
END MILL(2") AND OVERLAY(2")

STA 1362+50 SB(*)
BEGIN MILL(2") AND OVERLAY(4")

PC: 1363+66.69

STA 1364+54 SB(*)
REMOVE 18" CPCS
14"X23" CPRC ELLIPTICAL CLASS HE-IV REQ'D

41 FRONTA

1355-SB

BP: 56+56.64

PI: 58+44.74

1360-SB

HMA (+0")

I-41 SB

HMA (+2")

PI: 60+70.81

1365-SB

1370-SB

1355-NB

1360-NB

HMA (+0")

I-41 NB

HMA (+3")

60-BP

PROPOSED CONCRETE RAMP BP

STA. 1363+06 NB(*)
BEGIN MILL(1") AND OVERLAY(4")

65-BP

PC: 1363+76.03

PI: 66+45.86

PI: 69+86.77

1370-NB

70-BP

STA 1352+39 NB(*)
END RAMP BP DETAILS
BEGIN MAILINE SHOULDER

STA. 1360+06 NB (*)
END MILL(2") AND OVERLAY(2")

SEE PLAN & PROFILE: RAMP BP
FOR DETAILS

SEE PLAN & PROFILE: RAMP BP
FOR DETAILS

CROSSOVER WILL BE REMOVED TO BUILD
THE TRAFFIC CONTROL CROSSOVER
(SEE TRAFFIC CONTROL CONSTRUCTION DETAIL)
FINAL MAINTENANCE CROSSOVER
CONSTRUCTED PER CONSTRUCTION DETAIL

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN: MAINLINE	SHEET 350	E

CURVE SB NOTES
PI = 1370+01.31 (*)
X = 880976.04
Y = 590856.09
Δ = 6°19'24"
D = 0°29'55"
T = 634.63'
L = 1267.97'
R = 11489.16'
EXISTING SE = NORMAL CROWN
PC = 1363+66.69
PT = 1376+34.65

FRONTAGE RD
41 FRONTAGE RD
I-41 SB
I-41 NB
1370-SB
1375-SB
1380-SB
1385-SB
1370-NB
1375-NB
1380-NB
1385-NB
70-BP
75-BP
80-BP
85-BP
MH
SCALE
PT: 1376+34.65
TERMINAL LOCATION
STA. 1377+00 SB
PT: 1376+42.67
PC: 1377+43.89
RAMP BP
PT: 1379+50.38
PC: 1379+61.91
PROPOSED HMA
PROPOSED CONCRETE
STA BACK = 1384+02.5
STA AHEAD = 1383+95.
EQUATION
PT: 1380+01.75
HMA (+2")
HMA (+3")
STA BACK = 1384+03.13
STA AHEAD = 1383+96.23
EQUATION

SEE PLAN PROFILE: RAMP BP
FOR RAMP DETAILS

CURVE NB NOTES
PI = 1370+09.50(*)
X = 881030.81
Y = 590829.52
Δ = 6°20'16"
D = 0°30'00"
T = 634.47'
L = 1267.64'
R = 11459.81'
EXISTING SE = NORMAL CROWN
PC = 1363+75.03
PT = 1376+42.67

STA. 1376+43 I-41 NB(*)
CABLE GUARD
TERMINAL LOCATION

STA 1380+94 NB(*)
END MAINLINE SHOULDER
BEGIN RAMP BP DETAILS

SEE PLAN PROFILE: RAMP BP
FOR RAMP DETAILS

LEGEND
- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

STA 1390+65 SB(*)
RECONSTRUCT MAINTENANCE CROSSOVER
SEE CONSTRUCTION DETAIL

STA 1390+19 NB(*) LT
REMOVE 1-18" CPCS

STA. 1390+96 SB(*)
CABLE GUARD
TERMINAL LOCATION

BP: 1394+03.15
1395-U SW
EXISTING CONCRETE
1390-SB
1390-NB
1395-SB
1395-NB
1400-SB
1400-NB
90-BP
95-BP
100-BP
102
103
104
21
22
210-U SE
212-U SE
BP: 209+00.00

SEE STORM SEWER PLANS
FOR DETAILS

STA. 1390+34 NB(*)
CABLE GUARD
TERMINAL LOCATION

SEE PLAN & PROFILE: RAMP BP
FOR RAMP DETAILS

SEE PLAN & PROFILE: RAMP BP
FOR RAMP DETAILS

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	PLAN: MAINLINE	SHEET 324 351	E

STA. 1403+19 U SW
END OVERLAY(2")
BEGIN PAVEMENT BUTT JOINT

STA. 1403+18 SB(*)
END MILL(2") AND OVERLAY(4")

STA. 1405+21 U SW
END PAVEMENT BUTT JOINT

SEE PLAN: CTH U SW
RAMP FOR DETAILS

1405-U SW

STA. 1405+18 SB(*)
BUTT JOINT REQ'D

STA. 1408+93 SB
TERMINAL LOCATION

SHOULDER REPAIR
SEE CONSTRUCTION DETAIL

1305-U NW

STA 1415+52(*) SB 8' RT
MGS GUARDRAIL TERMINAL EAT

STA. 1415+22 SB(*)
CABLE GUARD
TERMINAL LOCATION

CLEAN PIPE

CTH U

U SW

)-SB | I-41 SB | HMA (+2") | 1405-SB | EXISTING CONCRETE | I-41 SB | 1410-SB | B-44-159 | I-41 SB | 1415-SB

STA 1407+47(*) NB 36' RT
MGS GUARDRAIL TERMINAL EAT

)-NB | 1405-NB | 1410-NB | 1415-NB

I-41 NB | HMA (+3") | EXISTING CONCRETE | I-41 NB | B-44-160 | I-41 NB

STA. 1405+18 NB(*)
BUTT JOINT REQ'D

SEE PLAN & PROFILE:
RAMP BP FOR DETAILS

STA 1409+26 NB(*)
END RAMP BP DETAILS
BEGIN MAINLINE SHOULDERS

B-44-159/160
POLYMER OVERLAY
SEE STRUCTURE PLANS

SEE PLAN & PROFILE:
CTH U SE RAMP FOR
DETAILS

STA. 1402+18 NB(*)
END MILL(1") AND OVERLAY(4")

CLEAN PIPE

RIPRAP

1305-U NE

5

5

LEGEND

- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

STA. 1417+00 SB(*)
BUTT JOINT REQ'D

STA. 1419+00 SB(*)
BEGIN MILL(2") AND OVERLAY(4")

SEE PLAN: CTH U NW
RAMP FOR DETAILS

STA. 1312+92 U NW
BEGIN PAVEMENT BUTT JOINT

STA. 1312+93 U NW
END PAVEMENT BUTT JOINT

1310-U NW

1315-U NW

EXISTING CONCRETE | HMA (+2") | 1420-SB | STA 1311+72 SB(**) 34' LT
MGS GUARDRAIL TERMINAL EAT | I-41 SB | 1315-SB | 1320-SB

1420-NB | 1315-NB | I-41 NB | 1320-NB

EXISTING CONCRETE | HMA (+3") | 1310-U NE | 1315-U NE | 1320-U NE

STA. 1417+00 NB(*)
BUTT JOINT REQ'D

EXISTING CONCRETE

STA. 1420+00 NB(*)
BEGIN MILL(1") AND OVERLAY(4")

EQUATION
STA BACK = 1420+27.39
STA AHEAD = 1310+80.94

STA AHEAD = 1310+80.94
STA BACK = 1420+27.39

STA AHEAD = 1310+80.94
STA BACK = 1420+27.39

SEE PLAN: CTH U NE
RAMP FOR DETAILS

STA. 1417+23 NB(*)
BUTT JOINT REQ'D

S105

STA. 1317+05 NB(**)
REMOVE 18" CPCS
24" CPRC CLASS IV REQ'D
MEDIAN INLETS 2G-MS REQ'D
24" CPRC AEW REQ'D

FRENCH RD

RIPRAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN	SHEET 325 352	E

TENNIS COURT
RIPRAP
APPLE CREEK
MID VALLEY DR
BRIDGE B-5-80
CONCRETE OVERLAY
SEE STRUCTURE PLANS
STA. 1324+93 SB(**)
CABLE GUARD
TERMINAL LOCATION
STA. 1329+42 SB(**)
CABLE GUARD
TERMINAL LOCATION
STA. 1330+73 SB(**) 36' LT
MGS GUARDRAIL TERMINAL EAT
STA. 1331+25 SB(**) 8' RT
MGS GUARDRAIL TERMINAL EAT
1325-SB
I-41 SB
B-5-80
1330-SB
HMA (+2")
I-41 SB
1335-SB
REPLACE
APPROACH SLABS SEE
CONSTRUCTION DETAIL
1325-NB
I-41 NB
B-5-53
1330-NB
HMA (+3")
I-41 NB
1335-NB
STA. 1323+64 NB(**) 8' LT
MGS GUARDRAIL TERMINAL EAT
STA. 1324+14 NB(**) 36' RT
MGS GUARDRAIL TERMINAL EAT
BRIDGE B-5-53
RE-DECK
SEE STRUCTURE PLANS
FRENCH RD
5
5
LEGEND
LONGITUDINAL ASPHALTIC JOINT REPAIR
BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
TRANSITIONS
HIGH TENSION CABLE GUARD
MGS GUARDRAIL
SLOPE INTERCEPTS
EXISTING R/W
APPLE PL
GOLF COURSE
W
RIPRAP
MID VALLEY DR
STA 1338+91 SB(**)
REMOVE 18" CPCS
1340-SB
I-41 SB
1345-SB
HMA (+2")
1350-SB
I-41 SB
1340-NB
I-41 NB
1345-NB
HMA (+3")
1350-NB
I-41 NB
STA 1340+47 NB(**)
ABANDON PIPE (SLURRY FILL)
STA 1338+91 NB(**)
REMOVE MAINTENANCE CROSSOVER
REFER TO STA 1355+00 FOR NEW
MAINTENANCE CROSSOVER
FRENCH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN	SHEET 326 353	E

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PLOT BY : WITTE, KYLE J
PLOT NAME :
PLOT SCALE : 1:100_XREF

STA. 1354+69 SB(**)
CABLE GUARD
TERMINAL LOCATION

STA 1355+00 SB(**)
CONSTRUCT MAINTENANCE CROSSOVER
SEE CONSTRUCTION DETAILS

STA 1356+99 SB(**)
REMOVE CULVERT PIPE ENDWALL
EXTEND 30" CPRC CLASS III REQ'D

MID VALLEY DR

GOLF COURSE

STA 1368+06 NB(**) 27' RT
HINGE CONCRETE BARRIER
TEMPORARY PRECAST

STA 1368+19 NB(**) 30' RT
BEGIN CONCRETE BARRIER
TEMPORARY PRECAST

MID VALL

1355-SB

HMA (+2")

1360-SB

I-41 SB

1365-SB

1355-NB

1360-NB

1365-NB

HMA (+3")

I-41 NB

STA. 1355+31 NB(**)
CABLE GUARD
TERMINAL LOCATION

STA 1357+00 NB(**)
REMOVE CULVERT PIPE ENDWALL
INLETS MEDIAN 2G-MS REQ'D

S106

STA. 1357+15 NB(**)
LINE EXISTING 30-INCH CPCS (0.79%)

FRENCH RD

STA 1367+54 NB(**) 8' RT
MGS GUARDRAIL TERMINAL EAT

FR

STA. 1368+44 NB(**)
BEGIN CONCRETE BARRIER TYPE S56

5

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LEGEND

- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

STA 1375+25 NB(**)
RECONSTRUCT INLET
SEE CONSTRUCTION DETAIL

EY DR

STA. 1373+42 SB(**)
TERMINAL LOCATION

S107

S108

MID VALLEY DR

I-41 SB

1370-SB

1375-SB

HMA (+2")

I-41 SB

1380-SB

1385

1370-NB

1375-NB

CLEAN PIPE

1380-NB

1385

I-41 NB

HMA (+3")

I-41 NB

STA. 1374+00 NB(**)
CABLE GUARD
TERMINAL LOCATION

ENCH RD

FRENCH RD

CLEAN PIPE

STA 1376+77 NB(**) LT
24" SSPRC CLASS III REQ'D

STA 1377+99 NB(**) LT
REMOVE CULVERT PIPE ENDWALL
INLET MEDIAN 1G-MS REQ'D

STA. 1375+00 NB RT
RECONSTRUCT INLET

STA. 1378+00 NB RT
RECONSTRUCT INLET

STA 1383+70 NB(**)
END CONCRETE BARRIER
TYPE S56

STA 1384+08 NB(**) 27' RT
END CONCRETE BARRIER
TEMPORARY PRECAST

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN	SHEET 354	E

STA. 1390+95 SB(**)
END MILL(2") AND OVERLAY(4")

SEE FENCE PLANS FOR DETAILS

STA. 1391+95 SB(**)
BEGIN MILL(1") AND OVERLAY(2")

STA 1395+58 SB(**)
CABLE GUARD
TERMINAL LOCATION

STA 1397+46(**) NB
SEE CONSTRUCTION DETAIL

MID VALLEY DR

GOLDEN GLOW RD

I-41 SB

1390-SB

HMA (+2")

HMA (+1")

1395-SB

1400-SB

I-41 NB

1390-NB

1395-NB

1400-NB

CLEAN PIPE

HMA (+3")

S109

STA 1389+51 NB(**)
REMOVE CULVERT ENDWALL
18" CPCS REQ'D
18" CPCS AEW REQ'D

STA. 1395+00 NB(**)
CABLE GUARD
TERMINAL LOCATION

FRENCH RD

5

5

LEGEND

- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

STA 1403+53(**) SB 34' LT
MGS GUARDRAIL TERMINAL EAT

MID VALLEY DR

WILLIAMS GRAY

1405-SB

1410-SB

1415-SB

S110

1405-NB

1410-NB

1415-NB

STA. 1409+98 NB(**)
LINE EXISTING 36" CPCS (1.85%)

STA 1409+94 NB(**)
SEE CONSTRUCTION DETAIL

RIPRAP

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN	SHEET 355	E

STA 1417+70 NB(**)
REMOVE CULVERT ENDWALL
18" CPCS AEW REQ'D

STA 1419+37 NB(**)
REMOVE CULVERT ENDWALL
18" CPCS AEW REQ'D

STA. 1418+96 SB(**)
END MILL(1") AND OVERLAY(2")

STA. 1419+96 SB(**)
BEGIN MILL(2") AND OVERLAY(4")

MID VALLEY DR

MID

HMA (+1")

HMA (+2")

1420-SB

I-41 SB

1425-SB

PC: 1429+76.67

1430-SB

1420-NB

1425-NB

1430-NB

HMA (+3")

I-41 NB

STA. 1418+82 SB(**)
CABLE GUARD
TERMINAL LOCATION

STA. 1418+26 NB(**)
CABLE GUARD
TERMINAL LOCATION

OVERLAY TO MATCH PVMT
MUST PLACE BUTT JOINT AT
SB TO OVERLAY MIN 1.75"

FRENCH RD

PC: 1429+76.67

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LEGEND

- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

RIPRAP

N

D VALLEY DR

CURVE SB NOTES
PI = 1435+92.39
X = 60385.50
Y = 518325.85
Δ = 12°15'05"
D = 0°59'55"
T = 615.72'
L = 1226.74'
R = 5737.08'
EXISTING SE = 3%
PC = 1429+76.67
PT BK = 1442+03.41
PT AH = 1442+04.18

PC: 1435+96.45

STA. 1438+00 SB
CABLE GUARD
TERMINAL LOCATION

I-41 SB

HMA (+2")

1435-SB

1440-SB

1435-NB

1440-NB

I-41 NB

HMA (+3")

CURVE NB NOTES
PI = 1435+98.83
X = 60439.32
Y = 518298.57
Δ = 12°15'05"
D = 0°59'18"
T = 622.16'
L = 1239.57'
R = 5797.08'
EXISTING SE = 3%
PC = 1429+76.67
PT BK = 1442+16.24
PT AH = 1442+04.18

NCH RD

STA. 1437+51 NB
CABLE GUARD
TERMINAL LOCATION

MID VALLEY DR

PC: 1442+03.41

STA BACK = 1442+03.41
STA AHEAD = 1442+04.18

EQUATION

BP: 1445+28.90

STA 1445+73 S SW
END MILL(2") & OVERLAY(4")

HMA (+2")

EXISTING CONCRETE

1445-SB

1445-NB

HMA (+3")

I-41 NB

EQUATION

STA BACK = 1442+16.24
STA AHEAD = 1442+04.18

PC: 1442+16.24

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN	SHEET 329 356	E

STA 1448+72 S SW
BUTT JOINT REQ'D

SEE PLAN: CTH S SE
RAMP FOR DETAILS

1455

1450

CLEAN PIPE

REPLACE CONCRETE SURFACE DRAINS
SEE CONSTRUCTION DETAILS

STA 1456+04 NB
REMOVE CULVERT ENDWALL
24" CPRC CLASS IV REQ'D
INLETS MEDIAN 2G-MS

S111

STA. 1458+50 SB
CABLE GUARD
TERMINAL LOCATION

STA. 1460+40 SB
END MILL(2") AND OVERLAY(4")

STA. 1462+40 SB
BUTT JOINT REQ'D

1450-SB

I-41 SB

1455-SB

I-41 SB

1460-SB

HMA (+2")

EXISTING
CONCRETE

B-5-162

1450-NB

1455-NB

I-41 NB

I-41

1460-NB

HMA (+3")

1450

EXISTING
CONCRETE

SEE PLAN: CTH S SE
RAMP FOR DETAILS

STA 1448+67 S SE
BUTT JOINT REQ'D

CLEAN PIPE

STA. 1458+00 NB
CABLE GUARD
TERMINAL LOCATION
CONSTRUCT SURFACE DRAINS
SEE CONSTRUCTION DETAILS

STA 1462+37 NB
REMOVE 18" CPCS

CLEAN PIPE

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LEGEND

- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

SEE PLAN: CTH S NW RAMP FOR DETAILS

MID VALLEY DR

1465

STA 1464+54 NB
15" CPRC CLASS III REQ'D
INLET MEDIAN 1G-MS REQ'D

1470

EP: 1472+07.

PC: 1473+21.12

PC: 1473+79.12

STA. 1476+00 SB
CABLE GUARD
TERMINAL LOCATION

CURVE SB NOTES
PI = 1479+62.76
X = 61935.24
Y = 522416.42
Δ = 17°06'37"
D = 1°28'36"
T = 583.65'

L = 1158.60'
R = 3879.72'
EXISTING SE = 4.6%
PC = 1473+79.12
PT BK = 1485+37.72
PT AH = 1485+49.65

MID VALLEY DR

I-41 SB

EXISTING
CONCRETE

1470-SB

1475-SB

I-41 SB

1465-SB

1470-NB

1475-NB

1465-NB

I-41 NB

1470

HMA (+3")

I-41 NB

EXISTING
CONCRETE

1465

SEE PLAN: CTH S NE
RAMP FOR DETAILS

STA 1467+10 S NE NB
BUTT JOINT REQ'D

EP: 1472+00.04

PC: 1473+79.12

STA. 1475+39 NB
CABLE GUARD
TERMINAL LOCATION

CURVE NB NOTES
PI = 1479+53.74
X = 61988.15
Y = 522386.72
Δ = 17°06'37"
D = 1°30'00"

T = 574.62'
L = 1140.69'
R = 3819.72'
EXISTING SE = 4.6%
PC = 1473+79.12
PT BK = 1485+19.80
PT AH = 1485+49.65

FRENCH RD

CH RD

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN	SHEET 330 357	E

MID VALLEY DR

1485-SB

1480-SB

1485-NB

1480-NB

EXISTING CONCRETE

I-41 SB

1490-SB

1495-SB

1490-NB

1495-NB

I-41 NB

HMA (+3")

EXISTING CONCRETE

FRENCH RD

PI 1485+49.64

STA BACK = 1485+37.72

STA AHEAD = 1485+49.64

EQUATION

STA BACK = 1485+19.80

STA AHEAD = 1485+49.64

EQUATION

STA. 1484+90 NB
END MILL(1") AND OVERLAY(4")

STA. 1488+20 NB
BUTT JOINT REQ'D

STA. 1494+65 SB
CABLE GUARD
TERMINAL LOCATION

STA. 1494+09 NB
CABLE GUARD
TERMINAL LOCATION

STA 1494+34 NB
MILL 2", OVERALY 2"
ASPHALTIC SURFACE

N

5

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LEGEND

- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

ALLEY DR

LITTLE RAPID

STA 1503+34 SB(**) 49' LT
REMOVE CULVERT ENDWALL
12" CPCS AEW REQ'D

STA. 1502+10 SB
CABLE GUARD
TERMINAL LOCATION

CLEAN PIPE

STA. 1507+19 SB 36' LT
MGS GUARDRAIL TERMINAL EAT

STA. 1507+69 SB 8' RT
MGS GUARDRAIL TERMINAL EAT

I-41 SB

1500-SB

B-5-165

1505-SB

EXISTING CONCRETE

1510-SB

CLEAN PIPE

CLEAN PIPE

1500-NB

1505-NB

1510-NB

I-41 NB

B-5-200

EXISTING CONCRETE

STA. 1500+37 NB 36' LT
MGS GUARDRAIL TERMINAL EAT

CLEAN PIPE

STA. 1505+81 NB
CABLE GUARD
TERMINAL LOCATION

STA. 1500+87 NB 34' RT
MGS TERMINAL TYPE 2

STA. 1500+87 NB 8' RT
MGS GUARDRAIL TERMINAL EAT

CLEAN PIPE

FRENCH RD

SHADY CT

N

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN	SHEET 331 358	E

MID VALLEY DR

I–41 SB

1515-SB

1520-SB

1525-SB

1515-NB

1520-NB

1525-NB

I–41 NB

EXISTING CONCRETE

HMA (+1")

STA. 1525+42 SB
CABLE GUARD
TERMINAL LOCATION

STA. 1526+00 NB
CABLE GUARD
TERMINAL LOCATION

STA. 1518+00 NB
BUTT JOINT REQ'D

STA. 1519+00 NB
BEGIN MILL(1") & OVERLAY(2")

FRENCH RD

5

RIPRAP

LEGEND

- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

MID VALLEY DR

I–41 SB

1530-SB

1535-SB

1540-SB

1530-NB

1535-NB

1540-NB

I–41 NB

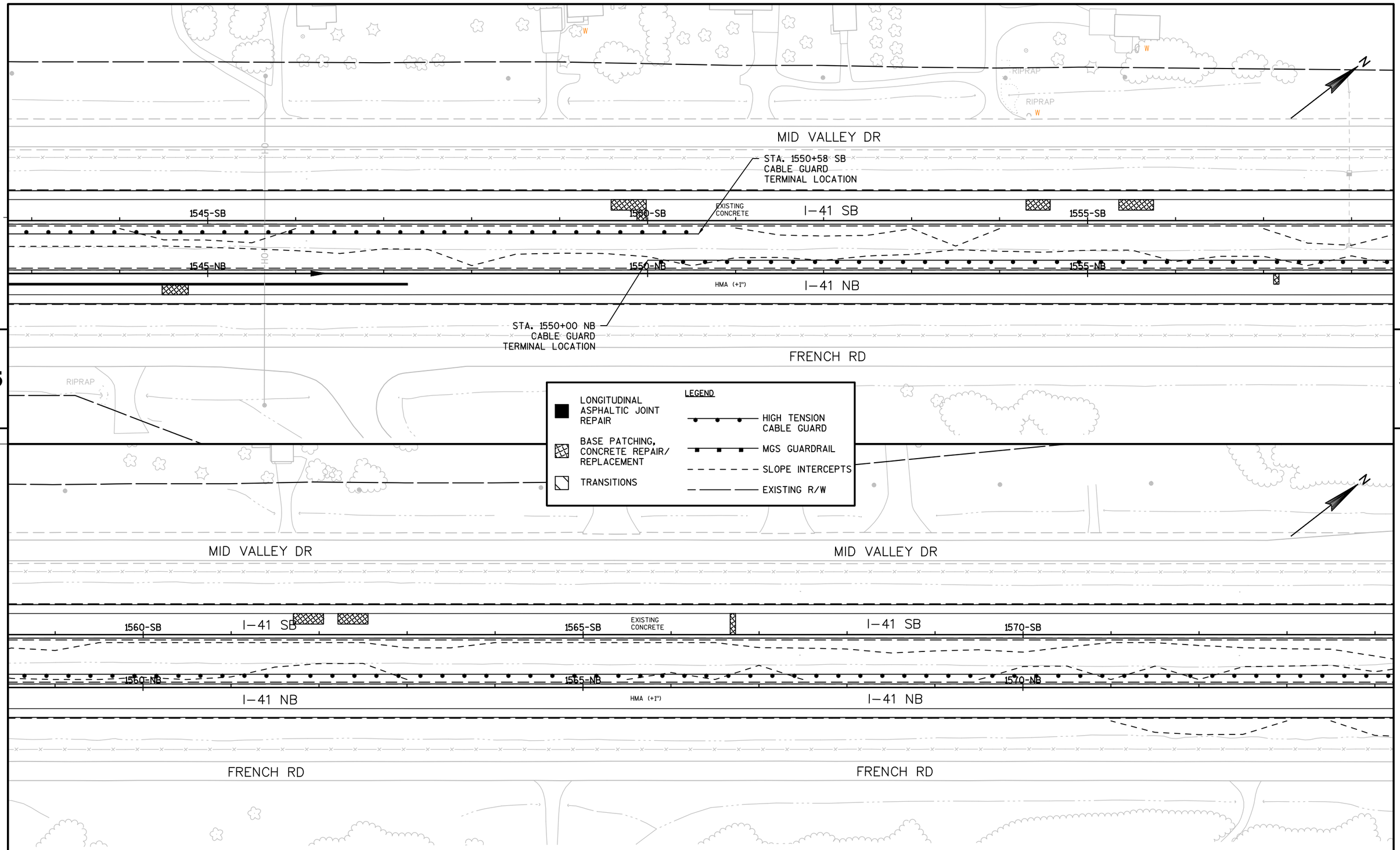
EXISTING CONCRETE

HMA (+1")

CLEAN PIPE

FRENCH RD

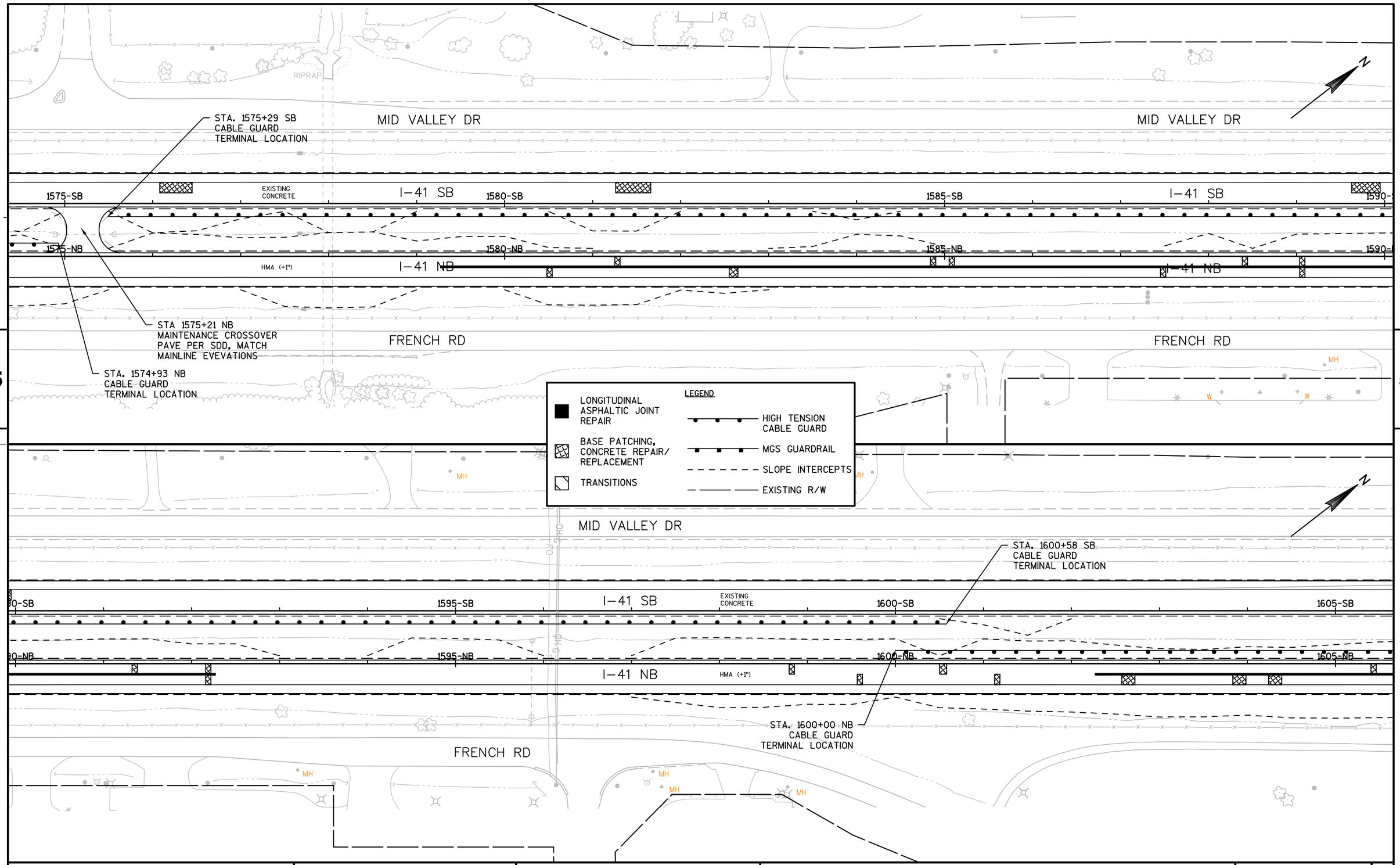
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN	SHEET 332 359	E



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN	SHEET 333 360	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\050201_PN_BROWN_2014.DWG PLOT DATE : 7/26/2016 10:58 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN	SHEET 334 361	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\050201_PN_BROWN_2014.DWG PLOT DATE : 7/26/2016 10:58 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

MID VALLEY DR

CLEAN PIPE

PC: 1606+80.85

I-41 SB

1610-SB

I-41 NB

1610-NB

CLEAN PIPE

STA. 1606+90 NB RT
30" CPCS AEW REQ'D

PC: 1606+80.86

CURVE SB NOTES
PI = 1612+22.46
X = 70071.17
Y = 532882.59
Δ = 10°58'27"
D = 1°00'58"
T = 541.61'

L = 1079.90'
R = 5638.09'
EXISTING SE = 3.3%
PC = 1606+80.85
PT BK = 1617+60.76
PT AH = 1617+82.30

MID: 1612+15.06

CURVE NB NOTES
PI = 1612+16.70
X = 70115.00
Y = 532841.21
Δ = 10°58'27"
D = 1°01'38"
T = 535.84'

L = 1068.41'
R = 5578.09'
EXISTING SE = 3.3%
PC = 1606+80.86
PT BK = 1617+49.27
PT AH = 1617+82.30

MID VALLEY DR

EXISTING CONCRETE

1615-SB

I-41 SB

1615-NB

HMA (+1")

I-41 NB

1620-NB

EQUATION

STA BACK = 1617+49.27
STA AHEAD = 1617+82.30

PT: 1617+60.76

STA BACK = 1617+60.76
STA AHEAD = 1617+82.30

EQUATION

STA. 1620+37 SB
END OF RESURFACE
BUTT JOINT REQ'D
AT SHOULDERS (TYP)

1620-SB

5

5

LEGEND

- LONGITUDINAL ASPHALTIC JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

MH

MH

MH

W

MID VALLEY DR

MID VALLEY DR

I-41 SB

1625-SB

1625-NB

HMA (+1")

I-41 NB

STA. 1625+42 NB
CABLE GUARD
TERMINAL LOCATION

STA. 1625+42 NB
END OF PROJECT

STA. 1623+78 NB
END OF RESURFACE

1630-SB

1630-NB

I-41 SB

1635-SB

1635-NB

I-41 NB

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN	SHEET 335 362	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\050201_PN_BROWN_2014.DWG PLOT DATE : 7/26/2016 10:58 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

PC: 1410+94.83
1410-U SW
1410-SB
1410-NB
I-41 SB
I-41 NB
1415-SB
1415-NB
CTH U
50-U
EP: 1414+19.50
PT: 1413+02.
PC: 130
1305-U NW
PC: 1304+6
PT: 13
1310-U NW
1420-SB
1420-NB
1310-U NE
PT: 1310+99.03
HMA (+2")
HMA (+3")
HMA (+3")
EXISTING CONCRETE
EXISTING CONCRETE
EXISTING CONCRETE
1308-U NE
1306-U NE
PC: 1305+30.70
1304-U NE
PT: 1302+74.54
1302-U NE
1300-U NE
PC: 1299+09.82
45-U
CTH U
CTH U
BP: 1298+52.33
1314-U NE
1312-U NE
STA BACK = 1420+27.39
STA AHEAD = 1310+80.94
STA BACK = 1420+27.39
STA AHEAD = 1310+80.94
SEE PLAN: MAINLINE FOR DETAILS
STA 1307+88 U NE
END MILL & PAVE SHOULDERS
STA 1299+18 U NE 10' LT
PROPOSED RAMP GATE G05-01
SEE SDD 15D34
STA 1299+14 U NE
BEGIN MILL & PAVE SHOULDERS
FRENCH RD
RIPRAP
MH
N

LEGEND

- CENTERLINE JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN: CTH U NE RAMP	SHEET 363	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\050202_PN_BROWN_RAMPS_2014.DWG PLOT DATE : 5/31/2016 9:44 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

LEGEND

- CENTERLINE JOINT REPAIR
- BASE PATCHING, CONCRETE REPAIR/ REPLACEMENT
- TRANSITIONS
- HIGH TENSION CABLE GUARD
- MGS GUARDRAIL
- SLOPE INTERCEPTS
- EXISTING R/W

N

5

5

GARRITY RD

41 FRONTAGE RD

RIPRAP

PC: 1401+98.92

SEE PLAN: MAINLINE FOR DETAILS

STA 1405+21 U SW
PAVEMENT BUTT JOINT REQ'D
BEGIN MILL & PAVE SHOULDERS

1405-U SW

PT: 1406+96.31

PC: 1410+96.83

1410-U SW

STA 1415+39 U SW
END MILL & PAVE SHOULDERS

PC: 1413+63.46

PT: 1413+91.83

PC: 1304+63.50

1305-U NW

STA 1413+65 U SW 11.4' RT
PROPOSED RAMP GATE G44-30
SEE SDD 15D34

50-U

EP: 1414+19.50

CTH U

MH

I-41 SB

HMA (+2")

1405-SB

EXISTING CONCRETE

HMA (+3")

1405-NB

I-41 NB

1410-SB

1410-NB

1415-SB

1415-NB

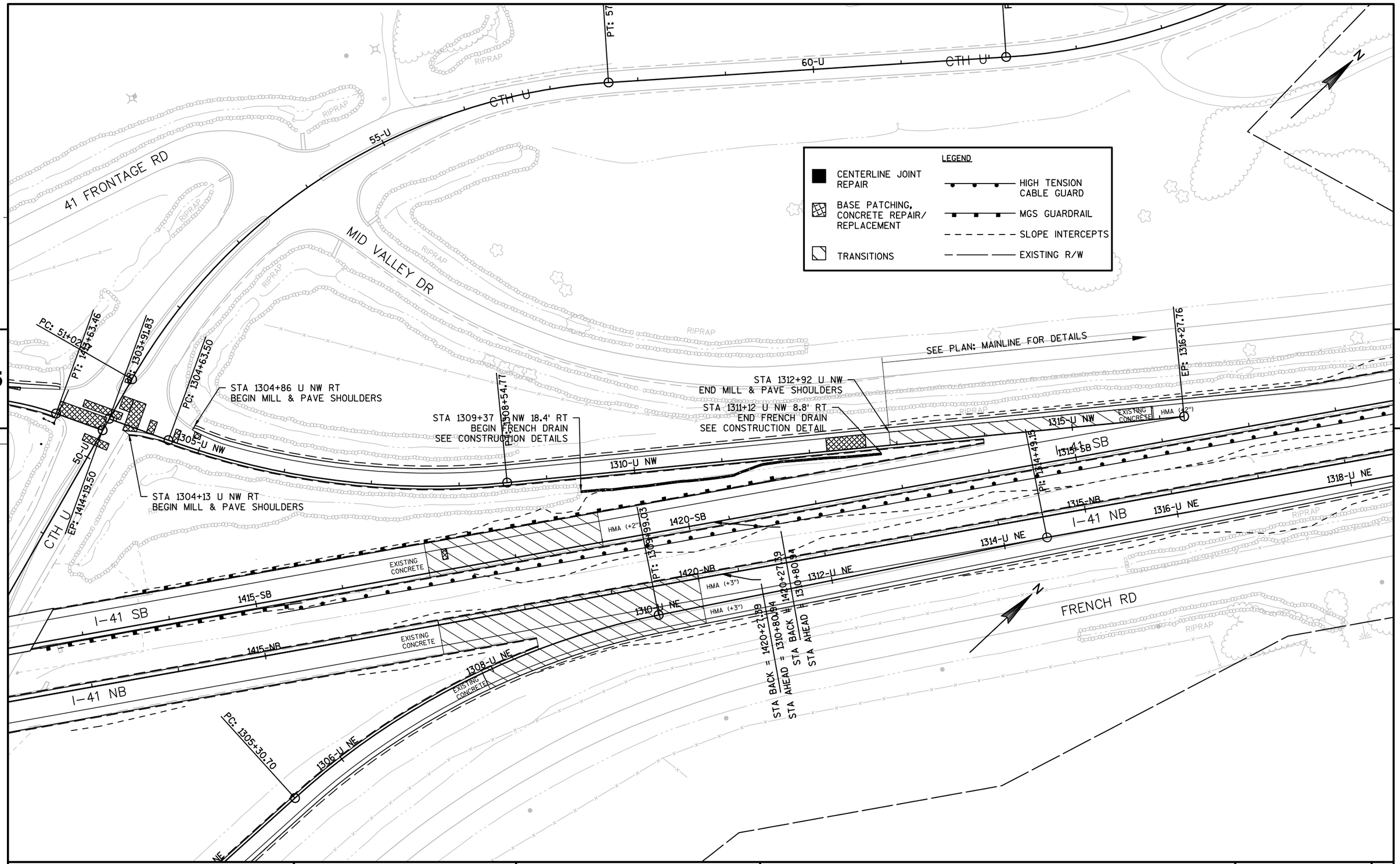
45-U

PC: 1305+

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN: CTH U SW RAMP	SHEET 364 E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\050202_PN_BROWN_RAMPS_2014.DWG PLOT DATE : 5/31/2016 9:44 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	PLAN: CTH U NW RAMP	SHEET 365	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\050202_PN_BROWN_RAMPS_2014.DWG PLOT DATE : 5/31/2016 9:44 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

MID VALLEY DR

MH

RIPRAP

CTH S

CTH S

N

BP: 1445+28.90

PC: 1447+22.99

Mid: 1449+11.62

PT: 1451+00.25

1445-S SW (SIM. SW 2")

EXISTING CONCRETE

1445

1450-S SW

1455-S SW

STA 1456+50 S SW LT
END MILL AND PAVE SHOULDERS

STA 1456+46 S SW 4' RT
TYPE 2 TERMINAL

1456

1457-S SW

22-22 EB

24-24 EB

STA 24+88 S EB
END MILL & PAVE SHOULDER

STA 24+65 S EB
END MILL & PAVE SHOULDER

1.50%

1.50%

REPLACE SURFACE DRAINS
SEE CONSTRUCTION DETAILS

1445

1445-S SE

HMA (+3")

BP: 1445+09.04

1450

I-41 SB

PC: 1449+50.39

1450

1455

I-41 NB

Mid: 1452+41.39

1450-S SE

EXISTING CONCRETE

STA 1448+67 S SE
BEGIN MILL AND PAVE SHOULDERS

1455

I-41 SB

26-26 EB

41

PT: 1454+71.82

SURFACE DRAINS
SEE CONSTRUCTION DETAILS

1455-S SE

PC: 1455+69.98

28-28 EB

28-28 WB

CTH S

EP: 28+07.08

STA 27+47 S EB RT
END MILL AND PAVE SHOULDERS

CTH S

1460

Mid: 1456+65.34

PT: 1457+60.69

1459

1459-S SE

30-S WB

STA 1459+29 S SE RT
END MILL AND PAVE SHOULDERS

EXIST R/W

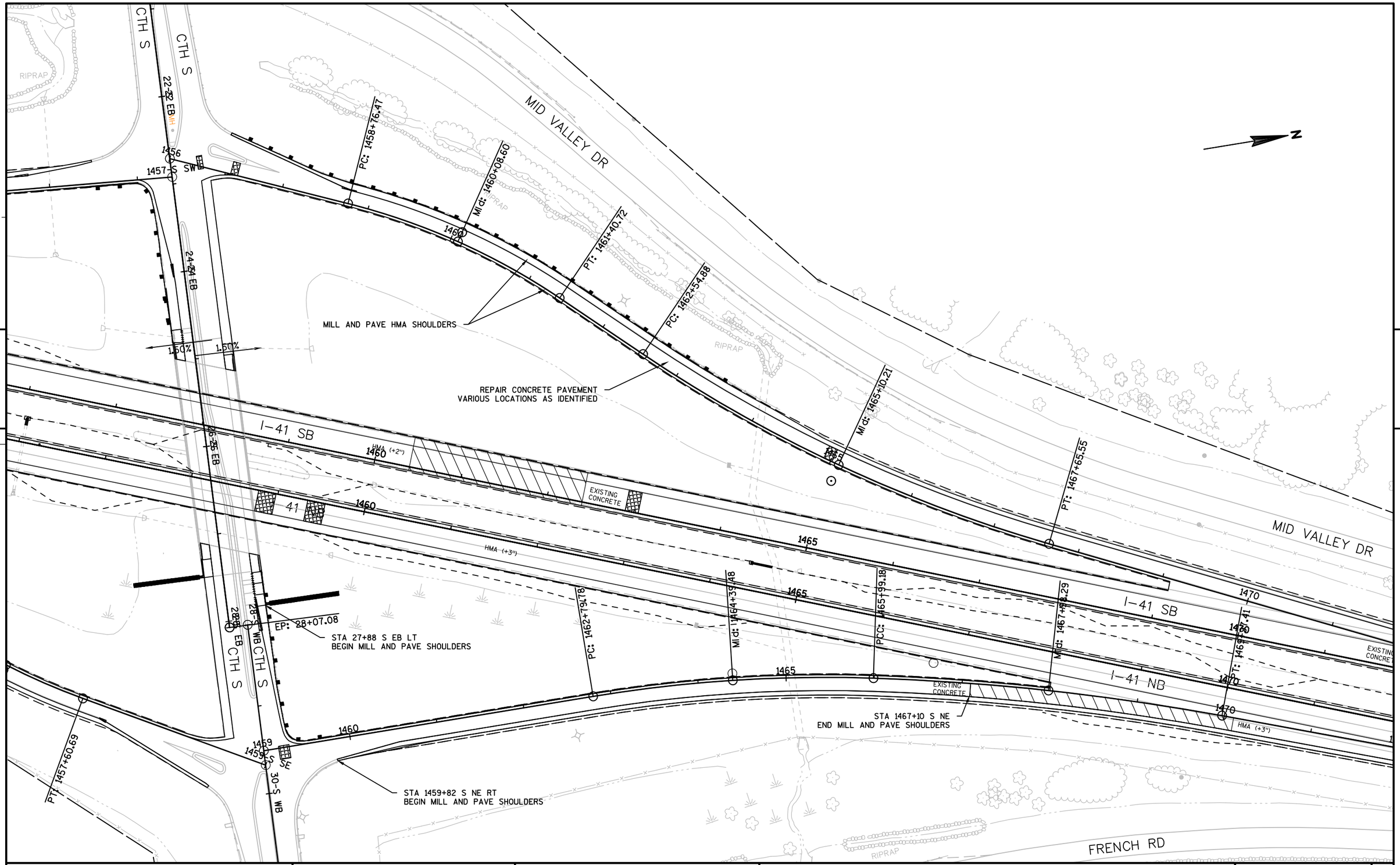
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5

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CTH S SE AND SW RAMPS PLAN	SHEET 366	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\050202_PN_CTH_S_RAMPS.DWG PLOT DATE : 5/31/2016 11:51 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CTH S NE AND NW RAMPS PLAN	SHEET 367	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\050202_PN_CTH_S_RAMPS.DWG PLOT DATE : 5/31/2016 11:51 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

INSTALL SALVAGED PIPE
2- CPCS AEW REQ'S

SALVAGE 24" CPCS

REMOVE EXISTING DRIVEWAY

SAWCUT

BUTT JOINT REQ'D

MID VALLEY DR

MH

2

4

6

8

5

5

67'

SLOPE INTERCEPTS

257'

309'

PARK AND RIDE EXPANSION - NEW CONSTRUCTION

EXISTING PARK AND RIDE TO BE OVERLAID

12-205-1
67738

PROJECT NO: 1130-44-71	HWY: PARK AND RIDE	COUNTY: BROWN	PLAN	SHEET 368	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\050201_PN_PARK_AND_RIDE.DWG PLOT DATE : 5/2/2016 12:54 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1:50_XREF

SUPERELEVATION DATA FOR I-41 SB

SUPERELEVATION DATA FOR CURVE PI @ 1224+61.74					
STA	LT SHOULDER	LT LANE	DESCRIPTION	RT LANE	RT SHOULDER
1211+04.69	EXISTING	EXISTING	END NORMAL CROWN	EXISTING	EXISTING
1211+94.69	EXISTING	EXISTING	LEVEL CROWN	EXISTING	EXISTING
1212+84.69	EXISTING	EXISTING	REVERSE CROWN	EXISTING	EXISTING
1213+47.69	EXISTING**	EXISTING	BEGIN FULL SUPER	EXISTING	EXISTING**
1235+44.53	-4%	EXISTING	END FULL SUPER	EXISTING	2.8%
1236+07.53	-4%	EXISTING	REVERSE CROWN	EXISTING	2%
1236+97.53	-4%	EXISTING	LEVEL CROWN	EXISTING	0%
1237+87.53	-4%	EXISTING	BEGIN NORMAL CROWN	EXISTING	-4%

**NOTE: PROJECT BEGINS AT STA 1234+88 SB

SUPERELEVATION DATA FOR CURVE PI @ 1292+77.88					
STA	LT SHOULDER	LT LANE	DESCRIPTION	RT LANE	RT SHOULDER
1285+31.22	-4%	-2%	END NORMAL CROWN	-2%	-4%
1286+21.22	-4%	-2%	LEVEL CROWN	0%	0%
1287+11.22	-4%	-2%	REVERSE CROWN	2%	2%
1287+74.22	-4%	-3.4%	BEGIN FULL SUPER	3.4%	3.4%
1297+78.15	-4%	-3.4%	END FULL SUPER	3.4%	3.4%
1298+85.90	-4%	-2%	REVERSE CROWN	2%	2%
1299+75.90	-4%	-2%	LEVEL CROWN	0%	0%
1300+65.90	-4%	-2%	BEGIN NORMAL CROWN	-2%	-4%

SUPERELEVATION DATA FOR CURVE PI @ 1336+20.09					
STA	LT SHOULDER	LT LANE	DESCRIPTION	RT LANE	RT SHOULDER
1330+87.93	-4%	EXISTING	END NORMAL CROWN	EXISTING	-4%
1331+78.15	-4%	EXISTING	LEVEL CROWN	EXISTING	-2%
1332+68.36	-4%	EXISTING	REVERSE CROWN	EXISTING	-1%
1333+58.57	-4%	EXISTING	LOW SHOULDER MATCH	EXISTING	-1%
1333+90.15	-4.7%	EXISTING*	BEGIN FULL SUPER	EXISTING*	-1%
1338+48.83	-4.7%	-4.7%	END FULL SUPER	4.7%	-1%
1338+80.40	-4%	-4%	LOW SHOULDER MATCH	4%	-1%
1339+82.28	-4%	-2%	REVERSE CROWN	2%	-1%
1340+72.50	-4%	-2%	LEVEL CROWN	0%	-2%
1341+62.71	-4%	-2%	BEGIN NORMAL CROWN	-2%	-4%

*NOTE: AT STA 1334+65 TRANSITION FROM EXISTING 4.2% SE TO PROPOSED 4.7% SE

SUPERELEVATION DATA FOR CURVE PI @ 1370+01.31
NORMAL CROWN

SUPERELEVATION DATA FOR I-41 NB

SUPERELEVATION DATA FOR CURVE PI @ 1435+98.83					
STA	LT SHOULDER	LT LANE	DESCRIPTION	RT LANE	RT SHOULDER
1427+82.07	-4%	-2%	END NORMAL CROWN	-2%	-4%
1428+72.37	-4%	-2%	LEVEL CROWN	0%	-2%
1429+62.68	-4%	-2%	REVERSE CROWN	2%	-1%
1430+21.37	-4%	-3.3%	BEGIN FULL SUPER	3.3%	-1%
1441+71.54	-4%	-3.3%	END FULL SUPER	3.3%	-1%
1442+18.17	-4%	-2%	REVERSE CROWN	2%	-1%
1443+08.48	-4%	-2%	LEVEL CROWN	0%	-2%
1443+98.78	-4%	-2%	BEGIN NORMAL CROWN	-2%	-4%

SUPERELEVATION DATA FOR CURVE PI @ 1479+53.74					
STA	LT SHOULDER	LT LANE	DESCRIPTION	RT LANE	RT SHOULDER
1471+44.22	-4%	EXISTING	END NORMAL CROWN	EXISTING	-4%
1472+34.22	0%	EXISTING	LEVEL CROWN	EXISTING	-4%
1473+24.22	2%	EXISTING	REVERSE CROWN	EXISTING	-4%
1474+14.22	4%	EXISTING	LOW SHOULDER MATCH	EXISTING	-4%
1474+41.22	4.6%	EXISTING	BEGIN FULL SUPER	EXISTING	-4.6%
1484+57.70	4.6%	EXISTING	END FULL SUPER	EXISTING	-4.6%
1484+84.70	4%	EXISTING	LOW SHOULDER MATCH	EXISTING	-4%
1486+04.55	2%	EXISTING	REVERSE CROWN	EXISTING	-4%
1486+94.55	0%	EXISTING	LEVEL CROWN	EXISTING	-4%
1487+84.55	-4%	EXISTING	BEGIN NORMAL CROWN	EXISTING	-4%

SUPERELEVATION DATA FOR CURVE PI @ 1612+16.70					
STA	LT SHOULDER	LT LANE	DESCRIPTION	RT LANE	RT SHOULDER
1604+79.97	-4%	-2%	END NORMAL CROWN	-2%	-4%
1605+70.26	-2%	0%	LEVEL CROWN	-2%	-4%
1606+60.55	-1%	2%	REVERSE CROWN	-2%	-4%
1607+28.26	-1%	3.5%	BEGIN FULL SUPER	-3.5%	-4%
1617+01.87	-1%	3.5%	END FULL SUPER	-3.5%	-4%
1618+02.61	-1%	2%	REVERSE CROWN	-2%	-4%
1618+92.90	-2%	0%	LEVEL CROWN	-2%	-4%
1619+83.19	-4%	-2%	BEGIN NORMAL CROWN	-2%	-4%

SUPERELEVATION DATA FOR I-41 SB

SUPERELEVATION DATA FOR CURVE PI @ 1435+92.39					
STA	LT SHOULDER	LT LANE	DESCRIPTION	RT LANE	RT SHOULDER
1427+79.57	-4%	-2%	END NORMAL CROWN	-2%	-4%
1428+69.57	-4%	-2%	LEVEL CROWN	0%	-2%
1429+59.57	-4%	-2%	REVERSE CROWN	2%	-1%
1430+22.57	-4%	-3.4%	BEGIN FULL SUPER	3.4%	-1%
1441+57.51	-4%	-3.4%	END FULL SUPER	3.4%	-1%
1442+21.28	-4%	-2%	REVERSE CROWN	2%	-1%
1443+11.28	-4%	-2%	LEVEL CROWN	0%	-2%
1444+01.28	-4%	-2%	BEGIN NORMAL CROWN	-2%	-4%

SUPERELEVATION DATA FOR CURVE PI @ 1479+62.76					
STA	LT SHOULDER	LT LANE	DESCRIPTION	RT LANE	RT SHOULDER
1471+44.22	-4%	-2%	END NORMAL CROWN	-2%	-4%
1472+34.22	0%	0%	LEVEL CROWN	-2%	-4%
1473+24.22	2%	2%	REVERSE CROWN	-2%	-4%
1474+14.22	4%	4%	LOW SHOULDER MATCH	-4%	-4%
1474+41.22	4.6%	4.6%	BEGIN FULL SUPER	-4.6%	-4.6%
1484+75.62	4.6%	4.6%	END FULL SUPER	-4.6%	-4.6%
1485+02.62	4%	4%	LOW SHOULDER MATCH	-4%	-4%
1486+04.54	2%	2%	REVERSE CROWN	-2%	-4%
1486+94.54	0%	0%	LEVEL CROWN	-2%	-4%
1487+84.54	-4%	-2%	BEGIN NORMAL CROWN	-2%	-4%

SUPERELEVATION DATA FOR CURVE PI @ 1612+22.46					
STA	LT SHOULDER	LT LANE	DESCRIPTION	RT LANE	RT SHOULDER
1604+83.75	-4%	EXISTING	END NORMAL CROWN	EXISTING	-4%
1605+73.75	0%	EXISTING	LEVEL CROWN	EXISTING	-4%
1606+63.75	2%	EXISTING	REVERSE CROWN	EXISTING	-4%
1607+26.75	3.4%	EXISTING	BEGIN FULL SUPER	EXISTING	-4%
1617+14.86	3.4%	EXISTING	END FULL SUPER	EXISTING	-4%
1617+99.40	2%	EXISTING	REVERSE CROWN	EXISTING	-4%
1618+89.40	0%	EXISTING	LEVEL CROWN	EXISTING	-4%
1619+79.40	-4%	EXISTING	BEGIN NORMAL CROWN	EXISTING	-4%

SUPERELEVATION DATA FOR I-41 NB

SUPERELEVATION DATA FOR CURVE PI @ 1224+95.94					
STA	LT SHOULDER	LT LANE	DESCRIPTION	RT LANE	RT SHOULDER
1211+31.77	-4%	EXISTING	END NORMAL CROWN	EXISTING	-4%
1212+21.77	-4%	EXISTING	LEVEL CROWN	EXISTING	0%
1213+11.77	-4%	EXISTING	REVERSE CROWN	EXISTING	2%
1213+74.77	-4%	EXISTING	BEGIN FULL SUPER	EXISTING	3.4%
1235+85.51	-4%	EXISTING	END FULL SUPER	EXISTING	3.4%
1236+48.51	-4%	EXISTING	REVERSE CROWN	EXISTING	2%
1237+38.51	-4%	EXISTING	LEVEL CROWN	EXISTING	0%
1238+28.51	-4%	EXISTING	BEGIN NORMAL CROWN	EXISTING	-4%

SUPERELEVATION DATA FOR CURVE PI @ 1293+29.74					
STA	LT SHOULDER	LT LANE	DESCRIPTION	RT LANE	RT SHOULDER
1285+82.40	-4%	EXISTING	END NORMAL CROWN	EXISTING	-4%
1286+72.40	-4%	EXISTING	LEVEL CROWN	EXISTING	0%
1287+62.40	-4%	EXISTING	REVERSE CROWN	EXISTING	2%
1288+25.40	-4%	EXISTING	BEGIN FULL SUPER	EXISTING	3.4%
1298+30.67	-4%	EXISTING	END FULL SUPER	EXISTING	3.4%
1298+80.81	-4%	EXISTING	REVERSE CROWN	EXISTING	2%
1299+70.81	-4%	EXISTING	LEVEL CROWN	EXISTING	0%
1300+60.81	-4%	EXISTING	BEGIN NORMAL CROWN	EXISTING	-4%

SUPERELEVATION DATA FOR CURVE PI @ 1336+37.79					
STA	LT SHOULDER	LT LANE	DESCRIPTION	RT LANE	RT SHOULDER
1331+10.88	-4%	EXISTING	END NORMAL CROWN	EXISTING	-4%
1332+00.88	-4%	EXISTING	LEVEL CROWN	EXISTING	-2%
1332+90.88	-4%	EXISTING	REVERSE CROWN	EXISTING	-1%
1333+00.88	-4%	EXISTING	LOW SHOULDER MATCH	EXISTING	-1%
1334+07.88	-4.6%	EXISTING*	BEGIN FULL SUPER	EXISTING*	-1%
1338+66.47	-4.6%	-4.6%	END FULL SUPER	4.6%	-1%
1338+93.47	-4%	-4%	LOW SHOULDER MATCH	4%	-1%
1339+93.29	-4%	-2%	REVERSE CROWN	2%	-1%
1340+83.29	-4%	-2%	LEVEL CROWN	0%	-2%
1341+73.29	-4%	-2%	BEGIN NORMAL CROWN	-2%	-4%

*NOTE: AT STA 1334+65 TRANSITION FROM EXISTING 4.2% SE TO PROPOSED 4.6% SE

SUPERELEVATION DATA FOR CURVE PI @ 1370+09.50
NORMAL CROWN

Standard Detail Drawing List

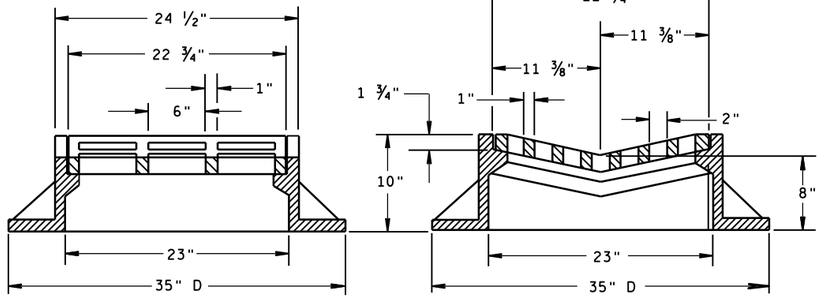
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08C09-01	INLETS MEDIAN 3 AND 4 GRATE
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D02-06	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-09	CONCRETE CONTROL CABINET BASES
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09H03-01	2 CIRCUIT METER BREAKER PEDESTAL
09H04-01	2 CIRCUIT ELECTRICAL SERVICE METER BREAKER PEDESTAL AND BREAKER DISCONNECT BOX
09H05-01	CABINET BREAKER DISCONNECT BOX INSTALLATION
09H11-01	IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS
10A01-03	ELECTRICAL HANDHOLE WIRING
11A01-05	MAINTENANCE CROSSOVER FOR FREEWAYS
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13B02-08A	CONCRETE PAVEMENT APPROACH SLAB
13B02-08B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-13A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-13B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-13C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C11-11A	RURAL DOWELED CONCRETE PAVEMENT
13C11-11B	RURAL DOWELED CONCRETE PAVEMENT
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C14-06A	BASE PATCHING CONCRETE
13C14-06B	BASE PATCHING CONCRETE
13C14-06C	BASE PATCHING CONCRETE
13C15-06A	CONCRETE BASE
13C15-06B	CONCRETE BASE
13C18-03C	CONCRETE PAVEMENT JOINT TIES
13C18-03D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

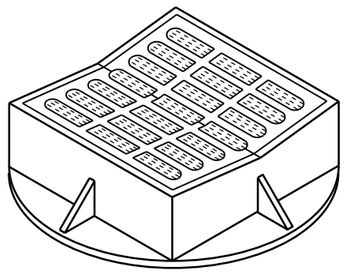
6

Standard Detail Drawing List

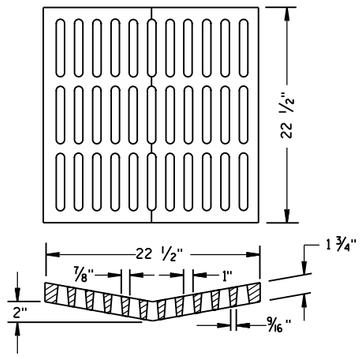
14B32-03A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-03C	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B39-01A	32-INCH SSCB TO 36-INCH SSCB HEIGHT TRANSITION
14B39-01C	36-INCH SSCB TO 42-INCH SSCB HEIGHT TRANSITION
14B39-01E	42-INCH SSCB TO 56-INCH SSCB HEIGHT TRANSITION
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-04A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B50-01A	THRIE BEAM APPROACH RETROFIT INSTALLATION OF MISSING POST
14B50-01B	THRIE BEAM APPROACH RETROFIT INSTALLATION OF MISSING POST
14B50-01C	THRIE BEAM APPROACH RETROFIT INSTALLATION OF MISSING POST
14B52-01A	CABLE BARRIER TYPE 1 LAYOUT
14B52-01B	CABLE BARRIER TYPE 1 LAYOUT
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A06-02	DELINEATOR LAYOUT
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C07-13A	PAVEMENT MARKING SYMBOLS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C14-01	AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS
15D03-03	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D12-06B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-02	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D16-03	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D29-03	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D34-02A	RAMP GATE SOLAR POWER
15D34-02B	RAMP GATE SOLAR POWER
15D34-02C	RAMP GATE SOLAR POWER
15D34-02D	RAMP GATE SOLAR POWER
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS

6



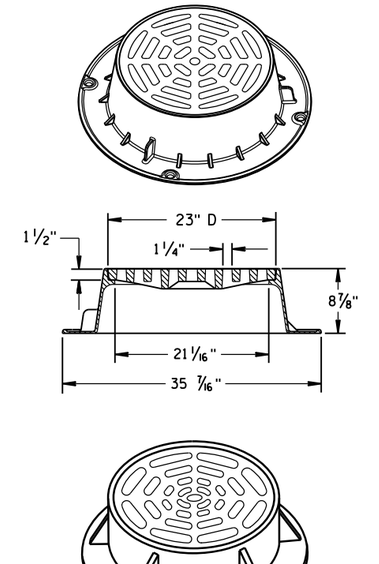


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

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



TYPE "C"

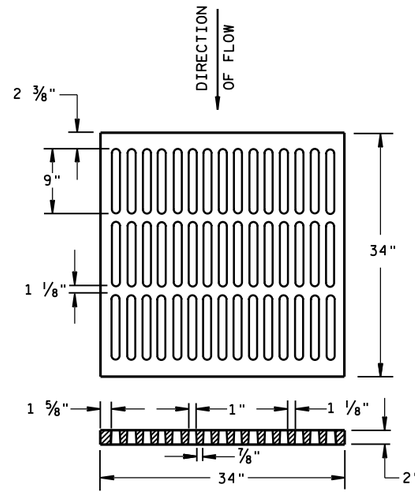
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

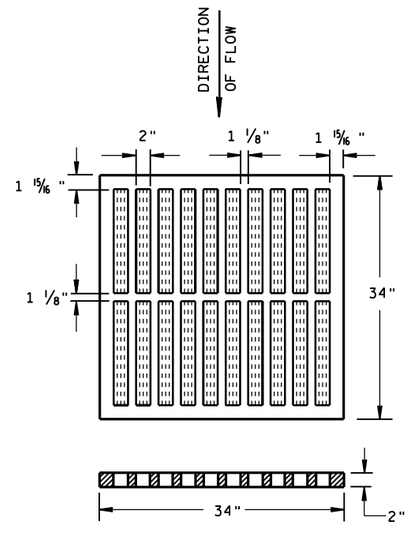
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



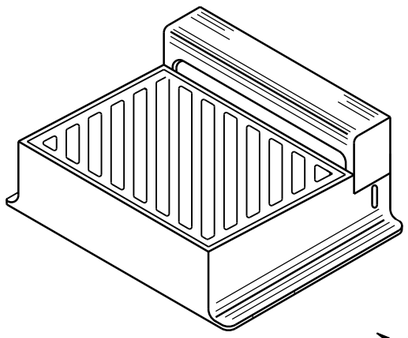
ALTERNATIVE TYPE "MS"

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

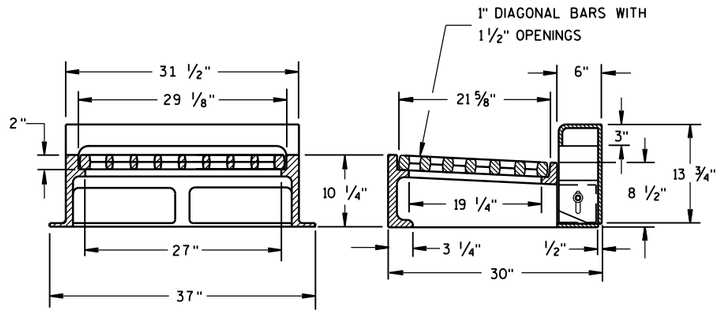


TYPE "MS"

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



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

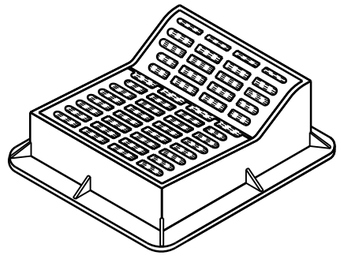
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

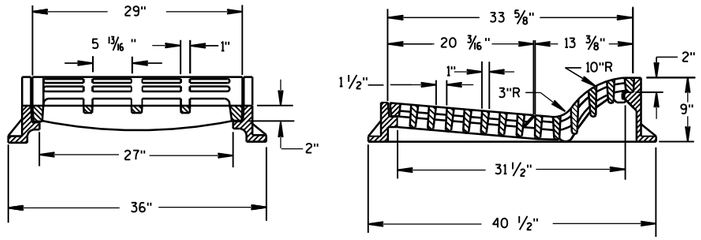
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

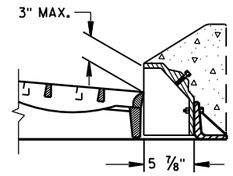
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

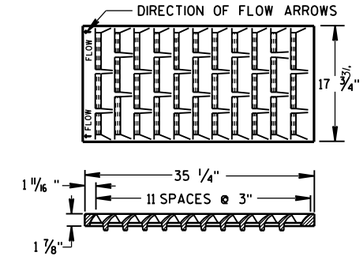
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

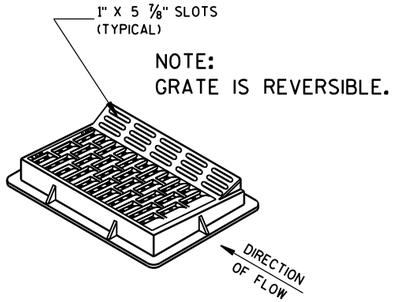
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

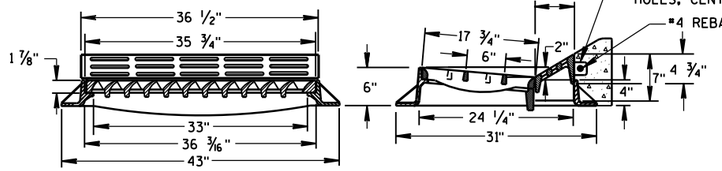
GENERAL NOTES

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

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



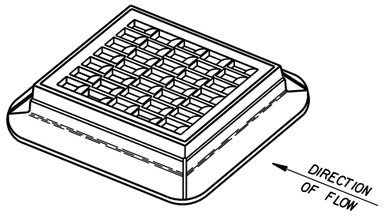


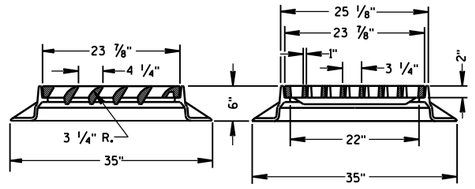


TYPE "HM"

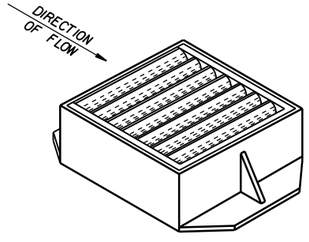
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

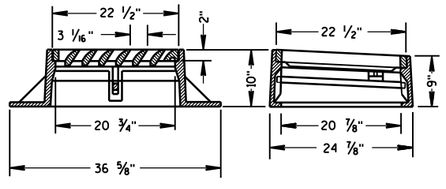
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



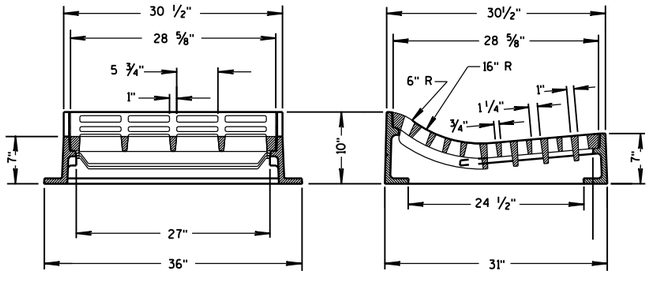


TYPE "S"



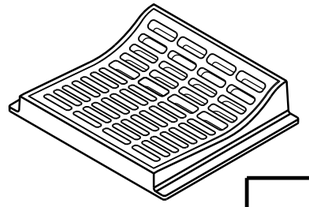


TYPE "V"



TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

375

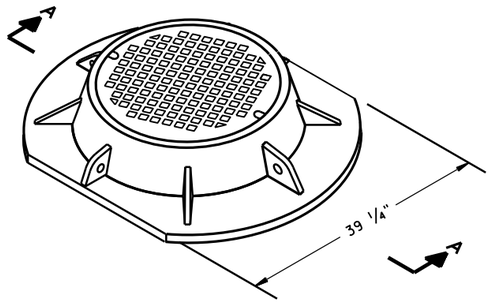
FHWA

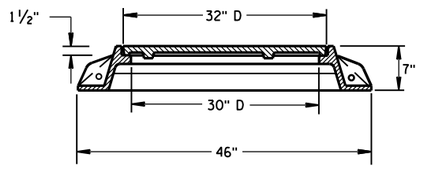
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S.D.D. 8 A 5-19c

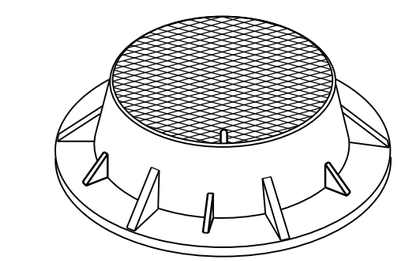
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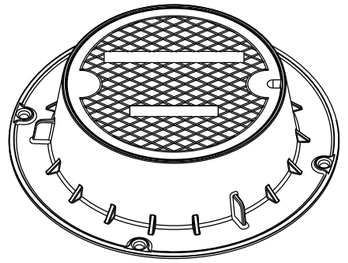
S.D.D. 8 A 5-19c

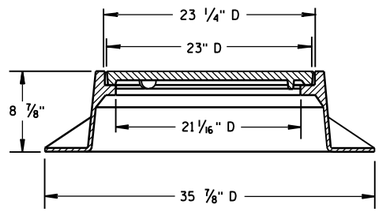


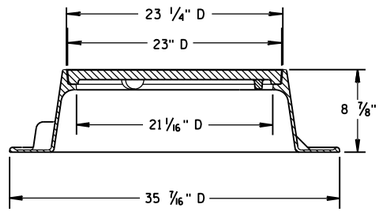


SECTION A-A
TYPE "K"









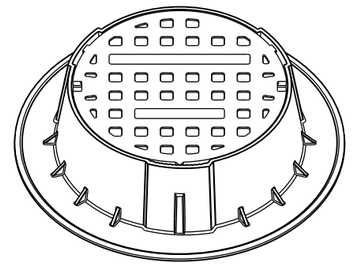
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

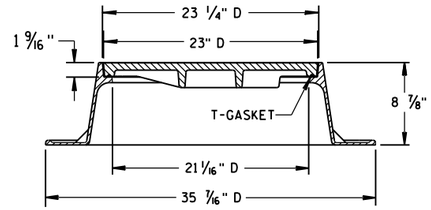
GENERAL NOTES

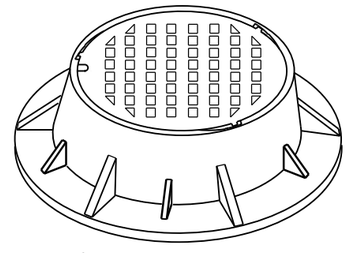
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

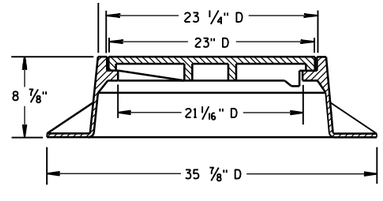
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

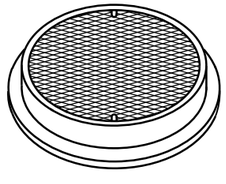


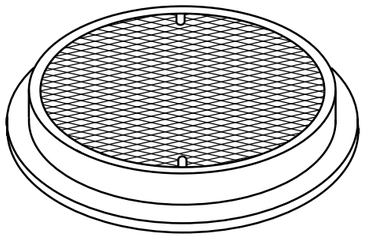


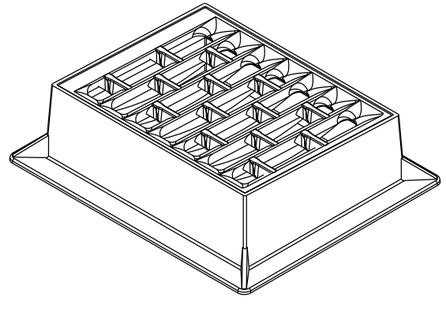


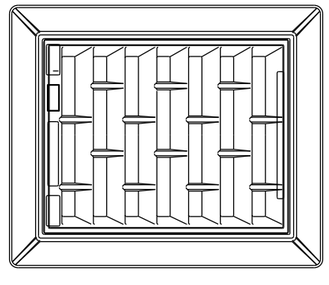


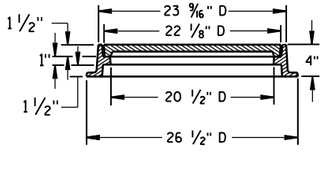
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



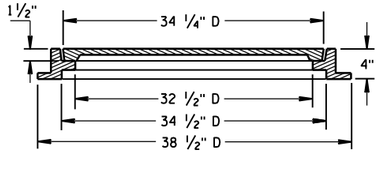




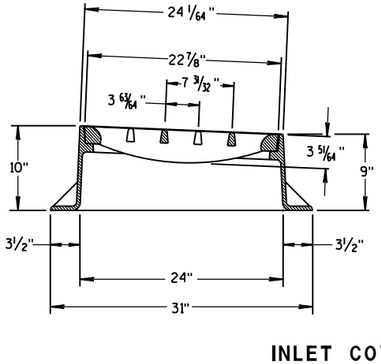


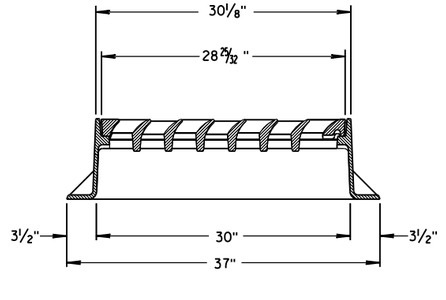


TYPE "L"



TYPE "M"





INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

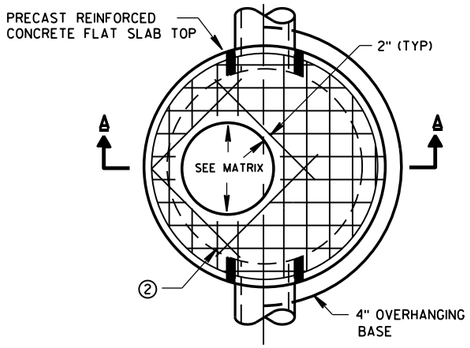
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

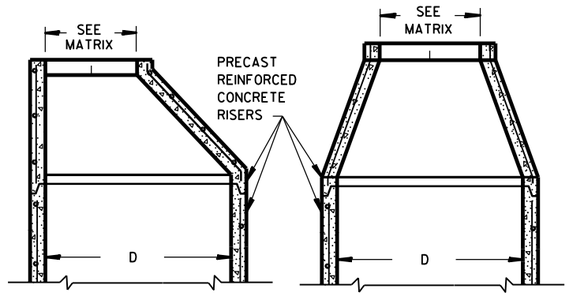
S.D.D. 8 A 5-19d

6

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

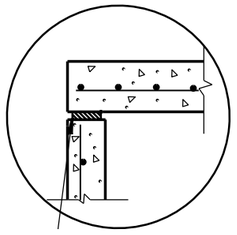


PLAN VIEW CIRCULAR OPENING

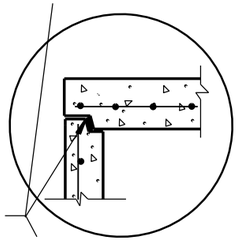


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

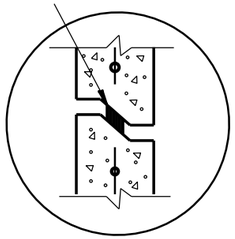


TOP WITH PLAIN END JOINT



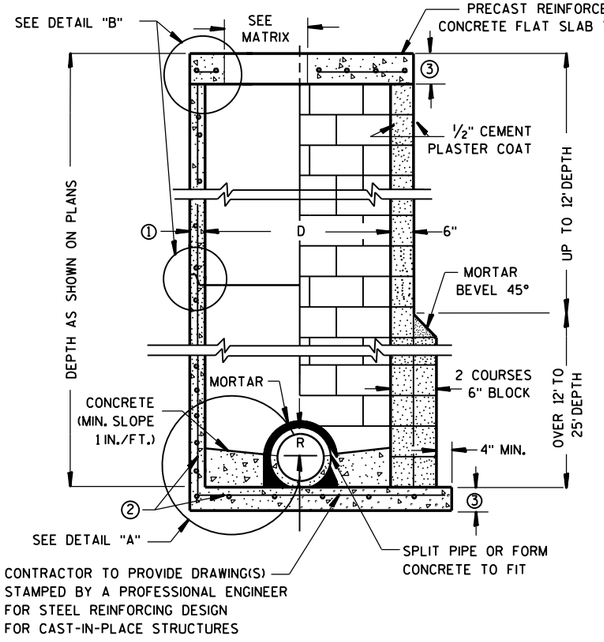
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



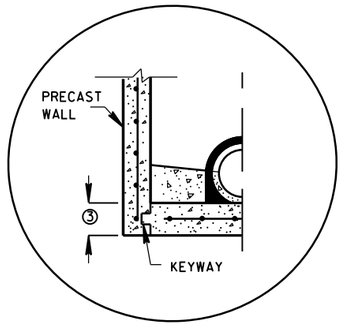
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

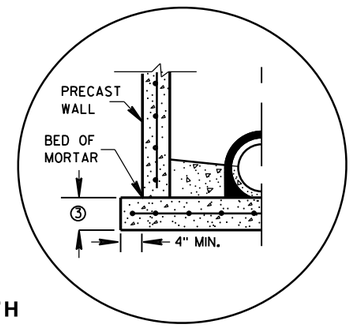


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

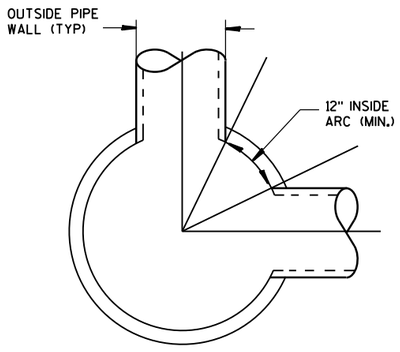


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

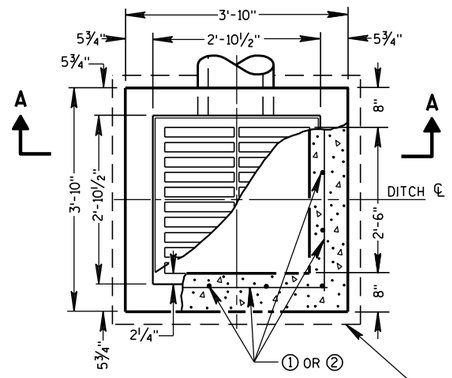
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

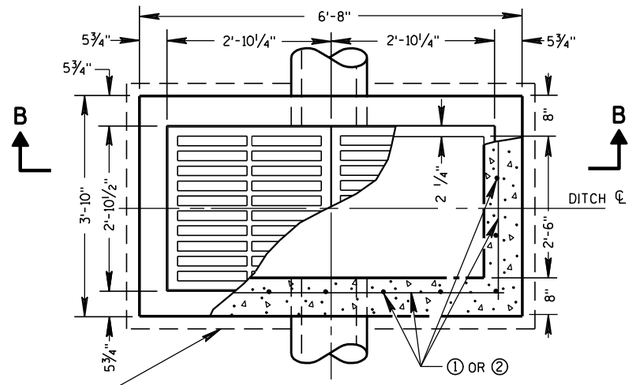
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 B 9-1

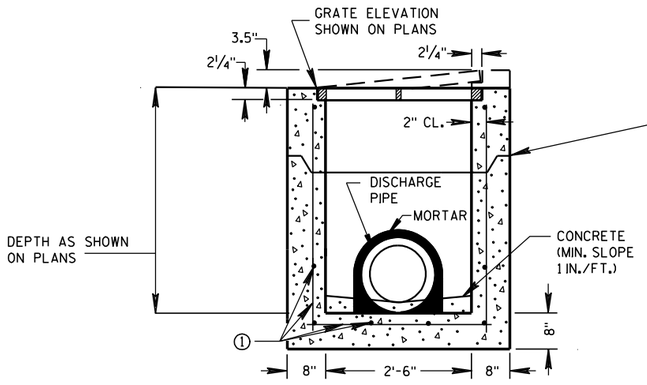


PLAN VIEW

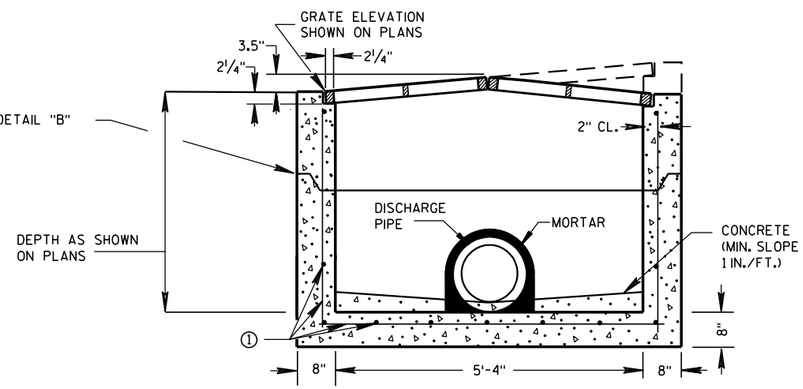


PLAN VIEW

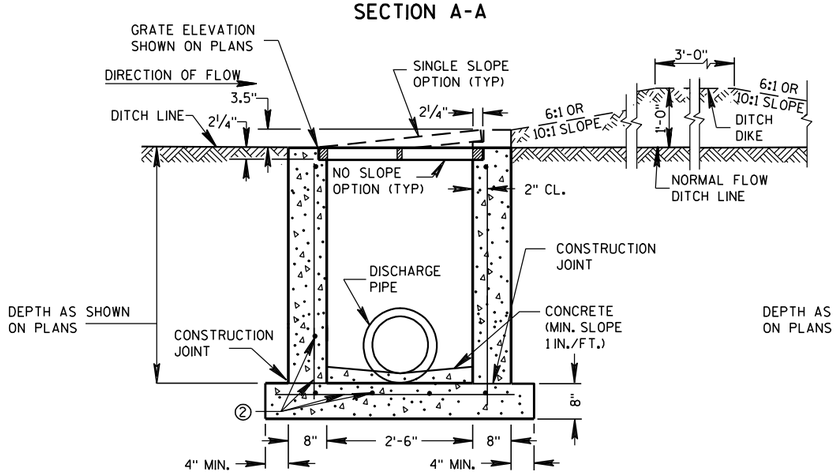
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



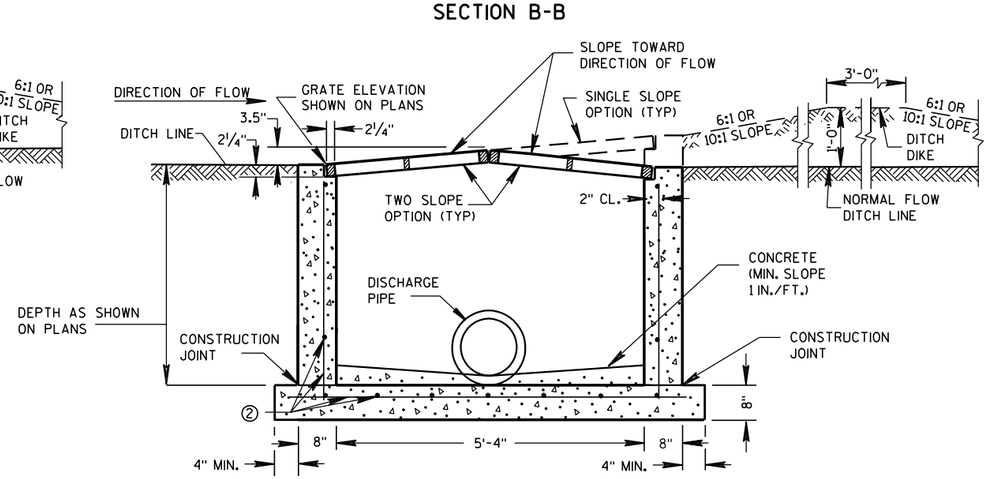
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

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

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

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

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

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

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

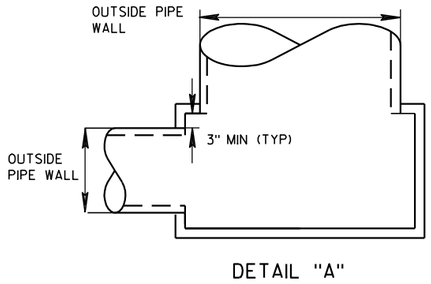
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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

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

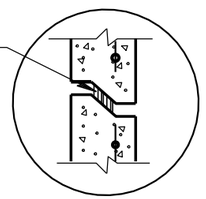
PIPE MATRIX

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



DETAIL "A"

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



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

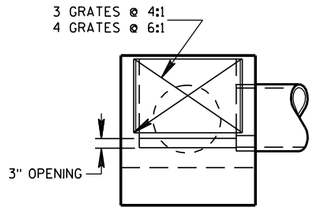
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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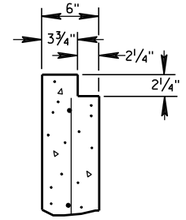
S.D.D. 8 C 8-1

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S.D.D. 8 C 8-1



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.

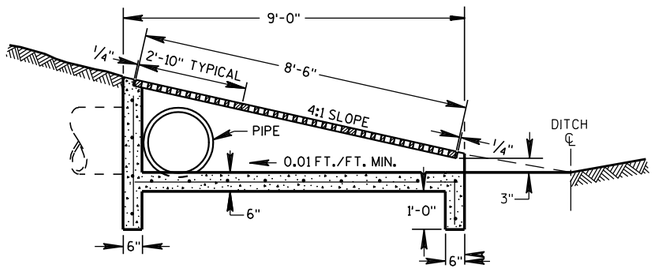
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DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

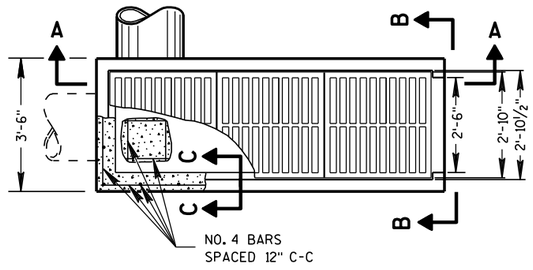
ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 3G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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.

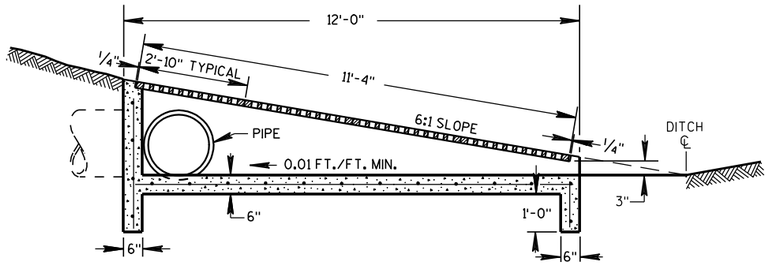


SECTION A-A

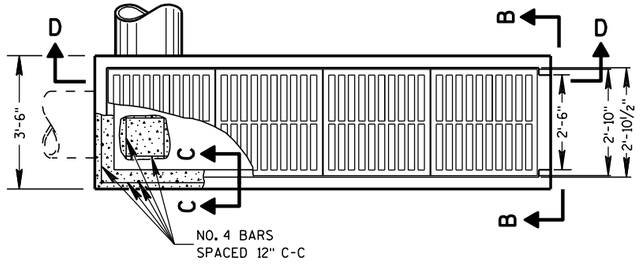


PLAN VIEW

INLETS MEDIAN 3 GRATE



SECTION D-D



PLAN VIEW

INLETS MEDIAN 4 GRATE

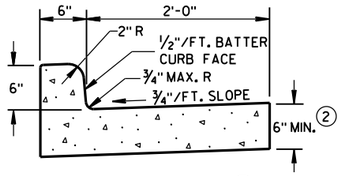
INLETS MEDIAN 3 AND 4 GRATE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/5/2012 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS DEV ENGINEER

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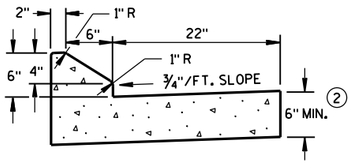
S.D.D. 8 C 9-1

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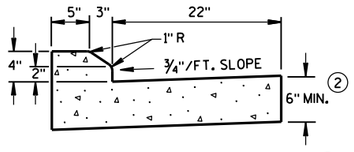
S.D.D. 8 C 9-1



TYPES A & D ①

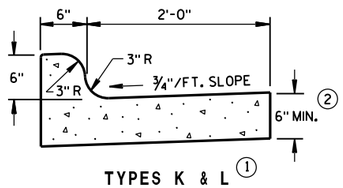


6" SLOPED CURB TYPES G & J ①

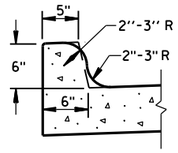


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

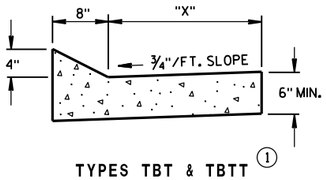


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

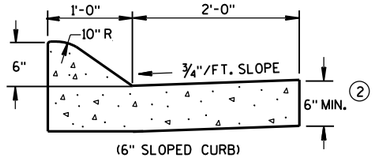
CONCRETE CURB & GUTTER 30"



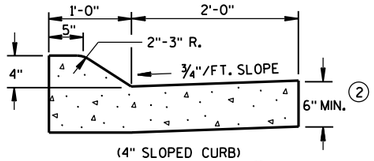
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

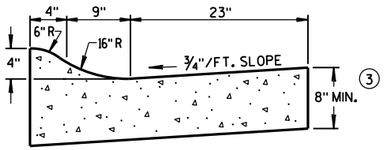


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

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

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

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

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

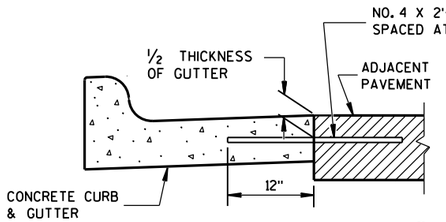
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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

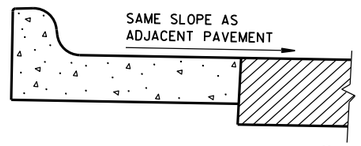
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

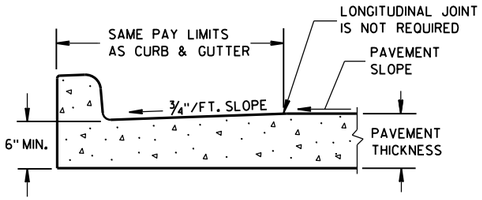
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



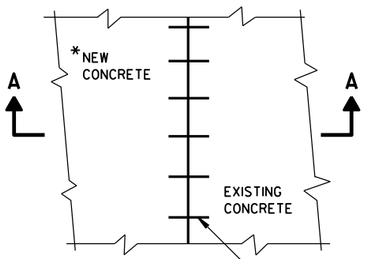
TYPICAL TIE BAR LOCATION ①



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

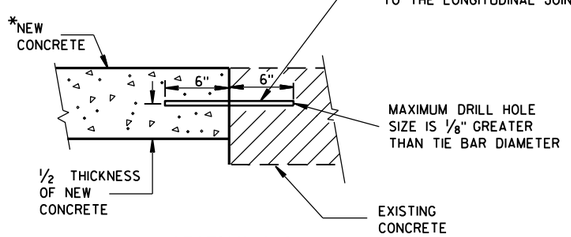


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



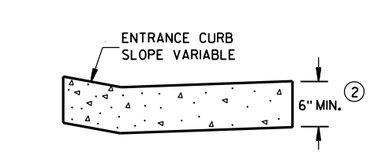
PLAN VIEW

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

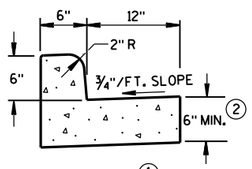


SECTION A-A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

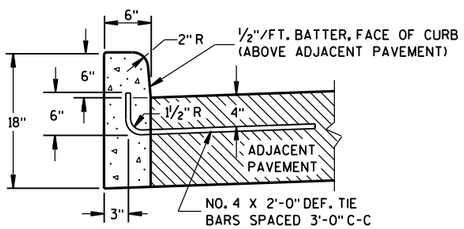


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

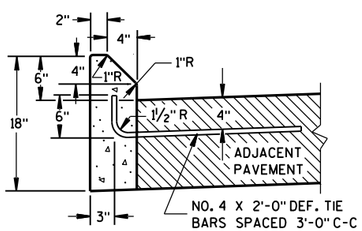


① TYPES A & D

CONCRETE CURB & GUTTER 18"

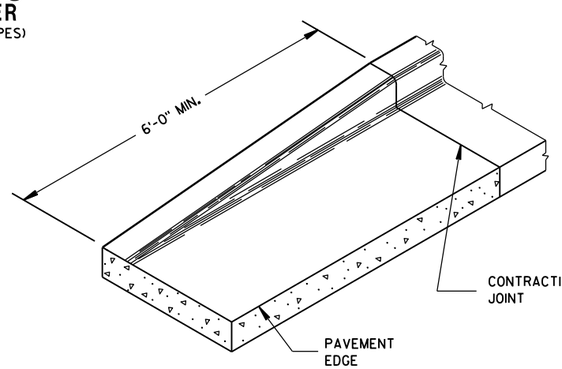


① TYPES A & D



① TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

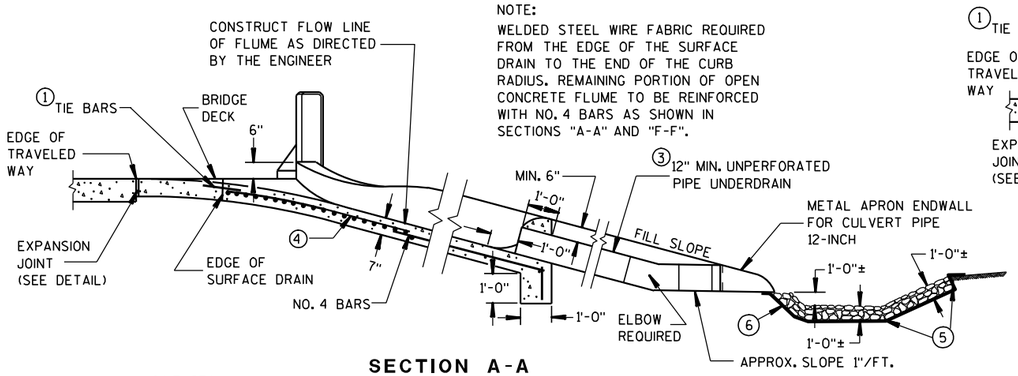
CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

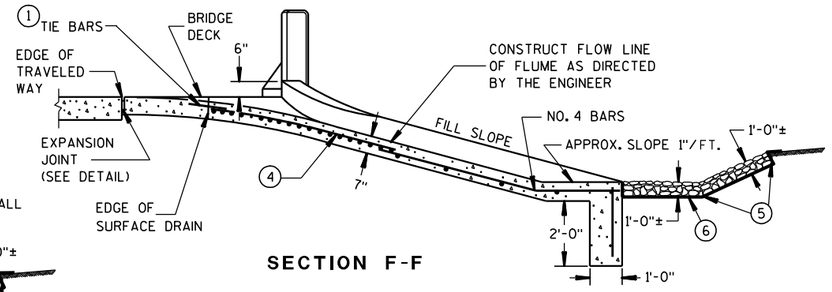
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 D 1-18



SECTION A-A



SECTION F-F

GENERAL NOTES

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

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

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

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

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

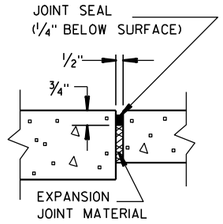
(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

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

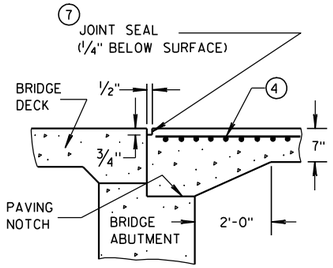
(6) GEOTEXTILE FABRIC, TYPE 'R"

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

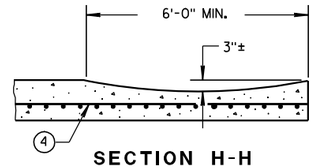
(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".



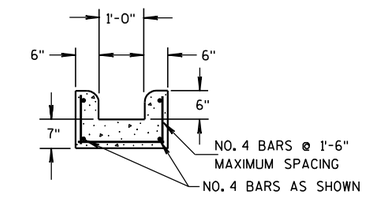
EXPANSION JOINT DETAIL



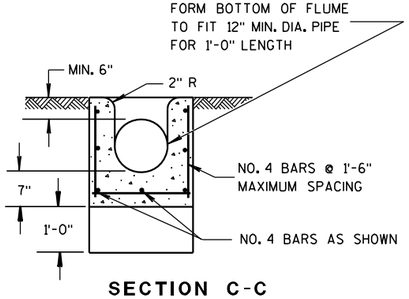
SECTION D-D



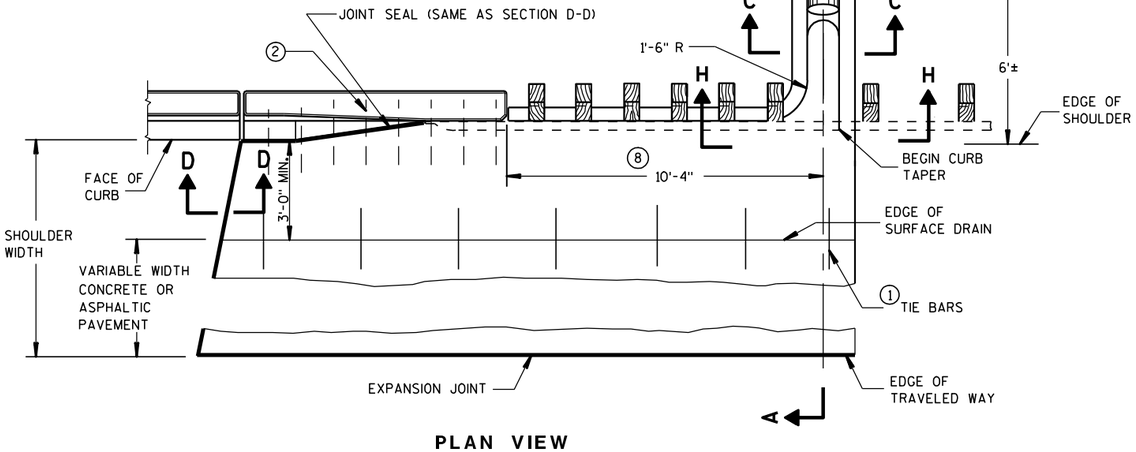
SECTION H-H



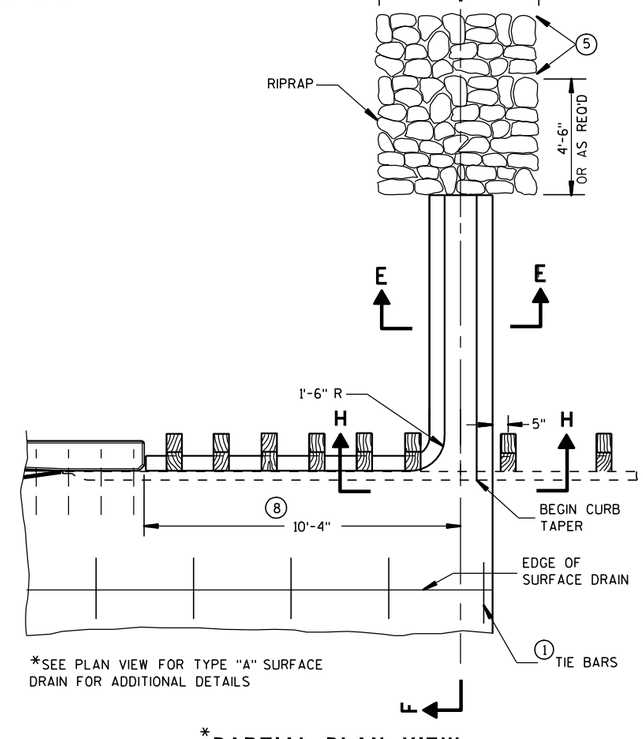
SECTION E-E



SECTION C-C

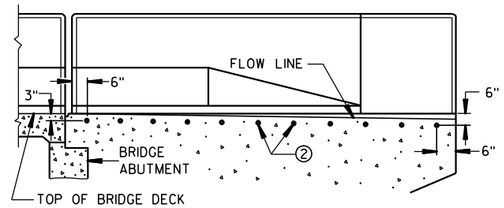


PLAN VIEW
SURFACE DRAIN WITH PIPE
TYPE "A"



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

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



LOCATION OF
TIE BARS IN WINGWALL

CONCRETE SURFACE DRAINS
FLUME TYPE
AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
381
FHWA

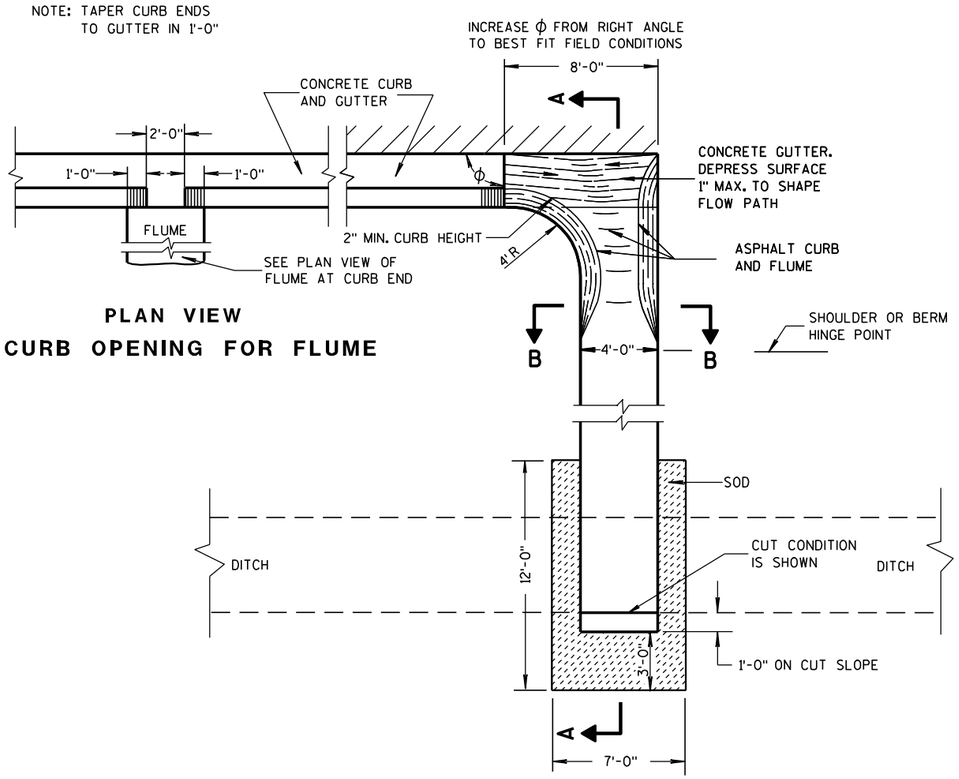
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S.D.D. 8 D 2-6

6

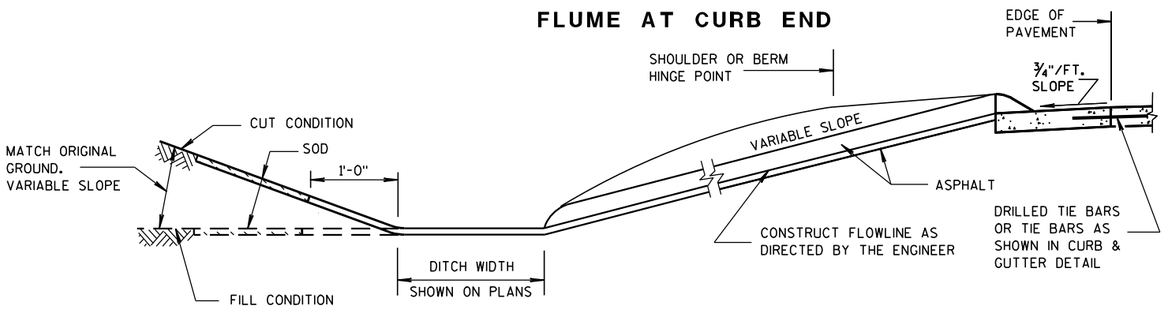
S.D.D. 8 D 2-6

ASPHALTIC FLUME

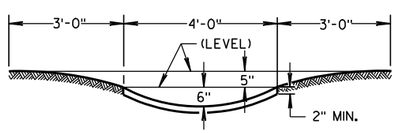


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

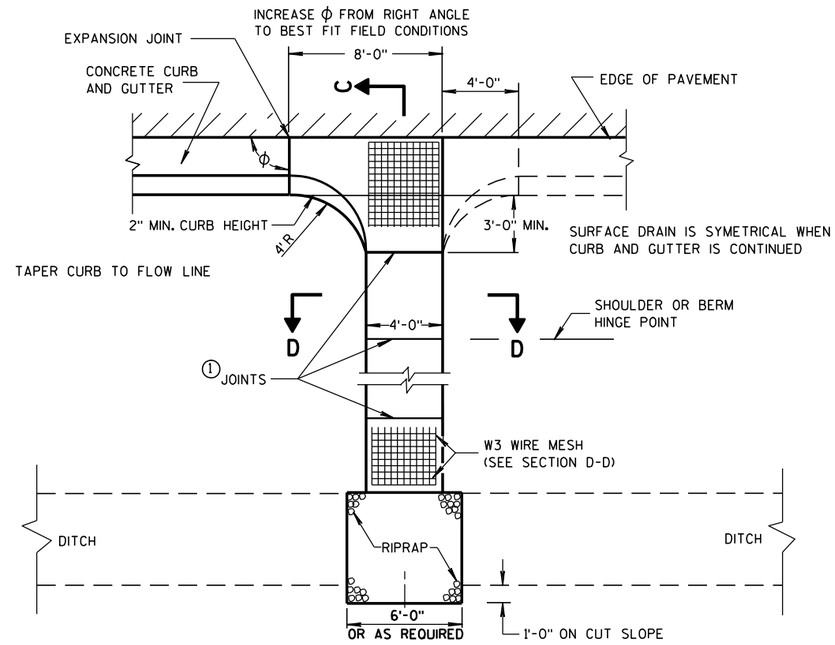
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

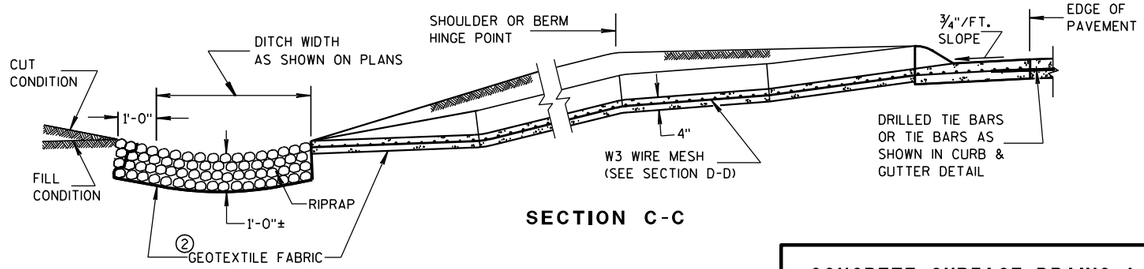
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

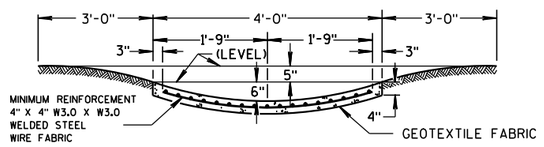
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 D 4-5

6

S.D.D. 8 D 4-5

GENERAL NOTES

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

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

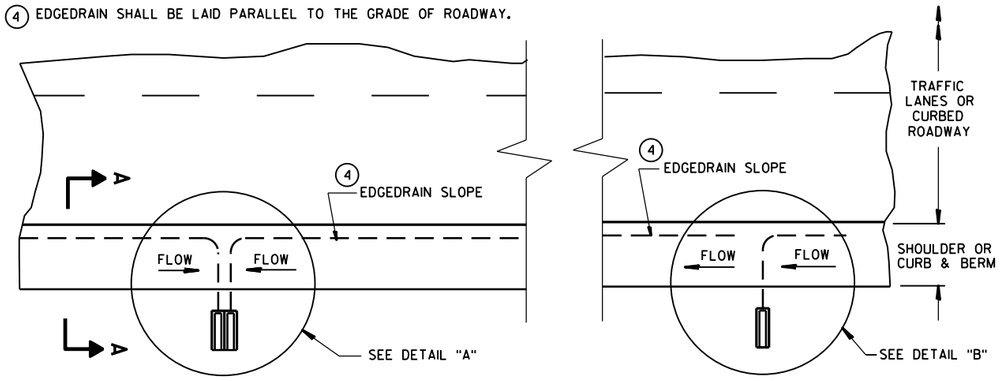
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

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

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

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

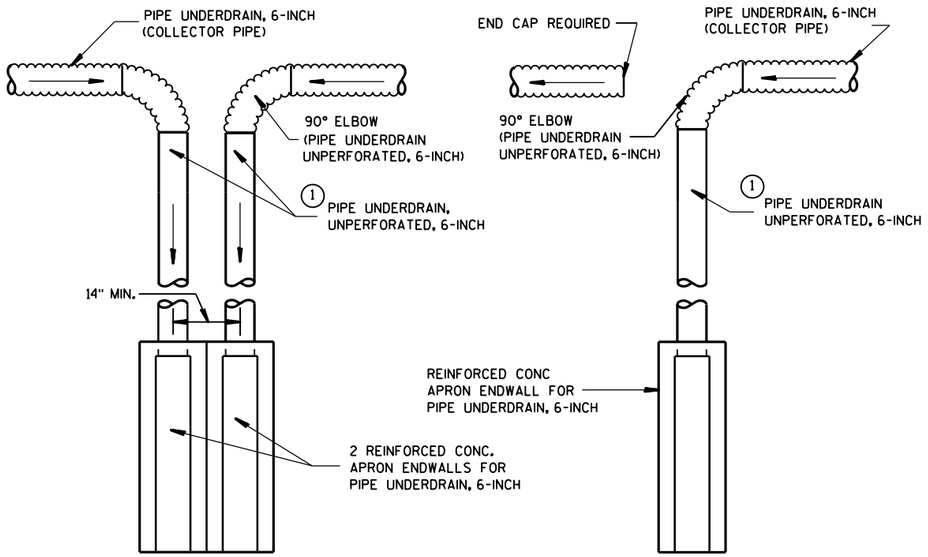
(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS

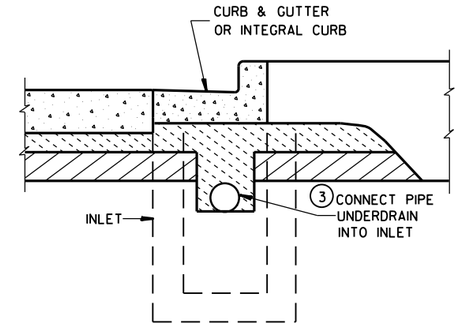
(EDGEDRAIN OUTLETS TO ROADSIDE) (2)



DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS

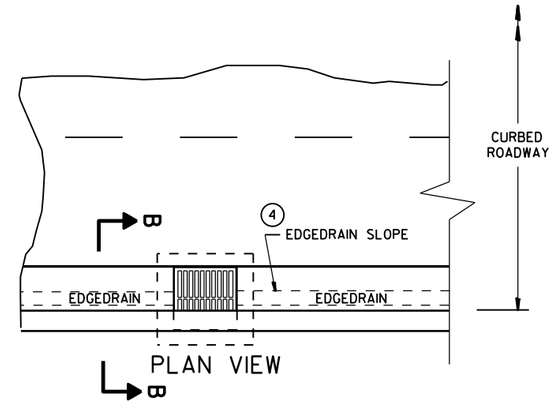
DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



SECTION B-B

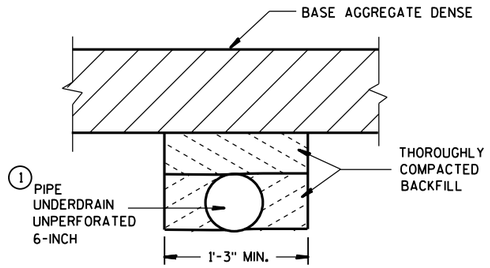
URBAN CROSS SECTION



PLAN VIEW

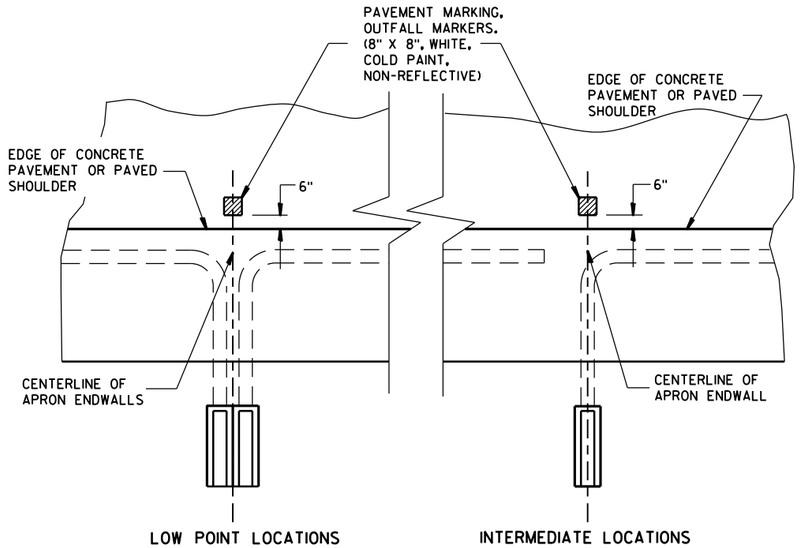
ROADWAY WITH CURBS

(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)



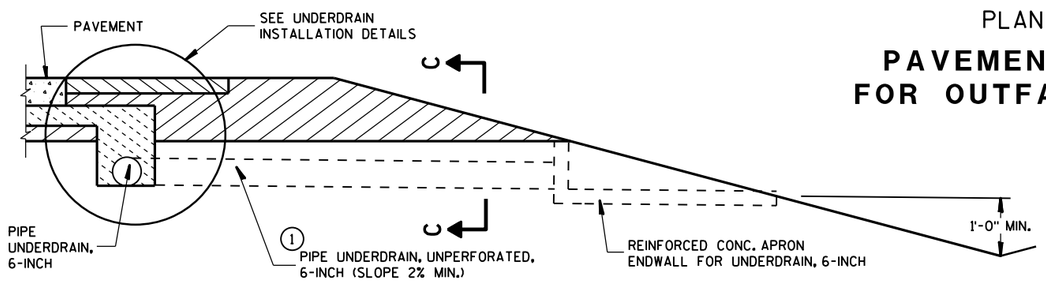
SECTION C-C

(TRENCH FOR OUTFALL PIPE)



PLAN VIEW

PAVEMENT MARKING FOR OUTFALL MARKERS

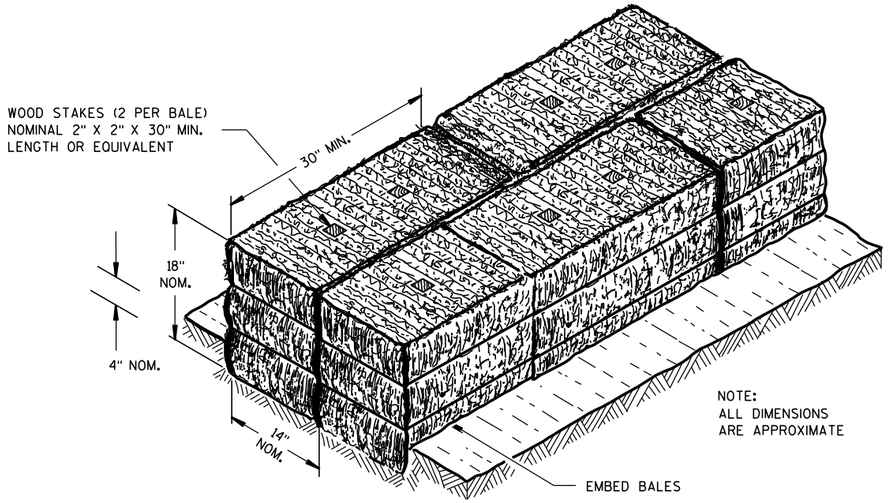


SECTION A-A

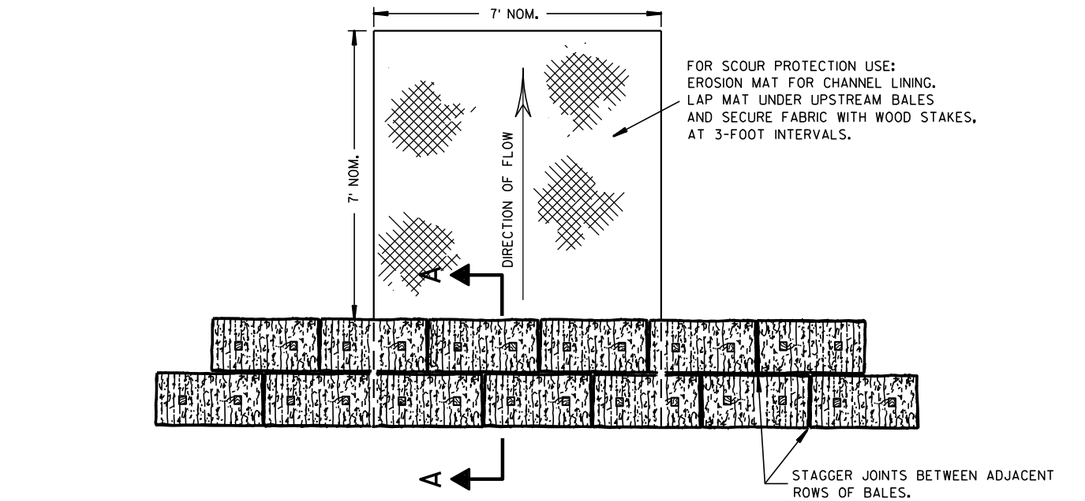
RURAL CROSS SECTION

EDGEDRAIN OUTLET AND OUTFALL MARKERS

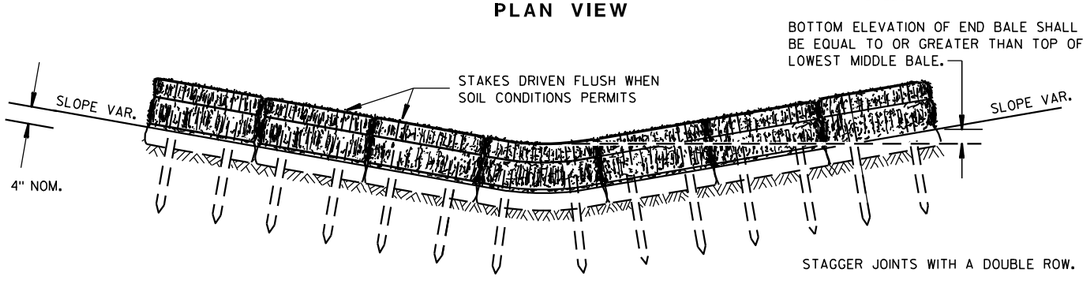
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR



SECTION A-A



PLAN VIEW



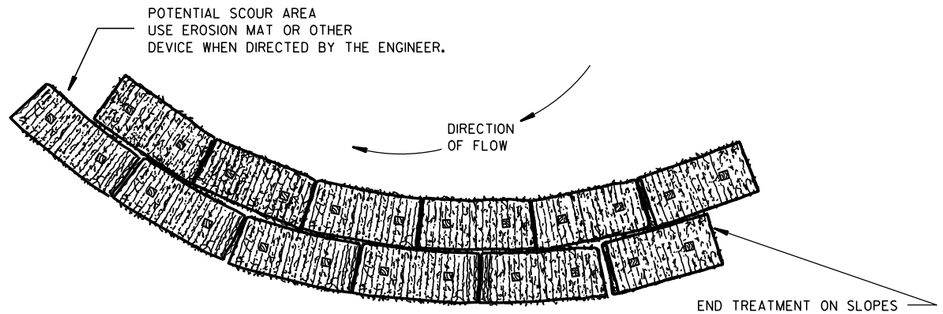
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

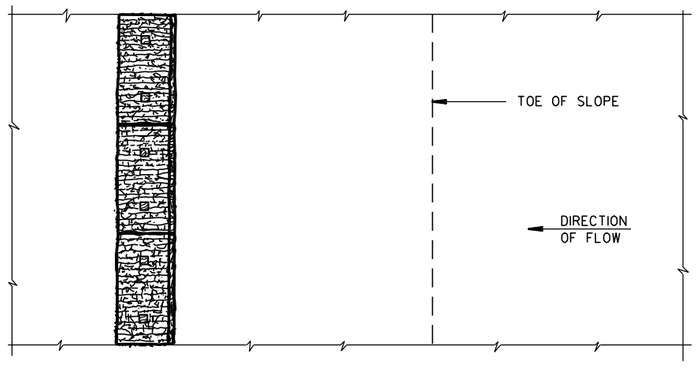
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

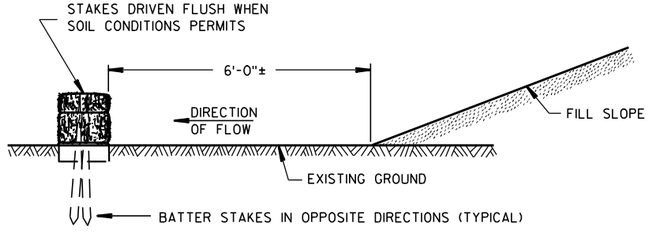


PLAN VIEW

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

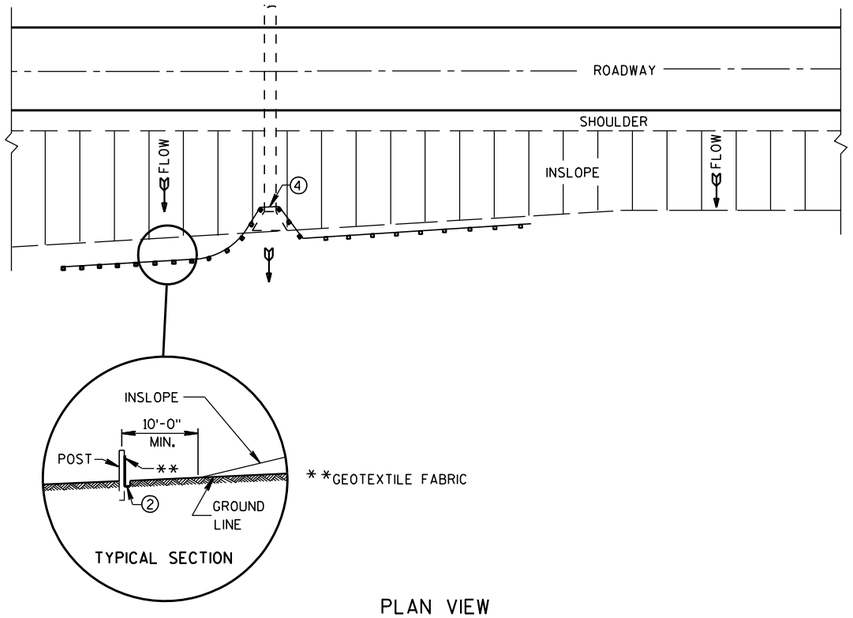
FHWA

6

S.D.D. 8 E 8-3

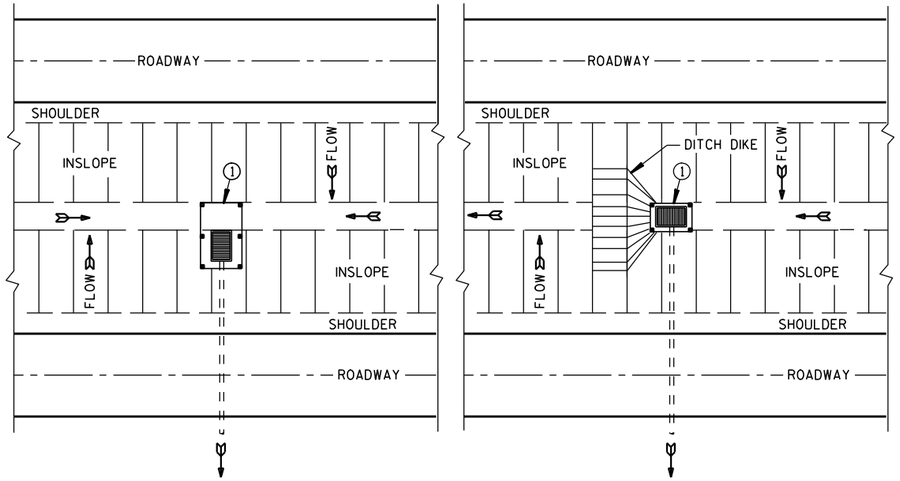
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



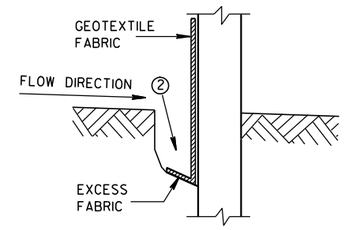
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

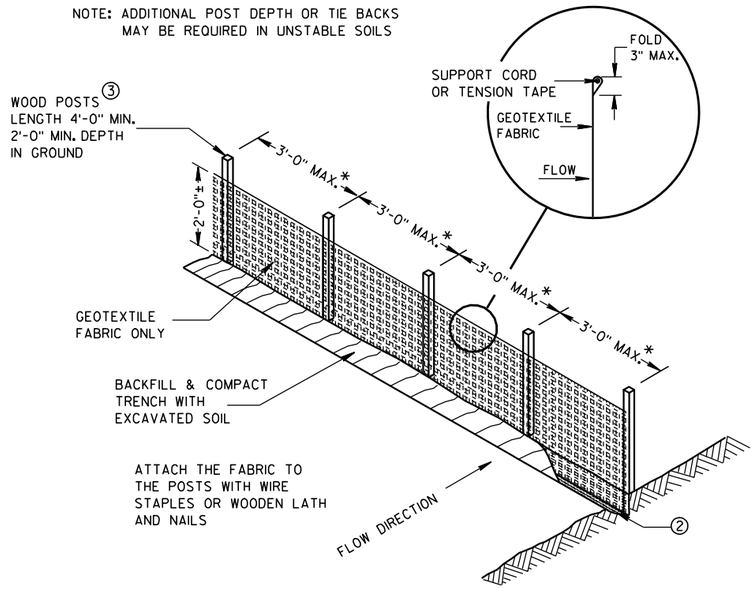
GENERAL NOTES

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.

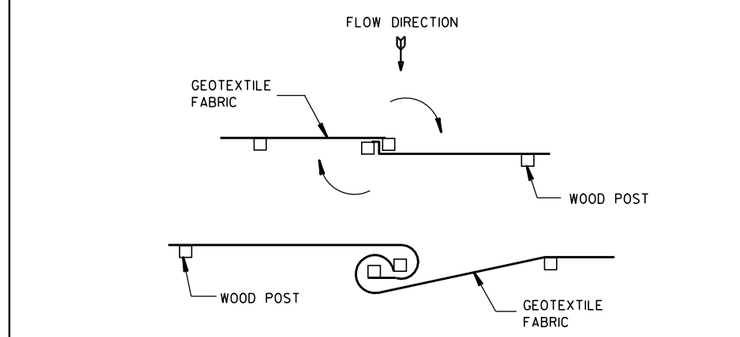


TRENCH DETAIL

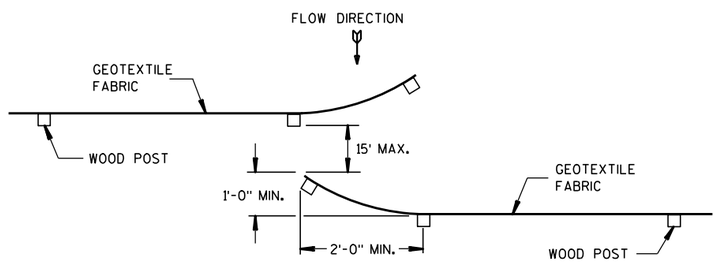


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

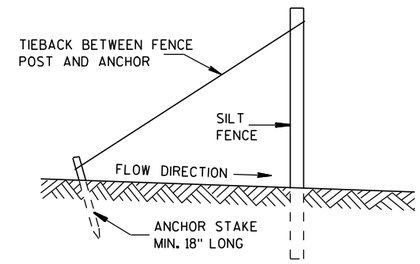


TWIST METHOD



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

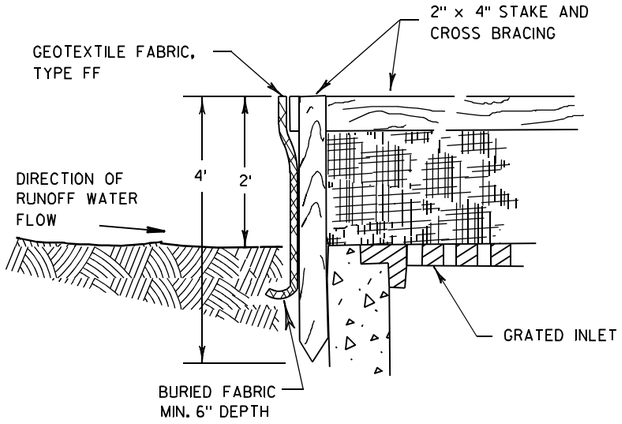
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

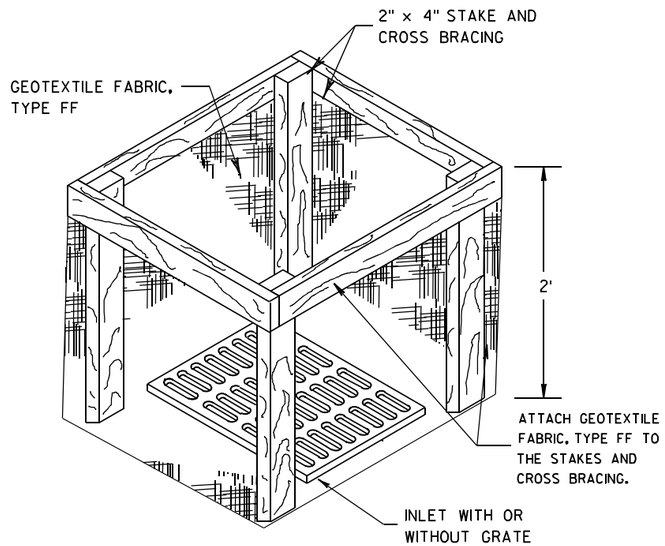
6

S.D.D. 8 E 9-6

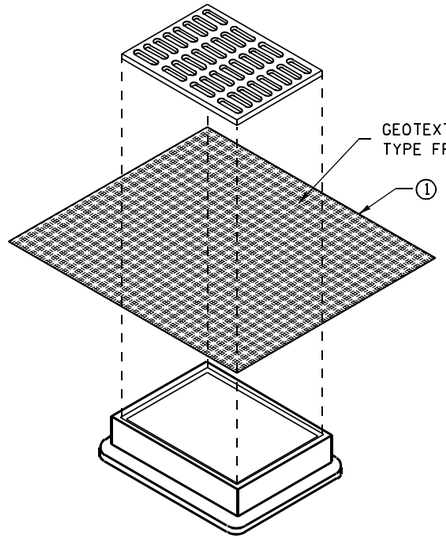
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S.D.D. 8 E 9-6



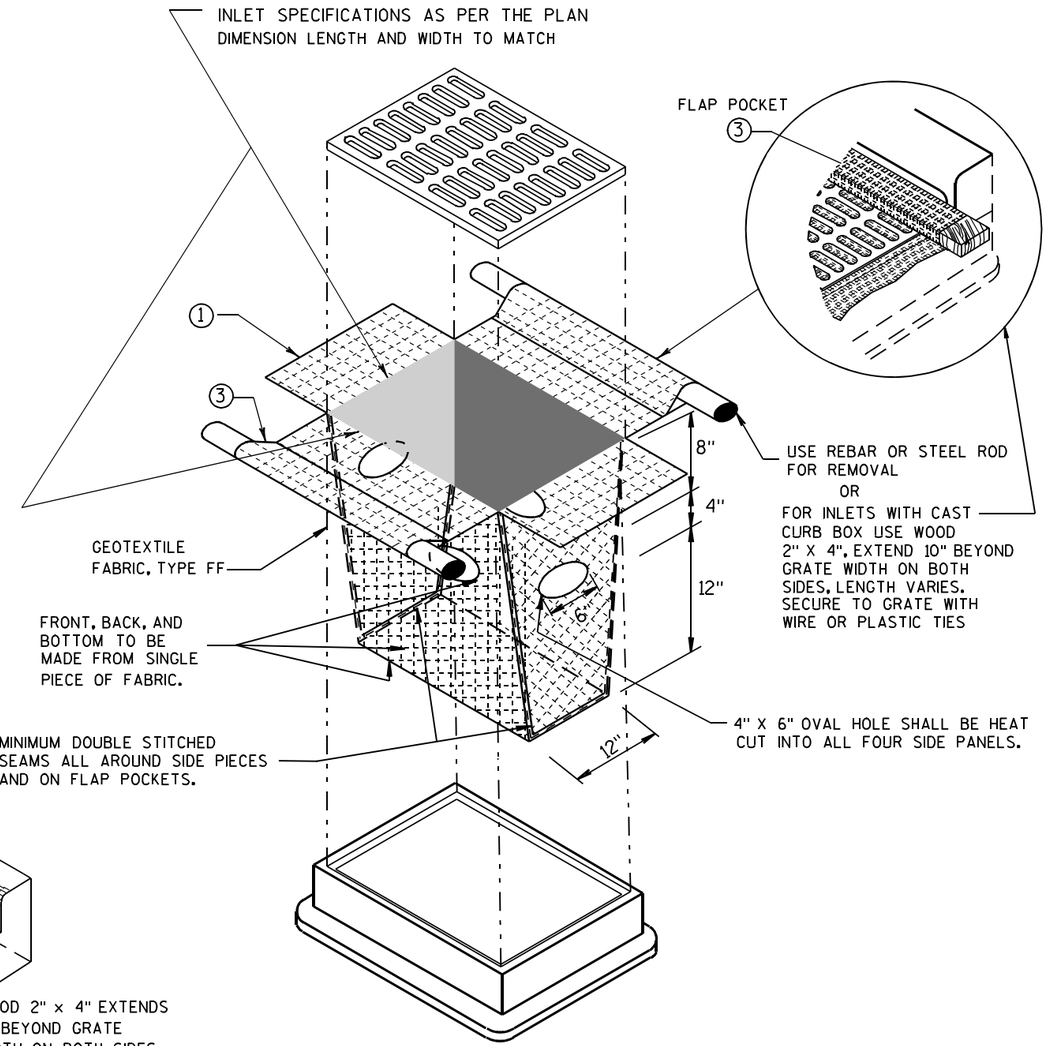


INLET PROTECTION, TYPE A



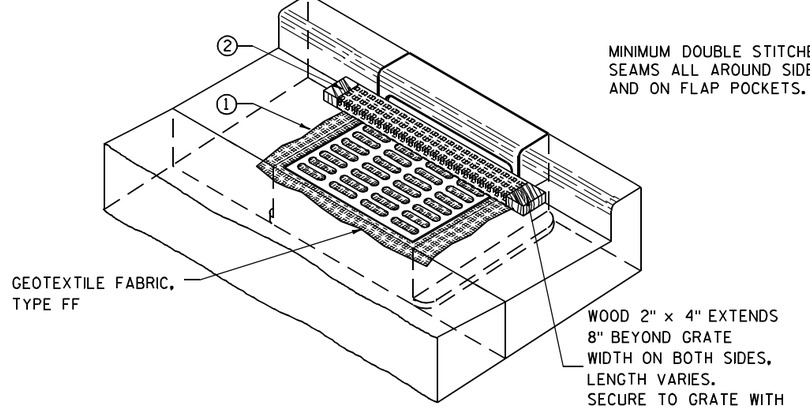
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

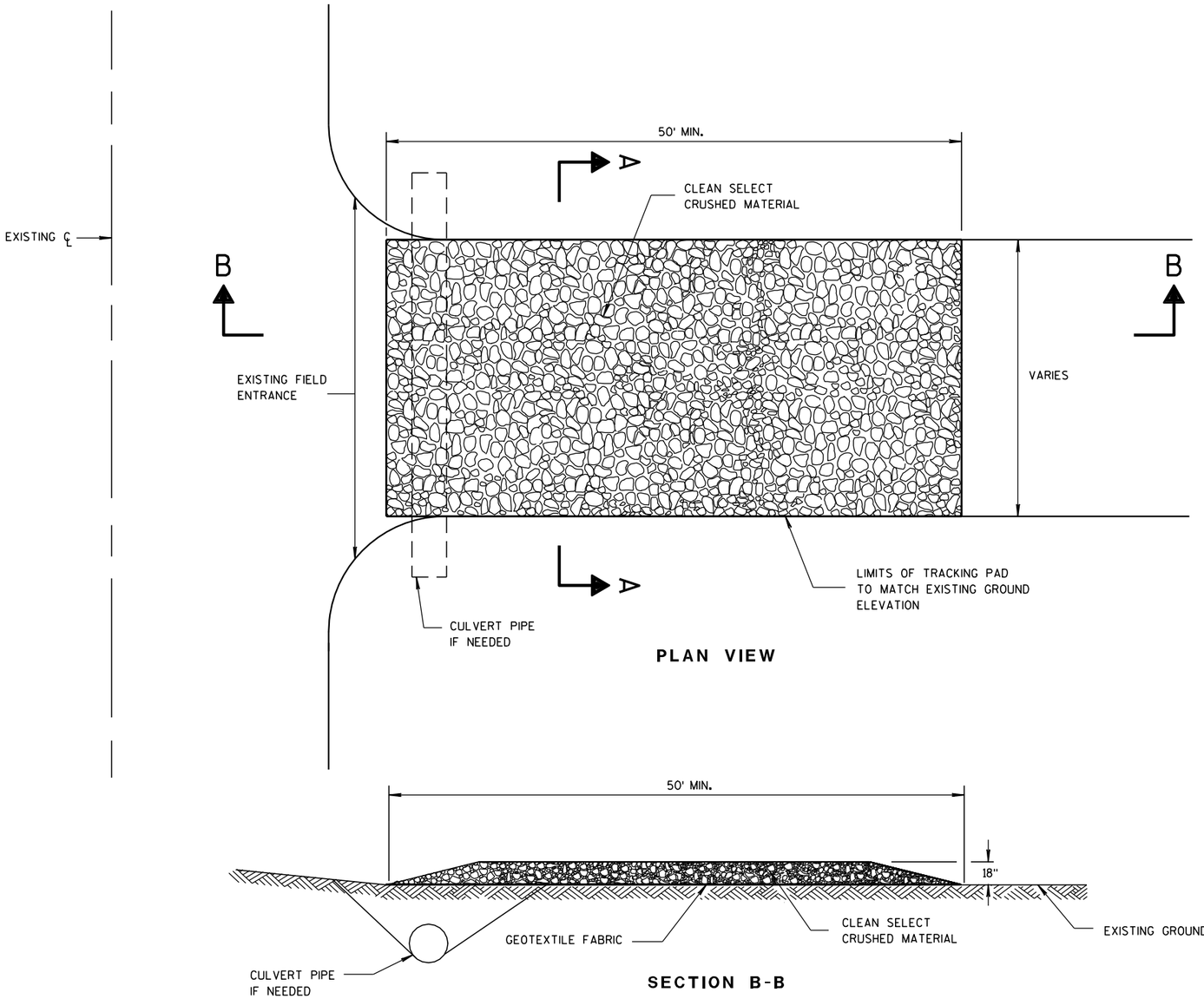
FHWA

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S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

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

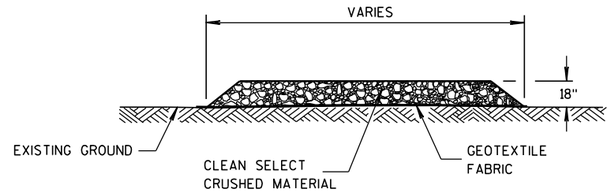
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A-A

TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

FHWA

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

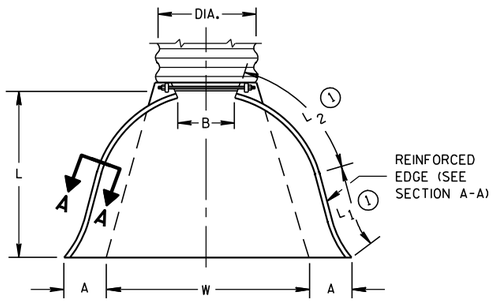
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

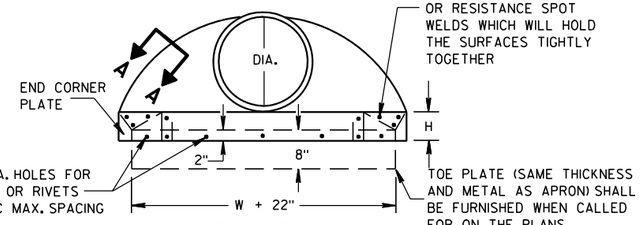
REINFORCED CONCRETE APRON ENDWALLS

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

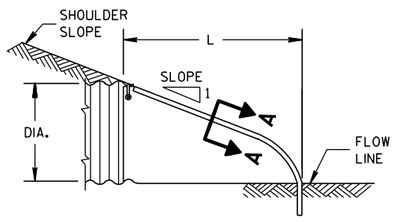
* MINIMUM
** MAXIMUM



PLAN VIEW

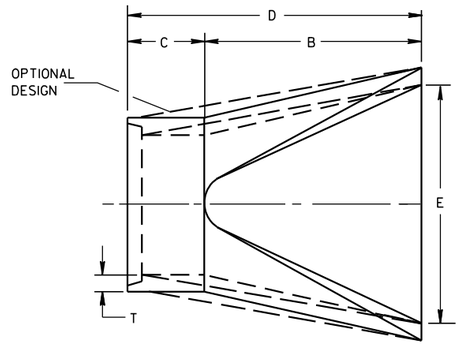


END VIEW

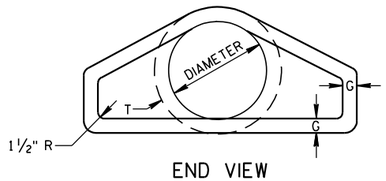


SIDE ELEVATION

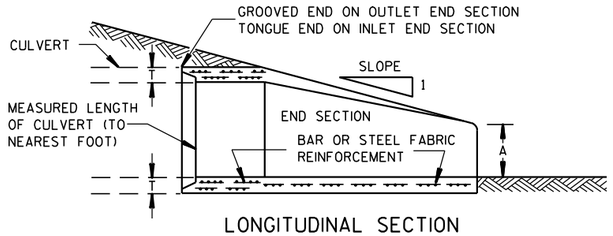
METAL ENDWALLS



PLAN

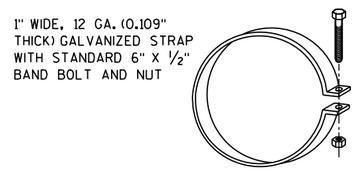


END VIEW



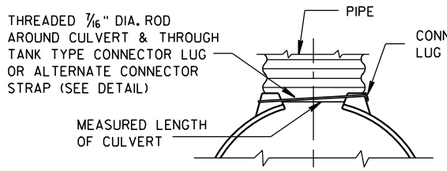
LONGITUDINAL SECTION

CONCRETE ENDWALLS

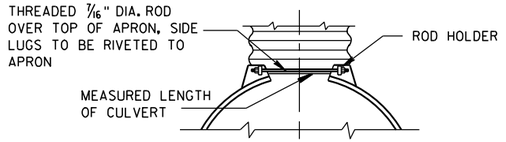


ALTERNATE FOR TYPE 1 CONNECTION

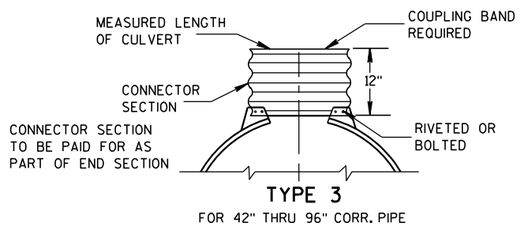
END SECTION CONNECTOR STRAP



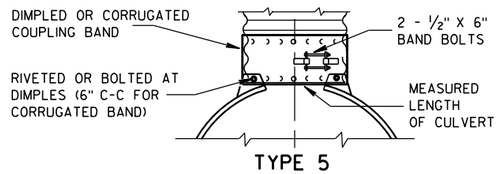
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

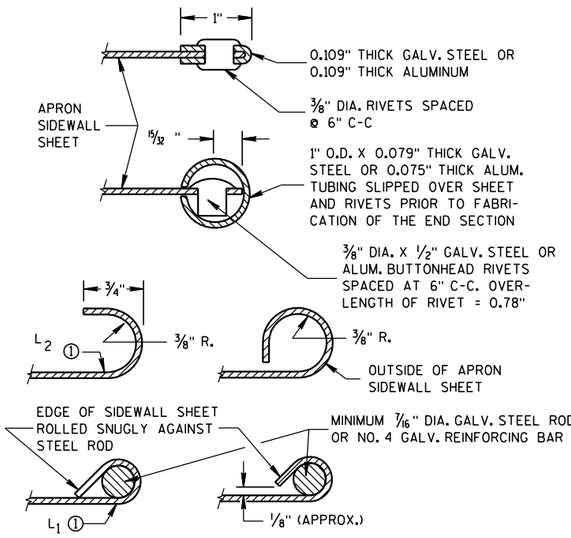
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

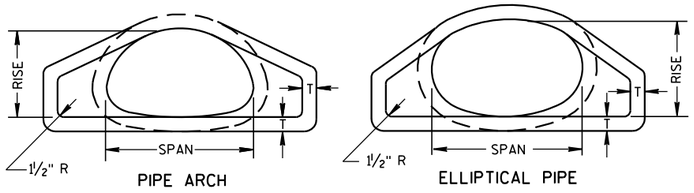
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

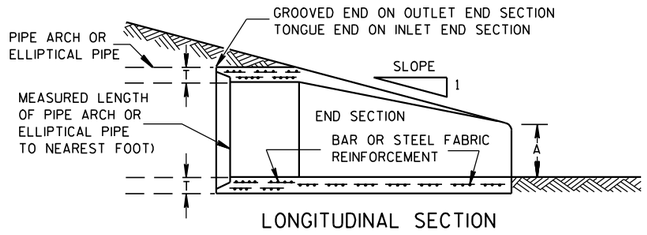
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

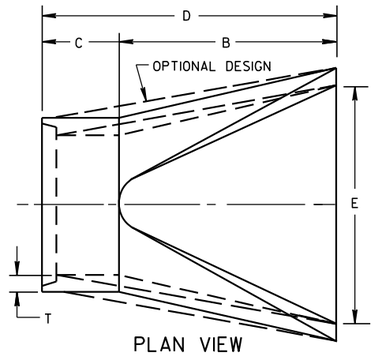
6
S.D.D. 8 F 1-11



END VIEW

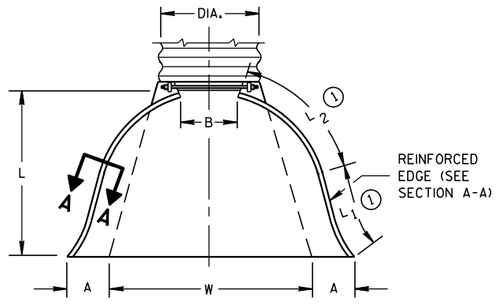


LONGITUDINAL SECTION

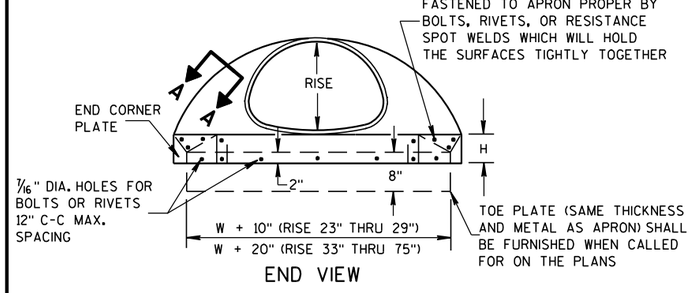


PLAN VIEW

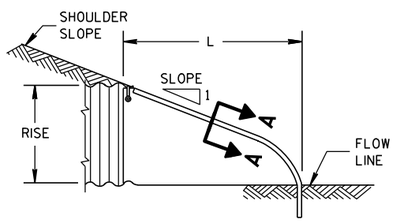
CONCRETE ENDWALLS



PLAN VIEW

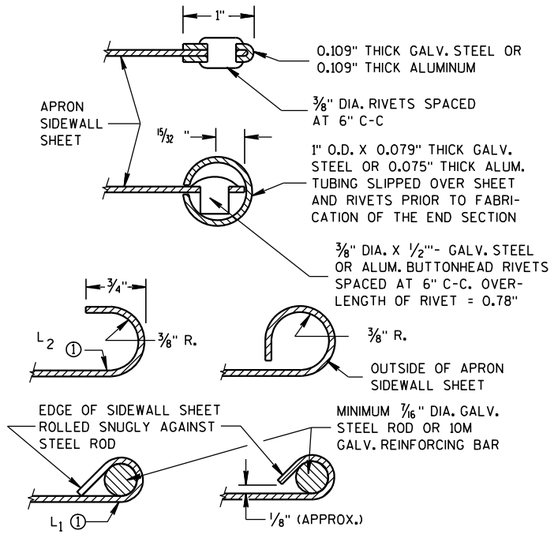


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

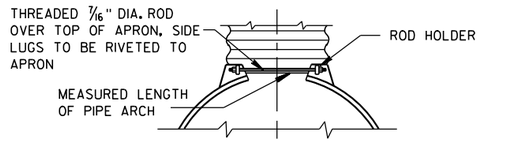
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

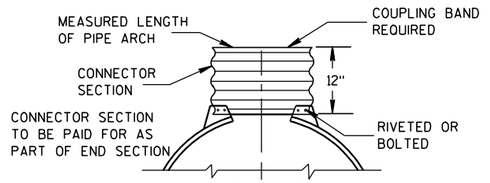
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



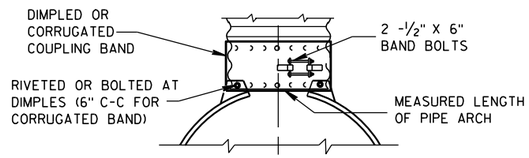
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

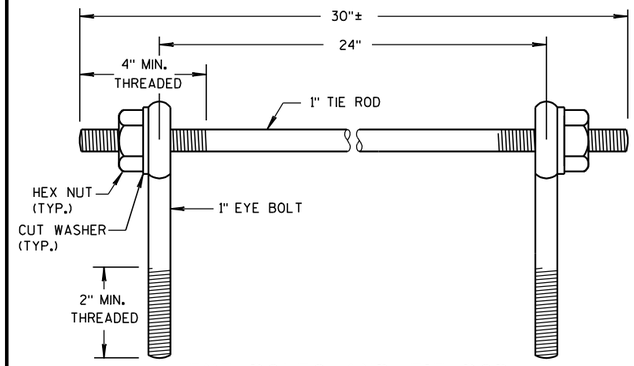
FHWA

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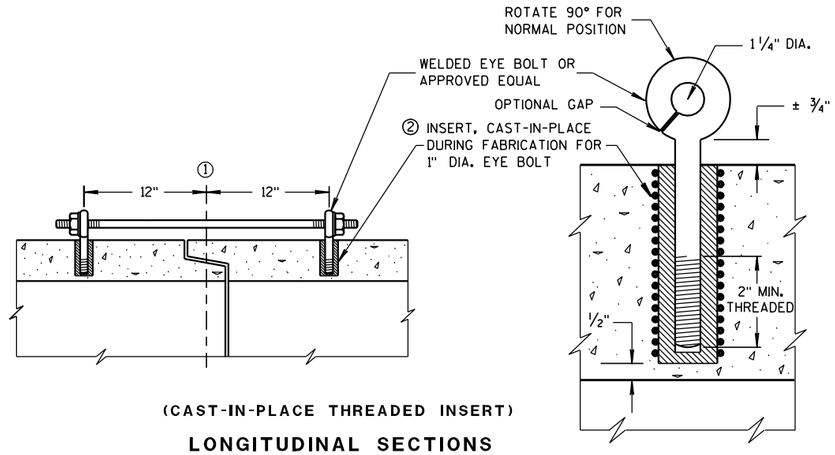
S.D.D. 8 F 2-1

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S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

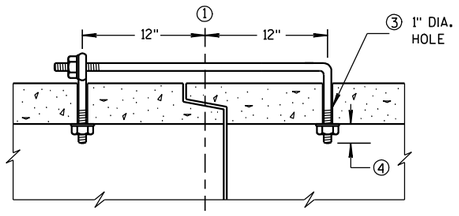
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

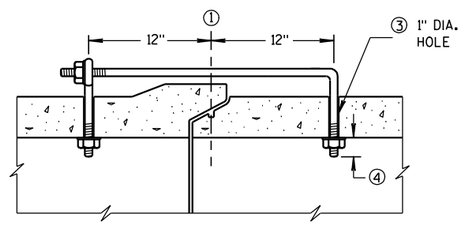
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

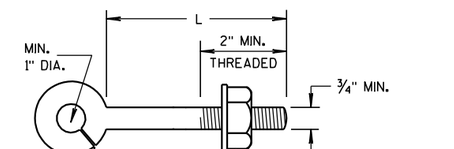


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

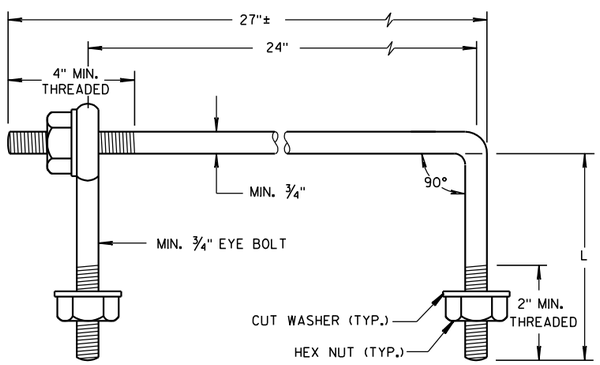
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

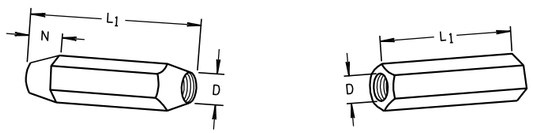
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

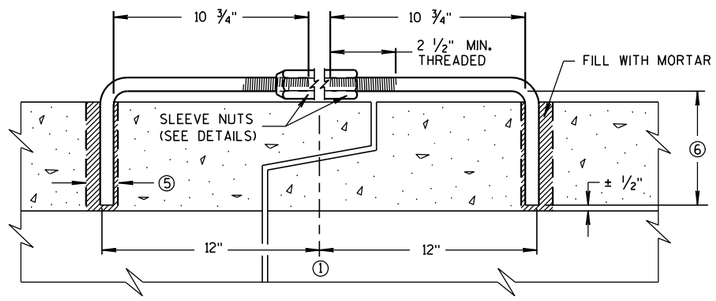
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

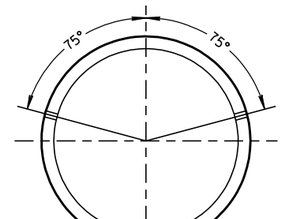
SLEEVE NUTS



LONGITUDINAL SECTION

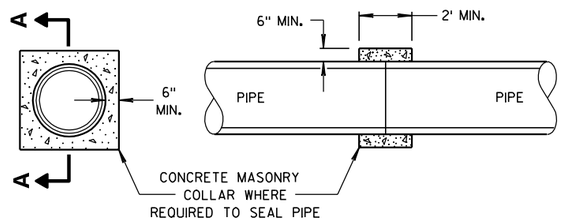
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

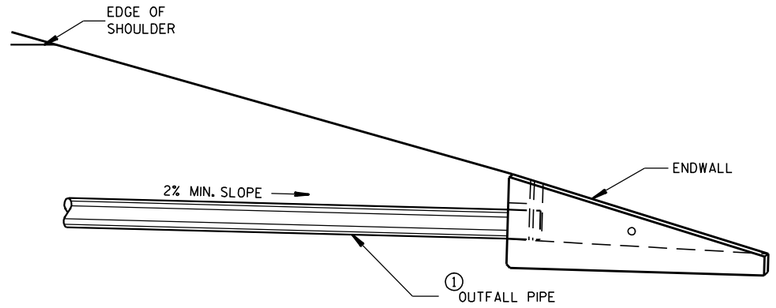
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
390
FHWA

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S.D.D. 8 F 4-7

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

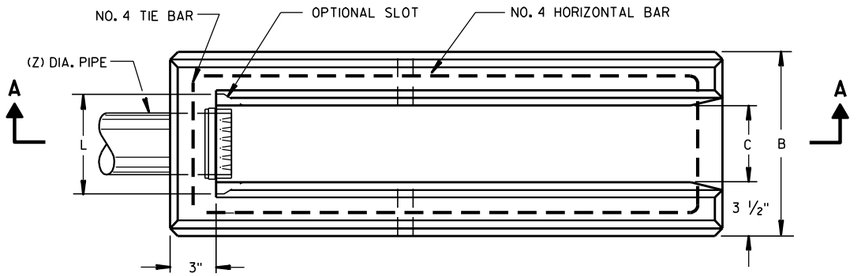
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

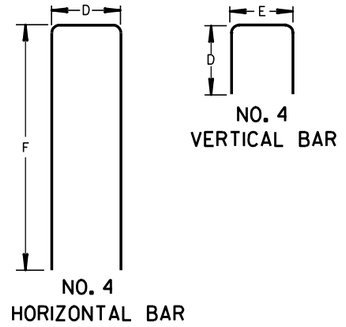
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

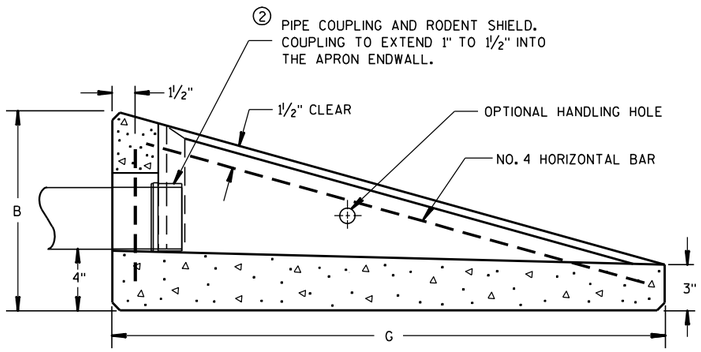
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL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



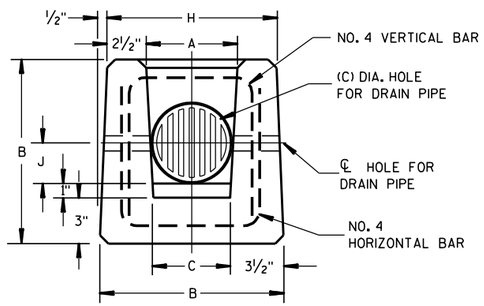
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

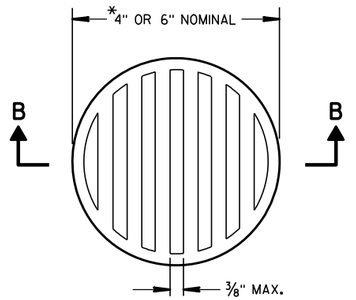


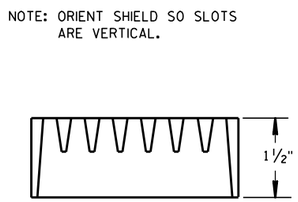
SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN





SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

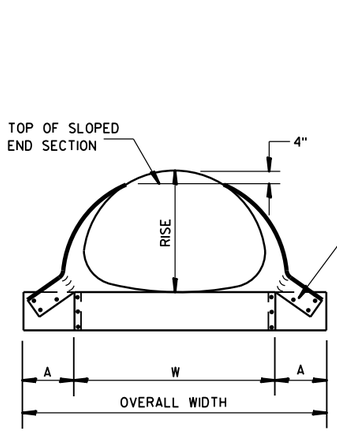
APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

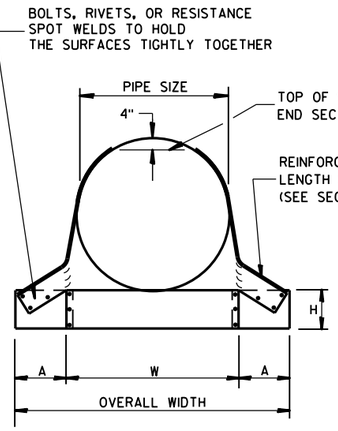
S.D.D. 8 F 6-4

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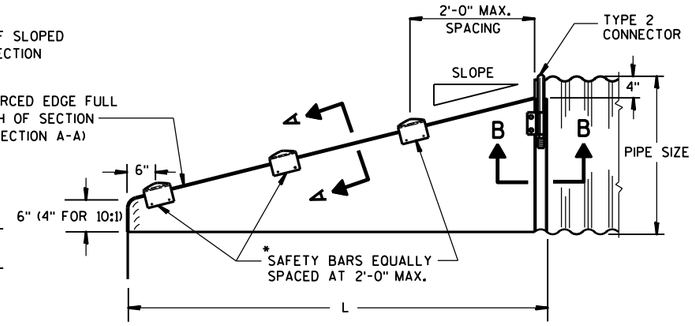
S.D.D. 8 F 6-4



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

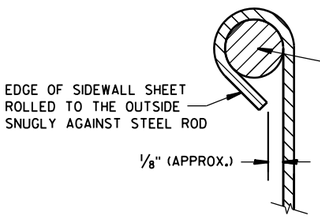
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

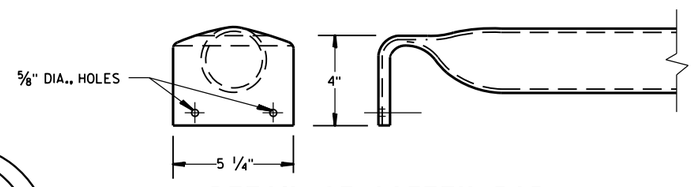
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

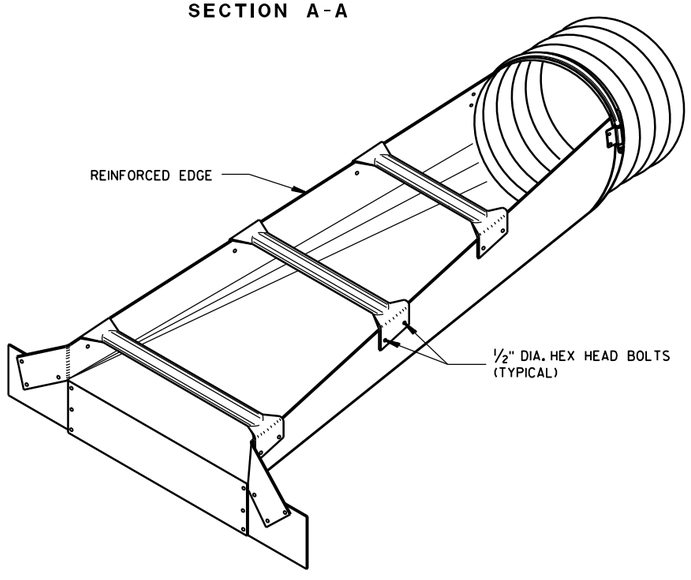


DETAIL OF SAFETY BAR

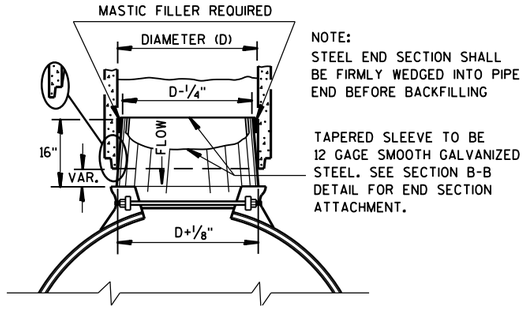
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

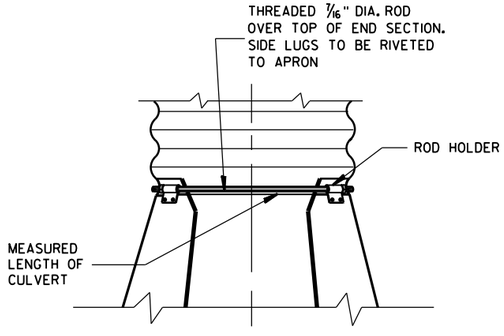
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



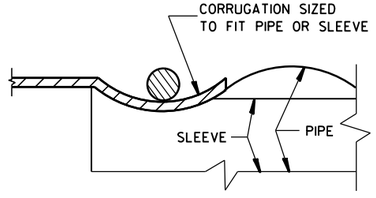
ISOMETRIC VIEW



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

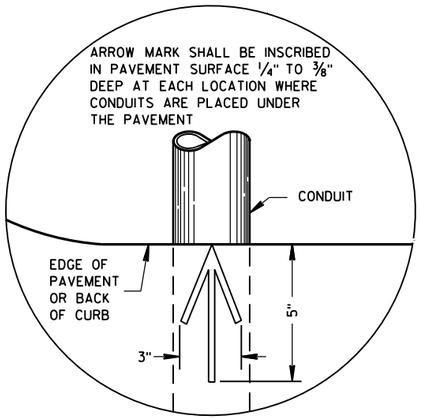
APPROVED
9/14/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 F 7-5

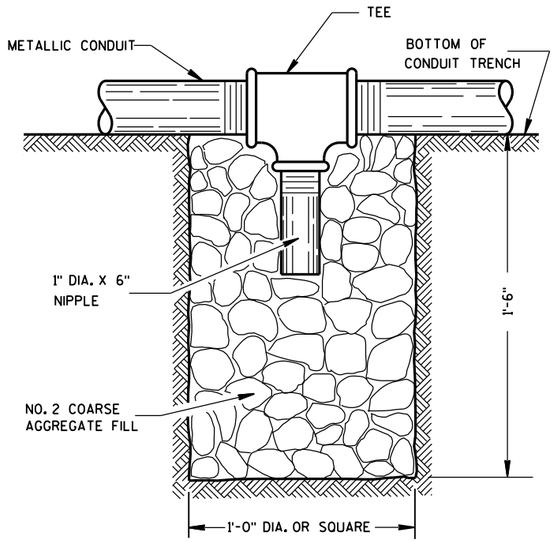
6

S.D.D. 8 F 7-5



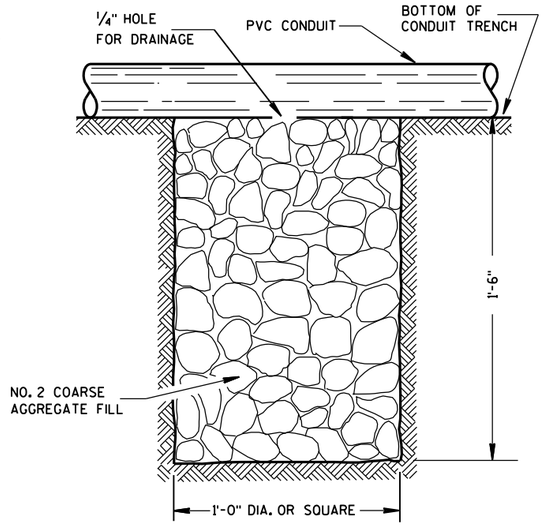
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

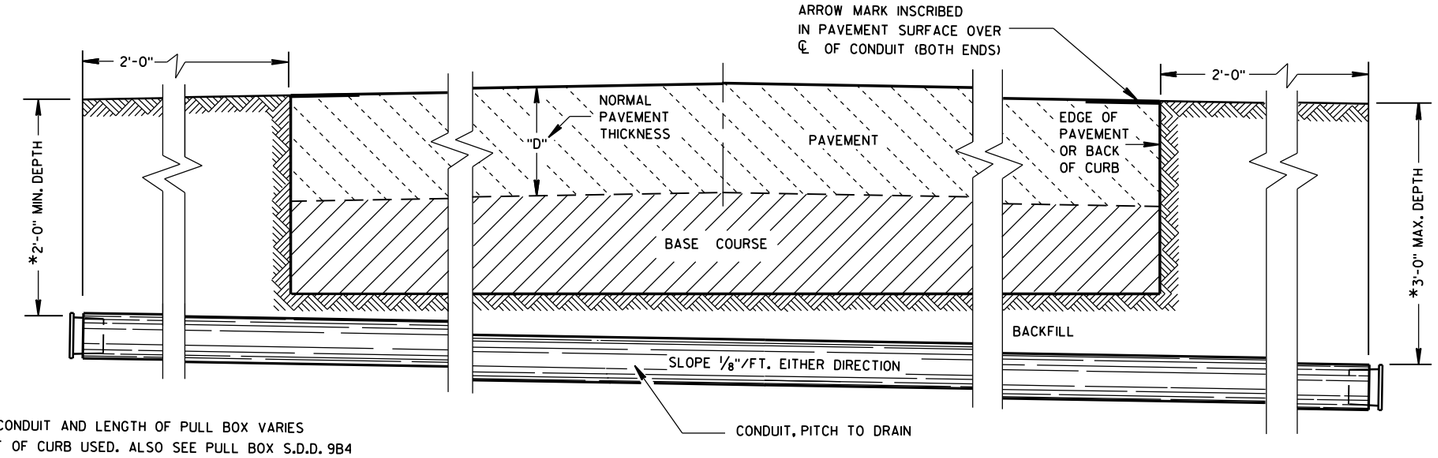
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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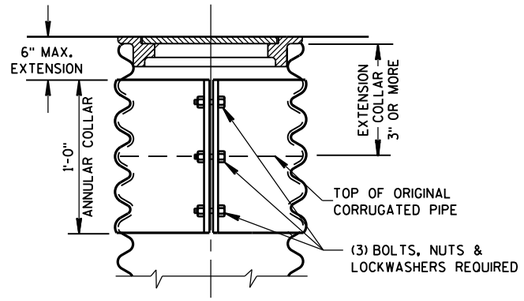
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

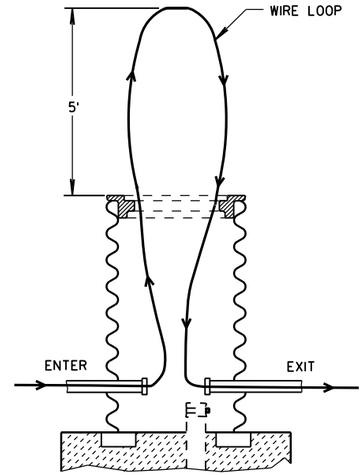
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

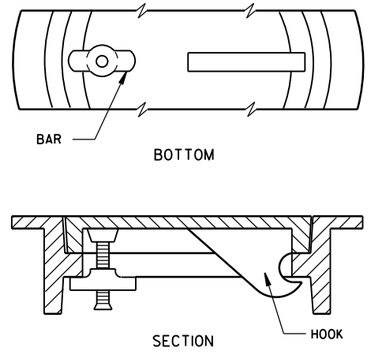
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

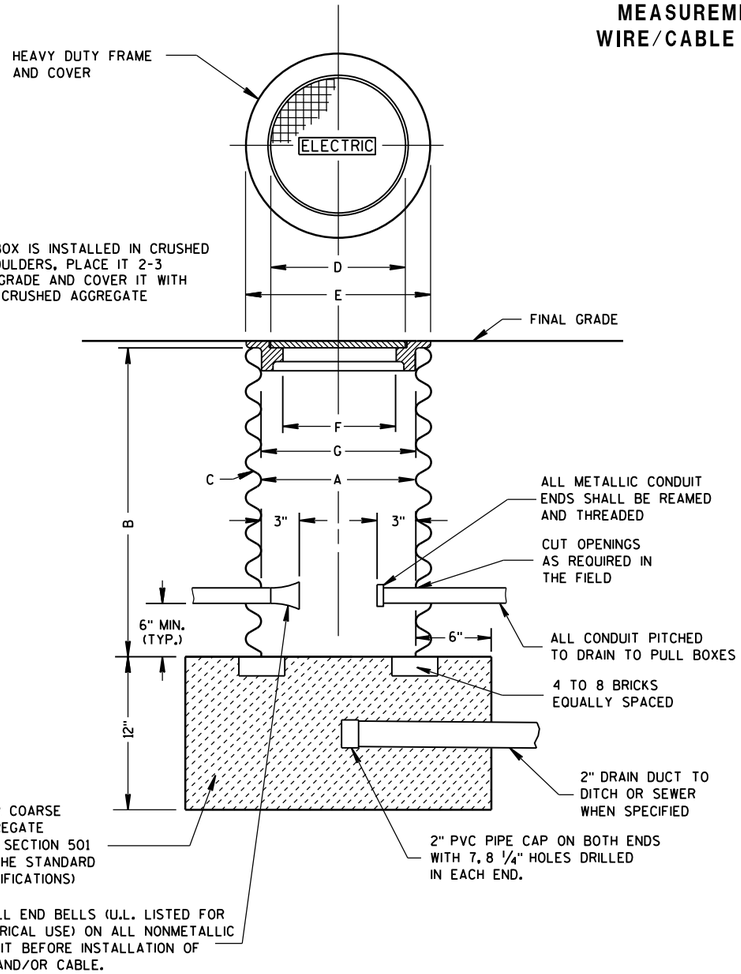


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



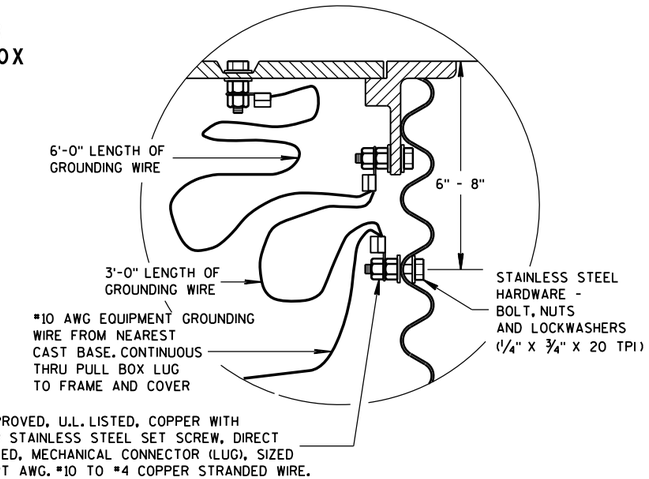
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

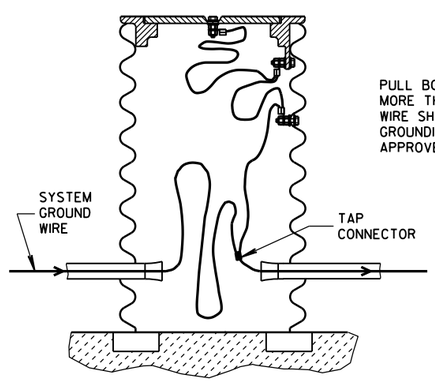


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

PULL BOX

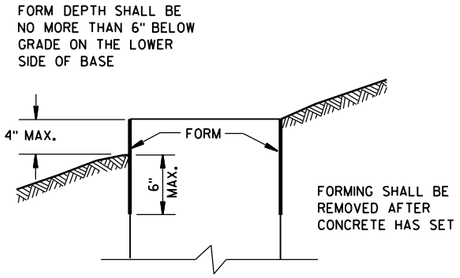
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

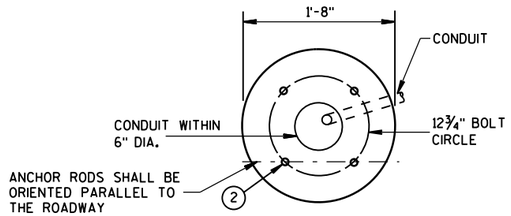
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

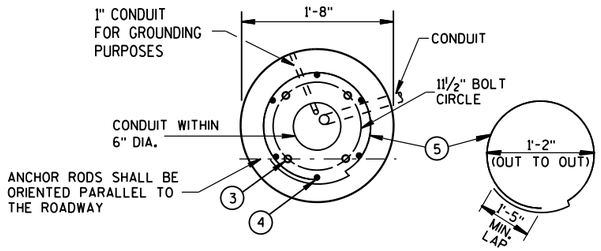
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

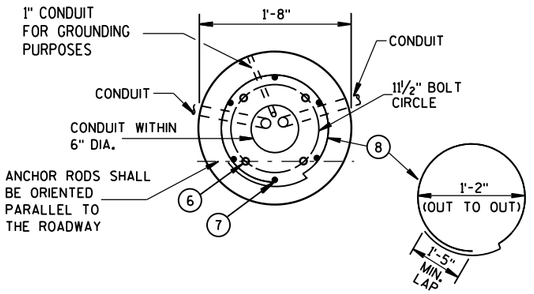
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

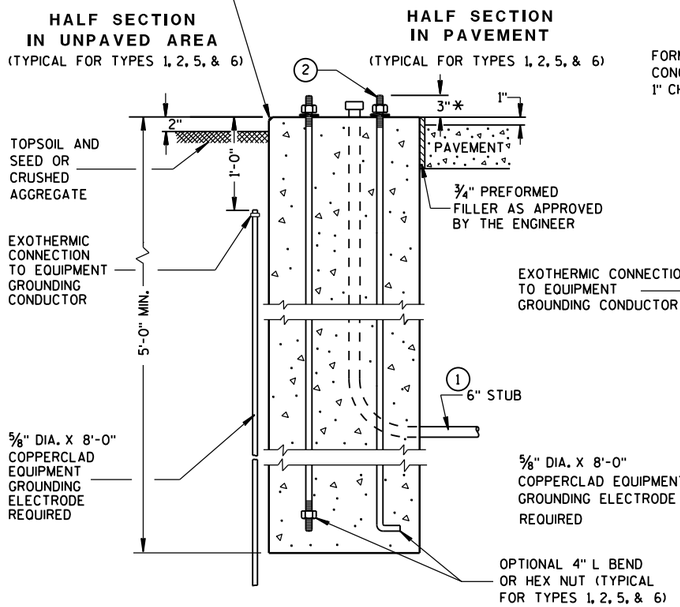
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.



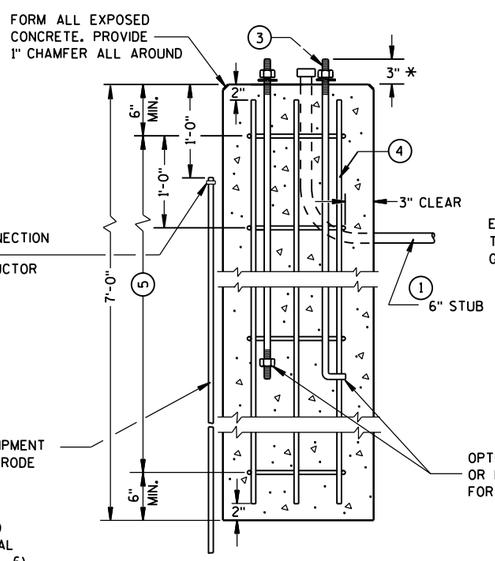




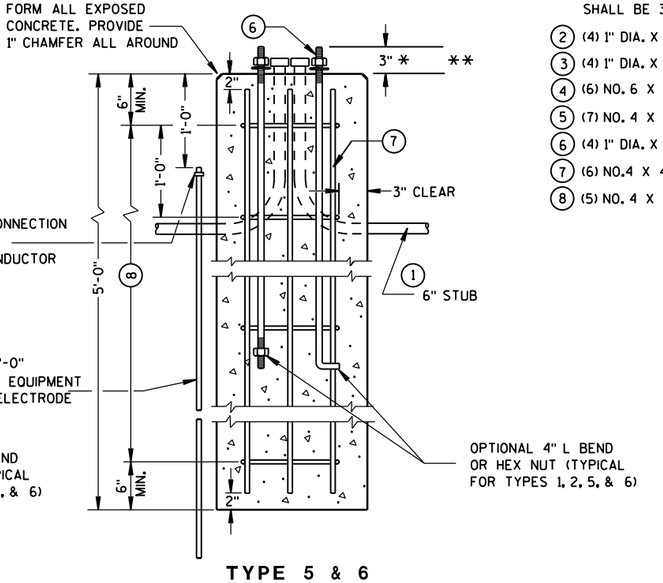
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)



HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 395
FHWA

6

S.D.D. 9 C 2-7

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

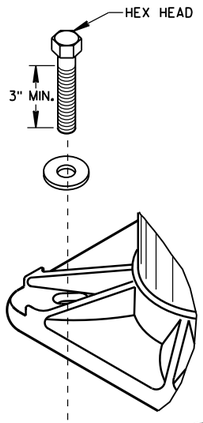
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

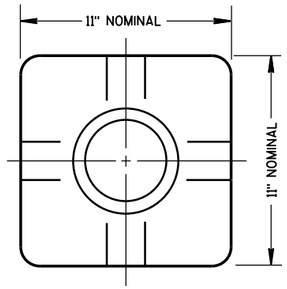
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

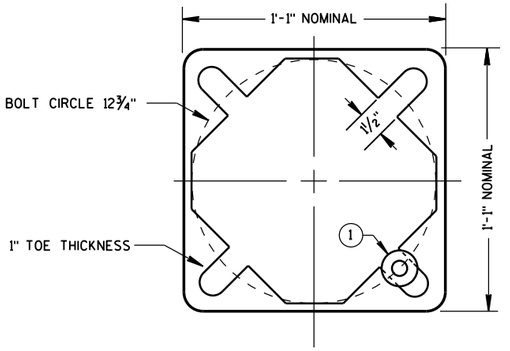
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

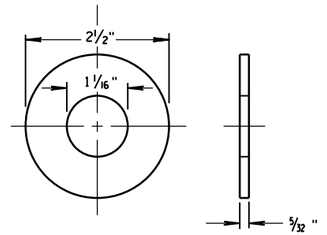




TOP VIEW
(PEDESTAL BASE)

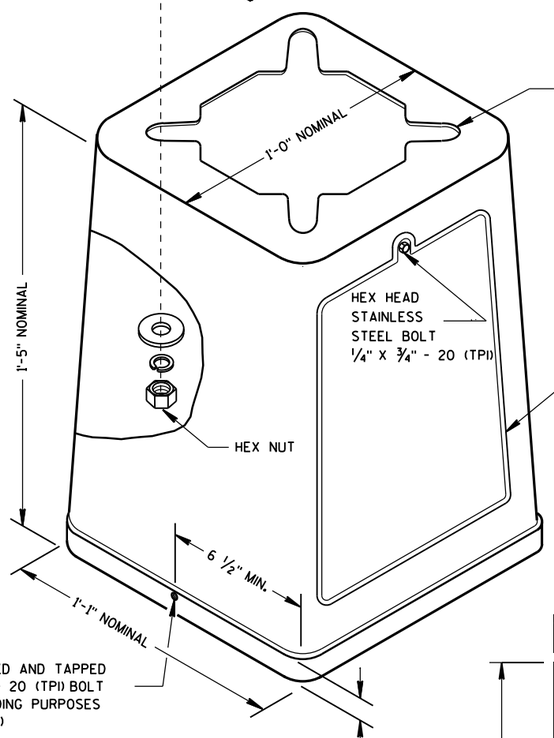


BOTTOM VIEW
(PEDESTAL BASE)

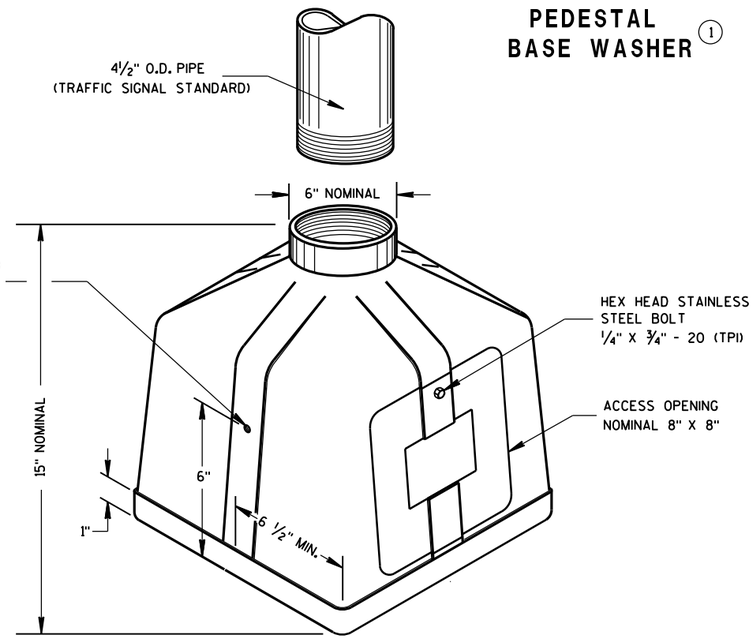


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

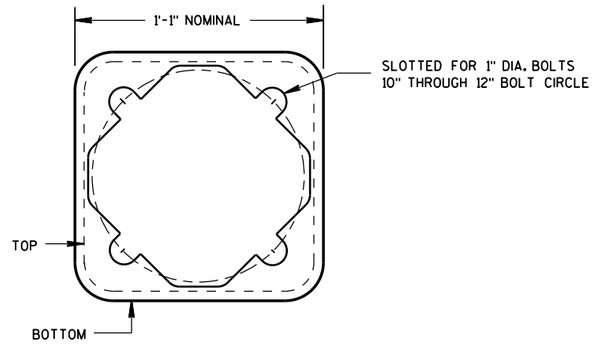


ISOMETRIC VIEW

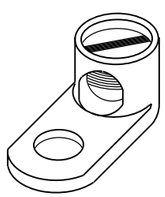


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

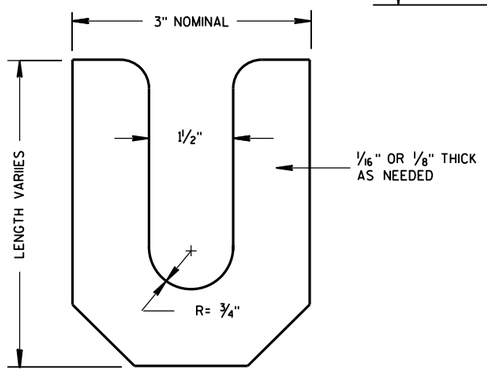


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

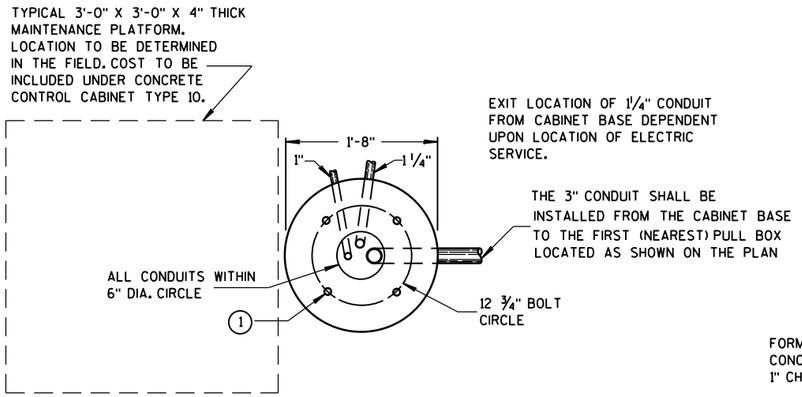
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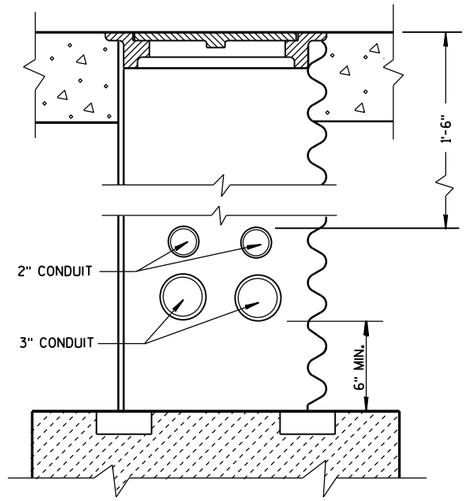
6

S.D.D. 9 C 3-4

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

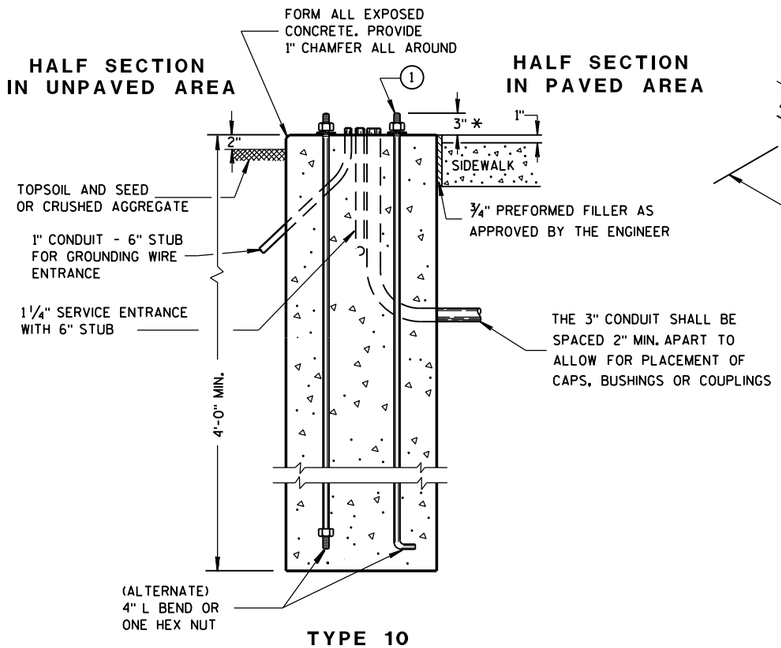
* INCLUDES MAINTENANCE PLATFORM.



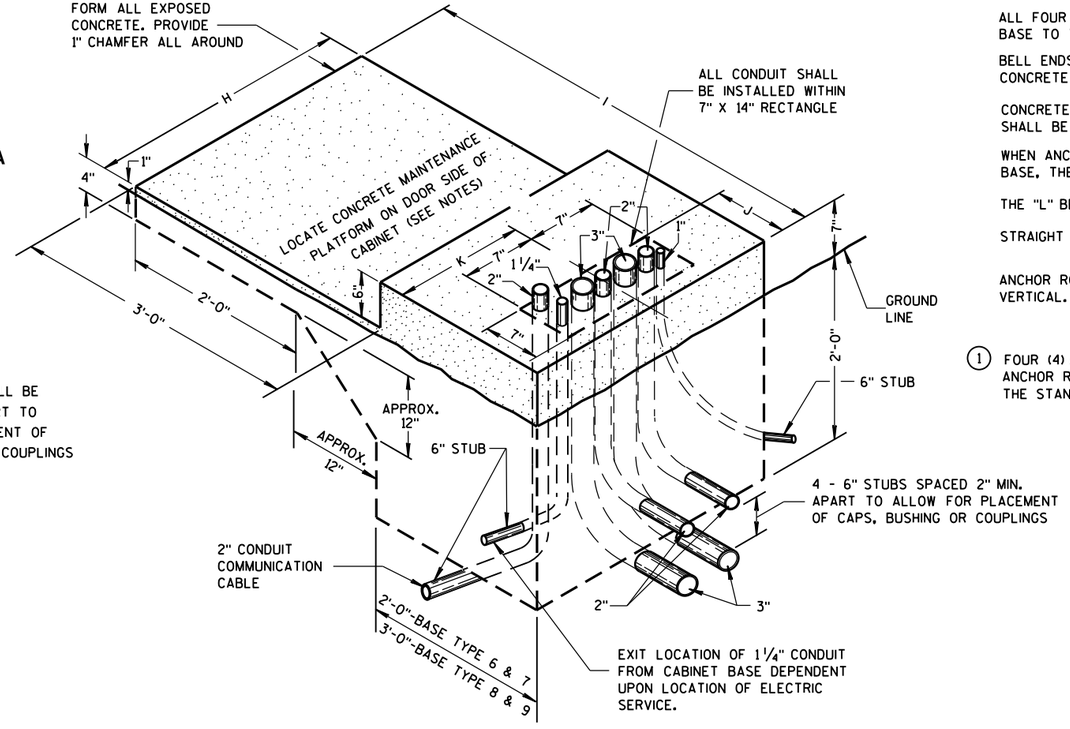


CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)



TYPE 10



TYPE 6,7,8 AND 9
(ISOMETRIC VIEW)

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

CONCRETE CONTROL CABINET BASES

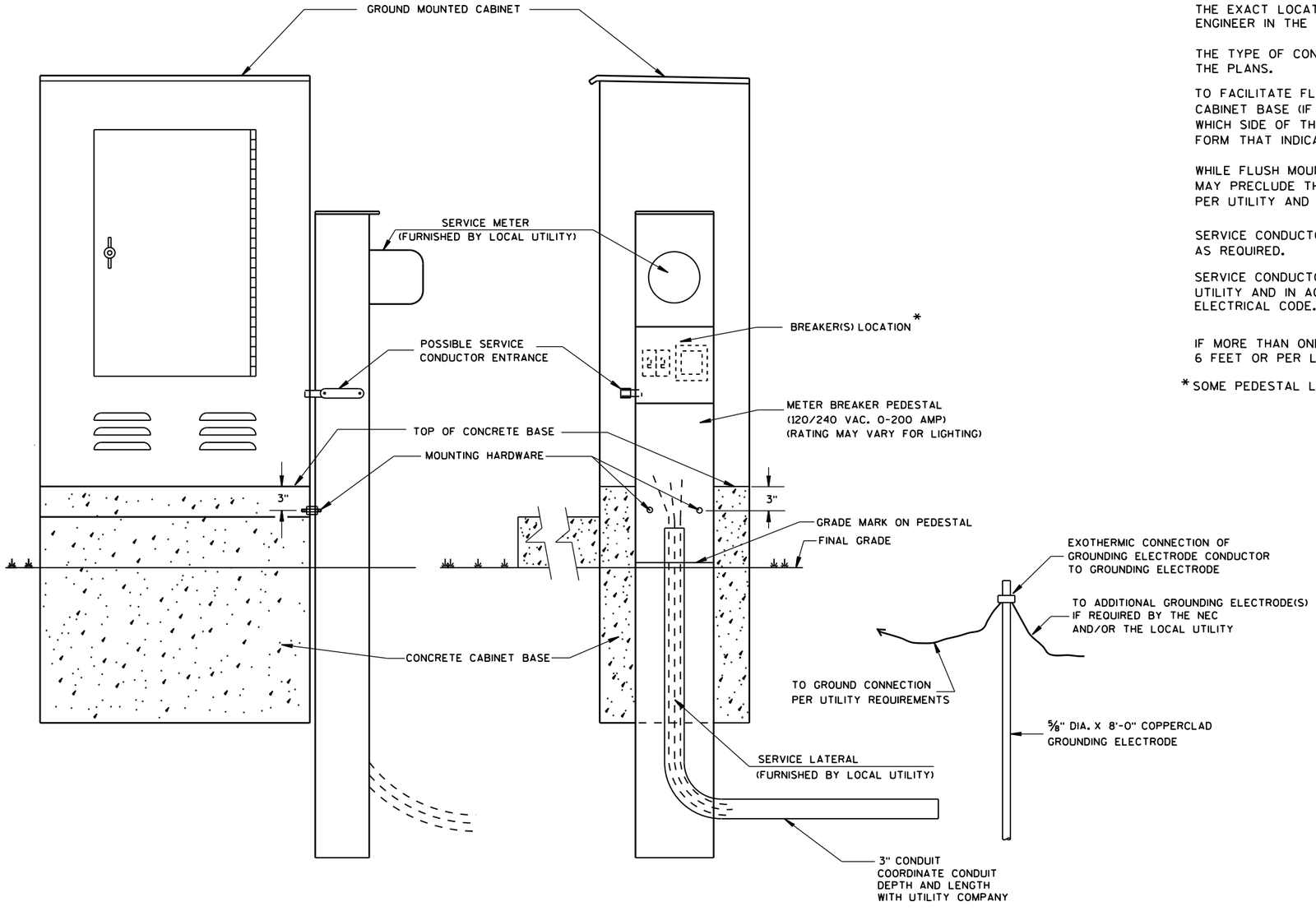
CONCRETE CONTROL CABINET BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept. 2014 — DATE
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S.D.D. 9 C 5-9



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

6

S.D.D. 9 D 1-5

6

S.D.D. 9 D 1-5

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

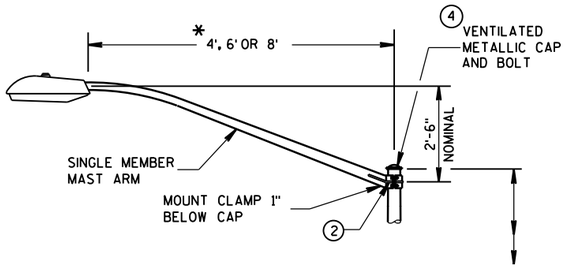
STATE OF WISCONSIN
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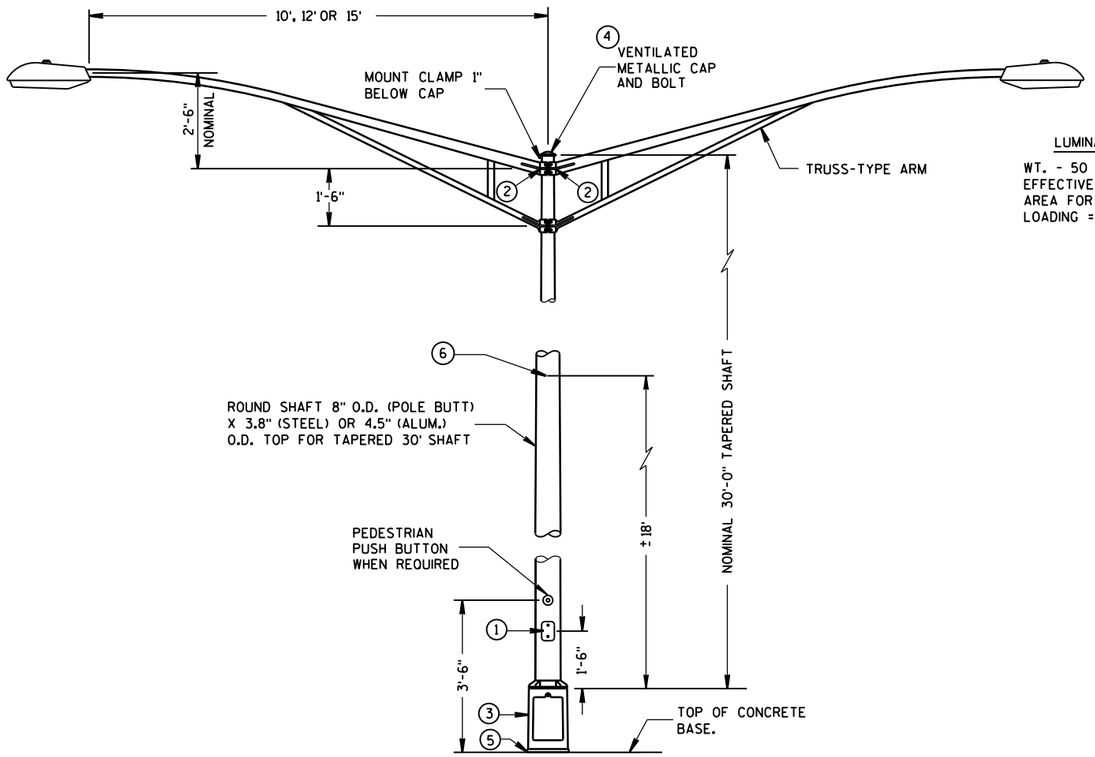
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Sept. 2014
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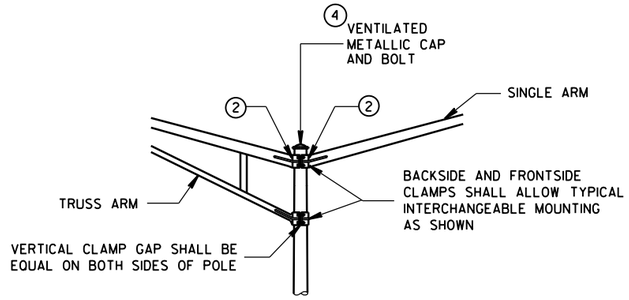
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*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

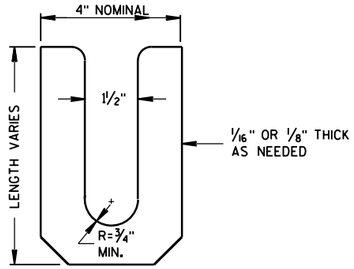
S.D.D. 9 E 1-14d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

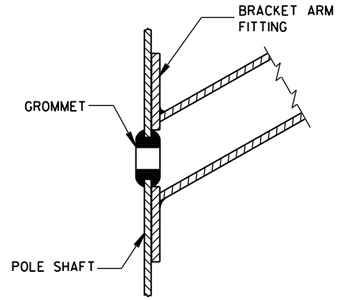
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S.D.D. 9 E 1-14d

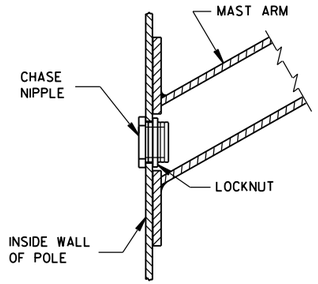


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

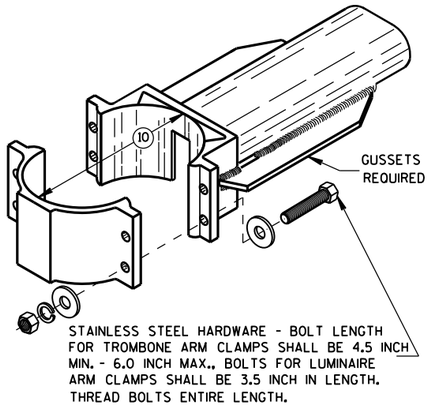
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

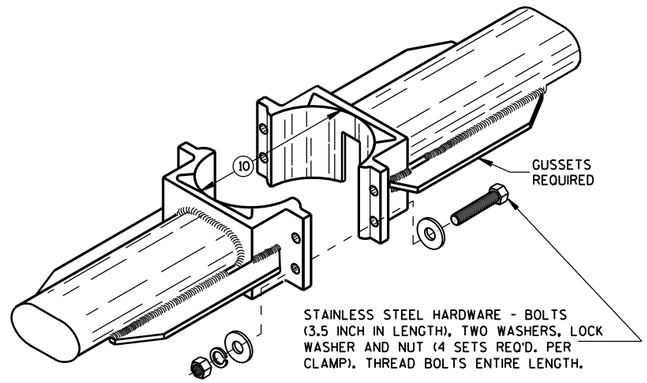
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

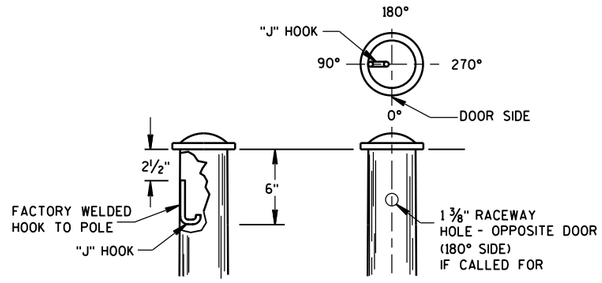
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



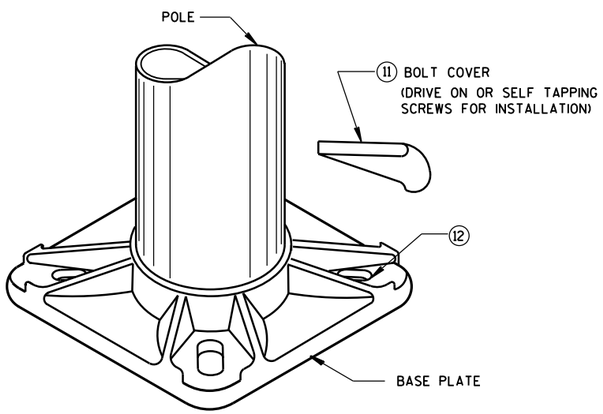
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



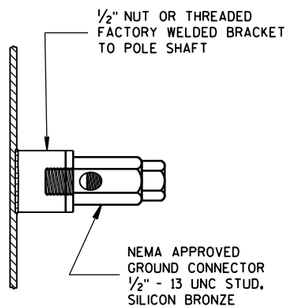
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

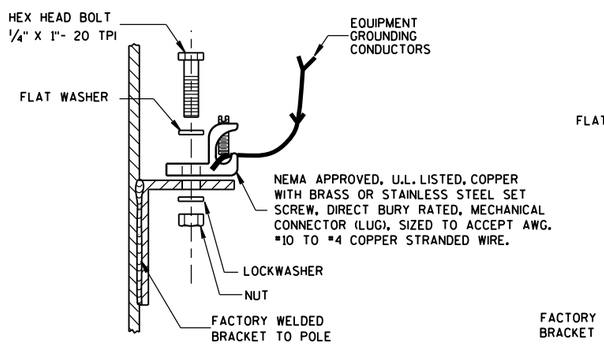


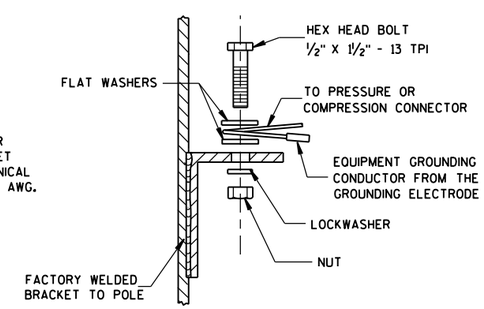
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

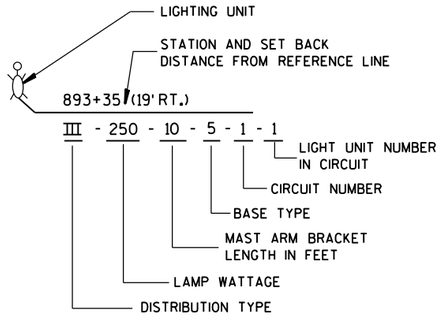
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

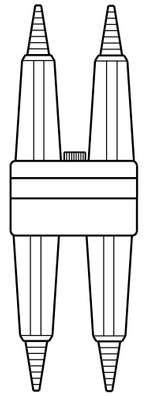
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

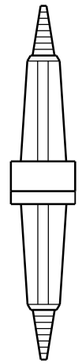
6
S.D.D. 9 E 1-14g



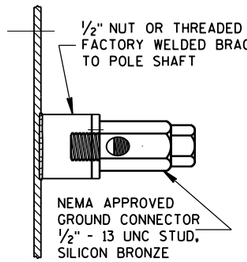
LIGHTING UNIT CODE
(TYPICAL)

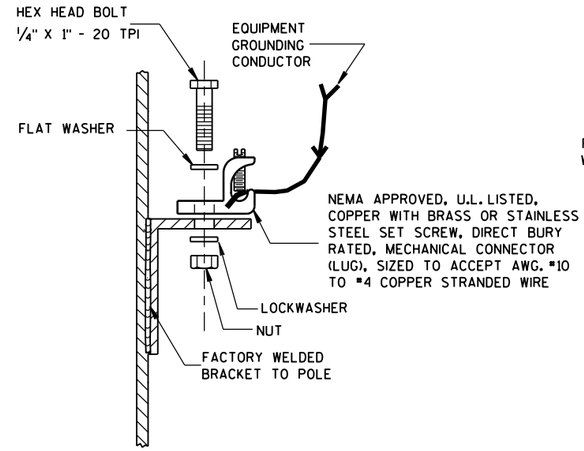


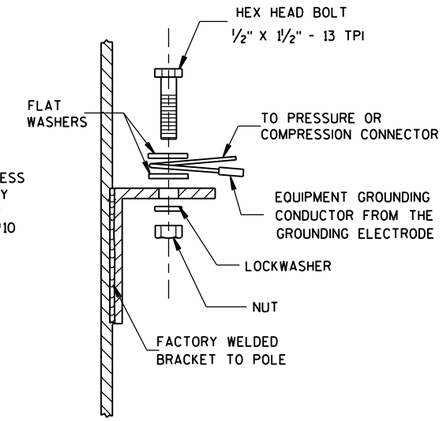
DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



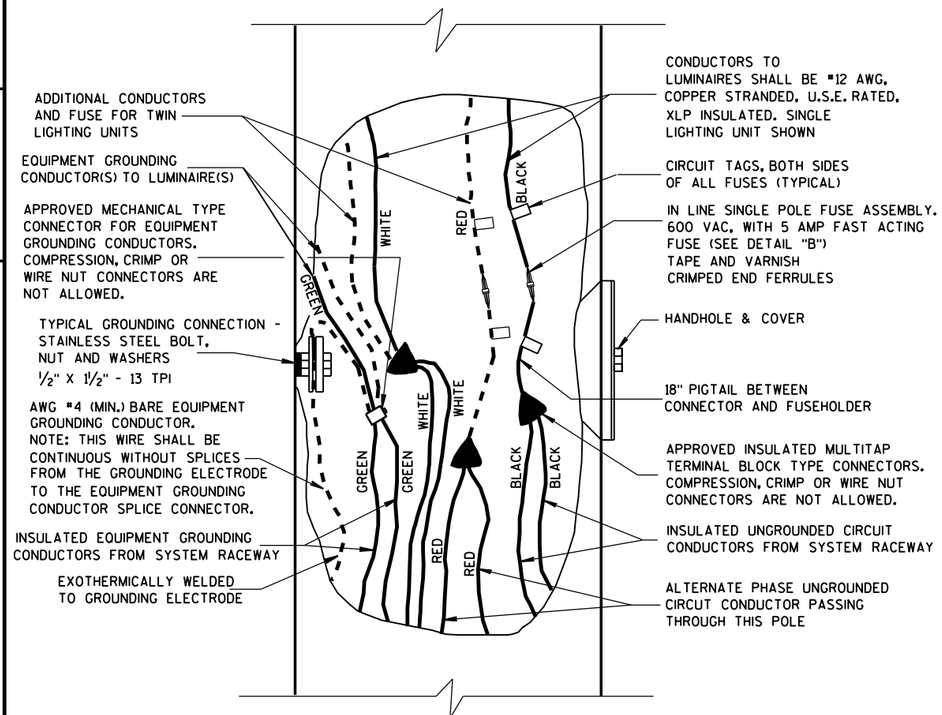
DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



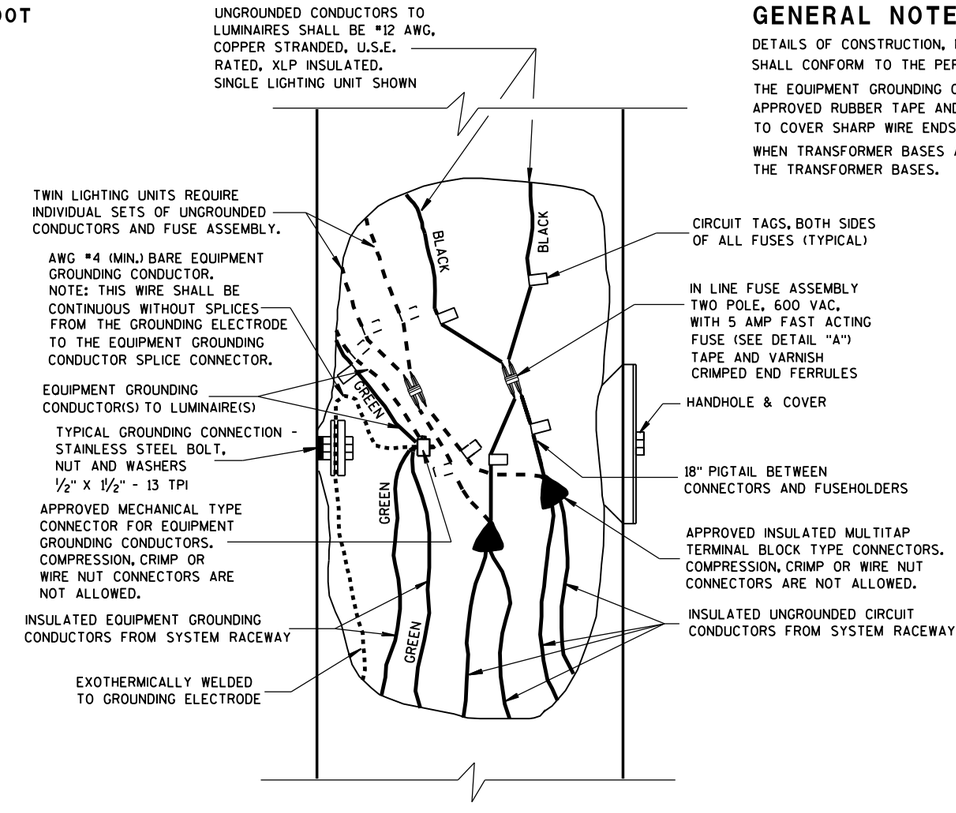




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

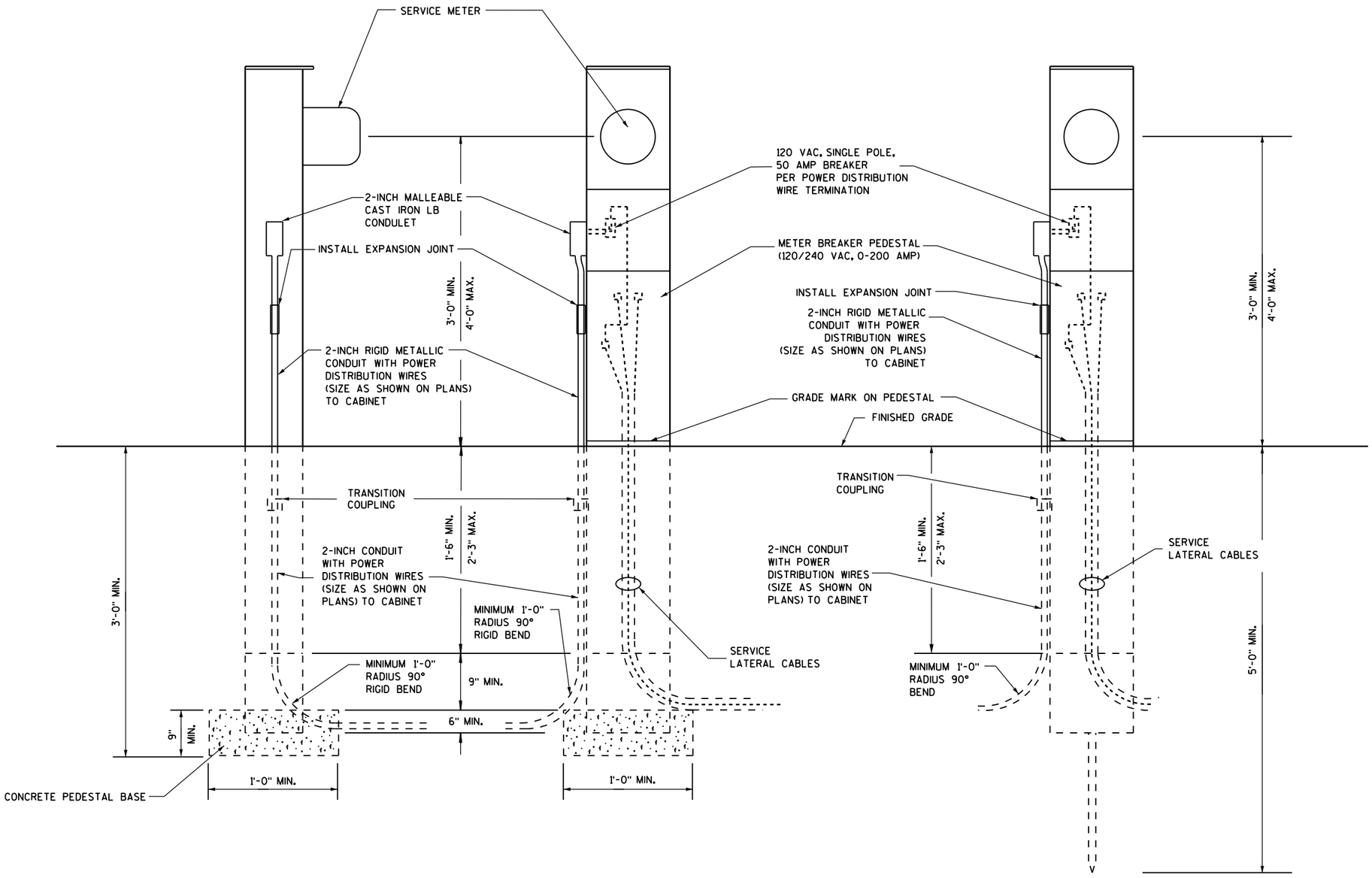
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 E 3-5



2 CIRCUIT METER BREAKER PEDESTAL

ALTERNATE SUPPORTING STAKE

(IF APPROVED BY UTILITY)

2 CIRCUIT
METER BREAKER PEDESTAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

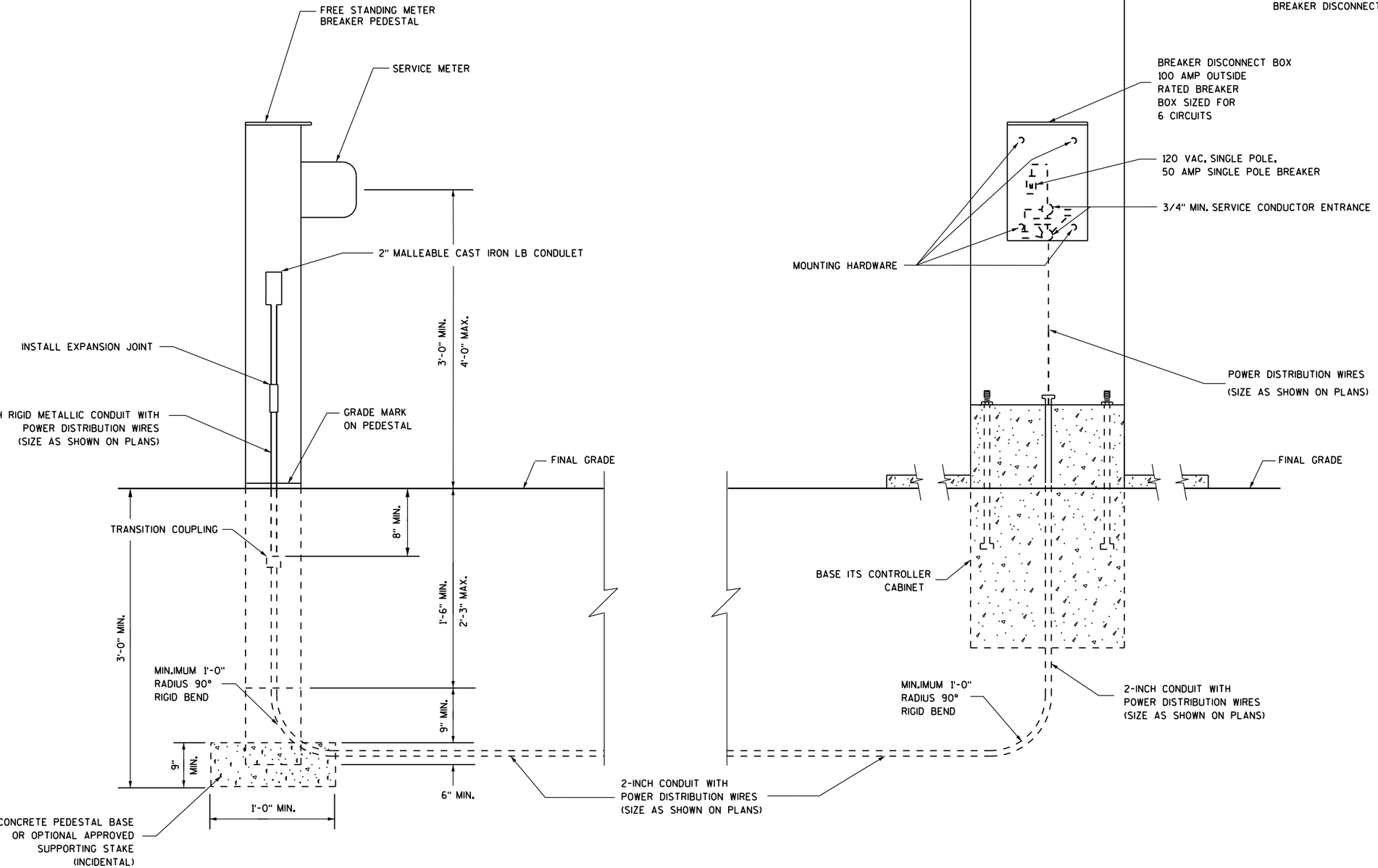
6

S.D.D. 9 H 3-1

GENERAL NOTES

MINIMUM REQUIREMENT SHOWN. ADDITIONAL BREAKERS MAY BE REQUIRED.

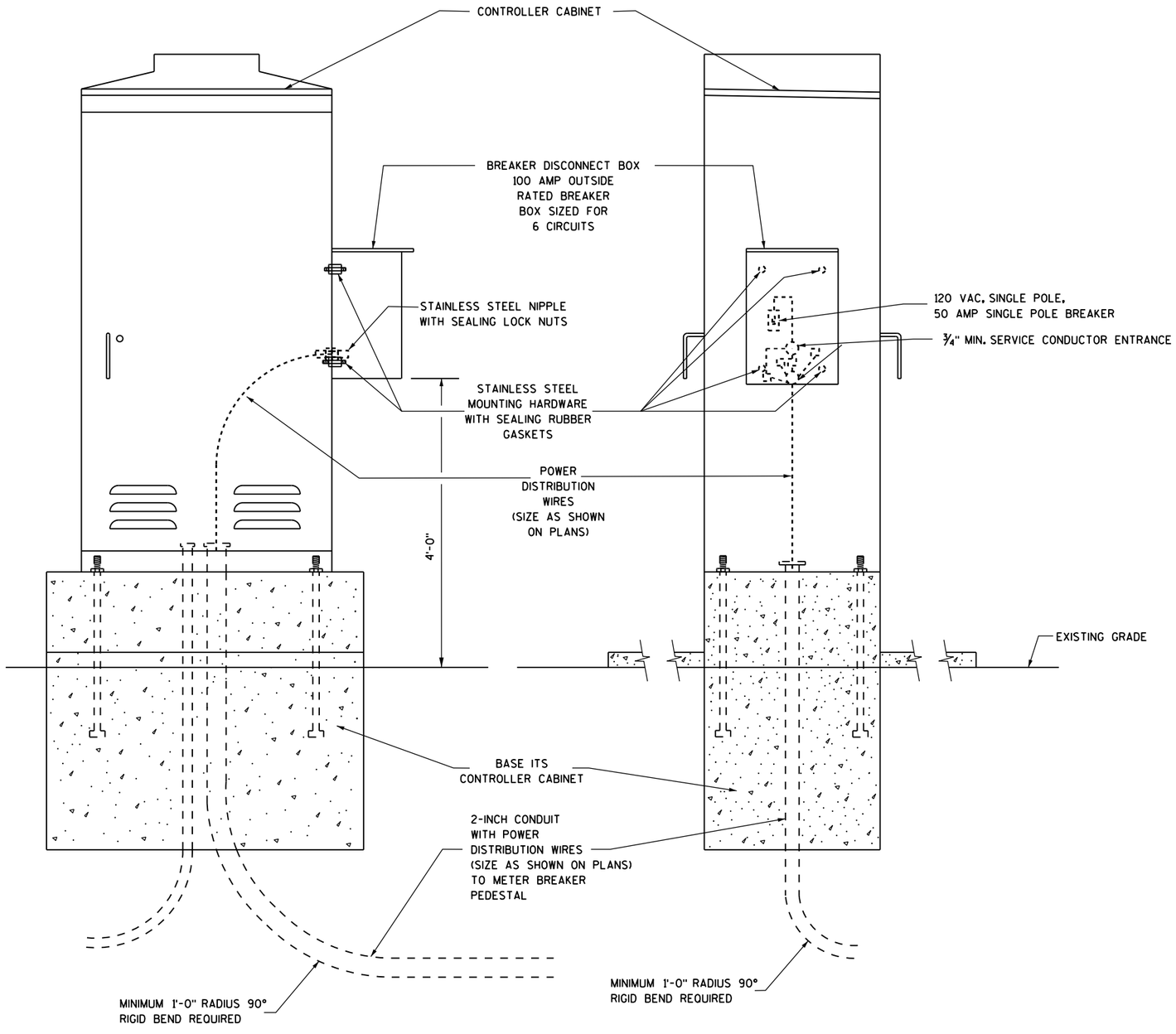
UP TO THREE BREAKERS WILL BE CONSIDERED INCIDENTAL TO THE ITEM BREAKER DISCONNECT BOX.



2 CIRCUIT ELECTRICAL SERVICE METER BREAKER PEDESTAL AND BREAKER DISCONNECT BOX

2 CIRCUIT ELECTRICAL SERVICE METER BREAKER PEDESTAL AND BREAKER DISCONNECT BOX	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept. 2014 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

6 S.D.D. 9 H 4-1



CABINET BREAKER DISCONNECT BOX INSTALLATION

GENERAL NOTES

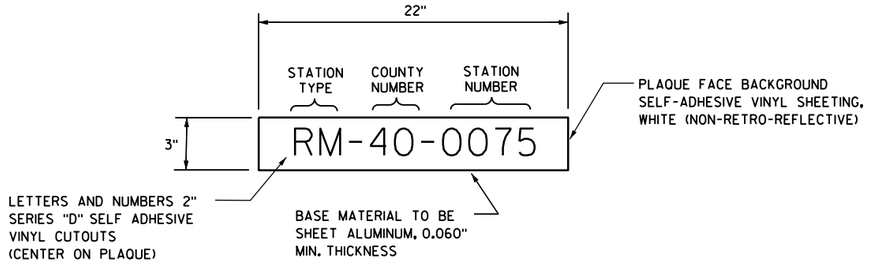
MINIMUM REQUIREMENT SHOWN. ADDITIONAL BREAKERS MAY BE REQUIRED.

UP TO THREE BREAKERS WILL BE CONSIDERED INCIDENTAL TO THE ITEM BREAKER DISCONNECT BOX.

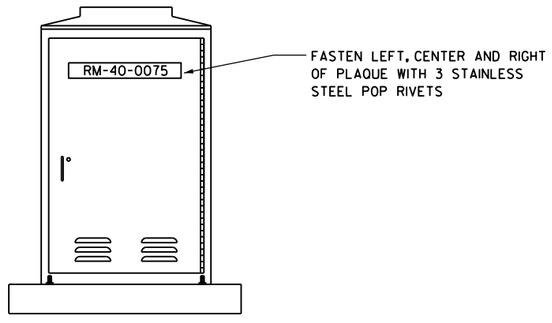
CABINET BREAKER DISCONNECT BOX INSTALLATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept. 2014 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

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S.D.D. 9 H 5-1

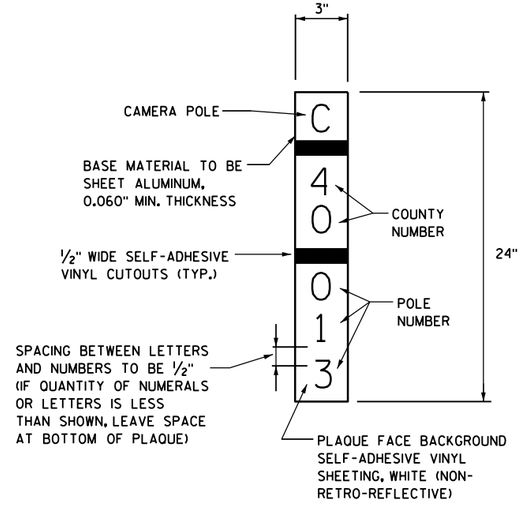


CONTROL CABINET IDENTIFICATION PLAQUE DETAIL

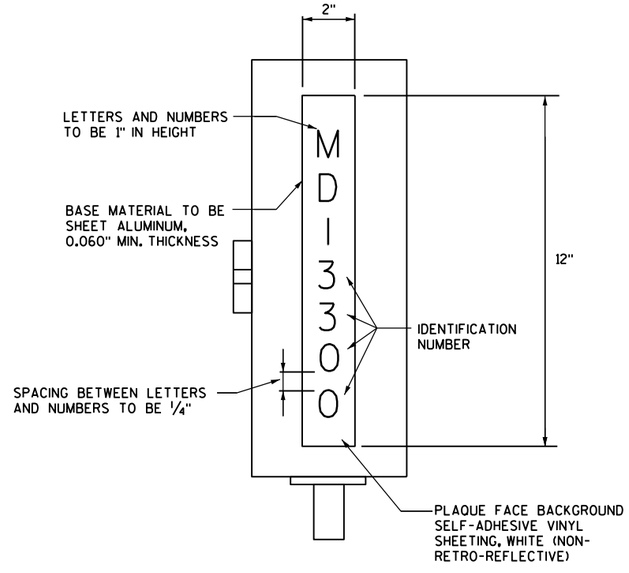


CONTROL CABINET IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

(TYPICAL ALL CONTROL CABINETS)



POLE IDENTIFICATION PLAQUE DETAIL



MICROWAVE DETECTOR FIELD CABINET IDENTIFICATION PLAQUE DETAIL

GENERAL NOTES

1. TWO PLAQUES PER CABINET REQUIRED ON CONTROL CABINET.
2. FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.
3. FASTEN ONE PLAQUE ON SIDE FACING LOCAL STREET. IF NO LOCAL STREET NEARBY, OR IF SUCH LOCATION COINCIDES WITH LOCATION OF PLAQUE IN NOTE (2), FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.
4. COUNTY NUMBER NOT REQUIRED ON RAMP METER CABINETS.

LEGEND STATION TYPE

RM - RAMP METER
CCTV - CLOSED CIRCUIT TELEVISION
ATR - AUTOMATIC TRAFFIC RECORDER
SDS - SYSTEM DETECTOR STATION
MD - MICROWAVE DETECTOR

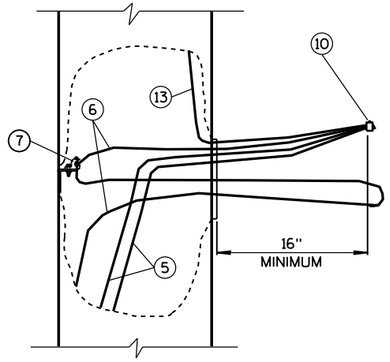
IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

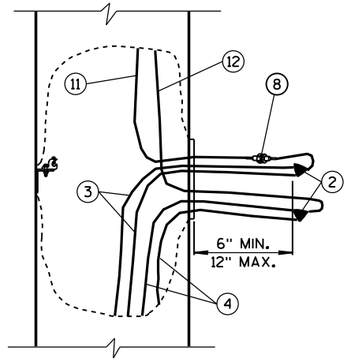
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demribilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 H 11-1

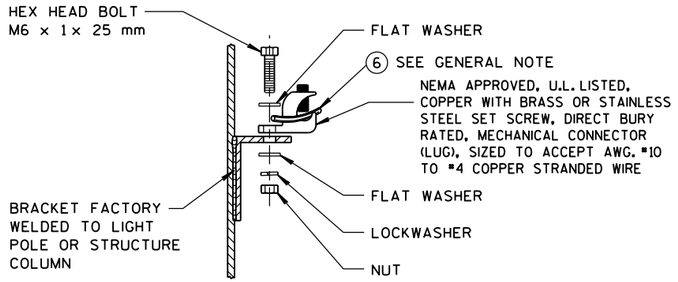


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



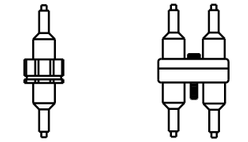
HANDHOLE GROUNDING LUG

(NUT, BOLT, WASHERS, AND LOCK WASHERS SHALL BE STAINLESS STEEL)

CONDUCTOR COLOR CODES

KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



1 POLE (1P) 2 POLE (2P)

FUSE ASSEMBLIES

GENERAL NOTES

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

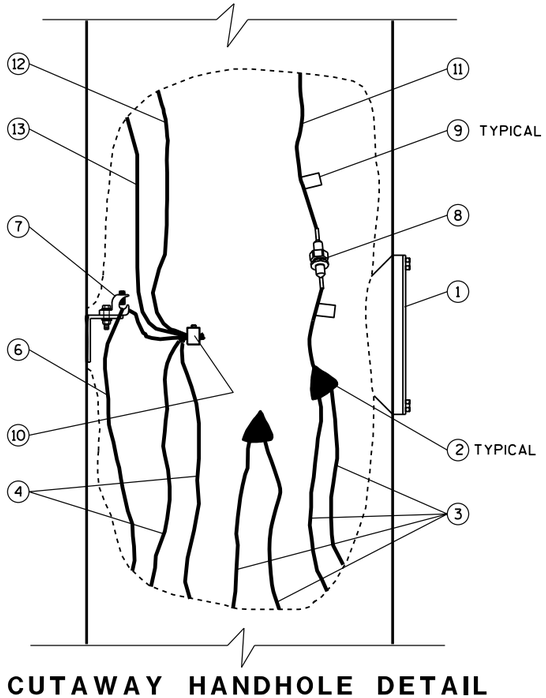
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

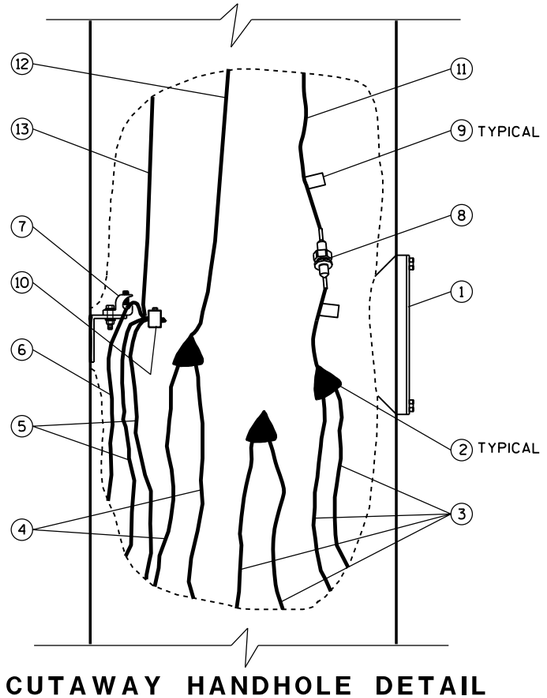
THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

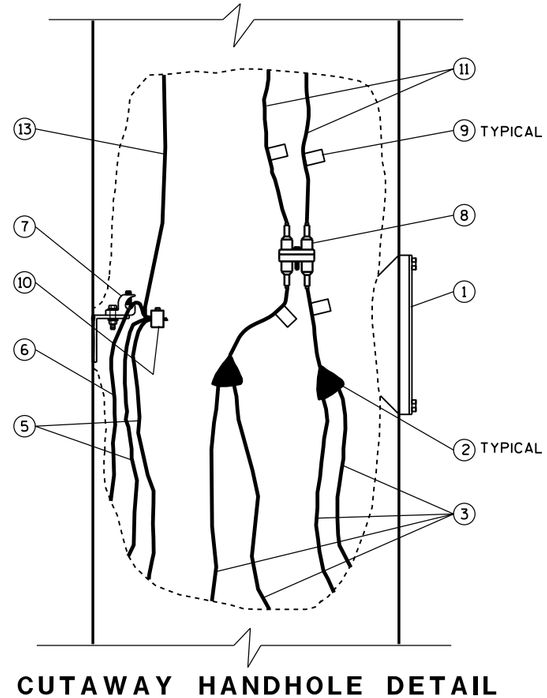
CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



CUTAWAY HANDHOLE DETAIL
GROUNDED NEUTRAL SYSTEMS
1-Φ



CUTAWAY HANDHOLE DETAIL
ISOLATED NEUTRAL SYSTEMS
1-Φ SHOWN; 3-Φ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL
PHASE-TO-PHASE SYSTEMS
1-Φ SHOWN; 3-Φ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED LINE WIRE
4. GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. GROUNDING ELECTRODE CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
11. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

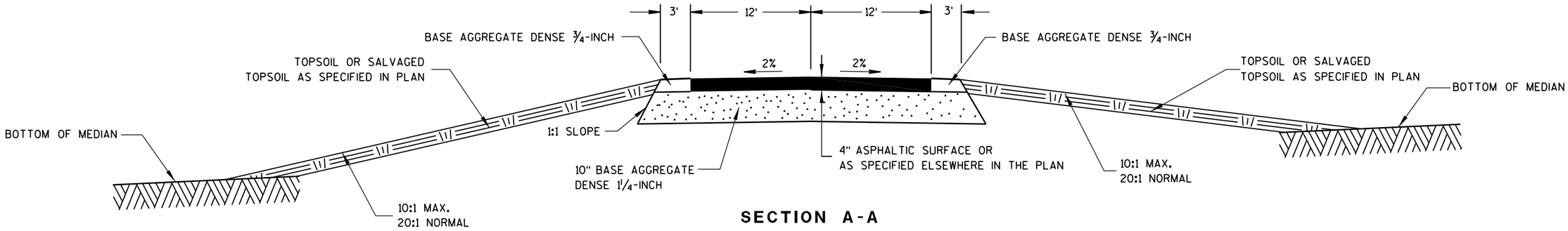
ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

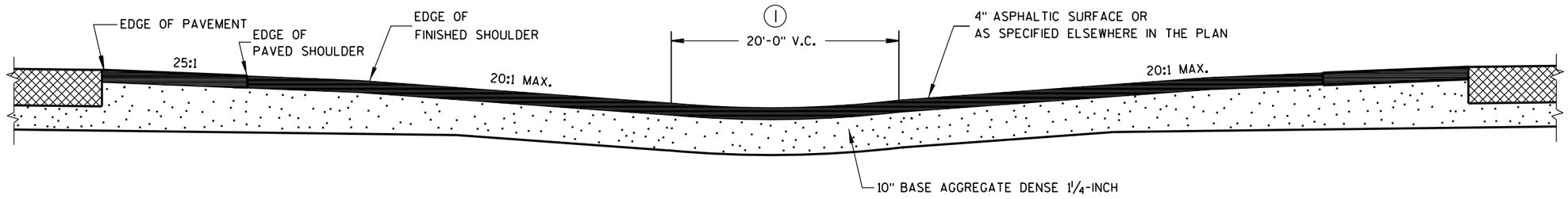
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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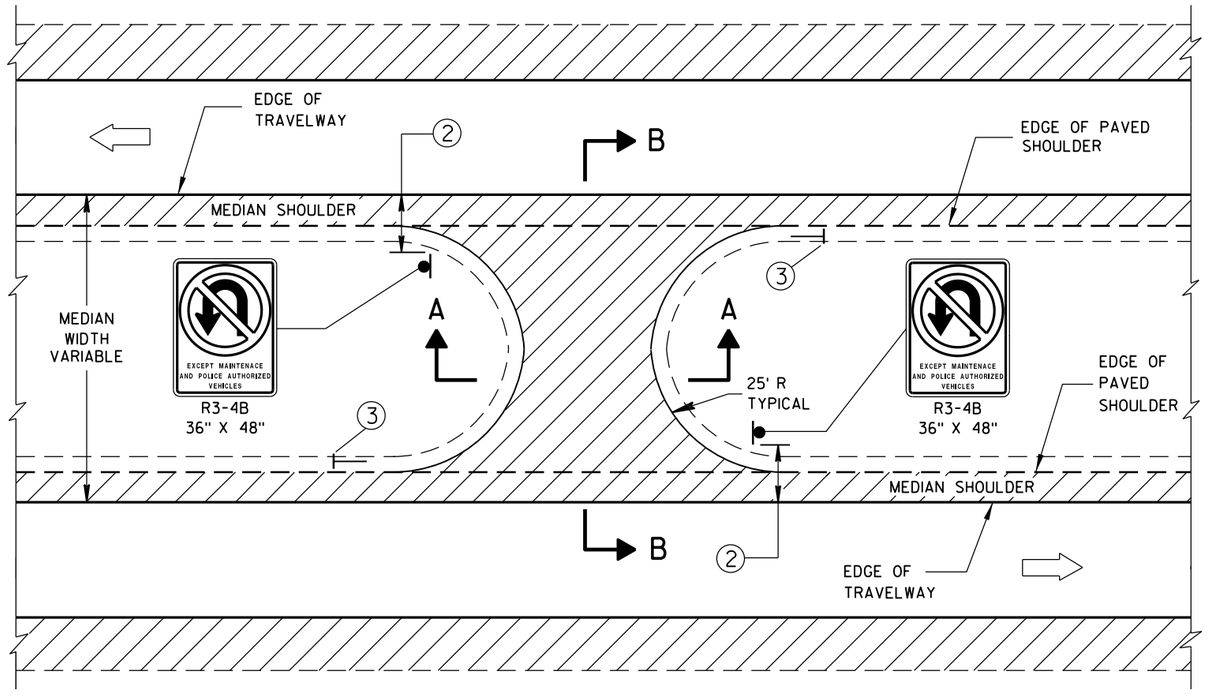
S.D.D. 10 A 1-3



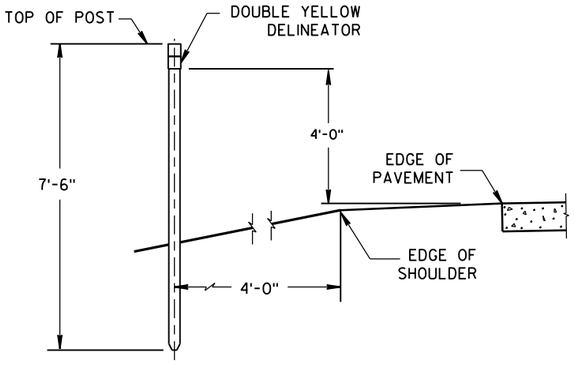
SECTION A-A



SECTION B-B



PLAN VIEW



DOUBLE YELLOW DELINEATOR INSTALLATION

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) ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.

(2) SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

(3) INSTALL DOUBLE YELLOW DELINEATOR. SEE STANDARD DETAIL DRAWING 15A2.

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

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

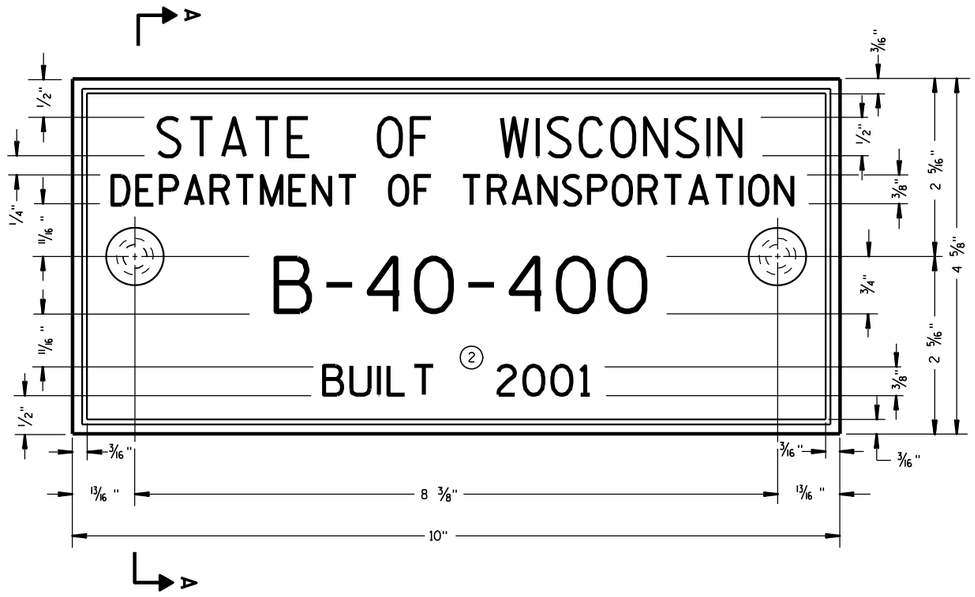
FHWA

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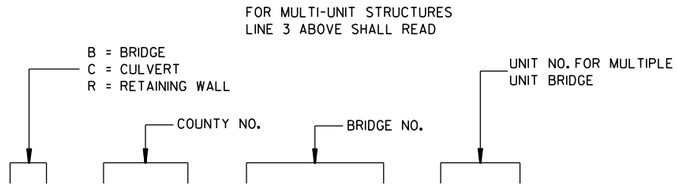
S.D.D. 11 A 1-5

6

S.D.D. 11 A 1-5



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

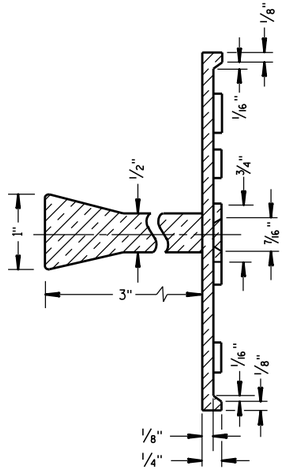
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

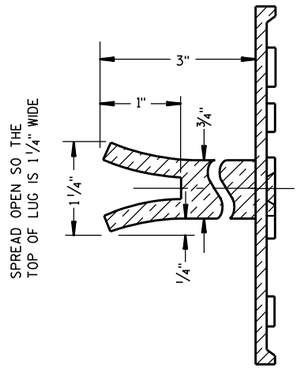
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

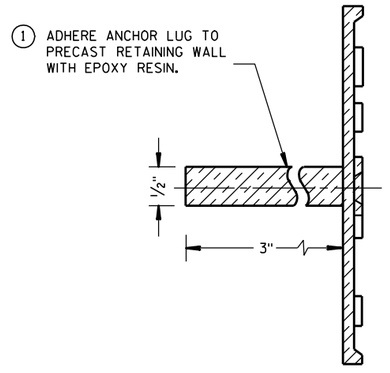
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck-- CHIEF STRUCTURAL DEVELOP 408 ENGINEER

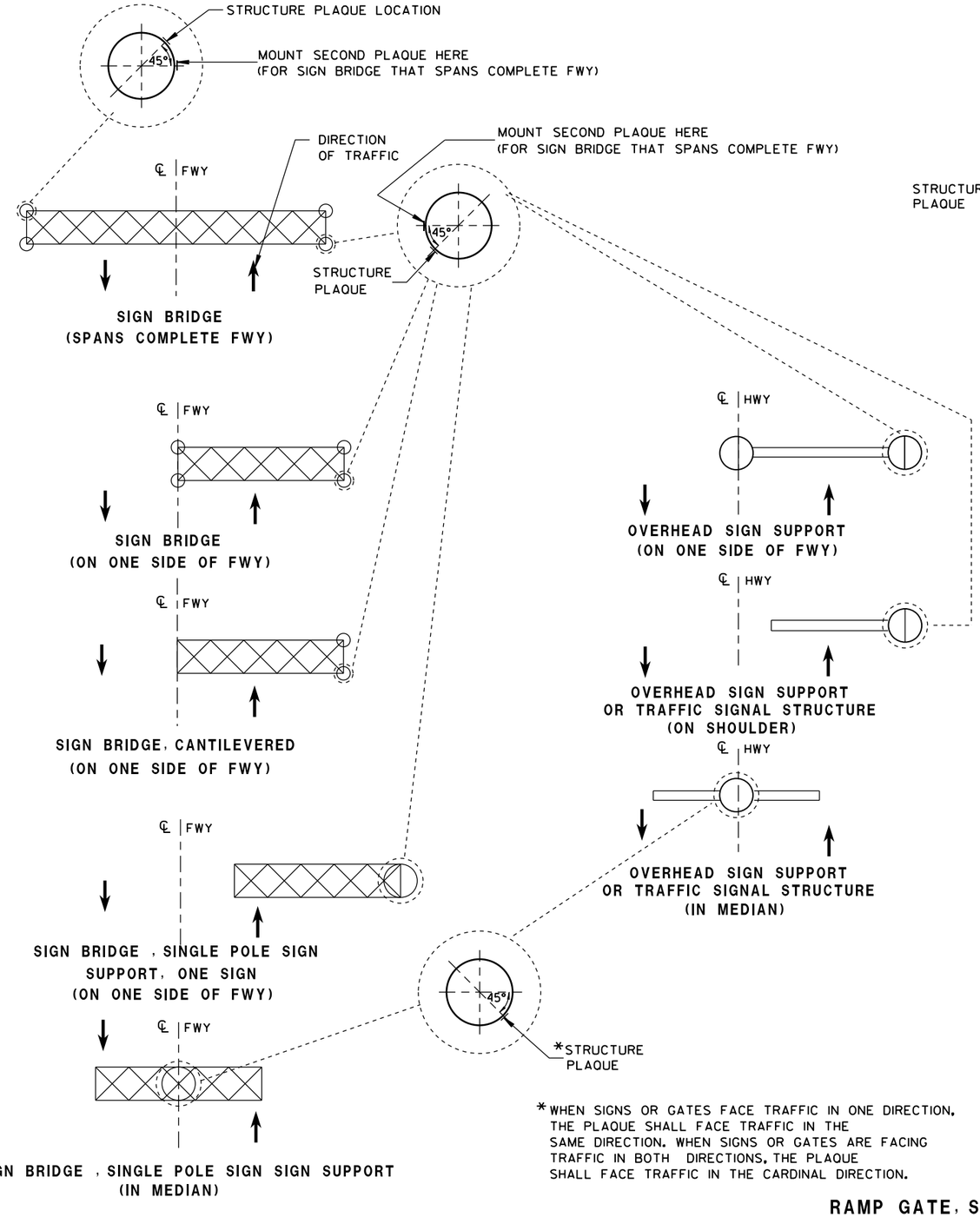
FHWA

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S.D.D. 12 A 3-10

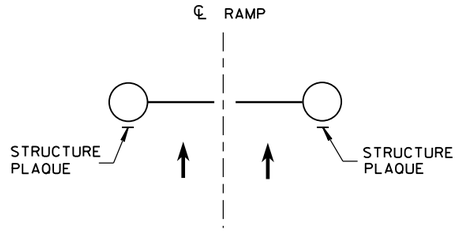
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S.D.D. 12 A 3-10

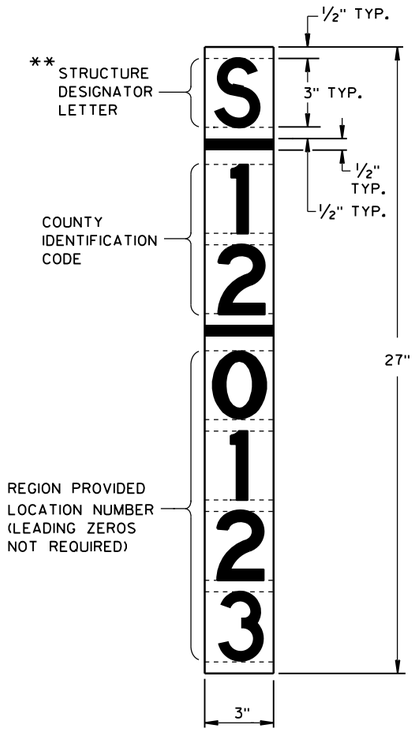


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

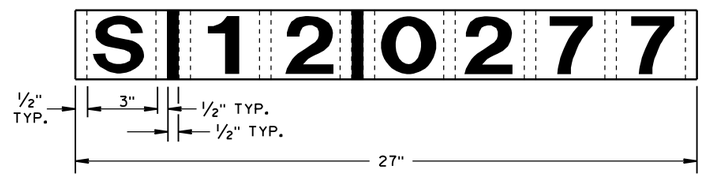
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

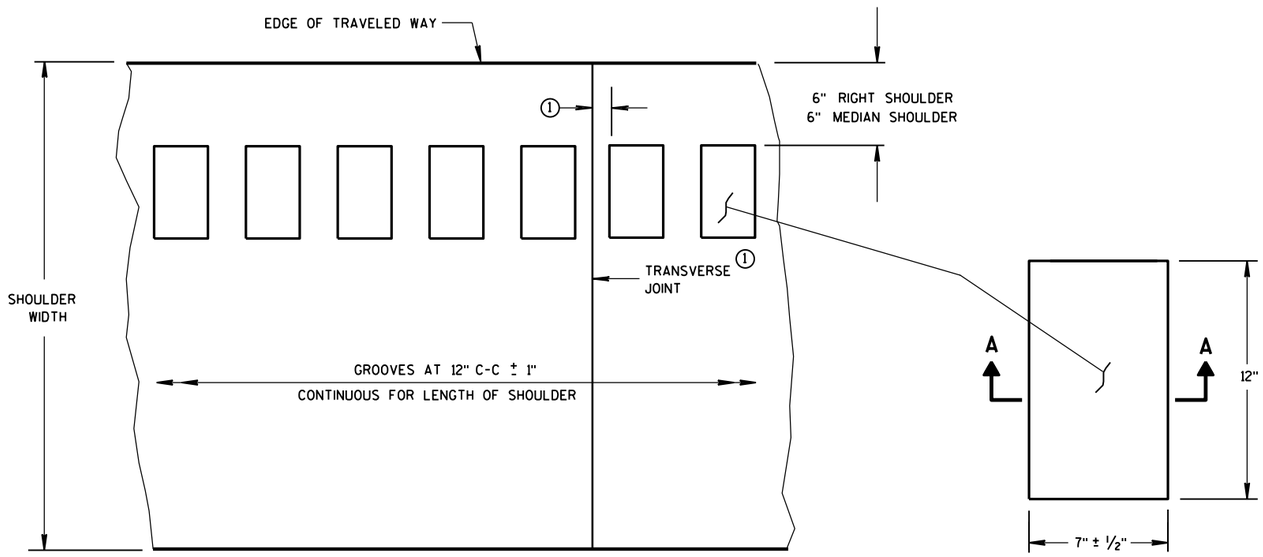
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 12 A 4-3



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

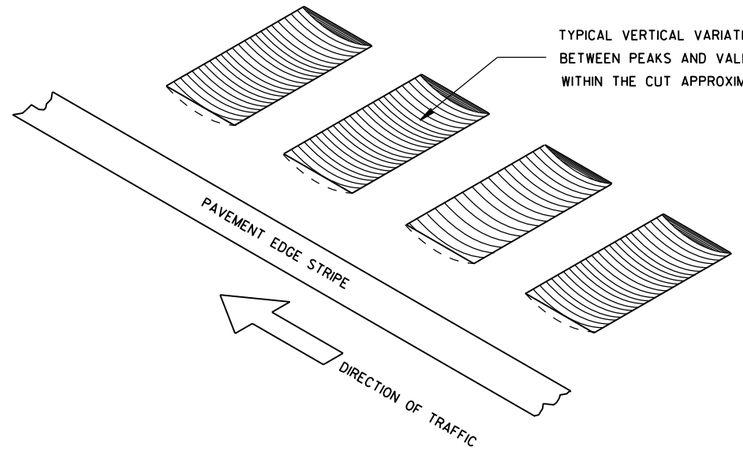
GENERAL NOTES

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

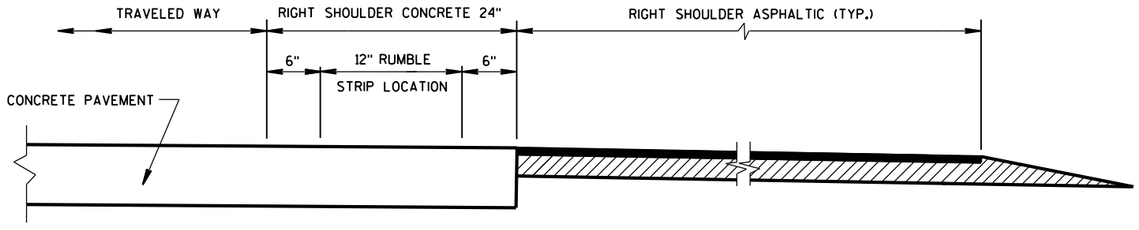
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

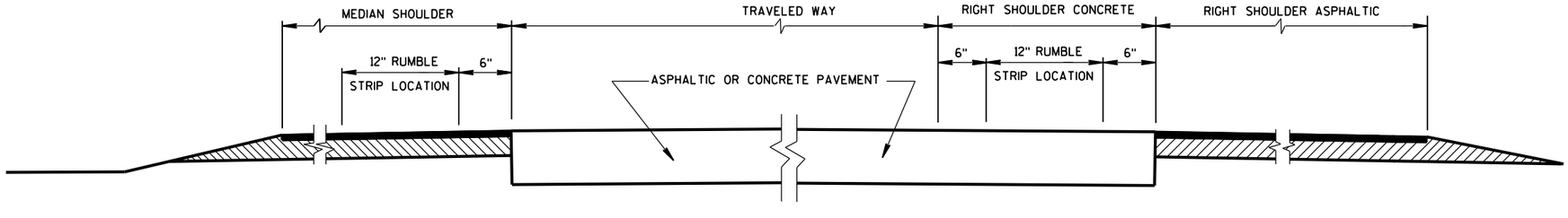
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



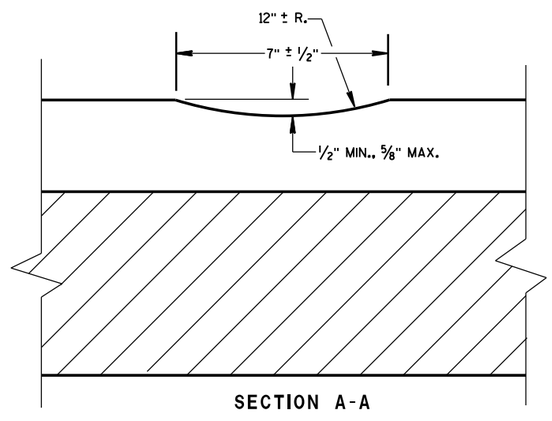
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

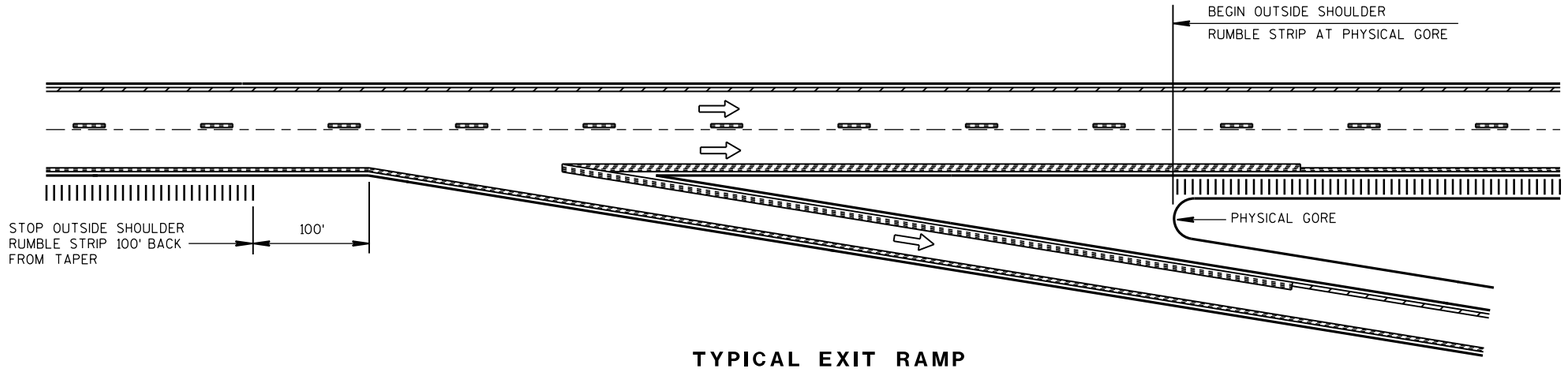
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a



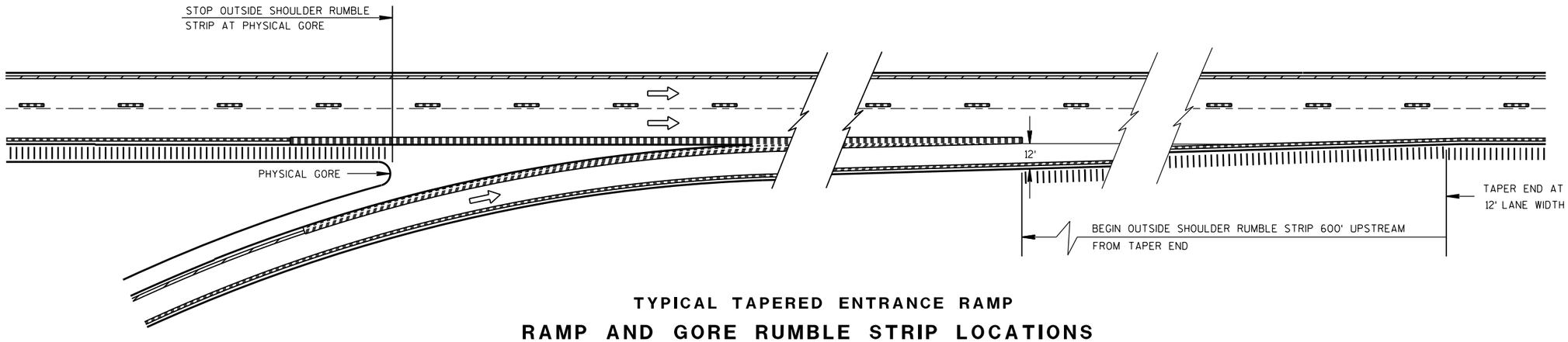
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

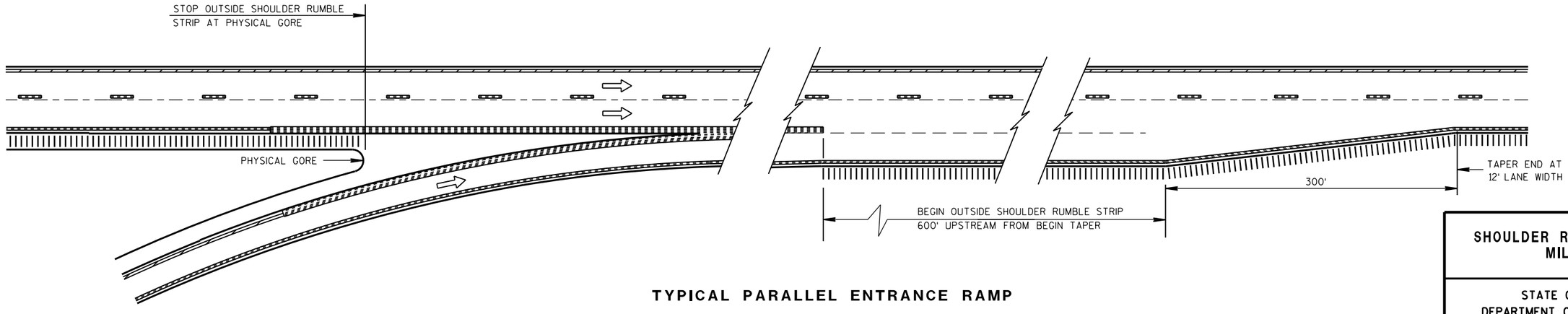
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

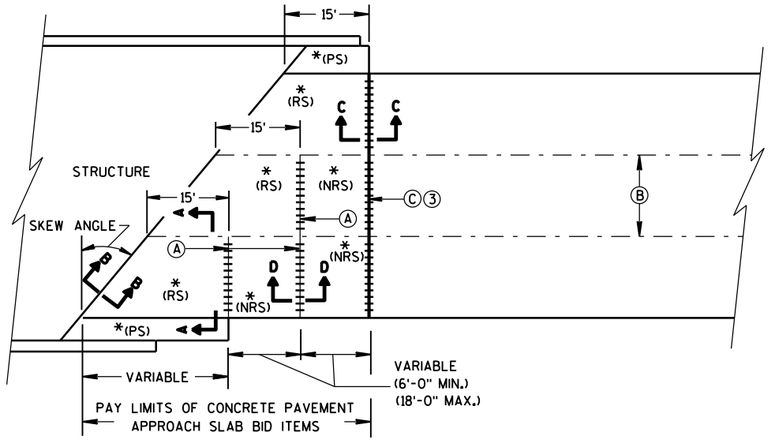
FHWA

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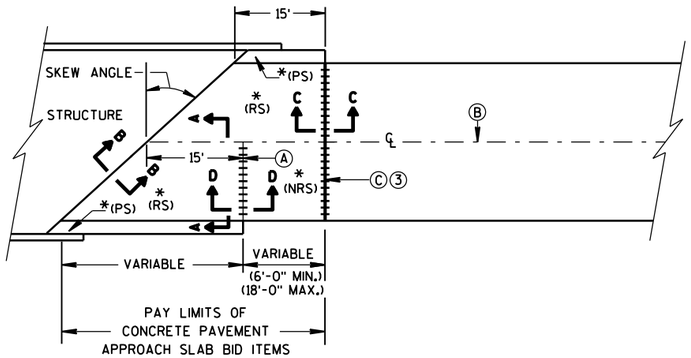
S.D.D. 13 A 5-5b

6

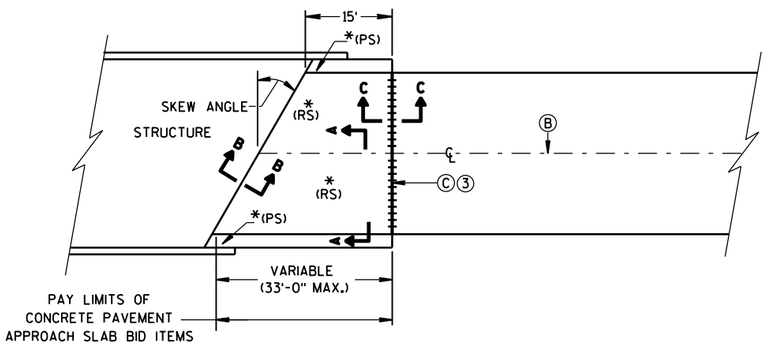
S.D.D. 13 A 5-5b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >20°
(PAVEMENT WIDTH ≤30')



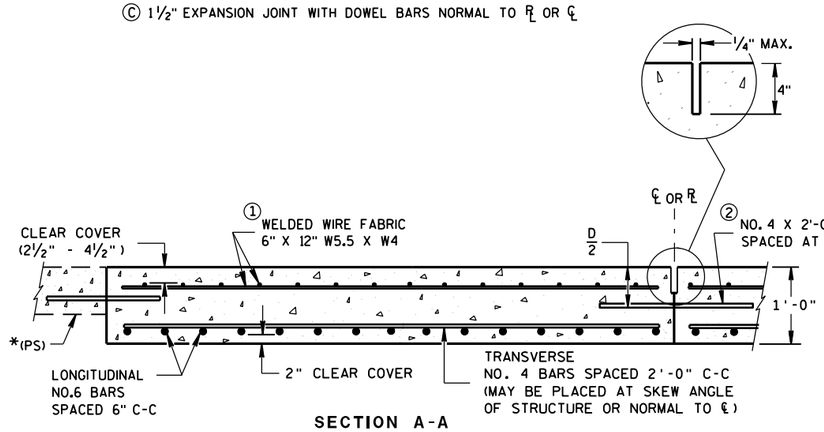
SKEWS ≤20°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

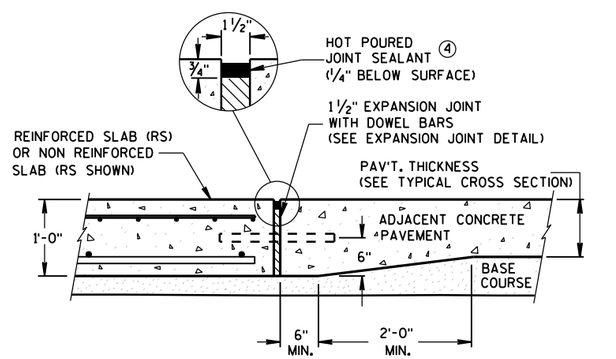
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

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

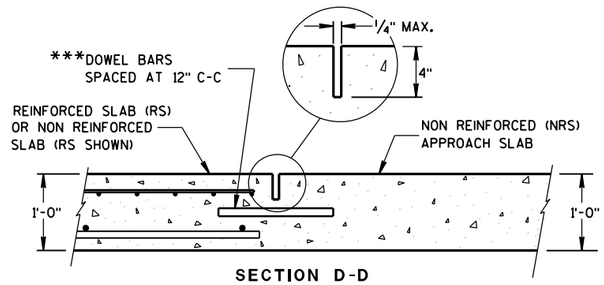
Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
Ⓑ STANDARD LONGITUDINAL JOINT WITH TIE BARS.
Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

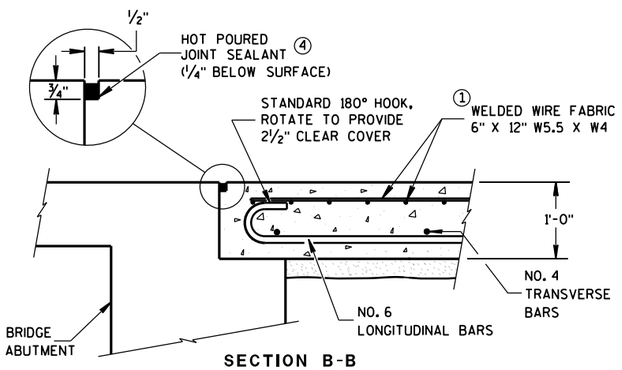
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

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

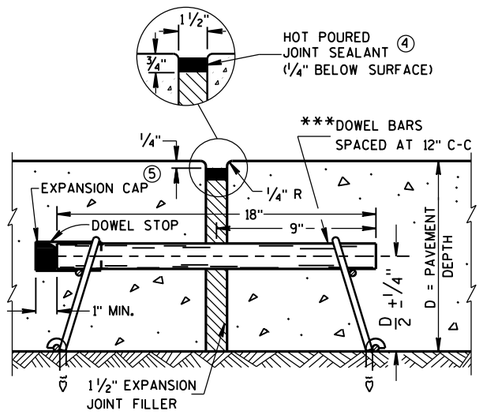
③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

④ USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.

⑤ PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



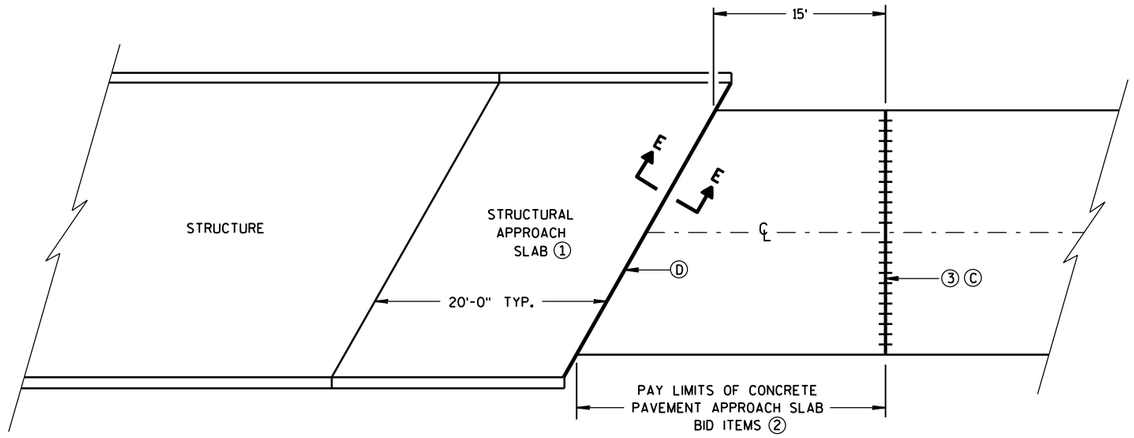
EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 13 B 2-8a



GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

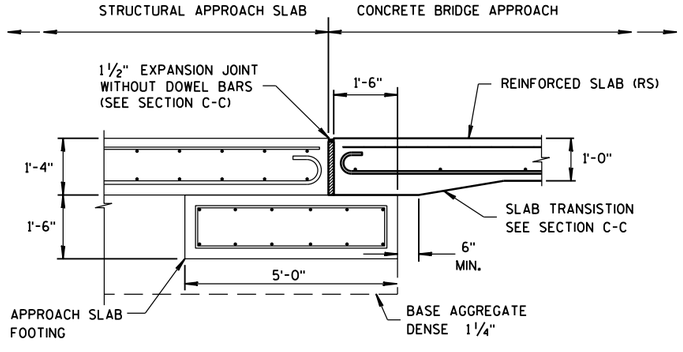
① SEE BRIDGE PLAN.

② CONFORM TO SHEET 13 B 2(A) FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS.

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

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

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION E-E

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

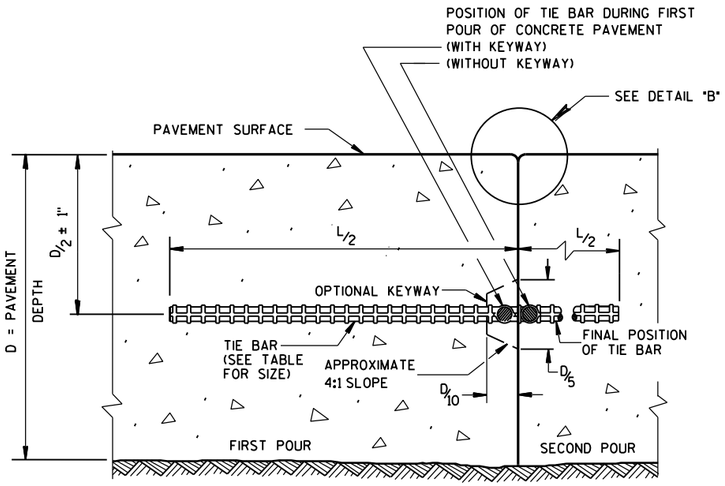
STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

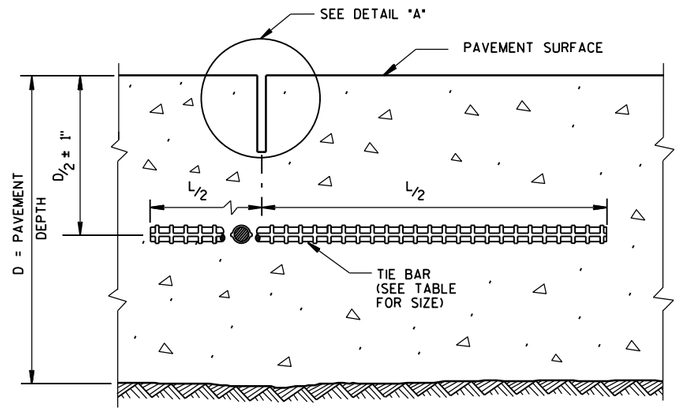
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEF
FHWA

6

S.D.D. 13 B 2-8b



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

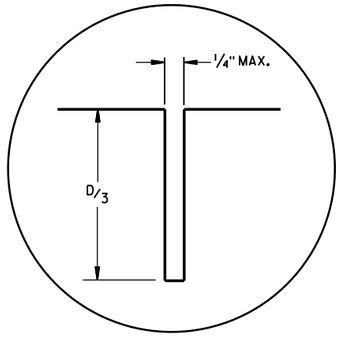
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

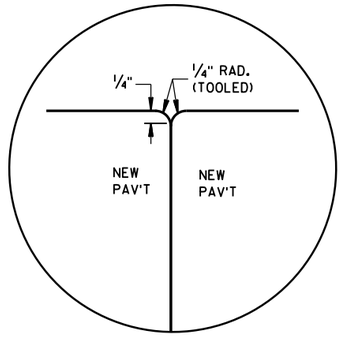
PLAN VIEW

SECTION A-A

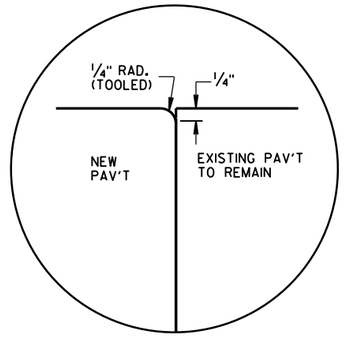
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



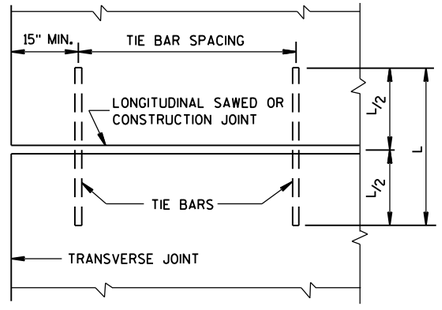
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

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

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



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 13 C 1-18

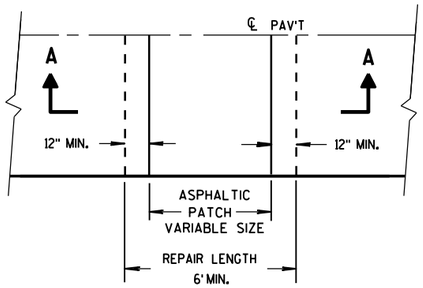
GENERAL NOTES

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

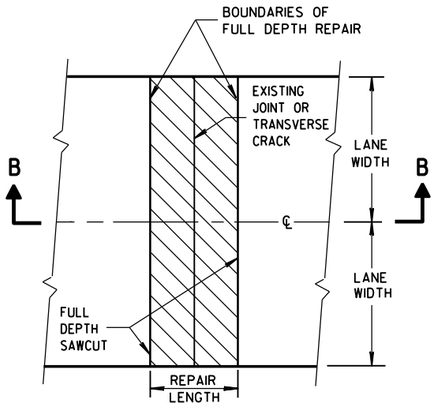
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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

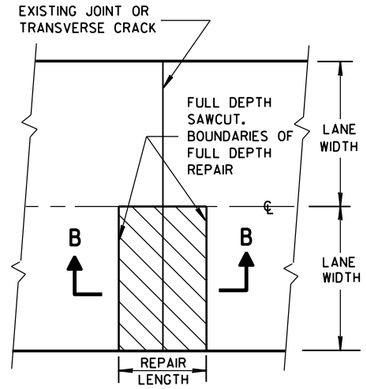
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

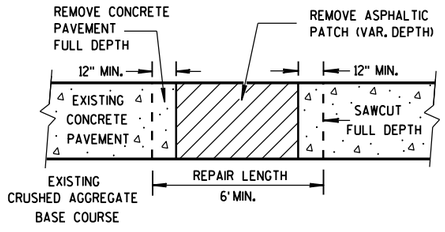


PLAN VIEW
(DOUBLE LANE REPAIR)



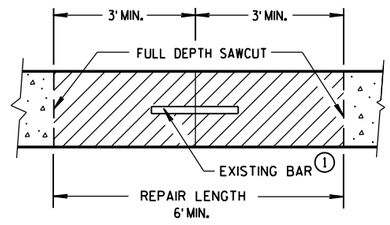
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

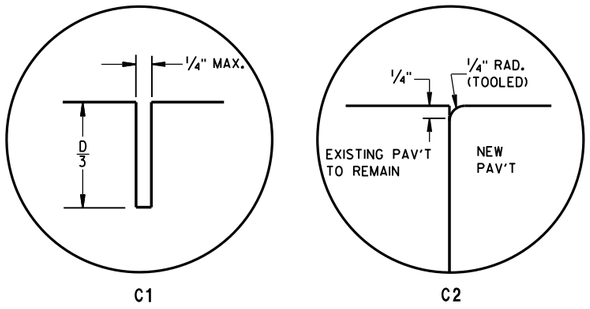
CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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



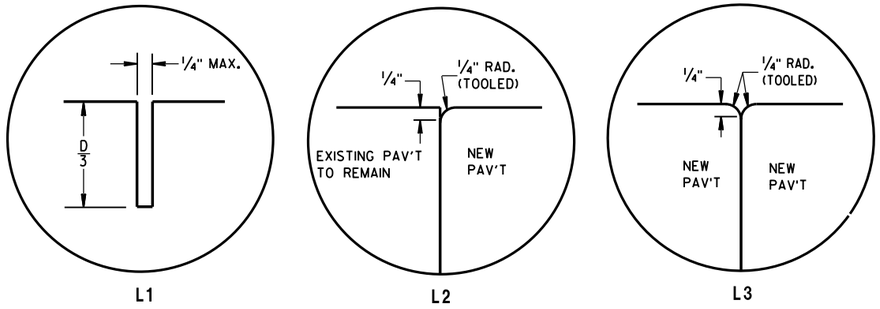
TRANSVERSE JOINTS

TIE BAR TABLE

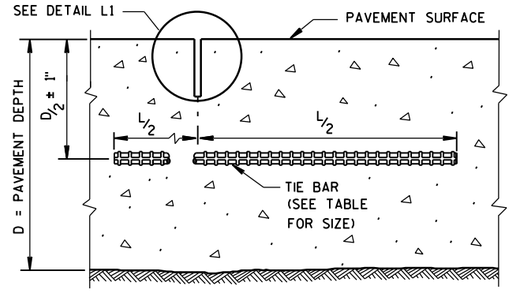
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

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

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



LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

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

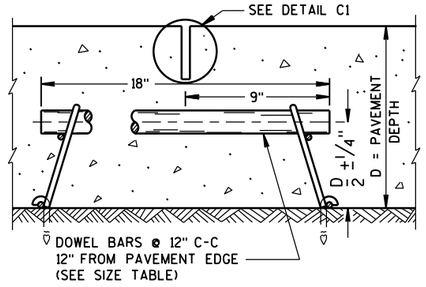
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

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

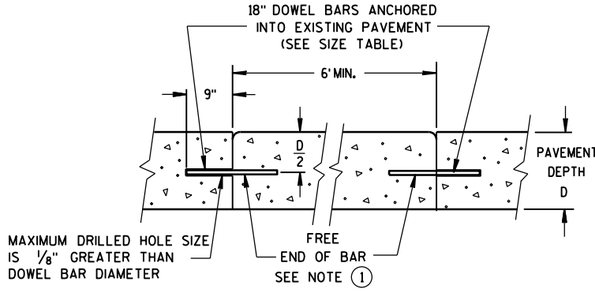
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

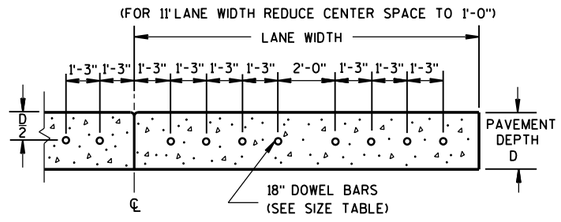


SECTION F-F

CONTRACTION JOINT



SECTION D-D

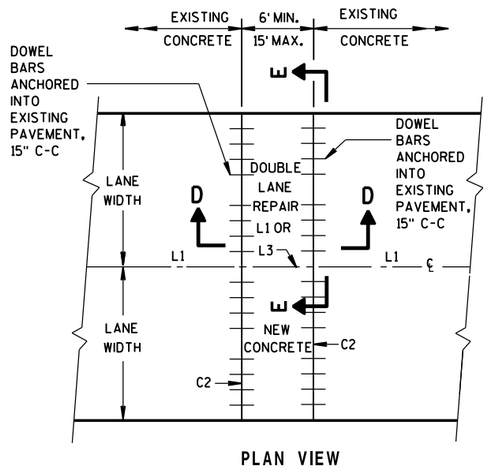


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

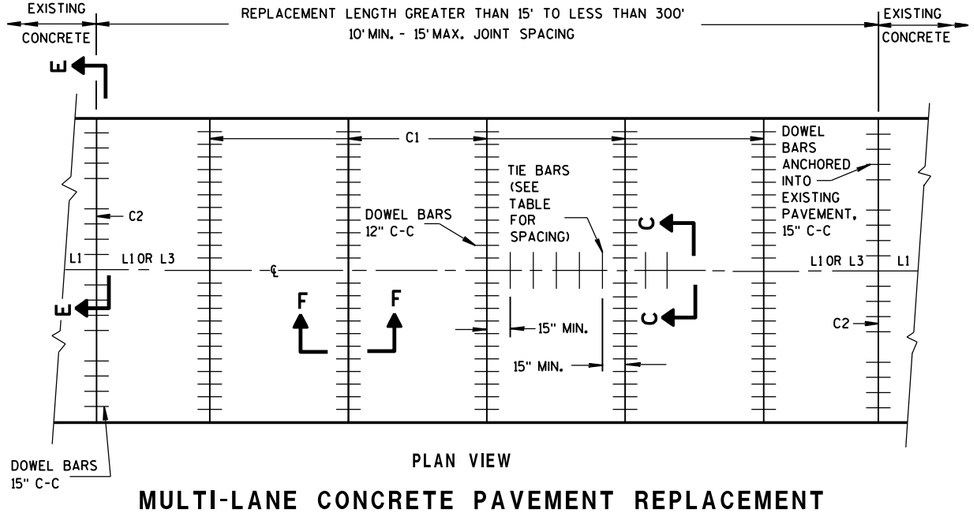
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

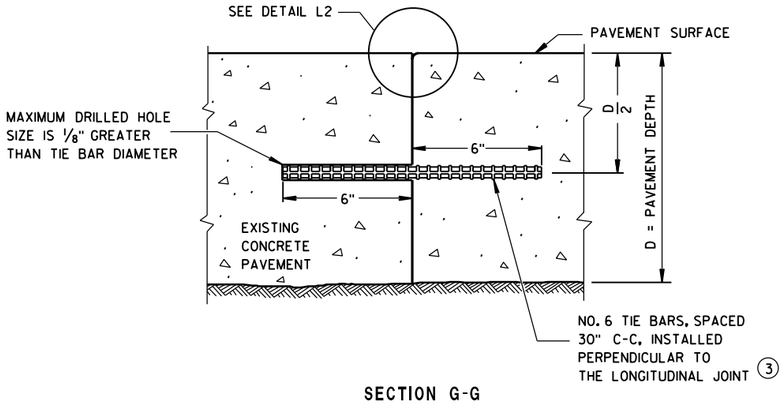
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 416

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

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



SECTION G-G

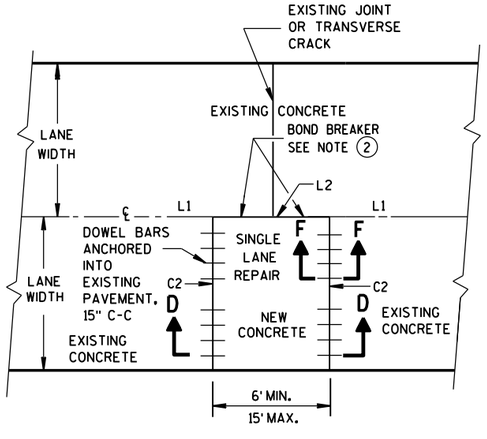
TIE BARS ANCHORED INTO EXISTING PAVEMENT

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.

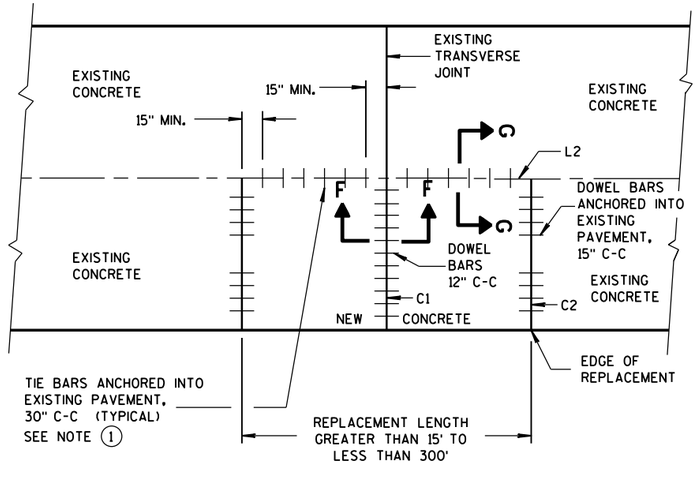
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

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



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

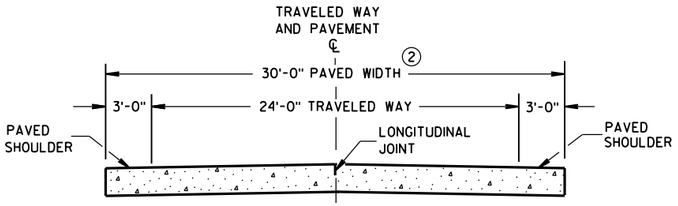
CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

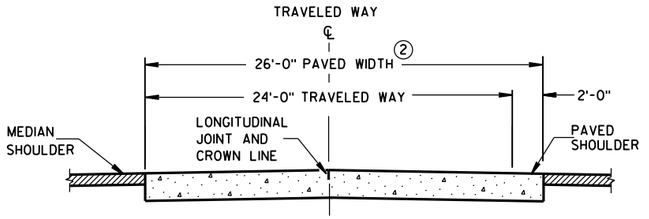
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S.D.D. 13 C 9-13c

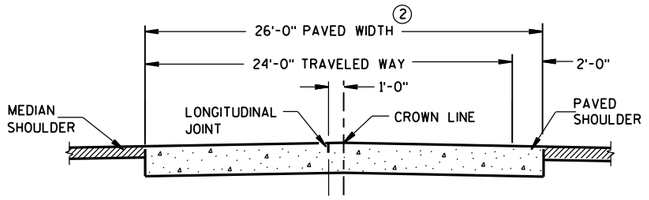


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B ①

DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

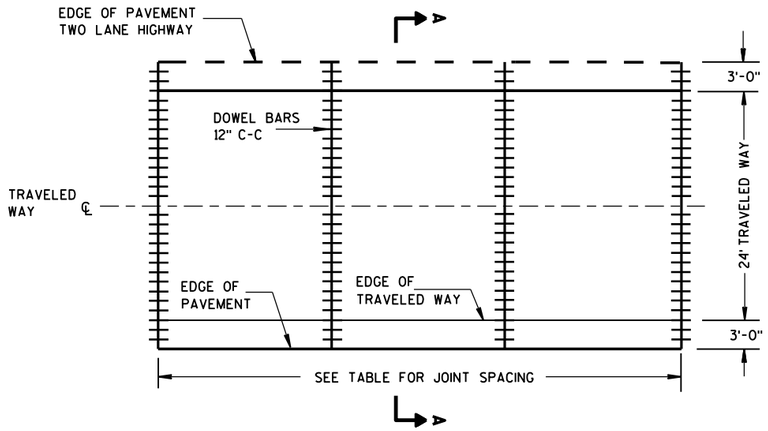
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

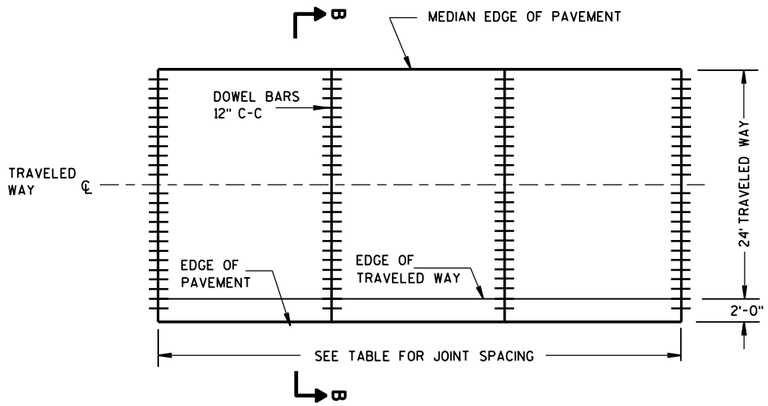
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



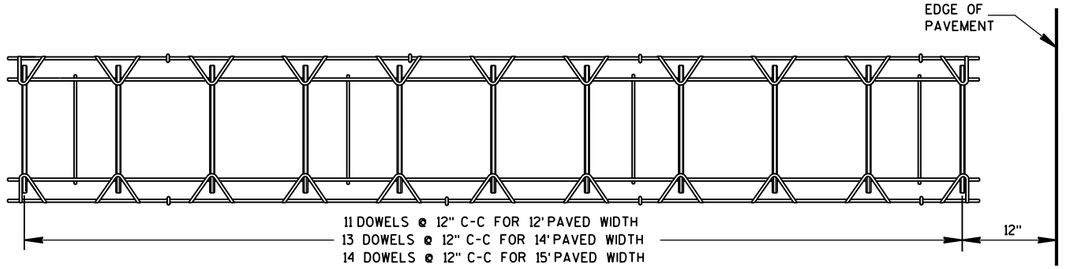
CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED
CONCRETE PAVEMENT

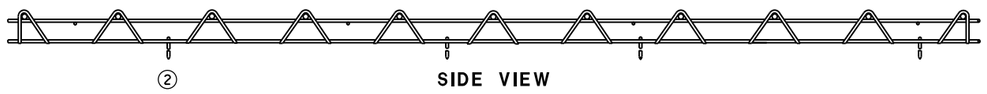
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 C 11-11a



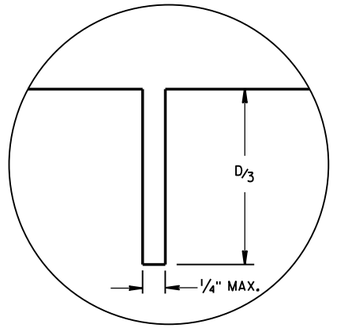
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

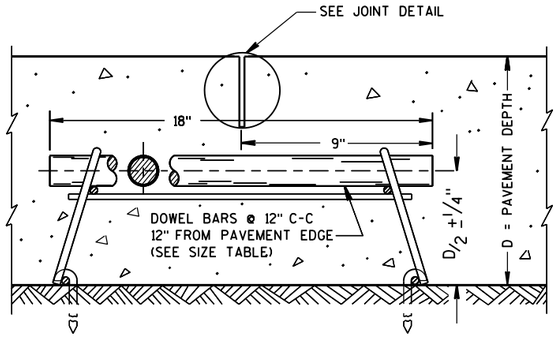
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

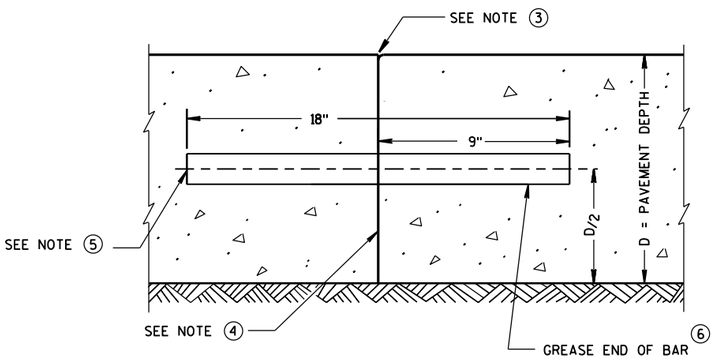
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

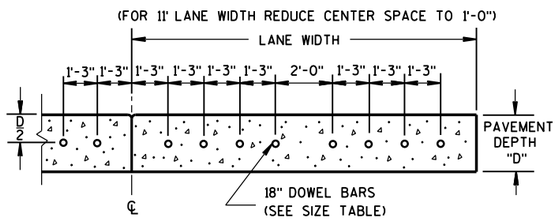
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

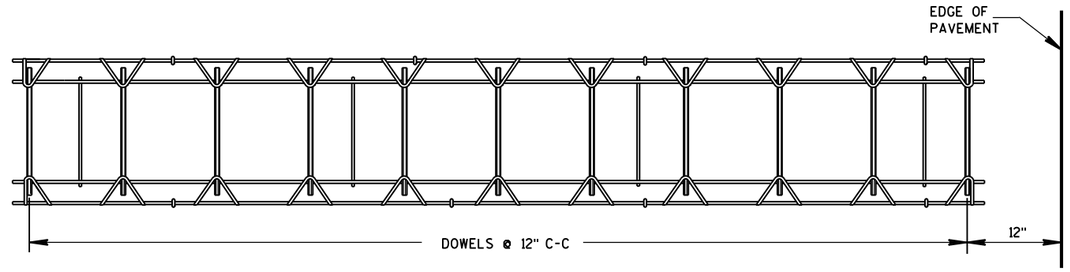
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff PAVEMENT POLICY & DE ENGINEER
FHWA

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S.D.D. 13 C 11-11b

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S.D.D. 13 C 11-11b

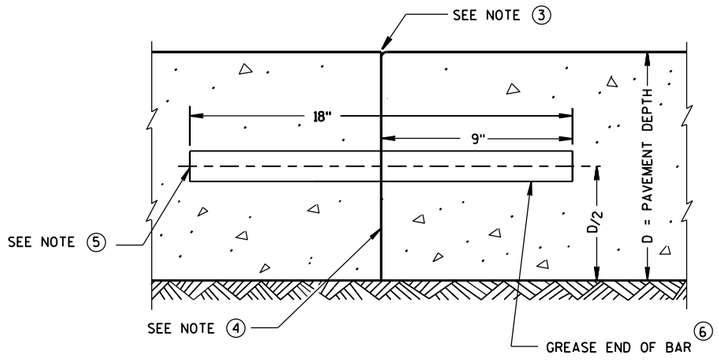


PLAN VIEW

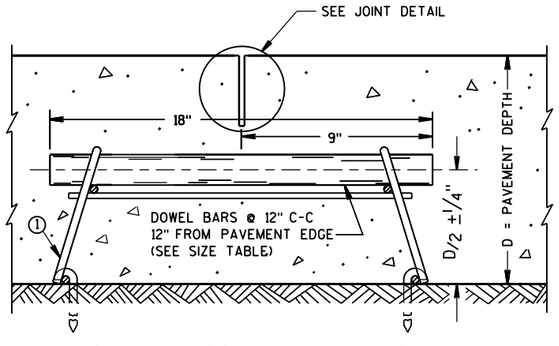


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



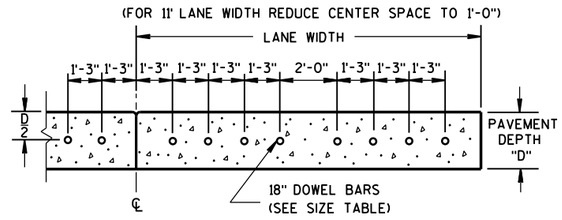
TRANSVERSE CONSTRUCTION JOINT



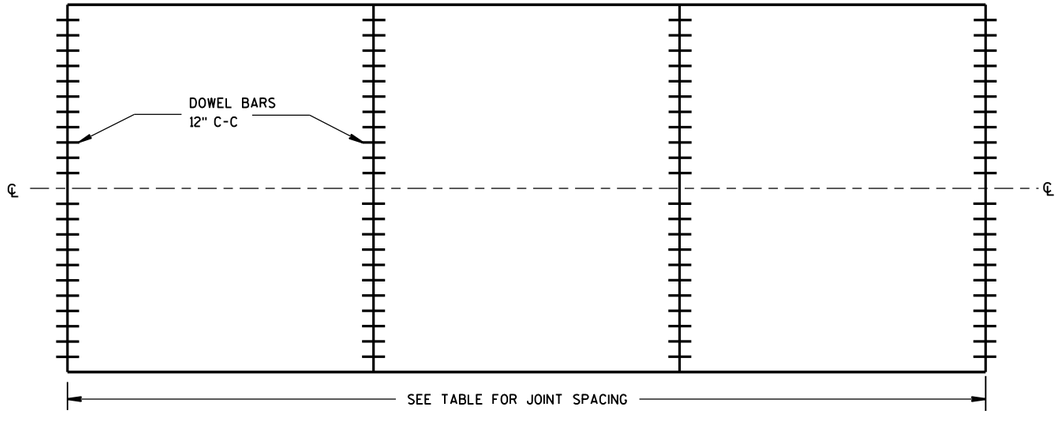
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① **OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.**

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

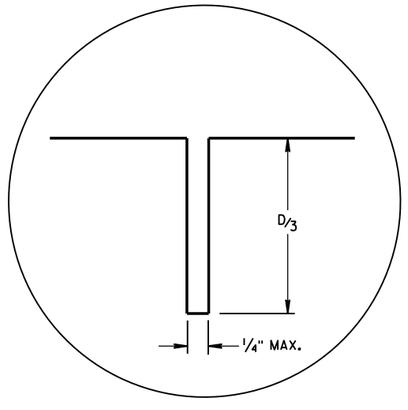
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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S.D.D. 13 C 13-8

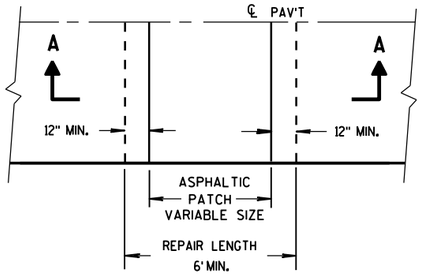
GENERAL NOTES

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.

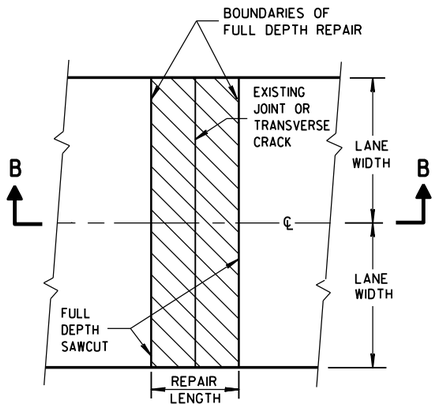
PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

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.

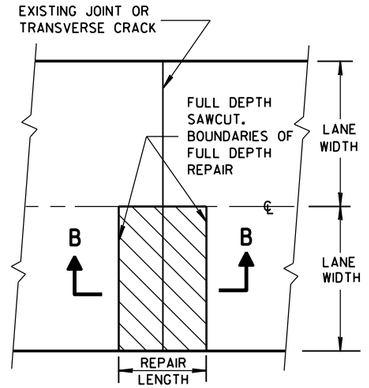
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

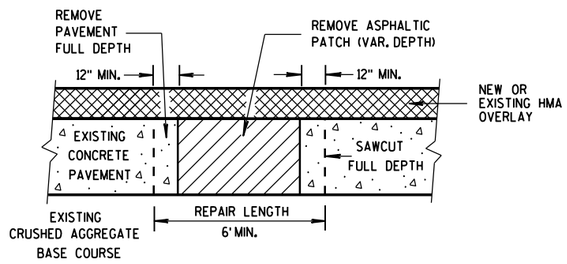


PLAN VIEW
(DOUBLE LANE REPAIR)



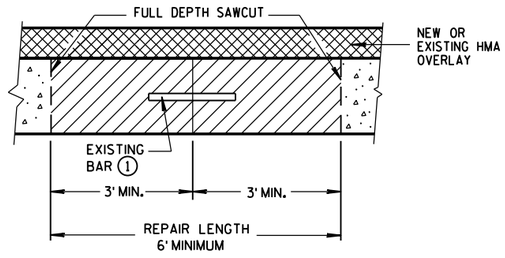
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

6

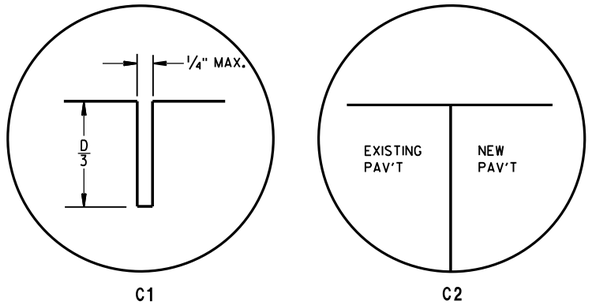
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S.D.D. 13 C 14-6a

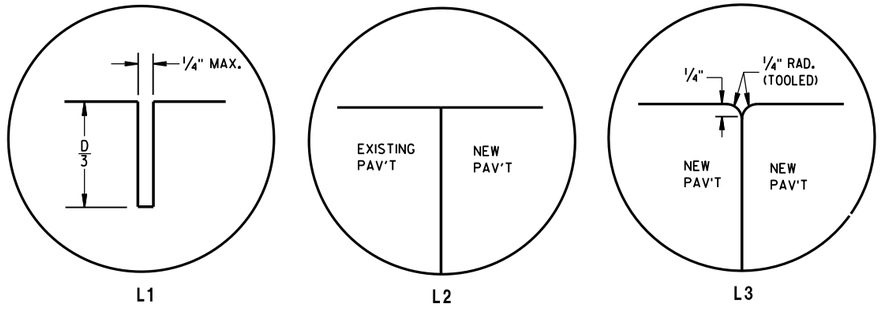
S.D.D. 13 C 14-6a

BASE PATCHING CONCRETE

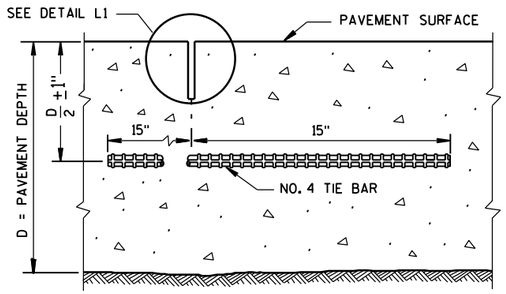
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



TRANSVERSE JOINTS

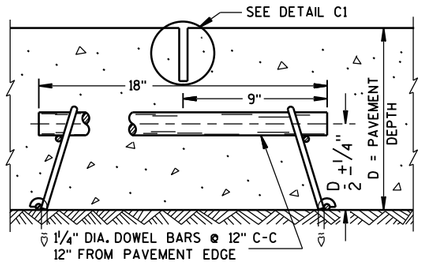


LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT



SECTION F-F

CONTRACTION JOINT

GENERAL NOTES

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

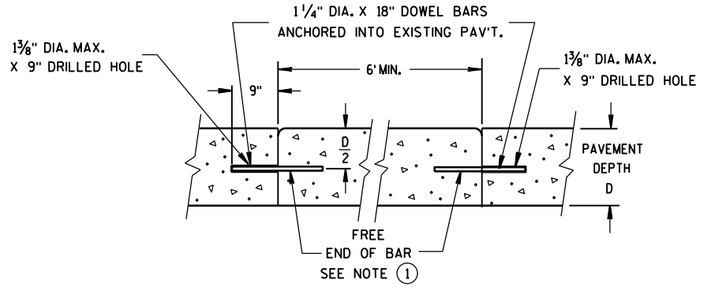
CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

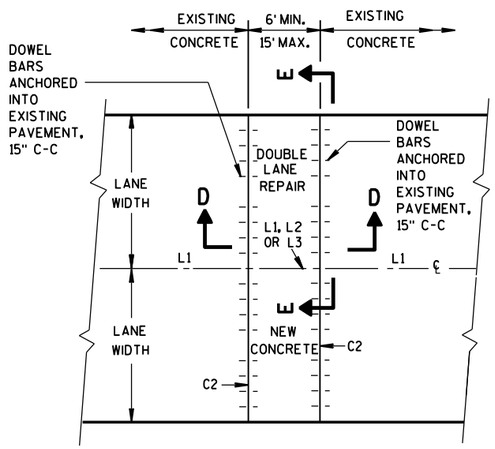
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

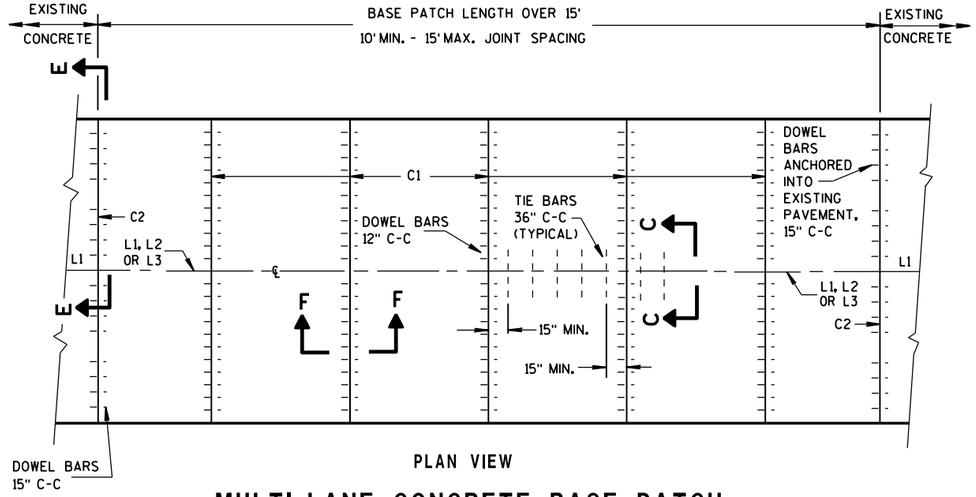


SECTION D-D



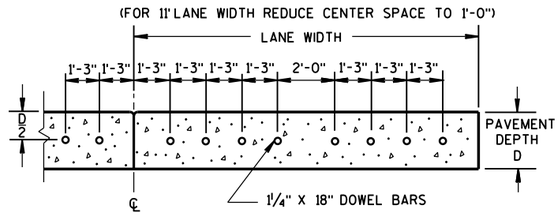
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH



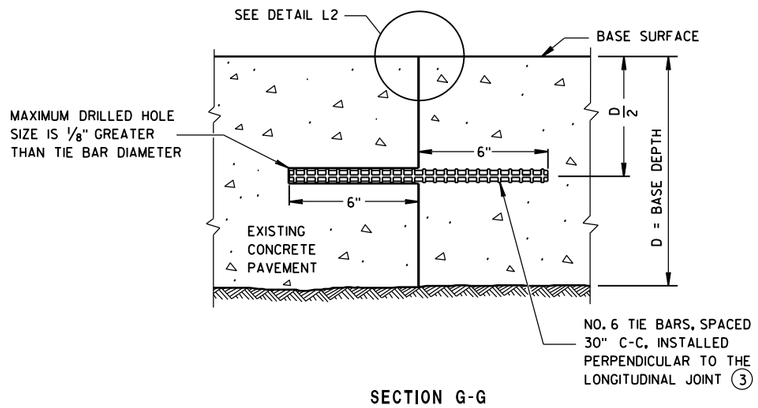
SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 13 C 14-6b



SECTION G-G

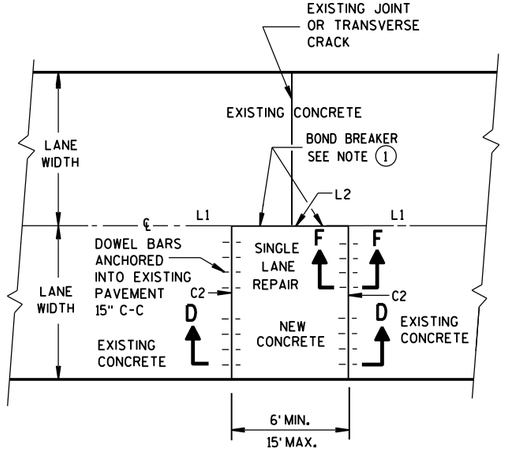
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

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

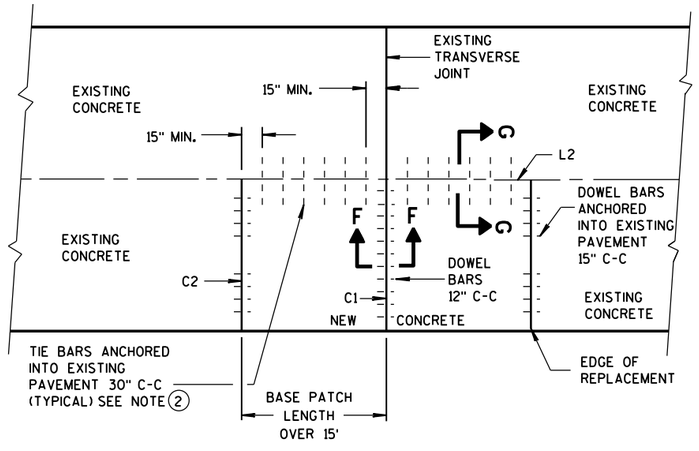
(2) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO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

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



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

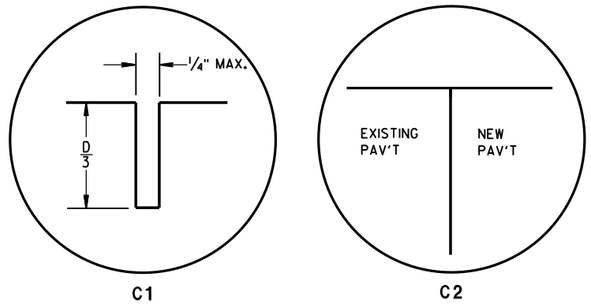
BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

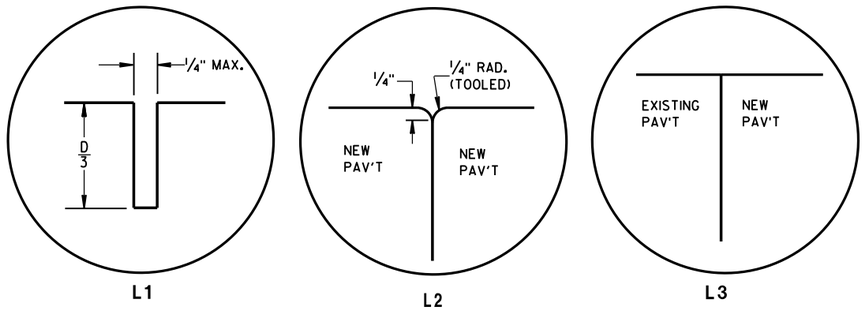
APPROVED
Sept., 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

6

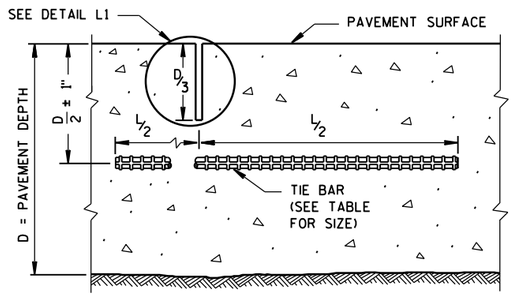
S.D.D. 13 C 14-6c



TRANSVERSE JOINTS

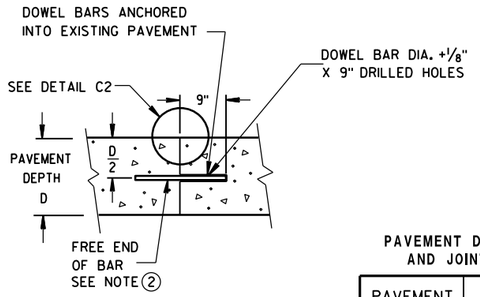


LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

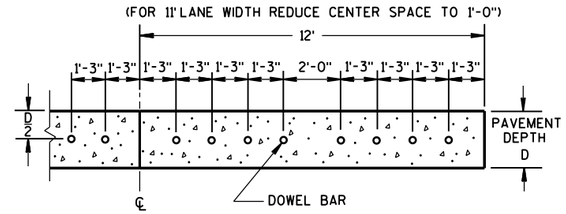
GENERAL NOTES

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

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

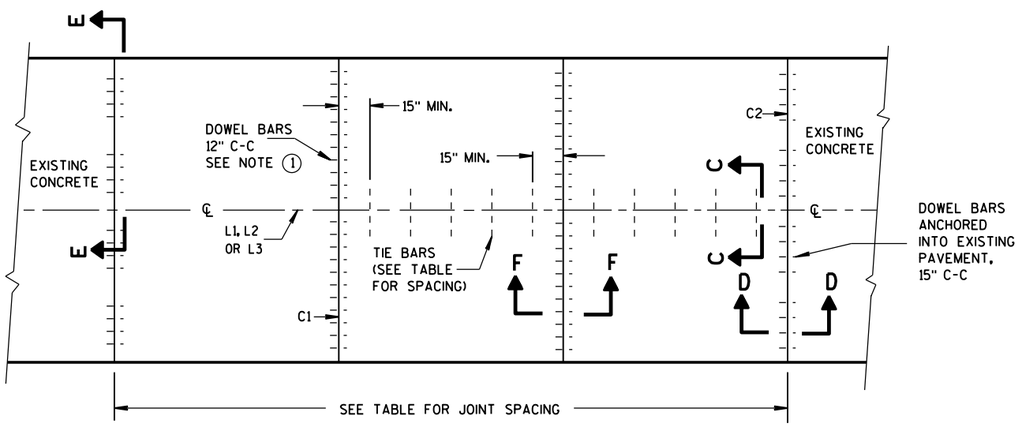
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 6, 6 ½"	NONE	12'
7, 7 ½"	1"	14'
8, 8 ½"	1 ¼"	15'
9, 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

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" **

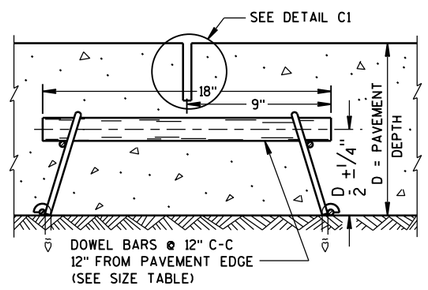
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

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



PLAN VIEW

CONCRETE BASE CONTRACTION JOINT LOCATIONS



SECTION F-F

CONTRACTION JOINT

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

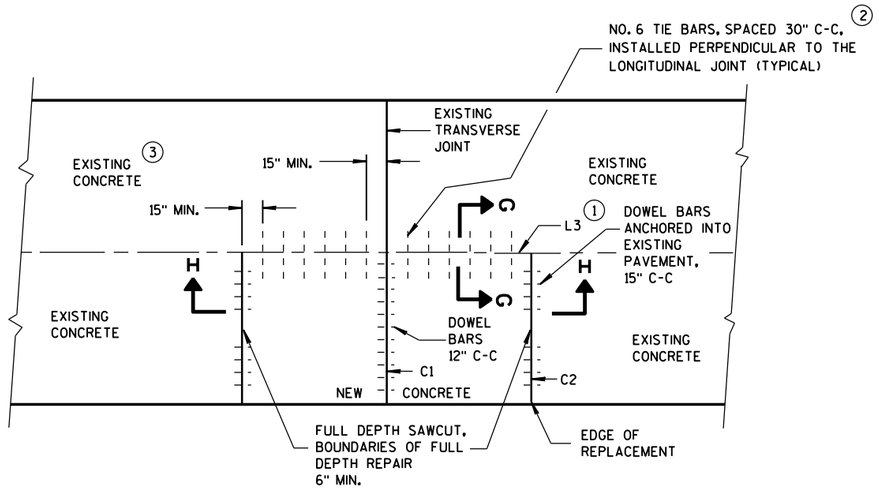
S.D.D. 13 C 15-6a

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.

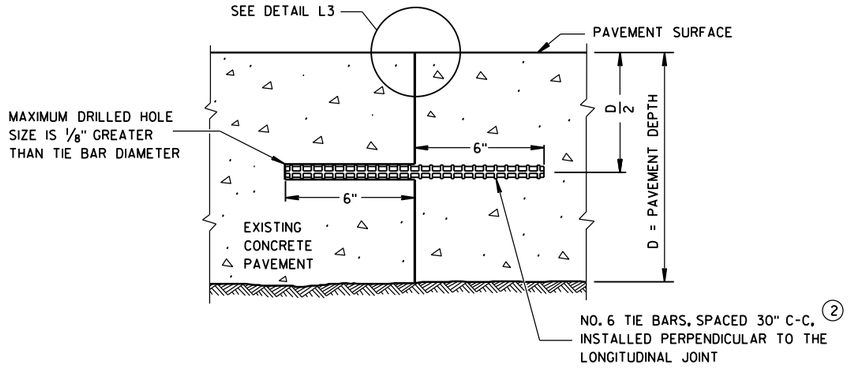
(2) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(3) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



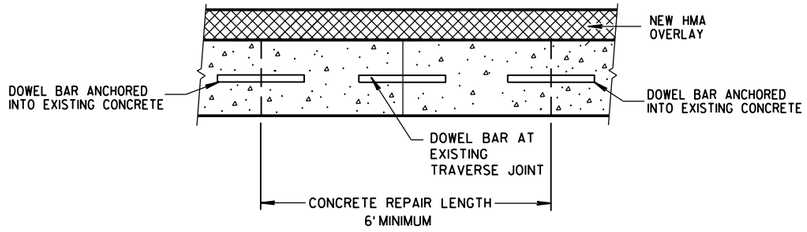
PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR



SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H-H

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

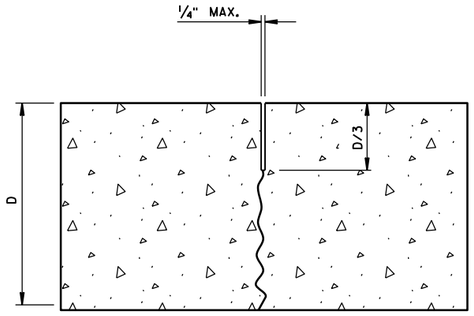
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEI
FHWA

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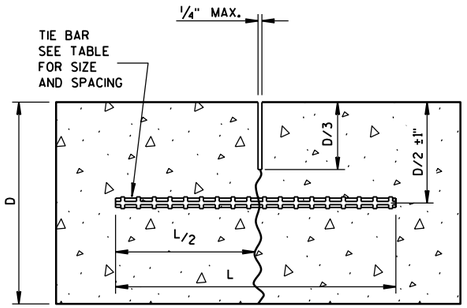
S.D.D. 13 C 15-6b

6

S.D.D. 13 C 15-6b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

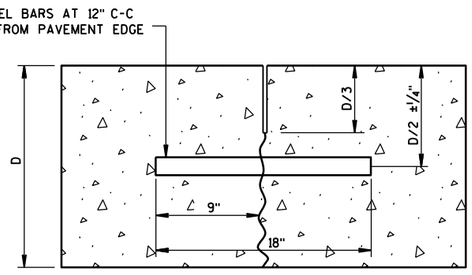
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

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

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

GENERAL NOTES

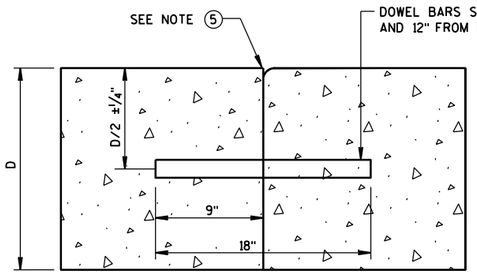
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



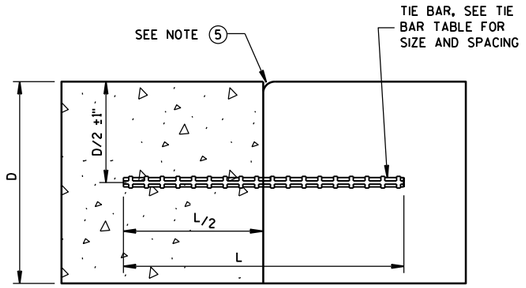
DOWELED-TRANSVERSE

CONTRACTION JOINTS

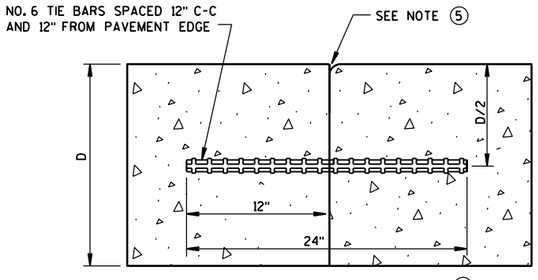
SEE NOTE (2)



DOWELED TRANSVERSE (3)

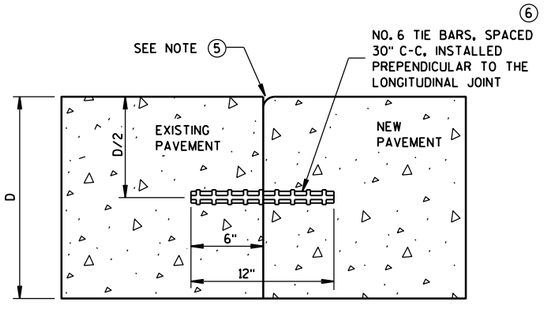


TIED LONGITUDINAL



TIED TRANSVERSE (3)

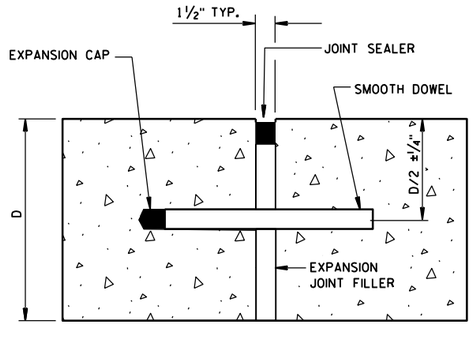
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

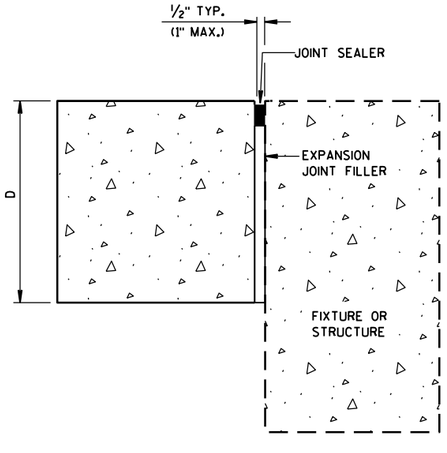
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

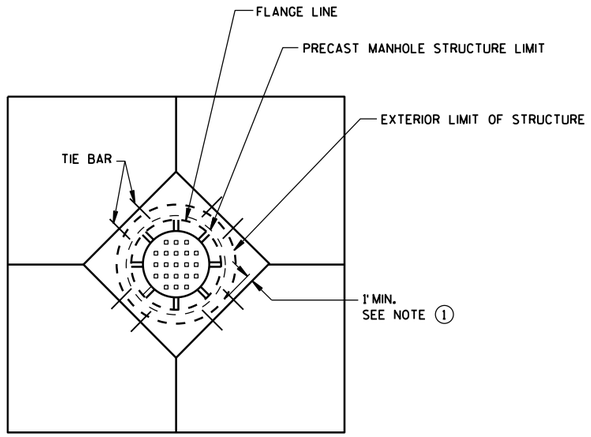
EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

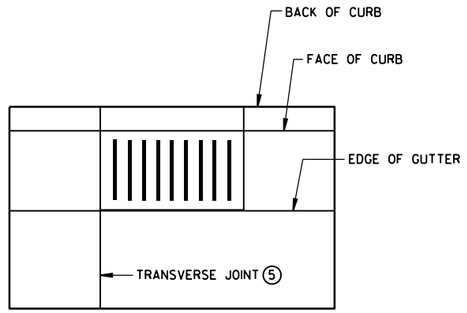
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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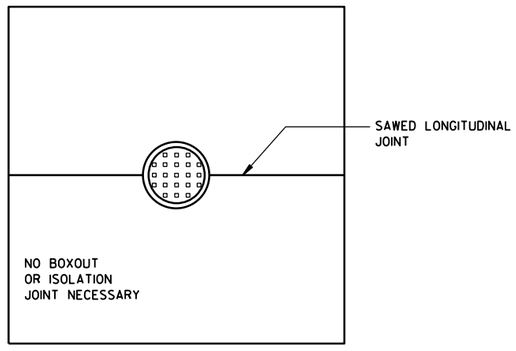
S.D.D. 13 C 18-3c



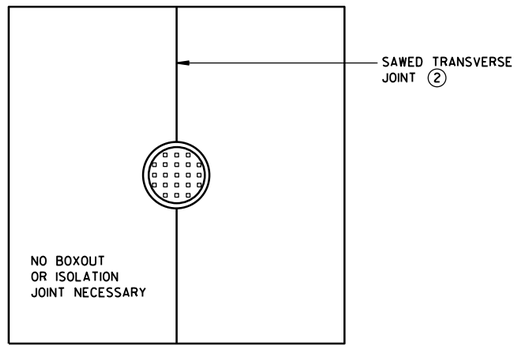
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



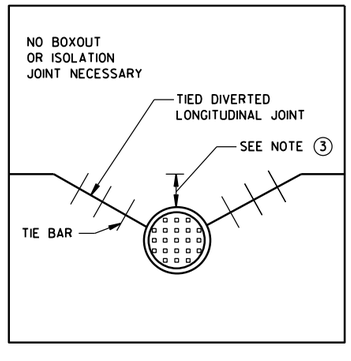
INLET WITH TRANSVERSE JOINT



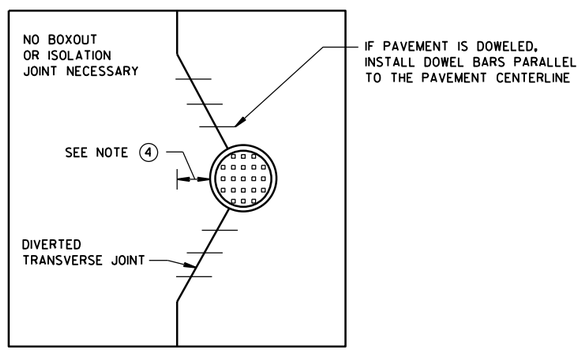
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

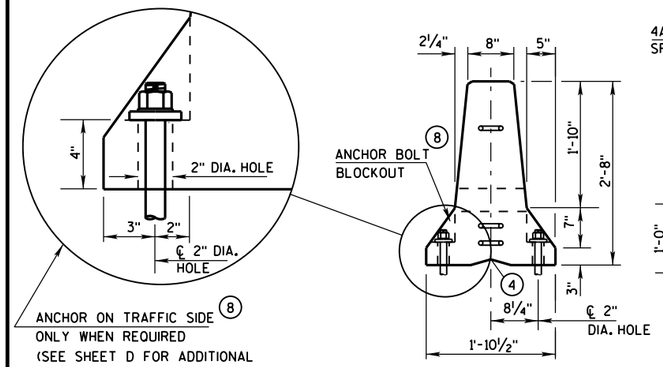
CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

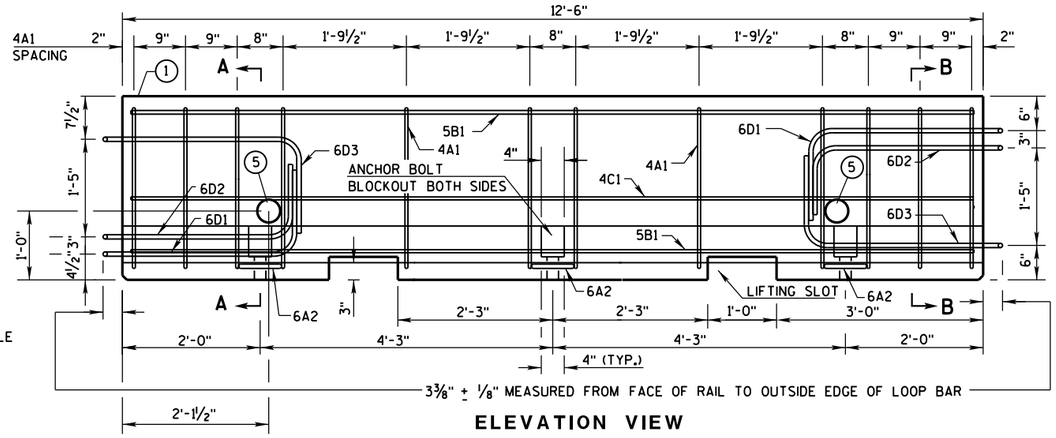
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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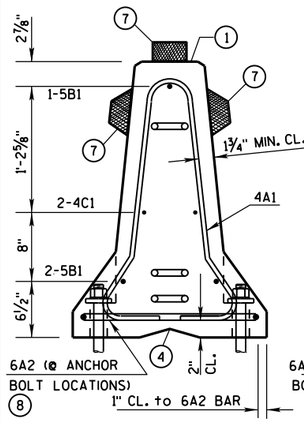
S.D.D. 13 C 18-3d



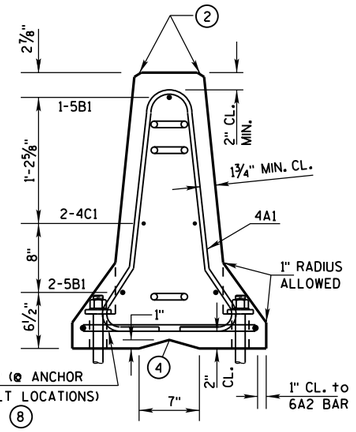
END VIEW



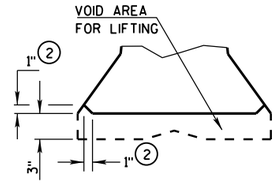
ELEVATION VIEW



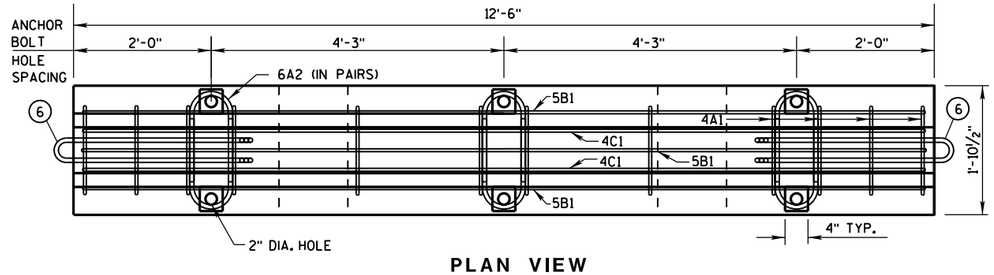
SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)

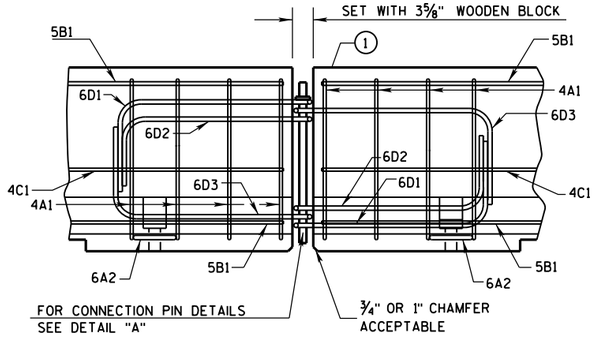


DETAIL "B"
LIFTING SLOT DETAIL

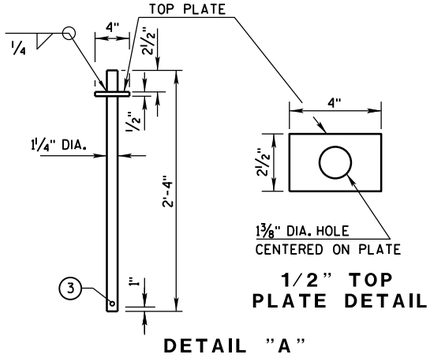


PLAN VIEW

DETAILS OF BARRIER SECTION

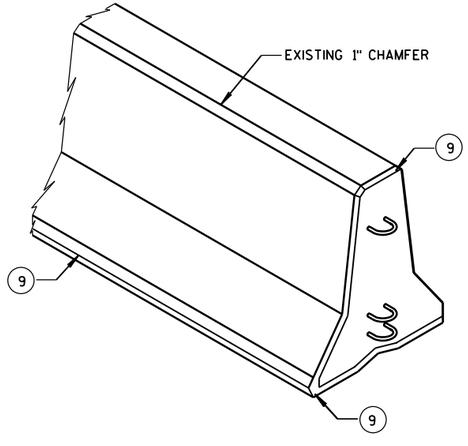


DETAILS OF BARRIER CONNECTION



1/2" TOP PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

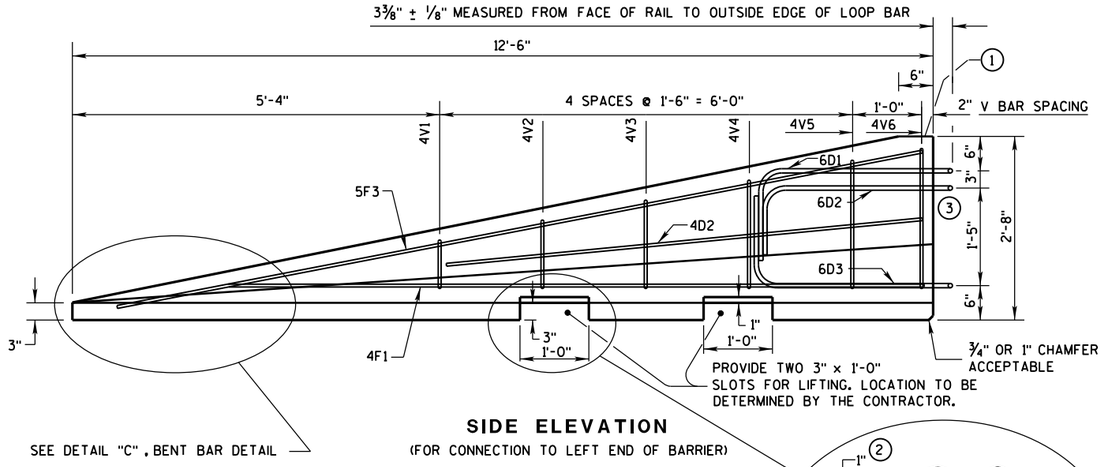
(9) 1" CHAMFER OPTIONAL.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

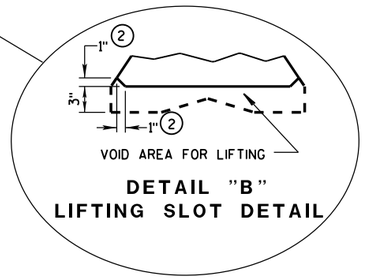
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

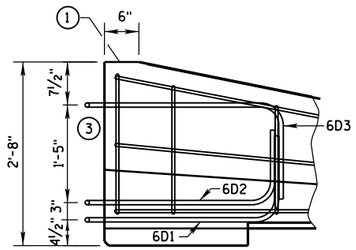
S.D.D. 14 B 7-14a



SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



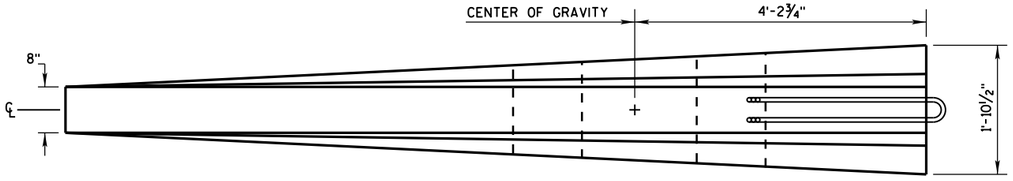
DETAIL "B"
LIFTING SLOT DETAIL



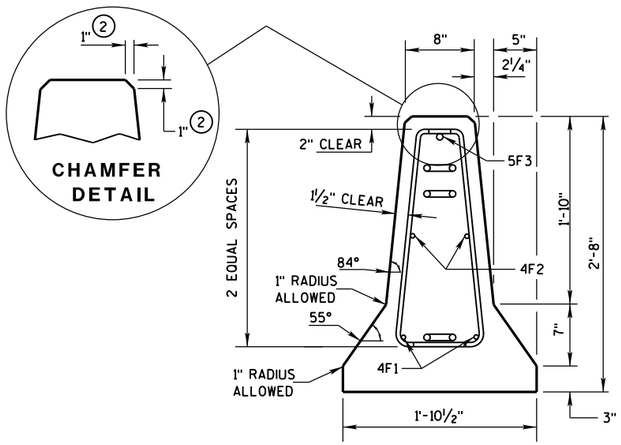
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

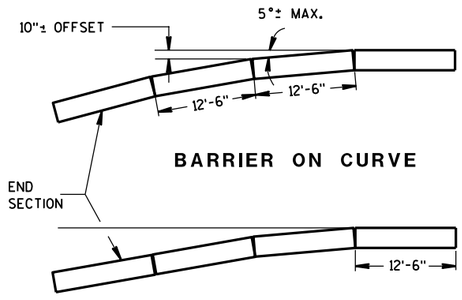
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



PLAN VIEW



END SECTION **FRONT ELEVATION**



BARRIER ON CURVE

FLARE AT BARRIER END

POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

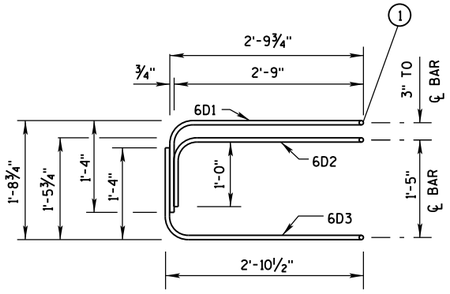
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S.D.D. 14 B 7-14b

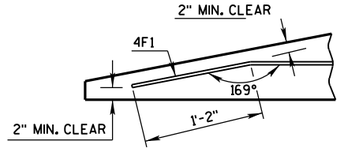
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

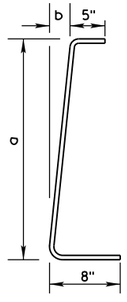
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

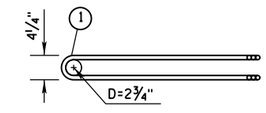
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

BARRIER SECTION BILL OF MATERIALS

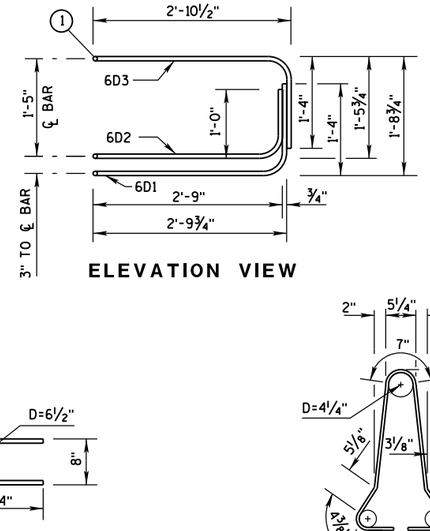
(PER 12'-6" BARRIER SECTION)

BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"

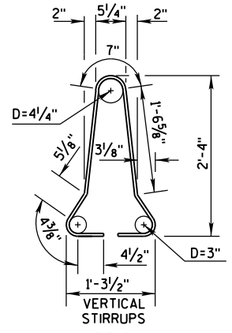


PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)

6A2



ELEVATION VIEW



4A1

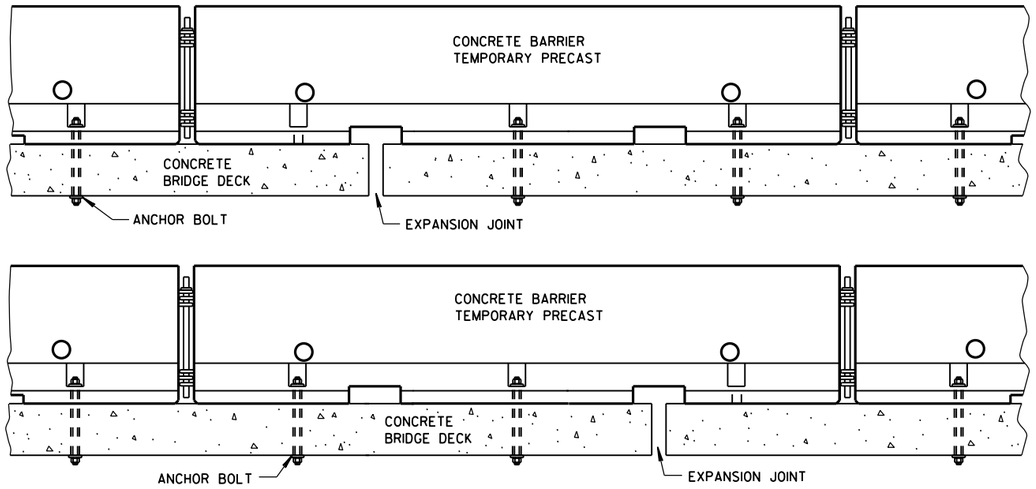
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

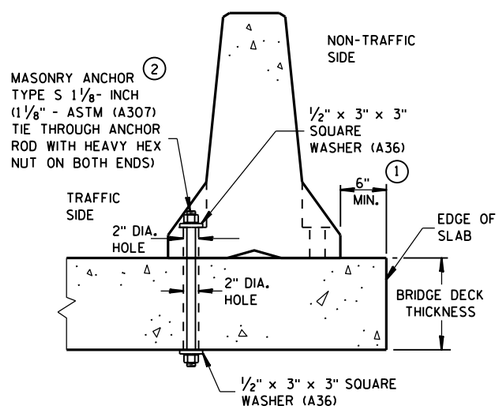
6

S.D.D. 14 B 7-14c



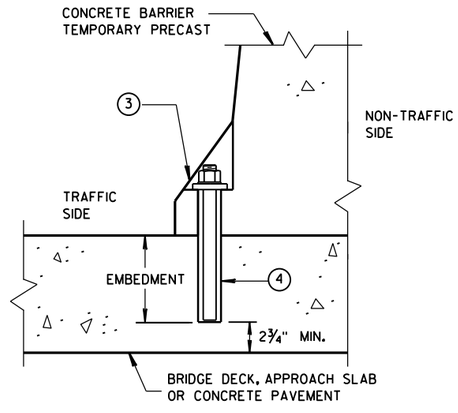
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

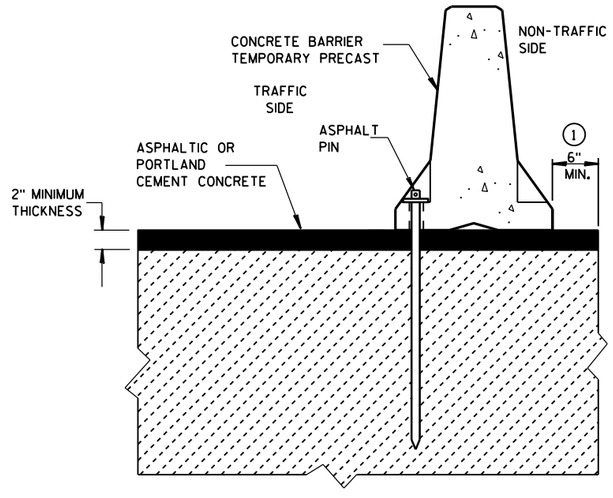
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALL ANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

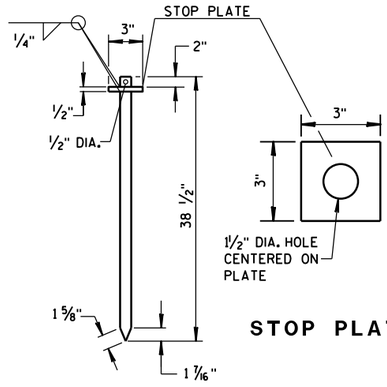
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

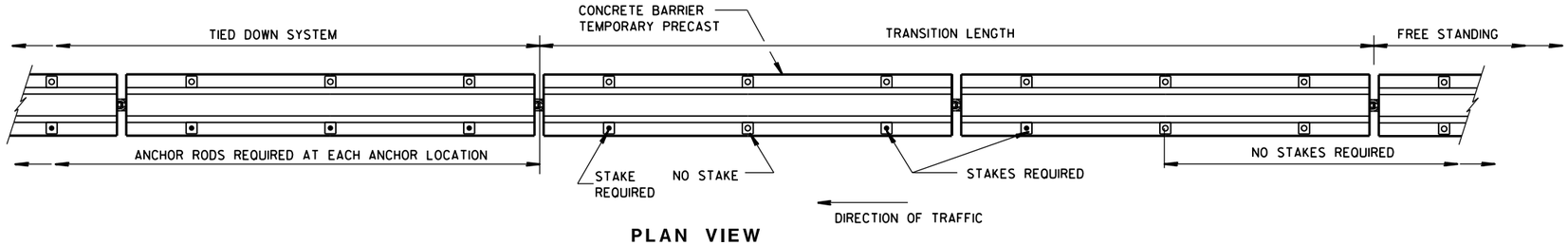
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

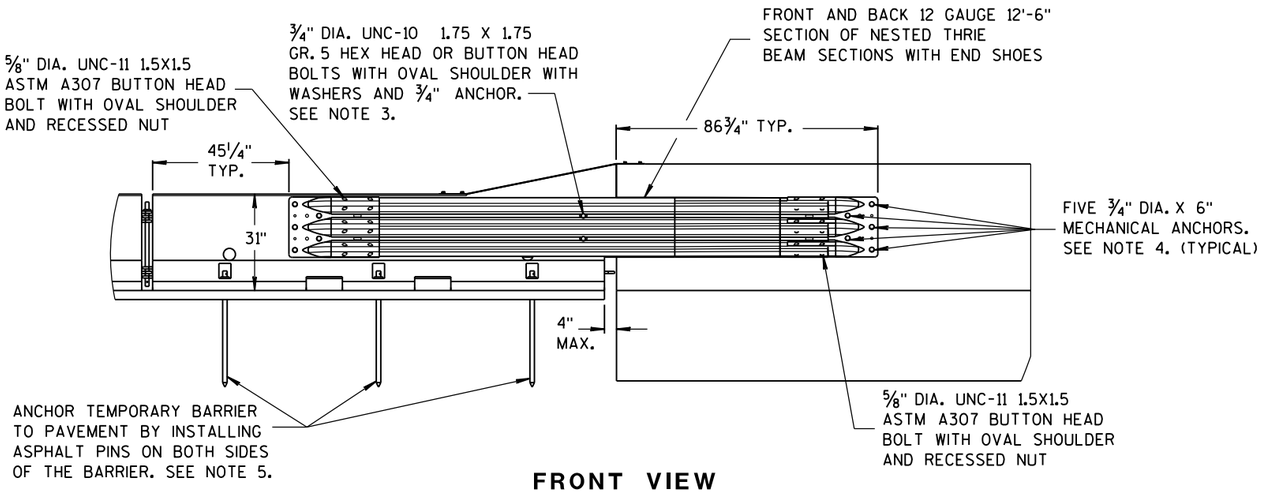
FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

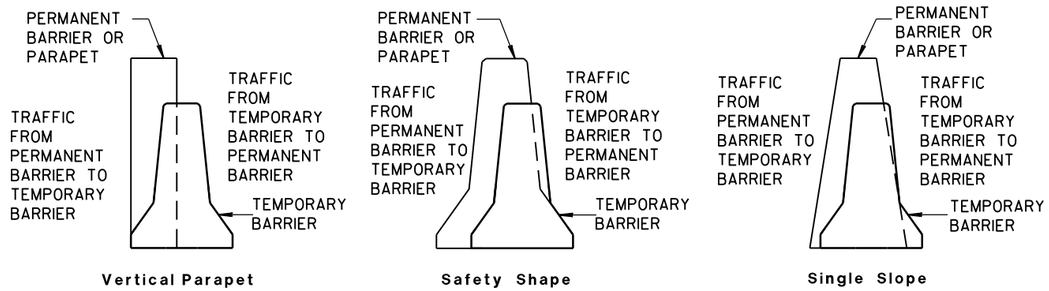
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 431

6
S.D.D. 14 B 7-14d



FRONT VIEW



TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

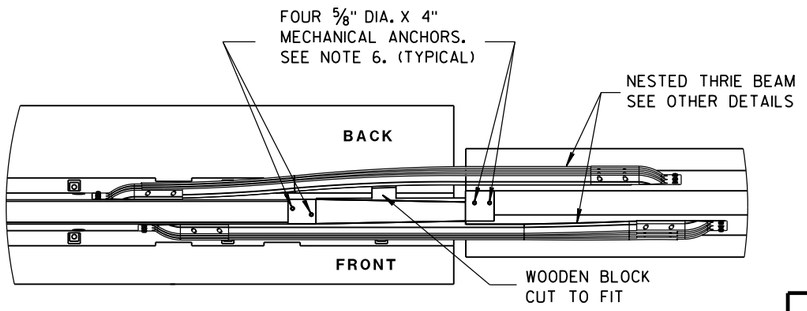
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.

BACK VIEW

FRONT VIEW



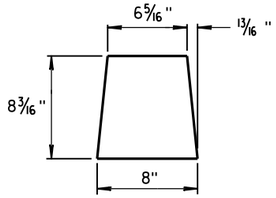
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

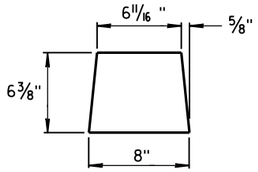
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

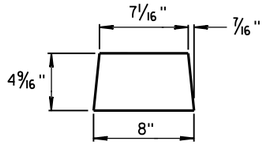
6
S.D.D. 14 B 7-14e



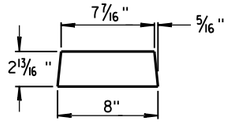
GUSSET 1



GUSSET 2

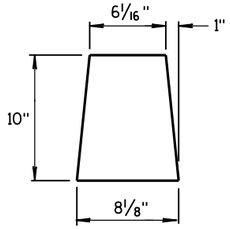


GUSSET 3

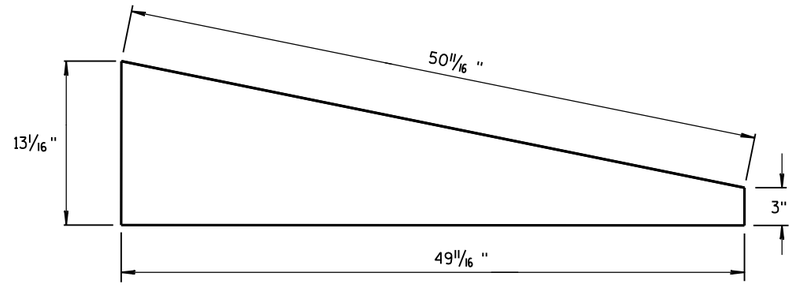


GUSSET 4

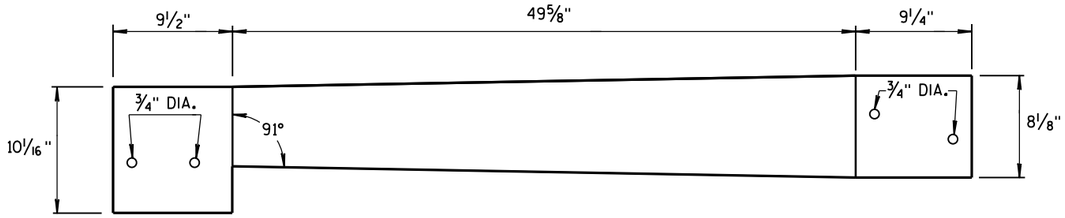
GUSSETS

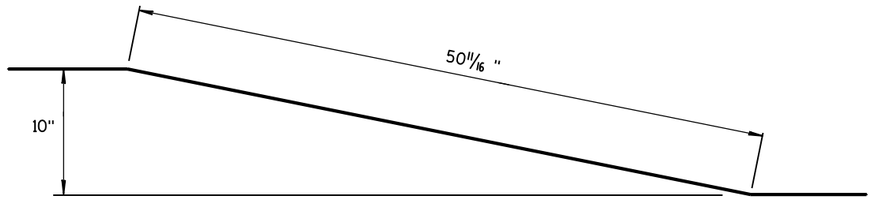


END PLATE



SIDE PLATE

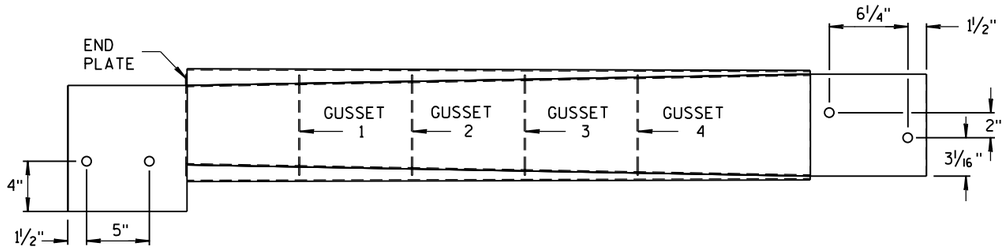


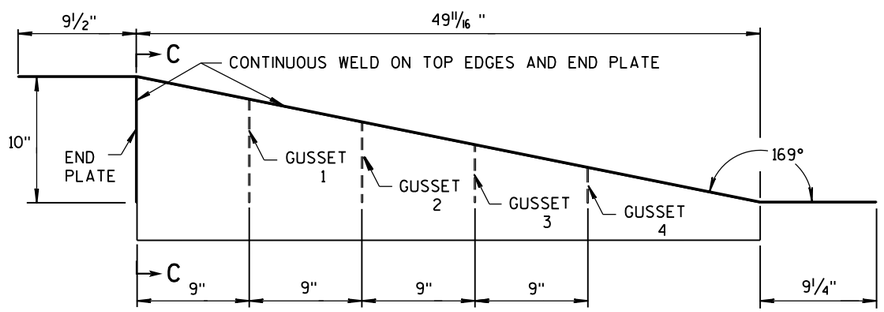


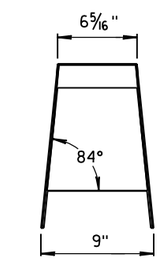
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

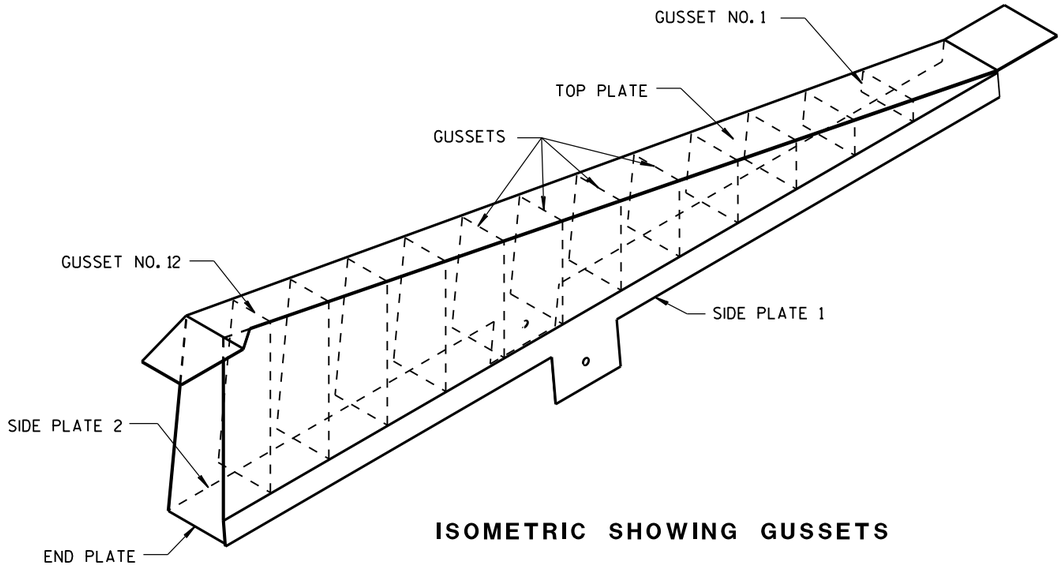
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

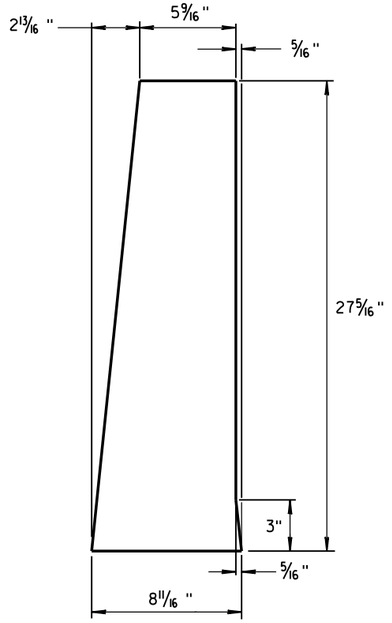
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14f

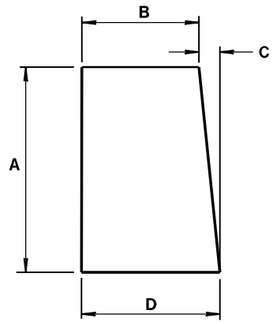


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



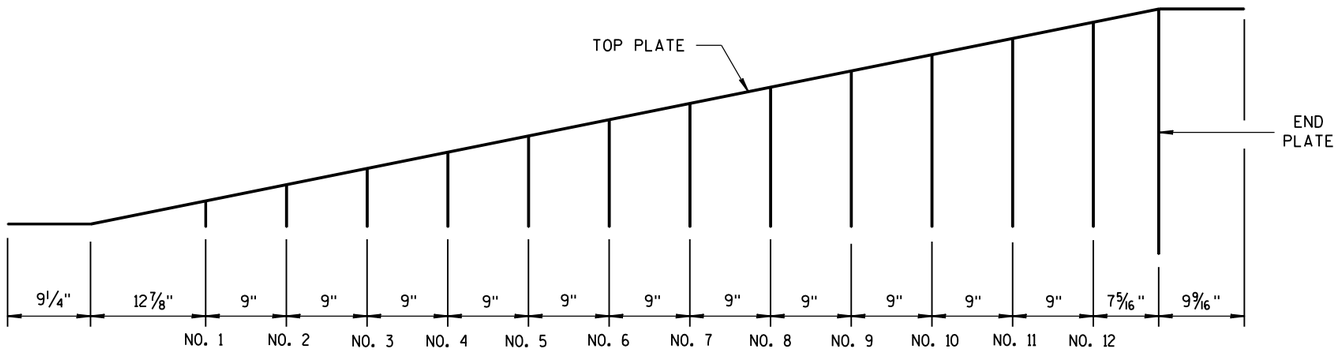
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

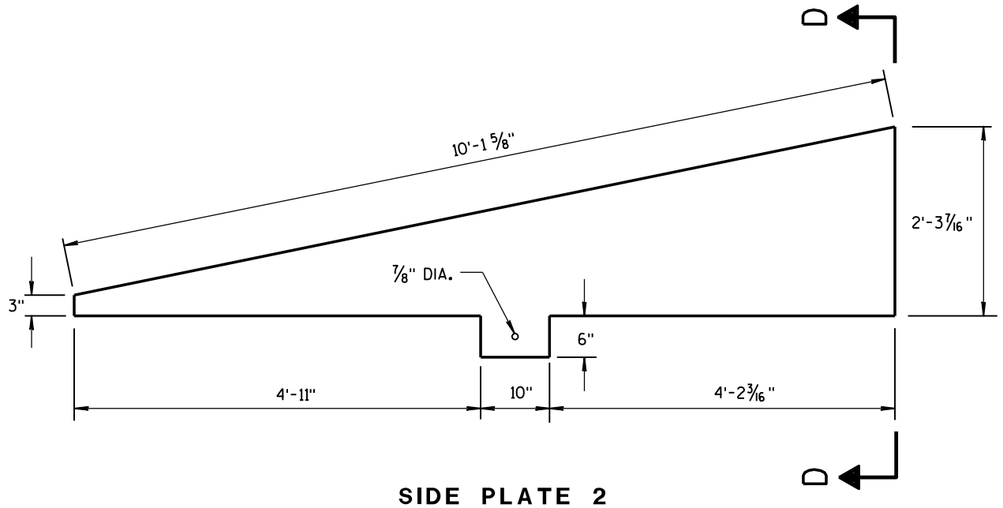
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

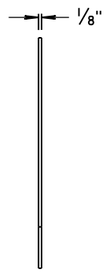
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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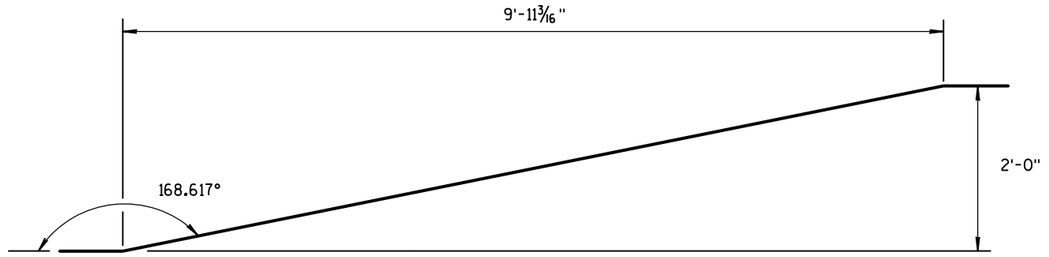
S.D.D. 14 B 7-14g



SIDE PLATE 2

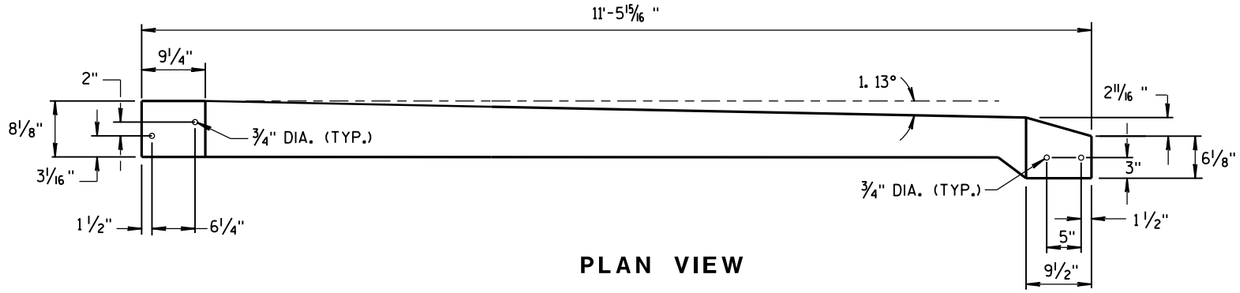


END VIEW



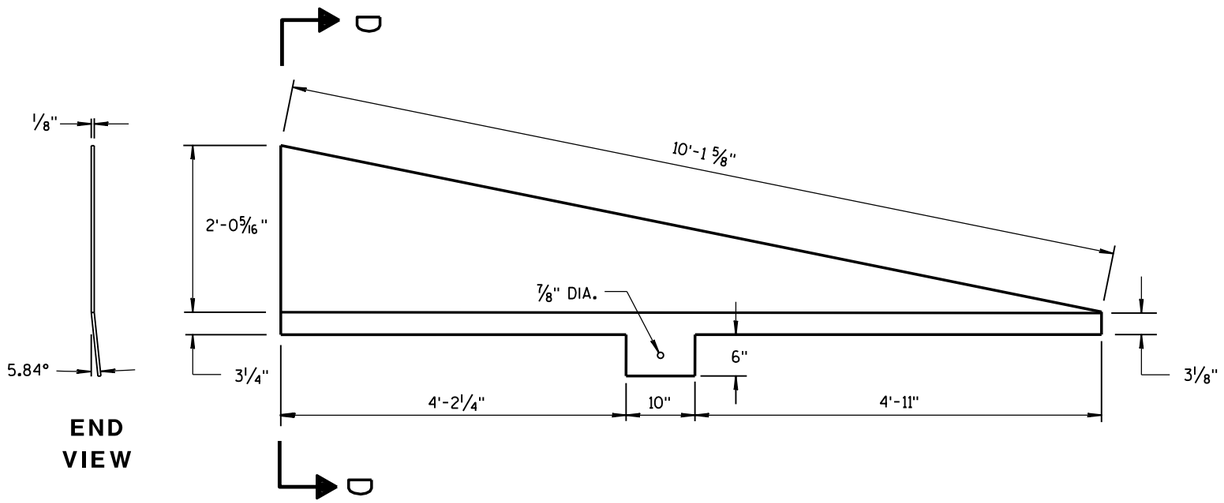
SIDE VIEW

TOP PLATE



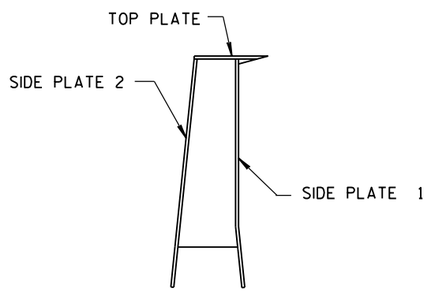
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

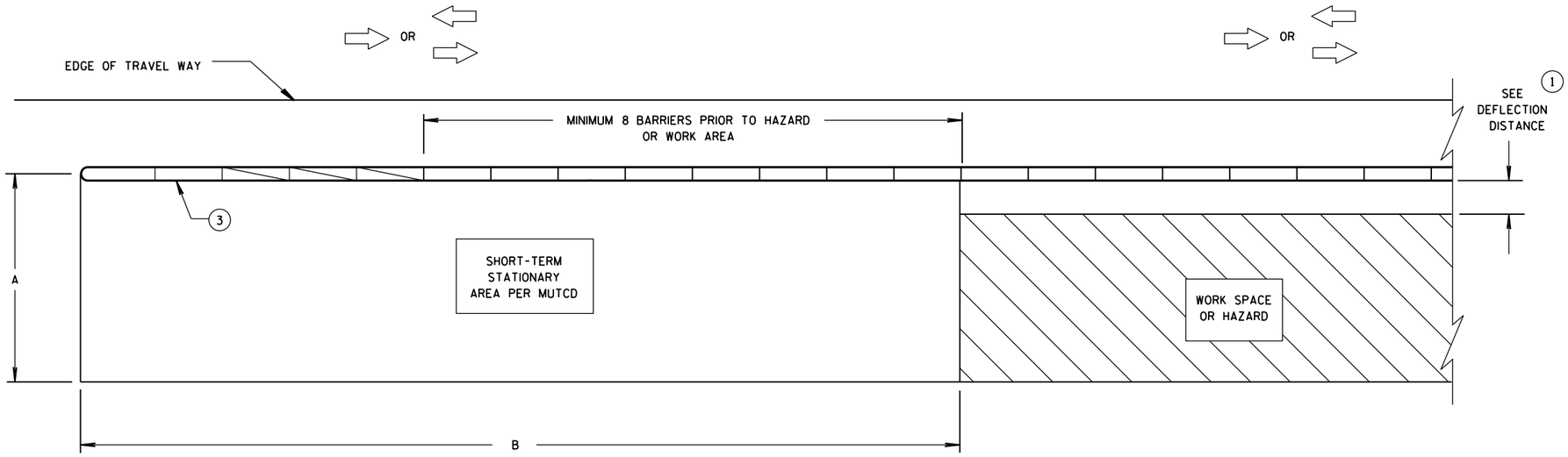
APPROVED
June 2014 — DATE
/S/ Jerry H. Zoaa — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 7-14h

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S.D.D. 14 B 7-14h



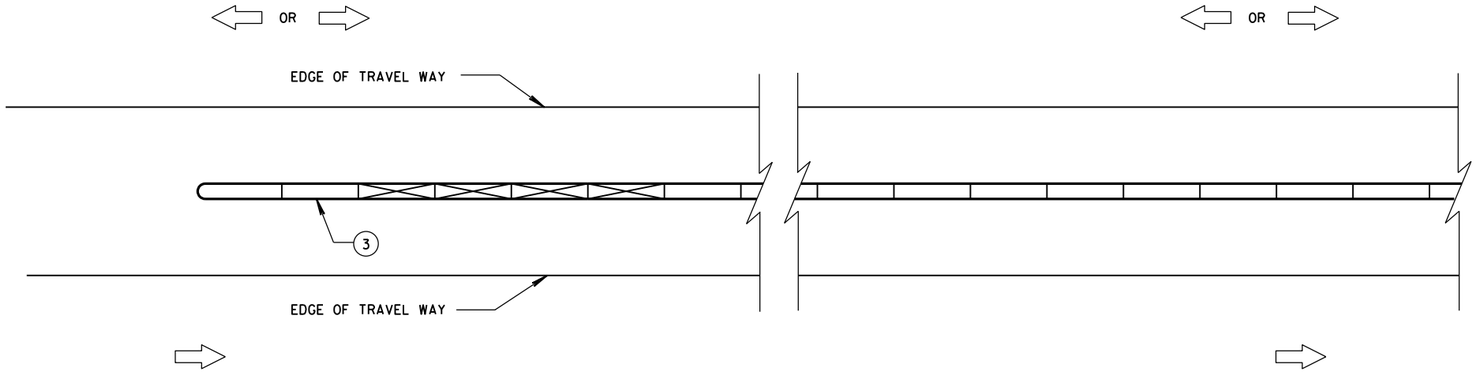
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

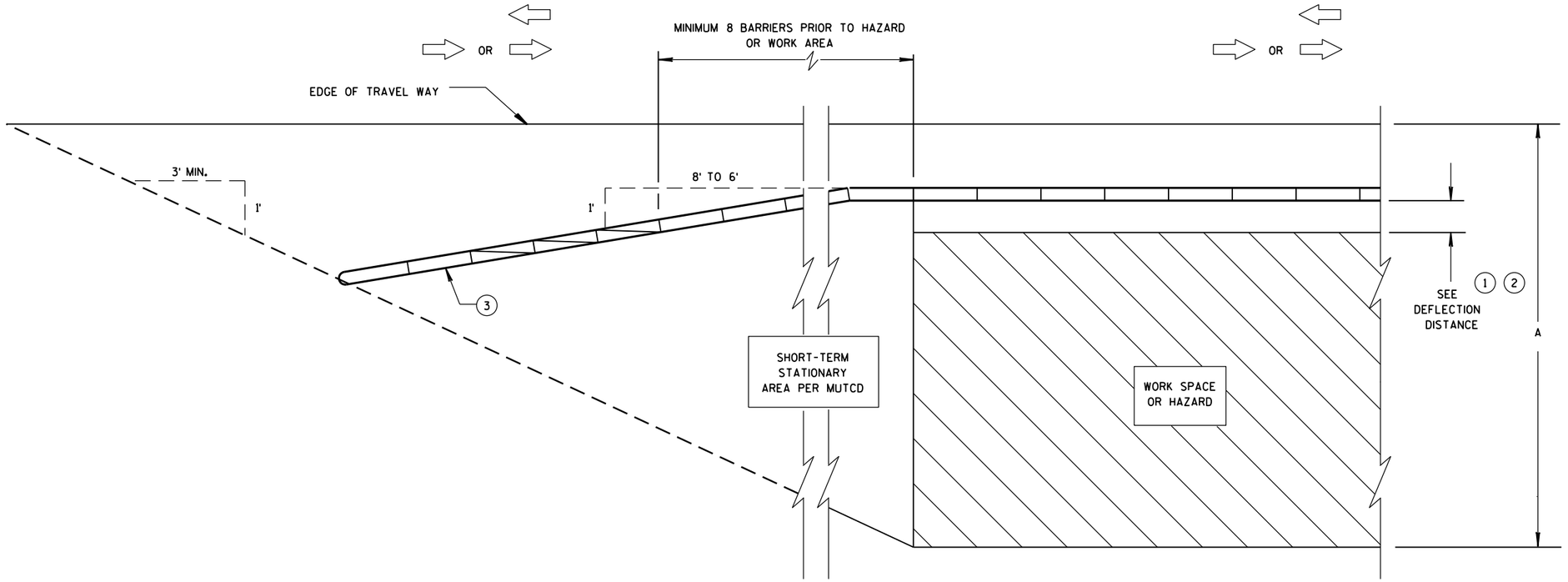
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

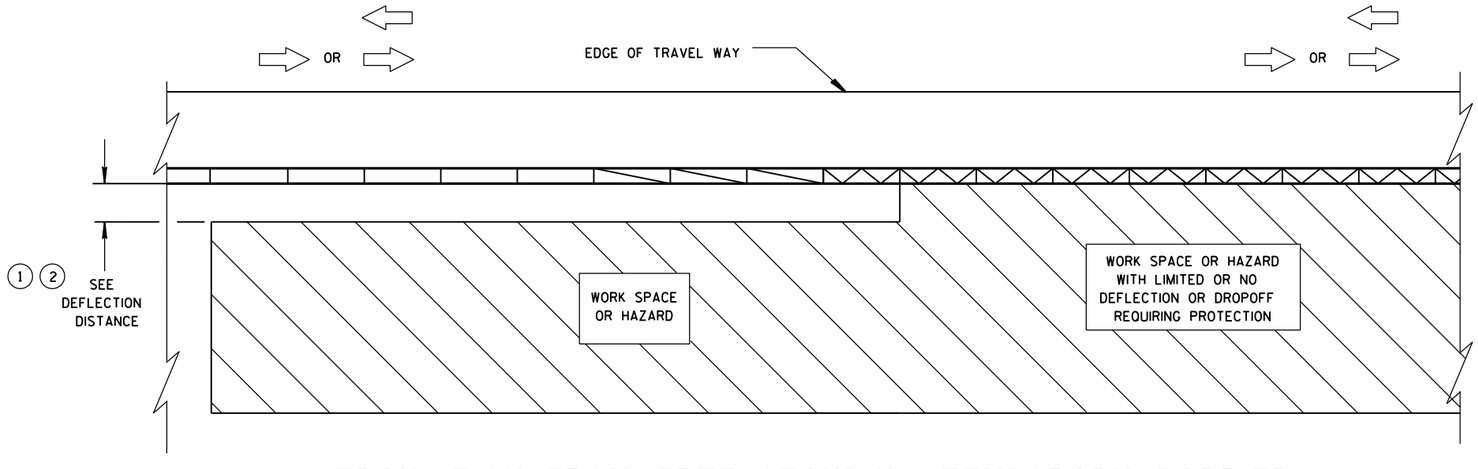
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

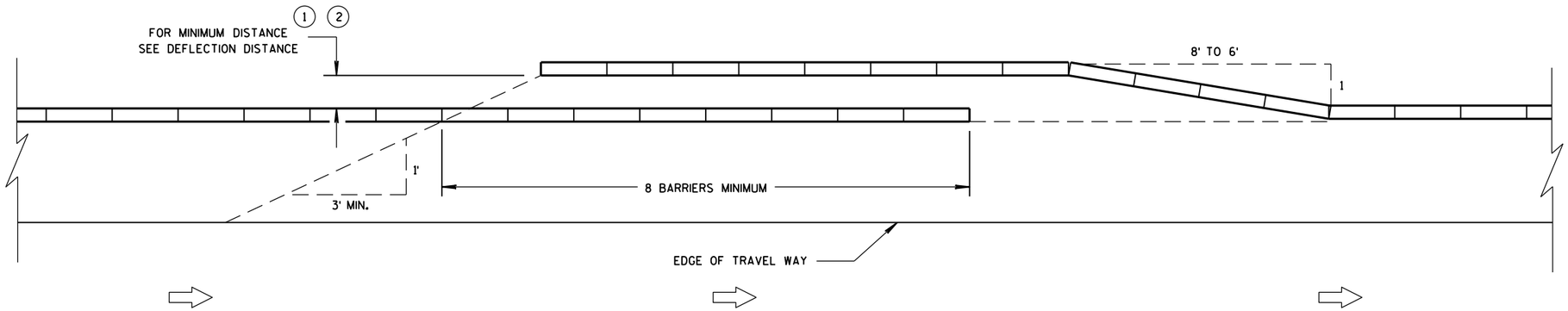
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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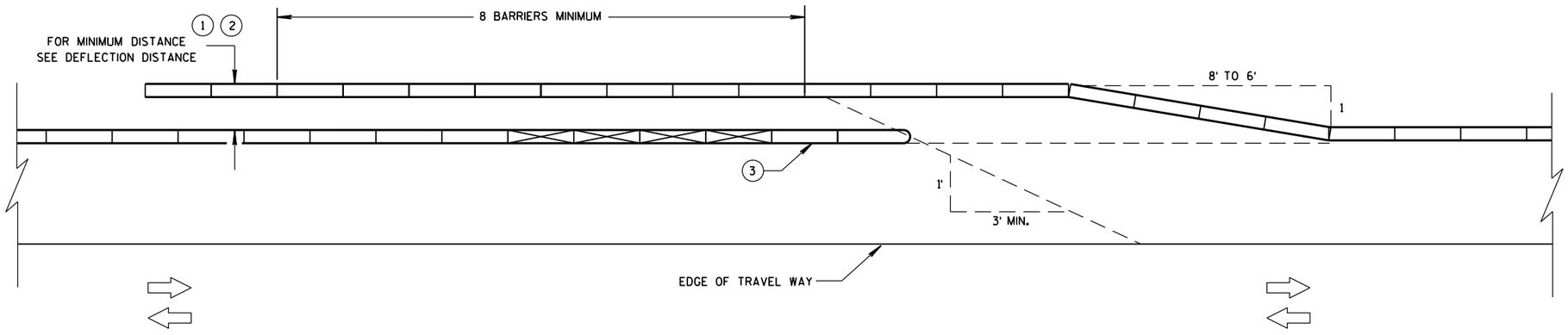
S.D.D. 14 B 8-2b

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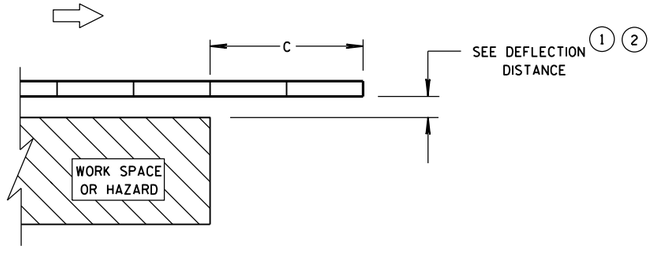
S.D.D. 14 B 8-2b



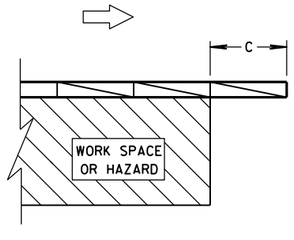
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

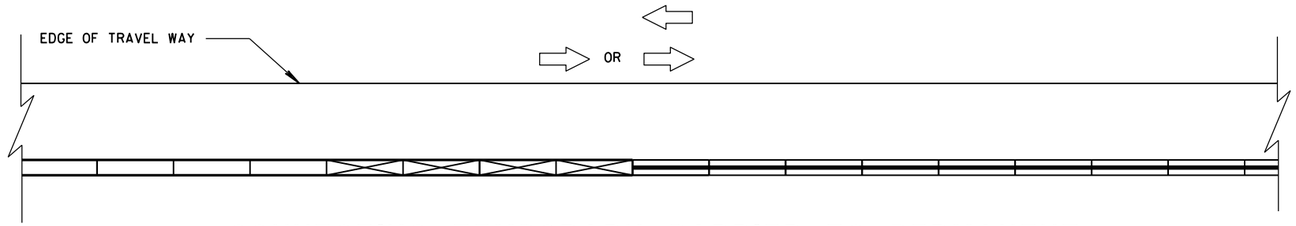
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

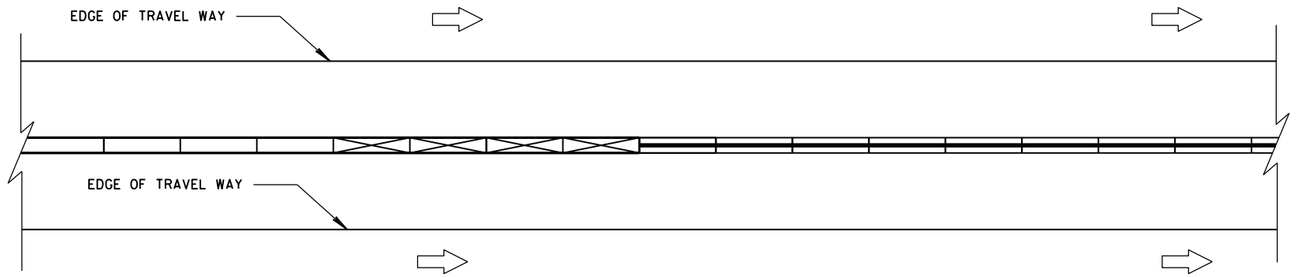
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 8-2c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

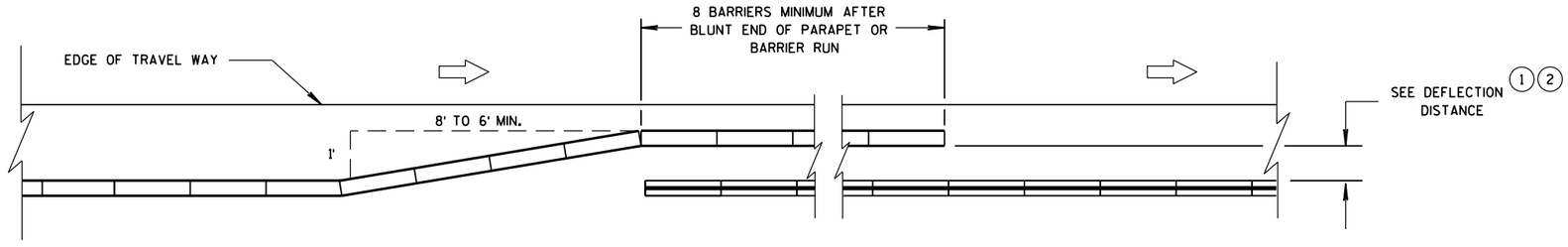
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

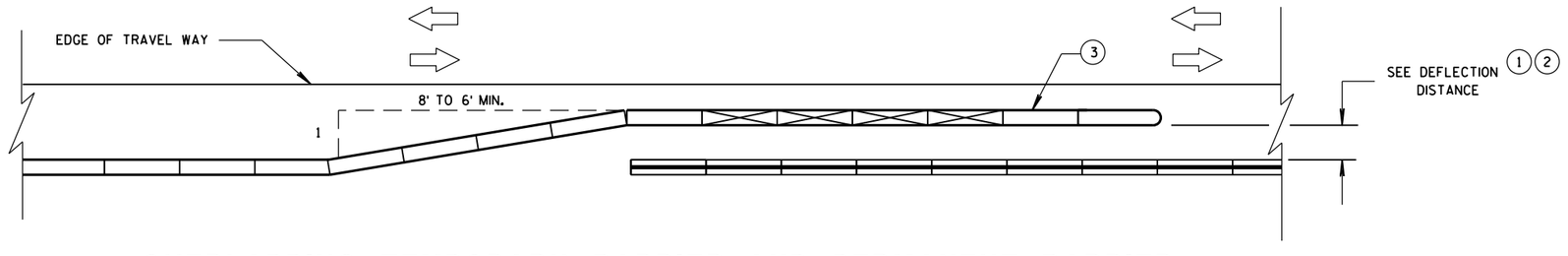
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

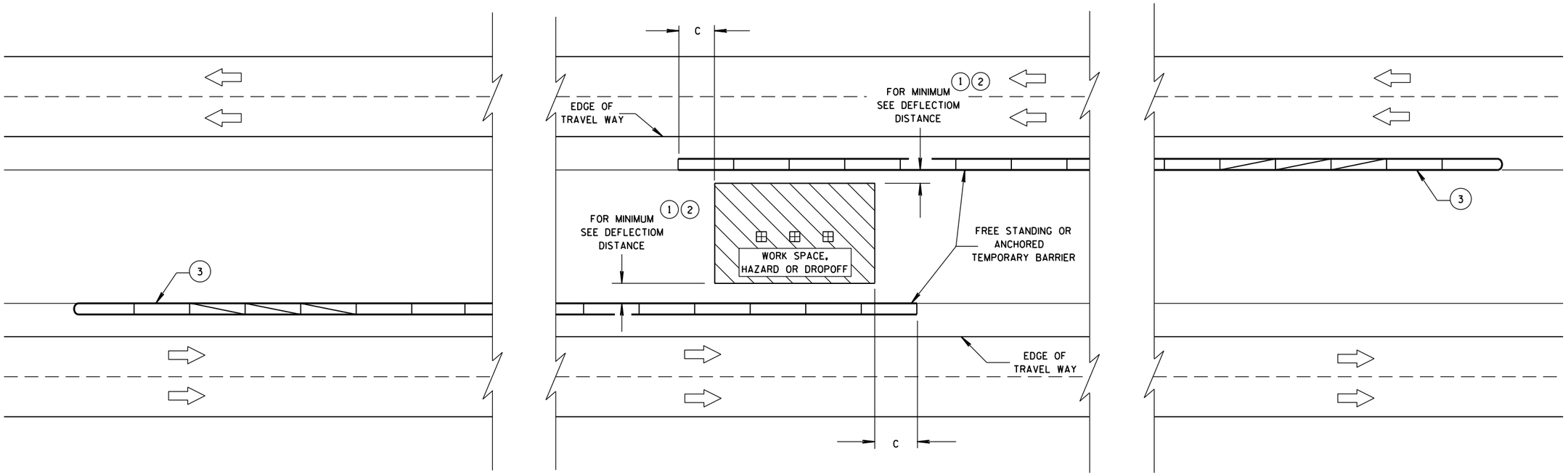
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

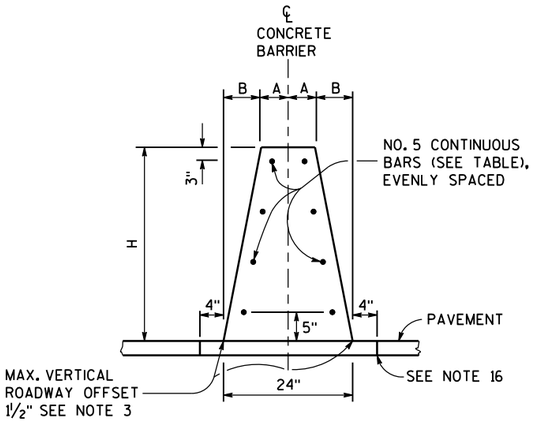
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINNER
FHWA

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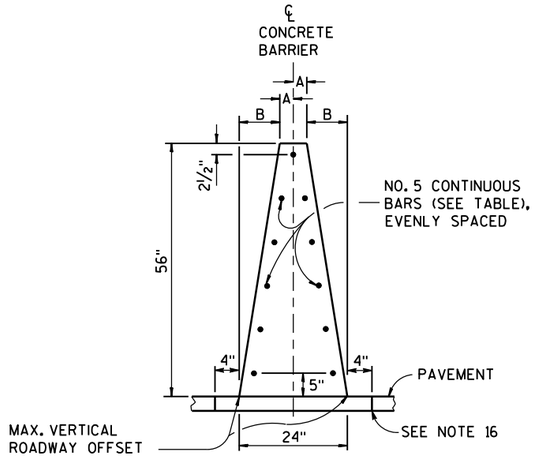
S.D.D. 14 B 8-2e

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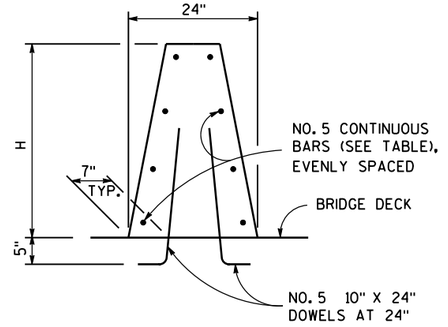
S.D.D. 14 B 8-2e



32-INCH, 36-INCH OR 42-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S32, TYPE S36, AND TYPE S42)



56-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S56)



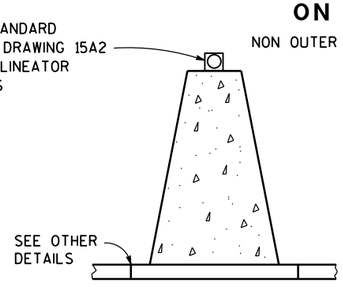
SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

NON OUTER PARAPET APPLICATION

GENERAL NOTES

1. WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
2. EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK, AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OR ½" MINIMUM.
3. WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1½", USE TYPE A
4. PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
5. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
6. FOR TYPE S32, TYPE S36, TYPE S42, AND S56 MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
7. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
8. 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
9. WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
10. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
11. 2" CLEAR COVER TYPICAL.
12. COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.
13. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 NO ADDITIONAL VERTICAL STEEL NEEDED. IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A REQUIRES VERTICAL STEEL. SEE OTHER DETAIL.
14. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 DEPTH OF FOOTING 10". IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A MATCH TOTAL HEIGHT OF SINGLE SLOPE BARRIER RETAINING WALL.
15. FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. 14B33. ANCHORS INCIDENTAL TO CBSS.
16. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6¼	5¾	8
42	5¼	6¾	10
56	3	9	11



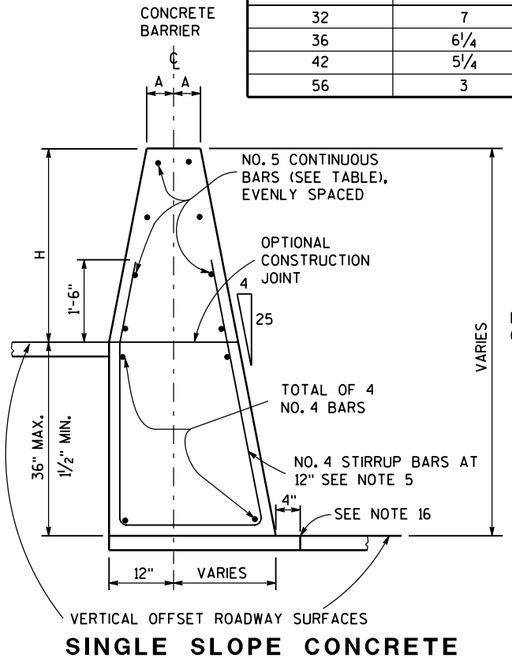
DELINEATION

DELINEATOR SPACING ON HORIZONTAL CURVES

RADIUS OF CURVE	APPROXIMATE SPACING ON CURVE
50 FEET	20 FEET
115 FEET	25 FEET
180 FEET	35 FEET
250 FEET	40 FEET
300 FEET	50 FEET
400 FEET	55 FEET
500 FEET	65 FEET
600 FEET	70 FEET
700 FEET	75 FEET
800 FEET	80 FEET
900 FEET	85 FEET
1000 FEET	90 FEET

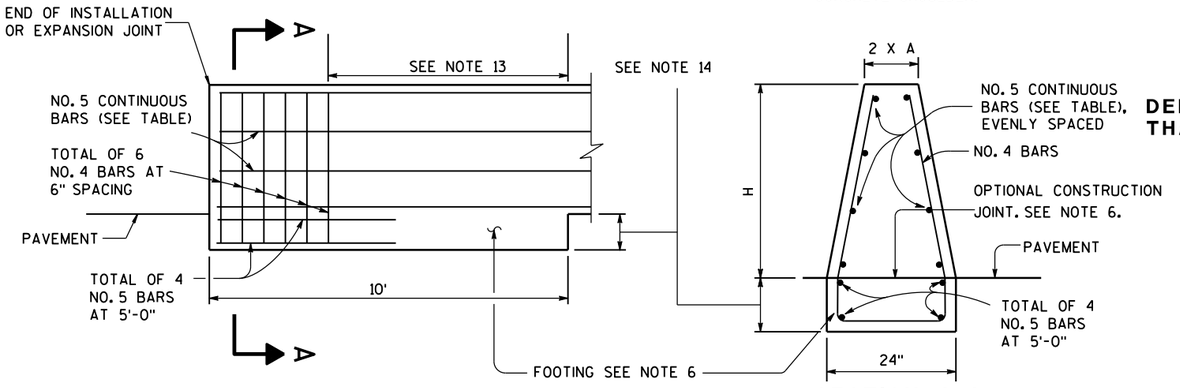
DELINEATOR SPACING ON RADIUS GREATER THAN 1000 FEET OR TANGENT SECTIONS

	LENGTH OF BARRIER	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2	



SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)

(BETWEEN ADJACENT ROADWAYS)



END ANCHOR SINGLE SLOPE CONCRETE BARRIER

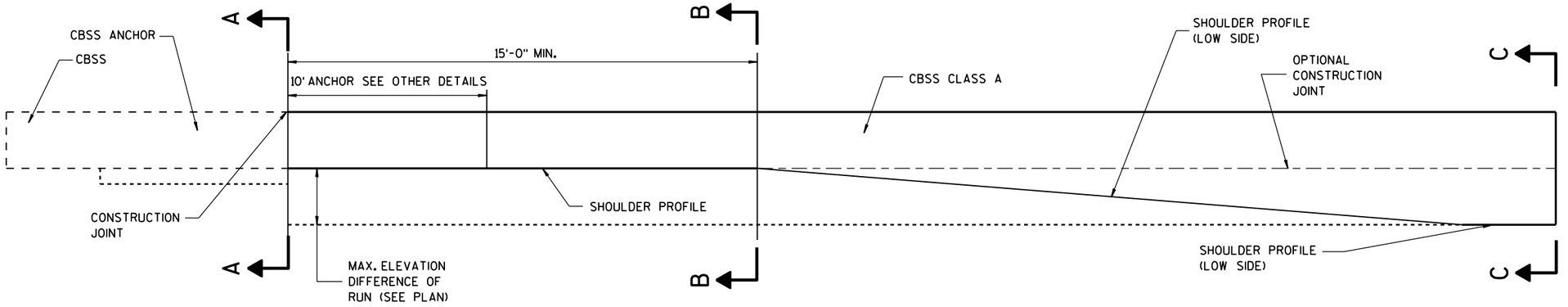
AT CONSTRUCTION JOINT

SECTION A-A

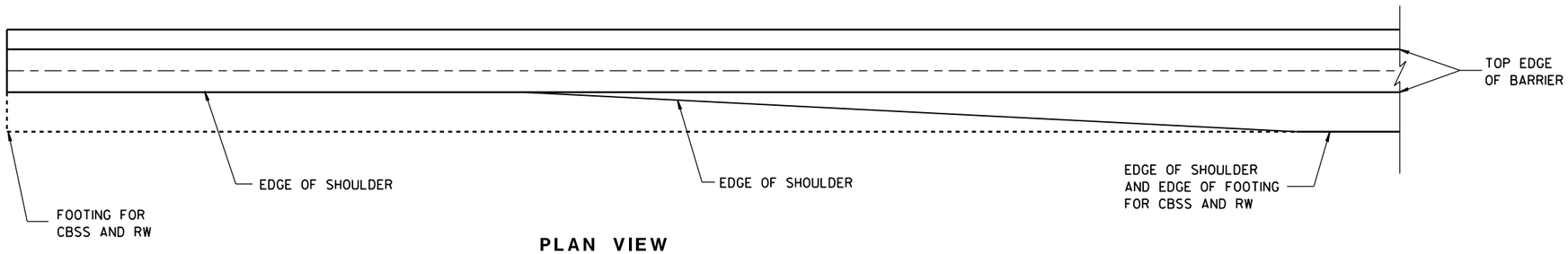
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

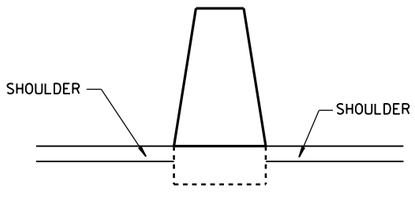
6
S.D.D. 14 B 32-3a



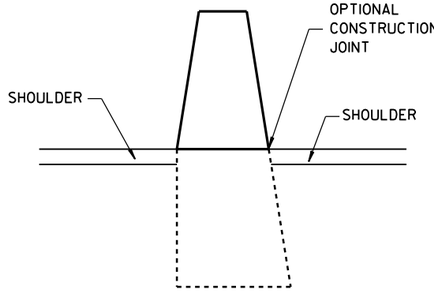
ELEVATION VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



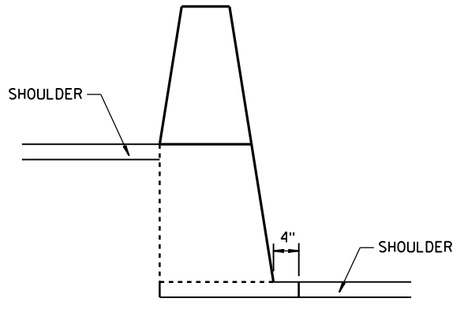
PLAN VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



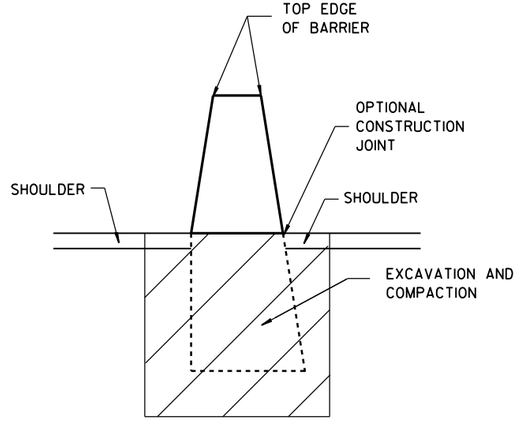
SECTION A-A



SECTION B-B



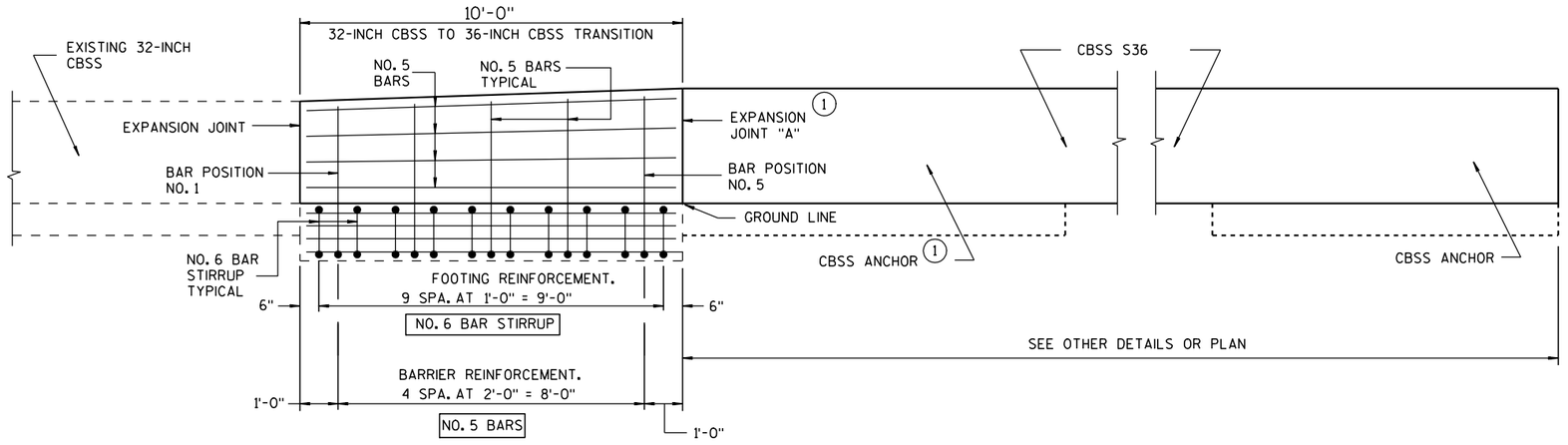
SECTION C-C



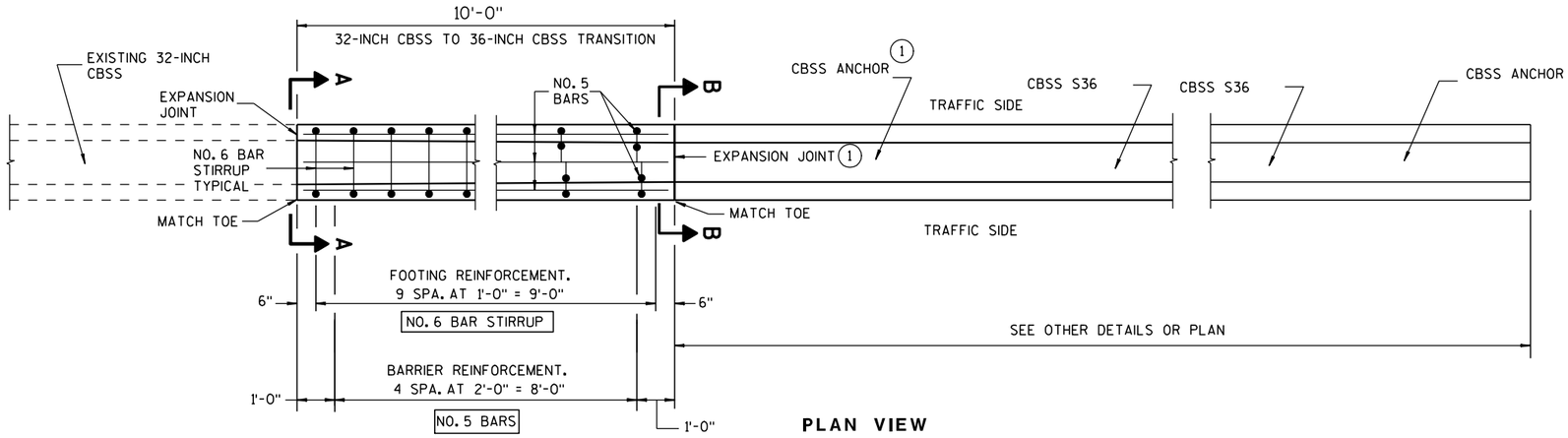
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 32-3c



ELEVATION VIEW



PLAN VIEW

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

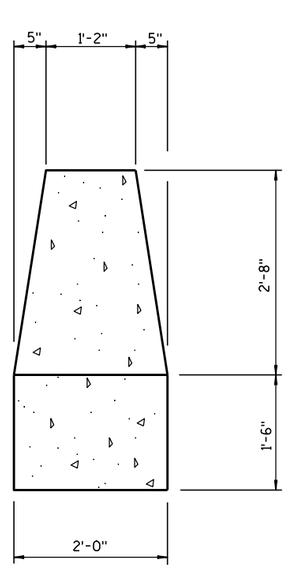
4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.

USE $\frac{3}{4}$" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

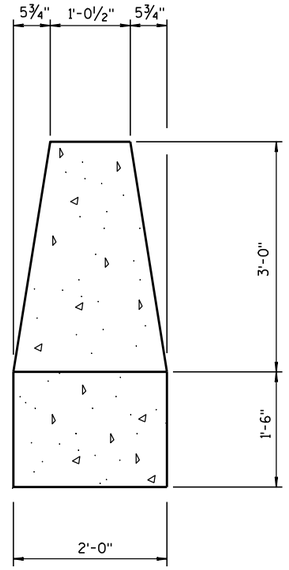
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

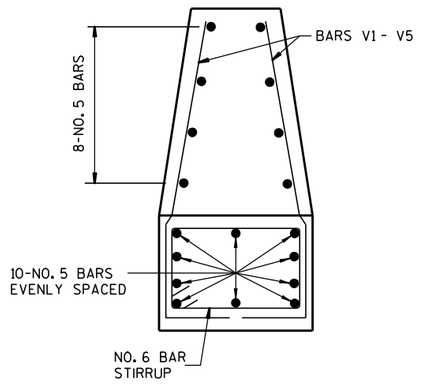
(1) EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD-JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD-JOINT IS USED ANCHOR NOT REQUIRED.



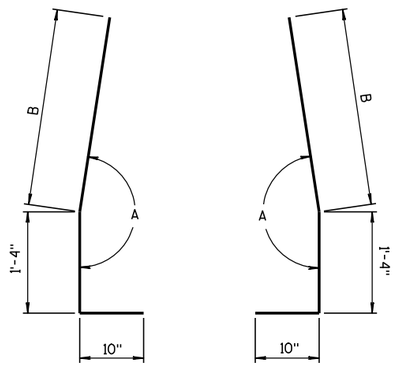
SECTION A-A



SECTION B-B



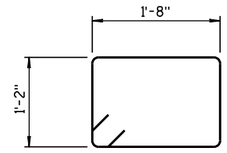
BAR DETAIL
BAR POSITION NO. 1 - NO. 5



BAR BENDING DETAIL
FOR BARS V1 - V5

BAR CHART
SECTIONS V1 - V5

BAR	A	B
V1	171°-10'	2'-6½"
V2	171°-05'	2'-8"
V3	170°-55'	2'-9"
V4	170°-40'	2'-9½"
V5	171°	2'-10"

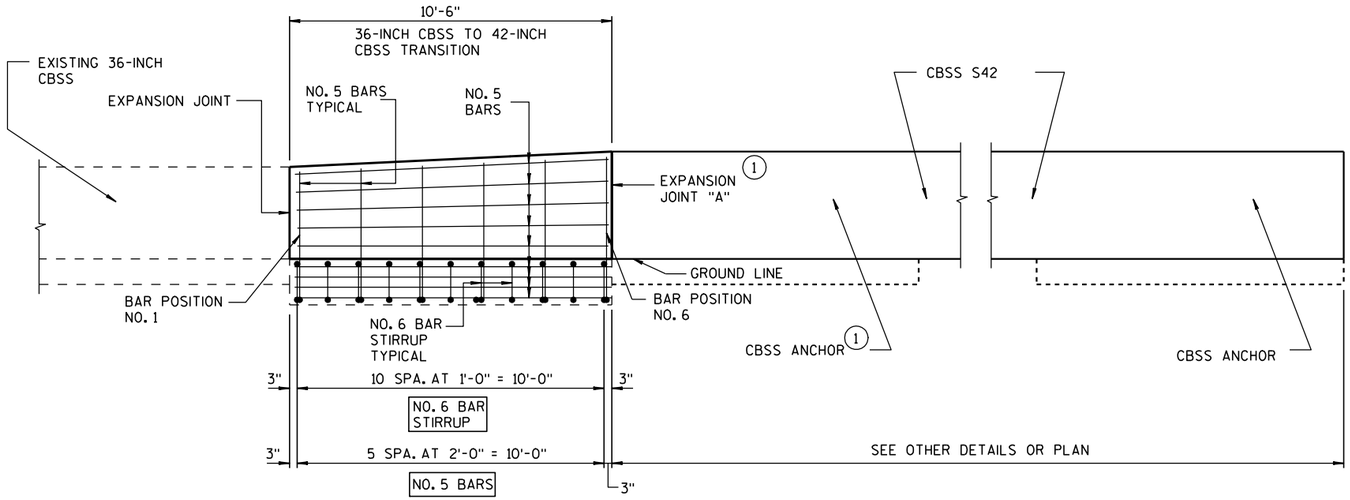


STIRRUP BAR
BENDING DETAIL

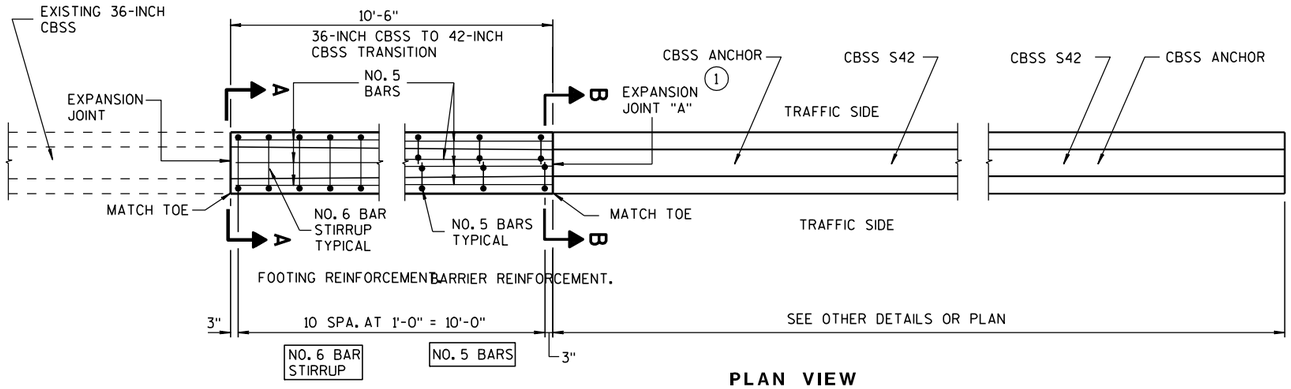
32-INCH SINGLE SLOPE CONCRETE BARRIER TO 36-INCH SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

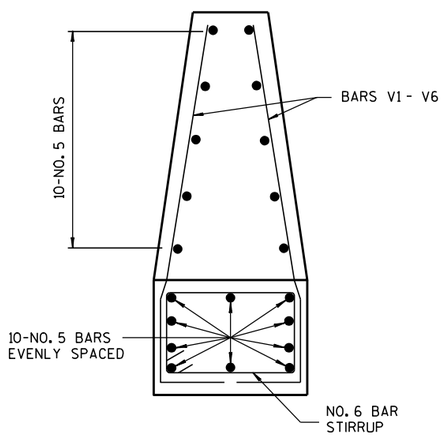
APPROVED
6-3-2010
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA



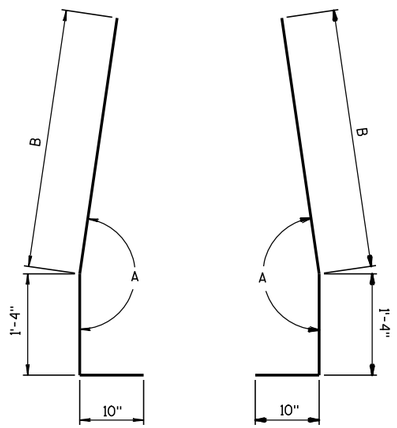
ELEVATION VIEW



PLAN VIEW



BAR DETAIL
BAR POSITION NO. 1 - NO. 6



BAR BENDING DETAIL
FOR BARS V1 - V6

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

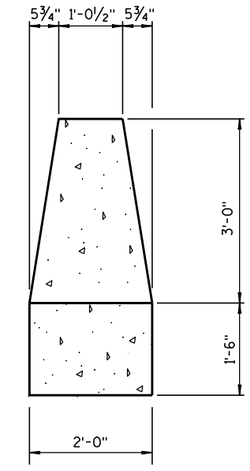
4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

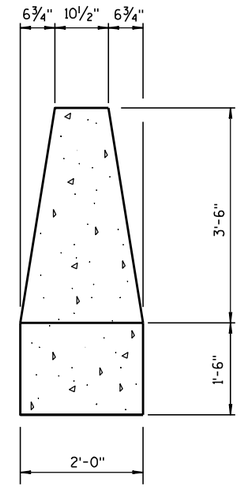
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

(1) EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD-JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD-JOINT IS USED ANCHOR NOT REQUIRED.



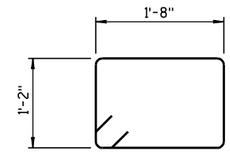
SECTION A-A



SECTION B-B

BAR CHART
SECTIONS V1 - V6

BAR	A	B
V1	170°-55'	2'-10½"
V2	171°-05'	3'-0"
V3	171°-20'	3'-1"
V4	171°-20'	3'-2"
V5	171°-35'	3'-3"
V6	171°-40'	3'-4½"



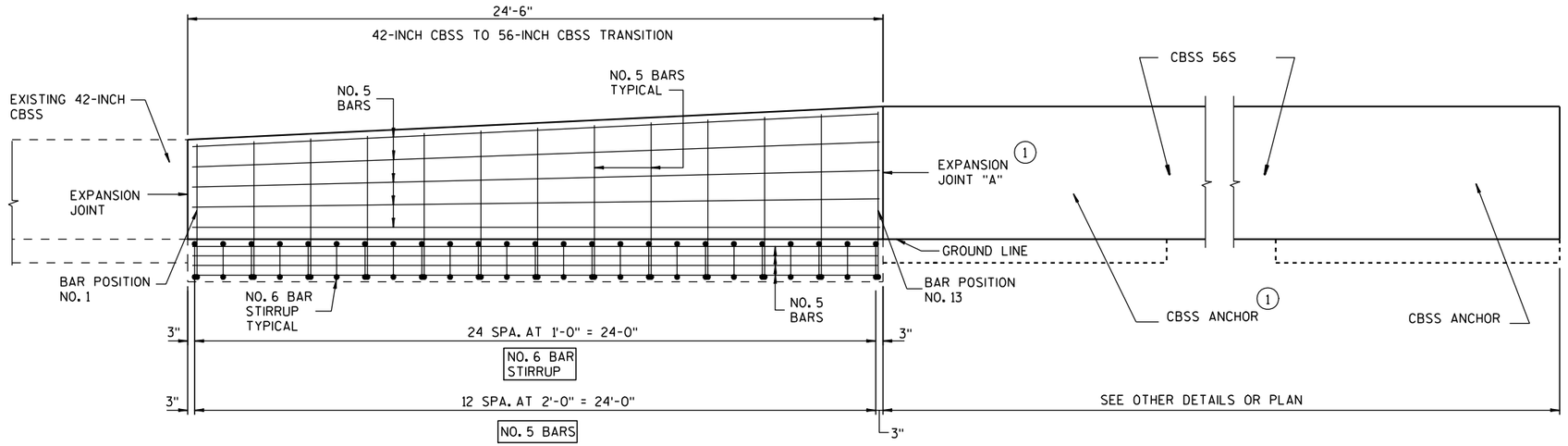
STIRRUP BAR
BENDING DETAIL

36-INCH SINGLE SLOPE CONCRETE BARRIER TO 42-INCH SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

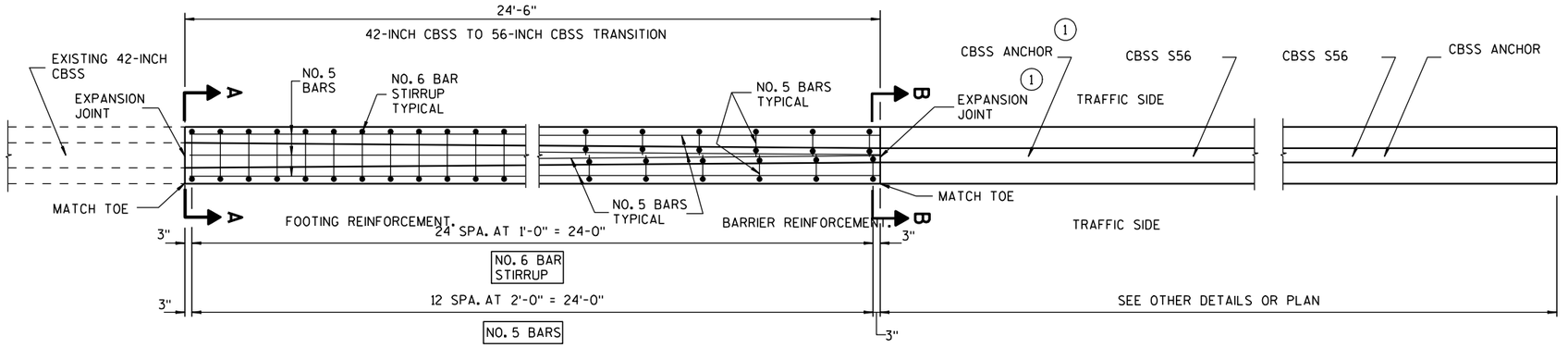
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-3-2010
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

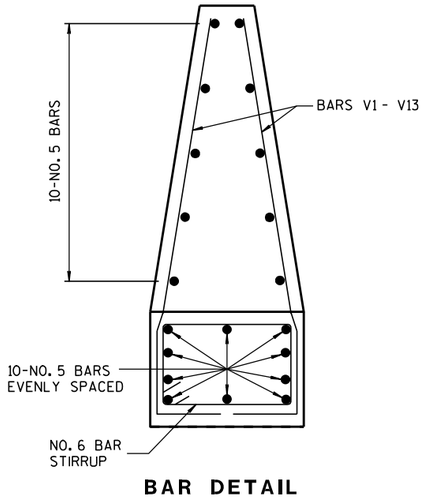
6
S.D.D. 14 B 39-1c



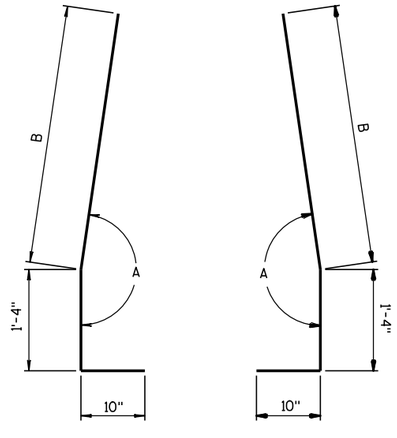
ELEVATION VIEW



PLAN VIEW



BAR DETAIL
BAR POSITION NO. 1 - NO. 13



BAR BENDING DETAIL
FOR BARS V1 - V13

BAR CHART SECTIONS V1 - V13

BAR	A	B
V1	170°-50'	3'-4½"
V2	170°-50'	3'-6"
V3	170°-55'	3'-7"
V4	171°	3'-8"
V5	170°-55'	3'-9½"
V6	170°-50'	3'-10½"
V7	170°-50'	3'-11½"

BAR	A	B
V8	170°-55'	4'-0½"
V9	170°-50'	4'-2"
V10	170°-50'	4'-3"
V11	170°-50'	4'-4½"
V12	170°-55'	4'-5½"
V13	170°-50'	4'-6½"

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

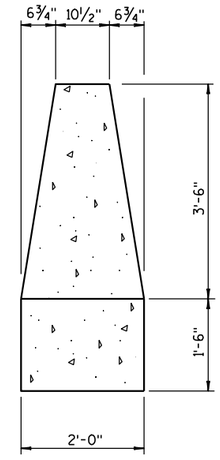
4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

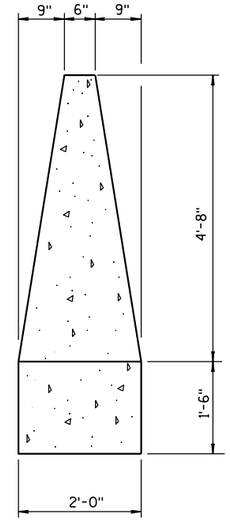
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

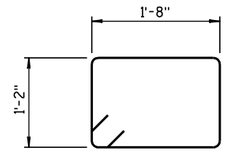
(1) EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD-JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD-JOINT IS USED ANCHOR NOT REQUIRED.



SECTION A-A



SECTION B-B



STIRRUP BAR
BENDING DETAIL

42-INCH SINGLE SLOPE CONCRETE BARRIER TO 56-INCH SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-3-2010 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
445
FHWA

6

S.D.D. 14 B 39-1e

6

S.D.D. 14 B 39-1e

GENERAL NOTES

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

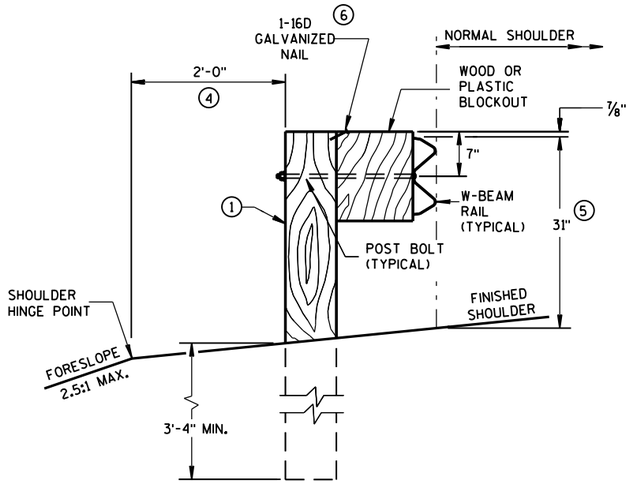
2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

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

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

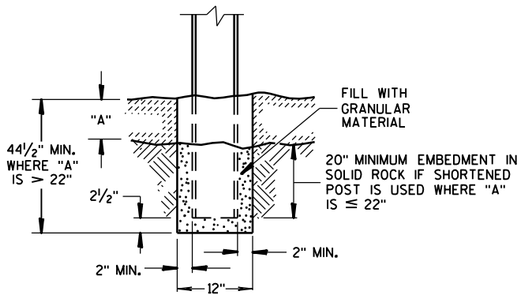
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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



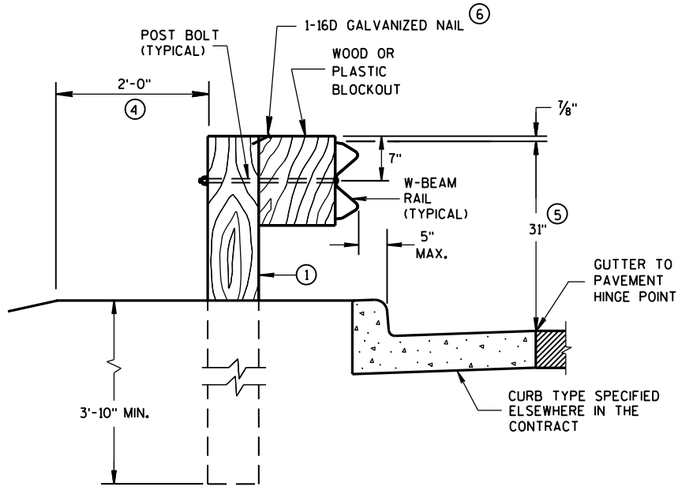
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



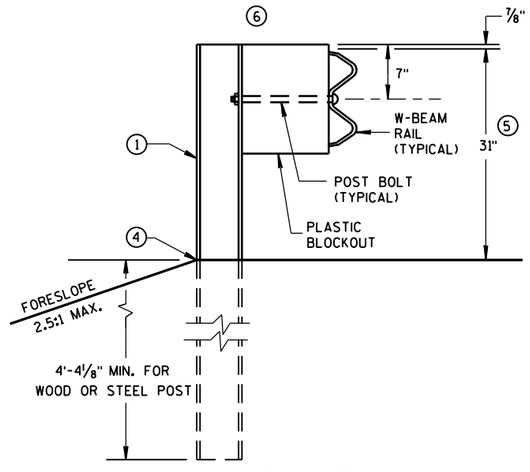
END VIEW

SETTING STEEL OR WOOD POST IN ROCK ③



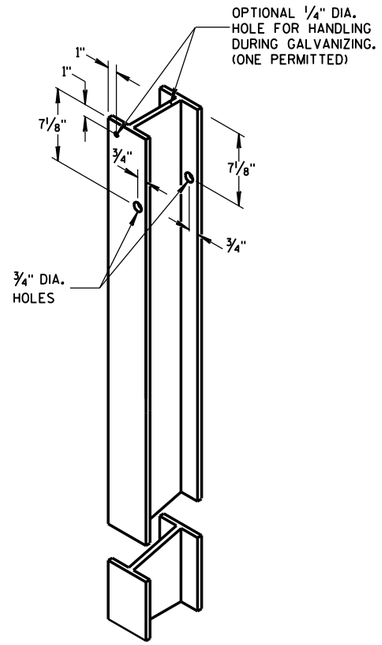
END VIEW

LOCATED ALONG A CURBED ROADWAY

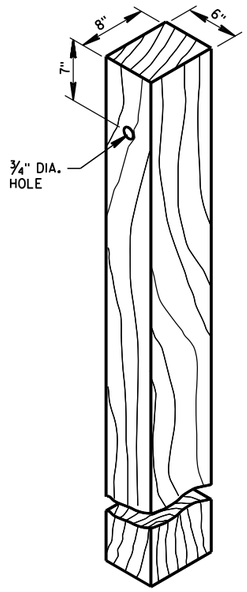


END VIEW

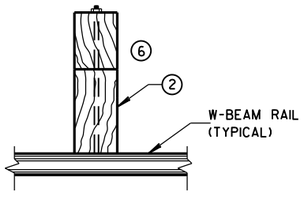
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



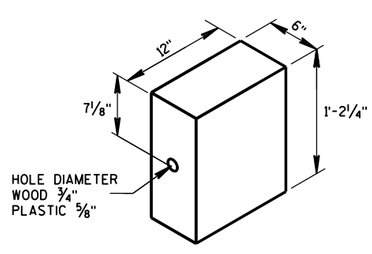
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



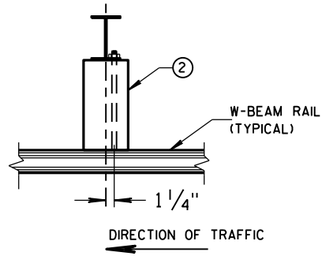
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②

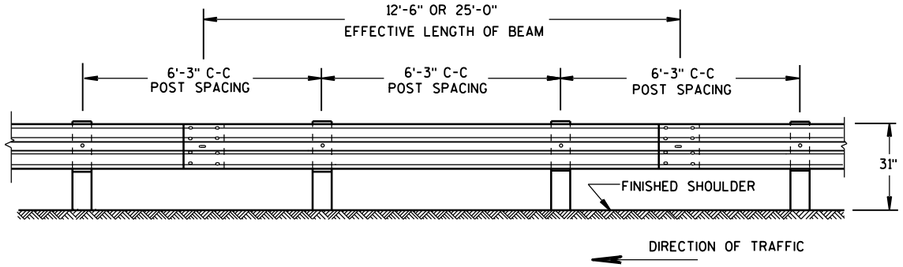


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

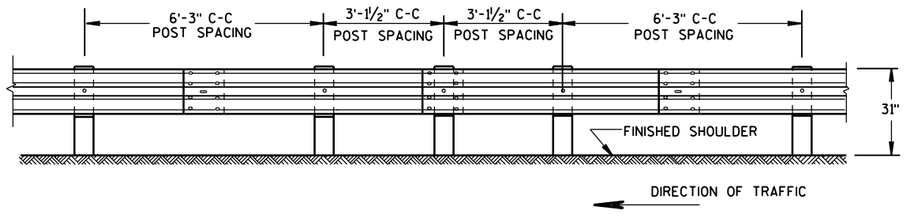
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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



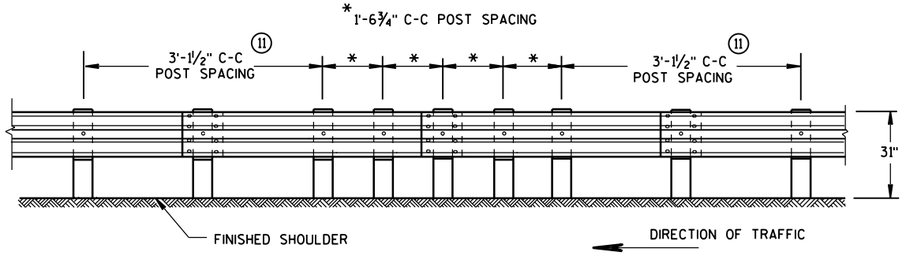
FRONT VIEW

POST SPACING STANDARD INSTALLATION



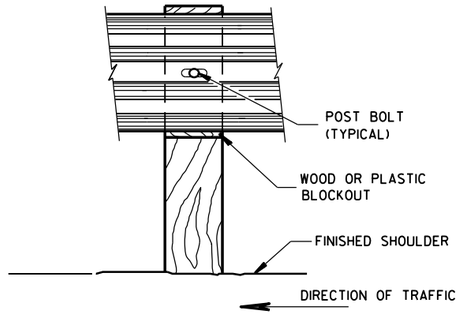
FRONT VIEW

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

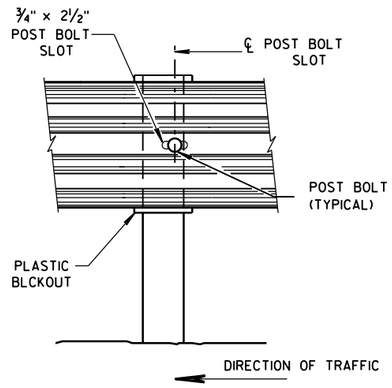


FRONT VIEW

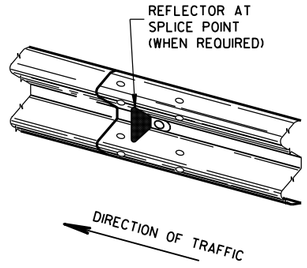
QUARTER POST SPACING (QS)

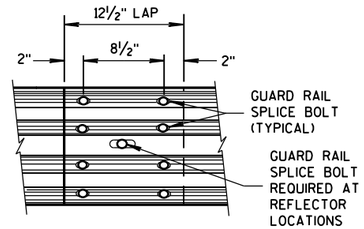


FRONT VIEW AT WOOD POST



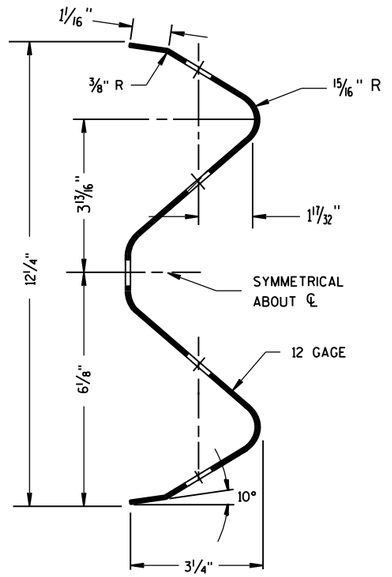
FRONT VIEW AT STEEL POST



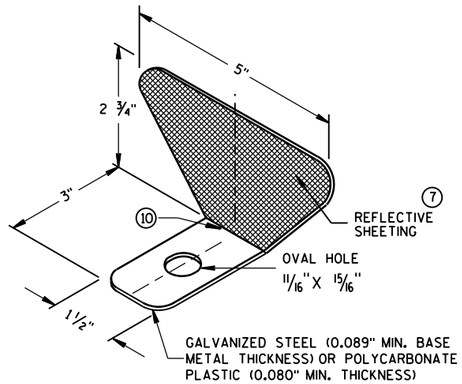


FRONT VIEW

MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



GENERAL NOTES

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

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

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

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

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

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

REFLECTOR SPACING ⑧

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

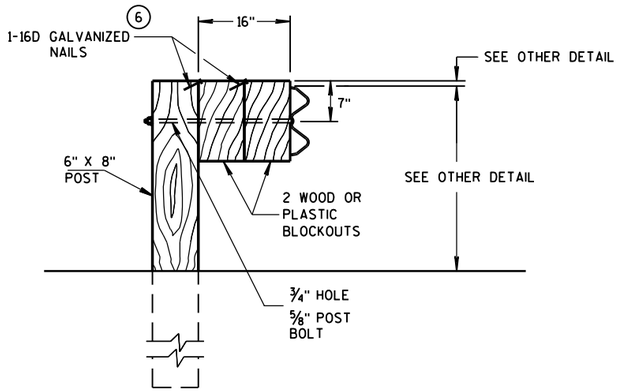
ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ⑦

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

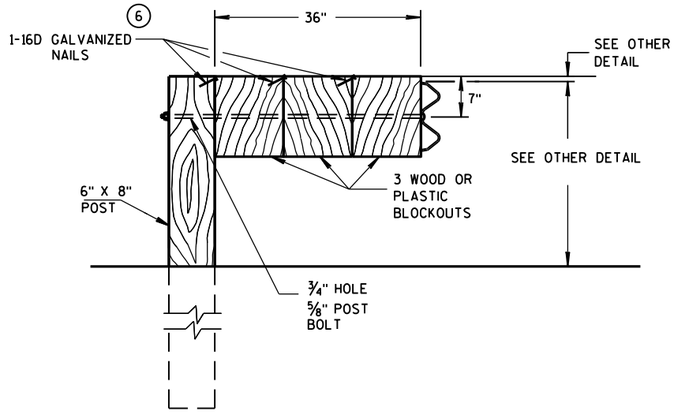
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S.D.D. 14 B 42-3b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

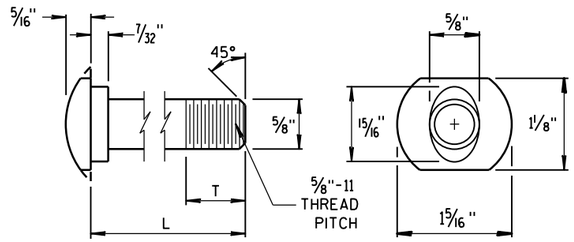


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

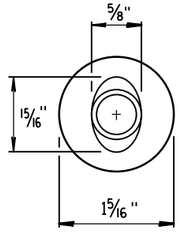
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

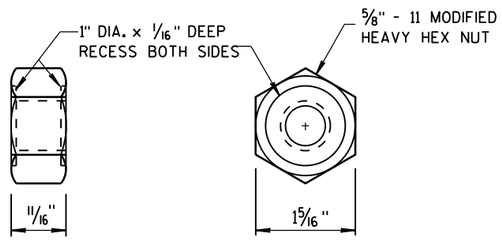


POST BOLT TABLE

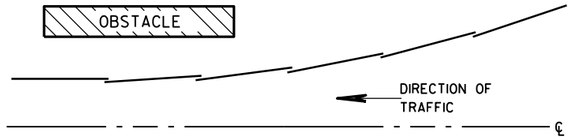
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

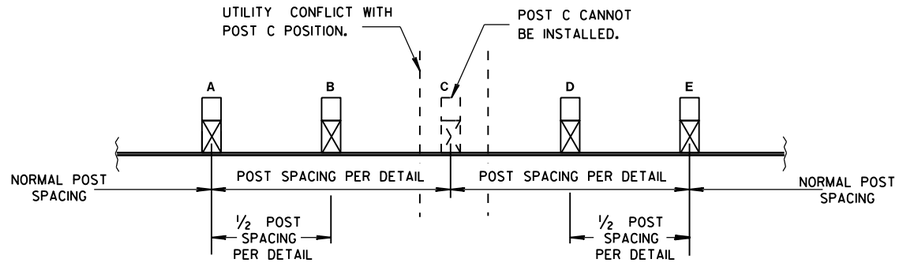


POST BOLT AND RECESS NUT

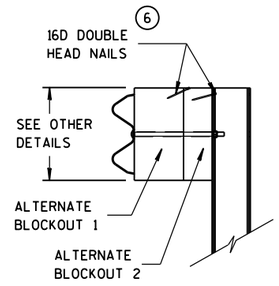


PLAN VIEW

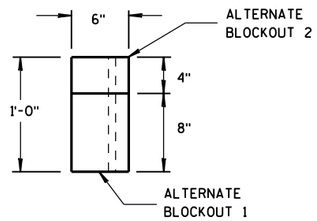
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

448

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

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

GENERAL NOTES

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

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

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

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

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

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

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

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

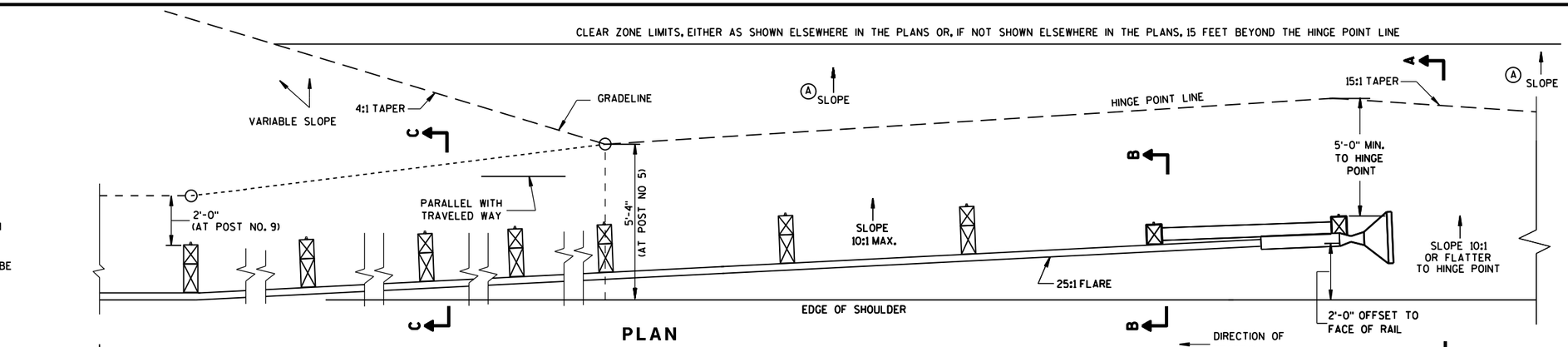
SEE SDD 14B42 FOR MORE INFORMATION.

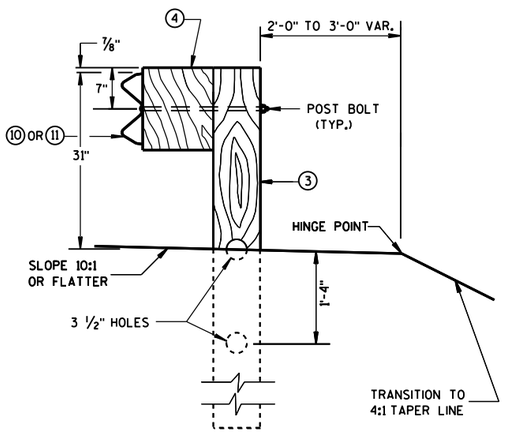
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

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

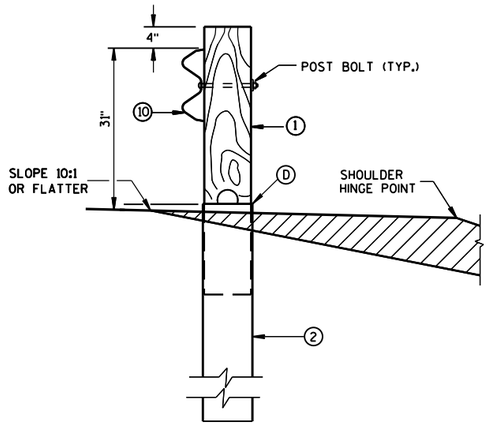
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

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

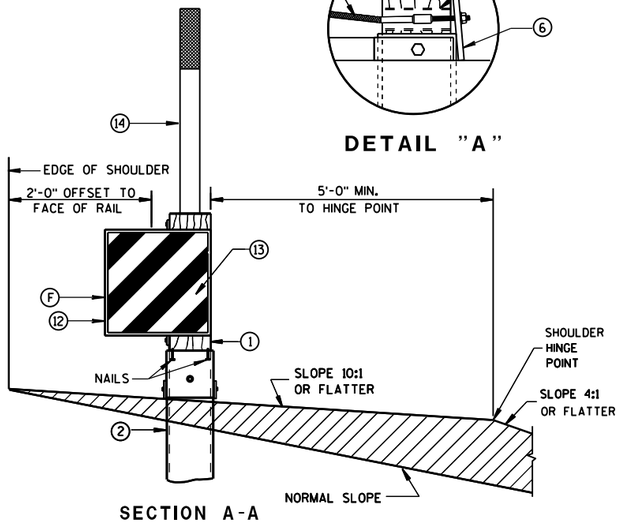




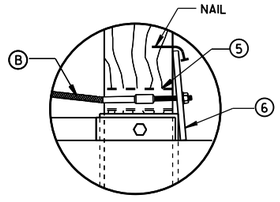
SECTION C-C
TYPICAL AT POST NOS. 3-9



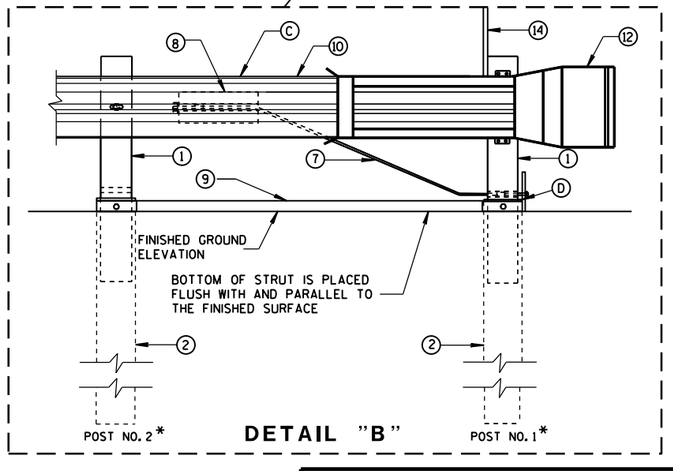
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



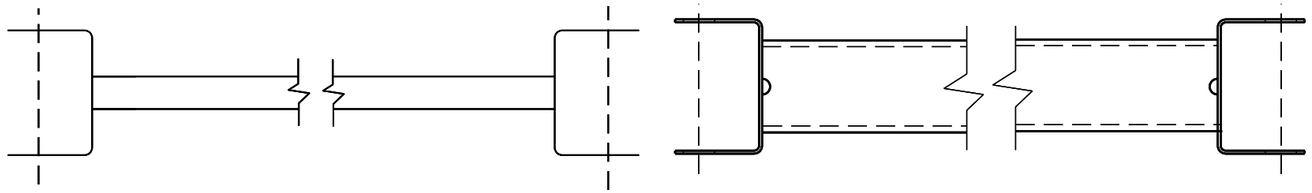
DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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

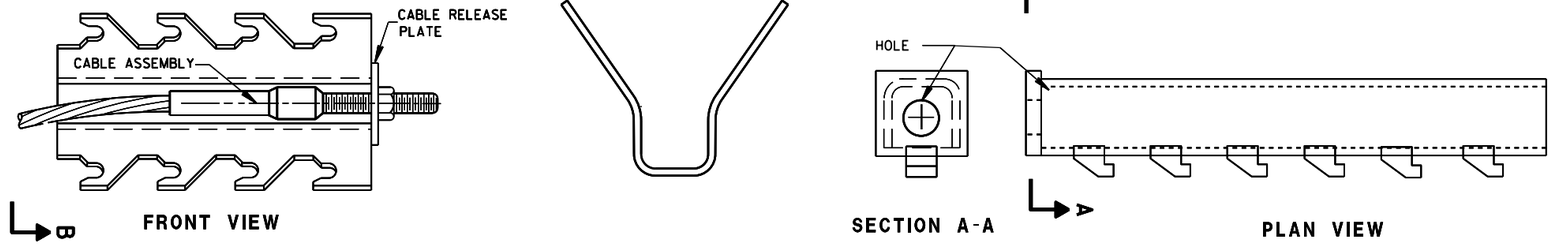
S.D.D. 14 B 44-2a



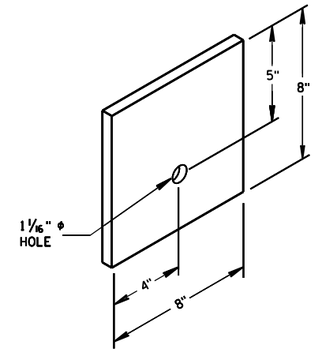
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX (8) (H)



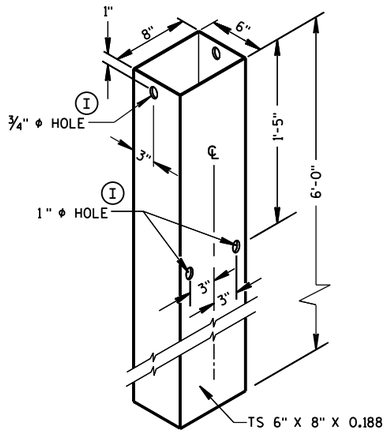
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

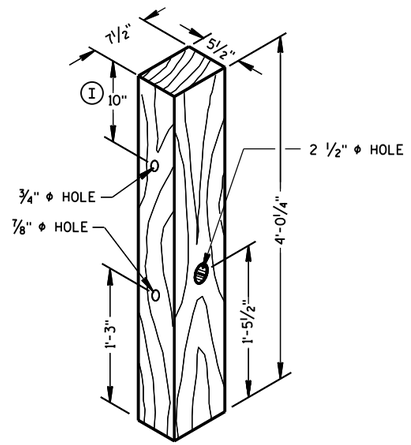
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

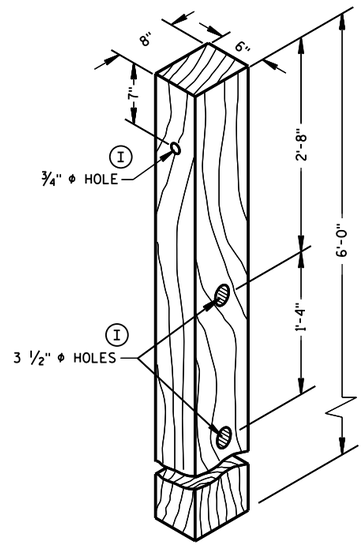


FOUNDATION TUBE (2)



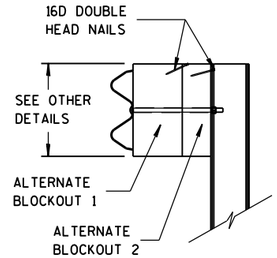
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

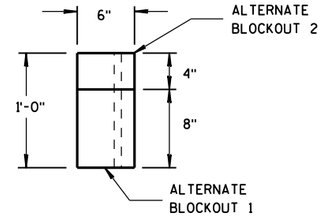


POSTS NUMBER 3-9

WOOD CRT POST (3)

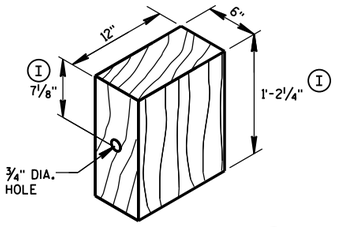


SIDE VIEW



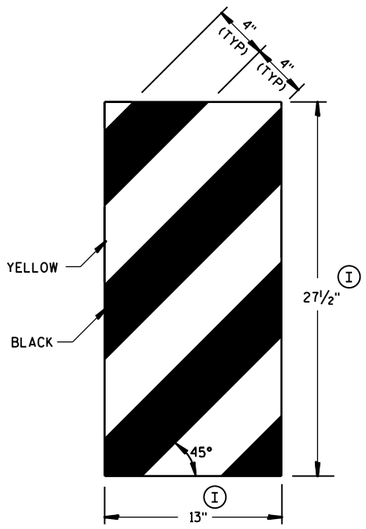
TOP VIEW

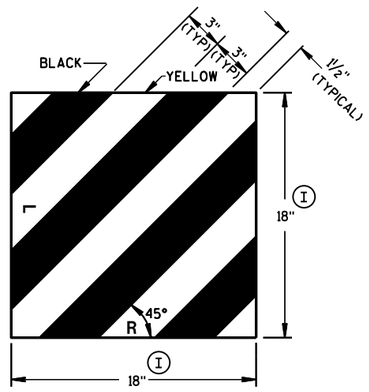
ALTERNATE WOOD BLOCKOUT DETAIL



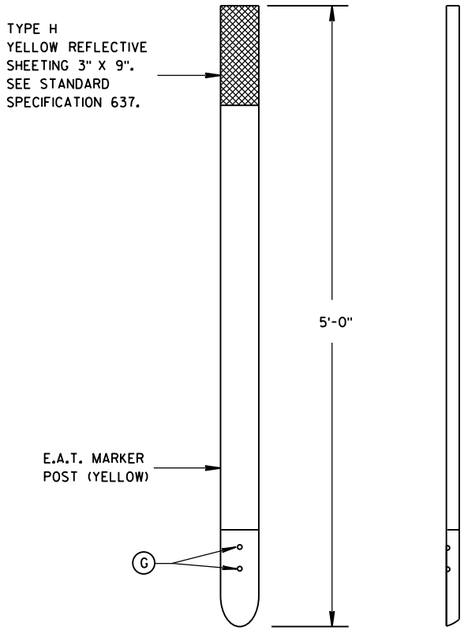
WOOD BLOCKOUT (4)

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





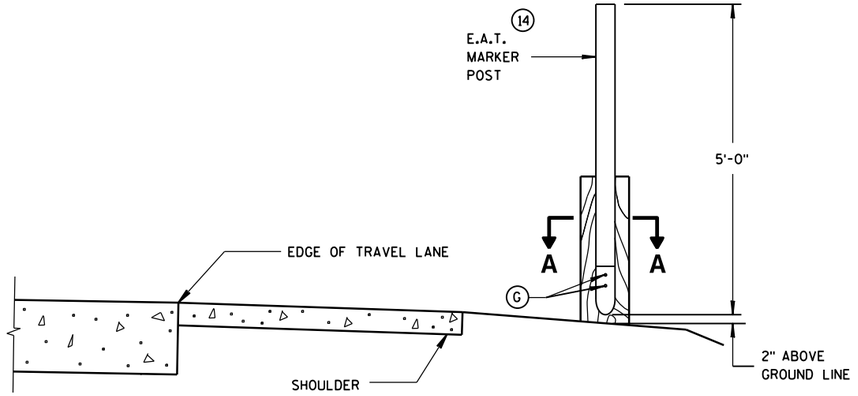
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

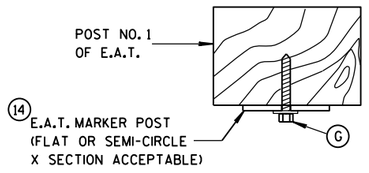
SIDE VIEW

E.A.T. MARKER POST (14)



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

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



SECTION A-A

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

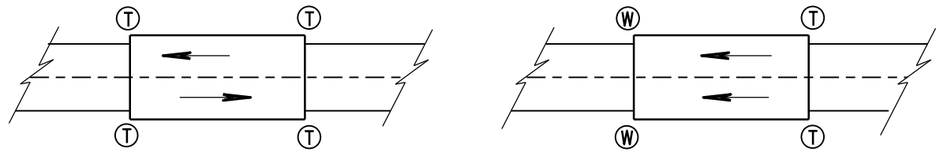
FHWA

6

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

6

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



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

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

GENERAL NOTES

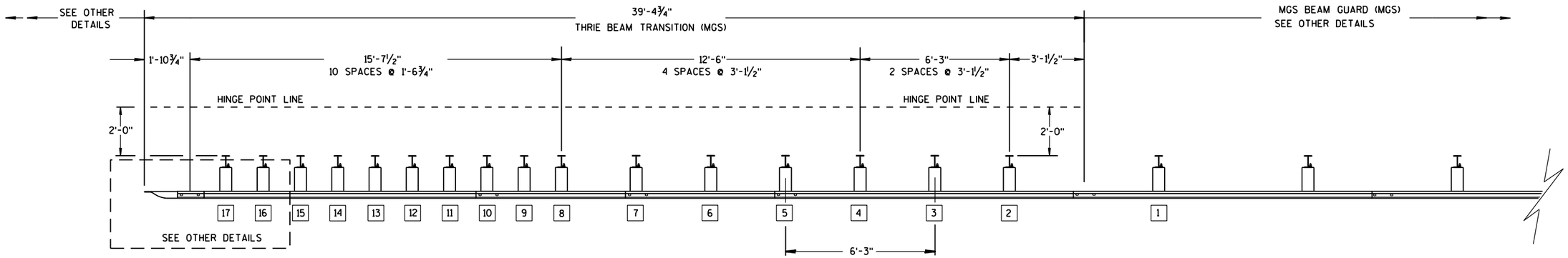
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

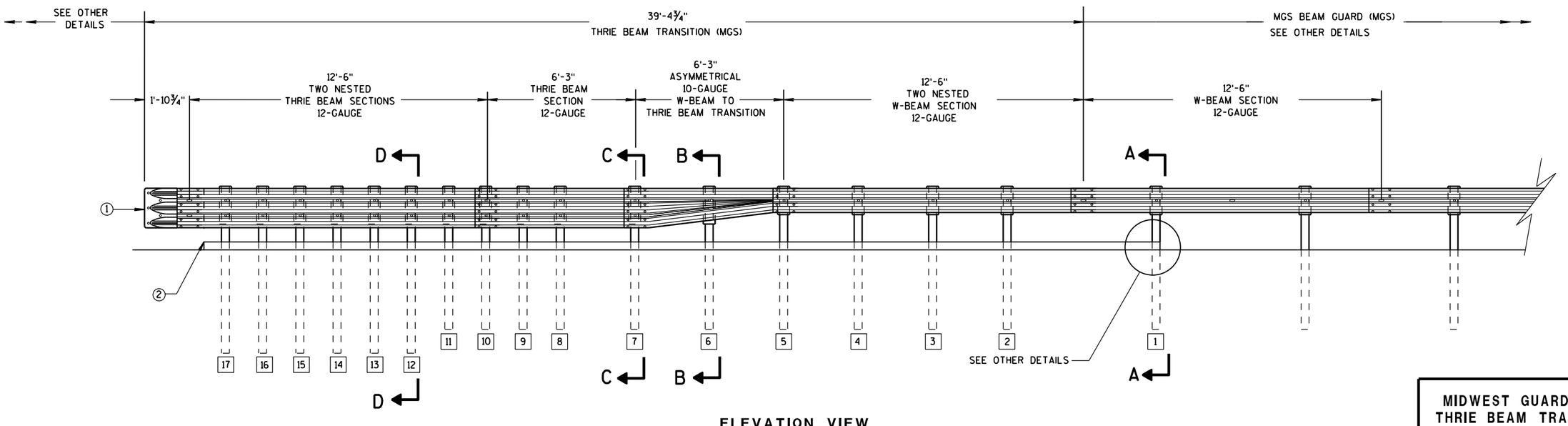
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

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

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



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

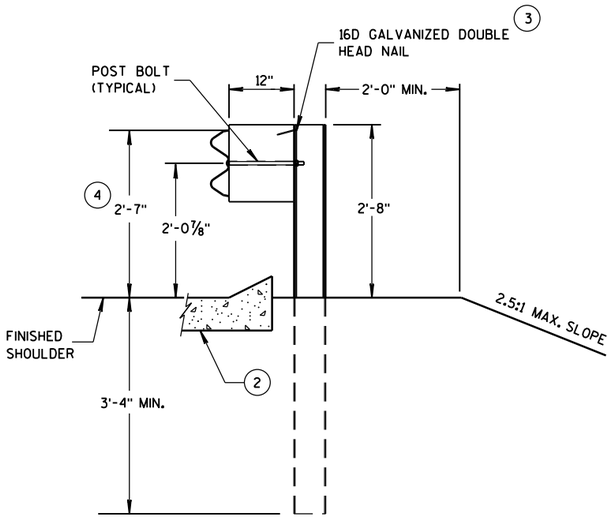
S.D.D. 14 B 45-4a

GENERAL NOTES

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

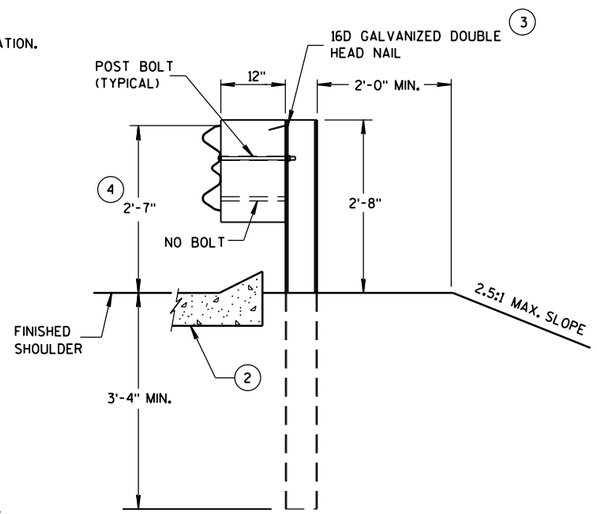
(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

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



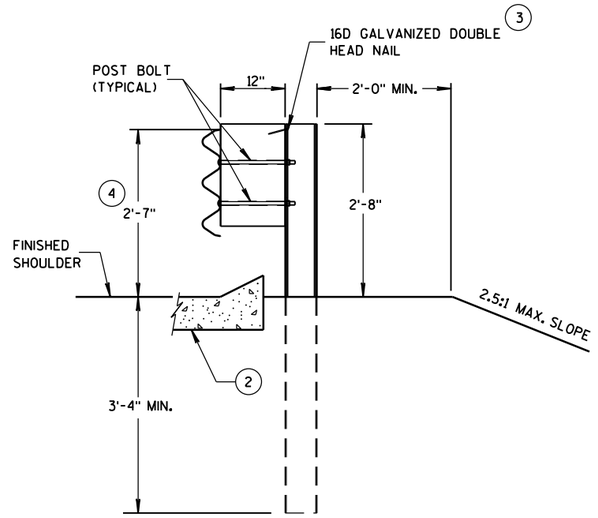
SECTION A-A

POSTS 1-5



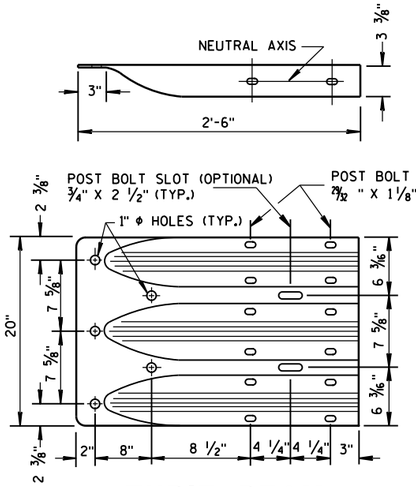
SECTION B-B

POST 6



SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR

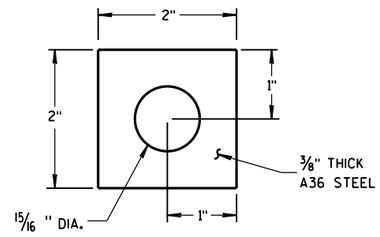
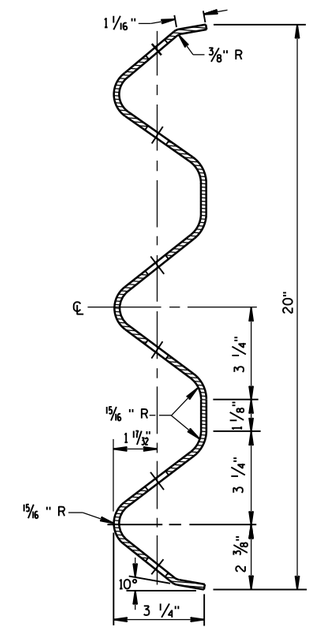
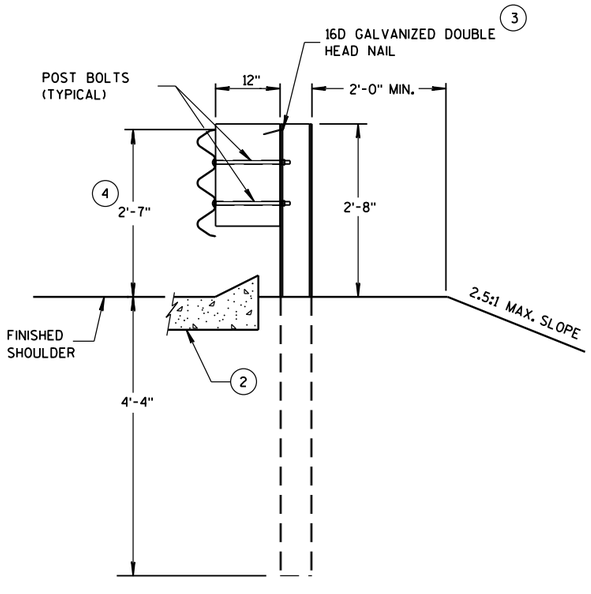


PLATE WASHER DETAIL

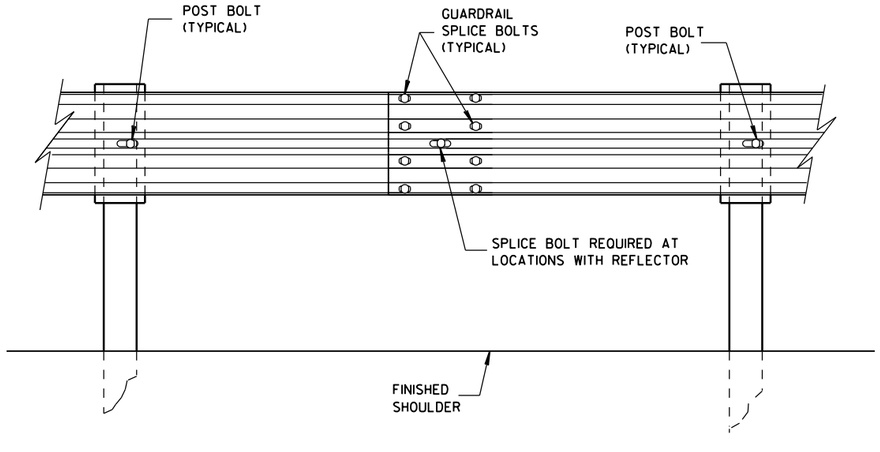


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-17



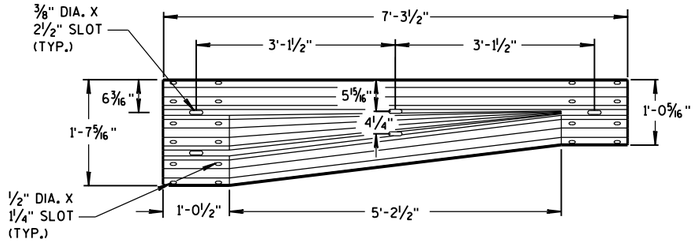
SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

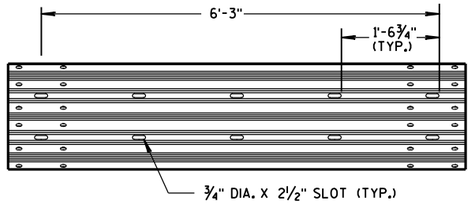
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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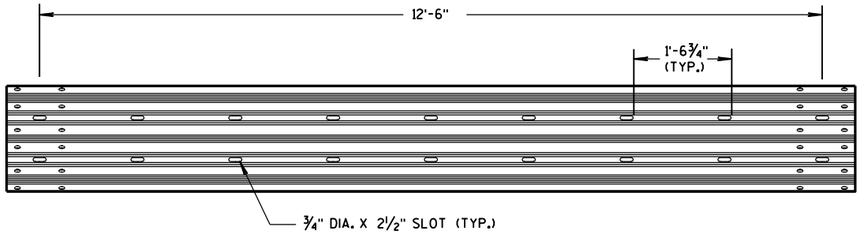
S.D.D. 14 B 45-4b



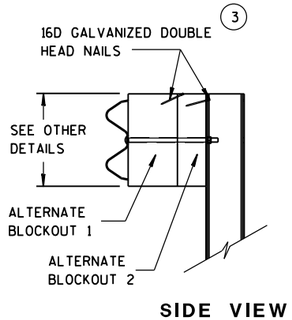
W-BEAM TO THRIE BEAM TRANSITION SECTION



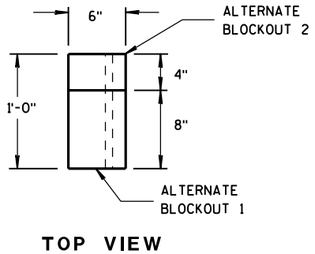
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

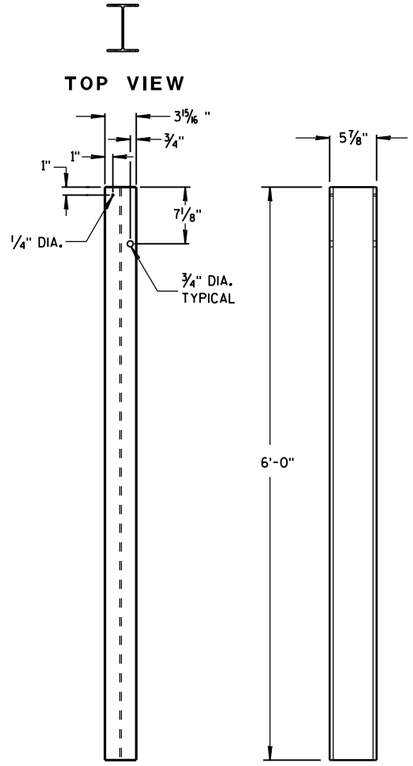


SIDE VIEW

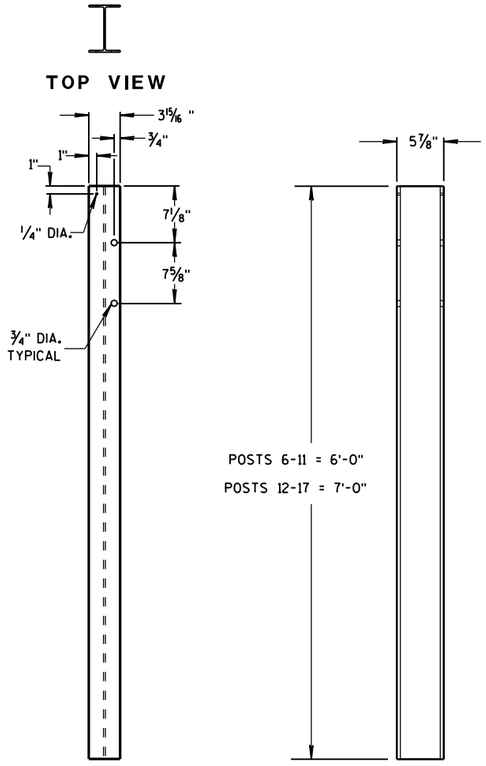


TOP VIEW

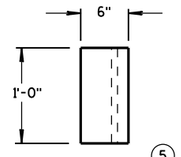
ALTERNATE WOOD BLOCKOUT DETAIL



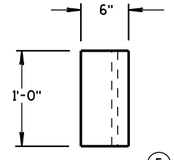
STEEL POSTS 1-5



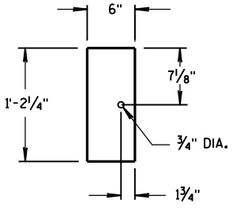
STEEL POSTS 6-17



TOP VIEW (5)

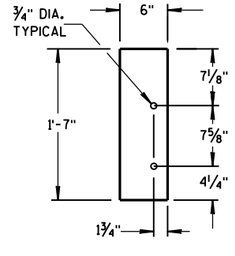


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

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

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

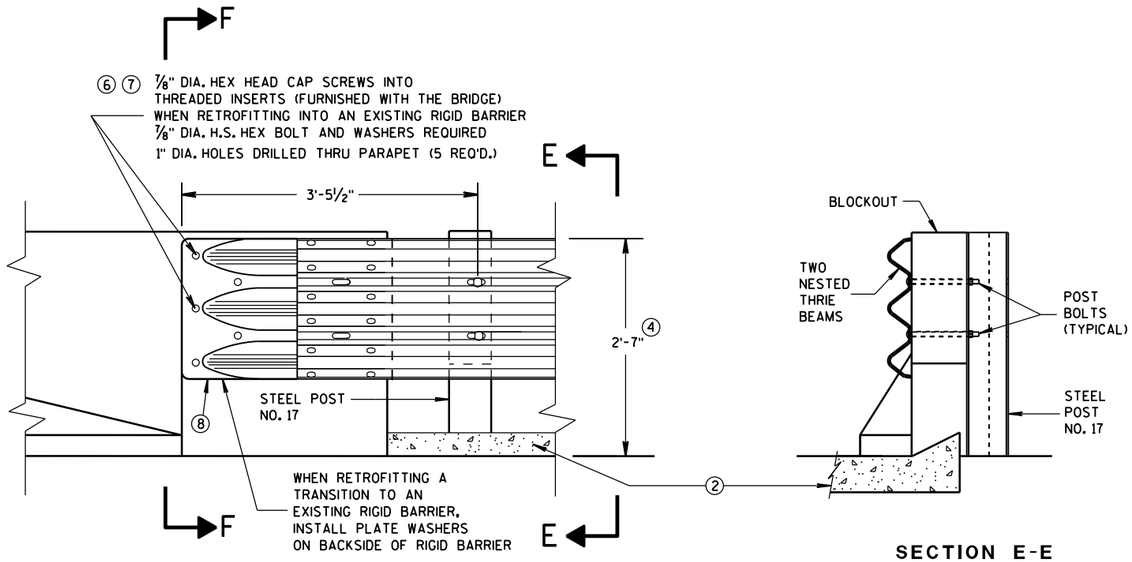
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

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

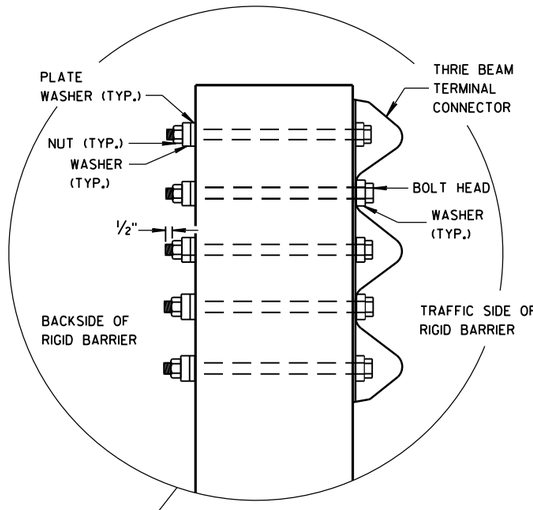
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

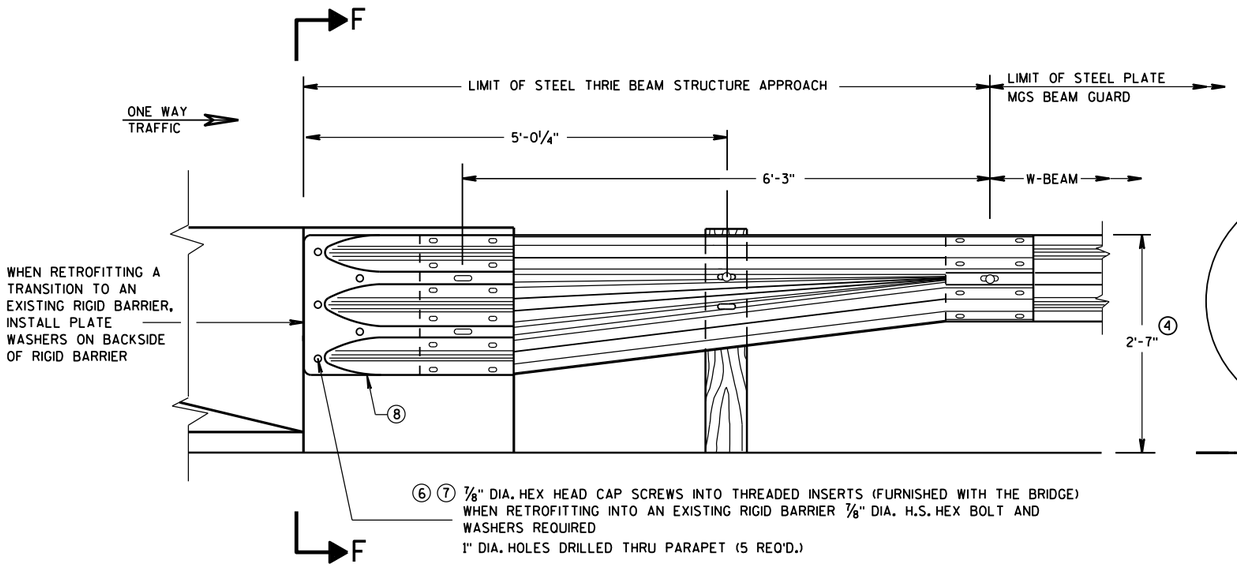
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

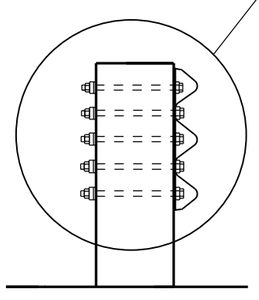
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

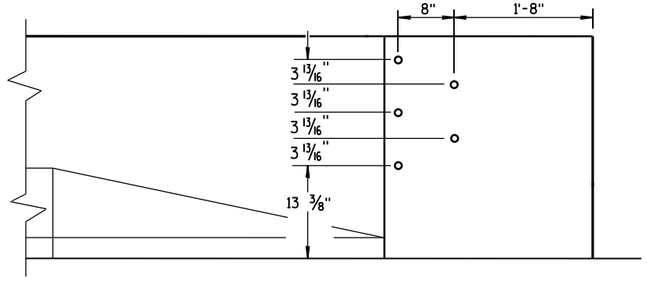




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

455

NT

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

6

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

GENERAL NOTES

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

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

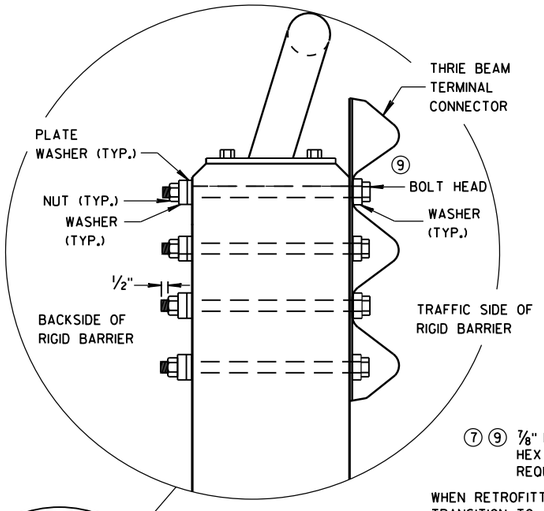
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

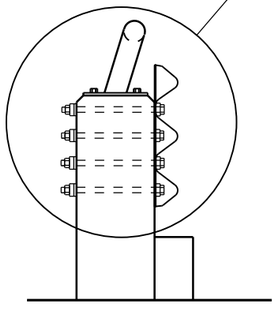
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

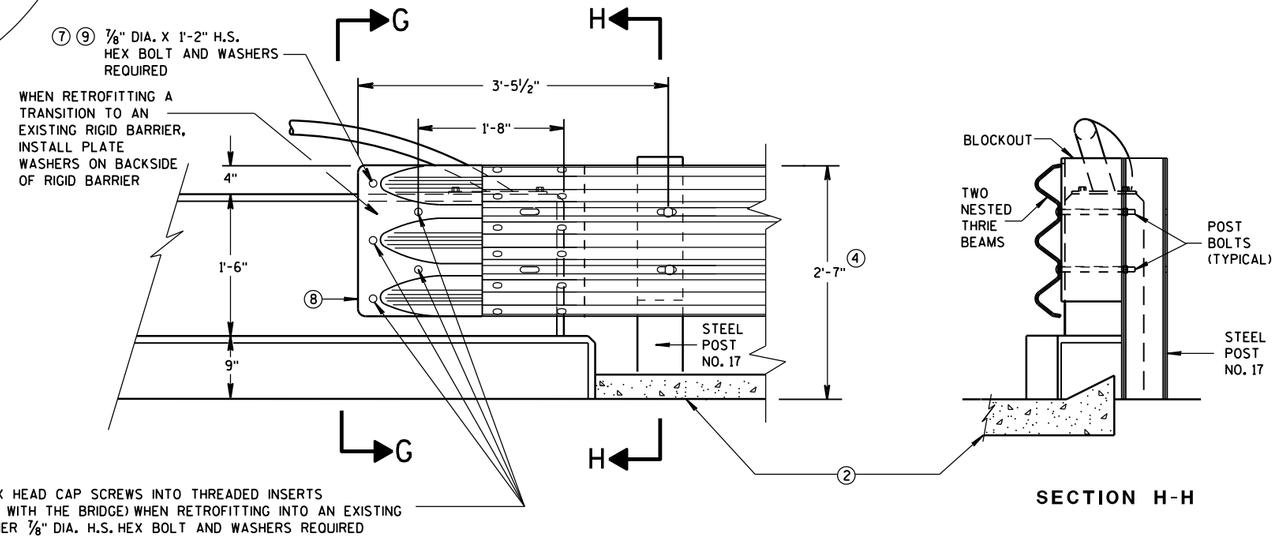
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





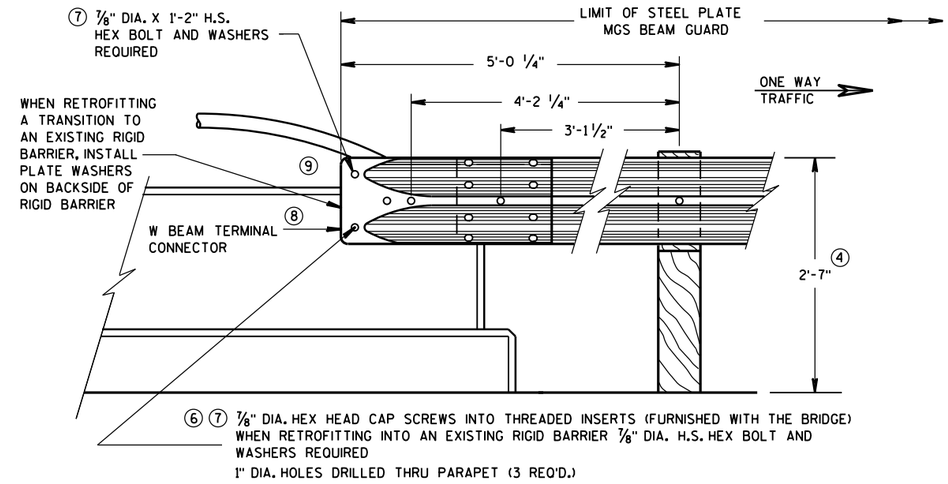
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

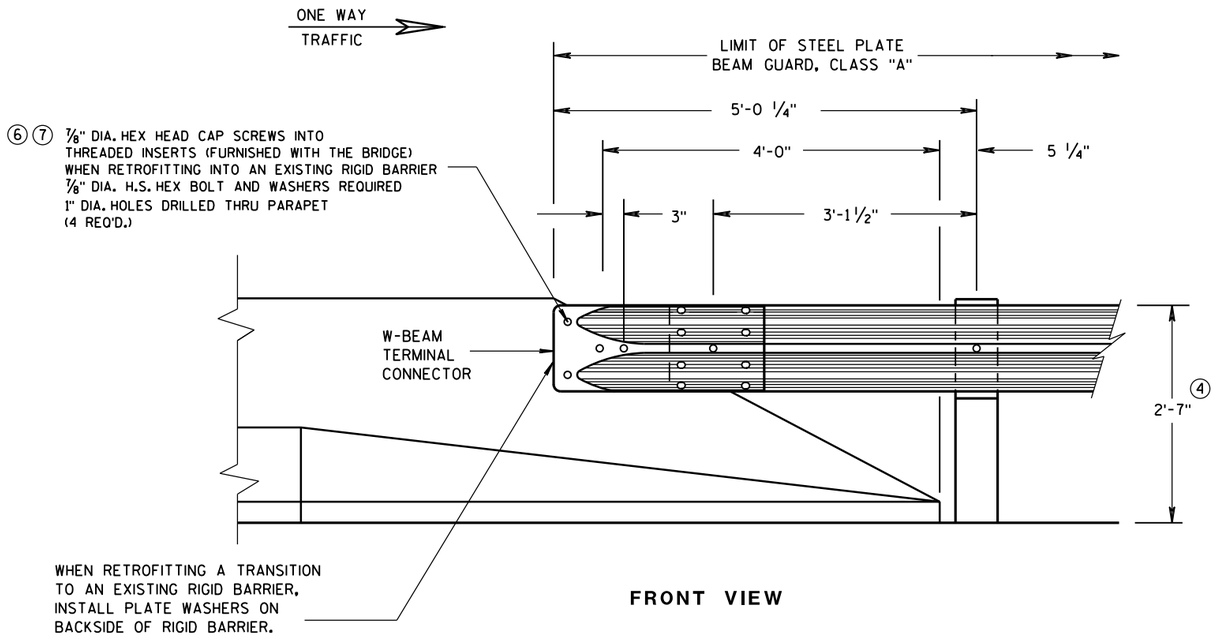
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

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

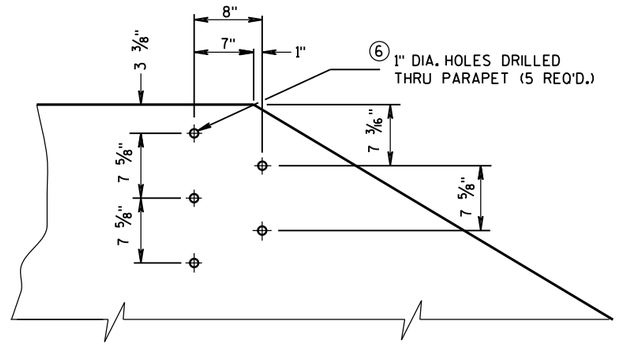
GENERAL NOTES

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

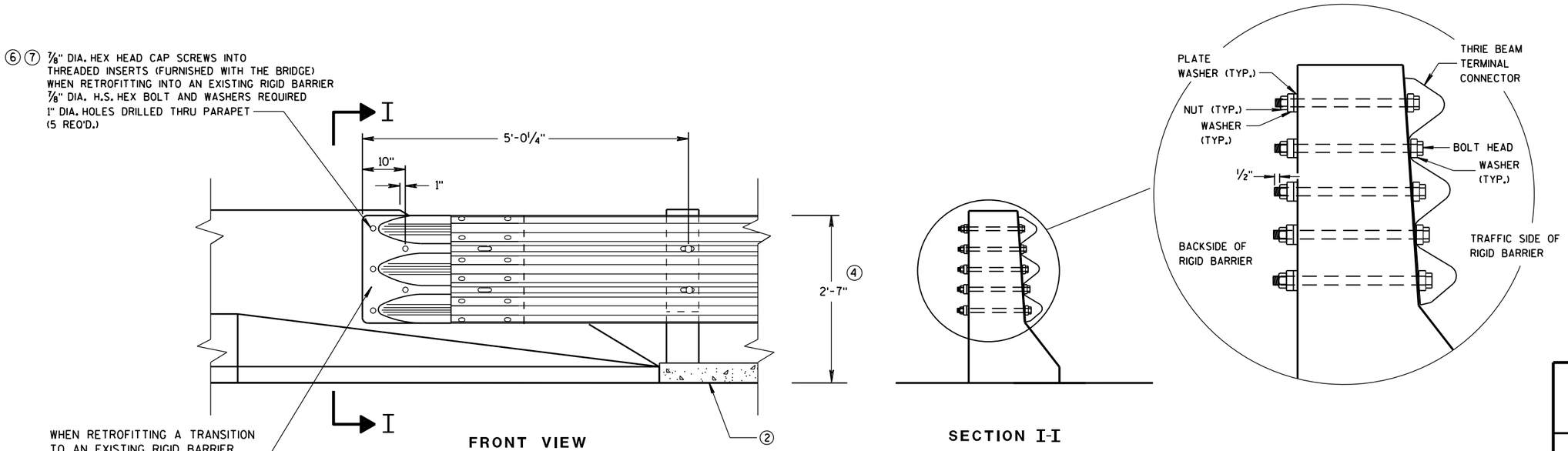
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

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DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW

SECTION I-I

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

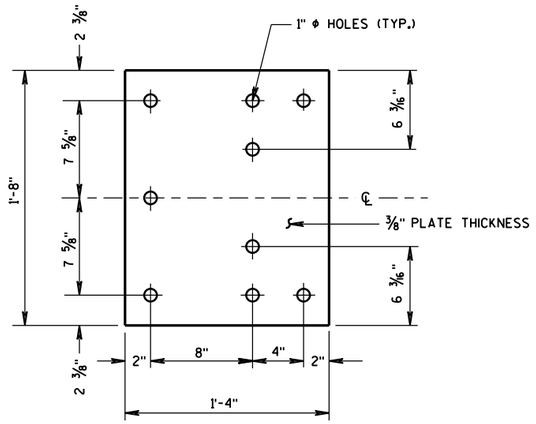
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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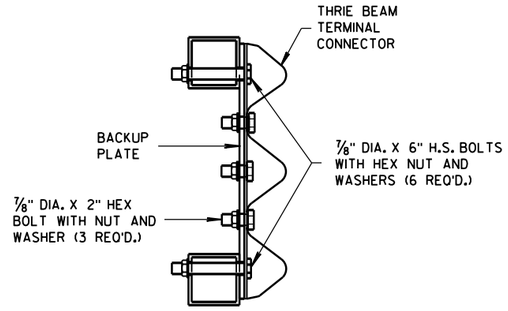
S.D.D. 14 B 45-4f

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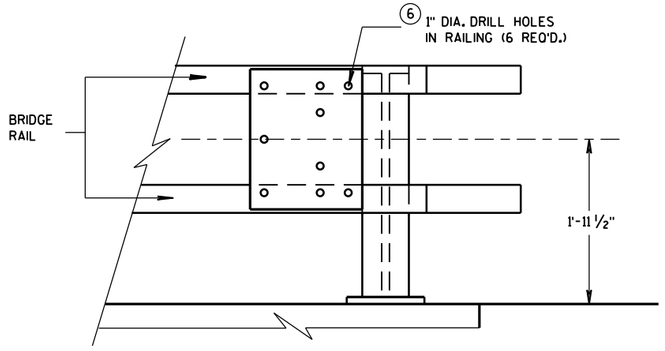
S.D.D. 14 B 45-4f



BACK-UP PLATE DETAIL



SECTION J-J

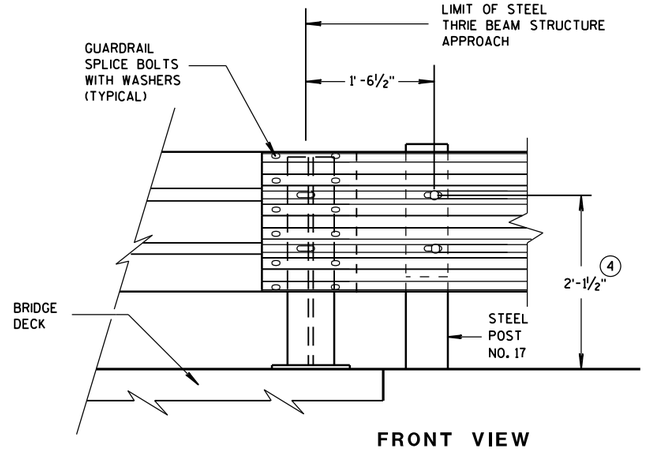


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

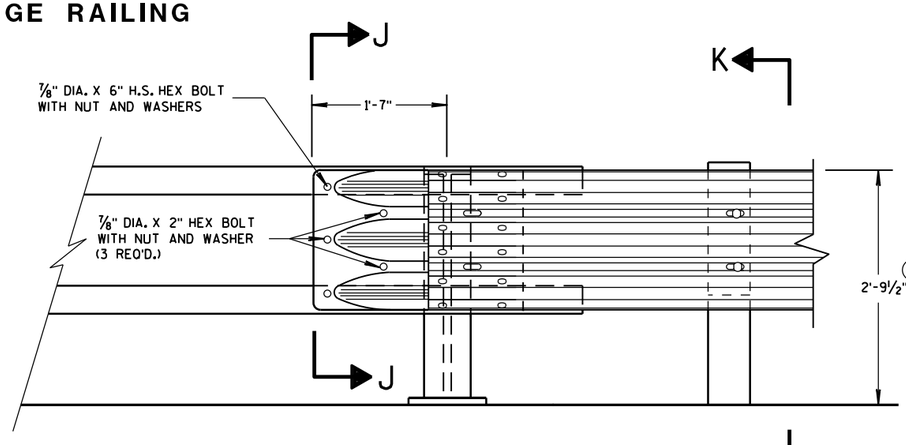
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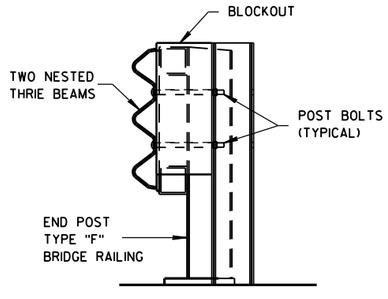


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

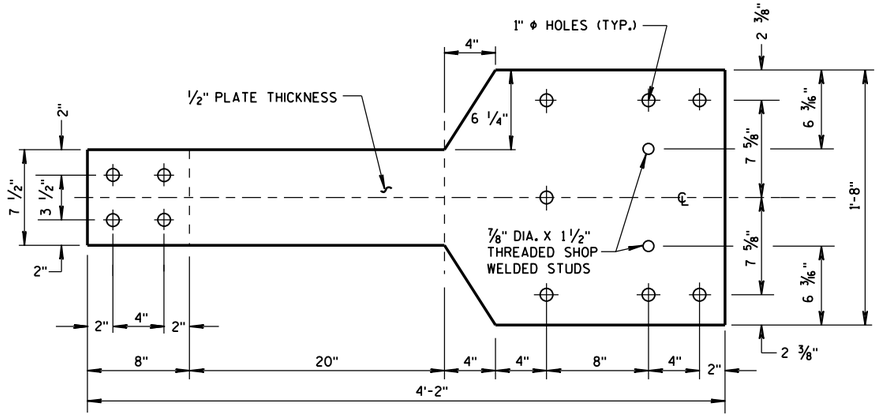
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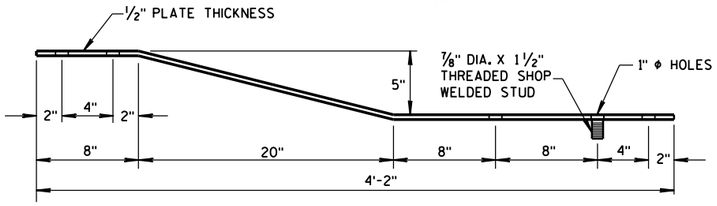
S.D.D. 14 B 45-4g

GENERAL NOTES

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

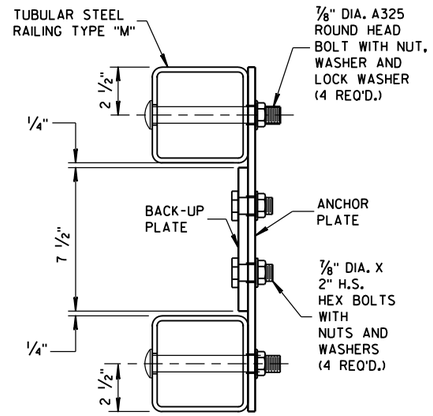


FRONT VIEW

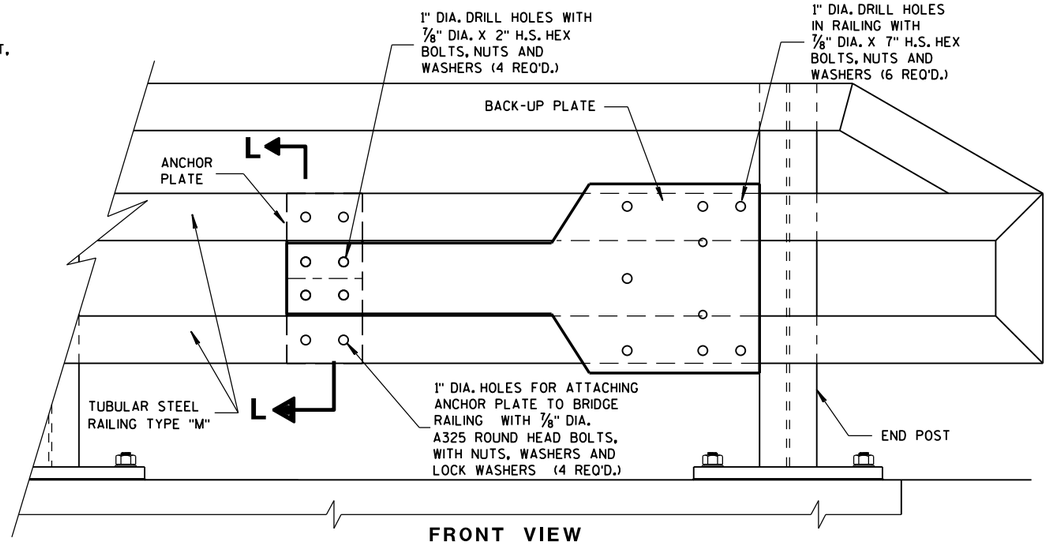


PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

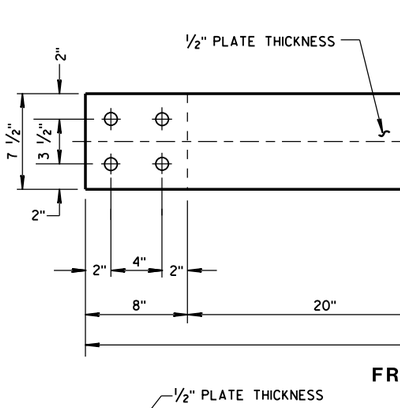


SECTION L-L



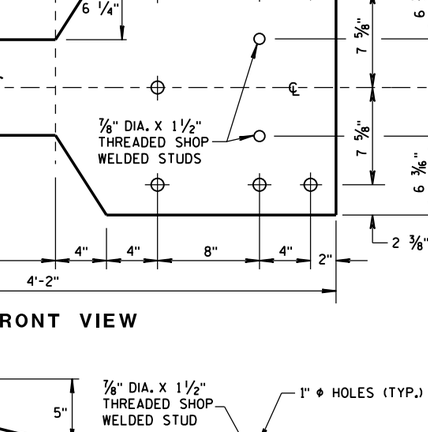
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"

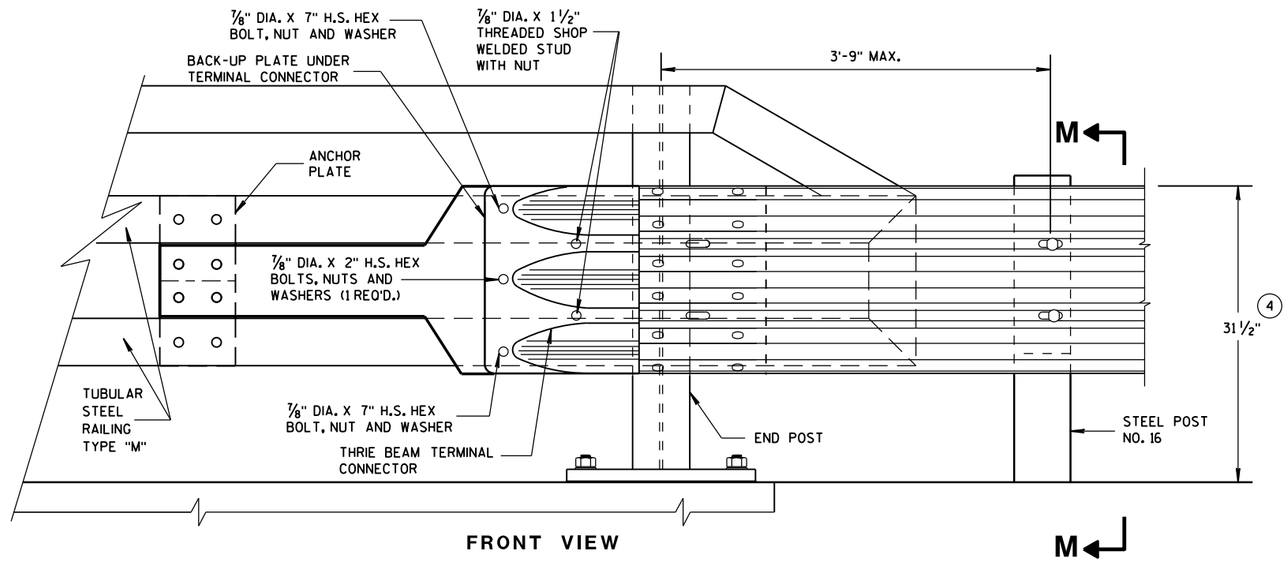


FRONT VIEW

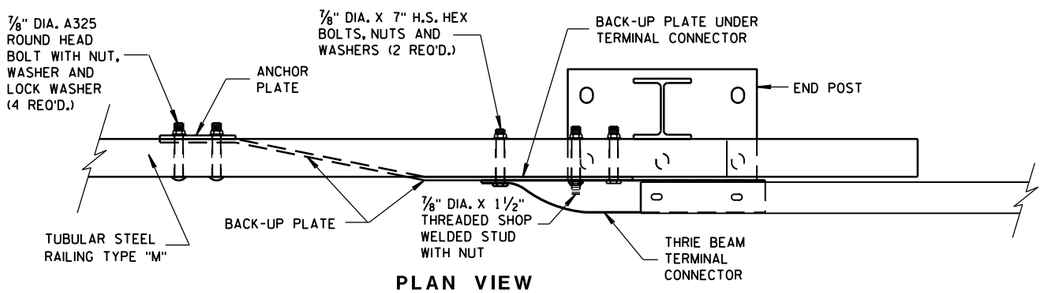
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

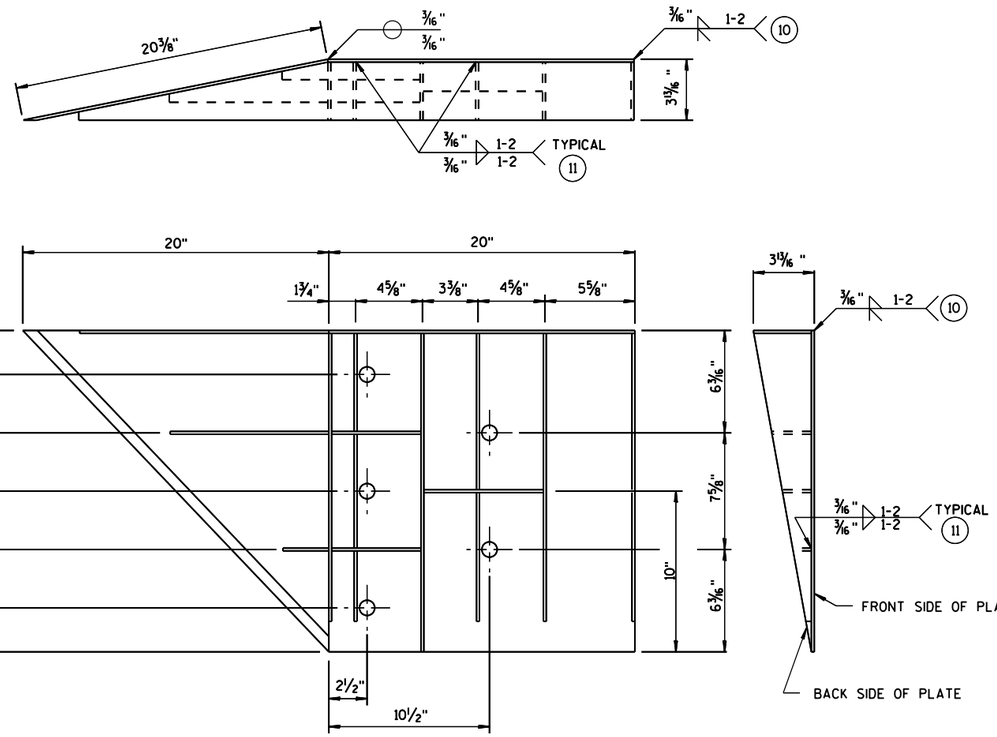
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

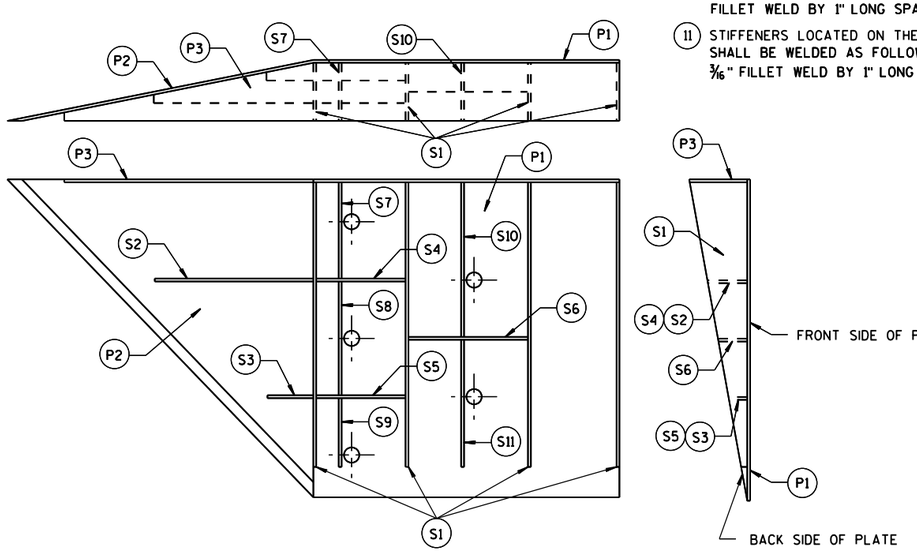


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 3/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 1/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

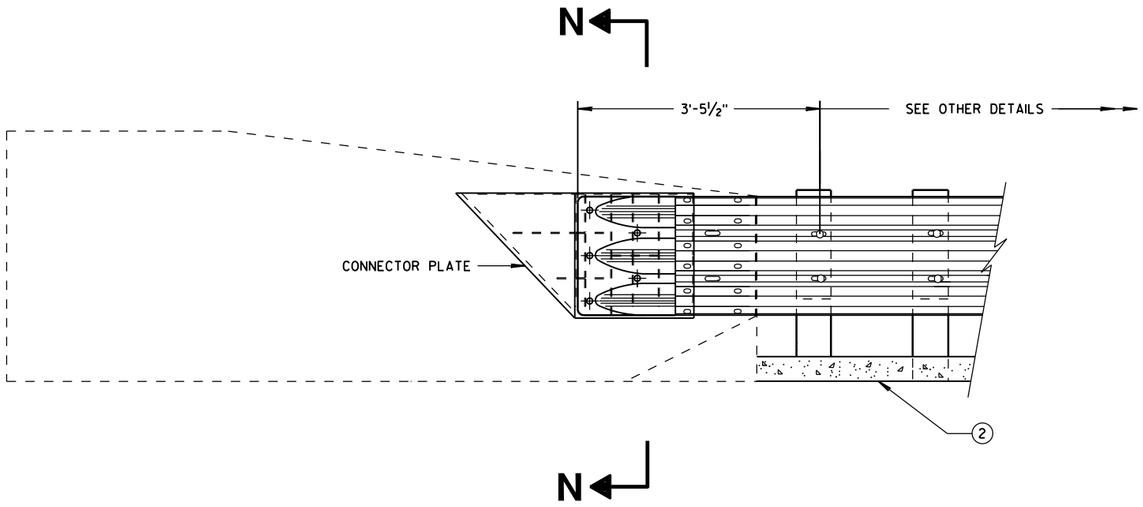
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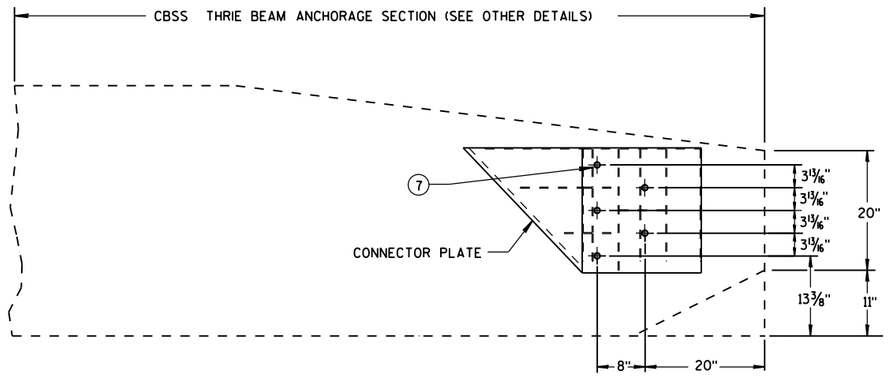
S.D.D. 14 B 45-4i

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



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



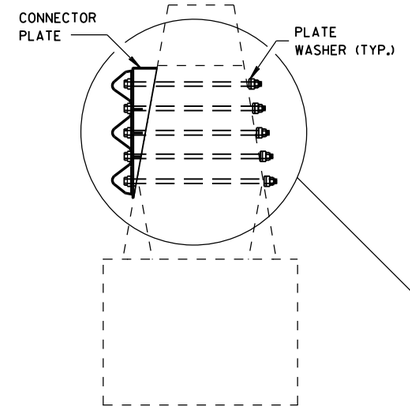
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

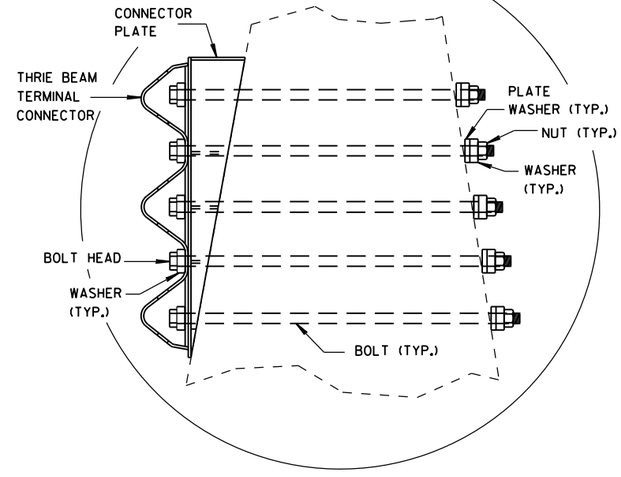
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

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



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

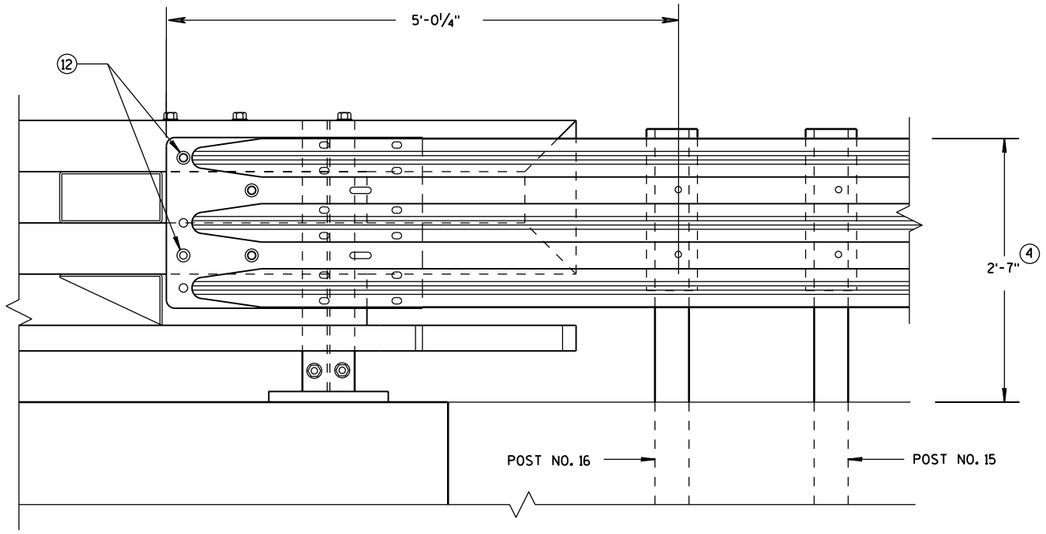
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S.D.D. 14 B 45-4j

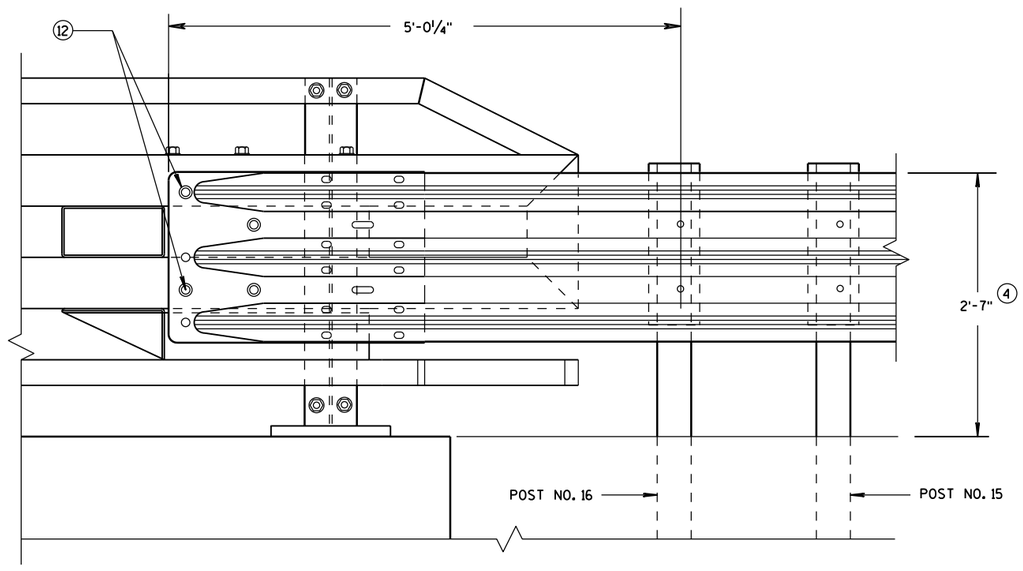
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S.D.D. 14 B 45-4j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER

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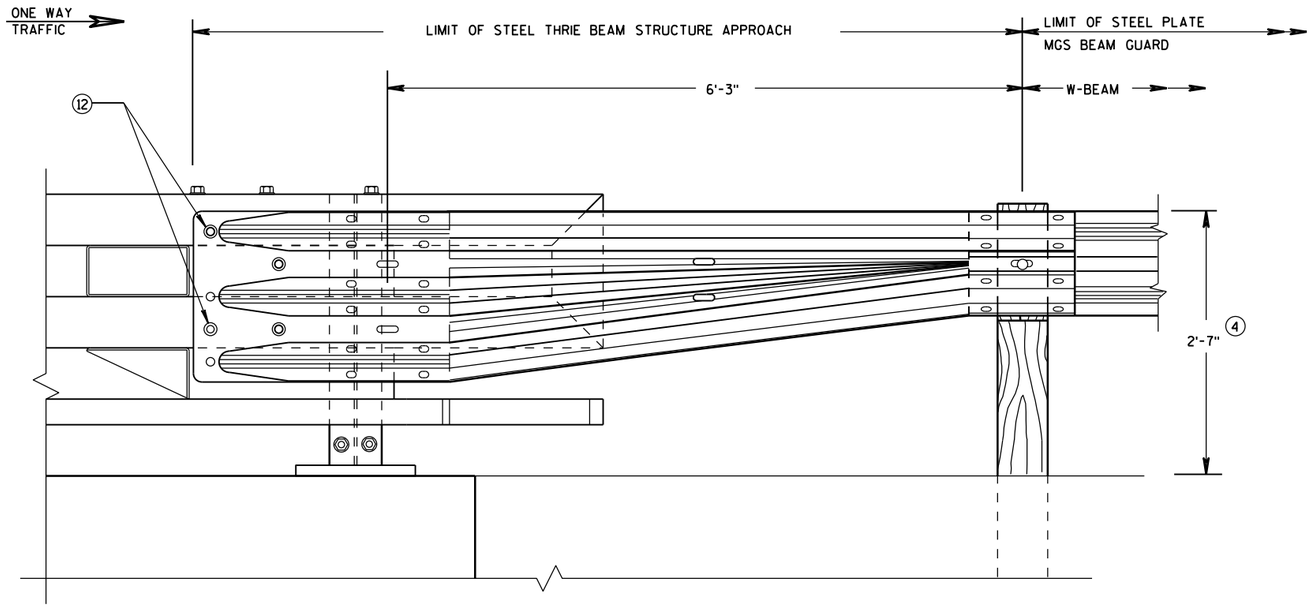
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S.D.D. 14 B 45-4k

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



FRONT VIEW

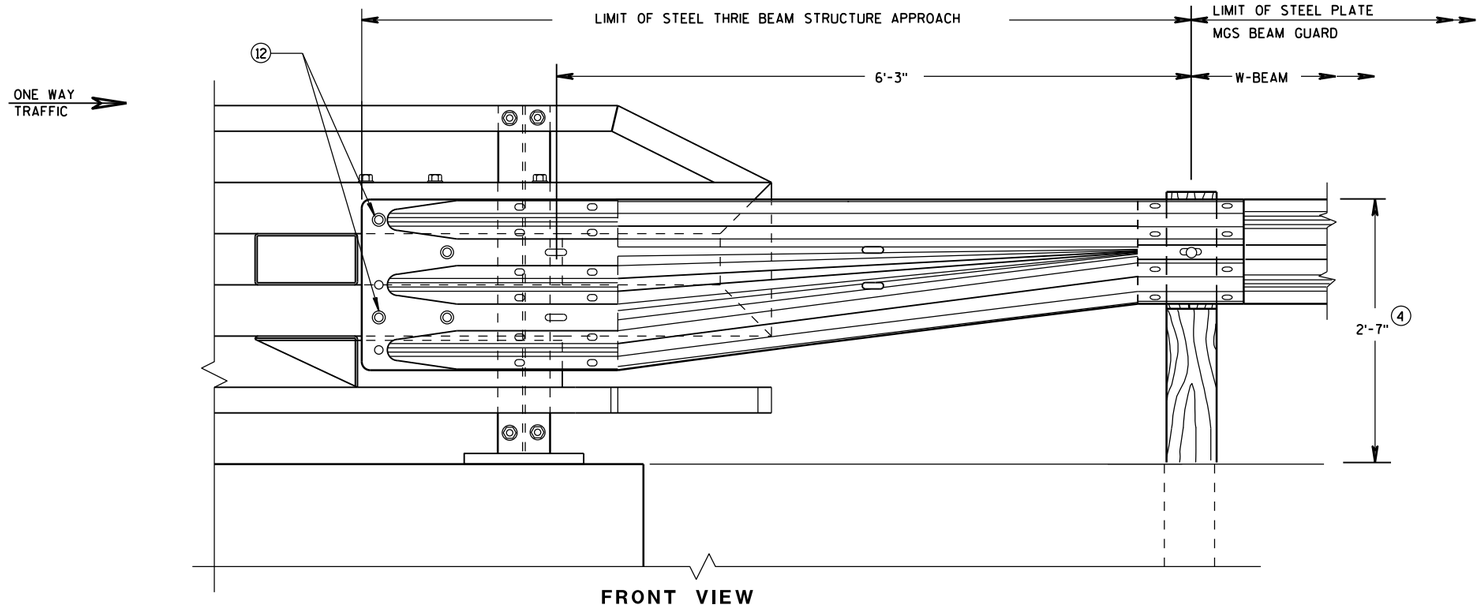
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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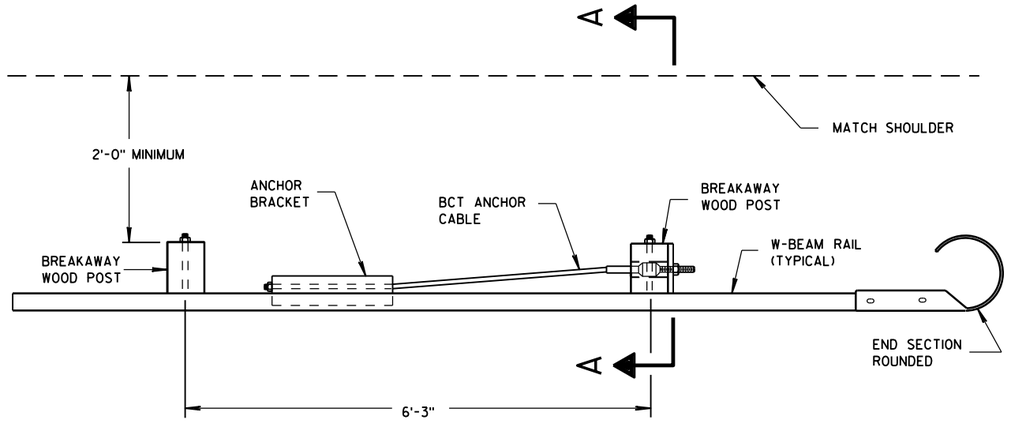
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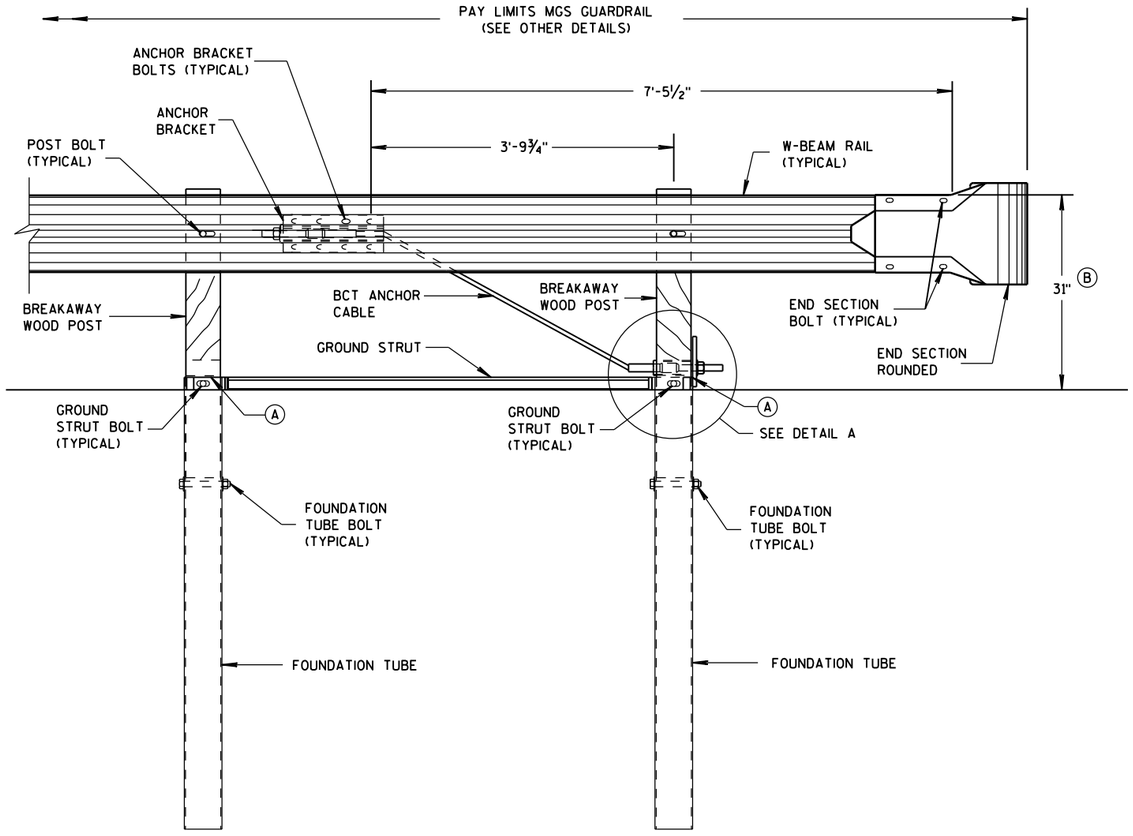
S.D.D. 14 B 45-4L

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

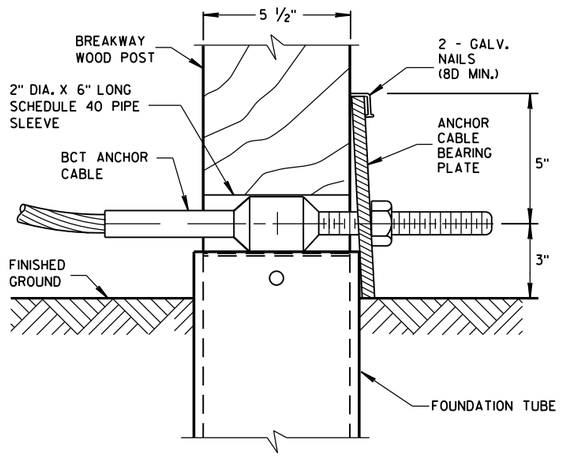


PLAN VIEW



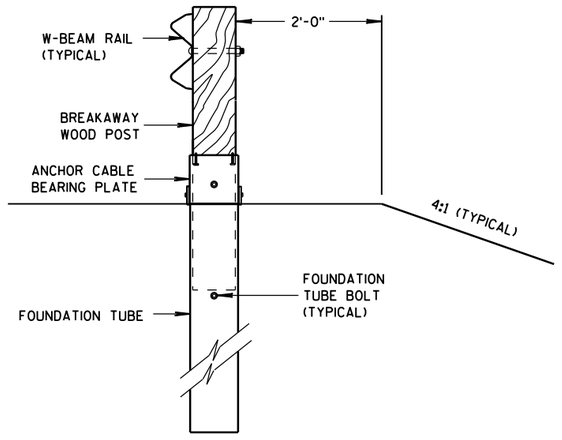
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

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

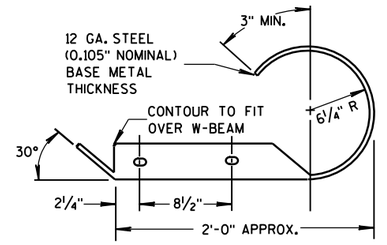
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

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

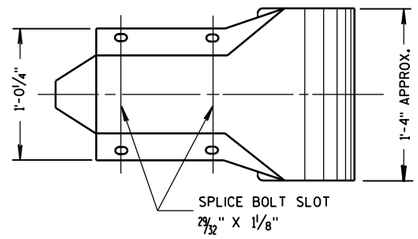
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

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

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



PLAN VIEW



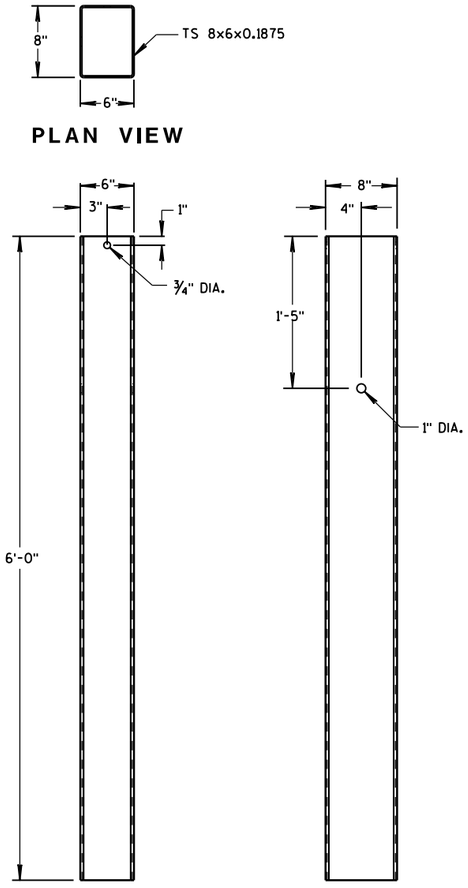
FRONT VIEW

W BEAM END SECTION ROUNDED

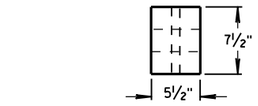
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

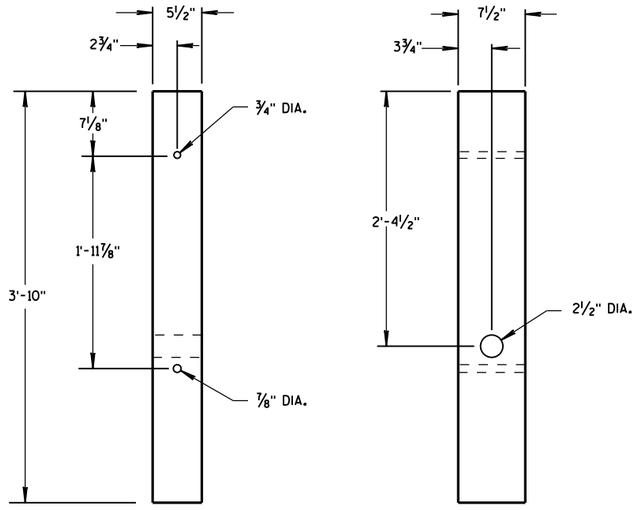
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FOUNDATION TUBE



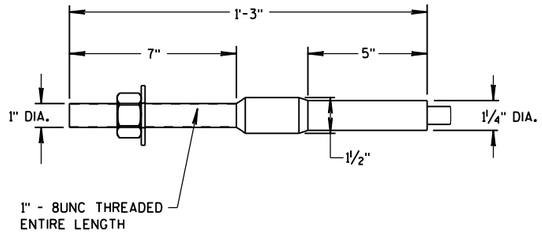


BREAKAWAY WOOD POST

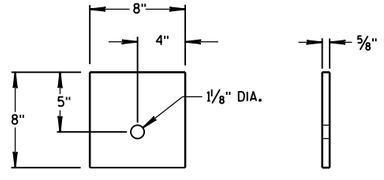
GENERAL NOTES

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

BCT ANCHOR CABLE



DETAIL B



ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

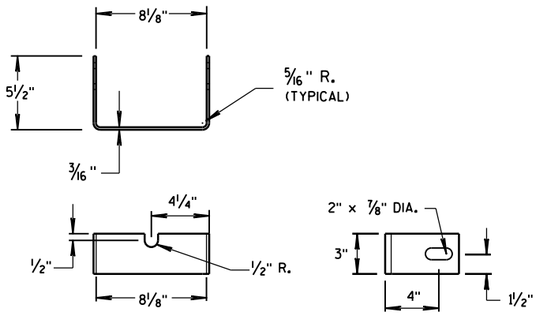
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 465

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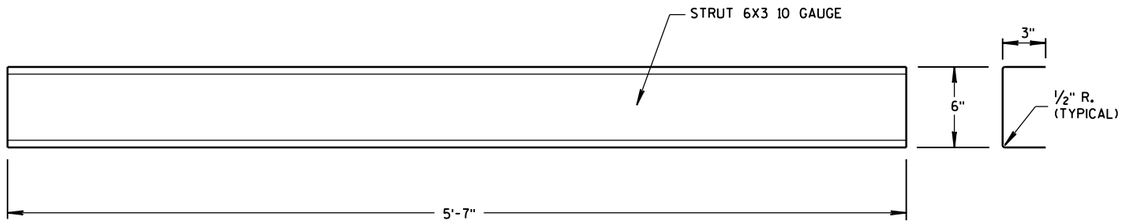
S.D.D. 14 B 47-2b

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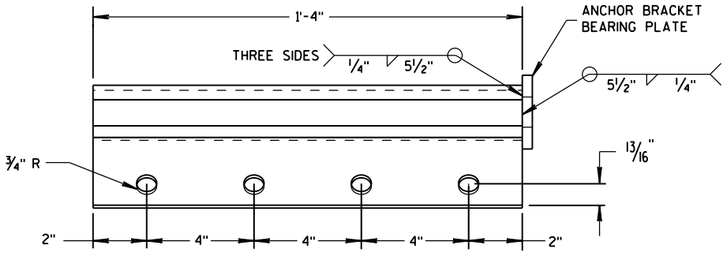
S.D.D. 14 B 47-2b

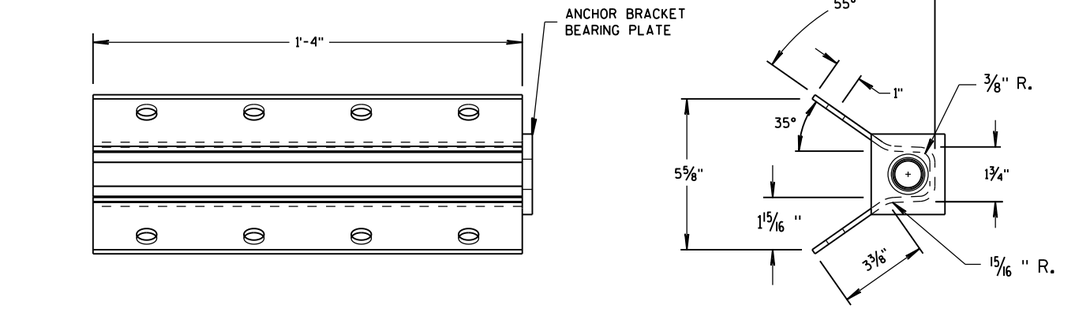


YOKE DETAIL

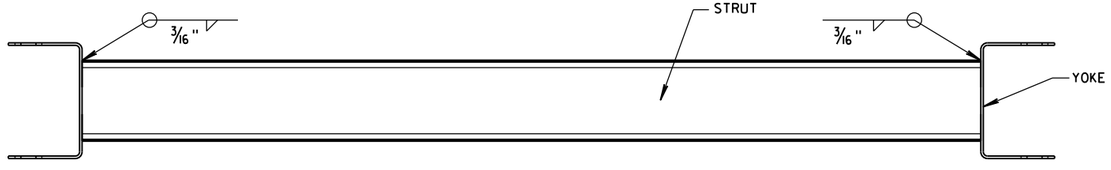


STRUT DETAIL

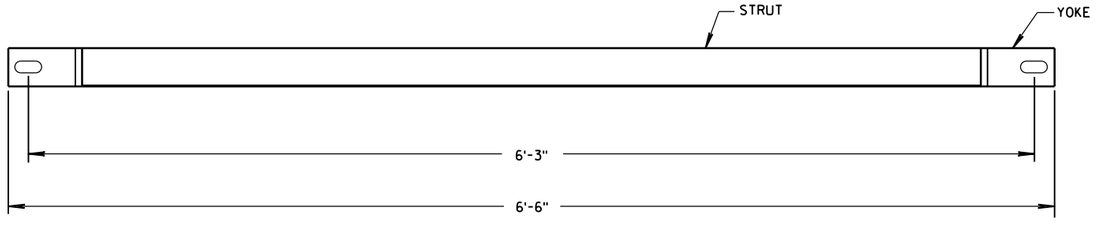




ANCHOR BRACKET

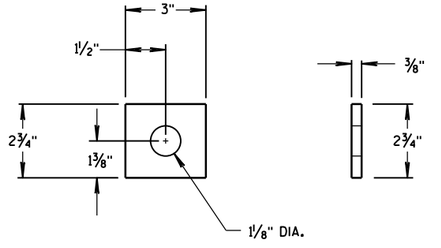


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

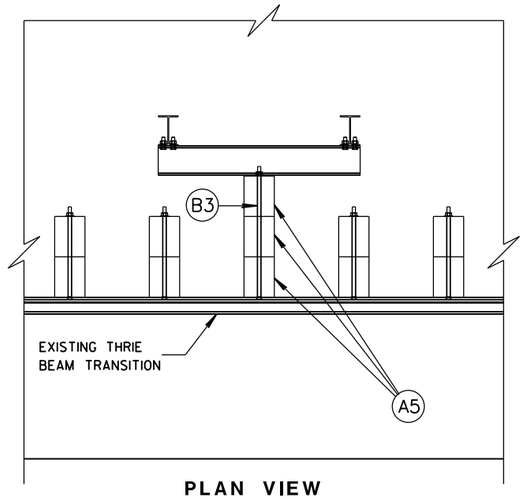
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

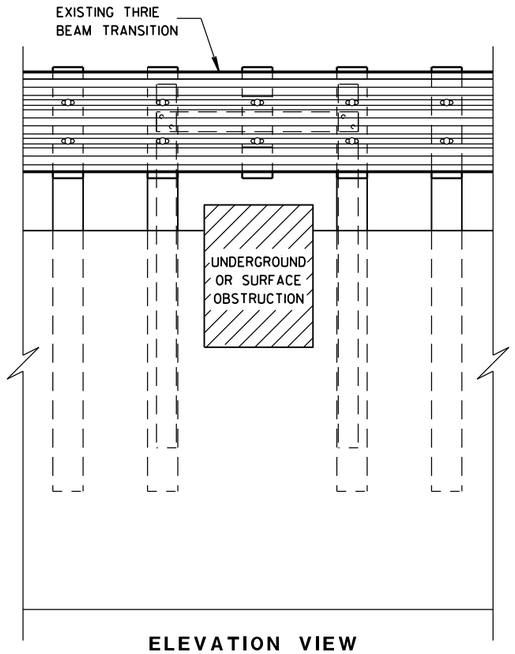
APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

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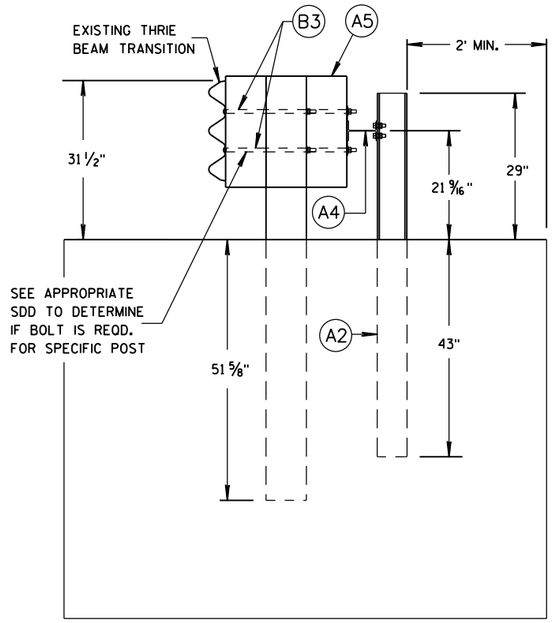
S.D.D. 14 B 47-2c



PLAN VIEW



ELEVATION VIEW



SIDE VIEW

72" MISSING POST CROSS-BEAM

GENERAL NOTES

ONLY ONE SUCH POST RETROFIT PER SYSTEM.

SEE SDD 14B20 FOR MORE INFORMATION ON THE THRIE BEAM TRANSITIONS.

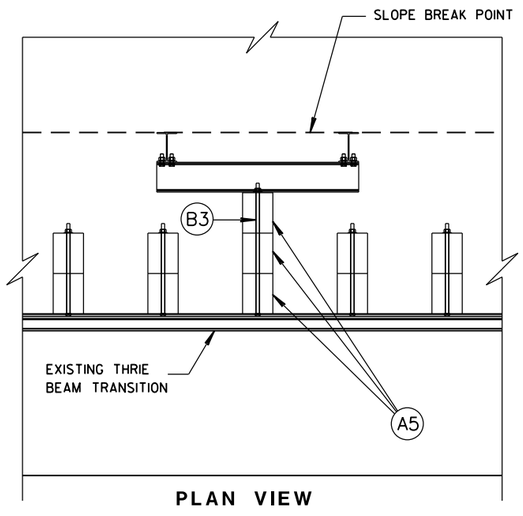
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½-INCHES AND 12-INCHES IN DIAMETER AROUND POST. SEE SDD 14B20 OR 14B45 FOR MORE DETAILS.

ONLY STEEL POST CAN BE USED.

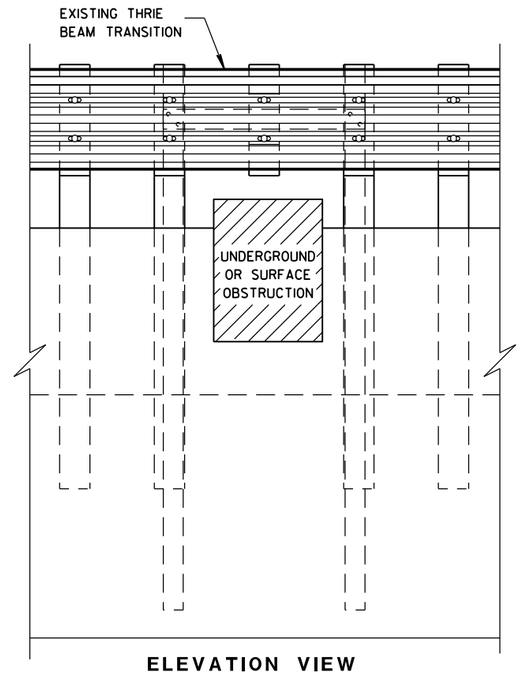
BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN ALL HARDWARE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH.

ONLY ONE WASHER AND ONE NUT CAN BE INSTALLED AT A CONNECTION. CUT THREADING OF BOLTS SO THAT NO MORE THAN ¼-INCH TO ½-INCH OF THREADING IS BEYOND THE NUT.

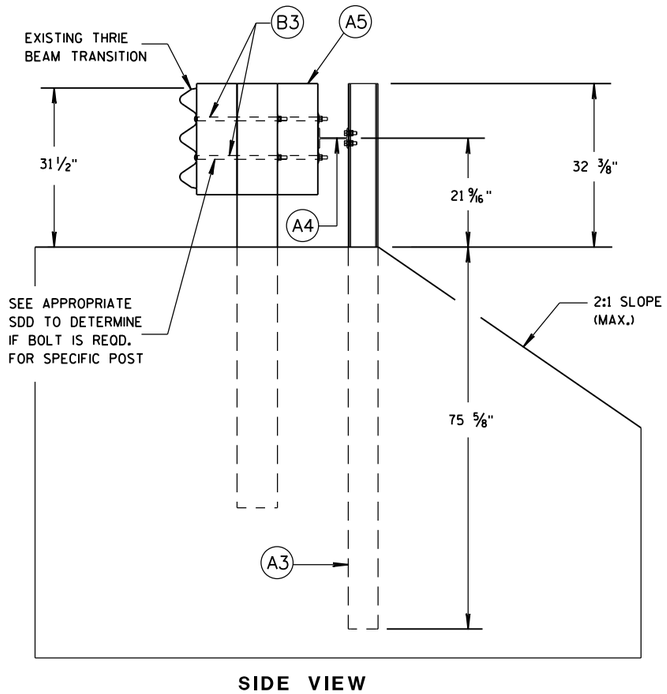
WHEN USING APPROACH RETROFIT POST BID ITEM, REVIEW SDD 14B20 INSTALL POST INFORMATION AND LOCATION, BLOCK AND HARDWARE.



PLAN VIEW



ELEVATION VIEW



SIDE VIEW

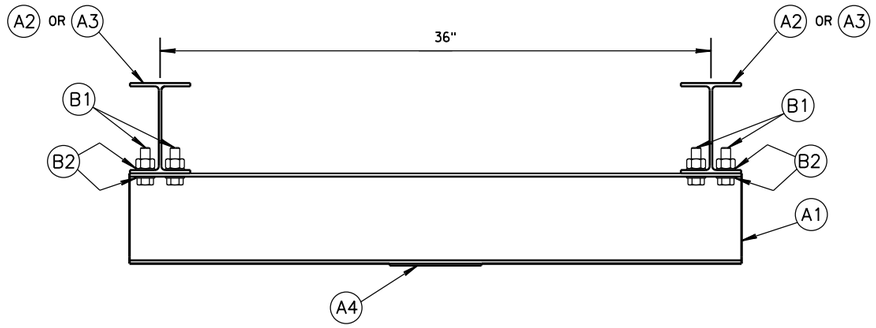
108" MISSING POST CROSS-BEAM

THRIE BEAM APPROACH
RETROFIT INSTALLATION
OF MISSING POST

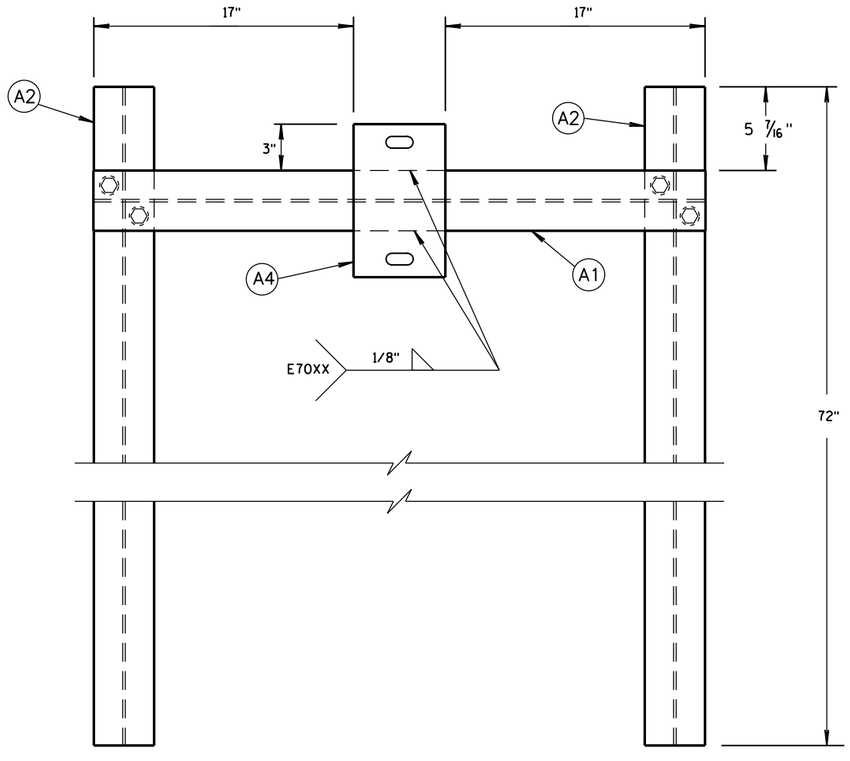
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 50-1a

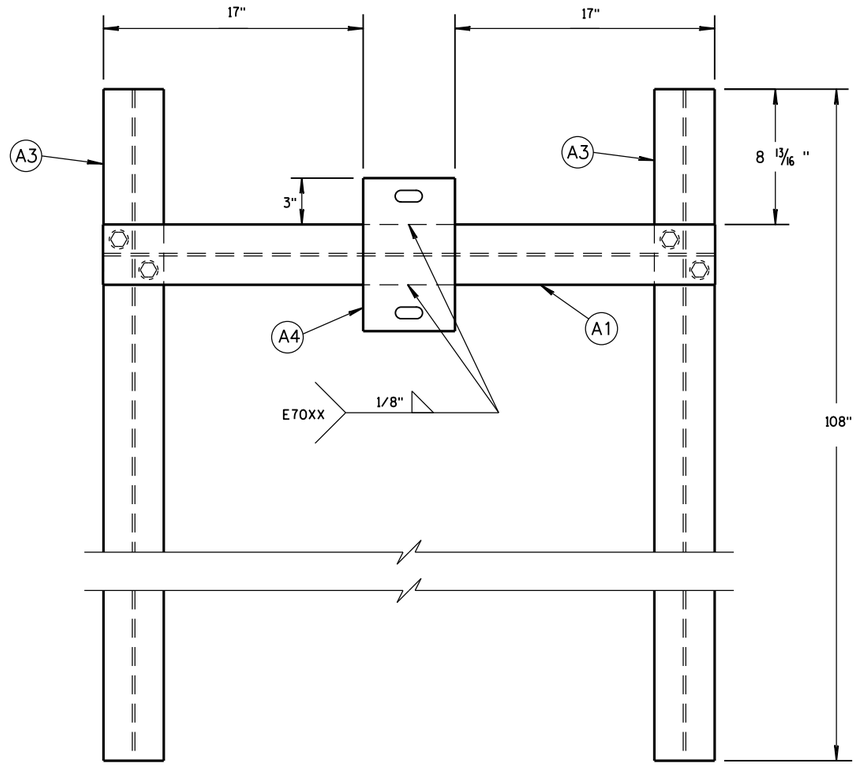


PLAN VIEW



ELEVATION VIEW

72" POST



ELEVATION VIEW

108" POST

MISSING POST CROSS-BEAM DETAIL

THRIE BEAM APPROACH
RETROFIT INSTALLATION
OF MISSING POST

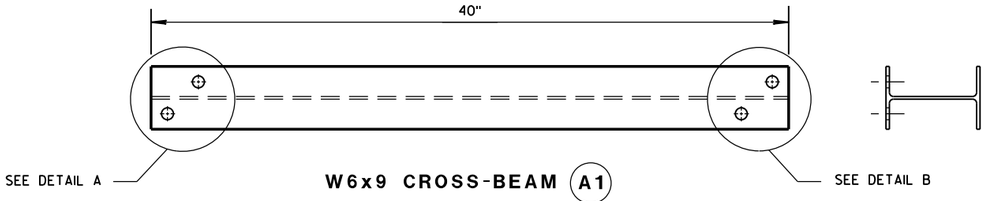
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 50-1b

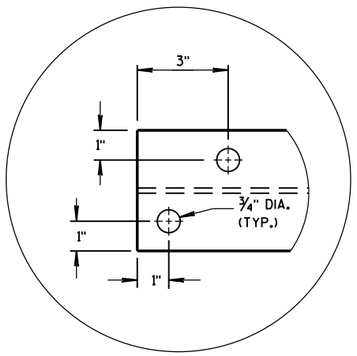
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S.D.D. 14 B 50-1b

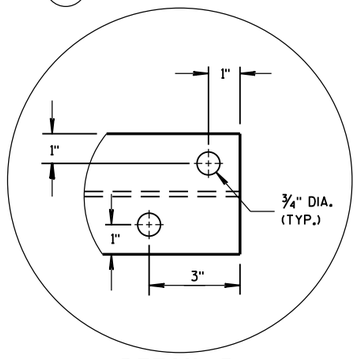


W6x9 CROSS-BEAM (A1)

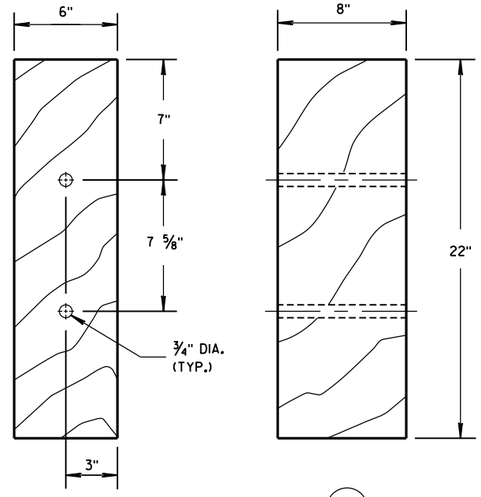
BILL OF MATERIALS			
ITEM NO.	QTY.	DESCRIPTION	MATERIAL SPECIFICATION
(A1)	1	40" LONG W6x9 CROSS-BEAM	ASTM A992 GR. 50 OR ASTM A36
(A2)	2	72" LONG W6x9 POST	ASTM A992 GR. 50 OR ASTM A36
(A3)	2	108" LONG W6x9 POST	ASTM A992 GR. 50 OR ASTM A36
(A4)	1	6" x 10" x 1/8" BACKUP PLATE	ASTM A992 GR. 50 OR ASTM A36
(A5)	3	6" x 8" x 22" BLOCKOUT	
(B1)	4	5/8" DIA. - HEX HEAD BOLT	BOLT: HEAVY HEX HEAD ASTM A307 OR SAE J429 GRADE 2 NUT: HEAVY HEX HEAD ASTM A563 A
(B2)	8	5/8" DIA. NARROW FLAT WASHER	ASTM F436
(B3)	2	LONG, 5/8" DIA. - POST BOLT AND NUT	BOLT: SAE J429 GRADE 2 OR ASTM A307 GRADE C OR ASTM F1554 GRADE 36 NUT: 5/8" DIA. ASTM A563 A DOUBLE RECESSED (DR) HEAVY HEX HEAD
(B4)	2	5/8" DIA. PLAIN ROUND WASHER	ASTM F844



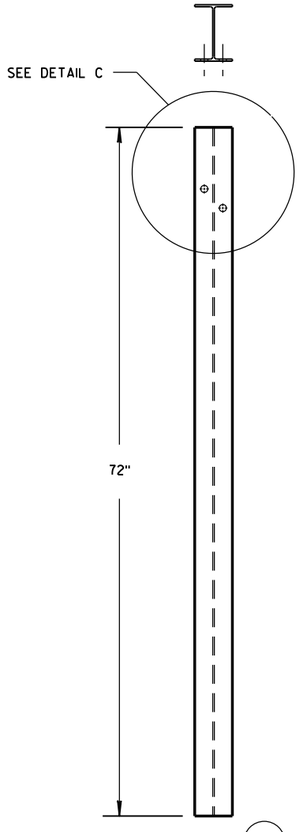
DETAIL A



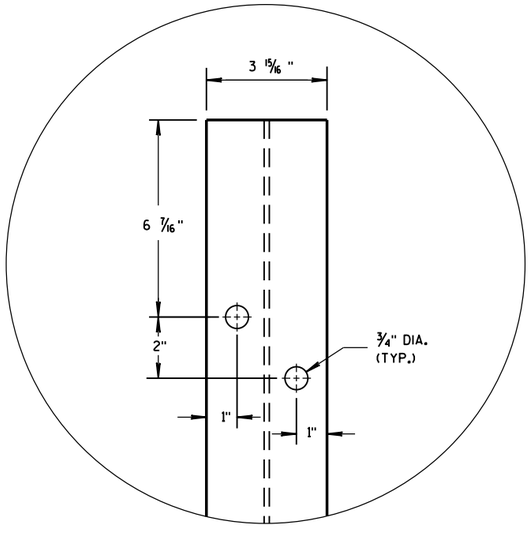
DETAIL B



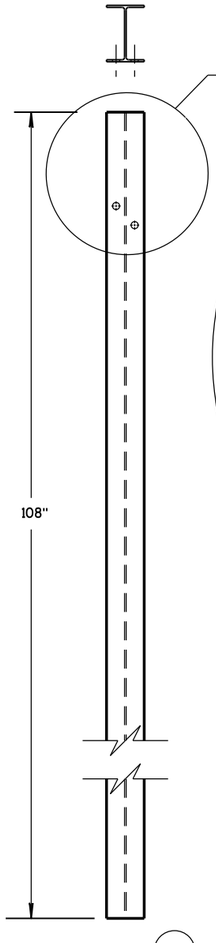
BLOCKOUT (A5)



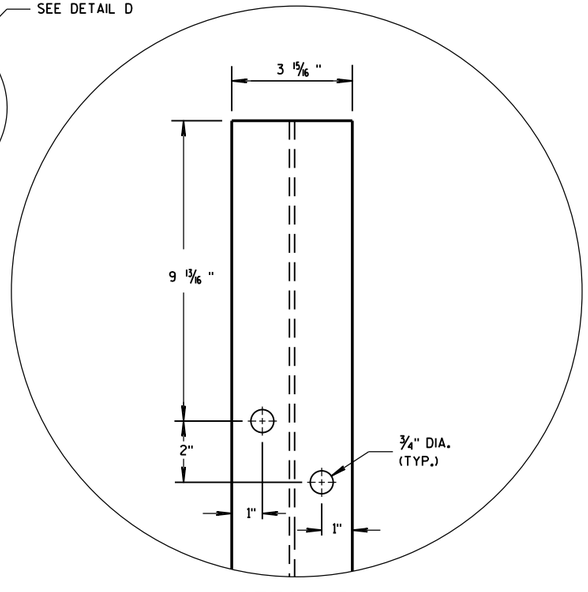
W6x9 POST (A2)



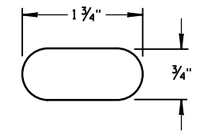
DETAIL C



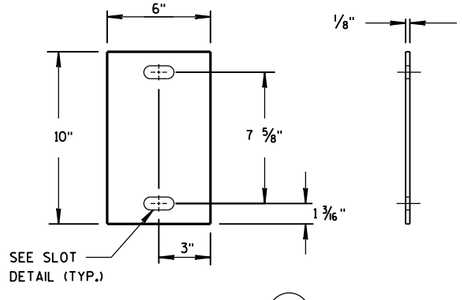
W6x9 POST (A3)



DETAIL D



SLOT DETAIL



BLACKUP PLATE (A4)

THRIE BEAM APPROACH
RETROFIT INSTALLATION
OF MISSING POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

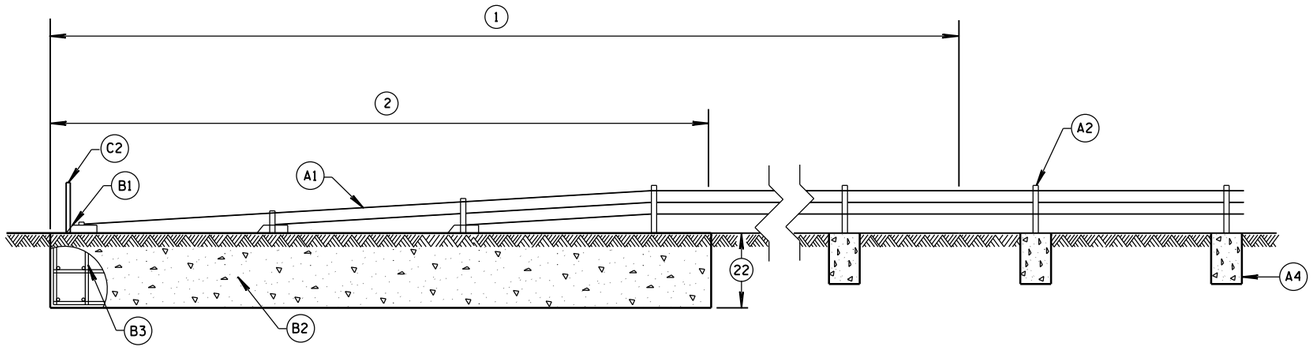
FHWA

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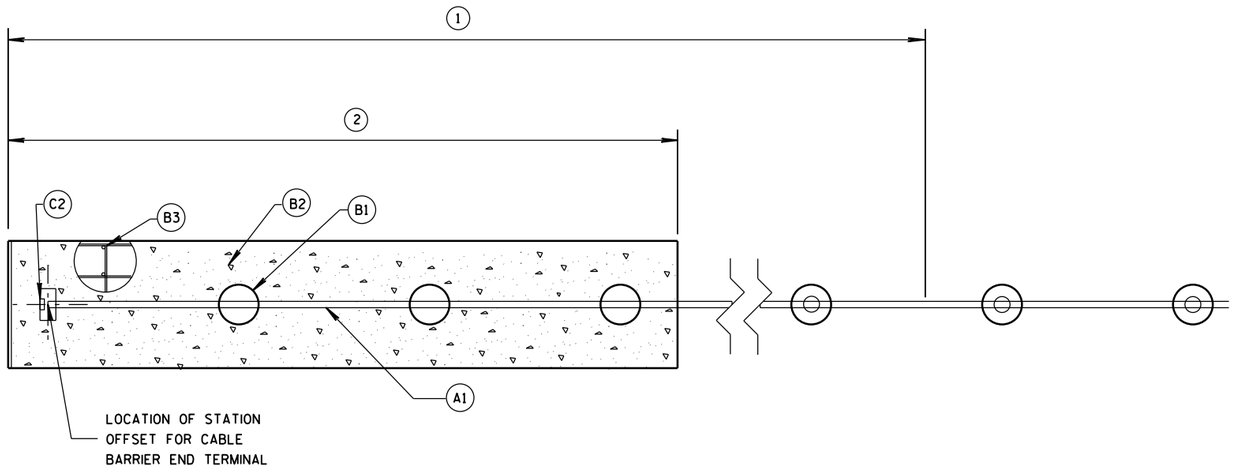
S.D.D. 14 B 50-1c

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S.D.D. 14 B 50-1c

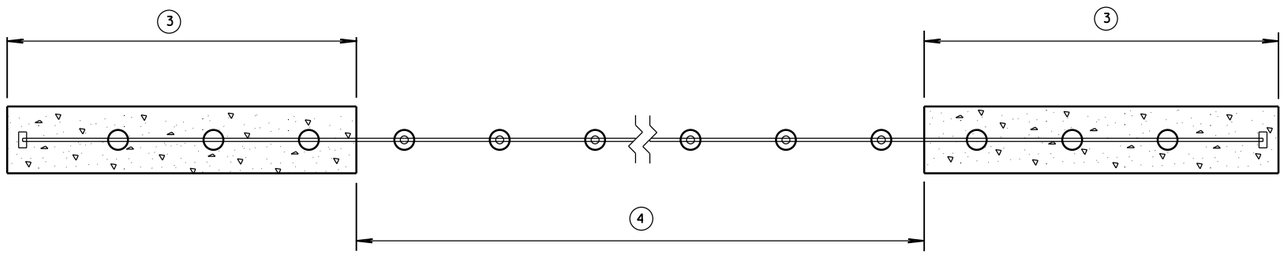


PROFILE VIEW



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

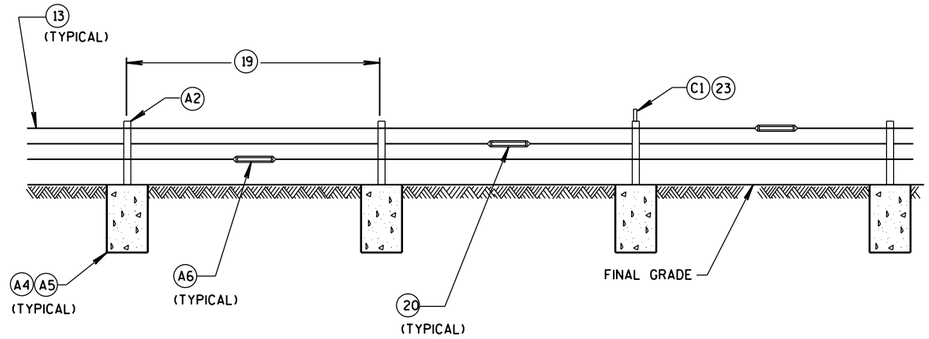
(4) CABLE BARRIER AND LINE POSTS

CABLE BARRIER TYPE 1 LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

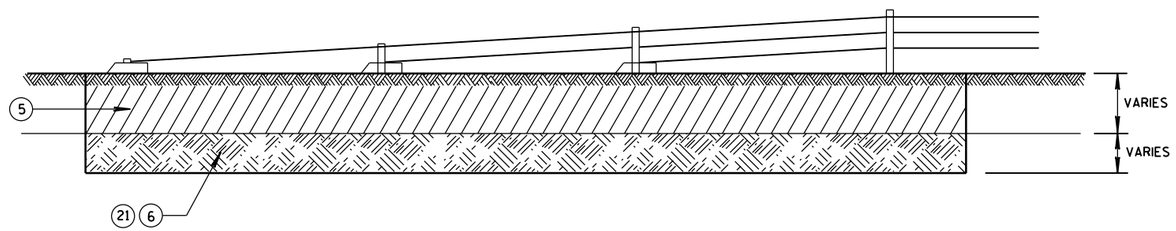
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S.D.D. 14 B 52-1a



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.

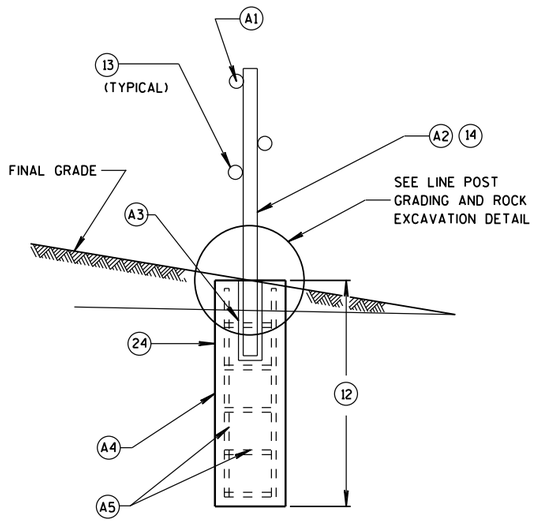
(20) STAGGER TURNBUCKLES (TYPICAL).

(21) SEE MANUFACTURER'S DESIGN WHEN ROCK IS ENCOUNTERED.

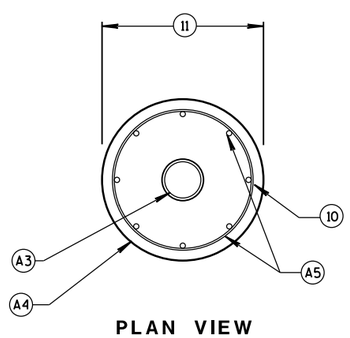
(22) IN SOIL MINIMUM DEPTH OF CABLE BARRIER END TERMINAL FOOTING IS 60 INCHES. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENATION ARE ACCEPTABLE.

(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.

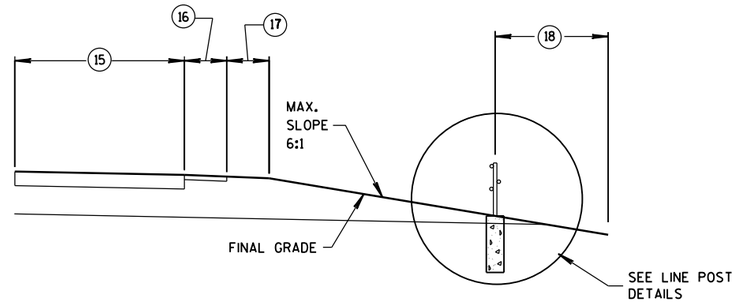


CROSS SECTION

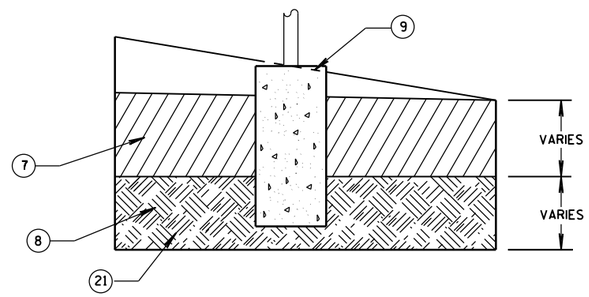


PLAN VIEW
(LINE POST AND CABLES NOT SHOWN)

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

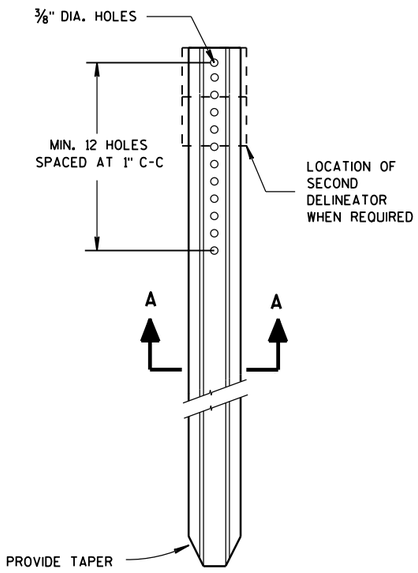
FHWA

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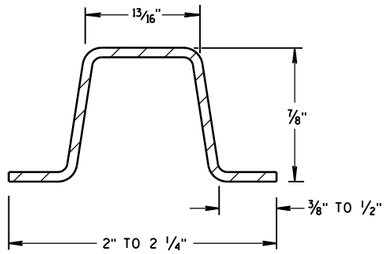
S.D.D. 14 B 52-1b

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S.D.D. 14 B 52-1b

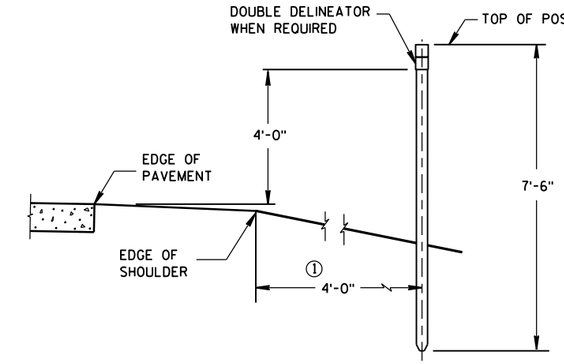


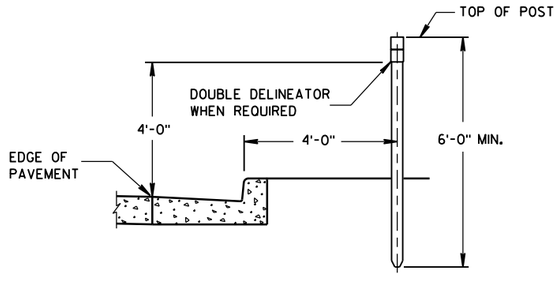
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



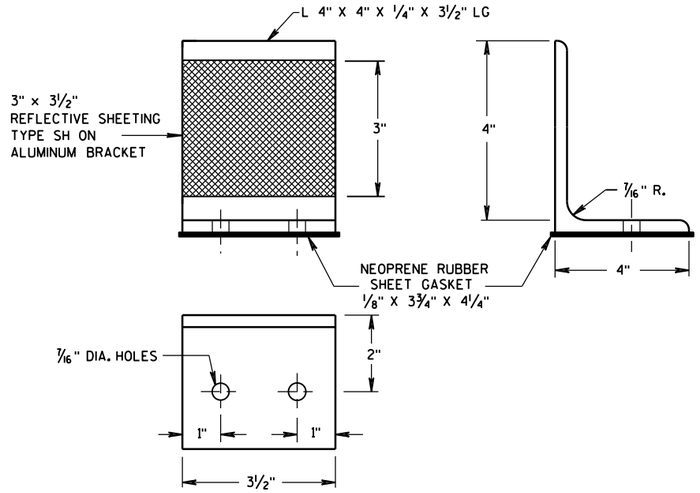


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

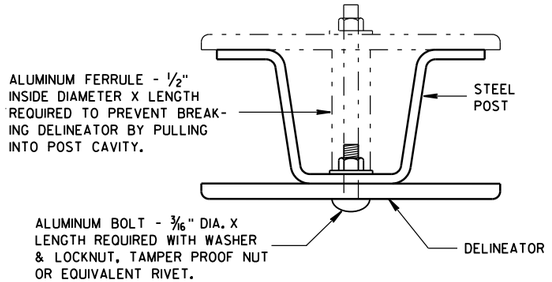
GENERAL NOTES

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

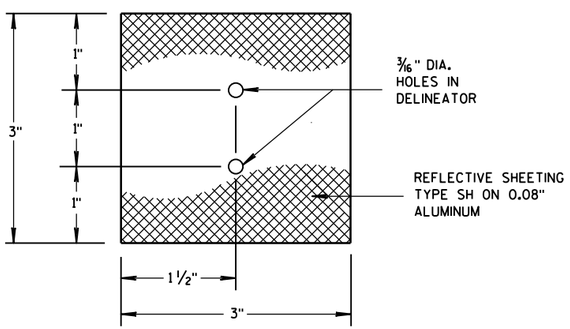
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



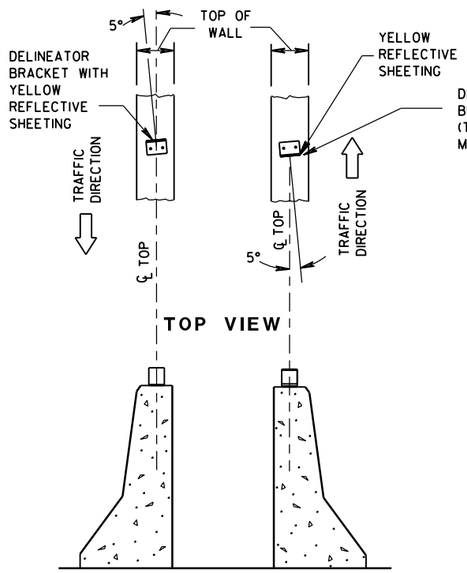
DELINEATOR BRACKET



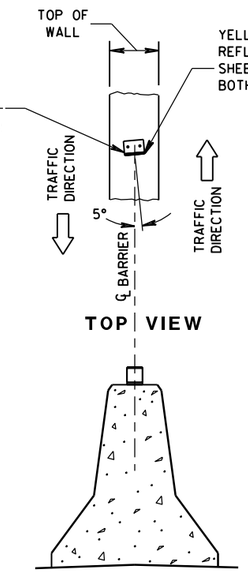
MOUNTING DETAIL FOR DELINEATOR



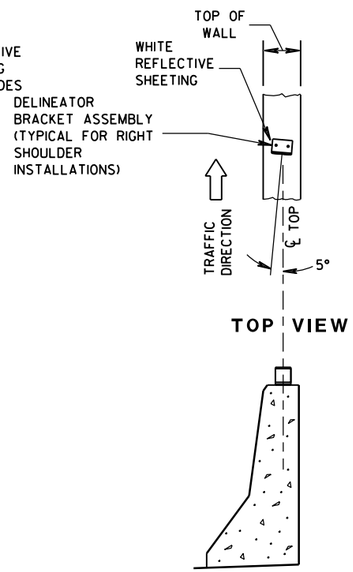
3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN

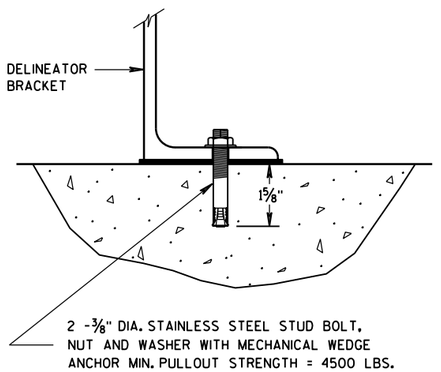


MEDIAN BARRIER



BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

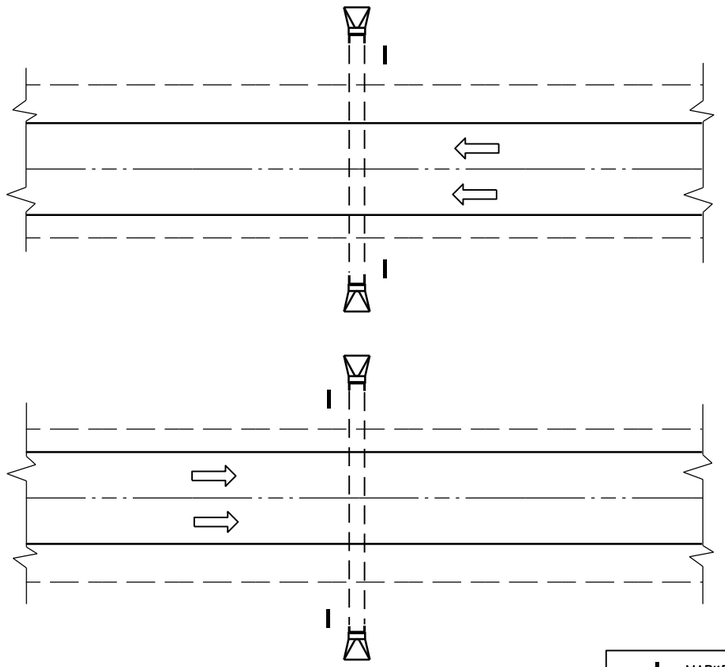
APPROVED
7/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

6

S.D.D. 15 A 2-8

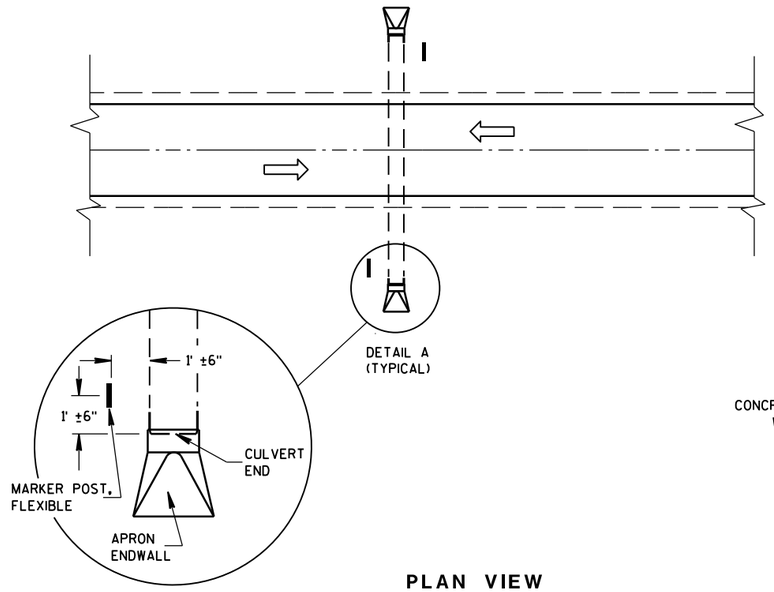
6

S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

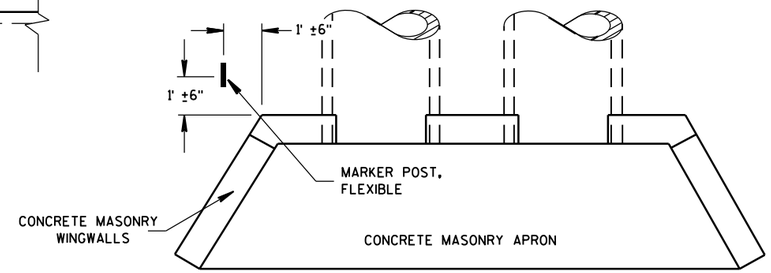
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

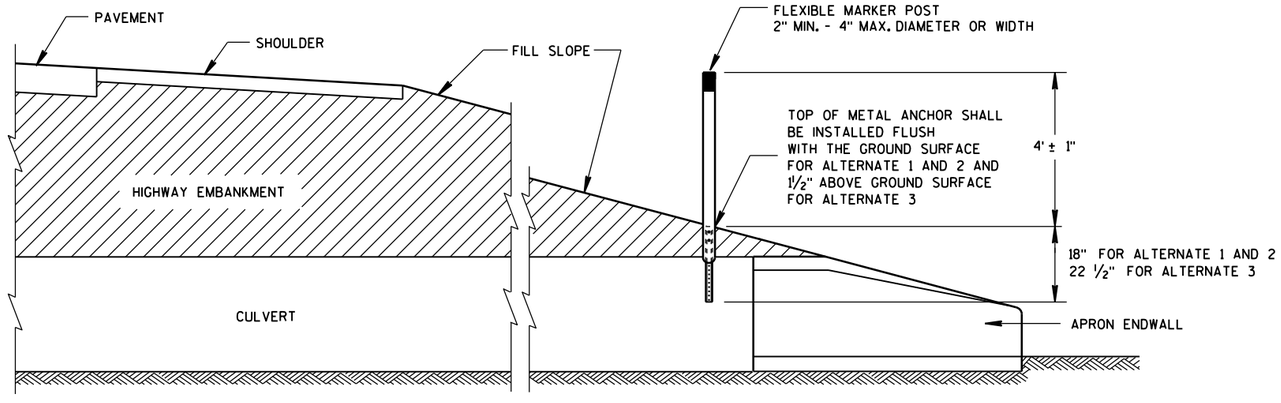
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

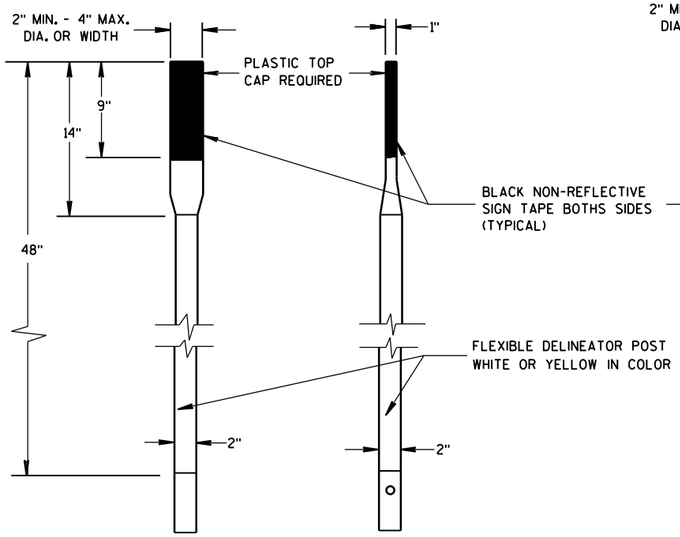
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

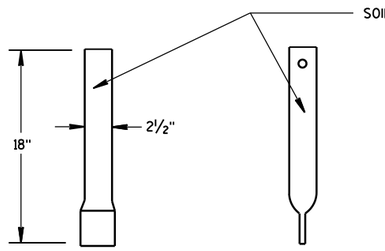
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S.D.D. 15 A 3-2a

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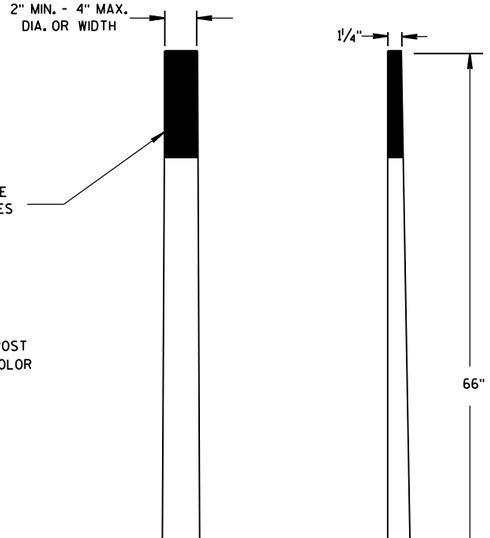
S.D.D. 15 A 3-2a





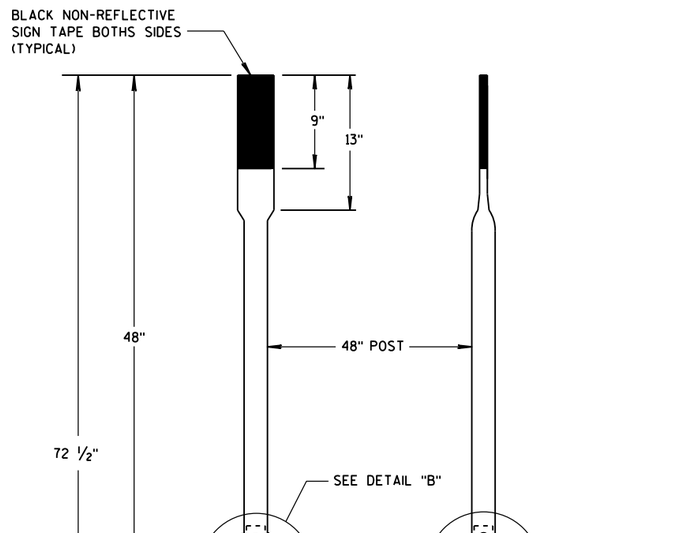
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

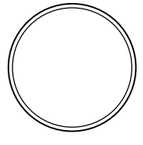
ALTERNATE 2



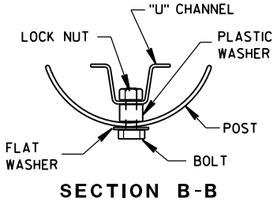
FRONT VIEW SIDE VIEW

ALTERNATE 3

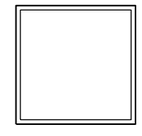
FLEXIBLE MARKER POSTS



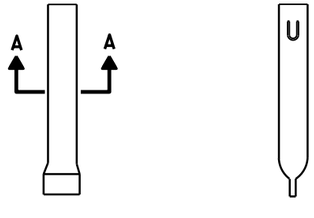
SECTION A-A



SECTION B-B

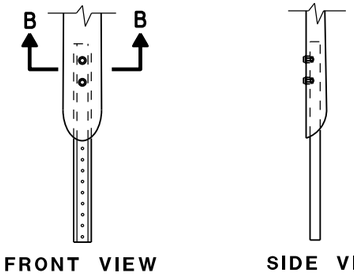


SECTION C-C



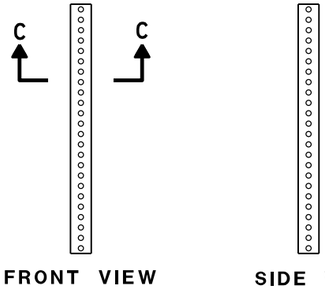
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

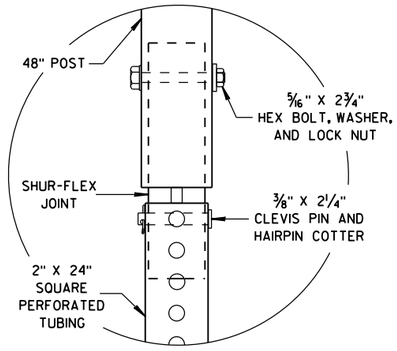
ALTERNATE 2



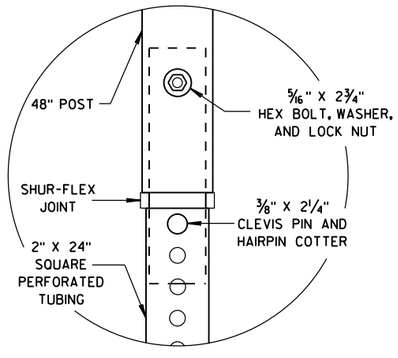
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
474
IGN
FHWA

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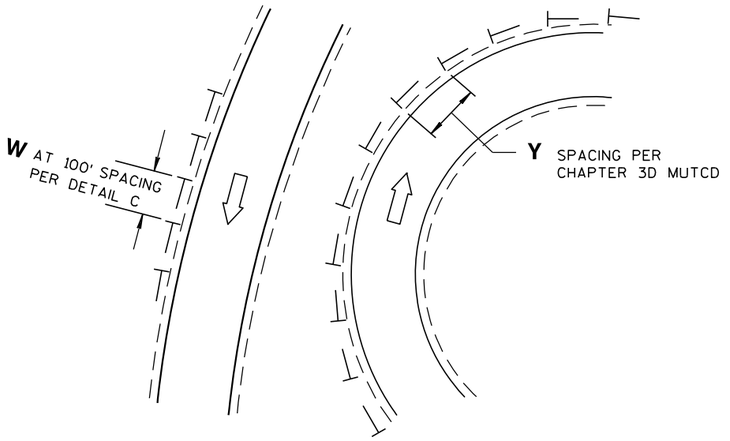
S.D.D. 15 A 3-2b

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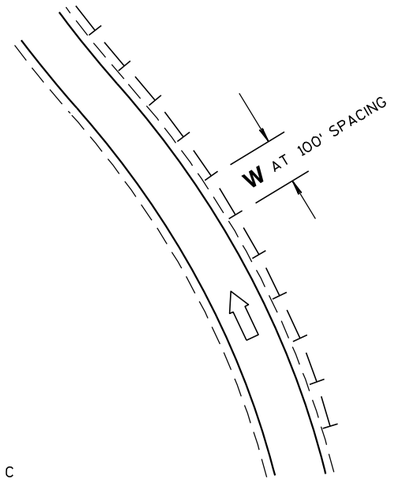
S.D.D. 15 A 3-2b

GENERAL NOTES

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



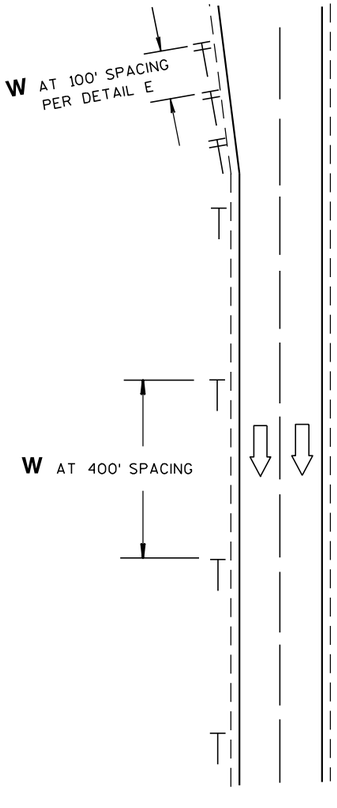
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



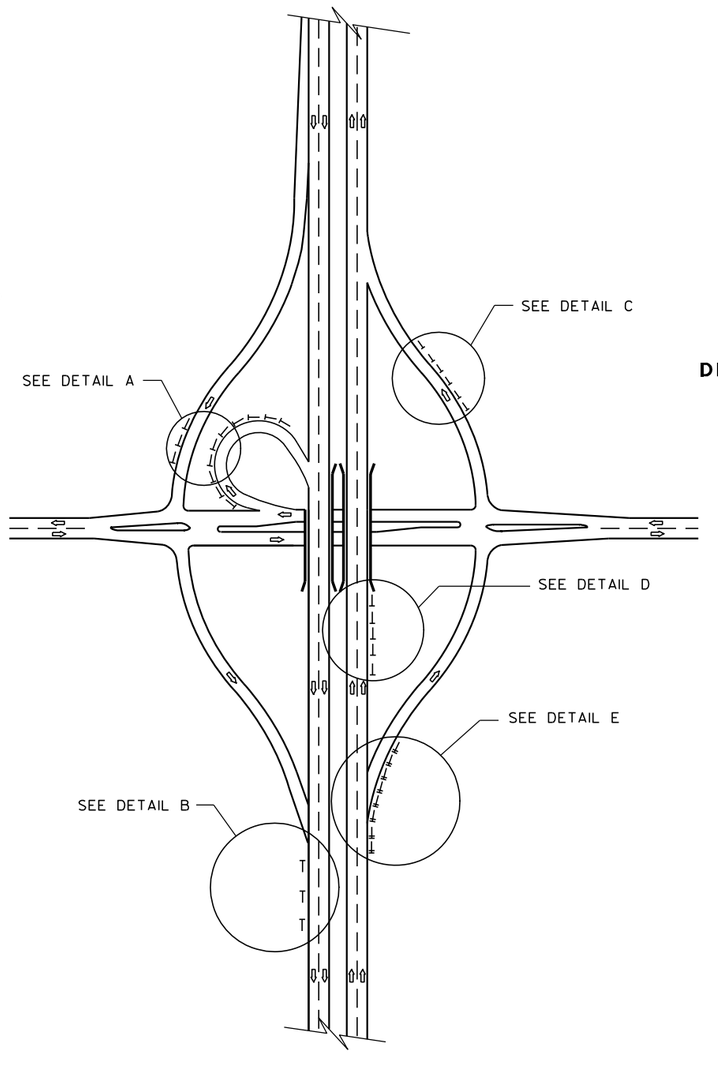
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

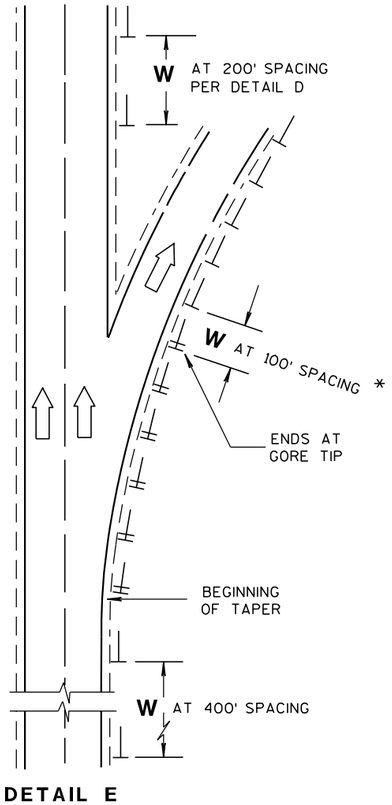
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



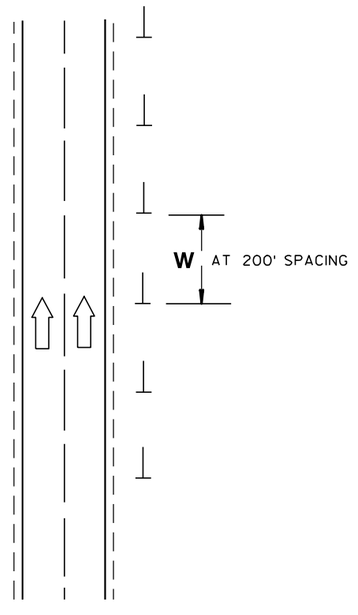
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



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



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

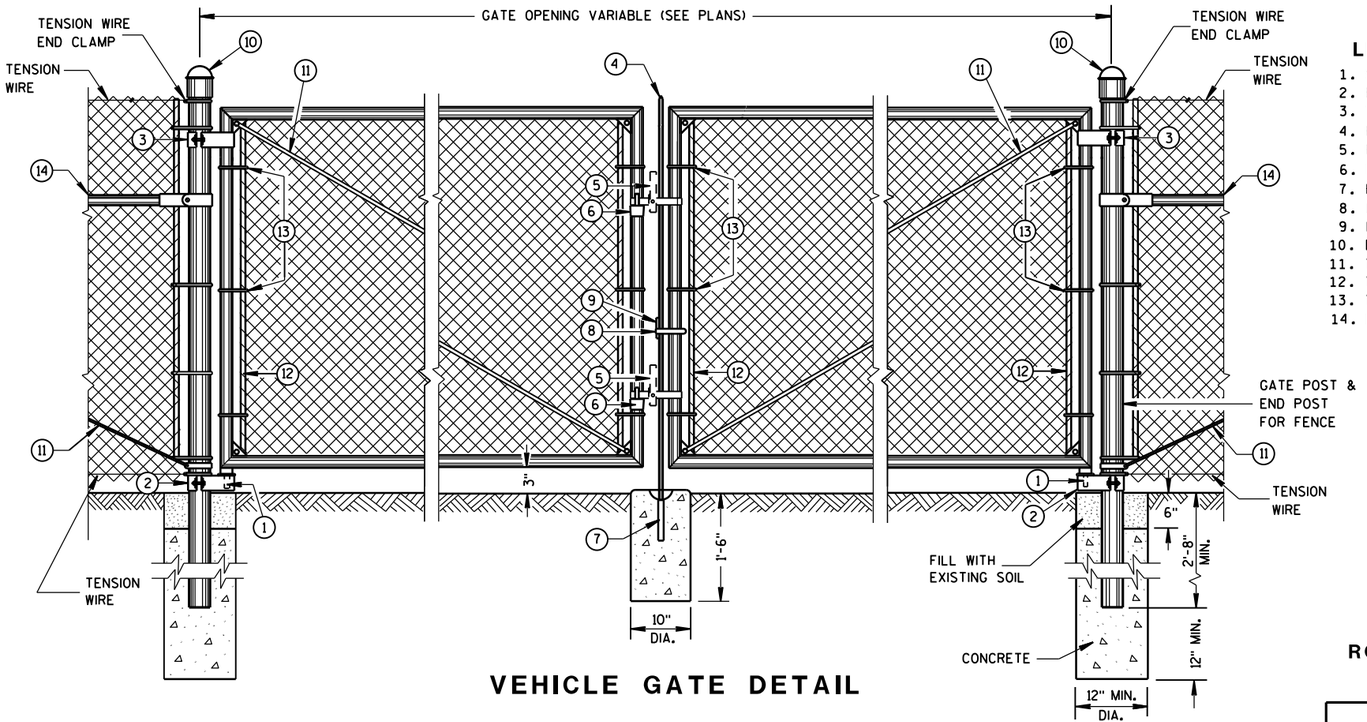
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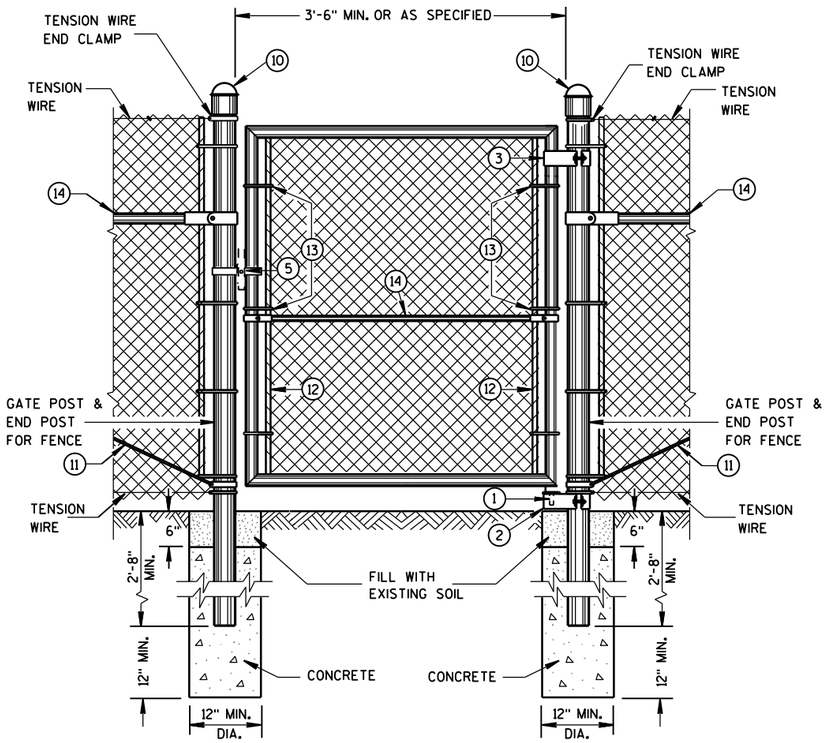
S.D.D. 15 A 6-2

6

S.D.D. 15 A 6-2



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

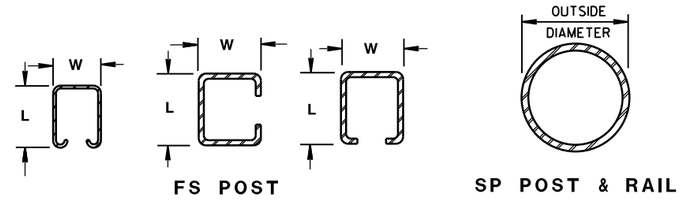
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST — SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

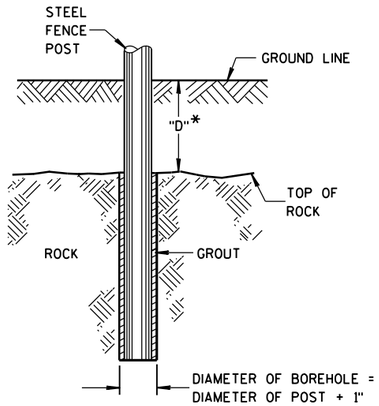
POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

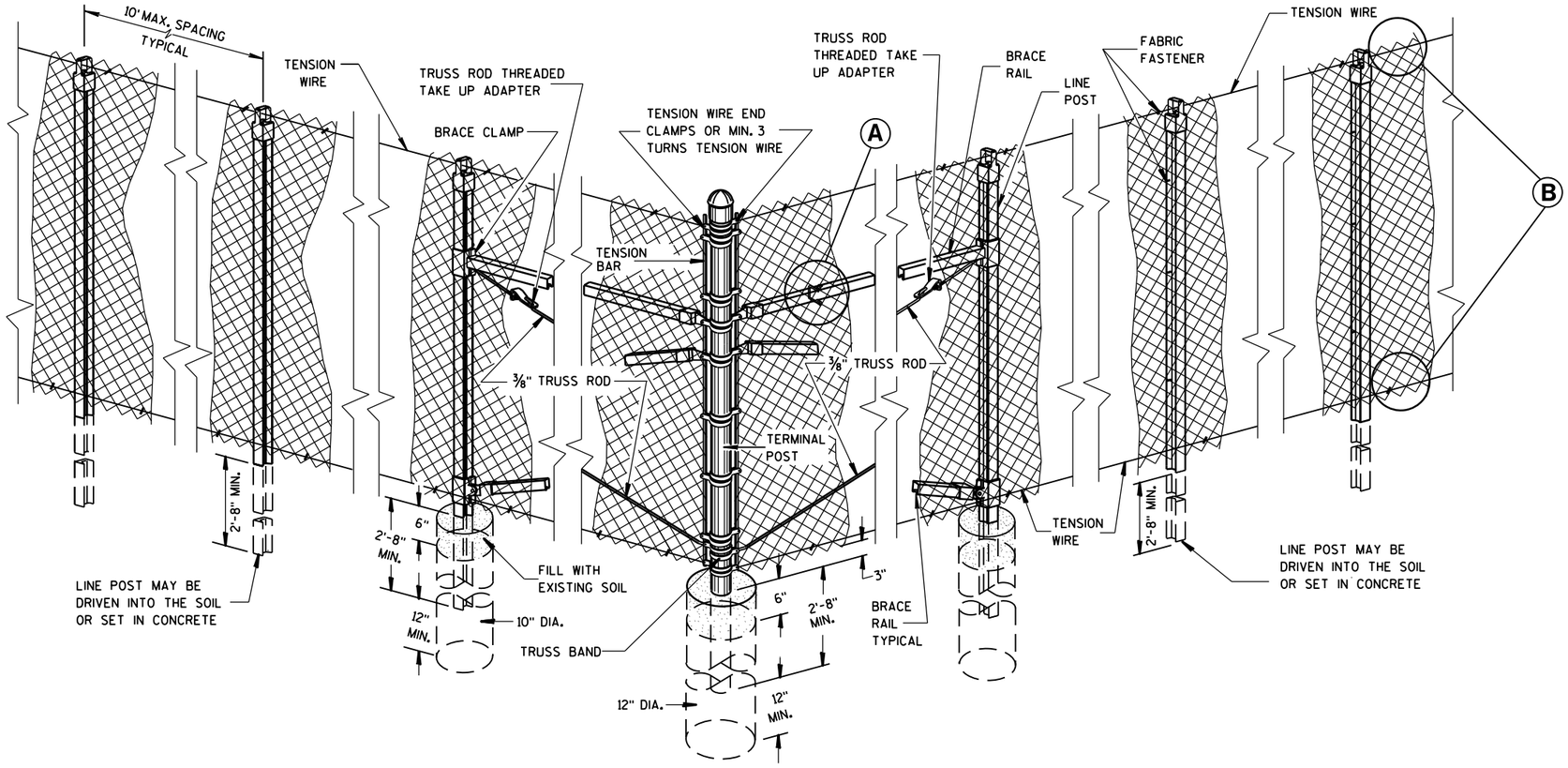
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S.D.D. 15 B 3-15a
S.D.D. 15 B 3-15a

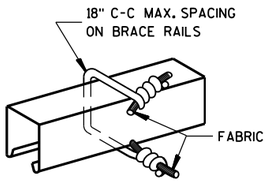


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



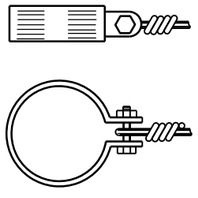
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



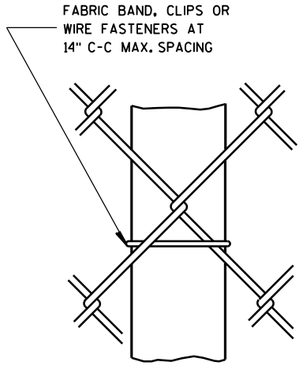
BRACE RAIL

FABRIC FASTENER

Ⓐ



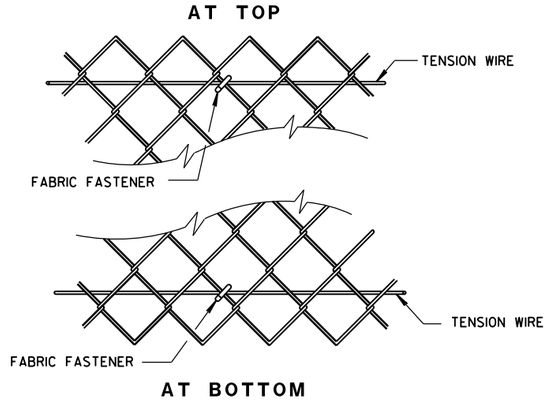
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

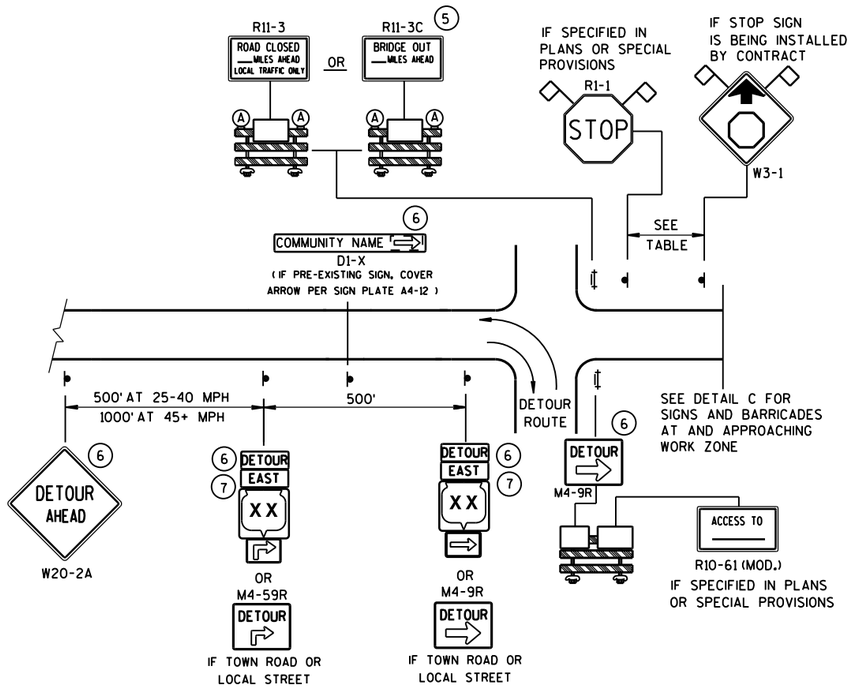
SELVAGES

Ⓑ

FENCE CHAIN LINK

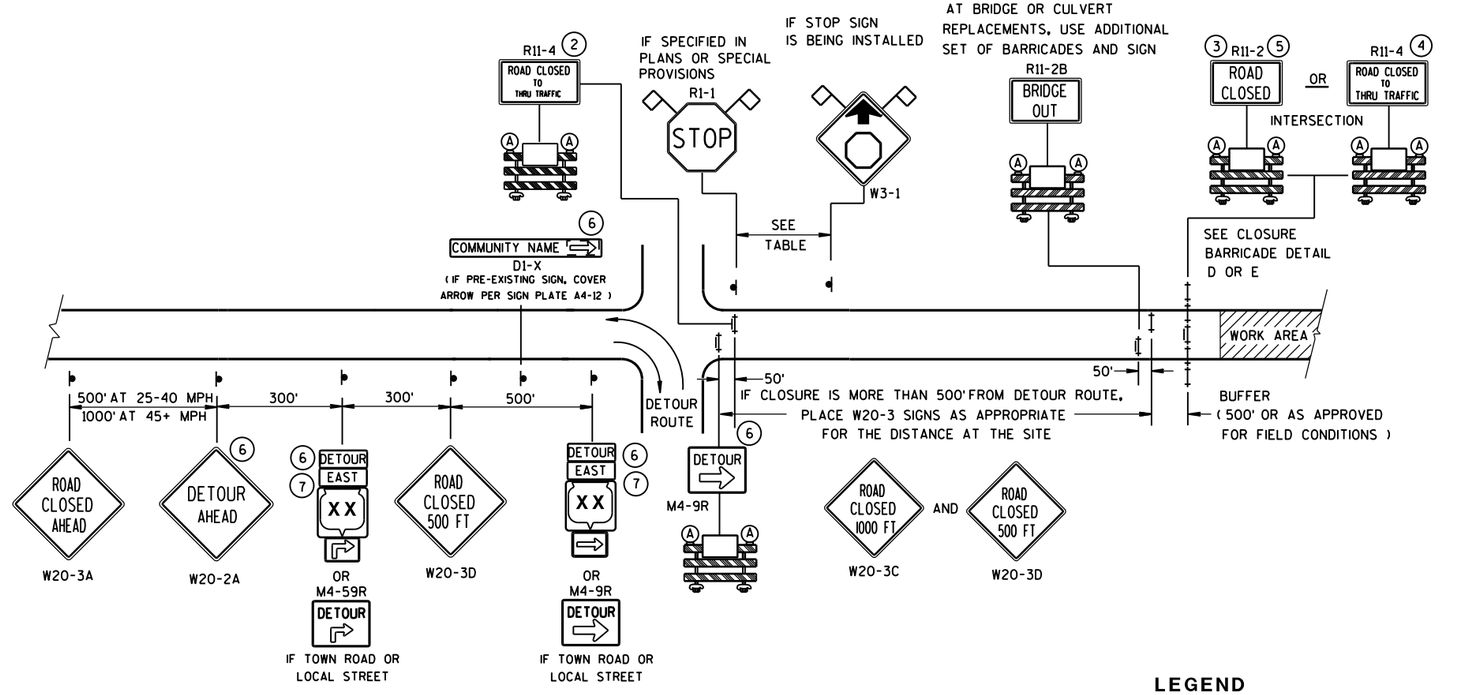
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



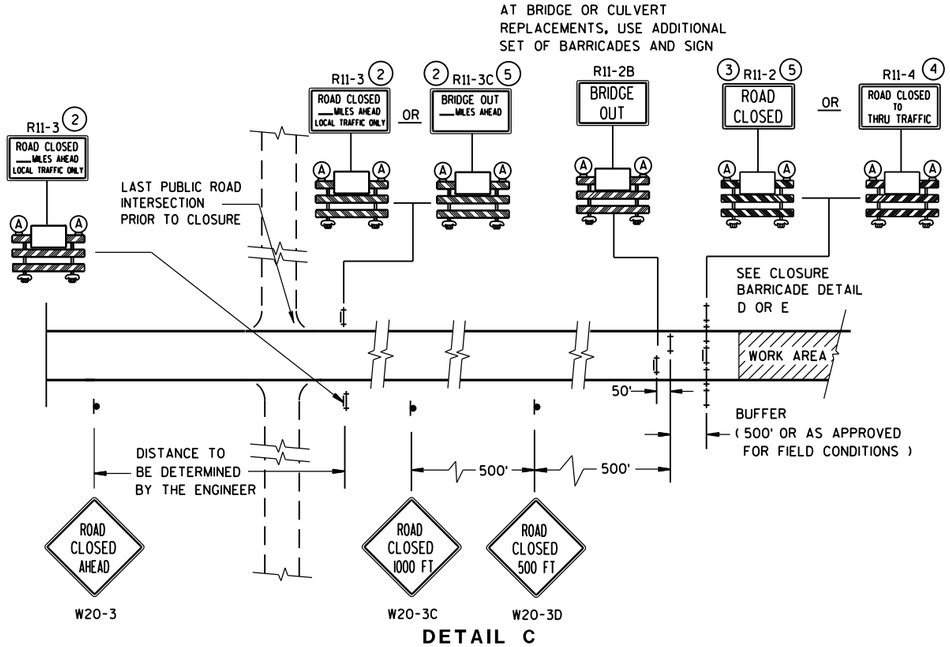
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**"
FOR GENERAL NOTES
AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

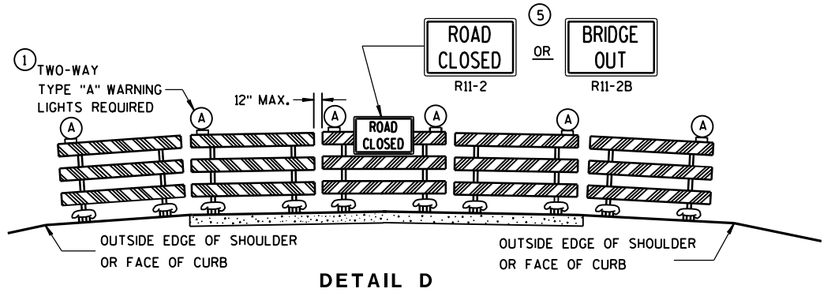
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

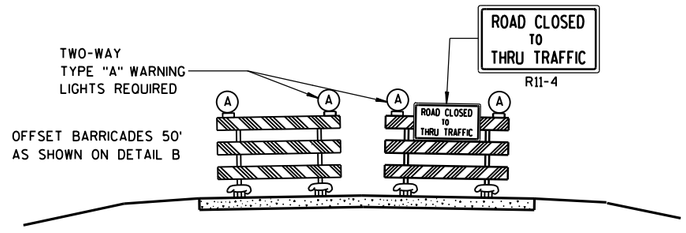
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI

FHWA

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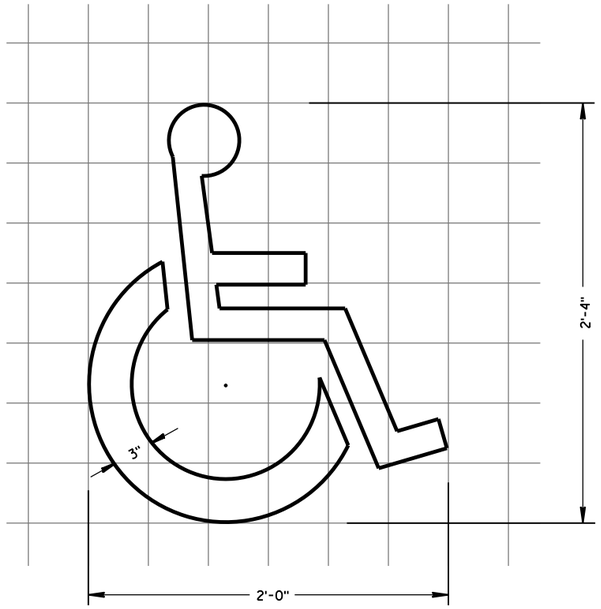
S.D.D. 15 C 2-6b

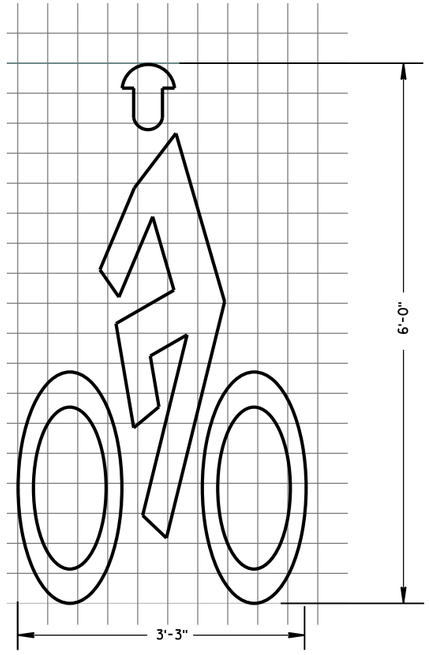
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S.D.D. 15 C 2-6b

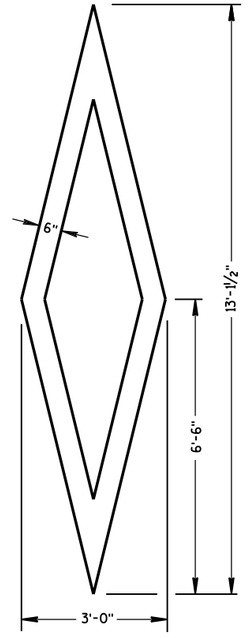
GENERAL NOTES

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





BIKE CROSSING SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

S.D.D. 15 C 7-13a

S.D.D. 15 C 7-13a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/18/16 — DATE

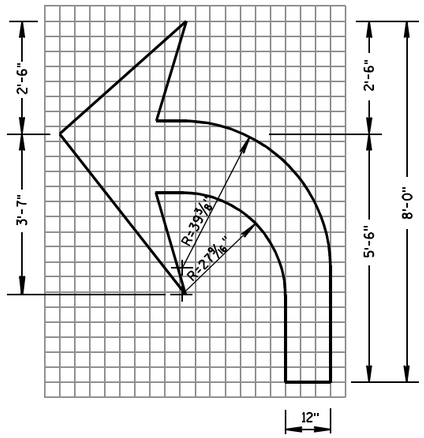
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

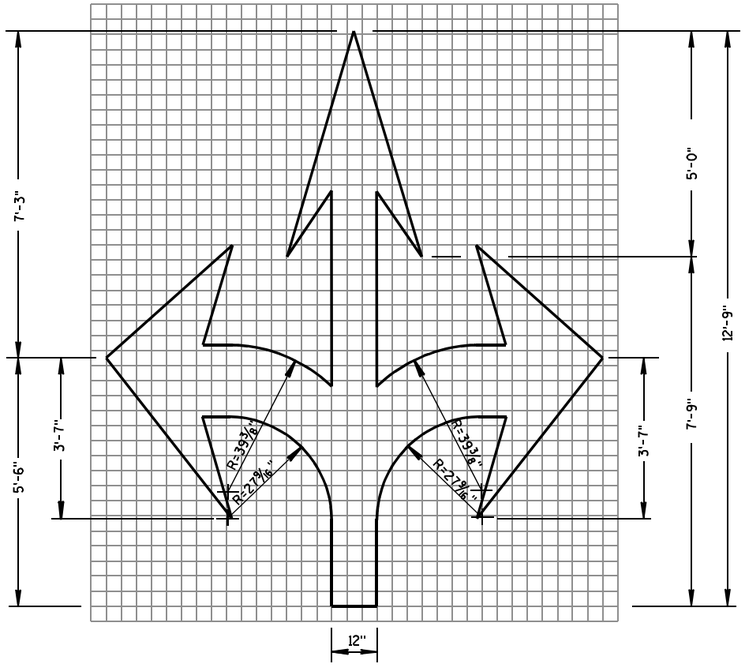
GENERAL NOTES

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

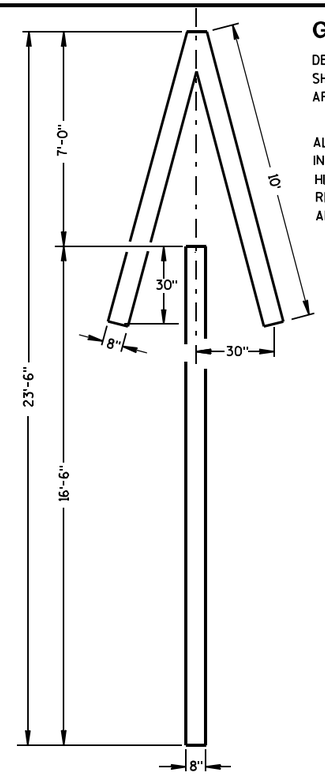
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



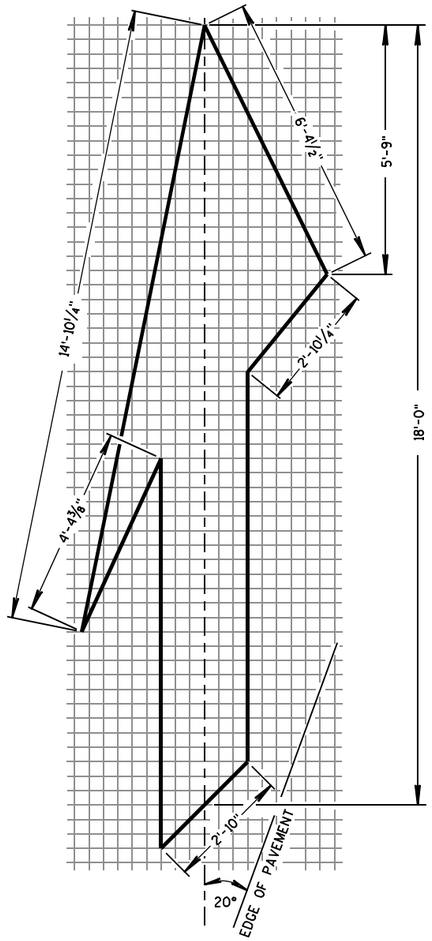
TYPE 2



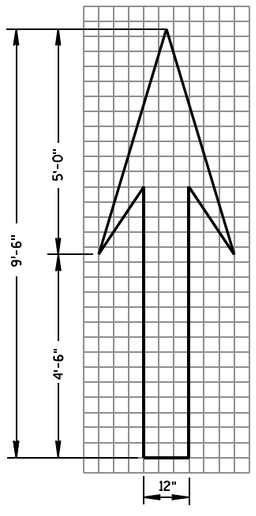
TYPE 6



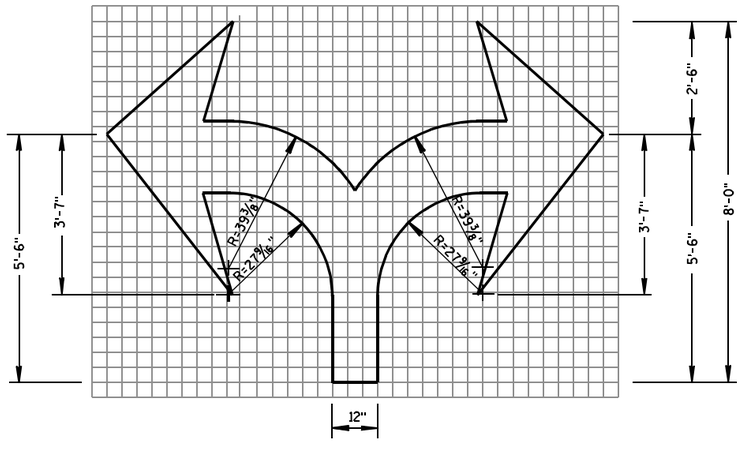
TYPE 4



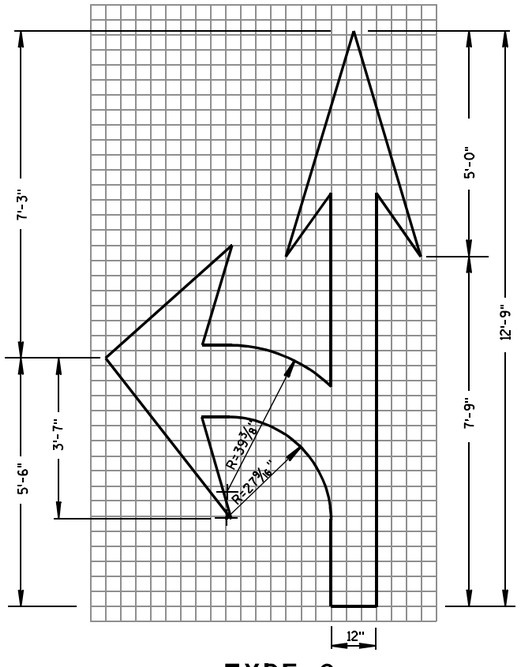
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

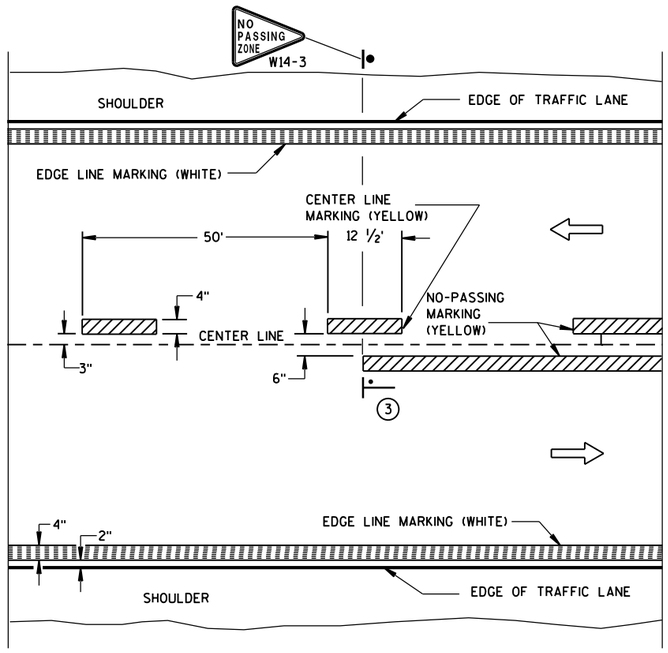
FHWA

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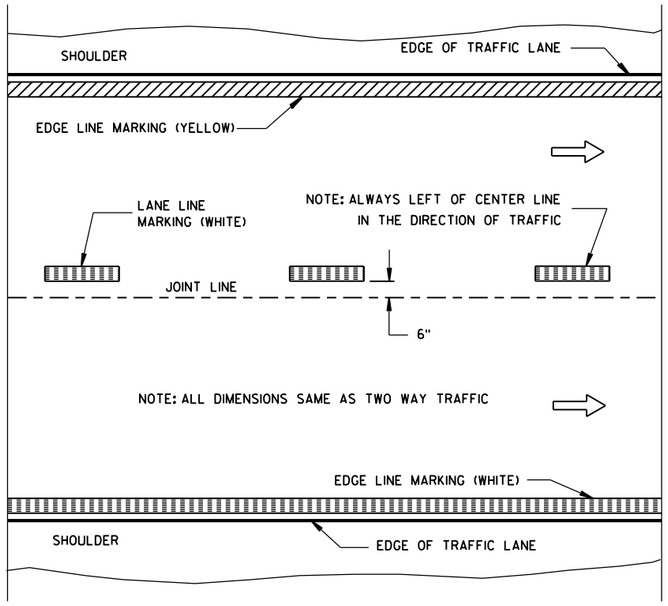
S.D.D. 15 C 7-12c

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S.D.D. 15 C 7-12c

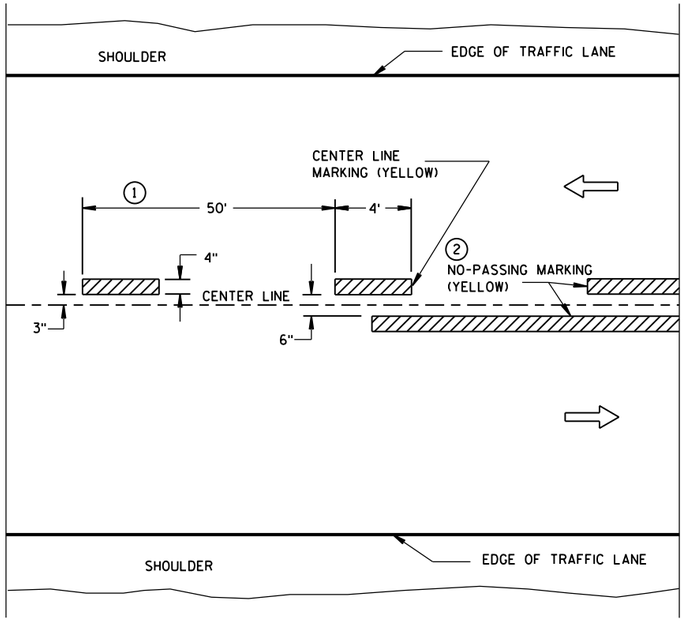


TWO WAY TRAFFIC

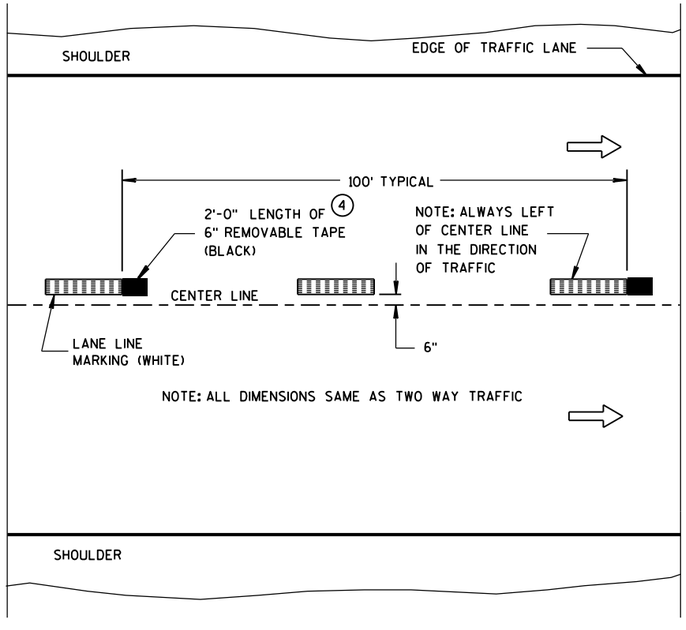


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

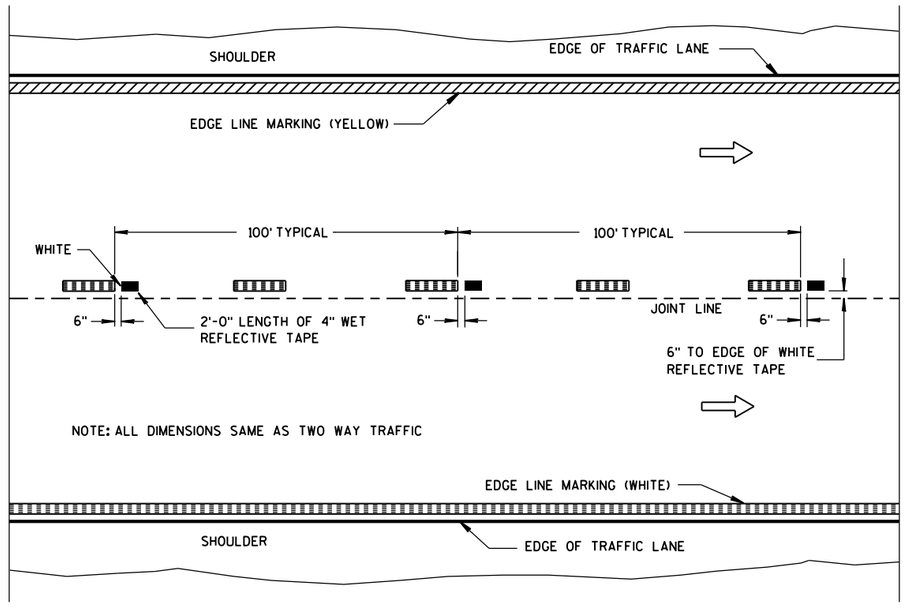
GENERAL NOTES

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

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

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



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

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

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

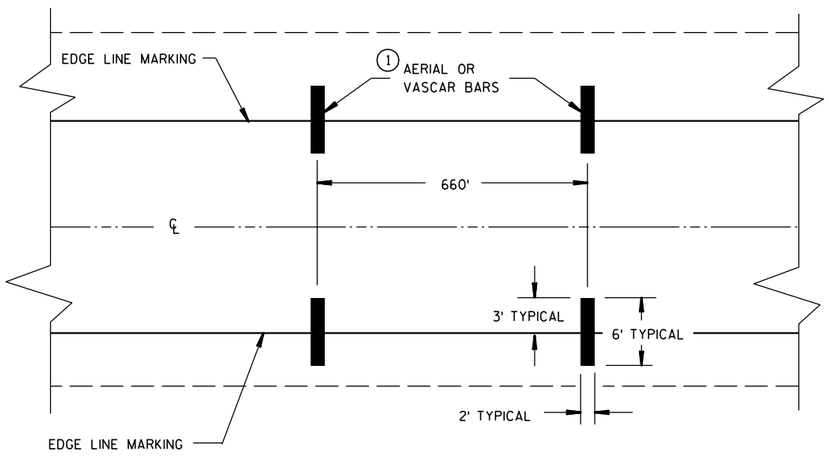
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S.D.D. 15 C 8-16a

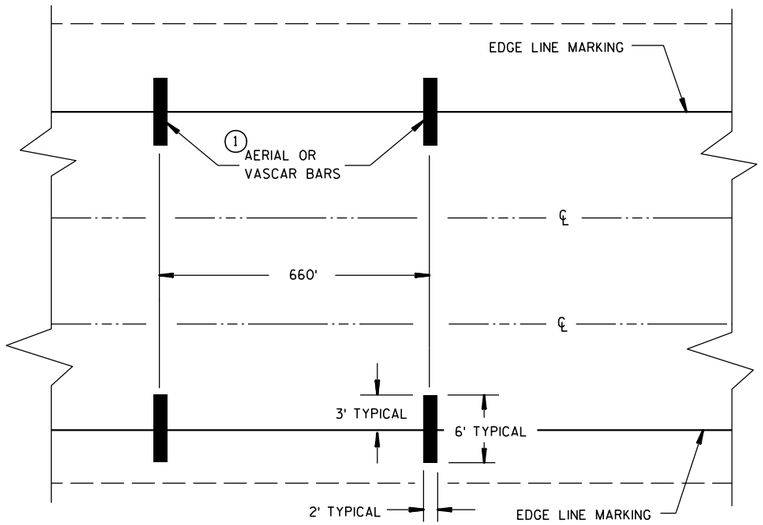
GENERAL NOTES

(1) NUMBER OF VASCAR OR AERIAL BARS SHALL BE A MINIMUM OF 2 OR A MAXIMUM OF 5 AT 660' SPACING.

A CAR CAN BE PROVIDED BY THE WISCONSIN STATE PATROL FOR TRAFFIC CONTROL.



TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC



TYPICAL FOR MULTILANE TRAFFIC

SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS

6

S.D.D. 15 C 14-1

AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
4/23/01 DATE	/S/ Chester L Spong CHIEF SIGNS AND MARKINGS ENGINEER
FHWA	

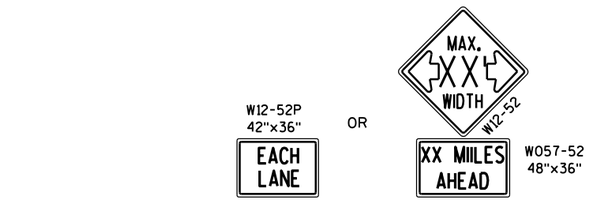
6

S.D.D. 15 C 14-1

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

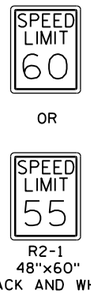
L, TAPER LENGTH (MPH)									
SPEED (MPH)	W, LATERAL OFFSET (FT)								
	10	11	12	13	14	15	16	17	18
45	450	495	540	585	630	675	720	765	810
50	500	550	600	650	700	750	800	850	900
55	550	605	660	715	770	825	880	935	990
60	600	660	720	780	840	900	960	1020	1080
65	650	715	780	845	910	975	1040	1105	1170
70	700	770	840	910	980	1050	1120	1190	1260



INSTALL ON EACH APPROACH AT THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY, OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROX. 1 FOOT LESS THAN AVAILABLE WIDTH (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET).



LOCATED 2600 FEET IN ADVANCE OF R2-1 SIGN AND 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.



R2-1
48"x60"
(BLACK AND WHITE)
LOCATED 500 FEET BEYOND W20-5G SIGN.

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES.

* INCLUDE RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

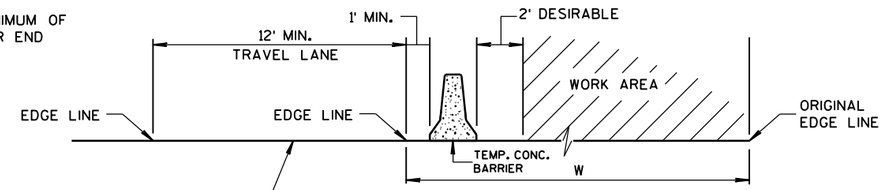
(1) CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUM TAPER.

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

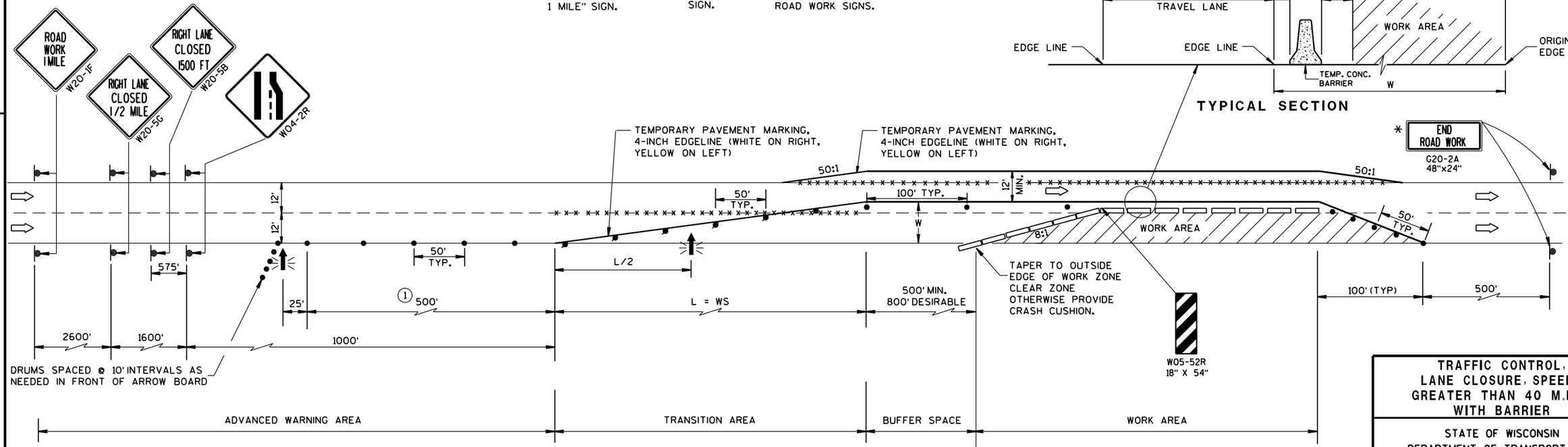
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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



TYPICAL SECTION



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZOI SAFETY ENGIN IC
FHWA

S.D.D. 15 D 3-3

S.D.D. 15 D 3-3

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.

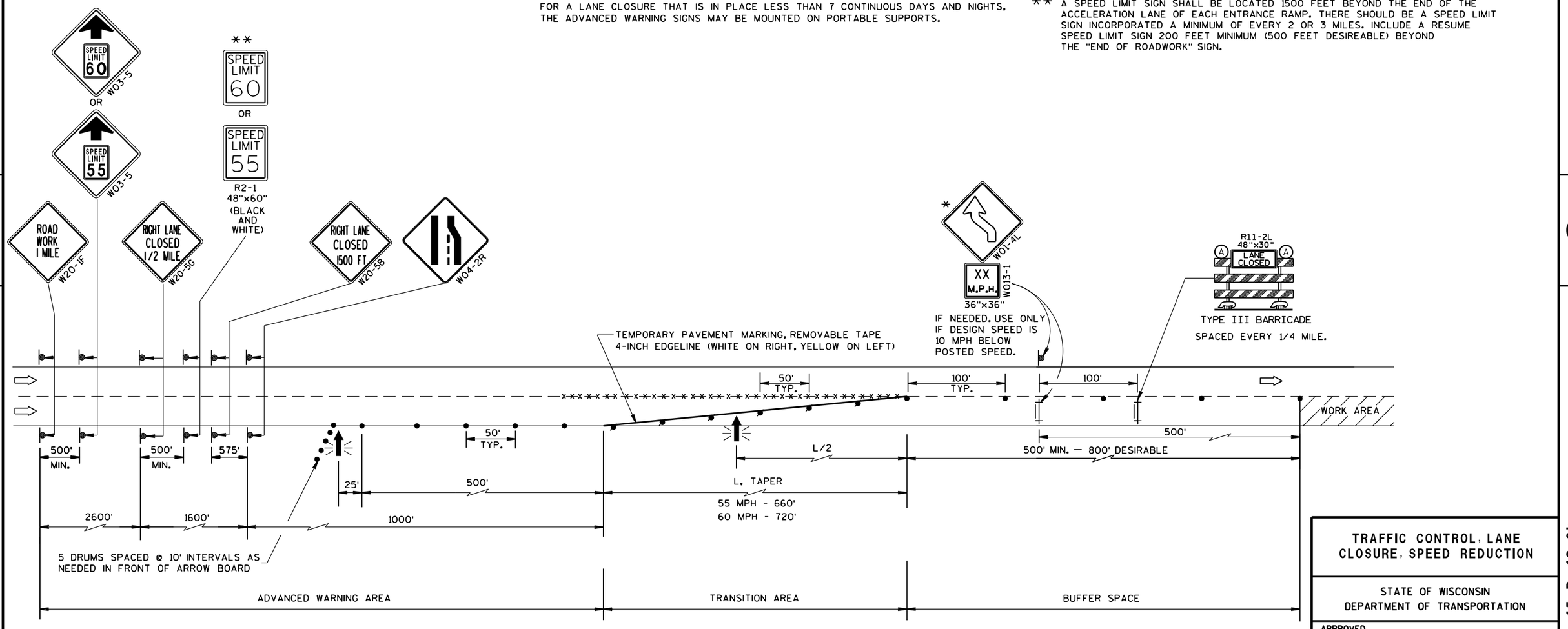
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

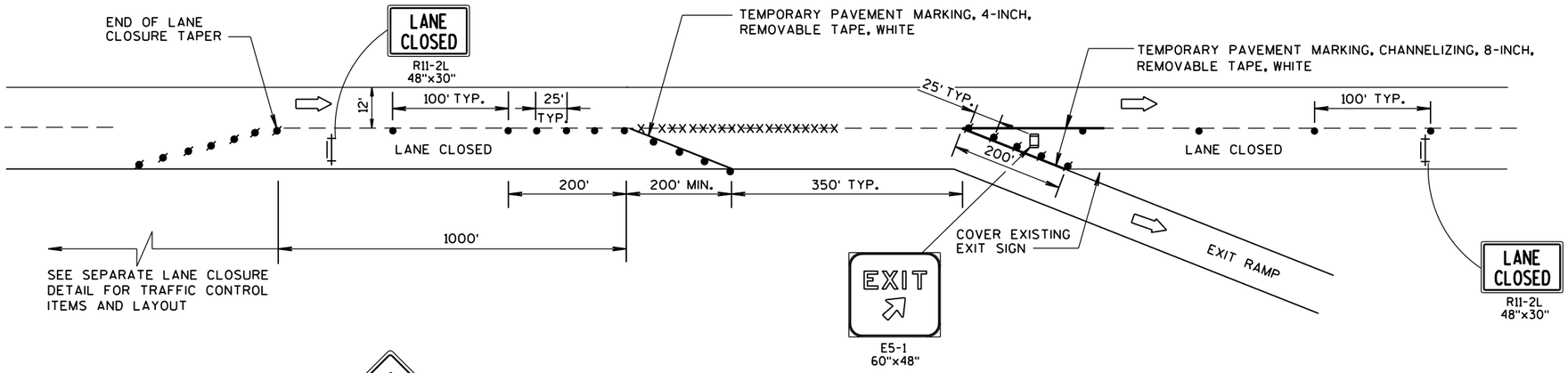
APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

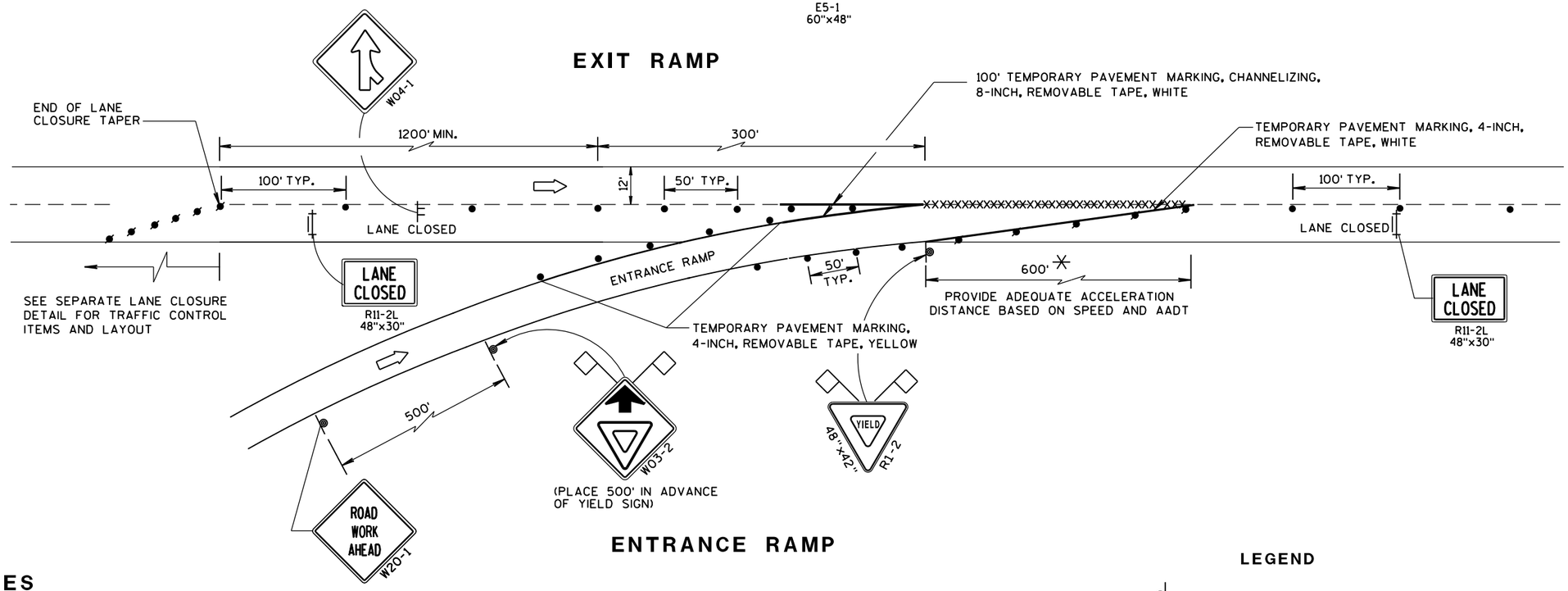
S.D.D. 15 D 12-6b

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



EXIT RAMP



ENTRANCE RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" x 16" MIN., (ORANGE)
- DIRECTION OF TRAFFIC

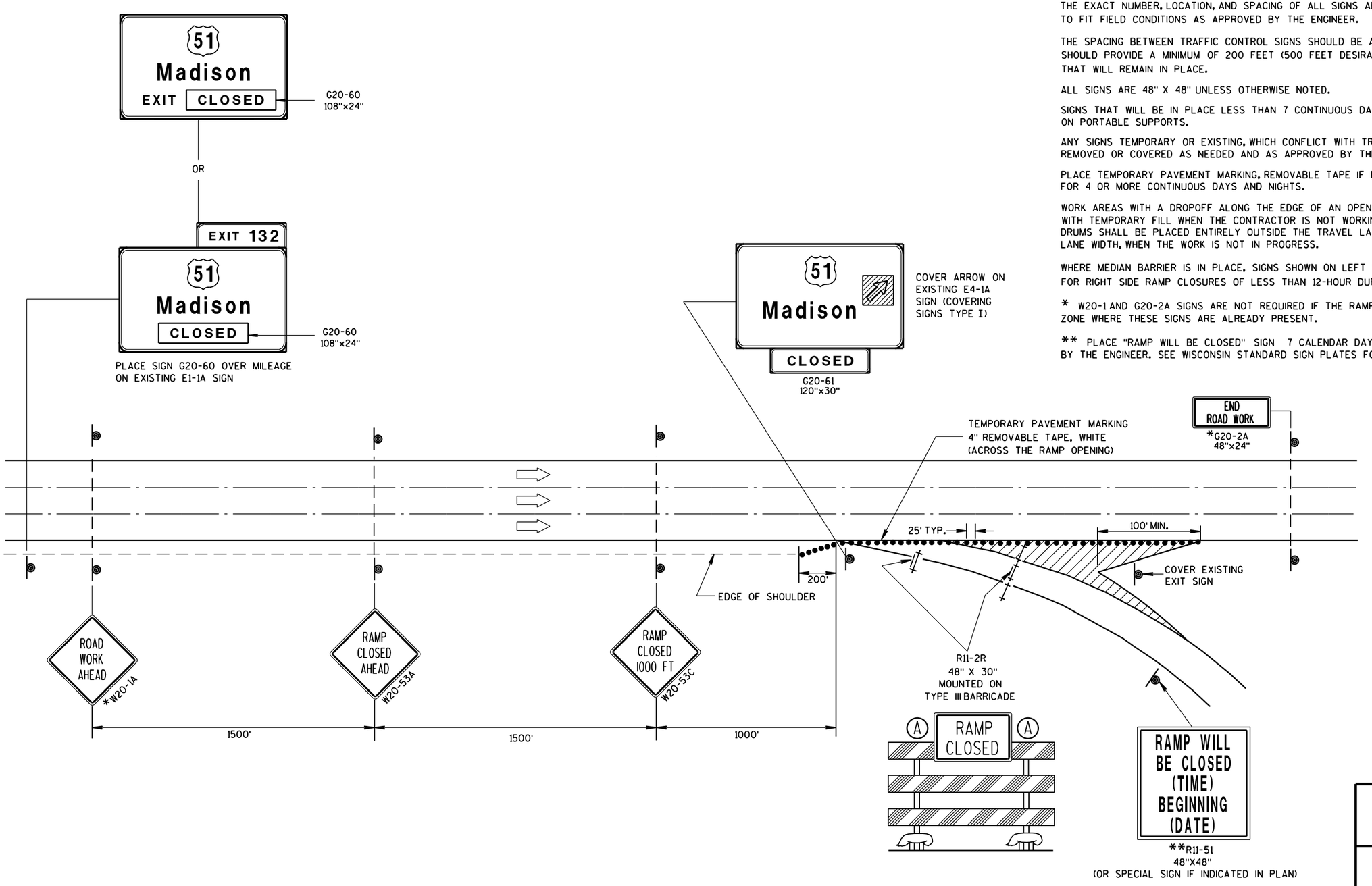
TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

S.D.D. 15 D 15-2

S.D.D. 15 D 15-2



GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

* W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

** PLACE "RAMP WILL BE CLOSED" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO SAFETY ENGI FIC
FHWA

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S.D.D. 15 D 16-3

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S.D.D. 15 D 16-3

LEGEND

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

GENERAL NOTES

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

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

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

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

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

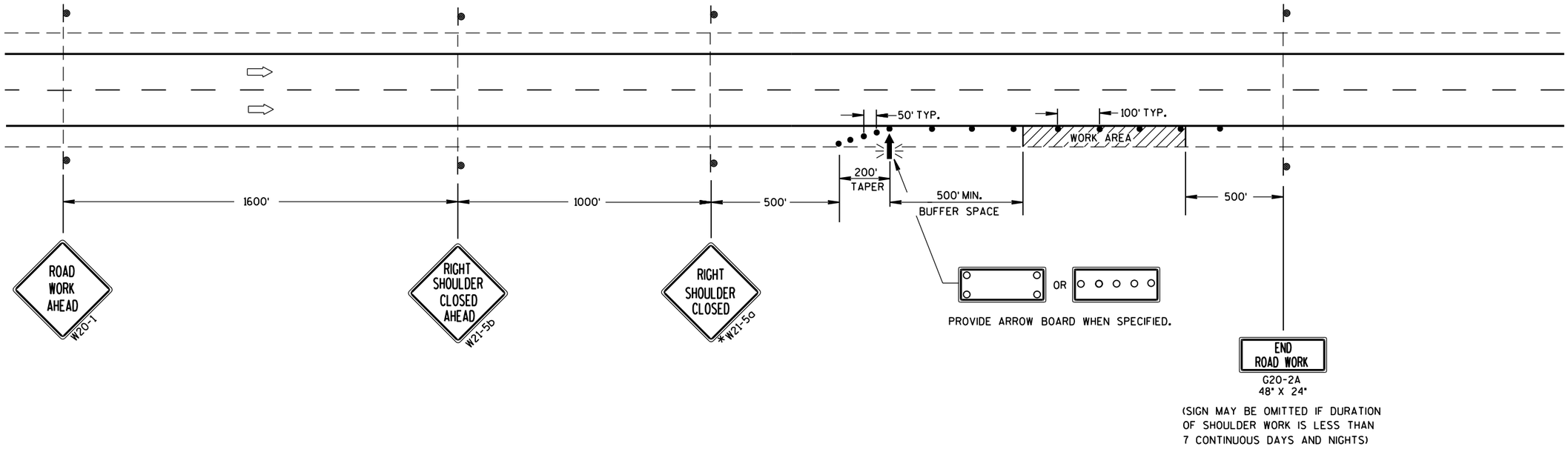
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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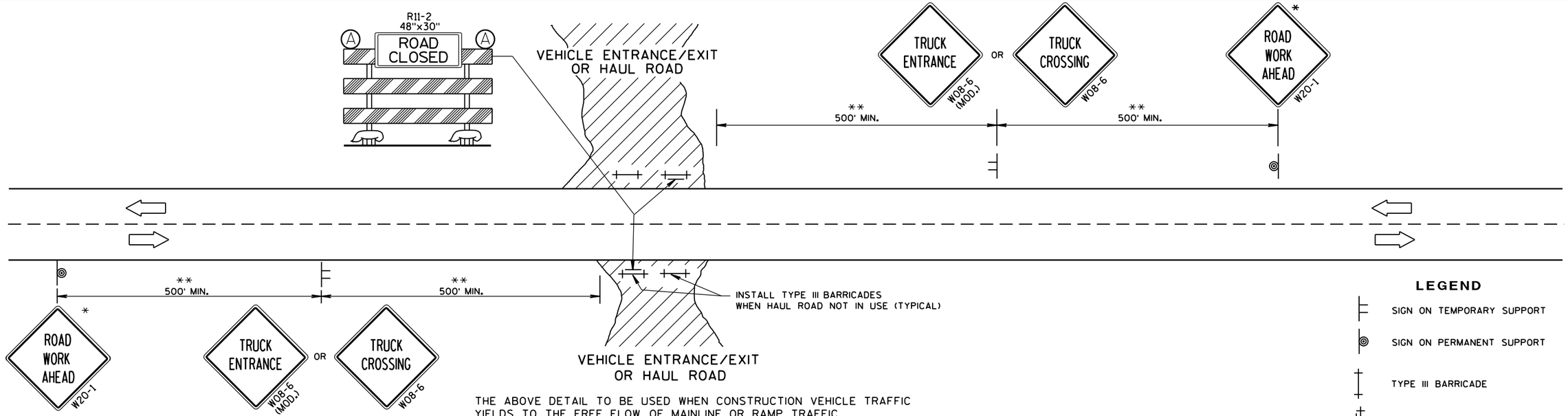
8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 15 D 27-2



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE **ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES** FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

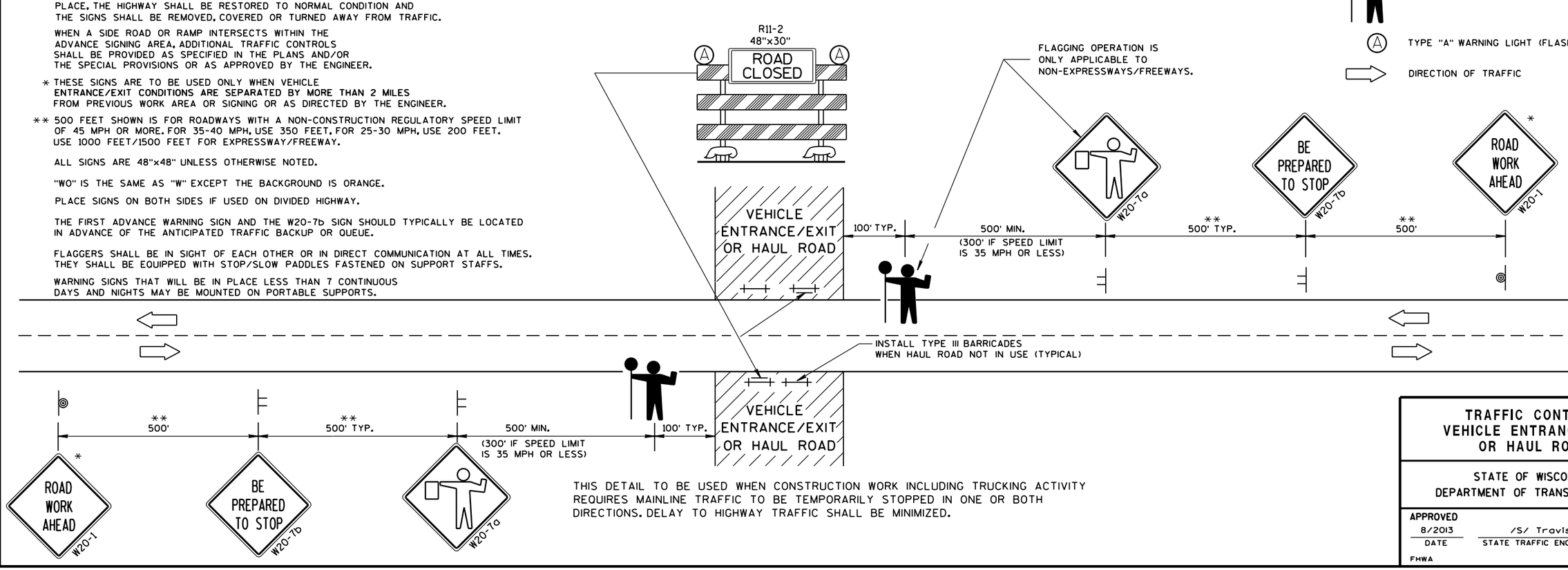
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

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



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

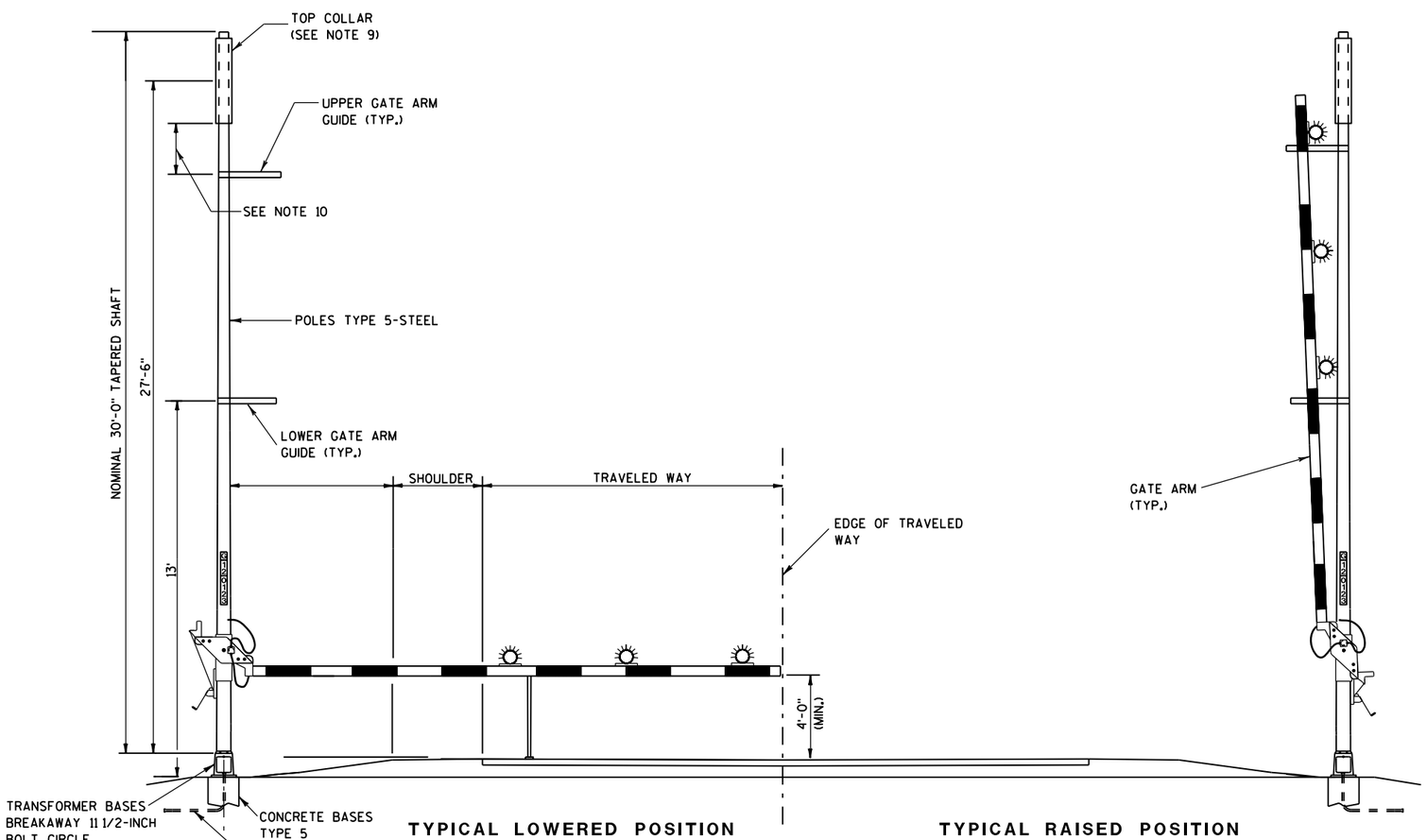
APPROVED

8/2013	/S/ Travis Feltes	
DATE	STATE TRAFFIC ENGINEER	IGN

FHWA

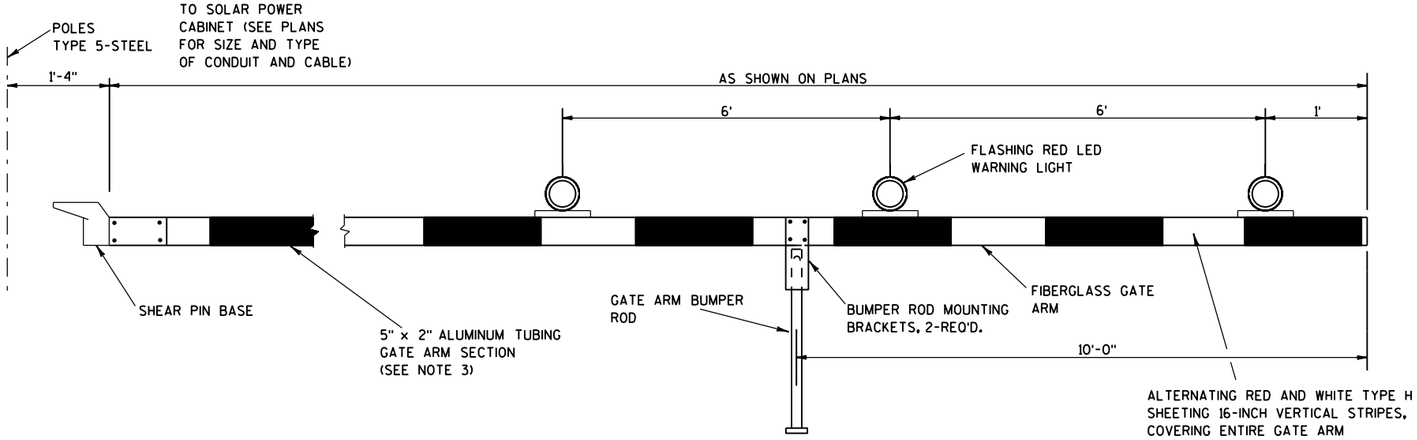
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S.D.D. 15 D 29-3



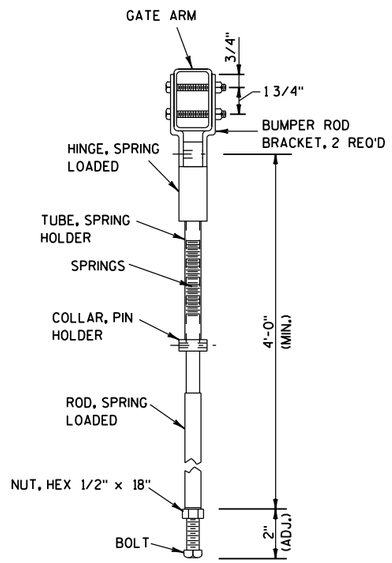
TYPICAL LOWERED POSITION

TYPICAL RAISED POSITION

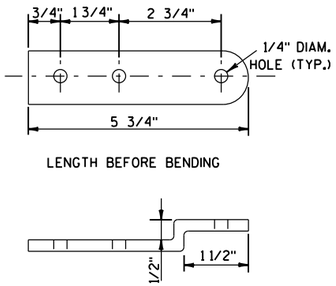


GATE DETAIL

(SOLAR POWER OPTION)



GATE ARM BUMPER ROD DETAIL



BUMPER ROD MOUNTING
BRACKET DETAIL

GENERAL NOTES

1. THE LOCATION OF RAMP CLOSURE GATES AND MOUNTING HEIGHT OF GATE ARM PIVOT SHALL BE VERIFIED BY THE ENGINEER.
2. HEIGHT OF GATE ARM GUIDES MAY BE VARIED AS REQUIRED FOR WARNING LIGHT CLEARANCE.
3. FIBERGLASS/ALUMINUM GATE ARM AND SHEAR PIN BASE SHALL BE SUPPLIED BY THE SAME VENDOR.
4. GATE ARM TO BE MOUNTED ON PROPOSED POLE AS INDICATED ON THE PLANS. PROPOSED POLE SHALL BE TYPE 5 POLE.
5. LOCATION OF THE CONCRETE BASE AND LENGTH OF THE GATE ARM WILL BE VERIFIED BY THE ENGINEER TO ENSURE ADEQUATE COVERAGE OF THE TRAVELED LANE.
6. GATE PIVOTS, SUPPORTS AND GUIDES, AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED. ALL ROUGH EDGES AND BURRS SHALL BE GROUND SMOOTH PRIOR TO GALVANIZING.
7. ALL EXPOSED BOLT THREADS SHALL BE PAINTED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
8. ANY FIELD DAMAGE TO THE GALVANIZING SHALL BE REPAIRED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
9. A STANDARD LIGHTING LUMINAIRE ARM MAY BE MOUNTED TO THE TYPE 5 POLE IN LIEU OF THE TOP COLLAR.
10. UPPER GATE ARM GUIDE IS TO BE INSTALLED 6 TO 12-INCHES BELOW THE BOTTOM OF THE TOP COLLAR.

RAMP GATE
SOLAR POWER

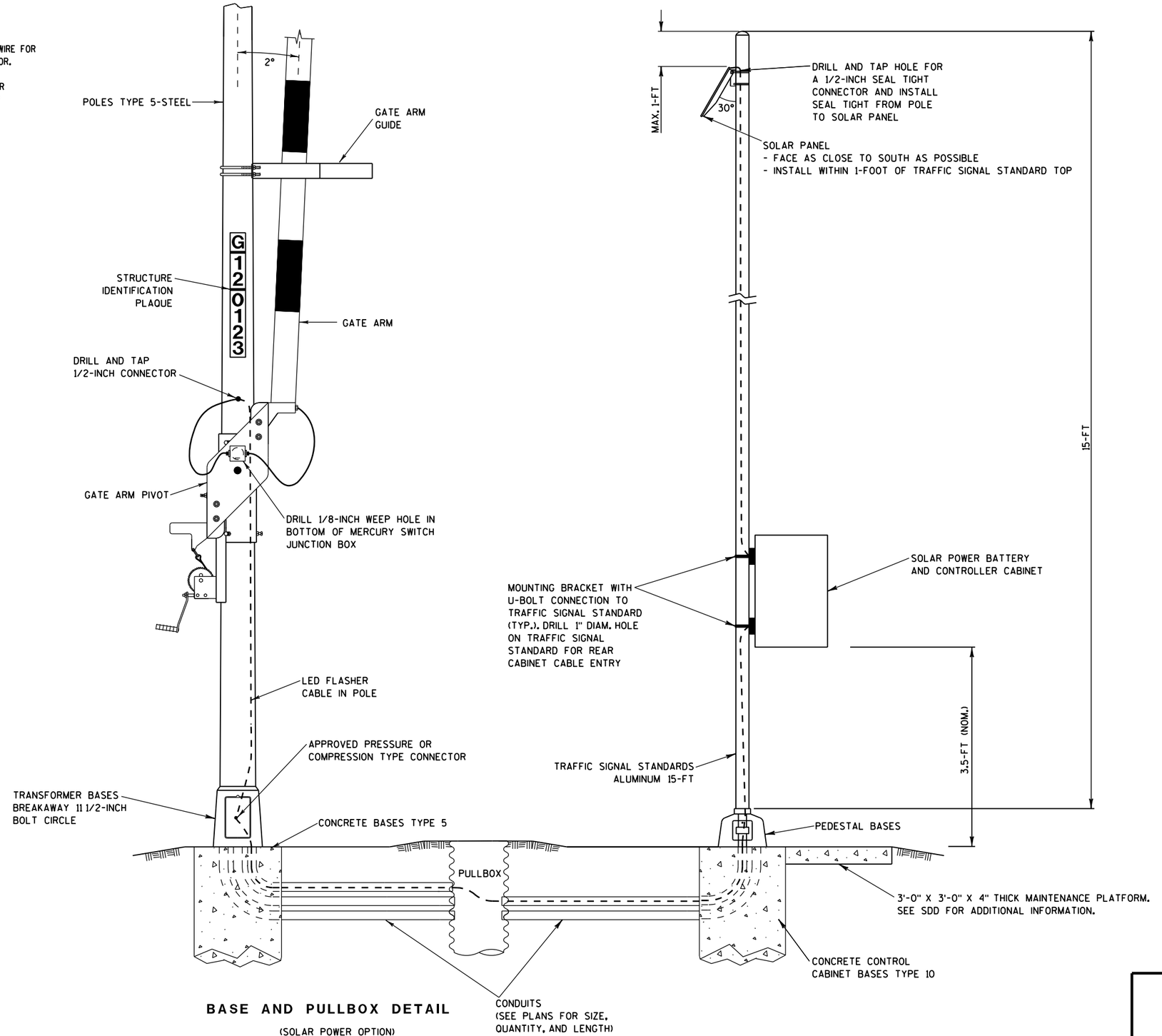
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 15 D 34-2a

WIRING NOTES

1. WIRING FROM SOLAR PANEL TO CABINET SHALL BE BLUE #10 XLP WIRE FOR POSITIVE CONDUCTOR AND WHITE #10 XLP FOR NEGATIVE CONDUCTOR.

2. WIRING FROM CABINET TO GATE ARM SHALL BE WHITE #10 XLP FOR COMMON, RED #10 XLP FOR FLASHER CIRCUIT 1, AND BLUE #10 XLP FOR FLASHER CIRCUIT 2.



BASE AND PULLBOX DETAIL

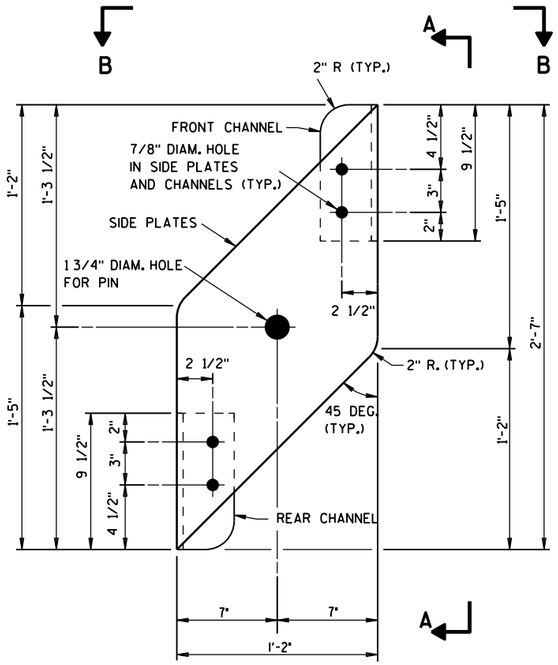
(SOLAR POWER OPTION)

RAMP GATE
SOLAR POWER

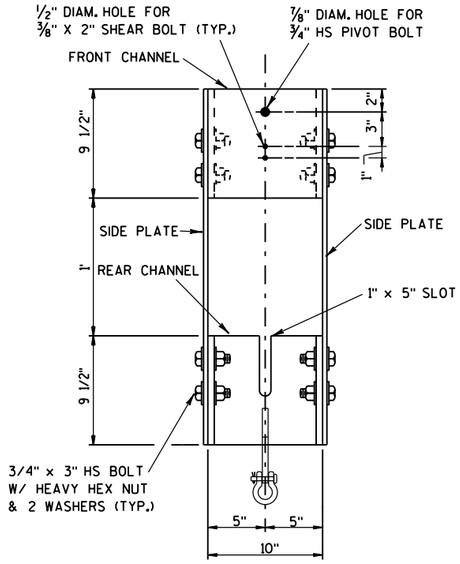
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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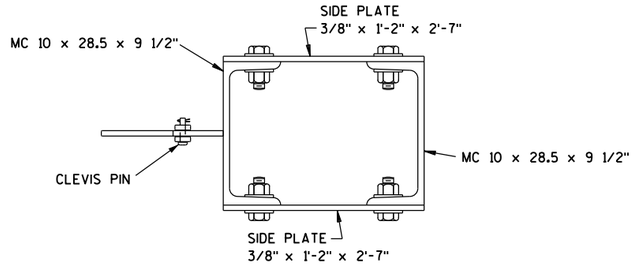
S.D.D. 15 D 34-2b



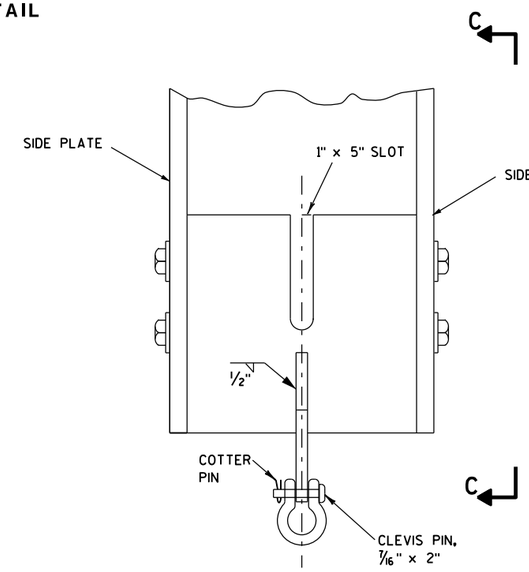
SIDE PLATE DETAIL



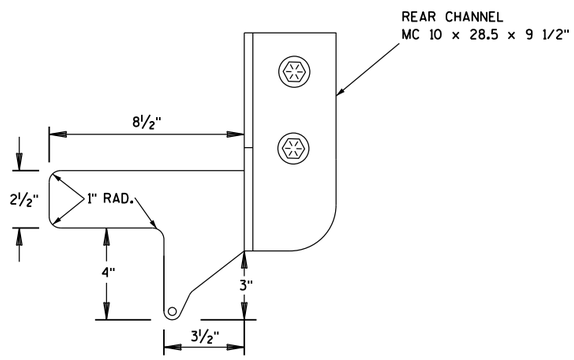
SECTION A-A



SECTION B-B



YOKE ASSEMBLY DETAIL



SECTION C-C

RAMP GATE
SOLAR POWER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 492

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S.D.D. 15 D 34-2c

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S.D.D. 15 D 34-2c

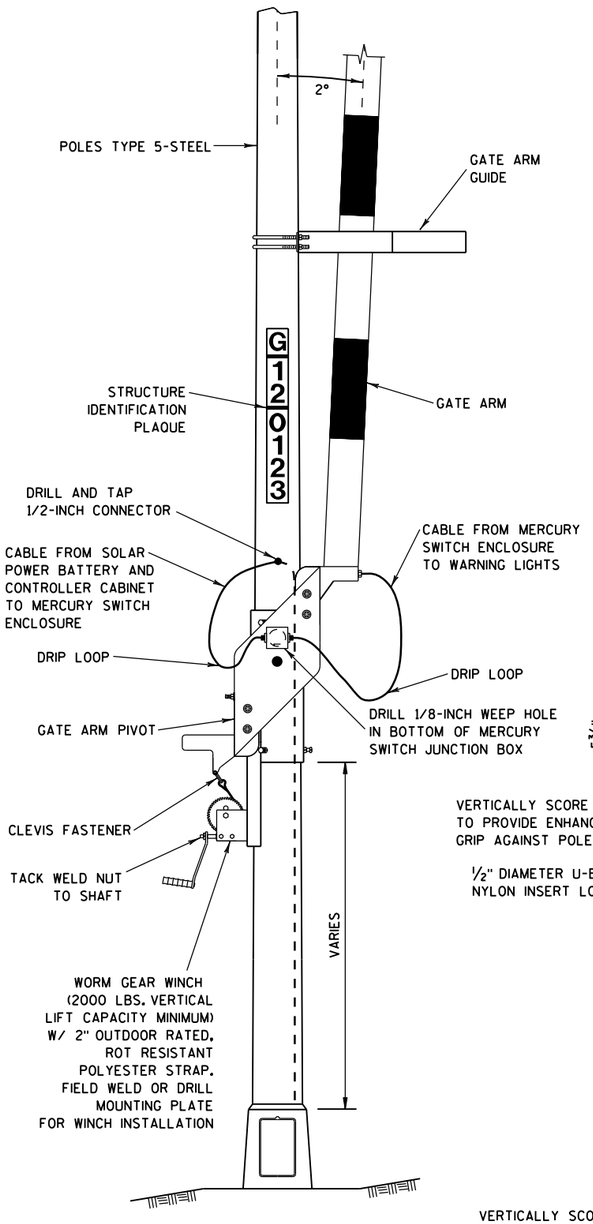
GENERAL NOTES

1. WHEN THE GATE IS FULLY RAISED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE OUTSIDE OF THE REAR CHANNEL.

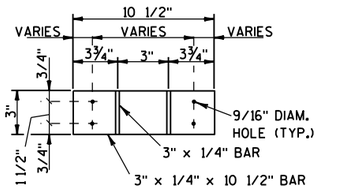
2. WHEN THE GATE IS FULLY LOWERED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE INSIDE OF THE REAR CHANNEL.

3. ANTI-SEIZE LUBRICATING MATERIAL SHALL BE USED ON ALL BOLT THREADS BEFORE INSTALLATION.

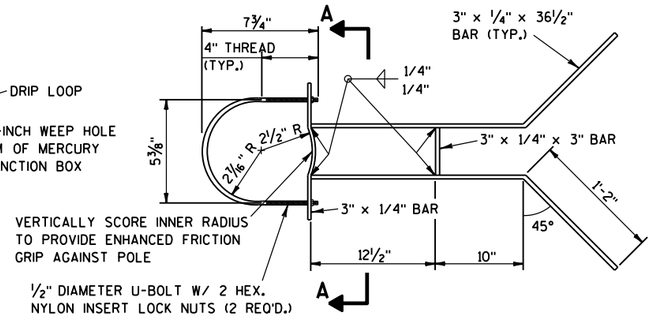
4. ALL BOLTS SHALL BE GALVANIZED AND CONFORM TO ASTM A307, GRADE A, UNLESS DESIGNATED AS HS (HIGH STRENGTH), WHICH SHALL CONFORM TO ASTM A325. BOLTS OF 1/2" NOMINAL DIAMTER OR LESS MAY BE STAINLESS STEEL.



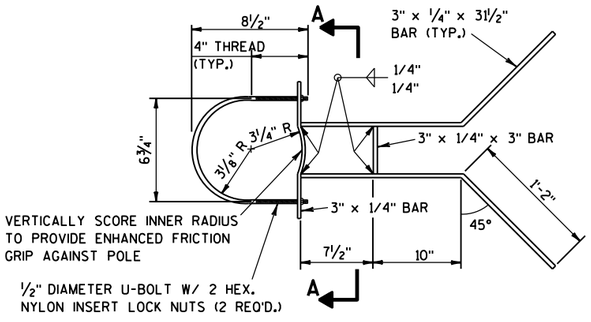
GATE PIVOT ASSEMBLY



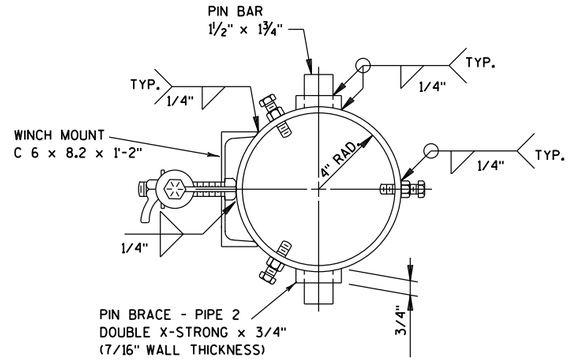
SECTION A-A
U-BOLTS NOT SHOWN



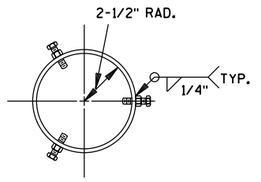
UPPER GATE ARM GUIDE DETAIL



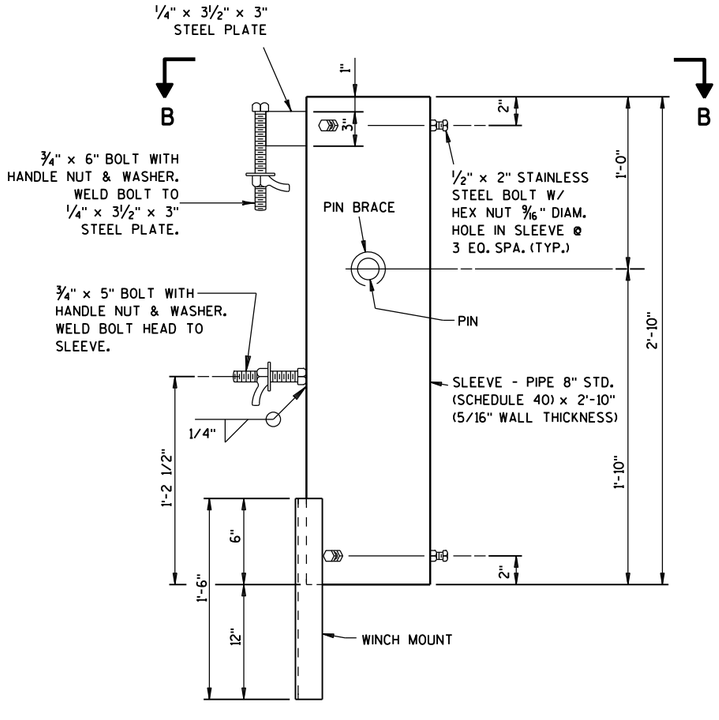
LOWER GATE ARM GUIDE DETAIL



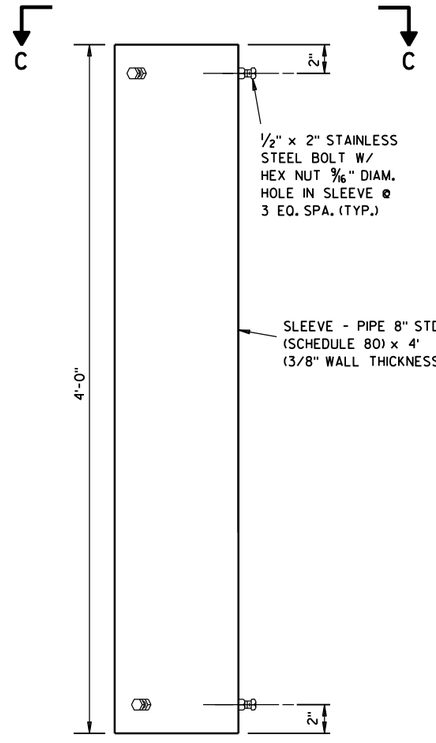
SECTION B-B



SECTION C-C



PIVOT SLEEVE DETAIL



TOP COLLAR

RAMP GATE
SOLAR POWER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

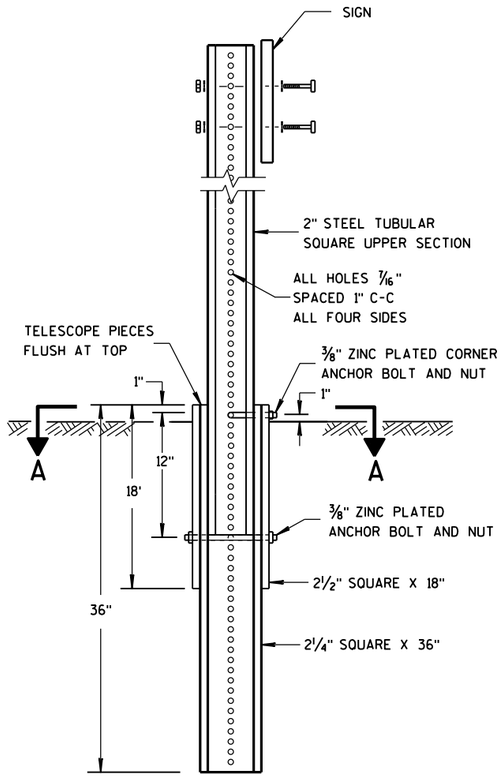
APPROVED
11/2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRCIAL
FHWA

6

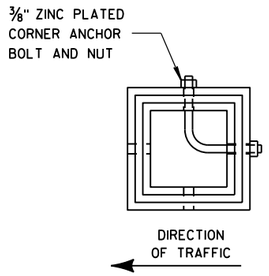
S.D.D. 15 D 34-2d

6

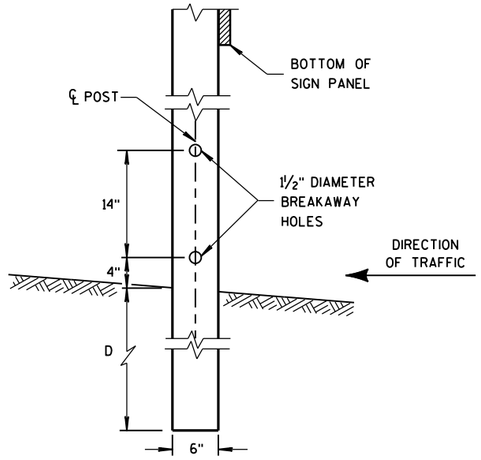
S.D.D. 15 D 34-2d



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



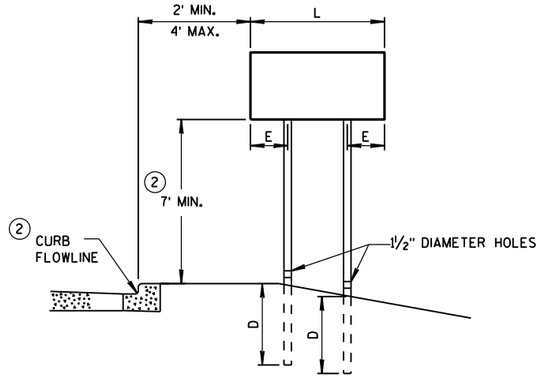
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

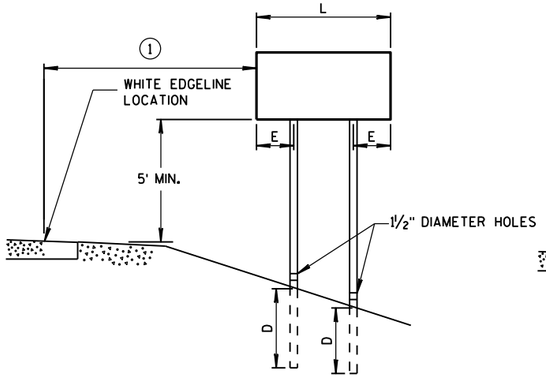
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

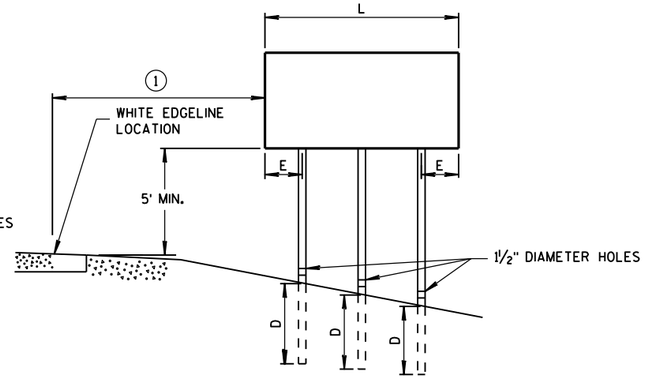
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

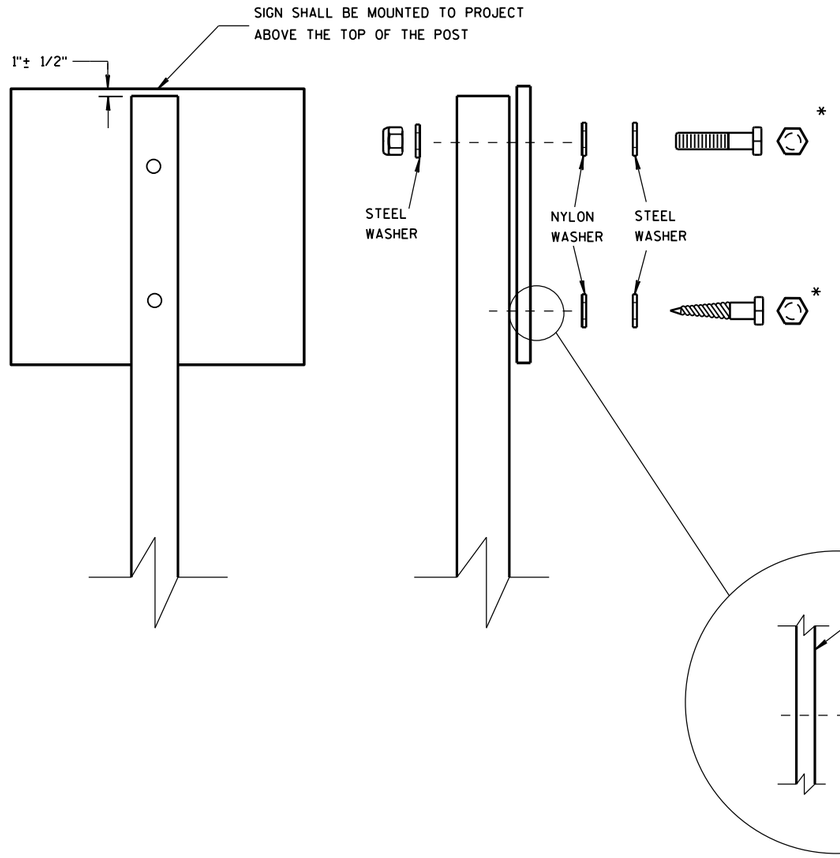
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN DEPARTMENT OF TRANSPO

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

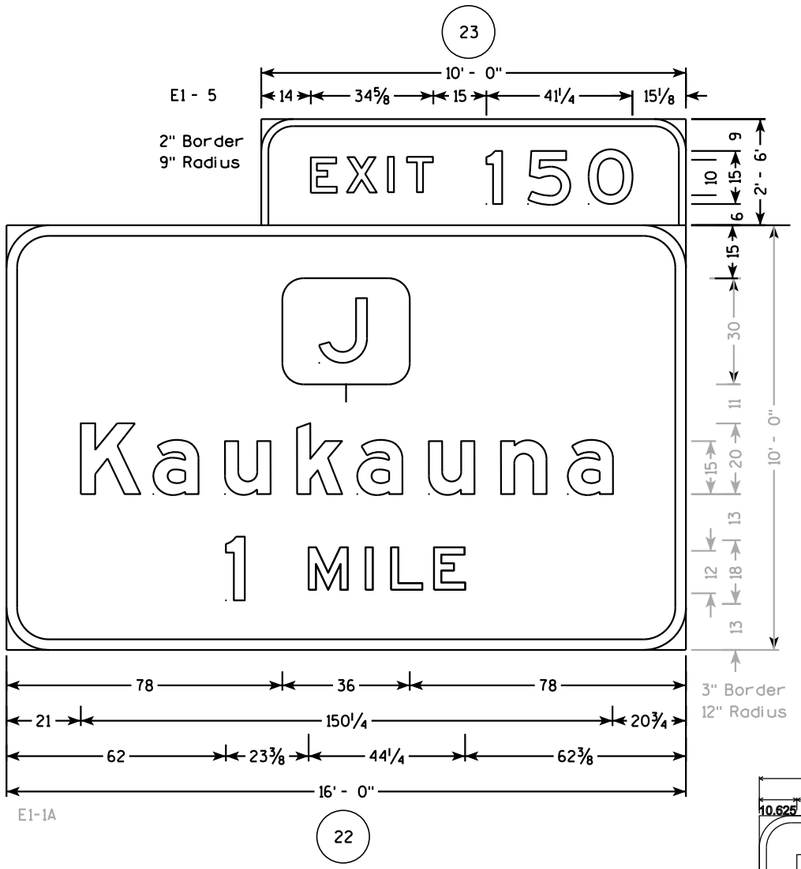
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

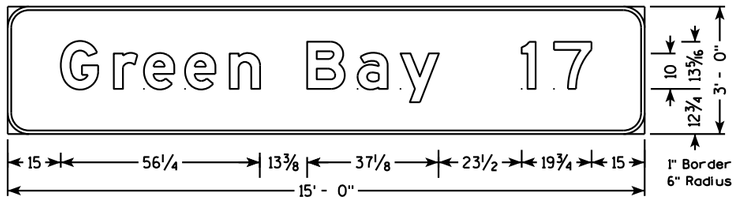
FHWA

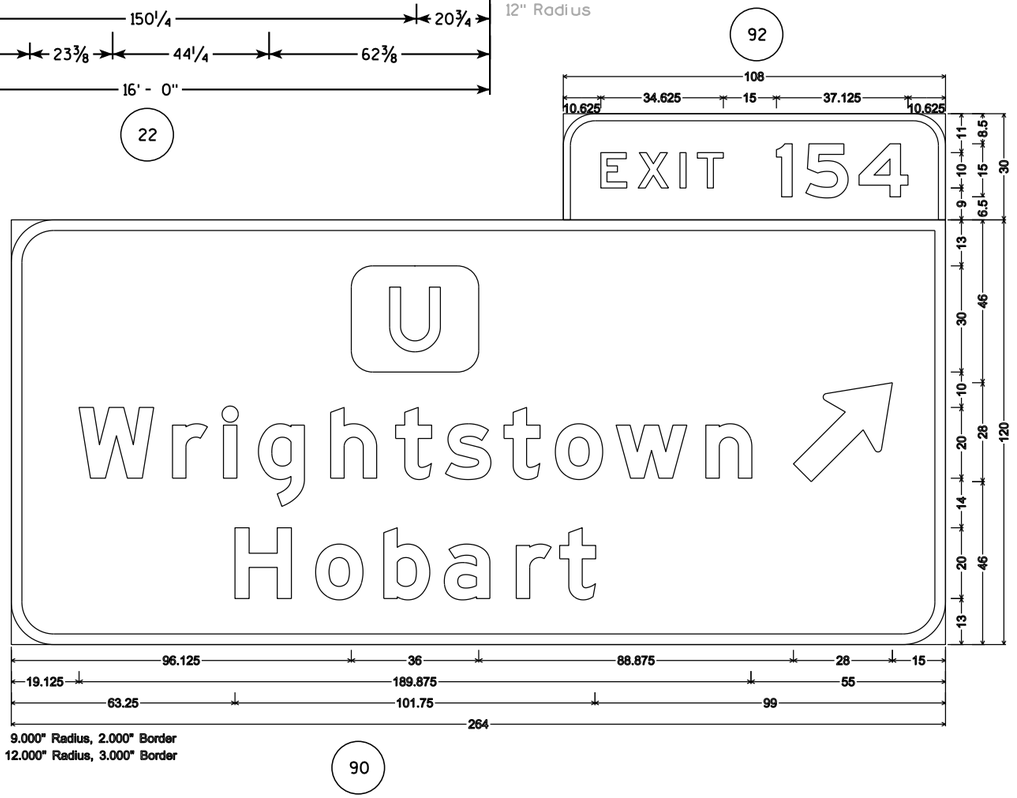
SIGN

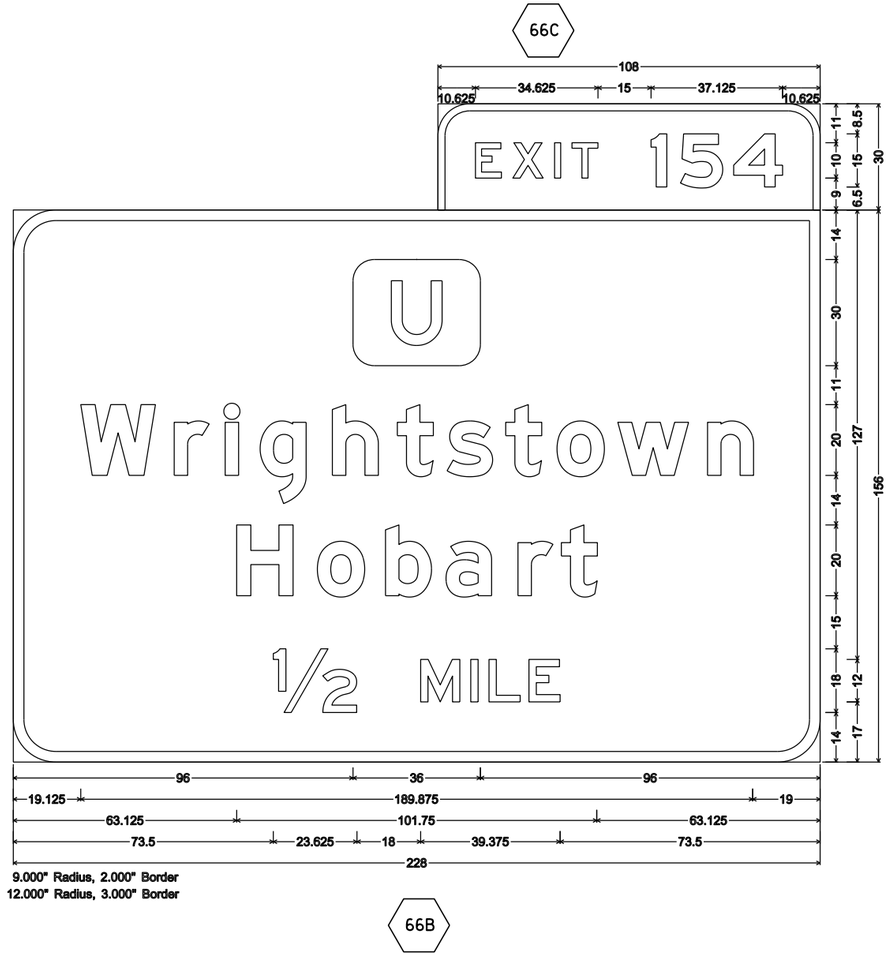
NOTES

1. All Signs areType I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap Words are Series E

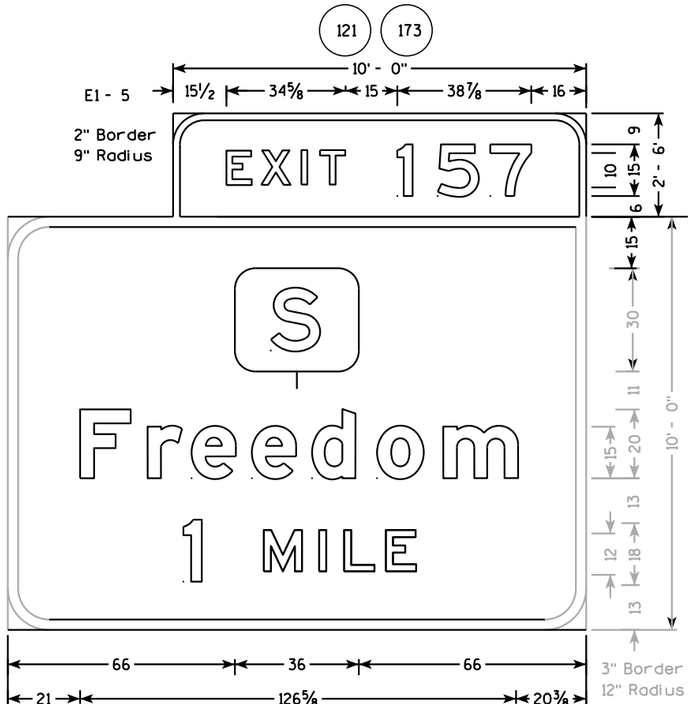


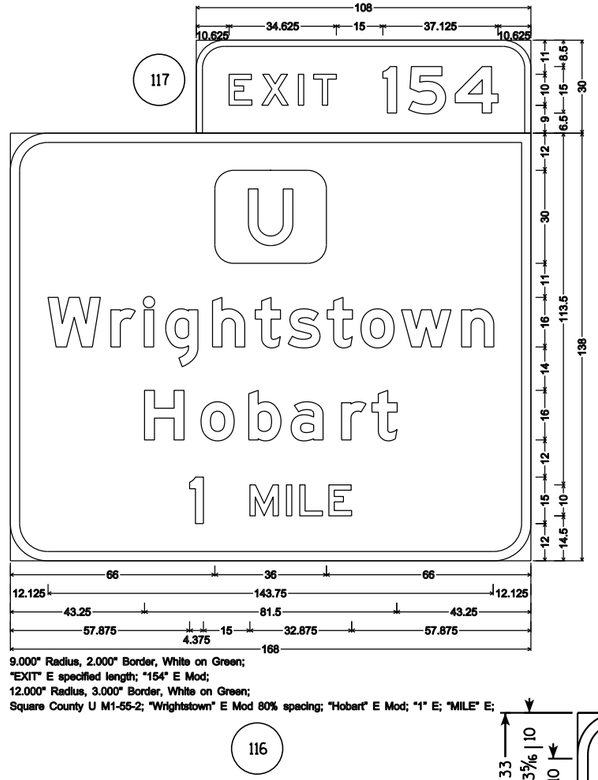


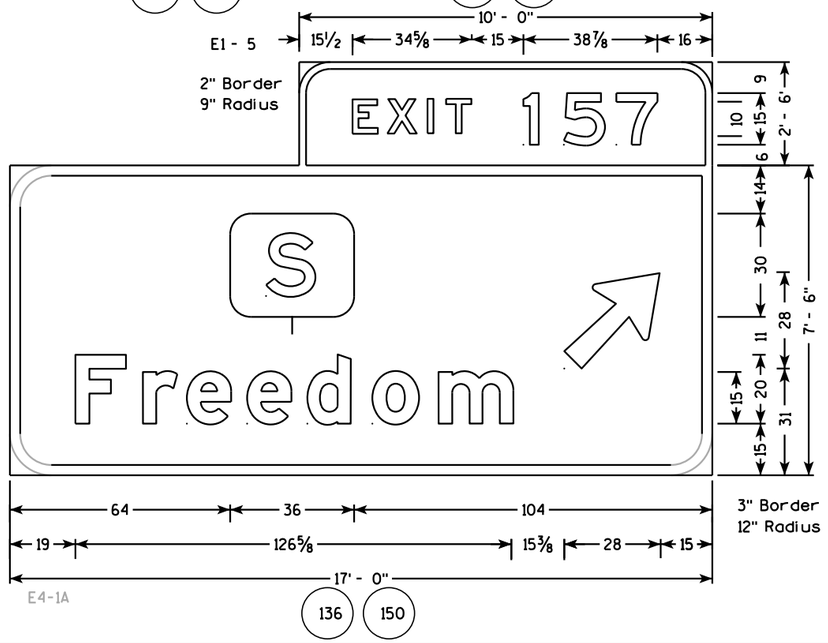


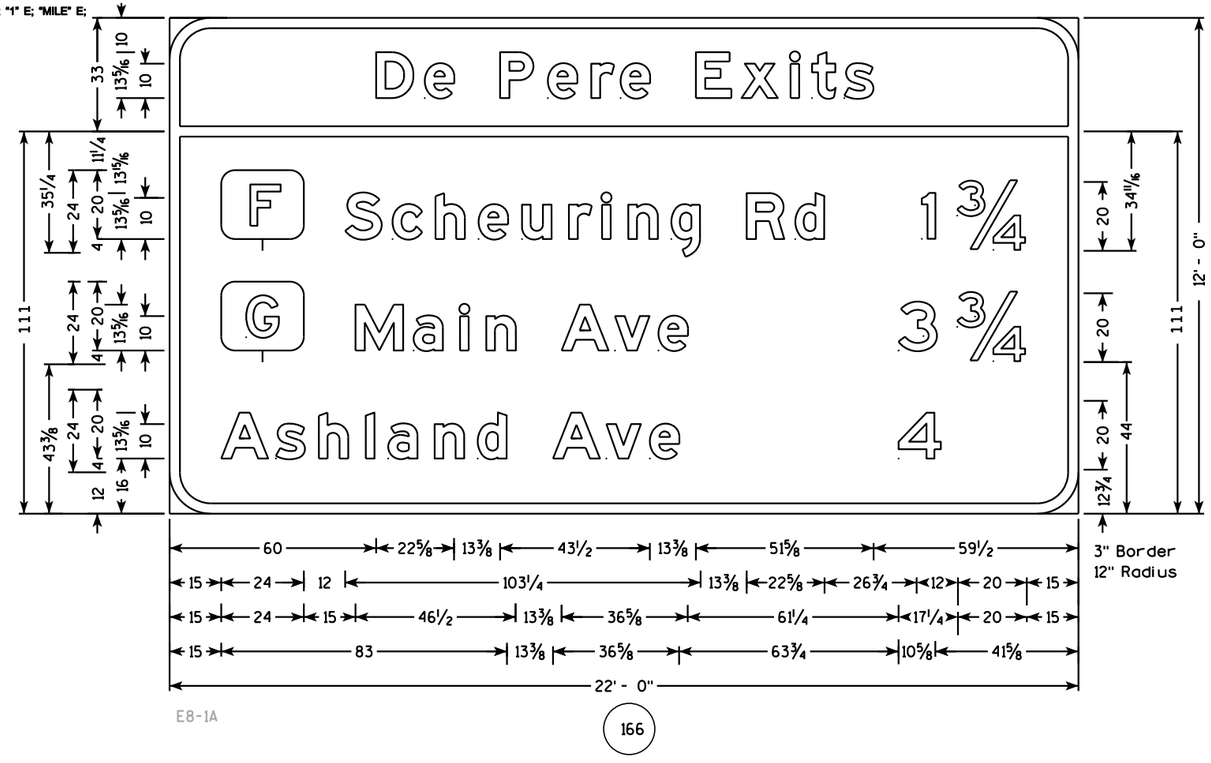


PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	SIGN DETAILS	SHEET NO. 339 496	E









NOTES

1. All Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap Words are Series E

7

7

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	SIGN DETAILS	SHEET NO. 840	E

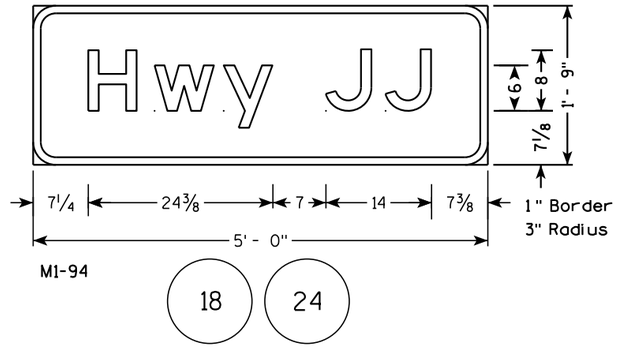
FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\070102_sd.dgn PLOT DATE : 26-MAY-2016 14:15 PLOT BY : dotets PLOT NAME : PLOT SCALE : 44:1

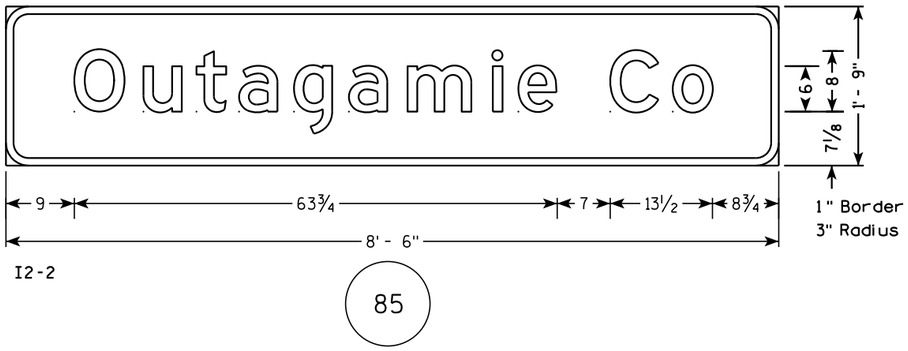
WISDOT/CADDS SHEET 42

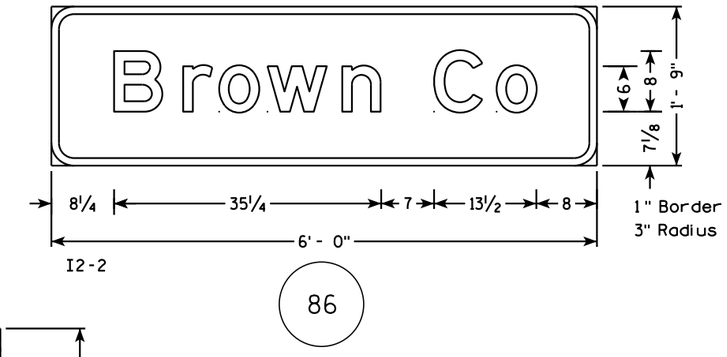
NOTES

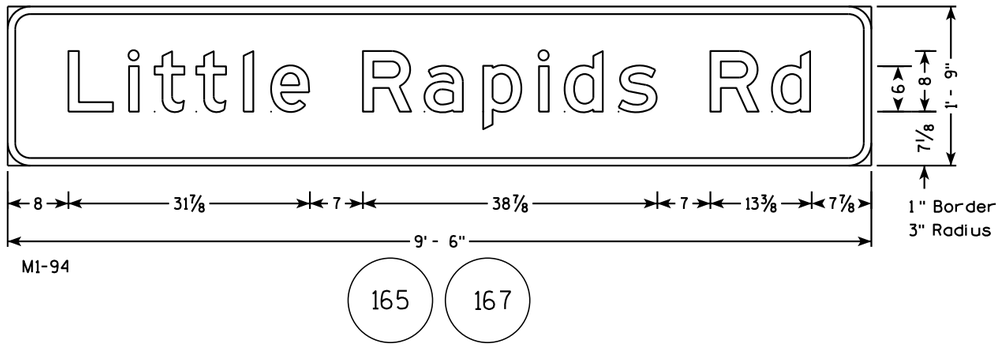
1. All Sign Type II - Type H Reflective
2. Color:
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   Message - WHITE
3. Message Series - E

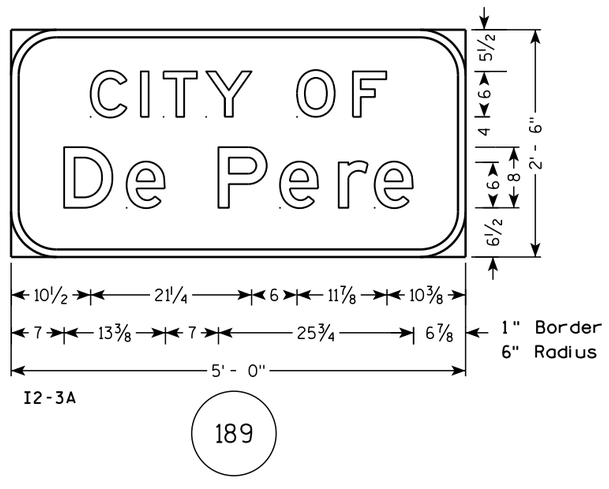












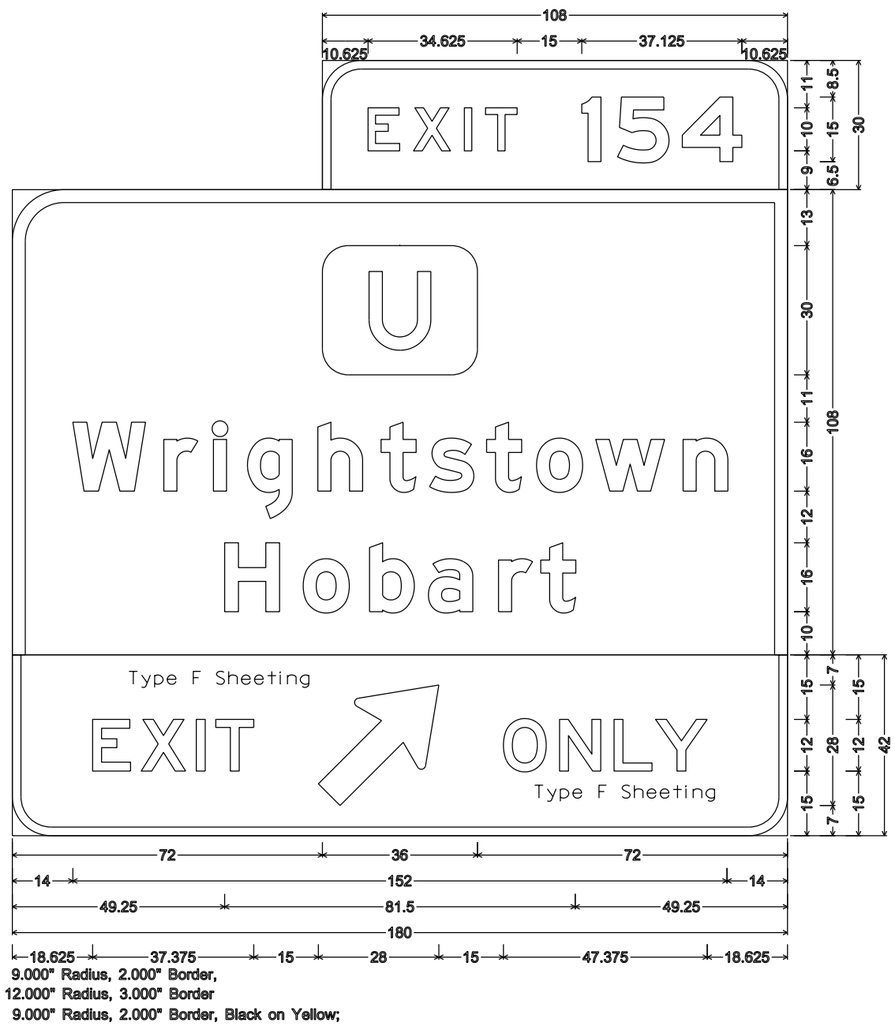
7

7

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN & OUTAGAMIE	SIGN DETAILS	SHEET NO. 84	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1130-44-71 USH 41 CTH J-Orange\070103_sd.dgn PLOT DATE : 07-JUL-2016 14:14 PLOT BY : dotets PLOT NAME : PLOT SCALE : 20:1

67B 80



9.000" Radius, 2.000" Border,
12.000" Radius, 3.000" Border
9.000" Radius, 2.000" Border, Black on Yellow;

NOTES

1. Sign is Type I - Type SH Reflective
2. Color:
   Background - Green except as Shown
   Message - White except as Shown
3. Message Series - E Modified except all cap Words are Series E

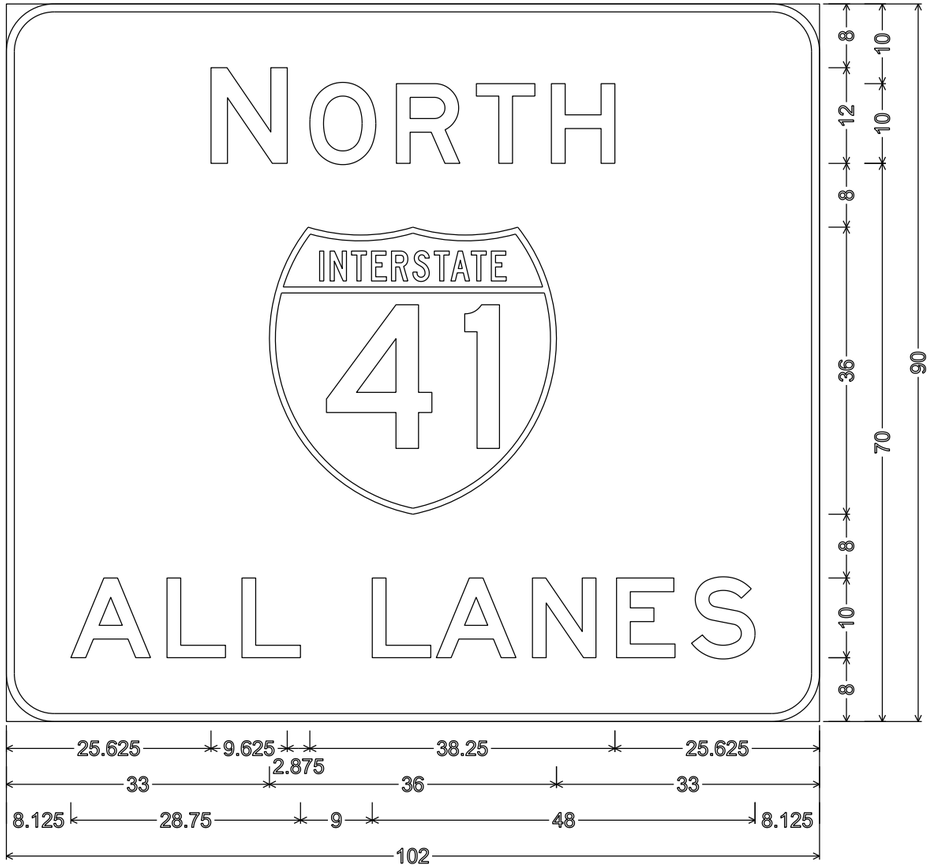
67A 79

7

7

PROJECT NO: 1130-44-73	HWY: USH 41	COUNTY: OUTAGAMIE	PERMANENT SIGNING	SHEET NO 42	E

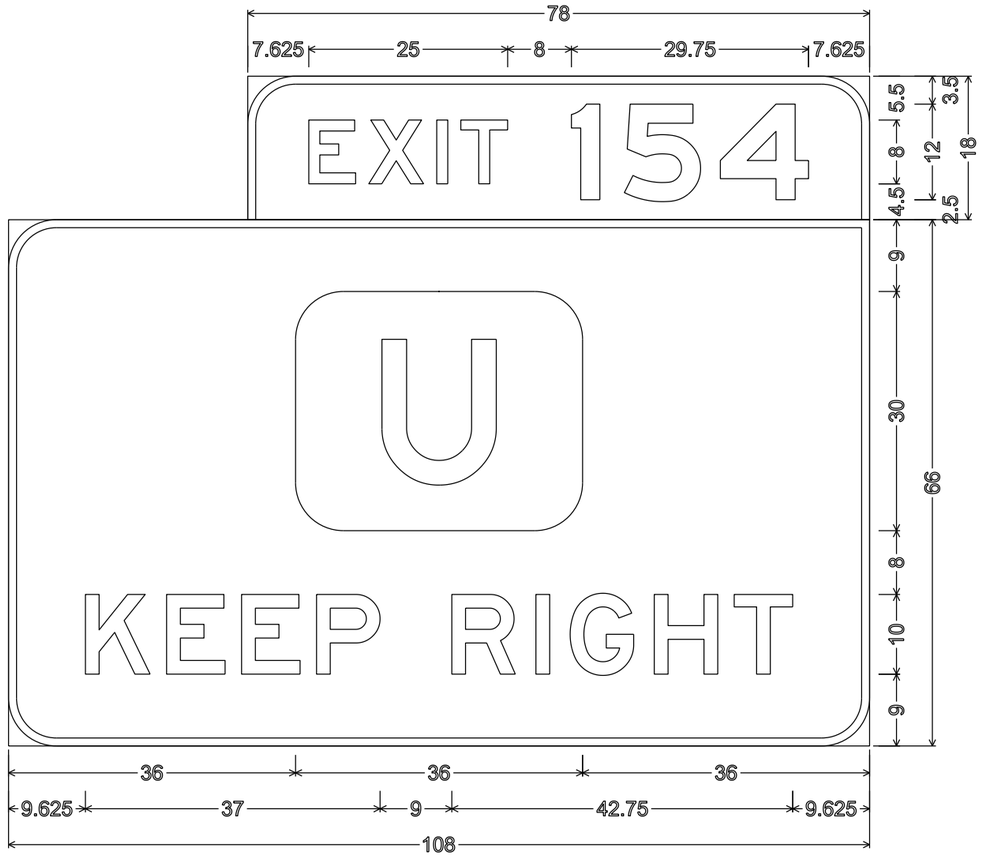
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6.000" Radius, 1.000" Border,

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E



6.000" Radius, 1.000" Border,

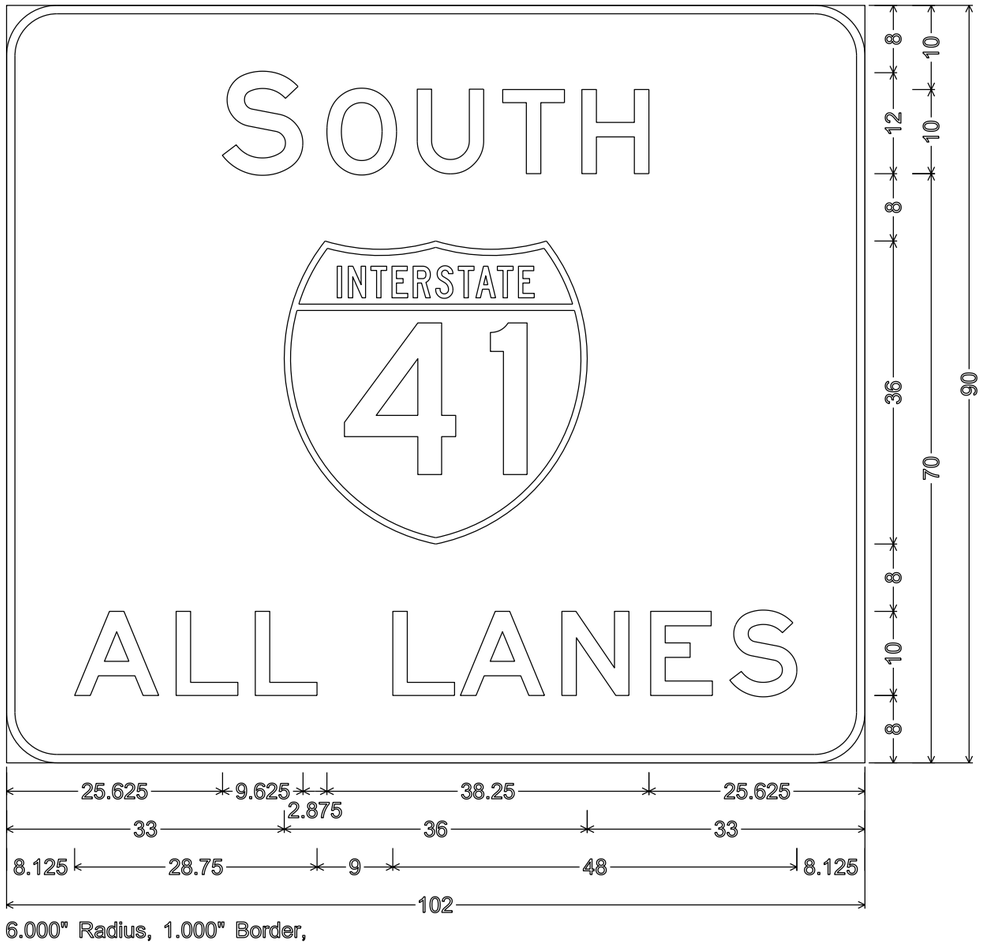
7

7

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TEMPORARY FIXED MESSAGE SIGN DETAILS	SHEET NO: 343	E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E

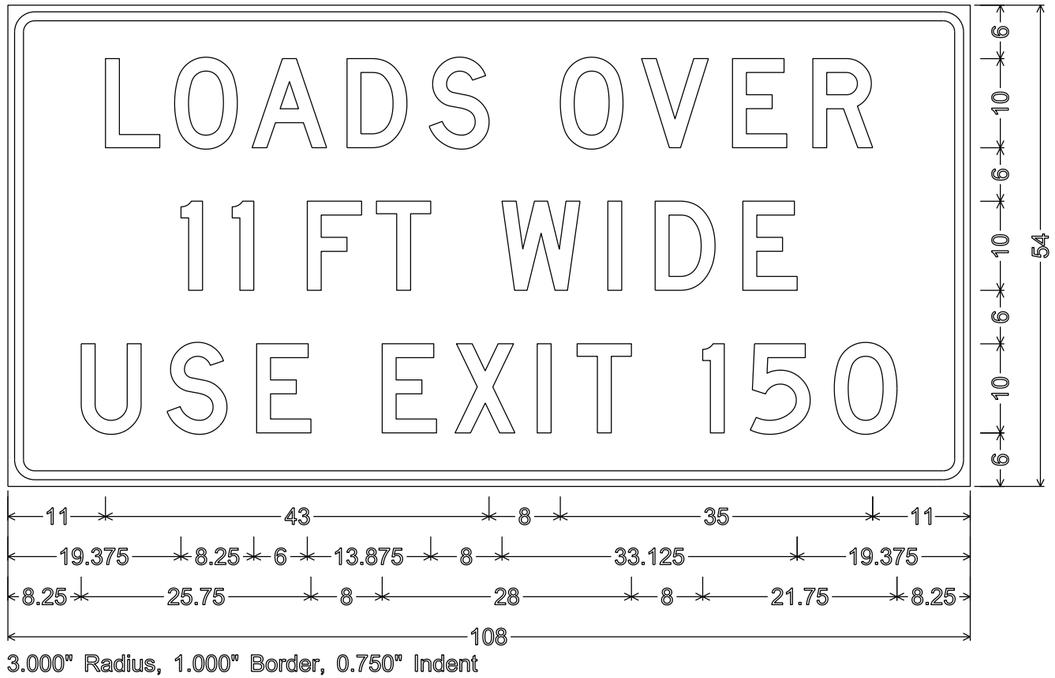


6.000" Radius, 1.000" Border,

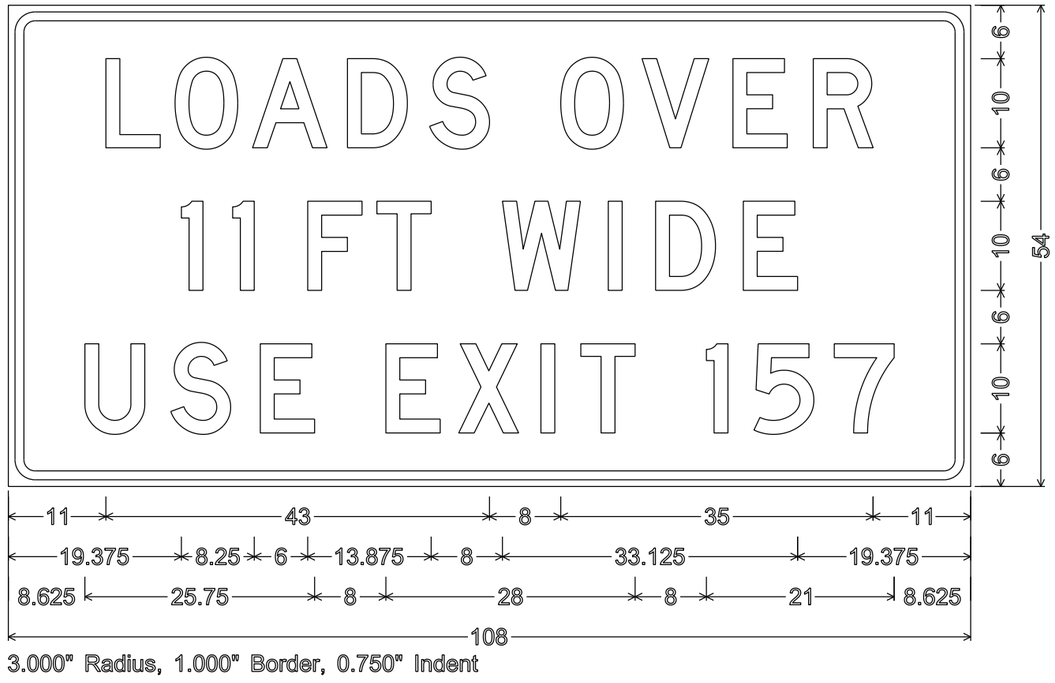
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	TEMPORARY FIXED MESSAGE SIGN DETAILS	SHEET NO. 344 501	E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



3.000" Radius, 1.000" Border, 0.750" Indent



3.000" Radius, 1.000" Border, 0.750" Indent

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E
4. Material shall be .040 aluminmum



G20-60

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	108	24				12	6	14 7/8	78 1/4																		18.0
5																											

STANDARD SIGN
G20-60

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/15 PLATE NO G20-60.1

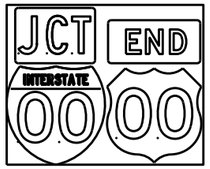
PROJECT NO: 1130-44-71 | HWY: I-41 | COUNTY: BROWN & OUTAGAMIE | FIXED MESSAGE SIGN DETAIL | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G2060.DGN PLOT DATE : 13-MAY-2015 08:46 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 20.431338:1.000000
WISDOT/CADDS SHEET 42

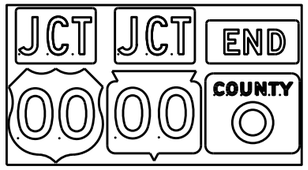
TYPICAL ASSEMBLIES



J1-1



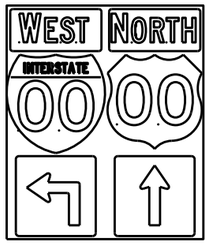
J1-2



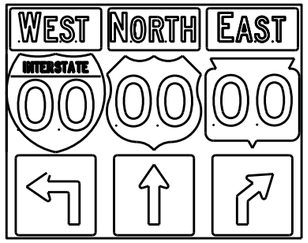
J1-3



J2-1



J2-2

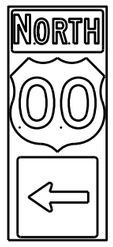


J2-3

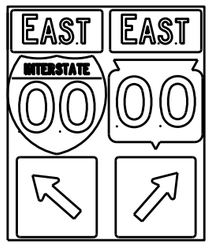


JV

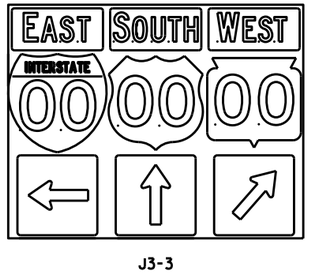
(Typical Vertical J-Assembly
See Note 10 and 11)



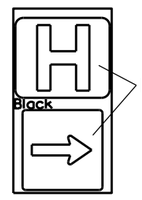
J3-1



J3-2



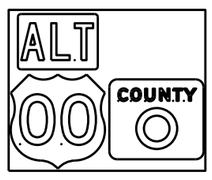
J3-3



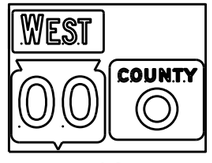
JH-1



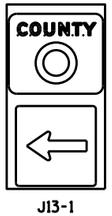
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

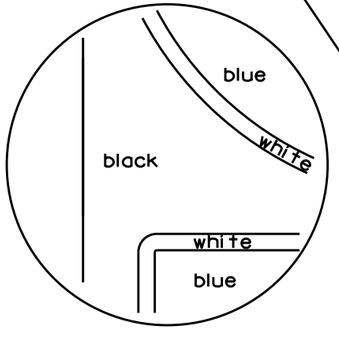


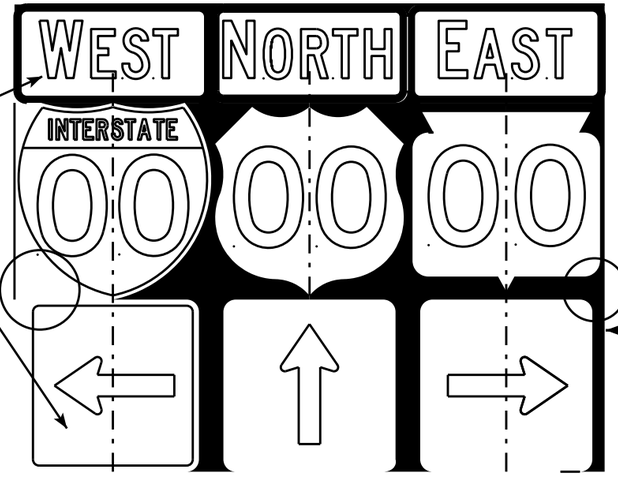
J23-1

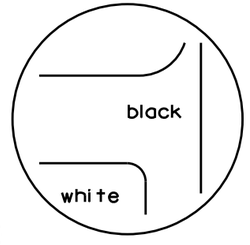


J22-1

blue background
with interstate







black background

NOTES

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

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

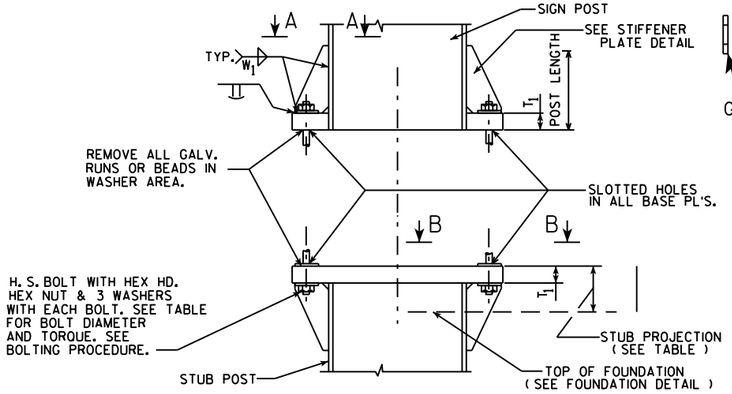
APPROVED Matthew R Rauch
for State Traffic Engineer

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

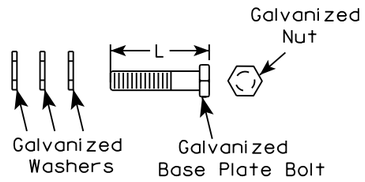
PROJECT NO: | SHEET NO: E

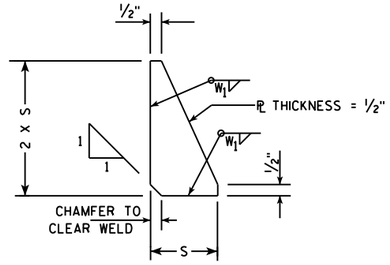
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42



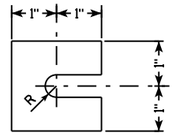
SIGN POST AND STUB POST ELEVATION





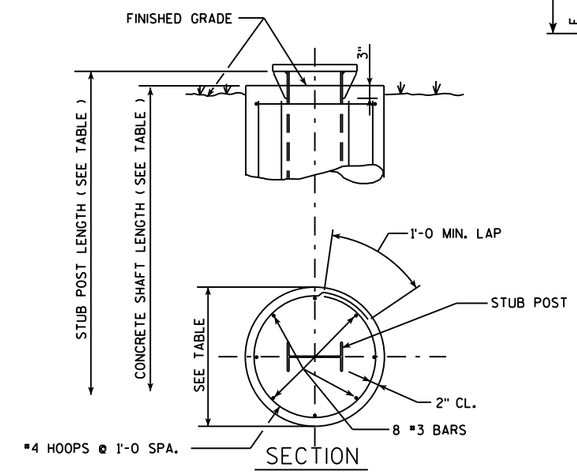
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

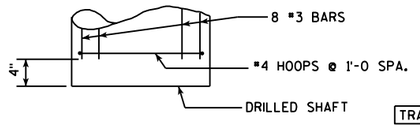


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

SHIM DETAIL



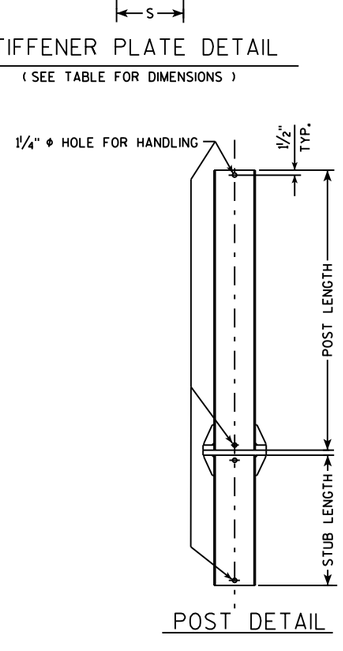
SECTION



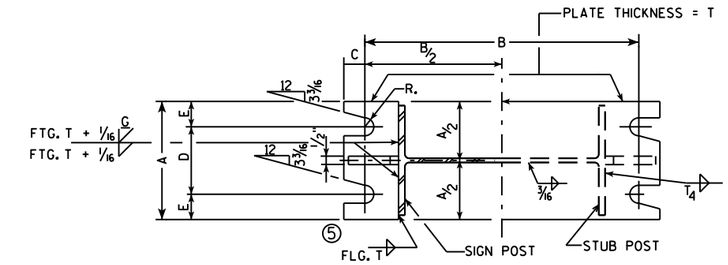
FOUNDATION DETAIL

QUANTITIES FOR 1 FOOTING		
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
⑦ E	1.0	62

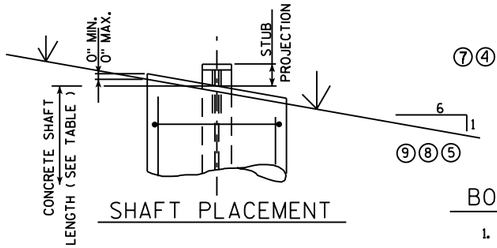
	TYPE	#3	#4
⑦ REINF.	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3



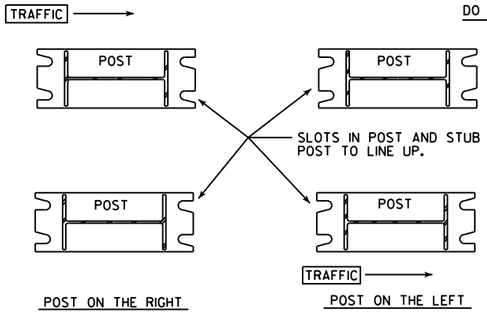
POST DETAIL



SECTION A-A SECTION B-B



SHAFT PLACEMENT



POST SLOT ORIENTATION ⑦

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & ½ WIND[4]	140 [4]25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
⑨ ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50, GALVANIZED IN ACCORDANCE WITH ASTM A123.
THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
FURNISH STEEL BOLTS, NUTS, AND WASHERS IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

BASE CONNECTION DATA TABLE / FOUNDATION DATA

L	X	TYPE	DIMENSION / POST SIZE	BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	② K
3 ¾	④	A	W10"X12.0 #/FT.	¾" ϕ @ 75#-FT.	5¼"	1'-0⅜	⅞"	3½"	⅞"	1"	3/16"	5/16"	13/32"	2⅛"	3'-6	3"	2'-0 ϕ	5'-0	76.0# ④
4 ¾	④	B	W12"X16.0 #/FT.	⅞" ϕ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1¼"	¼"	5/16"	13/32"	3"	5'-6	3"	2'-0 ϕ	7'-0	146.5# ④
5		C	W12"X19.0 #/FT.	⅞" ϕ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	5/16"	5/16"	13/32"	3"	6'-0	3"	2'-0 ϕ	7'-6	182.1#
5		D	W12"X22.0 #/FT.	⅞" ϕ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	⅜"	5/16"	13/32"	3"	6'-6	3"	2'-0 ϕ	8'-0	210.5#
5	③	E	W12"X26.0 #/FT.	1" ϕ @ 90#-FT.	7"	1'-4¼	1¼"	4"	1½"	1½"	⅜"	5/16"	11/32"	3"	7'-0	3"	2'-0 ϕ	8'-6	293.0# ③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/12/15 PLATE NO. A3-1.16

⑩	1-21-14	LUBRICATION OF BASE BOLTS
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1
NO.	DATE	REVISION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

CONST. SPEC. 2011	DRAWN BY JPH	PLANS CK'D.

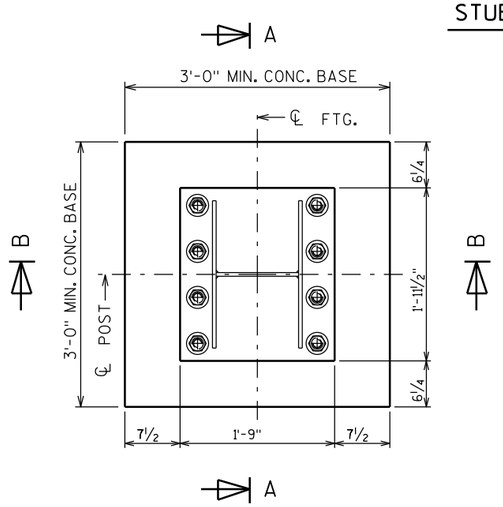
FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

SHEET 505

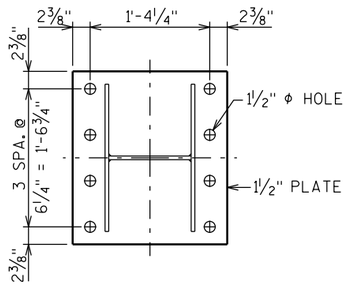
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

7

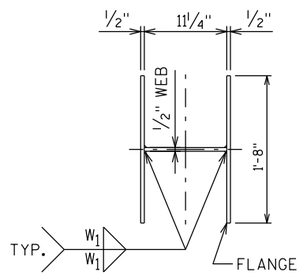
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



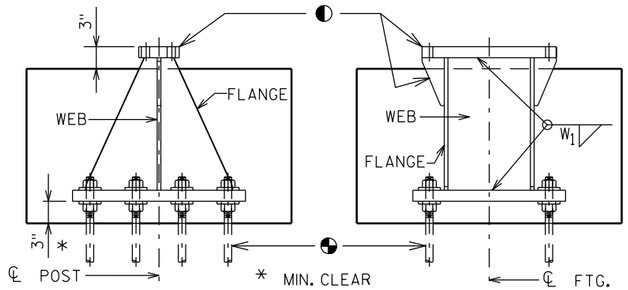
BASE PLATE



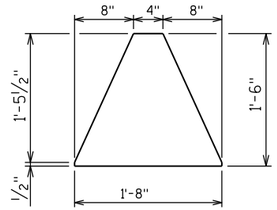
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



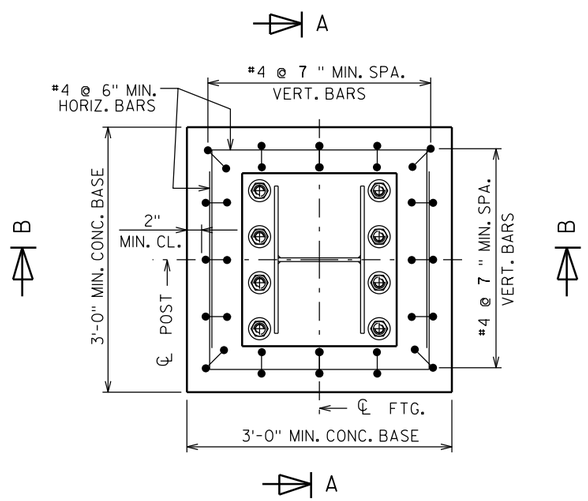
FLANGE

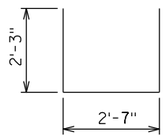
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

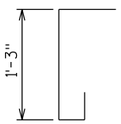
CONCRETE BASE SECTION





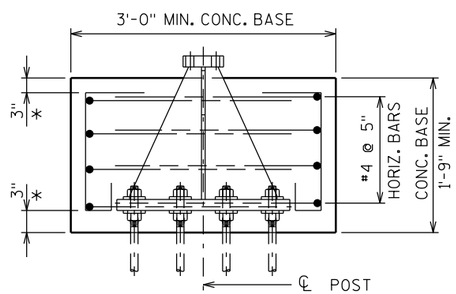
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



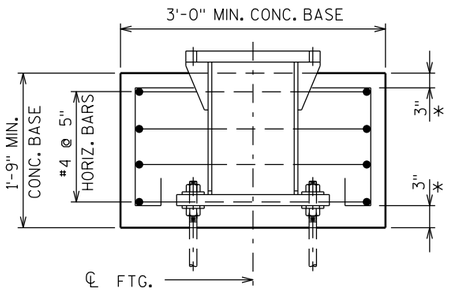
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

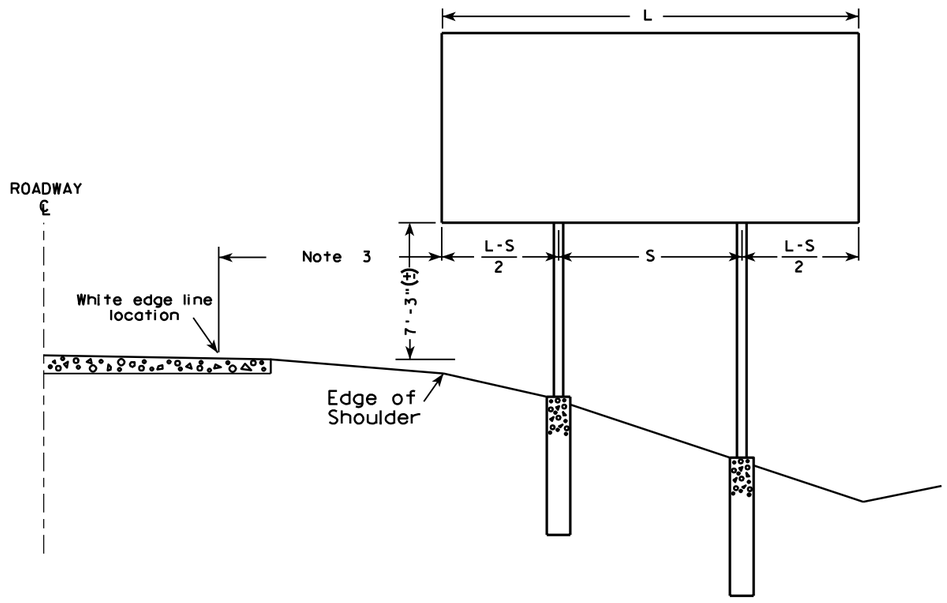
WISCONSIN DEPT OF TRANSPORTATION

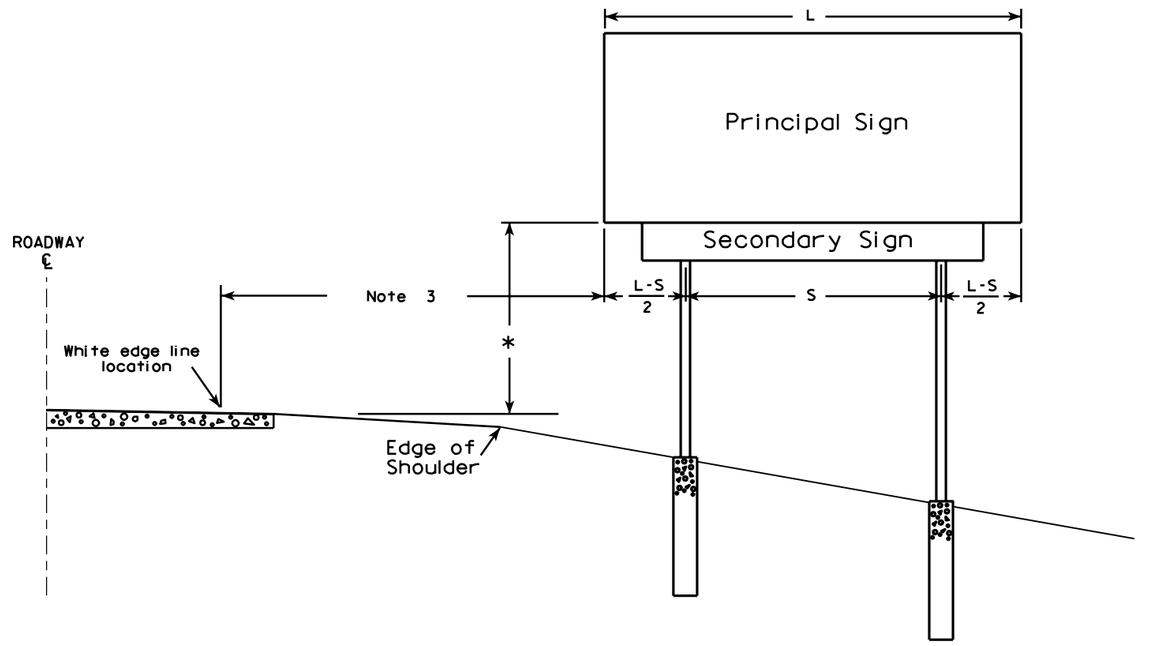
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/06/2014 PLATE A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 10-MAR-2014 15:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.556674:1.000000 WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

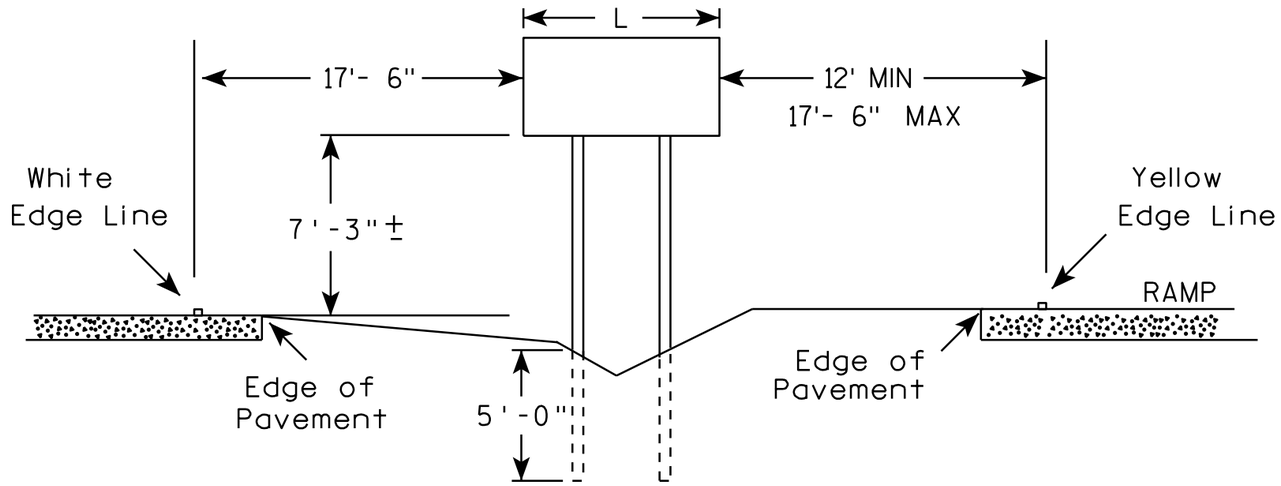
TYPICAL INSTALLATION
OF TYPE I SIGNS

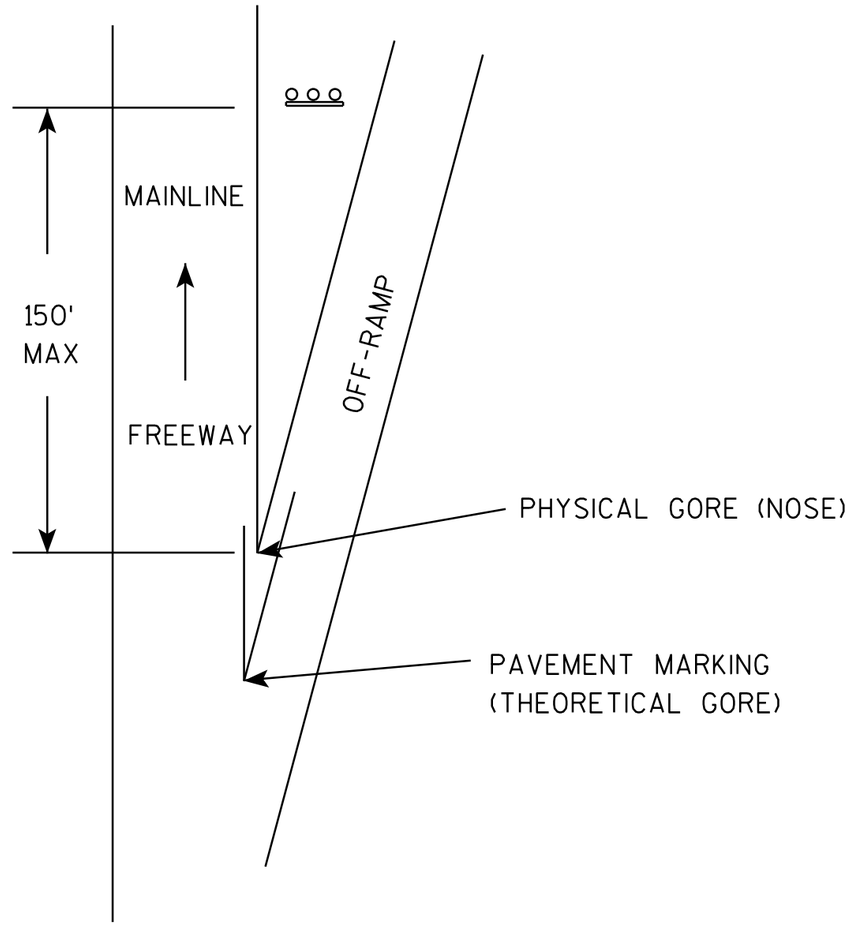
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 507	E





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

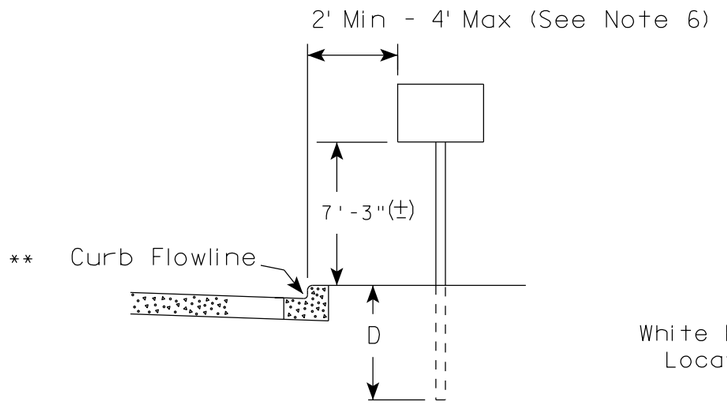
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

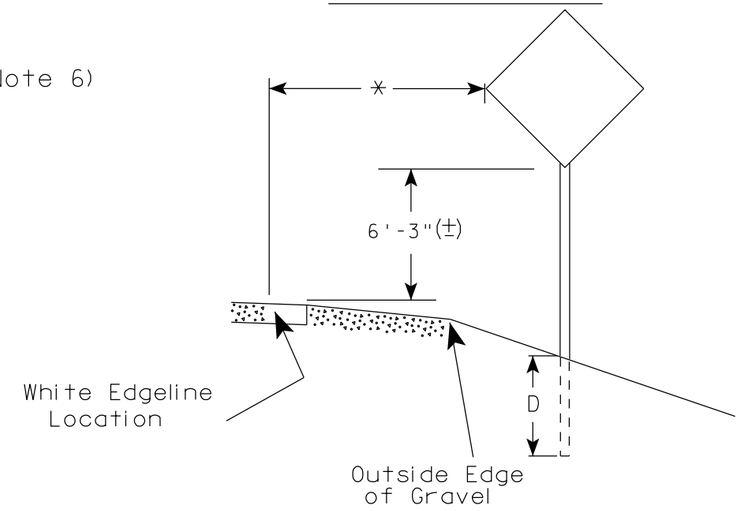
DATE 2/06/14 PLA 508 A4-2.3

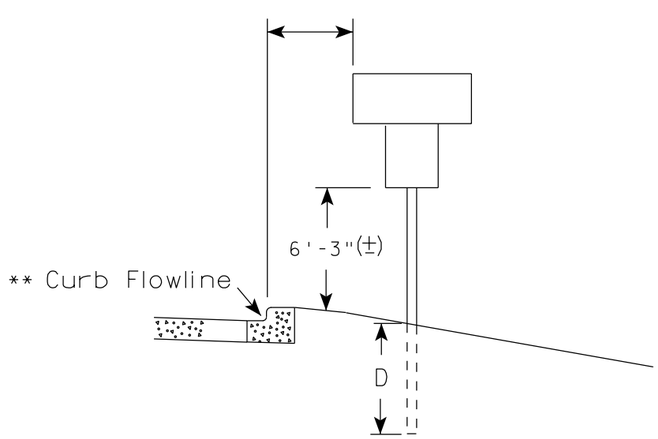
PROJECT NO: | SHEET NO: E

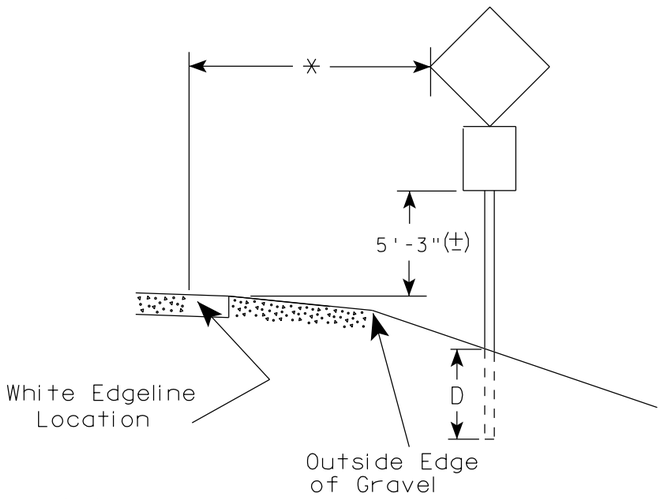
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

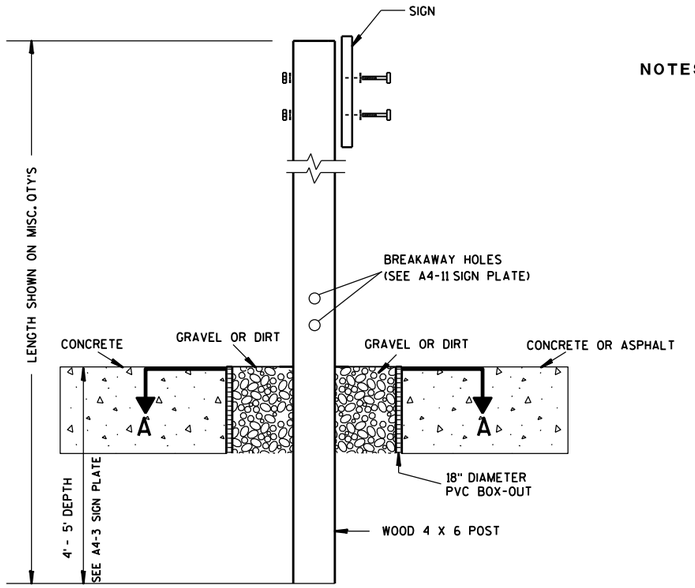
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

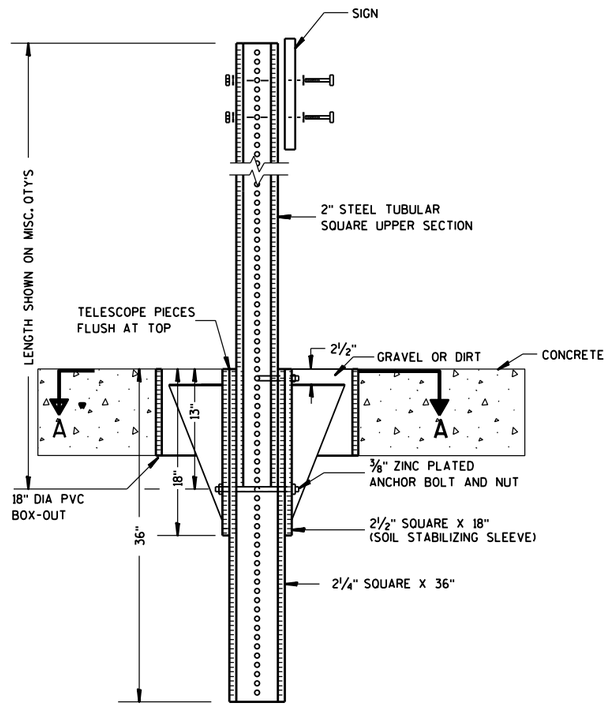
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

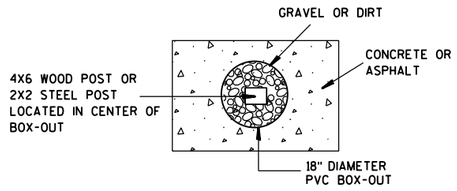
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

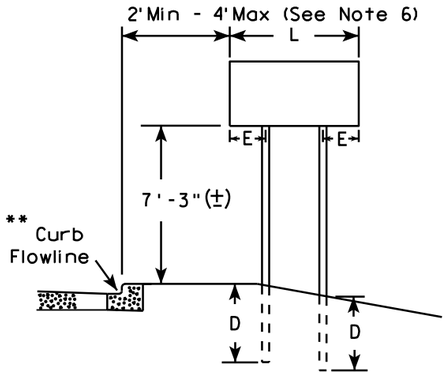
APPROVED Matthew R Rauch
for State Traffic Engineer

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

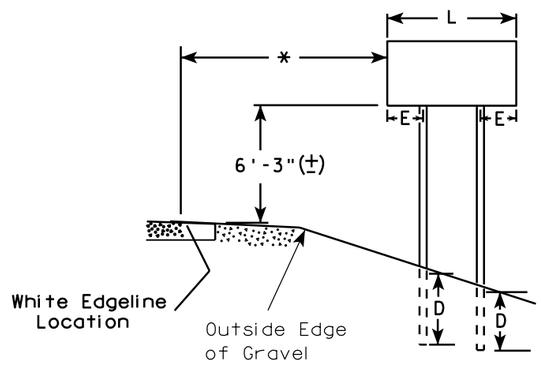
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

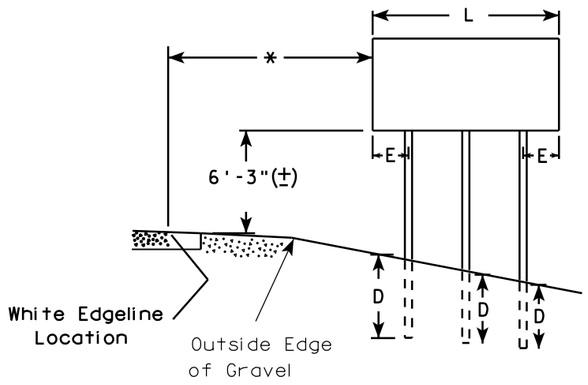
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

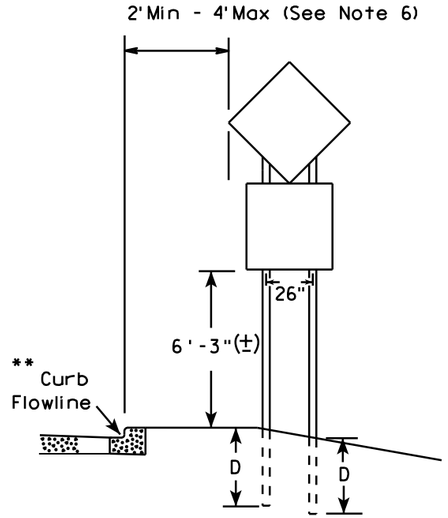
URBAN AREA



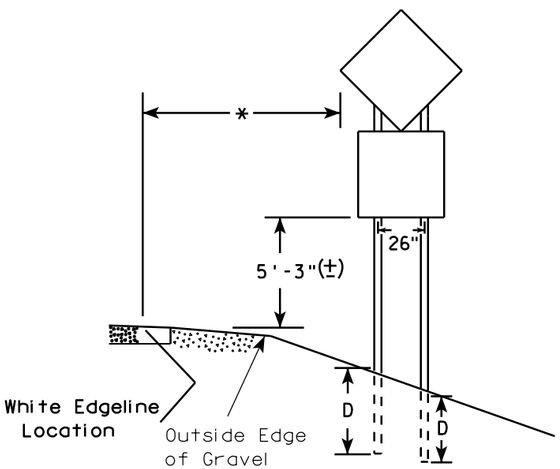
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

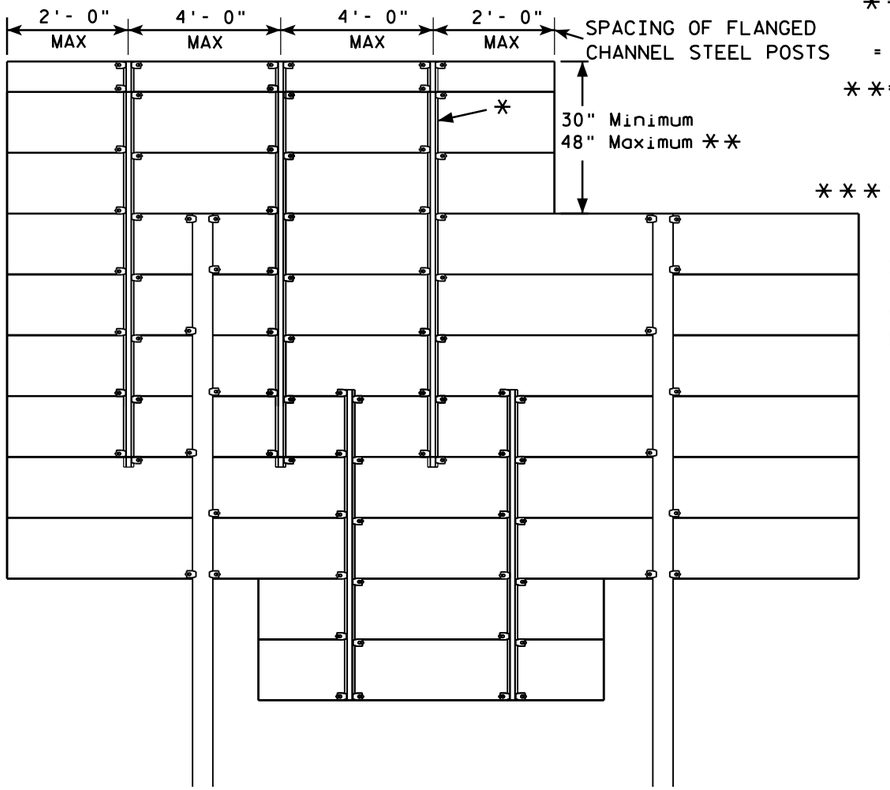
511

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

WISDOT/CADDS SHEET 42

GROUND MOUNTED SIGN

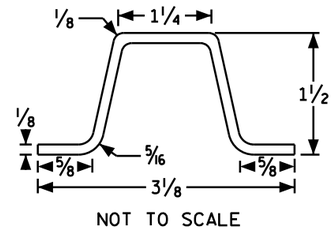


* =2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

** =FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

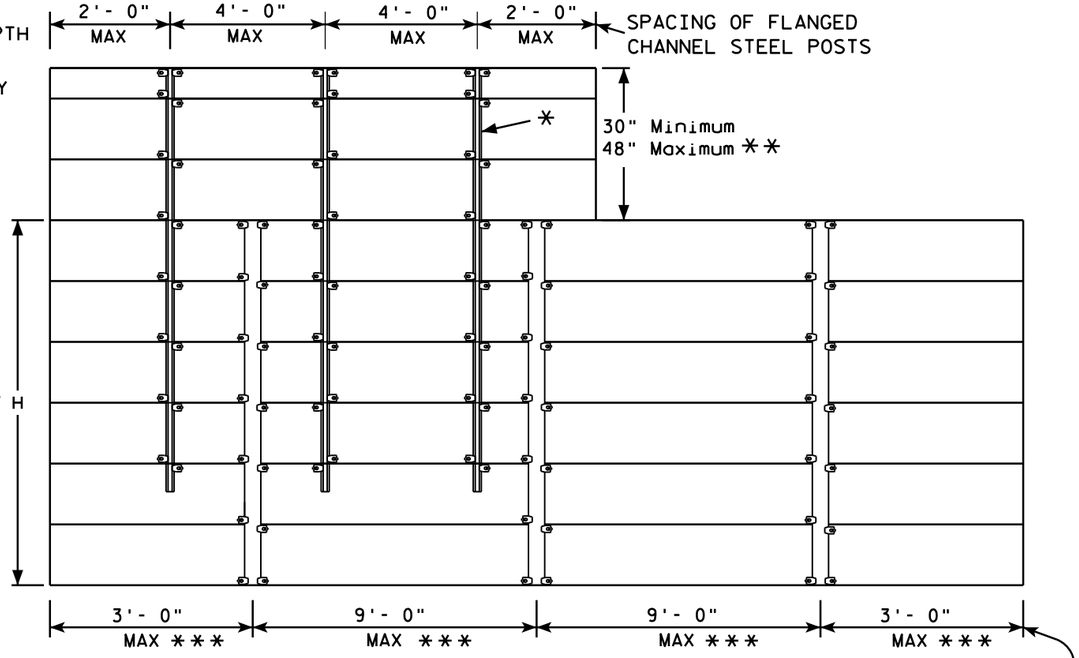
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.

2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.

3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.

4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.

5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)

6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

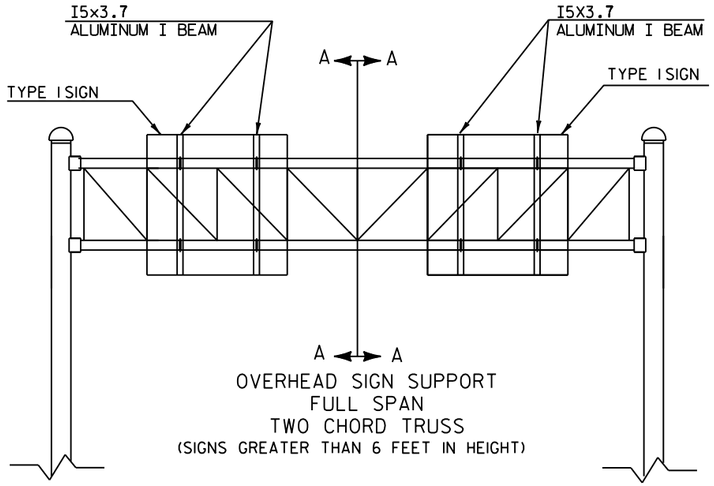
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

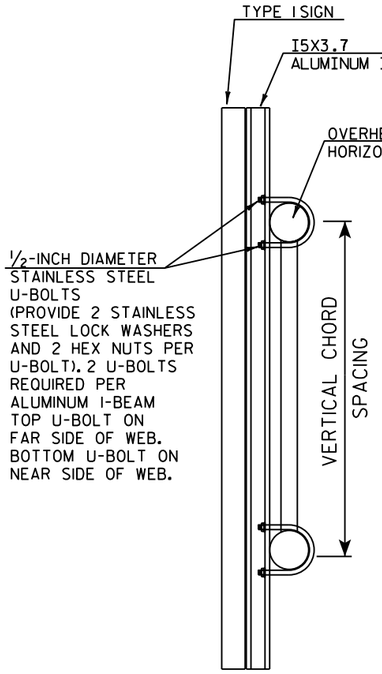
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 512 A4-6.12

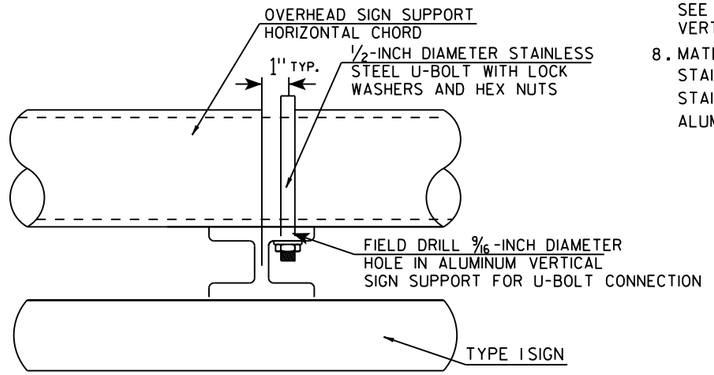
PROJECT NO: | SHEET NO: E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



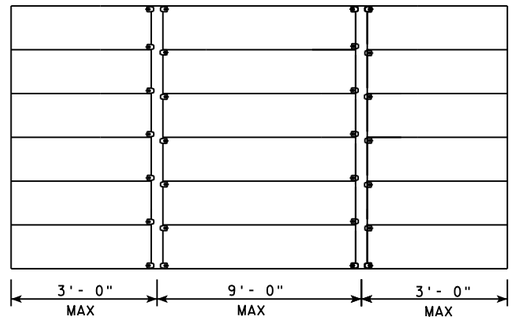
CUT SECTION A-A



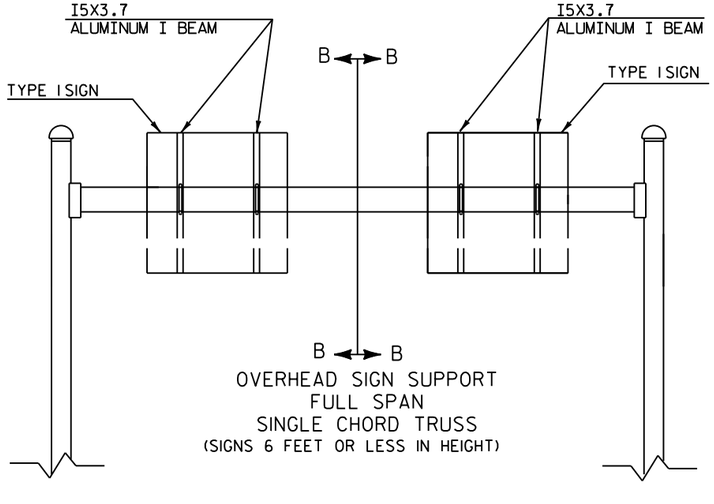
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

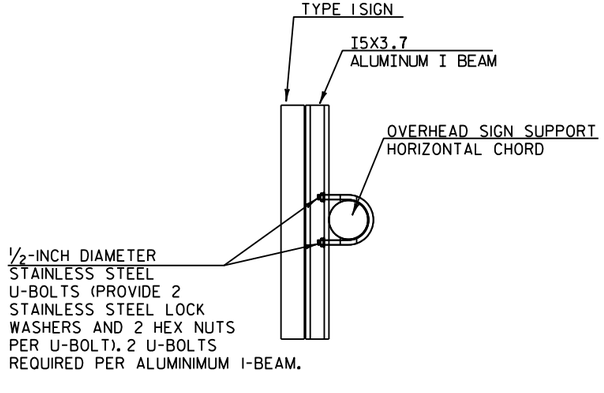
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



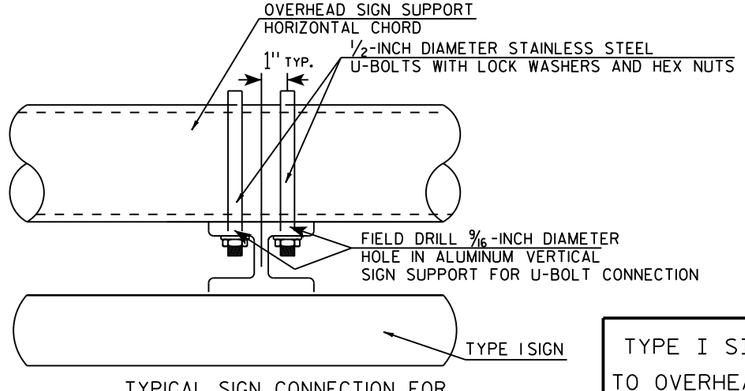
SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

TYPE I SIGN CONNECTION TO OVERHEAD SIGN SUPPORT

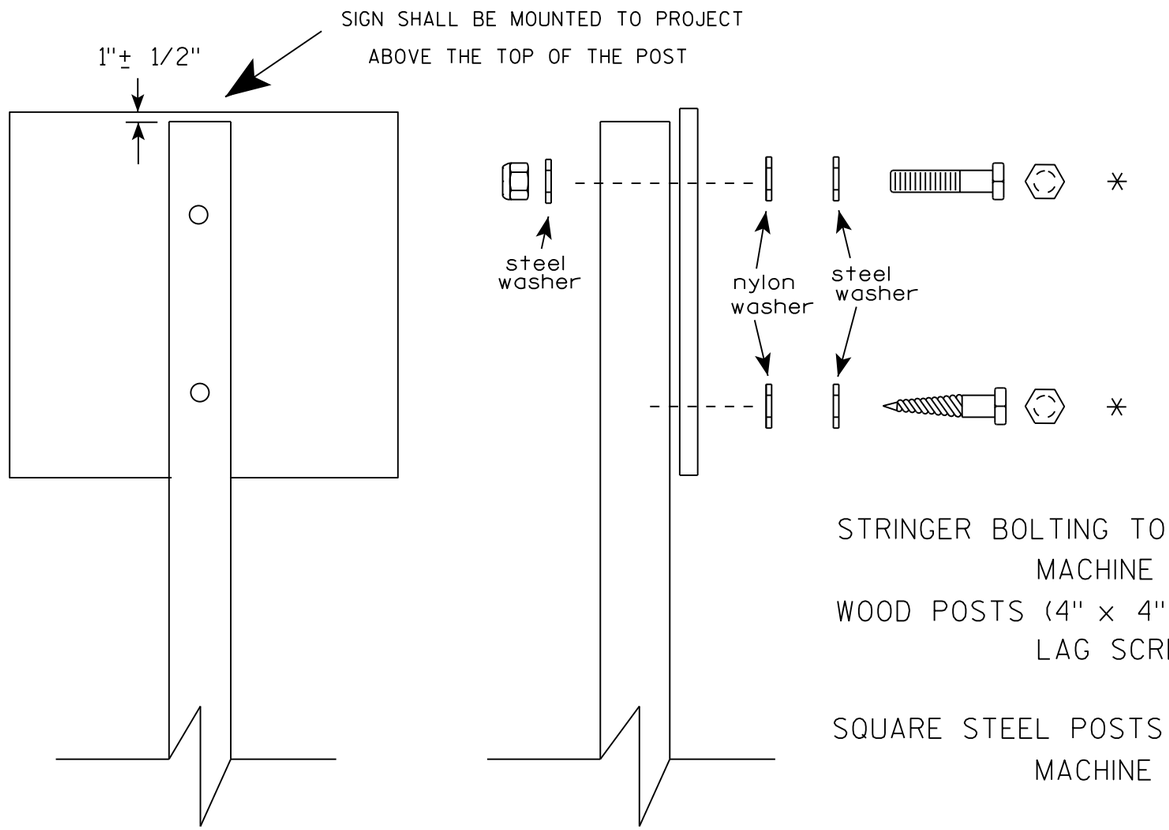
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/15 PLATE NO. A4-7.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A47.DGN PLOT DATE : 01-DEC-2015 17:42 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 38.916838:1.000000



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

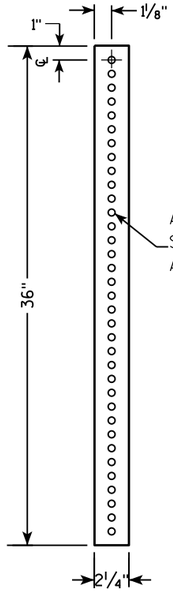
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

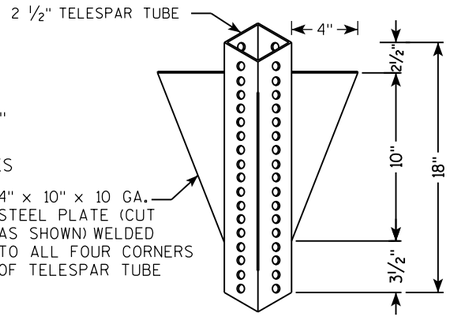
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

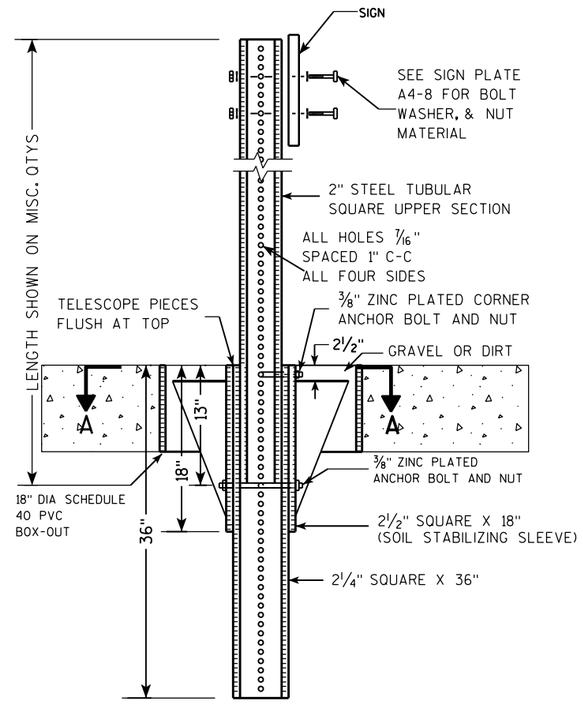
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



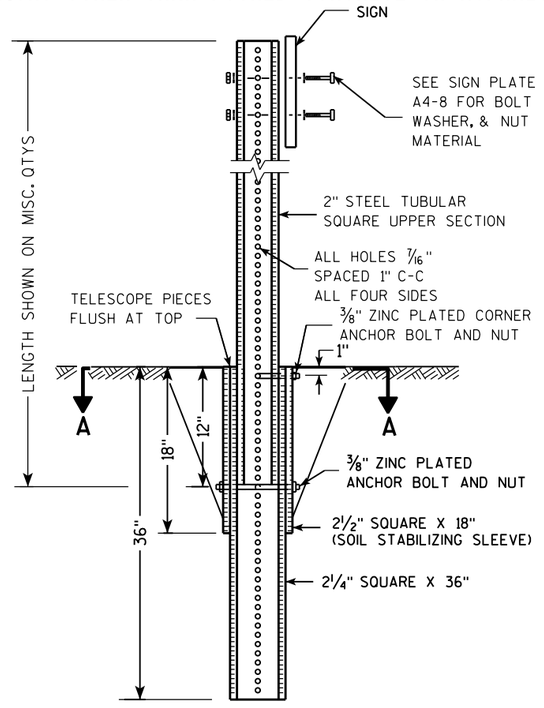
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

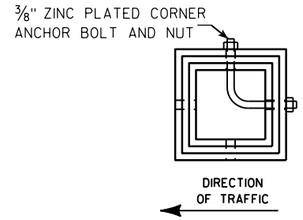


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

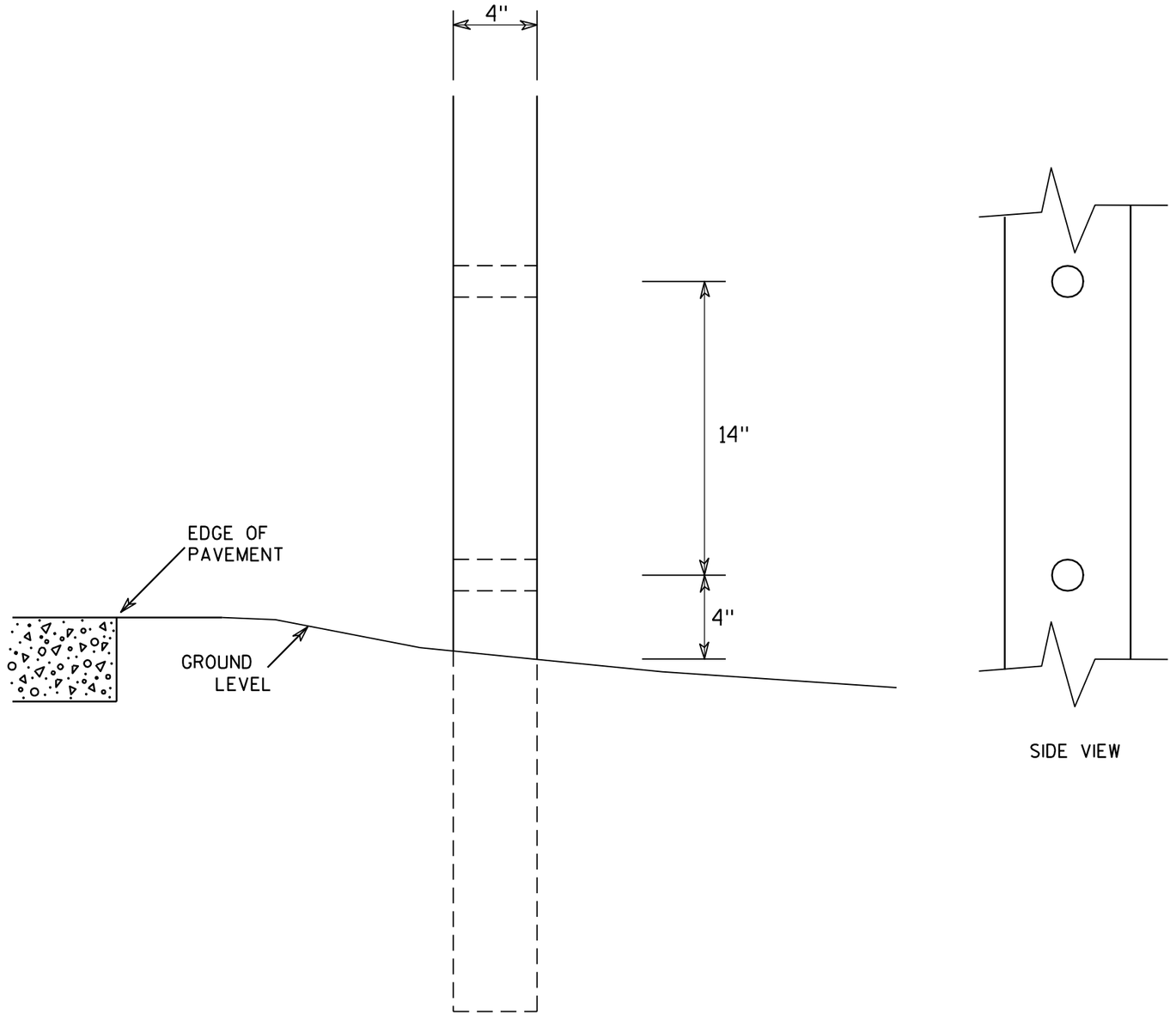
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 515 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

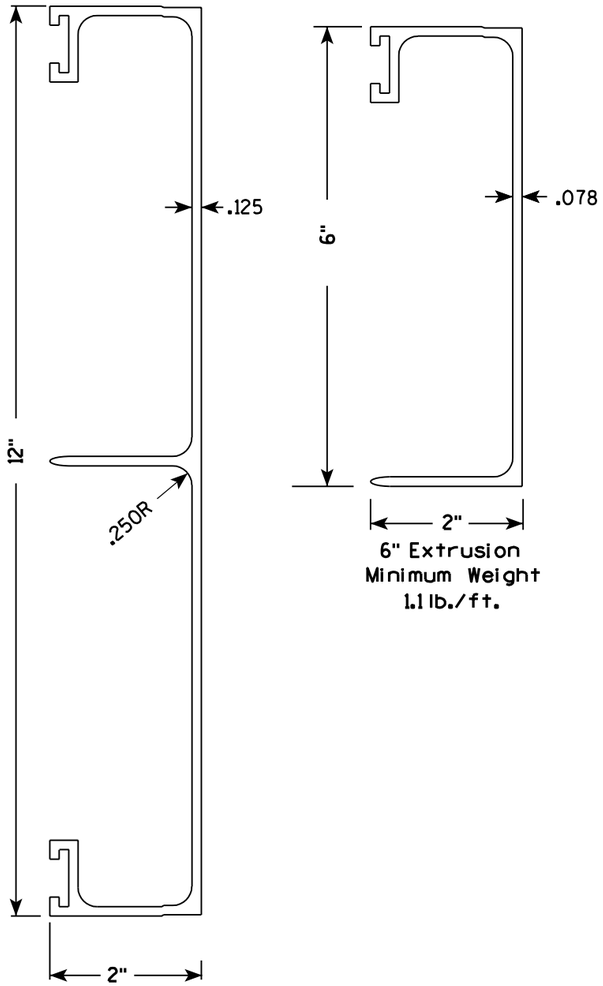
WISCONSIN DEPT OF TRANSPORTATION

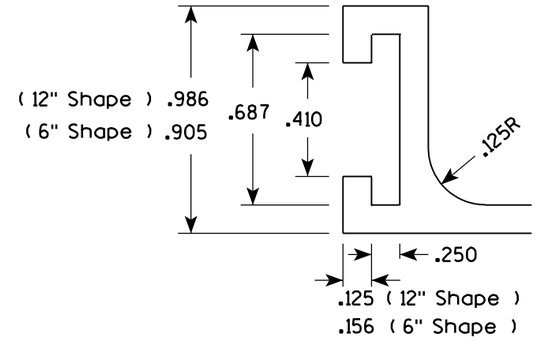
APPROVED Chester J Spang for State Traffic Engineer

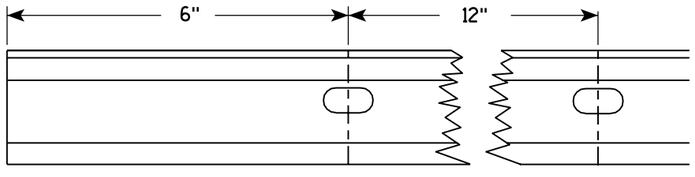
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 516	E

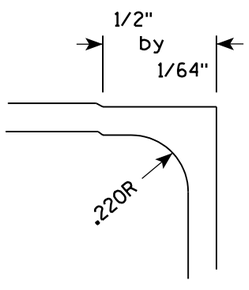
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

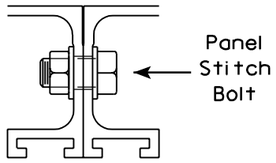


Hardware

STITCH BOLT, WASHER & NUT

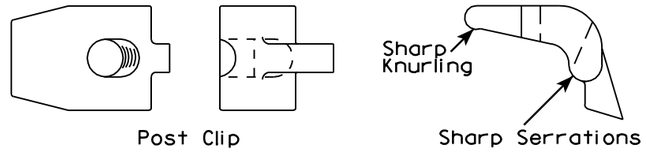
The hardware includes:

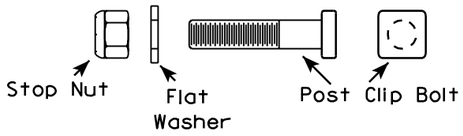
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

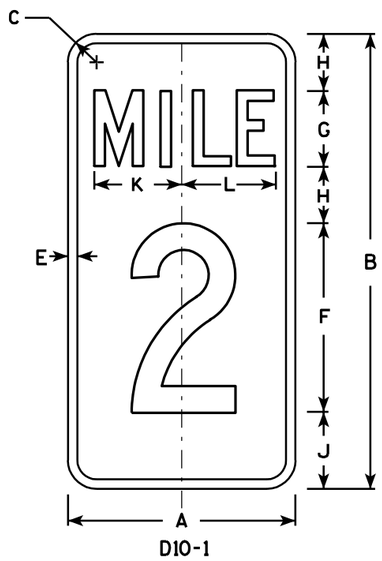
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

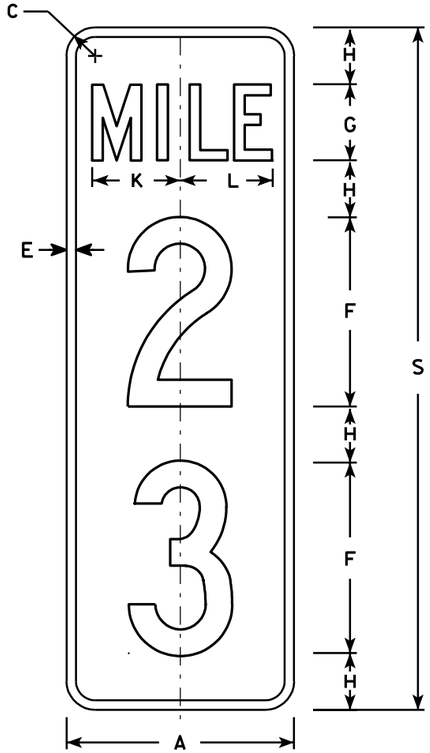
DATE 11/18/99 PLATE NO. A5-2.9

PROJECT NO:

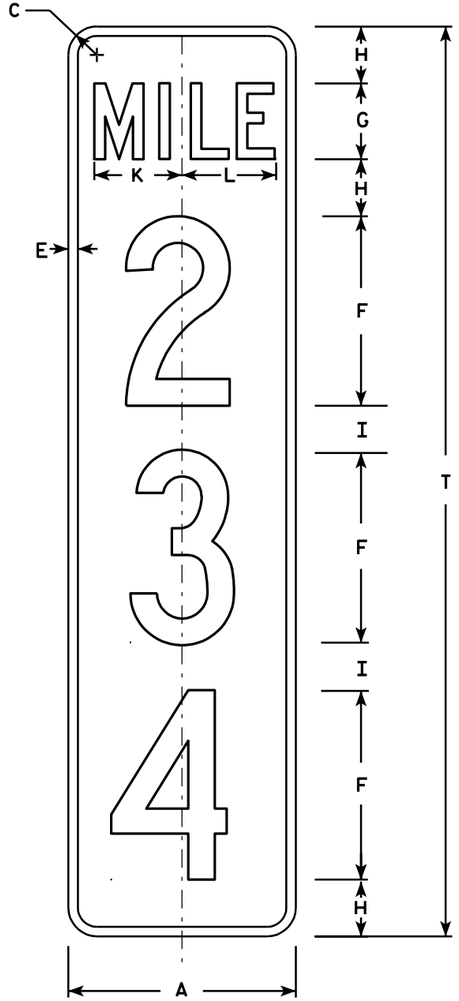
SHEET NO: 517 E



D10-1



D10-2



D10-3

NOTES

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

Metric equivalent for this sign is:

PHY. SIZE	
12 X 24	300 mm X 600 mm
12 X 36	300 mm X 900 mm
12 X 48	300 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1																										
2																										
3																										
4	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						
5	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						

D10-1	D10-2	D10-3
Area sq. ft.	Area sq. ft.	Area sq. ft.
2.0	3.0	4.0
Area m2	Area m2	Area m2
.19	.28	.38

STANDARD SIGN
D10-1 , D10-2 & D10-3

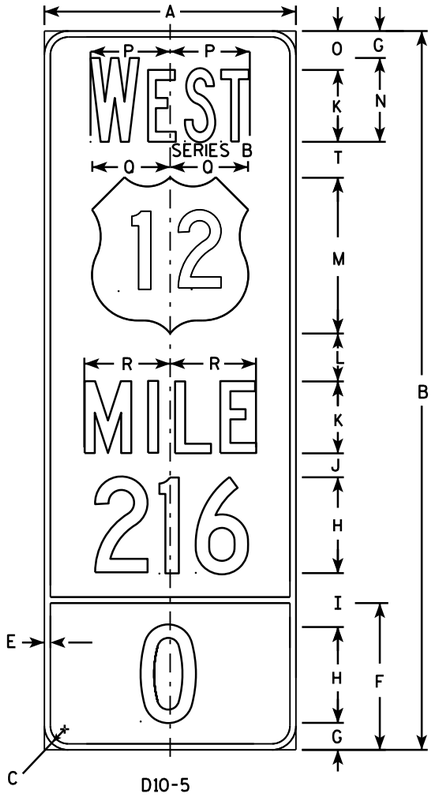
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for Director, Office of Traffic

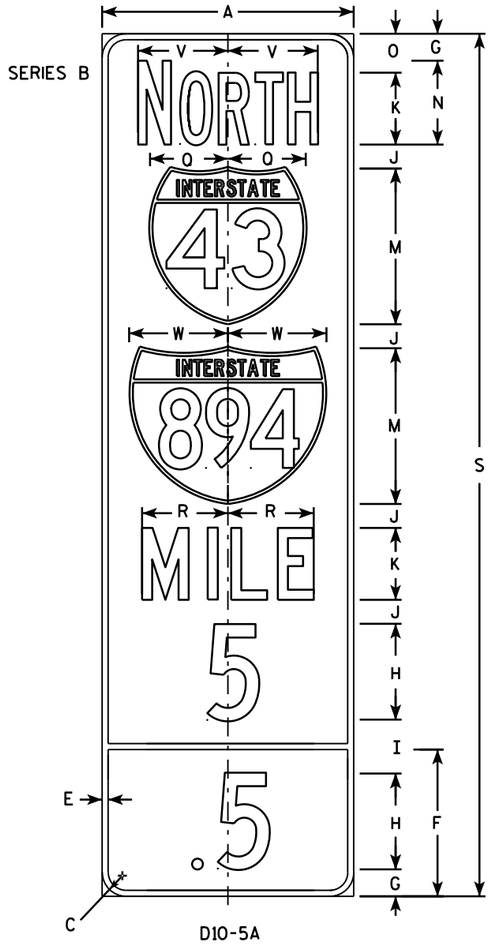
DATE 1/16/02 PLATE NO. D10-3.2

PROJECT NO:

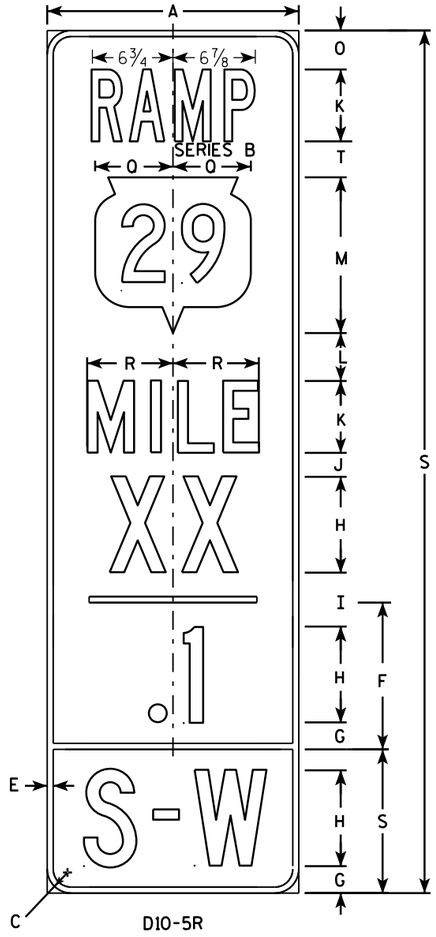
SHEET NO: 518 E



D10-5



D10-5A



D10-5R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLUE
   Message - WHITE
3. Interstate Shield Color
   Background - Top Red
   - Bottom Blue
   Message - White
4. Message Series - C or as noted on the Sign.
5. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
6. The decimal point is required for all digits except "0".
7. Optically adjust mileage numbers about the centerline of the sign to achieve proper balance.
8. Optically adjust Ramp direction letters about the centerline of the sign to achieve proper balance.



SERIES B



SERIES B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	D10-5 Area sq. ft.	D10-5A Area sq. ft.	D10-5R Area sq. ft.
1																													
2																													
3																													
4	21	60	1 ½		½	12 ¼	2 ¼	8	4 ½	2	6	4	13	7	3 ¼	6 ⅝	6 ½	7 ⅛	72	3		7 ½	8 ¼				8.75	10.5	10.5
5	21	60	1 ½		½	12 ¼	2 ¼	8	4 ½	2	6	4	13	7	3 ¼	6 ⅝	6 ½	7 ⅛	72	3		7 ½	8 ¼				8.75	10.5	10.5

STANDARD SIGN
D10-5

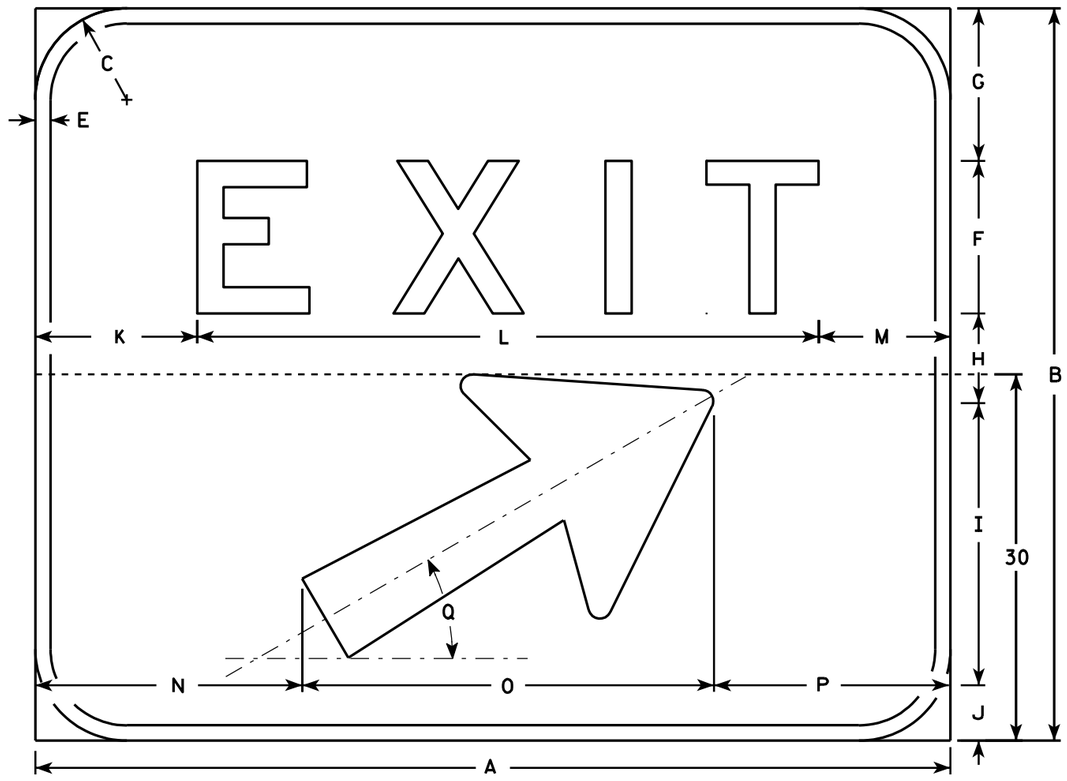
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/26/14 PL 519 D10-5.2

PROJECT NO:

SHEET NO: E



E5-1

NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but borders shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces for the 72 x 60 size as shown on the detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. As per the Standard Spec's, this sign shall not have a vertical joint.

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	1500 mm X 1200 mm
5	1800 mm X 1500 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2																												
3																												
4	60	48	6		1	10	10	5 7/8	18 1/2	3 5/8	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°										20.0	1.80
5	72	60	6		1	12	12	10	18 1/2	7 1/2	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°										30.0	2.70

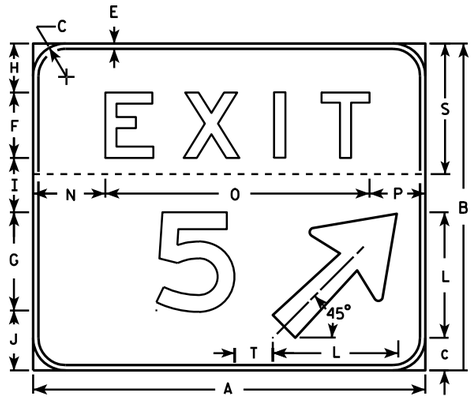
STANDARD SIGN
E5 - 1

WISCONSIN DEPT OF TRANSPORTATION

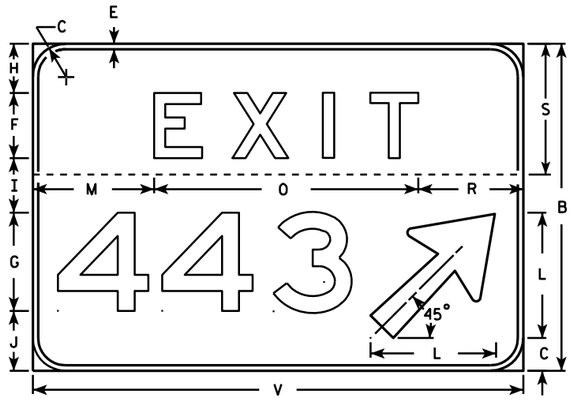
APPROVED Chester J Spang for State Traffic Engineer

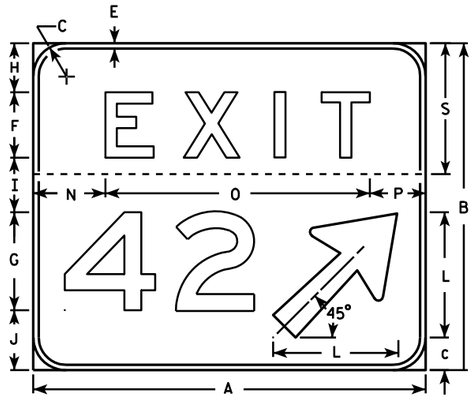
DATE 6/22/00 PLATE NO. E5-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 520	E



NOTE: T diminision shall be measured from the back of the number to the front of the arrow





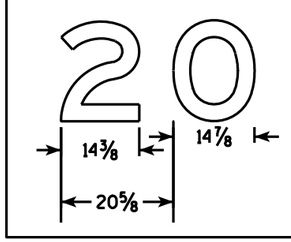
NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

EXAMPLE FOR USING SPACING CHART



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

STANDARD SIGN
E5-1A

WISCONSIN DEPT OF TRANSPORTATION

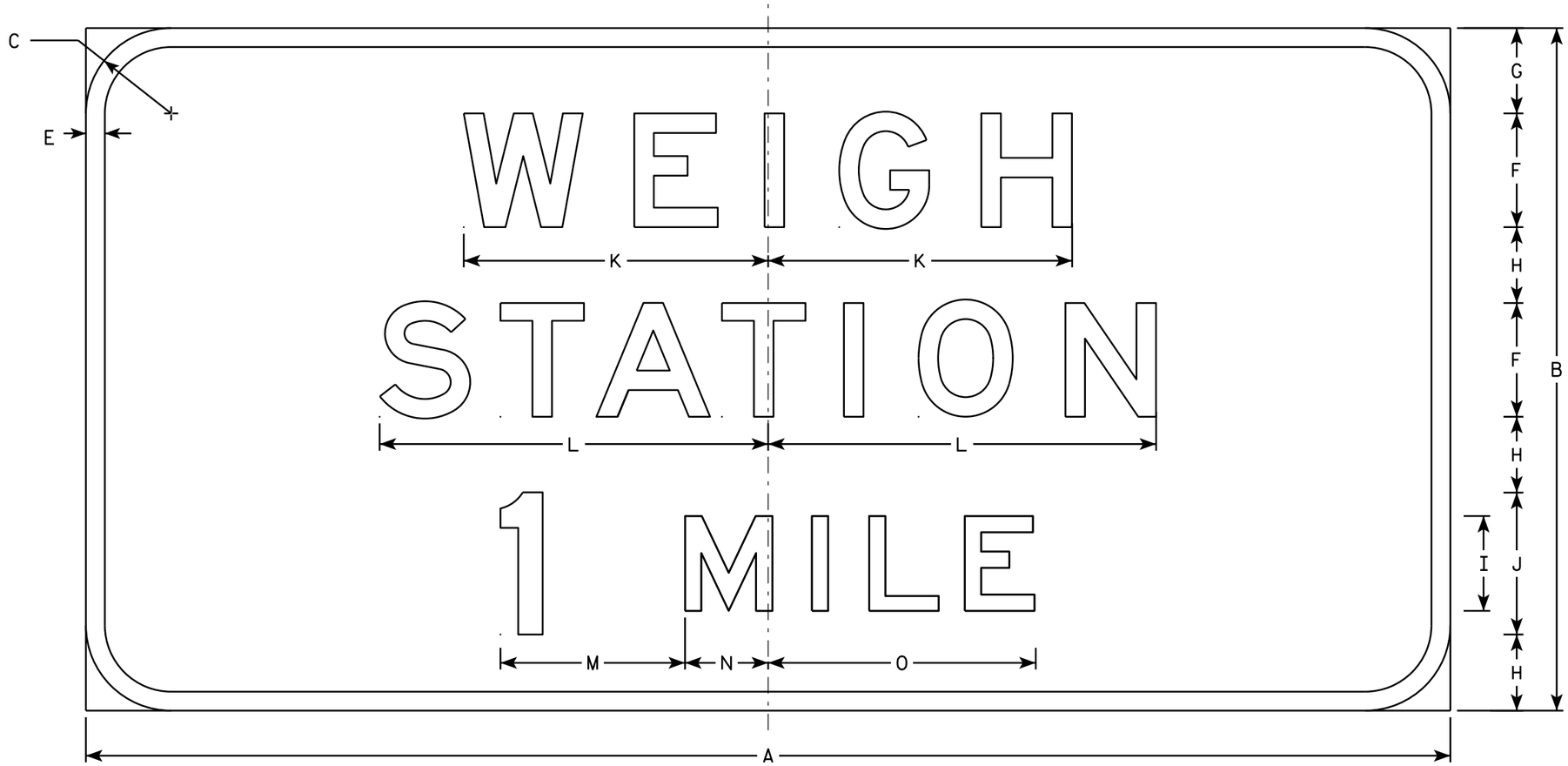
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/11/10 PLATE NO. E5-1A.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 521 | E

NOTES

1. Sign is Type I- Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E



E5-56A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	144	72	9		2	12	9	8	10	15	32 1/8	41	19 1/2	8 3/4	28 1/4												72.0
5	144	72	9		2	12	9	8	10	15	32 1/8	41	19 1/2	8 3/4	28 1/4												72.0

STANDARD SIGN
E5-56A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

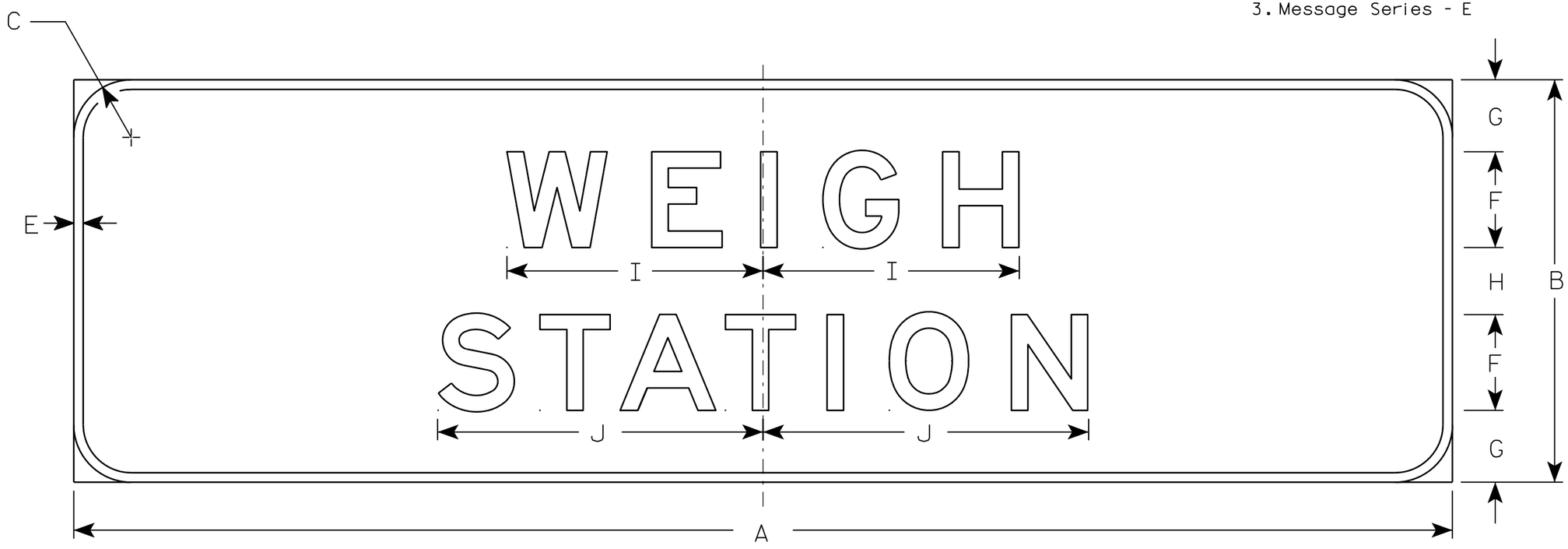
DATE 4/29/14 PLATE NO F5-56A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\E556A.DGN PLOT DATE : 30-APR-2014 11:55 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.912768:1.000000
WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E



E5-57

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	144	42	6		1	10	7 1/2	7	26 3/4	34																	42.0
5	144	42	6		1	10	7 1/2	7	26 3/4	34																	42.0

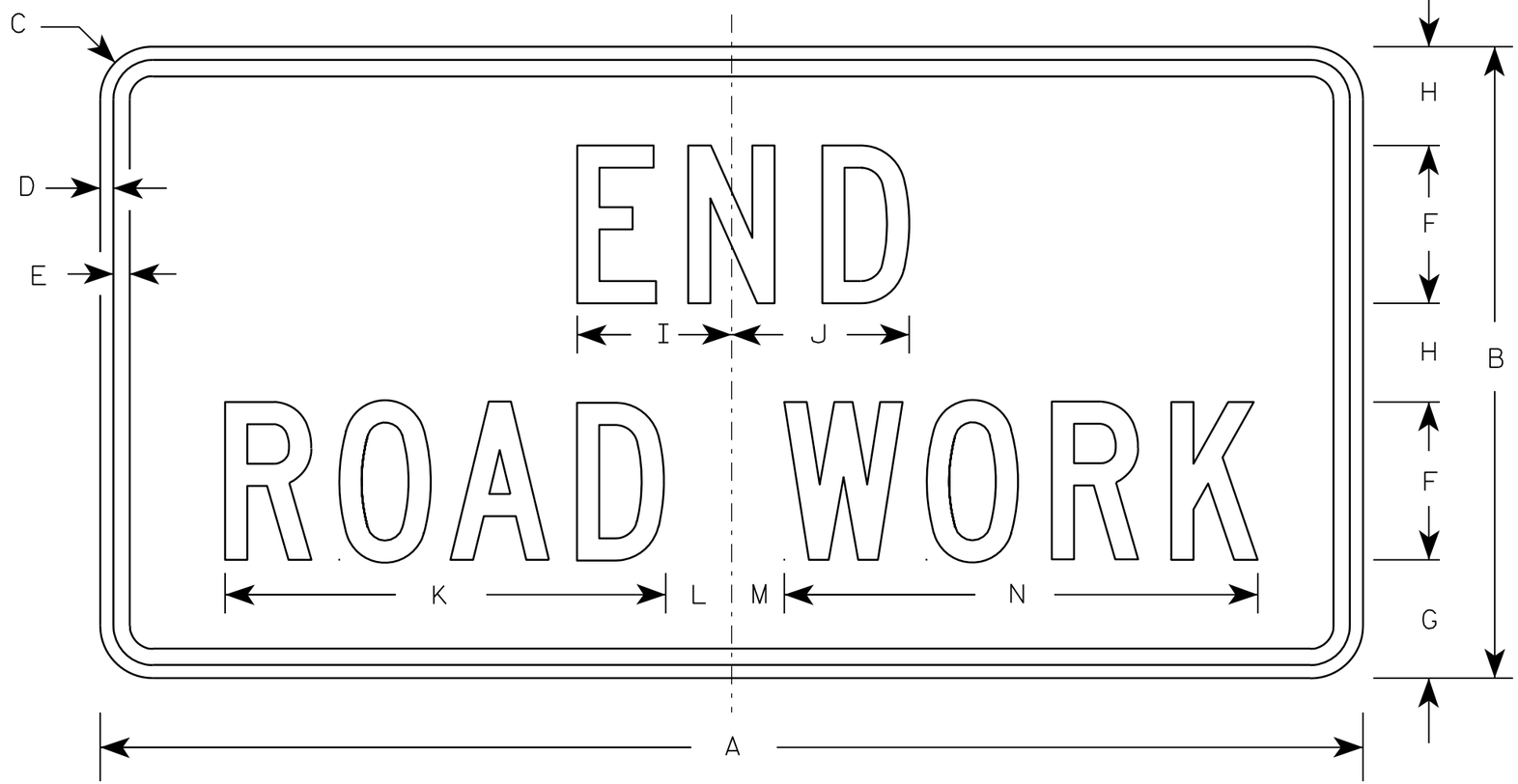
STANDARD SIGN
E5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/10 PLATE NO. E5-57.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 523	E



G20-2A

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

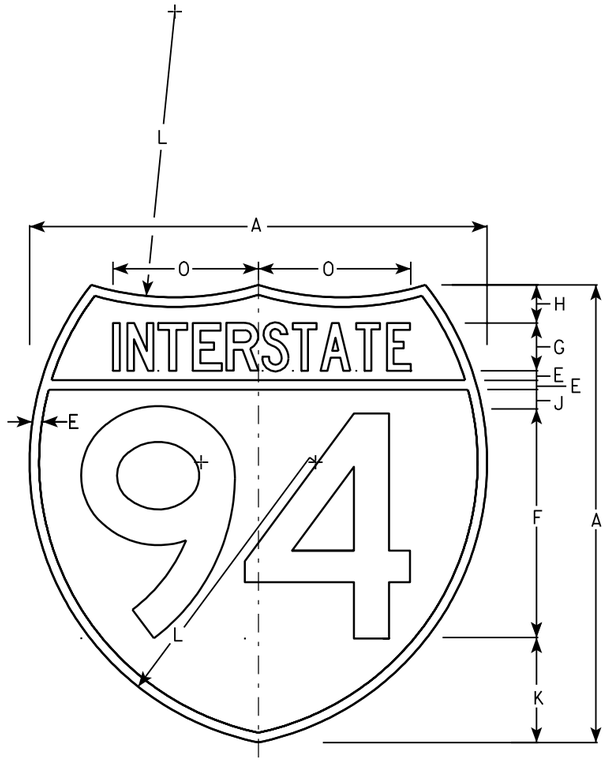
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

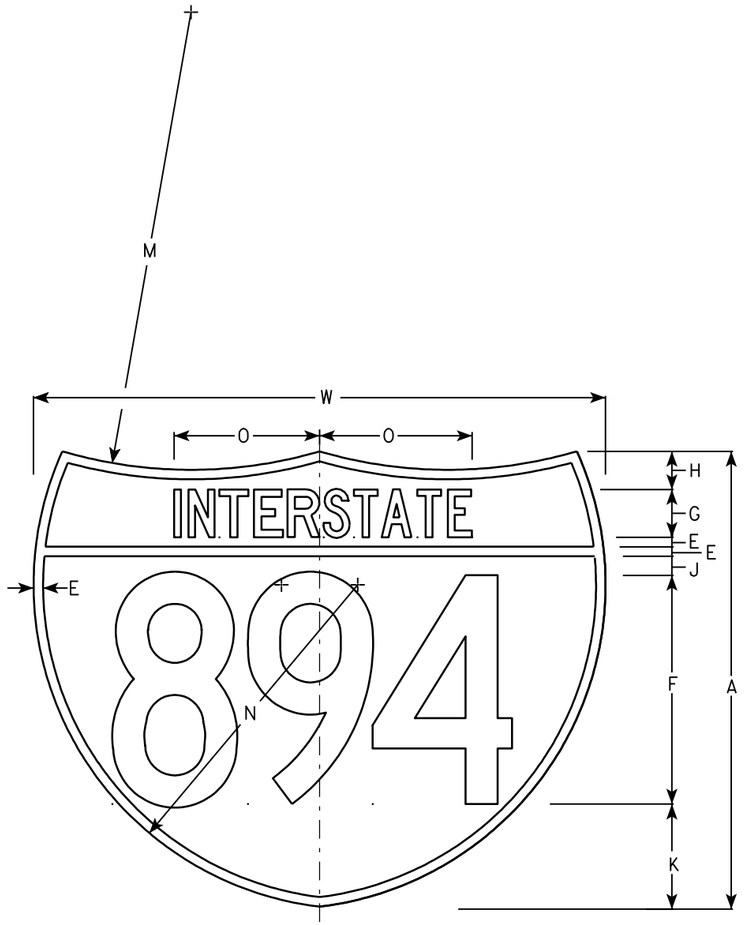
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 524	E



M1-1



M1-1A

NOTES

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

Metric equivalent for these signs are:

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

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

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

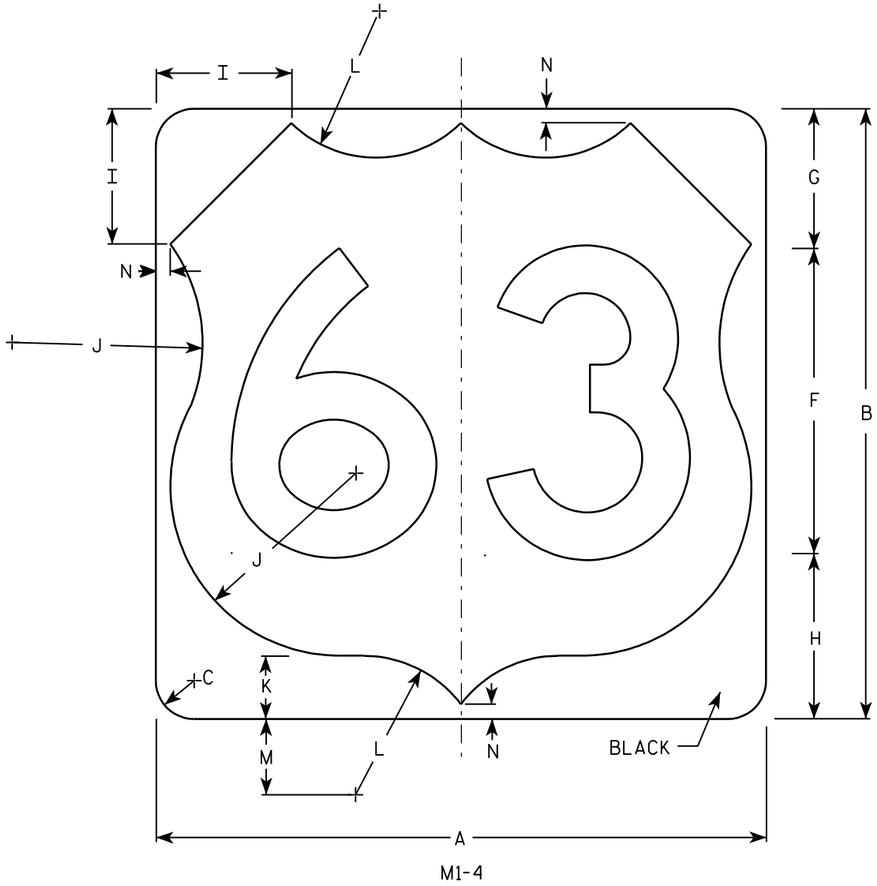
APPROVED Matthew R Rauch
for State Traffic Engineer

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

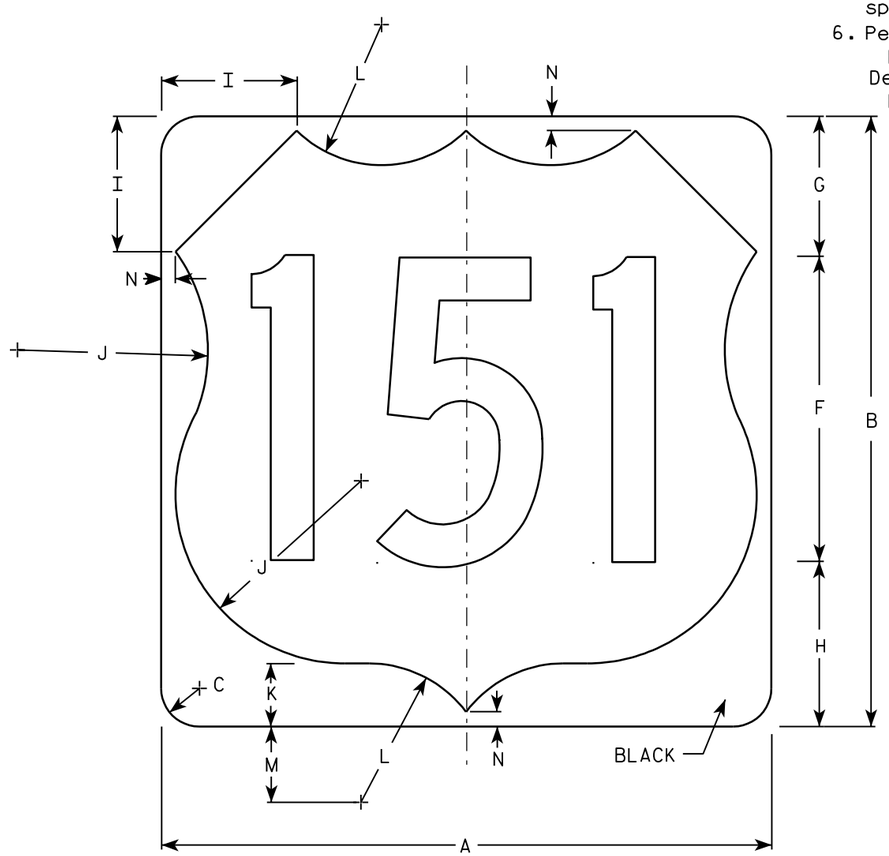
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 525	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

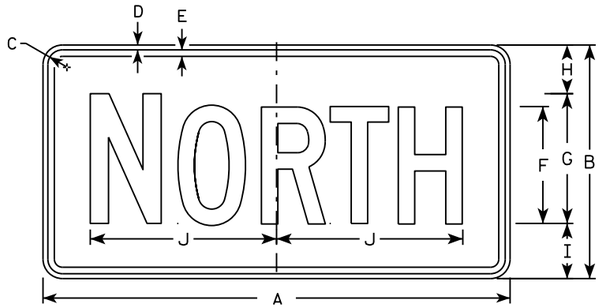
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

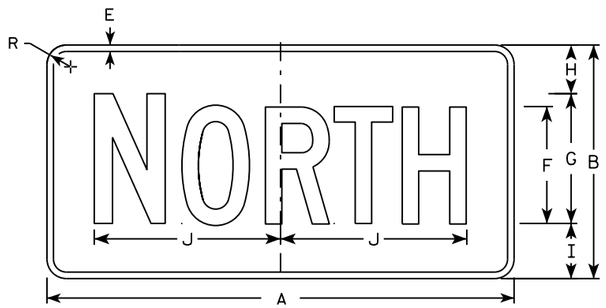
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 526 | E



M3-1
MM3-1
MP3-1



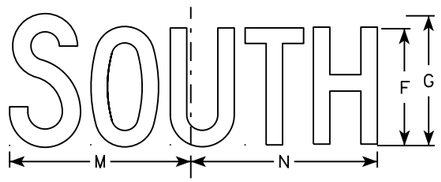
MB3-1
MK3-1
MN3-1



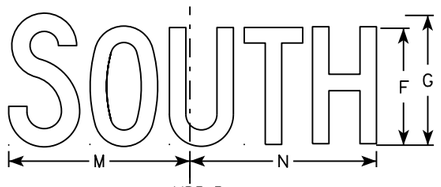
M3-2
MM3-2
MP3-2



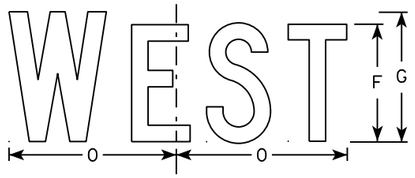
MB3-2
MK3-2
MN3-2



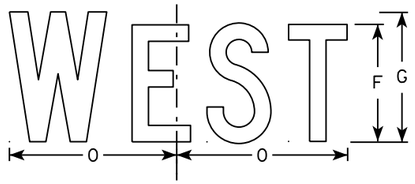
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

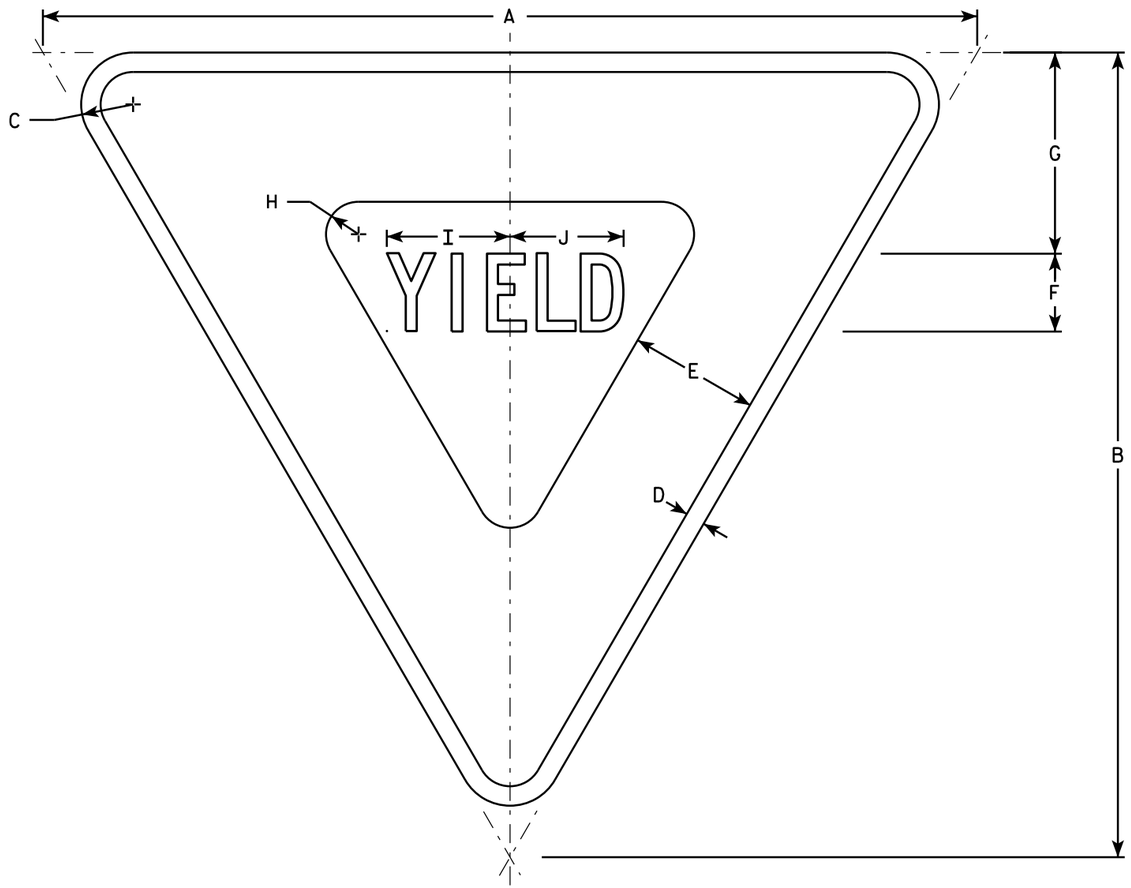
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

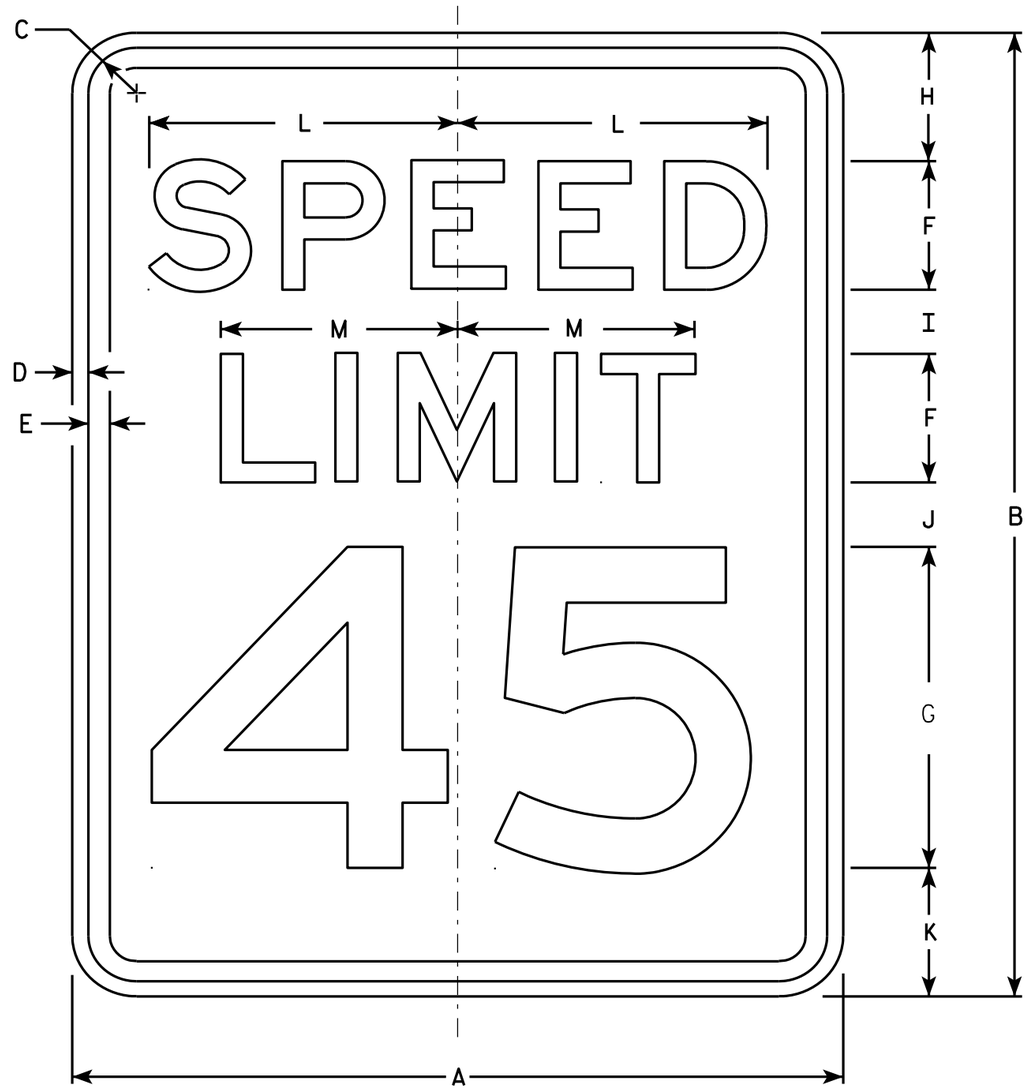
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

NOTES

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

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

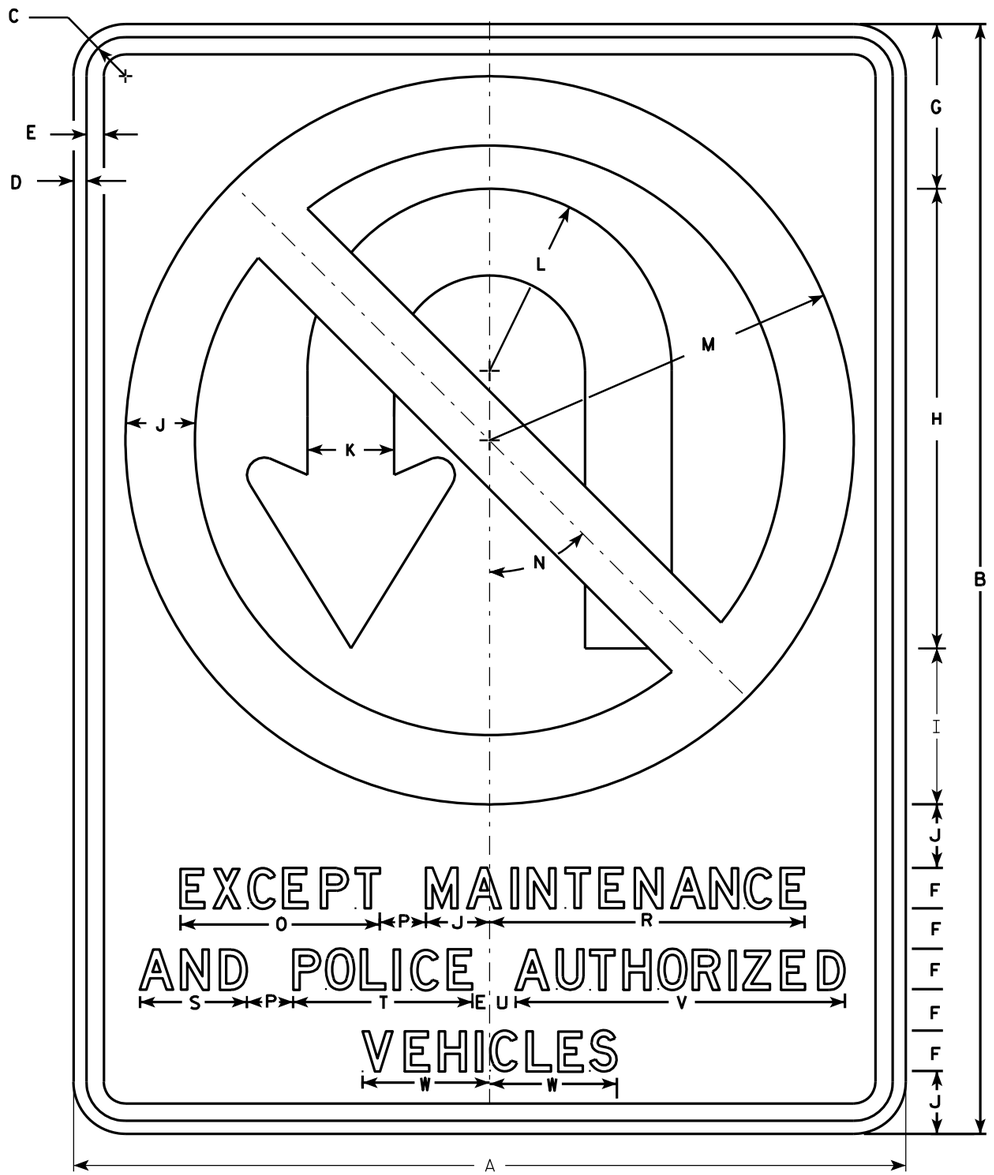
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

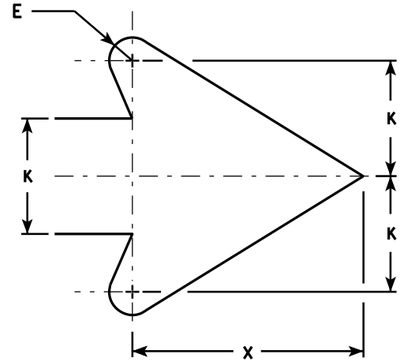
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 529 | E



R3-4B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

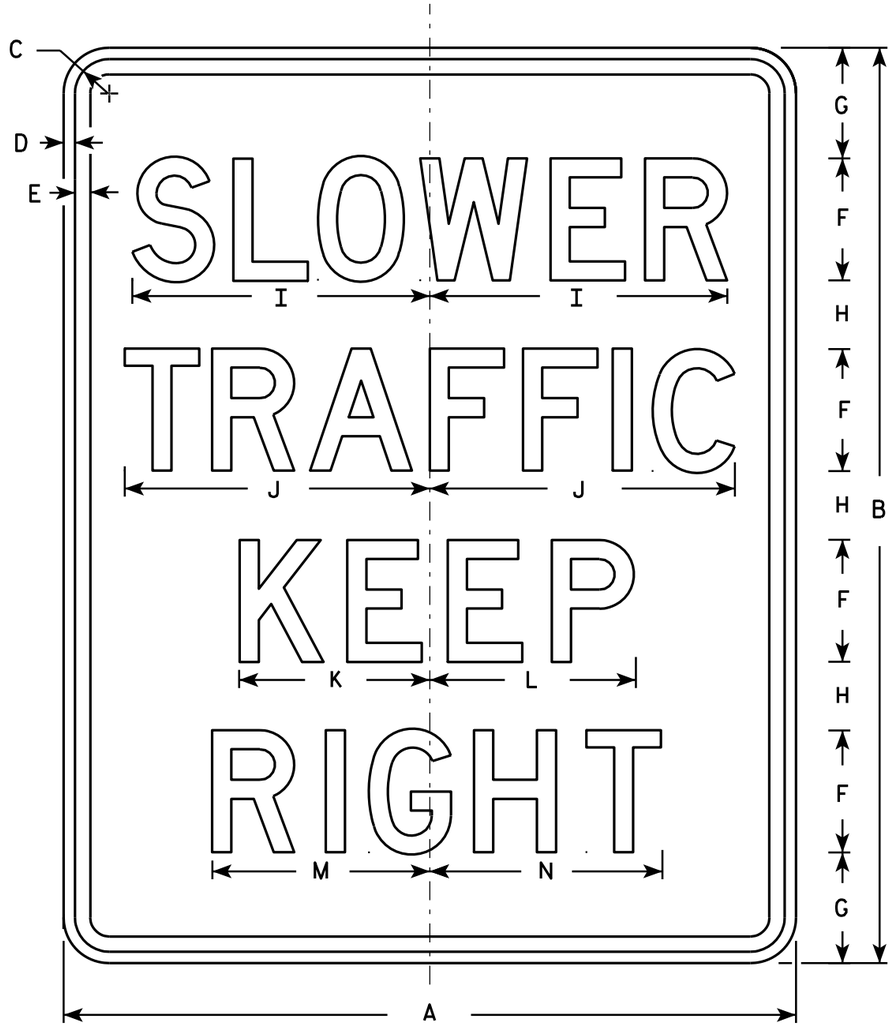
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 530	E



R4-3

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0
2M	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0
3	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0
4	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0
5	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	19 1/2	20	12 1/2	13 1/2	14 1/4	15 1/4													20.0

STANDARD SIGN
R4-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-3.8

PROJECT NO:

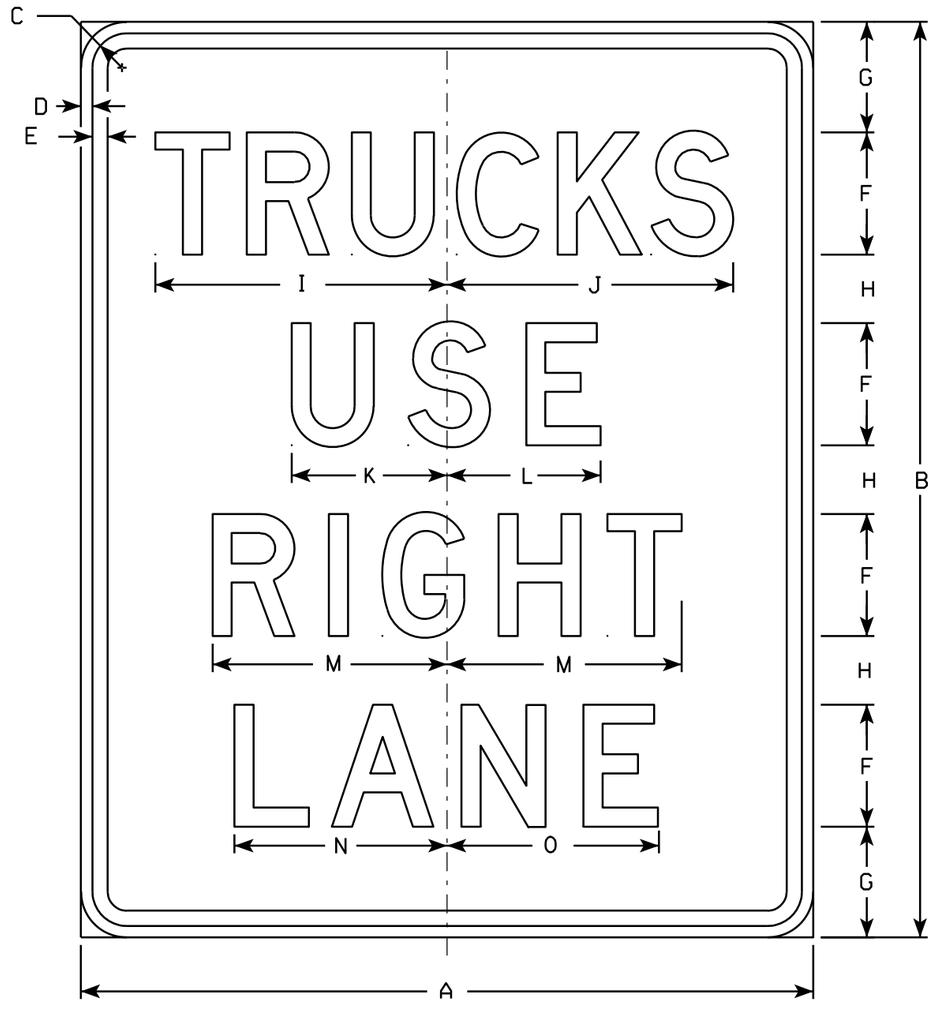
SHEET NO: 531 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R43.DGN PLOT DATE : 25-MAR-2011 13:40 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7

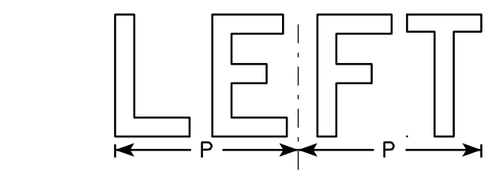


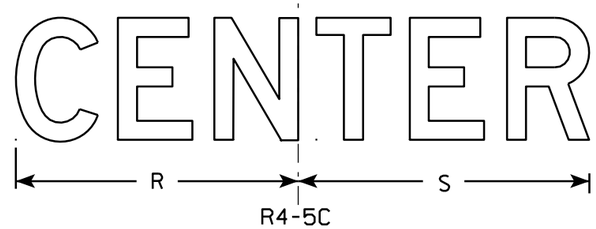
R4-5

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R4-5L & R4-5C are the same as R4-5 except LEFT or CENTER replaces RIGHT as order by code.

R4-5L





R4-5C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 5/8	9 3/8	5 1/8	5 1/8	7 3/4	7 1/4	7	6		9 1/4	9 1/2								5.0
2M	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 5/8	9 3/8	5 1/8	5 1/8	7 3/4	7 1/4	7	6		9 1/4	9 1/2								5.0
3																											
4	36	48	2 1/4	5/8	3/4	6	6	4	14 3/8	14 1/8	7 7/8	7 7/8	12 1/4	10 3/4	10 1/2	9 5/8		13 7/8	14 1/4								12.0
5	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	19 1/8	18 3/4	10 1/4	10 1/8	15 3/8	14	13 7/8	12		18 1/2	19 1/8								20.0

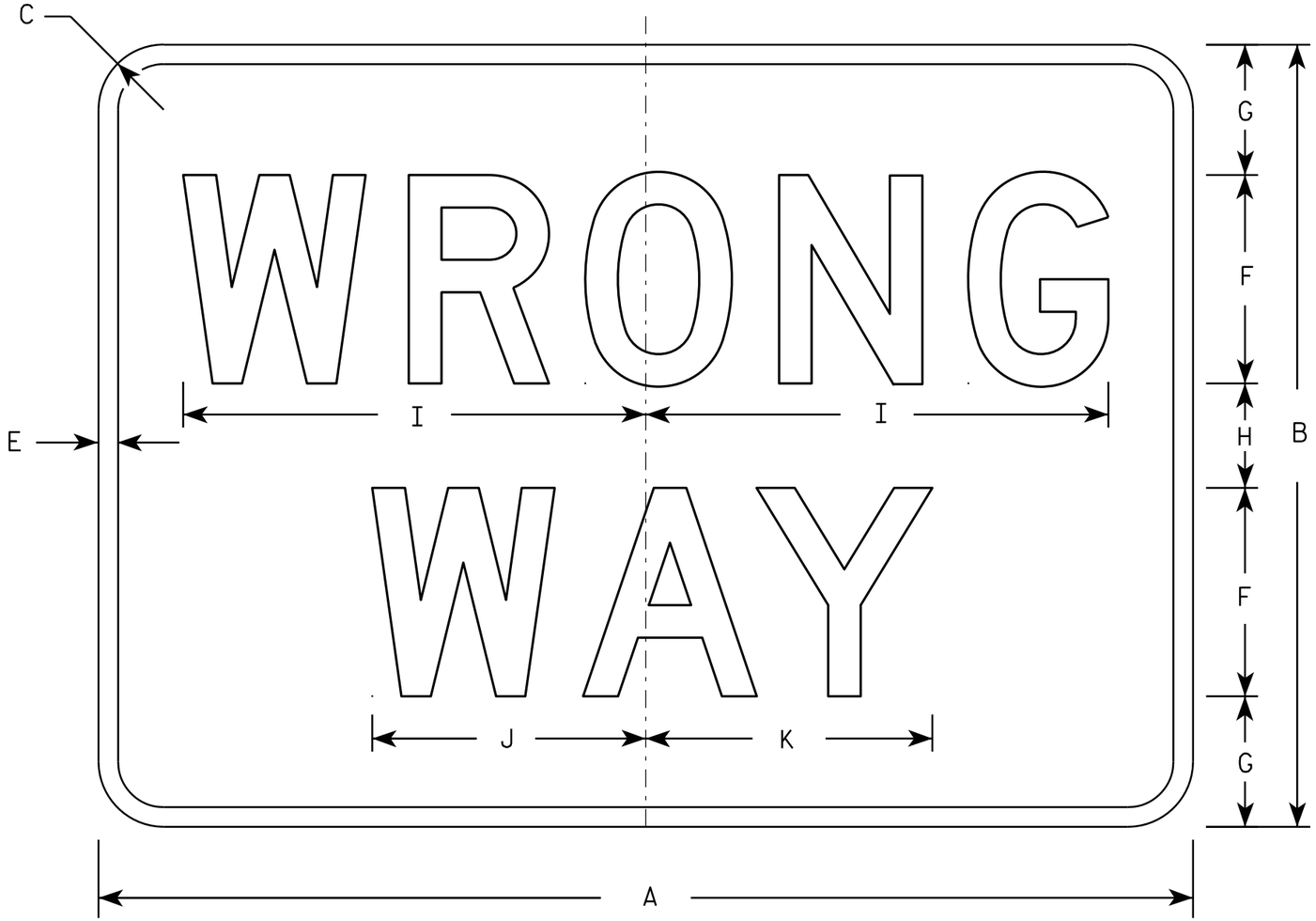
STANDARD SIGN
R4-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-5.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 532	E



R5-1A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

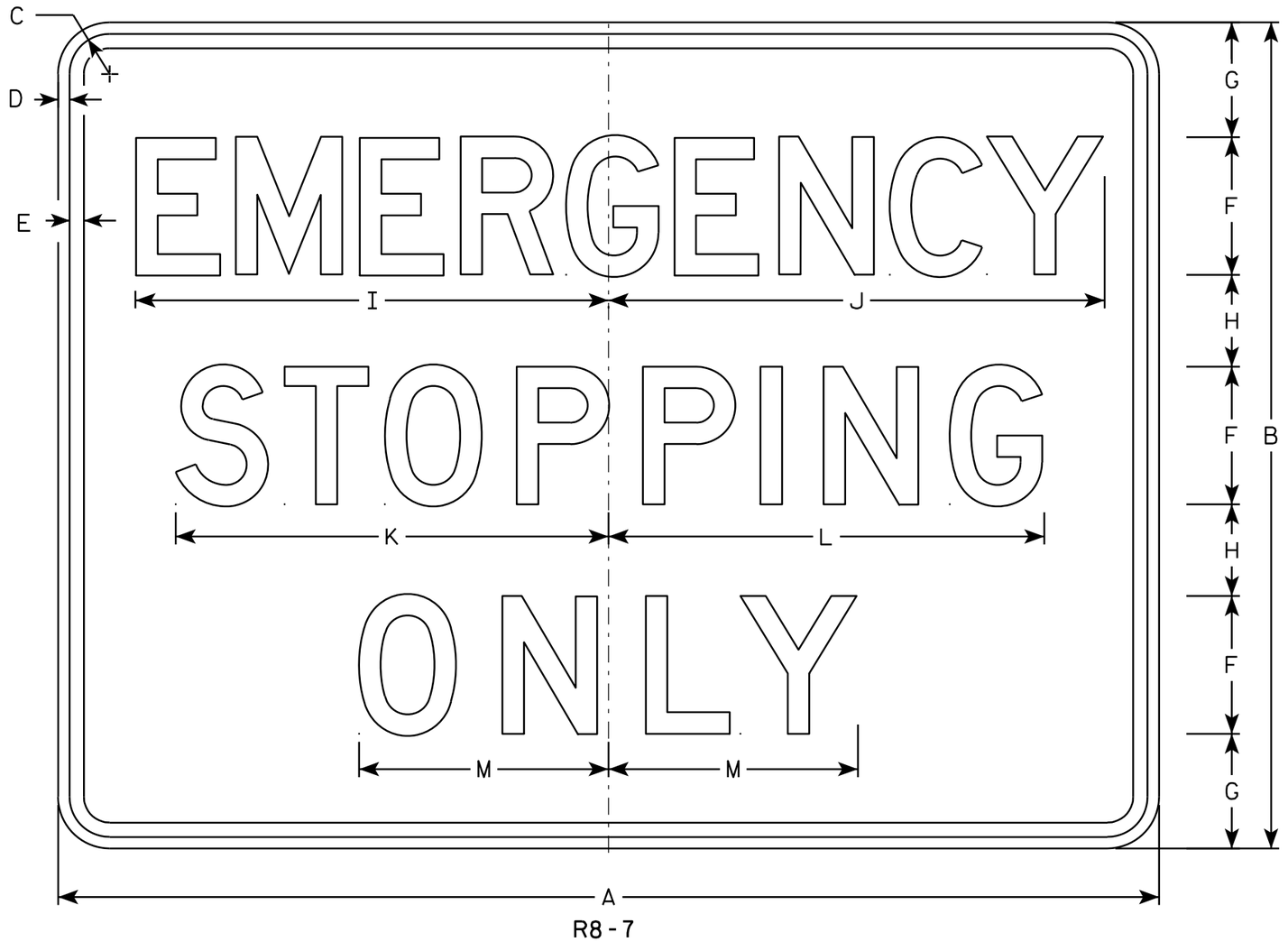
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 533	E



R8 - 7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0

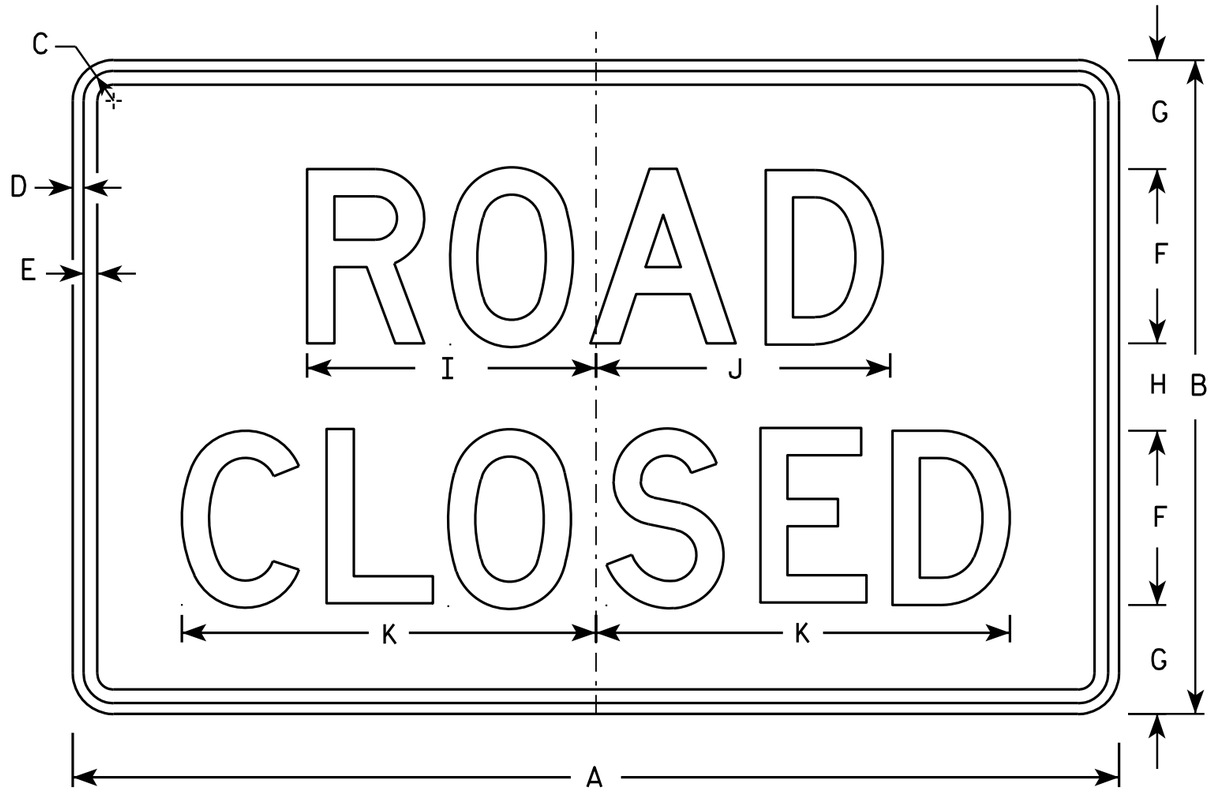
STANDARD SIGN
R8 - 7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R8-7.6

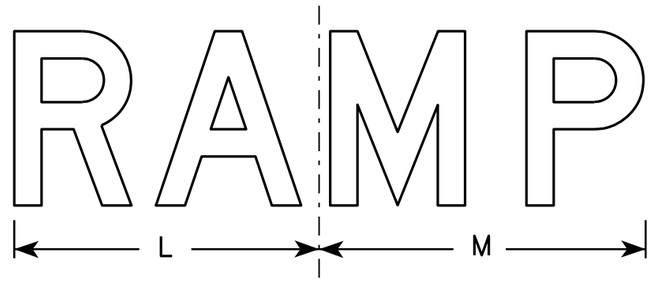
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 534 | E



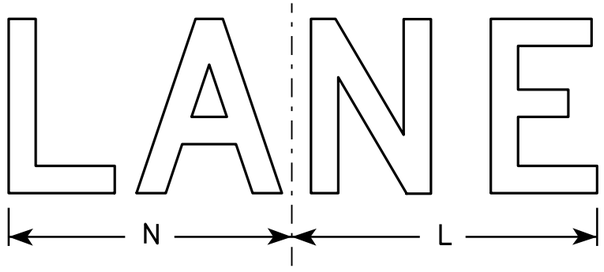
R11-2

NOTES

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



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

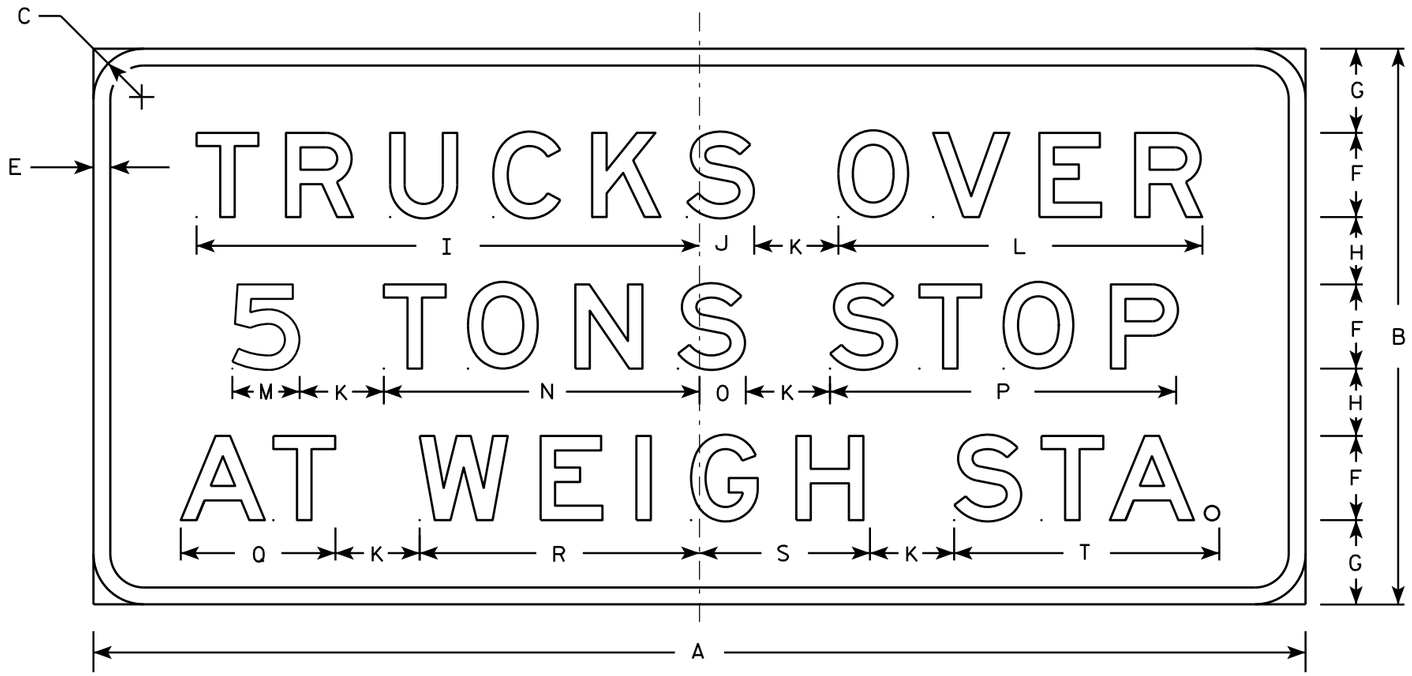
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 535	E



R13-1

NOTES

1. Sign is Type I or Type II - Non-Reflective
2. Color:
   Background - Black (Non-reflective)
   Message - White Type H Reflective
3. Message Series - E
4. Corners may be square or rounded but borders shall be rounded as shown.
5. Code sizes 2 & 4 are Type II, Code size 5 is Type I. All code sizes have a non-reflective background.
6. Base material for Type II signs shall be plywood.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	90	36	3		1	6	5	4	36	3 7/8	6	26 1/8	4 3/4	22 3/4	3 1/4	25	11 1/8	19 7/8	12 1/4	19 1/2							22.5
2M	90	36	3		1	6	5	4	36	3 7/8	6	26 1/8	4 3/4	22 3/4	3 1/4	25	11 1/8	19 7/8	12 1/4	19 1/2							22.5
3																											
4	120	48	6		1	8	7	5	47 7/8	5 1/8	8	34 3/4	6 3/8	30 1/8	4 3/8	33 1/8	14 7/8	26 3/8	17 1/8	26 1/8							40.0
5	144	66	6		2	10	10	8	59 3/4	6 1/2	10	43 1/4	8	37 1/2	5 1/2	36 7/8	17 3/4	33 1/4	20 1/4	31 1/2							66.0

STANDARD SIGN
R13-1

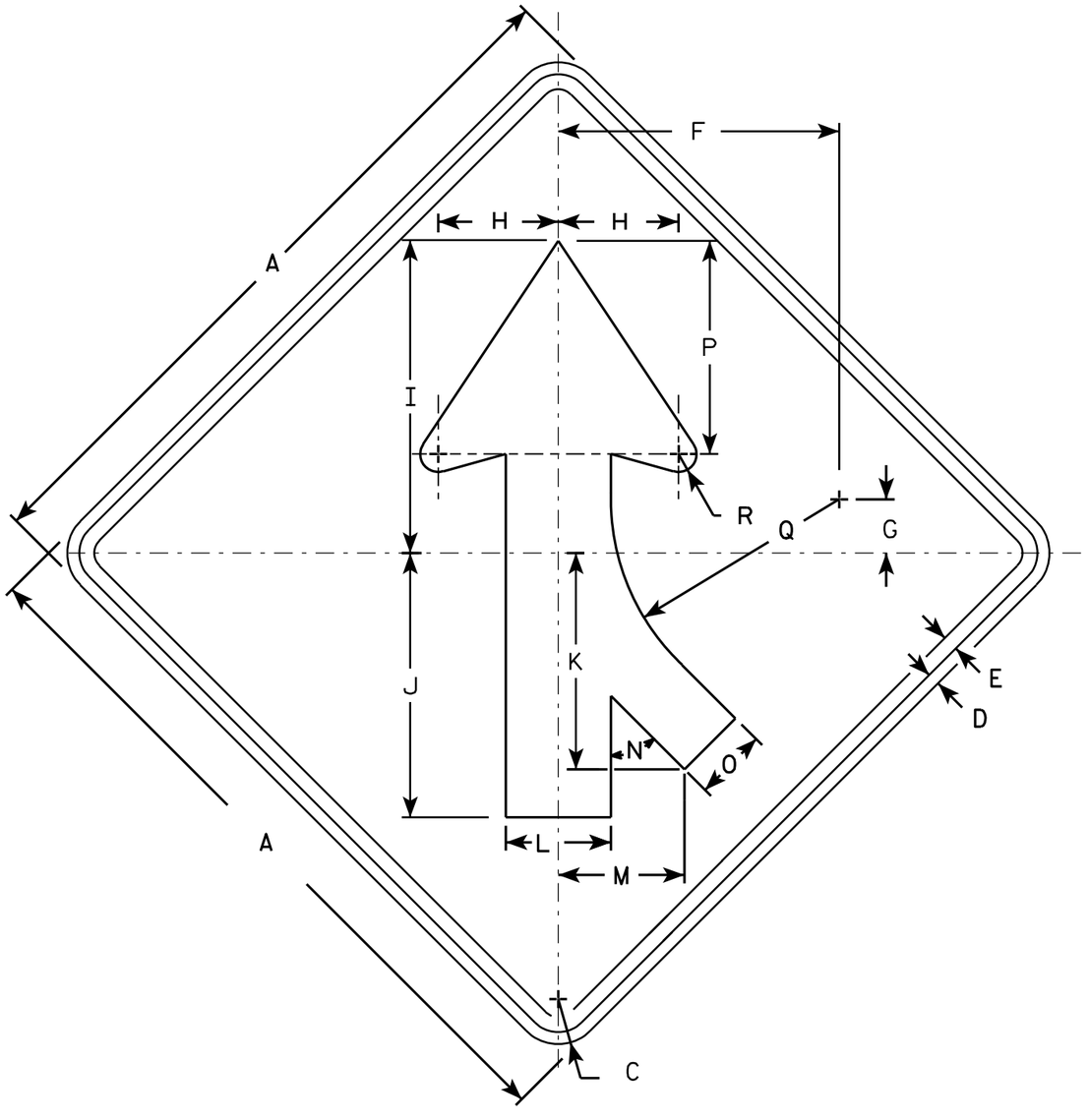
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/23/14 PLATE NO R13-1.7

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R131.DGN PLOT DATE : 23-JUN-2014 17:08 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 17.999037:1.000000
WISDOT/CADDS SHEET 42



W4-1 R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25
2S	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2M	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
3	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

STANDARD SIGN
W4-1

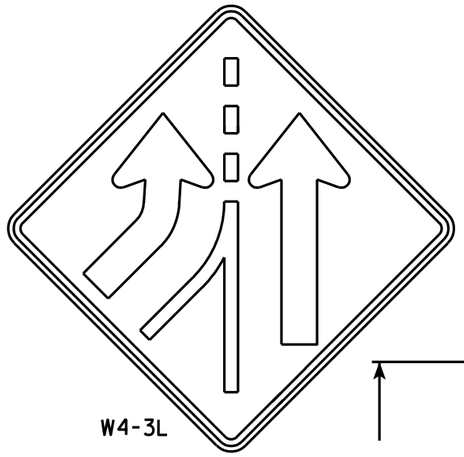
WISCONSIN DEPT OF TRANSPORTATION

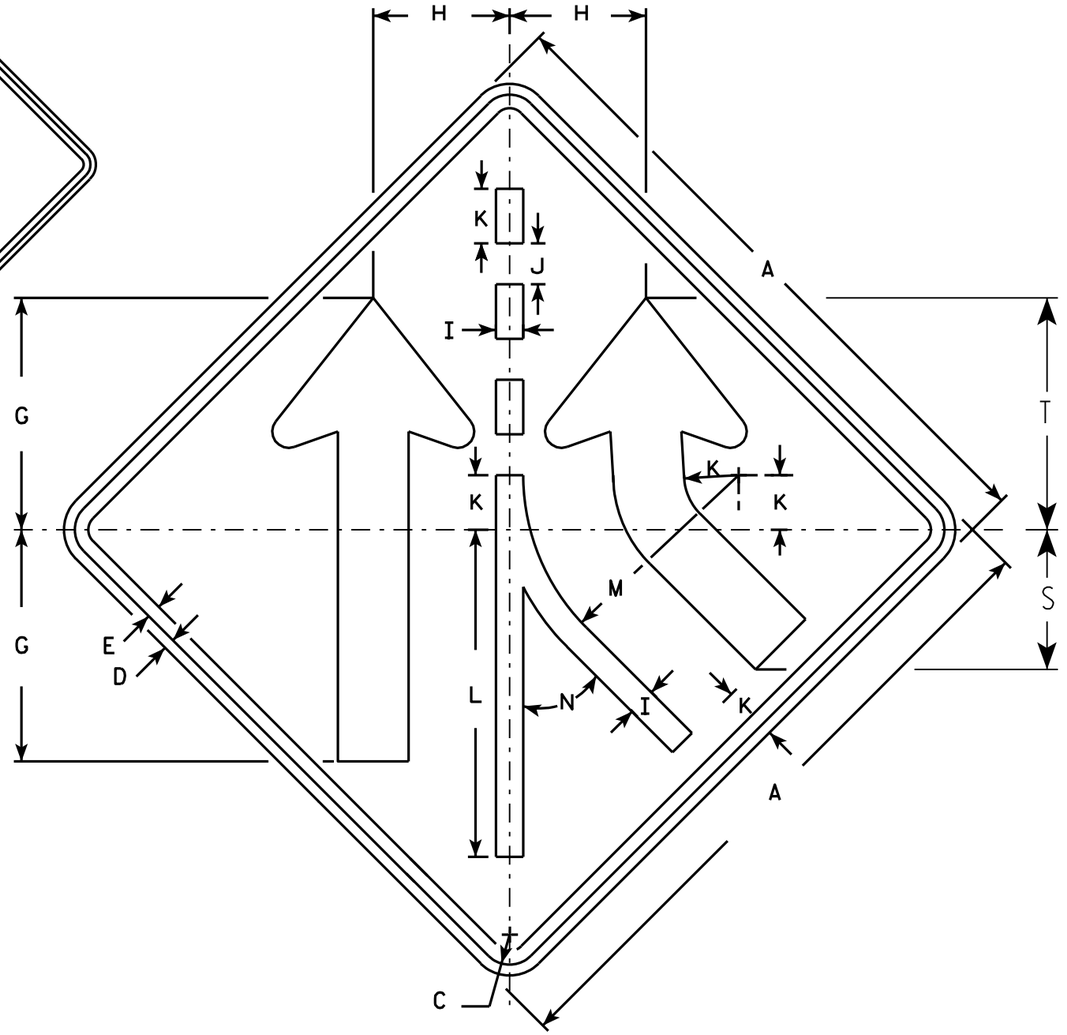
APPROVED Matthew R Rausch for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 537 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W41.DGN PLOT DATE : 12-MAR-2013 11:06 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.202372:1.000000
WISDOT/CADDS SHEET 42

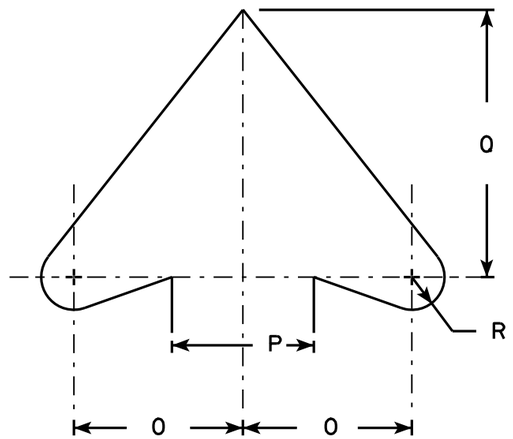




W4-3R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-3 L is the same as W4-3 R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		10 5/8	6 1/4	1 1/4	1 7/8	2 1/2	15	9 7/8	45°	3 7/8	3 1/4	6 1/8	3/4	6 3/8	10 5/8							6.25
2S	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2M	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
3																											
4	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

STANDARD SIGN
W4-3

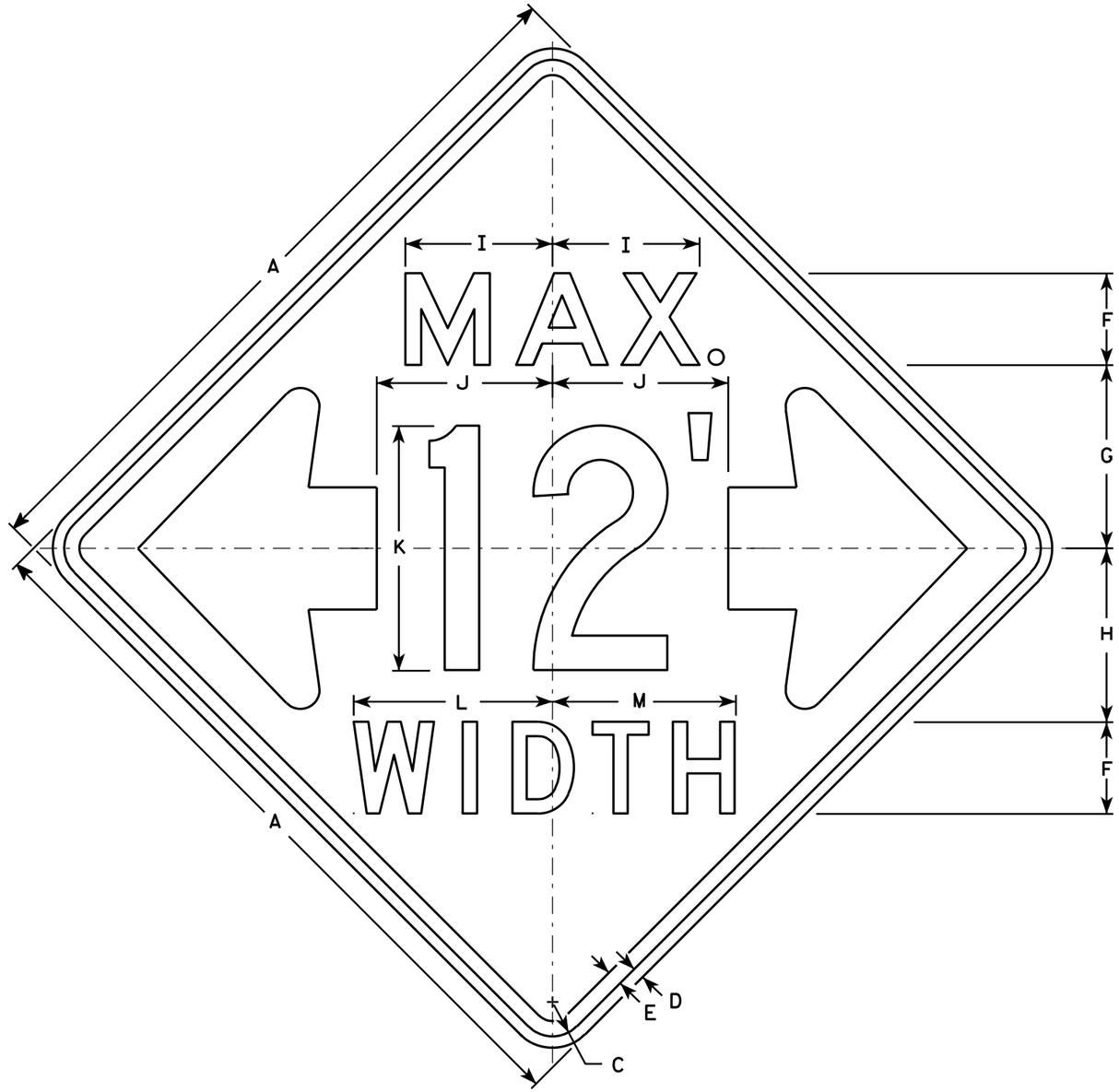
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-3.8

PROJECT NO:

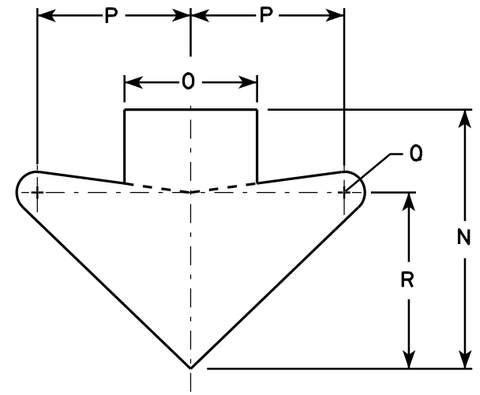
SHEET NO: 538 E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

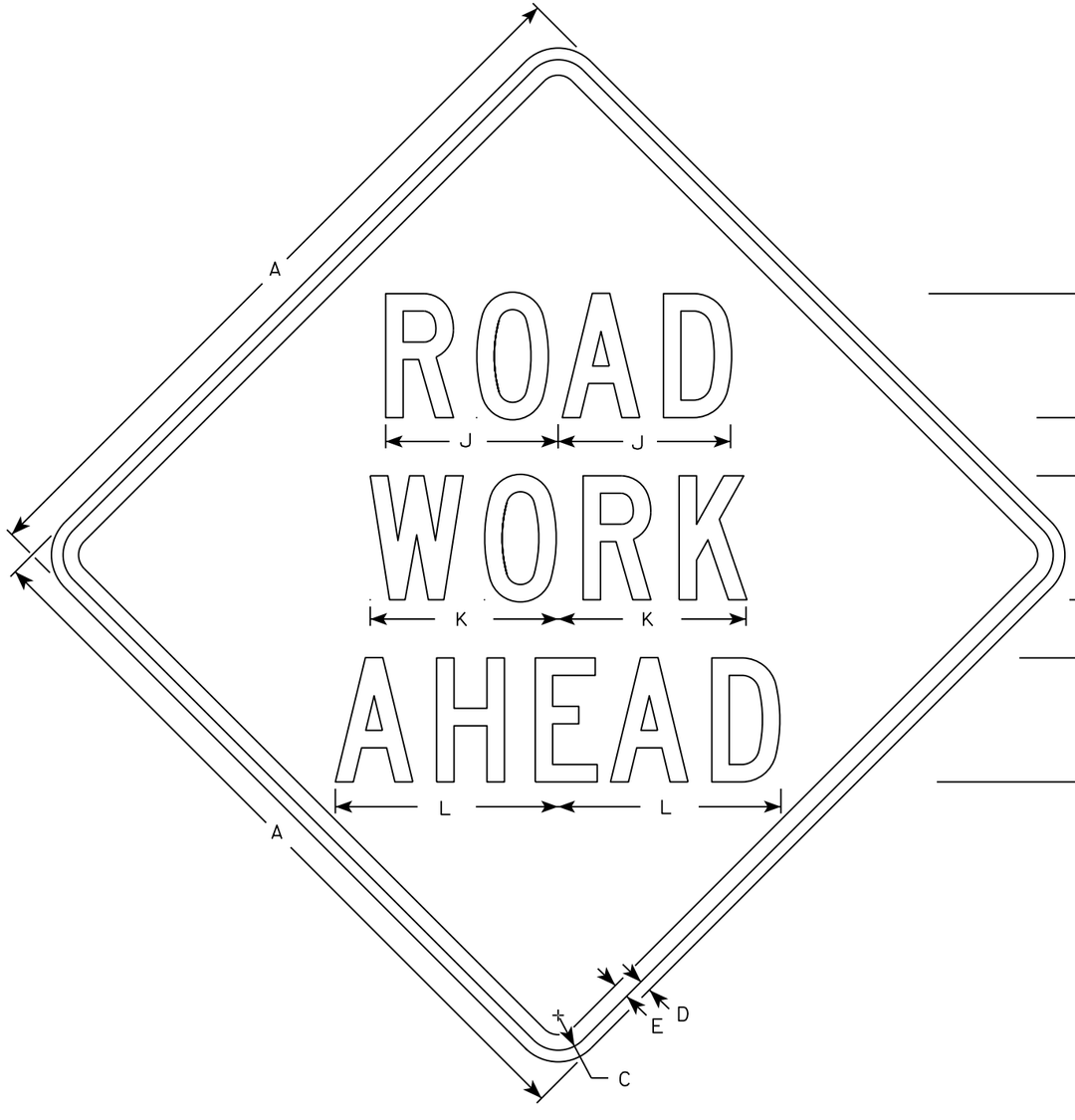
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

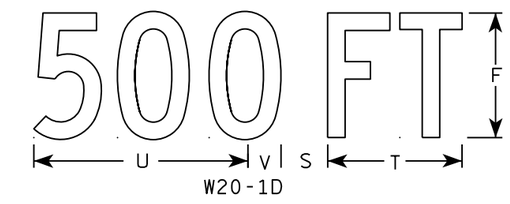
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 539 | E

7

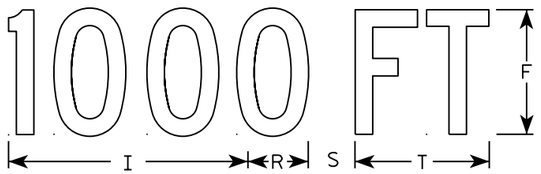
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



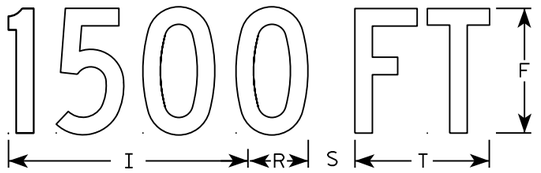
W20-1A



W20-1D



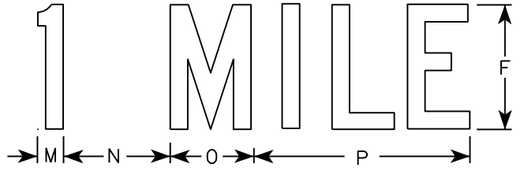
W20-1C



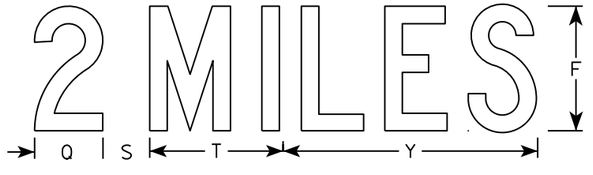
W20-1B



W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

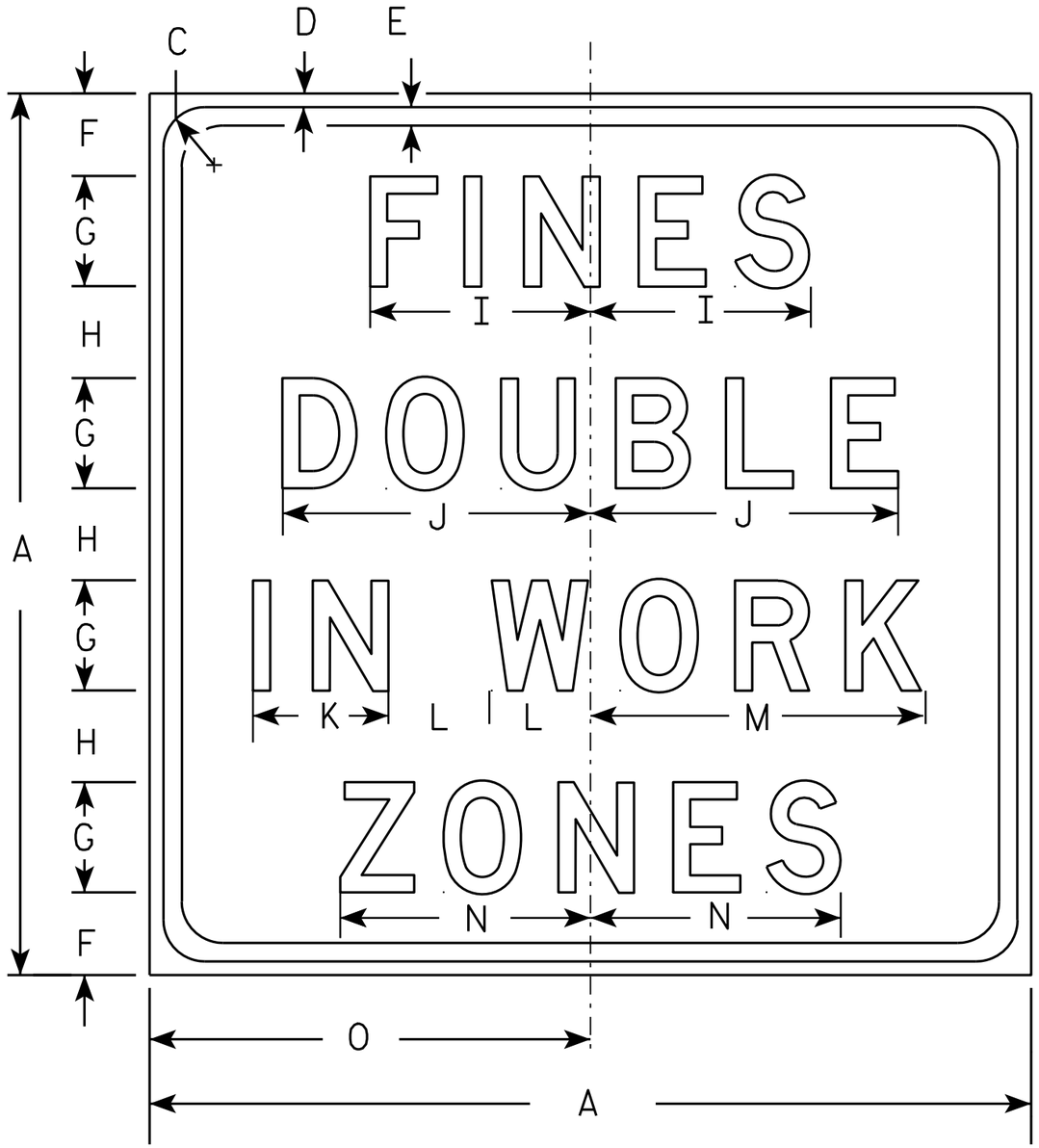
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



W21-61

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	2 1/4	3	2 1/2	6	8 3/8	3 3/4	2 3/4	9 1/8	6 7/8	12												4.0
2S	36		1 5/8	5/8	3/4	3 3/8	4 1/2	3 3/4	9	12 5/8	5 1/2	4 1/8	13 3/4	10 1/4	18												9.0
2M	36		1 5/8	5/8	3/4	3 3/8	4 1/2	3 3/4	9	12 5/8	5 1/2	4 1/8	13 3/4	10 1/4	18												9.0
3	48		2 1/4	3/4	1	4 1/2	6	5	12	16 3/4	7 3/8	5 1/2	18 1/4	13 5/8	24												16.0
4																											
5																											

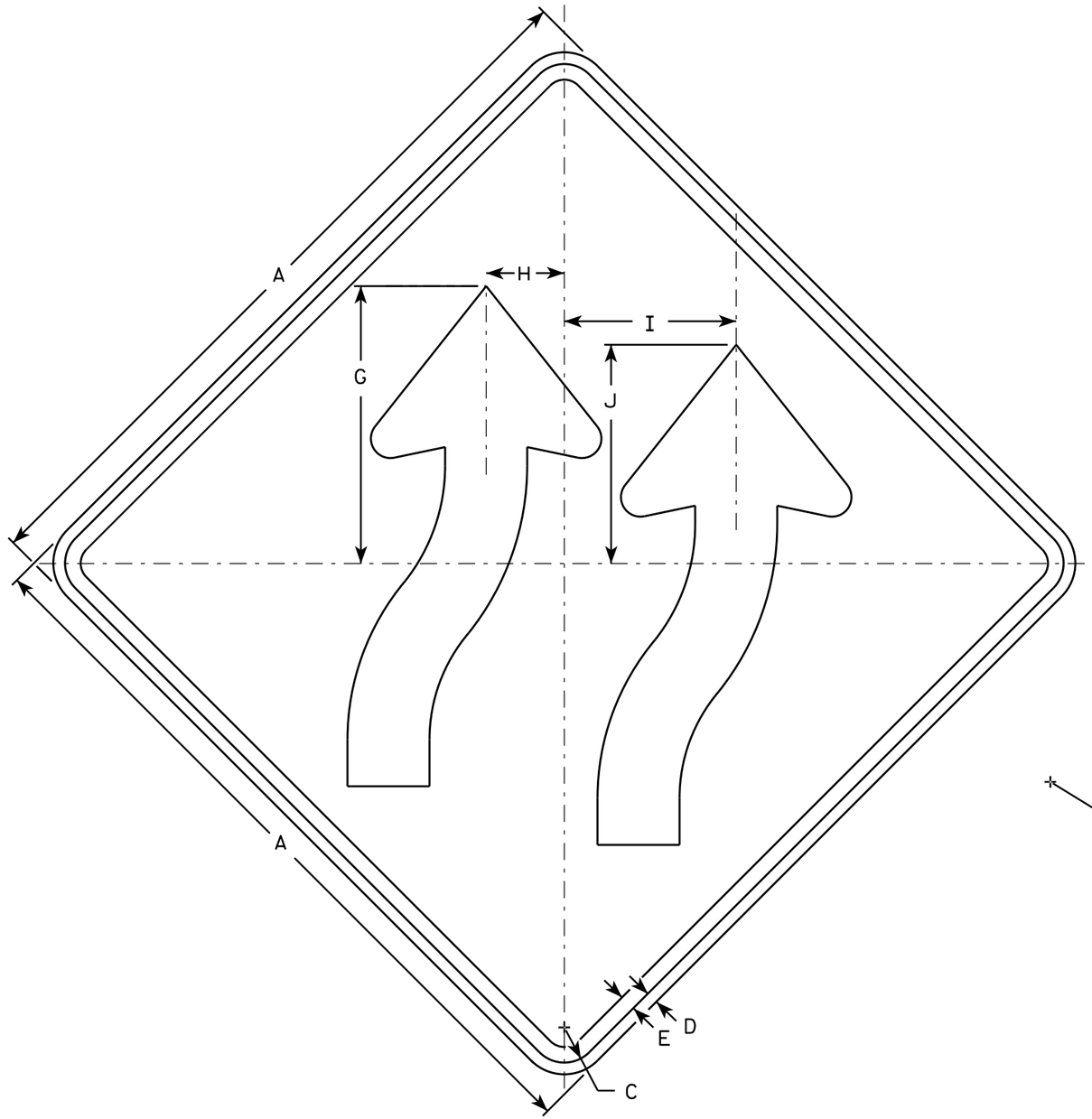
STANDARD SIGN
W21-61

WISCONSIN DEPT OF TRANSPORTATION

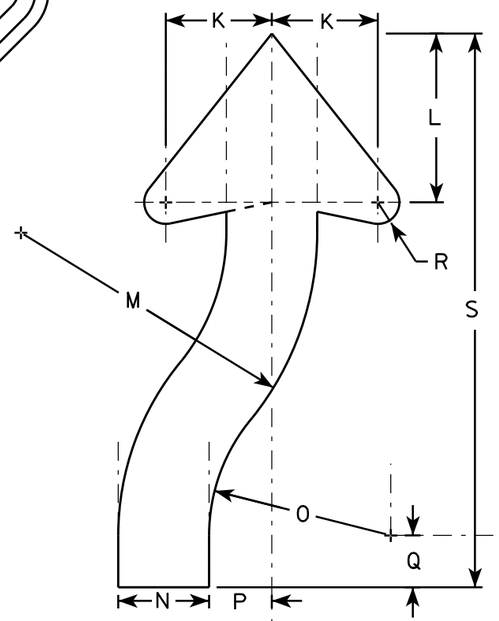
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 541 | E



W01-4bR



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4bL is the same as W014-bR exept arrows are reversed along the vertical centerline

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

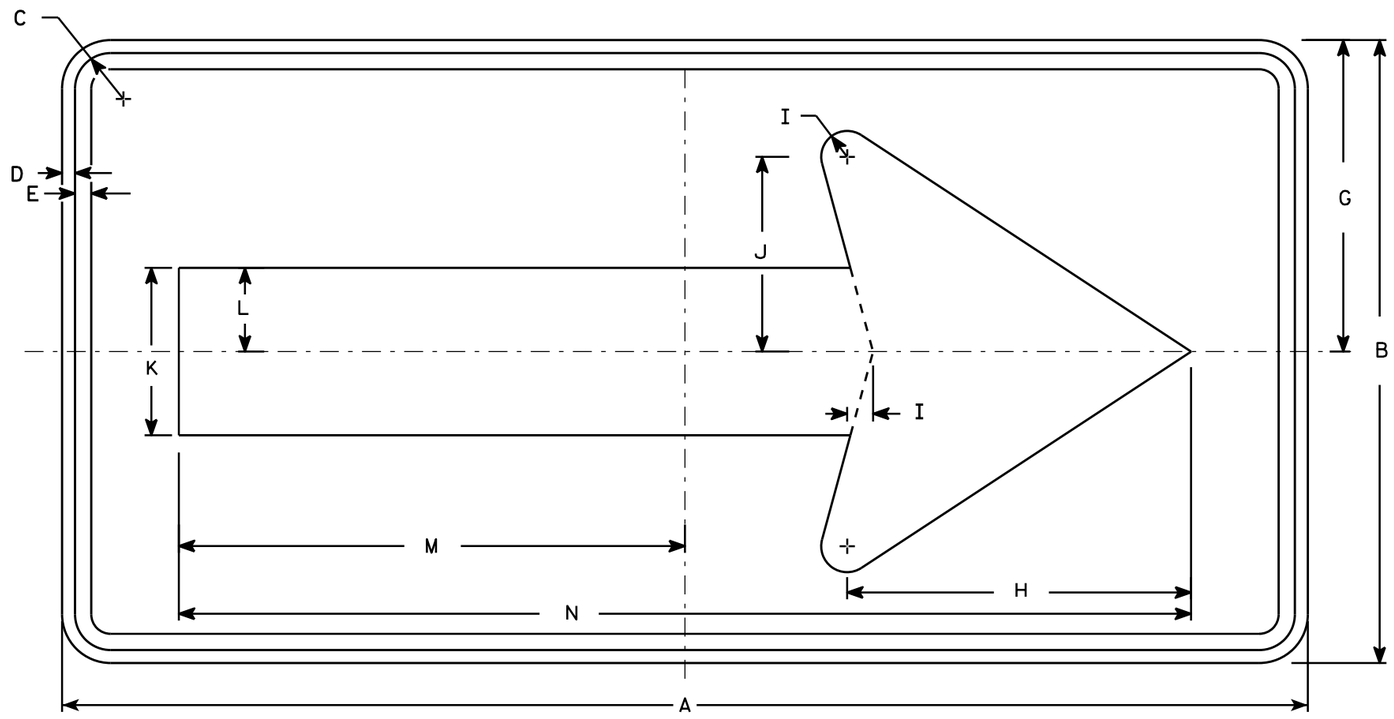
STANDARD SIGN
W01-4b

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4b.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W01-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

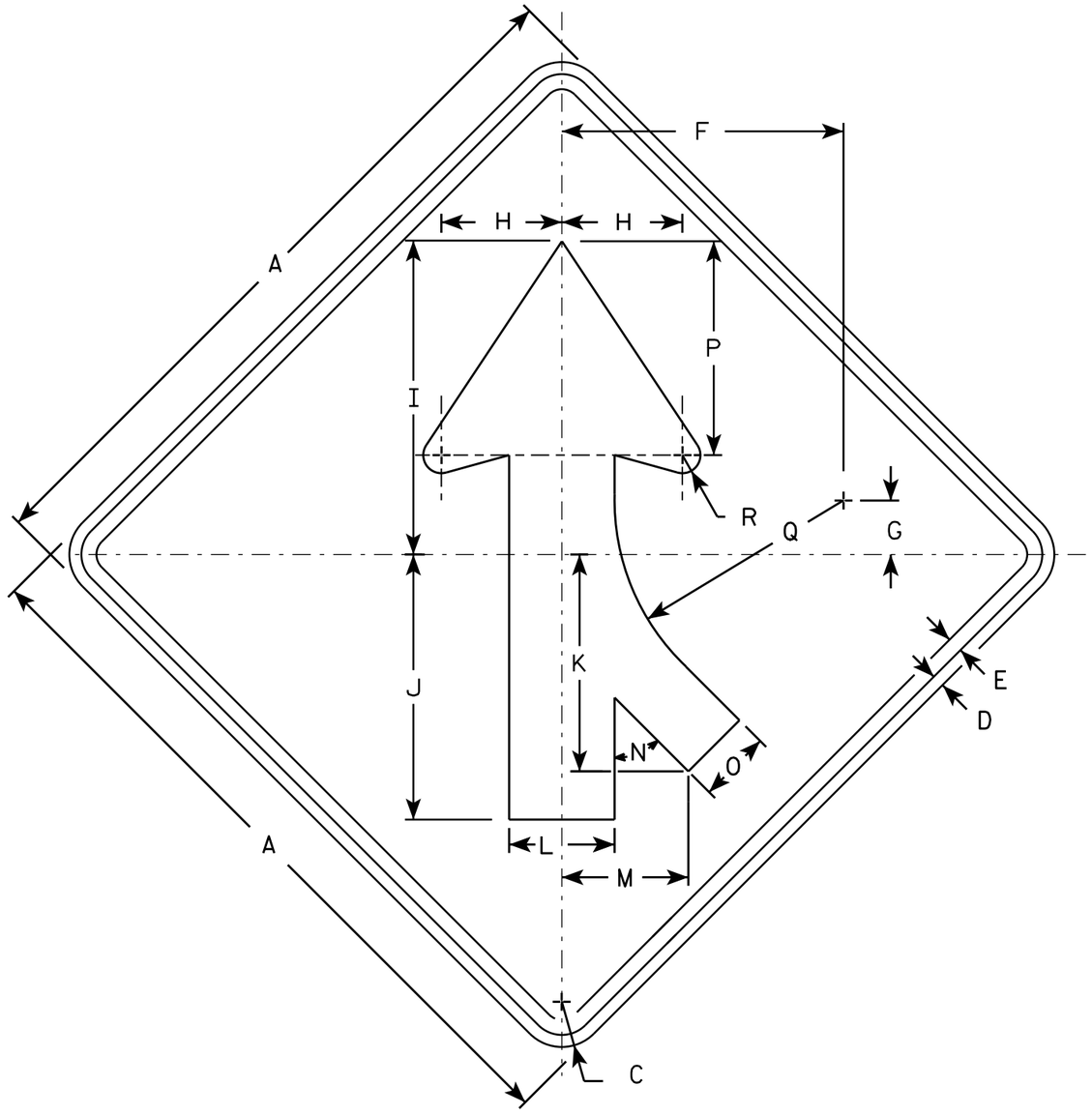
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W04-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

STANDARD SIGN
W04-1

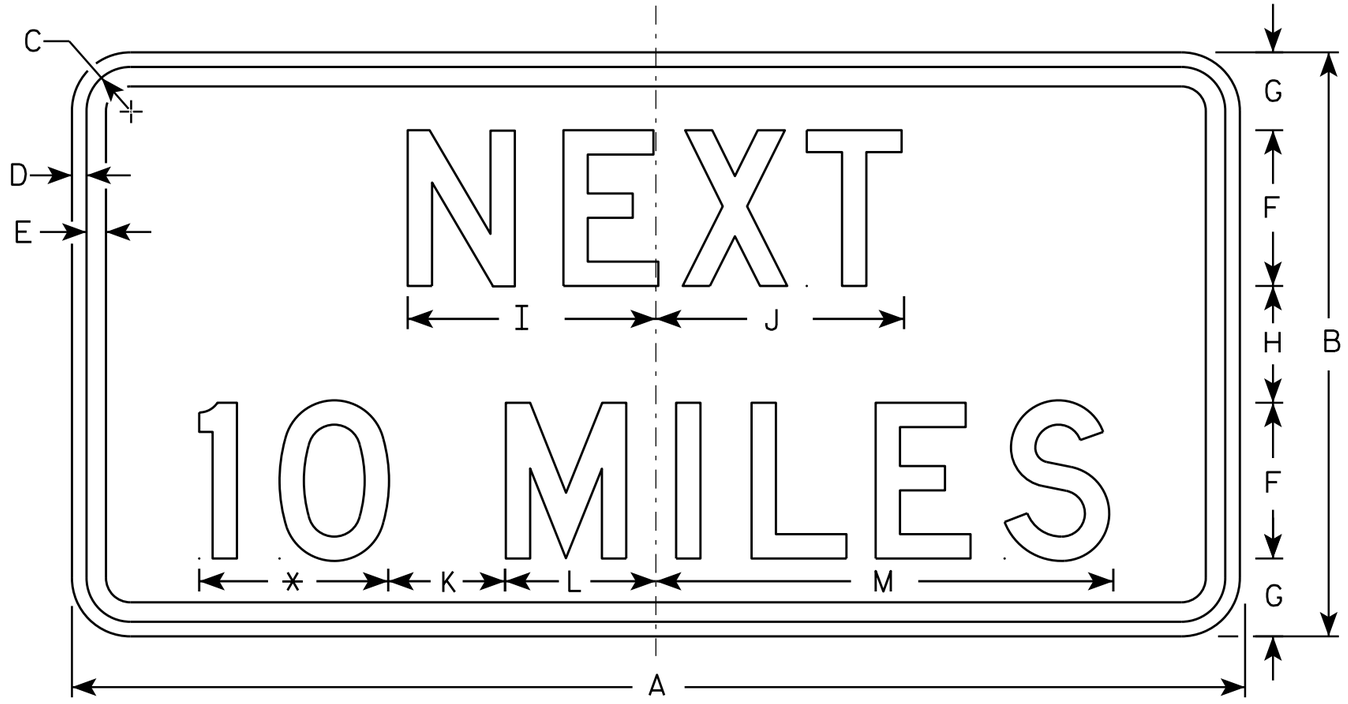
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO W04-1.1

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W041.DGN PLOT DATE : 20-NOV-2013 11:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W057-51

NOTES

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

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 5/8	2 3/4	7 7/8	8	5	4 1/8	15 3/8														4.5
2S	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0
2M	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0
3	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0
4	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0

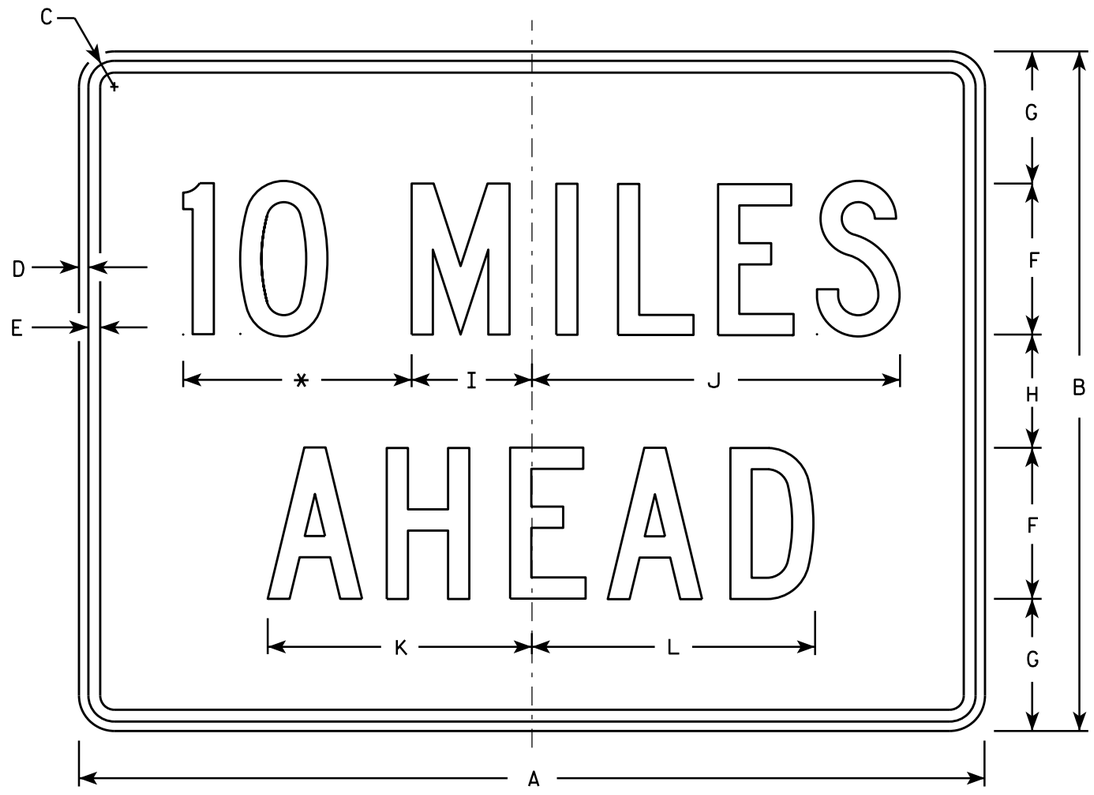
STANDARD SIGN
W057-51

WISCONSIN DEPT OF TRANSPORTATION

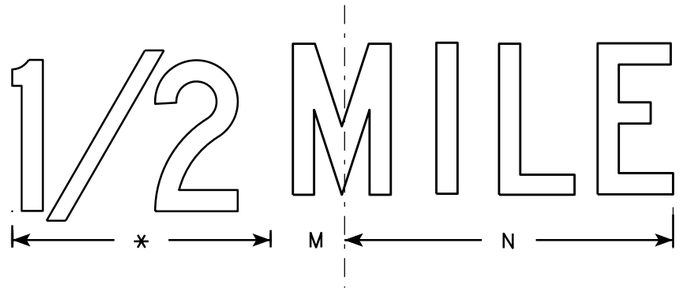
APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W057-51.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W057-52



NOTES

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

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	13													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W057-52.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W05752.DGN PLOT DATE : 28-FEB-2014 11:42 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 8.026599:1.000000 WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER

1130-44-71

DESIGN DATA

LIVE LOAD:

DESIGN VEHICLE: HS-20
INVENTORY RATING: HS-19
OPERATIONAL RATING: HS-32
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 240 KIPS.

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY: SUPERSTRUCTURE & APPROACH SLAB — f'c = 4,000 P.S.I.
ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.

FOUNDATION DATA

STRUCTURAL APPROACH SLABS TO BE SUPPORTED ON BASE AGGREGATE DENSE 1¼". ALLOWABLE SOIL BEARING PRESSURE FOR UNDERLYING SOILS SHALL EXCEED 2,000 P.S.F.

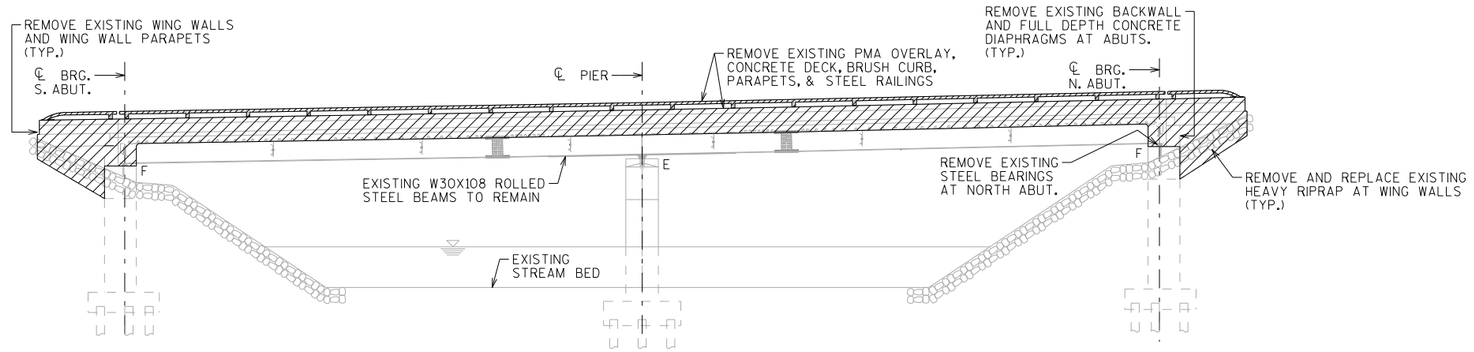
WING WALLS TO BE SUPPORTED ON BASE AGGREGATE DENSE 1¼". FACTORED SOIL BEARING PRESSURE FOR UNDERLYING SOILS SHALL EXCEED 2,000 P.S.F.

LIST OF DRAWINGS

1. NEW DECK
2. CROSS SECTION & QUANTITIES
3. STRUCTURE REMOVAL
4. CONSTRUCTION STAGING
5. SOUTH ABUTMENT
6. SOUTH ABUTMENT DETAILS
7. NORTH ABUTMENT
8. NORTH ABUTMENT DETAILS
9. BEARING DETAILS
10. SUPERSTRUCTURE
11. SUPERSTRUCTURE DETAILS 1
12. SUPERSTRUCTURE DETAILS 2
13. SUPERSTRUCTURE DETAILS 3
14. STRUCTURAL APPROACH SLAB
15. STRUCTURAL APPROACH SLAB DETAILS
16. SINGLE SLOPE PARAPET 32SS

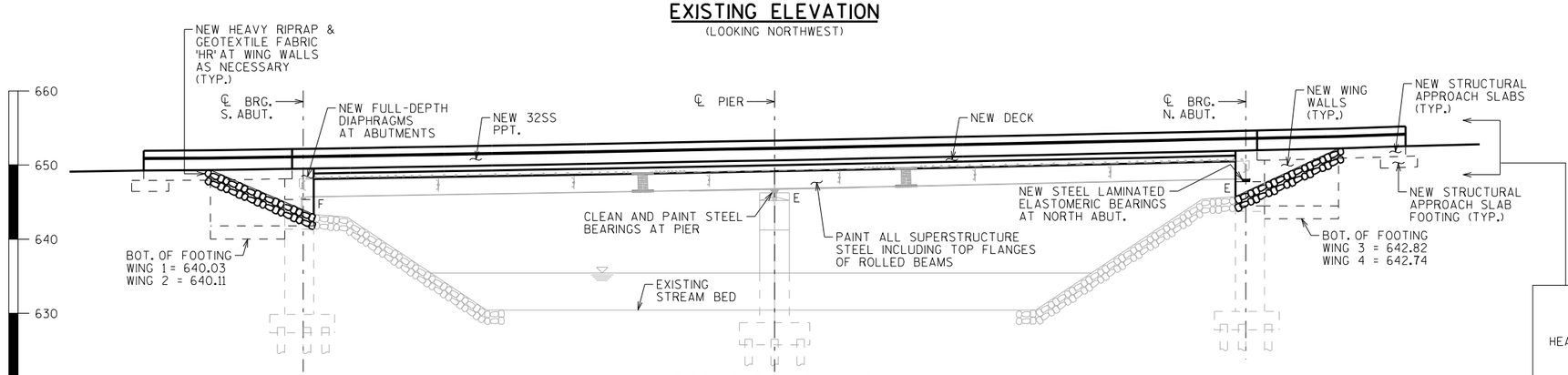
TRAFFIC VOLUME

IH 41 NB
A.D.T.=60,800 (2037)
R.D.S.=70 M.P.H.



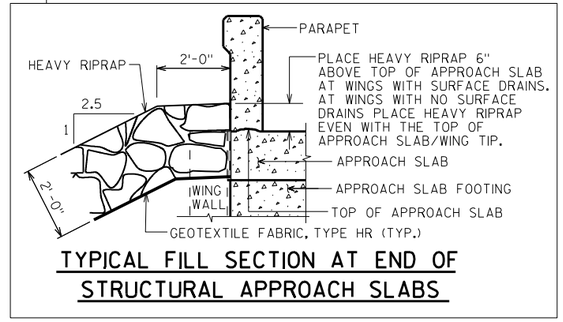
EXISTING ELEVATION

(LOOKING NORTHWEST)



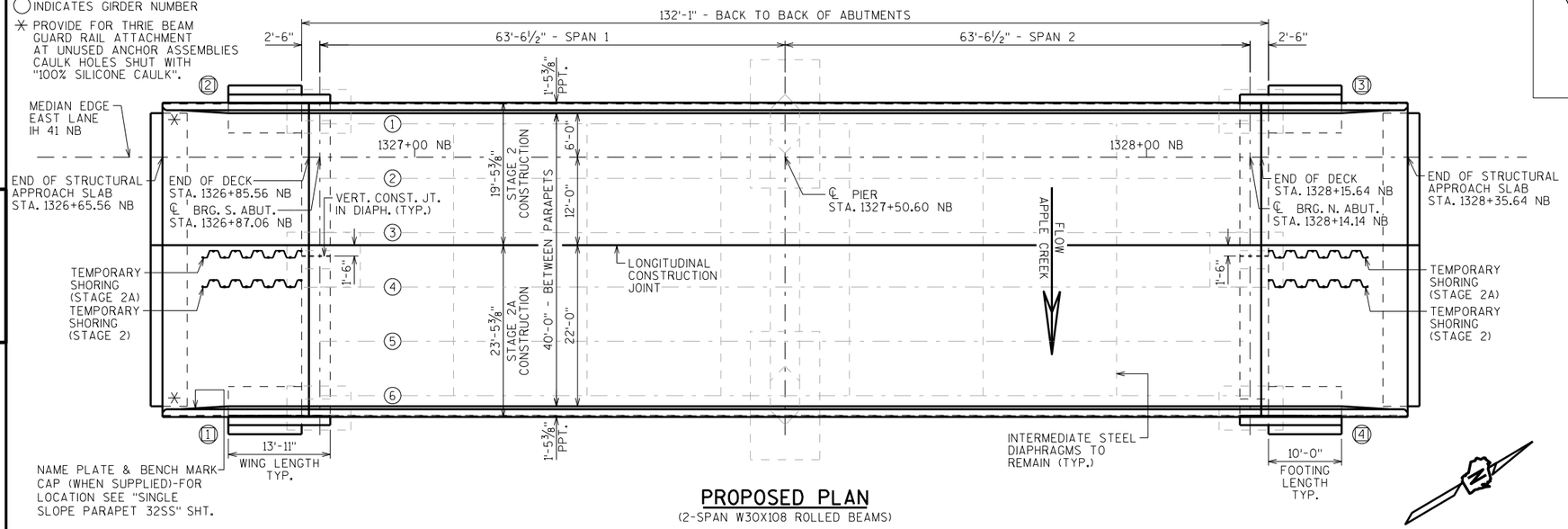
PROPOSED ELEVATION

(LOOKING NORTHWEST)



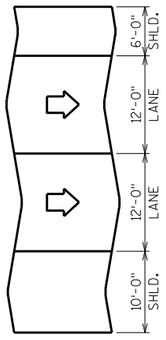
TYPICAL FILL SECTION AT END OF STRUCTURAL APPROACH SLABS

INDICATES WING NUMBER
INDICATES GIRDER NUMBER
✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".



PROPOSED PLAN

(2-SPAN W30X108 ROLLED BEAMS)



STRUCTURE DESIGN CONTACTS:

NICK RICE (608) 266-5092
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher AMB — 7/21/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-5-53

IH 41 NB OVER APPLE CREEK

COUNTY	BROWN
TOWN/~~CITY/VILLAGE~~	WRIGHTSTOWN
DESIGN SPEC.	REHABILITATION N/A
DESIGNED BY	NAR
DESIGN CK'D.	MJK
DRAWN BY	NAR
PLANS CK'D.	MJK

NEW DECK

SHEET 1 OF 16

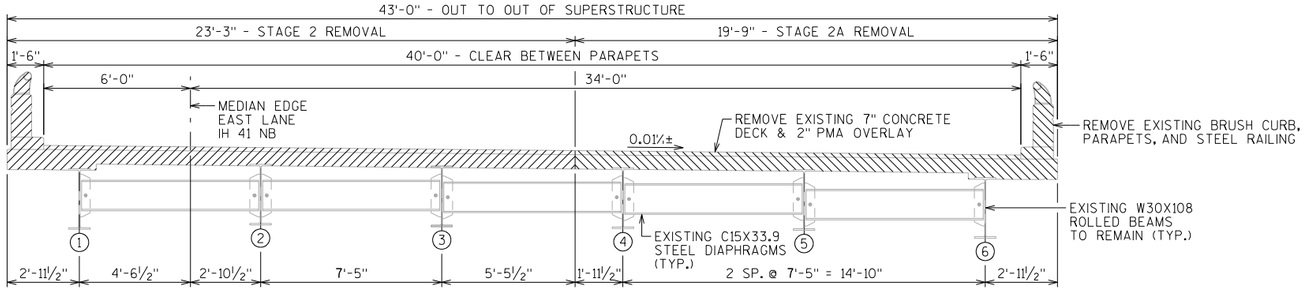
547

I.D. 1130-44-00A

DATE: APR. 2016

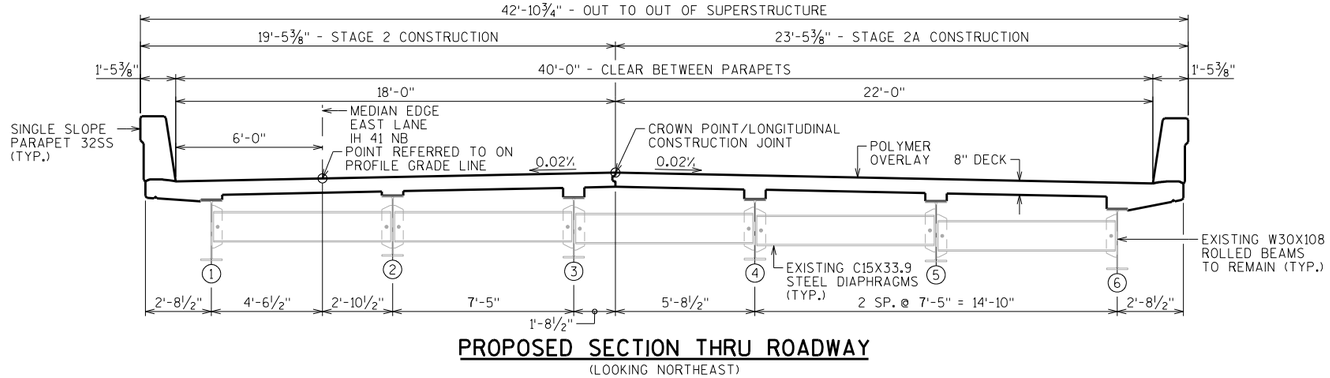
SCALE = 9

◯ INDICATES GIRDER NUMBER



EXISTING SECTION THRU ROADWAY

(LOOKING NORTHEAST)



PROPOSED SECTION THRU ROADWAY

(LOOKING NORTHEAST)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH APPROACH	SOUTH ABUT.	PIER 1	NORTH ABUT.	NORTH APPROACH	TOTALS
203.0600.S	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA. 1327+51	LS	———	———	———	———	———	———	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-5-53	LS	———	———	———	———	———	———	1
210.1500	BACKFILL STRUCTURE TYPE A	TONS	———	———	140	———	140	———	280
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	———	127	14	———	14	127	282
502.0100	CONCRETE MASONRY BRIDGES	CY	224	58	19	———	19	58	378
502.3200	PROTECTIVE SURFACE TREATMENT	SY	580	90	———	———	———	90	760
502.3210	PIGMENTED SURFACE SEALER	SY	108	17	———	———	———	17	142
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	———	———	48	———	18	———	66
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	47,890	9,800	1,670	———	1,600	9,800	70,760
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	1,690	———	———	———	———	———	1,690
505.0906	BAR COUPLERS NO. 6	EACH	16	———	———	———	———	———	16
505.0908	BAR COUPLERS NO. 8	EACH	———	12	———	———	———	12	24
506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH	6	———	———	———	———	———	6
509.5100.S	POLYMER OVERLAY	SY	580	90	———	———	———	90	760
511.1200	TEMPORARY SHORING B-5-53	SF	———	———	120	———	120	———	240
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	2	———	13	———	16	———	31
517.0900.S	PREPARATION AND COATING OF TOP FLANGES B-5-53	LS	———	———	———	———	———	———	1
517.1800.S	STRUCTURE REPAINTING RECYCLED ABRASIVE B-5-53	LS	———	———	———	———	———	———	1
517.4500.S	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-5-53	LS	———	———	———	———	———	———	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1	———	———	———	———	———	1
606.0300	RIPRAP HEAVY	CY	———	———	23	———	23	———	46
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	———	85	———	85	———	170
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	———	2	———	———	———	2
645.0120	GEOTEXTILE FABRIC TYPE HR	SY	———	———	56	———	56	———	112
645.0140	GEOTEXTILE FABRIC TYPE SAS	SY	———	———	25	———	25	———	50
SPV.0060	CLEANING AND PAINTING BEARINGS	EACH	———	———	———	6	———	———	6
SPV.0165	INSULATION BOARD POLYSTYRENE 3 1/8-INCH	SF	170	———	———	———	———	———	170
	NON-BID ITEMS								
	FILLER	SIZE	———	———	———	———	———	———	½", ¾", 1½"

STATE PROJECT NUMBER

1130-44-71

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

IF THE CONTRACTOR IN UNABLE TO PLACE THE POLYMER OVERLAY PRIOR TO THE DATE STATED IN THE SPECIAL PROVISIONS, PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP OF DECK AND STRUCTURAL APPROACH SLAB SURFACES.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPET, INCLUDING PARAPETS ON APPROACH SLABS.

THE COLOR OF THE FINISH EPOXY TOP COAT SHALL BE BLUE, (FEDERAL STANDARD COLOR NO. 25240) OR SIMILAR COLOR APPROVED BY THE ENGINEER.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS (1963).

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR 1963.

REMOVAL OF EXISTING EXPANSIONS BEARINGS AT THE N. ABUT. SHALL BE PAID FOR UNDER THE BID ITEM "REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA. 1327+51".

THE GIRDERS AT THE NORTH ABUTMENT WILL NEED TO BE LIFTED/JACKED TO ACCOMODATE THE INSTALLATION OF NEW STEEL REINFORCED LAMINATED ELASTOMERIC BEARING PADS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "BEARING PADS ELASTOMERIC LAMINATED".

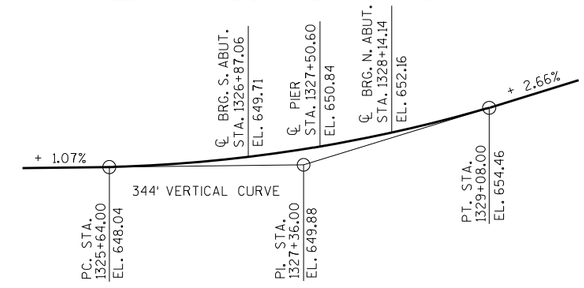
BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS SHOWN & NOTED OTHERWISE.

DISCONNECT THE EXISTING INTERMEDIATE STEEL DIAPHRAGMS BETWEEN GIRDERS 3 & 4 PRIOR TO STAGE 2 DECK REMOVAL. DO NOT RECONNECT STEEL DIAPHS. UNTIL AFTER THE STAGE 2A DECK IS POURED.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" SAWCUT.

POLYETHYLENE SHEETING BENEATH STRUCTURAL APPROACH SLABS SHALL BE INCIDENTAL TO THE BID-ITEM "CONCRETE MASONRY BRIDGES".

PAINT THE END 3'-0" OF STEEL GIRDERS, STEEL ABUTMENT DIAPHRAGMS, STEEL ABUTMENT BEARINGS, AND ALL ASSOCIATED HARDWARE AT ABUTMENTS PRIOR TO POURING DECK AND CONCRETE ABUTMENT DIAPHRAGMS.



PROFILE GRADE LINE MEDIAN EDGE EAST LANE IH 41 NB

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
BM-700	1328+28 NB	CHISELED SQUARE IN NORTH CORNER, ON TOP OF NW BRIDGE WALL OF BRIDGE NUMBER B-5-306-99. "FRENCH ROAD"	655.14
BM-612	1326+78 NB	UNSTAMPED WISDOT ALUMINUM DISK ON TOP OF WALL IN SE CORNER OF BRIDGE NUMBER B-5-306-99.	651.64
BM-701	1326+78 SB	UNSTAMPED WISDOT ALUMINUM DISK ON TOP OF SE BRIDGE WALL OF BRIDGE NUMBER B-5-305-99, MID VALLEY RD ±4'NE OF SOUTH BRIDGE WALL CORNER	654.57
BM-702	1328+28 SB	CHISELED SQUARE IN NORTH CORNER ON TOP OF NW BRIDGE WALL OF BRIDGE NUMBER B-5-305-99. "MID VALLEY ROAD"	657.02

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STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

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CROSS SECTION & QUANTITIES

SHEET 2

548

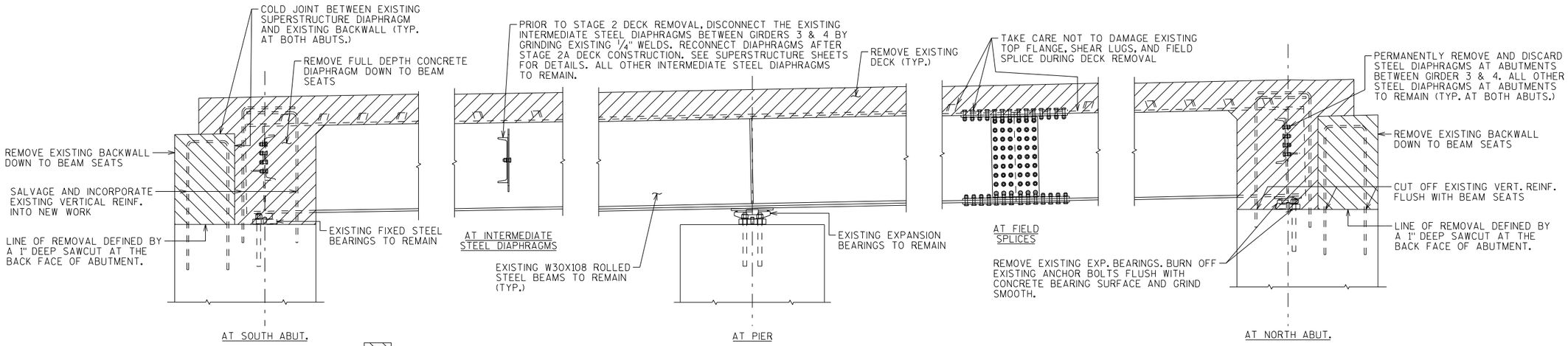
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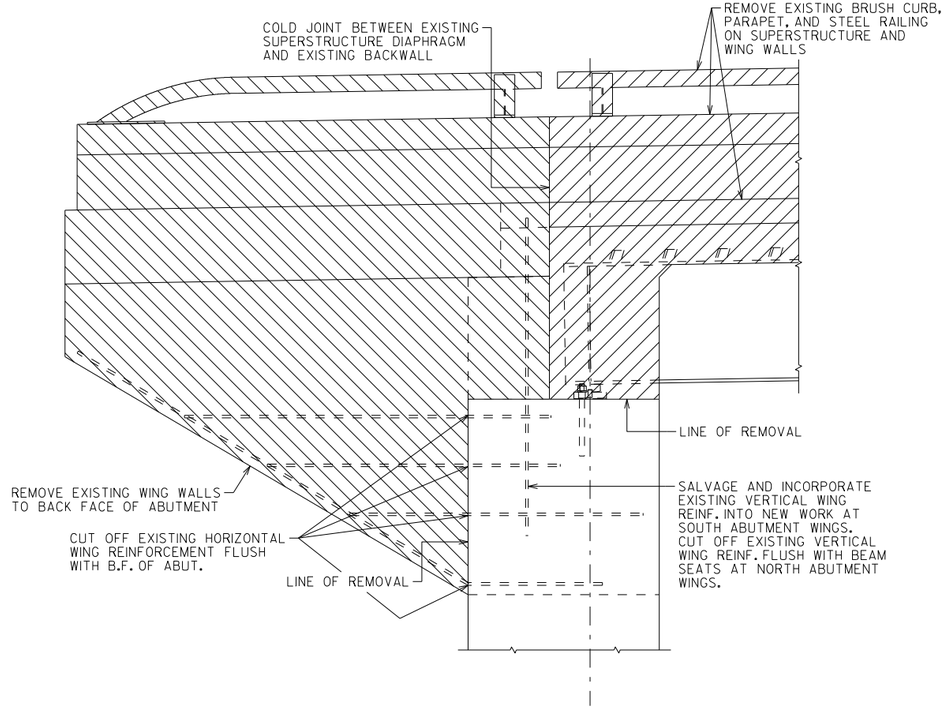
SCALE = 9

STATE PROJECT NUMBER

1130-44-71



PART LONGITUDINAL SECTION
(SHOWING REMOVALS)



PART ELEVATION OF EXISTING WING 1
(REMOVAL AT WINGS 2, 3, & 4 IS SIMILAR)

8

8

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

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STRUCTURE REMOVAL

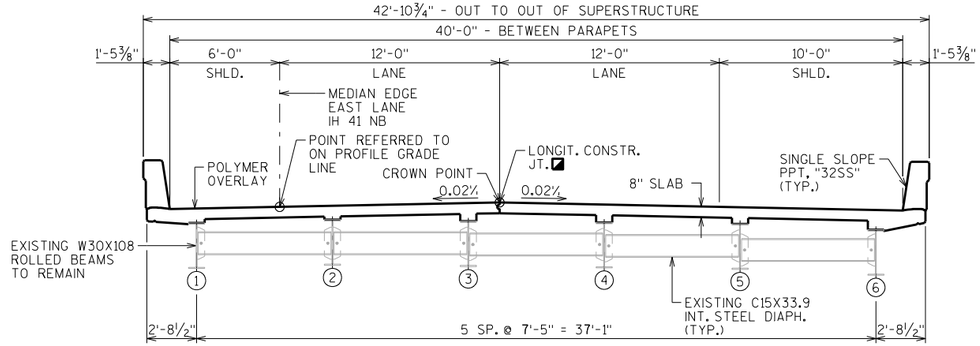
SHEET 3

549

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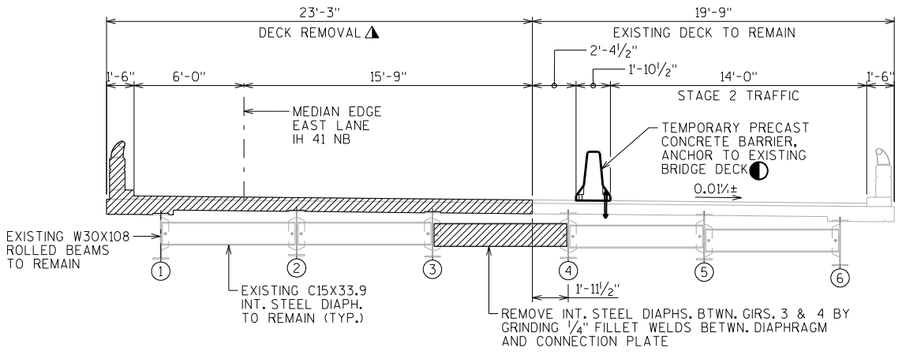
STATE PROJECT NUMBER

1130-44-71



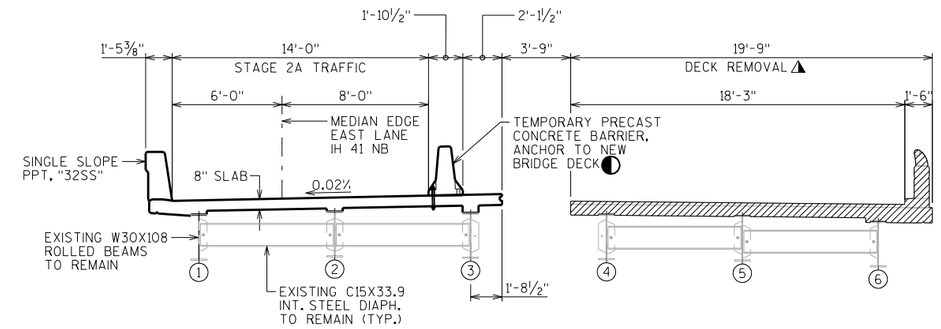
FINAL CROSS-SECTION THRU STRUCTURE

(LOOKING NORTHEAST)



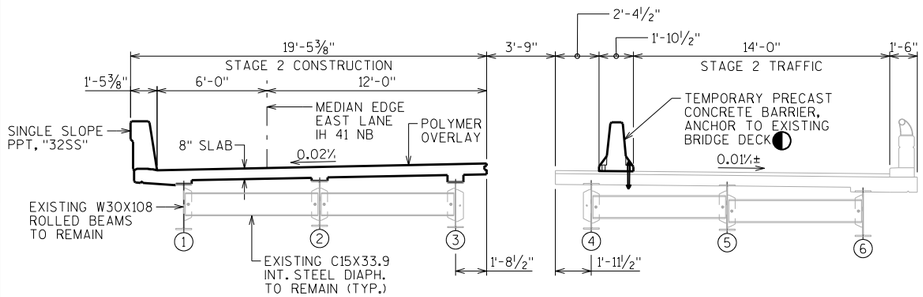
STAGE 2 DECK REMOVAL

(LOOKING NORTHEAST)



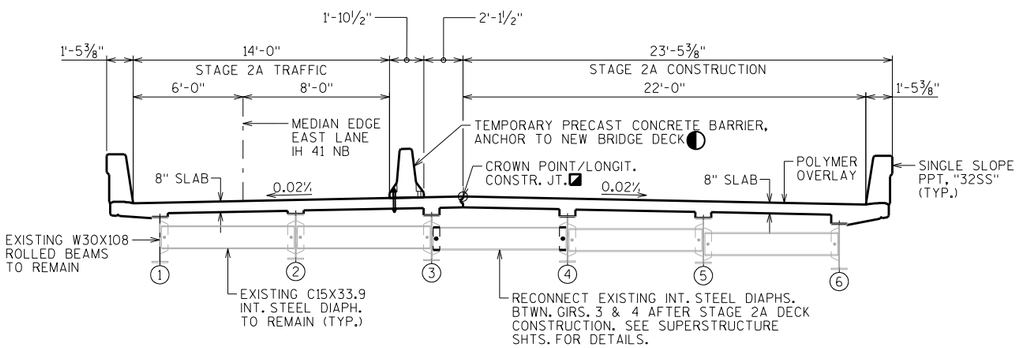
STAGE 2A DECK REMOVAL

(LOOKING NORTHEAST)



STAGE 2 CONSTRUCTION

(LOOKING NORTHEAST)



STAGE 2A CONSTRUCTION

(LOOKING NORTHEAST)

◯ INDICATES GIRDER NUMBER

◐ SEE FDM SDD 14B7 FOR TEMPORARY PRECAST CONCRETE BARRIER DETAILS

◪ ROUTE OUT ¼" X ⅜" DEEP AT JOINT. FILL IN WITH LOW VISCOSITY CRACK SEALER PER THE APPROVED PRODUCTS LIST (INCIDENTAL TO "CONCRETE MASONRY BRIDGES"). SEE "SUPERSTRUCTURE" SHT. FOR DETAILS.

⚠ USE EXTREME CARE DURING DECK REMOVAL TO AVOID CUTTING THE TOP FLANGE OF EXISTING GIRDERS. ANY DAMAGE TO THE EXISTING STRUCTURE IS TO BE REPAIRED OR REPLACED AT THE CONTRACTOR'S COST.

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STRUCTURE B-5-53

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CONSTRUCTION STAGING

SHEET 4

550

SCALE = 4

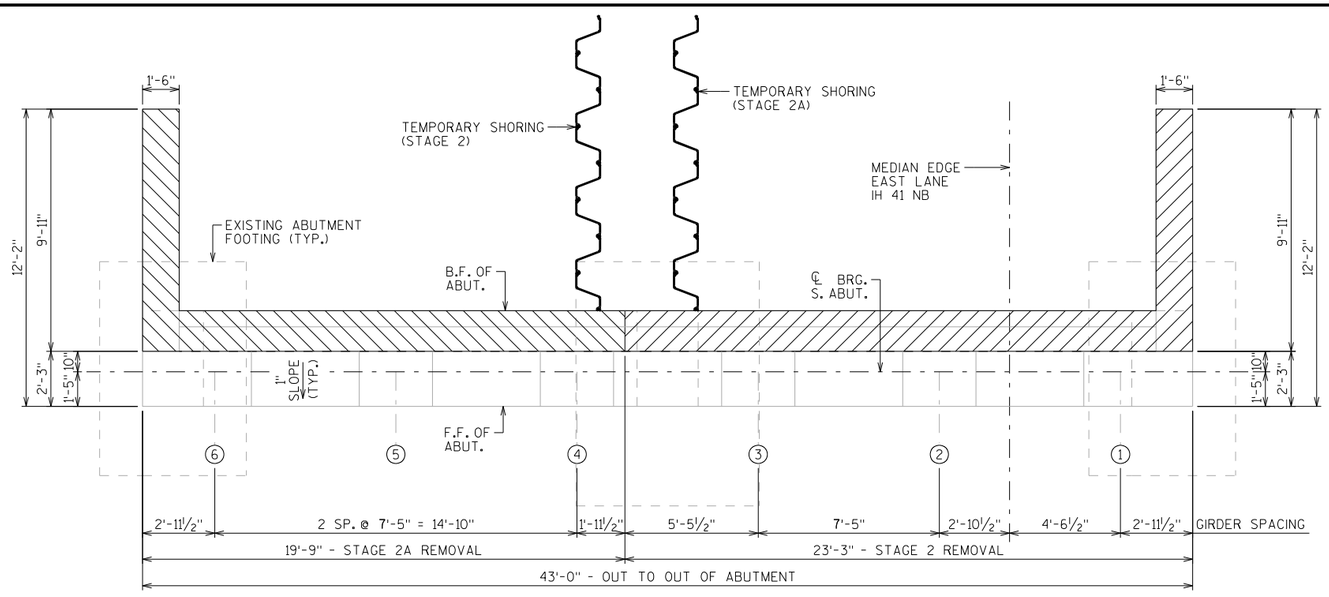
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STATE PROJECT NUMBER

1130-44-71

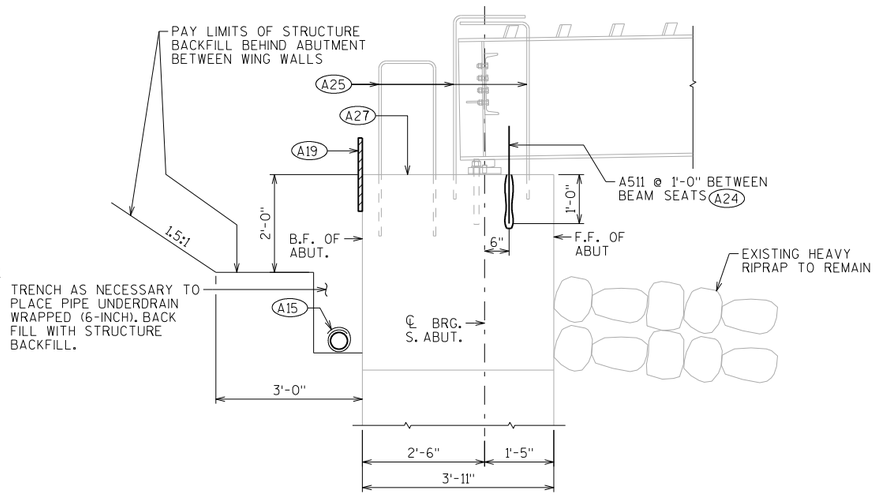
○ INDICATES GIRDER NUMBER



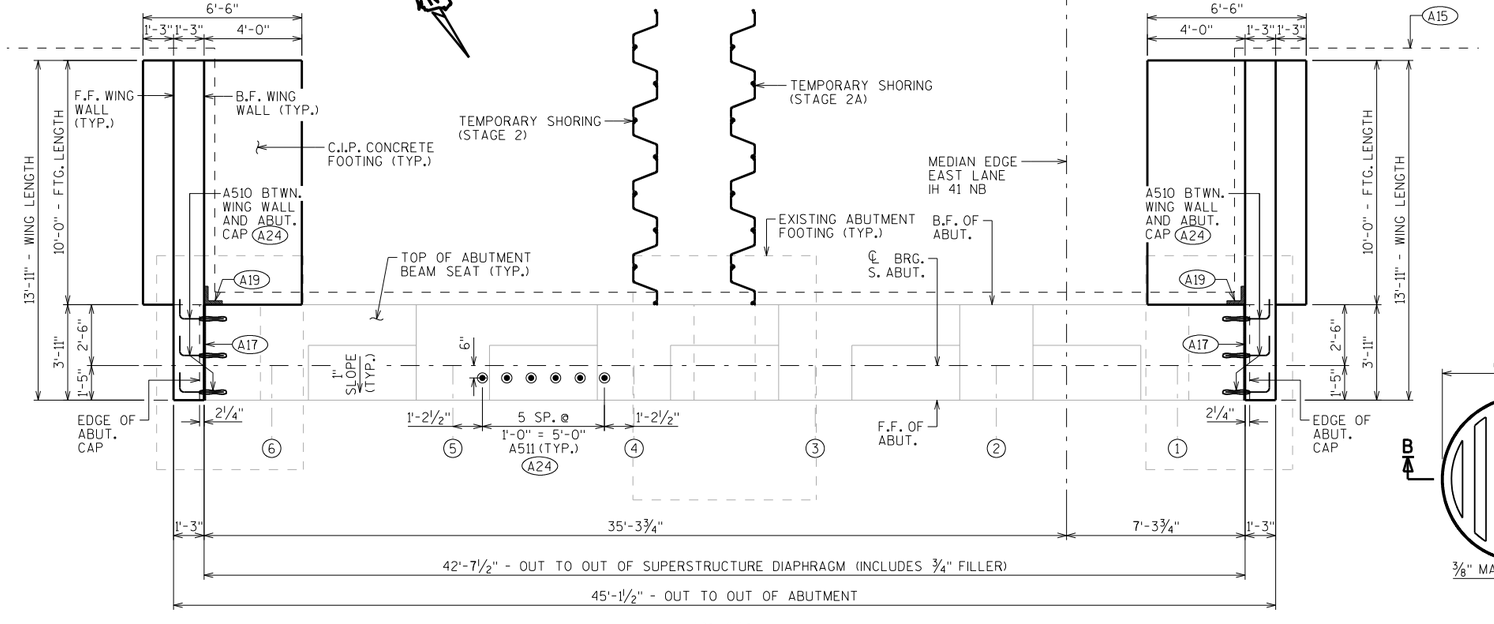
PLAN
(SHOWING REMOVALS)

▨ = STAGE 2 REMOVAL LIMITS

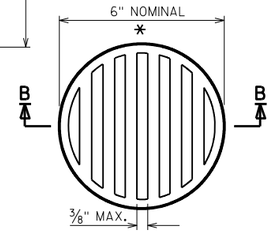
▨ = STAGE 2A REMOVAL LIMITS



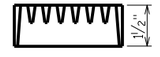
SECTION THRU ABUTMENT CAP
(SECTION SHOWN IS AFTER SUPERSTRUCTURE REMOVAL SEE SUPERSTRUCTURE SHTS. FOR SUPERSTRUCTURE CONSTRUCTION DETAILS)



PLAN
(SHOWING PROPOSED STRUCTURE WORK)



RODENT SHIELD DETAIL



SECTION B-B

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

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

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

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ¾" FILLER BETWEEN WING WALL AND SUPERSTRUCTURE DIAPHRAGM: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ¾" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW TOP OF WING AT BACKFACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A24) ADHESIVE ANCHORS NO. 5 BAR, EMBED 12" IN CONCRETE.

(A25) SALVAGE EXIST. REINF. & EXTEND FULL LENGTH INTO NEW WORK.

(A27) LINE OF REMOVAL.

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STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

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SOUTH ABUTMENT

SHEET 5

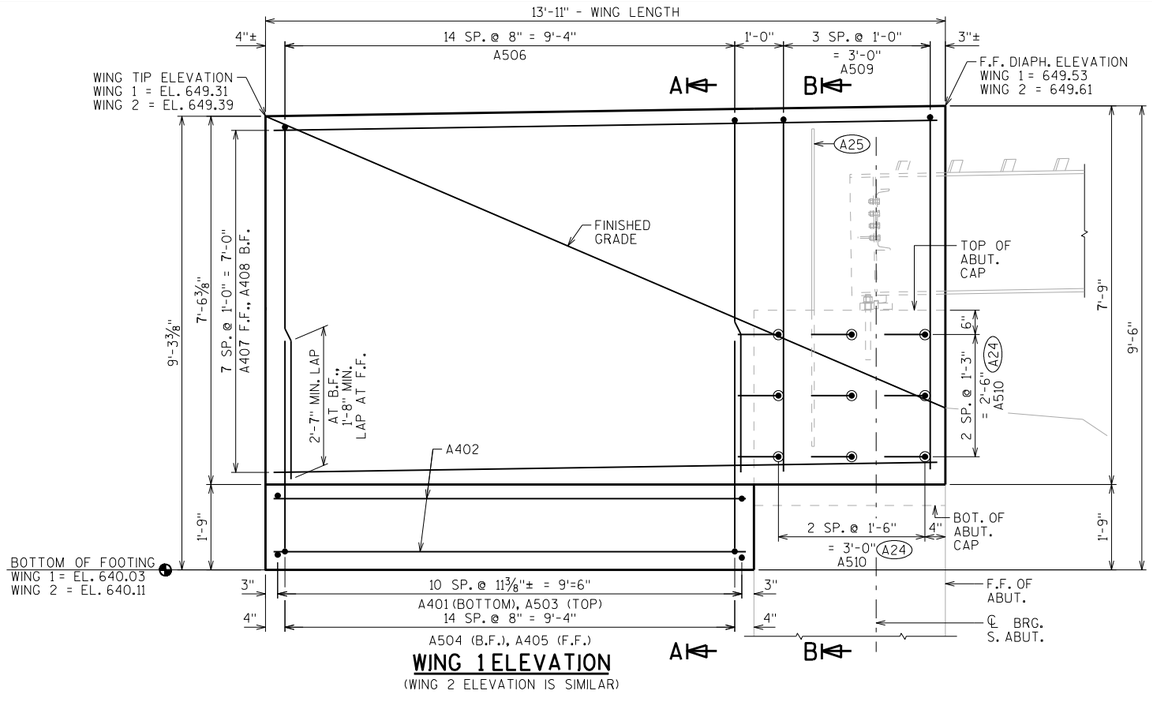
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SCALE = 3

STATE PROJECT NUMBER
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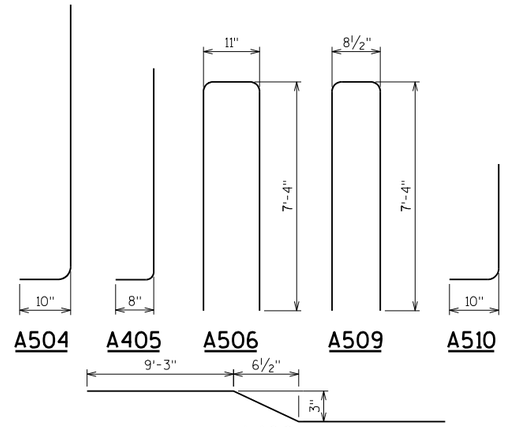
WING 1 ELEVATION

(WING 2 ELEVATION IS SIMILAR)

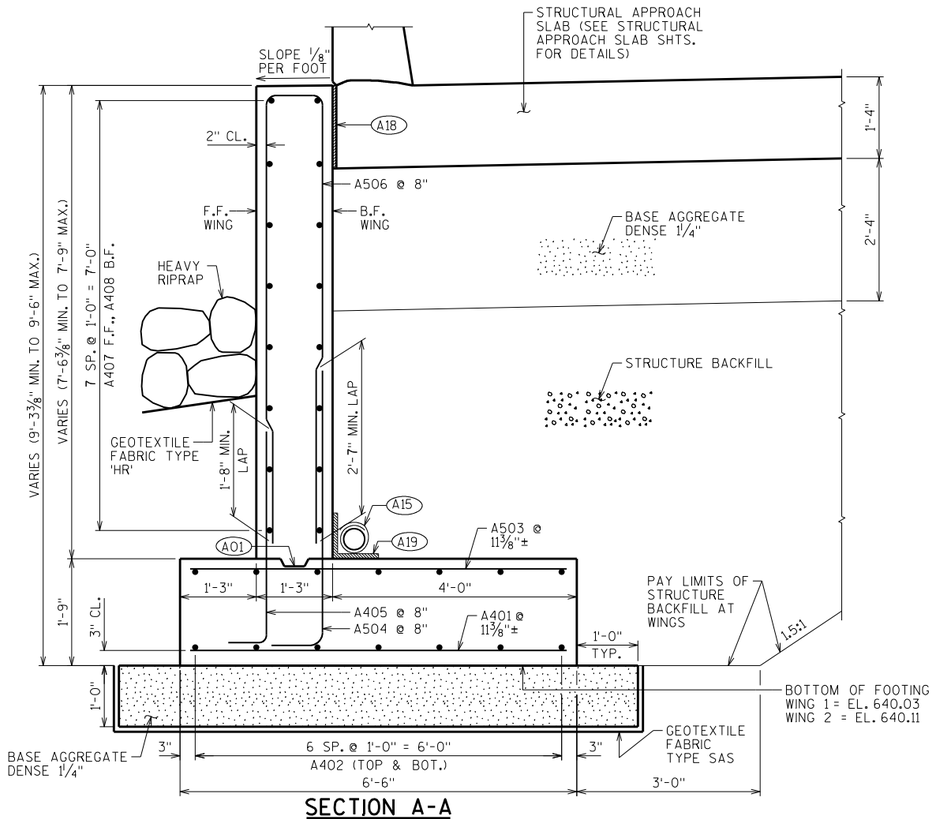
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

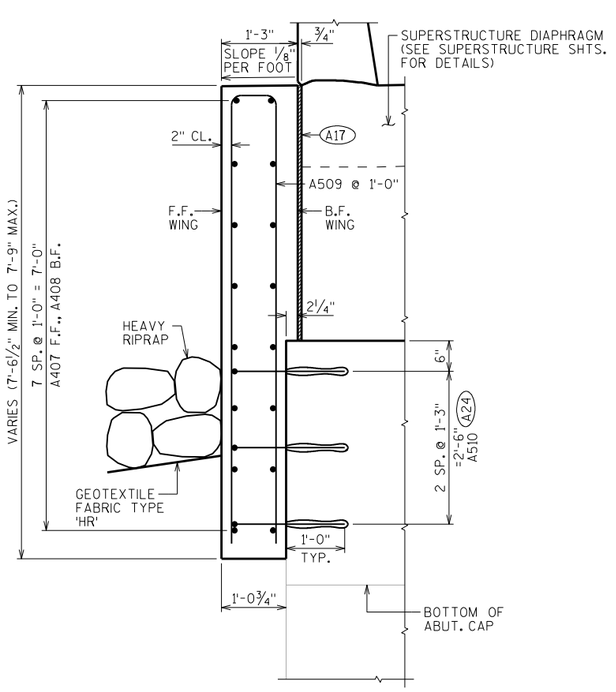
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A401	X	22	6'-2"			WING FOOTING-TRANS.-BOT.
A402	X	28	9'-8"			WING FOOTING-LONGIT.-TOP&BOT.
A503	X	22	6'-2"			WING FOOTING-TRANS.-TOP
A504	X	30	5'-3"	X		WING FOOTING-DOWEL-VERT.-B.F.
A405	X	30	4'-1"	X		WING FOOTING-DOWEL-VERT.-F.F.
A506	X	30	15'-4"	X		WING WALL-VERT.-F.F.&B.F.
A407	X	16	13'-7"			WING WALL-HORIZ.-F.F.
A408	X	16	13'-7"	X		WING WALL-HORIZ.-B.F.
A509	X	8	15'-2"	X		WING WALL-VERT.-F.F.&B.F.
(A24) A510	X	18	2'-7"	X		WING WALL-ANCHORS-HORIZ.
(A24) A511	X	30	2'-0"			ABUT. CAP-ANCHORS-VERT.



A408



SECTION A-A



SECTION B-B

(A01) CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 × 6.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ¾" FILLER BETWEEN WING WALL AND SUPERSTRUCTURE DIAPHRAGM: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ¾" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW TOP OF WING AT BACKFACE.

(A18) ¾" FILLER BETWEEN WING WALL AND STRUCTURAL APPROACH SLAB: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ¾" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW TOP OF WING AT BACKFACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A24) ADHESIVE ANCHORS NO. 5 BAR, EMBED 12" IN CONCRETE.

(A25) SALVAGE EXIST. REINF. & EXTEND FULL LENGTH INTO NEW WORK.

NO.	DATE	REVISION	BY

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STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

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SOUTH ABUTMENT DETAILS

SHEET 6

552

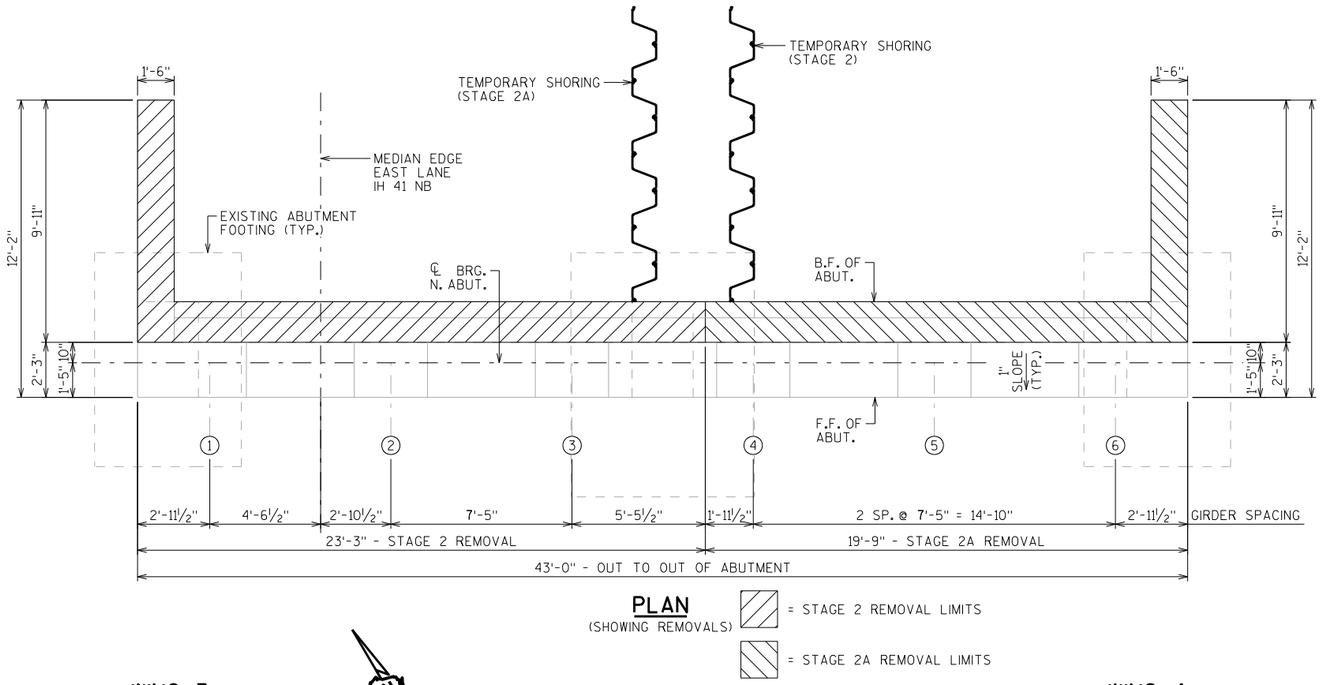
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STATE PROJECT NUMBER

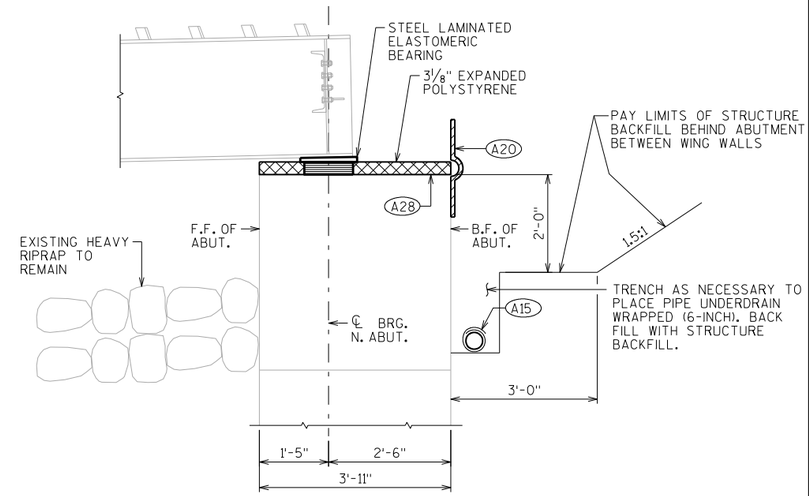
1130-44-71



PLAN
(SHOWING REMOVALS)

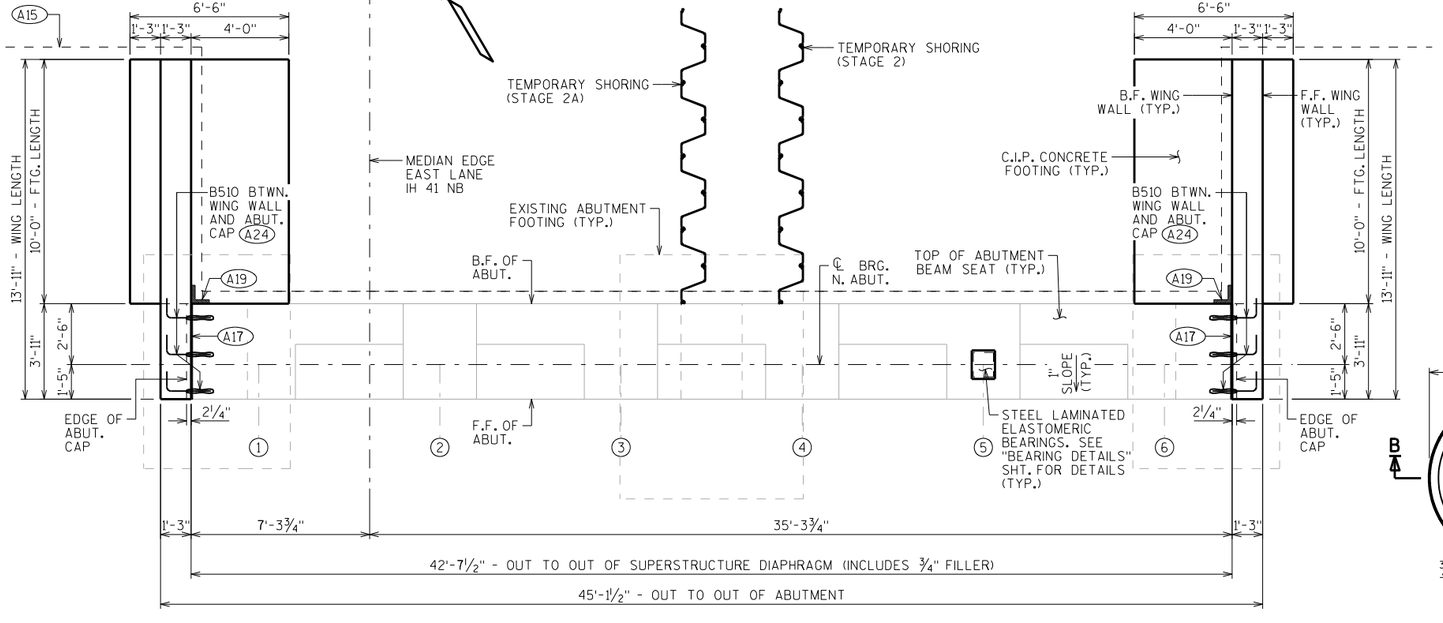
= STAGE 2 REMOVAL LIMITS

= STAGE 2A REMOVAL LIMITS

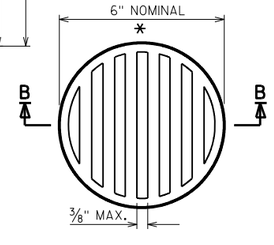


SECTION THRU ABUTMENT CAP

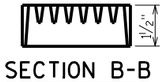
(SECTION SHOWN IS AFTER SUPERSTRUCTURE REMOVAL AND PLACEMENT OF NEW BEARINGS & POLYSTYRENE. SEE SUPERSTRUCTURE SHTS. FOR SUPERSTRUCTURE CONSTRUCTION DETAILS.)



PLAN
(SHOWING PROPOSED STRUCTURE WORK)



RODENT SHIELD DETAIL



SECTION B-B

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

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

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

○ INDICATES GIRDER NUMBER

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ¾" FILLER BETWEEN WING WALL AND SUPERSTRUCTURE DIAPHRAGM: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ¾" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW TOP OF WING AT BACKFACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A20) 24" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL HORIZONTAL JOINT AT BACKFACE BETWEEN ABUTMENT CAP AND SUPERSTRUCTURE DIAPHRAGM. BULGE MEMBRANE 6" AT HORIZONTAL JOINT. DO NOT APPLY MASTIC AT BULGE.

(A24) ADHESIVE ANCHORS NO. 5 BAR, EMBED 12" IN CONCRETE.

(A28) LINE OF REMOVAL. TOP OF ABUTMENT CAP SHALL BE SMOOTH AND TRUE. THE COST OF ANY PATCHING OR GRINDING NECESSARY TO GET A SMOOTH AND TRUE SURFACE IS TO BE INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

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STRUCTURE B-5-53

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NORTH ABUTMENT

SHEET 7

553

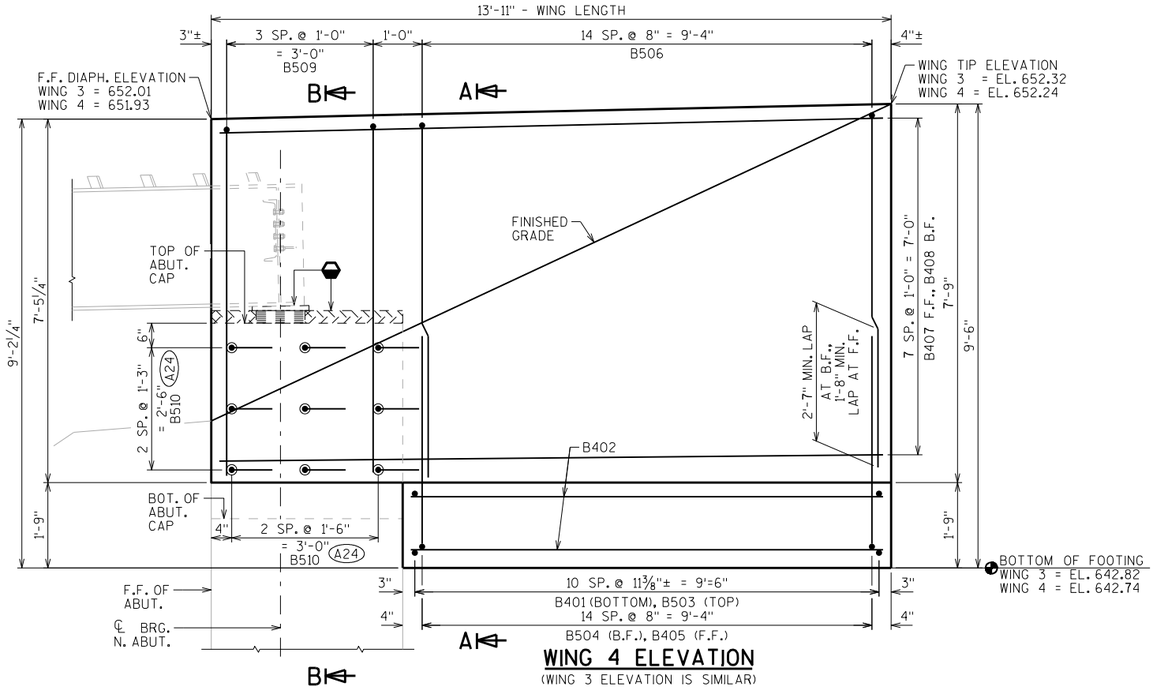
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8

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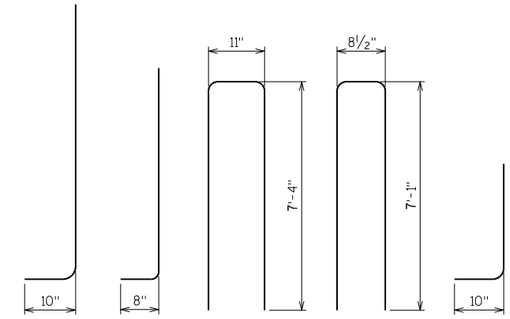
WING 4 ELEVATION

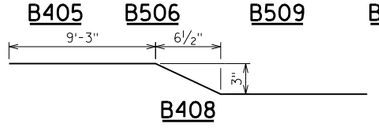
(WING 3 ELEVATION IS SIMILAR)

BILL OF BARS

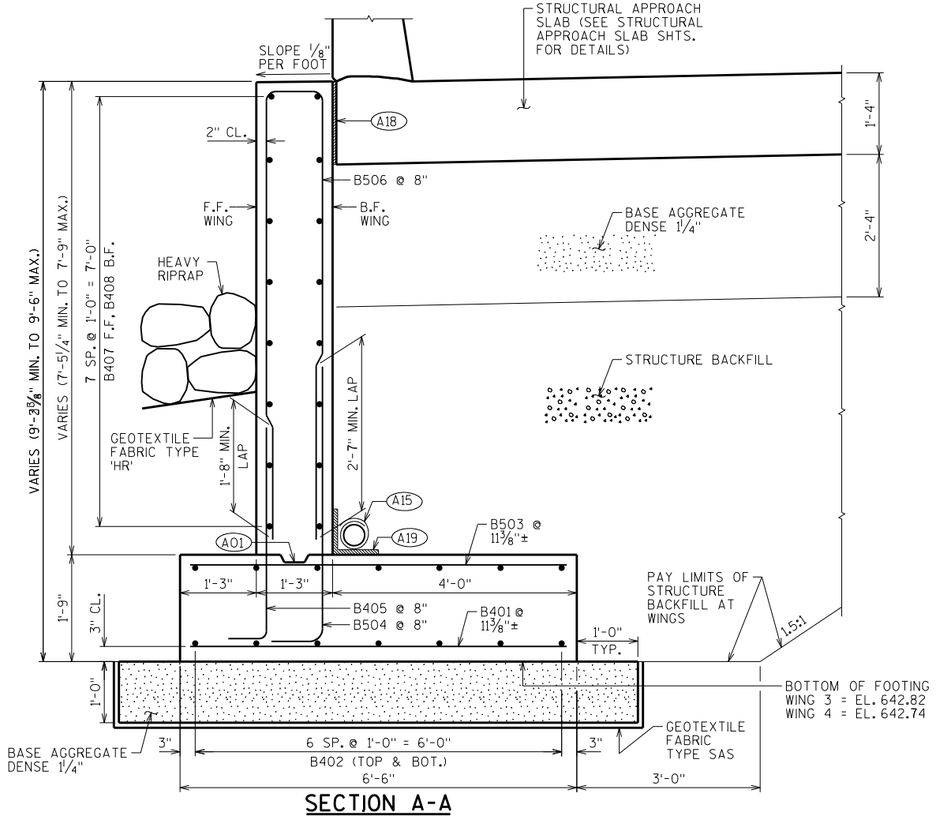
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
	B401	X	22	6'-2"			WING FOOTING-TRANS.-BOT.
	B402	X	28	9'-8"			WING FOOTING-LONGIT.-TOP&BOT.
	B503	X	22	6'-2"			WING FOOTING-TRANS.-TOP
	B504	X	30	5'-3"	X		WING FOOTING-DOWEL-VERT.-B.F.
	B405	X	30	4'-1"	X		WING FOOTING-DOWEL-VERT.-F.F.
	B506	X	30	15'-4"	X		WING WALL-VERT.-F.F.&B.F.
	B407	X	16	13'-7"			WING WALL-HORIZ.-F.F.
	B408	X	16	13'-7"	X		WING WALL-HORIZ.-B.F.
	B509	X	8	14'-8"	X		WING WALL-VERT. F.F&B.F.
(A24)	B510	X	18	2'-7"	X		WING WALL-ANCHORS-HORIZ.

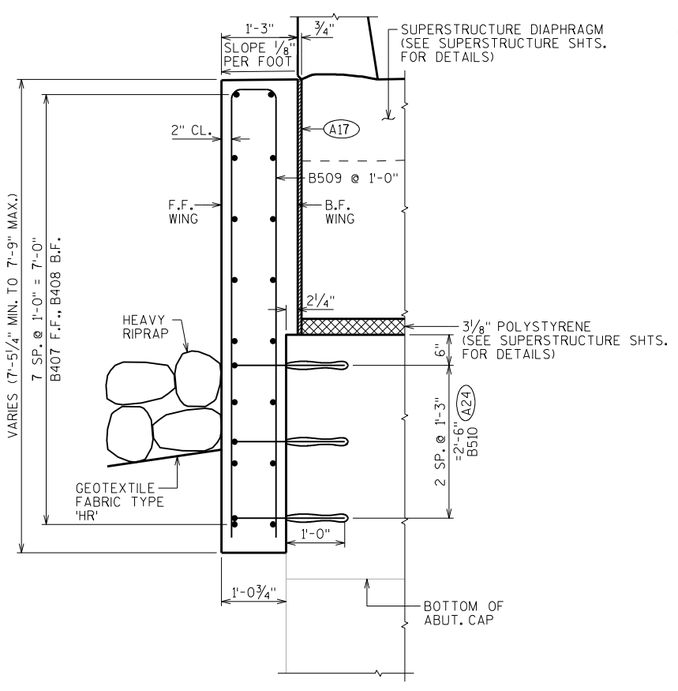




B408



SECTION A-A



SECTION B-B

(A01) CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 6.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ¾" FILLER BETWEEN WING WALL AND SUPERSTRUCTURE DIAPHRAGM: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ¾" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW TOP OF WING AT BACKFACE.

(A18) ¾" FILLER BETWEEN WING WALL AND STRUCTURAL APPROACH SLAB: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ¾" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW TOP OF WING AT BACKFACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A24) ADHESIVE ANCHORS NO. 5 BAR, EMBED 12" IN CONCRETE.

STEEL LAMINATED ELASTOMERIC BEARING PAD & 3⅛" POLYSTYRENE. SEE BEARING AND SUPERSTRUCTURE SHEETS FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

DRAWN BY NAR | PLANS CK'D. MJK

NORTH ABUTMENT DETAILS

SHEET 8

554

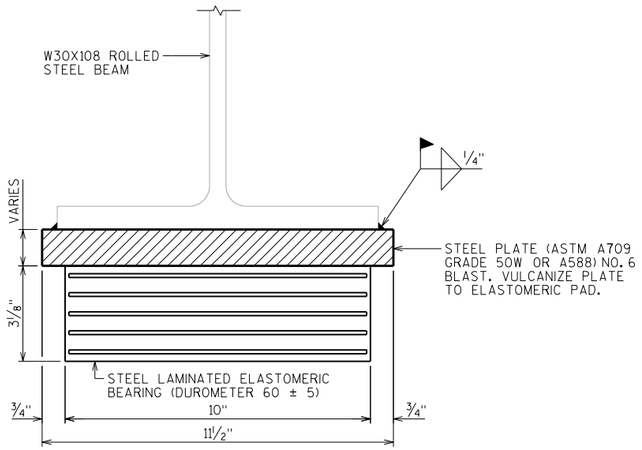
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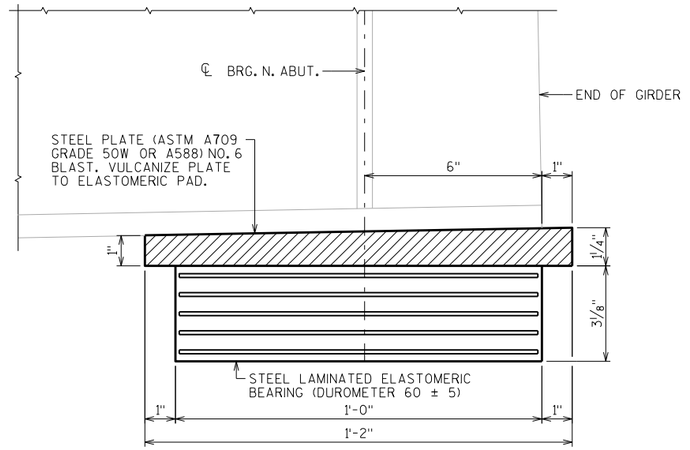
SCALE = 3

STATE PROJECT NUMBER

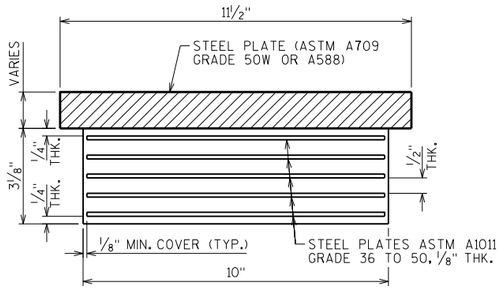
1130-44-71



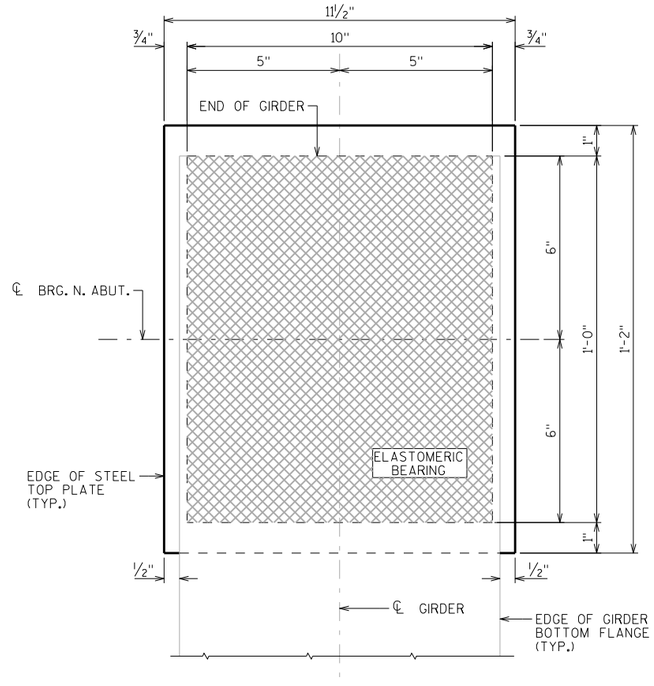
END VIEW



ELEVATION VIEW



SECTION THRU ELASTOMERIC BEARING



PLAN VIEW

BEARING NOTES

BEARINGS SHALL NOT BE PLACED AT A TEMPERATURE GREATER THAN 80° F.

ALL MATERIAL USED FOR BEARINGS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING PADS ELASTOMERIC LAMINATED", EACH.

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

WELDING PROCEDURES SHALL BE ESTABLISHED BY THE CONTRACTOR TO RESTRICT THE MAXIMUM TEMPERATURE REACHED BY SURFACES IN CONTACT WITH THE ELASTOMER TO 200°F (93°C). TEMPERATURES SHALL BE CONTROLLED BY TEMPERATURE INDICATING WAX PENCILS OR OTHER SUITABLE MEANS APPROVED BY THE ENGINEER.

COMPRESSION LOAD AND ADHESION TESTS SHALL BE WAIVED.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

DRAWN BY NAR | PLANS CK'D. MJK

BEARING DETAILS

SHEET 9

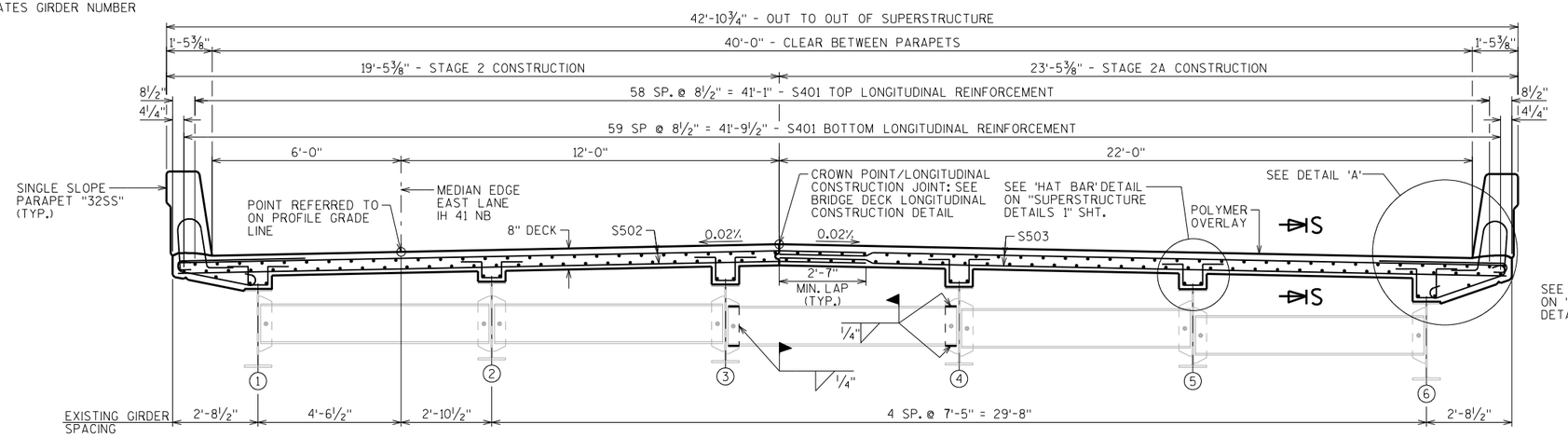
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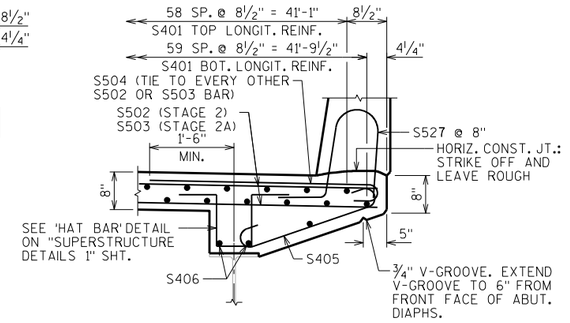
1130-44-71

◯ INDICATES GIRDER NUMBER



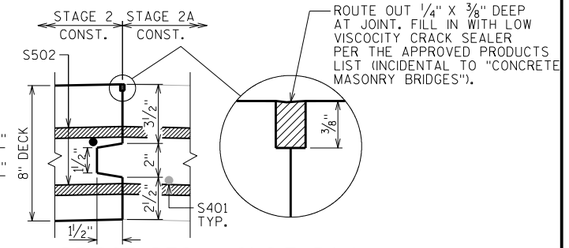
CROSS SECTION THRU ROADWAY

(LOOKING NORTHEAST)

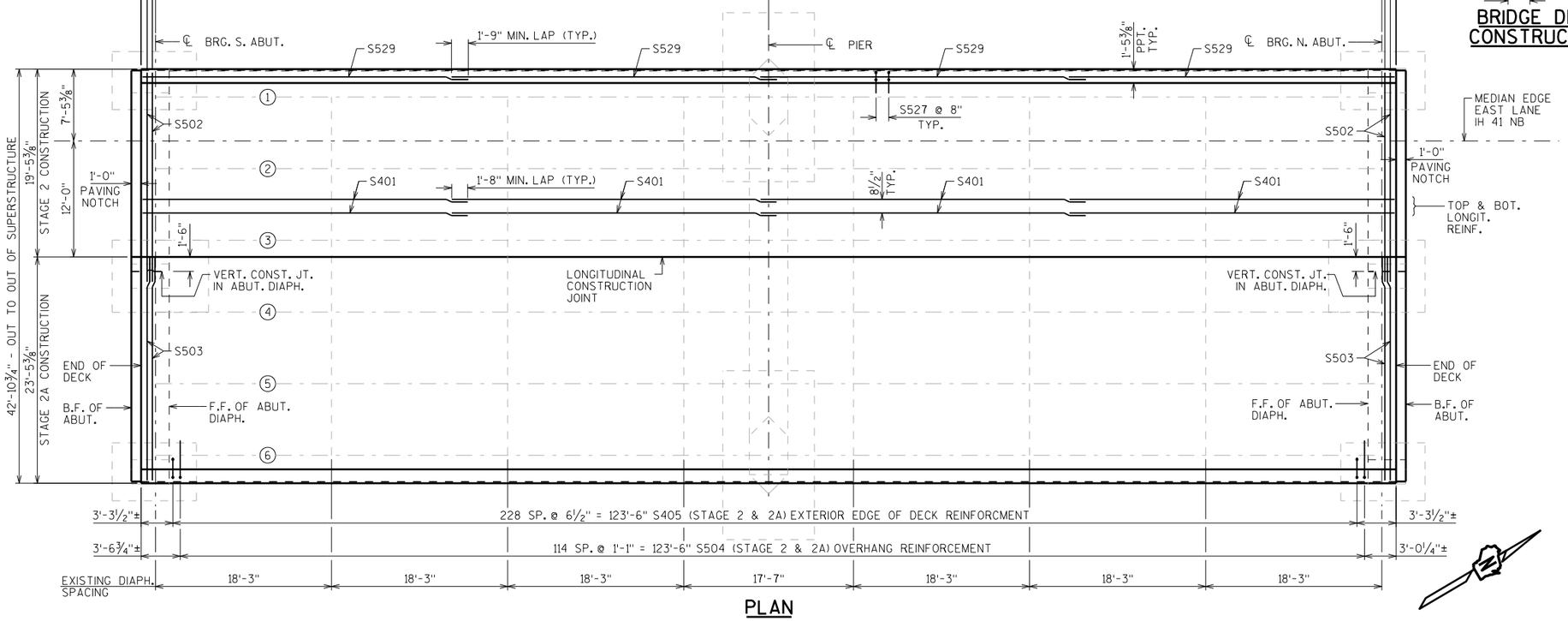


DETAIL 'A'

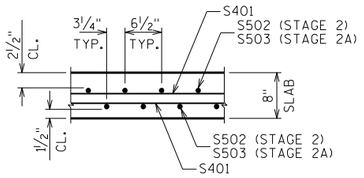
ALL LONGITUDINAL BARS NOT LABELED ARE S401 BARS WITH 1'-8" MIN. LAPS



BRIDGE DECK LONGITUDINAL CONSTRUCTION JOINT DETAIL



PLAN



SECTION S-S

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

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SUPERSTRUCTURE

SHEET 10

556

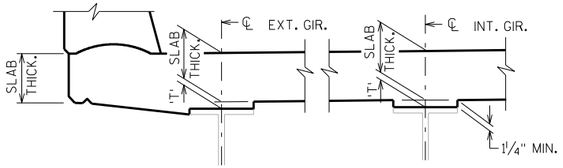
SCALE = 6.5

8

8

STATE PROJECT NUMBER

1130-44-71



CONCRETE HAUNCH DETAILS

TO DETERMINE 'T': AFTER THE EXISTING DECK HAS BEEN REMOVED, ELEVATIONS OF THE TOP FLANGES, TOP OF SPLICE PLATES, OR TOP OF COVER PLATES, WHICHEVER APPLIES, SHALL BE TAKEN AT CENTERLINE OF BEARINGS AND AT TENTH POINTS.

TOP OF DECK ELEV. AT FINAL GRADE.

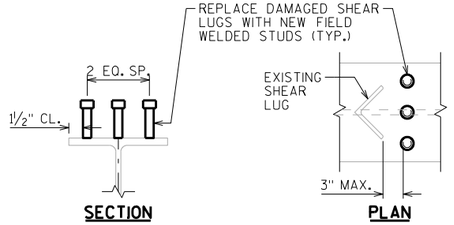
\- TOP OF STEEL ELEV. AFTER DECK REMOVAL.

\+ DEAD LOAD DEFLECTION (CONCRETE ONLY)

\- SLAB THICKNESS (8")

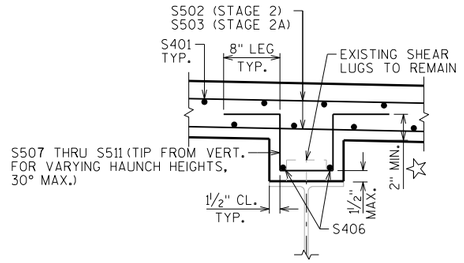
= 'T' VALUE FOR SETTING HAUNCH.

NOTE: AN AVERAGE HAUNCH ('T') OF 6" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



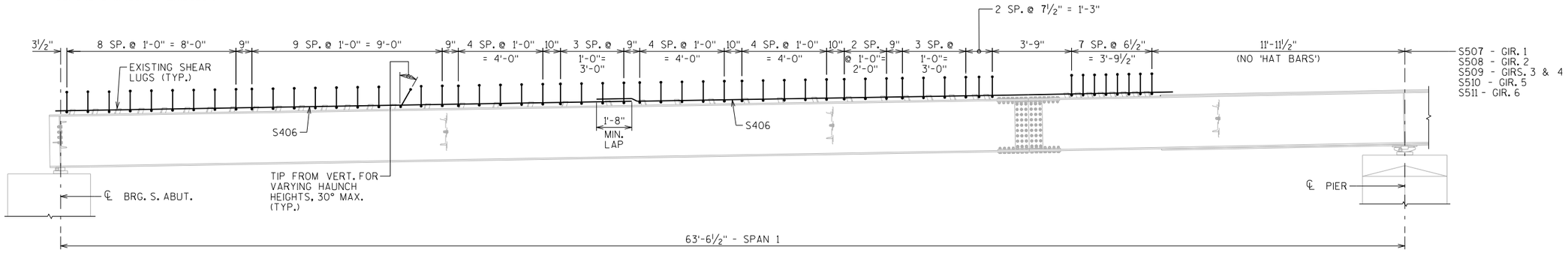
SHEAR CONN. DETAIL

EXISTING SHEAR LUGS, IF DAMAGED, SHALL BE REMOVED AND REPLACED WITH FIELD WELDED ⅞"Φ X 4" LONG STUDS. REPLACEMENT OF DAMAGED SHEAR CONNECTORS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA. 1327+51".



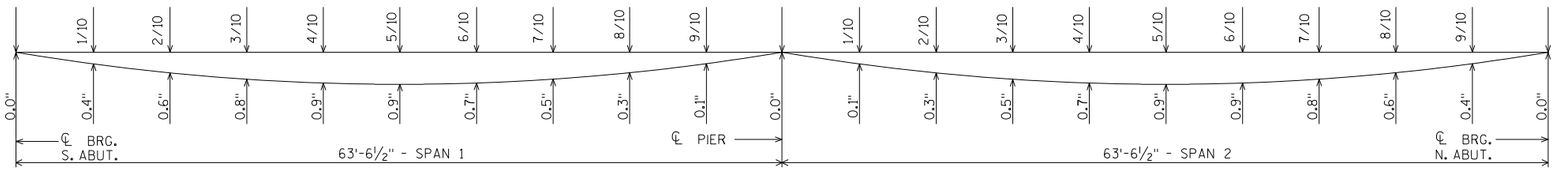
'HAT BAR' DETAIL

☆ CONTACT BUREAU OF STRUCTURES IF 2" MIN. EMBEDMENT CANNOT BE OBTAINED



PART ELEVATION SHOWING 'HAT BAR' REINFORCEMENT

(SPAN 1 IS SHOWN, SPAN 2 IS MIRRORED)



DEAD LOAD DEFLECTION DIAGRAM

NOTE: DEFLECTIONS ARE FOR CONCRETE ONLY. CONCRETE ONLY = CONCRETE DECK DEFLECTION + COMPOSITE DEAD LOAD DEFLECTION.

TOP OF DECK ELEVATIONS

	S. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	N. ABUT.
W. EOD	649.59	649.69	649.80	649.91	650.02	650.13	650.24	650.36	650.48	650.60	650.72	650.84	650.97	651.10	651.23	651.36	651.49	651.63	651.76	651.90	652.04
GIRDER 1	649.62	649.72	649.83	649.94	650.05	650.16	650.27	650.39	650.51	650.63	650.75	650.87	651.00	651.13	651.26	651.39	651.52	651.66	651.79	651.93	652.07
REF. LINE	649.71	649.81	649.92	650.03	650.14	650.25	650.36	650.48	650.60	650.72	650.84	650.96	651.09	651.22	651.35	651.48	651.61	651.75	651.88	652.02	652.16
GIRDER 2	649.76	649.87	649.98	650.08	650.20	650.31	650.42	650.54	650.66	650.78	650.90	651.02	651.15	651.28	651.40	651.54	651.67	651.80	651.94	652.08	652.22
GIRDER 3	649.91	650.02	650.12	650.23	650.34	650.46	650.57	650.69	650.80	650.92	651.05	651.17	651.3	651.42	651.55	651.68	651.82	651.95	652.09	652.23	652.37
CROWN PT.	649.95	650.05	650.16	650.27	650.38	650.49	650.60	650.72	650.84	650.96	651.08	651.20	651.33	651.46	651.59	651.72	651.85	651.99	652.12	652.26	652.40
GIRDER 4	649.83	649.94	650.04	650.15	650.26	650.38	650.49	650.61	650.72	650.84	650.97	651.09	651.22	651.34	651.47	651.60	651.74	651.87	652.01	652.15	652.29
GIRDER 5	649.68	649.79	649.90	650.00	650.12	650.23	650.34	650.46	650.58	650.70	650.82	650.94	651.07	651.20	651.32	651.46	651.59	651.72	651.86	652.00	652.14
GIRDER 6	649.54	649.64	649.75	649.86	649.97	650.08	650.19	650.31	650.43	650.55	650.67	650.79	650.92	651.05	651.18	651.31	651.44	651.58	651.71	651.85	651.99
E. EOD	649.51	649.61	649.72	649.83	649.94	650.05	650.16	650.28	650.40	650.52	650.64	650.76	650.89	651.02	651.15	651.28	651.41	651.55	651.68	651.82	651.96

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

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SUPERSTRUCTURE DETAILS 1

SHEET 11

557

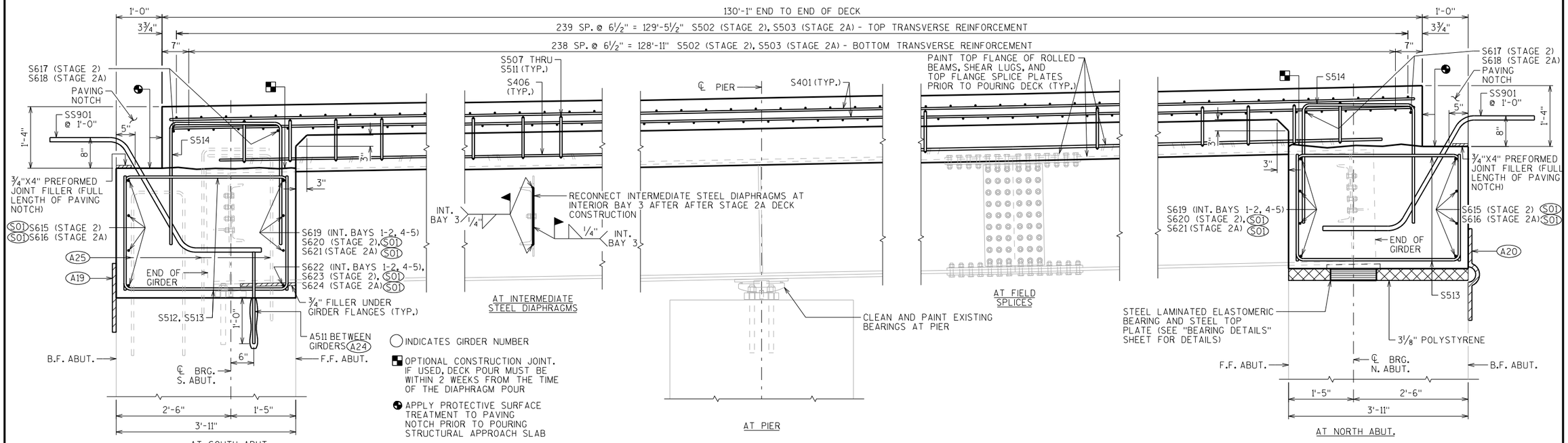
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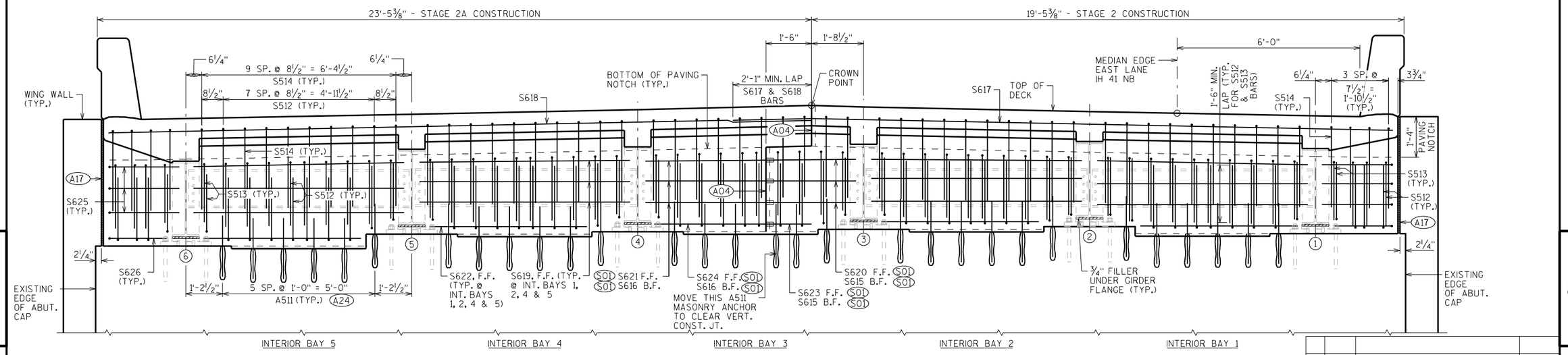
8

STATE PROJECT NUMBER

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PART LONGITUDINAL SECTION



CROSS SECTION THRU SOUTH ABUTMENT DIAPHRAGM

(LOOKING SOUTHWEST AT FRONT FACE OF SOUTH ABUTMENT)

8

8

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE.

(A17) ¾" FILLER BETWEEN WING WALL AND SUPERSTRUCTURE DIAPHRAGM: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ¾" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW TOP OF WING AT BACKFACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A20) 24" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL HORIZONTAL JOINT AT BACKFACE BETWEEN ABUTMENT CAP AND SUPERSTRUCTURE DIAPHRAGM. BULGE MEMBRANE 6" AT HORIZONTAL JOINT. DO NOT APPLY MASTIC AT BULGE.

(A24) ADHESIVE ANCHORS NO. 5 BAR, EMBED 12" IN CONCRETE.

(A25) SALVAGE EXIST. REINF. & EXTEND FULL LENGTH INTO NEW WORK.

(S01) BAR COUPLERS USED. BAR LENGTH COMPUTED TO ℄ OF LONGIT. CONST. JOINT & SHALL BE MODIFIED TO THE BAR COUPLER MANUFACTURERS RECOMMENDATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

DRAWN BY NAR | PLANS CK'D. MJK

SUPERSTRUCTURE DETAILS 2

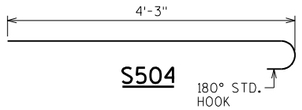
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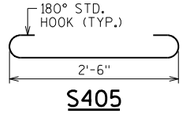
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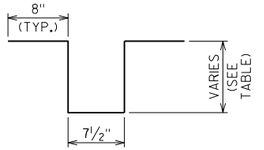
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STATE PROJECT NUMBER

1130-44-71

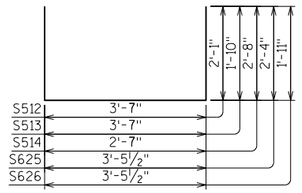




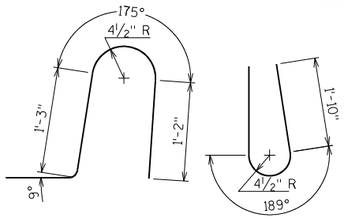


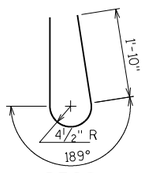
BAR MARK	VERT. LEG LENGTH
S507	7½"
S508	7"
S509	9½"
S510	8"
S511	10½"

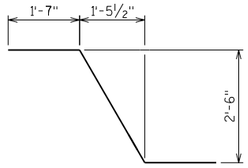
S507, S508, S509, S510, S511



S512, S513, S514, S625, S626







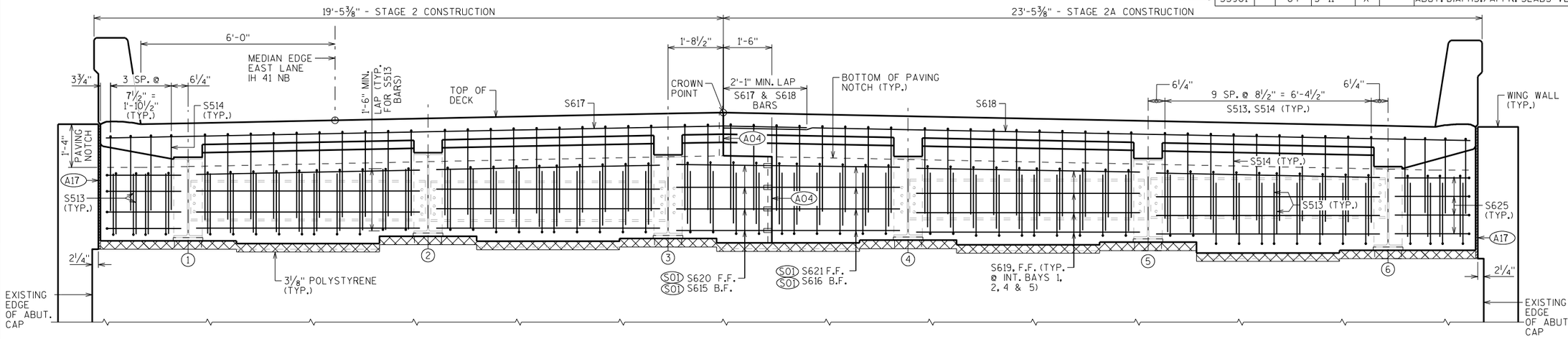
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
	S401	X	484	33'-9"			DECK-TOP&BOT.-LONGIT.
	S502	X	479	21'-8"			DECK-TOP&BOT.-TRANS.-STAGE 2
	S503	X	479	23'-1"			DECK-TOP&BOT.-TRANS.-STAGE 2A
	S504	X	230	4'-10"	X		DECK-TOP-OVERHANG-TRANS.
	S405	X	458	3'-6"	X		DECK-BOT.-OVERHANG-TRANS.
	S406	X	48	27'-3"			DECK-HAUNCH-LONGIT.
	S507	X	110	2'-9"	X		DECK-HAUNCH-GIR. 1-VERT.
	S508	X	110	2'-8"	X		DECK-HAUNCH-GIR. 2-VERT.
	S509	X	220	3'-1"	X		DECK-HAUNCH-GIRS. 3&4-VERT.
	S510	X	110	2'-10"	X		DECK-HAUNCH-GIR. 5-VERT.
	S511	X	110	3'-3"	X		DECK-HAUNCH-GIR. 6-VERT.
	S512	X	92	7'-6"	X		S. ABUT. DIAPH.-VERT.
	S513	X	140	7'-0"	X		ABUT. DIAPHS.-VERT.
	S514	X	116	7'-8"	X		ABUT. DIAPHS.-VERT.
S01	S615	X	8	20'-7"			ABUT. DIAPHS.-B.F.-HORIZ.-STAGE 2
S01	S616	X	8	21'-7"			ABUT. DIAPHS.-B.F.-HORIZ.-STAGE 2A
	S617	X	4	21'-8"			ABUT. DIAPHS.-TOP-HORIZ.-STAGE 2
	S618	X	4	23'-1"			ABUT. DIAPHS.-TOP-HORIZ.-STAGE 2A
	S619	X	28	7'-0"			ABUT. DIAPHS.-F.F.-HORIZ.
S01	S620	X	7	3'-0"			ABUT. DIAPHS.-F.F.-HORIZ.-STAGE 2
S01	S621	X	7	4'-0"			ABUT. DIAPHS.-F.F.-HORIZ.-STAGE 2A
	S622	X	4	5'-2"			S. ABUT. DIAPH.-F.F.-HORIZ.
S01	S623	X	1	1'-6"			S. ABUT. DIAPH.-F.F.-HORIZ.-STAGE 2
S01	S624	X	1	3'-8"			S. ABUT. DIAPH.-F.F.-HORIZ.-STAGE 2A
	S625	X	14	7'-10"	X		ABUT. DIAPHS.-ENDS-HORIZ.
	S626	X	2	7'-0"	X		S. ABUT. DIAPH.-ENDS-HORIZ.
	S527	X	390	4'-5"	X		PARAPET-VERT.
	S528	X	390	4'-10"	X		PARAPET-VERT.
	S529	X	48	33'-9"			PARAPET-HORIZ.
	SS901		84	5'-11"	X		ABUT. DIAPHS./APPR. SLABS-VERT.

◯ INDICATES GIRDER NUMBER

STAINLESS STEEL REINFORCEMENT



INTERIOR BAY 1 | INTERIOR BAY 2 | INTERIOR BAY 3 | INTERIOR BAY 4 | INTERIOR BAY 5

CROSS SECTION THRU NORTH ABUTMENT DIAPHRAGM

(LOOKING NORTHWEST AT FRONT FACE OF NORTH ABUTMENT)

A04 VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE.

A17 ¾" FILLER BETWEEN WING WALL AND SUPERSTRUCTURE DIAPHRAGM: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ¾" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW TOP OF WING AT BACKFACE.

S01 BAR COUPLERS USED. BAR LENGTH COMPUTED TO ℄ OF LONGIT. CONST. JOINT & SHALL BE MODIFIED TO THE BAR COUPLER MANUFACTURERS RECOMMENDATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

DRAWN BY NAR | PLANS CK'D. MJK

SUPERSTRUCTURE DETAILS 3

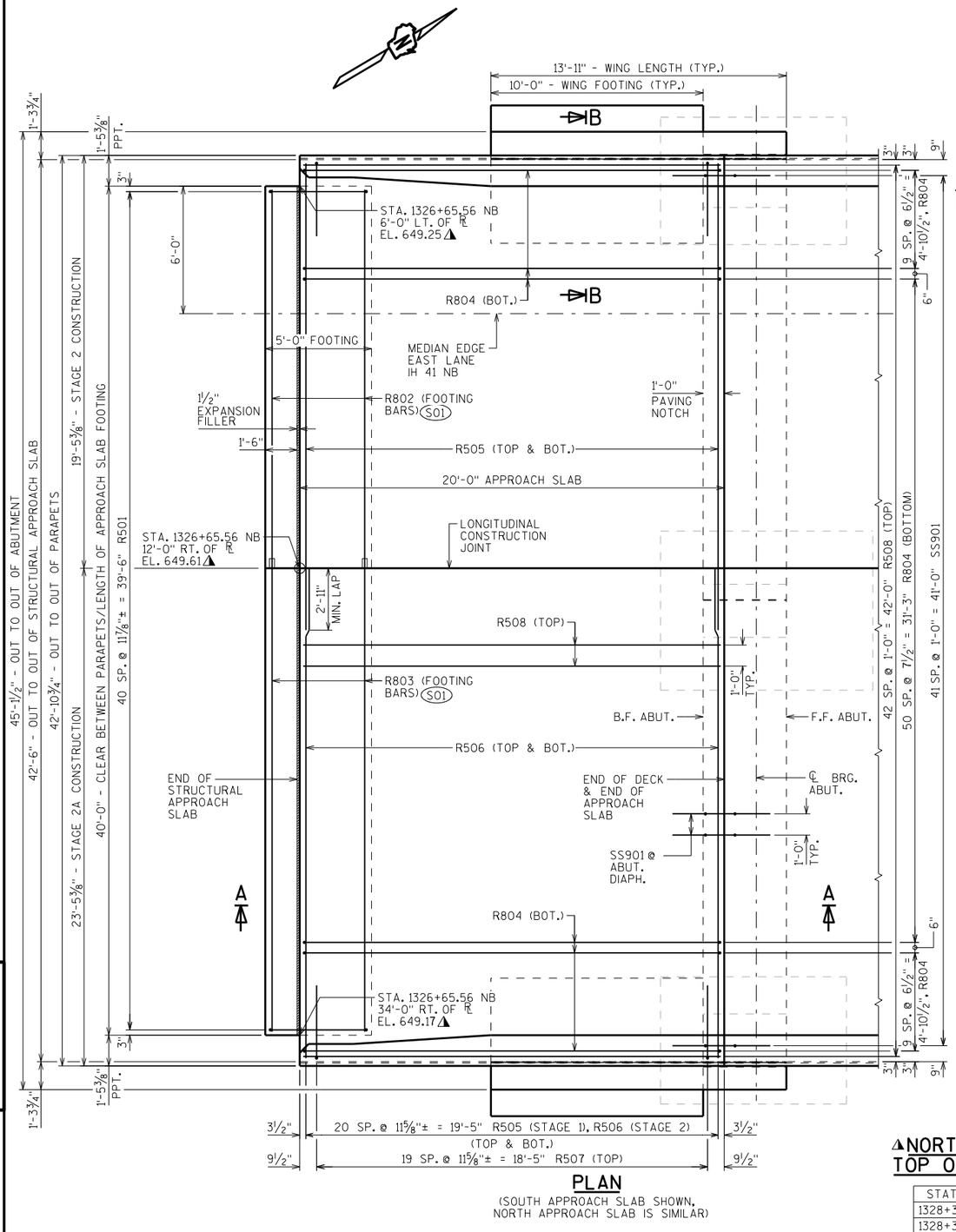
SHEET 13

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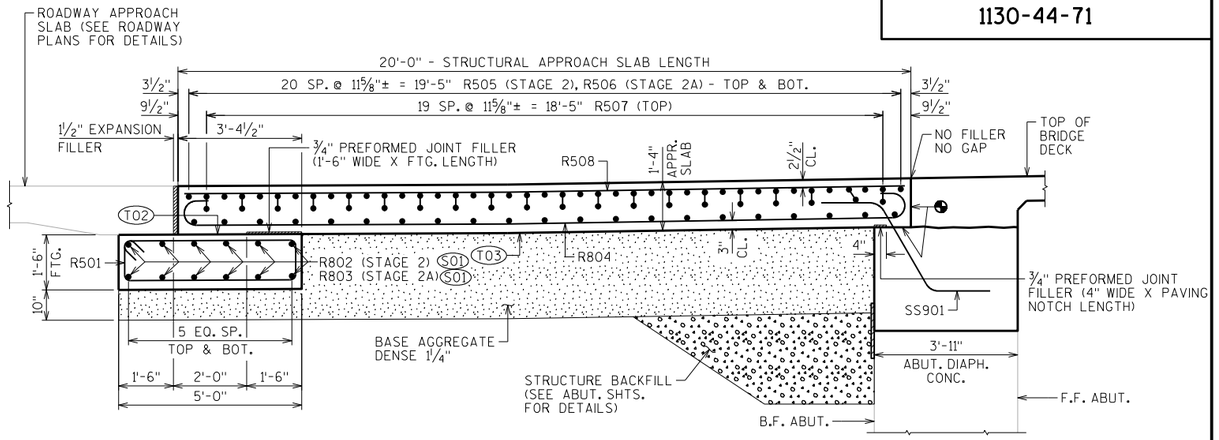
STATE PROJECT NUMBER

1130-44-71

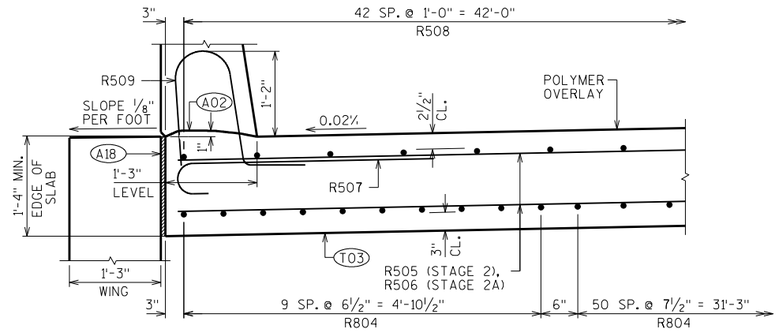


PLAN

(SOUTH APPROACH SLAB SHOWN, NORTH APPROACH SLAB IS SIMILAR)



SECTION A-A THRU APPROACH SLAB



SECTION B-B AT EDGE OF APPROACH SLAB

(TYP. AT BOTH SIDES)

▲NORTH APPROACH SLAB TOP OF SLAB ELEVATIONS

STATION	OFFSET	ELEVATION
1328+35.64	6'-0" LT.	652.53
1328+35.64	12'-0" RT.	652.89
1328+35.64	34'-0" RT.	652.45

(A02) HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH

(A18) ¾" FILLER BETWEEN WING WALL AND STRUCTURAL APPROACH SLAB: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ¾" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW TOP OF WING AT BACKFACE.

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF THE SUBGRADE.

(S01) BAR COUPLERS USED. BAR LENGTH COMPUTED TO ℄ OF LONGIT. CONST. JOINT & SHALL BE MODIFIED TO THE BAR COUPLER MANUFACTURERS RECOMMENDATIONS.

APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH PRIOR TO POURING STRUCTURAL APPROACH SLAB

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

DRAWN BY NAR | PLANS CK'D. MJK

STRUCTURAL APPROACH SLAB

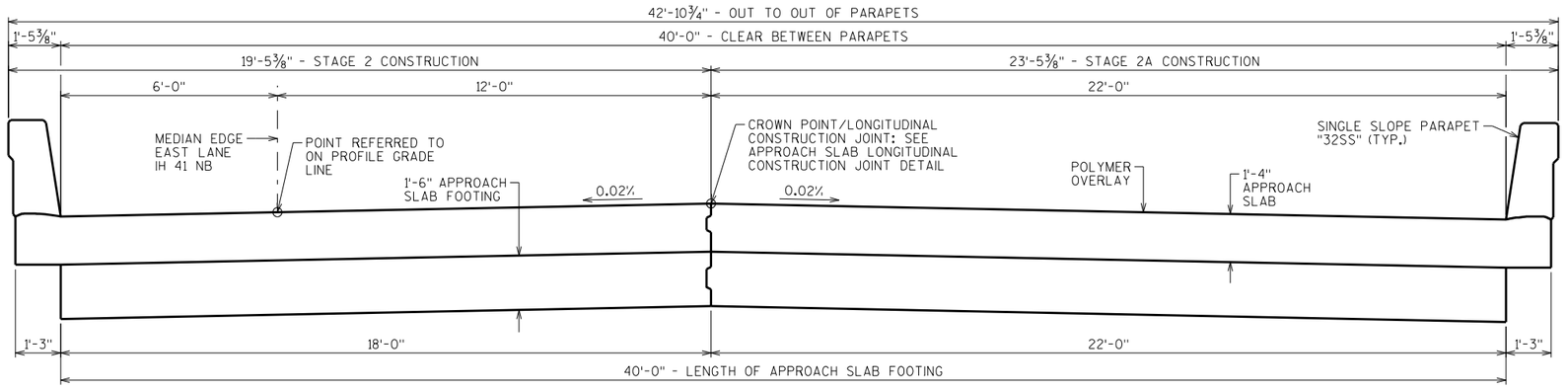
SHEET 14

560

SCALE = 3

8

8



CROSS SECTION THRU ROADWAY

(LOOKING NORTHEAST)

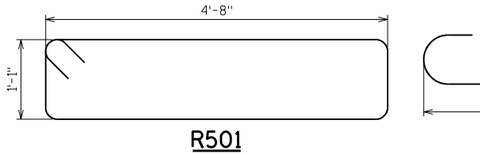
STATE PROJECT NUMBER

1130-44-71

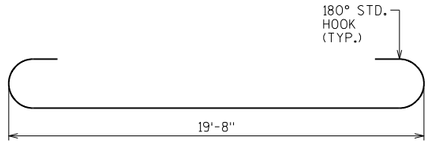
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

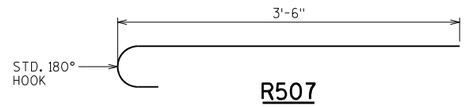
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	82	12'-2"	X		FOOTING-VERT.-STIRRUP
(S01) R802	X	24	17'-10"			FOOTING-TOP&BOT.-HORIZ.-STAGE 2
(S01) R803	X	24	21'-10"			FOOTING-TOP&BOT.-HORIZ.-STAGE 2A
R804	X	142	21'-6"	X		SLAB-BOT.-LONGIT.
R505	X	84	22'-0"			SLAB-BOT.&TOP-TRANS.-STAGE 2
R506	X	84	23'-1"			SLAB-BOT.&TOP-TRANS.-STAGE 2A
R507	X	80	4'-1"	X		SLAB-TOP-TRANS.-SLAB EDGES
R508	X	86	19'-8"			SLAB-TOP-LONGIT.
R509	X	56	4'-5"	X		PARAPET-VERT.
R510	X	56	4'-10"	X		PARAPET-VERT.
R511	X	48	2'-9"	X		PARAPET-VERT.
R512	X	68	4'-4"	X		PARAPET-VERT.
R513	X	44	4'-9"	X		PARAPET-VERT.
R514	X	24	4'-10"	X		PARAPET-VERT.
R515	X	4	19'-8"	X		PARAPET-HORIZ.
R516	X	20	19'-8"			PARAPET-HORIZ.



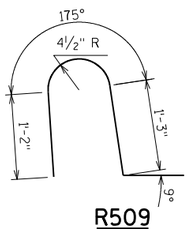
R501



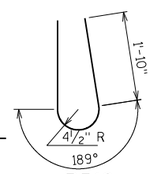
R804



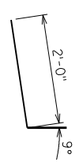
R507



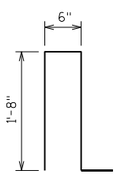
R509



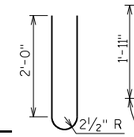
R510



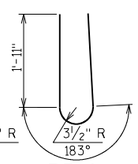
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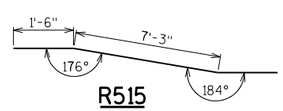
R512



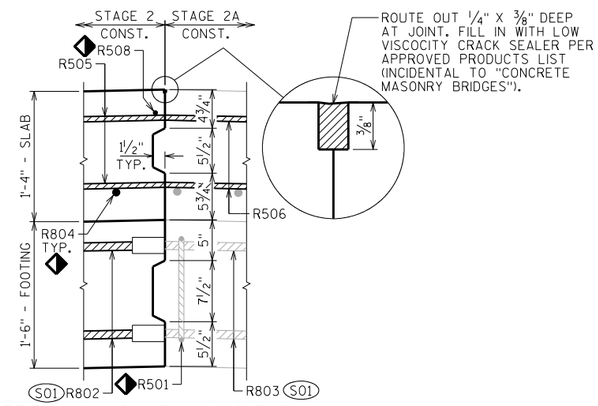
R513



R514



R515



APPROACH SLAB LONGITUDINAL CONSTRUCTION JOINT DETAIL

◆ MOVE REINFORCEMENT AS NECESSARY AT LONGITUDINAL CONSTRUCTION JOINT TO FIT

(S01) BAR COUPLERS USED. BAR LENGTH COMPUTED TO ℄ OF LONGIT. CONST. JOINT & SHALL BE MODIFIED TO THE BAR COUPLER MANUFACTURERS RECOMMENDATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

DRAWN BY NAR | PLANS CK'D. MJK

STRUCTURAL APPROACH SLAB DETAILS

SHEET 15

561

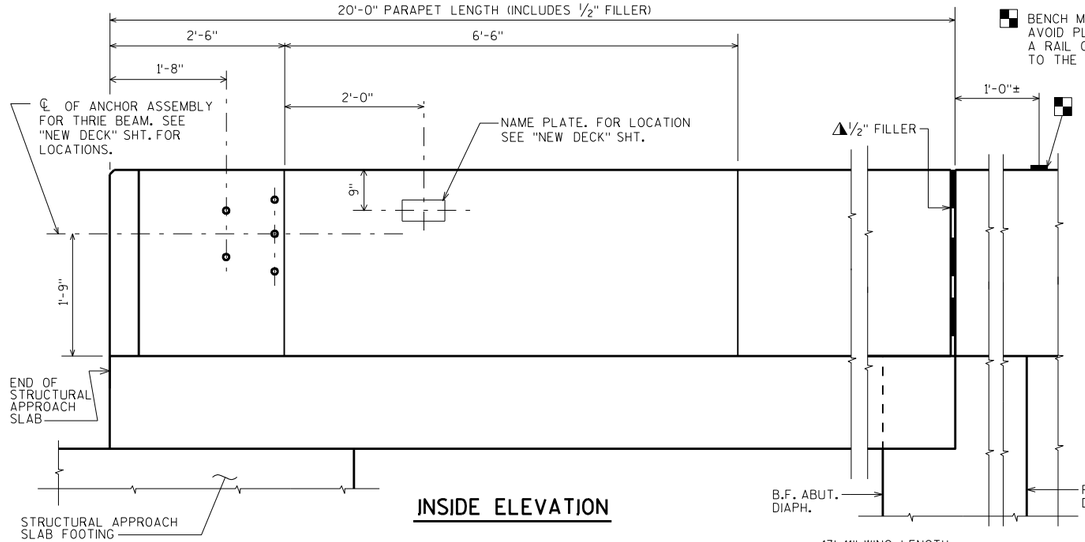
SCALE = 3

8

8

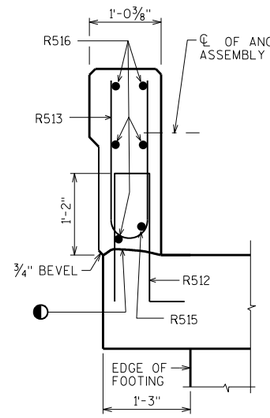
STATE PROJECT NUMBER

1130-44-71

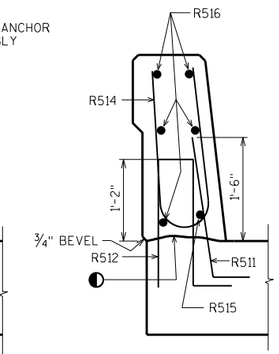


BENCH MARK CAP (WHEN SUPPLIED). AVOID PLACING A BENCH MARK CAP BELOW A RAIL OR FENCE SYSTEM THAT IS ATTACHED TO THE TOP OF THE PARAPET.

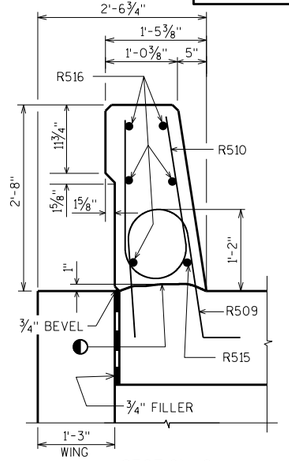
INSIDE ELEVATION



SECTION A

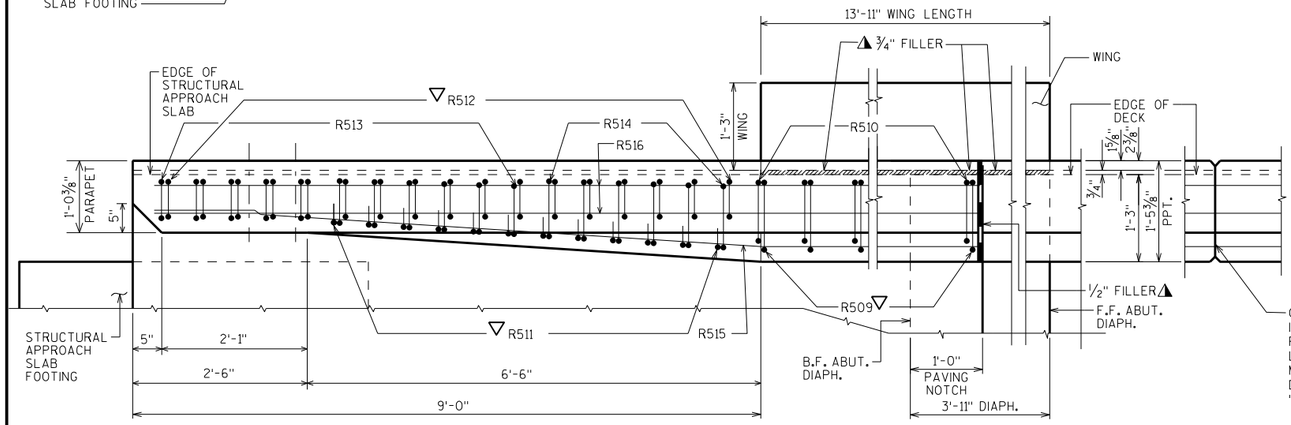


SECTION B



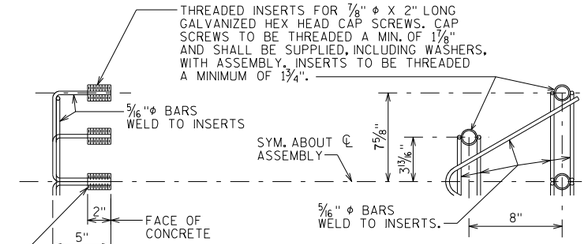
SECTION C

SECTIONS THRU PARAPET ON STRUCTURAL APPROACH SLABS



OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A 3/4" - 'V' GROOVE.

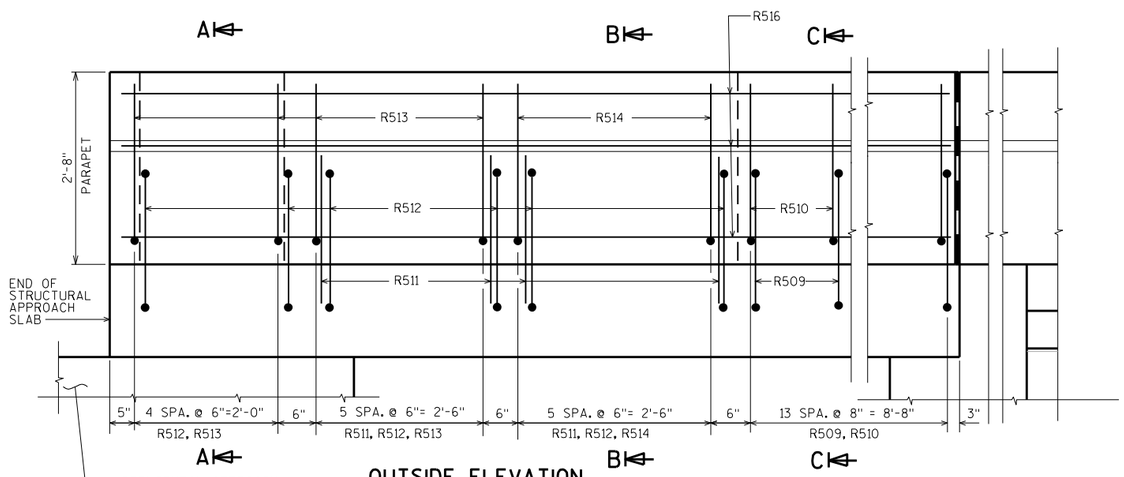
PLAN



DETAIL OF ANCHOR ASSEMBLY

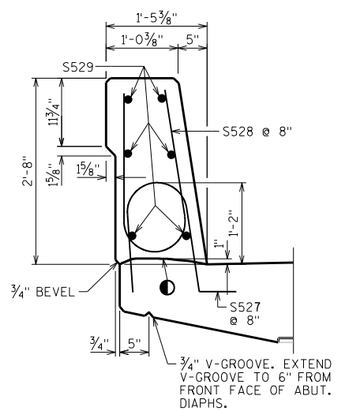
NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.



OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)



SECTION THRU PARAPET ON BRIDGE

▲ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" & 3/4" FILLER WITH NON-STAINING & NON-BITUMINOUS JOINT SEALER. (1" DEEP & HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW TOP OF WING AT BACKFACE (3/4" FILLER ONLY).

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R509, R511, & R512 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-53

DRAWN BY NAR | PLANS CK'D. MJK

SINGLE SLOPE PARAPET 32SS

SHEET 16

562

SCALE = 1:1

8

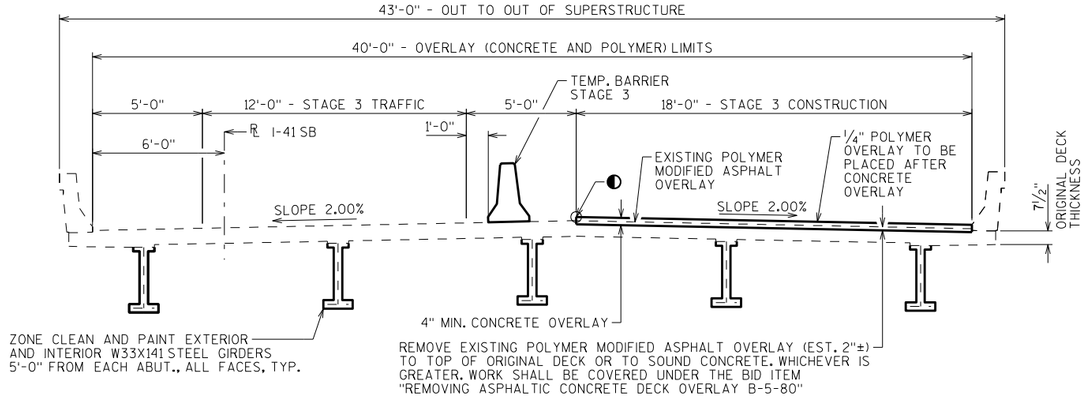
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STATE PROJECT NUMBER

1130-44-71

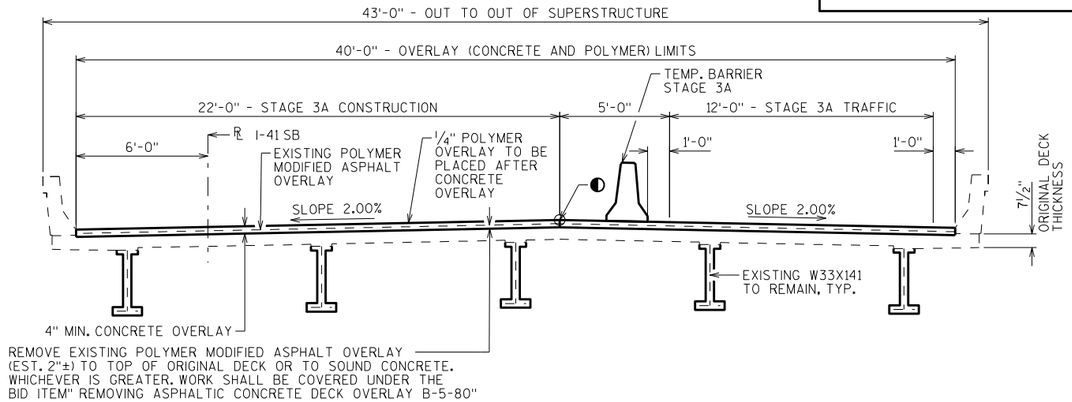
4½" AVERAGE CONCRETE OVERLAY THICKNESS

◐ LONGITUDINAL CONSTRUCTION JOINT/ CROWN POINT, SEE DETAIL BELOW



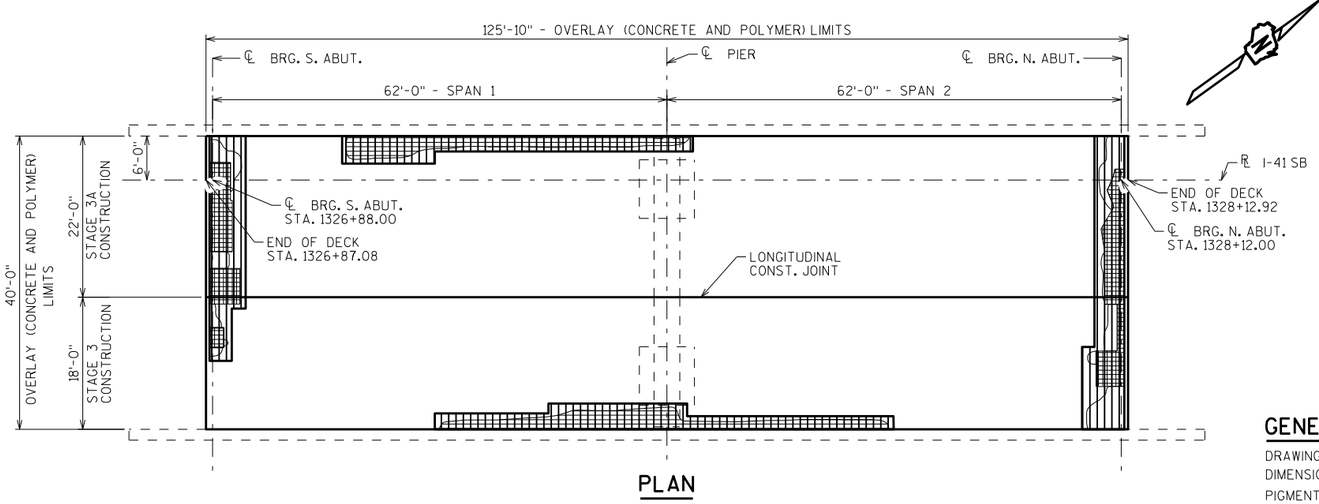
CROSS SECTION THRU ROADWAY - STAGE 3 CONSTRUCTION

LOOKING NORTH

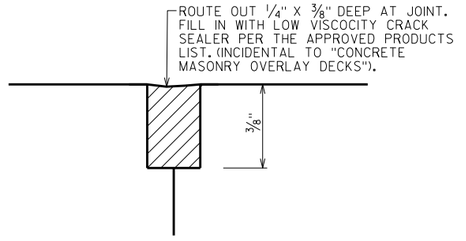


CROSS SECTION THRU ROADWAY - STAGE 3A CONSTRUCTION

LOOKING NORTH



PLAN



LONGITUDINAL CONSTRUCTION JOINT DETAIL

DESIGN DATA

LIVE LOAD:

DESIGN LOADING:HS-20
INVENTORY RATING:HS-20
OPERATING RATING:HS-33
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 190 (KIPS)

MATERIAL PROPERTIES:

CONCRETE MASONRY - OVERLAY DECKS —f'c = 4,000 P.S.I.

TRAFFIC VOLUME

I-41
A.D.T.=60,800 (2037)
R.D.S.=70 M.P.H.

LEGEND

DECK PREPARATION AREA
SHADE/DEBRIS
DELAMINATION
SPALL
DEBOND/SCALING
ASPHALT PATCH
CONCRETE PATCH

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
502.3200	PROTECTIVE SURFACE TREATMENT	SY	560
502.3210	PIGMENTED SURFACE SEALER	SY	118
509.0301	PREPARATION DECKS TYPE 1	SY	36
☆ 509.0302	PREPARATION DECKS TYPE 2	SY	25
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	70
509.5100.S	POLYMER OVERLAY	SY	560
509.9010.S	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-5-80	SY	560
517.1800.S	STRUCTURE REPAINTING RECYCLED ABRASIVE B-5-80	LS	1
517.4500.S	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-5-80	LS	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1

☆"PREPARATION DECKS TYPE 2" ESTIMATED AT 70% OF DECK PREPARATION AREAS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS (1986).

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE TOPS AND INSIDE FACES OF PARAPETS.

IF THE CONTRACTOR IS UNABLE TO PLACE THE POLYMER OVERLAY PRIOR TO THE DATE STATED IN THE SPECIAL PROVISIONS, PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE.

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY OF 4" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION, EXPECTED AVERAGE OVERLAY THICKNESS IS 4½". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN A ½", CONTACT THE STRUCTURES DESIGN SECTION.

THE EXISTING OVERLAY SHALL BE REMOVED FROM THE BRIDGE DECK UNDER BID ITEM "REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-5-80".

CLEAN AND PAINT ALL EXISTING EXPOSED SUPERSTRUCTURE STEEL WITHIN 5'-0" OF THE ENDS OF THE GIRDERS AT BOTH ABUTMENTS. THE COLOR SHALL BE BROWN (FEDERAL COLOR NO. 20059).

THE EXISTING PORTIONS OF THE STRUCTURE TO BE PAINTED BELOW THE BRIDGE DECK SHALL BE ENCAPSULATED WITH A NEGATIVE AIR CONTAINMENT SYSTEM FOR THE DURATION OF THE BLASTING AND PAINTING PROCEDURES.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, AND FULL DEPTH REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

DECK SURFACE PREPARATION FOR POLYMER OVERLAY IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

INFRARED THERMOGRAPHIC DECK SURVEY PERFORMED BY AECOM TECHNICAL SERVICES, INC., PROJECT NO. 60343953 ON 7/28/2015.

STRUCTURE DESIGN CONTACTS:

MAX KULICK (608) 261-6108
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher AMB — CHIEF STRUCTURES DESIGN ENGINEER — DATE 7/21/16

STRUCTURE B-5-80

I-41 SB OVER APPLE CREEK

COUNTY	TOWN, ~~CITY, VILLAGE~~
BROWN	WRIGHTSTOWN
DESIGN SPEC.	REHABILITATION N/A

DESIGNED BY	MJK	DESIGN CK'D.	EMK	DRAWN BY	MJK	PLANS CK'D.	EMK

CONCRETE OVERLAY

SHEET 1 OF 1

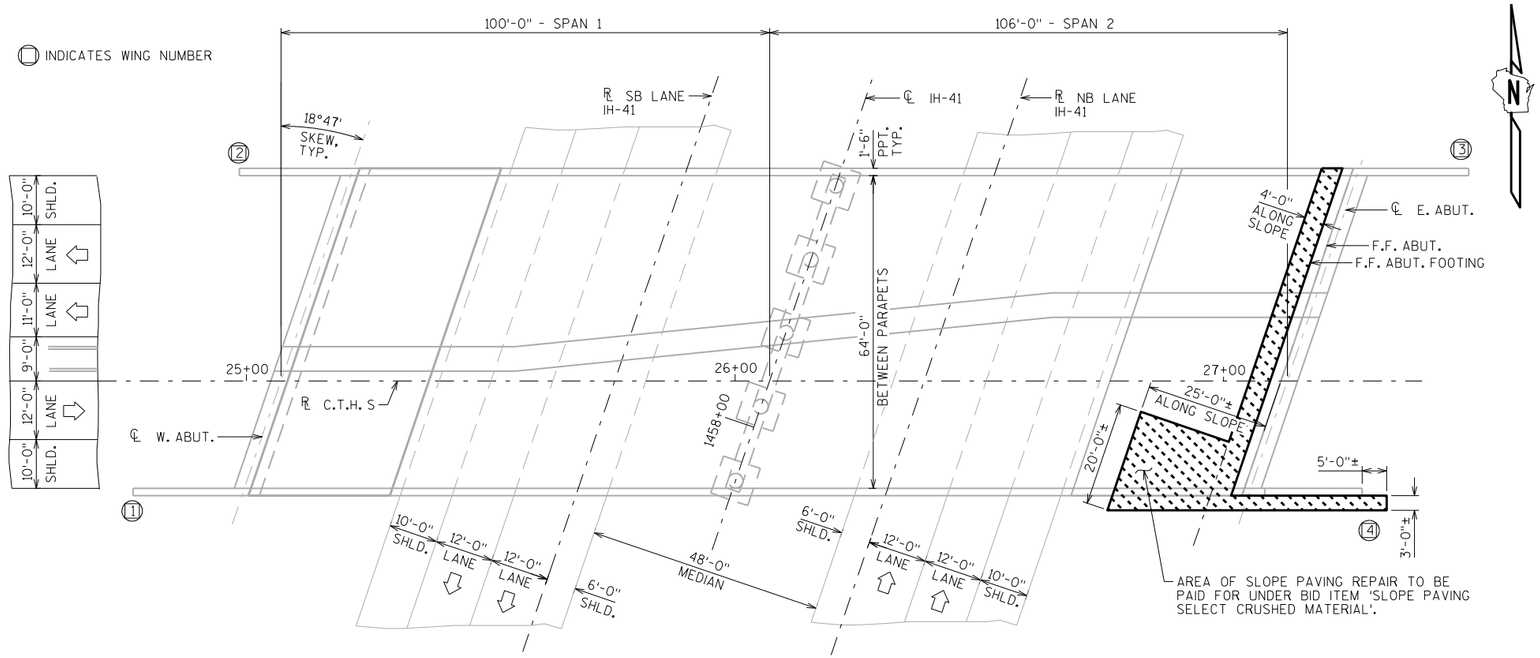
563

I.D. 1130-44-00B

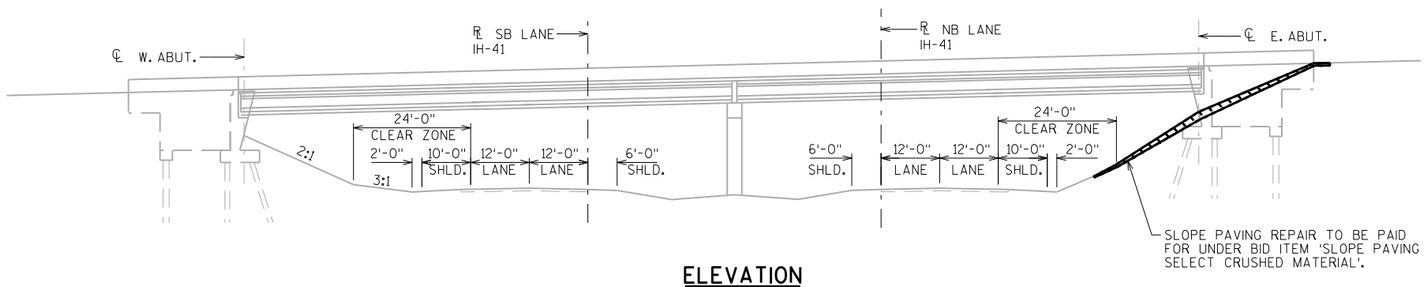
DATE: JUNE 2016

SCALE = 10

STATE PROJECT NUMBER
1130-44-71



PLAN



ELEVATION

NORMAL TO IH-41

TRAFFIC VOLUME

C.T.H. S
A.D.T.=3,165 (2018)
R.D.S.=50 M.P.H.

IH-41
A.D.T.= 60,800 (2037)
R.D.S.=70 M.P.H.

TOTAL ESTIMATED QUANTITIES

604.0600	SLOPE PAVING SELECT CRUSHED MATERIAL	72	SY

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

LIST OF DRAWINGS

1. SLOPE PAVING REPAIR

STRUCTURES DESIGN CONTACTS:
EMILY KUEHNE (608) 266-5089
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher AMB 7/21/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-5-162

C.T.H. S OVER IH-41

COUNTY	TOWN/~~CITY/VILLAGE~~
BROWN	LAWRENCE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
EMK	AMB	EMK	AMB

SLOPE PAVING REPAIR

SHEET 1 OF 1

564

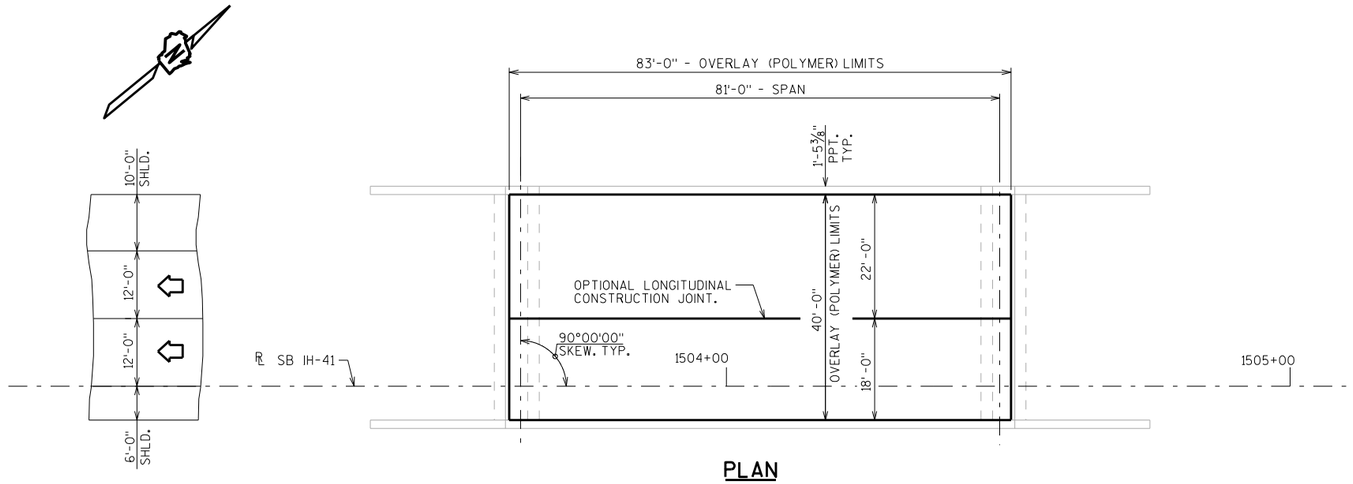
I.D. 1130-44-00 C

DATE: JULY 2016

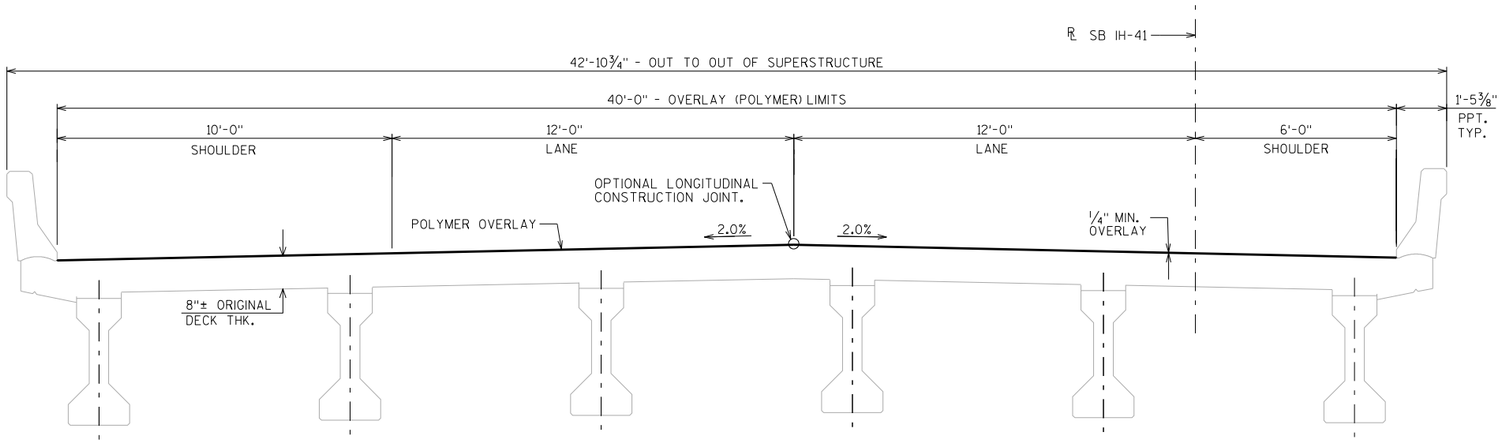
SCALE = 15.0

8

8



PLAN



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

DESIGN DATA

LIVE LOAD:

INVENTORY RATING: HS-22
OPERATING RATING: HS-41
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

TRAFFIC VOLUME

IH-41

A.D.T.= 69,000 (2037)
R.D.S.=70 M.P.H.

TOTAL ESTIMATED QUANTITIES

509.5100.S POLYMER OVERLAY ——— 370 SY

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

LIST OF DRAWINGS

1. POLYMER OVERLAY

STRUCTURES DESIGN CONTACTS:

JOHN SENDOR (608) 266-5163
AARON BONK (608) 261-0261

STATE PROJECT NUMBER

1130-44-71

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher AMB 7/21/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-5-165

SB IH-41 OVER LITTLE RAPIDS ROAD

COUNTY	TOWN/~~CITY/VILLAGE~~
BROWN	LAWRENCE

DESIGN SPEC.	
REHABILITATION	N/A

DESIGNED BY	DESIGN CK'D. RATINGS	DRAWN BY	PLANS CK'D.
JJS		JJS	AMB

POLYMER OVERLAY

SHEET 1 OF 1

565

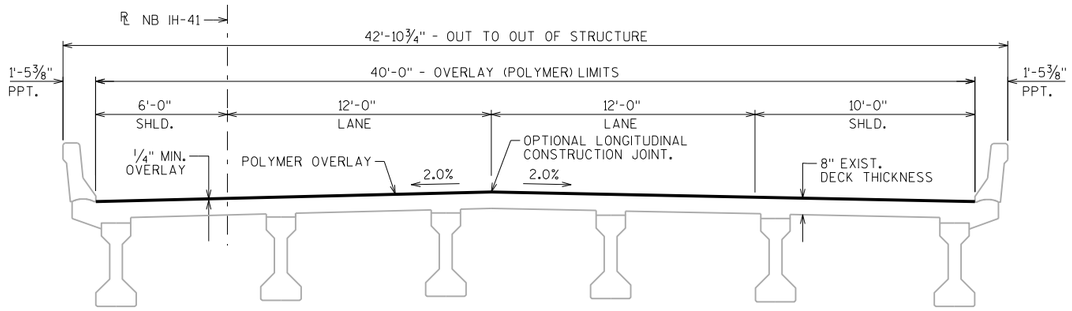
I.D. 1130-44-00 M

DATE: JULY 2016

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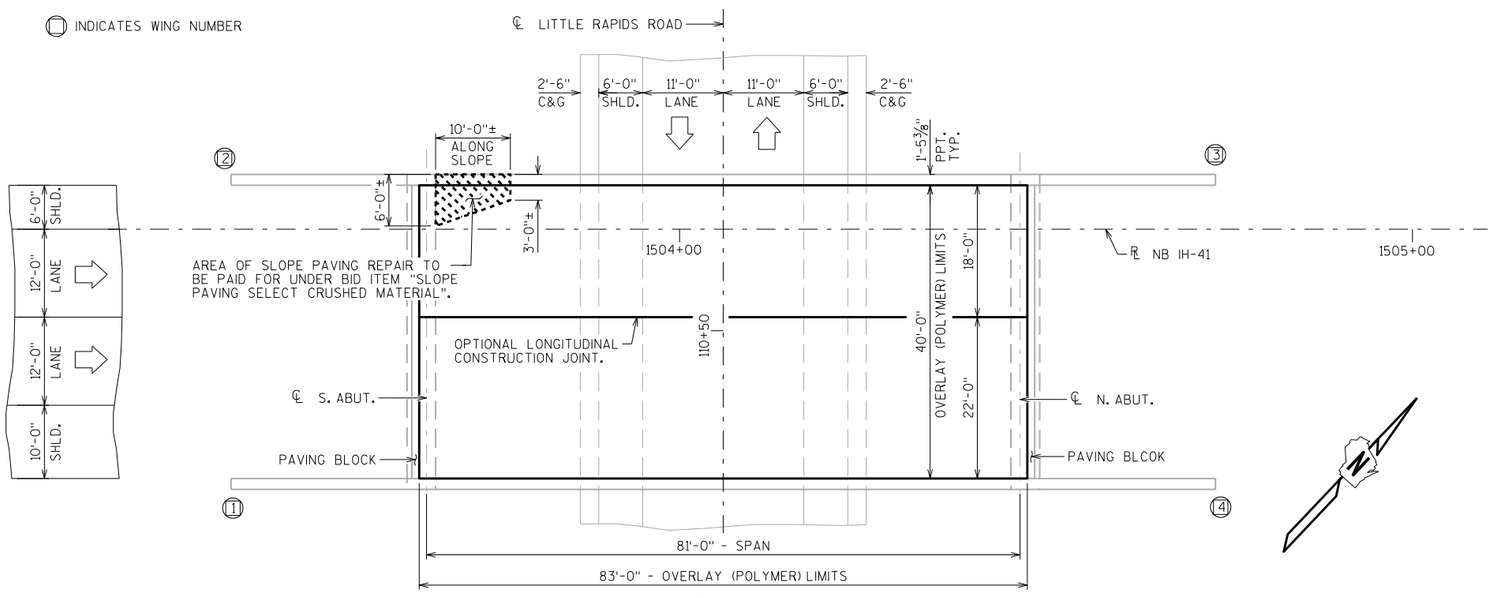
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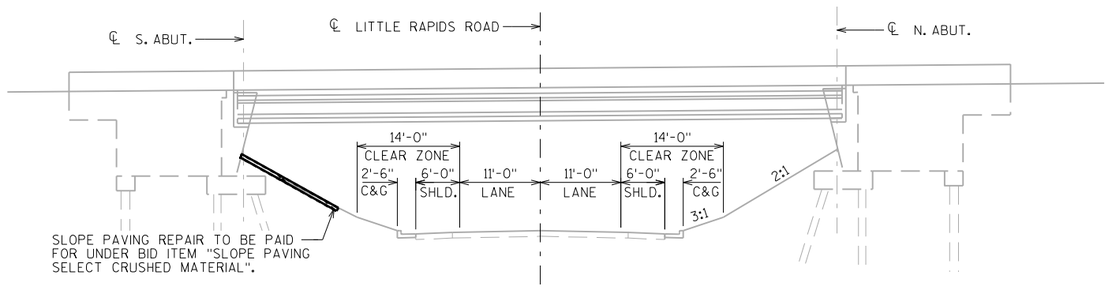


CROSS SECTION THRU ROADWAY

LOOKING NORTH



PLAN



ELEVATION

NORMAL TO LITTLE RAPIDS ROAD

STATE PROJECT NUMBER

1130-44-71

DESIGN DATA

LIVE LOAD;

INVENTORY RATING: HS-23
OPERATING RATING: HS-43
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

TRAFFIC VOLUME

LITTLE RAPIDS ROAD

A.D.T.=180 (2018)
R.D.S.=45 M.P.H.

IH-41

A.D.T.= 69,000 (2037)
R.D.S.=70 M.P.H.

TOTAL ESTIMATED QUANTITIES

509.5100.S	POLYMER OVERLAY	370 SY
604.0600	SLOPE PAVING SELECT CRUSHED MATERIAL	5 SY

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

LIST OF DRAWINGS

1. OVERLAY AND SLOPE PAVING

STRUCTURES DESIGN CONTACTS:

EMILY KUEHNE (608) 266-5089
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Ducheine 7/21/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-5-200

NB IH-41 OVER LITTLE RAPIDS ROAD

COUNTY: BROWN	TOWN/~~CITY/VILLAGE~~: LAWRENCE
DESIGN SPEC.: REHABILITATION N/A	

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
EMK	KCY	EMK	AMB

OVERLAY AND SLOPE PAVING

SHEET 1 OF 1

566

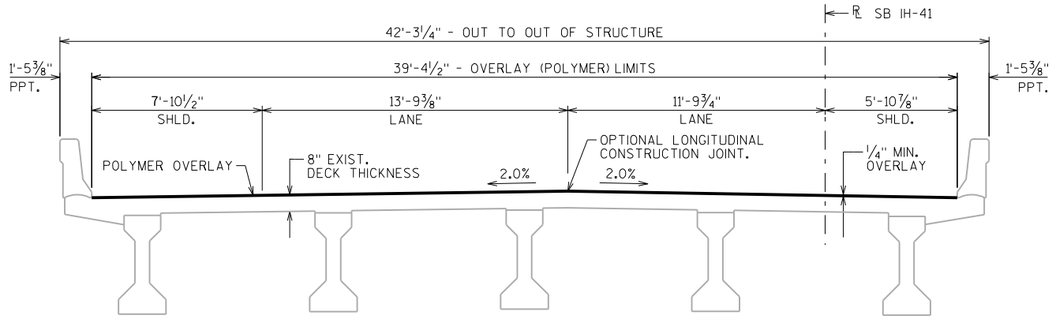
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DATE: JULY 2016

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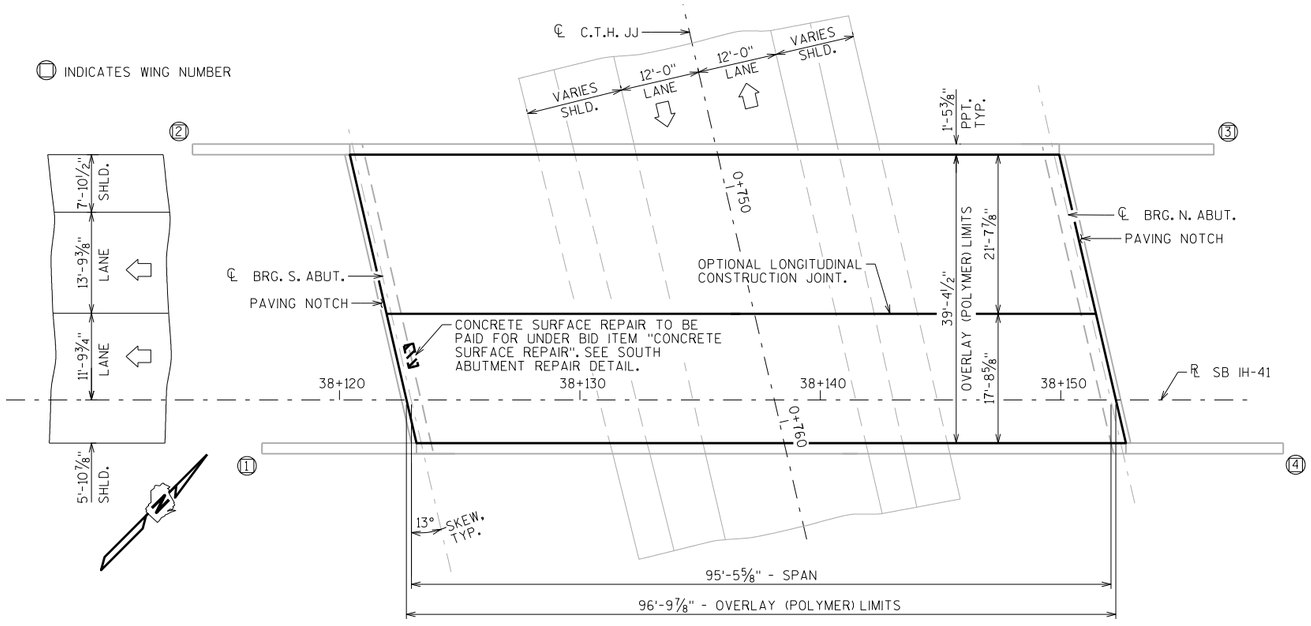
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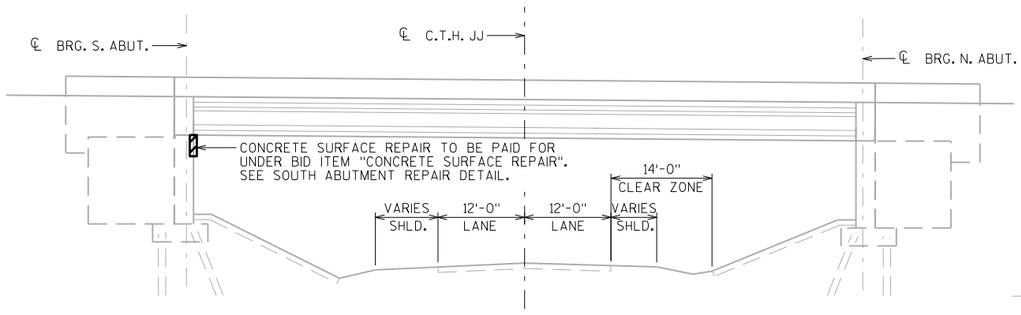


CROSS SECTION THRU ROADWAY

LOOKING NORTH

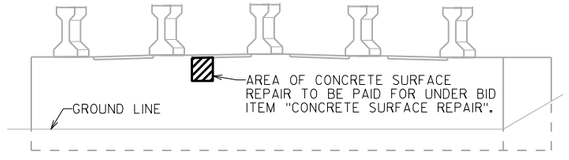


PLAN



ELEVATION

NORMAL TO C.T.H. JJ



SOUTH ABUTMENT REPAIR DETAIL

LOOKING SOUTH

DESIGN DATA

LIVE LOAD:

INVENTORY RATING: HS-22
OPERATING RATING: HS-42
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

MATERIAL PROPERTIES:

CONCRETE MASONRY ——— f'c = 3,500 P.S.I.

TRAFFIC VOLUME

C.T.H. JJ

A.D.T.=1,620 (2018)
R.D.S.=45 M.P.H.

IH-41

A.D.T.= 63,100 (2037)
R.D.S.=70 M.P.H.

TOTAL ESTIMATED QUANTITIES

509.1500	CONCRETE SURFACE REPAIR	16 SF
509.5100.S	POLYMER OVERLAY	425 SY

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

CONCRETE SURFACE REPAIR ON SOUTH ABUTMENT AS DIRECTED BY THE ENGINEER.

LIST OF DRAWINGS

1. OVERLAY AND SURFACE REPAIR

STRUCTURES DESIGN CONTACTS:
EMILY KUEHNE (608) 266-5089
AARON BONK (608) 261-0261

STATE PROJECT NUMBER

1130-44-71

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher AMB — CHIEF STRUCTURES DESIGN ENGINEER — 7/21/16 DATE

STRUCTURE B-44-71

SB IH-41 OVER C.T.H. JJ

COUNTY: OUTAGAMIE	TOWN/~~CITY/VILLAGE~~: KAUKAUNA
DESIGN SPEC.: REHABILITATION	N/A
DESIGNED BY: EMK	DESIGN CK'D.: KCY
DRAWN BY: EMK	PLANS CK'D.: AMB

OVERLAY AND SURFACE REPAIR

SHEET 1 OF 1

567

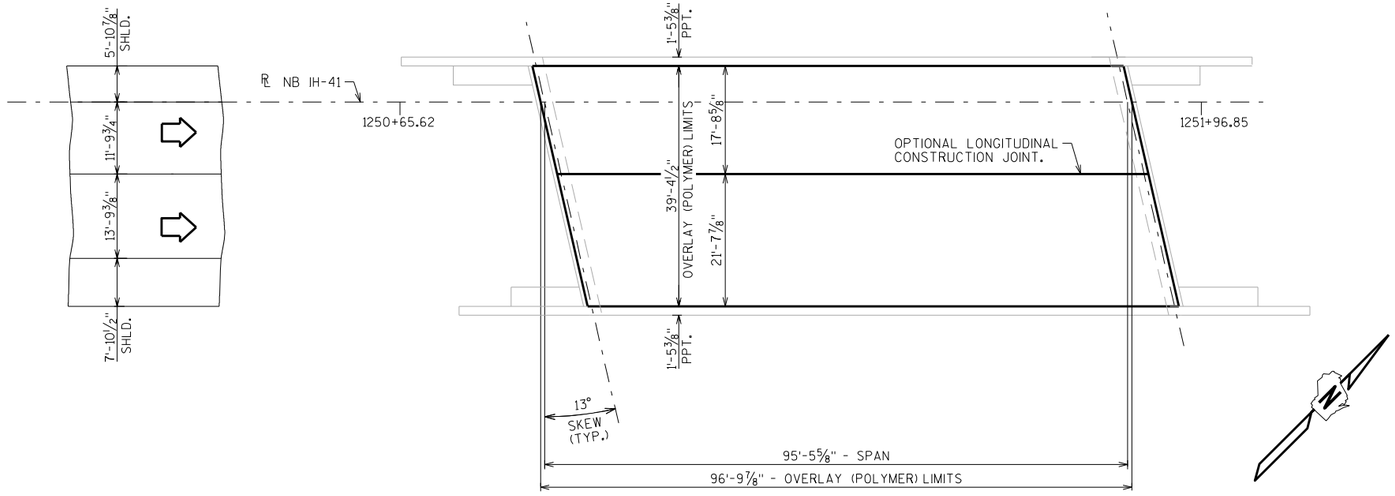
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DATE: JULY 2016

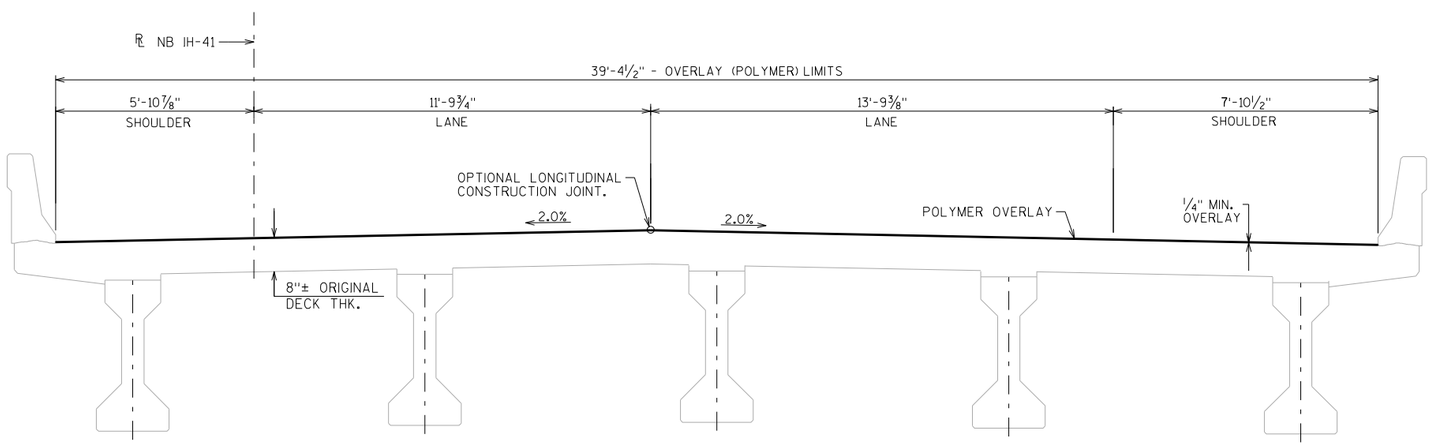
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8



PLAN



CROSS SECTION THRU ROADWAY
(LOOKING NORTH)

STATE PROJECT NUMBER

1130-44-71

DESIGN DATA

LIVE LOAD:
INVENTORY RATING: HS-22
OPERATING RATING: HS-43
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

TRAFFIC VOLUME

IH-41
A.D.T.= 63,100 (2037)
R.D.S.=70 M.P.H.

TOTAL ESTIMATED QUANTITIES

509.5100.S POLYMER OVERLAY ——— 425 SY

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

LIST OF DRAWINGS

1. POLYMER OVERLAY

STRUCTURES DESIGN CONTACTS:
JOHN SENDOR (608) 266-5163
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher AMB — 7/21/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-44-72

NB IH-41 OVER C.T.H. JJ

COUNTY: OUTAGAMIE	TOWN/~~CITY/VILLAGE~~: KAUKAUNA
DESIGN SPEC.: REHABILITATION	N/A

DESIGNED BY	DESIGN CK'D. RATINGS	DRAWN BY	PLANS CK'D.
JJS		JJS	AMB

POLYMER OVERLAY

SHEET 1 OF 1

568

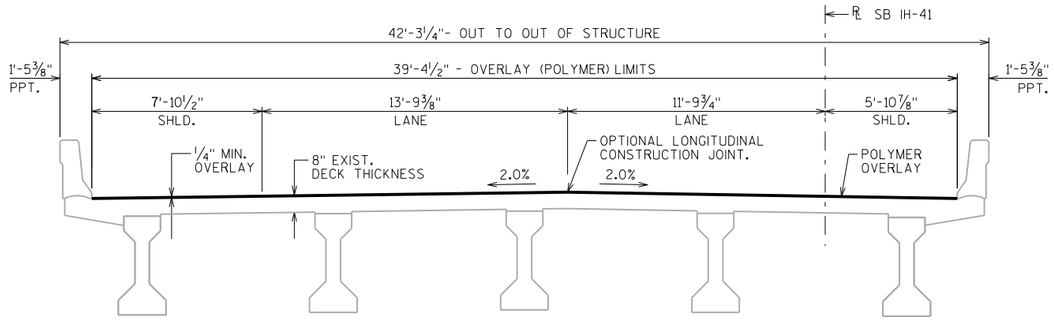
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DATE: JULY 2016

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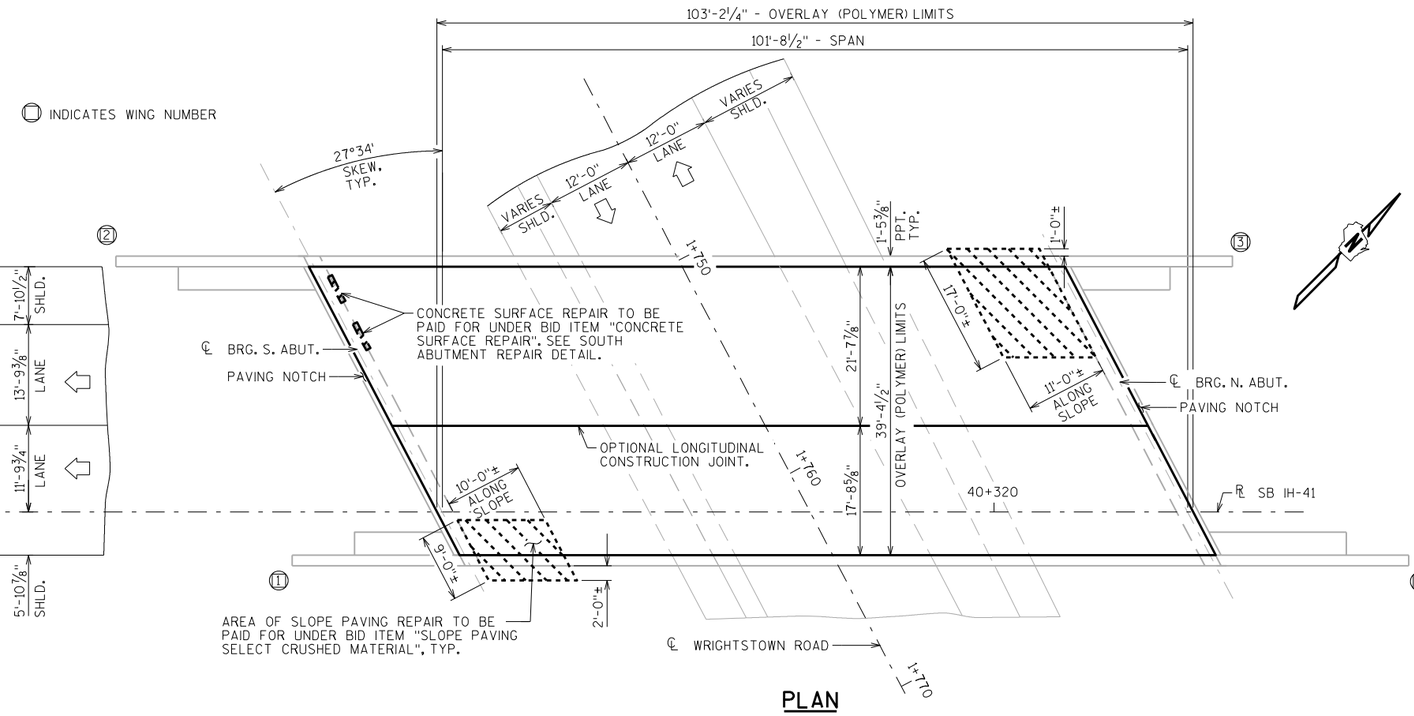
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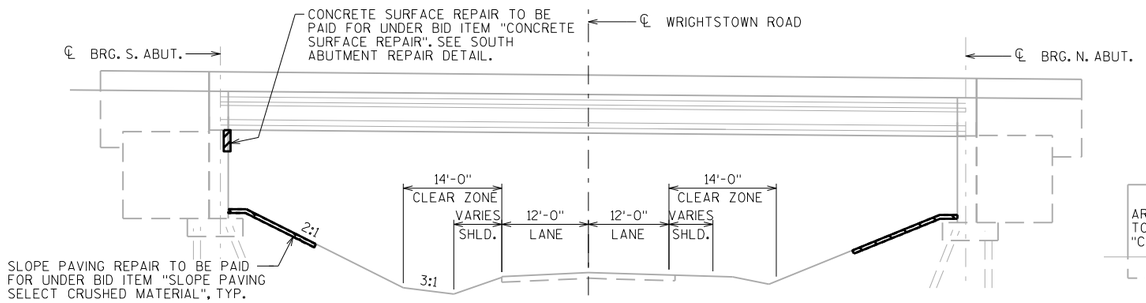


CROSS SECTION THRU ROADWAY

LOOKING NORTH

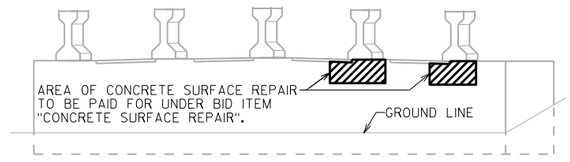


PLAN



ELEVATION

NORMAL TO WRIGHTSTOWN ROAD



SOUTH ABUTMENT REPAIR DETAIL

LOOKING SOUTH

DESIGN DATA

LIVE LOAD:

INVENTORY RATING: HS-23
OPERATING RATING: HS-43
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

MATERIAL PROPERTIES:

CONCRETE MASONRY ——— f'c = 3,500 P.S.I.

TRAFFIC VOLUME

WRIGHTSTOWN ROAD

A.D.T.=600 (2018)
R.D.S.=45 M.P.H.

IH-41

A.D.T.= 63,100 (2037)
R.D.S.=70 M.P.H.

TOTAL ESTIMATED QUANTITIES

509.1500	CONCRETE SURFACE REPAIR	35	SF
509.5100.S	POLYMER OVERLAY	455	SY
☆ 604.0600	SLOPE PAVING SELECT CRUSHED MATERIAL	38	SY

☆ ESTIMATED 12 SY AT SOUTH ABUTMENT
26 SY AT NORTH ABUTMENT

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

CONCRETE SURFACE REPAIR ON SOUTH ABUTMENT AS DIRECTED BY THE ENGINEER.

LIST OF DRAWINGS

1. OVERLAY AND SURFACE REPAIR

STRUCTURES DESIGN CONTACTS:

EMILY KUEHNE (608) 266-5089
AARON BONK (608) 261-0261

STATE PROJECT NUMBER

1130-44-71

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher AMB — CHIEF STRUCTURES DESIGN ENGINEER — 7/21/16 DATE

STRUCTURE B-44-73

SB IH-41 OVER WRIGHTSTOWN ROAD

COUNTY: OUTAGAMIE	TOWN/~~CITY/VILLAGE~~: KAUKAUNA
DESIGN SPEC.: REHABILITATION N/A	
DESIGNED BY: EMK	DESIGN CK'D.: KCY
DRAWN BY: EMK	PLANS CK'D.: AMB

OVERLAY AND SURFACE REPAIR

SHEET 1 OF 1

569

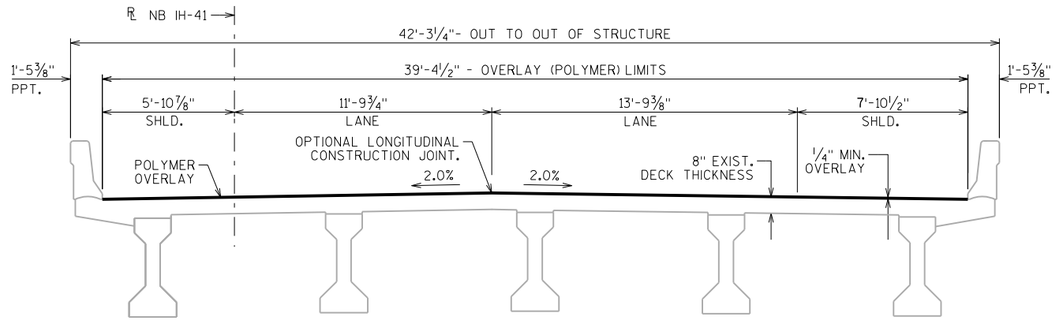
I.D. 1130-44-00 F

DATE: JULY 2016

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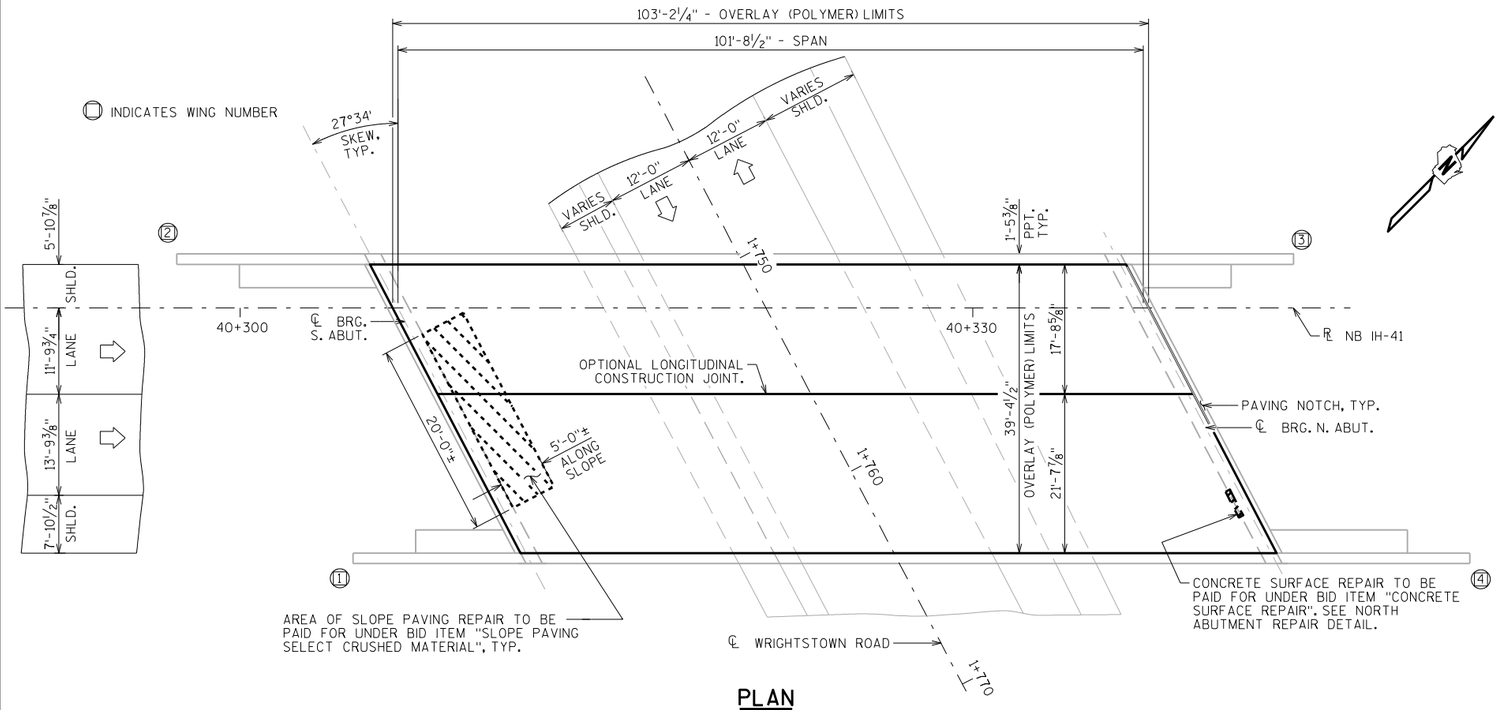
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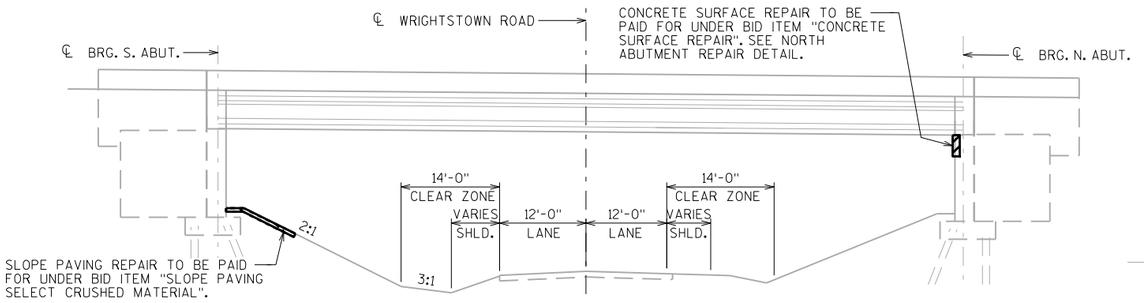


CROSS SECTION THRU ROADWAY

LOOKING NORTH

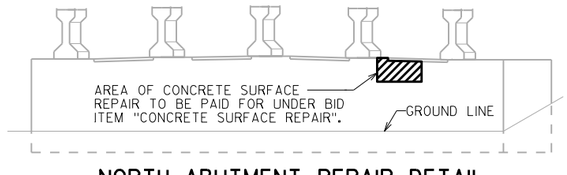


PLAN



ELEVATION

NORMAL TO WRIGHTSTOWN ROAD



NORTH ABUTMENT REPAIR DETAIL

LOOKING NORTH

STATE PROJECT NUMBER

1130-44-71

DESIGN DATA

LIVE LOAD:
INVENTORY RATING: HS-23
OPERATING RATING: HS-43
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

MATERIAL PROPERTIES:
CONCRETE MASONRY ——— f'c = 3,500 P.S.I.

TRAFFIC VOLUME

WRIGHTSTOWN ROAD
A.D.T.=600 (2018)
R.D.S.=45 M.P.H.

IH-41
A.D.T.= 63,100 (2037)
R.D.S.=70 M.P.H.

TOTAL ESTIMATED QUANTITIES

509.1500	CONCRETE SURFACE REPAIR	9 SF
509.5100.S	POLYMER OVERLAY	455 SY
604.0600	SLOPE PAVING SELECT CRUSHED MATERIAL	11 SY

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

CONCRETE SURFACE REPAIR ON NORTH ABUTMENT AS DIRECTED BY THE ENGINEER.

LIST OF DRAWINGS

1. OVERLAY AND SURFACE REPAIR

STRUCTURES DESIGN CONTACTS:
EMILY KUEHNE (608) 266-5089
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher AMB — CHIEF STRUCTURES DESIGN ENGINEER — 7/21/16 DATE

STRUCTURE B-44-74

SB IH-41 OVER WRIGHTSTOWN ROAD

COUNTY	OUTAGAMIE	TOWN ~~CITY/VILLAGE~~	KAUKAUNA
DESIGN SPEC.	REHABILITATION		N/A
DESIGNED BY	EMK	DESIGN CK'D. KCY	DRAWN BY EMK	PLANS CK'D. AMB

OVERLAY AND SURFACE REPAIR

SHEET 1 OF 1

570

I.D. 1130-44-00 G

DATE: JULY 2016

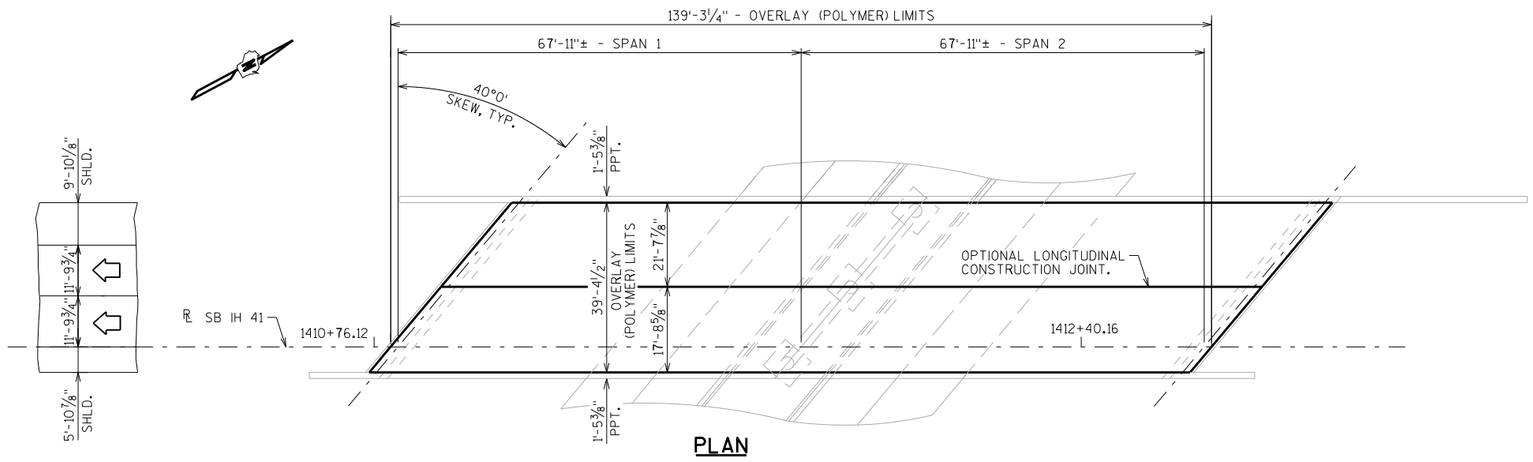
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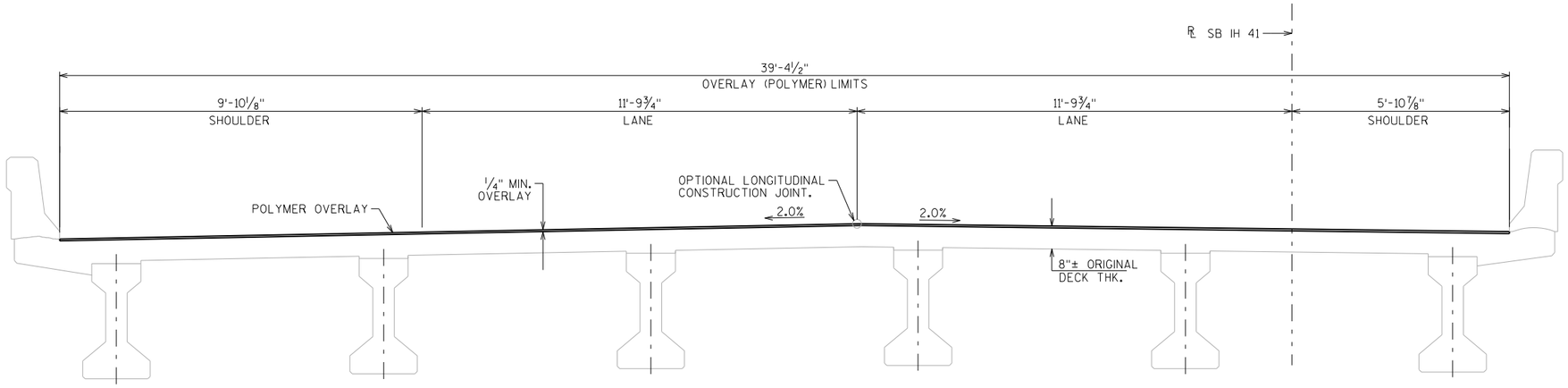
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STATE PROJECT NUMBER

1130-44-71



PLAN



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

DESIGN DATA

LIVE LOAD:

INVENTORY RATING: HS-21
OPERATING RATING: HS-38
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

TRAFFIC VOLUME

IH-41

A.D.T.= 63,100 (2037)
R.D.S.=70 M.P.H.

TOTAL ESTIMATED QUANTITIES

509.5100.S POLYMER OVERLAY ——— 610 SY

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

LIST OF DRAWINGS

1. POLYMER OVERLAY

STRUCTURES DESIGN CONTACTS:

JOHN SENDOR (608) 266-5163
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher AMB — 7/21/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-44-159

SB IH-41 OVER C.T.H. U

COUNTY: OUTAGAMIE	TOWN/~~CITY/VILLAGE~~: KAUKAUNA
DESIGN SPEC.: REHABILITATION	N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JJS	NAR	JJS	AMB

POLYMER OVERLAY

SHEET 1 OF 1

571

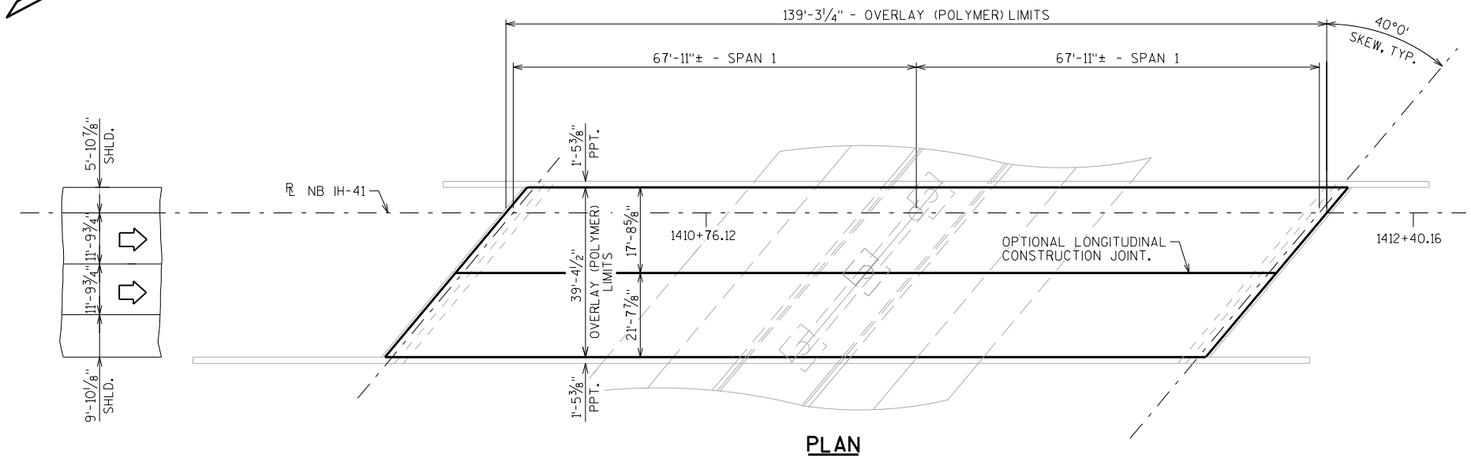
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DATE: JULY 2016

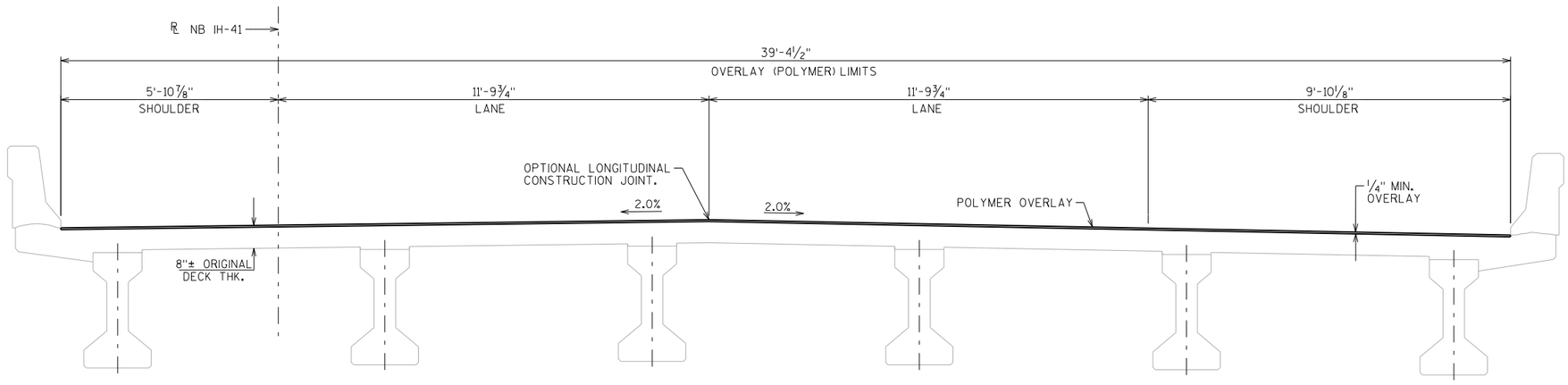
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8



PLAN



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

DESIGN DATA

LIVE LOAD:

INVENTORY RATING: HS-21
OPERATING RATING: HS-38
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

TRAFFIC VOLUME

IH-41

A.D.T.= 63,100 (2037)
R.D.S.=70 M.P.H.

TOTAL ESTIMATED QUANTITIES

509.5100.S POLYMER OVERLAY ——— 610 SY

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

LIST OF DRAWINGS

1. POLYMER OVERLAY

STRUCTURES DESIGN CONTACTS:

JOHN SENDOR (608) 266-5163
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher AMB — CHIEF STRUCTURES DESIGN ENGINEER — 7/21/16 DATE

STATE PROJECT NUMBER
1130-44-71

STRUCTURE B-44-160

NB IH-41 OVER C.T.H. U

COUNTY: OUTAGAMIE	TOWN/~~CITY/VILLAGE~~: KAUKAUNA
DESIGN SPEC.: REHABILITATION	N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JJS	NAR	JJS	AMB

POLYMER OVERLAY

SHEET 1 OF 1

572

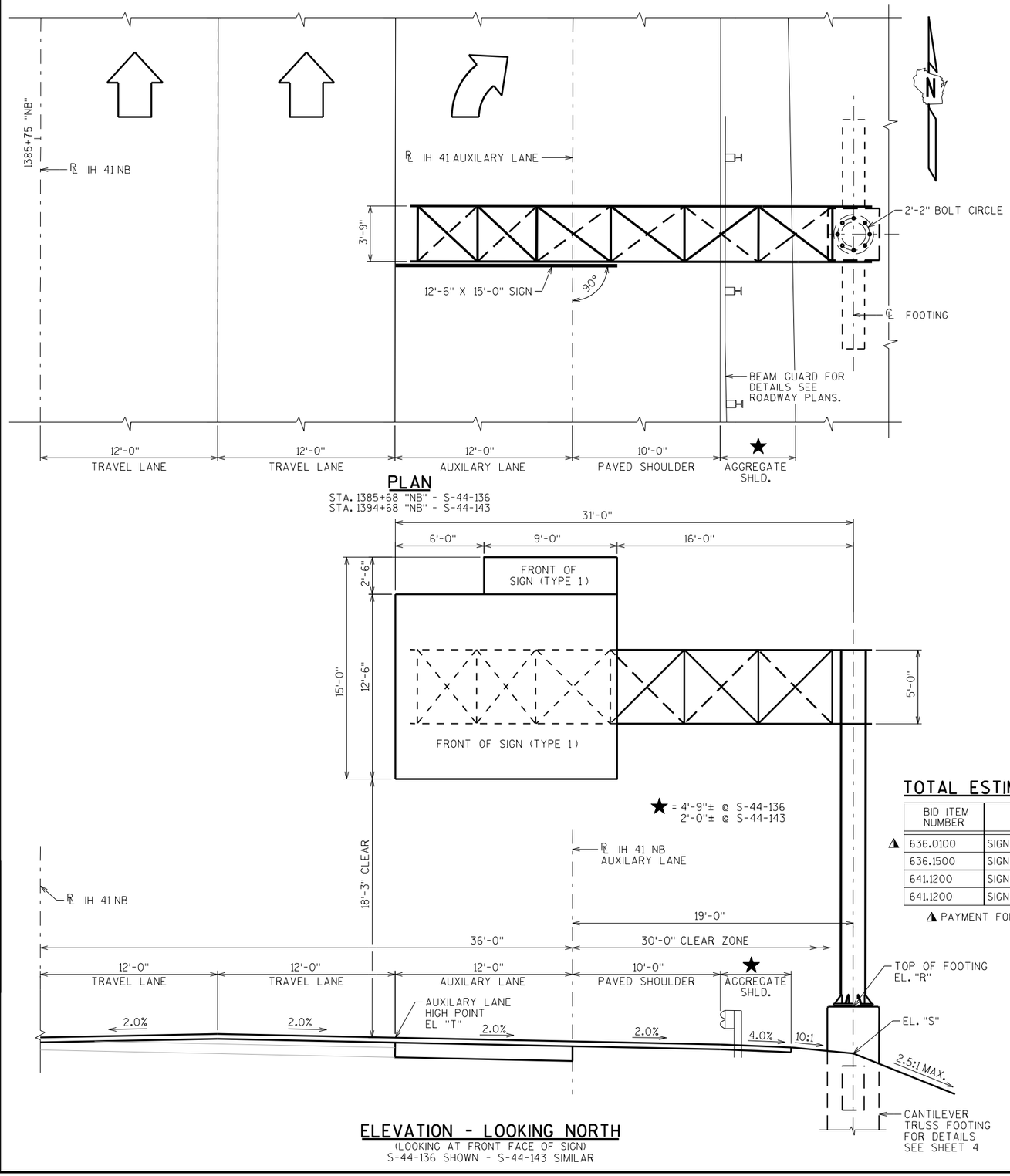
I.D. 1130-44-00 L

DATE: **JULY 2016**

SCALE = 17.0

8

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PLAN

STA. 1385+68 "NB" - S-44-136
STA. 1394+68 "NB" - S-44-143

ELEVATION - LOOKING NORTH

(LOOKING AT FRONT FACE OF SIGN)
S-44-136 SHOWN - S-44-143 SIMILAR

STATE PROJECT NUMBER

1130-44-71

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

ALL STRUCTURAL STEEL MEMBERS, PLATES, ANCHOR RODS, H.S. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED PER SECTION 641 OF THE WISDOT STANDARD SPECIFICATIONS.

ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" ϕ (DIAMETER) A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF UNIT CAN BE GALVANIZED IN ONE PIECE.

CONTRACTOR SHALL VERIFY DIMENSIONS PRIOR TO FABRICATION OF STRUCTURE.

PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT END OF TRUSS SHOWN IN "CAMBER DIAGRAM". DO NOT RAKE COLUMN BY ADJUSTMENT OF LEVELING NUTS.

WELD TEST AS PER AWS D1.1.

THE STRUCTURE MUST BE ASSEMBLED IN THE SHOP TO ASSURE FIT UP PER SECTION 641.3.3 OF THE WISDOT STANDARD SPECIFICATIONS.

EXACT LOCATION OF SIGN BRIDGE SHALL BE DETERMINED BY THE REGION TRAFFIC ENGINEER.

CONTRACTOR SHALL VERIFY UTILITY CONFLICTS PRIOR TO CONSTRUCTION OF FOOTINGS.

CENTER 12'-6" SIGN VERTICALLY ON TRUSS.

MATERIAL PROPERTIES

CONCRETE MASONRY	f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60	fy = 60,000 P.S.I.
COLUMN PIPE, API SPEC. 5L GRADE X42	fy = 42,000 P.S.I.
CHORD API SPEC. 5L GRADE X42	fy = 42,000 P.S.I.
PLATES, BARS AND STRUCTURAL ANGLES, ASTM A709 GRADE 36	fy = 36,000 P.S.I.
ANCHOR RODS, ASTM F1554, GRADE 55	fy = 55,000 P.S.I.

ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.

DESIGN DATA

DEAD LOAD - 3 PSF OF SIGN (INCLUDING SUPPORTING BRACKETS).
ICE LOAD - 3 PSF TO ONE FACE OF SIGN & AROUND SURFACE OF MEMBERS.
WIND PRESSURE - 90 MPH (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.
FATIGUE - CATEGORY I WITHOUT GALLOPING WIND EFFECTS.

DESIGNED ACCORDING TO THE 4TH EDITION AND INTERIM REVISIONS OF AASHTO "STANDARD SPECIFICTIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.

STRUCTURE	DESIGN SIGN AREA	MAX. SIGN DEPTH	STATION	ELEVATION "R"	ELEVATION "S"	ELEVATION "T"
S-44-136	264 SF	12'-6"	1385+68 "NB"	681.16	678.16	679.21
S-44-143	264 SF	12'-6"	1394+68 "NB"	681.86	678.86	680.28

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	S-44-136	S-44-143
⚠ 636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	8	8
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	990	990
641.1200	SIGN BRIDGE CANTILEVERED S-44-136	LS	1	———
641.1200	SIGN BRIDGE CANTILEVERED S-44-143	LS	———	1

⚠ PAYMENT FOR EXCAVATION IS INCLUDED WITH "SIGN SUPPORTS CONCRETE MASONRY".

TRAFFIC VOLUME

IH 41 NB
A.D.T. = 49,800
R.D.S. = 70 M.P.H.

FOUNDATION DATA

ALLOWABLE Qp = 4.000 P.S.F.

LIST OF DRAWINGS

1. SIGN BRIDGE LAYOUT
2. GALVANIZED STEEL CANTILEVER SIGN TRUSS
3. GALVANIZED STEEL CANTILEVER SIGN TRUSS DETAILS
4. CANTILEVER TRUSS FOOTING

STRUCTURE DESIGN CONTACTS:
STEVE DOOCY (608) 261-6063
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher AMB — CHIEF STRUCTURES DESIGN ENGINEER — 7/21/16 DATE

STRUCTURE S-44-136/143

IH 41 NB EXIT RAMP

COUNTY	TOWN/~~CITY/VILLAGE~~
OUTAGAMIE	KAUKAUNA

DESIGN SPEC. AASHTO STD. SPEC. FOR HIGHWAY BRIDGES, 17TH EDITION

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
SAD	VT	DDS	SAD

SIGN BRIDGE LAYOUT

SHEET 1 OF 4

573

I.D. 1130-44-01A/B

DATE: **JUNE 2016**

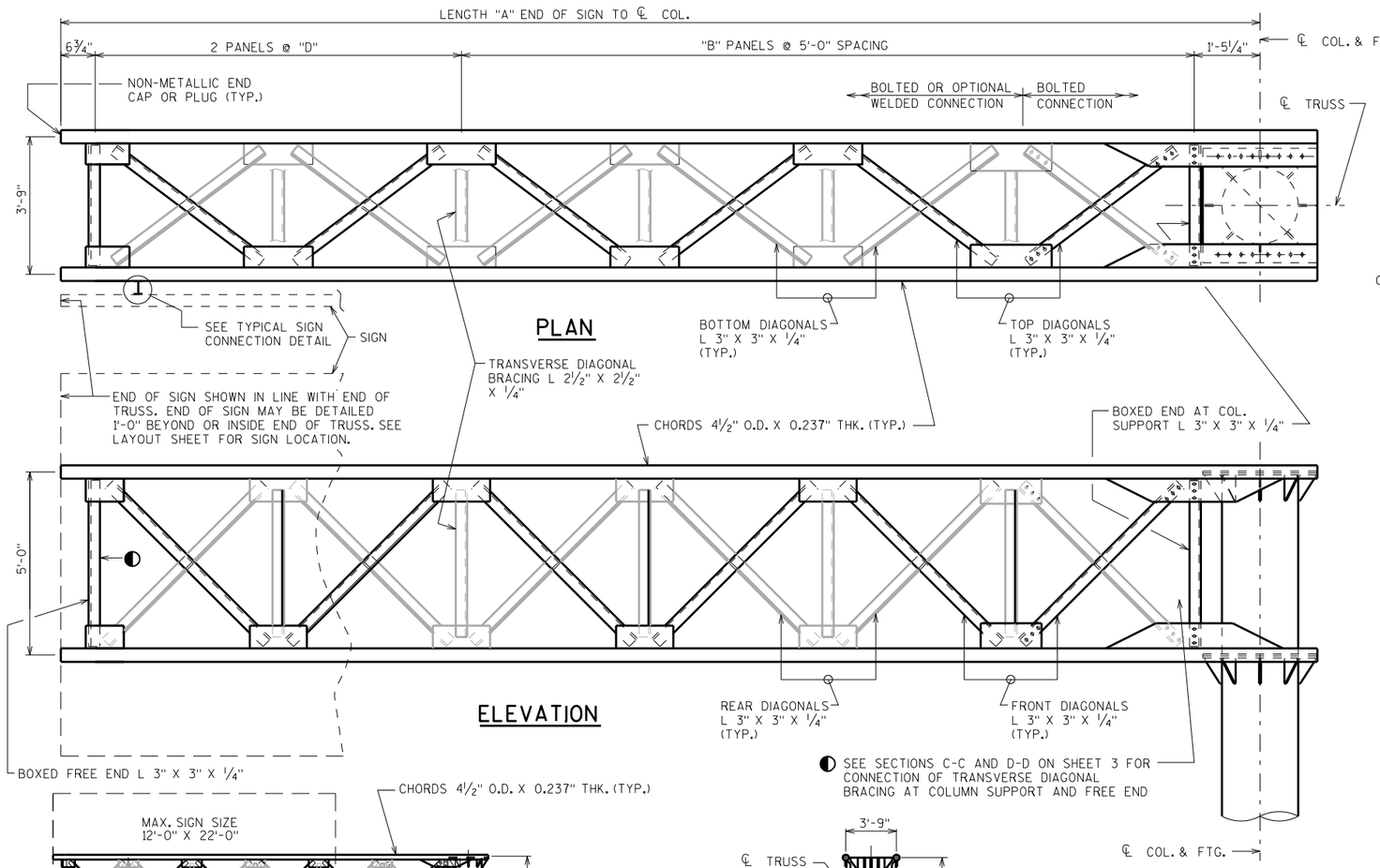
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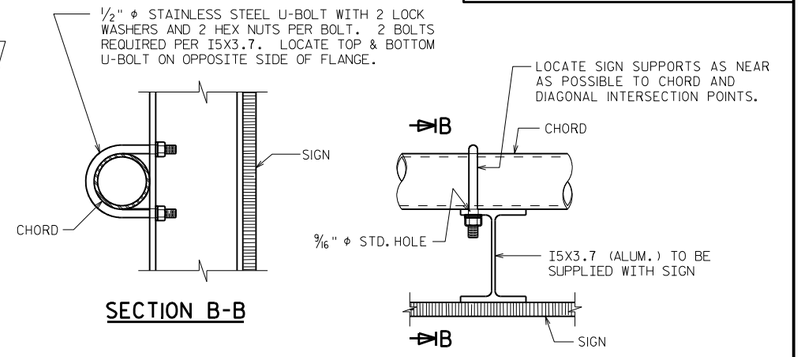
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8

STATE PROJECT NUMBER

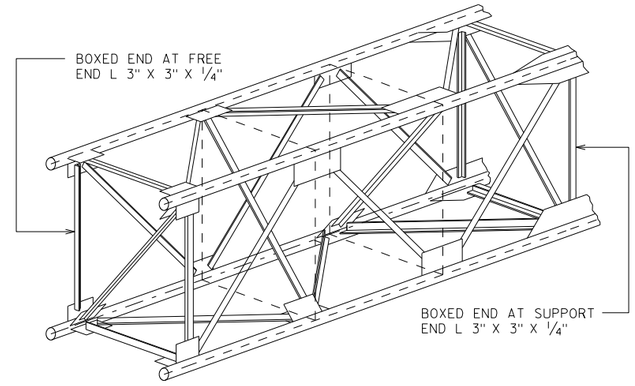
1130-44-71





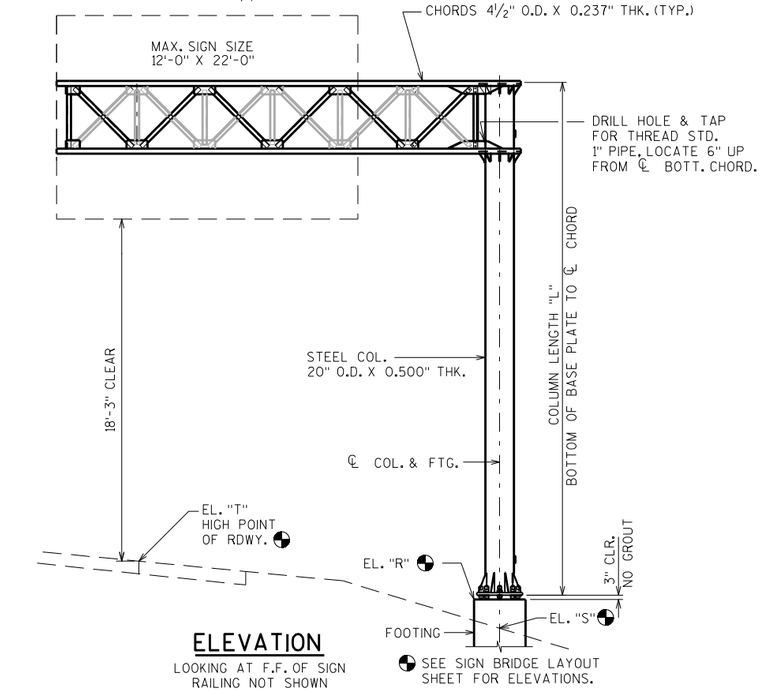
TYPICAL SIGN CONNECTION

FOR TYPE I AND II SIGNS ONLY



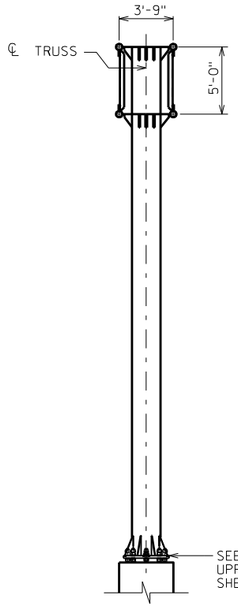
TYPICAL TRUSS SECTION

THE GENERAL PATTERN SHOWN ABOVE IS TO BE MAINTAINED WHEN ASSEMBLING TRUSSES.

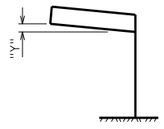


ELEVATION

LOOKING AT F.F. OF SIGN
RAILING NOT SHOWN



END VIEW



CAMBER DIAGRAM

PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT END OF TRUSS SHOWN. DO NOT RAKE VERTICAL UPRIGHT BY ADJUSTMENT OF LEVELING NUTS.

DIMENSIONS & CAMBER VALUES

STRUCTURE	"A"	"L"	"B"	"D"	"Y"
S-44-136	30'-0"	25'-7"	4	4'-0"	3"
S-44-143	30'-0"	25'-7"	4	4'-0"	3"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-44-136/143

DRAWN BY DDS | PLANS CK'D. SAD

GALVANIZED STEEL CANTILEVER SIGN TRUSS

SHEET 2

574

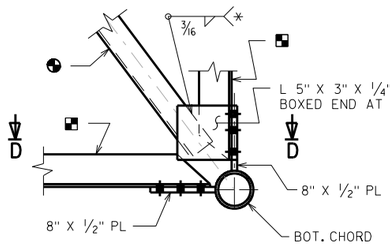
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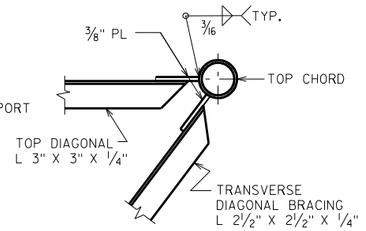
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STATE PROJECT NUMBER

1130-44-71

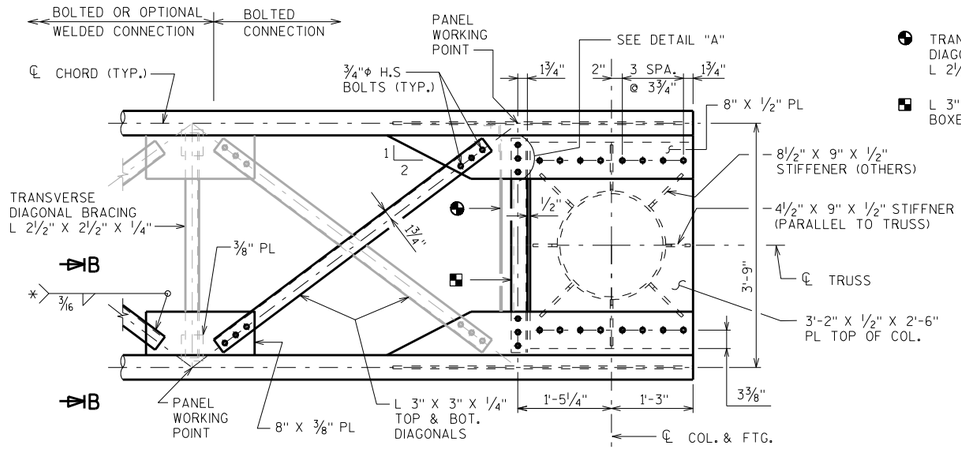


SECTION C-C



SECTION B-B

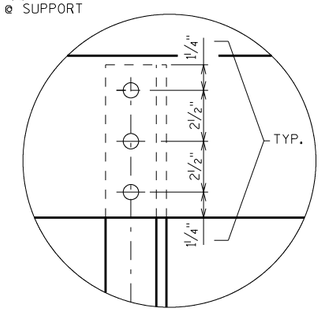
* ANGLE	MIN. WELD LENGTH
L 2 1/2" X 2 1/2" X 1/4"	7"
L 3" X 3" X 1/4"	8"



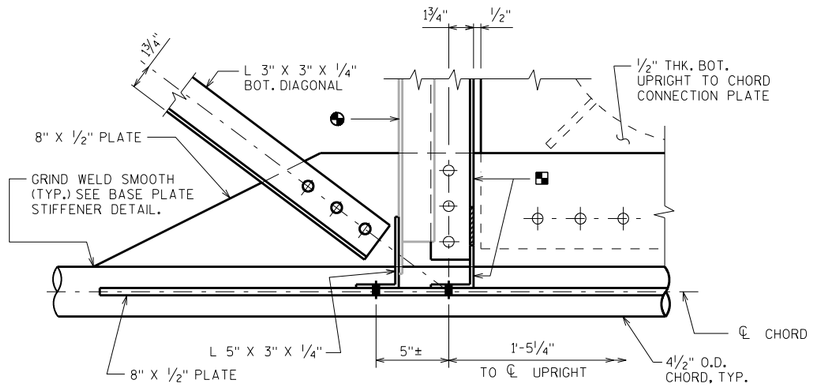
PLAN TRUSS TO COLUMN

TRANSVERSE DIAGONAL BRACING L 2 1/2" X 2 1/2" X 1/4"

L 3" X 3" X 1/4" BOXED END @ SUPPORT

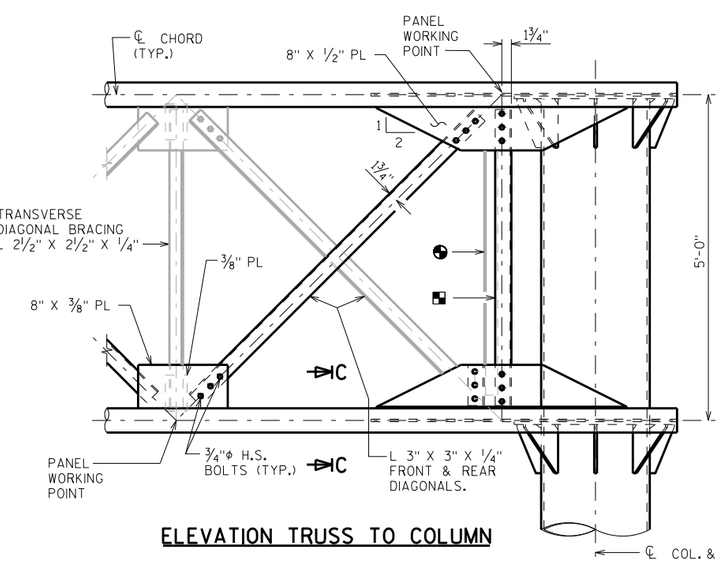


DETAIL "A"

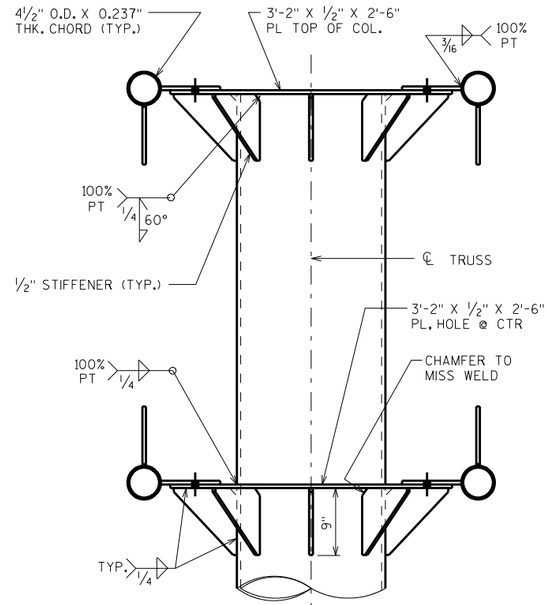


SECTION D-D

(LOOKING DOWN @ BOT. HORIZ. PLANE @ FRONT CHORD)

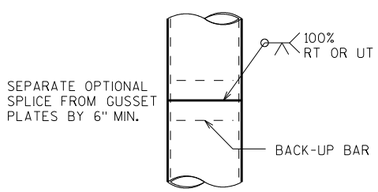


ELEVATION TRUSS TO COLUMN

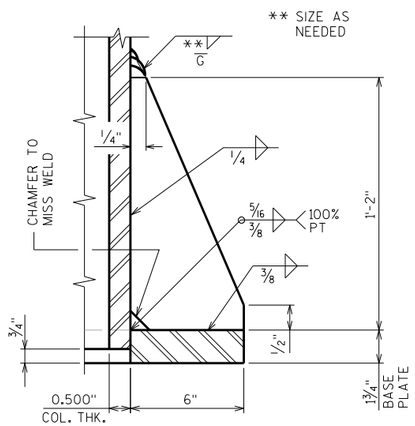


END VIEW TRUSS TO COLUMN

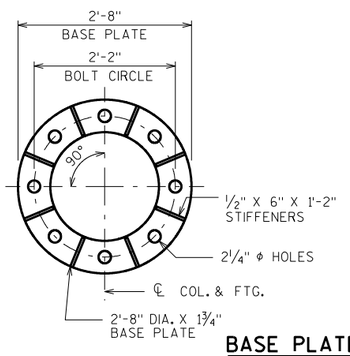
(WEB MEMBERS NOT SHOWN)

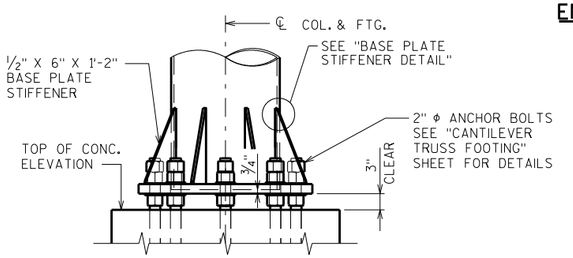


OPTIONAL COLUMN OR CHORD SPLICE DETAIL



BASE PLATE STIFFENER DETAIL





BASE PLATE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-44-136/143

DRAWN BY DDS | PLANS CK'D. SAD

GALVANIZED STEEL CANTILEVER SIGN TRUSS DETAILS

SHEET 3

575

SCALE =

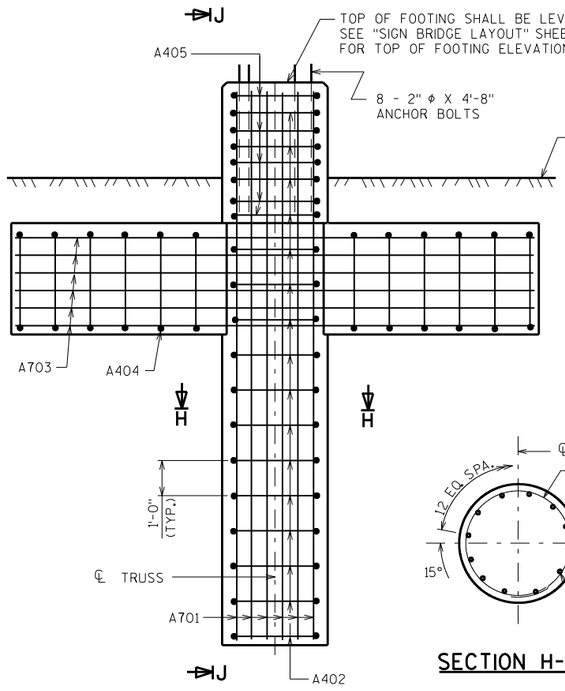
stcant3 1/16

8

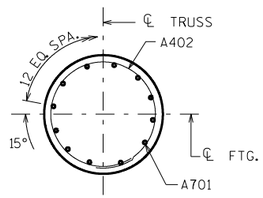
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STATE PROJECT NUMBER

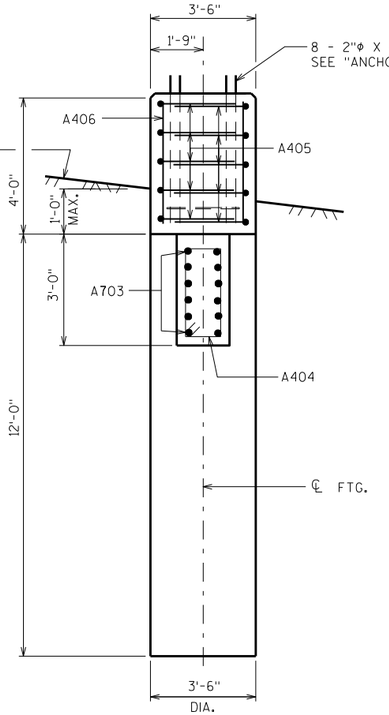
1130-44-71



ELEVATION

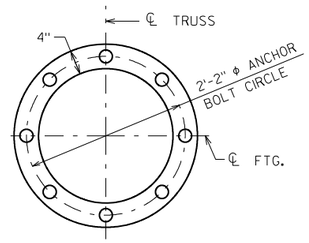


SECTION H-H



SECTION J-J

SHOWING WING AND CAP STEEL ONLY



TOP TEMPLATE AND
BOTTOM ANCHOR PLATE

NOTES

CONTRACTOR SHALL VERIFY UTILITY CONFLICTS PRIOR TO CONSTRUCTION OF FOOTING.

FOOTING BELOW THE WINGS SHALL BE EXCAVATED BY THE USE OF CIRCULAR AUGER.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

BENDING DIMENSIONS ARE OUT TO OUT OF BAR.

CENTER ANCHOR BOLT ASSEMBLY TO MISS BAR STEEL REINFORCEMENT AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED ON PLAN. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURE IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

PROVIDE A ¾" CHAMFER ON ALL EXPOSED CONCRETE EDGES.

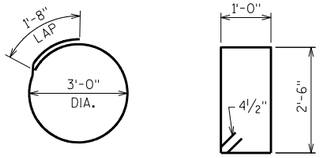
UNLESS NOTED ON PLAN, REMOVE ALL CASING AND FORMS USED TO CONSTRUCT THE FOOTING PRIOR TO BACKFILLING AROUND THE FOOTING. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE IN LAYERS OF 1'-0" OR LESS.

FOUNDATION DATA

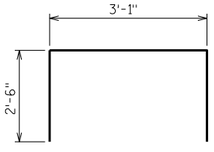
ALLOWABLE Qp = 4,000 P.S.F.

BILL OF BARS

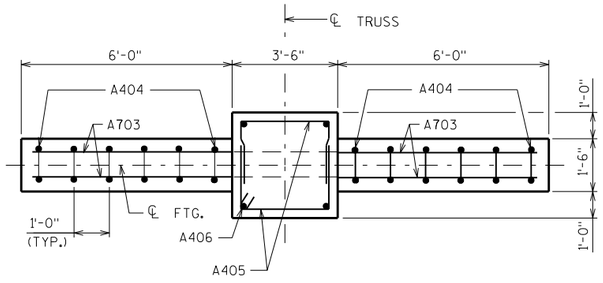
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT		BAR SERIES	LOCATION
A701	X	12	15'-6"				FOOTING - COLUMN/TOP
A402	X	16	11'-2"	X			FOOTING - COLUMN/TOP
A703	X	12	15'-0"				FOOTING - WINGS
A404	X	12	7'-6"	X			FOOTING - WINGS
A405	X	10	7'-11"	X			FOOTING - TOP
A406	X	4	3'-6"				FOOTING - TOP - COLUMNS



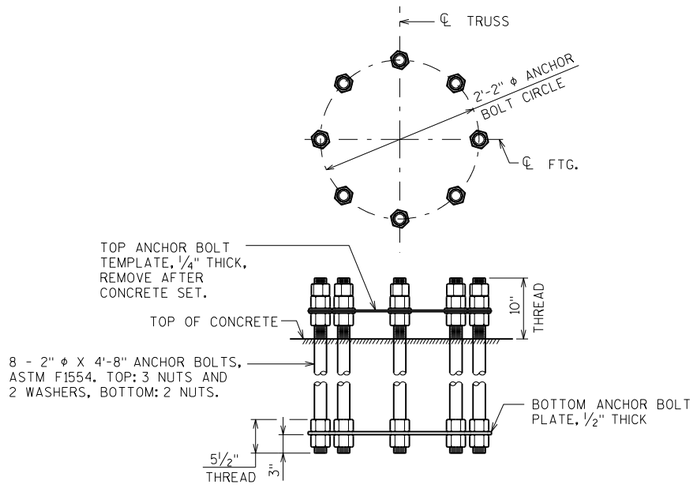
A402 A404



A405



PLAN



ANCHOR BOLT ASSEMBLY DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-44-136/143

DRAWN BY DDS | PLANS CK'D. SAD

CANTILEVER
TRUSS FOOTING

SHEET 4

576

SCALE =

8

8

cantftg 1/16

EARTHWORK SUMMARY

Division	From/To Station	Location	Common Excavation (1) (item # 205.0100)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill	Mass Ordinate +/- (6)	Waste	Borrow	Comment:
			Cut (2)	EBS Excavation (3)				Division Factor 1.33			(item #208.0100)	
Division 1 MAINLINE GRADING												
OUTAGAMIE 1	1197+00* - 1251+50*	I-41	501	0	0	501	331	440	61	61	0	
OUTAGAMIE 2	1252+00* - 1322+00*	I-41	617	0	0	617	1,651	2,196	-1,580	0	1,580	
OUTAGAMIE 3	1324+00* - 1343+00*	I-41	518	0	0	518	423	563	-45	0	45	
STAGE 1 GRADING - SEE DIVISION 2	1343+00* - 1347+00**	I-41										
BROWN 3	1346+72** -1457+67**	I-41	751	0	0	751	8,169	10,865	-10,113	0	10,113	
BROWN 4	1459+00** - 1503+81**	I-41	825	0	0	825	459	611	214	214	0	
BROWN 5	1504+50** - 1624+50**	I-41	716	0	0	716	1,266	1,684	-968	0	968	
CTH S BEAMGAURD GRADING	1463+78** - 1465+49**	CTH S NW RAMP LT	3	0	0	3	2	3	0	0	0	
UNDISTRIBUTED SHOULDER EBS	1197+00* - 1343+00*	I-41	0	285	285	0	0	0	0	0	0	
UNDISTRIBUTED SHOULDER EBS	1347+00** - 1457+67**	I-41	0	215	215	0	0	0	0	0	0	
Division 1 Subtotal			3,931	500	500	3,931	12,302	16,362	-12,431	276	12,706	
Division 2 STAGE 1 MAINLINE AND TEMPORARY GRADING								Division Factor 1.33				
OUTAGAMIE 3 - STAGE 1	1343+00* - 1400+00*	I-41	1,993	0	0	1,993	2,824	3,756	-1,763	0	1,763	TO BE COMPLETED IN STAGE 1
BROWN 1 - STAGE 1	1401+00* - 1407+50*	I-41	84	0	0	84	154	205	-121	0	121	TO BE COMPLETED IN STAGE 1
BROWN 2 - STAGE 1	1410+00* - 1327+00**	I-41	235	0	0	235	546	726	-492	0	492	TO BE COMPLETED IN STAGE 1
BROWN 3 - STAGE 1	1327+50** - 1347+00**	I-41	530	0	0	530	740	985	-455	0	455	TO BE COMPLETED IN STAGE 1
TEMPORARY BEAMGAURD GRADING	1406+50* - 1332+37**	I-41 NB LT	191	0	0	191	526	700	-509	0	509	TO BE COMPLETED IN STAGE 1, GRADE TO FINAL CONDITION IN STAGE 4
SOUTH CROSSOVER	1343+02* - 1357+50*	I-41 NB LT	2,856	0	103	2,753	240	320	2,434	2,434	0	TO BE COMPLETED IN STAGE 1
NORTH CROSSOVER	1332+28** - 1346+72**	I-41 NB LT	3,237	0	93	3,144	141	187	2,957	2,957	0	TO BE COMPLETED IN STAGE 1
SOUTH CROSSOVER REMOVAL	1343+02* - 1357+50*	I-41 NB LT	2,668	0	2,428	240	312	415	-175	0	175	TO BE COMPLETED IN STAGE 4
NORTH CROSSOVER REMOVAL	1332+28** - 1347+00**	I-41 NB LT	2,221	0	2,080	141	5	7	134	134	0	TO BE COMPLETED IN STAGE 4
UNDISTRIBUTED SHOULDER/CROSSOVER EBS	1343+00* - 1346+72**	I-41	0	2,500	2,500	0	0	0	0	0	0	TO BE COMPLETED IN STAGE 1
Division 2 Subtotal			14,016	2,500	7,204	9,312	5,489	7,301	2,011	5,525	3,514	
Division 3 PARK & RIDE GRADING								Division Factor 1.25				
PARK & RIDE EXPANSION	1+42 - 5+00	PARK & RIDE	1,378	0	0	1,378	33	42	1,336	1,336	0	
Division 3 Subtotal			1,378	0	0	1,378	33	42	1,336	1,336	0	
Division 4 SWEF GRADING								Division Factor 1.20			Borrow Division Factor 1.20	
RAMP BP EXIT	56+56 - 73+15	RAMP BP	2,772	0	39	2,733	4,029	4,835	-2,102	0	2,102	
RAMP BP ENTRANCE	77+92 - 80+94	RAMP BP	1,902	0	39	1,863	51	61	1,802	1,802	0	
RAMP BP (ALONG I-41 NB RT)	1380+94* - 1410+23*	I-41 NB RT	5,286	0	499	4,787	3,013	3,616	1,172	1,172	0	
CTH U SE RAMP	209+50 - 218+37	CTH U NE RAMP	1,557	0	394	1,162	264	317	845	845	0	
UNDISTRIBUTED EBS		SWEF	0	1,000	1,000	0	0	0	0	0	0	
Division 4 Subtotal		Subtotal	11,517	1,000	1,971	10,546	7,357	8,829	1,717	3,819	2,102	
Grand Total			30,841	4,000	9,675	25,166	25,182	32,533	-7,367	10,955	18,322	
Total Common Exc				34,841								

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 Breaker Run.
4) Salvaged/Unusable Pavement Material includes concrete/asphalt, excess material from crossover removals, and material removed with EBS.
5) Available Material = Cut - Salvaged/Unusable Pavement Material
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

OUTAGAMIE 1

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.33	Mass Ordinate
1197+00(1)	119700.00	0.00	0.10	0.00	0.00	0	0	0	0	0	0.00
1197+50(1)	119750.00	50.00	1.07	0.00	0.00	1	0	0	1	0	1.08
1198+00(1)	119800.00	50.00	1.82	0.00	0.56	3	0	1	4	1	3.07
1198+50(1)	119850.00	50.00	0.89	0.00	4.63	3	0	5	6	7	-0.79
1199+00(1)	119900.00	50.00	1.27	0.00	6.20	2	0	10	8	20	-12.13
1199+50(1)	119950.00	50.00	0.21	0.00	5.24	1	0	11	10	34	-24.85
1200+00(1)	120000.00	50.00	0.34	0.00	3.18	1	0	8	10	45	-34.71
1200+50(1)	120050.00	50.00	0.62	0.00	2.02	1	0	5	11	51	-40.23
1201+00(1)	120100.00	50.00	1.34	0.00	3.83	2	0	5	13	58	-45.62
1201+50(1)	120150.00	50.00	0.19	0.00	6.20	1	0	9	14	71	-56.56
1202+00(1)	120200.00	50.00	1.71	0.00	1.80	2	0	7	16	81	-64.66
1202+50(1)	120250.00	50.00	3.31	0.00	0.84	5	0	2	21	84	-63.27
1203+00(1)	120300.00	50.00	3.08	0.00	0.00	6	0	1	27	85	-58.39
1203+50(1)	120350.00	50.00	1.83	0.00	0.00	5	0	0	31	85	-53.85
1204+00(1)	120400.00	50.00	1.88	0.00	0.00	3	0	0	35	85	-50.42
1204+50(1)	120450.00	50.00	1.49	0.00	0.00	3	0	0	38	85	-47.30
1205+00(1)	120500.00	50.00	1.34	0.00	3.13	3	0	3	40	89	-48.53
1205+50(1)	120550.00	50.00	0.59	0.00	0.00	2	0	3	42	93	-50.58
1206+00(1)	120600.00	50.00	0.16	0.00	1.81	1	0	2	43	95	-52.11
1206+50(1)	120650.00	50.00	0.28	0.00	1.35	0	0	3	43	99	-55.59
1207+00(1)	120700.00	50.00	0.00	0.00	0.00	0	0	1	43	100	-57.00
1207+50(1)	120750.00	50.00	0.00	0.00	0.00	0	0	0	43	100	-57.00
1208+00(1)	120800.00	50.00	0.00	0.00	0.00	0	0	0	43	100	-57.00
1208+50(1)	120850.00	50.00	0.00	0.00	0.00	0	0	0	43	100	-57.00
1209+00(1)	120900.00	50.00	0.00	0.00	0.00	0	0	0	43	100	-57.00
1209+50(1)	120950.00	50.00	0.00	0.00	0.00	0	0	0	43	100	-57.00
1210+00(1)	121000.00	50.00	3.23	0.00	0.00	3	0	0	46	100	-54.02
1210+50(1)	121050.00	50.00	2.21	0.00	0.07	5	0	0	51	101	-49.08
1211+00(1)	121100.00	50.00	2.17	0.00	0.03	4	0	0	56	101	-45.16
1211+50(1)	121150.00	50.00	6.53	0.00	0.00	8	0	0	64	101	-37.14
1212+00(1)	121200.00	50.00	5.63	0.00	2.05	11	0	2	75	103	-28.40
1212+50(1)	121250.00	50.00	3.59	0.00	1.48	9	0	3	83	108	-24.21
1213+00(1)	121300.00	50.00	5.38	0.00	1.06	8	0	2	92	111	-19.03
1213+23.78(1)	121323.78	23.78	5.75	0.00	1.08	5	0	1	97	112	-15.38
1213+50(1)	121350.00	26.22	4.66	0.00	1.57	5	0	1	102	114	-12.04
1214+00(1)	121400.00	50.00	3.55	0.00	3.21	8	0	4	109	120	-10.34
1214+50(1)	121450.00	50.00	6.25	0.00	1.32	9	0	4	118	125	-6.85
1215+00(1)	121500.00	50.00	5.66	0.00	1.43	11	0	3	129	129	0.79
1215+50(1)	121550.00	50.00	2.46	0.00	0.61	8	0	2	137	131	5.80
1216+00(1)	121600.00	50.00	3.19	0.00	0.38	5	0	1	142	132	9.81
1216+50(1)	121650.00	50.00	2.08	0.00	0.60	5	0	1	147	134	13.50
1217+00(1)	121700.00	50.00	2.93	0.00	0.01	5	0	1	152	134	17.40
1217+50(1)	121750.00	50.00	0.00	0.00	0.00	3	0	0	154	134	20.10

OUTAGAMIE 1 CONTINUED ON NEXT PAGE

OUTAGAMIE 1 CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.33	Mass Ordinate
1218+00(1)	121800.00	50.00	0.00	0.00	0.00	0	0	0	154	134	20.10
1218+50(1)	121850.00	50.00	0.79	0.00	2.67	1	0	2	155	138	17.54
1219+00(1)	121900.00	50.00	4.23	0.00	0.04	5	0	3	160	141	18.86
1219+50(1)	121950.00	50.00	0.98	0.00	18.45	5	0	17	165	164	0.91
1219+54(1)	121954.00	4.00	0.99	0.00	20.15	0	0	3	165	167	-2.75
1220+00(1)	122000.00	46.00	0.42	0.00	8.63	1	0	25	166	200	-34.16
1220+50(1)	122050.00	50.00	1.35	0.00	0.57	2	0	9	168	211	-43.85
1221+00(1)	122100.00	50.00	0.00	0.00	0.00	1	0	1	169	212	-43.31
1221+50(1)	122150.00	50.00	0.48	0.00	0.00	0	0	0	169	212	-42.87
1222+00(1)	122200.00	50.00	0.13	0.00	0.11	1	0	0	170	212	-42.44
1222+50(1)	122250.00	50.00	0.15	0.00	0.76	0	0	1	170	213	-43.25
1223+00(1)	122300.00	50.00	1.07	0.00	0.14	1	0	1	171	214	-43.23
1223+50(1)	122350.00	50.00	1.00	0.00	0.09	2	0	0	173	215	-41.60
1224+00(1)	122400.00	50.00	0.62	0.00	0.63	2	0	1	175	216	-40.99
1224+50(1)	122450.00	50.00	0.24	0.00	1.71	1	0	2	175	218	-43.07
1225+00(1)	122500.00	50.00	2.29	0.00	0.90	2	0	2	178	222	-43.93
1225+50(1)	122550.00	50.00	2.44	0.00	0.77	4	0	2	182	224	-41.61
1226+00(1)	122600.00	50.00	2.21	0.00	0.56	4	0	1	186	225	-38.94
1226+50(1)	122650.00	50.00	3.42	0.00	0.55	5	0	1	192	227	-35.10
1227+00(1)	122700.00	50.00	5.25	0.00	0.00	8	0	1	200	227	-27.76
1227+50(1)	122750.00	50.00	5.79	0.00	0.09	10	0	0	210	228	-17.64
1228+00(1)	122800.00	50.00	3.19	0.00	0.60	8	0	1	218	228	-10.17
1228+50(1)	122850.00	50.00	1.62	0.00	2.86	4	0	3	223	233	-9.98
1229+00(1)	122900.00	50.00	2.62	0.00	0.00	4	0	3	227	236	-9.58
1229+50(1)	122950.00	50.00	0.00	0.00	0.00	2	0	0	229	236	-7.16
1230+00(1)	123000.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1230+50(1)	123050.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1231+00(1)	123100.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1231+50(1)	123150.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1232+00(1)	123200.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1232+50(1)	123250.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1233+00(1)	123300.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1233+50(1)	123350.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1234+00(1)	123400.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1234+50(1)	123450.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1235+00(1)	123500.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1235+50(1)	123550.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1236+00(1)	123600.00	50.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1236+36.51(1)	123636.51	36.51	0.00	0.00	0.00	0	0	0	229	236	-7.16
1236+36.51(1)	123636.51	0.00	0.00	0.00	0.00	0	0	0	229	236	-7.16
1236+36.51(1)	123636.51	0.00	0.00	0.00	0.00	0	0	0	229	236	-7.16

OUTAGAMIE 1 CONTINUED ON NEXT PAGE

OUTAGAMIE 1 CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 2	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00 Note 2	Cumulative Vol (CY) Expanded Fill 1.33	Mass Ordinate Note 6
1236+50(1)	123650.00	13.49	0.00	0.00	0.00	0	0	0	229	236	-7.16
1237+00(1)	123700.00	50.00	2.89	0.00	0.14	3	0	0	232	248	-4.66
1237+50(1)	123750.00	50.00	4.85	0.00	0.20	7	0	0	239	274	2.09
1238+00(1)	123800.00	50.00	5.34	0.00	0.13	9	0	0	248	300	11.13
1238+50(1)	123850.00	50.00	9.32	0.00	0.02	14	0	0	262	311	24.52
1239+00(1)	123900.00	50.00	10.61	0.00	0.00	18	0	0	280	313	42.95
1239+50(1)	123950.00	50.00	8.62	0.00	0.00	18	0	0	298	313	60.75
1240+00(1)	124000.00	50.00	5.02	0.00	0.12	13	0	0	311	313	73.19
1240+50(1)	124050.00	50.00	2.66	0.00	0.74	7	0	1	318	314	79.23
1241+00(1)	124100.00	50.00	3.32	0.00	0.71	6	0	1	323	316	82.98
1241+50(1)	124150.00	50.00	3.33	0.00	0.91	6	0	1	330	318	87.15
1242+00(1)	124200.00	50.00	2.38	0.00	0.57	5	0	1	335	320	90.62
1242+50(1)	124250.00	50.00	2.04	0.00	0.58	4	0	1	339	321	93.30
1243+00(1)	124300.00	50.00	6.87	0.00	0.21	8	0	1	347	322	100.57
1243+50(1)	124350.00	50.00	9.11	0.00	0.18	15	0	0	362	323	114.88
1244+00(1)	124400.00	50.00	6.84	0.00	3.14	15	0	3	377	327	125.55
1244+50(1)	124450.00	50.00	11.00	0.00	4.49	17	0	7	393	336	132.68
1245+00(1)	124500.00	50.00	17.79	0.00	0.19	27	0	4	420	342	153.58
1245+50(1)	124550.00	50.00	12.93	0.00	0.00	28	0	0	448	342	181.79
1246+00(1)	124600.00	50.00	5.27	0.00	8.04	17	0	7	465	352	188.74
1246+50(1)	124650.00	50.00	2.55	0.00	10.42	7	0	17	472	375	173.26
1246+57(1)	124657.00	7.00	2.27	0.00	10.70	1	0	3	473	379	170.24
1247+00(1)	124700.00	43.00	1.69	0.00	10.23	3	0	17	476	401	151.23
1247+31.73(1)	124731.73	31.73	0.96	0.00	10.50	2	0	12	478	417	136.58
1247+50(1)	124750.00	18.27	0.83	0.00	13.21	1	0	8	478	428	126.51
1247+76(1)	124776.00	26.00	0.49	0.00	18.27	1	0	15	479	448	106.99
1248+00(1)	124800.00	24.00	1.24	0.00	9.39	1	0	12	480	464	91.40
1248+01(1)	124801.00	1.00	1.31	0.00	8.78	0	0	0	480	465	91.00
1248+26(1)	124826.00	25.00	2.96	0.00	2.65	2	0	5	482	472	85.93
1248+35(1)	124835.00	9.00	3.22	0.00	3.28	1	0	1	483	473	85.65
1248+50(1)	124850.00	15.00	3.52	0.00	1.30	2	0	1	485	475	85.83
1248+60(1)	124860.00	10.00	3.59	0.00	0.63	1	0	0	486	475	86.67
1248+85(1)	124885.00	25.00	2.76	0.00	0.28	3	0	0	489	476	89.05
1249+00(1)	124900.00	15.00	2.42	0.00	0.68	1	0	0	490	476	90.14
1249+50(1)	124950.00	50.00	2.09	0.00	3.06	4	0	3	495	481	89.71
1250+00(1)	125000.00	50.00	1.74	0.00	2.36	4	0	5	498	487	86.59
1250+50(1)	125050.00	50.00	0.78	0.00	10.32	2	0	12	500	503	73.32
1251+00(1)	125100.00	50.00	0.00	0.00	0.00	1	0	10	501	516	61.34
				OUTAGAMIE 1 TOTALS		**501**	**0**	**331**			

OUTAGAMIE 2

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 2	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00 Note 2	Cumulative Vol (CY) Expanded Fill 1.33	Mass Ordinate Note 6
1251+10(1)	125110.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1251+50(1)	125150.00	40.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1252+00(1)	125200.00	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1252+50(1)	125250.00	50.00	3.69	0.00	3.92	3	0	4	3	5	-1.41
1253+00(1)	125300.00	50.00	5.01	0.00	4.50	8	0	8	11	15	-3.72
1253+50(1)	125350.00	50.00	1.16	0.00	11.46	6	0	15	17	35	-17.67
1254+00(1)	125400.00	50.00	2.59	0.00	10.75	3	0	21	21	62	-41.54
1254+05.79(1)	125405.79	5.79	2.21	0.00	11.10	1	0	2	21	65	-44.15
1254+31.08(1)	125431.08	25.29	1.09	0.00	12.69	2	0	11	23	80	-57.42
1254+50(1)	125450.00	18.92	1.25	0.00	13.79	1	0	9	24	92	-68.94
1254+56.08(1)	125456.08	6.08	1.38	0.00	12.82	0	0	3	24	96	-72.63
1254+64.08(1)	125464.08	8.00	1.43	0.00	12.13	0	0	4	24	101	-77.13
1254+89.08(1)	125489.08	25.00	1.29	0.00	12.35	1	0	11	26	116	-90.94
1255+00(1)	125500.00	10.92	0.94	0.00	11.95	0	0	5	26	123	-97.03
1255+14.08(1)	125514.08	14.08	0.80	0.00	11.73	0	0	6	26	131	-104.78
1255+50(1)	125550.00	35.92	1.29	0.00	11.92	1	0	16	28	152	-124.32
1255+59.08(1)	125559.08	9.08	1.53	0.00	11.05	0	0	4	28	157	-128.98
1256+00(1)	125600.00	40.92	2.35	0.00	9.08	3	0	15	31	178	-146.33
1256+33.08(1)	125633.08	33.08	2.56	0.00	15.56	3	0	15	34	198	-163.40
1256+50(1)	125650.00	16.92	2.38	0.00	13.67	2	0	9	36	210	-174.03
1257+00(1)	125700.00	50.00	4.35	0.00	7.32	6	0	19	42	236	-193.65
1257+50(1)	125750.00	50.00	5.11	0.00	4.41	9	0	11	51	250	-199.33
1258+00(1)	125800.00	50.00	2.85	0.00	5.36	7	0	9	58	262	-203.99
1258+50(1)	125850.00	50.00	3.58	0.00	7.84	6	0	12	64	278	-214.29
1259+00(1)	125900.00	50.00	3.21	0.00	12.98	6	0	19	70	304	-233.65
1259+50(1)	125950.00	50.00	2.28	0.00	13.25	5	0	24	75	336	-260.87
1260+00(1)	126000.00	50.00	1.75	0.00	11.29	4	0	23	79	367	-287.35
1260+50(1)	126050.00	50.00	2.00	0.00	8.47	3	0	18	83	391	-308.22
1261+00(1)	126100.00	50.00	1.55	0.00	2.60	3	0	10	86	405	-318.56
1261+50(1)	126150.00	50.00	0.00	0.00	0.00	1	0	2	87	408	-320.33
1262+00(1)	126200.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1262+50(1)	126250.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33

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OUTAGAMIE 2 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.33	
						Note 2	Note 4		Note 2		Note 6
1263+00(1)	126300.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1263+50(1)	126350.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1264+00(1)	126400.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1264+50(1)	126450.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1265+00(1)	126500.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1265+50(1)	126550.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1266+00(1)	126600.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1266+50(1)	126650.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1267+00(1)	126700.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1267+50(1)	126750.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1268+00(1)	126800.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1268+50(1)	126850.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1269+00(1)	126900.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1269+50(1)	126950.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1270+00(1)	127000.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1270+50(1)	127050.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1271+00(1)	127100.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1271+50(1)	127150.00	50.00	0.00	0.00	0.00	0	0	0	87	408	-320.33
1272+00(1)	127200.00	50.00	0.21	0.00	0.00	0	0	0	88	408	-320.13
1272+50(1)	127250.00	50.00	2.15	0.00	0.00	2	0	0	90	408	-317.95
1273+00(1)	127300.00	50.00	1.38	0.00	0.00	3	0	0	93	408	-314.68
1273+50(1)	127350.00	50.00	0.00	0.00	0.00	1	0	0	94	408	-313.40
1274+00(1)	127400.00	50.00	1.86	0.00	0.00	2	0	0	96	408	-311.68
1274+50(1)	127450.00	50.00	2.48	0.00	9.50	4	0	9	100	419	-319.36
1275+00(1)	127500.00	50.00	0.65	0.00	29.24	3	0	36	103	467	-364.17
1275+50(1)	127550.00	50.00	0.44	0.00	28.19	1	0	53	104	538	-433.88
1276+00(1)	127600.00	50.00	0.18	0.00	32.98	1	0	57	105	613	-508.64
1276+50(1)	127650.00	50.00	0.08	0.00	25.91	0	0	55	105	686	-580.92
1277+00(1)	127700.00	50.00	0.51	0.00	23.51	1	0	46	105	747	-641.24
1277+50(1)	127750.00	50.00	0.90	0.00	19.13	1	0	39	107	799	-692.44
1278+00(1)	127800.00	50.00	1.71	0.00	16.95	2	0	33	109	843	-734.46
1278+50(1)	127850.00	50.00	1.78	0.00	18.37	3	0	33	112	887	-774.72
1279+00(1)	127900.00	50.00	2.38	0.00	16.06	4	0	32	116	929	-813.27
1279+50(1)	127950.00	50.00	1.98	0.00	19.41	4	0	33	120	973	-852.91
1280+00(1)	128000.00	50.00	2.33	0.00	16.80	4	0	34	124	1,018	-893.51
1280+50(1)	128050.00	50.00	11.32	0.00	5.66	13	0	21	137	1,045	-908.53
1281+00(1)	128100.00	50.00	18.94	0.00	5.17	28	0	10	165	1,059	-893.85
1281+50(1)	128150.00	50.00	10.98	0.00	12.41	28	0	16	193	1,080	-887.80
1282+00(1)	128200.00	50.00	10.46	0.00	12.91	20	0	23	212	1,111	-899.13
1282+50(1)	128250.00	50.00	8.44	0.00	12.34	18	0	23	230	1,143	-912.72
1283+00(1)	128300.00	50.00	3.55	0.00	16.06	11	0	26	241	1,178	-936.59
1283+50(1)	128350.00	50.00	2.77	0.00	12.81	6	0	27	247	1,213	-966.29

OUTAGAMIE 2 CONTINUED ON NEXT PAGE

OUTAGAMIE 2 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.33	
						Note 2	Note 4		Note 2		Note 6
1284+00(1)	128400.00	50.00	1.50	0.00	12.78	4	0	24	251	1,245	-993.85
1284+50(1)	128450.00	50.00	6.90	0.00	9.93	8	0	21	259	1,273	-1,014.04
1285+00(1)	128500.00	50.00	6.05	0.00	21.13	12	0	29	271	1,311	-1,040.30
1285+50(1)	128550.00	50.00	5.11	0.00	19.87	10	0	38	281	1,361	-1,080.46
1286+00(1)	128600.00	50.00	4.13	0.00	20.36	9	0	37	289	1,411	-1,121.45
1286+50(1)	128650.00	50.00	2.58	0.00	29.51	6	0	46	296	1,472	-1,176.65
1287+00(1)	128700.00	50.00	0.98	0.00	41.15	3	0	65	299	1,559	-1,260.37
1287+50(1)	128750.00	50.00	2.31	0.00	31.29	3	0	67	302	1,649	-1,346.53
1287+74.4(1)	128774.40	24.40	2.17	0.00	27.90	2	0	27	304	1,684	-1,380.08
1288+00(1)	128800.00	25.60	4.06	0.00	25.21	3	0	25	307	1,718	-1,410.61
1288+50(1)	128850.00	50.00	0.89	0.00	16.55	5	0	39	312	1,769	-1,457.45
1289+00(1)	128900.00	50.00	5.71	0.00	14.32	6	0	29	318	1,807	-1,489.36
1289+50(1)	128950.00	50.00	7.85	0.00	7.56	13	0	20	330	1,834	-1,503.75
1290+00(1)	129000.00	50.00	3.96	0.00	5.19	11	0	12	341	1,850	-1,508.51
1290+50(1)	129050.00	50.00	0.32	0.00	0.00	4	0	5	345	1,856	-1,510.94
1291+00(1)	129100.00	50.00	0.15	0.00	0.00	0	0	0	346	1,856	-1,510.51
1291+50(1)	129150.00	50.00	2.17	0.00	0.01	2	0	0	348	1,856	-1,508.37
1292+00(1)	129200.00	50.00	0.91	0.00	0.26	3	0	0	351	1,856	-1,505.85
1292+50(1)	129250.00	50.00	0.89	0.00	3.67	2	0	4	352	1,861	-1,509.03
1293+00(1)	129300.00	50.00	2.24	0.00	1.07	3	0	4	355	1,867	-1,511.96
1293+50(1)	129350.00	50.00	2.75	0.00	2.12	5	0	3	360	1,871	-1,511.27
1294+00(1)	129400.00	50.00	1.93	0.00	0.00	4	0	2	364	1,874	-1,509.55
1294+50(1)	129450.00	50.00	1.35	0.00	0.49	3	0	0	367	1,874	-1,507.12
1295+00(1)	129500.00	50.00	0.62	0.00	0.04	2	0	0	369	1,875	-1,505.95
1295+50(1)	129550.00	50.00	1.45	0.00	0.00	2	0	0	371	1,875	-1,504.08
1296+00(1)	129600.00	50.00	0.68	0.00	0.13	2	0	0	373	1,875	-1,502.27
1296+50(1)	129650.00	50.00	1.02	0.00	5.70	2	0	5	374	1,882	-1,507.87
1297+00(1)	129700.00	50.00	1.24	0.00	3.21	2	0	8	376	1,893	-1,516.75
1297+50(1)	129750.00	50.00	1.81	0.00	2.52	3	0	5	379	1,900	-1,520.98
1298+00(1)	129800.00	50.00	0.89	0.00	5.51	3	0	7	382	1,910	-1,528.37
1298+50(1)	129850.00	50.00	0.95	0.00	2.96	2	0	8	384	1,921	-1,537.10
1298+68.8(2)	129881.66	31.66	0.42	0.00	3.00	1	0	3	384	1,925	-1,540.94
1299+00(2)	129912.86	31.20	0.00	0.00	2.13	0	0	3	385	1,929	-1,544.64
1299+50(2)	129962.86	50.00	3.36	0.00	0.33	3	0	2	388	1,932	-1,544.56
1300+00(2)	130012.86	50.00	0.40	0.00	2.05	3	0	2	391	1,935	-1,544.01
1300+50(2)	130062.86	50.00	2.36	0.00	1.22	3	0	3	394	1,939	-1,545.48
1301+00(2)	130112.86	50.00	0.99	0.00	1.74	3	0	3	397	1,943	-1,546.03
1301+50(2)	130162.86	50.00	1.60	0.00	0.76	2	0	2	399	1,946	-1,546.71
1302+00(2)	130212.86	50.00	1.04	0.00	1.46	2	0	2	402	1,949	-1,547.00
1302+50(2)	130262.86	50.00	6.36	0.00	0.41	7	0	2	409	1,951	-1,542.45
1303+00(2)	130312.86	50.00	6.81	0.00	0.33	12	0	1	421	1,952	-1,531.16
1303+50(2)	130362.86	50.00	4.05	0.00	0.55	10	0	1	431	1,953	-1,522.19
1304+00(2)	130412.86	50.00	4.69	0.00	0.69	8	0	1	439	1,954	-1,515.63
1304+50(2)	130462.86	50.00	6.81	0.00	0.35	11	0	1	449	1,956	-1,506.26
1305+00(2)	130512.86	50.00	10.48	0.00	0.16	16	0	0	466	1,956	-1,490.88

OUTAGAMIE 2 CONTINUED ON NEXT PAGE

OUTAGAMIE 2 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Mass Ordinate Note 6
1305+50(2)	130562.86	50.00	5.90	0.00	0.30	15	0	0	481	1,957	-1,476.28
1306+00(2)	130612.86	50.00	7.79	0.00	2.43	13	0	3	493	1,960	-1,466.96
1306+50(2)	130662.86	50.00	0.89	0.00	0.01	8	0	2	501	1,963	-1,461.93
1307+00(2)	130712.86	50.00	2.66	0.00	0.96	3	0	1	505	1,965	-1,459.84
1307+50(2)	130762.86	50.00	2.30	0.00	1.11	5	0	2	509	1,967	-1,457.79
1308+00(2)	130812.86	50.00	1.98	0.00	4.58	4	0	5	513	1,974	-1,460.84
1308+50(2)	130862.86	50.00	1.49	0.00	10.25	3	0	14	516	1,992	-1,475.89
1309+00(2)	130912.86	50.00	1.34	0.00	11.90	3	0	21	519	2,020	-1,500.55
1309+50(2)	130962.86	50.00	2.61	0.00	19.77	4	0	29	523	2,059	-1,535.89
1309+61(2)	130973.86	11.00	4.40	0.00	22.27	1	0	9	524	2,070	-1,545.85
1310+00(2)	131012.86	39.00	7.65	0.00	13.55	9	0	26	533	2,104	-1,571.56
1310+50(2)	131062.86	50.00	11.22	0.00	6.31	17	0	18	550	2,129	-1,578.54
1311+00(2)	131112.86	50.00	0.62	0.00	6.11	11	0	11	561	2,144	-1,582.87
1311+50(2)	131162.86	50.00	2.56	0.00	1.29	3	0	7	564	2,153	-1,589.04
1312+00(2)	131212.86	50.00	1.54	0.00	2.14	4	0	3	568	2,157	-1,589.47
1312+50(2)	131262.86	50.00	0.68	0.00	4.03	2	0	6	570	2,165	-1,595.01
1313+00(2)	131312.86	50.00	0.13	0.00	5.11	1	0	8	571	2,176	-1,605.52
1313+50(2)	131362.86	50.00	1.03	0.00	3.45	1	0	8	572	2,187	-1,614.98
1314+00(2)	131412.86	50.00	3.10	0.00	0.09	4	0	3	576	2,191	-1,615.52
1314+50(2)	131462.86	50.00	2.86	0.00	0.02	6	0	0	581	2,191	-1,610.14
1315+00(2)	131512.86	50.00	0.00	0.00	0.00	3	0	0	584	2,191	-1,607.51
1315+50(2)	131562.86	50.00	0.00	0.00	0.00	0	0	0	584	2,191	-1,607.51
1316+00(2)	131612.86	50.00	0.43	0.00	0.53	0	0	0	584	2,192	-1,607.77
1316+50(2)	131662.86	50.00	7.56	0.00	0.56	7	0	1	592	2,193	-1,601.71
1316+81.63(2)	131694.49	31.63	3.93	0.00	0.31	7	0	1	598	2,194	-1,595.66
1317+00(2)	131712.86	18.37	3.67	0.00	0.01	3	0	0	601	2,194	-1,593.22
1317+50(2)	131762.86	50.00	2.77	0.00	0.02	6	0	0	607	2,194	-1,587.29
1317+76(2)	131788.86	26.00	3.60	0.00	0.03	3	0	0	610	2,194	-1,584.26
1318+00(2)	131812.86	24.00	3.28	0.00	0.02	3	0	0	613	2,194	-1,581.23
1318+50(2)	131862.86	50.00	0.00	0.00	0.21	3	0	0	616	2,195	-1,578.48
1318+73(2)	131885.86	23.00	0.00	0.00	0.22	0	0	0	616	2,195	-1,578.72
1319+00(2)	131912.86	27.00	0.00	0.00	0.63	0	0	0	616	2,195	-1,579.28
1319+08(2)	131920.86	8.00	0.00	0.00	0.56	0	0	0	616	2,196	-1,579.52
1319+33(2)	131945.86	25.00	0.00	0.00	0.09	0	0	0	616	2,196	-1,579.92
1319+50(2)	131962.86	17.00	0.01	0.00	0.02	0	0	0	616	2,196	-1,579.96
1319+58(2)	131970.86	8.00	0.12	0.00	0.04	0	0	0	616	2,196	-1,579.96
1319+78(2)	131990.86	20.00	0.00	0.00	0.17	0	0	0	616	2,196	-1,580.01
1320+00(2)	132012.86	22.00	0.07	0.00	0.00	0	0	0	616	2,196	-1,580.08
1320+03(2)	132015.86	3.00	0.07	0.00	0.00	0	0	0	616	2,196	-1,580.07
1320+28(2)	132040.86	25.00	0.06	0.00	0.00	0	0	0	616	2,196	-1,580.01
1320+50(2)	132062.86	22.00	0.21	0.00	0.00	0	0	0	616	2,196	-1,579.90
1321+00(2)	132112.86	50.00	0.00	0.00	0.00	0	0	0	617	2,196	-1,579.71
1321+50(2)	132162.86	50.00	0.01	0.00	0.00	0	0	0	617	2,196	-1,579.70
1322+00(2)	132212.86	50.00	0.00	0.00	0.01	0	0	0	617	2,196	-1,579.70
				OUTAGAMIE 2 TOTALS		**617**	**0**	**1,651**			

OUTAGAMIE 3

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 2	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00 Note 2	Cumulative Vol (CY) Expanded Fill 1.33	Mass Ordinate Note 6
1324+00(2)	132412.86	0.00	0.38	0.00	0.00	0	0	0	0	0	0.00
1324+50(2)	132462.86	50.00	0.00	0.00	0.00	0	0	0	0	0	0.35
1325+00(2)	132512.86	50.00	4.40	0.00	0.00	4	0	0	4	0	4.43
1325+21.01(2)	132533.87	21.01	7.36	0.00	0.00	5	0	0	9	0	9.00
1325+46.01(2)	132558.87	25.00	4.98	0.00	1.58	6	0	1	15	1	13.74
1325+50(2)	132562.86	3.99	4.48	0.00	2.44	1	0	0	15	1	14.04
1325+71.01(2)	132583.87	21.01	3.07	0.00	1.43	3	0	2	18	3	14.98
1325+94.01(2)	132606.87	23.00	2.03	0.00	2.73	2	0	2	21	6	14.80
1326+00(2)	132612.86	5.99	0.97	0.00	3.84	0	0	1	21	7	14.16
1326+19.01(2)	132631.87	19.01	0.00	0.00	5.00	0	0	3	21	11	10.36
1326+44.01(2)	132656.87	25.00	0.00	0.00	4.90	0	0	5	21	17	4.27
1326+50(2)	132662.86	5.99	0.00	0.00	3.49	0	0	1	21	18	3.03
1326+81.01(2)	132693.87	31.01	0.00	0.00	0.34	0	0	2	21	21	0.10
1327+00(2)	132712.86	18.99	0.00	0.00	0.71	0	0	0	21	22	-0.39
1327+50(2)	132762.86	50.00	3.10	0.00	0.00	3	0	1	24	22	1.61
1327+74.01(2)	132786.87	24.01	1.01	0.00	0.00	2	0	0	26	22	3.43
1328+00(2)	132812.86	25.99	0.00	0.00	0.00	0	0	0	26	22	3.92
1328+50(2)	132862.86	50.00	0.00	0.00	0.00	0	0	0	26	22	3.92
1329+00(2)	132912.86	50.00	0.00	0.00	0.00	0	0	0	26	22	3.92
1329+50(2)	132962.86	50.00	10.63	0.00	0.00	10	0	0	36	22	13.76
1330+00(2)	133012.86	50.00	20.03	0.00	0.08	28	0	0	65	23	42.05
1330+50(2)	133062.86	50.00	12.72	0.00	0.00	30	0	0	95	23	72.28
1331+00(2)	133112.86	50.00	27.10	0.00	0.00	37	0	0	132	23	109.15
1331+50(2)	133162.86	50.00	18.39	0.00	0.00	42	0	0	174	23	151.27
1332+00(2)	133212.86	50.00	23.42	0.00	0.19	39	0	0	213	23	189.75
1332+50(2)	133262.86	50.00	13.44	0.00	0.00	34	0	0	247	23	223.64
1333+00(2)	133312.86	50.00	24.82	0.00	0.00	35	0	0	282	23	259.07
1333+26.55(2)	133339.41	26.55	22.74	0.00	0.09	23	0	0	306	23	282.40
1333+26.55(2)	133339.41	0.00	0.00	0.00	0.00	0	0	0	306	23	282.40
1333+26.55(2)	133339.41	0.00	0.00	0.00	0.00	0	0	0	306	23	282.40
1333+26.55(2)	133339.41	0.00	0.00	0.00	0.00	0	0	0	306	23	282.40
1333+38.89(2)	133351.75	12.33	20.89	0.00	0.21	5	0	0	310	23	287.10
1333+50(2)	133362.86	11.11	17.06	0.00	0.33	8	0	0	318	23	294.77
1334+00(2)	133412.86	50.00	18.97	0.00	0.62	33	0	1	352	25	326.96
1334+50(2)	133462.86	50.00	10.47	0.00	8.87	27	0	9	379	36	342.53
1335+00(2)	133512.86	50.00	5.99	0.00	22.99	15	0	30	394	75	318.54
1335+50(2)	133562.86	50.00	3.85	0.00	23.03	9	0	43	403	132	270.97
1336+00(2)	133612.86	50.00	4.84	0.00	34.06	8	0	53	411	202	208.72
1336+50(2)	133662.86	50.00	4.78	0.00	19.78	9	0	50	420	269	151.32
1337+00(2)	133712.86	50.00	5.59	0.00	9.73	10	0	27	430	305	124.58
1337+50(2)	133762.86	50.00	2.01	0.00	16.64	7	0	24	437	338	99.14
1338+00(2)	133812.86	50.00	3.06	0.00	13.32	5	0	28	441	374	66.94
1338+50(2)	133862.86	50.00	3.95	0.00	16.12	6	0	27	448	411	37.18

OUTAGAMIE 3 CONTINUED ON NEXT PAGE

OUTAGAMIE 3 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1339+00(2)	133912.86	50.00	2.08	0.00	7.80	6	0	22	453	440	13.31
1339+45.29(3)	133948.33	35.47	1.33	0.00	8.05	2	0	10	456	454	1.70
1339+50(3)	133953.04	4.71	1.45	0.00	6.86	0	0	1	456	456	0.21
1340+00(3)	134003.04	50.00	1.27	0.00	15.07	3	0	20	458	483	-24.28
1340+50(3)	134053.04	50.00	1.15	0.00	12.90	2	0	26	461	517	-56.48
1341+00(3)	134103.04	50.00	2.00	0.00	7.61	3	0	19	464	542	-78.82
1341+50(3)	134153.04	50.00	10.75	0.00	0.63	12	0	8	475	553	-77.16
1342+00(3)	134203.04	50.00	7.11	0.00	0.34	17	0	1	492	554	-61.82
1342+50(3)	134253.04	50.00	8.46	0.00	0.14	14	0	0	506	554	-47.99
1343+00(3)	134303.04	50.00	4.21	0.00	6.94	12	0	7	518	563	-44.98
				OUTAGAMIE 3 TOTALS		**518**	**0**	**423**			

OUTAGAMIE 3 - STAGE 1

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1343+00(3)	134303.04	0.00	4.21	0.00	6.94	0	0	0	0	0	0.00
1343+50(3)	134353.04	50.00	2.65	0.00	6.67	6	0	13	6	17	-10.41
1344+00(3)	134403.04	50.00	9.32	0.00	3.29	11	0	9	17	29	-11.59
1344+50(3)	134453.04	50.00	9.44	0.00	6.04	17	0	9	35	41	-5.71
1345+00(3)	134503.04	50.00	6.54	0.00	2.15	15	0	8	50	51	-1.00
1345+50(3)	134553.04	50.00	4.05	0.00	3.77	10	0	5	59	58	1.52
1346+00(3)	134603.04	50.00	3.58	0.00	9.19	7	0	12	66	74	-7.38
1346+50(3)	134653.04	50.00	2.22	0.00	11.69	5	0	19	72	100	-27.72
1347+00(3)	134703.04	50.00	2.17	0.00	8.88	4	0	19	76	125	-48.99
1347+50(3)	134753.04	50.00	7.90	0.00	4.03	9	0	12	85	141	-55.56
1347+80(3)	134783.04	30.00	8.53	0.00	4.82	9	0	5	94	147	-52.98
1348+00(3)	134803.04	20.00	14.14	0.00	0.92	8	0	2	103	150	-47.41
1348+50(3)	134853.04	50.00	8.72	0.00	1.26	21	0	2	124	153	-28.92
1349+00(3)	134903.04	50.00	3.84	0.00	2.25	12	0	3	136	157	-21.62
1349+50(3)	134953.04	50.00	1.21	0.00	11.19	5	0	12	140	174	-33.49
1350+00(3)	135003.04	50.00	1.99	0.00	11.15	3	0	21	143	201	-58.04
1350+50(3)	135053.04	50.00	2.23	0.00	13.12	4	0	22	147	231	-84.02
1351+00(3)	135103.04	50.00	3.88	0.00	6.66	6	0	18	153	255	-102.72
1351+50(3)	135153.04	50.00	3.18	0.00	2.86	7	0	9	159	267	-107.91
1352+00(3)	135203.04	50.00	7.80	0.00	2.51	10	0	5	169	274	-104.36
1352+50(3)	135253.04	50.00	7.44	0.00	5.06	14	0	7	184	283	-99.57
1353+00(3)	135303.04	50.00	9.13	0.00	9.60	15	0	14	199	301	-102.28
1353+50(3)	135353.04	50.00	10.94	0.00	10.22	19	0	18	217	326	-108.10
1354+00(3)	135403.04	50.00	6.66	0.00	17.71	16	0	26	234	360	-126.20
1354+50(3)	135453.04	50.00	7.91	0.00	15.05	13	0	30	247	400	-153.05
1355+00(3)	135503.04	50.00	8.53	0.00	13.32	15	0	26	263	435	-172.77
1355+50(3)	135553.04	50.00	0.73	0.00	14.22	9	0	26	271	469	-198.11
1356+00(3)	135603.04	50.00	39.63	0.00	0.33	37	0	13	308	487	-178.66
1356+47.01(3)	135650.05	47.01	131.75	0.00	0.00	149	0	0	458	487	-29.84
1356+50(3)	135653.04	2.99	135.49	0.00	0.00	15	0	0	472	487	-15.05
1357+00(3)	135703.04	50.00	61.02	0.00	0.00	182	0	0	654	487	166.91
1357+50(3)	135753.04	50.00	8.62	0.00	3.96	64	0	4	719	492	226.51
1358+00(3)	135803.04	50.00	7.15	0.00	5.73	15	0	9	733	504	229.18
1358+50(3)	135853.04	50.00	8.92	0.00	7.83	15	0	13	748	521	227.36
1359+00(3)	135903.04	50.00	7.01	0.00	6.65	15	0	13	763	539	224.28
1359+50(3)	135953.04	50.00	4.16	0.00	9.36	10	0	15	773	559	214.91
1360+00(3)	136003.04	50.00	3.99	0.00	10.08	8	0	18	781	582	198.51
1360+50(3)	136053.04	50.00	4.36	0.00	8.89	8	0	18	789	606	182.88
1361+00(3)	136103.04	50.00	6.21	0.00	1.91	10	0	10	799	619	179.37
1361+50(3)	136153.04	50.00	9.20	0.00	0.01	14	0	2	813	622	191.27
1362+00(3)	136203.04	50.00	2.87	0.00	1.39	11	0	1	824	623	200.72
1362+50(3)	136253.04	50.00	2.93	0.00	0.42	5	0	2	829	625	203.87

OUTAGAMIE 3 - STAGE 1 CONTINUED ON NEXT PAGE

OUTAGAMIE 3 - STAGE 1 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Mass Ordinate Note 6
1363+00(3)	136303.04	50.00	3.84	0.00	0.48	6	0	1	836	627	209.03
1363+50(3)	136353.04	50.00	1.78	0.00	3.11	5	0	3	841	631	209.81
1363+75.03(3)	136378.07	25.03	2.58	0.00	4.30	2	0	3	843	636	207.26
1364+00(3)	136403.04	24.97	2.18	0.00	4.95	2	0	4	845	641	203.77
1364+50(3)	136453.04	50.00	4.47	0.00	0.45	6	0	5	851	648	203.28
1365+00(3)	136503.04	50.00	5.56	0.00	2.00	9	0	2	860	651	209.55
1365+50(3)	136553.04	50.00	4.39	0.00	4.73	9	0	6	870	659	210.48
1366+00(3)	136603.04	50.00	9.76	0.00	4.57	13	0	9	883	671	212.13
1366+50(3)	136653.04	50.00	16.65	0.00	6.82	24	0	11	907	685	222.55
1367+00(3)	136703.04	50.00	13.75	0.00	5.65	28	0	12	935	700	235.34
1367+50(3)	136753.04	50.00	18.07	0.00	4.38	29	0	9	965	712	252.46
1368+00(3)	136803.04	50.00	24.25	0.00	5.21	39	0	9	1,004	724	279.83
1368+50(3)	136853.04	50.00	26.96	0.00	5.89	47	0	10	1,051	738	313.58
1369+00(3)	136903.04	50.00	39.35	0.00	9.83	61	0	15	1,113	757	355.62
1369+50(3)	136953.04	50.00	45.23	0.00	6.55	78	0	15	1,191	777	413.76
1370+00(3)	137003.04	50.00	33.52	0.00	6.77	73	0	12	1,264	794	470.27
1370+50(3)	137053.04	50.00	18.26	0.00	8.22	48	0	14	1,312	812	499.76
1371+00(3)	137103.04	50.00	14.03	0.00	4.33	30	0	12	1,342	828	514.20
1371+50(3)	137153.04	50.00	12.14	0.00	2.05	24	0	6	1,366	836	530.58
1372+00(3)	137203.04	50.00	17.38	0.00	0.12	27	0	2	1,393	838	555.24
1372+50(3)	137253.04	50.00	22.30	0.00	0.00	37	0	0	1,430	838	591.83
1373+00(3)	137303.04	50.00	28.14	0.00	0.00	47	0	0	1,477	838	638.53
1373+50(3)	137353.04	50.00	24.00	0.00	0.32	48	0	0	1,525	839	686.42
1374+00(3)	137403.04	50.00	16.55	0.00	1.99	38	0	2	1,563	842	721.12
1374+50(3)	137453.04	50.00	25.44	0.00	5.05	39	0	7	1,602	850	751.33
1375+00(3)	137503.04	50.00	16.08	0.00	7.89	38	0	12	1,640	866	773.84
1375+50(3)	137553.04	50.00	6.30	0.00	7.46	21	0	14	1,661	885	775.66
1376+00(3)	137603.04	50.00	0.00	0.00	10.29	6	0	16	1,667	907	759.63
1376+42.67(3)	137645.71	42.67	0.00	0.00	13.50	0	0	19	1,667	932	734.63
1376+50(3)	137653.04	7.33	0.00	0.00	18.32	0	0	4	1,667	938	728.88
1377+00(3)	137703.04	50.00	0.00	0.00	8.46	0	0	25	1,667	971	695.91
1377+50(3)	137753.04	50.00	0.00	0.00	6.45	0	0	14	1,667	989	677.54
1378+00(3)	137803.04	50.00	0.08	0.00	2.68	0	0	8	1,667	1,000	666.37
1378+50(3)	137853.04	50.00	0.01	0.00	1.95	0	0	4	1,667	1,006	660.76
1379+00(3)	137903.04	50.00	0.01	0.00	4.17	0	0	6	1,667	1,014	653.24
1379+50(3)	137953.04	50.00	0.00	0.00	5.77	0	0	9	1,667	1,026	641.01
1380+00(3)	138003.04	50.00	0.00	0.00	6.85	0	0	12	1,667	1,041	625.47
1380+50(3)	138053.04	50.00	0.02	0.00	5.46	0	0	11	1,667	1,057	610.32
1381+00(3)	138103.04	50.00	0.00	0.00	5.46	0	0	10	1,667	1,070	596.89
1381+50(3)	138153.04	50.00	0.25	0.00	7.55	0	0	12	1,667	1,086	581.10
1382+00(3)	138203.04	50.00	0.02	0.00	15.03	0	0	21	1,667	1,114	553.55
1382+50(3)	138253.04	50.00	0.00	0.00	18.51	0	0	31	1,667	1,155	512.26

OUTAGAMIE 3 - STAGE 1 CONTINUED ON NEXT PAGE

OUTAGAMIE 3 - STAGE 1 CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 2	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00 Note 2	Cumulative Vol (CY) Expanded Fill 1.33	Mass Ordinate Note 6
1383+00(3)	138303.04	50.00	0.00	0.00	16.07	0	0	32	1,667	1,198	469.68
1383+50(3)	138353.04	50.00	0.02	0.00	20.42	0	0	34	1,667	1,243	424.76
1384+00(3)	138403.04	50.00	0.27	0.00	18.56	0	0	36	1,668	1,291	377.02
1384+00(4)	138410.94	7.90	0.14	0.00	19.66	0	0	6	1,668	1,298	369.64
1384+50(4)	138460.94	50.00	0.03	0.00	18.67	0	0	35	1,668	1,345	322.60
1385+00(4)	138510.94	50.00	0.00	0.00	24.92	0	0	40	1,668	1,399	268.95
1385+50(4)	138560.94	50.00	0.00	0.00	26.46	0	0	48	1,668	1,462	205.67
1386+00(4)	138610.94	50.00	0.20	0.00	19.17	0	0	42	1,668	1,518	149.67
1386+50(4)	138660.94	50.00	0.95	0.00	15.97	1	0	33	1,669	1,562	107.46
1386+69(4)	138679.94	19.00	1.41	0.00	20.98	1	0	13	1,670	1,579	90.99
1387+00(4)	138710.94	31.00	1.26	0.00	15.50	2	0	21	1,672	1,607	64.67
1387+50(4)	138760.94	50.00	1.19	0.00	22.49	2	0	35	1,674	1,654	20.16
1388+00(4)	138810.94	50.00	0.57	0.00	37.07	2	0	55	1,675	1,727	-51.56
1388+50(4)	138860.94	50.00	0.11	0.00	50.87	1	0	81	1,676	1,835	-159.23
1389+00(4)	138910.94	50.00	0.45	0.00	54.82	1	0	98	1,677	1,965	-288.86
1389+50(4)	138960.94	50.00	0.97	0.00	28.34	1	0	77	1,678	2,068	-389.96
1390+00(4)	139010.94	50.00	19.20	0.00	0.00	19	0	26	1,697	2,103	-406.18
1390+50(4)	139060.94	50.00	133.68	0.00	0.00	142	0	0	1,838	2,103	-264.63
1390+65(4)	139075.95	15.00	116.00	0.00	0.00	69	0	0	1,907	2,103	-195.26
1391+00(4)	139110.94	35.00	0.44	0.00	57.19	75	0	37	1,983	2,152	-169.09
1391+50(4)	139160.94	50.00	0.59	0.00	63.04	1	0	111	1,984	2,300	-316.19
1392+00(4)	139210.94	50.00	0.06	0.00	66.78	1	0	120	1,984	2,460	-475.46
1392+50(4)	139260.94	50.00	0.00	0.00	58.67	0	0	116	1,985	2,614	-629.90
1393+00(4)	139310.94	50.00	0.13	0.00	50.88	0	0	101	1,985	2,749	-764.69
1393+50(4)	139360.94	50.00	0.52	0.00	45.48	1	0	89	1,985	2,868	-882.75
1393+53(4)	139363.94	3.00	0.46	0.00	55.69	0	0	6	1,985	2,875	-890.17
1394+00(4)	139410.94	47.00	0.90	0.00	42.71	1	0	86	1,987	2,989	-1,002.89
1394+50(4)	139460.94	50.00	0.29	0.00	46.38	1	0	82	1,988	3,099	-1,111.51
1395+00(4)	139510.94	50.00	0.13	0.00	46.91	0	0	86	1,988	3,214	-1,226.00
1395+50(4)	139560.94	50.00	0.36	0.00	44.33	0	0	84	1,988	3,326	-1,337.91
1396+00(4)	139610.94	50.00	0.09	0.00	39.18	0	0	77	1,989	3,429	-1,440.33
1396+50(4)	139660.94	50.00	0.00	0.00	37.45	0	0	71	1,989	3,524	-1,534.62
1397+00(4)	139710.94	50.00	0.24	0.00	40.44	0	0	72	1,989	3,619	-1,630.32
1397+50(4)	139760.94	50.00	1.22	0.00	24.21	1	0	60	1,991	3,699	-1,708.58
1398+00(4)	139810.94	50.00	0.00	0.00	4.73	1	0	27	1,992	3,735	-1,743.09
1398+50(4)	139860.94	50.00	0.00	0.00	5.35	0	0	9	1,992	3,747	-1,755.50
1399+00(4)	139910.94	50.00	0.73	0.00	0.70	1	0	6	1,992	3,755	-1,762.28
1399+50(4)	139960.94	50.00	0.00	0.00	0.14	1	0	1	1,993	3,756	-1,762.63
1400+00(4)	140010.94	50.00	0.00	0.00	0.00	0	0	0	1,993	3,756	-1,762.81
				OUTAGAMIE 3 - STAGE 1 TOTALS		**1,993**	**0**	**2,824**			

BROWN 1 - STAGE 1

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1401+00(2)	140111.31	0.00	9.61	0.00	3.16	0	0	0	0	0	0.00
1401+50(2)	140161.31	50.00	6.87	0.00	3.50	15	0	6	15	8	7.05
1402+00(2)	140211.31	50.00	3.16	0.00	12.38	9	0	15	25	28	-3.21
1402+50(2)	140261.31	50.00	0.49	0.00	32.61	3	0	42	28	83	-55.24
1403+00(2)	140311.31	50.00	1.89	0.00	25.72	2	0	54	30	155	-124.86
1403+50(2)	140361.31	50.00	3.71	0.00	5.50	5	0	29	35	193	-158.12
1404+00(2)	140411.31	50.00	7.66	0.00	1.81	11	0	7	46	202	-156.61
1404+50(2)	140461.31	50.00	3.76	0.00	0.00	11	0	2	56	205	-148.27
1405+00(2)	140511.31	50.00	9.51	0.00	0.13	12	0	0	69	205	-136.14
1405+50(2)	140561.31	50.00	2.32	0.00	0.00	11	0	0	80	205	-125.35
1406+00(2)	140611.31	50.00	1.35	0.00	0.00	3	0	0	83	205	-121.95
1406+19(2)	140630.31	19.00	0.81	0.00	0.00	1	0	0	84	205	-121.20
1406+50(2)	140661.31	31.00	0.00	0.00	0.00	0	0	0	84	205	-120.73
1407+00(2)	140711.31	50.00	0.00	0.00	0.00	0	0	0	84	205	-120.73
1407+18.65(2)	140729.96	18.65	0.08	0.00	0.00	0	0	0	84	205	-120.70
1407+47(2)	140758.31	28.35	0.00	0.00	0.46	0	0	0	84	205	-120.98
1407+50(2)	140761.31	3.00	0.00	0.00	0.35	0	0	0	84	205	-121.04
				BROWN 1 - STAGE 1 TOTALS		**84**	**0**	**154**			

BROWN 2 - STAGE 1

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1410+00(2)	141011.31	0.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1410+50(2)	141061.31	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1411+00(2)	141111.31	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1411+50(2)	141161.31	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1412+00(2)	141211.31	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1412+50(2)	141261.31	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1413+00(2)	141311.31	50.00	1.51	0.00	0.00	1	0	0	1	0	1.40
1413+50(2)	141361.31	50.00	1.08	0.00	0.00	2	0	0	4	0	3.80
1414+00(2)	141411.31	50.00	0.29	0.00	0.00	1	0	0	5	0	5.07
1414+50(2)	141461.31	50.00	0.25	0.00	0.00	1	0	0	6	0	5.57
1415+00(2)	141511.31	50.00	0.00	0.00	0.00	0	0	0	6	0	5.80
1415+02(2)	141513.31	2.00	0.00	0.00	0.00	0	0	0	6	0	5.80
1415+27(2)	141538.31	25.00	0.00	0.00	0.00	0	0	0	6	0	5.80
1415+50(2)	141561.31	23.00	0.00	0.00	0.06	0	0	0	6	0	5.77
1415+52(2)	141563.31	2.00	0.00	0.00	0.08	0	0	0	6	0	5.76
1416+00(2)	141611.31	48.00	0.00	0.00	0.00	0	0	0	6	0	5.67
1416+50(2)	141661.31	50.00	1.02	0.00	0.00	1	0	0	7	0	6.62
1416+68(2)	141679.31	18.00	0.83	0.00	0.21	1	0	0	7	0	7.14
1417+00(2)	141711.31	32.00	0.79	0.00	1.71	1	0	1	8	2	6.58
1417+50(2)	141761.31	50.00	0.00	0.00	0.09	1	0	2	9	4	5.09
1418+00(2)	141811.31	50.00	8.04	0.00	1.80	7	0	2	17	6	10.19
1418+50(2)	141861.31	50.00	5.38	0.00	1.25	12	0	3	29	10	18.86
1419+00(2)	141911.31	50.00	2.54	0.00	10.63	7	0	11	36	25	11.57
1419+50(2)	141961.31	50.00	3.04	0.00	15.89	5	0	25	41	57	-15.92
1420+00(2)	142011.31	50.00	1.29	0.00	12.24	4	0	26	45	92	-46.55
1311+00(3)	142057.76	46.45	4.16	0.00	5.22	5	0	15	50	112	-61.83
1311+21.58(3)	142079.34	21.58	2.36	0.00	7.07	3	0	5	53	118	-65.76
1311+46.58(3)	142104.34	25.00	0.12	0.00	23.12	1	0	14	54	137	-83.21
1311+50(3)	142107.76	3.42	0.03	0.00	24.16	0	0	3	54	141	-87.18
1311+71.58(3)	142129.34	21.58	1.49	0.00	21.63	1	0	18	54	165	-110.90
1312+00(3)	142157.76	28.42	2.72	0.00	19.96	2	0	22	57	195	-137.80
1312+50(3)	142207.76	50.00	0.97	0.00	6.20	3	0	24	60	227	-166.60
1312+89.75(3)	142247.51	39.75	0.72	0.00	3.49	1	0	7	61	236	-174.85
1313+00(3)	142257.76	10.25	0.46	0.00	2.62	0	0	1	62	238	-176.17
1313+50(3)	142307.76	50.00	0.01	0.00	8.27	0	0	10	62	251	-189.15
1314+00(3)	142357.76	50.00	4.52	0.00	6.23	4	0	13	66	269	-202.82
1314+50(3)	142407.76	50.00	2.58	0.00	9.64	7	0	15	73	289	-215.78
1315+00(3)	142457.76	50.00	1.63	0.00	11.35	4	0	19	77	314	-237.73
1315+50(3)	142507.76	50.00	1.54	0.00	20.99	3	0	30	80	354	-274.62
1316+00(3)	142557.76	50.00	0.06	0.00	18.70	1	0	37	81	403	-322.01
1316+50(3)	142607.76	50.00	0.22	0.00	17.54	0	0	34	81	448	-366.38
1317+00(3)	142657.76	50.00	3.57	0.00	18.17	4	0	33	85	492	-406.85
1317+50(3)	142707.76	50.00	8.12	0.00	10.53	11	0	27	96	527	-431.37

BROWN 2 - STAGE 1 CONTINUED ON NEXT PAGE

BROWN 2 - STAGE 1 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1318+00(3)	142757.76	50.00	3.39	0.00	7.30	11	0	17	106	549	-442.68
1318+50(3)	142807.76	50.00	4.20	0.00	7.54	7	0	14	113	567	-453.93
1319+00(3)	142857.76	50.00	3.87	0.00	4.28	7	0	11	121	582	-461.02
1319+50(3)	142907.76	50.00	5.31	0.00	3.46	9	0	7	129	591	-462.05
1320+00(3)	142957.76	50.00	21.22	0.00	2.82	25	0	6	154	599	-445.21
1320+50(3)	143007.76	50.00	3.48	0.00	0.12	23	0	3	177	603	-425.96
1321+00(3)	143057.76	50.00	4.42	0.00	0.00	7	0	0	184	603	-418.79
1321+50(3)	143107.76	50.00	1.79	0.00	1.78	6	0	2	190	605	-415.23
1322+00(3)	143157.76	50.00	0.00	0.00	8.10	2	0	9	192	617	-425.74
1322+46(3)	143203.76	46.00	10.89	0.00	8.61	9	0	14	201	636	-435.41
1322+50(3)	143207.76	4.00	11.78	0.00	8.37	2	0	1	203	638	-435.40
1323+00(3)	143257.76	50.00	6.91	0.00	6.20	17	0	13	220	656	-436.04
1323+11(3)	143268.76	11.00	4.45	0.00	6.50	2	0	3	222	659	-437.16
1323+50(3)	143307.76	39.00	0.12	0.00	3.95	3	0	8	225	669	-443.91
1323+64(3)	143321.76	14.00	0.70	0.00	3.88	0	0	2	226	672	-446.40
1323+89(3)	143346.76	25.00	0.09	0.00	7.30	0	0	5	226	679	-452.92
1324+00(3)	143357.76	11.00	0.00	0.00	9.59	0	0	3	226	683	-457.48
1324+14(3)	143371.76	14.00	0.07	0.00	9.78	0	0	5	226	690	-464.14
1324+14(3)	143371.76	0.00	0.00	0.00	0.00	0	0	0	226	690	-464.14
1324+39(3)	143396.76	25.00	0.40	0.00	3.61	0	0	2	226	692	-466.17
1324+50(3)	143407.76	11.00	0.56	0.00	2.20	0	0	1	226	694	-467.55
1324+64(3)	143421.76	14.00	0.68	0.00	2.36	0	0	1	227	696	-468.80
1325+00(3)	143457.76	36.00	1.06	0.00	2.27	1	0	3	228	700	-471.74
1325+50(3)	143507.76	50.00	0.00	0.00	1.75	1	0	4	229	705	-475.70
1326+00(3)	143557.76	50.00	0.64	0.00	2.92	1	0	4	229	710	-480.86
1326+50(3)	143607.76	50.00	2.40	0.00	5.05	3	0	7	232	720	-487.86
1327+00(3)	143657.76	50.00	0.00	0.00	0.00	2	0	5	235	726	-491.85
				BROWN 2 - STAGE 1 TOTALS		**235**	**0**	**546**			

BROWN 3 - STAGE 1

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1327+50(3)	143707.76	0.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1328+00(3)	143757.76	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1328+50(3)	143807.76	50.00	3.34	0.00	18.12	3	0	17	3	22	-19.22
1329+00(3)	143857.76	50.00	2.44	0.00	15.93	5	0	32	8	64	-55.80
1329+50(3)	143907.76	50.00	2.63	0.00	19.47	5	0	33	13	108	-94.70
1330+00(3)	143957.76	50.00	5.17	0.00	16.57	7	0	33	20	152	-131.86
1330+23(3)	143980.76	23.00	4.63	0.00	10.48	4	0	12	25	168	-143.01
1330+48(3)	144005.76	25.00	8.10	0.00	6.07	6	0	8	30	178	-147.31
1330+50(3)	144007.76	2.00	8.62	0.00	5.61	1	0	0	31	178	-147.26
1330+73(3)	144030.76	23.00	8.90	0.00	5.51	7	0	5	39	185	-146.10
1330+75(3)	144032.76	2.00	8.97	0.00	5.23	1	0	0	39	185	-145.97
1331+00(3)	144057.76	25.00	11.13	0.00	3.96	9	0	4	48	191	-142.32
1331+25(3)	144082.76	25.00	15.79	0.00	5.81	12	0	5	61	197	-135.87
1331+50(3)	144107.76	25.00	14.49	0.00	7.06	14	0	6	75	205	-129.78
1331+91(3)	144148.76	41.00	0.98	0.00	2.94	12	0	8	87	215	-128.13
1332+00(3)	144157.76	9.00	0.00	0.00	4.41	0	0	1	87	216	-129.60
1332+43(3)	144200.76	43.00	0.28	0.00	2.08	0	0	5	87	223	-136.25
1332+50(3)	144207.76	7.00	0.00	0.00	2.56	0	0	1	87	224	-137.01
1333+00(3)	144257.76	50.00	0.00	0.00	3.18	0	0	5	87	231	-144.08
1333+50(3)	144307.76	50.00	0.92	0.00	4.45	1	0	7	88	241	-152.63
1334+00(3)	144357.76	50.00	12.85	0.00	8.25	13	0	12	101	256	-155.52
1334+50(3)	144407.76	50.00	12.84	0.00	2.25	24	0	10	125	269	-144.66
1335+00(3)	144457.76	50.00	8.81	0.00	0.51	20	0	3	145	273	-128.01
1335+50(3)	144507.76	50.00	3.10	0.00	4.37	11	0	5	156	279	-122.99
1336+00(3)	144557.76	50.00	3.67	0.00	8.03	6	0	11	162	294	-132.00
1336+50(3)	144607.76	50.00	3.26	0.00	7.39	6	0	14	168	313	-144.57
1337+00(3)	144657.76	50.00	3.39	0.00	11.14	6	0	17	174	336	-161.23
1337+50(3)	144707.76	50.00	1.75	0.00	16.67	5	0	26	179	370	-190.72
1338+00(3)	144757.76	50.00	2.58	0.00	14.44	4	0	29	183	408	-225.02
1338+50(3)	144807.76	50.00	60.79	0.00	0.00	59	0	13	242	426	-184.13
1339+00(3)	144857.76	50.00	67.52	0.00	0.00	119	0	0	361	426	-65.32
1339+50(3)	144907.76	50.00	45.29	0.00	0.02	104	0	0	465	426	39.11
1340+00(3)	144957.76	50.00	4.39	0.00	2.63	46	0	2	511	429	81.84
1340+50(3)	145007.76	50.00	1.81	0.00	11.92	6	0	13	517	447	69.67
1341+00(3)	145057.76	50.00	2.42	0.00	17.78	4	0	28	521	484	37.01
1341+50(3)	145107.76	50.00	1.82	0.00	21.76	4	0	37	525	532	-7.76
1342+00(3)	145157.76	50.00	0.27	0.00	18.89	2	0	38	527	583	-55.88
1342+50(3)	145207.76	50.00	0.17	0.00	22.24	0	0	38	527	633	-106.13
1343+00(3)	145257.76	50.00	0.24	0.00	19.72	0	0	39	527	685	-157.42
1343+50(3)	145307.76	50.00	0.17	0.00	20.80	0	0	38	528	735	-206.94
1344+00(3)	145357.76	50.00	0.09	0.00	16.18	0	0	34	528	780	-252.24
1344+50(3)	145407.76	50.00	0.13	0.00	12.09	0	0	26	528	815	-286.85
1345+00(3)	145457.76	50.00	0.00	0.00	16.11	0	0	26	528	850	-321.46

BROWN 3 CONTINUED ON NEXT PAGE

BROWN 3 - STAGE 1 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	
						Note 2	Note 4		1.00 Note 2	1.33	Note 6
1345+50(3)	145507.76	50.00	0.14	0.00	14.45	0	0	28	529	887	-358.96
1346+00(3)	145557.76	50.00	0.19	0.00	14.08	0	0	26	529	923	-393.79
1346+50(3)	145607.76	50.00	0.33	0.00	13.31	0	0	25	529	956	-427.04
1347+00(3)	145657.76	50.00	0.34	0.00	9.83	1	0	21	530	985	-454.92
				BROWN 3 TOTALS		**530**	**0**	**740**			

BROWN 3

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 2	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00 Note 2	Cumulative Vol (CY) Expanded Fill 1.33	Mass Ordinate Note 6
1347+00(3)	145657.76	0.00	0.34	0.00	9.83	0	0	0	0	0	0.00
1347+50(3)	145707.76	50.00	0.98	0.00	5.73	1	0	14	1	19	-17.94
1348+00(3)	145757.76	50.00	2.22	0.00	4.69	3	0	10	4	32	-27.81
1348+50(3)	145807.76	50.00	3.13	0.00	4.77	5	0	9	9	44	-34.50
1349+00(3)	145857.76	50.00	0.58	0.00	5.56	3	0	10	13	56	-43.79
1349+50(3)	145907.76	50.00	0.00	0.00	7.97	1	0	13	13	73	-59.92
1350+00(3)	145957.76	50.00	2.01	0.00	5.79	2	0	13	15	90	-75.00
1350+50(3)	146007.76	50.00	1.60	0.00	6.69	3	0	12	18	105	-87.03
1351+00(3)	146057.76	50.00	1.00	0.00	4.76	2	0	11	21	119	-98.72
1351+50(3)	146107.76	50.00	3.40	0.00	4.02	4	0	8	25	130	-105.46
1352+00(3)	146157.76	50.00	0.79	0.00	5.86	4	0	9	29	142	-113.74
1352+50(3)	146207.76	50.00	0.05	0.00	10.70	1	0	15	29	163	-133.36
1353+00(3)	146257.76	50.00	0.38	0.00	8.84	0	0	18	30	187	-157.03
1353+50(3)	146307.76	50.00	0.38	0.00	9.13	1	0	17	31	209	-178.45
1354+00(3)	146357.76	50.00	0.18	0.00	11.70	1	0	19	31	235	-203.58
1354+50(3)	146407.76	50.00	0.00	0.00	2.83	0	0	13	31	253	-221.31
1355+00(3)	146457.76	50.00	103.97	0.00	1.51	96	0	4	128	258	-130.39
1355+50(3)	146507.76	50.00	0.49	0.00	22.60	97	0	22	224	288	-63.36
1356+00(3)	146557.76	50.00	0.08	0.00	34.61	1	0	53	225	358	-133.28
1356+50(3)	146607.76	50.00	1.55	0.00	34.09	2	0	64	226	443	-216.38
1357+00(3)	146657.76	50.00	3.91	0.00	59.52	5	0	87	231	558	-326.60
1357+50(3)	146707.76	50.00	4.59	0.00	32.33	8	0	85	239	671	-431.84
1358+00(3)	146757.76	50.00	6.33	0.00	19.72	10	0	48	249	735	-485.83
1358+50(3)	146807.76	50.00	4.32	0.00	9.39	10	0	27	259	771	-511.81
1359+00(3)	146857.76	50.00	3.78	0.00	6.09	8	0	14	267	790	-523.38
1359+50(3)	146907.76	50.00	0.00	0.00	6.01	4	0	11	270	805	-534.78
1360+00(3)	146957.76	50.00	4.89	0.00	0.00	5	0	6	275	812	-537.65
1360+50(3)	147007.76	50.00	0.00	0.00	4.36	5	0	4	279	818	-538.49
1361+00(3)	147057.76	50.00	0.00	0.00	9.42	0	0	13	279	835	-555.46
1361+50(3)	147107.76	50.00	0.00	0.00	11.99	0	0	20	279	861	-581.83
1362+00(3)	147157.76	50.00	0.46	0.00	12.61	0	0	23	280	891	-611.70
1362+50(3)	147207.76	50.00	0.16	0.00	13.72	1	0	24	280	924	-643.55
1363+00(3)	147257.76	50.00	0.11	0.00	13.84	0	0	26	280	958	-677.24
1363+50(3)	147307.76	50.00	0.00	0.00	12.13	0	0	24	281	990	-709.12
1364+00(3)	147357.76	50.00	0.26	0.00	6.47	0	0	17	281	1,013	-731.78
1364+50(3)	147407.76	50.00	0.39	0.00	10.26	1	0	15	281	1,033	-751.78
1365+00(3)	147457.76	50.00	3.67	0.00	2.86	4	0	12	285	1,049	-764.18
1365+50(3)	147507.76	50.00	1.62	0.00	5.52	5	0	8	290	1,060	-769.60
1366+00(3)	147557.76	50.00	5.41	0.00	0.08	7	0	5	297	1,067	-769.99

BROWN 3 CONTINUED ON NEXT PAGE

BROWN 3 CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 2	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00 Note 2	Cumulative Vol (CY) Expanded Fill 1.33	Mass Ordinate Note 6
1366+50(3)	147607.76	50.00	4.27	0.00	0.05	9	0	0	306	1,067	-761.19
1367+00(3)	147657.76	50.00	0.85	0.00	3.22	5	0	3	310	1,071	-760.47
1367+50(3)	147707.76	50.00	1.07	0.00	8.02	2	0	10	312	1,085	-772.54
1367+54(3)	147711.76	4.00	1.22	0.00	7.86	0	0	1	312	1,086	-773.93
1367+79(3)	147736.76	25.00	0.43	0.00	7.28	1	0	7	313	1,095	-782.49
1368+00(3)	147757.76	21.00	0.20	0.00	5.28	0	0	5	313	1,102	-788.74
1368+04(3)	147761.76	4.00	0.24	0.00	5.45	0	0	1	313	1,103	-789.77
1368+50(3)	147807.76	46.00	1.88	0.00	3.26	2	0	7	315	1,113	-797.83
1369+00(3)	147857.76	50.00	1.15	0.00	2.19	3	0	5	318	1,120	-801.74
1369+50(3)	147907.76	50.00	0.12	0.00	9.07	1	0	10	319	1,133	-814.43
1370+00(3)	147957.76	50.00	1.18	0.00	3.53	1	0	12	320	1,149	-828.74
1370+50(3)	148007.76	50.00	1.41	0.00	7.70	2	0	10	323	1,163	-840.17
1371+00(3)	148057.76	50.00	2.04	0.00	2.77	3	0	10	326	1,176	-849.87
1371+50(3)	148107.76	50.00	2.09	0.00	2.64	4	0	5	330	1,182	-852.71
1372+00(3)	148157.76	50.00	0.09	0.00	9.78	2	0	12	332	1,198	-865.98
1372+50(3)	148207.76	50.00	0.46	0.00	11.75	1	0	20	332	1,224	-891.99
1373+00(3)	148257.76	50.00	0.02	0.00	16.98	0	0	27	333	1,260	-926.92
1373+50(3)	148307.76	50.00	0.65	0.00	14.62	1	0	29	333	1,298	-965.22
1374+00(3)	148357.76	50.00	0.11	0.00	16.77	1	0	29	334	1,337	-1,003.17
1374+50(3)	148407.76	50.00	0.16	0.00	18.37	0	0	33	334	1,380	-1,046.20
1375+00(3)	148457.76	50.00	3.29	0.00	22.19	3	0	38	337	1,430	-1,092.95
1375+50(3)	148507.76	50.00	1.96	0.00	16.29	5	0	36	342	1,478	-1,135.48
1376+00(3)	148557.76	50.00	0.83	0.00	17.82	3	0	32	345	1,520	-1,174.90
1376+50(3)	148607.76	50.00	2.60	0.00	8.47	3	0	24	348	1,552	-1,204.10
1377+00(3)	148657.76	50.00	0.49	0.00	12.46	3	0	19	351	1,578	-1,227.01
1377+50(3)	148707.76	50.00	2.21	0.00	10.40	3	0	21	353	1,606	-1,252.66
1378+00(3)	148757.76	50.00	0.99	0.00	23.05	3	0	31	356	1,647	-1,290.89
1378+50(3)	148807.76	50.00	0.37	0.00	9.25	1	0	30	358	1,687	-1,329.41
1379+00(3)	148857.76	50.00	0.09	0.00	4.44	0	0	13	358	1,704	-1,345.84
1379+50(3)	148907.76	50.00	0.60	0.00	2.26	1	0	6	359	1,712	-1,353.46
1380+00(3)	148957.76	50.00	0.62	0.00	2.45	1	0	4	360	1,718	-1,358.13
1380+50(3)	149007.76	50.00	1.20	0.00	0.12	2	0	2	362	1,721	-1,359.61
1381+00(3)	149057.76	50.00	0.00	0.00	0.00	1	0	0	363	1,721	-1,358.64
1381+50(3)	149107.76	50.00	0.00	0.00	0.00	0	0	0	363	1,721	-1,358.64
1382+00(3)	149157.76	50.00	6.91	0.00	1.56	6	0	1	369	1,723	-1,354.17
1382+50(3)	149207.76	50.00	0.45	0.00	9.42	7	0	10	376	1,737	-1,360.87
1383+00(3)	149257.76	50.00	0.89	0.00	14.68	1	0	22	377	1,766	-1,389.31
1383+50(3)	149307.76	50.00	0.00	0.00	17.07	1	0	29	378	1,805	-1,427.59
1384+00(3)	149357.76	50.00	0.29	0.00	14.44	0	0	29	378	1,844	-1,466.12
1384+50(3)	149407.76	50.00	0.59	0.00	7.68	1	0	20	379	1,872	-1,492.55
1385+00(3)	149457.76	50.00	0.68	0.00	7.77	1	0	14	380	1,891	-1,510.40
1385+50(3)	149507.76	50.00	1.81	0.00	3.79	2	0	11	382	1,905	-1,522.33

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BROWN 3 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1386+00(3)	149557.76	50.00	1.86	0.00	3.04	3	0	6	386	1,913	-1,527.34
1386+50(3)	149607.76	50.00	2.32	0.00	1.03	4	0	4	390	1,918	-1,528.48
1387+00(3)	149657.76	50.00	1.98	0.00	0.29	4	0	1	394	1,920	-1,526.13
1387+50(3)	149707.76	50.00	3.86	0.00	0.04	5	0	0	399	1,920	-1,521.13
1388+00(3)	149757.76	50.00	0.89	0.00	0.30	4	0	0	404	1,921	-1,517.15
1388+50(3)	149807.76	50.00	0.03	0.00	1.25	1	0	1	404	1,923	-1,518.20
1389+00(3)	149857.76	50.00	0.02	0.00	1.34	0	0	2	404	1,926	-1,521.35
1389+50(3)	149907.76	50.00	3.24	0.00	5.42	3	0	6	407	1,934	-1,526.65
1390+00(3)	149957.76	50.00	0.97	0.00	4.75	4	0	9	411	1,947	-1,535.28
1390+50(3)	150007.76	50.00	0.46	0.00	7.96	1	0	12	413	1,962	-1,549.61
1391+00(3)	150057.76	50.00	0.00	0.00	15.07	0	0	21	413	1,991	-1,577.54
1391+50(3)	150107.76	50.00	0.10	0.00	15.76	0	0	29	413	2,029	-1,615.42
1392+00(3)	150157.76	50.00	0.05	0.00	19.71	0	0	33	413	2,072	-1,658.96
1392+50(3)	150207.76	50.00	3.17	0.00	20.41	3	0	37	416	2,122	-1,705.38
1393+00(3)	150257.76	50.00	0.33	0.00	19.12	3	0	37	420	2,170	-1,750.82
1393+50(3)	150307.76	50.00	0.24	0.00	16.27	1	0	33	420	2,214	-1,793.88
1394+00(3)	150357.76	50.00	0.09	0.00	20.32	0	0	34	420	2,259	-1,838.63
1394+50(3)	150407.76	50.00	0.94	0.00	24.04	1	0	41	421	2,314	-1,892.31
1395+00(3)	150457.76	50.00	1.15	0.00	25.56	2	0	46	423	2,375	-1,951.45
1395+50(3)	150507.76	50.00	0.31	0.00	24.56	1	0	46	425	2,436	-2,011.82
1396+00(3)	150557.76	50.00	0.27	0.00	26.17	1	0	47	425	2,499	-2,073.76
1396+50(3)	150607.76	50.00	1.38	0.00	21.06	2	0	44	427	2,557	-2,130.39
1397+00(3)	150657.76	50.00	7.17	0.00	9.37	8	0	28	435	2,595	-2,159.95
1397+46.7(3)	150704.46	46.70	0.48	0.00	51.48	7	0	53	441	2,665	-2,223.33
1397+50(3)	150707.76	3.30	0.48	0.00	39.33	0	0	6	441	2,672	-2,230.65
1398+00(3)	150757.76	50.00	4.88	0.00	10.31	5	0	46	446	2,733	-2,286.82
1398+50(3)	150807.76	50.00	0.01	0.00	0.02	5	0	10	451	2,746	-2,295.01
1399+00(3)	150857.76	50.00	0.00	0.00	0.03	0	0	0	451	2,746	-2,295.06
1399+50(3)	150907.76	50.00	0.01	0.00	11.53	0	0	11	451	2,760	-2,309.29
1400+00(3)	150957.76	50.00	0.49	0.00	10.57	0	0	20	451	2,787	-2,336.04
1400+50(3)	151007.76	50.00	0.79	0.00	12.35	1	0	21	452	2,816	-2,363.08
1401+00(3)	151057.76	50.00	0.10	0.00	11.83	1	0	22	453	2,845	-2,392.03
1401+50(3)	151107.76	50.00	0.25	0.00	15.41	0	0	25	454	2,879	-2,425.26
1402+00(3)	151157.76	50.00	0.00	0.00	14.44	0	0	28	454	2,916	-2,461.78
1402+50(3)	151207.76	50.00	0.00	0.00	12.57	0	0	25	454	2,949	-2,495.05
1403+00(3)	151257.76	50.00	0.09	0.00	9.45	0	0	20	454	2,976	-2,522.08
1403+03(3)	151260.76	3.00	0.09	0.00	9.49	0	0	1	454	2,977	-2,523.47
1403+28(3)	151285.76	25.00	0.08	0.00	11.92	0	0	10	454	2,991	-2,536.57
1403+50(3)	151307.76	22.00	0.00	0.00	13.13	0	0	10	454	3,004	-2,550.12
1403+53(3)	151310.76	3.00	0.00	0.00	13.29	0	0	1	454	3,006	-2,552.07
1404+00(3)	151357.76	47.00	1.12	0.00	17.77	1	0	27	455	3,042	-2,587.05
1404+12.06(3)	151369.82	12.06	0.92	0.00	18.91	0	0	8	455	3,053	-2,597.49

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BROWN 3 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1404+50(3)	151407.76	37.94	0.30	0.00	19.87	1	0	27	456	3,089	-2,632.87
1405+00(3)	151457.76	50.00	0.77	0.00	17.91	1	0	35	457	3,136	-2,678.40
1405+50(3)	151507.76	50.00	0.02	0.00	19.83	1	0	35	458	3,182	-2,724.15
1406+00(3)	151557.76	50.00	0.00	0.00	24.66	0	0	41	458	3,237	-2,778.92
1406+50(3)	151607.76	50.00	0.00	0.00	26.87	0	0	48	458	3,300	-2,842.38
1407+00(3)	151657.76	50.00	0.03	0.00	33.75	0	0	56	458	3,375	-2,917.00
1407+50(3)	151707.76	50.00	0.00	0.00	42.31	0	0	70	458	3,469	-3,010.64
1408+00(3)	151757.76	50.00	0.00	0.00	44.16	0	0	80	458	3,575	-3,117.12
1408+50(3)	151807.76	50.00	0.00	0.00	42.89	0	0	81	458	3,682	-3,224.33
1409+00(3)	151857.76	50.00	0.11	0.00	42.40	0	0	79	458	3,787	-3,329.26
1409+50(3)	151907.76	50.00	0.13	0.00	44.05	0	0	80	458	3,894	-3,435.50
1409+91(3)	151948.76	41.00	1.72	0.00	124.50	1	0	128	460	4,064	-3,604.30
1410+00(3)	151957.76	9.00	0.61	0.00	96.76	0	0	37	460	4,113	-3,652.95
1410+50(3)	152007.76	50.00	0.00	0.00	43.97	1	0	130	461	4,286	-3,825.69
1411+00(3)	152057.76	50.00	1.50	0.00	39.64	1	0	77	462	4,389	-3,927.27
1411+50(3)	152107.76	50.00	1.10	0.00	42.14	2	0	76	465	4,490	-4,025.57
1412+00(3)	152157.76	50.00	2.48	0.00	47.68	3	0	83	468	4,601	-4,132.87
1412+50(3)	152207.76	50.00	0.53	0.00	49.55	3	0	90	471	4,720	-4,249.82
1413+00(3)	152257.76	50.00	0.00	0.00	51.18	0	0	93	471	4,845	-4,373.38
1413+50(3)	152307.76	50.00	0.00	0.00	47.96	0	0	92	471	4,967	-4,495.47
1414+00(3)	152357.76	50.00	0.00	0.00	46.09	0	0	87	471	5,082	-4,611.29
1414+50(3)	152407.76	50.00	0.15	0.00	45.83	0	0	85	471	5,196	-4,724.35
1415+00(3)	152457.76	50.00	0.36	0.00	41.18	0	0	81	472	5,303	-4,831.02
1415+50(3)	152507.76	50.00	0.67	0.00	42.48	1	0	77	473	5,406	-4,933.10
1416+00(3)	152557.76	50.00	1.62	0.00	42.94	2	0	79	475	5,511	-5,036.17
1416+50(3)	152607.76	50.00	0.43	0.00	41.34	2	0	78	477	5,615	-5,138.06
1417+00(3)	152657.76	50.00	0.14	0.00	45.84	1	0	81	477	5,722	-5,244.89
1417+50(3)	152707.76	50.00	0.33	0.00	45.45	0	0	85	478	5,835	-5,356.88
1418+00(3)	152757.76	50.00	0.00	0.00	2.65	0	0	45	478	5,894	-5,415.81
1418+50(3)	152807.76	50.00	2.23	0.00	0.00	2	0	2	480	5,897	-5,417.01
1419+00(3)	152857.76	50.00	1.73	0.00	0.00	4	0	0	484	5,897	-5,413.34
1419+50(3)	152907.76	50.00	1.16	0.00	14.05	3	0	13	486	5,914	-5,427.97
1420+00(3)	152957.76	50.00	0.04	0.00	22.46	1	0	34	488	5,959	-5,471.82
1420+50(3)	153007.76	50.00	0.42	0.00	32.19	0	0	51	488	6,027	-5,538.69
1421+00(3)	153057.76	50.00	0.22	0.00	25.36	1	0	53	489	6,098	-5,608.97
1421+50(3)	153107.76	50.00	1.74	0.00	20.41	2	0	42	490	6,154	-5,663.52
1422+00(3)	153157.76	50.00	1.53	0.00	18.36	3	0	36	493	6,202	-5,708.24
1422+50(3)	153207.76	50.00	3.24	0.00	25.01	4	0	40	498	6,255	-5,757.23
1423+00(3)	153257.76	50.00	1.35	0.00	28.93	4	0	50	502	6,321	-5,819.41
1423+50(3)	153307.76	50.00	1.46	0.00	34.54	3	0	59	505	6,400	-5,894.97
1424+00(3)	153357.76	50.00	1.65	0.00	26.51	3	0	57	508	6,475	-5,967.27
1424+50(3)	153407.76	50.00	1.25	0.00	38.72	3	0	60	510	6,555	-6,044.91

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BROWN 3 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1425+00(3)	153457.76	50.00	0.14	0.00	41.79	1	0	75	512	6,654	-6,142.77
1425+50(3)	153507.76	50.00	0.30	0.00	46.45	0	0	82	512	6,763	-6,251.03
1426+00(3)	153557.76	50.00	0.98	0.00	48.89	1	0	88	513	6,880	-6,367.26
1426+50(3)	153607.76	50.00	0.94	0.00	47.66	2	0	89	515	6,999	-6,484.38
1427+00(3)	153657.76	50.00	1.96	0.00	53.49	3	0	94	518	7,124	-6,606.26
1427+50(3)	153707.76	50.00	2.16	0.00	40.17	4	0	87	521	7,239	-6,717.78
1428+00(3)	153757.76	50.00	1.55	0.00	26.84	3	0	62	525	7,322	-6,796.87
1428+50(3)	153807.76	50.00	3.43	0.00	13.93	5	0	38	529	7,372	-6,842.46
1429+00(3)	153857.76	50.00	0.42	0.00	1.29	4	0	14	533	7,391	-6,857.64
1429+50(3)	153907.76	50.00	0.25	0.00	1.43	1	0	3	534	7,394	-6,860.37
1429+76.67(3)	153934.43	26.67	0.42	0.00	1.02	0	0	1	534	7,396	-6,861.65
1430+00(3)	153957.76	23.33	0.30	0.00	1.35	0	0	1	534	7,397	-6,862.70
1430+50(3)	154007.76	50.00	0.09	0.00	34.73	0	0	33	535	7,441	-6,906.77
1431+00(3)	154057.76	50.00	3.37	0.00	24.72	3	0	55	538	7,515	-6,976.78
1431+50(3)	154107.76	50.00	0.00	0.00	22.17	3	0	43	541	7,572	-7,031.40
1432+00(3)	154157.76	50.00	1.06	0.00	30.86	1	0	49	542	7,638	-7,095.73
1432+50(3)	154207.76	50.00	0.04	0.00	27.64	1	0	54	543	7,710	-7,166.75
1433+00(3)	154257.76	50.00	1.72	0.00	33.25	2	0	56	545	7,785	-7,240.11
1433+50(3)	154307.76	50.00	0.62	0.00	38.06	2	0	66	547	7,872	-7,325.76
1434+00(3)	154357.76	50.00	0.01	0.00	31.61	1	0	65	547	7,958	-7,410.97
1434+50(3)	154407.76	50.00	0.04	0.00	31.18	0	0	58	547	8,036	-7,488.25
1435+00(3)	154457.76	50.00	0.91	0.00	37.24	1	0	63	548	8,120	-7,571.63
1435+50(3)	154507.76	50.00	1.72	0.00	37.04	2	0	69	551	8,211	-7,660.67
1436+00(3)	154557.76	50.00	1.17	0.00	35.54	3	0	67	553	8,301	-7,747.37
1436+50(3)	154607.76	50.00	1.92	0.00	40.96	3	0	71	556	8,395	-7,838.72
1437+00(3)	154657.76	50.00	2.25	0.00	40.04	4	0	75	560	8,495	-7,934.61
1437+50(3)	154707.76	50.00	2.89	0.00	38.11	5	0	72	565	8,591	-8,026.09
1438+00(3)	154757.76	50.00	1.37	0.00	32.30	4	0	65	569	8,678	-8,108.85
1438+50(3)	154807.76	50.00	7.98	0.00	38.36	9	0	65	577	8,765	-8,187.21
1439+00(3)	154857.76	50.00	0.08	0.00	33.83	7	0	67	585	8,854	-8,268.65
1439+50(3)	154907.76	50.00	0.19	0.00	19.46	0	0	49	585	8,919	-8,334.03
1440+00(3)	154957.76	50.00	0.31	0.00	21.47	0	0	38	586	8,970	-8,383.97
1440+50(3)	155007.76	50.00	0.47	0.00	25.71	1	0	44	586	9,028	-8,441.35
1441+00(3)	155057.76	50.00	0.76	0.00	16.70	1	0	39	587	9,080	-8,492.43
1441+50(3)	155107.76	50.00	1.54	0.00	19.11	2	0	33	590	9,124	-8,534.40
1442+00(3)	155157.76	50.00	1.63	0.00	11.20	3	0	28	593	9,161	-8,568.80
1442+16.24(3)	155174.00	16.24	2.36	0.00	9.59	1	0	6	594	9,170	-8,575.91
1442+50(4)	155219.82	45.82	1.64	0.00	13.42	3	0	20	597	9,196	-8,598.48
1443+00(4)	155269.82	50.00	0.79	0.00	8.35	2	0	20	599	9,222	-8,623.04
1443+50(4)	155319.82	50.00	0.65	0.00	8.97	1	0	16	601	9,244	-8,643.04
1444+00(4)	155369.82	50.00	2.62	0.00	16.67	3	0	24	604	9,275	-8,671.59
1444+50(4)	155419.82	50.00	1.28	0.00	11.88	4	0	26	607	9,310	-8,703.13

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BROWN 3 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1445+00(4)	155469.82	50.00	2.01	0.00	11.39	3	0	22	610	9,339	-8,728.75
1445+50(4)	155519.82	50.00	1.62	0.00	9.82	3	0	20	614	9,365	-8,751.50
1446+00(4)	155569.82	50.00	1.27	0.00	9.87	3	0	18	616	9,390	-8,773.08
1446+50(4)	155619.82	50.00	0.31	0.00	15.10	1	0	23	618	9,420	-8,802.36
1447+00(4)	155669.82	50.00	0.08	0.00	14.20	0	0	27	618	9,456	-8,838.08
1447+50(4)	155719.82	50.00	0.50	0.00	28.04	1	0	39	619	9,508	-8,889.56
1448+00(4)	155769.82	50.00	0.05	0.00	20.13	1	0	45	619	9,568	-8,948.38
1448+50(4)	155819.82	50.00	0.07	0.00	22.28	0	0	39	619	9,620	-9,000.49
1449+00(4)	155869.82	50.00	0.57	0.00	19.57	1	0	39	620	9,671	-9,051.44
1449+50(4)	155919.82	50.00	2.01	0.00	14.74	2	0	32	622	9,714	-9,091.30
1450+00(4)	155969.82	50.00	1.71	0.00	17.75	3	0	30	626	9,754	-9,127.87
1450+50(4)	156019.82	50.00	0.78	0.00	20.04	2	0	35	628	9,800	-9,172.10
1451+00(4)	156069.82	50.00	0.34	0.00	24.93	1	0	42	629	9,856	-9,226.44
1451+50(4)	156119.82	50.00	1.12	0.00	41.62	1	0	62	631	9,938	-9,307.04
1452+00(4)	156169.82	50.00	1.33	0.00	44.43	2	0	80	633	10,044	-9,410.75
1452+50(4)	156219.82	50.00	1.09	0.00	47.77	2	0	85	635	10,157	-9,522.05
1453+00(4)	156269.82	50.00	2.96	0.00	33.99	4	0	76	639	10,258	-9,618.98
1453+50(4)	156319.82	50.00	2.81	0.00	26.13	5	0	56	644	10,332	-9,687.68
1454+00(4)	156369.82	50.00	4.51	0.00	21.43	7	0	44	651	10,390	-9,739.47
1454+50(4)	156419.82	50.00	6.22	0.00	15.44	10	0	34	661	10,436	-9,774.94
1455+00(4)	156469.82	50.00	6.79	0.00	16.44	12	0	30	673	10,475	-9,802.15
1455+50(4)	156519.82	50.00	7.71	0.00	34.23	13	0	47	686	10,537	-9,851.12
1456+00(4)	156569.82	50.00	4.01	0.00	55.59	11	0	83	697	10,648	-9,950.88
1456+50(4)	156619.82	50.00	13.79	0.00	35.96	16	0	85	714	10,761	-10,047.14
1457+00(4)	156669.82	50.00	13.33	0.00	20.00	25	0	52	739	10,830	-10,090.95
1457+49.75(4)	156719.57	49.75	0.22	0.00	6.26	12	0	24	751	10,862	-10,110.64
1457+66.98(4)	156736.80	17.23	0.00	0.00	0.00	0	0	2	751	10,865	-10,113.23
				BROWN 3 TOTALS		**751**	**0**	**8,169**			

BROWN 4

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1459+00(4)	156869.82	0.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1459+50(4)	156919.82	50.00	4.02	0.00	0.01	4	0	0	4	0	3.71
1460+00(4)	156969.82	50.00	9.95	0.00	0.85	13	0	1	17	1	15.59
1460+50(4)	157019.82	50.00	34.21	0.00	0.02	41	0	1	58	2	55.40
1461+00(4)	157069.82	50.00	35.39	0.00	0.49	64	0	0	122	3	119.22
1461+50(4)	157119.82	50.00	33.18	0.00	0.30	63	0	1	185	4	181.74
1462+00(4)	157169.82	50.00	30.50	0.00	0.20	59	0	0	244	4	240.09
1462+50(4)	157219.82	50.00	32.42	0.00	0.00	58	0	0	303	5	298.10
1463+00(4)	157269.82	50.00	38.14	0.00	0.00	65	0	0	368	5	363.43
1463+50(4)	157319.82	50.00	32.18	0.00	0.01	65	0	0	433	5	428.53
1464+00(4)	157369.82	50.00	26.98	0.00	7.97	55	0	7	488	14	473.48
1464+50(4)	157419.82	50.00	16.14	0.00	0.74	40	0	8	528	25	502.68
1465+00(4)	157469.82	50.00	5.69	0.00	4.00	20	0	4	548	31	517.06
1465+50(4)	157519.82	50.00	6.31	0.00	0.21	11	0	4	559	36	522.98
1466+00(4)	157569.82	50.00	1.28	0.00	4.24	7	0	4	566	42	524.53
1466+50(4)	157619.82	50.00	1.75	0.00	1.71	3	0	6	569	49	520.01
1467+00(4)	157669.82	50.00	5.10	0.00	0.04	6	0	2	575	51	524.20
1467+50(4)	157719.82	50.00	3.74	0.00	0.31	8	0	0	584	52	531.95
1468+00(4)	157769.82	50.00	0.82	0.00	3.13	4	0	3	588	56	531.94
1468+50(4)	157819.82	50.00	1.92	0.00	3.24	3	0	6	590	64	526.63
1469+00(4)	157869.82	50.00	0.00	0.00	7.17	2	0	10	592	76	515.59
1469+50(4)	157919.82	50.00	3.79	0.00	6.84	4	0	13	596	94	501.84
1470+00(4)	157969.82	50.00	1.75	0.00	1.40	5	0	8	601	104	496.83
1470+50(4)	158019.82	50.00	1.18	0.00	3.41	3	0	4	603	110	493.61
1471+00(4)	158069.82	50.00	3.15	0.00	4.81	4	0	8	607	120	487.50
1471+50(4)	158119.82	50.00	0.76	0.00	15.32	4	0	19	611	145	466.33
1472+00(4)	158169.82	50.00	0.79	0.00	17.22	1	0	30	612	185	427.69
1472+50(4)	158219.82	50.00	0.41	0.00	17.95	1	0	33	614	228	385.49
1473+00(4)	158269.82	50.00	0.22	0.00	20.83	1	0	36	614	276	338.32
1473+50(4)	158319.82	50.00	0.43	0.00	20.24	1	0	38	615	326	288.35
1473+79.12(4)	158348.94	29.12	0.93	0.00	16.28	1	0	20	616	353	262.89
1474+00(4)	158369.82	20.88	1.10	0.00	13.60	1	0	12	616	368	248.31
1474+50(4)	158419.82	50.00	0.88	0.00	7.00	2	0	19	618	393	224.77
1475+00(4)	158469.82	50.00	2.88	0.00	4.67	3	0	11	622	408	213.88
1475+50(4)	158519.82	50.00	0.86	0.00	1.04	3	0	5	625	415	210.31
1476+00(4)	158569.82	50.00	0.33	0.00	0.99	1	0	2	626	417	208.91
1476+50(4)	158619.82	50.00	0.77	0.00	0.59	1	0	1	627	419	207.99
1477+00(4)	158669.82	50.00	0.98	0.00	1.32	2	0	2	629	422	207.25
1477+50(4)	158719.82	50.00	1.05	0.00	2.33	2	0	3	631	426	204.64
1478+00(4)	158769.82	50.00	0.68	0.00	1.56	2	0	4	632	431	201.45
1478+50(4)	158819.82	50.00	0.68	0.00	0.96	1	0	2	634	434	199.61
1479+00(4)	158869.82	50.00	1.79	0.00	0.50	2	0	1	636	436	200.10
1479+50(4)	158919.82	50.00	1.70	0.00	0.73	3	0	1	639	437	201.81

BROWN 4 CONTINUED ON NEXT PAGE

BROWN 4 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1480+00(4)	158969.82	50.00	2.76	0.00	0.40	4	0	1	643	439	204.55
1480+50(4)	159019.82	50.00	1.61	0.00	2.68	4	0	3	647	442	204.80
1481+00(4)	159069.82	50.00	1.24	0.00	0.55	3	0	3	650	446	203.47
1481+50(4)	159119.82	50.00	0.38	0.00	3.49	2	0	4	651	451	199.99
1482+00(4)	159169.82	50.00	0.02	0.00	6.08	0	0	9	652	463	188.58
1482+50(4)	159219.82	50.00	1.24	0.00	2.58	1	0	8	653	474	179.08
1483+00(4)	159269.82	50.00	0.07	0.00	8.02	1	0	10	654	487	167.24
1483+50(4)	159319.82	50.00	2.07	0.00	1.84	2	0	9	656	499	157.08
1484+00(4)	159369.82	50.00	1.44	0.00	10.31	3	0	11	659	514	145.36
1484+50(4)	159419.82	50.00	2.57	0.00	9.46	4	0	18	663	538	124.73
1485+00(4)	159469.82	50.00	3.47	0.00	4.14	6	0	13	669	555	113.57
1485+49.65(5)	159489.62	19.80	4.85	0.00	2.98	3	0	3	672	559	113.15
1485+50(5)	159489.98	0.35	4.85	0.00	2.93	0	0	0	672	559	113.16
1486+00(5)	159539.98	50.00	1.63	0.00	1.41	6	0	4	678	564	113.82
1486+50(5)	159589.98	50.00	1.72	0.00	0.39	3	0	2	681	566	114.71
1487+00(5)	159639.98	50.00	2.50	0.00	0.41	4	0	1	685	567	117.63
1487+50(5)	159689.98	50.00	0.50	0.00	2.12	3	0	2	688	570	117.29
1488+00(5)	159739.98	50.00	0.25	0.00	0.42	1	0	2	688	573	114.86
1488+50(5)	159789.98	50.00	0.00	0.00	0.00	0	0	0	689	574	114.57
1489+00(5)	159839.98	50.00	0.00	0.00	0.00	0	0	0	689	574	114.57
1489+50(5)	159889.98	50.00	3.82	0.00	0.00	4	0	0	692	574	118.11
1490+00(5)	159939.98	50.00	3.60	0.00	0.00	7	0	0	699	574	124.98
1490+50(5)	159989.98	50.00	1.23	0.00	0.02	4	0	0	703	574	129.43
1491+00(5)	160039.98	50.00	10.11	0.00	0.00	11	0	0	714	574	139.90
1491+50(5)	160089.98	50.00	0.03	0.00	0.63	9	0	1	723	575	148.51
1492+00(5)	160139.98	50.00	0.02	0.00	0.00	0	0	1	723	576	147.78
1492+50(5)	160189.98	50.00	0.02	0.00	0.00	0	0	0	723	576	147.82
1493+00(5)	160239.98	50.00	6.62	0.00	1.25	6	0	1	730	577	152.43
1493+50(5)	160289.98	50.00	1.93	0.00	0.00	8	0	1	737	579	158.81
1494+00(5)	160339.98	50.00	0.00	0.00	0.03	2	0	0	739	579	160.56
1494+50(5)	160389.98	50.00	0.04	0.00	0.00	0	0	0	739	579	160.56
1495+00(5)	160439.98	50.00	4.14	0.00	0.00	4	0	0	743	579	164.43
1495+50(5)	160489.98	50.00	0.00	0.00	0.00	4	0	0	747	579	168.26
1496+00(5)	160539.98	50.00	0.00	0.00	0.00	0	0	0	747	579	168.26
1496+50(5)	160589.98	50.00	2.80	0.00	0.00	3	0	0	750	579	170.85
1497+00(5)	160639.98	50.00	0.43	0.00	0.00	3	0	0	753	579	173.84
1497+50(5)	160689.98	50.00	0.00	0.00	0.00	0	0	0	753	579	174.24
1498+00(5)	160739.98	50.00	0.00	0.00	0.00	0	0	0	753	579	174.24
1498+50(5)	160789.98	50.00	0.00	0.00	0.00	0	0	0	753	579	174.24
1499+00(5)	160839.98	50.00	0.00	0.00	0.00	0	0	0	753	579	174.24
1499+18(5)	160857.98	18.00	0.87	0.00	0.00	0	0	0	753	579	174.53
1499+50(5)	160889.98	32.00	2.71	0.00	0.33	2	0	0	755	579	176.39

BROWN 4 CONTINUED ON NEXT PAGE

BROWN 4 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1499+73(5)	160912.98	23.00	2.62	0.00	2.30	2	0	1	758	580	177.17
1500+00(5)	160939.98	27.00	3.97	0.00	0.41	3	0	1	761	582	178.67
1500+37(5)	160976.98	37.00	8.01	0.00	0.69	8	0	1	769	583	185.87
1500+50(5)	160989.98	13.00	6.56	0.00	1.31	4	0	0	773	584	188.74
1500+62(5)	161001.98	12.00	6.51	0.00	2.13	3	0	1	776	585	190.63
1500+87(5)	161026.98	25.00	7.60	0.00	3.55	7	0	3	782	588	193.66
1501+00(5)	161039.98	13.00	8.05	0.00	3.02	4	0	2	786	591	195.33
1501+12(5)	161051.98	12.00	9.22	0.00	2.75	4	0	1	790	592	197.46
1501+37(5)	161076.98	25.00	9.74	0.00	2.10	9	0	2	798	595	203.25
1501+50(5)	161089.98	13.00	8.88	0.00	0.79	4	0	1	803	596	206.81
1502+00(5)	161139.98	50.00	1.46	0.00	2.74	10	0	3	813	600	212.04
1502+50(5)	161189.98	50.00	2.47	0.00	1.81	4	0	4	816	606	210.07
1503+00(5)	161239.98	50.00	3.33	0.00	1.35	5	0	3	822	610	211.55
1503+18(5)	161257.98	18.00	2.79	0.00	0.33	2	0	1	824	611	212.85
1503+50(5)	161289.97	31.99	0.00	0.00	0.00	2	0	0	825	611	214.24
				BROWN 4 TOTALS		**825**	**0**	**459**			

BROWN 5

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.33	
						Note 2	Note 4		Note 2		Note 6
1504+50(5)	161389.98	0.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1505+00(5)	161439.98	50.00	1.79	0.00	0.00	2	0	0	2	0	1.66
1505+50(5)	161489.98	50.00	0.00	0.00	0.00	2	0	0	3	0	3.32
1506+00(5)	161539.98	50.00	0.00	0.00	0.00	0	0	0	3	0	3.32
1506+50(5)	161589.98	50.00	5.34	0.00	0.00	5	0	0	8	0	8.26
1506+69.01(5)	161608.98	19.01	5.28	0.00	4.58	4	0	2	12	2	9.86
1506+94.01(5)	161633.98	25.00	3.85	0.00	4.43	4	0	4	16	8	8.54
1507+00(5)	161639.98	5.99	3.39	0.00	4.22	1	0	1	17	9	8.07
1507+19.01(5)	161658.98	19.01	2.83	0.00	2.01	2	0	2	19	12	7.34
1507+44.01(5)	161683.98	25.00	5.76	0.00	0.77	4	0	1	23	14	9.61
1507+50(5)	161689.98	5.99	6.59	0.00	0.58	1	0	0	25	14	10.78
1507+69.01(5)	161708.98	19.01	8.04	0.00	0.39	5	0	0	30	14	15.48
1508+00(5)	161739.98	30.99	6.64	0.00	0.62	8	0	1	38	15	23.13
1508+23.01(5)	161762.98	23.01	1.24	0.00	0.00	3	0	0	42	15	26.13
1508+50(5)	161789.98	26.99	0.06	0.00	0.00	1	0	0	42	15	26.79
1508+88.01(5)	161827.98	38.01	5.97	0.00	0.00	4	0	0	46	15	31.03
1509+00(5)	161839.98	11.99	6.44	0.00	0.00	3	0	0	49	15	33.79
1509+50(5)	161889.98	50.00	4.33	0.00	0.00	10	0	0	59	15	43.76
1510+00(5)	161939.98	50.00	5.21	0.00	0.00	9	0	0	68	15	52.59
1510+50(5)	161989.98	50.00	9.39	0.00	0.00	14	0	0	81	15	66.11
1511+00(5)	162039.98	50.00	3.24	0.00	0.00	12	0	0	93	15	77.80
1511+50(5)	162089.98	50.00	3.27	0.00	0.00	6	0	0	99	15	83.83
1512+00(5)	162139.98	50.00	0.90	0.00	0.00	4	0	0	103	15	87.69
1512+50(5)	162189.98	50.00	2.64	0.00	0.84	3	0	1	106	16	89.93
1513+00(5)	162239.98	50.00	0.46	0.00	0.21	3	0	1	109	18	91.51
1513+50(5)	162289.98	50.00	2.48	0.00	0.00	3	0	0	112	18	93.98
1514+00(5)	162339.98	50.00	3.38	0.00	0.00	5	0	0	117	18	99.40
1514+50(5)	162389.98	50.00	0.13	0.00	0.00	3	0	0	121	18	102.65
1515+00(5)	162439.98	50.00	2.28	0.00	0.00	2	0	0	123	18	104.88
1515+50(5)	162489.98	50.00	1.66	0.00	0.54	4	0	1	127	19	107.86
1516+00(5)	162539.98	50.00	0.66	0.00	0.19	2	0	1	129	20	109.10
1516+50(5)	162589.98	50.00	0.28	0.00	0.00	1	0	0	130	20	109.74
1517+00(5)	162639.98	50.00	25.33	0.00	0.00	24	0	0	153	20	133.45
1517+50(5)	162689.98	50.00	0.91	0.00	0.00	24	0	0	178	20	157.74
1518+00(5)	162739.98	50.00	0.13	0.00	0.00	1	0	0	178	20	158.70
1518+50(5)	162789.98	50.00	0.04	0.00	0.00	0	0	0	179	20	158.85
1519+00(5)	162839.98	50.00	0.00	0.00	0.11	0	0	0	179	20	158.75
1519+50(5)	162889.98	50.00	0.00	0.00	0.09	0	0	0	179	20	158.51
1520+00(5)	162939.98	50.00	0.00	0.00	0.05	0	0	0	179	20	158.33
1520+50(5)	162989.98	50.00	0.00	0.00	0.07	0	0	0	179	21	158.18
1521+00(5)	163039.98	50.00	0.00	0.00	0.05	0	0	0	179	21	158.03
1521+50(5)	163089.98	50.00	0.00	0.00	0.00	0	0	0	179	21	157.97
1522+00(5)	163139.98	50.00	0.00	0.00	0.00	0	0	0	179	21	157.97

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BROWN 5 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	 Note 6
1522+50(5)	163189.98	50.00	1.18	0.00	0.00	1	0	0	180	21	159.06
1523+00(5)	163239.98	50.00	1.19	0.00	0.00	2	0	0	182	21	161.25
1523+50(5)	163289.98	50.00	0.42	0.00	0.06	1	0	0	183	21	162.67
1524+00(5)	163339.98	50.00	1.75	0.00	0.05	2	0	0	185	21	164.56
1524+50(5)	163389.98	50.00	1.00	0.00	0.98	3	0	1	188	22	165.83
1525+00(5)	163439.98	50.00	0.00	0.00	1.32	1	0	2	189	25	163.92
1525+50(5)	163489.98	50.00	0.00	0.00	1.27	0	0	2	189	28	160.74
1526+00(5)	163539.98	50.00	0.77	0.00	1.23	1	0	2	190	31	158.37
1526+50(5)	163589.98	50.00	0.44	0.00	1.93	1	0	3	191	35	155.59
1527+00(5)	163639.98	50.00	0.55	0.00	2.19	1	0	4	192	40	151.42
1527+50(5)	163689.98	50.00	0.92	0.00	3.16	1	0	5	193	47	146.19
1528+00(5)	163739.98	50.00	0.11	0.00	1.45	1	0	4	194	53	141.47
1528+50(5)	163789.98	50.00	0.00	0.00	3.21	0	0	4	194	58	135.83
1529+00(5)	163839.98	50.00	0.14	0.00	4.15	0	0	7	194	67	126.90
1529+50(5)	163889.98	50.00	0.32	0.00	1.27	0	0	5	195	74	120.66
1530+00(5)	163939.98	50.00	1.89	0.00	0.33	2	0	1	197	76	120.73
1530+50(5)	163989.98	50.00	1.06	0.00	1.95	3	0	2	199	79	120.65
1531+00(5)	164039.98	50.00	0.53	0.00	4.22	1	0	6	201	86	114.53
1531+50(5)	164089.98	50.00	0.05	0.00	5.65	1	0	9	201	99	102.91
1532+00(5)	164139.98	50.00	0.14	0.00	3.35	0	0	8	202	110	92.00
1532+50(5)	164189.98	50.00	1.03	0.00	5.60	1	0	8	203	121	82.06
1533+00(5)	164239.98	50.00	0.55	0.00	2.65	1	0	8	204	131	73.35
1533+50(5)	164289.98	50.00	0.29	0.00	2.22	1	0	5	205	137	68.13
1534+00(5)	164339.98	50.00	0.00	0.00	0.29	0	0	2	205	140	65.31
1534+50(5)	164389.98	50.00	0.03	0.00	0.20	0	0	0	205	141	64.73
1535+00(5)	164439.98	50.00	0.17	0.00	4.99	0	0	5	205	147	58.53
1535+50(5)	164489.98	50.00	0.24	0.00	11.67	0	0	15	206	167	38.41
1536+00(5)	164539.98	50.00	0.18	0.00	13.58	0	0	23	206	199	7.71
1536+50(5)	164589.98	50.00	1.06	0.00	8.34	1	0	20	207	226	-18.14
1537+00(5)	164639.98	50.00	5.82	0.00	8.58	6	0	16	214	246	-32.60
1537+50(5)	164689.98	50.00	0.89	0.00	0.49	6	0	8	220	258	-37.55
1538+00(5)	164739.98	50.00	0.10	0.00	10.02	1	0	10	221	270	-49.58
1538+50(5)	164789.98	50.00	0.01	0.00	1.40	0	0	11	221	285	-63.54
1539+00(5)	164839.98	50.00	0.01	0.00	0.96	0	0	2	221	287	-66.43
1539+50(5)	164889.98	50.00	0.47	0.00	2.56	0	0	3	221	292	-70.32
1540+00(5)	164939.98	50.00	0.03	0.00	0.16	0	0	3	222	295	-73.21
1540+50(5)	164989.98	50.00	0.00	0.00	0.20	0	0	0	222	296	-73.63
1541+00(5)	165039.98	50.00	0.01	0.00	0.09	0	0	0	222	296	-73.98
1541+50(5)	165089.98	50.00	0.11	0.00	0.75	0	0	1	222	297	-74.90
1542+00(5)	165139.98	50.00	0.02	0.00	4.54	0	0	5	222	303	-81.29
1542+50(5)	165189.98	50.00	0.05	0.00	5.14	0	0	9	222	315	-93.14
1543+00(5)	165239.98	50.00	0.00	0.00	9.00	0	0	13	222	333	-110.51

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BROWN 5 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	 Note 6
1543+50(5)	165289.98	50.00	0.00	0.00	11.16	0	0	19	222	358	-135.34
1544+00(5)	165339.98	50.00	0.04	0.00	9.68	0	0	19	222	383	-160.96
1544+50(5)	165389.98	50.00	0.03	0.00	14.17	0	0	22	222	413	-190.26
1545+00(5)	165439.98	50.00	0.46	0.00	9.10	0	0	22	223	441	-218.46
1545+50(5)	165489.98	50.00	4.89	0.00	3.62	5	0	12	228	457	-229.16
1546+00(5)	165539.98	50.00	9.60	0.00	0.08	13	0	3	241	462	-220.29
1546+50(5)	165589.98	50.00	0.40	0.00	2.08	9	0	2	251	464	-213.69
1547+00(5)	165639.98	50.00	0.00	0.00	3.66	0	0	5	251	471	-220.40
1547+50(5)	165689.98	50.00	1.08	0.00	0.36	1	0	4	252	476	-224.36
1548+00(5)	165739.98	50.00	0.00	0.00	0.00	1	0	0	253	477	-223.81
1548+50(5)	165789.98	50.00	0.00	0.00	4.60	0	0	4	253	482	-229.47
1549+00(5)	165839.98	50.00	0.00	0.00	4.39	0	0	8	253	493	-240.55
1549+50(5)	165889.98	50.00	0.00	0.00	4.42	0	0	8	253	504	-251.40
1550+00(5)	165939.98	50.00	0.72	0.00	0.52	1	0	5	254	510	-256.81
1550+50(5)	165989.98	50.00	0.00	0.00	0.12	1	0	1	254	511	-256.93
1551+00(5)	166039.98	50.00	0.00	0.00	0.82	0	0	1	254	512	-258.08
1551+50(5)	166089.98	50.00	0.54	0.00	0.94	0	0	2	255	514	-259.74
1552+00(5)	166139.98	50.00	0.04	0.00	0.40	1	0	1	255	516	-260.86
1552+50(5)	166189.98	50.00	0.89	0.00	1.56	1	0	2	256	519	-262.41
1553+00(5)	166239.98	50.00	0.00	0.00	1.37	1	0	3	257	522	-265.19
1553+50(5)	166289.98	50.00	3.35	0.00	0.56	3	0	2	260	525	-264.46
1554+00(5)	166339.98	50.00	0.14	0.00	1.61	3	0	2	263	527	-263.90
1554+50(5)	166389.98	50.00	0.44	0.00	2.26	1	0	4	264	532	-268.12
1555+00(5)	166439.98	50.00	0.31	0.00	3.60	1	0	5	265	539	-274.64
1555+50(5)	166489.98	50.00	0.17	0.00	5.09	0	0	8	265	550	-284.89
1556+00(5)	166539.98	50.00	0.02	0.00	0.59	0	0	5	265	557	-291.71
1556+50(5)	166589.98	50.00	0.00	0.00	1.39	0	0	2	265	559	-294.15
1557+00(5)	166639.98	50.00	0.19	0.00	0.42	0	0	2	265	562	-296.21
1557+50(5)	166689.98	50.00	0.62	0.00	1.47	1	0	2	266	564	-297.79
1558+00(5)	166739.98	50.00	2.74	0.00	2.84	3	0	4	269	569	-299.99
1558+50(5)	166789.98	50.00	0.97	0.00	0.33	3	0	3	273	573	-300.45
1559+00(5)	166839.98	50.00	0.45	0.00	0.26	1	0	1	274	574	-299.87
1559+50(5)	166889.98	50.00	0.00	0.00	0.14	0	0	0	274	574	-299.94
1560+00(5)	166939.98	50.00	0.00	0.00	0.32	0	0	0	274	575	-300.51
1560+50(5)	166989.98	50.00	0.00	0.00	0.18	0	0	0	274	575	-301.13
1561+00(5)	167039.98	50.00	0.00	0.00	0.43	0	0	1	274	576	-301.88
1561+50(5)	167089.98	50.00	0.00	0.00	1.25	0	0	2	274	578	-303.95
1562+00(5)	167139.98	50.00	0.00	0.00	2.44	0	0	3	274	583	-308.49
1562+50(5)	167189.98	50.00	0.26	0.00	2.21	0	0	4	275	589	-313.98
1563+00(5)	167239.98	50.00	0.37	0.00	0.00	1	0	2	275	591	-316.12
1563+50(5)	167289.98	50.00	0.30	0.00	0.00	1	0	0	276	591	-315.50
1564+00(5)	167339.98	50.00	0.00	0.00	0.00	0	0	0	276	591	-315.23

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BROWN 5 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	 Note 6
1564+50(5)	167389.98	50.00	0.00	0.00	0.00	0	0	0	276	591	-315.23
1565+00(5)	167439.98	50.00	0.00	0.00	0.00	0	0	0	276	591	-315.23
1565+50(5)	167489.98	50.00	0.00	0.00	0.00	0	0	0	276	591	-315.23
1566+00(5)	167539.98	50.00	1.49	0.00	0.07	1	0	0	277	591	-313.93
1566+50(5)	167589.98	50.00	0.00	0.00	0.00	1	0	0	279	591	-312.64
1567+00(5)	167639.98	50.00	1.92	0.00	0.25	2	0	0	281	592	-311.16
1567+50(5)	167689.98	50.00	0.04	0.00	0.16	2	0	0	282	592	-309.84
1568+00(5)	167739.98	50.00	0.00	0.00	0.97	0	0	1	282	594	-311.20
1568+50(5)	167789.98	50.00	0.00	0.00	2.17	0	0	3	282	598	-315.07
1569+00(5)	167839.98	50.00	0.02	0.00	1.17	0	0	3	282	602	-319.16
1569+50(5)	167889.98	50.00	0.00	0.00	0.85	0	0	2	282	604	-321.63
1570+00(5)	167939.98	50.00	1.28	0.00	1.91	1	0	3	284	608	-323.85
1570+50(5)	167989.98	50.00	2.69	0.00	0.28	4	0	2	287	610	-322.86
1571+00(5)	168039.98	50.00	0.23	0.00	0.00	3	0	0	290	611	-320.50
1571+50(5)	168089.98	50.00	3.76	0.00	0.96	4	0	1	294	612	-317.99
1572+00(5)	168139.98	50.00	6.59	0.00	0.11	10	0	1	303	613	-309.73
1572+50(5)	168189.98	50.00	8.38	0.00	0.82	14	0	1	317	614	-297.01
1573+00(5)	168239.98	50.00	1.46	0.00	1.20	9	0	2	326	617	-290.38
1573+50(5)	168289.98	50.00	5.51	0.00	0.90	6	0	2	333	619	-286.50
1574+00(5)	168339.98	50.00	8.33	0.00	3.65	13	0	4	346	625	-279.27
1574+50(5)	168389.98	50.00	12.31	0.00	8.09	19	0	11	365	639	-274.62
1575+00(5)	168439.98	50.00	8.49	0.00	0.12	19	0	8	384	649	-265.48
1575+50(5)	168489.98	50.00	0.00	0.00	0.03	8	0	0	392	650	-257.80
1576+00(5)	168539.98	50.00	1.30	0.00	6.67	1	0	6	393	658	-264.85
1576+50(5)	168589.98	50.00	2.89	0.00	9.02	4	0	15	397	677	-280.29
1577+00(5)	168639.98	50.00	1.20	0.00	2.74	4	0	11	401	692	-290.99
1577+50(5)	168689.98	50.00	7.87	0.00	0.25	8	0	3	409	695	-286.28
1578+00(5)	168739.98	50.00	10.31	0.00	7.53	17	0	7	426	705	-279.02
1578+50(5)	168789.98	50.00	15.82	0.00	5.63	24	0	12	450	721	-271.03
1579+00(5)	168839.98	50.00	0.00	0.00	1.29	15	0	6	465	730	-264.92
1579+50(5)	168889.98	50.00	0.12	0.00	0.56	0	0	2	465	732	-267.09
1580+00(5)	168939.98	50.00	1.26	0.00	0.70	1	0	1	466	734	-267.36
1580+50(5)	168989.98	50.00	3.39	0.00	0.55	4	0	1	470	735	-264.60
1581+00(5)	169039.98	50.00	11.21	0.00	0.19	14	0	1	484	736	-252.00
1581+50(5)	169089.98	50.00	11.62	0.00	0.20	21	0	0	505	736	-231.34
1582+00(5)	169139.98	50.00	0.00	0.00	0.32	11	0	0	516	737	-221.22
1582+50(5)	169189.98	50.00	0.95	0.00	0.13	1	0	0	517	738	-220.90
1583+00(5)	169239.98	50.00	0.00	0.00	0.09	1	0	0	518	738	-220.28
1583+50(5)	169289.98	50.00	0.00	0.00	0.56	0	0	1	518	739	-221.07
1584+00(5)	169339.98	50.00	2.16	0.00	0.95	2	0	1	520	741	-220.92
1584+50(5)	169389.98	50.00	0.45	0.00	1.10	2	0	2	522	743	-221.03
1585+00(5)	169439.98	50.00	0.00	0.00	0.48	0	0	1	522	745	-222.56

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BROWN 5 CONTINUED

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	 Note 6
1585+50(5)	169489.98	50.00	0.00	0.00	0.56	0	0	1	522	746	-223.84
1586+00(5)	169539.98	50.00	0.00	0.00	1.11	0	0	2	522	748	-225.89
1586+50(5)	169589.98	50.00	0.00	0.00	0.34	0	0	1	522	750	-227.67
1587+00(5)	169639.98	50.00	0.00	0.00	0.47	0	0	1	522	751	-228.66
1587+50(5)	169689.98	50.00	0.00	0.00	0.57	0	0	1	522	752	-229.94
1588+00(5)	169739.98	50.00	0.13	0.00	2.40	0	0	3	523	756	-233.48
1588+50(5)	169789.98	50.00	0.00	0.00	0.22	0	0	2	523	759	-236.58
1589+00(5)	169839.98	50.00	0.00	0.00	3.47	0	0	3	523	764	-241.13
1589+50(5)	169889.98	50.00	0.00	0.00	1.52	0	0	5	523	770	-247.29
1590+00(5)	169939.98	50.00	0.30	0.00	1.20	0	0	3	523	773	-250.36
1590+50(5)	169989.98	50.00	0.08	0.00	2.24	0	0	3	523	778	-254.26
1591+00(5)	170039.98	50.00	2.16	0.00	0.18	2	0	2	525	781	-255.17
1591+50(5)	170089.98	50.00	2.54	0.00	0.77	4	0	1	530	782	-251.99
1592+00(5)	170139.98	50.00	1.90	0.00	0.15	4	0	1	534	783	-249.01
1592+50(5)	170189.98	50.00	2.05	0.00	0.13	4	0	0	538	783	-245.70
1593+00(5)	170239.98	50.00	0.00	0.00	0.25	2	0	0	539	784	-244.26
1593+50(5)	170289.98	50.00	0.00	0.00	0.29	0	0	1	539	784	-244.93
1594+00(5)	170339.98	50.00	0.00	0.00	0.24	0	0	0	539	785	-245.58
1594+50(5)	170389.98	50.00	0.02	0.00	2.97	0	0	3	539	789	-249.50
1595+00(5)	170439.98	50.00	0.00	0.00	5.53	0	0	8	539	799	-259.95
1595+50(5)	170489.98	50.00	0.75	0.00	0.47	1	0	6	540	807	-266.64
1596+00(5)	170539.98	50.00	0.00	0.00	0.13	1	0	1	541	808	-266.68
1596+50(5)	170589.98	50.00	0.00	0.00	0.15	0	0	0	541	808	-267.03
1597+00(5)	170639.98	50.00	0.00	0.00	0.03	0	0	0	541	808	-267.25
1597+50(5)	170689.98	50.00	2.35	0.00	4.12	2	0	4	543	813	-270.18
1598+00(5)	170739.98	50.00	1.04	0.00	8.94	3	0	12	546	829	-283.12
1598+50(5)	170789.98	50.00	1.07	0.00	8.33	2	0	16	548	851	-302.44
1599+00(5)	170839.98	50.00	3.69	0.00	3.70	4	0	11	553	865	-312.84
1599+50(5)	170889.98	50.00	3.65	0.00	1.61	7	0	5	559	872	-312.58
1600+00(5)	170939.98	50.00	0.64	0.00	1.44	4	0	3	563	876	-312.36
1600+50(5)	170989.98	50.00	1.37	0.00	0.43	2	0	2	565	878	-312.81
1601+00(5)	171039.98	50.00	2.50	0.00	1.52	4	0	2	569	880	-311.62
1601+50(5)	171089.98	50.00	4.76	0.00	0.16	7	0	2	576	882	-306.96
1602+00(5)	171139.98	50.00	1.13	0.00	5.41	5	0	5	581	889	-308.36
1602+50(5)	171189.98	50.00	0.98	0.00	2.16	2	0	7	583	899	-315.72
1603+00(5)	171239.98	50.00	0.00	0.00	8.70	1	0	10	584	912	-328.18
1603+50(5)	171289.98	50.00	1.06	0.00	1.27	1	0	9	585	924	-339.48
1604+00(5)	171339.98	50.00	0.00	0.00	4.54	1	0	5	586	931	-345.66
1604+50(5)	171389.98	50.00	0.00	0.00	7.23	0	0	11	586	946	-360.17
1605+00(5)	171439.98	50.00	0.00	0.00	11.14	0	0	17	586	969	-382.79
1605+50(5)	171489.98	50.00	0.04	0.00	13.55	0	0	23	586	999	-413.16
1606+00(5)	171539.98	50.00	0.05	0.00	14.31	0	0	26	586	1,033	-447.38

BROWN 5 CONTINUED ON NEXT PAGE

BROWN 5 CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 2	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00 Note 2	Cumulative Vol (CY) Expanded Fill 1.33	Mass Ordinate Note 6
1606+50(5)	171589.98	50.00	0.11	0.00	15.67	0	0	28	586	1,070	-484.16
1606+80.86(5)	171620.84	30.86	0.09	0.00	19.56	0	0	20	586	1,097	-510.83
1606+90(5)	171629.98	9.14	0.09	0.00	21.82	0	0	7	586	1,106	-520.11
1607+00(5)	171639.98	10.00	0.13	0.00	13.10	0	0	6	586	1,115	-528.67
1607+50(5)	171689.98	50.00	2.54	0.00	11.16	2	0	22	589	1,145	-556.08
1608+00(5)	171739.98	50.00	1.54	0.00	14.06	4	0	23	592	1,176	-583.35
1608+50(5)	171789.98	50.00	1.84	0.00	13.73	3	0	26	596	1,210	-614.43
1609+00(5)	171839.98	50.00	0.67	0.00	9.96	2	0	22	598	1,239	-641.27
1609+50(5)	171889.98	50.00	0.92	0.00	10.54	1	0	19	599	1,264	-665.04
1610+00(5)	171939.98	50.00	1.16	0.00	9.09	2	0	18	601	1,289	-687.29
1610+50(5)	171989.98	50.00	1.17	0.00	10.25	2	0	18	603	1,312	-708.95
1611+00(5)	172039.98	50.00	7.40	0.00	14.49	8	0	23	611	1,343	-731.48
1611+50(5)	172089.98	50.00	1.32	0.00	11.38	8	0	24	620	1,375	-755.26
1612+00(5)	172139.98	50.00	0.37	0.00	11.28	2	0	21	621	1,403	-781.60
1612+50(5)	172189.98	50.00	0.29	0.00	9.83	1	0	20	622	1,429	-806.98
1613+00(5)	172239.98	50.00	0.58	0.00	3.63	1	0	12	622	1,445	-822.75
1613+50(5)	172289.98	50.00	1.32	0.00	0.46	2	0	4	624	1,450	-826.03
1614+00(5)	172339.98	50.00	0.97	0.00	0.10	2	0	1	626	1,451	-824.61
1614+50(5)	172389.98	50.00	2.96	0.00	0.11	4	0	0	630	1,451	-821.23
1615+00(5)	172439.98	50.00	0.27	0.00	0.43	3	0	1	633	1,452	-818.90
1615+50(5)	172489.98	50.00	1.46	0.00	0.78	2	0	1	635	1,453	-818.80
1616+00(5)	172539.98	50.00	0.44	0.00	0.78	2	0	1	636	1,455	-818.97
1616+50(5)	172589.98	50.00	8.99	0.00	5.80	9	0	6	645	1,463	-818.34
1617+00(5)	172639.98	50.00	9.54	0.00	1.90	17	0	7	662	1,473	-810.66
1617+49.27(5)	172689.25	49.27	4.67	0.00	0.53	13	0	2	675	1,476	-800.65
1618+00(6)	172706.95	17.70	1.25	0.00	0.51	2	0	0	677	1,476	-799.16
1618+50(6)	172756.95	50.00	0.00	0.00	5.31	1	0	5	678	1,483	-805.17
1619+00(6)	172806.95	50.00	0.47	0.00	2.23	0	0	7	679	1,493	-814.01
1619+50(6)	172856.95	50.00	0.88	0.00	2.55	1	0	4	680	1,499	-818.64
1620+00(6)	172906.95	50.00	1.56	0.00	4.16	2	0	6	682	1,507	-824.65
1620+50(6)	172956.95	50.00	4.39	0.00	6.40	6	0	10	688	1,520	-832.15
1621+00(6)	173006.95	50.00	4.74	0.00	6.21	8	0	12	696	1,535	-839.22
1621+50(6)	173056.95	50.00	0.24	0.00	6.81	5	0	12	701	1,551	-850.64
1622+00(6)	173106.95	50.00	0.01	0.00	10.50	0	0	16	701	1,573	-871.71
1622+50(6)	173156.95	50.00	0.60	0.00	15.64	1	0	24	702	1,605	-903.33
1623+00(6)	173206.95	50.00	0.95	0.00	12.04	1	0	26	703	1,639	-935.99
1623+50(6)	173256.95	50.00	2.98	0.00	12.23	4	0	22	707	1,669	-962.24
1624+00(6)	173306.95	50.00	3.42	0.00	0.00	6	0	11	713	1,684	-971.37
1624+50(6)	173356.95	50.00	0.00	0.00	0.00	3	0	0	716	1,684	-968.21
				BROWN 5 TOTALS		**716**	**0**	**1,266**			

CTH S NW RAMP GRADING

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1463+78.29	146378.29	0.00	0.01	0.00	0.07	0	0	0	0	0	0.00
1464+00	146400.00	21.71	0.05	0.00	0.42	0	0	0	0	0	-0.24
1464+03.64	146403.64	3.64	0.12	0.00	0.53	0	0	0	0	0	-0.31
1464+29	146429.00	25.36	1.85	0.00	0.00	1	0	0	1	1	0.28
1464+50	146450.00	21.00	0.53	0.00	0.01	1	0	0	2	1	1.20
1465+00	146500.00	50.00	0.17	0.00	0.51	1	0	0	3	1	1.21
1465+49.13	146549.13	49.13	0.00	0.00	0.76	0	0	1	3	3	-0.17
				CTH S NW RAMP TOTALS		**3**	**0**	**2**			

TEMPORARY BEAMGAURD GRADING

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
TEMPORARY BEAMGAURD SB AT CTH U											
1406+50.42(2)	140661.73	0.00	0.00	0.00	0.62	0	0	0	0	0	0.00
1407+00(2)	140711.31	49.58	0.00	0.00	1.44	0	0	2	0	3	-2.52
1407+50(2)	140761.31	50.00	0.00	0.00	1.25	0	0	2	0	6	-5.83
1407+84(2)	140795.31	34.00	0.01	0.00	1.60	0	0	2	0	8	-8.21
1408+09(2)	140820.31	25.00	0.00	0.00	1.29	0	0	1	0	10	-9.98
1408+33(2)	140844.31	24.00	0.00	0.00	0.69	0	0	1	0	11	-11.15
1408+50(2)	140861.31	17.00	0.05	0.00	0.07	0	0	0	0	11	-11.45
1409+00(2)	140911.31	50.00	0.51	0.00	0.01	1	0	0	1	12	-11.04
1409+50(2)	140961.31	50.00	0.02	0.00	0.25	0	0	0	1	12	-10.88
1410+00(2)	141011.31	50.00	0.02	0.00	0.08	0	0	0	1	12	-11.26
1410+50(2)	141061.31	50.00	0.25	0.00	0.00	0	0	0	1	12	-11.12
1410+80(2)	141091.31	30.00	0.32	0.00	0.31	0	0	0	2	13	-11.04
				SUBTOTAL		0	0	6			
TEMPORARY BEAMGAURD NB AT CTH U											
1412+50(2)	141261.31	170.00	0.86	0.00	0.00	4	0	1	5	-13	17.96
1413+00(2)	141311.31	50.00	0.73	0.00	0.00	1	0	0	7	-13	19.43
1413+50(2)	141361.31	50.00	0.08	0.00	0.00	1	0	0	8	-13	20.18
1414+00(2)	141411.31	50.00	0.00	0.00	0.48	0	0	0	8	-12	19.66
1414+50(2)	141461.31	50.00	0.04	0.00	0.77	0	0	1	8	-10	18.16
1414+65(2)	141476.31	15.00	0.08	0.00	0.72	0	0	0	8	-10	17.65
1414+90(2)	141501.31	25.00	0.00	0.00	1.45	0	0	1	8	-9	16.35
1415+15(2)	141526.31	25.00	0.06	0.00	1.20	0	0	1	8	-7	14.74
1415+50(2)	141561.31	35.00	0.59	0.00	0.05	0	0	1	8	-6	14.08
1416+00(2)	141611.31	50.00	0.04	0.00	0.01	1	0	0	9	-6	14.58
1416+43(2)	141654.31	43.00	0.00	0.00	0.22	0	0	0	9	-6	14.37
				SUBTOTAL		7	0	6			

TEMPORARY BEAMGAURD GRADING CONTINUED ON NEXT PAGE

TEMPORARY BEAMGAURD GRADING CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 2	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00 Note 2	Cumulative Vol (CY) Expanded Fill 1.33	Mass Ordinate Note 6
TEMPORARY BEAMGAURD SB AT APPLECREEK											
1322+54.03(3)	143211.79	1557.48	0.93	0.00	5.24	27	0	157	36	204	-168.33
1323+00(3)	143257.76	45.97	0.00	0.00	6.56	1	0	10	36	217	-180.90
1323+50(3)	143307.76	50.00	0.00	0.00	8.51	0	0	14	36	236	-199.47
1323+72(3)	143329.76	22.00	0.02	0.00	9.86	0	0	7	36	246	-209.41
1323+97(3)	143354.76	25.00	0.00	0.00	10.57	0	0	9	36	258	-221.98
1324+22(3)	143379.76	25.00	0.00	0.00	7.79	0	0	8	36	270	-233.29
1324+50(3)	143407.76	28.00	0.00	0.00	4.84	0	0	7	36	278	-242.00
1325+00(3)	143457.76	50.00	0.00	0.00	3.21	0	0	7	36	288	-251.90
1325+50(3)	143507.76	50.00	0.00	0.00	0.74	0	0	4	36	293	-256.76
1326+00(3)	143557.76	50.00	0.22	0.00	0.68	0	0	1	37	295	-258.31
1326+50(3)	143607.76	50.00	1.08	0.00	0.29	1	0	1	38	296	-258.30
1326+70(3)	143627.76	20.00	0.08	0.00	11.20	0	0	4	38	302	-263.53
				SUBTOTAL		29	0	231			
TEMPORARY BEAMGAURD NB AT APPLECREEK											
1328+30(3)	143787.76	160.00	0.04	0.00	35.28	0	0	138	39	485	-446.33
1328+50(3)	143807.76	20.00	3.89	0.00	1.02	1	0	13	40	503	-462.76
1329+00(3)	143857.76	50.00	1.44	0.00	8.61	5	0	9	45	515	-469.69
1329+50(3)	143907.76	50.00	1.57	0.00	15.99	3	0	23	48	545	-497.20
1330+00(3)	143957.76	50.00	4.01	0.00	14.11	5	0	28	53	582	-529.10
1330+50(3)	144007.76	50.00	11.31	0.00	5.78	14	0	18	67	606	-539.40
1330+89(3)	144046.76	39.00	14.65	0.00	6.91	19	0	9	86	619	-532.85
1331+14(3)	144071.76	25.00	17.63	0.00	8.70	15	0	7	101	628	-527.51
1331+39(3)	144096.76	25.00	20.31	0.00	9.78	18	0	9	118	640	-521.33
1331+50(3)	144107.76	11.00	22.31	0.00	9.55	9	0	4	127	645	-517.88
1332+00(3)	144157.76	50.00	23.38	0.00	5.73	42	0	14	169	664	-494.40
1332+50(3)	144207.76	50.00	0.00	0.00	1.46	22	0	7	191	673	-481.60
1332+57(3)	144214.76	7.00	0.00	0.00	1.42	0	0	0	191	673	-482.10
				SUBTOTAL		153	0	279			
				TEMP BEAMGAURD TOTALS		**191**	**0**	**526**			

SOUTH CROSSOVER

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1343+02.46(3)	134305.50	0.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1343+50(3)	134353.04	47.54	0.00	0.00	0.00	0	0	0	0	0	0.00
1344+00(3)	134403.04	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1344+50(3)	134453.04	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1345+00(3)	134503.04	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1345+50(3)	134553.04	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1346+00(3)	134603.04	50.00	37.98	2.38	0.22	35	2	0	35	0	32.70
1346+50(3)	134653.04	50.00	34.20	2.38	18.04	67	4	17	102	23	72.65
1347+00(3)	134703.04	50.00	38.46	2.38	20.26	67	4	35	169	70	88.36
1347+50(3)	134753.04	50.00	86.48	2.38	0.87	116	4	20	285	96	173.61
1348+00(3)	134803.04	50.00	87.92	2.38	2.27	161	4	3	446	100	326.81
1348+50(3)	134853.04	50.00	88.50	2.38	0.55	163	4	3	610	103	482.28
1349+00(3)	134903.04	50.00	89.12	2.38	0.00	164	4	1	774	104	641.67
1349+50(3)	134953.04	50.00	79.50	2.38	0.00	156	4	0	930	104	793.39
1350+00(3)	135003.04	50.00	71.77	2.38	2.23	140	4	2	1,070	107	926.30
1350+50(3)	135053.04	50.00	73.73	2.38	2.80	135	4	5	1,205	113	1,050.41
1351+00(3)	135103.04	50.00	77.61	2.38	3.68	140	4	6	1,345	121	1,178.15
1351+50(3)	135153.04	50.00	74.67	2.38	8.42	141	4	11	1,486	136	1,299.83
1352+00(3)	135203.04	50.00	78.06	2.38	8.81	141	4	16	1,628	157	1,415.62
1352+50(3)	135253.04	50.00	79.81	2.38	12.73	146	4	20	1,774	184	1,530.87
1353+00(3)	135303.04	50.00	84.77	2.38	13.41	152	4	24	1,926	216	1,646.65
1353+50(3)	135353.04	50.00	90.44	2.38	11.80	162	4	23	2,089	247	1,773.42
1354+00(3)	135403.04	50.00	88.39	2.38	14.07	166	4	24	2,254	279	1,902.72
1354+50(3)	135453.04	50.00	81.15	2.38	3.46	157	4	16	2,411	300	2,033.70
1355+00(3)	135503.04	50.00	35.29	2.38	2.96	108	4	6	2,519	308	2,129.19
1355+50(3)	135553.04	50.00	0.66	2.38	0.09	33	4	3	2,552	312	2,154.31
1356+00(3)	135603.04	50.00	40.55	2.38	0.00	38	4	0	2,590	312	2,187.95
1356+50(3)	135653.04	50.00	72.97	2.38	0.00	105	4	0	2,695	312	2,288.65
1357+00(3)	135703.04	50.00	52.93	2.38	0.00	117	4	0	2,812	312	2,400.83
1357+42.16(3)	135745.20	42.16	3.37	2.38	6.12	44	4	5	2,856	318	2,434.72
1357+50(3)	135753.04	7.84	0.00	0.00	0.00	0	0	1	2,856	320	2,433.68
				SOUTH CROSSOVER TOTALS		**2,856**	**103**	**240**			

NORTH CROSSOVER

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1332+28.34(3)	144186.10	0.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1332+50(3)	144207.76	21.66	0.00	0.00	0.00	0	0	0	0	0	0.00
1333+00(3)	144257.76	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1333+50(3)	144307.76	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1334+00(3)	144357.76	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1334+50(3)	144407.76	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1335+00(3)	144457.76	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1335+50(3)	144507.76	50.00	77.56	2.38	6.05	72	2	6	72	7	62.17
1336+00(3)	144557.76	50.00	86.00	2.38	4.18	151	4	9	223	20	196.61
1336+50(3)	144607.76	50.00	83.06	2.38	3.08	157	4	7	380	29	339.79
1337+00(3)	144657.76	50.00	81.94	2.38	2.62	153	4	5	533	36	481.14
1337+50(3)	144707.76	50.00	86.80	2.38	1.29	156	4	4	689	41	628.16
1338+00(3)	144757.76	50.00	90.64	2.38	1.13	164	4	2	853	44	785.07
1338+50(3)	144807.76	50.00	156.57	2.38	0.00	229	4	1	1,082	45	1,008.17
1339+00(3)	144857.76	50.00	158.41	2.38	0.00	292	4	0	1,374	45	1,295.42
1339+50(3)	144907.76	50.00	135.67	2.38	0.00	272	4	0	1,646	45	1,563.31
1340+00(3)	144957.76	50.00	91.61	2.38	0.80	210	4	1	1,856	46	1,768.36
1340+50(3)	145007.76	50.00	83.53	2.38	3.25	162	4	4	2,019	51	1,921.12
1341+00(3)	145057.76	50.00	80.19	2.38	6.87	152	4	9	2,170	64	2,055.85
1341+50(3)	145107.76	50.00	75.72	2.38	8.79	144	4	14	2,315	83	2,176.54
1342+00(3)	145157.76	50.00	73.99	2.38	6.36	139	4	14	2,453	102	2,292.10
1342+50(3)	145207.76	50.00	74.39	2.38	7.26	137	4	13	2,591	118	2,408.32
1343+00(3)	145257.76	50.00	74.53	2.38	6.29	138	4	13	2,728	135	2,525.11
1343+50(3)	145307.76	50.00	68.55	2.38	7.57	132	4	13	2,861	152	2,636.11
1344+00(3)	145357.76	50.00	69.12	2.38	3.91	127	4	11	2,988	166	2,745.03
1344+50(3)	145407.76	50.00	35.10	2.38	1.01	96	4	5	3,085	172	2,831.06
1345+00(3)	145457.76	50.00	31.43	2.38	2.20	62	4	3	3,147	176	2,884.29
1345+50(3)	145507.76	50.00	33.16	2.38	3.39	60	4	5	3,206	183	2,932.81
1346+00(3)	145557.76	50.00	0.00	0.00	0.00	31	2	3	3,237	187	2,957.14
1346+50(3)	145607.76	50.00	0.00	0.00	0.00	0	0	0	3,237	187	2,957.14
1346+71.65(3)	145629.41	21.65	0.00	0.00	0.00	0	0	0	3,237	187	2,957.14
				NORTH CROSSOVER TOTALS		**3,237**	**93**	**141**			

SOUTH CROSSOVER REMOVAL

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	Note 6
1343+02.46(3)	134305.50	0.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1343+50(3)	134353.04	47.54	0.00	0.00	0.00	0	0	0	0	0	0.00
1344+00(3)	134403.04	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1344+50(3)	134453.04	50.00	8.09	8.09	0.00	7	7	0	7	0	0.00
1345+00(3)	134503.04	50.00	5.59	5.59	0.00	13	13	0	20	0	0.00
1345+50(3)	134553.04	50.00	9.81	9.81	0.00	14	14	0	34	0	0.00
1346+00(3)	134603.04	50.00	22.03	21.81	0.00	29	29	0	64	0	0.20
1346+50(3)	134653.04	50.00	41.50	23.46	0.00	59	42	0	123	0	17.11
1347+00(3)	134703.04	50.00	49.14	28.88	0.00	84	48	0	207	0	52.57
1347+50(3)	134753.04	50.00	60.77	59.90	0.00	102	82	0	308	0	72.14
1348+00(3)	134803.04	50.00	74.66	72.39	0.00	125	122	0	434	0	75.05
1348+50(3)	134853.04	50.00	80.01	79.46	0.00	143	141	0	577	0	77.66
1349+00(3)	134903.04	50.00	80.23	80.23	0.00	148	148	0	725	0	78.17
1349+50(3)	134953.04	50.00	89.87	89.87	0.00	157	157	0	883	0	78.17
1350+00(3)	135003.04	50.00	99.78	97.55	0.00	176	174	0	1,059	0	80.23
1350+50(3)	135053.04	50.00	98.34	95.54	0.00	183	179	0	1,242	0	84.89
1351+00(3)	135103.04	50.00	95.30	91.62	0.00	179	173	0	1,421	0	90.89
1351+50(3)	135153.04	50.00	102.93	94.51	0.00	184	172	0	1,605	0	102.09
1352+00(3)	135203.04	50.00	99.88	91.07	0.00	188	172	0	1,793	0	118.05
1352+50(3)	135253.04	50.00	101.09	88.36	0.00	186	166	0	1,979	0	137.99
1353+00(3)	135303.04	50.00	90.93	77.52	0.00	178	154	0	2,156	0	162.19
1353+50(3)	135353.04	50.00	72.47	60.67	0.00	151	128	0	2,308	0	185.54
1354+00(3)	135403.04	50.00	62.87	48.80	0.00	125	101	0	2,433	0	209.49
1354+50(3)	135453.04	50.00	40.89	37.43	0.00	96	80	0	2,529	0	225.72
1355+00(3)	135503.04	50.00	27.76	24.80	3.23	64	58	3	2,593	4	227.68
1355+50(3)	135553.04	50.00	17.93	17.84	0.66	42	39	4	2,635	9	225.71
1356+00(3)	135603.04	50.00	3.23	3.23	40.55	20	20	38	2,655	60	175.05
1356+50(3)	135653.04	50.00	2.68	2.68	73.68	5	5	106	2,660	200	34.38
1357+00(3)	135703.04	50.00	0.00	0.00	52.93	2	2	117	2,663	356	-121.54
1357+42.16(3)	135745.20	42.16	6.12	0.00	3.37	5	0	44	2,667	415	-175.23
1357+50(3)	135753.04	7.84	0.00	0.00	0.00	1	0	0	2,668	415	-174.99
				SOUTH CROSSOVER TOTALS		**2,668**	**2,428**	**312**			

NORTH CROSSOVER REMOVAL

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 2	Salvaged/Unusable Pavement Material Note 4	Fill	Cut 1.00 Note 2	Expanded Fill 1.33	 Note 6
1332+28.34(3)	144186.10	0.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1332+50(3)	144207.76	21.66	0.00	0.00	0.00	0	0	0	0	0	0.00
1333+00(3)	144257.76	50.00	0.00	0.00	0.00	0	0	0	0	0	0.00
1333+50(3)	144307.76	50.00	6.40	6.40	0.00	6	6	0	6	0	0.00
1334+00(3)	144357.76	50.00	6.42	6.42	0.00	12	12	0	18	0	0.00
1334+50(3)	144407.76	50.00	9.03	9.03	0.00	14	14	0	32	0	0.00
1335+00(3)	144457.76	50.00	16.32	16.32	0.00	23	23	0	56	0	0.00
1335+50(3)	144507.76	50.00	38.88	32.83	0.00	51	46	0	107	0	5.60
1336+00(3)	144557.76	50.00	49.83	45.65	0.00	82	73	0	189	0	15.07
1336+50(3)	144607.76	50.00	66.65	63.57	0.00	108	101	0	297	0	21.80
1337+00(3)	144657.76	50.00	78.32	75.70	0.00	134	129	0	431	0	27.07
1337+50(3)	144707.76	50.00	82.08	80.79	0.00	149	145	0	579	0	30.69
1338+00(3)	144757.76	50.00	75.52	74.39	0.00	146	144	0	725	0	32.94
1338+50(3)	144807.76	50.00	9.65	9.65	1.19	79	78	1	804	1	32.52
1339+00(3)	144857.76	50.00	7.59	7.59	0.97	16	16	2	820	4	29.86
1339+50(3)	144907.76	50.00	29.90	29.90	0.55	35	35	1	855	6	27.98
1340+00(3)	144957.76	50.00	74.22	73.42	0.00	96	96	1	951	7	28.05
1340+50(3)	145007.76	50.00	84.75	81.50	0.00	147	143	0	1,098	7	31.80
1341+00(3)	145057.76	50.00	91.70	84.83	0.00	163	154	0	1,262	7	41.17
1341+50(3)	145107.76	50.00	96.48	87.69	0.00	174	160	0	1,436	7	55.67
1342+00(3)	145157.76	50.00	89.01	82.65	0.00	172	158	0	1,608	7	69.70
1342+50(3)	145207.76	50.00	76.77	69.51	0.03	154	141	0	1,761	7	82.27
1343+00(3)	145257.76	50.00	59.59	53.30	0.00	126	114	0	1,888	7	94.78
1343+50(3)	145307.76	50.00	52.00	44.43	0.00	103	90	0	1,991	7	107.61
1344+00(3)	145357.76	50.00	34.98	31.07	0.00	81	70	0	2,071	7	118.24
1344+50(3)	145407.76	50.00	23.58	22.57	0.00	54	50	0	2,126	7	122.80
1345+00(3)	145457.76	50.00	22.46	20.26	0.00	43	40	0	2,168	7	125.77
1345+50(3)	145507.76	50.00	17.24	13.85	0.00	37	32	0	2,205	7	130.95
1346+00(3)	145557.76	50.00	0.00	0.00	0.00	16	13	0	2,221	7	134.08
1346+50(3)	145607.76	50.00	0.00	0.00	0.00	0	0	0	2,221	7	134.08
1346+71.65(3)	145629.41	21.65	0.00	0.00	0.00	0	0	0	2,221	7	134.08
				NORTH CROSSOVER TOTALS		**2,221**	**2,080**	**5**			

PARK & RIDE

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 2	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00 Note 2	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 6
01+41.87	141.87	0.00	0.00	0.00	0.00	0	0	0	0	0	0.00
01+50	150.00	8.13	0.00	0.00	26.92	0	0	4	0	5	-5.07
01+60	160.00	10.00	12.88	0.00	12.34	2	0	7	2	14	-11.77
01+75	175.00	15.00	19.16	0.00	15.67	9	0	8	11	24	-12.60
02+00	200.00	25.00	32.99	0.00	6.62	24	0	10	35	37	-1.35
02+25	225.00	25.00	50.56	0.00	0.05	39	0	3	74	41	33.47
02+50	250.00	25.00	82.49	0.00	0.00	62	0	0	136	41	95.04
02+75	275.00	25.00	116.82	0.00	0.00	92	0	0	228	41	187.31
03+00	300.00	25.00	154.42	0.00	0.00	126	0	0	354	41	312.88
03+25	325.00	25.00	175.38	0.00	0.00	153	0	0	506	41	465.57
03+50	350.00	25.00	206.49	0.00	0.00	177	0	0	683	41	642.36
03+75	375.00	25.00	261.32	0.00	0.00	217	0	0	900	41	858.94
04+00	400.00	25.00	231.50	0.00	0.03	228	0	0	1,128	41	1,087.08
04+17.5	417.50	17.50	136.03	0.00	0.13	119	0	0	1,247	41	1,206.12
04+25	425.00	7.50	66.48	0.00	0.23	28	0	0	1,275	41	1,234.19
04+35.5	435.50	10.50	59.71	0.00	0.40	25	0	0	1,300	41	1,258.57
04+50	450.00	14.50	57.00	0.00	0.00	31	0	0	1,331	41	1,289.77
04+75	475.00	25.00	21.84	0.00	0.14	37	0	0	1,367	41	1,326.19
05+00	500.00	25.00	0.33	0.00	1.01	10	0	1	1,378	42	1,335.79
				PARK & RIDE TOTALS		**1,378**	**0**	**33**			

RAMP BP

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.20	Mass Ordinate Note 8
56+56	5656	0.00	33.46	6.00	0	0	0	0	0	0	0.00
57+00	5700	44.00	49.84	4.67	0	68	9	0	68	0	59.18
57+50	5750	50.00	54.36	4.67	0.34	96	9	0	164	0	146.64
58+00	5800	50.00	51.6	4.67	11.84	98	9	11	262	14	222.57
58+50	5850	50.00	51.93	4.67	19.21	96	9	29	358	48	275.28
59+00	5900	50.00	49.16	0.00	34.71	94	4	50	452	108	304.64
59+50	5950	50.00	56.78	0.00	30.44	98	0	60	550	181	330.35
60+00	6000	50.00	49.72	0.00	43.51	99	0	68	649	263	346.79
60+50	6050	50.00	48.39	0.00	49.62	91	0	86	739	366	334.16
61+00	6100	50.00	49.47	0.00	46.78	91	0	89	830	473	317.66
61+50	6150	50.00	45.31	0.00	38.74	88	0	79	918	568	310.39
62+00	6200	50.00	8.63	0.00	49.4	50	0	82	968	666	262.41
62+50	6250	50.00	7.41	0.00	39.54	15	0	82	983	765	178.44
63+00	6300	50.00	3.81	0.00	52.76	10	0	85	993	868	86.27
63+50	6350	50.00	0.12	0.00	81.34	4	0	124	997	1,017	-59.09
64+00	6400	50.00	0.06	0.00	103.62	0	0	171	997	1,222	-264.44
64+50	6450	50.00	1.05	0.00	90.61	1	0	180	998	1,438	-479.22
65+00	6500	50.00	5.04	0.00	89.67	6	0	167	1,004	1,638	-673.89
65+50	6550	50.00	6.16	0.00	92.89	10	0	169	1,014	1,841	-866.37
66+00	6600	50.00	12.57	0.00	96.66	17	0	176	1,031	2,052	-1,059.63
66+50	6650	50.00	19.53	0.00	91.3	30	0	174	1,061	2,261	-1,238.76
67+00	6700	50.00	21.56	0.00	96.76	38	0	174	1,099	2,470	-1,409.67
67+50	6750	50.00	26.43	0.00	119.12	44	0	200	1,143	2,710	-1,605.10
68+00	6800	50.00	35.34	0.00	129.58	57	0	230	1,201	2,986	-1,824.24
68+50	6850	50.00	47.01	0.00	135.06	76	0	245	1,277	3,280	-2,042.03
69+00	6900	50.00	56.13	0.00	165.95	96	0	279	1,372	3,614	-2,280.99
69+50	6950	50.00	60.54	0.00	154.09	108	0	296	1,480	3,970	-2,528.56
70+00	7000	50.00	112.04	0.00	201.25	160	0	329	1,640	4,365	-2,763.58
70+50	7050	50.00	45.61	0.00	72.78	146	0	254	1,786	4,669	-2,922.09
71+00	7100	50.00	61.31	0.00	12.18	99	0	79	1,885	4,764	-2,917.49
71+50	7150	50.00	88.75	0.00	13.16	139	0	23	2,024	4,792	-2,806.70
72+00	7200	50.00	109.89	0.00	6.1	184	0	18	2,208	4,813	-2,644.18
72+50	7250	50.00	128.98	0.00	3.87	221	0	9	2,429	4,824	-2,434.08
73+00	7300	50.00	151.43	0.00	4.78	260	0	8	2,689	4,834	-2,184.05
73+15	7315	15.00	157.32	0.00	4.81	86	0	3	2,775	4,837	-2,101.48
				RAMP BP EXIT		**2,775**	**39**	**4,031**			
77+92	7792	0.00	314.61	0.00	0	0	0	0	0	0	
78+00	7800	8.00	317.8	0.00	0.76	94	0	0	94	0	93.56
78+50	7850	50.00	192.99	0.00	0	473	0	1	567	1	565.66
79+00	7900	50.00	166.6	4.67	0	333	4	0	900	1	894.29
79+50	7950	50.00	153.92	4.67	5.94	297	9	6	1,196	8	1,175.82
80+00	8000	50.00	135.3	4.67	10.54	268	9	15	1,464	26	1,416.66
80+50	8050	50.00	116.3	4.67	8.98	233	9	18	1,697	48	1,619.29
80+94	8094	44.00	107.35	4.67	5.93	182	8	12	1,879	62	1,779.33
				RAMP BP ENTRANCE		**1,879**	**38**	**52**			

RAMP BP (ALONG I-41 NB RT)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 2	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Cumulative Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00 Note 2	Cumulative Vol (CY) Expanded Fill 1.20	Mass Ordinate Note 6
1380+54.97(3)	138058.01	0.00	39.95	4.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1381+00(3)	138103.04	45.03	39.97	4.67	0.00	67	8	0	67	0	58.86
1381+50(3)	138153.04	50.00	36.11	4.67	0.00	70	9	0	137	0	120.65
1382+00(3)	138203.04	50.00	33.76	4.67	0.00	65	9	0	202	0	176.70
1382+50(3)	138253.04	50.00	30.99	4.67	0.00	60	9	0	262	0	228.01
1383+00(3)	138303.04	50.00	28.93	4.67	0.00	55	9	0	317	0	274.85
1383+23.14(3)	138326.18	23.14	105.82	4.67	107.04	58	4	46	375	55	273.55
1383+50(3)	138353.04	26.86	98.21	4.67	101.03	101	5	103	476	179	246.19
1384+00(3)	138403.04	50.00	78.45	4.67	84.87	164	9	172	640	386	194.57
1384+00(4)	138411.31	8.27	75.38	4.67	82.80	24	1	26	664	417	185.89
1384+33.31(4)	138444.62	33.31	70.12	4.67	67.70	90	6	93	753	528	158.48
1384+50(4)	138461.31	16.69	70.79	4.67	53.07	44	3	37	797	573	154.35
1384+58.31(4)	138469.62	8.31	71.22	4.67	47.20	22	1	15	819	591	156.25
1384+83.31(4)	138494.62	25.00	71.09	4.67	39.80	66	4	40	885	640	169.48
1385+00(4)	138511.31	16.69	71.13	4.67	33.68	44	3	23	929	667	183.29
1385+50(4)	138561.31	50.00	67.72	4.67	28.85	129	9	58	1,057	736	233.74
1386+00(4)	138611.31	50.00	64.66	4.67	35.02	123	9	59	1,180	807	276.70
1386+50(4)	138661.31	50.00	62.53	4.67	28.92	118	9	59	1,297	878	314.77
1387+00(4)	138711.31	50.00	56.07	4.67	26.35	110	9	51	1,407	940	354.53
1387+50(4)	138761.31	50.00	51.78	4.67	22.27	100	9	45	1,507	994	391.72
1388+00(4)	138811.31	50.00	45.88	4.67	31.32	90	9	50	1,598	1,053	413.95
1388+50(4)	138861.31	50.00	47.05	4.67	25.32	86	9	52	1,684	1,116	428.42
1389+00(4)	138911.31	50.00	41.71	4.67	28.59	82	9	50	1,766	1,176	442.06
1389+50(4)	138961.31	50.00	38.14	4.67	22.31	74	9	47	1,840	1,233	450.80
1390+00(4)	139011.31	50.00	42.91	4.67	16.10	75	9	36	1,915	1,275	474.53
1390+50(4)	139061.31	50.00	70.53	4.67	6.81	105	9	21	2,020	1,301	545.46
1391+00(4)	139111.31	50.00	70.87	4.67	4.31	131	9	10	2,151	1,313	655.38
1391+50(4)	139161.31	50.00	51.34	4.67	8.13	113	9	12	2,264	1,327	746.07
1392+00(4)	139211.31	50.00	37.69	4.67	15.40	82	9	22	2,346	1,353	793.71
1392+50(4)	139261.31	50.00	37.41	4.67	21.16	70	9	34	2,416	1,394	813.98
1392+54.87(4)	139266.18	4.87	36.83	4.67	22.49	7	1	4	2,423	1,399	815.11
1393+00(4)	139311.31	45.13	37.19	4.67	29.51	62	8	43	2,484	1,451	817.02
1393+50(4)	139361.31	50.00	37.13	4.67	42.67	69	9	67	2,553	1,531	796.98
1393+73.31(4)	139384.62	23.31	38.13	4.67	41.87	32	4	36	2,586	1,575	781.64
1393+98.31(4)	139409.62	25.00	37.57	4.67	50.24	35	4	43	2,621	1,626	761.19
1394+00(4)	139411.31	1.69	37.54	4.67	46.67	2	0	3	2,623	1,629	759.61
1394+23.31(4)	139434.62	23.31	37.71	4.67	42.61	32	4	39	2,656	1,676	741.82
1394+50(4)	139461.31	26.69	38.35	4.67	41.36	38	5	42	2,693	1,726	725.00
1395+00(4)	139511.31	50.00	39.51	4.67	37.81	72	9	73	2,765	1,813	700.47
1395+50(4)	139561.31	50.00	45.87	4.67	28.93	79	9	62	2,844	1,888	696.74
1396+00(4)	139611.31	50.00	51.89	4.67	22.32	91	9	47	2,935	1,945	721.66
1396+50(4)	139661.31	50.00	26.68	4.67	0.00	73	9	21	3,008	1,969	760.96
1397+00(4)	139711.31	50.00	26.03	4.67	0.00	49	9	0	3,056	1,969	801.11

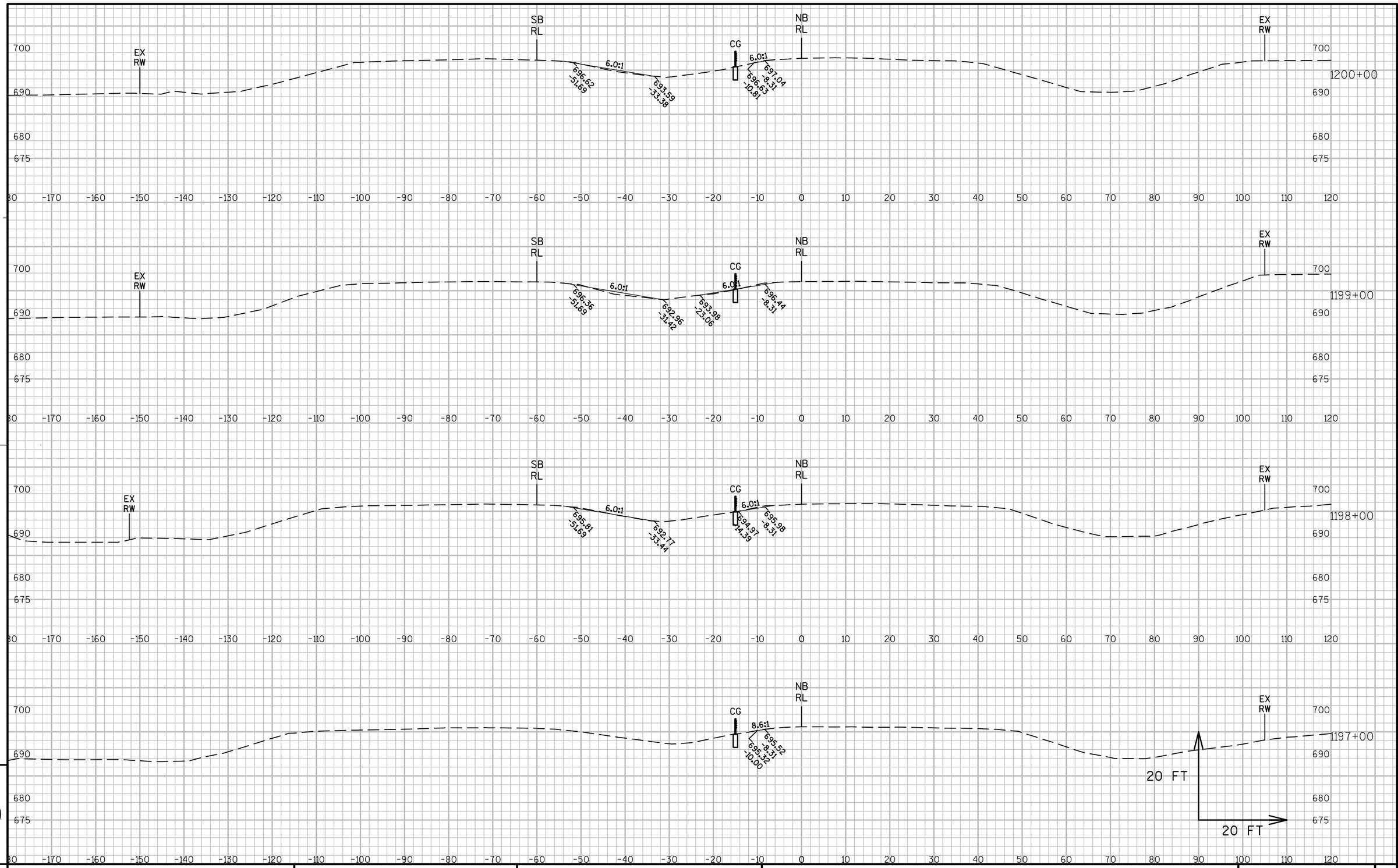
RAMP I-41 NORTH (ENTRANCE) CONTINUED ON NEXT PAGE

RAMP BP (ALONG I-41 NB RT) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 2	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00 Note 2	Cumulative Vol (CY) Expanded Fill 1.20	Mass Ordinate
1397+50(4)	139761.31	50.00	25.57	4.67	0.00	48	9	0	3,104	1,969	840.24
1398+00(4)	139811.31	50.00	25.15	4.67	0.00	47	9	0	3,151	1,969	878.56
1398+50(4)	139861.31	50.00	27.51	4.67	0.00	49	9	0	3,200	1,969	918.67
1399+00(4)	139911.31	50.00	26.82	4.67	0.00	50	9	0	3,250	1,969	960.33
1399+50(4)	139961.31	50.00	24.66	4.67	0.00	48	9	0	3,298	1,969	999.34
1400+00(4)	140011.31	50.00	23.68	4.67	0.00	45	9	0	3,343	1,969	1,035.45
1400+50(4)	140061.31	50.00	23.94	4.67	0.00	44	9	0	3,387	1,969	1,070.89
1401+00(4)	140111.31	50.00	44.42	4.67	0.65	63	9	1	3,450	1,970	1,124.82
1401+50(4)	140161.31	50.00	26.61	4.67	12.91	66	9	13	3,516	1,985	1,166.86
1402+00(4)	140211.31	50.00	32.97	4.67	15.31	55	9	26	3,571	2,017	1,182.02
1402+31.56(4)	140242.87	31.56	33.72	4.67	25.63	39	5	24	3,610	2,045	1,186.82
1402+50(4)	140261.31	18.44	32.46	4.67	33.67	23	3	20	3,633	2,070	1,181.93
1403+00(4)	140311.31	50.00	32.72	4.67	58.73	60	9	86	3,693	2,172	1,130.97
1403+50(4)	140361.31	50.00	32.86	4.67	76.84	61	9	126	3,754	2,323	1,032.42
1403+75(4)	140386.31	25.00	34.38	4.67	75.23	31	4	70	3,785	2,407	974.74
1404+00(4)	140411.31	25.00	36.80	4.67	67.52	33	4	66	3,818	2,487	924.07
1404+50(4)	140461.31	50.00	32.72	4.67	75.73	64	9	133	3,882	2,646	820.62
1405+00(4)	140511.31	50.00	33.06	4.67	58.74	61	9	125	3,943	2,795	723.47
1405+50(4)	140561.31	50.00	34.19	4.67	67.75	62	9	117	4,005	2,936	636.54
1406+00(4)	140611.31	50.00	33.38	4.67	68.98	63	9	127	4,068	3,088	538.53
1406+50(4)	140661.31	50.00	36.72	4.67	26.31	65	9	88	4,133	3,194	488.92
1407+00(4)	140711.31	50.00	37.31	4.67	9.71	69	9	33	4,201	3,234	508.79
1407+50(4)	140761.31	50.00	38.24	4.67	1.73	70	9	11	4,271	3,246	557.39
1408+00(4)	140811.31	50.00	45.27	4.67	0.00	77	9	2	4,349	3,248	624.13
1408+50(4)	140861.31	50.00	57.14	4.67	0.00	95	9	0	4,443	3,248	710.31
1409+00(4)	140911.31	50.00	49.54	4.67	0.00	99	9	0	4,542	3,248	800.44
1409+58.48(4)	140969.79	58.48	0.00	0.00	0.00	54	5	0	4,596	3,248	849.04
				RAMP I-41 NORTH TOTALS		**4,596**	**499**	**2,707**			

CTH U SE RAMP

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 2	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00 Note 2	Cumulative Vol (CY) Expanded Fill 1.20	Mass Ordinate Note 6
209+50	20950.00	0.00	45.46	12.00	7.15	0	0	0	0	0	0.00
210+00	21000.00	50.00	53.65	12.00	4.70	92	22	11	92	13	56.38
210+50	21050.00	50.00	68.42	12.00	1.78	113	22	6	205	20	139.99
211+00	21100.00	50.00	76.68	12.00	0.00	134	22	2	339	22	250.14
211+50	21150.00	50.00	80.16	12.00	0.00	145	22	0	484	22	373.13
212+00	21200.00	50.00	70.88	12.00	0.00	140	22	0	624	22	490.75
212+50	21250.00	50.00	72.33	12.00	0.00	133	22	0	757	22	601.12
213+00	21300.00	50.00	79.16	12.00	0.00	140	22	0	897	22	719.16
213+50	21350.00	50.00	10.69	12.00	6.52	83	22	6	980	30	772.89
214+00	21400.00	50.00	10.04	12.00	4.50	19	22	10	999	42	757.63
214+50	21450.00	50.00	22.26	12.00	7.17	30	22	11	1,029	55	752.35
215+00	21500.00	50.00	25.62	12.00	12.14	44	22	18	1,074	76	753.02
215+50	21550.00	50.00	28.46	12.00	13.60	50	22	24	1,124	105	752.27
216+00	21600.00	50.00	32.72	12.00	28.39	57	22	39	1,180	152	740.04
216+50	21650.00	50.00	37.98	12.00	31.53	65	22	55	1,246	218	716.70
217+00	21700.00	50.00	44.76	12.00	11.67	77	22	40	1,323	266	723.08
217+50	21750.00	50.00	46.75	12.00	1.11	85	22	12	1,407	280	771.39
218+00	21800.00	50.00	45.17	12.00	13.11	85	22	13	1,492	296	818.47
218+37	21837.00	37.00	48.76	12.00	12.48	64	16	18	1,557	317	845.35
				CTH U SE RAMP TOTALS		**1,557**	**394**	**264**			

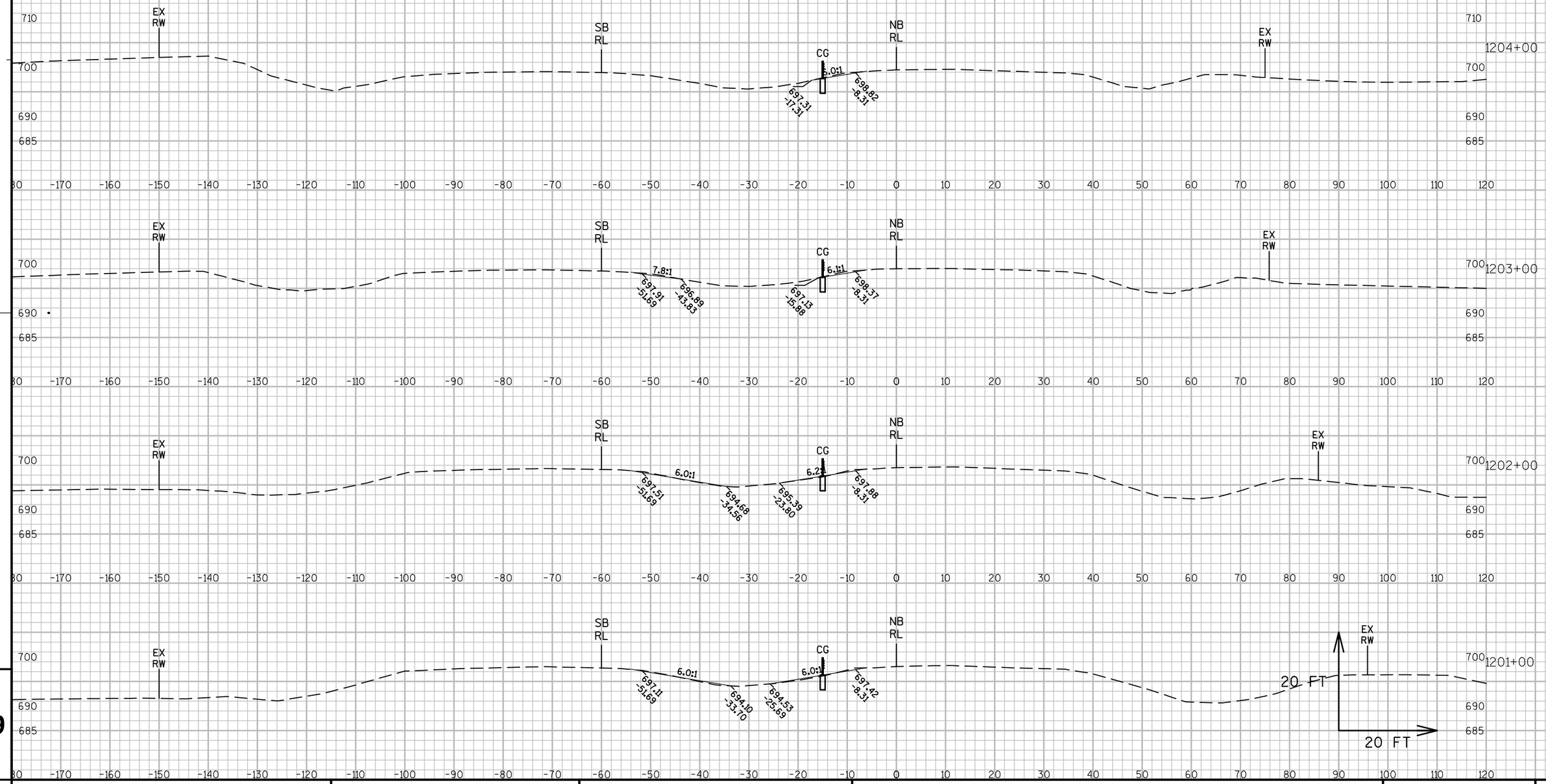


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 409 621	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_1_100-FT SPACING.DWG PLOT DATE : 5/16/2016 3:55 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT



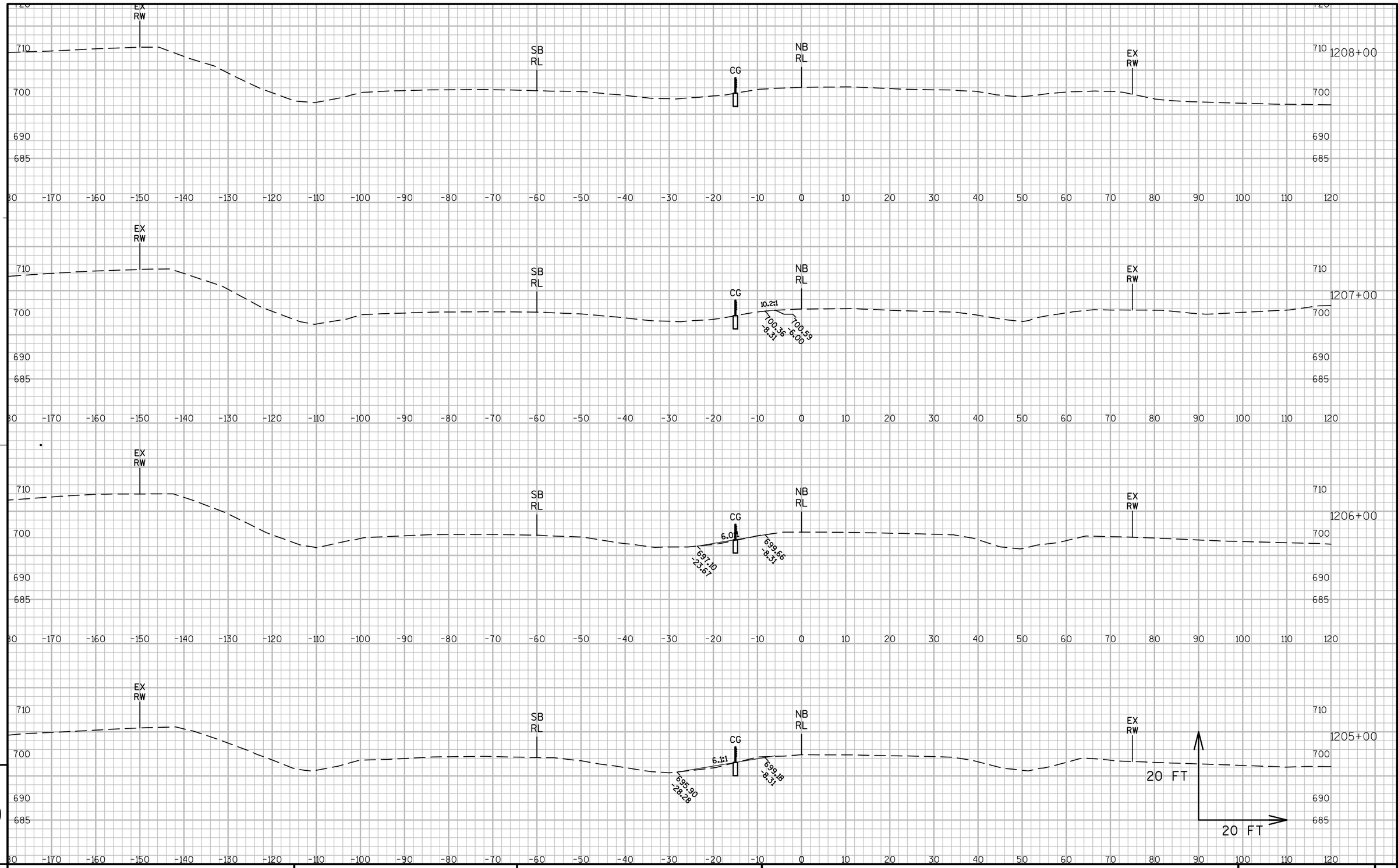
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 410 622	E

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WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 411 623	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_1_100-FT SPACING.DWG PLOT DATE : 5/16/2016 3:56 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 412 624	E

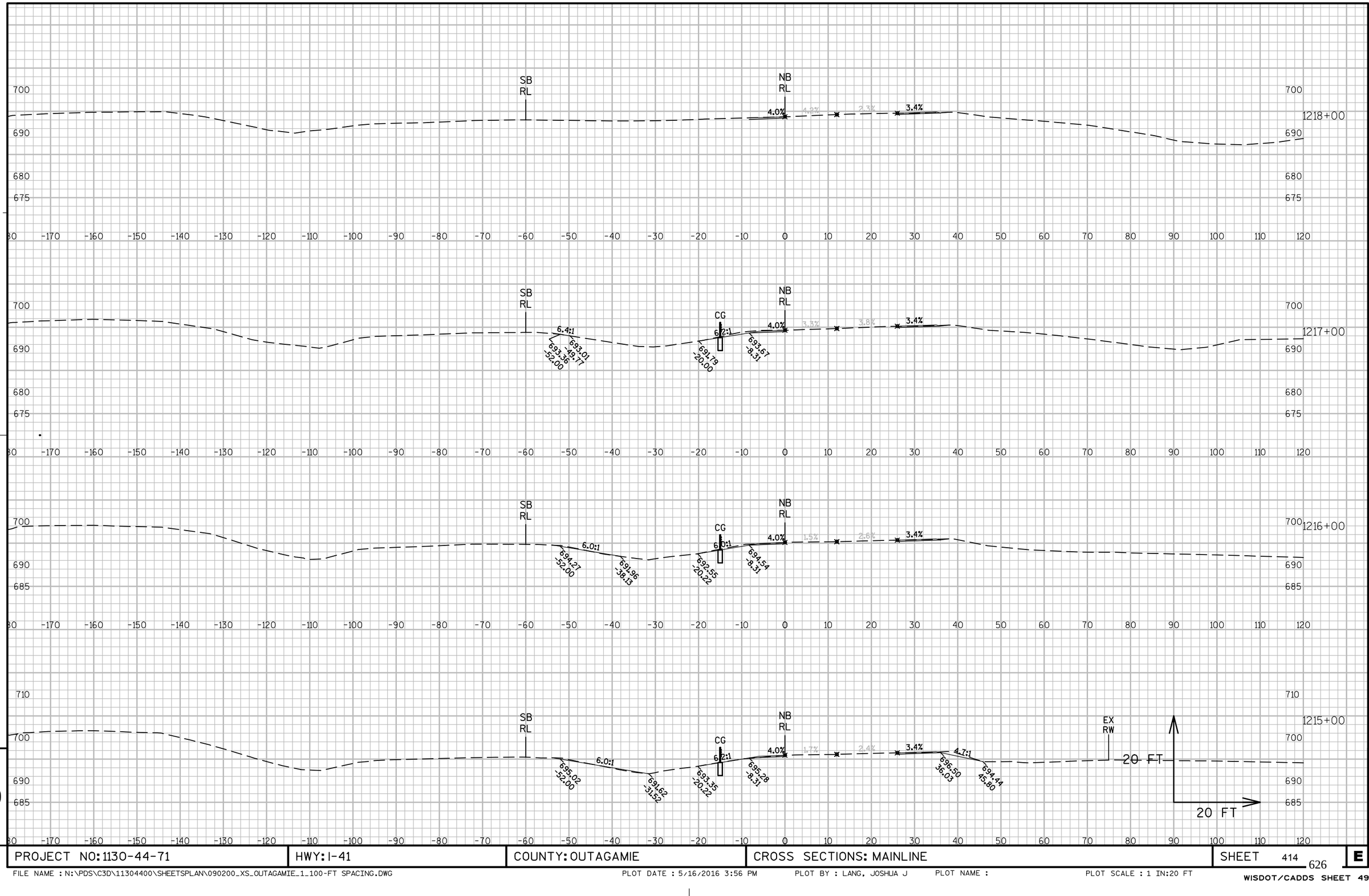
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WISDOT/CADDS SHEET 49

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 413 625	E

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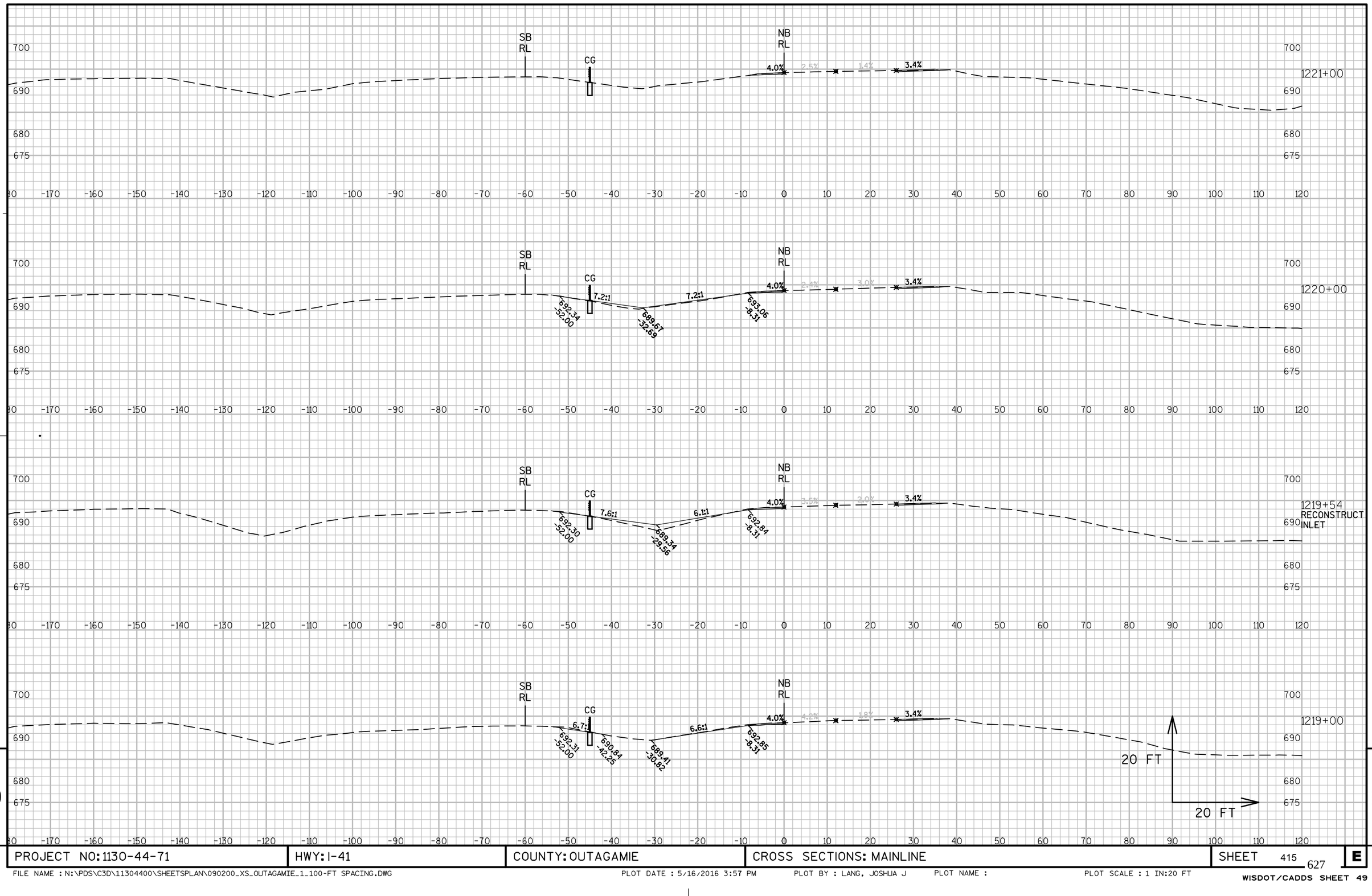
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 414 626	E

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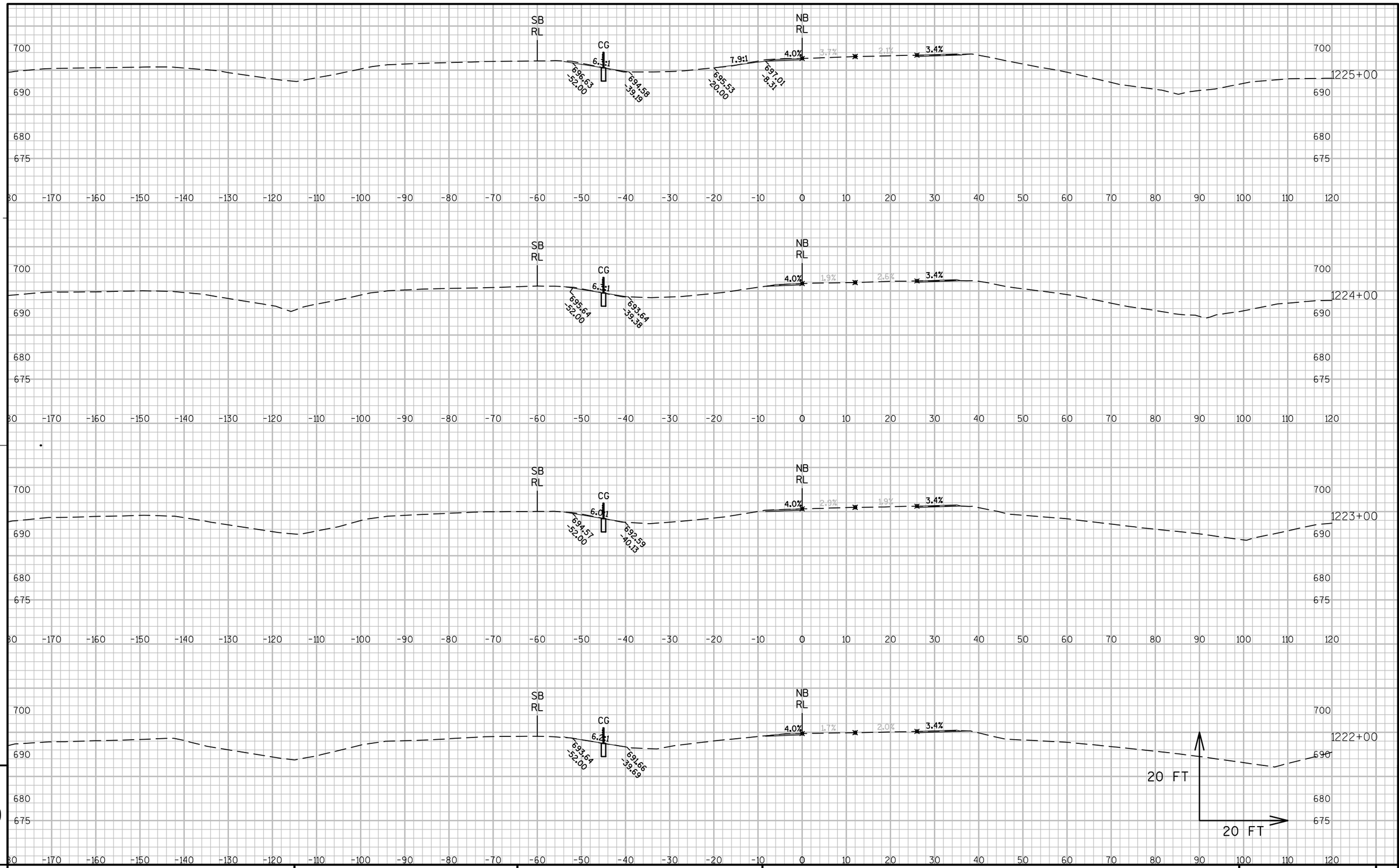
WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 415 627	E

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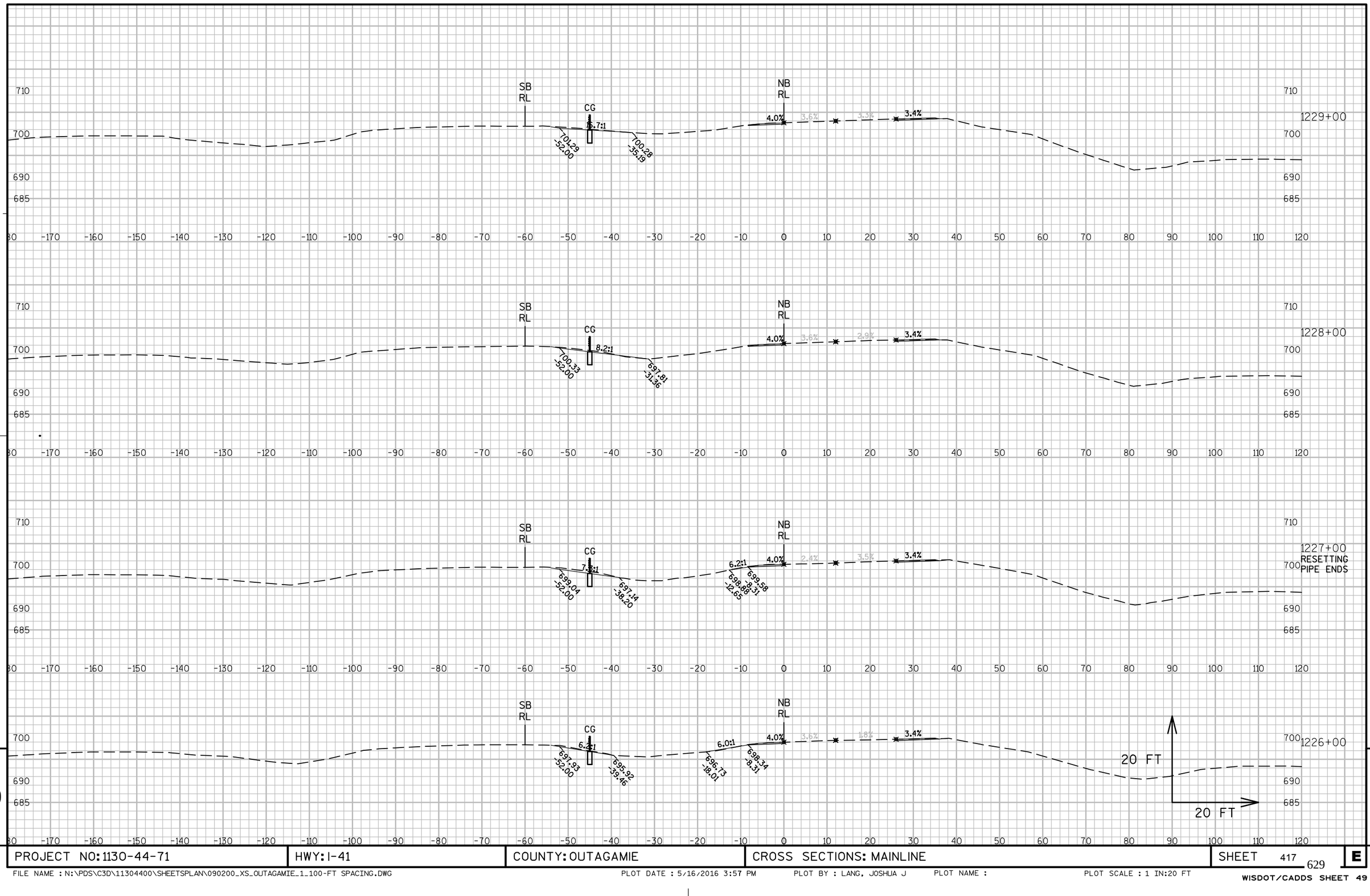
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 416 628	E

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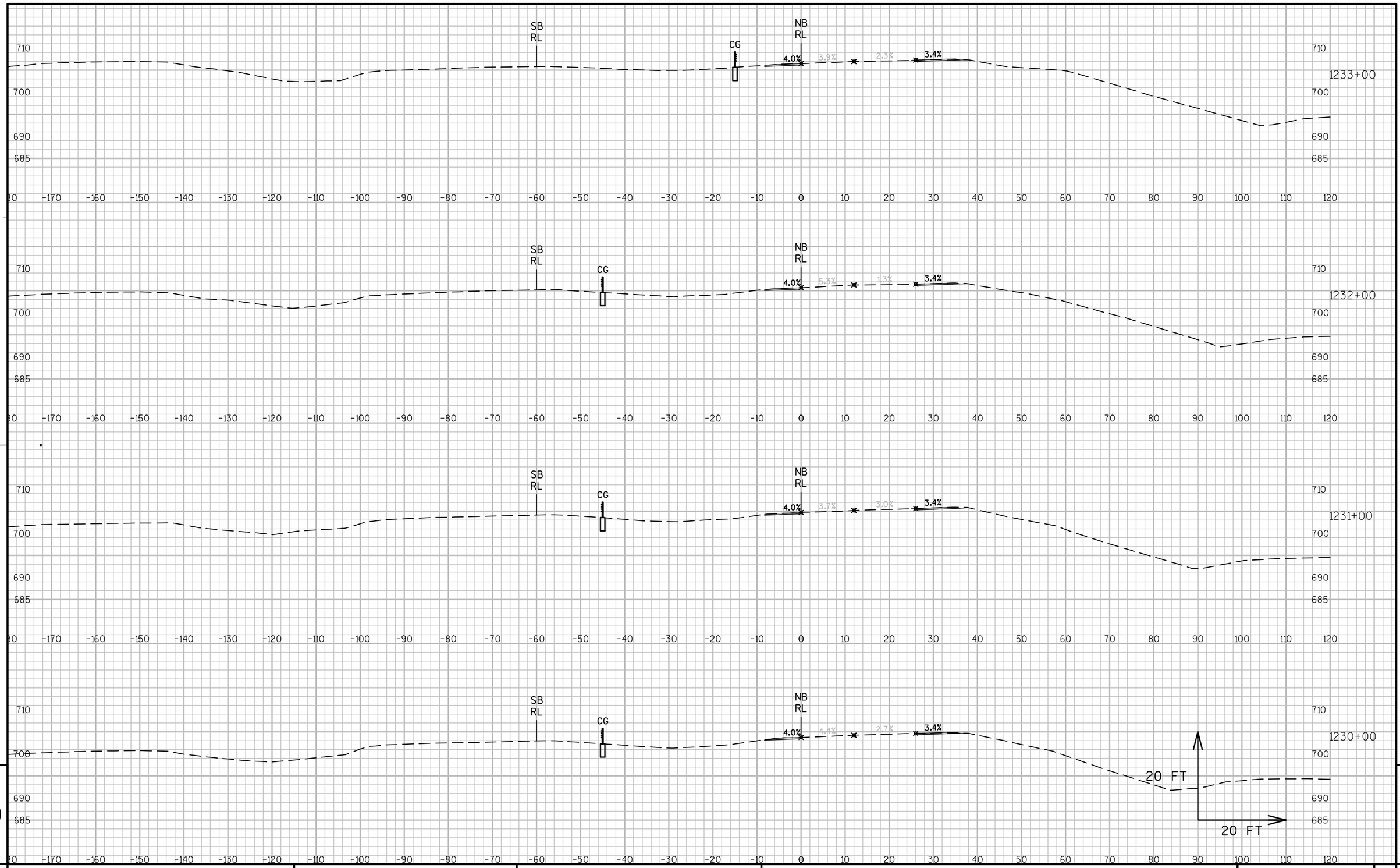
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 417 629	E

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WISDOT/CADDS SHEET 49



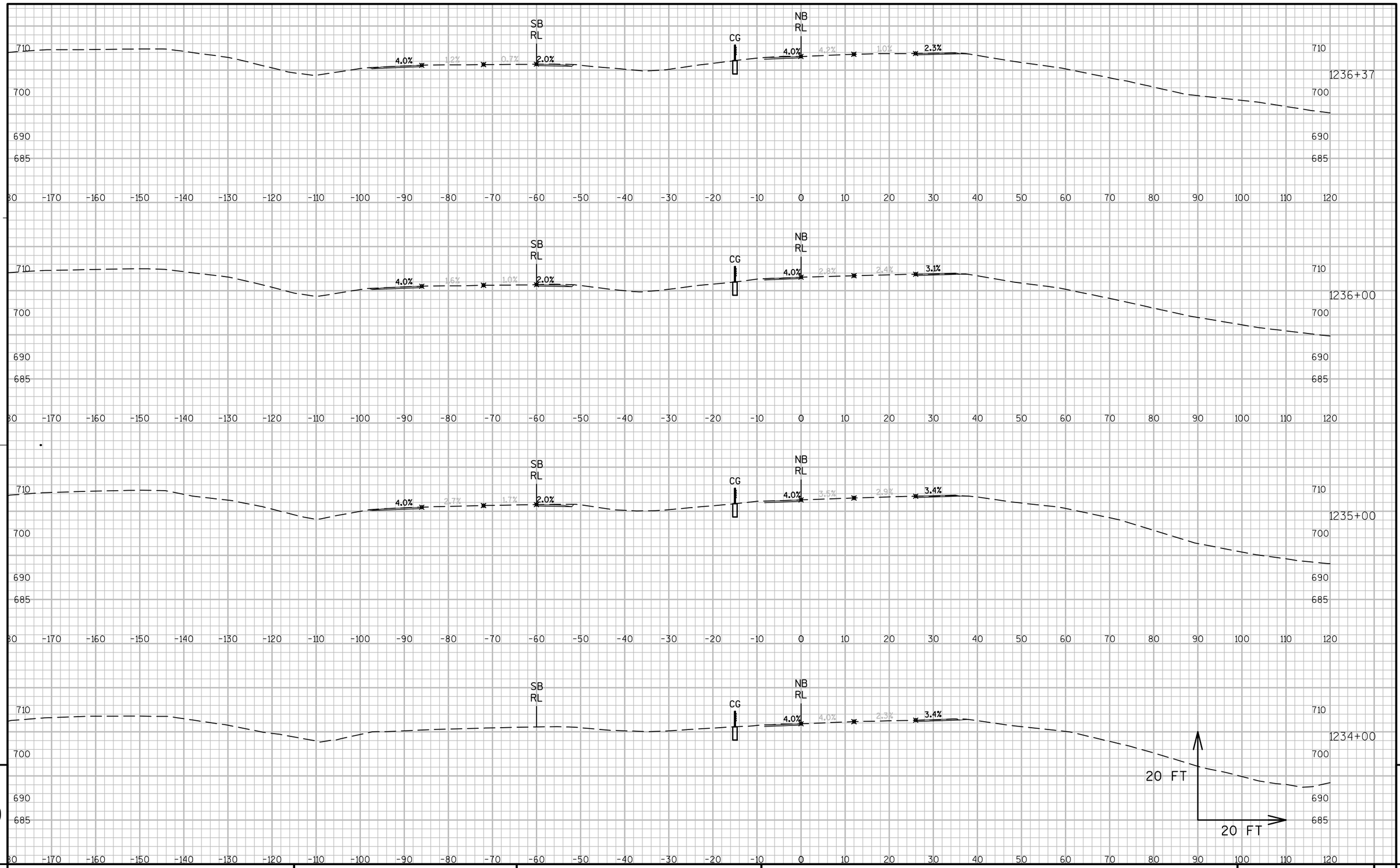
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 418 630	E

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WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 419	E

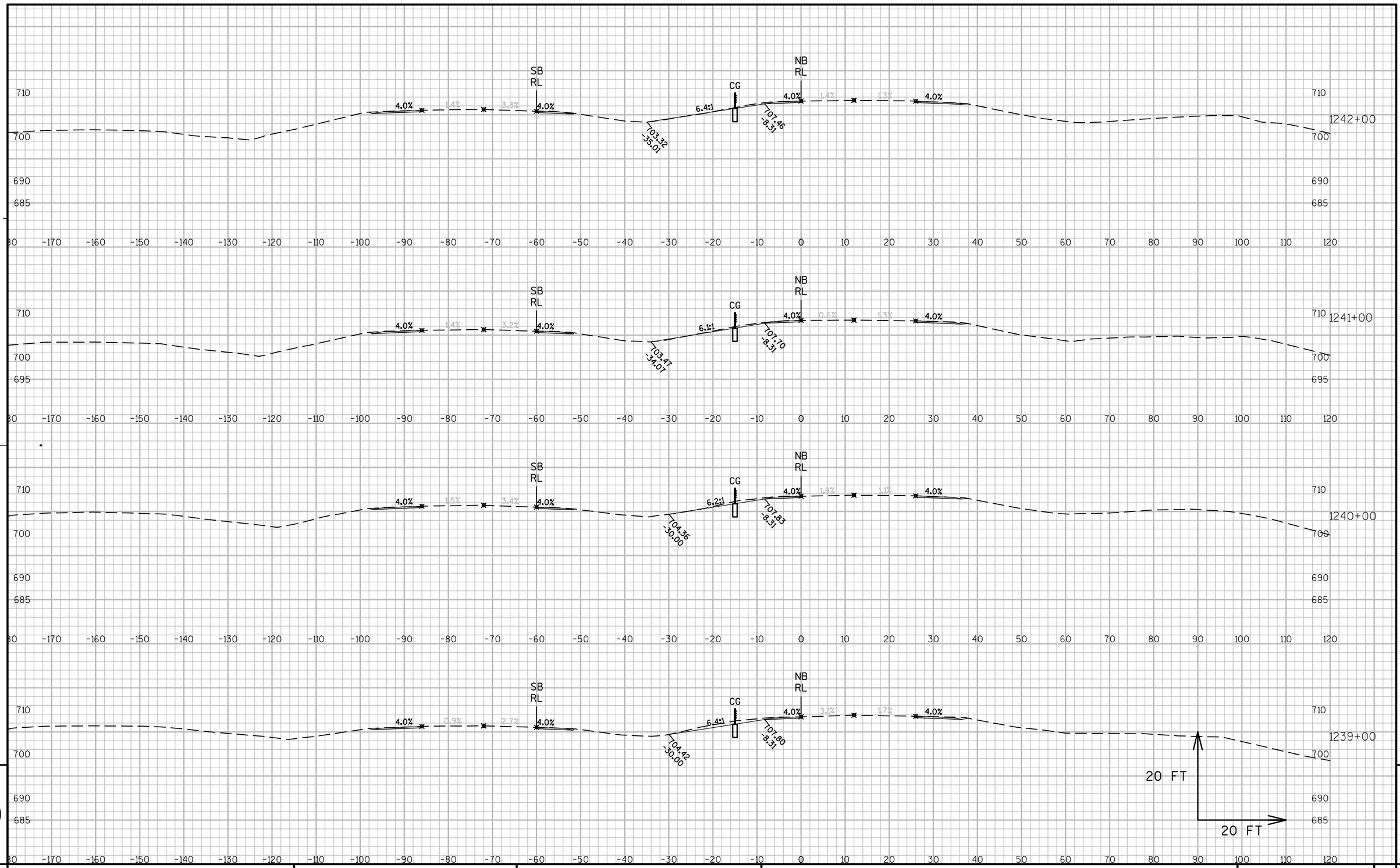
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PLOT BY : LANG, JOSHUA J
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 420 632	E

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 421 633	E

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WISDOT/CADDS SHEET 49

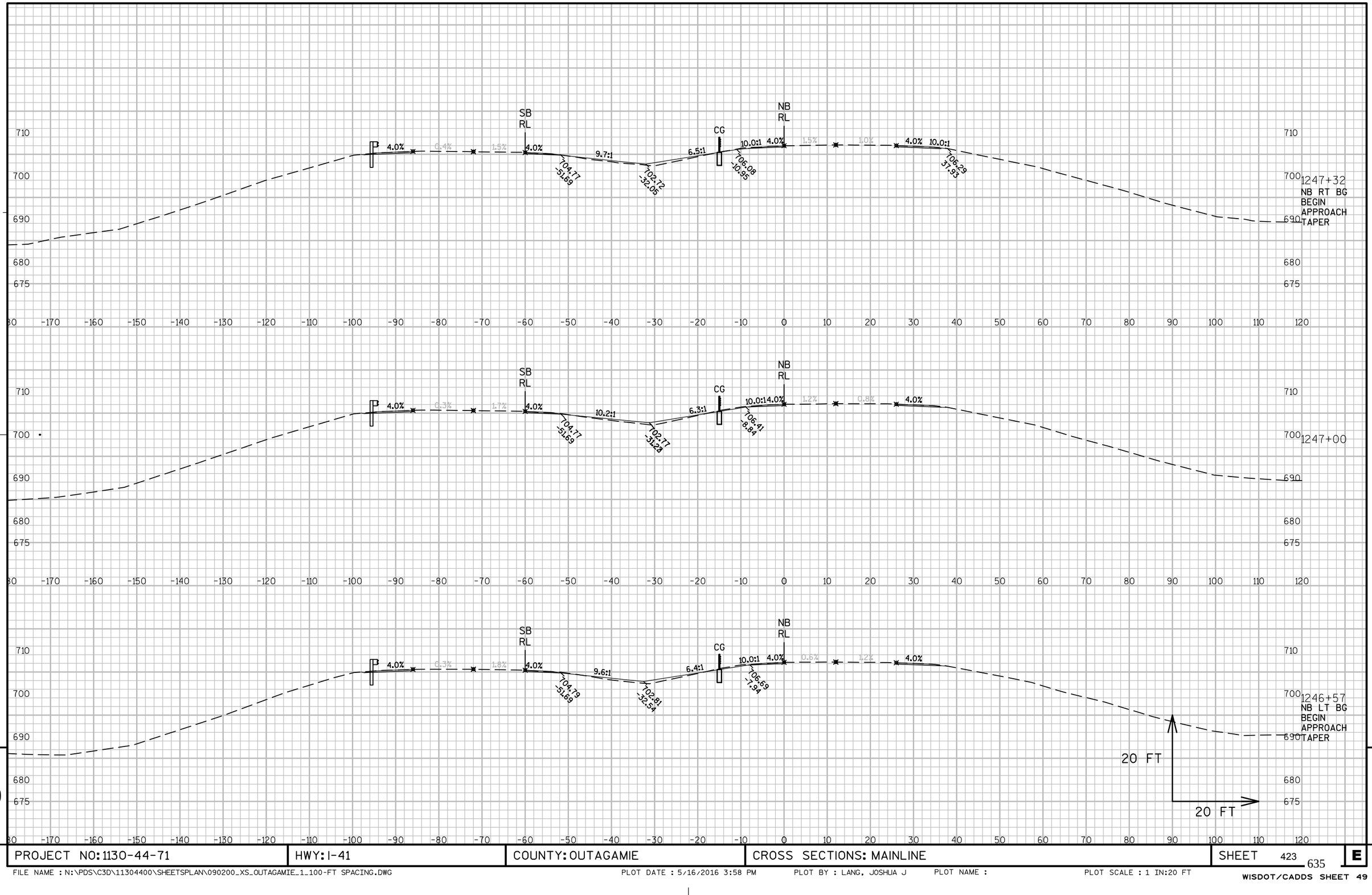
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 422 634	E

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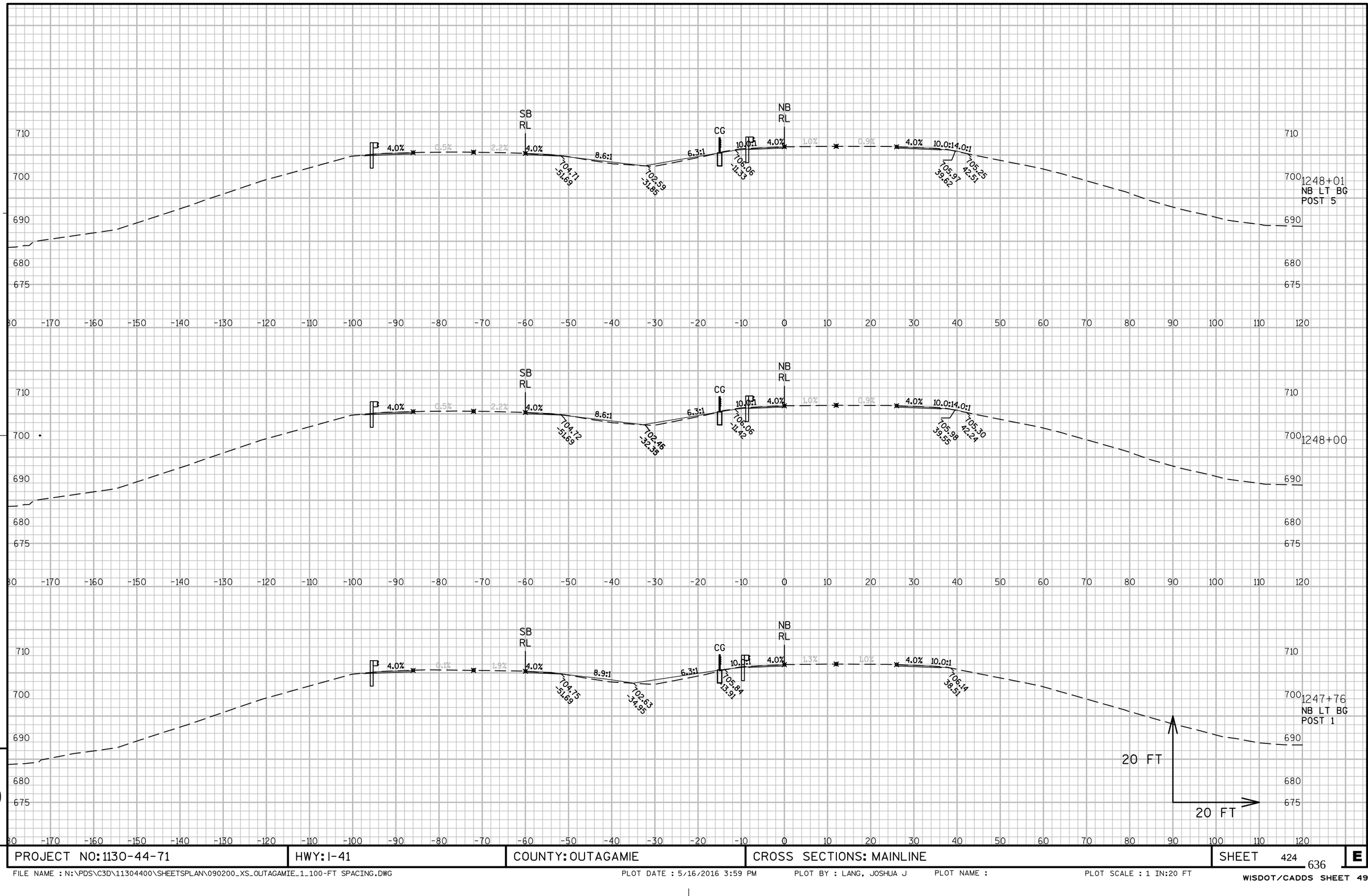
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 423 635	E

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WISDOT/CADDS SHEET 49



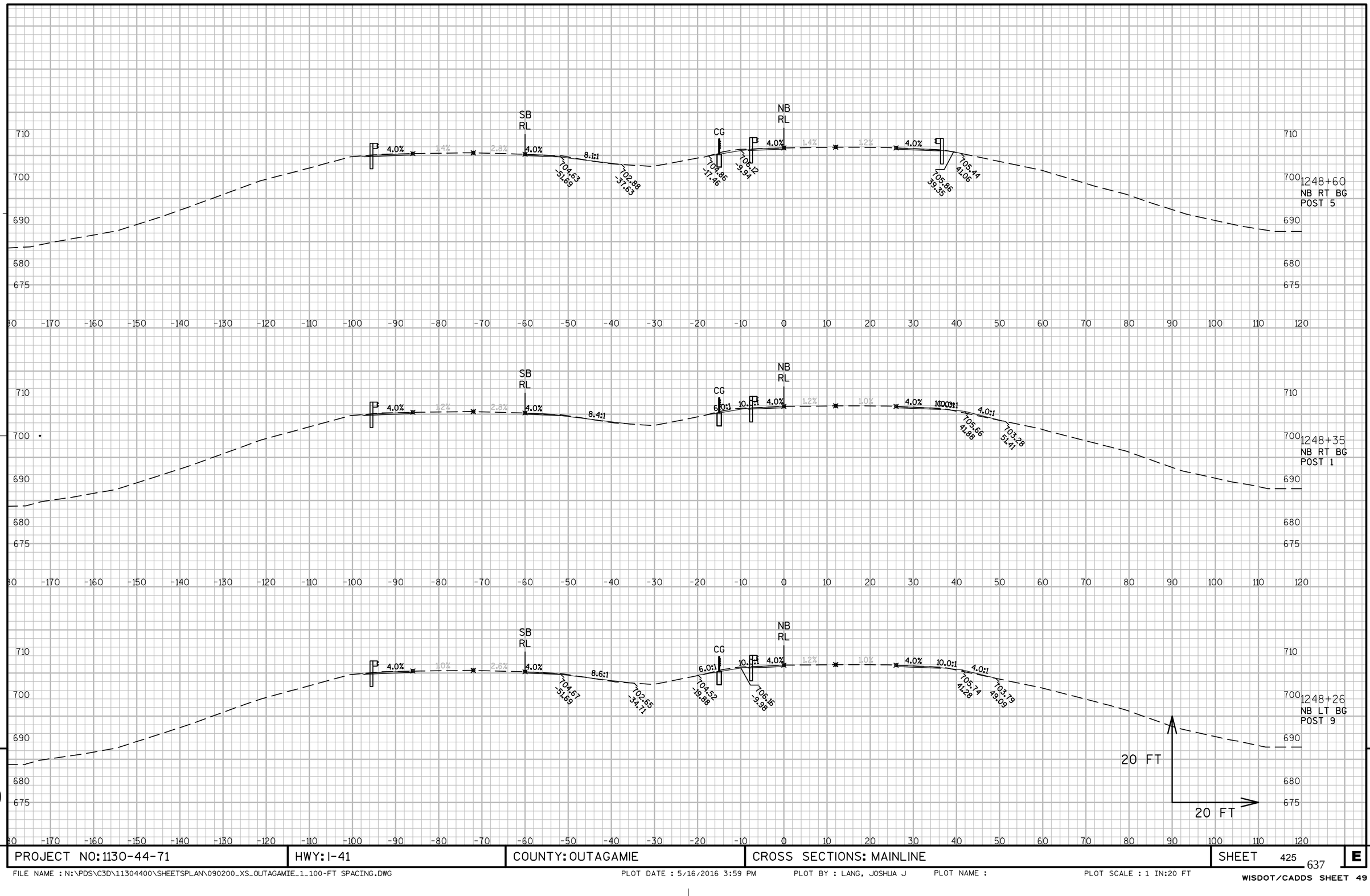
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 424 636	E

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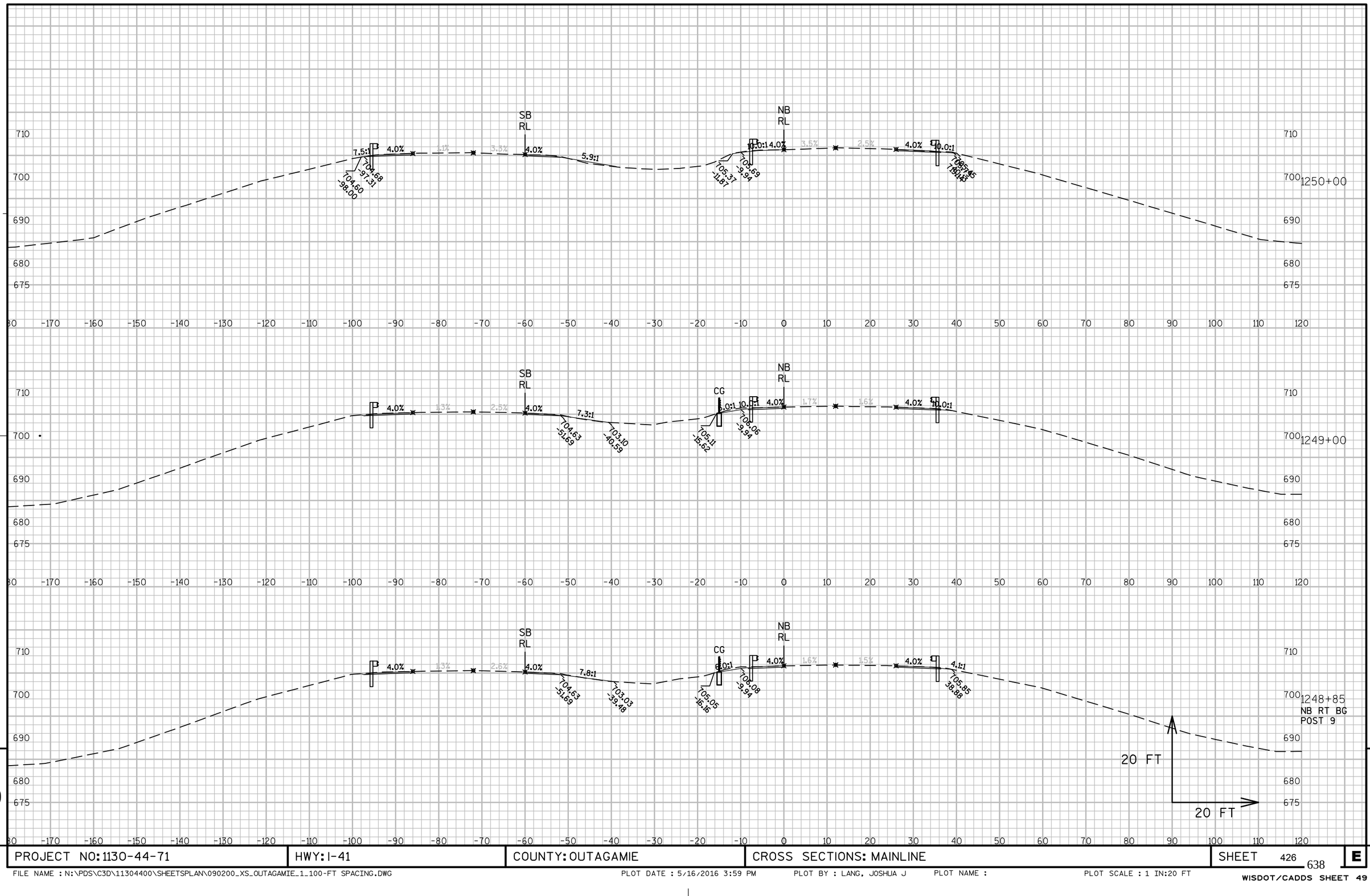
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 425 637	E

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WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 426 638	E

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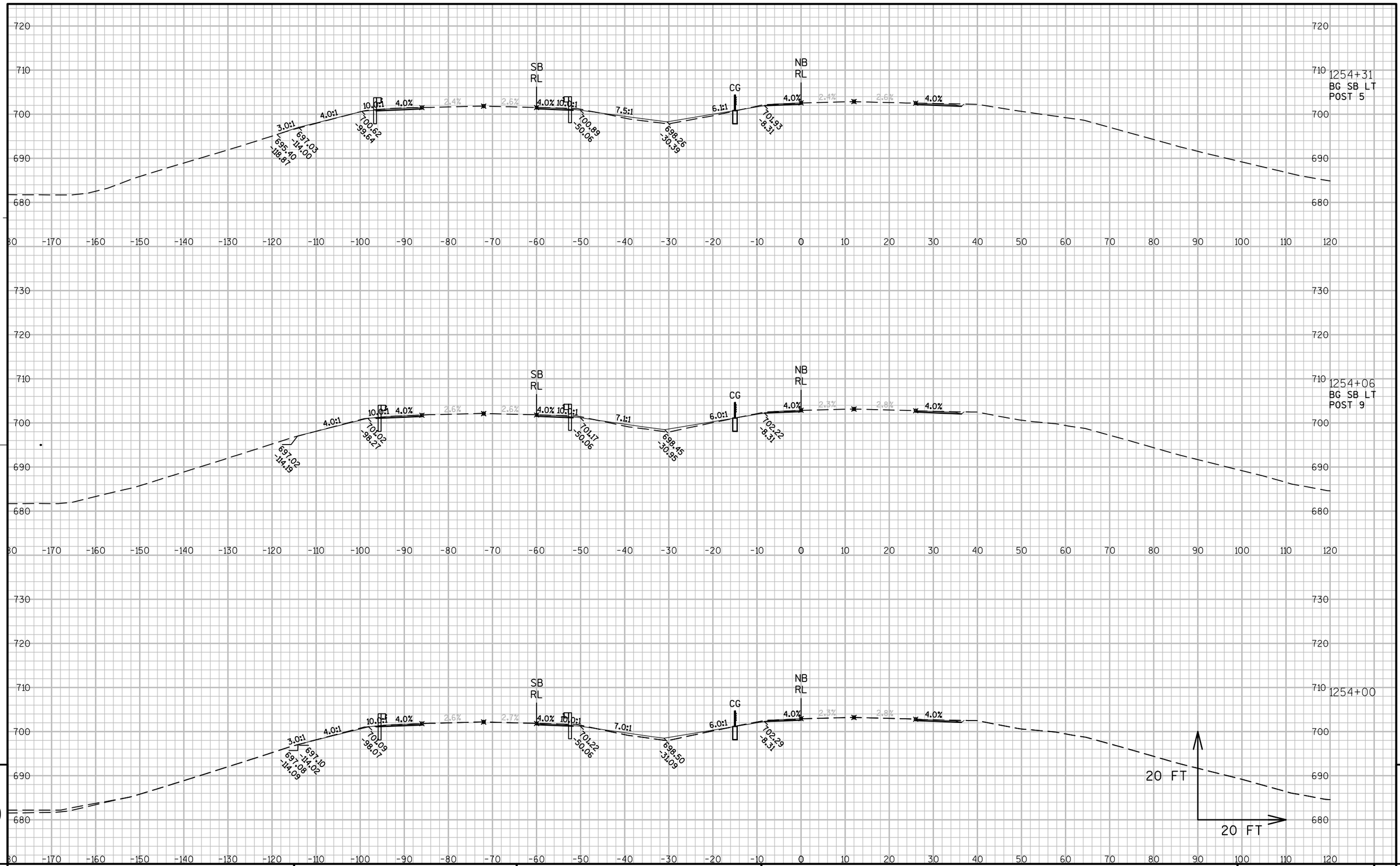
WISDOT/CADDS SHEET 49

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 427 639	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_2_100-FT SPACING.DWG PLOT DATE : 5/17/2016 11:58 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

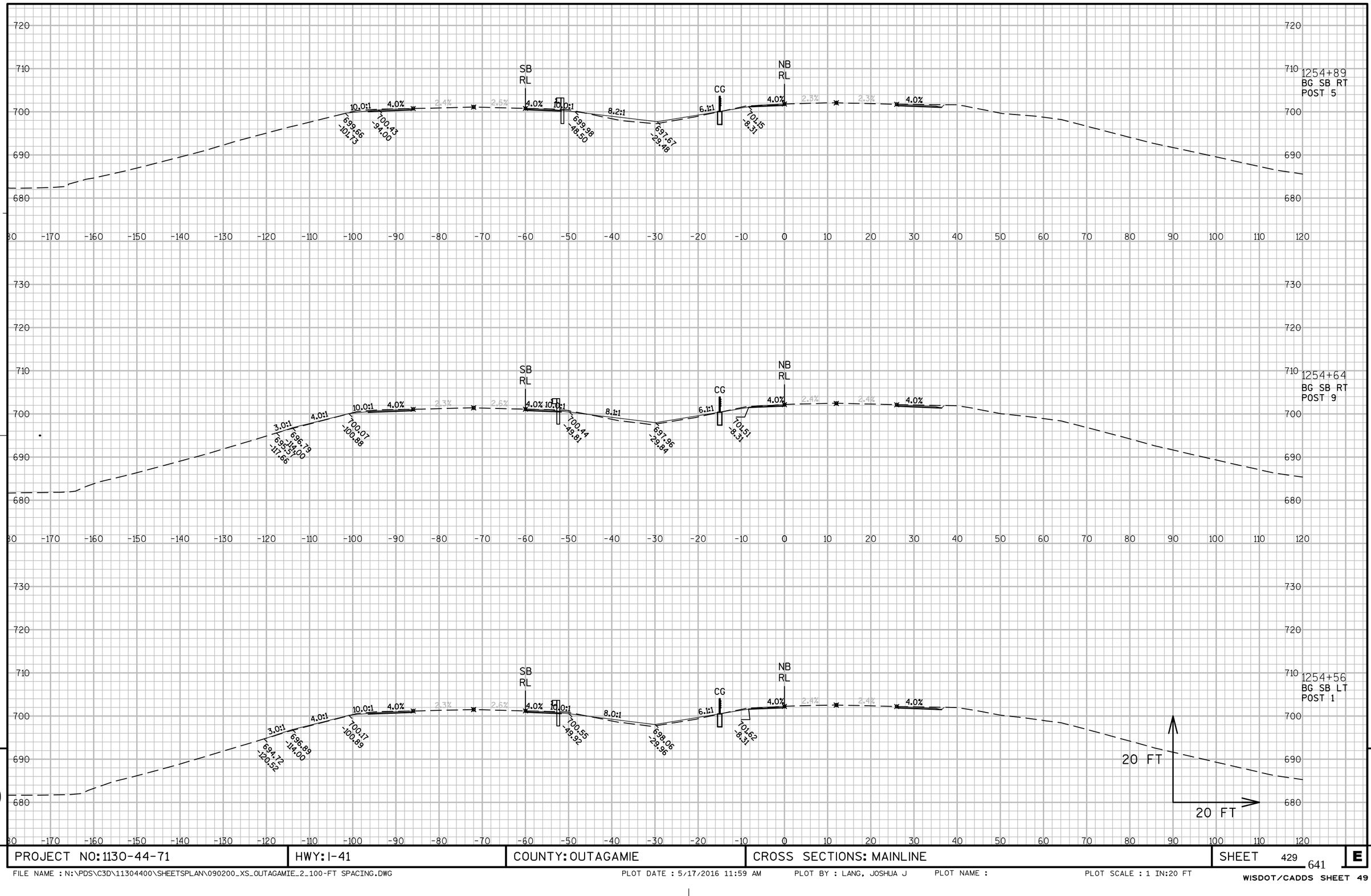


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 428 640	E

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WISDOT/CADDS SHEET 49



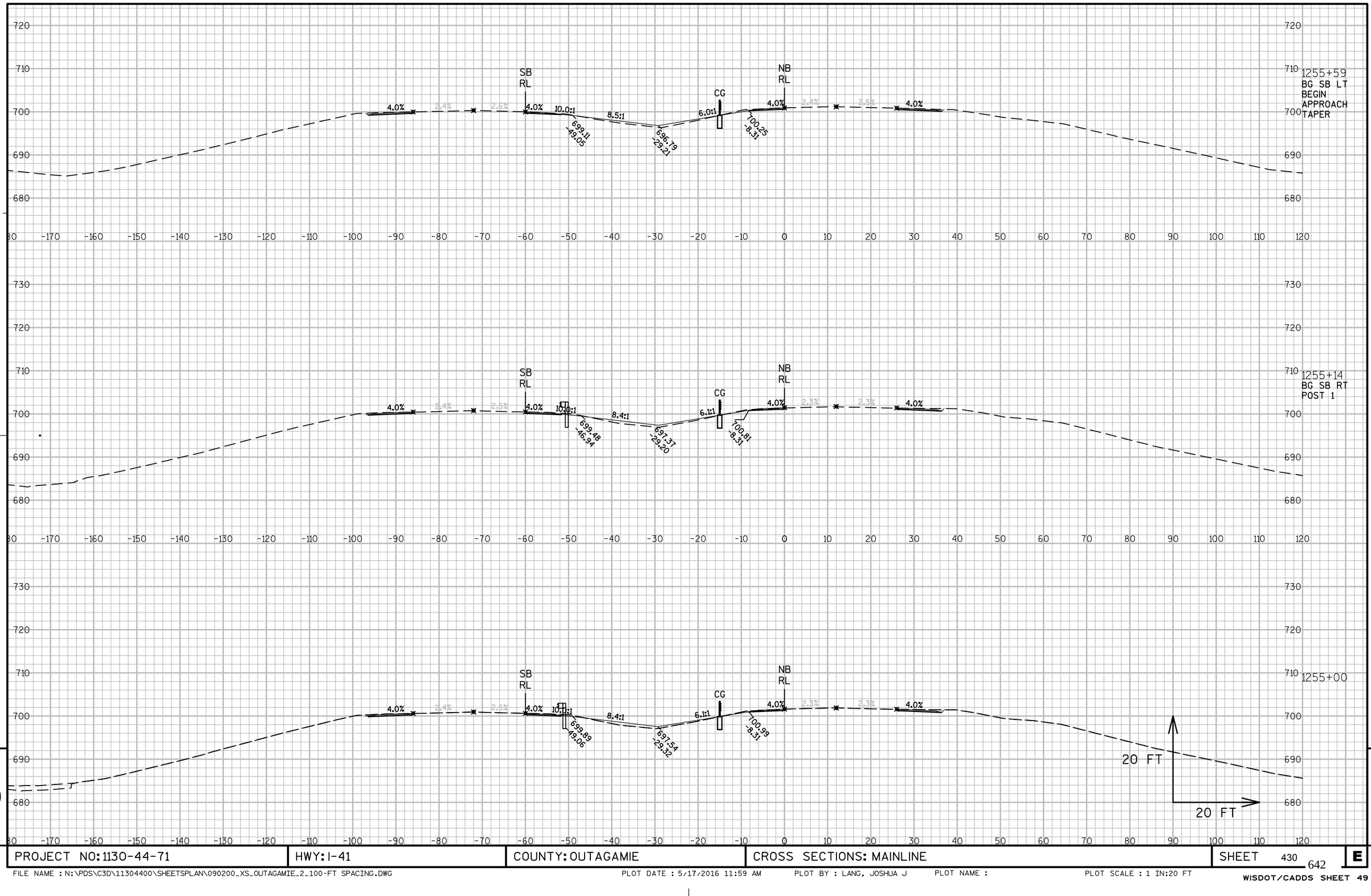
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 429 641	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_2_100-FT SPACING.DWG PLOT DATE : 5/17/2016 11:59 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



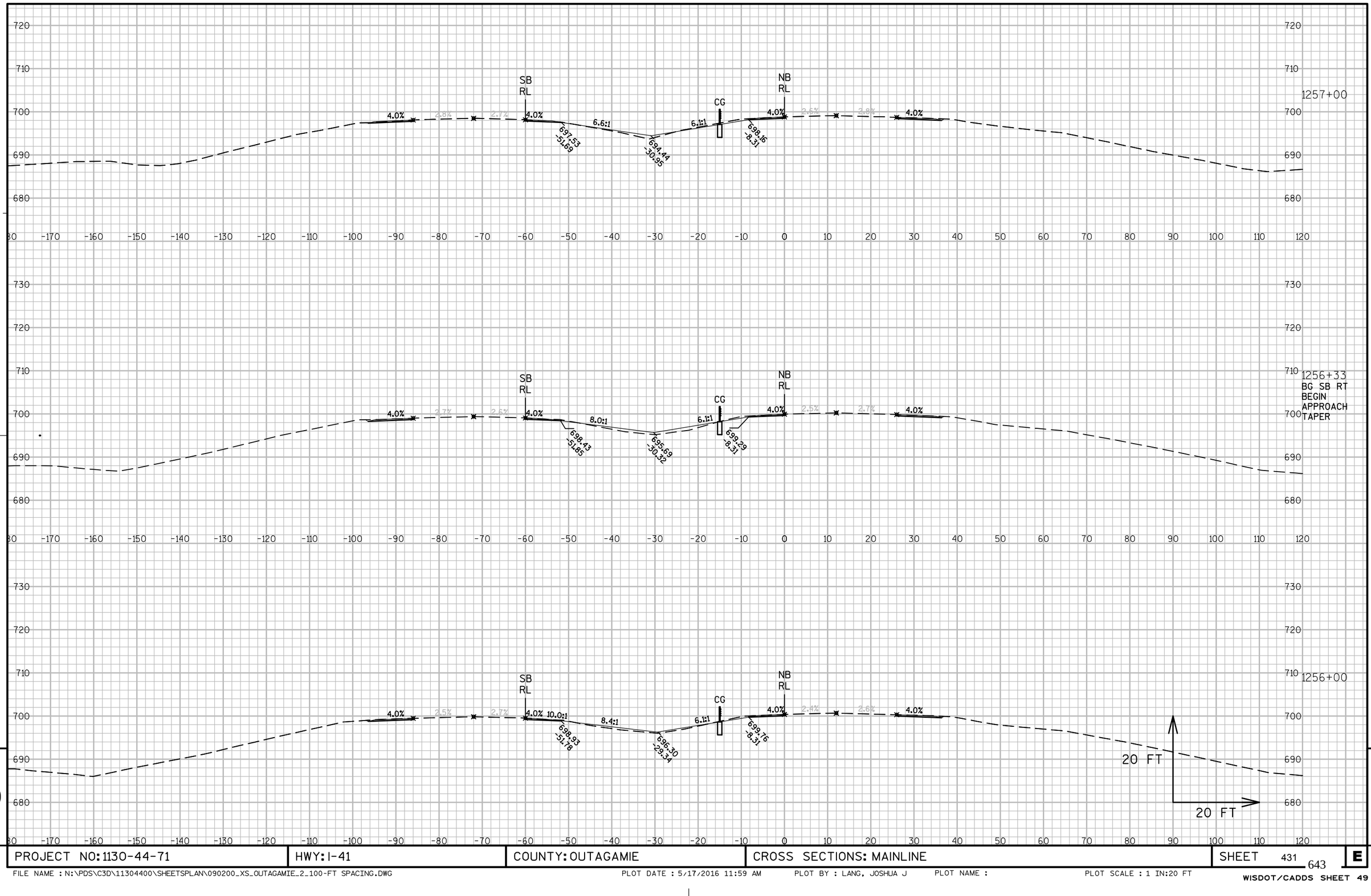
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 430 642	E

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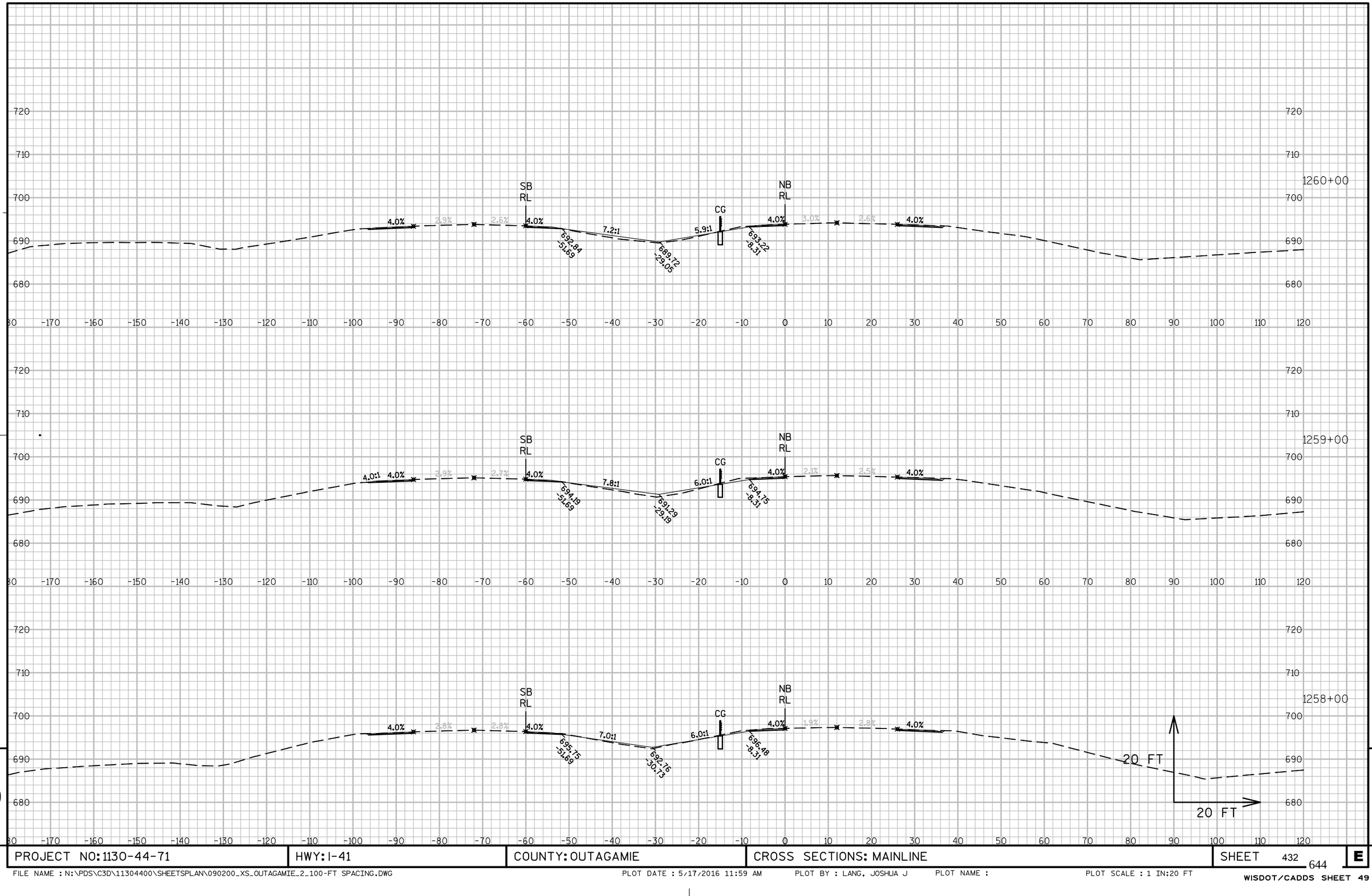
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 431 643	E

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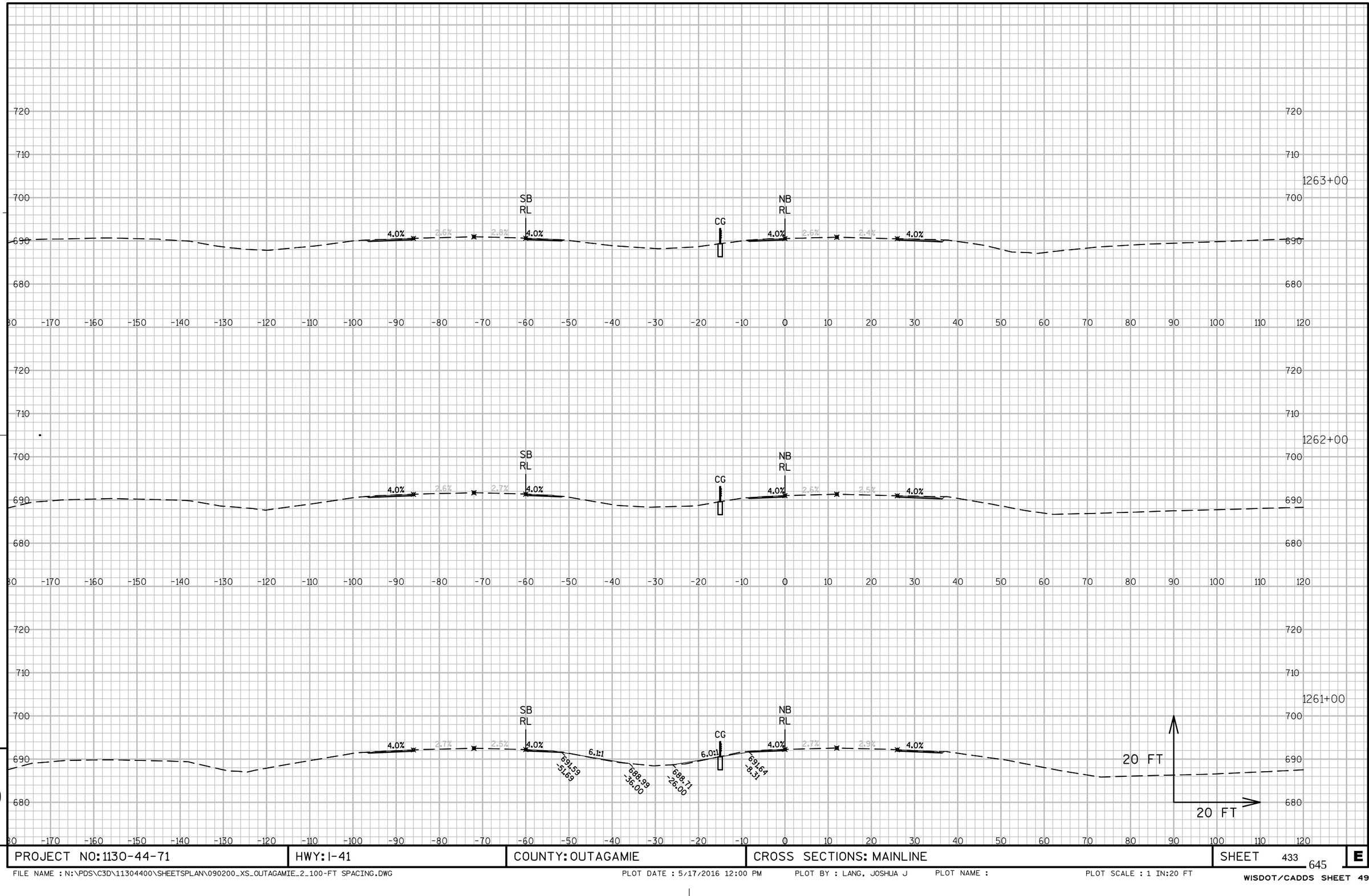
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 432 644	E

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WISDOT/CADDS SHEET 49



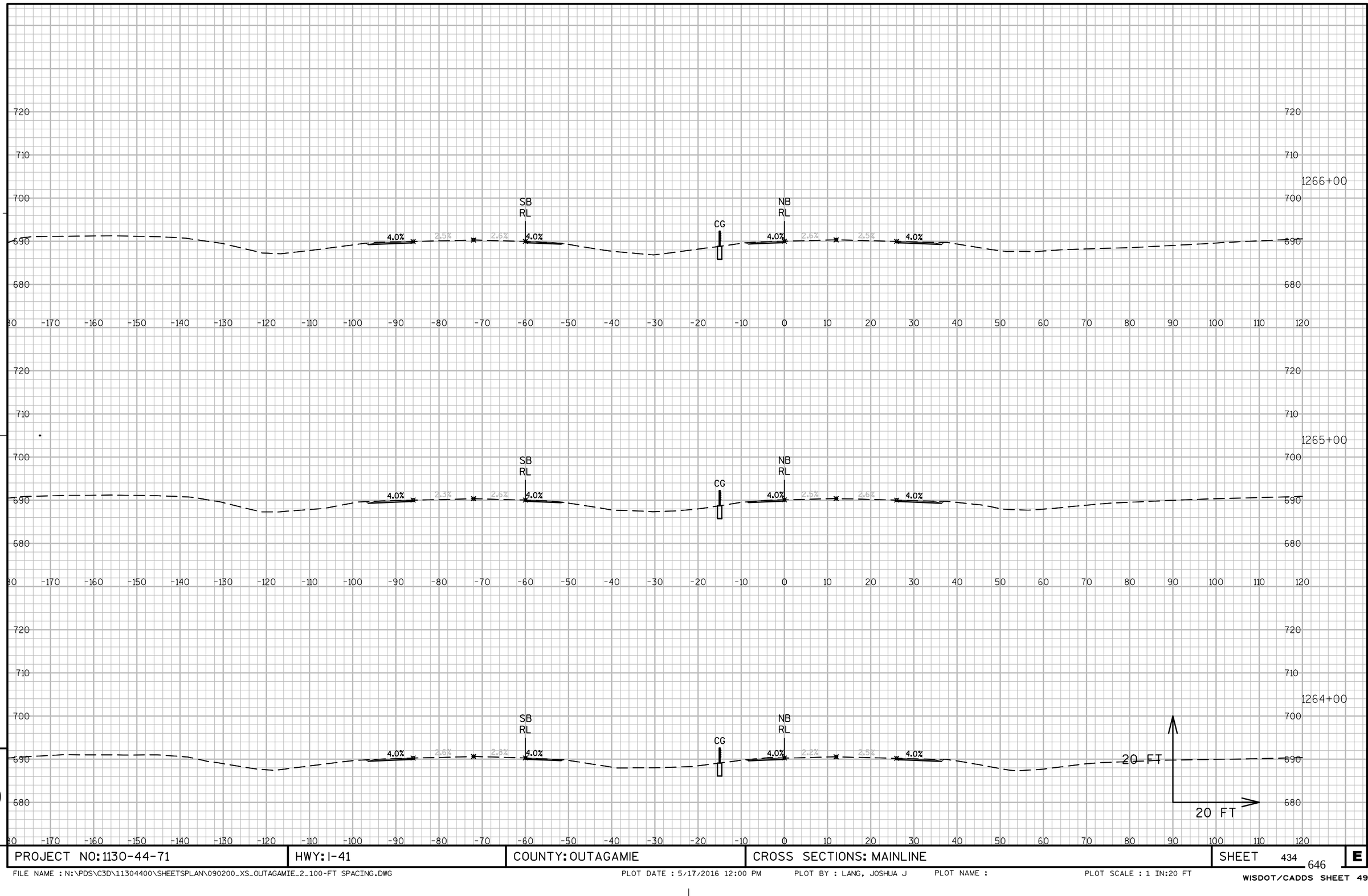
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WISDOT/CADDS SHEET 49



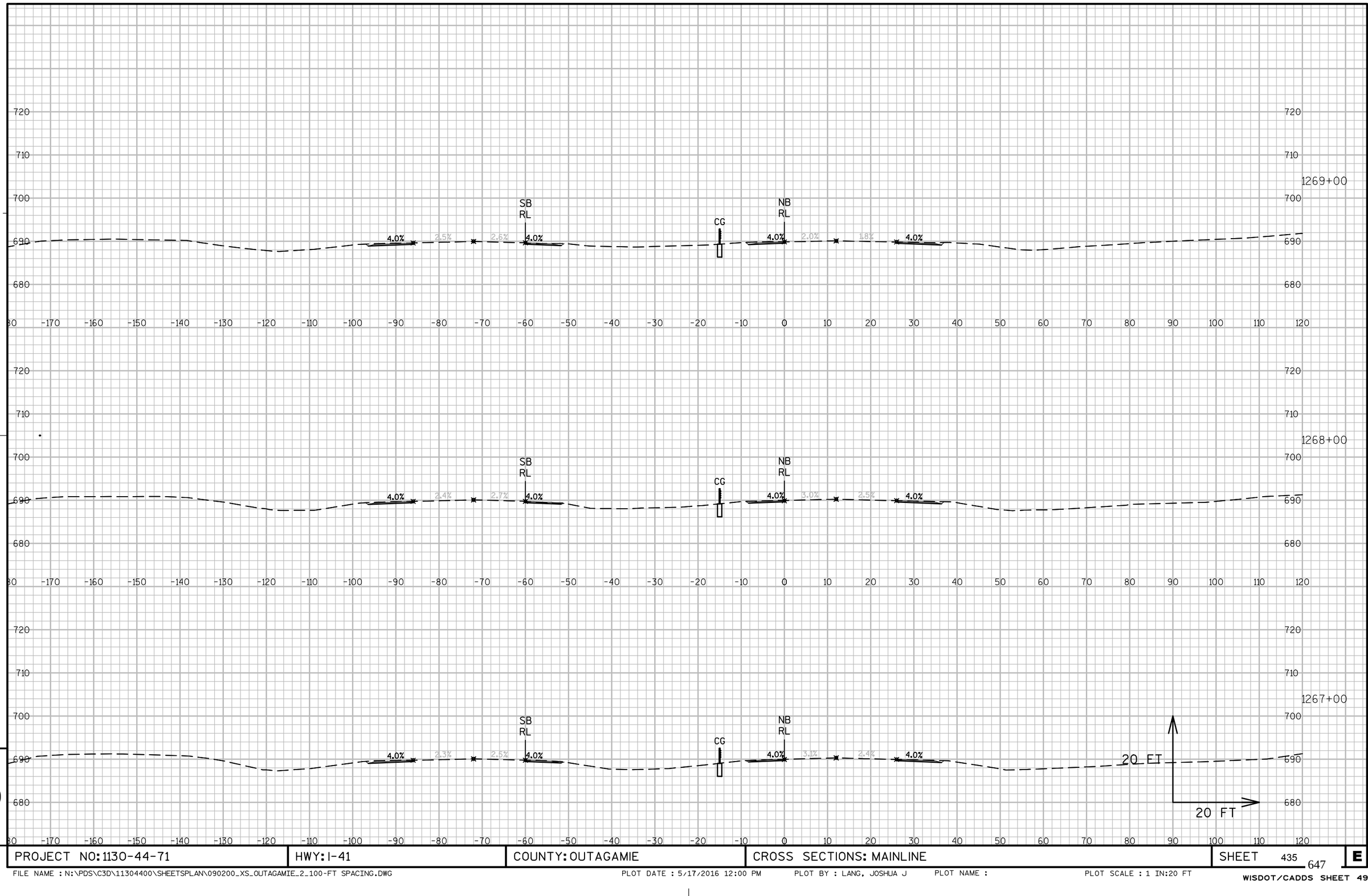
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 434 646	E

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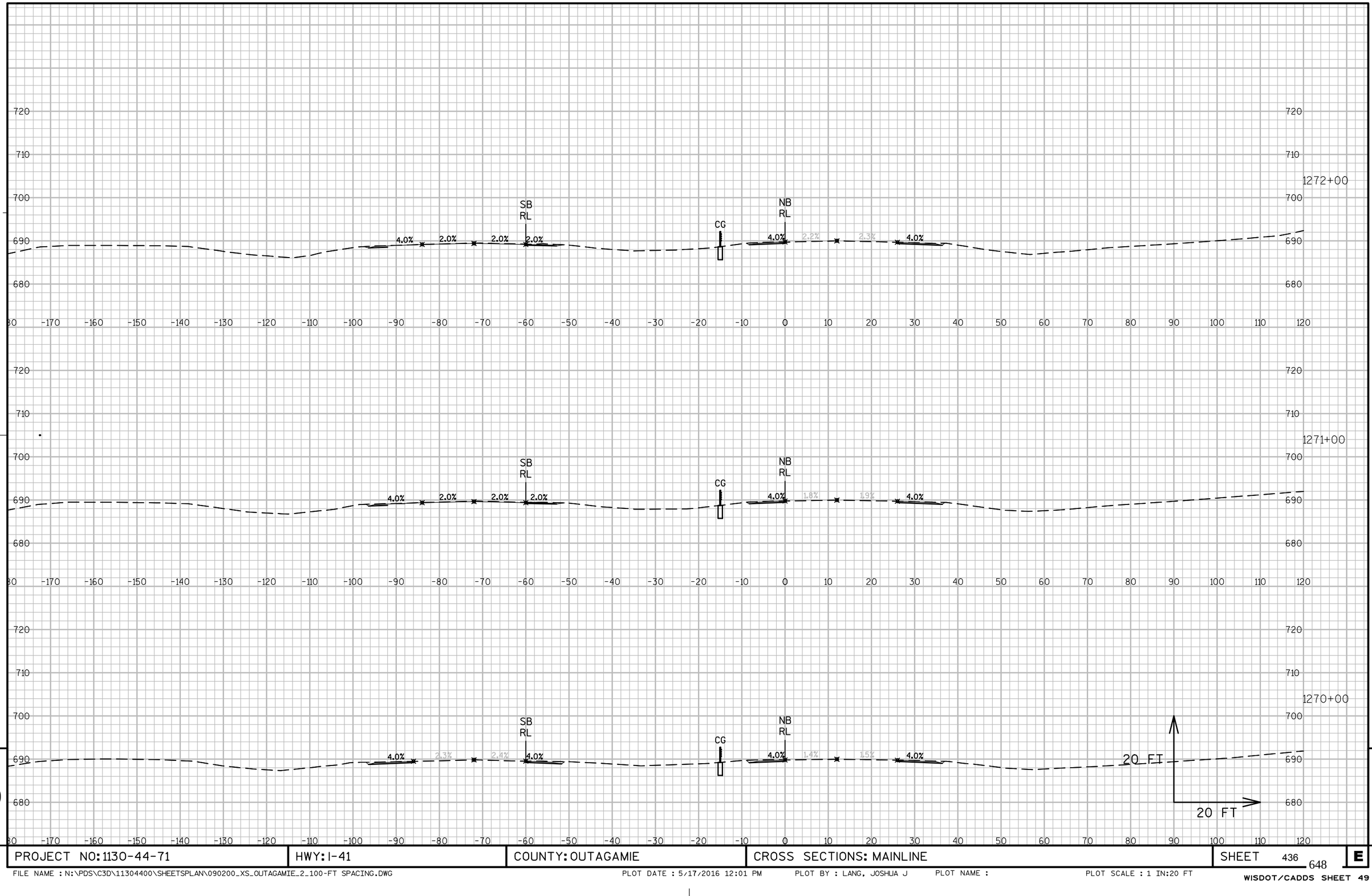
WISDOT/CADDS SHEET 49



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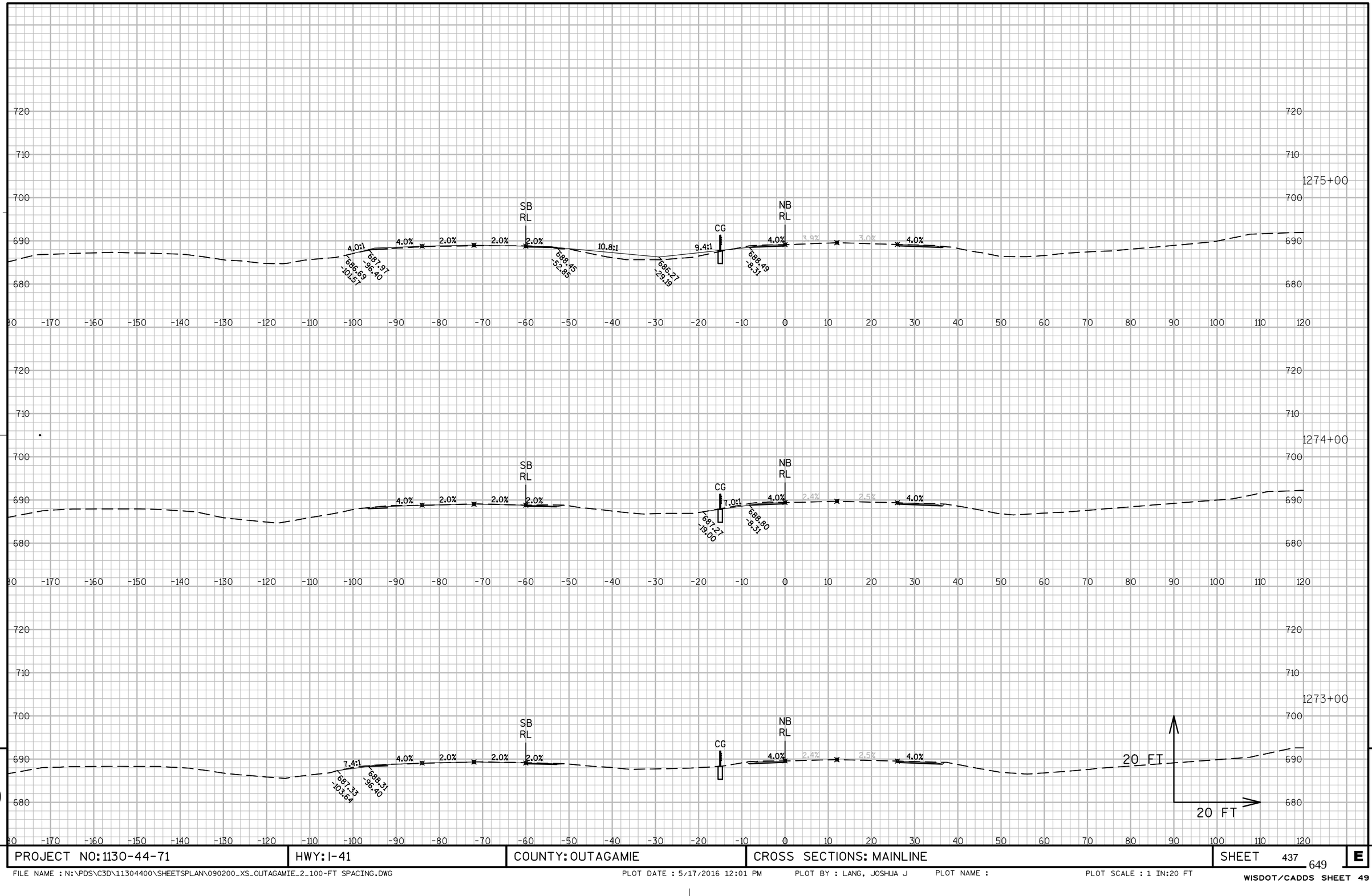
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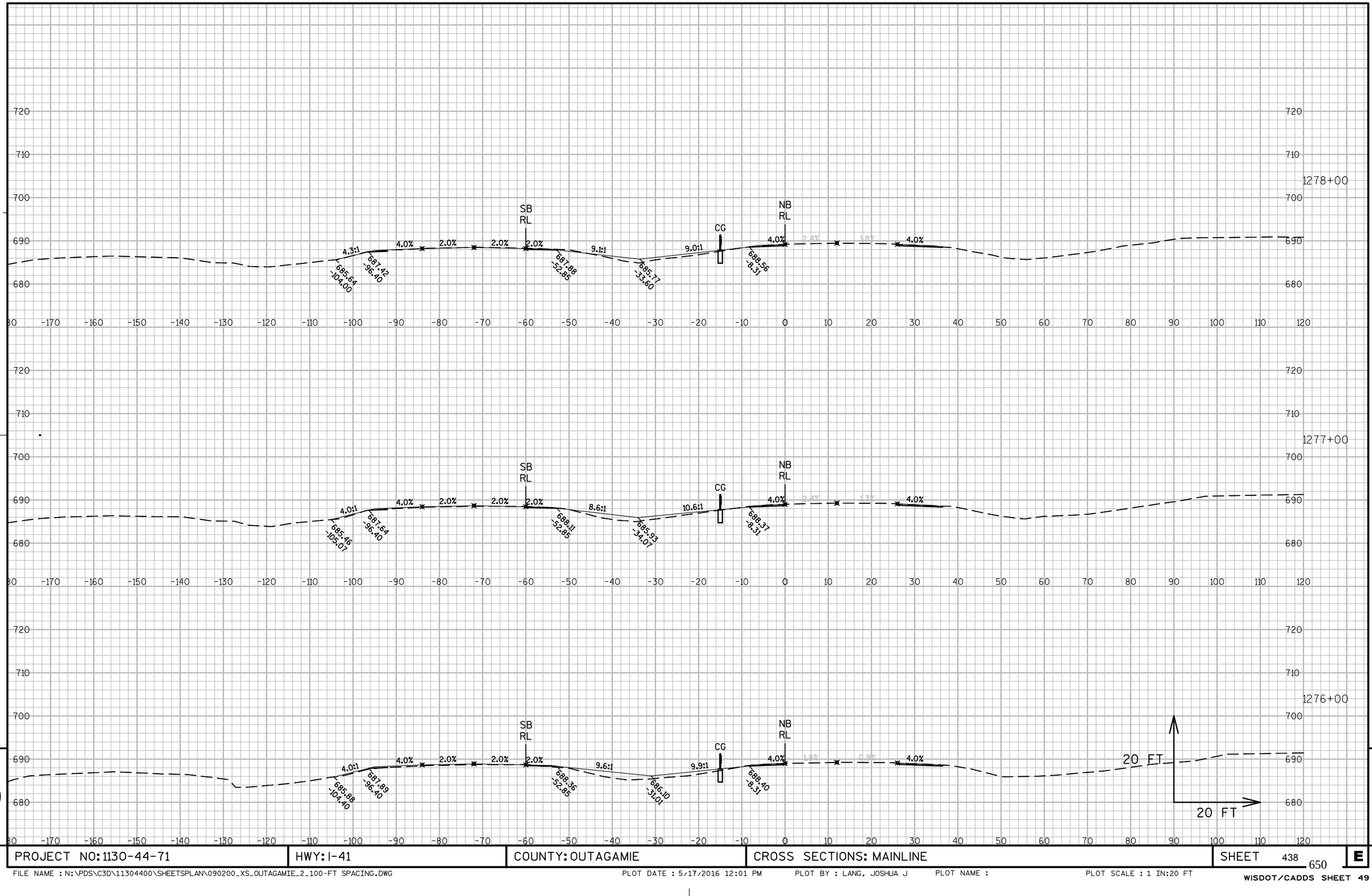
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WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 437 649

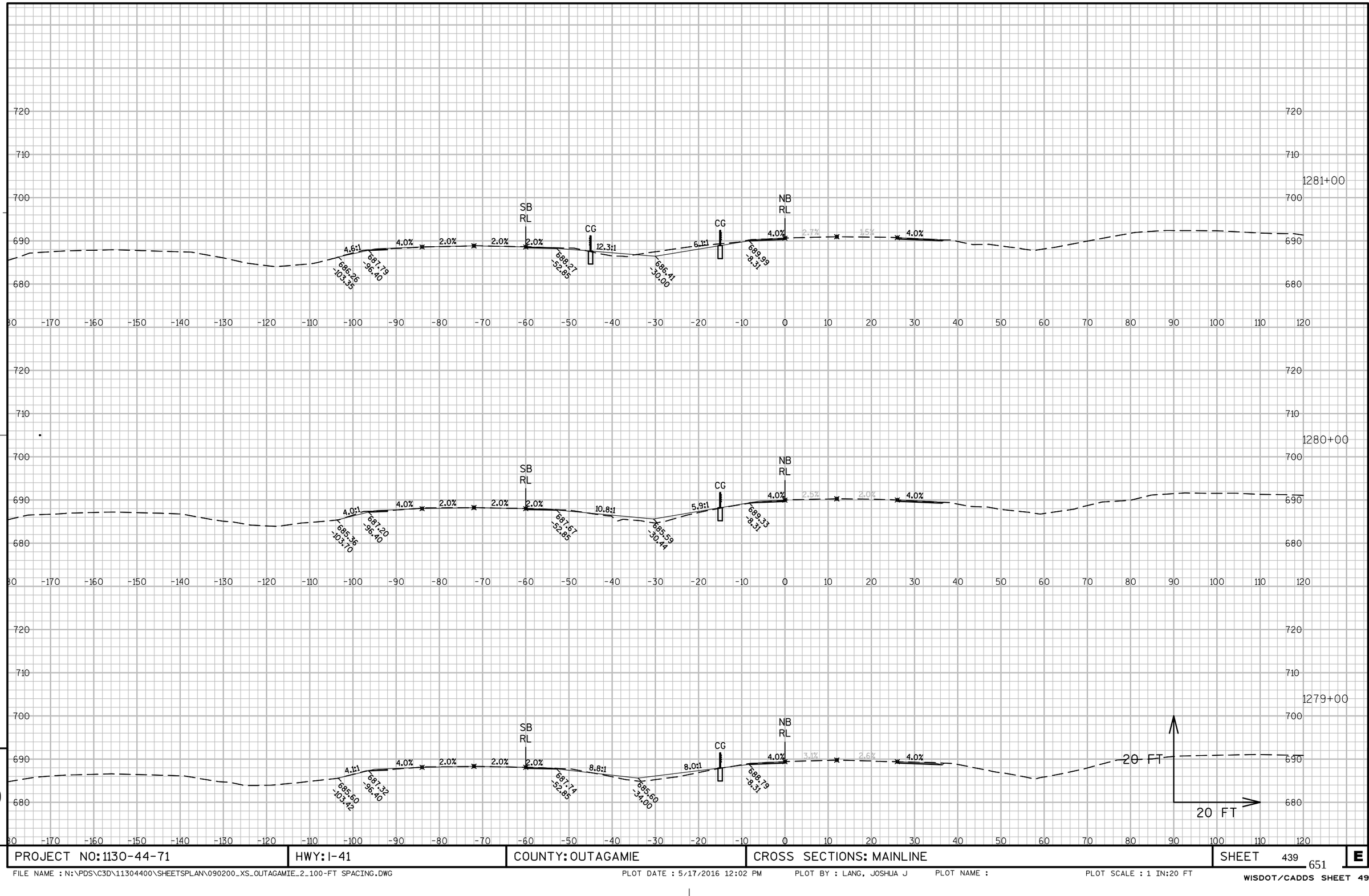
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 438 650

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WISDOT/CADDS SHEET 49



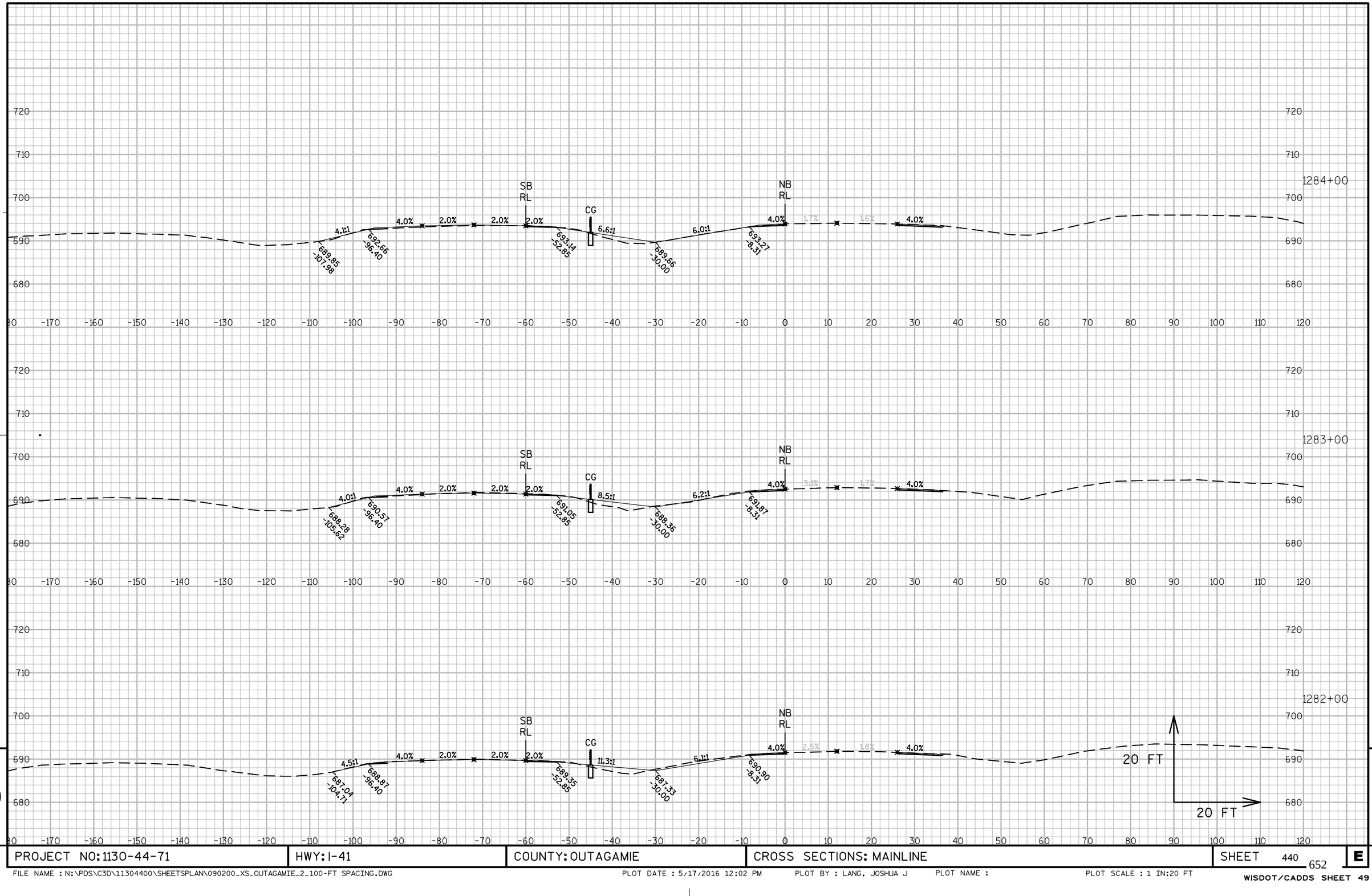
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 439 651	E

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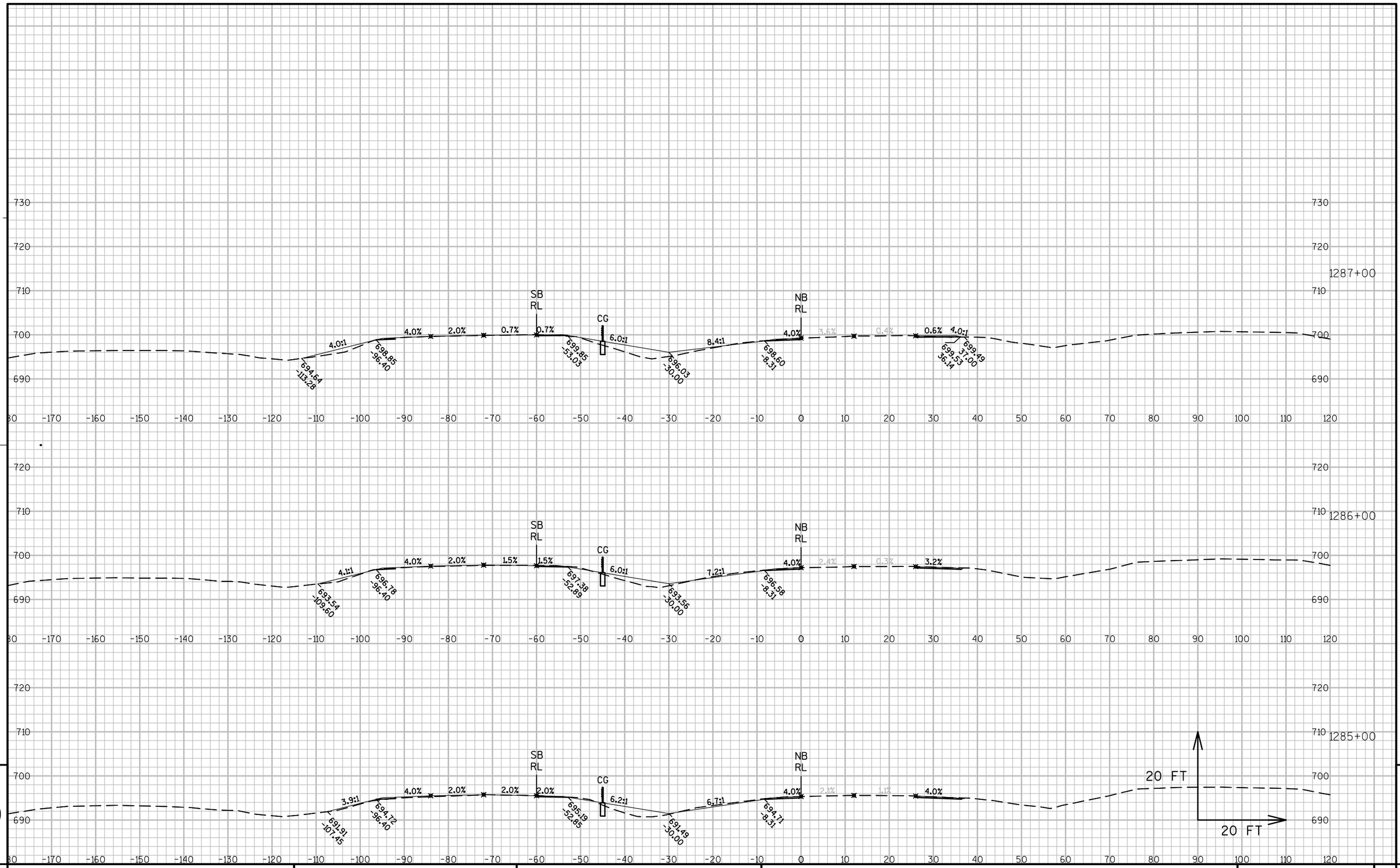
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 440 652	E

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WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 441 653	E

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WISDOT/CADDS SHEET 49

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 442 654	E

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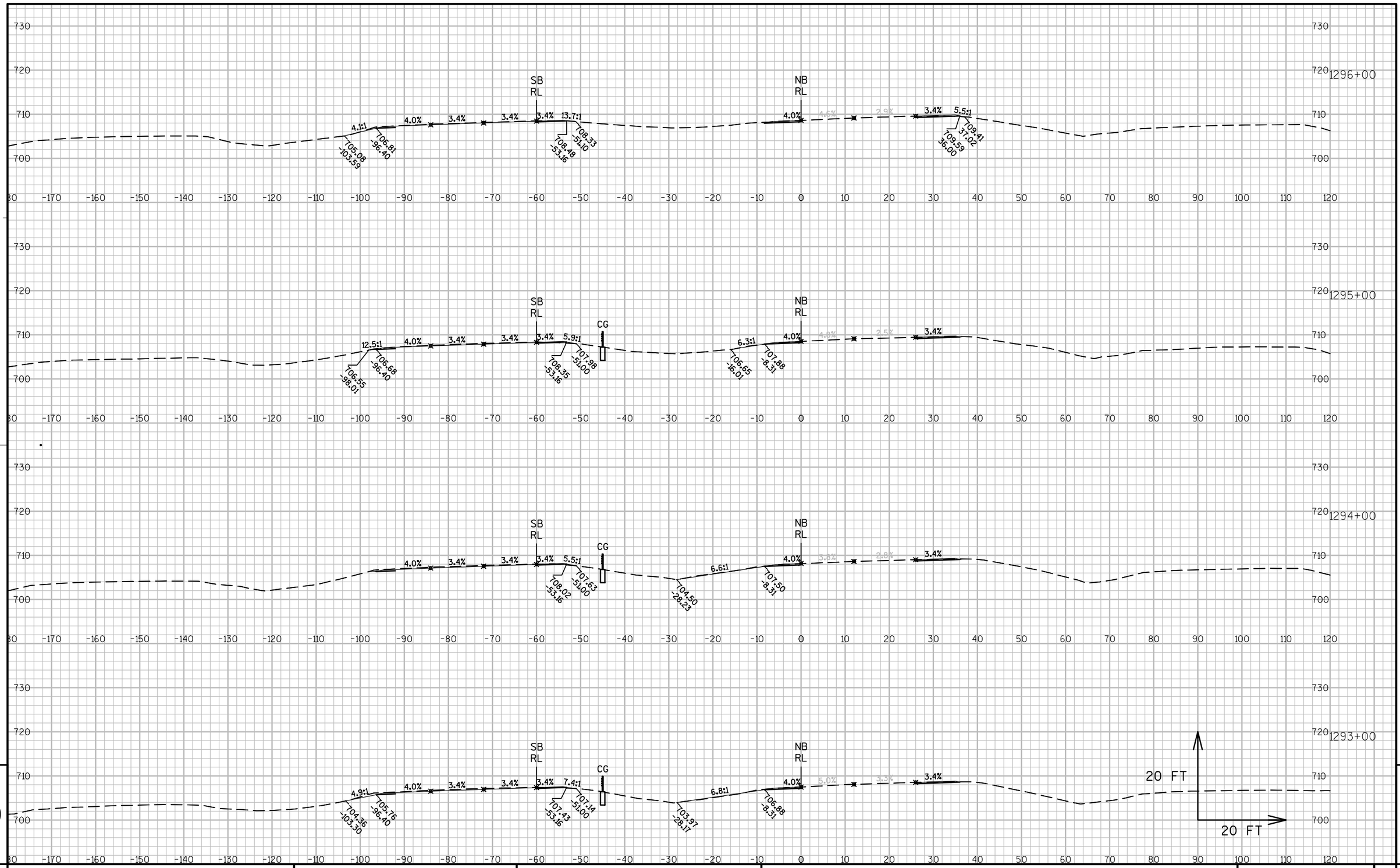
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WISDOT/CADDS SHEET 49

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 443 655 E

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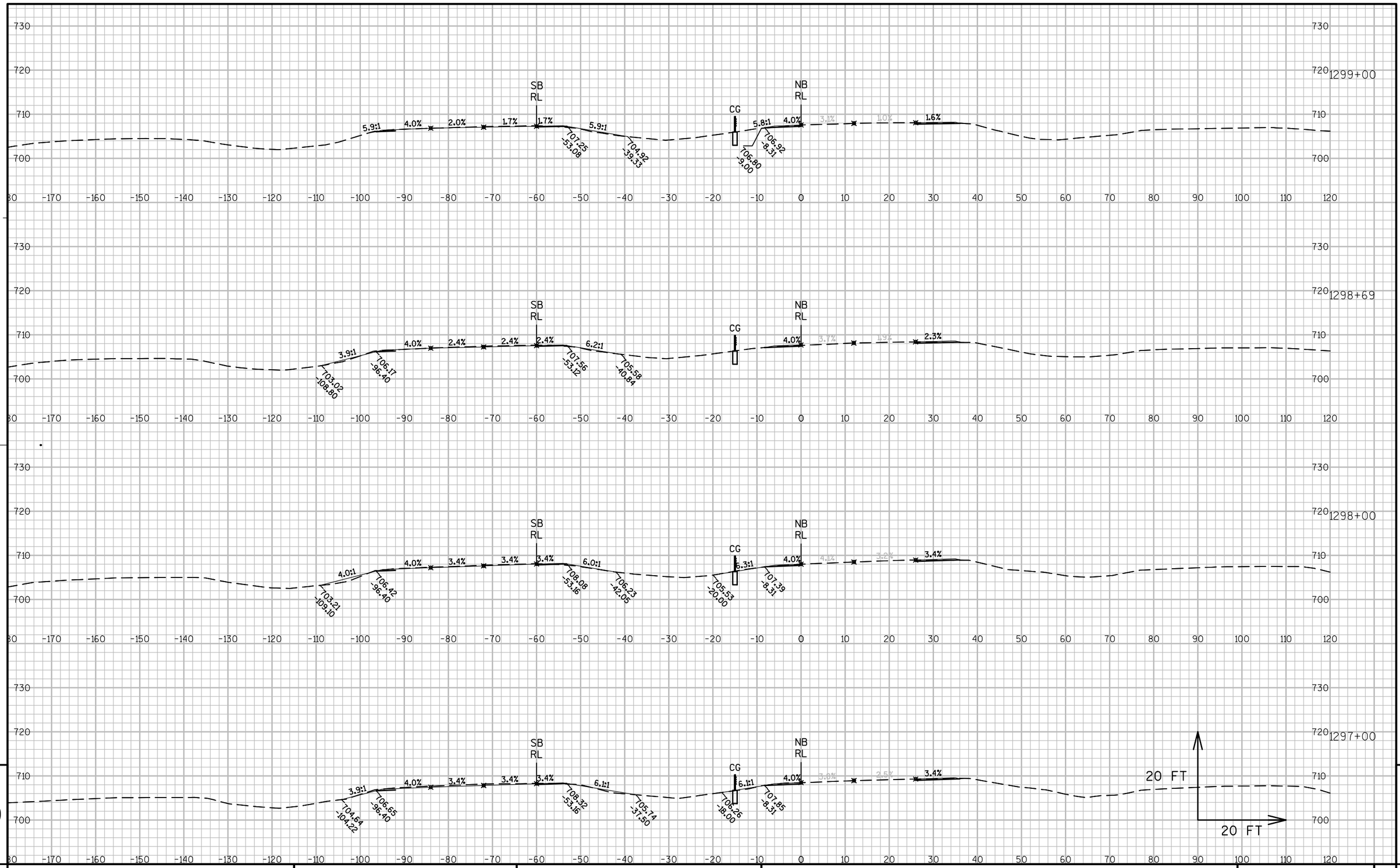
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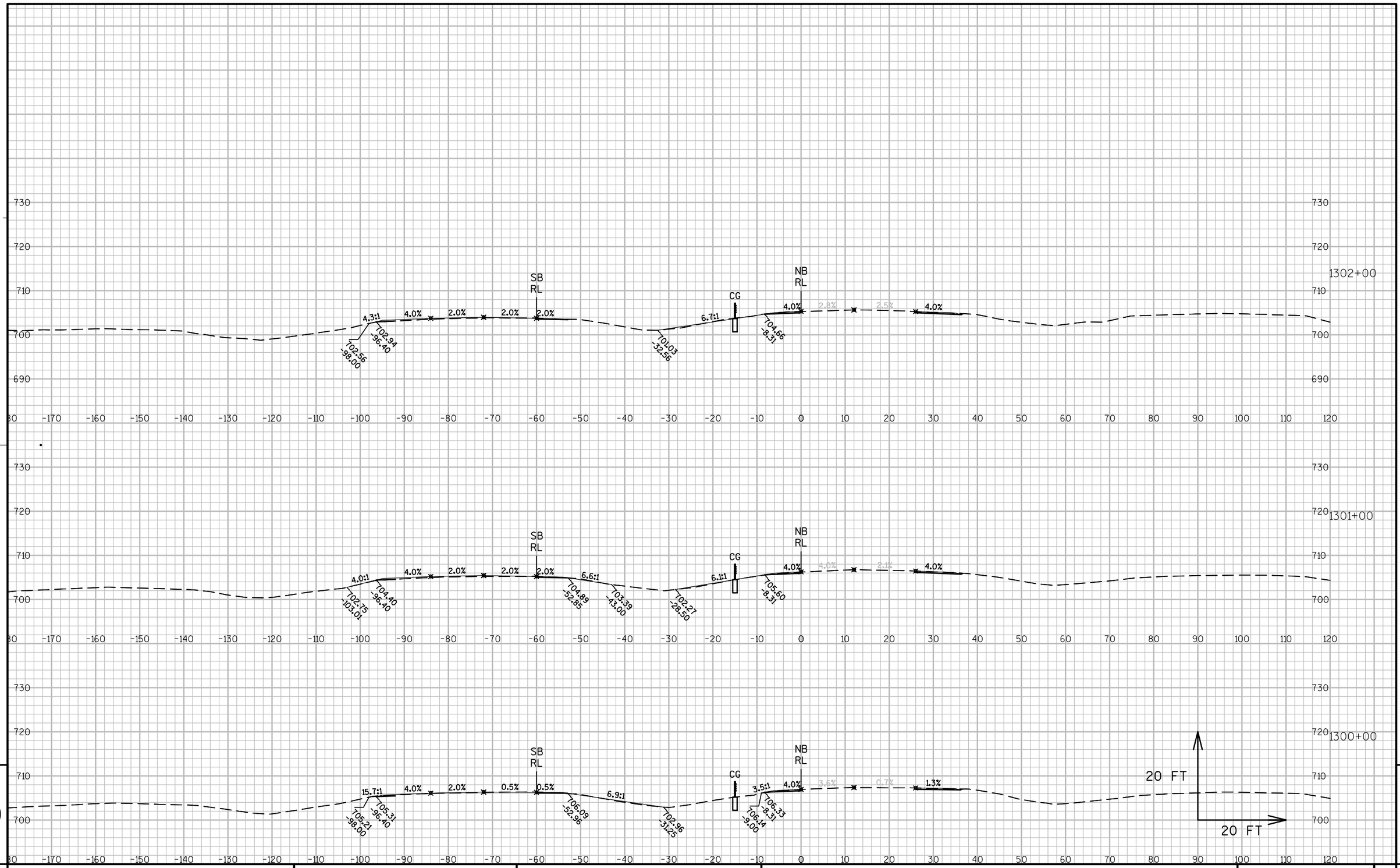
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 445 657

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WISDOT/CADDS SHEET 49



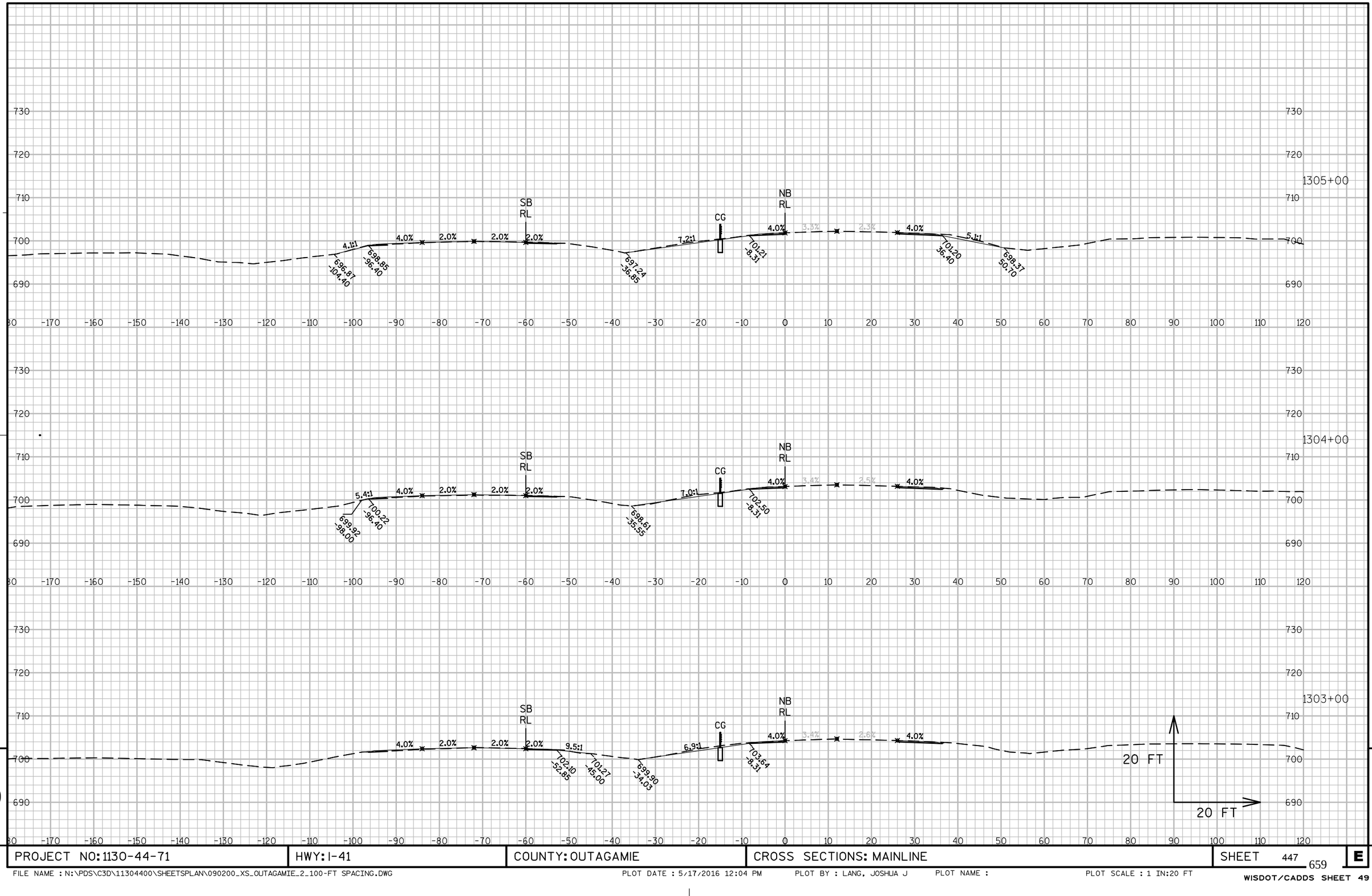
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WISDOT/CADDS SHEET 49



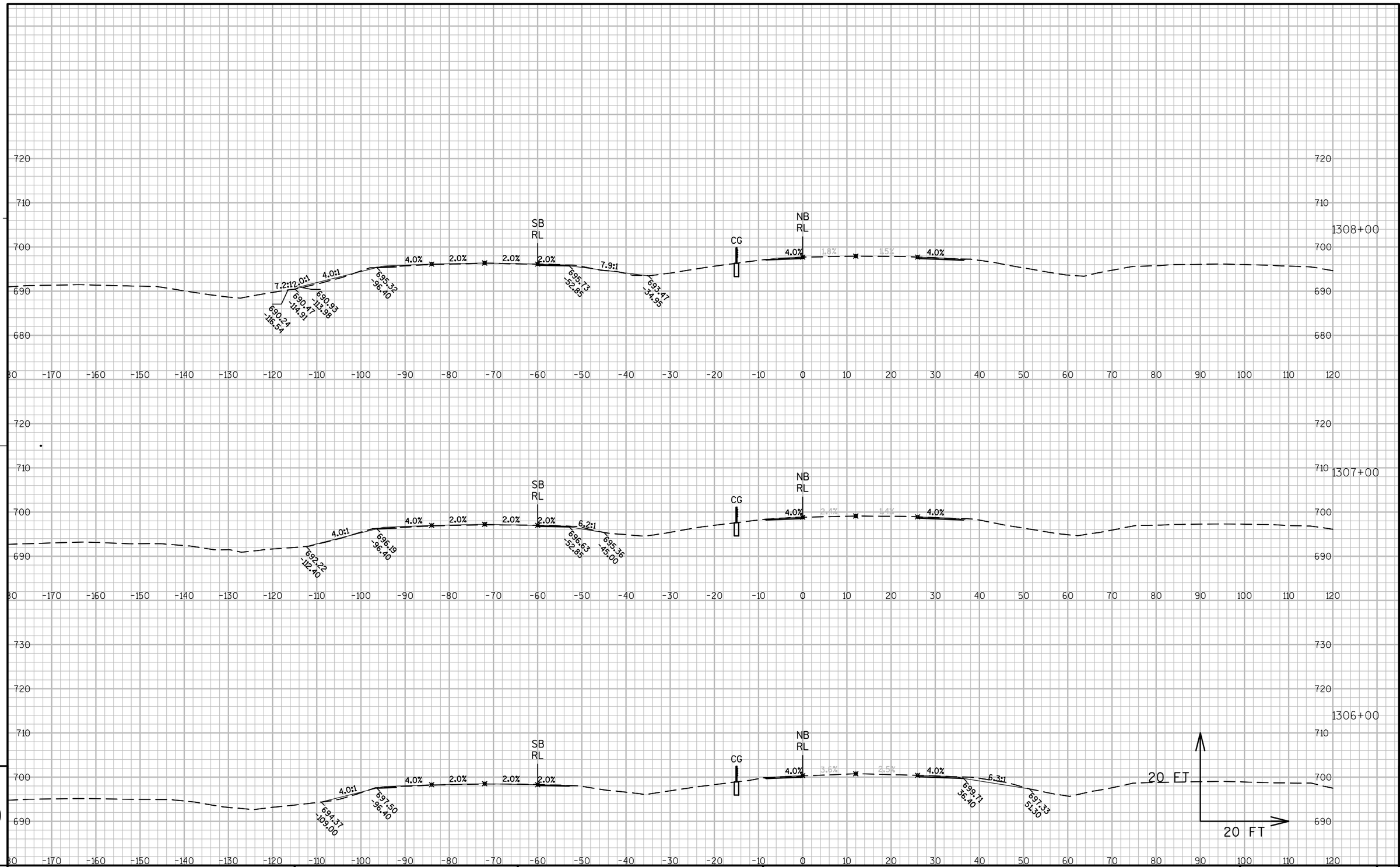
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WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 448 660	E

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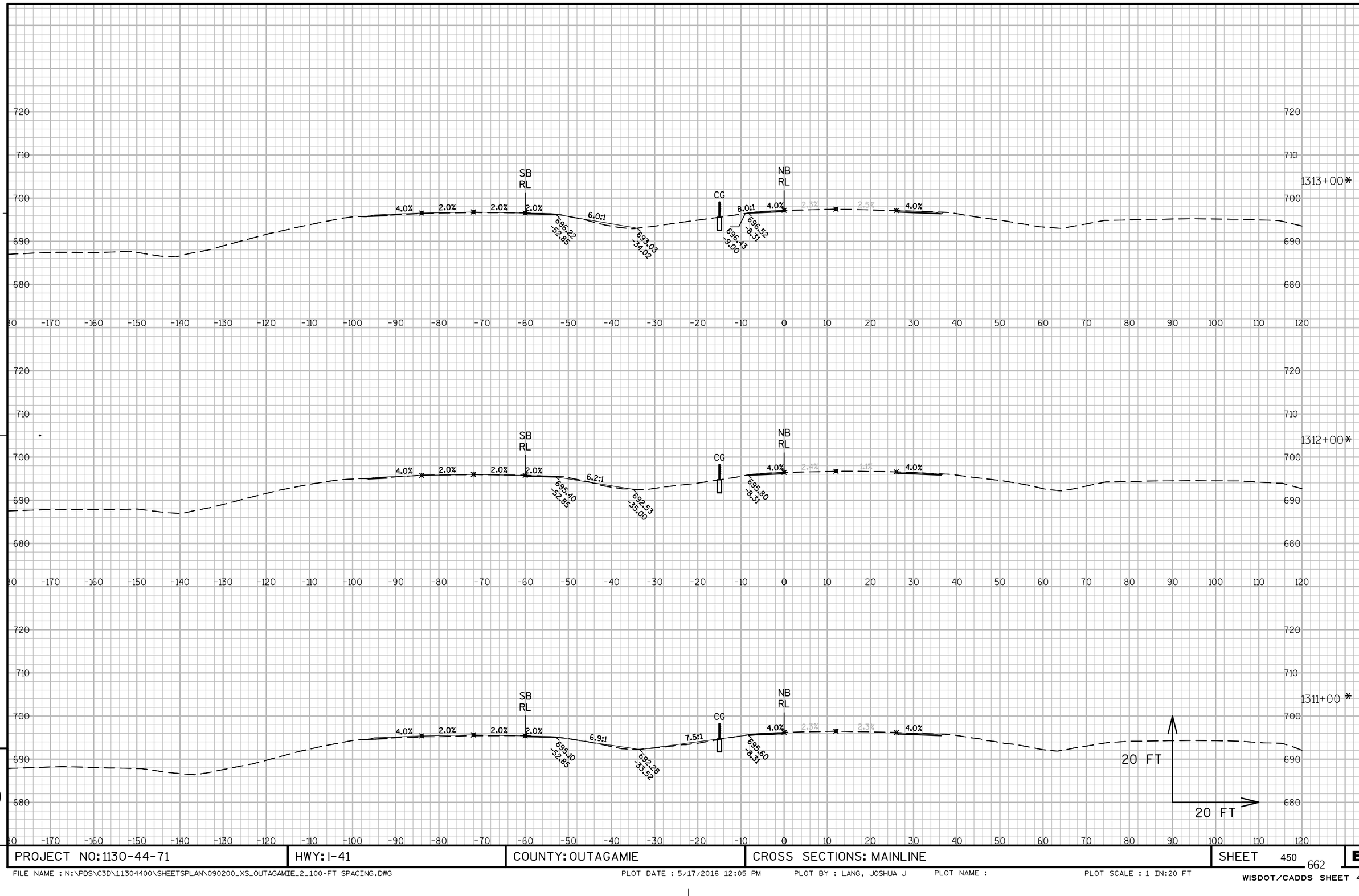
WISDOT/CADDS SHEET 49

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 449 661	E

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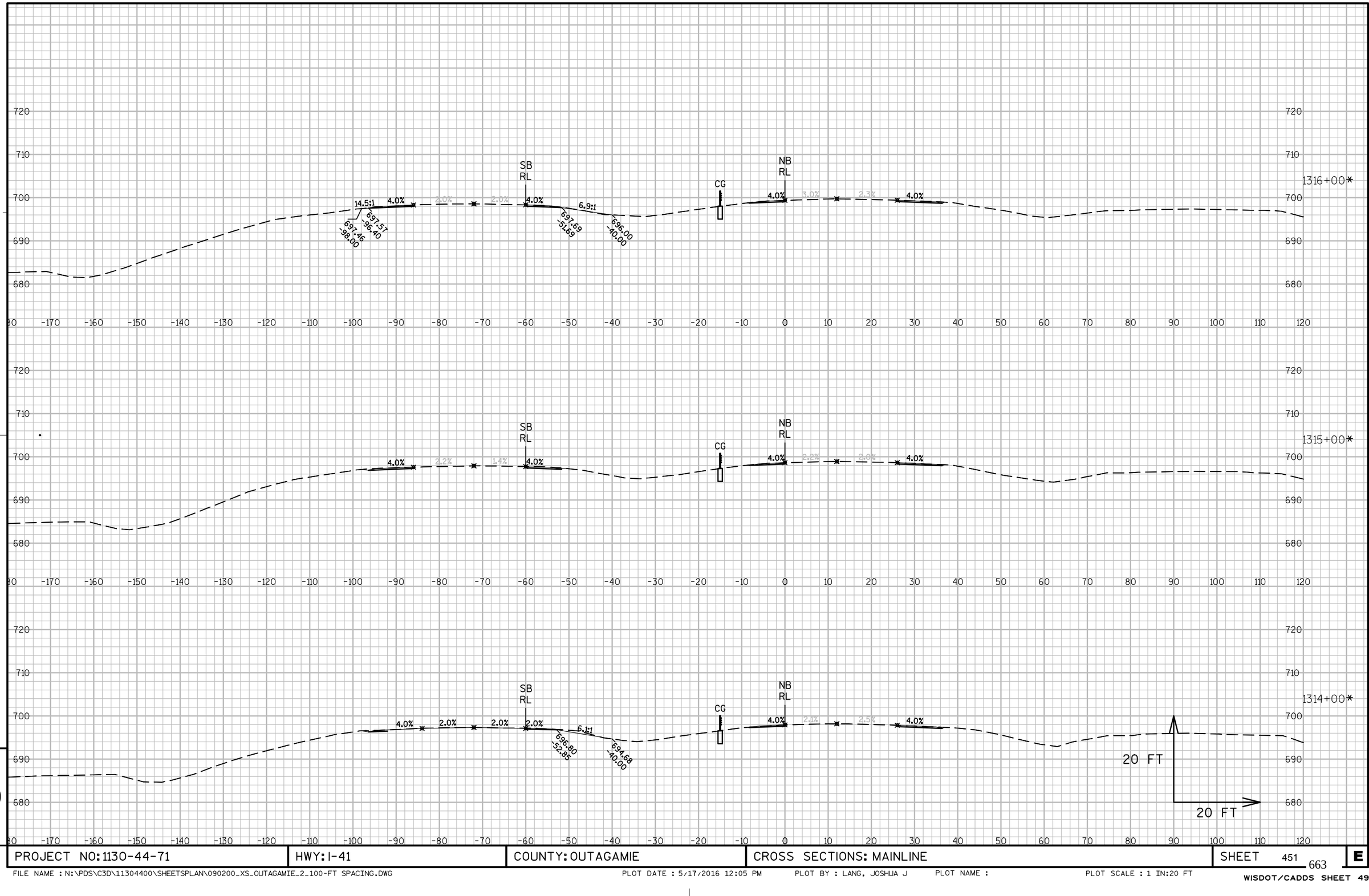
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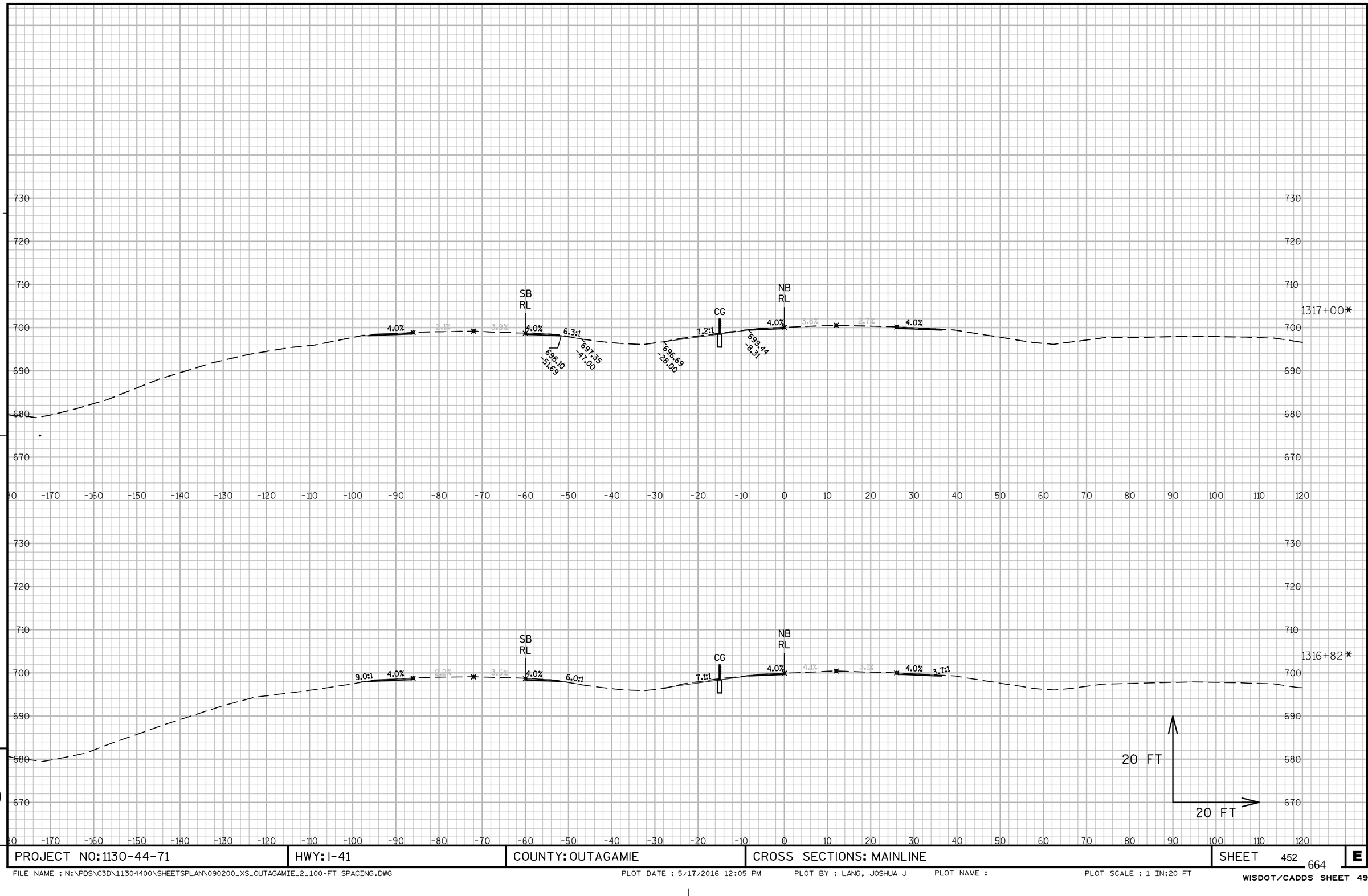
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 451 663	E

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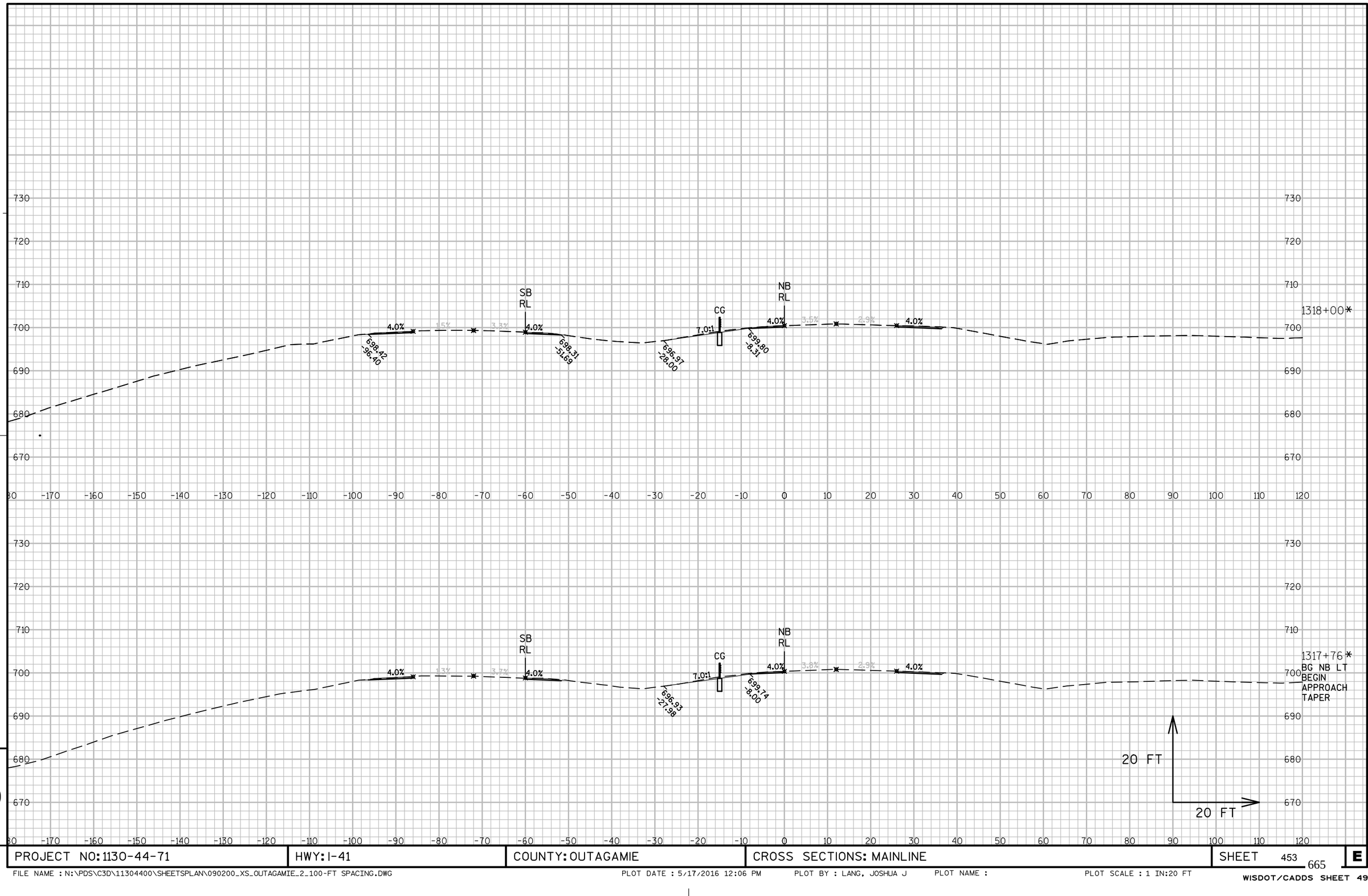
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WISDOT/CADDS SHEET 49

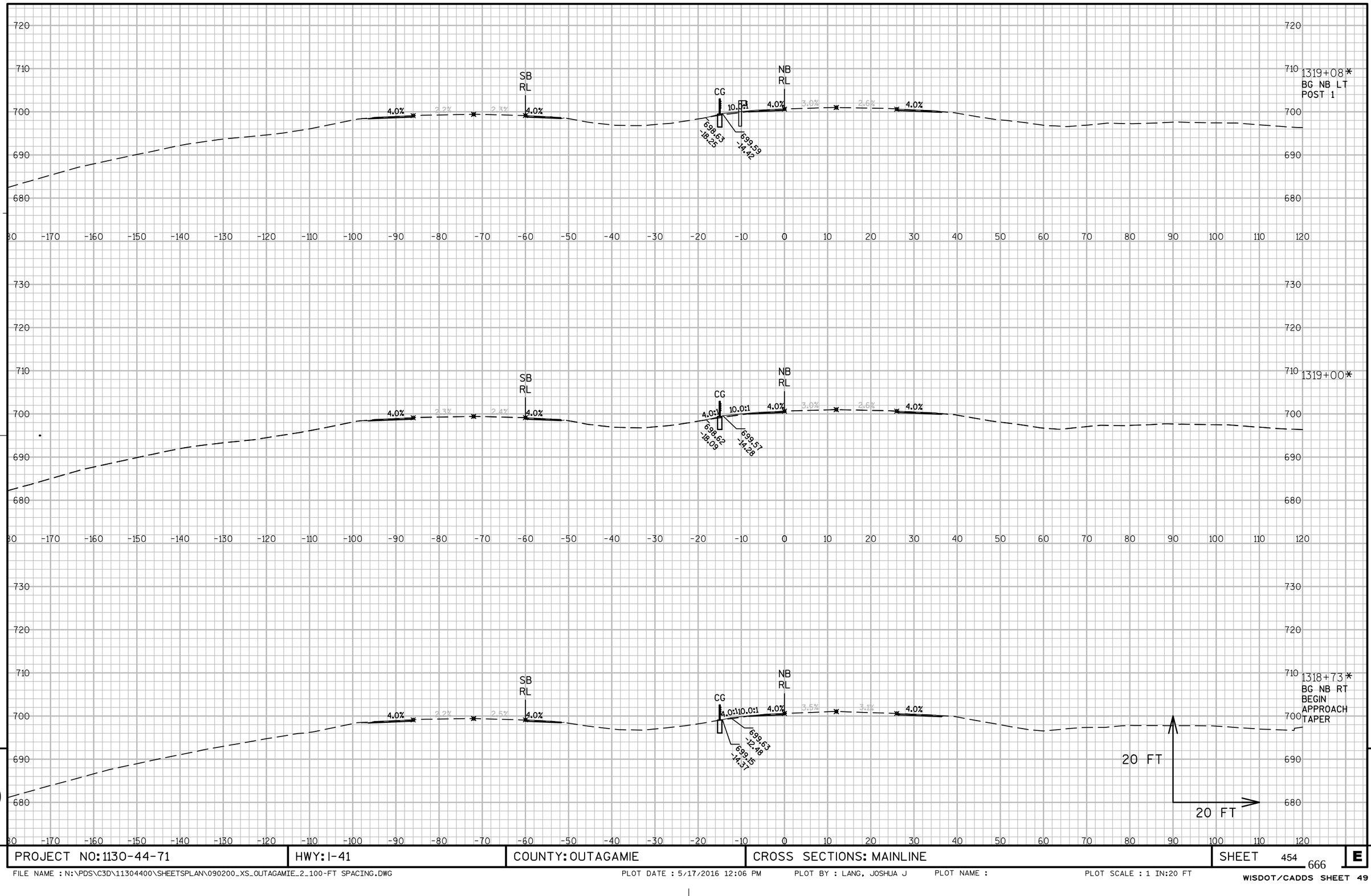


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 453 665	E

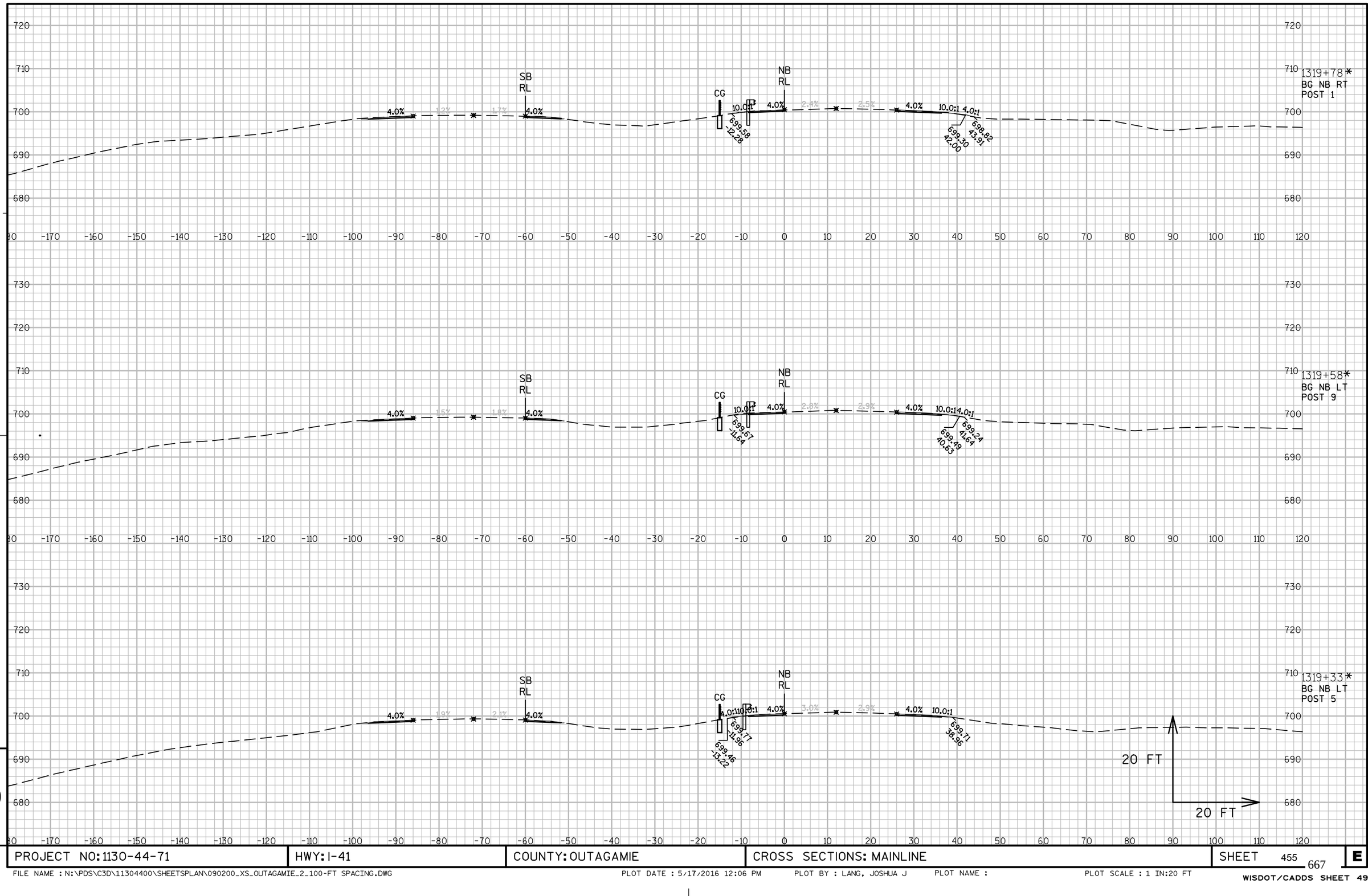
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 454 666	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_2_100-FT SPACING.DWG PLOT DATE : 5/17/2016 12:06 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

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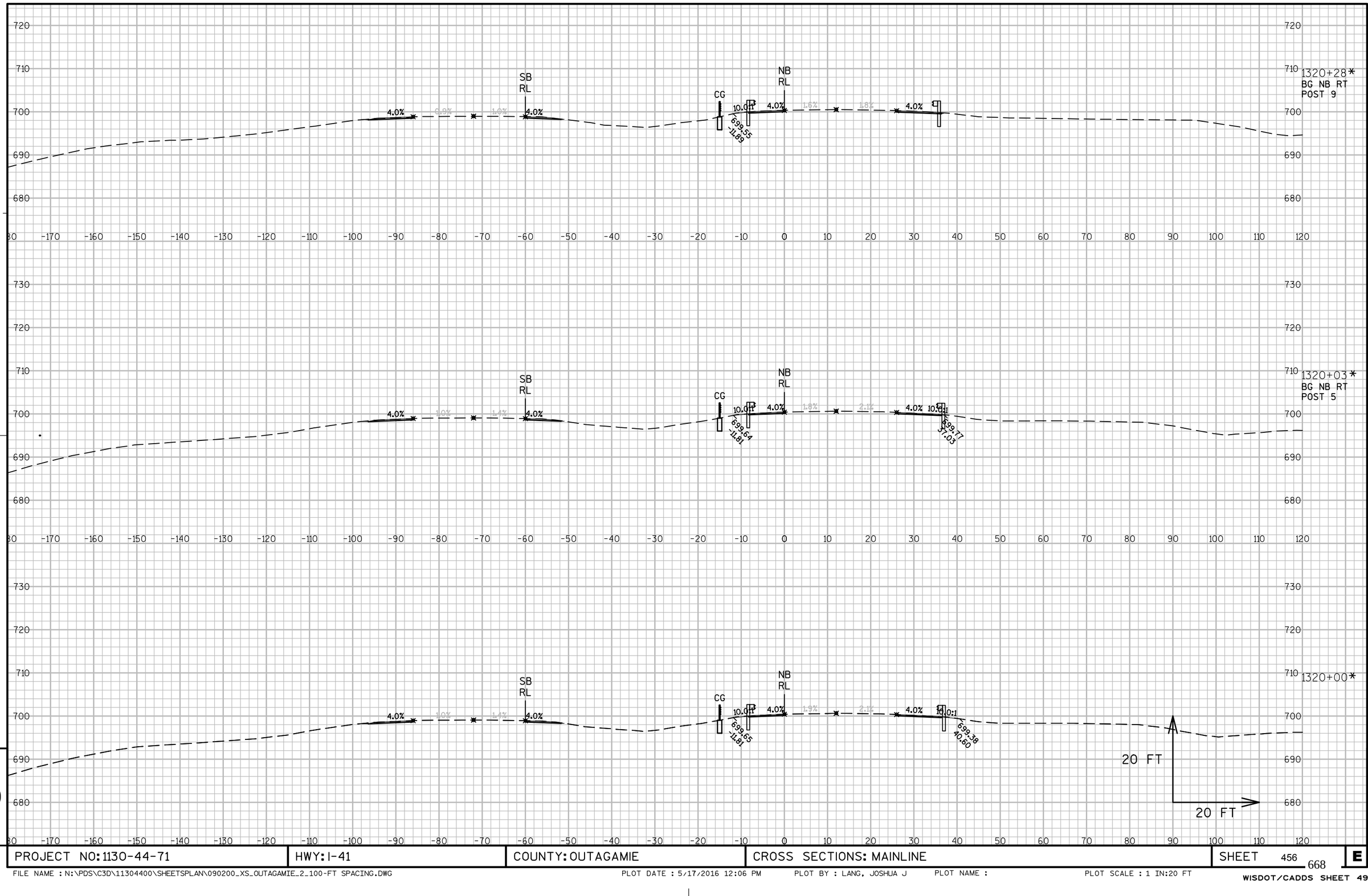
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 455 667	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_2_100-FT SPACING.DWG PLOT DATE : 5/17/2016 12:06 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

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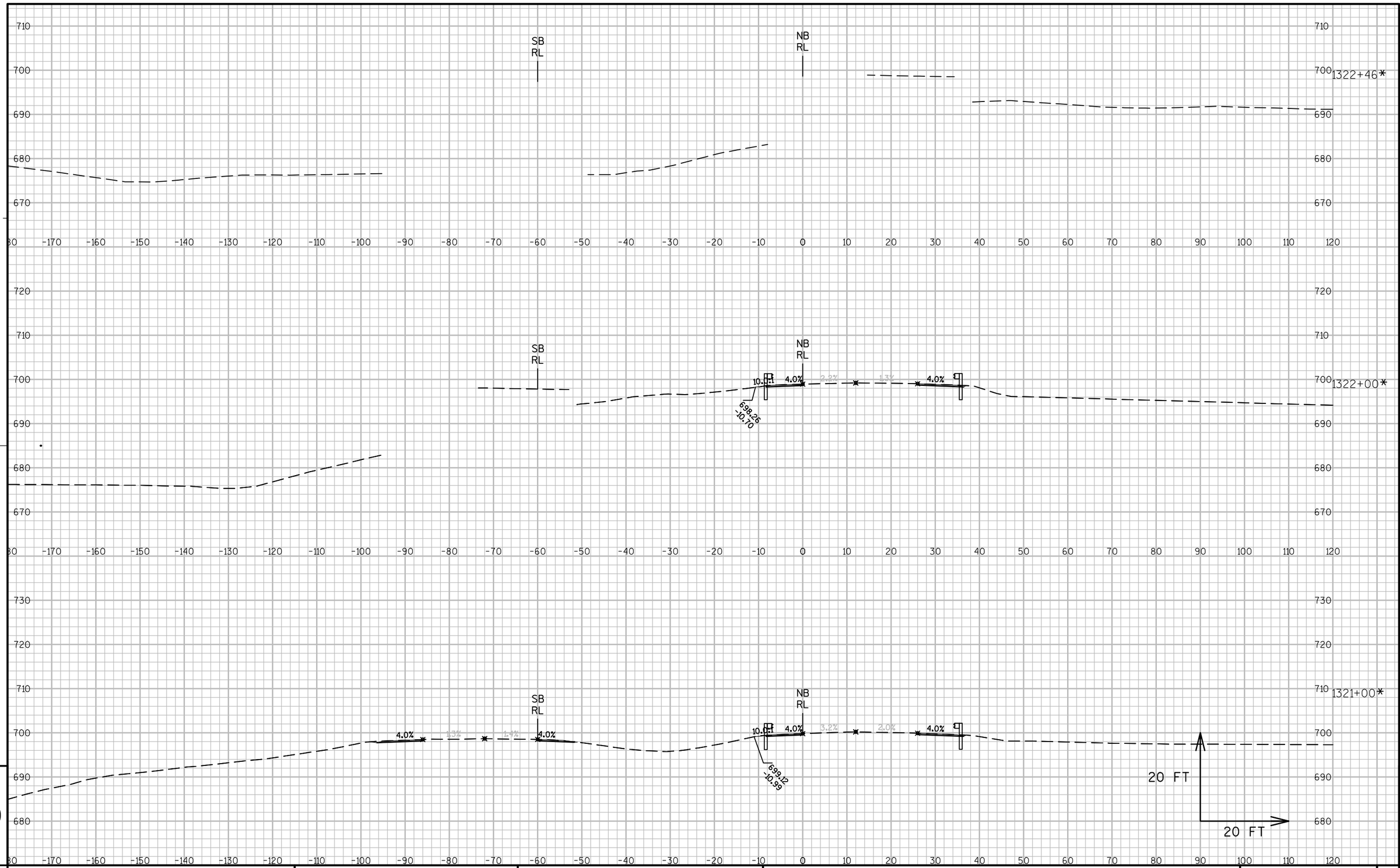


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 456 668	E

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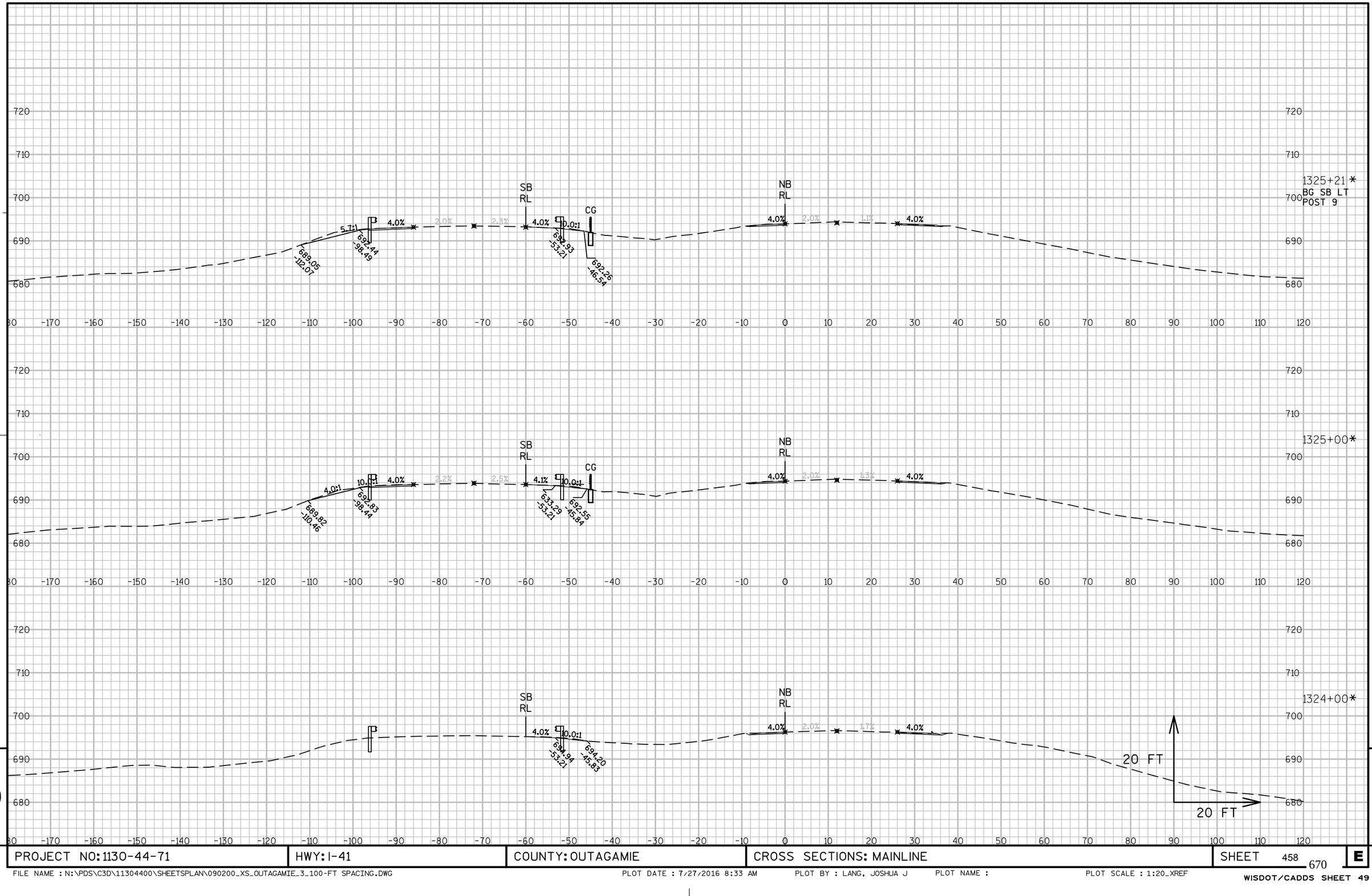


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 457 669	E

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WISDOT/CADDS SHEET 49



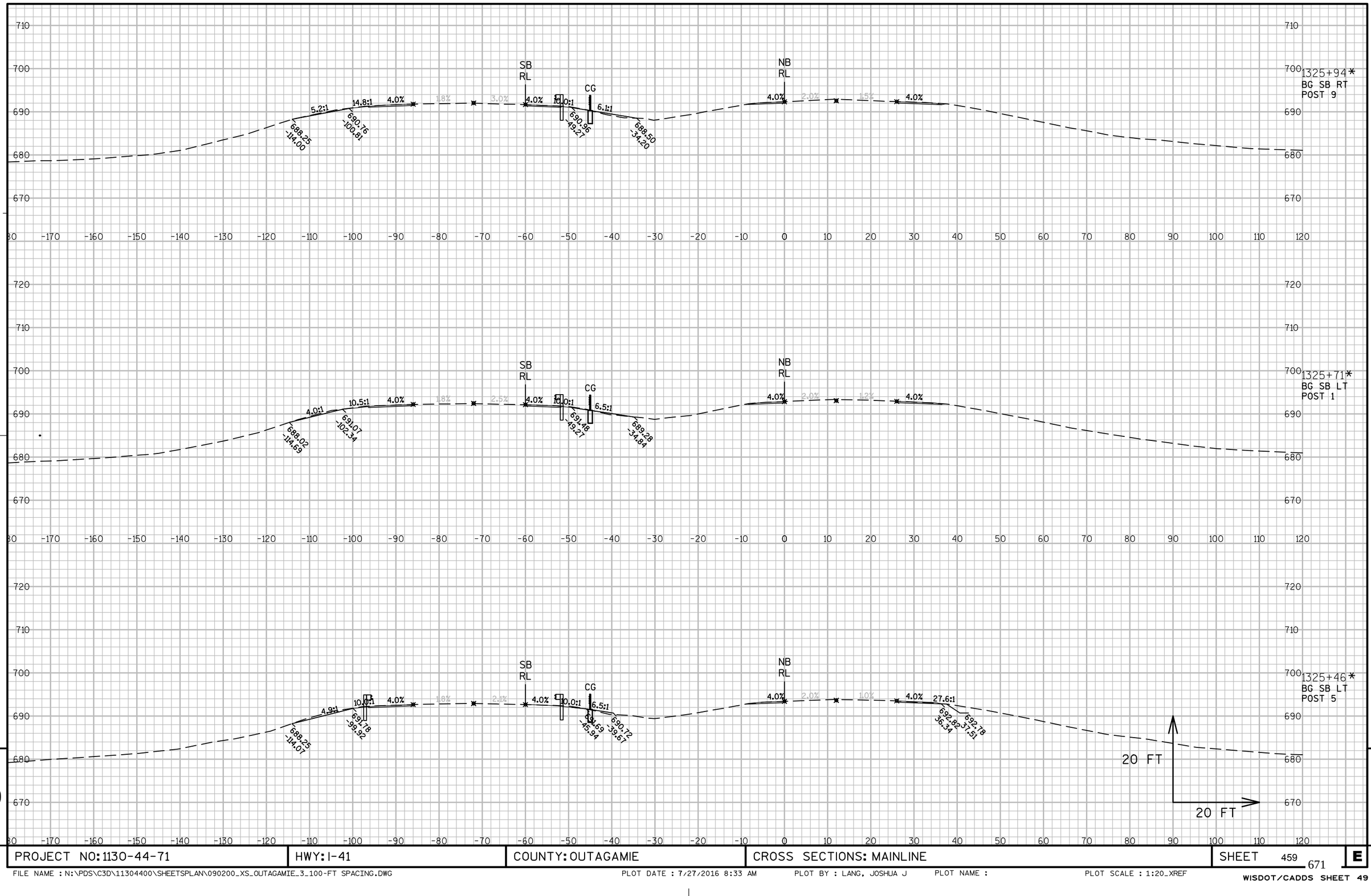
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 458 670	E

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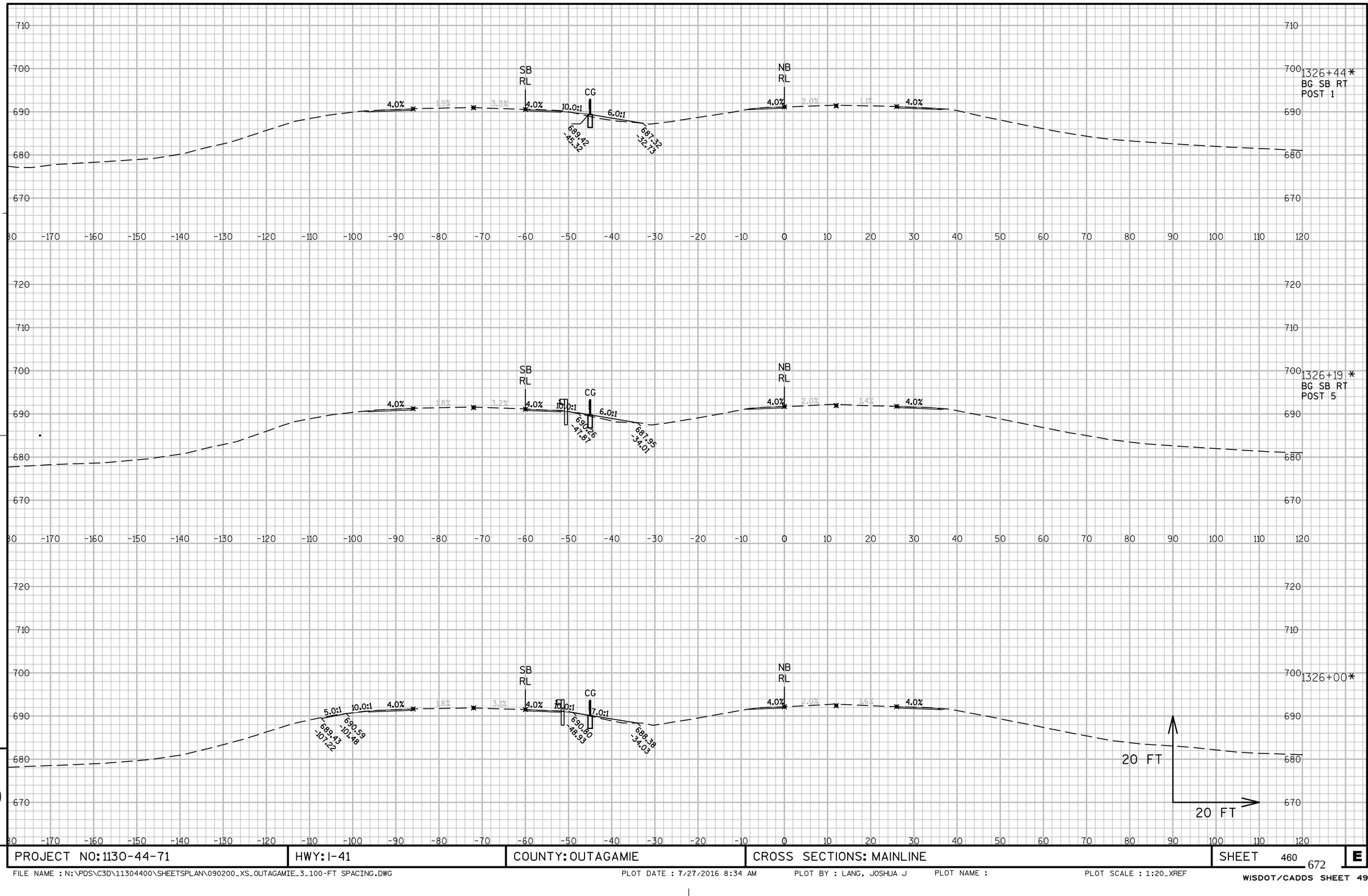
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 459 671	E

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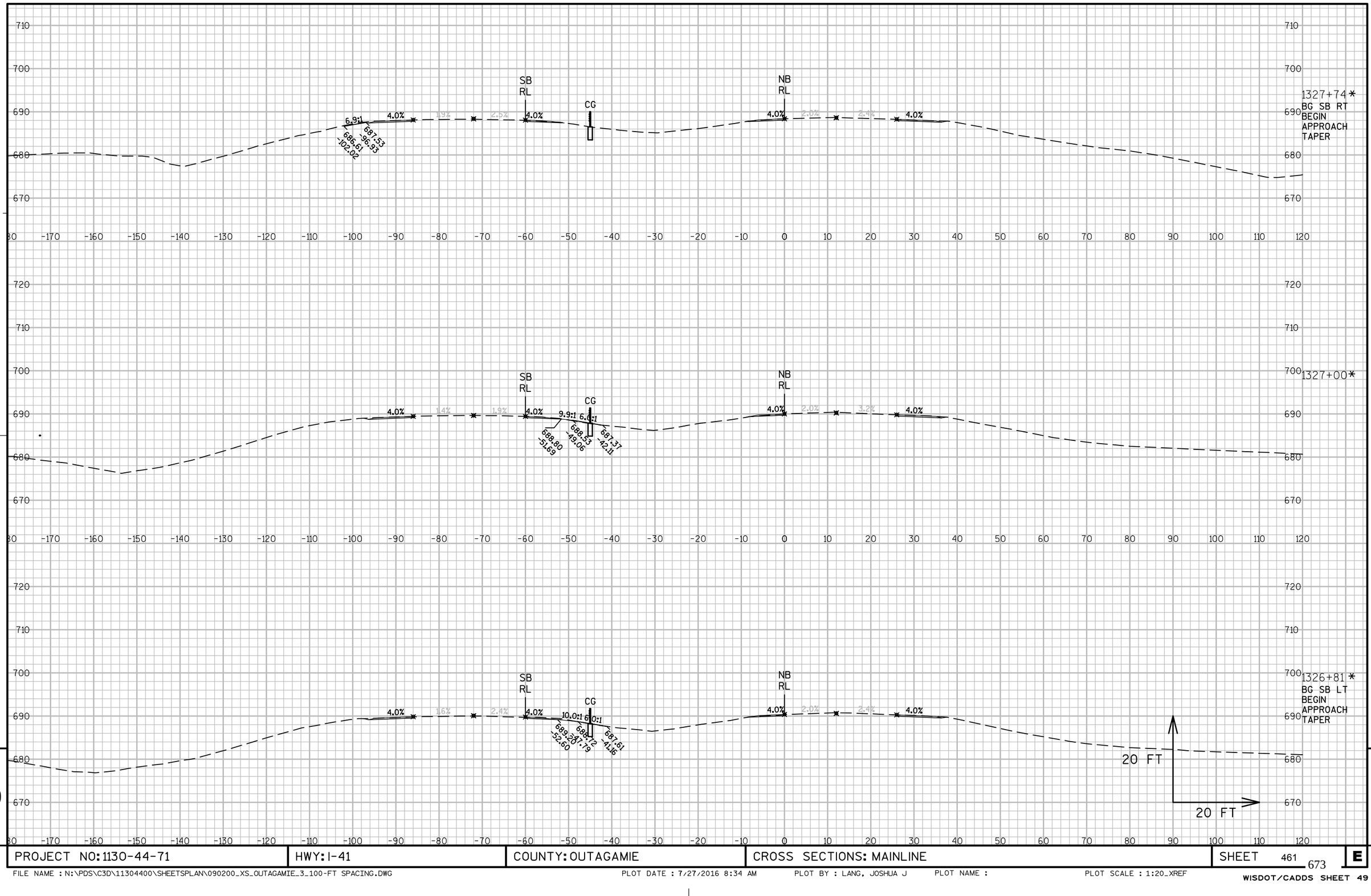
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 460 672	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:34 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 461 673	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:34 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 462 674	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:35 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

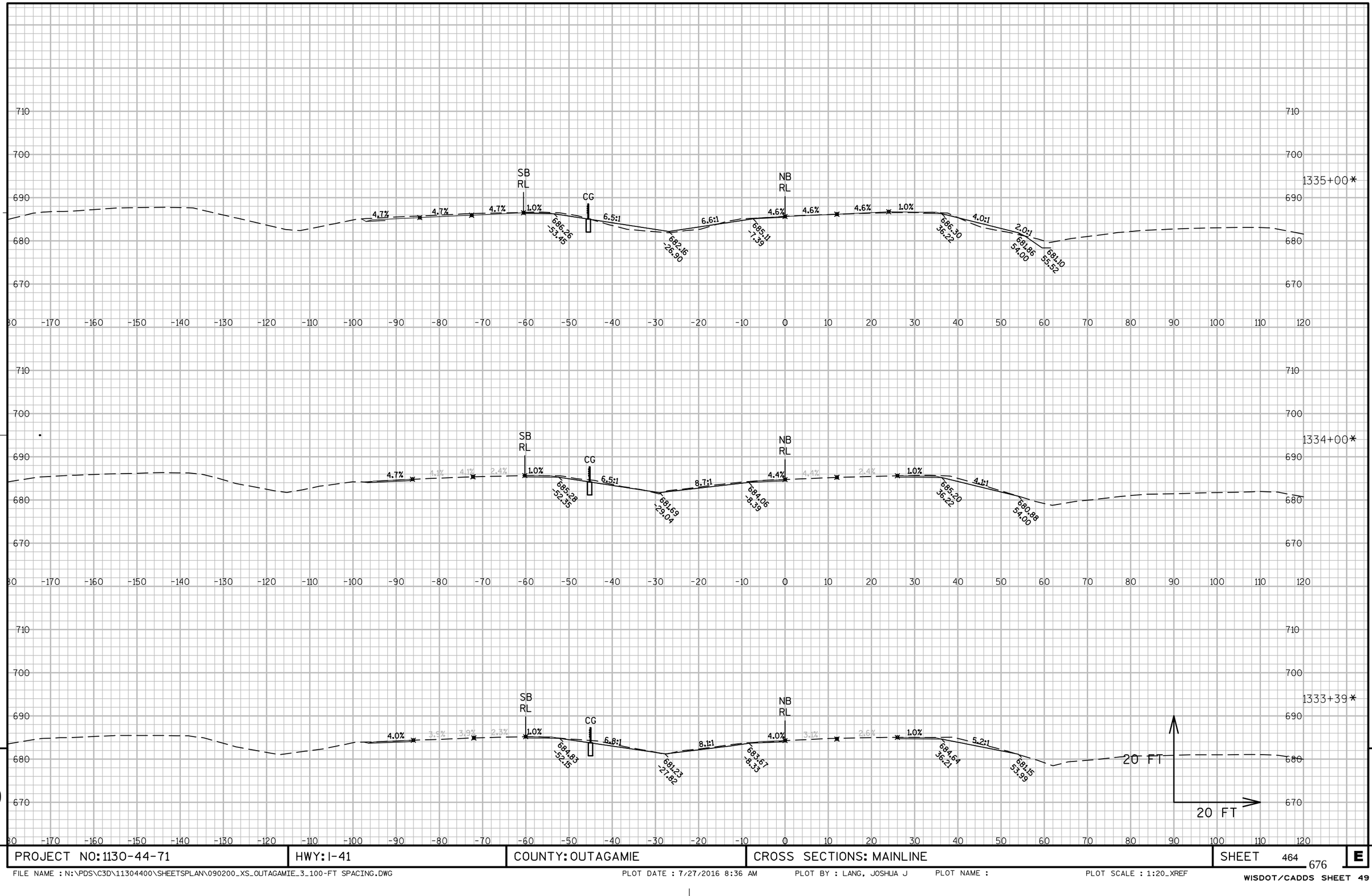
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 463 675	E

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WISDOT/CADDS SHEET 49



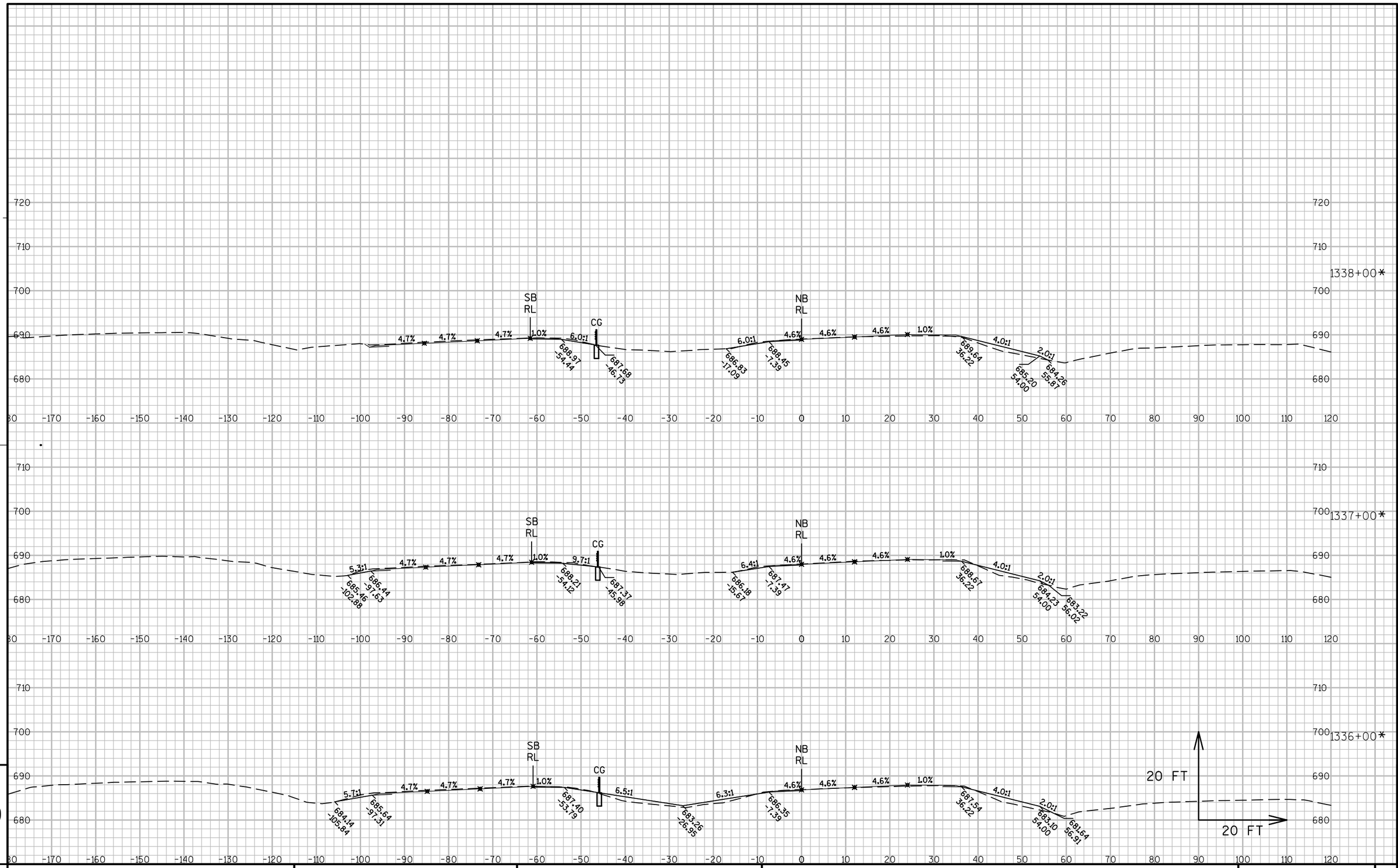
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 464 676	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:36 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

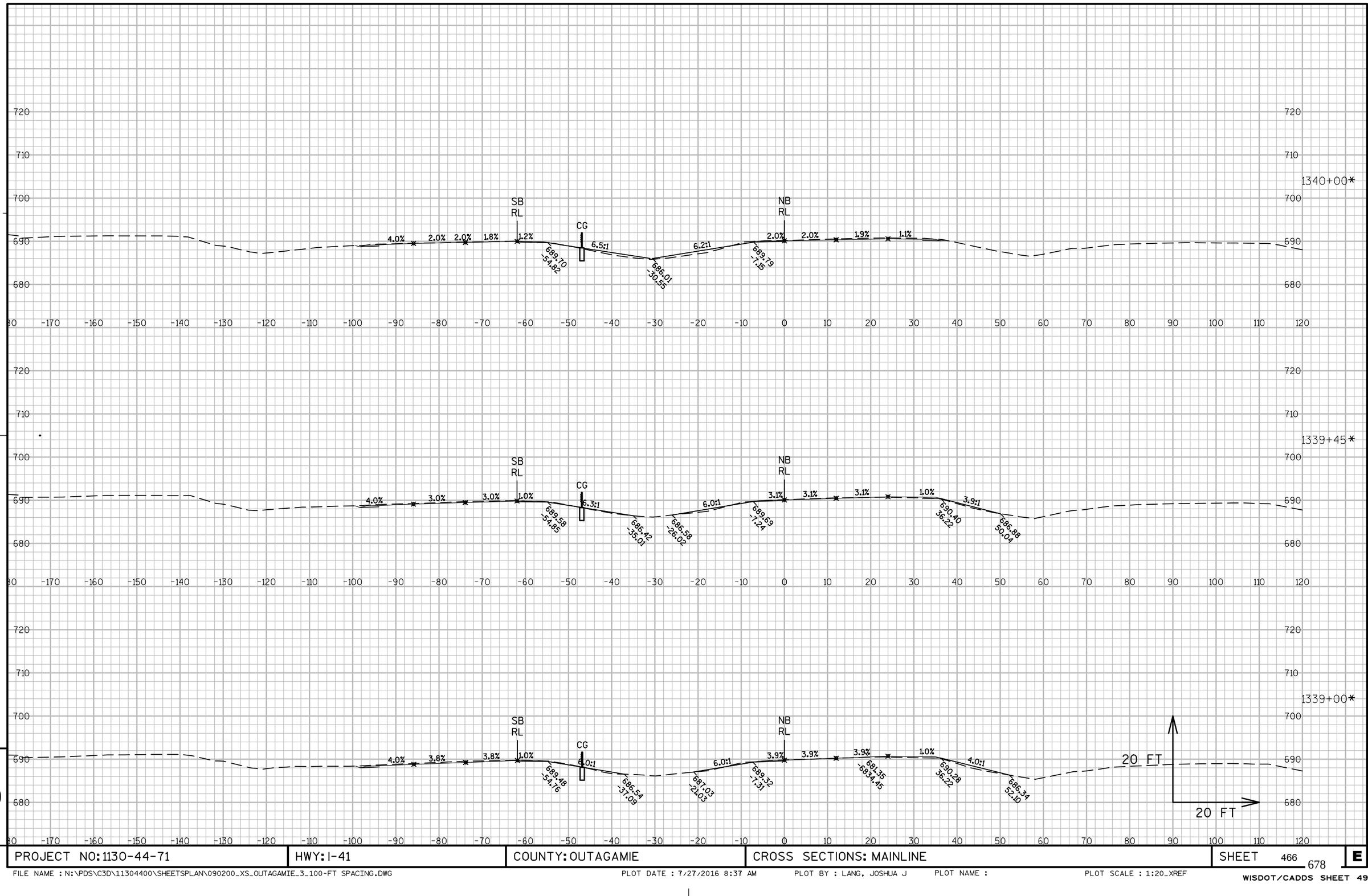
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 465 677	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:36 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 466 678	E

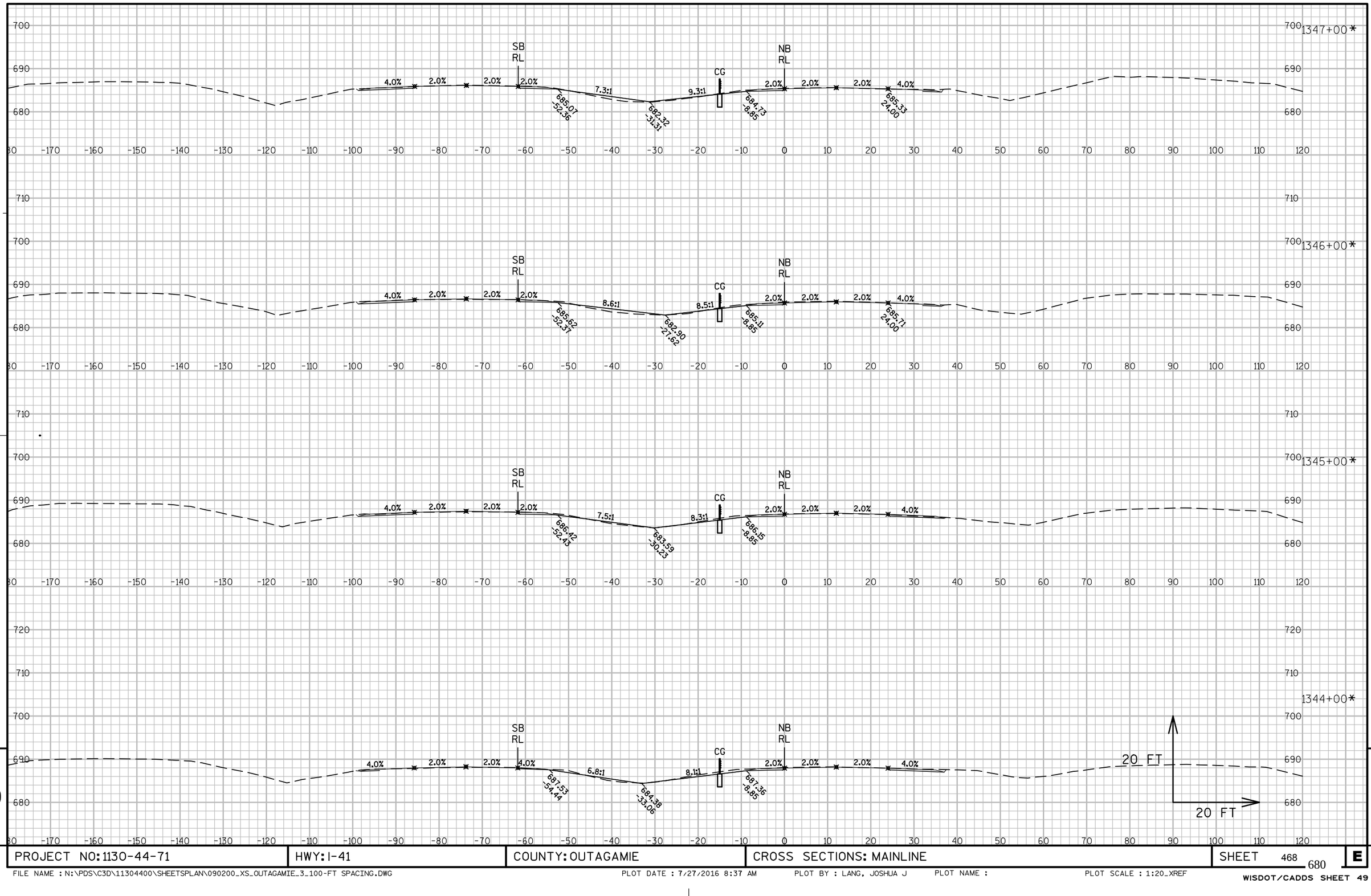
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 467 679	E

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FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:37 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



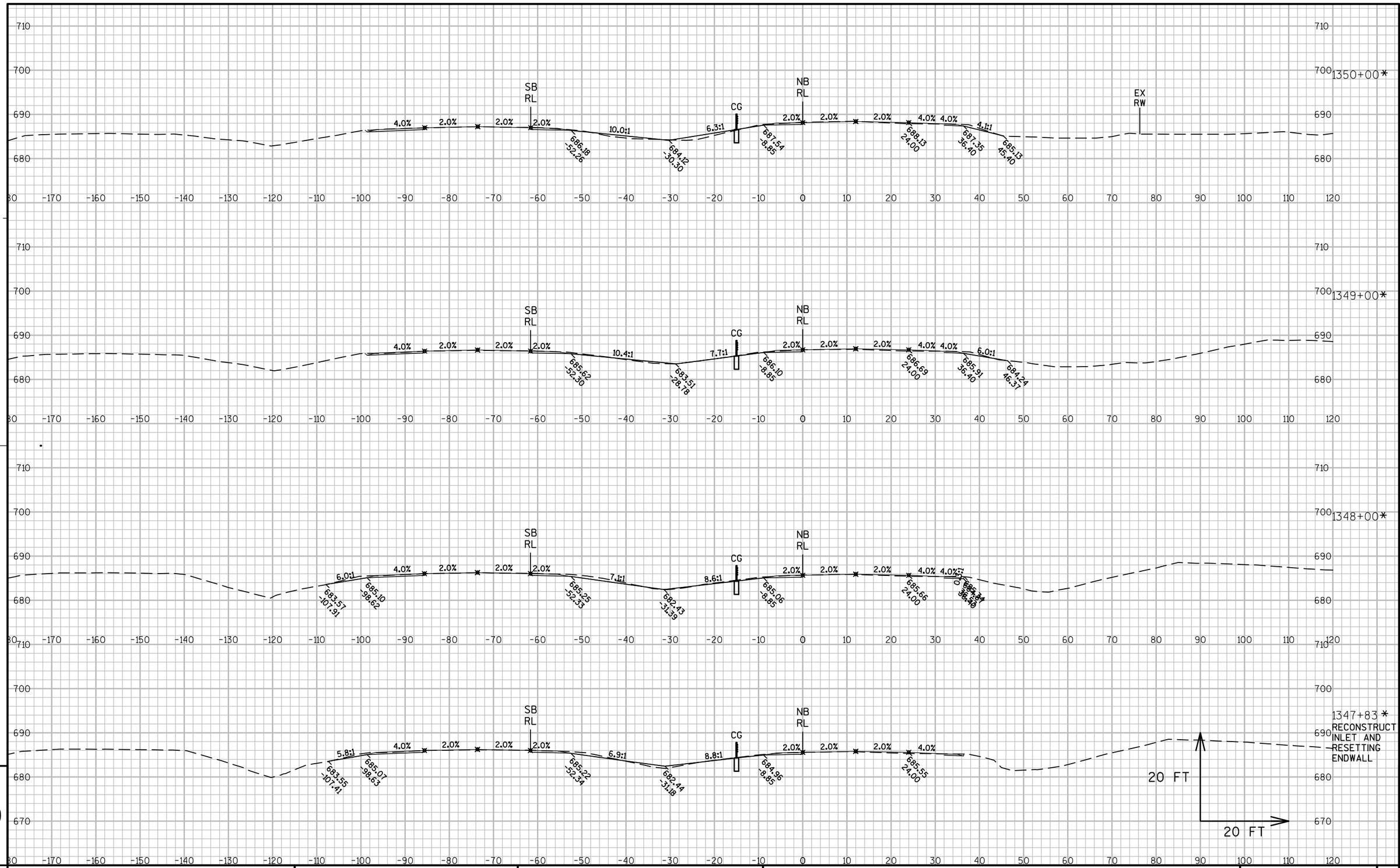
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 468 680	E

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WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 469 681	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:38 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

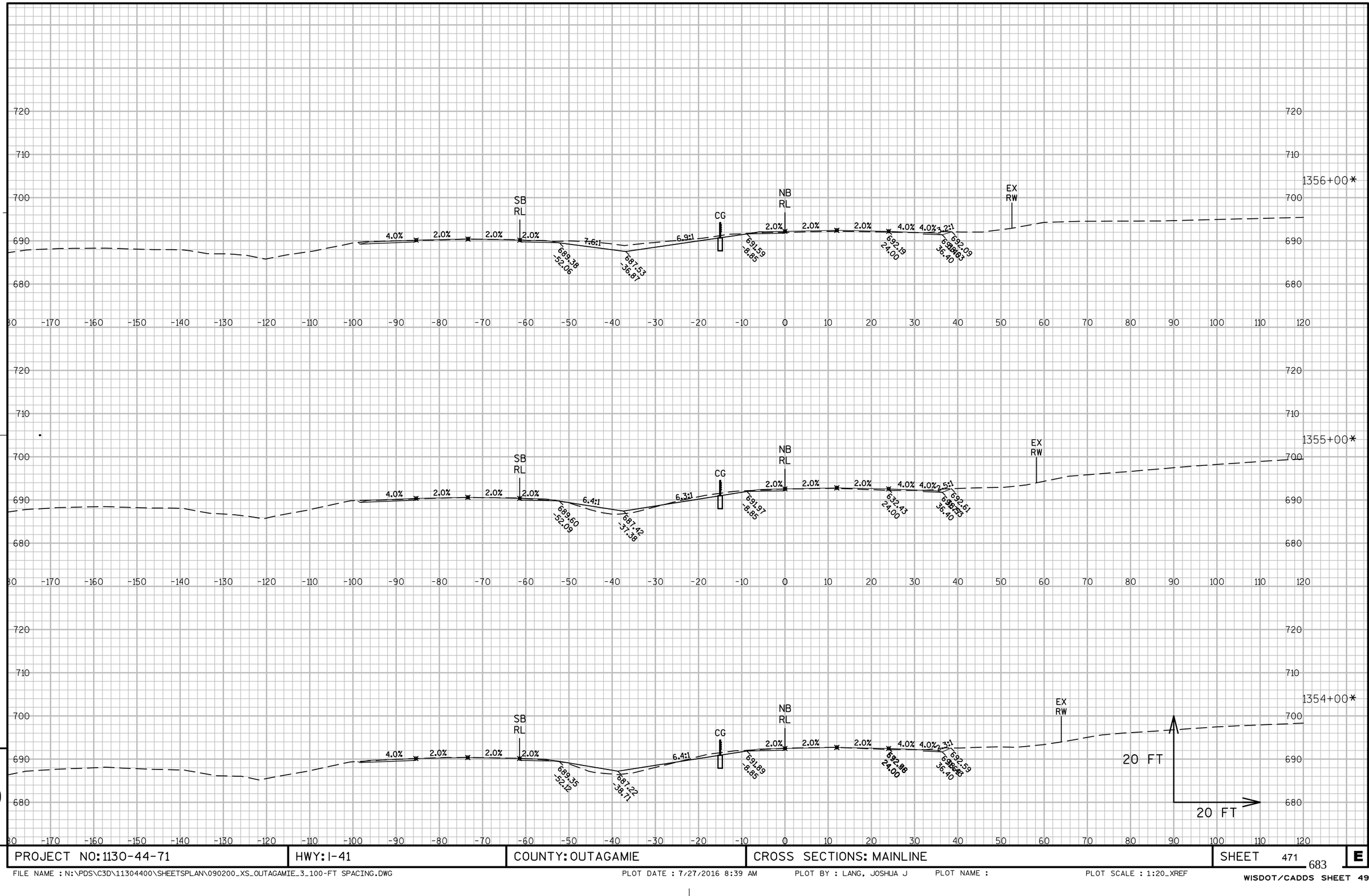
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 470 682	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:38 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



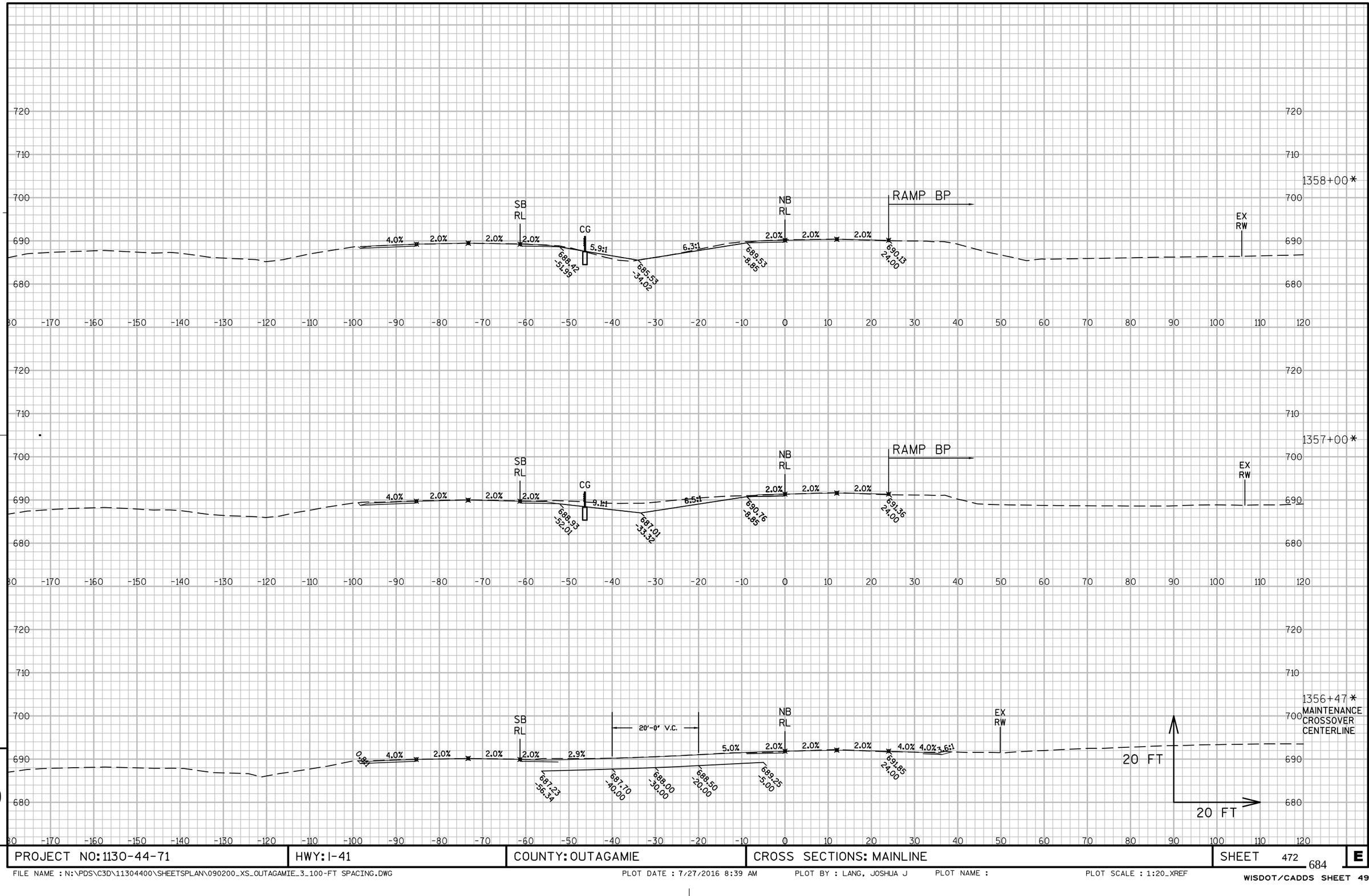
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 471 683	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:39 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



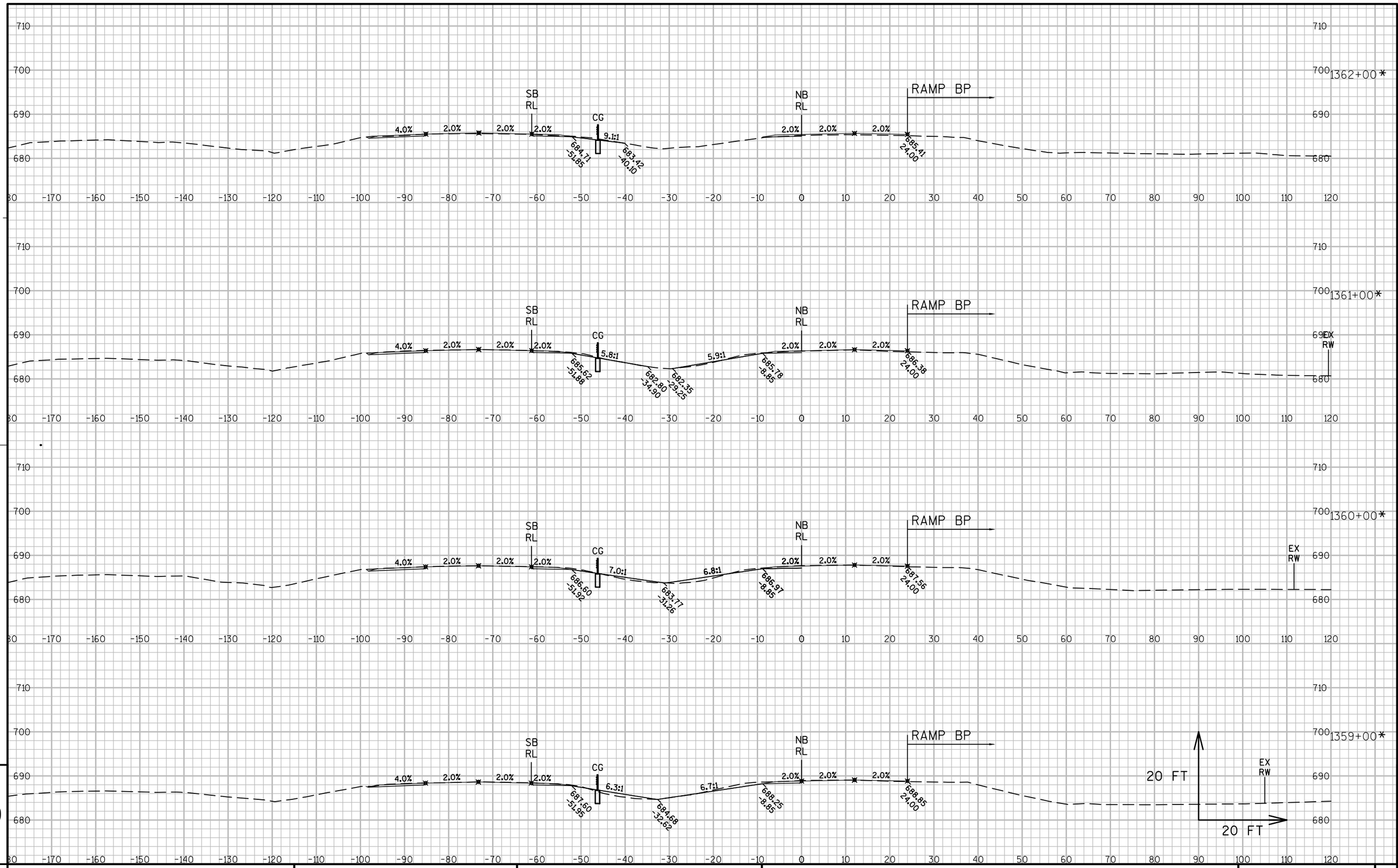
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 472 684	E

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WISDOT/CADDS SHEET 49



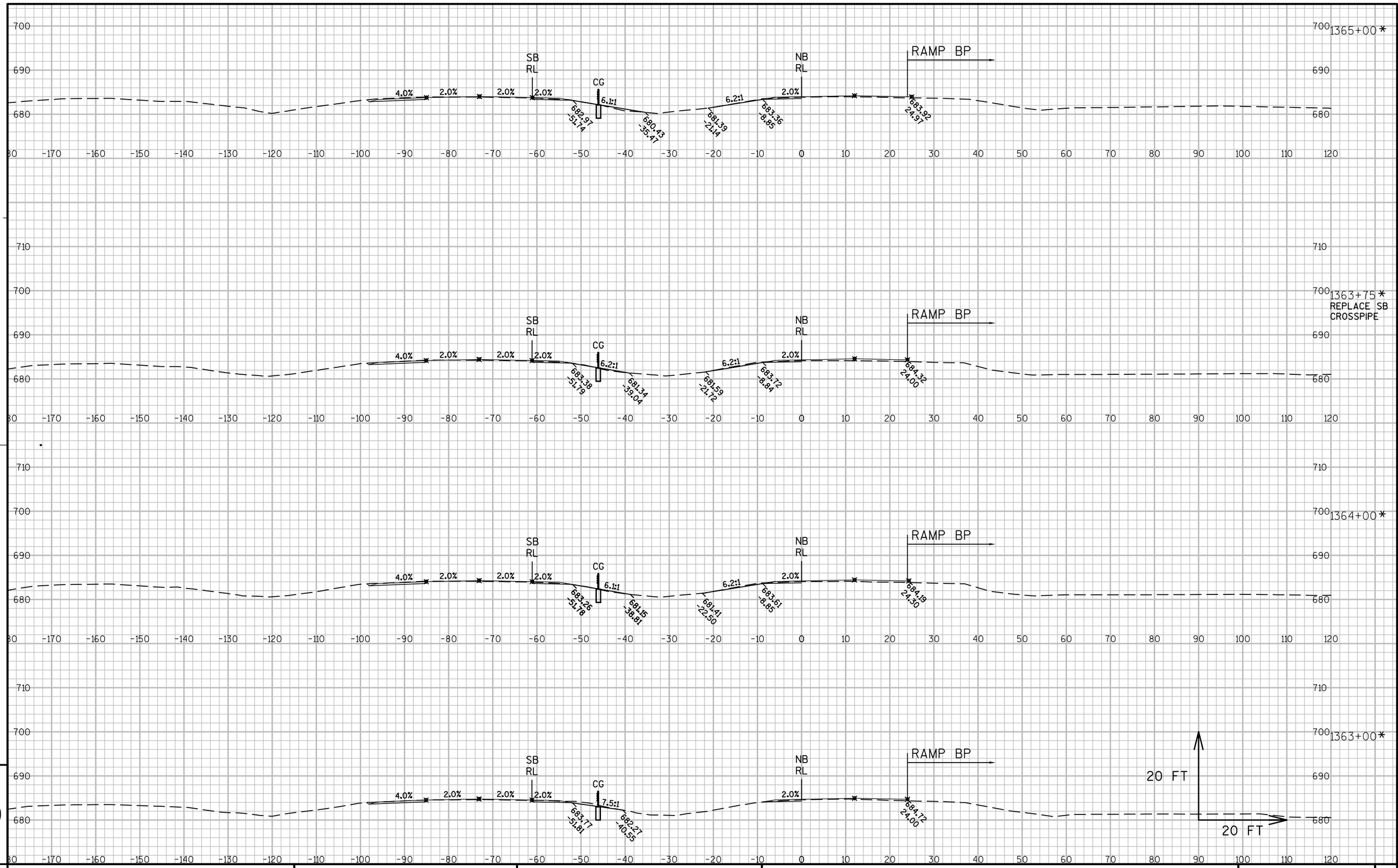
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 473 685	E

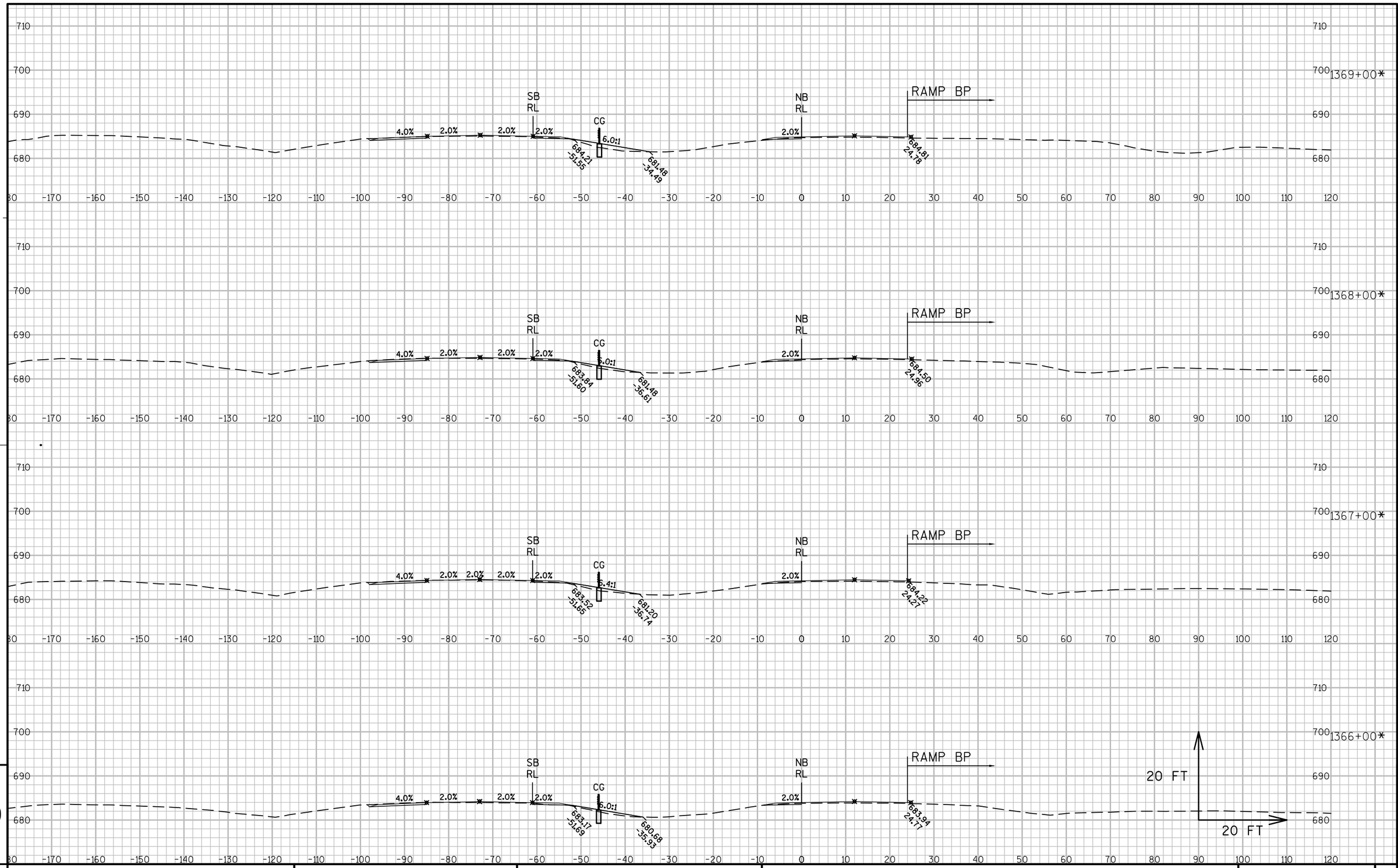
FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:40 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 474	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:40 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF



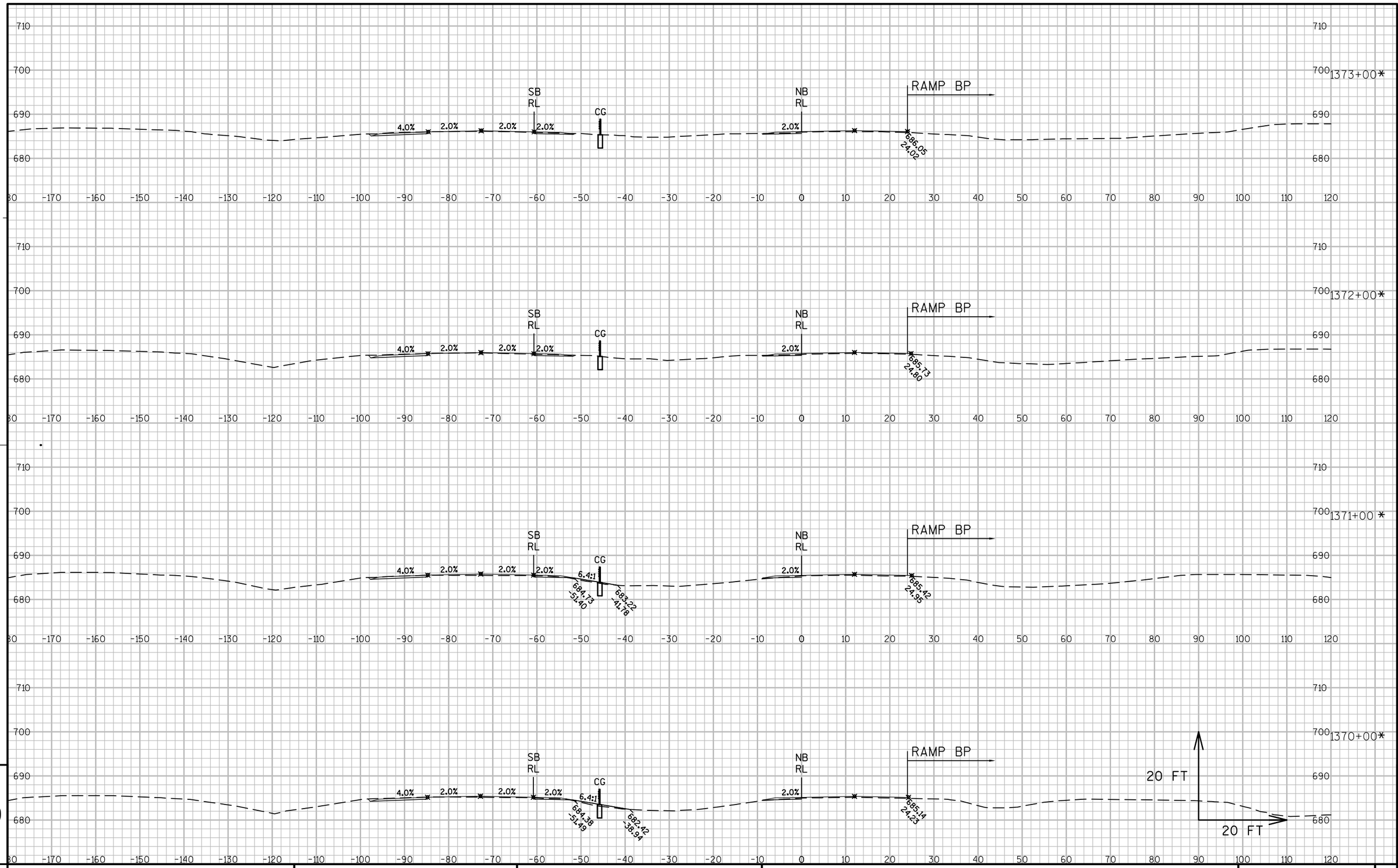
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 475 687	E

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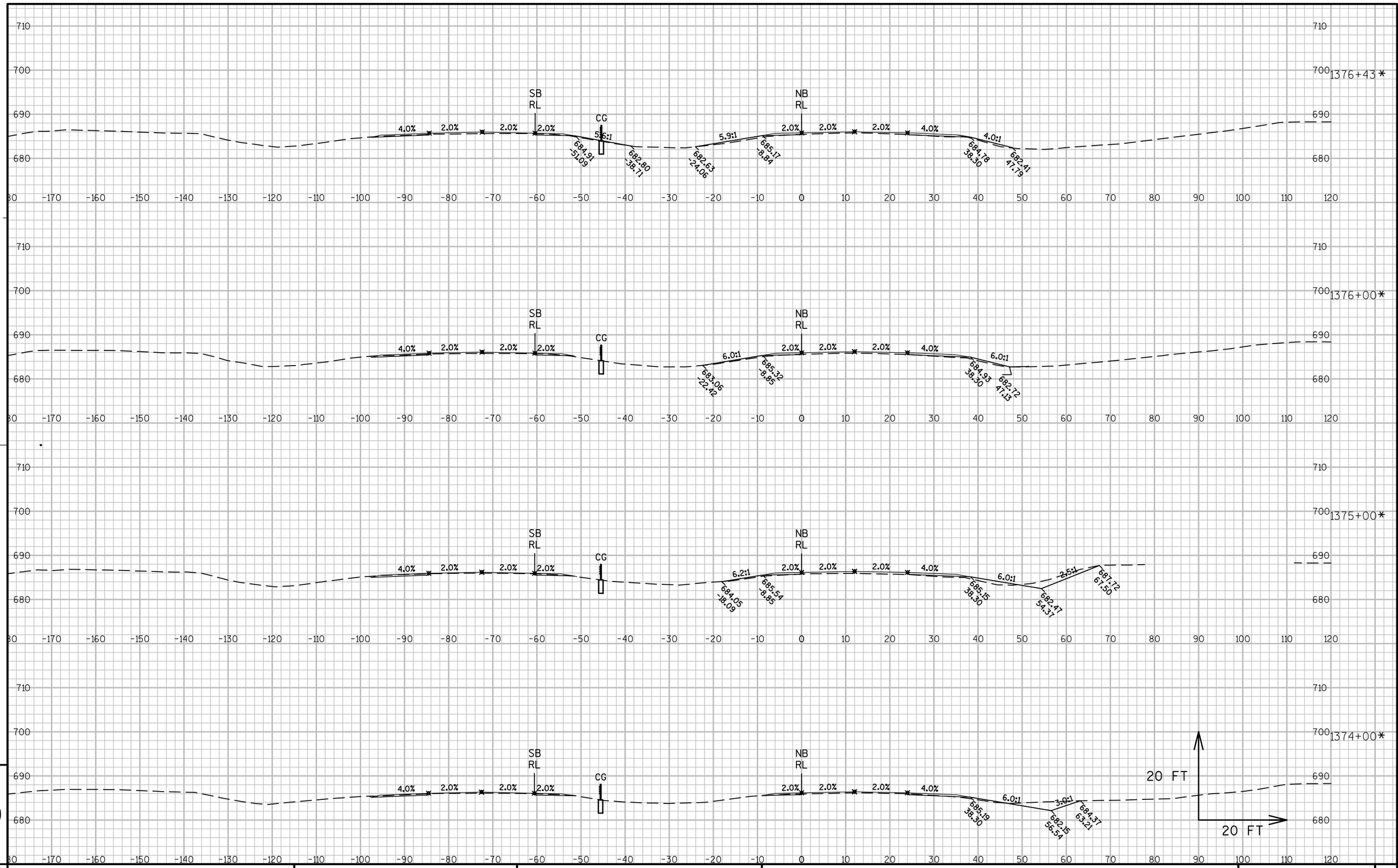
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 476 688 E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:41 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



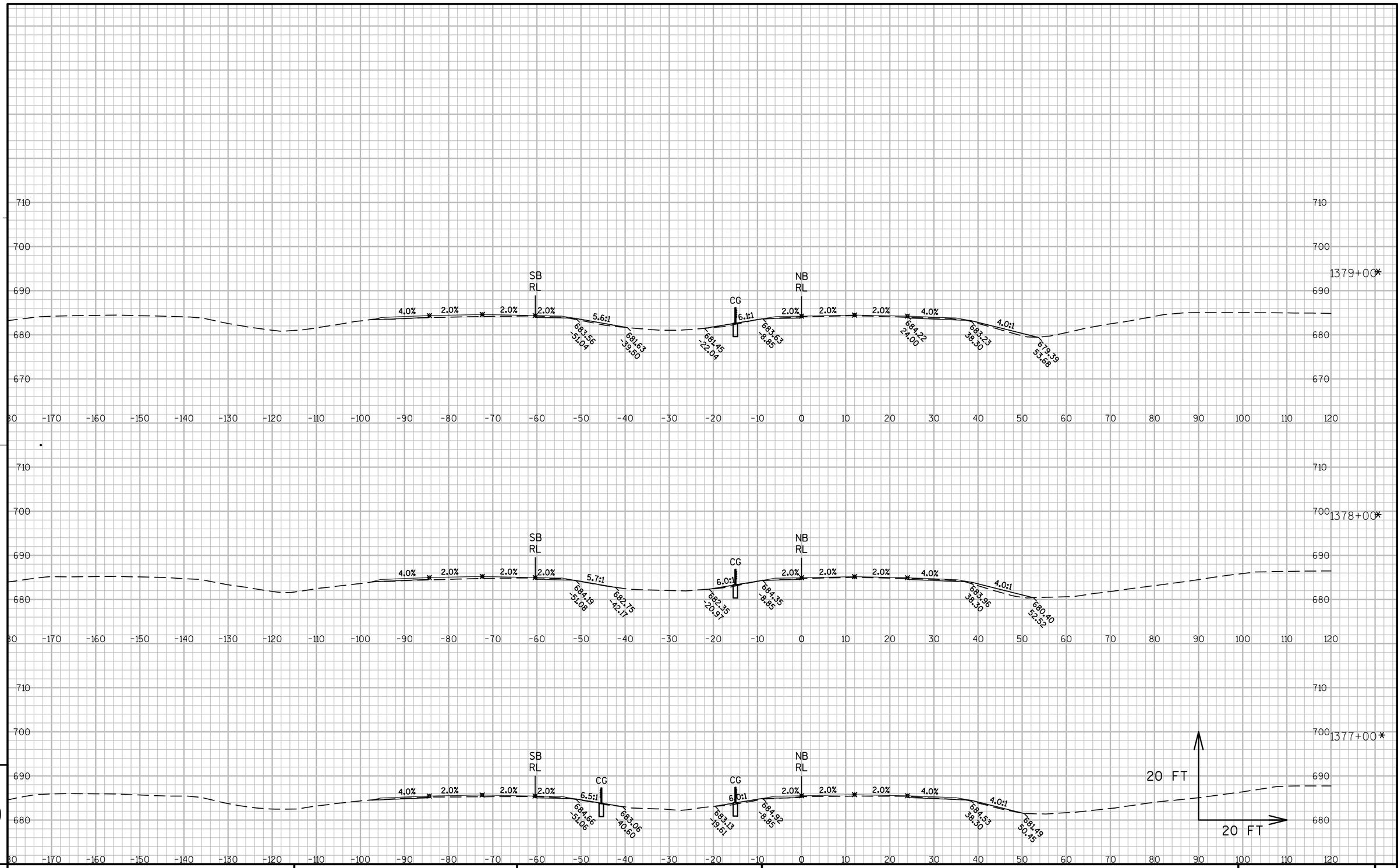
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 477	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:41 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



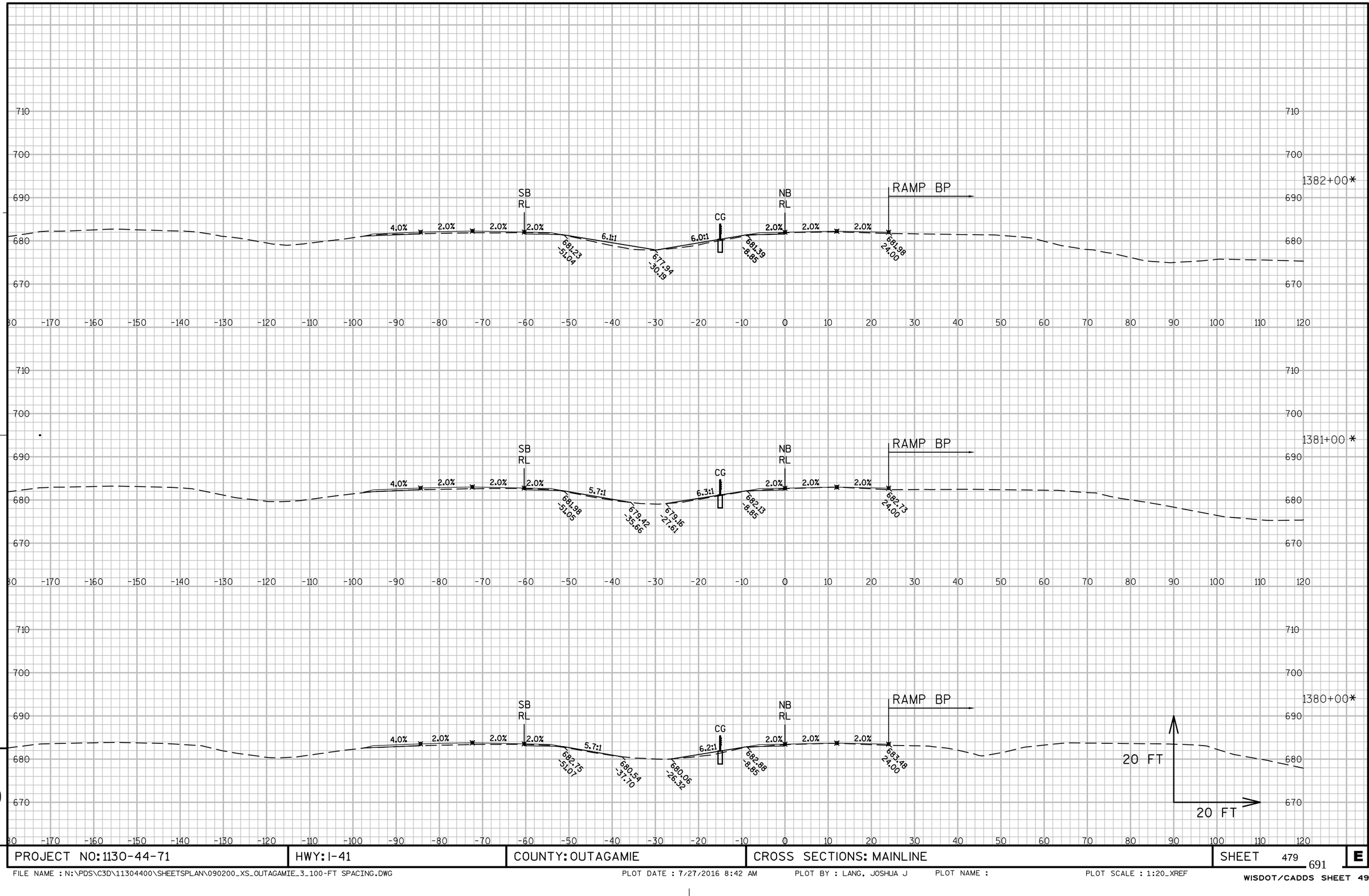
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 478 690	E

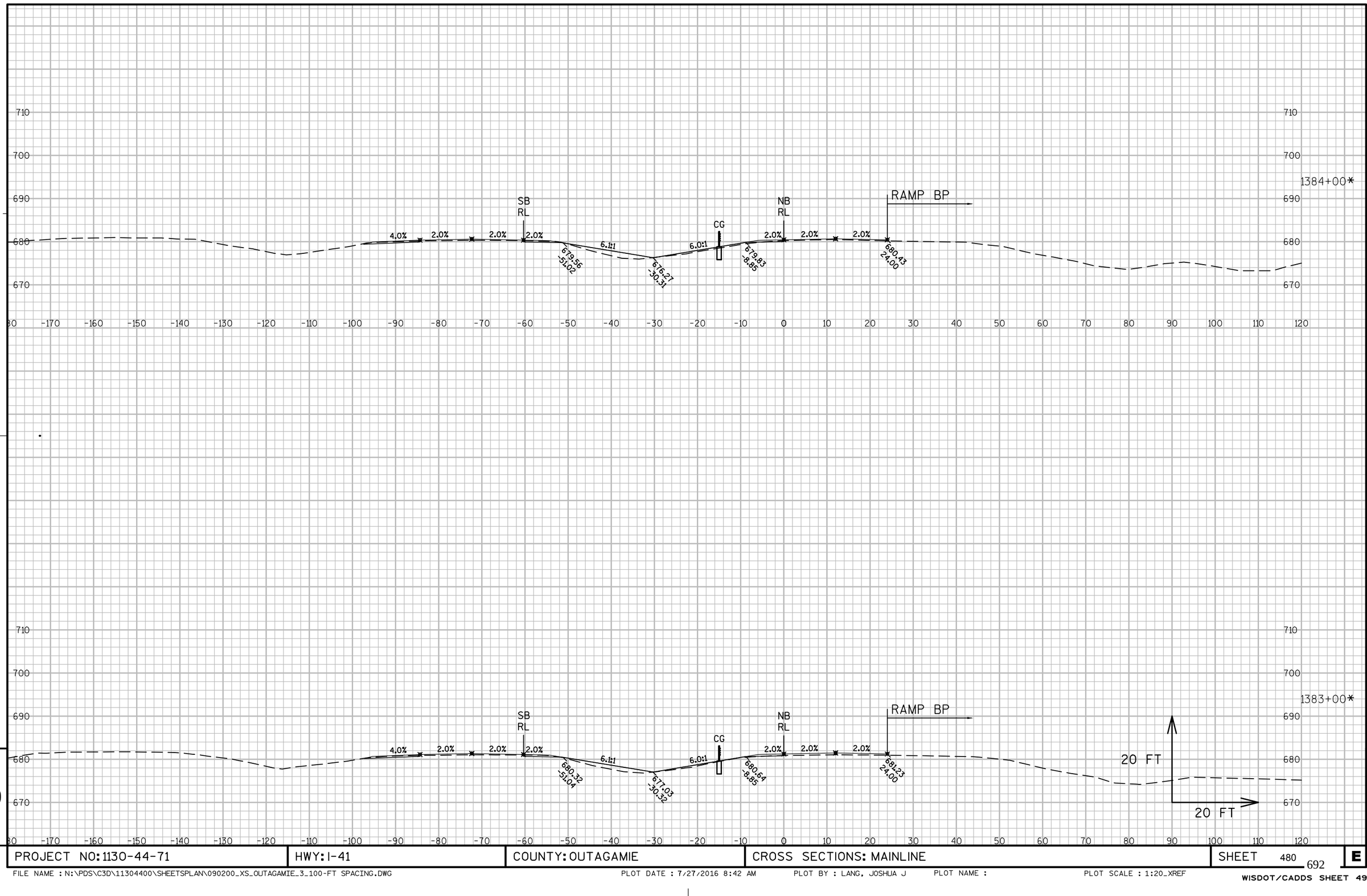
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WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 479 691	E

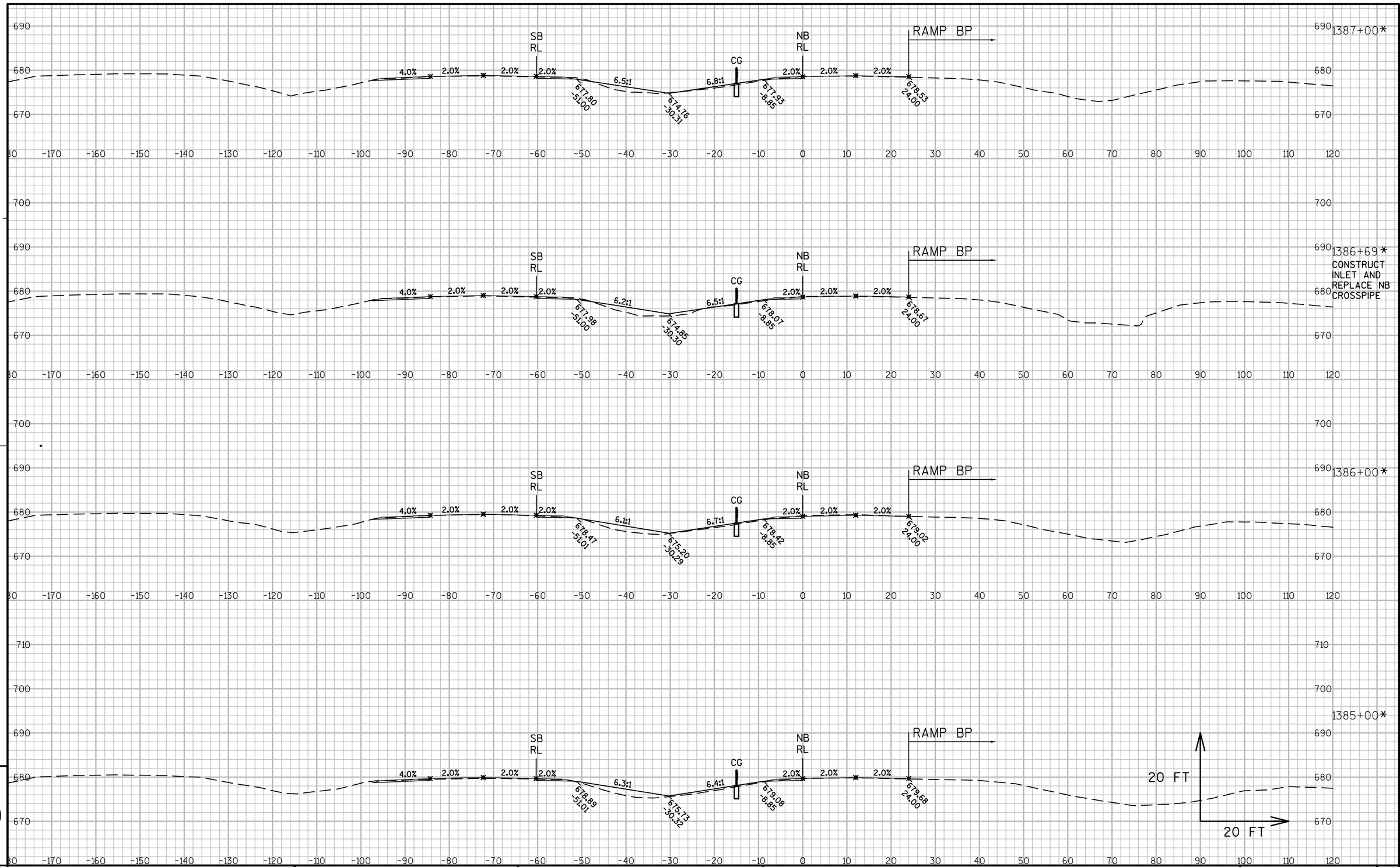


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 480 692	E

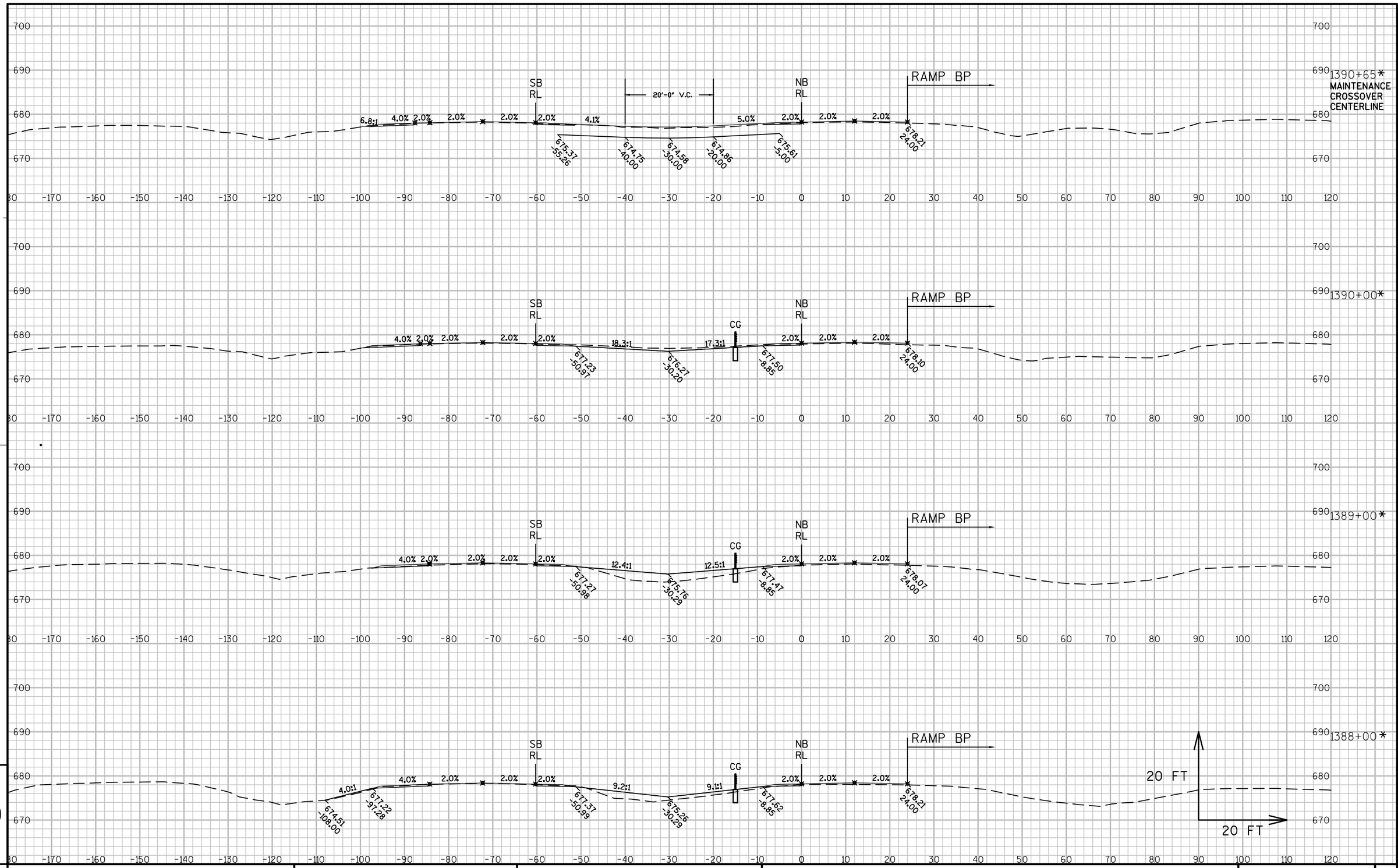
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 481 693	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:43 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



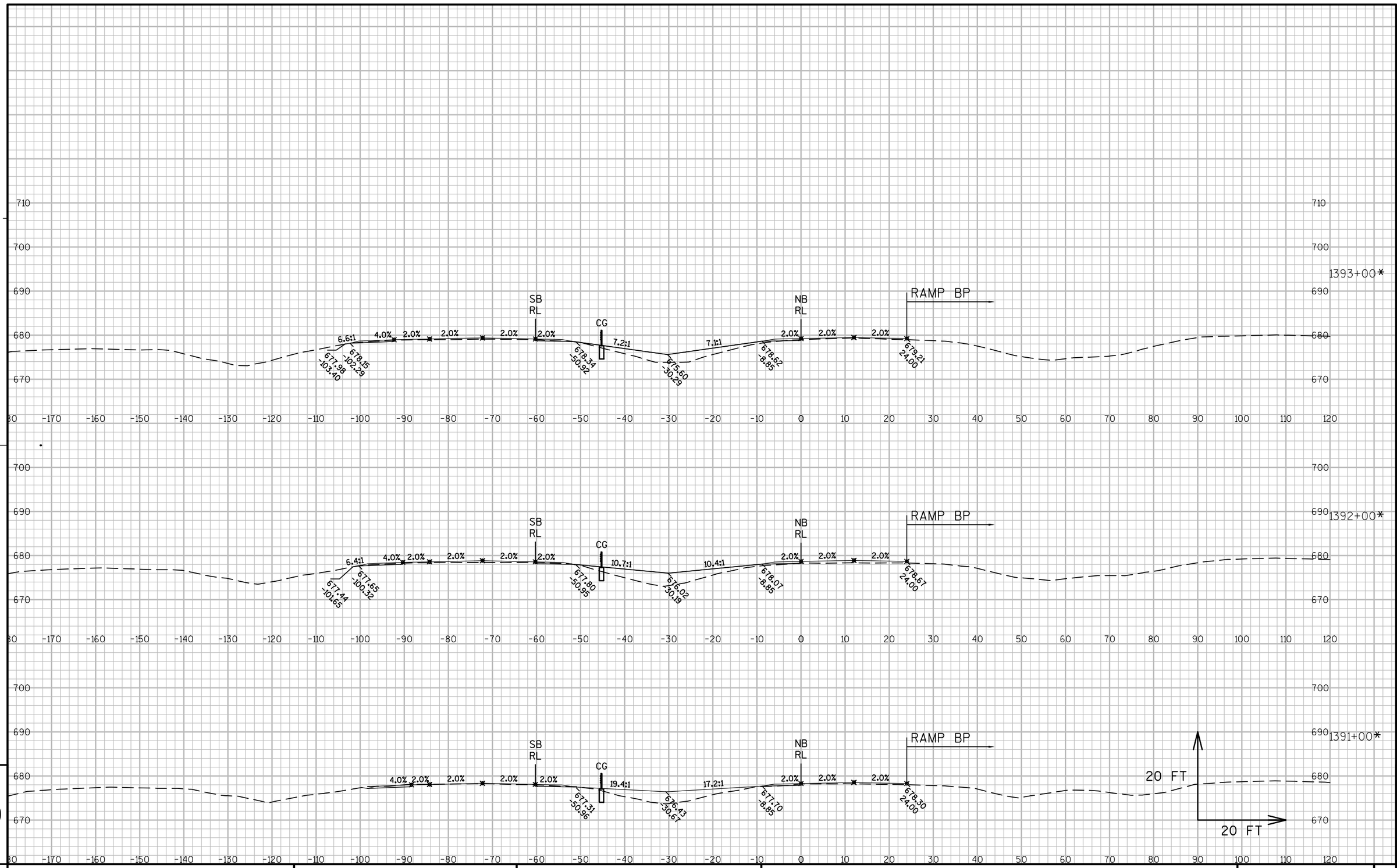
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 482 694	E

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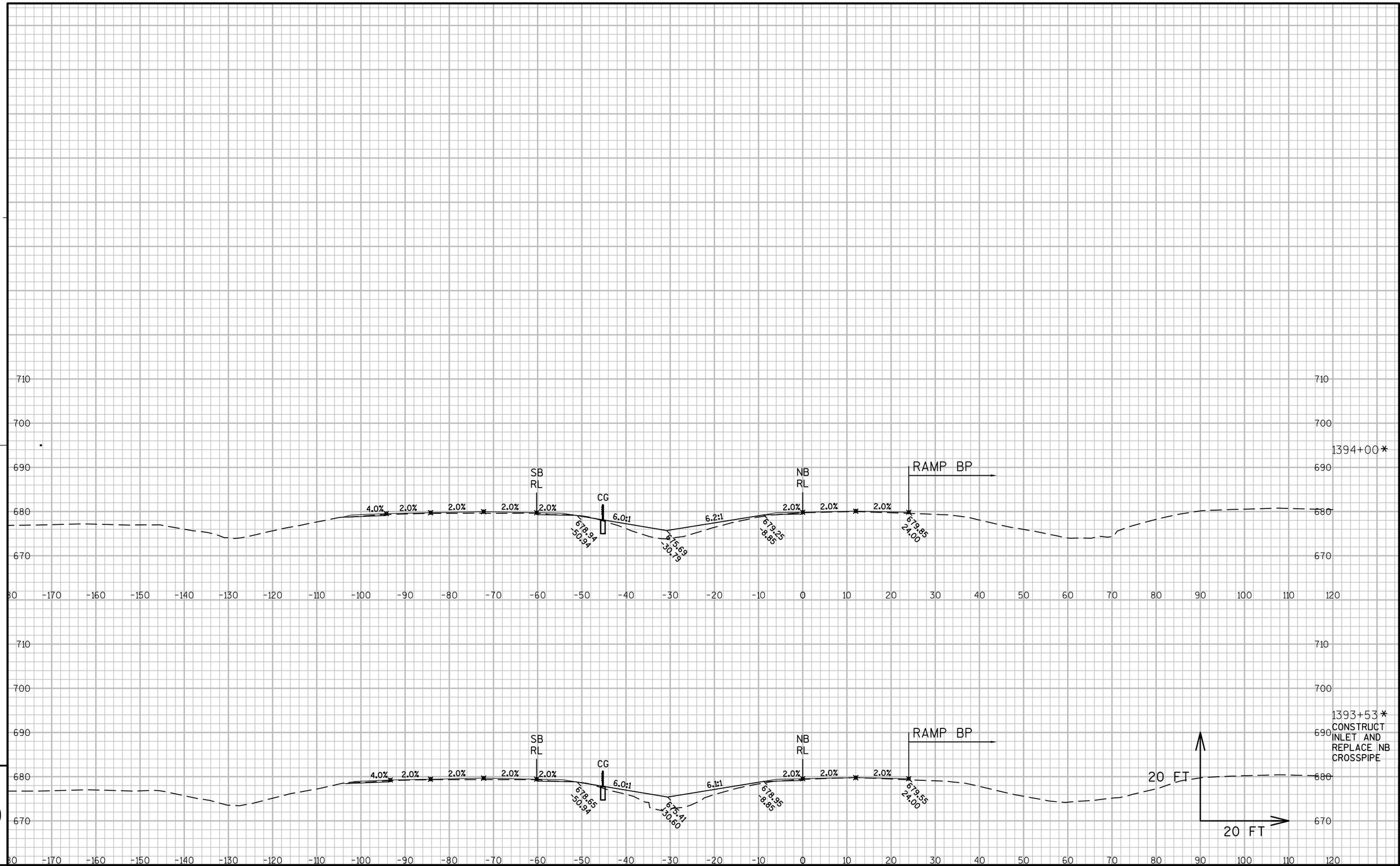
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 483	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:44 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 484 696	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_OUTAGAMIE_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:44 AM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1:20_XREF

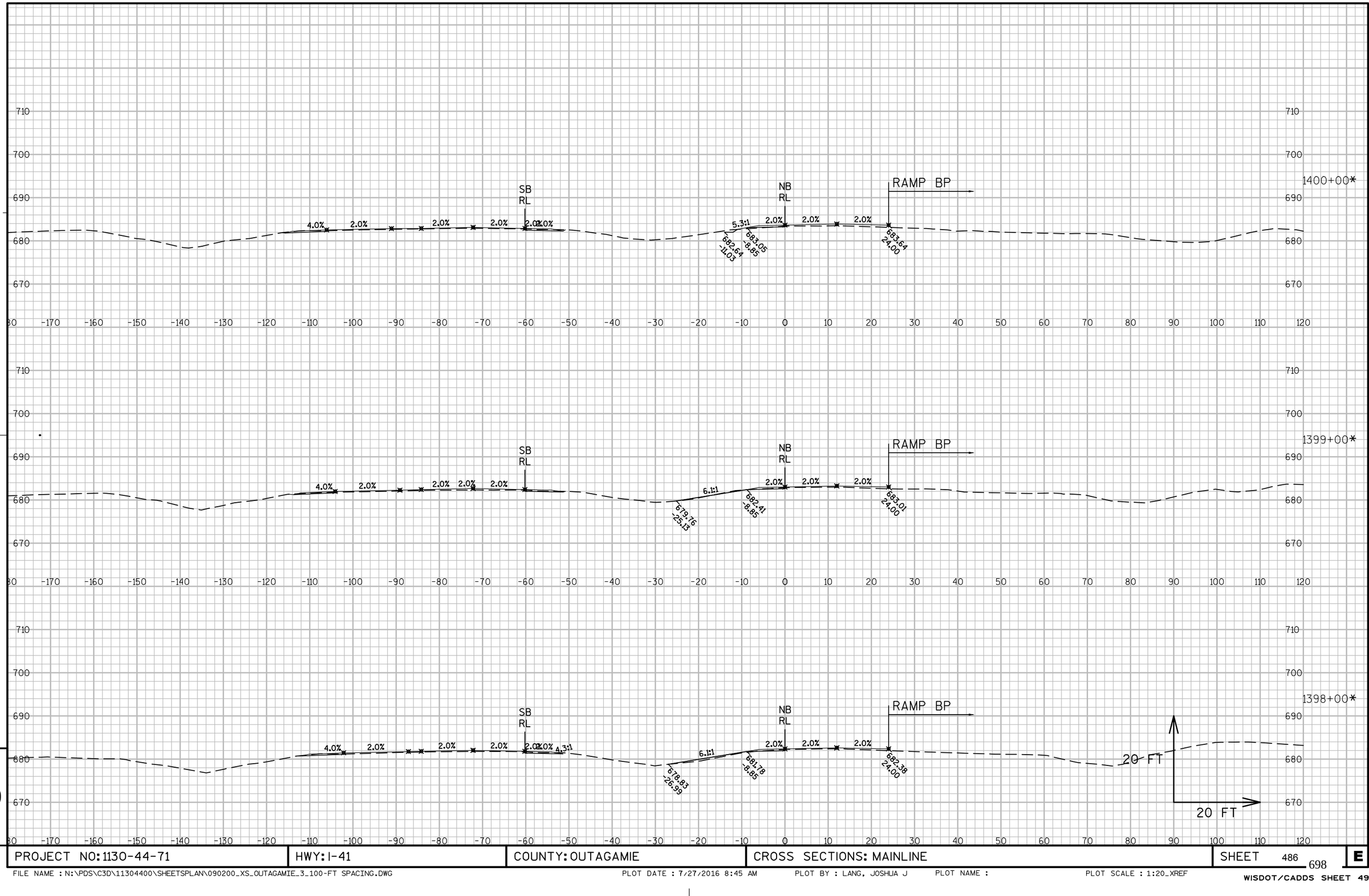
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 485 697	E

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WISDOT/CADDS SHEET 49

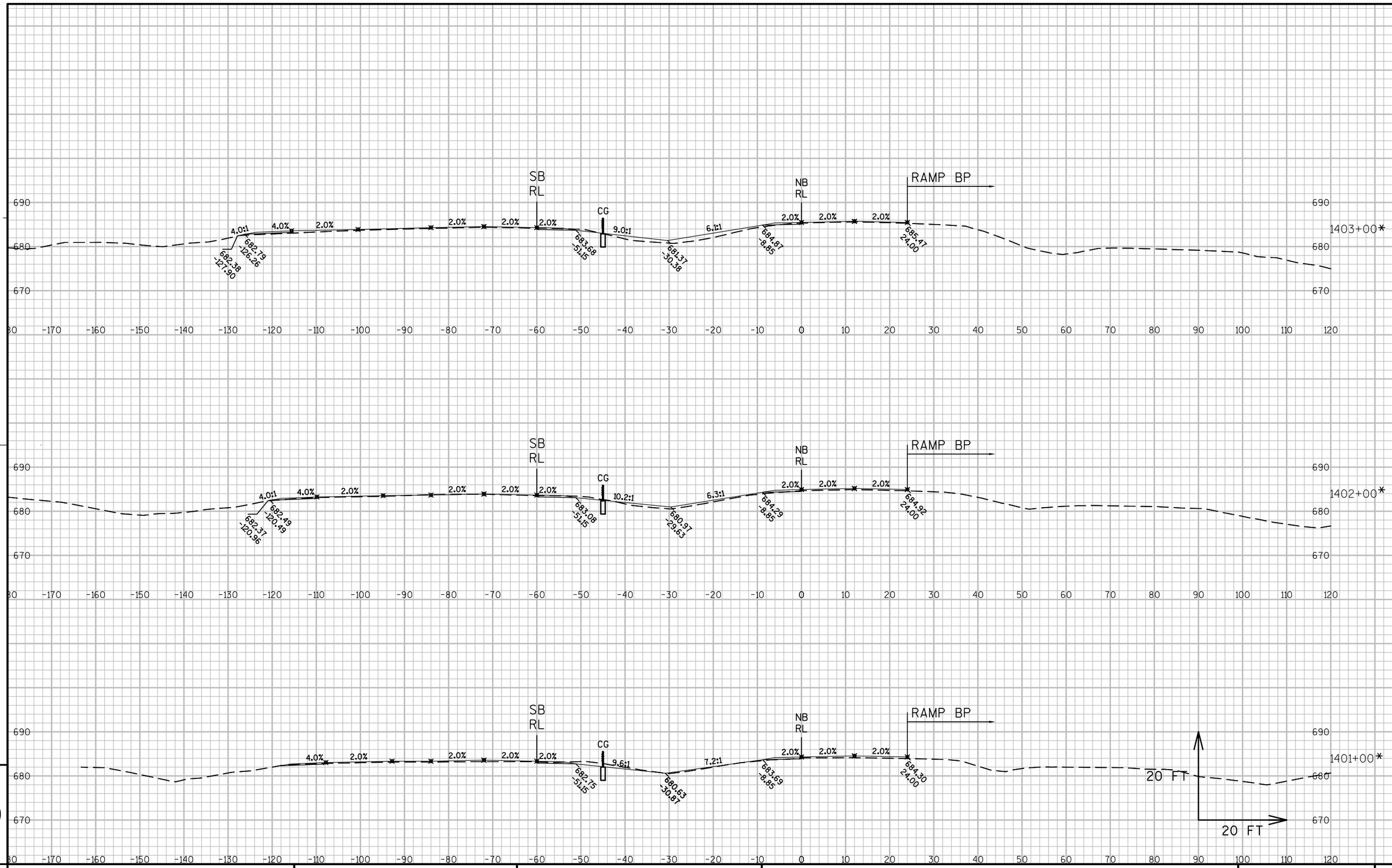


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: MAINLINE	SHEET 486 698	E

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WISDOT/CADDS SHEET 49



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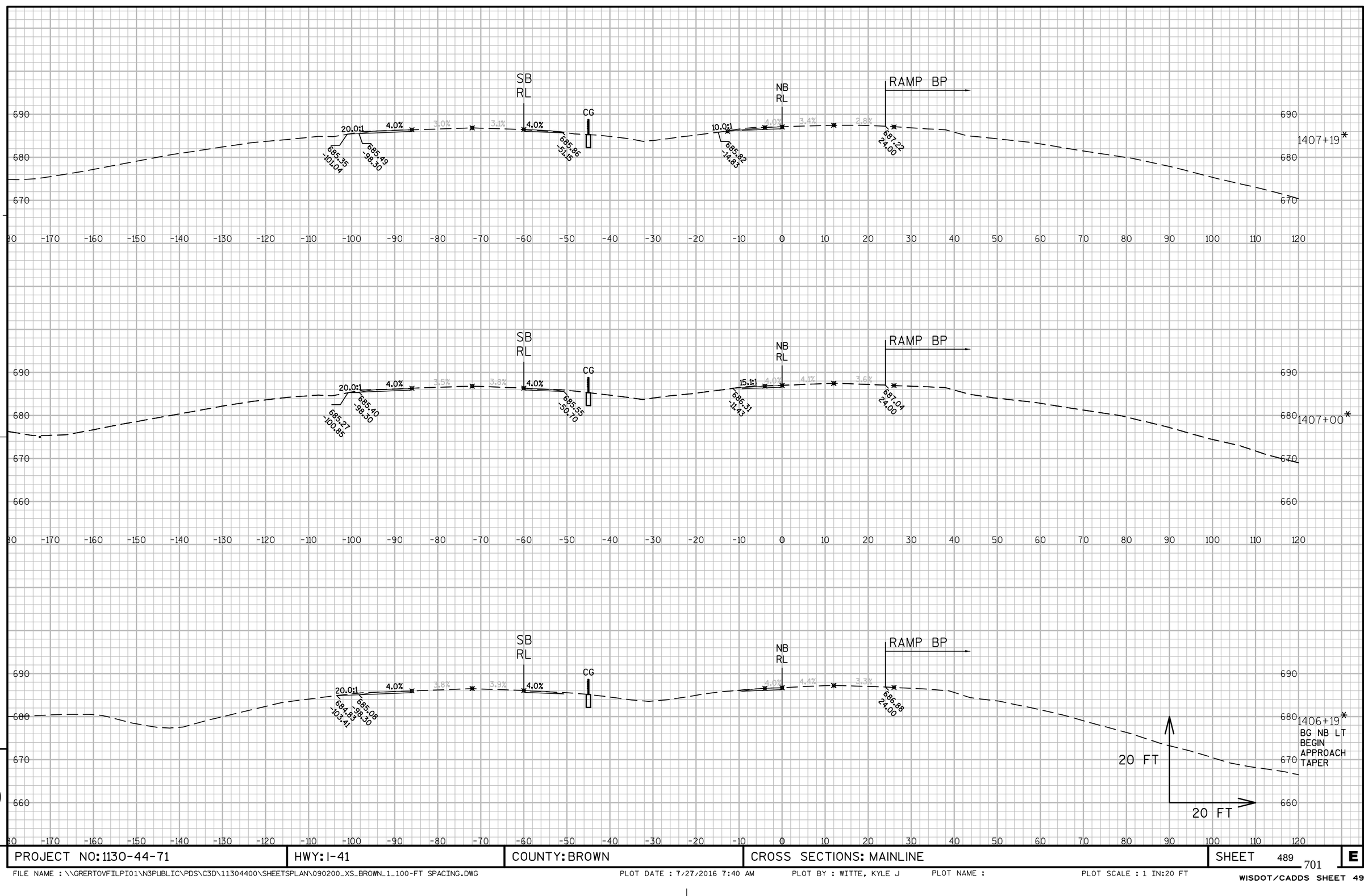
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 487	E

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WISDOT/CADDS SHEET 49

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 488 700 E

FILE NAME : \\GRERTOVFILPI01\N3PUBLIC\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_1_100-FT SPACING.DWG PLOT DATE : 7/27/2016 7:40 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

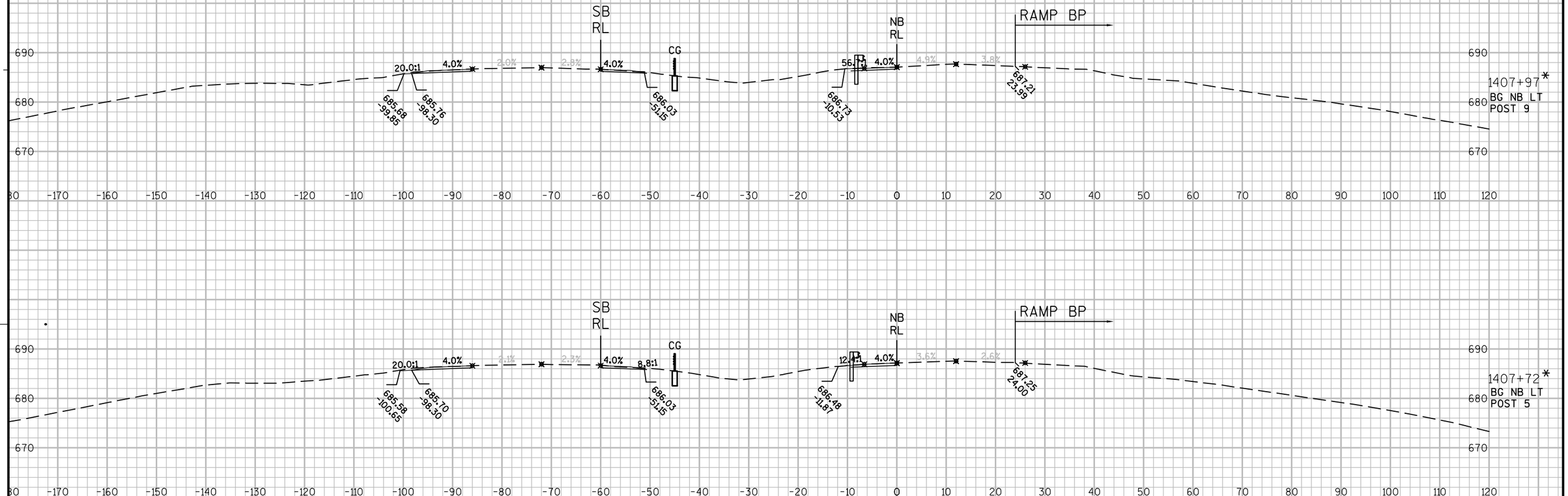


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 489 701	E

FILE NAME : \\GRERTOVFILPI01\N3PUBLIC\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_1_100-FT SPACING.DWG PLOT DATE : 7/27/2016 7:40 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

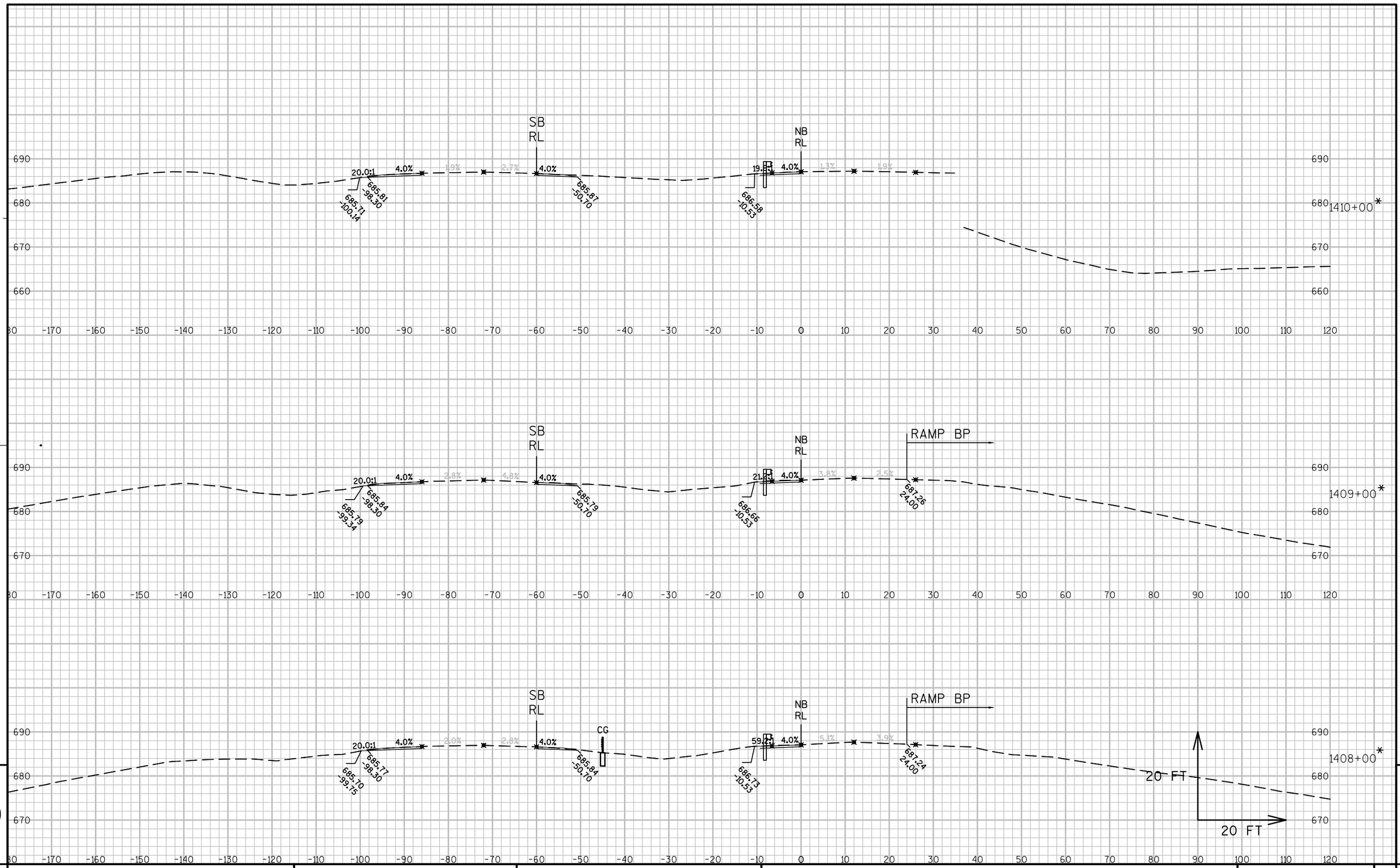
WISDOT/CADDS SHEET 49



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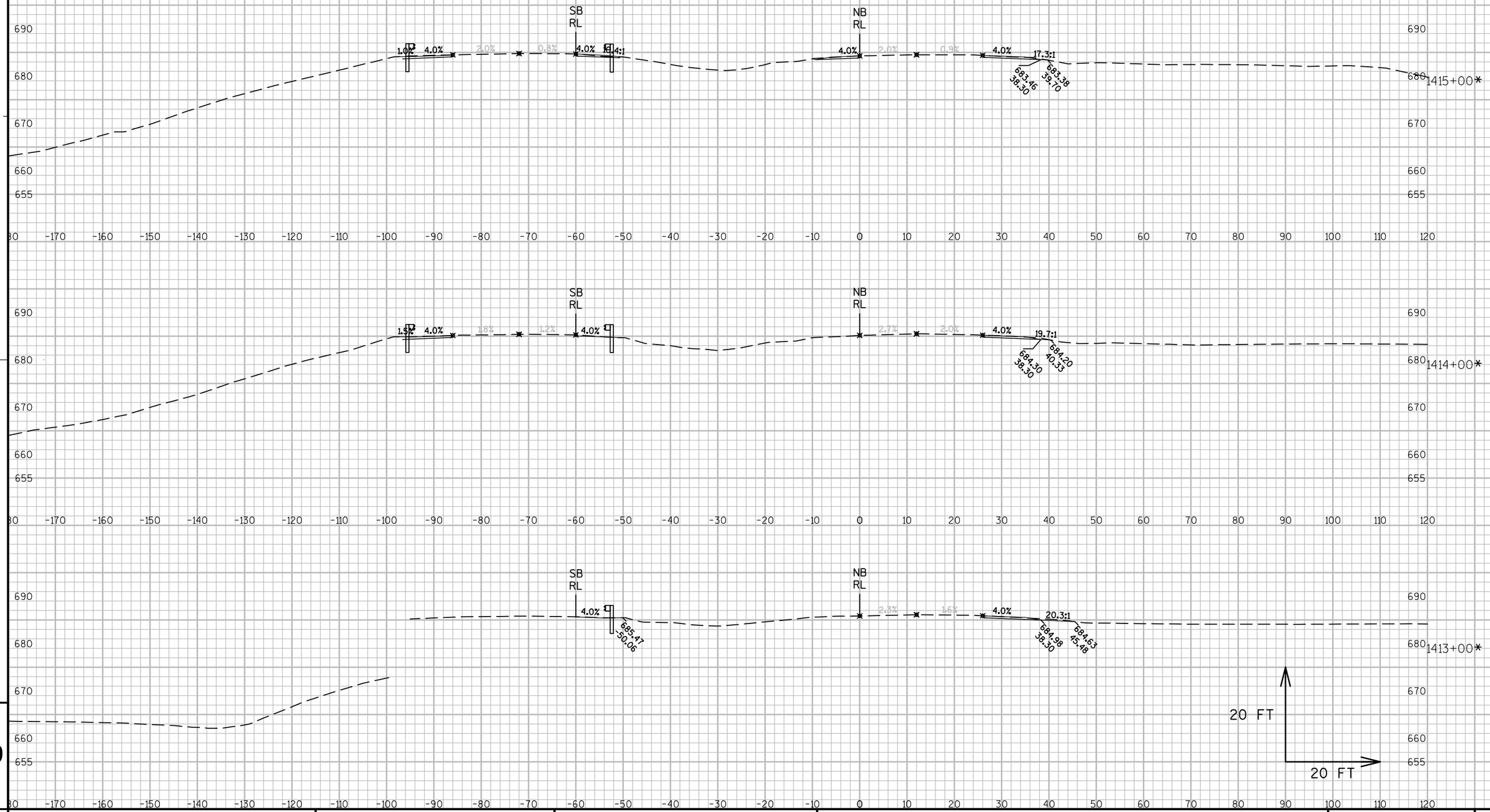
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 491

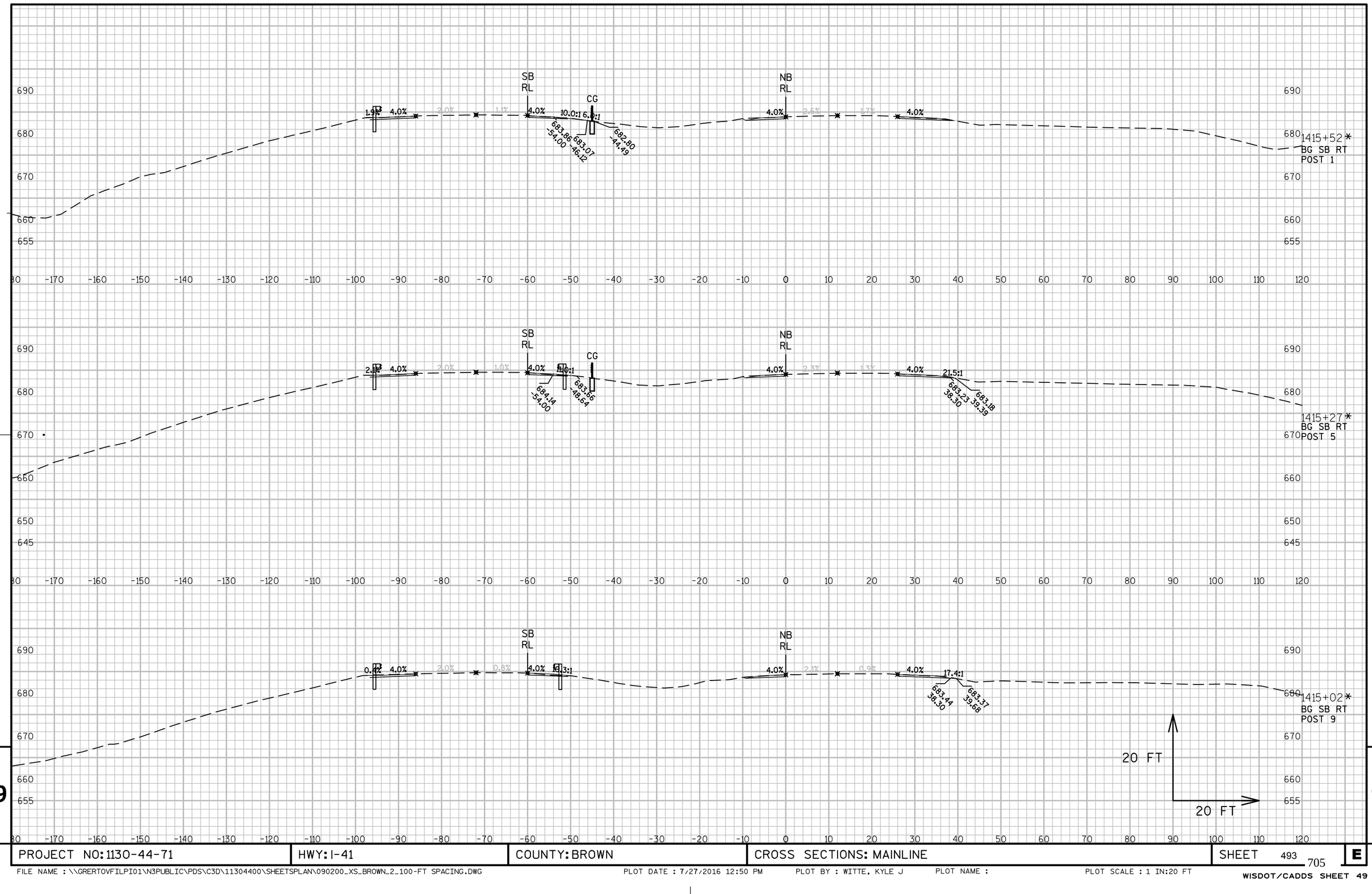
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 492 704	E



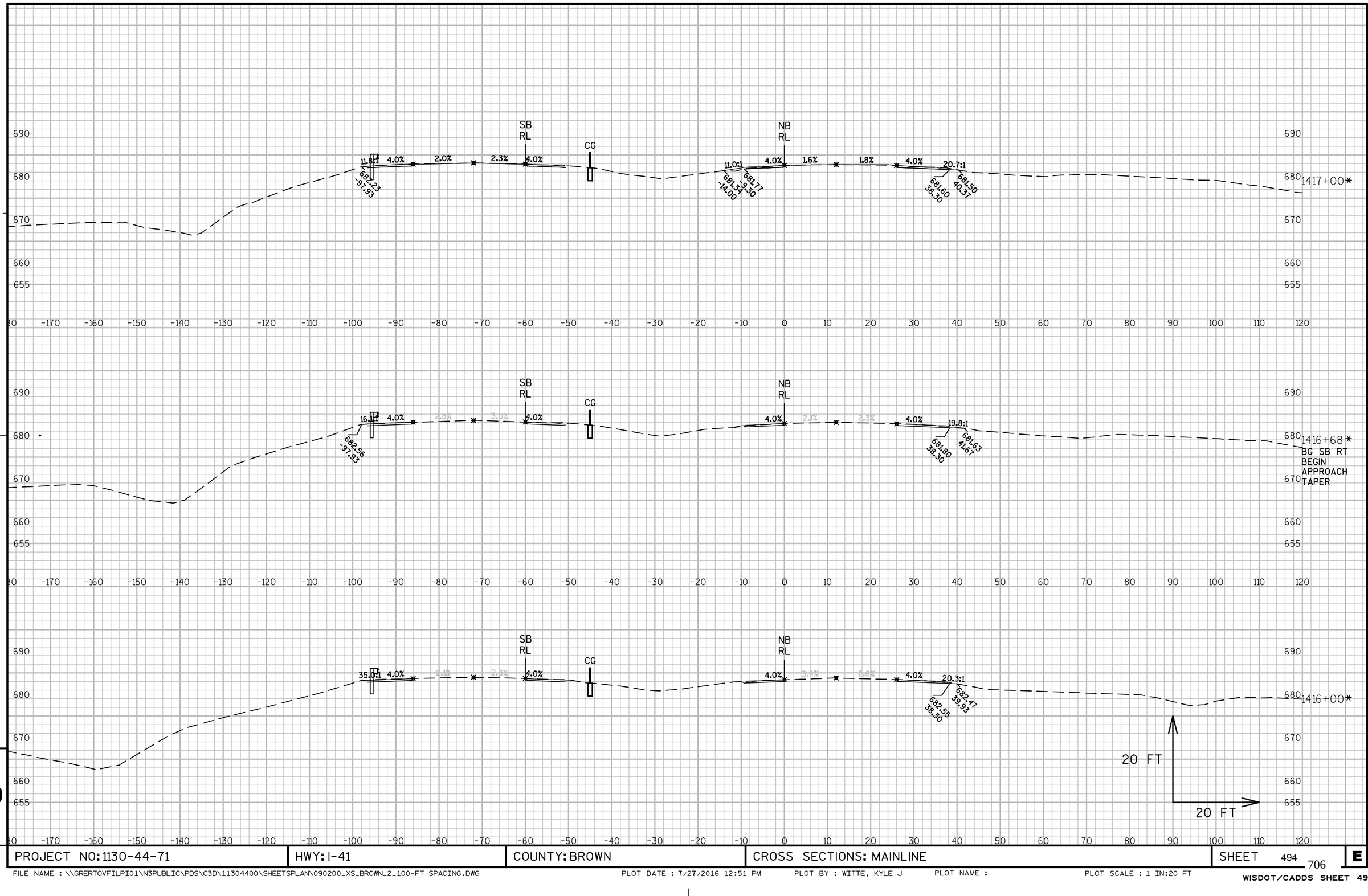
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 493 705	E

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WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 494 706	E

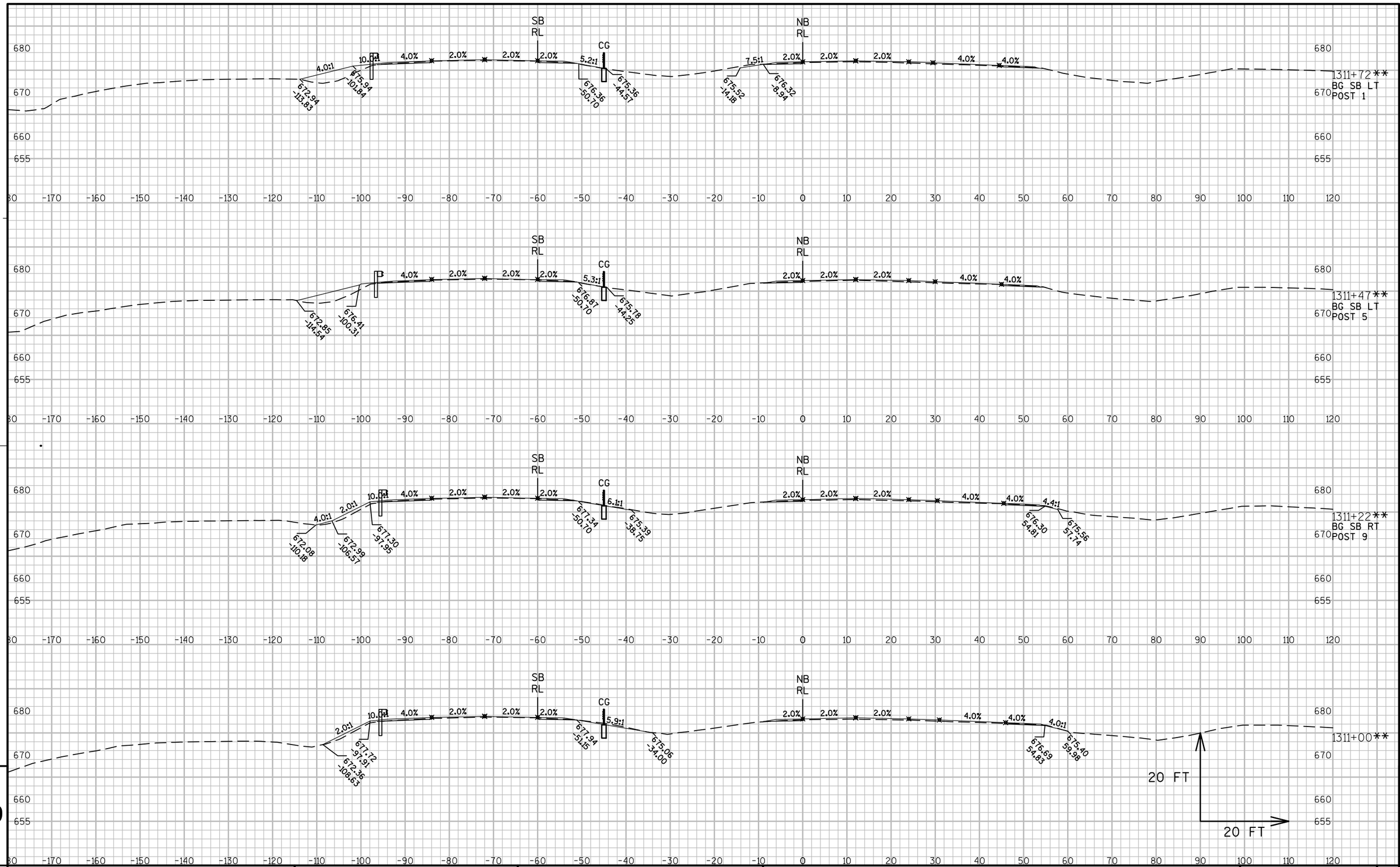
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WISDOT/CADDS SHEET 49

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 495 707	E

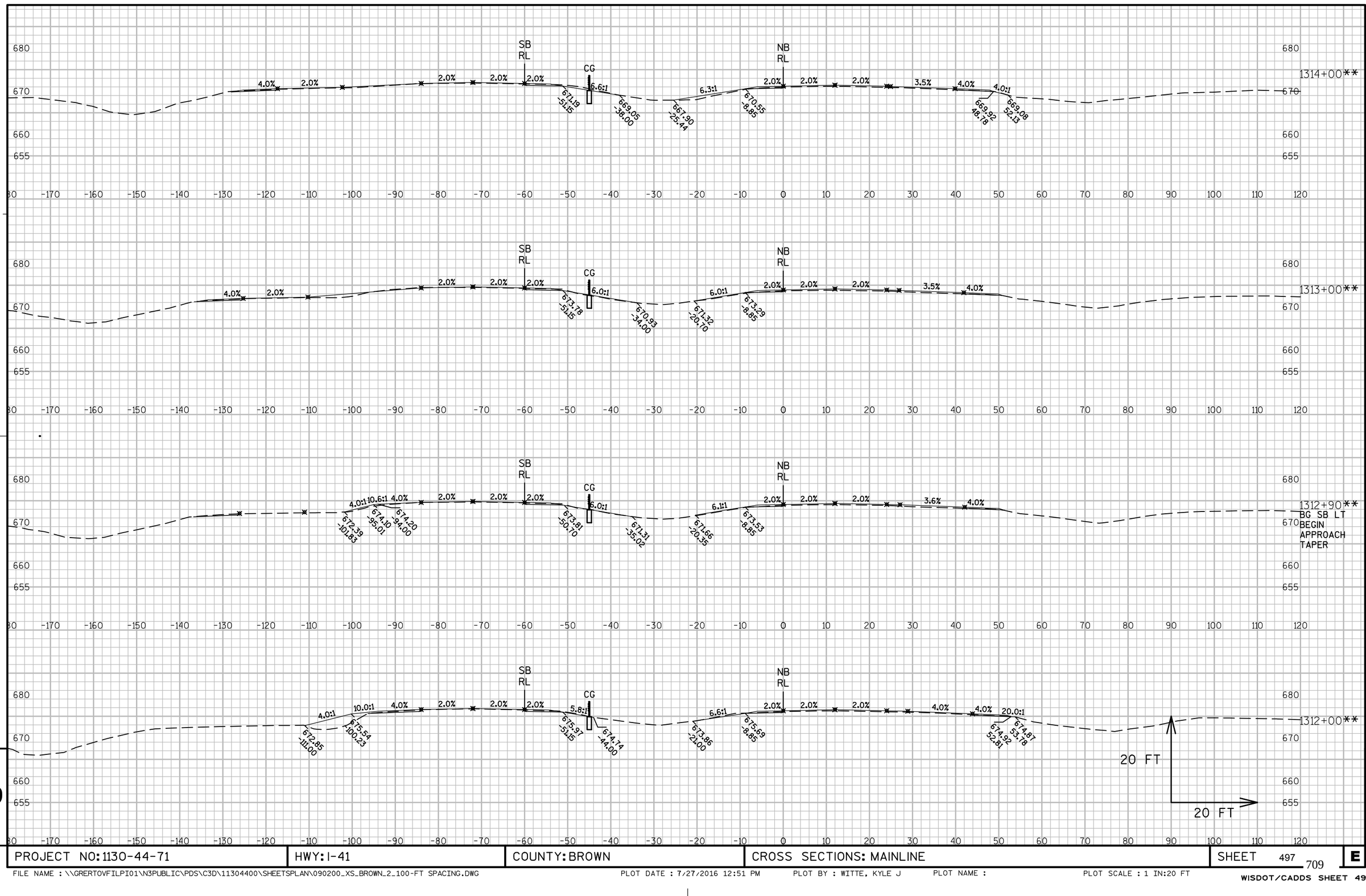
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WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 496

FILE NAME : \\GRERTOVFILPI01\N3PUBLIC\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_2_100-FT SPACING.DWG PLOT DATE : 7/27/2016 12:51 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT



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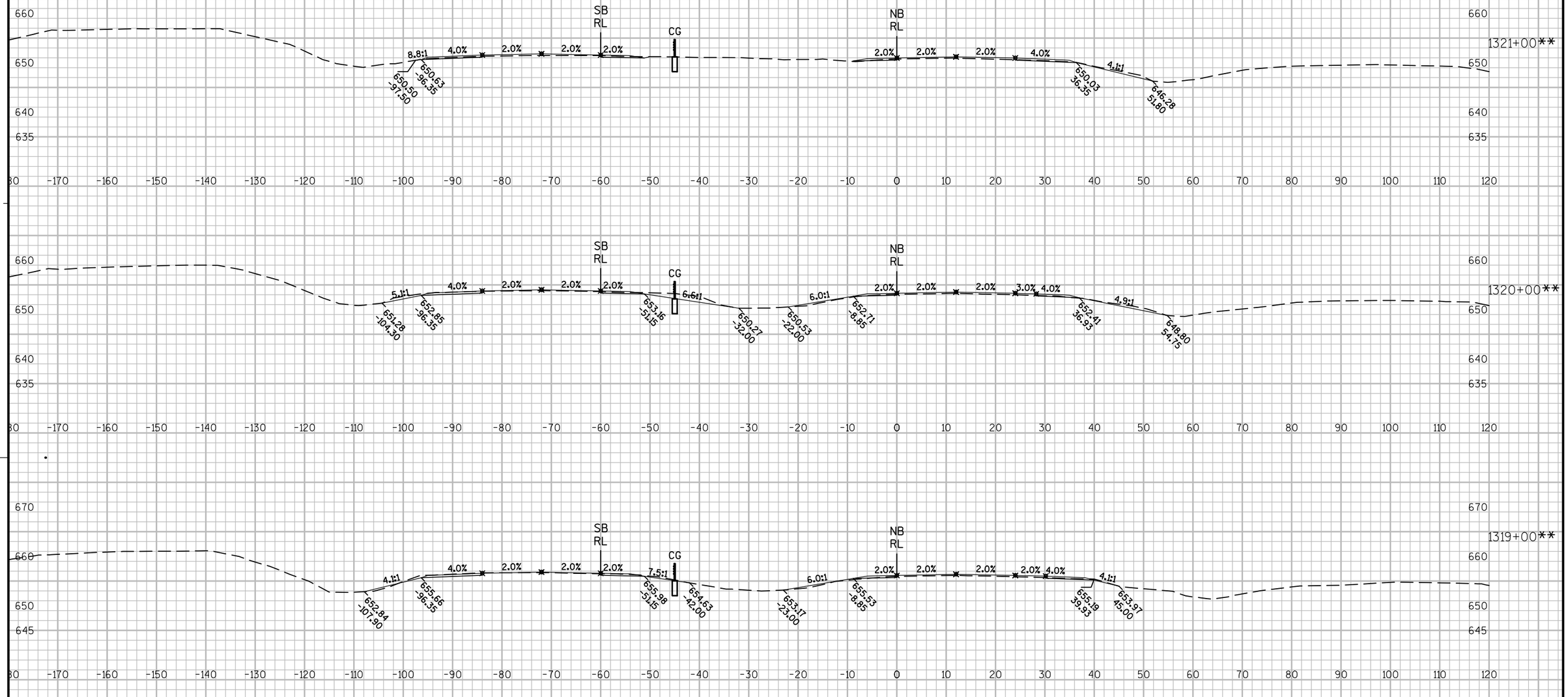
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 498 710	E

FILE NAME : \\GRERTOVFILPI01\N3PUBLIC\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_2_100-FT SPACING.DWG PLOT DATE : 7/27/2016 12:51 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 499 711	E

FILE NAME : \\GRERTOVFILPI01\N3PUBLIC\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_2_100-FT SPACING.DWG PLOT DATE : 7/27/2016 12:52 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

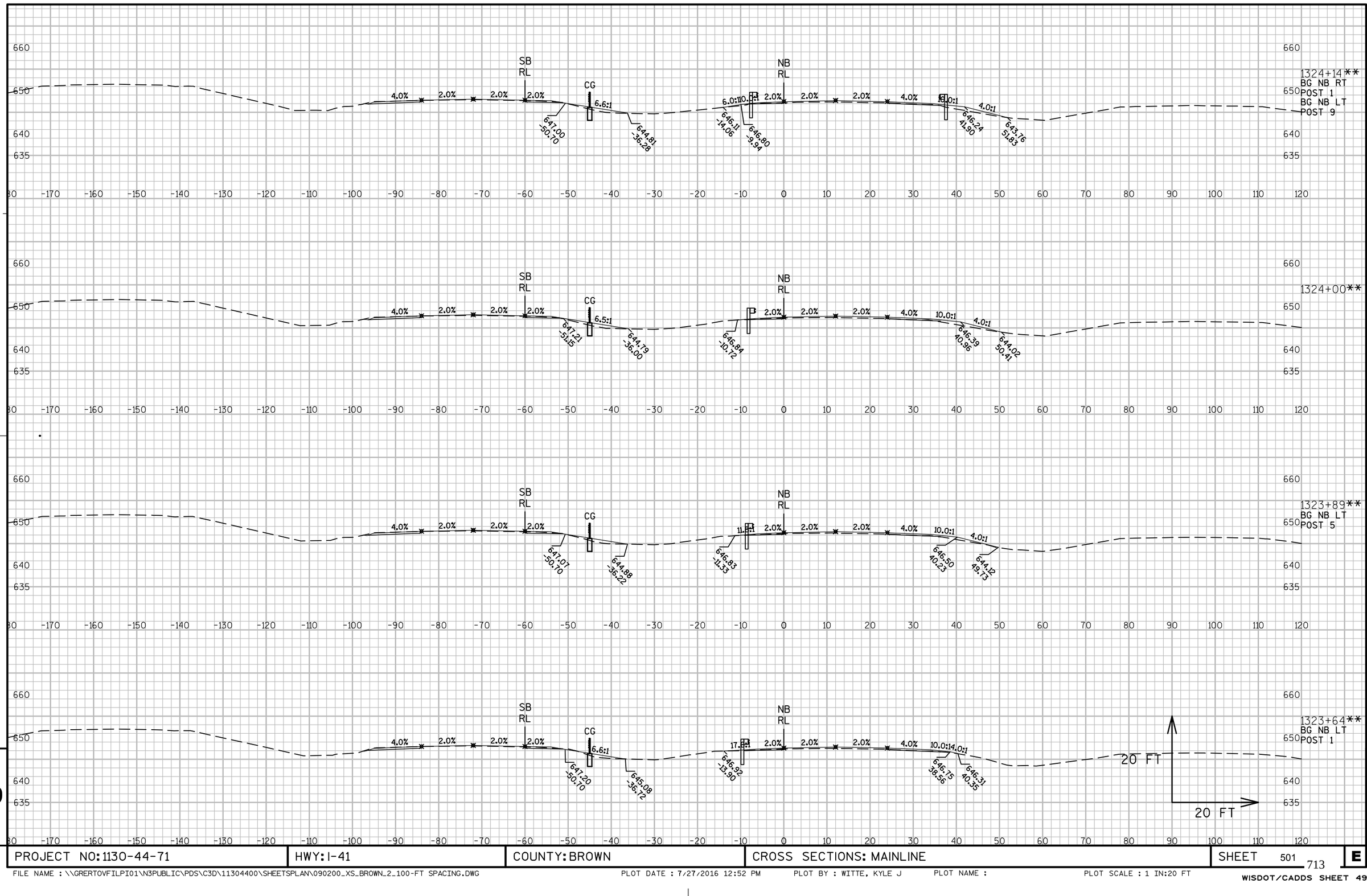
WISDOT/CADDS SHEET 49

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 500 712	E

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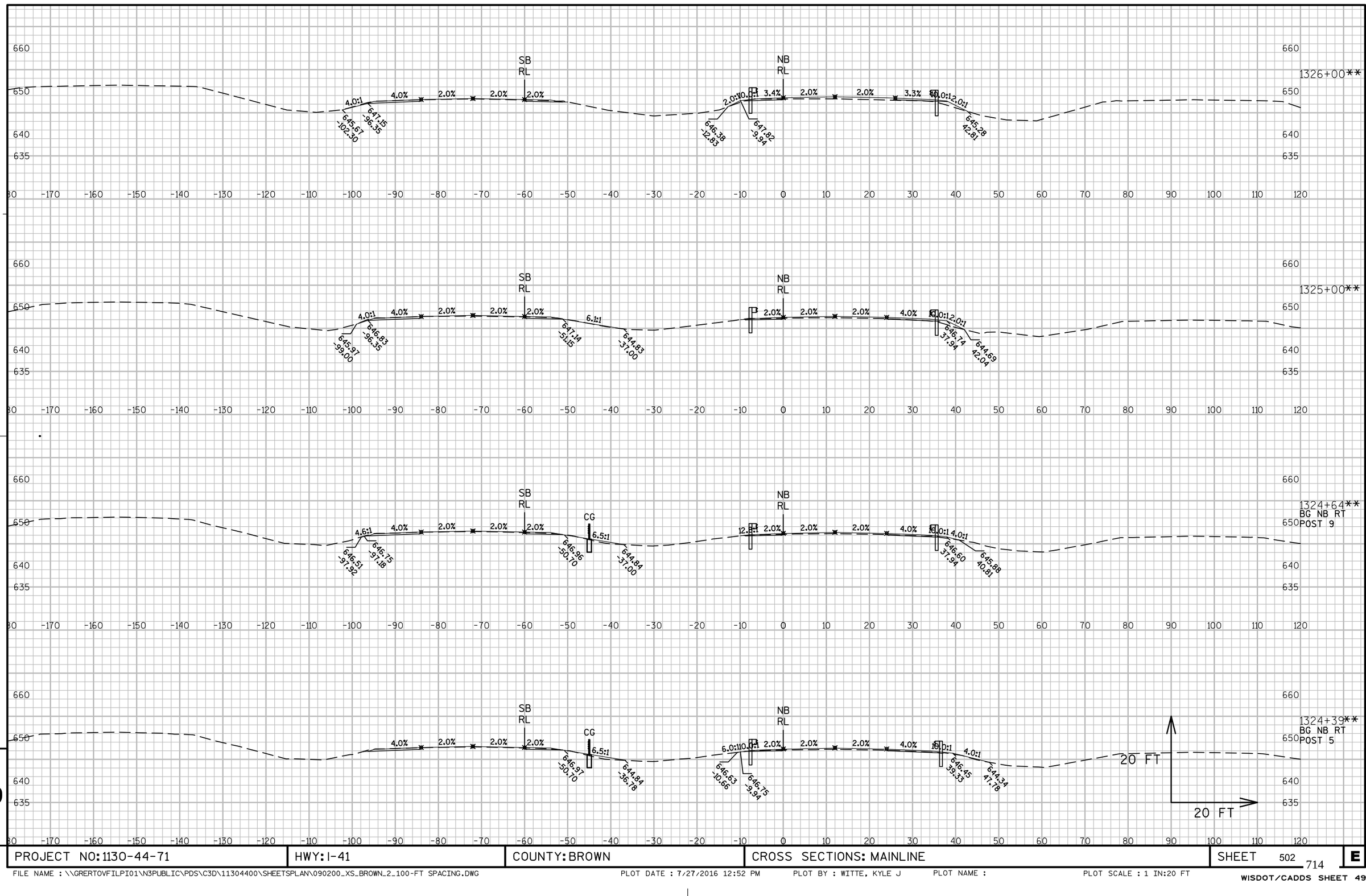


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 501	E

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FILE NAME : \\GRERTOVFILPI01\N3PUBLIC\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_2_100-FT SPACING.DWG PLOT DATE : 7/27/2016 12:52 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

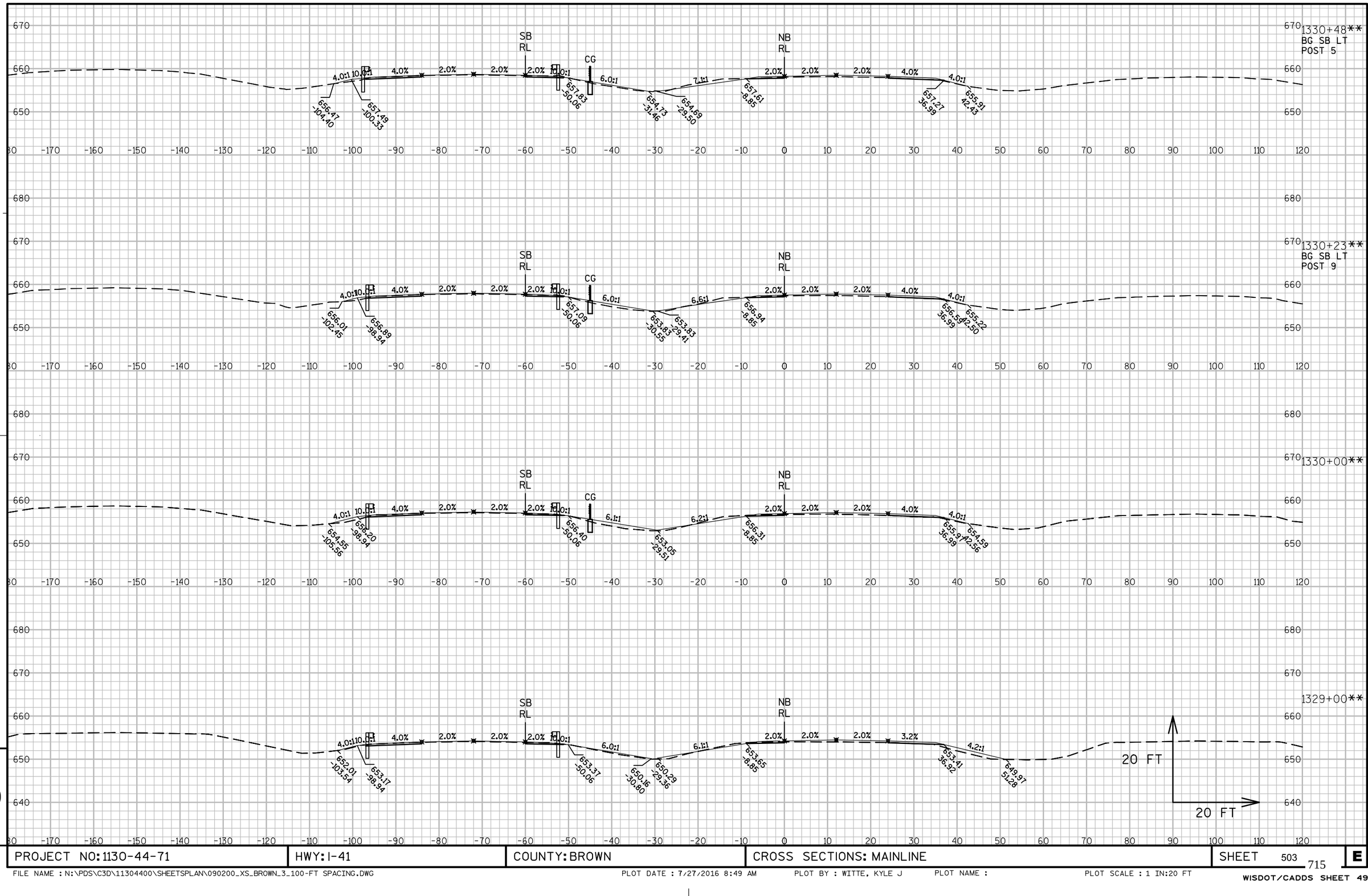


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 502 714	E

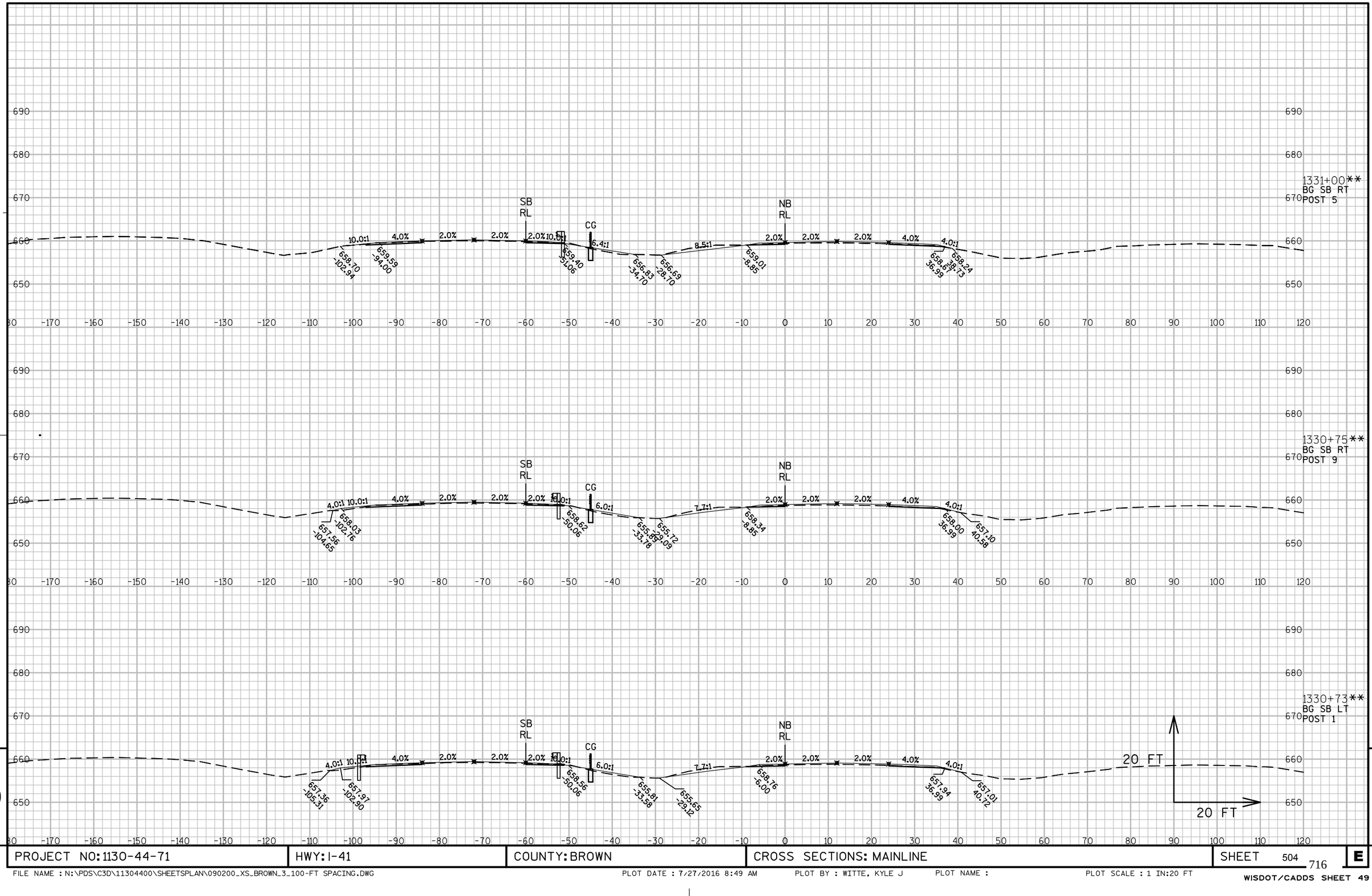
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 503 715	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:49 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



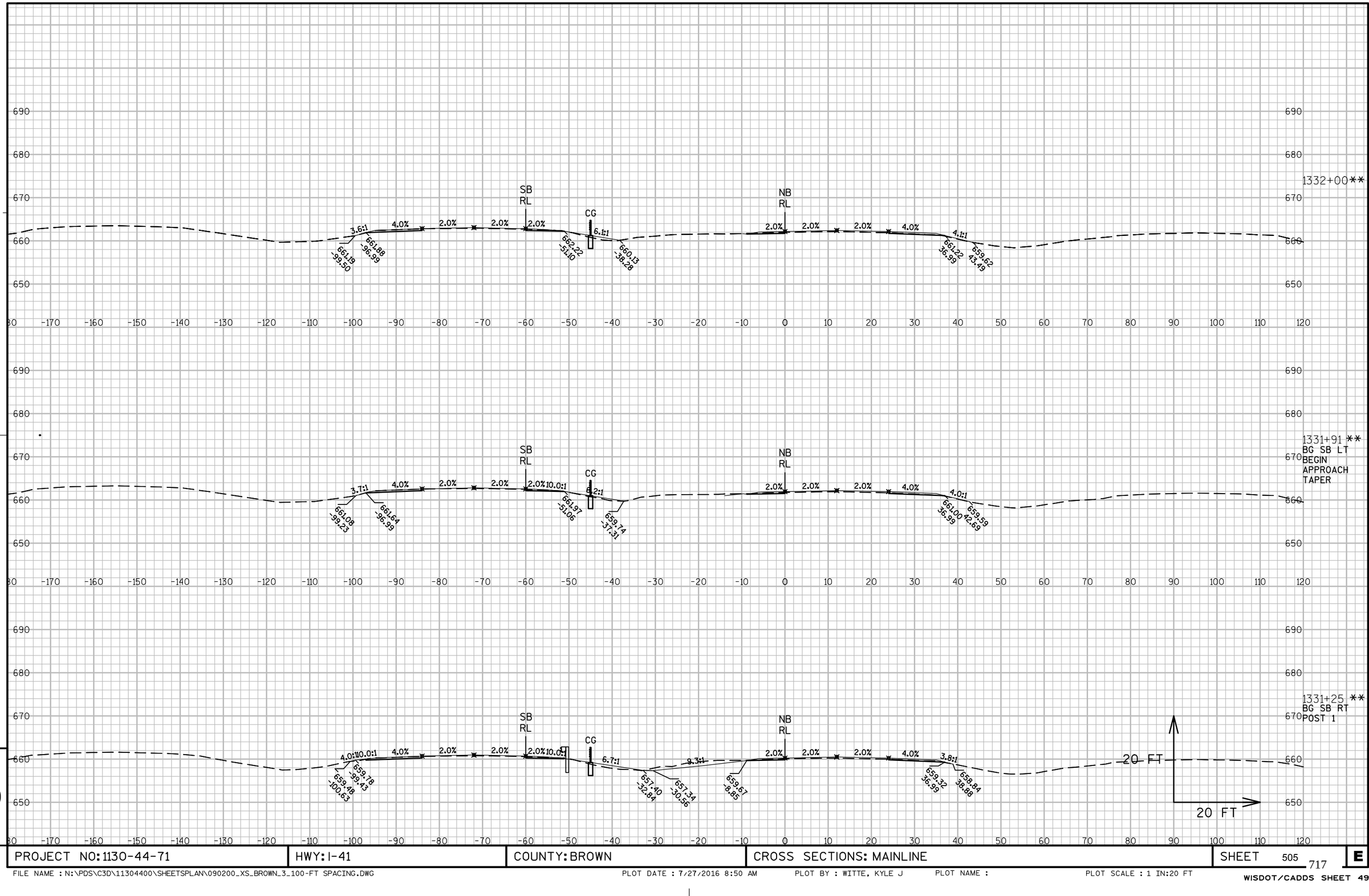
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 504 716	E

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WISDOT/CADDS SHEET 49

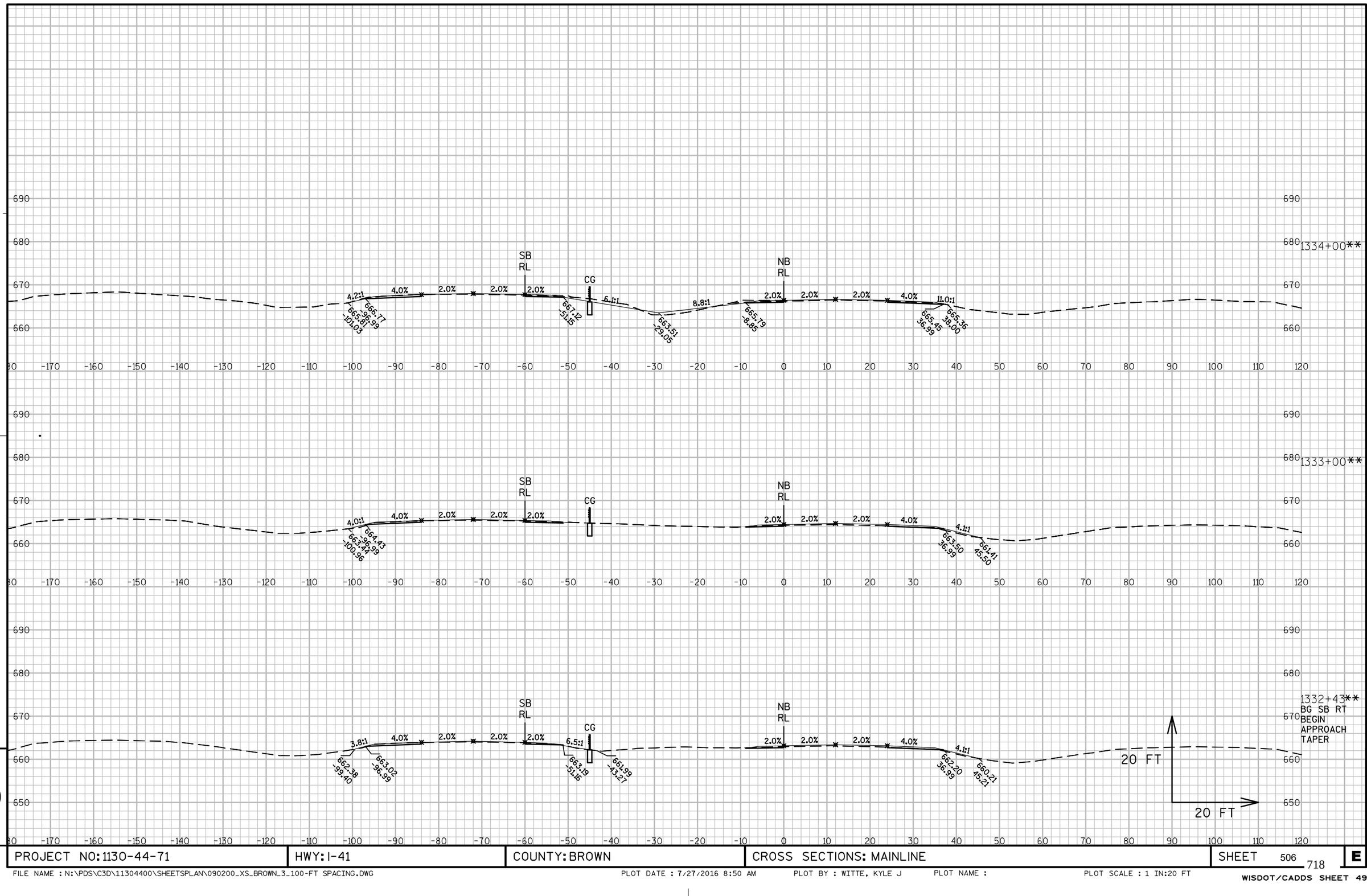


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 505 717	E

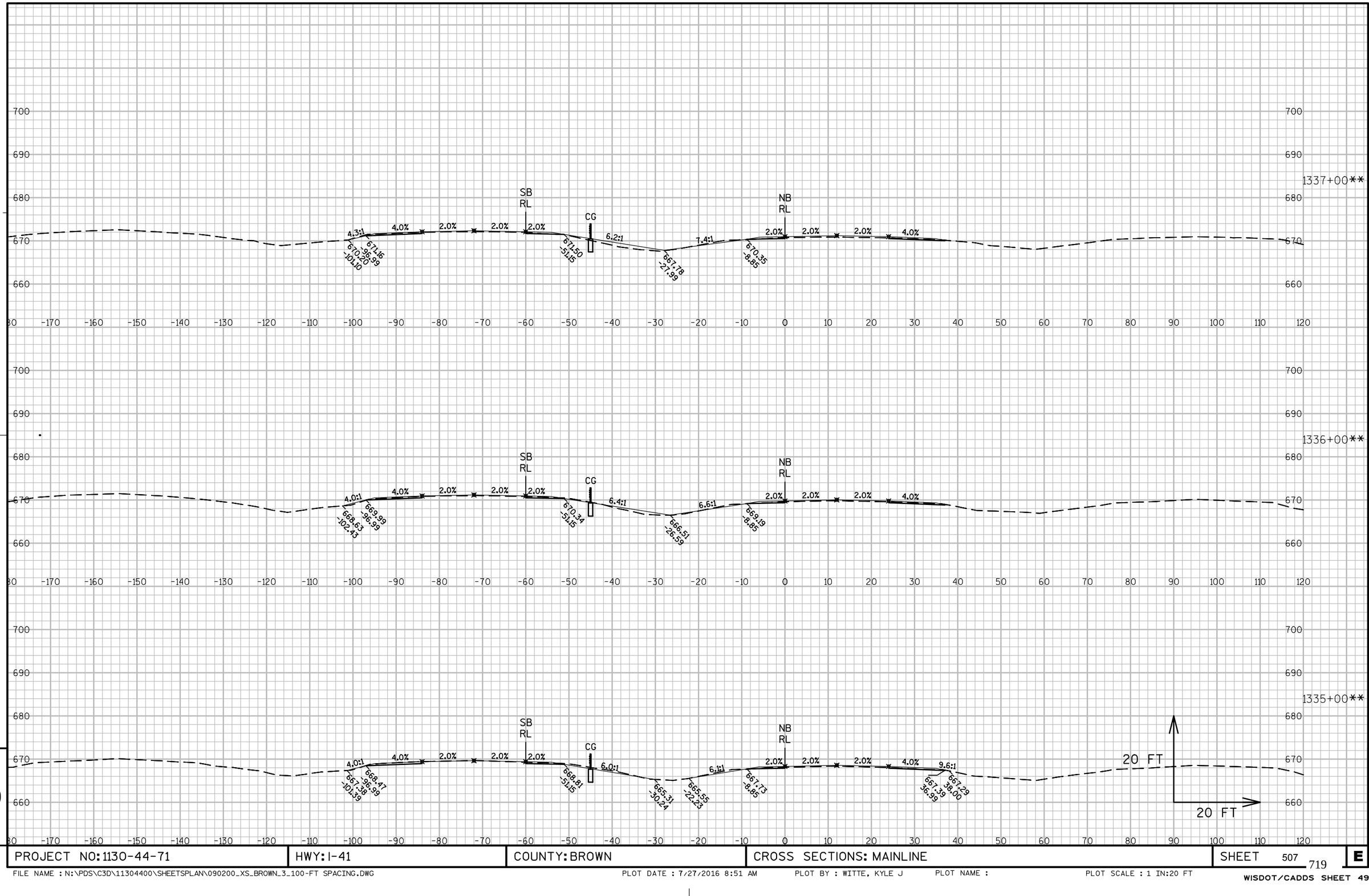
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 506 718	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 8:50 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

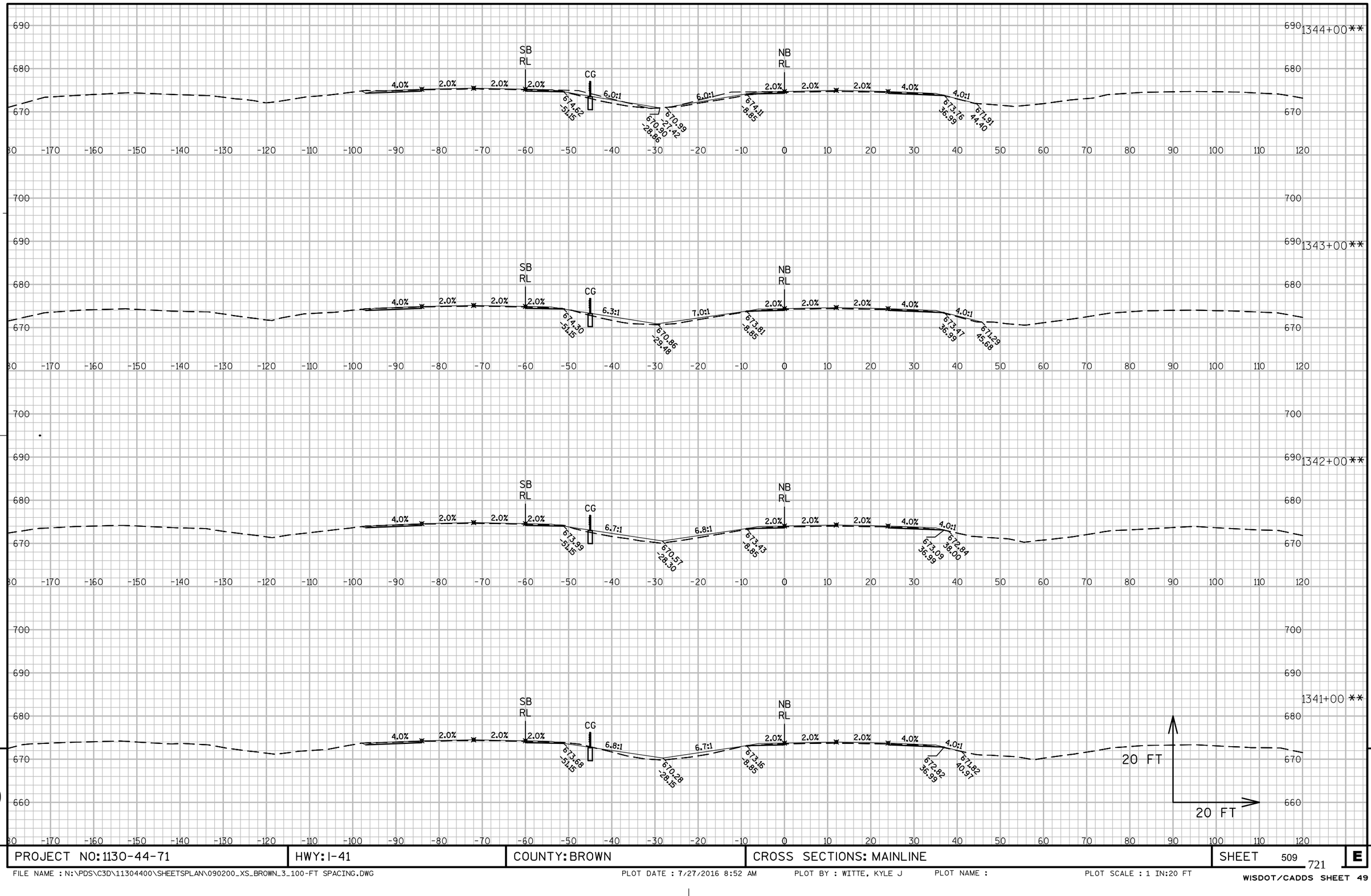


PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 507 719	E

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WISDOT/CADDS SHEET 49

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 508 720	E



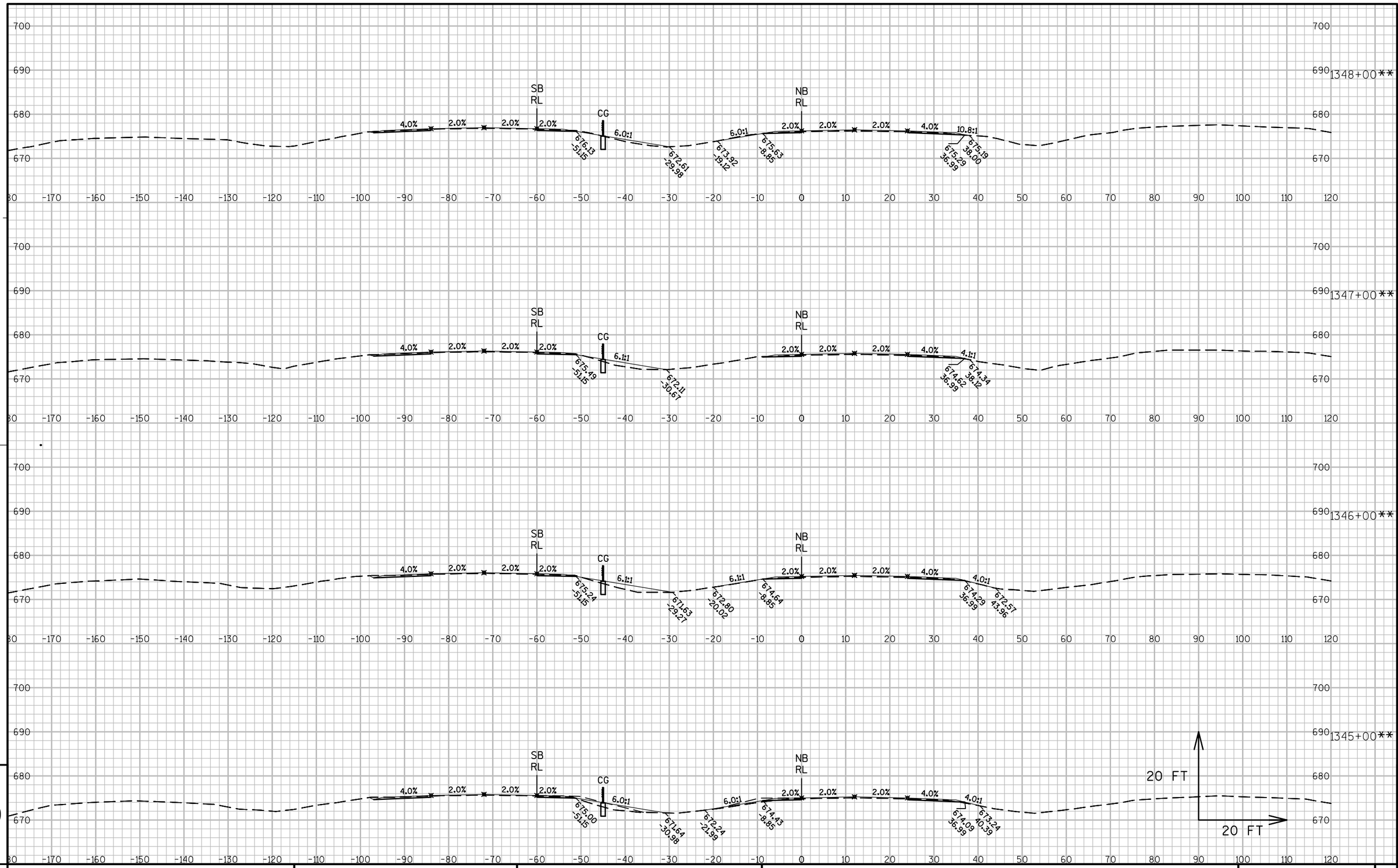
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 509 721	E

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WISDOT/CADDS SHEET 49

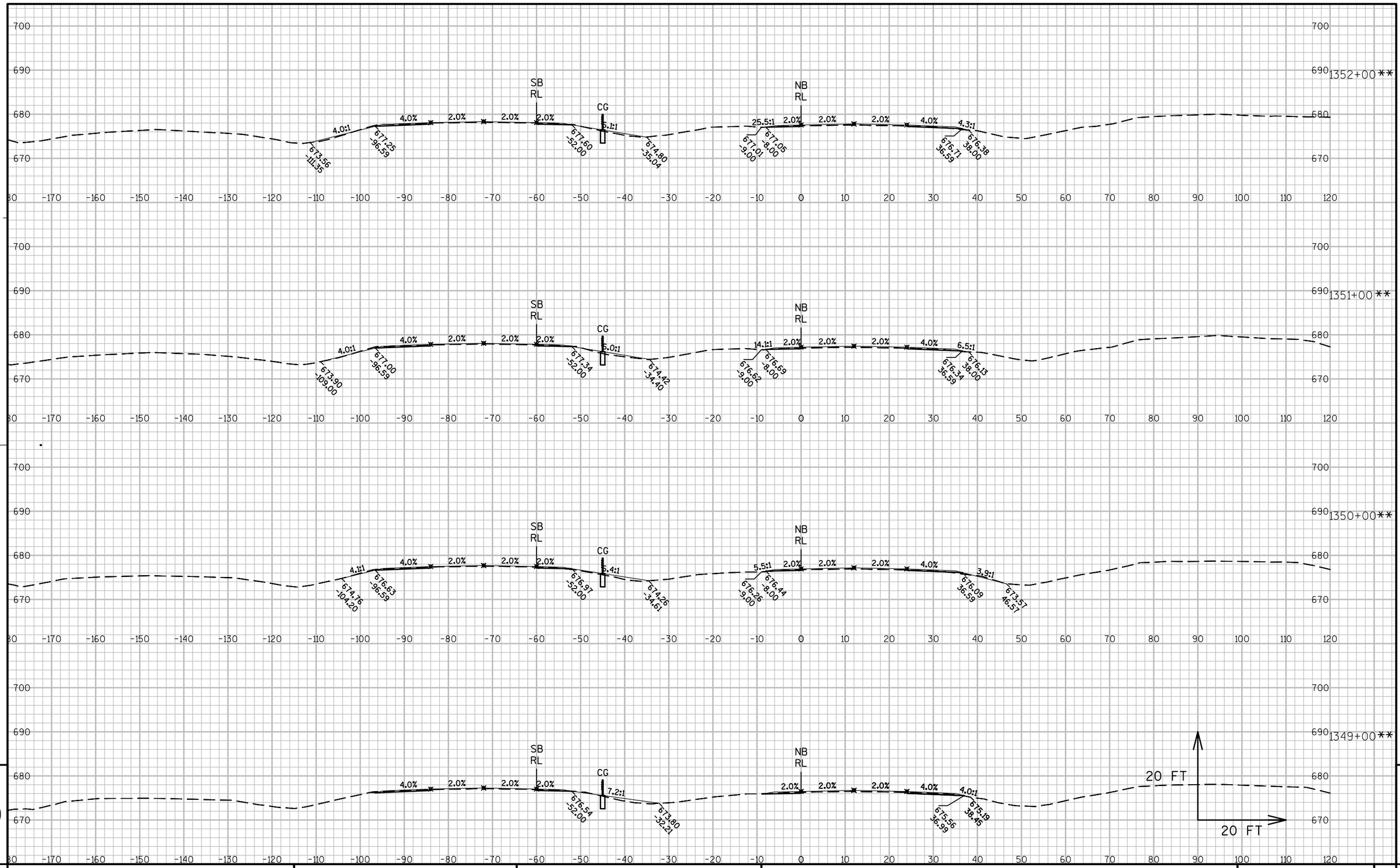


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 510 722	E

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 511	E

723

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WISDOT/CADDS SHEET 49

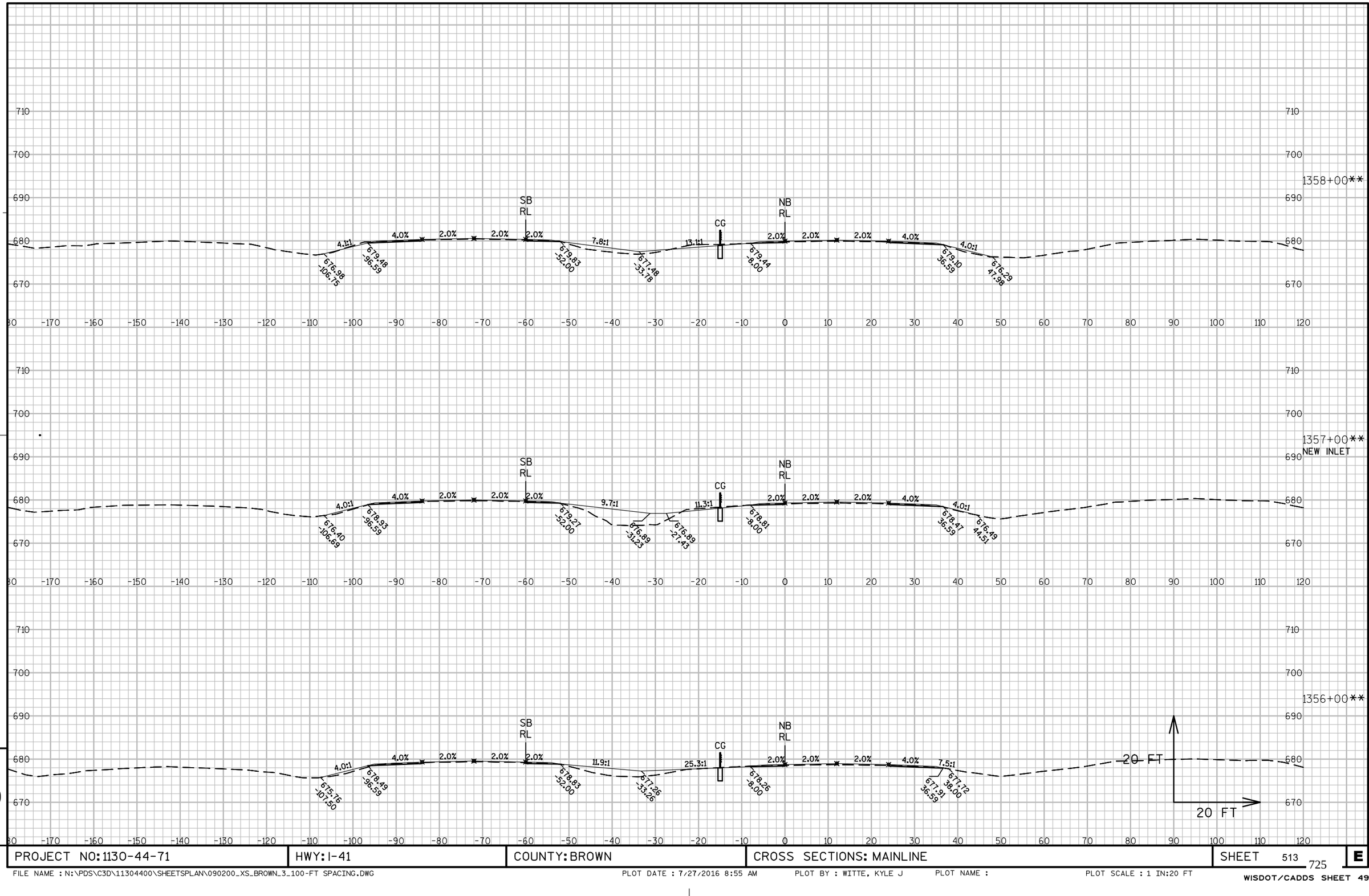
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 512 724	E

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WISDOT/CADDS SHEET 49

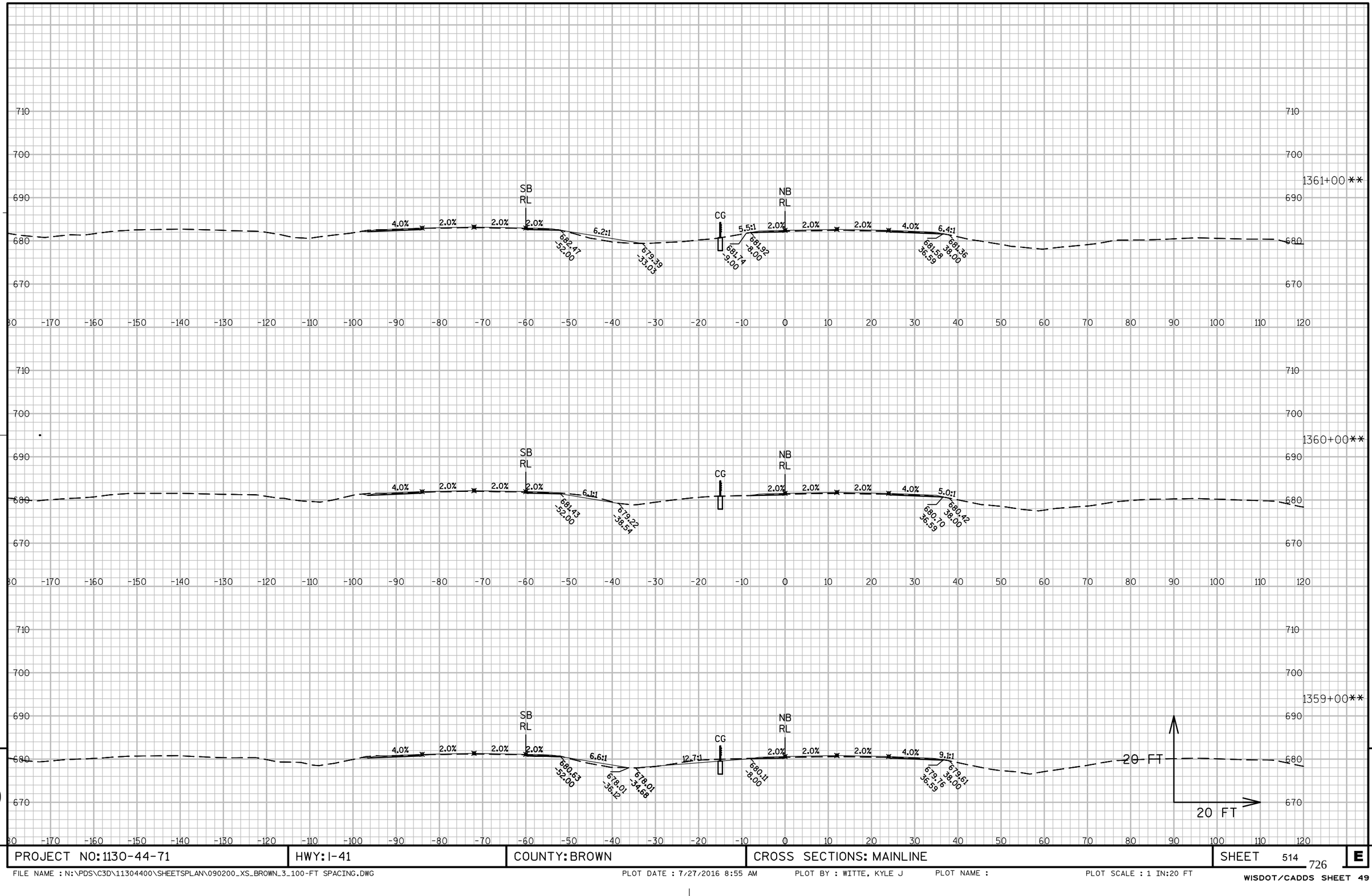


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 513 725	E

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PLOT BY : WITTE, KYLE J
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

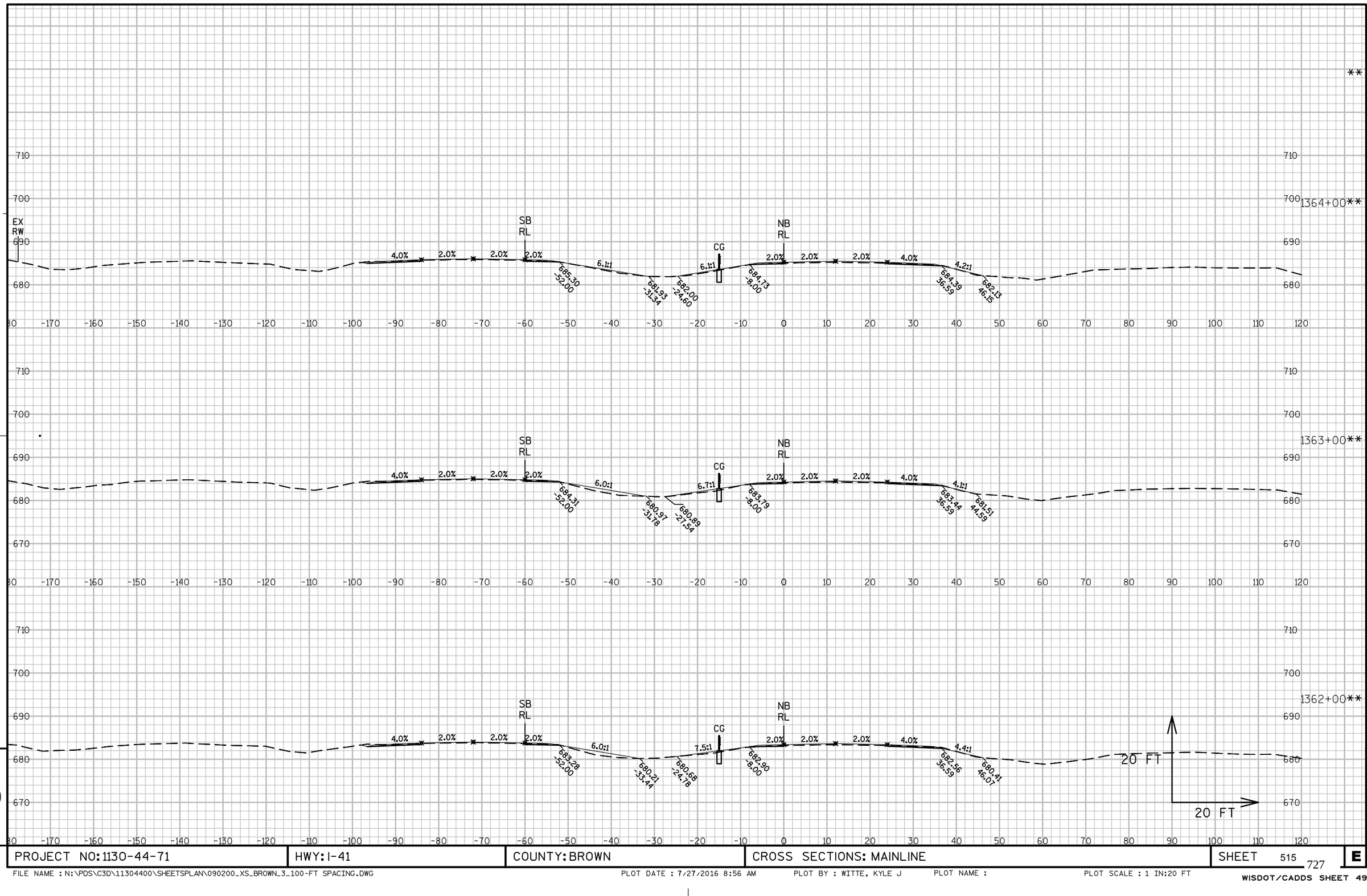


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 514 726	E

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PLOT BY : WITTE, KYLE J
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

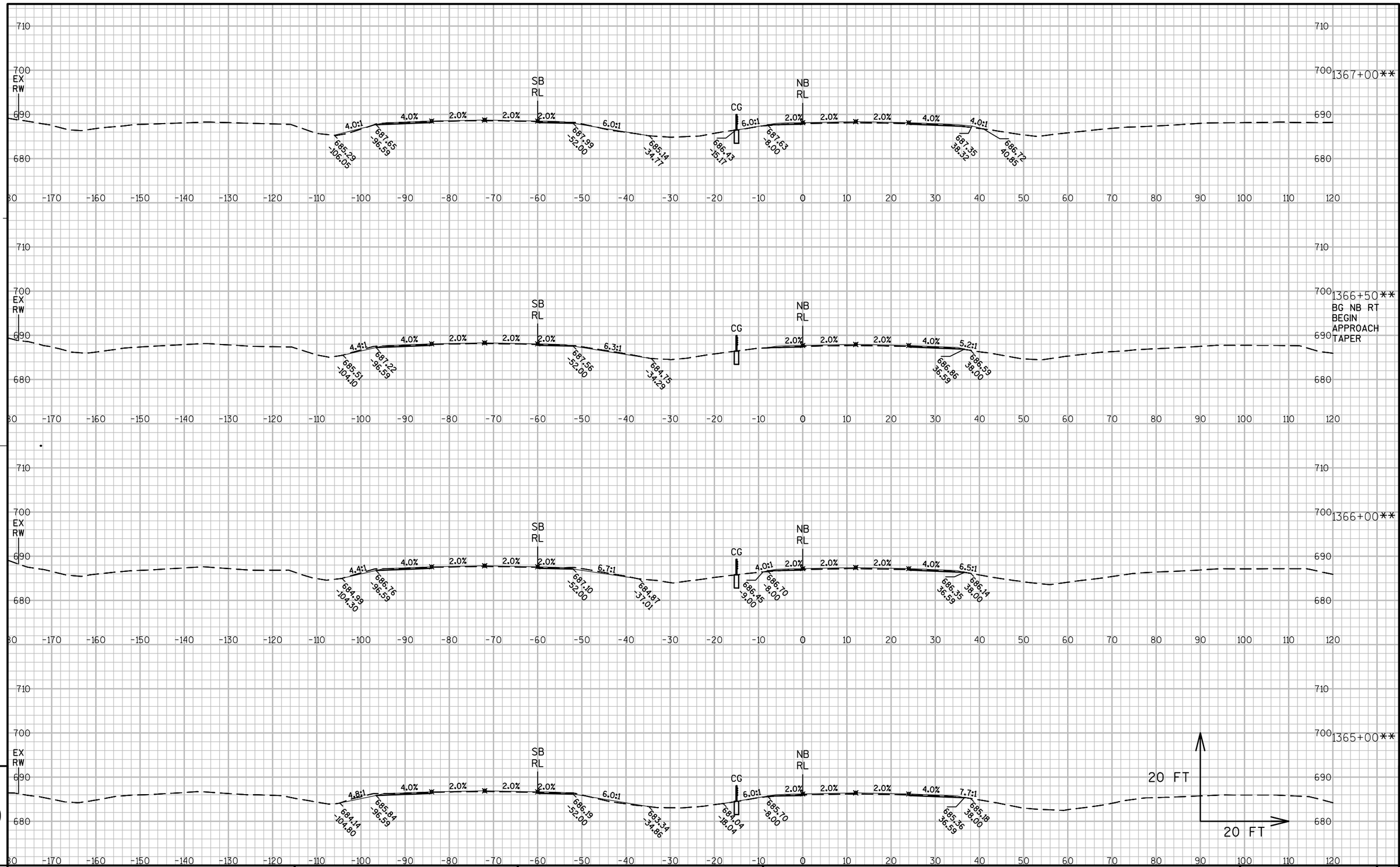


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 515 727	E

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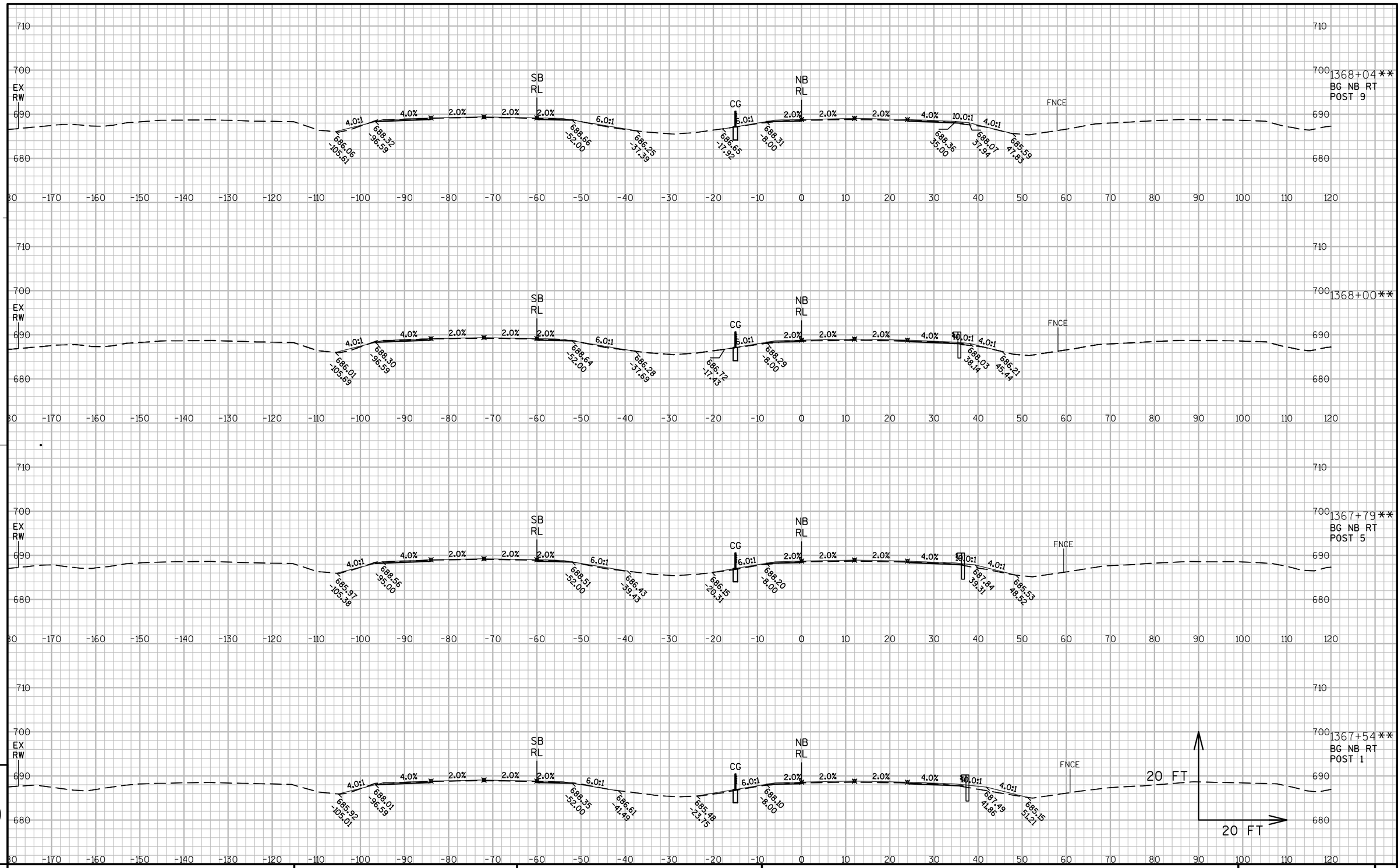
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 516 728 E

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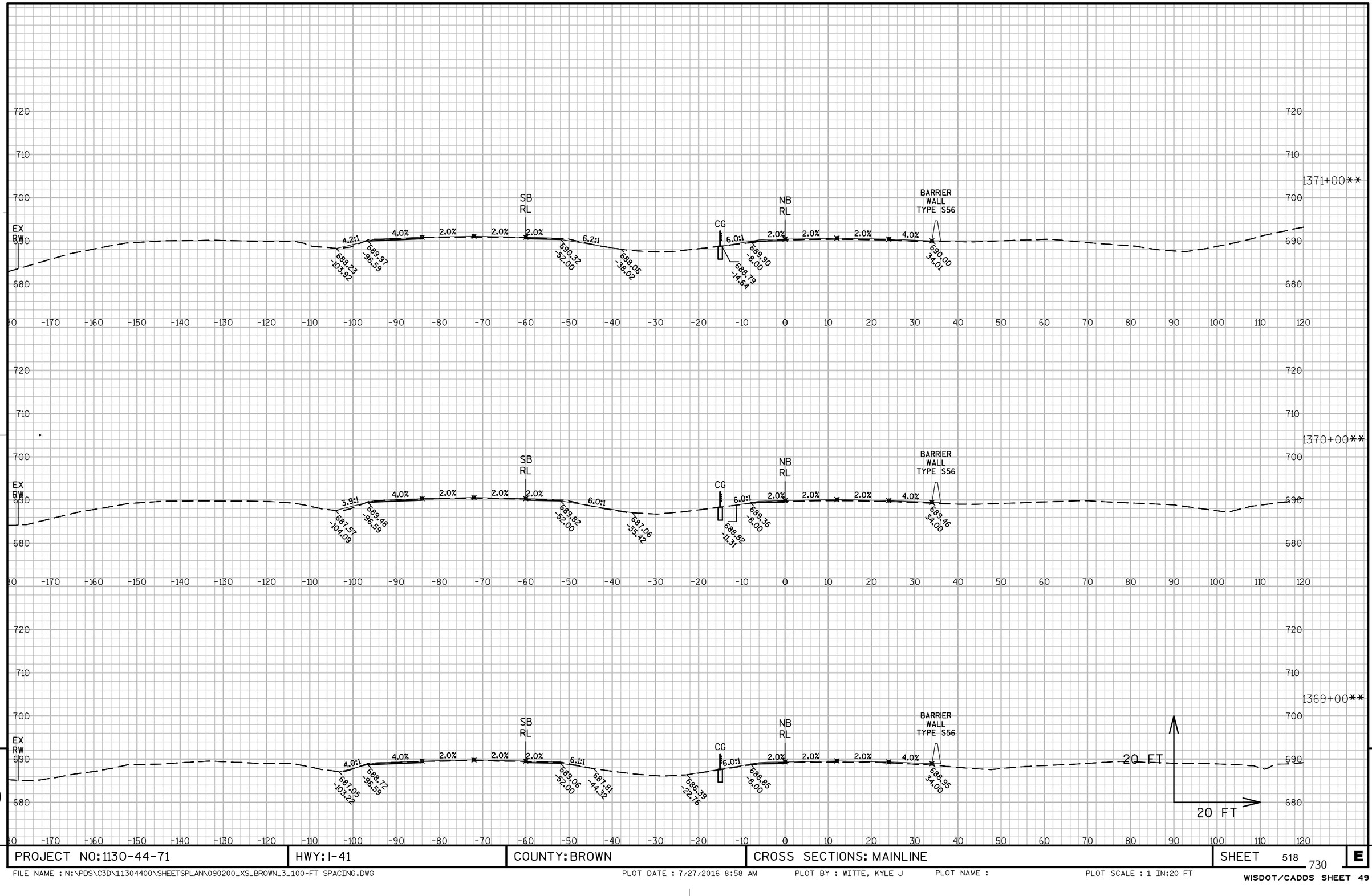
WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 517 729	E



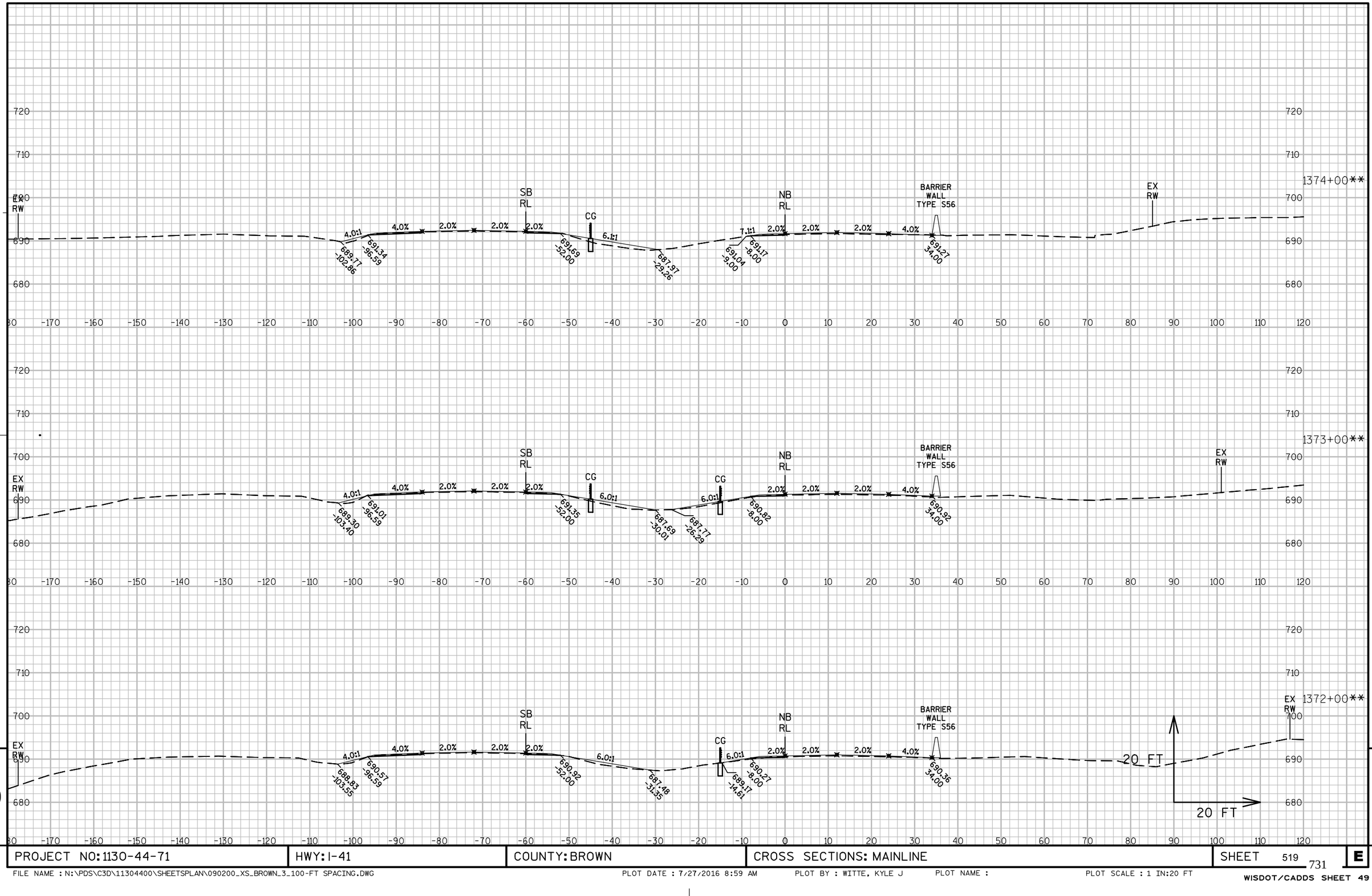
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 518 730	E

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WISDOT/CADDS SHEET 49

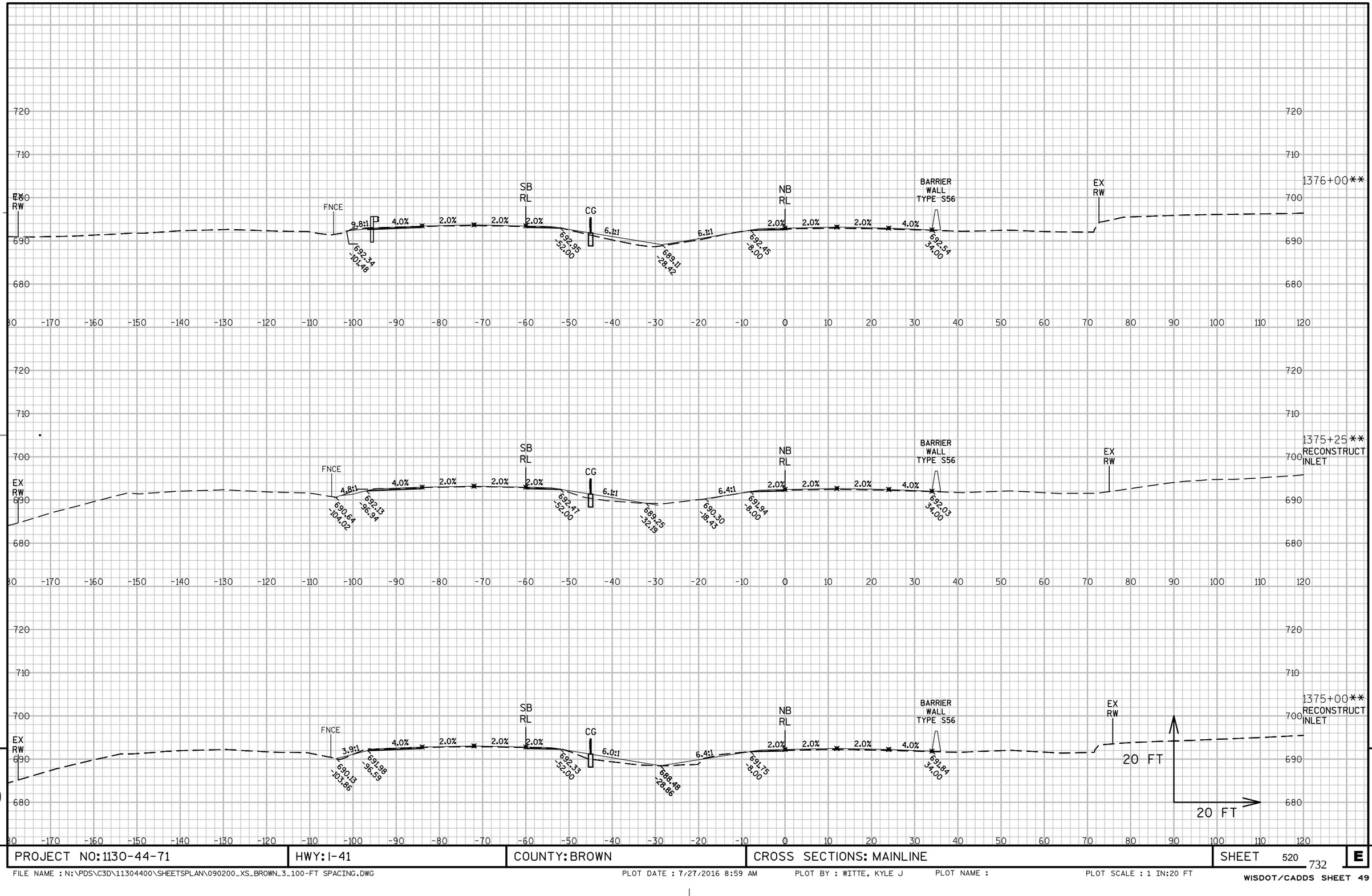


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 519 731	E

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PLOT BY : WITTE, KYLE J
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

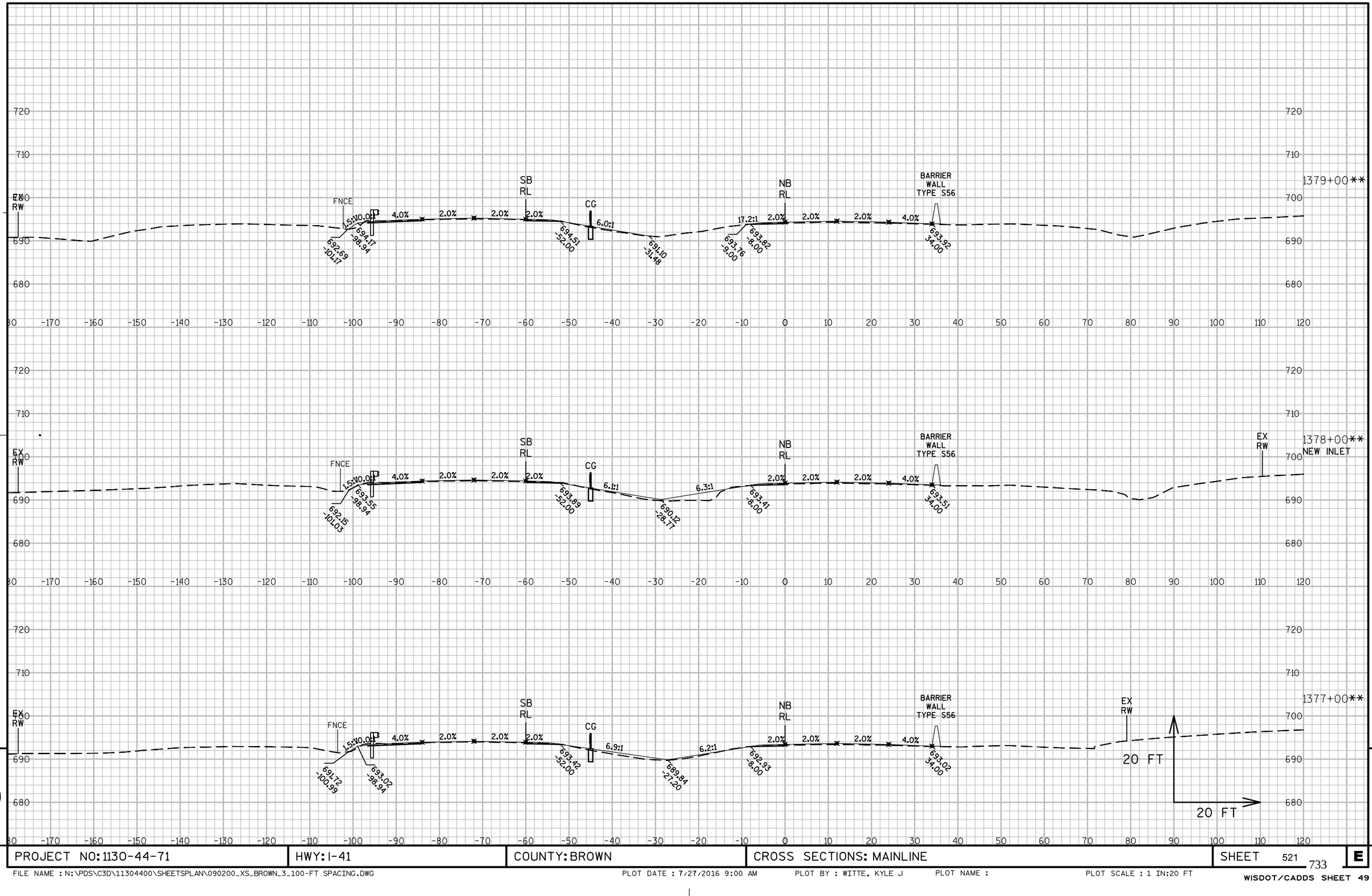


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 520 732	E

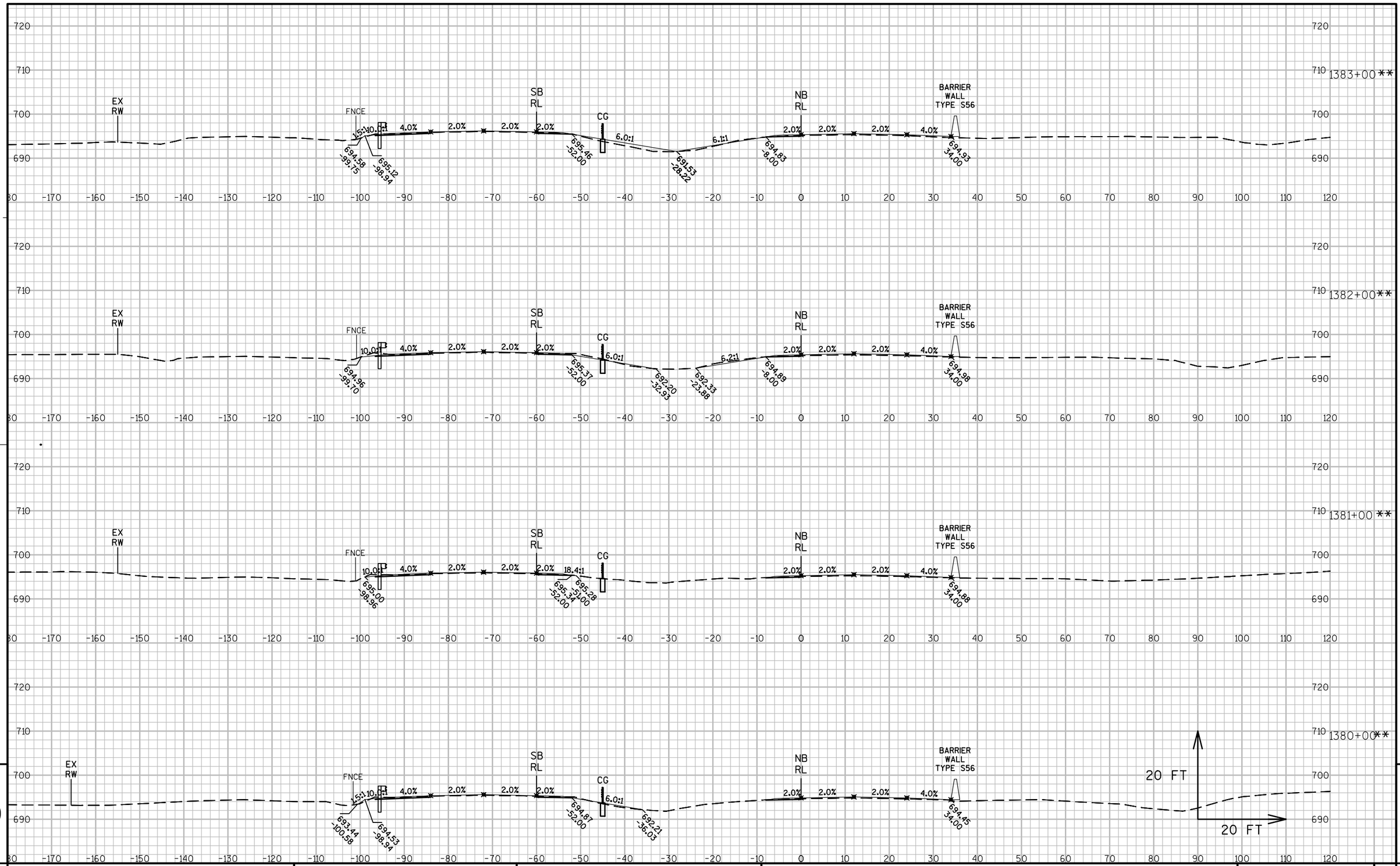
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PLOT DATE : 7/27/2016 8:59 AM
PLOT BY : WITTE, KYLE J
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 521 733	E



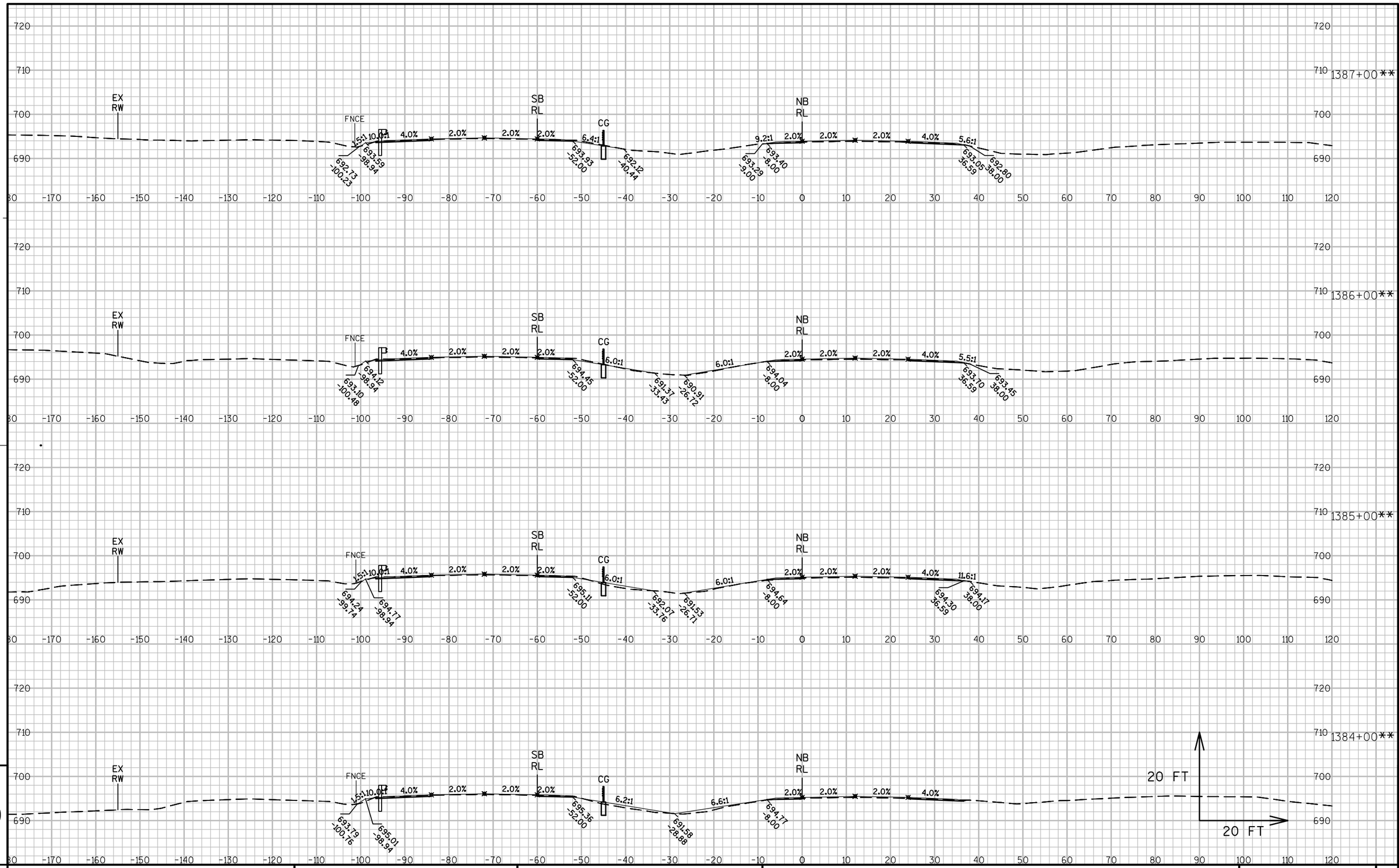
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 522 734	E

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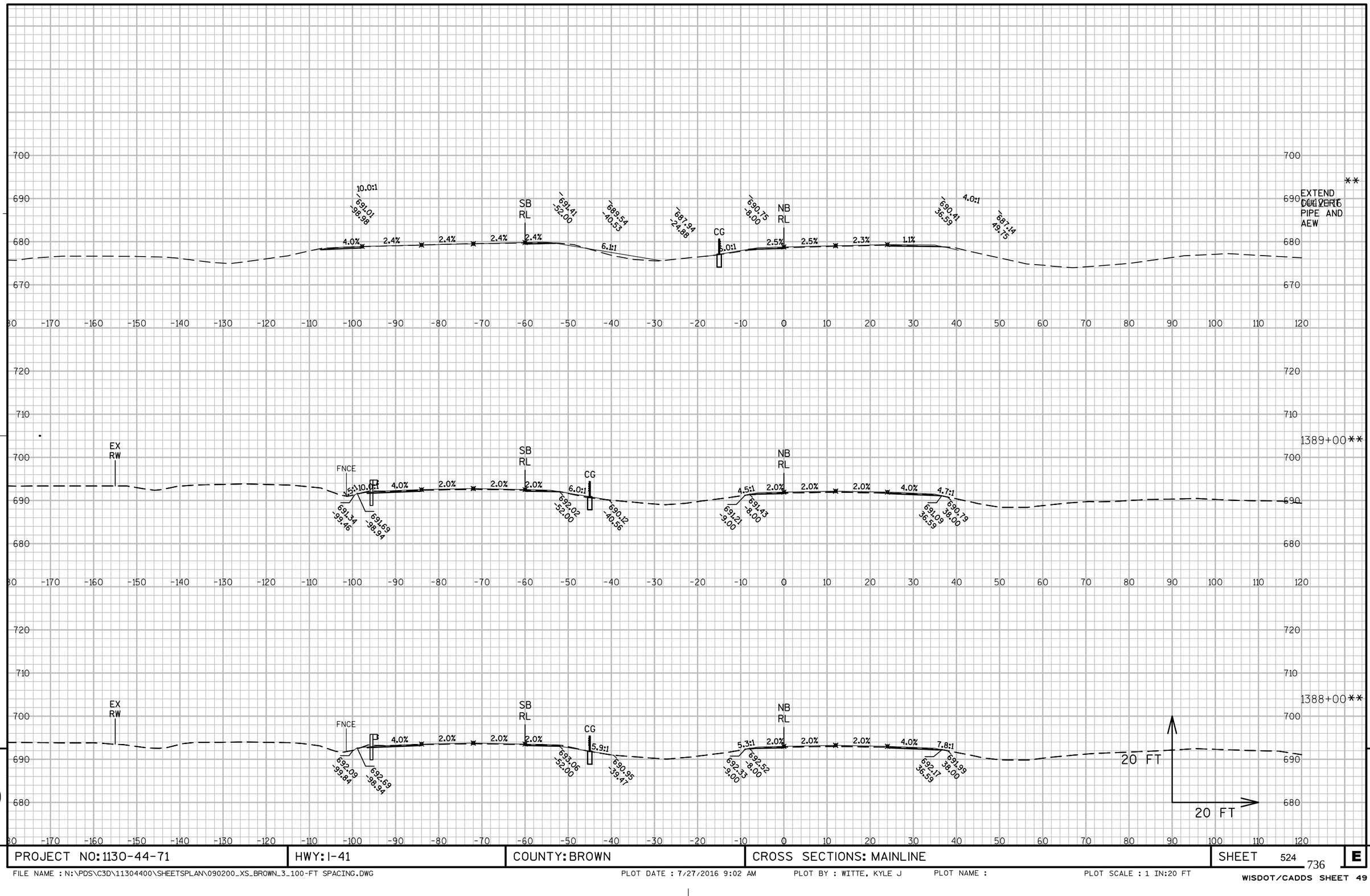
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 523 735	E

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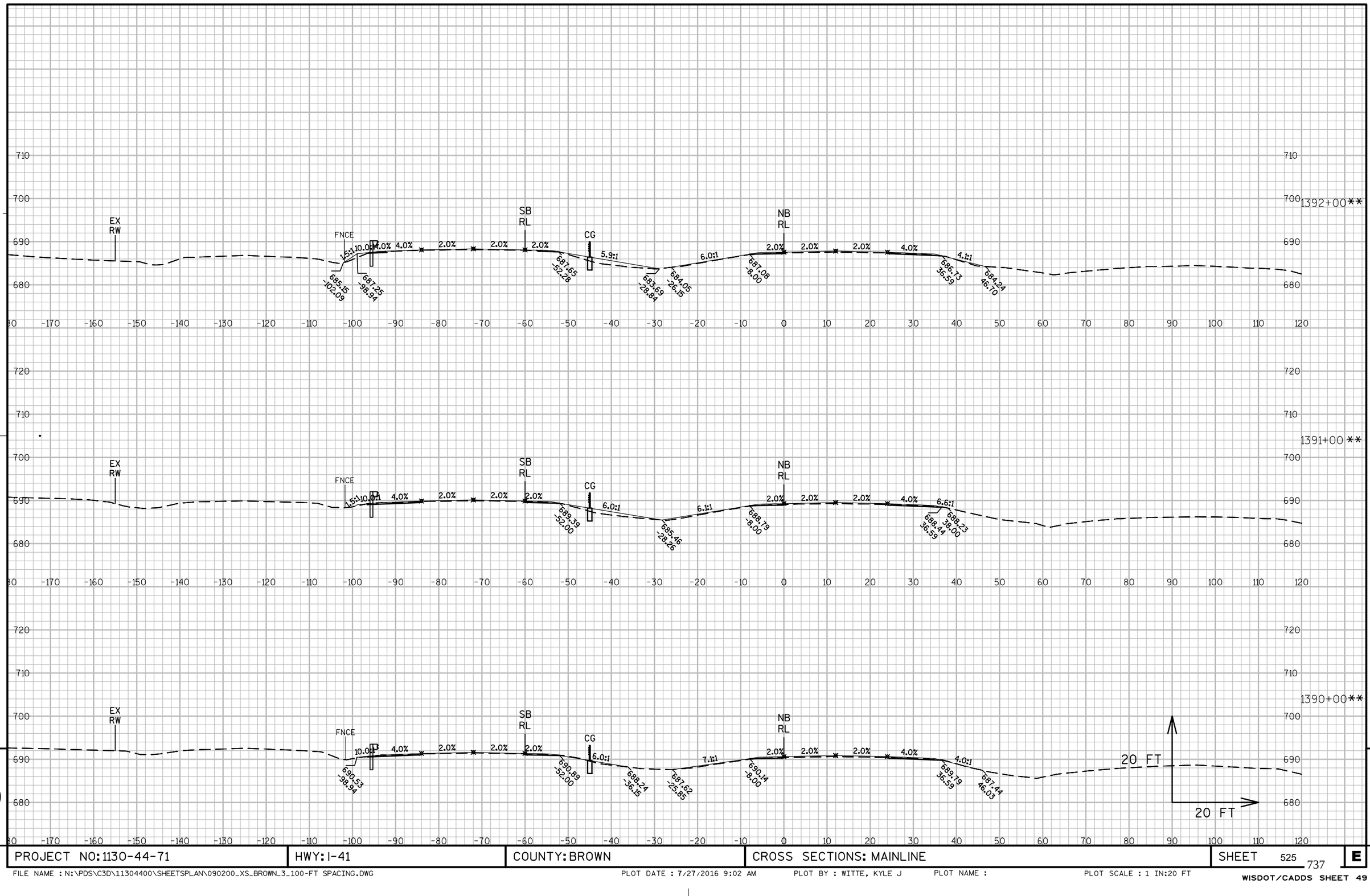
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 524 736	E

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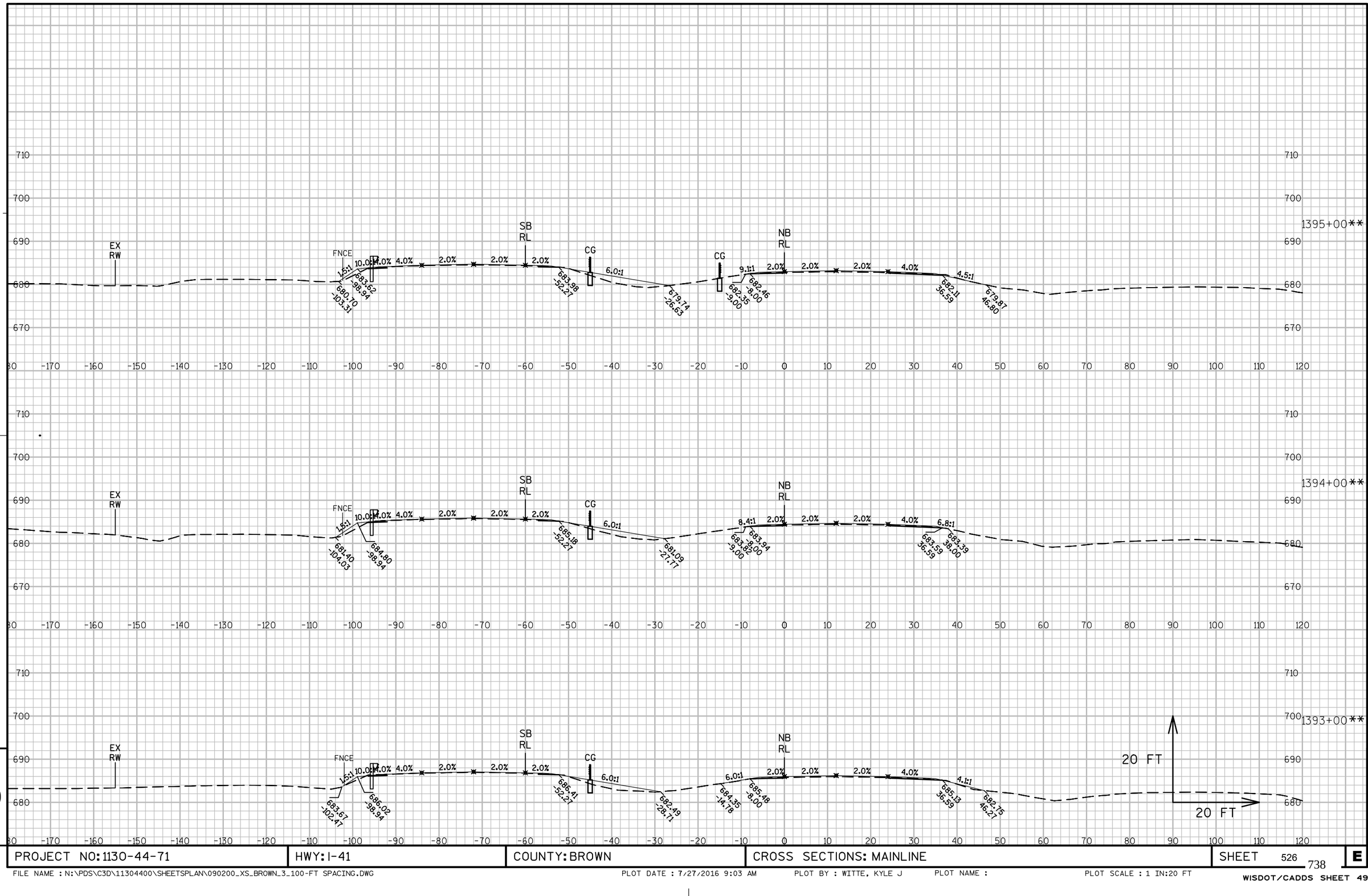
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 525 737	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:02 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



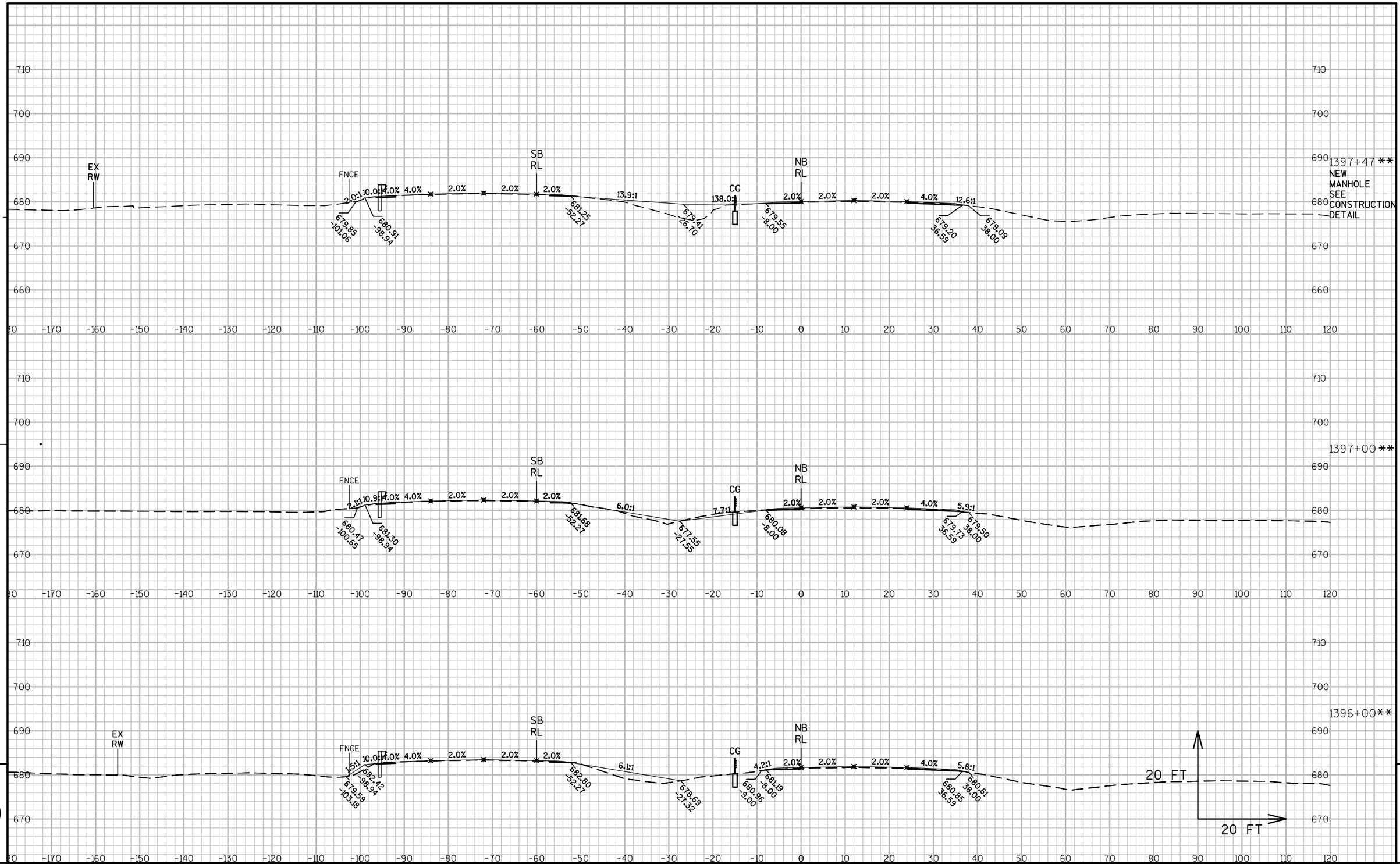
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 526 738	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:03 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 527 739	E

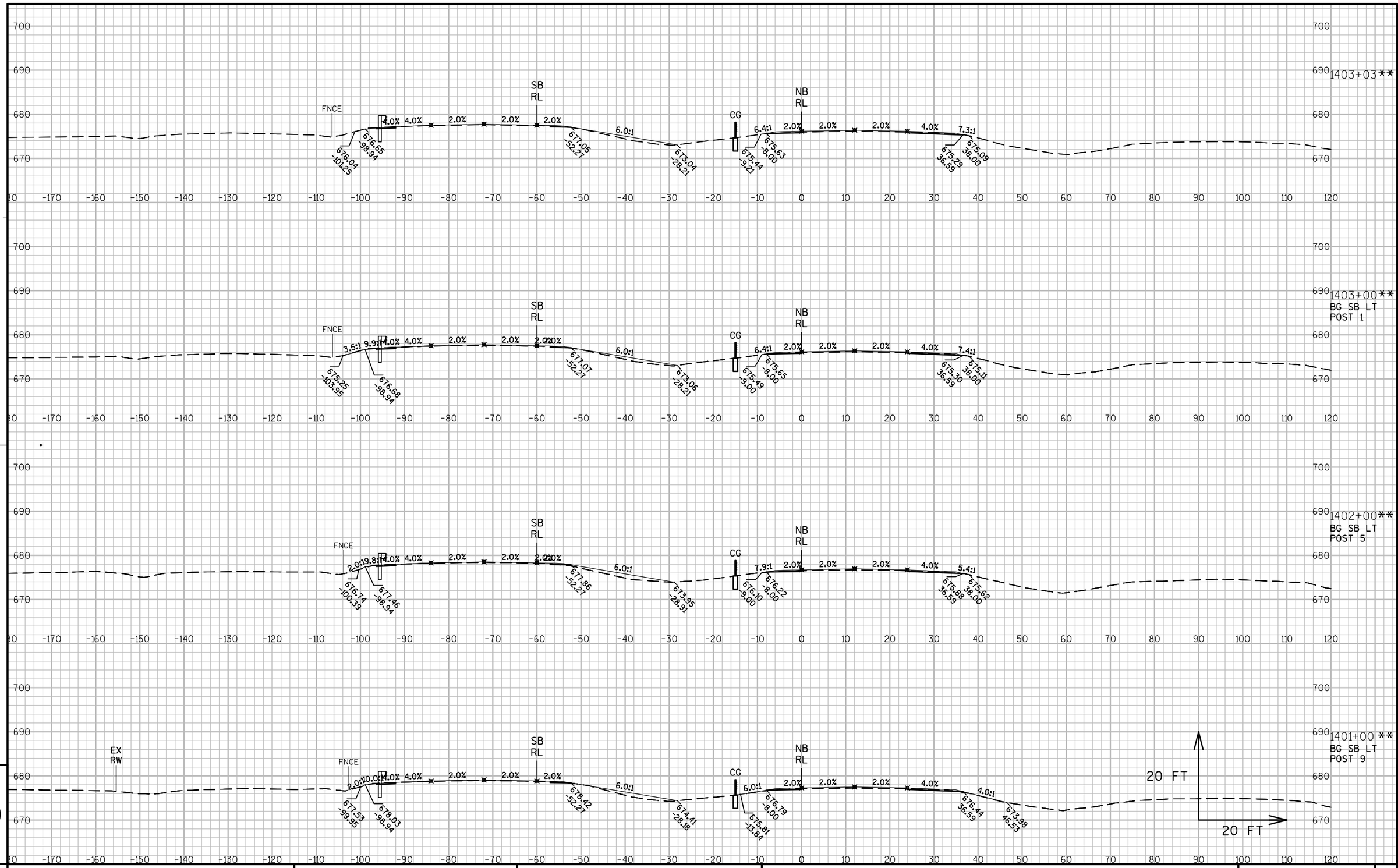
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WISDOT/CADDS SHEET 49

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 528 740	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:04 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

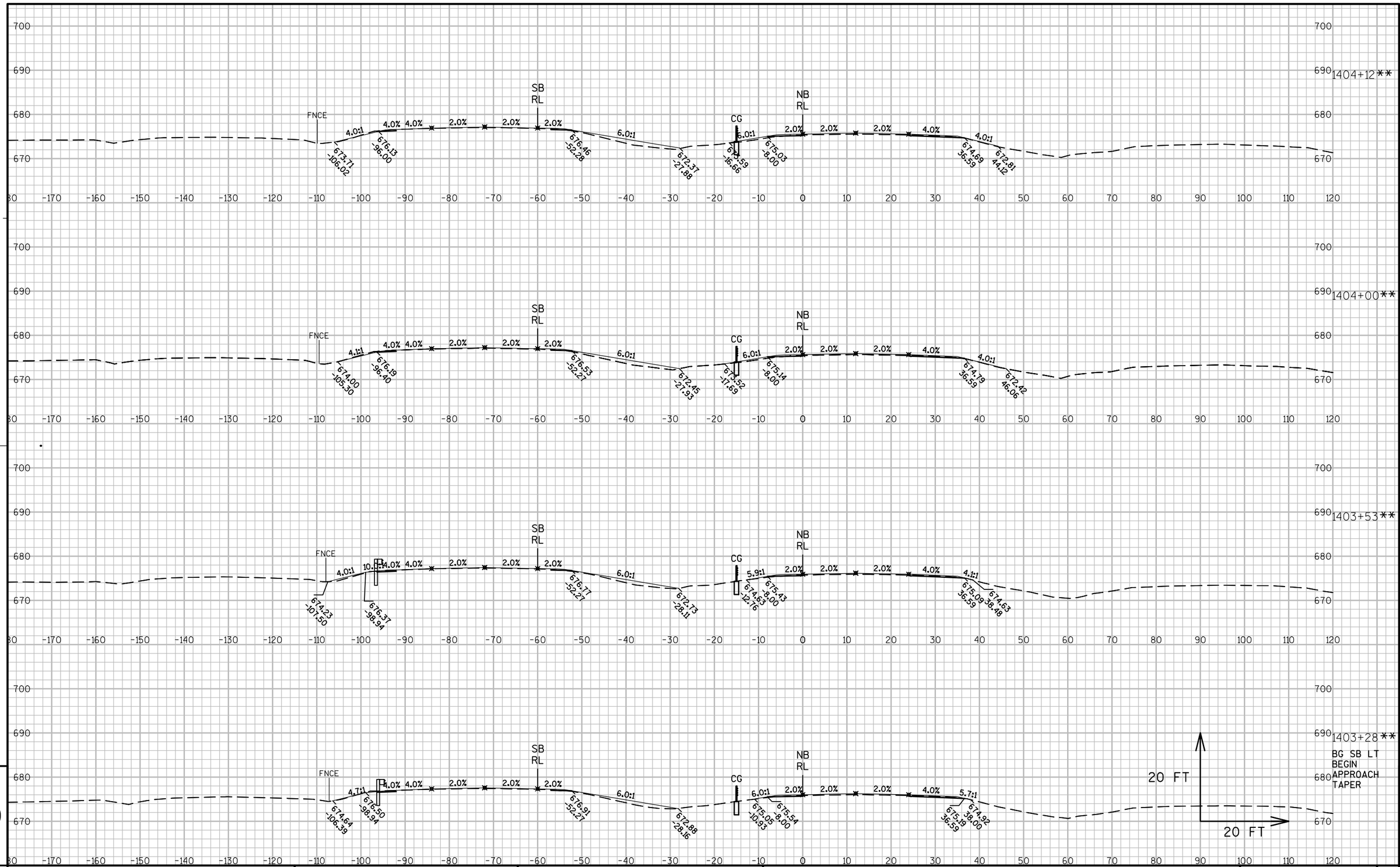
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 529 741	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:05 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

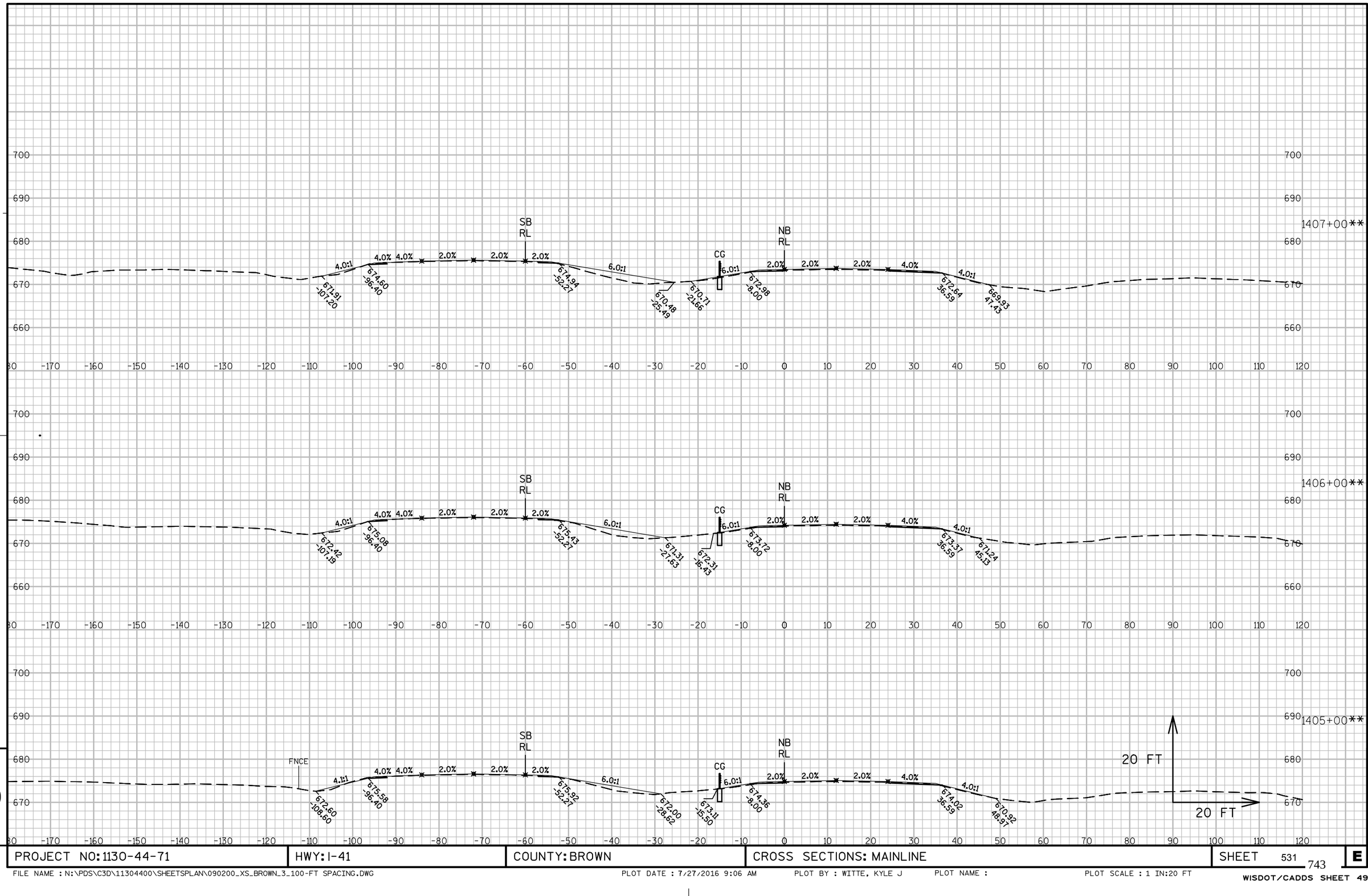
WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 530 742	E



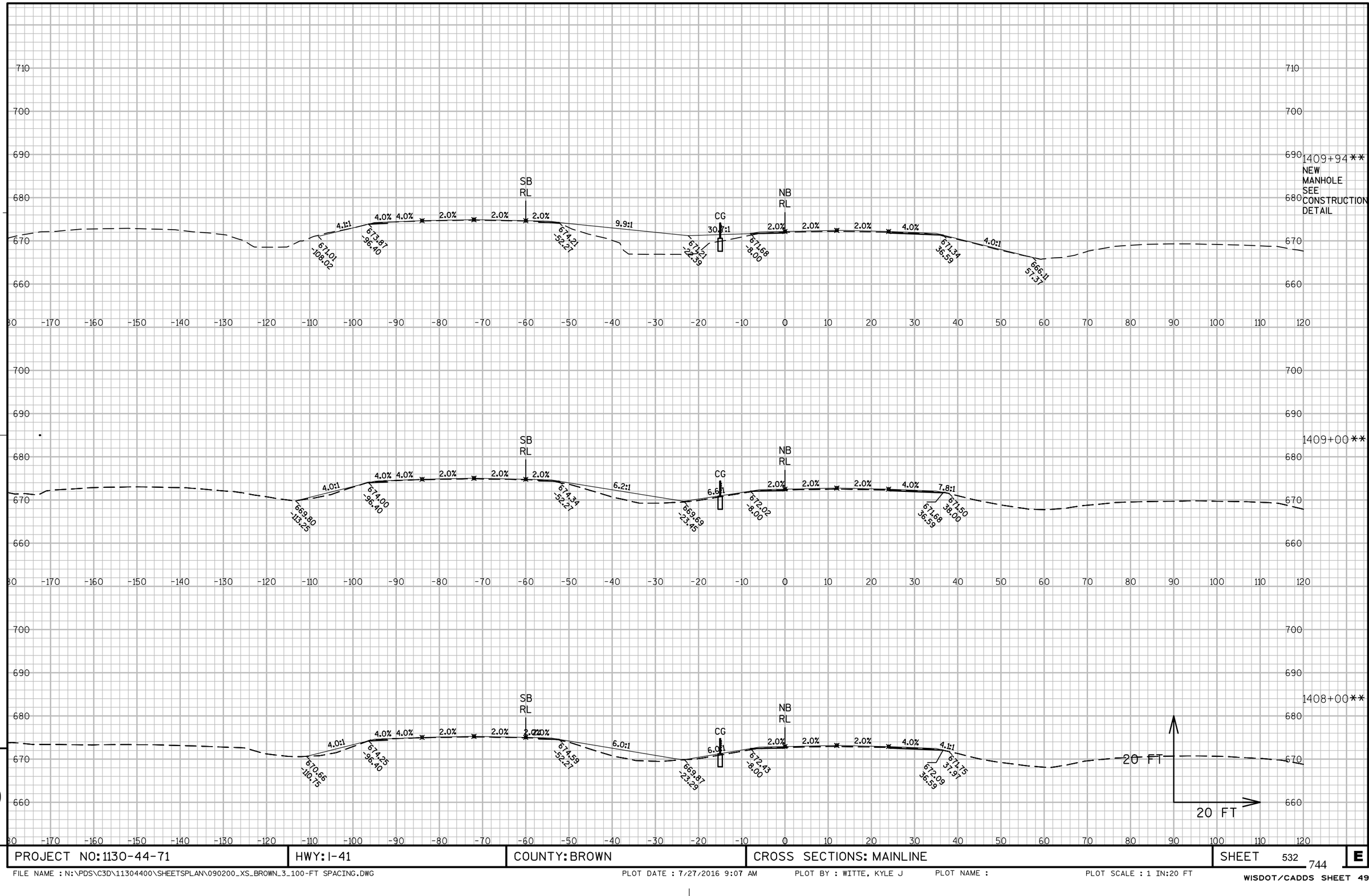
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 531	E

743

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:06 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

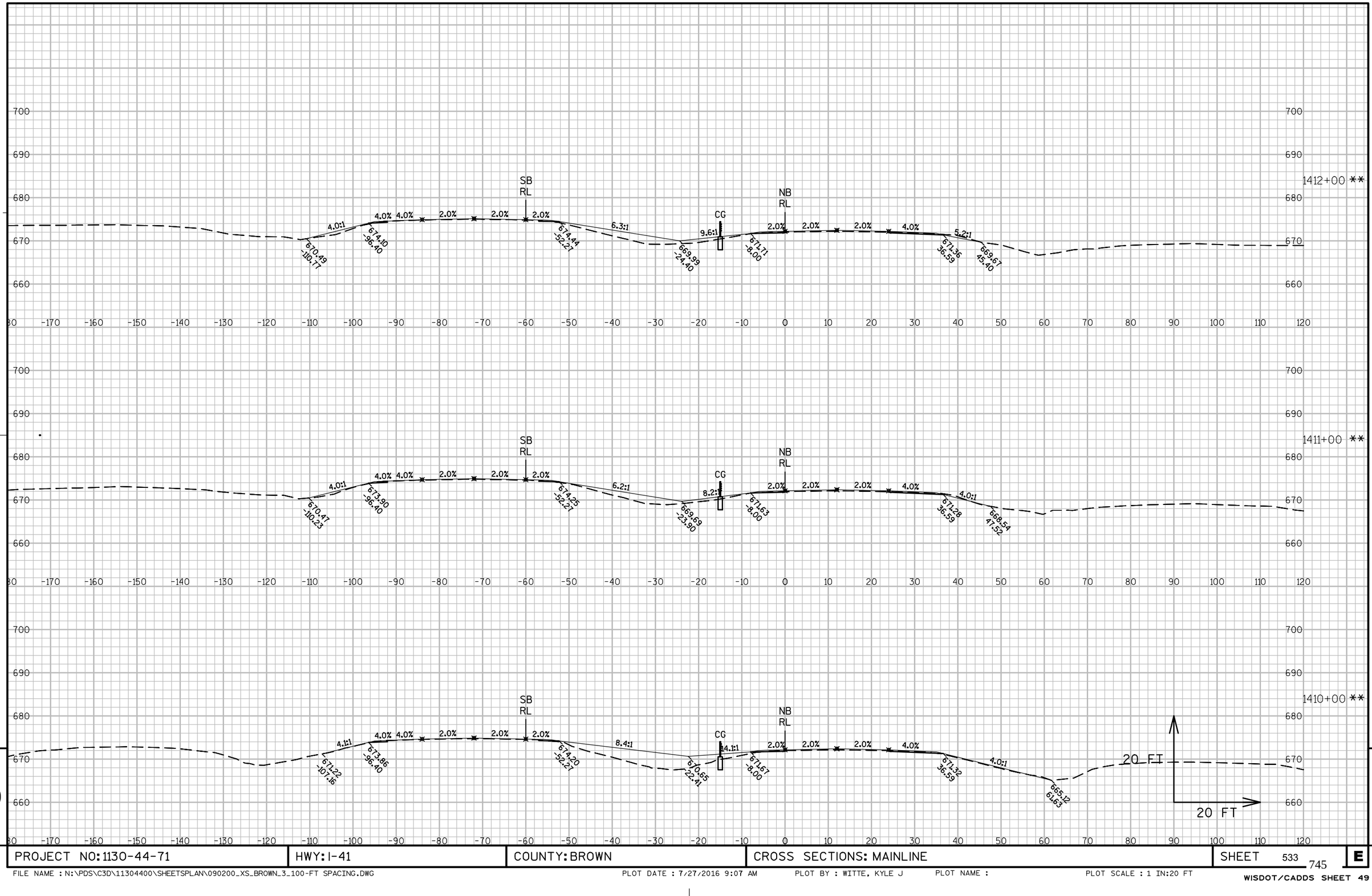
WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71 | HWY: I-41 | COUNTY: BROWN | CROSS SECTIONS: MAINLINE | SHEET 532 744 | E



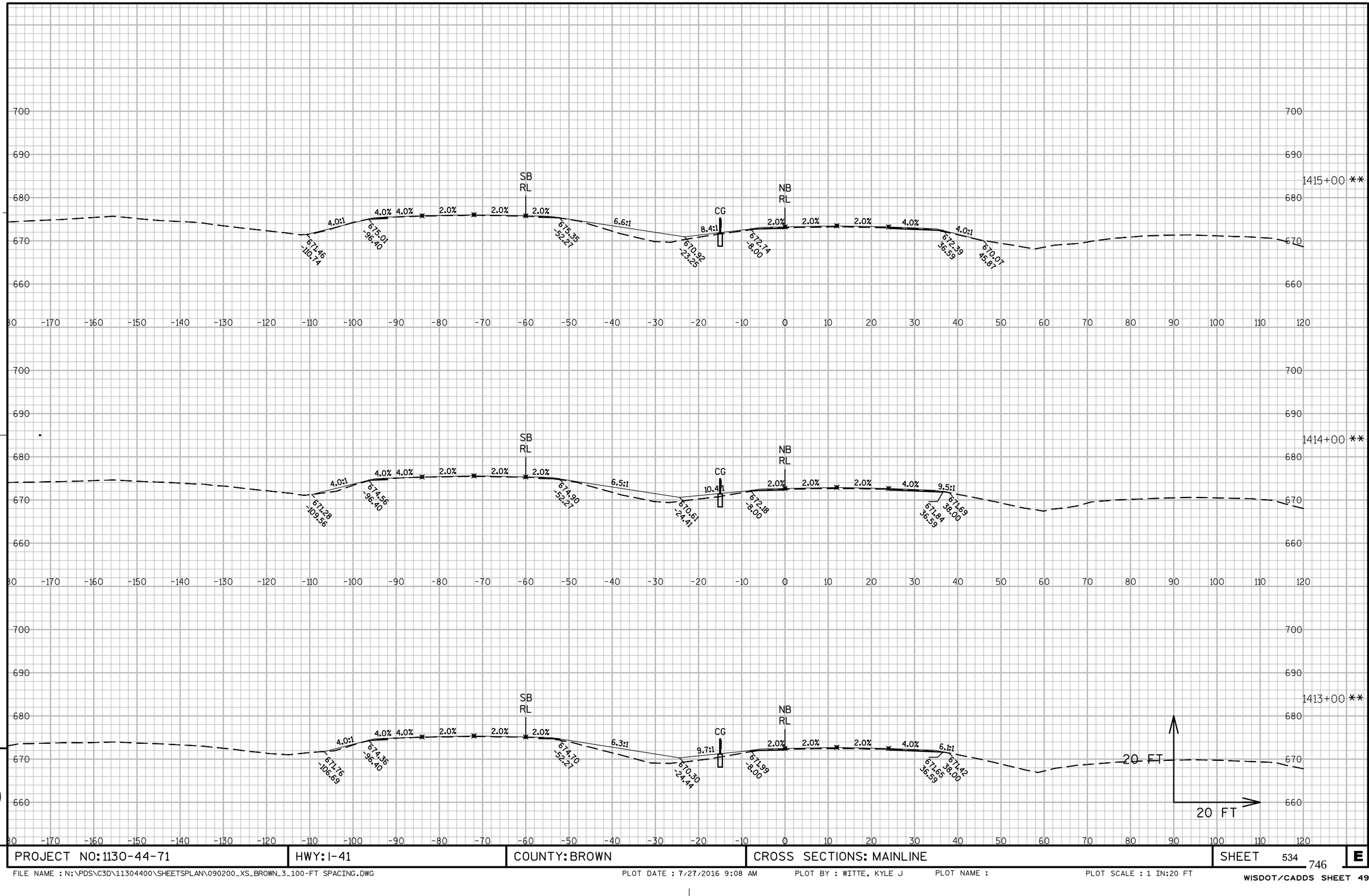
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 533 745	E

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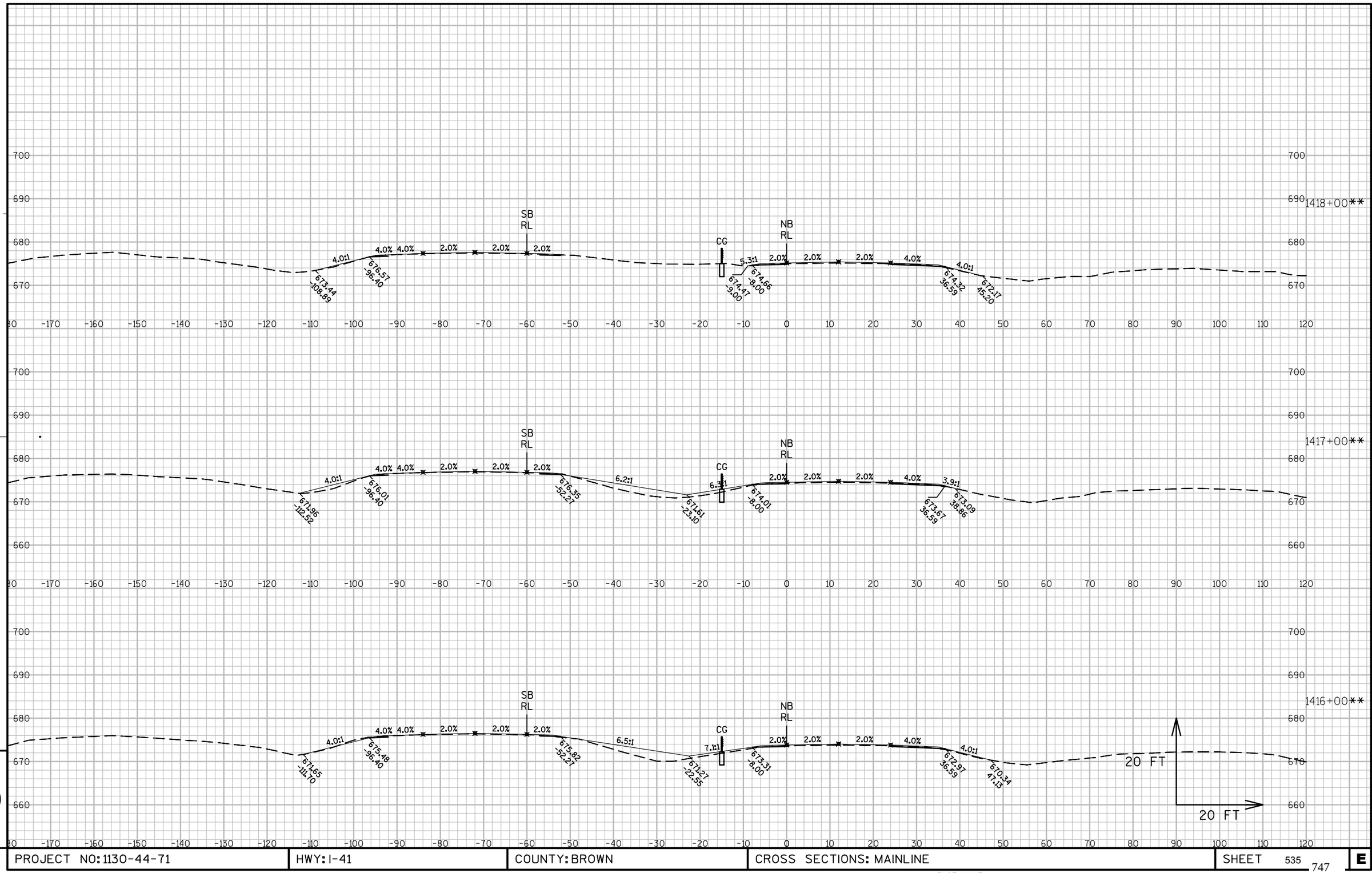
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 534 746	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:08 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

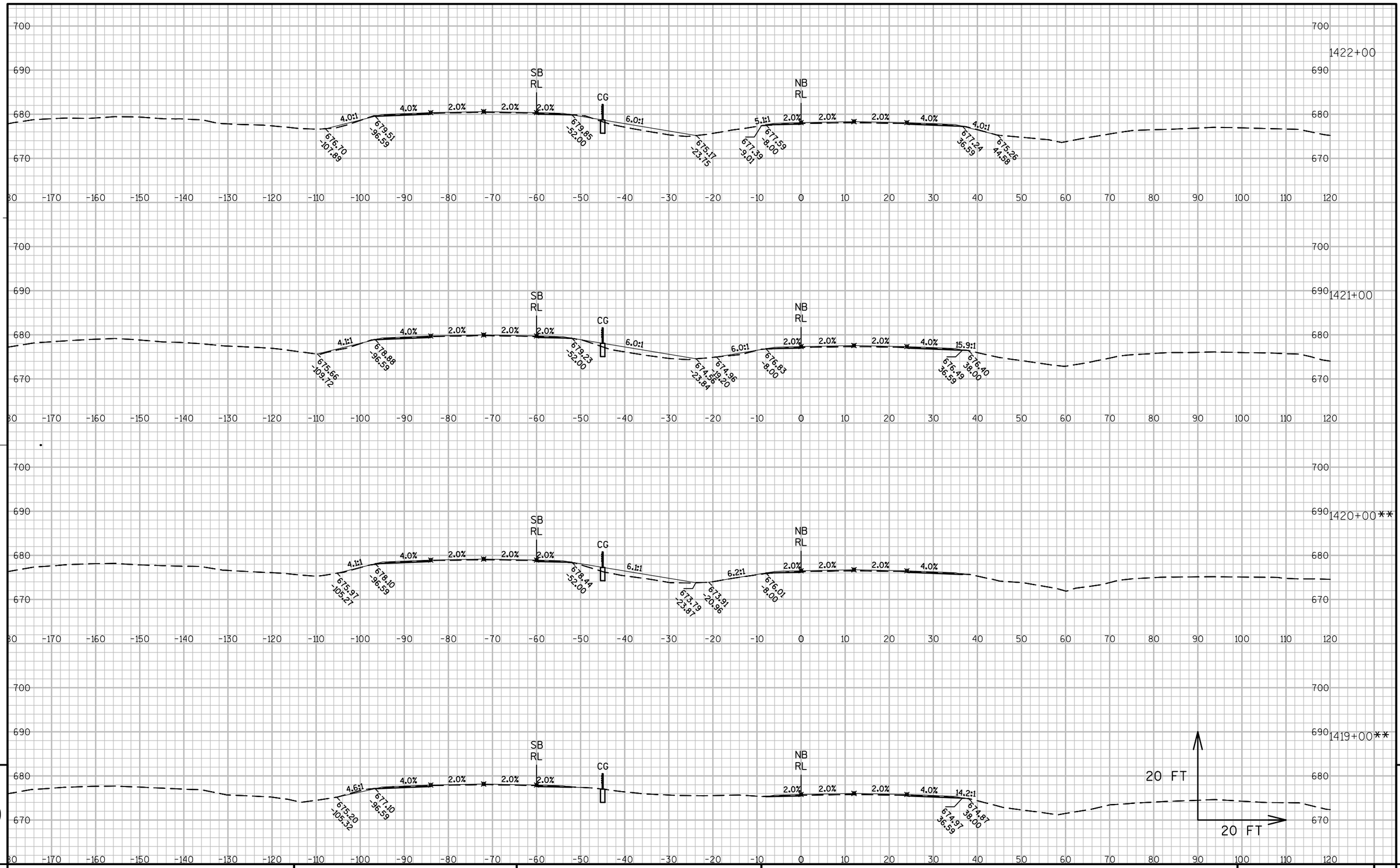
WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 535 747	E

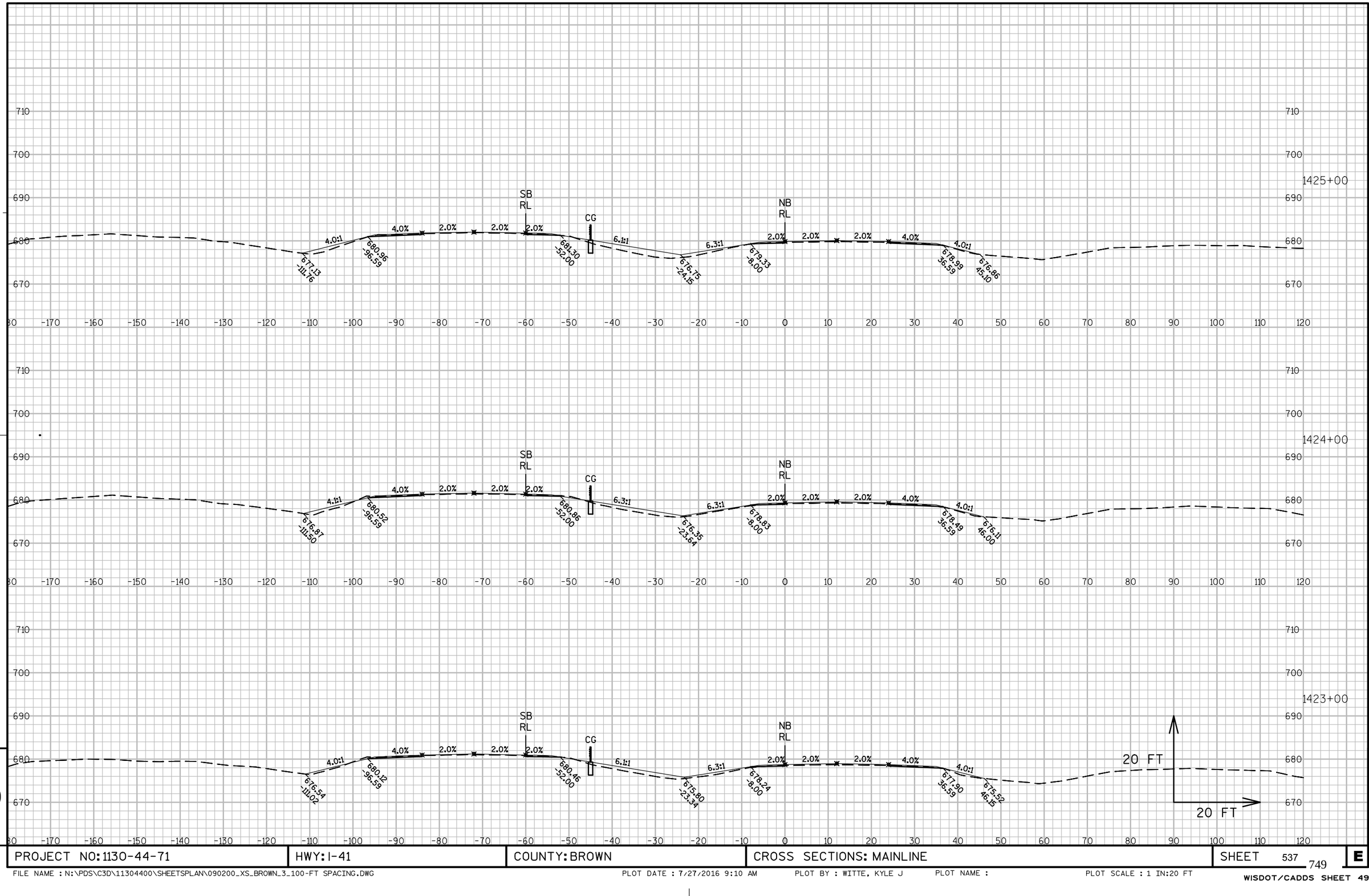


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 536 748	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:09 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

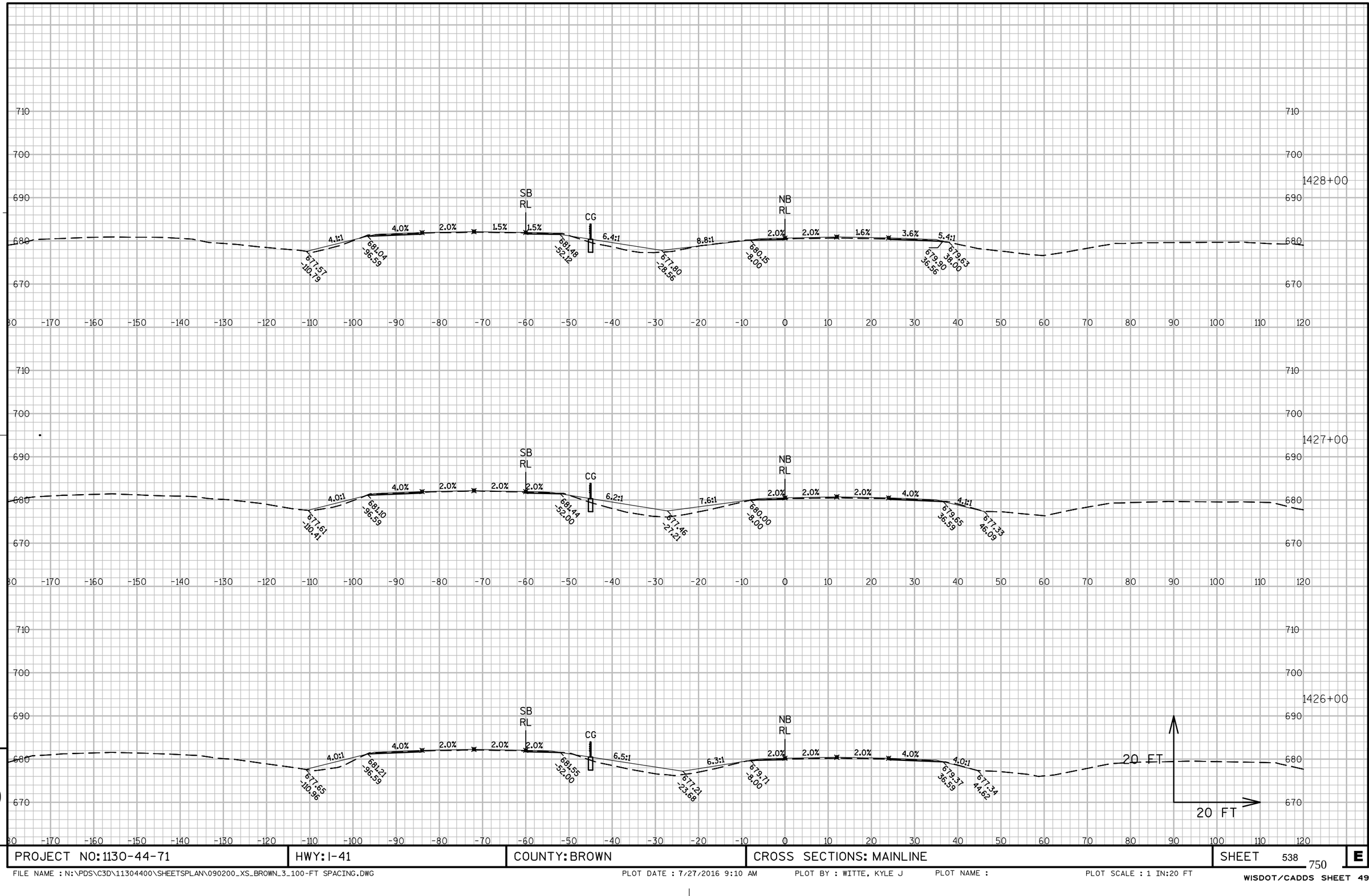


9 9

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 537 749	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:10 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

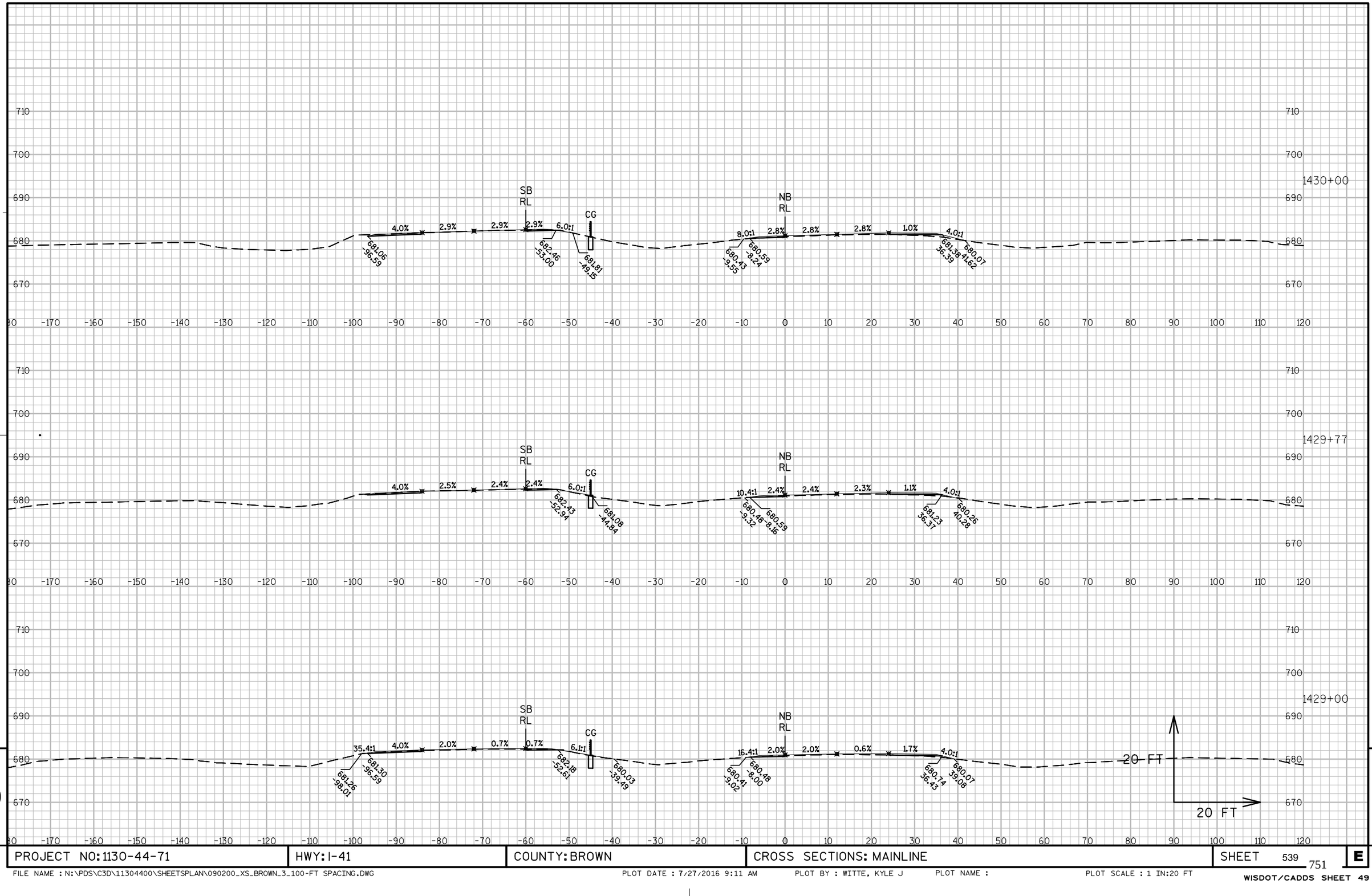
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 538 750 E

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WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 539 751	E

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FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:11 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

9

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 540 752	E

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FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:12 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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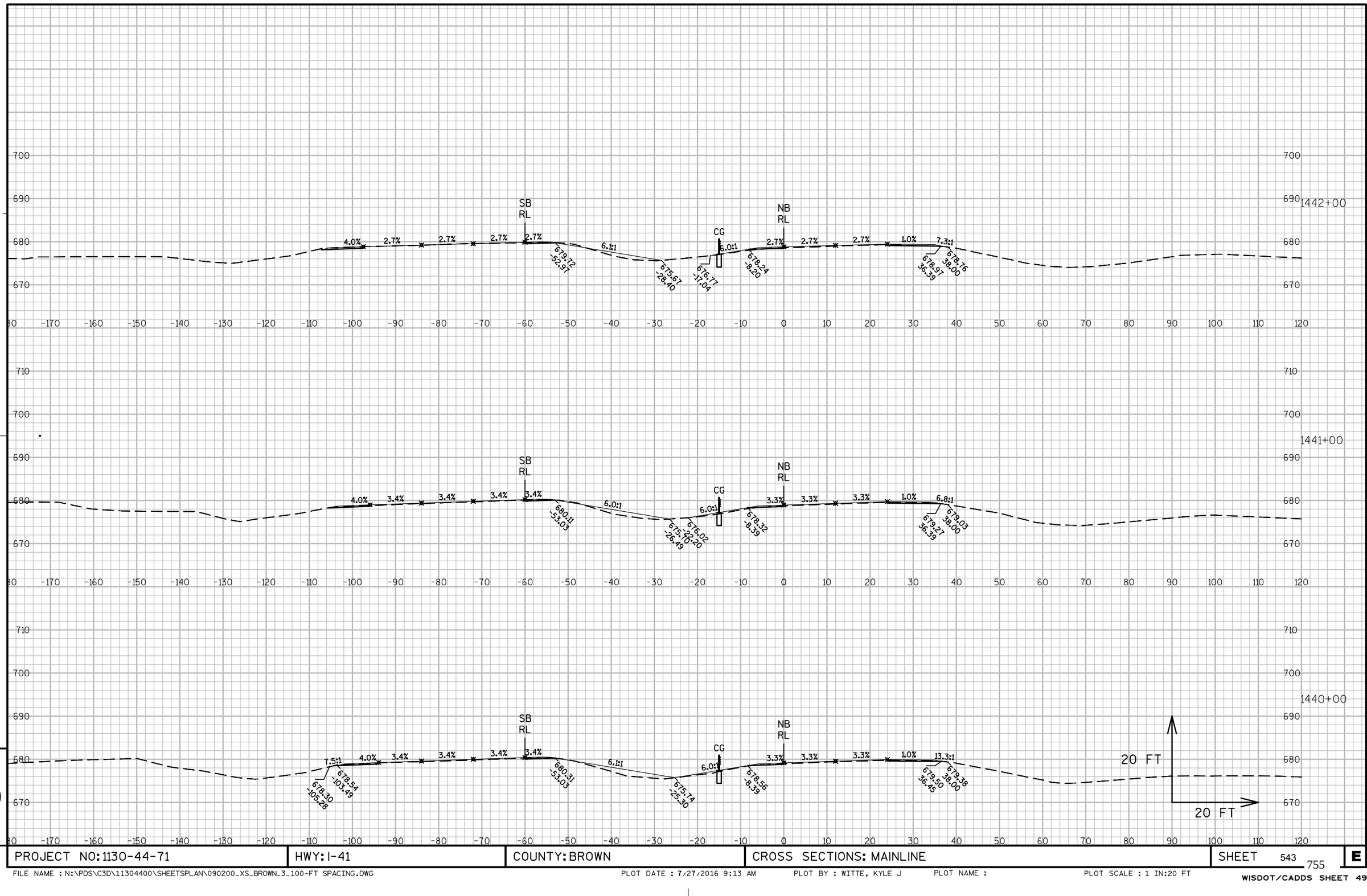
PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 541 753	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG
PLOT DATE : 7/27/2016 9:12 AM
PLOT BY : WITTE, KYLE J
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 542 754	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:13 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



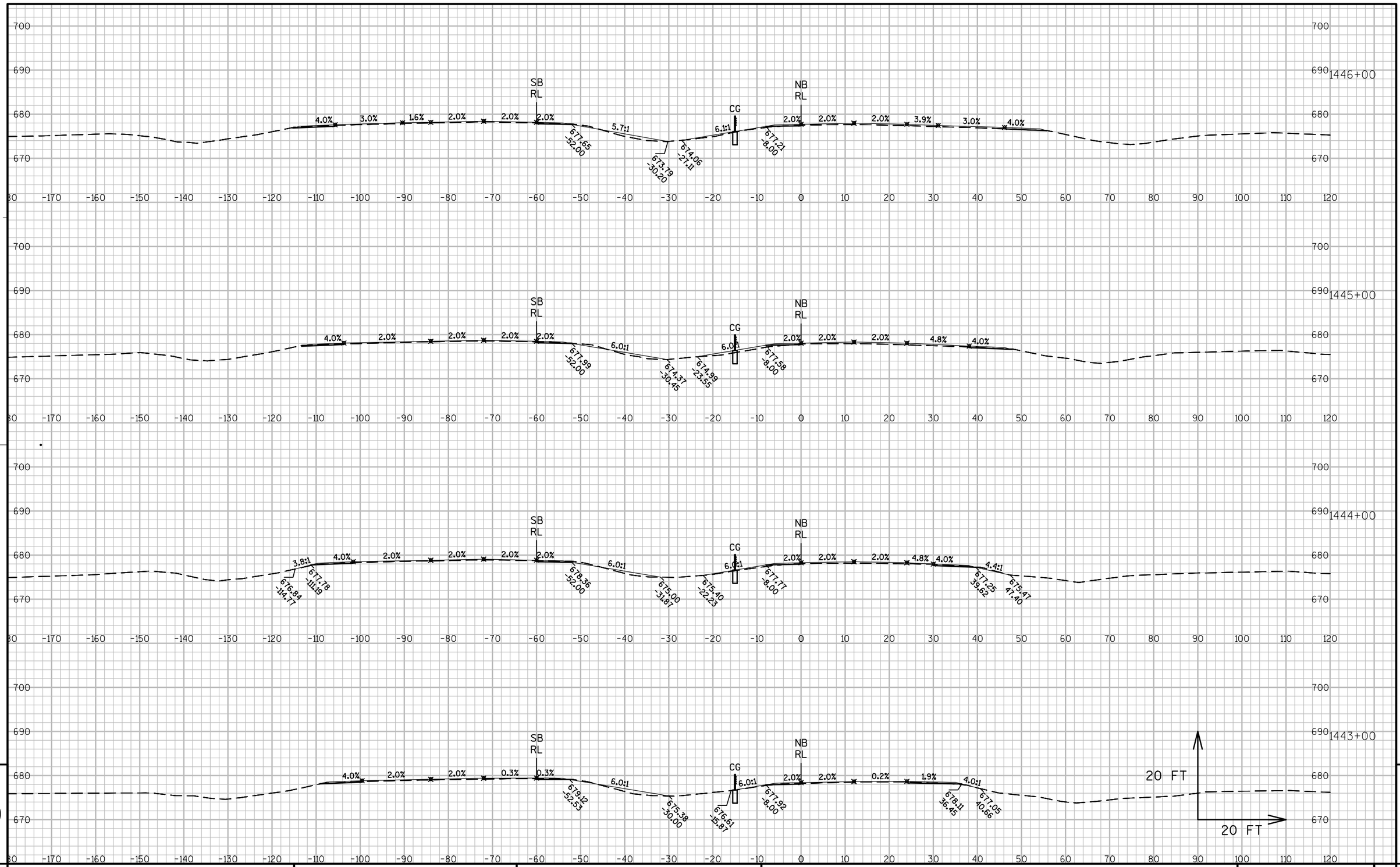
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 543 755	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:13 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



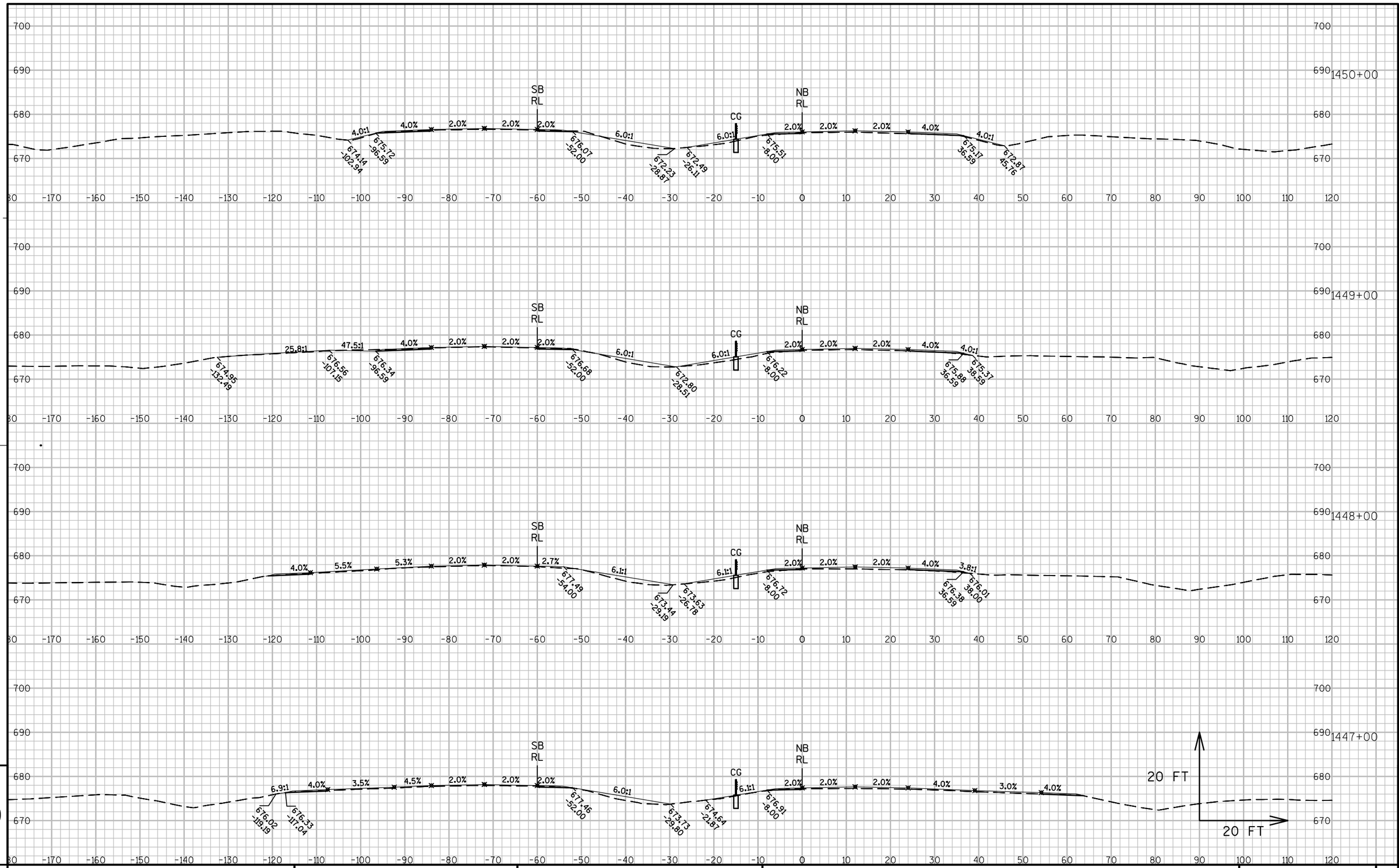
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 544	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:14 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



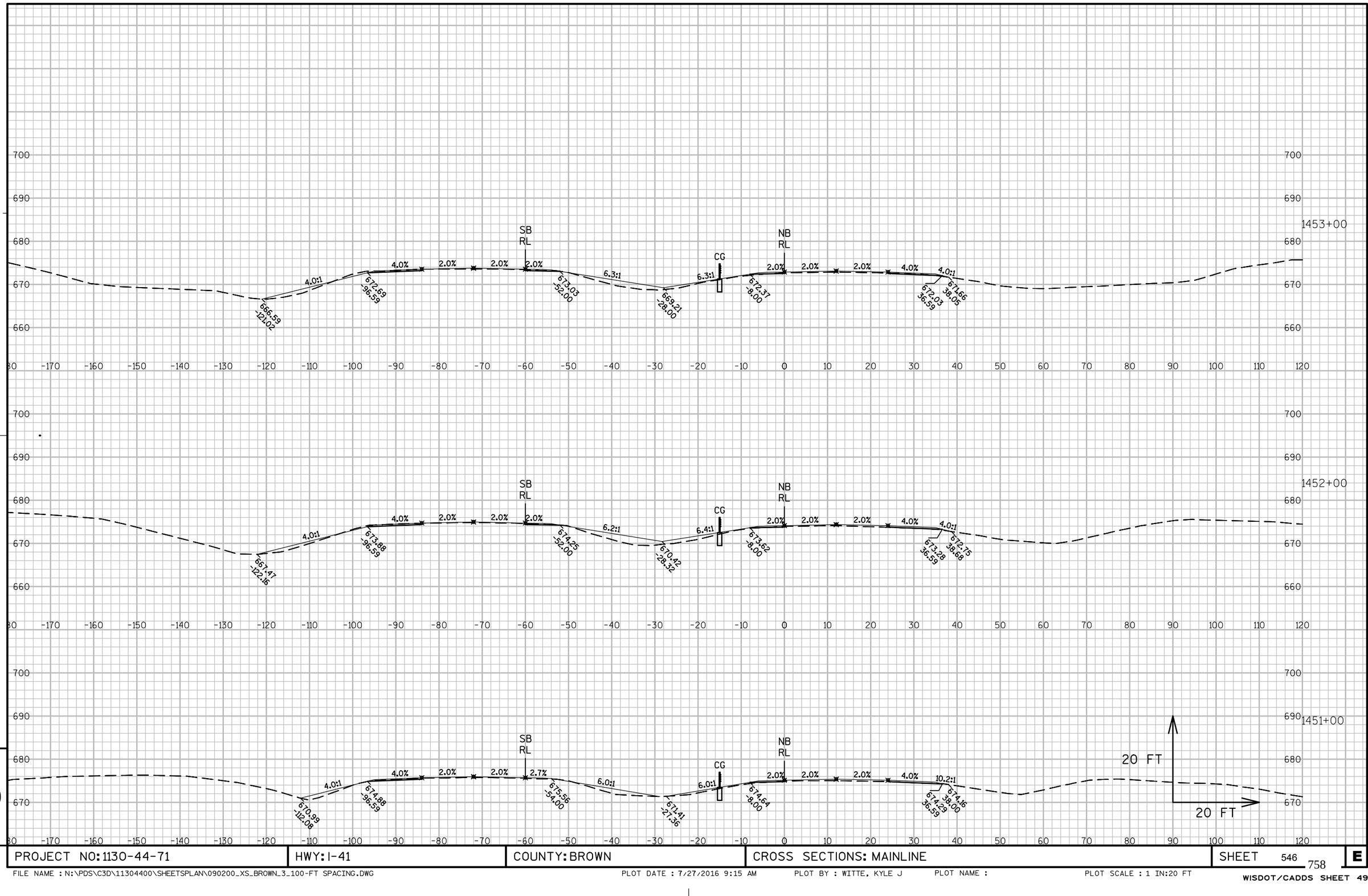
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 545 757	E

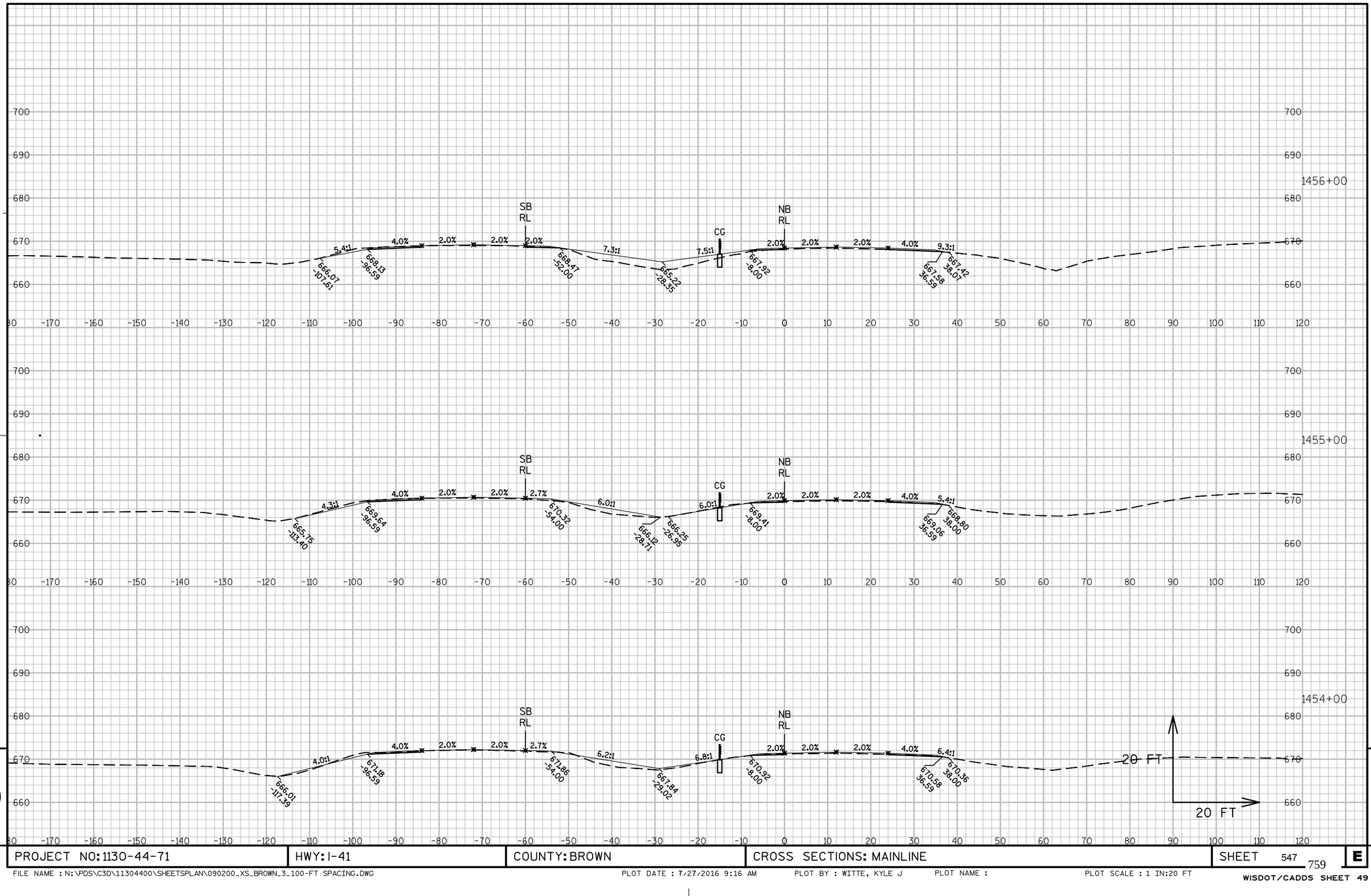
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WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 546 758	E



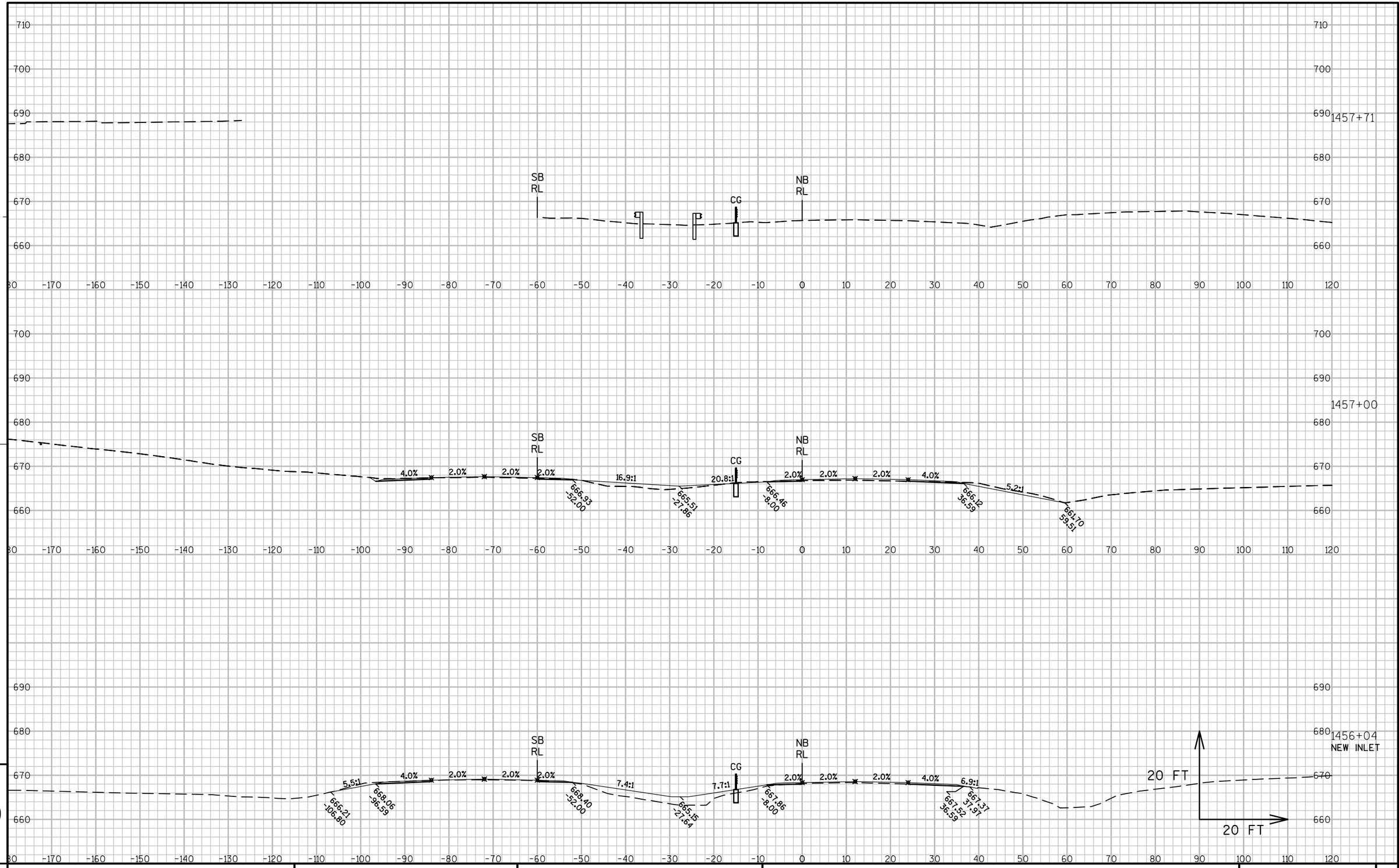
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 547 759	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:16 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



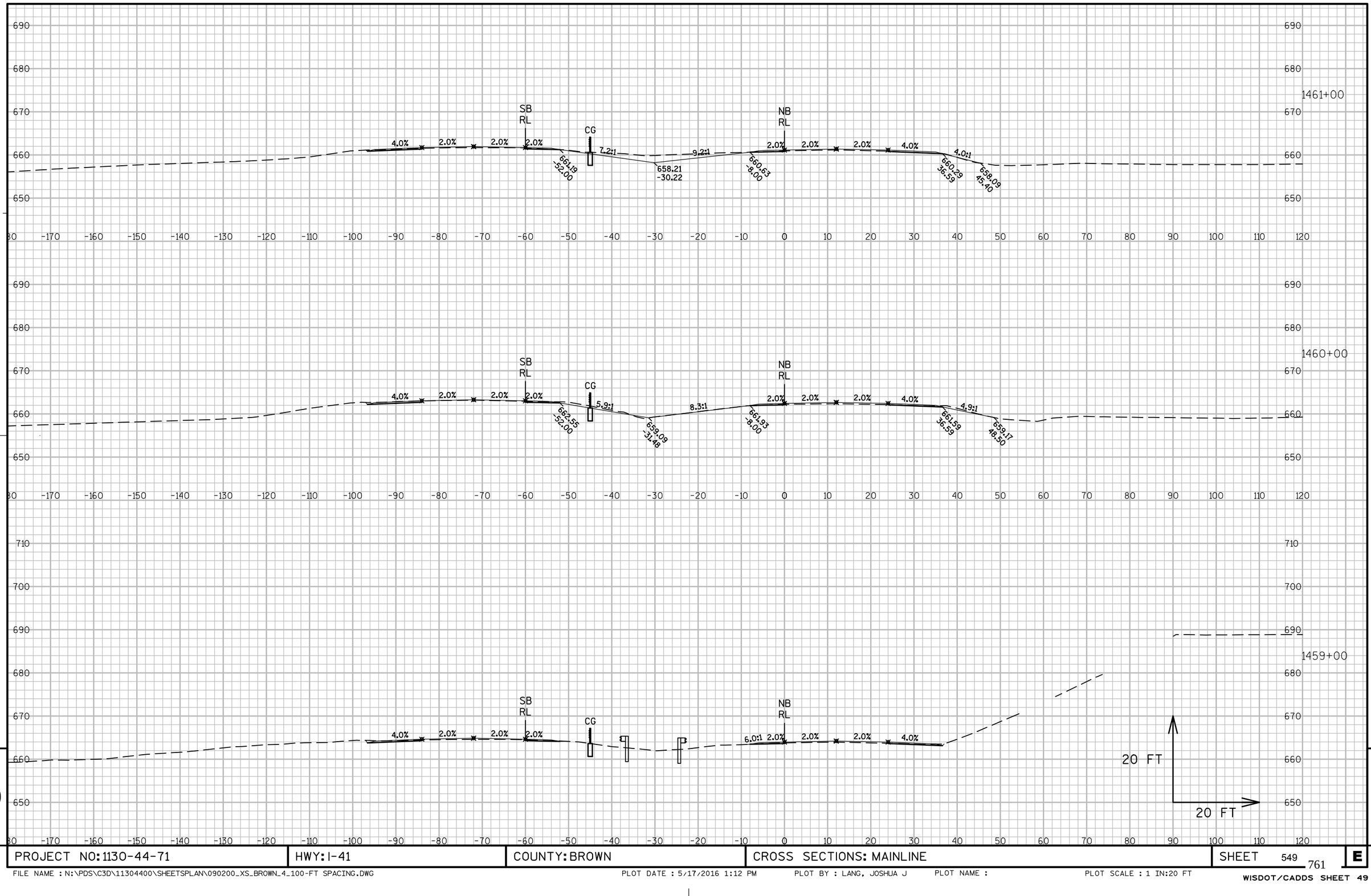
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 548 760	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_3_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:17 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



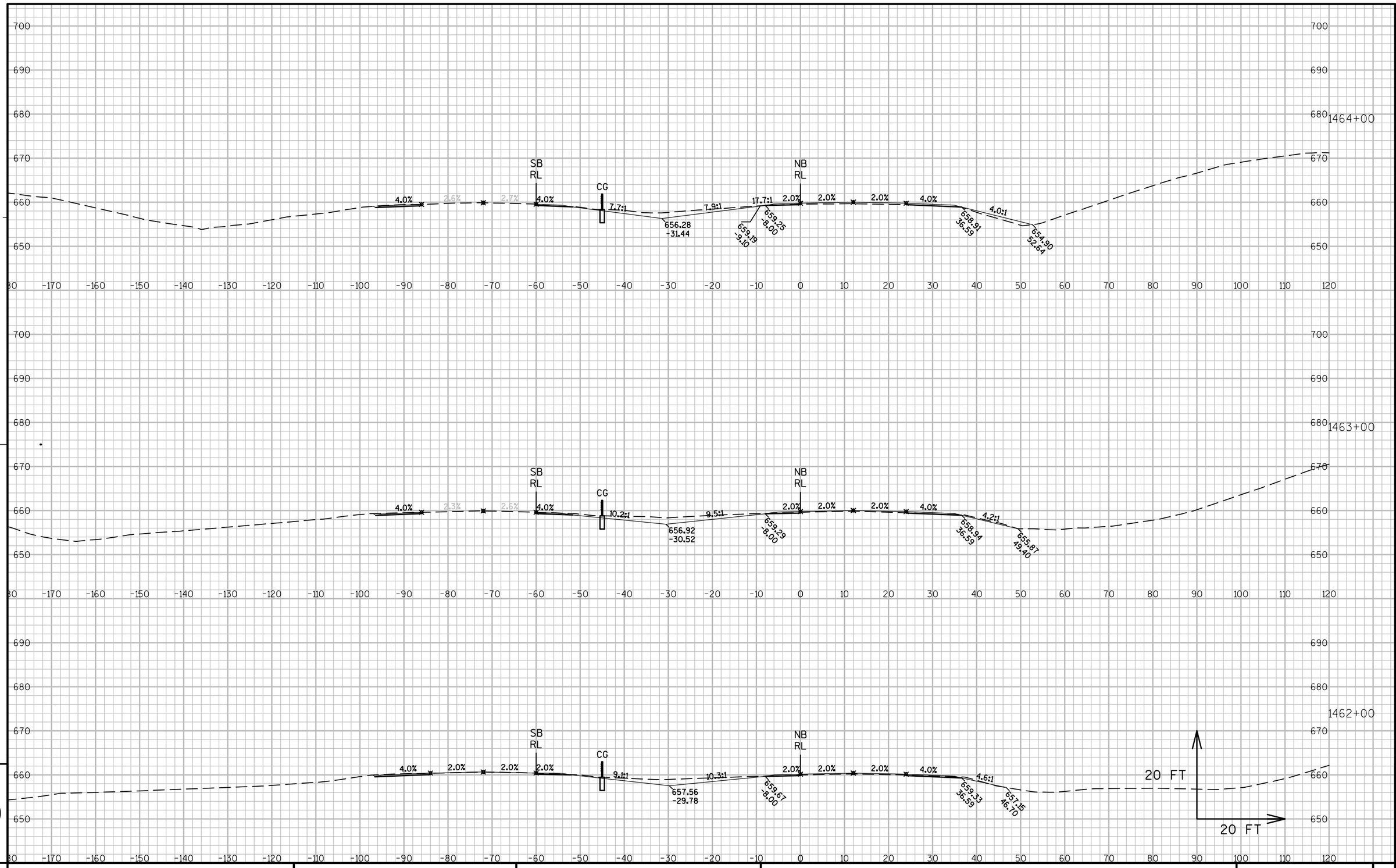
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 549 761	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_4_100-FT SPACING.DWG PLOT DATE : 5/17/2016 1:12 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

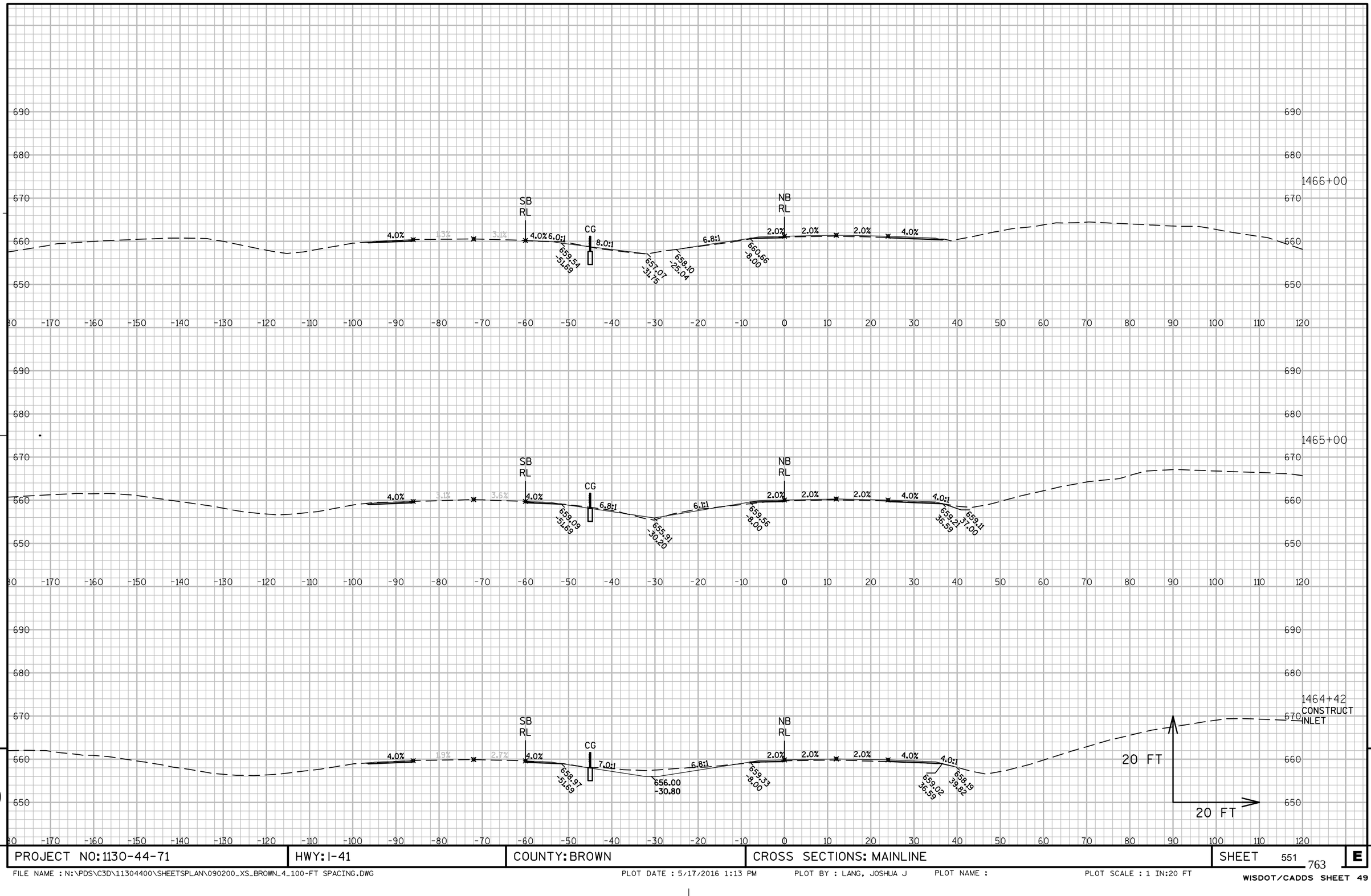
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 550 762	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_4_100-FT SPACING.DWG PLOT DATE : 5/17/2016 1:13 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



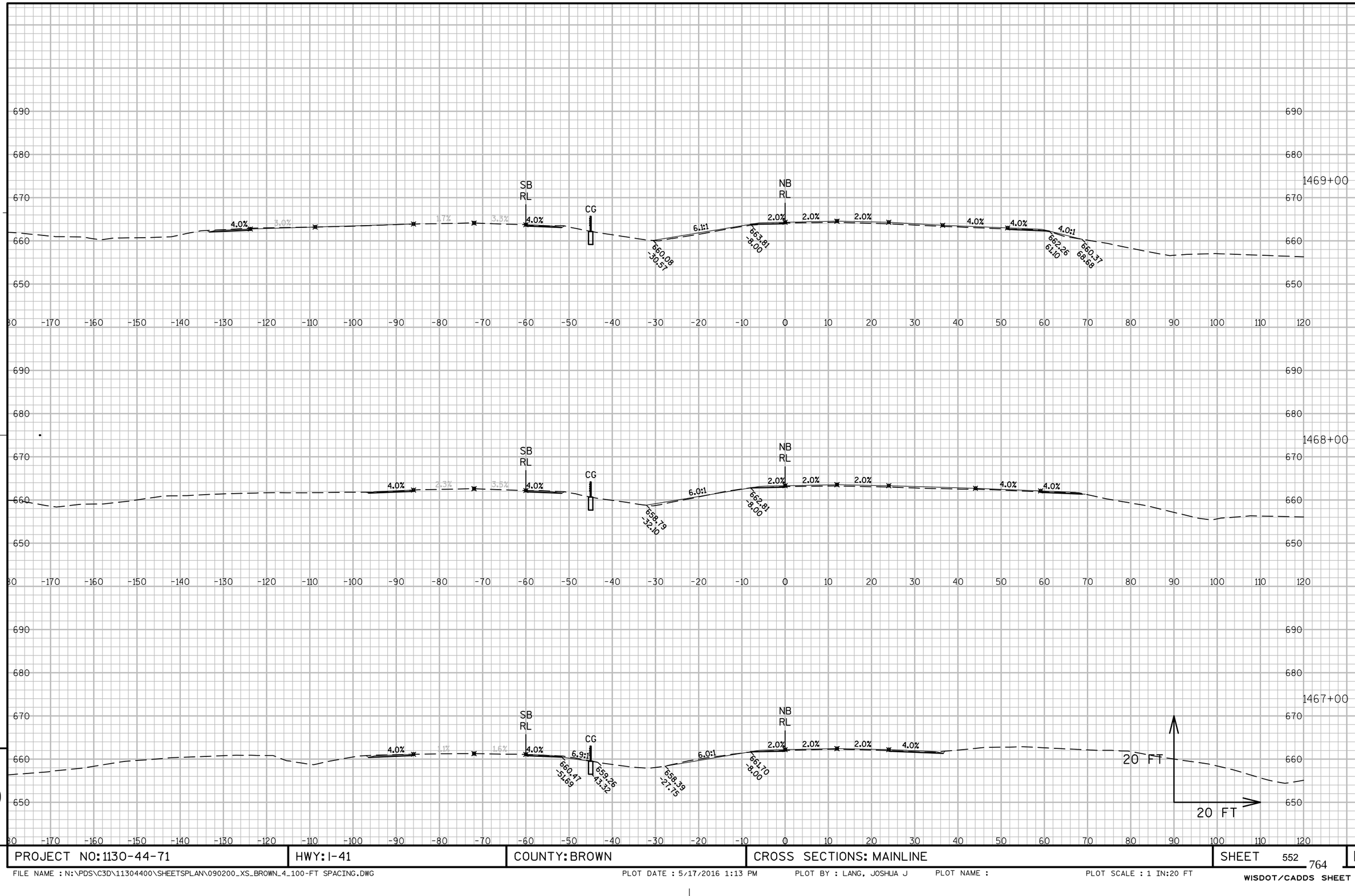
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 551 763	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_4_100-FT SPACING.DWG PLOT DATE : 5/17/2016 1:13 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



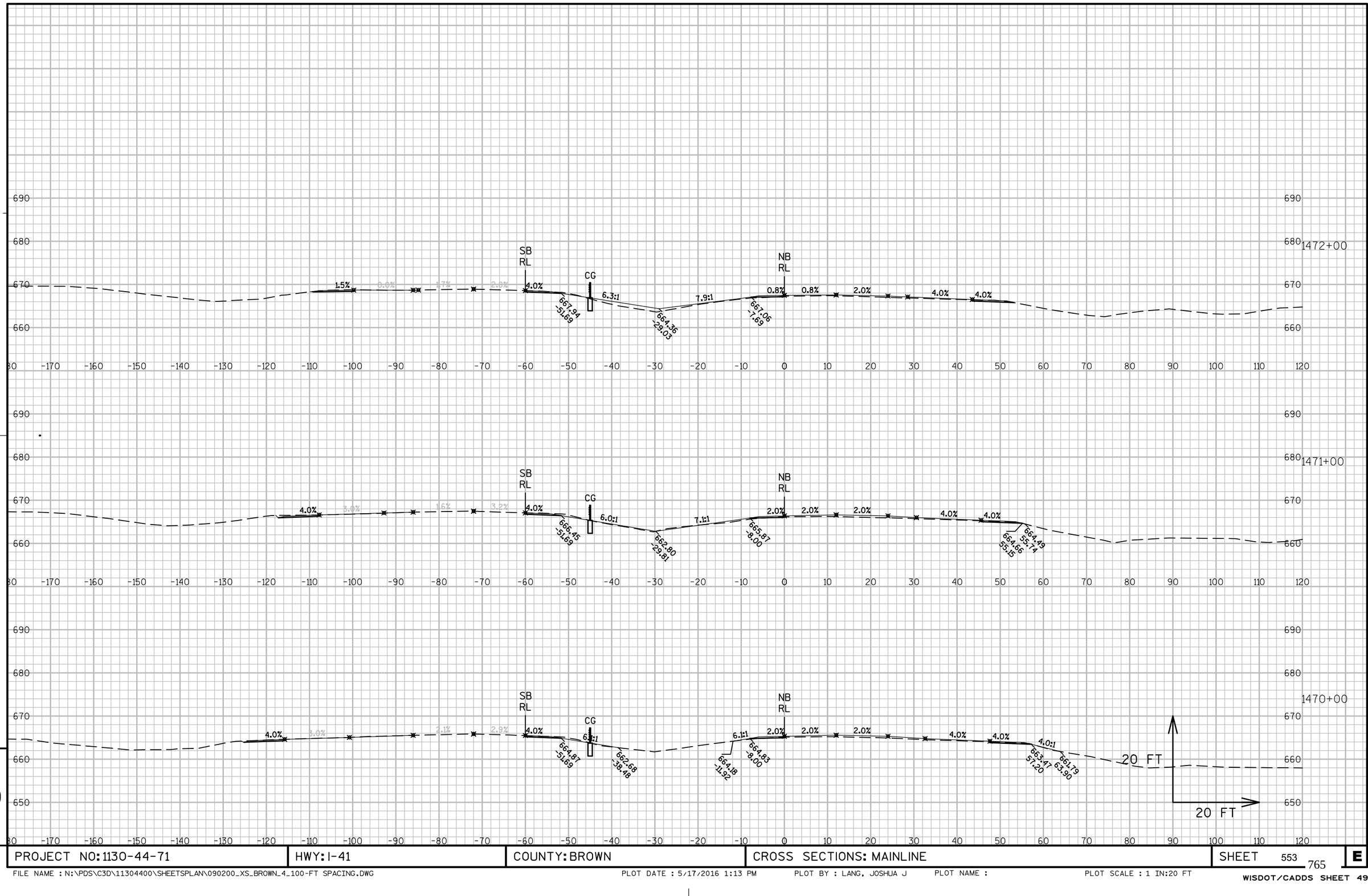
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 552 764	E

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WISDOT/CADDS SHEET 49



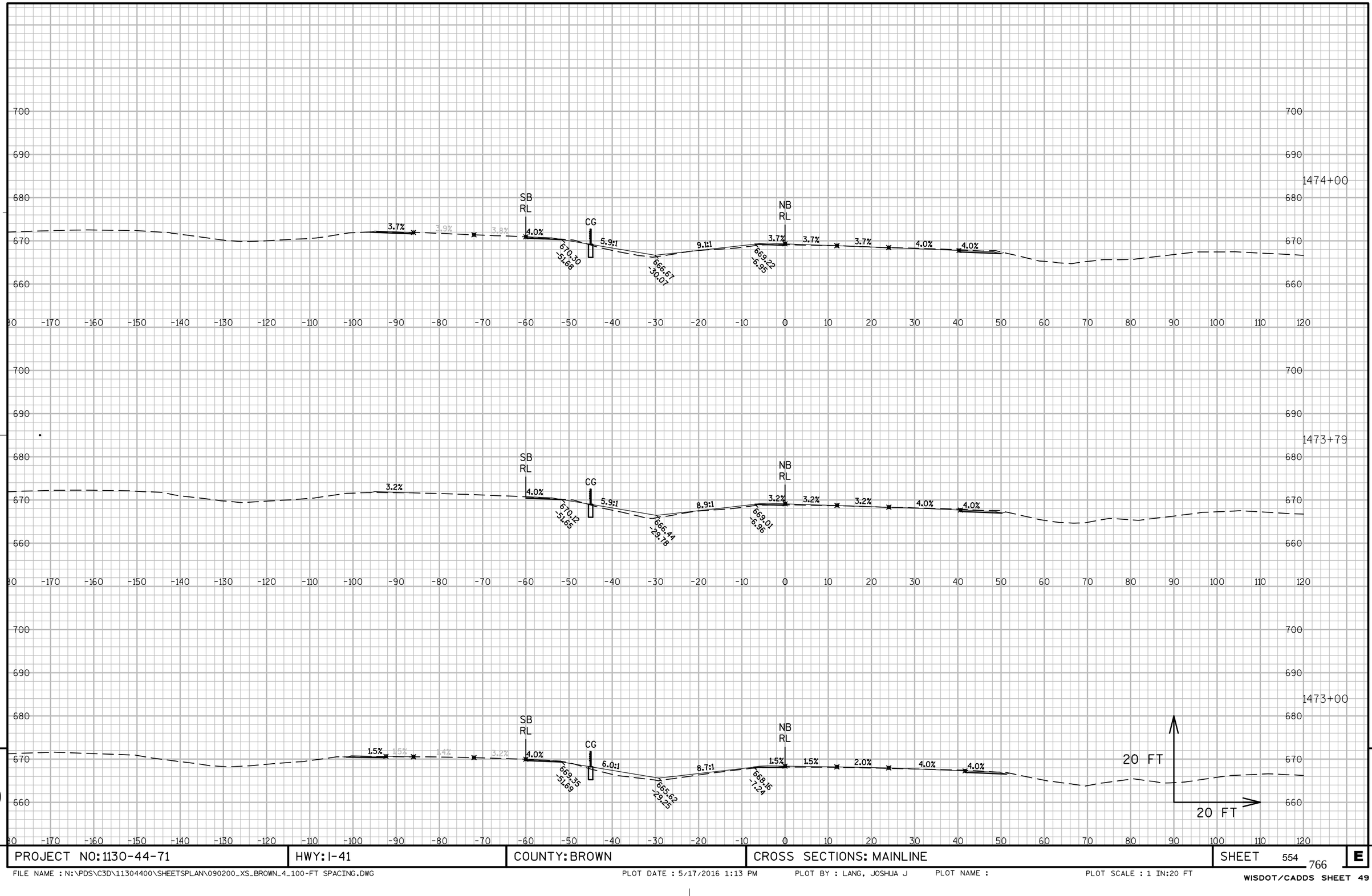
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 553 765	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_4_100-FT SPACING.DWG PLOT DATE : 5/17/2016 1:13 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

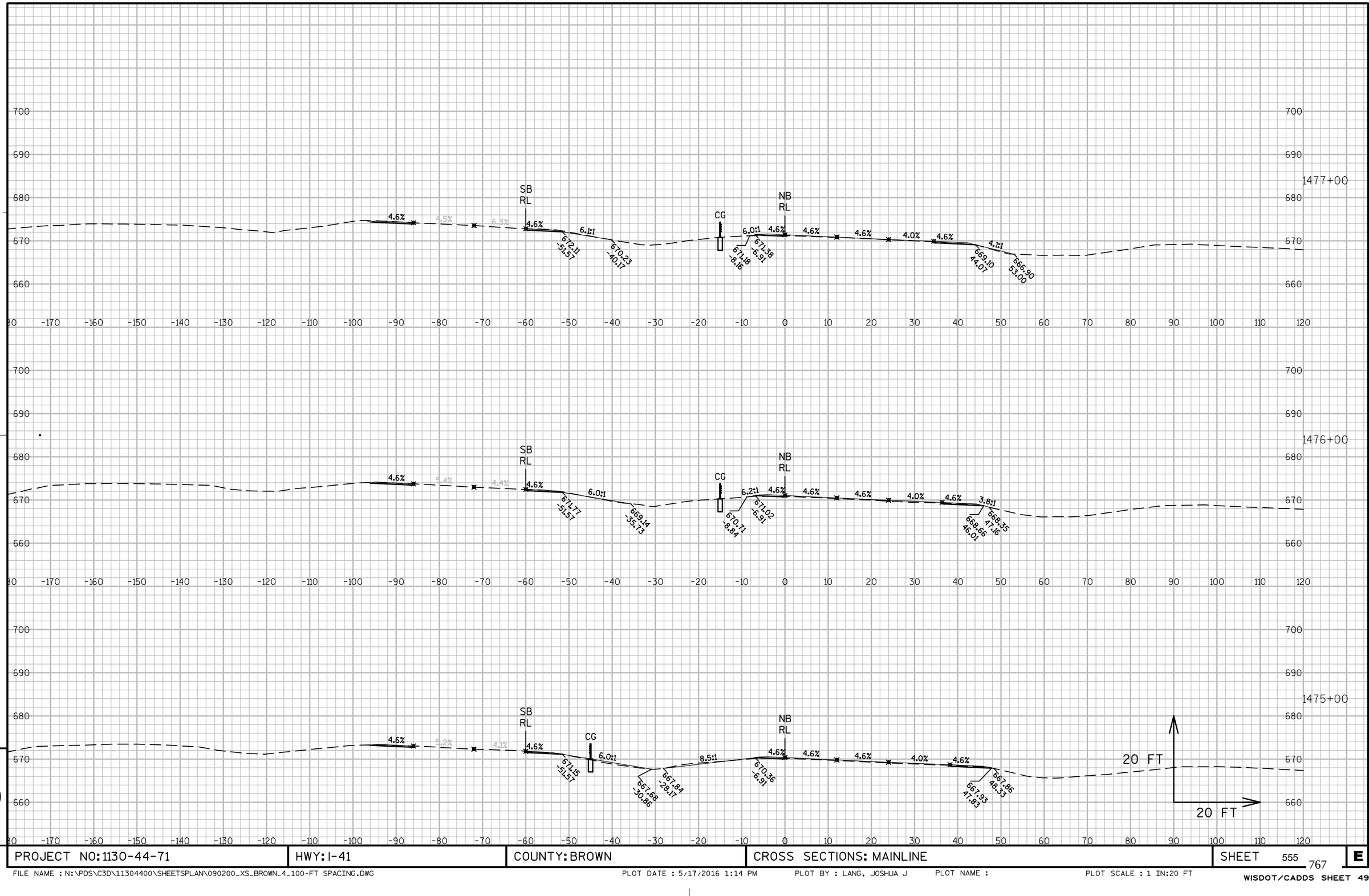


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 554 766	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_4_100-FT SPACING.DWG PLOT DATE : 5/17/2016 1:13 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

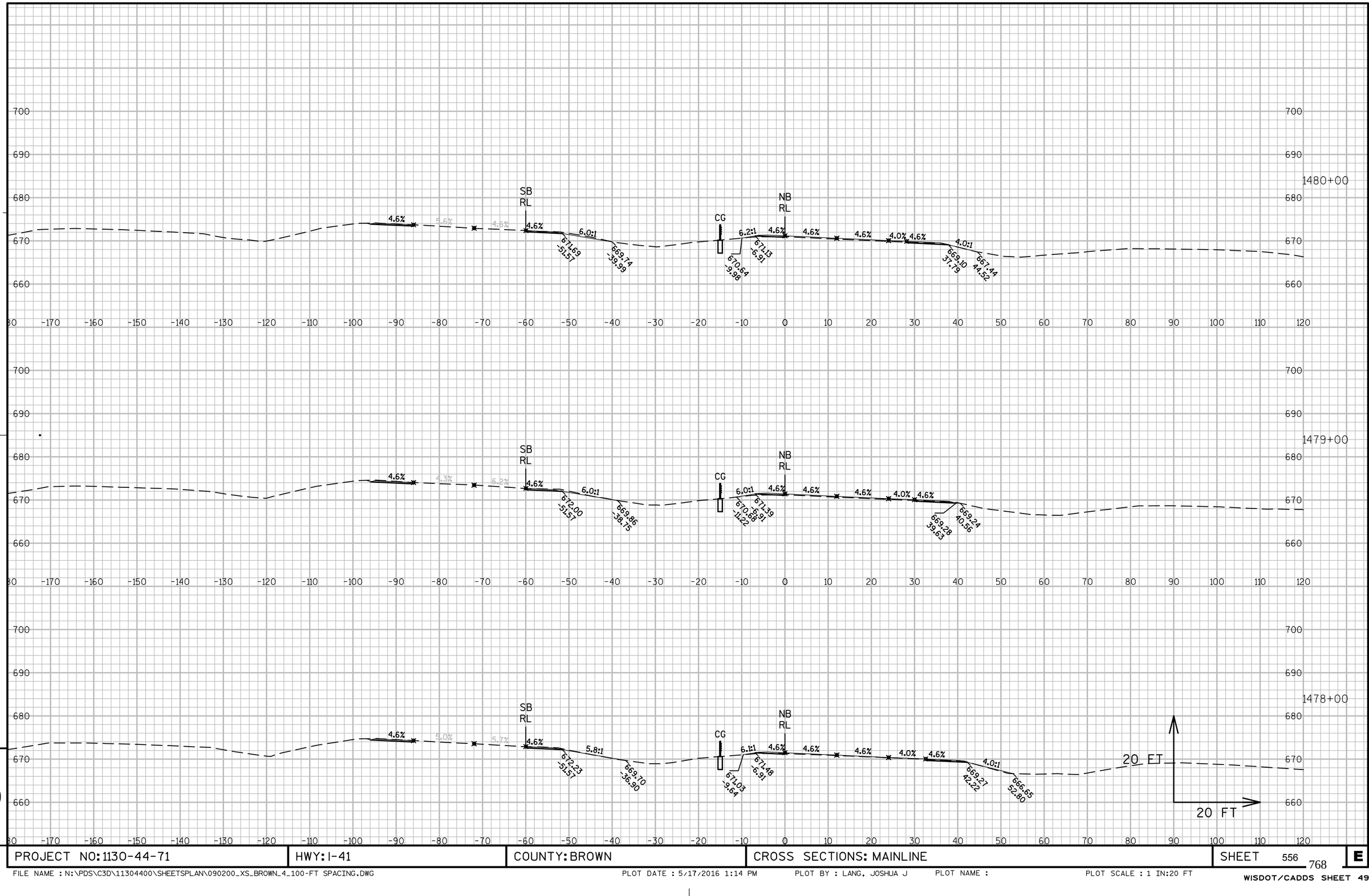


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 555 767	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_4_100-FT SPACING.DWG
PLOT DATE : 5/17/2016 1:14 PM
PLOT BY : LANG, JOSHUA J
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

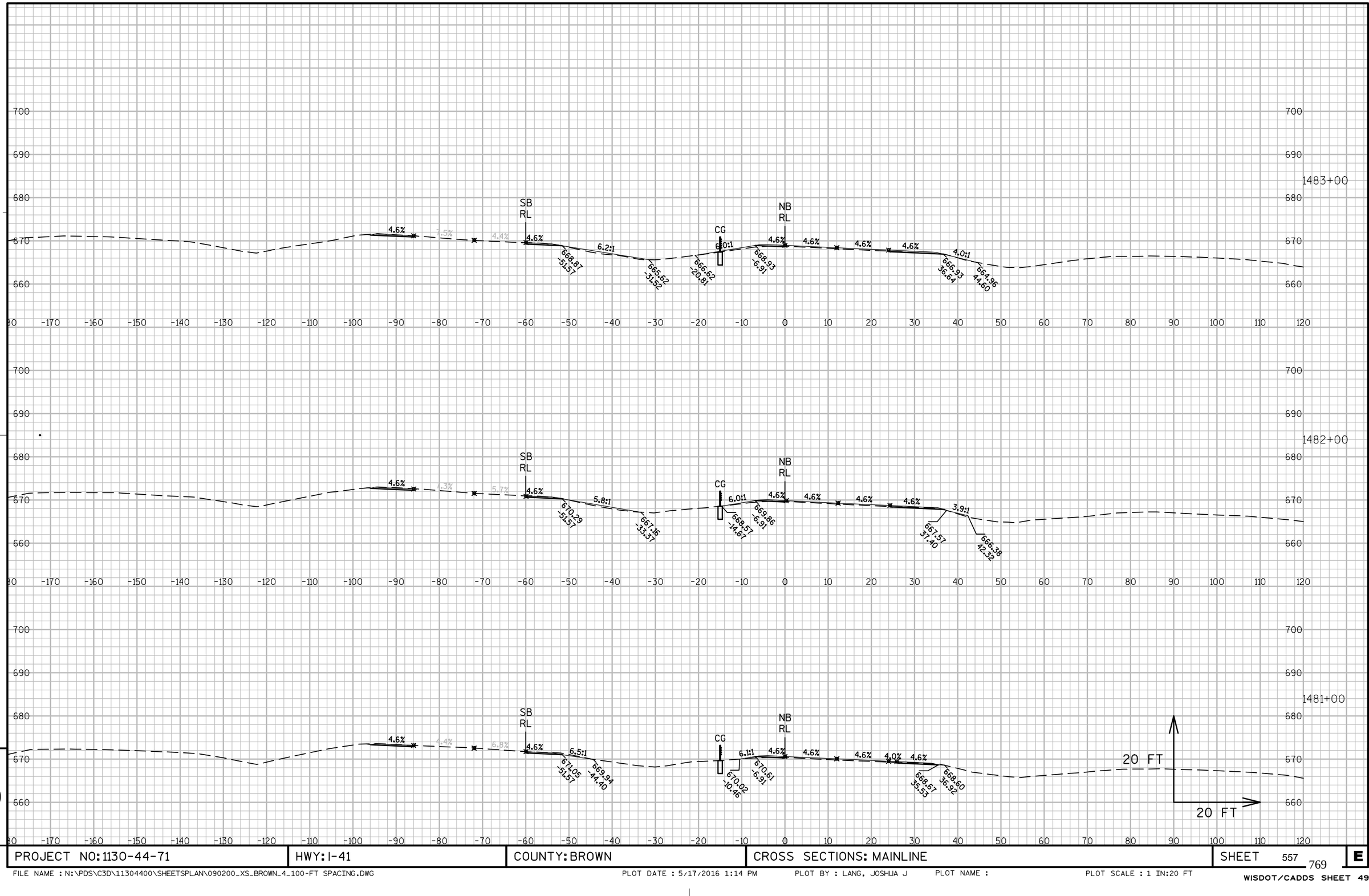


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 556 768	E

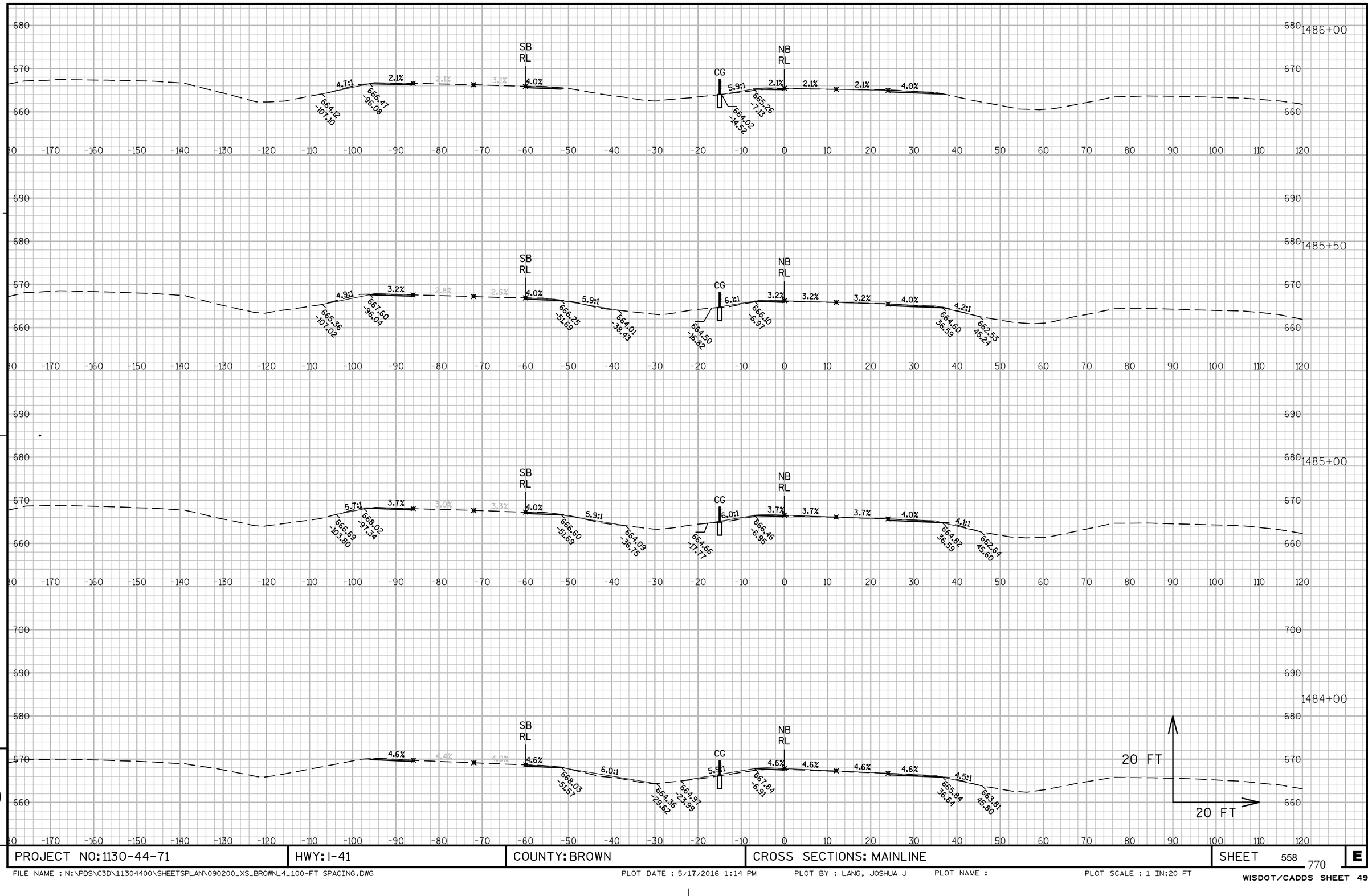
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 557 769 E

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WISDOT/CADDS SHEET 49



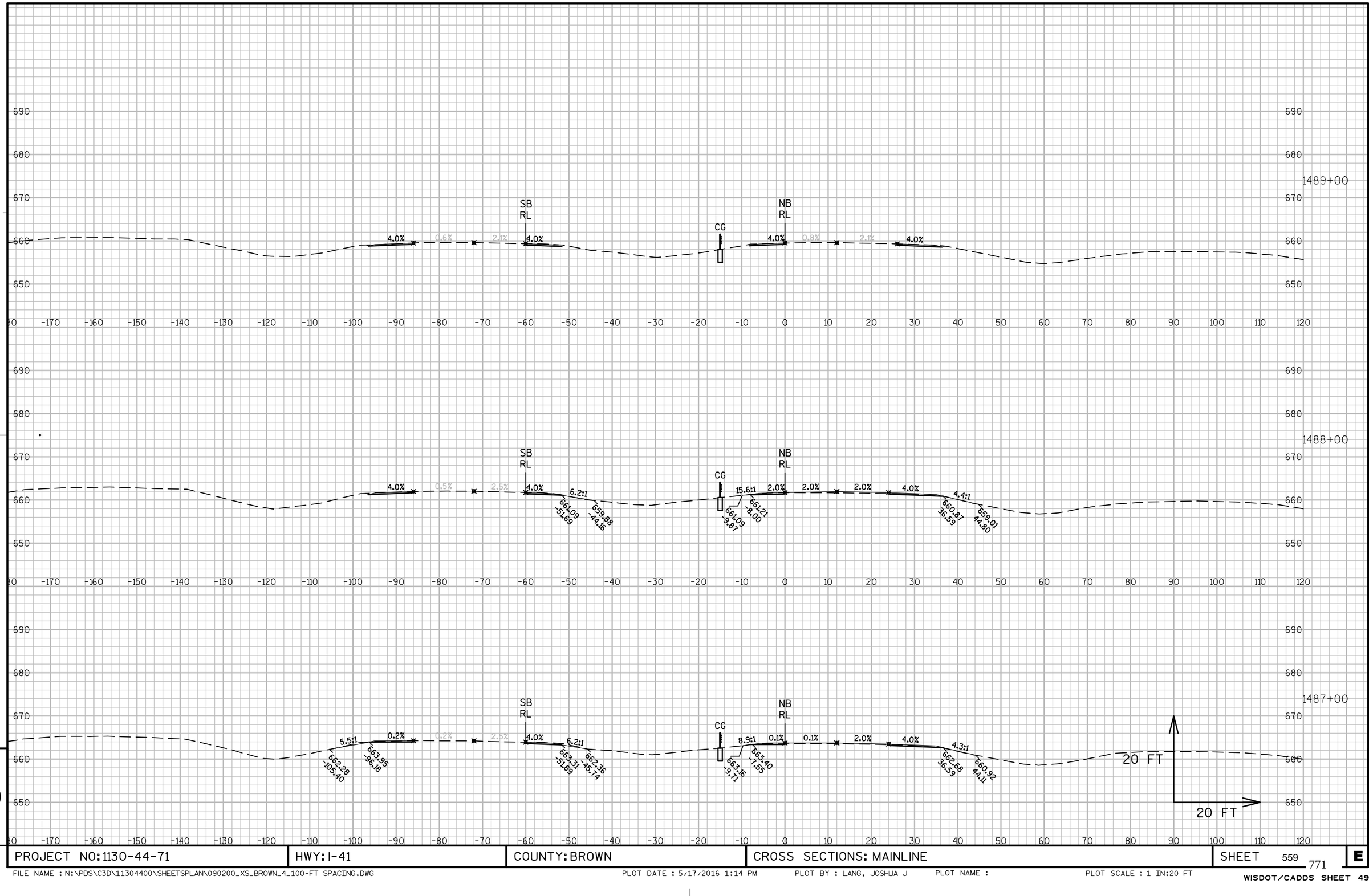
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 558 770	E

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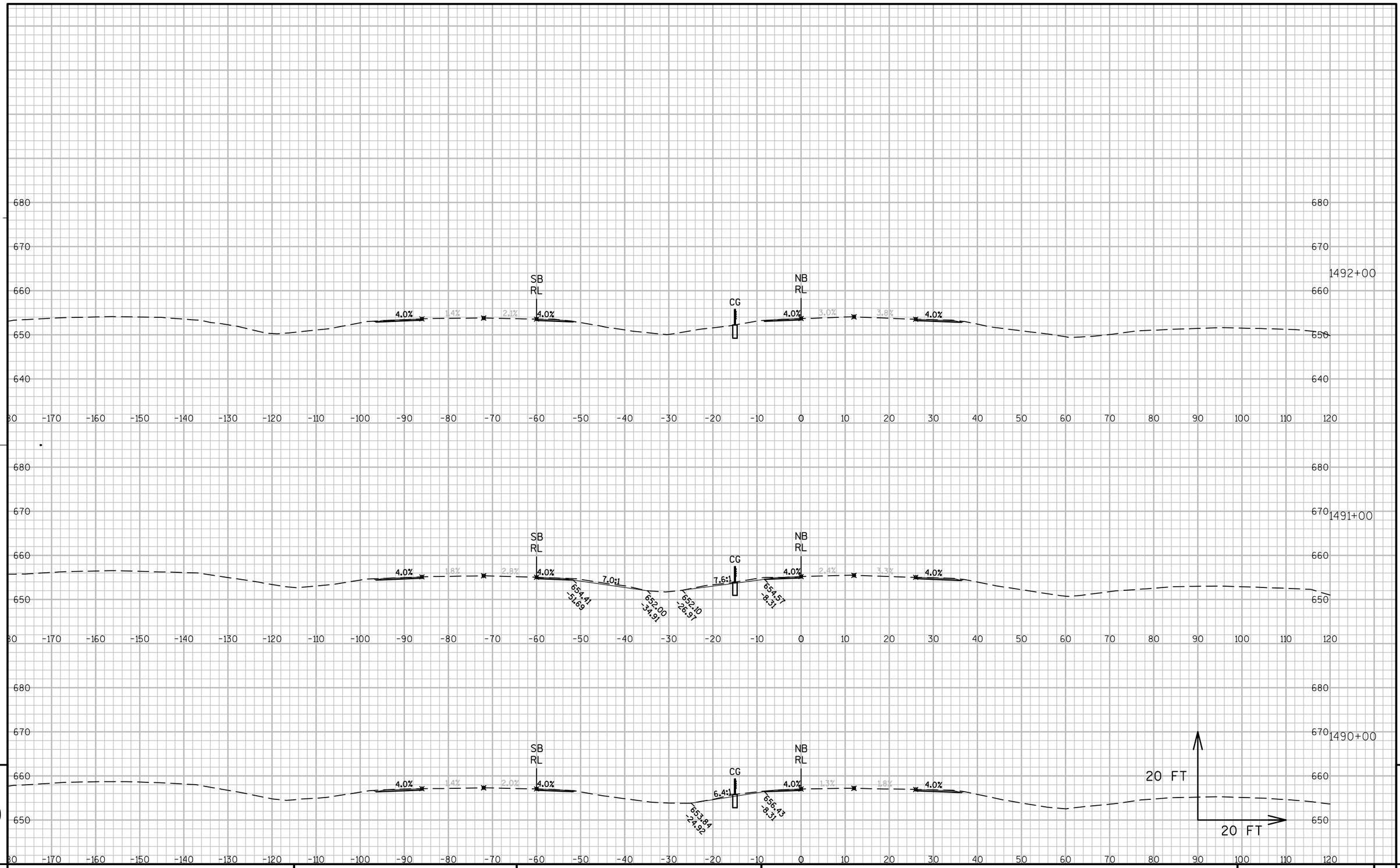
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 559 771	E

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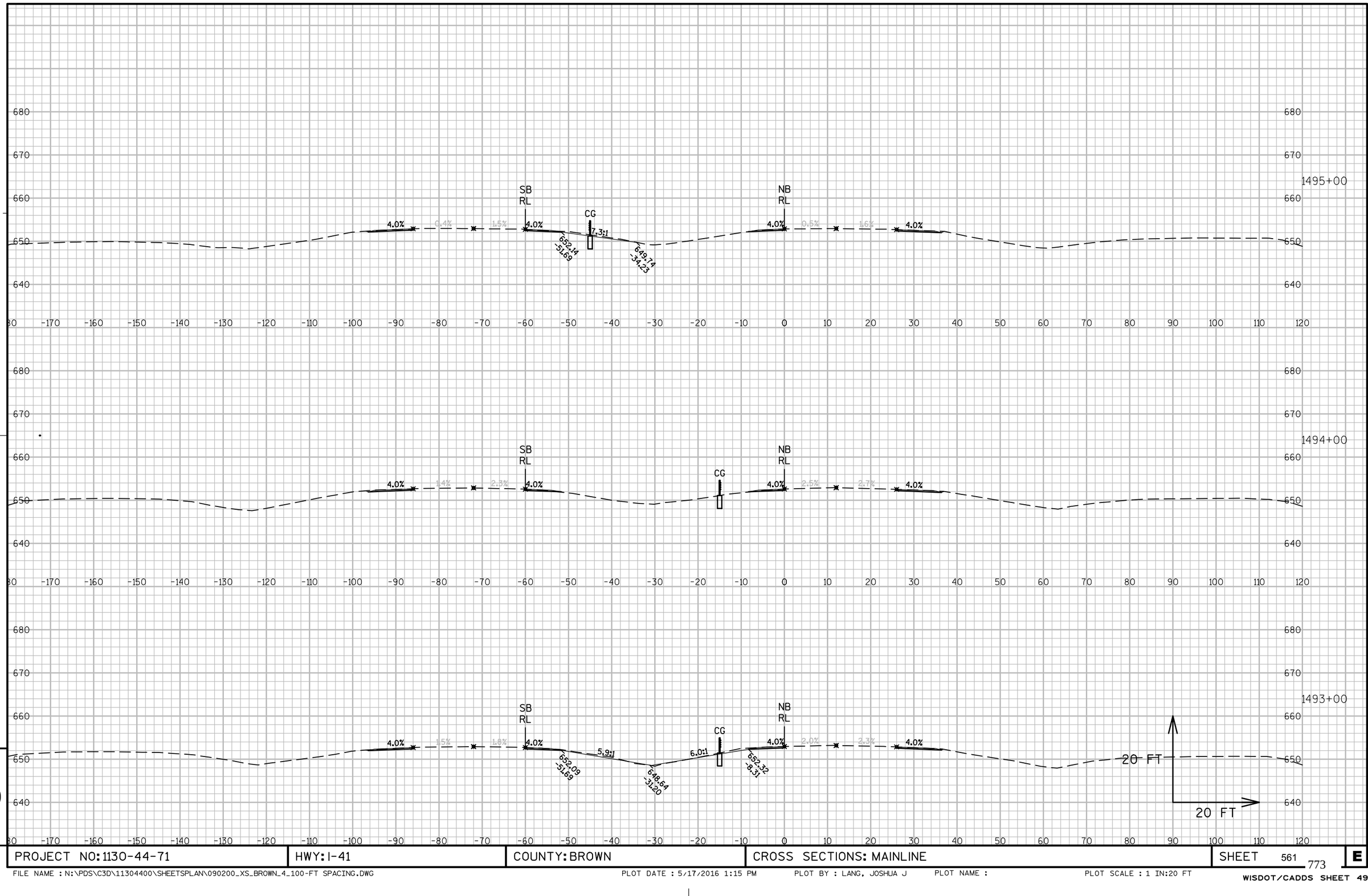
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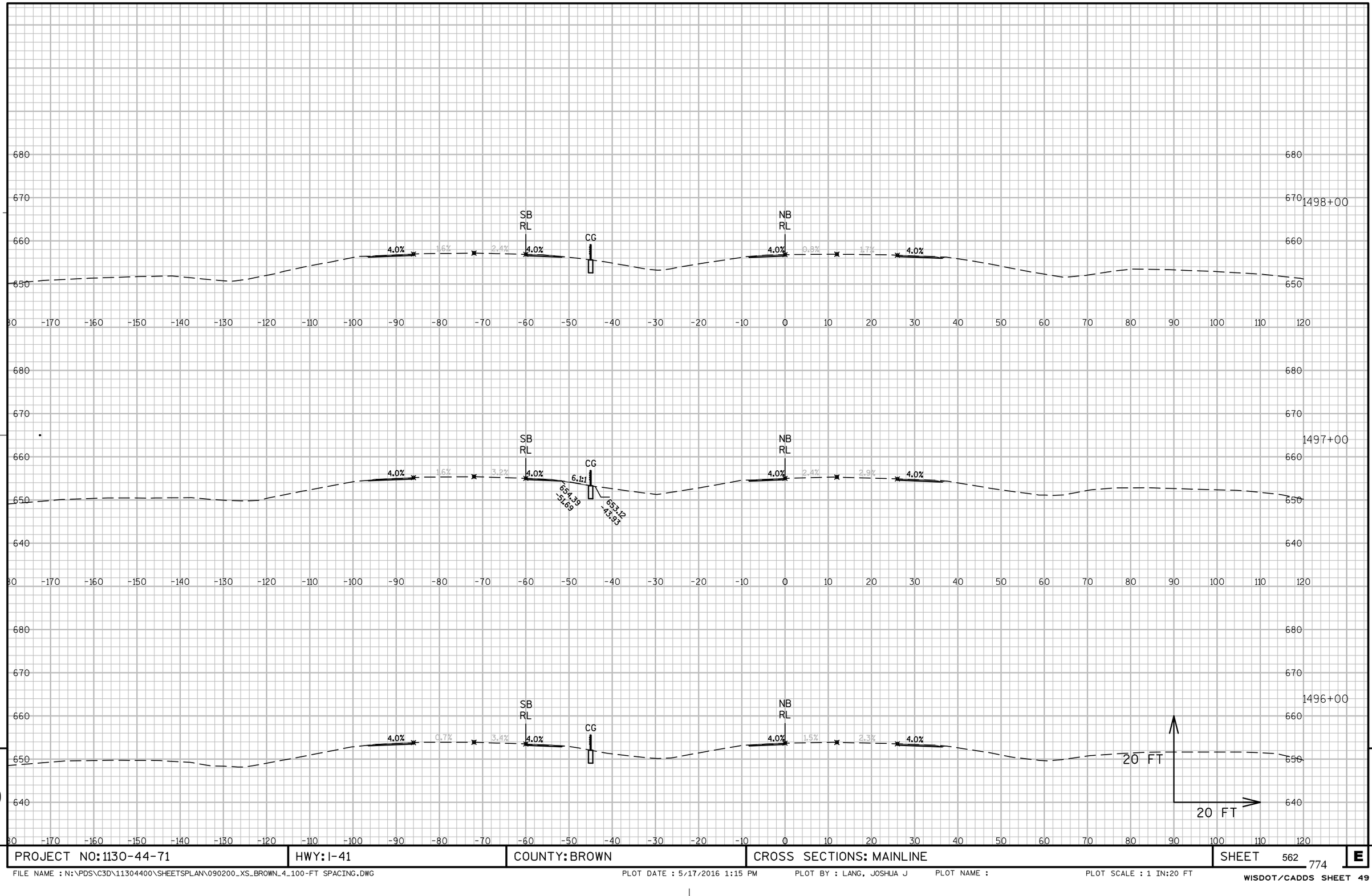
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WISDOT/CADDS SHEET 49

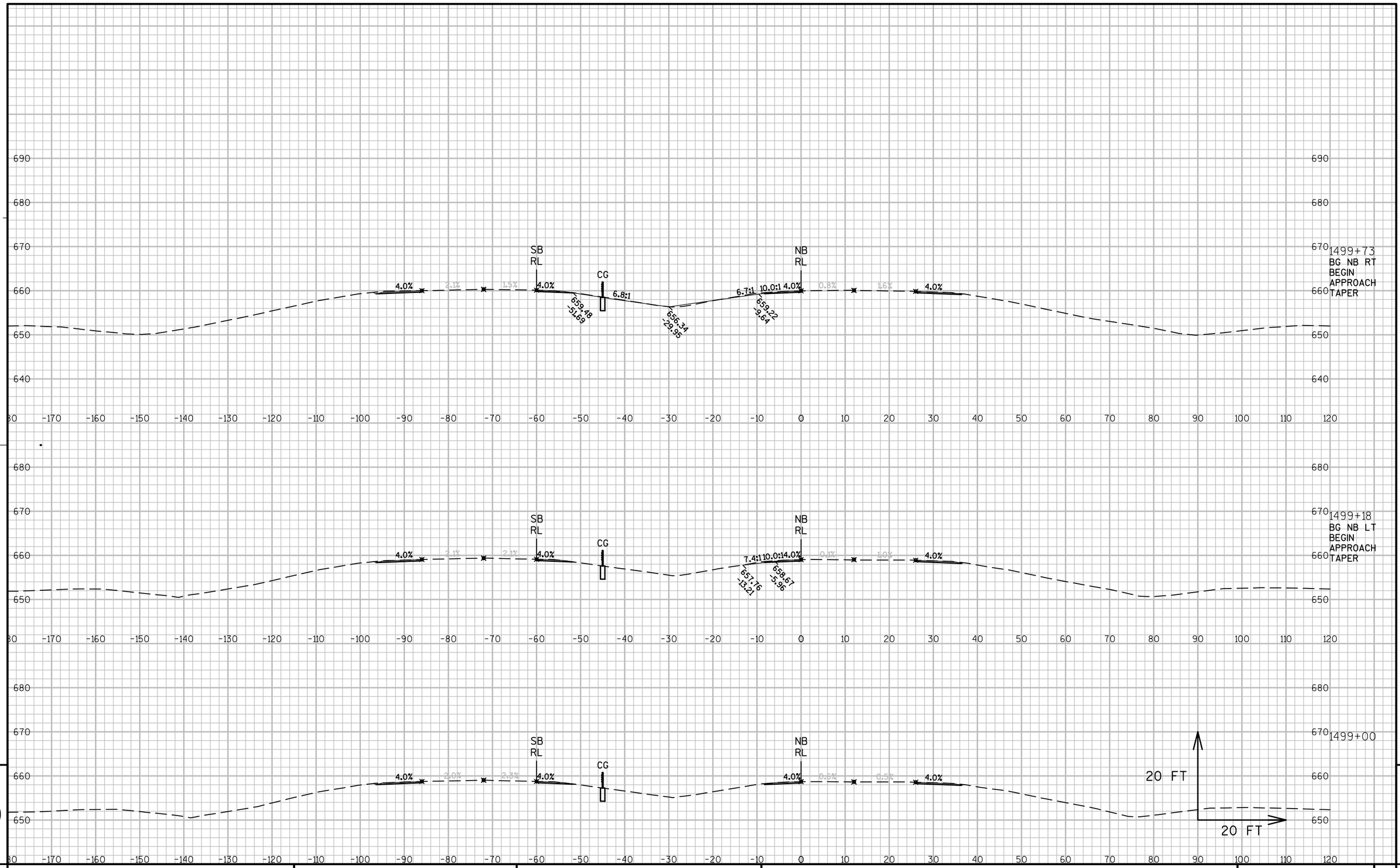


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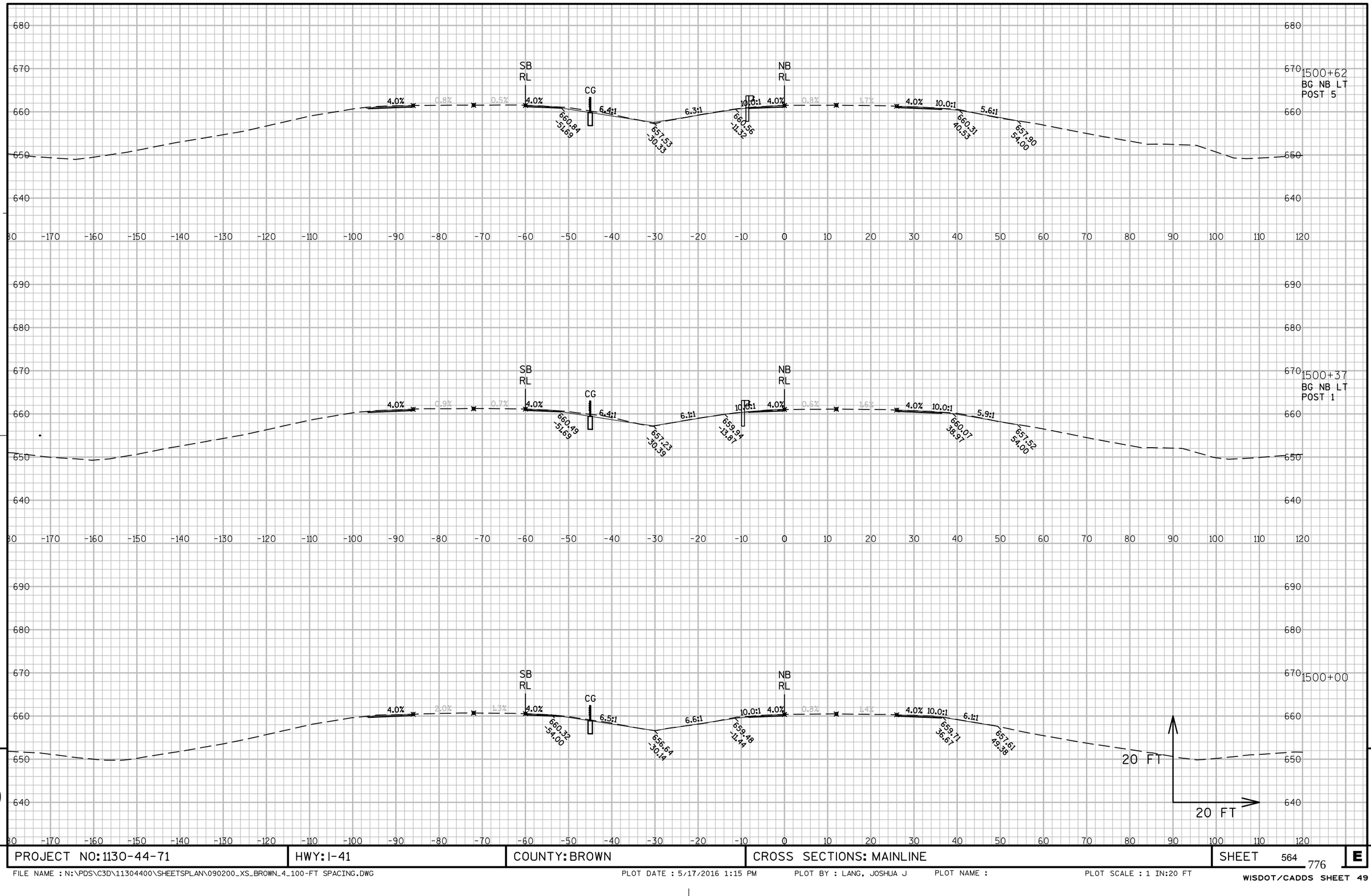


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 563 775	E

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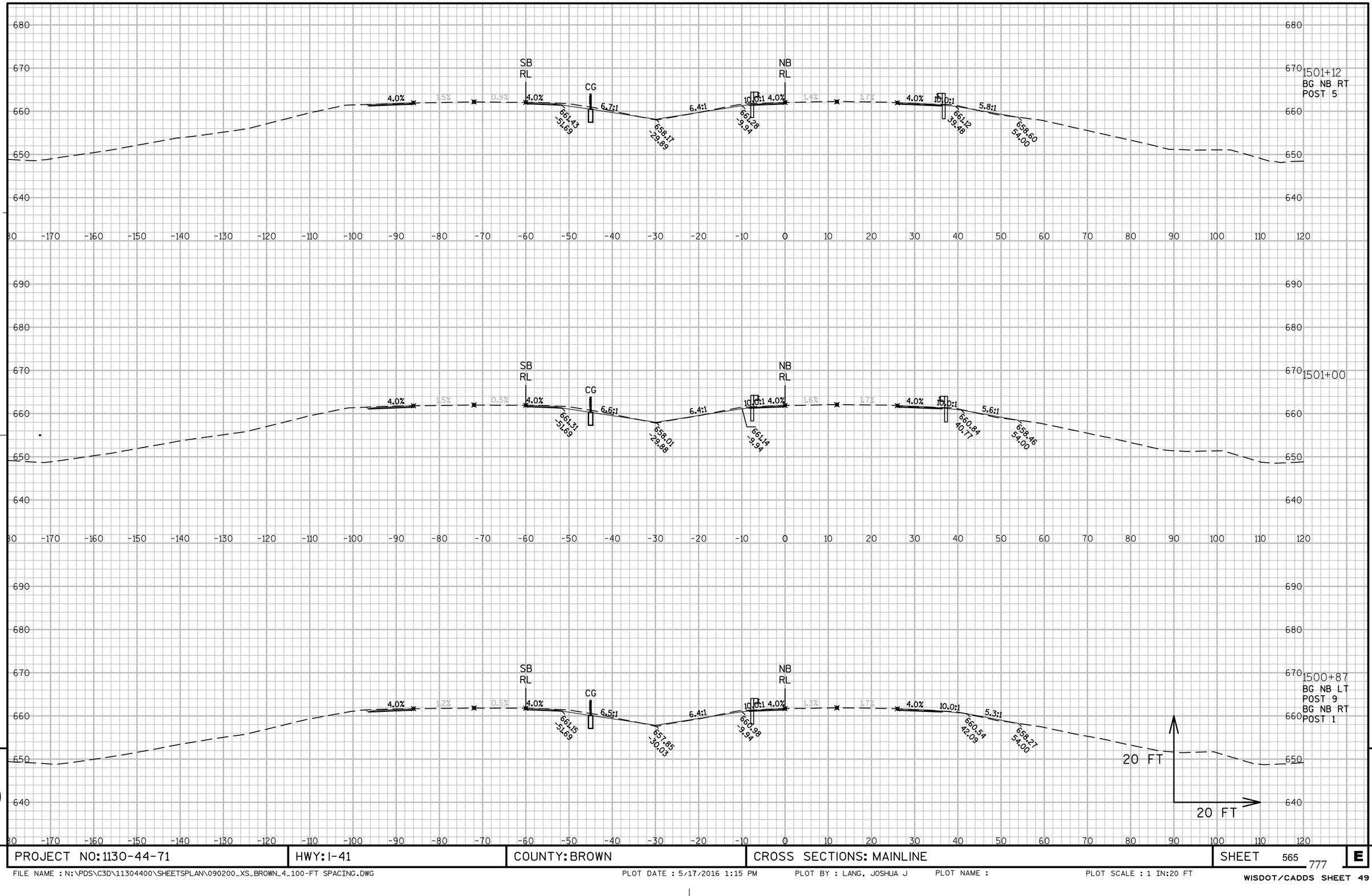
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WISDOT/CADDS SHEET 49

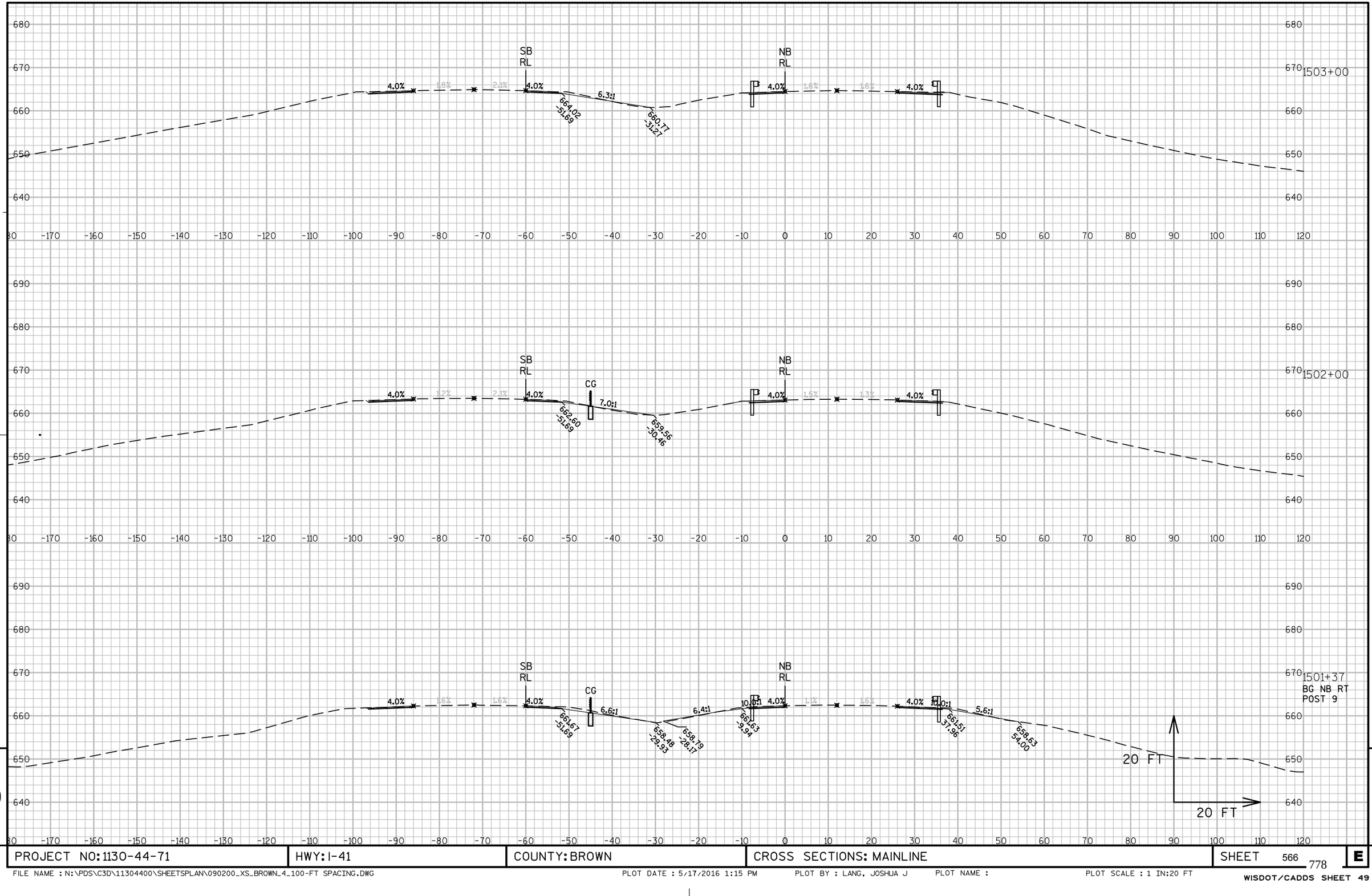


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 565 777	E

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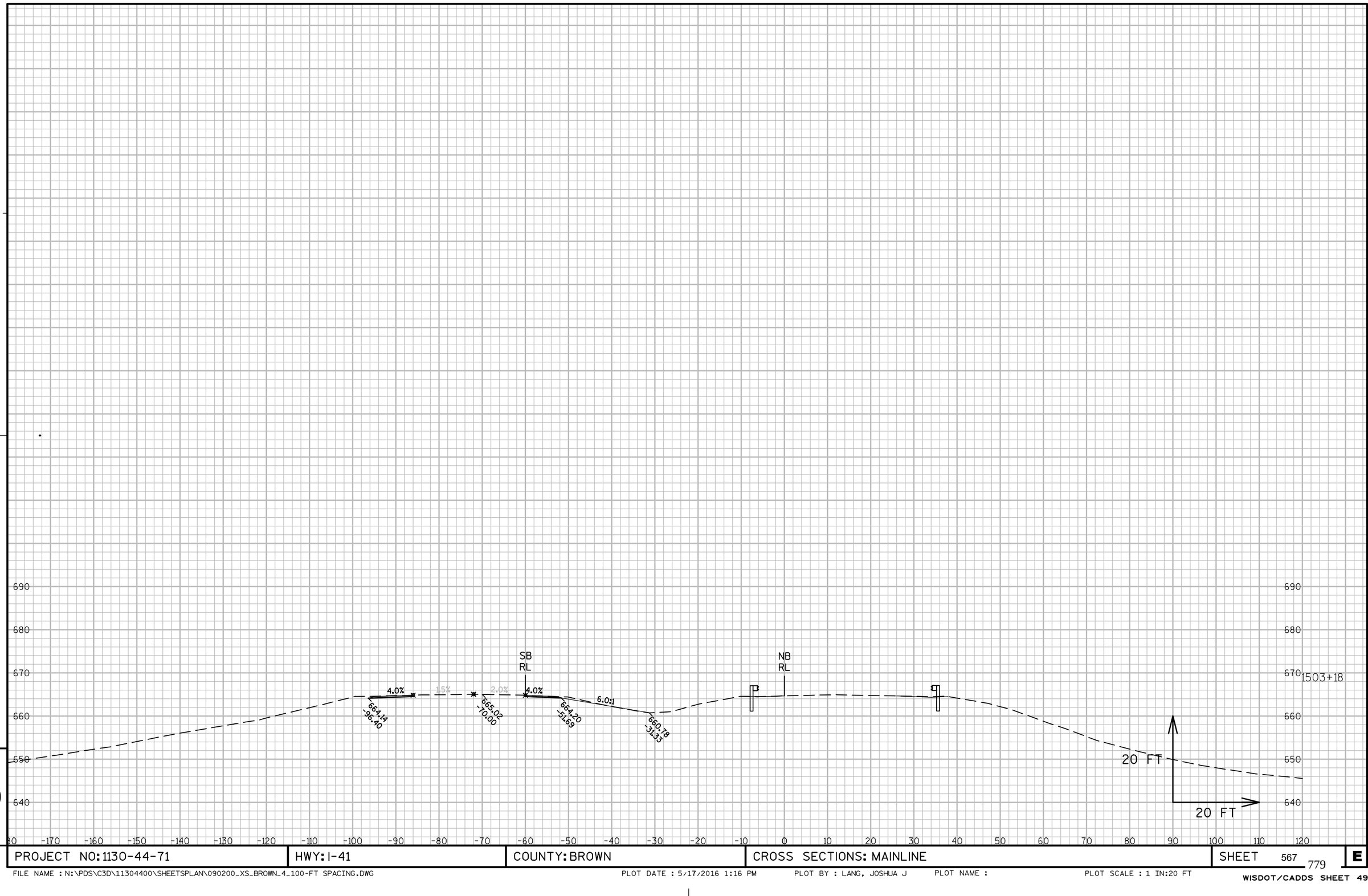
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 566 778	E

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WISDOT/CADDS SHEET 49



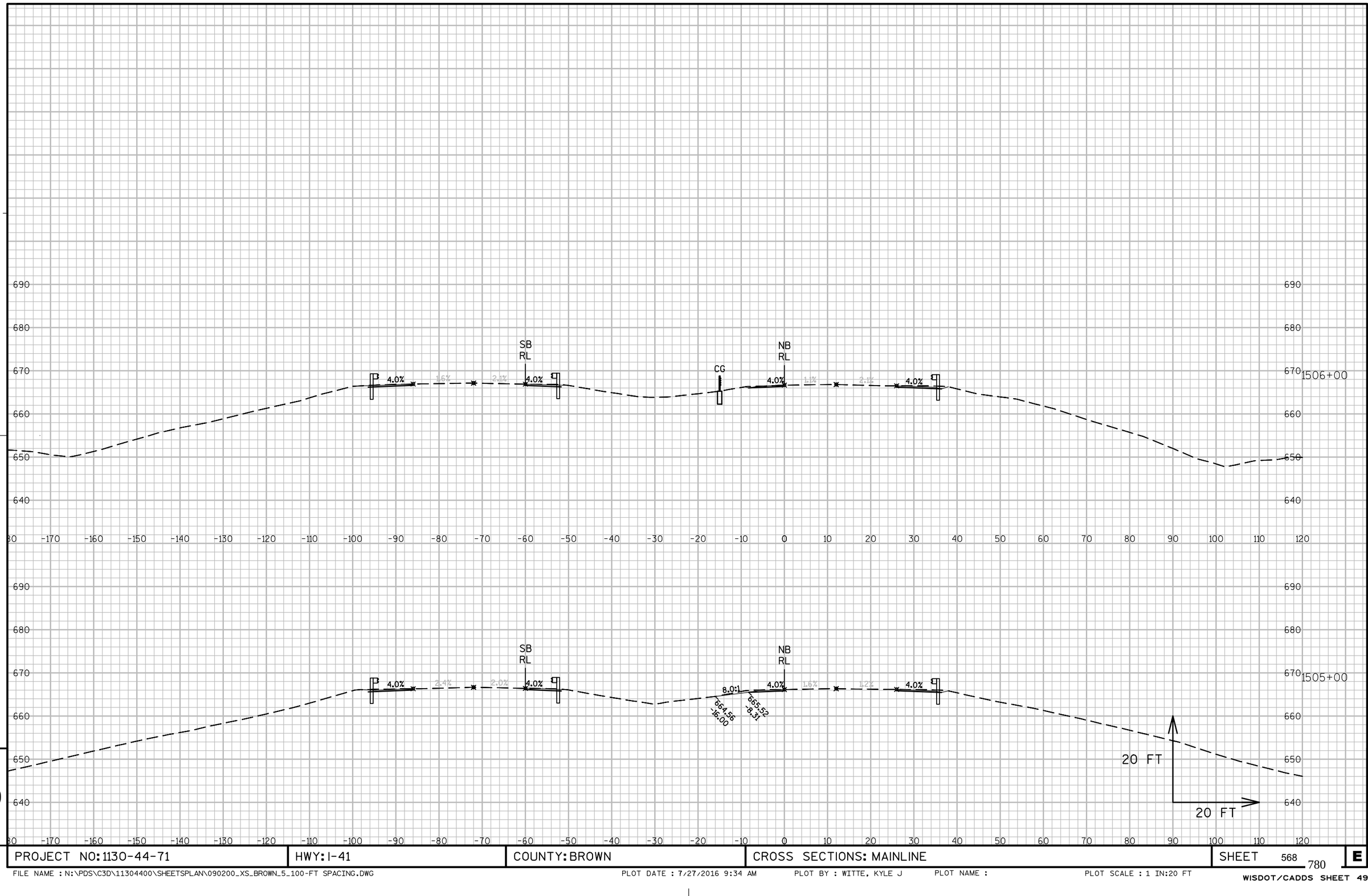
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WISDOT/CADDS SHEET 49

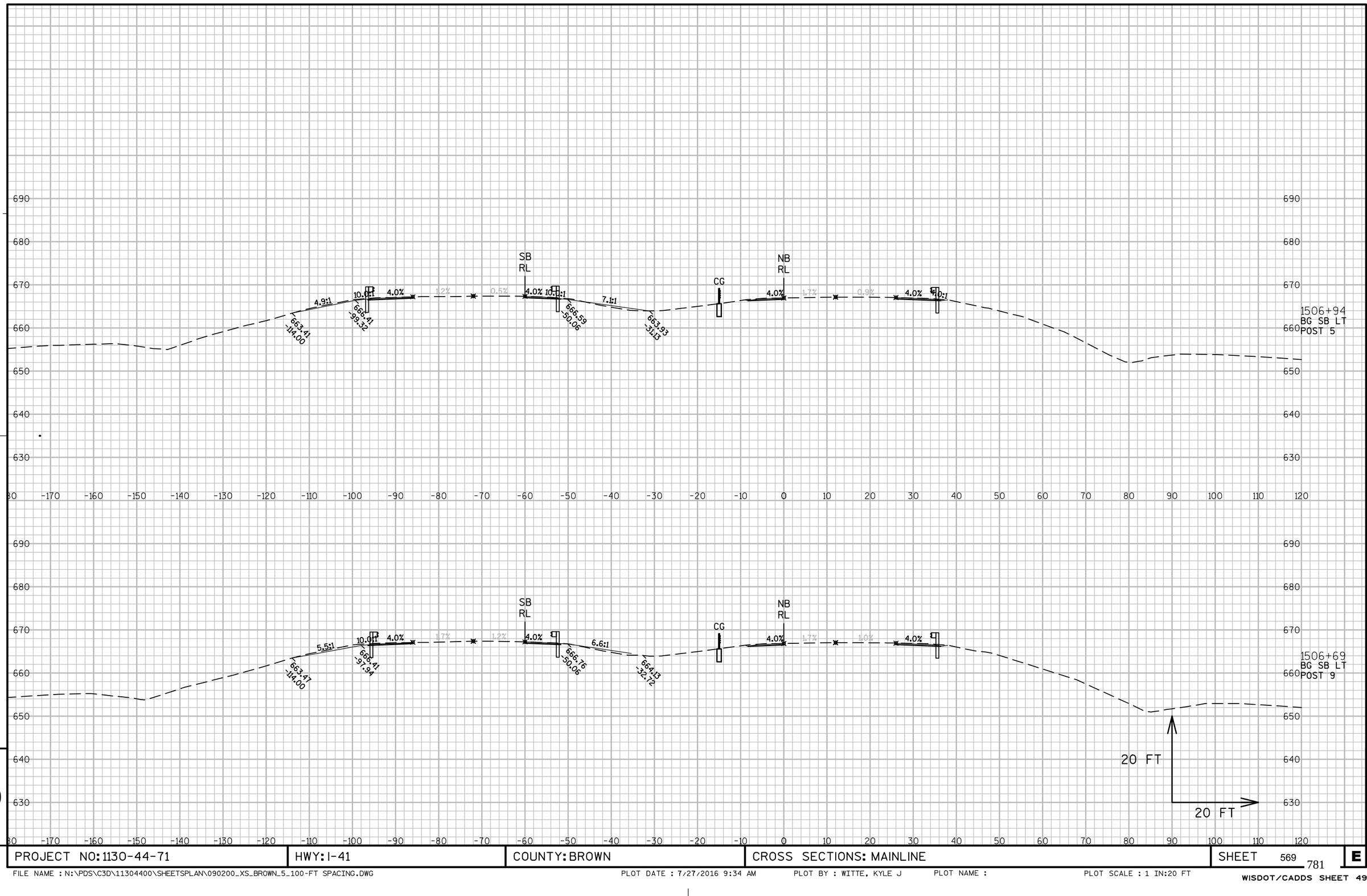


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PROJECT NO: 1130-44-71 | HWY: I-41 | COUNTY: BROWN | CROSS SECTIONS: MAINLINE | SHEET 568 780 | E

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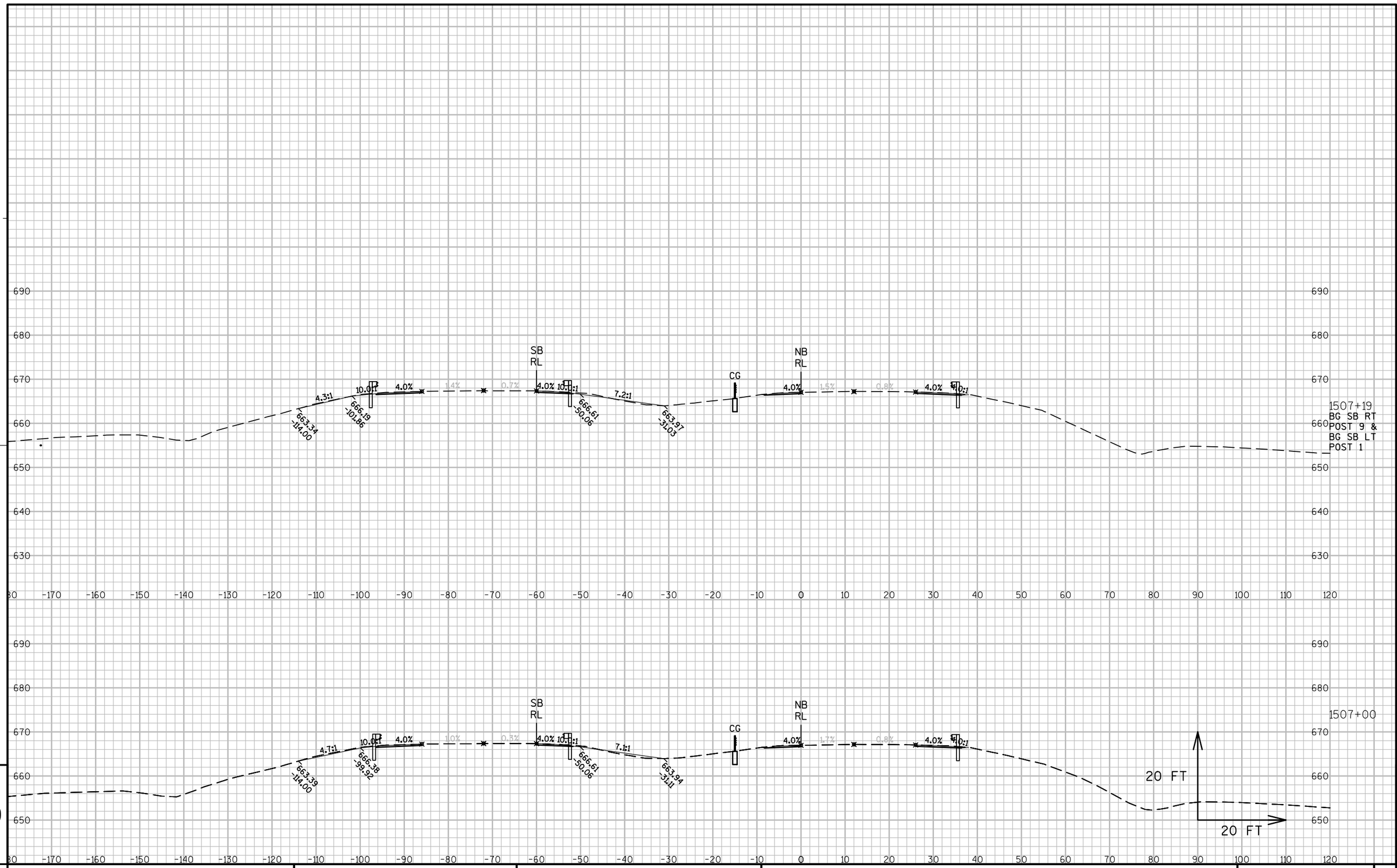


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 569 781	E

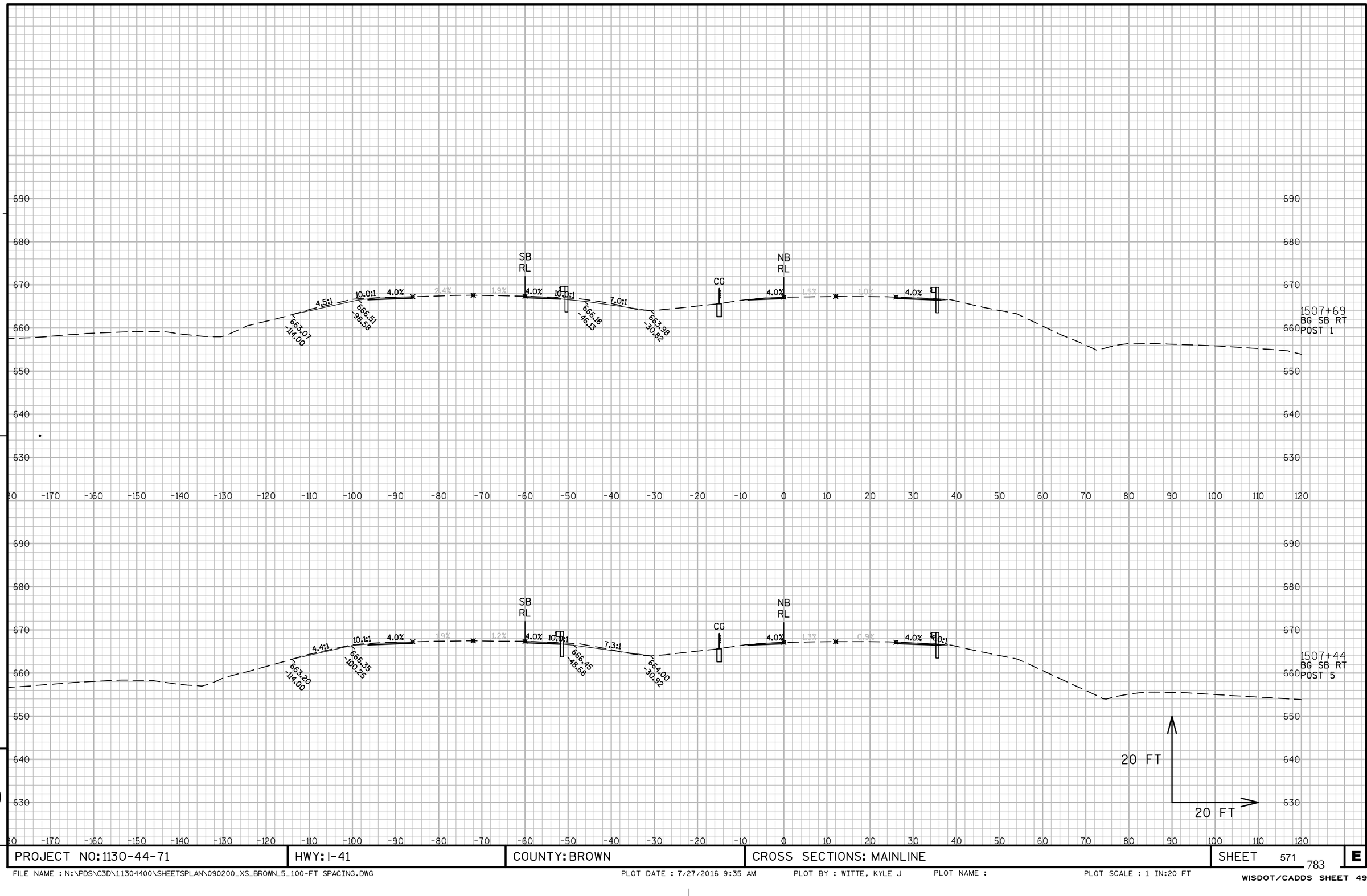
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 570 782	E

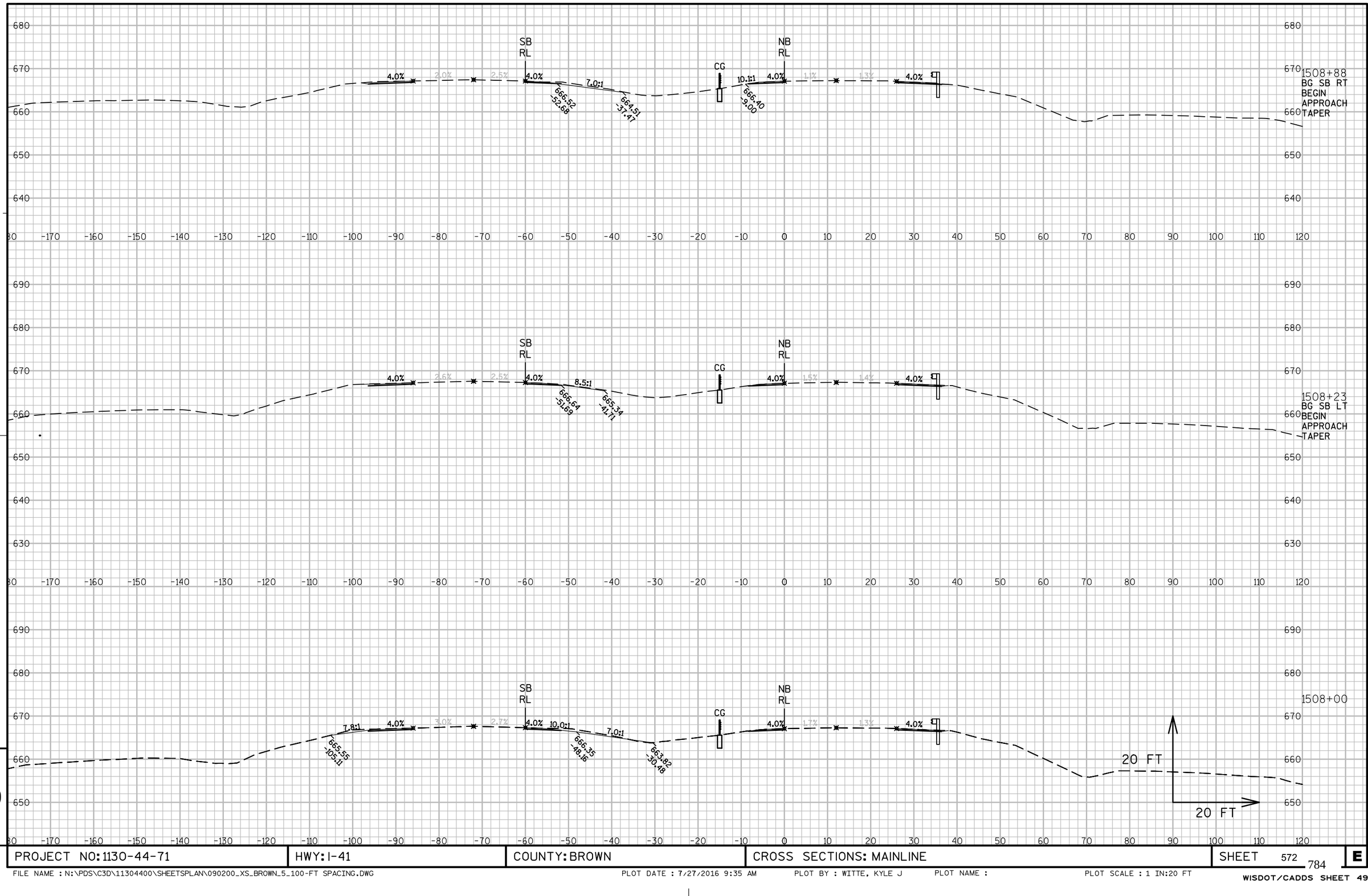
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 571 783	E

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WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 572 784	E

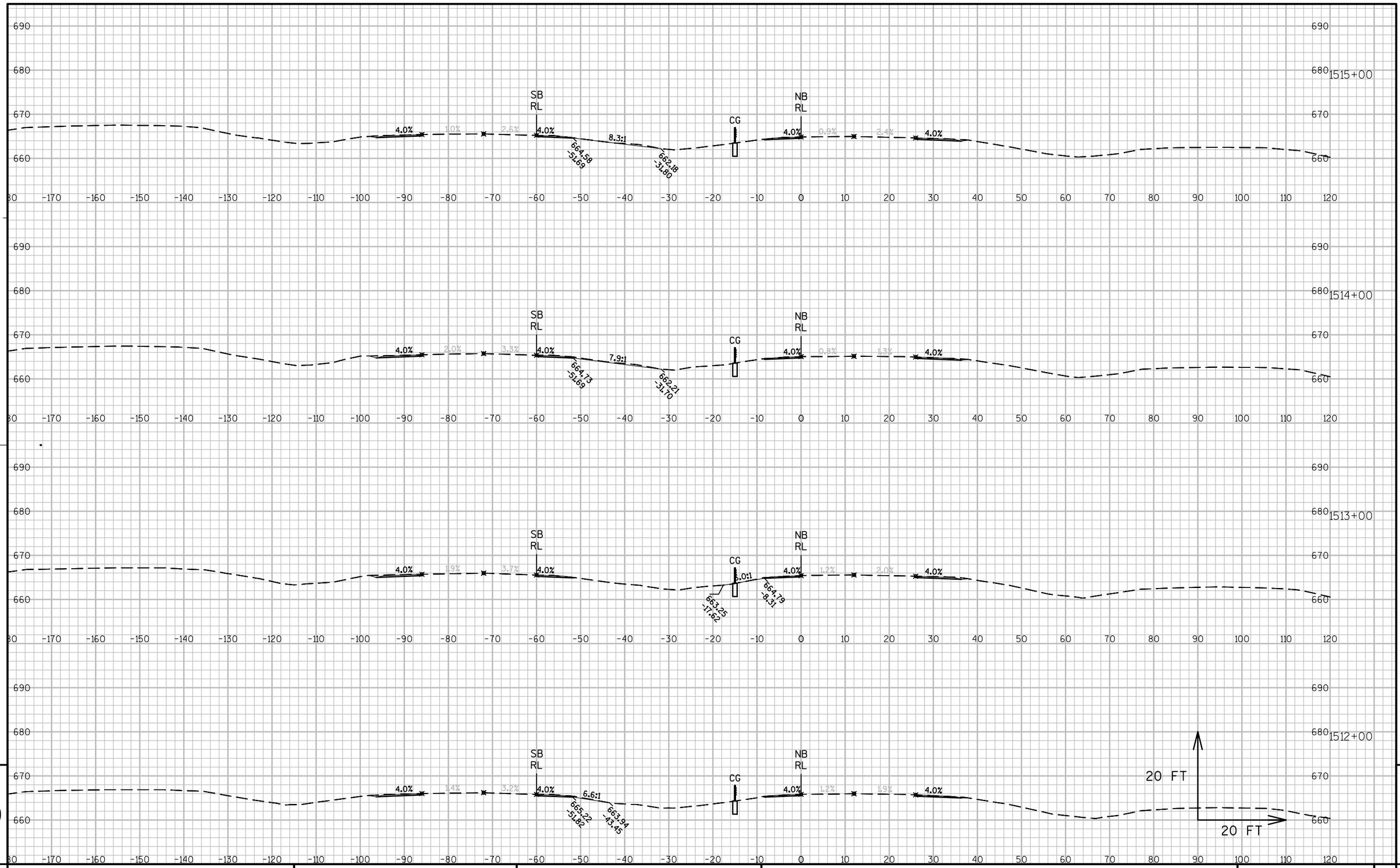
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WISDOT/CADDS SHEET 49

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 573 785	E

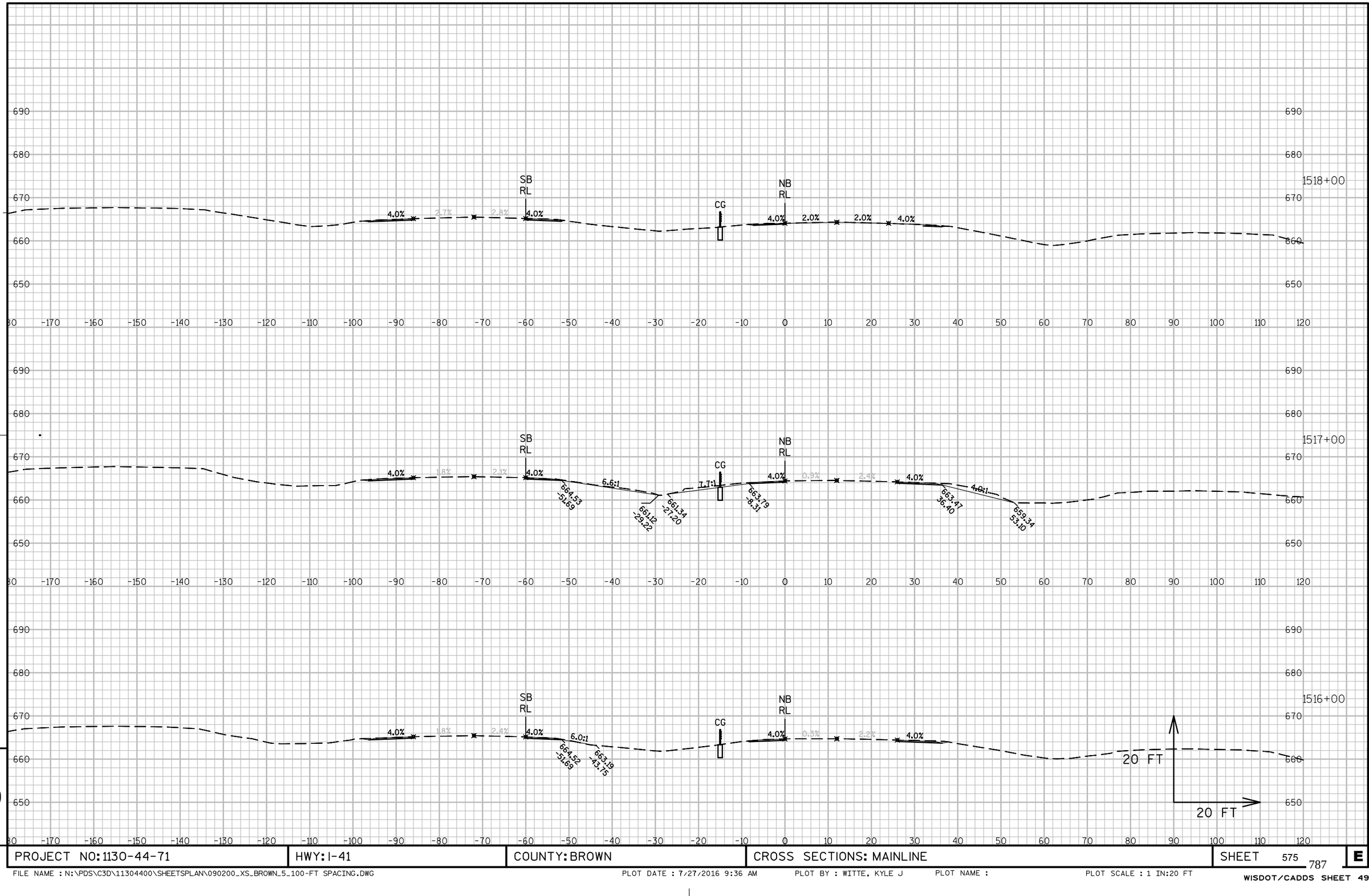


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 574	E

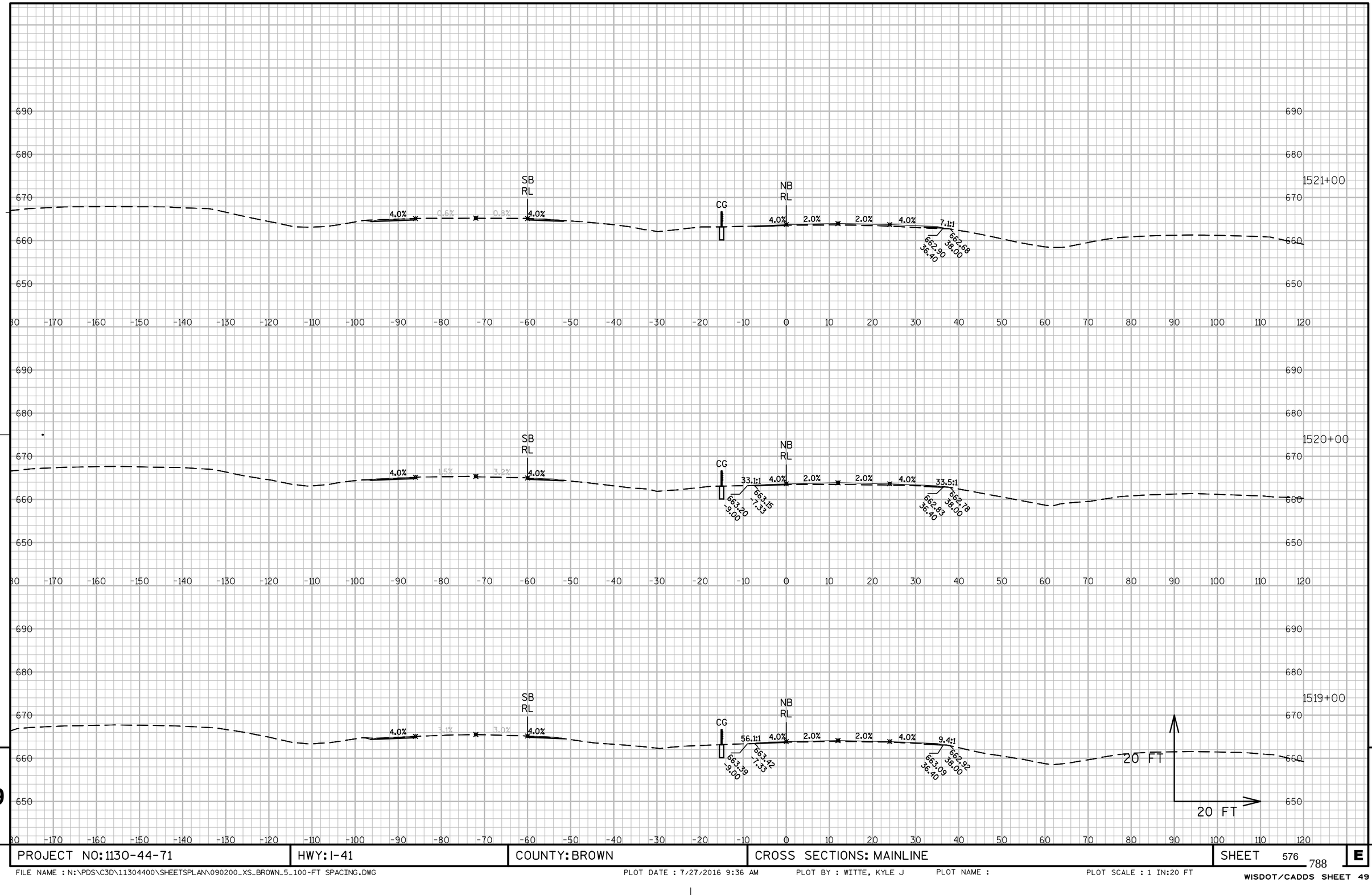
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 575 787

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:36 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



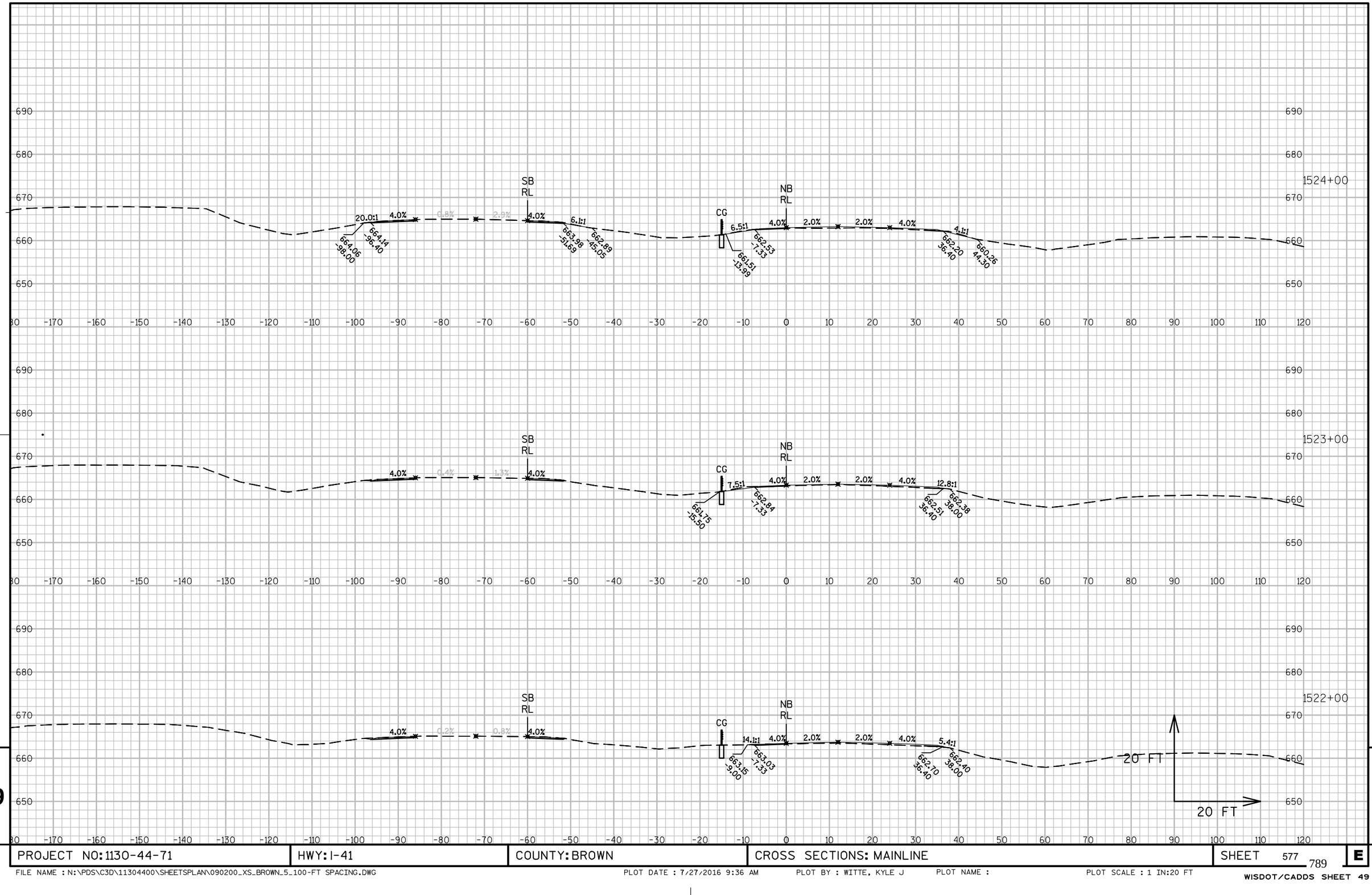
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 576 788	E

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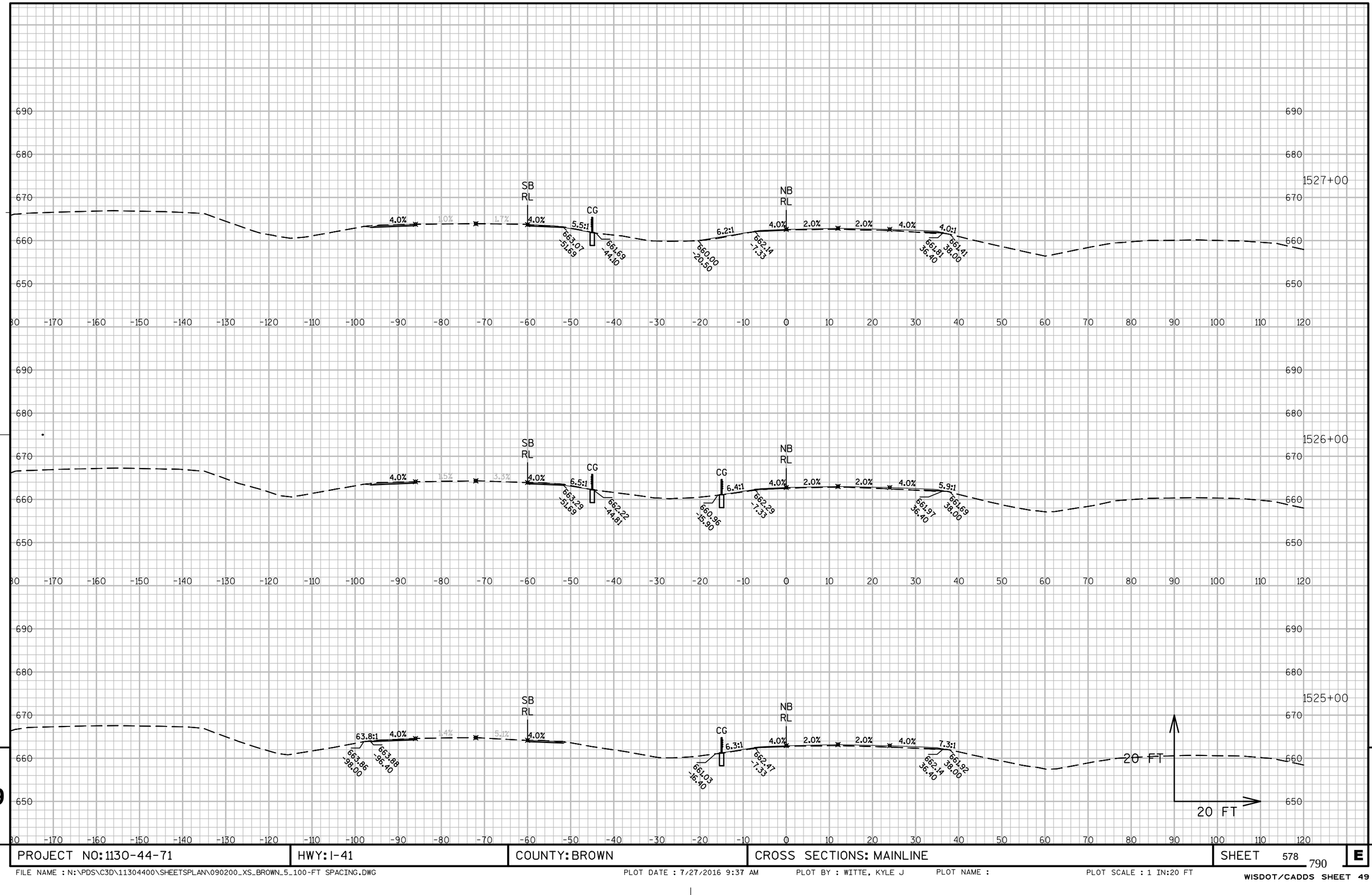
WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 577 789	E

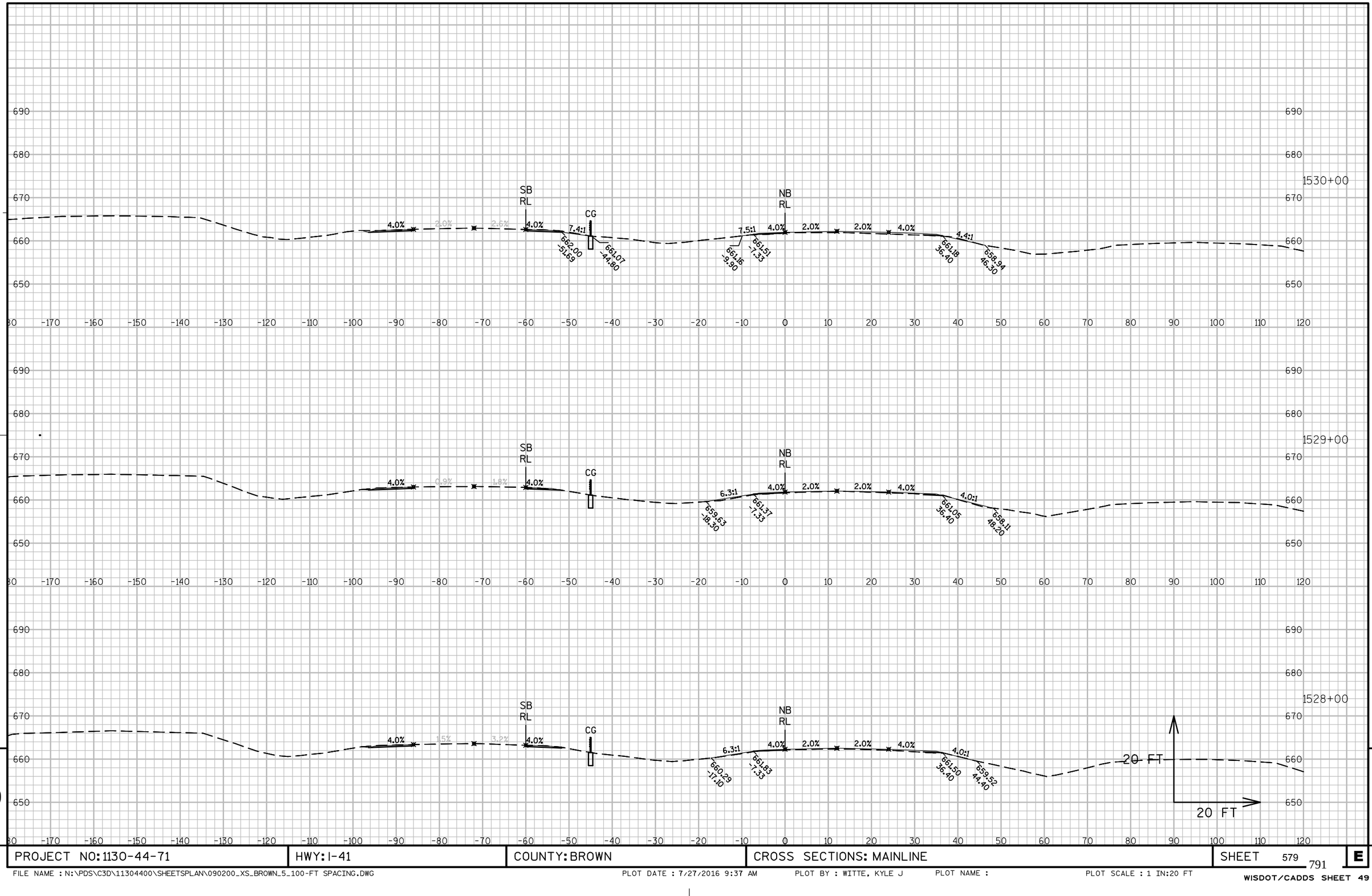
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 578 790 E

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WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 579 791 E

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WISDOT/CADDS SHEET 49

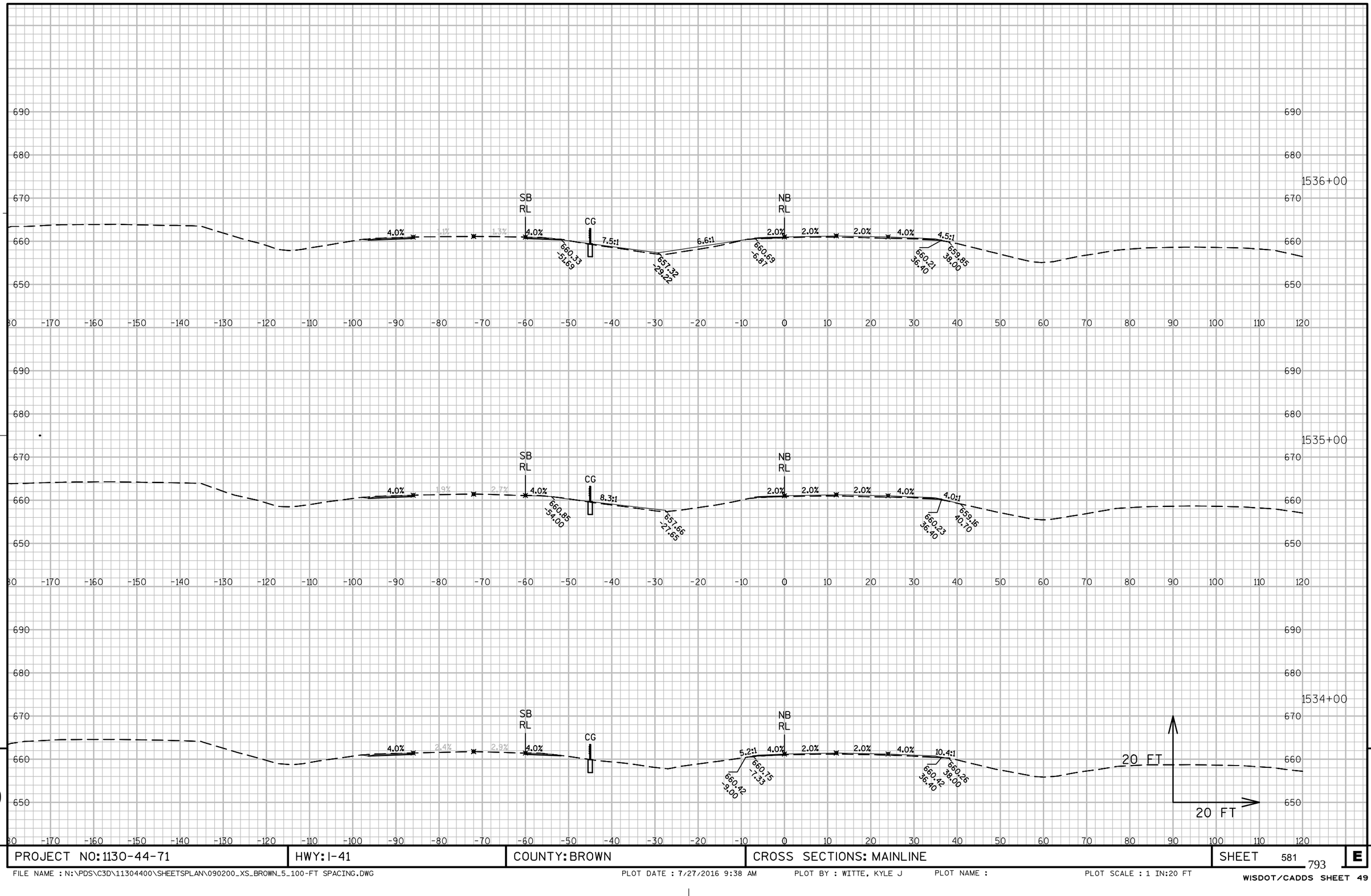
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WISDOT/CADDS SHEET 49

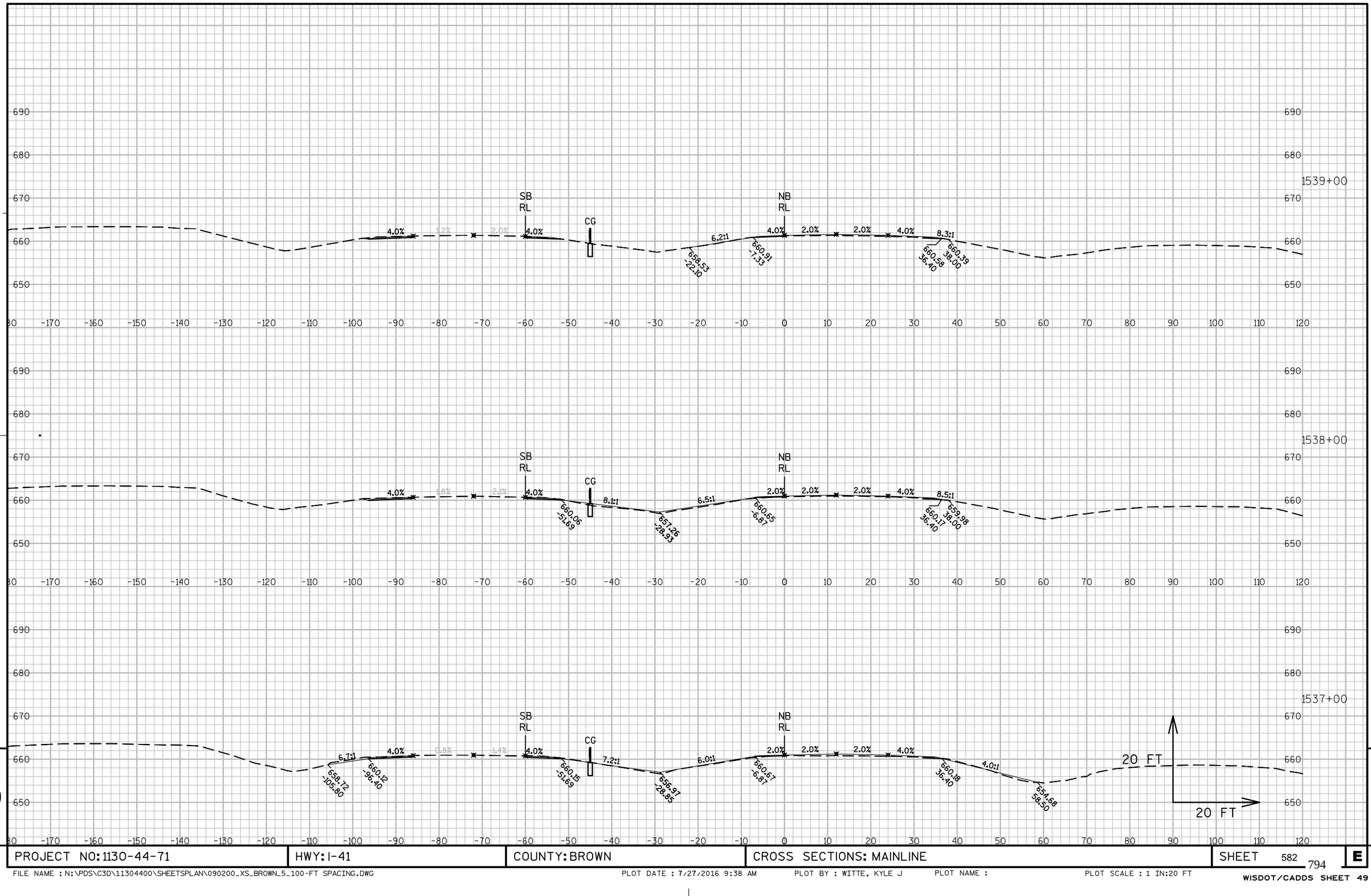


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 581	E

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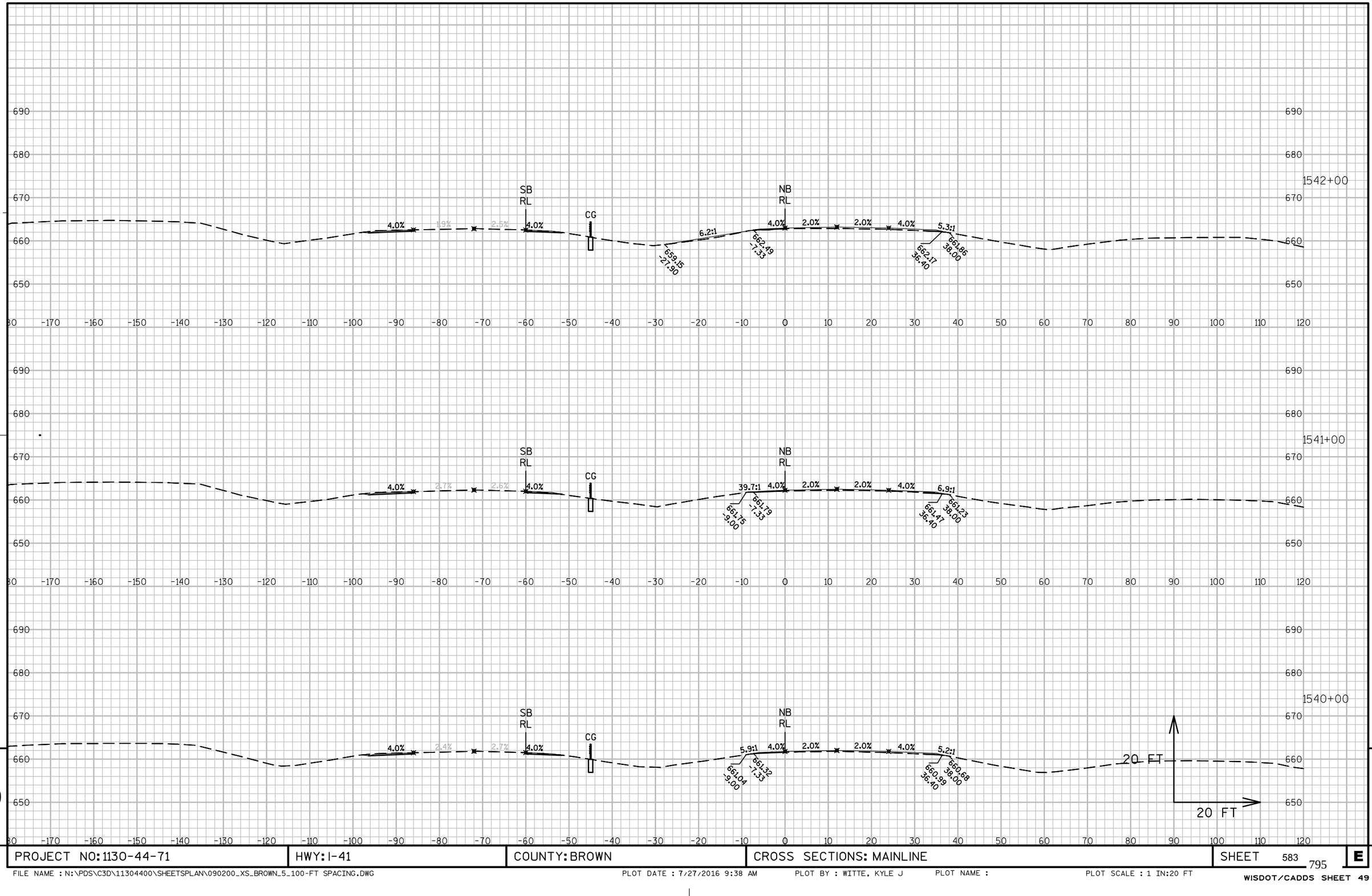


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 582 794	E

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WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 583 795	E

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WISDOT/CADDS SHEET 49

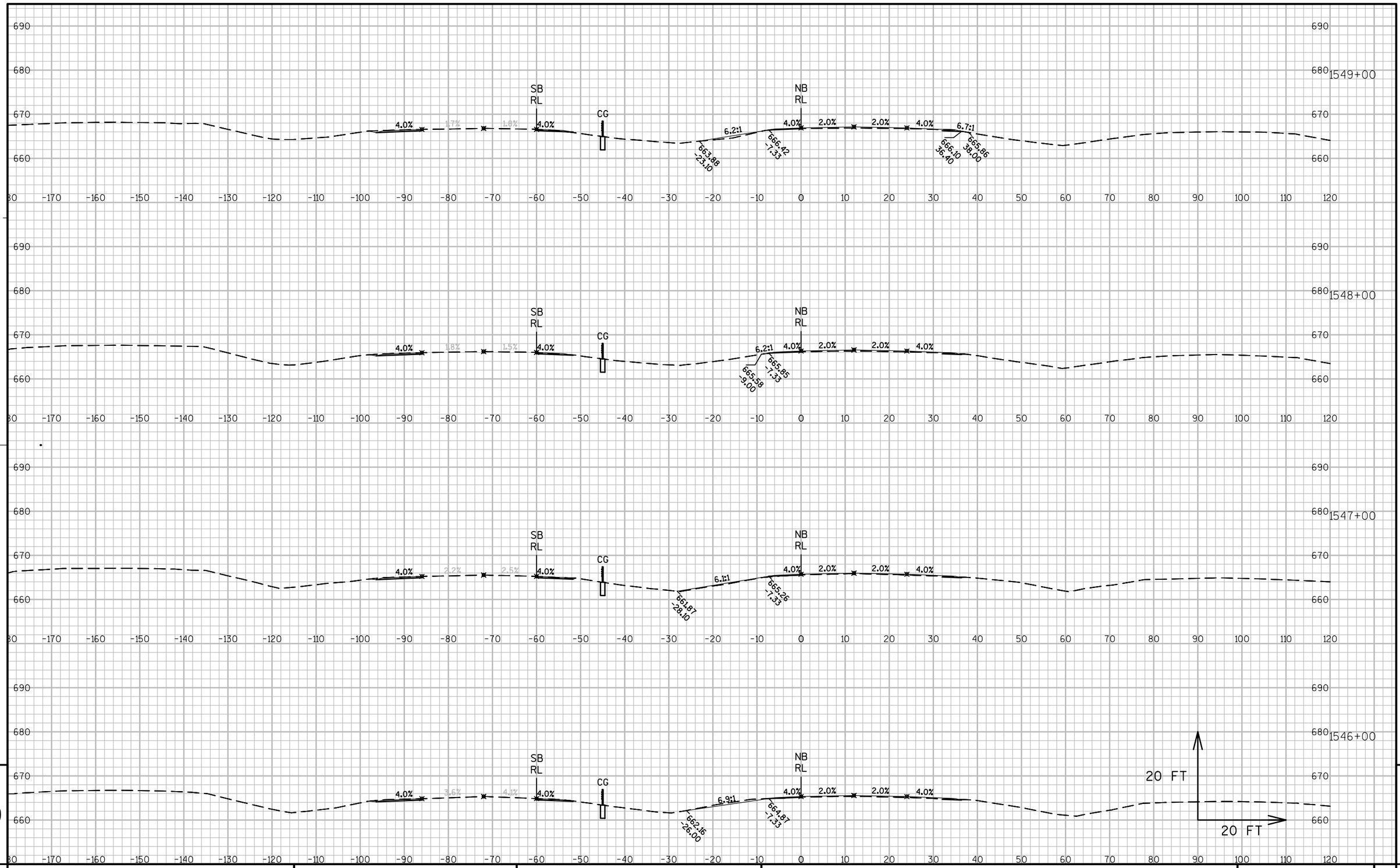
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WISDOT/CADDS SHEET 49



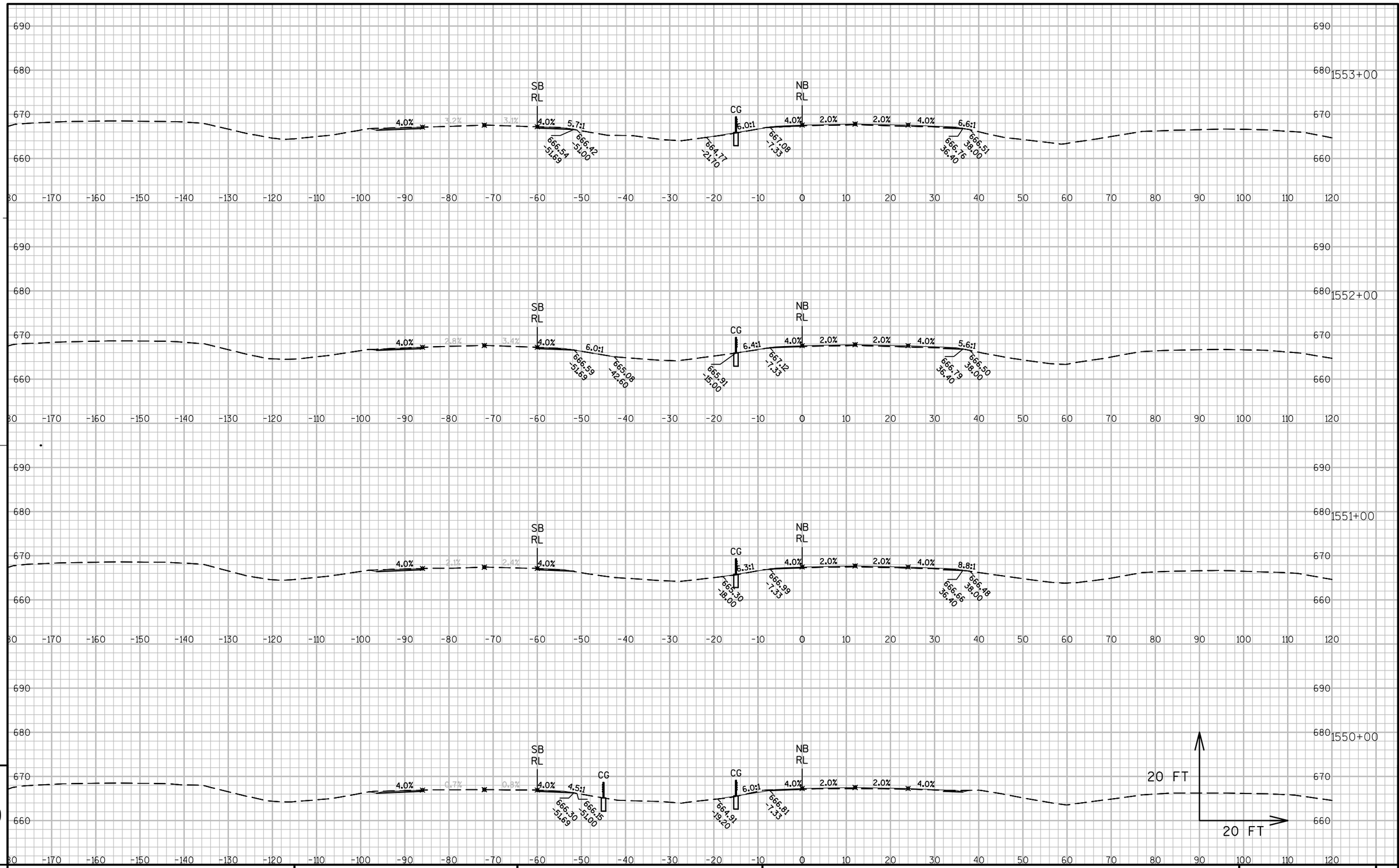
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WISDOT/CADDS SHEET 49



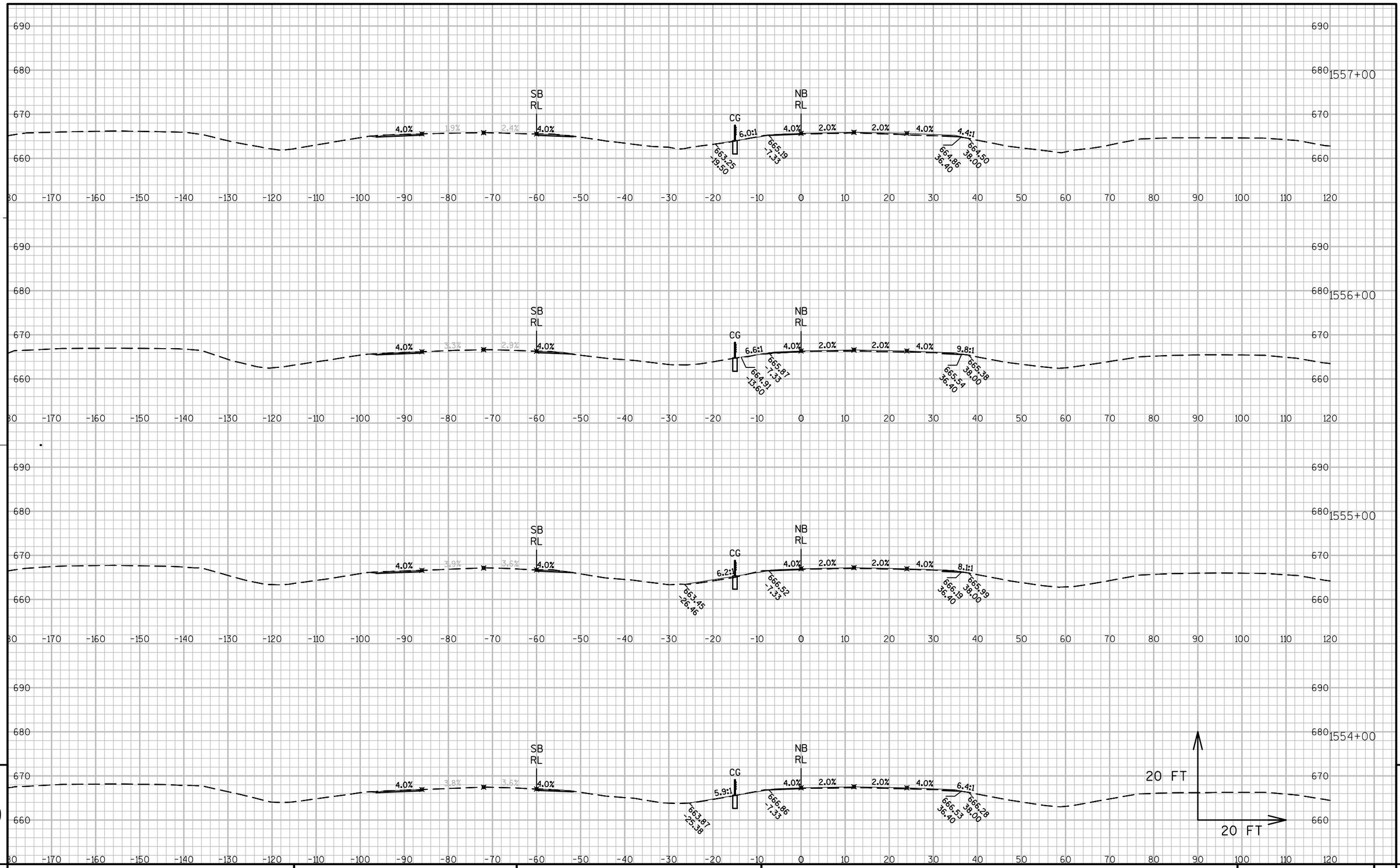
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 586 798	E

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WISDOT/CADDS SHEET 49



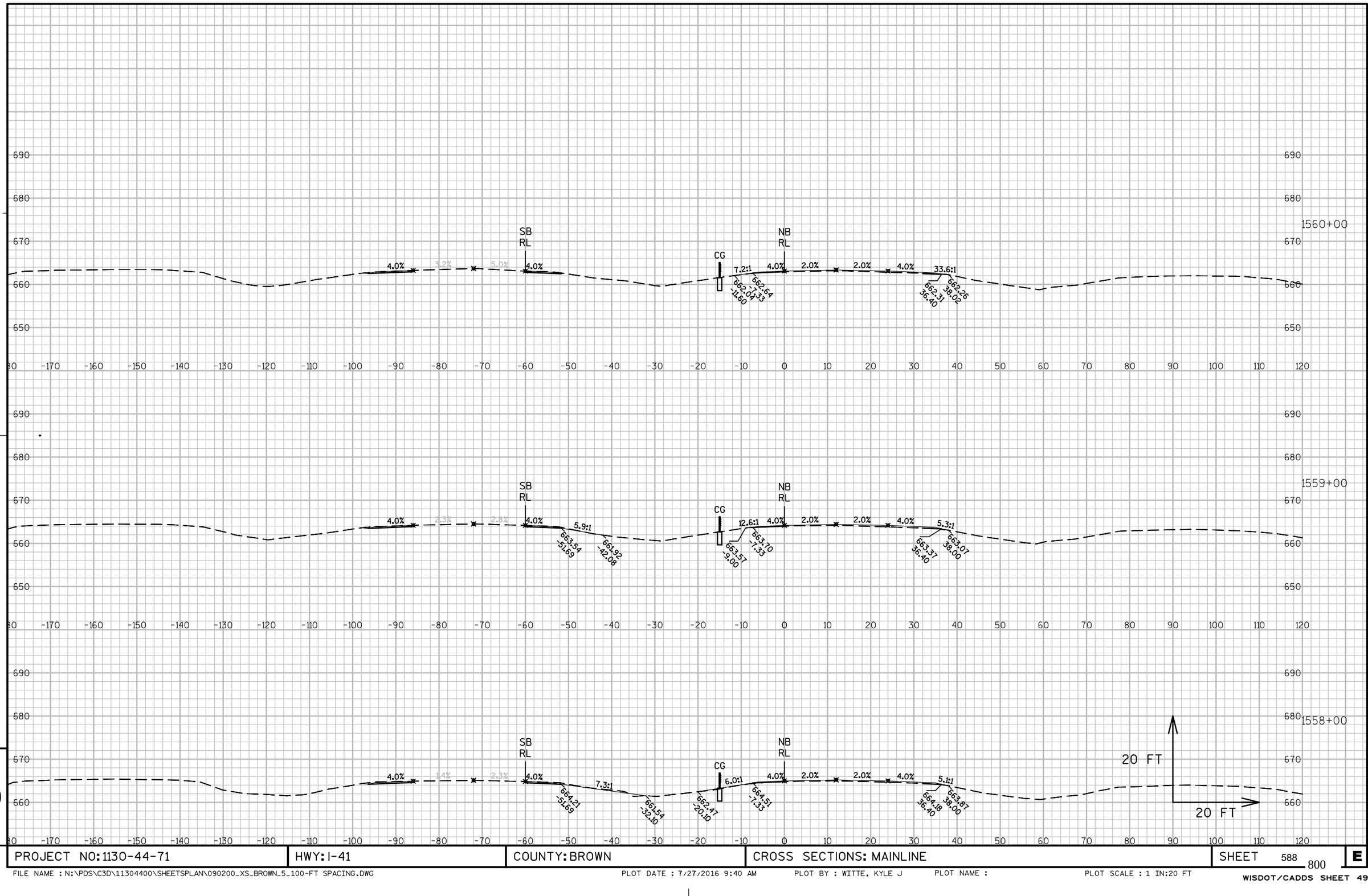
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 587 799	E

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WISDOT/CADDS SHEET 49

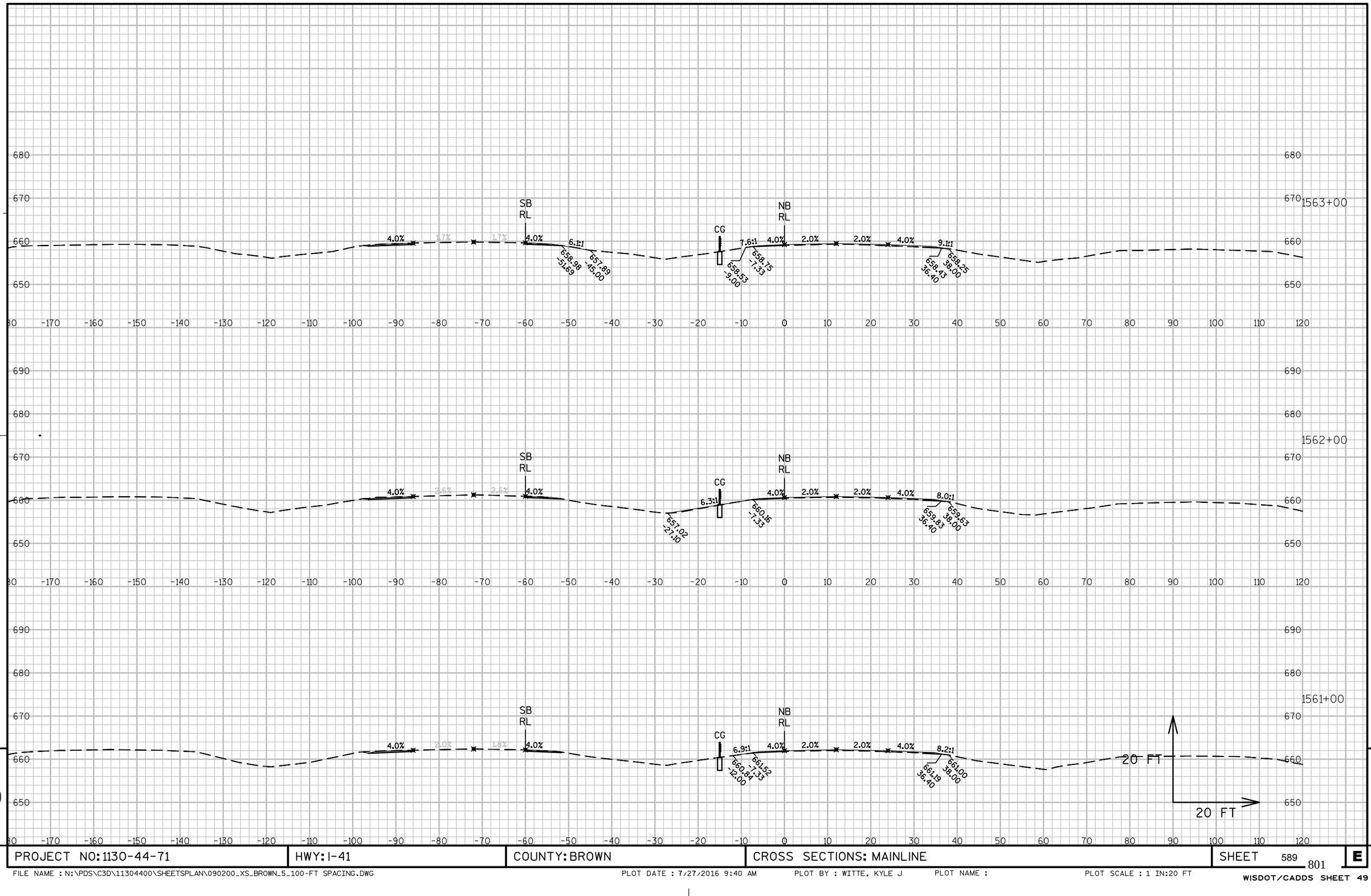


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 588 800	E

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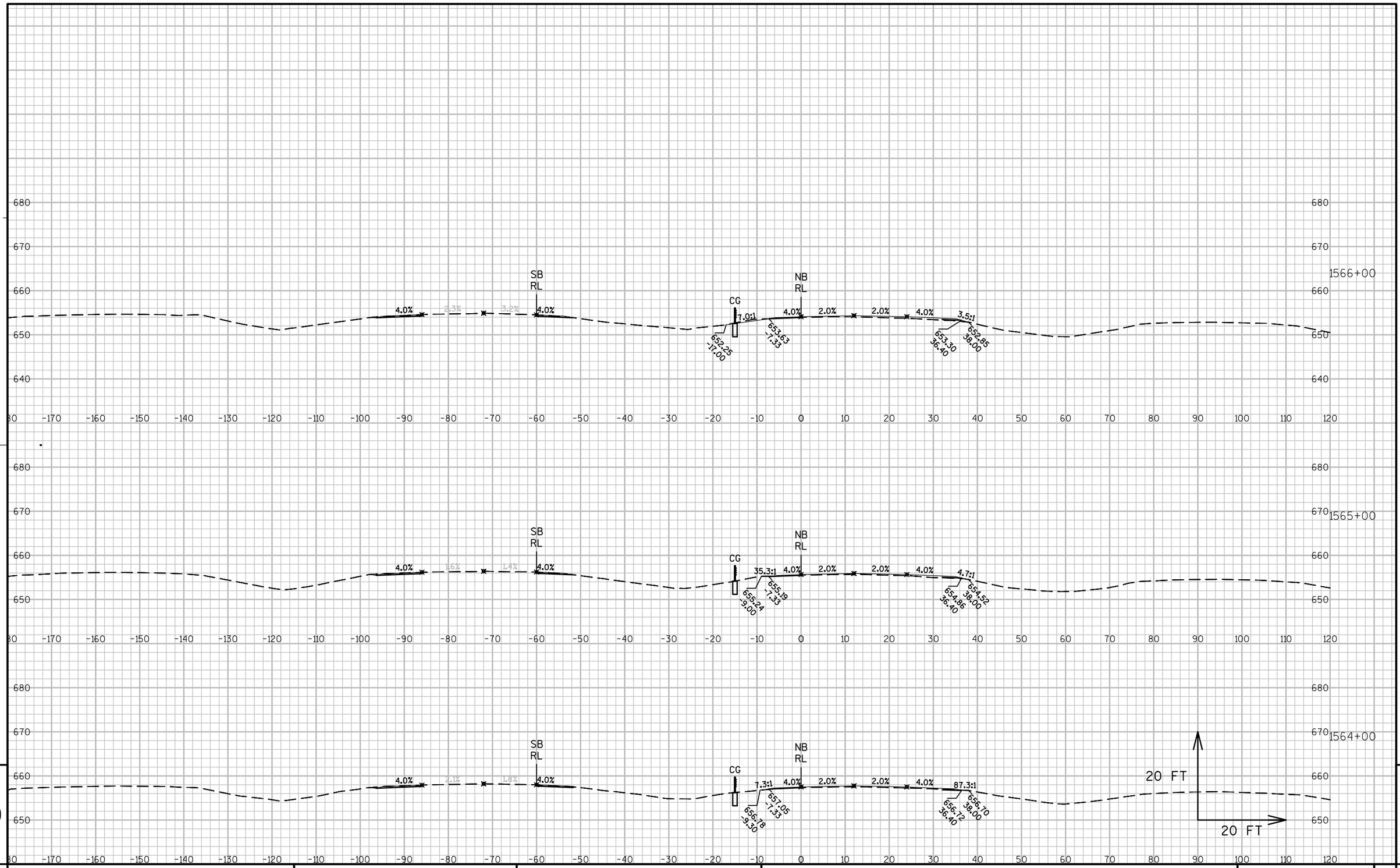
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 589 801	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:40 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 590 802	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:40 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

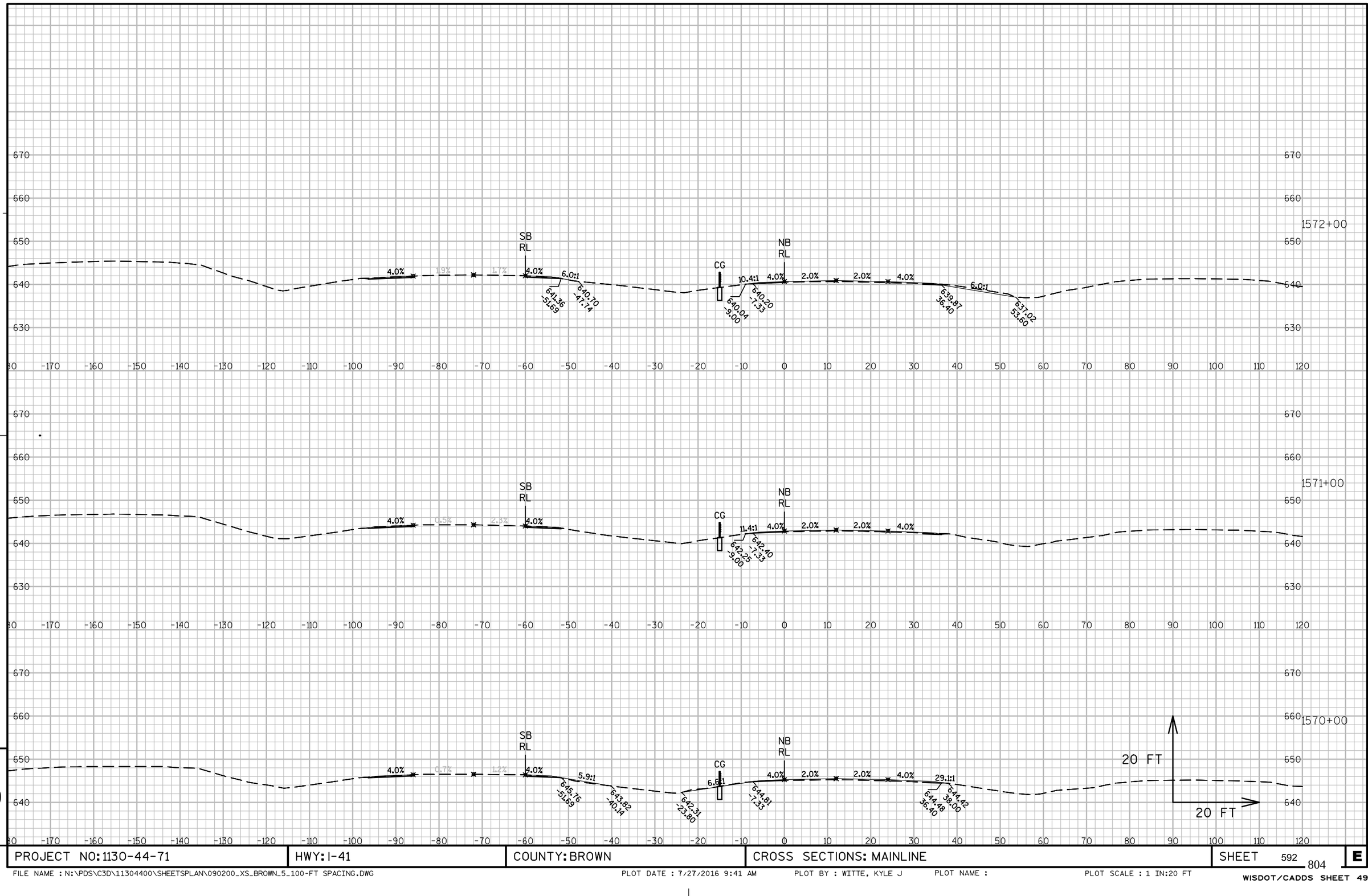
WISDOT/CADDS SHEET 49

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 591 803	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:41 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT



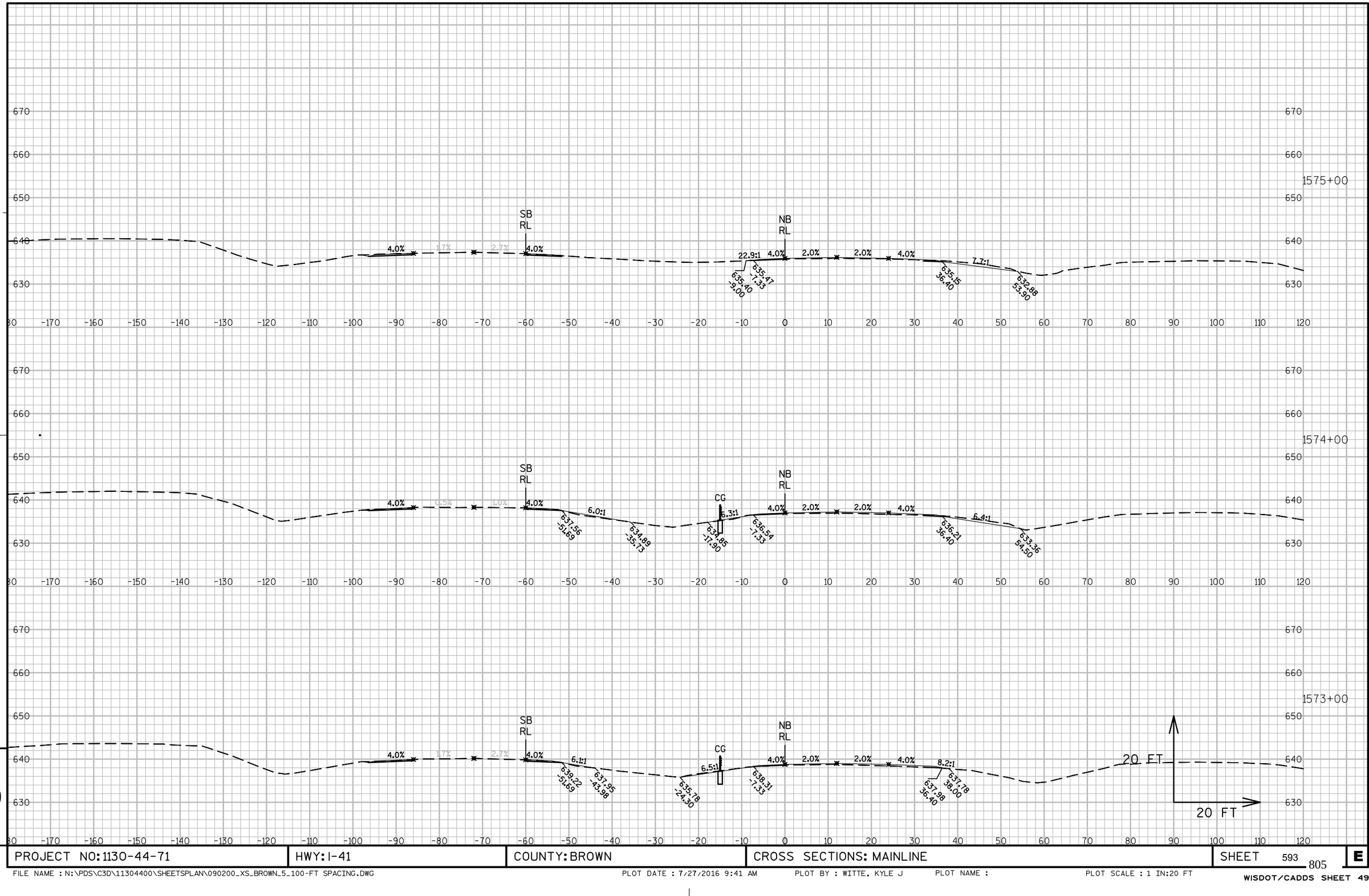
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 592 804	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:41 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

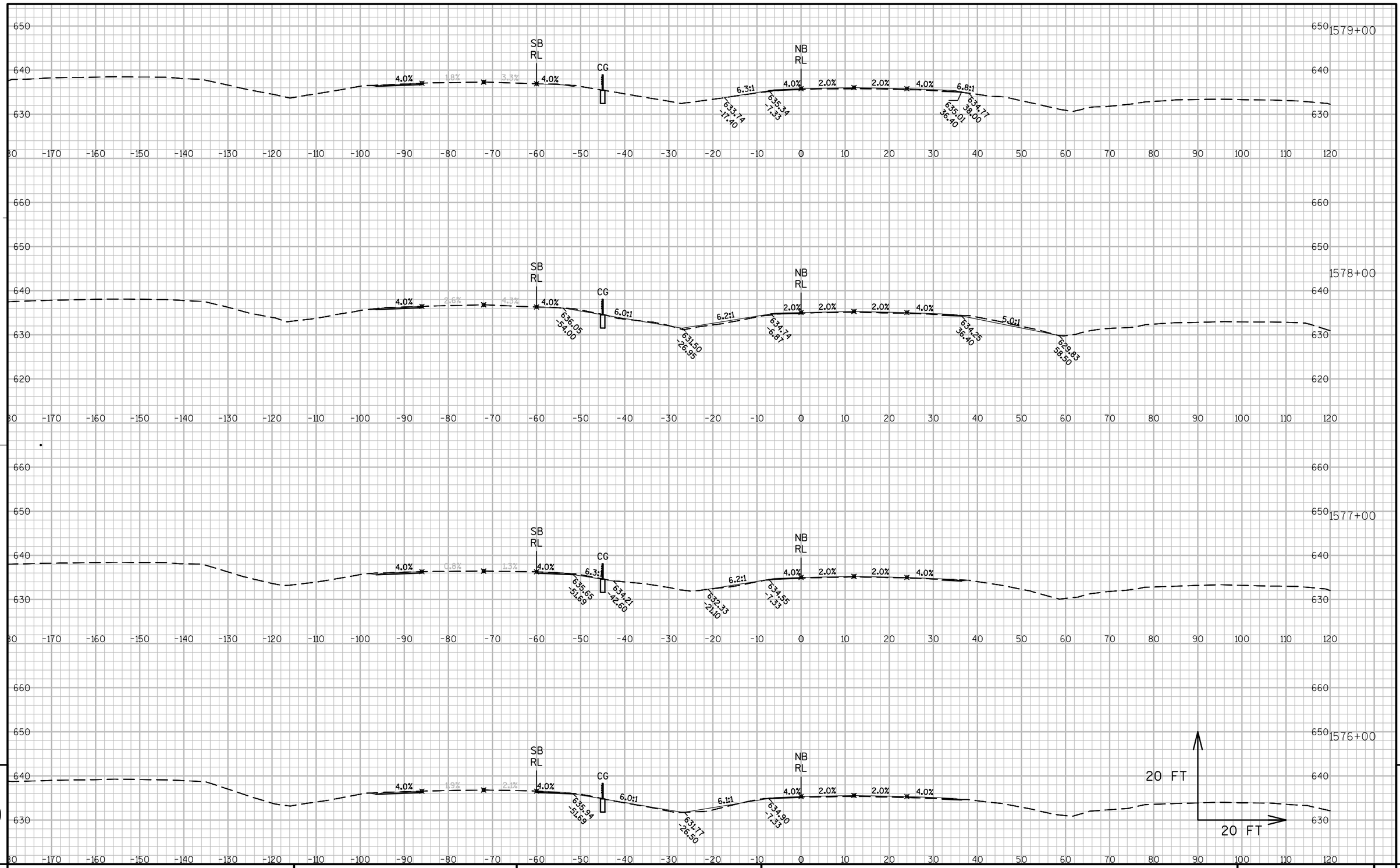
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 593 805	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:41 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

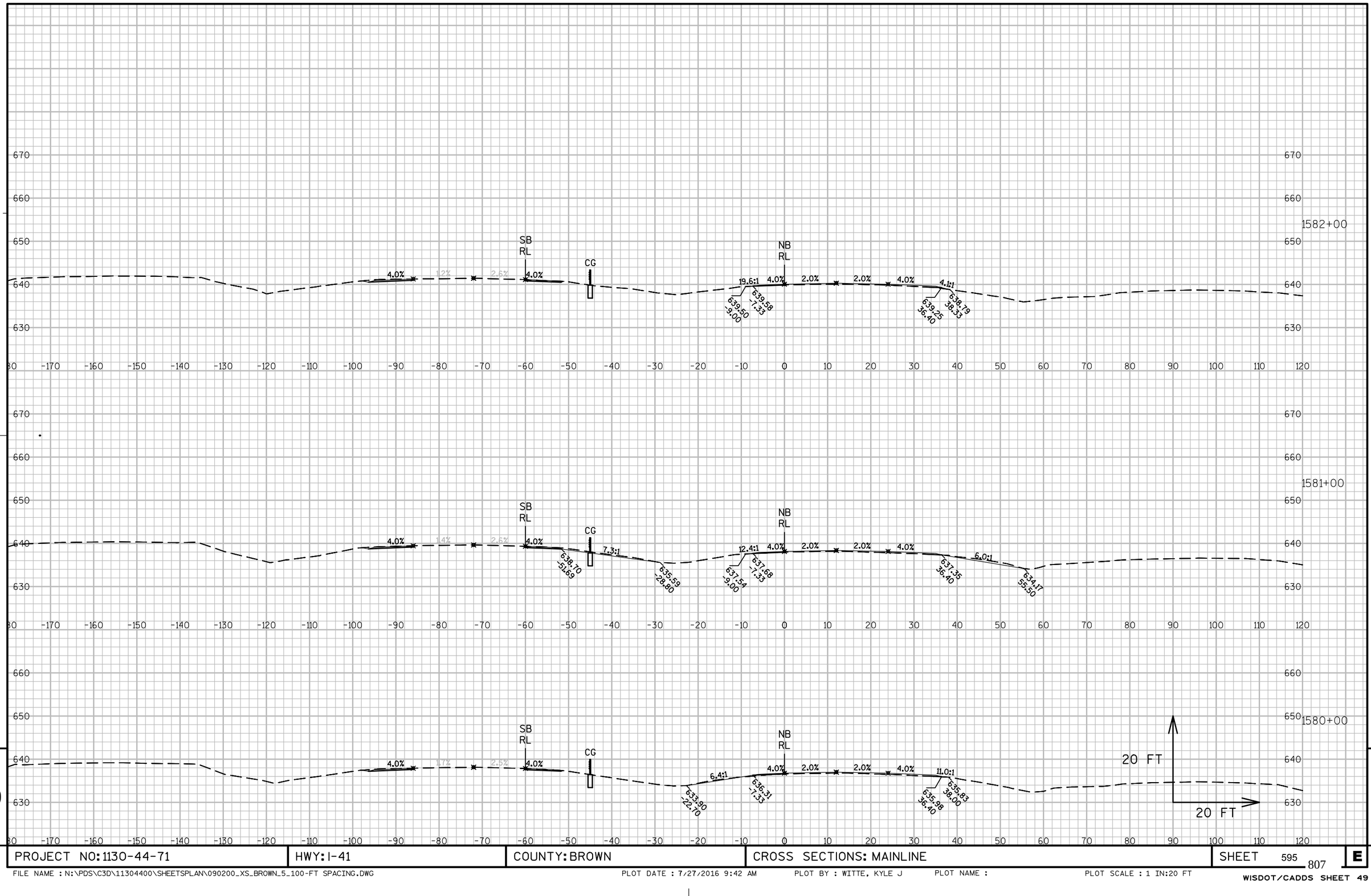


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 594	E

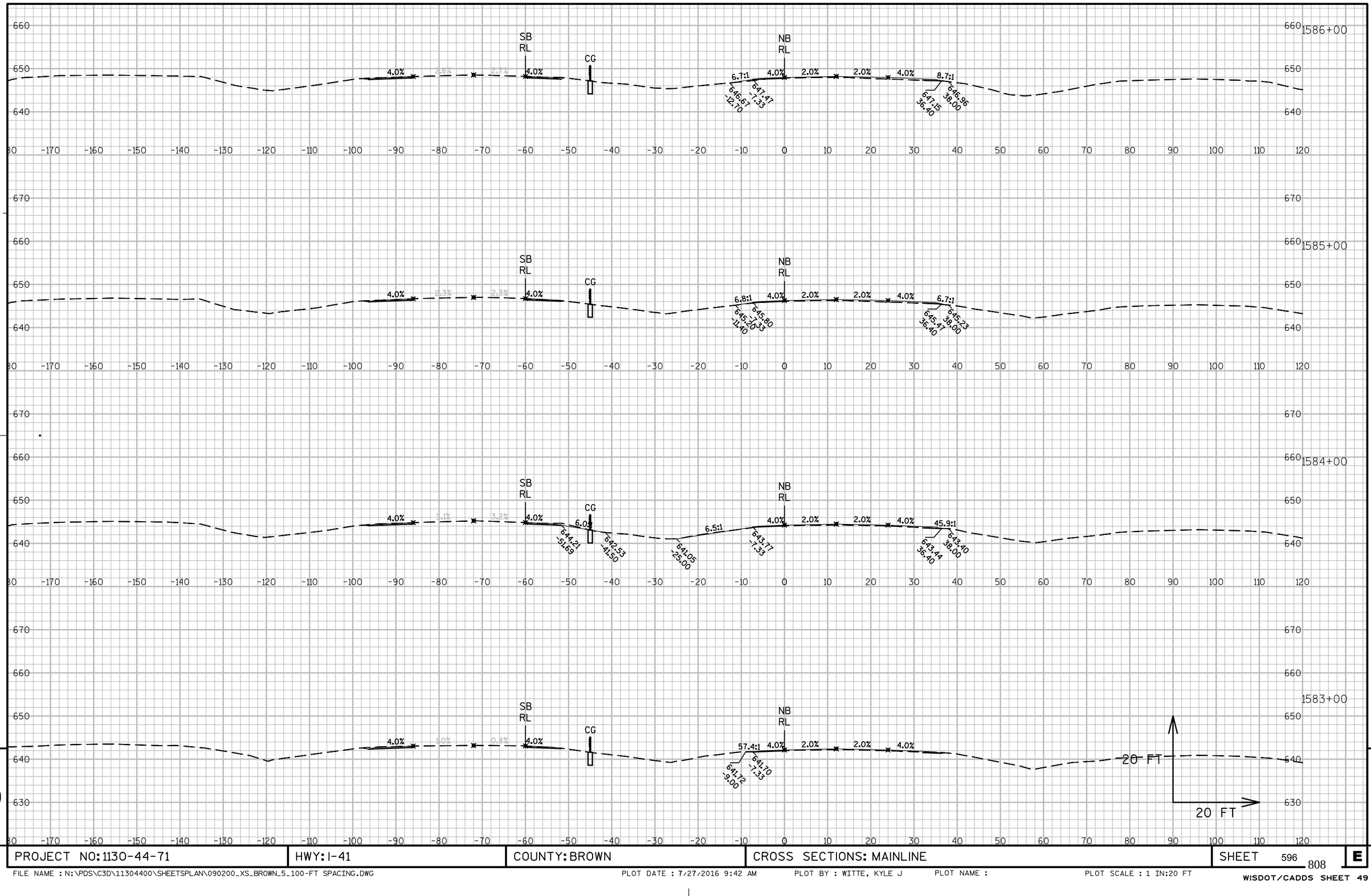
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 595 807	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:42 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



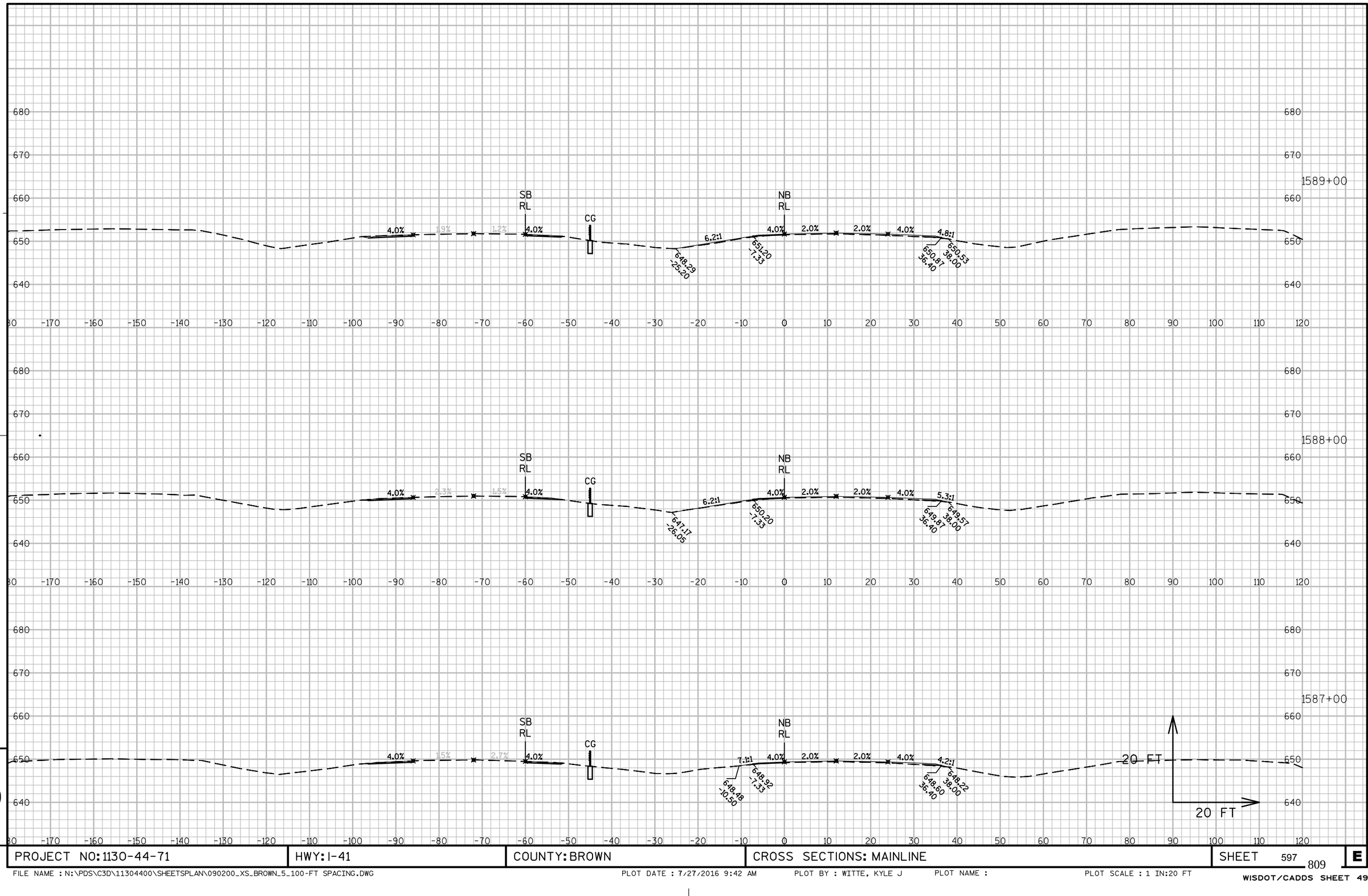
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 596 808	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:42 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

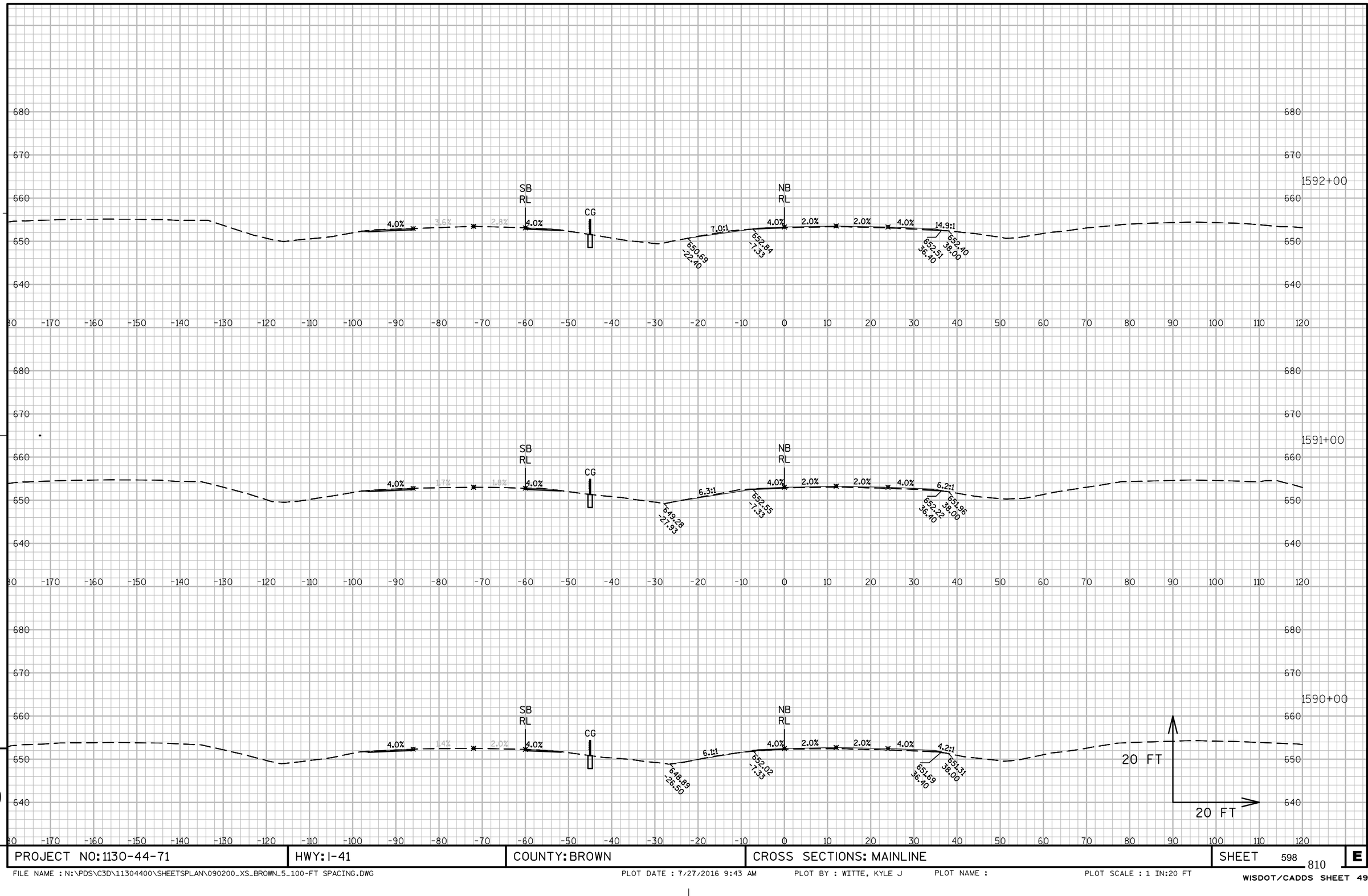


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 597 809	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:42 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



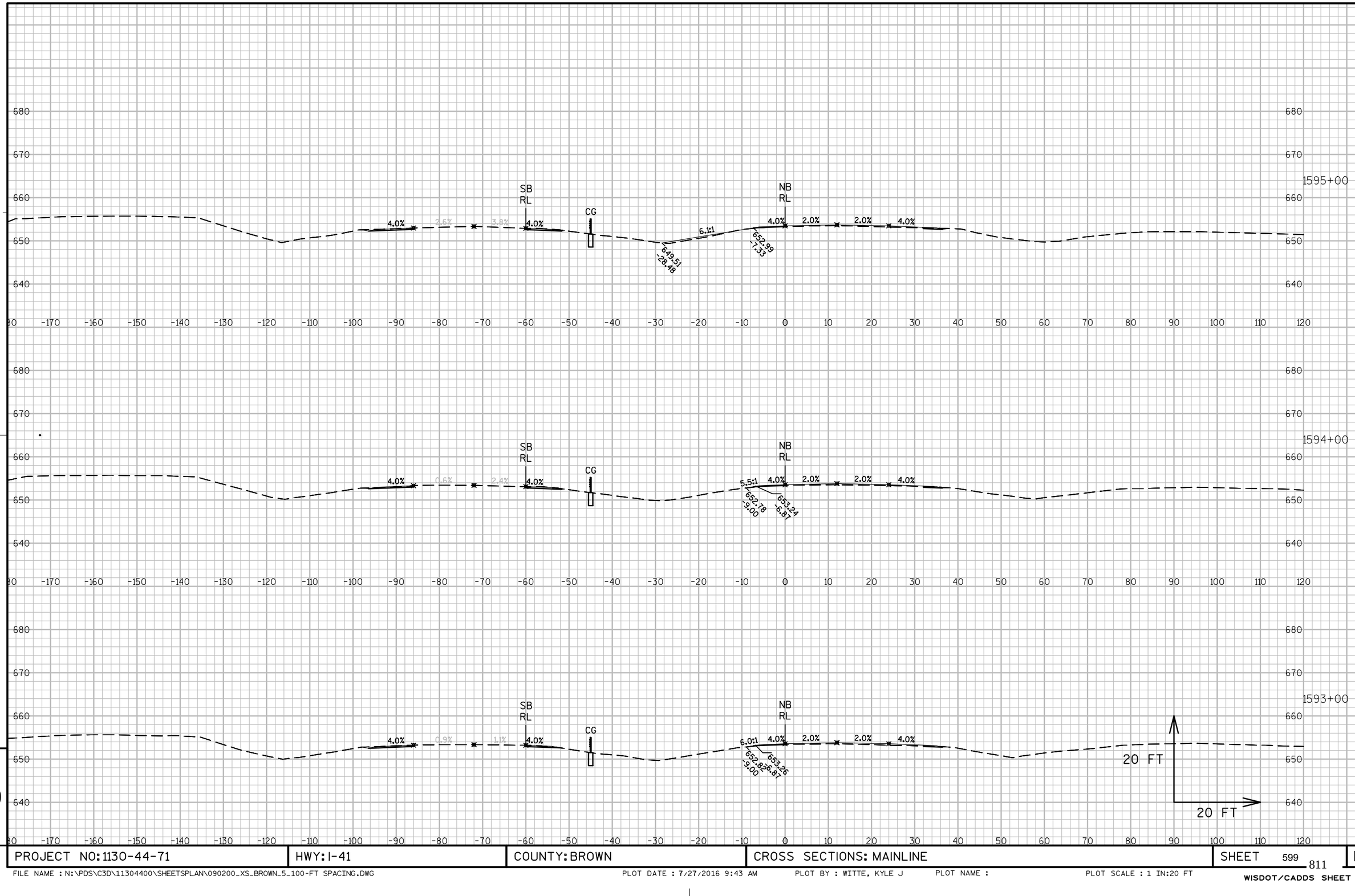
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 598	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:43 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

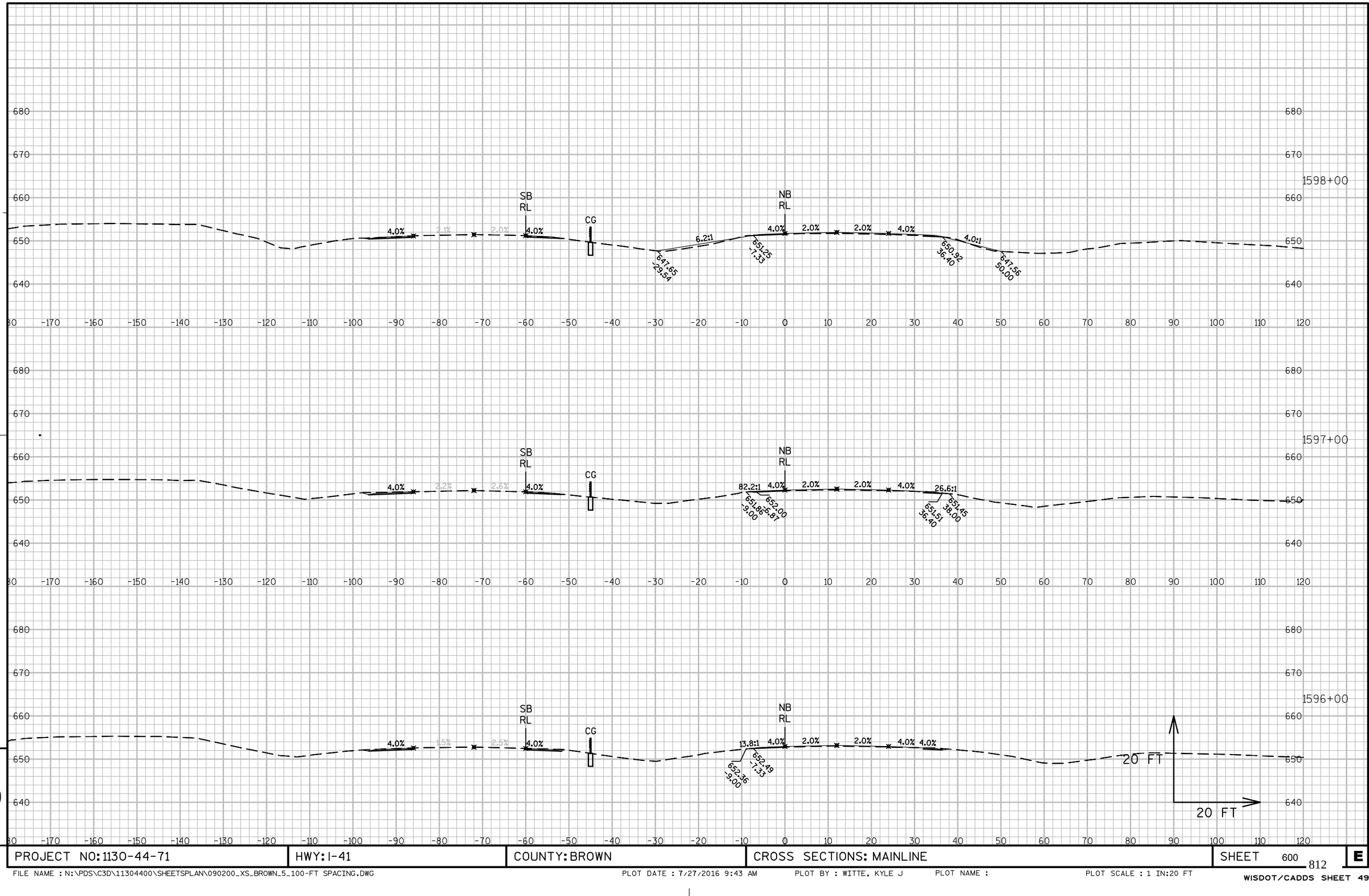
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 599 811	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:43 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



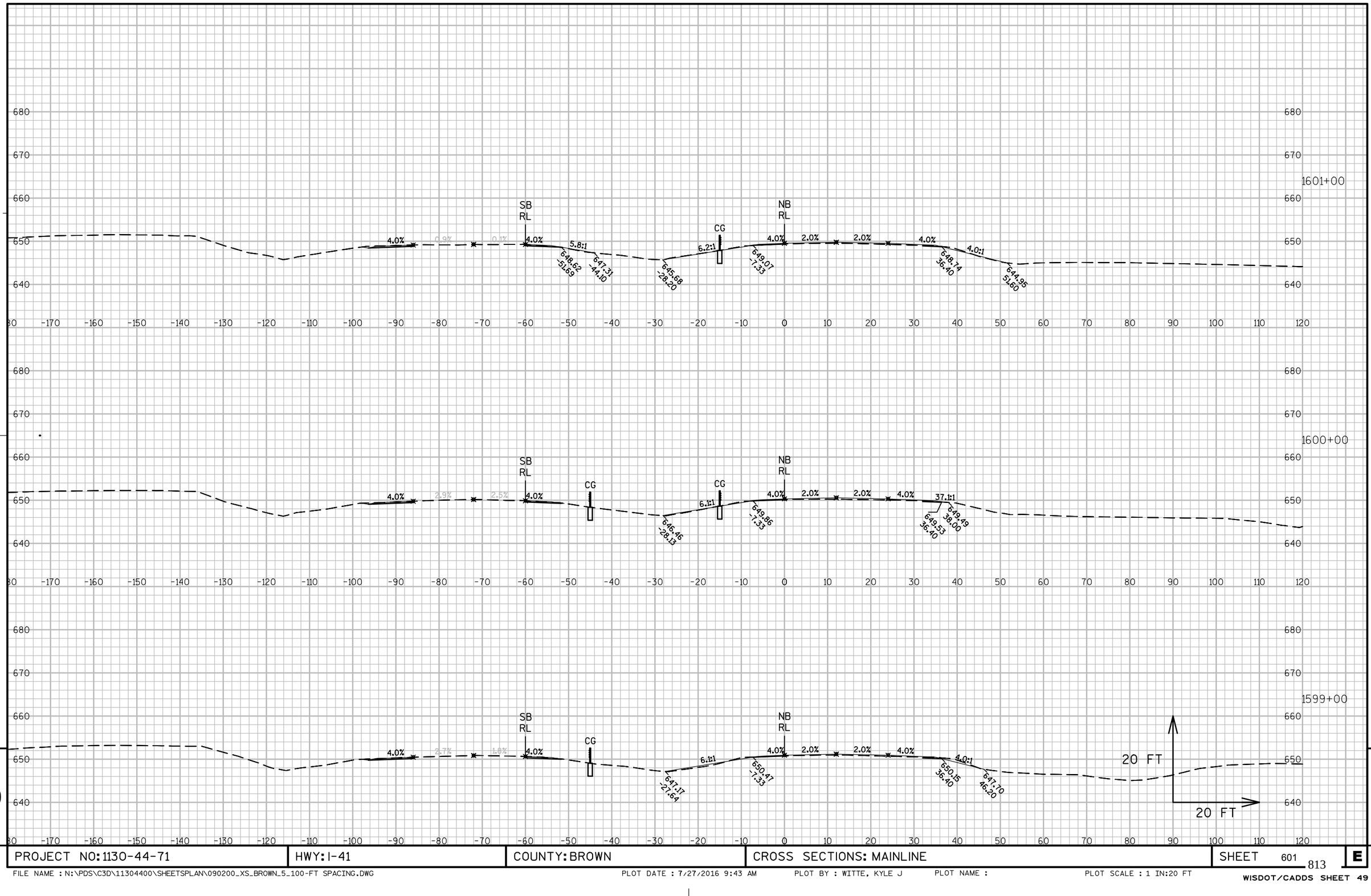
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 600 812	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:43 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



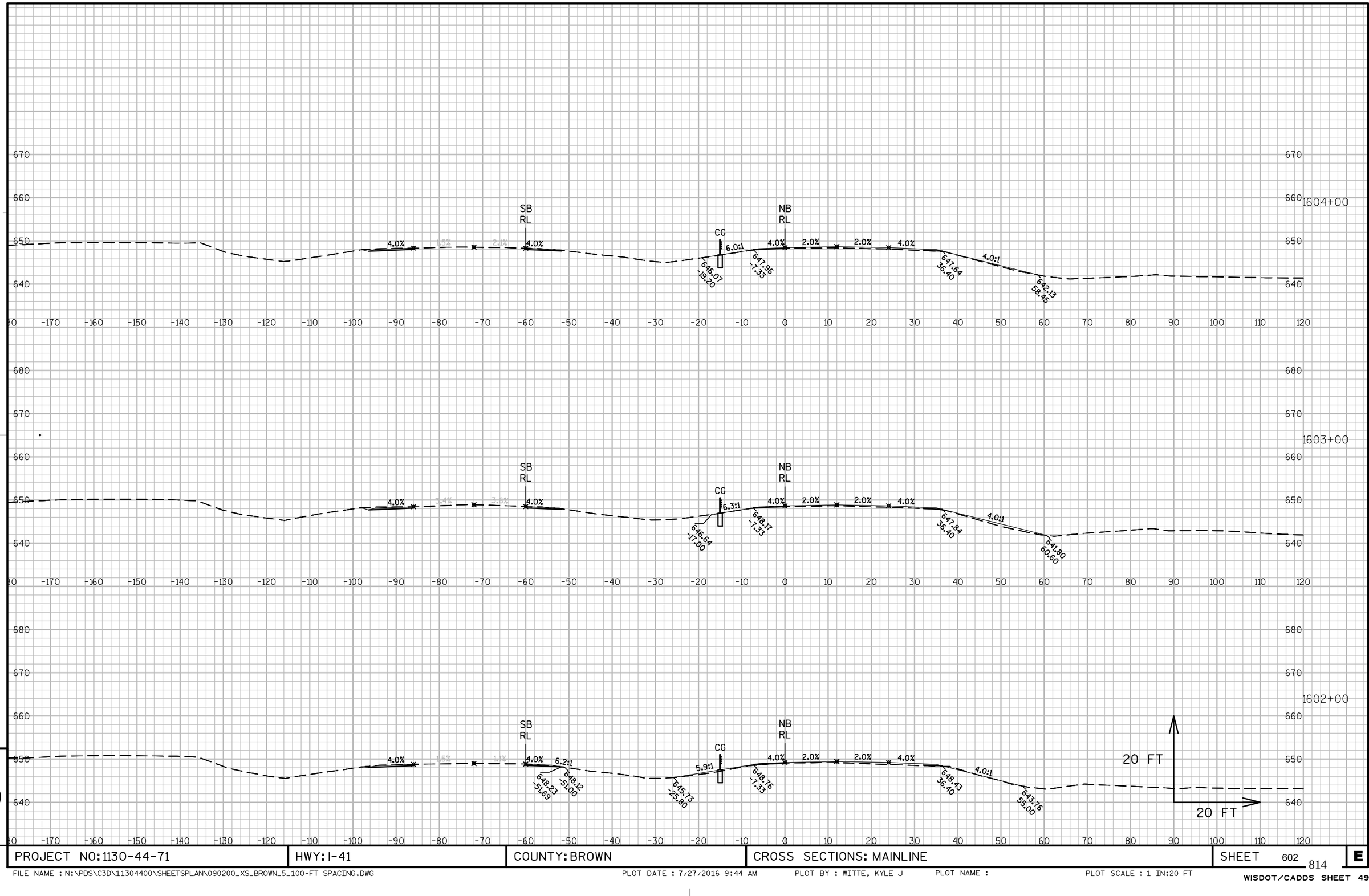
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 601	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:43 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

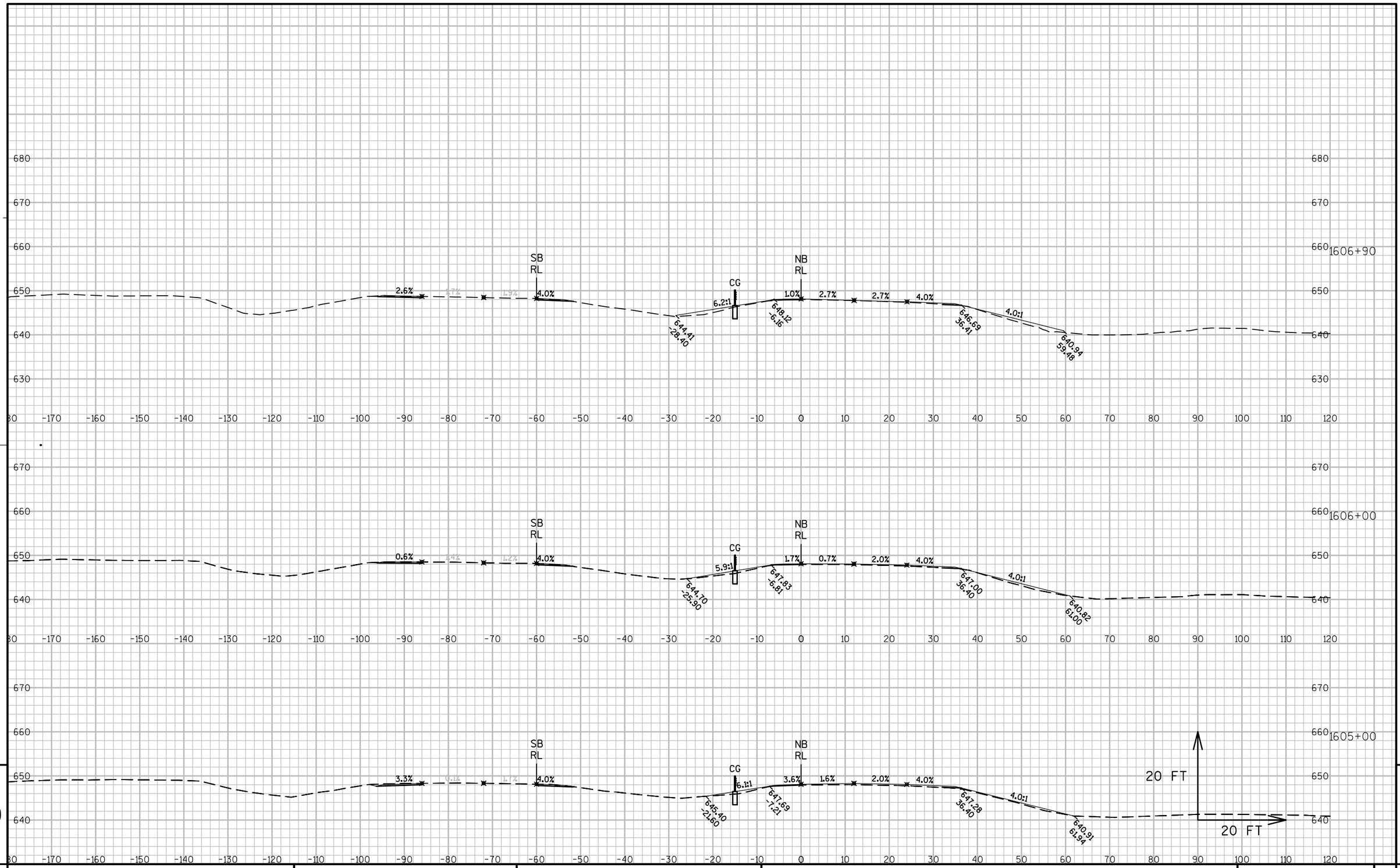
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 602 814	E

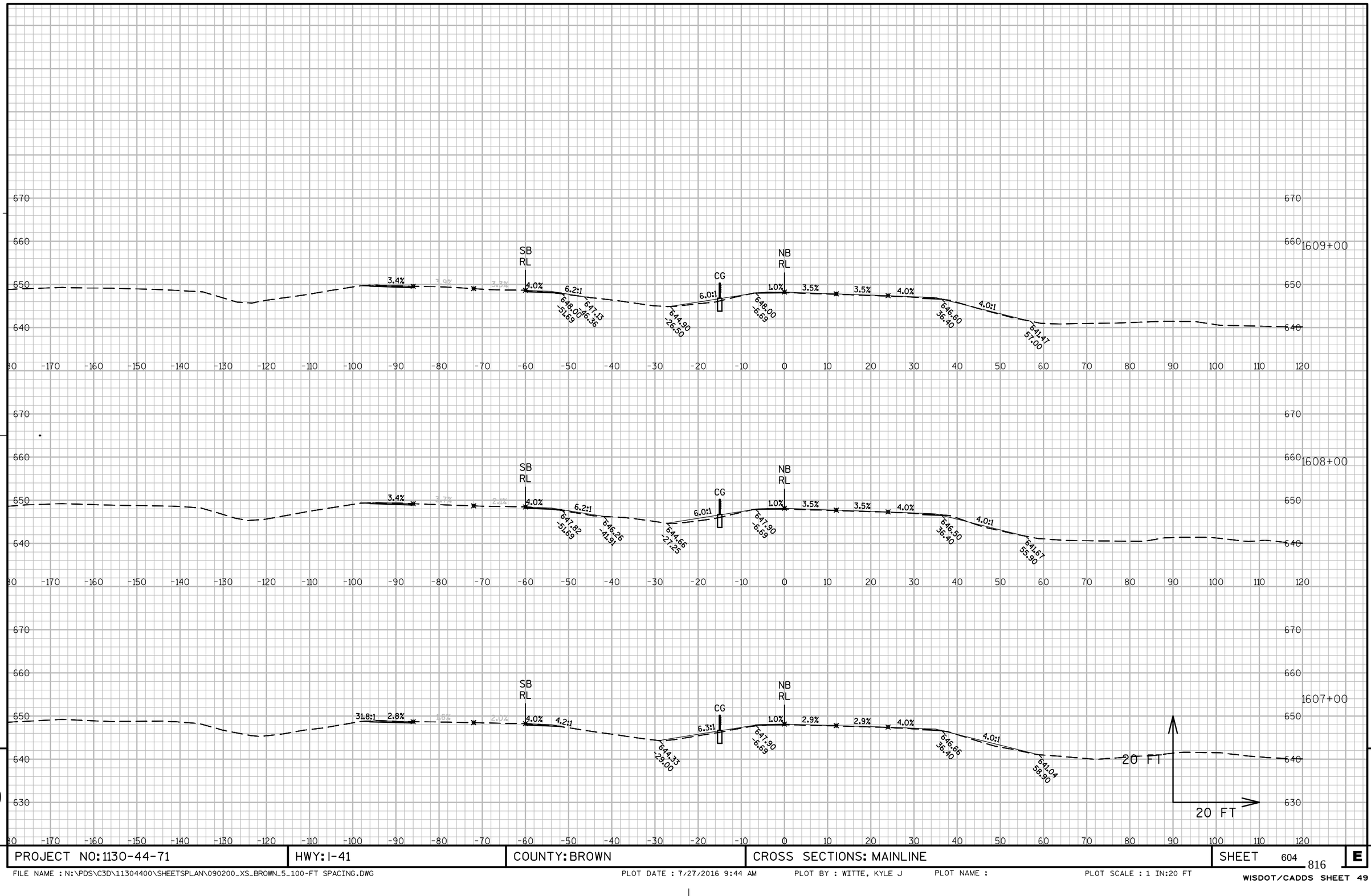
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WISDOT/CADDS SHEET 49



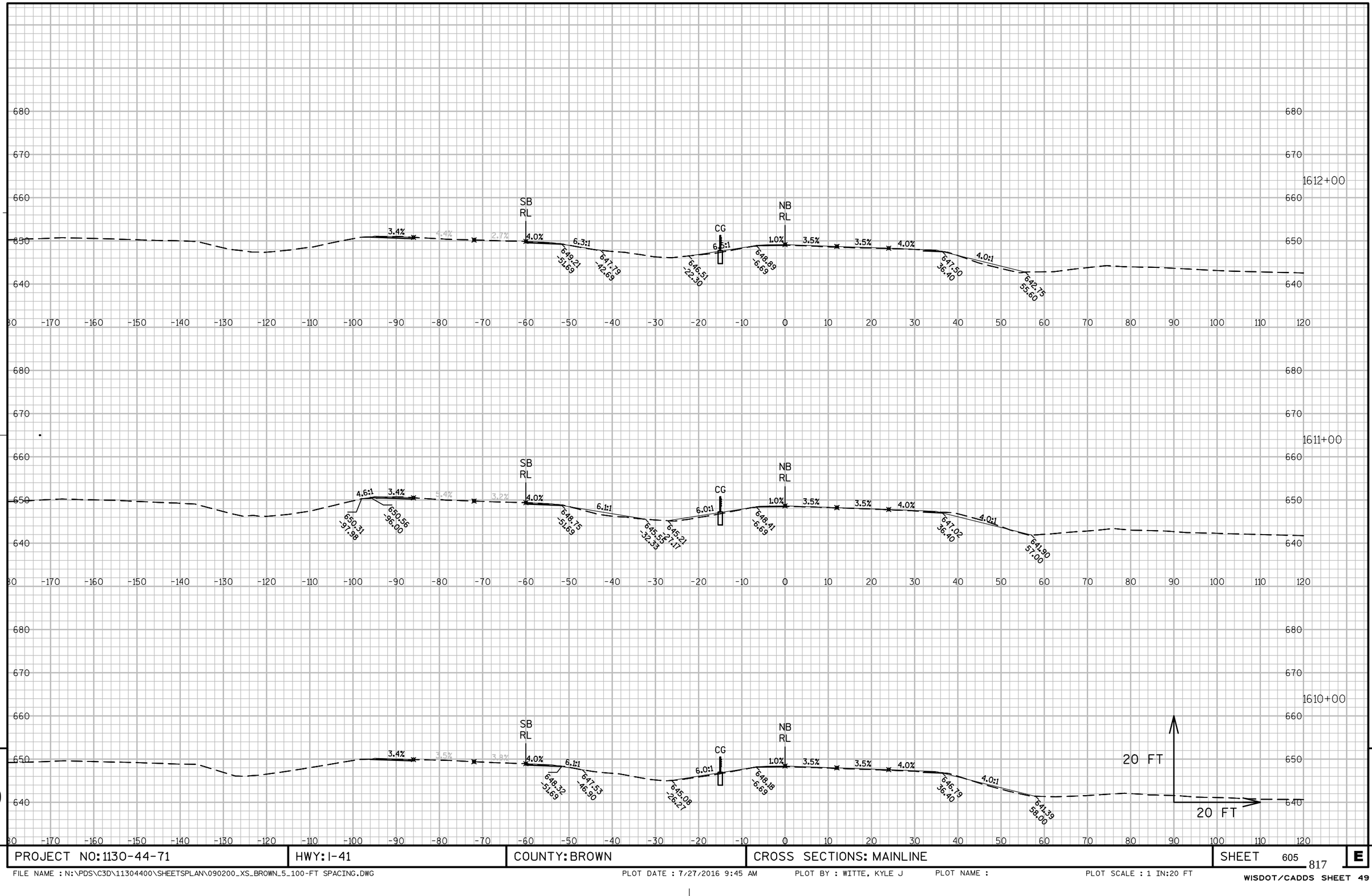
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 604

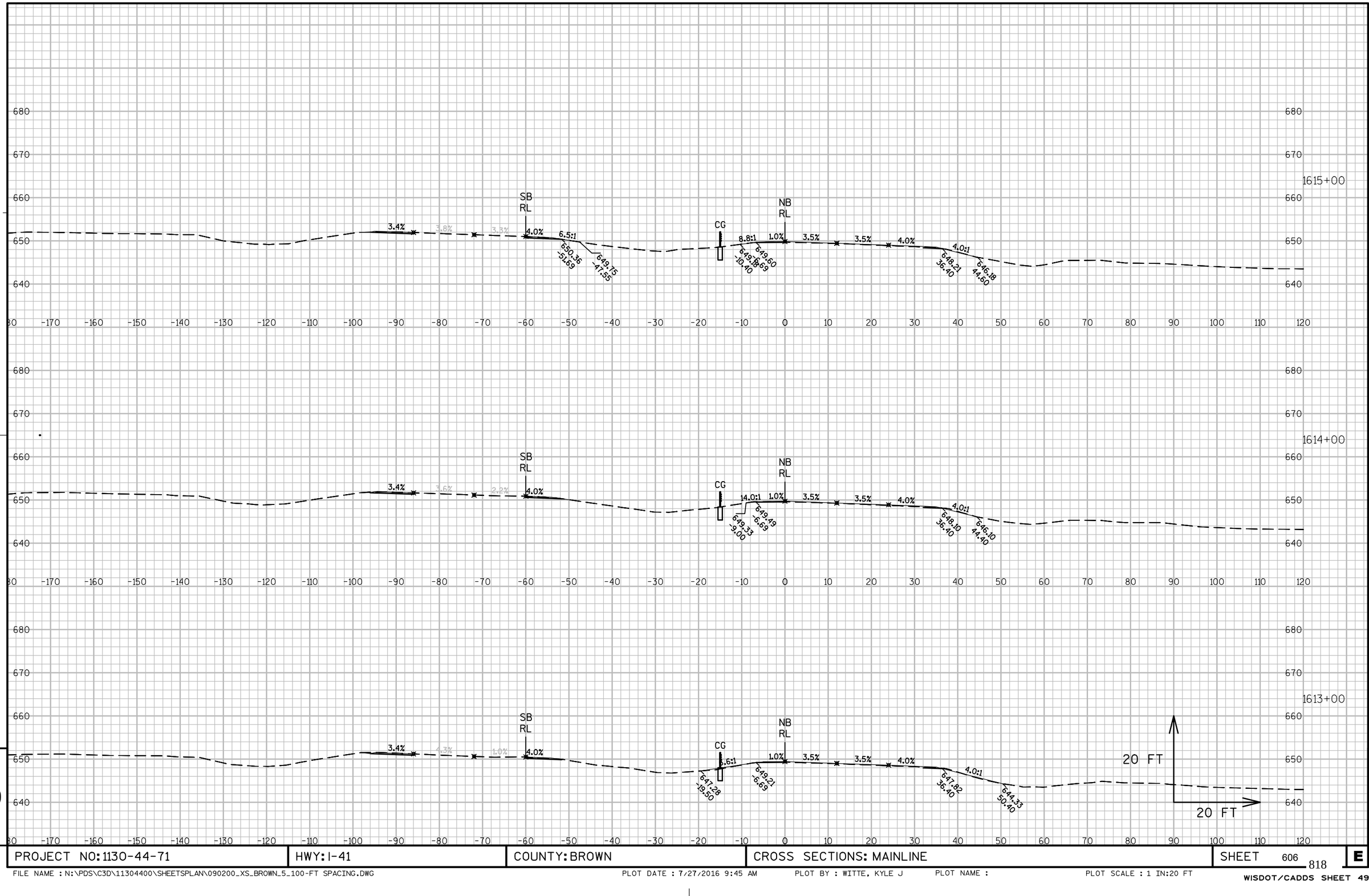
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 605 817	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:45 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

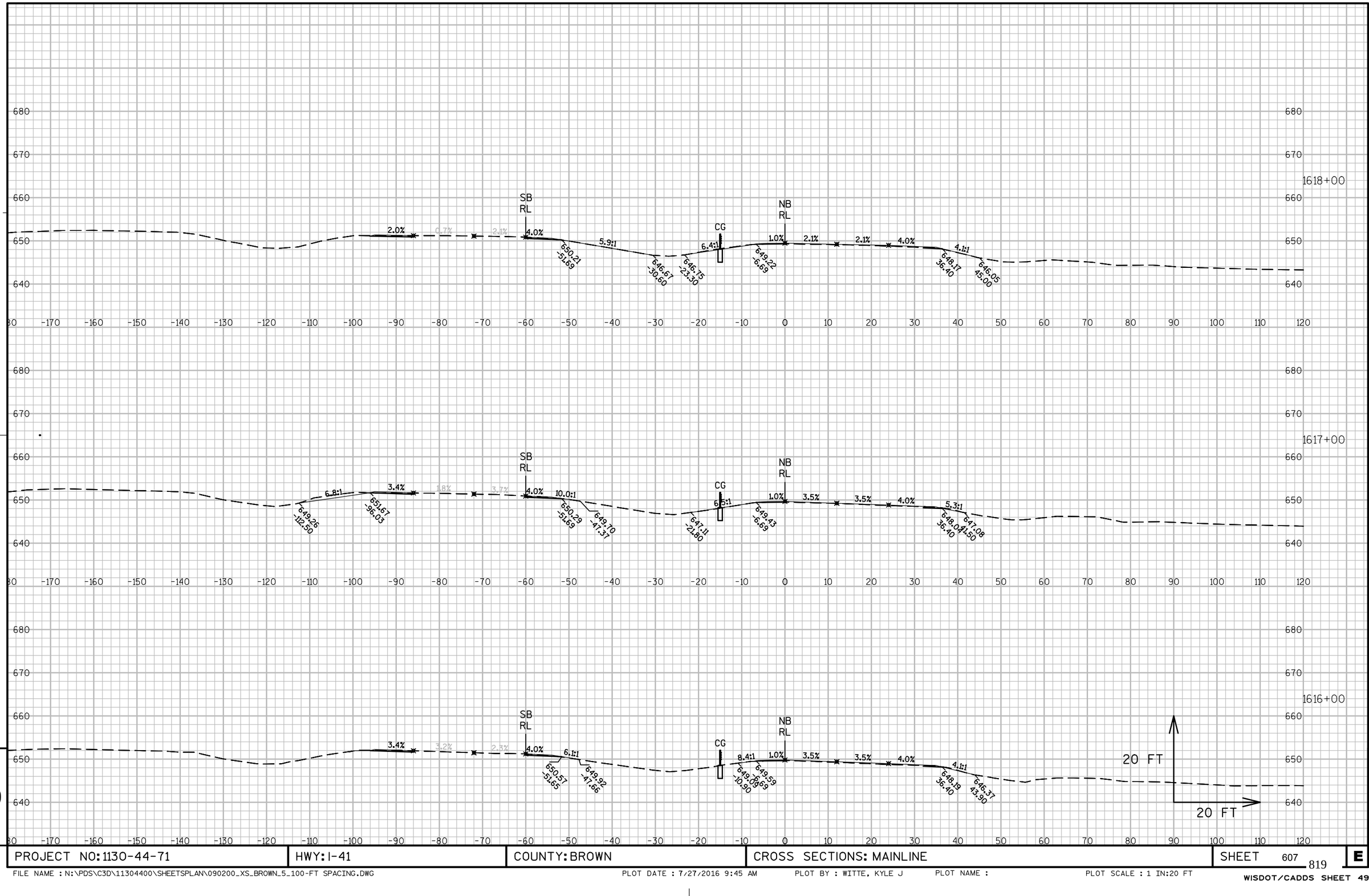
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 606 818

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:45 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

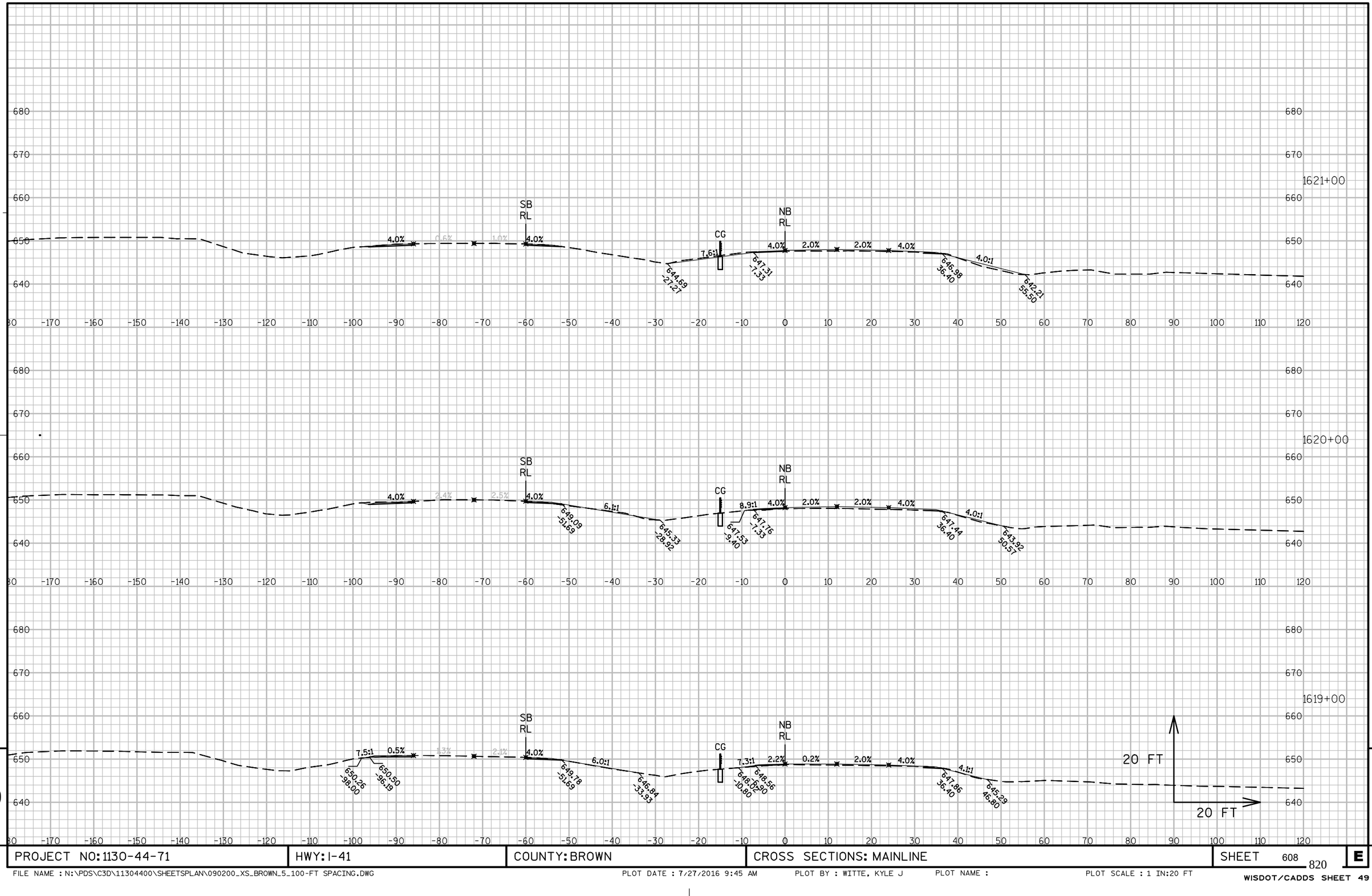
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 607 819 E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:45 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

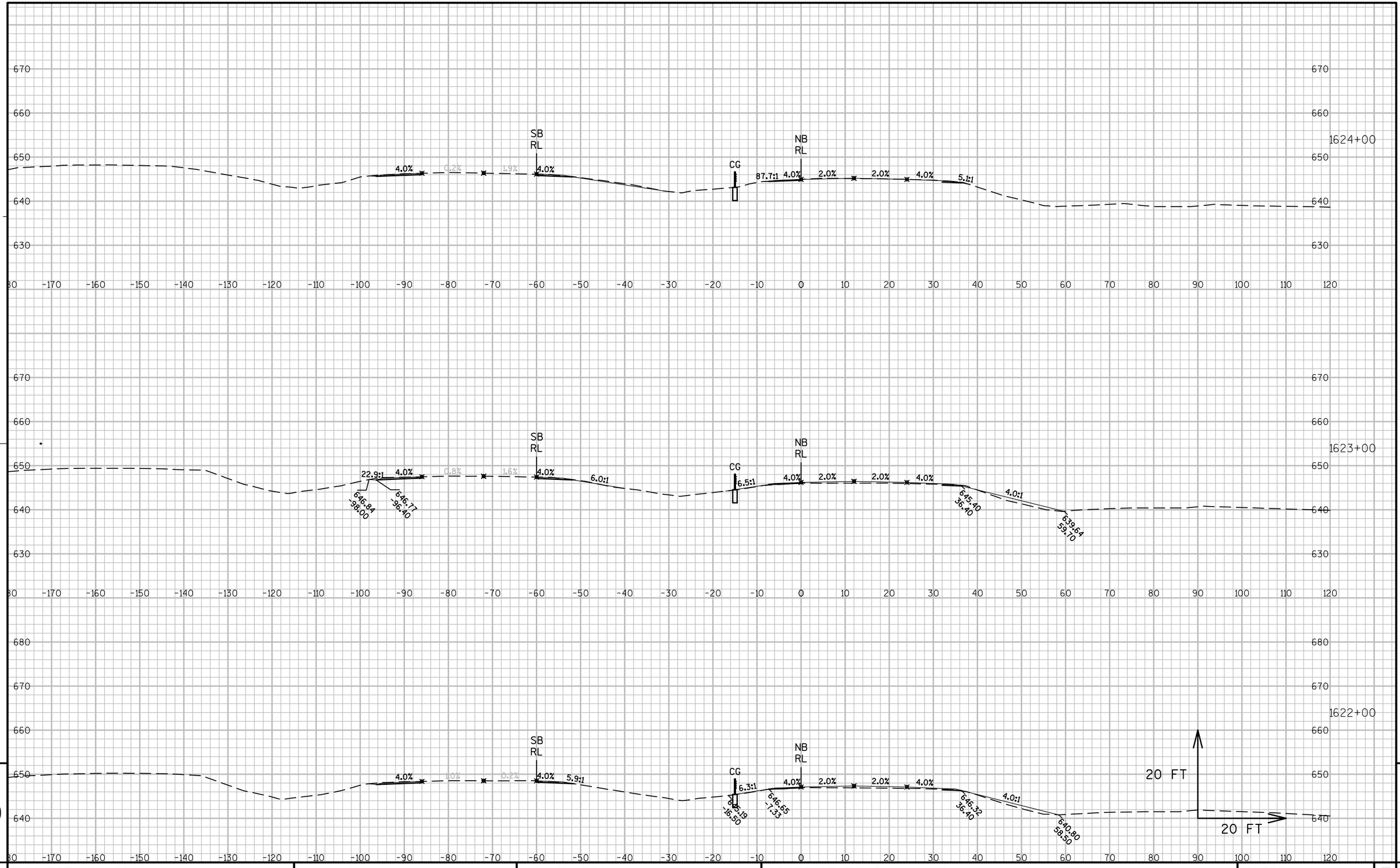
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 608 820 E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:45 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



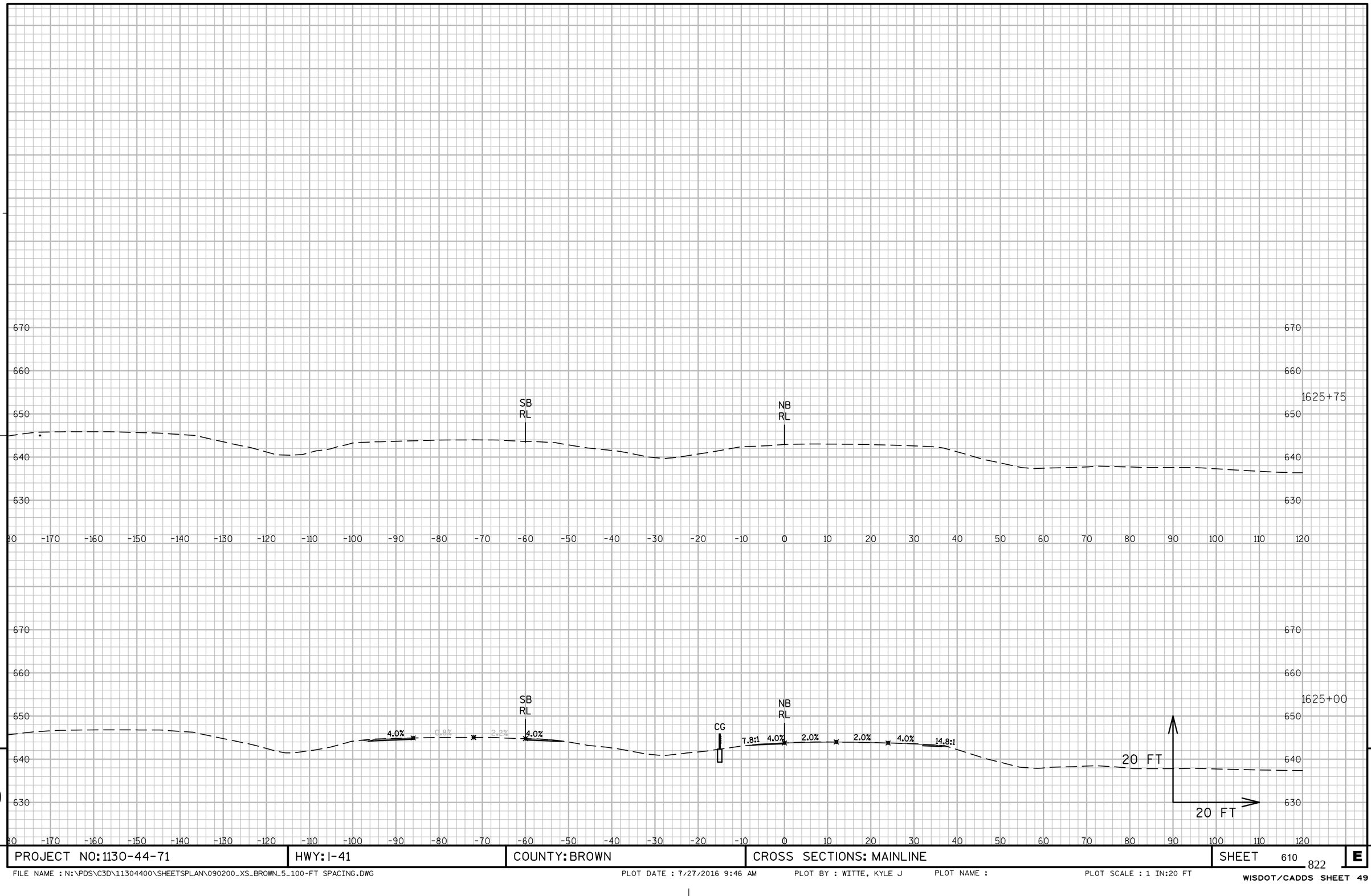
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 609 821	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:46 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



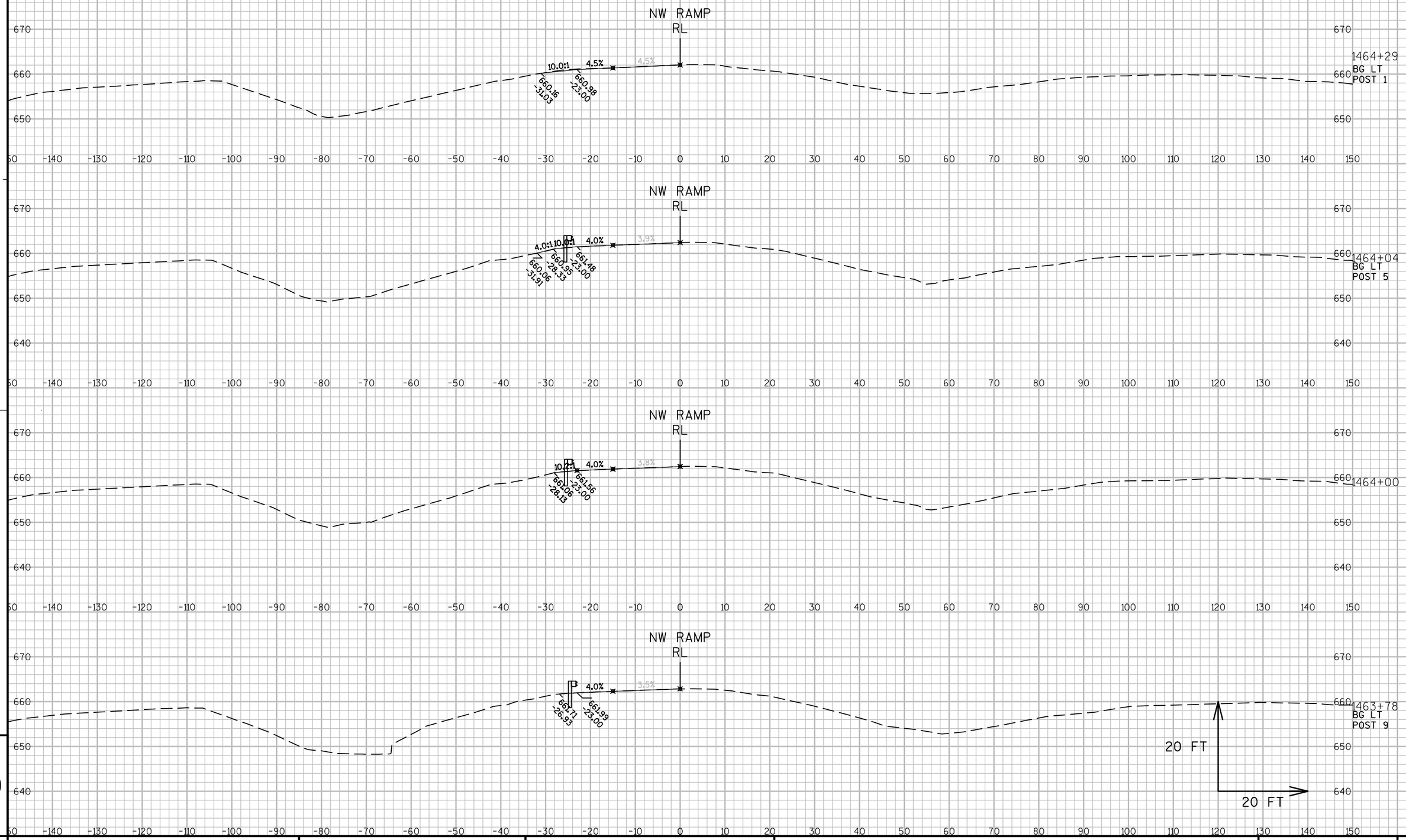
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: MAINLINE	SHEET 610 822	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_BROWN_5_100-FT SPACING.DWG PLOT DATE : 7/27/2016 9:46 AM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: CTH S NW RAMP	SHEET 611	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_CTH_S_NW_RAMP.DWG PLOT DATE : 5/17/2016 4:13 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

NW RAMP
RL

4.0:1 4.5%
659.95
-23.00
659.75
-23.80
4.5%

1465+49
BG LT
BEGIN
APPROACH
TAPER

NW RAMP
RL

10.0:1 5.2%
660.25
-23.00
659.97
-26.46
5.2%

1465+00

NW RAMP
RL

13.2:1 4.9%
660.21
-29.52
660.70
-23.00
4.9%

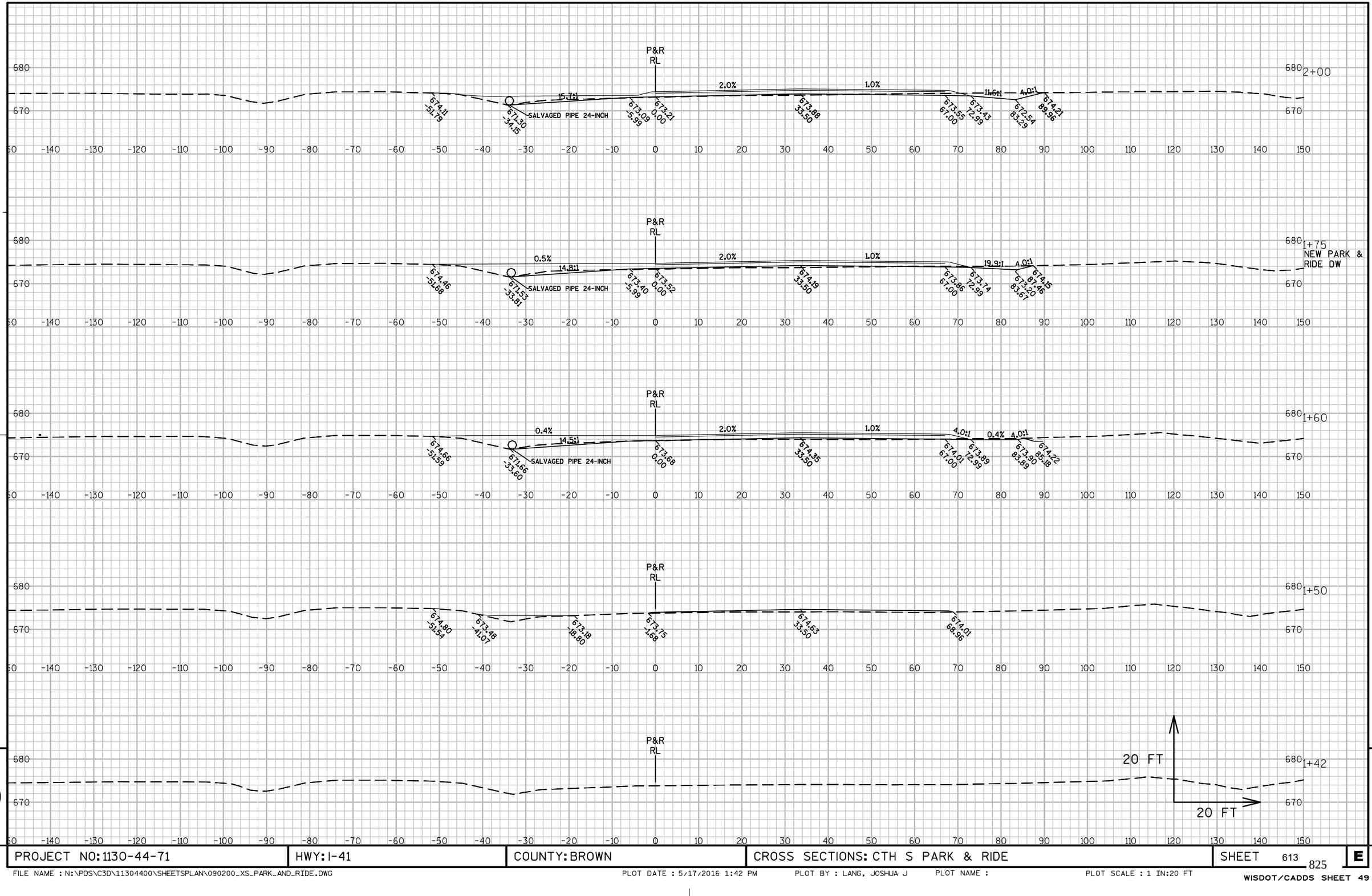
1464+50

20 FT
20 FT

PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: CTH S NW RAMP	SHEET 612 824	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_CTH_S_NW_RAMP.DWG PLOT DATE : 5/17/2016 4:13 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

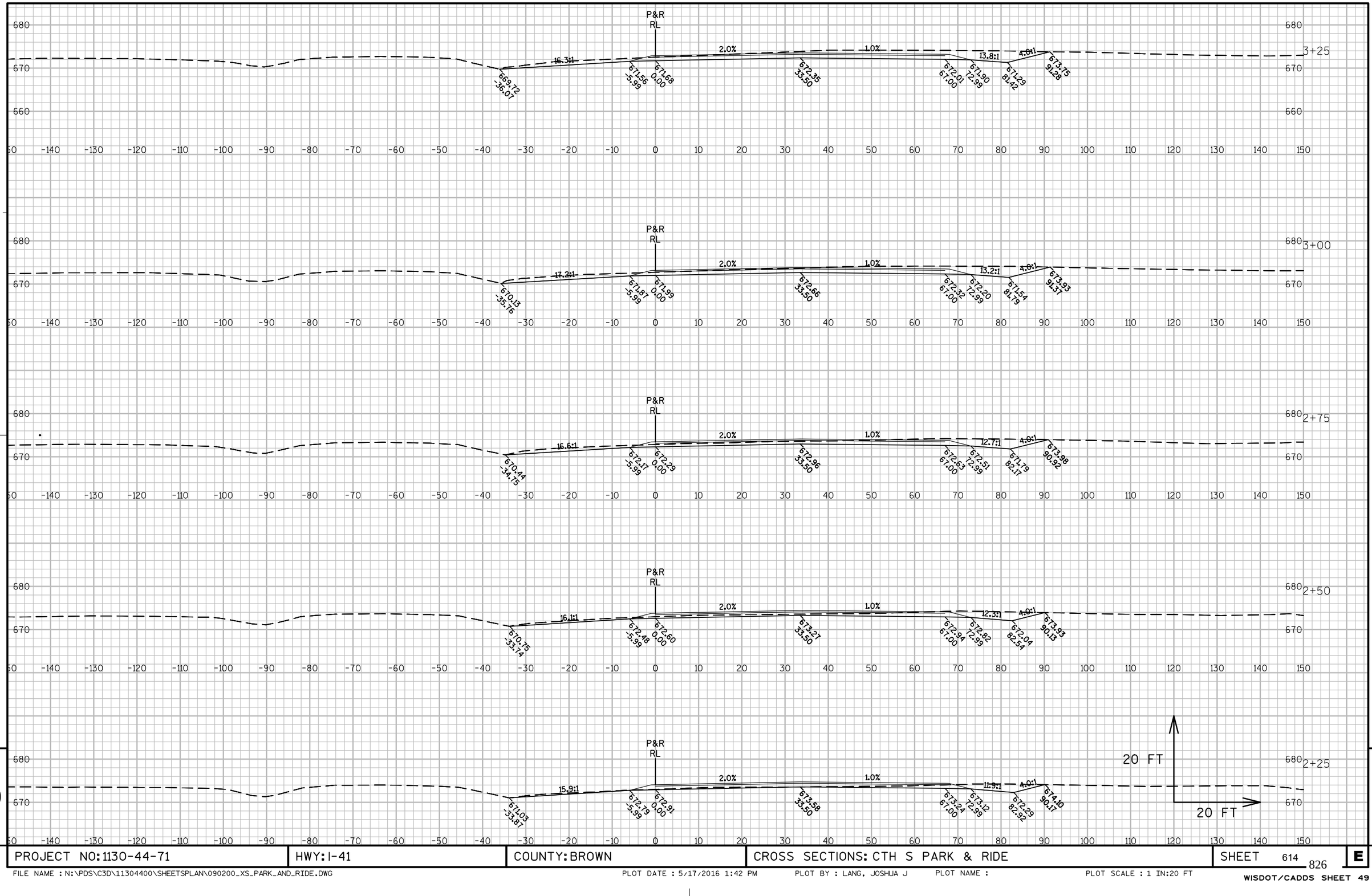
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: CTH S PARK & RIDE	SHEET 613 825	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_PARK_AND_RIDE.DWG PLOT DATE : 5/17/2016 1:42 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

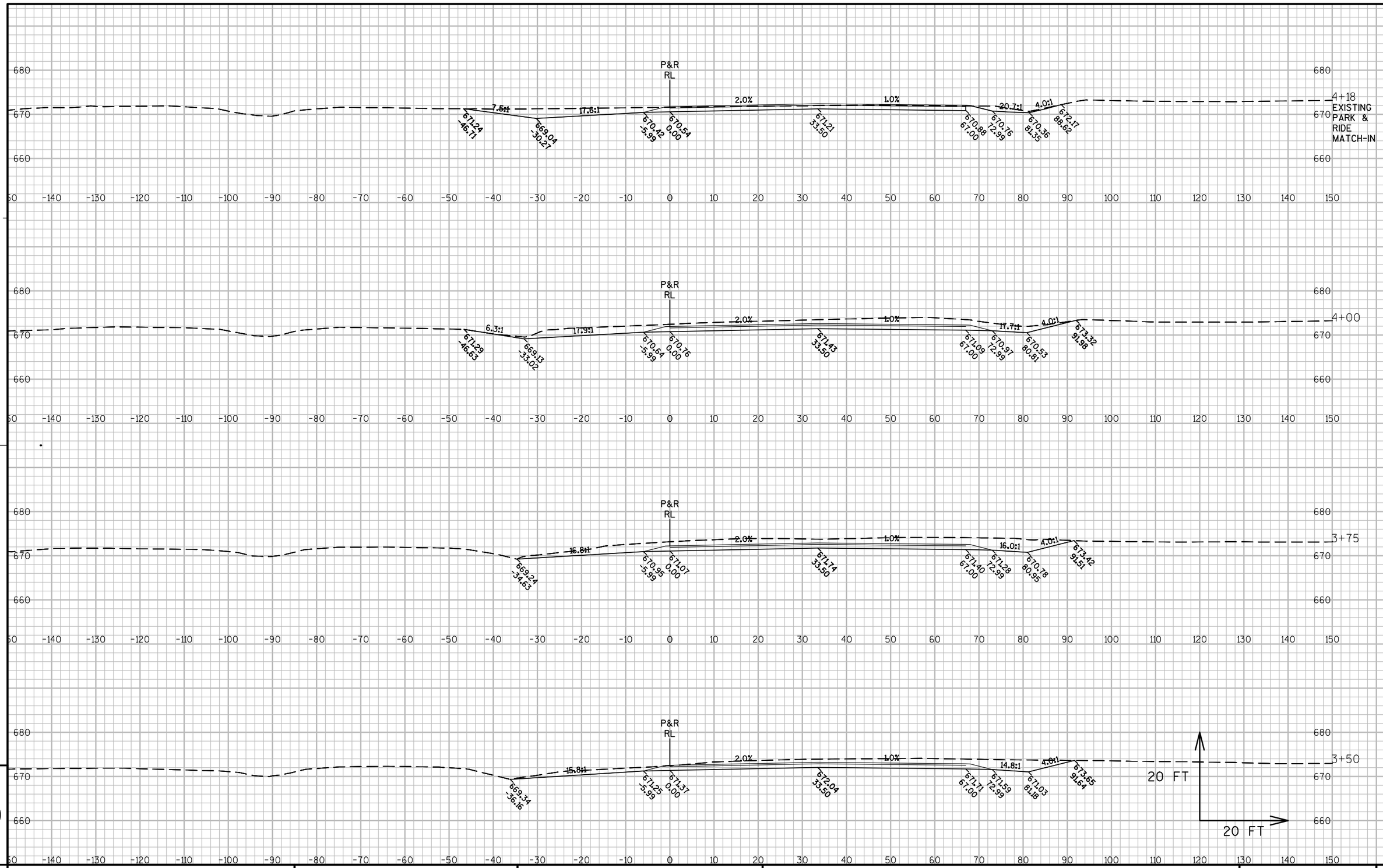


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: CTH S PARK & RIDE	SHEET 614 826	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_PARK_AND_RIDE.DWG PLOT DATE : 5/17/2016 1:42 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

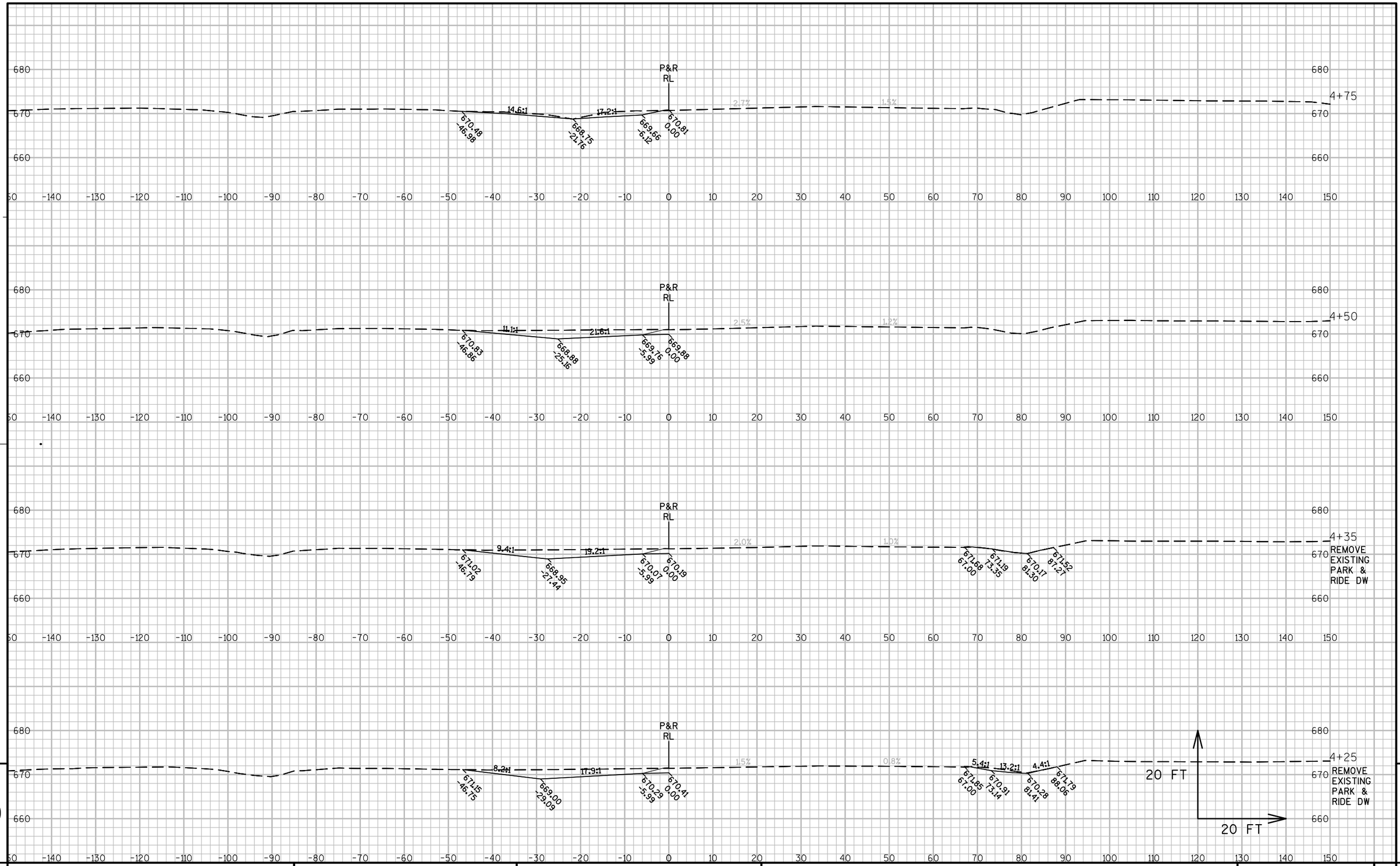


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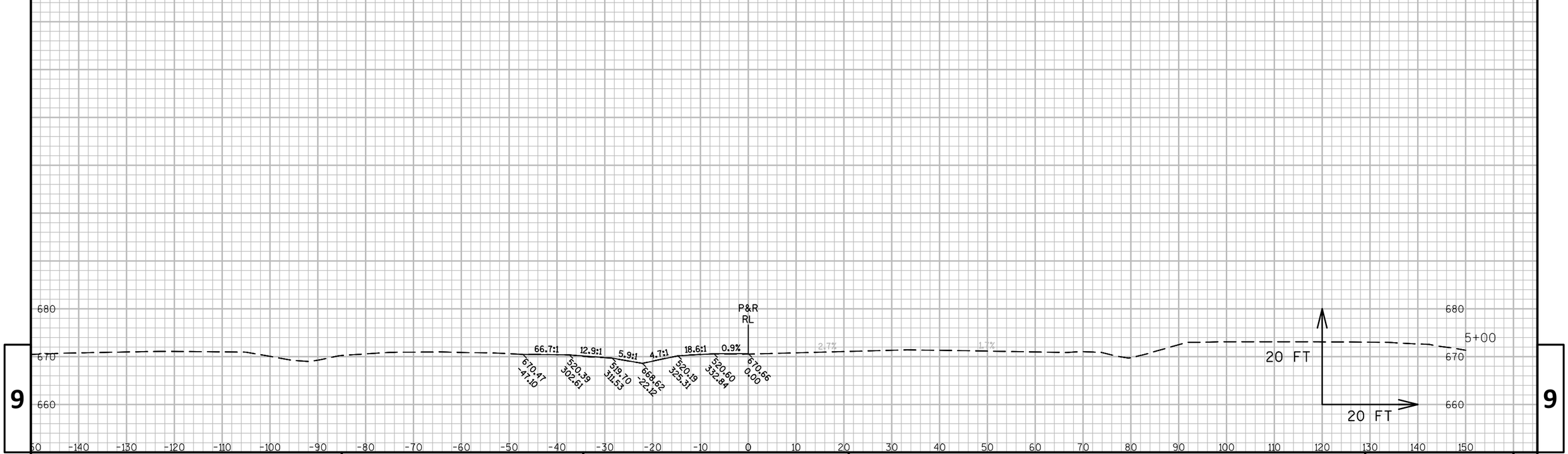
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: CTH S PARK & RIDE	SHEET 615 827	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_PARK_AND_RIDE.DWG PLOT DATE : 5/17/2016 1:42 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: CTH S PARK & RIDE	SHEET 616 828	E



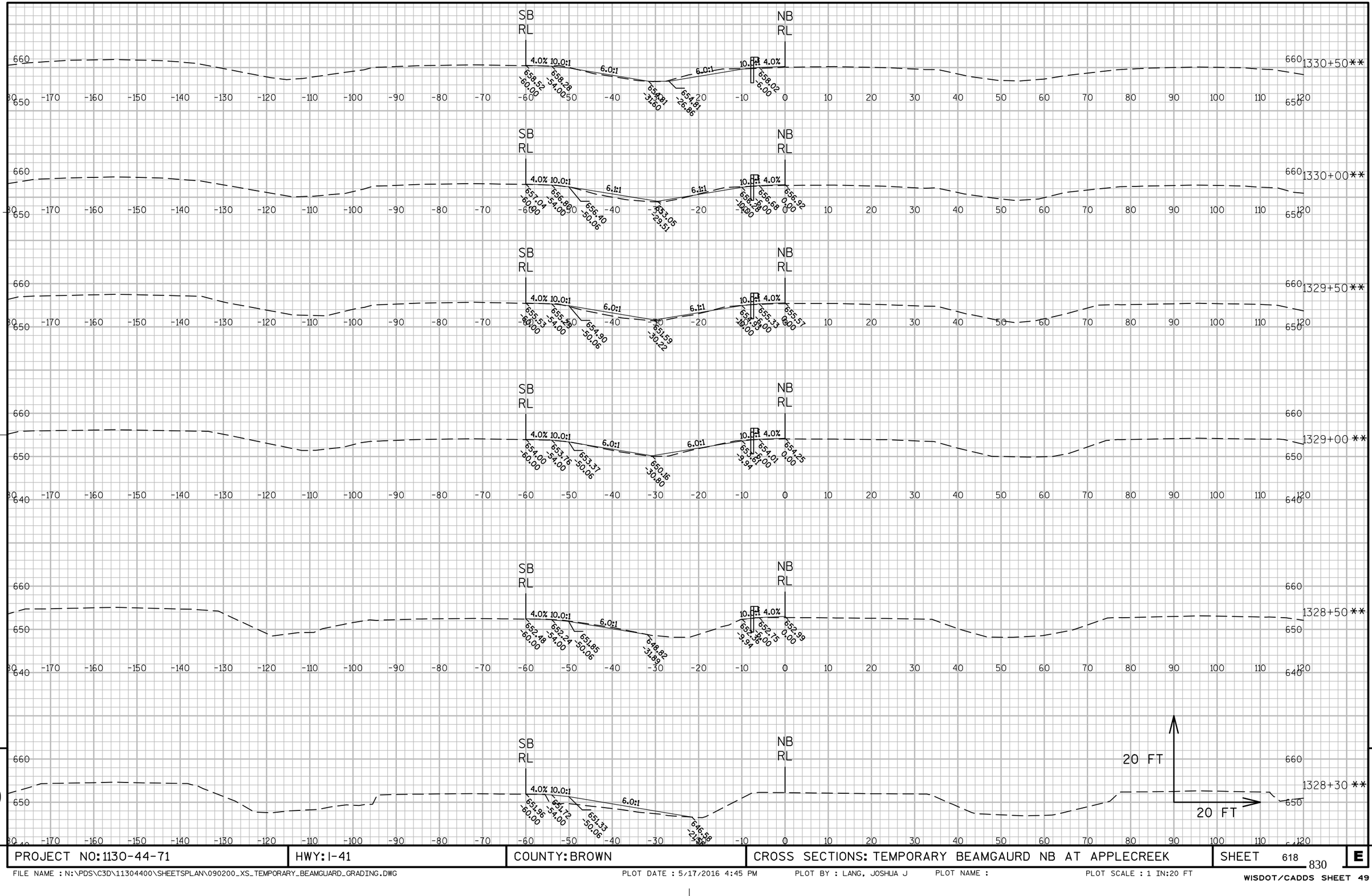
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: CTH S PARK & RIDE	SHEET 617	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_PARK_AND_RIDE.DWG PLOT DATE : 5/17/2016 1:42 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

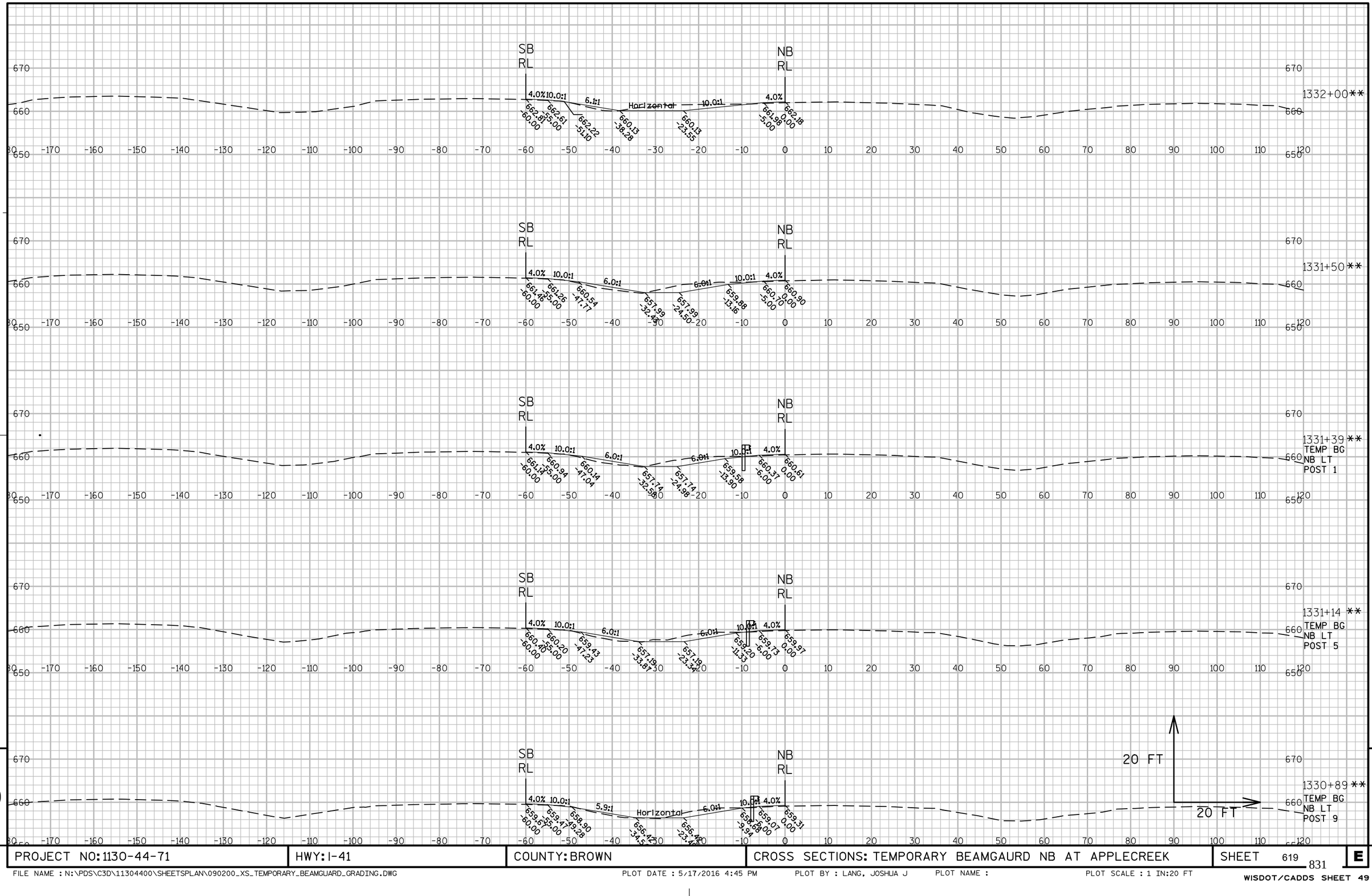
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY BEAMGAURD NB AT APPLECREEK	SHEET 618 830 E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TEMPORARY_BEAMGUARD_GRADING.DWG PLOT DATE : 5/17/2016 4:45 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



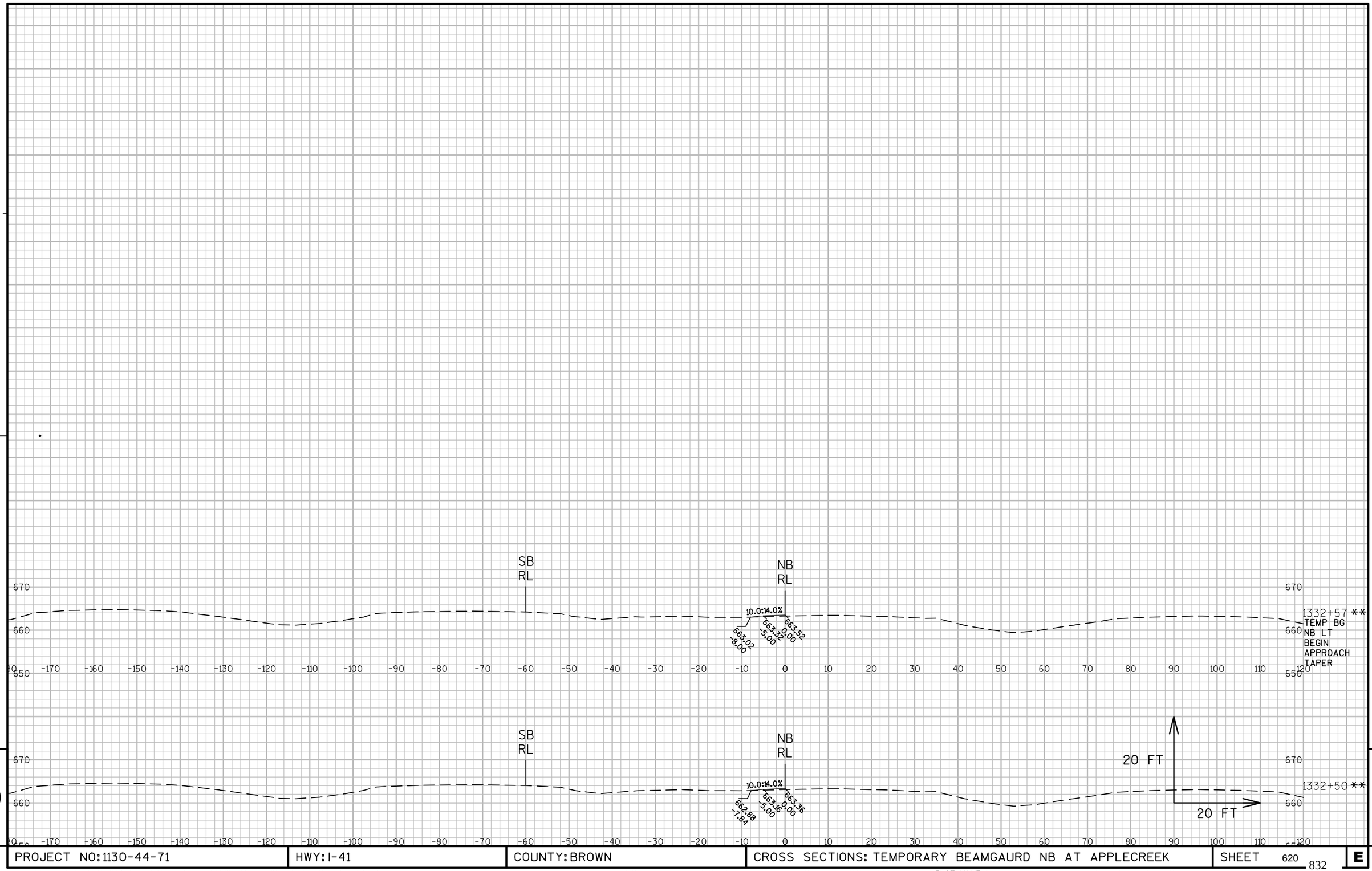
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY BEAMGAURD NB AT APPLECREEK	SHEET 619 831	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TEMPORARY_BEAMGUARD_GRADING.DWG PLOT DATE : 5/17/2016 4:45 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

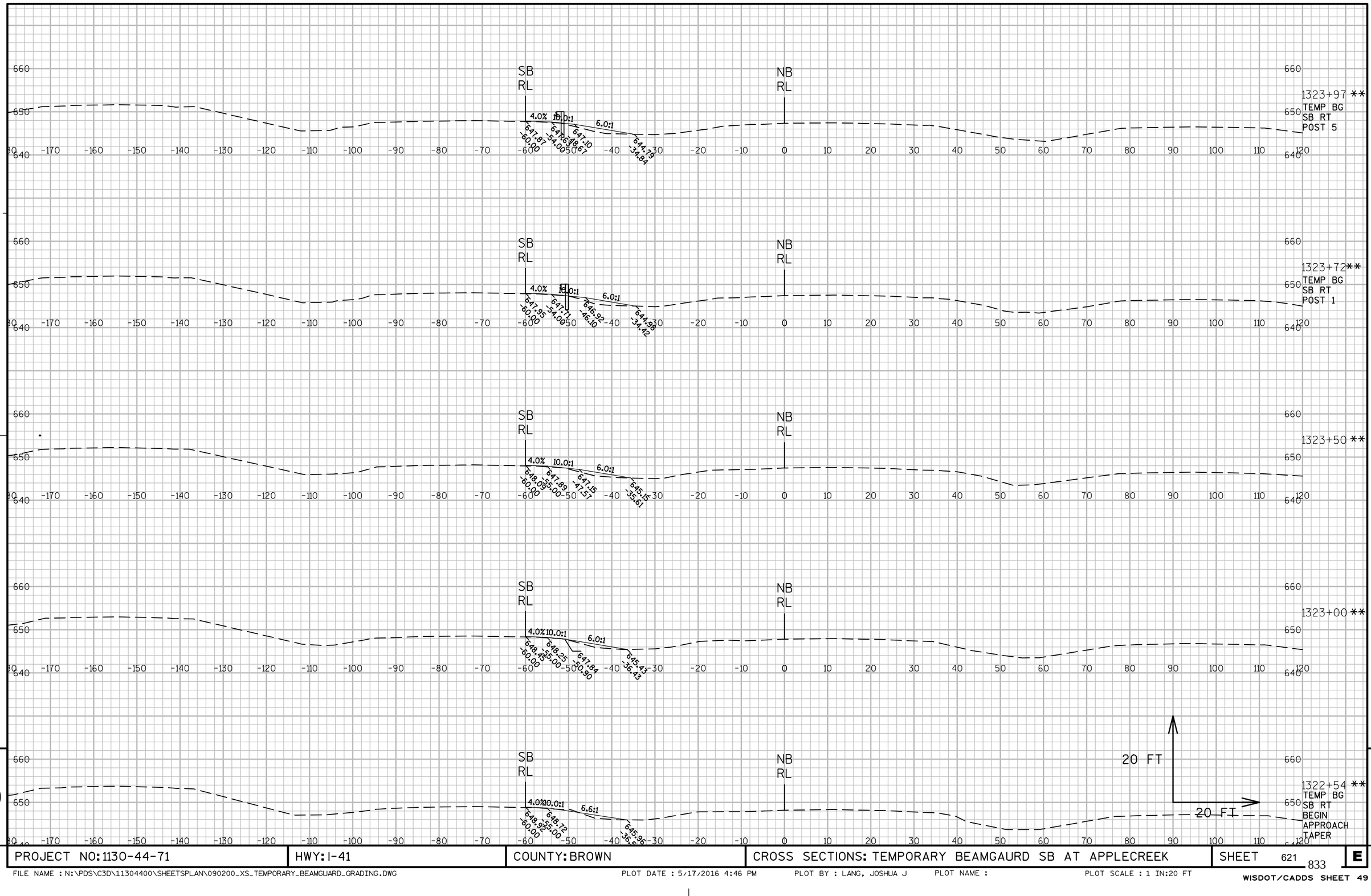


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY BEAMGAURD NB AT APPLECREEK	SHEET 620	E

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WISDOT/CADDS SHEET 49

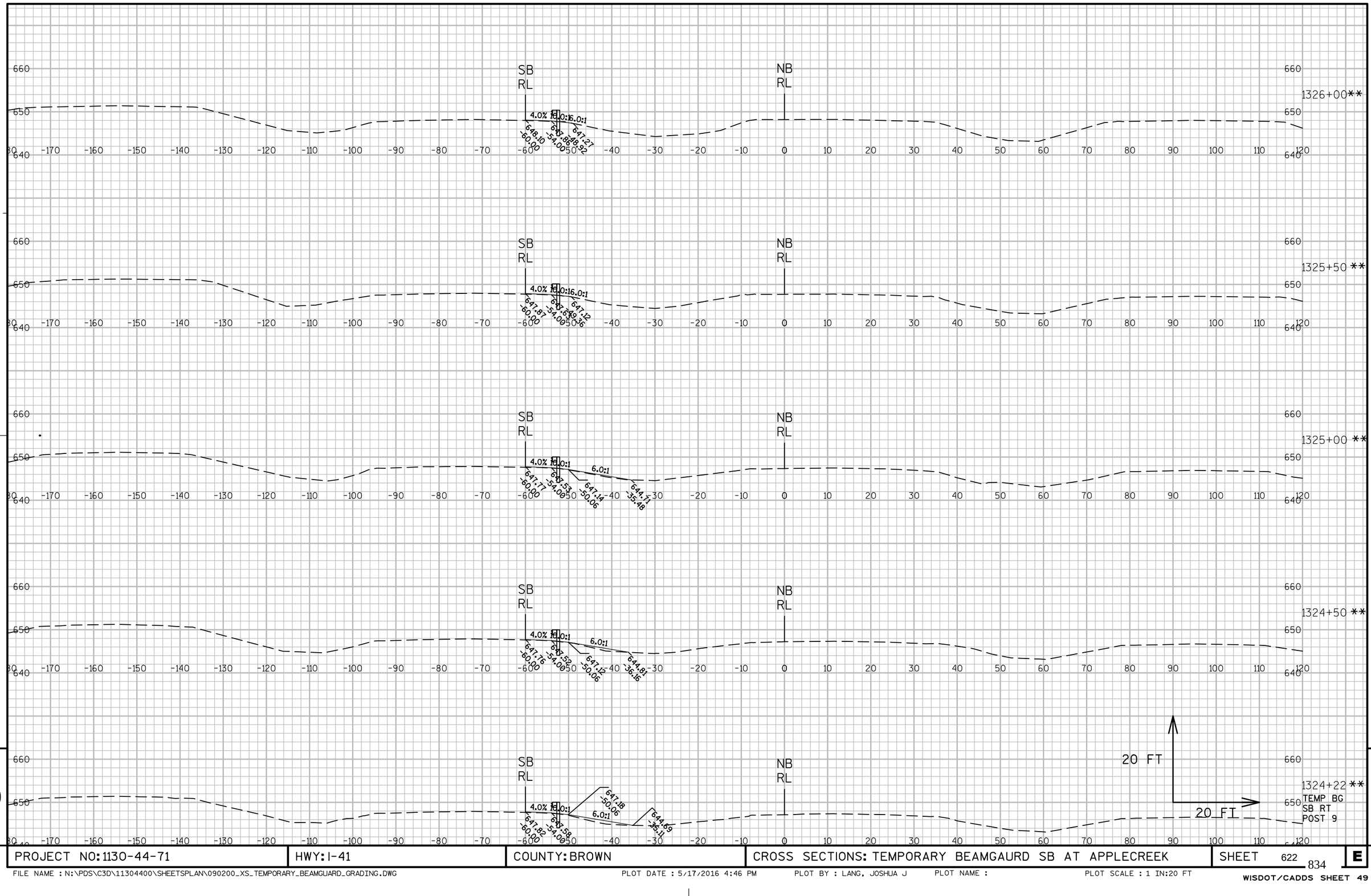


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY BEAMGAURD SB AT APPLECREEK	SHEET 621 833	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TEMPORARY_BEAMGUARD_GRADING.DWG PLOT DATE : 5/17/2016 4:46 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT



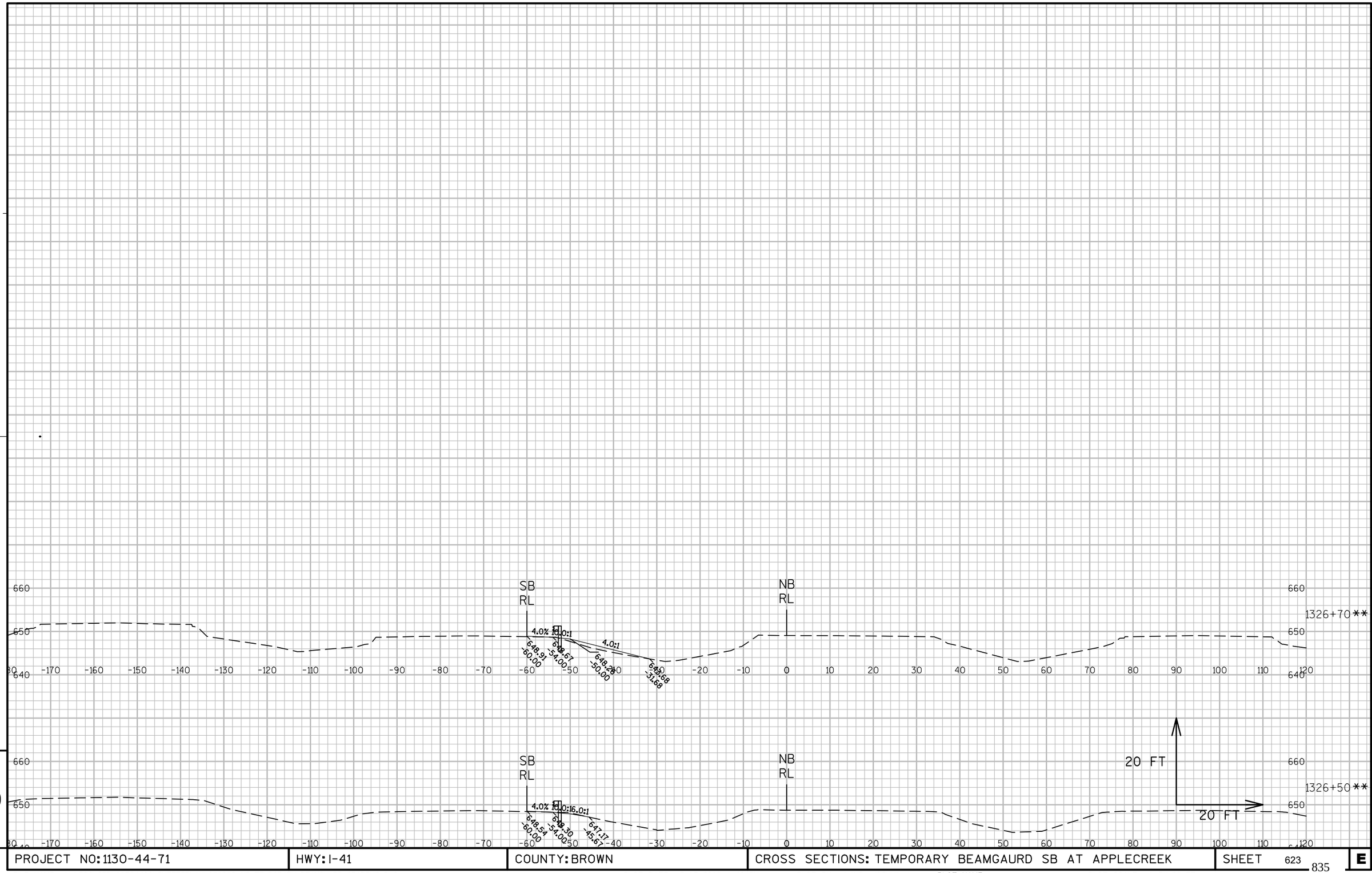
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY BEAMGAURD SB AT APPLECREEK	SHEET 622 834	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TEMPORARY_BEAMGUARD_GRADING.DWG PLOT DATE : 5/17/2016 4:46 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

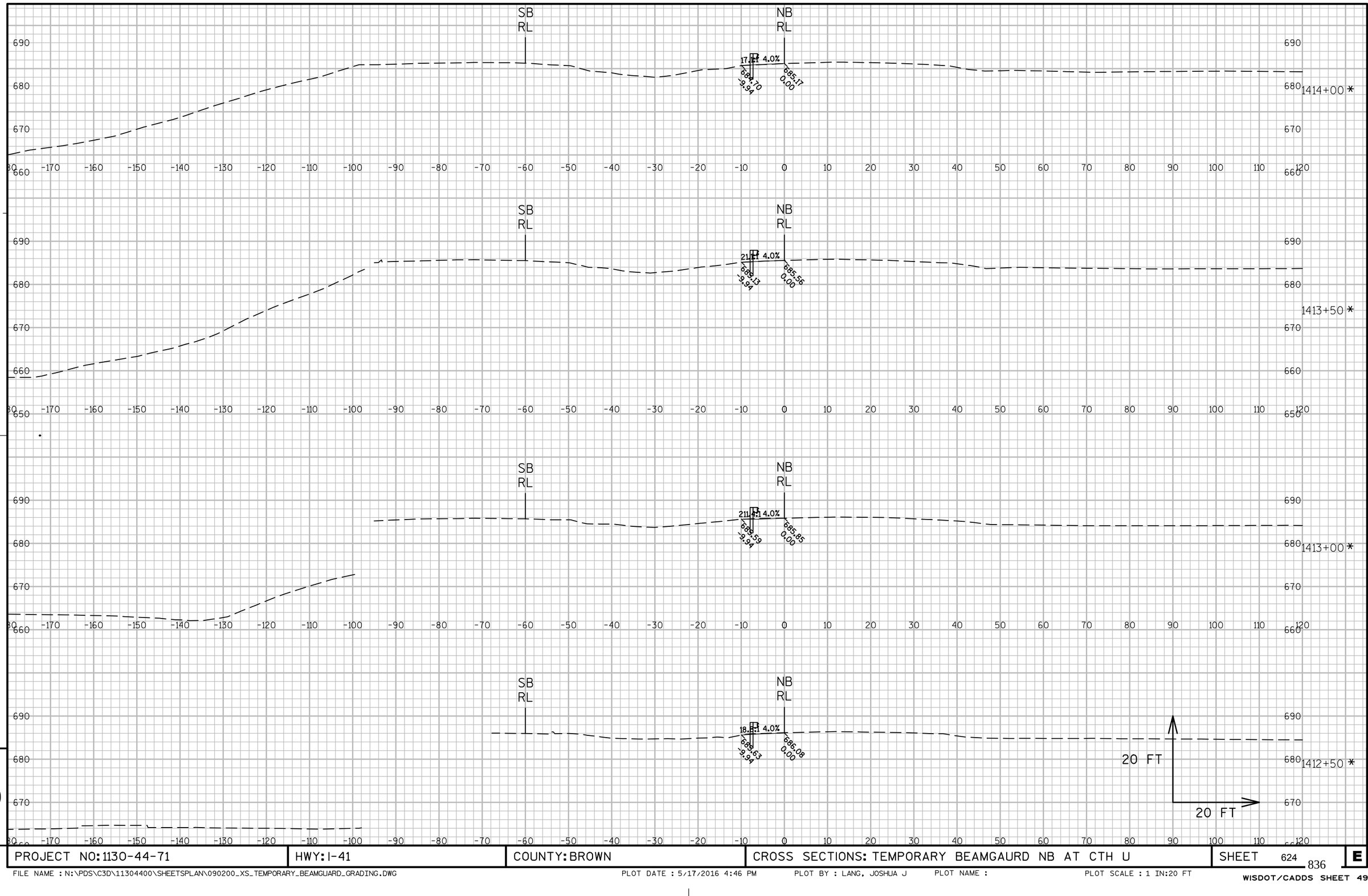
WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY BEAMGAURD SB AT APPLECREEK	SHEET 623 835	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TEMPORARY_BEAMGUARD_GRADING.DWG PLOT DATE : 5/17/2016 4:46 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY BEAMGAURD NB AT CTH U	SHEET 624	E

836

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TEMPORARY_BEAMGUARD_GRADING.DWG PLOT DATE : 5/17/2016 4:46 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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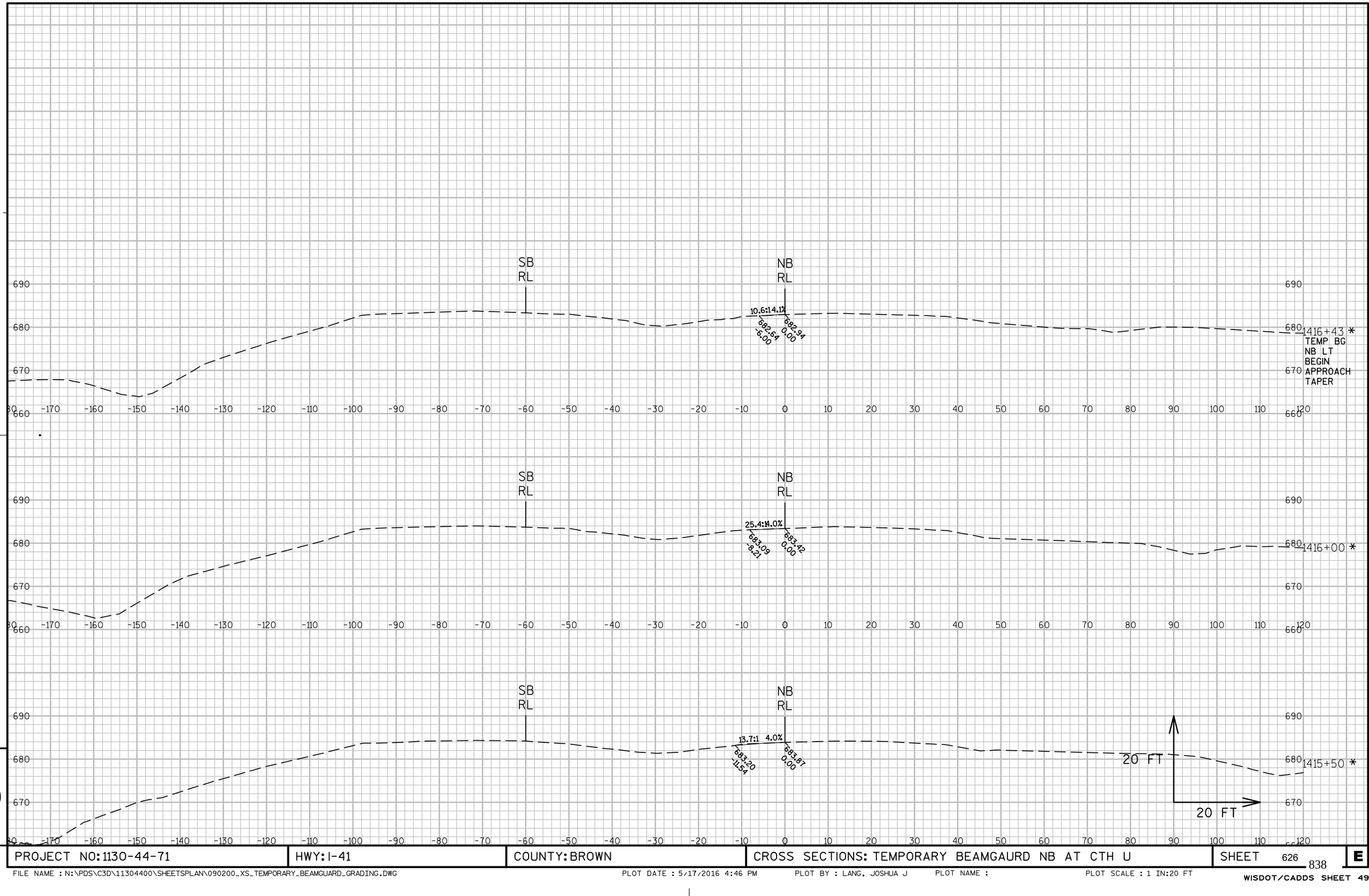
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY BEAMGAURD NB AT CTH U	SHEET 625	E

837

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WISDOT/CADDS SHEET 49

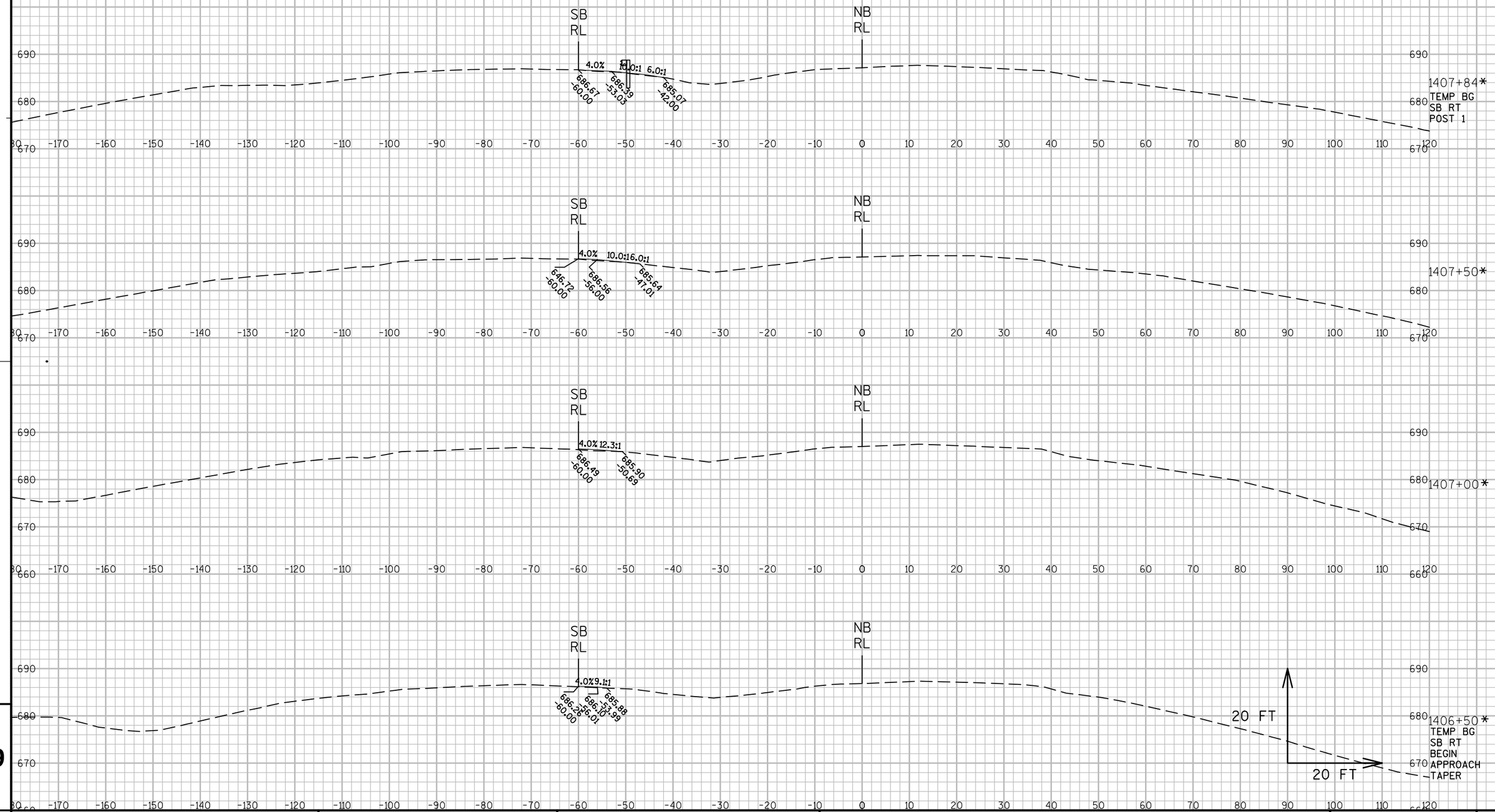


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY BEAMGAURD NB AT CTH U	SHEET 626	E

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WISDOT/CADDS SHEET 49



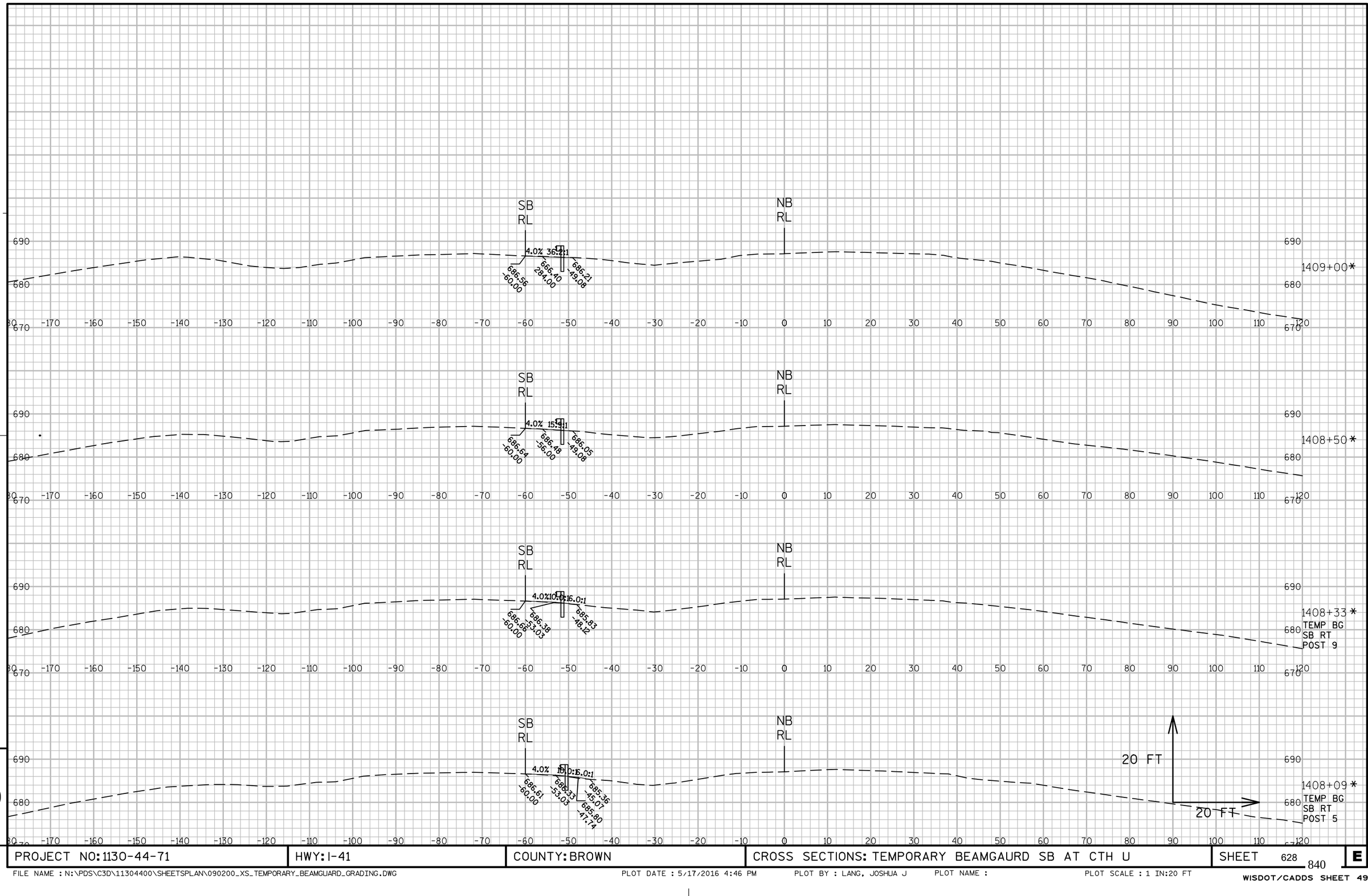
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY BEAMGAURD SB AT CTH U	SHEET 627 839	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TEMPORARY_BEAMGUARD_GRADING.DWG PLOT DATE : 5/17/2016 4:46 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

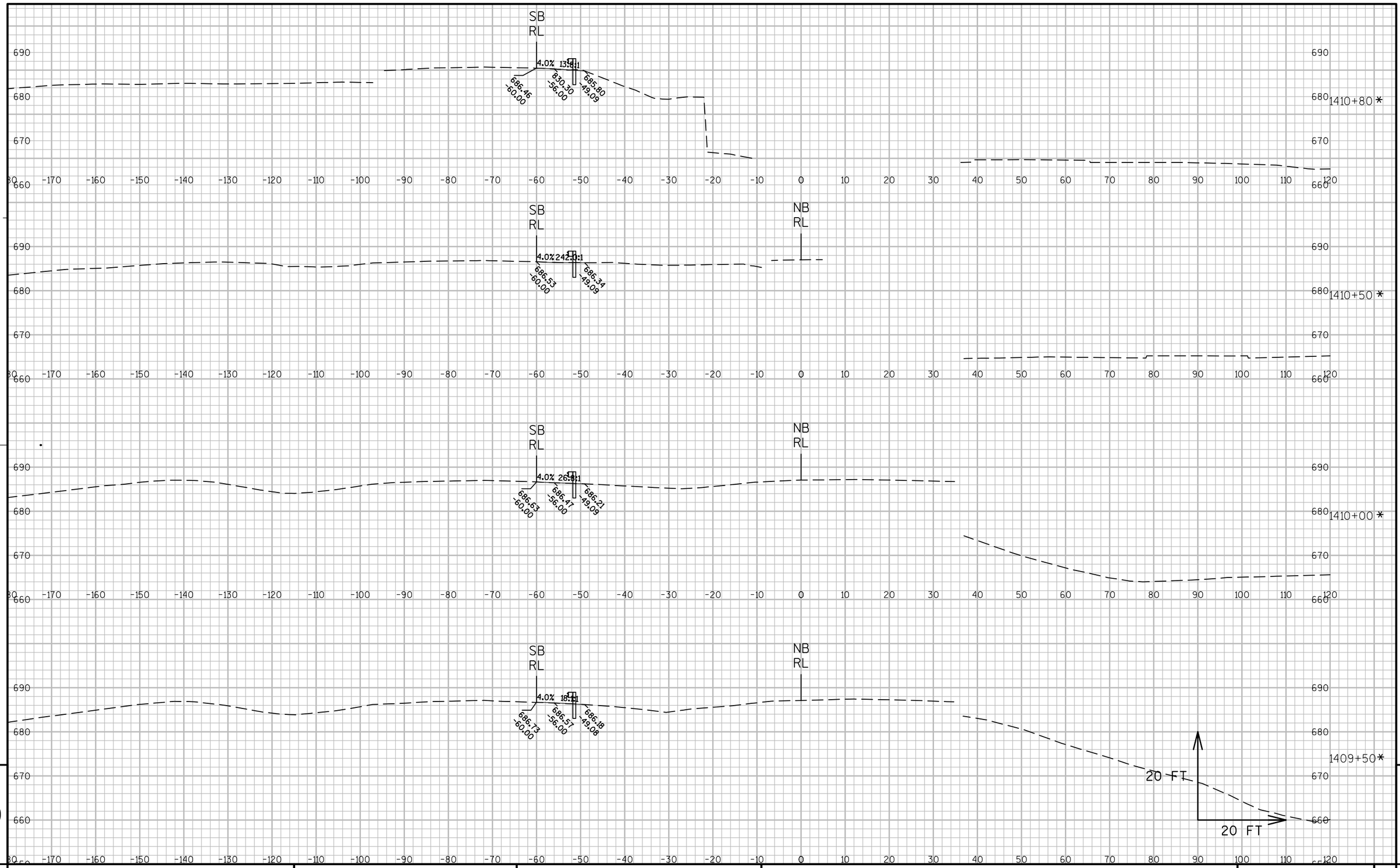
WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY BEAMGAURD SB AT CTH U	SHEET 628 840	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TEMPORARY_BEAMGUARD_GRADING.DWG PLOT DATE : 5/17/2016 4:46 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT



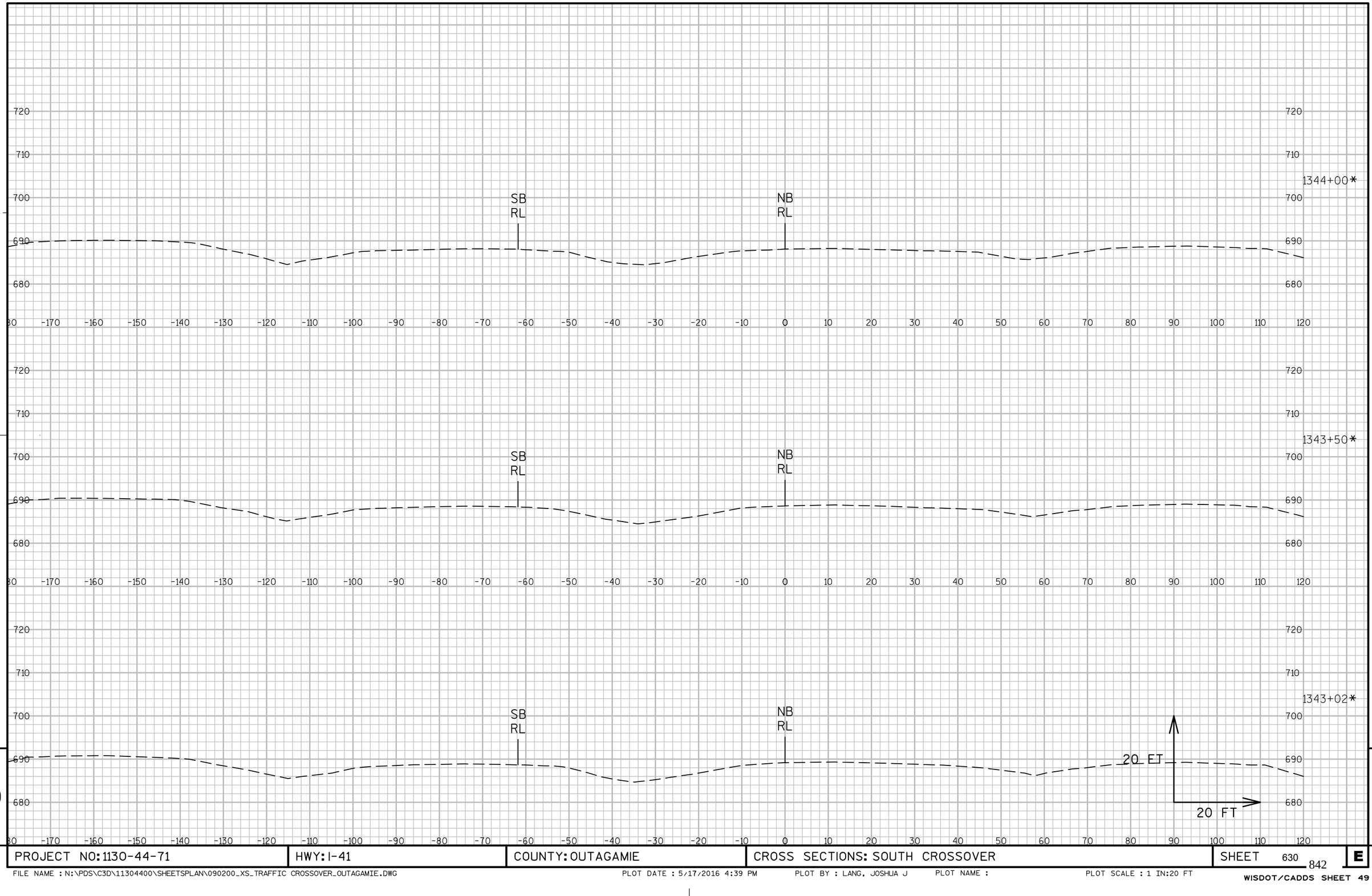
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY BEAMGAURD SB AT CTH U	SHEET 629

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FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TEMPORARY_BEAMGUARD_GRADING.DWG PLOT DATE : 5/17/2016 4:46 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT



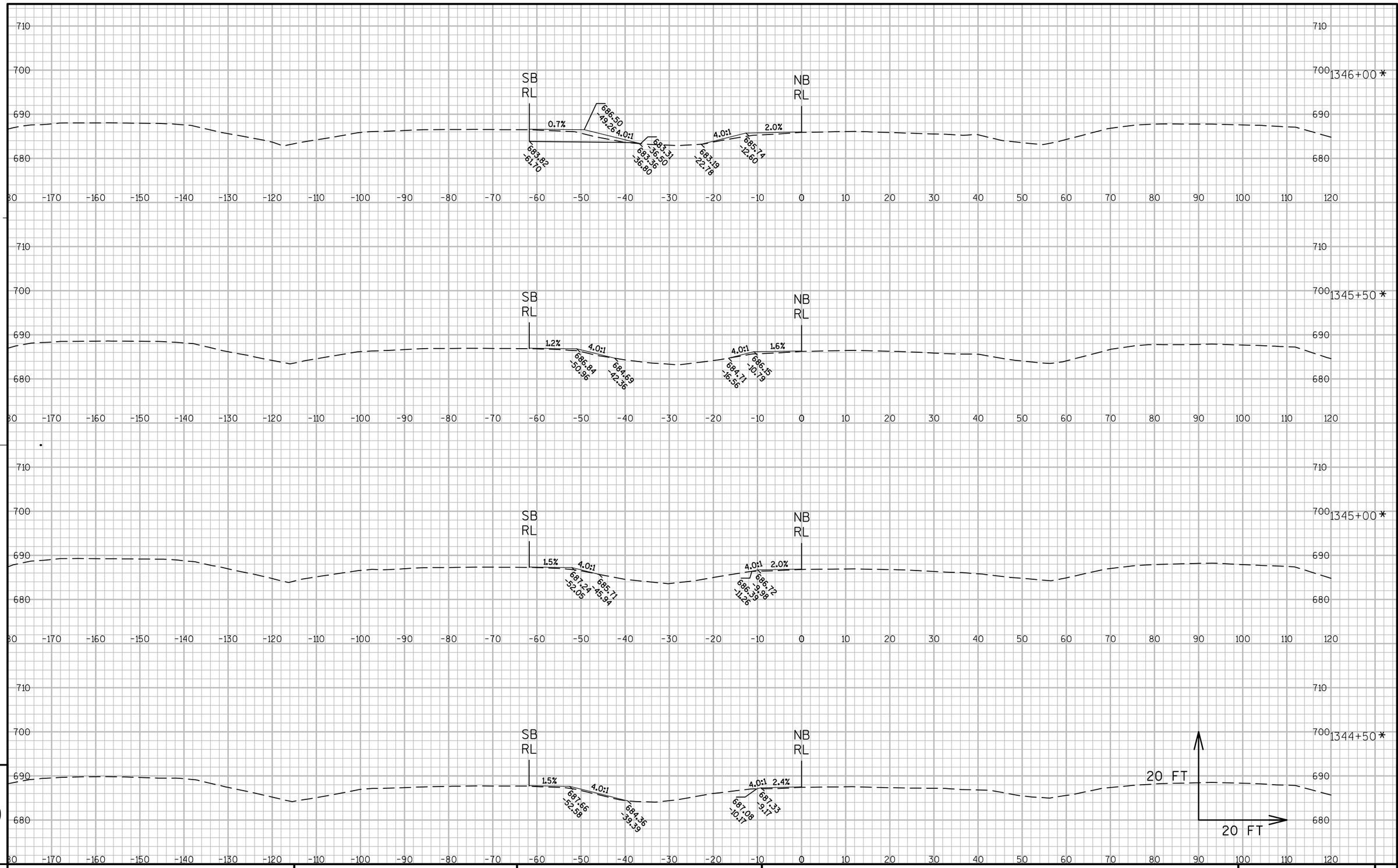
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: SOUTH CROSSOVER	SHEET 630 842	E

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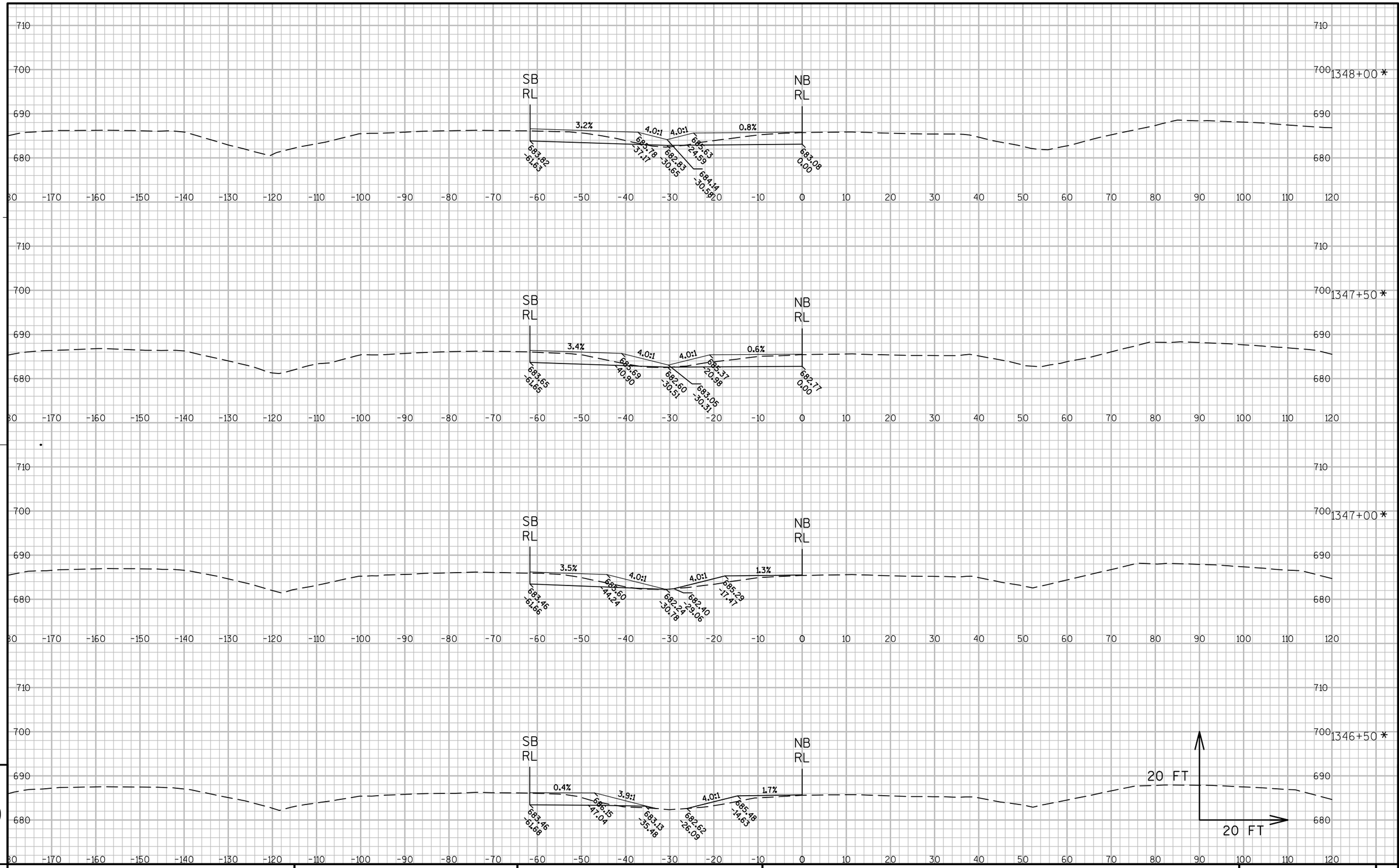


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: SOUTH CROSSOVER	SHEET 631	E

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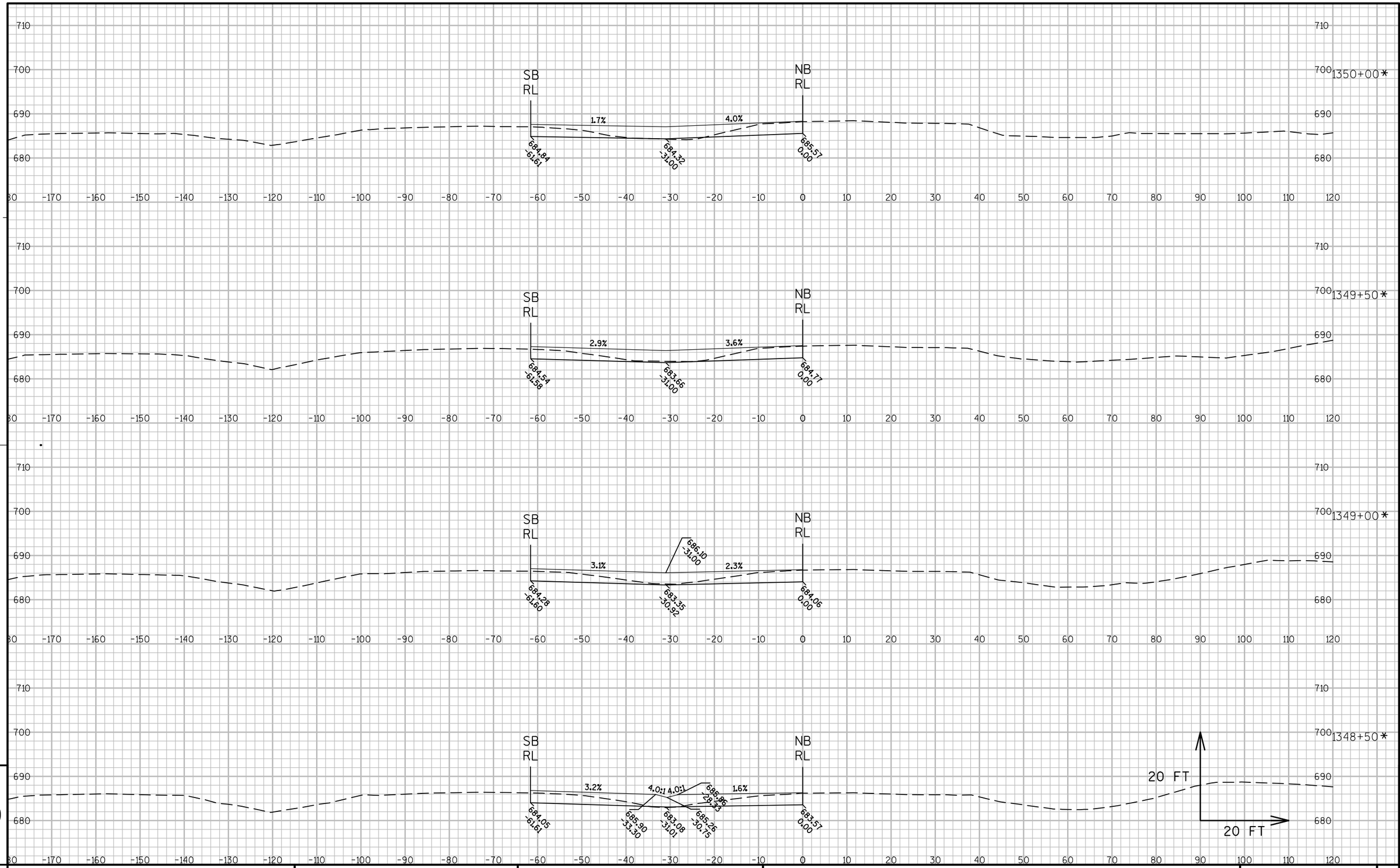
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: SOUTH CROSSOVER	SHEET 632	E

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WISDOT/CADDS SHEET 49

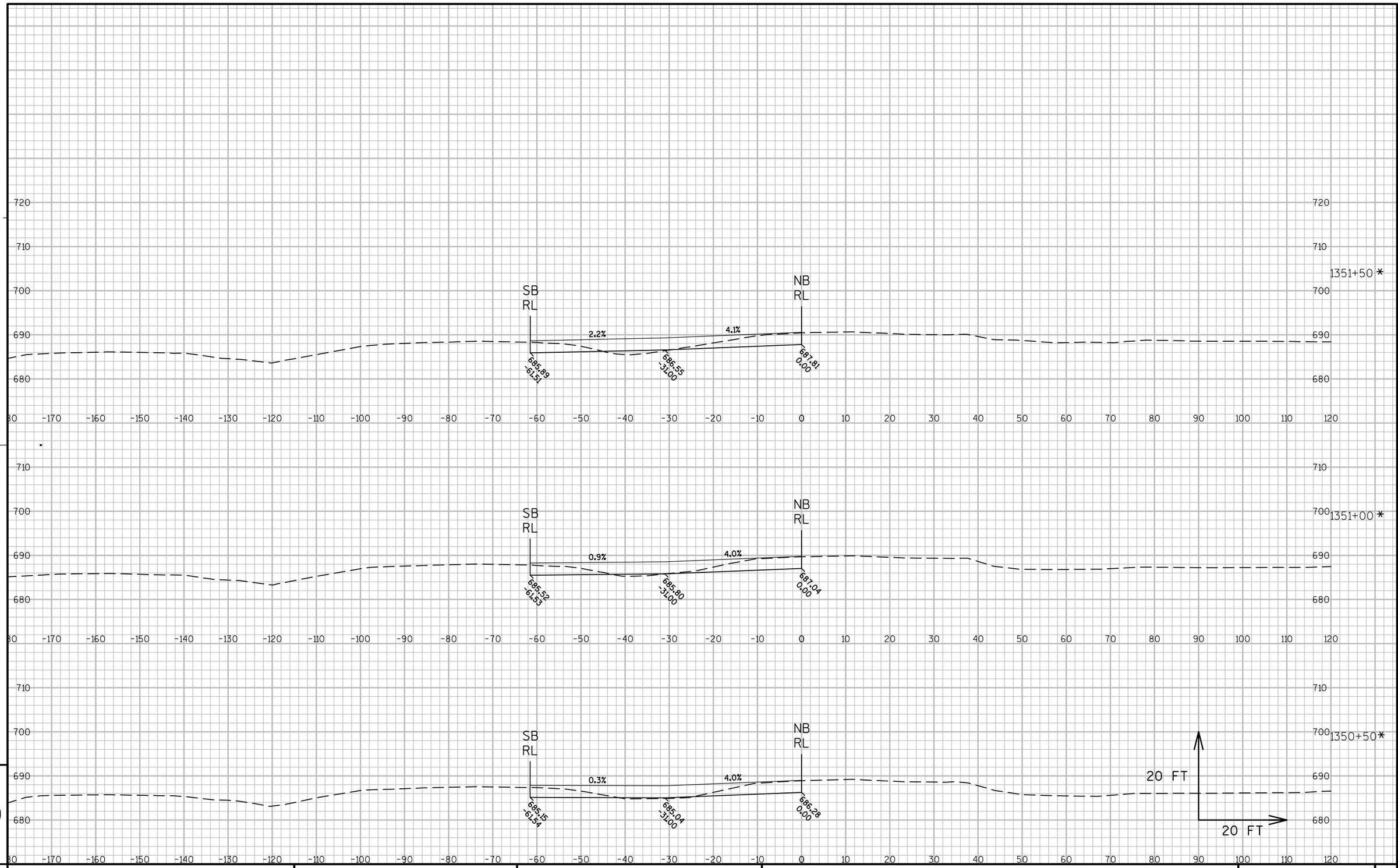


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: SOUTH CROSSOVER	SHEET 633	E

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: SOUTH CROSSOVER	SHEET 634	E

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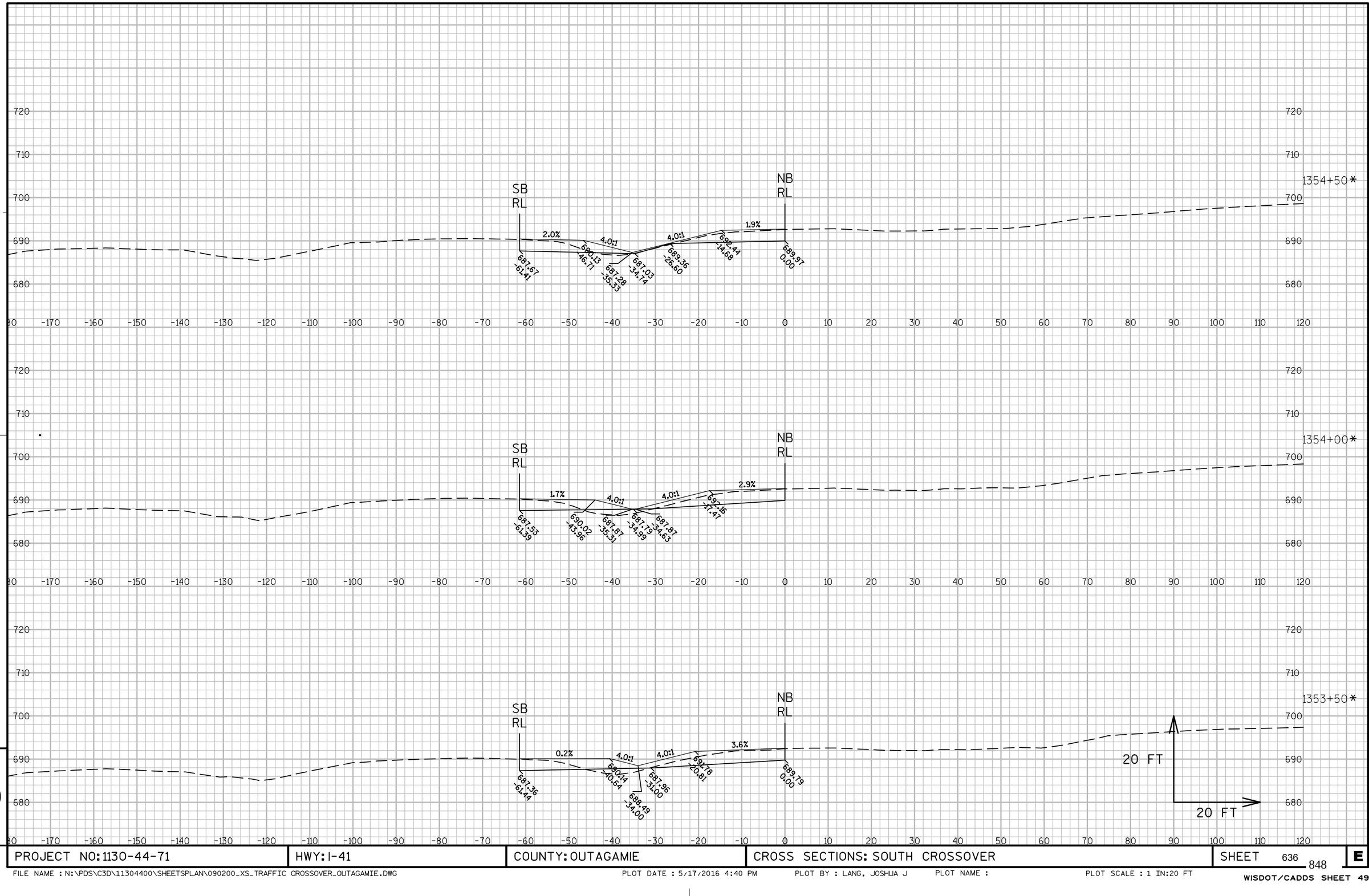
WISDOT/CADDS SHEET 49

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: SOUTH CROSSOVER	SHEET 635 847	E

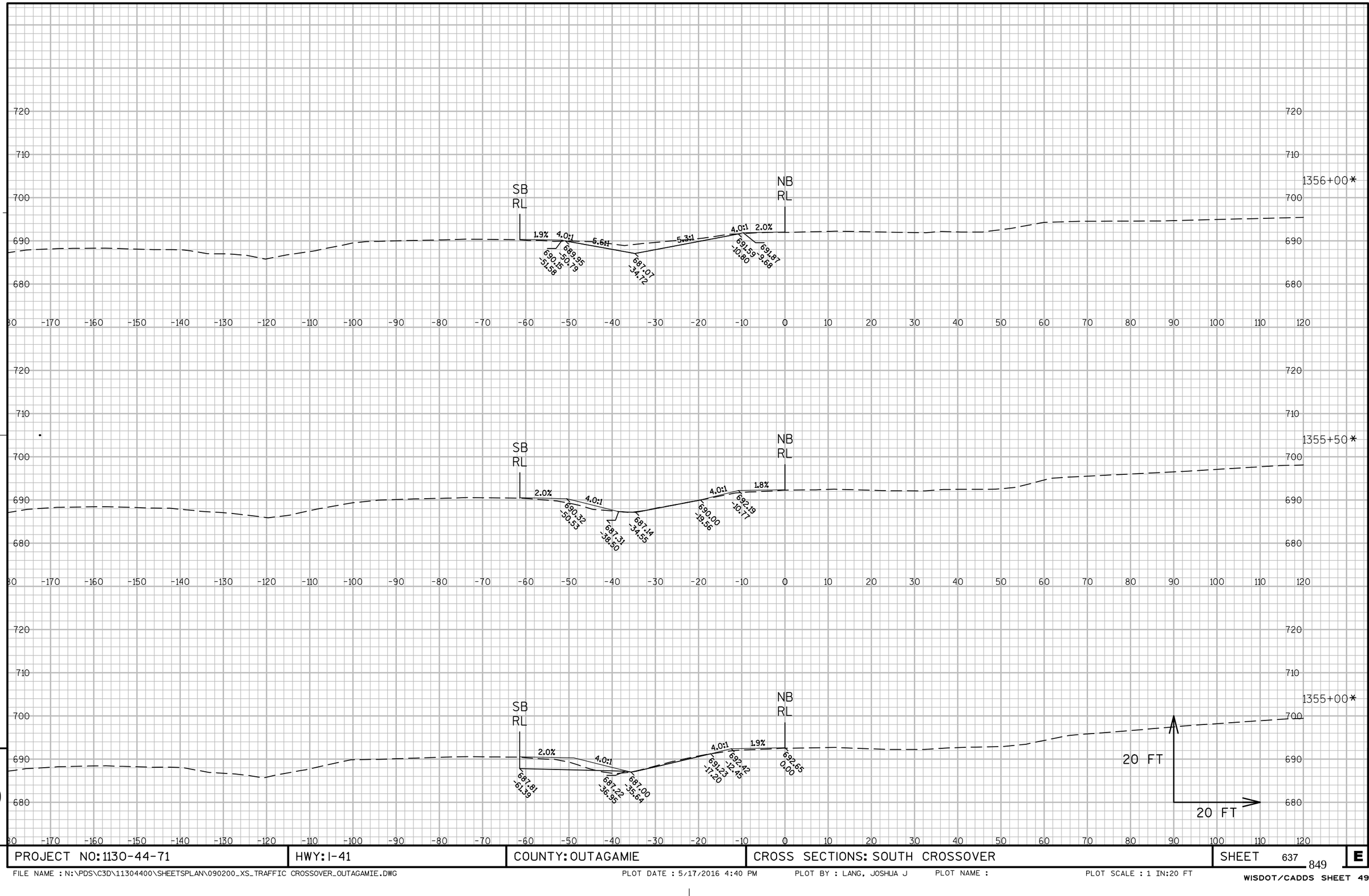
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: SOUTH CROSSOVER	SHEET 636 848	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TRAFFIC CROSSOVER_OUTAGAMIE.DWG PLOT DATE : 5/17/2016 4:40 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



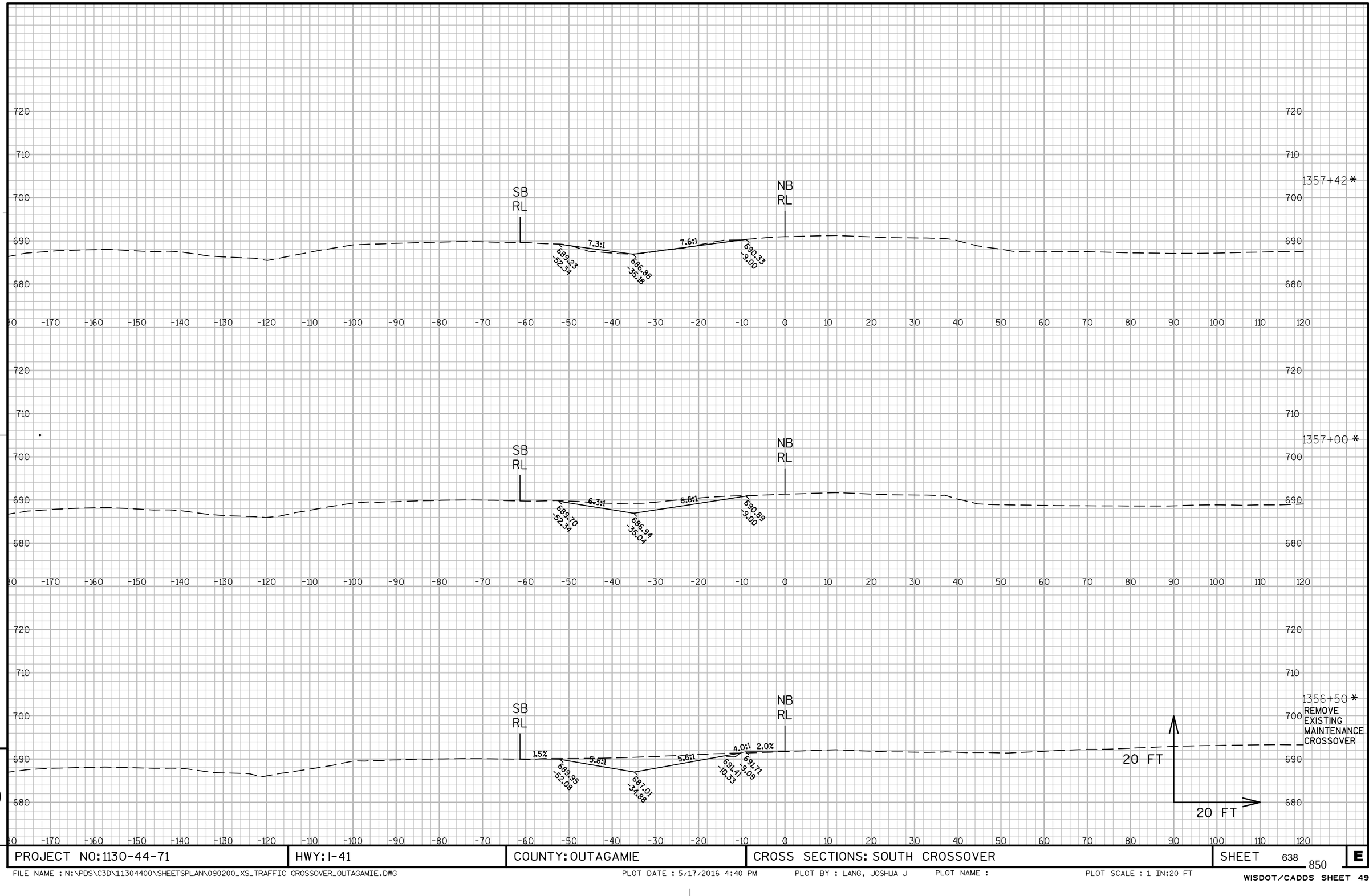
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: SOUTH CROSSOVER	SHEET 637 849	E

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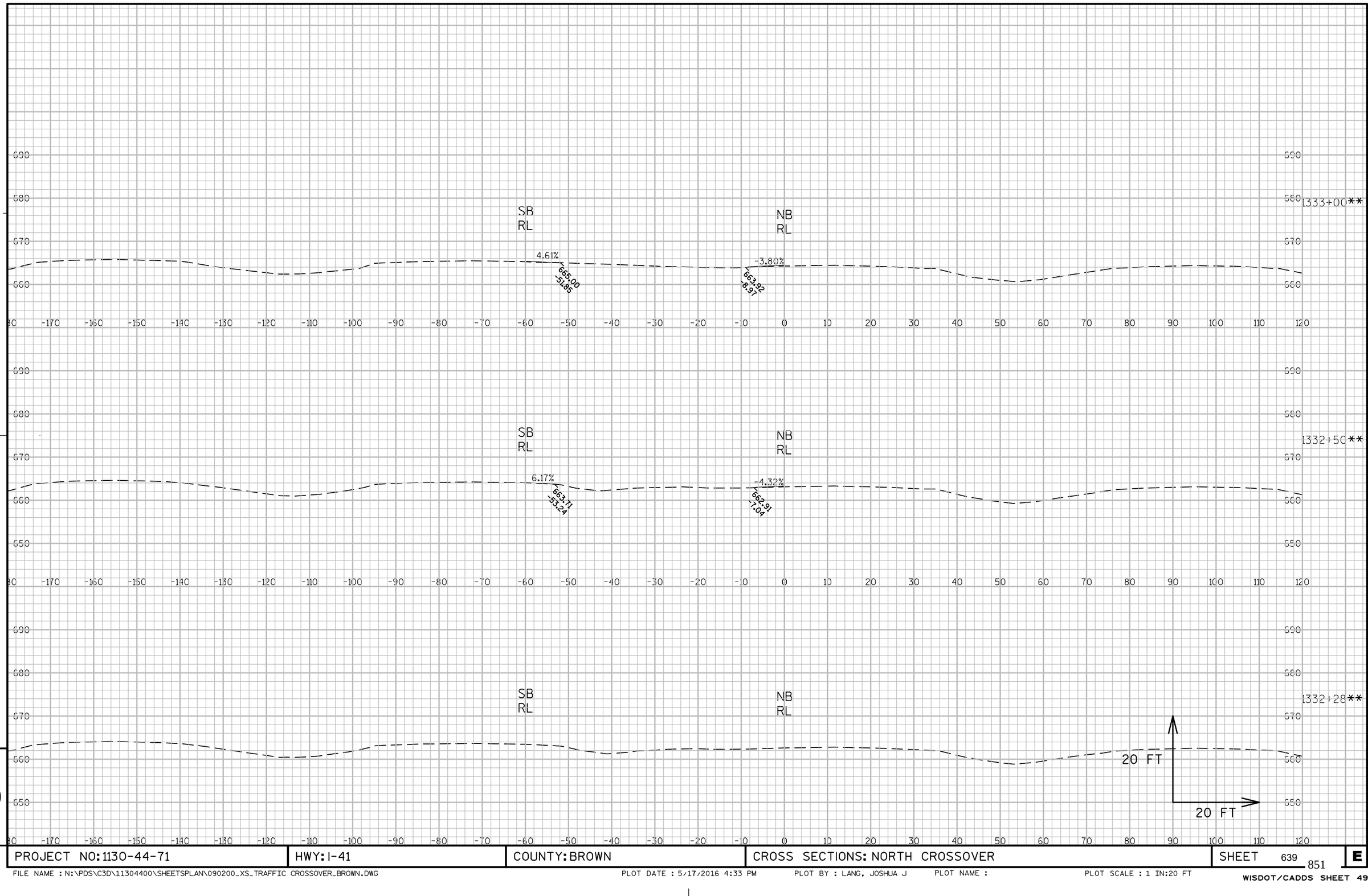
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: SOUTH CROSSOVER	SHEET 638 850	E

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WISDOT/CADDS SHEET 49

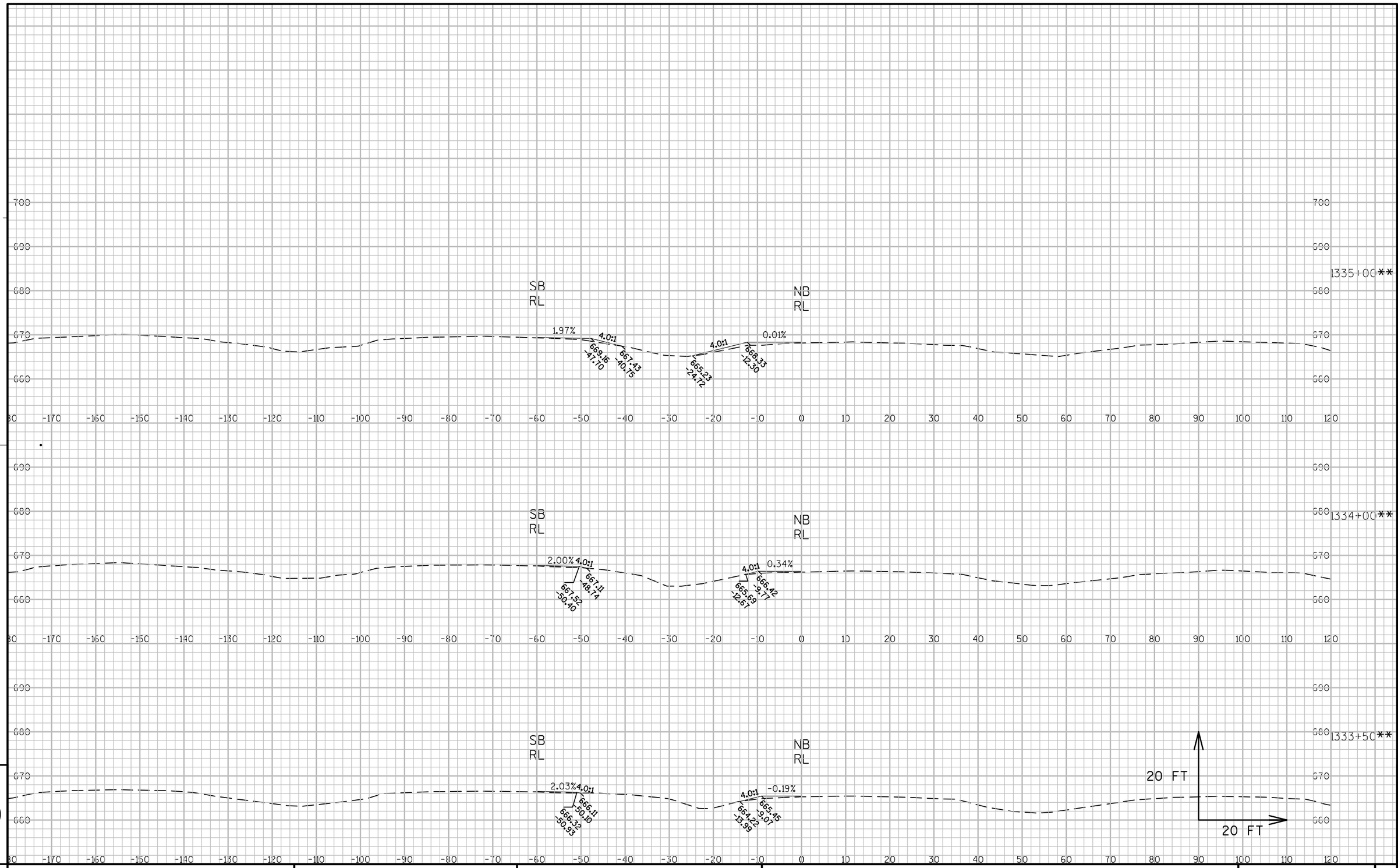


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: NORTH CROSSOVER	SHEET 639 851	E

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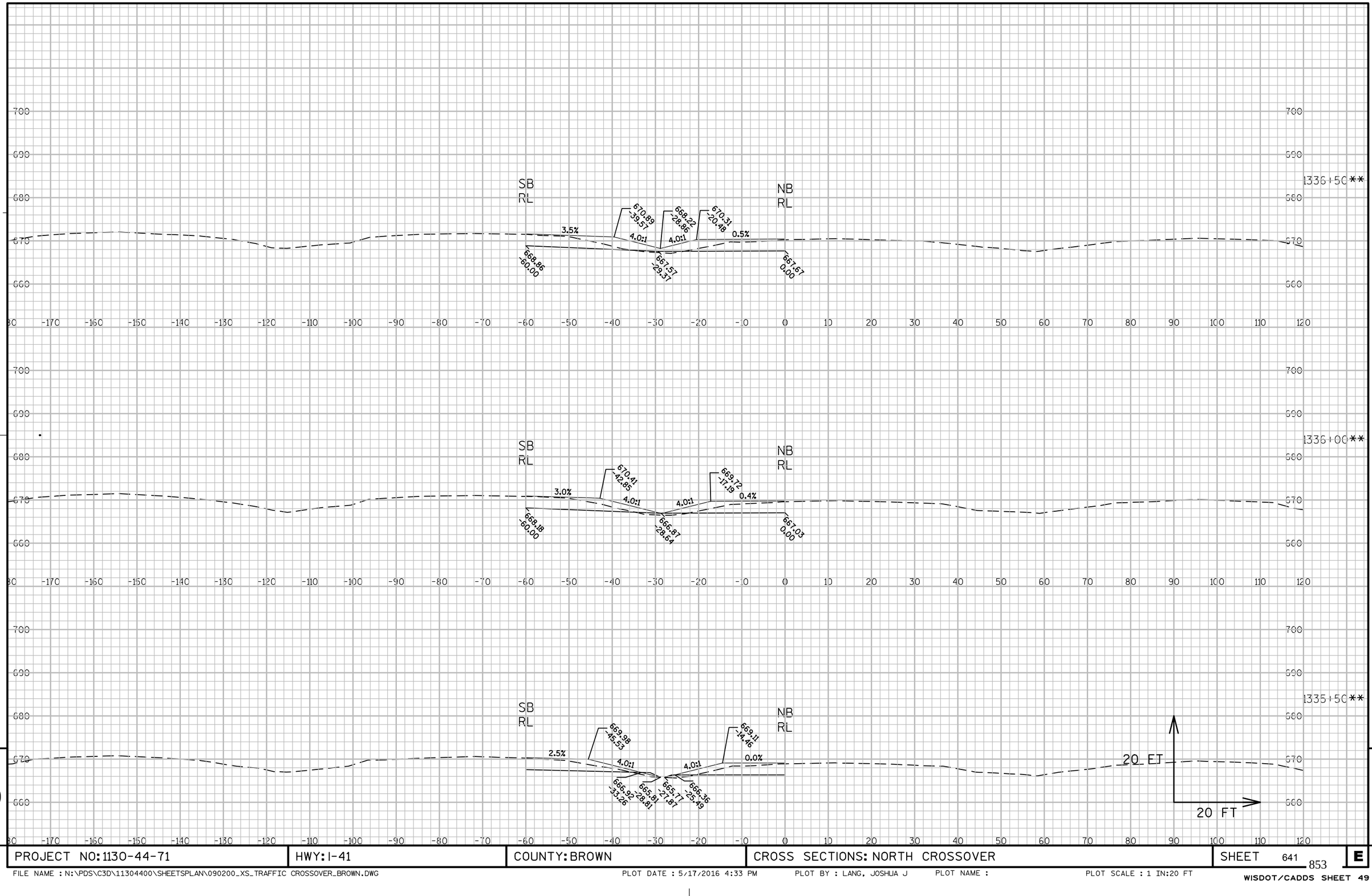
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: NORTH CROSSOVER	SHEET 640 852	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TRAFFIC CROSSOVER_BROWN.DWG PLOT DATE : 5/17/2016 4:33 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



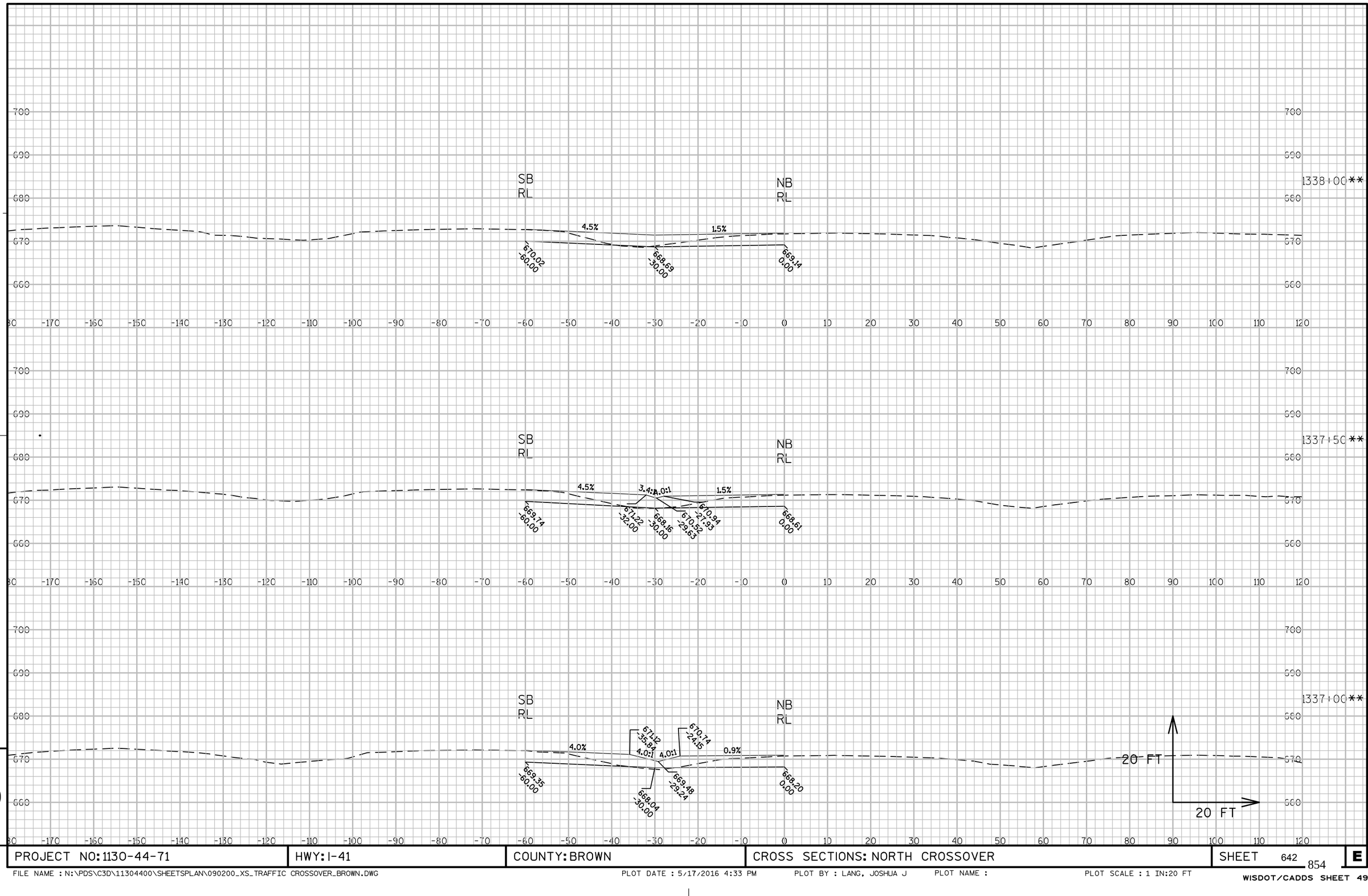
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: NORTH CROSSOVER	SHEET 641 853	E

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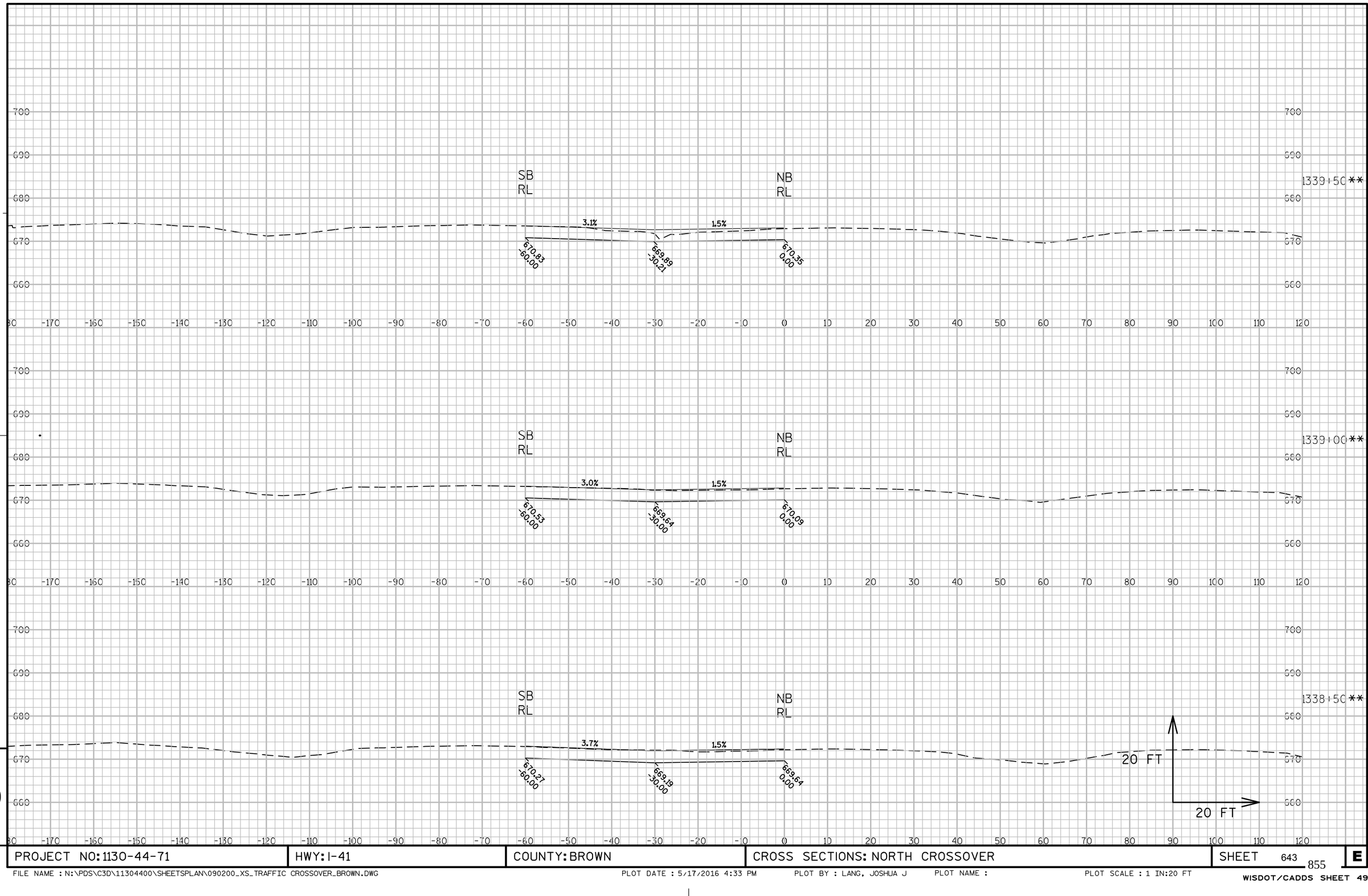
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: NORTH CROSSOVER	SHEET 642 854	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TRAFFIC CROSSOVER_BROWN.DWG PLOT DATE : 5/17/2016 4:33 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

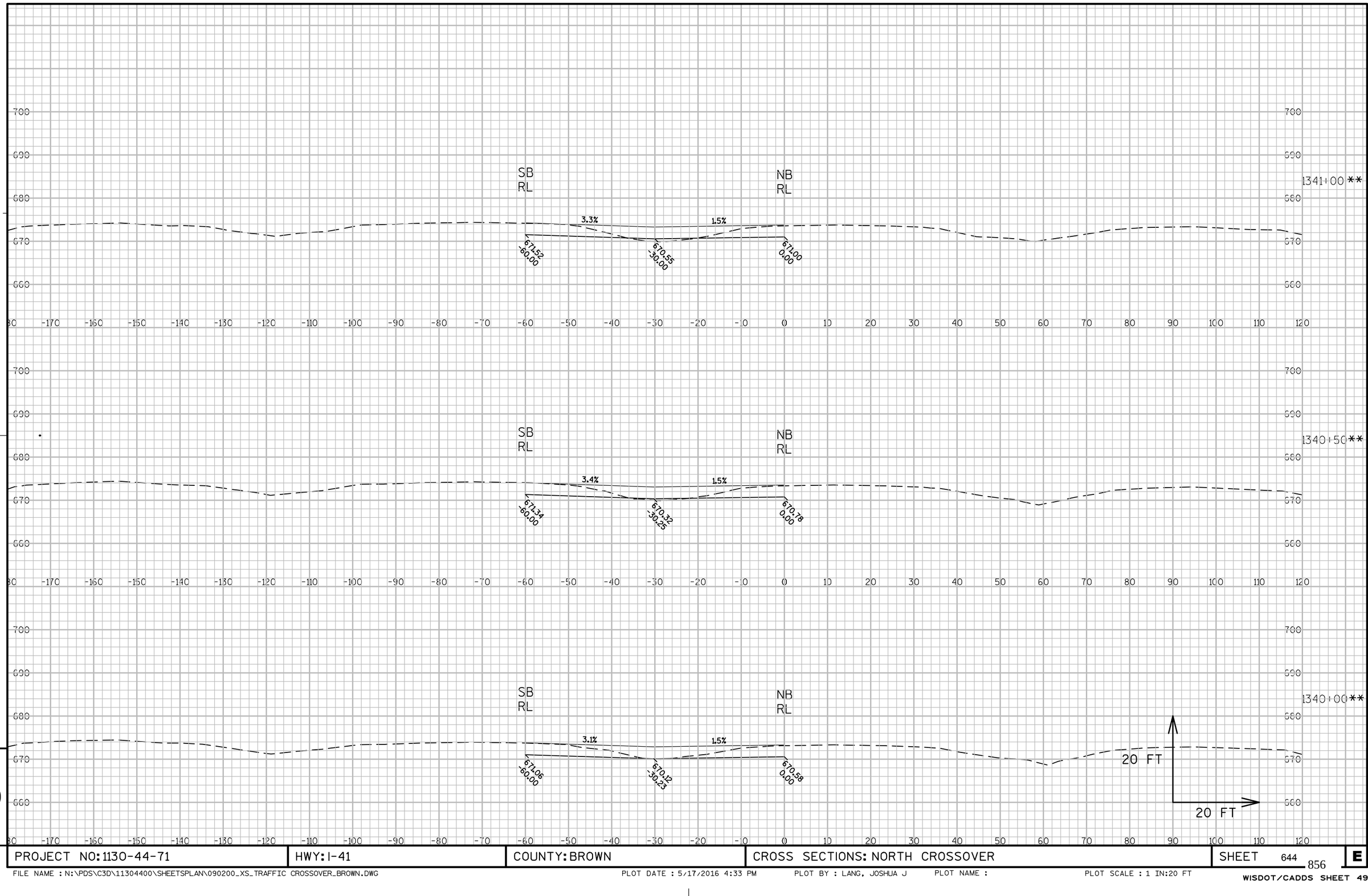
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: NORTH CROSSOVER	SHEET 643 855	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TRAFFIC CROSSOVER_BROWN.DWG PLOT DATE : 5/17/2016 4:33 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

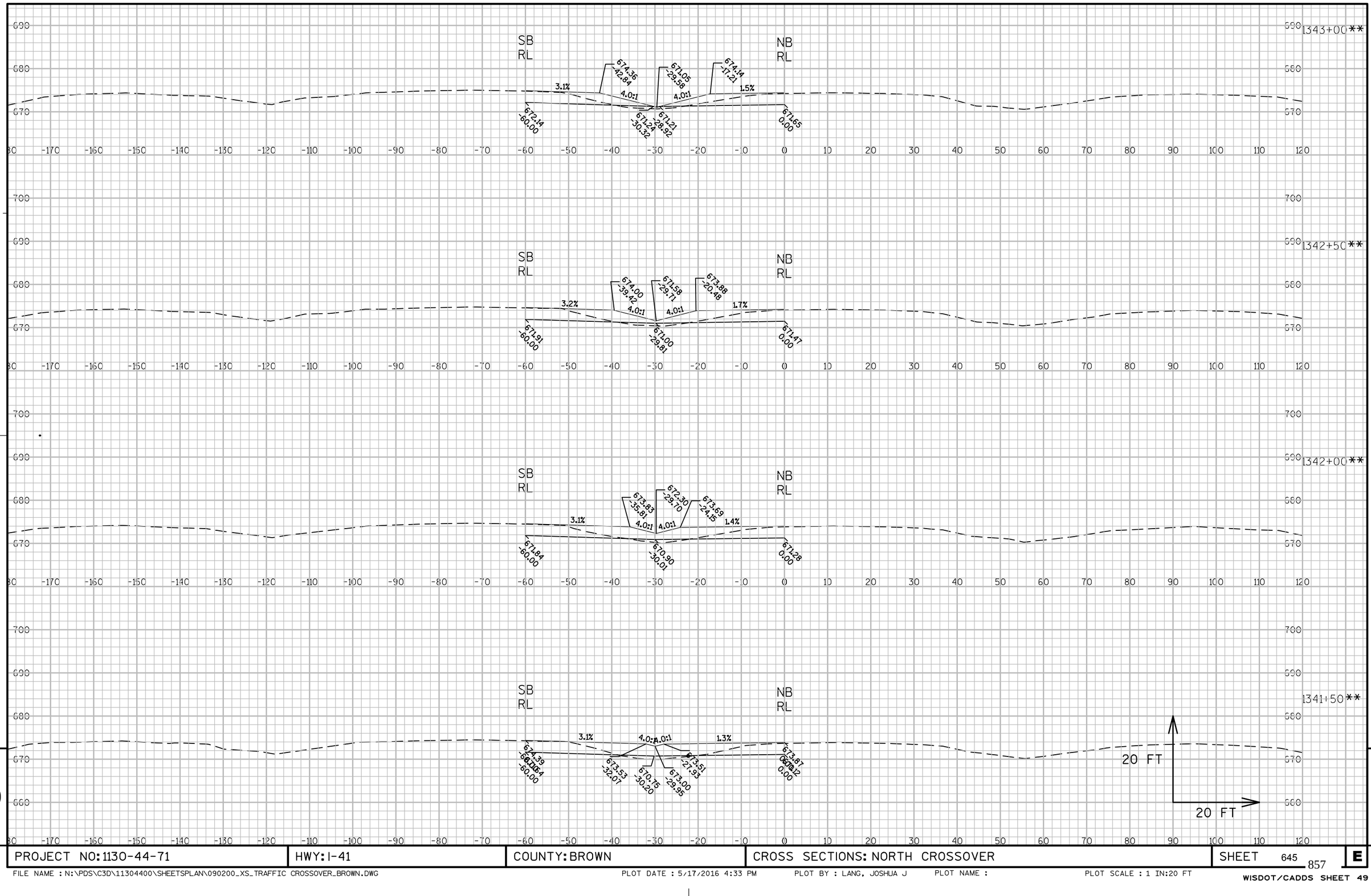


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: NORTH CROSSOVER	SHEET 644 856	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TRAFFIC CROSSOVER_BROWN.DWG PLOT DATE : 5/17/2016 4:33 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

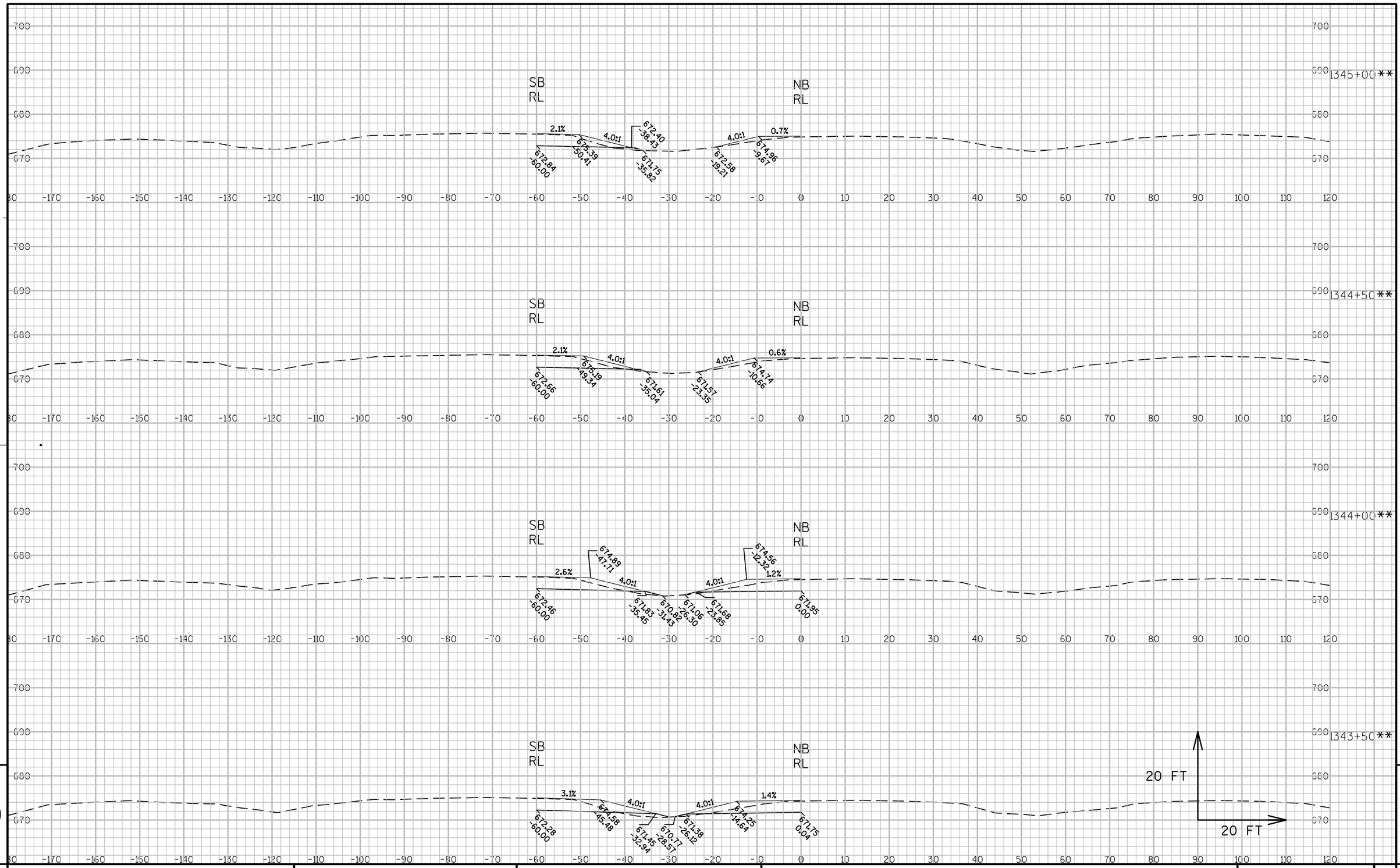


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: NORTH CROSSOVER	SHEET 645 857	E

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WISDOT/CADDS SHEET 49



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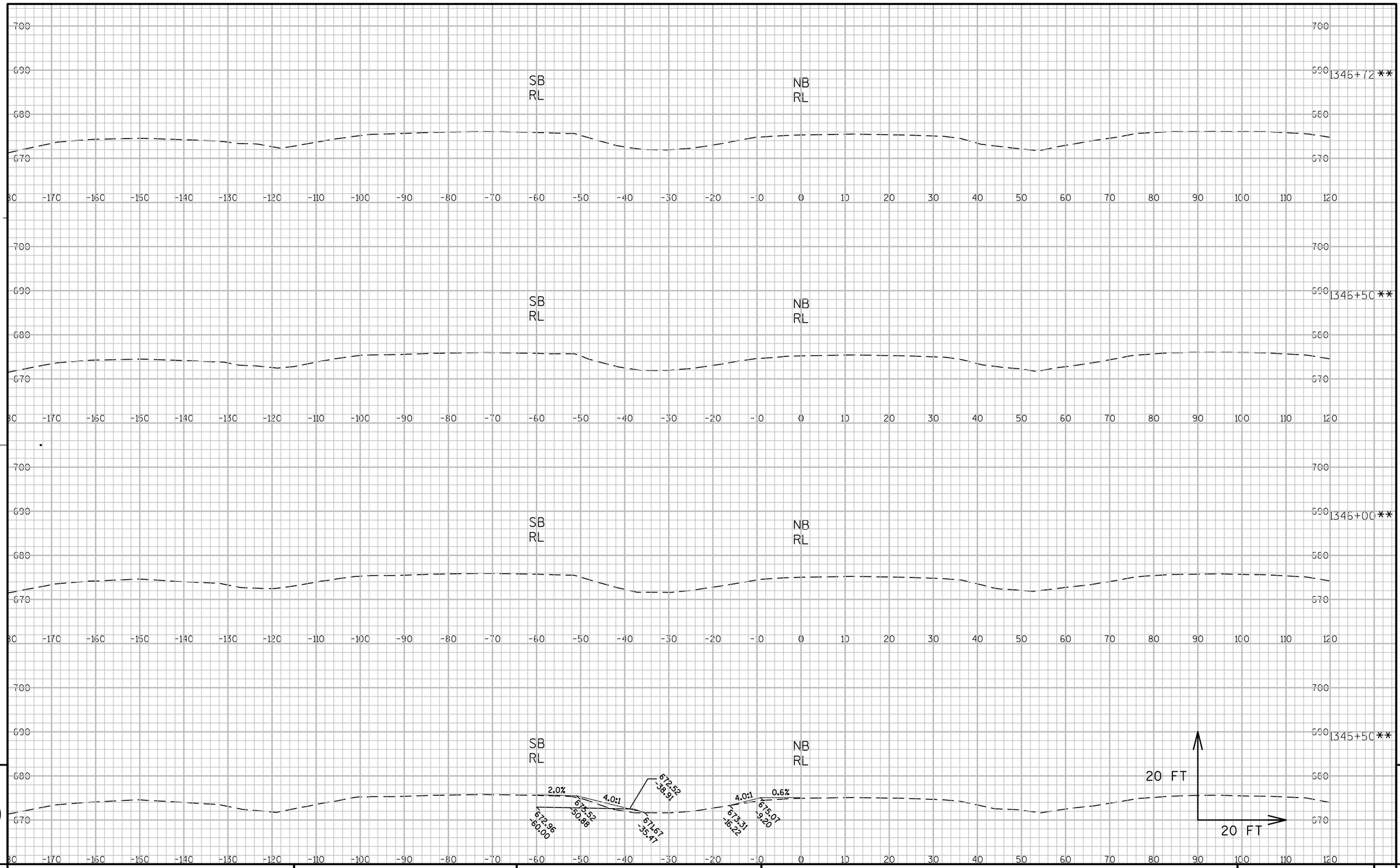
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: NORTH CROSSOVER	SHEET 646	E

858

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TRAFFIC CROSSOVER_BROWN.DWG PLOT DATE : 5/17/2016 4:33 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



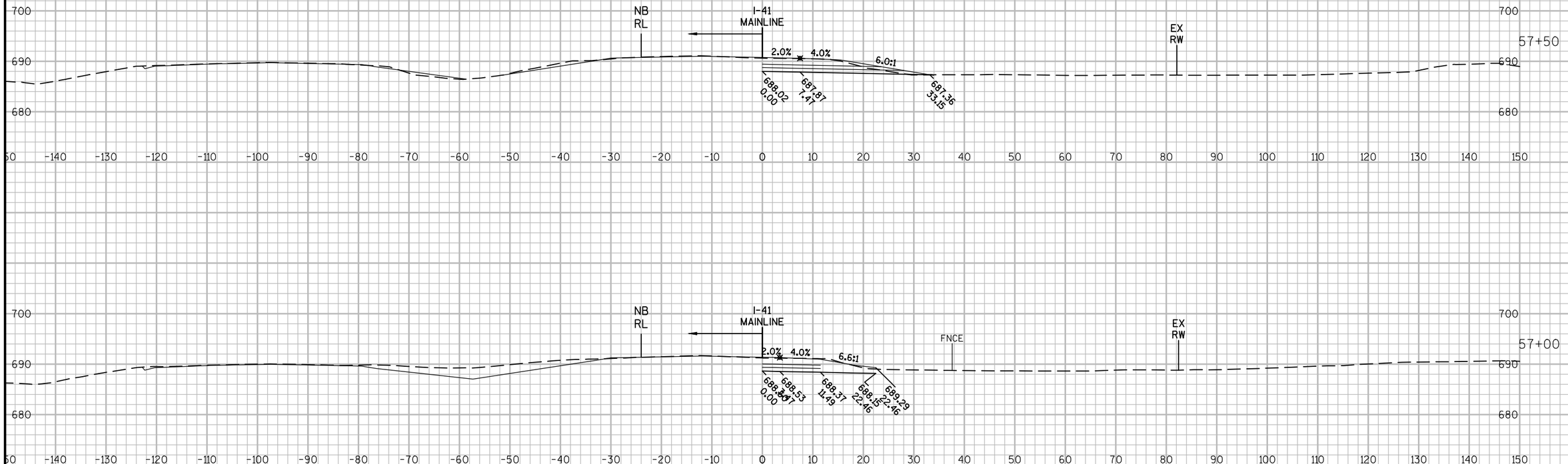
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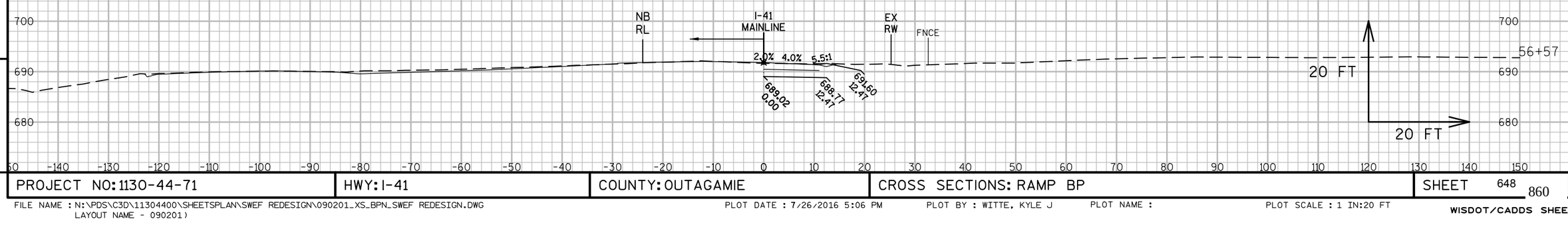
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: BROWN	CROSS SECTIONS: NORTH CROSSOVER	SHEET 647	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\090200_XS_TRAFFIC CROSSOVER_BROWN.DWG PLOT DATE : 5/17/2016 4:33 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





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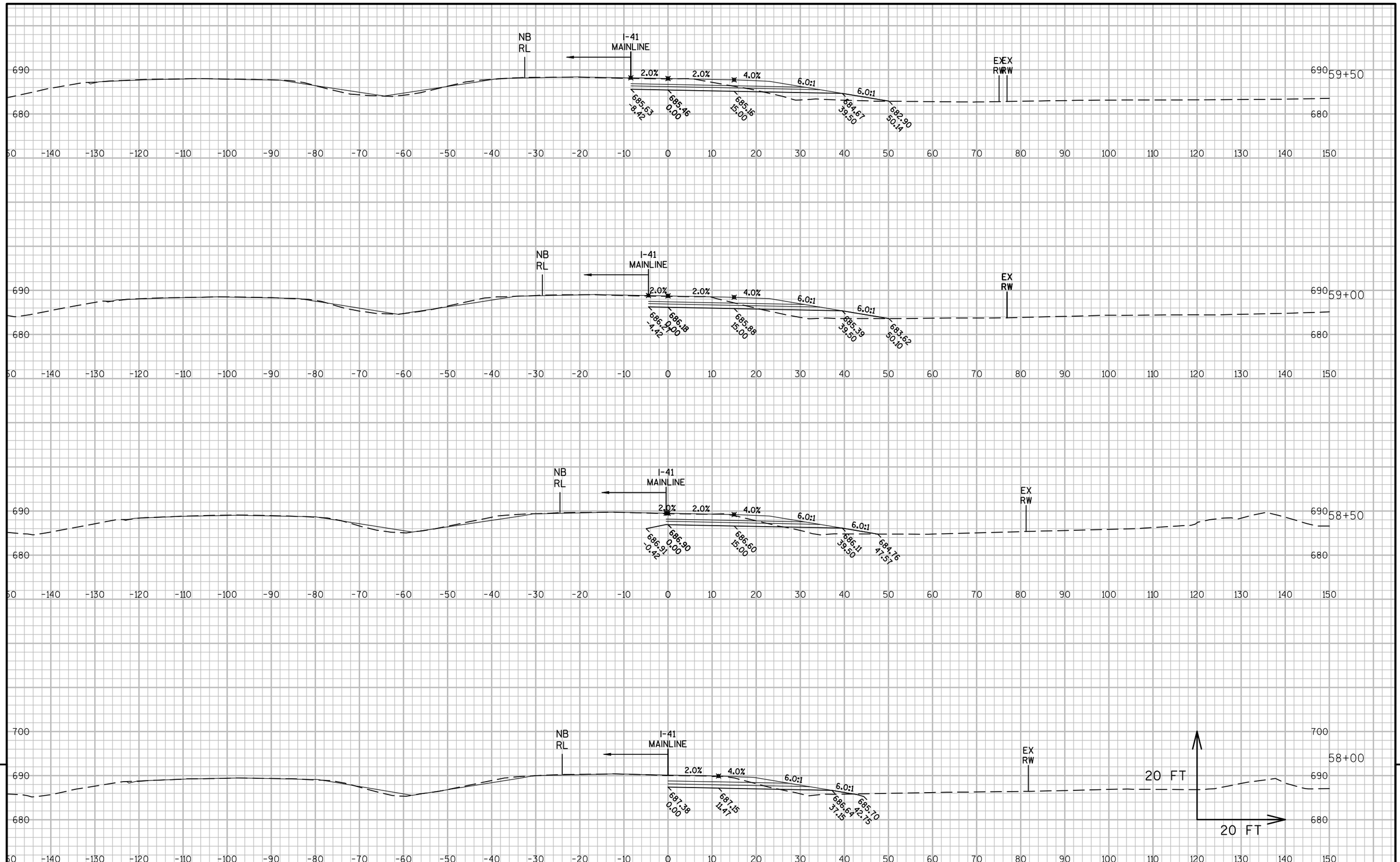
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 648 860	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090201_XS_BPN_SWEF REDESIGN.DWG
LAYOUT NAME - 090201)

PLOT DATE : 7/26/2016 5:06 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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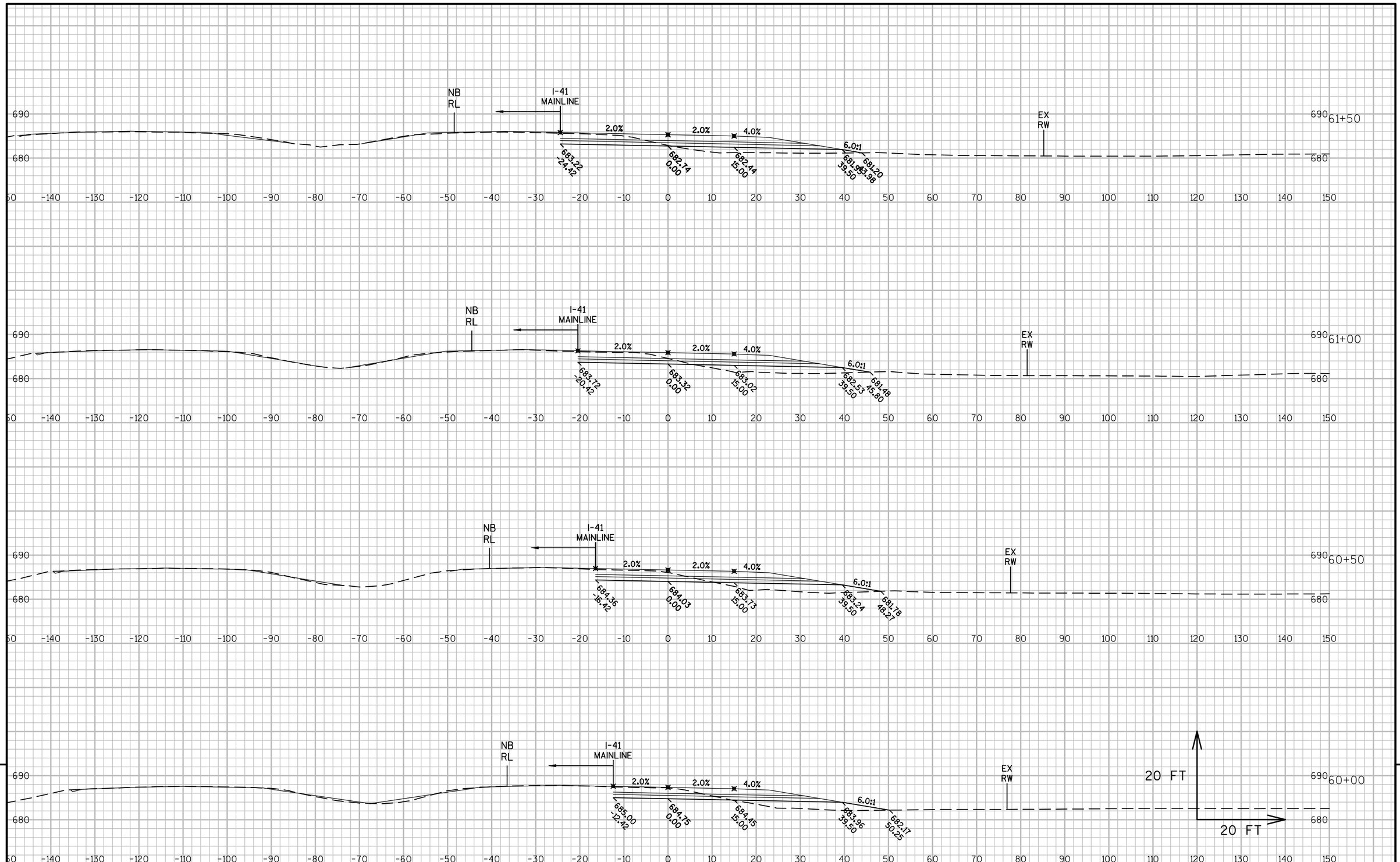
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 649 861	E

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LAYOUT NAME - 090202)

PLOT DATE : 7/26/2016 5:06 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

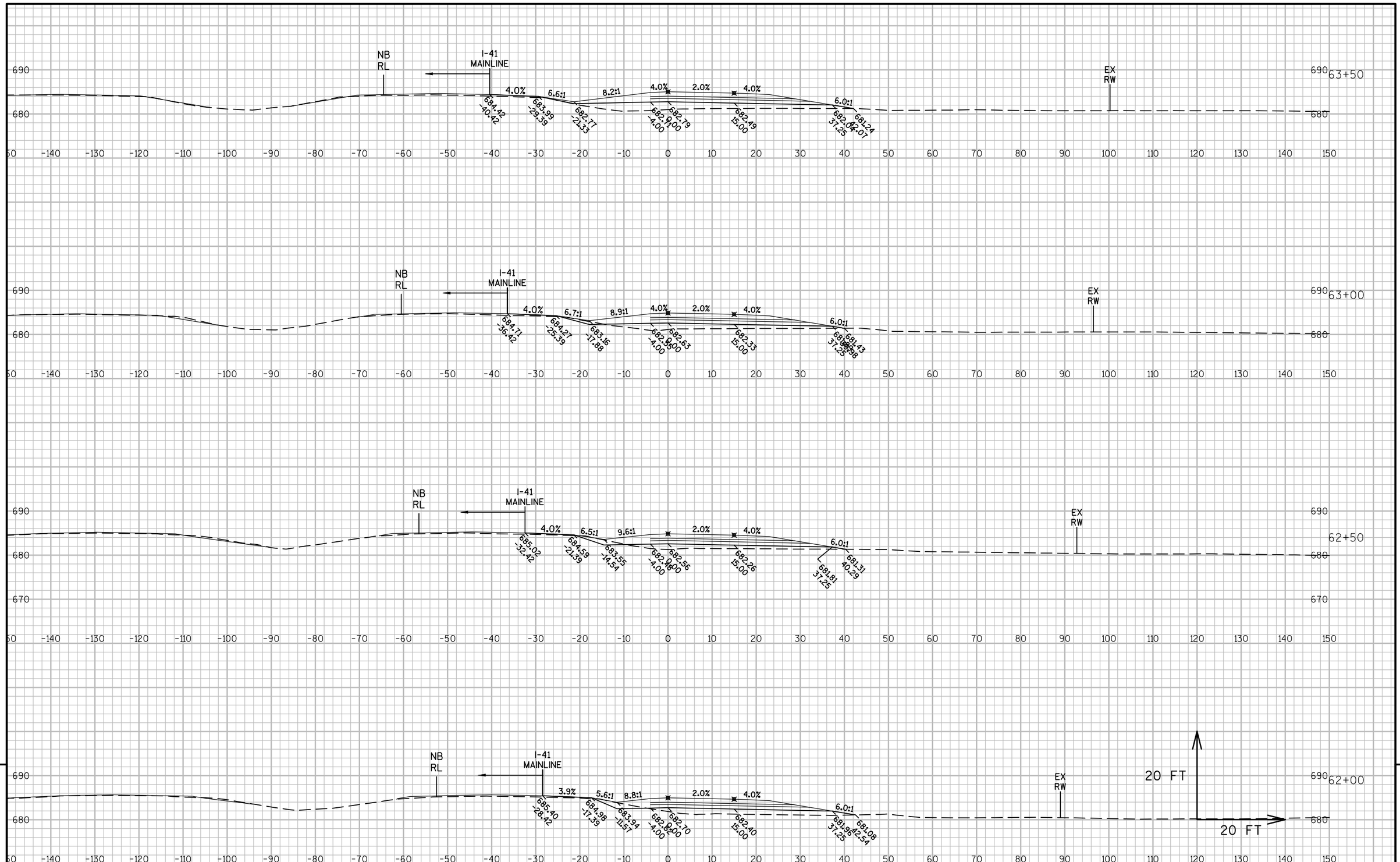
WISDOT/CADDS SHEET 49



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 650 862	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090201_XS_BPN_SWEF REDESIGN.DWG
LAYOUT NAME - 090203)
PLOT DATE : 7/26/2016 5:06 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

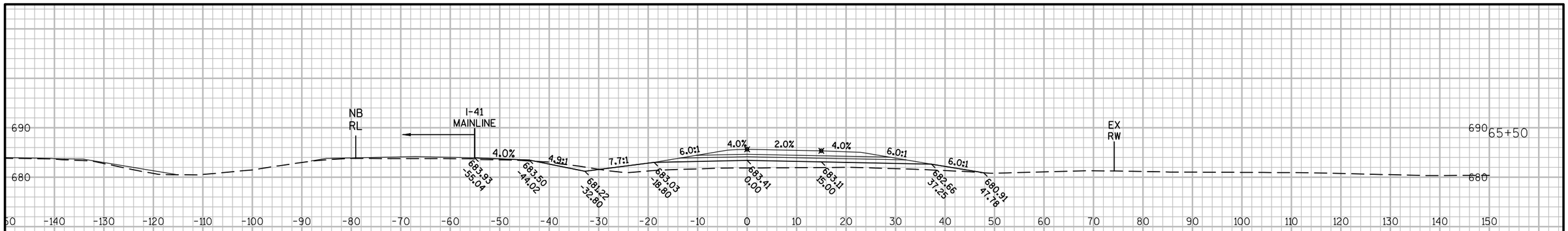


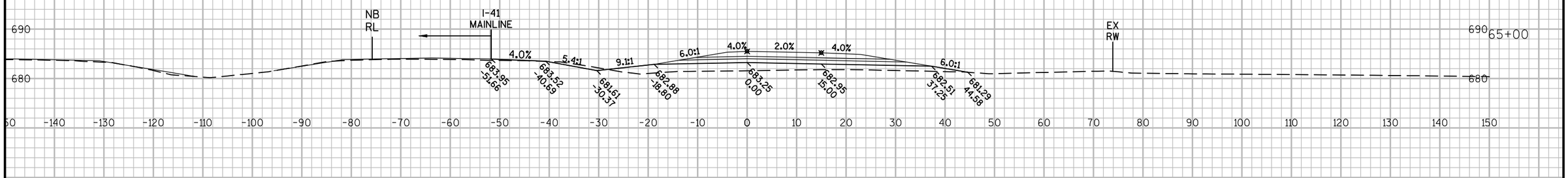
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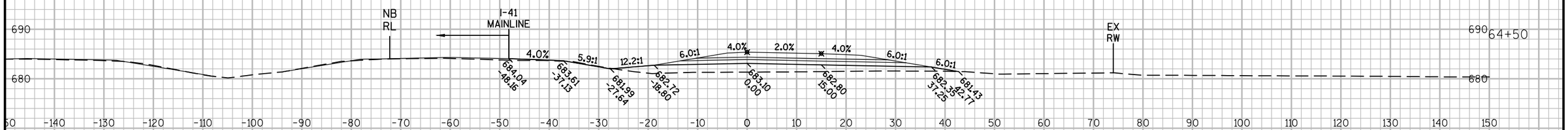
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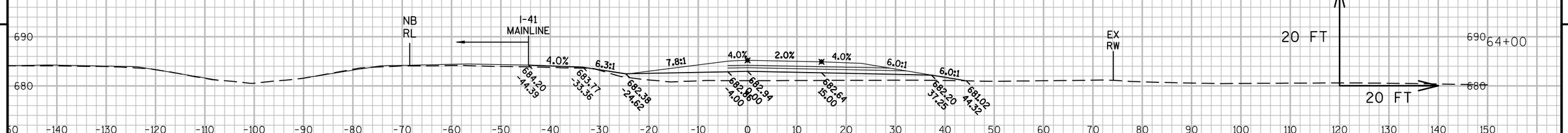
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LAYOUT NAME - 090204)

PLOT DATE : 7/26/2016 5:06 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT





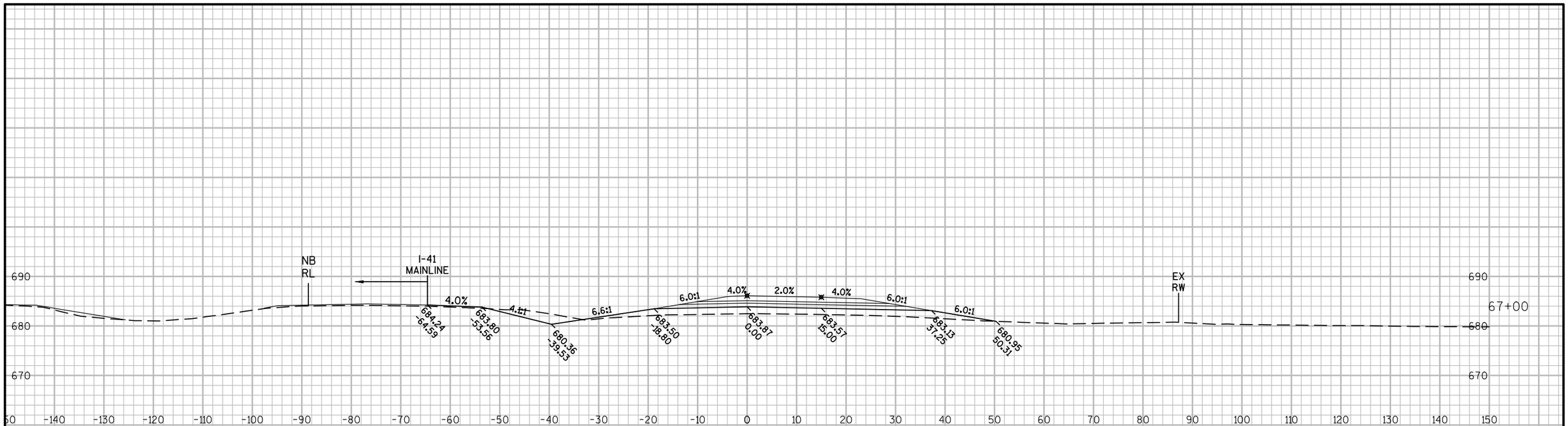


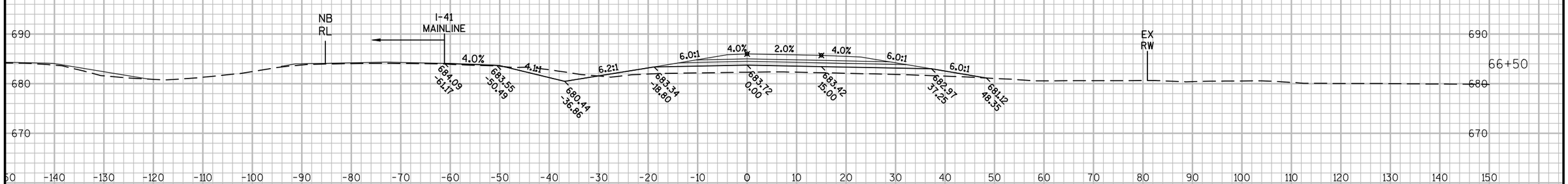


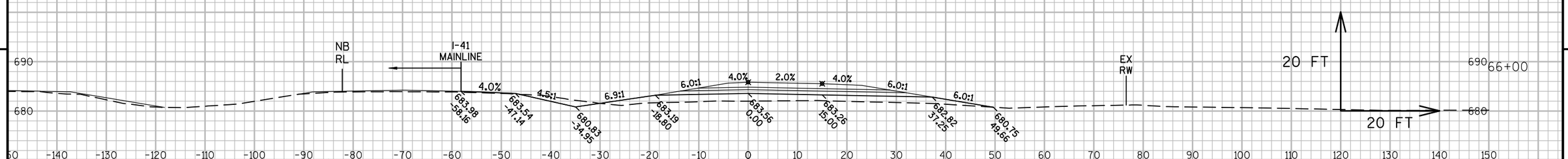
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 652 / 864	E

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LAYOUT NAME - 090205)
PLOT DATE : 7/26/2016 5:06 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT





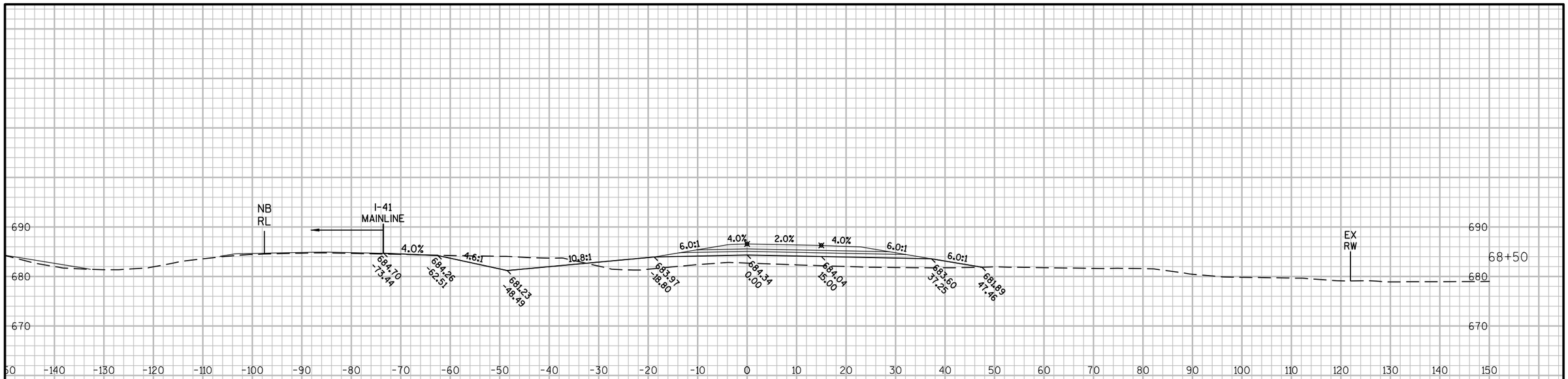


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 653 865	E

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LAYOUT NAME - 090206)

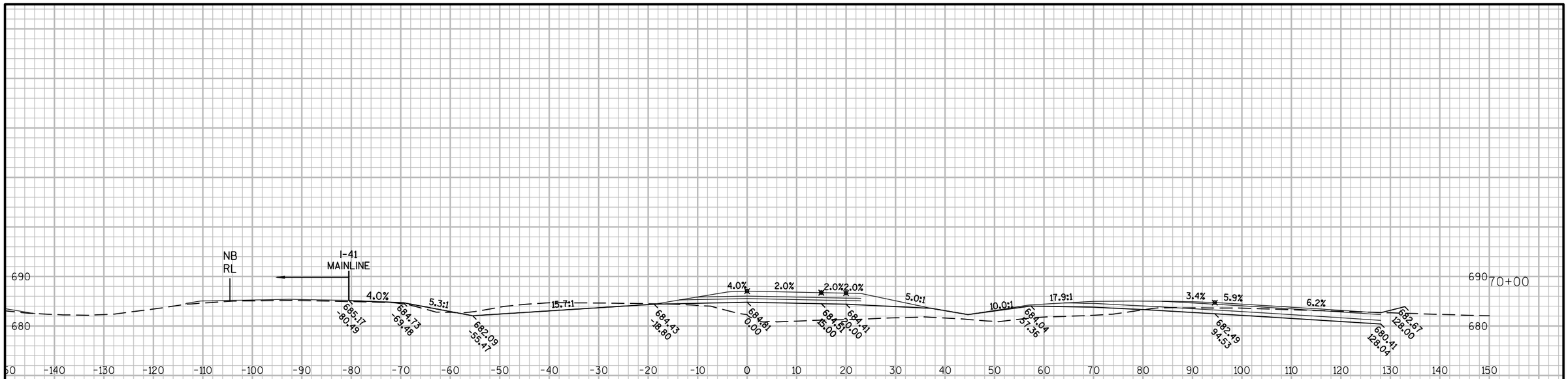
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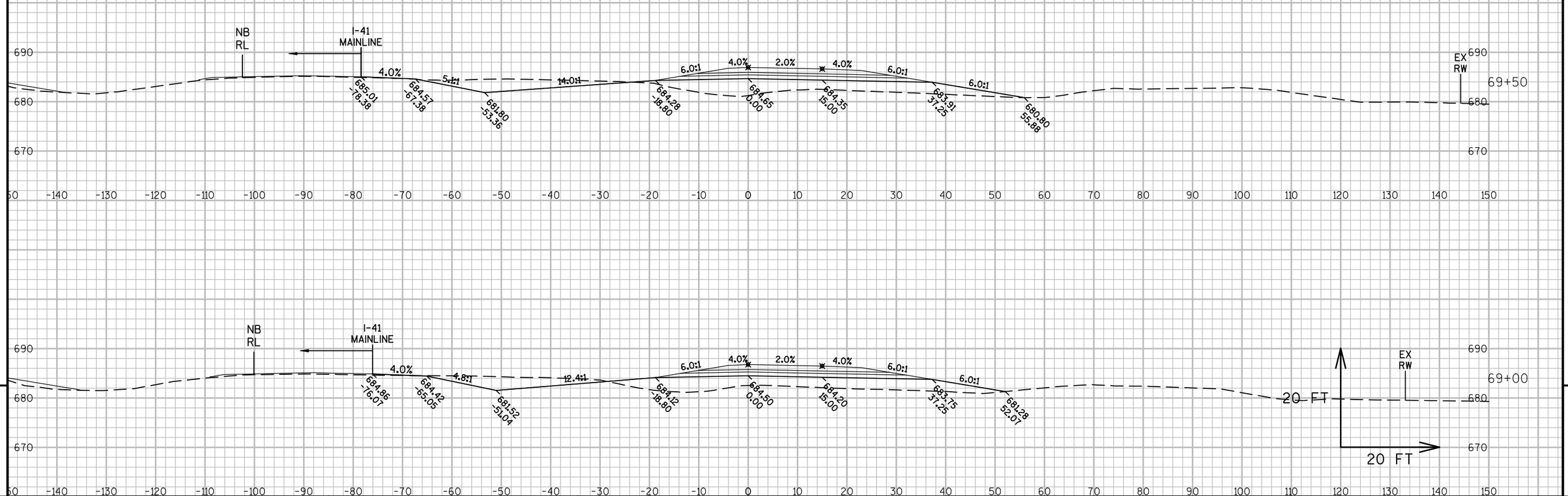


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 654 866	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090201_XS_BPN_SWEF REDESIGN.DWG
LAYOUT NAME - 090207)
PLOT DATE : 7/26/2016 5:06 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49





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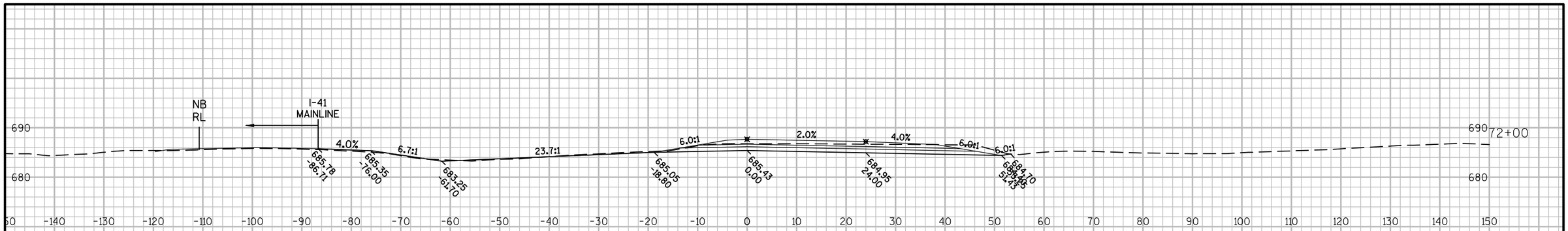
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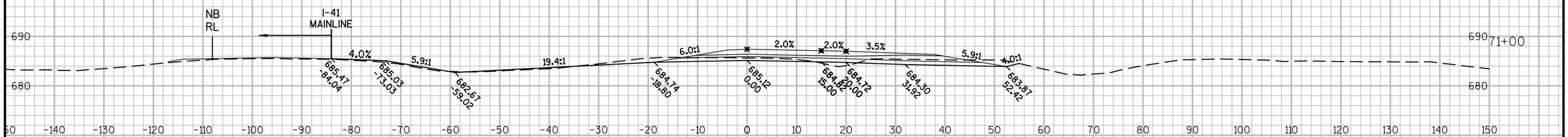
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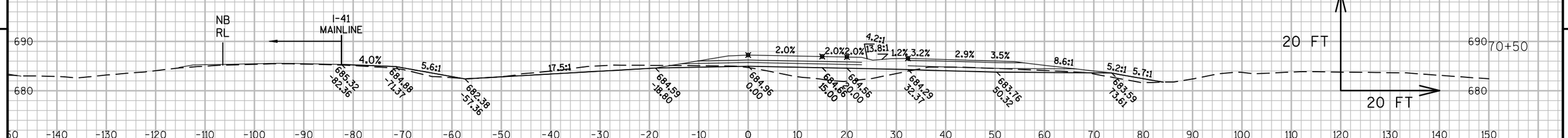
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PLOT DATE : 7/26/2016 5:06 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



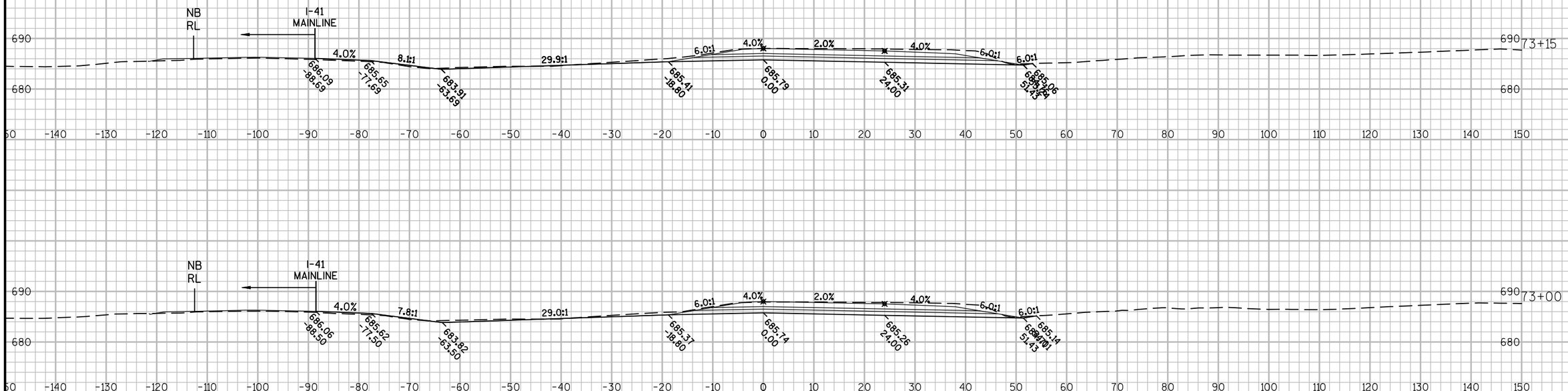




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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 656 868	E

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PLOT DATE : 7/26/2016 5:06 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



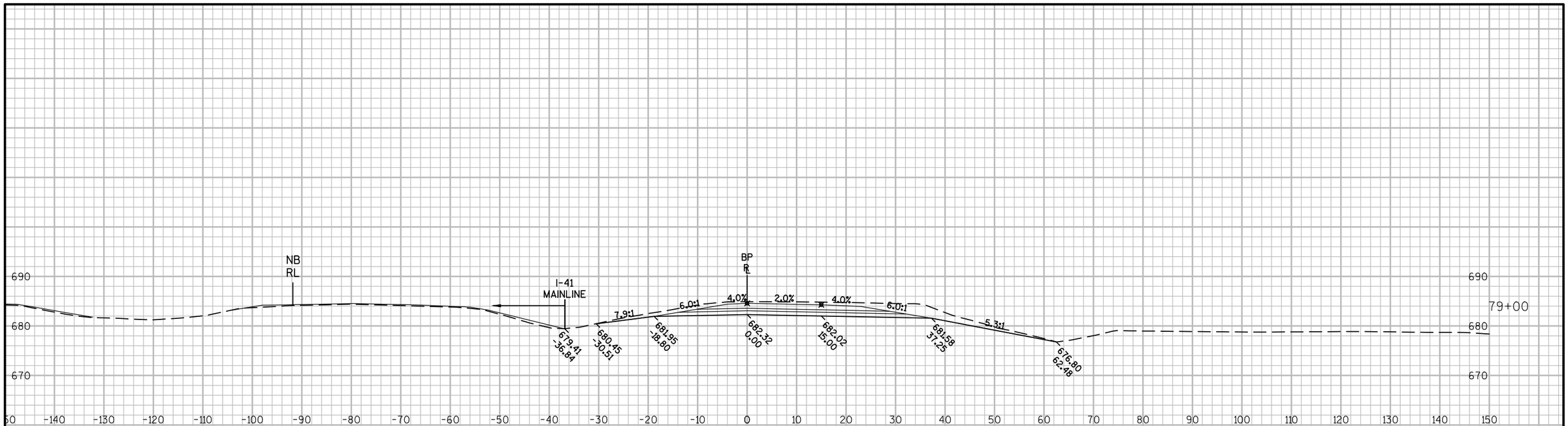
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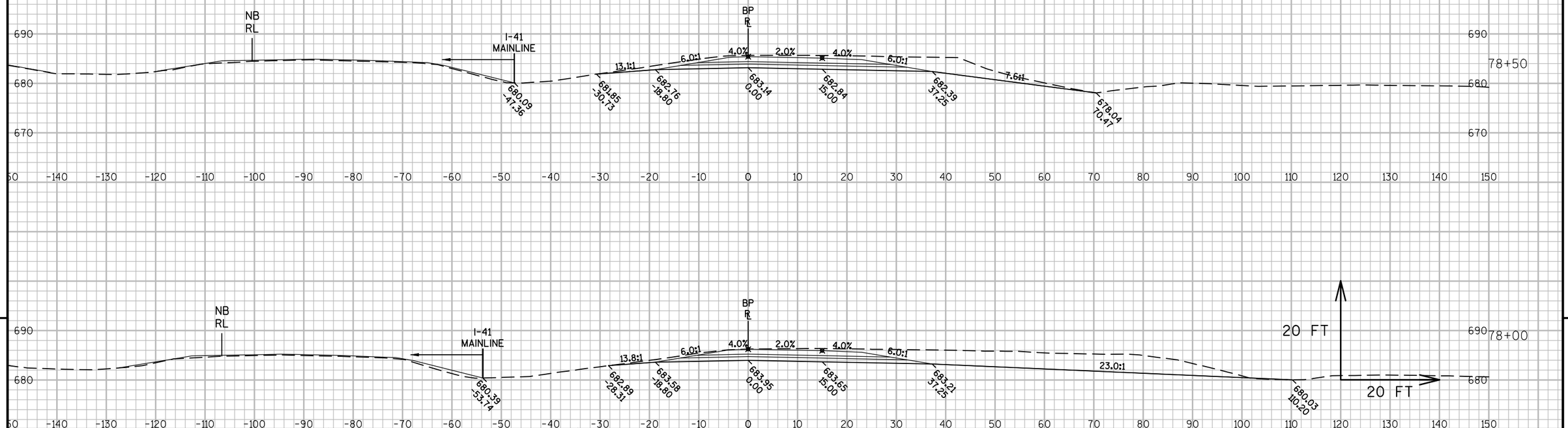
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FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090201_XS_BPN_SWEF REDESIGN.DWG
LAYOUT NAME - 0902010)

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WISDOT/CADDS SHEET 49





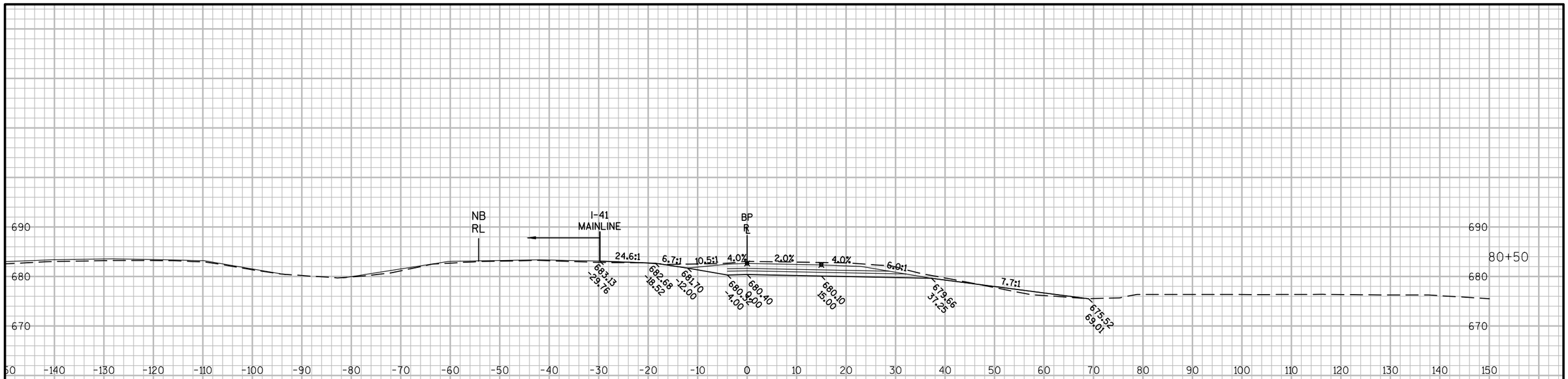
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 658 870	E

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LAYOUT NAME - 09030 (1)

PLOT DATE : 7/26/2016 5:06 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT







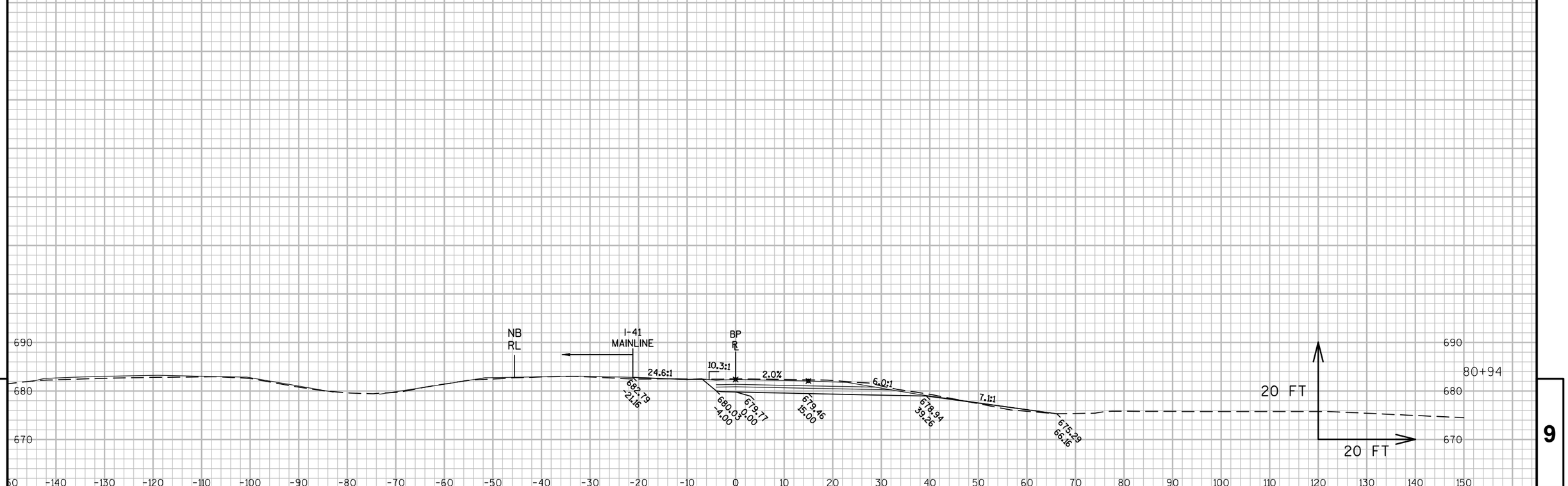
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 659 871	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090201_XS_BPN_SWEF REDESIGN.DWG
LAYOUT NAME - 09030 (2)

PLOT DATE : 7/26/2016 5:06 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

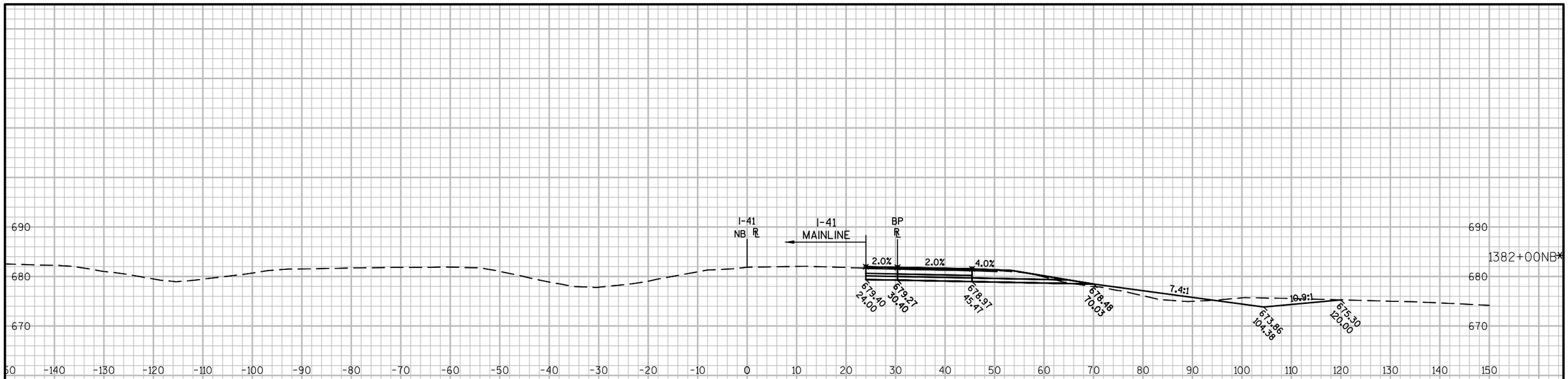


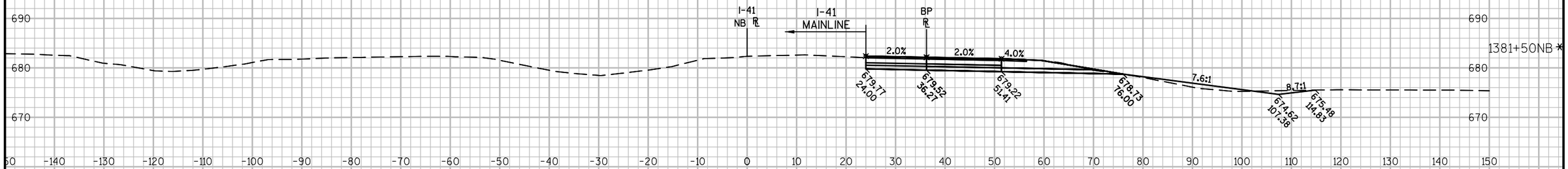
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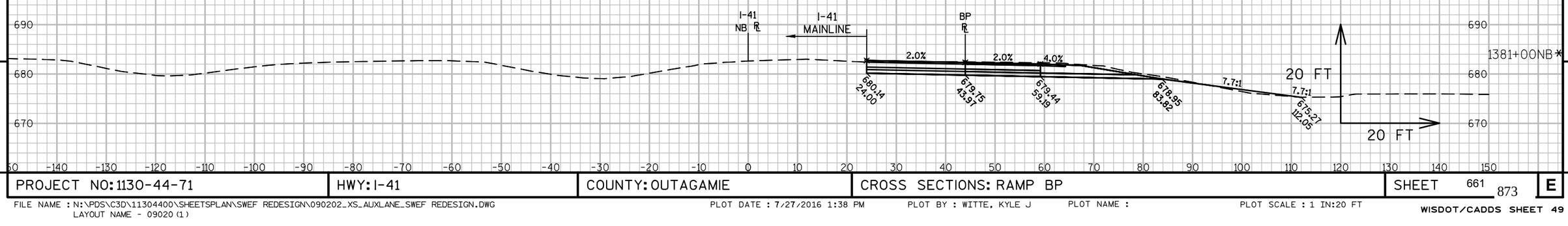
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FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090201_XS_BPN_SWEF REDESIGN.DWG
LAYOUT NAME - 09030 (3)

PLOT DATE : 7/26/2016 5:07 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT





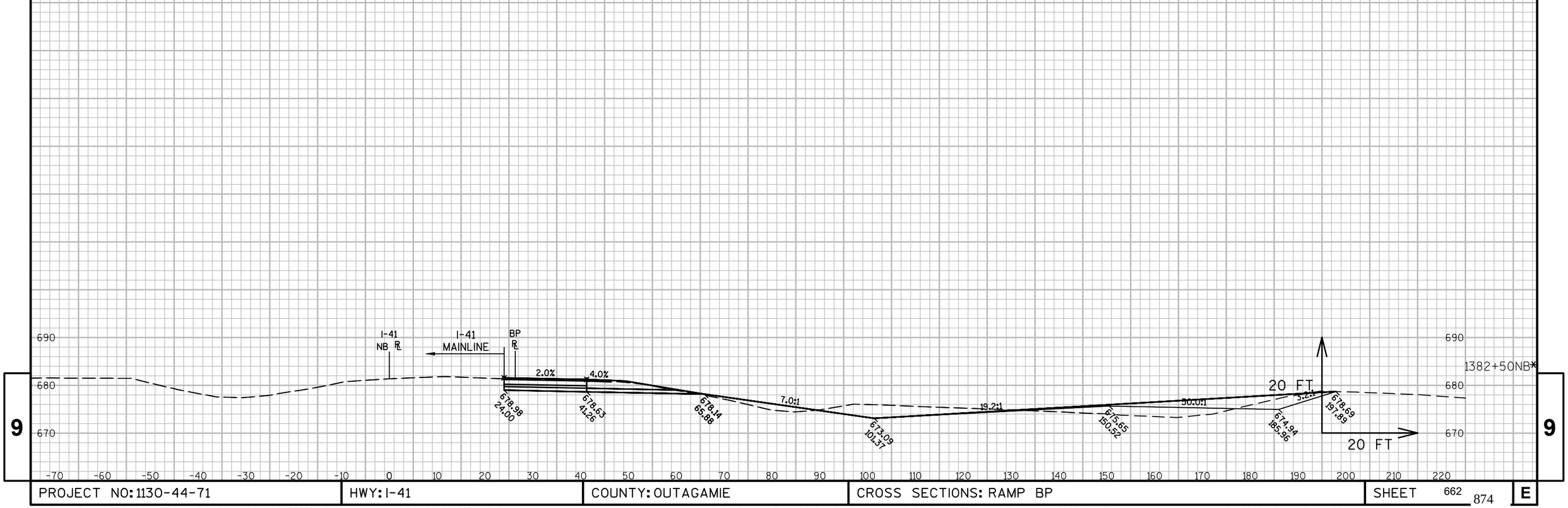


PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 661 873	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020 (1)

PLOT DATE : 7/27/2016 1:38 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

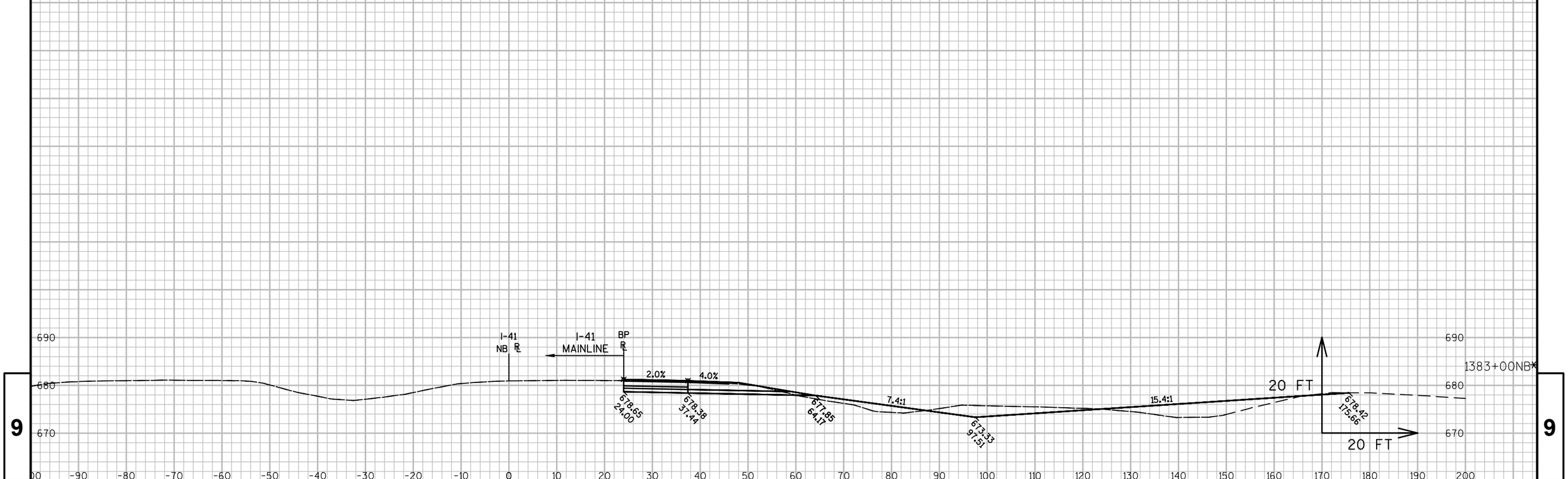


PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 662 874	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020 (2)

PLOT DATE : 7/27/2016 1:38 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



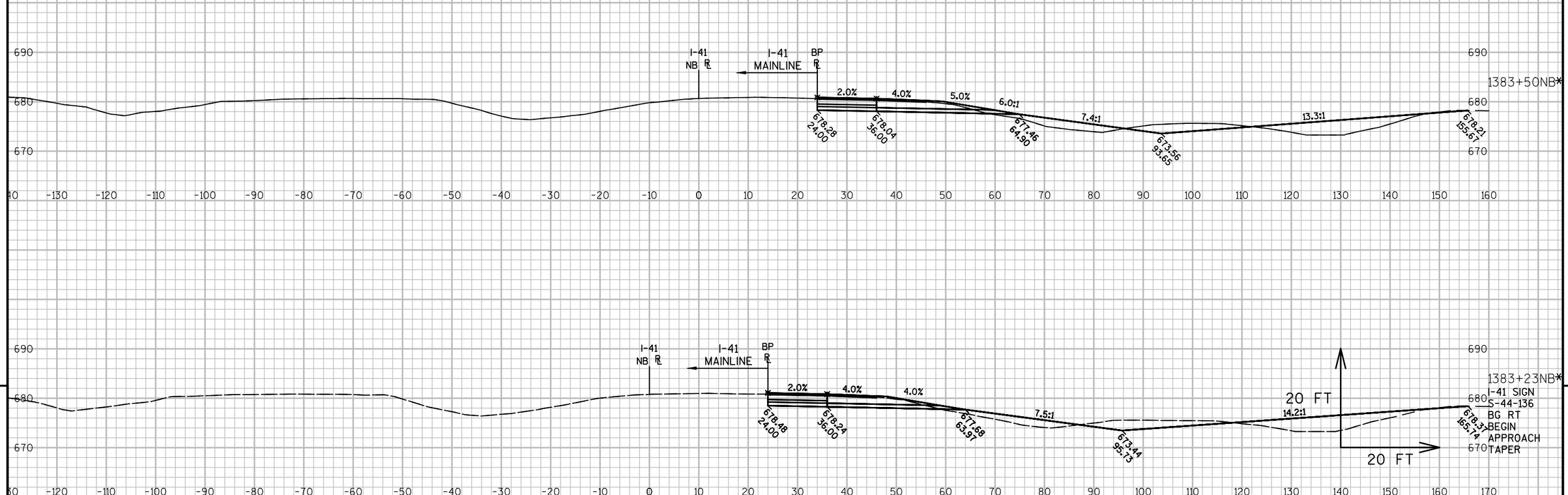
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 663 875	E

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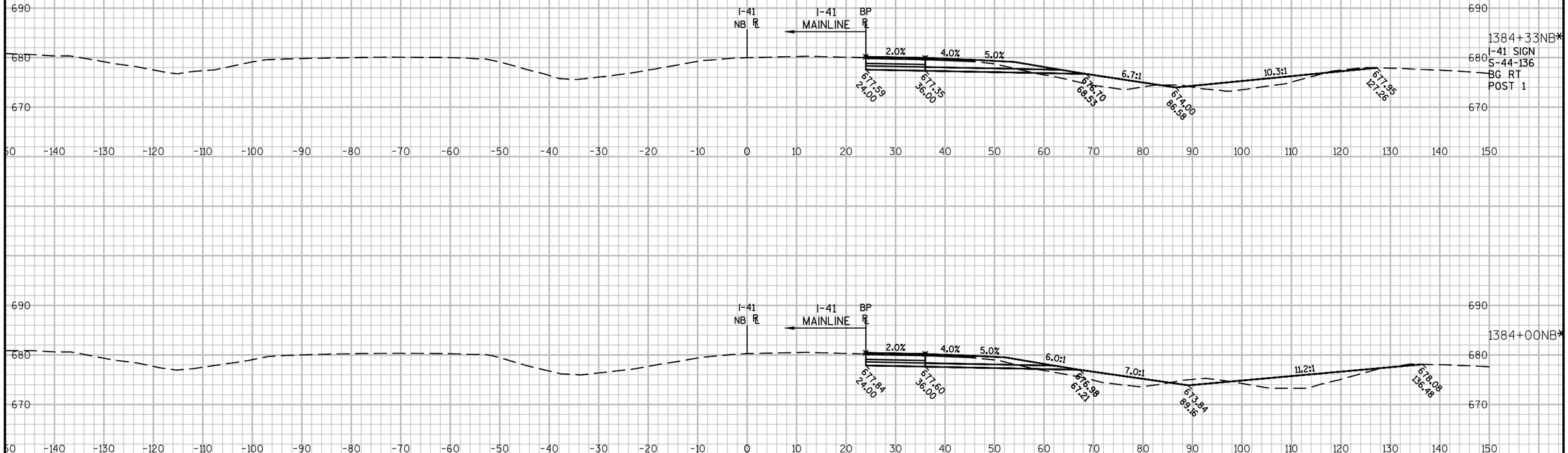
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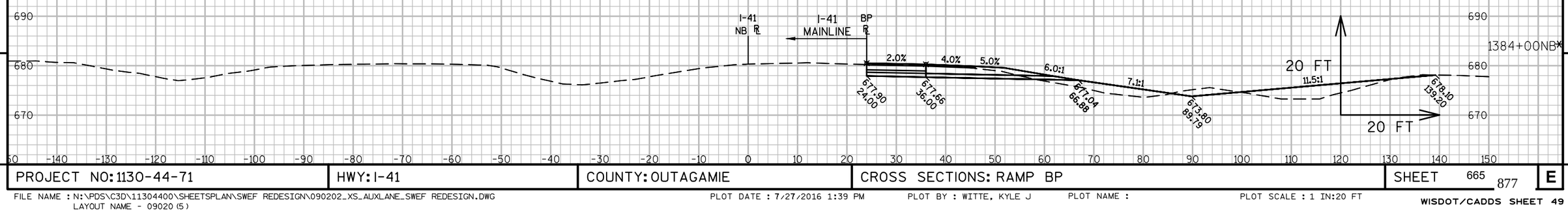


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 664 876	E

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LAYOUT NAME - 09020 (4)
PLOT DATE : 7/27/2016 1:39 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49





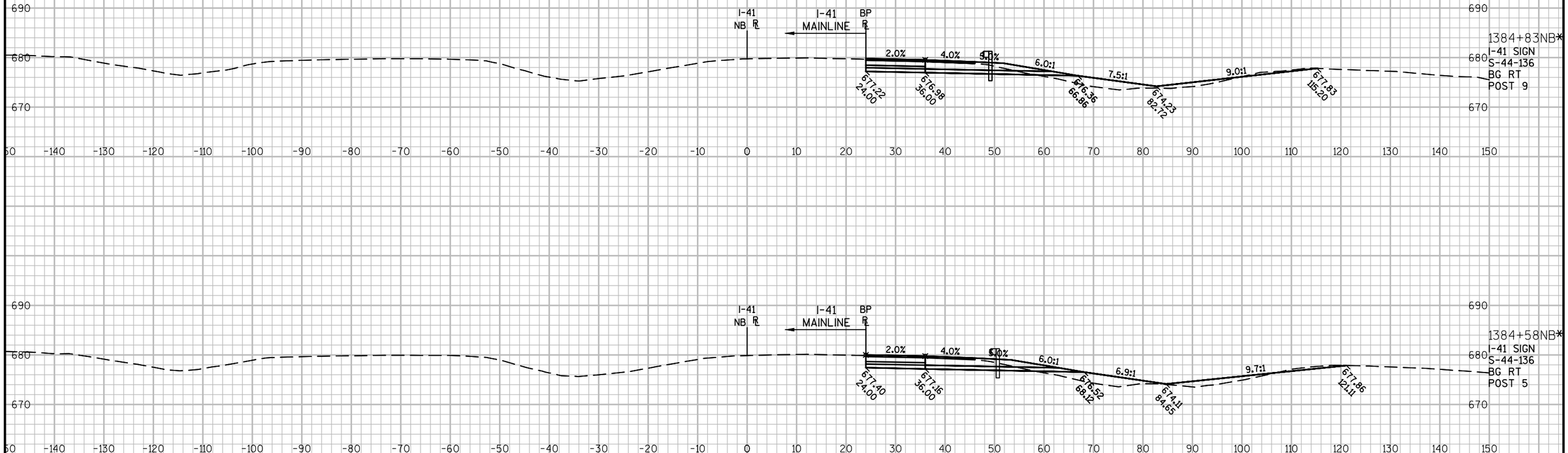
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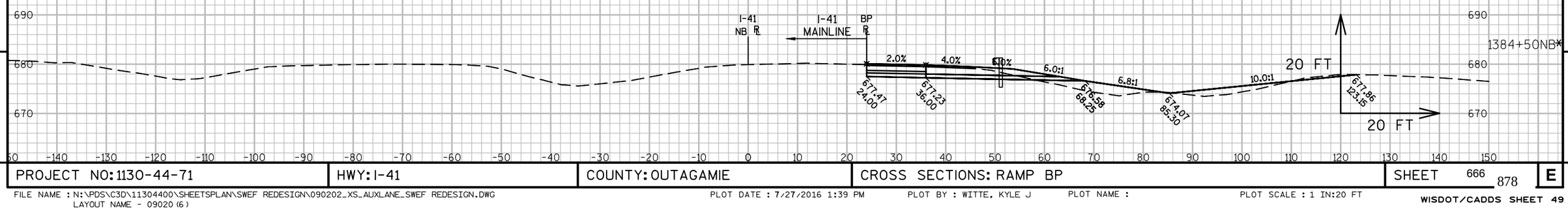
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 665 877	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
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PLOT DATE : 7/27/2016 1:39 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT





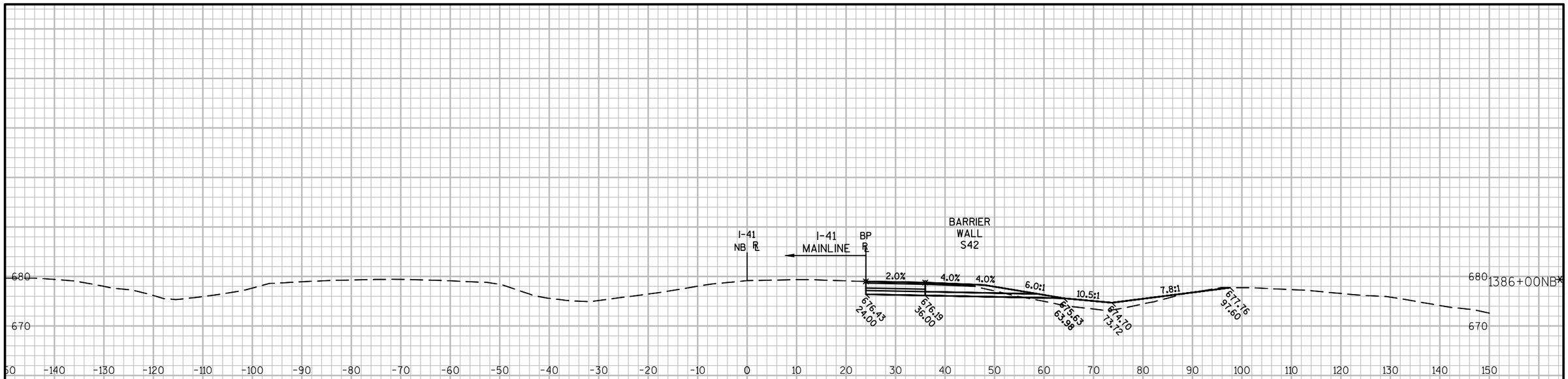
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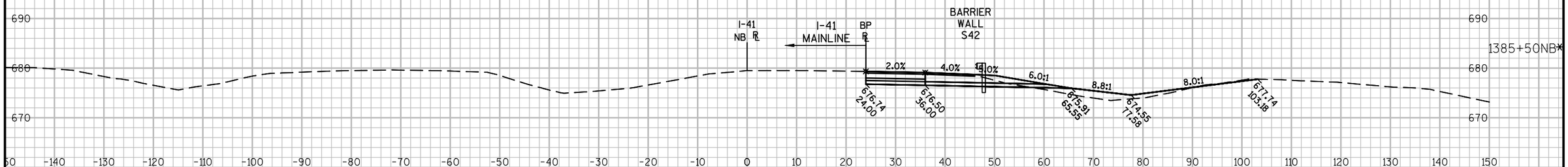
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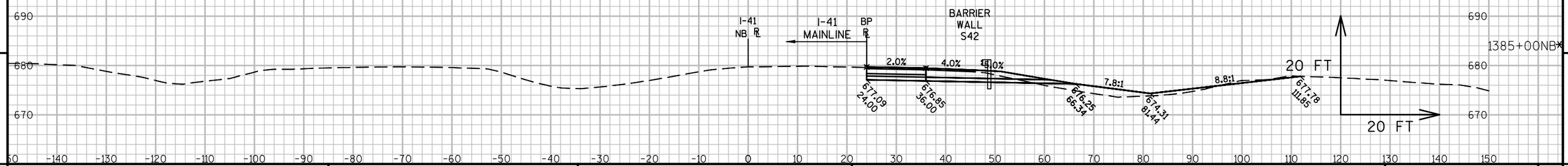
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FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020 (6)

PLOT DATE : 7/27/2016 1:39 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT







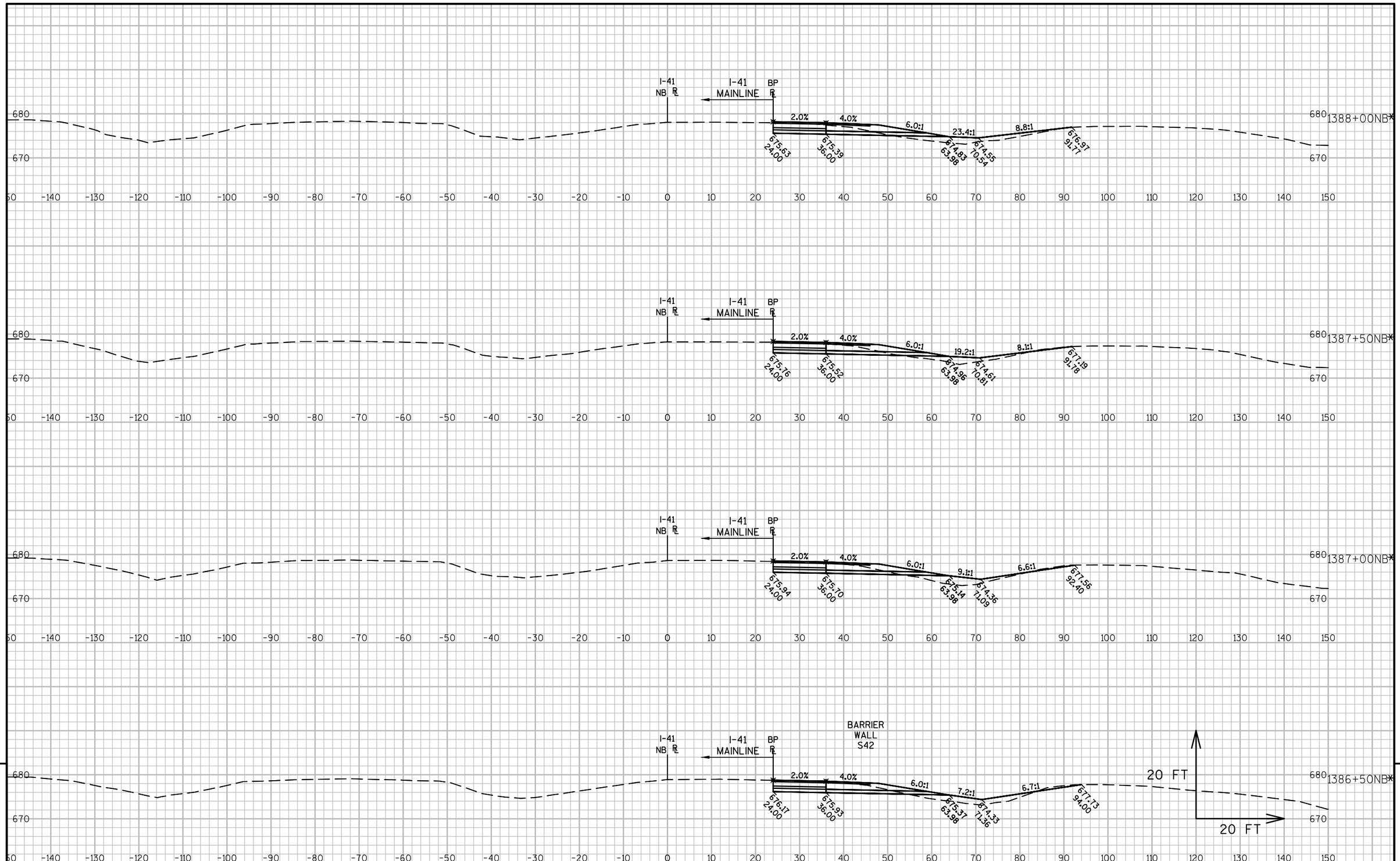
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 667 879	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020 (7)

PLOT DATE : 7/27/2016 1:39 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT



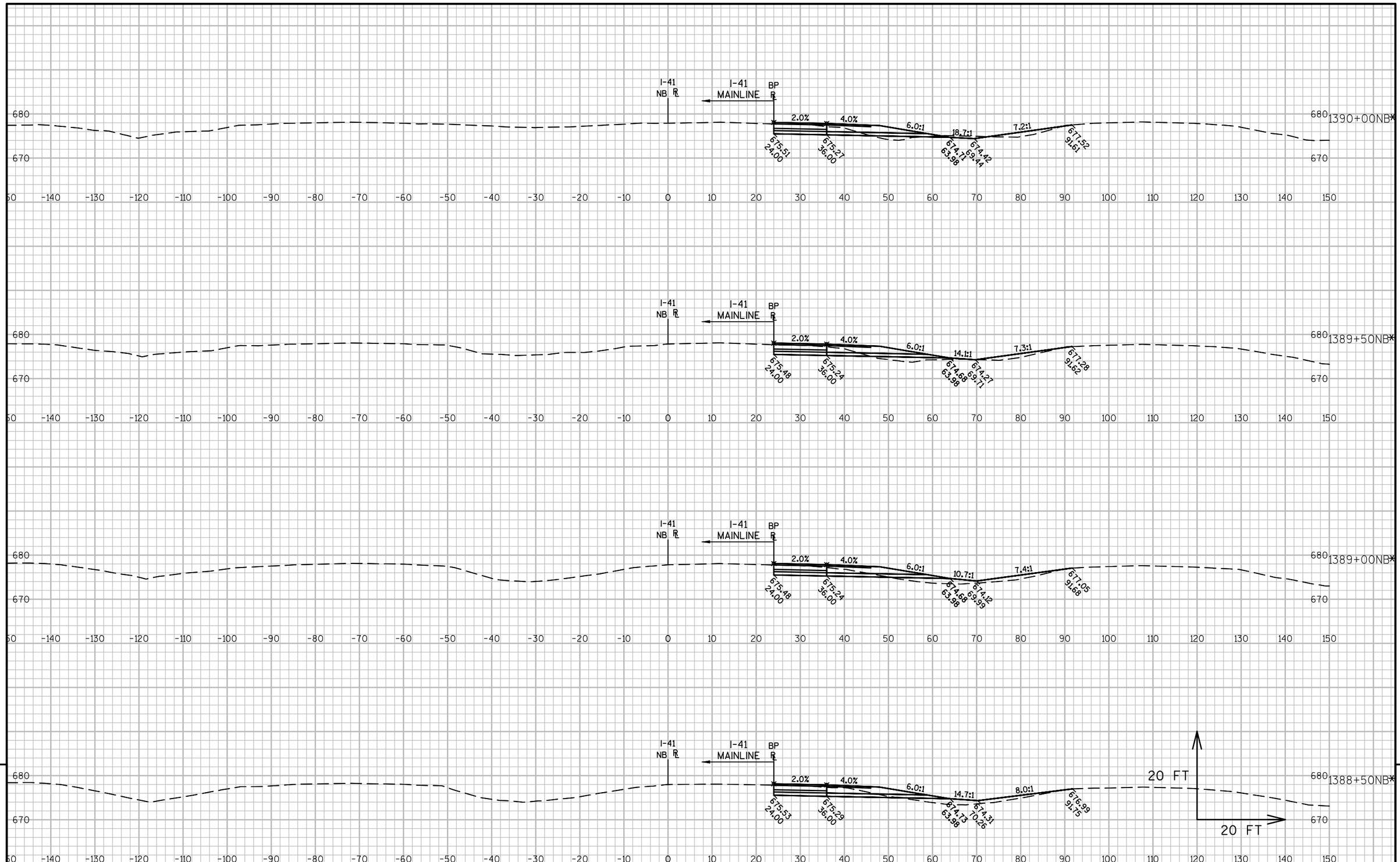
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 668 880	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020 (8)

PLOT DATE : 7/27/2016 1:39 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

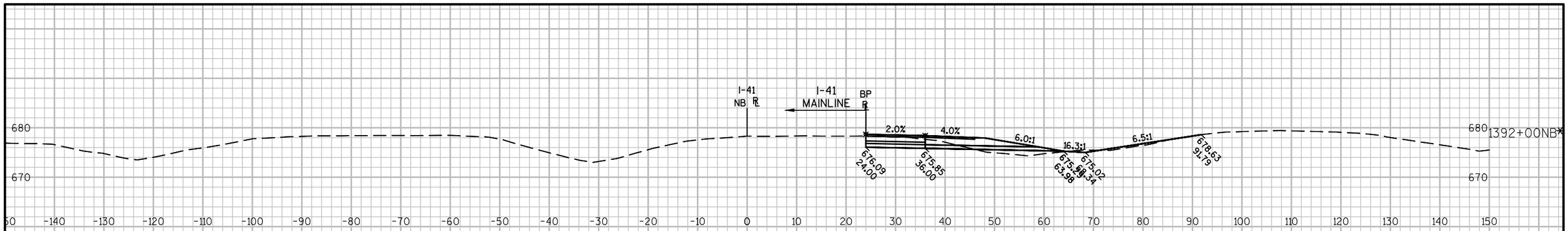
WISDOT/CADDS SHEET 49

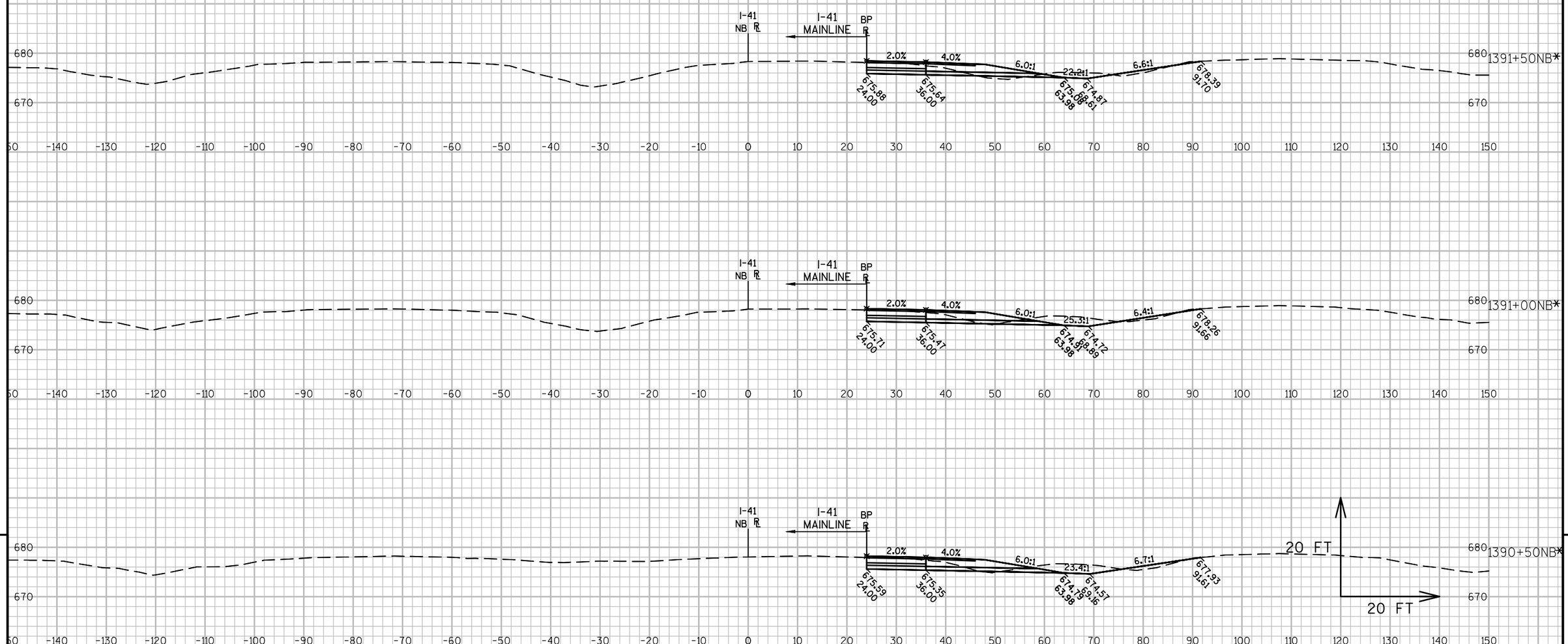


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 669 881	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020 (9)
PLOT DATE : 7/27/2016 1:40 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49





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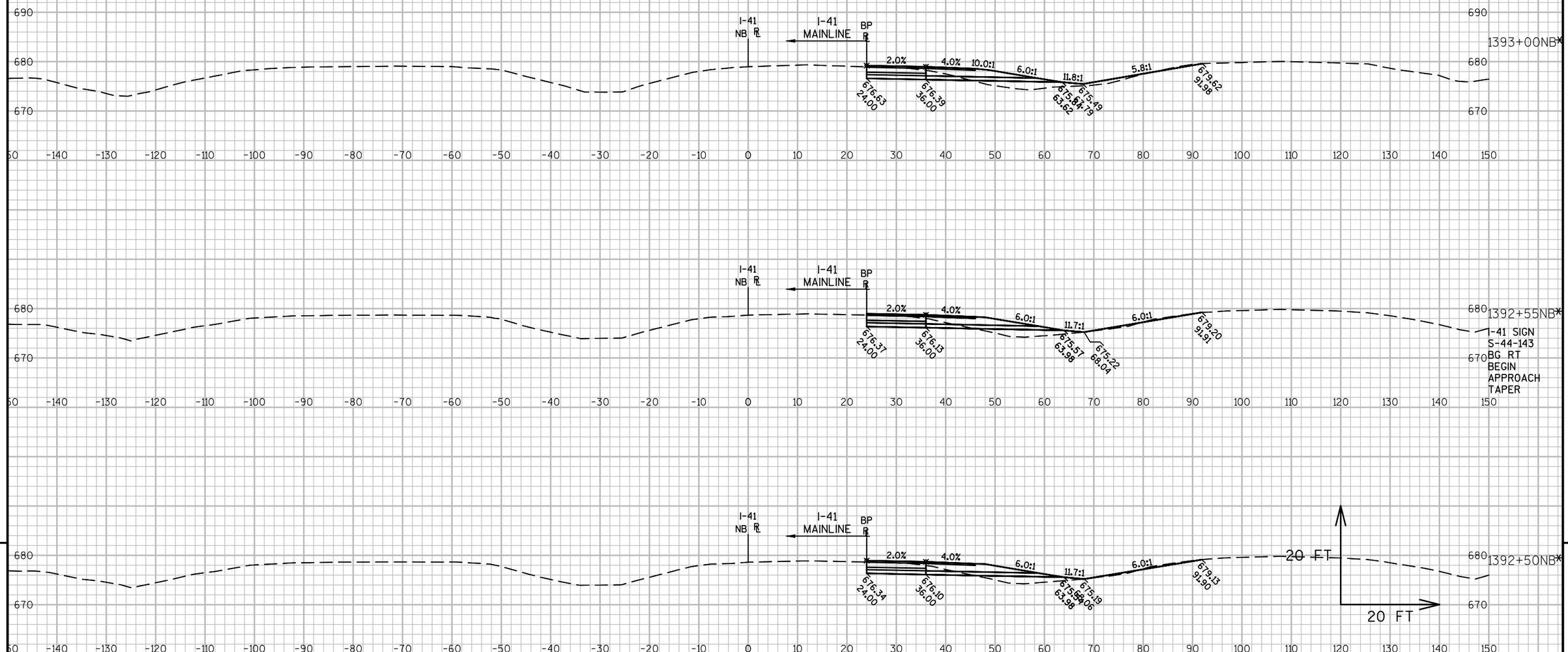
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 670 882	E

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LAYOUT NAME - 09020(10)

PLOT DATE : 7/27/2016 1:40 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

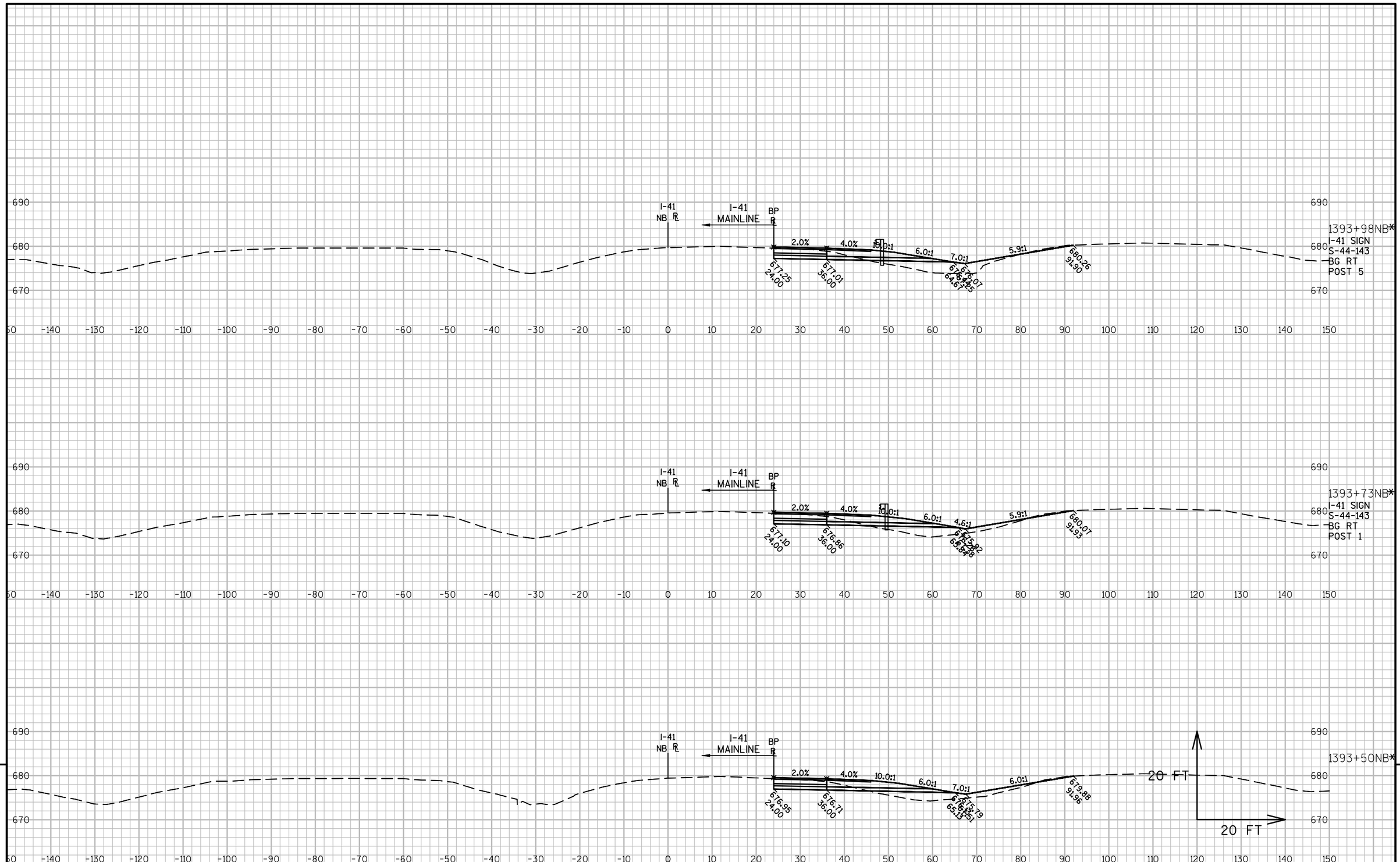


PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 671 883	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020 (11)

PLOT DATE : 7/27/2016 1:40 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

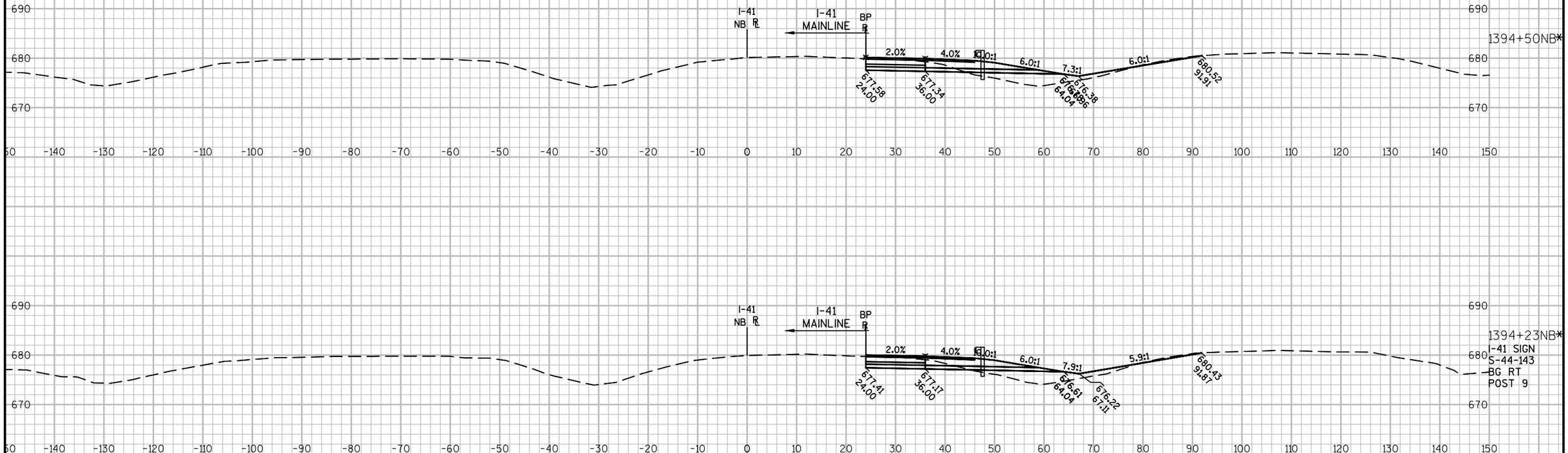
WISDOT/CADDS SHEET 49

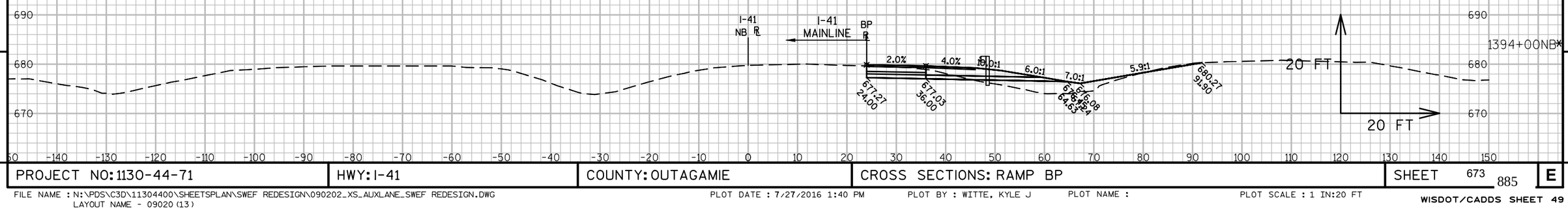


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FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
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PLOT DATE : 7/27/2016 1:40 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT





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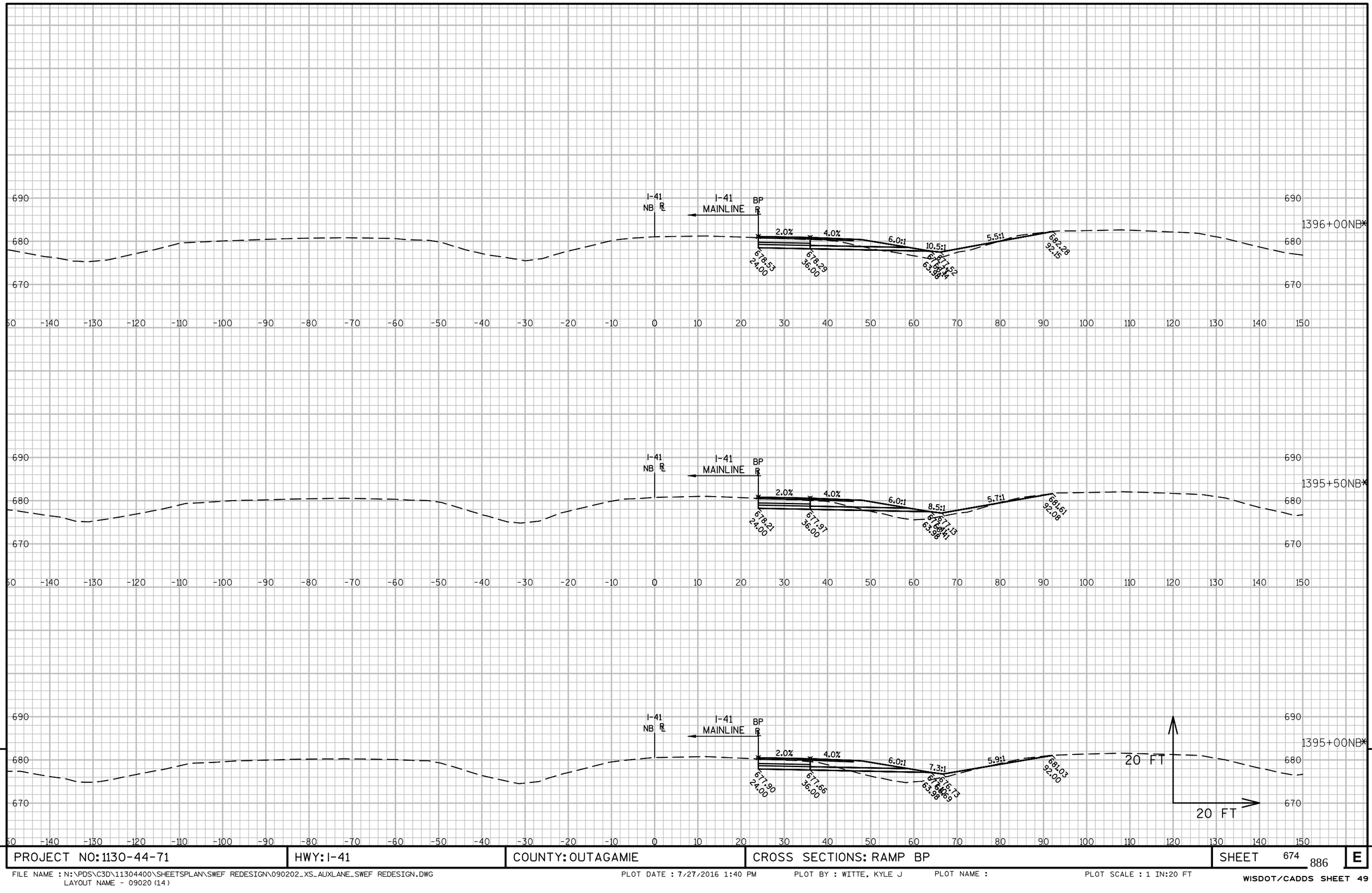
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LAYOUT NAME - 09020(13)

PLOT DATE : 7/27/2016 1:40 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 674 886	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020(14)

PLOT DATE : 7/27/2016 1:40 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 675 887	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020(15)

PLOT DATE : 7/27/2016 1:41 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

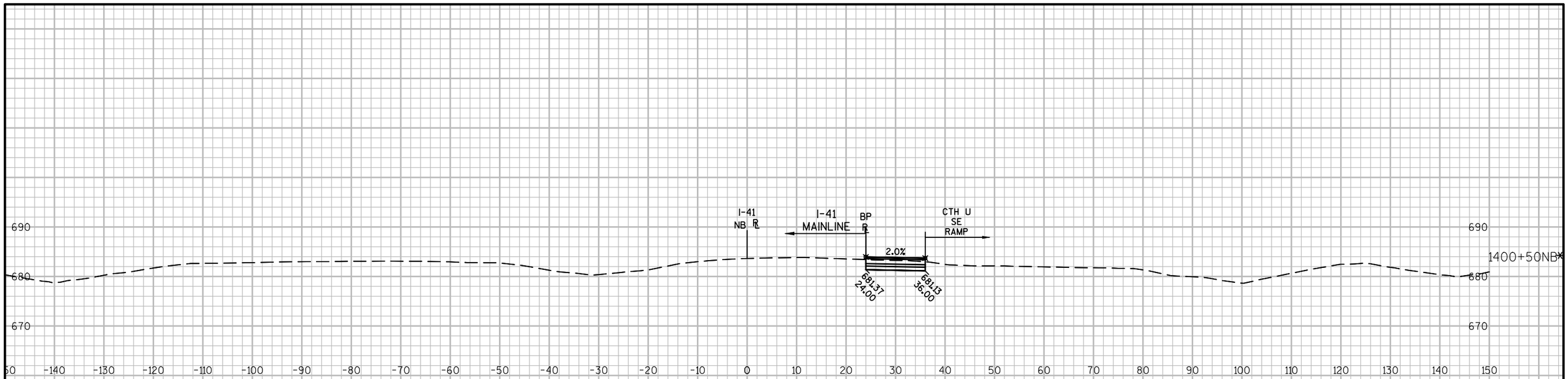
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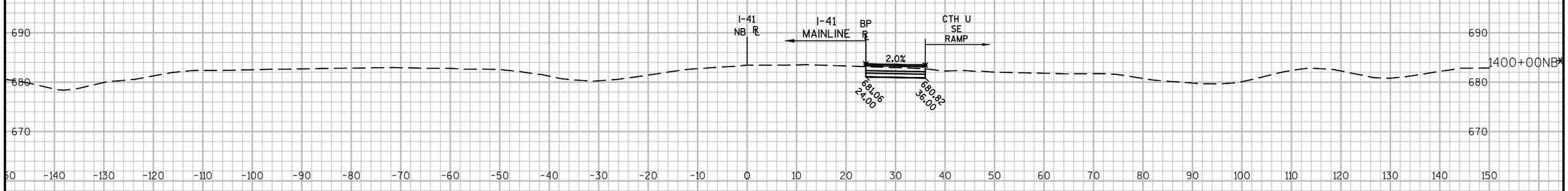
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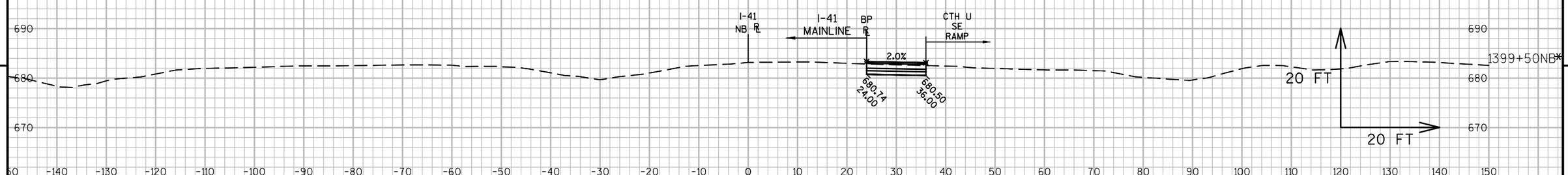
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FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020 (16)

PLOT DATE : 7/27/2016 1:41 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT







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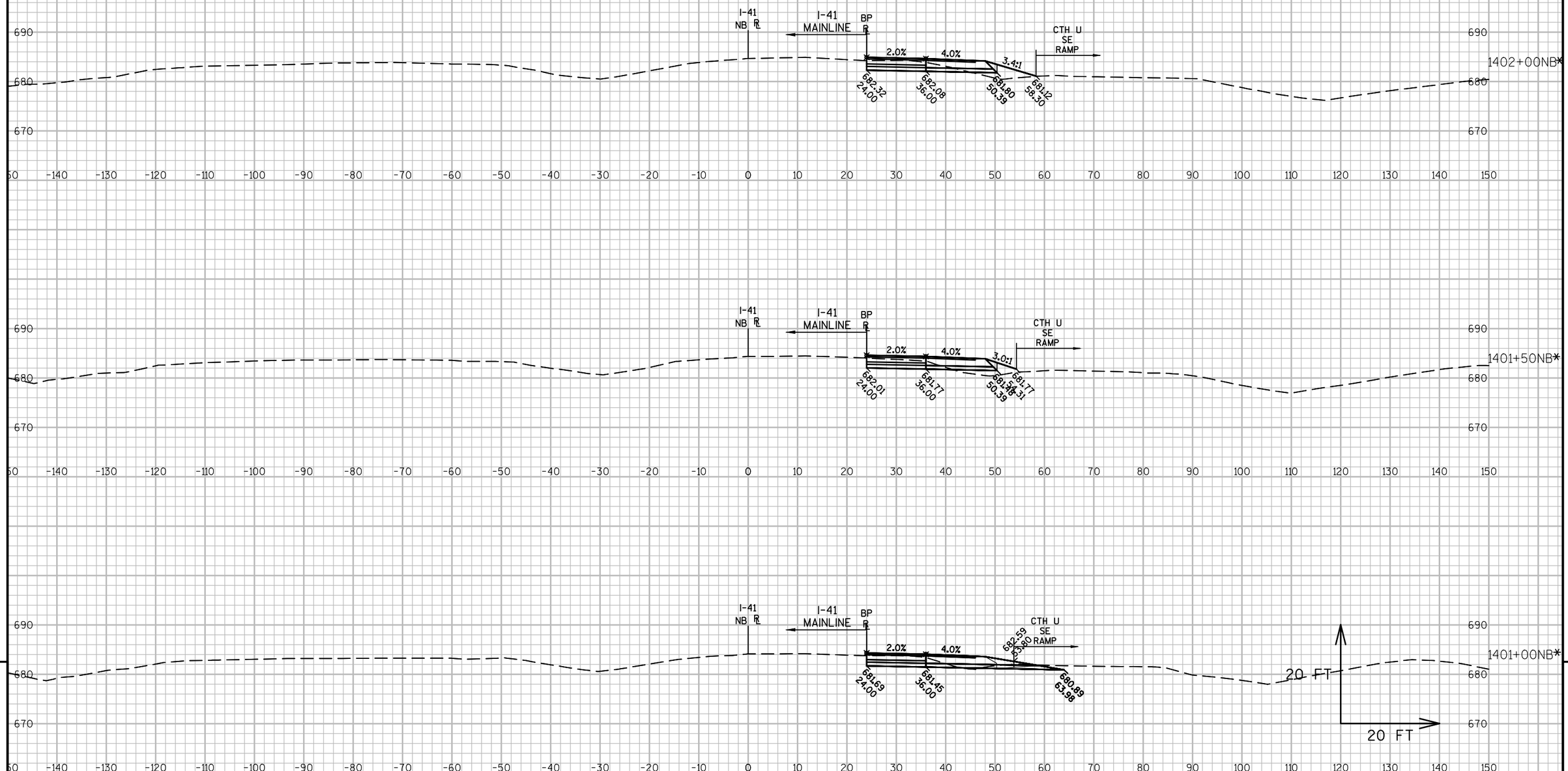
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 677 889	E

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LAYOUT NAME - 09020 (17)

PLOT DATE : 7/27/2016 1:41 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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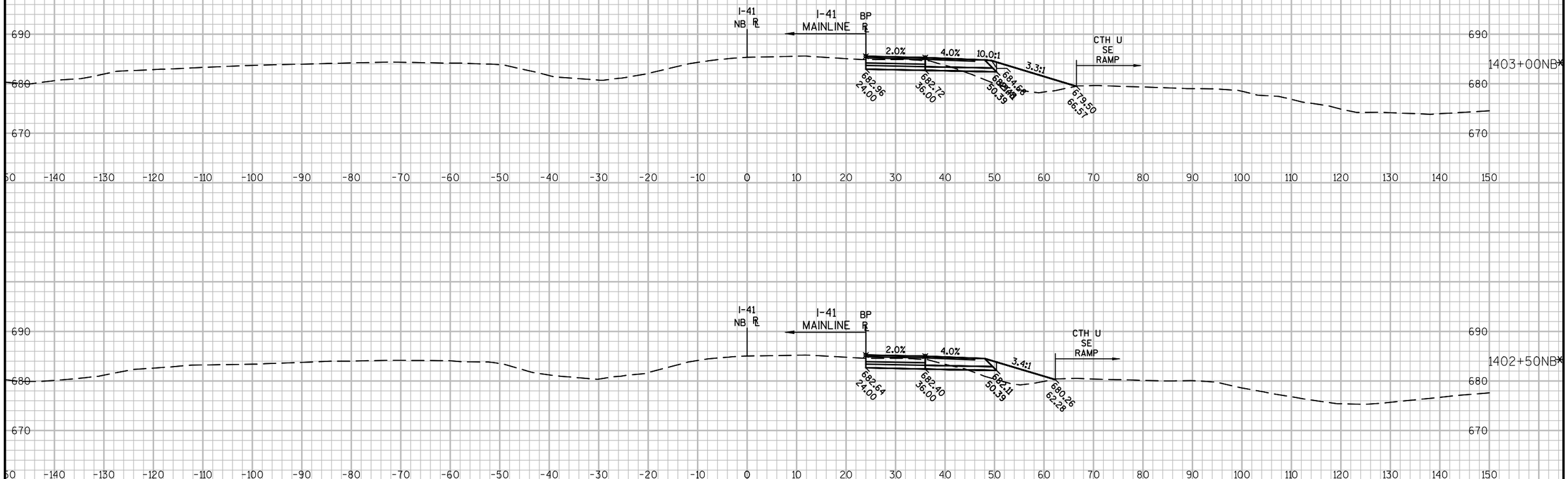
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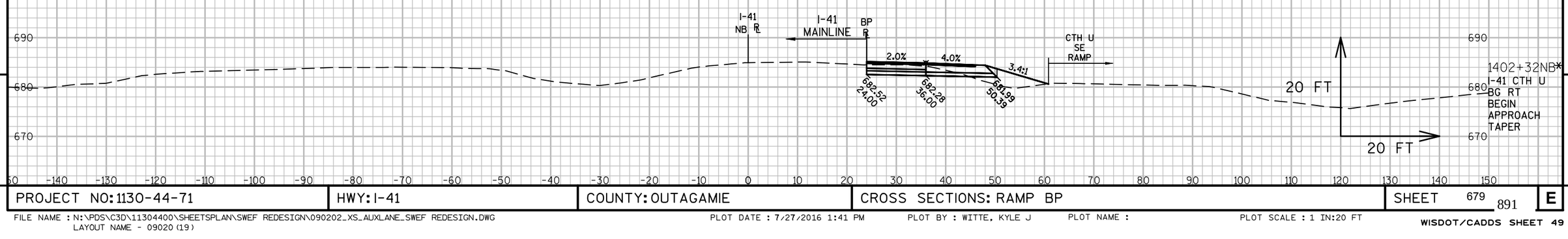
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FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020 (18)

PLOT DATE : 7/27/2016 1:41 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 679 891	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020(19)

PLOT DATE : 7/27/2016 1:41 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

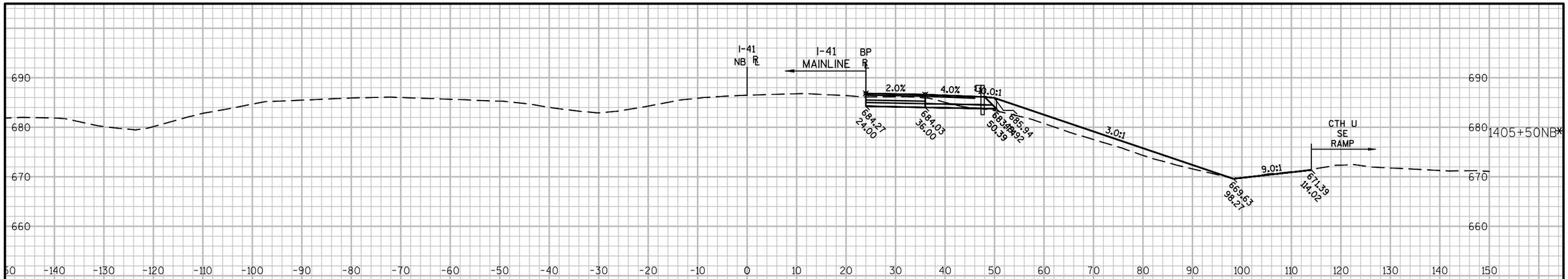
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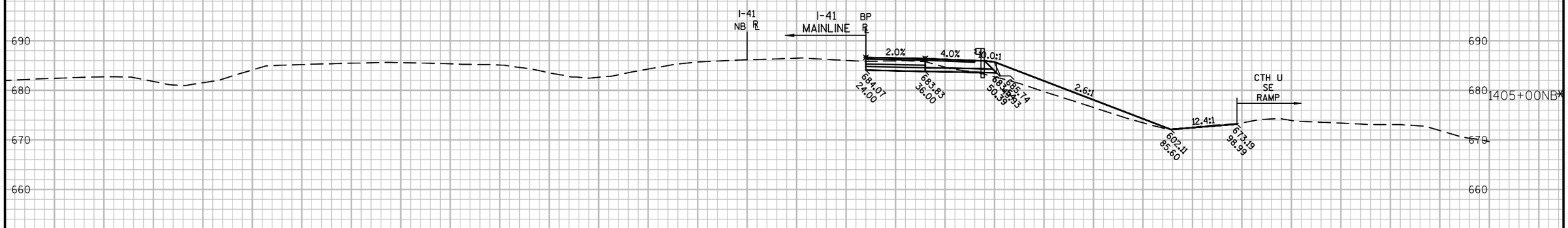
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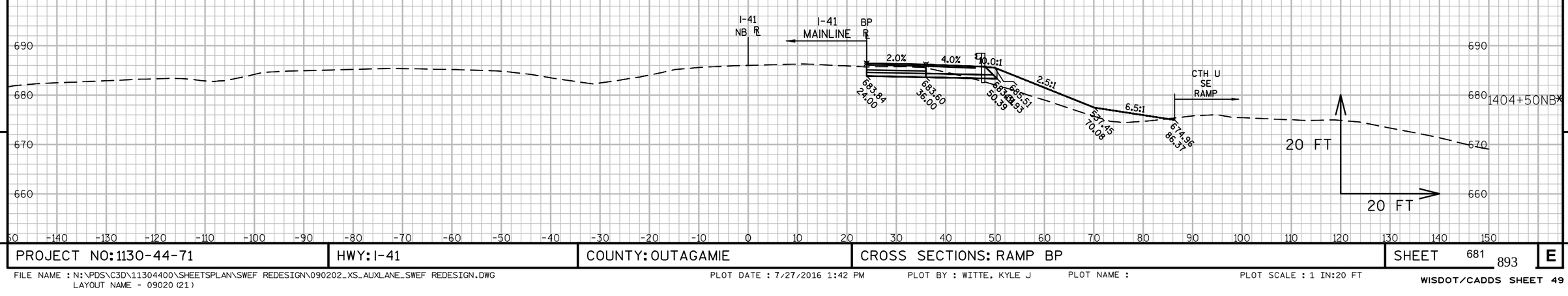
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FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020 (20)

PLOT DATE : 7/27/2016 1:41 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT







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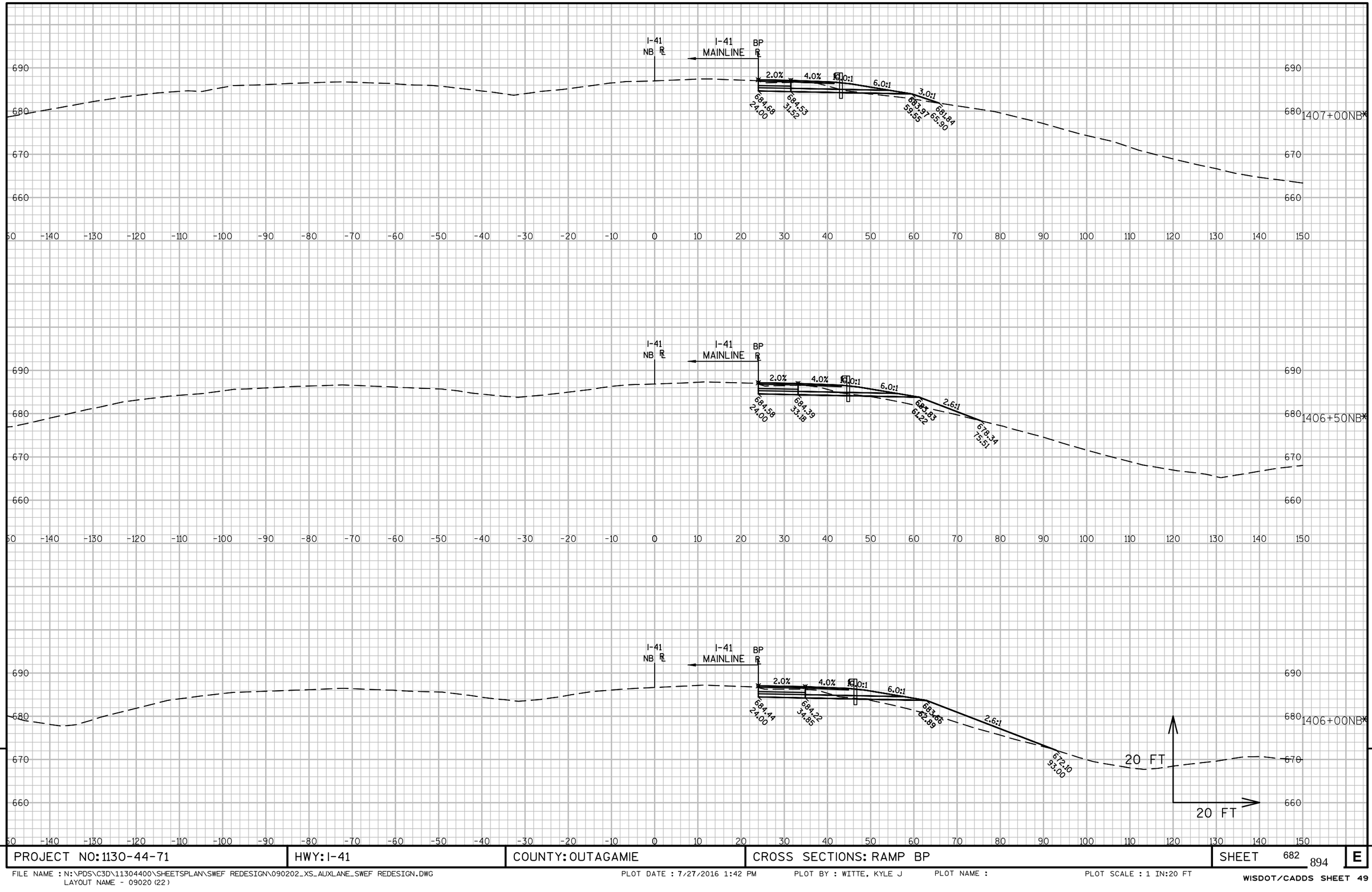
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LAYOUT NAME - 09020(21)

PLOT DATE : 7/27/2016 1:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



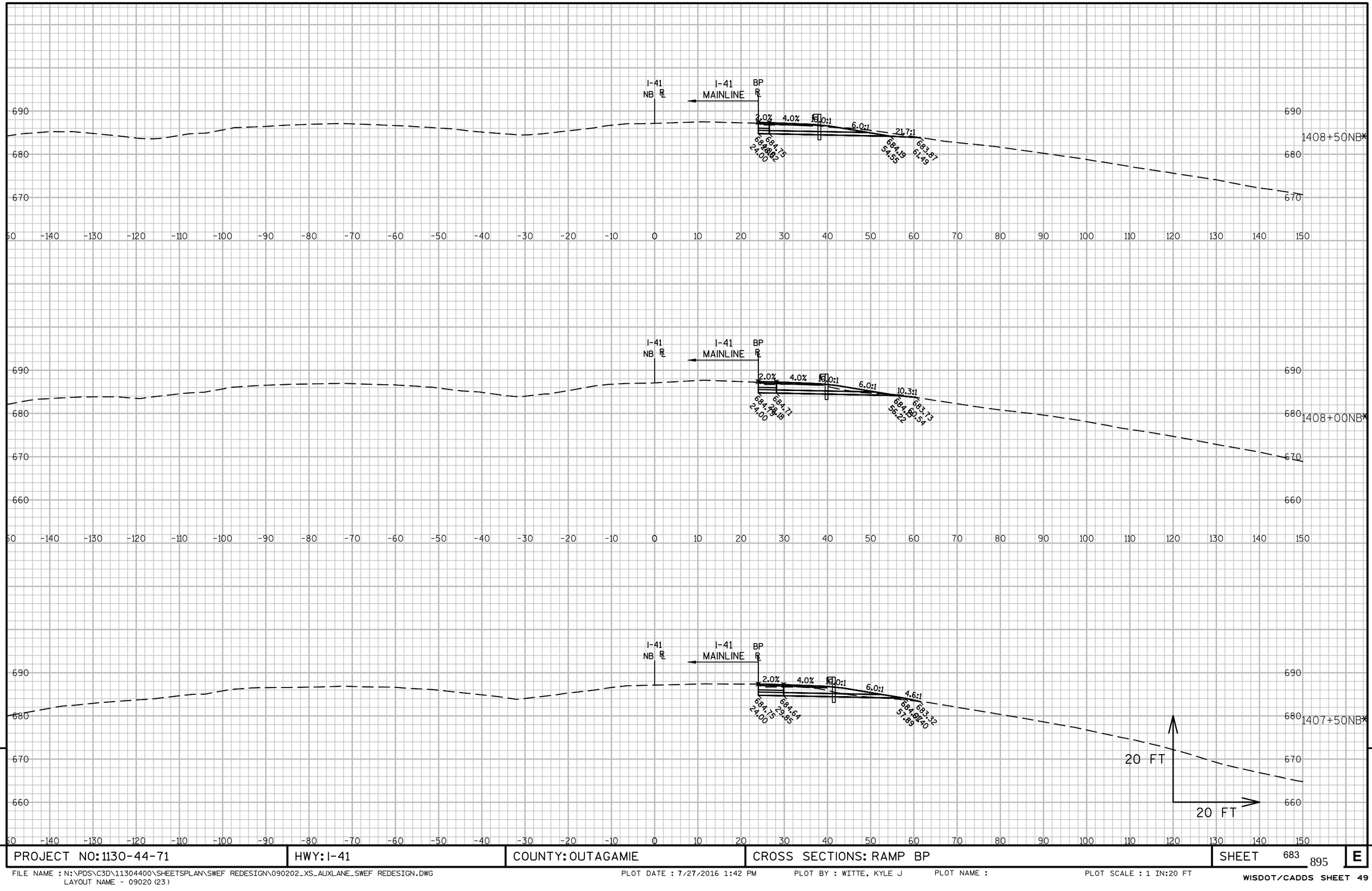
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PLOT DATE : 7/27/2016 1:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

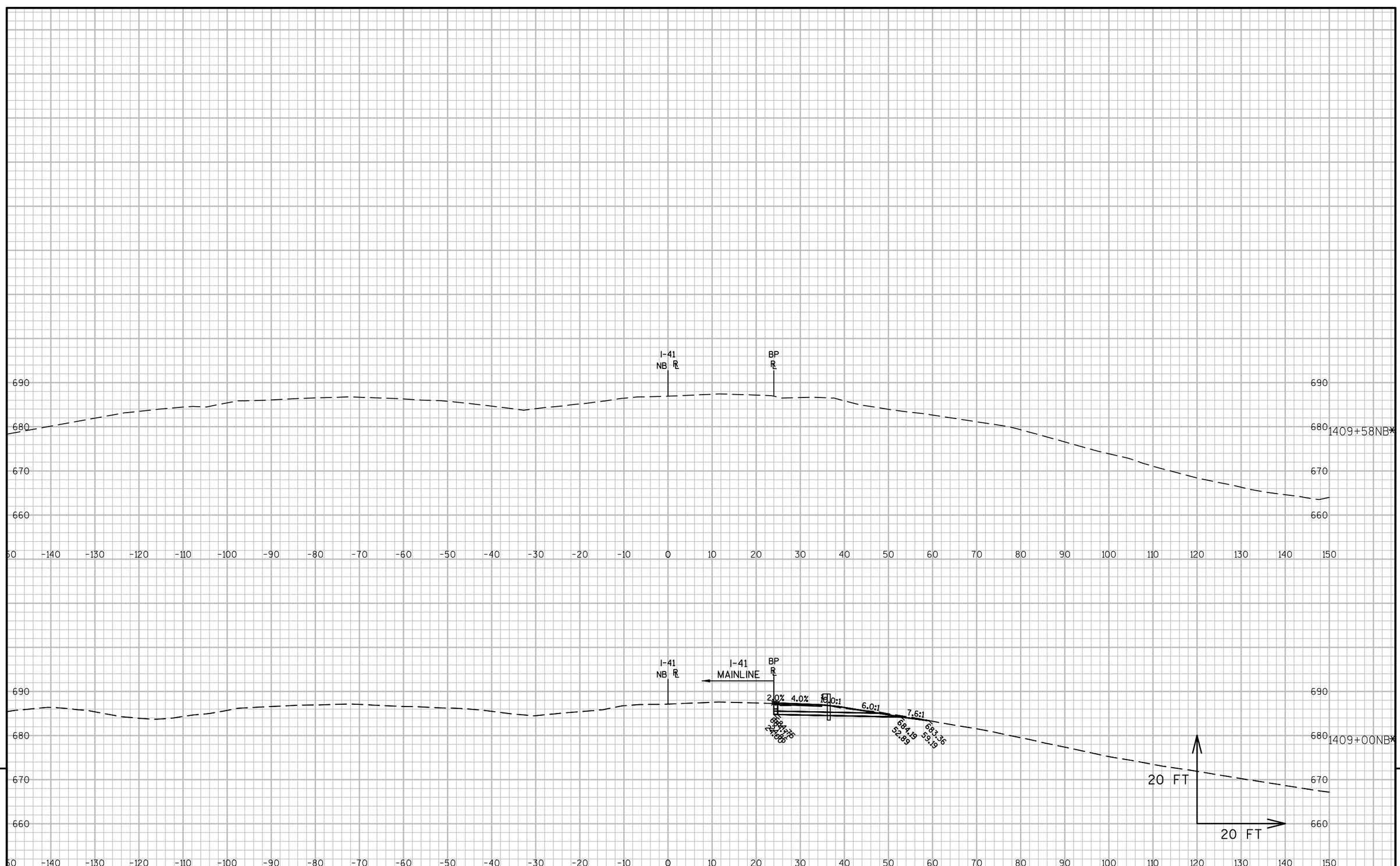


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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP BP	SHEET 683 895	E

FILE NAME : N:\PDS\C3D\11304400\SHEETSPLAN\SWEF REDESIGN\090202_XS_AUXLANE_SWEF REDESIGN.DWG
LAYOUT NAME - 09020 (23)
PLOT DATE : 7/27/2016 1:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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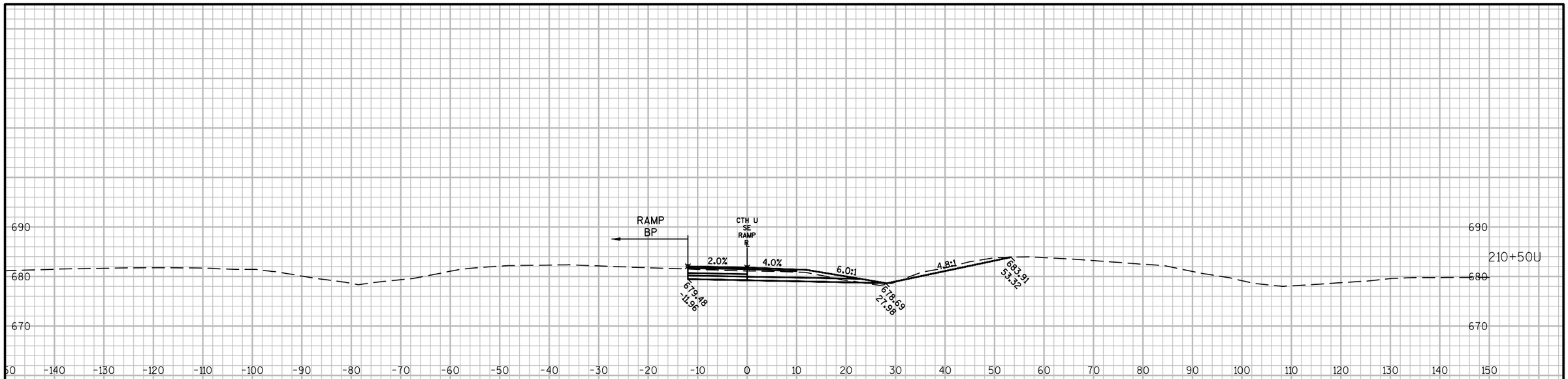
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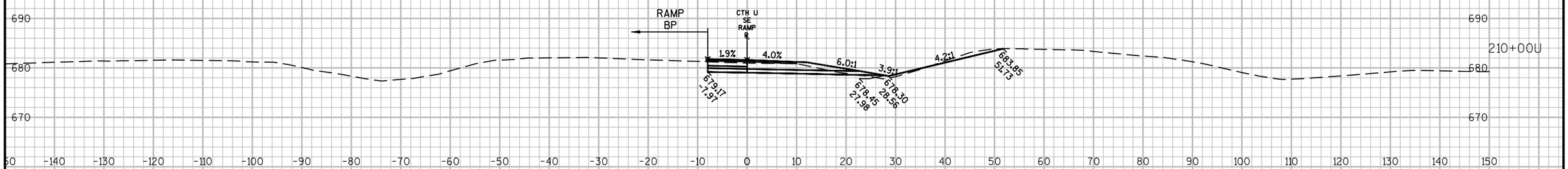
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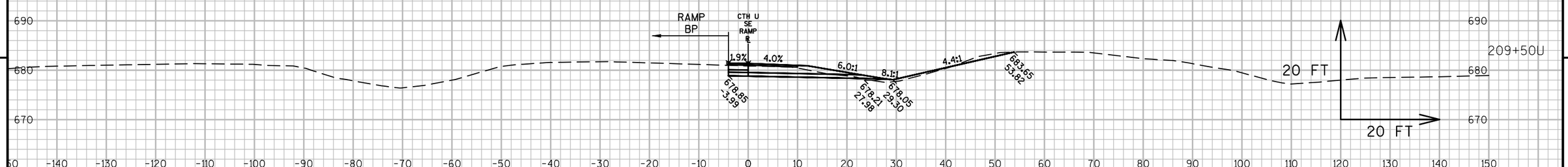
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LAYOUT NAME - 09020 (24)

PLOT DATE : 7/27/2016 1:42 PM PLOT BY : WITTE, KYLE J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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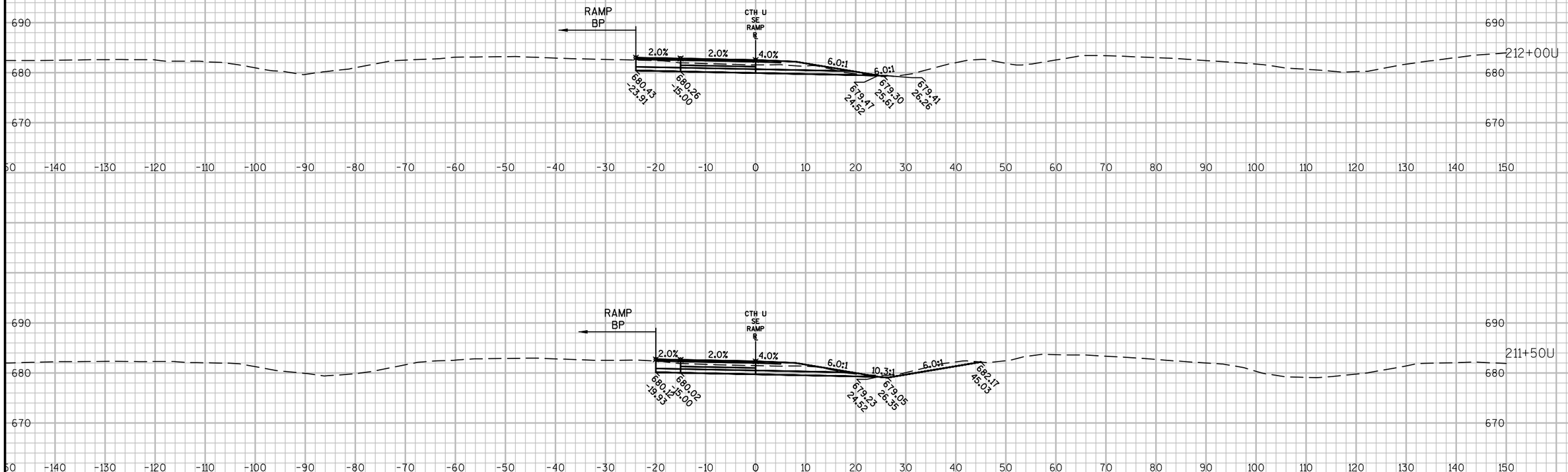
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH U SE RAMP	SHEET 685 897	E

FILE NAME : \\DOTDTIDN\N4PUBLIC\BHO\03 PAVTROAD\C3D\11304401\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - SECTION SHEET - (1)

PLOT DATE : 5/16/2016 2:18 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



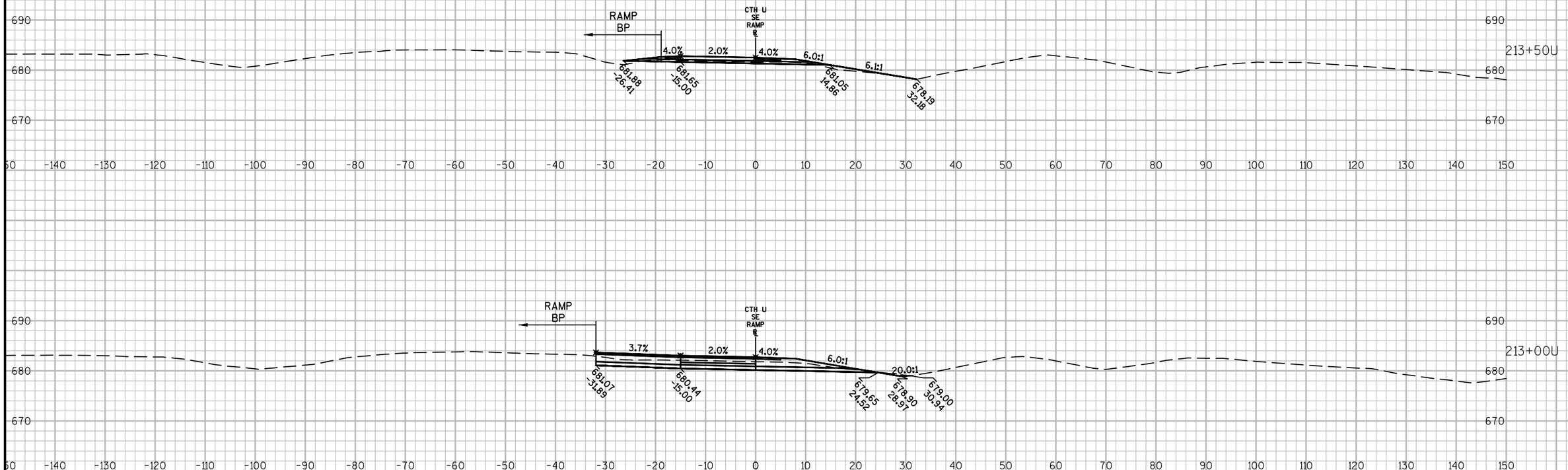
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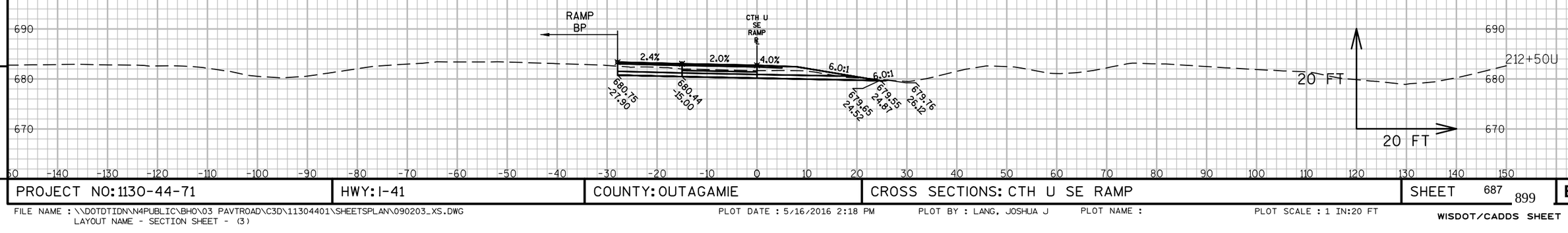
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FILE NAME : \\DOTDTIDN\N4PUBLIC\BHO\03 PAVTROAD\C3D\11304401\SHEETSPLAN\090203_XS.DWG
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PLOT DATE : 5/16/2016 2:18 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT





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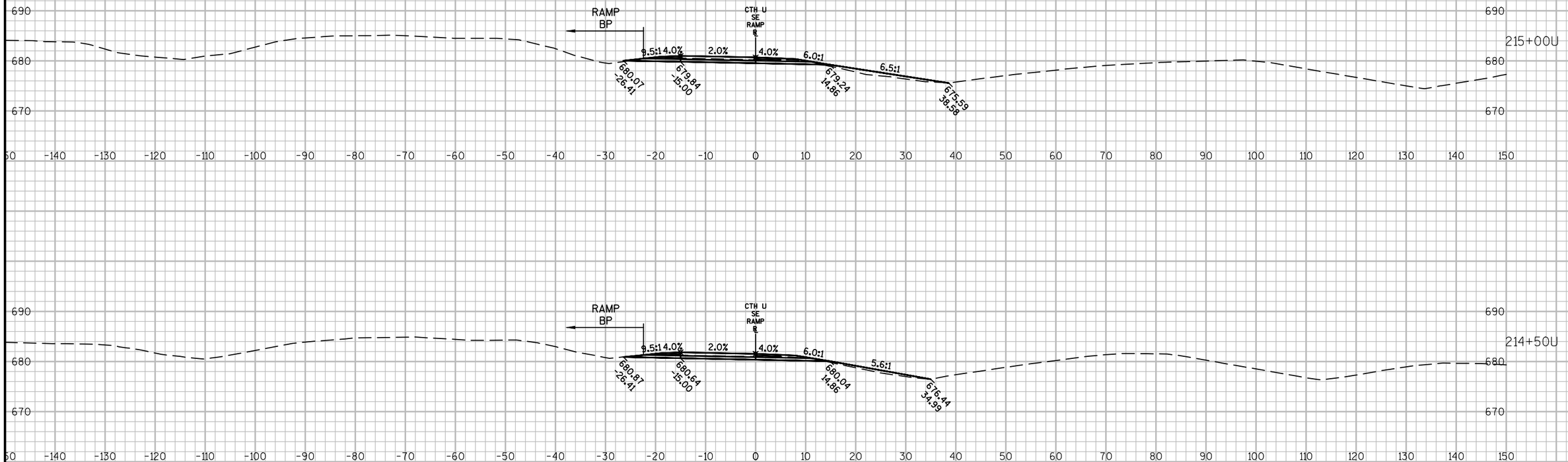
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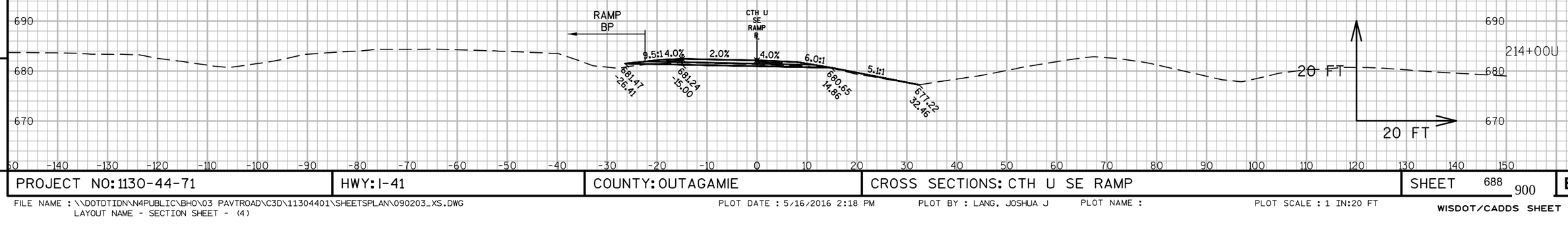
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FILE NAME : \\DOTDTIDN\N4PUBLIC\BHO\03 PAVTROAD\C3D\11304401\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - SECTION SHEET - (3)

PLOT DATE : 5/16/2016 2:18 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





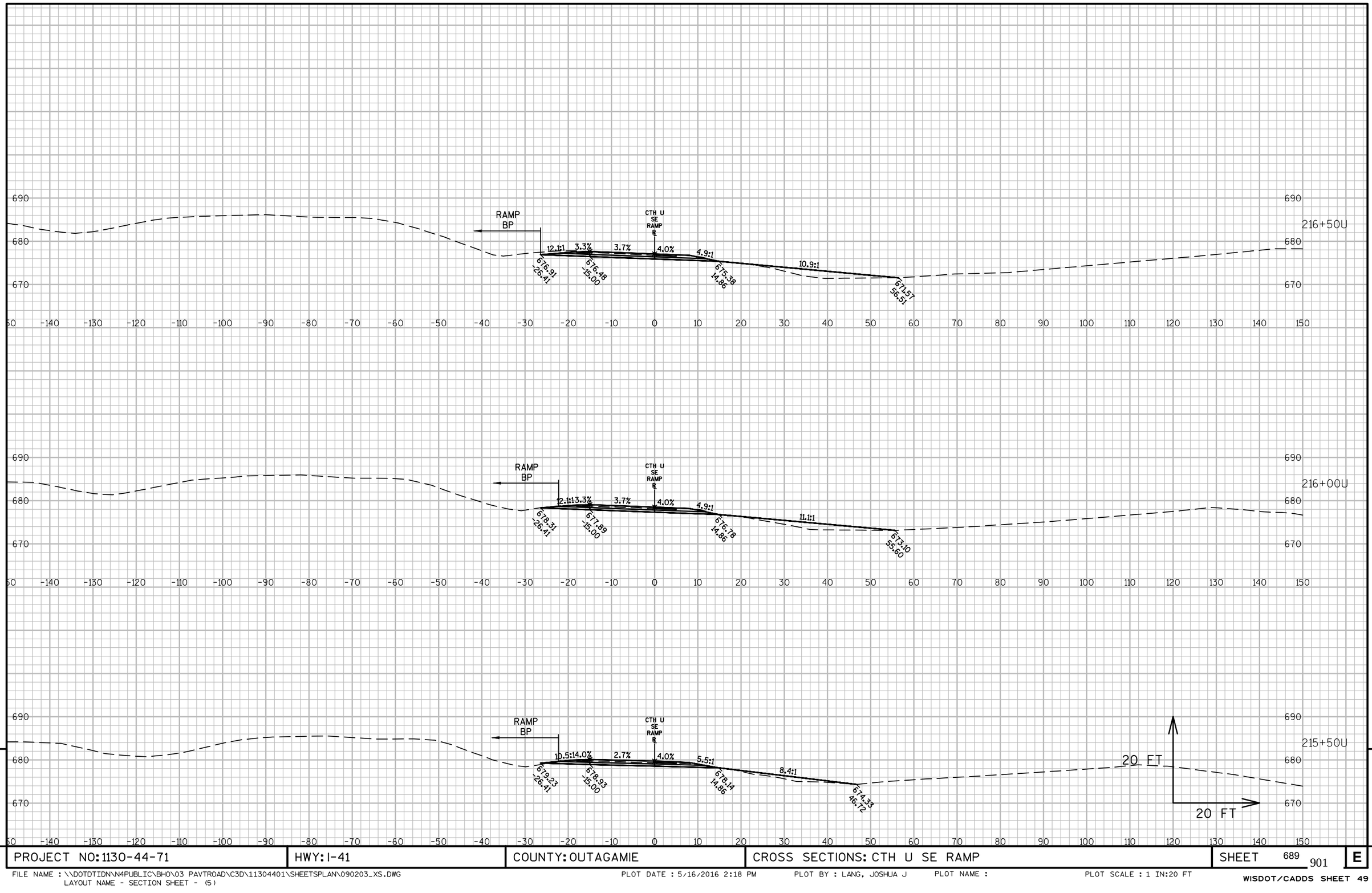
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH U SE RAMP	SHEET 688 900	E

FILE NAME : \\DOTDTIDN\N4PUBLIC\BHO\03 PAVTROAD\C3D\11304401\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - SECTION SHEET - (4)

PLOT DATE : 5/16/2016 2:18 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH U SE RAMP	SHEET 689 901	E

FILE NAME : \\DOTDTIDN\N4PUBLIC\BHO\03 PAVTROAD\C3D\11304401\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - SECTION SHEET - (5)

PLOT DATE : 5/16/2016 2:18 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

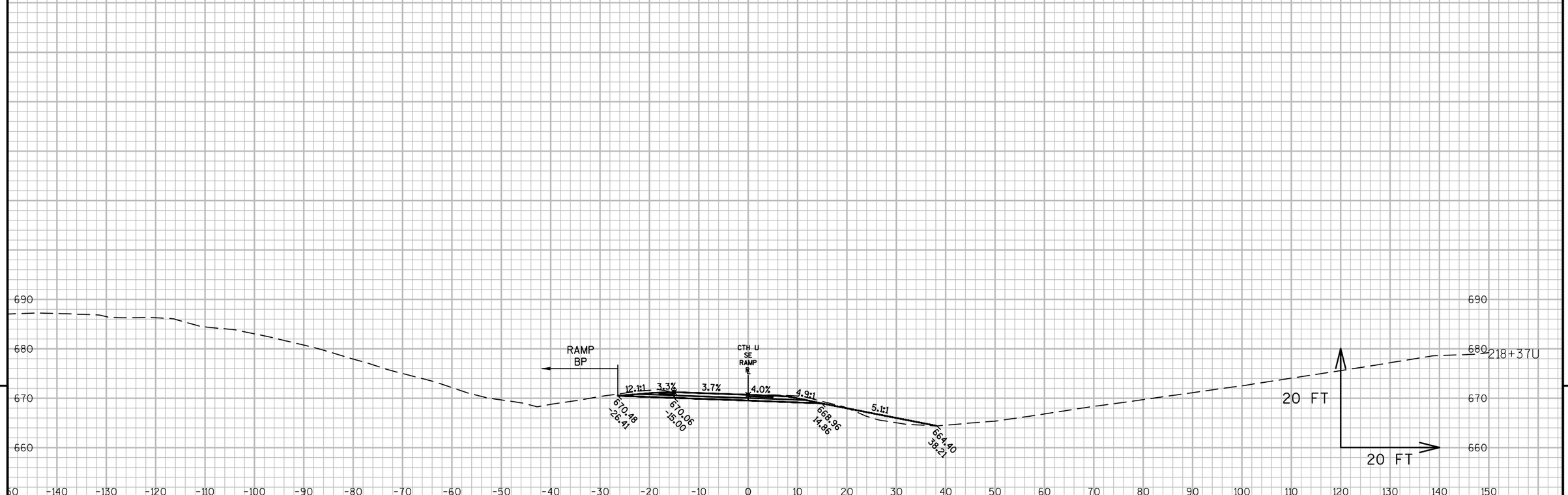
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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH U SE RAMP	SHEET 690 902	E

FILE NAME : \\DOTDTIDN\N4PUBLIC\BHO\03 PAVTROAD\C3D\11304401\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - SECTION SHEET - (6)

PLOT DATE : 5/16/2016 2:18 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT



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PROJECT NO: 1130-44-71	HWY: I-41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH U SE RAMP	SHEET 691 903	E

FILE NAME : \\DOTDTIDN\N4PUBLIC\BHO\03 PAVTROAD\C3D\11304401\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - SECTION SHEET - (7)

PLOT DATE : 5/16/2016 2:18 PM PLOT BY : LANG, JOSHUA J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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