MAD MARCH 2018

PROJECT ID: 1005-10-81

WITH:

COUNTY: ROCK

ORDER OF SHEETS

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

TOTAL SHEETS = 558

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

ILLINOIS STATE LINE - MADISON

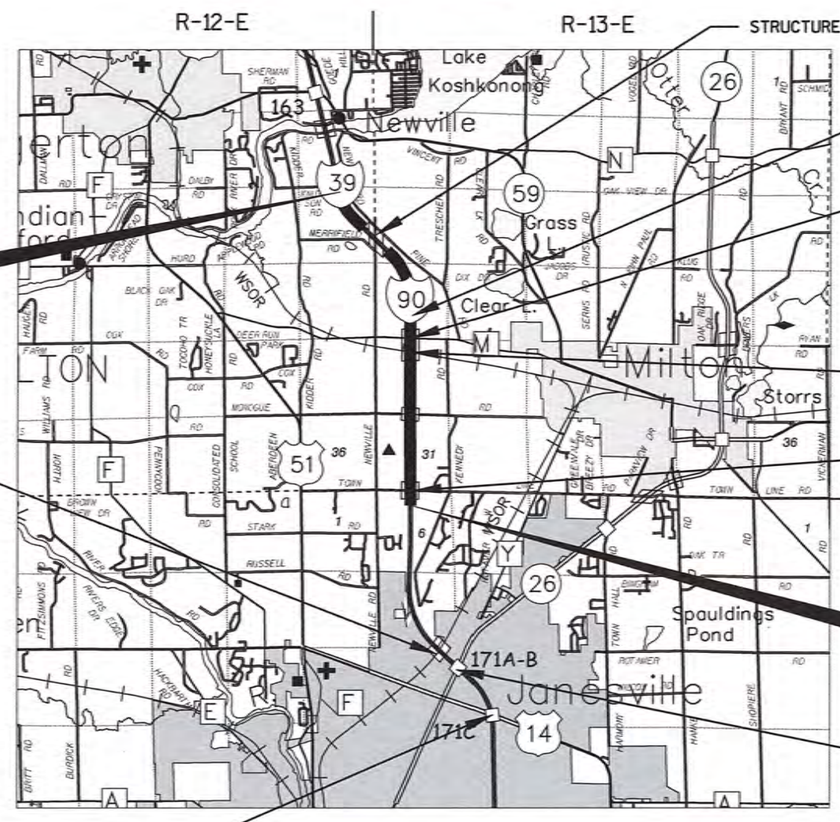
KENNEDY ROAD TO KNUTSON ROAD

IH 39

ROCK COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1005-10-81	WISC 2018135	1

STATE PROJECT NUMBER
1005-10-81



LAYOUT
SCALE 0 2.0 MILE

TOTAL NET LENGTH OF CENTERLINE = 4.366 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
VERTICAL DATUM BASED ON USGS (NAVD88 (2007)

DESIGN DESIGNATION 1005-10-81

A.A.D.T.	(2018)	= 54,000
A.A.D.T.	(2020)	= 55,540
D.H.V.	(2020)	= 10,330
D.D.		= 58/42
T.		= 29.1%
DESIGN SPEED		= 70 MPH
ESALS		= 4,200,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE			
SLOPE INTERCEPT		CULVERT (Profile View)	
REFERENCE LINE	300'EP	UTILITIES	
EXISTING CULVERT		ELECTRIC	E
PROPOSED CULVERT (Box or Pipe)		FIBER OPTIC	FO
		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

ORIGINAL PLANS PREPARED BY

KL Engineering
[A] Better Experience

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

October 11, 2017 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KL ENGINEERING, INC
Designer	KL ENGINEERING, INC.
Project Manager	DEREK POTTER
Regional Examiner	JIM BUSCHKOPF
Regional Supervisor	RICH CANNON

APPROVED FOR THE DEPARTMENT
DATE: 10/13/2017 (Signature)

E

FILE NAME : G:\MDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\010101_TI.DWG
LAYOUT NAME - ****

PLOT DATE : 10/9/2017 2:05 PM PLOT BY : KL ENGINEERING PLOT NAME :

WISDOT/CADDS SHEET 10

ABBREVIATIONS

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

UTILITY CONTACTS

ELECTRIC

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ROCK ENERGY COOPERATIVE
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2815 KENNEDY ROAD
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molsen@atcllc.com

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MILTON, WI 53563
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snowe@milton.k12.wi.us

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MENDOTA HEIGHTS, MN 55120
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CHARTER COMMUNICATIONS
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(608) 274-3822 EXT. 6642
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brandon.storm@charter.com

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WISCONSIN & SOUTHERN RAILROAD CO.
SUPERINTENDANT OF MAINTENANCE OF WAY
1890 E. JOHNSON STREET
MADISON, WI 53704
(608) 620-2044
rschaalma@watcocompanies.com

ITS

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608.373.3471
thiesenhusenc@ci.janesville.wi.us

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LON LIEFKE
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ca2624@att.com

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michaelbrolin@alliantenergy.com

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DNR LIAISON

LAURA BUB
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DNR SOUTH CENTRAL REGION HEADQUARTERS
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laura.bub@wisconsin.gov

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LeAnna.Wall@dot.wi.gov

ORDER OF DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
PLAN DETAILS
EROSION CONTROL PLAN
PERMANENT SIGNING & PAVEMENT MARKING PLAN
ITS PLAN
TRAFFIC CONTROL PLAN
FENCING PLAN
ALIGNMENT DIAGRAM
BENCHMARKS, CONTROL POINT AND BORING LOCATIONS

****DENOTES UTILITIES THAT ARE NOT DIGGERS HOTLINE MEMBERS

GENERAL NOTES

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN IN THE PLAN, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. CONTACT DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO START OF WORK.

UTILITY LOCATION MARKERS ON THE CROSS SECTIONS ARE FOR APPROXIMATE HORIZONTAL REFERENCE ONLY.

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

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

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

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

JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL REINFORCED CONCRETE APRON ENDWALL LOCATIONS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE REINFORCED CONCRETE PIPE.

STATIONING AND OFFSETS TO APRON ENDWALLS FOR STORM SEWER AND CULVERT PIPES ARE SHOWN TO THE END OF THE PIPE.

LOCATIONS OF INLETS AND MANHOLES AS SHOWN ON THE STORM SEWER SHEETS ARE BY STATION AND OFFSET TO THE CENTER OF THE STRUCTURE.

CONTRACTOR IS RESPONSIBLE FOR RESHAPING AND FINISHING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THEIR OPERATION OUTSIDE THE NORMAL CONSTRUCTION LIMITS.

THE CONTRACTOR'S HMA PAVING OPERATION SHALL BE CONSISTENT WITH THE TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LBS/SY/IN

HMA PAVEMENT, WHEN INDICATED ON THE PLANS, SHALL CONSIST OF COURSES AS FOLLOWS:

LOCATION	TOTAL DEPTH	LAYERS	GRADATION	TRAFFIC	BINDER	DESIGNATION	NOTE
TWNB	6.25-INCH	3.75" LOWER 2.50" UPPER	2 4	HT HT	58-28 58-28	S V	IH 39/90 WIDENING AND EMERGENCY PULLOUTS
RTA, RTB	4.25-INCH	2.25" LOWER 2.00" UPPER	3 4	MT MT	58-28 58-28	S S	TEMPORARY RAMPS
TWNB	2.50-INCH	2.50" UPPER	4	HT	58-28	V	OVERLAY AND RUMBLE FILLING
TWNB	3.5-INCH	1.75" LOWER 1.75" UPPER	4 4	MT MT	58-28 58-28	S S	SB SHOULDER PAVING
TMC	4.0-INCH	4.00" UPPER	4	MT	58-28	S	MAINTENANCE CROSSOVER
TWNB	3.5-INCH	3.50" UPPER	4	MT	58-28	S	SB SHOULDER PAVING

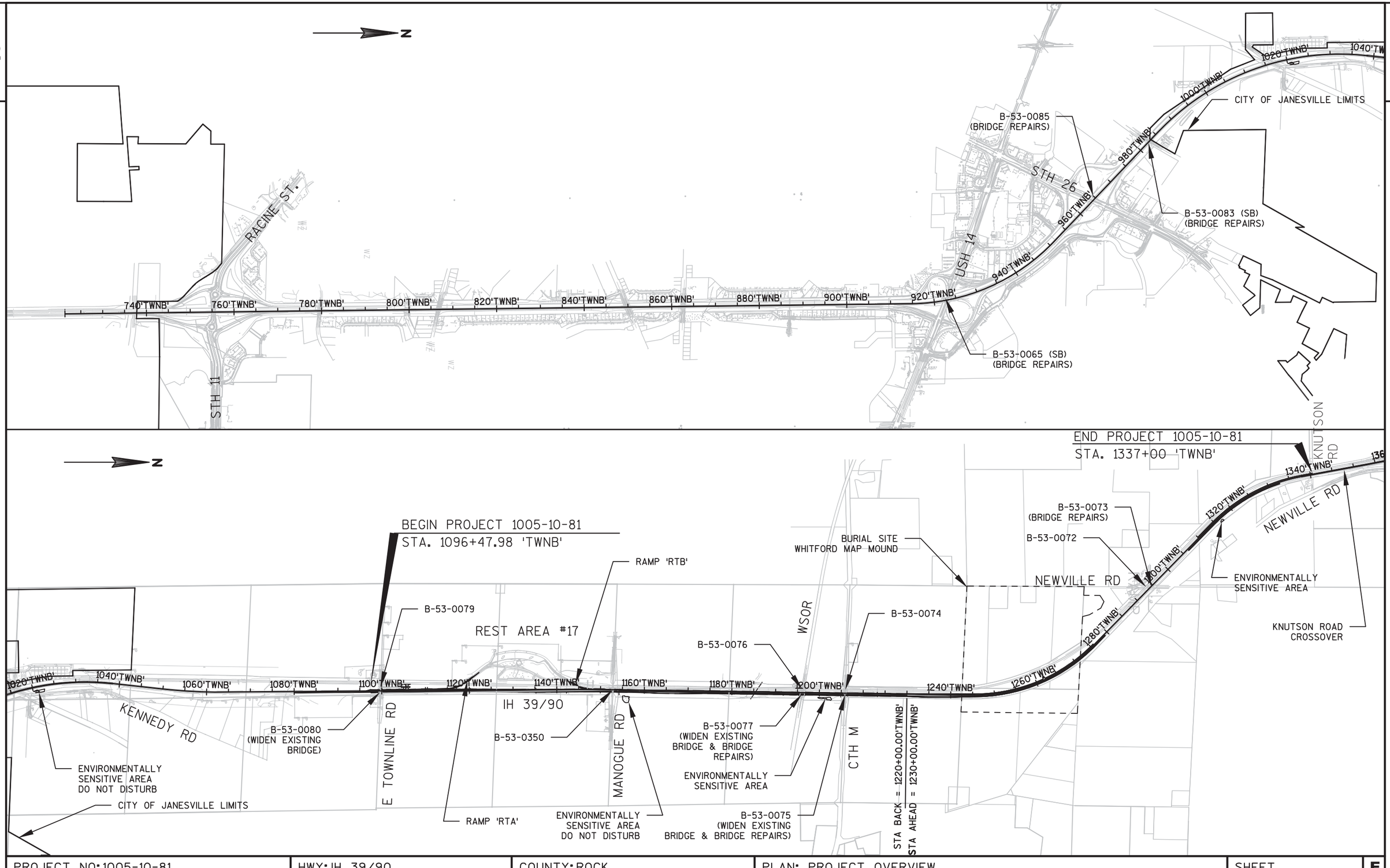
TPP Project No. 1005-10-26

THE FOLLOW PARCELS HAVE BEEN ACQUIRED FOR THIS PROJECT:

- PARCEL 12
- PARCEL 13
- PARCEL 17
- PARCEL 19
- PARCEL 27
- PARCEL 35

ALL REMAINING PARCELS SHOWN WITHIN THE TRANSPORTATION PROJECT PLAT WILL BE ACQUIRED AT A LATER DATE.

2



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: PROJECT OVERVIEW	SHEET 4	E

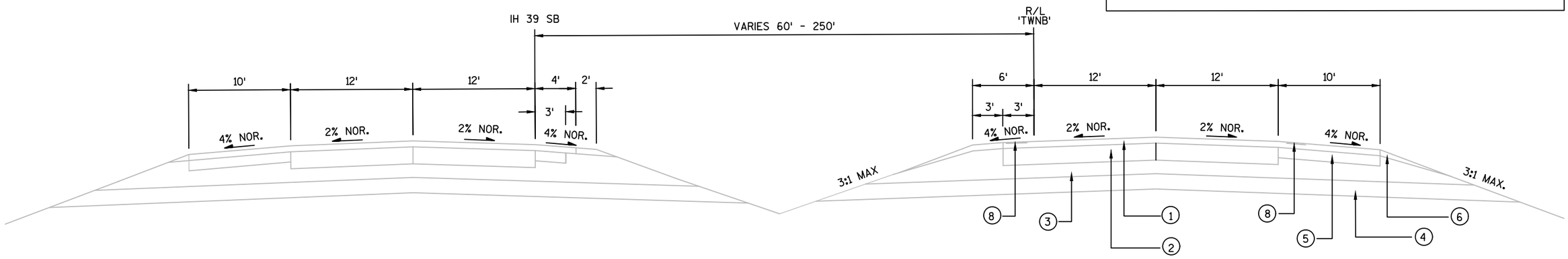
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\020201_PO.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 10/9/2017 2:12 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

2

2

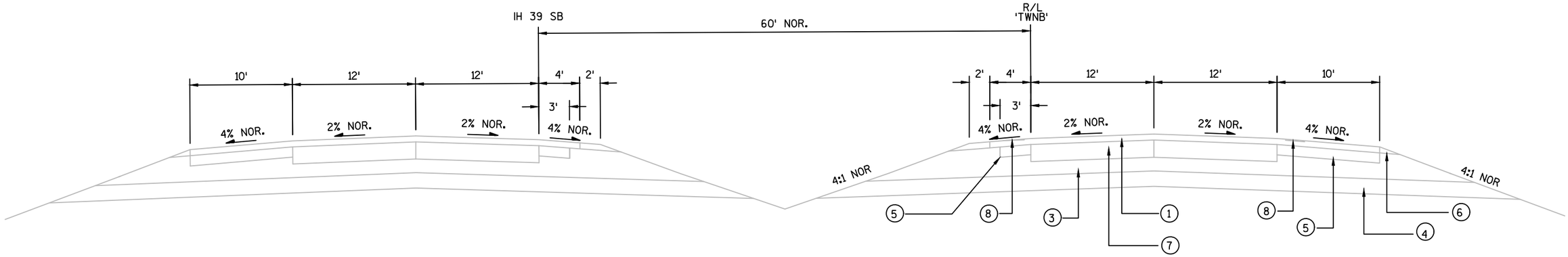
LEGEND

(1)	3 1/2" ASPHALT OVERLAY
(2)	10" CONCRETE PAVEMENT (JPCP) NON-REINFORCED (DOWELED) (TYP.)
(3)	8" CRUSHED AGGREGATE BASE COURSE
(4)	9" GRANULAR SUBBASE COURSE
(5)	6" NON-REINFORCED CONCRETE SHOULDER
(6)	BASE AGGREGATE DENSE 3/4-INCH
(7)	10" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (CRCP) (TYP.)
(8)	RUMBLE STRIP



TYPICAL EXISTING SECTION - IH 39/90

STA 1096+47.98'TWNB' - STA 1160+40.00'TWNB'



TYPICAL EXISTING SECTION - IH 39/90

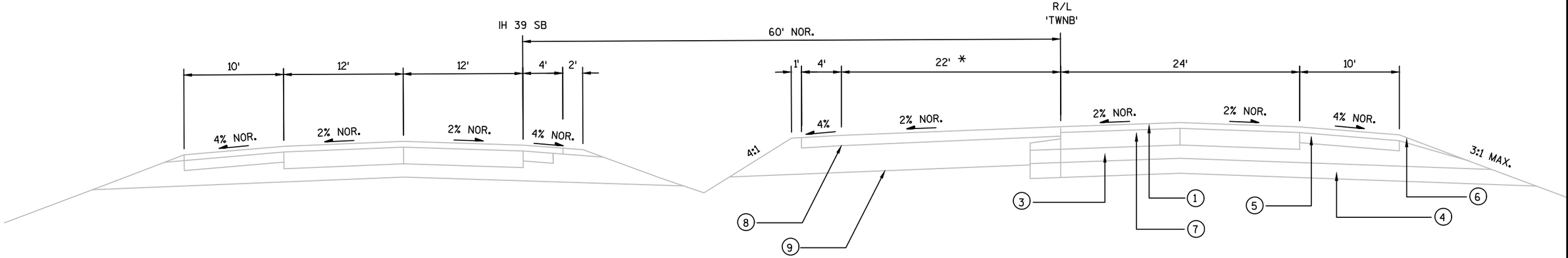
STA 1160+40.00'TWNB' - STA 1220+00.00'TWNB'

STA EQUATION 1220+00.00'TWNB' BK = STA 1230+00.00'TWNB' AH

STA 1230+00.00'TWNB' - STA 1275+85.09'TWNB'

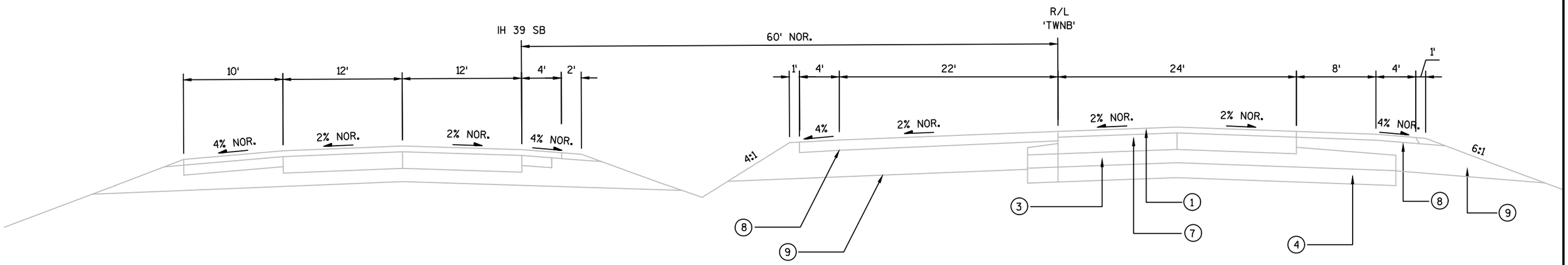
STA 1310+00.10'TWNB' - STA 1322+89.00'TWNB'

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 5	E

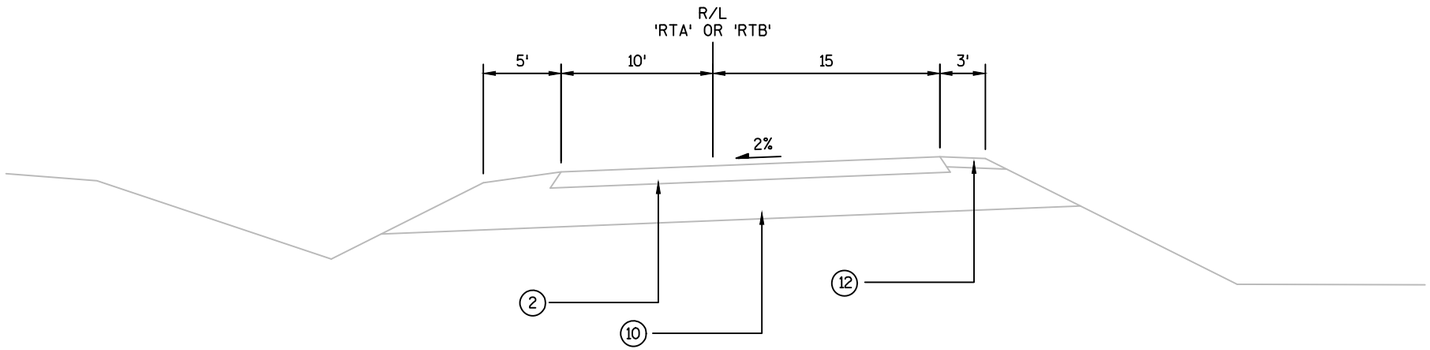


TYPICAL EXISTING SECTION - IH 39/90
STA 1275+85.09'TWNB' - STA 1279+15.00'TWNB'
STA 1306+40.00'TWNB' - STA 1310+00.10'TWNB'
STA 1322+89.00'TWNB' - STA 1335+71.10'TWNB'

* 4' TYP FROM STA 1322+89.00'TWNB' TO STA 1335+71.10'TWNB'



TYPICAL EXISTING SECTION - IH 39/90
STA 1279+15.00'TWNB' - STA 1306+40.00'TWNB'

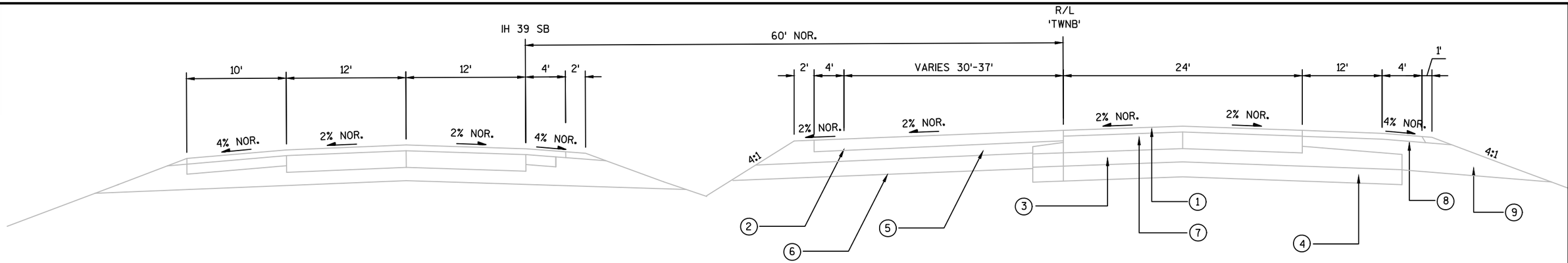


TYPICAL EXISTING SECTION - REST AREA #17 RAMPS
STA 1113+56 'RTA' - STA 1123+22 'RTA'
STA 1142+49 'RTB' - STA 1147+84 'RTB'

LEGEND

1	3 1/2" ASPHALT OVERLAY
2	10" CONCRETE PAVEMENT (JPCP) NON-REINFORCED (DOWELED) (TYP.)
3	8" CRUSHED AGGREGATE BASE COURSE
4	9" GRANULAR SUBBASE COURSE
5	6" NON-REINFORCED CONCRETE SHOULDER
6	BASE AGGREGATE DENSE 3/4-INCH
7	10" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (CRCP) (TYP.)
8	6 1/4" HMA PAVEMENT, TYPE E-30
9	BASE AGGREGATE DENSE 1 1/4", 16-INCH
10	BASE AGGREGATE DENSE 1 1/4", 12-INCH
11	HMA PAVEMENT, 5-INCH
12	HMA PAVEMENT, 3-INCH

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 6	E



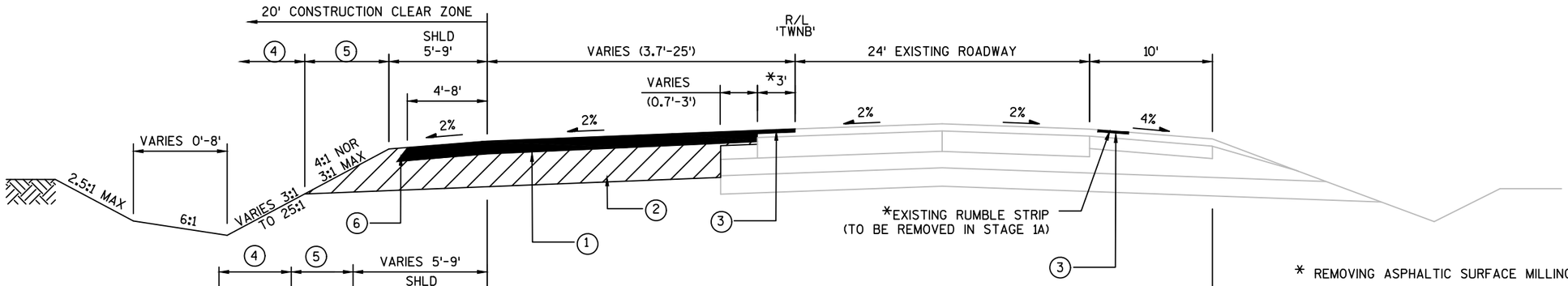
TYPICAL EXISTING SECTION - IH 39/90

STA 1335+71.10'TWNB' - STA 1337+00.00'TWNB'

LEGEND

(1)	3 1/2" ASPHALT OVERLAY
(2)	9 1/2" CONCRETE PAVEMENT NON-REINFORCED (DOWELED) (TYP.)
(3)	8" CRUSHED AGGREGATE BASE COURSE
(4)	9" GRANULAR SUBBASE COURSE
(5)	BASE AGGREGATE DENSE 1 1/4", 6-INCH
(6)	SELECT CRUSHED MATERIAL, 16-INCH
(7)	10" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (CRCP) (TYP.)
(8)	6 1/4" HMA PAVEMENT, TYPE E-30
(9)	BASE AGGREGATE DENSE 1 1/4", 16-INCH

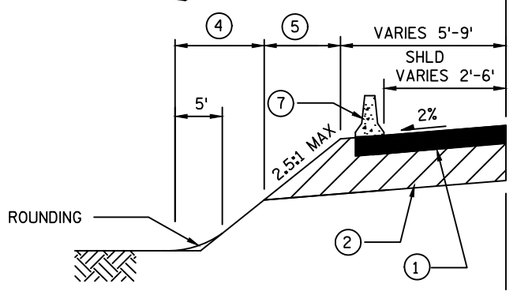
PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 7	E



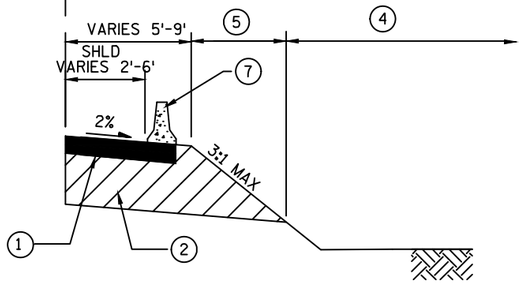
TYPICAL FINISHED SECTION - IH 39/90
STA 1096+47.98 'TWNB' - STA 1120+00.00 'TWNB'

* REMOVING ASPHALTIC SURFACE MILLING - 2.5-INCHES

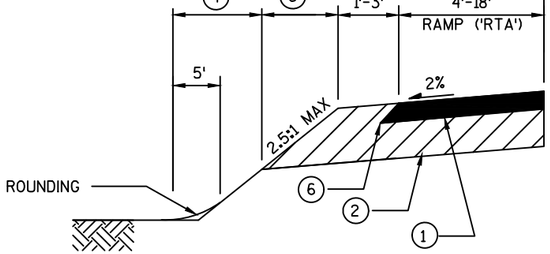
** REMOVING ASPHALTIC SURFACE MILLING VARIES - 2.5-INCHES TO 0.1-INCHES
SAFETY EDGE REQUIRED FOR OVERLAY



TYPICAL FINISHED PARTIAL SECTION - IH 39/90
STA 1097+44 'TWNB' - STA 1099+16 'TWNB'
STA 1100+24 'TWNB' - STA 1104+89 'TWNB'



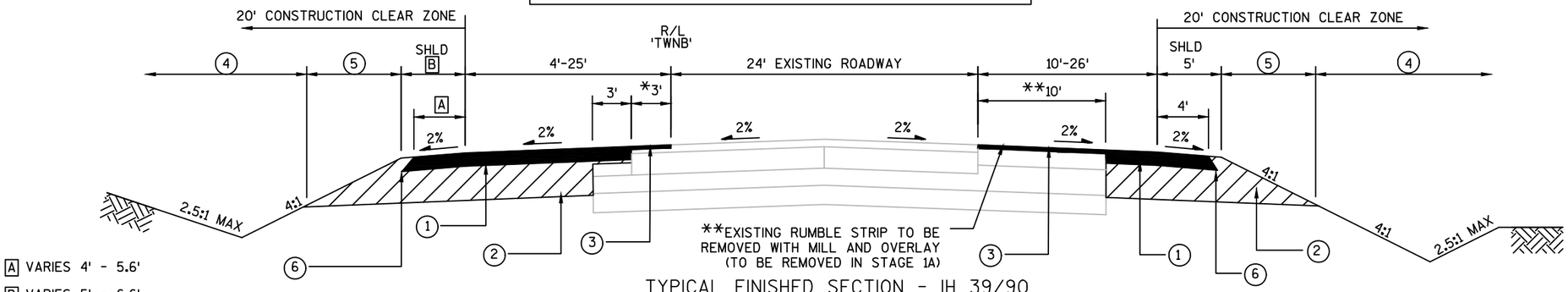
TYPICAL FINISHED PARTIAL SECTION - IH 39/90
STA 1097+62 'TWNB' - STA 1099+17 'TWNB'



TYPICAL FINISHED PARTIAL SECTION - IH 39/90
STA 1104+97 'TWNB' - STA 1114+57 'TWNB'

LEGEND

1	HMA PAVEMENT, 6.25-INCH LOWER, 3.75-INCH, 2 HT 58-28 S UPPER, 2.50-INCH, 4 HT 58-28 V
2	BASE AGGREGATE DENSE 1 1/4-INCH, 16-INCH
3	HMA PAVEMENT, 2.50-INCH UPPER, 2.50-INCH, 4 HT 58-28 V
4	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
5	SEED, TEMPORARY SEED, AND FERTILIZER
6	SAFETY EDGE (TYP.) (SEE S.D.D.)
7	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

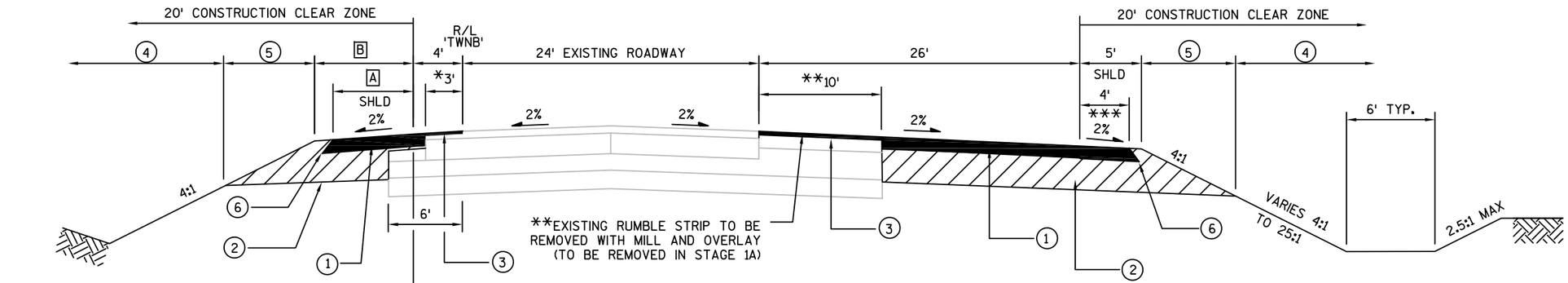


A VARIES 4' - 5.6'

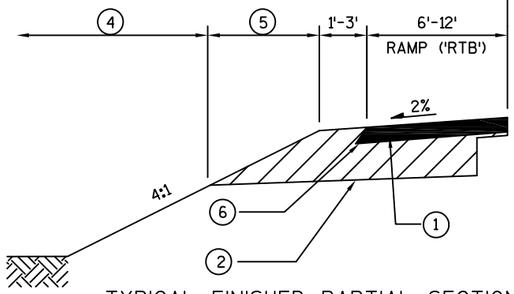
B VARIES 5' - 6.6'

TYPICAL FINISHED SECTION - IH 39/90
STA 1120+00.00'TWNB' - STA 1135+60.43'TWNB'

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 8	E



TYPICAL FINISHED SECTION - IH 39/90
STA 1135+60.43'TWNB' - STA 1160+40.00'TWNB'



TYPICAL FINISHED PARTIAL SECTION - IH 39/90
STA 1147+84 'TWNB' - STA 1152+34 'TWNB'

* REMOVING ASPHALTIC SURFACE MILLING - 2.5-INCHES

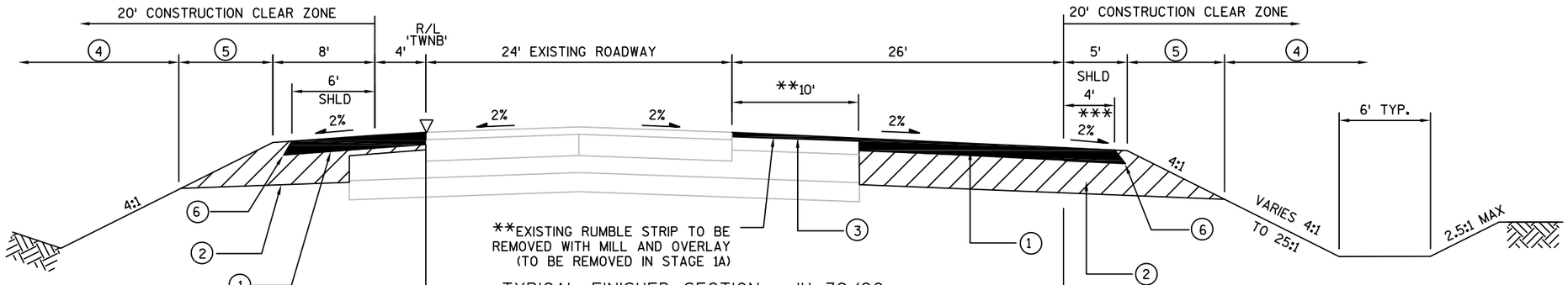
** REMOVING ASPHALTIC SURFACE MILLING VARIES - 2.5-INCHES TO 0.1-INCHES (SAFETY EDGE REQ'D FOR OVERLAY)

*** VARIES 4' TO 16' FROM STA 1158+50.00 TO STA 1175+00.00 FOR EMERGENCY PULLOUT (SEE CONSTRUCTION DETAIL)

▽ SAWING CONCRETE

A VARIES 5.6' - 6'

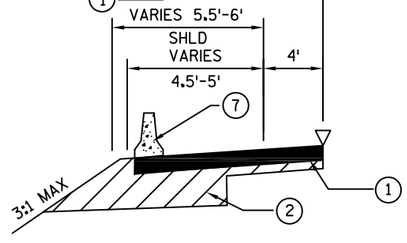
B VARIES 6.6' - 8'



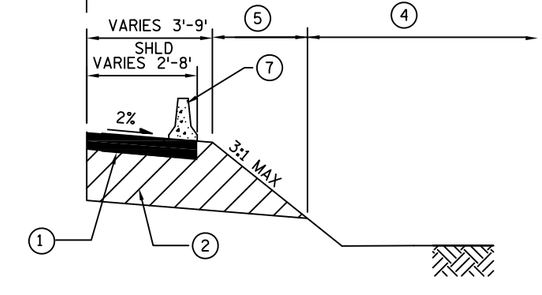
TYPICAL FINISHED SECTION - IH 39/90
STA 1160+40.00'TWNB' - STA 1220+00.00'TWNB'

LEGEND

1	HMA PAVEMENT, 6.25-INCH LOWER, 3.75-INCH, 2 HT 58-28 S UPPER, 2.50-INCH, 4 HT 58-28 V
2	BASE AGGREGATE DENSE 1 1/4-INCH, 16-INCH
3	HMA PAVEMENT, 2.50-INCH UPPER, 2.50-INCH, 4 HT 58-28 V
4	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
5	SEED, TEMPORARY SEED, AND FERTILIZER
6	SAFETY EDGE (TYP.) (SEE S.D.D.)
7	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

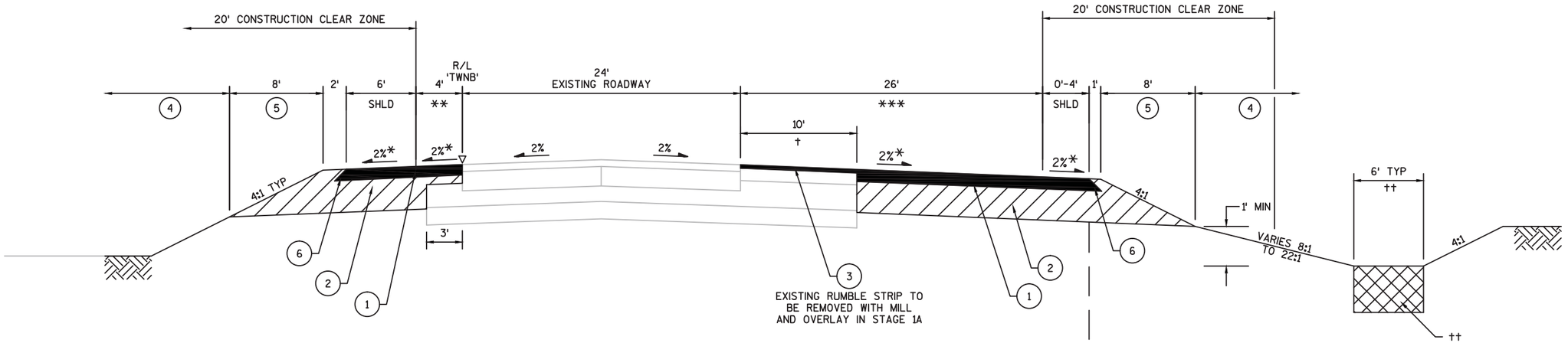


TYPICAL FINISHED PARTIAL SECTION - IH 39/90
STA 1191+23 'TWNB' - STA 1195+40 'TWNB'
STA 1202+27 'TWNB' - STA 1205+33 'TWNB'



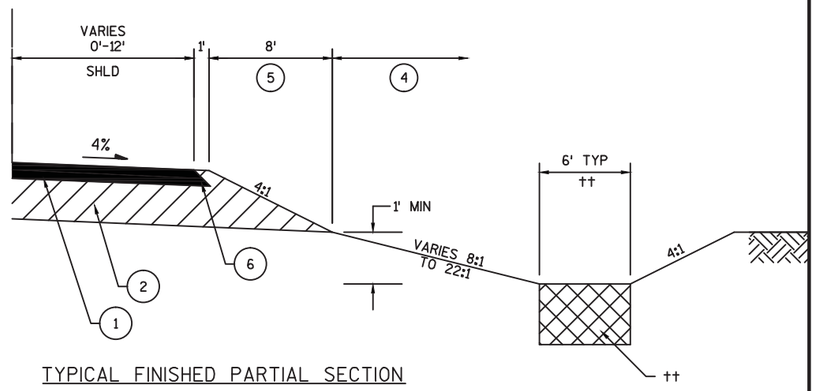
TYPICAL FINISHED PARTIAL SECTION - IH 39/90
STA 1191+67 'TWNB' - STA 1195+32 'TWNB'
STA 1201+68 'TWNB' - STA 1205+33 'TWNB'

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 9	E



TYPICAL FINISHED SECTION - IH 39/90

STA 1230+00.00'TWNB' - STA 1245+68.95'TWNB'
STA EQUATION 1220+00.00'TWNB' BK = STA 1230+00.00'TWNB' AH



TYPICAL FINISHED PARTIAL SECTION

STA 1231+50'TWNB' - STA 1244+98.9'TWNB'

LEGEND

(1)	HMA PAVEMENT, 6.25-INCH LOWER, 3.75-INCH, 2 HT 58-28 S UPPER, 2.50-INCH, 4 HT 58-28 V
(2)	BASE AGGREGATE DENSE 1 1/4-INCH, 16-INCH
(3)	HMA PAVEMENT, 2.50-INCH UPPER, 2.50-INCH, 4 HT 58-28 V
(4)	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER AND MULCH
(5)	SEED, TEMPORARY SEED AND FERTILIZER
(6)	SAFETY EDGE

* SLOPE VARIES TO MATCH EXISTING PAVEMENT SUPERELEVATION

** VARIES FROM 4' AT STA 1238+53.85 TO 24' AT STA 1245+68.95

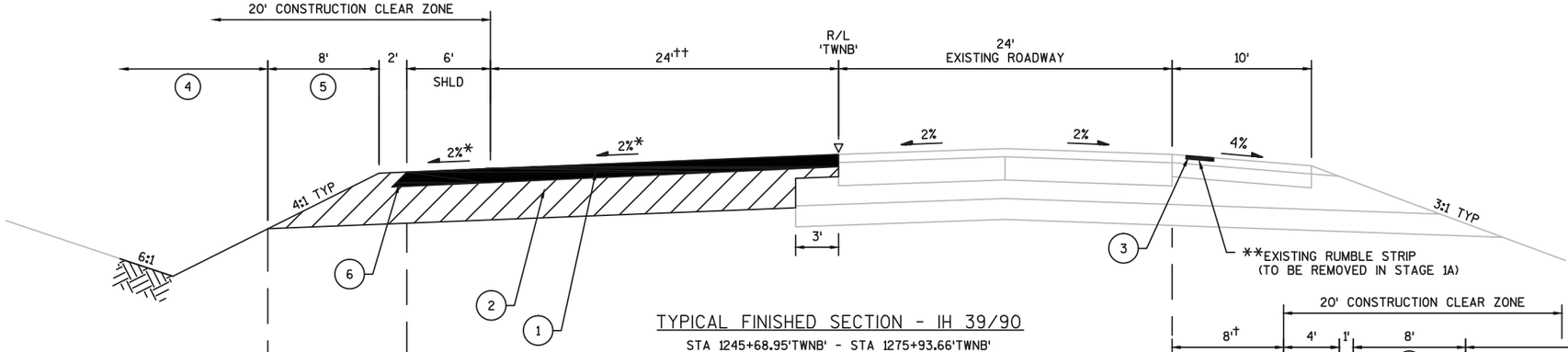
*** VARIES FROM 26' AT STA 1238+53.85 TO 10' AT STA 1245+68.95

† REMOVING ASPHALTIC SURFACE MILLING. VARIES 2.5 INCHES TO 0.1 INCHES. SAFETY EDGE REQUIRED FOR OVERLAY.

†† INFILTRATION DITCH STA 1241+00-STA 1245+69 RT. EBS TO SAND LAYER 1' TO 4' DEEP, BACKFILL WITH ROADSIDE INFILTRATION DITCH GRANULAR BACKFILL SAND AND COMPOST (SEE CONSTRUCTION DETAIL). EBS NOT SHOWN ON CROSS SECTIONS.

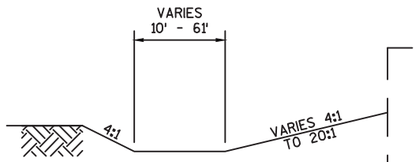
▽ SAWING CONCRETE

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY:ROCK	PLAN: TYPICAL SECTIONS	SHEET 10	E



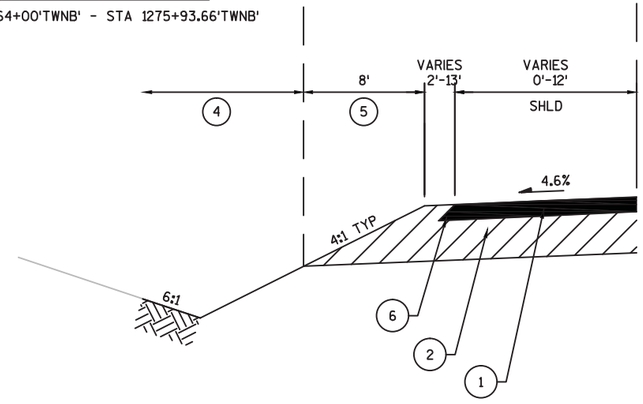
TYPICAL FINISHED SECTION - IH 39/90

STA 1245+68.95'TWNB' - STA 1275+93.66'TWNB'



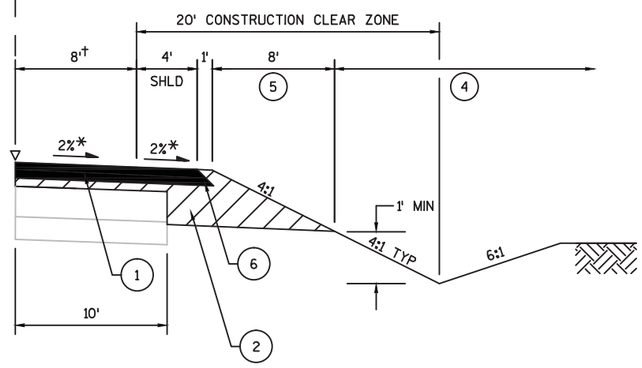
FLAT BOTTOM DITCH

STA 1264+00'TWNB' - STA 1275+93.66'TWNB'



TYPICAL FINISHED PARTIAL SECTION

STA 1255+01.9'TWNB' - STA 1269+26.7'TWNB'



TYPICAL FINISHED PARTIAL SECTION

STA 1274+25'TWNB' - STA 1275+93.66'TWNB'

LEGEND

(1)	HMA PAVEMENT, 6.25-INCH LOWER, 3.75-INCH, 2 HT 58-28 S UPPER, 2.50-INCH, 4 HT 58-28 V
(2)	BASE AGGREGATE DENSE 1 1/4-INCH, 16-INCH
(3)	HMA PAVEMENT, 2.50-INCH UPPER, 2.50-INCH, 4 HT 58-28 V
(4)	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER AND MULCH
(5)	SEED, TEMPORARY SEED AND FERTILIZER
(6)	SAFETY EDGE

* SLOPE VARIES TO MATCH EXISTING PAVEMENT SUPERELEVATION

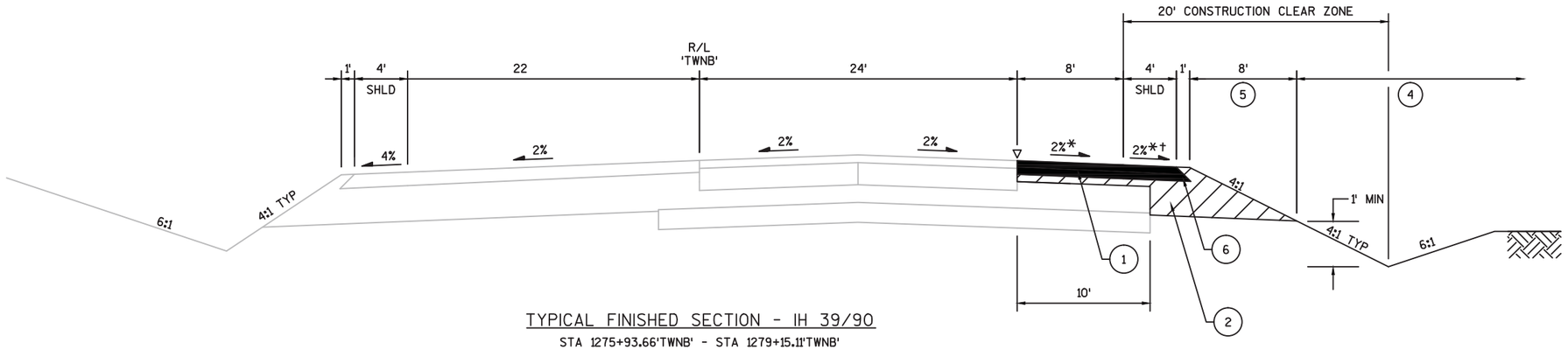
** REMOVING ASPHALTIC SURFACE MILLING - 2.5 INCHES (EXISTING RUMBLE STRIP STA 1245+69 TO STA 1275+00)

† VARIES FROM 5.4' AT STA 1274+25.00 TO 8' AT STA 1275+85.09

†† VARIES FROM 24' AT STA 1245+68.95 TO 25' AT STA 1246+55.97

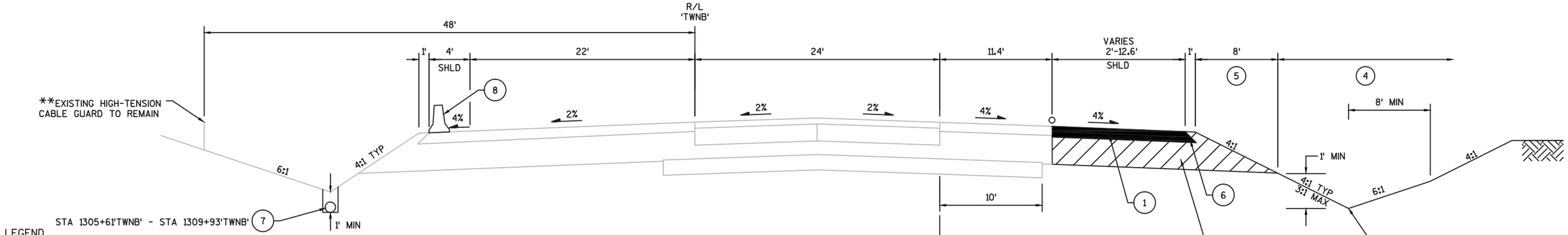
▽ SAWING CONCRETE

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 11	E



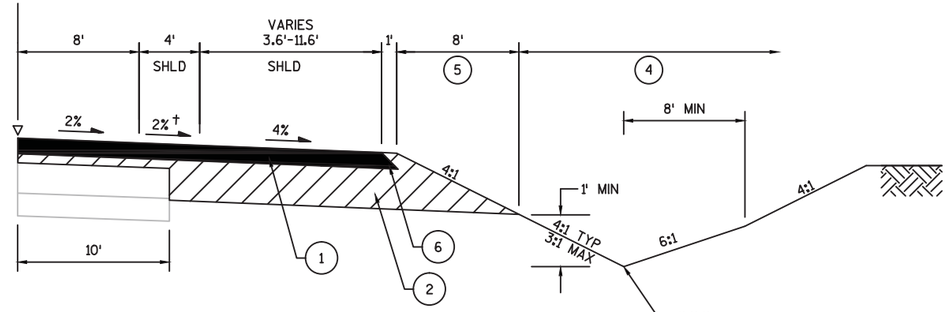
TYPICAL FINISHED SECTION - IH 39/90

STA 1275+93.66'TWNB' - STA 1279+15.11'TWNB'



TYPICAL FINISHED SECTION - IH 39/90

STA 1297+81'TWNB' - STA 1309+93'TWNB'



TYPICAL FINISHED PARTIAL SECTION

STA 1306+40.1'TWNB' - STA 1309+93'TWNB'

LEGEND

1	HMA PAVEMENT, 6.25-INCH LOWER, 3.75-INCH, 2 HT 58-28 S UPPER, 2.50-INCH, 4 HT 58-28 V
2	BASE AGGREGATE DENSE 1 1/4-INCH, 16-INCH
3	HMA PAVEMENT, 2.50-INCH UPPER, 2.50-INCH, 4 HT 58-28 V
4	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER AND MULCH
5	SEED, TEMPORARY SEED AND FERTILIZER
6	SAFETY EDGE
7	PIPE UNDEDRAIN WRAPPED 6-INCH (DRAIN TO MEDIAN INLET, (SEE CONSTRUCTION DETAIL)
8	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE (SEE CONSTRUCTION DETAIL AND PLAN DETAILS)

* SLOPE VARIES TO MATCH EXISTING PAVEMENT SUPERELEVATION

** EXISTING HIGH-TENSION CABLE GUARD STA 1297+14 TO STA 1312+34

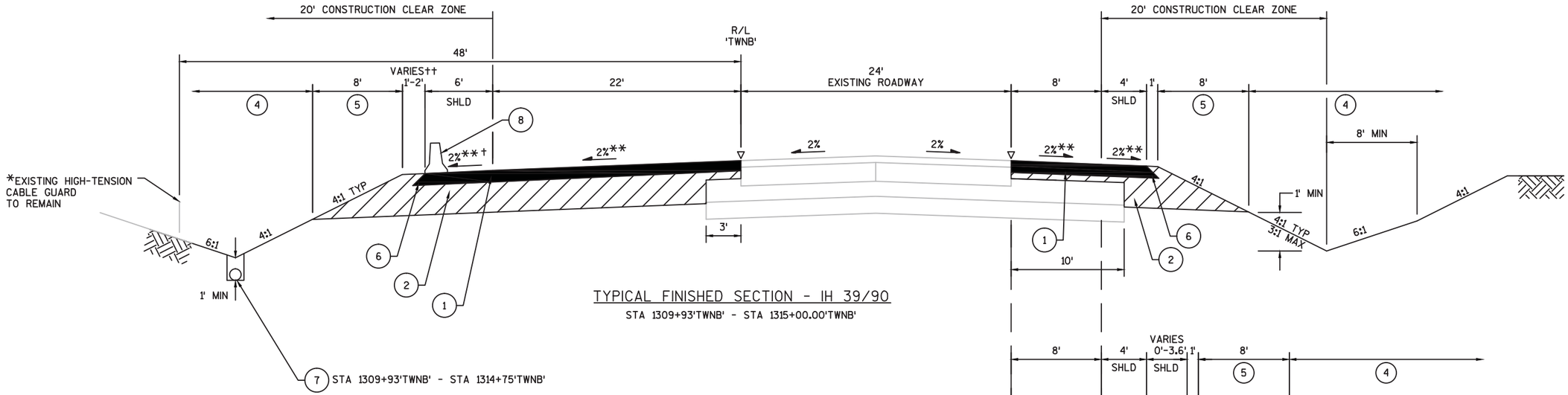
† TRANSITION SHOULDER SLOPE TO MATCH EXISTING IN 50'

▽ SAWING CONCRETE

○ SAWING ASPHALT

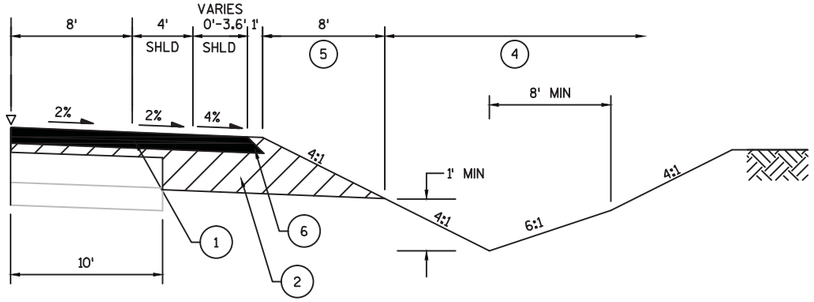
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 12	E

2



TYPICAL FINISHED SECTION - IH 39/90

STA 1309+93'TWNB' - STA 1315+00.00'TWNB'



TYPICAL FINISHED PARTIAL SECTION

STA 1309+93'TWNB' - STA 1311+50'TWNB'

LEGEND

1	HMA PAVEMENT, 6.25-INCH LOWER, 3.75-INCH, 2 HT 58-28 S UPPER, 2.50-INCH, 4 HT 58-28 V
2	BASE AGGREGATE DENSE 1 1/4-INCH, 16-INCH
3	HMA PAVEMENT, 2.50-INCH UPPER, 2.50-INCH, 4 HT 58-28 V
4	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER AND MULCH
5	SEED, TEMPORARY SEED AND FERTILIZER
6	SAFETY EDGE
7	PIPE UNDEDRAIN WRAPPED 6-INCH (DRAIN TO MEDIAN INLET, (SEE CONSTRUCTION DETAIL)
8	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE (SEE CONSTRUCTION DETAIL AND PLAN DETAILS)

* EXISTING HIGH-TENSION CABLE GUARD STA 1297+14 TO STA 1312+34

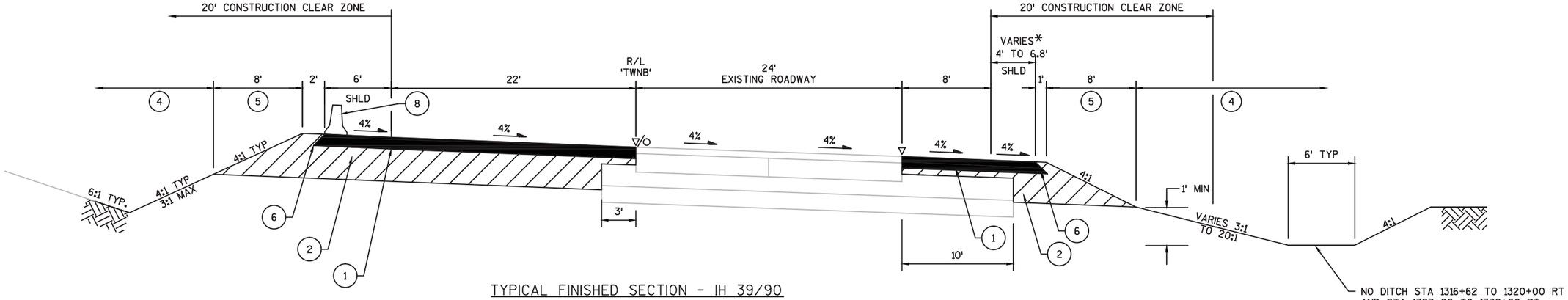
** SLOPE VARIES TO MATCH EXISTING PAVEMENT SUPERELEVATION

† TRANSITION SHOULDER SLOPE TO MATCH EXISTING IN 50'

†† VARIES FROM 1' AT STA 1313+00 TO 2' AT STA 1314+00

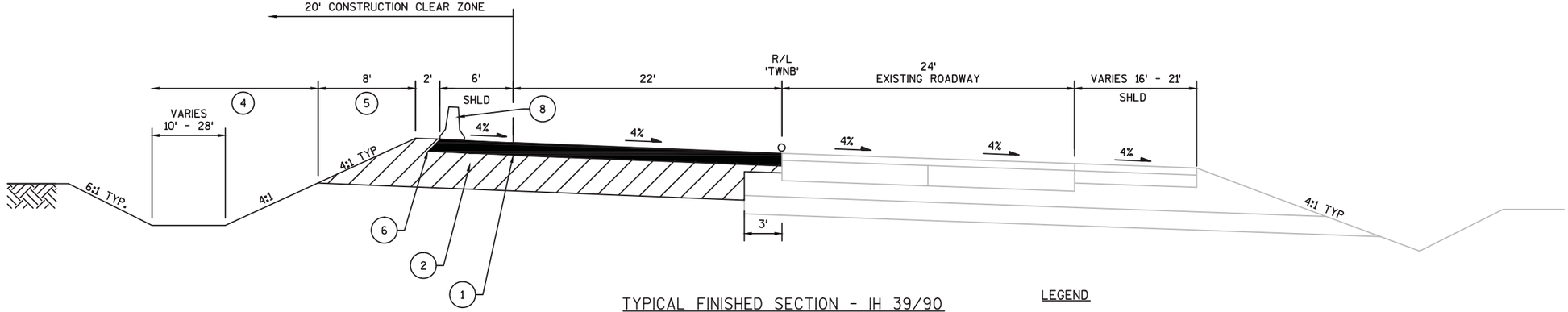
∇ SAWING CONCRETE

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 13 E



TYPICAL FINISHED SECTION - IH 39/90

STA 1315+00.00'TWNB' - STA 1332+67.47'TWNB'



TYPICAL FINISHED SECTION - IH 39/90

STA 1332+67.47'TWNB' - STA 1337+00.00'TWNB'

LEGEND

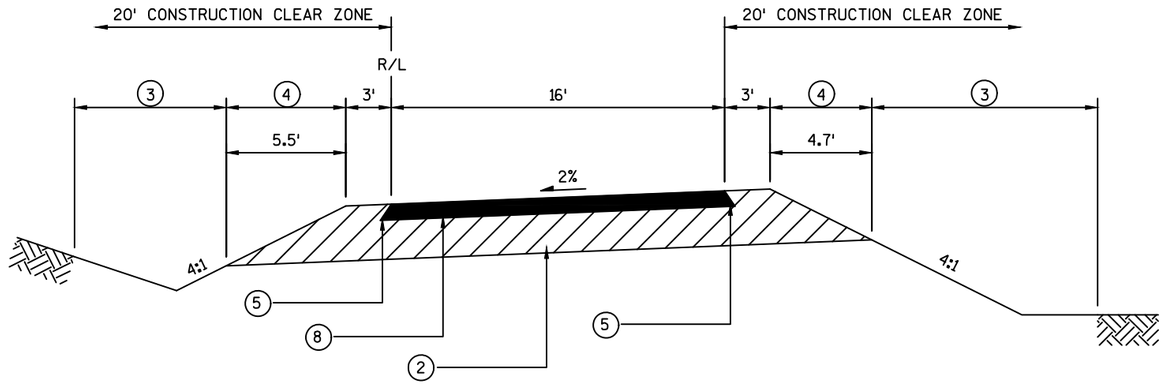
1	HMA PAVEMENT, 6.25-INCH LOWER, 3.75-INCH, 2 HT 58-28 S UPPER, 2.50-INCH, 4 HT 58-28 V
2	BASE AGGREGATE DENSE 1 1/4-INCH, 16-INCH
3	HMA PAVEMENT, 2.50-INCH UPPER, 2.50-INCH, 4 HT 58-28 V
4	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER AND MULCH
5	SEED, TEMPORARY SEED AND FERTILIZER
6	SAFETY EDGE
8	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE (SEE CONSTRUCTION DETAIL AND PLAN DETAILS)

* VARIES FROM 4' AT STA 1332+00 TO 6.8' AT STA 1332+67.5

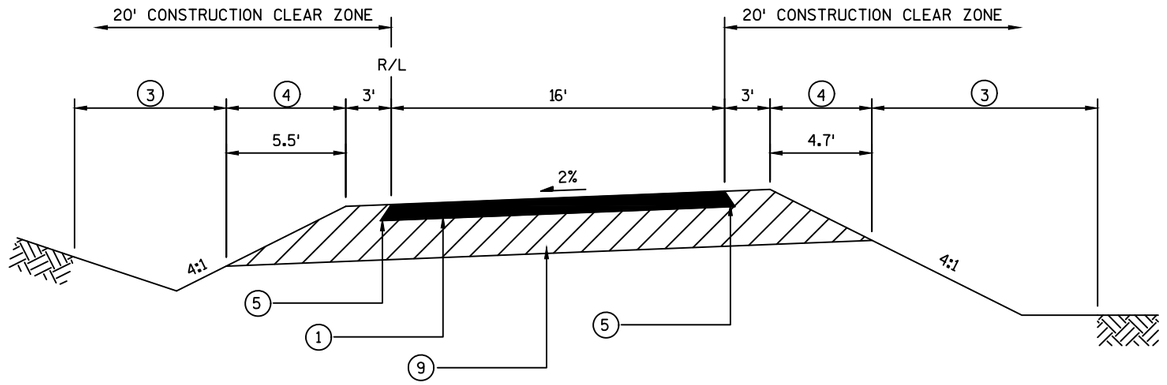
▽ SAWING CONCRETE

○ SAWING ASPHALT

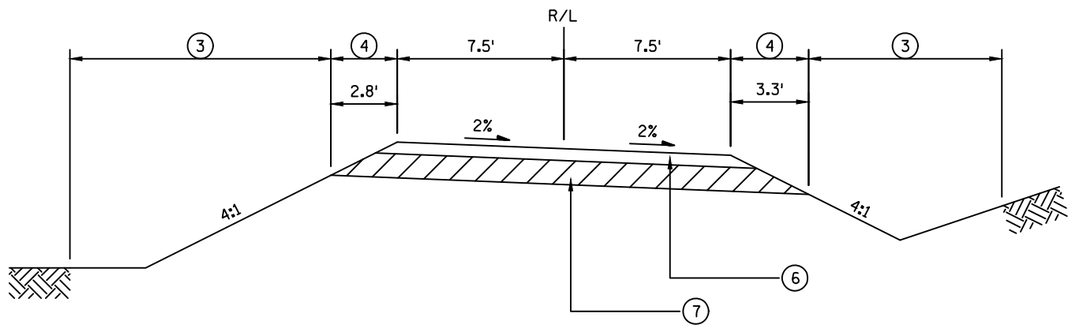
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS	SHEET 14	E



TYPICAL FINISHED SECTION - TEMPORARY RAMPS
STA 1114+56.63 'RTA' - STA 1118+46.70 'RTA'
STA 1144+92.44 'RTB' - STA 1147+84.27 'RTB'



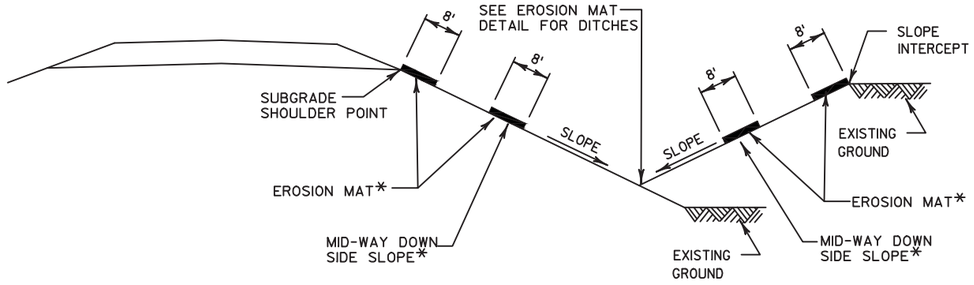
TYPICAL FINISHED SECTION - TEMPORARY RAMPS
STA 1118+67.40 'RTA' - STA 1123+21.64 'RTA'
STA 1142+48.54 'RTB' - STA 1144+71.53 'RTB'



TYPICAL FINISHED SECTION - TOWNLINE EMERGENCY ACCESS
STA 601+01.98 'TEA' - STA 602+18.95 'TEA'

LEGEND

(1)	HMA PAVEMENT, 4.25-INCH LOWER, 2.25-INCH, 3 MT 58-28 S UPPER, 2.00-INCH, 4 MT 58-28 S
(2)	BASE AGGREGATE DENSE 1 1/4-INCH, 11-INCH
(3)	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
(4)	SEED, TEMPORARY SEED, AND FERTILIZER
(5)	SAFETY EDGE (TYP.)
(6)	BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
(7)	BASE AGGREGATE DENSE 3-INCH, 6-INCH
(8)	HMA PAVEMENT, 6.25-INCH LOWER, 3.75-INCH, 2 HT 58-28 S UPPER, 2.50-INCH, 4 HT 58-28 V
(9)	BASE AGGREGATE DENSE 1 1/4-INCH, 16-INCH

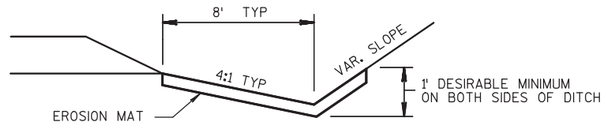


EROSION MAT DETAIL FOR SLOPES

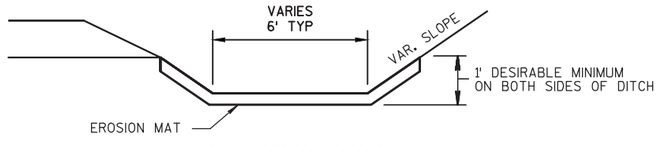
*SEE EROSION CONTROL PLAN AND TABLE BELOW FOR EROSION MAT TYPE AND PLACEMENT

MULCH REQUIRED ON DISTURBED AREAS BETWEEN ROWS OF EROSION MAT

SLOPE	SLOPE LENGTH	EROSION MAT TYPE	EROSION MAT PLACEMENT
4:1 OR FLATTER	ALL LENGTHS	NONE	NONE
2.5:1 TO 4:1	0' - 30'	CLASS I TYPE B OR URBAN CLASS I TYPE B	AT SLOPE INTERCEPT OR SGSP AND MID-WAY DOWN SLOPE
	30' - 60'	CLASS I TYPE B	AT SLOPE INTERCEPT OR SGSP AND MID-WAY DOWN SLOPE
		URBAN CLASS I TYPE B	ON ENTIRE SLOPE FOR 3:1 TO 4:1 SLOPES. FOR SLOPES BETWEEN 2.5:1 TO 3:1, ADD A LONGITUDINAL LINE OF COMPOST TUBES AT 20' SPACING ALONG SLOPE.
	>60'	CLASS I TYPE B	ON ENTIRE SLOPE FOR 3:1 TO 4:1 SLOPES
		CLASS II TYPE B	ON ENTIRE SLOPE FOR 2.5:1 TO 3:1 SLOPES
		URBAN CLASS I TYPE B	ON ENTIRE SLOPE FOR 3:1 TO 4:1 SLOPES. FOR SLOPES BETWEEN 2.5:1 TO 3:1, ADD A LONGITUDINAL LINE OF COMPOST TUBES AT 20' SPACING ALONG SLOPE.
> 2.5:1	ANY LENGTH	CLASS II TYPE B	ON ENTIRE SLOPE



V-DITCHES



FLAT BOTTOM DITCHES

EROSION MAT DETAIL FOR DITCHES

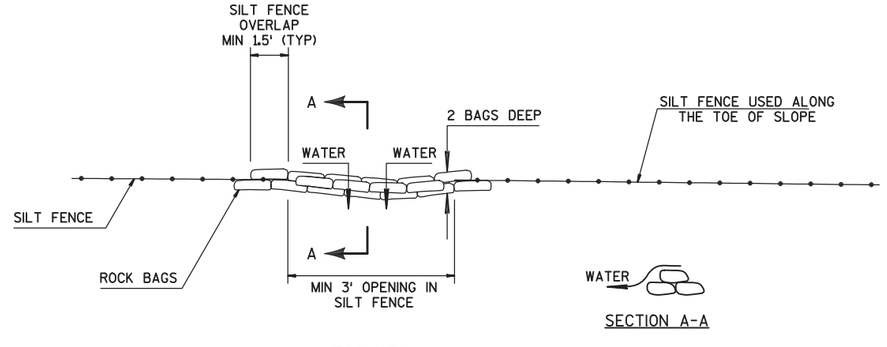
SEE EROSION CONTROL PLANS FOR TYPES AND LOCATIONS

RUNOFF COEFFICIENT TABLE

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

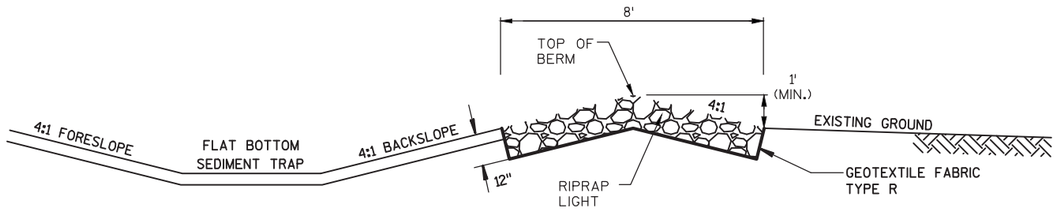
TOTAL PROJECT AREA = 260.43 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 52.2 ACRES

ROCK BAGS TO BE 1' HIGH FROM BOTTOM OF DITCH



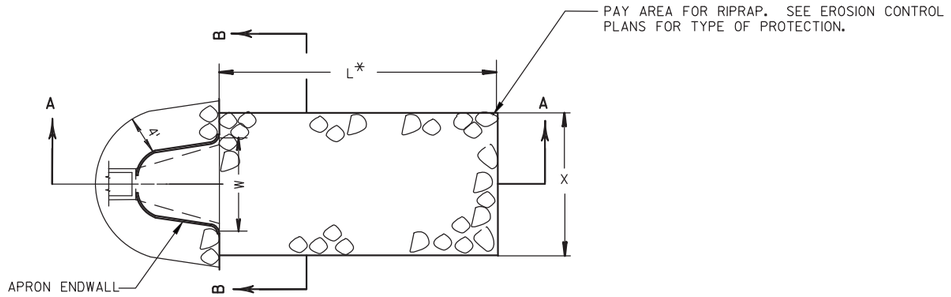
DETAIL FOR ROCK BAGS USED FOR SILT FENCE RELIEF

PAID AS ROCK BAGS

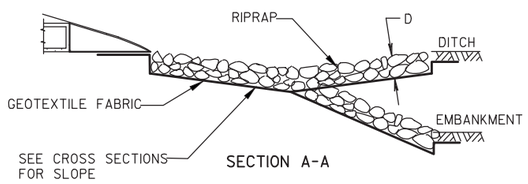


DETAIL FOR RIPRAP AT BERM

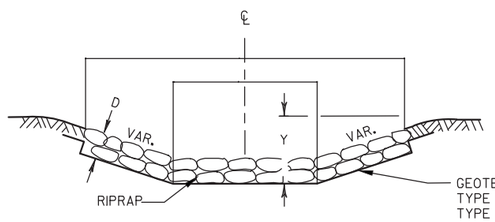
STA 1323+82'TWNB' - STA 1324+32'TWNB', RT



PLAN VIEW



SECTION A-A



SECTION B-B

L* = 3 x W (NOR.) OR 10' MIN. OR AS INDICATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

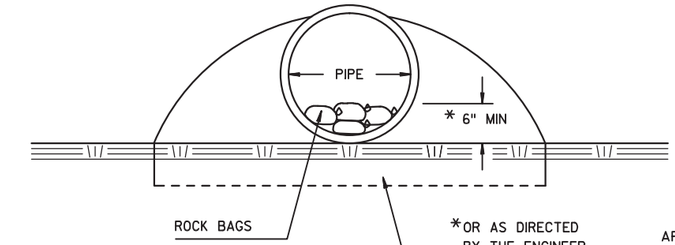
D = 12" FOR RIPRAP LIGHT
18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

X = W+2' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
W+5' FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE

Y = 0' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
12" FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE

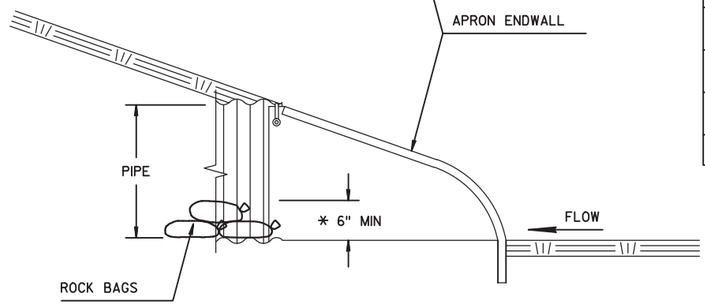
DETAIL FOR RIPRAP AND GEOTEXTILE FABRIC AT APRON ENDWALLS

SEE EROSION CONTROL PLANS FOR TYPES AND LOCATIONS



*OR AS DIRECTED BY THE ENGINEER

END VIEW

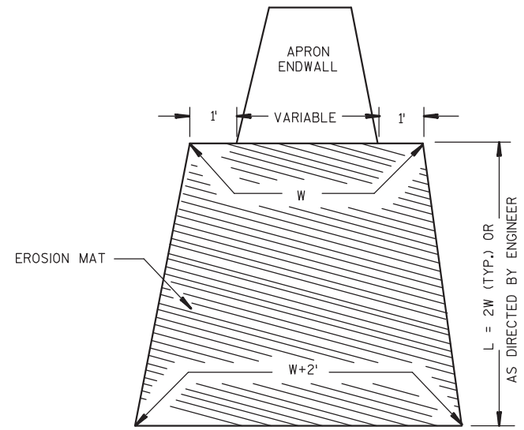


SIDE VIEW

APPROXIMATE NUMBER OF ROCK BAGS REQUIRED BY PIPE SIZE BASED ON A BAG SIZE OF 18"X12"X6"

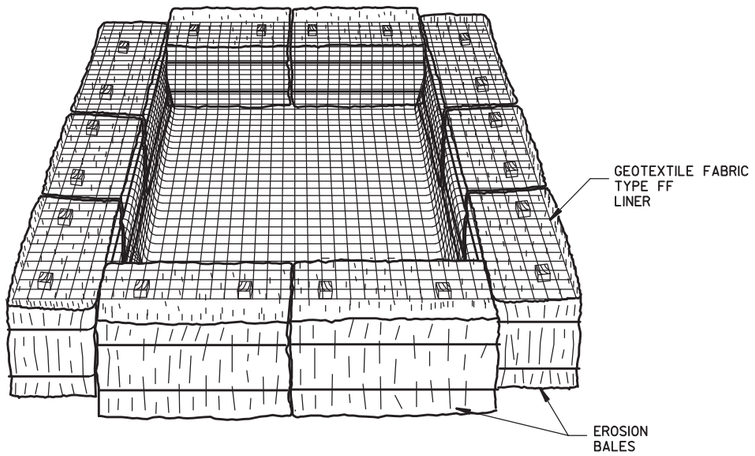
PIPE SIZE	ROCK BAGS (EACH)
15"	1
18"	1
24"	2
30"	2
36"	3

DETAIL FOR CULVERT PIPE CHECKS AT INLETS



EROSION MAT DETAIL AT APRON ENDWALLS

SEE EROSION CONTROL PLANS FOR TYPES AND LOCATIONS



TEMPORARY SETTLING BASIN DETAIL

(SIZE TO BE DETERMINED IN FIELD AS INDICATED BELOW:)

STORAGE VOLUME (C.F.) = 16 X GPM (PUMP RATE)

EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

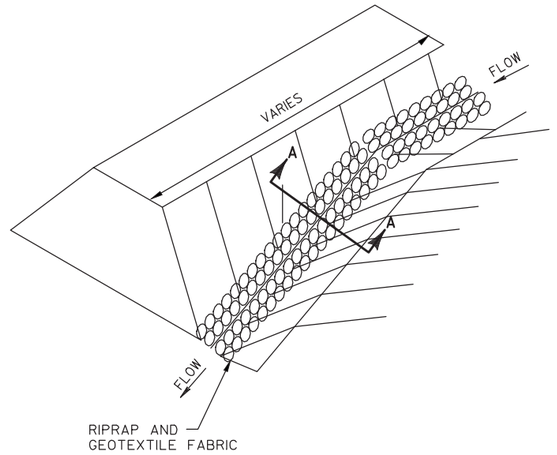
SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.

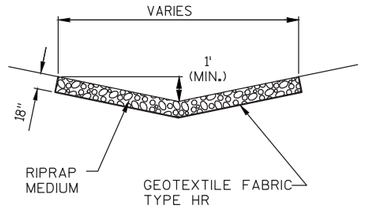
$\frac{800\ C.F.}{1.5\ FT.}$ = 533 S.F.

USE A 20 FT. X 27 FT. BASIN

NOTES:

1. CONTRACTOR SHALL PUMP WATER FROM WORK AREA EXCAVATION TO BASIN PRIOR TO DISCHARGING.
2. BASIN SHALL BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF OF THE PROJECT SITE.
3. TEMPORARY SETTLING BASIN SHALL BE PAID FOR AS EROSION BALES AND GEOTEXTILE FABRIC TYPE FF.

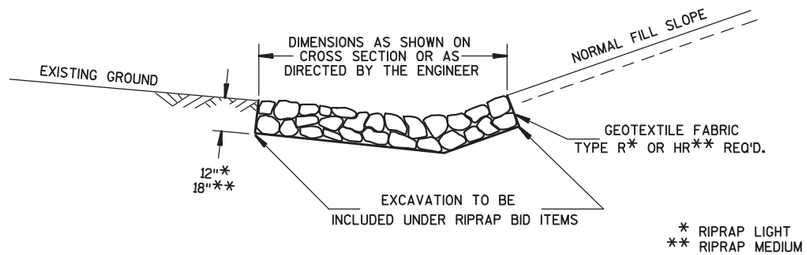




SECTION A-A

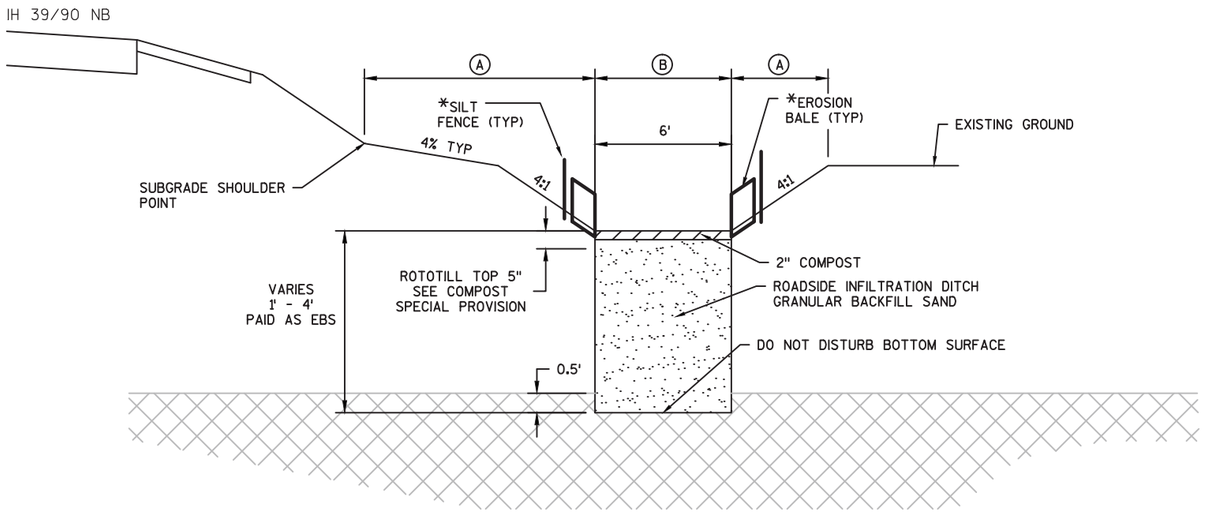
STA 1175+85'TWNB' - STA 1180+00'TWNB' RT
STA 1315+75'TWNB' - STA 1316+00'TWNB' RT
STA 1320+10'TWNB' - STA 1320+75'TWNB' RT

RIPRAP AT CUT TO FILL TRANSITION DETAIL



DETAIL FOR RIPRAP IN DITCHES

SEE EROSION CONTROL PLANS FOR LOCATIONS



ROADSIDE INFILTRATION DITCH DETAIL

STA 1241+00'TWNB' - STA 1245+69'TWNB' RT

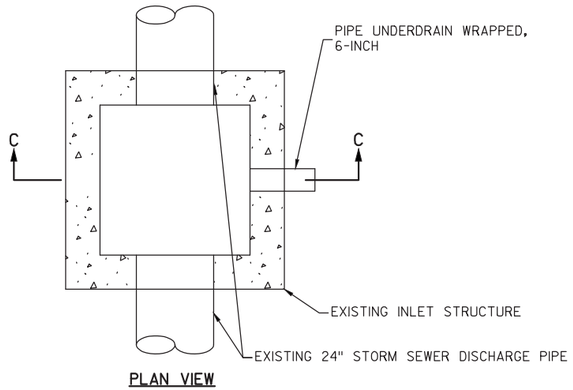
*EMBED EROSION BALES 4" DEEP AND STAKE PER SDD "TYPICAL INSTALLATIONS OF EROSION BALES/TEMPORARY DITCH CHECKS". EMBED SILT FENCE 6" DEEP PER SDD "SILT FENCE".

(A) SALVAGED TOPSOIL, SEEDING MIXTURE NO. 20, FERTILIZER TYPE A AND EROSION MAT URBAN CLASS I TYPE B

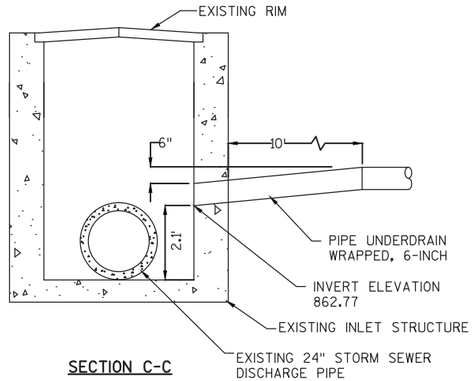
(B) SEEDING MIXTURE NO. 20

NOTES

1. CONNECTIONS TO EXISTING INLETS IN IH 39/90 MEDIAN SHALL USE PIPE UNDERDRAIN WRAPPED, 6-INCH.
2. SAW OR CORE ONE 6" DIA. OPENING INTO EXISTING INLET AND MORTAR OPENING AFTER PIPE INSTALLATION, INCIDENTAL TO PIPE UNDERDRAIN WRAPPED, 6-INCH.
3. SEE TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES FOR ALL PIPE UNDERDRAIN LOCATIONS.



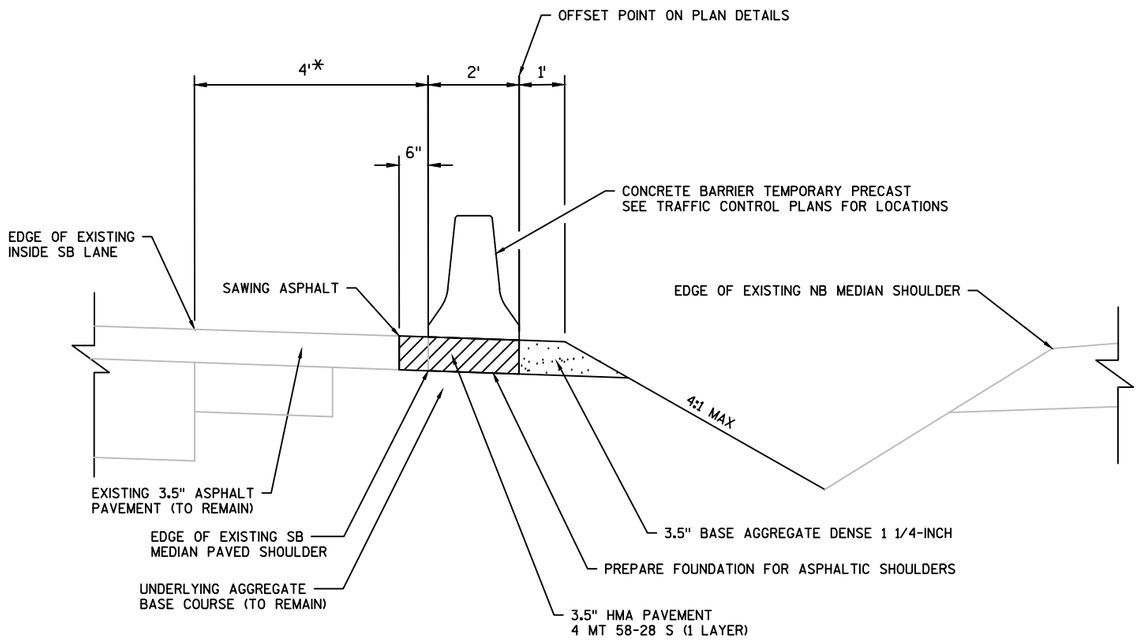
PLAN VIEW



SECTION C-C

DETAIL FOR UNDERDRAIN CONNECTION TO INLET

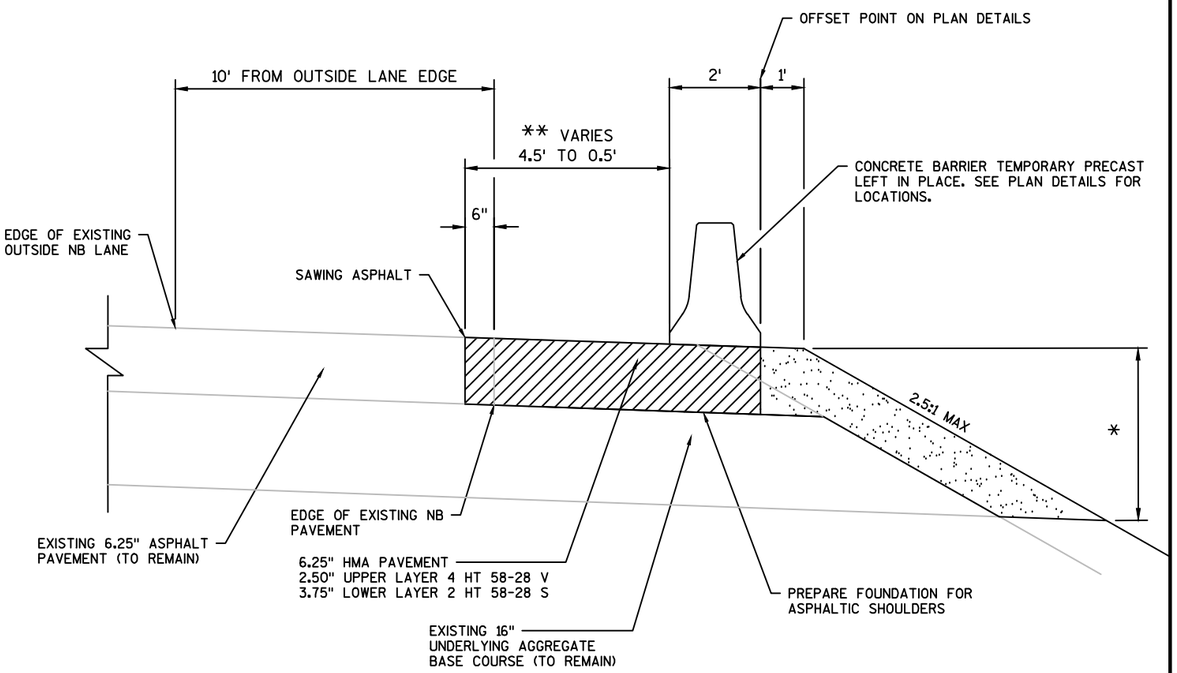
STA 1305+61, 38.0' LT



SB SHOULDER PAVING DETAIL

STAGE 1B STA 1304+61'TWNB' - STA 1325+26'TWNB'
STAGE 1B STA 1331+97'TWNB' - STA 1340+47'TWNB

*6' STA 1322+23'TWNB - STA 1324+21'TWNB'
AND STA 1338+19'TWNB' - STA 1340+22'TWNB'



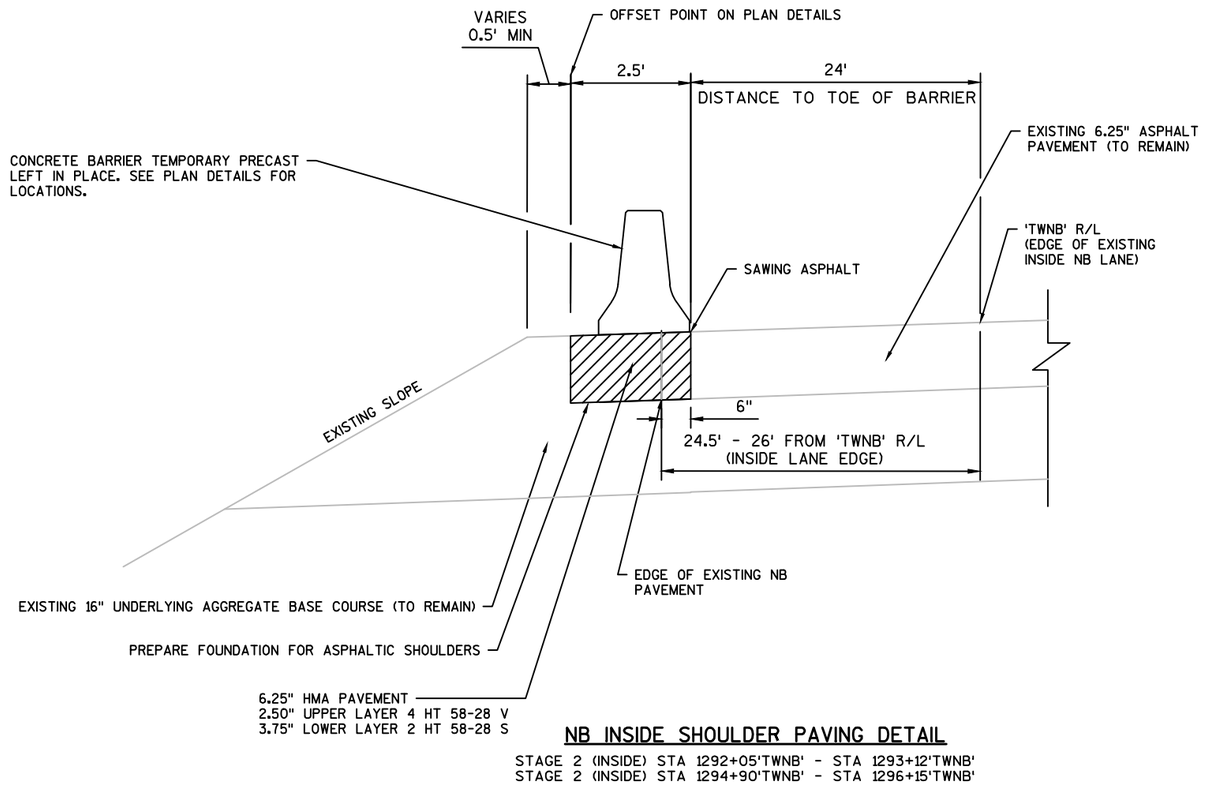
NB OUTSIDE SHOULDER PAVING DETAIL

STAGE 1 (OUTSIDE) STA 1285+96'TWNB' - STA 1293+82'TWNB'

*PLACE ADDITIONAL BASE AGGREGATE DENSE 1 1/4-INCH TO
MATCH BOTTOM OF EXISTING AGGREGATE BASE.

**WIDTH VARIES 4.5' AT STA 1293+07 TO 0.5' AT STA 1293+44

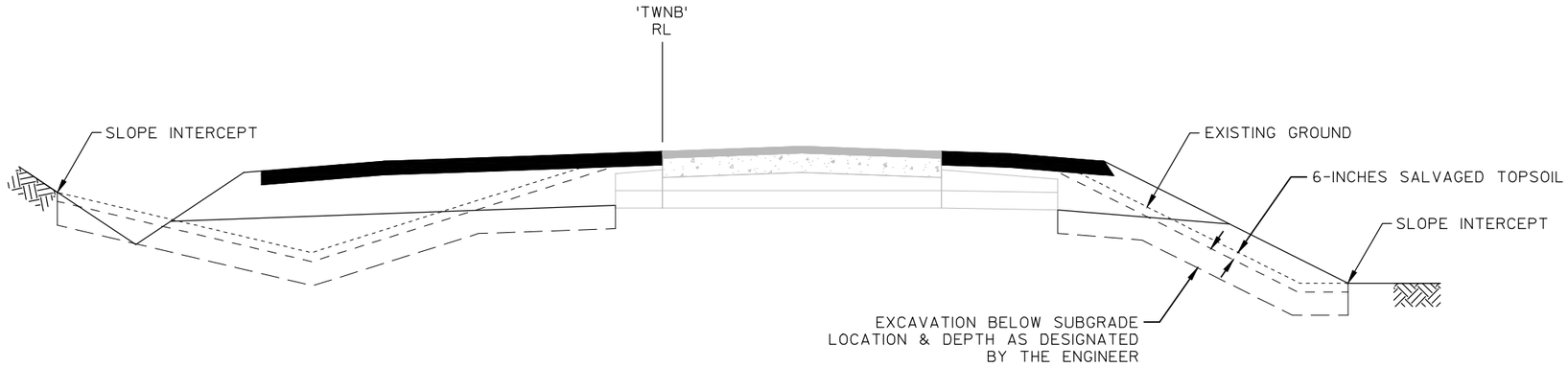
2



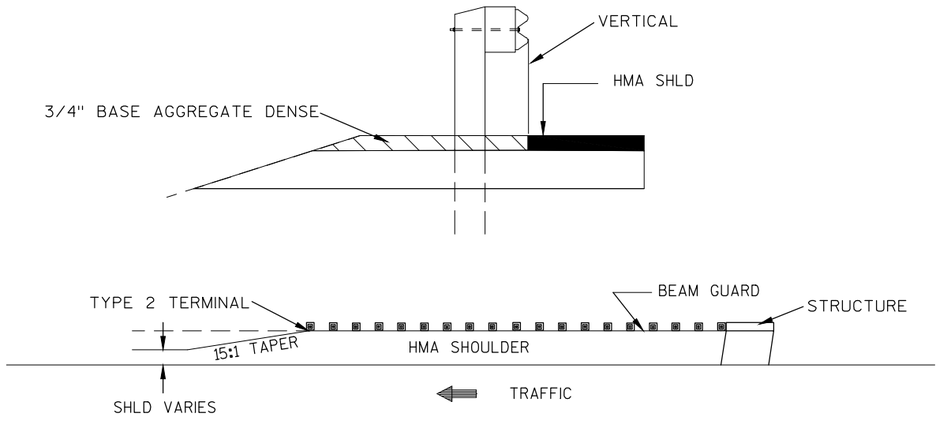
NB INSIDE SHOULDER PAVING DETAIL

STAGE 2 (INSIDE) STA 1292+05'TWNB' - STA 1293+12'TWNB'
STAGE 2 (INSIDE) STA 1294+90'TWNB' - STA 1296+15'TWNB'

2



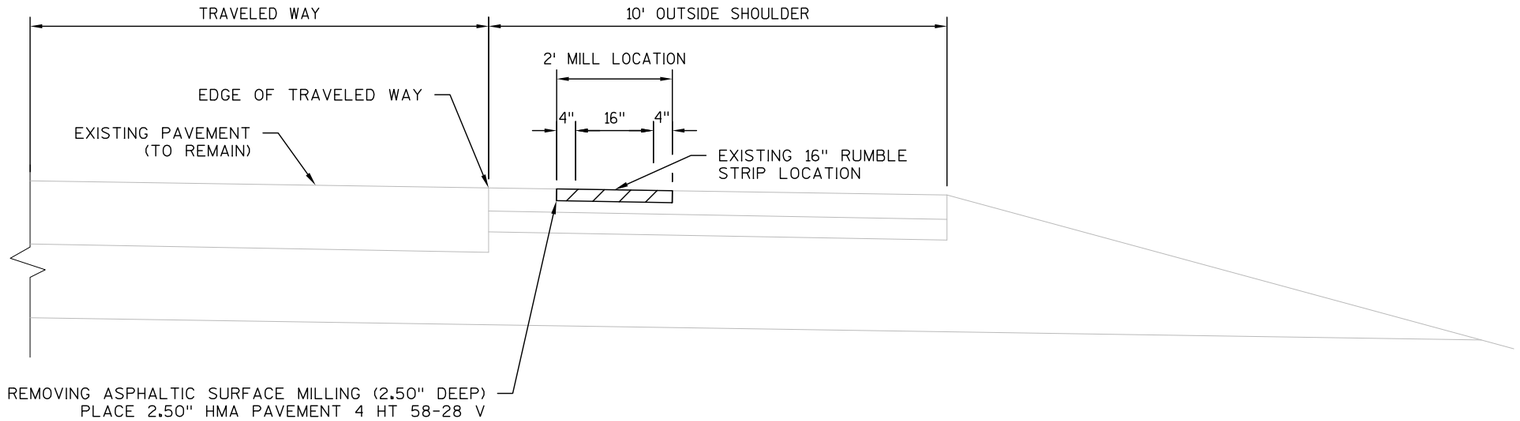
DETAIL FOR EXCAVATION BELOW SUBGRADE



NOTE: DETAIL IS SHOWN FOR OUTSIDE SHOULDER.

DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

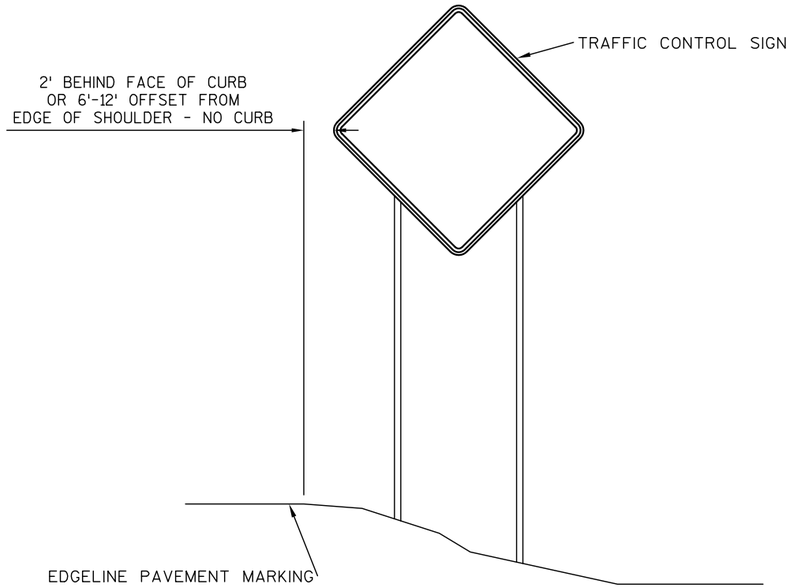
SEE S.D.D. "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL",
"MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION",
"MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL"
FOR DETAILS NOT SHOWN.



SECTION VIEW

REMOVING ASPHALTIC SURFACE MILLING - 2' WIDTH

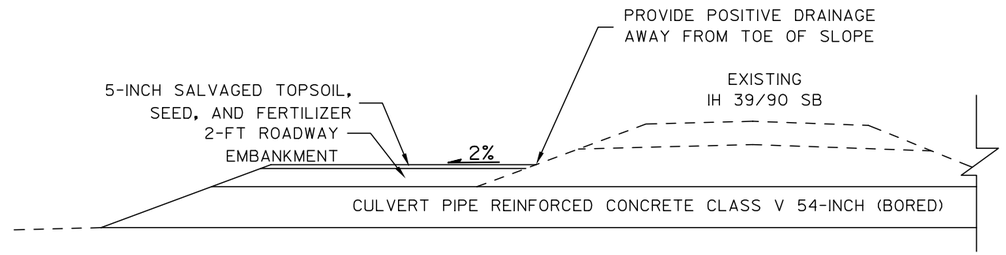
STA. 1080+08'TWNB' - STA. 1120+00'TWNB', RT.
STA. 1245+34'TWNB' - STA. 1274+25'TWNB', RT.



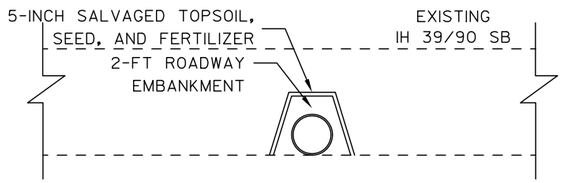
TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL

MOUNTING ON FIXED SUPPORT

LONG TERM
7 DAYS OR MORE



SIDE VIEW



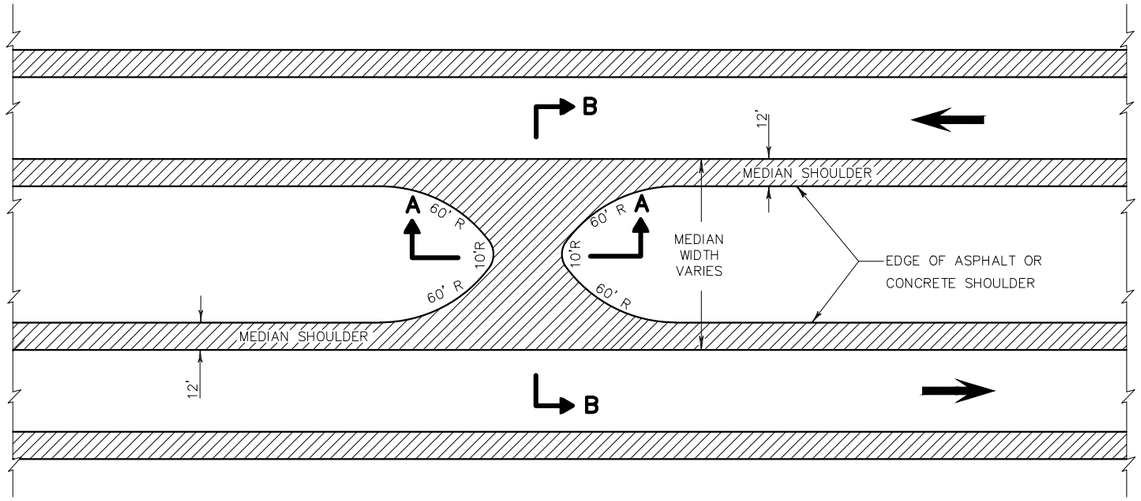
END VIEW

FILL OVER EXPOSED CULVERT PIPE DETAIL

SEE PLAN AND PROFILES FOR LOCATION

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CONSTRUCTION DETAILS	SHEET 23	E

2

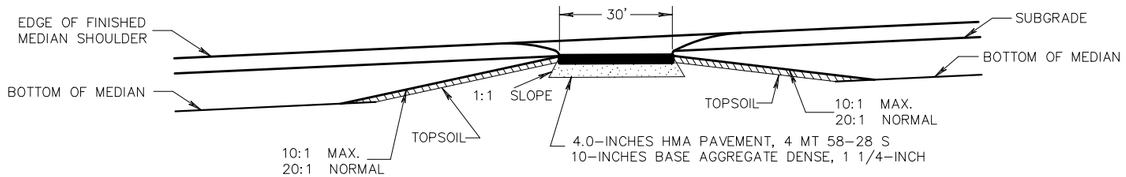


PLAN VIEW

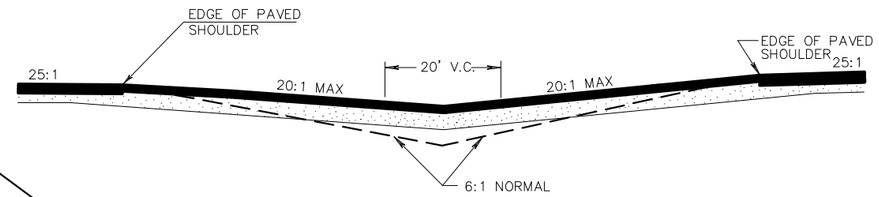
GENERAL NOTES

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.

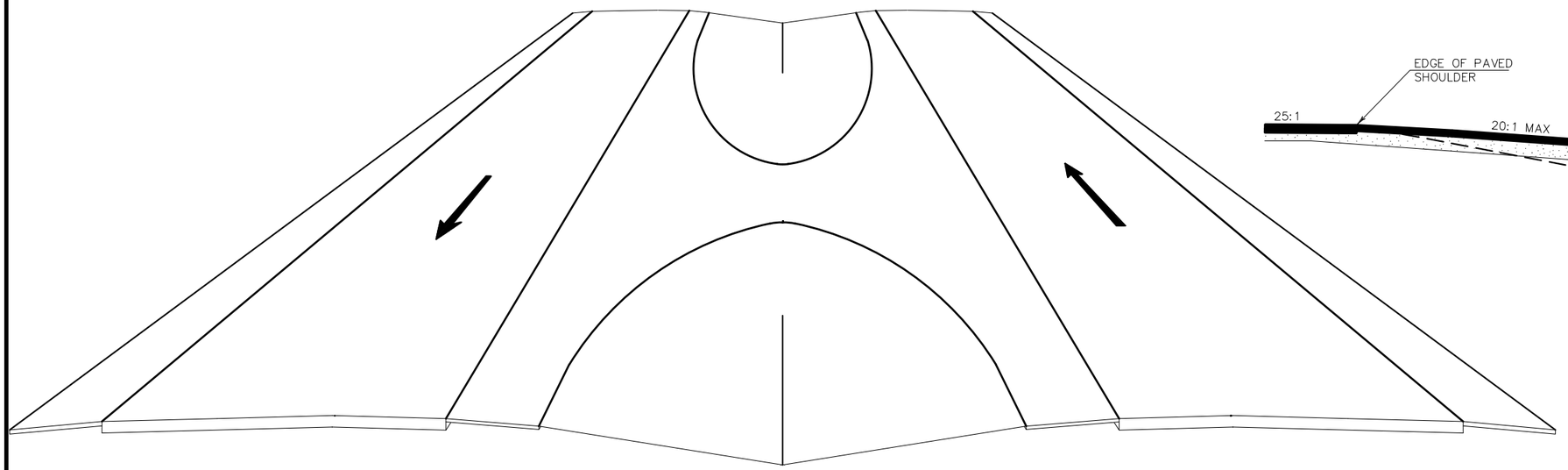
SIGNING AND DELINEATOR DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.



SECTION A-A

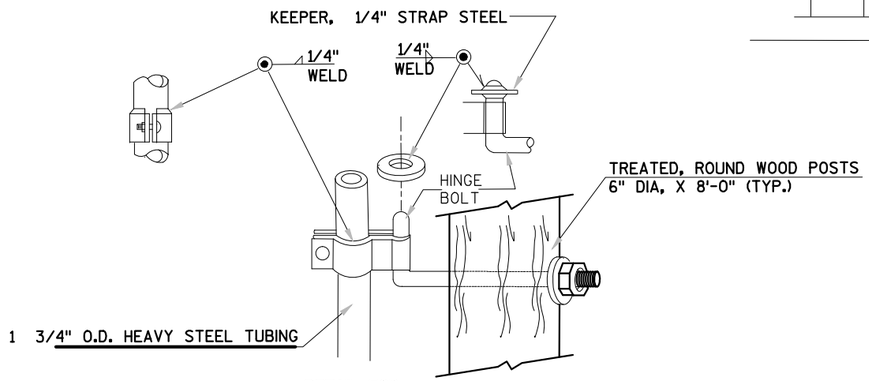


SECTION B-B



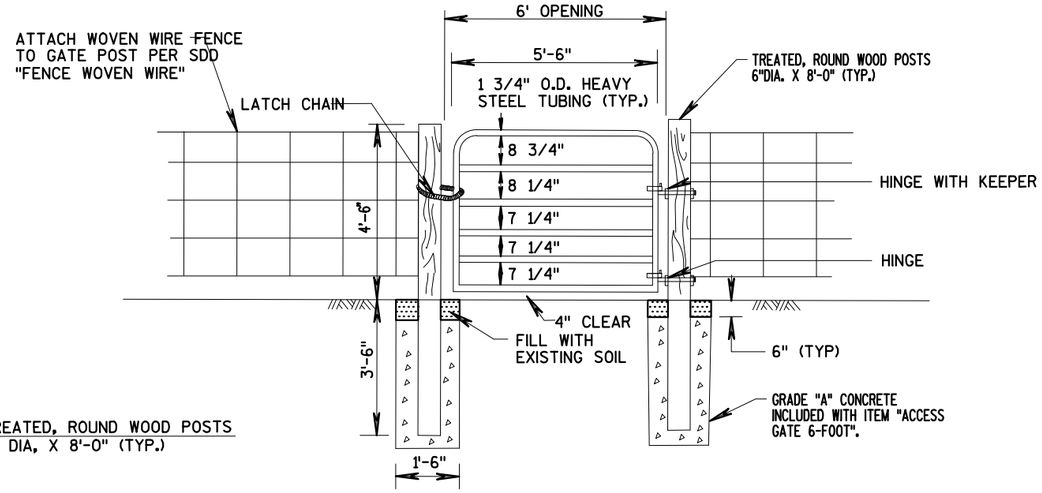
CONSTRUCTION DETAIL FOR MAINTENANCE CROSSOVER

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CONSTRUCTION DETAILS	SHEET 24	E



DETAIL FOR
WRAP-AROUND HINGE WITH KEEPER

SEE MISCELLANEOUS QUANTITIES FOR APPROXIMATE LOCATIONS. LOCATION SHALL BE ADJUSTED TO FIT FIELD CONDITIONS OR AS DIRECTED BY THE ENGINEER.



ACCESS GATE 6-FOOT

(CONTINUOUS FENCE LOCATION)

NOTES:
KEEPER TO BE ATTACHED TO TOP HINGE OF EACH GATE ONLY.

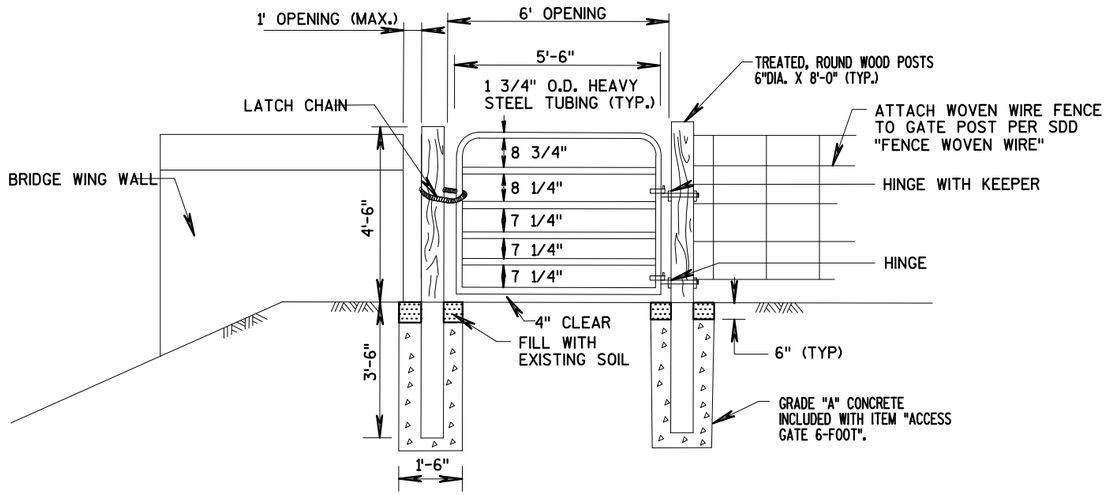
KEEPER SHALL BE FITTED AFTER THE GATE IS HUNG IN PLACE.

KEEPER TO BE OF SUCH DIMENSIONS TO PROVIDE CLEARANCE FOR LATERAL SWING.

DRILL HOLE IN KEEPER OF SUFFICIENT DIAMETER TO PROVIDE SNUG FIT OVER HINGE BOLT.

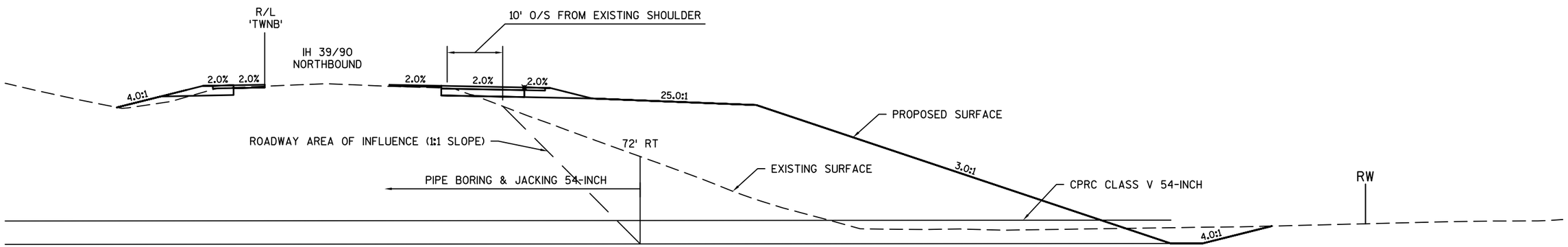
ALL FIELD WELDED SURFACES SHALL BE PRIMED WITH PREMIXED RUSTPROOF PAINT, THEN TWO FIELD COATS OF ENAMEL PAINT SHALL BE APPLIED.

KEYED LOCK TO BE SUPPLIED BY OTHERS (WISDOT)

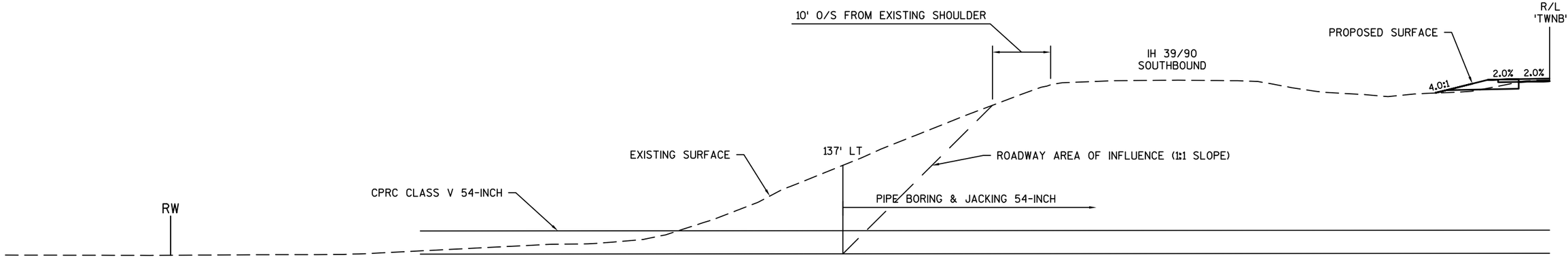


ACCESS GATE 6-FOOT

(BRIDGE ABUTMENT LOCATION)



NORTHBOUND PROFILE VIEW



SOUTHBOUND PROFILE VIEW

PIPE BORING & JACKING 54-INCH

CONSTRUCTION LIMITS

2

TWNB' 1069+00'TWNB' 1070+00'TWNB' 1071+00'TWNB' 1072+00'TWNB' 1073+00'TWNB' 1074+00'TWNB' 1075+00'TWNB' 1076+00'TWNB' 1077+00'TWNB' 1078+00'TWNB' 1079+00'TWNB' 1080+00'TWNB' 1081+00'TWNB' 1082+00'TWNB' 1083+0

MATCH LINE 1083+00 'TWNB'

MATCH LINE 1083+00 'TWNB'

IH 39/90 NB

0'TWNB' 1084+00'TWNB' 1085+00'TWNB' 1086+00'TWNB' 1087+00'TWNB' 1088+00'TWNB' 1089+00'TWNB' 1090+00'TWNB' 1091+00'TWNB' 1092+00'TWNB' 1093+00'TWNB' 1094+00'TWNB' 1095+00'TWNB' 1096+00'TWNB' 1097+0

MATCH LINE 1097+00 'TWNB'

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXX SAWING CONCRETE/ASPHALT
REMOVING INLETS	REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
REMOVING SMALL PIPE CULVERTS	REMOVING SURFACE DRAINS
SLOPE INTERCEPT	REMOVING GUARDRAIL
REMOVING CONCRETE FLUMES	CLEARING AND GRUBBING

N

IH 39/90 SB

0'TWSB' 1098+00'TWSB' 1099+00'TWSB' 1100+00'TWSB' 1101+00'TWSB' 1102+00'TWSB' 1103+00'TWSB' 1104+00'TWSB' 1105+00'TWSB' 1106+00'TWSB' 1107+00'TWSB' 1108+00'TWSB' 1109+00'TWSB' 1110+00'TWSB' 1111+

MATCH LINE 1097+00 'TWNB'

E TOWNLINE RD

IH 39/90 NB

0'TWNB' 1098+00'TWNB' 1099+00'TWNB' 1100+00'TWNB' 1101+00'TWNB' 1102+00'TWNB' 1103+00'TWNB' 1104+00'TWNB' 1105+00'TWNB' 1106+00'TWNB' 1107+00'TWNB' 1108+00'TWNB' 1109+00'TWNB' 1110+00'TWNB' 1111+00

MATCH LINE 1111+00 'TWNB'

N

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 1A	SHEET 27	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1A.DWG
LAYOUT NAME - 1083+00.00 (3)
PLOT DATE : 10/9/2017 1:34 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2

REST AREA #17

N

MATCH LINE 1111+00 'TWNB'

00'TWSB' 1112+00'TWSB' 1113+00'TWSB' 1114+00'TWSB' 1115+00'TWSB' 1116+00'TWSB' 1117+00'TWSB' 1118+00'TWSB' 1119+00'TWSB' 1120+00'TWSB' 1121+00'TWSB' 1122+00'TWSB' 1123+00'TWSB' 1124+00'TWSB' 1125+

IH 39/90 SB

'TWNB' 1112+00'TWNB' 1113+00'TWNB' 1114+00'TWNB' 1115+00'TWNB' 1116+00'TWNB' 1117+00'TWNB' 1118+00'TWNB' 1119+00'TWNB' 1120+00'TWNB' 1121+00'TWNB' 1122+00'TWNB' 1123+00'TWNB' 1124+00'TWNB' 1125+0

IH 39/90 NB

MATCH LINE 1125+00 'TWNB'

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXX SAWING CONCRETE/ASPHALT
REMOVING INLETS	REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
REMOVING SMALL PIPE CULVERTS	REMOVING SURFACE DRAINS
SLOPE INTERCEPT	REMOVING GUARDRAIL
REMOVING CONCRETE FLUMES	CLEARING AND GRUBBING

REST AREA #17

MATCH LINE 1125+00 'TWNB'

00'TWSB' 1126+00'TWSB' 1127+00'TWSB' 1128+00'TWSB' 1129+00'TWSB' 1130+00'TWSB' 1131+00'TWSB' 1132+00'TWSB' 1133+00'TWSB' 1134+00'TWSB' 1135+00'TWSB' 1136+00'TWSB' 1137+00'TWSB' 1138+00'TWSB' 1139+

IH 39/90 SB

'TWNB' 1126+00'TWNB' 1127+00'TWNB' 1128+00'TWNB' 1129+00'TWNB' 1130+00'TWNB' 1131+00'TWNB' 1132+00'TWNB' 1133+00'TWNB' 1134+00'TWNB' 1135+00'TWNB' 1136+00'TWNB' 1137+00'TWNB' 1138+00'TWNB' 1139+0

IH 39/90 NB

SIGN

N

MATCH LINE 1139+00 'TWNB'

2

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 1A	SHEET 28	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1A.DWG
LAYOUT NAME - 1111+00.00 (4)
PLOT DATE : 10/9/2017 1:35 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

REST AREA #17

N

SIGN

SIGN

MATCH LINE 1139+00 'TWNB'

MATCH LINE 1153+00 'TWNB'

00'TWSB' 1140+00'TWSB' 1141+00'TWSB' 1142+00'TWSB' 1143+00'TWSB' 1144+00'TWSB' 1145+00'TWSB' 1146+00'TWSB' 1147+00'TWSB' 1148+00'TWSB' 1149+00'TWSB' 1150+00'TWSB' 1151+00'TWSB' 1152+00'TWSB' 1153+

IH 39/90 SB

0'TWNB' 1140+00'TWNB' 1141+00'TWNB' 1142+00'TWNB' 1143+00'TWNB' 1144+00'TWNB' 1145+00'TWNB' 1146+00'TWNB' 1147+00'TWNB' 1148+00'TWNB' 1149+00'TWNB' 1150+00'TWNB' 1151+00'TWNB' 1152+00'TWNB' 1153+0

IH 39/90 NB

MANOGUE RD

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXX SAWING CONCRETE/ASPHALT
REMOVING INLETS	REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
REMOVING SMALL PIPE CULVERTS	REMOVING SURFACE DRAINS
SLOPE INTERCEPT	REMOVING GUARDRAIL
REMOVING CONCRETE FLUMES	CLEARING AND GRUBBING

MATCH LINE 1153+00 'TWNB'

MATCH LINE 1167+00 'TWNB'

00'TWSB' 1154+00'TWSB' 1155+00'TWSB' 1156+00'TWSB' 1157+00'TWSB' 1158+00'TWSB' 1159+00'TWSB' 1160+00'TWSB' 1161+00'TWSB' 1162+00'TWSB' 1163+00'TWSB' 1164+00'TWSB' 1165+00'TWSB' 1166+00'TWSB' 1167+

IH 39/90 SB

0'TWNB' 1154+00'TWNB' 1155+00'TWNB' 1156+00'TWNB' 1157+00'TWNB' 1158+00'TWNB' 1159+00'TWNB' 1160+00'TWNB' 1161+00'TWNB' 1162+00'TWNB' 1163+00'TWNB' 1164+00'TWNB' 1165+00'TWNB' 1166+00'TWNB' 1167+0

IH 39/90 NB

N

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 1A	SHEET 29	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1A.DWG
LAYOUT NAME - 1139+00.00 (5)

PLOT DATE : 10/9/2017 1:36 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCH LINE 1167+00 'TWNB'

MATCH LINE 1181+00 'TWNB'

00'TWSB' 1168+00'TWSB' 1169+00'TWSB' 1170+00'TWSB' 1171+00'TWSB' 1172+00'TWSB' 1173+00'TWSB' 1174+00'TWSB' 1175+00'TWSB' 1176+00'TWSB' 1177+00'TWSB' 1178+00'TWSB' 1179+00'TWSB' 1180+00'TWSB' 1181+0

IH 39/90 SB

00'TWNB' 1168+00'TWNB' 1169+00'TWNB' 1170+00'TWNB' 1171+00'TWNB' 1172+00'TWNB' 1173+00'TWNB' 1174+00'TWNB' 1175+00'TWNB' 1176+00'TWNB' 1177+00'TWNB' 1178+00'TWNB' 1179+00'TWNB' 1180+00'TWNB' 1181+00

IH 39/90 NB

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXX SAWING CONCRETE/ASPHALT
REMOVING INLETS	REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
REMOVING SMALL PIPE CULVERTS	REMOVING SURFACE DRAINS
SLOPE INTERCEPT	REMOVING GUARDRAIL
REMOVING CONCRETE FLUMES	CLEARING AND GRUBBING

MATCH LINE 1181+00 'TWNB'

MATCH LINE 1195+00 'TWNB'

00'TWSB' 1182+00'TWSB' 1183+00'TWSB' 1184+00'TWSB' 1185+00'TWSB' 1186+00'TWSB' 1187+00'TWSB' 1188+00'TWSB' 1189+00'TWSB' 1190+00'TWSB' 1191+00'TWSB' 1192+00'TWSB' 1193+00'TWSB' 1194+00'TWSB' 1195+

IH 39/90 SB

INL

'TWNB' 1182+00'TWNB' 1183+00'TWNB' 1184+00'TWNB' 1185+00'TWNB' 1186+00'TWNB' 1187+00'TWNB' 1188+00'TWNB' 1189+00'TWNB' 1190+00'TWNB' 1191+00'TWNB' 1192+00'TWNB' 1193+00'TWNB' 1194+00'TWNB' 1195+0

IH 39/90 NB

SIGN

N

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 1A	SHEET 30	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1A.DWG
LAYOUT NAME - 1167+00.00 (6)
PLOT DATE : 10/9/2017 1:37 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 1195+00 'TWNB'

MATCH LINE 1209+00 'TWNB'

N

IH 39/90 SB

IH 39/90 NB

WSOR

CTH M

SIGN

SIGN

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXX SAWING CONCRETE/ASPHALT
REMOVING INLETS	REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
REMOVING SMALL PIPE CULVERTS	REMOVING SURFACE DRAINS
SLOPE INTERCEPT	REMOVING GUARDRAIL
REMOVING CONCRETE FLUMES	CLEARING AND GRUBBING

MATCH LINE 1209+00 'TWNB'

MATCH LINE STA BACK = 1220+00 'TWNB'
STA AHEAD = 1230+00 'TWNB'

IH 39/90 SB

IH 39/90 NB

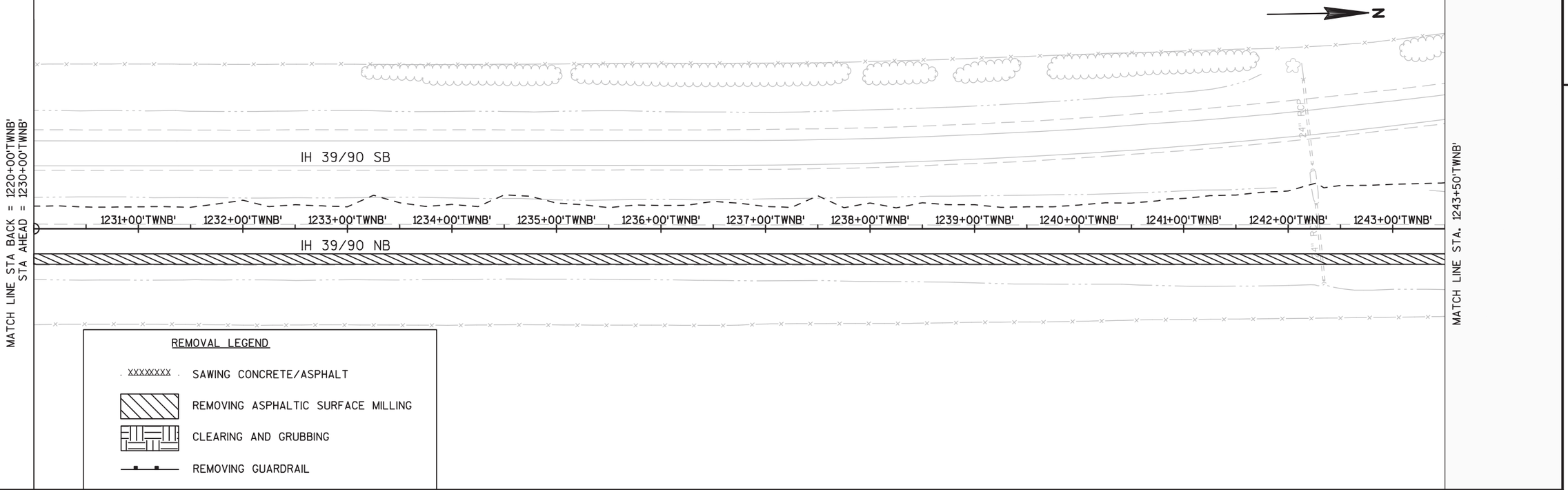
SIGN

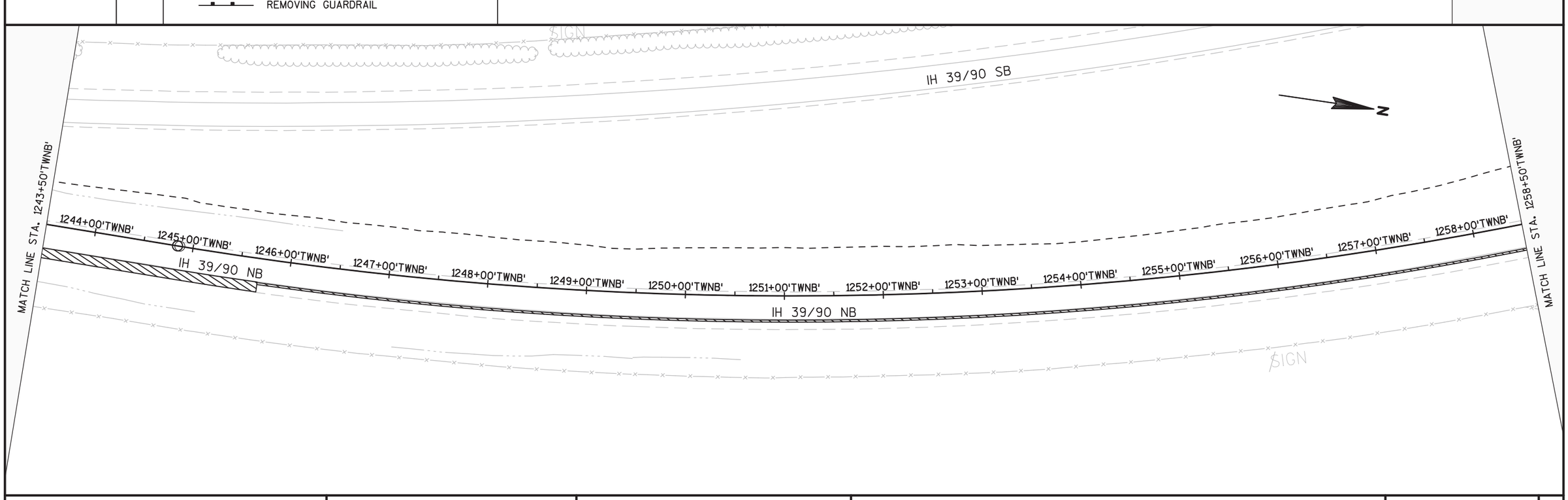
N

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 1A	SHEET 31	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1A.DWG
LAYOUT NAME - 1195+00.00 (7)
PLOT DATE : 10/9/2017 1:39 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

2





PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 1A	SHEET 32	E

2

2

IH 39/90 SB

MATCH LINE STA. 1258+50'TWNB'

1259+00'TWNB' 1260+00'TWNB' 1261+00'TWNB' 1262+00'TWNB' 1263+00'TWNB' 1264+00'TWNB' 1265+00'TWNB' 1266+00'TWNB' 1267+00'TWNB' 1268+00'TWNB' 1269+00'TWNB' 1270+00'TWNB' 1271+00'TWNB' 1272+00'TWNB' 1273+00'TWNB'

IH 39/90 NB

MATCH LINE STA. 1273+50'TWNB'

18" CMP

REMOVAL LEGEND

- XXXXXXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALTIC SURFACE MILLING
- CLEARING AND GRUBBING
- REMOVING GUARDRAIL

N

MATCH LINE STA. 1273+50'TWNB'

2.4'X2.7' CMP

IH 39/90 SB

1274+00'TWNB' 1275+00'TWNB' 1276+00'TWNB' 1277+00'TWNB' 1278+00'TWNB' 1279+00'TWNB' 1280+00'TWNB' 1281+00'TWNB' 1282+00'TWNB' 1283+00'TWNB' 1284+00'TWNB' 1285+00'TWNB' 1286+00'TWNB' 1287+00'TWNB' 1288+00'TWNB'

IH 39/90 NB

MATCH LINE STA. 1288+50'TWNB'

N

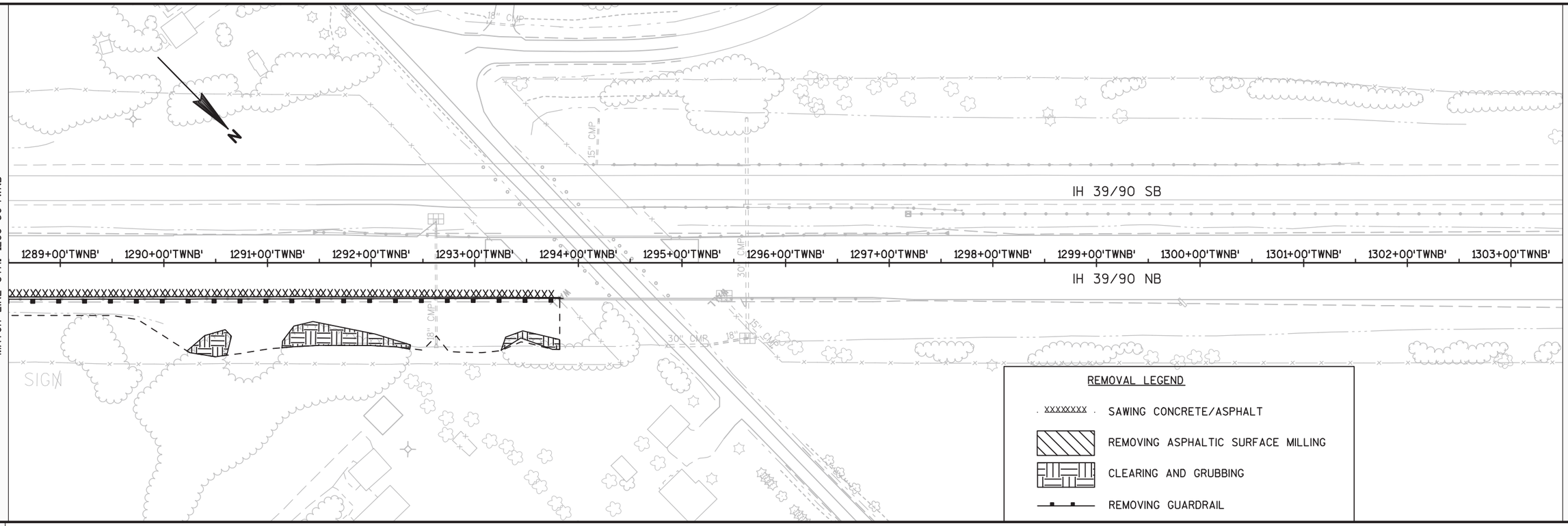
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 1A	SHEET 33	E

2

2

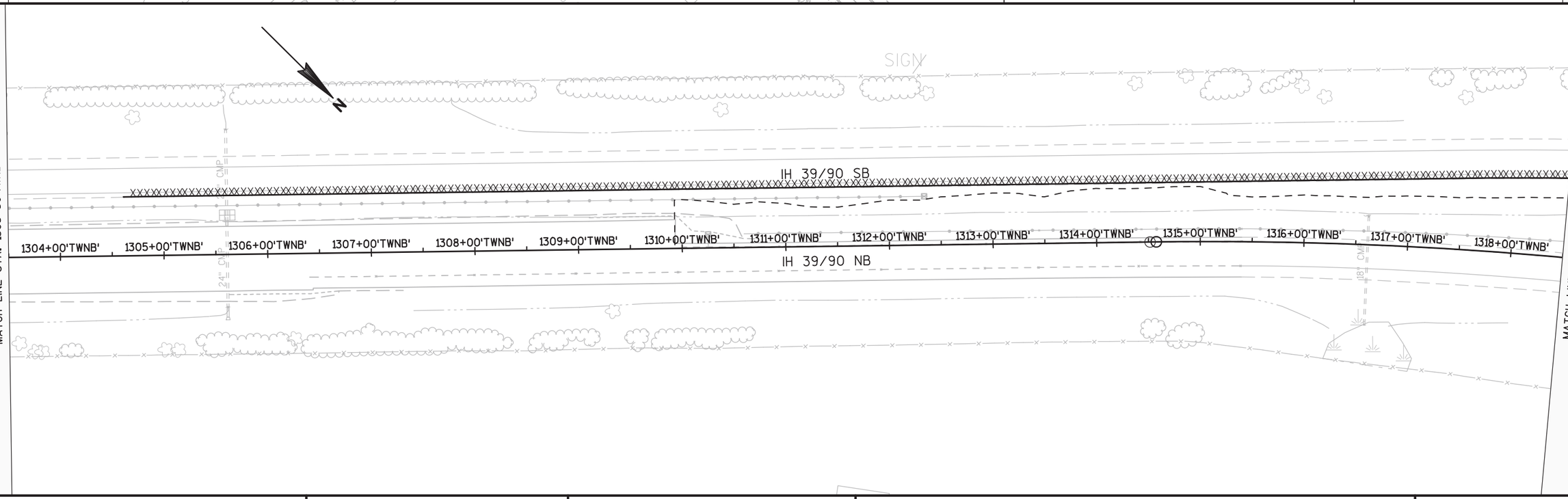
MATCH LINE STA. 1288+50'TWNB'

MATCH LINE STA. 1303+50'TWNB'



MATCH LINE STA. 1303+50'TWNB'

MATCH LINE STA. 1318+50'TWNB'



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 1A	SHEET 34	E

2

2

IH 39/90 SB

IH 39/90 NB

1319+00'TWNB' 1320+00'TWNB' 1321+00'TWNB' 1322+00'TWNB' 1323+00'TWNB' 1324+00'TWNB' 1325+00'TWNB' 1326+00'TWNB' 1327+00'TWNB' 1328+00'TWNB' 1329+00'TWNB' 1330+00'TWNB' 1331+00'TWNB' 1332+00'TWNB' 1333+00'TWNB'

MATCH LINE STA. 1318+50'TWNB'

MATCH LINE STA. 1333+50'TWNB'

REMOVAL LEGEND

- XXXXXXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALTIC SURFACE MILLING
- CLEARING AND GRUBBING
- REMOVING GUARDRAIL

N

IH 39/90 SB

IH 39/90 NB

1334+00'TWNB' 1335+00'TWNB' 1336+00'TWNB' 1337+00'TWNB' 1338+00'TWNB' 1339+00'TWNB' 1340+00'TWNB' 1341+00'TWNB' 1342+00'TWNB' 1343+00'TWNB' 1344+00'TWNB' 1345+00'TWNB' 1346+00'TWNB' 1347+00'TWNB' 1348+00'TWNB' 1349

MATCH LINE STA. 1333+50'TWNB'

SIGN

SIGN

SIGN

SIGN

SIGN

N

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 1A	SHEET 35	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\DETAILS\021002_RM1.DWG
LAYOUT NAME - 021002_RM1 - 04

PLOT DATE : 10/13/2017 11:13 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

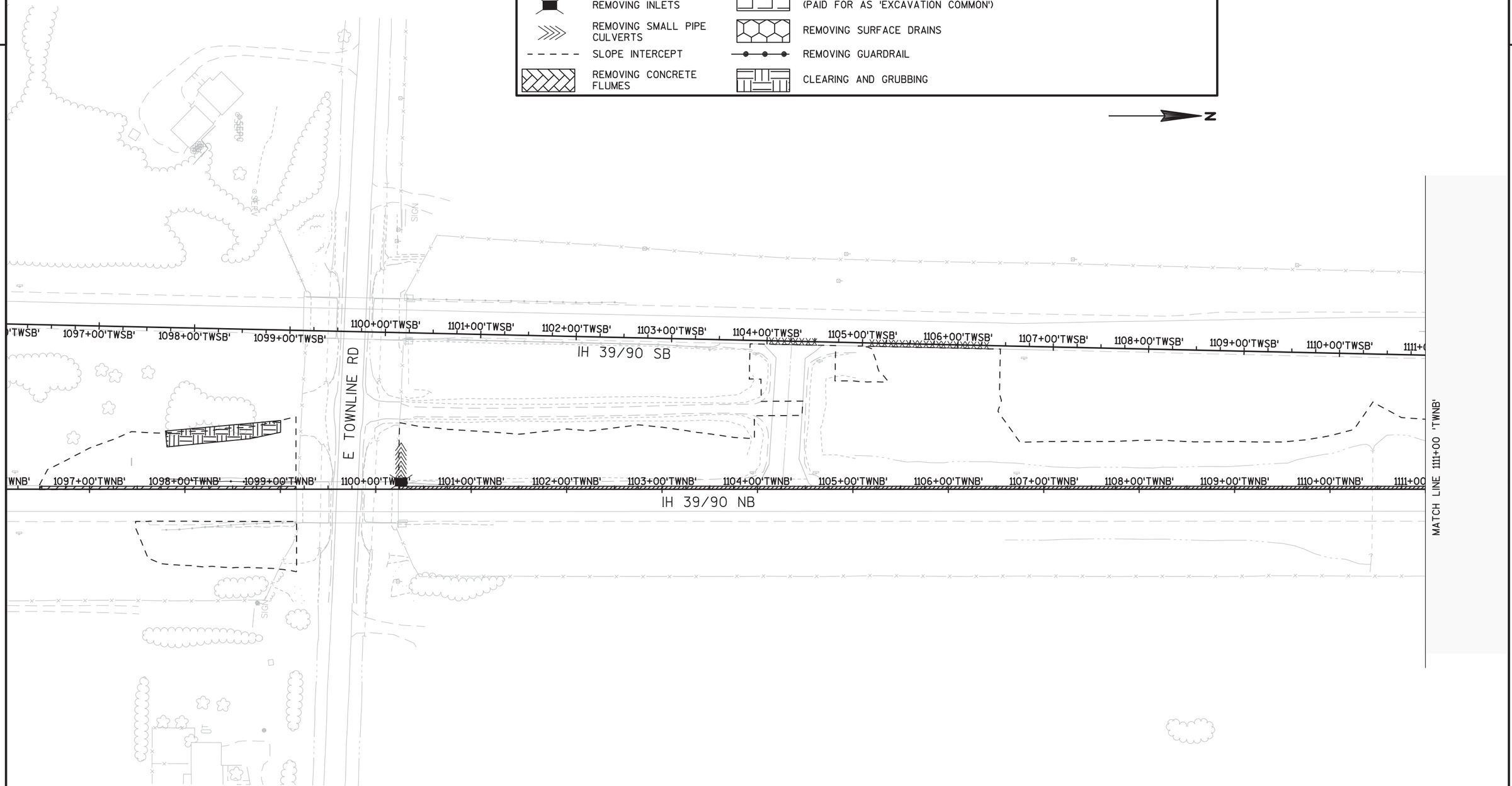
WISDOT/CADDS SHEET 44

2

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING INLETS
- REMOVING SMALL PIPE CULVERTS
- SLOPE INTERCEPT
- REMOVING CONCRETE FLUMES
- XXXXXXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- REMOVING SURFACE DRAINS
- REMOVING GUARDRAIL
- CLEARING AND GRUBBING
- REMOVING PAVEMENT

N



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 2	SHEET 36	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG
LAYOUT NAME - 1083+00.00 (3)

PLOT DATE : 10/9/2017 1:40 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

2

REST AREA #17

N

MATCH LINE 1111+00 'TWNB'

00'TWSB' 1112+00'TWSB' 1113+00'TWSB' 1114+00'TWSB' 1115+00'TWSB' 1116+00'TWSB' 1117+00'TWSB' 1118+00'TWSB' 1119+00'TWSB' 1120+00'TWSB' 1121+00'TWSB' 1122+00'TWSB' 1123+00'TWSB' 1124+00'TWSB' 1125+

IH 39/90 SB

'TWNB' 1112+00'TWNB' 1113+00'TWNB' 1114+00'TWNB' 1115+00'TWNB' 1116+00'TWNB' 1117+00'TWNB' 1118+00'TWNB' 1119+00'TWNB' 1120+00'TWNB' 1121+00'TWNB' 1122+00'TWNB' 1123+00'TWNB' 1124+00'TWNB' 1125+0

IH 39/90 NB

MATCH LINE 1125+00 'TWNB'

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING INLETS
- REMOVING SMALL PIPE CULVERTS
- SLOPE INTERCEPT
- REMOVING CONCRETE FLUMES
- XXXXXXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- REMOVING SURFACE DRAINS
- REMOVING GUARDRAIL
- CLEARING AND GRUBBING
- REMOVING PAVEMENT

REST AREA #17

N

MATCH LINE 1125+00 'TWNB'

00'TWSB' 1126+00'TWSB' 1127+00'TWSB' 1128+00'TWSB' 1129+00'TWSB' 1130+00'TWSB' 1131+00'TWSB' 1132+00'TWSB' 1133+00'TWSB' 1134+00'TWSB' 1135+00'TWSB' 1136+00'TWSB' 1137+00'TWSB' 1138+00'TWSB' 1139+

IH 39/90 SB

'TWNB' 1126+00'TWNB' 1127+00'TWNB' 1128+00'TWNB' 1129+00'TWNB' 1130+00'TWNB' 1131+00'TWNB' 1132+00'TWNB' 1133+00'TWNB' 1134+00'TWNB' 1135+00'TWNB' 1136+00'TWNB' 1137+00'TWNB' 1138+00'TWNB' 1139+00

IH 39/90 NB

MATCH LINE 1139+00 'TWNB'

SIGN

N

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 2	SHEET 37	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG
LAYOUT NAME - 1111+00.00 (4)
PLOT DATE : 10/9/2017 1:41 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

REST AREA #17

SIGN

SIGN

MATCH LINE 1139+00 'TWNB'

MATCH LINE 1153+00 'TWNB'

00'TWSB' 1140+00'TWSB' 1141+00'TWSB' 1142+00'TWSB' 1143+00'TWSB' 1144+00'TWSB' 1145+00'TWSB' 1146+00'TWSB' 1147+00'TWSB' 1148+00'TWSB' 1149+00'TWSB' 1150+00'TWSB' 1151+00'TWSB' 1152+00'TWSB' 1153+

IH 39/90 SB

'TWNB' 1140+00'TWNB' 1141+00'TWNB' 1142+00'TWNB' 1143+00'TWNB' 1144+00'TWNB' 1145+00'TWNB' 1146+00'TWNB' 1147+00'TWNB' 1148+00'TWNB' 1149+00'TWNB' 1150+00'TWNB' 1151+00'TWNB' 1152+00'TWNB' 1153+0

IH 39/90 NB

MANOGUE RD

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING INLETS
- REMOVING SMALL PIPE CULVERTS
- SLOPE INTERCEPT
- REMOVING CONCRETE FLUMES
- XXXXXXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- REMOVING SURFACE DRAINS
- REMOVING GUARDRAIL
- CLEARING AND GRUBBING
- REMOVING PAVEMENT

MATCH LINE 1153+00 'TWNB'

MATCH LINE 1167+00 'TWNB'

00'TWSB' 1154+00'TWSB' 1155+00'TWSB' 1156+00'TWSB' 1157+00'TWSB' 1158+00'TWSB' 1159+00'TWSB' 1160+00'TWSB' 1161+00'TWSB' 1162+00'TWSB' 1163+00'TWSB' 1164+00'TWSB' 1165+00'TWSB' 1166+00'TWSB' 1167+

IH 39/90 SB

'TWNB' 1154+00'TWNB' 1155+00'TWNB' 1156+00'TWNB' 1157+00'TWNB' 1158+00'TWNB' 1159+00'TWNB' 1160+00'TWNB' 1161+00'TWNB' 1162+00'TWNB' 1163+00'TWNB' 1164+00'TWNB' 1165+00'TWNB' 1166+00'TWNB' 1167+0

IH 39/90 NB

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 2	SHEET 38	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG
LAYOUT NAME - 1139+00.00 (5)

PLOT DATE : 10/9/2017 1:42 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCH LINE 1167+00 'TWNB'

MATCH LINE 1181+00 'TWNB'

00'TWSB' 1168+00'TWSB' 1169+00'TWSB' 1170+00'TWSB' 1171+00'TWSB' 1172+00'TWSB' 1173+00'TWSB' 1174+00'TWSB' 1175+00'TWSB' 1176+00'TWSB' 1177+00'TWSB' 1178+00'TWSB' 1179+00'TWSB' 1180+00'TWSB' 1181+0

IH 39/90 SB

0'TWNB' 1168+00'TWNB' 1169+00'TWNB' 1170+00'TWNB' 1171+00'TWNB' 1172+00'TWNB' 1173+00'TWNB' 1174+00'TWNB' 1175+00'TWNB' 1176+00'TWNB' 1177+00'TWNB' 1178+00'TWNB' 1179+00'TWNB' 1180+00'TWNB' 1181+0

IH 39/90 NB

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXX SAWING CONCRETE/ASPHALT
REMOVING INLETS	REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
REMOVING SMALL PIPE CULVERTS	REMOVING SURFACE DRAINS
SLOPE INTERCEPT	REMOVING GUARDRAIL
REMOVING CONCRETE FLUMES	CLEARING AND GRUBBING
REMOVING PAVEMENT	

MATCH LINE 1181+00 'TWNB'

MATCH LINE 1195+00 'TWNB'

00'TWSB' 1182+00'TWSB' 1183+00'TWSB' 1184+00'TWSB' 1185+00'TWSB' 1186+00'TWSB' 1187+00'TWSB' 1188+00'TWSB' 1189+00'TWSB' 1190+00'TWSB' 1191+00'TWSB' 1192+00'TWSB' 1193+00'TWSB' 1194+00'TWSB' 1195+0

IH 39/90 SB

'TWNB' 1182+00'TWNB' 1183+00'TWNB' 1184+00'TWNB' 1185+00'TWNB' 1186+00'TWNB' 1187+00'TWNB' 1188+00'TWNB' 1189+00'TWNB' 1190+00'TWNB' 1191+00'TWNB' 1192+00'TWNB' 1193+00'TWNB' 1194+00'TWNB' 1195+0

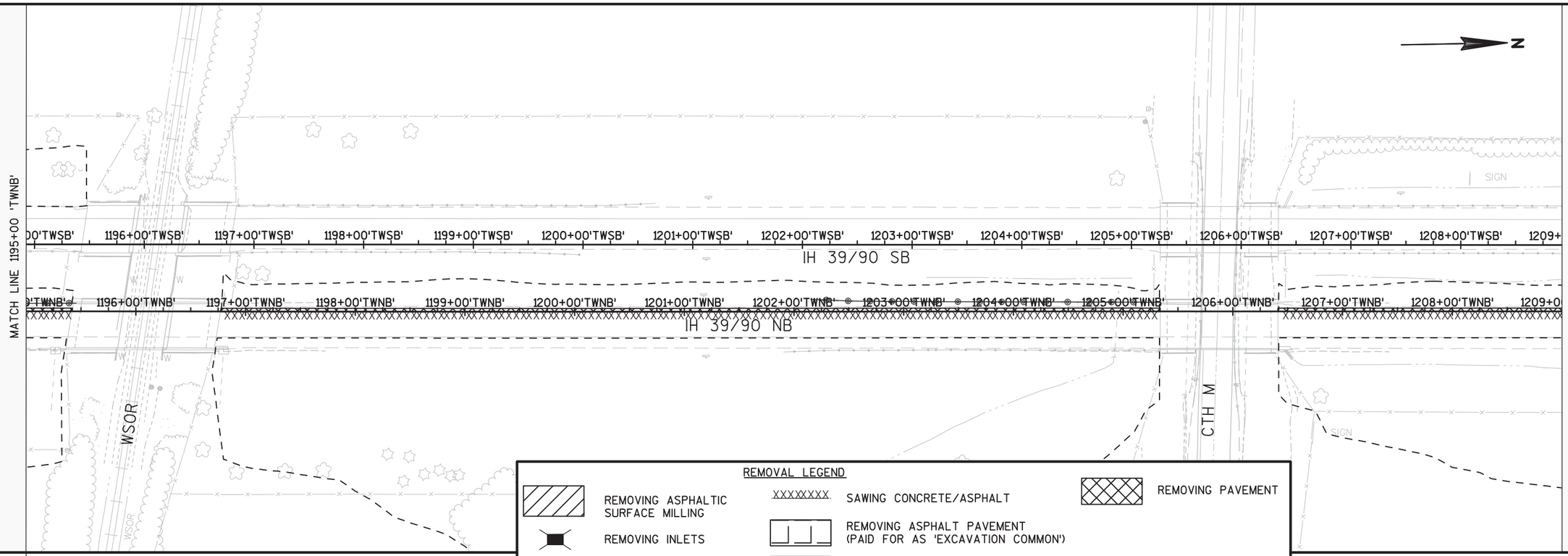
IH 39/90 NB

N

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 2	SHEET 39	E

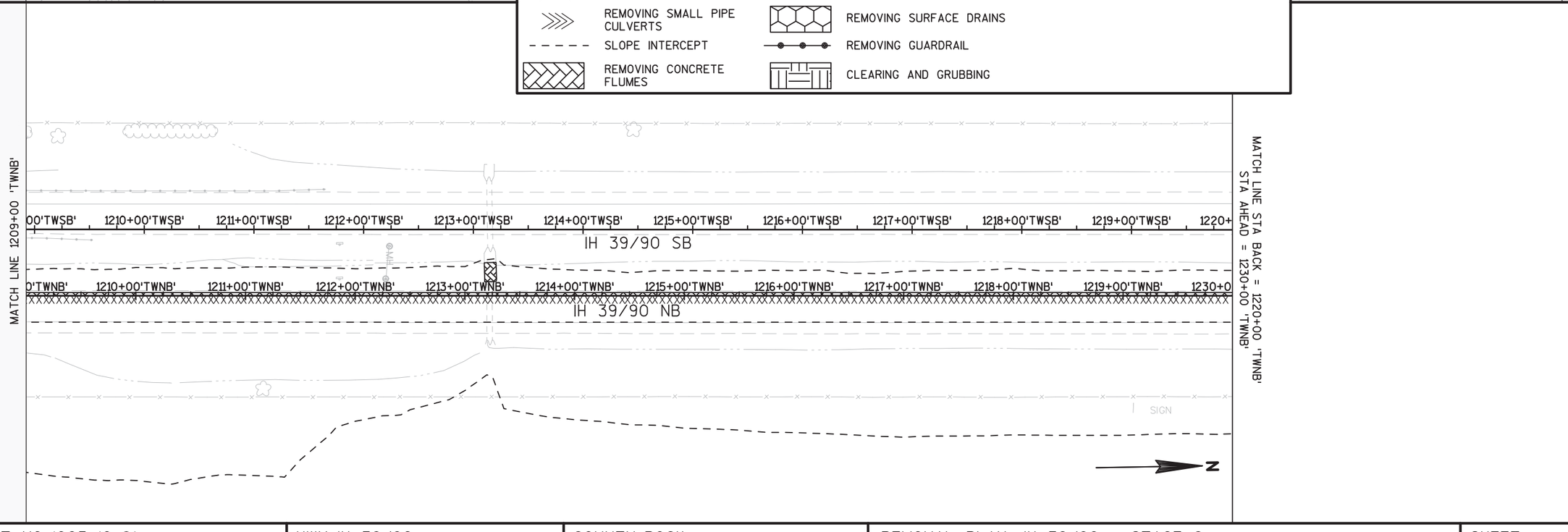
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG
LAYOUT NAME - 1167+00.00 (6)
PLOT DATE : 10/9/2017 1:43 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



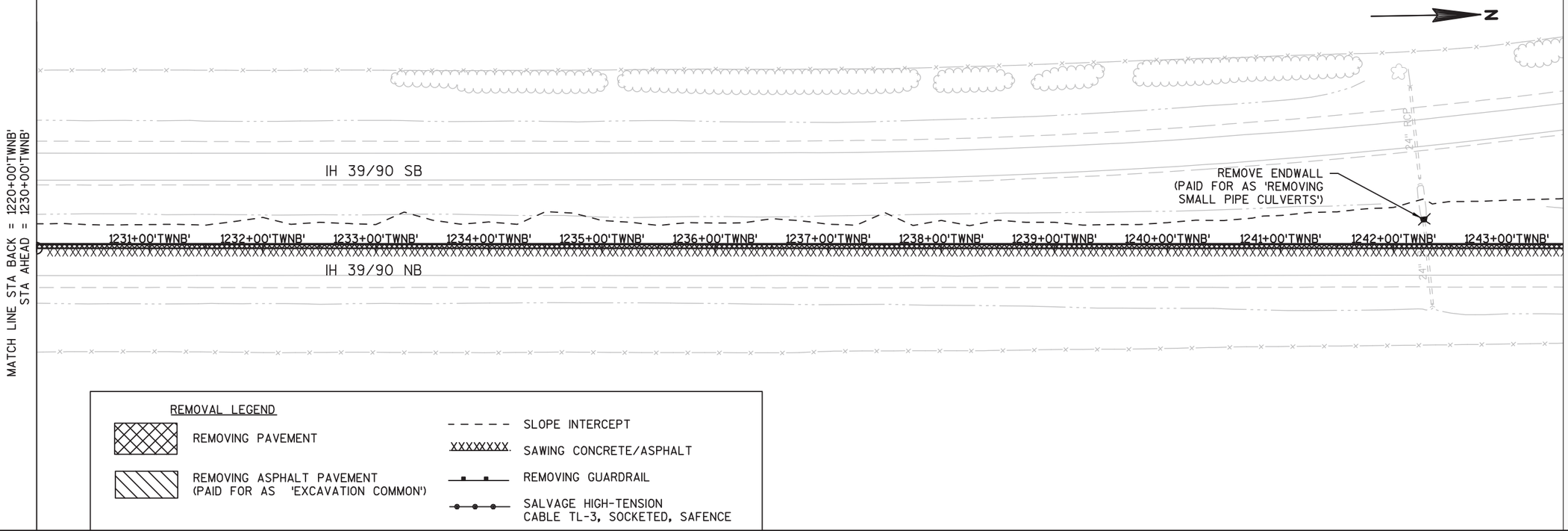
REMOVAL LEGEND

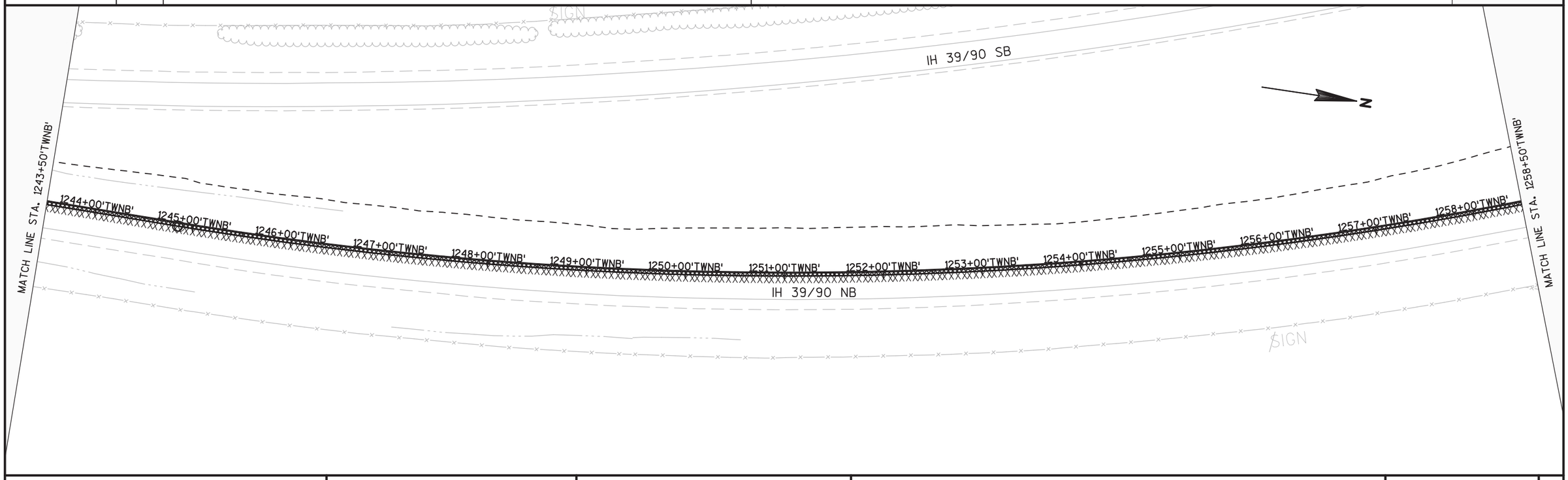
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING INLETS
- REMOVING SMALL PIPE CULVERTS
- SLOPE INTERCEPT
- REMOVING CONCRETE FLUMES
- XXXXXXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- REMOVING SURFACE DRAINS
- REMOVING GUARDRAIL
- CLEARING AND GRUBBING
- REMOVING PAVEMENT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 2	SHEET 40	E

2





PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 2	SHEET 41	E

2

2

IH 39/90 SB

REMOVE ENDWALL
(PAID FOR AS 'REMOVING
SMALL PIPE CULVERTS')

REMOVE ENDWALL
(PAID FOR AS 'REMOVING
SMALL PIPE CULVERTS')

MATCH LINE STA. 1258+50'TWNB'

1259+00'TWNB' 1260+00'TWNB' 1261+00'TWNB' 1262+00'TWNB' 1263+00'TWNB' 1264+00'TWNB' 1265+00'TWNB' 1266+00'TWNB' 1267+00'TWNB' 1268+00'TWNB' 1269+00'TWNB' 1270+00'TWNB' 1271+00'TWNB' 1272+00'TWNB' 1273+00'TWNB'

IH 39/90 NB

18" CMP

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING ASPHALT PAVEMENT
(PAID FOR AS 'EXCAVATION COMMON')

SLOPE INTERCEPT

XXXXXXXX SAWING CONCRETE/ASPHALT

REMOVING GUARDRAIL

SALVAGE HIGH-TENSION
CABLE TL-3, SOCKETED, SAFENCE

2.4'X2.7' CMP

IH 39/90 SB

MATCH LINE STA. 1273+50'TWNB'

1274+00'TWNB' 1275+00'TWNB' 1276+00'TWNB' 1277+00'TWNB' 1278+00'TWNB' 1279+00'TWNB' 1280+00'TWNB' 1281+00'TWNB' 1282+00'TWNB' 1283+00'TWNB' 1284+00'TWNB' 1285+00'TWNB' 1286+00'TWNB' 1287+00'TWNB' 1288+00'TWNB'

IH 39/90 NB

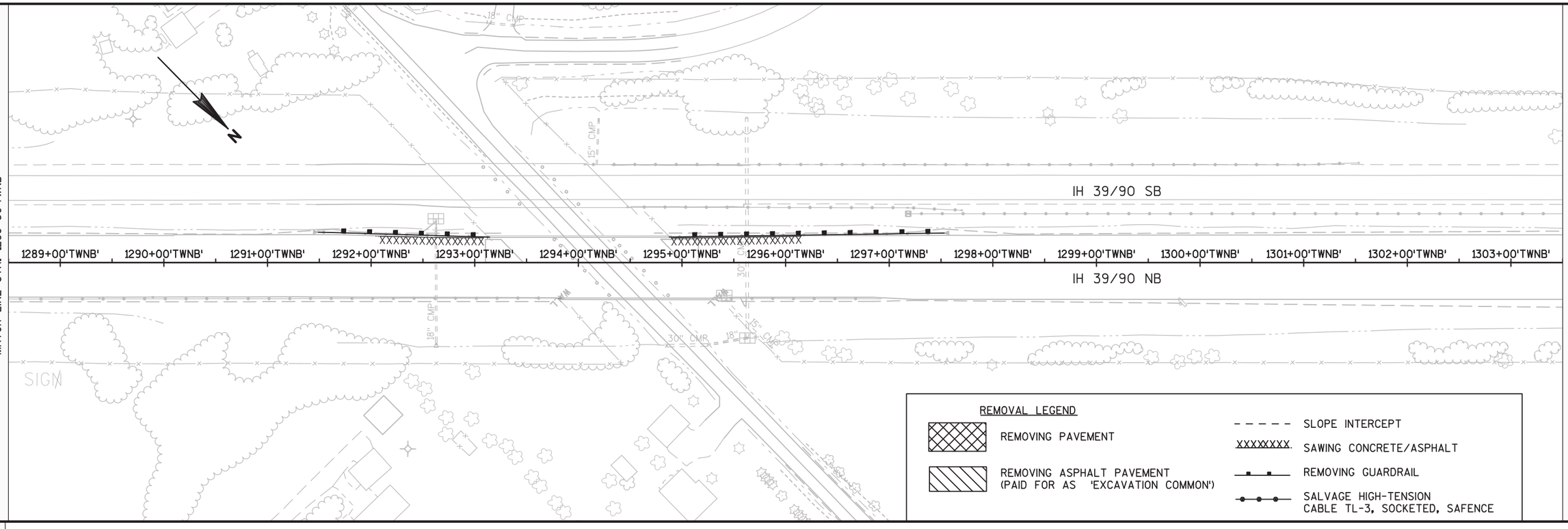
MATCH LINE STA. 1288+50'TWNB'

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 2	SHEET 42	E

2

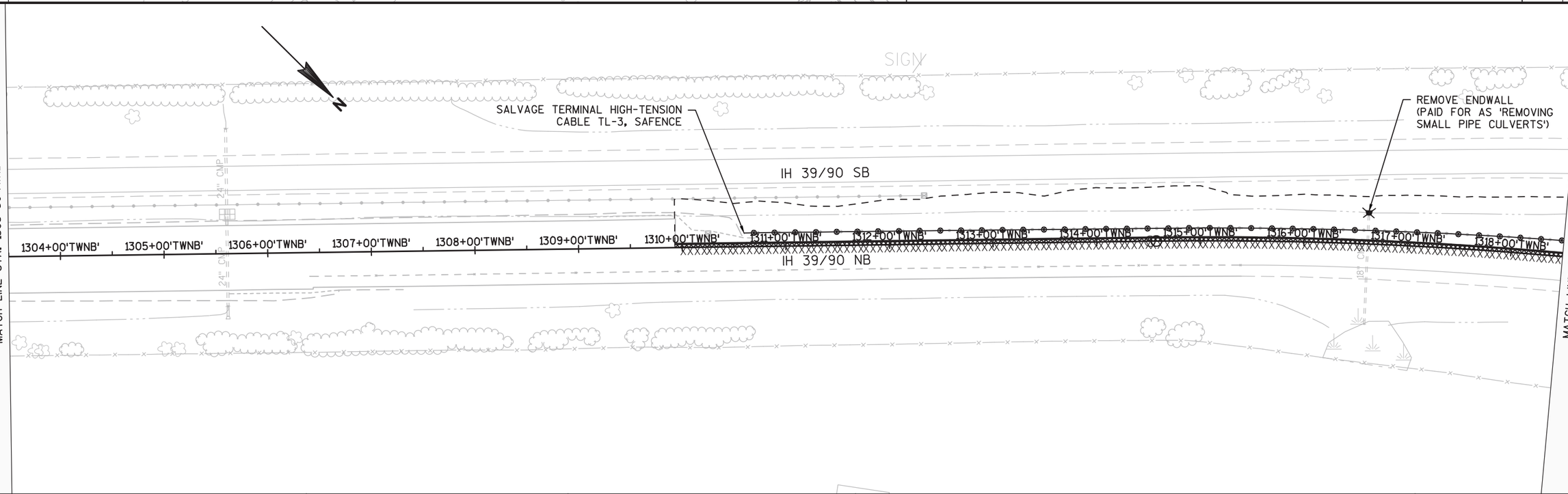
MATCH LINE STA. 1288+50'TWNB'

MATCH LINE STA. 1303+50'TWNB'



MATCH LINE STA. 1303+50'TWNB'

MATCH LINE STA. 1318+50'TWNB'



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 2	SHEET 43	E

2

2

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA. 1318+50'TWNB'

MATCH LINE STA. 1333+50'TWNB'

SALVAGE TERMINAL HIGH-TENSION CABLE TL-3, SAFENCE

PROVIDE 10:1 OR FLATTER SLOPE FROM EDGE OF REMAINING CROSSOVER FOR APPROACHING SB TRAFFIC

1319+00'TWNB' 1320+00'TWNB' 1321+00'TWNB' 1322+00'TWNB' 1323+00'TWNB' 1324+00'TWNB' 1325+00'TWNB' 1326+00'TWNB' 1327+00'TWNB' 1328+00'TWNB' 1329+00'TWNB' 1330+00'TWNB' 1331+00'TWNB' 1332+00'TWNB' 1333+00'TWNB'

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- SLOPE INTERCEPT
- XXXXXXXX SAWING CONCRETE/ASPHALT
- REMOVING GUARDRAIL
- SALVAGE HIGH-TENSION CABLE TL-3, SOCKETED, SAFENCE

EXISTING MEDIAN INLET TO REMAIN

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA. 1333+50'TWNB'

1334+00'TWNB' 1335+00'TWNB' 1336+00'TWNB' 1337+00'TWNB' 1338+00'TWNB' 1339+00'TWNB' 1340+00'TWNB' 1341+00'TWNB' 1342+00'TWNB' 1343+00'TWNB' 1344+00'TWNB' 1345+00'TWNB' 1346+00'TWNB' 1347+00'TWNB' 1348+00'TWNB' 1349

SIGN

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 2	SHEET 44	E

2

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXX SAWING CONCRETE/ASPHALT
REMOVING INLETS	REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
REMOVING SMALL PIPE CULVERTS	REMOVING SURFACE DRAINS
SLOPE INTERCEPT	REMOVING GUARDRAIL
REMOVING CONCRETE FLUMES	CLEARING AND GRUBBING

REST AREA #17

'TWSB' 1125+00'TWSB' 1126+00'TWSB' 1127+00'TWSB' 1128+00'TWSB' 1129+00'TWSB' 1130+00'TWSB' 1131+00'TWSB' 1132+00'TWSB' 1133+00'TWSB' 1134+00'TWSB' 1135+00'TWSB' 1136+00'TWSB' 1137+00'TWSB' 1138+00'TWSB' 1139+

IH 39/90 SB

WNB' 1125+00'TWNB' 1126+00'TWNB' 1127+00'TWNB' 1128+00'TWNB' 1129+00'TWNB' 1130+00'TWNB' 1131+00'TWNB' 1132+00'TWNB' 1133+00'TWNB' 1134+00'TWNB' 1135+00'TWNB' 1136+00'TWNB' 1137+00'TWNB' 1138+00'TWNB' 1139+0

IH 39/90 NB

SIGN

MATCH LINE 1139+00 'TWNB', 'TWSB'

N

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 3	SHEET 45	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG
LAYOUT NAME - 1111+00.00 (4)

PLOT DATE : 10/9/2017 1:46 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

2

REST AREA #17

N

SIGN

SIGN

MATCH LINE 1139+00 'TWNB'

MATCH LINE 1153+00 'TWNB'

00'TWSB' 1140+00'TWSB' 1141+00'TWSB' 1142+00'TWSB' 1143+00'TWSB' 1144+00'TWSB' 1145+00'TWSB' 1146+00'TWSB' 1147+00'TWSB' 1148+00'TWSB' 1149+00'TWSB' 1150+00'TWSB' 1151+00'TWSB' 1152+00'TWSB' 1153+

IH 39/90 SB

0'TWNB' 1140+00'TWNB' 1141+00'TWNB' 1142+00'TWNB' 1143+00'TWNB' 1144+00'TWNB' 1145+00'TWNB' 1146+00'TWNB' 1147+00'TWNB' 1148+00'TWNB' 1149+00'TWNB' 1150+00'TWNB' 1151+00'TWNB' 1152+00'TWNB' 1153+0

IH 39/90 NB

MANOGUE RD

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXX SAWING CONCRETE/ASPHALT
REMOVING INLETS	REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
REMOVING SMALL PIPE CULVERTS	REMOVING SURFACE DRAINS
SLOPE INTERCEPT	REMOVING GUARDRAIL
REMOVING CONCRETE FLUMES	CLEARING AND GRUBBING

MATCH LINE 1153+00 'TWNB'

MATCH LINE 1167+00 'TWNB'

00'TWSB' 1154+00'TWSB' 1155+00'TWSB' 1156+00'TWSB' 1157+00'TWSB' 1158+00'TWSB' 1159+00'TWSB' 1160+00'TWSB' 1161+00'TWSB' 1162+00'TWSB' 1163+00'TWSB' 1164+00'TWSB' 1165+00'TWSB' 1166+00'TWSB' 1167+

IH 39/90 SB

0'TWNB' 1154+00'TWNB' 1155+00'TWNB' 1156+00'TWNB' 1157+00'TWNB' 1158+00'TWNB' 1159+00'TWNB' 1160+00'TWNB' 1161+00'TWNB' 1162+00'TWNB' 1163+00'TWNB' 1164+00'TWNB' 1165+00'TWNB' 1166+00'TWNB' 1167+0

IH 39/90 NB

N

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 3	SHEET 46	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG
LAYOUT NAME - 1139+00.00 (5)
PLOT DATE : 10/9/2017 1:47 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 1167+00 'TWNB'

N

1168+00'TWSB' 1169+00'TWSB' 1170+00'TWSB' 1171+00'TWSB' 1172+00'TWSB' 1173+00'TWSB' 1174+00'TWSB' 1175+00'TWSB' 1176+00'TWSB' 1177+00'TWSB' 1178+00'TWSB' 1179+00'TWSB' 1180+00'TWSB'

IH 39/90 SB

1168+00'TWNB' 1169+00'TWNB' 1170+00'TWNB' 1171+00'TWNB' 1172+00'TWNB' 1173+00'TWNB' 1174+00'TWNB' 1175+00'TWNB' 1176+00'TWNB' 1177+00'TWNB' 1178+00'TWNB' 1179+00'TWNB' 1180+00'TWNB'

IH 39/90 NB

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING INLETS
- REMOVING SMALL PIPE CULVERTS
- SLOPE INTERCEPT
- REMOVING CONCRETE FLUMES
- XXXXXXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- REMOVING SURFACE DRAINS
- REMOVING GUARDRAIL
- CLEARING AND GRUBBING

ABANDONING SEWER (TWIN 48" CMP)

MATCH LINE 1181+00 'TWNB'

1182+00'TWSB' 1183+00'TWSB' 1184+00'TWSB' 1185+00'TWSB' 1186+00'TWSB' 1187+00'TWSB' 1188+00'TWSB' 1189+00'TWSB' 1190+00'TWSB' 1191+00'TWSB' 1192+00'TWSB' 1193+00'TWSB' 1194+00'TWSB'

IH 39/90 SB

1182+00'TWNB' 1183+00'TWNB' 1184+00'TWNB' 1185+00'TWNB' 1186+00'TWNB' 1187+00'TWNB' 1188+00'TWNB' 1189+00'TWNB' 1190+00'TWNB' 1191+00'TWNB' 1192+00'TWNB' 1193+00'TWNB' 1194+00'TWNB'

IH 39/90 NB

MATCH LINE 1195+00 'TWNB'

N

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 3	SHEET 47	E

2

2

MATCH LINE 1195+00 'TWNB'

MATCH LINE 1209+00 'TWNB'

N

SIGN

1196+00'TWSB' 1197+00'TWSB' 1198+00'TWSB' 1199+00'TWSB' 1200+00'TWSB' 1201+00'TWSB' 1202+00'TWSB' 1203+00'TWSB' 1204+00'TWSB' 1205+00'TWSB' 1206+00'TWSB' 1207+00'TWSB' 1208+00'TWSB'

IH 39/90 SB

1196+00'TWNB' 1197+00'TWNB' 1198+00'TWNB' 1199+00'TWNB' 1200+00'TWNB' 1201+00'TWNB' 1202+00'TWNB' 1203+00'TWNB' 1204+00'TWNB' 1205+00'TWNB' 1206+00'TWNB' 1207+00'TWNB' 1208+00'TWNB'

IH 39/90 NB

WSOR

CTH M

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING INLETS
- REMOVING SMALL PIPE CULVERTS
- SLOPE INTERCEPT
- REMOVING CONCRETE FLUMES
- XXXXXXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- REMOVING SURFACE DRAINS
- REMOVING GUARDRAIL
- CLEARING AND GRUBBING

MATCH LINE 1209+00 'TWNB'

MATCH LINE STA BACK = 1220+00 'TWNB'
STA AHEAD = 1230+00 'TWNB'

1210+00'TWSB' 1211+00'TWSB' 1212+00'TWSB' 1213+00'TWSB' 1214+00'TWSB' 1215+00'TWSB' 1216+00'TWSB' 1217+00'TWSB' 1218+00'TWSB' 1219+00'TWSB' 1220+

IH 39/90 SB

1210+00'TWNB' 1211+00'TWNB' 1212+00'TWNB' 1213+00'TWNB' 1214+00'TWNB' 1215+00'TWNB' 1216+00'TWNB' 1217+00'TWNB' 1218+00'TWNB' 1219+00'TWNB' 1230+0

IH 39/90 NB

SIGN

N

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 3	SHEET 48	E

2

MATCH LINE STA BACK = 1220+00'TWNB'
STA AHEAD = 1230+00'TWNB'

IH 39/90 SB

1231+00'TWNB' 1232+00'TWNB' 1233+00'TWNB' 1234+00'TWNB' 1235+00'TWNB' 1236+00'TWNB' 1237+00'TWNB' 1238+00'TWNB' 1239+00'TWNB' 1240+00'TWNB' 1241+00'TWNB' 1242+00'TWNB' 1243+00'TWNB'

IH 39/90 NB

24" RCP

24" RCP

MATCH LINE STA. 1243+50'TWNB'

REMOVE ENDWALL
(PAID FOR AS 'REMOVING SMALL PIPE CULVERTS')

REMOVAL LEGEND

- REMOVING PAVEMENT
- CLEARING AND GRUBBING
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- SLOPE INTERCEPT
- XXXXXXXX SAWING CONCRETE/ASPHALT
- REMOVING FENCE

IH 39/90 SB

MATCH LINE STA. 1243+50'TWNB'

1244+00'TWNB' 1245+00'TWNB' 1246+00'TWNB' 1247+00'TWNB' 1248+00'TWNB' 1249+00'TWNB' 1250+00'TWNB' 1251+00'TWNB' 1252+00'TWNB' 1253+00'TWNB' 1254+00'TWNB' 1255+00'TWNB' 1256+00'TWNB' 1257+00'TWNB' 1258+00'TWNB'

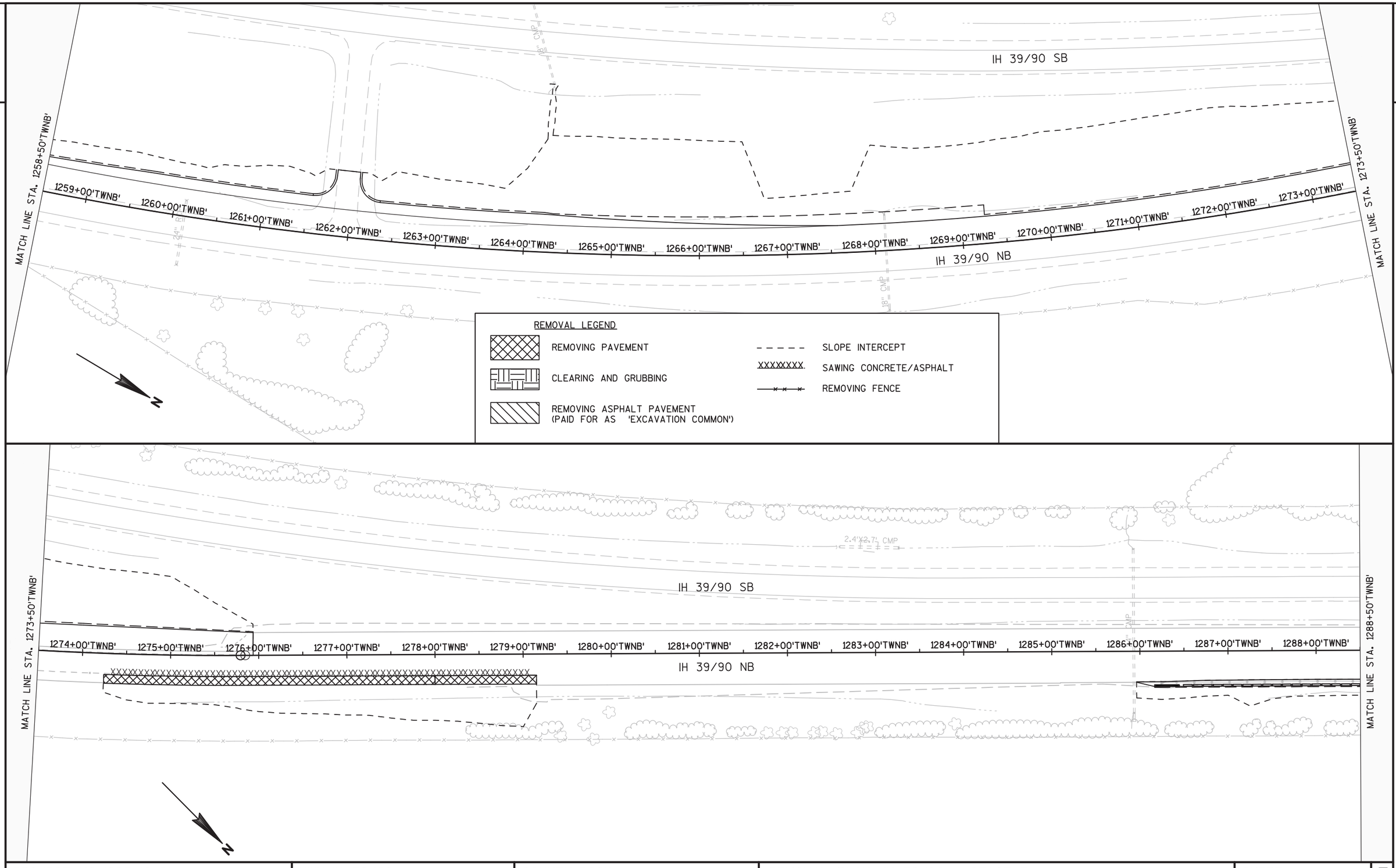
IH 39/90 NB

SIGN

MATCH LINE STA. 1258+50'TWNB'

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 3	SHEET 49	E

2



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 3	SHEET 50	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\DETAILS\021002_RM3.DWG
LAYOUT NAME - 021002_RM3 - 02
PLOT DATE : 10/13/2017 11:16 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCH LINE STA. 1288+50'TWNB'

MATCH LINE STA. 1303+50'TWNB'

IH 39/90 SB

IH 39/90 NB

1289+00'TWNB' 1290+00'TWNB' 1291+00'TWNB' 1292+00'TWNB' 1293+00'TWNB' 1294+00'TWNB' 1295+00'TWNB' 1296+00'TWNB' 1297+00'TWNB' 1298+00'TWNB' 1299+00'TWNB' 1300+00'TWNB' 1301+00'TWNB' 1302+00'TWNB' 1303+00'TWNB'

18" CMP

15" CMP

30" CMP

SIGN

REMOVAL LEGEND

- REMOVING PAVEMENT
- CLEARING AND GRUBBING
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- SLOPE INTERCEPT
- XXXXXXXX SAWING CONCRETE/ASPHALT
- REMOVING FENCE

MATCH LINE STA. 1303+50'TWNB'

MATCH LINE STA. 1318+50'TWNB'

IH 39/90 SB

IH 39/90 NB

1304+00'TWNB' 1305+00'TWNB' 1306+00'TWNB' 1307+00'TWNB' 1308+00'TWNB' 1309+00'TWNB' 1310+00'TWNB' 1311+00'TWNB' 1312+00'TWNB' 1313+00'TWNB' 1314+00'TWNB' 1315+00'TWNB' 1316+00'TWNB' 1317+00'TWNB' 1318+00'TWNB'

24" CMP

30" CMP

SIGN

REMOVE ENDWALL (PAID FOR AS 'REMOVING SMALL PIPE CULVERTS')

REMOVE 7 LF OF EXISTING CULVERT PIPE AND REMOVE ENDWALL (PAID FOR AS 'REMOVING SMALL PIPE CULVERTS')

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 3	SHEET 51	E

2

MATCH LINE STA. 1318+50'TWNB'

1319+00'TWNB' 1320+00'TWNB' 1321+00'TWNB' 1322+00'TWNB' 1323+00'TWNB' 1324+00'TWNB' 1325+00'TWNB' 1326+00'TWNB' 1327+00'TWNB' 1328+00'TWNB' 1329+00'TWNB' 1330+00'TWNB' 1331+00'TWNB' 1332+00'TWNB' 1333+00'TWNB'

MATCH LINE STA. 1333+50'TWNB'

REMOVAL LEGEND

- REMOVING PAVEMENT
- CLEARING AND GRUBBING
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- SLOPE INTERCEPT
- XXXXXXXX SAWING CONCRETE/ASPHALT
- REMOVING FENCE

MATCH LINE STA. 1333+50'TWNB'

IH 39/90 SB

1334+00'TWNB' 1335+00'TWNB' 1336+00'TWNB' 1337+00'TWNB' 1338+00'TWNB' 1339+00'TWNB' 1340+00'TWNB' 1341+00'TWNB' 1342+00'TWNB' 1343+00'TWNB' 1344+00'TWNB' 1345+00'TWNB' 1346+00'TWNB' 1347+00'TWNB' 1348+00'TWNB' 1349

IH 39/90 NB

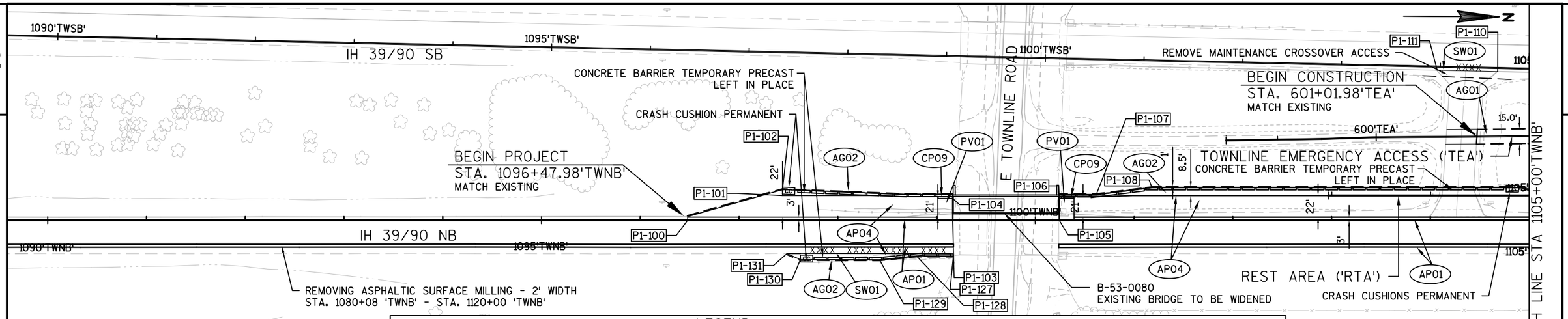
SIGN

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 - STAGE 3	SHEET 52	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\DETAILS\021002_RM3.DWG
LAYOUT NAME - 021002_RM3 - 04

PLOT DATE : 10/13/2017 11:17 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

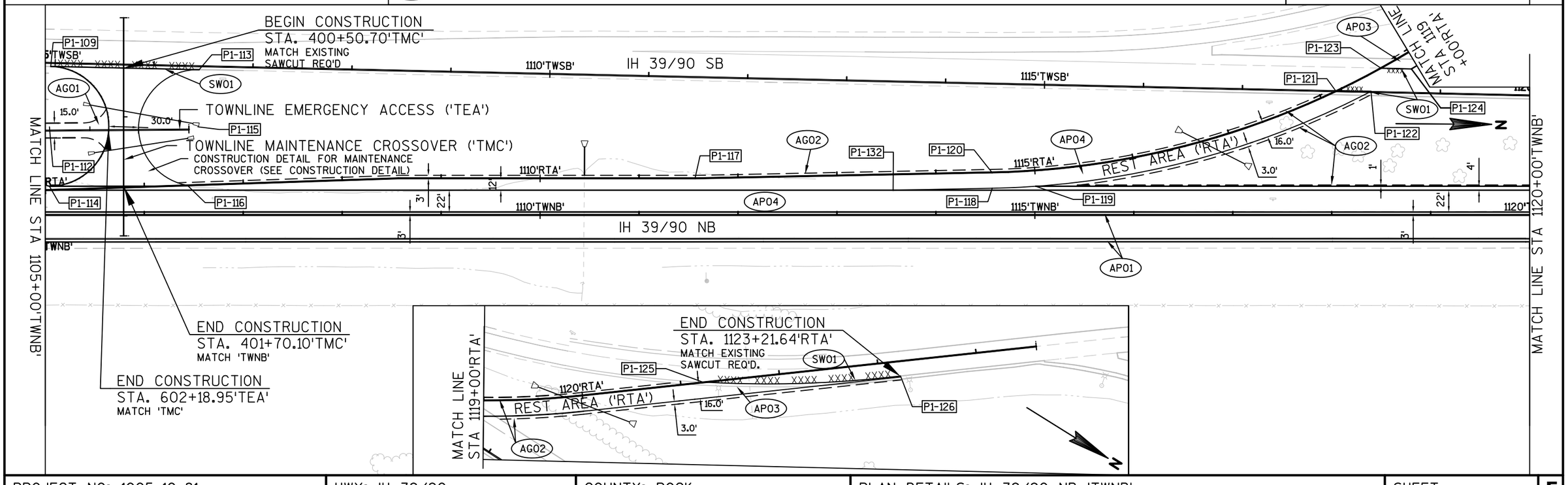
WISDOT/CADDS SHEET 44



NOTE:
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.

LEGEND

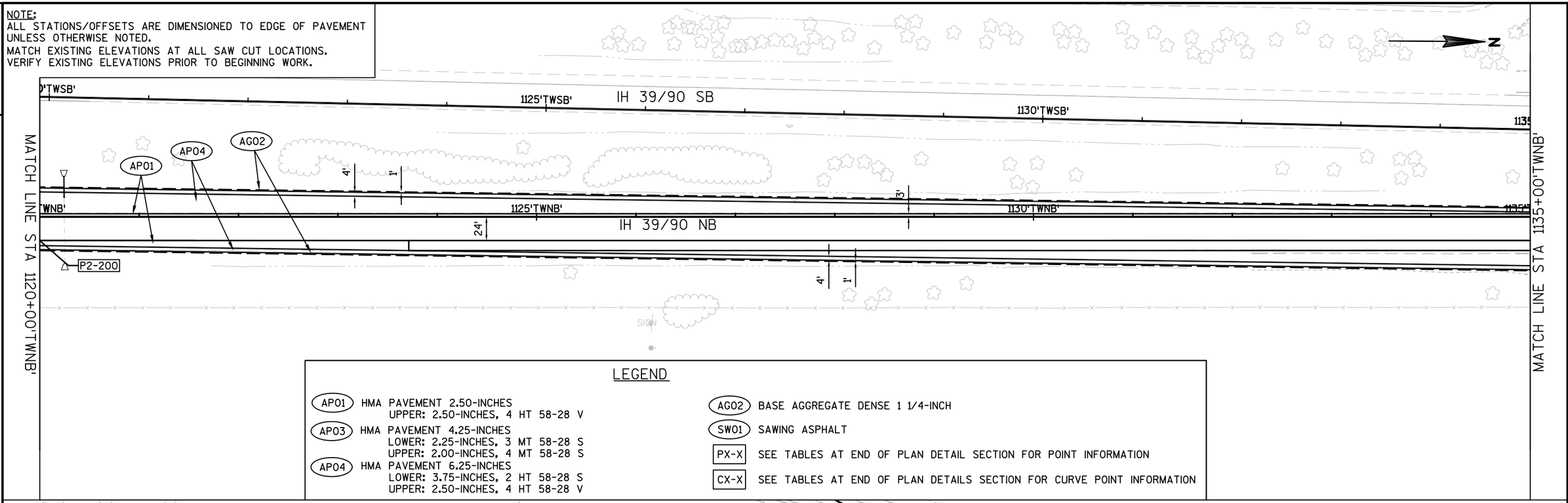
- (AP01) HMA PAVEMENT 2.50-INCHES
  UPPER: 2.50-INCHES, 4 HT 58-28 V
- (AP03) HMA PAVEMENT 4.25-INCHES
  LOWER: 2.25-INCHES, 3 MT 58-28 S
  UPPER: 2.00-INCHES, 4 MT 58-28 S
- (AP04) HMA PAVEMENT 6.25-INCHES
  LOWER: 3.75-INCHES, 2 HT 58-28 S
  UPPER: 2.50-INCHES, 4 HT 58-28 V
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AG02) BASE AGGREGATE DENSE 1 1/4-INCH
- (CP09) CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- (PV01) CONCRETE PAVEMENT APPROACH SLAB
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE
- [PX-X] SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
- [CX-X] SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: IH 39/90 NB 'TWNB'	SHEET 53	E

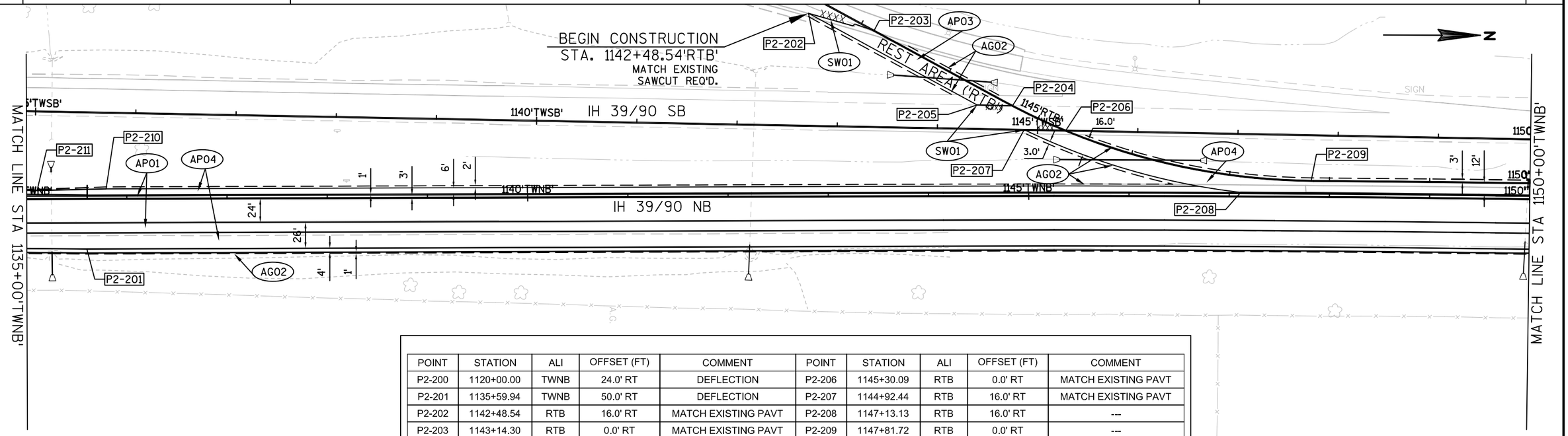
POINT	STATION	ALI	OFFSET (FT)	COMMENT	POINT	STATION	ALI	OFFSET (FT)	COMMENT
P1-100	1096+47.98	TWNB	0.0' RT	MATCH EXISTING PAVT	P1-117	1111+56.57	RTA	0.0' RT	DEFLECTION
P1-101	1097+44.04	TWNB	25.0' LT	---	P1-118	1114+56.63	RTA	16.0' RT	---
P1-102	1097+44.04	TWNB	31.0' LT	---	P1-119	1114+99.82	RTA	16.0' RT	---
P1-103	1099+16.37	TWNB	0.0' RT	MATCH EXISTING BRIDGE	P1-120	1114+56.63	RTA	0.0' RT	---
P1-104	1099+16.37	TWNB	22.2' LT	MATCH BRIDGE	P1-121	1118+16.49	RTA	0.0' RT	MATCH EXISTING PAVT
P1-105	1100+24.20	TWNB	0.0' RT	MATCH EXISTING BRIDGE	P1-122	1118+47.78	RTA	16.0' RT	MATCH EXISTING PAVT
P1-106	1100+24.20	TWNB	24.2' LT	MATCH BRIDGE	P1-123	1118+67.52	RTA	0.0' RT	MATCH EXISTING PAVT
P1-107	1100+61.64	TWNB	25.9' LT	DEFLECTION	P1-124	1118+93.66	RTA	16.0' RT	MATCH EXISTING PAVT
P1-108	1101+18.18	TWNB	33.0' LT	DEFLECTION	P1-125	1121+23.09	RTA	0.0' RT	MATCH EXISTING PAVT
P1-109	1104+95.60	TWSB	3.5' RT	MATCH EXISTING PAVT (PT)	P1-126	1123+21.64	RTA	15.0' RT	MATCH EXISTING PAVT
P1-110	1104+58.17	TWSB	3.5' RT	MATCH EXISTING PAVT	P1-127	1099+17.01	TWNB	36.3' RT	MATCH EXISTING PAVT
P1-111	1103+97.00	TWSB	3.7' RT	MATCH EXISTING PAVT	P1-128	1098+79.56	TWNB	36.1' RT	DEFLECTION
P1-112	401+10.10	TMC	75.0' RT	60-FT RADIUS	P1-129	1098+42.27	TWNB	40.0' RT	DEFLECTION
P1-113	1106+45.64	TWSB	3.5' RT	MATCH EXISTING PAVT (PT)	P1-130	1097+62.14	TWNB	39.8' RT	DEFLECTION
P1-114	1105+04.15	RTA	3.7' LT	PC	P1-131	1097+48.41	TWNB	33.8' RT	MATCH EXISTING PAVT
P1-115	1106+56.07	RTA	58.7' LT	60-FT RADIUS	P1-132	1113+56.73	TWNB	25.0' LT	---
P1-116	1106+43.70	RTA	0.0' RT	PC					

NOTE:
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.



LEGEND

AP01	HMA PAVEMENT 2.50-INCHES UPPER: 2.50-INCHES, 4 HT 58-28 V
AP03	HMA PAVEMENT 4.25-INCHES LOWER: 2.25-INCHES, 3 MT 58-28 S UPPER: 2.00-INCHES, 4 MT 58-28 S
AP04	HMA PAVEMENT 6.25-INCHES LOWER: 3.75-INCHES, 2 HT 58-28 S UPPER: 2.50-INCHES, 4 HT 58-28 V
AG02	BASE AGGREGATE DENSE 1 1/4-INCH
SW01	SAWING ASPHALT
PX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION

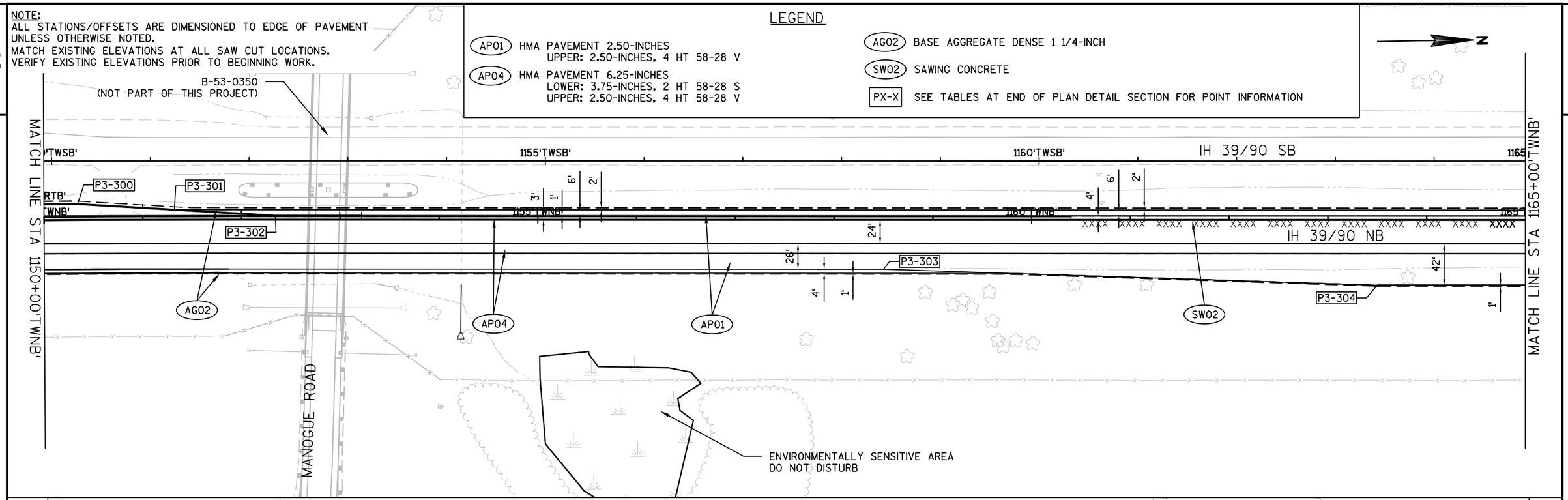


POINT	STATION	ALI	OFFSET (FT)	COMMENT	POINT	STATION	ALI	OFFSET (FT)	COMMENT
P2-200	1120+00.00	TWNB	24.0' RT	DEFLECTION	P2-206	1145+30.09	RTB	0.0' RT	MATCH EXISTING PAVT
P2-201	1135+59.94	TWNB	50.0' RT	DEFLECTION	P2-207	1144+92.44	RTB	16.0' RT	MATCH EXISTING PAVT
P2-202	1142+48.54	RTB	16.0' RT	MATCH EXISTING PAVT	P2-208	1147+13.13	RTB	16.0' RT	---
P2-203	1143+14.30	RTB	0.0' RT	MATCH EXISTING PAVT	P2-209	1147+81.72	RTB	0.0' RT	---
P2-204	1144+71.53	RTB	0.0' RT	MATCH EXISTING PAVT	P2-210	1135+79.31	TWNB	10.0' LT	DEFLECTION
P2-205	1144+40.20	RTB	16.0' RT	MATCH EXISTING PAVT	P2-211	1135+10.49	TWNB	8.7' LT	DEFLECTION

NOTE:
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.

LEGEND

- (AP01) HMA PAVEMENT 2.50-INCHES
  UPPER: 2.50-INCHES, 4 HT 58-28 V
- (AP04) HMA PAVEMENT 6.25-INCHES
  LOWER: 3.75-INCHES, 2 HT 58-28 S
  UPPER: 2.50-INCHES, 4 HT 58-28 V
- (AG02) BASE AGGREGATE DENSE 1 1/4-INCH
- (SW02) SAWING CONCRETE
- [PX-X] SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION



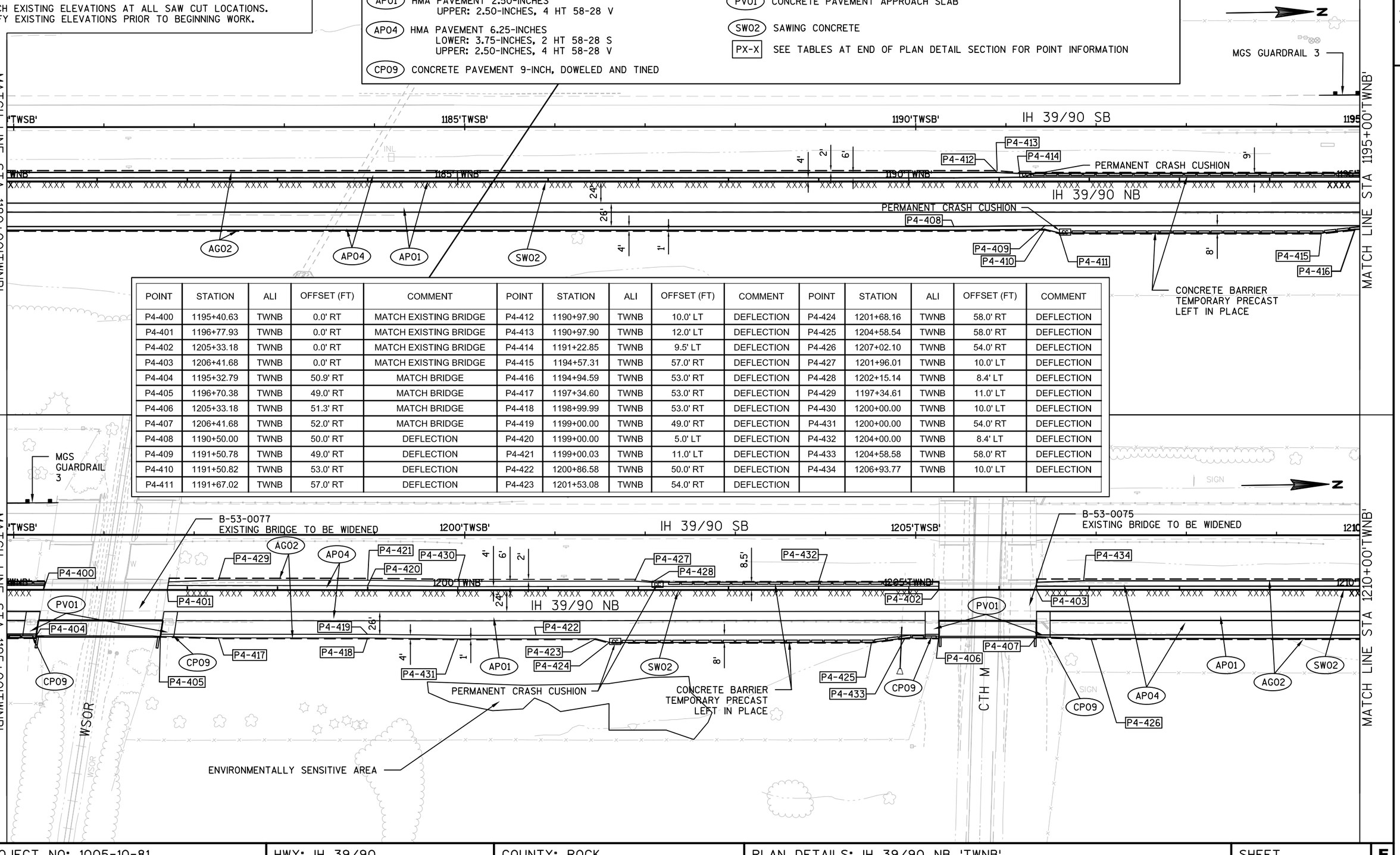
POINT	STATION	ALI	OFFSET (FT)	COMMENT
P3-300	1150+34.15	TWNB	16.0' LT	DEFLECTION
P3-301	1151+31.98	TWNB	10.0' LT	DEFLECTION
P3-302	1152+34.15	TWNB	4.0' LT	DEFLECTION
P3-303	1158+50.00	TWNB	50.0' RT	DEFLECTION
P3-304	1163+50.00	TWNB	66.0' RT	DEFLECTION
P3-305	1168+00.00	TWNB	66.0' RT	DEFLECTION
P3-306	1175+00.00	TWNB	50.0' RT	DEFLECTION

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: IH 39/90 NB 'TWNB'	SHEET 56	E

NOTE:
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.

LEGEND

- (AP01) HMA PAVEMENT 2.50-INCHES
  UPPER: 2.50-INCHES, 4 HT 58-28 V
- (AP04) HMA PAVEMENT 6.25-INCHES
  LOWER: 3.75-INCHES, 2 HT 58-28 S
  UPPER: 2.50-INCHES, 4 HT 58-28 V
- (CP09) CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- (AG02) BASE AGGREGATE DENSE 1 1/4-INCH
- (PV01) CONCRETE PAVEMENT APPROACH SLAB
- (SW02) SAWING CONCRETE
- [PX-X] SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION



POINT	STATION	ALI	OFFSET (FT)	COMMENT	POINT	STATION	ALI	OFFSET (FT)	COMMENT	POINT	STATION	ALI	OFFSET (FT)	COMMENT
P4-400	1195+40.63	TWNB	0.0' RT	MATCH EXISTING BRIDGE	P4-412	1190+97.90	TWNB	10.0' LT	DEFLECTION	P4-424	1201+68.16	TWNB	58.0' RT	DEFLECTION
P4-401	1196+77.93	TWNB	0.0' RT	MATCH EXISTING BRIDGE	P4-413	1190+97.90	TWNB	12.0' LT	DEFLECTION	P4-425	1204+58.54	TWNB	58.0' RT	DEFLECTION
P4-402	1205+33.18	TWNB	0.0' RT	MATCH EXISTING BRIDGE	P4-414	1191+22.85	TWNB	9.5' LT	DEFLECTION	P4-426	1207+02.10	TWNB	54.0' RT	DEFLECTION
P4-403	1206+41.68	TWNB	0.0' RT	MATCH EXISTING BRIDGE	P4-415	1194+57.31	TWNB	57.0' RT	DEFLECTION	P4-427	1201+96.01	TWNB	10.0' LT	DEFLECTION
P4-404	1195+32.79	TWNB	50.9' RT	MATCH BRIDGE	P4-416	1194+94.59	TWNB	53.0' RT	DEFLECTION	P4-428	1202+15.14	TWNB	8.4' LT	DEFLECTION
P4-405	1196+70.38	TWNB	49.0' RT	MATCH BRIDGE	P4-417	1197+34.60	TWNB	53.0' RT	DEFLECTION	P4-429	1197+34.61	TWNB	11.0' LT	DEFLECTION
P4-406	1205+33.18	TWNB	51.3' RT	MATCH BRIDGE	P4-418	1198+99.99	TWNB	53.0' RT	DEFLECTION	P4-430	1200+00.00	TWNB	10.0' LT	DEFLECTION
P4-407	1206+41.68	TWNB	52.0' RT	MATCH BRIDGE	P4-419	1199+00.00	TWNB	49.0' RT	DEFLECTION	P4-431	1200+00.00	TWNB	54.0' RT	DEFLECTION
P4-408	1190+50.00	TWNB	50.0' RT	DEFLECTION	P4-420	1199+00.00	TWNB	5.0' LT	DEFLECTION	P4-432	1204+00.00	TWNB	8.4' LT	DEFLECTION
P4-409	1191+50.78	TWNB	49.0' RT	DEFLECTION	P4-421	1199+00.03	TWNB	11.0' LT	DEFLECTION	P4-433	1204+58.58	TWNB	58.0' RT	DEFLECTION
P4-410	1191+50.82	TWNB	53.0' RT	DEFLECTION	P4-422	1200+86.58	TWNB	50.0' RT	DEFLECTION	P4-434	1206+93.77	TWNB	10.0' LT	DEFLECTION
P4-411	1191+67.02	TWNB	57.0' RT	DEFLECTION	P4-423	1201+53.08	TWNB	54.0' RT	DEFLECTION					

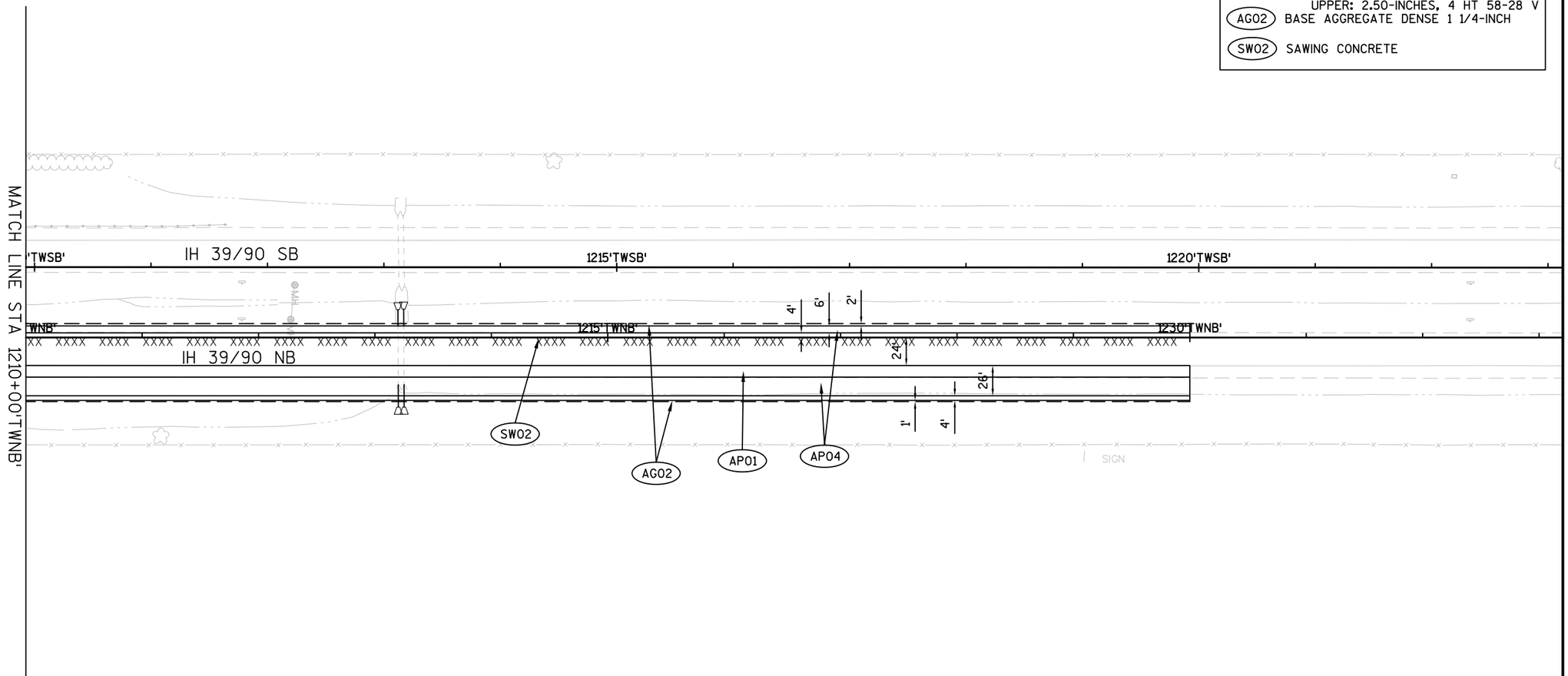
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: IH 39/90 NB 'TWNB'	SHEET 57 E

NOTE:
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.

N

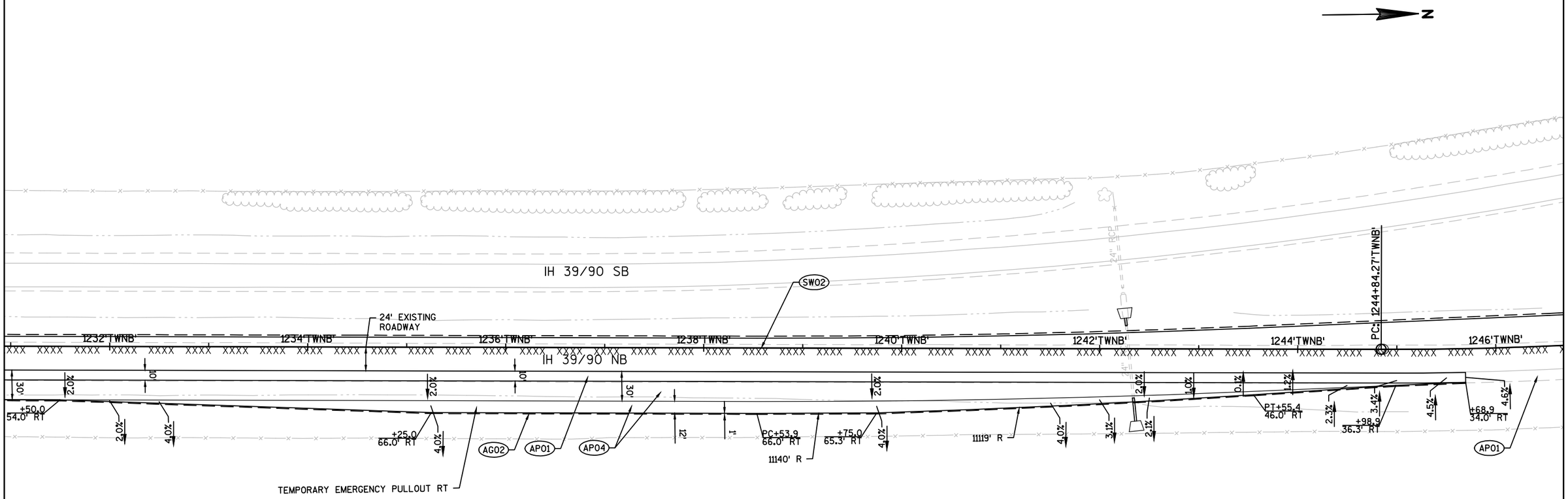
LEGEND

APO1	HMA PAVEMENT 2.50-INCHES UPPER: 2.50-INCHES, 4 HT 58-28 V
APO4	HMA PAVEMENT 6.25-INCHES LOWER: 3.75-INCHES, 2 HT 58-28 S UPPER: 2.50-INCHES, 4 HT 58-28 V
AGO2	BASE AGGREGATE DENSE 1 1/4-INCH
SWO2	SAWING CONCRETE



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: IH 39/90 NB 'TWNB'	SHEET 58	E

2

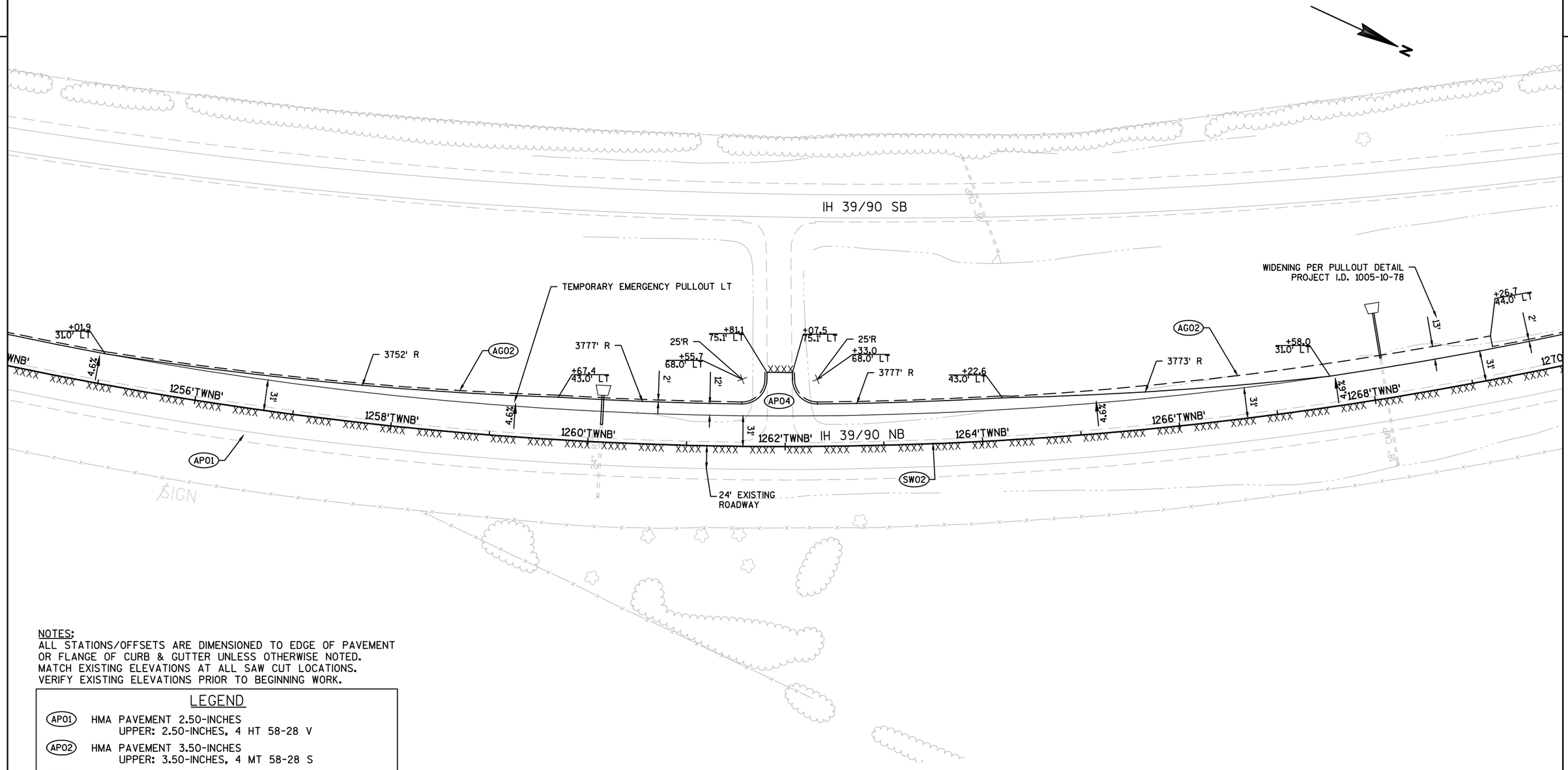


NOTES:
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.

LEGEND

AP01	HMA PAVEMENT 2.50-INCHES UPPER: 2.50-INCHES, 4 HT 58-28 V
AP02	HMA PAVEMENT 3.50-INCHES UPPER: 3.50-INCHES, 4 MT 58-28 S
AP04	HMA PAVEMENT 6.25-INCHES LOWER: 3.75-INCHES, 2 HT 58-28 S UPPER: 2.50-INCHES, 4 HT 58-28 V
AG02	BASE AGGREGATE DENSE 1 1/4-INCH
SW01	SAWING ASPHALT
SW02	SAWING CONCRETE

2



NOTES:
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.

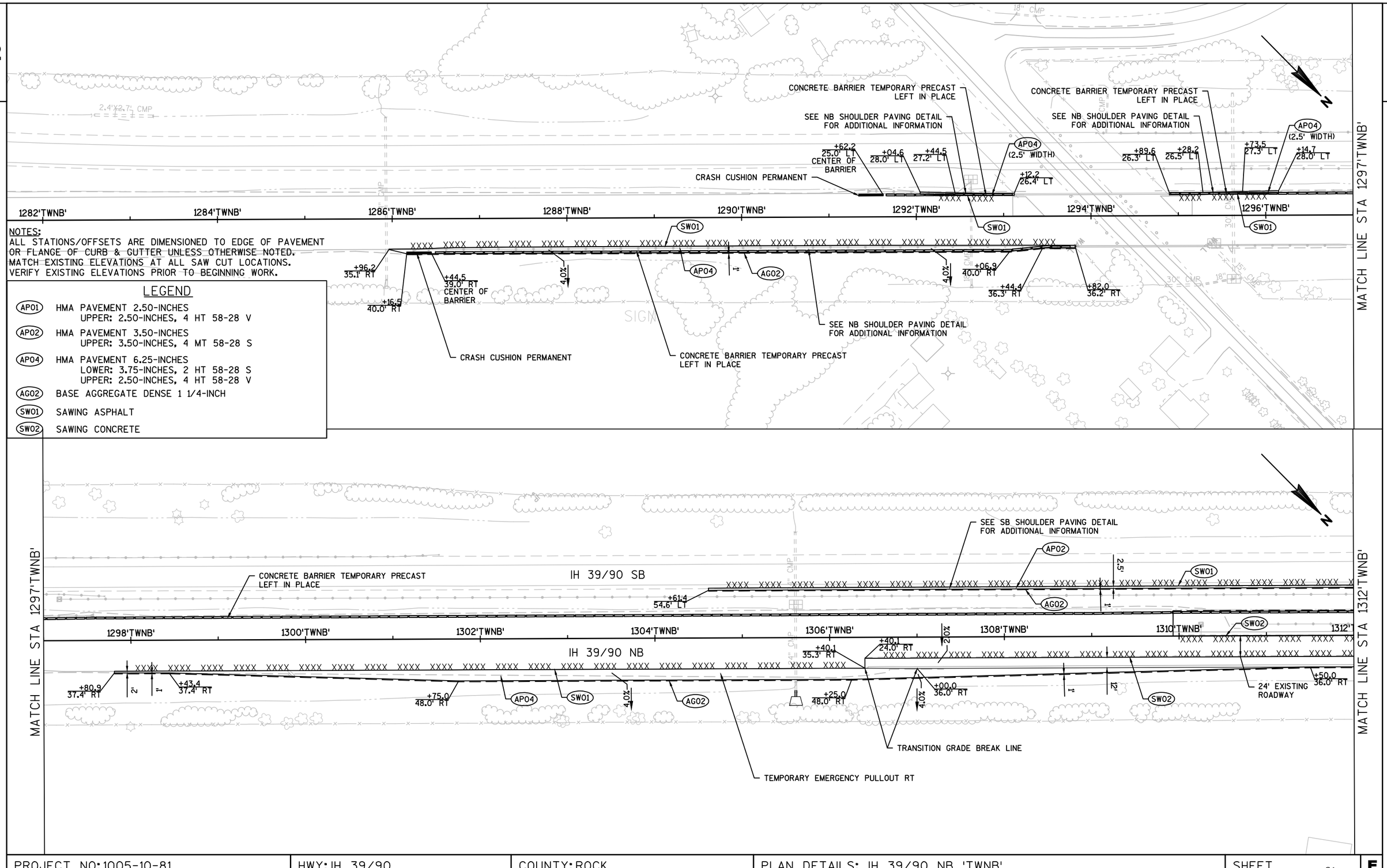
LEGEND

AP01	HMA PAVEMENT 2.50-INCHES UPPER: 2.50-INCHES, 4 HT 58-28 V
AP02	HMA PAVEMENT 3.50-INCHES UPPER: 3.50-INCHES, 4 MT 58-28 S
AP04	HMA PAVEMENT 6.25-INCHES LOWER: 3.75-INCHES, 2 HT 58-28 S UPPER: 2.50-INCHES, 4 HT 58-28 V
AG02	BASE AGGREGATE DENSE 1 1/4-INCH
SW01	SAWING ASPHALT
SW02	SAWING CONCRETE

NOTES:
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.

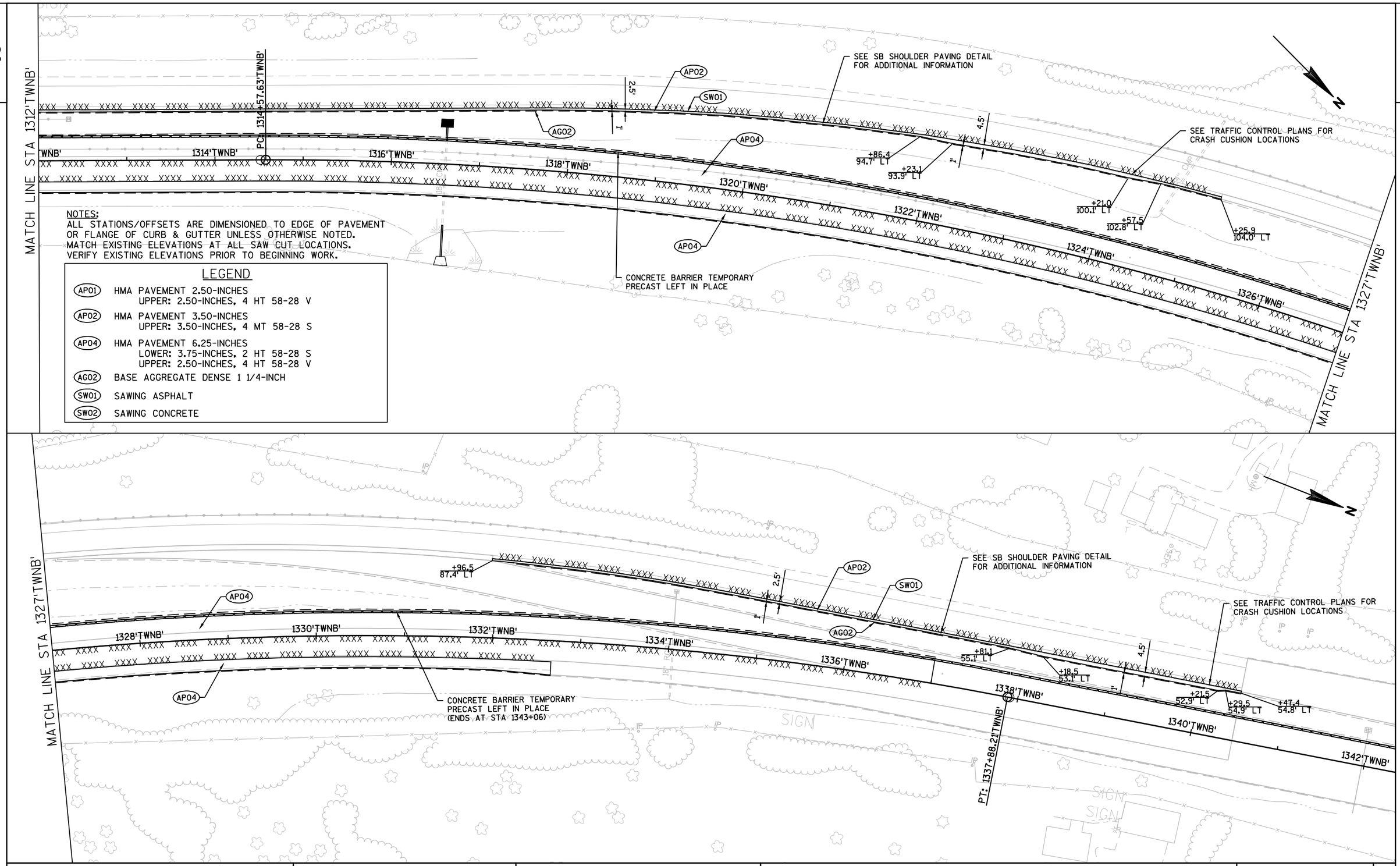
LEGEND

- (AP01) HMA PAVEMENT 2.50-INCHES
  UPPER: 2.50-INCHES, 4 HT 58-28 V
- (AP02) HMA PAVEMENT 3.50-INCHES
  UPPER: 3.50-INCHES, 4 MT 58-28 S
- (AP04) HMA PAVEMENT 6.25-INCHES
  LOWER: 3.75-INCHES, 2 HT 58-28 S
  UPPER: 2.50-INCHES, 4 HT 58-28 V
- (AG02) BASE AGGREGATE DENSE 1 1/4-INCH
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: IH 39/90 NB 'TWNB'	SHEET 61	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\DETAILS\021201-PD.DWG
LAYOUT NAME - 021201-PD - 3
PLOT DATE : 11/17/2017 1:36 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42



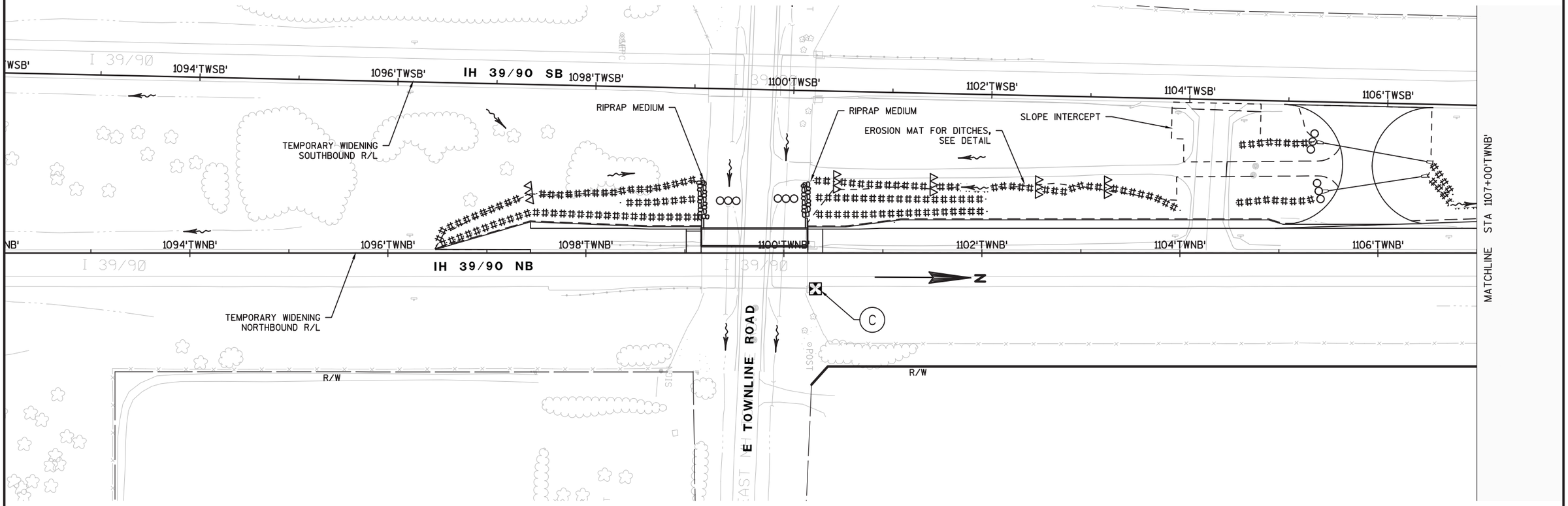
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: IH 39/90 NB 'TWNB'	SHEET 62	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\DETAILS\021201-PD.DWG
LAYOUT NAME - 021201-PD - 4
PLOT DATE : 11/17/2017 1:37 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

NOTES:

AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH APPLIED UNLESS OTHERWISE NOTED.

PLACE SILT FENCE 2' OUTSIDE SLOPE INTERCEPT LINE UNLESS NOTED OTHERWISE.



LEGEND

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- EROSION BALES
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS
- COMPOST TUBES
- SLOPE INTERCEPT
- INLET PROTECTION
- A B C D INLET PROTECTION TYPE
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW

SHEET 1 OF 10

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL	SCALE, FEET 0 50 100	SHEET 63	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - 022001-EC - 03

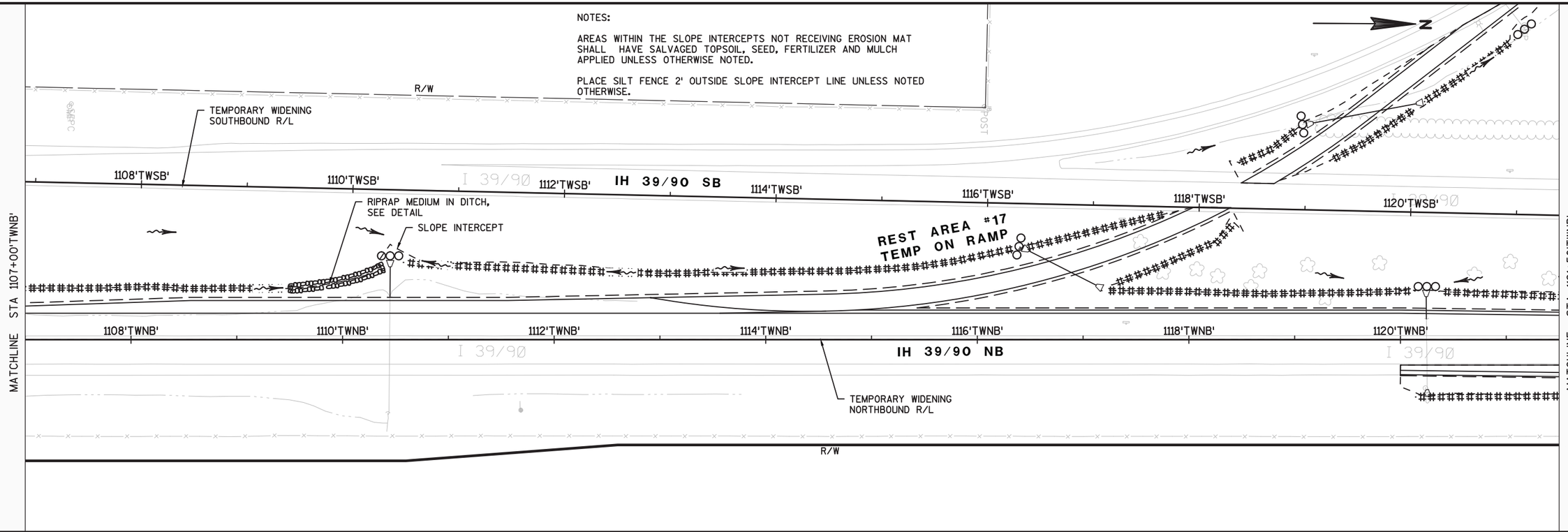
PLOT DATE : 10/5/2017 12:53 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : **********

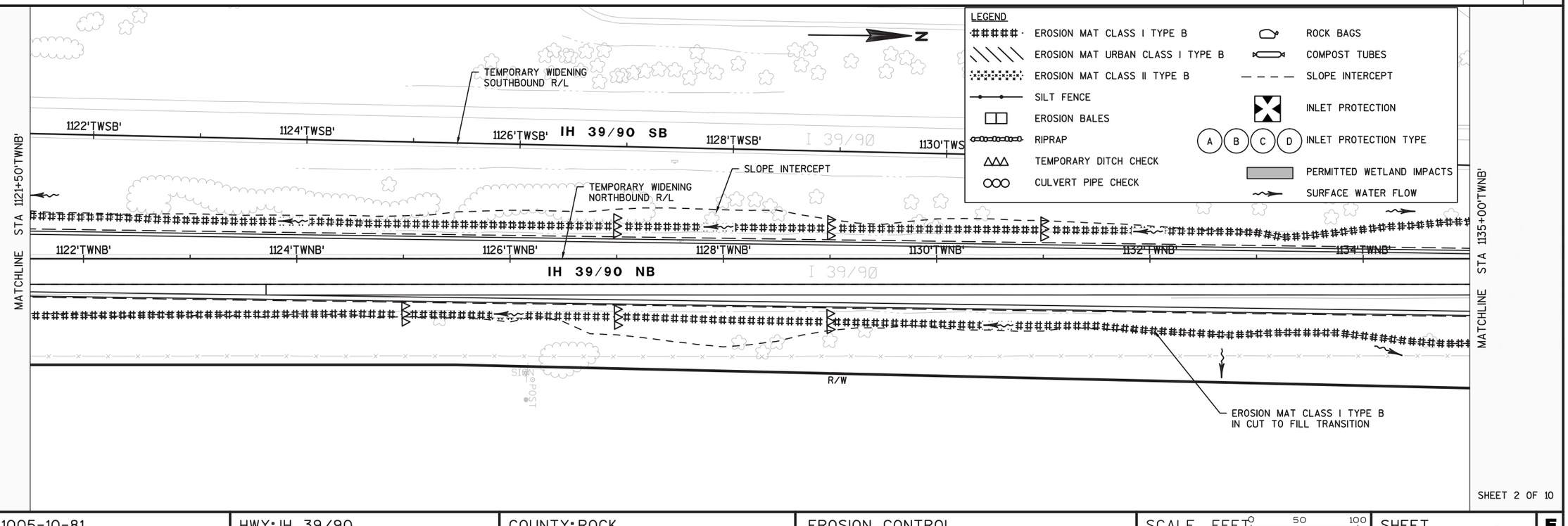
WISDOT/CADDS SHEET 42

NOTES:

AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH APPLIED UNLESS OTHERWISE NOTED.

PLACE SILT FENCE 2' OUTSIDE SLOPE INTERCEPT LINE UNLESS NOTED OTHERWISE.





SHEET 2 OF 10

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL	SCALE, FEET 0 50 100	SHEET 64	E

NOTES:

AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH APPLIED UNLESS OTHERWISE NOTED.

PLACE SILT FENCE 2' OUTSIDE SLOPE INTERCEPT LINE UNLESS NOTED OTHERWISE.

N

REST AREA #17
TEMP OFF RAMP

TEMPORARY WIDENING SOUTHBOUND R/L

1136'TWSB' 1138'TWSB' 1140'TWSB' 1142'TWSB' IH 39/90 SB 1144'TWSB' 1146'TWSB' 1148'TWSB'

TEMPORARY WIDENING NORTHBOUND R/L

1136'TWNB' 1138'TWNB' 1140'TWNB' 1142'TWNB' 1144'TWNB' 1146'TWNB' 1148'TWNB'

IH 39/90 NB

MATCHLINE STA 1135+00'TWNB'

MATCHLINE STA 1149+00'TWNB'

R/W

EROSION MAT URBAN CLASS I TYPE B FOR DITCHES, SEE DETAIL

SLOPE INTERCEPT

EROSION MAT URBAN CLASS I TYPE B FOR SLOPES, SEE DETAIL

COMPLETE FINAL GRADING FOR FUTURE PROJECT ID 1005-10-78 FROM STA 1136+00'TWNB' TO STA 1149+00'TWNB' RT

LEGEND

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

N

R/W

TEMPORARY WIDENING SOUTHBOUND R/L

1150'TWSB' 1156'TWSB' 1158'TWSB' IH 39/90 SB 1160'TWSB' 1162'TWSB'

1150'TWNB' 1152'TWNB' 1154'TWNB' 1156'TWNB' 1158'TWNB' 1160'TWNB' 1162'TWNB'

IH 39/90 NB

MATCHLINE STA 1149+00'TWNB'

MATCHLINE STA 1163+00'TWNB'

MANOGUE ROAD

TEMPORARY WIDENING NORTHBOUND R/L

SILT FENCE RELIEF SEE DETAIL

R/W

DELINEATED WETLANDS (TYP.)

SLOPE INTERCEPT

EROSION MAT URBAN TYPE I CLASS B FOR SLOPES, SEE DETAIL

COMPLETE FINAL GRADING FOR FUTURE PROJECT ID 1005-10-78 FROM STA 1149+00'TWNB' TO STA 1151+00'TWNB' RT

COMPLETE FINAL GRADING FOR FUTURE PROJECT ID 1005-10-78 FROM STA 1156+00'TWNB' TO STA 1163+00'TWNB' RT

SHEET 3 OF 10

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL	SCALE, FEET 0 50 100	SHEET 65	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - 022001-EC - 05

PLOT DATE : 10/5/2017 12:55 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

NOTES:

AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH APPLIED UNLESS OTHERWISE NOTED.

PLACE SILT FENCE 2' OUTSIDE SLOPE INTERCEPT LINE UNLESS NOTED OTHERWISE.

LEGEND

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- EROSION BALES
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS
- COMPOST TUBES
- SLOPE INTERCEPT
- INLET PROTECTION
- A B C D INLET PROTECTION TYPE
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW

MATCHLINE STA 1163+00'TWNB'

R/W

TEMPORARY WIDENING SOUTHBOUND R/L

1164'TWSB' 1166'TWSB' 1168'TWSB' IH 39/90 SB 1170'TWSB' 1172'TWS

1164'TWNB' 1166'TWNB' 1168'TWNB' 1170'TWNB' 1172'TWNB' 1174'TWNB' 1176'TWNB'

IH 39/90 NB

TEMPORARY WIDENING NORTHBOUND R/L

RIPRAP MEDIUM AT CUT TO FILL TRANSITION, SEE DETAIL

20' SPACING (TYP.)

SLOPE INTERCEPT

EROSION MAT URBAN CLASS I TYPE B FOR SLOPES, SEE DETAIL

R/W

COMPLETE FINAL GRADING FOR FUTURE PROJECT ID 1005-10-78 FROM STA 1163+00'TWNB' TO STA 1177+00'TWNB' RT

MATCHLINE STA 1177+00'TWNB'

RIPRAP MEDIUM

R/W

SIGN

TEMPORARY WIDENING SOUTHBOUND R/L

A

1178'TWSB' 1180'TWSB' 1182'TWSB' IH 39/90 SB 1184'TWSB' 1186'TWSB' 1188'TWSB' 1190'TWSB'

1178'TWNB' 1180'TWNB' 1182'TWNB' 1184'TWNB' 1186'TWNB' 1188'TWNB' 1190'TWNB'

IH 39/90 NB

RIPRAP MEDIUM IN DITCH, SEE DETAIL

TEMPORARY WIDENING NORTHBOUND R/L

SLOPE INTERCEPT

EROSION MAT CLASS I TYPE B FOR SLOPES, SEE DETAIL

RIPRAP MEDIUM IN DITCH, SEE DETAIL

R/W

COMPLETE FINAL GRADING FOR FUTURE PROJECT ID 1005-10-78 FROM STA 1177+00'TWNB' TO STA 1191+00'TWNB' RT

MATCHLINE STA 1191+00'TWNB'

SHEET 4 OF 10

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL	SCALE, FEET 0 50 100	SHEET 66	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - 022001-EC - 06

PLOT DATE : 10/5/2017 12:56 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

NOTES:

AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH APPLIED UNLESS OTHERWISE NOTED.

PLACE SILT FENCE 2' OUTSIDE SLOPE INTERCEPT LINE UNLESS NOTED OTHERWISE.

N

R/W

EROSION MAT CLASS I TYPE B FOR SLOPES, SEE DETAIL

TEMPORARY WIDENING SOUTHBOUND R/L

COMPLETE FINAL GRADING FOR FUTURE PROJECT ID 1005-10-78 FROM STA 1196+75'TWNB' TO STA 1205+00'TWNB' RT

MATCHLINE STA 1191+00'TWNB'

1192'TWSB' 1194'TWSB' 1196'TWSB' 1198'TWSB' 1200'TWSB' **IH 39/90 SB** 1202'TWSB' 1204'TWSB'

1192'TWNB' 1194'TWNB' 1196'TWNB' 1198'TWNB' 1200'TWNB' 1202'TWNB' 1204'TWNB'

IH 39/90 NB

TEMPORARY WIDENING NORTHBOUND R/L

EROSION MAT CLASS I TYPE B FOR SLOPES, SEE DETAIL

EROSION MAT CLASS II TYPE B FOR SLOPES, SEE DETAIL

RIPRAP MEDIUM IN DITCH, SEE DETAIL

DELINEATED WETLANDS (TYP.)

WSOR

RIPRAP MEDIUM

SLOPE INTERCEPT

RIPRAP MEDIUM

0.25 ACRES OF WETLAND IMPACTS

R/W

COMPLETE FINAL GRADING FOR FUTURE PROJECT ID 1005-10-78 FROM STA 1191+00'TWNB' TO STA 1195+25'TWNB' RT

MATCHLINE STA 1205+00'TWNB'

N

R/W

TEMPORARY WIDENING SOUTHBOUND R/L

MATCHLINE STA 1205+00'TWNB'

1206'TWSB' 1208'TWSB' 1210'TWSB' 1212'TWSB' **IH 39/90 SB** 1214'TWSB'

RIPRAP MEDIUM

1206'TWNB' 1208'TWNB' 1210'TWNB' 1212'TWNB' 1214'TWNB' 1216'TWNB' 1218'TWNB'

IH 39/90 NB

TEMPORARY WIDENING NORTHBOUND R/L

RIPRAP LIGHT IN DITCH, SEE DETAIL

CTH M

RIPRAP MEDIUM

EROSION MAT URBAN CLASS I TYPE B FOR SLOPES, SEE DETAIL

R/W

SLOPE INTERCEPT

EROSION MAT URBAN CLASS I TYPE B FOR DITCHES, SEE DETAIL

COMPLETE FINAL GRADING FOR FUTURE PROJECT ID 1005-10-78 FROM STA 1207+00'TWNB' TO STA 1212+00'TWNB' RT

COMPLETE FINAL GRADING FOR FUTURE PROJECT ID 1005-10-78 FROM STA 1213+50'TWNB' TO STA 1219+00'TWNB' RT

MATCHLINE STA 1219+00'TWNB'

LEGEND

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

SHEET 5 OF 10

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL	SCALE, FEET 0 50 100	SHEET 67	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - 022001-EC - 07

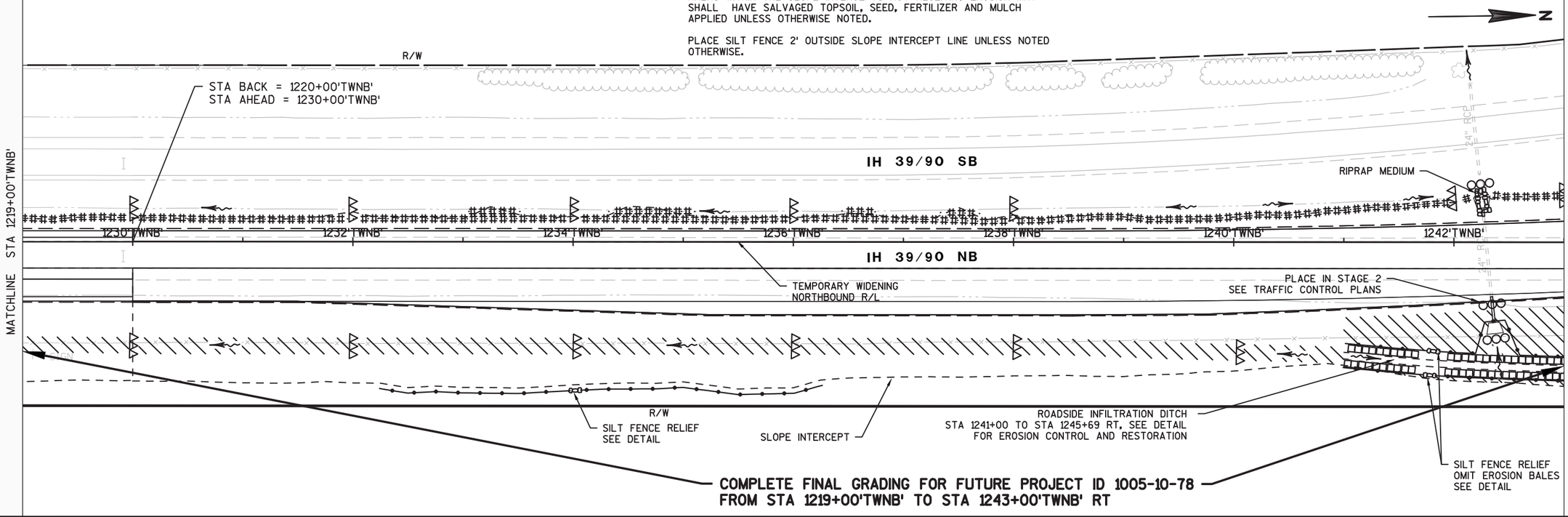
PLOT DATE : 10/5/2017 12:57 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

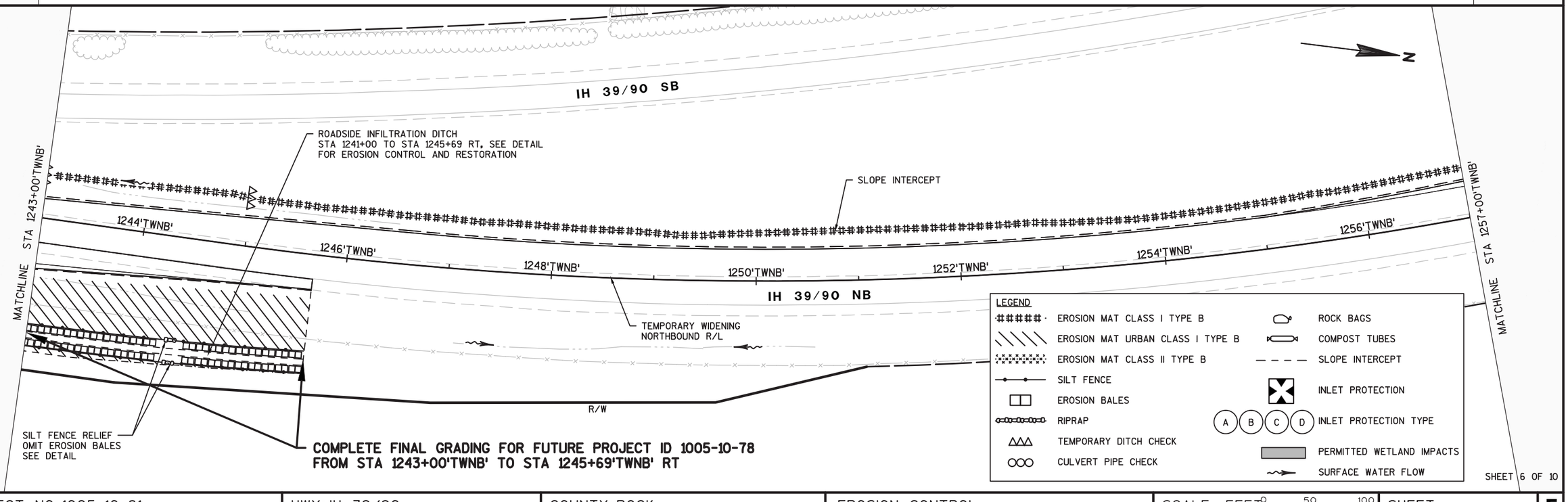
WISDOT/CADDS SHEET 44

NOTES:

AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH APPLIED UNLESS OTHERWISE NOTED.

PLACE SILT FENCE 2' OUTSIDE SLOPE INTERCEPT LINE UNLESS NOTED OTHERWISE.





SHEET 6 OF 10

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL	SCALE, FEET 0 50 100	SHEET 68	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - 022001-EC - 08
PLOT DATE : 10/12/2017 10:32 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

NOTES:

AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH APPLIED UNLESS OTHERWISE NOTED.

PLACE SILT FENCE 2' OUTSIDE SLOPE INTERCEPT LINE UNLESS NOTED OTHERWISE.

IH 39/90 SB

GRADE SWALE TO EXIST CMP

SLOPE INTERCEPT

MATCHLINE STA 1257+00'TWNB'

1258'TWNB'

1260'TWNB'

1262'TWNB'

1264'TWNB'

1266'TWNB'

1268'TWNB'

1270'TWNB'

IH 39/90 NB

TEMPORARY WIDENING NORTHBOUND R/L

R/W

24" RCP

18" CMP

MATCHLINE STA 1271+00'TWNB'

IH 39/90 SB

SLOPE INTERCEPT

TEMPORARY WIDENING NORTHBOUND R/L

MATCHLINE STA 1271+00'TWNB'

1272'TWNB'

1274'TWNB'

1276'TWNB'

1278'TWNB'

1280'TWNB'

1282'TWNB'

1284'TWNB'

IH 39/90 NB

R/W

SILT FENCE RELIEF SEE DETAIL

SLOPE INTERCEPT

MATCHLINE STA 1285+00'TWNB'

LEGEND

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- EROSION BALES
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS
- COMPOST TUBES
- SLOPE INTERCEPT
- INLET PROTECTION
- A B C D INLET PROTECTION TYPE
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW

SHEET 7 OF 10

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL	SCALE, FEET 0 50 100	SHEET 69	E

2

MERRIFIELD ROAD

R/W

NOTES:

AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH APPLIED UNLESS OTHERWISE NOTED.

PLACE SILT FENCE 2' OUTSIDE SLOPE INTERCEPT LINE UNLESS NOTED OTHERWISE.

MATCHLINE STA 1285+00'TWNB'

MATCHLINE STA 1299+00'TWNB'

IH 39/90 SB

TEMPORARY WIDENING NORTHBOUND R/L

1286'TWNB' 1288'TWNB' 1290'TWNB' 1292'TWNB' 1294'TWNB' 1296'TWNB' 1298'TWNB'

IH 39/90 NB

18" CMP

15" CMP

30" CMP

18" FITCH CMP

SIGN

SLOPE INTERCEPT

NEWVILLE ROAD

LEGEND

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- EROSION BALES
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS
- COMPOST TUBES
- SLOPE INTERCEPT
- INLET PROTECTION
- A B C D INLET PROTECTION TYPE
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW

MATCHLINE STA 1299+00'TWNB'

MATCHLINE STA 1313+00'TWNB'

IH 39/90 SB

TEMPORARY WIDENING NORTHBOUND R/L

1300'TWNB' 1302'TWNB' 1304'TWNB' 1306'TWNB' 1308'TWNB' 1310'TWNB' 1312'TWNB'

IH 39/90 NB

24" CMP

SEDIMENT TRAP SEE CROSS SECTIONS

OVERFLOW

SILT FENCE RELIEF SEE DETAIL

SLOPE INTERCEPT

SHEET 8 OF 10

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL	SCALE, FEET 0 50 100	SHEET 70	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - 022001-EC - 10

PLOT DATE : 10/16/2017 4:12 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

NOTES:

AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH APPLIED UNLESS OTHERWISE NOTED.

PLACE SILT FENCE 2' OUTSIDE SLOPE INTERCEPT LINE UNLESS NOTED OTHERWISE.

R/W

IH 39/90 SB

IH 39/90 NB

A

EROSION MAT CLASS I TYPE B FOR SLOPES, SEE DETAIL

EROSION MAT CLASS I TYPE B FOR SLOPES, SEE DETAIL

MATCHLINE STA 1313+00'TWNB'

MATCHLINE STA 1327+00'TWNB'

1314'TWNB'

1316'TWNB'

1318'TWNB'

1320'TWNB'

1322'TWNB'

1324'TWNB'

1326'TWNB'

TEMPORARY WIDENING NORTHBOUND R/L

SLOPE INTERCEPT

DELINEATED WETLANDS (TYP.)

SILT FENCE RELIEF SEE DETAIL

SILT FENCE RELIEF SEE DETAIL

RIPRAP MEDIUM AT CUT TO FILL TRANSITION, SEE DETAIL

RIPRAP MEDIUM AT CUT TO FILL TRANSITION, SEE DETAIL

RIPRAP LIGHT AT TOP OF BERM SEE DETAIL

SILT FENCE RELIEF SEE DETAIL

SEDIMENT TRAP SEE CROSS SECTIONS

SILT FENCE RELIEF SEE DETAIL

PLE

PLE

COMPLETE FINAL GRADING FOR FUTURE PROJECT ID 1005-10-78 FROM STA 1316+00'TWNB' TO STA 1326+50'TWNB' RT

R/W

SLOPE INTERCEPT

A

EROSION MAT FOR DITCHES SEE DETAIL

IH 39/90 SB

IH 39/90 NB

MATCHLINE STA 1327+00'TWNB'

MATCHLINE STA 1341+00'TWNB'

1328'TWNB'

1330'TWNB'

1332'TWNB'

1334'TWNB'

1336'TWNB'

1338'TWNB'

1340'TWNB'

TEMPORARY WIDENING NORTHBOUND R/L

SILT FENCE RELIEF SEE DETAIL

R/W

R/W

SIGN

LEGEND

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- EROSION BALES
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS
- COMPOST TUBES
- SLOPE INTERCEPT
- INLET PROTECTION
- A B C D INLET PROTECTION TYPE
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW

SHEET 9 OF 10

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL	SCALE, FEET 0 50 100	SHEET 71	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - 022001-EC - 11

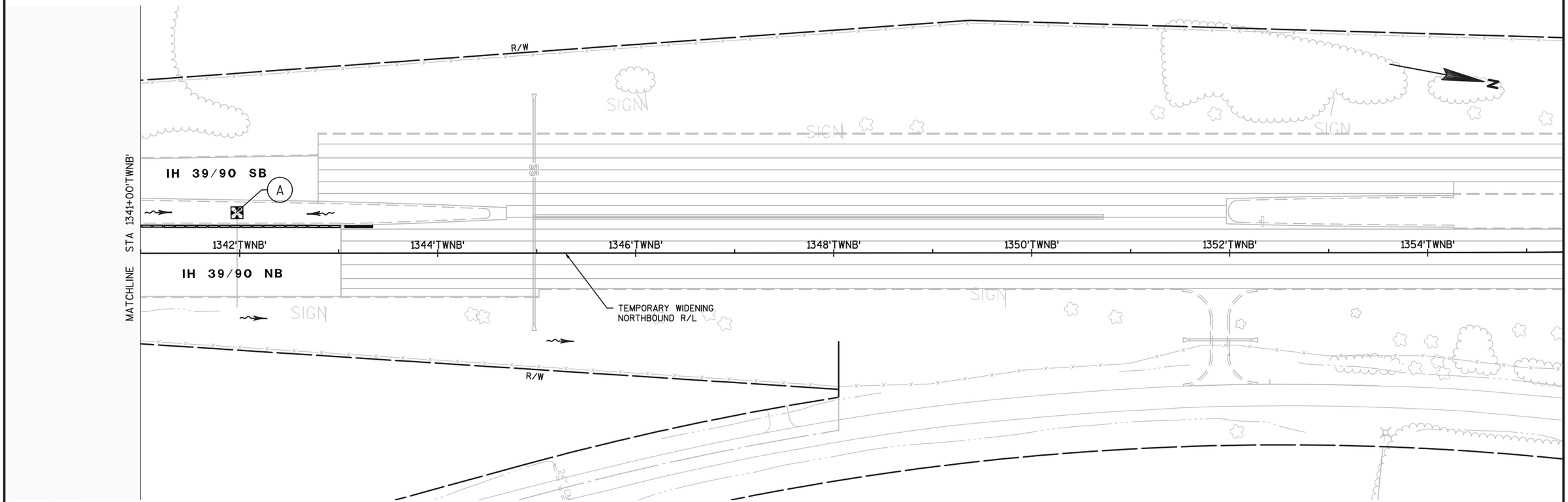
PLOT DATE : 10/5/2017 12:59 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

NOTES:

AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH APPLIED UNLESS OTHERWISE NOTED.

PLACE SILT FENCE 2' OUTSIDE SLOPE INTERCEPT LINE UNLESS NOTED OTHERWISE.



SHEET 10 OF 10

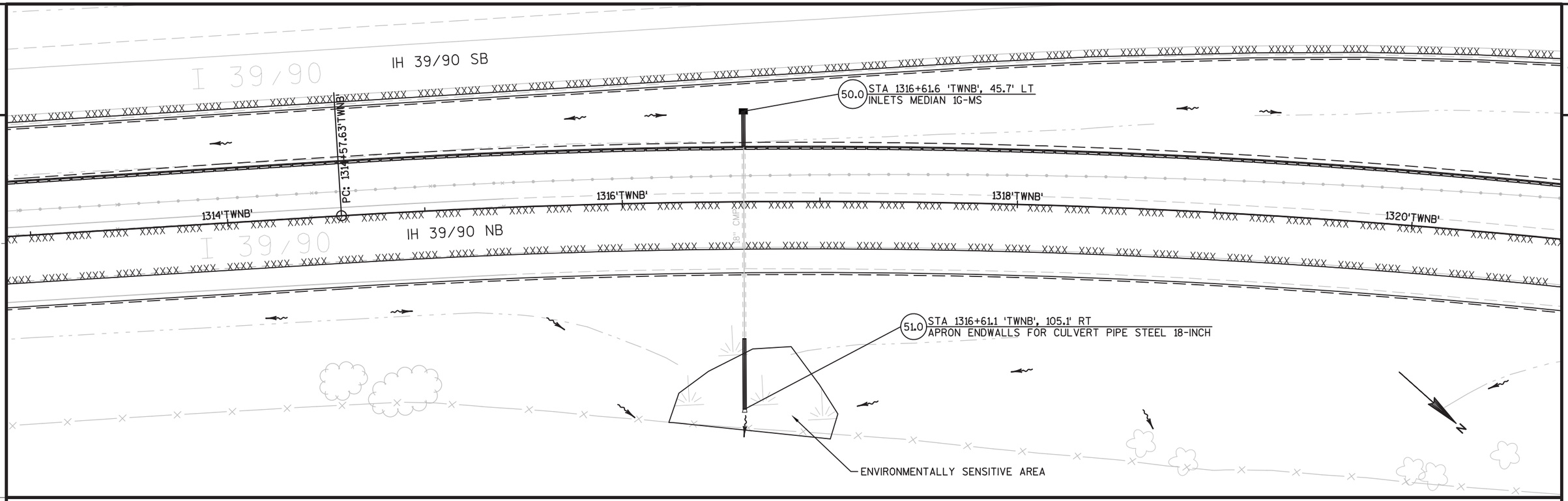
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL	SCALE, FEET 0 50 100	SHEET 72	E

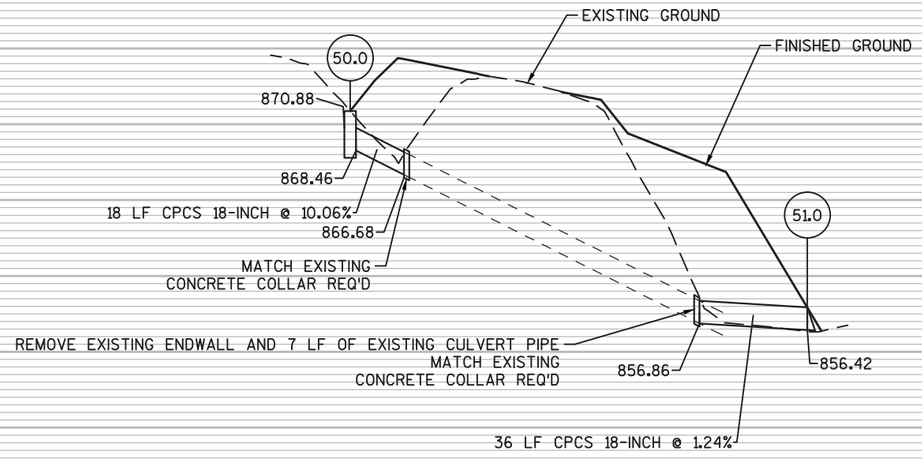
FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - 022001-EC - 12

PLOT DATE : 10/5/2017 12:59 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

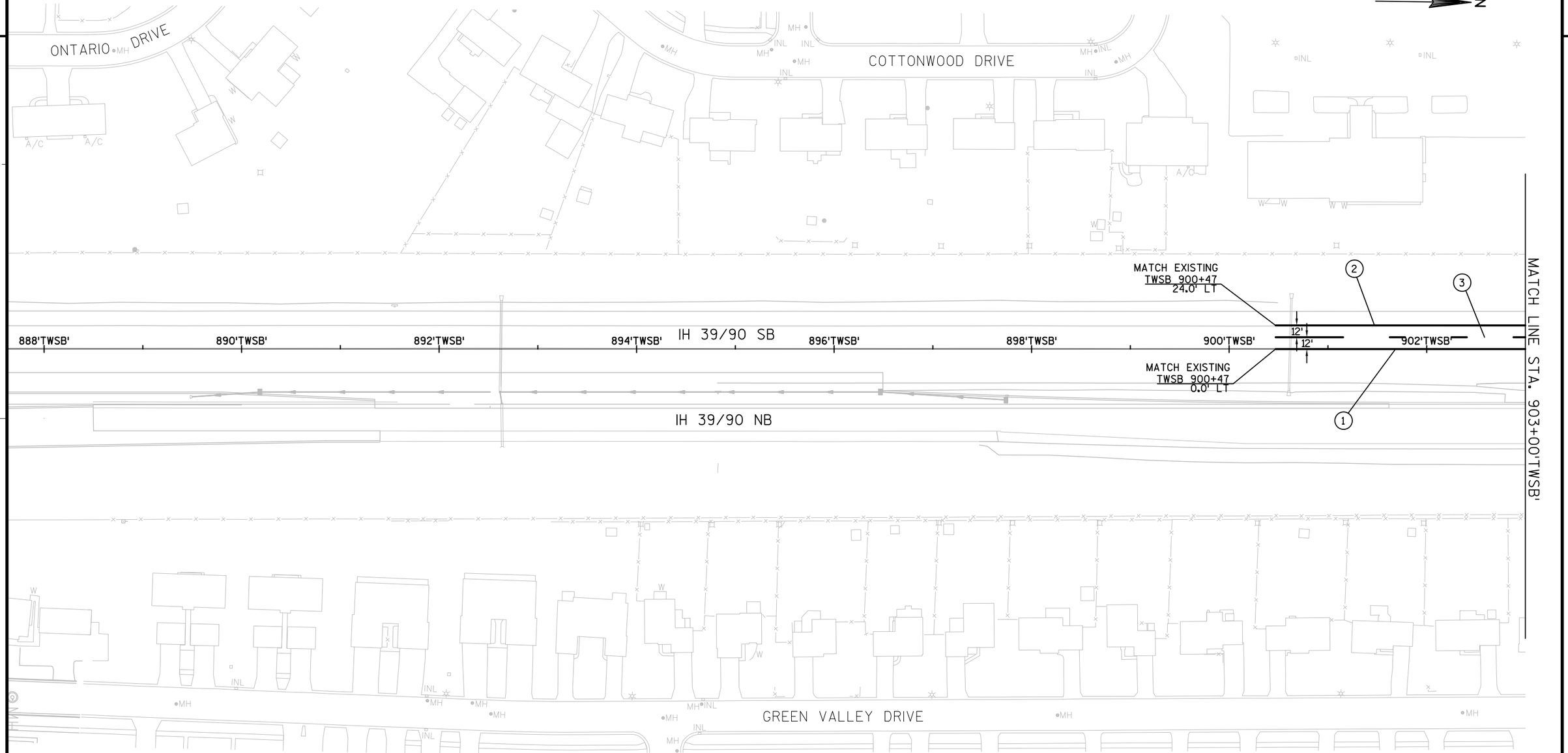




PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	STORM SEWER PLAN	SHEET 73	E

FILE NAME = K:\1113718\CTVTL3D\1005107\3\SHEETSPLANSTORM\023501_SS.DWG PLOT DATE = 10/12/2017 PLOT BY = BA SMITH PLOT NAME = PLOT SCALE = 1"=50' YREF

2



LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 74	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\024501_PM_BRIDGE REPAIRS.DWG PLOT DATE : 10/23/2017 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

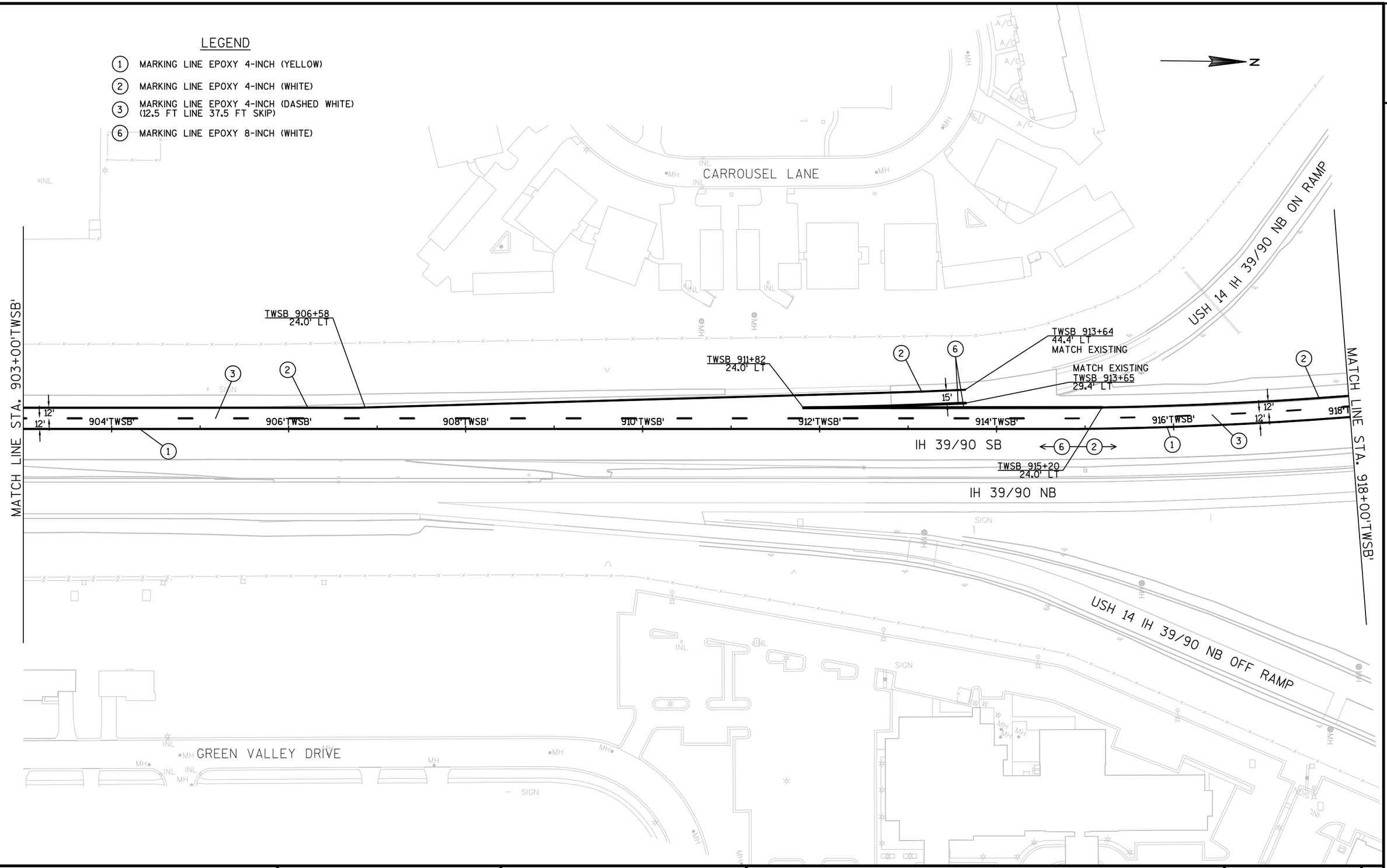
LEGEND

(1) MARKING LINE EPOXY 4-INCH (YELLOW)

(2) MARKING LINE EPOXY 4-INCH (WHITE)

(3) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(6) MARKING LINE EPOXY 8-INCH (WHITE)



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 75	E

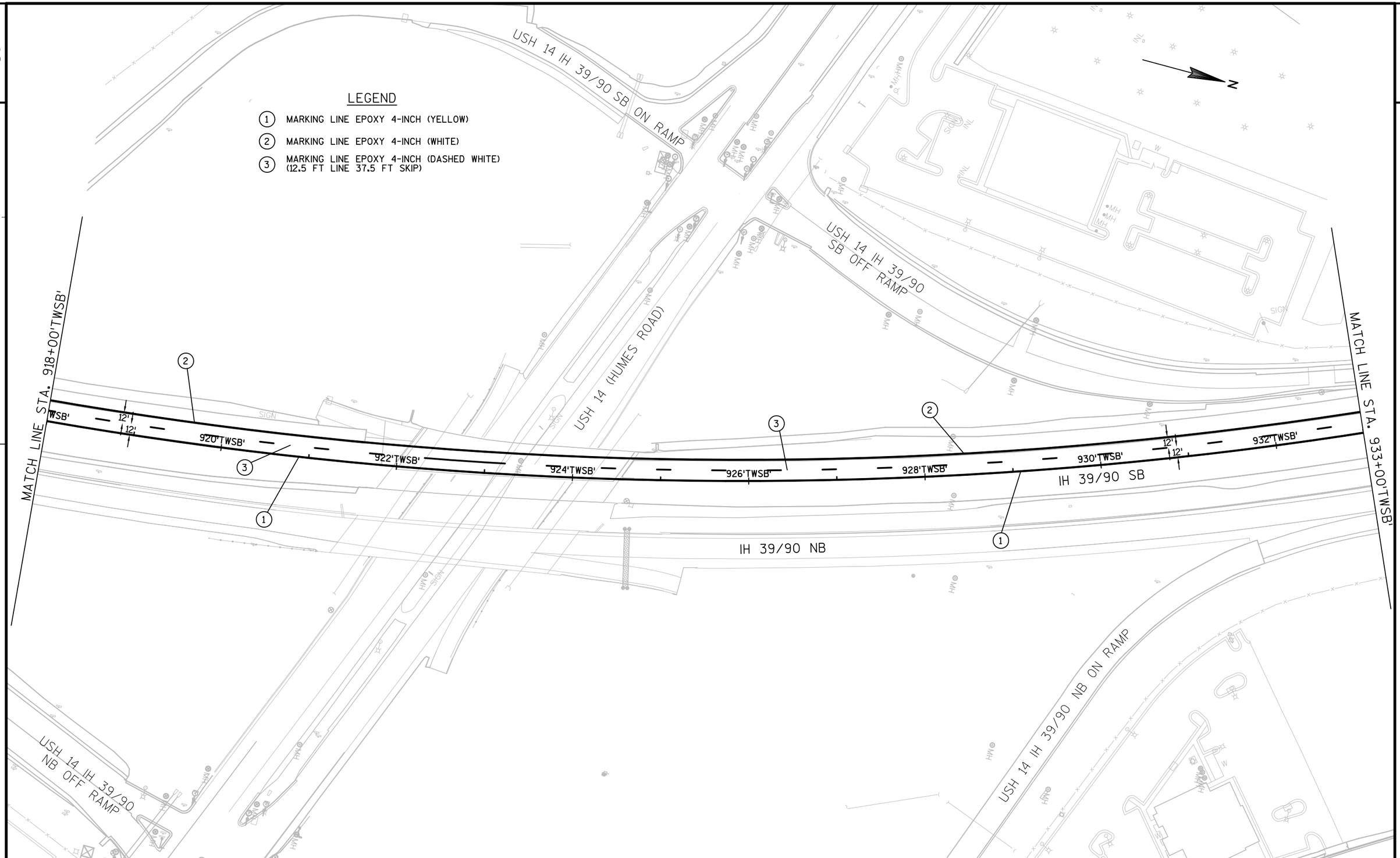
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\024501_PM_BRIDGE REPAIRS.DWG PLOT DATE : 10/23/2017 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

2

2

LEGEND

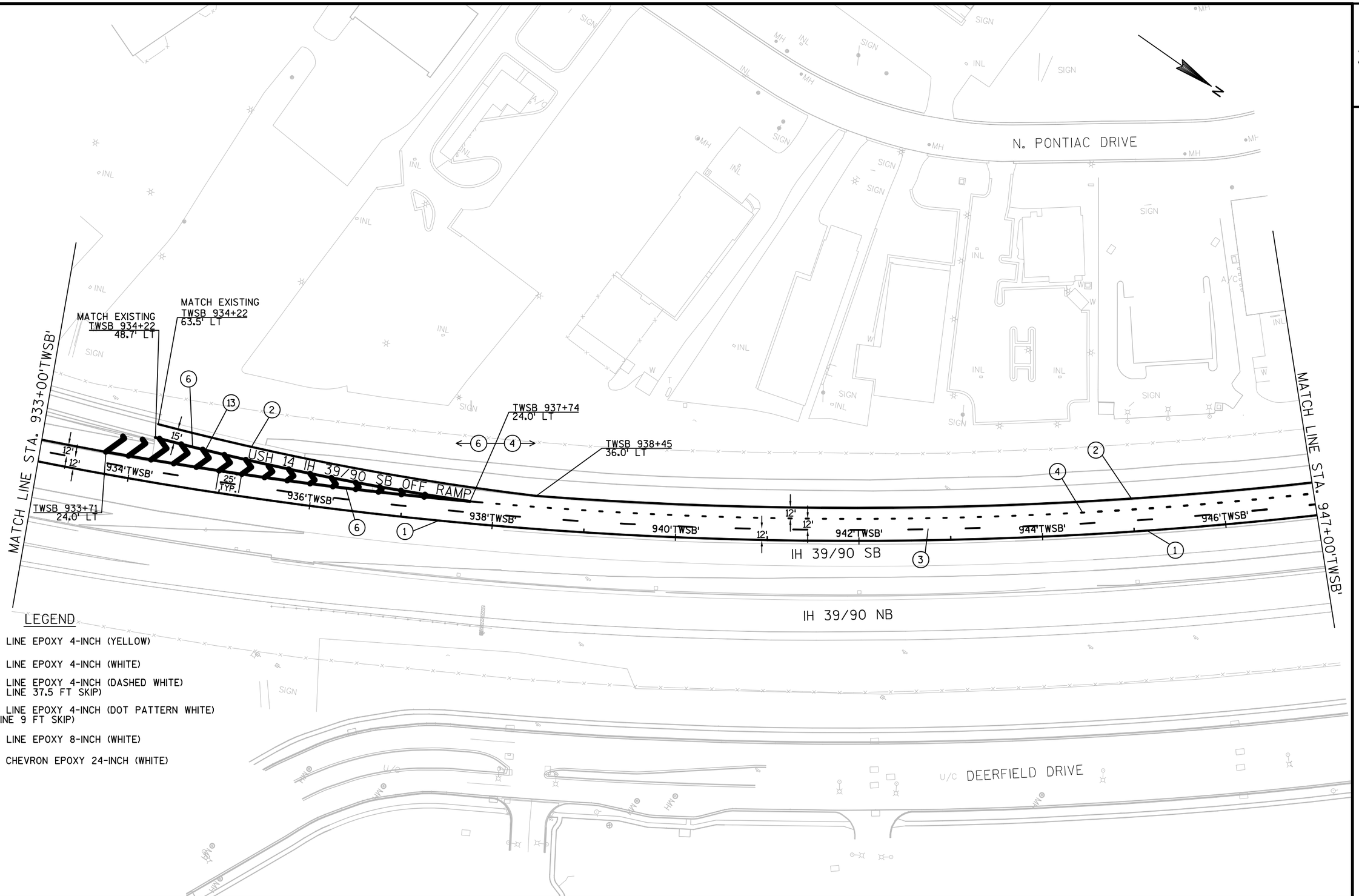
1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 76	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\024501_PM_BRIDGE REPAIRS.DWG PLOT DATE : 10/23/2017 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

2



LEGEND

(1) MARKING LINE EPOXY 4-INCH (YELLOW)

(2) MARKING LINE EPOXY 4-INCH (WHITE)

(3) MARKING LINE EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) MARKING LINE EPOXY 8-INCH (WHITE)

(13) MARKING CHEVRON EPOXY 24-INCH (WHITE)

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 77	E

2

2

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4. MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6. MARKING LINE EPOXY 8-INCH (WHITE)
13. MARKING CHEVRON EPOXY 24-INCH (WHITE)

RYAN ROAD

MATCH LINE STA. 947+00'TWSB'

MATCH LINE

MATCH EXISTING
TWSB 956+21
106.3' LT

USH 14 IH 39/90 SB ON RAMP

TWSB 950+79
24.0' LT

TWSB 956+27
92.5' LT
MATCH EXISTING

948'TWSB' 950'TWSB' 952'TWSB' 954'TWSB' 956'TWSB' 958'TWSB' 960'TWSB' 962'

12' 12' 12' 12' 12'

15'

TWSB 949+04
36.0' LT

IH 39/90 SB

IH 39/90 NB

TWSB 955+58
24.0' LT

MATCH LINE STA. 962+00'TWSB'

DEERFIELD DRIVE

USH 14 IH 39/90 NB OFF RAMP

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 78	E

2

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4. MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6. MARKING LINE EPOXY 8-INCH (WHITE)
13. MARKING CHEVRON EPOXY 24-INCH (WHITE)

SB OFF RAMP

STH 26 SB

STH 26 NB

STH 26 IH 39/90 SB OFF RAMP

MATCH LINE STA. 962+00'TWSB'

MATCH LINE STA. 977+00'TWSB'

MATCH EXISTING TWSB 972+66 84.7' LT

TWSB 972+93 58' LT

TWSB 974+74 24.0' LT

MATCH EXISTING TWSB 972+60 71.0' LT

TWSB 972+90 24.0' LT

15'

25' TYP.

964'TWSB' 966'TWSB' 968'TWSB' 970'TWSB' 972'TWSB' 974'TWSB' 976'TWSB'

12' 12' 12' 12'

IH 39/90 SB

IH 39/90 NB

STH 26 IH 39/90 NB ON RAMP

STH 26 IH 39/90 NB OFF RAMP

CANOPY

FILLER CAPS

SIGN

GUY POLE

INL

MH

N

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 79	E

2

2

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4. MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

N

MATCH LINE STA. 977+00'TWSB'

TWSB 978+11
24.0' LT

MATCH EXISTING
TWSB 980+66
24.0' LT

MATCH EXISTING
TWSB 980+66
0.0' LT

978'TWSB'
980'TWSB'
982'TWSB'
984'TWSB'
986'TWSB'
988'TWSB'
990'TWSB'
992'TWSB'

12'
12'

IH 39/90 SB

IH 39/90 NB

WSOR

WSOR

PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	PAVEMENT MARKING PLANS	SHEET 80	E

2

N

EXITS 171 A-B
14 26
Janesville
Milton
2 MILES
SIGN
ESTR

1082'TWSB' 1084'TWSB' 1086'TWSB' 1088'TWSB' 1090'TWSB' 1092'TWSB' 1094'TWSB'

IH 39/90 SB

EAST 39 90 MILE 169 .2
ESTR

MATCH EXISTING
TWNB 1083+28
0.0'

1082'TWNB' 1084'TWNB' 1086'TWNB' 1088'TWNB' 1090'TWNB' 1092'TWNB' 1094'TWNB'

IH 39/90 NB

MATCH EXISTING
TWNB 1083+28
24.0' RT

WEST 39 90 MILE 169 .2
ESTR

1 3 2

MATCH LINE STA. 1095+00'TWNB'

MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR EXISTING SIGN TO REMAIN

EXISTING SIGN MOUNTED ON WOOD POST(S)

PROPOSED SIGN MOUNTED ON WOOD POST(S)

PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS

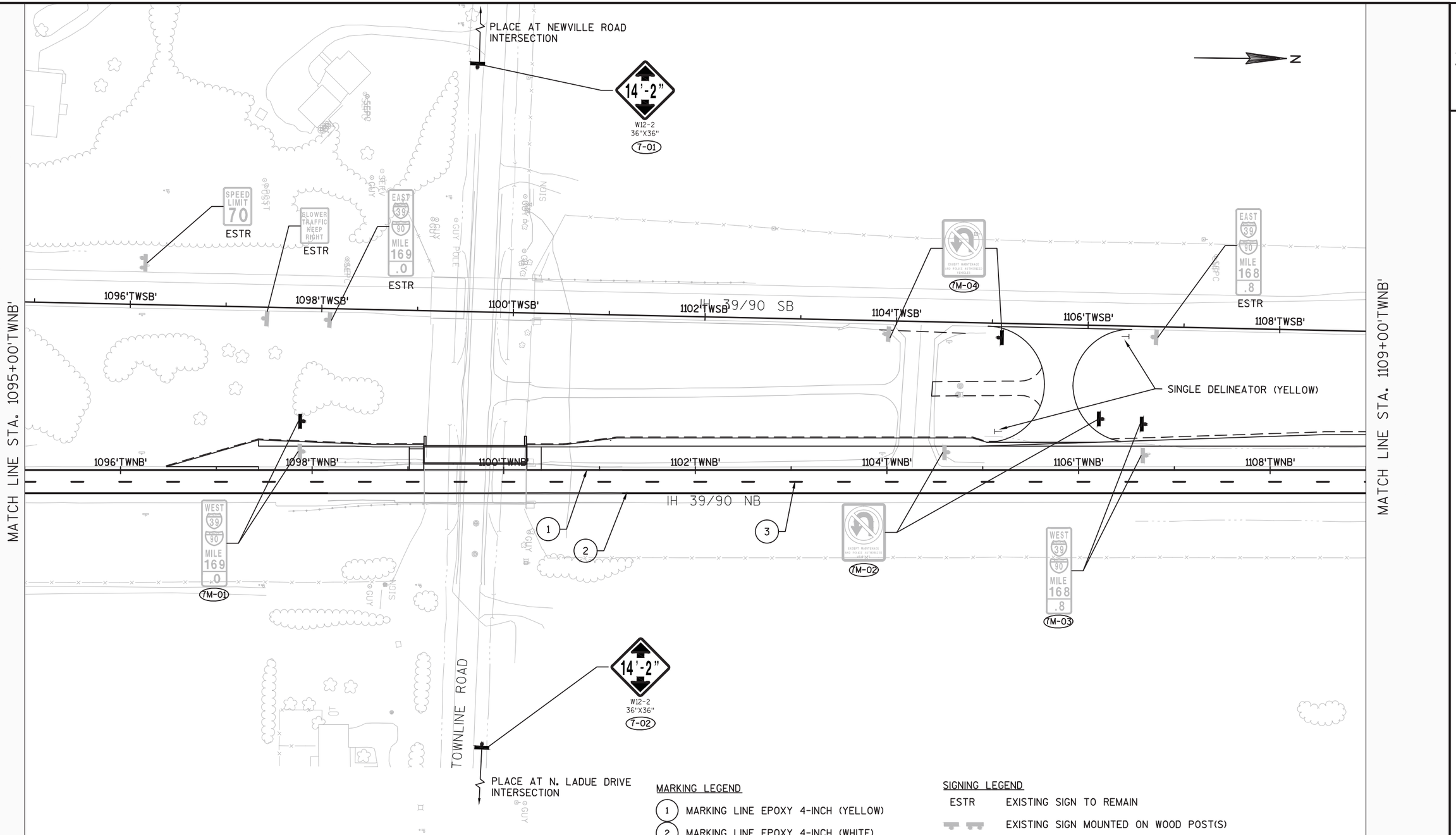
(X-XX) DENOTES SIGN NUMBER

(XM-XX) DENOTES SIGN TO BE MOVED

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 81	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\SIGNING_MARKING\023201-PS.DWG
LAYOUT NAME - 023201-PS - 08
PLOT DATE : 10/12/2017 3:21 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS
X-XX	DENOTES SIGN NUMBER
XM-XX	DENOTES SIGN TO BE MOVED

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 82	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\SIGNING_MARKING\023201-PS.DWG
LAYOUT NAME - 023201-PS - 09
PLOT DATE : 10/12/2017 3:21 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 1109+00'TWNB'

MATCH LINE STA. 1123+00'TWNB'

REST AREA ON RAMP

1110'TWSB' 1112'TWSB' 1114'TWSB' IH 39/90 SB 1116'TWSB' 1118'TWSB' 1120'TWSB' 1122'TWSB'

8M-02

EAST 39 90 MILE 168 .6

ESTR

1110'TWNB' 1112'TWNB' 1114'TWNB' 1116'TWNB' 1118'TWNB' 1120'TWNB' 1122'TWNB'

IH 39/90 NB

1 2 3

WEST 39 90 MILE 168 .6

8M-01

Hwy 59 5
Madison 37
La Crosse 168

ESTR

SINGLE DELINEATOR (WHITE)
400' SPACING, TYP.

MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR EXISTING SIGN TO REMAIN

EXISTING SIGN MOUNTED ON WOOD POST(S)

PROPOSED SIGN MOUNTED ON WOOD POST(S)

PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS

(X-XX) DENOTES SIGN NUMBER

(XM-XX) DENOTES SIGN TO BE MOVED

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 83	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\SIGNING_MARKING\023201-PS.DWG
LAYOUT NAME - 023201-PS - 10

PLOT DATE : 10/12/2017 3:22 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

REST AREA #17

N

MATCH LINE STA. 1123+00'TWNB'

MATCH LINE STA. 1137+00'TWNB'

EAST 39 90 MILE 168 .4

ESTR

1124'TWSB' 1126'TWSB' 1128'TWSB' 1130'TWSB' 1132'TWSB' 1134'TWSB' 1136'TWSB'

IH 39/90 SB

1124'TWNB' 1126'TWNB' 1128'TWNB' 1130'TWNB' 1132'TWNB' 1134'TWNB' 1136'TWNB'

IH 39/90 NB

WEST 39 90 MILE 168 .4

9M-01

SINGLE DELINEATOR (WHITE)
400' SPACING, TYP.

MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR EXISTING SIGN TO REMAIN

EXISTING SIGN MOUNTED ON WOOD POST(S)

PROPOSED SIGN MOUNTED ON WOOD POST(S)

PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS

(X-XX) DENOTES SIGN NUMBER

(XM-XX) DENOTES SIGN TO BE MOVED

2

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 84	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\SIGNING_MARKING\023201-PS.DWG
LAYOUT NAME - 023201-PS - 11

PLOT DATE : 10/12/2017 3:22 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 1137+00'TWNB'

MATCH LINE STA. 1151+00'TWNB'

CARS
TRUCKS
TRAILERS
BUSES RV's
ESTR

NO DUMPING OR DEPOSIT OF HOUSEHOLD TRASH SEC. 287.81 (2) (a) WI STATUTES
ESTR

WRONG WAY
ESTR

NO PARKING SEC 1941
ESTR

NO PARKING SEC 1941
ESTR

NO PARKING SEC 1941
ESTR

EXIT 40 M.P.H.
ESTR

EAST 39 90 MILE 168 .2
ESTR

REST AREA

REST AREA OFF RAMP

EAST 39 90 MILE 168 .0
ESTR

SIGN

ESTR

10M-02

IH 39/90 SB

1138'TWSB' 1140'TWSB' 1142'TWSB' 1144'TWSB' 1146'TWSB' 1148'TWSB' 1150'TWSB'

1138'TWNB' 1140'TWNB' 1142'TWNB' 1144'TWNB' 1146'TWNB' 1148'TWNB' 1150'TWNB'

IH 39/90 NB

1

2

3

WEST 39 90 MILE 168 .2
10M-01

SINGLE DELINEATOR (WHITE)
400' SPACING, TYP.

WEST 39 90 MILE 168 .0
10M-03

10M-04

MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
- SINGLE DELINEATOR
- DOUBLE DELINEATOR

SIGNING LEGEND

ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS
X-XX	DENOTES SIGN NUMBER
XM-XX	DENOTES SIGN TO BE MOVED

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 85	E

2

2

MATCH LINE STA. 1151+00'TWNB'

MATCH LINE STA. 1165+00'TWNB'

N

REST AREA
ESTR

EMERGENCY STOPPING ONLY
ESTR

EAST 39 90 MILE 167 .8
ESTR

1152'TWSB' 1154'TWSB' 1156'TWSB' IH 39/90 SB 1158'TWSB' 1160'TWSB' 1162'TWSB' 1164'TWSB'

1152'TWNB' 1154'TWNB' 1156'TWNB' 1158'TWNB' 1160'TWNB' 1162'TWNB' 1164'TWNB'

IH 39/90 NB

SIGN

SIGN ⊕ POST

MANOGUE ROAD

SINGLE DELINEATOR (WHITE)
100' SPACING

DOUBLE DELINEATOR (WHITE)
100' SPACING

SINGLE DELINEATOR (WHITE)
100' SPACING

WEST 39 90 MILE 167 .8
11M-01

MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS
X-XX	DENOTES SIGN NUMBER
XM-XX	DENOTES SIGN TO BE MOVED

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 86	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\SIGNING_MARKING\023201-PS.DWG
LAYOUT NAME - 023201-PS - 13

PLOT DATE : 10/12/2017 3:23 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

1165+00'TWNB'

MATCH LINE STA. 1165+00'TWNB'

1166'TWSB' 1168'TWSB' 1170'TWSB' 1172'TWSB' 1174'TWSB' 1176'TWSB' 1178'TWSB'

IH 39/90 SB

EAST 39 90 MILE 167 .6

ESTR

1166'TWNB' 1168'TWNB' 1170'TWNB' 1172'TWNB' 1174'TWNB' 1176'TWNB' 1178'TWNB'

IH 39/90 NB

1 2 3

SINGLE DELINEATOR (WHITE)
100' SPACING

DOUBLE DELINEATOR (WHITE)
100' SPACING

WEST 39 90 MILE 167 .6

12M-01

SINGLE DELINEATOR (WHITE)
400' SPACING, TYP.

1179+00'TWNB'

MATCH LINE STA. 1179+00'TWNB'

MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS
X-XX	DENOTES SIGN NUMBER
XM-XX	DENOTES SIGN TO BE MOVED

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 87	E

2

N

MATCH LINE STA. 1179+00'TWNB'

MATCH LINE STA. 1193+00'TWNB'

EAST 39 90 MILE 167 .4 ESTR

EAST 39 90 MILE 167 .2 ESTR

SIGN

1180'TWSB' 1182'TWSB' 1184'TWSB' 1186'TWSB' 1188'TWSB' 1190'TWSB' 1192'TWSB'

IH 39/90 SB

INL

1180'TWNB' 1182'TWNB' 1184'TWNB' 1186'TWNB' 1188'TWNB' 1190'TWNB' 1192'TWNB'

IH 39/90 NB

WEST 39 90 MILE 167 .4 13M-01

1 2 3

SIGN

WEST 39 90 MILE 167 .2 13M-02

SINGLE DELINEATOR (WHITE)
400' SPACING, TYP.

MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
- SINGLE DELINEATOR
- DOUBLE DELINEATOR

SIGNING LEGEND

- ESTR — EXISTING SIGN TO REMAIN
- EXISTING SIGN MOUNTED ON WOOD POST(S)
- PROPOSED SIGN MOUNTED ON WOOD POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS
- (X-XX) — DENOTES SIGN NUMBER
- (XM-XX) — DENOTES SIGN TO BE MOVED

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 88	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\SIGNING_MARKING\023201-PS.DWG
LAYOUT NAME - 023201-PS - 15

PLOT DATE : 10/12/2017 3:24 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

EXISTING DMS TO REMAIN
US 51 NORTH 12 MIN
US 12/18 24 MIN

EAST 39 90 MILE 167 .0
ESTR

1194'TWSB' 1196'TWSB' 1198'TWSB' IH 39/90 SB 1200'TWSB' 1202'TWSB' 1204'TWSB' 1206'TWSB'

1194'TWNB' 1196'TWNB' 1198'TWNB' 1200'TWNB' 1202'TWNB' 1204'TWNB' 1206'TWNB'

IH 39/90 NB

MATCH LINE STA. 1193+00'TWNB'

MATCH LINE STA. 1207+00'TWNB'

WSOR

GUY POLE

GUY POLE

WSOR

WSOR

CTH M

WEST 39 90 MILE 167 .0
ESTR

14-01
Hwy M
M1-94
54"X21"

SINGLE DELINEATOR (WHITE)
400' SPACING, TYP.

MARKING LEGEND

1 MARKING LINE EPOXY 4-INCH (YELLOW)

2 MARKING LINE EPOXY 4-INCH (WHITE)

3 MARKING LINE EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR EXISTING SIGN TO REMAIN

EXISTING SIGN MOUNTED ON WOOD POST(S)

PROPOSED SIGN MOUNTED ON WOOD POST(S)

PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS

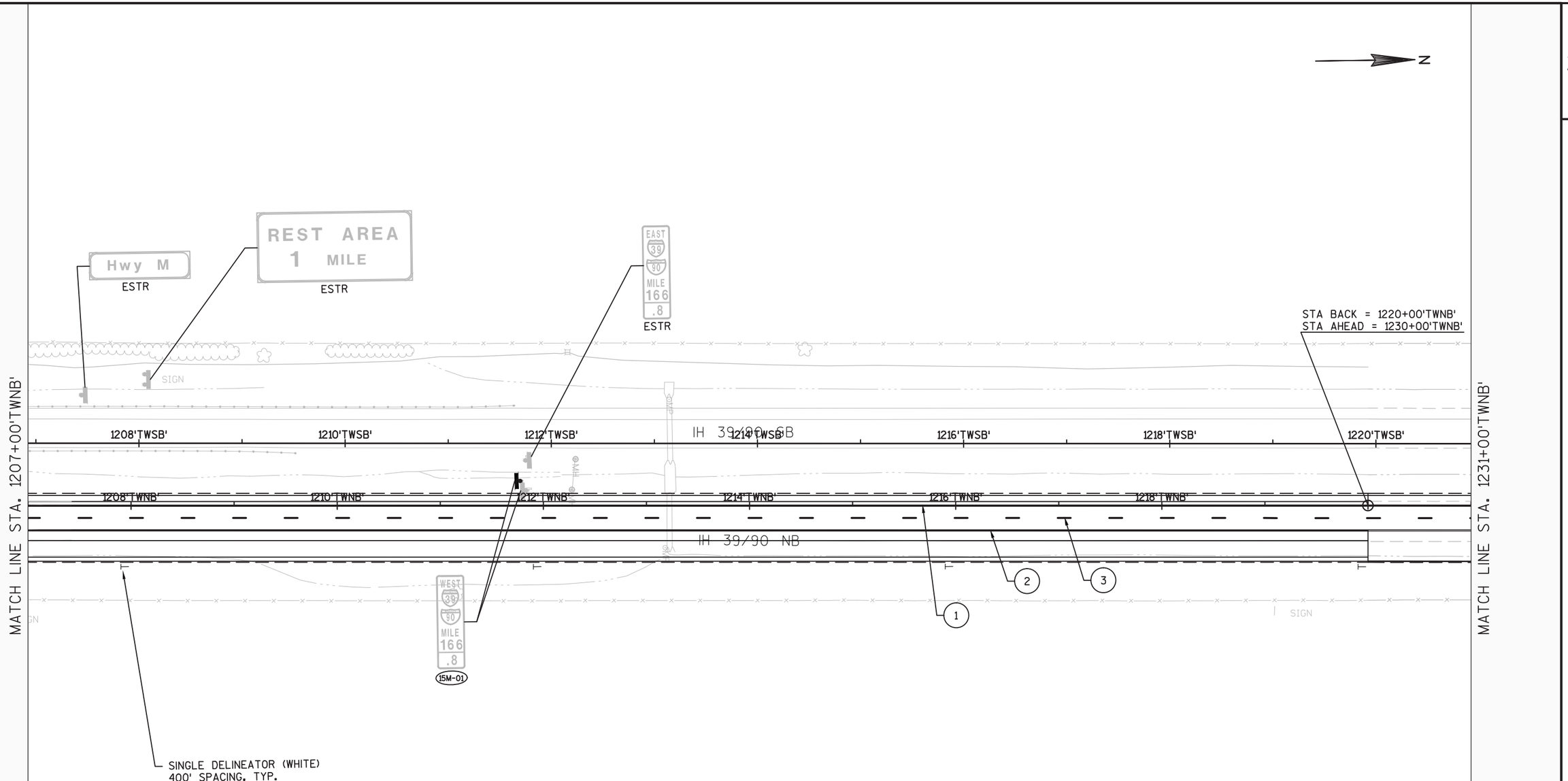
(X-XX) DENOTES SIGN NUMBER

(XM-XX) DENOTES SIGN TO BE MOVED

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 89	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\SIGNING_MARKING\023201-PS.DWG
LAYOUT NAME - 023201-PS - 16
PLOT DATE : 1/10/2018 4:18 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

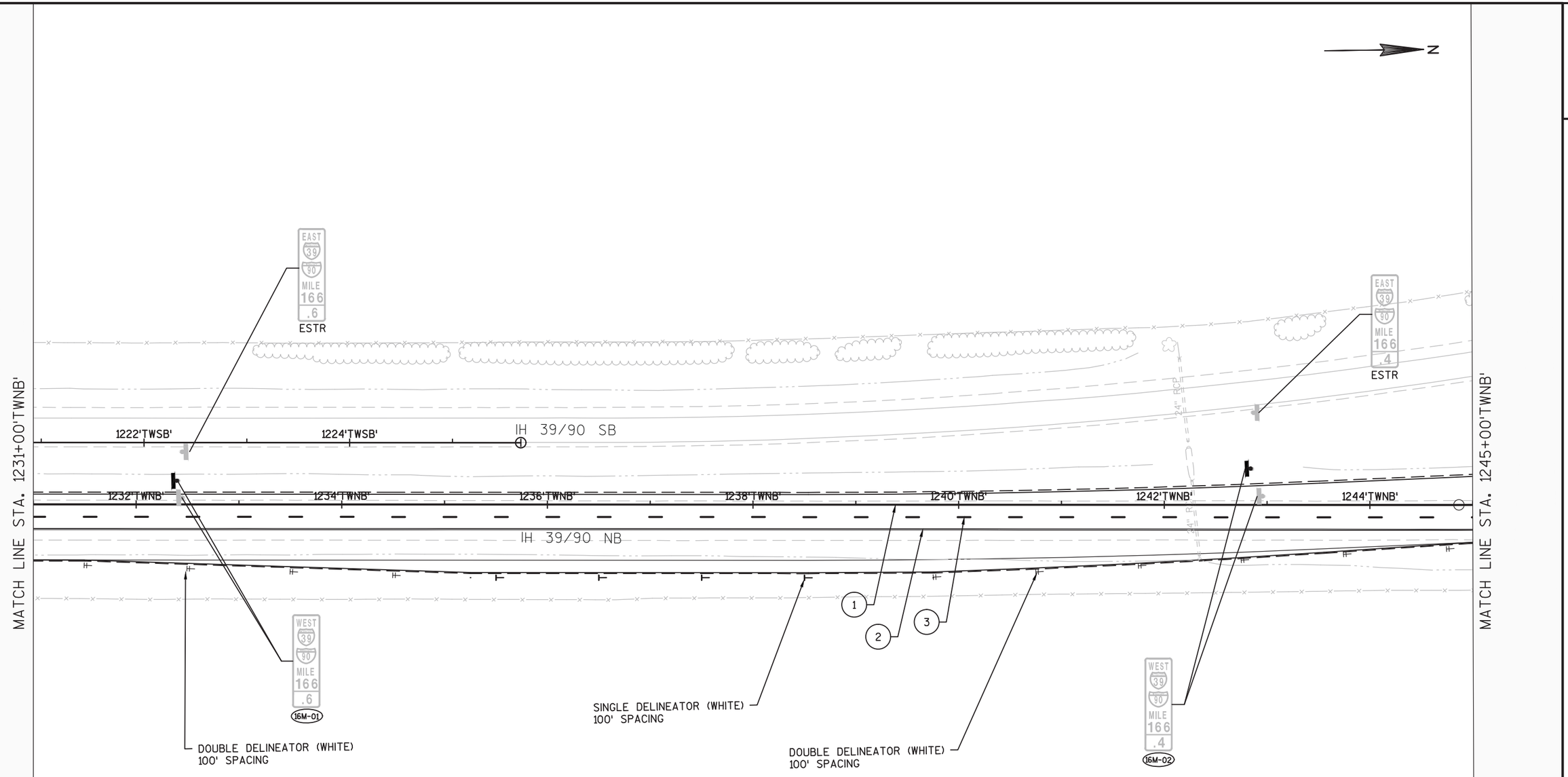
⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS
X-XX	DENOTES SIGN NUMBER
XM-XX	DENOTES SIGN TO BE MOVED

2



MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

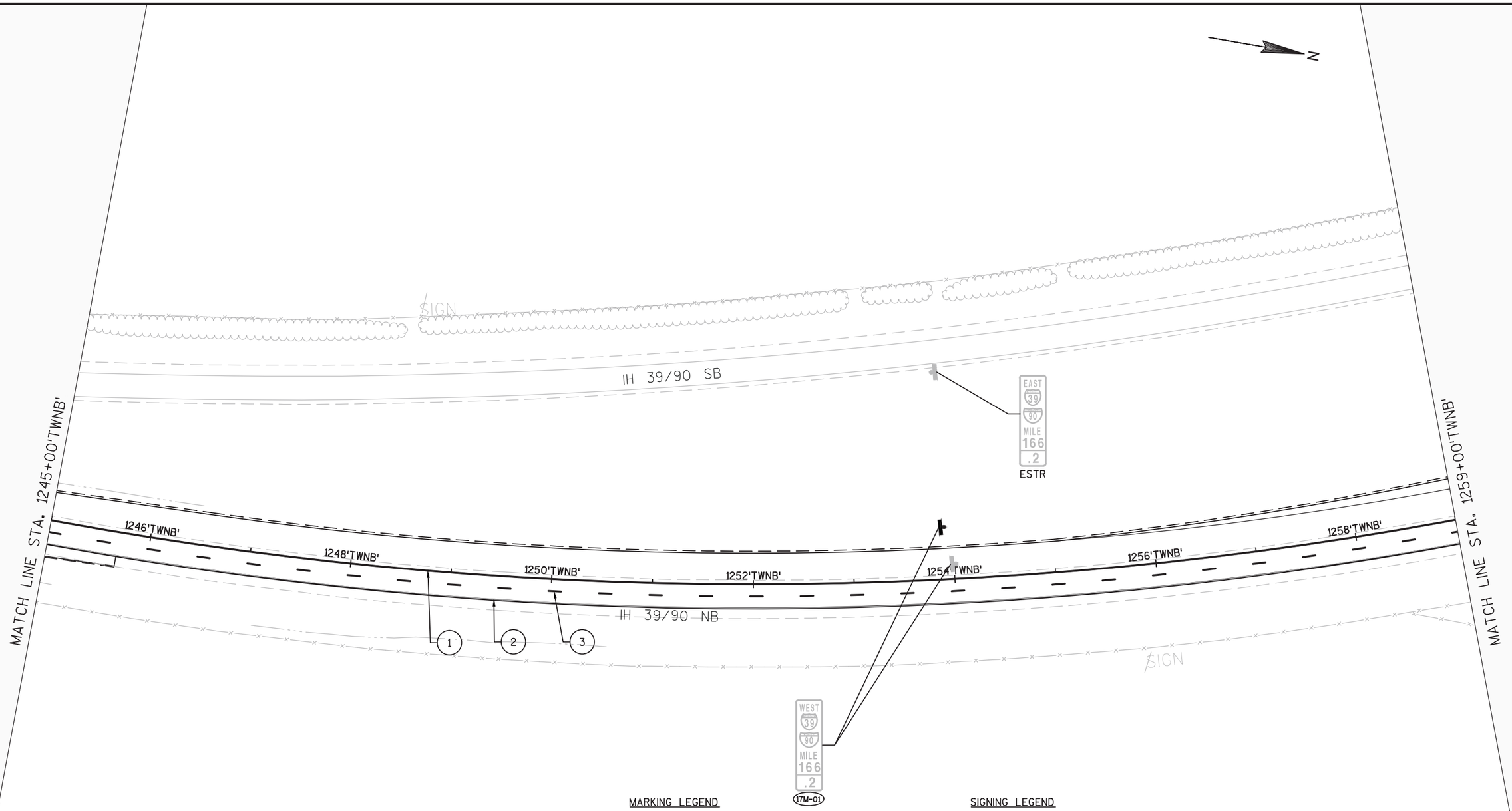
⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS
X-XX	DENOTES SIGN NUMBER
XM-XX	DENOTES SIGN TO BE MOVED

2



MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

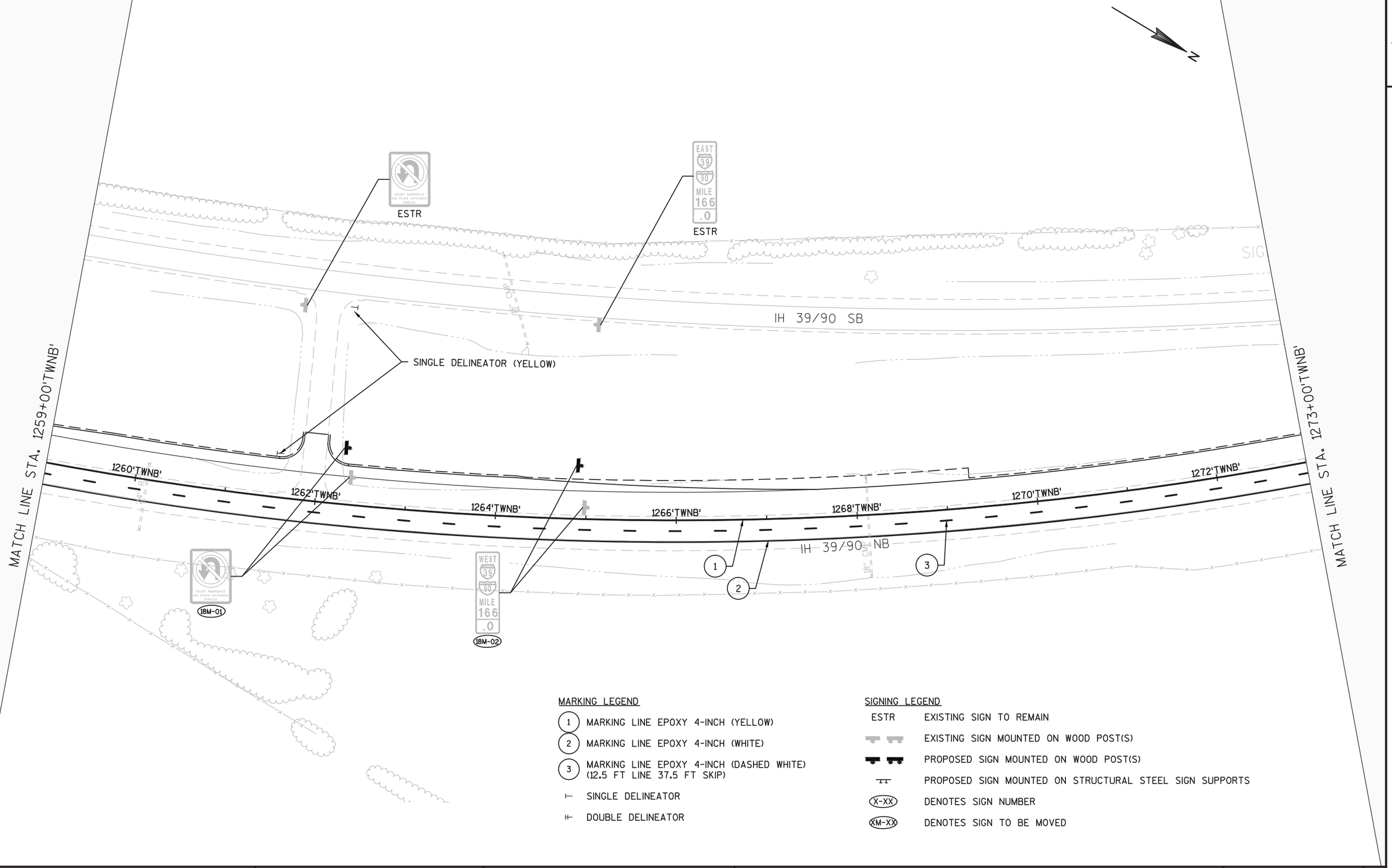
⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS
X-XX	DENOTES SIGN NUMBER
XM-XX	DENOTES SIGN TO BE MOVED

2



MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

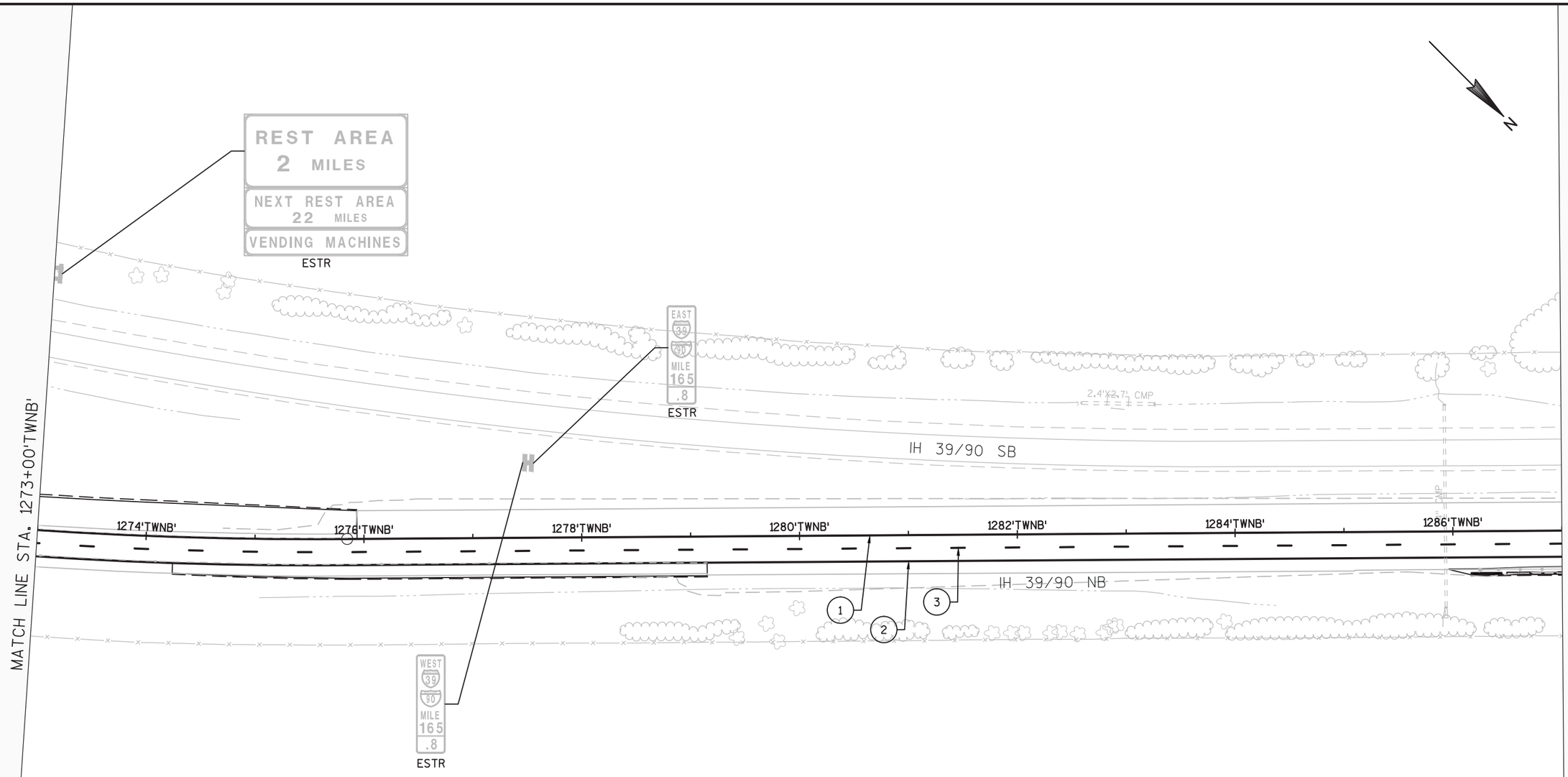
⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS
X-XX	DENOTES SIGN NUMBER
XM-XX	DENOTES SIGN TO BE MOVED

2



MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR EXISTING SIGN TO REMAIN

EXISTING SIGN MOUNTED ON WOOD POST(S)

PROPOSED SIGN MOUNTED ON WOOD POST(S)

PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS

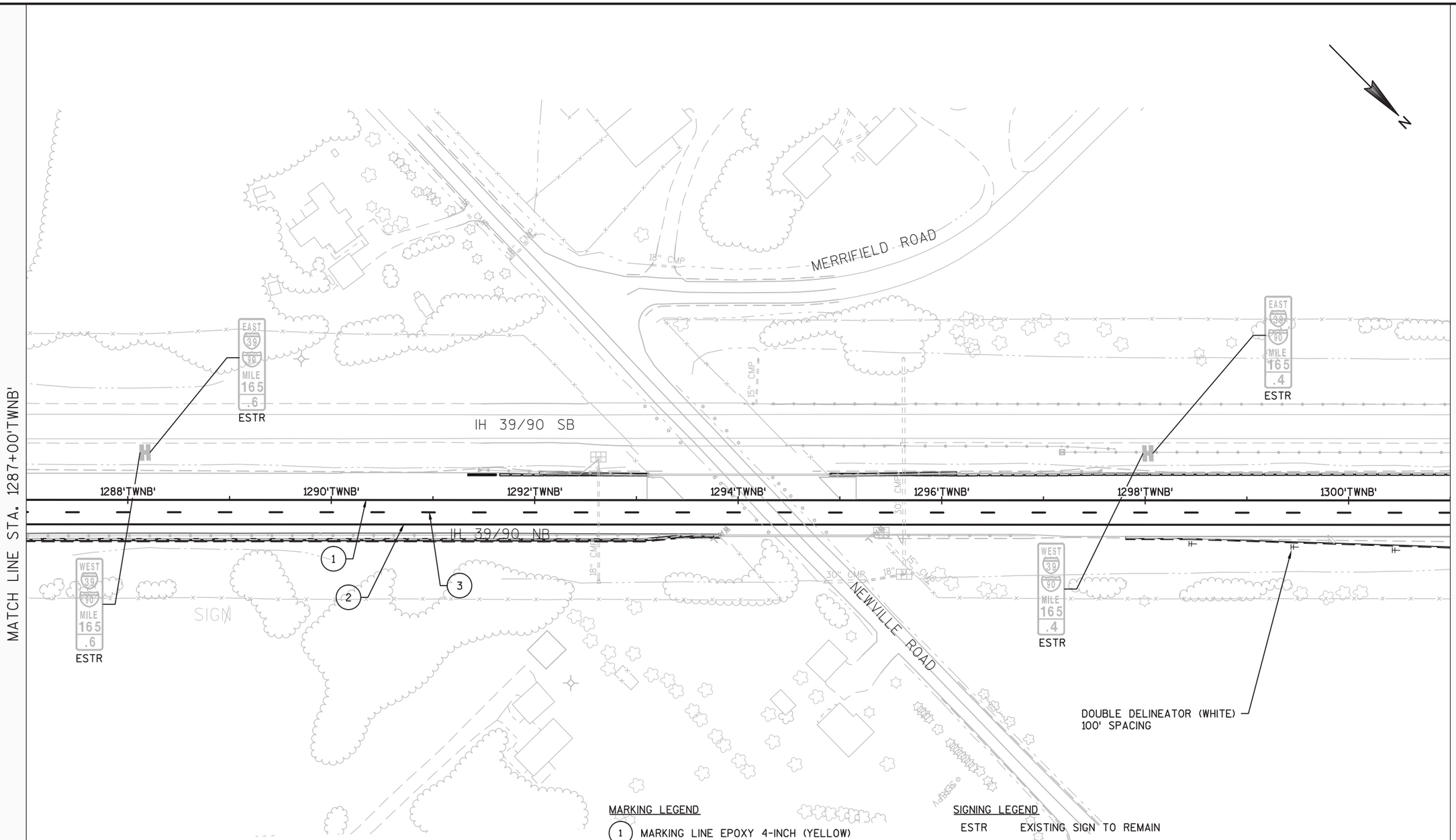
(X-XX) DENOTES SIGN NUMBER

(XM-XX) DENOTES SIGN TO BE MOVED

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 94	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\SIGNING_MARKING\023201-PS.DWG
LAYOUT NAME - 023201-PS - 21
PLOT DATE : 10/12/2017 3:26 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

SINGLE DELINEATOR

DOUBLE DELINEATOR

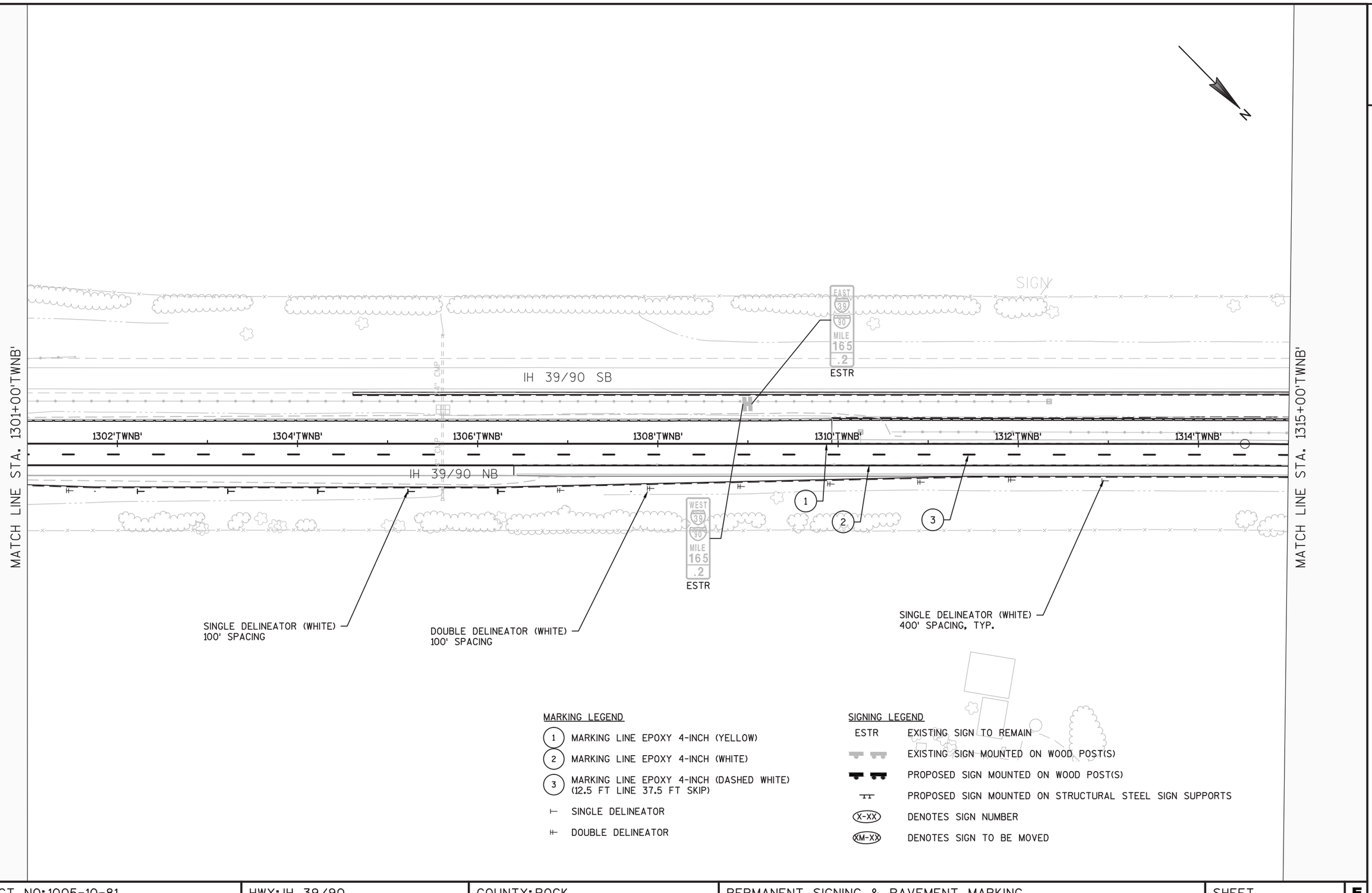
SIGNING LEGEND

ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS
X-XX	DENOTES SIGN NUMBER
XM-XX	DENOTES SIGN TO BE MOVED

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 95	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\SIGNING_MARKING\023201-PS.DWG
LAYOUT NAME - 023201-PS - 22
PLOT DATE : 10/12/2017 3:27 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS
X-XX	DENOTES SIGN NUMBER
XM-XX	DENOTES SIGN TO BE MOVED

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 96	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\SIGNING_MARKING\023201-PS.DWG
LAYOUT NAME - 023201-PS - 23
PLOT DATE : 10/12/2017 3:27 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

EAST 39 90 MILE 165 .0
ESTR

EMERGENCY STOPPING ONLY
ESTR

IH 39/90 SB

IH 39/90 NB

1316'TWNB'
1318'TWNB'
1320'TWNB'
1322'TWNB'
1324'TWNB'
1326'TWNB'
1328'TWNB'

MATCH LINE STA. 1315+00'TWNB'

MATCH LINE STA. 1329+00'TWNB'

WEST 39 90 MILE 165 .0
22M-01

SINGLE DELINEATOR (WHITE)
400' SPACING, TYP.

EXIT 163 E1-5 120"X30"
59
Milton
Edgerton
1 1/4 MILES
E1-1A 180"X162"

INSTALLED BY OTHERS UNDER PROJECT ID 1005-10-71/72.
COORDINATE GRADING FOR NB TEMPORARY WIDENING WITH PERMANENT SIGN INSTALLATION.

MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR EXISTING SIGN TO REMAIN

EXISTING SIGN MOUNTED ON WOOD POST(S)

PROPOSED SIGN MOUNTED ON WOOD POST(S)

PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS

(X-XX) DENOTES SIGN NUMBER

(XM-XX) DENOTES SIGN TO BE MOVED

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 97	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\SIGNING_MARKING\023201-PS.DWG
LAYOUT NAME - 023201-PS - 24
PLOT DATE : 10/12/2017 3:27 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 1329+00'TWNB'

IH 39/90 SB

IH 39/90 NB

1330'TWNB'
1332'TWNB'
1334'TWNB'
1336'TWNB'
1338'TWNB'
1340'TWNB'
1342'TWNB'

END PROJECT 1005-10-81
STA 1337+00'TWNB'

MATCH EXISTING
TWNB 1339+47
0.0'

MATCH EXISTING
TWNB 1339+47
24.0' RT

$500 FINE
FOR THROWING
LITTER OR TRASH
ON HIGHWAYS
KEEP WISCONSIN CLEAN

ESTR

EAST 39 90 MILE 164 .6

ESTR

SIGN

SINGLE DELINEATOR (WHITE)
400' SPACING, TYP.

UW WHITEWATER
EXIT 163

E3-1
180"X60"

INSTALLED BY OTHERS UNDER PROJECT ID 1005-10-71/72.

HOSPITAL
EXIT 163

E10-61
144"X54"

INSTALLED BY OTHERS UNDER PROJECT ID 1005-10-71/72.

SEPTIC

MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

SIGNING LEGEND

ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL SIGN SUPPORTS
X-XX	DENOTES SIGN NUMBER
XM-XX	DENOTES SIGN TO BE MOVED

2

ITS GENERAL NOTES

THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND SPECIAL PROVISIONS. ALL SCALES, DIMENSIONS, AND LOCATIONS SHOWN IN THESE PLANS ARE APPROXIMATE. ACTUAL PHYSICAL FIELD CONDITIONS SHALL PROVIDE THE BASIS FOR THE APPLICATION OF WORK SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE APPLICATION OF ALL WORK SHOWN IN THE PLANS TO THE ACTUAL PHYSICAL FIELD CONDITIONS TO PROVIDE A COMPLETE AND ACCEPTED PROJECT. IN THE EVENT THAT ACTUAL PHYSICAL FIELD CONDITIONS AFFECT OR PREVENT THE APPLICATION OR PROGRESSION OF ANY WORK SHOWN IN THE PLANS OR SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY, AND PRIOR TO ANY FURTHER WORK ACTIVITY. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY LOCATION CHANGES.

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

ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.

NO TEST BORINGS WERE MADE WHERE CONDUIT, PULL BOXES, POLES, FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED.

THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.

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

AREAS WITHIN RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR ITS CONSTRUCTION ARE TO BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, SEED, AND MULCH. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS, BUT ALSO CONTAINING ITS CONSTRUCTION, WILL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS. NO PAYMENT WILL BE MADE FOR RESTORING AREAS DISTURBED FOR ITS CONSTRUCTION OPERATIONS.

DUE TO RAMP, LANE, AND SHOULDER CLOSURE RESTRICTIONS AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.

NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

HAND DIG TRENCHES NEAR EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE. VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE.

ITS LEGEND

DESCRIPTION	SYMBOL
JUNCTION BOX	▬
CCTV CAMERA	◀▬
GROUND MOUNTED CABINET	▯▣▯
POLE MOUNTED CABINET	▣
POLE	●
PULL BOX 24X36	◑
PULL BOX 24X42	ⓓ
COMMUNICATIONS VAULT	V
COMMUNICATIONS MANHOLE	Ⓜ
MICROWAVE DETECTOR	◆
ITS CONDUIT	- - -
DYNAMIC MESSAGE SIGN, OVERHEAD	▙▁▟
DYNAMIC MESSAGE SIGN, ROADSIDE	▙▟▙▟
DYNAMIC MESSAGE SIGN, BUTTERFLY	▟▙▟
DYNAMIC MESSAGE SIGN, CANTILEVER	▁▟
PORTABLE CHANGEABLE MESSAGE SIGN	PCMS
ROAD WEATHER INFORMATION SYSTEM	▮
METER BREAKER PEDESTAL	⊠
METER SOCKET	⊗
BREAKER DISCONNECT BOX	⊞
RAMP CLOSURE GATE	▭▶
BLUETOOTH SENSOR	B
WIRELESS MESH NODE	W
AUTOMATIC TRAFFIC RECORDER	ATR
WOODEN POWER POLE	⊡
WOOD POST	⊡
TRANSFORMER	⧄
DETECTION ZONE	⬭
QUANTITY POINT	▲

ITS STANDARD ABBREVIATIONS

ATR	-----	AUTOMATIC TRAFFIC RECORDER
CB	-----	CONTROLLER CABINET
CCTV	-----	CLOSED CIRCUIT TELEVISION
CP	-----	CAMERA POLE
CV	-----	COMMUNICATIONS VAULT
DMS	-----	DYNAMIC MESSAGE SIGN
DP	-----	DETECTOR POLE
DS	-----	DRAINAGE STRUCTURE (ON ITS PLANS ONLY)
EX	-----	EXISTING
FO	-----	FIBER OPTIC
JB	-----	JUNCTION BOX
MB	-----	METER BREAKER
MD	-----	MICROWAVE DETECTOR
MH	-----	MANHOLE
MM	-----	MULTIMODE
PB	-----	PULL BOX
PCMS	-----	PORTABLE CHANGEABLE MESSAGE SIGN
PF	-----	POLE FOUNDATION
PP	-----	POWER POLE
QP	-----	QUANTITY POINT
RWIS	-----	ROAD WEATHER INFORMATION SYSTEM
S	-----	OVERHEAD SIGNAL SUPPORT
SB	-----	SIGNAL BASE
SDS	-----	SYSTEM DETECTOR STATION
SM	-----	SINGLE MODE
SWEF	-----	SAFETY AND WEIGHT ENFORCEMENT FACILITY
WDS	-----	WIRELESS DETECTION SENSOR
WIM	-----	WEIGH IN MOTION
WMN	-----	WIRELESS MESH NODE

ITS CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION
SW REGION
MR. KYLE HEMP
608-246-5367
MR. GRAHAM HEITZ
608-246-5362
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WISCONSIN DEPARTMENT OF TRANSPORTATION
STATEWIDE TRAFFIC OPERATIONS CENTER
MR. DEAN BEEKMAN
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433 W. ST. PAUL AVENUE, SUITE 300
MILWAUKEE, WI 53203

SRF CONSULTING GROUP
INTELLIGENT TRANSPORTATION SYSTEMS
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763-452-4730
MR. NICK GRAGE
763-452-4834
1 CARLSON PARKWAY NORTH, SUITE 150
MINNEAPOLIS, MN 55447

ORIGINAL PLANS PREPARED BY

SRF Consulting Group, Inc. | ENGINEERS PLANNERS DESIGNERS

ITS SHEETS 1-5

WISCONSIN
JACOB HW FOLKERINGA
E-43224
MINNEAPOLIS, MN
PROFESSIONAL ENGINEER

10/5/2017 (Date) (Signature)

2

2

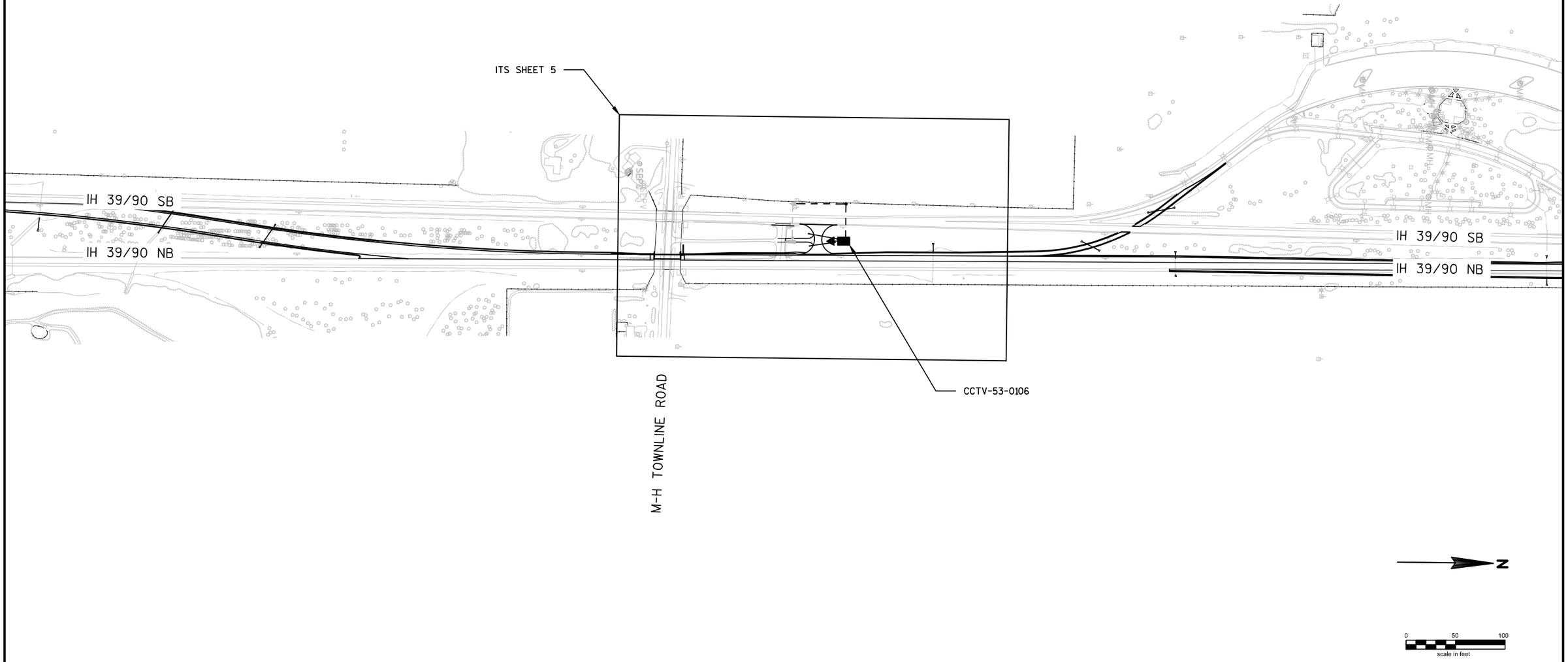
ITS LEGEND

ITS SHEET 2 OF 5

DESCRIPTION	SYMBOL
CCTV CAMERA	◀■

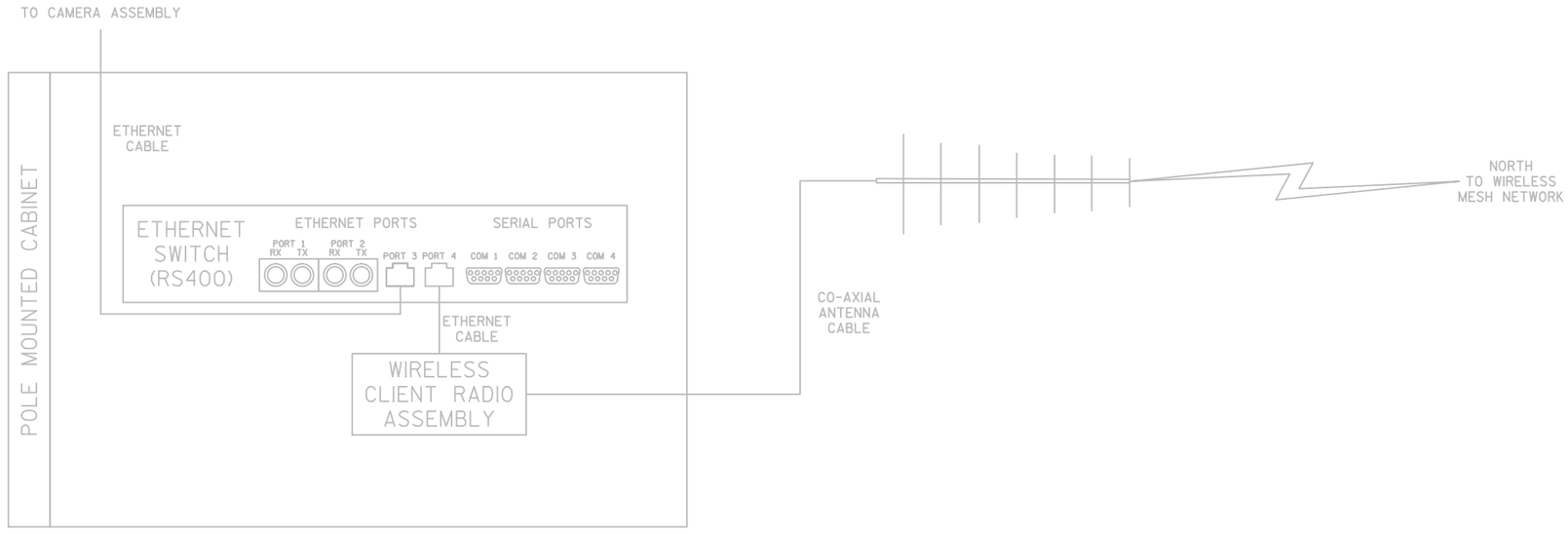
ITS STANDARD ABBREVIATIONS

CCTV ----- CLOSED CIRCUIT TELEVISION



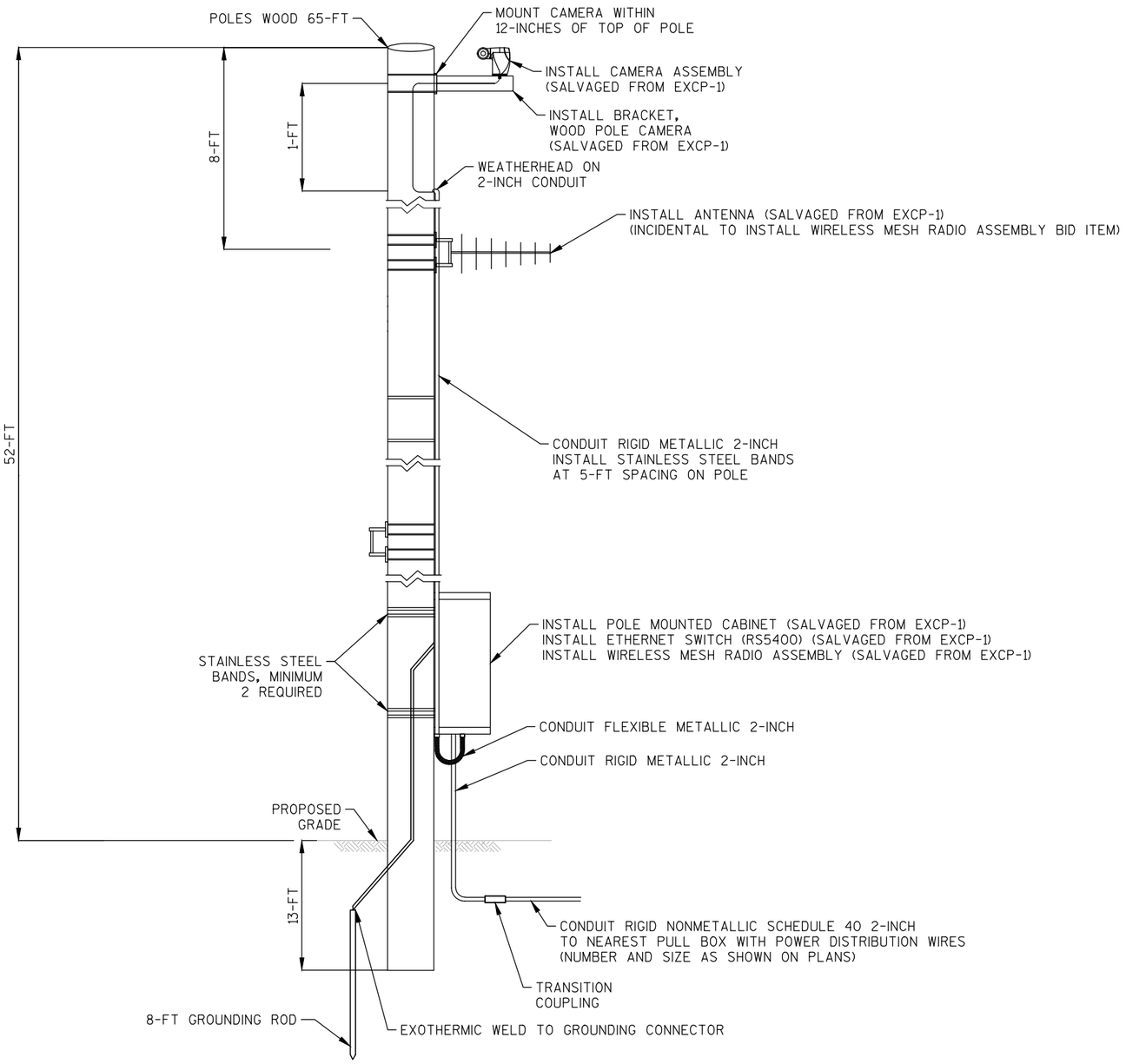
PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	ITS PLAN OVERVIEW	SHEET 100	E

NOT TO SCALE



CCTV-53-0106 - IH 39/90 @ M-H TOWNLINE ROAD

NOT TO SCALE



CAMERA & POLE MOUNTED CABINET MOUNTING

CCTV-53-0106 - IH 39/90 @ M-H TOWNLINE ROAD (TEMPORARY LOCATION)

NOTES

SECURE LOOSE CABLES TO POLE AT 5-FT INTERVALS.

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

ORIENT ANTENNAS TO OPTIMIZE SIGNAL STRENGTH.

CONDUIT FLEXIBLE METALLIC SHALL BE LIQUID TIGHT.

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
POLE MOUNTED CABINET	
POLE	
PULL BOX NON-CONDUCTIVE 24X42	
COMMUNICATIONS VAULT	V
ITS CONDUIT	
METER SOCKET	
BREAKER DISCONNECT BOX	
WOODEN POWER POLE	

ITS STANDARD ABBREVIATIONS

CCTV	-----	CLOSED CIRCUIT TELEVISION
CP	-----	CAMERA POLE
CV	-----	COMMUNICATIONS VAULT
EX	-----	EXISTING
PB	-----	PULL BOX
PP	-----	POWER POLE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
3-ELECTRICAL WIRE LIGHTING 2 AWG

R/W

CONDUIT SPECIAL 2-INCH
3-ELECTRICAL WIRE LIGHTING 2 AWG

PB-1

EXPP-1

REMOVE CABLE
ABANDON CONDUIT

400+00

1100+00'TWSB'

1105+00'TWSB'

1110+00'TWSB'

IH 39/90 SB

REMOVING PULL BOXES

EXPB-1

SLOPE INTERCEPT

598+48

600+00

603+00

PB-2

CP-1

EXCP-1

1102+96'RTA'

1105+00'RTA'

1110+00'RTA'

SLOPE INTERCEPT

0'XAM'

1100+00'TWNB'

1105+00'TWNB'

1110+00'TWNB'

IH 39/90 NB

402+20

M-H TOWNLINE ROAD

SIGN

EXISTING CCTV-53-0106
SALVAGE ITS EQUIPMENT
REMOVE POLES WOOD
REMOVE CABLE
(BETWEEN EXCP-1 AND EXPB-1)
ABANDON CONDUIT
(BETWEEN EXCP-1 AND EXPB-1)

R/W

CCTV-53-0106
POLES WOOD 65-FT
INSTALL CAMERA ASSEMBLY (SALVAGED FROM EXCP-1)
INSTALL POLE MOUNTED CABINET (SALVAGED FROM EXCP-1)
INSTALL ETHERNET SWITCHES (RS400) (SALVAGED FROM EXCP-1)
INSTALL WIRELESS MESH RADIO ASSEMBLY (SALVAGED FROM EXCP-1)
PLAQUES SEQUENCE IDENTIFICATION (INCIDENTAL)
COUNDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(BETWEEN CP-1 AND PB-2)
3-ELECTRICAL WIRE LIGHTING 2 AWG

N

0 50 100
scale in feet

NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	ITS PLANS	SHEET E

FILE NAME : H:\PROJMDSN\8134\CAD_BIM\PLAN\1005-10-81_KENNEDY RD TO KNUTSON RD_TP\SR_ITS PLANS_1005-10-81.DWG PLOT DATE : 10/5/2017 10:15 AM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 1" = 100 FT_XREF

2

LEGEND

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

BLACK ON FLUORESCENT ORANGE

ROAD WORK NEXT XX MILES
EXPECT DELAYS

FINES DOUBLE IN WORK ZONES
She 'em a BRAKE SLOW DOWN
W21-62
96"_X_48"

BLACK ON WHITE

PLACE ONLY AS DIRECTED BY ENGINEER

TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.

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

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

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

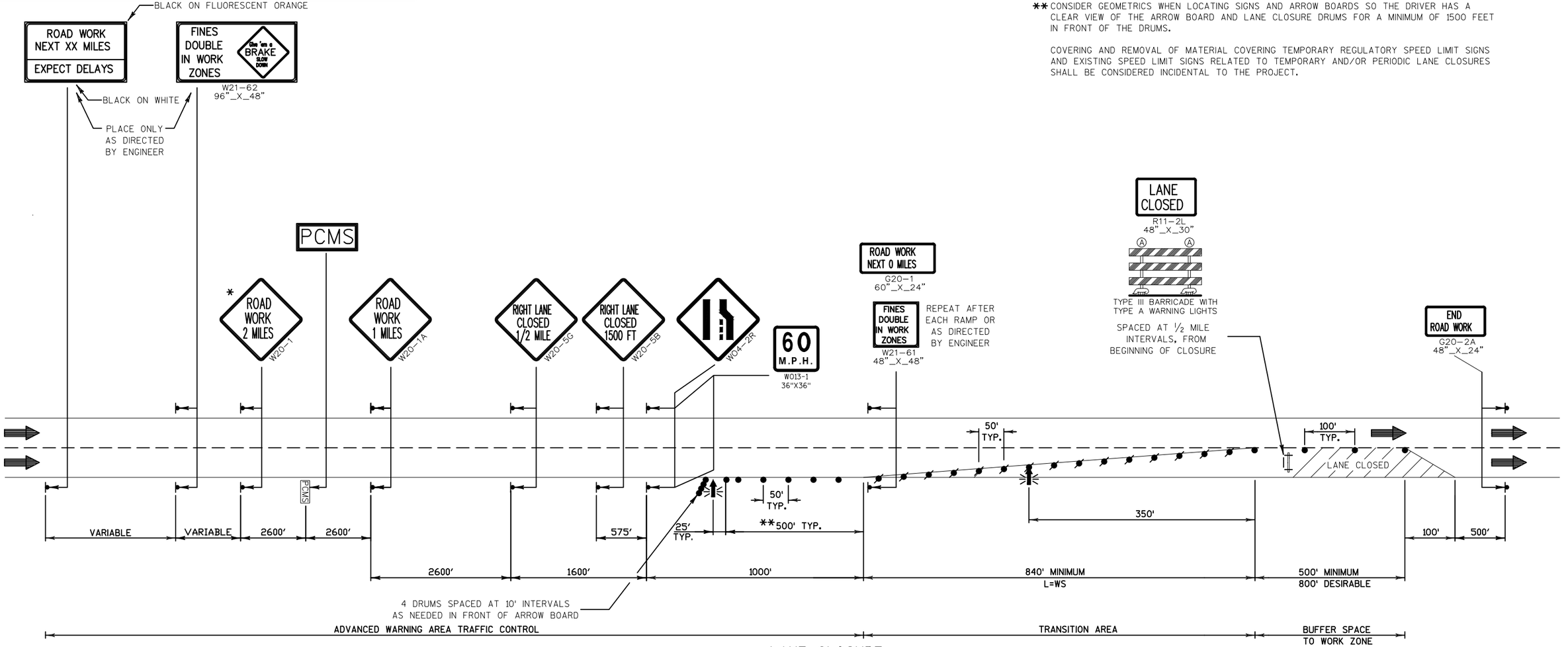
IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY ½ MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

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

* OPTIONAL - USE WHEN WARRANTED BY ROADWAY GEOMETRICS OR TRAFFIC VOLUMES

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

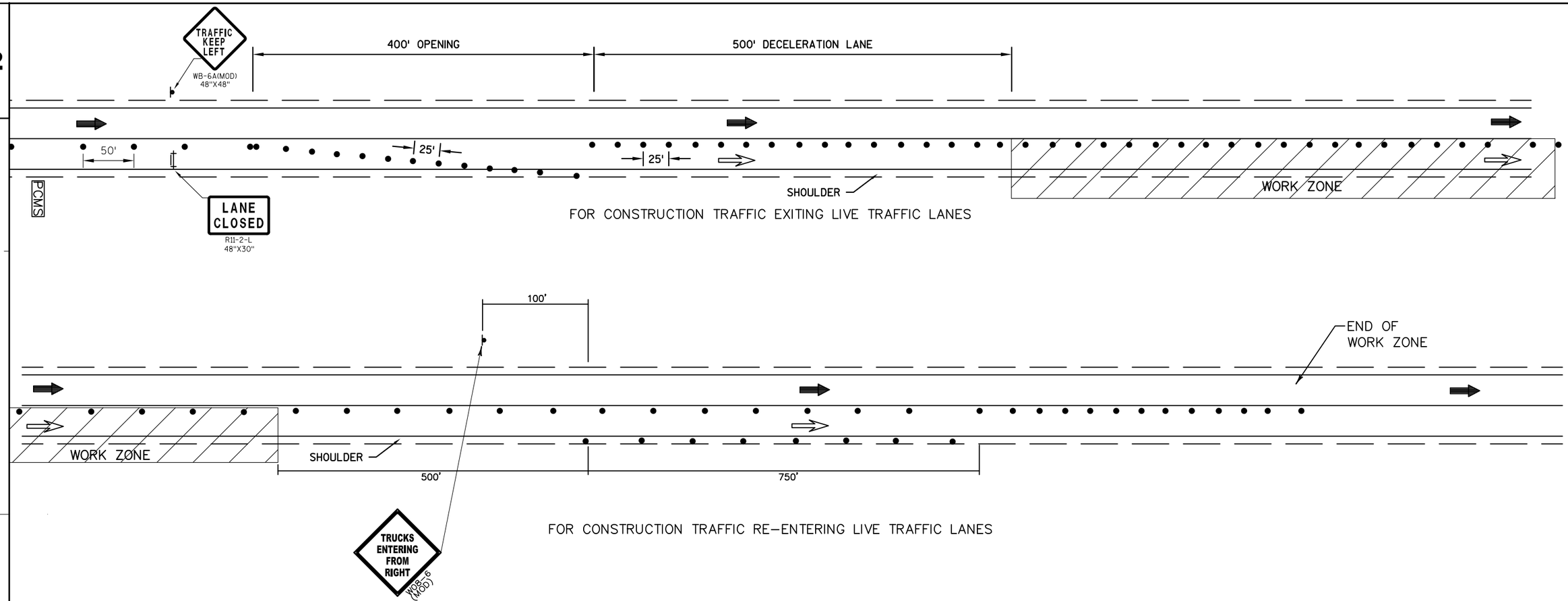
COVERING AND REMOVAL OF MATERIAL COVERING TEMPORARY REGULATORY SPEED LIMIT SIGNS AND EXISTING SPEED LIMIT SIGNS RELATED TO TEMPORARY AND/OR PERIODIC LANE CLOSURES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.



LANE CLOSURE

(SEE TRAFFIC CONTROL PLANS FOR LOCATIONS)

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: LANE CLOSURE	SHEET 104	E



FOR CONSTRUCTION TRAFFIC EXITING LIVE TRAFFIC LANES

FOR CONSTRUCTION TRAFFIC RE-ENTERING LIVE TRAFFIC LANES

NOTE:
SPACING AND LOCATIONS OF DEVICES IN THE FIELD SUBJECT TO REVIEW AND APPROVAL BY THE ENGINEER

SEE OTHER TRAFFIC CONTROL DETAILS AND STANDARD DETAIL DRAWINGS FOR LANE CLOSURE DETAILS

PORTABLE MESSAGE SIGN MESSAGES SHOULD READ:

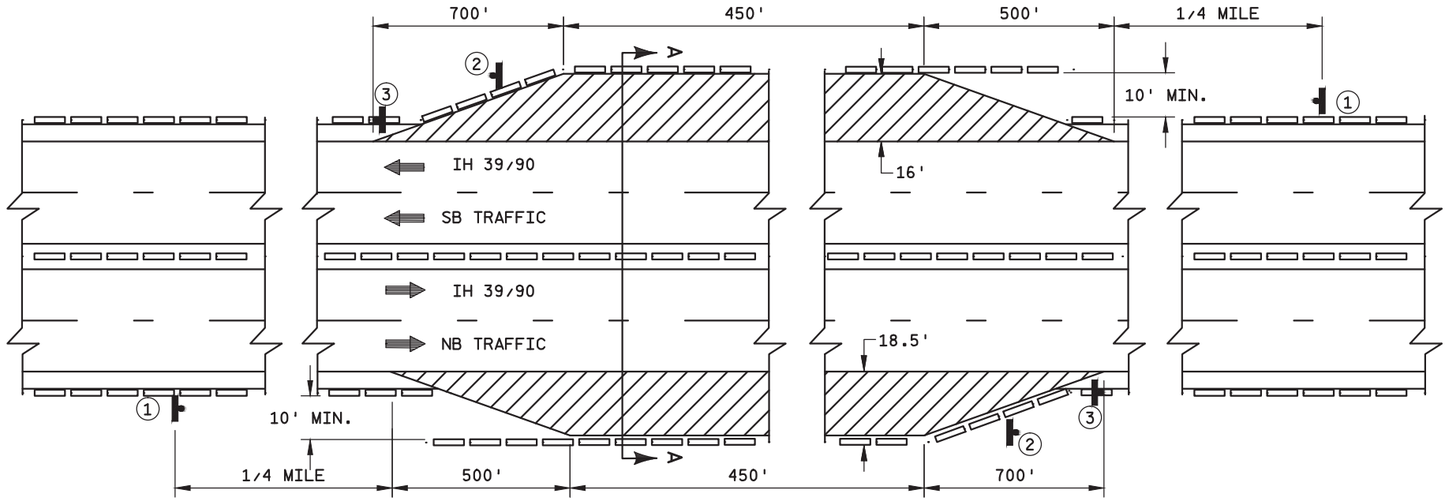
FRAME 1	FRAME 2
TRUCKS EXITING RIGHT	DO NOT FOLLOW TRUCKS

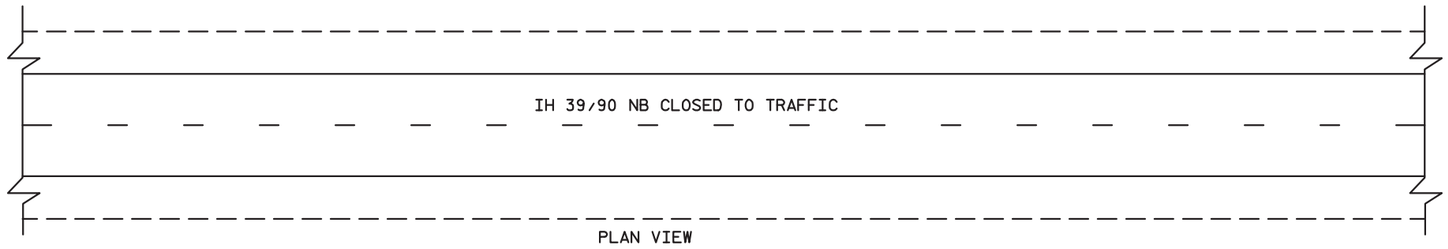
LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL SIGN
- IH 39 TRAFFIC
- CONSTRUCTION TRAFFIC
- WORK ZONE
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD

TRAFFIC CONTROL DETAIL FOR CONSTRUCTION ACCESS AT LANE CLOSURES

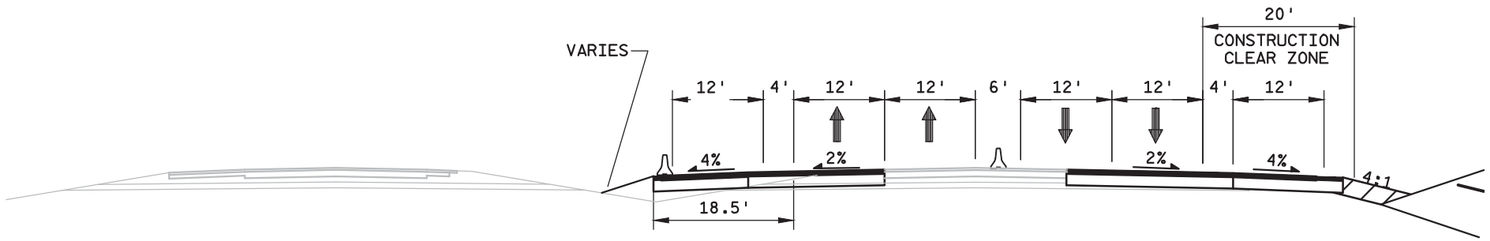
NIGHT USE ONLY





PLAN VIEW

TEMPORARY EMERGENCY PULLOUTS FOR DIVIDED HIGHWAYS



SECTION A-A

① EMERGENCY PARKING 1/4 MILE

R8-53
48"X36"

② EMERGENCY PARKING 2 HR MAX

R8-54
48"X36"

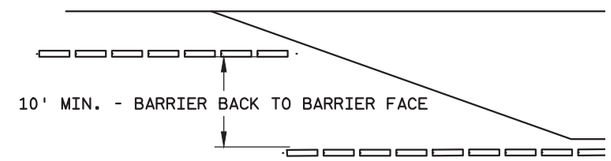
SIGNS TO BE BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

③

W5-52R
18"X54"

MOUNT ON BARRIER WALL

SIGNS FOR TEMPORARY EMERGENCY PULLOUTS

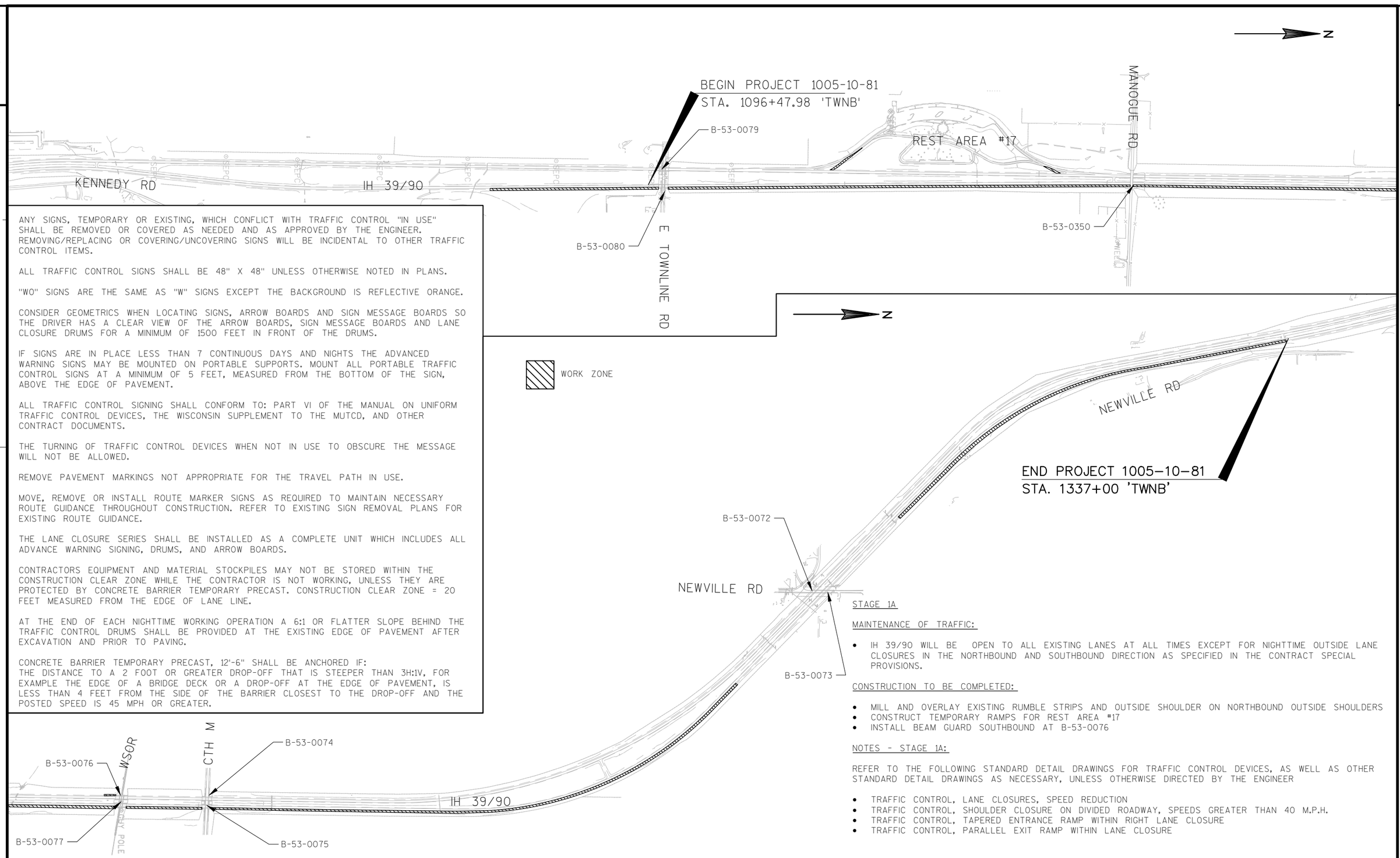


GENERAL NOTES

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

TEMPORARY EMERGENCY PULLOUTS AND SIGNS SHALL BE REMOVED AND THE ROADWAY RESTORED TO ITS ORIGINAL CROSS SECTION AND CONDITION PRIOR TO REOPENING THE ROADWAY TO ONE WAY TRAFFFIC.

OPENING IN CONCRETE BARRIER TEMPORARY PRECAST SHALL NOT BE USED AS ACCESS TO WORK ZONE. OPENING TO BE USED FOR EMERGENCY RESPONDERS ONLY.



ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

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

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

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

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

AT THE END OF EACH NIGHTTIME WORKING OPERATION A 6:1 OR FLATTER SLOPE BEHIND THE TRAFFIC CONTROL DRUMS SHALL BE PROVIDED AT THE EXISTING EDGE OF PAVEMENT AFTER EXCAVATION AND PRIOR TO PAVING.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROP-OFF THAT IS STEEPER THAN 3H:1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROP-OFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROP-OFF AND THE POSTED SPEED IS 45 MPH OR GREATER.

STAGE 1A

MAINTENANCE OF TRAFFIC:

- IH 39/90 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHTTIME OUTSIDE LANE CLOSURES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

CONSTRUCTION TO BE COMPLETED:

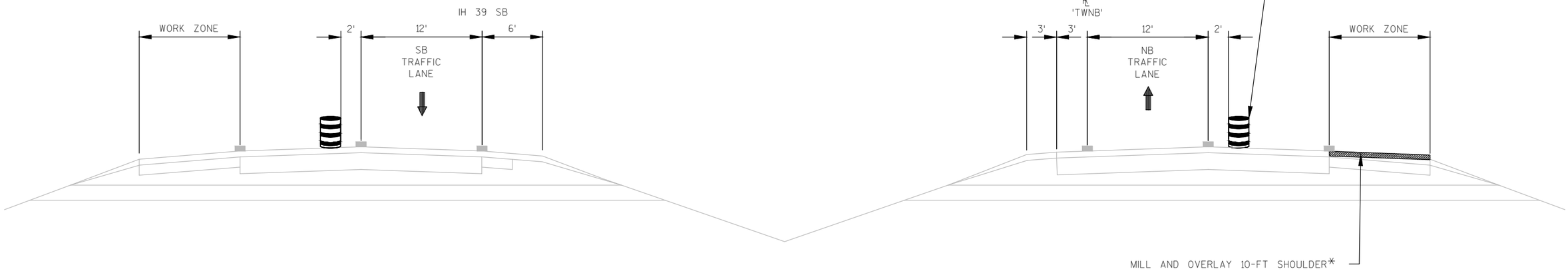
- MILL AND OVERLAY EXISTING RUMBLE STRIPS AND OUTSIDE SHOULDER ON NORTHBOUND OUTSIDE SHOULDERS
- CONSTRUCT TEMPORARY RAMPS FOR REST AREA #17
- INSTALL BEAM GUARD SOUTHBOUND AT B-53-0076

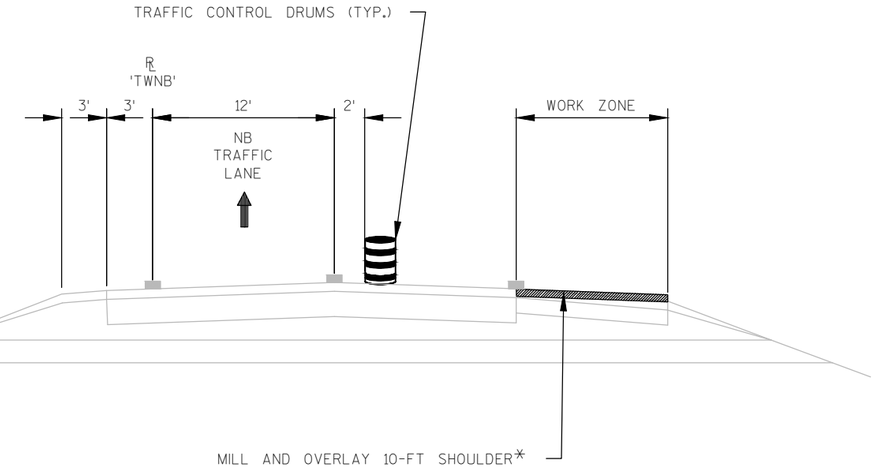
NOTES - STAGE 1A:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, LANE CLOSURES, SPEED REDUCTION
- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H.
- TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE
- TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1A OVERVIEW	SHEET 107 E



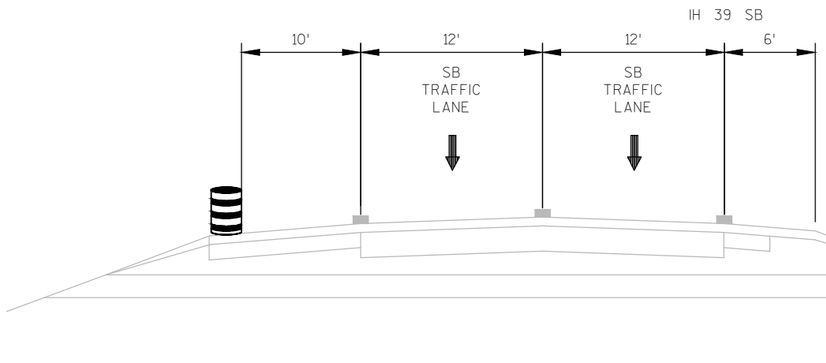


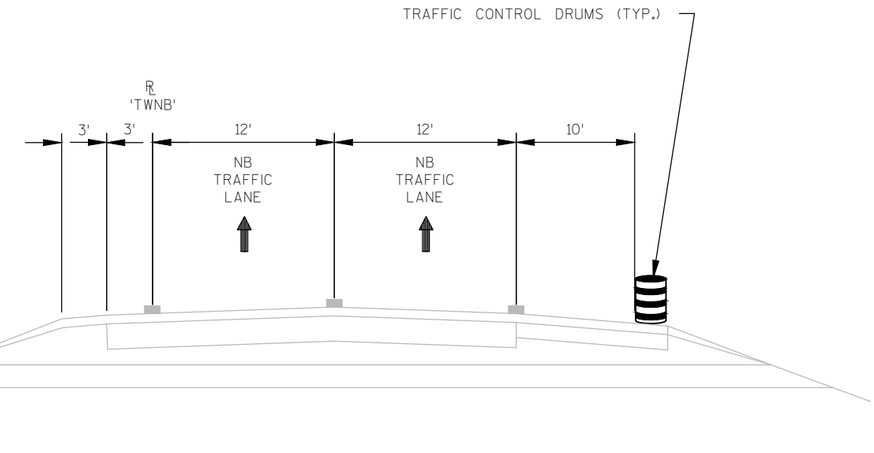
IH 39/90 NB - STAGE 1A

NIGHTTIME HOURS

1080+00 'TWNB' - 1332+68 'TWNB' (NORTHBOUND)
1106+00 'TWNB' - 1164+69 'TWNB' (SOUTHBOUND)
1194+55 'TWNB' - 1195+57 'TWNB' (SOUTHBOUND)

* EXISTING ASPHALTIC SURFACE MILLING - 2' WIDTH STA. 1080+08'TWNB' TO STA. 1120+00'TWNB' & STA. 1230+00'TWNB' TO STA. 1272+25'TWNB' (SEE CONSTRUCTION DETAIL)





IH 39/90 NB - STAGE 1A

DAYTIME HOURS

1080+00 'TWNB' - 1332+68 'TWNB'

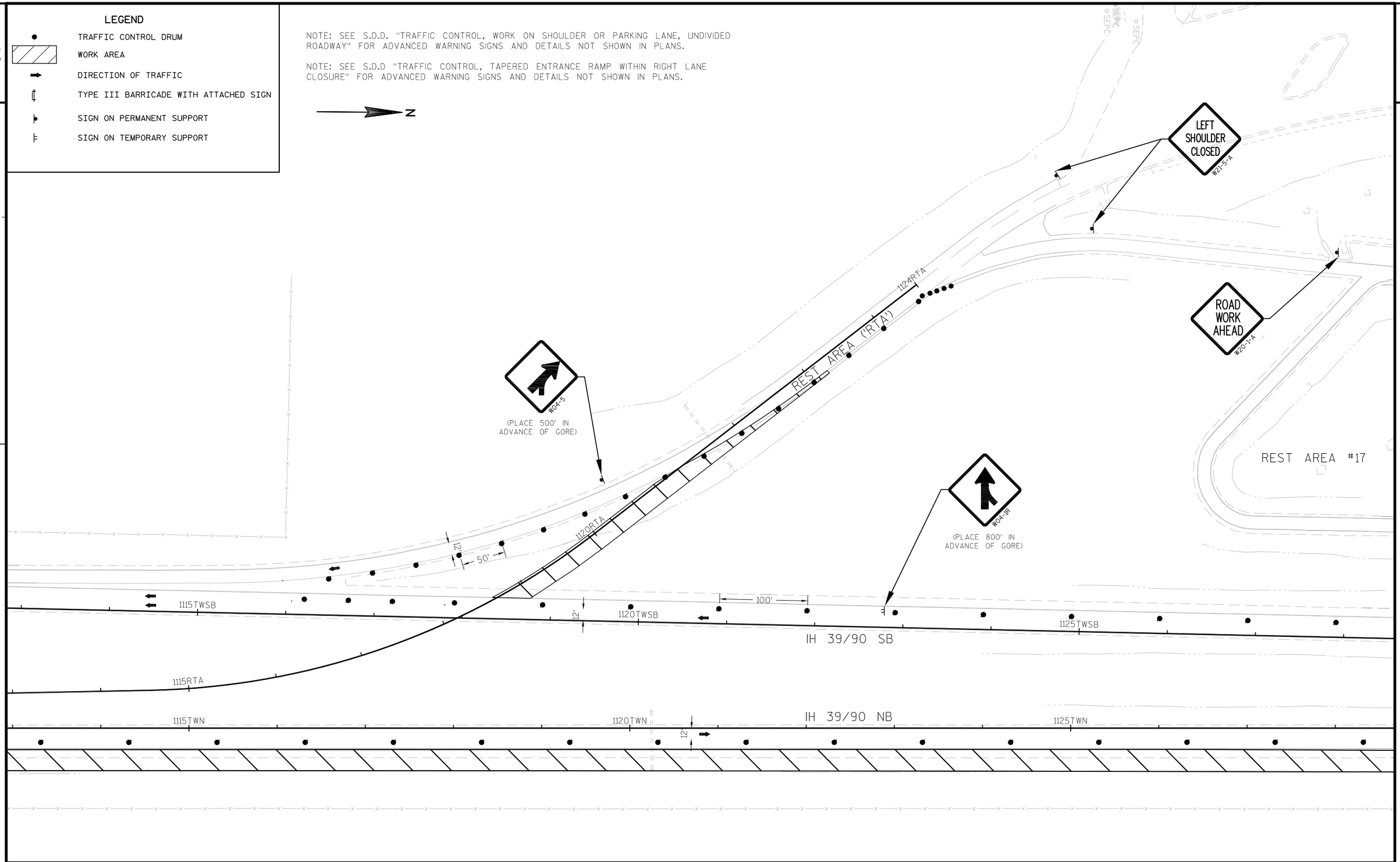
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1A TYPICAL SECTIONS	SHEET 108 E

LEGEND

- TRAFFIC CONTROL DRUM
- WORK AREA
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT

NOTE: SEE S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

NOTE: SEE S.D.D "TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1A REST AREA #17 (NIGHTTIME HOURS)	SHEET 109	E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT
- WORK AREA
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT

NOTE: SEE S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

NOTE: SEE S.D.D "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

N

EXIT
E5-1
72"X60"

REST AREA #17

REST AREA ('RTB')

1141RTB

1145RTB

1145WSB

1145TWN

IH 39/90 SB

IH 39/90 NB

100'

50'

25'

12'

1150TWSB

1150RTB

1150TWN

1153RTB

1155TWSB

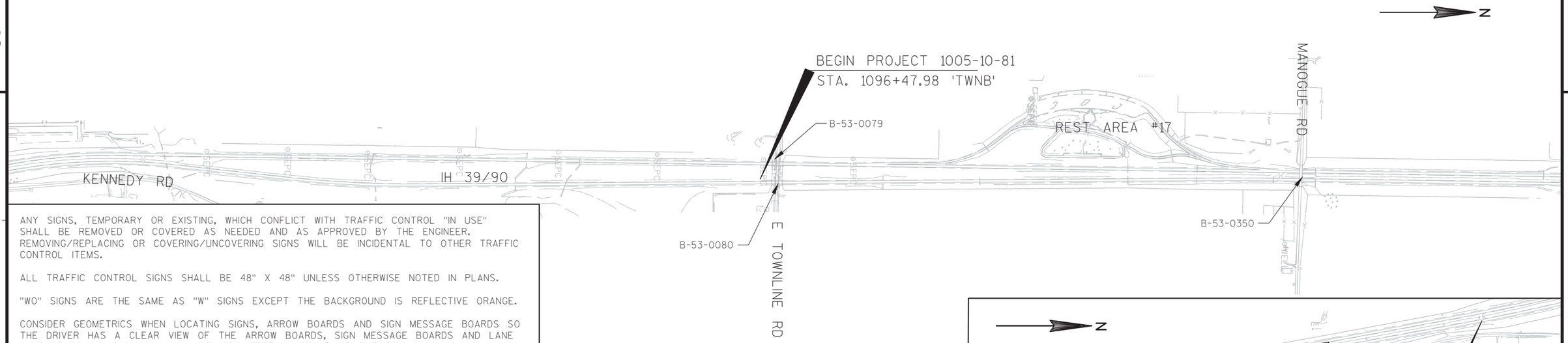
1155TWN

B-53-0350

MANOGUE RD

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1A REST AREA #17 (NIGHTTIME HOURS)	SHEET 110	E

2



ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

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

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

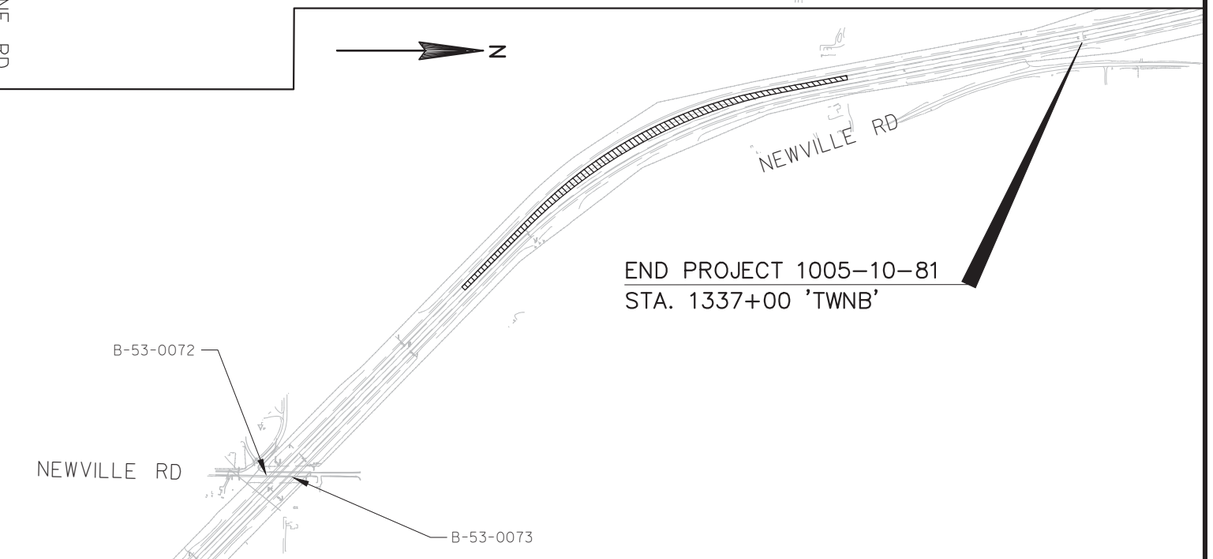
THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

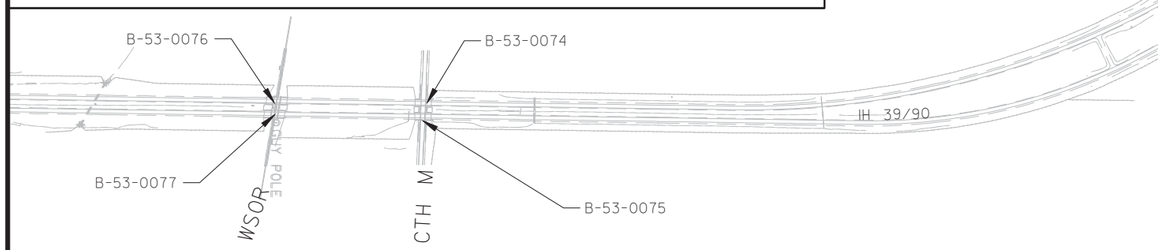
CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

AT THE END OF EACH NIGHTTIME WORKING OPERATION A 6:1 OR FLATTER SLOPE BEHIND THE TRAFFIC CONTROL DRUMS SHALL BE PROVIDED AT THE EXISTING EDGE OF PAVEMENT AFTER EXCAVATION AND PRIOR TO PAVING.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROP-OFF THAT IS STEEPER THAN 3H:1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROP-OFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROP-OFF AND THE POSTED SPEED IS 45 MPH OR GREATER.

WORK ZONE





STAGE 1B

MAINTENANCE OF TRAFFIC:

- IH 39/90 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHTTIME INSIDE LANE CLOSURES IN THE SB DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

CONSTRUCTION TO BE COMPLETED:

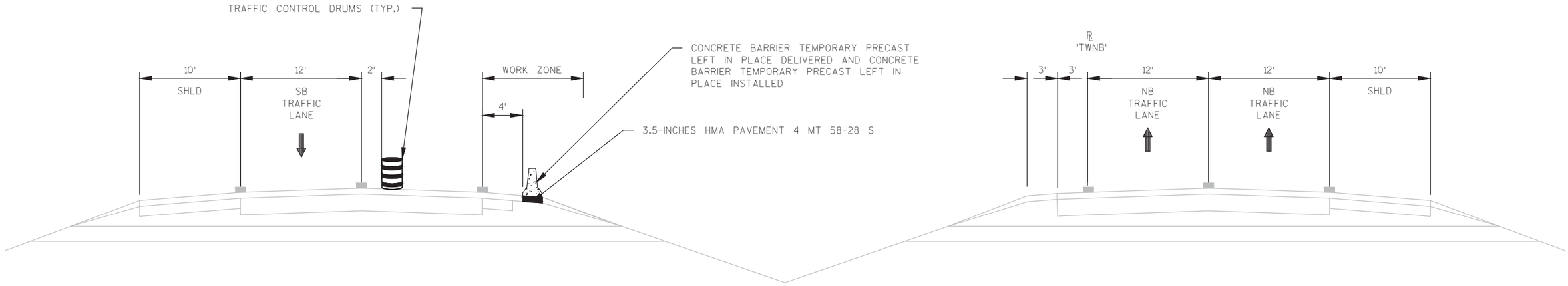
- PAVE 2' SHOULDER WIDENING ON SOUTHBOUND INSIDE SHOULDERS AND TEMPORARY CONCRETE BARRIER PLACEMENT

NOTES - STAGE 1B:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, LANE CLOSURES, SPEED REDUCTION
- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H.

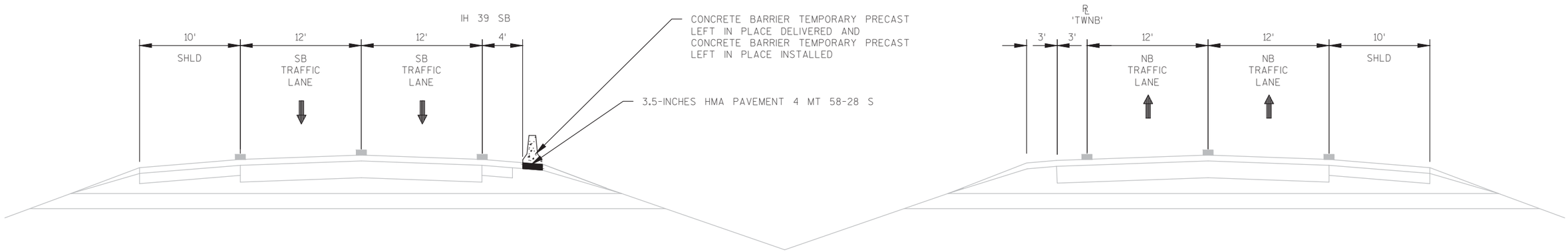
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1B OVERVIEW	SHEET 111	E



IH 39/90 SB - STAGE 1B

NIGHTTIME HOURS

1311+00 'TWNB' - 1337+00 'TWNB' (SOUTHBOUND)

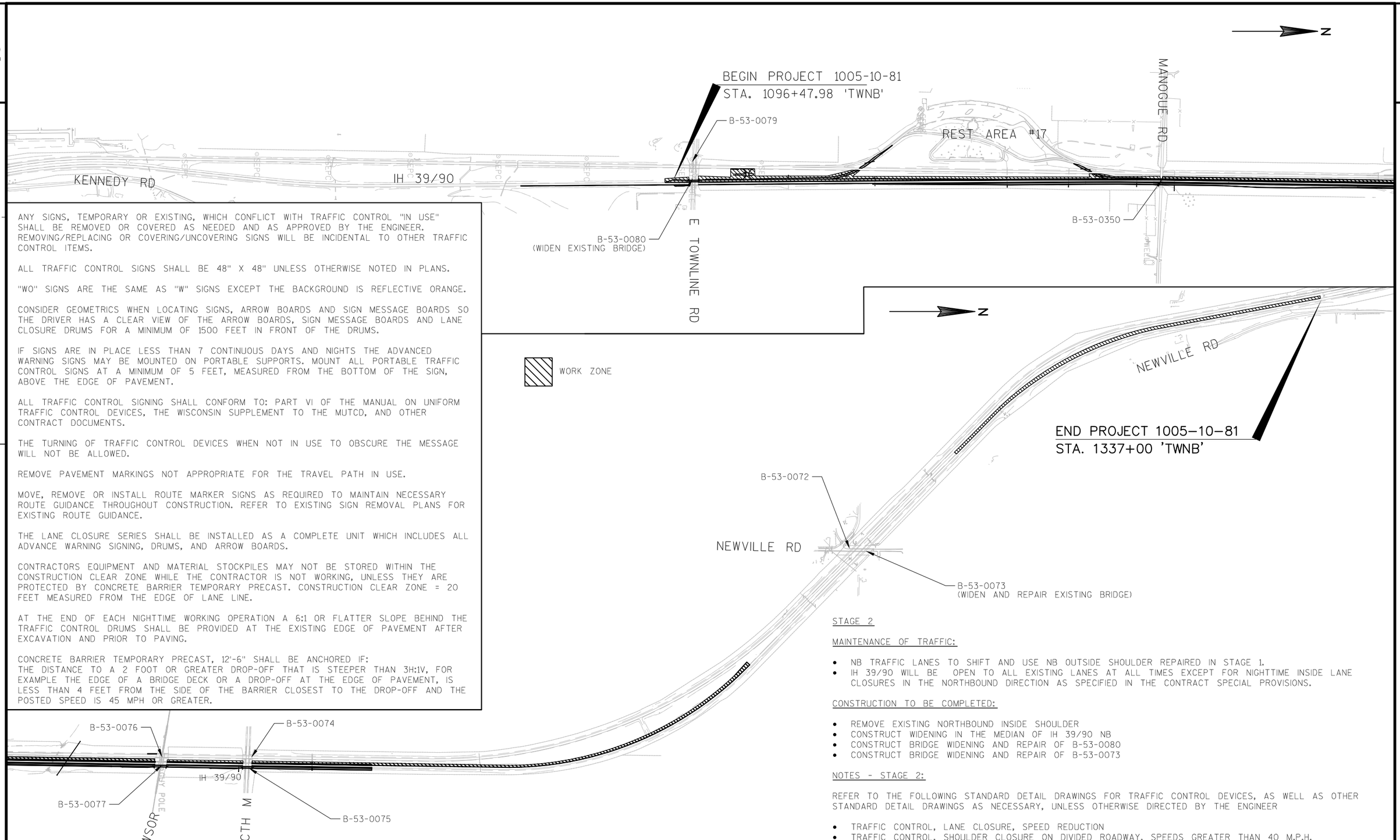


IH 39/90 SB - STAGE 1B

DAYTIME HOURS

1311+00 'TWNB' - 1337+00 'TWNB' (SOUTHBOUND)

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1B TYPICAL SECTIONS	SHEET 112	E



ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

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

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

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

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

AT THE END OF EACH NIGHTTIME WORKING OPERATION A 6:1 OR FLATTER SLOPE BEHIND THE TRAFFIC CONTROL DRUMS SHALL BE PROVIDED AT THE EXISTING EDGE OF PAVEMENT AFTER EXCAVATION AND PRIOR TO PAVING.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROP-OFF THAT IS STEEPER THAN 3H:1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROP-OFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROP-OFF AND THE POSTED SPEED IS 45 MPH OR GREATER.

STAGE 2

MAINTENANCE OF TRAFFIC:

- NB TRAFFIC LANES TO SHIFT AND USE NB OUTSIDE SHOULDER REPAIRED IN STAGE 1.
- IH 39/90 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHTTIME INSIDE LANE CLOSURES IN THE NORTHBOUND DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

CONSTRUCTION TO BE COMPLETED:

- REMOVE EXISTING NORTHBOUND INSIDE SHOULDER
- CONSTRUCT WIDENING IN THE MEDIAN OF IH 39/90 NB
- CONSTRUCT BRIDGE WIDENING AND REPAIR OF B-53-0080
- CONSTRUCT BRIDGE WIDENING AND REPAIR OF B-53-0073

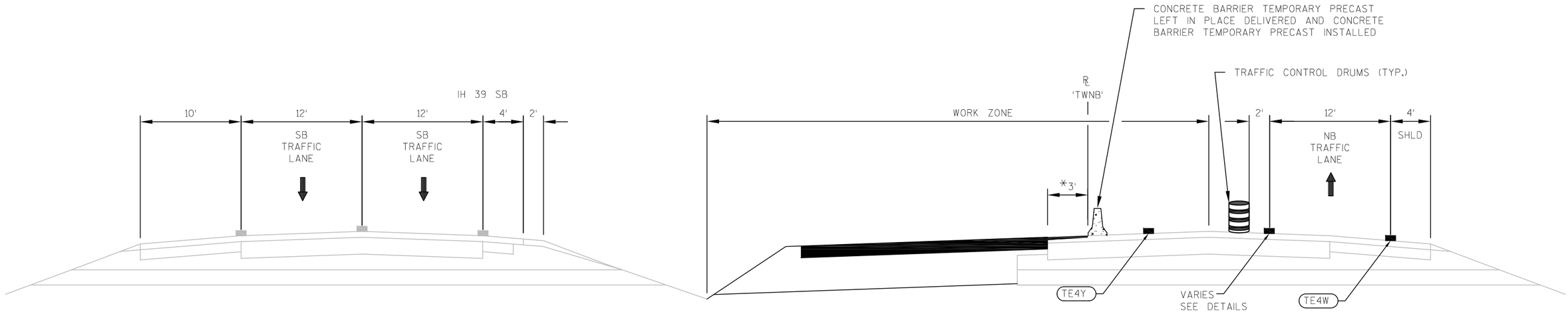
NOTES - STAGE 2:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H.

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 OVERVIEW	SHEET 113	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\TRAFFIC CONTROL\025002_TC - OVERVIEW.DWG PLOT DATE : 11/29/2017 12:32 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 42



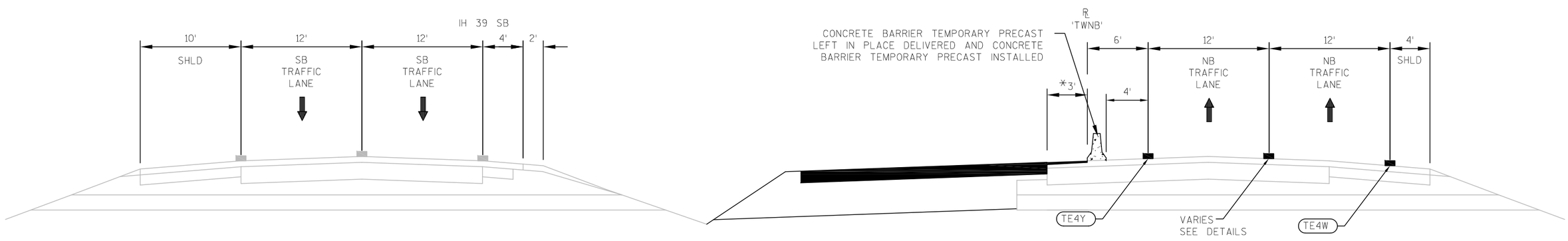
IH 39/90 NB - STAGE 2

NIGHTTIME HOURS

1097+44 'TWNB' - 1160+40 'TWNB' (NORTHBOUND)

* MILL AND OVERLAY EXISTING SHOULDER TO REMOVE RUMBLE STRIPS AND CORRECT CROSS SLOPE STA 1096+48 'TWNB' - STA 1160+40 'TWNB'

** CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE STA 1097+44 'TWNB' - STA 1105+00 'TWNB'



IH 39/90 NB - STAGE 2

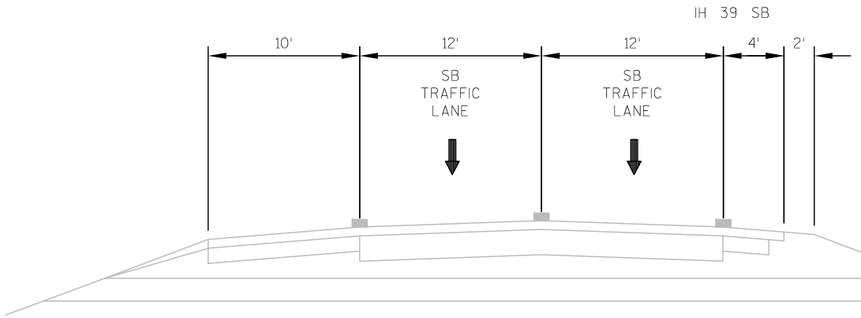
DAYTIME HOURS

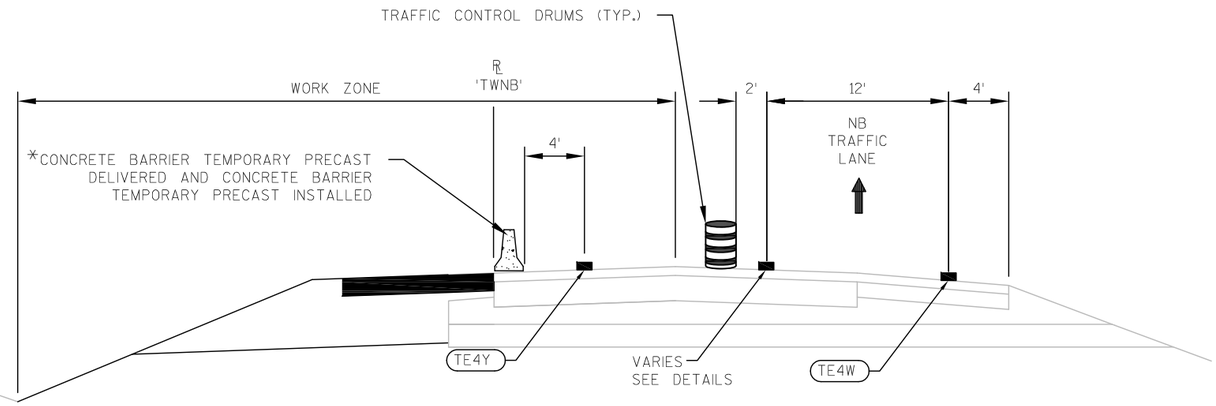
1097+44 'TWNB' - 1160+40 'TWNB' (NORTHBOUND)

LEGEND

TE4W	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
TE4Y	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 TYPICAL SECTIONS	SHEET 114	E



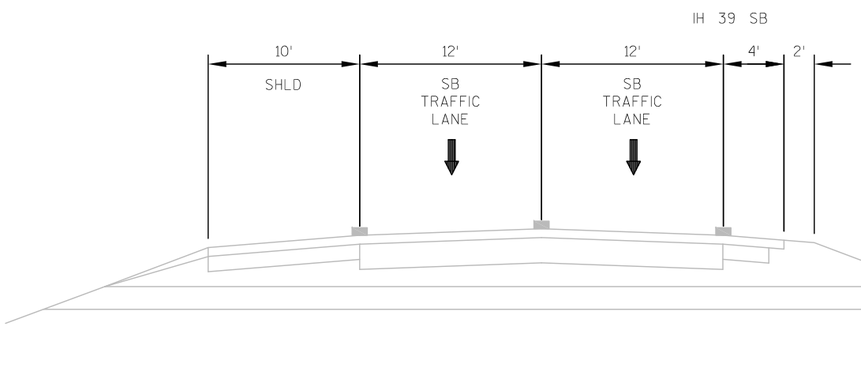


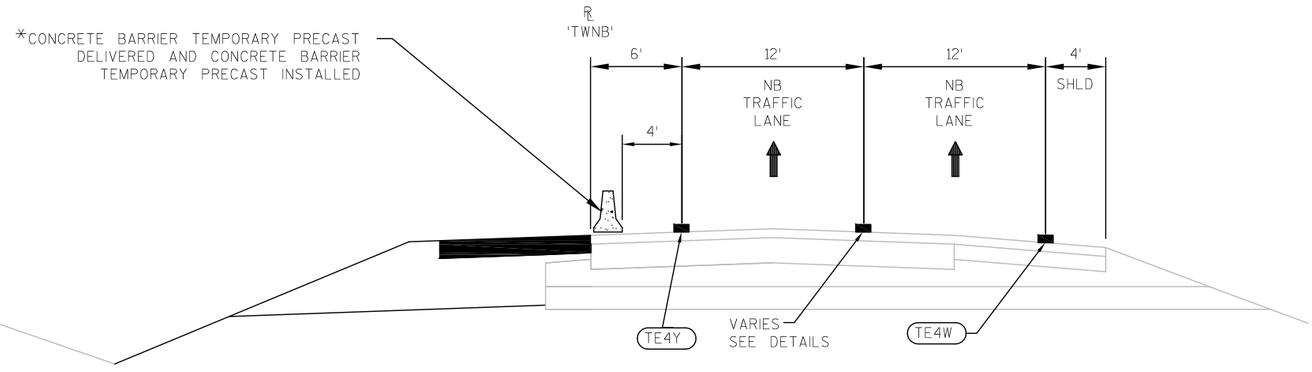
IH 39/90 NB - STAGE 2

NIGHTTIME HOURS

1160+40 'TWNB' - 1275+94 'TWNB' (NORTHBOUND)
1309+93 'TWNB' - 1337+00 'TWNB' (NORTHBOUND)

* CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE STA 1322+89 'TWNB' - STA 1337+00 'TWNB'





IH 39/90 NB - STAGE 2

DAYTIME HOURS

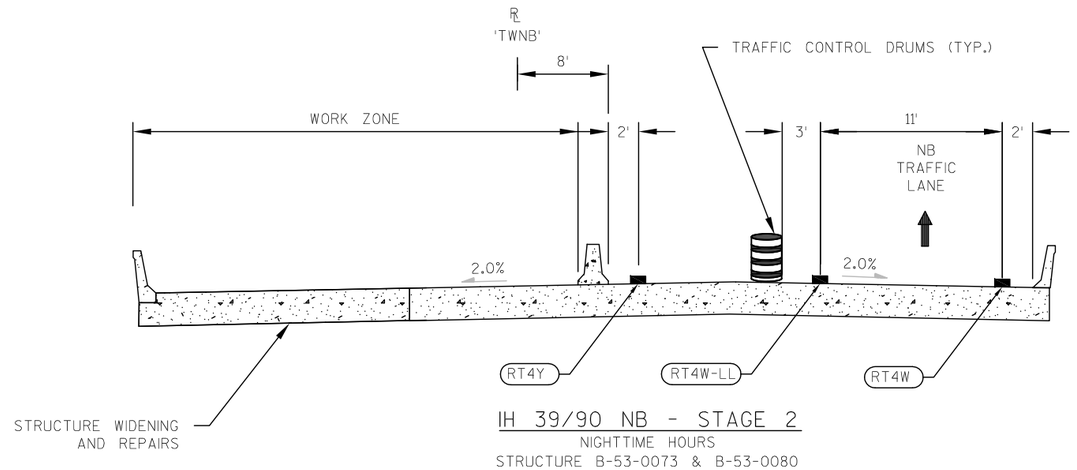
1160+40 'TWNB' - 1275+94 'TWNB' (NORTHBOUND)
1309+93 'TWNB' - 1337+00 'TWNB' (NORTHBOUND)

LEGEND

TE4W	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
TE4Y	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 TYPICAL SECTIONS	SHEET 115	E

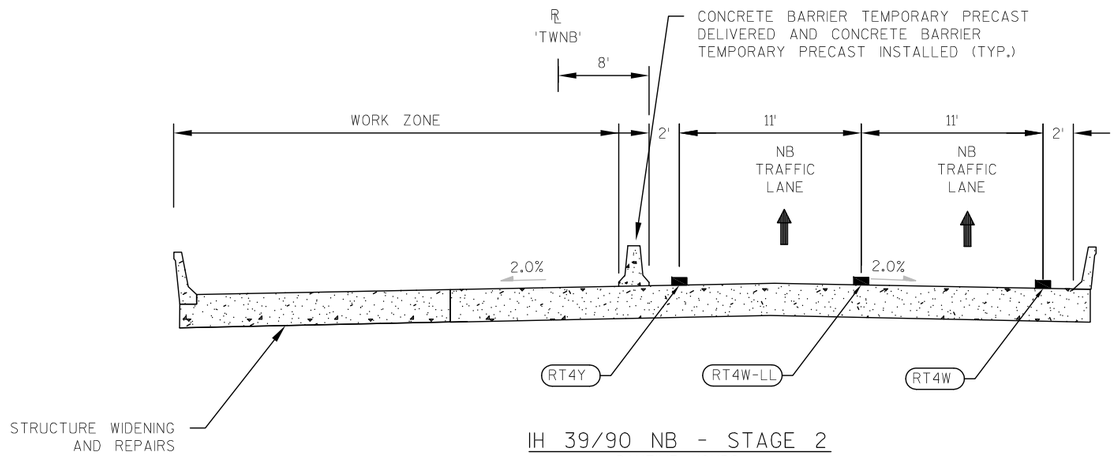
2



IH 39/90 NB - STAGE 2

NIGHTTIME HOURS

STRUCTURE B-53-0073 & B-53-0080



IH 39/90 NB - STAGE 2

DAYTIME HOURS

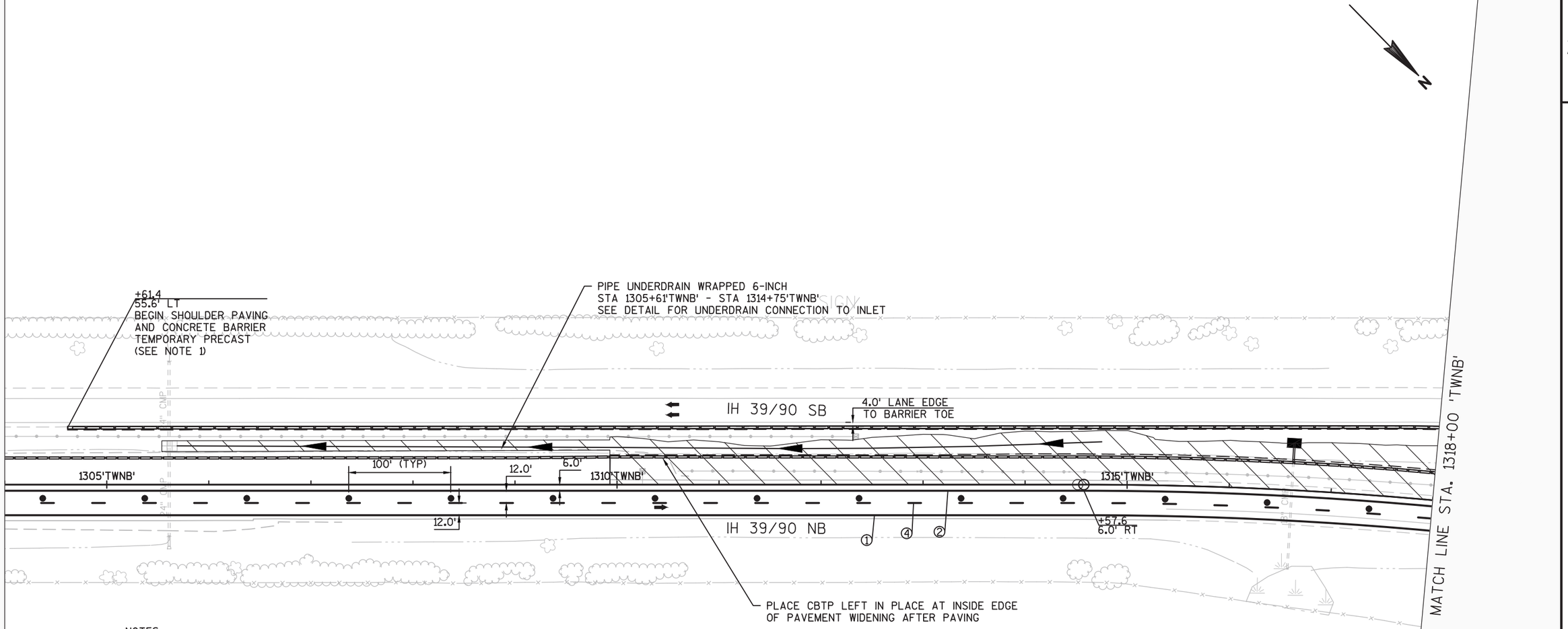
STRUCTURE B-53-0073 & B-53-0080

* DELIVERIES TO THE WORK ZONE FROM IH 39/90 NOT PERMITTED

LEGEND

RT4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
RT4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
RT4W-LL	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE - 12.5' LINE, 37.5' SKIP)

2



NOTES

1. SHOULDER PAVING (STA 1304+61'TWNB' - 1325+26'TWNB') AND CONCRETE BARRIER TEMPORARY PRECAST PLACEMENT (STA 1304+61'TWNB' - STA 1323+94'TWNB') TO BE COMPLETED IN STAGE 1B.

   SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS, LANE CLOSURE FOR CONCRETE BARRIER TEMPORARY PRECAST PLACEMENT.

PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE

② TEMPORARY MARKING LINE EPOXY 4-INCH, YELLOW

③ TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

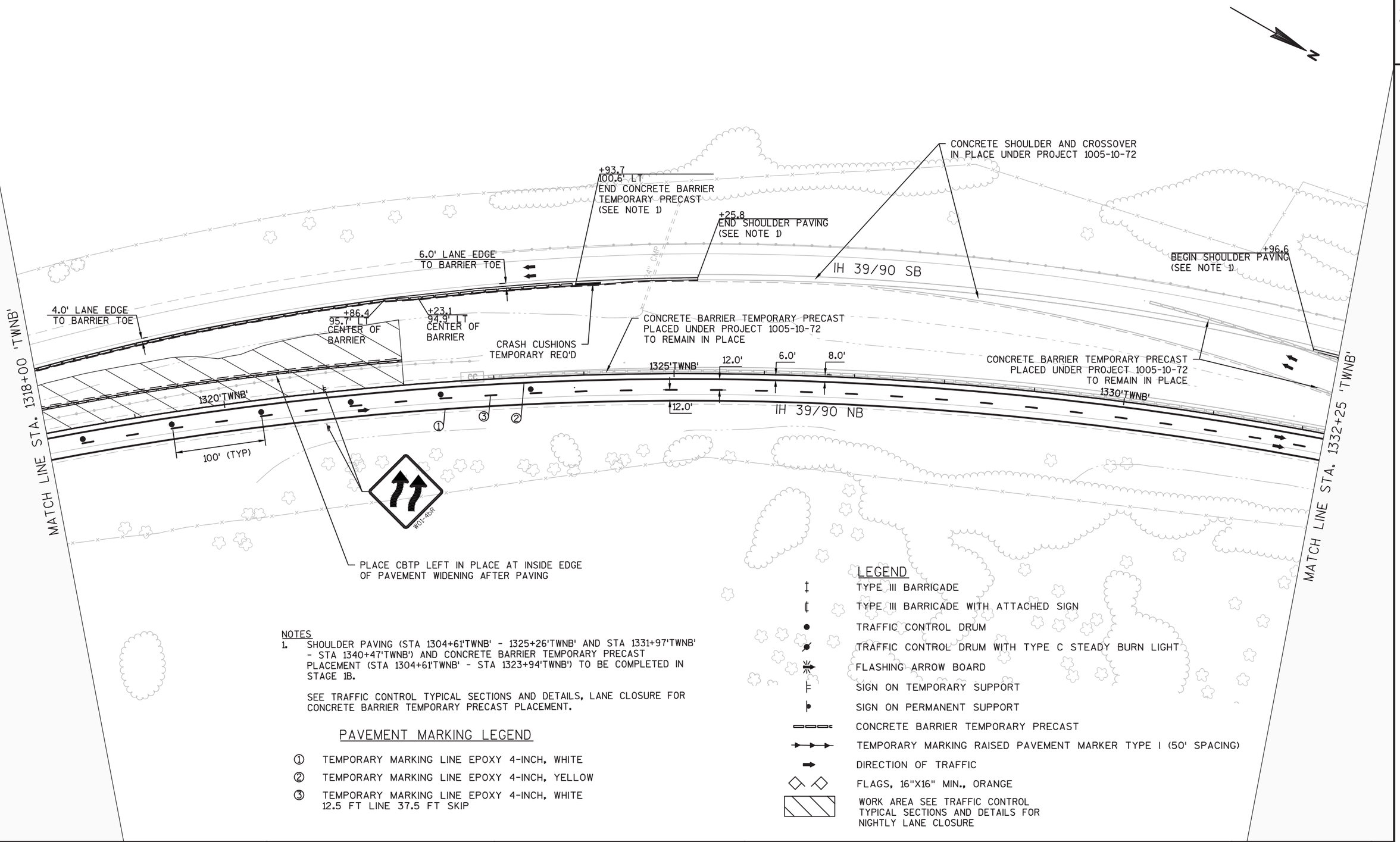
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I (50' SPACING)
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS FOR NIGHTLY LANE CLOSURE

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (NIGHTTIME HOURS)	SHEET 117	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\STAGING\026001-S2.DWG
LAYOUT NAME - 026001-S2 - 06
PLOT DATE : 10/12/2017 9:53 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



NOTES

1. SHOULDER PAVING (STA 1304+61'TWNB' - 1325+26'TWNB' AND STA 1331+97'TWNB' - STA 1340+47'TWNB') AND CONCRETE BARRIER TEMPORARY PRECAST PLACEMENT (STA 1304+61'TWNB' - STA 1323+94'TWNB') TO BE COMPLETED IN STAGE 1B.

   SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS, LANE CLOSURE FOR CONCRETE BARRIER TEMPORARY PRECAST PLACEMENT.

PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE

② TEMPORARY MARKING LINE EPOXY 4-INCH, YELLOW

③ TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

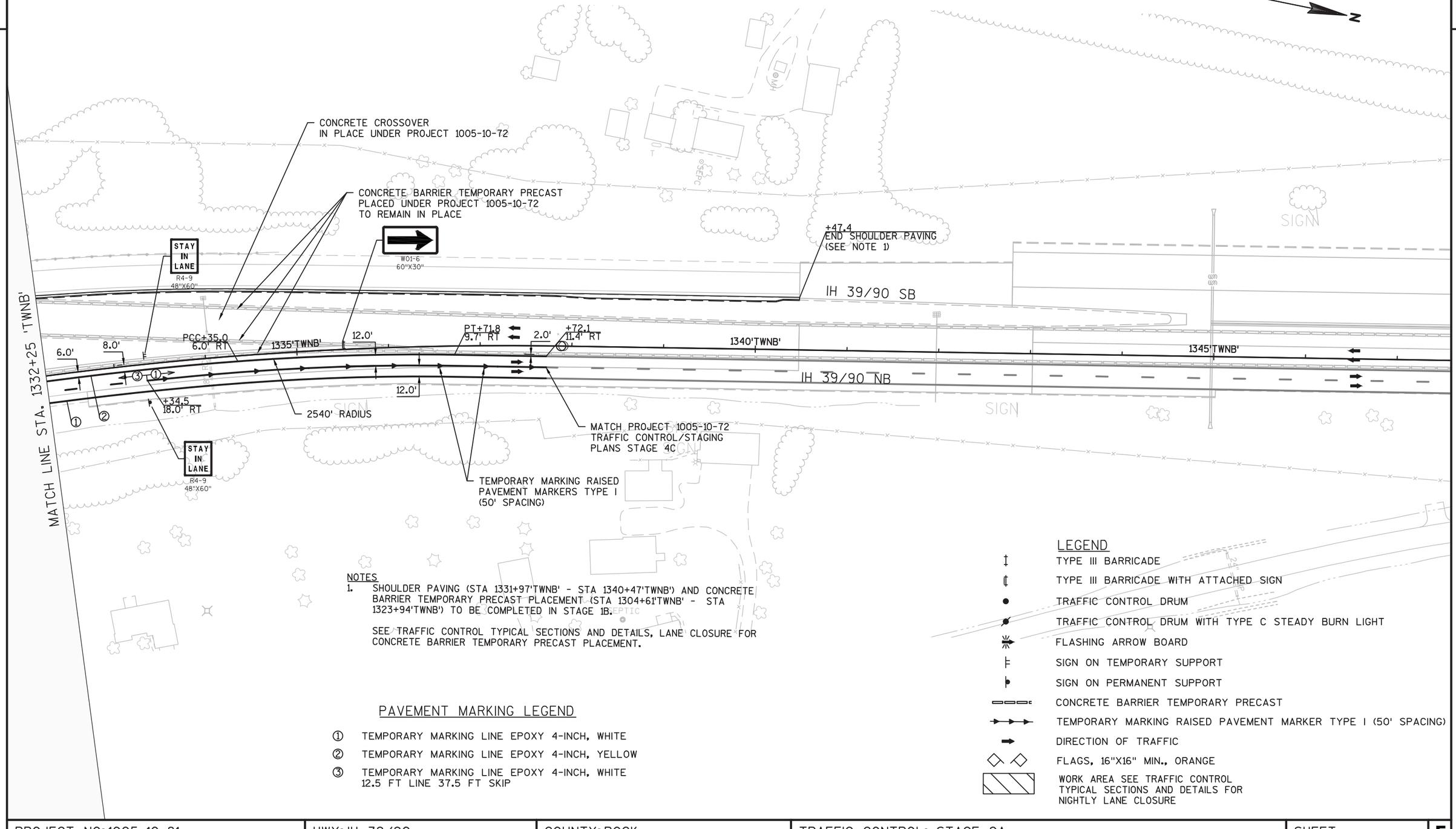
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I (50' SPACING)
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS FOR NIGHTLY LANE CLOSURE

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2A (NIGHTTIME HOURS)	SHEET 118	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\STAGING\026001-S2.DWG
LAYOUT NAME - 026001-S2 - 07
PLOT DATE : 10/12/2017 9:53 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



NOTES

1. SHOULDER PAVING (STA 1331+97'TWNB' - STA 1340+47'TWNB') AND CONCRETE BARRIER TEMPORARY PRECAST PLACEMENT (STA 1304+61'TWNB' - STA 1323+94'TWNB') TO BE COMPLETED IN STAGE 1B.

   SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS, LANE CLOSURE FOR CONCRETE BARRIER TEMPORARY PRECAST PLACEMENT.

PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE

② TEMPORARY MARKING LINE EPOXY 4-INCH, YELLOW

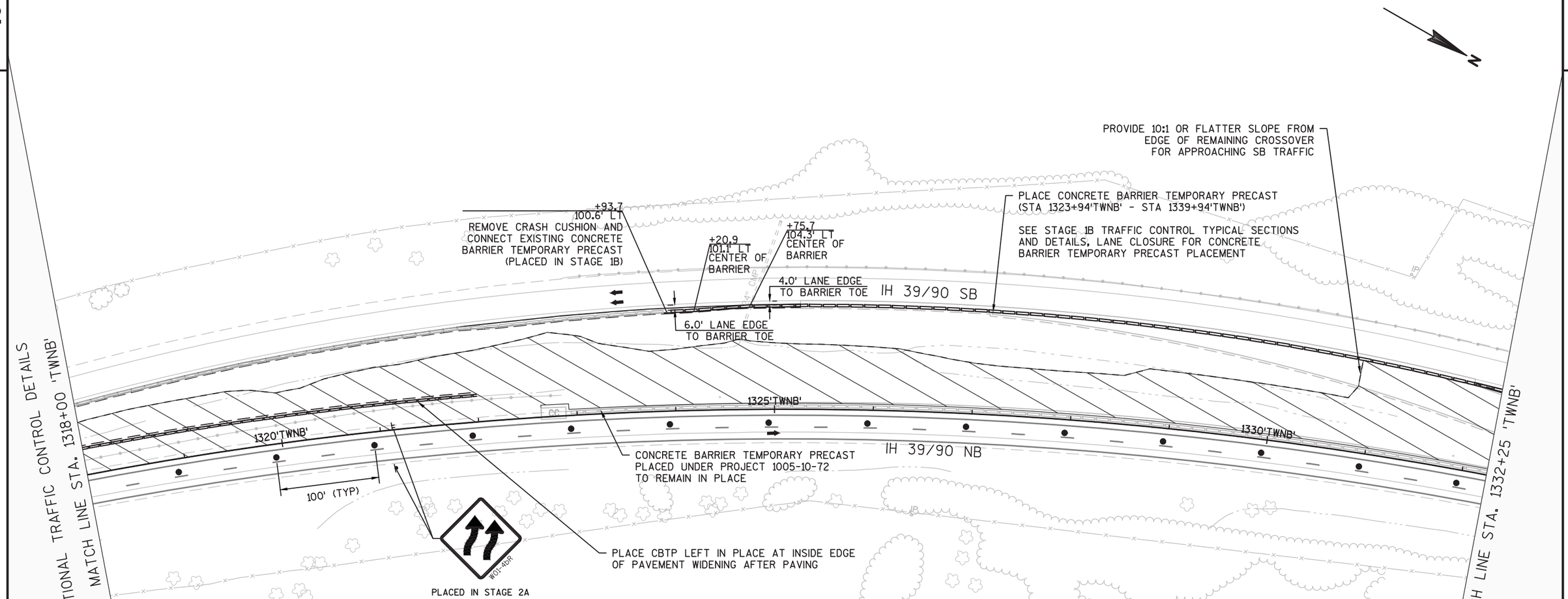
③ TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I (50' SPACING)
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS FOR NIGHTLY LANE CLOSURE

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2A	SHEET 119	E

2



PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE

② TEMPORARY MARKING LINE EPOXY 4-INCH, YELLOW

③ TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE 12.5 FT LINE 37.5 FT SKIP

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I (50' SPACING)
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS FOR NIGHTLY LANE CLOSURE

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2B (NIGHTTIME HOURS)	SHEET 120	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\STAGING\026101-S2B.DWG
LAYOUT NAME - 026101-S2B - 01
PLOT DATE : 10/12/2017 9:53 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

PLACE CONCRETE BARRIER TEMPORARY PRECAST
(STA 1323+94'TWNB' - STA 1339+94'TWNB')

SEE STAGE 1B TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS, LANE CLOSURE FOR CONCRETE BARRIER TEMPORARY PRECAST PLACEMENT

PLACED IN STAGE 2A
STAY IN LANE
R4-9
48"X60"

PLACED IN STAGE 2A
W01-6
60"X30"

4.0' LANE EDGE
TO BARRIER TOE

6.0' LANE EDGE
TO BARRIER TOE

+93.5
53.9' LT
END CONCRETE BARRIER TEMPORARY PRECAST

IH 39/90 SB

+81.2
56.1' LT
CENTER OF BARRIER

+18.6
54.1' LT
CENTER OF BARRIER

CRASH CUSHIONS TEMPORARY REQ'D

1335'TWNB'

1340'TWNB'

1345'TWNB'

IH 39/90 NB

MATCH LINE STA. 1332+25 'TWNB'

100' (TYP)

CONCRETE BARRIER TEMPORARY PRECAST
PLACED UNDER PROJECT 1005-10-72
TO REMAIN IN PLACE

MATCH PROJECT 1005-10-72
TRAFFIC CONTROL/STAGING
PLANS STAGE 4D

STAY IN LANE
R4-9
48"X60"
PLACED IN STAGE 2A

SIGN

SEPTIC

PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE

② TEMPORARY MARKING LINE EPOXY 4-INCH, YELLOW

③ TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

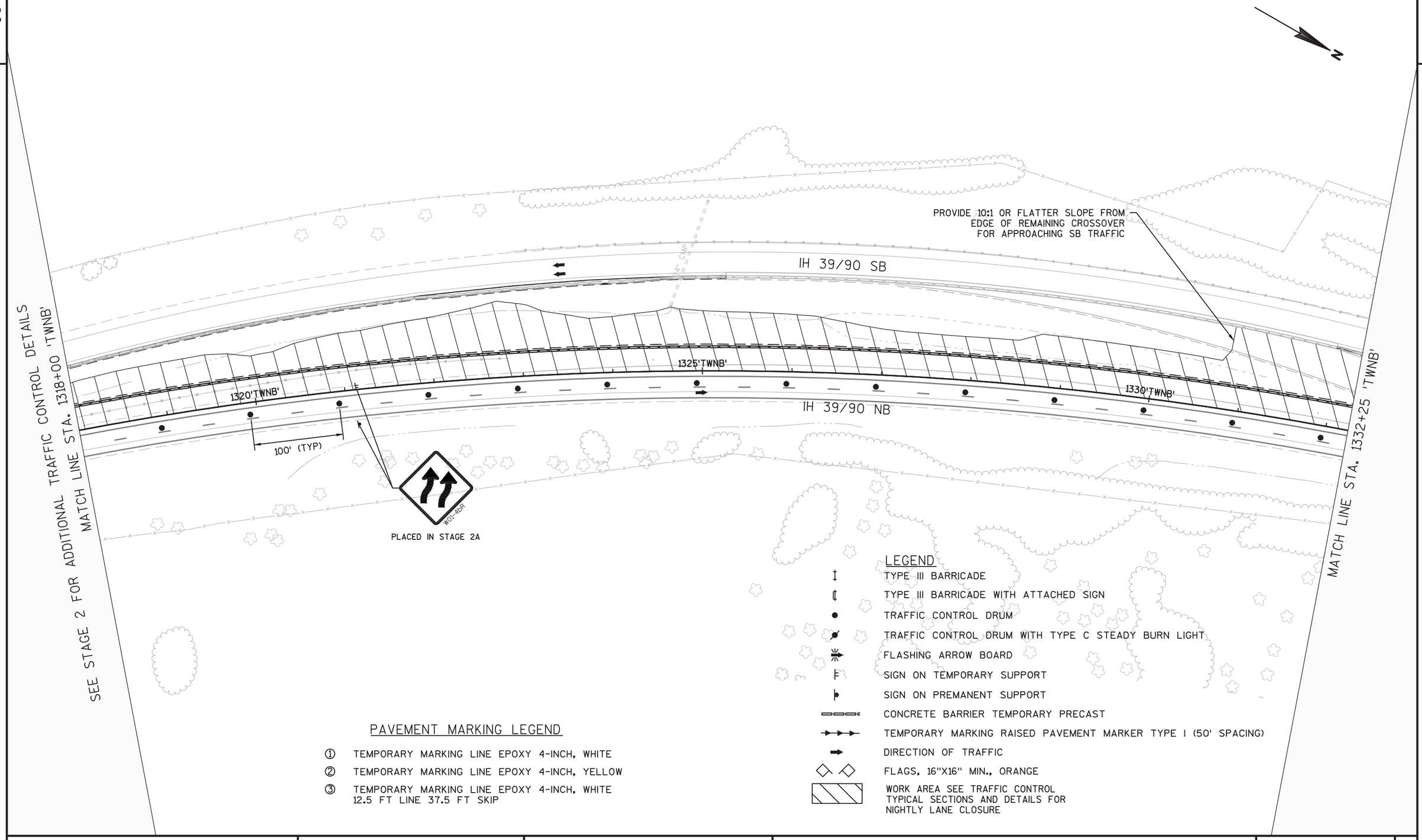
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I (50' SPACING)
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS FOR NIGHTLY LANE CLOSURE

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2B (NIGHTTIME HOURS)	SHEET 121	E

2

2



PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE

② TEMPORARY MARKING LINE EPOXY 4-INCH, YELLOW

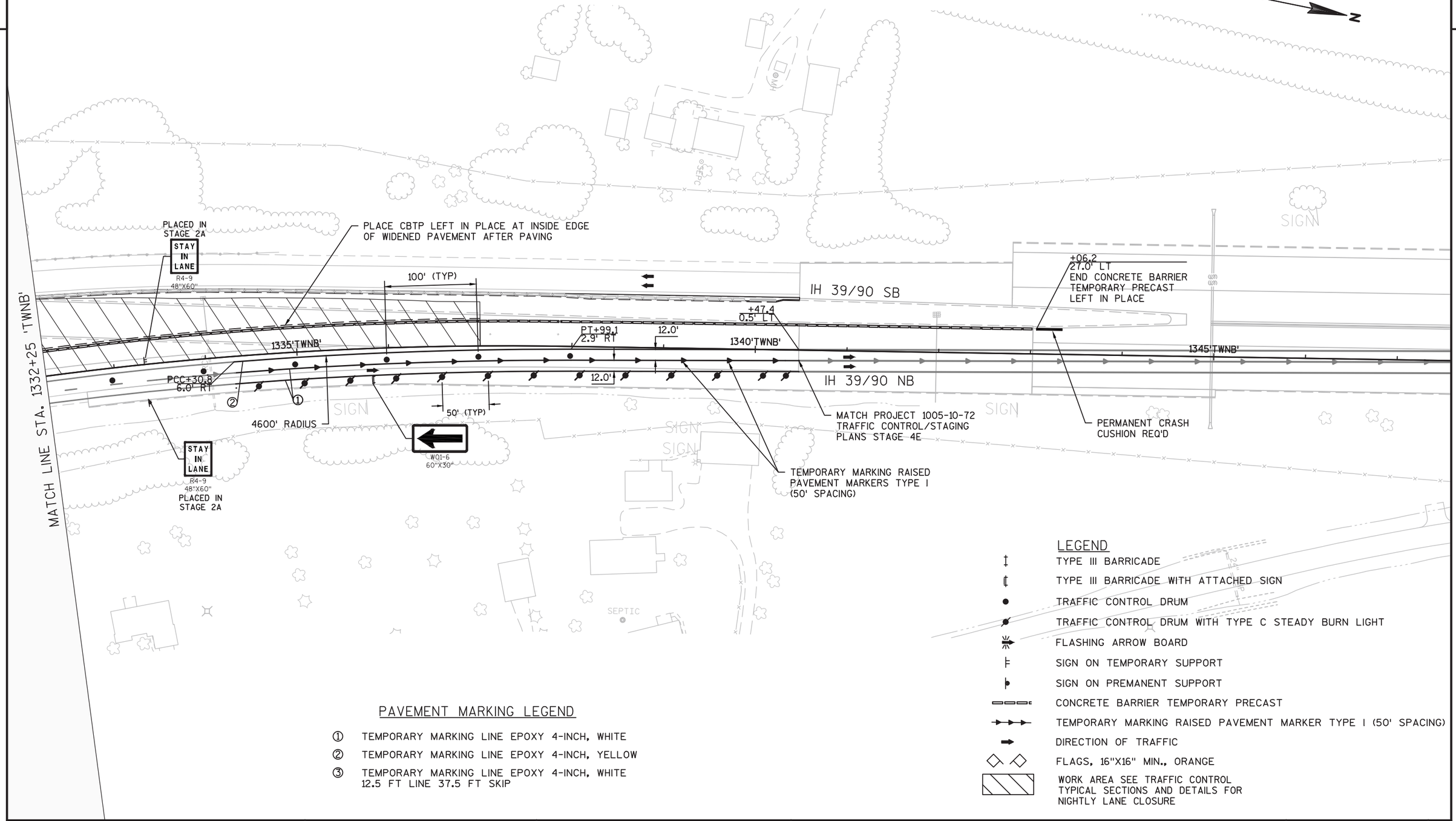
③ TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PREMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I (50' SPACING)
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS FOR NIGHTLY LANE CLOSURE

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2C (NIGHTTIME HOURS)	SHEET 122	E

2



PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE

② TEMPORARY MARKING LINE EPOXY 4-INCH, YELLOW

③ TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE 12.5 FT LINE 37.5 FT SKIP

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PREMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I (50' SPACING)
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS FOR NIGHTLY LANE CLOSURE

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2C (NIGHTTIME HOURS)	SHEET 123	E

ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

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

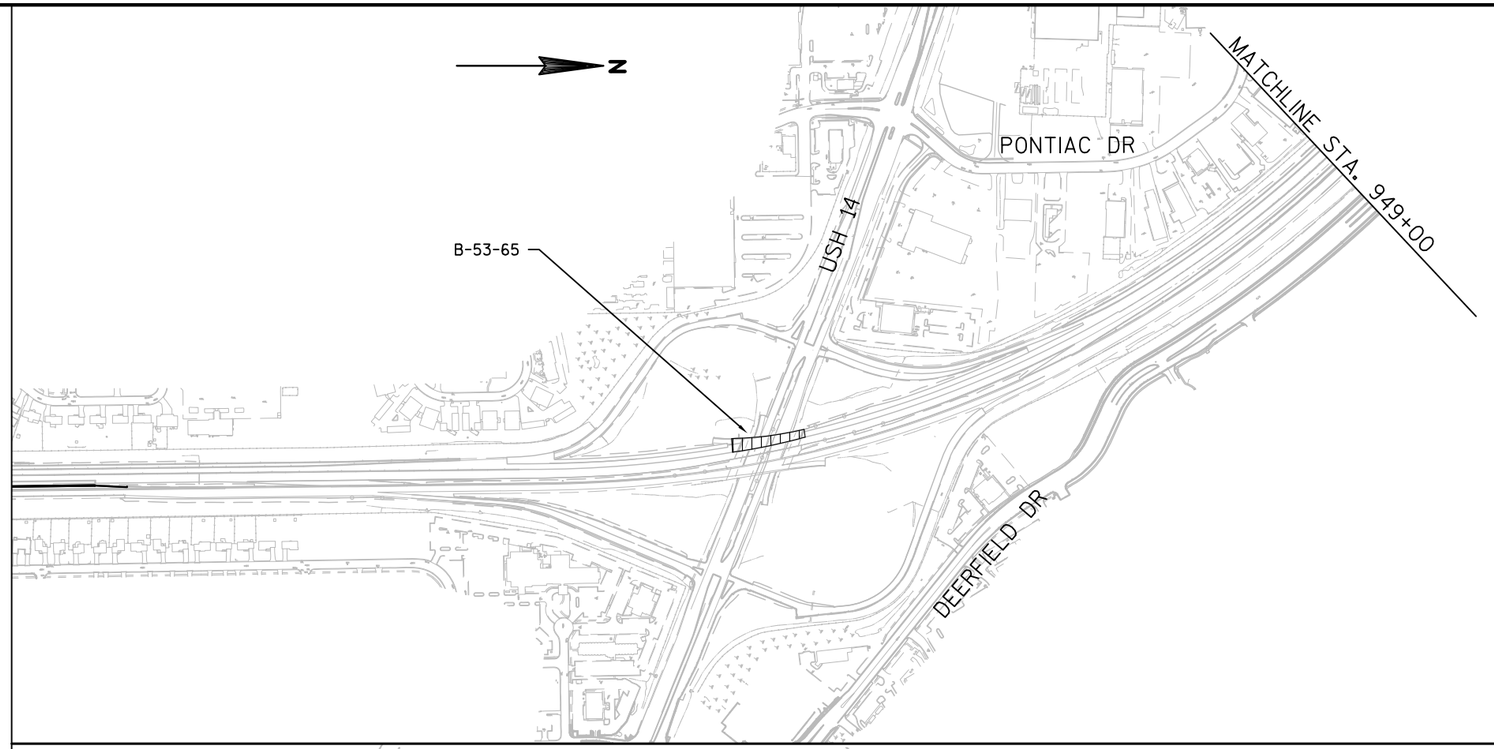
MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO EXISTING SIGN REMOVAL PLANS FOR EXISTING ROUTE GUIDANCE.

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

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

AT THE END OF EACH NIGHTTIME WORKING OPERATION A 6:1 OR FLATTER SLOPE BEHIND THE TRAFFIC CONTROL DRUMS SHALL BE PROVIDED AT THE EXISTING EDGE OF PAVEMENT AFTER EXCAVATION AND PRIOR TO PAVING.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROP-OFF THAT IS STEEPER THAN 3H:1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROP-OFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROP-OFF AND THE POSTED SPEED IS 45 MPH OR GREATER.



LEGEND

WORK AREA

STAGE 2 - SB

MAINTENANCE OF TRAFFIC:

- SB TRAFFIC LANES TO SHIFT AND USE TEMPORARY WIDENING COMPLETED IN THE MEDIAN DURING PROJECT ID 1005-10-73.
- IH 39/90 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHTTIME INSIDE LANE CLOSURES IN THE NORTHBOUND DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

CONSTRUCTION TO BE COMPLETED:

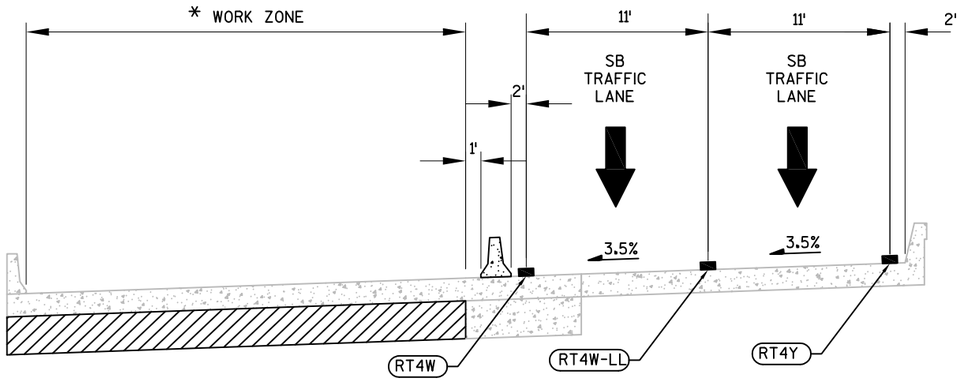
- CONSTRUCT BRIDGE REPAIR OF B-53-65 & B-53-85

NOTES - STAGE 2:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

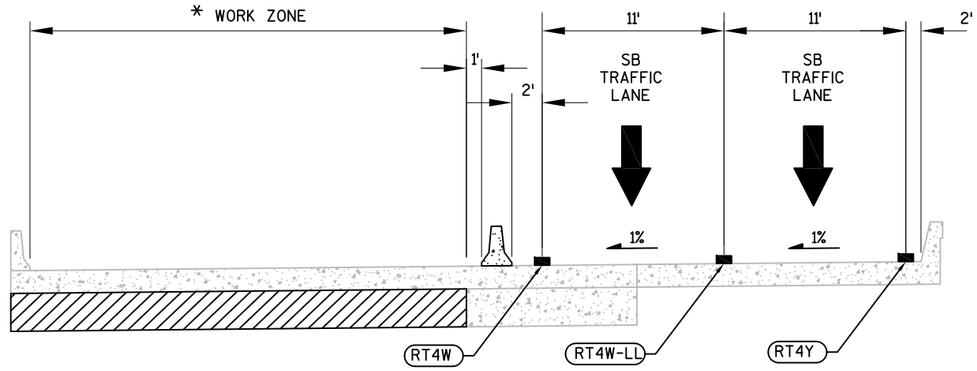
- TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H.

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 SB OVERVIEW	SHEET 124	E



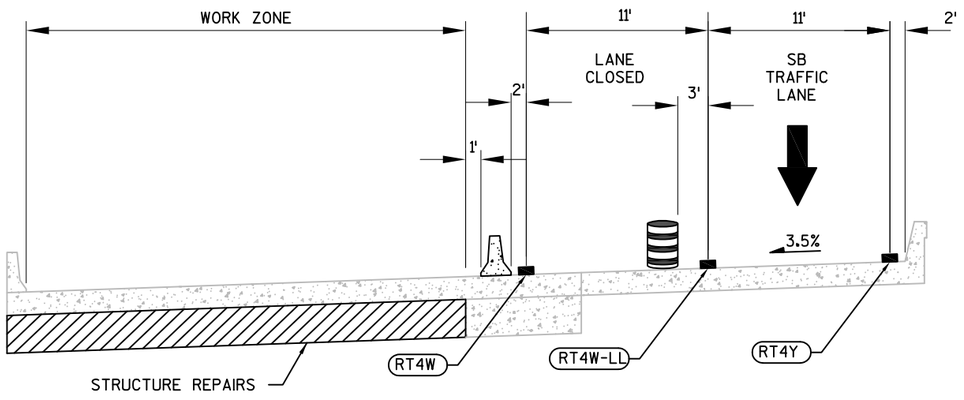
IH39/90 SB - STAGE 2 SB

DAYTIME HOURS
STRUCTURE B-53-65
*DELIVERIES TO THE WORK ZONE FROM IH 39/90 NOT PERMITTED



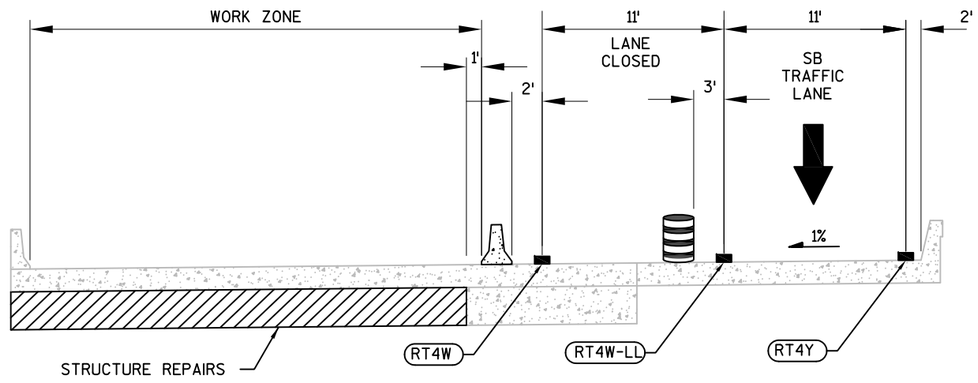
IH39/90 SB - STAGE 2 SB

DAYTIME HOURS
STRUCTURE B-53-85
*DELIVERIES TO THE WORK ZONE FROM IH 39/90 NOT PERMITTED



IH39/90 SB - STAGE 2 SB

NIGHTTIME HOURS
STRUCTURE B-53-65



IH39/90 SB - STAGE 2 SB

NIGHTTIME HOURS
STRUCTURE B-53-85

LEGEND

RT4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
RT4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
RT4W-LL	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE - 12.5' LINE, 37.5' SKIP)

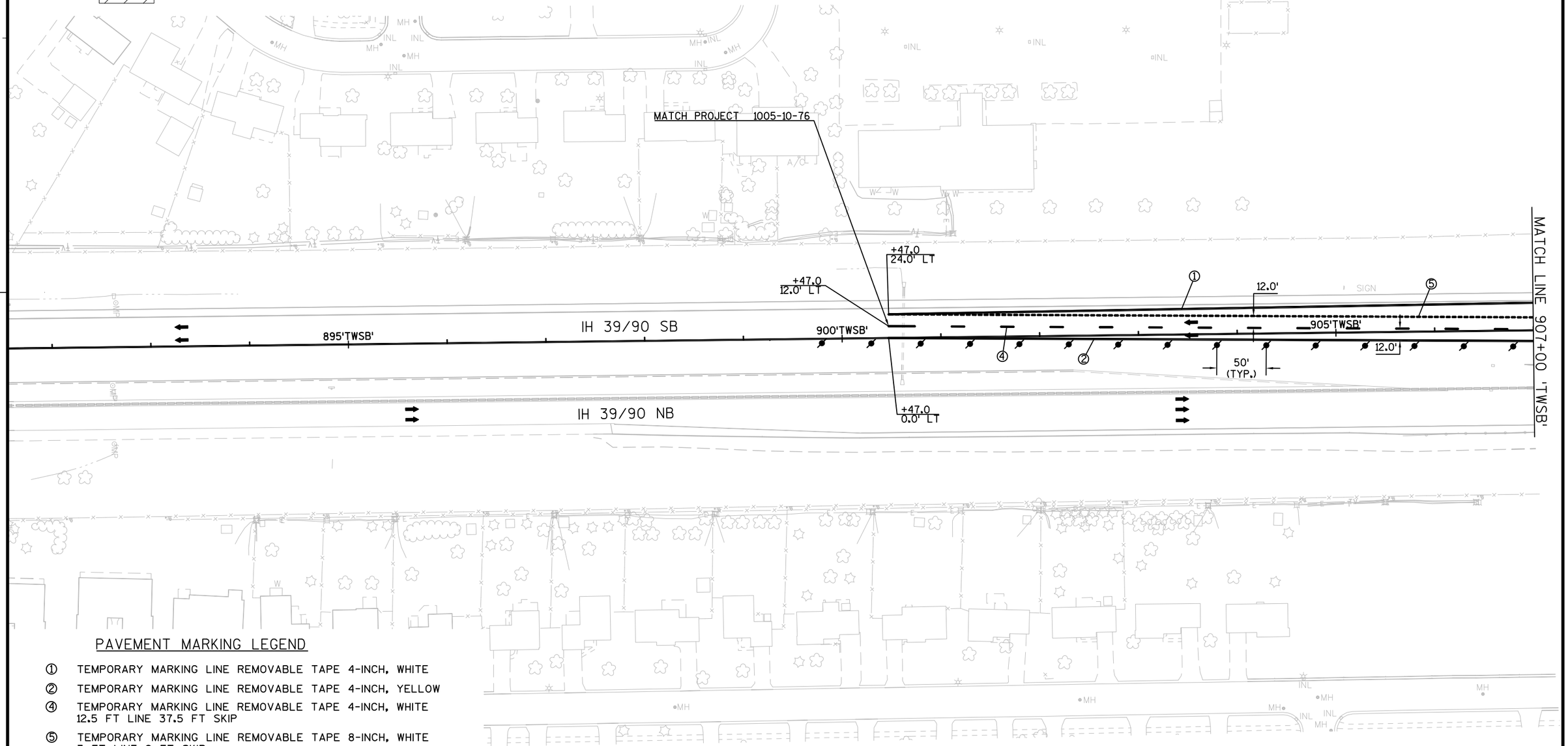
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 SB TYPICAL SECTIONS	SHEET 125	E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

N



PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE

② TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW

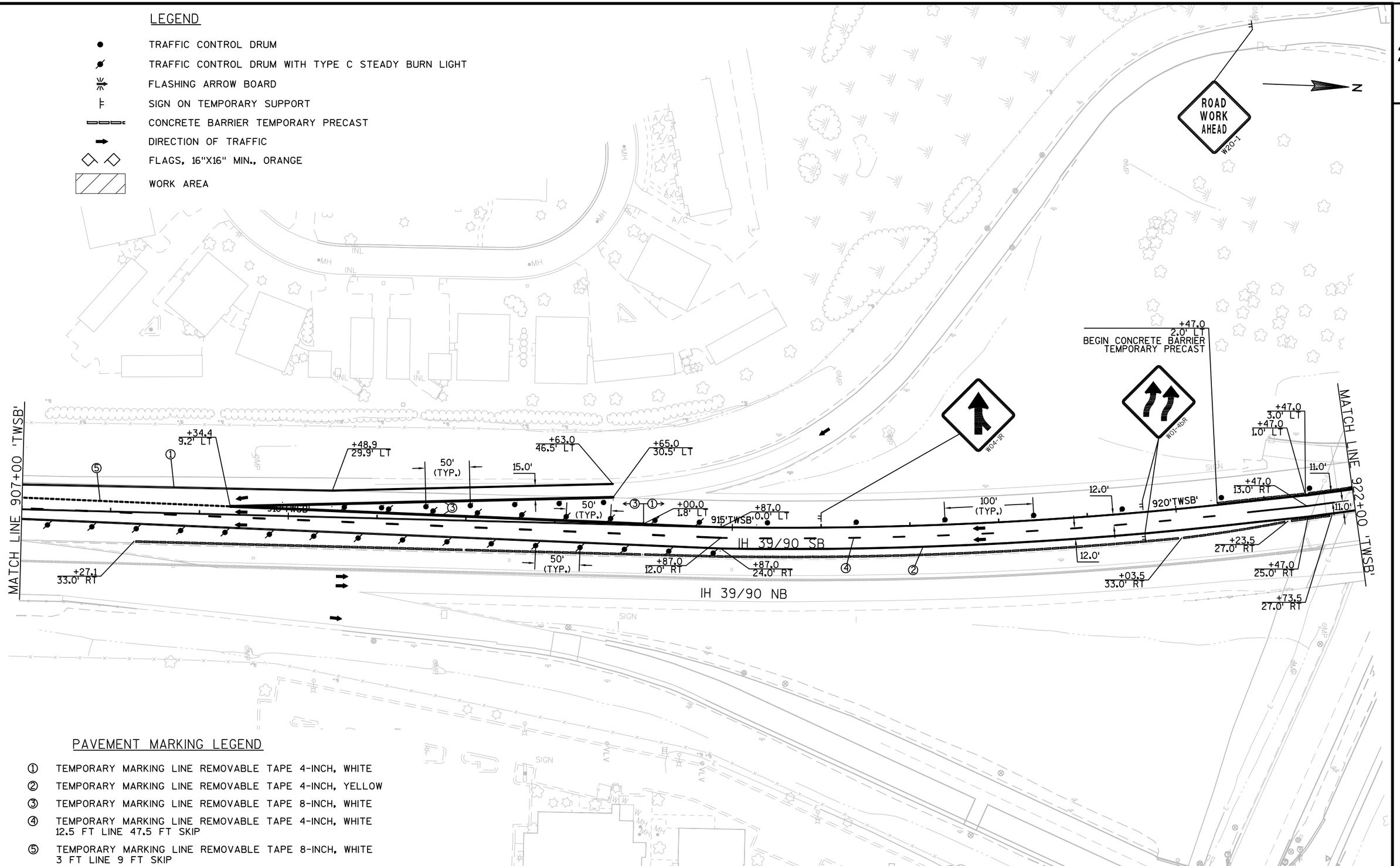
④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 SB (DAYTIME HOURS)	SHEET 126 E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE

② TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW

③ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
12.5 FT LINE 47.5 FT SKIP

⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 2 SB (DAYTIME HOURS)	SHEET 127 E

2

2

LEGEND

- TYPE III BARRICADE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

N

USH 14 EB

USH 14 WB

MATCH LINE 922+00 'TWSB'

MATCH LINE 937+00 'TWSB'

+63.8
13.1' LT
END CONCRETE BARRIER
TEMPORARY PRECAST

CRASH CUSHIONS
TEMPORARY REQ'D

+10.1
3.9' LT

+96.0
20.2' LT

+21.9
49.2' LT

+62.1
44.9' LT

+61.2
29.9' LT

11.0'

100'
(TYP.)

925'TWSB'

930'TWSB'

935'TWSB'

25'
(TYP.)

50'
(TYP.)

12.0'

IH 39/90 SB

IH 39/90 NB

PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE

② TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW

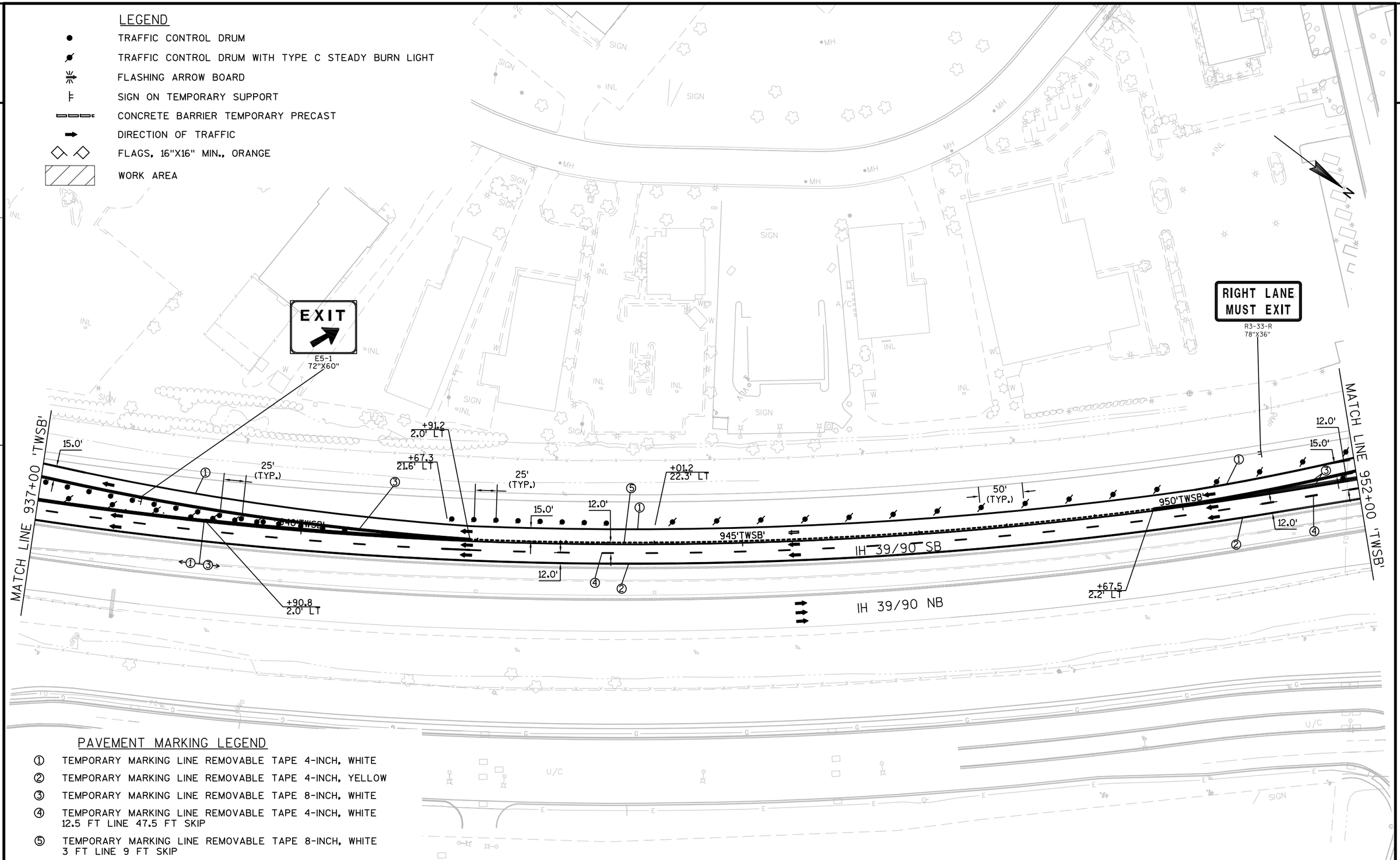
③ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
12.5 FT LINE 47.5 FT SKIP

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 SB (DAYTIME HOURS)	SHEET 128	E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE

② TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW

③ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
12.5 FT LINE 47.5 FT SKIP

⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 SB (DAYTIME HOURS)	SHEET 129 E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

ROAD WORK AHEAD
W20-1

W04-3R

+21.6
105.4' LT

+27.5
91.6' LT

+02.2
2.0' LT
BEGIN CONCRETE BARRIER TEMPORARY PRECAST

W01-4bR

STH 26 NB

STH 26 SB

MATCH LINE 952+00 'TWSB'

MATCH LINE 967+00 'TWSB'

50' (TYP.)

15.0'

+30.0
2.0' LT

965'TWSB'

940'TWSB'

11.0'

100' (TYP.)

IH 39/90 SB

IH 39/90 NB

12.0'

12.0'

11.0'

N

PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE

② TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW

③ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE

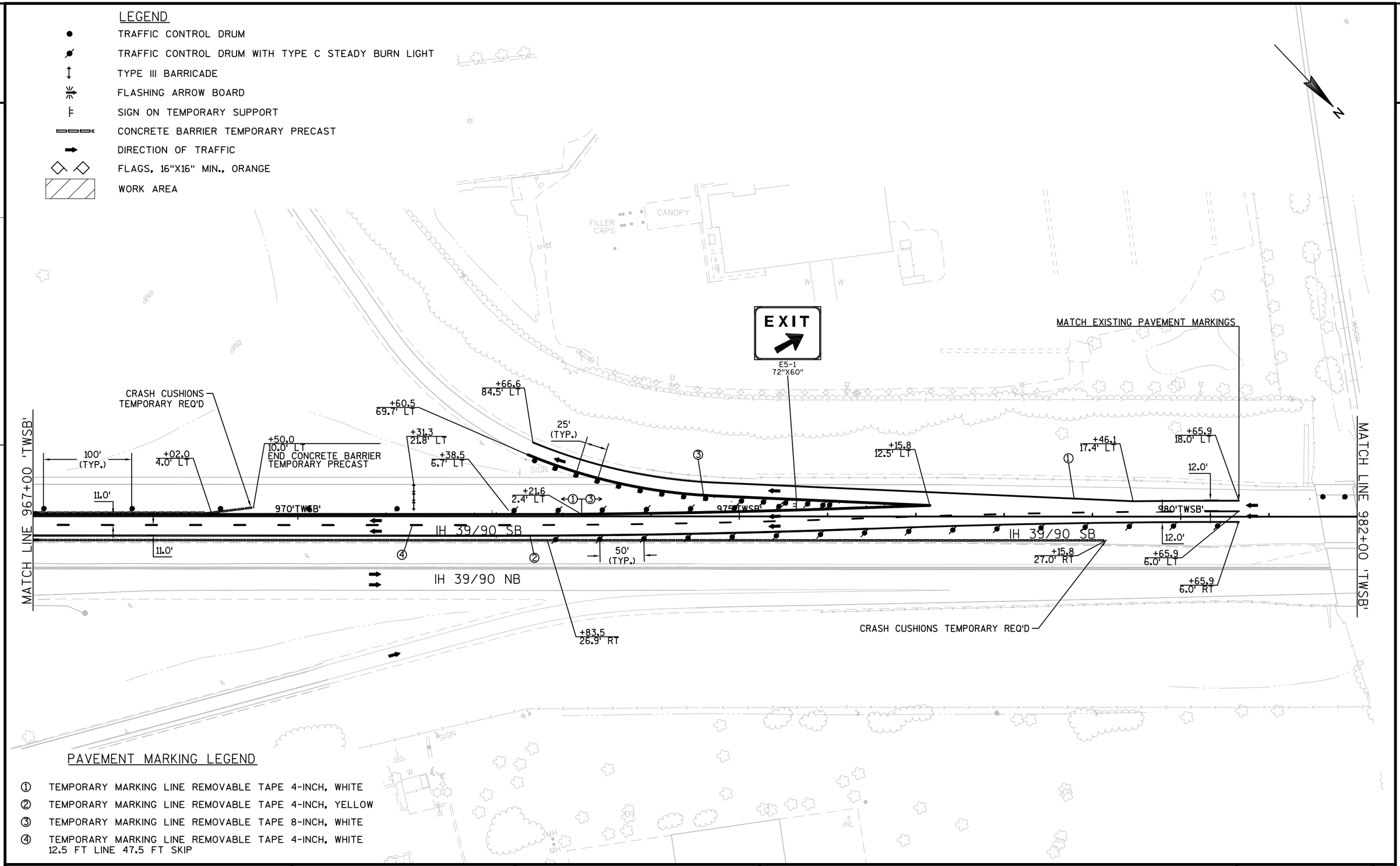
④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
12.5 FT LINE 47.5 FT SKIP

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 SB (DAYTIME HOURS)	SHEET 130 E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE

② TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW

③ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
12.5 FT LINE 47.5 FT SKIP

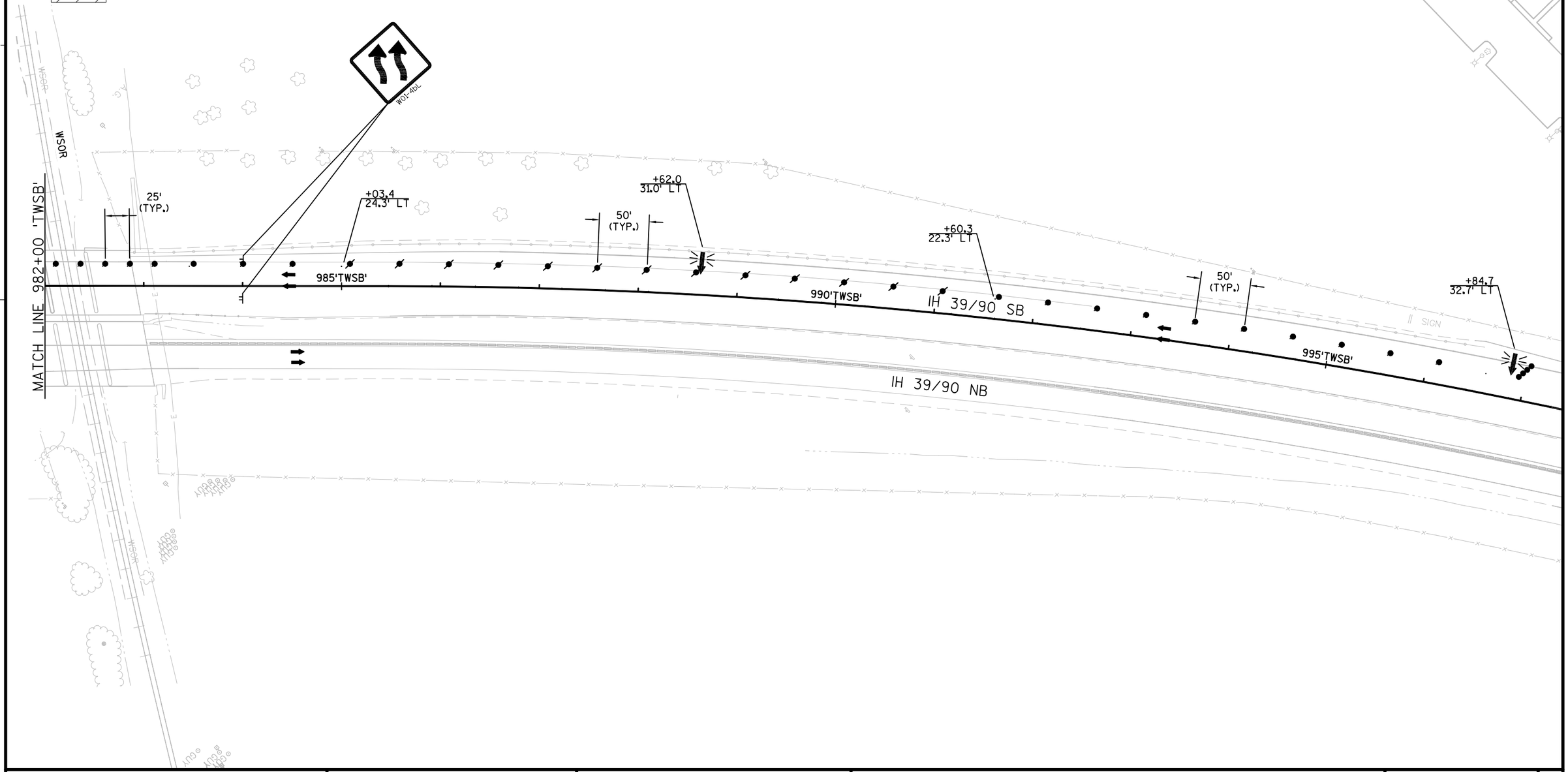
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 SB (DAYTIME HOURS)	SHEET 131 E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA


W01-4DL
WSOR
MATCH LINE 982+00 'TWSB'
25' (TYP.)
+03.4
24.3' LT
985'TWSB'
50' (TYP.)
+62.0
31.0' LT
990'TWSB'
+60.3
22.3' LT
IH 39/90 SB
50' (TYP.)
995'TWSB'
+84.7
32.7' LT
SIGN
IH 39/90 NB
CWX
CWX
CWX

2

ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

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

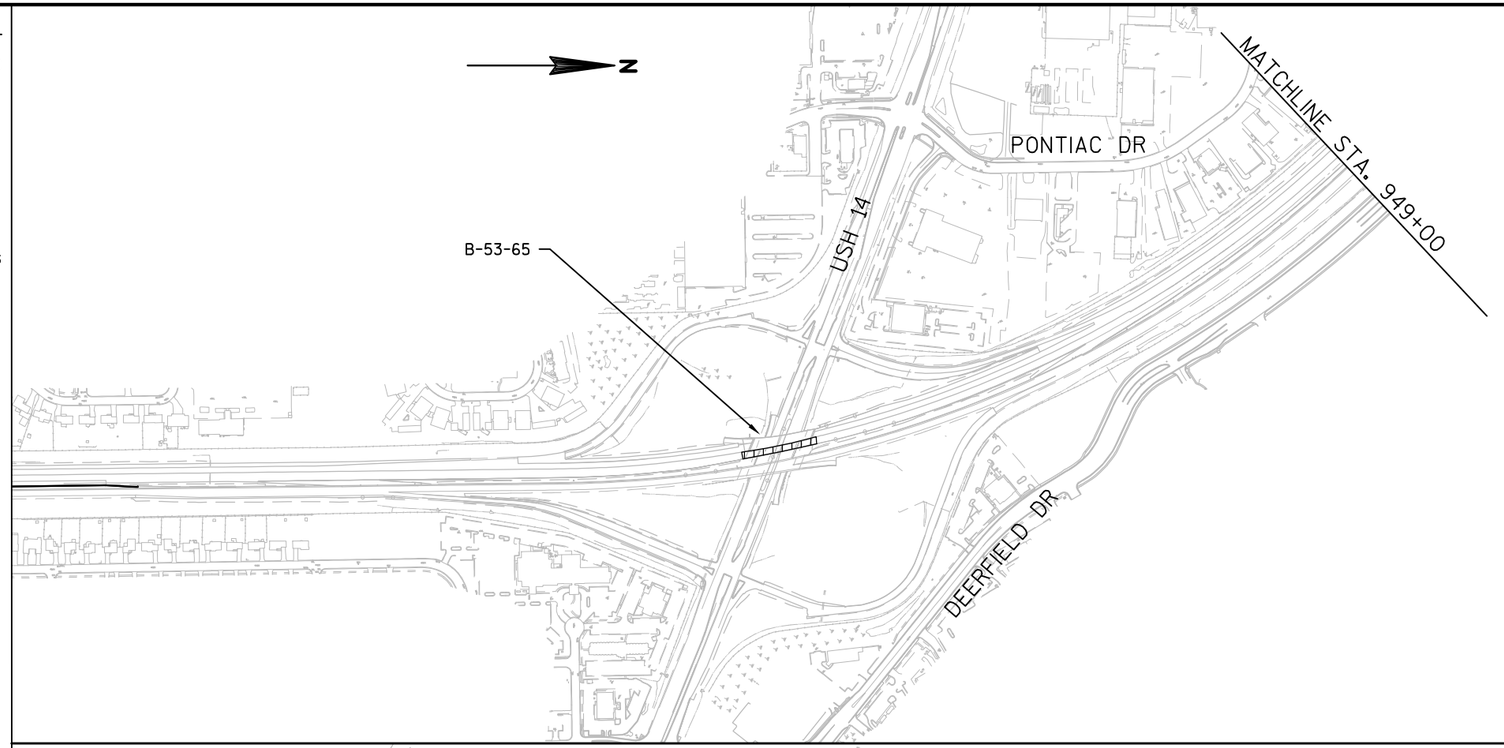
MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO EXISTING SIGN REMOVAL PLANS FOR EXISTING ROUTE GUIDANCE.

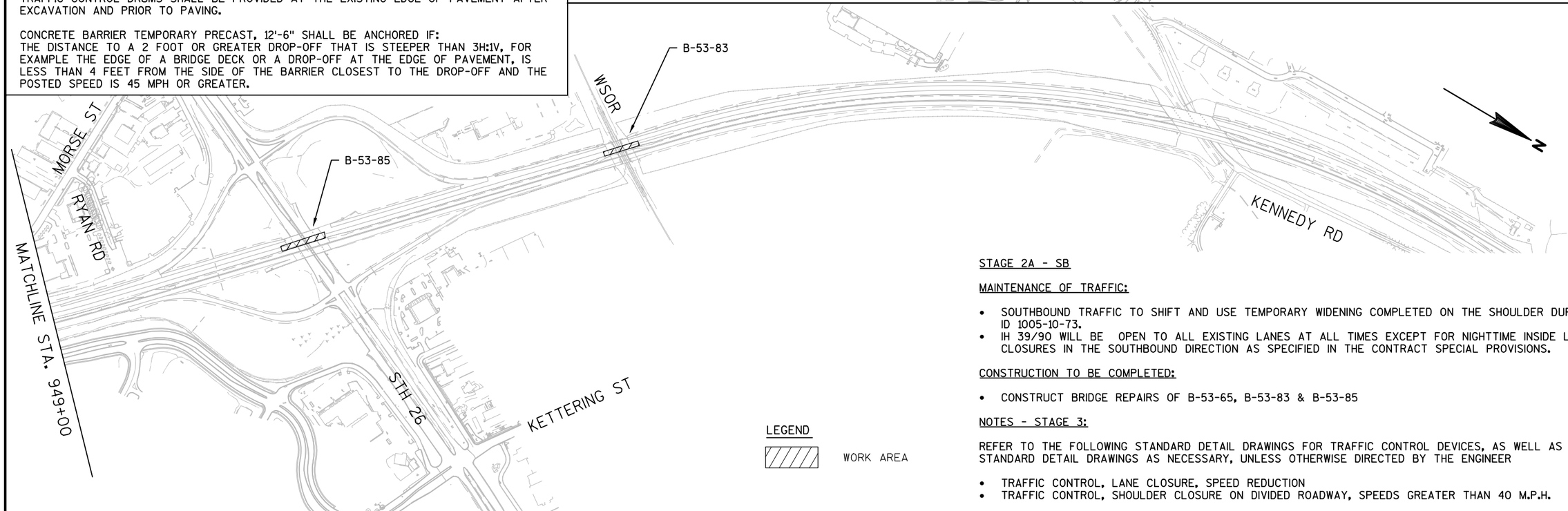
THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

AT THE END OF EACH NIGHTTIME WORKING OPERATION A 6:1 OR FLATTER SLOPE BEHIND THE TRAFFIC CONTROL DRUMS SHALL BE PROVIDED AT THE EXISTING EDGE OF PAVEMENT AFTER EXCAVATION AND PRIOR TO PAVING.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROP-OFF THAT IS STEEPER THAN 3H:1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROP-OFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROP-OFF AND THE POSTED SPEED IS 45 MPH OR GREATER.





LEGEND

WORK AREA

STAGE 2A - SB

MAINTENANCE OF TRAFFIC:

- SOUTHBOUND TRAFFIC TO SHIFT AND USE TEMPORARY WIDENING COMPLETED ON THE SHOULDER DURING PROJECT ID 1005-10-73.
- IH 39/90 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHTTIME INSIDE LANE CLOSURES IN THE SOUTHBOUND DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

CONSTRUCTION TO BE COMPLETED:

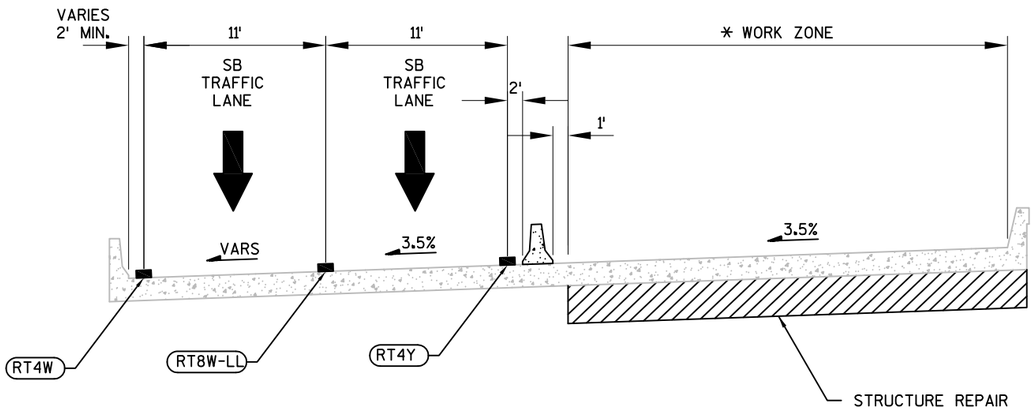
- CONSTRUCT BRIDGE REPAIRS OF B-53-65, B-53-83 & B-53-85

NOTES - STAGE 3:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

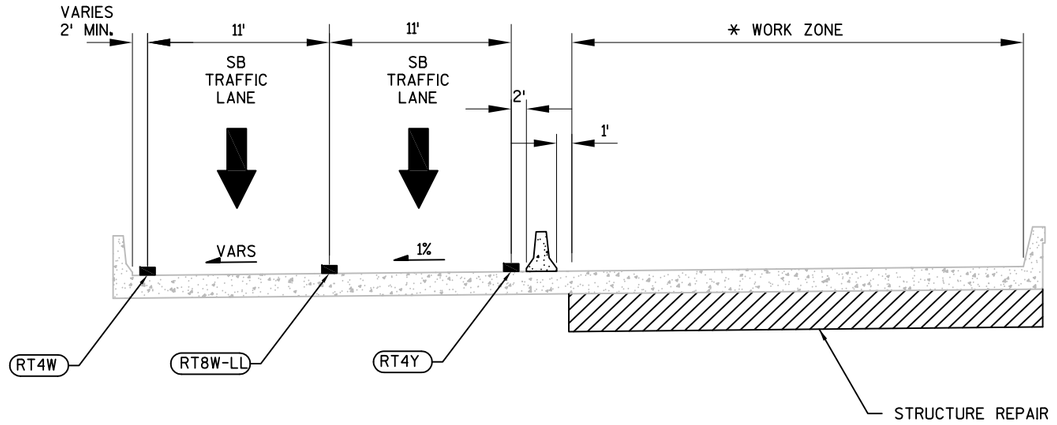
- TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H.

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2A SB OVERVIEW	SHEET 133	E



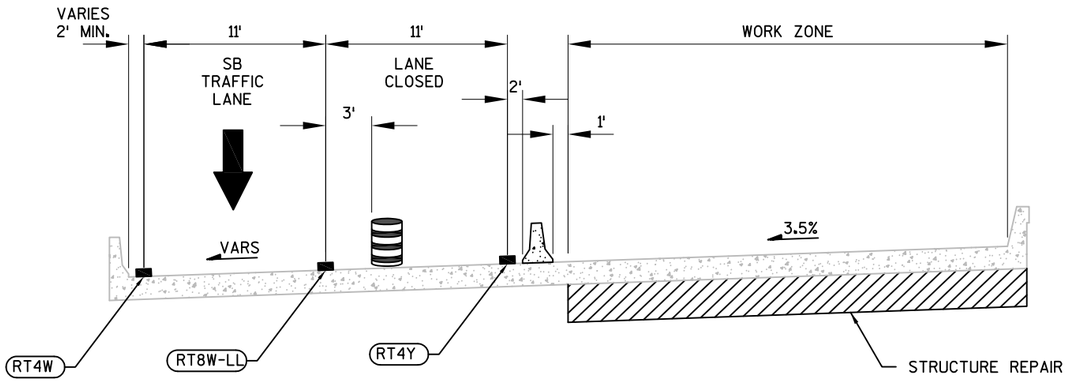
IH 39/90 SB - STAGE 2A SB

DAYTIME HOURS
STRUCTURE B-53-65
*DELIVERIES TO THE WORK ZONE FROM IH 39/90 NOT PERMITTED



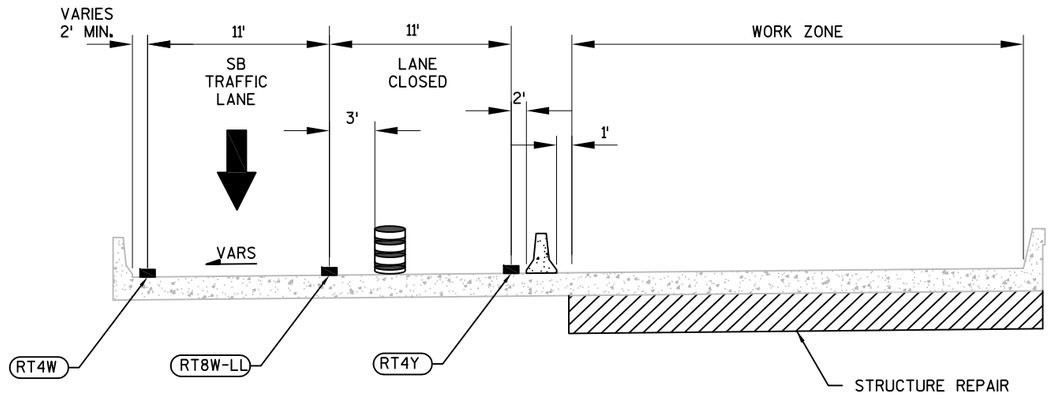
IH 39/90 SB - STAGE 2A SB

DAYTIME HOURS
STRUCTURE B-53-83 & B-53-85
*DELIVERIES TO THE WORK ZONE FROM IH 39/90 NOT PERMITTED



IH 39/90 SB - STAGE 2A SB

NIGHTTIME HOURS
STRUCTURE B-53-65



IH 39/90 SB - STAGE 2A SB

NIGHTTIME HOURS
STRUCTURE B-53-83 & B-53-85

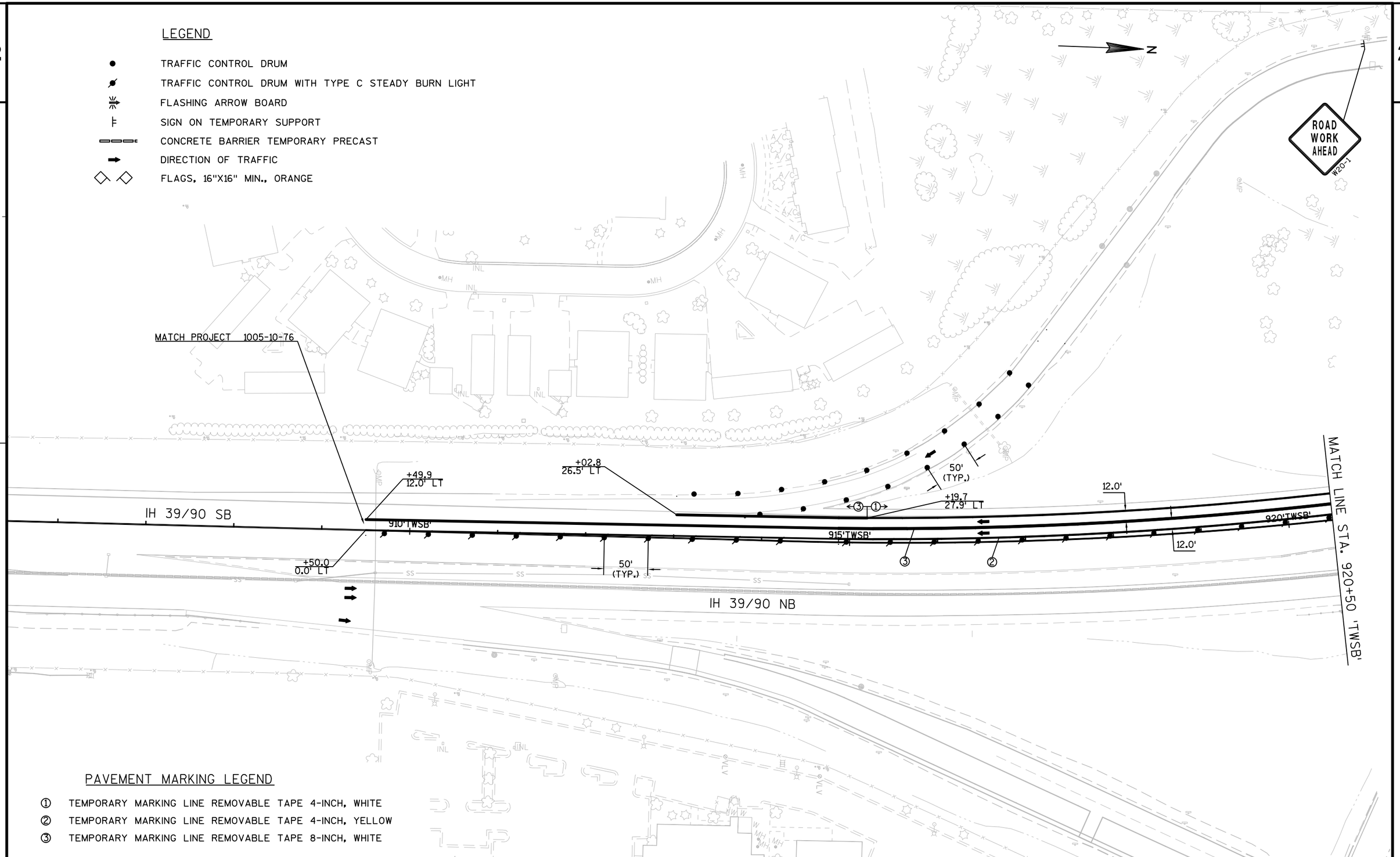
LEGEND

RT4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
RT4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
RT8W-LL	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE



PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
② TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
③ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2A SB (DAYTIME HOURS)	SHEET 135	E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

N

USH 14 EB

USH 14 WB

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA. 920+50 'TWSB'

MATCH LINE STA. 935+50 'TWSB'

W1-4DL

11.0'

11.0'

925'TWSB'

930'TWSB'

935'TWSB'

12.0'

12.0'

+50.0
4.9' LT
BEGIN CONCRETE BARRIER
TEMPORARY PRECAST

+23.7
5.3' LT

CRASH CUSHIONS
TEMPORARY REQ'D

+68.2
0.7' RT
END CONCRETE BARRIER
TEMPORARY PRECAST

+73.9
30.0' LT

+75.0
18.0' LT

25'
(TYP.)

50'
(TYP.)

100'
(TYP)

STAY
IN
LANE
R4-9
48" X 60"

W1-4B

PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE

② TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW

③ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
12.5 FT LINE 47.5 FT SKIP

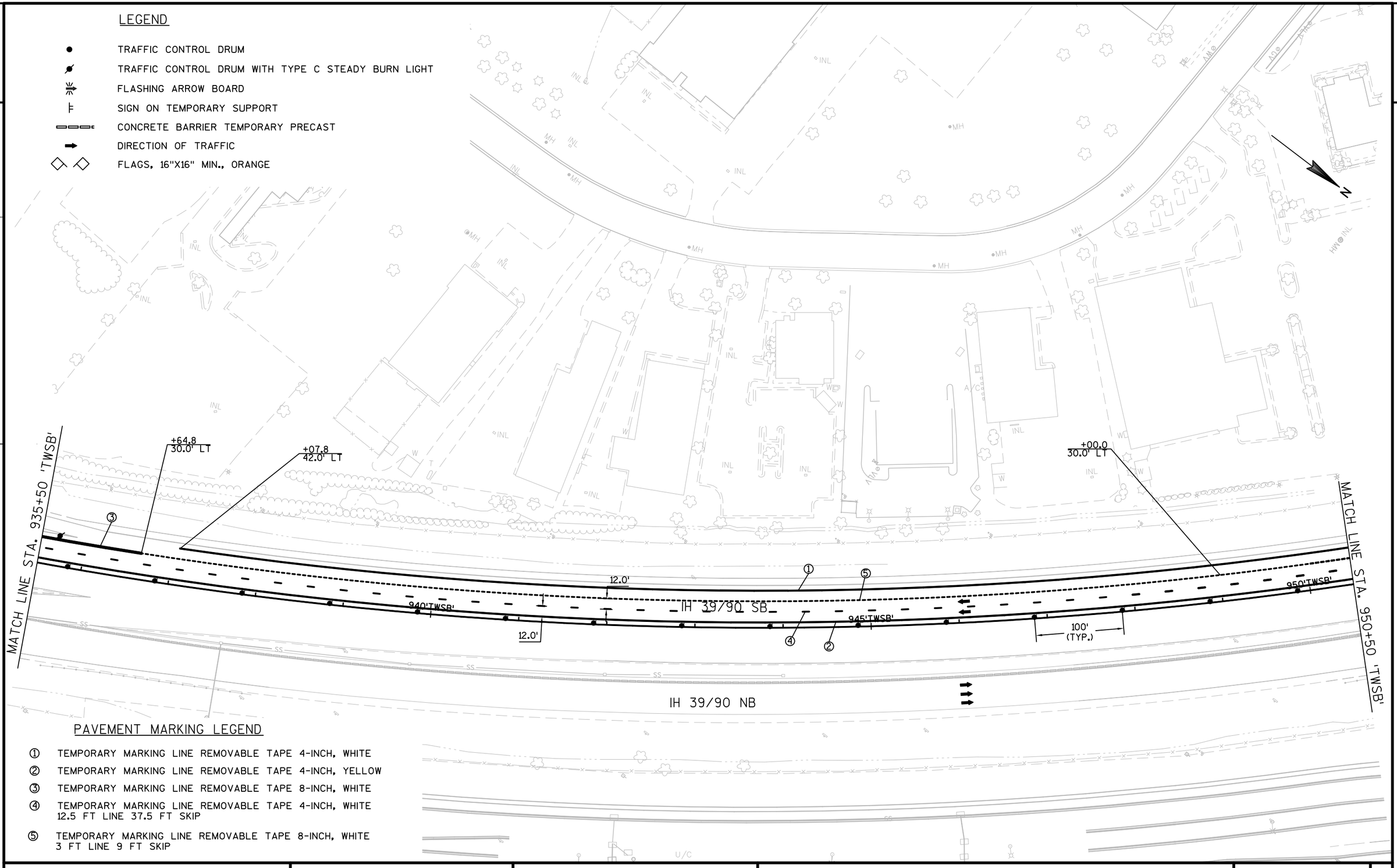
PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2A SB (DAYTIME HOURS)	SHEET 136 E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE



PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE

② TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW

③ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 2A SB (DAYTIME HOURS)	SHEET 137 E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

ROAD WORK AHEAD W20-1

W03-2

YIELD R1-2 48"X42"

W01-4DL

N

MATCH LINE STA. 950+50 'TWSB'

+03.8 42.0' LT

+60.9 30.0' LT

+30.4 30.0' LT

50' (TYP.)

12.0'

955'TWSB'

IH 39/90 SB

100' (TYP.)

IH 39/90 NB

STH 26 NB

STH 26 SB

+00.0 32.8' LT

+00.0 21.8' LT

11.0'

960'TWSB'

965'TWSB'

+00.0 18.0' LT

+00.0 10.8' LT

BEGIN CONCRETE BARRIER TEMPORARY PRECAST

MATCH LINE STA. 965+50 'TWSB'

PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE

② TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW

③ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 2A SB (DAYTIME HOURS)	SHEET 138	E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

N

FILLER CAPS

CANOPY

W

W

MATCH EXISTING PAVEMENT MARKINGS

STAY IN LANE
R4-9
48" X 60"

MATCH LINE STA. 965+50 'TWSB'

+50.2
36.8' LT

50'
(TYP.)

+90.9
29.1' LT

25'
(TYP.)

+44.8
26.7' LT

+00.0
12.0' LT

12.0'

970'TWSB'

975'TWSB'

IH 39/90 SB

980'TWSB'

+02.2
8.9' LT

+50.0
2.9' LT
END CONCRETE BARRIER
TEMPORARY PRECAST

50'
(TYP.)

12.0'

+00.0
0.0' LT

100'
(TYP.)

CRASH CUSHIONS TEMPORARY REQ'D

IH 39/90 NB

MATCH LINE STA. 980+50 'TWSB'

PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
② TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
③ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE

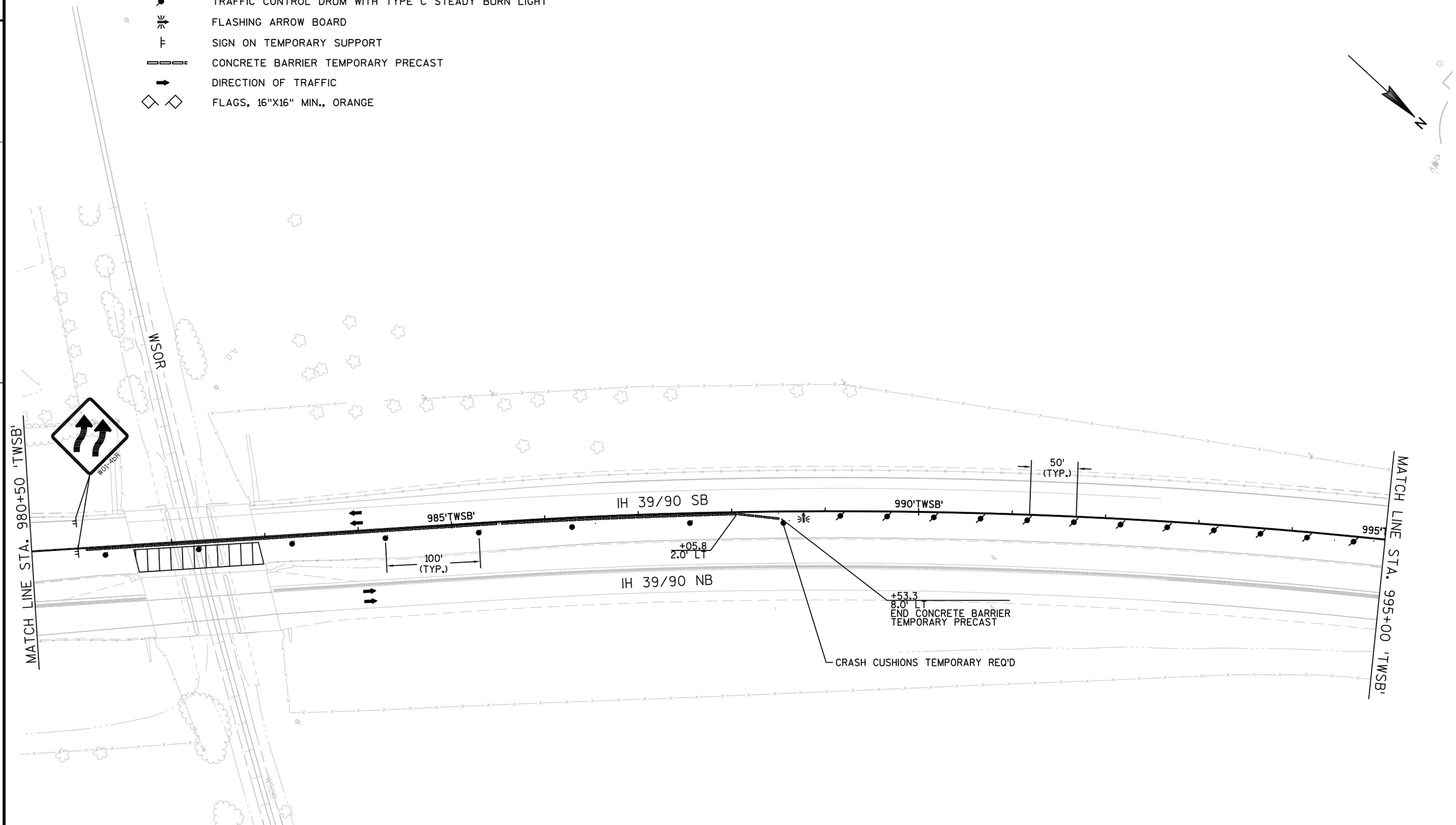
PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 2A SB (DAYTIME HOURS)	SHEET 139	E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

N

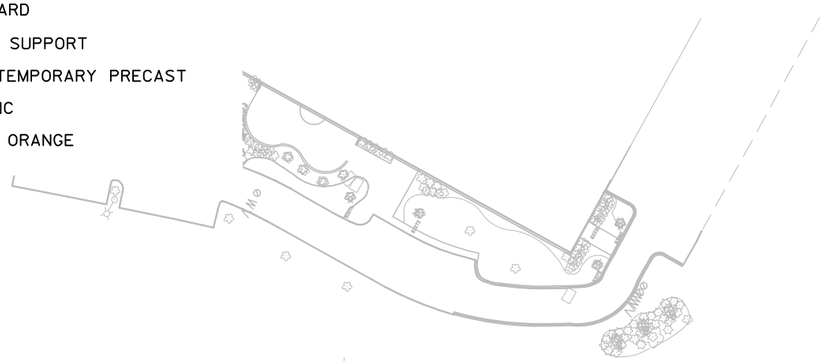


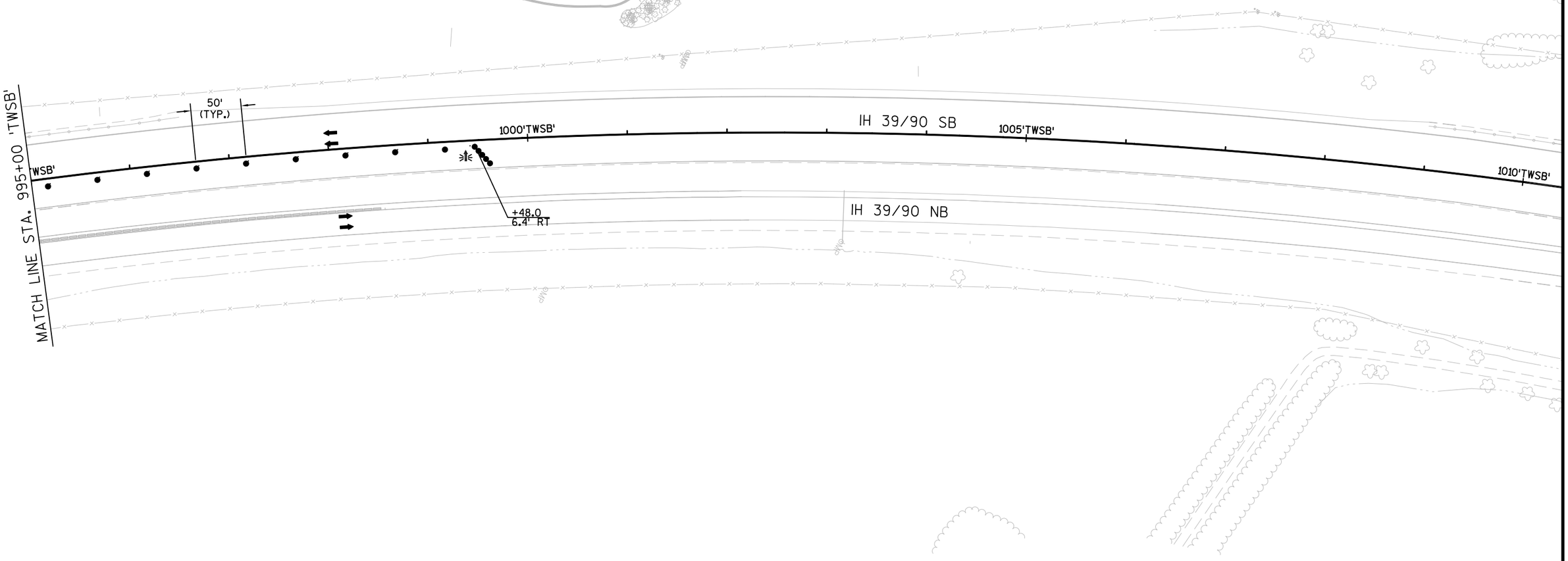
PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2A SB (DAYTIME HOURS)	SHEET 140 E

2

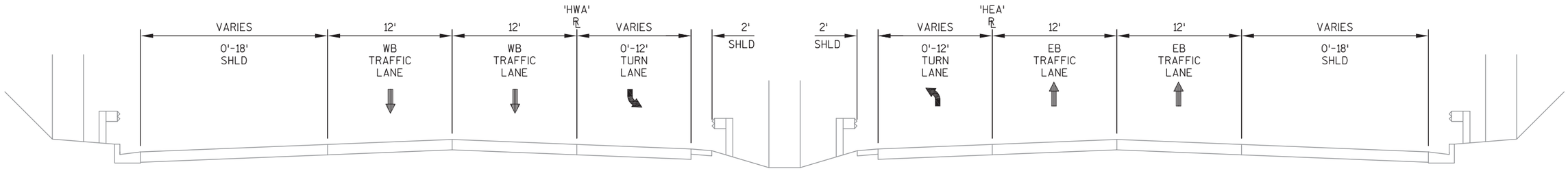
LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

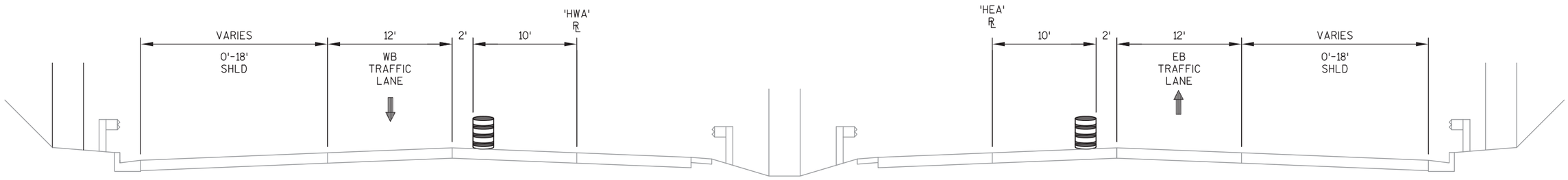




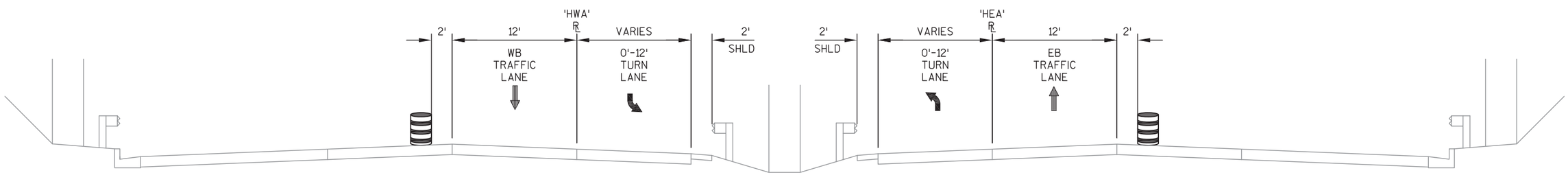
PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 2A SB (DAYTIME HOURS)	SHEET 141	E



USH 14 - STAGE 2
PEAK HOURS



USH 14 - STAGE 2
OFF-PEAK HOURS
INSIDE LANE CLOSURE



USH 14 - STAGE 2
OFF-PEAK HOURS
OUTSIDE LANE CLOSURE

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 TYPICAL SECTIONS - USH 14	SHEET 142 E

2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

N

END ROAD WORK
G20-2A
48"X24"

USH 14 WB

238+00HWA 239+00HWA 240+00HWA 241+00HWA 242+00HWA 243+00HWA 244+

238+00HEA 239+00HEA 240+00HEA 241+00HEA 242+00HEA 243+00HEA

HEA 241+80
2.0' LT

25'
(TYP.)

MATCH LINE STA. 244+00HWA

USH 14 EB

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, INSIDE LANE)	SHEET 143	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\TRAFFIC CONTROL\025118_TC_USH14_STG2 - INSIDE - NIGHTTIME.DWG PLOTTED : 10/27/2017 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

MATCH LINE 'A'

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

IH 39/90 SB OFF-RAMP

IH 39/90 NB

IH 39/90 SB

N

25' (TYP.)

HWA 247+12
12.0' RT

HWA 249+12
12.0' LT

USH 14 WB

USH 14 EB

12'

10' (TYP.)

LANE CLOSED
R11-2-L
48"X30"

HEA 245+00
12.0' RT

LANE CLOSED
R11-2-L
48"X30"

IH 39/90 SB ON-RAMP

MATCH LINE STA. 244+00'HWA'

MATCH LINE STA. 250+00'HWA'

244+00HEA 245+00HEA 246+00HEA 247+00HEA 248+00HEA 249+00HEA

245+00HWA 246+00HWA 247+00HWA 248+00HWA 249+00HWA

2

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, INSIDE LANE)	SHEET 144	E

2

2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

N

LANE CLOSED
R11-2-L
48"X30"

IH 39/90 NB ON-RAMP

MATCH LINE STA. 250+00HWA'

25' (TYP.)

USH 14 WB

12'

HEA 255+50
12.0' LT

250+00HWA | 251+00HWA | 252+00HWA | 253+00HWA | 254+00HWA | 255+00HWA | 256+00HWA

10' (TYP.)

HEA 252+50
12.0' LT

MATCH LINE STA. 256+00HWA'

250+00HEA | 251+00HEA | 252+00HEA | 253+00HEA | 254+00HEA | 255+00HEA

25' (TYP.)

USH 14 EB

LANE CLOSED
R11-2-L
48"X30"

HEA 250+50
12.0' RT

IH 39/90 SB

IH 39/90 NB

25' (TYP.)

IH 39/90 NB OFF-RAMP

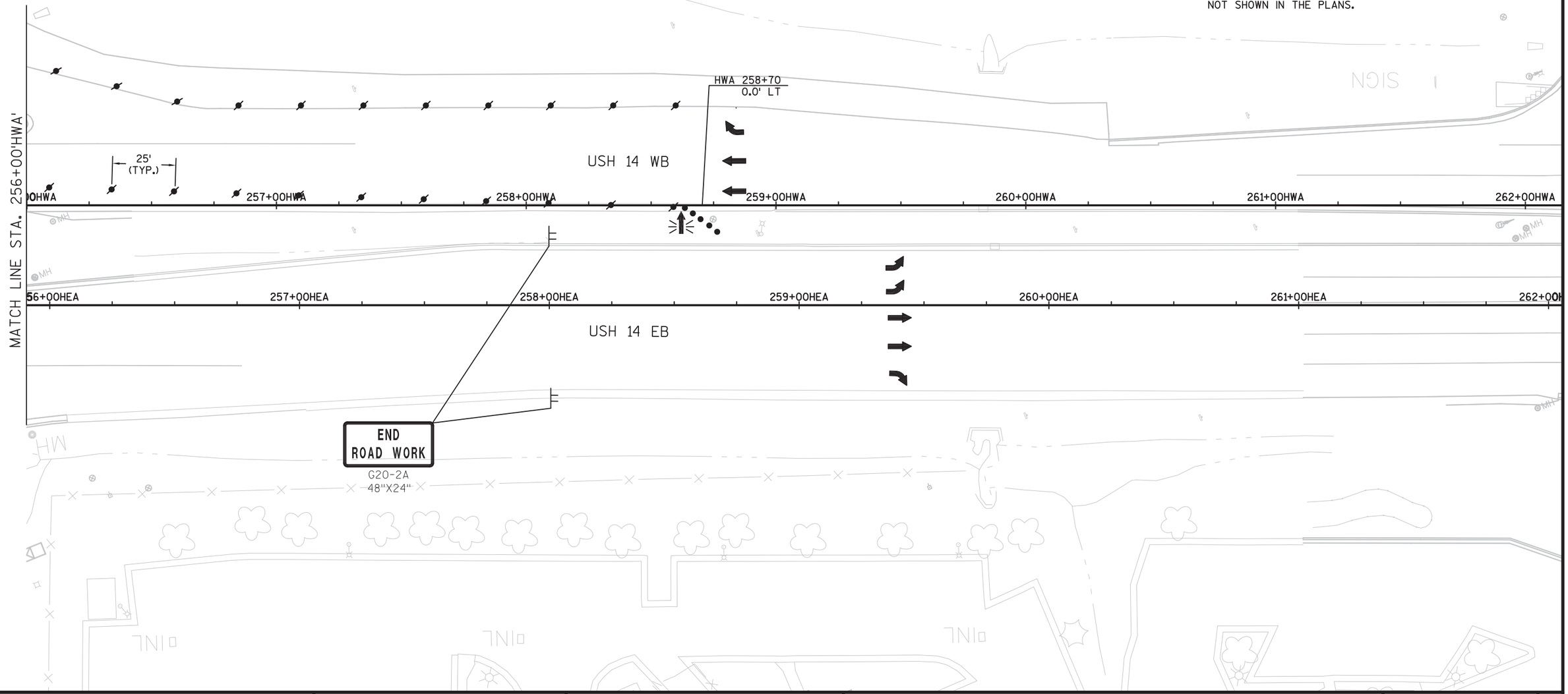
MATCH LINE 'B'

PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, INSIDE LANE)	SHEET 145	E

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, INSIDE LANE)	SHEET 146	E

2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

MATCH LINE 'A'

IH 39/90 SB OFF-RAMP

12'
12'
12'

LANE CLOSED
R11-2-L
48"X30"

25' (TYP.)

15'

N

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

IH 39/90 SB

IH 39/90 NB

MH

2

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

LANE CLOSED
R11-2-L
48"X30"

N

IH 39/90 SB OFF-RAMP

12'
12'
12'

MATCH LINE 'B'

MH

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, INSIDE LANE)	SHEET 147	E

2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

N

END
ROAD WORK
G20-2A
48"X24"

USH 14 WB

238+00HWA 239+00HWA 240+00HWA 241+00HWA 242+00HWA 243+00HWA 244+00HWA

MATCH LINE STA. 244+00HWA

238+00HEA 239+00HEA 240+00HEA 241+00HEA 242+00HEA 243+00HEA

USH 14 EB

25' (TYP.)
25' (TYP.)

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

HEA 241+80
24.0' RT

PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, OUTSIDE LANE)	SHEET 148	E

2

MATCH LINE 'A'

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

IH 39/90 SB OFF-RAMP

IH 39/90 SB

IH 39/90 NB

N

25' (TYP.)

12'

HEA 247+75
24.0' LT

HEA 248+75
12.0' LT

USH 14 WB

USH 14 EB

245+00HWA

246+00HWA

247+00HWA

248+00HWA

249+00HWA

MATCH LINE STA. 244+00'HWA'

MATCH LINE STA. 250+00'HWA'

244+00HEA

245+00HEA

246+00HEA

247+00HEA

248+00HEA

249+00HEA

LANE CLOSED
R11-2-L
48"X30"

HEA 245+00
12.0' RT

LANE CLOSED
R11-2-L
48"X30"

IH 39/90 SB ON-RAMP

PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, OUTSIDE LANE)	SHEET 149	E

2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

N

LANE CLOSED
R11-2-L
48"X30"

IH 39/90 NB ON-RAMP

HWA 255+50
12.0' LT

25'
(TYP.)

USH 14 WB

12'

MATCH LINE STA. 250+00'HWA'

250+00HWA | 251+00HWA | 252+00HWA | 253+00HWA | 254+00HWA | 255+00HWA | 256+00'HWA'

MATCH LINE STA. 256+00'HWA'

250+00HEA | 251+00HEA | 252+00HEA | 253+00HEA | 254+00HEA | 255+00HEA

HEA 251+00
12.0' RT

25'
(TYP.)

USH 14 EB

HEA 252+00
24.0' RT

LANE CLOSED
R11-2-L
48"X30"

12'

25'
(TYP.)

IH 39/90 SB

IH 39/90 NB

IH 39/90 NB OFF-RAMP

MATCH LINE 'B'

PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, OUTSIDE LANE)	SHEET 150	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\TRAFFIC CONTROL\025119_TC_USH14_STG2 - OUTSIDE - RIGHT.DWG 10/27/2017 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

N

HWA 258+70
24.0' LT

25' (TYP.)

25' (TYP.)

12'

USH 14 WB

MATCH LINE STA. 256+00'HWA'

256+00HWA 257+00HWA 258+00HWA 259+00HWA 260+00HWA 261+00HWA 262+00HWA

256+00HEA 257+00HEA 258+00HEA 259+00HEA 260+00HEA 261+00HEA 262+00H

USH 14 EB

END
ROAD WORK
G20-2A
48"X24"

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, OUTSIDE LANE)	SHEET 151	E

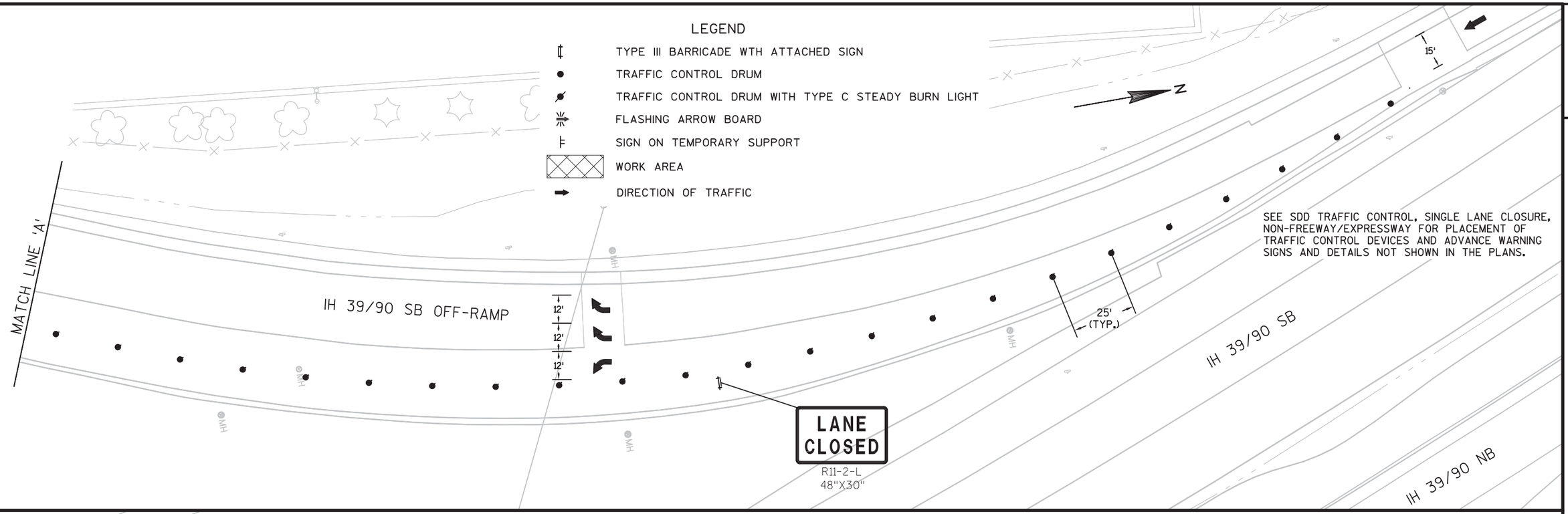
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\TRAFFIC CONTROL\025119_TC_USH14_STG2 - OUTSIDE - RIGHT.DWG 10/27/2017 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

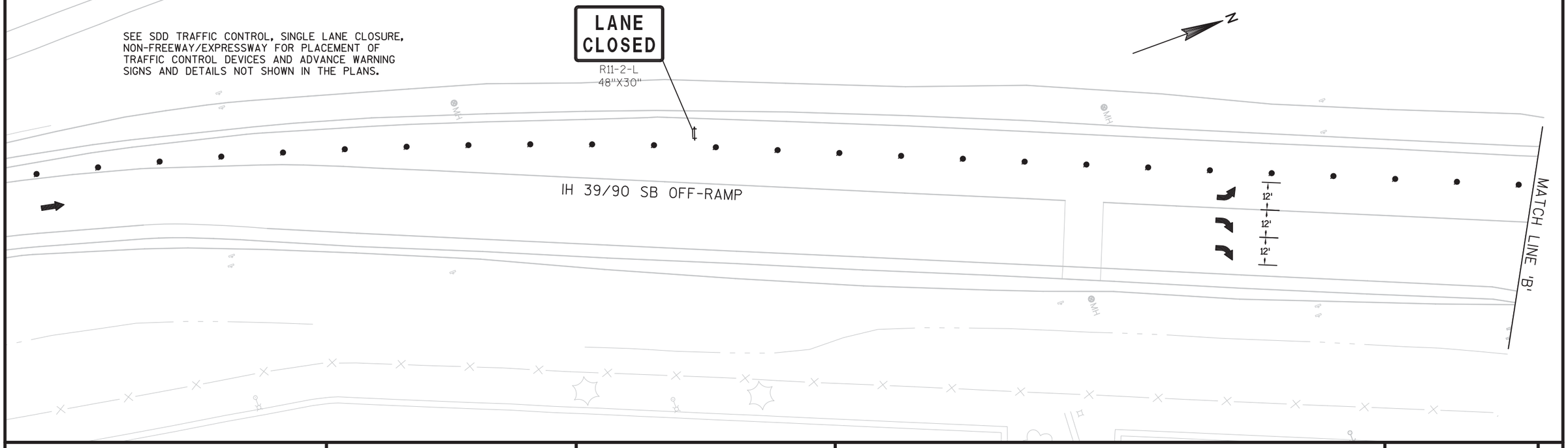
2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

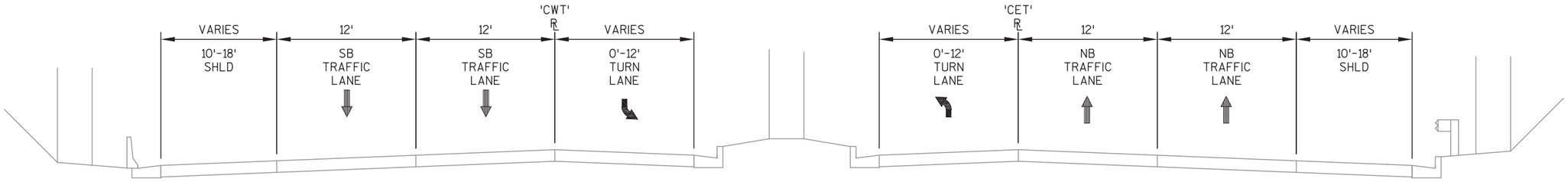


SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

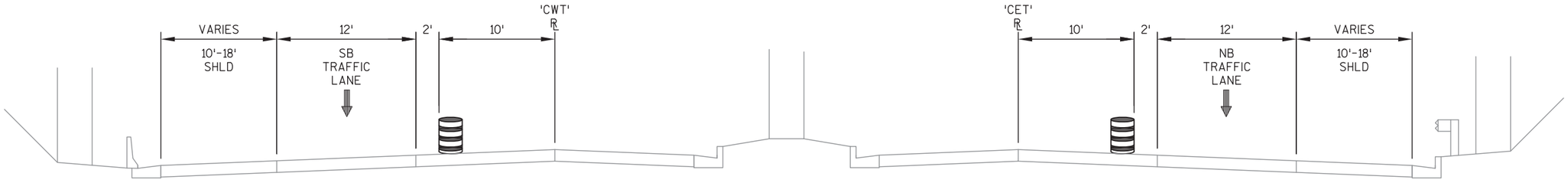


SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

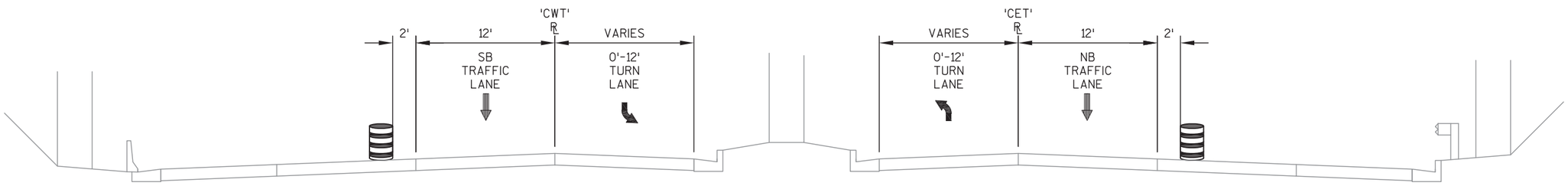
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, OUTSIDE LANE)	SHEET 152	E



STH 26 - STAGE 2
PEAK HOURS



STH 26 - STAGE 2
OFF-PEAK HOURS
INSIDE LANE CLOSURE



STH 26 - STAGE 2
OFF-PEAK HOURS
OUTSIDE LANE CLOSURE

PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 2 TYPICAL SECTIONS - STH 26	SHEET 153 - E

2

2

ROAD WORK AHEAD
W20-1-A

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

MORSE ST

SB OFF-RAMP

STH 26 SB

STH 26 NB

RYAN ROAD

100+00'CWT'
100+00'CET'
105+00'CWT'
105+00'CET'
110+00'CWT'
110+00'CET'
25' (TYP.)
106+60.0'CET'
12.0' RT
103+40.0'CET'
0.0' RT
12'
25' (TYP.)

LANE CLOSED
R11-2-L
48"X30"

SB ON-RAMP

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA 115+00'CET'

SIGN

CANOPY

CASES

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 STH 26 (OFF-PEAK HOURS, INSIDE LANE)	SHEET 154	E

2

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

N

NB ON-RAMP

W FRONTAGE RD

INL

LANE CLOSED
R11-2-L
48"X30"

118+97.0'CWT'
12.0' LT

122+17.0'CWT'
0.0' LT

MATCH LINE STA 115+00'CET'

12'

25' (TYP.)

25' (TYP.)

120+00'CWT'

120+00'CET'

125+00'CWT'

125+00'CET'

130+00'CWT'

130+00'CET'

STH 26 SB

STH 26 NB

LANE CLOSED
R11-2-L
48"X30"

12'

25' (TYP.)

NB OFF-RAMP

E FRONTAGE RD

KETTERING ST

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

LEGEND

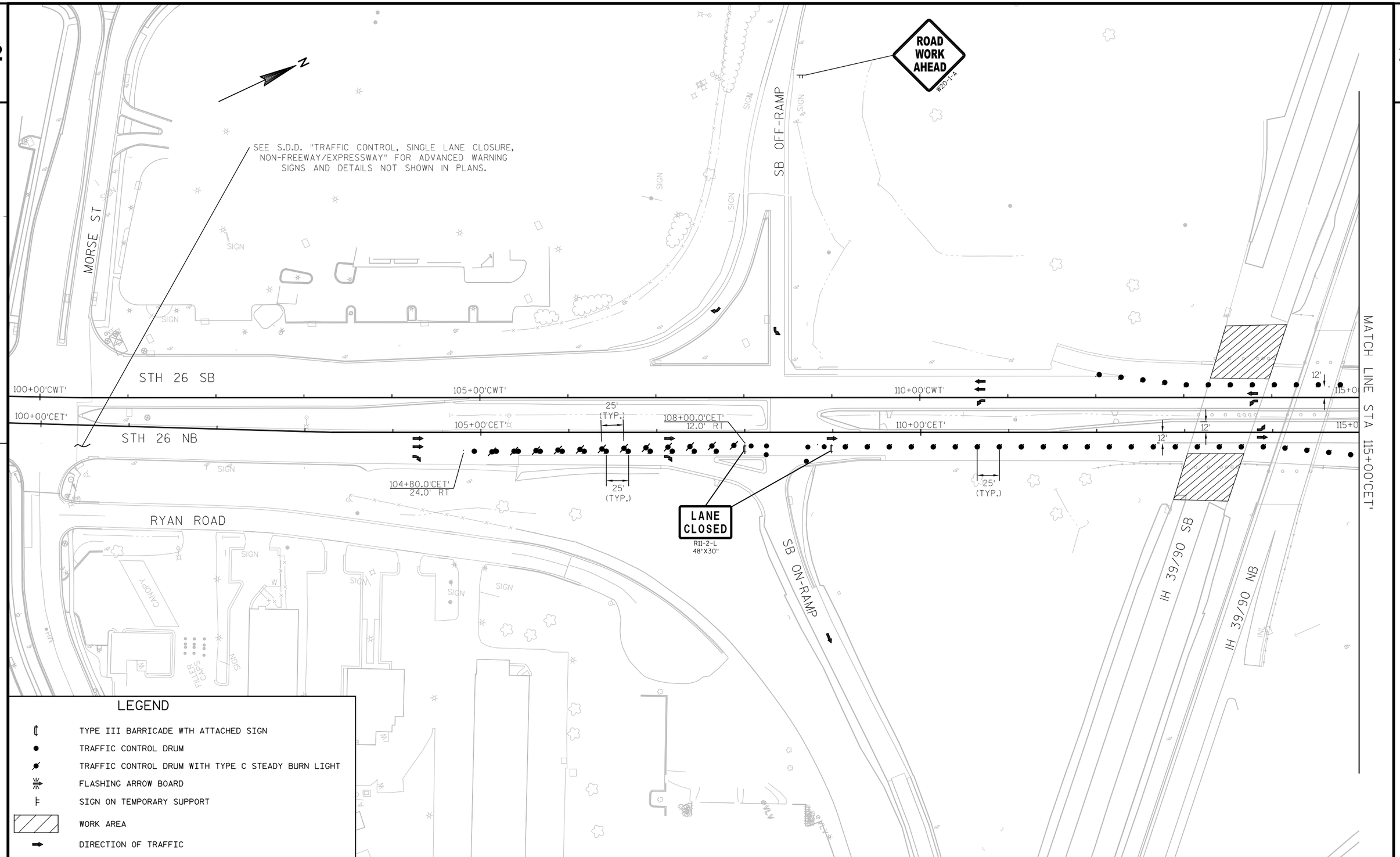
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 STH 26 (OFF-PEAK HOURS, INSIDE LANE)	SHEET 155	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\TRAFFIC CONTROL\025117B_TC - STH 26_STG2 - INSIDE-NB_OTTIM.DWG PLOTTED : 10/27/2017 2:04 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** LAYOUT NAME - 0501011

WISDOT/CADDS SHEET 42

2



LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 STH 26 (OFF-PEAK HOURS, OUTSIDE LANE)	SHEET 156	E

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

N

NB ON-RAMP

W FRONTAGE RD

LANE CLOSED
R11-2-L
48"X30"

117+40.0'CWT'
12.0' LT

120+60.0'CWT'
24.0' LT

25' (TYP.)

25' (TYP.)

25' (TYP.)

12'

MATCH LINE STA 115+00'CET'

115+00'CWT'

120+00'CWT'

125+00'CWT'

130+00'CWT'

120+00'CET'

125+00'CET'

130+00'CET'

STH 26 SB

STH 26 NB

12'

25' (TYP.)

NB OFF-RAMP

E FRONTAGE RD

KETTERING ST

INL

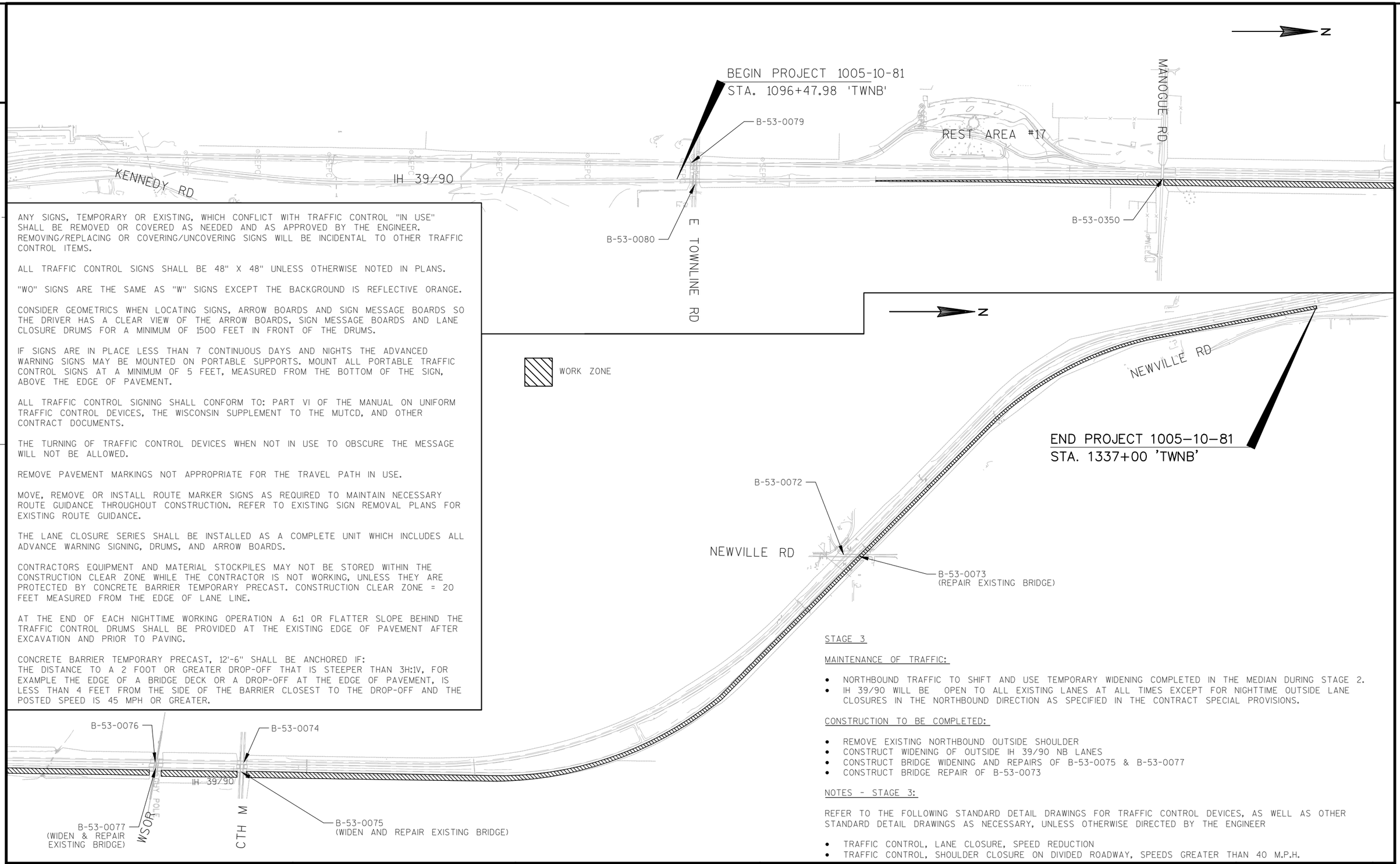
W

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 STH 26 (OFF-PEAK HOURS, OUTSIDE LANE)	SHEET 157	E



WORK ZONE

ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

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

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

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

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

AT THE END OF EACH NIGHTTIME WORKING OPERATION A 6:1 OR FLATTER SLOPE BEHIND THE TRAFFIC CONTROL DRUMS SHALL BE PROVIDED AT THE EXISTING EDGE OF PAVEMENT AFTER EXCAVATION AND PRIOR TO PAVING.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROP-OFF THAT IS STEEPER THAN 3H:1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROP-OFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROP-OFF AND THE POSTED SPEED IS 45 MPH OR GREATER.

STAGE 3

MAINTENANCE OF TRAFFIC:

- NORTHBOUND TRAFFIC TO SHIFT AND USE TEMPORARY WIDENING COMPLETED IN THE MEDIAN DURING STAGE 2.
- IH 39/90 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHTTIME OUTSIDE LANE CLOSURES IN THE NORTHBOUND DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

CONSTRUCTION TO BE COMPLETED:

- REMOVE EXISTING NORTHBOUND OUTSIDE SHOULDER
- CONSTRUCT WIDENING OF OUTSIDE IH 39/90 NB LANES
- CONSTRUCT BRIDGE WIDENING AND REPAIRS OF B-53-0075 & B-53-0077
- CONSTRUCT BRIDGE REPAIR OF B-53-0073

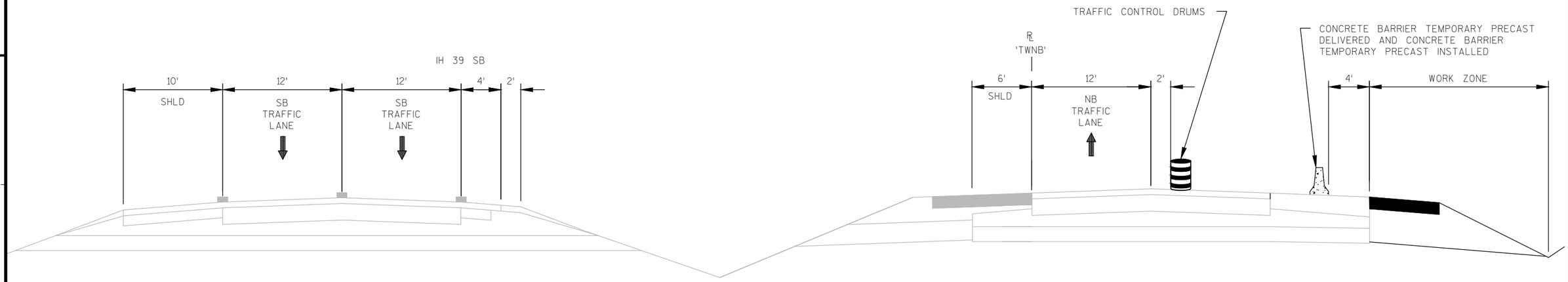
NOTES - STAGE 3:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H.

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 OVERVIEW	SHEET 158	E

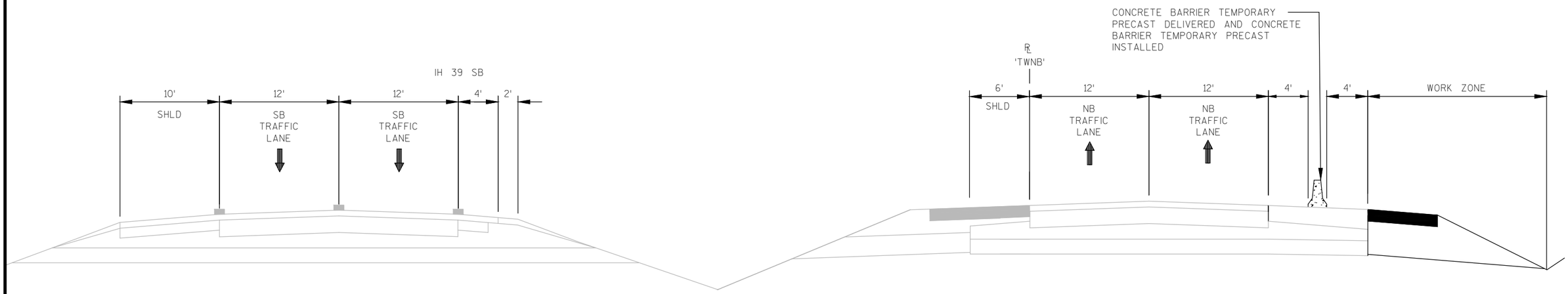
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\TRAFFIC CONTROL\025003_TC - OVERVIEW.DWG PLOT DATE : 11/29/2017 12:44 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 42



IH 39/90 NB - STAGE 3

NIGHTTIME HOURS

1120+00 'TWNB' - 1245+69 'TWNB' (NORTHBOUND)

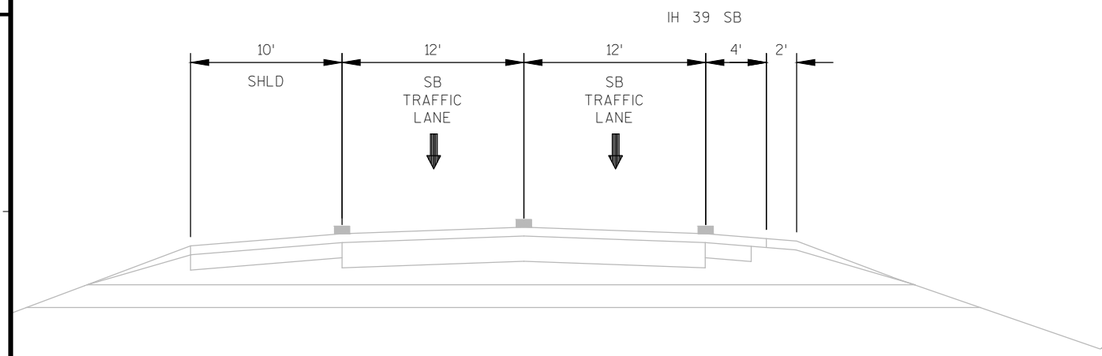


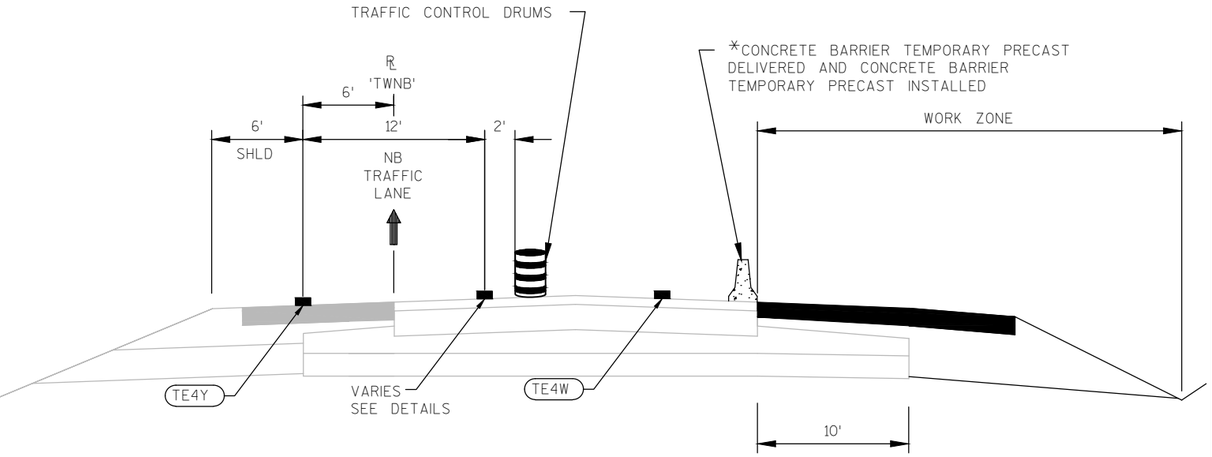
IH 39/90 NB - STAGE 3

DAYTIME HOURS

1120+00 'TWNB' - 1245+69 'TWNB' (NORTHBOUND)

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 TYPICAL SECTIONS	SHEET 159	E



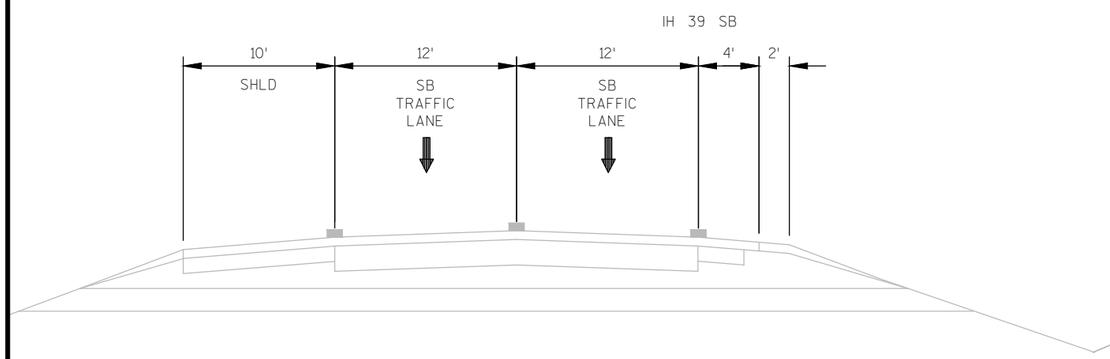


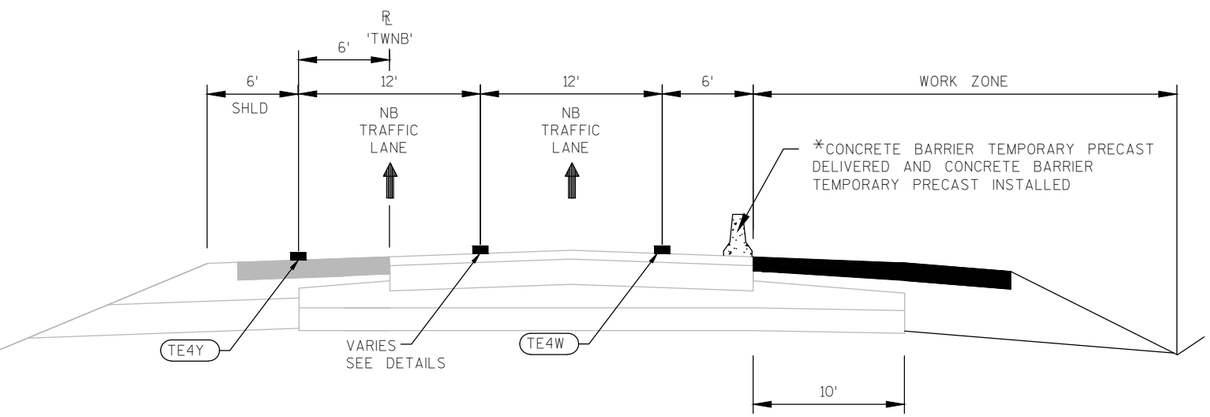
IH 39/90 NB - STAGE 3

NIGHTTIME HOURS

1274+25 'TWNB' - 1279+15 'TWNB' (NORTHBOUND)
1297+81 'TWNB' - 1332+67 'TWNB' (NORTHBOUND)

* CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE STA 1296+00 'TWNB' - STA 1332+67 'TWNB'





IH 39/90 NB - STAGE 3

DAYTIME HOURS

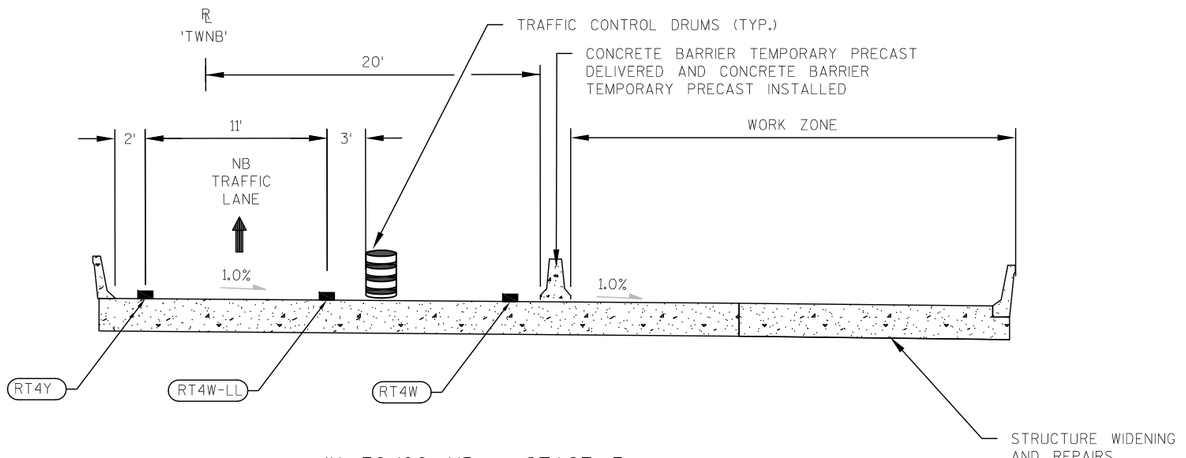
1274+25 'TWNB' - 1279+15 'TWNB' (NORTHBOUND)
1297+81 'TWNB' - 1332+67 'TWNB' (NORTHBOUND)

LEGEND

TE4W	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
TE4Y	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 TYPICAL SECTIONS	SHEET 160	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\TRAFFIC CONTROL\025003_TC - OVERVIEW.DWG PLOT DATE : 11/29/2017 12:44 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

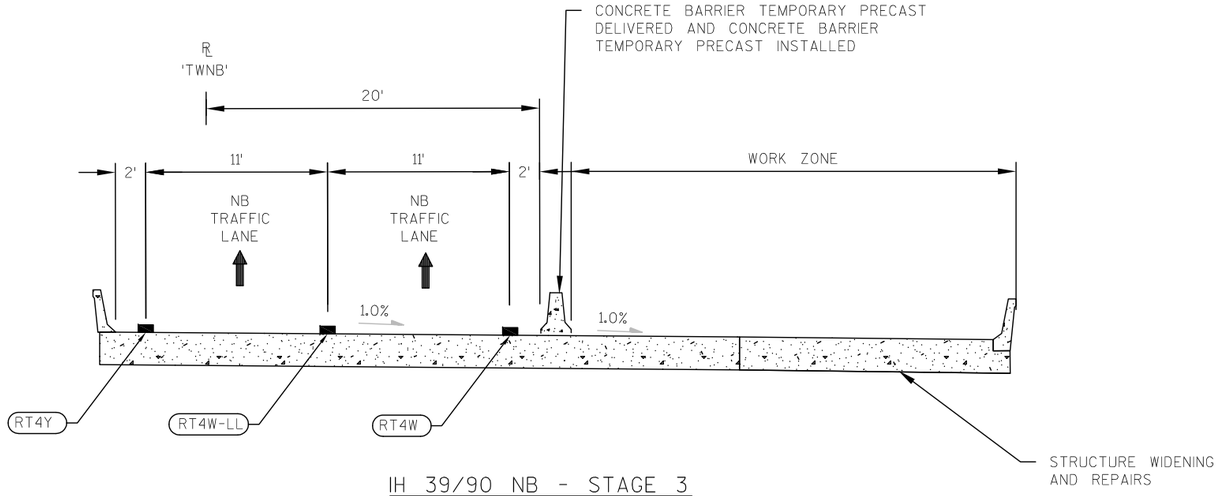


IH 39/90 NB - STAGE 3

NIGHT CONSTRUCTION

STRUCTURE B-53-0075 & B-53-0077 (WIDENING)

STRUCTURE B-53-0073 (REPAIRS)



IH 39/90 NB - STAGE 3

DAYTIME HOURS

STRUCTURE B-53-0075 & B-53-0077 (WIDENING)

STRUCTURE B-53-0073 (REPAIRS)

*DELIVERIES TO THE WORK ZONE FROM IH 39/90 NOT PERMITTED

LEGEND

RT4W	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
RT4Y	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
RT4W-LL	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE - 12.5' LINE, 37.5' SKIP)

2

SEE TRAFFIC CONTROL TYPICAL SECTIONS FOR ADDITIONAL DETAILS
MATCH LINE STA. 1289+00 'TWNB'

MATCH LINE STA. 1304+00 'TWNB'

2

NOTES

1. NB OUTSIDE SHOULDER PAVING (STA 1285+96'TWNB' - STA 1293+82'TWNB') AND CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE INSTALLED IN STAGE 1. SEE PLAN DETAILS FOR ADDITIONAL INFORMATION.
2. NB MEDIAN SHOULDER PAVING (STA 1292+05'TWNB' - STA 1293+12'TWNB' AND STA 1294+90'TWNB' - STA 1296+15'TWNB') AND CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE INSTALLED IN STAGE 2. SEE PLAN DETAILS FOR ADDITIONAL INFORMATION.

MERRIFIELD ROAD

SEE NOTE 2

IH 39/90 SB

12.0'

6.0'

1290'TWNB'

1295'TWNB'

1300'TWNB'

6.0'

12.0'

IH 39/90 NB

100' (TYP)

SEE NOTE 1

CRASH CUSHIONS
TEMPORARY REQ'D

+00.0
25.0' RT
BEGIN CONCRETE BARRIER
TEMPORARY PRECAST

NEWVILLE ROAD

PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE
② TEMPORARY MARKING LINE EPOXY 4-INCH, YELLOW
③ TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

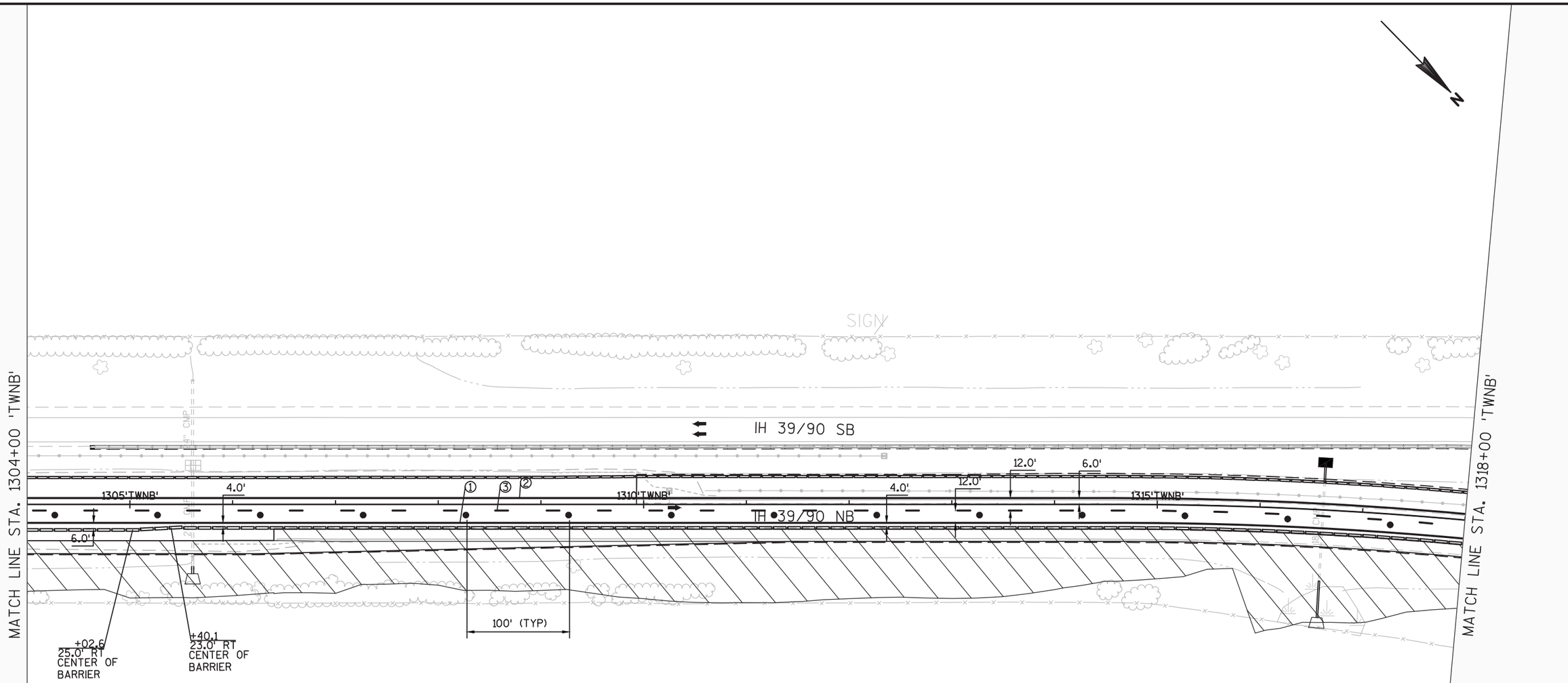
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PREMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I (50' SPACING)
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS FOR NIGHTLY LANE CLOSURE

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 162	E

2

2



PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE

② TEMPORARY MARKING LINE EPOXY 4-INCH, YELLOW

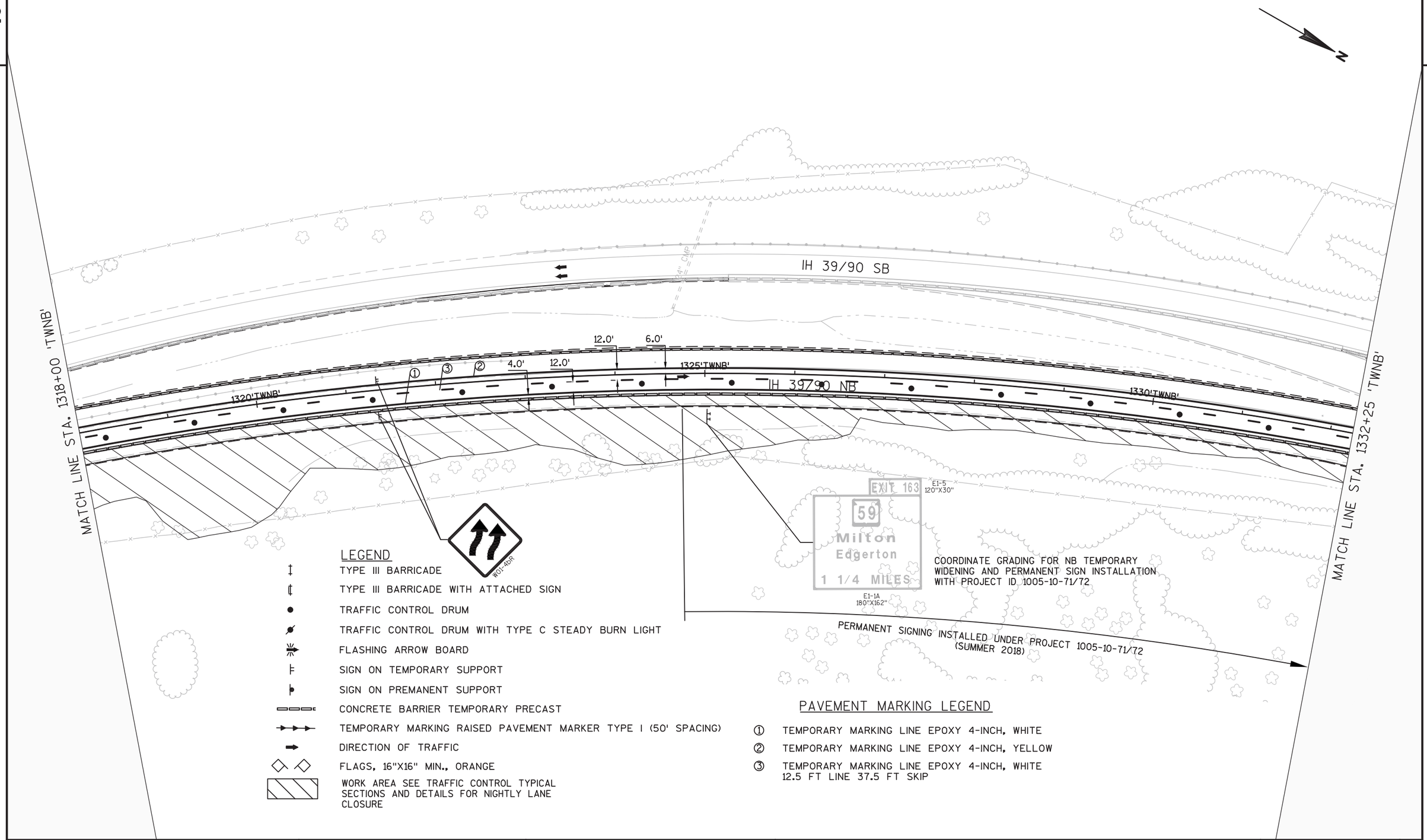
③ TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PREMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I (50' SPACING)
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS FOR NIGHTLY LANE CLOSURE

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 163	E

2



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PREMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I (50' SPACING)
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS FOR NIGHTLY LANE CLOSURE

PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE

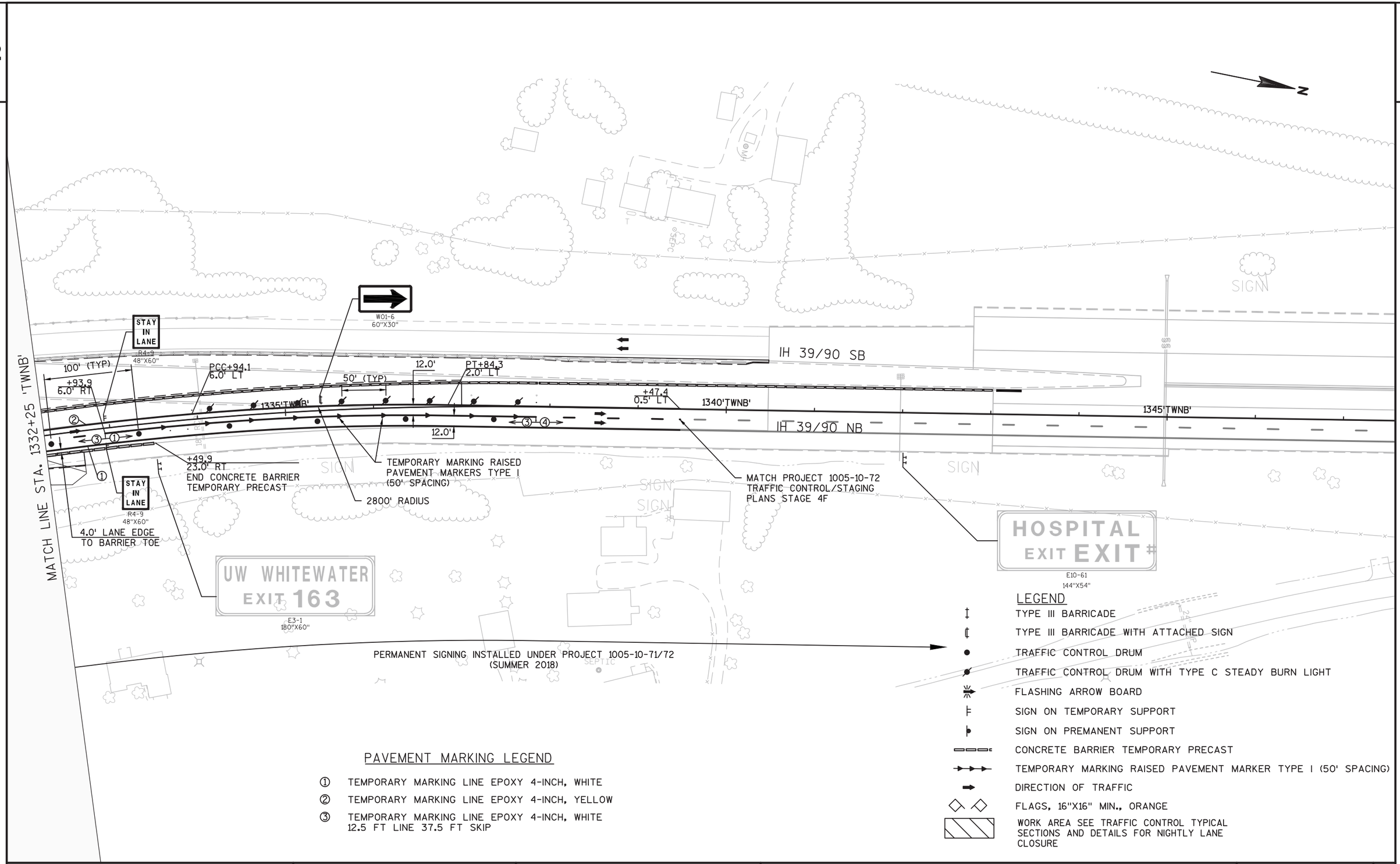
② TEMPORARY MARKING LINE EPOXY 4-INCH, YELLOW

③ TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 164	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\STAGING\026301-S3.DWG
LAYOUT NAME - 026301-S3 - 07
PLOT DATE : 10/12/2017 9:55 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PAVEMENT MARKING LEGEND

① TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE

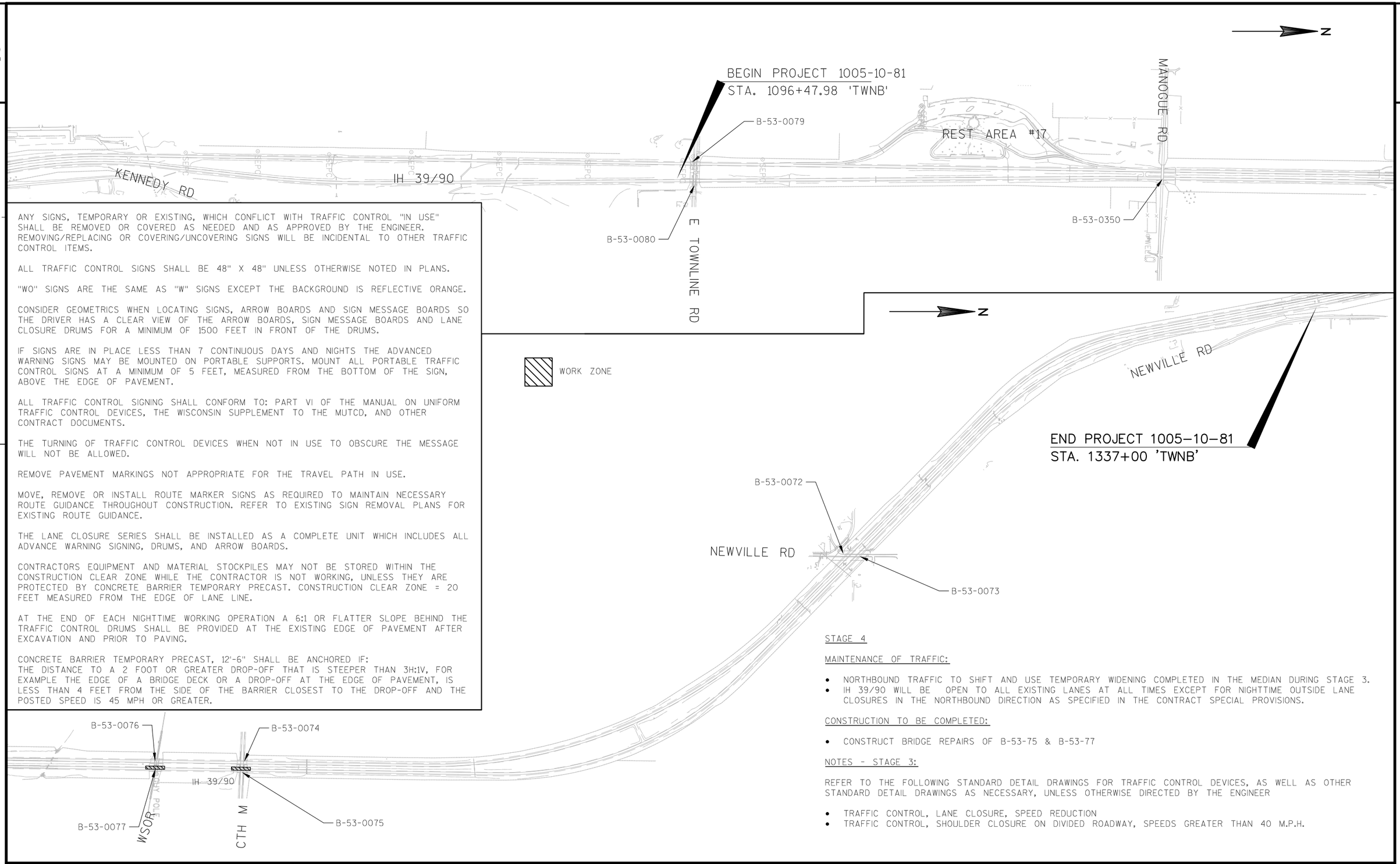
② TEMPORARY MARKING LINE EPOXY 4-INCH, YELLOW

③ TEMPORARY MARKING LINE EPOXY 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PREMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I (50' SPACING)
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA SEE TRAFFIC CONTROL TYPICAL SECTIONS AND DETAILS FOR NIGHTLY LANE CLOSURE

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 165	E



WORK ZONE

ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

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

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

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

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

AT THE END OF EACH NIGHTTIME WORKING OPERATION A 6:1 OR FLATTER SLOPE BEHIND THE TRAFFIC CONTROL DRUMS SHALL BE PROVIDED AT THE EXISTING EDGE OF PAVEMENT AFTER EXCAVATION AND PRIOR TO PAVING.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROP-OFF THAT IS STEEPER THAN 3H:1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROP-OFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROP-OFF AND THE POSTED SPEED IS 45 MPH OR GREATER.

STAGE 4

MAINTENANCE OF TRAFFIC:

- NORTHBOUND TRAFFIC TO SHIFT AND USE TEMPORARY WIDENING COMPLETED IN THE MEDIAN DURING STAGE 3.
- IH 39/90 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHTTIME OUTSIDE LANE CLOSURES IN THE NORTHBOUND DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

CONSTRUCTION TO BE COMPLETED:

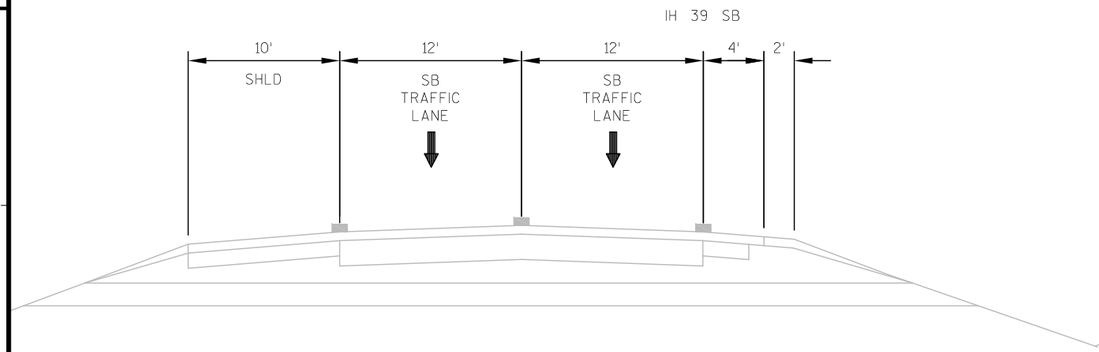
- CONSTRUCT BRIDGE REPAIRS OF B-53-75 & B-53-77

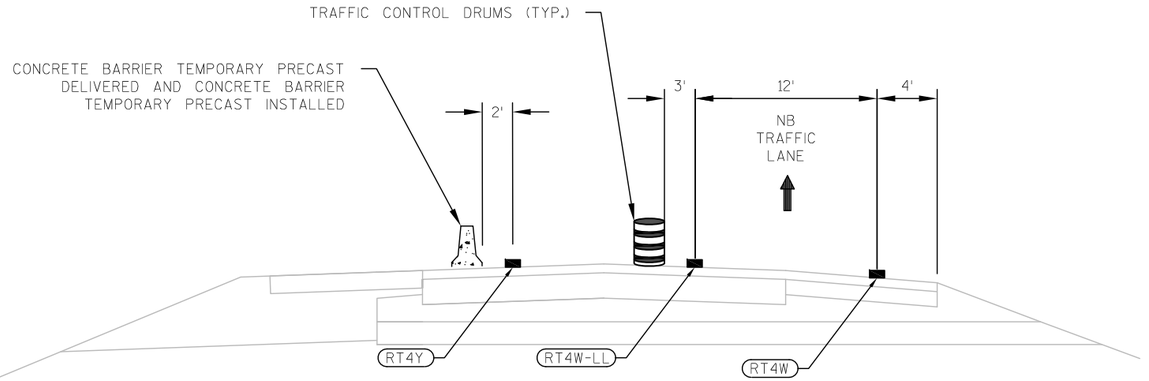
NOTES - STAGE 3:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H.

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4 OVERVIEW	SHEET 166	E

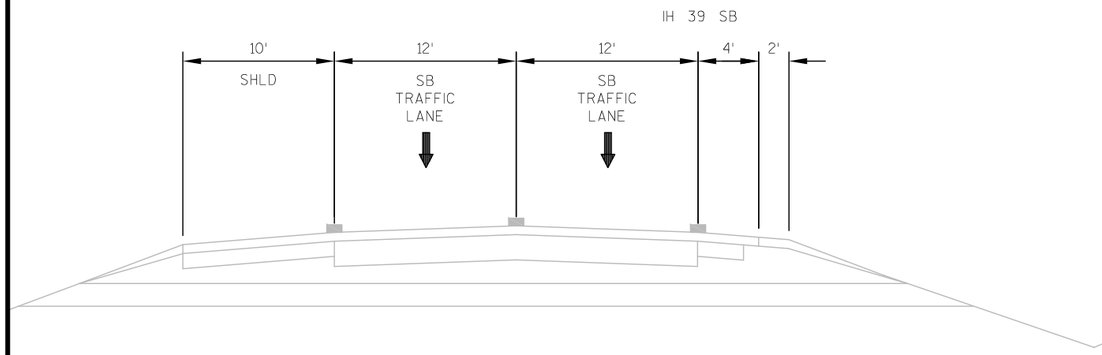


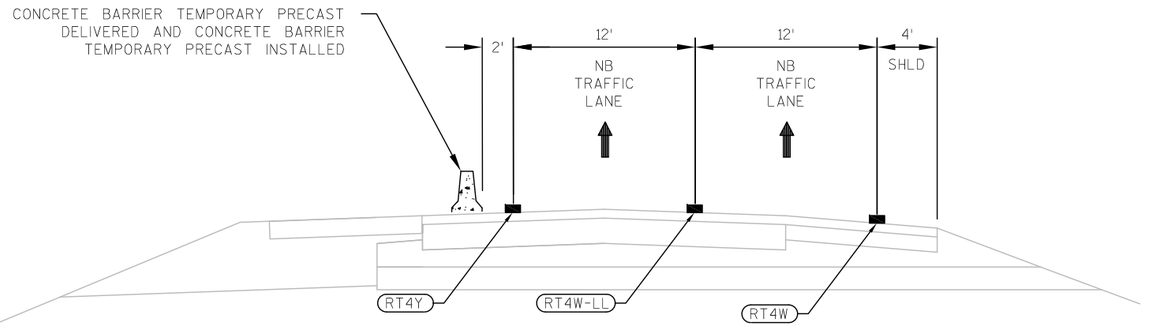


IH 39/90 NB - STAGE 4

NIGHTTIME HOURS

1195+00 'TWNB' - 1205+00 'TWNB' (NORTHBOUND)





IH 39/90 NB - STAGE 4

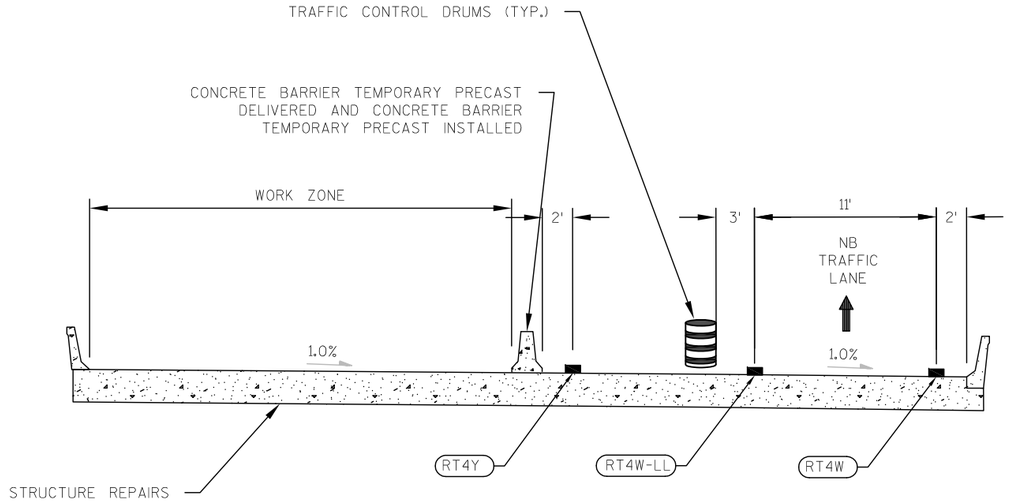
DAYTIME HOURS

1195+00 'TWNB' - 1205+00 'TWNB' (NORTHBOUND)

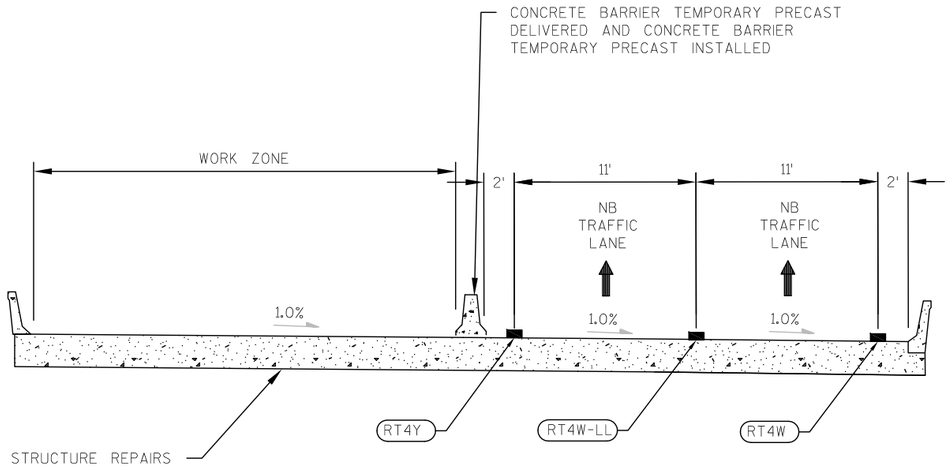
LEGEND

RT4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
RT4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
RT4W-LL	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE - 12.5' LINE, 37.5' SKIP)

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4 TYPICAL SECTIONS	SHEET 167 E



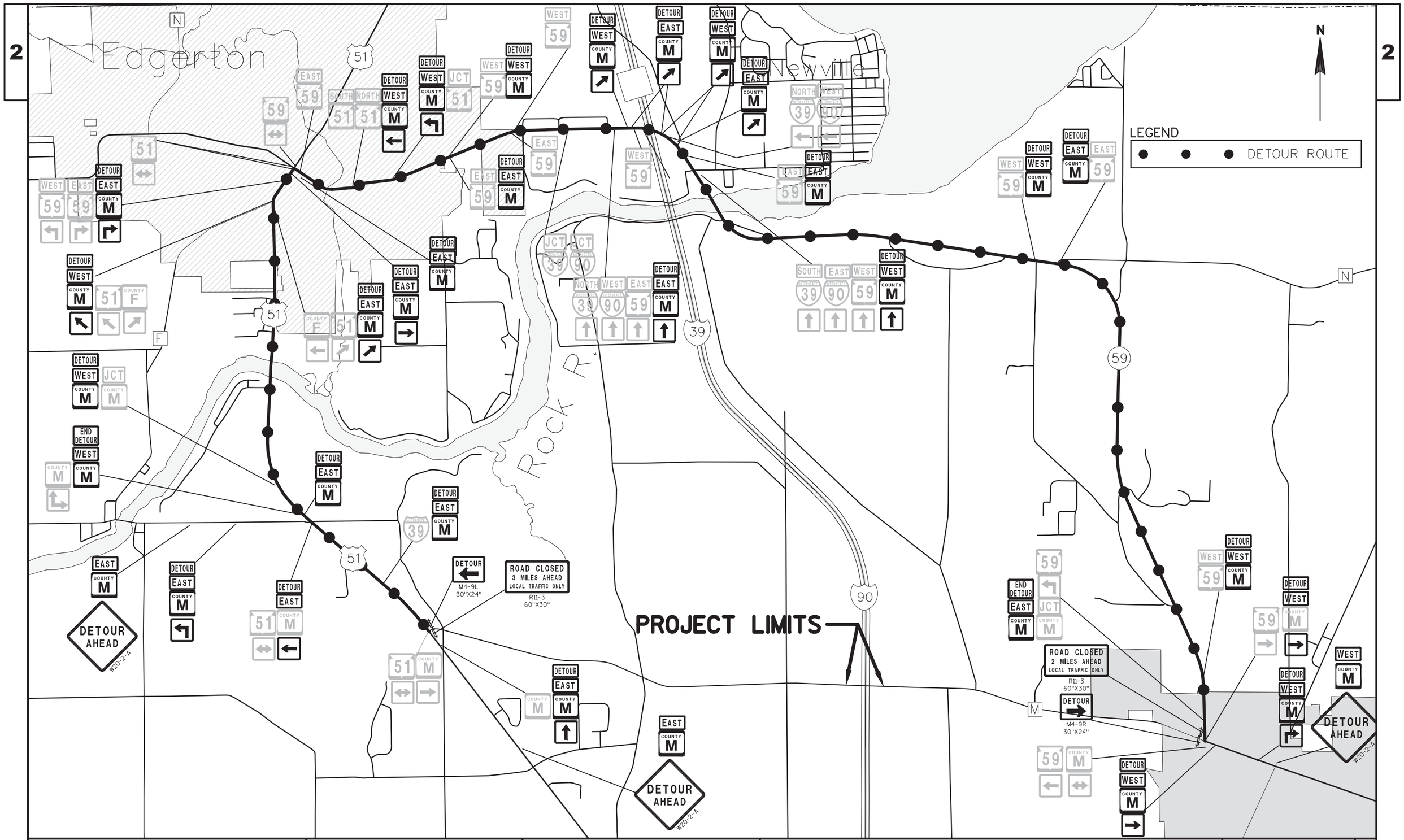
IH 39/90 NB - STAGE 4
NIGHT CONSTRUCTION
STRUCTURE B-53-0075 & B-53-0077 (REPAIRS)



IH 39/90 NB - STAGE 4
DAYTIME HOURS
STRUCTURE B-53-0075 & B-53-0077 (REPAIRS)
*DELIVERIES TO THE WORK ZONE FROM IH 39/90 NOT PERMITTED

LEGEND

RT4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
RT4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
RT4W-LL	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE - 12.5' LINE, 37.5' SKIP)



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	DETOUR PLAN	SHEET	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\TRAFFIC CONTROL\027001_DT.DWG
LAYOUT NAME - ****

PLOT DATE : 10/10/2017 1:57 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

2

BEGIN CONSTRUCTION
STA. 1142+48.54'RTB'

REST AREA (RTB')

N

SIGN

1135'TWSB'

1140'TWSB'

IH 39/90 SB

1145'RTB'

1145'TWSB'

1150

1135'TWNB'

1140'TWNB'

1145'TWNB'

1150'

1150'

IH 39/90 NB

MATCH LINE STA 1150+00'TWNB'

REMOVING FENCE

R/W

+00.9'TWNB'
93.0' RT
MATCH EXISTING FENCE

+00.1'TWNB'
120.6' RT

+49.2'TWNB'
124.1' RT

3' (TYP.)

+72.8'TWNB'
127.0' RT

+67.1'TWNB'
143.9' RT

LEGEND

—x—x— FENCE WOVEN WIRE (4-FT)

AG ACCESS GATE 6-FOOT (SEE CONSTRUCTION DETAIL)

MATCH LINE STA 1150+00'TWNB'

'TWSB'

RTB'

'WNB'

1155'TWSB'

IH 39/90 SB

1160'TWSB'

1165

1155'TWNB'

1160'TWNB'

1165'

IH 39/90 NB

MATCH LINE STA 1165+00'TWNB'

+84.0'TWNB'
117.6' RT
MATCH EXISTING FENCE

R/W

+84.9'TWNB'
138.8' RT

REMOVING FENCE

MANOGUE ROAD

+01.4'TWNB'
162.1' RT
MATCH EXISTING FENCE

+02.5'TWNB'
162.8' RT

R/W

REMOVING FENCE

3' (TYP.)

+96.2'TWNB'
162.4' RT

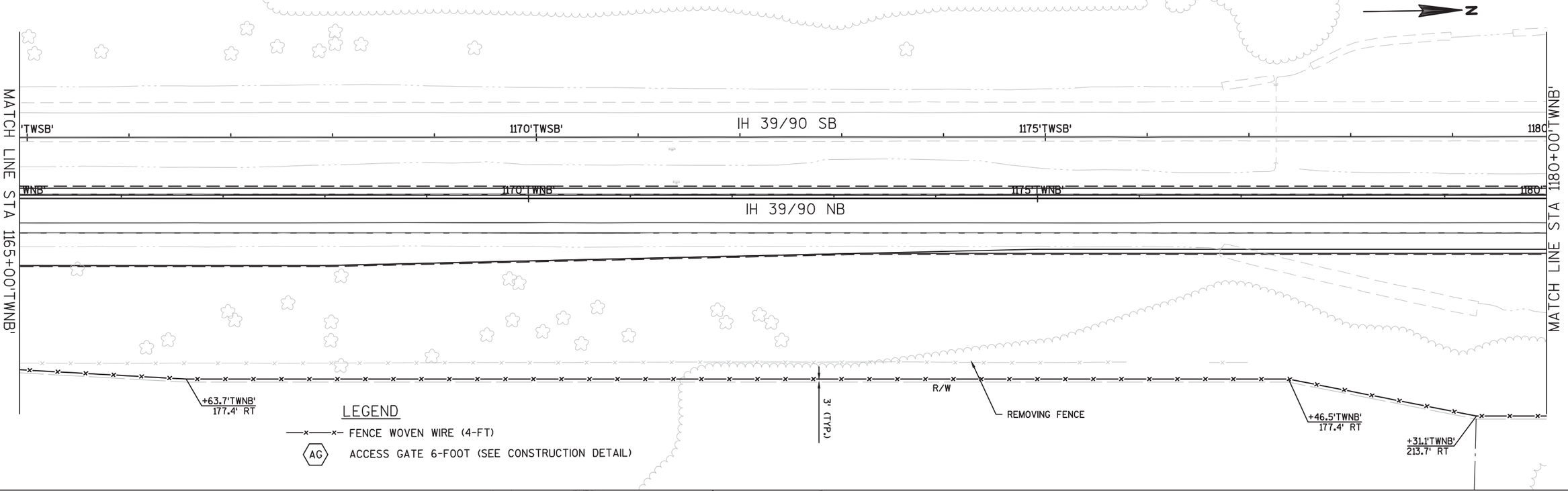
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	FENCING PLAN	SHEET 170	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\027101_FN.DWG
LAYOUT NAME - 027207

PLOT DATE : 10/3/2017 4:06 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

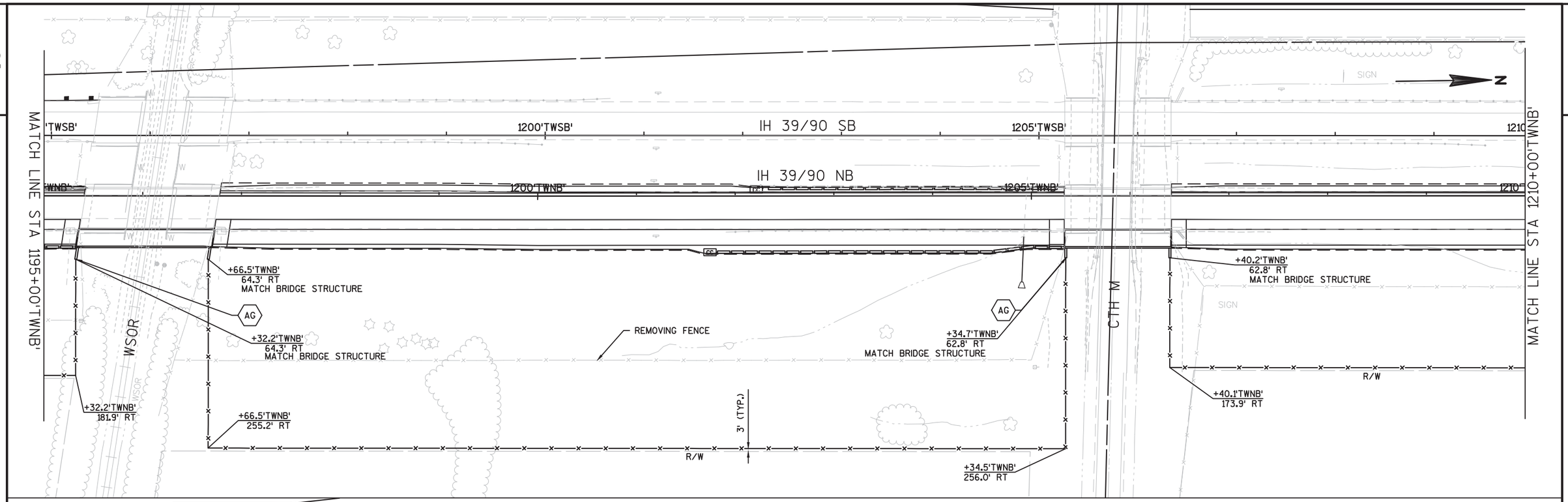
WISDOT/CADDS SHEET 42

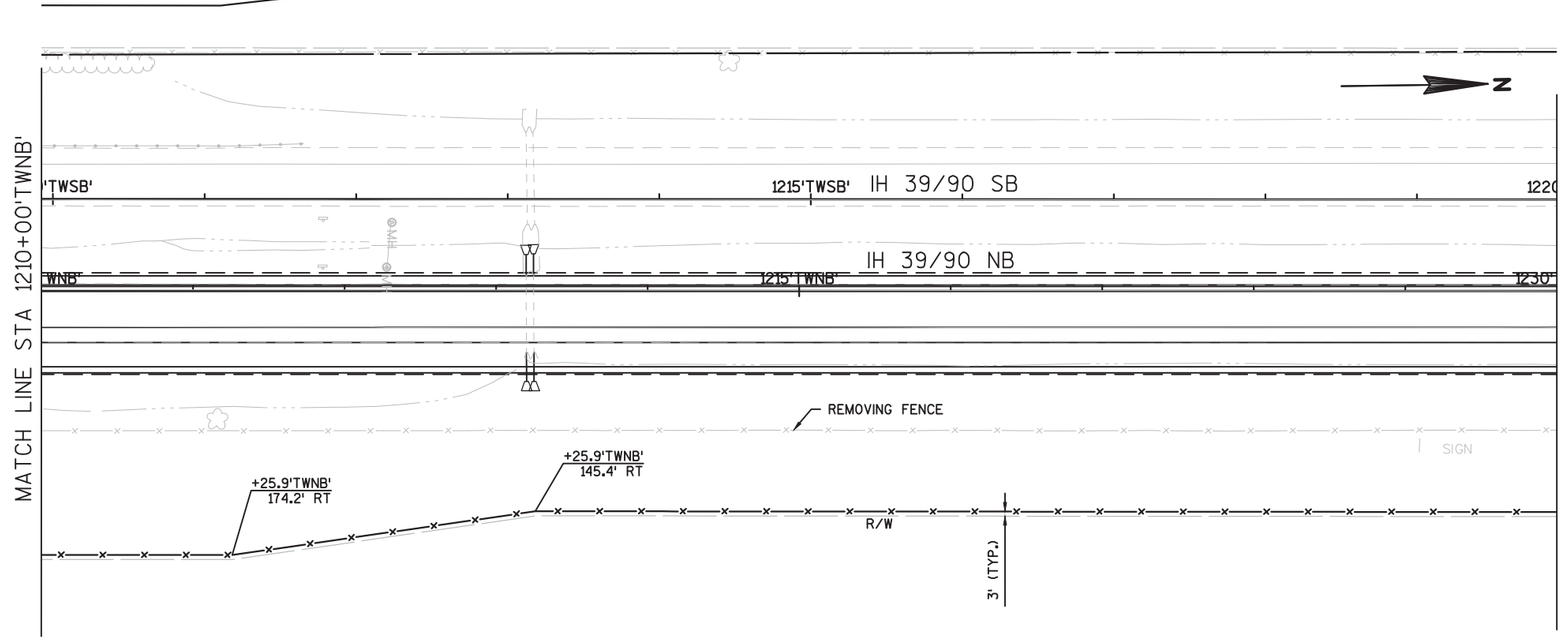
2



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	FENCING PLAN	SHEET 171	E

2





LEGEND

FENCE WOVEN WIRE (4-FT)

AG ACCESS GATE 6-FOOT (SEE CONSTRUCTION DETAIL)

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	FENCING PLAN	SHEET 172	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\027101_FN.DWG
LAYOUT NAME - 027211
PLOT DATE : 10/3/2017 4:08 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

MATCH LINE STA BACK = 1220+00'TWNB'
STA AHEAD = 1230+00'TWNB'

'TWSB'

IH 39/90 SB

1225'TWSB'

IH 39/90 NB

TWNB'

1235'TWNB'

1240'TWNB'

1245'

N

REMOVING FENCE

3' (TYP.)

R/W

+91.2'TWNB'
146.9' RT

MATCH LINE STA 1245+00'TWNB'

2

MATCH LINE STA 1245+00'TWNB'

IH 39/90 SB

N

1255'TWNB'

1250'TWNB'

IH 39/90 NB

TWNB'

SIGN

REMOVING FENCE

+02.3'TWNB'
82.8' RT

+61.5'TWNB'
116.0' RT

LEGEND

—x—x— FENCE WOVEN WIRE (4-FT)

AG ACCESS GATE 6-FOOT (SEE CONSTRUCTION DETAIL)

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	FENCING PLAN	SHEET 173	E

2

2

+96.8'TWNB'
-184.2' LT

+75.4'TWNB'
-162.2' LT

SIGN

REMOVING FENCE

+58.8'TWNB'
-196.9' LT

IH 39/90 SB

1310'TWNB'

1315'TWNB'

IH 39/90 NB

1320'TWNB'

MATCH LINE STA 1322+00'TWNB'

+74.5'TWNB'
146.6' RT

+22.4'TWNB'
97.4' RT

+31.9'TWNB'
146.8' RT

REMOVING FENCE

+65.5'TWNB'
127.2' RT

+76.2'TWNB'
-272.2' LT

+76.4'TWNB'
-305.0' LT

+71.8'TWNB'
-297.2' LT

REMOVING FENCE

+55.3'TWNB'
-270.1' LT

LEGEND

FENCE WOVEN WIRE (4-FT)

AG ACCESS GATE 6-FOOT (SEE CONSTRUCTION DETAIL)

MH

IH 39/90 SB

MATCH LINE STA 1322+00'TWNB'

1325'TWNB'

IH 39/90 NB

REMOVING FENCE

1330'TWNB'

+49.3'TWNB'
114.2' RT

+92.8'TWNB'
98.8' RT

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	FENCING PLAN	SHEET 174	E

2

N

'TWSB' R/L
PI STA = 1050+04.78 'TWSB'
Y = 292,267.536
X = 497,944.523

QUARTER LINE

MATCH LINE STA. 1080+00'TWNB'

050'TWSB'
PI 'TWSB'
1055'TWSB'
IH 39/90 SB
1060'TWSB'
N0° 50' 49.73"E
9,297.30'
1065'TWSB'
1070'TWSB'
1075'TWSB'
1080'

N6° 13' 50.66"E
1,175.89'
050'TWNB'
1055'TWNB'
IH 39/90 NB
1060'TWNB'
1065'TWNB'
PC 'TWNB'
PT 'TWNB'
1070'TWNB'
N0° 24' 35.65"W
8,066.82'
1075'TWNB'
1080'

QUARTER LINE

QUARTER LINE

'TWNB' R/L
PI STA = 1050+00.00 'TWNB'
Y = 292,255.916
X = 498,139.397

TWNB
PI STA = 1056+84.68 'TWNB'
Y = 292,936.547
X = 498,213.707
Δ = 6°38'26"
D = 0°30'00.00"
T = 664.81
L = 1,328.13
R = 11,459.16
PC STA = 1050+19.87 'TWNB'
Y = 292,275.666
X = 498,141.554
PT STA = 1063+48.00 'TWNB'
Y = 293,601.339
X = 498,208.951

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 175	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\ALIGNMENT DIAGRAM\027201_AD.DWG
LAYOUT NAME - 027206
PLOT DATE : 11/29/2017 10:46 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ########## WISDOT/CADDS SHEET 42

2

'RTA' R/L
PI STA = 1102+96.37 'RTA'
Y = 297,549.631
X = 498,155.703

'RTA' R/L
PI STA = 1104+96.37 'RTA'
Y = 297,749.625
X = 498,154.272

'RTA' R/L
PI STA = 1108+56.57 'RTA'
Y = 298,109.530
X = 498,139.697

'TEA' R/L
PI STA = 598+48.00 'TEA'
Y = 297,445.867
X = 498,100.460

'TEA' R/L
PI STA = 599+44.56 'TEA'
Y = 297,542.407
X = 498,098.400

'TEA' R/L
PI STA = 600+00.00 'TEA'
Y = 297,597.804
X = 498,096.269

'TEA' R/L
PI STA = 603+00.00 'TEA'
Y = 297,897.773
X = 498,091.963

'TMC' R/L
PI STA = 400+00.00 'TMC'
Y = 297,831.031
X = 497,979.583

'TMC' R/L
PI STA = 402+20.10 'TMC'
Y = 297,832.606
X = 498,199.680

N

IH 39/90 SB

'TWSB'NO° 50' 49.73"E
9,297.30'

1085'TWSB'

1090'TWSB'

1095'TWSB' NO° 50' 49.73"E
9,297.30'

1100'TWSB'

1105'TWSB'

1110'

'TWNB' NO° 24' 35.65"W
8,066.82'

1085'TWNB'

1090'TWNB'

1095'TWNB'

1100'TWNB'

1105'TWNB'

1110'T

IH 39/90 NB

QUARTER LINE

MATCH LINE STA. 1080+00'TWNB'

SECTION LINE

TOWNLINE MAINTENANCE CROSSOVER 'TMC'

TOWNLINE EMERGENCY ACCESS 'TEA'

BP 'TMC'

PI 'TEA'

PI 'TEA'

N89° 35' 24.35"E
220.10

N1° 13' 20.51"W
96.56

600'TEA'

NO° 49' 20.54"W
300.00'

EP 'TEA'

BP 'TEA'

N2° 12' 11.78"W
55.44

1105'RTA'

1105'TWNB'

PI 'RTA'

N2° 19' 08.59"W
360.20'

BP 'RTA'

EP 'TMC'

QUARTER LINE

PI 'RTA'

NO° 24' 35.65"W
200.00

MATCH LINE STA. 1110+00'TWNB'

REST AREA 'RTA'

SECTION LINE

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 176	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\ALIGNMENT DIAGRAM\027201_AD.DWG
LAYOUT NAME - 027207
PLOT DATE : 11/29/2017 10:46 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

'RTA' R/L
PI STA = 1111+56.57 'RTA'
Y = 298,409.523
X = 498,137.551

'RTA' R/L
PI STA = 1124+61.15 'RTA'
Y = 299,574.600
X = 497,663.134

N

EP 'RTA'

N38° 07' 39.87"W
461.97'

REST AREA 'RTA'

1120'RTA'

PT 'RTA'

PC 'RTA'

1115'TWSB'

1120'TWSB'

IH 39/90 SB

1125'TWSB'

1130'TWSB'

N0° 50' 49.73"E
9,297.30'

1135'TWSB'

1140

N0° 24' 35.65"W
300.00

N1° 33' 20.39"W
300.06'

1115'RTA'

1115'TWNB'

1120'TWNB'

IH 39/90 NB

1125'TWNB'

1130'TWNB'

N0° 24' 35.65"W
8,066.82'

1135'TWNB'

1140'

PI 'RTA'

QUARTER LINE

MATCH LINE STA. 1110+00'TWNB'

MATCH LINE STA. 1140+00'TWNB'

QUARTER LINE

RTA
PI STA = 1117+37.51 'RTA'
Y = 298,990.249
X = 498,121.780
△ = 36°34'19"
D = 6°44'26.45"
T = 280.88
L = 542.56
R = 850.00
PC STA = 1114+56.63 'RTA'
Y = 298,709.472
X = 498,129.405
PT STA = 1119+99.19 'RTA'
Y = 299,211.200
X = 497,948.359

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 177	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\ALIGNMENT DIAGRAM\027201_AD.DWG
LAYOUT NAME - 027208
PLOT DATE : 11/29/2017 10:46 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

'RTB' R/L
PI STA = 1141+31.46 'RTB'
Y = 301,437.181
X = 497,899.457

'RTB' R/L
PI STA = 1152+34.68 'RTB'
Y = 302,487.320
X = 498,151.110

'RTB' R/L
PI STA = 1153+22.28 'RTB'
Y = 302,574.912
X = 498,152.449

'TWSB' R/L
PI STA = 1143+02.09 'TWSB'
Y = 301,563.823
X = 498,081.983

N

MATCH LINE STA. 1140+00'TWNB'

BP 'RTB'

N28° 20' 07.60"E
328.78'

REST AREA 'RTB'

PC 'RTB'

PI 'TWSB'

PRC 'RTB'

PT 'RTB'

PI 'TWNB'

PT 'TWNB'

N4° 12' 43.99"E
200.41

SECTION LINE

EP 'RTB'

IH 39/90 SB

IH 39/90 NB

QUARTER LINE

8,066.82'

N0° 24' 35.65"W

PC 'TWNB'

N0° 52' 33.80"E
87.60

T 14 N
R 13 E
30
31

N0° 51' 12.69"E
8,264.47'

N0° 52' 33.80"E
4,813.61'

MATCH LINE STA. 1170+00'TWNB'

RTB
PI STA = 1146+25.59 'RTB'
Y = 301,872.109
X = 498,133.989
Δ = 28°07'47"
D = 8°40'52.24"
T = 165.35
L = 324.03
R = 660.00
PC STA = 1144+60.24 'RTB'
Y = 301,726.571
X = 498,055.508
PT STA = 1147+84.27 'RTB'
Y = 302,037.457
X = 498,134.583

TWNB
PI STA = 1148+00.62 'TWNB'
Y = 302,053.742
X = 498,148.480
Δ = 1°17'09"
D = 0°10'00.00"
T = 385.80
L = 771.57
R = 34,377.47
PC STA = 1144+14.81 'TWNB'
Y = 301,667.949
X = 498,151.240
PT STA = 1151+86.39 'TWNB'
Y = 302,439.500
X = 498,154.379

RTB
PI STA = 1149+09.27 'RTB'
Y = 302,162.457
X = 498,135.032
Δ = 0°24'59"
D = 0°09'59.72"
T = 125.00
L = 250.00
R = 34,393.47
PC STA = 1147+84.27 'RTB'
Y = 302,037.457
X = 498,134.583
PT STA = 1150+34.27 'RTB'
Y = 302,287.450
X = 498,136.389

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 178	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\ALIGNMENT DIAGRAM\027201_AD.DWG
LAYOUT NAME - 027209
PLOT DATE : 11/29/2017 10:46 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

N

QUARTER LINE

MATCH LINE STA. 1170+00'TWNB'

1175'TWSB'

1180'TWSB'

1185'TWSB'

IH 39/90 SB

N0° 51' 12.69"E

8,264.47'

1190'TWSB'

1195'TWSB'

1200

QUARTER LINE

1175'TWNB'

1180'TWNB'

1185'TWNB'

N0° 52' 33.80"E

4,813.61'

1190'TWNB'

1195'TWNB'

1200'

IH 39/90 NB

PI 'TWNB'

MATCH LINE STA. 1200+00'TWNB'

'TWNB' R/L
PI STA = 1200+00.00 'TWNB'
Y = 307,252.551
X = 498,227.977

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 179	E

2

N

SECTION LINE

T 41 N
19
30
R 13 E

QUARTER LINE

MATCH LINE STA. 1200+00'TWNB'

1200'TWSB' 1205'TWSB' 1210'TWSB' 1215'TWSB' N0° 51' 12.69"E 1220

IH 39/90 SB

8,264.47'

1200'TWNB' N0° 46' 46.89"E 1205'TWNB' 1210'TWNB' 1215'TWNB' N0° 50' 01.64"E 1230'

400.00'

IH 39/90 NB

3,086.94'

PI 'TWNB'

'TWNB' R/L
PI STA = 1204+00.00 'TWNB'
Y = 307,652.514
X = 498,233.420

STA BACK = 1220+00.00'TWNB'
STA AHEAD = 1230+00.00'TWNB'

MATCH LINE STA. 1230+00'TWNB'

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 180	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\ALIGNMENT DIAGRAM\027201_AD.DWG
LAYOUT NAME - 027211
PLOT DATE : 11/29/2017 10:46 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 1260+00'TWNB'

SIXTEENTH LINE

QUARTER LINE

T 4 N
R 13 E
19

QUARTER LINE

STA BACK = 1220+00.00'TWNB'
STA AHEAD = 1230+00.00 'TWNB'

MATCH LINE STA. 1230+00'TWNB'

1260'

1255'TWNB'

1250'TWNB'

1245'TWNB'

1240'TWNB'

1235'TWNB'

N0° 51' 24"E
1484.27'

IH 39/90 NB

BP: 1230+00.00'TWNB'

PC: 1244+84.27'TWNB'

LOCATION

'TWNB' R/L
STA 1230+00.00
X: 498256.70
Y: 309252.35

'TWNB' R/L
STA 1244+84.27
X: 498278.89
Y: 310736.45

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 181	E

2

2

MATCH LINE STA. 1260+00'TWNB'

'TWNB' R/L
PI STA = 1261+22.51
Y = 312374.51
X = 498303.38
DELTA = 46°25'30"
D = 1°30'00"
T = 1638.24
L = 3095.22
R = 3820.00
PC STA = 1244+84.27
PT STA = 1275+79.50

SECTION LINE

N

SECTION LINE

PT: 1275+79.50'TWNB'

TWNB'

1265'TWNB'

1270'TWNB'

1275'TWNB'

1280'TWNB'

1285'TWNB'

N45° 34' 06"W
3878.13'

1290'

IH 39/90 NB

'TWNB' R/L
STA 1275+79.50
X: 497133.54
Y: 313521.37

MATCH LINE STA. 1290+00'TWNB'

QUARTER LINE

SIXTEENTH LINE

SIXTEENTH LINE

T 4 N R 13 E (19)

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 182	E

2

2

SIXTEENTH LINE

SIXTEENTH LINE

N

MATCH LINE STA. 1290+00'TWNB'

'TWNB'

1295'TWNB'

N45° 34' 06"W

3878.13'

1300'TWNB'

1305'TWNB'

1310'TWNB'

PC: 1314+57.63'TWNB'

1315'TWNB'

IH 39/90 NB

'TWNB' R/L
STA 1314+57.63
X: 494364.23
Y: 316236.29

MATCH LINE STA. 1319+00'TWNB'

SECTION LINE

QUARTER LINE

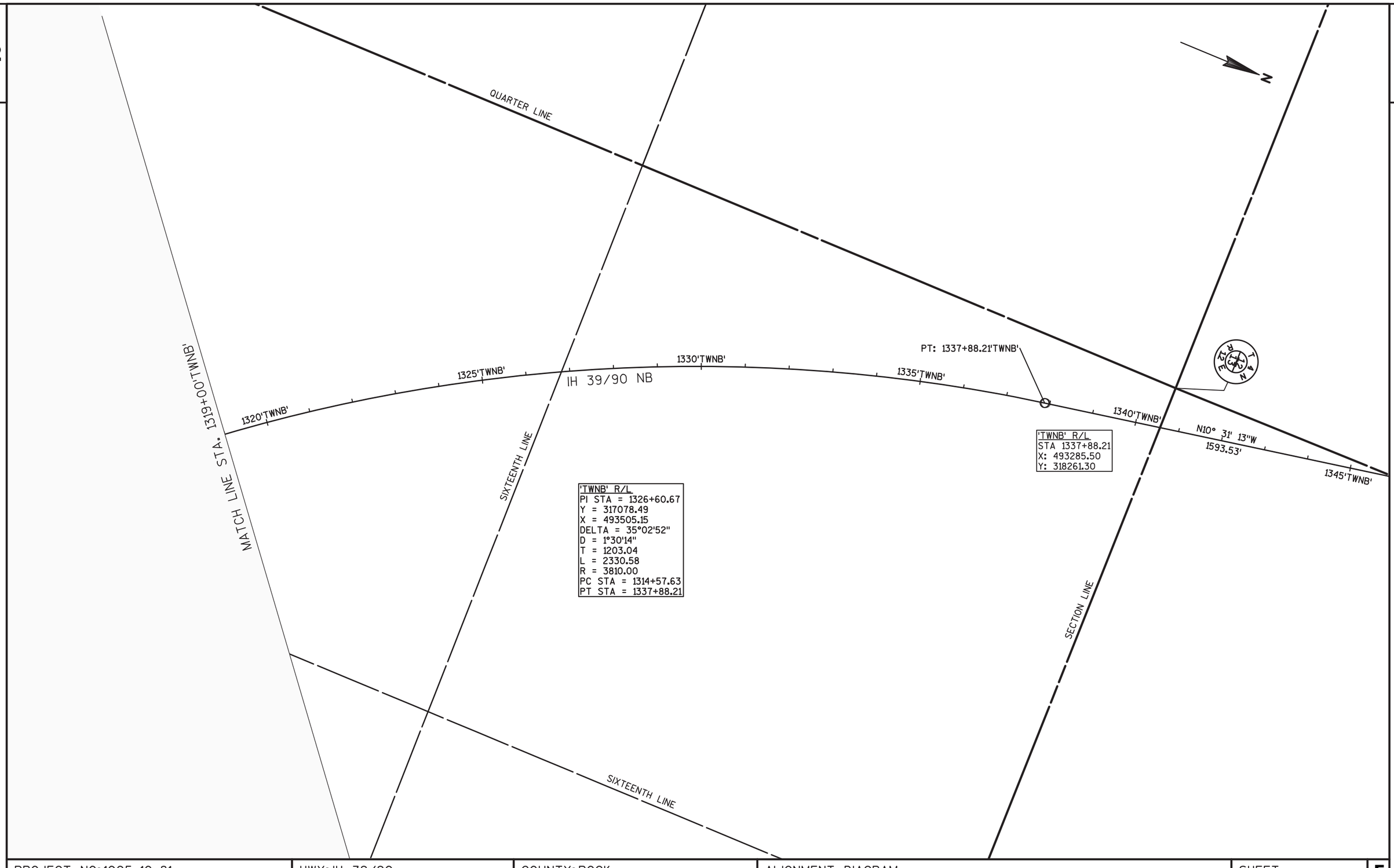
R13E T4N S18

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\ALIGNMENT\027201-AD.DWG
LAYOUT NAME - 027201-AD - 03

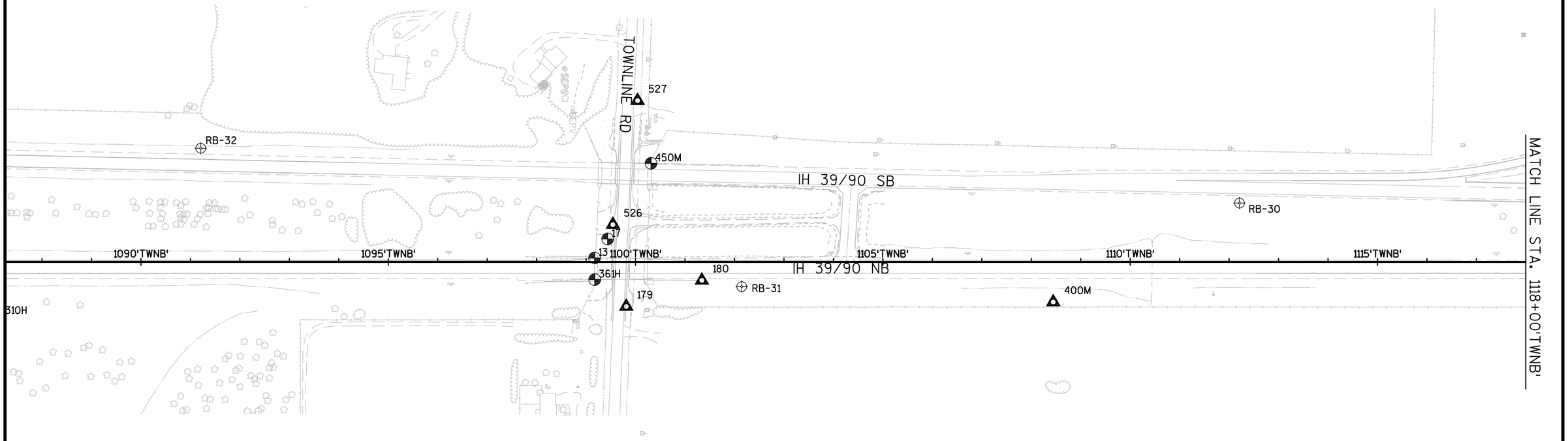
PLOT DATE : 10/12/2017 11:20 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 184	E

2



CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
13	BM	498,175.145	297,170.357	947.15	CHIS SQ TOP WINGWALL SW QUAD B-53-80-87
17	BM	498,136.625	297,196.494	930.75	CHIS SQ TOP W END RCCP
179	CP	498,272.987	297,234.968	*929.82	5/8IN RB KL CAP
180	CP	498,219.081	297,387.464	*945.78	5/8IN RB KL CAP
526	CP	498,107.557	297,206.817	930.25	5/8 IN RB KL CAP
527	CP	497,856.294	297,254.897	930.87	5/8 IN RB KL CAP
361H	BM	498,219.000	297,171.000	947.10	361H DISK B-53-80
400M	CP	498,257.902	298,098.196	936.56	400M 3/4IN RB CAP
450M	BM	497,983.000	297,283.000	947.41	450M DISK B-53-79

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

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

*GPS OBSERVED ELEVATION

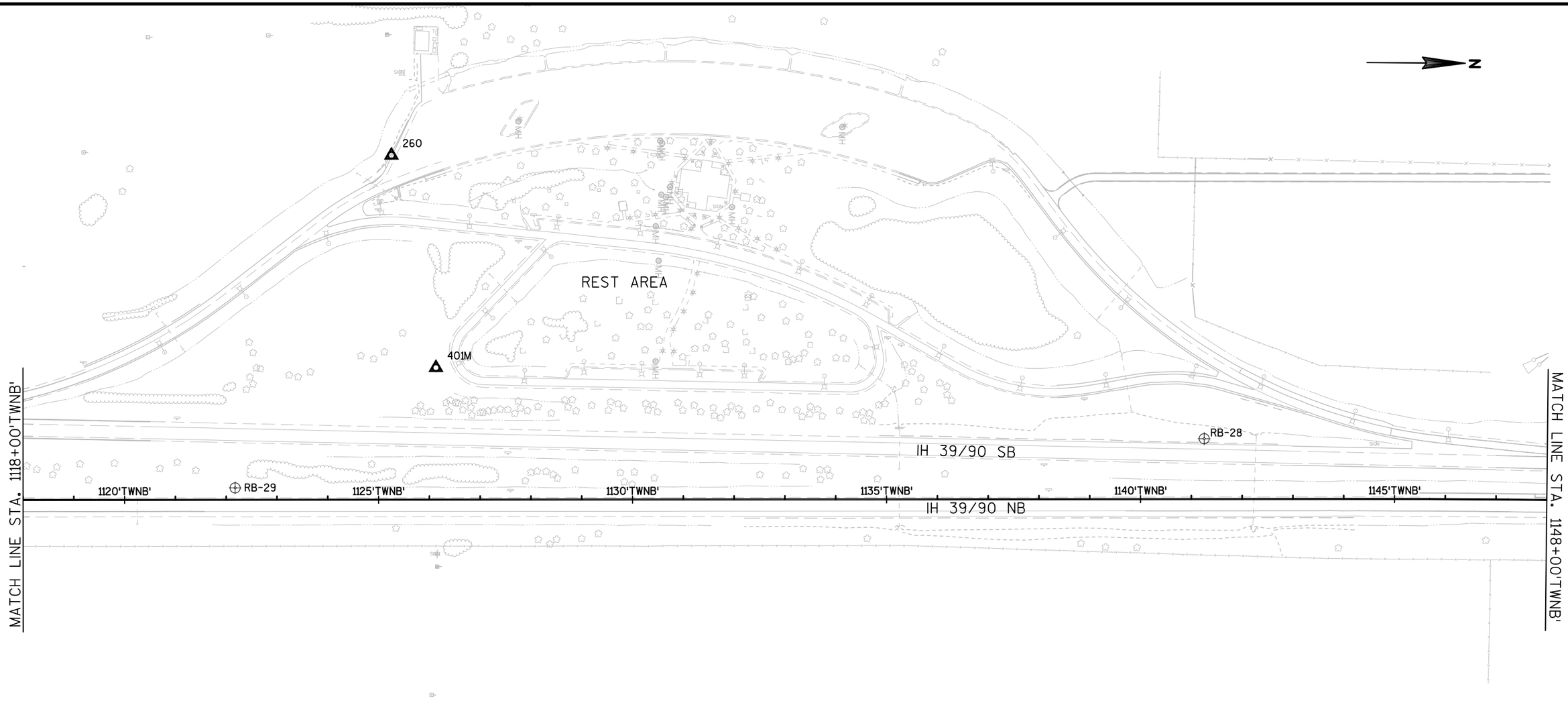
LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 185	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\027301_CP.DWG
LAYOUT NAME - 027303
PLOT DATE : 11/29/2017 10:53 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2



CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
260	CP	497,487.329	299,773.971	*928.21	MAG NAIL
401M	CP	497,904.542	299,864.387	*929.39	401M DOT CAPPED RB

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

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

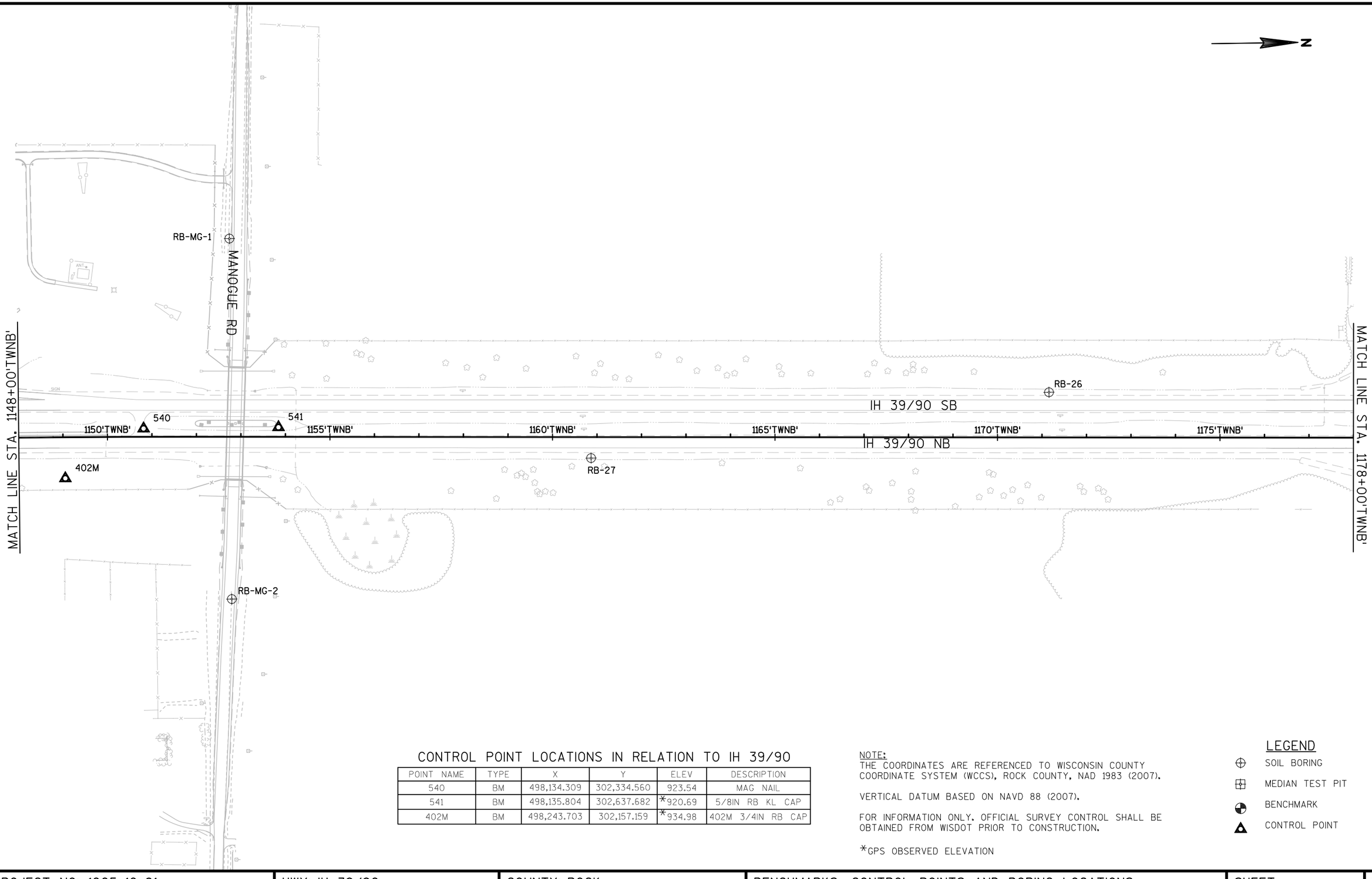
*GPS OBSERVED ELEVATION

LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 186	E

2



CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
540	BM	498,134.309	302,334.560	923.54	MAG NAIL
541	BM	498,135.804	302,637.682	*920.69	5/8IN RB KL CAP
402M	BM	498,243.703	302,157.159	*934.98	402M 3/4IN RB CAP

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

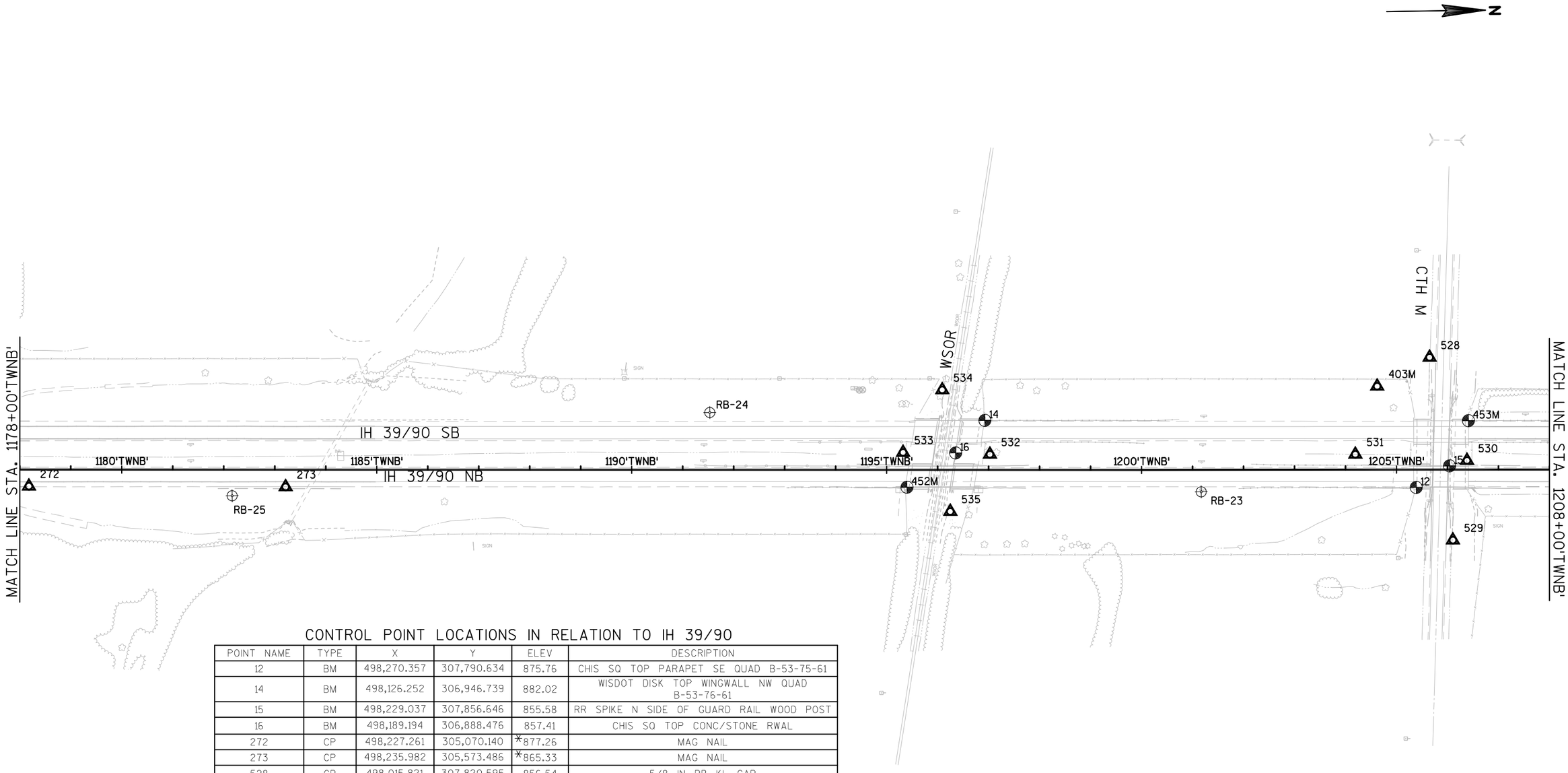
FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

*GPS OBSERVED ELEVATION

LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT

2



CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
12	BM	498,270.357	307,790.634	875.76	CHIS SQ TOP PARAPET SE QUAD B-53-75-61
14	BM	498,126.252	306,946.739	882.02	WISDOT DISK TOP WINGWALL NW QUAD B-53-76-61
15	BM	498,229.037	307,856.646	855.58	RR SPIKE N SIDE OF GUARD RAIL WOOD POST
16	BM	498,189.194	306,888.476	857.41	CHIS SQ TOP CONC/STONE RWAL
272	CP	498,227.261	305,070.140	*877.26	MAG NAIL
273	CP	498,235.982	305,573.486	*865.33	MAG NAIL
528	CP	498,015.821	307,820.595	856.54	5/8 IN RB KL CAP
529	CP	498,374.596	307,860.922	852.50	5/8 IN RB KL CAP
530	CP	498,219.066	307,890.962	867.52	5/8IN RB KL CAP
531	CP	498,203.694	307,672.187	871.63	5/8IN RB KL CAP
532	CP	498,193.012	306,955.610	880.36	5/8IN RB KL CAP
533	CP	498,186.762	306,785.383	880.56	5/8IN RB KL CAP
534	CP	498,065.297	306,864.001	861.29	5/8IN RB KL CAP
535	CP	498,303.830	306,876.179	860.33	5/8IN RB KL CAP
403M	CP	498,070.933	307,716.905	869.94	403M 3/4IN RB CAP
452M	BM	498,225.000	306,792.000	885.50	453M DISK B-53-74
453M	BM	498,141.000	307,895.000	872.14	454M CUT X NE SIGN BOLT IN EB I39 SIGN BASE

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

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

*GPS OBSERVED ELEVATION

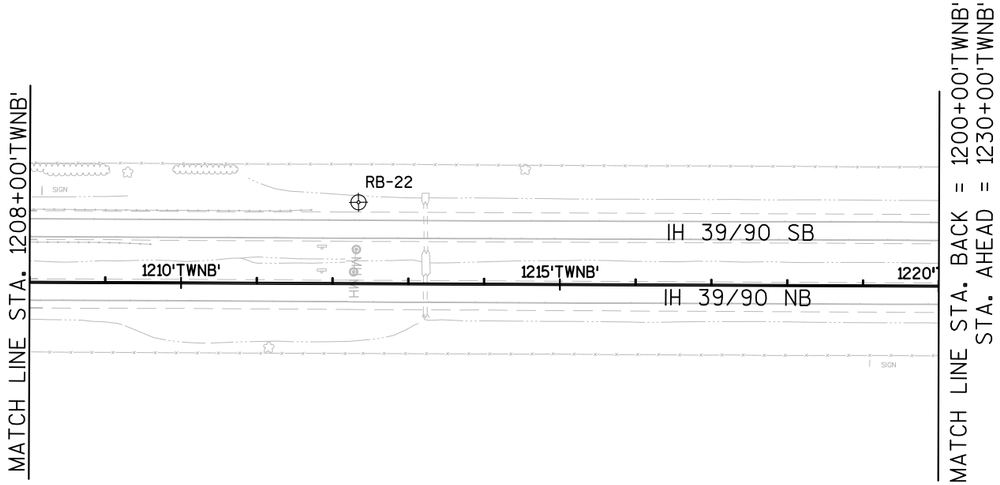
LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN DETAILS\027301_CP.DWG
LAYOUT NAME - 027306
PLOT DATE : 11/29/2017 10:53 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

N



NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

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

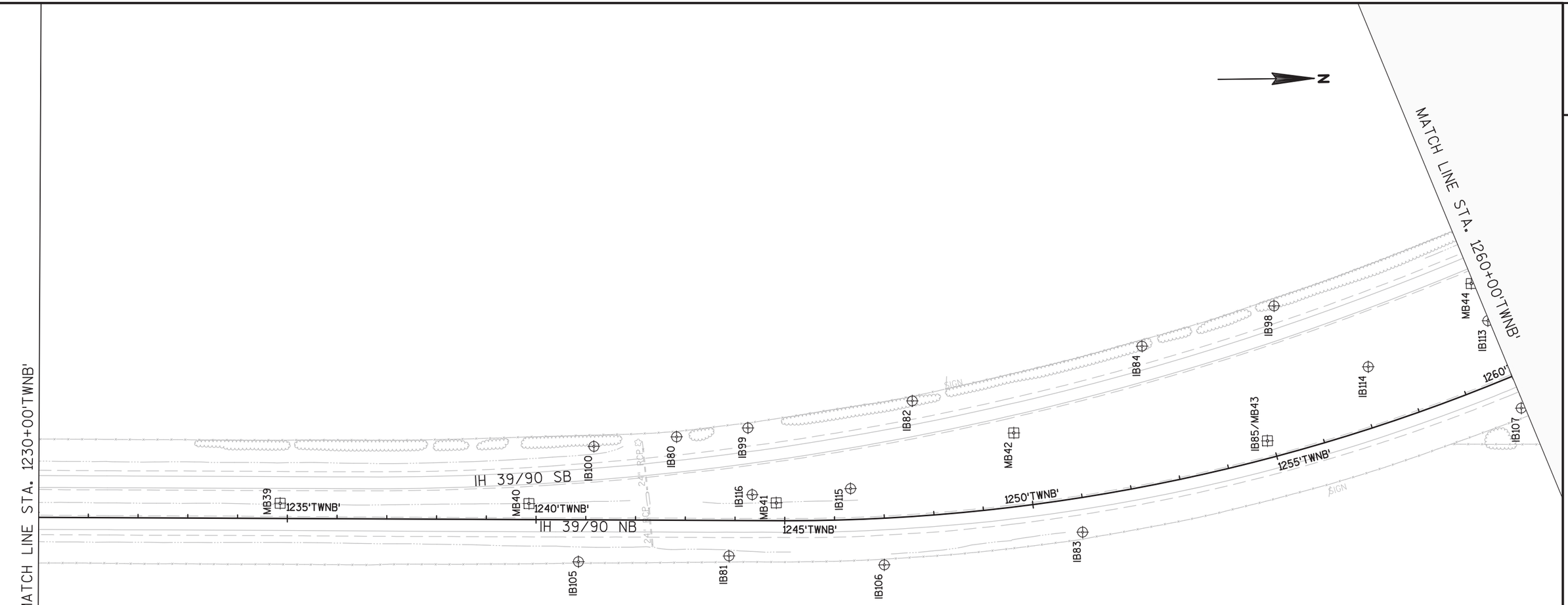
*GPS OBSERVED ELEVATION

LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 189	E

2



CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
1107	CP	500,476.926	310,195.955	890.87	8" SPIKE
1108	CP	500,787.092	310,251.310	885.82	8" SPIKE

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

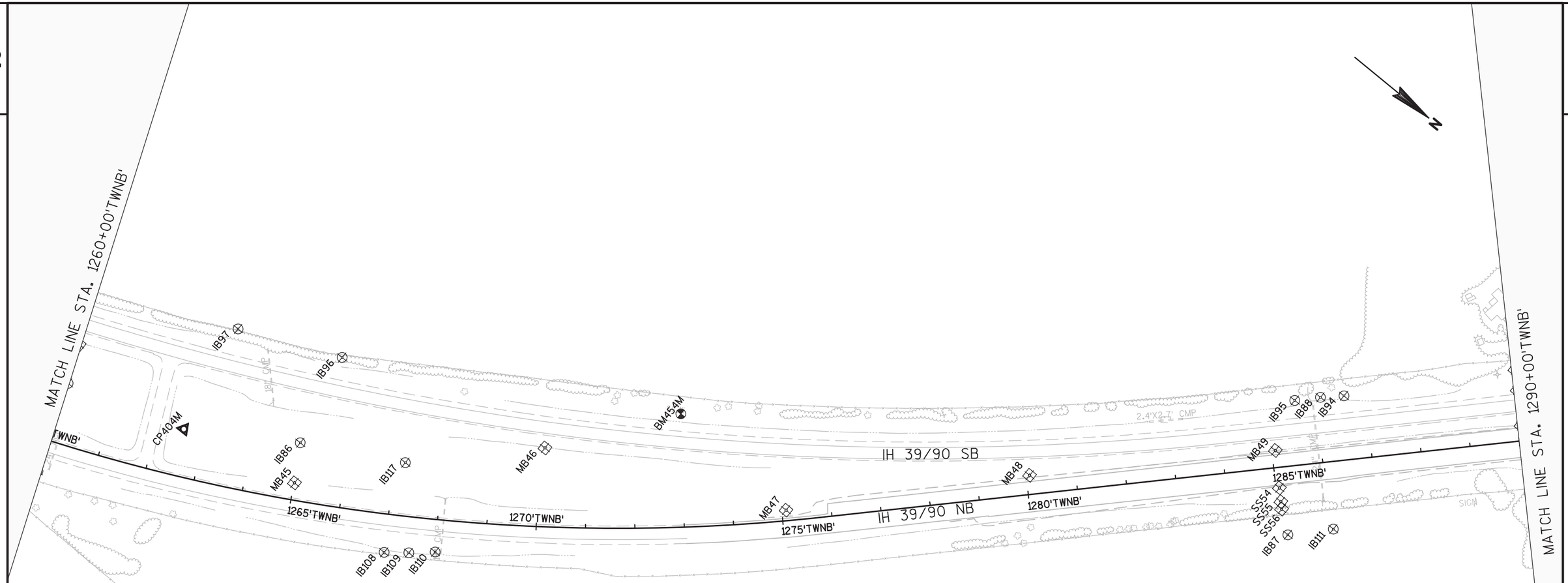
VERTICAL DATUM BASED ON NAVD 88 (2007).

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

*GPS OBSERVED ELEVATION

LEGEND
- SOIL BORING
- TEST PIT
- BENCHMARK
- CONTROL POINT

2



CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
1104	CP	498,152.015	313,381.386	881.29	8" SPIKE
1105	CP	497,753.200	313,695.553	884.74	8" SPIKE
404M	CP	497,815.060	312,409.175	880.54	3/4"x48" REBAR W/CAP
454M	BM	497,153.000	313,168.000	885.08	CUT "X" ON NE SIGN BOLT

CP1105

CP1104

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

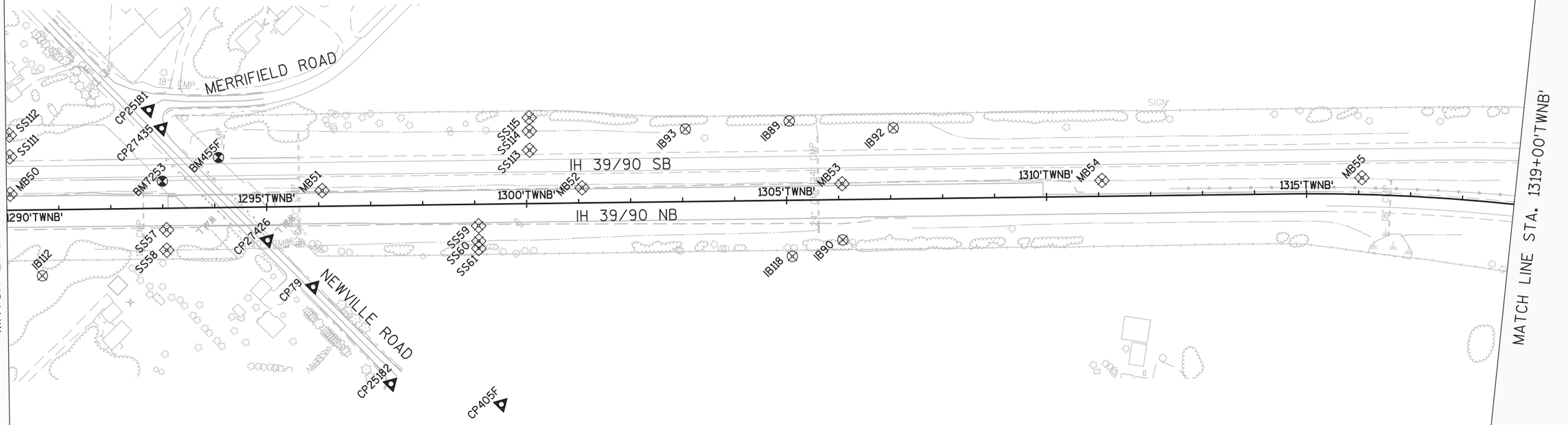
FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

*GPS OBSERVED ELEVATION

LEGEND
- SOIL BORING
- TEST PIT
- BENCHMARK
- CONTROL POINT

PROJECT NO:1005-10-81	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 191	E

2



CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
79	CP	495,807.805	315,037.450	870.42	MAG NAIL
7253	BM	495,868.502	314,688.430	880.72	DISK IN BRIDGE B-53-072
25181	CP	495,789.719	314,573.624	866.23	8" SPIKE
25182	CP	495,834.661	315,275.021	870.00	8" SPIKE
27426	CP	495,805.940	314,912.066	868.53	8" SPIKE
27435	CP	495,797.269	314,615.910	865.90	8" SPIKE
455F	BM	495,760.000	314,733.000	883.70	DISK IN BRIDGE B-53-072
405F	CP	495,712.965	315,453.292	869.22	3/4"x48" REBAR W/CAP

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

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

*GPS OBSERVED ELEVATION

LEGEND
- SOIL BORING
- TEST PIT
- BENCHMARK
- CONTROL POINT

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 192	E

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CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
30010	BM 456F	493,388.000	318,068.000	874.26	CUT X NW SIGN BOLT EXIT 163 SIGN

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

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

*GPS OBSERVED ELEVATION

LEGEND
- SOIL BORING
- TEST PIT
- BENCHMARK
- CONTROL POINT

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 193	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\DETAILS\021003-CP.DWG
LAYOUT NAME - 021003-CP - 04
PLOT DATE : 10/12/2017 11:25 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

1005-10-81

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	82.000	82.000
0004	201.0205	Grubbing	STA	82.000	82.000
0006	203.0100	Removing Small Pipe Culverts	EACH	10.000	10.000
0008	203.0200	Removing Old Structure (station) 001. 1205+86 'TWNB'	LS	1.000	1.000
0010	203.0200	Removing Old Structure (station) 002. 1196+09'TWNB'	LS	1.000	1.000
0012	203.0200	Removing Old Structure (station) 003. 1099+70 'TWBN'	LS	1.000	1.000
0014	203.0225.S	Debris Containment (structure) 001. B-53-75	LS	1.000	1.000
0016	203.0225.S	Debris Containment (structure) 002. B-53-77	LS	1.000	1.000
0018	203.0225.S	Debris Containment (structure) 003. B-53-80	LS	1.000	1.000
0020	204.0100	Removing Pavement	SY	9,700.000	9,700.000
0022	204.0120	Removing Asphaltic Surface Milling	SY	23,550.000	23,550.000
0024	204.0165	Removing Guardrail	LF	3,000.000	3,000.000
0026	204.0170	Removing Fence	LF	11,310.000	11,310.000
0028	204.0180	Removing Delineators and Markers	EACH	15.000	15.000
0030	204.0190	Removing Surface Drains	EACH	1.000	1.000
0032	204.0220	Removing Inlets	EACH	3.000	3.000
0034	204.0291.S	Abandoning Sewer	CY	300.000	300.000
0036	204.9180.S	Removing (item description) 001. Concrete Flume	SY	450.000	450.000
0038	205.0100	Excavation Common	CY	146,599.000	146,599.000
0040	206.1000	Excavation for Structures Bridges (structure) 001. B-53-75	LS	1.000	1.000
0042	206.1000	Excavation for Structures Bridges (structure) 002. B-53-77	LS	1.000	1.000
0044	206.1000	Excavation for Structures Bridges (structure) 003. B-53-80	LS	1.000	1.000
0046	208.1100	Select Borrow	CY	30,879.000	30,879.000
0048	209.1500	Backfill Granular Grade 1	TON	40.000	40.000
0050	210.1500	Backfill Structure Type A	TON	710.000	710.000
0052	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	222.000	222.000
0054	213.0100	Finishing Roadway (project) 001. 1005-10-81	EACH	1.000	1.000
0056	305.0110	Base Aggregate Dense 3/4-Inch	TON	40.000	40.000
0058	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	92,000.000	92,000.000
0060	305.0130	Base Aggregate Dense 3-Inch	TON	110.000	110.000
0062	312.0110	Select Crushed Material	TON	200.000	200.000
0064	415.0090	Concrete Pavement 9-Inch	SY	25.000	25.000
0066	415.0410	Concrete Pavement Approach Slab **P*	SY	250.000	250.000
0068	416.0610	Drilled Tie Bars	EACH	45.000	45.000
0070	416.0620	Drilled Dowel Bars	EACH	70.000	70.000
0072	416.1715	Concrete Pavement Repair SHES	SY	50.000	50.000
0074	416.1725	Concrete Pavement Replacement SHES	SY	55.000	55.000

1005-10-81

Line	Item	Item Description	Unit	Total	Qty
0076	440.4410	Incentive IRI Ride	DOL	2,120.000	2,120.000
0078	450.4000	HMA Cold Weather Paving	TON	11,000.000	11,000.000
0080	455.0605	Tack Coat	GAL	6,261.000	6,261.000
0082	460.2000	Incentive Density HMA Pavement	DOL	18,317.000	18,317.000
0084	460.6223	HMA Pavement 3 MT 58-28 S	TON	115.000	115.000
0086	460.6224	HMA Pavement 4 MT 58-28 S	TON	460.000	460.000
0088	460.7222	HMA Pavement 2 HT 58-28 S	TON	15,600.000	15,600.000
0090	460.7624	HMA Pavement 4 HT 58-28 V	TON	13,973.000	13,973.000
0092	502.0100	Concrete Masonry Bridges **P**	CY	606.000	606.000
0094	502.4205	Adhesive Anchors No. 5 Bar	EACH	4.000	4.000
0096	503.0128	Prestressed Girder Type I 28-Inch **P**	LF	406.000	406.000
0098	505.0400	Bar Steel Reinforcement HS Structures **P**	LB	13,450.000	13,450.000
0100	505.0600	Bar Steel Reinforcement HS Coated Structures **P**	LB	103,800.000	103,800.000
0102	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	18.000	18.000
0104	506.4000	Steel Diaphragms (structure) 002. B-53-77 **P**	EACH	6.000	6.000
0106	509.0301	Preparation Decks Type 1	SY	995.000	995.000
0108	509.0302	Preparation Decks Type 2	SY	294.000	294.000
0110	509.1500	Concrete Surface Repair	SF	22.000	22.000
0112	509.2000	Full-Depth Deck Repair	SY	171.000	171.000
0114	509.2100.S	Concrete Masonry Deck Repair	CY	161.000	161.000
0116	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 001. B-53-0075	SY	480.000	480.000
0118	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 002. B-53-0077	SY	605.000	605.000
0120	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 003. B-53-0065	SY	1,122.000	1,122.000
0122	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 004. B-53-0073	SY	705.000	705.000
0124	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 005. B-53-0085	SY	1,021.000	1,021.000
0126	511.1200	Temporary Shoring (structure) 001. B-53-75	SF	520.000	520.000
0128	511.1200	Temporary Shoring (structure) 002. B-53-77	SF	880.000	880.000
0130	511.1200	Temporary Shoring (structure) 003. B-53-80	SF	580.000	580.000
0132	516.0500	Rubberized Membrane Waterproofing **P**	SY	36.000	36.000
0134	520.8000	Concrete Collars for Pipe	EACH	21.000	21.000
0136	520.8700	Cleaning Culvert Pipes	EACH	21.000	21.000
0138	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	2.000	2.000
0140	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	1.000	1.000
0142	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	100.000	100.000
0144	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	7.000	7.000
0146	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	247.000	247.000

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Line	Item	Item Description	Unit	Total	Qty
0148	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	196.000	196.000
0150	522.0518	Culvert Pipe Reinforced Concrete Class V 18-Inch	LF	379.000	379.000
0152	522.0524	Culvert Pipe Reinforced Concrete Class V 24-Inch	LF	158.000	158.000
0154	522.0554	Culvert Pipe Reinforced Concrete Class V 54-Inch	LF	452.000	452.000
0156	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	10.000	10.000
0158	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	13.000	13.000
0160	522.1054	Apron Endwalls for Culvert Pipe Reinforced Concrete 54-Inch	EACH	2.000	2.000
0162	524.0618	Apron Endwalls for Culvert Pipe Salvaged 18-Inch	EACH	3.000	3.000
0164	524.0624	Apron Endwalls for Culvert Pipe Salvaged 24-Inch	EACH	6.000	6.000
0166	550.2106	Piling CIP Concrete 10 3/4 X 0.365-Inch	LF	1,060.000	1,060.000
0168	550.2108	Piling CIP Concrete 10 3/4 X 0.50-Inch	LF	560.000	560.000
0170	603.8000	Concrete Barrier Temporary Precast Delivered	LF	46,902.000	46,902.000
0172	603.8125	Concrete Barrier Temporary Precast Installed	LF	51,275.000	51,275.000
0174	604.0500	Slope Paving Crushed Aggregate	SY	524.000	524.000
0176	606.0100	Riprap Light	CY	170.000	170.000
0178	606.0200	Riprap Medium	CY	1,360.000	1,360.000
0180	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0182	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
0184	612.0406	Pipe Underdrain Wrapped 6-Inch **P**	LF	1,124.000	1,124.000
0186	614.0800	Crash Cushions Permanent	EACH	10.000	10.000
0188	614.0905	Crash Cushions Temporary	EACH	16.000	16.000
0190	614.2300	MGS Guardrail 3	LF	63.000	63.000
0192	614.2500	MGS Thrie Beam Transition	LF	39.000	39.000
0194	614.2620	MGS Guardrail Terminal Type 2	EACH	1.000	1.000
0196	616.0100	Fence Woven Wire (height) 001. 4-FT **P**	LF	14,800.000	14,800.000
0198	616.0700.S	Fence Safety	LF	2,680.000	2,680.000
0200	618.0100	Maintenance And Repair of Haul Roads (project) 001. 1005-10-81	EACH	1.000	1.000
0202	619.1000	Mobilization	EACH	1.000	1.000
0204	624.0100	Water	MGAL	3,150.000	3,150.000
0206	625.0500	Salvaged Topsoil	SY	137,000.000	137,000.000
0208	627.0200	Mulching	SY	137,000.000	137,000.000
0210	628.1104	Erosion Bales	EACH	1,100.000	1,100.000
0212	628.1504	Silt Fence	LF	8,000.000	8,000.000
0214	628.1520	Silt Fence Maintenance	LF	4,000.000	4,000.000
0216	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0218	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0220	628.2004	Erosion Mat Class I Type B	SY	61,000.000	61,000.000

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Line	Item	Item Description	Unit	Total	Qty
0222	628.2008	Erosion Mat Urban Class I Type B	SY	36,300.000	36,300.000
0224	628.2023	Erosion Mat Class II Type B	SY	14,100.000	14,100.000
0226	628.6510	Soil Stabilizer Type B	ACRE	20.000	20.000
0228	628.7005	Inlet Protection Type A	EACH	8.000	8.000
0230	628.7015	Inlet Protection Type C	EACH	3.000	3.000
0232	628.7504	Temporary Ditch Checks	LF	2,800.000	2,800.000
0234	628.7555	Culvert Pipe Checks	EACH	40.000	40.000
0236	628.7560	Tracking Pads	EACH	12.000	12.000
0238	628.7570	Rock Bags	EACH	315.000	315.000
0240	629.0205	Fertilizer Type A	CWT	102.000	102.000
0242	630.0120	Seeding Mixture No. 20	LB	3,500.000	3,500.000
0244	630.0130	Seeding Mixture No. 30	LB	700.000	700.000
0246	630.0200	Seeding Temporary	LB	5,450.000	5,450.000
0248	633.0100	Delineator Posts Steel	EACH	74.000	74.000
0250	633.0500	Delineator Reflectors	EACH	103.000	103.000
0252	633.5200	Markers Culvert End	EACH	35.000	35.000
0254	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000
0256	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	4.000	4.000
0258	637.2210	Signs Type II Reflective H	SF	25.880	25.880
0260	637.5453	Barricades Permanent Type III	EACH	8.000	8.000
0262	638.2102	Moving Signs Type II	EACH	24.000	24.000
0264	638.4000	Moving Small Sign Supports	EACH	25.000	25.000
0266	642.5401	Field Office Type D	EACH	1.000	1.000
0268	643.0300	Traffic Control Drums	DAY	77,120.000	77,120.000
0270	643.0420	Traffic Control Barricades Type III	DAY	3,415.000	3,415.000
0272	643.0705	Traffic Control Warning Lights Type A	DAY	6,830.000	6,830.000
0274	643.0715	Traffic Control Warning Lights Type C	DAY	7,150.000	7,150.000
0276	643.0800	Traffic Control Arrow Boards	DAY	635.000	635.000
0278	643.0900	Traffic Control Signs	DAY	6,930.000	6,930.000
0280	643.1050	Traffic Control Signs PCMS	DAY	270.000	270.000
0282	643.5000	Traffic Control	EACH	1.000	1.000
0284	645.0111	Geotextile Type DF Schedule A	SY	151.000	151.000
0286	645.0120	Geotextile Type HR	SY	2,600.000	2,600.000
0288	645.0130	Geotextile Type R	SY	460.000	460.000
0290	645.0220	Geogrid Type SR	SY	9,264.000	9,264.000
0292	646.1020	Marking Line Epoxy 4-Inch	LF	48,450.000	48,450.000
0294	646.3020	Marking Line Epoxy 8-Inch	LF	2,790.000	2,790.000
0296	646.6464.S	Cold Weather Marking Epoxy 4-Inch	LF	29,150.000	29,150.000
0298	646.7220	Marking Chevron Epoxy 24-Inch	LF	450.000	450.000
0300	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	113,400.000	113,400.000

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Line	Item	Item Description	Unit	Total	Qty
0302	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	2,650.000	2,650.000
0304	646.9210	Marking Removal Line Water Blasting Wide	LF	430.000	430.000
0306	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	78,100.000	78,100.000
0308	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	44,120.000	44,120.000
0310	649.0220	Temporary Marking Line Epoxy 8-Inch	LF	1,550.000	1,550.000
0312	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	9,685.000	9,685.000
0314	649.0760	Temporary Marking Raised Pavement Marker Type I	EACH	30.000	30.000
0316	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	230.000	230.000
0318	652.0605	Conduit Special 2-Inch	LF	145.000	145.000
0320	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	2.000	2.000
0322	653.0905	Removing Pull Boxes	EACH	1.000	1.000
0324	655.0635	Electrical Wire Lighting 2 AWG	LF	1,233.000	1,233.000
0326	670.0100	Field System Integrator	LS	1.000	1.000
0328	670.0200	ITS Documentation	LS	1.000	1.000
0330	673.0225.S	Install Pole Mounted Cabinet	EACH	1.000	1.000
0332	674.0300	Remove Cable	LF	155.000	155.000
0334	677.0200	Install Camera Assembly	EACH	1.000	1.000
0336	678.0600	Install Ethernet Switches	EACH	1.000	1.000
0338	690.0150	Sawing Asphalt	LF	3,800.000	3,800.000
0340	690.0250	Sawing Concrete	LF	16,745.000	16,745.000
0342	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
0344	715.0502	Incentive Strength Concrete Structures	DOL	3,636.000	3,636.000
0346	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0348	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	3,350.000	3,350.000
0350	SPV.0035	Special 001. Roadway Embankment	CY	145,121.000	145,121.000
0352	SPV.0035	Special 002. Roadside Infiltration Ditch Granular Backfill Sand	CY	170.000	170.000
0354	SPV.0060	Special 002. Baseline CPM Progress Schedule	EACH	1.000	1.000
0356	SPV.0060	Special 003. CPM Progress Schedule Updates and Accepted Revisions	EACH	9.000	9.000
0358	SPV.0060	Special 005. Access Gate 6-Foot	EACH	2.000	2.000
0360	SPV.0060	Special 006. Test Pits	EACH	15.000	15.000
0362	SPV.0060	Special 007. Infiltration Test Pits	EACH	2.000	2.000
0364	SPV.0060	Special 008. Removing Billboard Sign and Sign Structure	EACH	2.000	2.000
0366	SPV.0060	Special 200. Repair State Owned Energy Absorbing Terminal (EAT)	EACH	2.000	2.000
0368	SPV.0060	Special 201. Crash Cushion Low Maintenance Delivered	EACH	3.000	3.000
0370	SPV.0060	Special 202. Install Department Furnished Crash Cushion Low Maintenance	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0372	SPV.0060	Special 203. Repair State Owned Crash Cushion Low Maintenance	EACH	1.000	1.000
0374	SPV.0060	Special 204. Emergency Response to Traffic Incident Involving Conc Barrier Temp Precast	EACH	4.000	4.000
0376	SPV.0060	Special 205. Emergency Response to Traffic Incident Involving Crash Cushion	EACH	2.000	2.000
0378	SPV.0060	Special 206. Emergency Response to Traffic Incident Involving Guard Rail or EAT	EACH	2.000	2.000
0380	SPV.0060	Special 401. Poles Wood 65-FT	EACH	1.000	1.000
0382	SPV.0060	Special 402. Install Wireless Mesh Radio Assembly	EACH	1.000	1.000
0384	SPV.0060	Special 403. Remove Poles Wood	EACH	1.000	1.000
0386	SPV.0060	Special 650. Salvage Terminal High-Tension Cable TL-3 Safence	EACH	2.000	2.000
0388	SPV.0060	Special 653. Utility Line Opening	EACH	10.000	10.000
0390	SPV.0090	Special 001. Compost Tube	LF	3,700.000	3,700.000
0392	SPV.0090	Special 002. Sawing Concrete Partial Depth	LF	75.000	75.000
0394	SPV.0090	Special 100. Pipe Boring & Jacking 54-Inch	LF	252.000	252.000
0396	SPV.0090	Special 200. Concrete Barrier Temporary Precast Left in Place	LF	10,221.000	10,221.000
0398	SPV.0090	Special 201. Traffic Control Gawk Screen Furnished	LF	2,792.000	2,792.000
0400	SPV.0090	Special 202. Traffic Control Gawk Screen Installed	LF	5,558.000	5,558.000
0402	SPV.0090	Special 203. Repair State Owned Guardrail	LF	100.000	100.000
0404	SPV.0090	Special 651. Salvage High-Tension Cable TL-3 Socketed Safence	LF	1,265.000	1,265.000
0406	SPV.0090	Special 700. Sawing Pavement Deck Preparation Areas	LF	4,381.000	4,381.000
0408	SPV.0105	Special 007. Survey Project 1005-10-81 with Optional AMG for Concrete Pavement and Base	LS	1.000	1.000
0410	SPV.0105	Special 401. Salvage ITS Equipment	LS	1.000	1.000
0412	SPV.0165	Special 700. Temporary Shoring Railroad	SF	700.000	700.000
0414	SPV.0180	Special 001. Compost	SY	315.000	315.000
0416	SPV.0180	Special 002. Continuously Reinforced Concrete Pavement SHES Repair	SY	65.000	65.000
0418	SPV.0180	Special 151. Geotextile Type FF	SY	450.000	450.000

CLEARING AND GRUBBING

	STATION - STATION	OFFSET	201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)
1005-10-81				
CATEGORY 1000				
STAGE 1A				
	IH 39/90 NORTHBOUND			
	1289+00 'TWNB' - 1318+00 'TWNB'	RT	4	4
	STAGE 1A SUBTOTAL		4	4
STAGE 2				
	IH 39/90 NORTHBOUND			
	1098+00 'TWNB' - 1099+00 'TWNB'	LT	1	1
	1117+00 'TWNB' - 1120+00 'TWNB'	LT	3	3
	1122+00 'TWNB' - 1131+00 'TWNB'	LT	9	9
	STAGE 2 SUBTOTAL		13	13
STAGE 3				
	IH 39/90 NORTHBOUND			
	1125+00 'TWNB' - 1126+00 'TWNB'	RT	2	2
	1128+00 'TWNB' - 1130+00 'TWNB'	RT	2	2
	1134+00 'TWNB' - 1135+00 'TWNB'	RT	1	1
	1138+00 'TWNB' - 1141+00 'TWNB'	RT	3	3
	1146+00 'TWNB' - 1149+00 'TWNB'	RT	3	3
	1151+00 'TWNB' - 1152+00 'TWNB'	RT	1	1
	1153+00 'TWNB' - 1155+00 'TWNB'	RT	2	2
	1158+00 'TWNB' - 1162+00 'TWNB'	RT	4	4
	1163+00 'TWNB' - 1164+00 'TWNB'	RT	1	1
	1165+00 'TWNB' - 1187+00 'TWNB'	RT	22	22
	1196+00 'TWNB' - 1200+00 'TWNB'	RT	4	4
	1203+00 'TWNB' - 1204+00 'TWNB'	RT	1	1
	1206+00 'TWNB' - 1207+00 'TWNB'	RT	1	1
	1211+00 'TWNB' - 1212+00 'TWNB'	RT	1	1
	1289+00 'TWNB' - 1318+00 ' TWNB'	RT	10	10
	1318+00 'TWNB' - 1346+00 'TWNB'	RT	7	7
	STAGE 3 SUBTOTAL		65	65
	1005-10-81 PROJECT TOTAL		**82**	**82**

REMOVING SMALL PIPE CULVERTS AND ABANDONING SEWER

	LOCATION	STATION - STATION	OFFSET	203.0100 REMOVING SMALL PIPE CULVERTS (EACH)	204.0291.S ABANDONING SEWER (CY)	COMMENTS
1005-10-81						
CATEGORY 1000						
STAGE 2						
	IH 39/90 NORTHBOUND					
		1100+26 'TWNB'	LT	1	---	12" CPCS
		1242+27 'TWNB'	MEDIAN	1	---	24" CPRC, REMOVE ENDWALL ONLY
		1260+13 'TWNB'	MEDIAN	1	---	24" CPRC, REMOVE ENDWALL ONLY
		1268+12 'TWNB'	MEDIAN	1	---	18" CPCS, REMOVE ENDWALL ONLY
		1316+62 'TWNB'	MEDIAN	1	---	18" CPCS, REMOVE ENDWALL ONLY
		STAGE 2 SUBTOTAL		5	---	
STAGE 3						
	IH 39/90 NORTHBOUND					
		1183+25 'TWNB' - 1184+85 'TWNB'		---	150	---
		1183+33 'TWNB' - 1184+93 'TWNB'		---	150	---
		1195+23 'TWNB' - 1195+27 'TWNB'	RT	1	---	12" CPCS
		1196+77 'TWNB' - 1196+80 'TWNB'	RT	1	---	12" CPCS
		1242+34 'TWNB'	RT	1	---	24" CPRC, REMOVE ENDWALL ONLY
		1305+61 'TWNB'	RT	1	---	24" CPCS, REMOVE ENDWALL ONLY
		1316+61 'TWNB'	RT	1	---	18" CPCS, REMOVE ENDWALL AND APPROX 7' OF PIPE
		STAGE 3 SUBTOTAL		5	300	
		1005-10-81 PROJECT TOTAL		**10**	**300**	

REMOVING INLETS

	LOCATION	STATION	OFFSET	204.0220 (EACH)
1005-10-81				
CATEGORY 1000				
STAGE 2				
	IH 39/90 NORTHBOUND			
	E TOWNLINE RD - WSOR	1100+26 'TWNB'	7.0' LT	1
	STAGE 2 SUBTOTAL			1
STAGE 3				
	IH 39/90 NORTHBOUND			
	BEGIN PROJECT - E TOWNLINE RD	1195+27 'TWNB'	32.6' RT	1
	E TOWNLINE RD - WSOR	1196+80 'TWNB'	32.8' RT	1
	STAGE 3 SUBTOTAL			2
		1005-10-81 PROJECT TOTAL		**3**

REMOVING FENCE

	LOCATION	STATION - STATION	204.0170 (LF)
1005-10-81			
CATEGORY 1000			
STAGE 3			
	IH 39/90 NORTHBOUND		
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	5,355
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	2,115
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	3,780
	IH 39/90 SOUTHBOUND		
	BEGIN PROJECT - E TOWNLINE RD	1028+30 'TWSB' - 1099+68 'TWSB'	60
		STAGE 3 SUBTOTAL	11,310
		1005-10-81 PROJECT TOTAL	**11,310**

REMOVING PAVEMENT

	LOCATION	STATION - STATION	204.0100 REMOVING PAVEMENT (SY)	204.0120* REMOVING ASPHALTIC SURFACE MILLING (SY)
1005-10-81				
CATEGORY 1000				
STAGE 1A				
	IH 39/90 NORTHBOUND			
	BEGIN PROJECT - E TOWNLINE RD	1028+30 'TWNB' - 1099+70 'TWNB'	---	635
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	---	8,966
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	---	922
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	---	3,991
		STAGE 1A SUBTOTAL	---	14,515
STAGE 2				
	IH 39/90 NORTHBOUND			
	BEGIN PROJECT - E TOWNLINE RD	1028+30 'TWNB' - 1099+70 'TWNB'	---	89
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	---	1,996
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	1,540	---
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	4,710	---
		STAGE 2 SUBTOTAL	6,250	2,085
STAGE 3				
	IH 39/90 NORTHBOUND			
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	560	---
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	2,890	---
		STAGE 3 SUBTOTAL	3,450	---
		1005-10-81 PROJECT TOTAL	**9,700**	**16,600**

*ADDITIONAL QUANTITY FOUND IN "HMA PAVEMENT REPAIR ITEMS" TABLE

REMOVING CONCRETE FLUMES

	LOCATION	STATION - STATION	204.9180.S (SY)
1005-10-81			
CATEGORY 1000			
STAGE 2			
	IH 39/90 NORTHBOUND		
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	21
		STAGE 2 SUBTOTAL	21
STAGE 3			
	IH 39/90 NORTHBOUND		
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	394
		STAGE 3 SUBTOTAL	394
		UNDISTRIBUTED	35
		1005-10-81 PROJECT TOTAL	**450**

REMOVING GUARDRAIL

	LOCATION	STATION - STATION	OFFSET	204.0165 (LF)
1005-10-81				
CATEGORY 1000				
STAGE 1A				
	IH 39/90 NORTHBOUND			
		1097+75 'TWNB' - 1099+17 'TWNB'	LT	142
		1286+23 'TWNB' - 1293+85 'TWNB'	RT	803
		STAGE 1A SUBTOTAL		945
STAGE 2				
	IH 39/90 NORTHBOUND			
		1097+77 'TWNB' - 1099+17 'TWNB'	LT	140
		1191+23 'TWNB' - 1195+46 'TWNB'	LT	420
		1202+15 'TWNB' - 1205+34 'TWNB'	LT	320
		1291+44 'TWNB' - 1293+14 'TWNB'	LT	170
		1294+88 'TWNB' - 1297+58 'TWNB'	LT	270
		STAGE 2 SUBTOTAL		1,320
STAGE 3				
	IH 39/90 NORTHBOUND			
		1150+51 'TWNB' - 1152+11 'TWNB'	RT	160
		1193+04 'TWNB' - 1195+35 'TWNB'	RT	231
		1201+90 'TWNB' - 1205+34 'TWNB'	RT	344
		STAGE 3 SUBTOTAL		735
		1005-10-81 PROJECT TOTAL		**3,000**

REMOVING DELINEATORS AND MARKERS

	LOCATION	STATION - STATION	OFFSET	204.0180 (EACH)
1005-10-81				
CATEGORY 1000				
STAGE 1A				
	IH 39/90 NORTHBOUND			
		1260+00 'TWNB' - 1289+00 'TWNB'	RT	2
		1289+00 'TWNB' - 1318+00 'TWNB'	RT	1
		STAGE 1A SUBTOTAL		3
STAGE 2				
	IH 39/90 NORTHBOUND			
		1260+00 'TWNB' - 1289+00 'TWNB'	LT	2
		STAGE 2 SUBTOTAL		2
STAGE 3				
	IH 39/90 NORTHBOUND			
		1230+00 'TWNB' - 1260+00 'TWNB'	RT	1
		1260+00 'TWNB' - 1289+00 'TWNB'	RT	1
		1289+00 'TWNB' - 1318+00 'TWNB'	RT	5
		1318+00 'TWNB' - 1346+00 'TWNB'	RT	3
		STAGE 3 SUBTOTAL		10
		1005-10-81 PROJECT TOTAL		**15**

EXCAVATION SUMMARY

1005-10-81 Category		From/To Station	Location	Cut (2)	205.0100 Excavation Common (1) (CY) EBS Excavation (3)	208.1100 Select Borrow (CY) (6)	645.0220 Geogrid Type SR (SY) (7)	Unexpanded Fill	SPV.0035.001 Roadway Embankment (CY) (4)	Mass Ordinate +/- (5)	Comment:
1000	DIV. 1-1	1118+67 'RTA'- 1123+22 'RTA'	(DIV 1-1-1) TEMP. REST AREA ON-RAMP 'RTA' - STAGE 1	129	147	147	44	423	423	-294	
		1142+49 'RTB' - 1144+72 'RTB'	(DIV 1-1-2) TEMP. REST AREA OFF-RAMP 'RTB' - STAGE 1	107	160	160	48	59	59	47	
		1194+47 'TWSB' - 1195+47 'TWSB'	(DIV 1-1-3) IH 39/90 SB 'TWSB' - STAGE 1	12	69	69	21	254	254	-242	
		1097+48 'TWNB' - 1099+17 'TWNB'	(DIV 1-1-4) IH 39/90 NB 'TWNB' - STAGE 1	65	6	6	2	313	313	-249	
		1285+96 'TWNB' - 1293+82 'TWNB'	(DIV 1-1-5) IH 39/90 NB 'TWNB' - STAGE 1	852	85	85	26	507	507	345	
	DIV. 2-1	1096+56 'TWNB' - 1099+16 'TWNB'	(DIV 2-1-6) IH 39/90 NB 'TWNB' - STAGE 2	171	17	17	5	1,482	1,482	-1,311	
	DIV. 2-2	1100+25 'TWNB' - 1195+33 'TWNB'	(DIV 2-2-7) IH 39/90 NB 'TWNB' - STAGE 2	3,819	1,009	1,009	303	7,328	7,328	-3,509	
		400+52 'TMC' - 401+69 'TMC'	(DIV 2-2-8) TOWNLINE MAINTENANCE CROSSOVER 'TMC' - STAGE 2	38	31	31	9	772	772	-734	
		600+48 'TEA' - 602+15 'TEA'	(DIV 2-2-9) TOWNLINE EMERGENCY ACCESS 'TEA' - STAGE 2	500	143	143	43	537	537	-36	
		1114+57 'RTA'- 1118+50 'RTA'	(DIV 2-2-10) TEMP. REST AREA ON-RAMP 'RTA' - STAGE 2	16	193	193	58	1,508	1,508	-1,492	
		1144+93 'RTB' - 1147+84 'RTB'	(DIV 2-2-11) TEMP. REST AREA OFF-RAMP 'RTA' - STAGE 2	83	246	246	74	138	138	-55	
	DIV. 2-3	1196+80 'TWNB' - 1205+33 'TWNB'	(DIV 2-3-12) IH 39/90 NB 'TWNB' - STAGE 2	224	136	136	41	261	261	-37	
	DIV. 2-4	1206+42 'TWNB' - 1275+94 'TWNB'	(DIV 2-4-13) IH 39/90 NB 'TWNB' - STAGE 2	7,511	6,534	6,534	1,960	6,288	6,288	1,223	
	DIV. 2-5	1309+93 'TWNB' - 1337+00 'TWNB'	(DIV 2-5-14) IH 39/90 NB 'TWNB' - STAGE 2	3,719	3,831	3,831	1,149	5,836	5,836	-2,117	
	DIV. 3-1	1100+24 'TWNB' - 1195+33 'TWNB'	(DIV 3-1-15) IH 39/90 NB 'TWNB' - STAGE 3	61,682	7,347	7,347	2,204	75,580	75,580	-13,897	
	DIV. 3-2	1196+80 'TWNB' - 1205+33 'TWNB'	(DIV 3-2-16) IH 39/90 NB 'TWNB' - STAGE 3	6,003	2,948	2,948	884	32,313	32,313	-26,310	
	DIV. 3-3	1206+42 'TWNB' - 1245+69 'TWNB'	(DIV 3-3-17) IH 39/90 NB 'TWNB' - STAGE 3	24,411	3,664	3,664	1,099	5,930	5,930	18,481	Excess Available Material used within Division 3-3
		1274+25 'TWNB' - 1279+15 'TWNB'	(DIV 3-3-18) IH 39/90 NB 'TWNB' - STAGE 3	561	292	292	88	33	33	528	
	DIV. 3-4	1297+81 'TWNB' - 1332+67 'TWNB'	(DIV 3-4-19) IH 39/90 NB 'TWNB' - STAGE 3	5,817	4,020	4,020	1,206	5,558	5,558	258	
			1005-10-81 CATEGORY 1000 SUBTOTAL	115,720	30,879	30,879	9,264	145,121	145,121	-29,401	
			1005-10-81 PROJECT TOTAL		**146,599**	**30,879**	**9,264**		**145,121**		

Note 1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100

Note 2) Cut volume includes concrete and asphaltic surface material.

Note 3) EBS Excavation to be backfilled with Select Borrow. All EBS material is to be wasted offsite.
EBS quantity estimated using Soil Boring and Median Test Pit Logs plus an additional 10.0% undistributed quantity.

Note 4) Roadway Embankment = Unexpanded Fill

Note 5) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.
Mass Ordinate = Cut - Unexpanded Fill. The Mass Ordinate is for information purposes only as Common Excavation and Roadway Embankment are not balanced for quantity purposes and does not guarantee the quality of Common Excavation, and if it can be reused onsite. All EBS material is assumed to be wasted offsite.

Note 6) Select Borrow is to be used for EBS backfill.

Note 7) Geogrid Type SR is to be used in locations of EBS backfill, as directed by the engineer. This quantity was estimated at 30% of the EBS area.

REMOVING SURFACE DRAINS

	LOCATION	STATION	OFFSET	204.0190 (EACH)
1005-10-81				
CATEGORY 1000				
STAGE 3				
	IH 39/90 NORTHBOUND			
		1206+47 'TWNB'	32' RT	1
		1005-10-81 PROJECT TOTAL		**1**

BASE AGGREGATE ITEMS

	LOCATION	STATION - STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	305.0130 BASE AGGREGATE DENSE 3-INCH (TON)	312.0110 SELECT CRUSHED MATERIAL (TON)
1005-10-81						
CATEGORY 1000						
STAGE 1A						
	IH 39/90 NORTHBOUND					
	BEGIN PROJECT - E TOWNLINE RD	1096+48 'TWNB' - 1099+70 'TWNB'	---	114	---	---
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	---	55	---	---
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	---	170	---	---
	RAMP RTA					
	BEGIN CONSTRUCTION - IH 39/90 SOUTHBOUND	1118+67 'RTA' - 1123+22 'RTA'	---	683	---	---
	RAMP RTB					
	IH 39/90 SOUTHBOUND - END CONSTRUCTION	1142+49 'RTB' - 1144+72 'RTB'	---	341	---	---
		STAGE 1A SUBTOTAL	---	1,363	---	---
STAGE 2						
	IH 39/90 NORTHBOUND					
	BEGIN PROJECT - E TOWNLINE RD	1096+48 'TWNB' - 1099+70 'TWNB'	---	739	---	---
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	---	21,409	---	---
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	---	1,052	---	---
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	---	17,638	---	---
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	---	9,120	---	---
	RAMP RTA					
	BEGIN CONSTRUCTION - IH 39/90 SOUTHBOUND	1114+57 'RTA' - 1118+50 'RTA'	---	1,319	---	---
	RAMP RTB					
	IH 39/90 SOUTHBOUND - END CONSTRUCTION	1144+93 'RTB' - 1147+84 'RTB'	---	873	---	---
	TOWNLINE MAINTENANCE CROSSOVER					
	BEGIN CONSTRUCTION - END CONSTRUCTION	400+51 'TMC' - 401+70 'TMC'	---	487	---	---
	TOWNLINE EMERGENCY ACCESS					
	BEGIN CONSTRUCTION - TOWNLINE MAINTENANCE	600+48 'TEA' - 602+15 'TEA'	40	---	110	---
		STAGE 2 SUBTOTAL	40	52,637	110	---
STAGE 3						
	IH 39/90 NORTHBOUND					
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	---	21,408	---	---
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	---	2,630	---	---
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	---	9,233	---	---
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	---	4,730	---	---
		STAGE 3 SUBTOTAL	---	38,000	---	---
	UNDISTRUBTED		---	---	---	200
		1005-10-81 PROJECT TOTAL	**40**	**92,000**	**110**	**200**

CONCRETE PAVEMENT

	LOCATION	STATION - STATION	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	415.0410 CONCRETE PAVEMENT APPROACH SLAB (SY)
1005-10-81				
CATEGORY 1000				
STAGE 2				
	IH 39/90 NORTHBOUND			
	BEGIN PROJECT - E TOWNLINE RD	1096+48 'TWNB' - 1099+70 'TWNB'	3	37
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	3	37
		STAGE 2 SUBTOTAL	6	74
STAGE 3				
	IH 39/90 NORTHBOUND			
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	3	42
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	12	90
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	4	43
		STAGE 3 SUBTOTAL	19	176
		1005-10-81 PROJECT TOTAL	**25**	**250**

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

	LOCATION	STATION - STATION	211.0400 (STA)
1005-10-81			
CATEGORY 1000			
STAGE 1A			
	IH 39/90 NORTHBOUND		
	BEGIN PROJECT - E TOWNLINE RD	1096+48 'TWNB' - 1099+70 'TWNB'	---
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	75
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	9
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	29
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	39
		STAGE 1A SUBTOTAL	152
STAGE 2			
	IH 39/90 NORTHBOUND		
	BEGIN PROJECT - E TOWNLINE RD	1096+48 'TWNB' - 1099+70 'TWNB'	3
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	64
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	3
		STAGE 2 SUBTOTAL	69
		1005-10-81 PROJECT TOTAL	**222**

HMA PAVEMENT ITEMS

	LOCATION	STATION - STATION	450.4000 HMA COLD WEATHER PAVING (TON)	455.0605* TACK COAT (GAL)	460.6223 HMA PAVEMENT 3 MT 58-28 S (TON)	460.6224 HMA PAVEMENT 4 MT 58-28 S (TON)	460.7222 HMA PAVEMENT 2 HT 58-28 S (TON)	460.7624* HMA PAVEMENT 4 HT 58-28 V (TON)
1005-10-81								
CATEGORY 1000								
STAGE 1A								
	IH 39/90 NORTHBOUND							
	BEGIN PROJECT - E TOWNLINE RD	1096+48 'TWNB' - 1099+70 'TWNB'	---	7	---	---	19	102
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	---	---	---	---	---	1248
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	---	---	---	---	---	130
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	---	75	---	---	70	339
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	---	---	---	180	80	75
	RAMP RTA							
	BEGIN CONSTRUCTION - IH 39/90 SOUTHBOUND	1118+67 'RTA' - 1123+22 'RTA'	---	40	75	64	---	---
	RAMP RTB							
	IH 39/90 SOUTHBOUND - END CONSTRUCTION	1142+49 'RTB' - 1144+72 'RTB'	---	22	40	35	---	---
		STAGE 1A SUBTOTAL	---	144	115	279	169	1894
STAGE 2								
	IH 39/90 NORTHBOUND							
	BEGIN PROJECT - E TOWNLINE RD	1096+48 'TWNB' - 1099+70 'TWNB'	---	51	---	---	123	115
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	---	1,044	---	---	3,130	2,373
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	---	75	---	---	213	129
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	---	1,086	---	---	3,241	2,161
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	---	675	---	15	2,005	1,340
	RAMP RTA							
	BEGIN CONSTRUCTION - IH 39/90 SOUTHBOUND	1118+67 'RTA' - 1123+22 'RTA'	---	54	---	---	142	---
	RAMP RTB							
	IH 39/90 SOUTHBOUND - END CONSTRUCTION	1144+93 'RTB' - 1147+84 'RTB'	---	34	---	---	100	---
	TOWNLINE MAINTENANCE CROSSOVER							
	BEGIN CONSTRUCTION - END CONSTRUCTION	400+51 'TMC' - 401+70 'TMC'	---	---	---	166	---	---
		STAGE 2 SUBTOTAL	---	3,019	---	181	8,954	6,118
STAGE 3								
	IH 39/90 NORTHBOUND							
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	5689	1135	---	---	3424	2301
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	686	148	---	---	412	274
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	2950	664	---	---	1622	1343
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	1675	340	---	---	1019	670
		STAGE 3 SUBTOTAL	11,000	2,287	---	---	6,477	4,588
		1005-10-81 PROJECT TOTAL	**11,000**	**5,450**	**115**	**460**	**15,600**	**12,600**

*ADDITIONAL QUANTITY FOUND IN "HMA PAVEMENT REPAIR ITEMS" TABLE

HMA PAVEMENT REPAIR ITEMS

ROADWAY	LOCATION	STATION - STATION	LANE	204.0120** REMOVING ASPHALTIC SURFACE MILLING (SY)	455.0605* TACK COAT (GAL)	460.7624* HMA PAVEMENT 4 HT 58-28 V (TON)
1005-10-81						
CATEGORY 1000						
STAGE 2						
	IH 39/90 SOUTHBOUND					
	BEGIN PROJECT - E TOWNLINE RD	1089+55'TWSB' - 1060+00'TWSB'	OUTSIDE	3,940	276	496
	BEGIN PROJECT - E TOWNLINE RD	1093+25'TWSB' - 1094+50'TWSB'	OUTSIDE	167	12	21
	BEGIN PROJECT - E TOWNLINE RD	1099+13'TWSB' - 1099+50'TWSB'	BOTH	99	7	12
	E TOWNLINE RD - WSOR	1099+85'TWSB' - 1100+22'TWSB'	BOTH	99	7	12
	E TOWNLINE RD - WSOR	1152+00'TWSB' - 1155+00'TWSB'	OUTSIDE	400	28	50
	E TOWNLINE RD - WSOR	1162+00'TWSB' - 1162+40'TWSB'	OUTSIDE	53	4	7
	E TOWNLINE RD - WSOR	1166+00'TWSB' - 1166+30'TWSB'	OUTSIDE	40	3	5
	E TOWNLINE RD - WSOR	1170+30'TWSB' - 1170+70'TWSB'	OUTSIDE	53	4	7
	E TOWNLINE RD - WSOR	1173+55'TWSB' - 1181+95'TWSB'	OUTSIDE	1,120	78	141
	CTH M - NEWVILLE RD	1221+30'TWSB' - 1221+60'TWSB'	OUTSIDE	40	3	5
		STAGE 2 SUBTOTAL		6,011	422	756
STAGE 3						
	IH 39/90 NORTHBOUND					
	NEWVILLE RD - END PROJECT	1323+00'TWNB' - 1325+30'TWNB'	OUTSIDE	307	21	39
		STAGE 3 SUBTOTAL		307	21	39
		UNDISTRIBUTED		632	47	80
		1005-10-81 PROJECT TOTAL		**6,950**	**490**	**875**

*ADDITIONAL QUANTITY FOUND IN "HMA PAVEMENT ITEMS" TABLE

**ADDITIONAL QUANTITY FOUND IN "REMOVING PAVEMENT" TABLE

CONCRETE PAVEMENT REPAIR ITEMS

ROADWAY	LOCATION	STATION - STATION	LANE	416.0610 DRILLED TIE BARS (EA)	416.0620 DRILLED DOWEL BARS (EA)	416.1715 CONCRETE PAVEMENT REPAIR SHES (SY)	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES (SY)	690.0250* SAWING CONCRETE (LF)	SPV.0090.002 SAWING CONCRETE PARTIAL DEPTH (LF)	SPV.0180.002 CONTINUOUSLY REINFORCED CONCRETE PAVEMENT SHES REPAIR (SY)
1005-10-81										
CATEGORY 1000										
STAGE 2										
	IH 39/90 NORTHBOUND									
		1040+50'TWNB' - 1040+65'TWNB'	INSIDE	---	16	20	---	54	---	---
		1154+30'TWNB' - 1154+50'TWNB'	INSIDE	8	20	---	33	50	---	---
	IH 39/90 SOUTHBOUND									
		1181+75'TWSB' - 1181+95'TWSB'	OUTSIDE	12	---	---	---	64	24	27
		1191+80'TWSB' - 1192+00'TWSB'	OUTSIDE	12	---	---	---	64	24	27
		STAGE 2 SUBTOTALS		32	36	20	33	232	48	54
STAGE 3										
	IH 39/90 NORTHBOUND									
		1152+75'TWNB' - 1152+90'TWNB'	OUTSIDE	---	16	20	---	54	---	---
		STAGE 3 SUBTOTALS		0	16	20	0	54	0	0
		UNDISTRIBUTED		13	18	10	22	59	27	11
		1005-10-81 PROJECT TOTAL		**45**	**70**	**50**	**55**	**345**	**75**	**65**

*ADDITIONAL QUANTITY FOUND IN "SAWING" TABLE

CULVERT PIPE

ALI	INLET STA	INLET OFFSET	OUTLET STA	OUTLET OFFSET	SKEW	INLET ELEV	OUTLET ELEV	SLOPE %	PIPE CLASS	MINIMUM PIPE THICKNESS STEEL (IN)	520.8700* CLEANING CULVERT PIPES (EACH)	520.8000* CONCRETE COLLARS FOR PIPE (EACH)	521.3118* CULVERT PIPE CORRUGATED STEEL 18-INCH (LF)	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH (LF)	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH (LF)	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH (LF)	522.0518 CULVERT PIPE REINFORCED CONCRETE CLASS V 18-INCH (LF)	522.0524 CULVERT PIPE REINFORCED CONCRETE CLASS V 24-INCH (LF)	522.0554 CULVERT PIPE REINFORCED CONCRETE CLASS V 54-INCH (LF)	633.5200* MARKERS CULVERT END (EACH)	SPV.0090.100 PIPE BORING & JACKING 54-INCH (LF)
1005-10-81																					
CATEGORY 1000																					
STAGE 1A																					
RTA	1119+55.7	12.3' LT	1120+44.6	31.8' RT	64°04'07" LHF	927.12	926.35	0.77	V	---	---	---	---	---	---	---	99	---	---	2	---
RTB	1144+41.6	10.7' LT	1143+52.6	29.7' RT	65°35'11" RHF	925.42	925.13	0.30	V	---	---	---	---	---	---	---	98	---	---	2	---
		STAGE 1A SUBTOTAL									---	---	---	---	---	---	197	---	---	4	---
STAGE 2																					
TMC	400+87.9	34.4' RT	401+06.8	70.1' LT	10°12'36" RHF	936.83	934.52	2.17	III	---	---	---	---	---	106	---	---	---	---	2	---
TMC	401+36.2	29.5' RT	401+21.8	64.8' LT	8°41'46" LHF	937.27	934.80	2.60	III	---	---	---	---	---	95	---	---	---	---	2	---
TWNB	1100+44.8	40.3' LT	1110+45.0	68.8' LT	0°19'15" RHF	925.36	925.14	0.73	III	---	1	1	---	---	---	29	---	---	---	2	---
RTA	1116+54.7	14.4' LT	1117+06.1	34.5' RT	47°24'27" LHF	926.72	926.41	0.44	V	---	---	---	---	---	---	---	---	71	---	2	---
TWNB	1120+24.3	40.7' LT	1120+24.5	19.6' LT	0°38'20" LHF	925.55	925.34	1.02	V	---	1	1	---	---	---	---	---	21	---	1	---
TWNB	1135+24.5	31.6' LT	1135+24.5	27.2' LT	0°31'22" LHF	927.39	927.37	0.38	III	---	1	1	---	---	---	4	---	---	---	1	---
RTB	1145+35.6	29.0' RT	1146+68.9	9.7' LT	75°54'13" RHF	925.20	924.21	0.70	V	---	---	---	---	---	---	---	140	---	---	2	---
TWNB	1149+98.3	20.0' LT	1149+97.9	9.8' LT	2°12'52" RHF	921.60	921.41	1.89	V	---	1	1	---	---	---	---	10	---	---	1	---
TWNB	1213+19.9	10.0' LT	1213+19.8	23.9' LT	0°16'31" LHF	865.04	864.86	1.22	V	---	1	1	---	---	---	---	---	14	---	1	---
TWNB	1213+24.8	10.0' LT	1213+24.7	24.4' LT	0°16'31" LHF	864.99	864.79	1.39	V	---	1	1	---	---	---	---	---	14	---	1	---
TWNB	1242+27	23.4' LT	1242+27	31.4' LT	---	872.04	871.99	0.60	III	---	1	1	---	---	---	8	---	---	---	1	---
TWNB	1260+13	17.9' LT	1260+13	47.5' LT	---	875.64	875.58	0.20	III	---	1	1	---	---	---	30	---	---	---	1	---
TWNB	1268+12	87.4' LT	1268+12	41.4' LT	---	874.30	873.07	2.70	---	0.064	1	1	46	---	---	---	---	---	---	1	---
		STAGE 2 SUBTOTAL									9	9	46	---	201	71	150	120	---	18	---
STAGE 3																					
TWNB	1120+25.3	47.4' RT	1120+25.3	47.4' RT	0°38'20" LHF	924.66	924.66	0.00	III	---	1	1	---	---	---	---	---	---	---	1	---
TWNB	1135+25.2	52.9' RT	1135+25.4	75.5' RT	0°31'22" LHF	927.07	926.98	0.38	III	---	1	1	---	---	---	23	---	---	---	1	---
TWNB	1142+21.4	48.1' RT	1142+20.2	77.2' RT	2°13'21" RHF	923.43	923.34	0.33	III	---	1	1	---	---	---	29	---	---	---	1	---
TWNB	1149+95.9	42.5' RT	1149+94.6	74.2' RT	2°12'52" RHF	920.42	919.82	1.89	V	---	1	1	---	---	---	---	32	---	---	1	---
TWNB	1154+22.5	65.4' RT	1154+22.1	104.4' RT	0°31'00" RHF	911.63	910.12	3.07	III	---	1	1	---	---	---	49	---	---	---	1	---
TWNB	1184+34.5	156.8' RT	1186+85.5	219.4' LT	33°42'39" RHF	834.80	834.19	0.14	V	---	---	---	---	---	---	---	---	---	452	2	252
TWNB	1204+92.3	41.4' RT	1204+90.3	87.3' RT	3°26'56" RHF	869.44	868.83	1.33	III	---	1	1	---	---	46	---	---	---	---	1	---
TWNB	1213+20.1	59.8' RT	1213+20.0	40.6' RT	0°16'31" LHF	865.88	865.65	1.22	V	---	1	1	---	---	---	---	---	19	---	1	---
TWNB	1213+25.1	59.7' RT	1213+25.0	40.5' RT	0°16'31" LHF	865.96	865.69	1.39	V	---	1	1	---	---	---	---	---	19	---	1	---
TWNB	1242+34	49.5' RT	1242+37	81.8' RT	---	872.51	872.72	0.60	III	---	1	1	---	---	---	24	---	---	---	1	---
TWNB	1305+61	60.5' RT	1305+61	67.6' RT	---	861.40	861.40	0.00	---	0.064	1	1	---	7	---	---	---	---	---	1	---
		STAGE 3 SUBTOTAL									10	10	---	7	46	125	32	38	452	12	252
							1005-10-81 PROJECT TOTAL				**19**	**19**	**46**	**7**	**247**	**196**	**379**	**158**	**452**	**34**	**252**

*ADDITIONAL QUANTITY FOUND IN "STORM SEWER PIPE" TABLE

CONCRETE BARRIER ITEMS

			603.8000	603.8125	SPV.0090.200		SPV.0090.201	SPV.0090.202
			CONCRETE BARRIER TEMPORARY PRECAST				TRAFFIC CONTROL	
					LEFT IN		GAWK SCREEN	
	LOCATION	STATION - STATION	DELIVERED (LF)	INSTALLED (LF)	PLACE (LF)	*ANCHORING (LF)	FURNISHED (LF)	INSTALLED (LF)
1005-10-81								
CATEGORY 1000								
STAGE 1B								
	IH 39/90 NORTHBOUND							
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	250	250	---	---	---	---
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	2,450	2,450	---	---	---	---
		STAGE 1B SUBTOTAL	2,700	2,700	---	---	---	---
STAGE 2								
	IH 39/90 NORTHBOUND							
	BEGIN PROJECT - E TOWNLINE RD	1096+48 'TWNB' - 1099+70 'TWNB'	226	226	---	---	204	204
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	9,634	9,634	---	---	204	204
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	983	983	---	---	---	---
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	7,807	7,807	---	---	225	225
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	6,625	6,625	---	---	225	225
	IH 39/90 SOUTHBOUND							
	BEGIN PROJECT - USH 14	908+27 'TWSB' - 921+73 'TWSB'	1,346	1,346	---	---	---	---
	USH 14	920+46 'TWSB' - 929+60 'TWSB'	914	914	---	---	508	508
	STH 26	962+00 'TWSB' - 969+50 'TWSB'	750	750	---	---	554	554
	STH 26 - END PROJECT	965+87 'TWSB' - 979+16 'TWSB'	1,329	1,329	---	---	---	---
	STAGE 2 SUBTOTAL		29,614	29,614	---	---	1,920	1,920
STAGE 2A								
	IH 39/90 SOUTHBOUND							
	USH 14	921+50 'TWSB' - 929+75 'TWSB'	---	825	---	---	---	508
	STH 26	961+00 'TWSB' - 969+50 'TWSB'	---	850	---	---	---	554
	WSOR	981+08 'TWSB' - 988+54 'TWSB'	746	746	---	---	434	434
	STAGE 2A SUBTOTAL		746	2,421	---	---	434	1,496
STAGE 3								
	IH 39/90 NORTHBOUND							
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	7,604	7,604	---	---	15	219
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	983	983	---	---	219	423
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	1,670	2,470	---	---	204	429
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	3,585	3,738	---	3,738	---	225
		STAGE 3 SUBTOTAL	13,842	14,795	---	3,738	438	1,296
STAGE 4								
	IH 39/90 NORTHBOUND							
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	---	558	---	---	---	219
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	---	983	---	---	---	423
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	---	204	---	---	---	204
	STAGE 4 SUBTOTAL		---	1,745	---	---	---	846
		1005-10-81 PROJECT TOTAL	**46,902**	**51,275**	**---**	**3,738**	**2,792**	**5,558**

*FOR INFORMATIONAL PURPOSES ONLY

CONCRETE BARRIER ITEMS (CONTINUED)

			603.8000	603.8125	SPV.0090.200		SPV.0090.201	SPV.0090.202
			CONCRETE BARRIER TEMPORARY PRECAST				TRAFFIC CONTROL GAWK SCREEN	
	LOCATION	STATION - STATION	DELIVERED (LF)	INSTALLED (LF)	LEFT IN PLACE (LF)	*ANCHORING (LF)	FURNISHED (LF)	INSTALLED (LF)
1005-10-81								
CATEGORY 1800								
STAGE 1B								
	IH 39/90 NORTHBOUND							
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	---	---	250	---	---	---
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	---	---	488	---	---	---
		STAGE 1B SUBTOTAL	---	---	738	---	---	---
STAGE 2								
	IH 39/90 NORTHBOUND							
	BEGIN PROJECT - E TOWNLINE RD	1096+48 'TWNB' - 1099+70 'TWNB'	---	---	160	---	---	---
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	---	---	861	---	---	---
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	---	---	306	---	---	---
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	---	---	2,463	---	---	---
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	---	---	4,988	---	---	---
		STAGE 2 SUBTOTAL	---	---	8,777	---	---	---
STAGE 3								
	IH 39/90 NORTHBOUND							
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	---	---	353	---	---	---
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	---	---	353	---	---	---
		STAGE 3 SUBTOTAL	---	---	706	---	---	---
		1005-10-81 PROJECT TOTAL - CATEGORY 1800	**---**	**---**	**10,221**	**---**	**---**	**---**

*FOR INFORMATIONAL PURPOSES ONLY

APRON ENDWALLS FOR CULVERT PIPE

			521.1018*	521.1024	522.1018	522.1024	522.1054	524.0618	524.0624
			STEEL		REINFORCED CONCRETE			PIPE SALVAGED	
ALI	STA	OFFSET	18-INCH (EACH)	24-INCH (EACH)	18-INCH (EACH)	24-INCH (EACH)	54-INCH (EACH)	18-INCH (EACH)	24-INCH (EACH)
1005-10-81									
CATEGORY 1000									
STAGE 1									
RTA	1119+55.7	12.3' LT	---	---	2	---	---	---	---
RTB	1144+41.6	10.7' LT	---	---	2	---	---	---	---
STAGE 1 SUBTOTAL			---	---	4	---	---	---	---
STAGE 2									
TMC	400+87.9	34.4' RT	---	---	2	---	---	---	---
TMC	401+36.2	29.5' RT	---	---	2	---	---	---	---
TWNB	1100+44.8	40.3' LT	---	---	---	1	---	---	---
RTA	1116+54.7	14.4' LT	---	---	---	2	---	---	---
TWNB	1120+24.3	40.7' LT	---	---	---	1	---	---	---
TWNB	1135+24.5	31.6' LT	---	---	---	1	---	---	1
RTB	1145+35.6	29.0' RT	---	---	2	---	---	---	---
TWNB	1149+98.3	20.0' LT	---	---	---	---	---	1	---
TWNB	1213+19.9	10.0' LT	---	---	---	1	---	---	---
TWNB	1213+24.8	10.0' LT	---	---	---	1	---	---	---
TWNB	1242+27	23.4' LT	---	---	---	1	---	---	---
TWNB	1260+13	17.9' LT	---	---	---	1	---	---	---
TWNB	1268+12	87.4' LT	1	---	---	---	---	---	---
STAGE 2 SUBTOTAL			1	---	6	9	---	1	1
STAGE 3									
TWNB	1120+25.3	47.4' RT	---	---	---	1	---	---	---
TWNB	1135+25.2	52.9' RT	---	---	---	1	---	---	1
TWNB	1142+21.4	48.1' RT	---	---	---	1	---	---	1
TWNB	1149+95.9	42.5' RT	---	---	---	---	---	1	---
TWNB	1154+22.5	65.4' RT	---	---	---	---	---	---	1
TWNB	1184+34.5	156.8' RT	---	---	---	---	2	---	---
TWNB	1204+92.3	41.4' RT	---	---	---	---	---	1	---
TWNB	1213+20.1	59.8' RT	---	---	---	---	---	---	1
TWNB	1213+25.1	59.7' RT	---	---	---	---	---	---	1
TWNB	1242+34	49.5' RT	---	---	---	1	---	---	---
TWNB	1305+61	60.5' RT	---	1	---	---	---	---	---
STAGE 3 SUBTOTAL			---	1	---	4	2	2	5
1005-10-81 PROJECT TOTAL			**1**	**1**	**10**	**13**	**2**	**3**	**6**

*ADDITIONAL QUANTITY FOUND IN "STORM SEWER STRUCTURES" TABLE

LANDSCAPING ITEMS

LOCATION	STATION - STATION	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	629.0205 FERTILIZER TYPE A (CWT)	630.0120 SEEDING MIXTURE NO. 20 (LB)	630.0130 SEEDING MIXTURE NO. 30 (LB)	630.0200 SEEDING TEMPORARY (LB)
1005-10-81							
CATEGORY 1000							
STAGE 1A							
RAMP RTA							
BEGIN CONSTRUCTION - IH 39/90 SOUTHBOUND	1118+67 'RTA' - 1123+22 'RTA'	690	690	0.50	20	5	20
RAMP RTB							
IH 39/90 SOUTHBOUND - END CONSTRUCTION	1142+49 'RTB' - 1144+72 'RTB'	170	170	0.20	5	4	7
STAGE 1A SUBTOTAL		860	860	0.70	25	9	27
STAGE 2							
IH 39/90 NORTHBOUND							
BEGIN PROJECT - E TOWNLINE RD	1028+30 'TWNB' - 1099+70 'TWNB'	850	850	0.60	20	4	24
E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	14,585	14,585	12.50	394	139	533
WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	979	979	1.00	30	12	38
CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	11,555	11,555	10.50	240	148	455
NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	6,381	6,381	5.50	110	83	234
RAMP RTA							
BEGIN CONSTRUCTION - IH 39/90 SOUTHBOUND	1114+57 'RTA' - 1118+50 'RTA'	---	---	0.20	---	5	6
TOWNLINE MAINTENANCE CROSSOVER							
BEGIN CONSTRUCTION - END CONSTRUCTION	400+51 'TMC' - 401+70 'TMC'	737	737	0.50	20	---	20
TOWNLINE EMERGENCY ACCESS							
BEGIN CONSTRUCTION - TOWNLINE MAINTENANCE	600+48 'TEA' - 602+15 'TEA'	---	---	---	---	---	---
STAGE 2 SUBTOTAL		35,086	35,086	30.80	814	391	1,310
STAGE 3							
IH 39/90 NORTHBOUND							
BEGIN PROJECT - E TOWNLINE RD	1028+30 'TWNB' - 1099+70 'TWNB'	760	760	0.50	30	5	20
E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	52,603	52,603	35.70	1,420	106	1,526
WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	13,233	13,233	8.70	360	12	369
CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	21,560	21,560	15.30	561	74	663
NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	12,897	12,897	10.30	290	103	445
STAGE 3 SUBTOTAL		101,053	101,053	70.50	2,661	300	3,023
UNDISTRIBUTED		0	0	0.00	0	0	1,090
1005-10-81 PROJECT TOTAL		**137,000**	**137,000**	**102.00**	**3,500**	**700**	**5,450**

STORM SEWER PIPE

	ALI	INLET FROM STRUC	INLET STA	INLET OFFSET	OUTLET TO STRUC	OUTLET STA	OUTLET OFFSET	INLET ELEV	OUTLET ELEV	SLOPE %	520.8000* CONCRETE COLLARS FOR PIPE (EACH)	520.8700* CLEANING CULVERT PIPES (EACH)	521.3118* CULVERT PIPE CORRUGATED STEEL 18-INCH (LF)	633.5200* MARKERS CULVERT END (EACH)
1005-10-81														
CATEGORY 1000														
STAGE 2														
	TWNB	50.0	1316+61.6	45.7' LT	EX	1316+61.6	28.0' LT	868.46	866.68	10.06	1	1	18	---
STAGE 3														
	TWNB	EX	1316+61.1	70.0' RT	51.0	1316+61.1	105.1' RT	856.86	856.42	1.24	1	1	36	1
								1005-10-81 PROJECT TOTAL			**2**	**2**	**54**	**1**

* ADDITIONAL QUANTITY FOUND IN "CULVERT PIPE" TABLE

STORM SEWER STRUCTURES

	STRUCT. NO.	STA	ALI	OFFSET	TOP STRUCT. ELEV	LOW INV	THICKNESS	BOTTOM STRUCT. ELEV	DEPTH (FT)	521.1018* APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH (EACH)	611.0642 INLET COVERS TYPE MS (EACH)	611.3901 INLETS MEDIAN 1 GRATE (EACH)
1005-10-81												
CATEGORY 1000												
STAGE 2												
	50.0	1316+61.6	TWNB	45.7' LT	870.88			868.25	2.63	—	1	1
STAGE 3												
	51.0	1316+61.6	TWNB	105.1' RT	---			—	---	1	—	---
								1005-10-81 PROJECT TOTAL		**1**	**1**	**1**

*ADDITIONAL QUANTITY FOUND IN "APRON ENDWALLS FOR CULVERT PIPE" TABLE

FENCE SAFETY

	LOCATION	STATION - STATION	616.0700.S (LF)
1005-10-81			
CATEGORY 1000			
IH 39/90 NORTHBOUND			
	E TOWNLINE RD - WSOR	1154+89 'TWNB' - 1156+72 'TWNB'	220
	E TOWNLINE RD - WSOR	1177+92 'TWNB' - 1187+13 'TWNB'	1,050
	WSOR - CTH M	1199+61 'TWNB' - 1202+87 'TWNB'	730
	NEWVILLE RD - END PROJECT	1316+22 'TWNB' - 1317+10 'TWNB'	240
IH 39/90 SOUTHBOUND			
	E TOWNLINE RD - WSOR	1185+83 'TWSB' - 1187+49 'TWSB'	440
		1005-10-81 PROJECT TOTAL	**2,680**

UNDERDRAIN ITEMS

	LOCATION	STATION - STATION	OFFSET	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH (LF)
1005-10-81				
CATEGORY 1000				
STAGE 2				
	IH 39/90 NORTHBOUND			
		1305+61 'TWNB' - 1314+75 'TWNB'	MEDIAN	914
		STAGE 2 SUBTOTAL		914
		1005-10-81 PROJECT TOTAL		**914**

INLET PROTECTION ITEMS

	LOCATION	STATION - STATION	628.7005 INLET PROTECTION TYPE A (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)
1005-10-81				
CATEGORY 1000				
STAGE 2				
	IH 39/90 NORTHBOUND			
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	1	1
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	5	1
		STAGE 2 SUBTOTAL	6	2
		UNDISTRIBUTED	2	1
		1005-10-81 PROJECT TOTAL	**8**	**3**

MGS GUARDRAIL

	LOCATION	STATION - STATION	OFFSET	614.2300 MGS GUARDRAIL 3 (LF)	614.2500 MGS THRIE BEAM TRANSITION (LF)	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 (EACH)
1005-10-81						
CATEGORY 1000						
STAGE 1A						
	IH 39/90 SOUTHBOUND					
		1194+47 'TWSB' - 1195+49 'TWSB'	LT	63	39	1
		STAGE 1A SUBTOTAL		63	39	1
		1005-10-81 PROJECT TOTAL		**63**	**39**	**1**

FENCING

	LOCATION	STATION - STATION	616.0100 FENCE WOVEN WIRE 4-FT (LF)	SPV.0060.005 ACCESS GATE 6-FOOT (EACH)
1005-10-81				
CATEGORY 1000				
STAGE 3				
	IH 39/90 NORTHBOUND			
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	6,015	1
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	1,252	1
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	3,603	---
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	3,870	---
	IH 39/90 SOUTHBOUND			
	E TOWNLINE RD - WSOR	1099+68 'TWSB' - 1196+11 'TWSB'	60	---
		STAGE 3 SUBTOTAL	14,800	2
		1005-10-81 PROJECT TOTAL	**14,800**	**2**

CRASH CUSHIONS PERMANENT

LOCATION	STATION	O/S	614.0800 (EACH)	BACK WIDTH	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
1005-10-81									
CATEGORY 1000									
STAGE 1A									
IH 39/90 NORTHBOUND									
CTH M - NEWVILLE RD	1286+17 'TWNB'	40.0' RT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	PERMANENT CONCRETE BARRIER ON SHOULDER
STAGE 1A SUBTOTAL			1						
STAGE 2									
IH 39/90 NORTHBOUND									
BEGIN PROJECT - E TOWNLINE RD	1097+44 'TWNB'	30.0' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	PERMANENT CONCRETE BARRIER ON SHOULDER
E TOWNLINE RD - WSOR	1104+89 'TWNB'	32.0' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	PERMANENT CONCRETE BARRIER ON SHOULDER
E TOWNLINE RD - WSOR	1191+23 'TWNB'	8.0' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	PERMANENT CONCRETE BARRIER ON SHOULDER
WSOR - CTH M	1202+15 'TWNB'	7.4' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	PERMANENT CONCRETE BARRIER ON SHOULDER
NEWVILLE RD - END PROJECT	1291+34 'TWNB'	25.0' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	LT	PERMANENT CONCRETE BARRIER ON SHOULDER
STAGE 2 SUBTOTAL			5						
STAGE 3									
IH 39/90 NORTHBOUND									
BEGIN PROJECT - E TOWNLINE RD	1097+62 'TWNB'	38.8' RT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	PERMANENT CONCRETE BARRIER ON SHOULDER
E TOWNLINE RD - WSOR	1191+67 'TWNB'	56.0' RT	1	4	OM-3C (W5-58M)	TL-3	BIDIRECTIONAL	LT	PERMANENT CONCRETE BARRIER ON SHOULDER
WSOR - CTH M	1201+68 'TWNB'	57.0' RT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	PERMANENT CONCRETE BARRIER ON SHOULDER
NEWVILLE RD - END PROJECT	1343+35 'TWNB'	26.7' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	LT	PERMANENT CONCRETE BARRIER ON SHOULDER
STAGE 3 SUBTOTAL			4						
1005-10-81 PROJECT TOTAL			**10**						

DELINEATOR ITEMS

LOCATION	STATION - STATION	633.0100 DELINEATOR POSTS STEEL (EACH)	633.0500 DELINEATOR REFLECTORS WHITE (EACH)	633.0500 DELINEATOR REFLECTORS YELLOW (EACH)
1005-10-81				
CATEGORY 1000				
STAGE 3				
IH 39/90 NORTHBOUND				
E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	30	37	2
WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	2	2	---
CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	20	28	2
NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	22	32	---
	STAGE 3 SUBTOTAL	74	99	4
	1005-10-81 PROJECT TOTAL	**74**	99	4
			103	

WATER

LOCATION	STATION - STATION	624.0100 (MGAL)
1005-10-81		
CATEGORY 1000		
IH 39/90 NORTHBOUND		
STAGE 1A	DUST CONTROL	30
	BASE COMPACATION	30
STAGE 2	DUST CONTROL	905
	BASE COMPACATION	905
STAGE 3	DUST CONTROL	640
	BASE COMPACATION	640
	1005-10-81 PROJECT TOTAL	**3,150**

EROSION CONTROL ITEMS

LOCATION	STATION - STATION	606.0100 RIPRAP LIGHT (CY)	606.0200 RIPRAP MEDIUM (CY)	628.1104 EROSION BALES (EACH)	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.2004 EROSION MAT CLASS I TYPE B (SY)	628.2008 EROSION MAT URBAN CLASS I TYPE B (SY)	628.2023 EROSION MAT CLASS II TYPE B (SY)	628.6510 SOIL STABILIZER TYPE B (ACRE)	628.7504 TEMPORARY DITCH CHECKS (LF)	628.7555 CULVERT PIPE CHECKS (EACH)	628.7560 TRACKING PADS (EACH)	628.7570 ROCK BAGS (EACH)
1005-10-81														
CATEGORY 1000														
STAGE 2														
IH 39/90 NORTHBOUND														
BEGIN PROJECT - E TOWNLINE RD	1028+30 'TWNB' - 1099+70 'TWNB'	---	---	---	---	---	1,735	---	---	---	75	4	---	---
E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	---	68	---	---	---	3,159	21,629	---	---	570	7	---	---
WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	---	3	---	---	---	2,212	2,343	---	---	180	3	---	---
CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	---	11	---	---	---	4,805	5,086	---	---	240	5	---	---
NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	---	---	---	---	---	4,988	---	---	---	215	1	---	---
	STAGE 2 SUBTOTAL	---	82	---	---	---	16,899	29,058	---	---	1,280	20	---	---
STAGE 3														
IH 39/90 NORTHBOUND														
E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	---	478	186	370	185	12,126	---	---	---	570	8	---	18
WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	122	481	---	---	---	1,886	---	292	---	40	2	---	---
CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	---	---	508	1,645	810	2,513	---	9,447	---	150	1	---	126
NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	15	47	---	2,395	1,210	5,412	---	1,542	---	205	1	---	108
	STAGE 3 SUBTOTAL	137	1,006	694	4,410	2,205	21,937	---	11,281	---	965	12	---	252
	TEMPORARY SETTLING BASINS	---	---	188	---	---	---	---	---	---	---	---	---	---
	BORROW PIT	---	---	---	2,000	1,000	10,000	---	---	---	---	---	---	---
	UNDISTRIBUTED	33	272	218	1,590	795	12,164	7,242	2,819	20	555	8	12	63
	1005-10-81 PROJECT TOTAL	**170**	**1,360**	**1,100**	**8,000**	**4,000**	**61,000**	**36,300**	**14,100**	**20**	**2,800**	**40**	**12**	**315**

MOBILIZATIONS EROSION CONTROL

		628.1905 (EACH)	628.1910 EMERGENCY (EACH)
1005-10-81			
CATEGORY 1000			
	STAGE 2	4	2
	STAGE 3	4	2
	UNDISTRIBUTED	2	1
	1005-10-81 PROJECT TOTAL	**10**	**5**

CRASH CUSHIONS TEMPORARY

LOCATION	STATION	O/S	614.0905 (EACH)	BACK WIDTH	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
1005-10-81									
CATEGORY 1000									
STAGE 1B									
IH 39/90 NORTHBOUND									
NEWVILLE RD - END PROJECT	1323+94 'TWNB'	100.6' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON MEDIAN SHOULDER
NEWVILLE RD - END PROJECT	1399+94 'TWNB'	53.9' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON MEDIAN SHOULDER
IH 39/90 SOUTHBOUND									
NEWVILLE RD - END PROJECT	1311+00 'TWNB'	4.0' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON MEDIAN SHOULDER
STAGE 1B SUBTOTAL			3						
STAGE 2									
IH 39/90 NORTHBOUND									
BEGIN PROJECT - E TOWNLINE RD	1096+48 'TWNB'	0.0'	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON MEDIAN SHOULDER
NEWVILLE RD - END PROJECT	1322+89 'TWNB'	2.0' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON MEDIAN SHOULDER
IH 39/90 SOUTHBOUND									
USH 14	929+64 'TWSB'	13.1' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON MEDIAN SHOULDER
STH 26	969+50 'TWSB'	10.0' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON MEDIAN SHOULDER
STH 26 - WSOR	979+19 'TWSB'	27.0' RT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	LT	TEMPORARY CONCRETE BARRIER ON MEDIAN SHOULDER
STAGE 2 SUBTOTAL			5						
STAGE 3									
IH 39/90 NORTHBOUND									
E TOWNLINE RD - WSOR	1145+00 'TWNB'	22.0' RT	1	4	OM-3R (W5-58R)	TL-3	UNIDIRECTIONAL	LT	TEMPORARY CONCRETE BARRIER ON SHOULDER
NEWVILLE RD - END PROJECT	1296+00 'TWNB'	25.0' RT	1	4	OM-3R (W5-58R)	TL-3	UNIDIRECTIONAL	LT	TEMPORARY CONCRETE BARRIER ON SHOULDER
NEWVILLE RD - END PROJECT	1311+55 'TWNB'	23.0' RT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON MEDIAN SHOULDER
IH 39/90 SOUTHBOUND									
USH 14	929+72 'TWSB'	1.0' RT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	LT	TEMPORARY CONCRETE BARRIER ON MEDIAN SHOULDER
STH 26	969+50 'TWSB'	2.9' LT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	LT	TEMPORARY CONCRETE BARRIER ON MEDIAN SHOULDER
WSOR	988+53 'TWSB'	8.0' RT	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	LT	TEMPORARY CONCRETE BARRIER ON MEDIAN SHOULDER
STAGE 3 SUBTOTAL			6						
STAGE 4									
IH 39/90 NORTHBOUND									
WSOR - CTH M	1190+41 'TWNB'	3.0' LT	1	4	OM-3R (W5-58R)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON SHOULDER
NEWVILLE RD - END PROJECT	1278+48 'TWNB'	2.7' LT	1	4	OM-3R (W5-58R)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON SHOULDER
STAGE 4 SUBTOTAL			2						
1005-10-81 PROJECT TOTAL			**16**						

GUARDRAIL REPAIR

LOCATION	SPV.0060.200 REPAIR STATE OWNED ENERGY ABSORBING TERMINAL (EAT) (EACH)	SPV.0090.203 REPAIR STATE OWNED GUARDRAIL (LF)
1005-10-81		
CATEGORY 1000		
UNDISTRIBUTED	2	100
1005-10-81 PROJECT TOTAL	**2**	**100**

CRASH CUSHION LOW MAINTENANCE

LOCATION	SPV.0060.201 CRASH CUSHION LOW MAINTENANCE DELIVERED (EACH)	SPV.0060.202 INSTALL DEPARTMENT FURNISHED CRASH CUSHION LOW MAINTENANCE (EACH)	SPV.0060.203 REPAIR STATE OWNED CRASH CUSHION LOW MAINTENANCE (EACH)
1005-10-81			
CATEGORY 1000			
UNDISTRIBUTED	-	1	1
CATEGORY 1800			
UNDISTRIBUTED	3	-	-
1005-10-81 PROJECT TOTAL	**3**	**1**	**1**

3

EMERGENCY RESPONSE

LOCATION	SPV.0060.204 EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING CONCRETE BARRIER TEMPORARY PRECAST (EACH)	SPV.0060.205 EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING CRASH CUSHION (EACH)	SPV.0060.206 EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING GUARD RAIL OR EAT (EACH)
1005-10-81			
CATEGORY 1000			
UNDISTRIBUTED	4	2	2
1005-10-81 PROJECT TOTAL	**4**	**2**	**2**

MOVING SIGNS

	SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II (EACH)	638.4000 MOVING SMALL SIGNS SUPPORTS (EACH)	SIGN MOUNTED ON SAME POST AS	DESCRIPTION
1005-10-81						
CATEGORY 1000						
	7M-01	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	7M-02	R3-4	1	1	---	NO U-TURN SYMBOL
	7M-03	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	7M-04	R3-4	1	1	---	NO U-TURN SYMBOL
	8M-01	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	8M-02	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	9M-01	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	10M-01	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	10M-02	E5-54	1	2	---	REST AREA / ARROW RIGHT
	10M-03	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	10M-04	R3-4	1	1	---	NO U-TURN SYMBOL
	11M-01	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	12M-01	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	13M-01	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	13M-02	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	15M-01	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	16M-01	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	16M-02	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	17M-01	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	18M-01	R3-4	1	1	---	NO U-TURN SYMBOL
	18M-02	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	22M-01	D10-5A	1	1	---	ENHANCED REFERENCE MARKER (2 SHIELDS)
	UNDISTRIBUTED		2	2		
	1005-10-81 PROJECT TOTAL		**24**	**25**		

GEOTEXTILE ITEMS

	LOCATION	STATION - STATION	645.0120 GEOTEXTILE TYPE HR (SY)	645.0130 GEOTEXTILE TYPE R (SY)	SPV.0180.151 GEOTEXTILE TYPE FF (SY)	SPV.0090.001 COMPOST TUBE (LF)
1005-10-81						
CATEGORY 1000						
STAGE 2						
	IH 39/90 NORTHBOUND					
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	16	---	---	---
	CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	40	---	---	---
	IH 39/90 SOUTHBOUND					
	BEGIN PROJECT - E TOWNLINE RD	1028+30 'TWSB' - 1099+68 'TWSB'	0	---	---	---
	E TOWNLINE RD - WSOR	1099+68 'TWSB' - 1196+11 'TWSB'	0	---	---	---
		STAGE 2 SUBTOTAL	56	---	---	---
STAGE 3						
	IH 39/90 NORTHBOUND					
	E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	1,176	---	---	3,700
	WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	1,222	402	---	---
	NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	146	58	---	---
		STAGE 3 SUBTOTAL	2,544	460	---	3,700
		TEMPORARY SETTLING BASINS	---	---	450	---
		1005-10-81 PROJECT TOTAL	**2,600**	**460**	**450**	**3,700**

PERMANENT SIGNING

	SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN	X	SIGN SIZE H IN	634.0616 POSTS WOOD 4X6-INCH X 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.5453 BARRICADES PERMANENT TYPE III (EACH)	SIGN MOUNTED ON SAME POST AS	DESCRIPTION
1005-10-81												
CATEGORY 1000												
	7-01	W12-2	2S	36	X	36	---	2	9.00	---	---	LOW CLEARANCE SYMBOL
	7-02	W12-2	2S	36	X	36	---	2	9.00	---	---	LOW CLEARANCE SYMBOL
	14-01	M1-94	5	54	X	21	2	---	7.88	---	---	CROSSROAD NAME
	RAMP RTA						---	---	---	4	---	
	RAMP RTB						---	---	---	4	---	
			1005-10-81 PROJECT TOTAL				**2**	**4**	**25.88**	**8**		

TRAFFIC CONTROL

CATEGORY	STAGE	*NO. OF DAYS (DAY)	643.0300 DRUMS (DAY)	643.0420 BARRICADES TYPE III (DAY)	643.0705 WARNING LIGHTS TYPE A (DAY)	643.0715 WARNING LIGHTS TYPE C (DAY)	643.0800 ARROW BOARDS (DAY)	643.0900 SIGNS (DAY)	643.1050 SIGNS PCMS (EACH)
1005-10-81									
CATEGORY 1000	STAGE 1A	11	6,019	196	392	590	44	462	22
	STAGE 1B	7	454	14	28	118	14	119	7
	STAGE 2	77	21,403	776	1,552	1,294	154	1,309	77
	STAGE 2 - SB	12	2,940	84	168	1,704	24	372	12
	STAGE 2A - SB	12	4,820	12	24	996	48	396	12
	STAGE 2 (USH 14/STH 26)	10	4,820	120	240	---	40	520	10
	STAGE 2A (USH 14/STH 26)	10	5,180	120	240	---	40	520	---
	STAGE 3	83	20,872	1,212	2,424	1,394	166	2,209	83
	STAGE 4	23	3,599	570	1,140	386	46	391	23
	UNDISTRIBUTED	--	7,014	311	622	668	59	632	24
1005-10-81 PROJECT TOTAL			**77,120**	**3,415**	**6,830**	**7,150**	**635**	**6,930**	**270**

*FOR INFORMATIONAL PURPOSES ONLY

PERMANENT PAVEMENT MARKING

LOCATION	STATION - STATION		646.1020 MARKING LINE EPOXY 4-INCH (WHITE) (LF)	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) (LF)	646.3020 MARKING LINE EPOXY 8-INCH (LF)	646.7220 MARKING CHEVRON EPOXY 24-INCH (LF)	646.6464.S COLD WEATHER MARKING EPOXY 4-INCH (WHITE) (LF)	646.6464.S COLD WEATHER MARKING EPOXY 4-INCH (YELLOW) (LF)
1005-10-81								
CATEGORY 1000								
IH 39/90 NORTHBOUND								
	1083+28 'TWNB'	- 1095+00 'TWNB'	733	586	-	-	733	586
	1095+00 'TWNB'	- 1109+00 'TWNB'	875	700	-	-	875	700
	1109+00 'TWNB'	- 1123+00 'TWNB'	875	700	-	-	875	700
	1123+00 'TWNB'	- 1137+00 'TWNB'	875	700	-	-	875	700
	1137+00 'TWNB'	- 1151+00 'TWNB'	875	700	-	-	875	700
	1151+00 'TWNB'	- 1165+00 'TWNB'	875	700	-	-	875	700
	1165+00 'TWNB'	- 1179+00 'TWNB'	875	700	-	-	875	700
	1179+00 'TWNB'	- 1193+00 'TWNB'	875	700	-	-	875	700
	1193+00 'TWNB'	- 1207+00 'TWNB'	875	700	-	-	875	700
	1207+00 'TWNB'	- 1231+00 'TWNB'	875	700	-	-	875	700
	1231+00 'TWNB'	- 1245+00 'TWNB'	875	700	-	-	875	700
	1245+00 'TWNB'	- 1259+00 'TWNB'	875	700	-	-	875	700
	1259+00 'TWNB'	- 1273+00 'TWNB'	875	700	-	-	875	700
	1273+00 'TWNB'	- 1287+00 'TWNB'	875	700	-	-	875	700
	1287+00 'TWNB'	- 1301+00 'TWNB'	875	700	-	-	875	700
	1301+00 'TWNB'	- 1315+00 'TWNB'	875	700	-	-	875	700
	1315+00 'TWNB'	- 1329+00 'TWNB'	875	700	-	-	875	700
	1329+00 'TWNB'	- 1339+47 'TWNB'	654	524	-	-	654	524
IH 39/90 SOUTHBOUND								
	900+47'TWSB'	- 923+00'TWSB'	2,657	2,253	520	-	-	-
	923+00'TWSB'	- 963+50'TWSB'	5,408	4,046	1,758	293	-	-
	963+50'TWSB'	- 980+66'TWSB'	2,265	1,756	372	128	-	-
SUBTOTAL			25,717	20,365	2,650	421	15,387	12,310
	UNDISTRIBUTED		1,333	1,035	140	29	813	640
1005-10-81 PROJECT TOTAL			**27,050**	**21,400**	**2,790**	**450**	**16,200**	**12,950**
			48,450				**29,150**	

SAWING

LOCATION	STATION - STATION	690.0150 ASPHALT (LF)	690.0250* CONCRETE (LF)
1005-10-81			
CATEGORY 1000			
STAGE 1A			
IH 39/90 NORTHBOUND			
BEGIN PROJECT - E TOWNLINE RD	1096+48 'TWNB' - 1099+70 'TWNB'	155	---
CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	304	---
NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	482	---
RAMP RTA			
BEGIN CONSTRUCTION - IH 39/90 SOUTHBOUND	1114+57 'RTA' - 1118+50 'RTA'	69	---
RAMP RTB			
IH 39/90 SOUTHBOUND - END CONSTRUCTION	1142+49 'RTB' - 1144+72 'RTB'	80	---
	STAGE 1A SUBTOTAL	1,090	---
STAGE 2			
IH 39/90 NORTHBOUND			
BEGIN PROJECT - E TOWNLINE RD	1096+48 'TWNB' - 1099+70 'TWNB'	22	---
E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	233	3,542
WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	---	855
CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	25	6,050
NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	1,545	2,738
	STAGE 2 SUBTOTAL	1,825	13,185
STAGE 3			
IH 39/90 NORTHBOUND			
E TOWNLINE RD - WSOR	1099+70 'TWNB' - 1196+04 'TWNB'	---	25
WSOR - CTH M	1196+04 'TWNB' - 1205+87 'TWNB'	---	50
CTH M - NEWVILLE RD	1205+87 'TWNB' - 1289+00 'TWNB'	25	520
NEWVILLE RD - END PROJECT	1289+00 'TWNB' - 1346+00' TWNB'	860	2,620
	STAGE 3 SUBTOTAL	885	3,215
	1005-10-81 PROJECT TOTAL	**3,800**	**16,400**

*ADDITIONAL QUANTITY FOUND IN "CONCRETE PAVEMENT REPAIR ITEMS" TABLE

TEST PITS

LOCATION	STATION - STATION	SPV.0060.006 TEST PITS (EACH)
1005-10-81		
CATEGORY 1000		
IH 39/90 NORTHBOUND	1028+33 'TWNB' - 1337+00 'TWNB'	15
PROJECT 1005-10-81 TOTAL		**15**

TEMPORARY MARKING

LOCATION	STAGE	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH (LF)	646.9110 MARKING REMOVAL LINE WATER BLASTING 8-INCH (LF)	646.9210 MARKING REMOVAL LINE WATER BLASTING WIDE (LF)	649.0120 LINE 4-INCH EPOXY (WHITE) (SOLID) (LF)	649.0120 LINE 4-INCH EPOXY (YELLOW) (SOLID) (LF)	649.0150 LINE REMOVABLE TAPE 4-INCH (WHITE) (SOLID) (LF)	649.0150 LINE REMOVABLE TAPE 4-INCH (WHITE) (12.5' LINE 37.5' SKIP) (LF)	649.0150 LINE REMOVABLE TAPE 4-INCH (YELLOW) (SOLID) (LF)	649.0220 LINE 8-INCH (WHITE) EPOXY (SOLID) (LF)	649.0250 LINE REMOVABLE TAPE 8-INCH (WHITE) (SOLID) (LF)	649.0250 LINE REMOVABLE TAPE 8-INCH (WHITE) (3' LINE 9' SKIP) (LF)	649.0760 RAISED PAVEMENT MARKER TYPE I (EACH)
1005-10-81													
CATEGORY 1000													
IH 39/90 NORTHBOUND													
	STAGE 2	47,508	-	-	22,570	22,500	-	5,700	-	1,060	-	-	21
	STAGE 3	47,492	-	-	18,080	14,950	-	1,000	-	490	-	-	9
	STAGE 4	-	-	-	-	-	2,500	625	2,500	-	-	-	-
IH 39/90 SOUTHBOUND													
	STAGE 2	18,400	2,650	430	-	-	-	-	-	-	-	-	-
	STAGE 2 - SB	-	-	-	-	-	8,920	2,013	8,050	-	3,850	420	-
	STAGE 2A - SB	-	-	-	-	-	5,100	713	7,000	-	4,990	425	-
1005-10-81 PROJECT TOTAL		**113,400**	**2,650**	**430**	**40,650**	**37,450**	**16,520**	**10,050**	**17,550**	**1,550**	**8,840**	**845**	**30**
					78,100			**44,120**			**9,685**		

CABLE GUARD ITEMS

LOCATION	STATION - STATION	OFFSET	SPV.0060.650 SALVAGE TERMINAL HIGH-TENSION CABLE TL-3 SAFENCE (EACH)	SPV.0090.651 SALVAGE HIGH-TENSION CABLE TL-3 SOCKETED SAFENCE (LF)
CATEGORY 1800				
STAGE 2				
IH 39/90 NORTHBOUND				
	1310+25 'TWNB' - 1322+86 'TWNB'	LT	2	1,265
	STAGE 2 SUBTOTAL		2	1,265
	1005-10-81 PROJECT TOTAL		**2**	**1,265**

INFILTRATION DITCH BACKFILL ITEMS

LOCATION	STATION - STATION	SPV.0035.002 ROADSIDE INFILTRATION DITCH GRANULAR BACKFILL SAND (CY)	SPV.0180.001 COMPOST (SY)
1005-10-81			
CATEGORY 1000			
STAGE 3			
IH 39/90 NORTHBOUND			
	1241+00 'TWNB' - 1245+69 'TWNB'	170	315
	STAGE 3 SUBTOTAL	170	315
	1005-10-81 PROJECT TOTAL	**170**	**315**

UTILITY LINE OPENING (ULO)

STATION	SPV.0060.653 (EACH)
1005-10-81	
CATEGORY 1000	
UNDISTRIBUTED	10
PROJECT 1005-10-81 TOTAL	**10**

REMOVING BILLBOARD SIGN AND SIGN STRUCTURE

LOCATION	STATION	SPV.0060.008 (EACH)
1005-10-81		
CATEGORY 1000		
STAGE 3		
IH 39/90 NORTHBOUND		
E TOWNLINE RD - WSOR	1186+85'TWNB'	1
CTH M - NEWVILLE RD	1206+70'TWNB'	1
	1005-10-81 PROJECT TOTAL	**2**

INFILTRATION TEST PITS

LOCATION	STATION	OFFSET	SPV.0060.007 (EACH)
1005-10-81			
CATEGORY 1000			
STAGE 2			
IH 39/90 NORTHBOUND			
NEWVILLE RD - END PROJECT	1289+50 'TWNB'	155.0' LT	1
NEWVILLE RD - END PROJECT	1293+40 'TWNB'	170.0' LT	1
STAGE 2 SUBTOTAL			2
1005-10-81 PROJECT TOTAL			**2**

ITS DEVICES & COMMUNICATION ITEMS

	ITEM ID	EQUIPMENT CODE	STATION	OFFSET	670.0100 FIELD SYSTEM INTEGRATOR (LS)	670.0200 ITS DOCUMENTATION (LS)	673.0225.S INSTALL POLE MOUNTED CABINET (EACH)	677.0200 INSTALL CAMERA ASSEMBLY (EACH)	678.0600 INSTALL ETHERNET SWITCHES (EACH)	SPV.0060.401 POLES WOOD 65-FT (EACH)	SPV.0060.402 INSTALL WIRELESS MESH RADIO ASSEMBLY (EACH)
1005-10-81											
CATEGORY 1200											
	CCTV-53-0106	CP-1	1106+85'TWSB'	RT	---	---	1	1	1	1	1
			1005-10-81 PROJECT TOTAL		**1**	**1**	**1**	**1**	**1**	**1**	**1**

ITS CONDUIT ITEMS

	FROM	TO	LINEAR DISTANCE (LF)	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (LF)	652.0605 CONDUIT SPECIAL 2-INCH (LF)
1005-10-81					
CATEGORY 1200					
	EXCP-1	EXPB-1	15	EXISTING	
	EXPB-1	EXPP-1	140	EXISTING	
	EXPP-1	PB-1	215	215	---
	PB-1	PB-2	145	---	145
	PB-2	CP-1	15	15	---
		1005-10-81 PROJECT TOTAL		**230**	**145**

ITS PULL BOX & COMMUNICATION VAULT ITEMS

	LOCATION	STATION	OFFSET	653.0164 PULL BOXES NON-CONDUCTIVE 24x42-INCH (EACH)
1005-10-81				
CATEGORY 1200				
	IH 39/90 SOUTHBOUND			
	EXPB-1	1104+65'TWSB'	RT	---
	PB-1	1106+80'TWSB'	LT	1
	PB-2	1106+85'TWSB'	RT	1
	1005-10-81 PROJECT TOTAL			**2**

MISCELLANEOUS ITS - LINEAR FEET ITEMS

	FROM	TO	LINEAR DISTANCE (LF)	674.0300 REMOVE CABLE (LF)
1005-10-81				
CATEGORY 1200				
	EXCP-1	EXPB-1	15	15
	EXPB-1	EXPP-1	140	140
	1005-10-81 PROJECT TOTAL			**155**

ITS CABLE ITEMS

	FROM	TO	LINEAR DISTANCE LF	NUMBER OF ELECTRICAL WIRES LIGHTING 2 AWG	CABLE SLACK (LF)	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG (LF)
1005-10-81						
CATEGORY 1200						
	EXCP-1	EXPB-1	15		EXISTING	
	EXPB-1	EXPP-1	140		EXISTING	
	EXPP-1	PB-1	215	3	12	681
	PB-1	PB-2	145	3	12	471
	PB-2	CP-1	15	3	12	81
		1005-10-81 PROJECT TOTAL				**1,233**

MISCELLANEOUS ITS

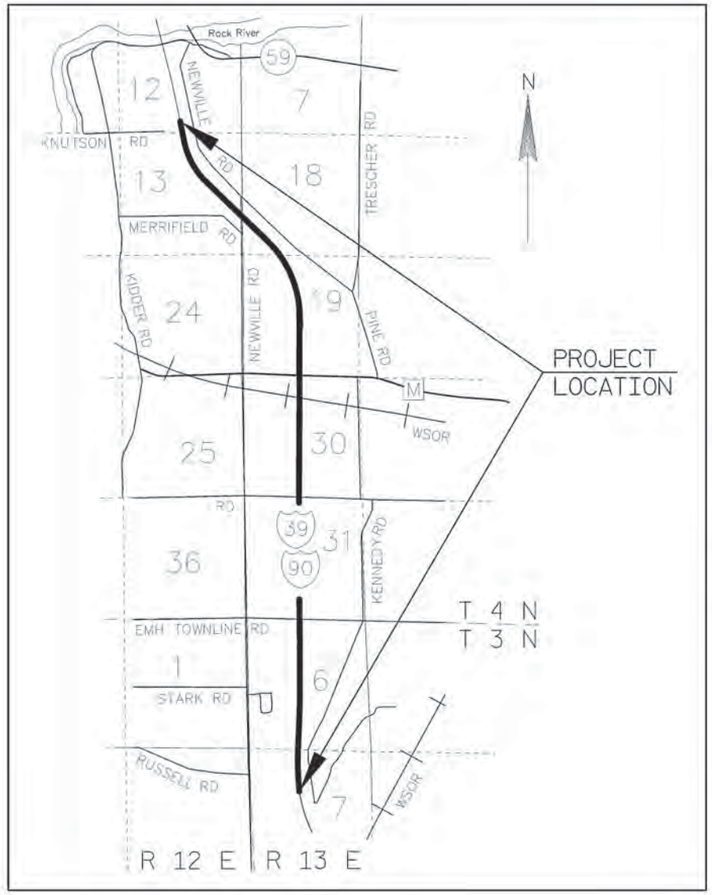
	ITEM ID	EQUIPMENT CODE	STATION	OFFSET	653.0905 REMOVING PULL BOXES (EACH)	SPV.0060.403 REMOVE POLES WOOD (EACH)	SPV.0105.401 SALVAGE ITS EQUIPMENT (LS)
1005-10-81							
CATEGORY 1200							
	EXCP-1	---	1104+65'TWSB'	RT	---	1	1
	EXPB-1	---	1104+65'TWSB'	RT	1	---	---
	1005-10-81 PROJECT TOTAL				**1**	**1**	**1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 1005-10-26

ILLINOIS STATE LINE - MADISON

KENNEDY ROAD TO KNUTSON ROAD

IH 39
ROCK COUNTY



LAYOUT

SCALE 0 1.0 MI.

CONVENTIONAL SYMBOLS

SECTION LINE		SECTION CORNER	
QUARTER LINE		NOTATION FOR COMBUSTABLE FLUIDS	CAUTION
SIXTEENTH LINE		NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES	CAUTION
NEW REFERENCE LINE		R/W MONUMENT	
NEW R/W LINE		NON-MONUMENTED R/W POINT	
EXISTING R/W LINE		FOUND IRON PIN	IP
PROPERTY LINE	P.L.	VALVE (GAS, WATER, ETC.)	(TYPE)
LOT, TIE & OTHER MINOR LINES		SIGN	SIGN
CORPORATE LIMITS		OFF-PREMISE SIGN	I-25 SIGN
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	W (TYPE)		
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)			
TEMPORARY LIMITED EASEMENT AREA			
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)			
TRANSMISSION STRUCTURES			
BUILDING			
NATIONAL GEODETIC SURVEY MONUMENT			
SIXTEENTH CORNER MONUMENT			

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

ACCESS CONTROLLED BY ACQUISITION	
NO ACCESS (BY STATUTORY AUTHORITY)	
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	
NO ACCESS (NEW HIGHWAY)	
BRIDGE	
PARCEL NUMBER	25
UTILITY NUMBER	40

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

THE NOTES, CONVENTIONAL SYMBOLS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1005-10-26.

NOTES:

DISTANCES SHOWN FROM THE RIGHT-OF-WAY LINE TO BUILDINGS ARE APPROXIMATE ONLY.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2007) IN U. S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON-ACQUISITION AREAS ARE INTENDED TO REESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENT.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATON SOUTHWEST REGION MADISON OFFICE.

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

A **TEMPORARY LIMITED EASEMENT** (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TEMPORARY LIMITED EASEMENTS (TLES) EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A **PERMANENT LIMITED EASEMENT** (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

A **HIGHWAY EASEMENT** (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, SO LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR IH - 39/90 IS ESTABLISHED FROM PREVIOUS PROJECTS, I-90-3(30)161, 1005-11-20, 1001-01-23, 1005-10-21, AND CSM'S# 930728, 1136436, 1258329, AND 823588.

EXISTING HIGHWAY RIGHT-OF-WAY FOR N. KENNEDY ROAD IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH M IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161, R/W PROJECT ID 6453(17), R/W PROJECT ID 3656-01-00, CSM# 315077, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. KNUTSON ROAD IS ESTABLISHED FROM CSM# 1068328 AND PLAT OF SURVEY #12441.

EXISTING HIGHWAY RIGHT-OF-WAY FOR N. NEWVILLE ROAD IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161, CSM'S# 930728, 1136436, 1258329, 823588 AND TRANSFER DEED DOCUMENT 634781.

EXISTING HIGHWAY RIGHT-OF-WAY FOR N. PINE ROAD IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. MERRIFIELD ROAD IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

EXISTING HIGHWAY RIGHT-OF-WAY FOR MANOGUE ROAD IS ESTABLISHED FROM PREVIOUS PROJECTS I-90-3(30)161, 1005-10-21 & 1001-01-23.

EXISTING HIGHWAY RIGHT-OF-WAY FOR OLD KENNEDY ROAD IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161 & SUBDIVISION PLAT OF HARMONY GROVE FIRST ADDITION.

EXISTING HIGHWAY RIGHT-OF-WAY FOR EMH TOWNLINE ROAD IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

PROJECT NUMBER 1005-10-26-4.01
SHEET 2 OF 2

FILE NAME : G:\WDOTSW\WSW10-11032\RW\1005-10-26 KENNEDY - KNUTSON\SHEETS PLAN C3D\TITLE SHEET.DWG
APPRAISAL PLAT DATE : APRIL 25, 2016
PLOT DATE : 04/25/2016 12:50 PM
PLOT BY : KL ENGINEERING PLOT NAME :
1005-10-26-4.01
LAYOUT NAME - ****

2050647
RANDAL LEYES
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON:
04/28/2016 11:46:17AM
REC FEE: 0.00
FILED:
PAGES: 2

TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.01

THAT PART OF THE NE 1/4 - NW 1/4 OF SECTION 7, T3N, R13E, TOWN OF HARMONY, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 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.

TLE - STATION OFFSET TABLE		
POINT	STATION	OFFSET
T6150	1029+60.75	140.91'
T6151	1035+75.38	153.74'

STATION OFFSET TABLE		
POINT	STATION	OFFSET
6100	1042+79.38	134.39'
6101	1040+44.47	128.92'
6102	1040+41.47	257.50'
6104	1040+26.85	322.24'
6105	1033+22.21	250.68'
6106	1029+46.71	276.17'
6107	1029+60.44	130.78'
6108	1035+40.06	141.11'
6109	1036+32.53	174.79'
6110	1037+01.57	236.44'
6111	1038+11.95	214.87'
6112	1042+63.50	239.17'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2

SCALE, FEET
0 100 200

GN

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

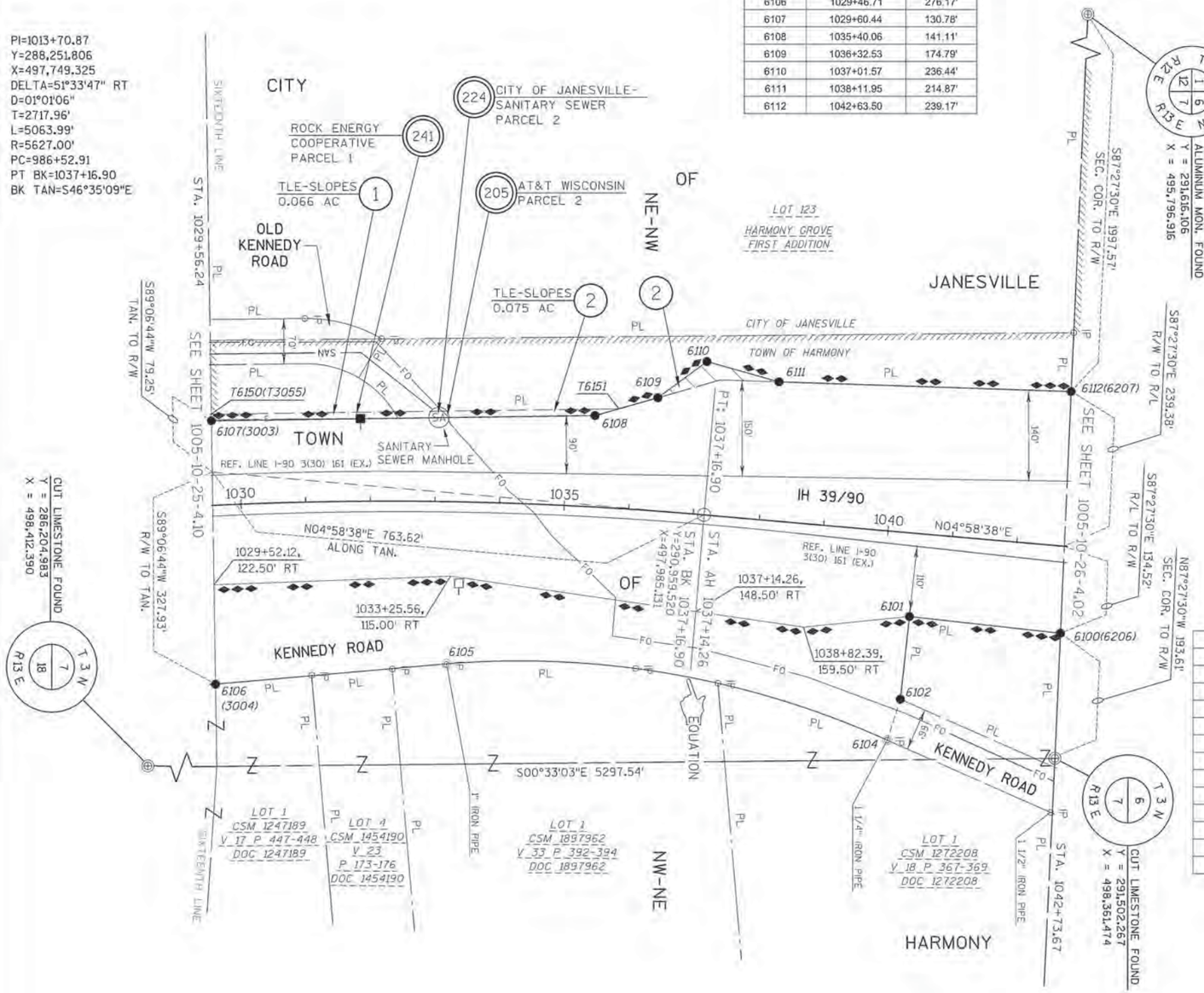
APRIL 25, 2016
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
P.L.S. NUMBER 2033

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

4/27/2016
DAVID R. MILLER — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.01
SHEET 1 OF 2
AMENDMENT NO.

PI=1013+70.87
Y=288,251.806
X=497,749.325
DELTA=51°33'47" RT
D=01°01'06"
T=2717.96'
L=5063.99'
R=5627.00'
PC=986+52.91
PT BK=1037+16.90
BK TAN=S46°35'09"E

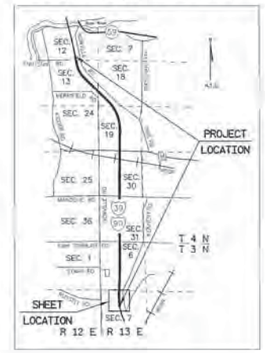


UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
205	AT&T WISCONSIN	RELEASE OF RIGHTS
224	CITY OF JANESVILLE - SANITARY SEWER	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
ROCK ENERGY COOPERATIVE	DOC 1735929	1
AT&T WISCONSIN	NO EASEMENT OF RECORD FOUND	2
CITY OF JANSEVILLE SANITARY SEWER	NO EASEMENT OF RECORD FOUND	2

LOCATION SKETCH



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
1	PREFERRED HOMES, INC	TLE	----	----	----	0.066
2	EDWIN J. & KATHY WIRKA	FEE/TLE	0.067	----	0.067	0.075

COURSE TABLE		
COURSE	BEARING	DISTANCE
6100-6101	S06° 18' 45"W	234.98'
6101-6102	S83° 41' 16"E	128.62'
6102-6104	S72° 17' 46"E	66.37'
6104-6105	SEE CURVE DATA	
6105-6106	S05° 01' 29"E	358.76'
6106-6107	S89° 06' 44"W	407.18'
6107-6108	N00° 46' 13"W	593.45'
6108-6109	N15° 51' 28"W	100.85'
6109-6110	N36° 16' 26"W	94.46'
6110-6111	N15° 42' 37"E	115.69'
6111-6112	N01° 53' 50"E	452.20'
6112-6100	S87° 27' 30"E	373.90'

CURVE 6104-6105
L=699.27'(699.32')
LC=691.85'(691.88')
LCB=S09°48'52"W(S10°17'00"W)
R=1383.94'(1382.69')

HIGHWAY	BASIS
IH 39/90	PROJECT I-90-3(30)161
N. KENNEDY ROAD	PROJECT I-90-3(30)161
OLD KENNEDY ROAD	HARMONY GROVE FIRST ADDITION & PROJECT I-90-3(30)161

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION MADISON OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

FILE NAME : G:\WDOTSW\WSW10-11032\RW\1005-10-26 KENNEDY - KNUTSON\SHEETS PLAN C3D\040101_RP.DWG PLOT DATE : APPRAISAL PLAT DATE : APRIL 26, 2016
PLOT DATE : 25/04/2016 PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
1005-10-26-4.01

2061601
RANDAL LEYES
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
09/20/2016 11:43:29AM
REC FEE: 25.00
FILED: TPP-8134
PAGES: 1

TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.02

THAT PART OF THE NE 1/4 - SW 1/4 & SE 1/4 - SW 1/4 OF SECTION 6, T3N, R13E, TOWN OF HARMONY, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

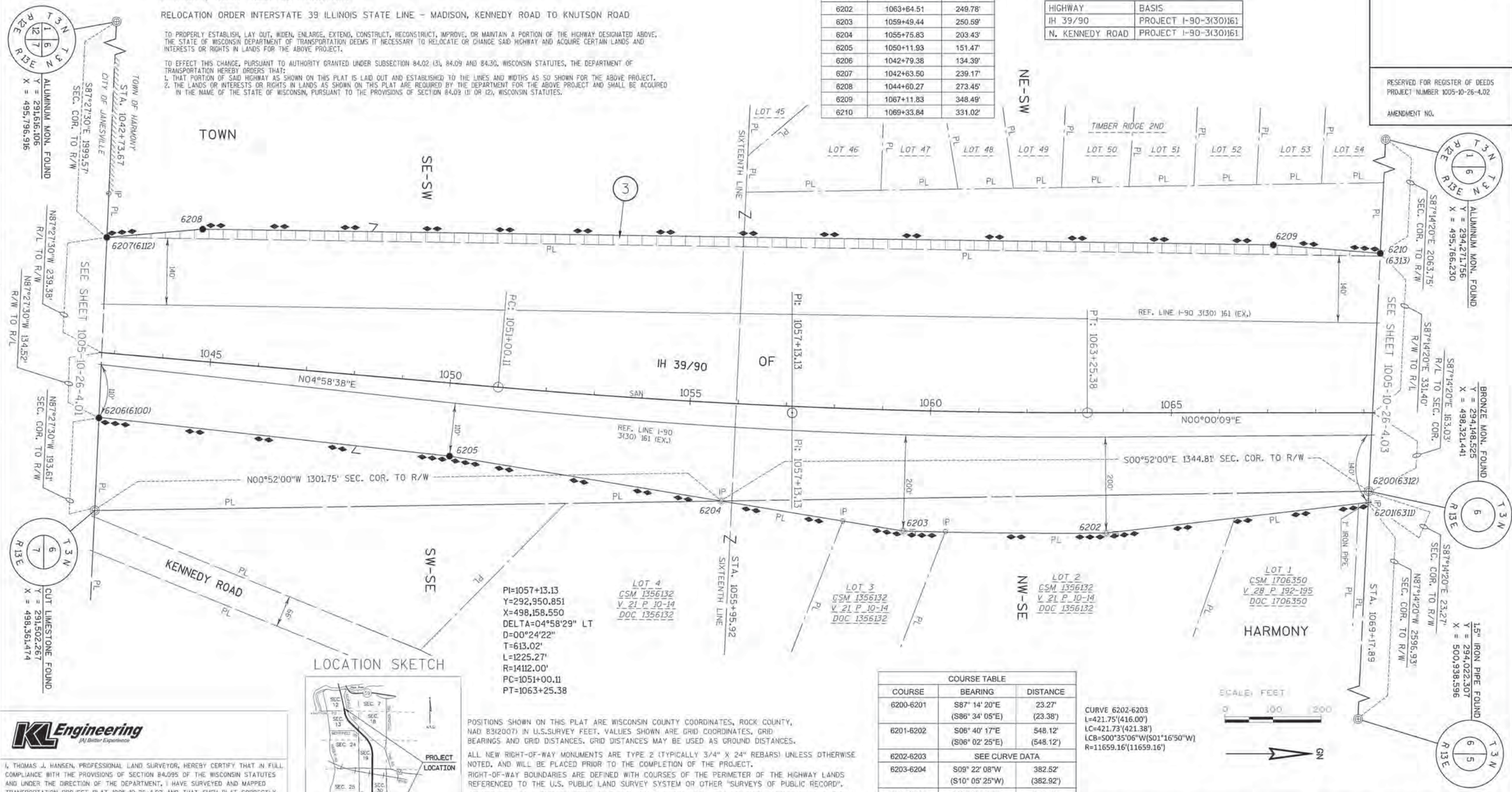
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE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

STATION OFFSET TABLE		
POINT	STATION	OFFSET
6200	1069+10.04	162.84'
6201	1069+08.92	186.08'
6202	1063+64.51	249.78'
6203	1059+49.44	250.59'
6204	1055+75.83	203.43'
6205	1050+11.93	151.47'
6206	1042+79.38	134.39'
6207	1042+63.50	239.17'
6208	1044+60.27	273.45'
6209	1067+11.83	348.49'
6210	1069+33.84	331.02'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2050647.

HIGHWAY	BASIS
IH 39/90	PROJECT I-90-3(30)161
N. KENNEDY ROAD	PROJECT I-90-3(30)161

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.02
AMENDMENT NO.

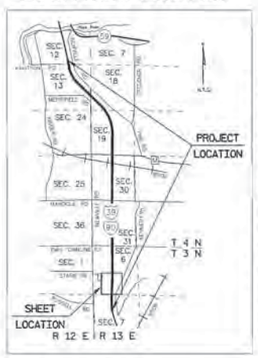


PI=1057+13.13
Y=292,950.851
X=498,158.550
DELTA=04°58'29" LT
D=00°24'22"
T=613.02'
L=1225.27'
R=14112.00'
PC=1051+00.11
PT=1063+25.38

CURVE 6202-6203
L=421.75'(416.00')
LC=421.73'(421.38')
LCB=S00°35'06"W(S01°16'50"W)
R=11659.16'(11659.16')

COURSE TABLE		
COURSE	BEARING	DISTANCE
6200-6201	S87° 14' 20"E (S86° 34' 05"E)	23.27' (23.38')
6201-6202	S06° 40' 17"E (S06° 02' 25"E)	548.12' (548.12')
6202-6203	SEE CURVE DATA	
6203-6204	S09° 22' 08"W (S10° 05' 25"W)	382.52' (382.92')
6204-6205	S09° 22' 08"W	572.36'
6205-6206	S06° 18' 45"W	732.74'
6206-6207	N87° 27' 30"W	373.90'
6207-6208	N04° 54' 19"W	199.74'
6208-6209	N00° 50' 29"E	2224.14'
6209-6210	N04° 30' 10"E	222.69'
6210-6200	S87° 14' 20"E	494.43'

LOCATION SKETCH



KL Engineering
All Better Experiences

I, THOMAS J. HANSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
THOMAS J. HANSEN
S-2033
MADISON, WISCONSIN
LAND SURVEYOR

Thomas J. Hansen — AUGUST 23, 2016
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
P.L.S. NUMBER 2033

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

David R. Miller — 9/19/2016
DAVID R. MILLER — DATE

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83(2007) IN U.S.SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION MADISON OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
3	RIESTERER FARMS, LLP	FEE	1.133	----	1.133	----

FILE NAME : G:\WDOTSW\WSW1D-11032\RW\1005-10-26 KENNEDY - KNUTSON\SHEETS PLAN C3D\040101_RP.DWG PLOT DATE :
APPRAISAL PLAT DATE : AUGUST 23, 2016
PLOT DATE : 23/08/2016 PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

2061602
RANDAL LEYES
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
09/20/2016 11:43:29AM
REC FEE: 25.00
FILED: TPP-E135, E136
PAGES: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.03
AMENDMENT NO.
SHEET 1 OF 2

TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.03

THAT PART OF LOTS 1 & 2, CSM 1073914 (RECORDED IN V 13, P 273-274 AS DOC 1073914), LOCATED IN THE NE 1/4 - NW 1/4; THAT PART OF LOT 1, CSM 876378 (RECORDED IN V 7, P 104 AS DOC 876378), LOCATED IN THE NW 1/4 - NE 1/4; PART OF THE NE 1/4 - NW 1/4; AND THAT PART OF THE SE 1/4 - NW 1/4 OF SECTION 6, T3N, R13E, TOWN OF HARMONY, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 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.

HIGHWAY	BASIS
IH 39/90	PROJECT I-90-3(30)161
EMH TOWNLINE ROAD	PROJECT I-90-3(30)161

SIGN		
NO.	OWNER	OASIS
9-1	OUTFRONT MEDIA, LLC /JODY PURDY	14408

LOCATION SKETCH

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83(2007) IN U.S.SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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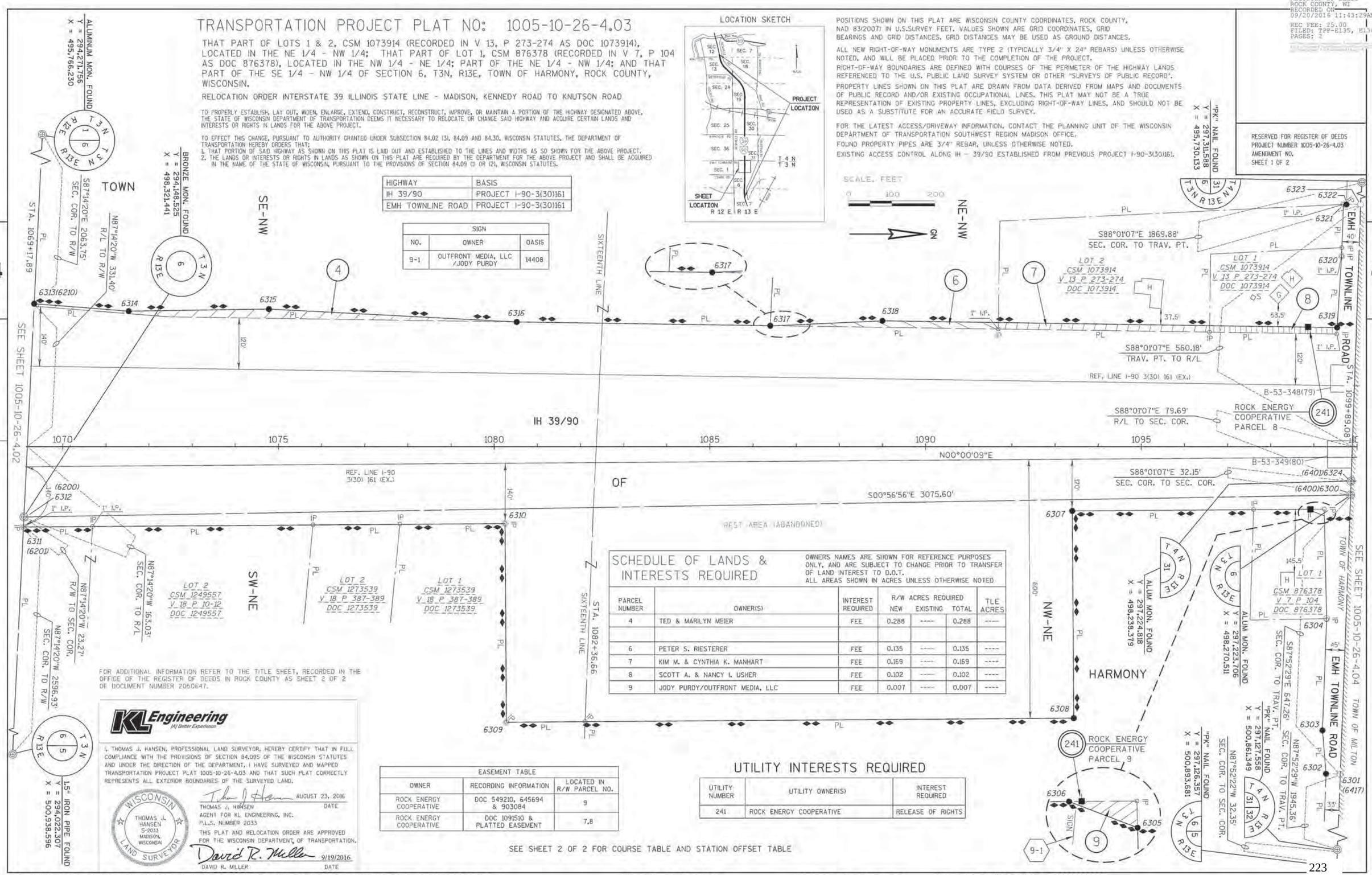
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION MADISON OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2050647.

KL Engineering
Making Better Experiences

I, THOMAS J. HANSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

AUGUST 23, 2016
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
P.L.S. NUMBER 2033

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

9/19/2016
DAVID R. MILLER — DATE

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
ROCK ENERGY COOPERATIVE	DOC 549210, 645694 & 903084	9
ROCK ENERGY COOPERATIVE	DOC 1091510 & PLATTED EASEMENT	7,8

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
4	TED & MARILYN MEIER	FEE	0.288	-----	0.288	-----
6	PETER S. RIESTERER	FEE	0.135	-----	0.135	-----
7	KIM M. & CYNTHIA K. MANHART	FEE	0.169	-----	0.169	-----
8	SCOTT A. & NANCY I. USHER	FEE	0.102	-----	0.102	-----
9	JODY PURDY/OUTFRONT MEDIA, LLC	FEE	0.007	-----	0.007	-----

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

SEE SHEET 2 OF 2 FOR COURSE TABLE AND STATION OFFSET TABLE

2061603
RANDAL LEYES
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON:
09/20/2016 11:43:29AM
REC FEE: 25.00
FILED: TPP-8137
PAGES: 1

TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.04

THAT PART OF THE NE 1/4 - SW 1/4, SE 1/4 - SW 1/4, SW 1/4 - SE 1/4 & NW 1/4 - SE 1/4 OF SECTION 31, T4N, R13E, TOWN OF MILTON, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 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.

STATION OFFSET TABLE		
POINT	STATION	OFFSET
6400	1099+85.22	111.78'
6401	1099+86.33	79.64'
6402	1100+04.29	440.22'
6403	1100+37.27	439.08'
6404	1100+35.06	279.77'
6405	1116+21.55	256.76'
6406	1116+27.65	666.61'
6407	1118+47.42	663.38'
6408	1118+52.70	1,013.29'
6409	1126+70.63	1,001.22'
6410	1126+72.92	1,061.18'
6411	1126+77.88	1,061.11'
6412	1126+33.29	106.28'
6413	1100+59.94	138.22'
6414	1100+43.59	156.65'
6415	1100+28.61	560.92'
6416	1099+94.22	759.81'
6417	1099+61.24	758.59'
6418	1125+64.41	105.19'
6419	1112+75.38	114.47'
6420	1110+75.49	130.91'

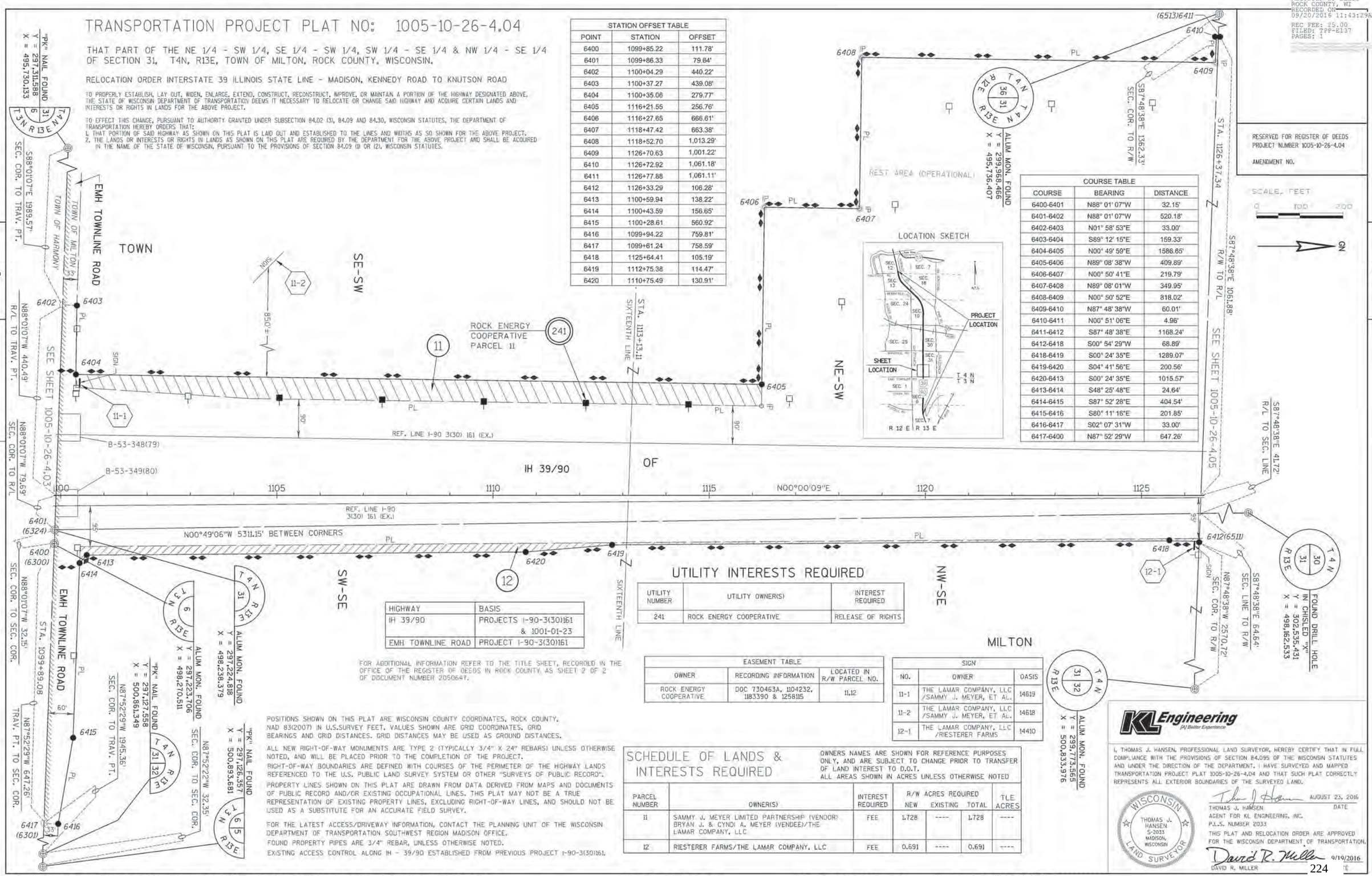
COURSE TABLE		
COURSE	BEARING	DISTANCE
6400-6401	N88° 01' 07"W	32.15'
6401-6402	N88° 01' 07"W	520.18'
6402-6403	N01° 58' 53"E	33.00'
6403-6404	S89° 12' 15"E	159.33'
6404-6405	N00° 49' 59"E	1586.65'
6405-6406	N89° 08' 38"W	409.89'
6406-6407	N00° 50' 41"E	219.79'
6407-6408	N89° 08' 01"W	349.95'
6408-6409	N00° 50' 52"E	818.02'
6409-6410	N87° 48' 38"W	60.01'
6410-6411	N00° 51' 06"E	4.96'
6411-6412	S87° 48' 38"E	1168.24'
6412-6418	S00° 54' 29"W	68.89'
6418-6419	S00° 24' 35"E	1289.07'
6419-6420	S04° 41' 56"E	200.56'
6420-6413	S00° 24' 35"E	1015.57'
6413-6414	S48° 25' 48"E	24.64'
6414-6415	S87° 52' 28"E	404.54'
6415-6416	S80° 11' 16"E	201.85'
6416-6417	S02° 07' 31"W	33.00'
6417-6400	N87° 52' 29"W	647.26'

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.04

AMENDMENT NO.

SCALE: FEET
0 100 200
GN

LOCATION SKETCH



HIGHWAY	BASIS
IH 39/90	PROJECTS I-90-3(30)161 & 1001-01-23
EMH TOWNLINE ROAD	PROJECT I-90-3(30)161

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2050647.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
ROCK ENERGY COOPERATIVE	DOC 730463A, 1104232, 1183390 & 1258115	11,12

SIGN		
NO.	OWNER	OASIS
11-1	THE LAMAR COMPANY, LLC /SAMMY J. MEYER, ET AL.	14619
11-2	THE LAMAR COMPANY, LLC /SAMMY J. MEYER, ET AL.	14618
12-1	THE LAMAR COMPANY, LLC /RIESTERER FARMS	14410

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83(2007) IN U.S.SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION MADISON OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
11	SAMMY J. MEYER LIMITED PARTNERSHIP (VENDOR) BRYAN J. & CYNDI A. MEYER (VENDEE)/THE LAMAR COMPANY, LLC	FEE	1.728	----	1.728	----
12	RIESTERER FARMS/THE LAMAR COMPANY, LLC	FEE	0.691	----	0.691	----

KL Engineering
All Better Experience

I, THOMAS J. HANSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

AUGUST 23, 2016
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
P.L.S. NUMBER 2033

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

9/19/2016
DAVID R. MILLER — DATE

FILE NAME : G:\WDOTSW\WSW10-11032\RW\1005-10-26 KENNEDY - KNUTSON\SHEETS PLAN C3D\040101_RP.DWG PLOT DATE : 14/09/2016 PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
APPRAISAL PLAT DATE : AUGUST 23, 2016

1005-10-26-4.04

2060514
RANDAL LEYES
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
09/06/2016 12:00:37PM
REC FEE: 25.00
FILED: TPP-E115
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.05

AMENDMENT NO.

TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.05

THAT PART OF LOT 1, CSM 826246 (RECORDED IN V 4, P 292 AS DOC 826246), LOCATED IN THE NW 1/4 - NE 1/4; PART OF THE NW 1/4 - NE 1/4 AND SW 1/4 - NE 1/4 OF SECTION 31, T4N, R13E, TOWN OF MILTON, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE – MADISON, KENNEDY ROAD TO KNUTSON ROAD

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 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.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2050647.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
239	NORTHERN NATURAL GAS COMPANY	RELEASE OF RIGHTS

SCALE: FEET 0 100 200

GN

TOWN

ALUM MON. FOUND
Y = 299,968.466
X = 495,736.407

S87°48'38"E 1362.33'
SEC. COR. TO R/W

6513(6411)

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION MADISON OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH – 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

STATION OFFSET TABLE		
POINT	STATION	OFFSET
6500	1152+96.92	5.34'
6501	1152+72.72	952.55'
6502	1152+39.73	951.65'
6503	1152+29.73	951.38'
6504	1152+35.82	726.96'
6505	1152+28.47	546.14'
6506	1152+13.48	546.75'
6507	1151+96.51	129.78'
6508	1147+82.95	137.36'
6509	1145+87.60	121.52'
6510	1137+64.72	124.17'
6511	1126+33.29	106.28'
6513	1126+77.88	1,061.11'
6514	1140+53.18	1,040.73'
6515	1140+47.84	680.80'
6516	1152+61.70	671.12'
6517	1152+78.69	979.86'
6518	1152+88.67	979.61'
6519	1153+21.66	978.77'

COURSE TABLE		
COURSE	BEARING	DISTANCE
6500-6501	S87° 40' 37"E	958.20'
6501-6502	S02° 25' 53"W	33.00'
6502-6503	S02° 25' 53"W	10.00'
	(S02° 25' 53"W)	(10.00')
6503-6504	N87° 34' 07"W	224.50'
	(N87° 34' 07"W)	(224.50')
6504-6505	S88° 32' 44"W	180.97'
	(S88° 32' 44"W)	(180.97')
6505-6506	S01° 27' 16"E	15.00'
	(S01° 27' 16"E)	(15.00')
6506-6507	S88° 32' 44"W	417.32'
6507-6508	S00° 10' 54"E	413.27'
6508-6509	S05° 00' 28"W	194.35'
6509-6510	S00° 10' 54"E	822.89'
6510-6511	S00° 54' 29"W	1131.57'
6511-6513	N87° 48' 38"W	1168.24'
6513-6514	N00° 51' 06"E	1375.45'
6514-6515	S89° 08' 56"E	359.96'
6515-6516	N00° 51' 06"E	1224.16'
6516-6517	N85° 58' 30"W	309.21'
	(N85° 58' 30"W)	(309.21')
6517-6518	N02° 19' 38"E	9.98'
	(N02° 19' 38"E)	(9.98')
6518-6519	N02° 19' 38"E	33.00'
6519-6500	S87° 40' 07"E	973.74'

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
NORTHERN NATURAL GAS COMPANY	DOC 1069048	12

HIGHWAY	BASIS
IH 39/90	PROJECTS I-90-3(30)161, 1005-10-21 & 1001-01-23
MANOGUE ROAD	PROJECTS I-90-3(30)161, 1005-10-21 & 1001-01-23

S87°40'07"E 1448.03'
SEC. COR. TO TRAV. PT.

6517
6518
6519 (6601)

MANOGUE ROAD

SEE SHEET 1005-10-21-4.01, AMENDMENT NO. 1

S87°40'07"E 973.74'
TRAV. PT. TO SEC. COR.

ALUMINUM MON. FOUND
Y = 302,633.948
X = 495,742.765

FOUND DRILL HOLE IN CHISLED "X"
Y = 302,535.431
X = 498,162.533

T 4 N R 13 E
30 31

T 4 N R 12 E
25 30 36 31

SEE SHEET 1005-10-26-4.04

STA. 1126+37.34

N87°48'38"W 1061.88'
R/L TO R/W

N87°48'38"W 41.72'
SEC. LINE TO R/L

N87°48'38"W 64.64'
R/W TO SEC. LINE

ALUM MON. FOUND
Y = 299,773.565
X = 500,833.976
N87°48'38"W 2570.72'
SEC. COR. TO R/W

T 4 N R 13 E
31 32

T 4 N R 13 E
31

ALUM MON. FOUND
Y = 297,224.818
X = 498,236.379

6511 (6412)

12

SW-NE

SE-NW

REST AREA (OPERATIONAL)

REF. LINE I-90 3(30) 161 (EX.)

N00°49'06"W 5130.39' SEC. COR. TO R/L

N00°00'09"E

1130 1135 1140 1145 1150

95'

PL

6510

SIXTEENTH LINE

STA. 1139+67.74

OF

6514

6515

IP

STA. 1152+96.79

S00°49'06"E 180.76'
SEC. COR. TO R/L

PC: 1146+04.35

PI: 1147+12.09

PT: 1148+19.82

B-53-350(78)

IH 39/90

120'

1 LA.

6509

6508

6507

6506

6505

13

LOT 1
CSM 826246
V 4 P 292
DOC 826246

NW-NE

MANOGUE ROAD

MILTON

MATCH LINE

S87°40'36"E 952.85'
R/L TO TRAV. PT.

S87°40'36"E 5.35'
SEC. COR. TO R/L

S87°40'36"E 952.85'
R/L TO TRAV. PT.

ALUM. MON. FOUND
Y = 302,428.062
X = 500,809.053

S87°40'36"E 1690.50'
SEC. COR. TO TRAV. PT.

6504
6503
6502
6501 (6616)

6506 6505

(6600)6500

STA. 1151+16.23 N00°52'33"E

239 NORTHERN NATURAL GAS COMPANY PARCEL 12

700'+

12-2 NOIS

SIGN		
NO.	OWNER	OASIS
12-2	THE LAMAR COMPANY, LLC /RIESTERER FARMS	14411

LOCATION SKETCH

PROJECT LOCATION

SHEET LOCATION

R 12 E | R 13 E

KL Engineering
(A) Better Experience

I, THOMAS J. HANSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

AUGUST 23, 2016
THOMAS J. HANSEN DATE
AGENT FOR KL ENGINEERING, INC.
P.L.S. NUMBER 2033

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

9/2/2016
DAVID R. MILLER DATE

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
12	RIESTERER FARMS/THE LAMAR COMPANY, LLC	FEE	0.841	----	0.841	----
13	FLOYD L. FINNEY & DIANE M. PAPCKE	FEE	0.293	----	0.293	----

PI=1147+12.09
Y=301,950.580
X=498,158.937
DELTA=00°52'24" RT
D=00°24'19"
T=107.74'
L=215.47'
R=14136.00'
PC=1146+04.35
PT=1148+19.82

FILE NAME : G:\WDOTSW\WSW10-11032\RW\1005-10-26 KENNEDY - KNUTSON\SHEETS PLAN C3D\040101_RP.DWG PLOT DATE : APPRAISAL PLAT DATE : AUGUST 23, 2016
PLOT DATE : 23/08/2016 PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

1005-10-26-4.05

2061604
RANDAL LEYES
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
09/20/2016 11:43:29AM
REC FEE: 25.00
FILED: TPP-8138
PAGES: 1

TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.06

THAT PART OF THE NE 1/4 - SW 1/4, SE 1/4 - SW 1/4, NW 1/4 - SE 1/4 & SW 1/4 - SE 1/4 OF SECTION 30, T4N, R13E, TOWN OF MILTON, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 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.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.06

AMENDMENT NO.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83(2007) IN U.S.SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION MADISON OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

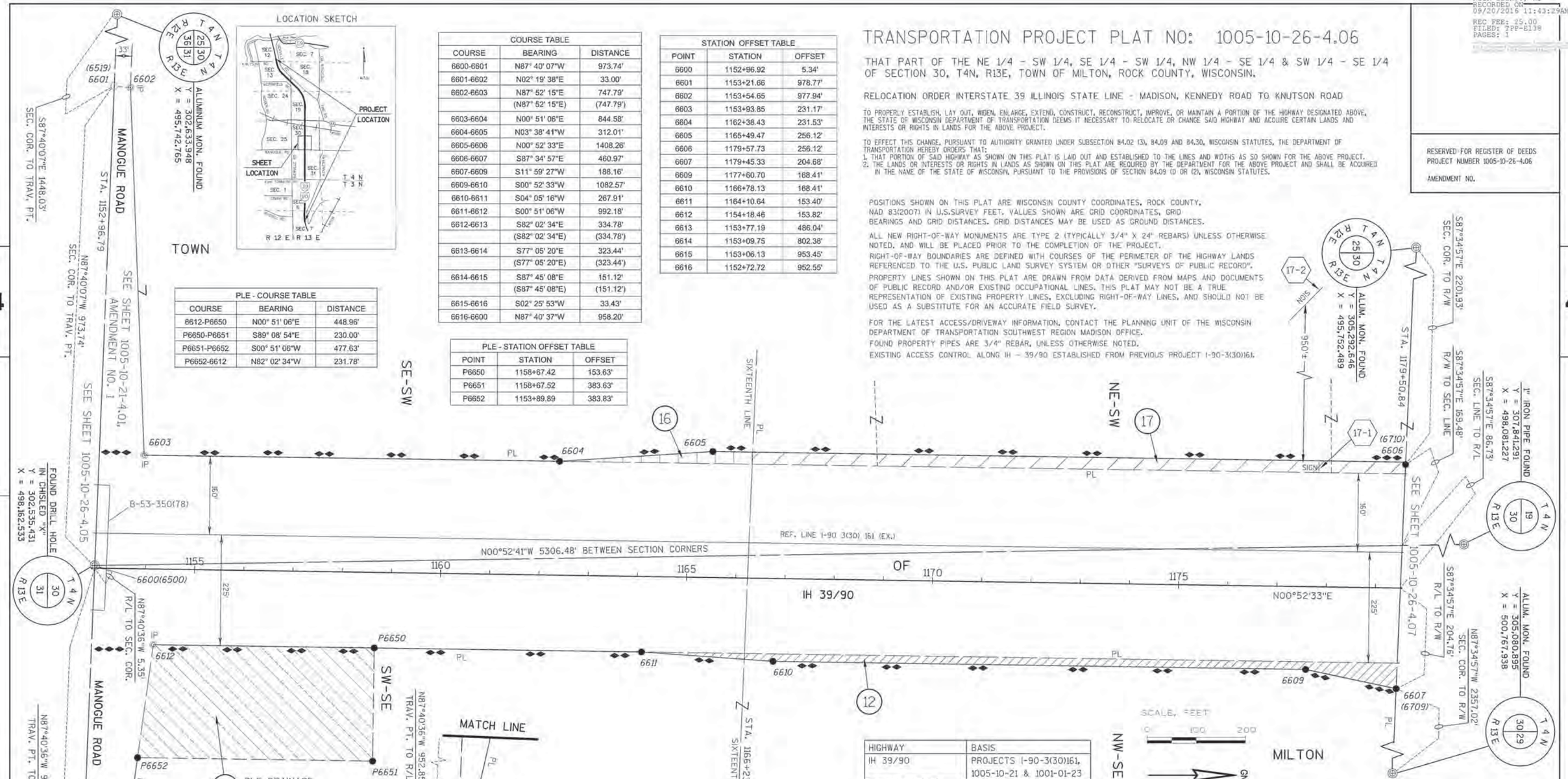
LOCATION SKETCH

COURSE TABLE		
COURSE	BEARING	DISTANCE
6600-6601	N87° 40' 07"W	973.74'
6601-6602	N02° 19' 38"E	33.00'
6602-6603	N87° 52' 15"E	747.79'
	(N87° 52' 15"E)	(747.79')
6603-6604	N00° 51' 06"E	844.58'
6604-6605	N03° 38' 41"W	312.01'
6605-6606	N00° 52' 33"E	1408.26'
6606-6607	S87° 34' 57"E	460.97'
6607-6609	S11° 59' 27"W	188.16'
6609-6610	S00° 52' 33"W	1082.57'
6610-6611	S04° 05' 16"W	267.91'
6611-6612	S00° 51' 06"W	992.18'
6612-6613	S82° 02' 34"E	334.78'
	(S82° 02' 34"E)	(334.78')
6613-6614	S77° 05' 20"E	323.44'
	(S77° 05' 20"E)	(323.44')
6614-6615	S87° 45' 08"E	151.12'
	(S87° 45' 08"E)	(151.12')
6615-6616	S02° 25' 53"W	33.43'
6616-6600	N87° 40' 37"W	958.20'

STATION OFFSET TABLE		
POINT	STATION	OFFSET
6600	1152+96.92	5.34'
6601	1153+21.66	978.77'
6602	1153+54.65	977.94'
6603	1153+93.85	231.17'
6604	1162+38.43	231.53'
6605	1165+49.47	256.12'
6606	1179+57.73	256.12'
6607	1179+45.33	204.68'
6609	1177+60.70	168.41'
6610	1166+78.13	168.41'
6611	1164+10.64	153.40'
6612	1154+18.46	153.82'
6613	1153+77.19	486.04'
6614	1153+09.75	802.38'
6615	1153+06.13	953.45'
6616	1152+72.72	952.55'

PLE - COURSE TABLE		
COURSE	BEARING	DISTANCE
6612-P6650	N00° 51' 06"E	448.96'
P6650-P6651	S89° 08' 54"E	230.00'
P6651-P6652	S00° 51' 06"W	477.63'
P6652-6612	N82° 02' 34"W	231.78'

PLE - STATION OFFSET TABLE		
POINT	STATION	OFFSET
P6650	1158+67.42	153.63'
P6651	1158+67.52	383.63'
P6652	1153+89.89	383.83'



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2050647.

SIGN		
NO.	OWNER	OASIS
17-1	THE LAMAR COMPANY, LLC /PAUL WIXOM & WIXOM FAMILY TRUST	14617
17-2	THE LAMAR COMPANY, LLC /PAUL WIXOM & WIXOM FAMILY TRUST	14616

HIGHWAY	BASIS
IH 39/90	PROJECTS I-90-3(30)161, 1005-10-21 & 1001-01-23
MANOGUE ROAD	PROJECTS I-90-3(30)161, 1005-10-21 & 1001-01-23

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE ACRES
12	RIESTERER FARMS/THE LAMAR COMPANY, LLC	FEE/PLE	0.572	-----	0.572	-----	2.446
16	LISA COLLIN FULTON	FEE	0.133	-----	0.133	-----	-----
17	PAUL WIXOM & WIXOM FAMILY TRUST /THE LAMAR COMPANY, LLC	FEE	0.736	-----	0.736	-----	-----

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
THOMAS J. HANSEN
S-2033
MADISON, WISCONSIN
LAND SURVEYOR

AUGUST 23, 2016
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
P.L.S. NUMBER 2033

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

9/19/2016
DAVID R. MILLER — DATE

2072887
SANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
03/02/2017 08:24:54AM
REC FEE: 25.00
FILED: TPP-E160
PAGES: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.07
AMENDMENT NO. 1
SHEET 1 OF 2

KL Engineering
[A] Better Experience

TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.07, AMENDMENT NO. 1

ADD UTILITY PARCELS 200 & 205 TO TRANSPORTATION PROJECT PLAT 1005-10-26-4.07, RECORDED AS DOC. NO. 2061605 IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN.

THAT PART OF THE NE 1/4 - NW 1/4, SE 1/4 - NW 1/4, NW 1/4 - NE 1/4 & SW 1/4 - NE 1/4 OF SECTION 30, ALL IN T4N, R13E, TOWN OF MILTON, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

I, THOMAS J. HANSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.07, AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

FEBRUARY 21, 2017
THOMAS J. HANSEN DATE
AGENT FOR KL ENGINEERING, INC.
P.L.S. NUMBER 2033

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

David R. Miller 3/01/2017
DAVID R. MILLER DATE

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 SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD 83(2007) IN U.S.SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION MADISON OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

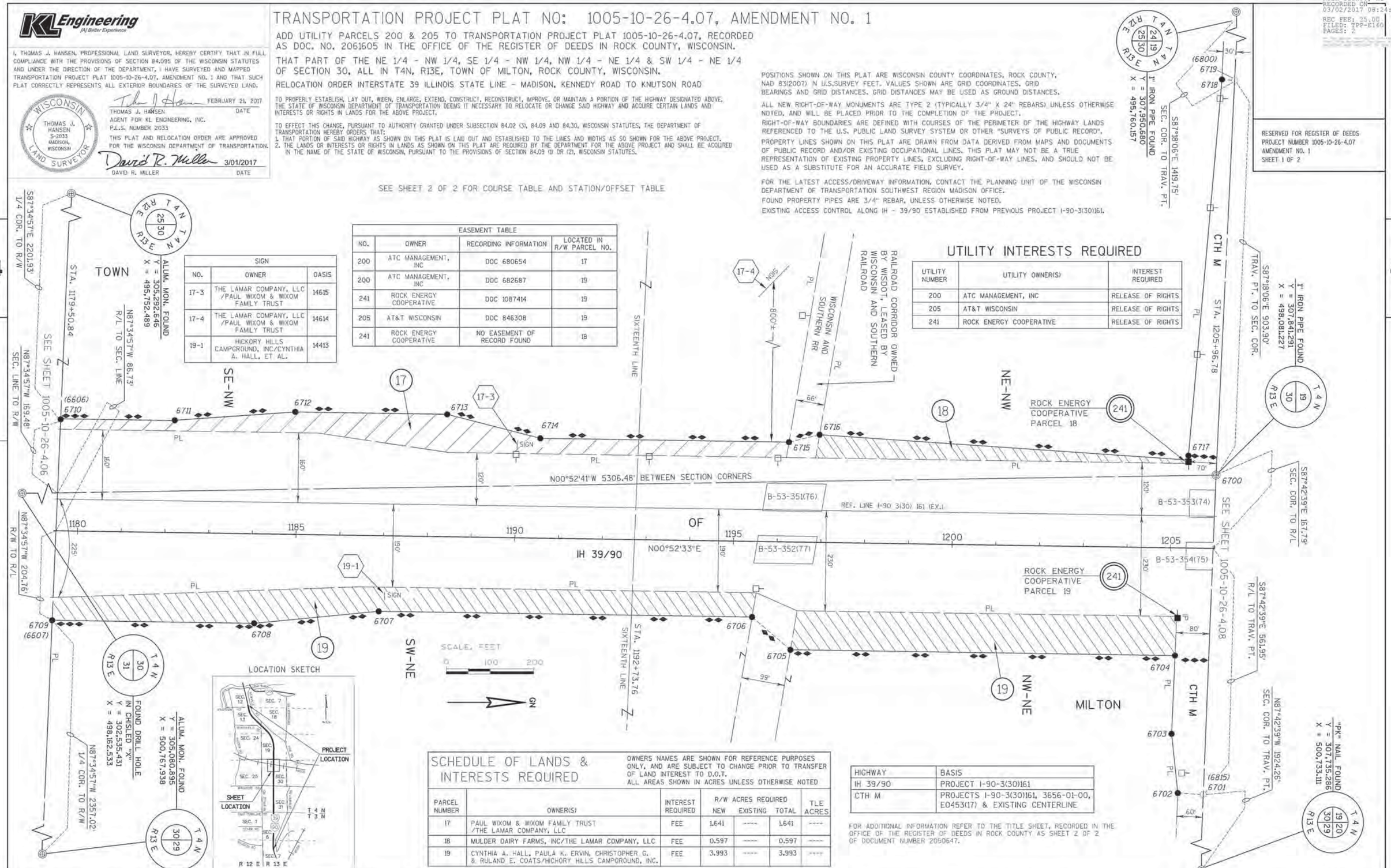
SEE SHEET 2 OF 2 FOR COURSE TABLE AND STATION/OFFSET TABLE

SIGN		
NO.	OWNER	OASIS
17-3	THE LAMAR COMPANY, LLC /PAUL WIXOM & WIXOM FAMILY TRUST	14615
17-4	THE LAMAR COMPANY, LLC /PAUL WIXOM & WIXOM FAMILY TRUST	14614
19-1	HICKORY HILLS CAMPGROUND, INC/CYNTHIA A. HALL, ET AL.	14413

EASEMENT TABLE			
NO.	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
200	ATC MANAGEMENT, INC	DOC 680654	17
200	ATC MANAGEMENT, INC	DOC 682687	19
241	ROCK ENERGY COOPERATIVE	DOC 1087414	19
205	AT&T WISCONSIN	DOC 846308	19
241	ROCK ENERGY COOPERATIVE	NO EASEMENT OF RECORD FOUND	18

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	ATC MANAGEMENT, INC	RELEASE OF RIGHTS
205	AT&T WISCONSIN	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
17	PAUL WIXOM & WIXOM FAMILY TRUST /THE LAMAR COMPANY, LLC	FEE	1.641	-----	1.641	----
18	MULDER DAIRY FARMS, INC/THE LAMAR COMPANY, LLC	FEE	0.597	-----	0.597	----
19	CYNTHIA A. HALL, PAULA K. ERVIN, CHRISTOPHER G. & RULAND E. COATS/HICKORY HILLS CAMPGROUND, INC.	FEE	3.993	-----	3.993	----

HIGHWAY	BASIS
IH 39/90	PROJECT I-90-3(30)161
CTH M	PROJECTS I-90-3(30)161, 3656-01-00, E0453(17) & EXISTING CENTERLINE

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2050647.

FILE NAME : G:\WDOTSW\WSW10-11032\RW\1005-10-26 KENNEDY - KNUTSON\SHEETS PLAN C3D\040101_RP_4.07_AMENDATED.DWG
PLOT DATE : 28/02/2017 PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
APPRAISAL PLAT DATE : FEBRUARY 21, 2017
1005-10-26-4.07, AMEND 1

TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.07, AMENDMENT NO. 1

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

4

4

SHEET 2 OF 2 FOR COURSE TABLE AND STATION OFFSET TABLE

COURSE TABLE		
COURSE	BEARING	DISTANCE
6700-6701	S87° 42' 39"E	729.75'
6701-6702	S02° 17' 21"W	58.32'
6702-6703	S84° 02' 06"W	136.08'
6703-6704	N87° 30' 48"W	179.07'
6704-6705	S00° 52' 33"W	879.36'
6705-6706	S40° 24' 51"W	115.24'
6706-6707	S00° 52' 33"W	853.99'
6707-6708	S05° 30' 24"E	286.13'
6708-6709	S00° 52' 33"W	461.54'
6709-6710	N87° 34' 57"W	460.97'
6710-6711	N00° 52' 33"E	253.54'
6711-6712	N03° 56' 06"W	283.64'
6712-6713	N00° 52' 33"E	346.91'
6713-6714	N14° 26' 48"E	220.26'
6714-6715	N00° 52' 33"E	568.73'
6715-6716	N13° 40' 36"W	71.87'
6716-6717	N03° 55' 52"E	844.37'
6717-6718	N84° 54' 03"W	873.36'
6718-6719	N03° 00' 44"E	28.98'
6719-6700	S87° 18' 06"E	903.90'

STATION OFFSET TABLE		
POINT	STATION	OFFSET
6700	1206+00.92	167.74'
6701	1205+82.92	561.78'
6702	1205+24.62	560.34'
6703	1205+08.41	425.23'
6704	1205+13.44	246.24'
6705	1196+34.09	246.24'
6706	1195+45.21	172.88'
6707	1186+91.22	172.88'
6708	1184+06.87	204.68'
6709	1179+45.33	204.68'
6710	1179+57.73	256.12'
6711	1182+11.27	256.12'
6712	1184+93.91	279.91'
6713	1188+40.82	279.91'
6714	1190+54.93	228.23'
6715	1196+23.66	228.23'
6716	1196+93.22	246.28'
6717	1205+36.39	201.28'
6718	1206+00.71	1,072.27'
6719	1206+29.66	1,071.19'

PROJECT NUMBER 1005-10-26-4.07, AMEND NO. 1
SHEET 2 OF 2

FILE NAME : G:\WDOTSW\WSW10-11032\RW\1005-10-26 KENNEDY - KNUTSON\SHEETS PLAN C3D\04U101_RP_4.07_AMEND 1.DWG
APPRAISAL PLAT DATE : AUGUST 23, 2016

PLOT DATE : 28/02/2017 PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

2061606
RANDAL LEYES
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
09/20/2016 11:43:29AM
REC FEE: 25.00
FILED: TPP-B141
PAGES: 3

TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.08

THAT PART OF SE 1/4 - SW 1/4, THE NE 1/4 - SW 1/4, THE SW 1/4 - SE 1/4, AND NW 1/4 - SE 1/4 OF SECTION 19, ALL IN TOWNSHIP 4 NORTH, RANGE 13 EAST, TOWN OF MILTON, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

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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.
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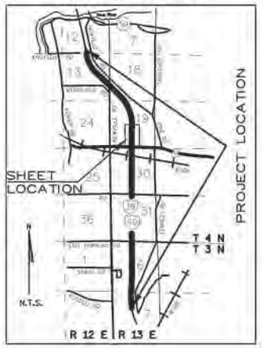
LOCATION SKETCH



SCALE, FEET
0 100 200

N POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE SYSTEM COORDINATES (WCCS), ROCK COUNTY, NAD 83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION MADISON OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2050647.

HIGHWAY	BASIS
IH 39/90	PROJECT I-90-3(30)161
CTH M	PROJECT I-90-3(30)161 PROJECT E-0453(17) PROJECT 3656-01-00 CSM DOC 915077 EXISTING CENTERLINE

STATION OFFSET TABLE		
POINT	STATION	OFFSET
6800	1206+29.67	1,071.34'
6801	1206+66.66	1,069.80'
6802	1206+69.85	691.07'
6803	1206+75.06	196.44'
6804	1210+88.84	196.44'
6805	1212+95.00	220.00'
6806	1214+50.00	211.00'
6807	1239+30.00	211.00'
6808	1242+79.42	246.12'
6809	1242+61.65	135.36'
6810	1213+87.83	135.00'
6811	1211+18.86	174.00'
6812	1206+77.94	174.00'
6813	1206+47.86	446.76'
6814	1206+44.58	563.30'
6815	1205+82.92	561.78'

COURSE TABLE		
COURSE	BEARING	DISTANCE
6800-6801	N03°00'44"E	37.02'
6801-6802	S89°36'25"E	378.74'
6802-6803	S89°43'40"E	494.66'
6803-6804	N00°52'33"E	413.77'
6804-6805	N05°38'38"W	207.51'
6805-6806	N04°11'56"E	155.26'
6806-6807	N00°52'33"E	1,480.00'
6807-6808	N05°01'24"W	347.23'
6809-6810	S00°52'33"W	1,875.49'
6810-6811	S07°22'28"E	271.78'
6811-6812	S00°52'33"W	440.92'
6812-6813	S82°49'50"E	274.41'
6813-6814	S87°30'48"E	116.59'
6814-6815	S02°17'21"W	61.68'

P.I. = 1261+38.69
Y = 312,375.967
X = 498,318.311
DELTA = 46°26'38" LT
D = 01°16'19"
T = 1932.88
L = 3651.73
R = 4505.00'
PC = 1242+05.81
PT = 1278+57.54
BK TAN = S00°52'33"W
AH TAN = N45°34'05"W

R.A. Smith National
Beyond Surveying and Engineering

I, NATHAN A. VAUGHN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.08 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

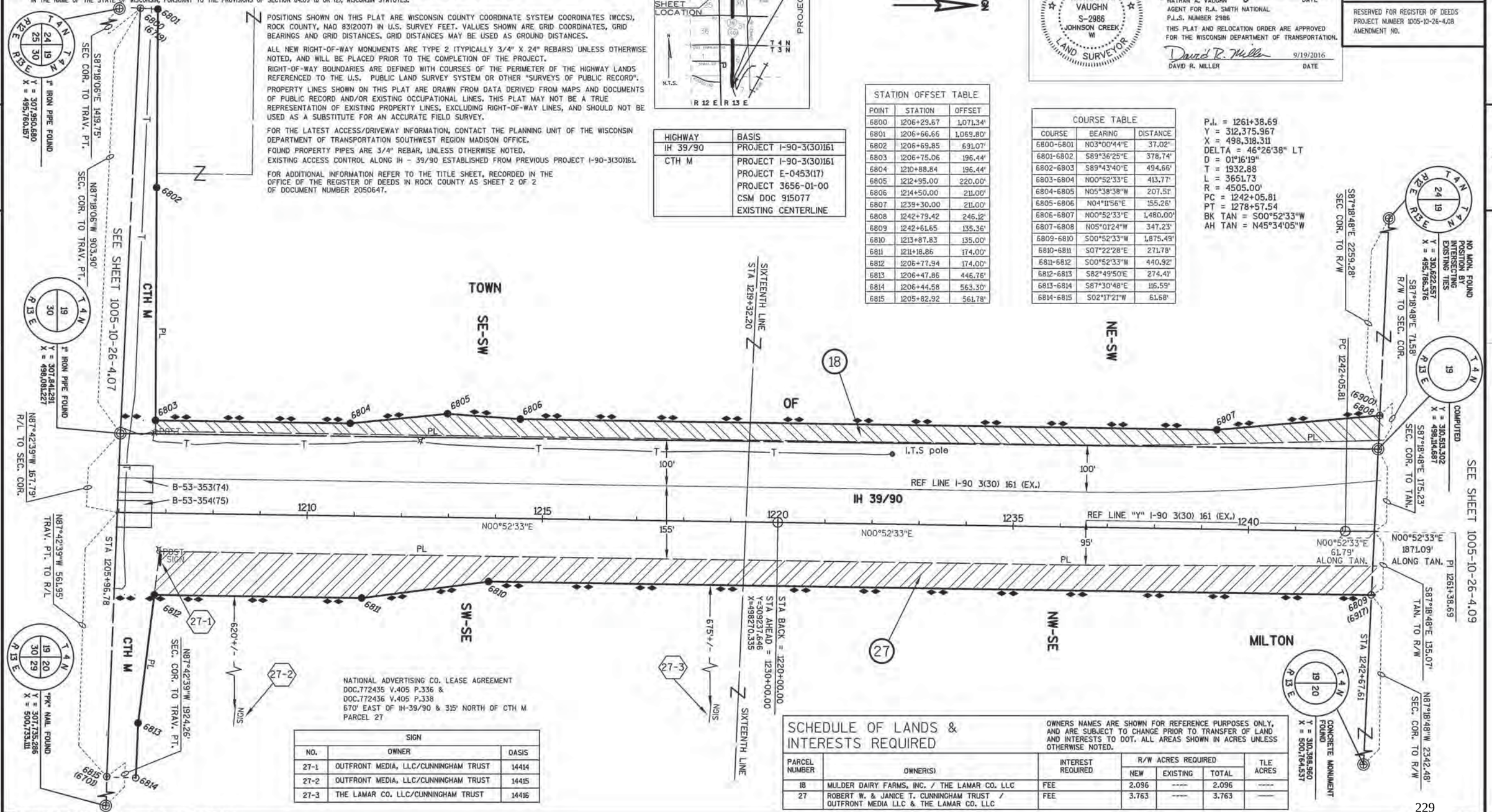
WISCONSIN NATHAN A. VAUGHN S-2986 JOHNSON CREEK WI LAND SURVEYOR

Nathan A Vaughn 8/23/2016
NATHAN A. VAUGHN DATE
AGENT FOR R.A. SMITH NATIONAL
P.L.S. NUMBER 2986

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

David R. Miller 9/19/2016
DAVID R. MILLER DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.08
AMENDMENT NO.



SIGN		
NO.	OWNER	OASIS
27-1	OUTFRONT MEDIA, LLC/CUNNINGHAM TRUST	14414
27-2	OUTFRONT MEDIA, LLC/CUNNINGHAM TRUST	14415
27-3	THE LAMAR CO. LLC/CUNNINGHAM TRUST	14416

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO DOT. ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
18	MULDER DAIRY FARMS, INC. / THE LAMAR CO. LLC	FEE	2.096	----	2.096	----
27	ROBERT W. & JANICE T. CUNNINGHAM TRUST / OUTFRONT MEDIA LLC & THE LAMAR CO. LLC	FEE	3.763	----	3.763	----

2061607
RANDAL LEYES
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
09/20/2016 11:43:29AM
REC FEE: 25.00
FILED: TPP-8142
PAGES: 3

TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.09

THAT PART OF THE SE 1/4 - NW 1/4, THE NE 1/4 - NW 1/4, AND THE SW 1/4 - NE 1/4 OF SECTION 19, ALL IN TOWNSHIP 4 NORTH, RANGE 13 EAST, TOWN OF MILTON, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

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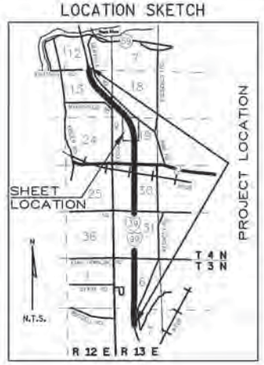
FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2050647.

LOCATION SKETCH



STATION OFFSET TABLE		
POINT	STATION	OFFSET
6900	1242+79.42	246.12'
6901	1243+30.00	250.00'
6902	1246+15.00	245.00'
6903	1249+70.00	250.00'
6904	1259+57.00	278.00'
6905	1263+66.00	307.00'
6906	1267+50.00	278.64'
6907	1272+50.00	258.83'
6908	1274+08.28	257.38'
6909	1270+54.44	149.96'
6910	1267+00.00	150.00'
6911	1265+60.00	125.70'
6912	1258+62.44	130.32'
6913	1251+15.00	112.28'
6914	1249+70.00	140.00'
6915	1247+00.00	140.00'
6916	1244+00.00	139.31'
6917	1242+61.55	135.36'

SCALE, FEET
0 100 200

R.A. Smith National
Beyond Surveying and Engineering

I, NATHAN A. VAUGHN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.09 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN NATHAN A. VAUGHN S-2986 JOHNSON CREEK WI LAND SURVEYOR

Nathan A Vaughn 8/23/2016
NATHAN A. VAUGHN DATE
AGENT FOR R.A. SMITH NATIONAL
P.L.S. NUMBER 2986

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

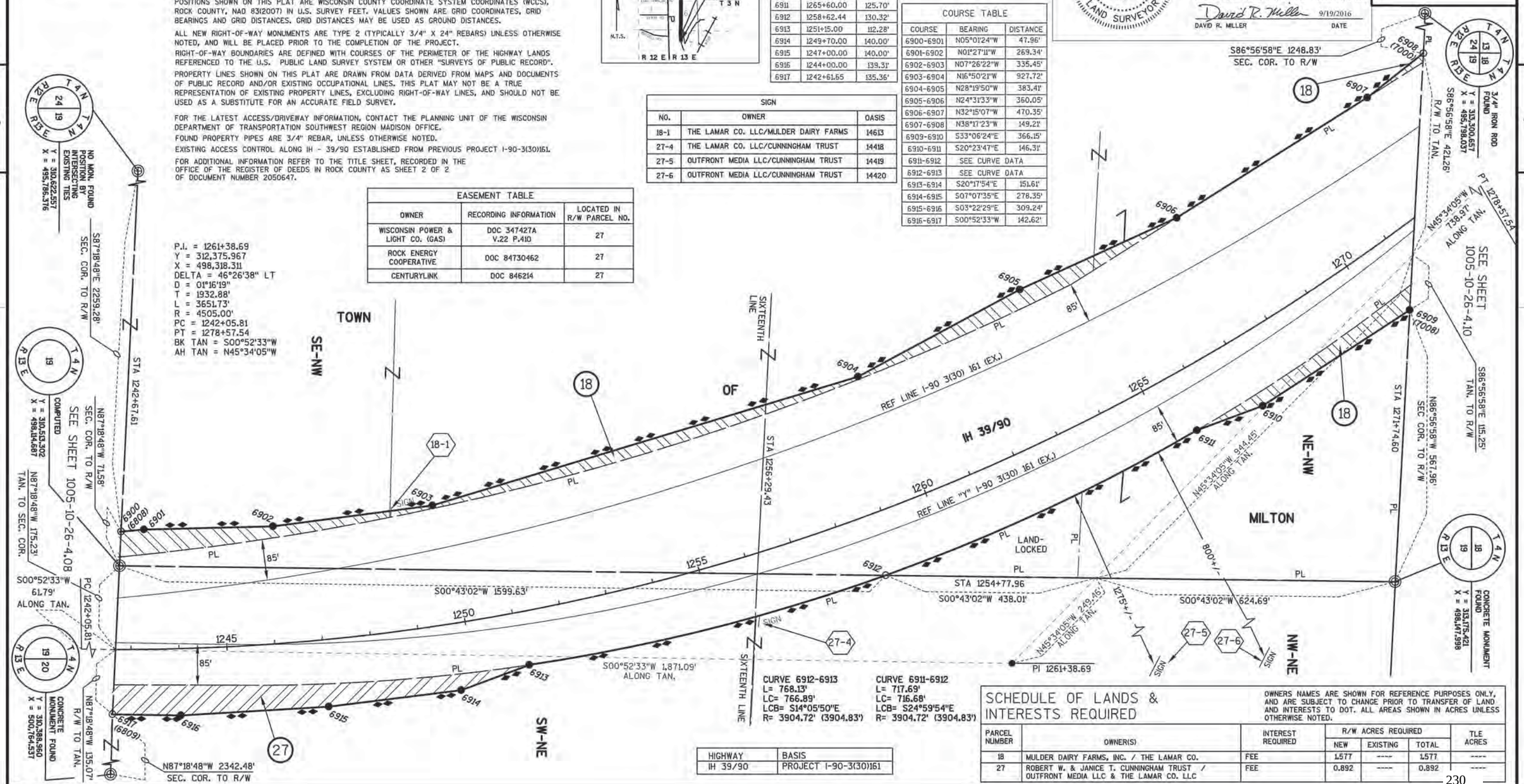
David R. Miller 9/19/2016
DAVID R. MILLER DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.09
AMENDMENT NO.

COURSE TABLE		
COURSE	BEARING	DISTANCE
6900-6901	N05°01'24"W	47.96'
6901-6902	N01°27'11"W	269.34'
6902-6903	N07°26'22"W	335.45'
6903-6904	N16°50'21"W	927.72'
6904-6905	N28°19'50"W	383.41'
6905-6906	N24°31'33"W	360.05'
6906-6907	N32°15'07"W	470.35'
6907-6908	N38°17'23"W	149.21'
6909-6910	S33°06'24"E	366.15'
6910-6911	S20°23'47"E	146.31'
6911-6912	SEE CURVE DATA	
6912-6913	SEE CURVE DATA	
6913-6914	S20°17'54"E	151.61'
6914-6915	S07°07'35"E	278.35'
6915-6916	S03°22'29"E	309.24'
6916-6917	S00°52'33"W	142.62'

SIGN		
NO.	OWNER	OASIS
18-1	THE LAMAR CO. LLC/MULDER DAIRY FARMS	14613
27-4	THE LAMAR CO. LLC/CUNNINGHAM TRUST	14418
27-5	OUTFRONT MEDIA LLC/CUNNINGHAM TRUST	14419
27-6	OUTFRONT MEDIA LLC/CUNNINGHAM TRUST	14420

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
WISCONSIN POWER & LIGHT CO. (GAS)	DOC 347427A V.22 P.410	27
ROCK ENERGY COOPERATIVE	DOC 84730462	27
CENTURYLINK	DOC 846214	27



CURVE 6912-6913
L= 768.13'
LC= 766.89'
LCB= S14°05'50"E
R= 3904.72' (3904.83')

CURVE 6911-6912
L= 717.69'
LC= 716.68'
LCB= S24°59'54"E
R= 3904.72' (3904.83')

HIGHWAY	BASIS
IH 39/90	PROJECT I-90-3(30)161

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO DOT. ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
18	MULDER DAIRY FARMS, INC. / THE LAMAR CO.	FEE	1.577	----	1.577	----
27	ROBERT W. & JANICE T. CUNNINGHAM TRUST / OUTFRONT MEDIA LLC & THE LAMAR CO. LLC	FEE	0.892	----	0.892	----

FILE NAME:S/5165328/Plat/South Plat/TPP100.DWG

1005-10-26 - 4.09

2061608
RANDAL LEYES
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
09/20/2016 11:43:29AM
REC FEE: 25.00
FILED: TPP-8143
PAGES: 3

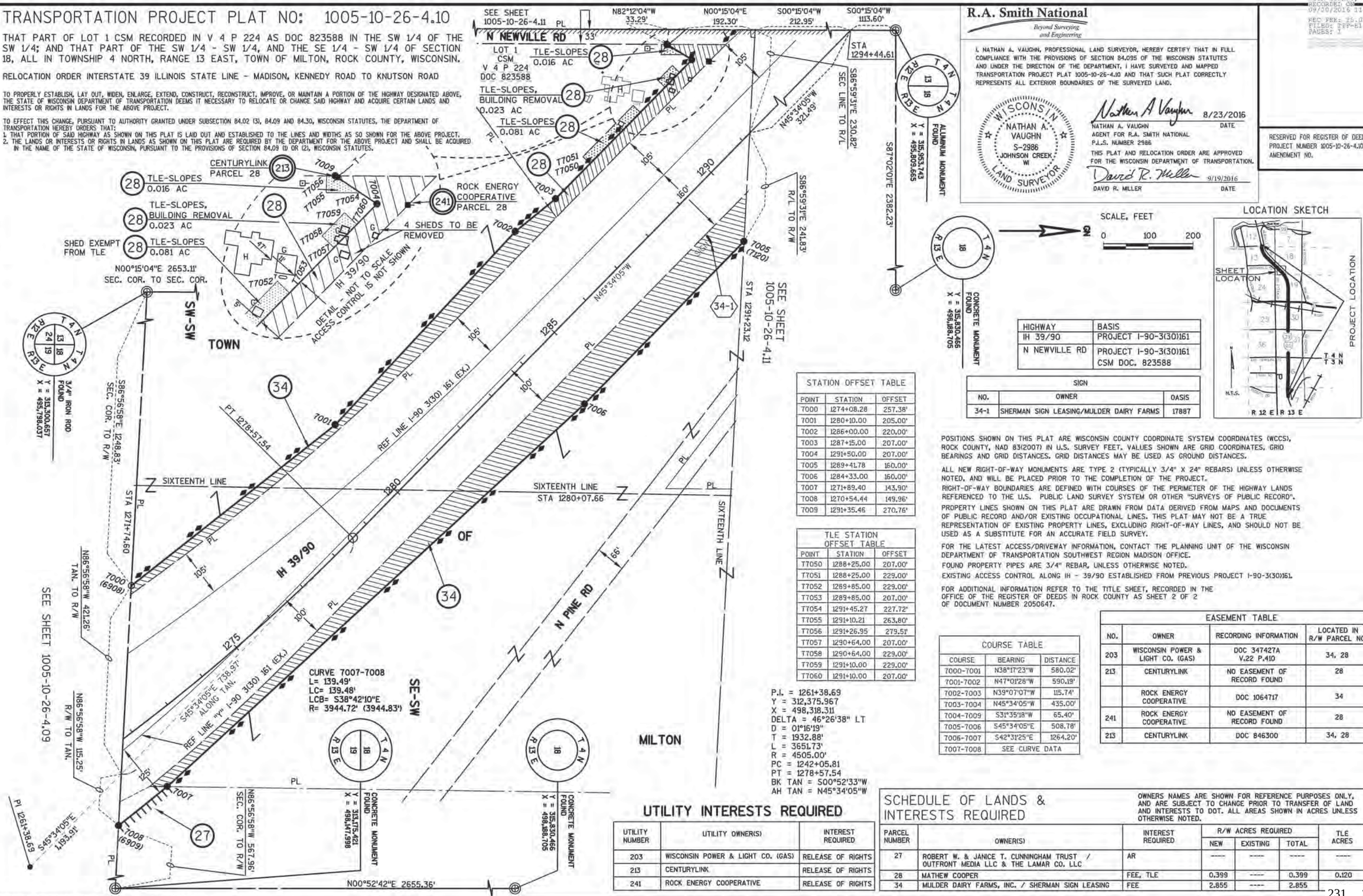
TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.10

THAT PART OF LOT 1 CSM RECORDED IN V 4 P 224 AS DOC 823588 IN THE SW 1/4 OF THE SW 1/4; AND THAT PART OF THE SW 1/4 - SW 1/4, AND THE SE 1/4 - SW 1/4 OF SECTION 18, ALL IN TOWNSHIP 4 NORTH, RANGE 13 EAST, TOWN OF MILTON, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



R.A. Smith National

Beyond Surveying and Engineering

I, NATHAN A. VAUGHN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.10 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN NATHAN A. VAUGHN S-2986 JOHNSON CREEK WI LAND SURVEYOR

Nathan A Vaughn 8/23/2016
NATHAN A. VAUGHN — DATE
AGENT FOR R.A. SMITH NATIONAL
P.L.S. NUMBER 2986

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

David R. Miller 9/19/2016
DAVID R. MILLER — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.10
AMENDMENT NO.

SCALE, FEET
0 100 200

LOCATION SKETCH

HIGHWAY	BASIS
IH 39/90	PROJECT I-90-3(30)161
N NEWVILLE RD	PROJECT I-90-3(30)161 CSM DOC. 823588

SIGN		
NO.	OWNER	OASIS
34-1	SHERMAN SIGN LEASING/MULDER DAIRY FARMS	17887

STATION OFFSET TABLE		
POINT	STATION	OFFSET
7000	1274+08.28	257.38'
7001	1280+10.00	205.00'
7002	1286+00.00	220.00'
7003	1287+15.00	207.00'
7004	1291+50.00	207.00'
7005	1289+41.78	160.00'
7006	1284+33.00	160.00'
7007	1271+89.40	143.90'
7008	1270+54.44	149.96'
7009	1291+35.46	270.76'

TLE STATION OFFSET TABLE		
POINT	STATION	OFFSET
T7050	1288+25.00	207.00'
T7051	1288+25.00	229.00'
T7052	1289+85.00	229.00'
T7053	1289+85.00	207.00'
T7054	1291+45.27	227.72'
T7055	1291+10.21	263.80'
T7056	1291+26.95	279.51'
T7057	1290+64.00	207.00'
T7058	1290+64.00	229.00'
T7059	1291+10.00	229.00'
T7060	1291+10.00	207.00'

P.I. = 1261+38.69
Y = 312,375.967
X = 498,318.311
DELTA = 46°26'38" LT
D = 01°16'19"
T = 1932.88'
L = 3651.73'
R = 4505.00'
PC = 1242+05.81
PT = 1278+57.54
BK TAN = S00°52'33"W
AH TAN = N45°34'05"W

COURSE TABLE		
COURSE	BEARING	DISTANCE
7000-7001	N38°17'23"W	580.02'
7001-7002	N47°01'28"W	590.19'
7002-7003	N39°07'07"W	115.74'
7003-7004	N45°34'05"W	435.00'
7004-7009	S31°35'18"W	65.40'
7005-7006	S45°34'05"E	508.78'
7006-7007	S42°31'25"E	1264.20'
7007-7008	SEE CURVE DATA	

EASEMENT TABLE			
NO.	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
203	WISCONSIN POWER & LIGHT CO. (GAS)	DOC 347427A V.22 P.410	34, 28
213	CENTURYLINK	NO EASEMENT OF RECORD FOUND	28
	ROCK ENERGY COOPERATIVE	DOC 1064717	34
241	ROCK ENERGY COOPERATIVE	NO EASEMENT OF RECORD FOUND	28
213	CENTURYLINK	DOC 846300	34, 28

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE SYSTEM COORDINATES (WCCS), ROCK COUNTY, NAD 83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION MADISON OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2050647.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
203	WISCONSIN POWER & LIGHT CO. (GAS)	RELEASE OF RIGHTS
213	CENTURYLINK	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO DOT. ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
27	ROBERT W. & JANICE T. CUNNINGHAM TRUST / OUTFRONT MEDIA LLC & THE LAMAR CO. LLC	AR	-----	-----	-----	-----
28	MATHEW COOPER	FEE, TLE	0.399	-----	0.399	0.120
34	MULDER DAIRY FARMS, INC. / SHERMAN SIGN LEASING	FEE	2.855	-----	2.855	

2072888
SANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
03/02/2017 08:24:16AM
REC FEE: 25.00
FILED: TPP-8162
PAGES: 1

TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.11 AMENDMENT NO: 1

AMENDS THE OWNER NAME OF UTILITY NUMBER 253 AND CHANGES MILTON TELEPHONE COMPANY TO CENTURYLINK, OF TRANSPORTATION PROJECT PLAT 1005-10-26-4.11 RECORDED AS DOCUMENT NUMBER 2061609.

THAT PART OF THE NW 1/4 - SW 1/4 OF SECTION 18, TOWNSHIP 4 NORTH, RANGE 13 EAST, TOWN OF MILTON, ROCK COUNTY, WISCONSIN. THAT PART OF THE SE 1/4 - SE 1/4 & THE NE 1/4 - SE 1/4 OF SECTION 13, TOWNSHIP 4 NORTH, RANGE 12 EAST, TOWN OF FULTON, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 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.

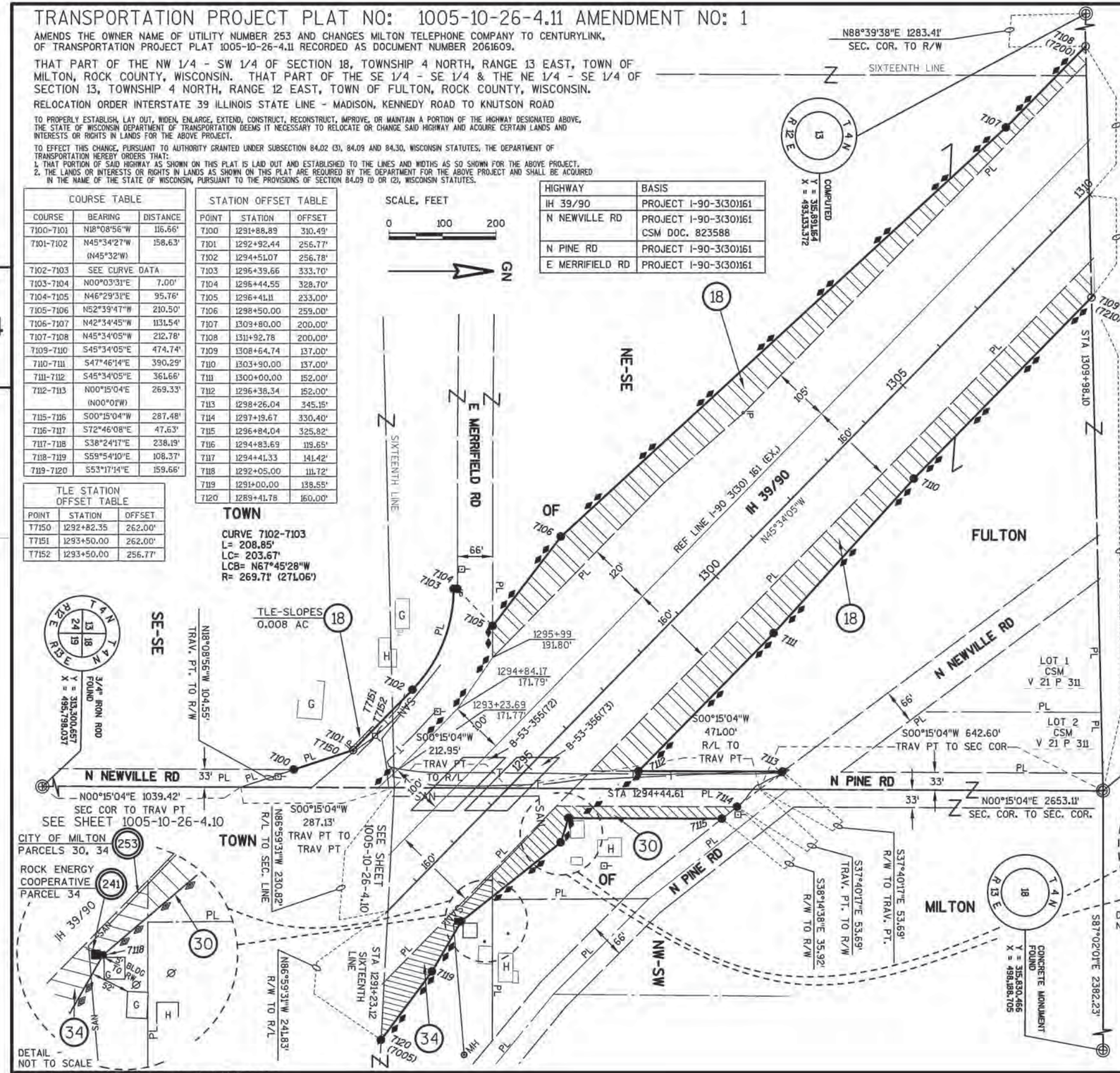
COURSE TABLE		
COURSE	BEARING	DISTANCE
7100-7101	N18°08'56"W	116.66'
7101-7102	N45°34'27"W (N45°32'W)	158.63'
7102-7103	SEE CURVE DATA	
7103-7104	N00°03'31"E	7.00'
7104-7105	N46°29'31"E	95.76'
7105-7106	N52°39'47"W	210.50'
7106-7107	N42°34'45"W	1131.54'
7107-7108	N45°34'05"W	212.78'
7109-7110	S45°34'05"E	474.74'
7110-7111	S47°46'14"E	390.29'
7111-7112	S45°34'05"E	361.66'
7112-7113	N00°15'04"E (N00°01'W)	269.33'
7115-7116	S00°15'04"W	287.48'
7116-7117	S72°46'08"E	47.63'
7117-7118	S38°24'17"E	238.19'
7118-7119	S59°54'10"E	108.37'
7119-7120	S53°17'14"E	159.66'

TLE STATION OFFSET TABLE		
POINT	STATION	OFFSET
T7150	1292+82.35	262.00'
T7151	1293+50.00	262.00'
T7152	1293+50.00	256.77'

STATION OFFSET TABLE		
POINT	STATION	OFFSET
7100	1291+88.89	310.49'
7101	1292+92.44	256.77'
7102	1294+51.07	256.78'
7103	1296+39.66	333.70'
7104	1296+44.55	328.70'
7105	1296+41.11	233.00'
7106	1298+50.00	259.00'
7107	1303+80.00	200.00'
7108	1311+92.78	200.00'
7109	1308+64.74	137.00'
7110	1303+90.00	137.00'
7111	1300+00.00	152.00'
7112	1296+38.34	152.00'
7113	1298+26.04	345.15'
7114	1297+19.67	330.40'
7115	1296+84.04	325.82'
7116	1294+83.69	119.65'
7117	1294+41.33	141.42'
7118	1292+05.00	111.72'
7119	1291+00.00	138.55'
7120	1289+41.78	160.00'

SCALE, FEET
0 100 200

HIGHWAY	BASIS
IH 39/90	PROJECT I-90-3(30)161
N NEWVILLE RD	PROJECT I-90-3(30)161 CSM DOC. 823588
N PINE RD	PROJECT I-90-3(30)161
E MERRIFIELD RD	PROJECT I-90-3(30)161



R.A. Smith National

Beyond Surveying and Engineering

I, NATHAN A. VAUGHN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.11 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
NATHAN A. VAUGHN
S-2986
JOHNSON CREEK
WI
LAND SURVEYOR

Nathan A Vaughn 2/16/2017
NATHAN A. VAUGHN DATE
AGENT FOR R.A. SMITH NATIONAL
P.L.S. NUMBER 2986

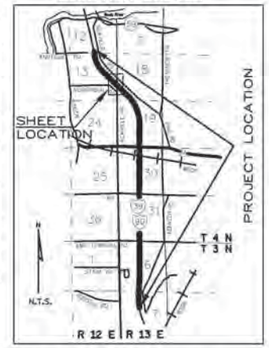
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

David R. Miller 3/01/2017
DAVID R. MILLER DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.11
AMENDMENT NO: 1

EASEMENT TABLE			
NO.	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
203	WISCONSIN POWER & LIGHT CO. (GAS)	DOC 347427A V.22 P.409-410	30, 34
241	ROCK ENERGY COOPERATIVE	DOC 1064717	30
	ROCK ENERGY COOPERATIVE	DOC 1064717	34
241	ROCK ENERGY COOPERATIVE	NO EASEMENT OF RECORD FOUND	34
253	CITY OF MILTON	20' SEWER EASEMENT DOC 1089368	34
	CENTURYLINK	DOC 846300	30, 34

LOCATION SKETCH



POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE SYSTEM COORDINATES (WCCS), ROCK COUNTY, NAD 83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION MADISON OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2050647.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
203	WISCONSIN POWER & LIGHT CO. (GAS)	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS
253	CITY OF MILTON	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO DOT. ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
18	MULDER DAIRY FARMS, INC. / THE LAMAR CO. LLC	FEE, TLE	3.286	-----	3.286	0.008
30	KERRY E. MILLER	FEE	0.349	-----	0.349	-----
34	MULDER DAIRY FARMS, INC. / SHERMAN SIGN LEASING	FEE	0.304	-----	0.304	-----

2061610
RANDAL LEYES
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
09/20/2016 11:43:29AM
REC FEE: 25.00
FILED: 2PP-B14S
PAGES: 3

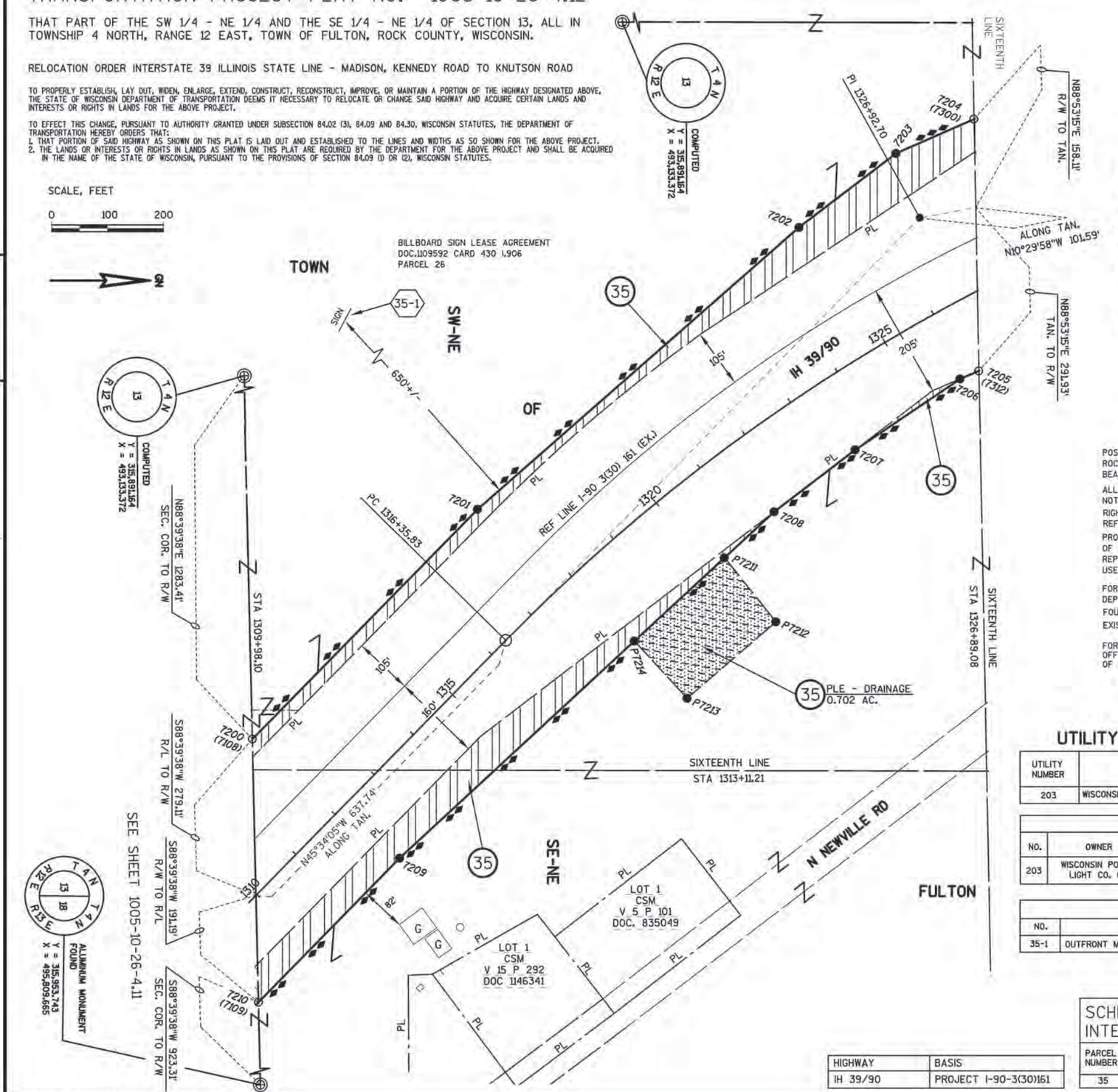
TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.12

THAT PART OF THE SW 1/4 - NE 1/4 AND THE SE 1/4 - NE 1/4 OF SECTION 13, ALL IN TOWNSHIP 4 NORTH, RANGE 12 EAST, TOWN OF FULTON, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 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.



SEE SHEET 1005-10-26-4.13
SEE ALSO SHEET 1005-11-20-4.01

SEE SHEET 1005-10-26-4.11

R.A. Smith National

Beyond Surveying and Engineering

I, NATHAN A. VAUGHN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.12 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN NATHAN A. VAUGHN S-2986 JOHNSON CREEK WI LAND SURVEYOR

Nathan A Vaughn 8/23/2016
NATHAN A. VAUGHN DATE
AGENT FOR R.A. SMITH NATIONAL
P.L.S. NUMBER 2986

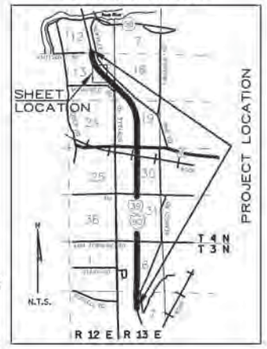
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

David R. Miller 9/19/2016
DAVID R. MILLER DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.12
AMENDMENT NO.

P.I. = 1326+92.70
Y = 317,114.022
X = 493,485.378
DELTA = 35°04'06" RT
D = 01°42'46"
T = 1056.87'
L = 2047.34'
R = 3345.00'
PC = 1316+35.83
PT = 1336+83.17
BK TAN = S45°34'05"E
AH TAN = N10°29'58"W

LOCATION SKETCH



POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE SYSTEM COORDINATES (WCCS), ROCK COUNTY, NAD 83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2050647.

PLE - STATION OFFSET TABLE		
POINT	STATION	OFFSET
P7211	1320+34.00	153.22'
P7212	1320+34.00	300.00'
P7213	1318+04.00	300.00'
P7214	1318+04.00	161.02'

COURSE TABLE		
COURSE	BEARING	DISTANCE
7200-7201	N45°34'05"W	574.70'
7201-7202	N41°14'18"W	764.23'
7202-7203	N37°22'51"W	218.18'
7203-7204	N23°39'38"W	152.08'
7205-7206	S22°59'57"E	36.57'
7206-7207	S34°03'36"E	226.13'
7207-7208	S37°24'40"E	182.27'
7208-7209	S42°45'20"E	911.72'
7209-7210	S45°34'05"E	360.26'

STATION OFFSET TABLE		
POINT	STATION	OFFSET
7200	1311+92.78	200.00'
7201	1317+60.00	202.44'
7202	1324+75.00	255.00'
7203	1326+75.00	285.00'
7204	1328+15.12	277.28'
7205	1326+22.79	127.72'
7206	1325+85.00	123.90'
7207	1323+50.00	134.71'
7208	1321+50.00	142.50'
7209	1312+25.00	137.00'
7210	1308+64.74	137.00'

PLE - COURSE TABLE		
COURSE	BEARING	DISTANCE
7208-P7211	S42°45'20"E	120.90'
P7211-P7212	N51°15'08"E	146.78'
P7212-P7213	S40°43'03"E	209.33'
P7213-P7214	S47°18'45"W	138.98'
P7214-7209	S42°45'20"E	571.53'
P7214-P7211	N42°45'20"W	219.29'

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
203	WISCONSIN POWER & LIGHT CO. (GAS)	RELEASE OF RIGHTS

EASEMENT TABLE			
NO.	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
203	WISCONSIN POWER & LIGHT CO. (GAS)	DOC 347427A V.22 P.409-410	35

SIGN		
NO.	OWNER	OASIS
35-1	OUTFRONT MEDIA LLC / MULDER DAIRY FARMS	N.A.

HIGHWAY	BASIS
IH 39/90	PROJECT I-90-3(30)161

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO DOT. ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES	PLE ACRES
			NEW	EXISTING	TOTAL		
35	MULDER DAIRY FARMS, INC. / OUTFRONT MEDIA LLC	FEE, PLE	2.513	----	2.513	----	[illegible]02

2061611
RANDAL LEYES
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
09/20/2016 11:43:29AM
REC FEE: 25.00
FILED: TPP-8146
PAGES: 3

TRANSPORTATION PROJECT PLAT NO: 1005-10-26-4.13

THAT PART OF LOT 1 CSM (RECORDED IN V 15, P 137-138 AS DOC 1136436) LOCATED IN THE NW 1/4 - NE 1/4; AND THAT PART OF LOTS 1 & 2 OF CSM (RECORDED IN V 18, P 155-156 AS DOC 1258329) LOCATED IN THE NW 1/4 - NE 1/4; AND THAT PART OF THE NW 1/4 - NE 1/4 OF SECTION 13, ALL IN TOWNSHIP 4 NORTH, RANGE 12 EAST, TOWN OF FULTON, ROCK COUNTY, WISCONSIN.

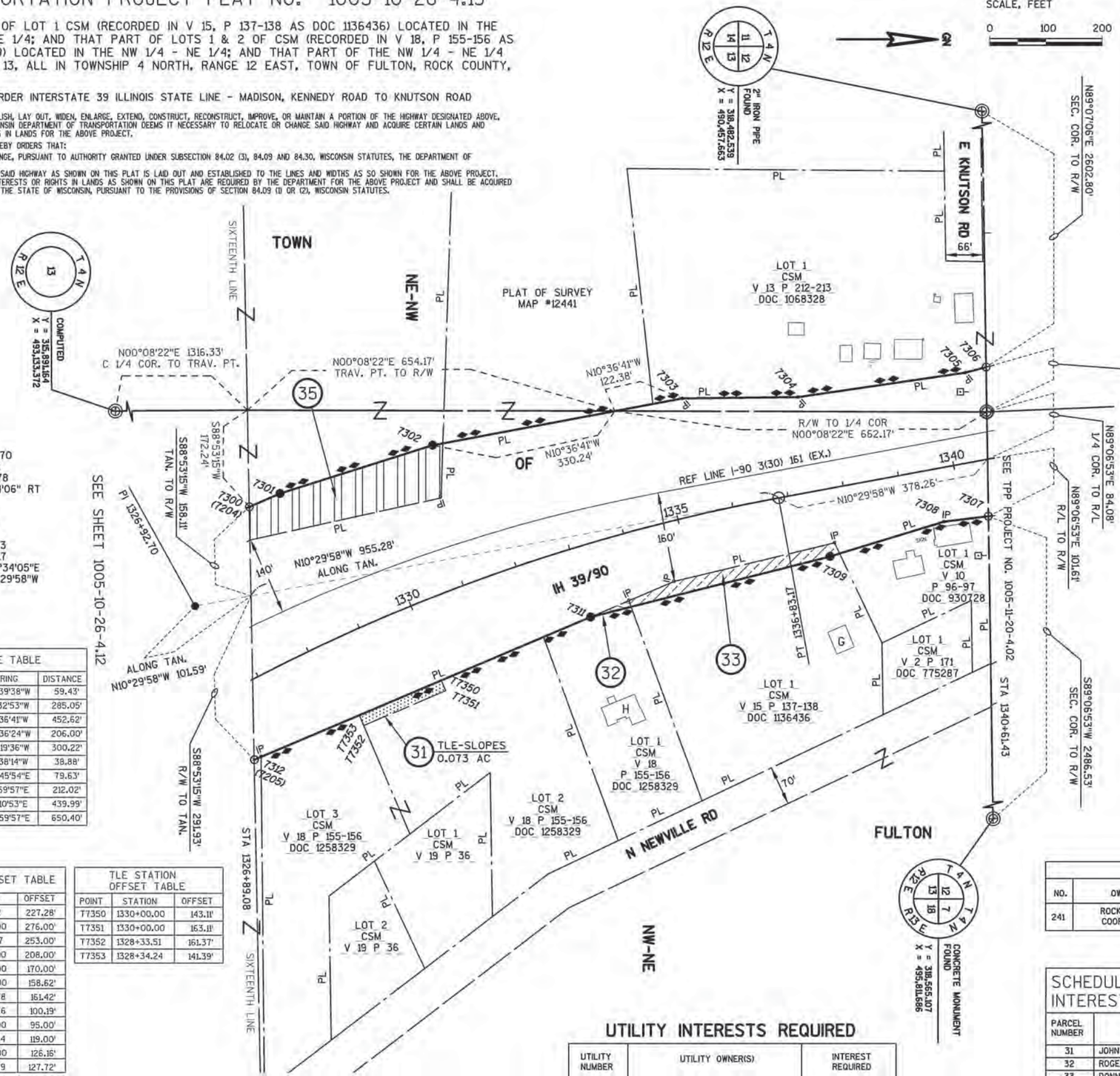
RELOCATION ORDER INTERSTATE 39 ILLINOIS STATE LINE - MADISON, KENNEDY ROAD TO KNUTSON ROAD

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TRANSPORTATION HEREBY ORDERS THAT:

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



R.A. Smith National

Beyond Surveying and Engineering

I, NATHAN A. VAUGHN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1005-10-26-4.13 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
NATHAN A. VAUGHN
S-2986
JOHNSON CREEK, WI
LAND SURVEYOR

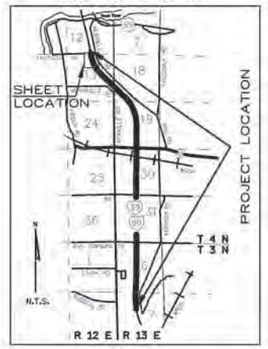
Nathan A Vaughn 8/23/2016
NATHAN A. VAUGHN — DATE
AGENT FOR R.A. SMITH NATIONAL
P.L.S. NUMBER 2986

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

David R. Miller 9/19/2016
DAVID R. MILLER — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1005-10-26-4.13
AMENDMENT NO.

LOCATION SKETCH



POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE SYSTEM COORDINATES (WCCS), ROCK COUNTY, NAD 83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION MADISON OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG IH - 39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(30)161 AND 1005-11-20.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2050647.

HIGHWAY	BASIS
IH 39/90	PROJECT I-90-3(30)161 PROJECT 1005-11-20 CSM DOC 1136436 CSM DOC 1258329
N NEWVILLE RD	PROJECT I-90-3(30)161 CSM DOC 930728 CSM DOC 1136436 CSM DOC 1258329
E KNUTSON RD	CSM DOC 1068328 PLAT OF SURVEY #12441

COURSE TABLE		
COURSE	BEARING	DISTANCE
7300-7301	N23°39'38"W	59.43'
7301-7302	N17°32'53"W	285.05'
7302-7303	N10°36'41"W	452.62'
7303-7304	N00°36'24"W	206.00'
7304-7305	N08°19'36"W	300.22'
7305-7306	N14°38'14"W	38.88'
7307-7308	S06°45'54"E	79.63'
7308-7309	S16°59'57"E	212.02'
7309-7311	S14°10'53"E	439.99'
7311-7312	S22°59'57"E	650.40'

STATION OFFSET TABLE		
POINT	STATION	OFFSET
7300	1328+15.12	227.28'
7301	1328+70.00	276.00'
7302	1331+33.37	253.00'
7303	1335+55.00	208.00'
7304	1337+50.00	170.00'
7305	1340+50.00	158.62'
7306	1340+88.78	161.42'
7307	1340+44.46	100.19'
7308	1339+65.00	95.00'
7309	1337+54.34	119.00'
7311	1333+00.00	126.16'
7312	1326+22.79	127.72'

TLE STATION OFFSET TABLE		
POINT	STATION	OFFSET
T7350	1330+00.00	143.11'
T7351	1330+00.00	163.11'
T7352	1328+33.51	161.37'
T7353	1328+34.24	141.39'

EASEMENT TABLE			
NO.	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
241	ROCK ENERGY COOPERATIVE	DOC 778033	31, 32, 33

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO DOT. ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
31	JOHN P. KJENDLIE & ELLEN S. KLOOS	TLE	----	----	----	0.073
32	ROGER L. & VALERIE A. LETSON	FEE	0.010	----	0.010	----
33	DONNA M. GARBE	FEE	0.193	----	0.193	----
35	MULDER DAIRY FARMS, INC. / OUTFRONT MEDIA LLC	FEE	0.642	----	0.642	-

N

P.L.

R/W

SAN

SIGN

IH 39/90 SB

1076'TWSB' 1078'TWSB' 1080'TWSB' 1082'TWSB' 1084'TWSB' 1086'TWSB' 1088'TWSB' 109

IH 39/90 NB

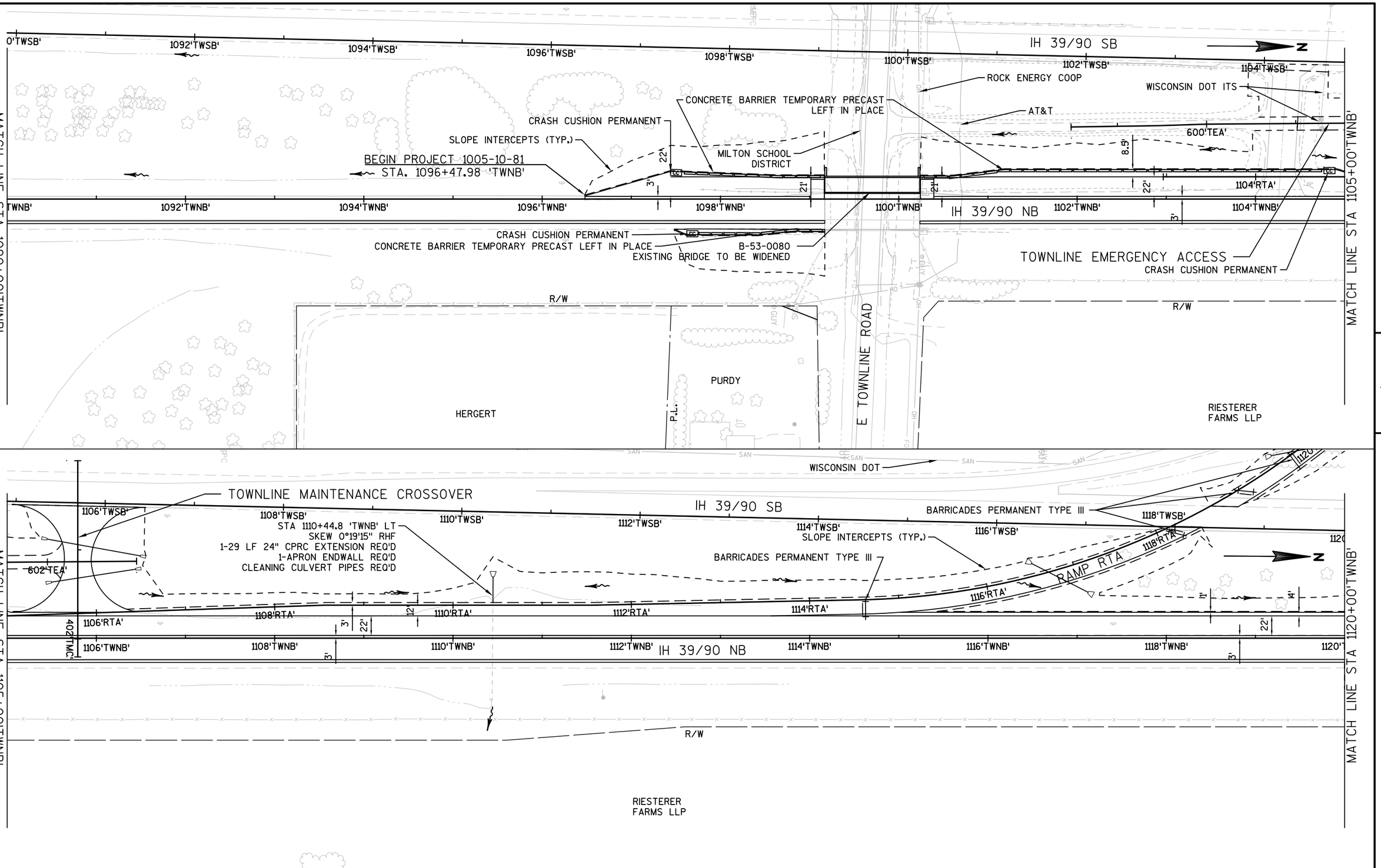
1076'TWNB' 1078'TWNB' 1080'TWNB' 1082'TWNB' 1084'TWNB' 1086'TWNB' 1088'TWNB' 1090'

5

5

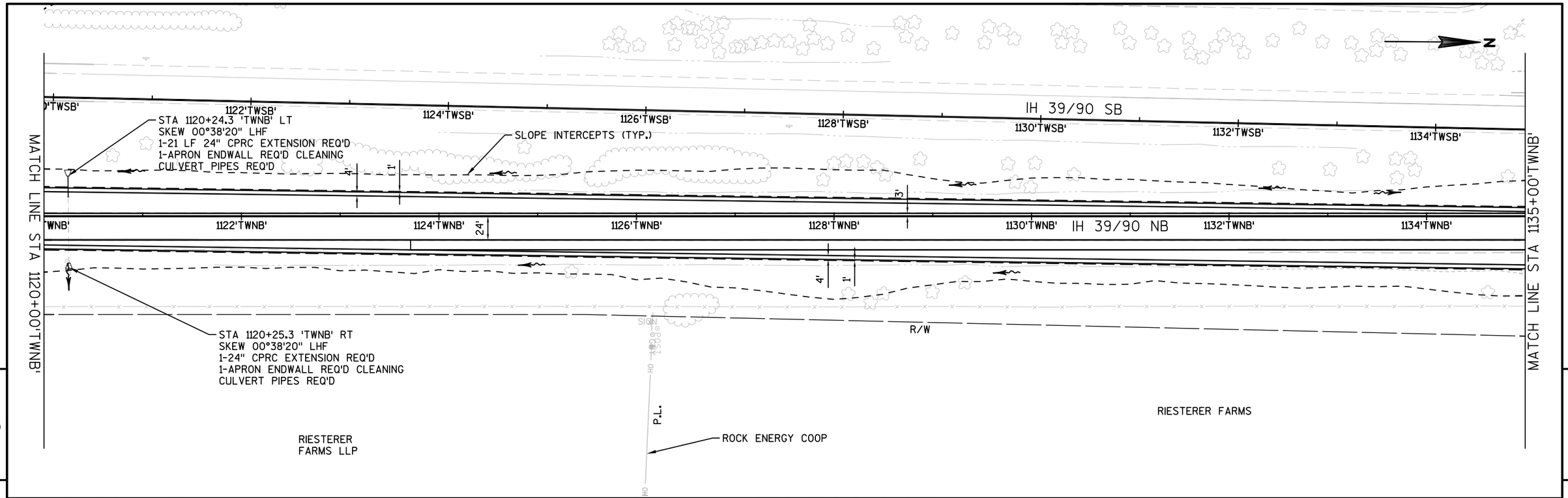
MATCH LINE STA 1090+00'TWNB'

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: IH 39/90 NB TEMPORARY WIDENING 'TWNB'	SHEET 235	E

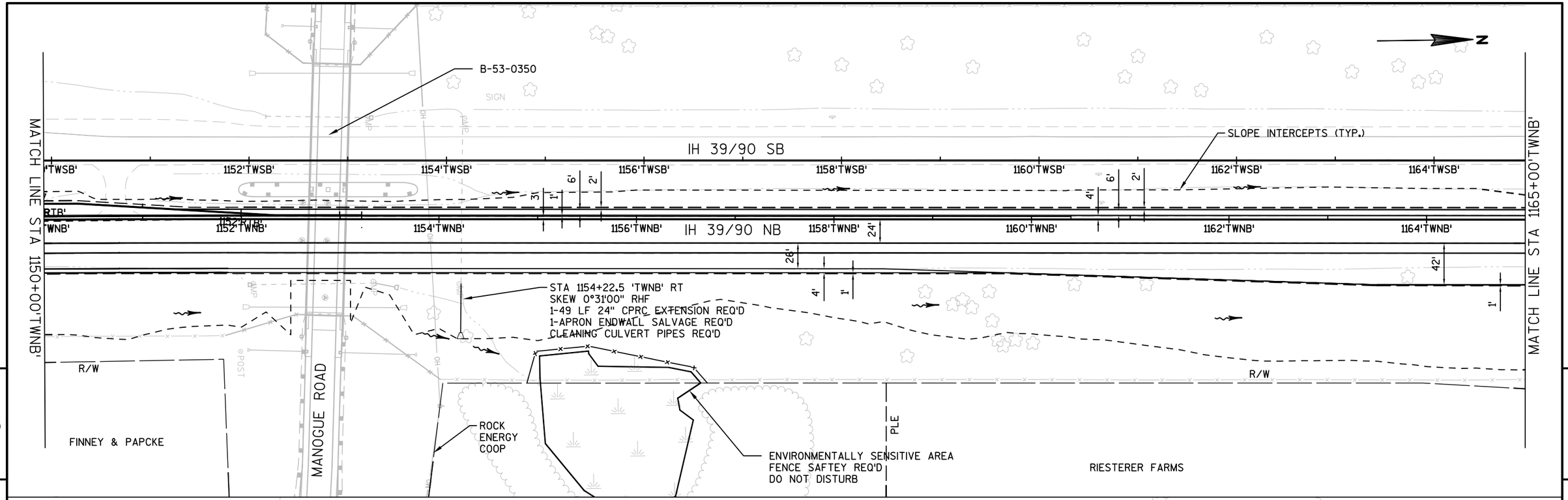


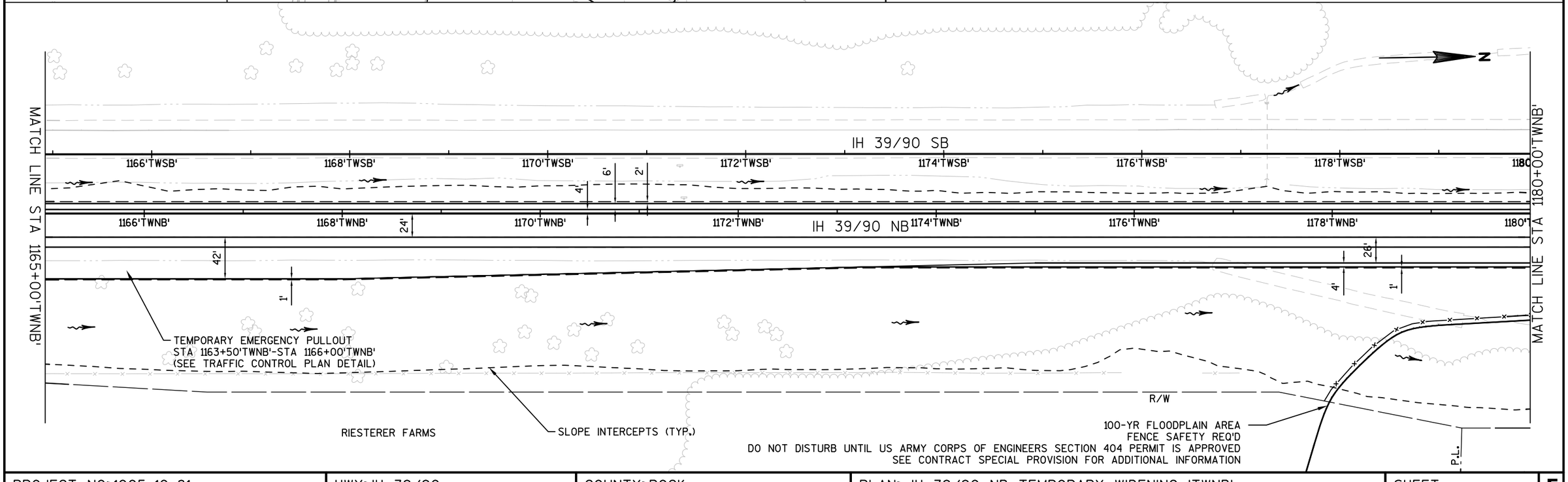
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: IH 39/90 NB TEMPORARY WIDENING 'TWNB'	SHEET 236 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN AND PROFILE\050101_PP_TWNB.DWG
LAYOUT NAME - (5)
PLOT DATE : 11/30/2017 11:47 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: IH 39/90 NB TEMPORARY WIDENING 'TWNB'	SHEET 237	E





PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: IH 39/90 NB TEMPORARY WIDENING 'TWNB'	SHEET 238	E

MATCH LINE STA 1180+00'TWNB'

MATCH LINE STA 1195+00'TWNB'

R/W

100-YR FLOODPLAIN AREA
FENCE SAFETY REQ'D
DO NOT DISTURB UNTIL US ARMY CORPS OF ENGINEERS SECTION 404 PERMIT IS APPROVED
SEE CONTRACT SPECIAL PROVISION FOR ADDITIONAL INFORMATION

3.0
STA 1184+23 'TWNB' LT
ADJUSTING INLET COVER REQ'D

WISCONSIN DOT ITS

CONCRETE BARRIER TEMPORARY PRECAST
LEFT IN PLACE

CRASH CUSHION PERMANENT

DMS

IH 39/90 SB

'TWSB' 1182'TWSB' 1184'TWSB' 1186'TWSB' 1188'TWSB' 1190'TWSB' 1192'TWSB' 1194'TWSB'

4' 2' 6' 9'

'TWNB' 1182'TWNB' IH 39/90 NB 1184'TWNB' 1186'TWNB' 1188'TWNB' 1190'TWNB' 1192'TWNB' 1194'TWNB'

24' 26' 4' 1' 8'

STA 1184+34.5 'TWNB'
SKEW 33°42'39" RHF
1-452 LF 54" CPRC REQ'D 252 LF PIPE
BORING AND JACKING)
2-APRON ENDWALL REQ'D

CRASH CUSHION PERMANENT

SLOPE INTERCEPTS (TYP.)

SIGN

R/W

100-YR FLOODPLAIN AREA
FENCE SAFETY REQ'D
DO NOT DISTURB UNTIL US ARMY CORPS OF ENGINEERS SECTION 404 PERMIT IS APPROVED
SEE CONTRACT SPECIAL PROVISION FOR ADDITIONAL INFORMATION

COATS - COATS ETAL

5

5

R/W

ROCK ENERGY COOP

ATC

B-53-0077
EXISTING BRIDGE TO BE WIDENED AND REPAIRED

SLOPE INTERCEPTS (TYP.)

IH 39/90 SB

1196'TWSB' 1198'TWSB' 1200'TWSB' 1202'TWSB' 1204'TWSB' 1206'TWSB' 1208'TWSB' 1210'

6' 2' 4'

CRASH CUSHION PERMANENT

CONCRETE BARRIER TEMPORARY PRECAST
LEFT IN PLACE

8.5'

1196'TWNB' 1198'TWNB' 1200'TWNB' 1202'TWNB' 1204'TWNB' 1206'TWNB' 1208'TWNB' 1210'

24' 26' 1' 4' 8'

IH 39/90 NB

CRASH CUSHION PERMANENT

ENVIRONMENTALLY SENSITIVE AREA
FENCE SAFETY REQ'D
DO NOT DISTURB UNTIL US ARMY CORPS OF ENGINEERS SECTION 404 PERMIT IS APPROVED
SEE CONTRACT SPECIAL PROVISION FOR ADDITIONAL INFORMATION

WSOR

GUY POLE

SLOPE INTERCEPTS (TYP.)

COATS - COATS ETAL

R/W

ROCK ENERGY COOP

CENTURYLINK

R/W

SIGN

CTH M

B-53-0075
EXISTING BRIDGE TO BE WIDENED AND REPAIRED

CENTURYLINK

R/W

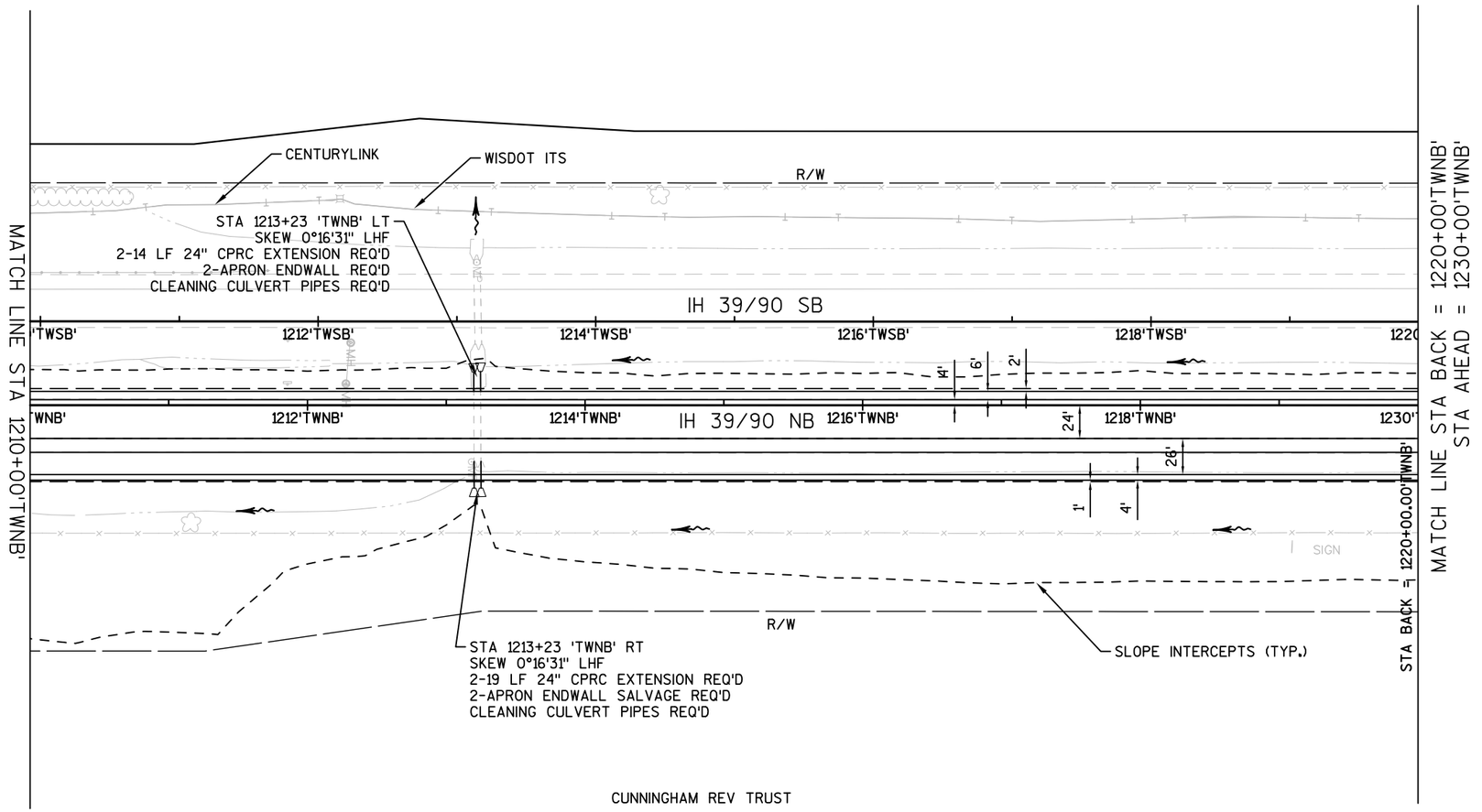
STA 1204+92.3 'TWNB' RT
SKEW 3°26'56" RHF
1-46 LF 18" CPRC EXTENSION REQ'D
1-APRON ENDWALL SALVAGE REQ'D
CLEANING CULVERT PIPE REQ'D

CUNNINGHAM REV TRUST

MATCH LINE STA 1195+00'TWNB'

MATCH LINE STA 1210+00'TWNB'

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: IH 39/90 NB TEMPORARY WIDENING 'TWNB'	SHEET 239	E



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: IH 39/90 NB TEMPORARY WIDENING 'TWNB'	SHEET 240	E

MATCHLINE STA BACK = 1220+00'TWNB'
STA AHEAD = 1230+00'TWNB'

WISDOT ITS

MULDER DAIRY FARMS INC

R/W

N

REMOVING PAVEMENT, GRADE TO DRAIN

STA 1242+27'TWNB', 23.4' LT
1-24" CPRC EXTENSION REQ'D
1-24" AEWCPRC REQ'D
CLEANING CULVERT PIPES REQ'D

SLOPE INTERCEPT

IH 39/90 SB

TEMPORARY WIDENING NORTHBOUND R/L

EDGE OF PAVEMENT
PC=STA 1238+53.9'TWNB', 10.0' LT
R=11064'
PT=STA 1243+51.0'TWNB', 21.2' LT

100' LT +53.9

212' LT +51.0

PC: 1244+84.27'TWNB'

2'

10'

TWNB' 1232'TWNB' 1234'TWNB' 1236'TWNB' 1238'TWNB' 1240'TWNB' 1242'TWNB' 1244'TWNB'

IH 39/90 NB

30'

1'

42'

1'

54.0' RT +50.0

66.0' RT +25.0

66.0' RT +53.9

65.3' RT +75.0

46.0' RT +55.4

36.3' RT +98.9

MATCHLINE STA 1245+00'TWNB'

TEMPORARY EMERGENCY PULLOUT
STA 1235+25'TWNB'-STA 1239+75'TWNB'

SLOPE INTERCEPT

EDGE OF PAVEMENT
PC=STA 1238+53.9'TWNB', 66.0' RT
R=11140'

R/W

STA 1242+34'TWNB', 49.5' RT
1-24" CPRC EXTENSION REQ'D
1-24" AEWCPRC REQ'D
CLEANING CULVERT PIPES REQ'D

ROADSIDE INFILTRATION DITCH, SEE DETAIL

CURVE
PI STA = 1261+22.51'TWNB'
R = 3820.00'
SE = 4.6%
V = 70 MPH

CUNNINGHAM REVOCABLE TRUST

EDGE OF PAVEMENT
BEGIN TAPER=STA 1239+75.0'TWNB', 65.3' RT
R=11119'
PT=STA 1243+55.4'TWNB', 46.0' RT

GRADE SWALE TO CULVERT PIPE

CUNNINGHAM REVOCABLE TRUST

5

5

SIGN

IH 39/90 SB

N

CURVE
PI STA = 1261+22.51'TWNB'
R = 3820.00'
SE = 4.6%
V = 70 MPH

TEMPORARY EMERGENCY PULLOUT
STA 1259+67'TWNB'-STA 1264+23'TWNB'

EDGE OF PAVEMENT
BEGIN TAPER=STA 1255+01.9'TWNB', 31.0' LT
R=3752'
END TAPER=STA 1259+67.4'TWNB', 43.0' LT

43.0' LT +67.4

PC 31.0' LT +56.0

2'

31'

MATCHLINE STA 1245+00'TWNB'

1246'TWNB' 1248'TWNB' 1250'TWNB' 1252'TWNB' 1254'TWNB' 1256'TWNB' 1258'TWNB' 1260'

TEMPORARY WIDENING NORTHBOUND R/L

SLOPE INTERCEPT

31.0' LT +01.9

IH 39/90 NB

MATCHLINE STA 1260+00'TWNB'

34.0' RT +68.9

REMOVE EXISTING RUMBLE STRIP TO STA 1275+00

R/W

SIGN

ROADSIDE INFILTRATION DITCH, SEE DETAIL

CUNNINGHAM REVOCABLE TRUST

CUNNINGHAM REVOCABLE TRUST

PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	PLAN: IH 39/90 NB TEMPORARY WIDENING 'TWNB'	SHEET 241	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\PLAN AND PROFILES\050101-PP.DWG
LAYOUT NAME - 050101-PP - 050101

PLOT DATE : 10/13/2017 11:41 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

KETTLE TO SOUTH

IH 39/90 SB

STA 1260+13'TWNB', 17.8' LT
1-24" CPRC EXTENSION REQ'D
1-24" AEWCPRC REQ'D
CLEANING CULVERT PIPES REQ'D

TEMPORARY EMERGENCY PULLOUT
STA 1259+67'TWNB'-STA 1264+23'TWNB'

GRADE SMALL DITCH TO
EXISTING SB CULVERT

STA 1268+12'TWNB', 41.4' LT
1-CPCS EXTENSION REQ'D
1-18" AEWCPCS REQ'D
CLEANING CULVERT PIPES REQ'D

SLOPE INTERCEPT

TEMPORARY WIDENING
NORTHBOUND R/L

MATCHLINE STA 1260+00'TWNB'

MATCHLINE STA 1274+00'TWNB'

2'
25'R
25'R
43'
43.0' LT
+22.6
31.0' LT
+38.0
13'
44.0' LT
+26.7
2'
31'

1262'TWNB'
1264'TWNB'
1266'TWNB'
1268'TWNB'
1270'TWNB'
1272'TWNB'
1274'

IH 39/90 NB

EQUALIZER

EDGE OF PAVEMENT
BEGIN TAPER=STA 1264+22.6'TWNB', 43.0' LT
R=3773'
END TAPER=STA 1267+58.0'TWNB', 31.0' LT

18" CMP

R/W

ARNOLD

CURVE
PI STA = 1261+22.51'TWNB'
R = 3820.00'
SE = 4.6%
V = 70 MPH

KETTLE

REMOVE EXISTING
RUMBLE STRIP
TO STA 1275+00

MULDER DAIRY FARMS INC

CUNNINGHAM
REVOCABLE TRUST

CUNNINGHAM REVOCABLE
TRUST

MULDER DAIRY FARMS INC

R/W

2.4'X2.7' CMP

IH 39/90 SB

SLOPE INTERCEPT

MATCH EXISTING
STA 1275+93.66'TWNB' LT
COMPLETED UNDER
PROJECT ID 1005-10-84

PT: 1275+79.50'TWNB'

31.0' LT
+00.0

25.9' LT
+93.7

1276'TWNB'
1278'TWNB'
1280'TWNB'
1282'TWNB'
1284'TWNB'
1286'TWNB'
1288'TWNB'

IH 39/90 NB

TEMPORARY WIDENING
NORTHBOUND R/L

SEE PLAN DETAILS FOR
PAVEMENT LAYOUT INFO

MATCHLINE STA 1274+00'TWNB'

MATCHLINE STA 1289+00'TWNB'

+25.0
33.4°/R

36.0' RT
+85.4

12'
1'

36.0' RT
+15.1

SLOPE INTERCEPT

R/W

CRASH CUSHION PERMANENT

CBTP LEFT IN PLACE
STA 1286+45'TWNB' - STA 1293+82'TWNB'

MATCH EXISTING
STA 1279+15.11'TWNB' RT
COMPLETED UNDER
PROJECT ID 1005-10-84

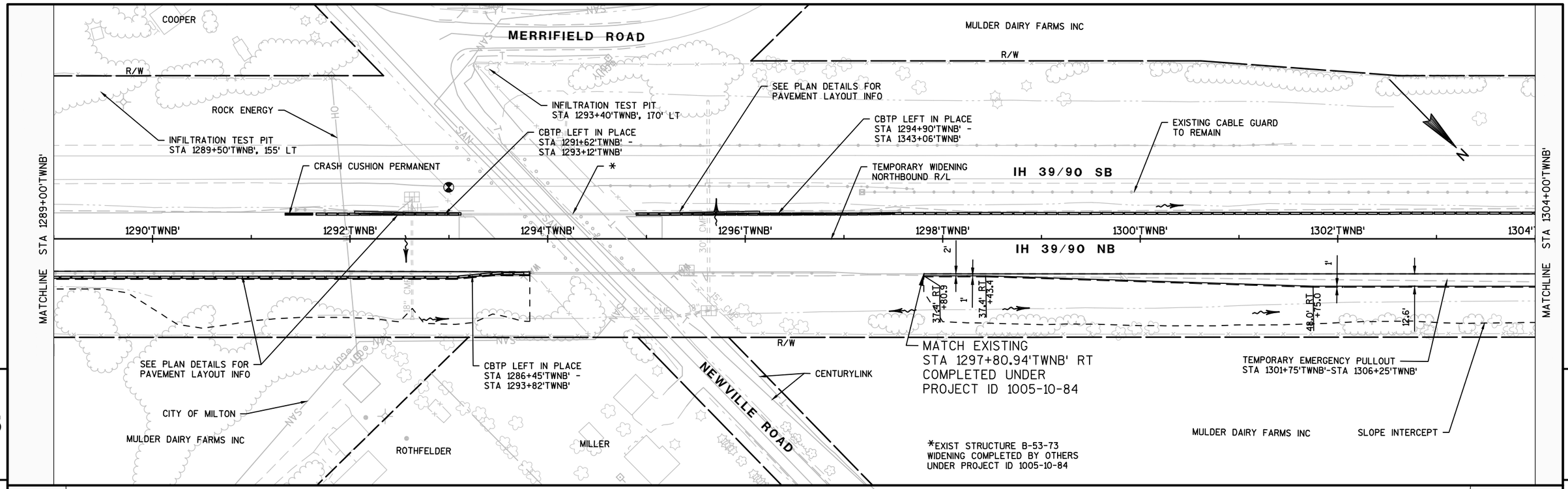
CURVE
PI STA = 1261+22.51'TWNB'
R = 3820.00'
SE = 4.6%
V = 70 MPH

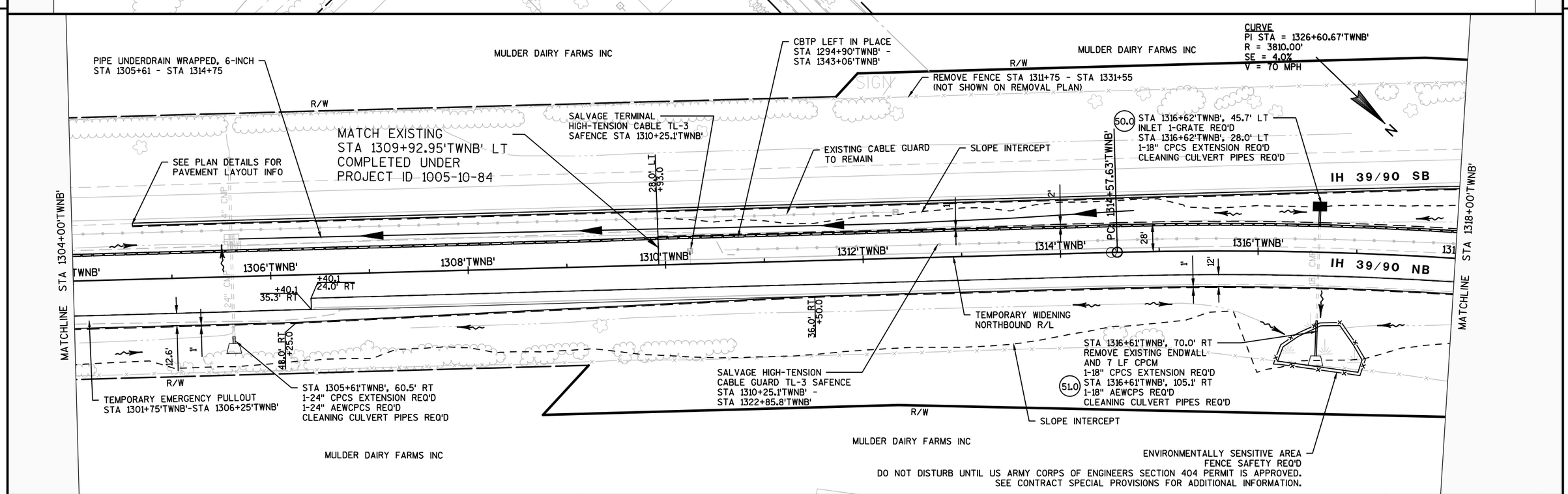
MULDER DAIRY FARMS INC.

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: IH 39/90 NB TEMPORARY WIDENING 'TWNB'	SHEET 242	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\PLAN AND PROFILES\050101-PP.DWG
LAYOUT NAME - 050101-PP - 050102

PLOT DATE : 10/13/2017 11:46 AM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT





PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: IH 39/90 NB TEMPORARY WIDENING 'TWNB'	SHEET 243	E

MULDER DAIRY FARMS INC

R/W

SEE PLAN DETAILS FOR PAVEMENT LAYOUT INFO

CURVE
PI STA = 1326+60.67'TWNB'
R = 3810.00'
SE = 4.0%
V = 70 MPH

CBTP LEFT IN PLACE
STA 1294+90'TWNB' -
STA 1343+06'TWNB'

REMOVE FENCE STA 1311+75 - STA 1331+55
(NOT SHOWN ON REMOVAL PLAN)

PROVIDE 10:1 OR FLATTER SLOPE
FROM EDGE OF REMAINING CROSSOVER
FOR APPROACHING SB TRAFFIC

REMOVE CROSSOVER R2
CONSTRUCTED UNDER ID
1005-10-71/72 (SEE
REMOVAL PLAN FOR LIMITS)

SALVAGE HIGH-TENSION CABLE
GUARD TL-3 SAFENCE
STA 1310+25.1'TWNB' -
STA 1322+85.8'TWNB'

SLOPE INTERCEPT

IH 39/90 SB

TEMPORARY WIDENING
NORTHBOUND R/L

1318+00'TWNB'

MATCHLINE STA

1320'TWNB'

1322'TWNB'

1324'TWNB'

1326'TWNB'

1328'TWNB'

1330'TWNB'

1332'TWNB'

IH 39/90 NB

MATCHLINE STA 1332+25'TWNB'

+00.0
36.0' RT

2%

8%

12'

1:1

SLOPE INTERCEPT

SALVAGE TERMINAL
HIGH-TENSION CABLE TL-3
SAFENCE STA 1322+85.8'TWNB'

R/W

R/W

R/W

PLE

MULDER DAIRY FARMS INC

KJENDLIE & KLOOS

KJENDLIE & KLOOS

5

5

CURVE
PI STA = 1326+60.67'TWNB'
R = 3810.00'
SE = 4.0%
V = 70 MPH

PETERSEN

KNUTSON ROAD

DONALDSON

R/W

END PROJECT
MATCH EXISTING
STA 1337+00.00'TWNB' LT
COMPLETED UNDER
PROJECT ID 1005-10-71/72

PROJECT ID 1005-10-71/72
CONSTRUCTED BY OTHERS

SLOPE INTERCEPT

REMOVE CROSSOVER R2
CONSTRUCTED UNDER ID
1005-10-71/72 (SEE REMOVAL
PLAN FOR LIMITS)

SEE PLAN DETAILS FOR
PAVEMENT LAYOUT INFO

TEMPORARY WIDENING
NORTHBOUND R/L

28.0' LT
+00.0

1337+88.21'TWNB'
PT

IH 39/90 SB

MATCHLINE STA 1332+25'TWNB'

1334'TWNB'

1336'TWNB'

1338'TWNB'

1340'TWNB'

1342'TWNB'

1344'TWNB'

1346'TWNB'

IH 39/90 NB

18' R/W

MATCH EXISTING STA 1332+67.47'TWNB' RT
COMPLETED UNDER PROJECT ID 1005-10-71/72

+67.5
38.8' RT

R/W

CBTP LEFT IN PLACE
STA 1294+90'TWNB' -
STA 1343+00'TWNB'

ROCK ENERGY

RUCKER

GARBE

LETSON

LIETZ

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN: IH 39/90 NB TEMPORARY WIDENING 'TWNB'	SHEET 244	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\PLAN AND PROFILES\050101-PP.DWG
LAYOUT NAME - 050101-PP - 050104

PLOT DATE : 10/13/2017 12:02 PM PLOT BY : BECKENDORF, RANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT

MEYER

PROPOSED R/W

EXISTING R/W

EXISTING R/W

ROCK ENERGY COOP

WISCONSIN DOT

WISCONSIN DOT

WIS DEPT TRANSPORTATION

1110'TWSB' IH 39/90 SB 1112'TWSB' 1114'TWSB' 1116'TWSB' 1118'TWSB' 1120'TWSB' 1122'TWSB' 1124'TWSB'

1110'TWNB' IH 39/90 NB 1112'TWNB' 1114'TWNB' 1116'TWNB' 1118'TWNB' 1120'TWNB'

1110'RTA' 1112'RTA' 1114'RTA' 1116'RTA' RAMP RTA 1118'RTA' 1120'RTA' 1122'RTA' 1124'RTA' 1124'RTA'

SLOPE INTERCEPTS (TYP.)

STA 1116+54.7 'RTA'
SKEW 47°24'27" RHF
1-71 LF 24" CPRC REQ'D
2-APRON ENDWALLS REQ'D

STA 1119+55.7 'RTA'
SKEW 64°04'07" RHF
1-99 LF 18" CPRC REQ'D
2-APRON ENDWALLS REQ'D

16.0'

3.0'

R/W

BEGIN CONSTRUCTION
STA. 1114+56.63'RTA'
MATCH TWNB

END CONSTRUCTION
STA. 1123+21.64'RTA'
MATCH EXISTING
SAWCUT REQ'D.

5

5

STA 1116+54.7 'RTA'
1-71 LF 24" CPRC REQ'D

STA 1119+55.7 'RTA'
1-99 LF 18" CPRC REQ'D

STA = 1114+56.63
ELEV = 931.658
-0.70%
STA = 1115+00.00
ELEV = 931.352
-0.45%
926.64
VPC STA 1115+90.26
VPC EL 930.94
VPI STA 1116+50.26
VPI EL 930.671
1116+48.12
930.81
VPT STA 1117+10.26
VPT EL 930.96
VCL = 120.00
K = 127.51
0.49%
STA = 1118+42.25
ELEV = 931.606
1.76%
926.78
VPC STA 1118+67.40
VPC EL 931.16
VPI STA 1119+27.40
VPI EL 930.109
VPT STA 1119+87.40
VPT EL 929.99
VCL = 120.00
K = 319.95
VPC STA 1119+96.34
VPC EL 929.97
-0.18%
VPI STA 1120+56.34
VPI EL 929.858
VPT STA 1121+16.34
VPT EL 929.52
-0.57%
STA = 1121+25.27
ELEV = 929.465

MATCH EXISTING PROFILE

MATCH EXISTING PROFILE

PROPOSED DESIGN PROFILE ALONG R/L

EXISTING TERRAIN PROFILE ALONG R/L

EXISTING PROPOSED

945	940	935	930	925	920	915	910

927.69	927.54	927.71	927.64	927.24	926.98	926.81	926.65 **931.35**	926.54 **931.13**	926.60 **930.90**	926.83 **930.81**	926.89 **930.92**	927.34 **931.16**	930.95 **931.40**	931.46 **931.47**	929.55 **930.66**	927.21 **930.16**	926.95 **929.97**	928.23 **929.82**	929.55 **929.60**	929.21	929.01	928.58	928.48	928.38	928.37	928.34

1111+50	1112+00	1112+50	1113+00	1113+50	1114+00	1114+50	1115+00	1115+50	1116+00	1116+50	1117+00	1117+50	1118+00	1118+50	1119+00	1119+50	1120+00	1120+50	1121+00	1121+50	1122+00	1122+50	1123+00	1123+50	1124+00	1124+50	1125+00	1125+50	1126+00	1126+50

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN AND PROFILE: TEMPORARY REST AREA ON-RAMP 'RTA'	SHEET 245	E

WIS DEPT TRANSPORTATION

NORTHERN NATURAL GAS CO

WISCONSIN DOT

B-53-350

EXISTING ROW

STA 1144+41.6 'RTB'
SKEW 65°35'11" LHF
1-98 LF 18" CRCP REQ'D
2-APRON ENDWALLS REQ'D

STA 1145+35.6 'RTB'
SKEW 75°54'13" LHF
1-140 LF 18" CRCP REQ'D
2-APRON ENDWALLS REQ'D

1141'RTB' 1142'RTB' 1144'RTB' 1146'RTB' 1148'RTB' 1150'RTB' 1152'RTB'

1140'TWSB' 1142'TWSB' 1144'TWSB' 1146'TWSB' 1148'TWSB' 1150'TWSB' 1152'TWSB'

1142'TWNB' 1144'TWNB' 1146'TWNB' 1148'TWNB' 1150'TWNB' 1152'TWNB'

16.0' 3.0'

IH 39/90 SB

IH 39/90 NB

RAMP RTB

BEGIN CONSTRUCTION
STA. 1142+48.54'RTB'
MATCH EXISTING
SAWCUT REQ'D.

END CONSTRUCTION
STA. 1147+84.27'RTB'
MATCH TWNB

SLOPE INTERCEPTS (TYP.)

RIESTERER FARMS

FINNEY & PAPCKE

MANOGUE ROAD

R/W

5

5

940 935 930 925 920 915 910 905

STA = 1143+13.55
ELEV = 928.772
-1.80%
VPC STA 1143+21.05
VPC EL 928.64
VPI STA 1143+81.05
VPI EL 927.557
VCL = 120.00
K = 48.39

1144+08.15
927.85
925.36
0.68%
VPT STA 1144+41.05
VPT EL 927.97

STA = 1144+99.44
ELEV = 928.362
-1.40%

VPC STA 1145+89.96
VPC EL 927.09
VPI STA 1146+49.96
VPI EL 926.255
VPT STA 1147+09.96
VPT EL 925.95
VCL = 120.00
K = 135.03

924.59
-0.51%

STA = 1147+84.27
ELEV = 925.568

MATCH EXISTING PROFILE

MATCH EXISTING PROFILE

EXISTING

PROPOSED

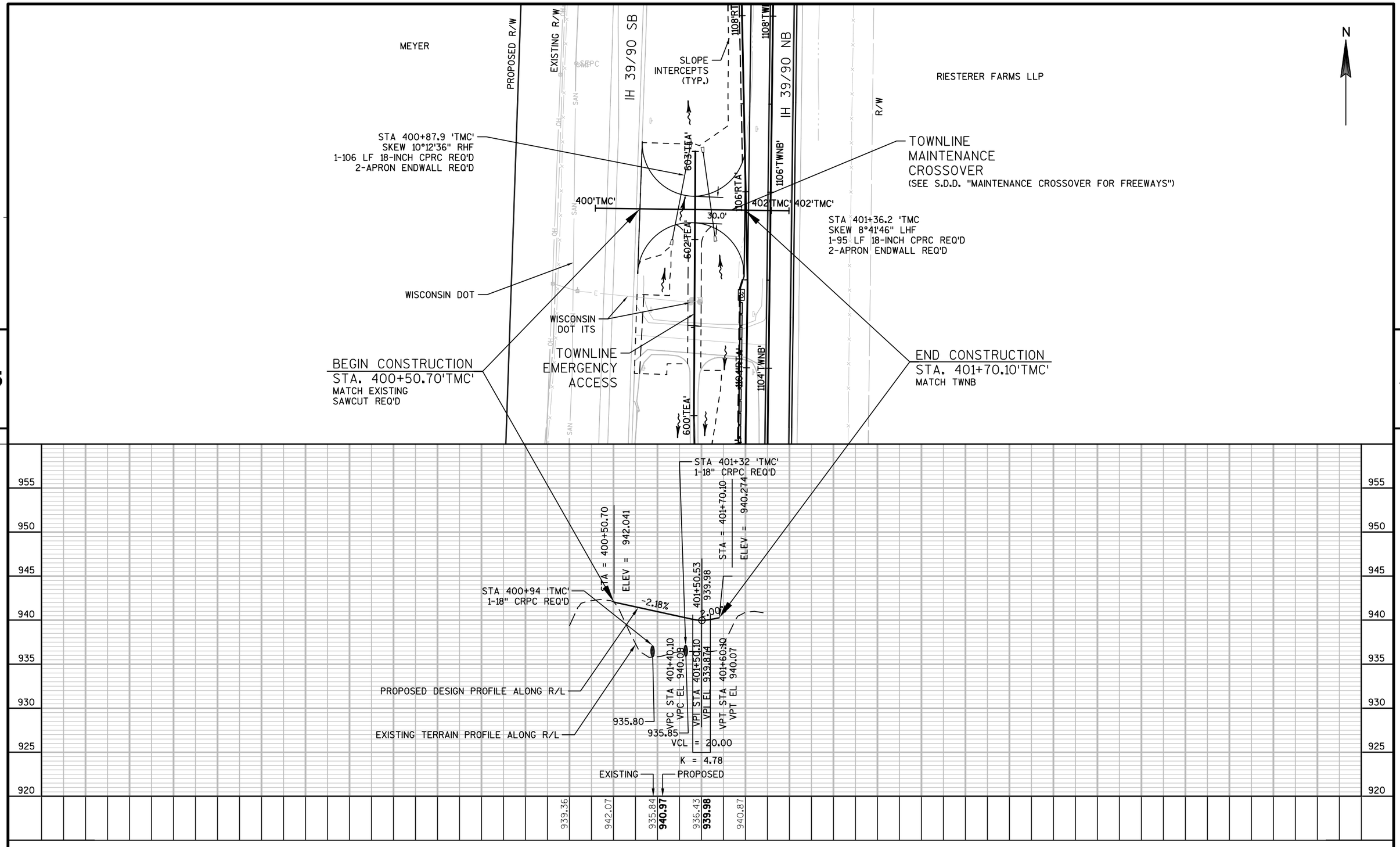
PROPOSED DESIGN PROFILE ALONG R/L

EXISTING TERRAIN PROFILE ALONG R/L

931.15 930.45 929.51 929.00 928.39 **928.20** 926.32 **927.86** 927.79 **928.03** 928.35 **928.35** 927.06 **927.65** 924.94 **926.96** 924.48 **926.39** 924.66 **926.00** 924.61 **925.74** 924.11 923.74 923.52 923.22 921.41 922.88 922.45 922.25 922.21 921.93 921.60

1139+00 1139+50 1140+00 1140+50 1141+00 1141+50 1142+00 1142+50 1143+00 1143+50 1144+00 1144+50 1145+00 1145+50 1146+00 1146+50 1147+00 1147+50 1148+00 1148+50 1149+00 1149+50 1150+00 1150+50 1151+00 1151+50 1152+00 1152+50 1153+00 1153+50 1154+00

PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	PLAN AND PROFILE: TEMPORARY REST AREA OFF-RAMP 'RTB'	SHEET 246	E



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PLAN AND PROFILE: TOWNLINE MAINTENANCE CROSSOVER 'TMC'	SHEET 247	E

USHER & WALSH

PROPOSED R/W

EXISTING R/W

ROCK ENERGY COOP

WISCONSIN DOT

TOWNLINE EMERGENCY ACCESS

TOWNLINE MAINTENANCE CROSSOVER

MEYER

PROPOSED R/W

EXISTING R/W

N

WISCONSIN DOT ITS

400'TMC'

1098'TWSB'

1100'TWSB'

IH 39/90 SB

1102'TWSB'

1104'TWSB'

1106'TWSB'

1108'TWSB'

1110'TWSB'

1112'TWSB'

MILTON SCHOOL DISTRICT

AT&T

EAST TOWNLINE ROAD

SLOPE INTERCEPTS (TYP.)

598'TEA'

600'TEA'

15.0'

602'TEA'

603'TEA'

1098'RTA'

1100'RTA'

1102'RTA'

1104'RTA'

1106'RTA'

1108'RTA'

1110'RTA'

1112'RTA'

N1

RAMP RTA

1098'TWNB'

1100'TWNB'

1102'TWNB'

1104'TWNB'

1106'TWNB'

1108'TWNB'

1110'TWNB'

1112'TWNB'

IH 39/90 NB

402'TMC'

402'TMC'

5

5

BEGIN CONSTRUCTION
STA. 601+01.98'TEA'
MATCH EXISTING

END CONSTRUCTION
STA. 602+18.95'TEA'
MATCH TMC

R/W

R/W

P.L.

PURDY

ROCK ENERGY COOP

RIESTERER FARMS LLP

955
950
945
940
935
930
925
920

STA = 601+01.98
ELEV = 943.688

STA = 602+18.95
ELEV = 940.976

-2.32%

PROPOSED DESIGN PROFILE ALONG R/L

EXISTING TERRAIN PROFILE ALONG R/L

EXISTING

PROPOSED

934.23 935.46 936.70 939.45 943.15 943.73 937.61 **942.57** 937.36 **941.42** 935.85 934.58

594+00 594+50 595+00 595+50 596+00 596+50 597+00 597+50 598+00 598+50 599+00 599+50 600+00 600+50 601+00 601+50 602+00 602+50 603+00 603+50 604+00 604+50 605+00 605+50 606+00 606+50 607+00 607+50 608+00 608+50 609+00

PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	PLAN AND PROFILE: TOWNLINE EMERGENCY ACCESS 'TEA'	SHEET 248	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\PLAN AND PROFILE\050106_PP (TEA).DWG PLOT DATE : 10/9/2017 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

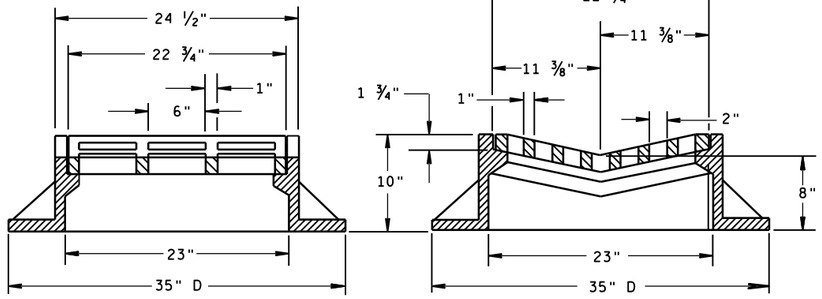
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D02-06	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B16-01	PULL BOX NON-CONDUCTIVE
09H16-01	INSTALL WIRELESS ANTENNA
11A01-05	MAINTENANCE CROSSOVER FOR FREEWAYS
13A07-02	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13B02-08A	CONCRETE PAVEMENT APPROACH SLAB
13C09-14A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-14B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-14C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
14B07-15A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15I	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
14B42-05A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
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
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-03A	FLEXIBLE DELINEATOR POST
15A04-03B	DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A04-03C	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-03D	DELINEATOR WITH REFLECTIVE SHEETING
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-04A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-04B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

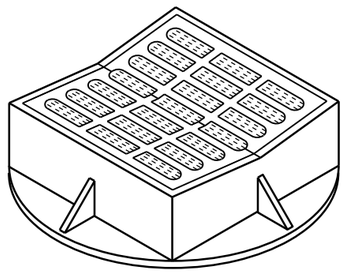
6

Standard Detail Drawing List

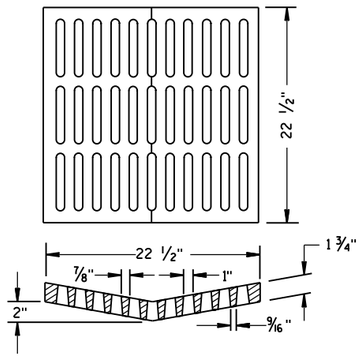
15C19-04C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-02A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-02C	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15D03-04	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D04-01	TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D12-06B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-03A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-03B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-03C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-03D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-03E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-05	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

6





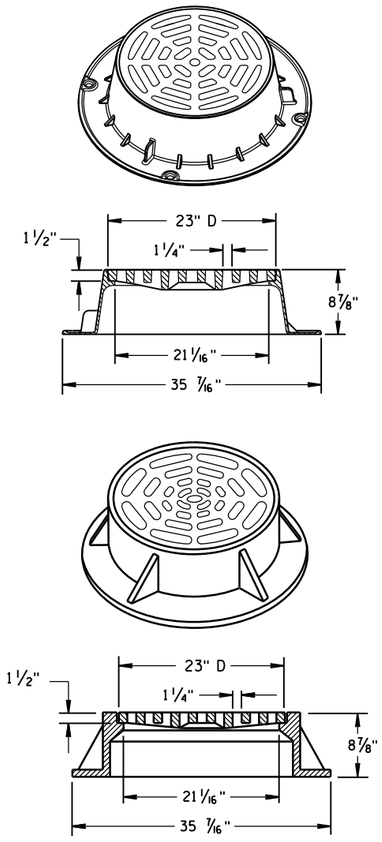
TYPE "B"



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"

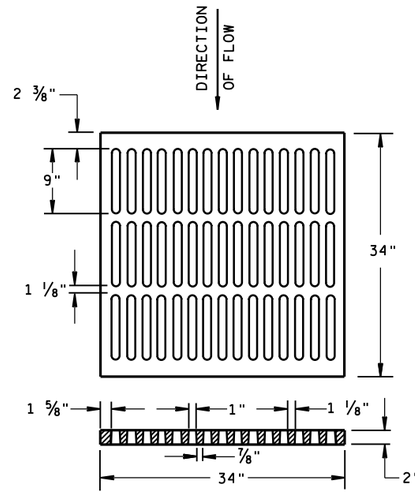
NOTE: EITHER CASTING IS ACCEPTABLE

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.

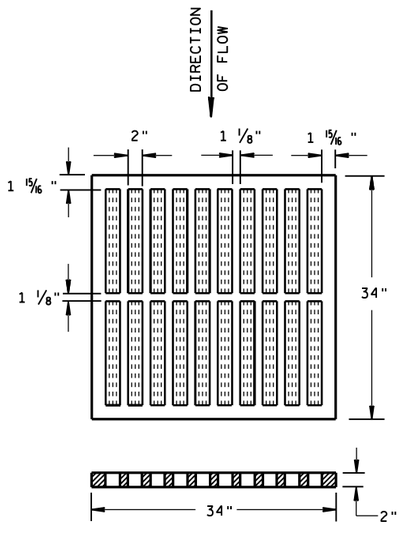
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

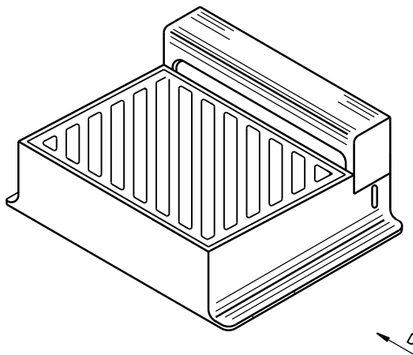
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



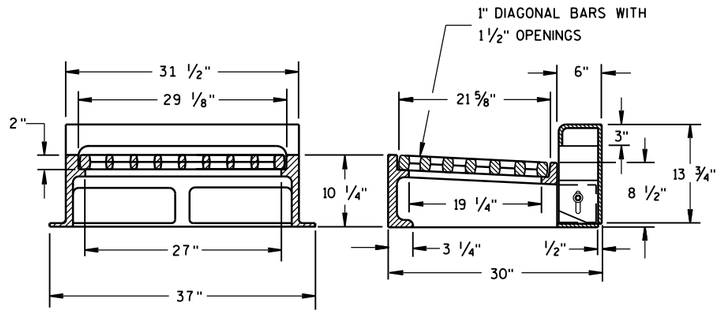
TYPE "MS"

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

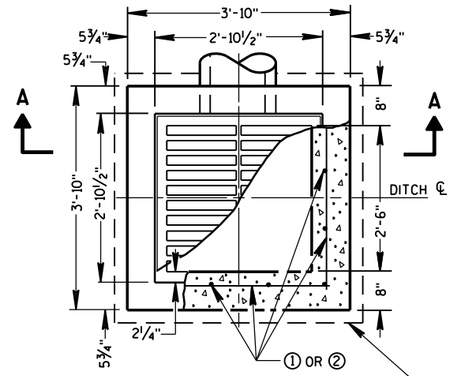
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

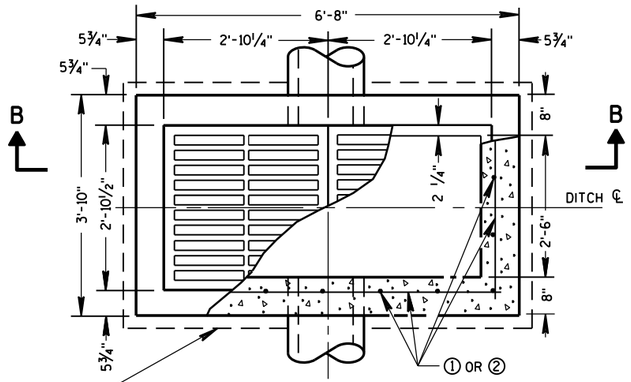
FHWA

6

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

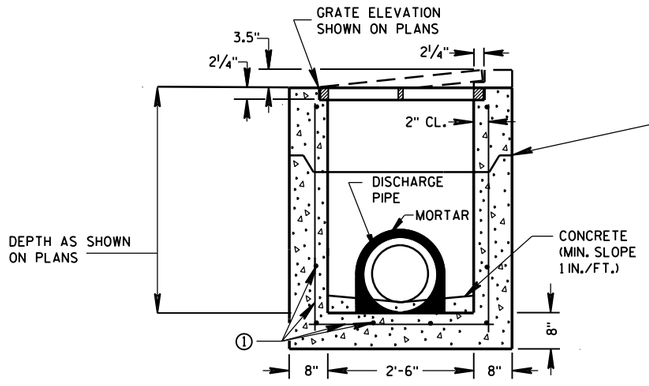


PLAN VIEW

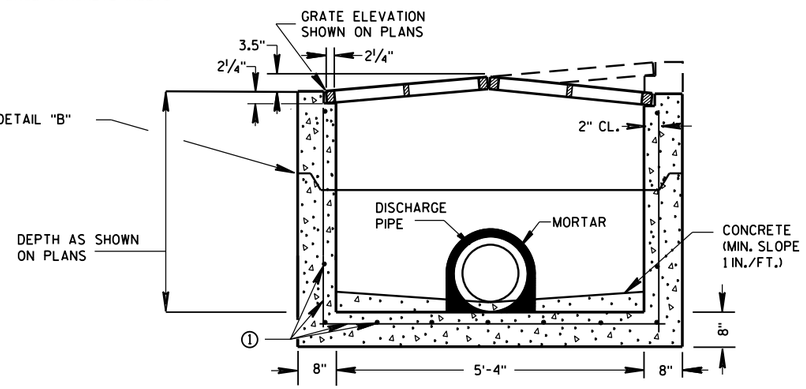


PLAN VIEW

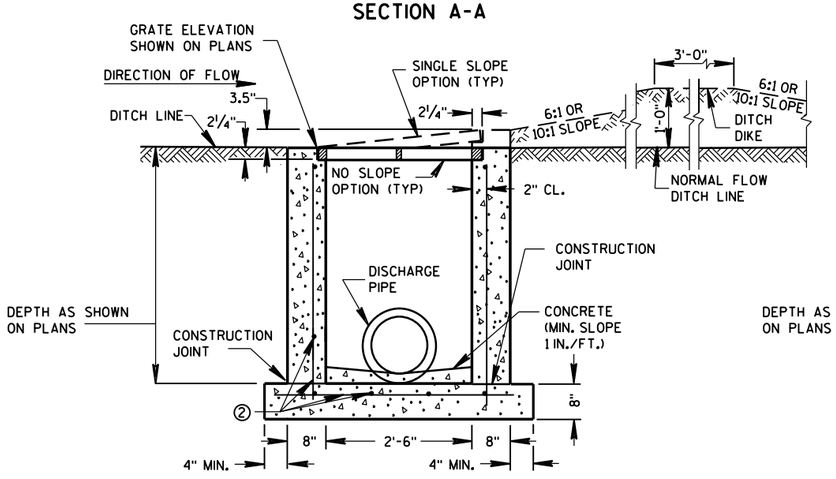
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



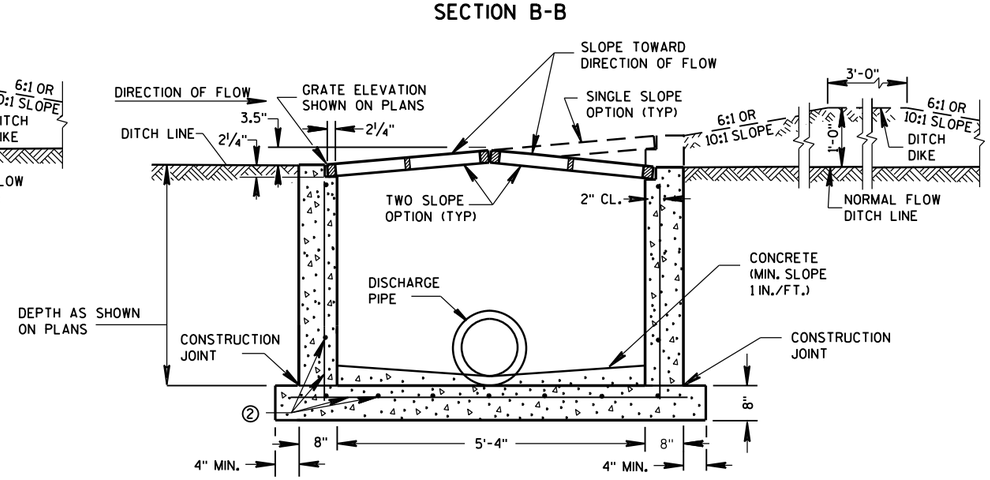
PRECAST REINFORCED CONCRETE SECTION A-A



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.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

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

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

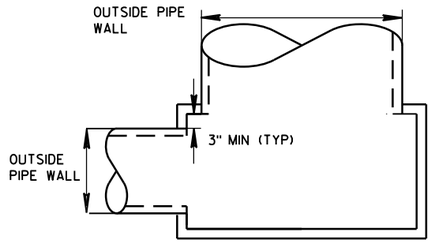
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

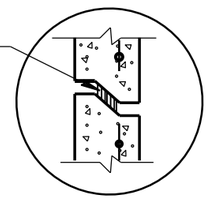
PIPE MATRIX

	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)



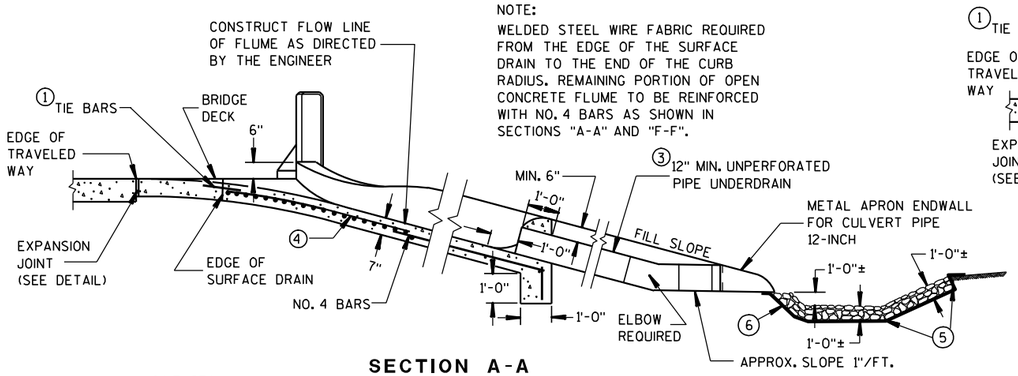
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

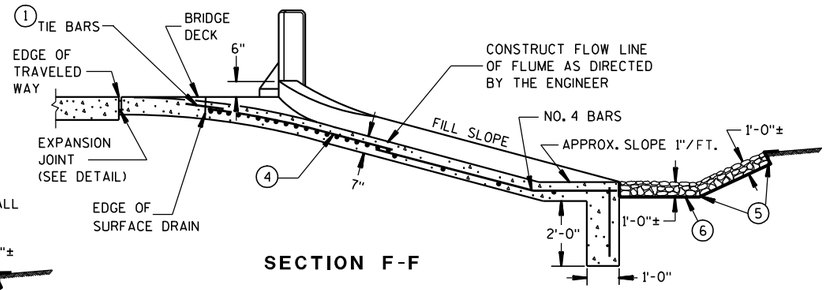
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

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



SECTION A-A



SECTION F-F

GENERAL NOTES

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

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

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

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

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

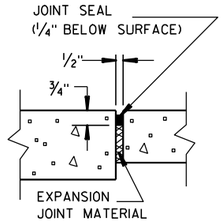
(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

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

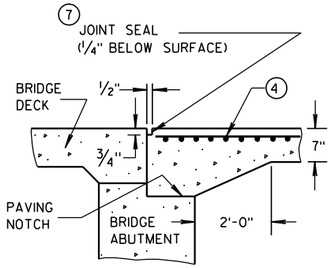
(6) GEOTEXTILE FABRIC, TYPE 'R"

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

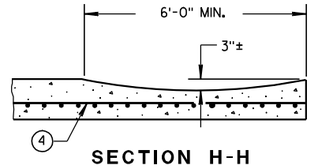
(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".



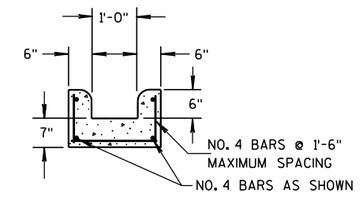
EXPANSION JOINT DETAIL



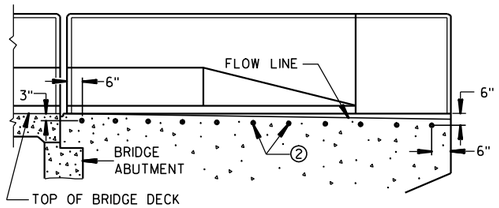
SECTION D-D



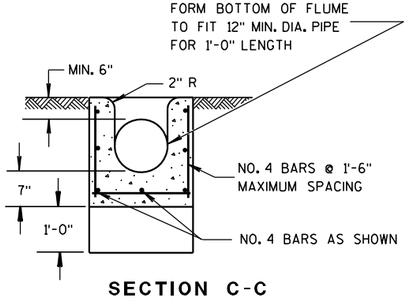
SECTION H-H



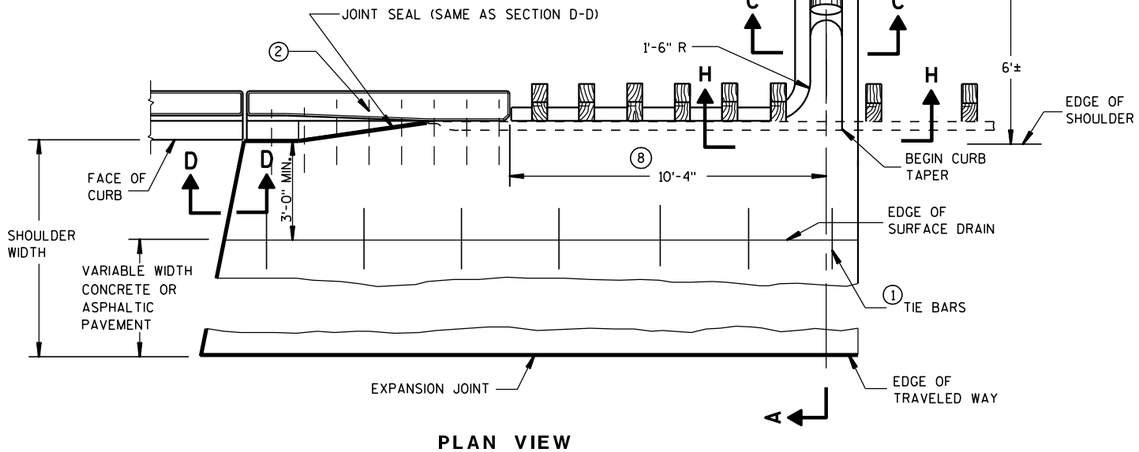
SECTION E-E



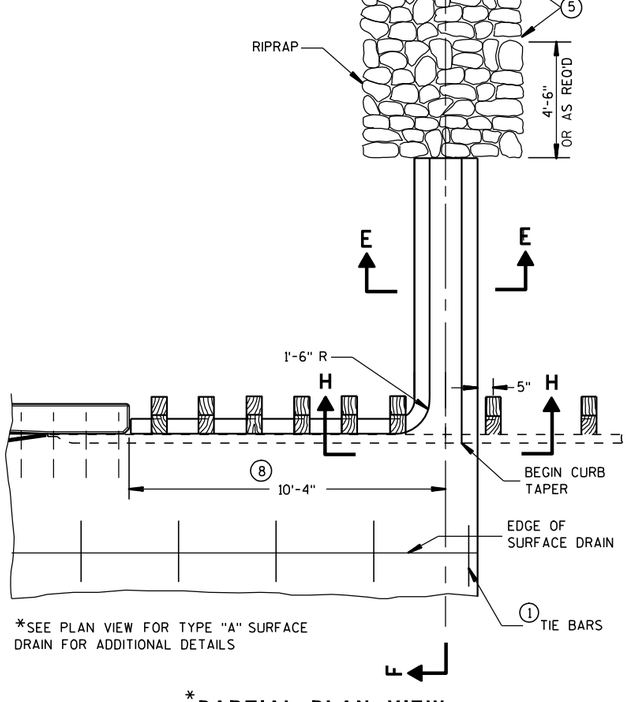
LOCATION OF TIE BARS IN WINGWALL



SECTION C-C



PLAN VIEW
SURFACE DRAIN WITH PIPE
TYPE "A"



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

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

CONCRETE SURFACE DRAINS
FLUME TYPE
AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

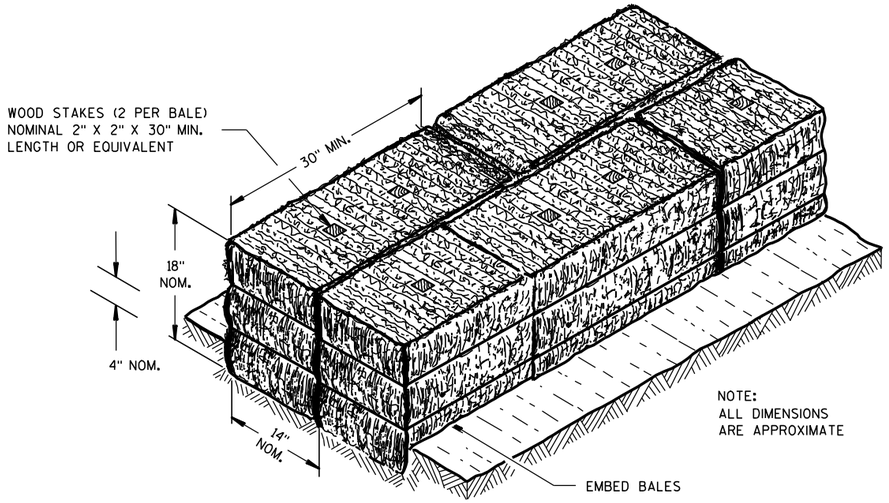
APPROVED
9/4/08
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
253
FHWA

6

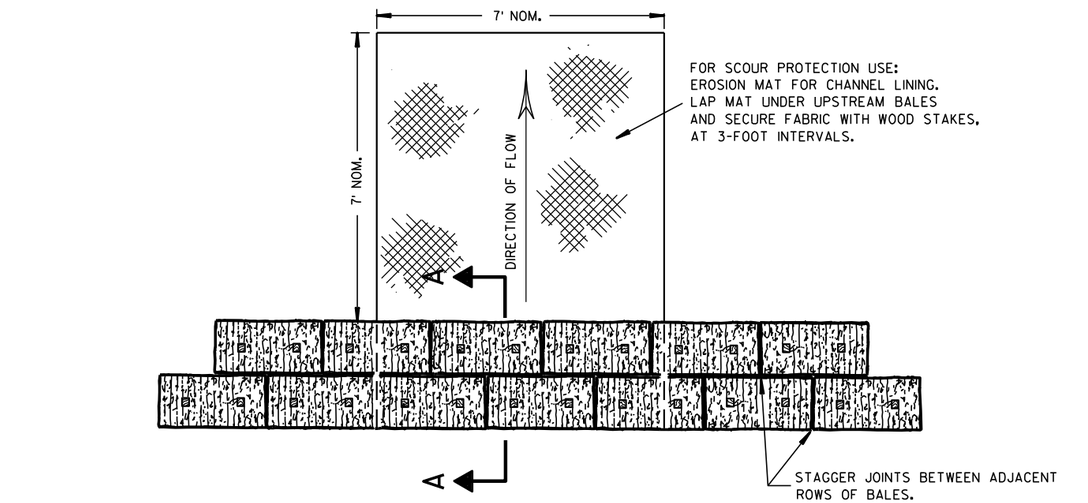
S.D.D. 8 D 2-6

6

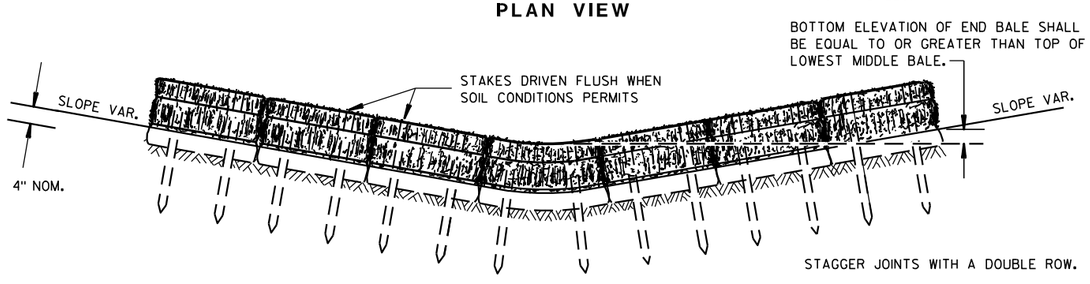
S.D.D. 8 D 2-6



SECTION A-A



PLAN VIEW



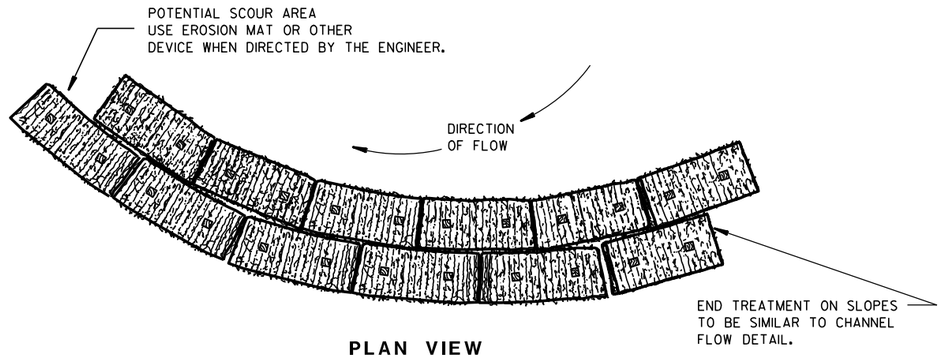
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

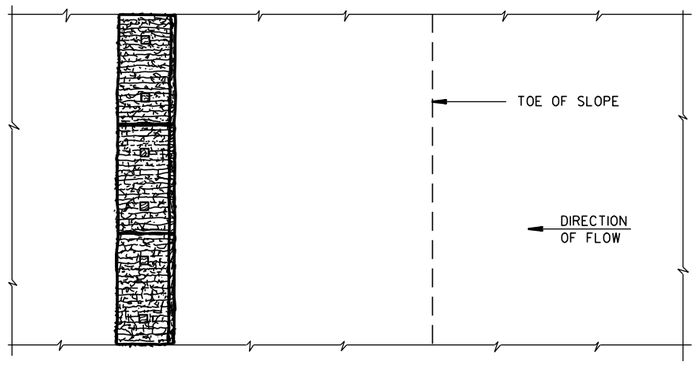
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

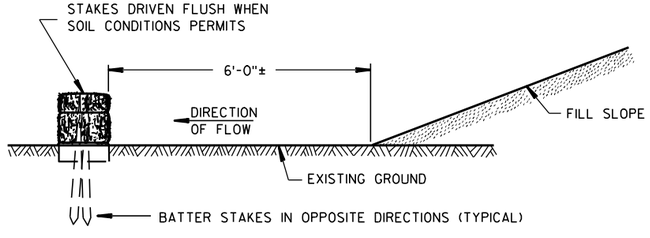


PLAN VIEW

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

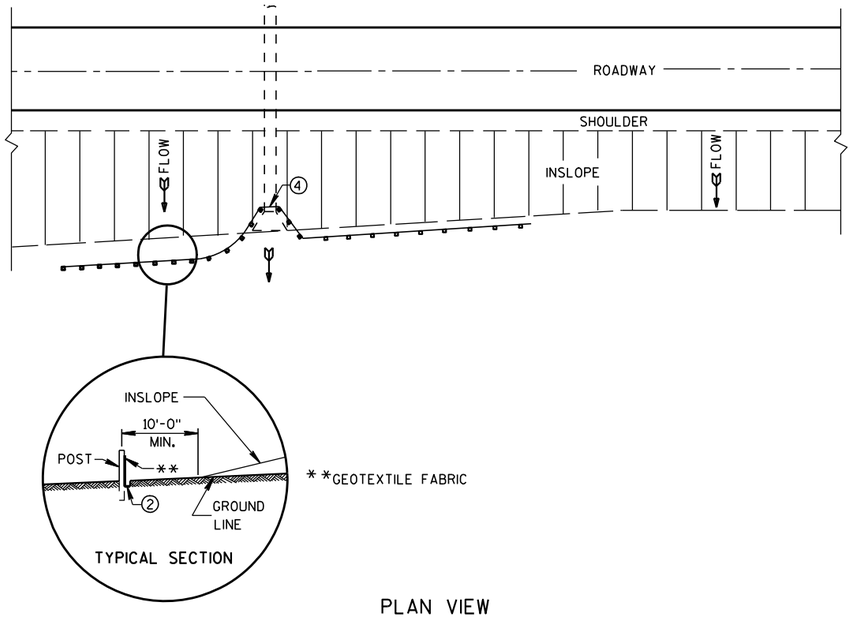
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

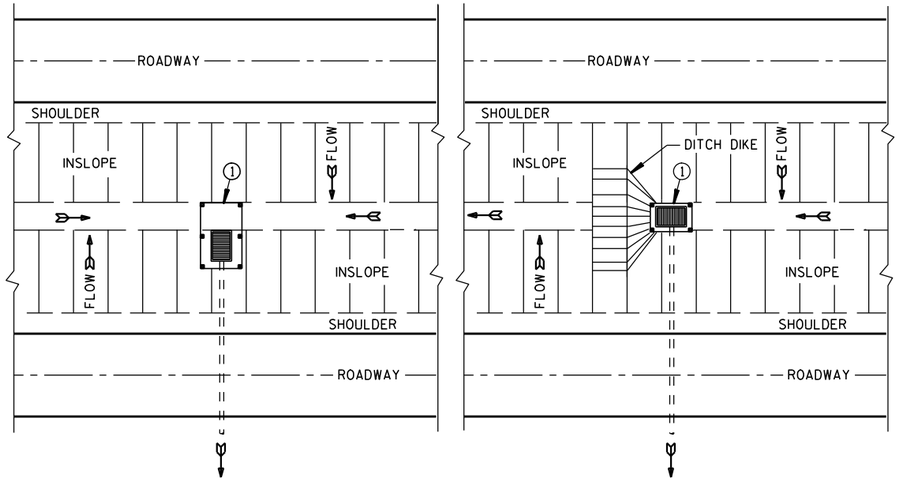
FHWA

6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



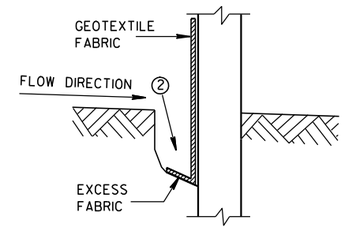
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

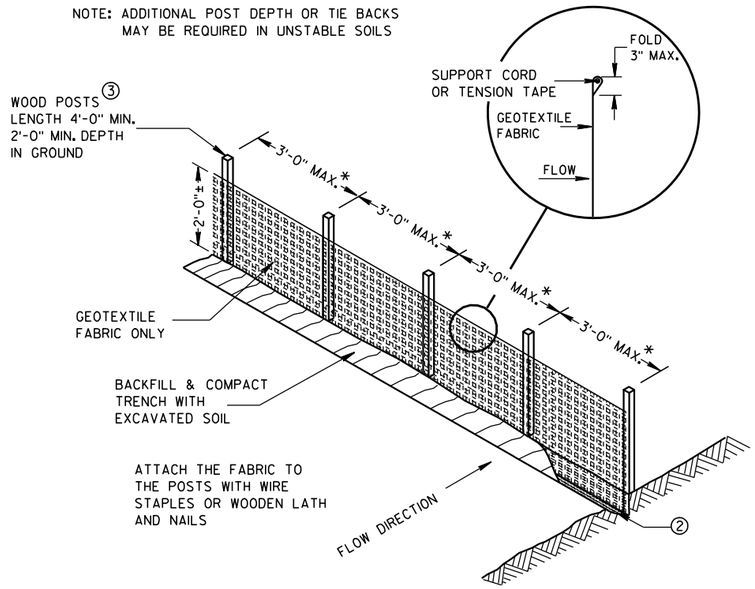
GENERAL NOTES

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

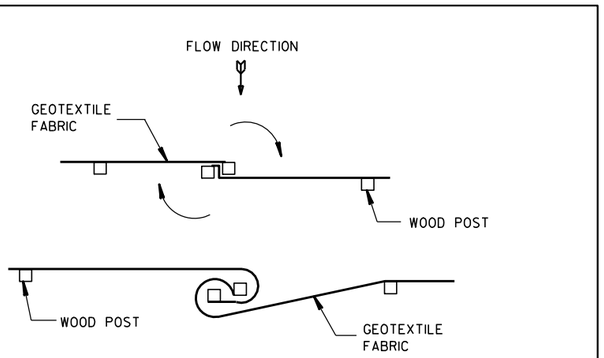
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



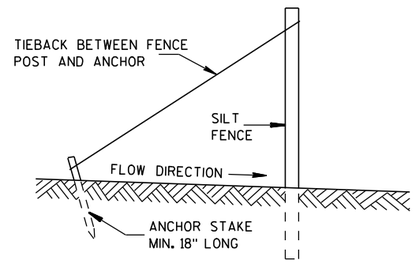
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

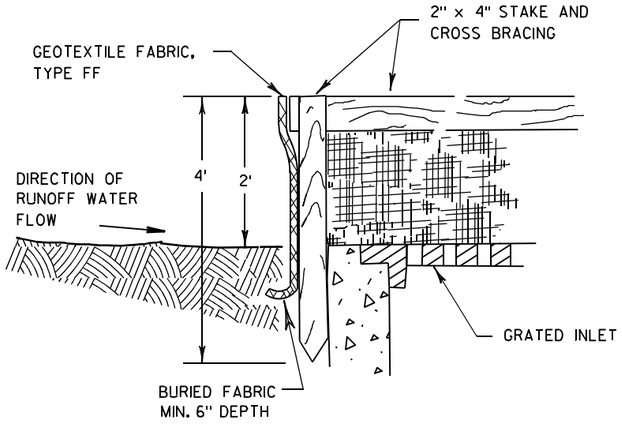
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

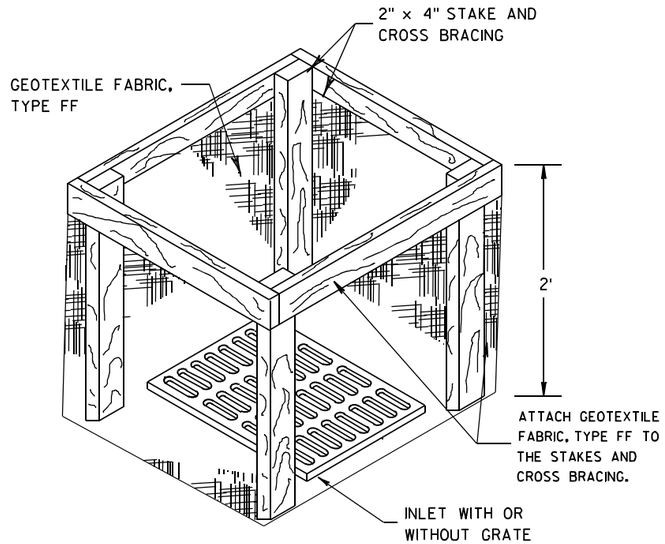
6

S.D.D. 8 E 9-6

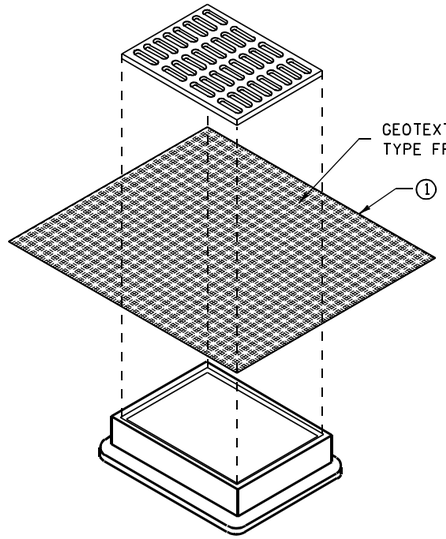
6

S.D.D. 8 E 9-6



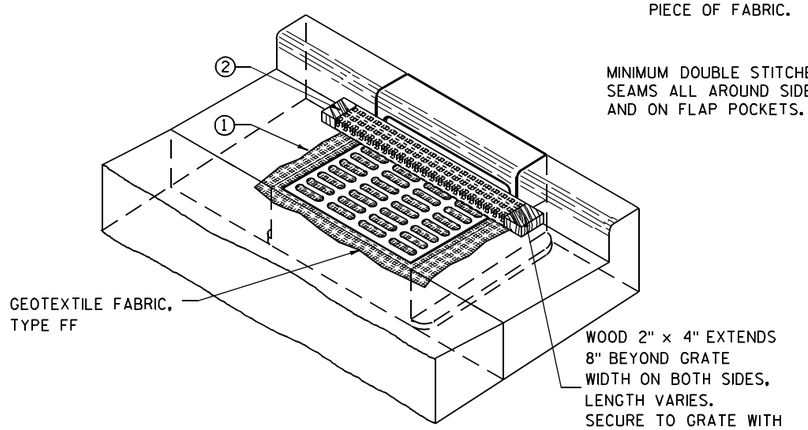


INLET PROTECTION, TYPE A

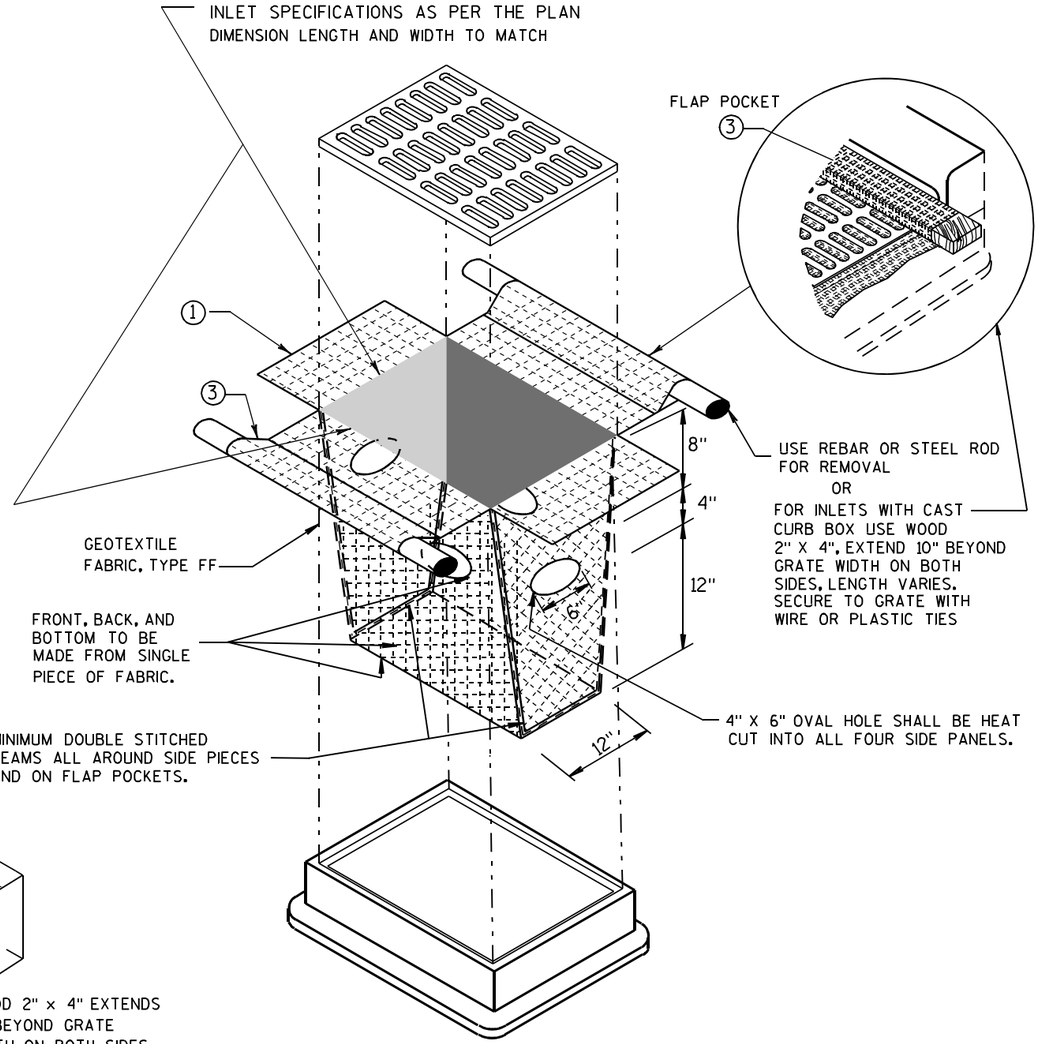


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

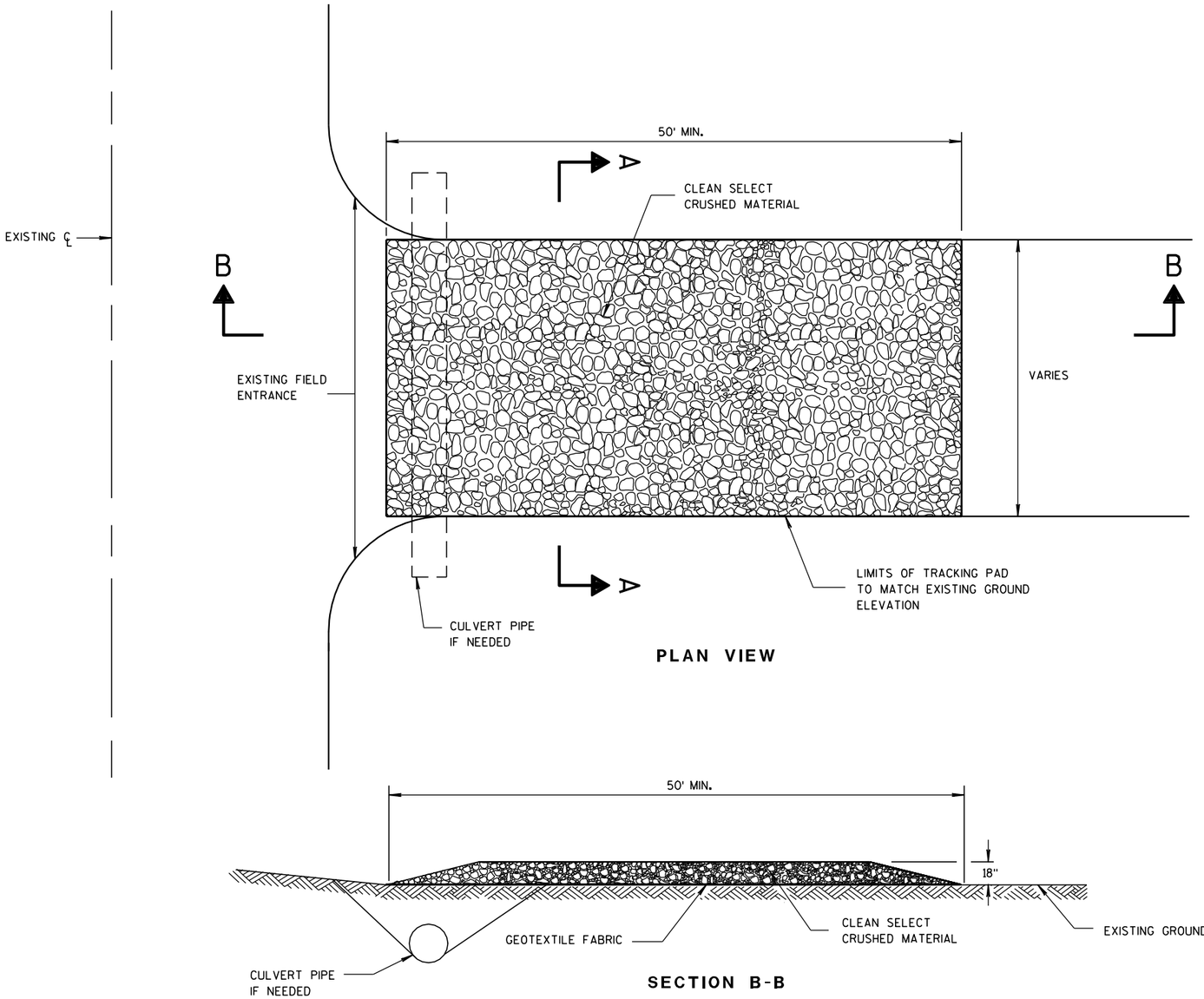
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

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

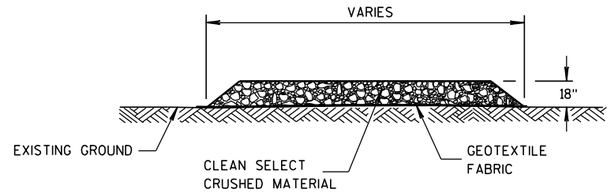
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
257
ENT
FHWA

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

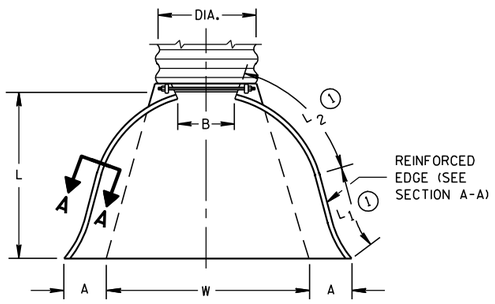
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

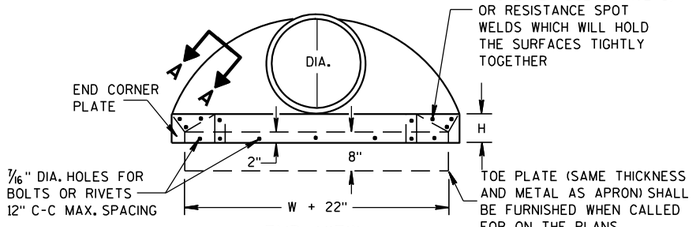
REINFORCED CONCRETE APRON ENDWALLS

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

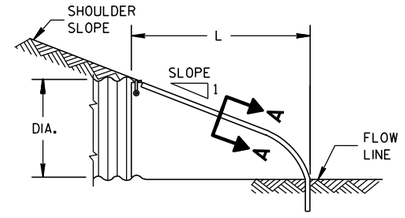
*MINIMUM
**MAXIMUM



PLAN VIEW

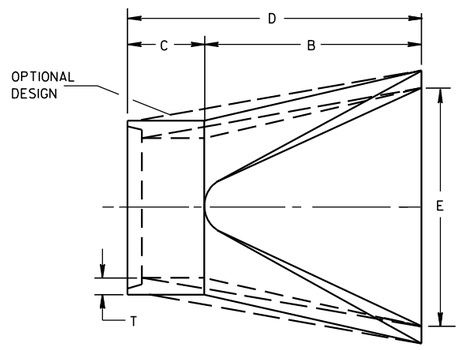


END VIEW

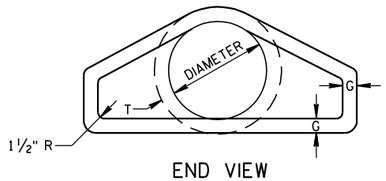


SIDE ELEVATION

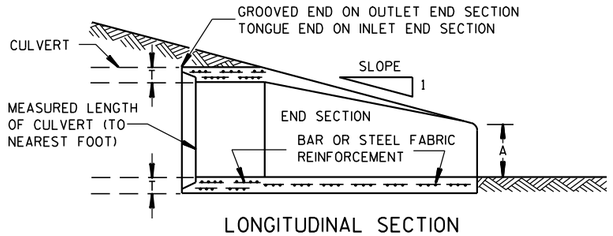
METAL ENDWALLS



PLAN

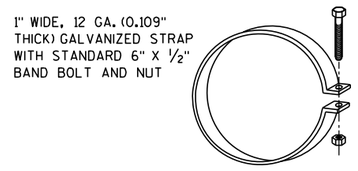


END VIEW



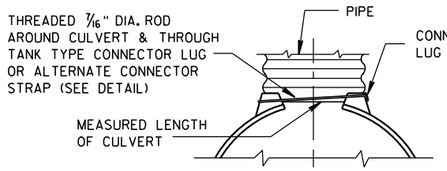
LONGITUDINAL SECTION

CONCRETE ENDWALLS

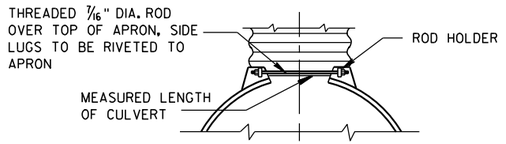


ALTERNATE FOR TYPE 1 CONNECTION

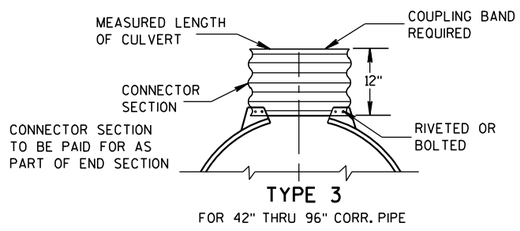
END SECTION CONNECTOR STRAP



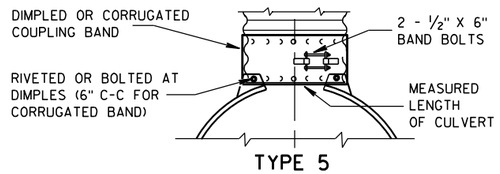
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

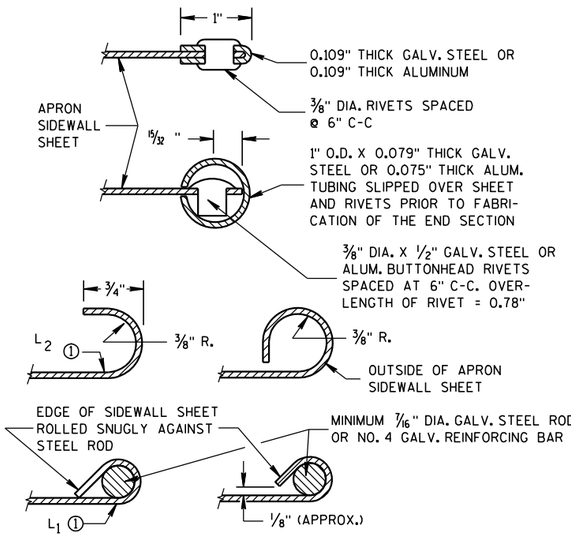
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

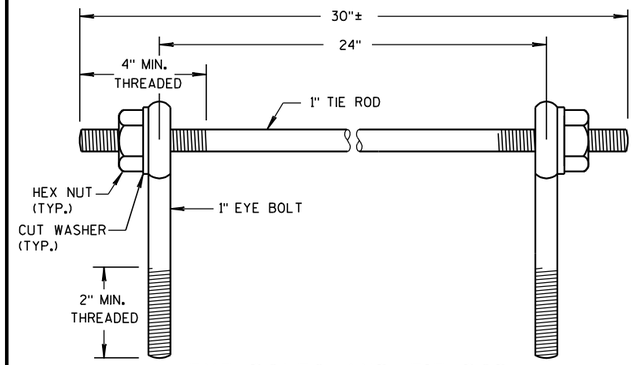
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

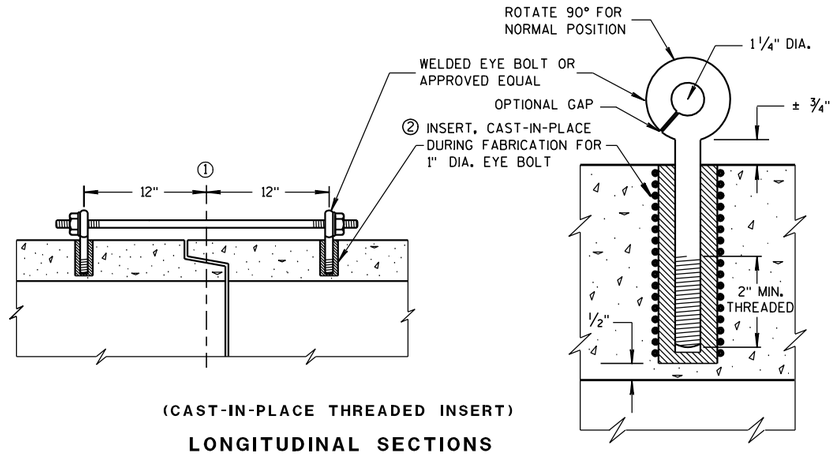
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

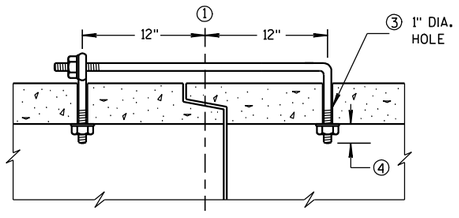
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

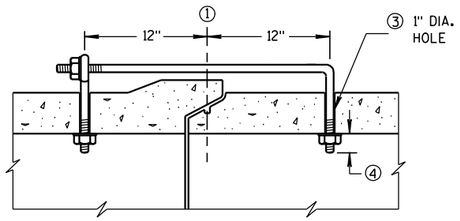
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

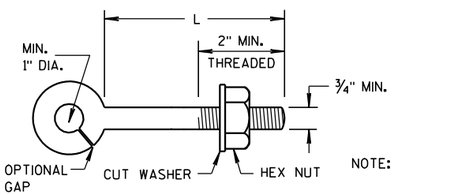


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

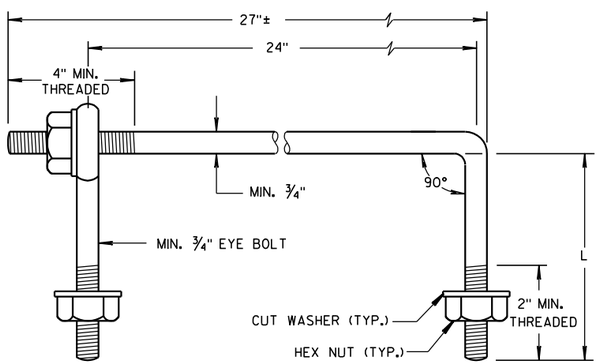
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

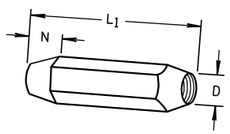
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



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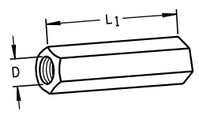
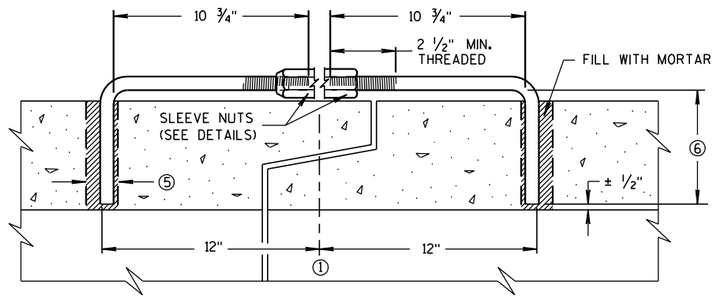


PLAIN

RIGHT AND LEFT THREADS

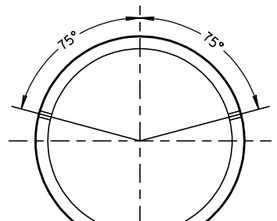
SLEEVE NUTS



LONGITUDINAL SECTION

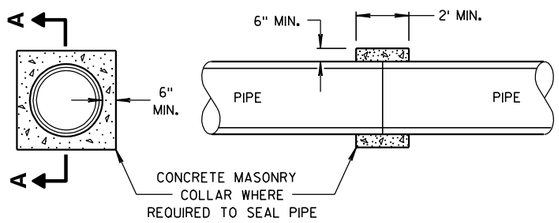
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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
259
FHWA

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S.D.D. 8 F 4-7

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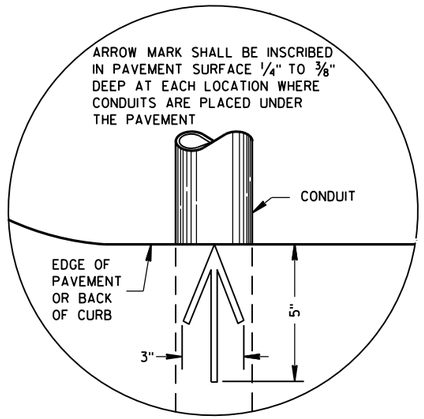
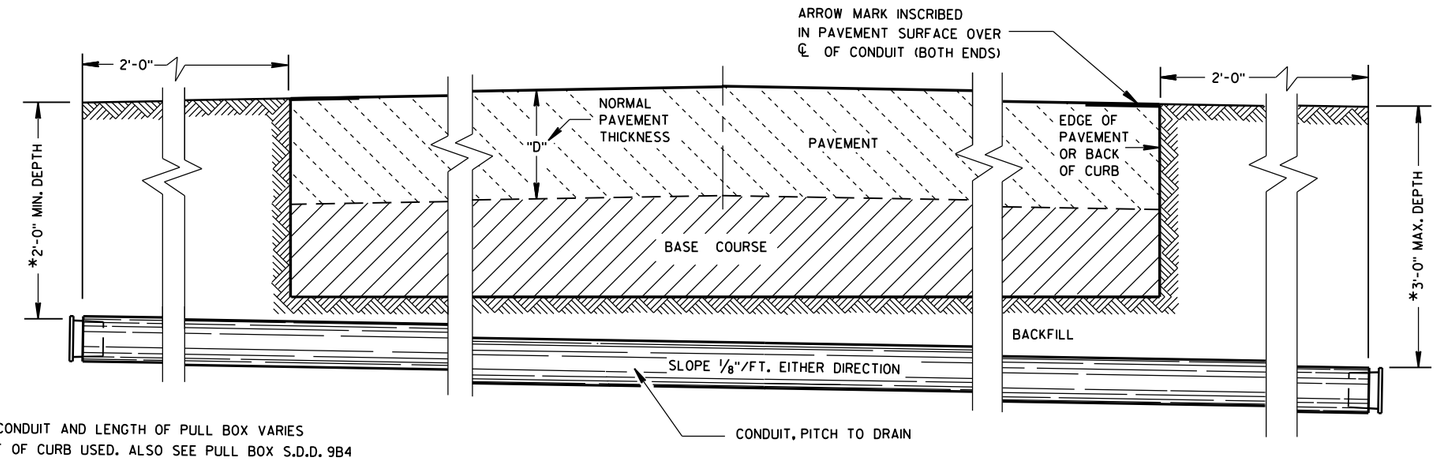


PLAN VIEW

ARROW MARK



*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

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.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

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

GENERAL NOTES

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

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

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

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

COVER SHALL BE MAGNETICALLY LOCATABLE.

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".

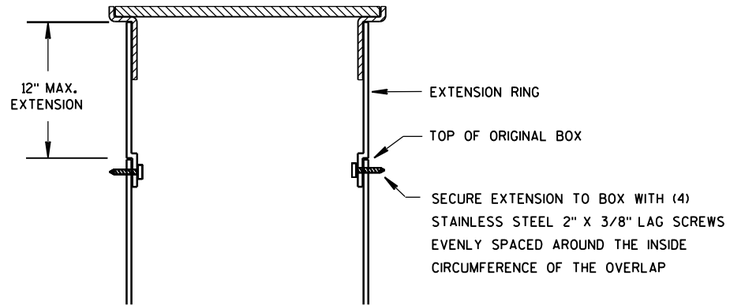
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

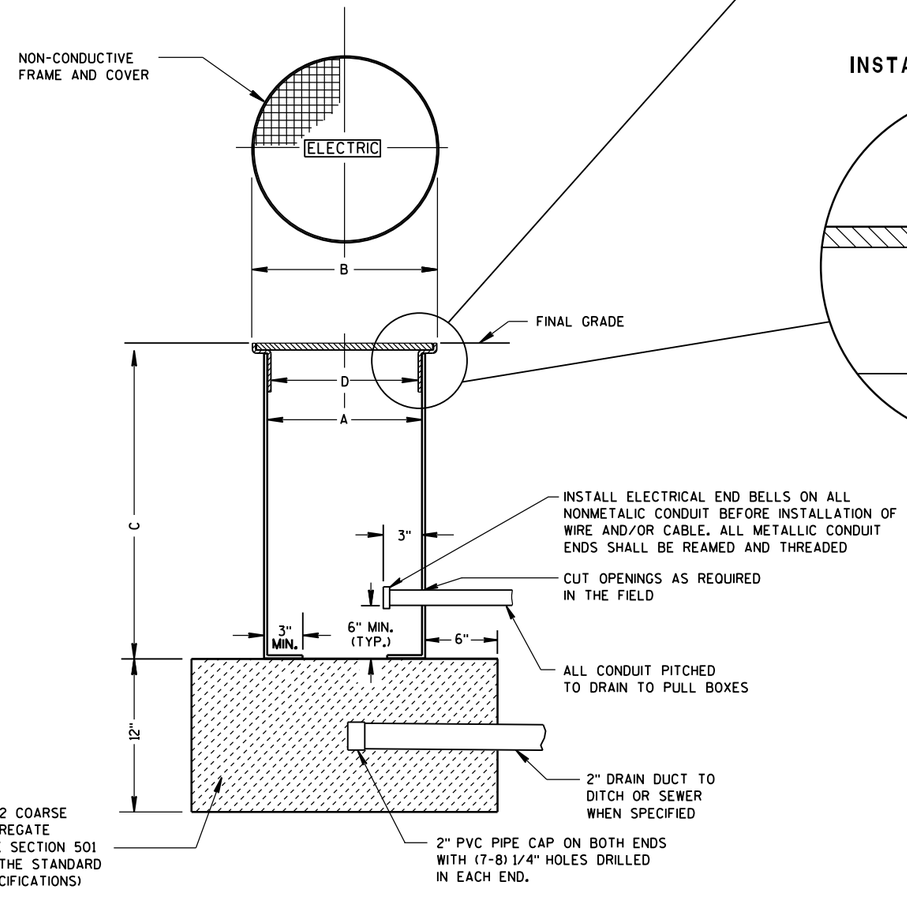
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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 AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

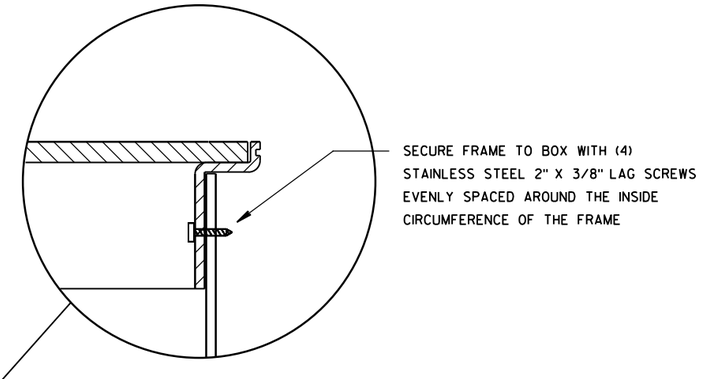


BOX EXTENSION

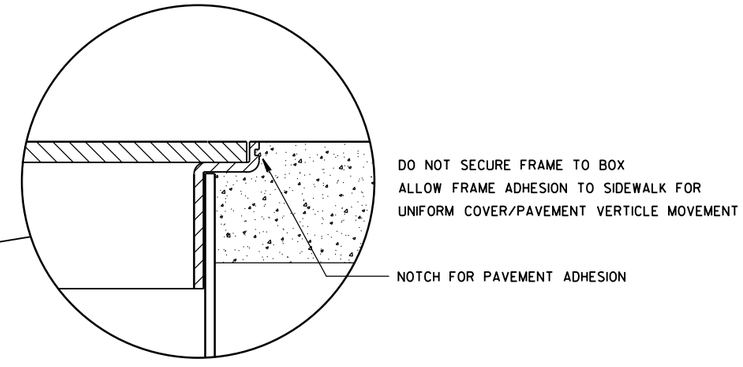


NON-CONDUCTIVE PULL BOX

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



PULL BOX NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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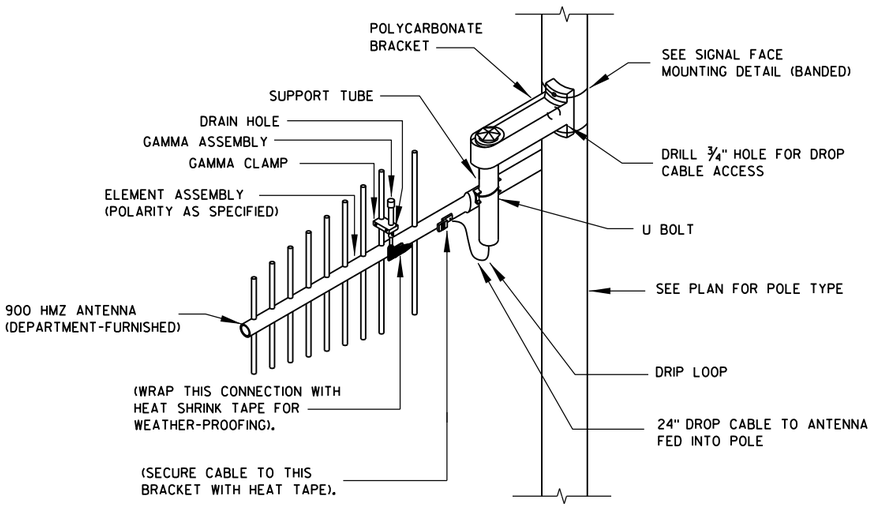
S.D.D. 9 B 16-1

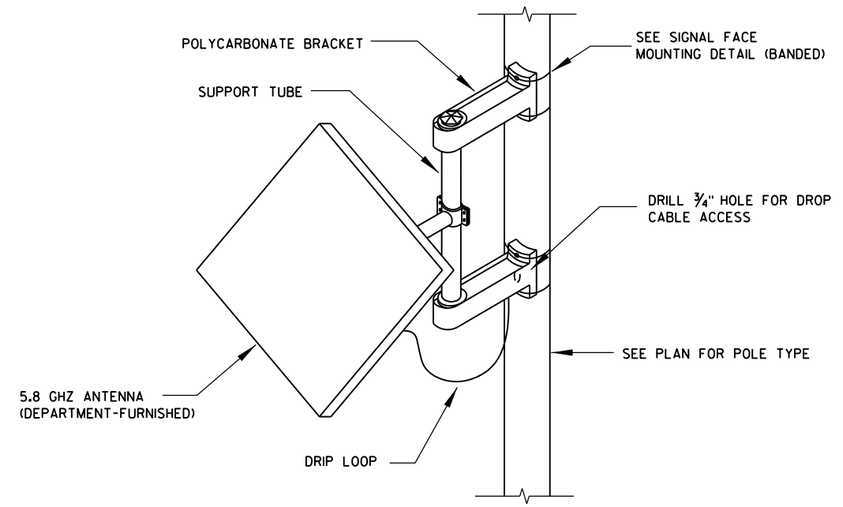
GENERAL NOTES

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

ALL MOUNTING EQUIPMENT REQUIRED IS INCIDENTIAL TO BID ITEM "INSTALL WIRELESS ANTENNA".



900 MHZ ANTENNA



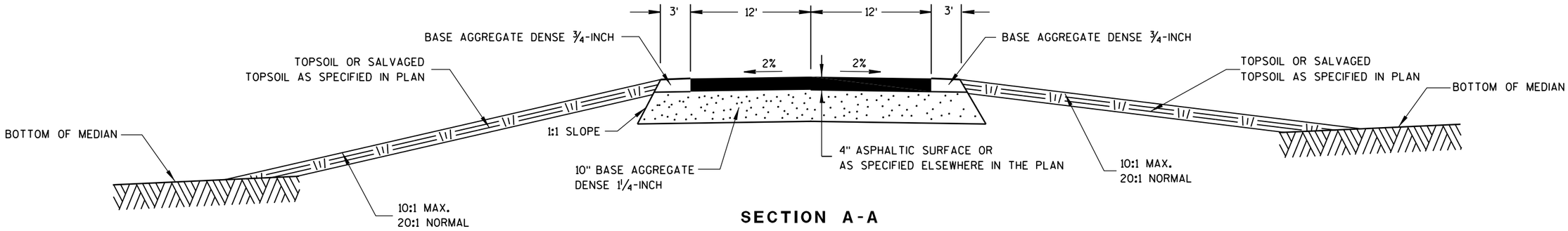
5.8 GHZ ANTENNA

INSTALL WIRELESS ANTENNA

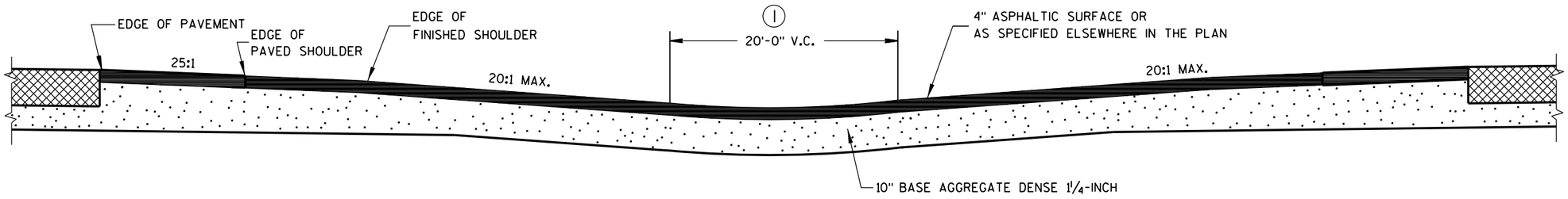
INSTALL WIRELESS ANTENNA	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
May 2017 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

S.D.D. 9 H 16-1

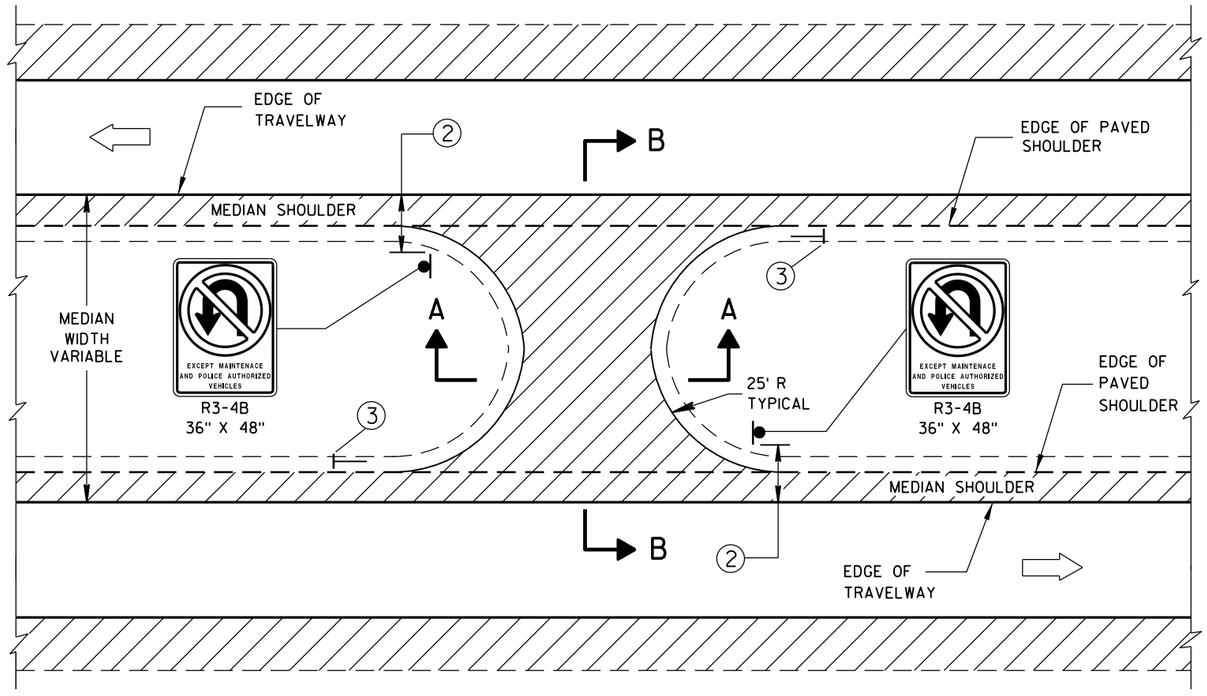
S.D.D. 9 H 16-1



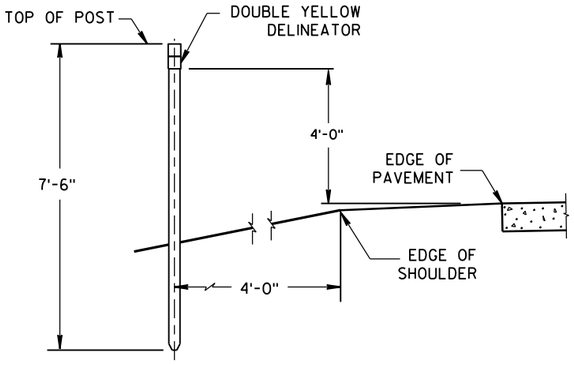
SECTION A-A



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

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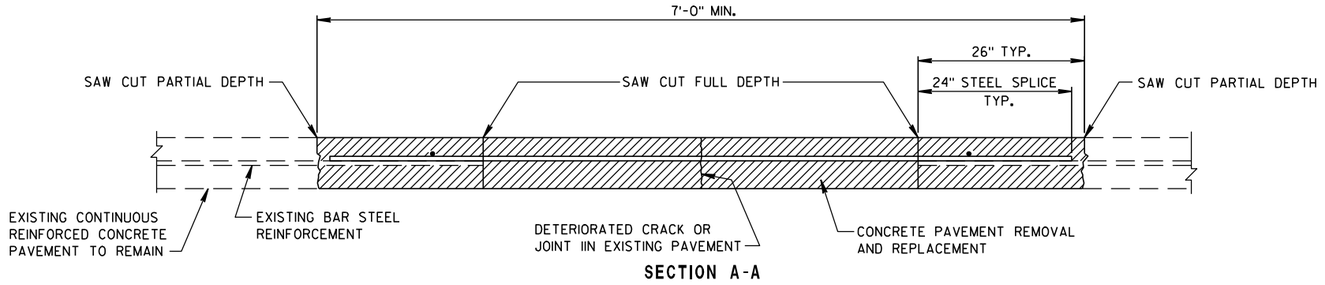
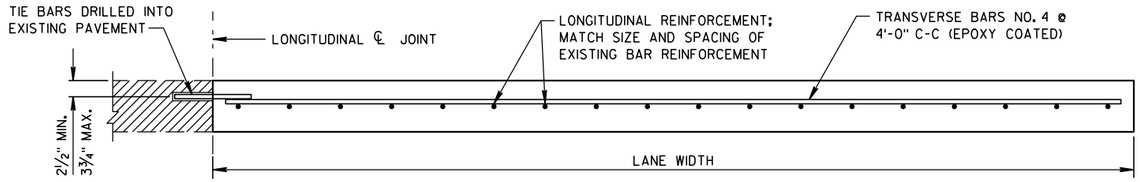
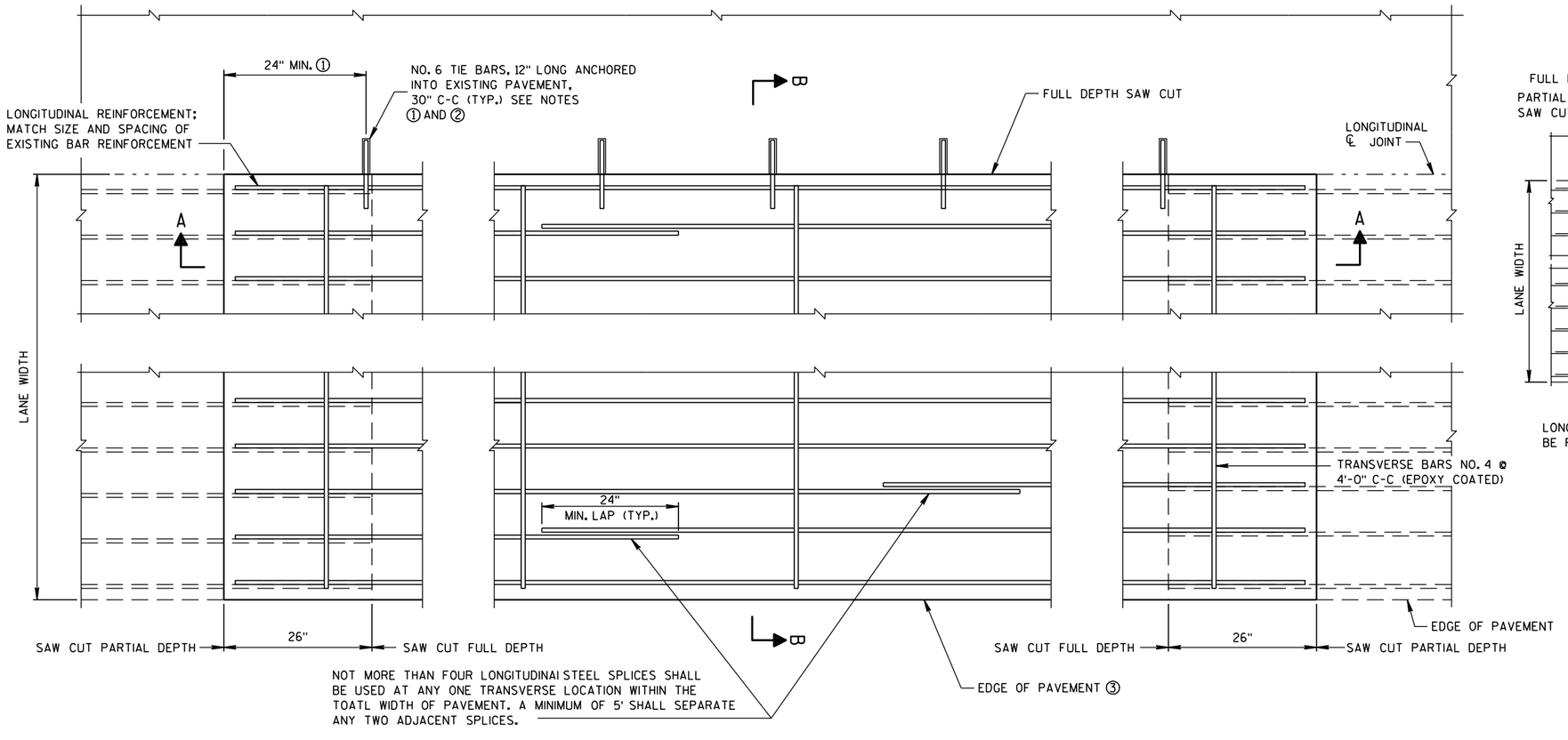
S.D.D. 11 A 1-5



SECTION A-A



SECTION B-B



NOT MORE THAN FOUR LONGITUDINAI STEEL SPLICES SHALL BE USED AT ANY ONE TRANSVERSE LOCATION WITHIN THE TOATL WIDTH OF PAVEMENT. A MINIMUM OF 5' SHALL SEPARATE ANY TWO ADJACENT SPLICES.

REINFORCEMENT STEEL PLACEMENT IN CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPLACEMENT

GENERAL NOTES

PLACE ALL BAR STEEL REINFORCEMENT AT MID PAVEMENT DEPTH UNLESS OTHERWISE NOTED.

PAY FOR THE TRANSVERSE AND LONGITUDINAL JOINT SAW CUT AS LINEAR FEET OF "SAWING CONCRETE".

WHEN THE PASSING AND TRAVELING LANES ARE TO BE REPLACED, REPLACE THE PASSING LANE FIRST.

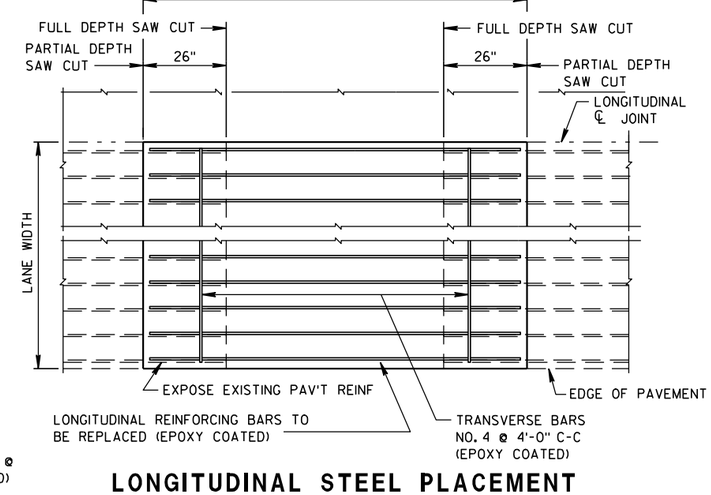
ADD TRANSVERSE STEEL BARS TO REPAIRS GREATER THAN 6'IN LENGTH, USE NO. 4 BARS PLACED TRANSVERSELY AND SPACED 4'C-C. PAYMENT SHALL BE INCIDENTAL TO "CONCRETE PAVEMENT CONTINUOUS REINFORCEMENT".

TIE ALL CONCRETE PAVEMENT REPAIRS WHICH ARE GREATER THAN 15'IN LENGTH, AND ARE ADJACENT TO EXISING CONCRETE PAVEMENT, TO THE EXISTING PAVEMENT USING TIE BARS. DETAILS FOR TIE BAR CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND STANDARD DETAIL DRAWINGS.

① PROVIDE A MINIMUM DISTANCE OF 24 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

② ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

③ SAW CUT THE LONGITUDINAL EDGE JOINT IF THE ADJACENT SHOULDER IS CONCRETE.



LONGITUDINAL STEEL PLACEMENT IN CRCP REPAIRS

PLAN VIEW

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/1/2011 — DATE

/S/ Deb Bischoff — PAVEMENT POLICY & DE NEER

FHWA

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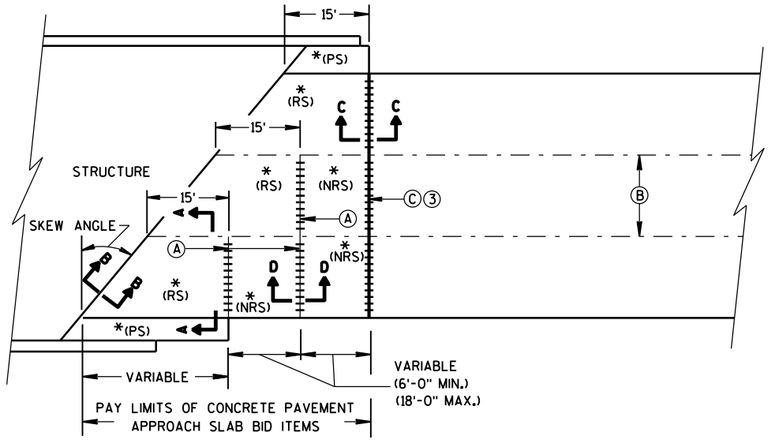
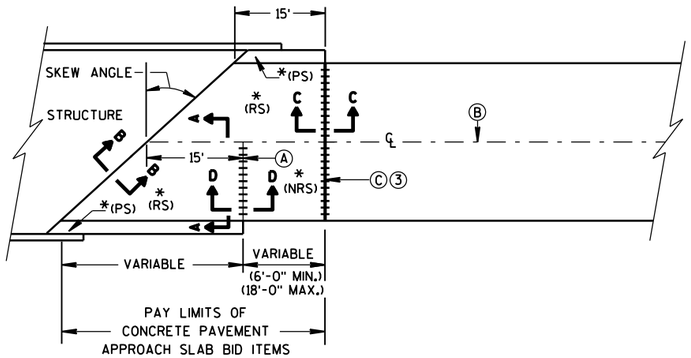
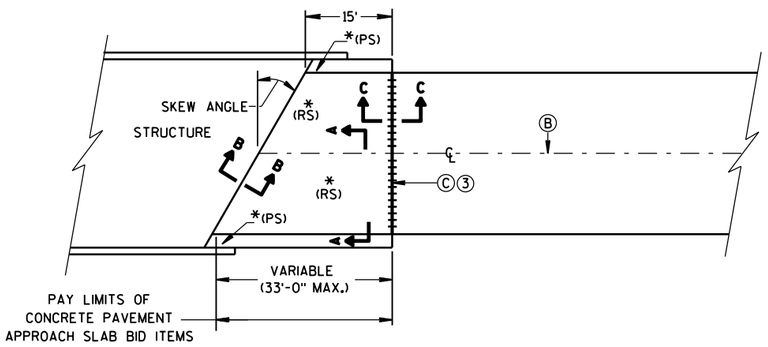
S.D.D. 13 A 7-2



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >20°
(PAVEMENT WIDTH ≤30')



SKEWS ≤20°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

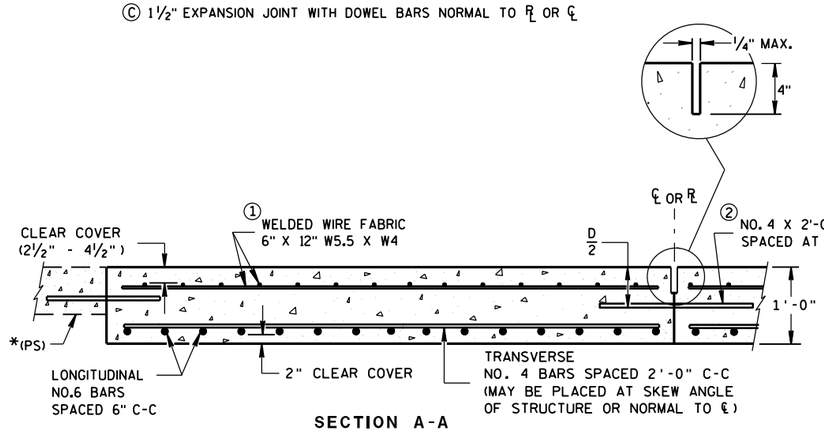
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

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

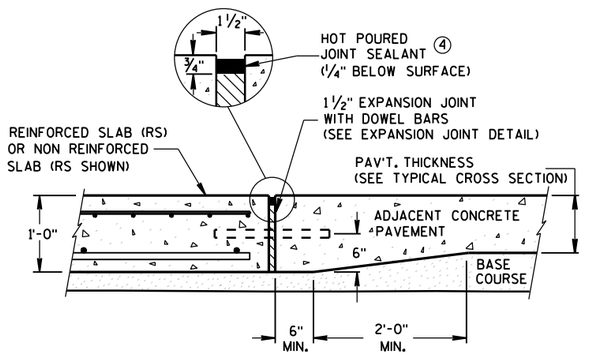
Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄

Ⓑ STANDARD LONGITUDINAL JOINT WITH TIE BARS.

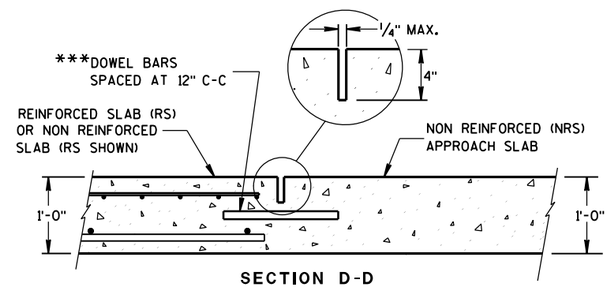
Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

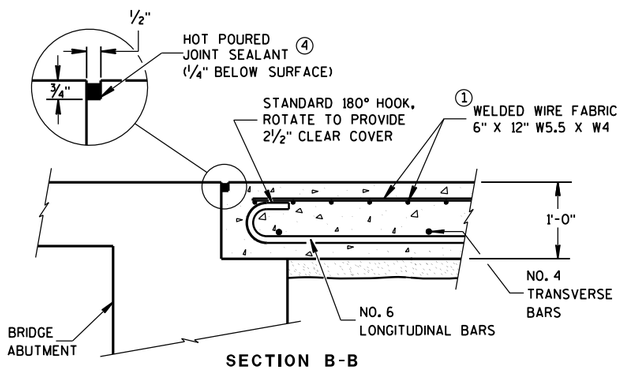
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

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

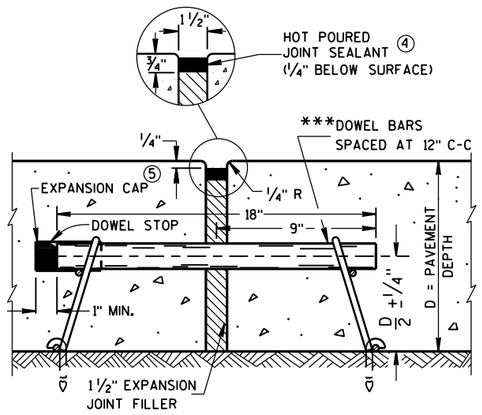
③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

④ USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.

⑤ PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 13 B 2-8a

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S.D.D. 13 B 2-8a

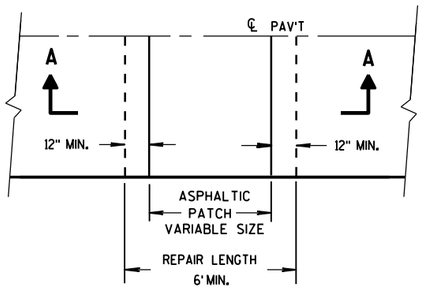
GENERAL NOTES

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

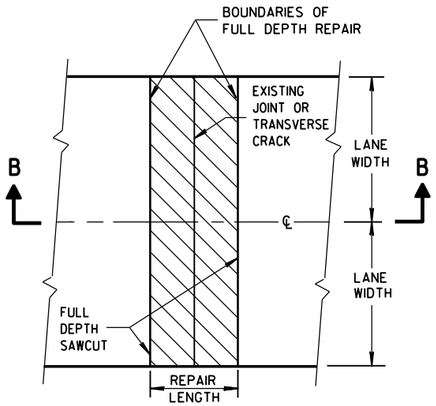
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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

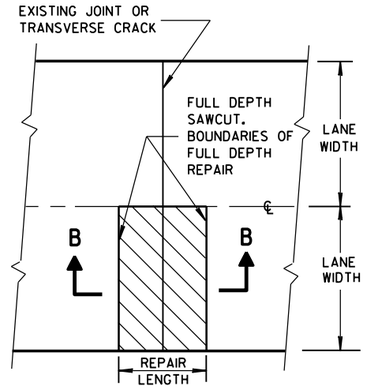
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

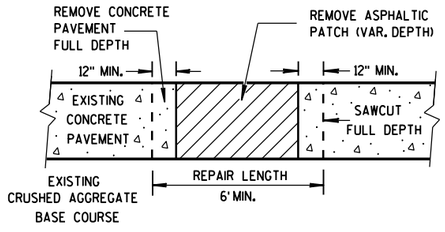


PLAN VIEW
(DOUBLE LANE REPAIR)



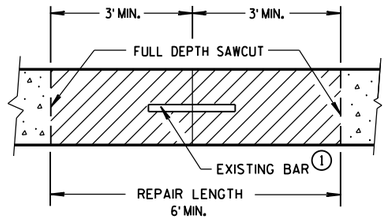
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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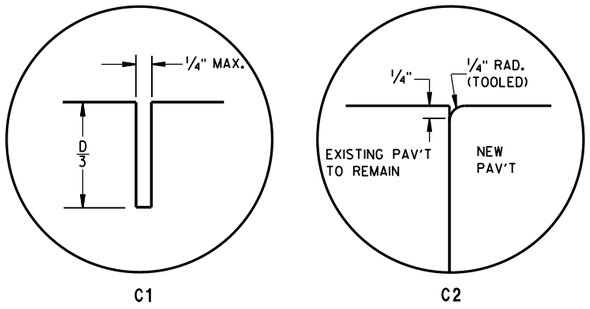
S.D.D. 13 C 9-14a



C1 C2

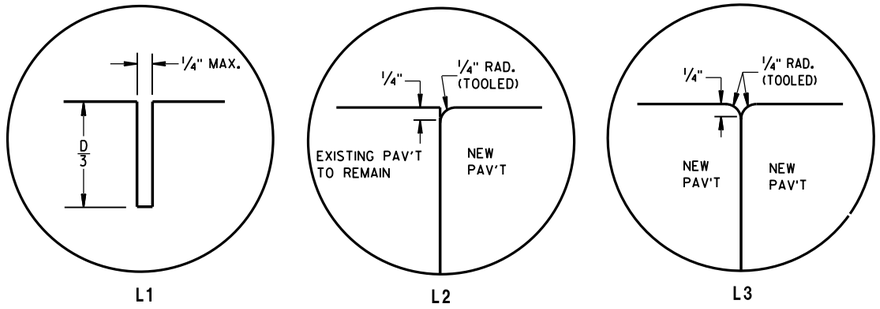
TRANSVERSE JOINTS

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"**

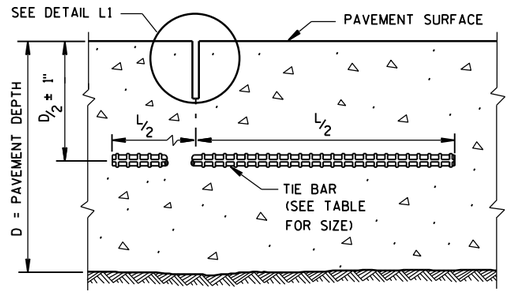
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

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



L1 L2 L3

LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

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

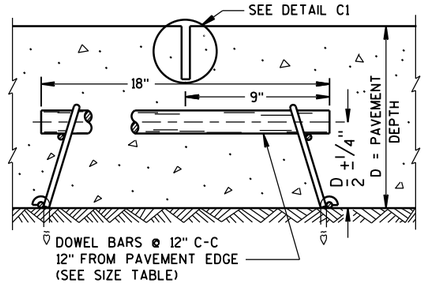
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

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

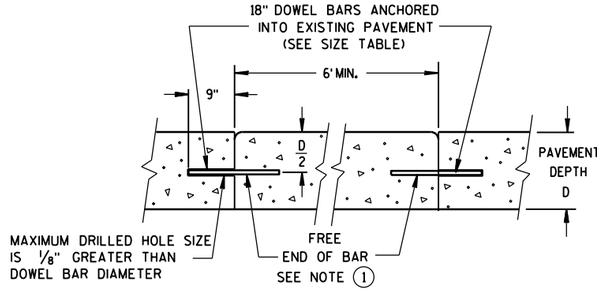
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

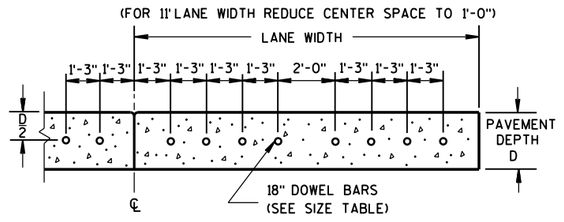


SECTION F-F

CONTRACTION JOINT



SECTION D-D

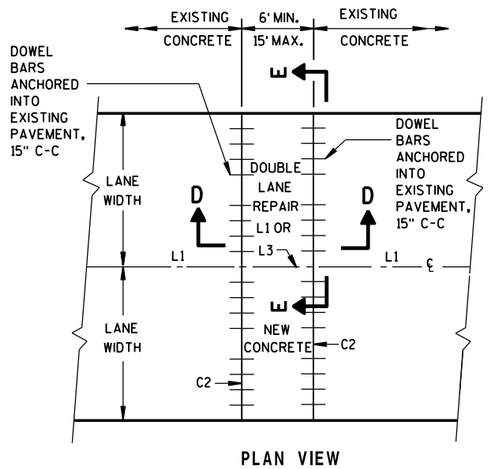


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

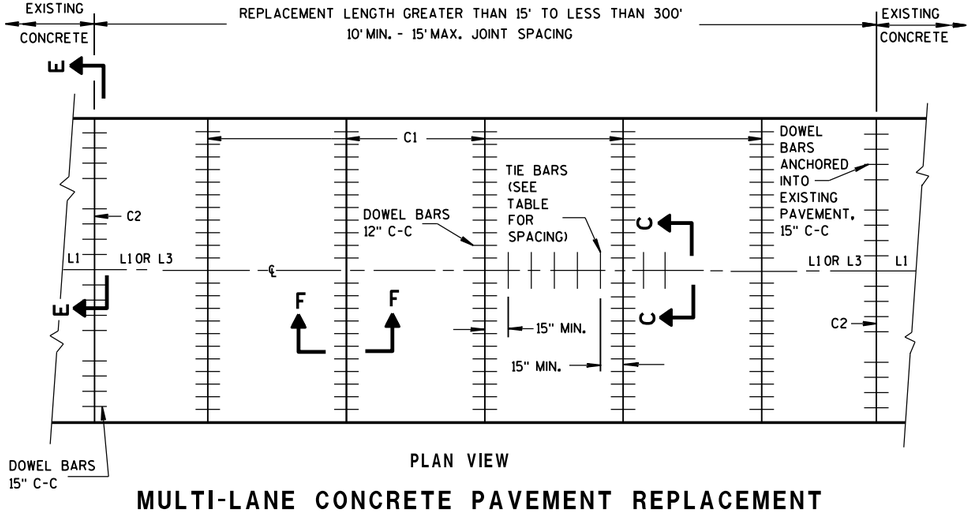
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



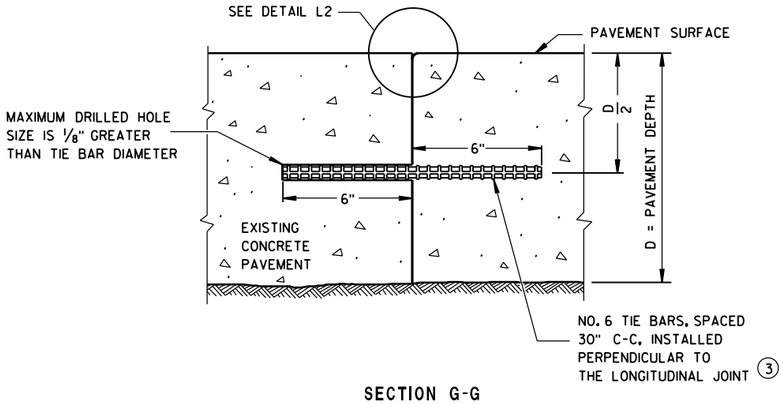
PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 13 C 9-14b



SECTION G-G

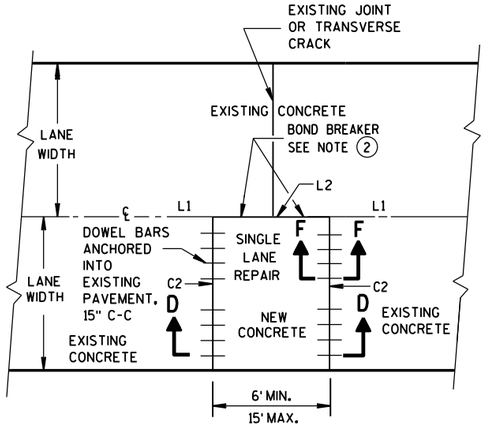
TIE BARS ANCHORED INTO EXISTING PAVEMENT

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.

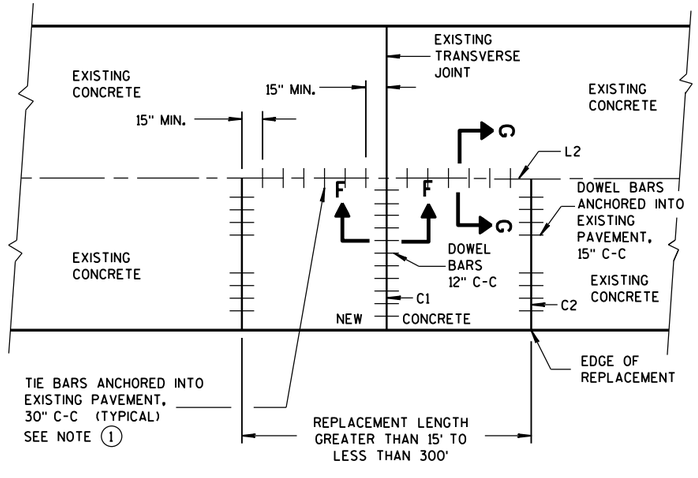
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(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
March, 2017 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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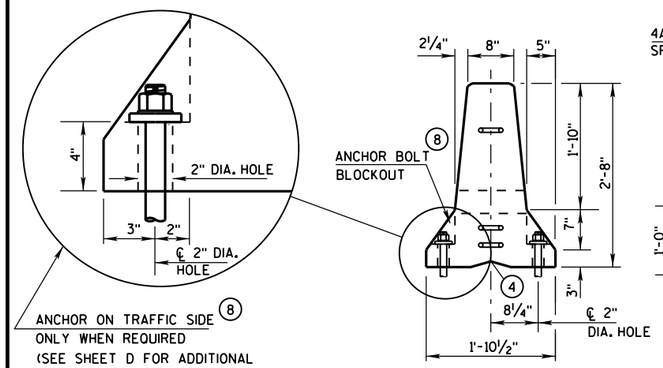
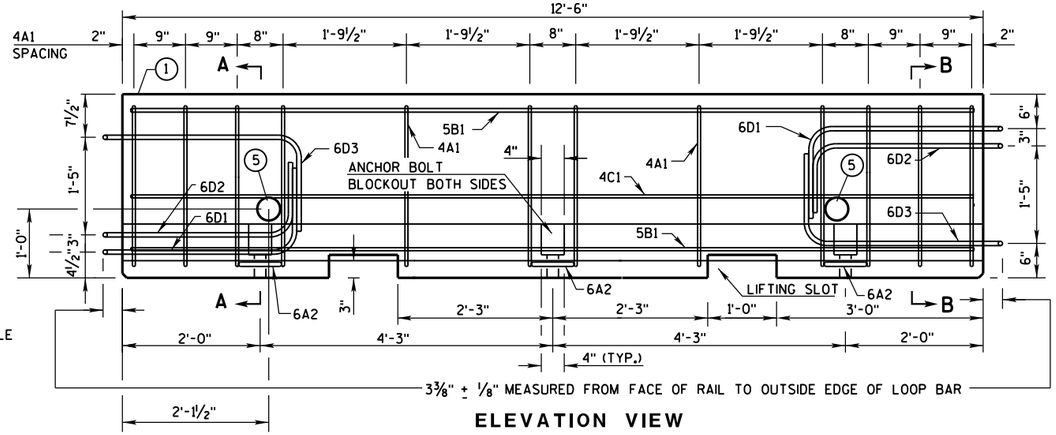
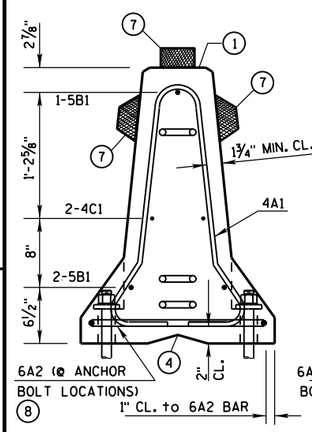
S.D.D. 13 C 9-14c



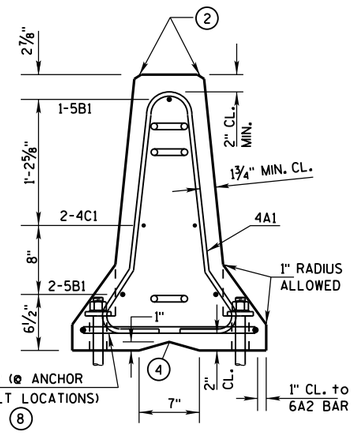
END VIEW



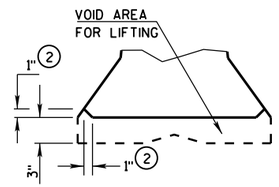
ELEVATION VIEW



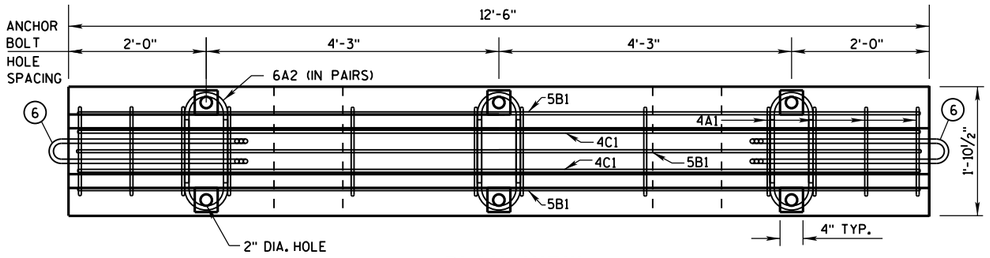
SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)

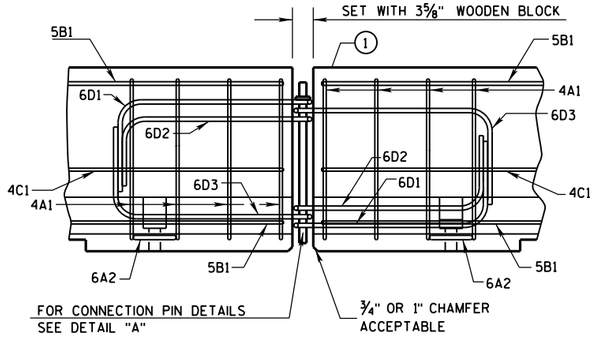


DETAIL "B"
LIFTING SLOT DETAIL

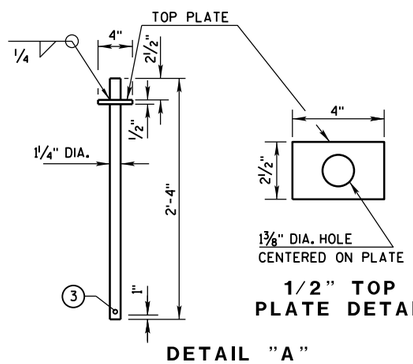


PLAN VIEW

DETAILS OF BARRIER SECTION

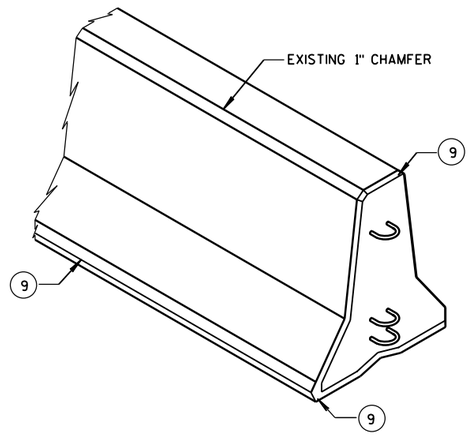


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

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 HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

(9) 1" CHAMFER OPTIONAL.

f'c = 4,000 psi

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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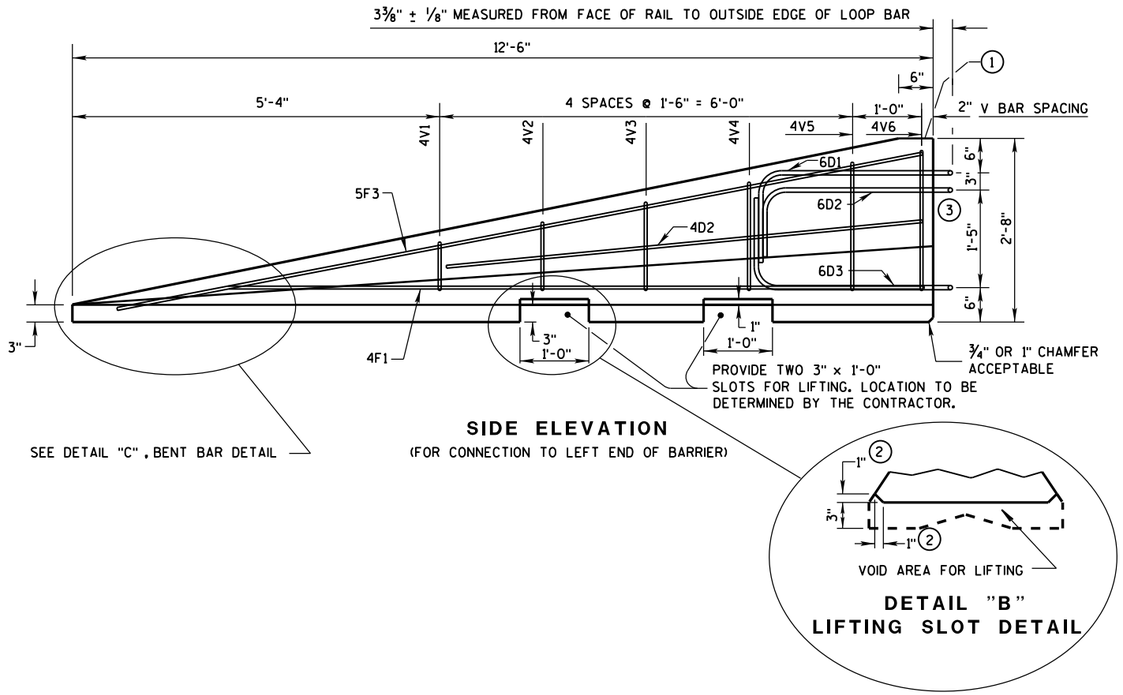
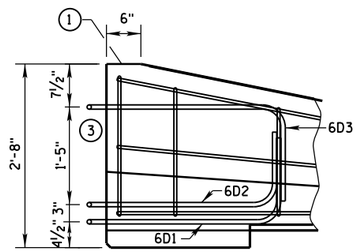
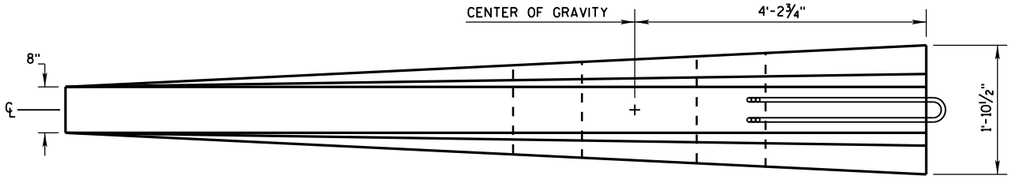
S.D.D. 14 B 7-15a

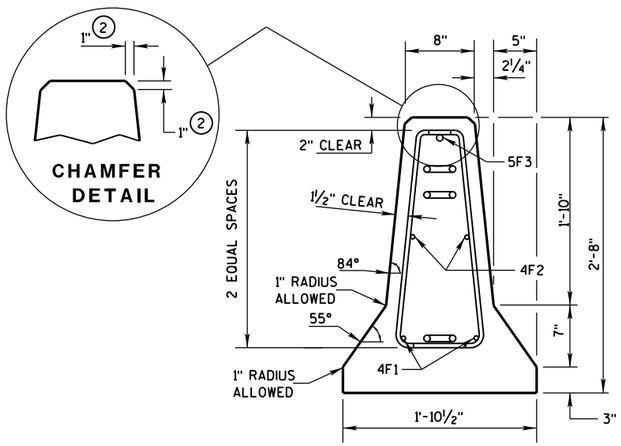


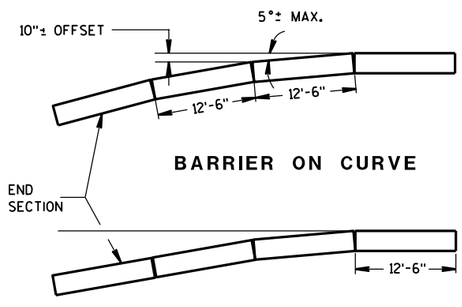


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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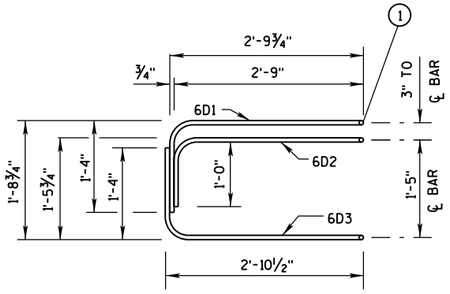
S.D.D. 14 B 7-15b

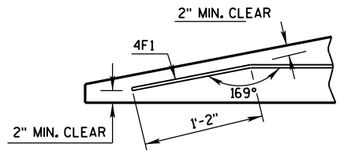
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

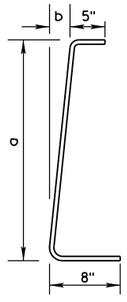
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



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

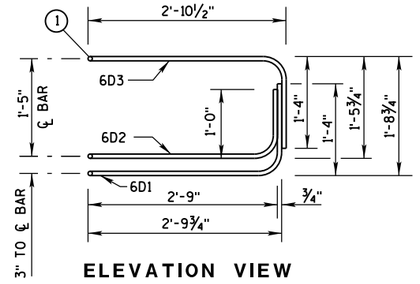
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

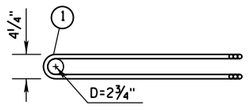
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

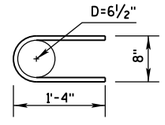
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



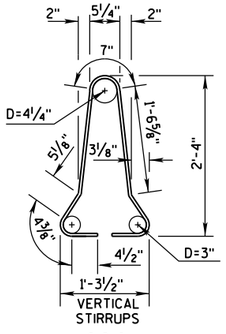
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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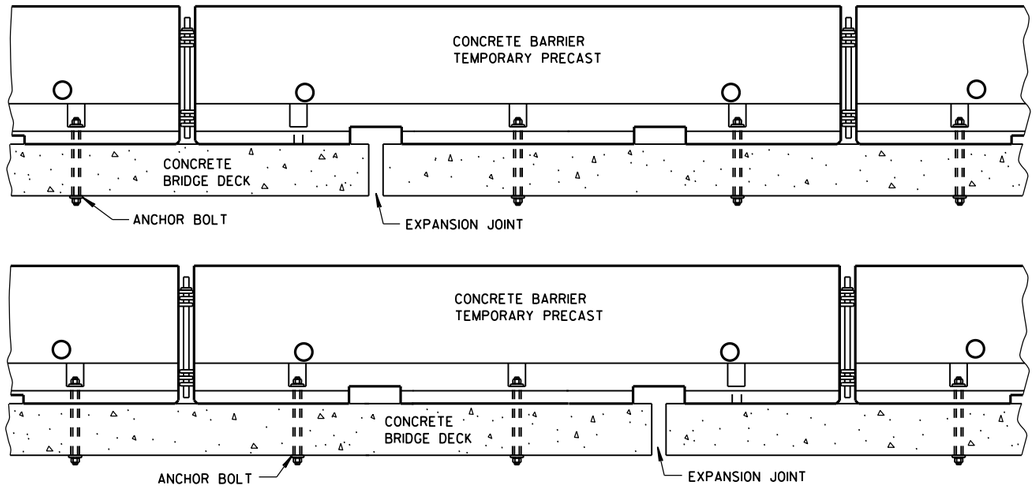
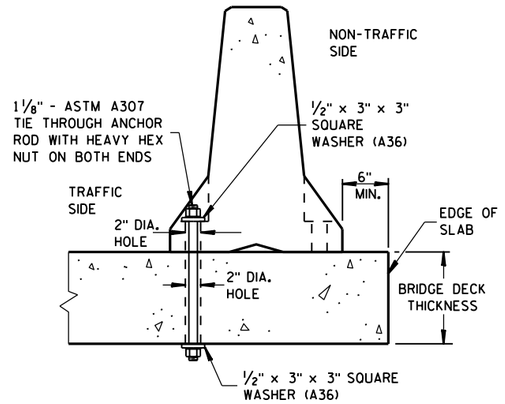
S.D.D. 14 B 7-15c



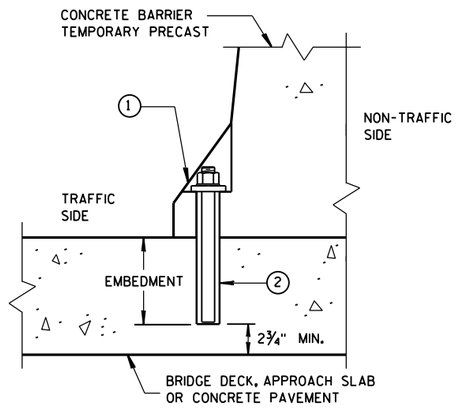
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(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 ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

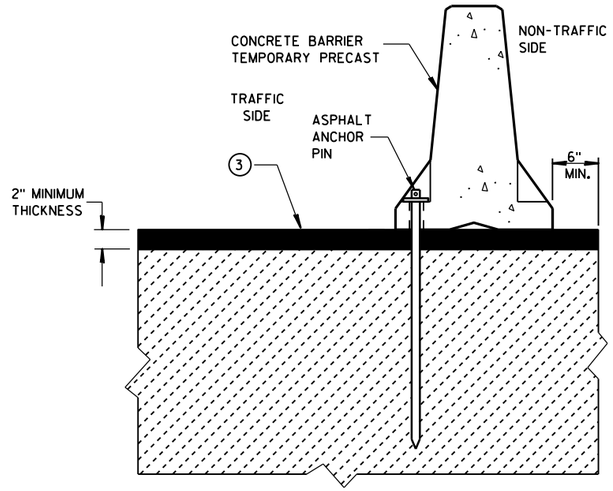
(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

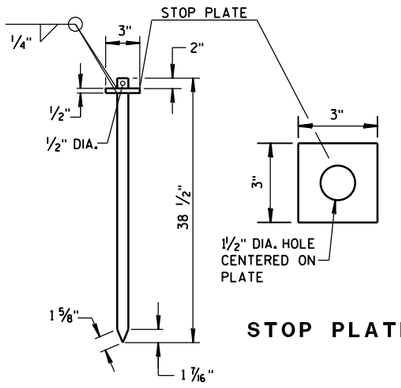
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERICAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

1. 1⅛" DIAMENTER A307 THREADED ROD. ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL. ASTM A563A HEAVY HEX NUT.
2. 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.
3. ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THAN DRIVE ASPHALT ANCHOR PIN.



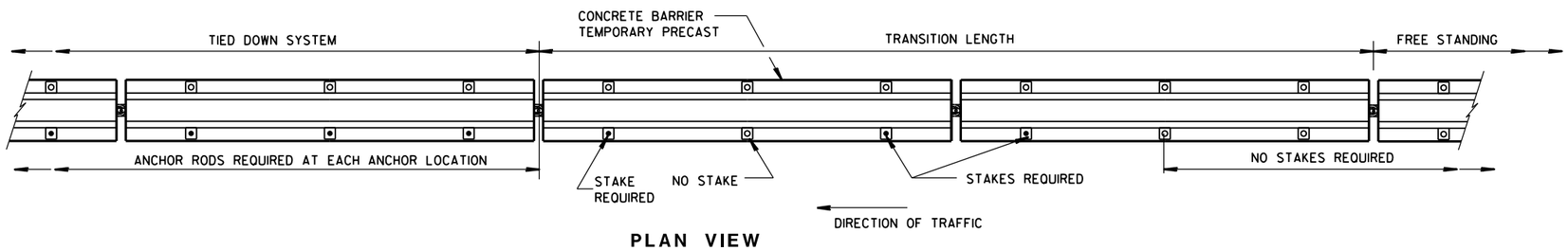
STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE



STOP PLATE

ASPHALT ANCHOR 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

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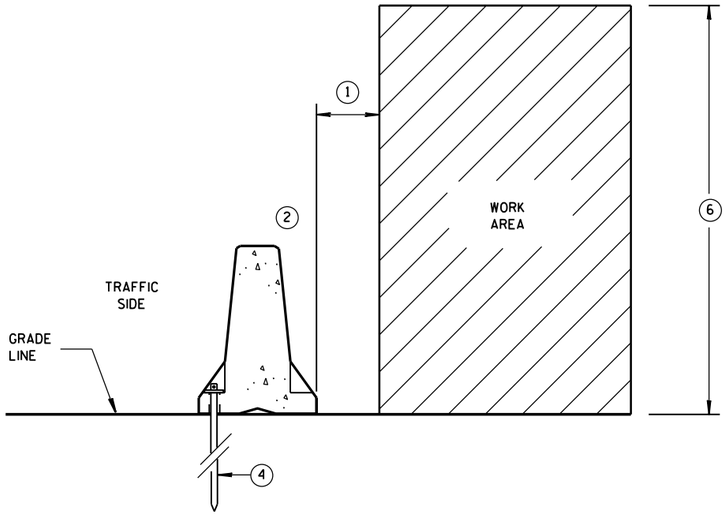
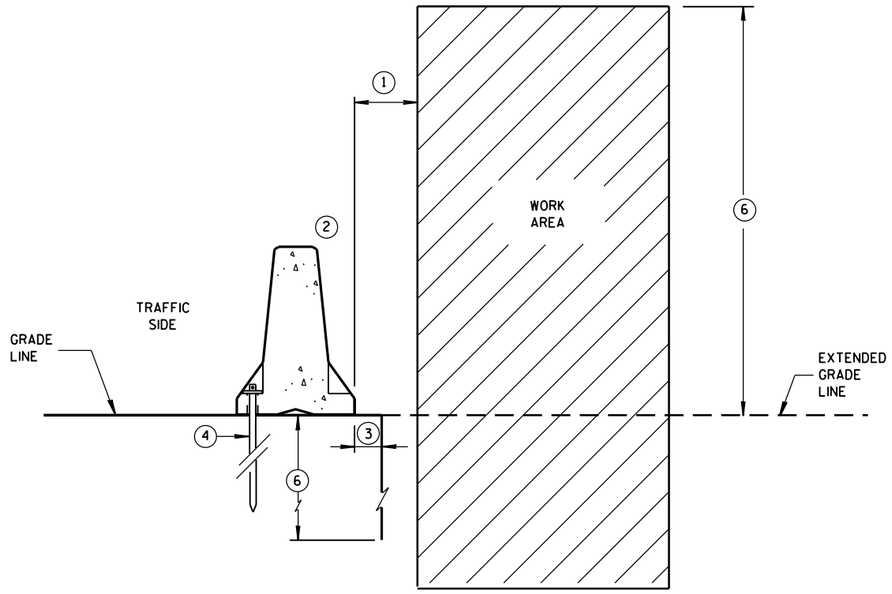
S.D.D. 14 B 7-15d



ANCHORED BARRIER SPACE REQUIREMENTS FOR HAZARDS EXTENDED ABOVE THE GRADE LINE

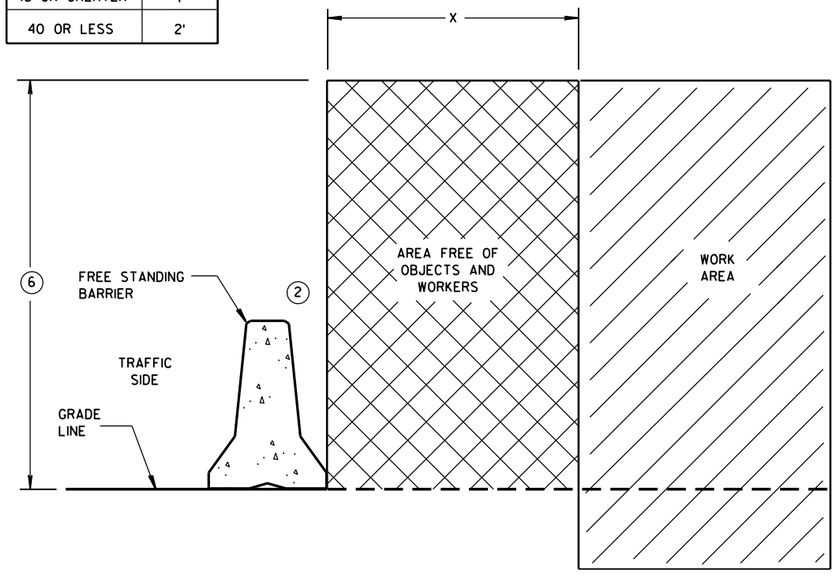


ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

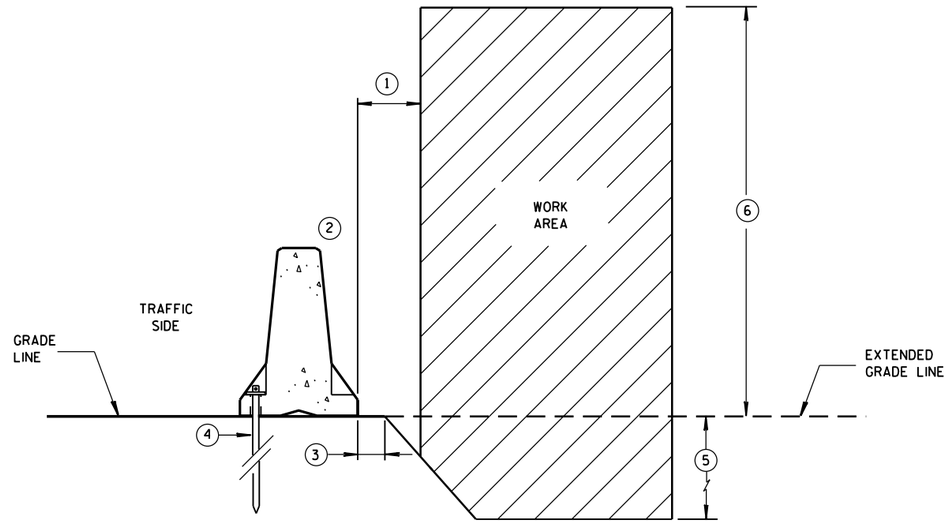
GENERAL NOTES

1. WHEN OBJECTS EXTEND ABOVE THE GRADE, A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT. SEE OTHER DETAILS FOR FOR THE MINIMUM OFFSET FROM BACK OF BARRIER TO SLOPES OR VERTICAL DROPS.
2. OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR LEANED AGAINST THE BARRIER WITHOUT PERMISSION OF THE PROJECT ENGINEER.
3. SEE OTHER DETAIL ON SHEET "D" FOR SPACE REQUIREMENTS.
4. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR A STAKE DOWN FOR ASPHALTIC SURFACE TREATMENT DETAILS. ASPHALTIC ANCHOR SHOWN.
5. DEPTH OF 3 FEET OR MORE.
6. Y = 6'-6".

POSTED SPEED MPH	X
45 OR GREATER	4'
40 OR LESS	2'



FREE STANDING BARRIER SPACE REQUIREMENTS



ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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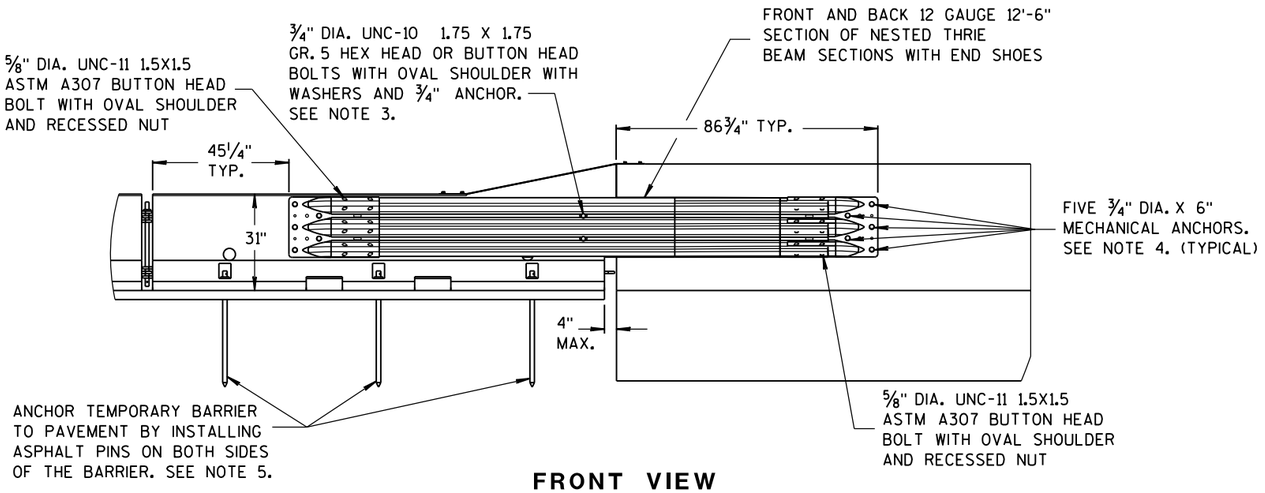
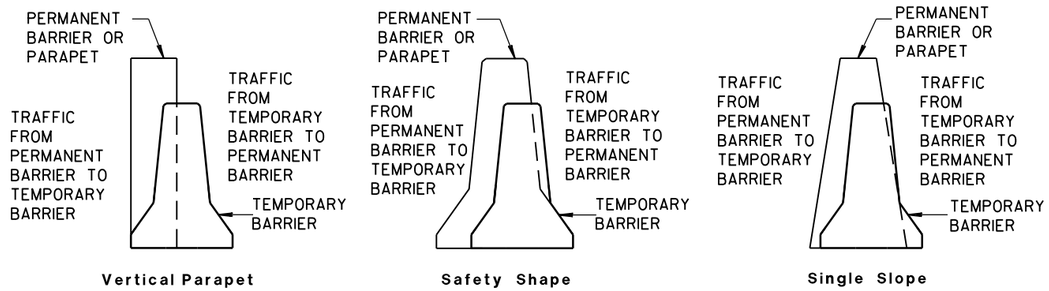
S.D.D. 14 B 7-15e



FRONT VIEW

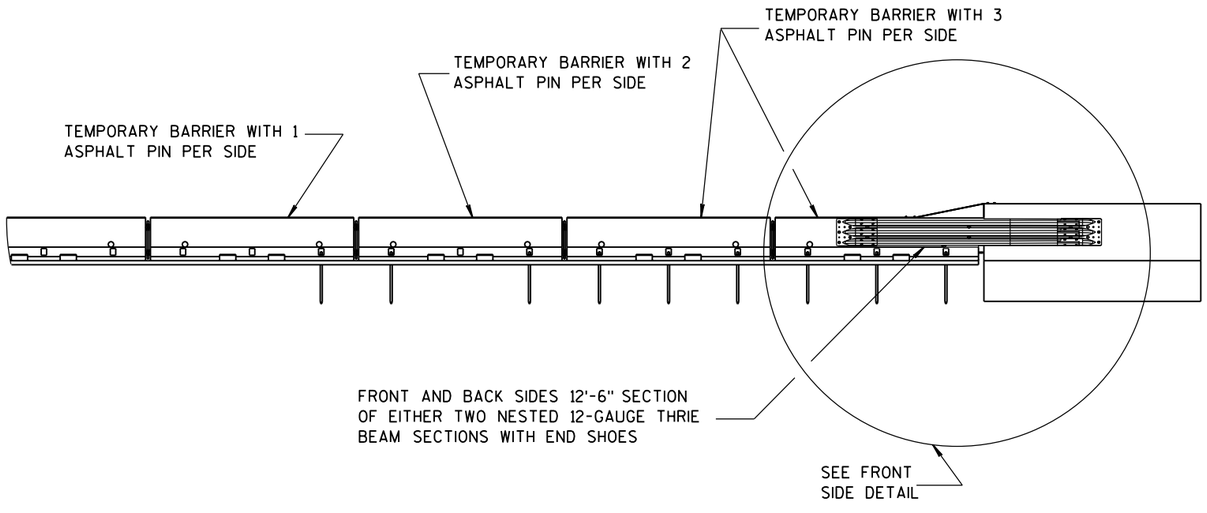


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

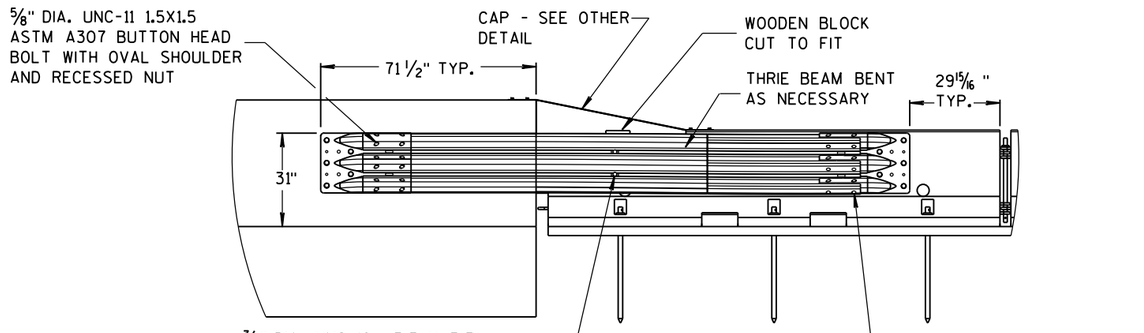
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

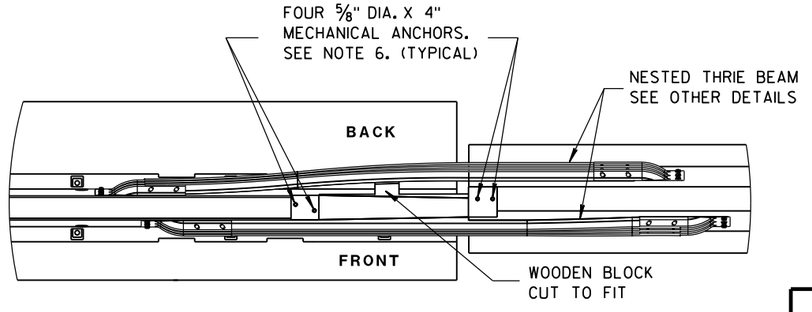
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 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.



FRONT VIEW



BACK VIEW



PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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S.D.D. 14 B 7-15f

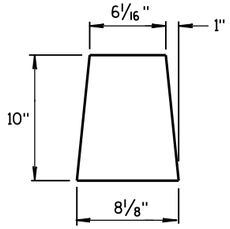
GUSSET 1

GUSSET 2

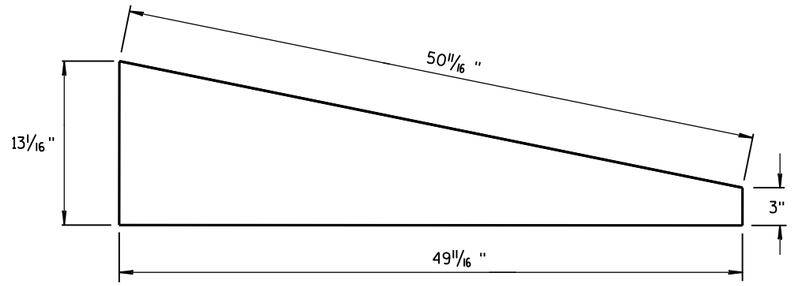
GUSSET 3

GUSSET 4

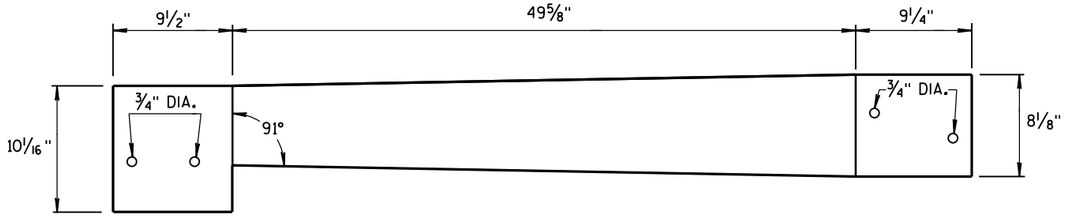
GUSSETS

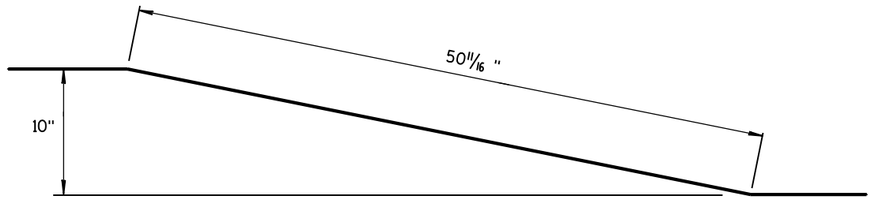


END PLATE

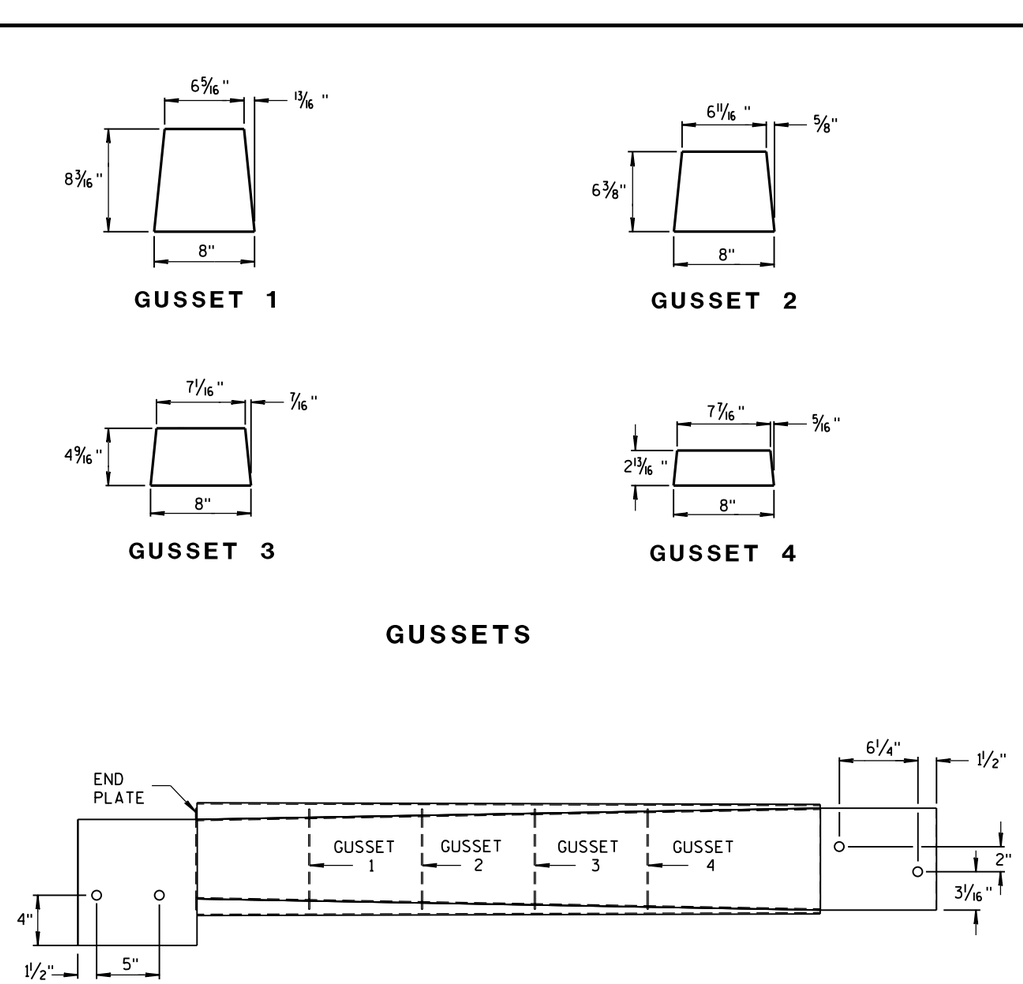


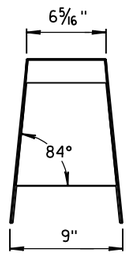
SIDE PLATE





TOP PLATE





SECTION C-C

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.

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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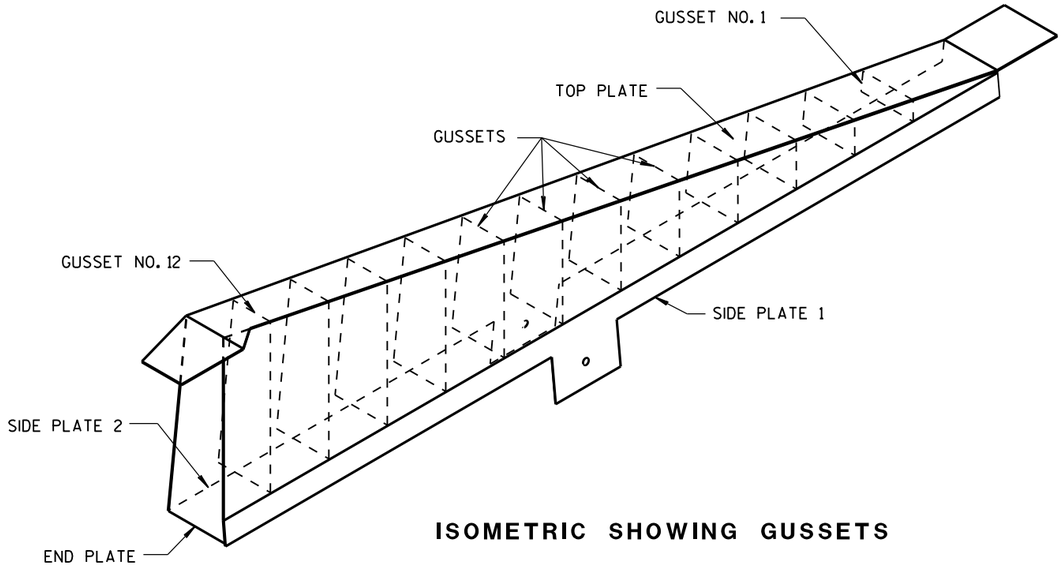
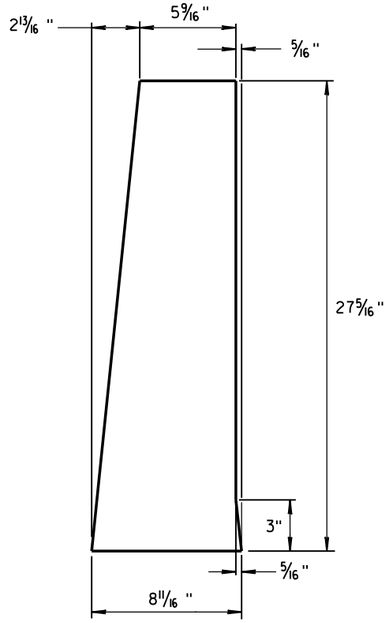
S.D.D. 14 B 7-15g

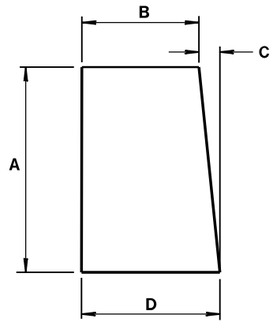


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



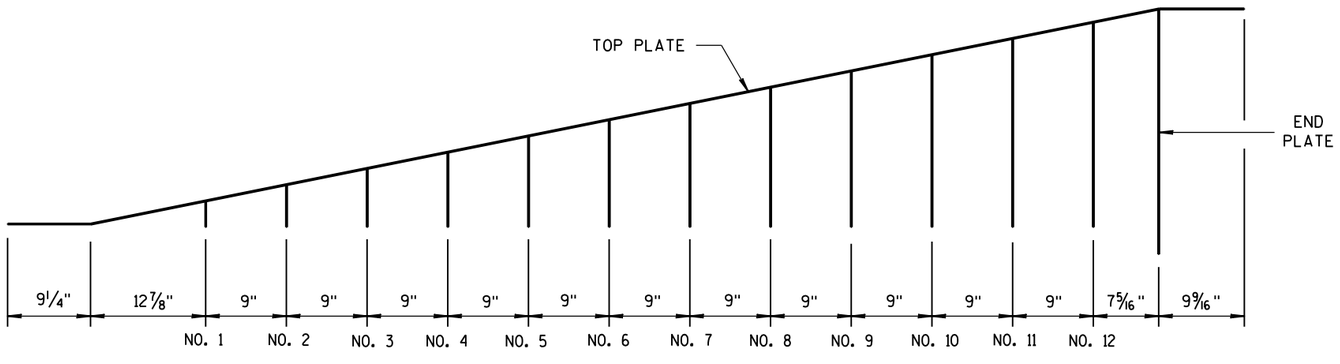
GUSSETS 1 - 12

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 7-15h

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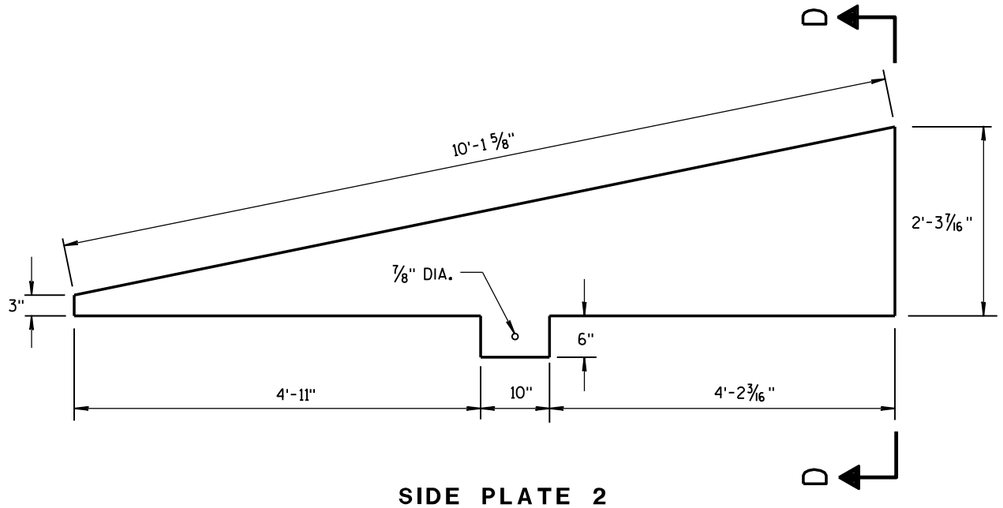
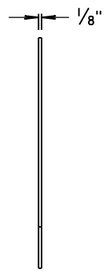
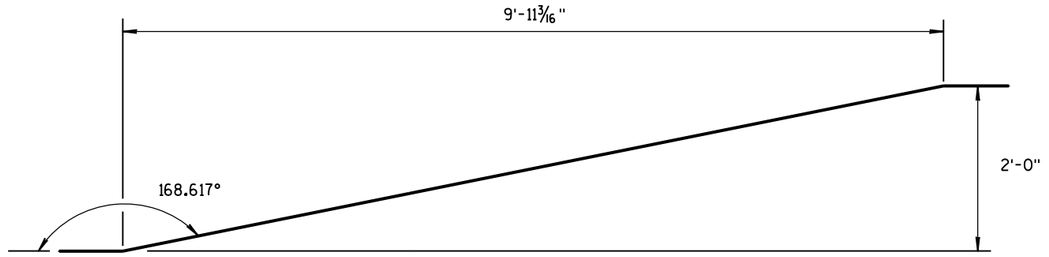
S.D.D. 14 B 7-15h



SIDE PLATE 2

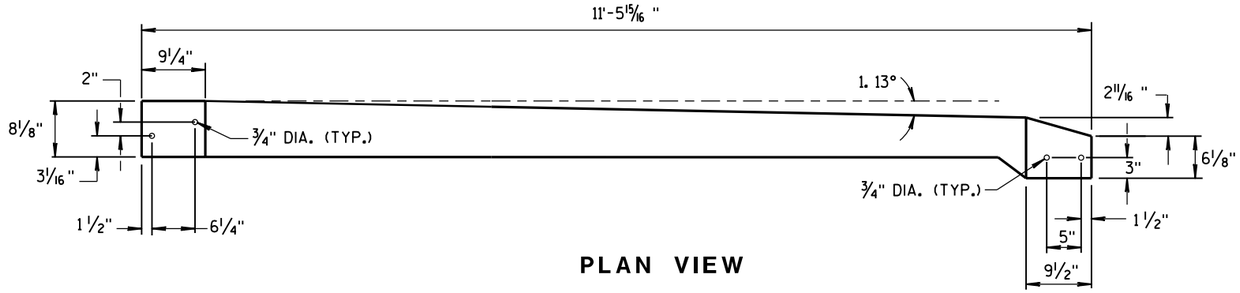


END VIEW



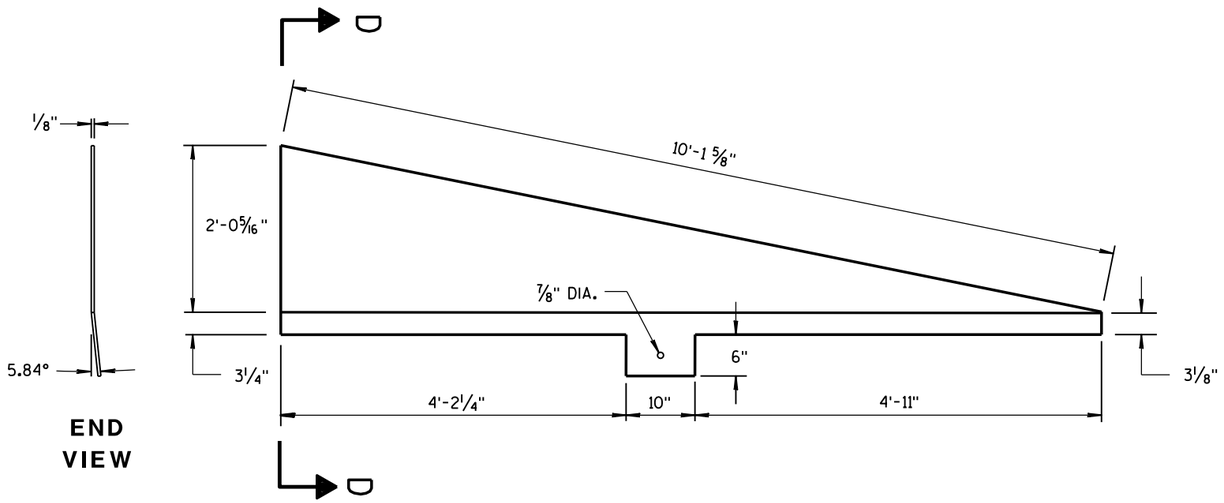
SIDE VIEW

TOP PLATE



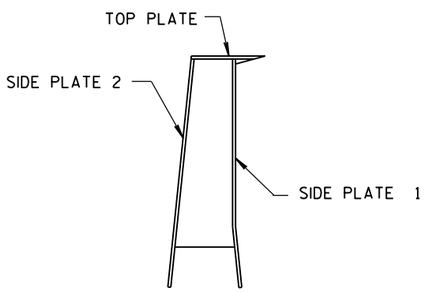
PLAN VIEW

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 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV

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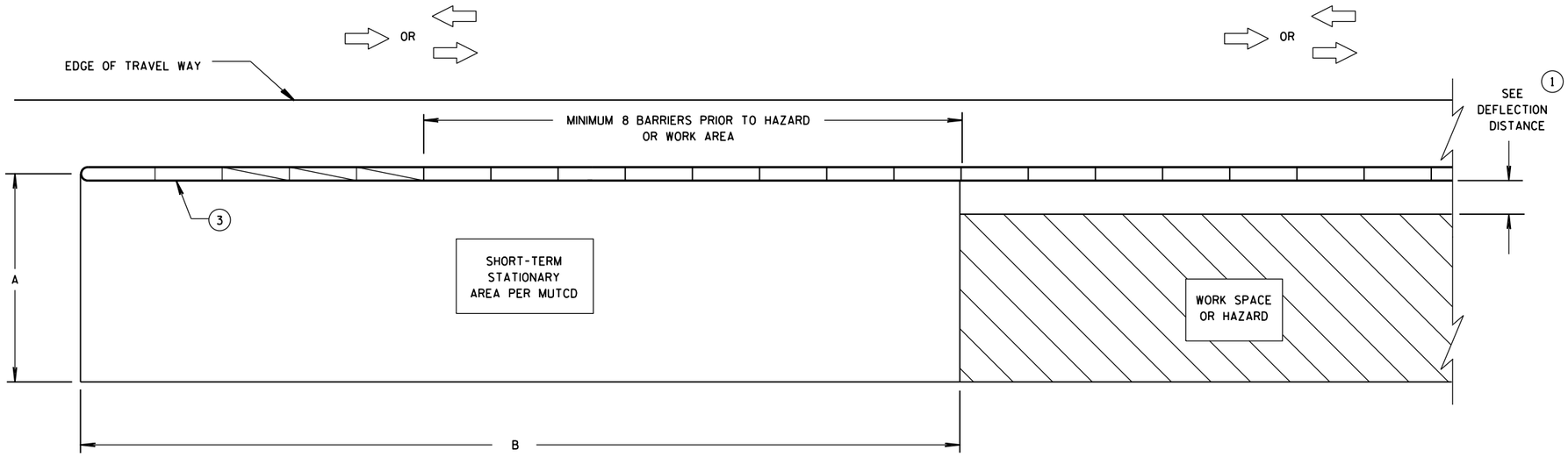


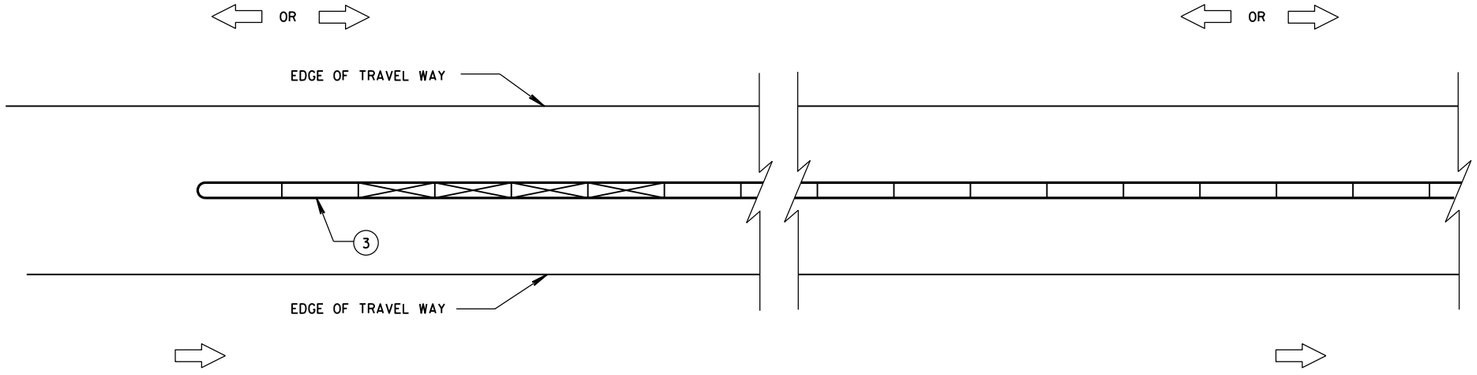
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

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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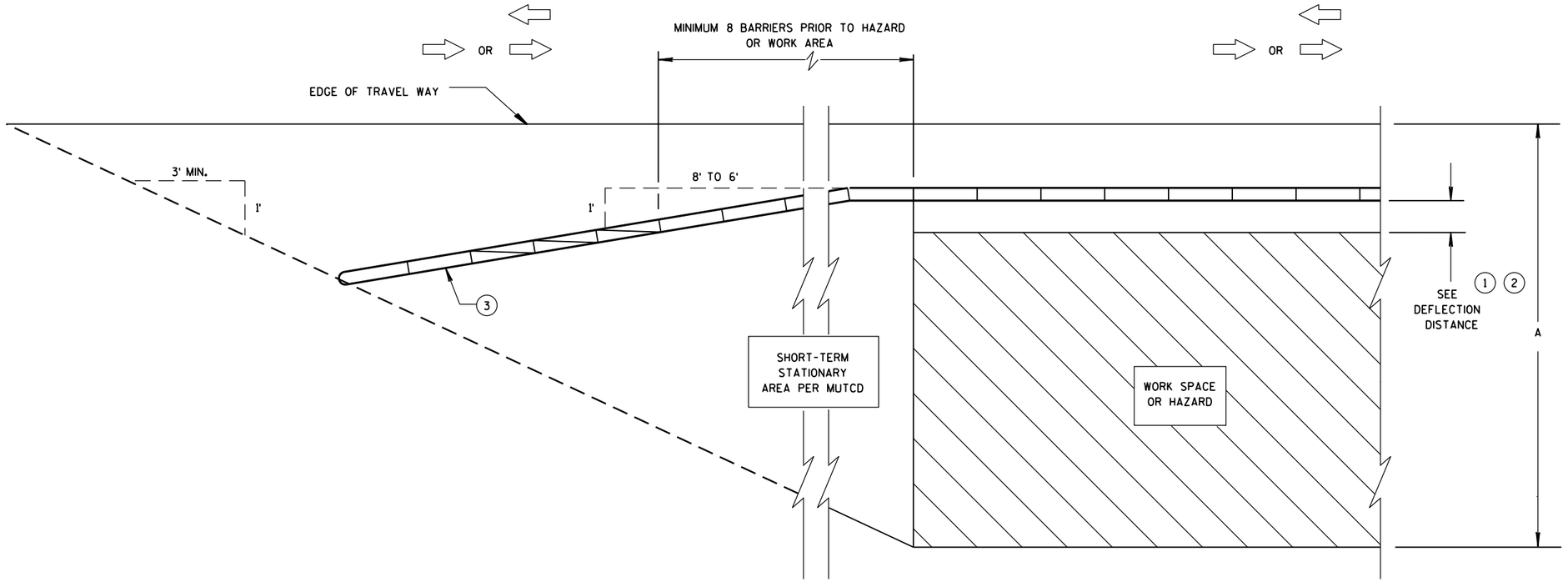
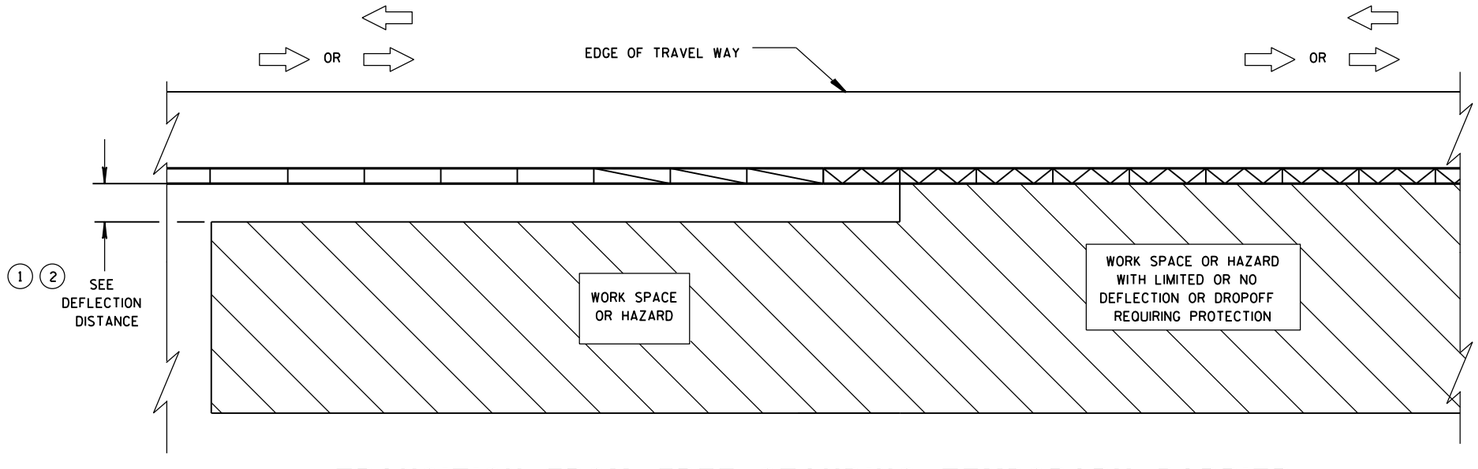
S.D.D. 14 B 8-2a



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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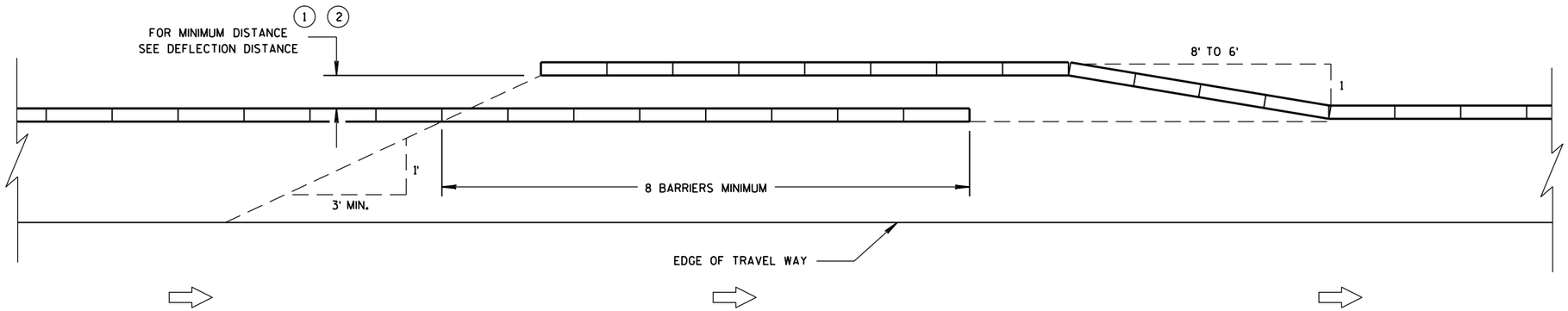
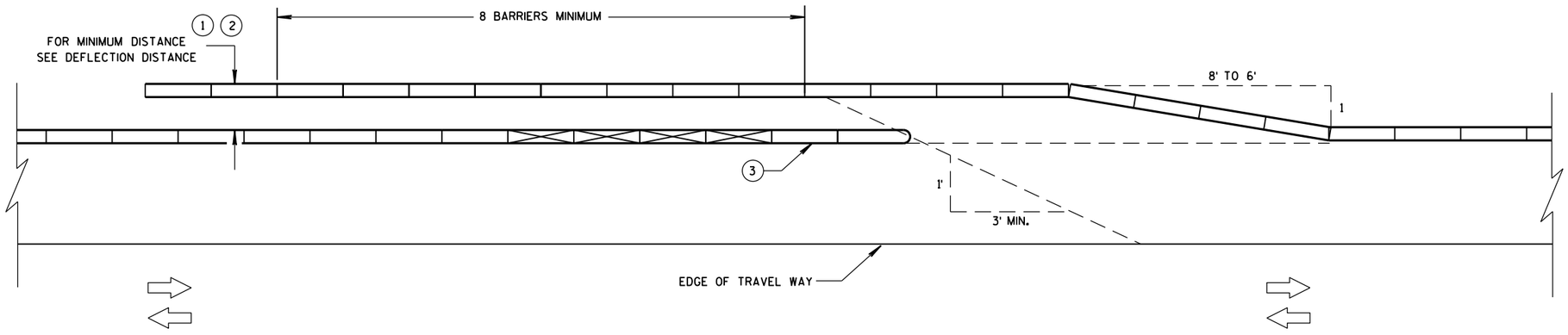
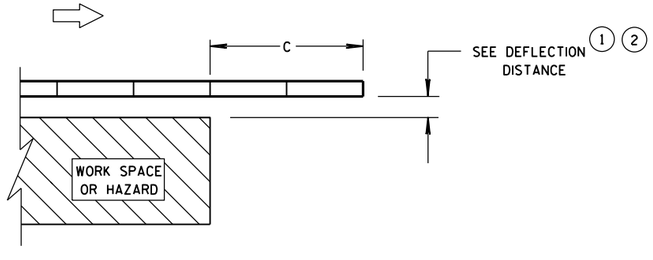


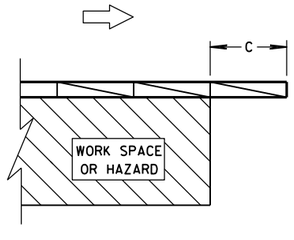
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

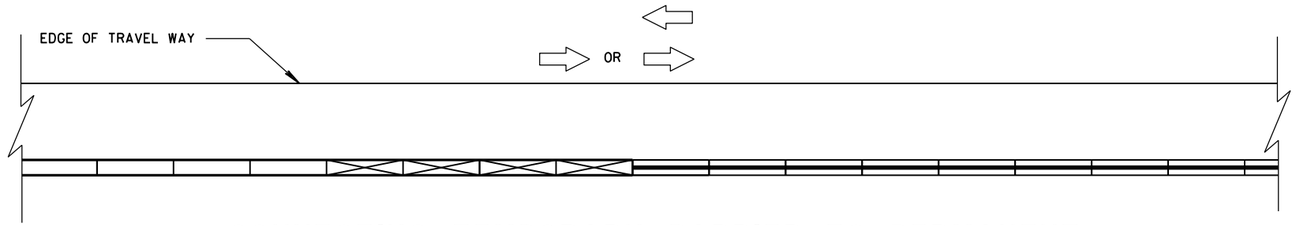
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

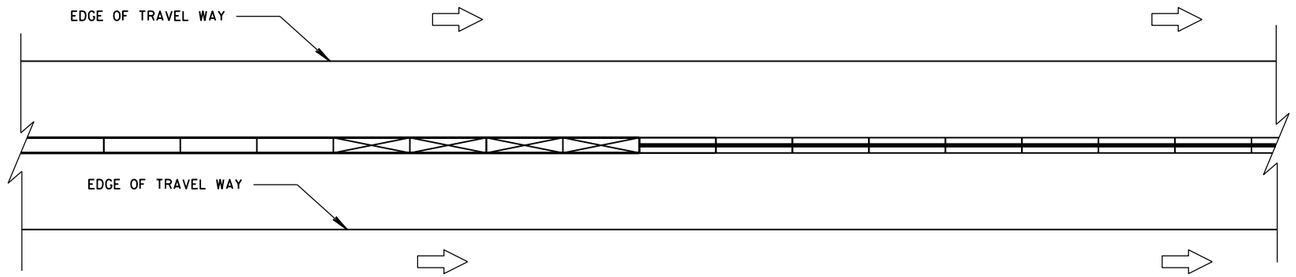
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 8-2c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

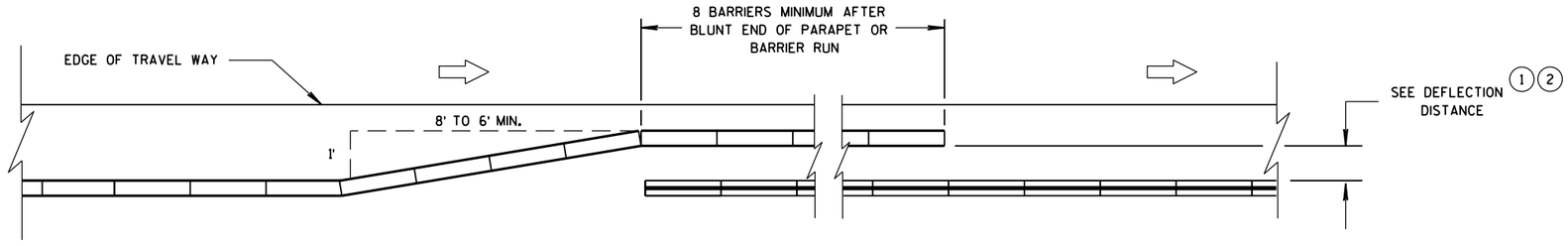
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

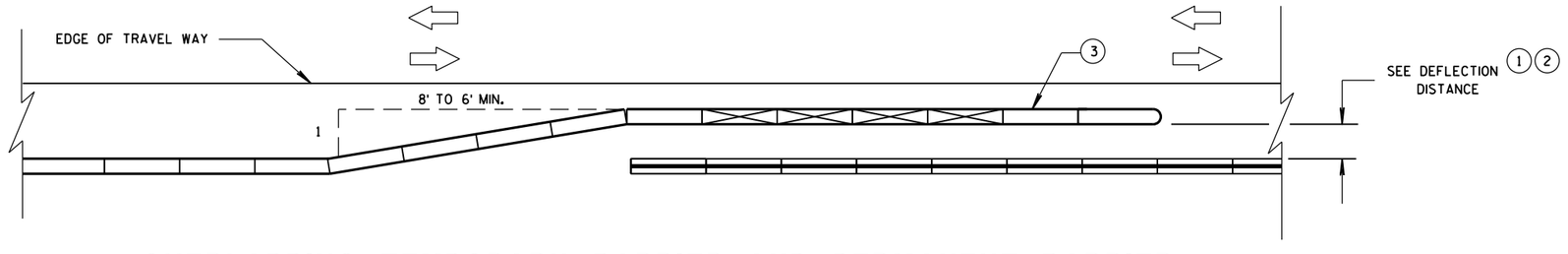
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
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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

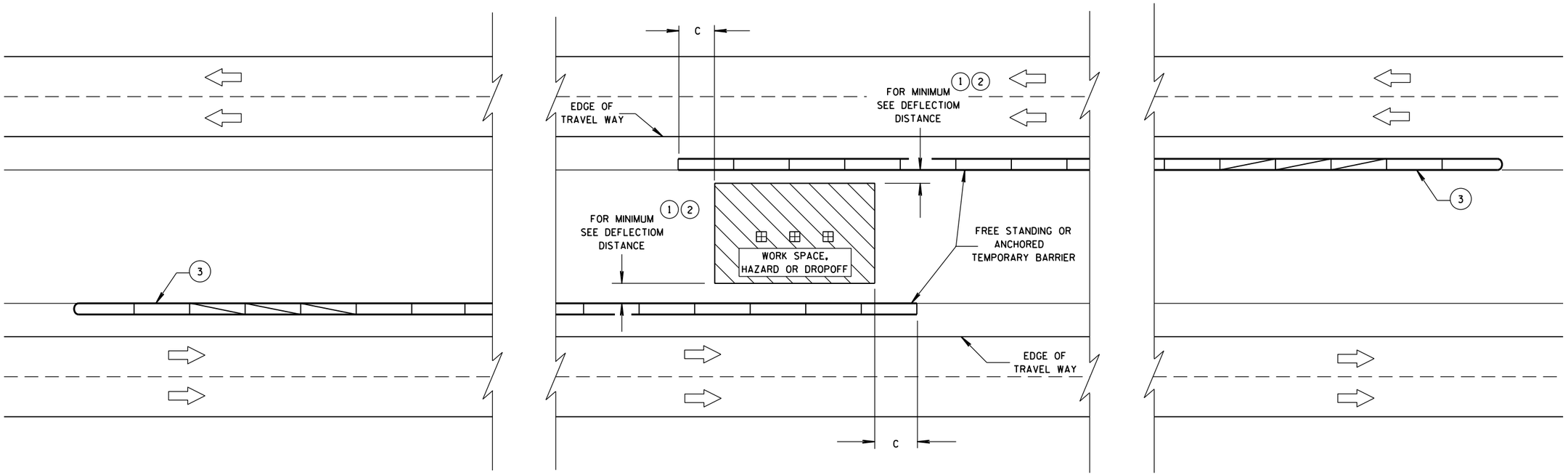
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

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 DEVELOPMENT ENGINNER
FHWA

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S.D.D. 14 B 8-2e

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

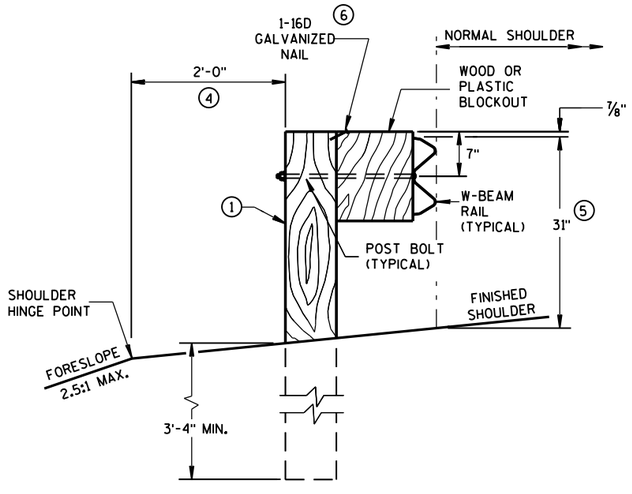
② USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

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

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

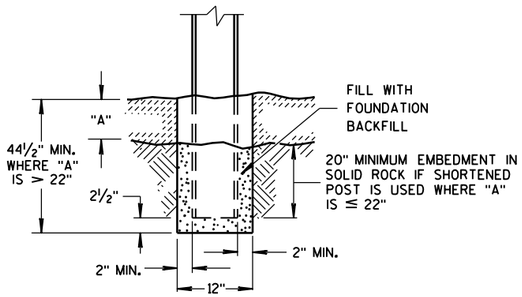
⑤ FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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



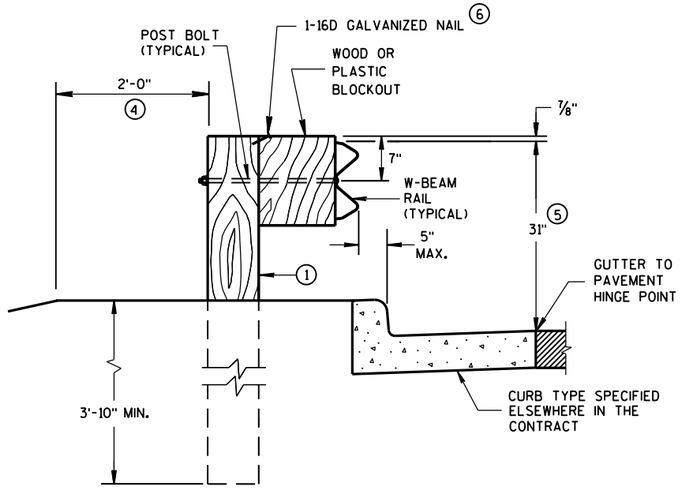
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



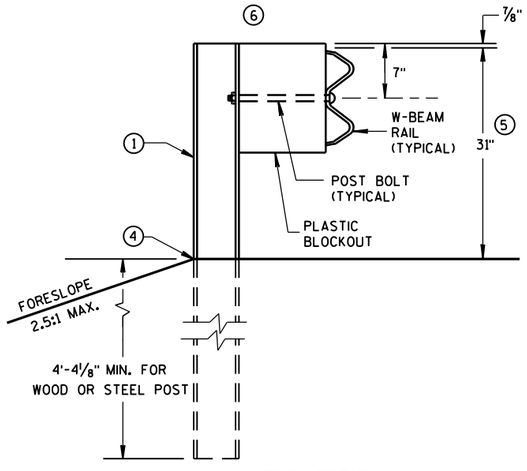
END VIEW

SETTING STEEL OR WOOD POST IN ROCK ③



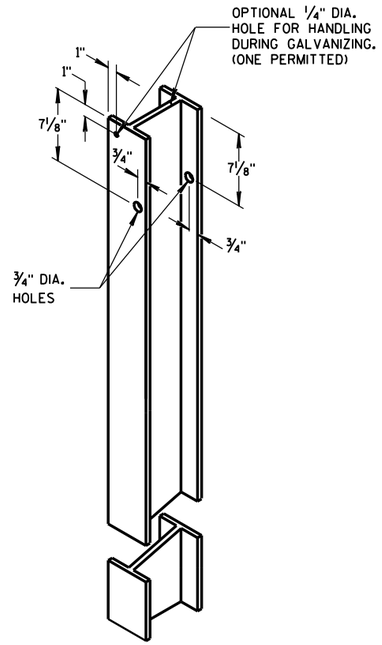
END VIEW

LOCATED ALONG A CURBED ROADWAY

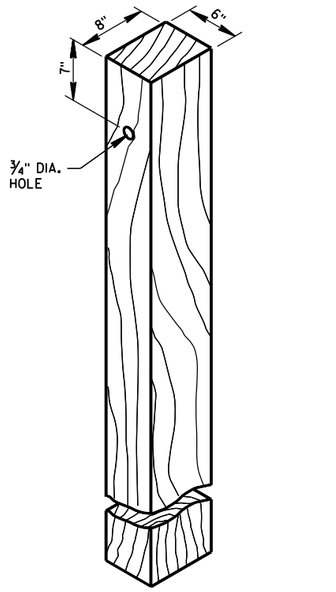


END VIEW

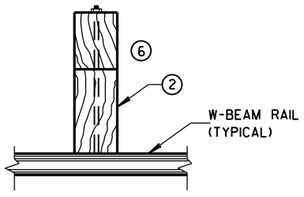
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



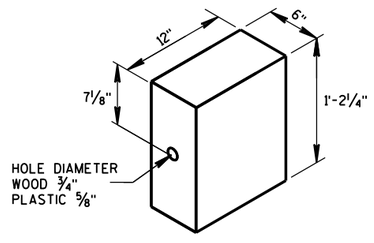
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



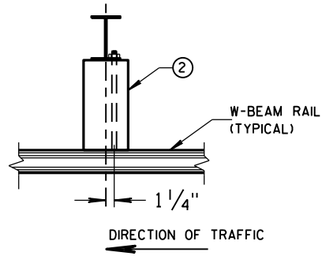
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②



PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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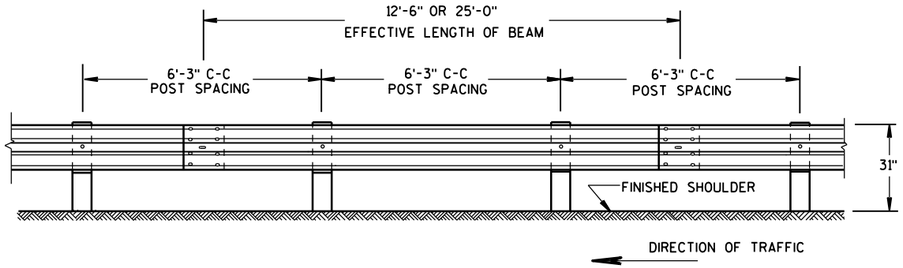
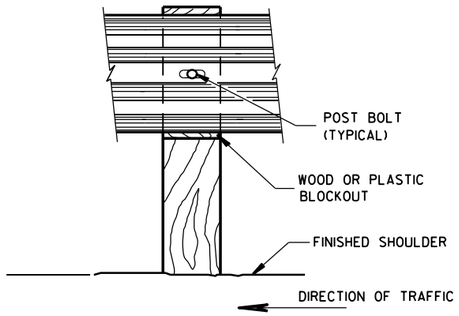


FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

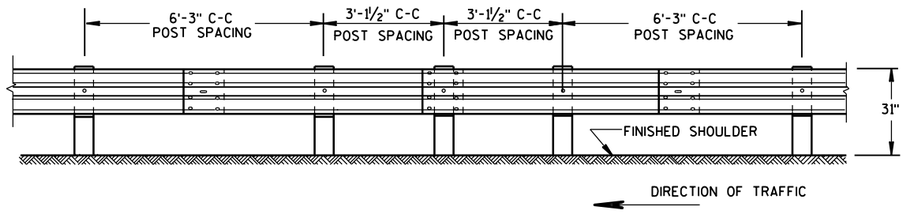
GENERAL NOTES

(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.

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

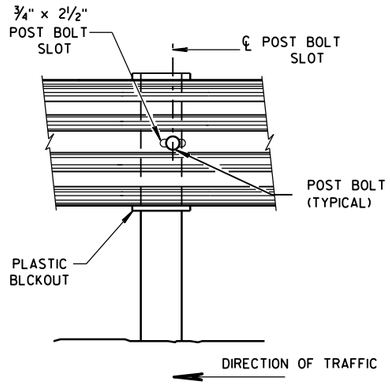
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

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

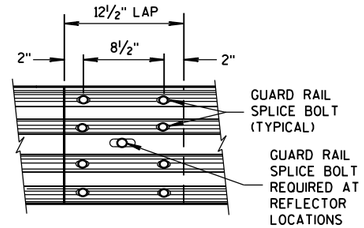


FRONT VIEW

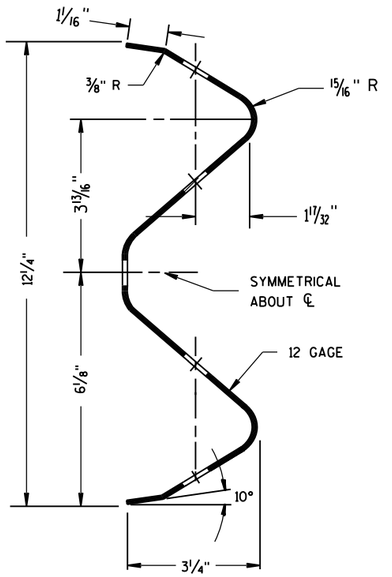
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



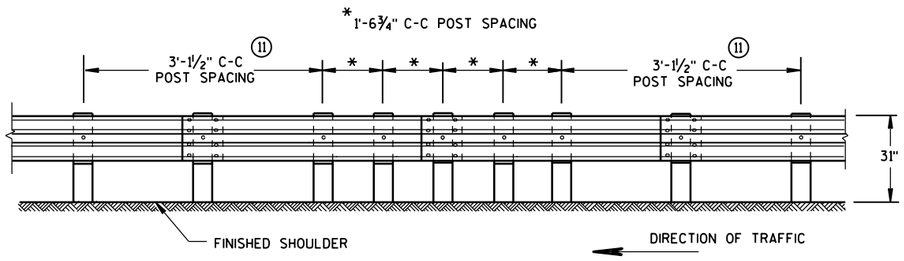
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

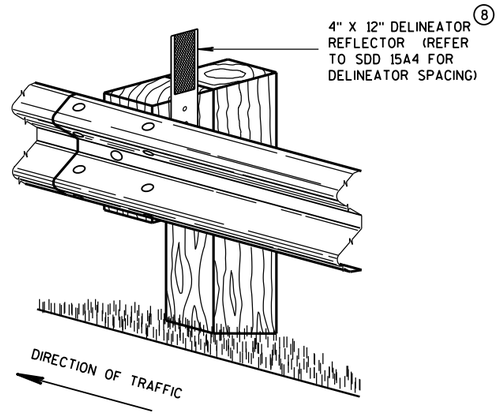


SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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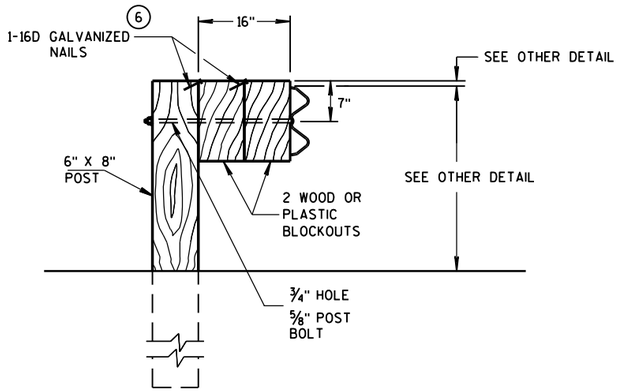
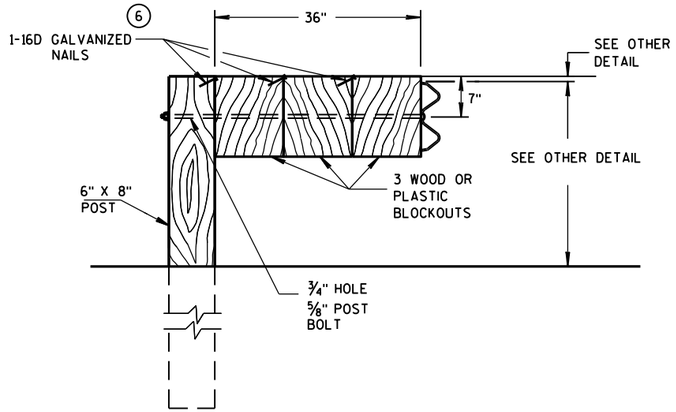


DETAIL FOR 16" BLOCKOUT DEPTH

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.

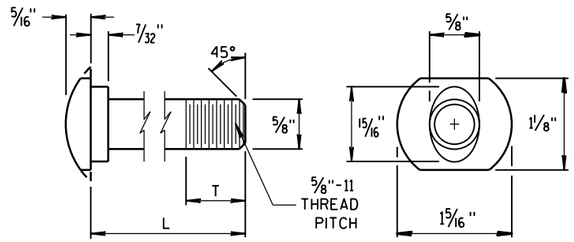


DETAIL FOR 36" BLOCKOUT DEPTH

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.

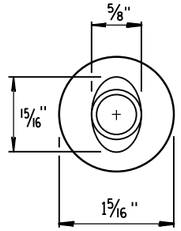
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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.

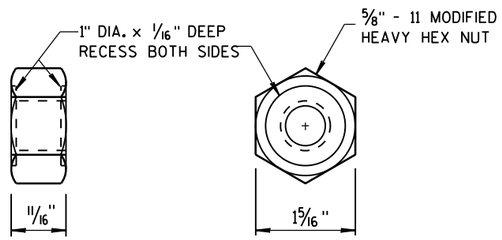


POST BOLT TABLE

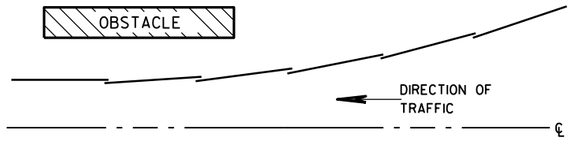
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

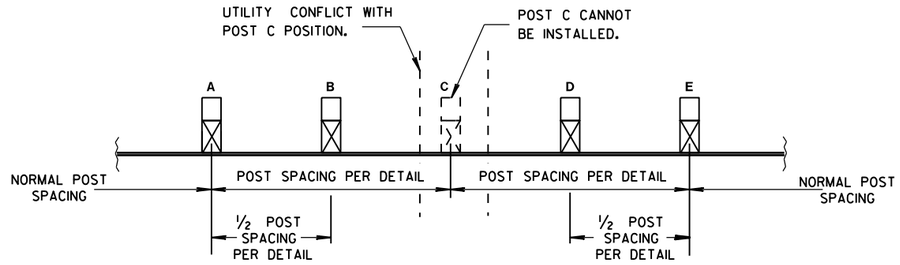


POST BOLT, SPLICE BOLT AND RECESS NUT

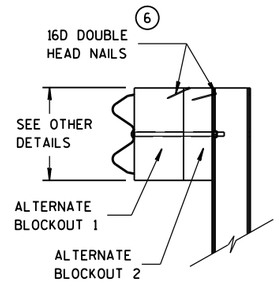


PLAN VIEW

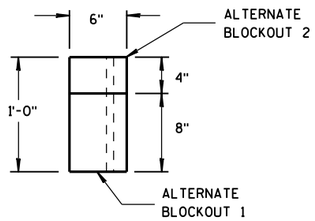
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

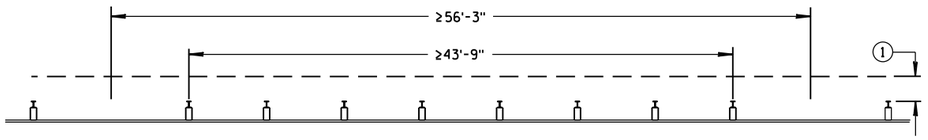
ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

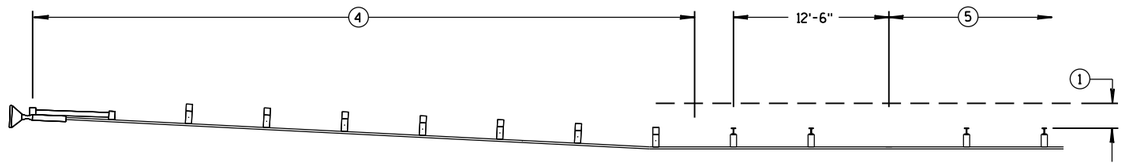
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

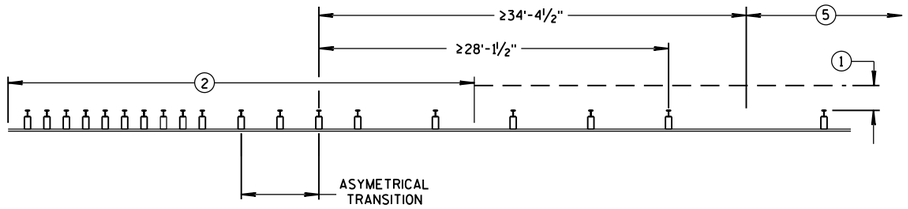
S.D.D. 14 B 42-5c



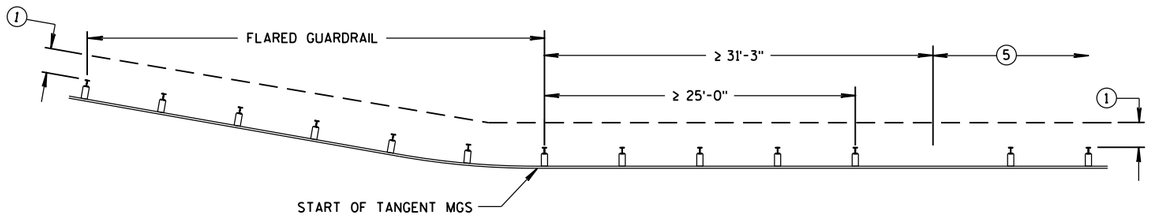
MISSING POST IN NORMAL BEAM GUARD RUN



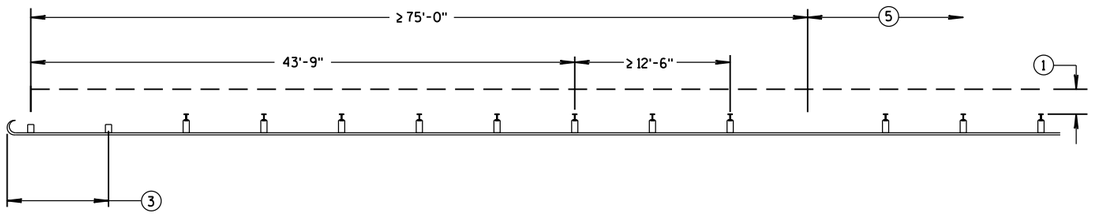
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



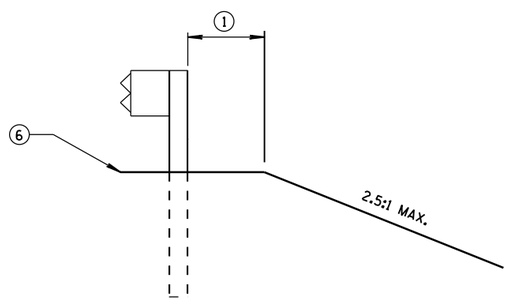
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR FLARED BEAM GUARD



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR TYPE 2 TERMINAL



CROSS SECTION VIEW

1. MINIMUM OF 2 FEET OF GRADING BEHIND POST.
2. SEE SDD 14B45 FOR MORE DETAILS.
3. SEE SDD 14B47 FOR MORE DETAILS.
4. SEE SDD 14B44 FOR MORE DETAILS.
5. SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.
6. SEE PLAN FOR SHOULDER DESIGN.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

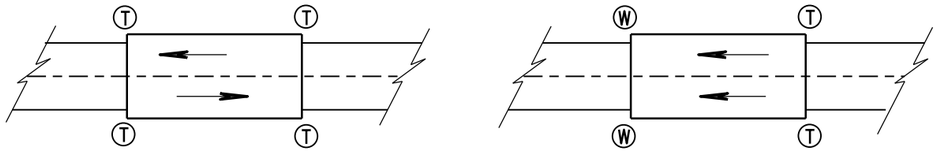
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

6

S.D.D. 14 B 42-5d

6

S.D.D. 14 B 42-5d



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

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

GENERAL NOTES

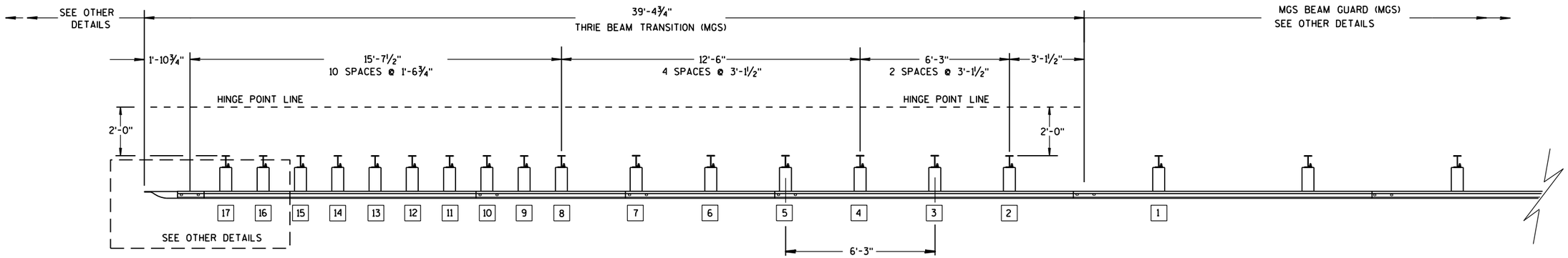
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

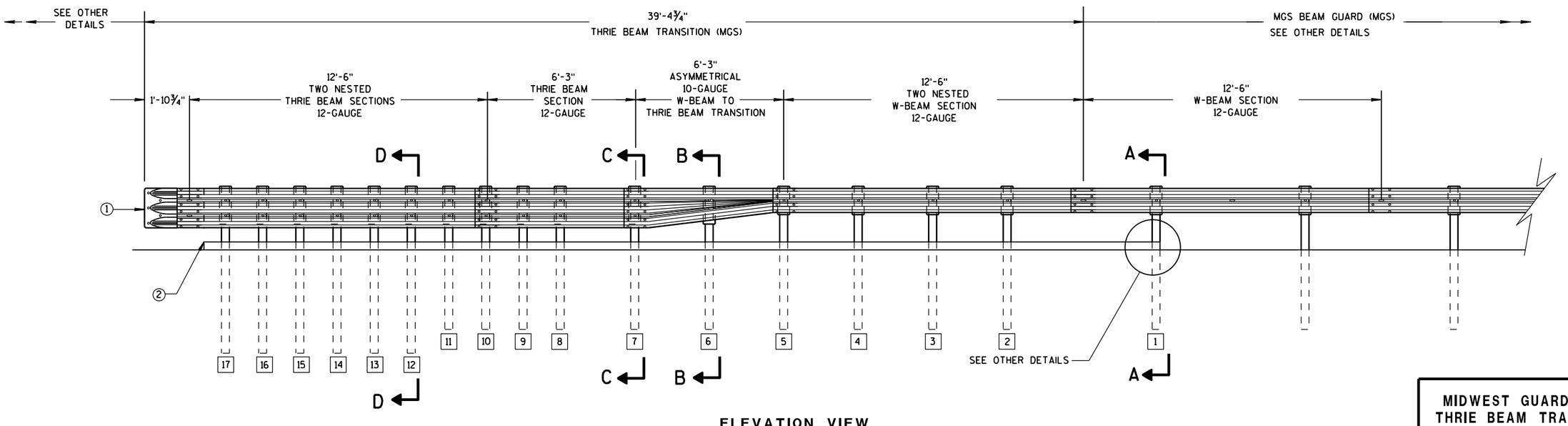
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

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

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



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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

6

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

GENERAL NOTES

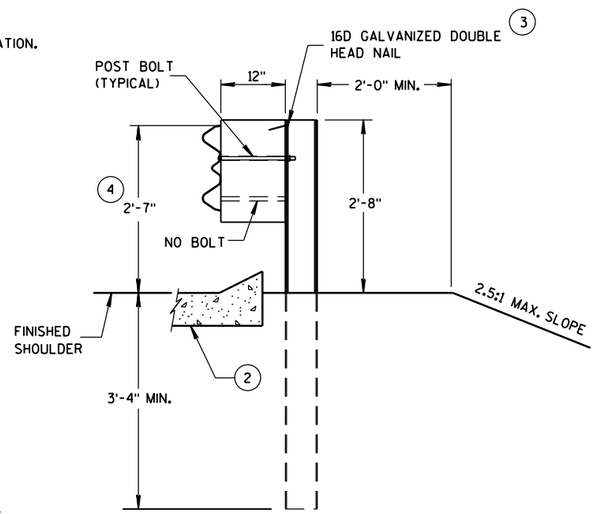
(2) OPTIONAL CURB AND GUTTER OR DRAINAGE_FEATURE SEE PLAN FOR INFORMATION.

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

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

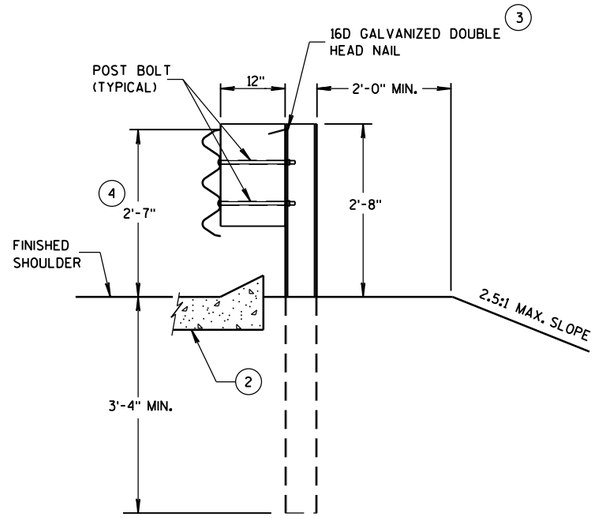
SECTION A-A

POSTS 1-5



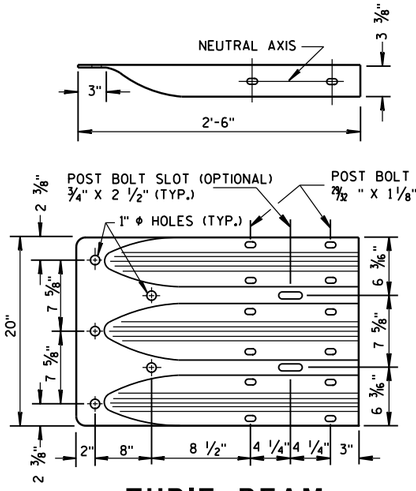
SECTION B-B

POST 6



SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR

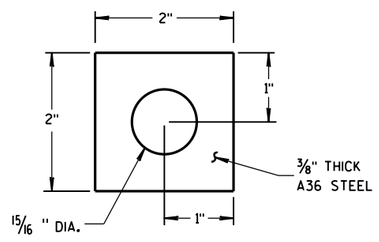
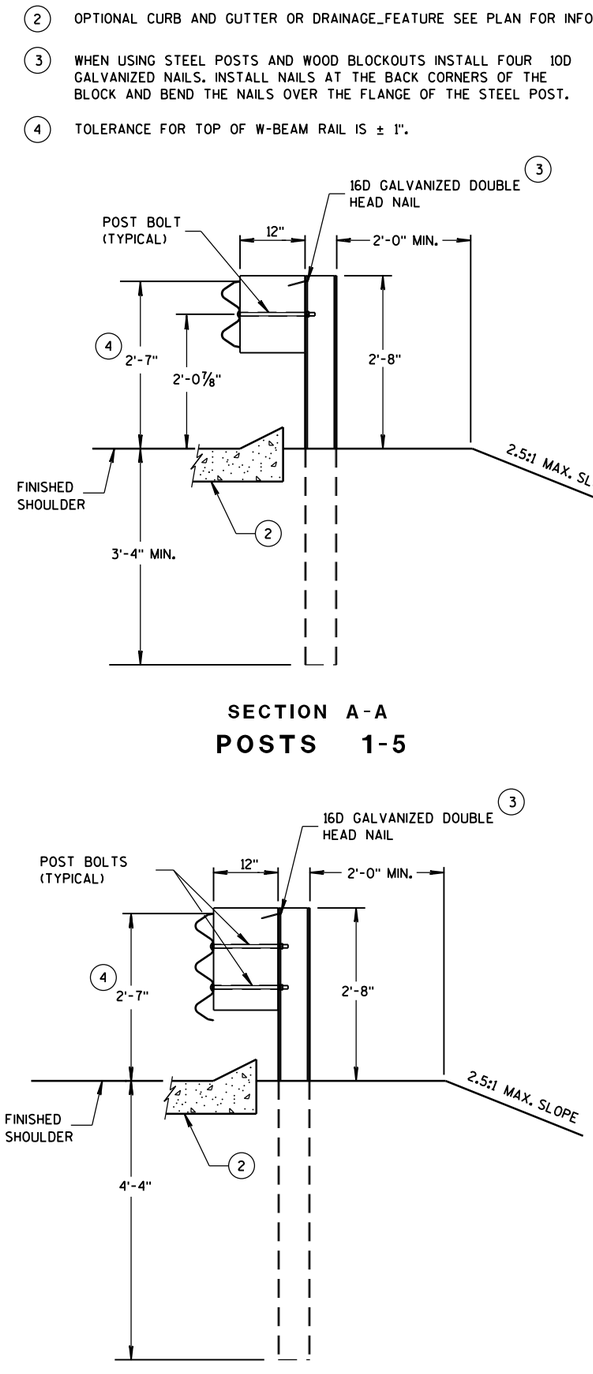
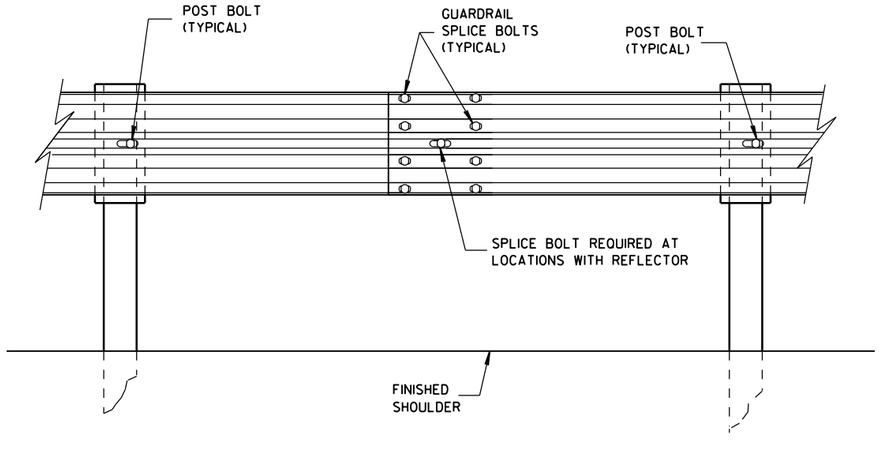


PLATE WASHER DETAIL

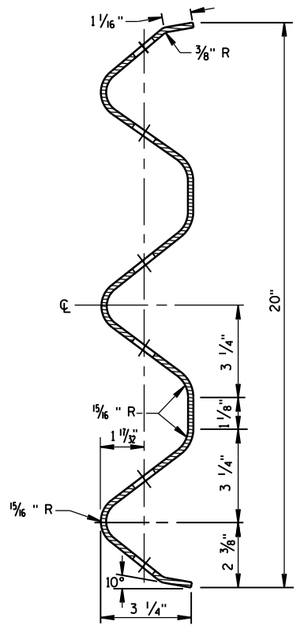


SECTION D-D

POSTS 12-17



SPLICE DETAIL



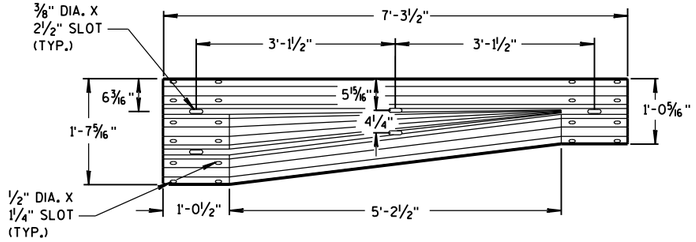
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

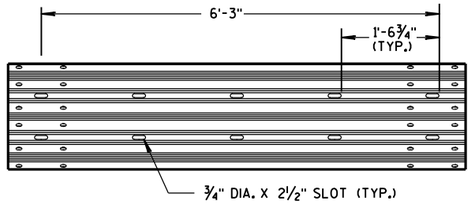
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

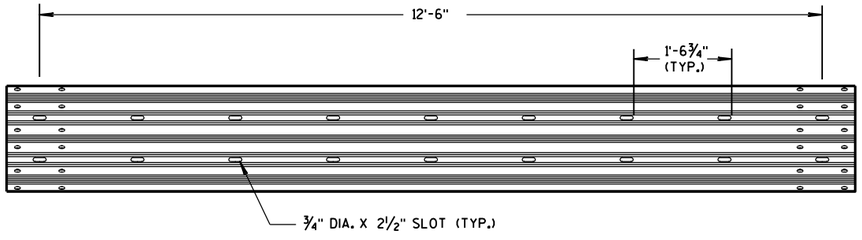
S.D.D. 14 B 45-4b



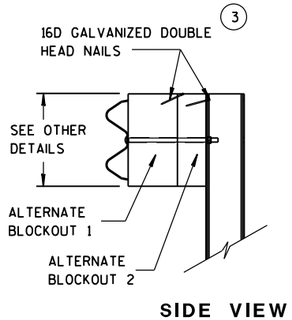
W-BEAM TO THRIE BEAM TRANSITION SECTION



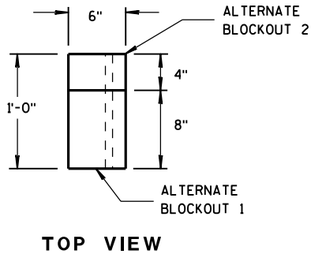
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

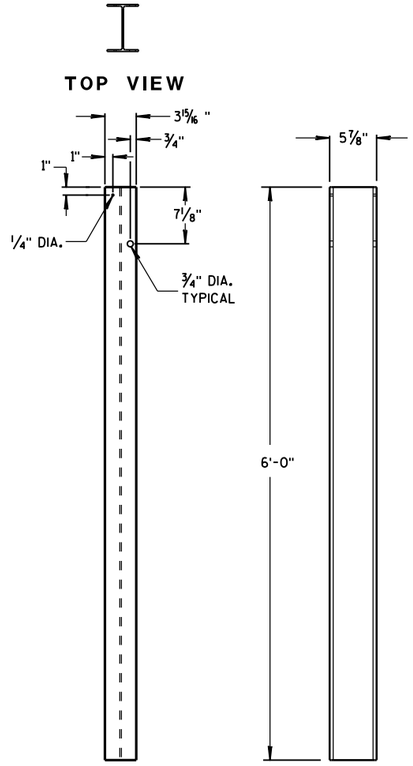


SIDE VIEW



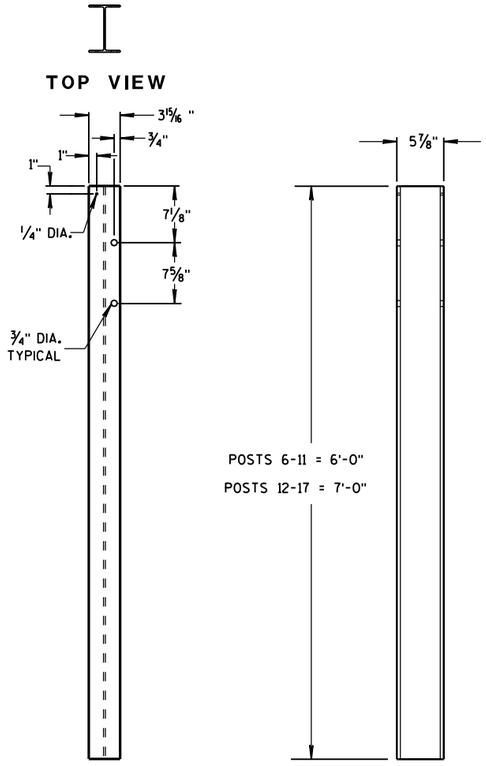
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



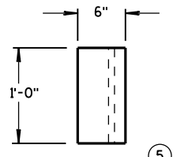
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5

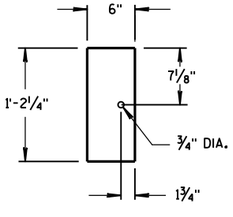


FRONT VIEW SIDE VIEW

STEEL POSTS 6-17

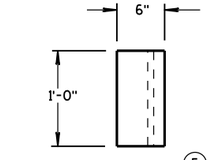


TOP VIEW

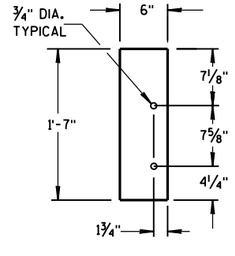


FRONT VIEW

BLOCKOUT POSTS 1-5



TOP VIEW



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

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

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

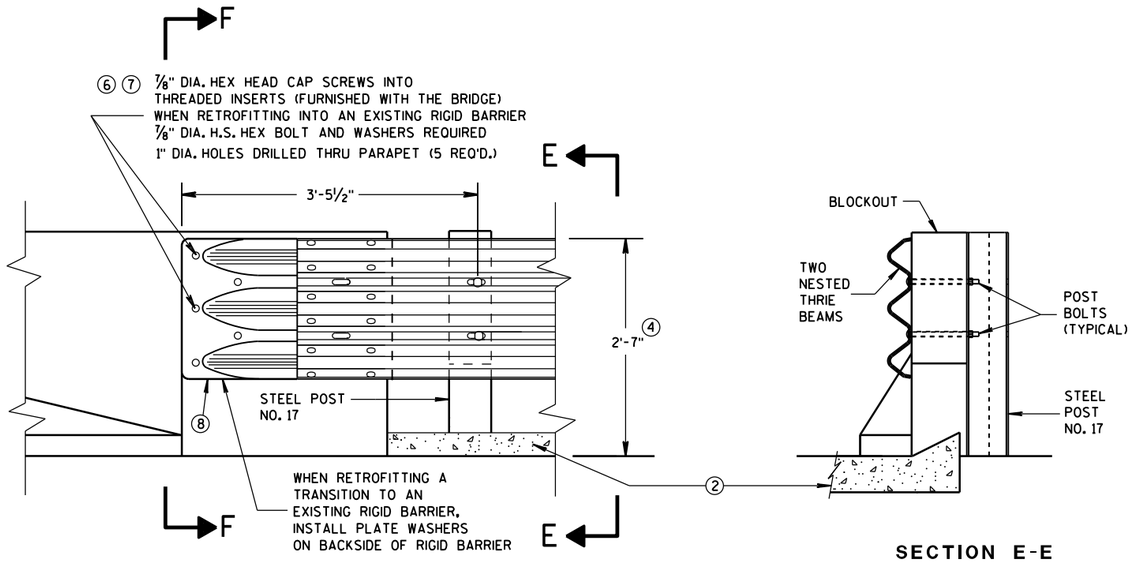
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

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

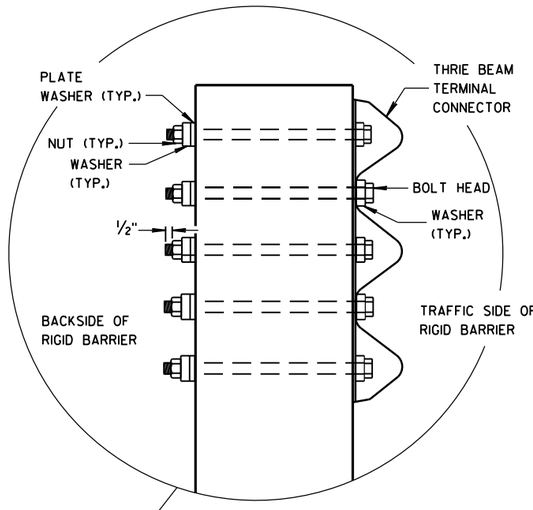
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

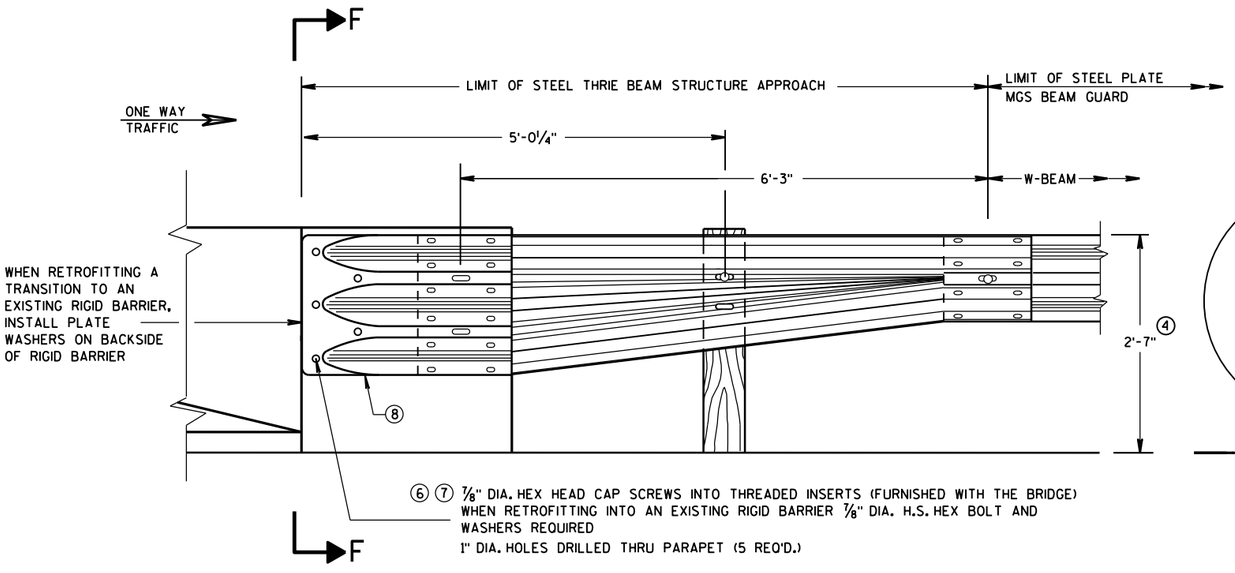
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

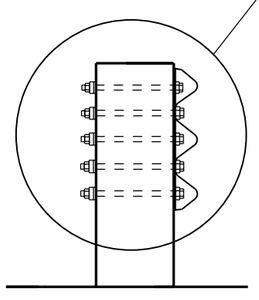
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

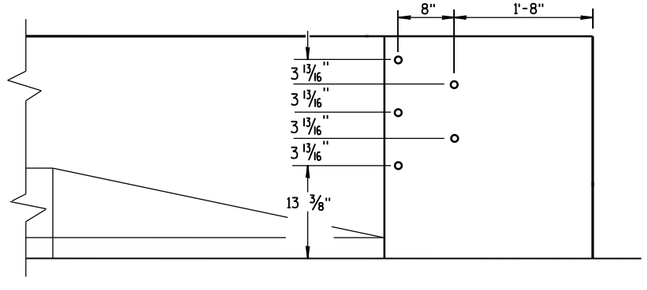




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

NT

6

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.

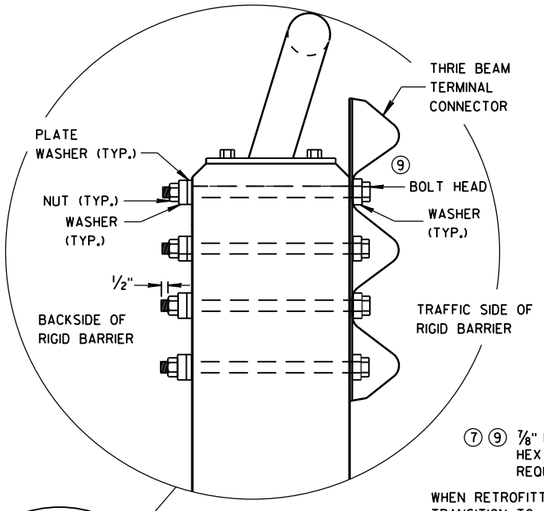
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

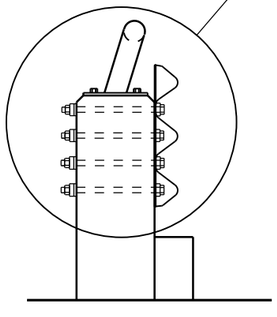
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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.

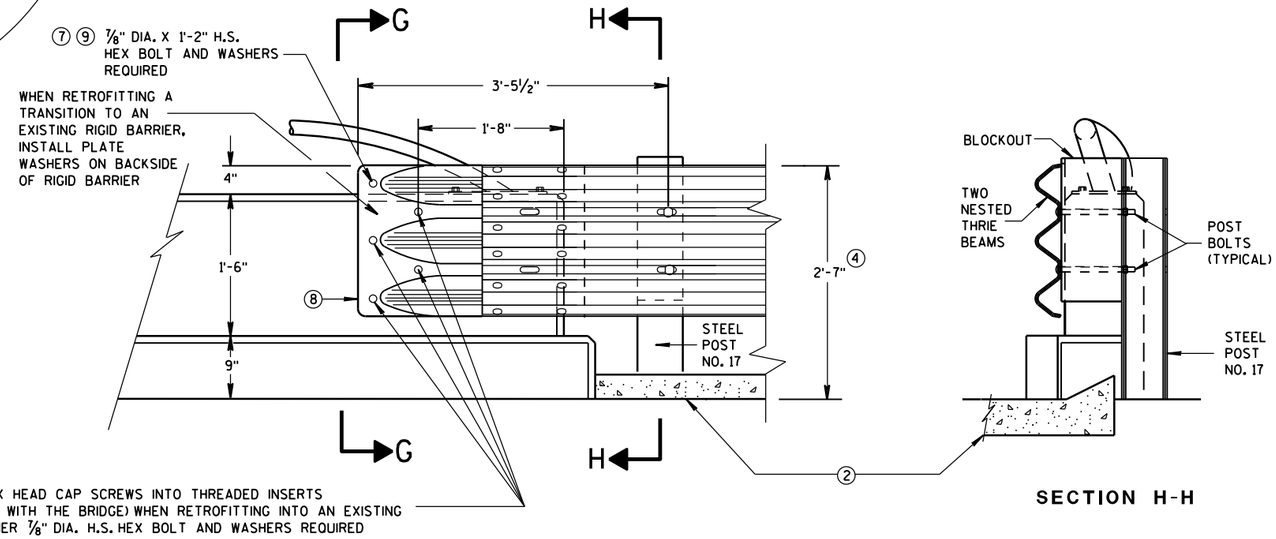
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

(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.





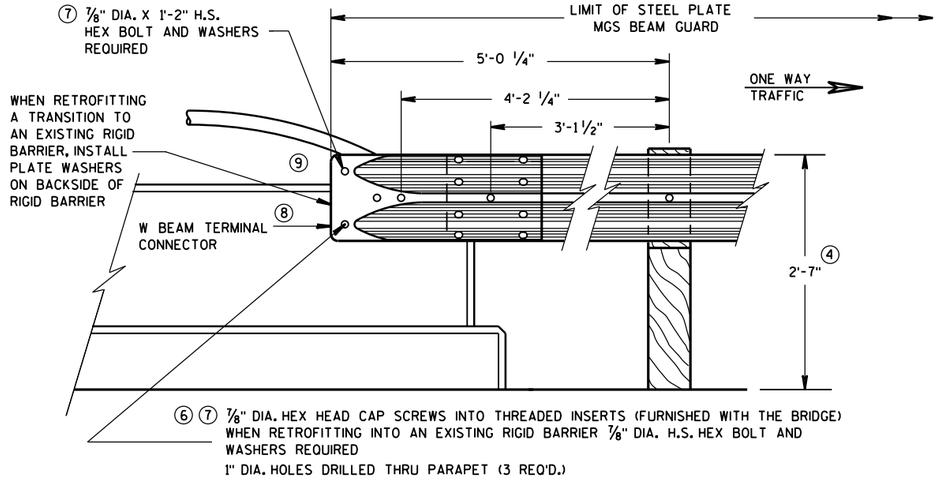
SECTION G-G



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

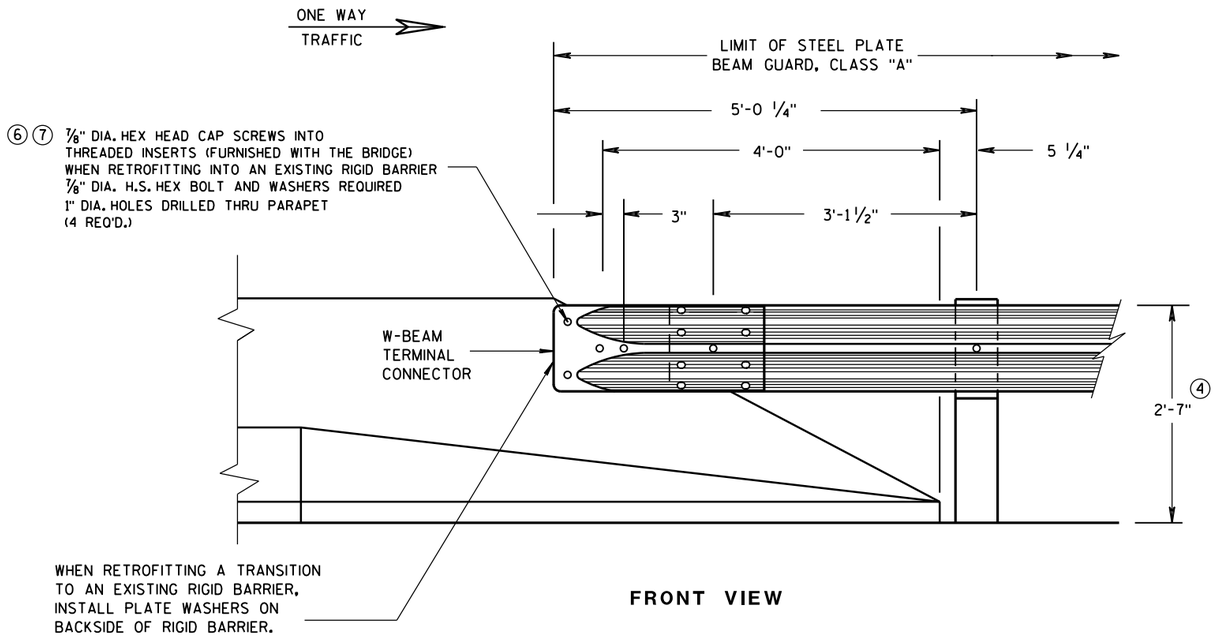
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

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

6

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



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

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

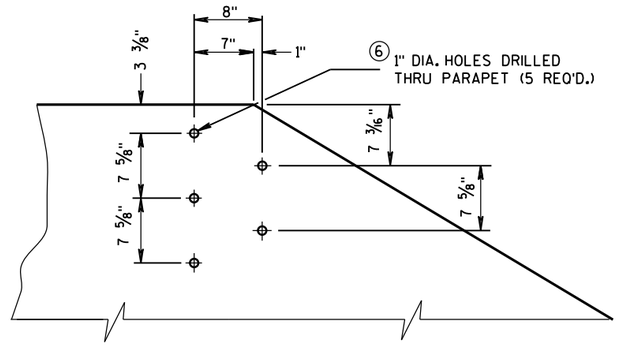
GENERAL NOTES

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

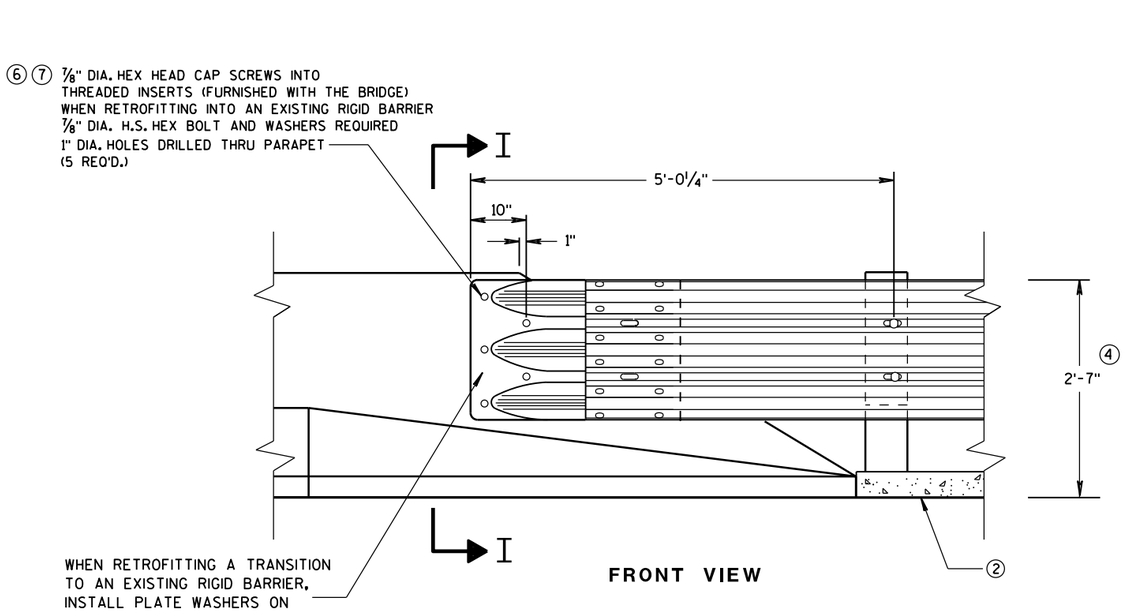
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

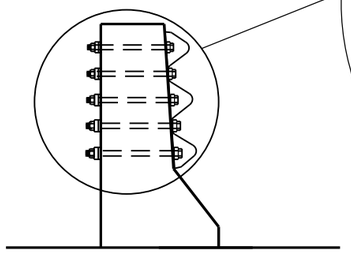
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



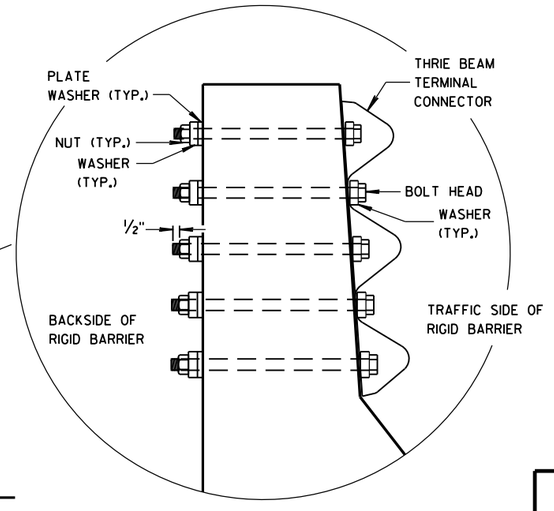
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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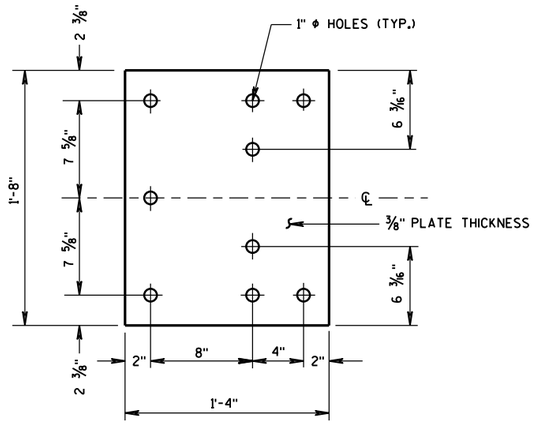
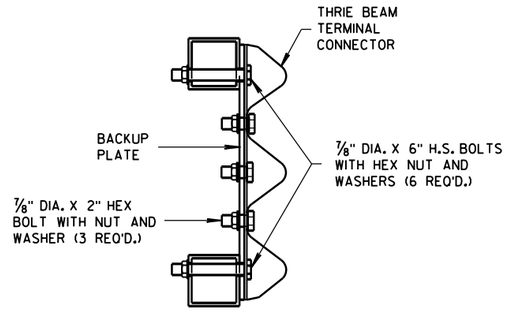
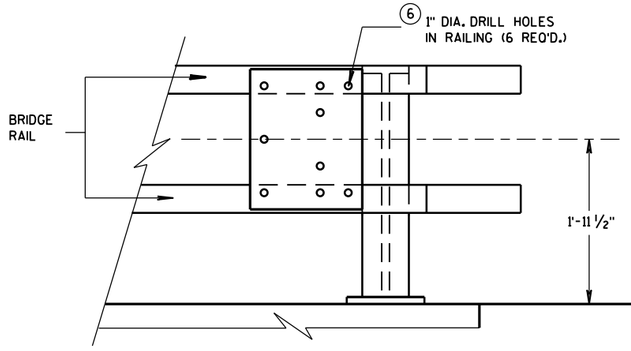


BACK-UP PLATE DETAIL



SECTION J-J

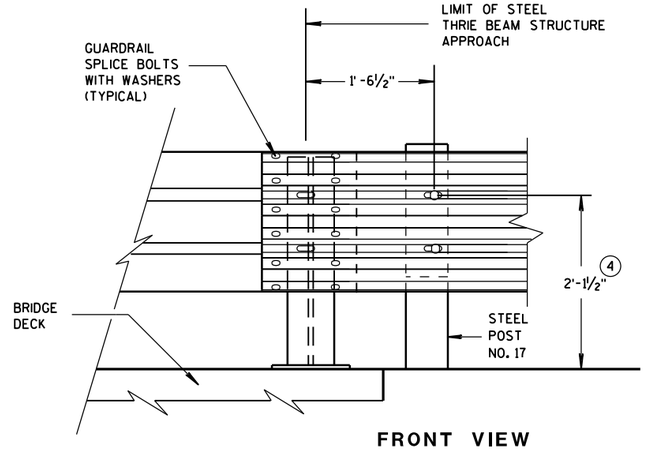


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

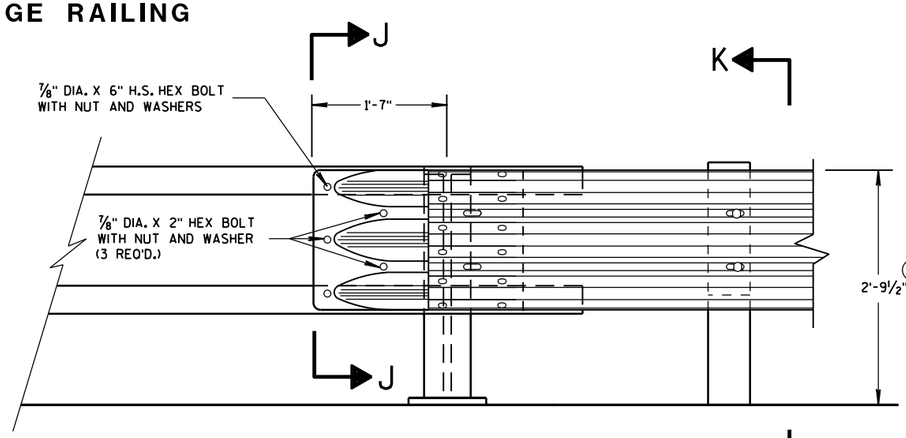
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

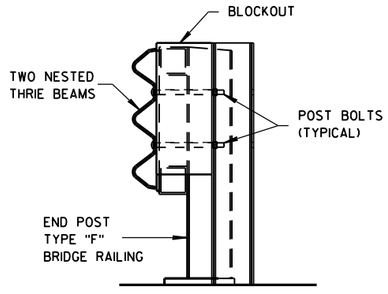


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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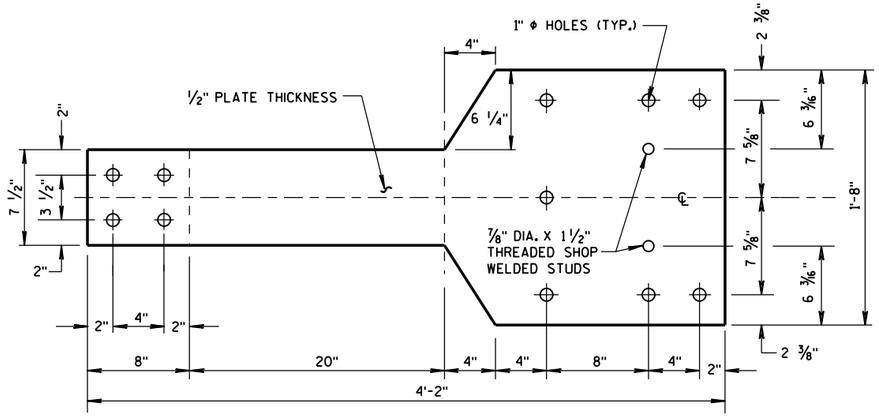
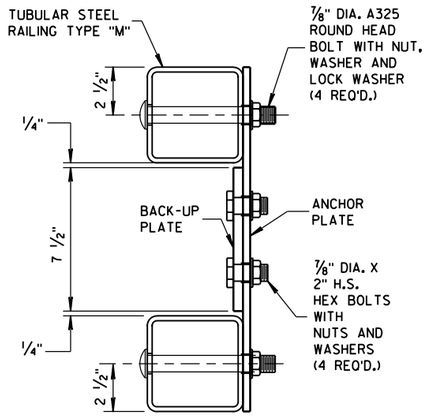
GENERAL NOTES

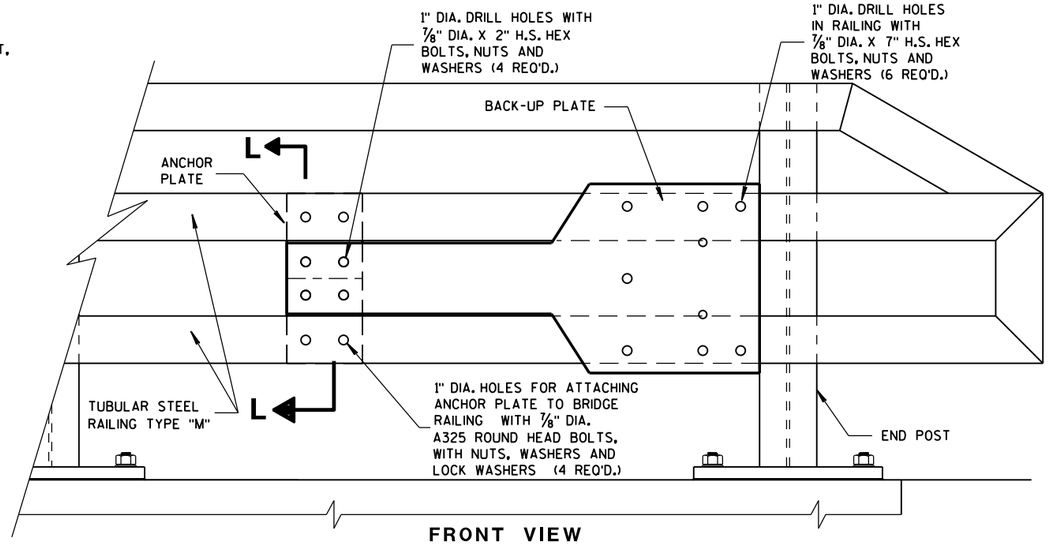
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



FRONT VIEW

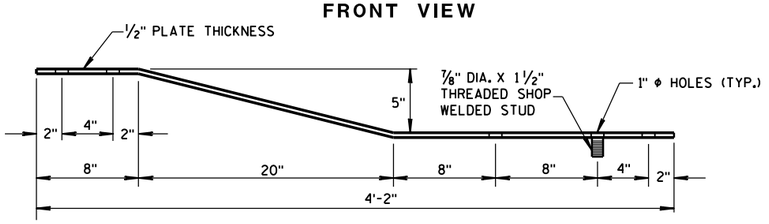


SECTION L-L



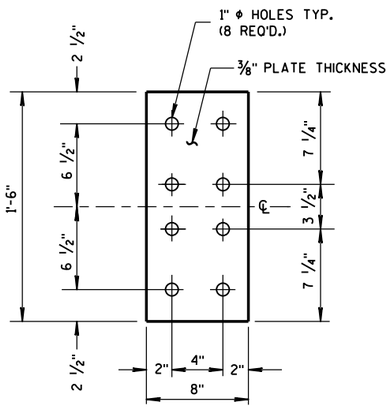
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



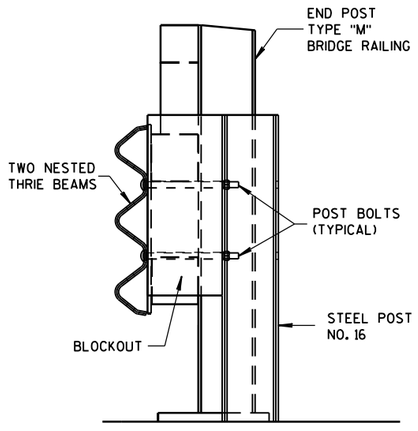
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

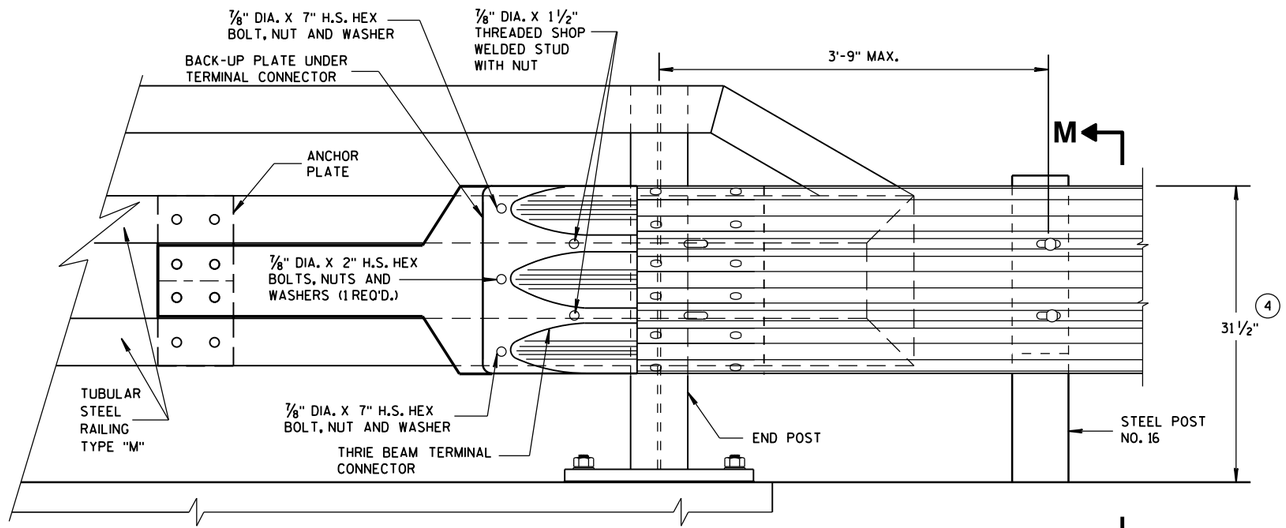


FRONT VIEW

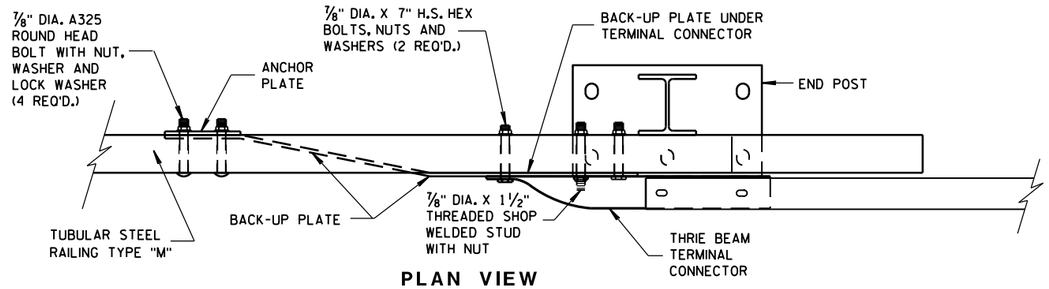
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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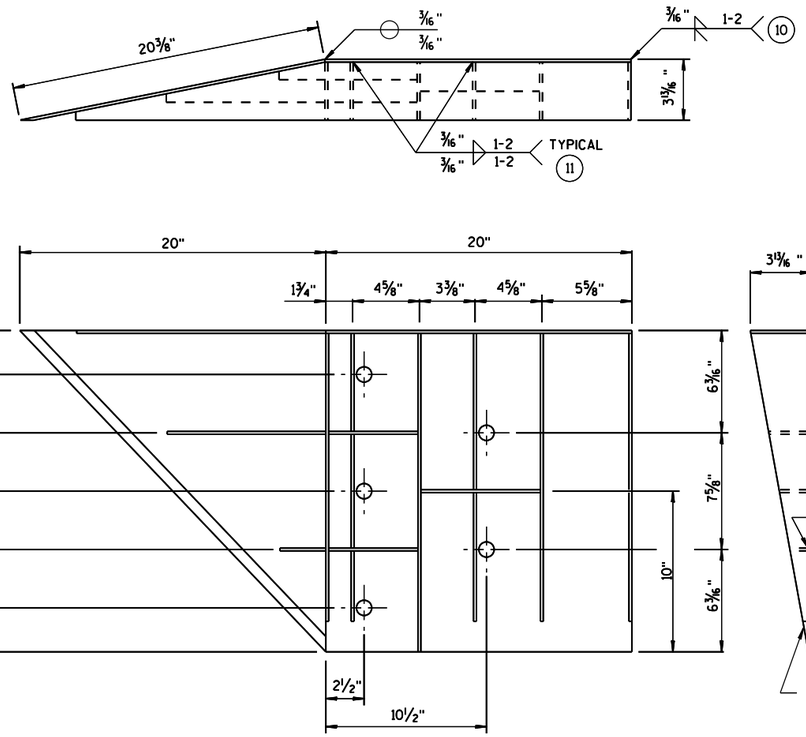

WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

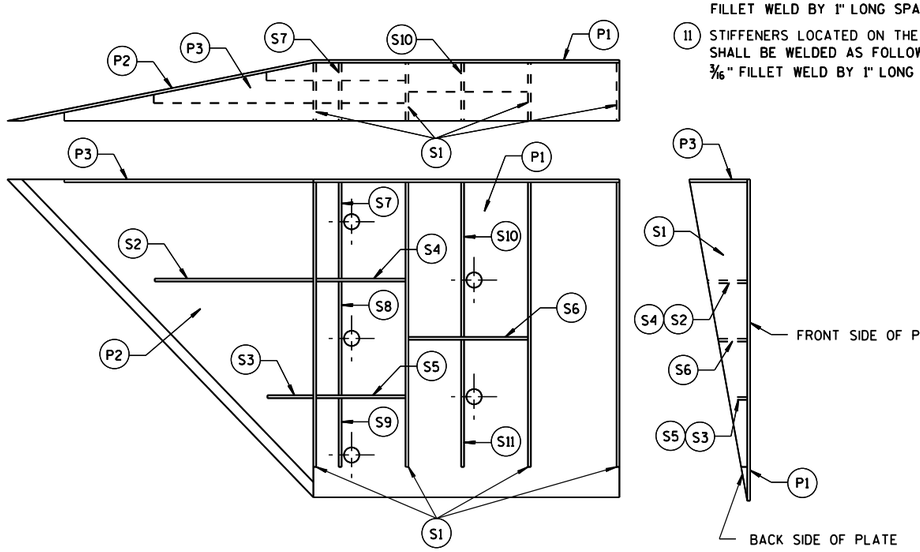

PLATE AND STIFFENER IDENTIFICATION

(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)

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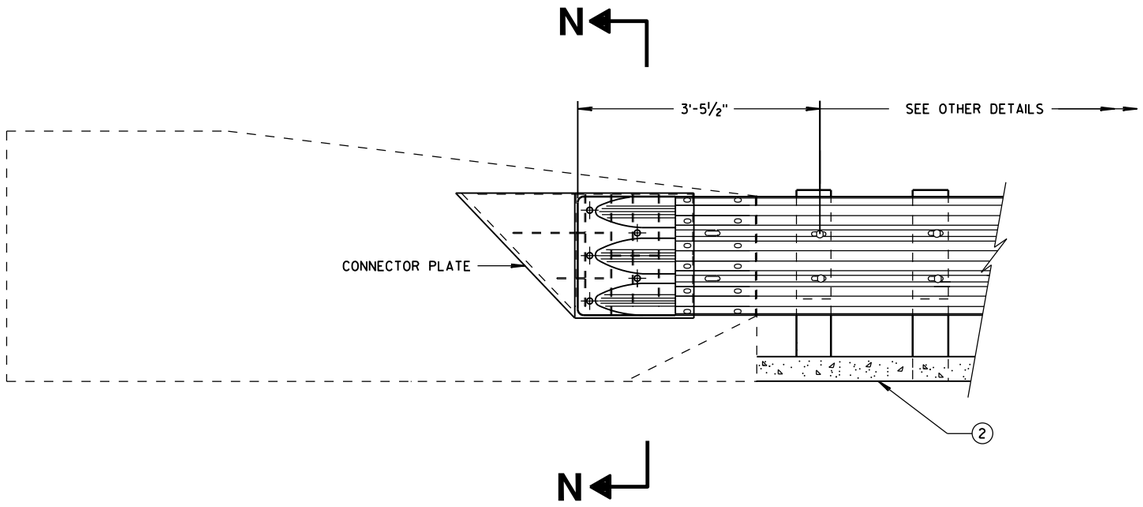
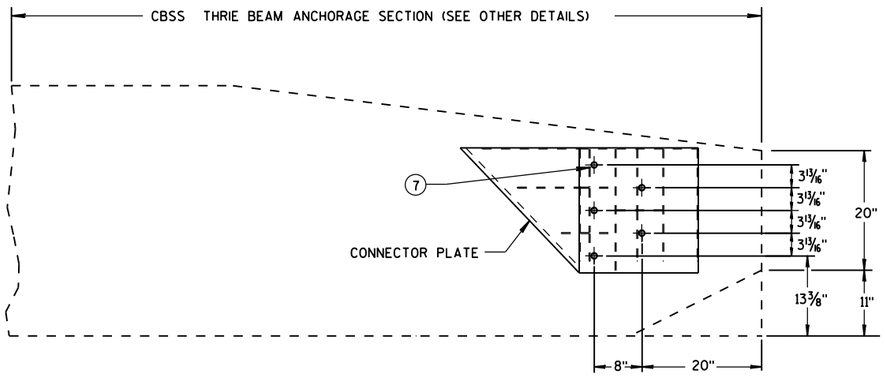
S.D.D. 14 B 45-4i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



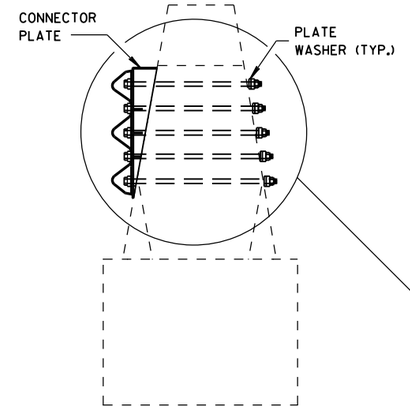
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

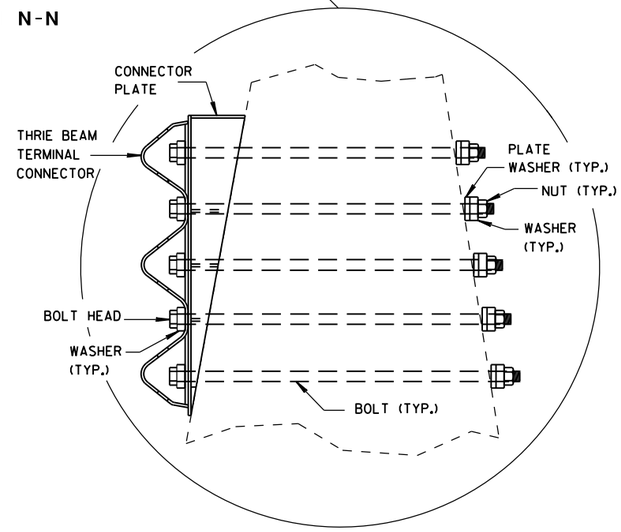
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

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



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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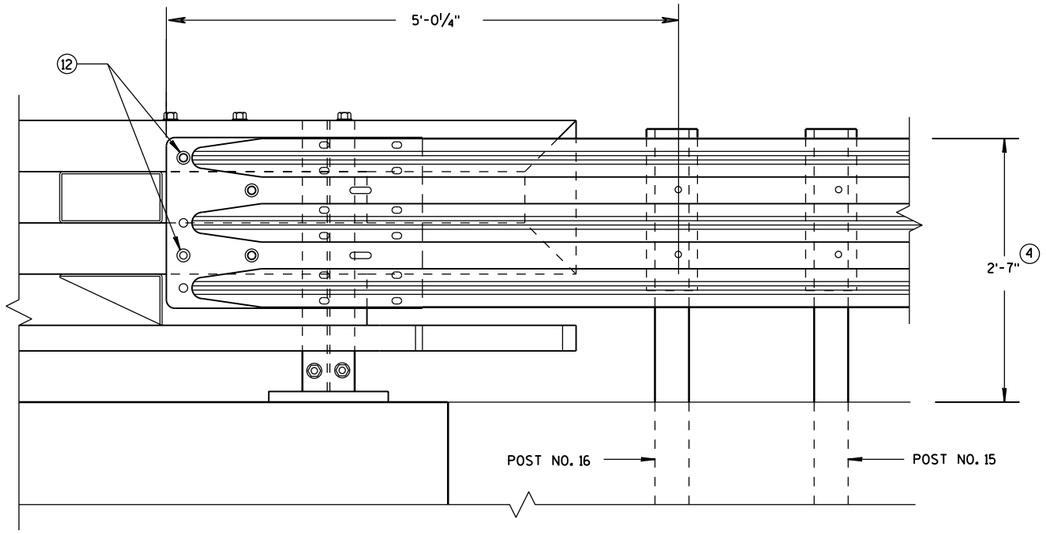
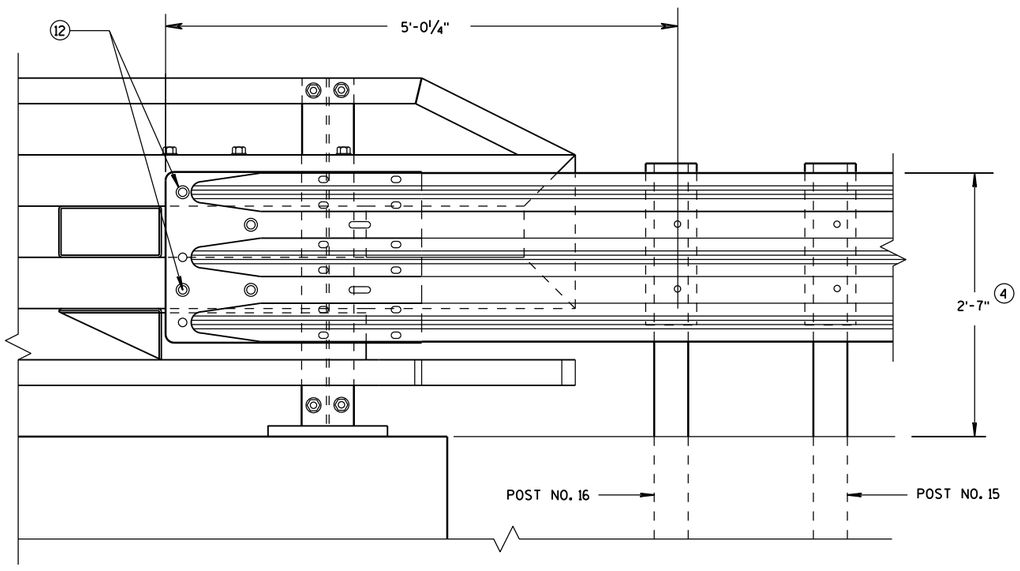


ELEVATION OF DETAIL AT NY3 END POST

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
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APPROVED
June, 2015
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D 297 NT
ENGINEER

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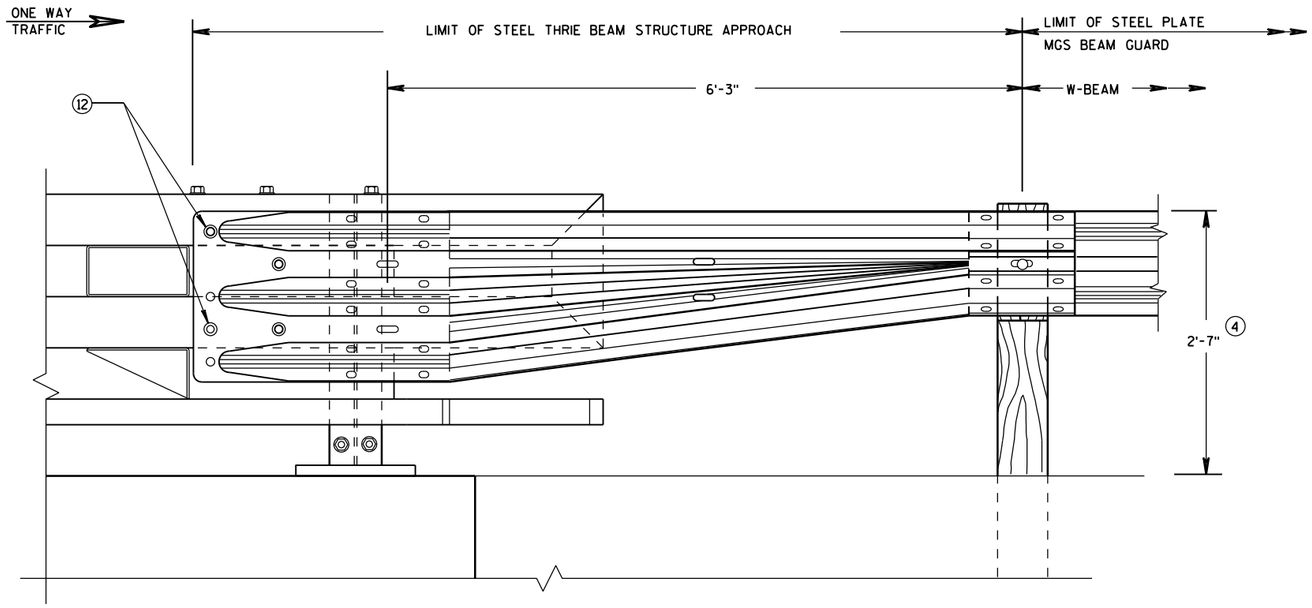


FRONT VIEW

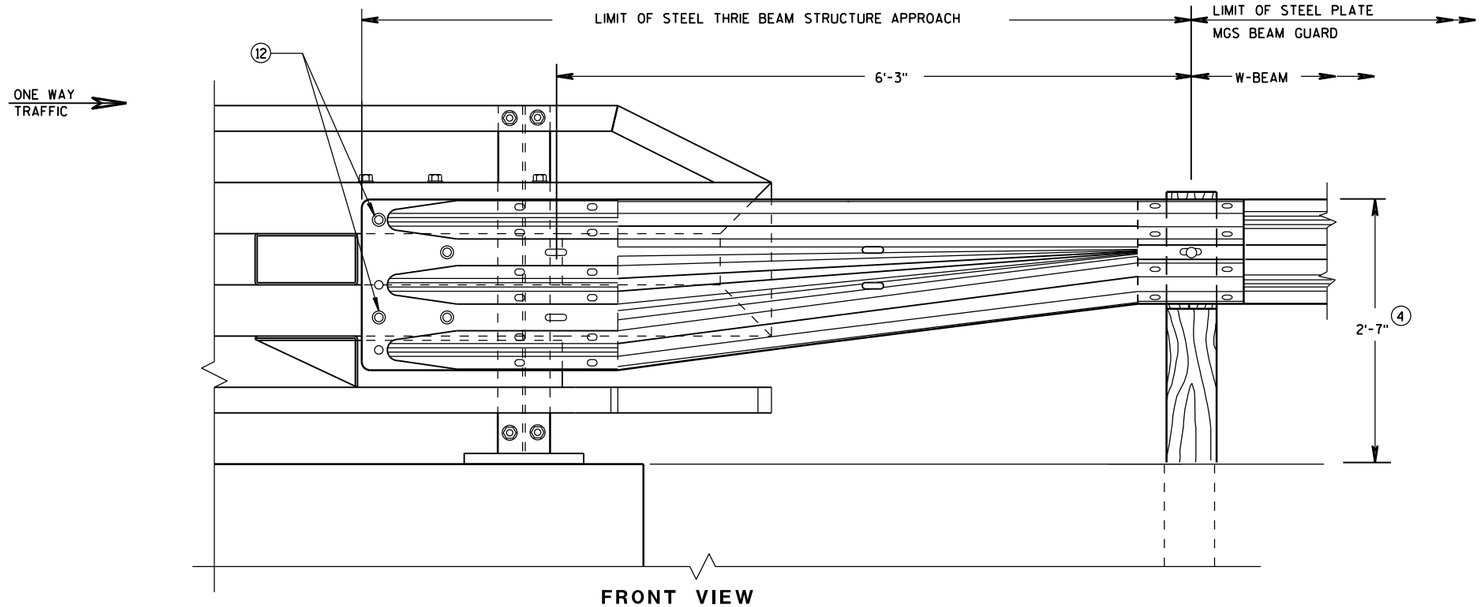
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(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)

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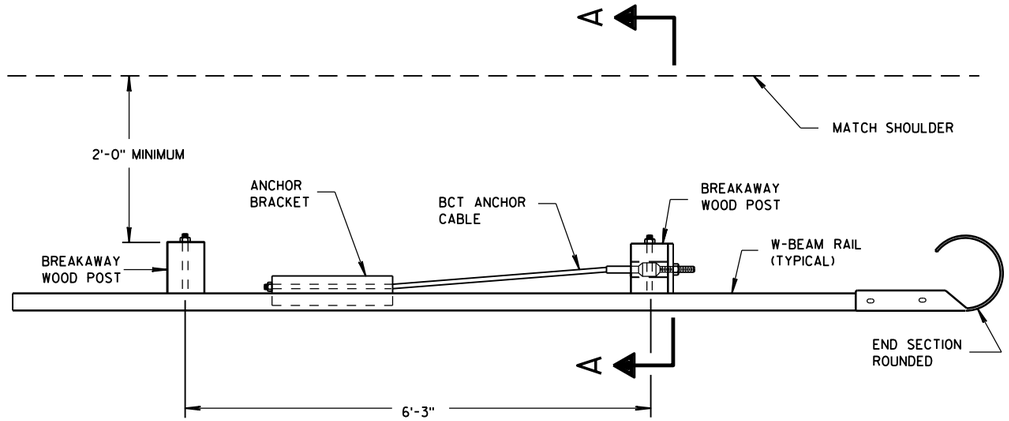
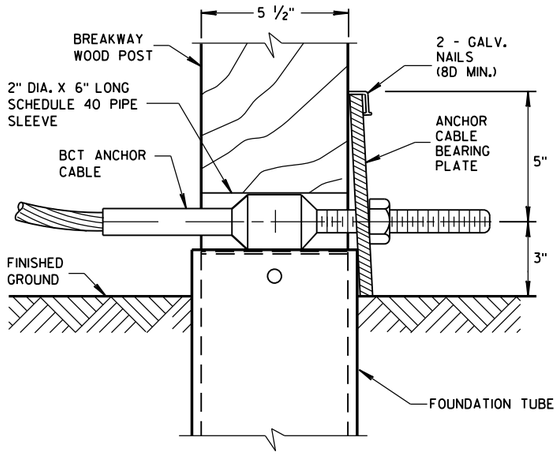


PLAN VIEW



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

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

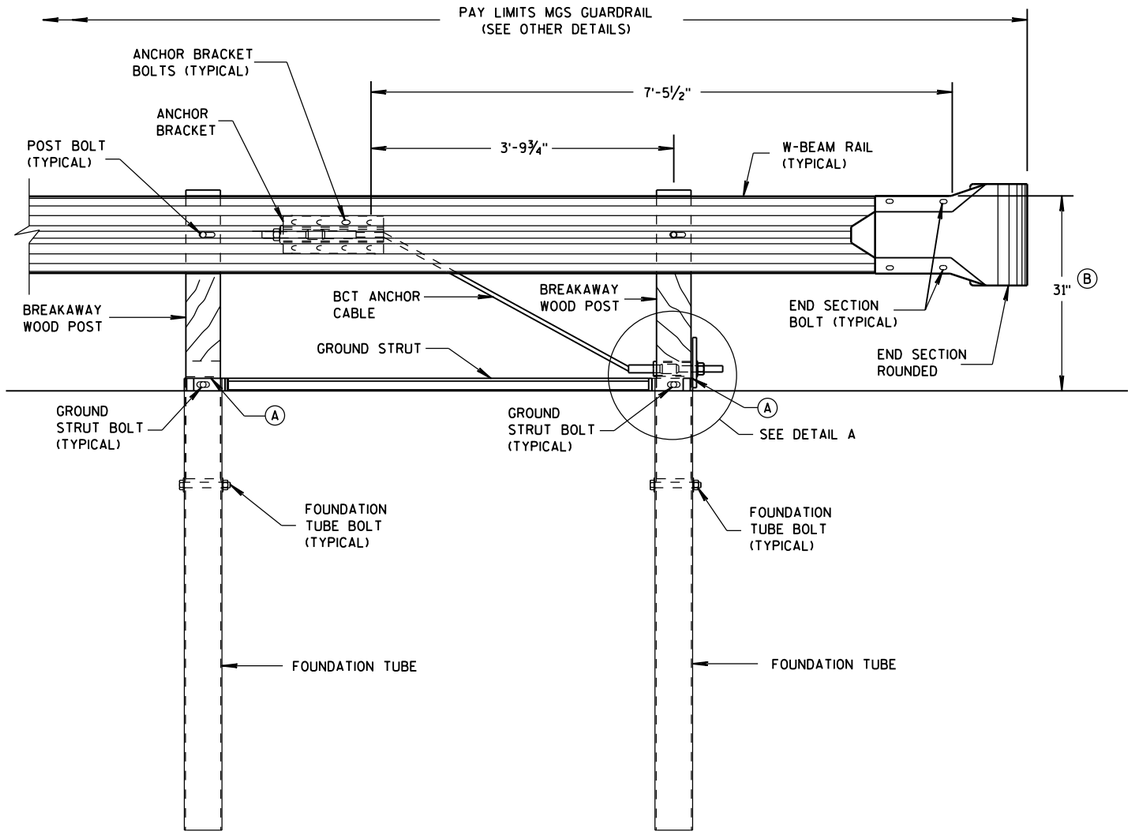
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

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.

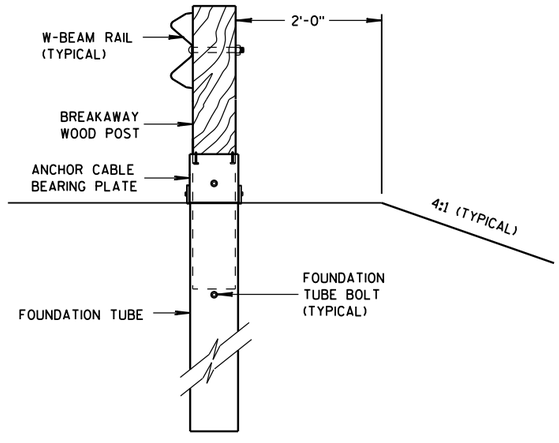
(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

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

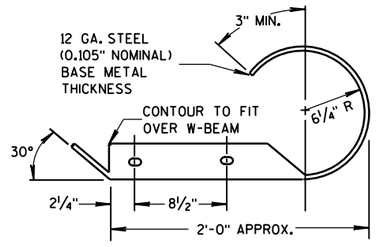


FRONT VIEW

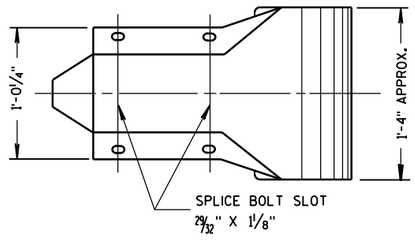
END RAIL DETAIL



SECTION A-A



PLAN VIEW



FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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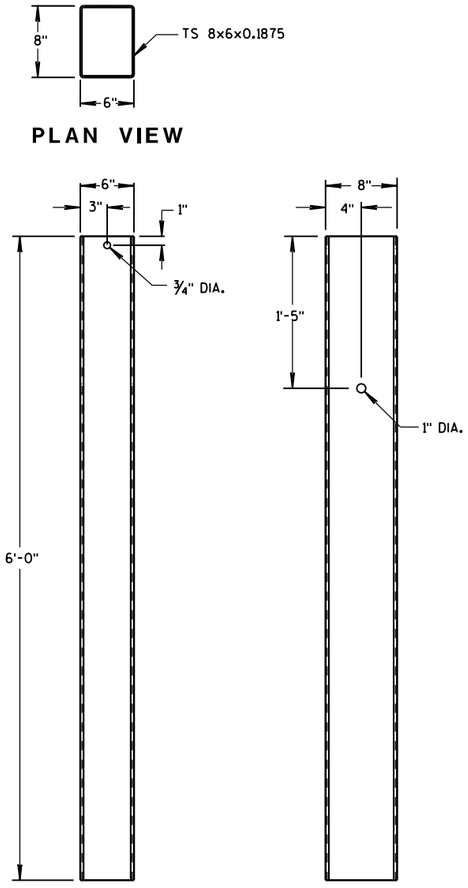
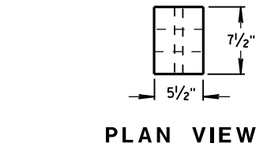
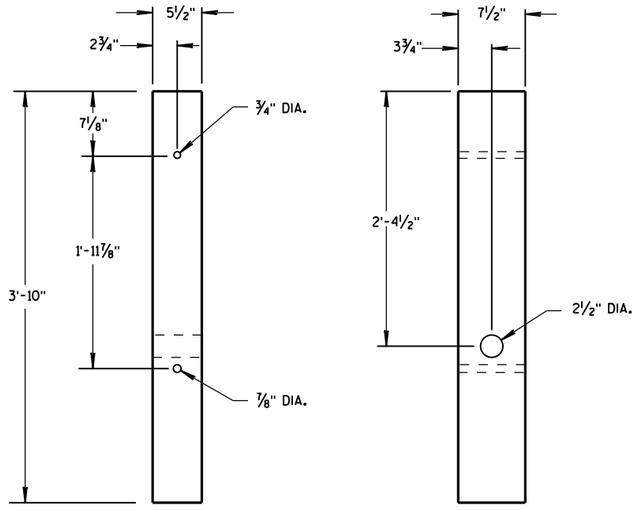
S.D.D. 14 B 47-2a



FOUNDATION TUBE



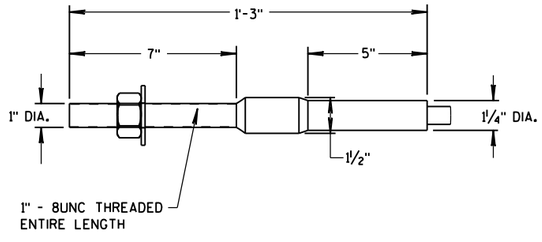


BREAKAWAY WOOD POST

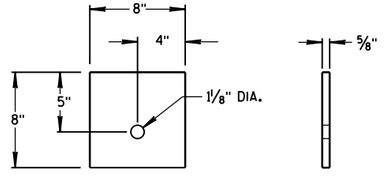
GENERAL NOTES

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

BCT ANCHOR CABLE



DETAIL B



ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 300

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

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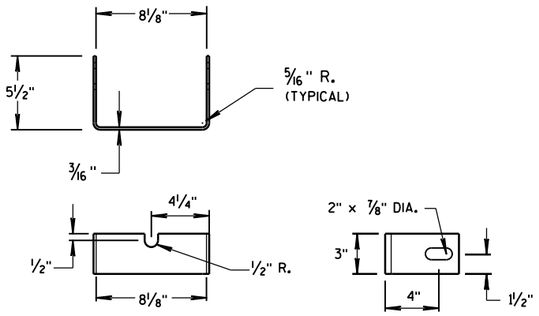
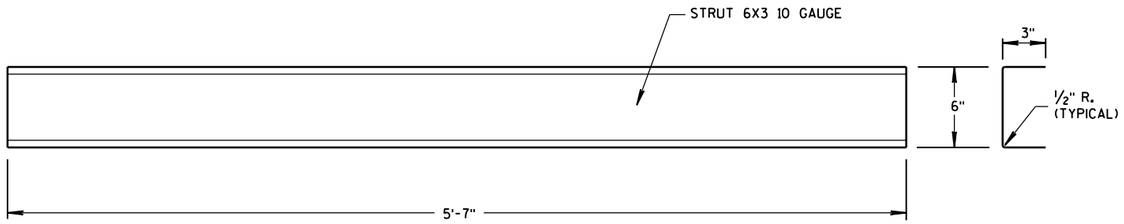
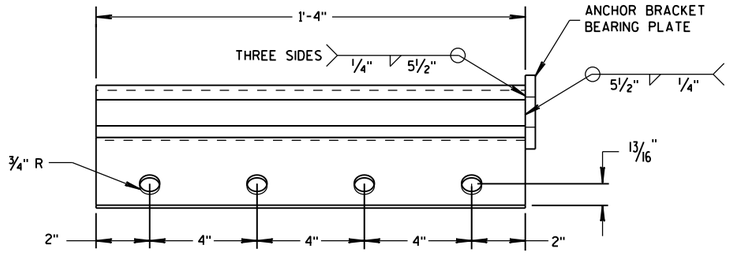
S.D.D. 14 B 47-2b

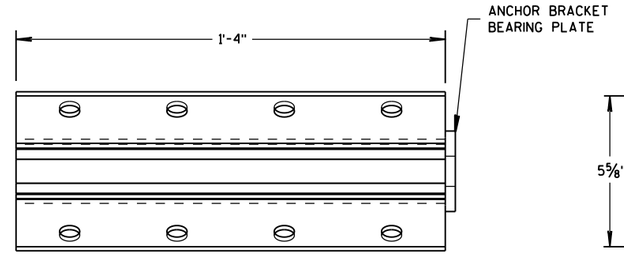


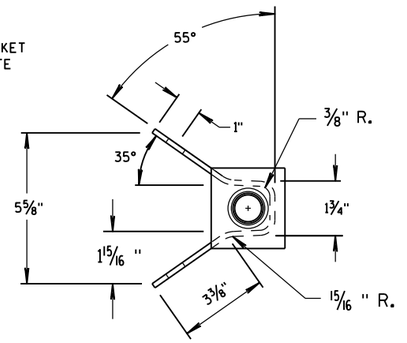
YOKE DETAIL



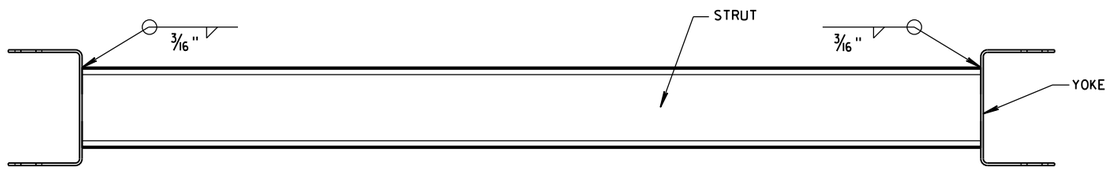
STRUT DETAIL



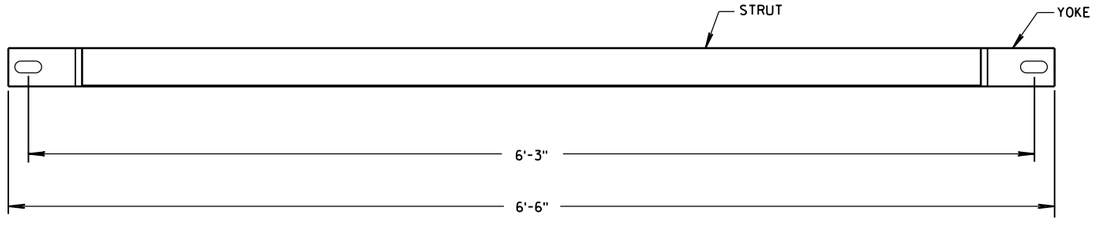




ANCHOR BRACKET

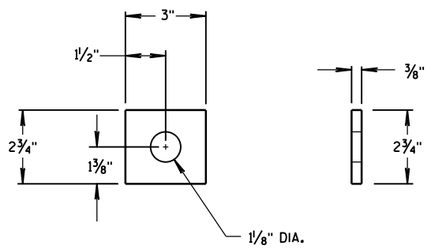


PLAN VIEW



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

6

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

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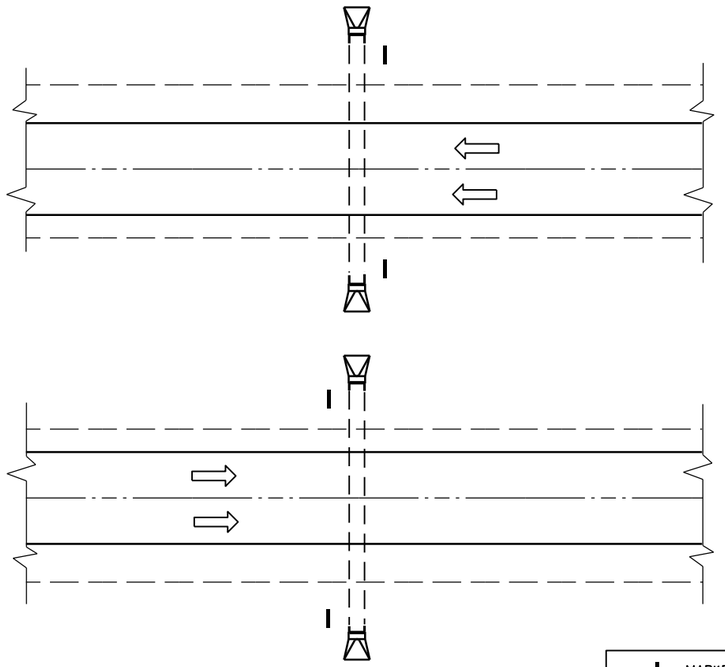
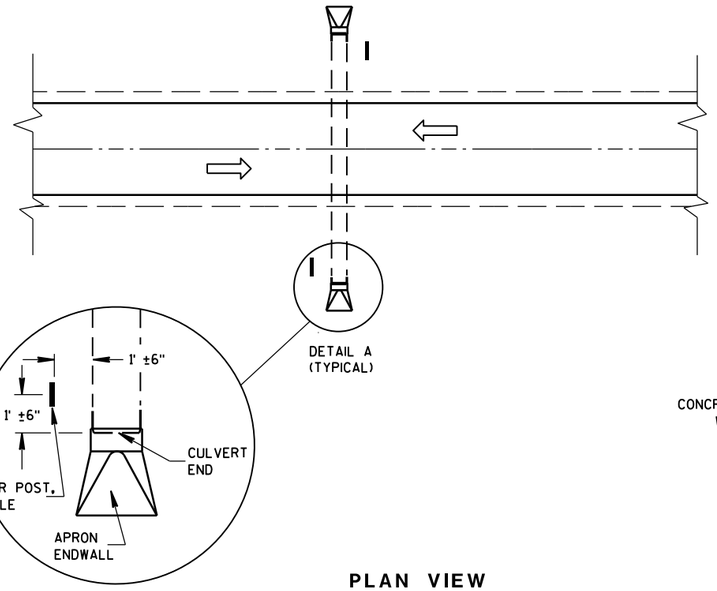
S.D.D. 14 B 47-2c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

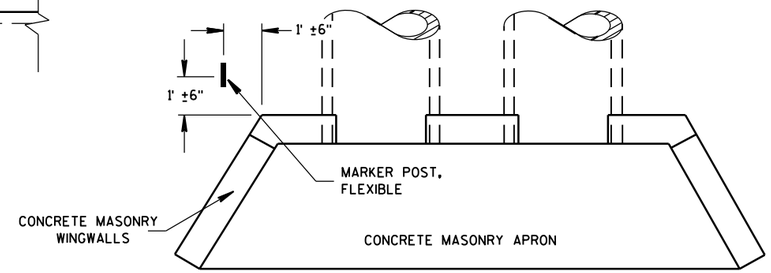
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

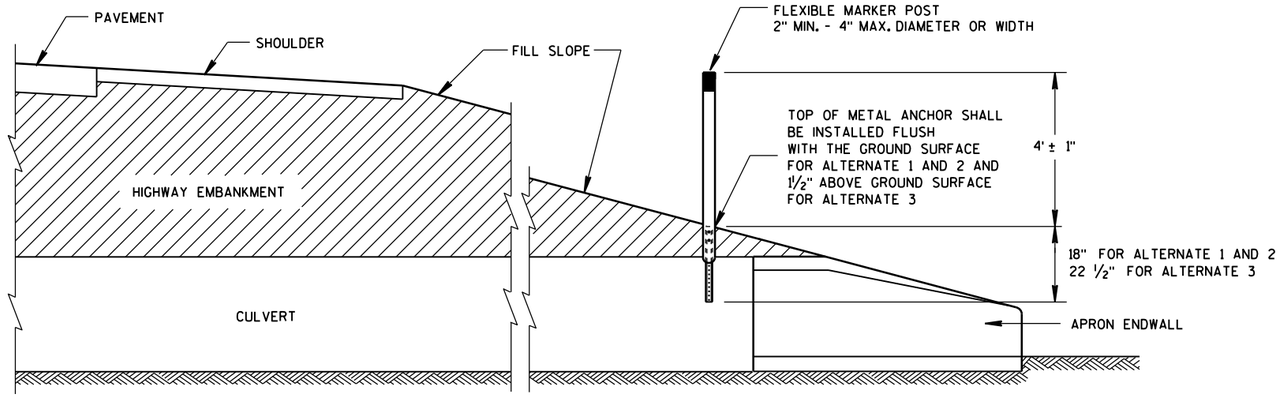
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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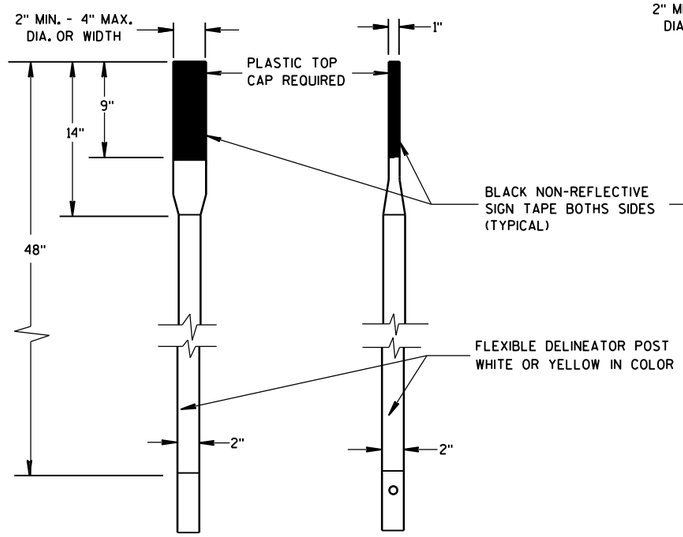
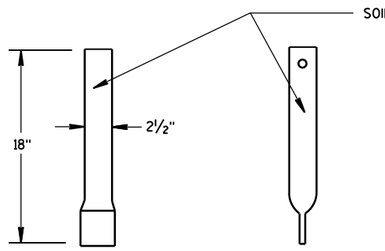
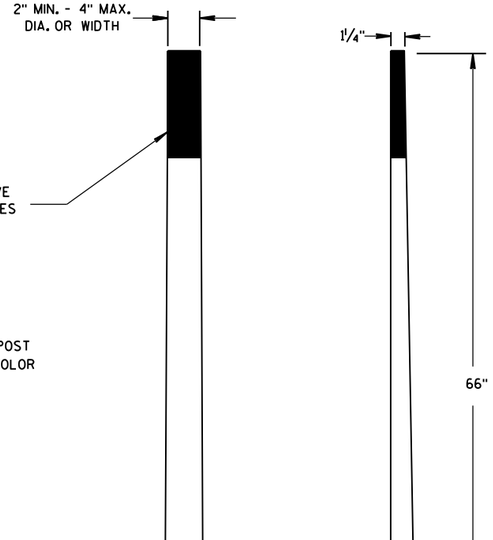
S.D.D. 15 A 3-2a





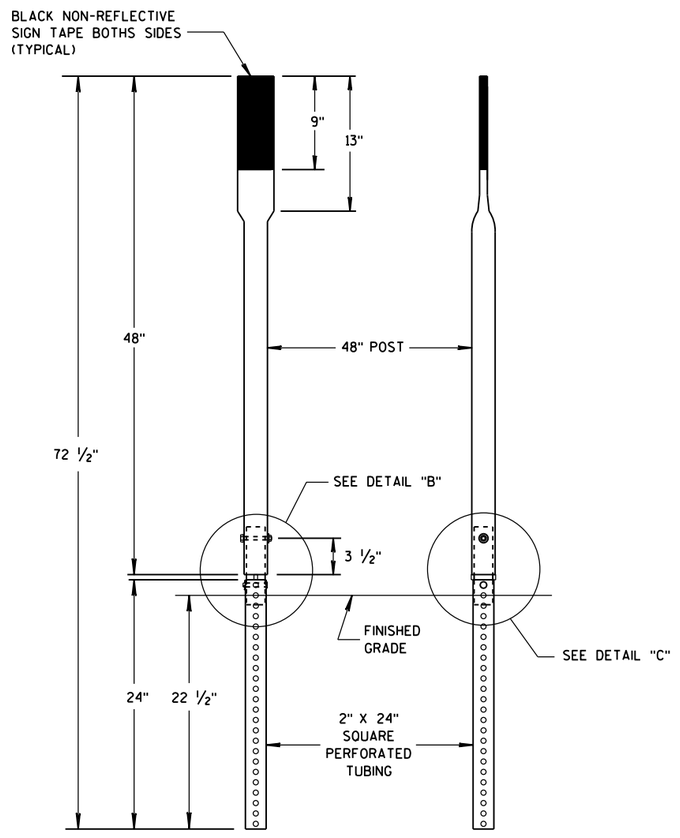
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

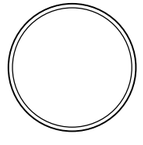
ALTERNATE 2



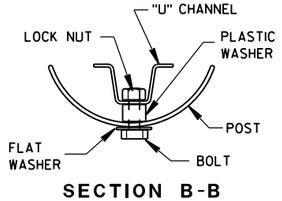
FRONT VIEW SIDE VIEW

ALTERNATE 3

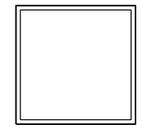
FLEXIBLE MARKER POSTS



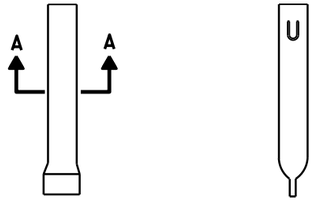
SECTION A-A



SECTION B-B

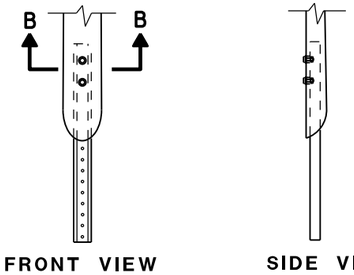


SECTION C-C



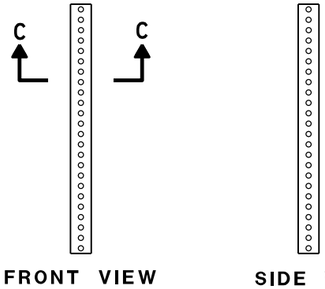
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

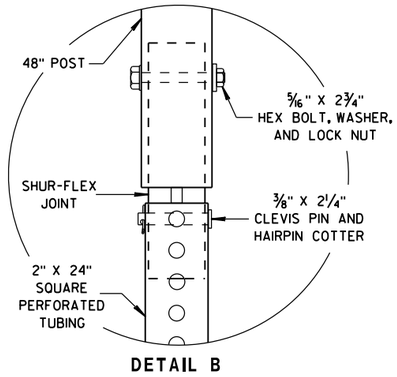
ALTERNATE 2



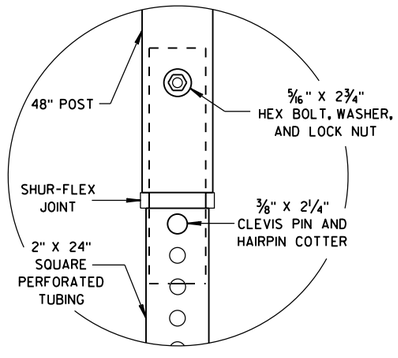
FRONT VIEW SIDE VIEW

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
FHWA

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

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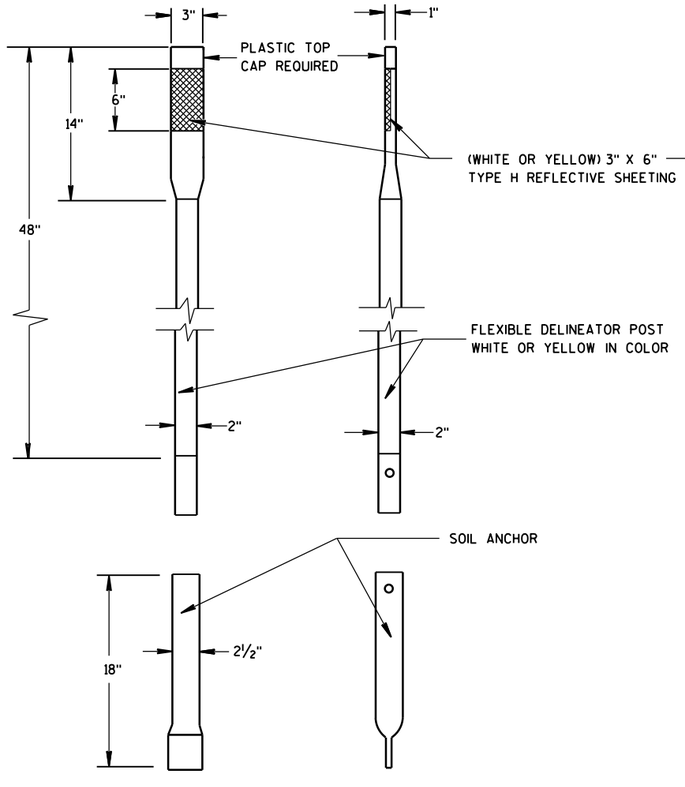
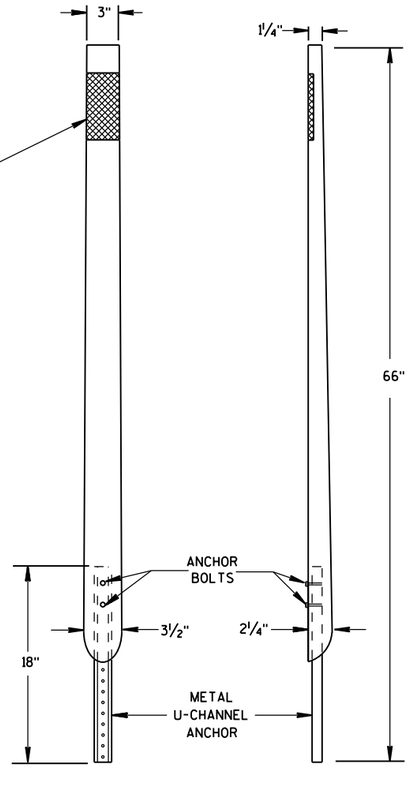
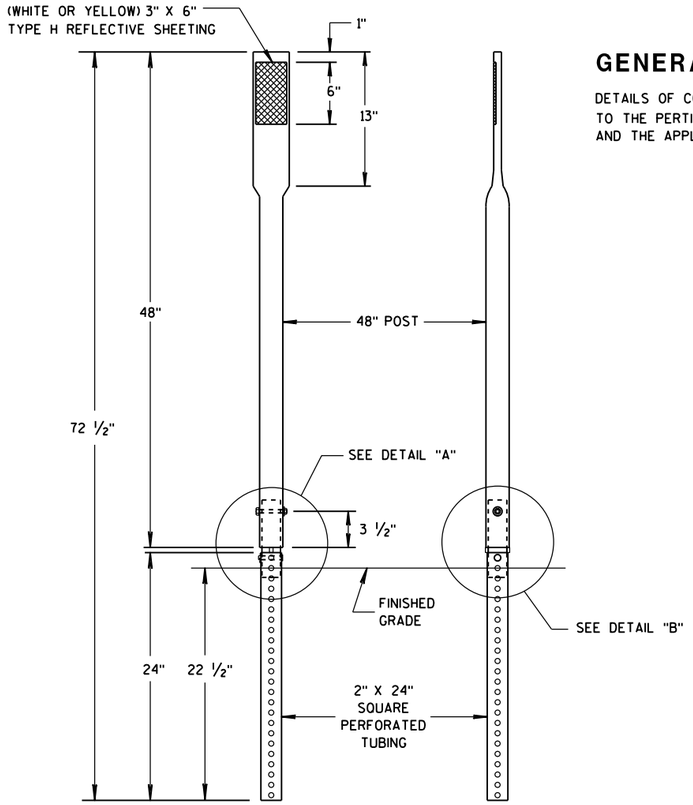
S.D.D. 15 A 3-2b



ALTERNATE 1



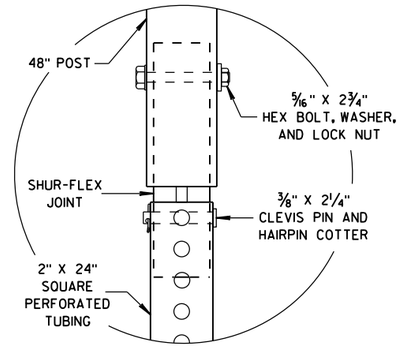
ALTERNATE 2
FLEXIBLE DELINEATOR POSTS



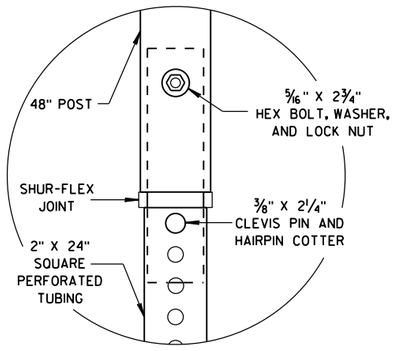
ALTERNATE 3

GENERAL NOTES

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



DETAIL A

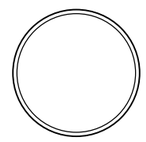


DETAIL B

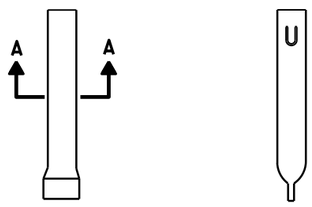
REFLECTOR SPACING TABLE

REFLECTOR SPACING	LOCATION
*100' C-C	RAMPS
400' C-C	MAINLINE

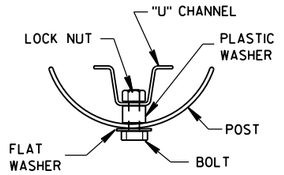
*START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



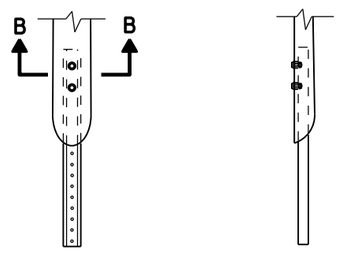
SECTION A-A



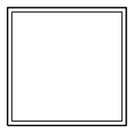
ALTERNATE 1



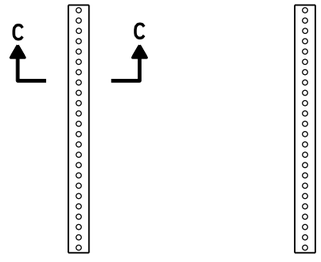
SECTION B-B



ALTERNATE 2
FLEXIBLE MARKER POST ANCHORS



SECTION C-C



ALTERNATE 3

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heidtke
STATE SIGNING AND MARKING ENGINEER
FHWA

6

S.D.D. 15 A 4-3a

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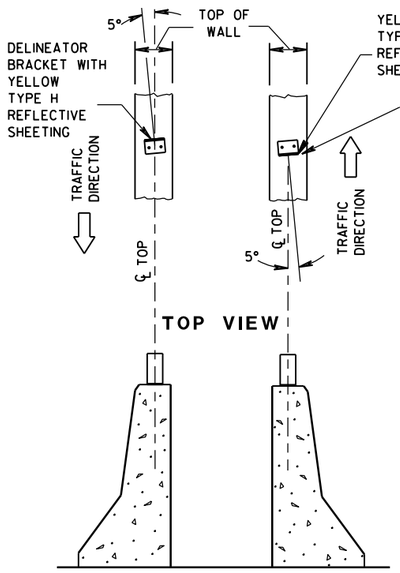
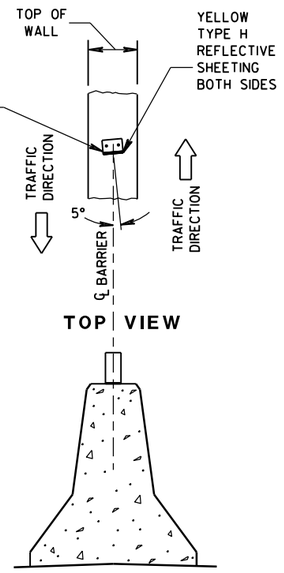
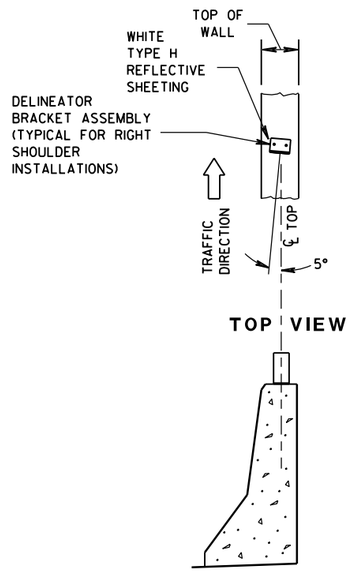
S.D.D. 15 A 4-3a



DOUBLE BARRIERS IN MEDIAN

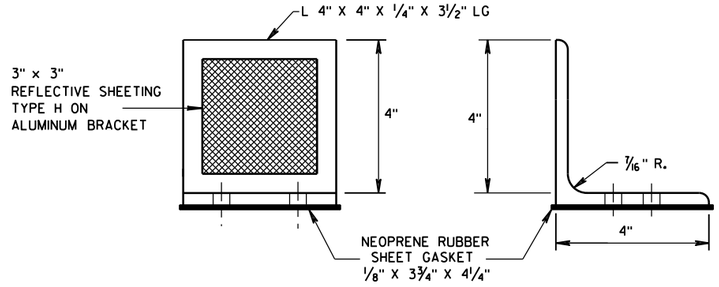


MEDIAN BARRIER

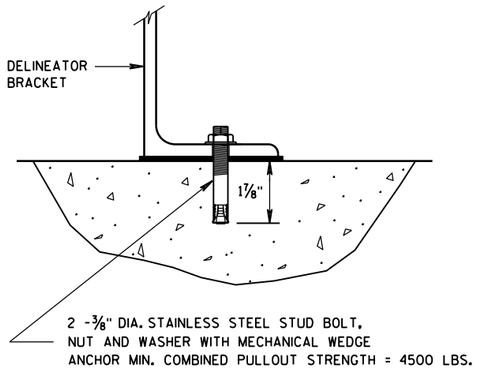


BARRIER LOCATED
TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET



DELINEATOR BRACKET
MOUNTING DETAIL

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

DELINEATOR BRACKET
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

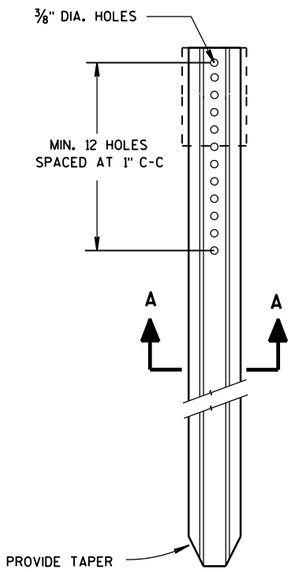
FHWA

6

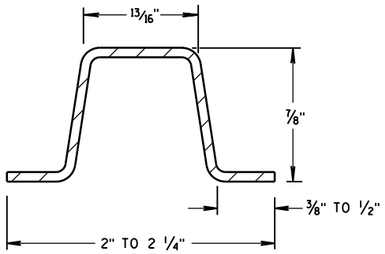
S.D.D. 15 A 4-3b

6

S.D.D. 15 A 4-3b

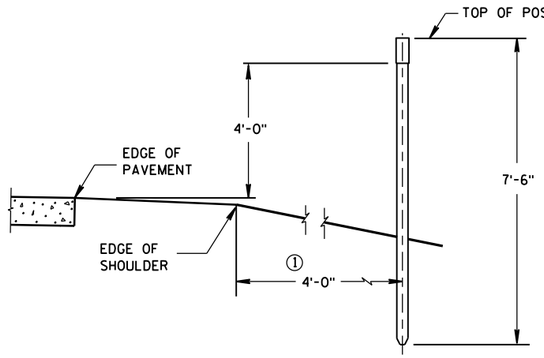


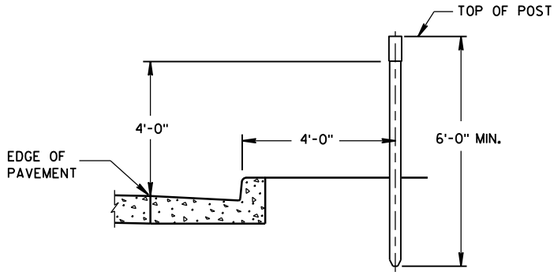
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.





TYPICAL INSTALLATIONS OF DELINEATOR POSTS

GENERAL NOTES

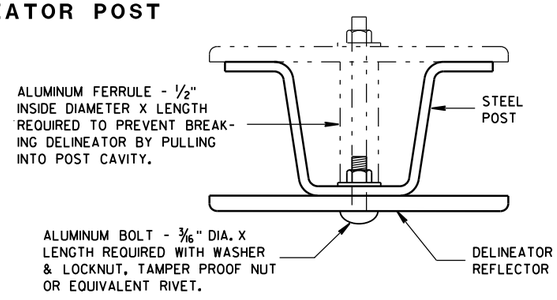
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

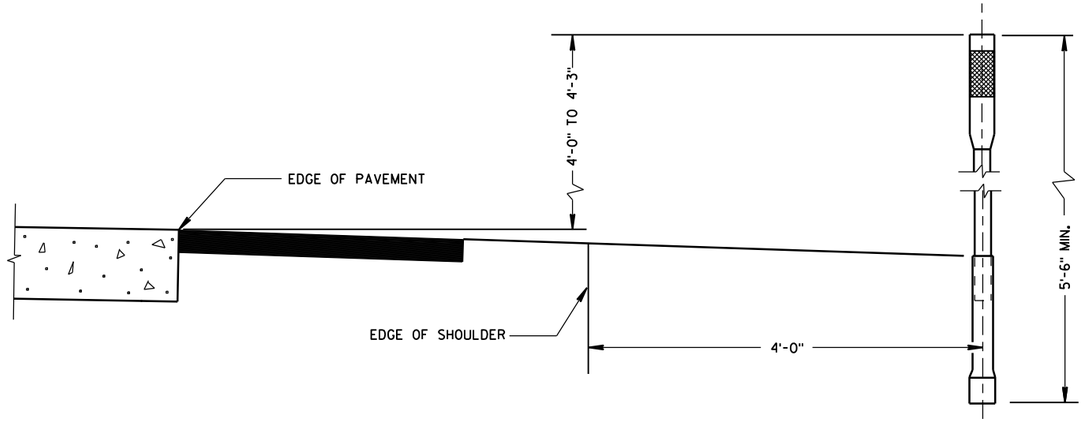
REFLECTOR SPACING TABLE

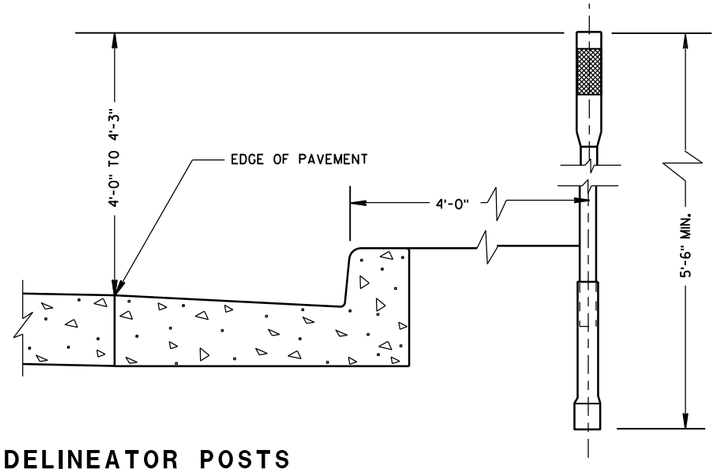
REFLECTOR SPACING	LOCATION
400'	MAINLINE
100'	RAMPS *

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER.



MOUNTING DETAIL FOR DELINEATOR REFLECTOR





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

DELINEATOR POST WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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S.D.D. 15 A 4-3c

6

S.D.D. 15 A 4-3c

GENERAL NOTES

PANEL THICKNESS SHALL BE A MINIMUM OF 0.08 INCHES.

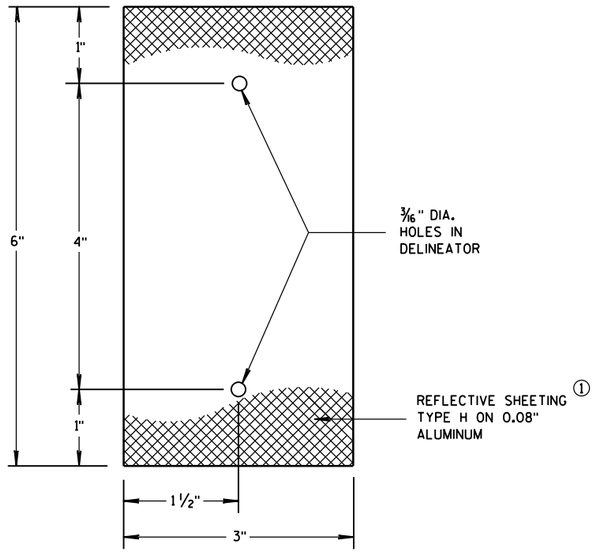
PLASTIC BASE MATERIAL SHALL BE WHITE, UV STABILIZED, FLAME TREATED TO THE MANUFACTURER SPECIFICATIONS AND BE ABLE TO WITHSTAND SUB FREEZING TEMPERATURES WITHOUT BREAKING.

① FURNISH TYPE H SHEETING FROM THE APPPROVED PRODUCTS LIST.

② FURNISH DELINEATOR REFLECTOR FOR GUARDRAIL FROM THE APPPROVED PRODUCTS LIST.

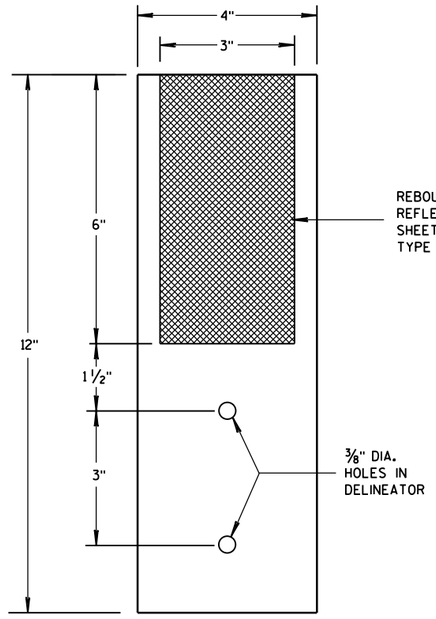
REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3



3"x 6" DELINEATOR REFLECTOR

(FOR STEEL POSTS)



4"x 12" DELINEATOR REFLECTOR

(FOR GUARDRAIL) ②

DELINEATOR
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

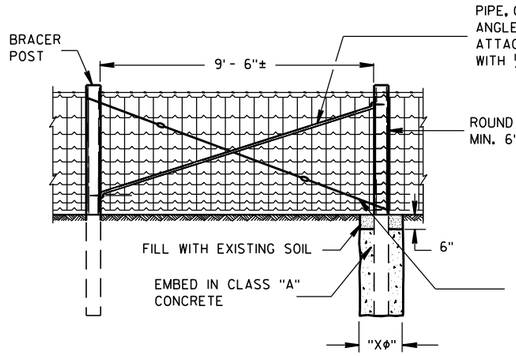
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible] GINEER
FHWA

6

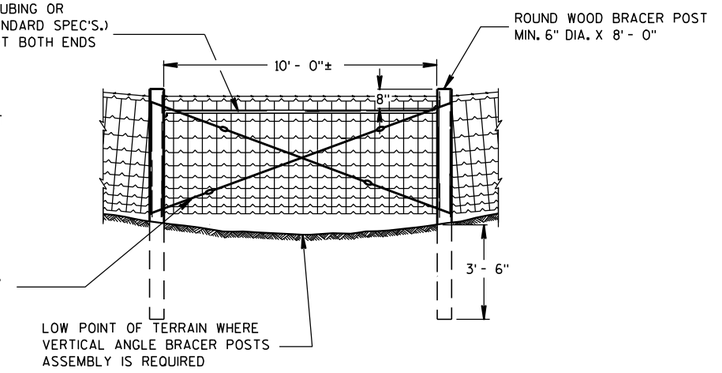
S.D.D. 15 A 4-3d

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

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



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

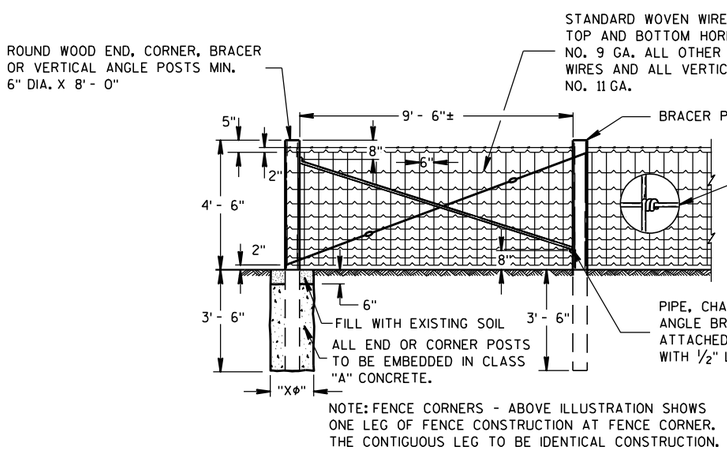
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

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

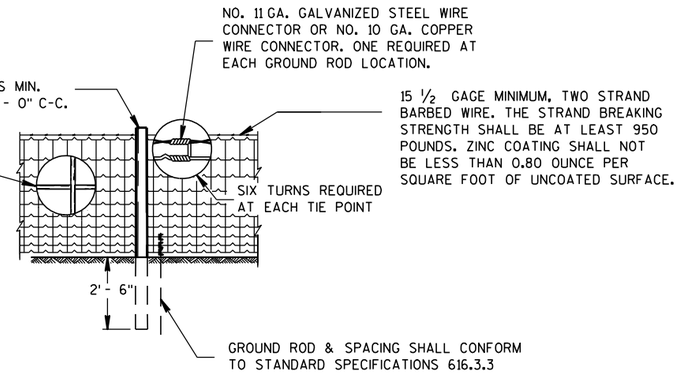
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED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

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



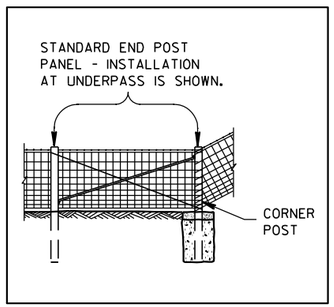
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

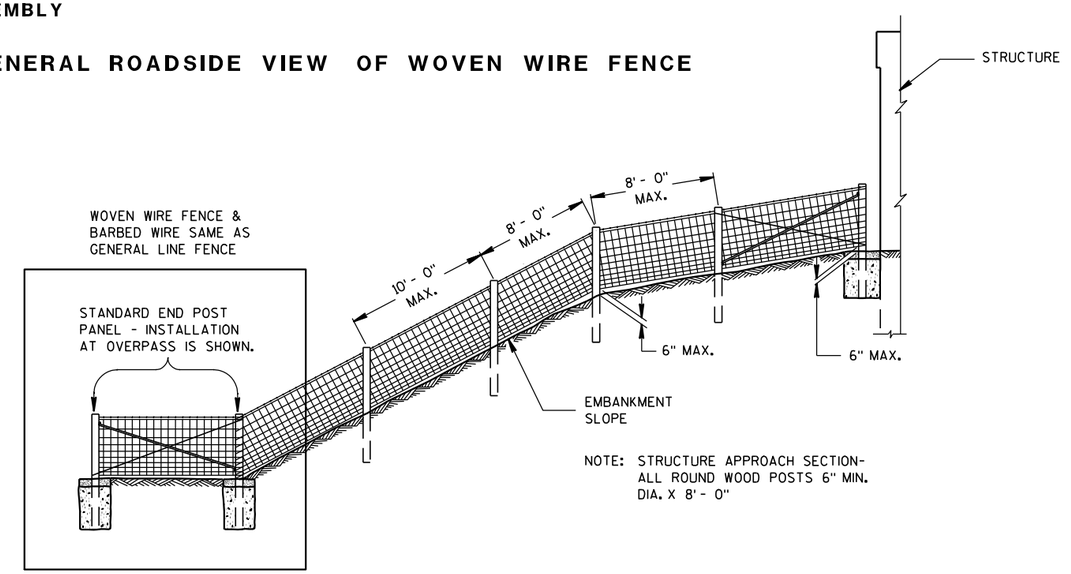


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



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

FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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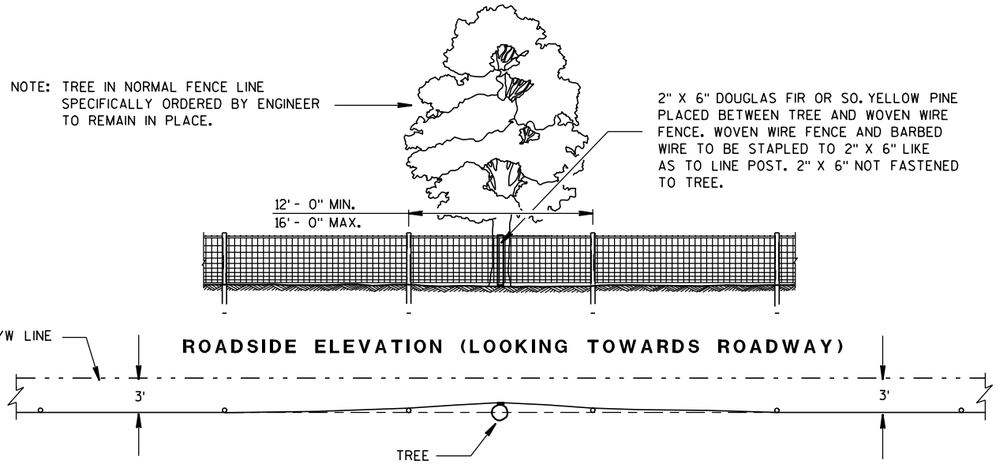
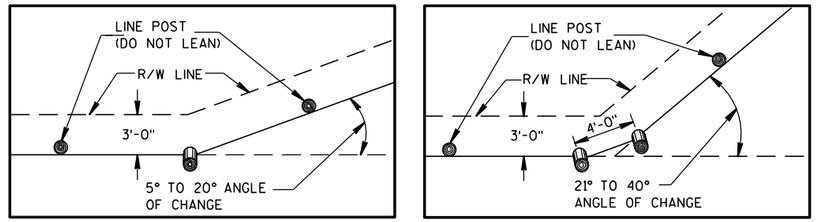
S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



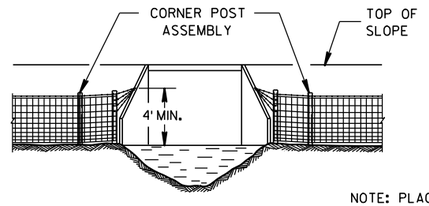
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

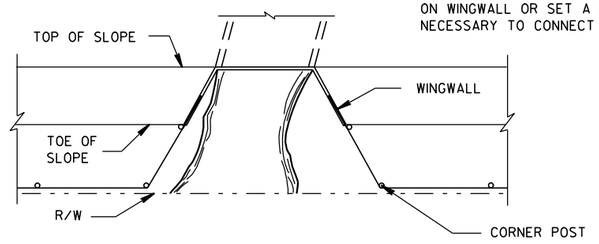
RIGHT OF WAY LINE CHANGE 40° AND LESS

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

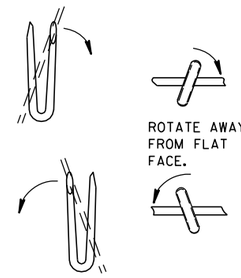
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



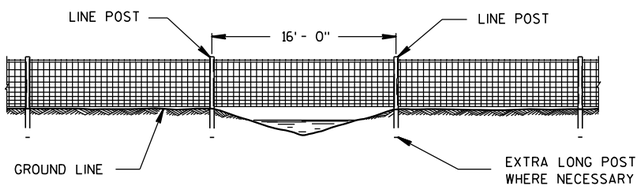
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



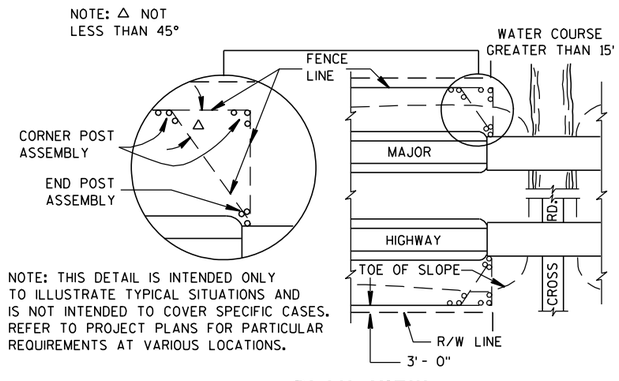
FENCE INSTALLATION TO WINGWALLS



LINE POST

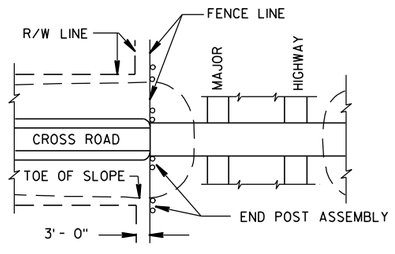


FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



PLAN VIEW

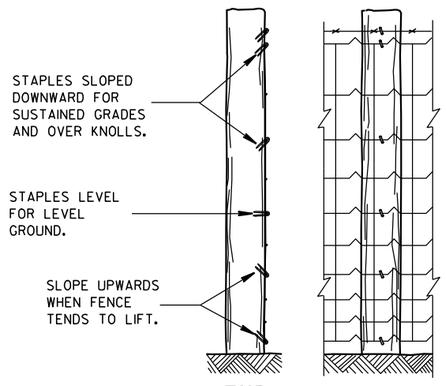
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW

MAJOR HIGHWAY UNDERPASS

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



END ELEVATION

FARM SIDE ELEVATION

FENCE MOUNTING DETAIL

FENCE LOCATION AT STRUCTURES

FENCE WOVEN WIRE

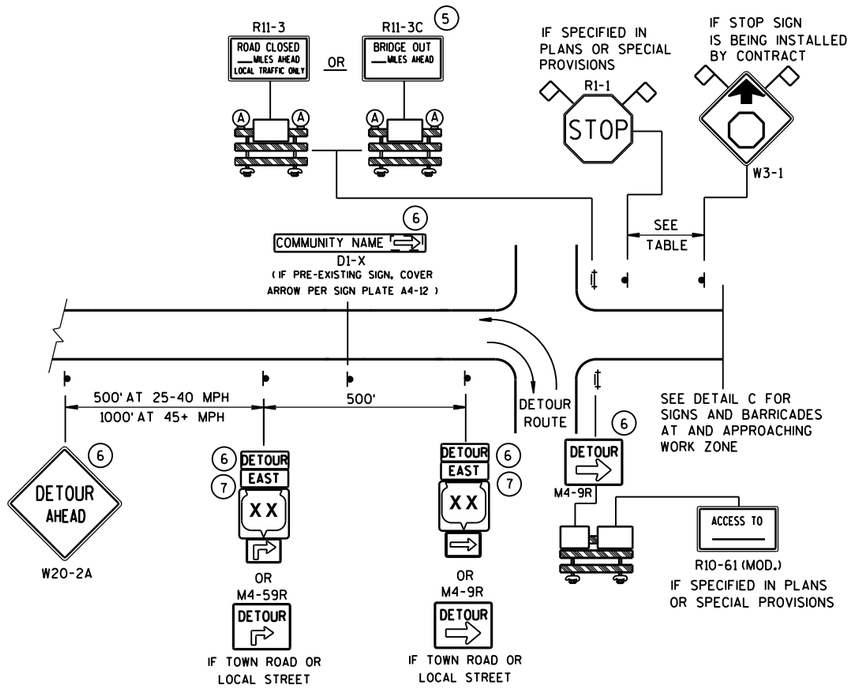
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

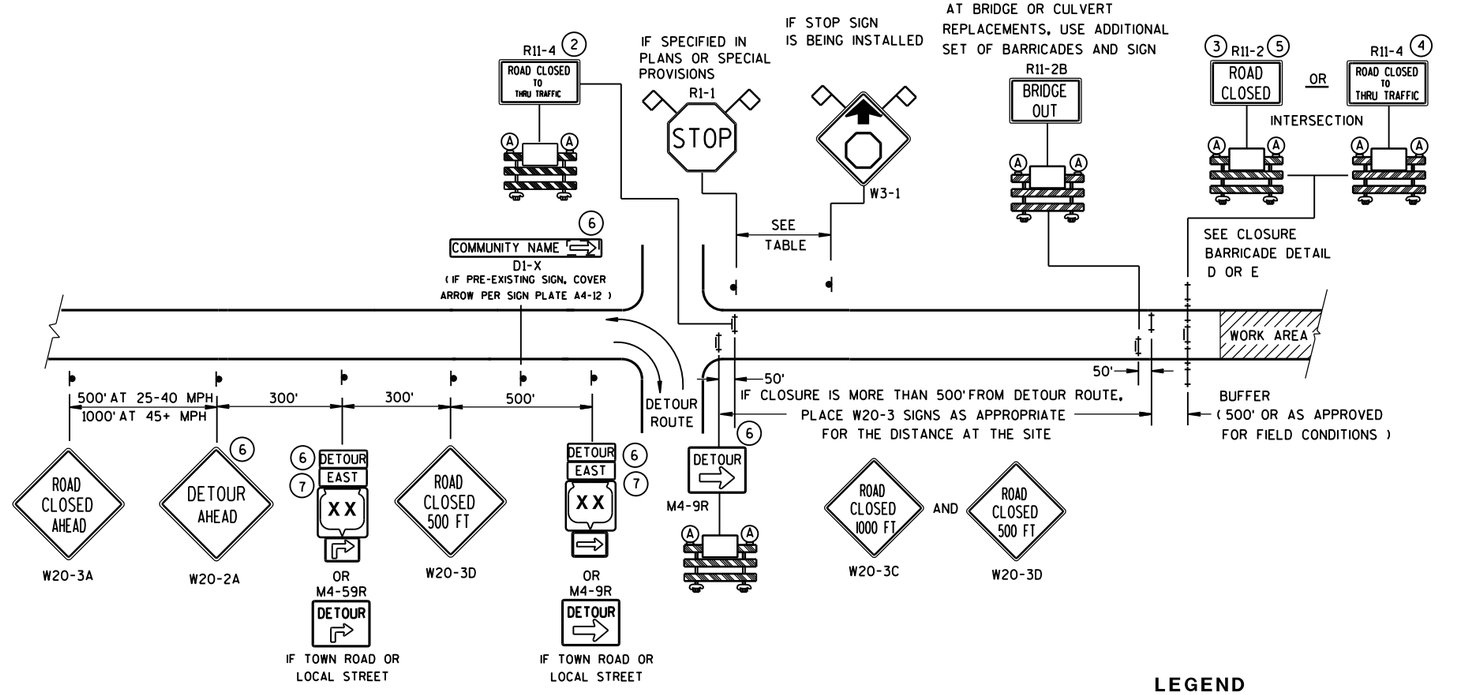
6

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



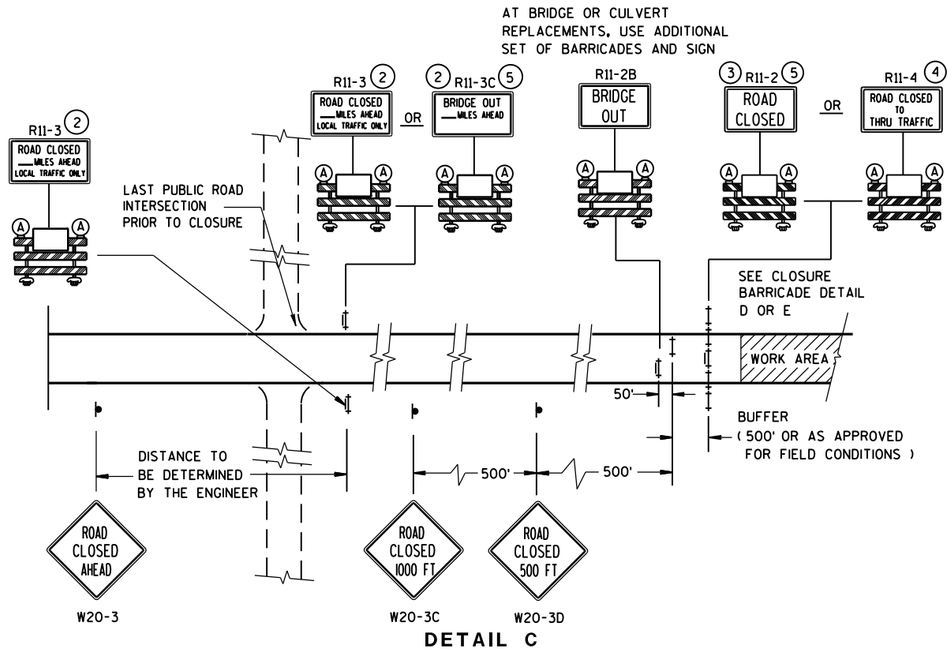
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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

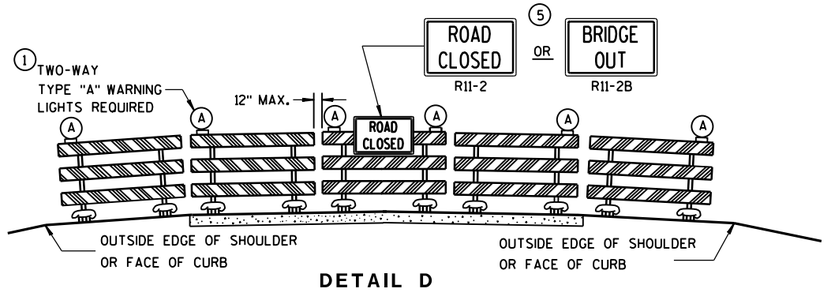
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

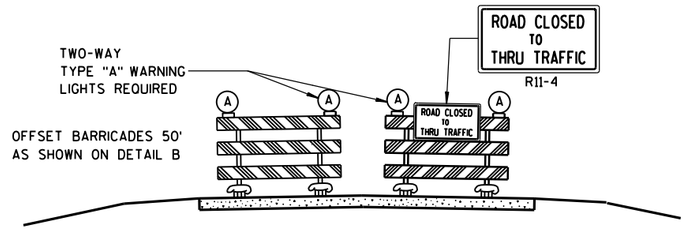
S.D.D. 15 C 2-6a



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

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S.D.D. 15 C 2-6b

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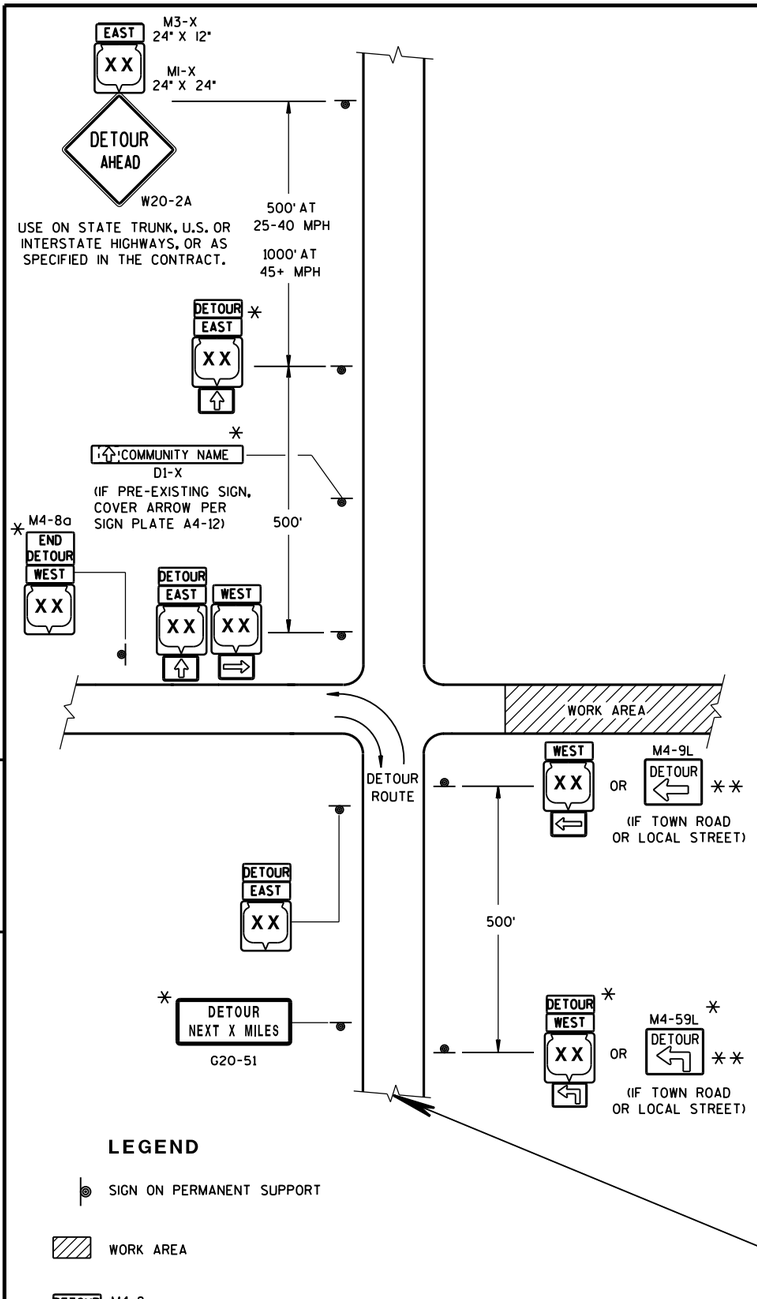
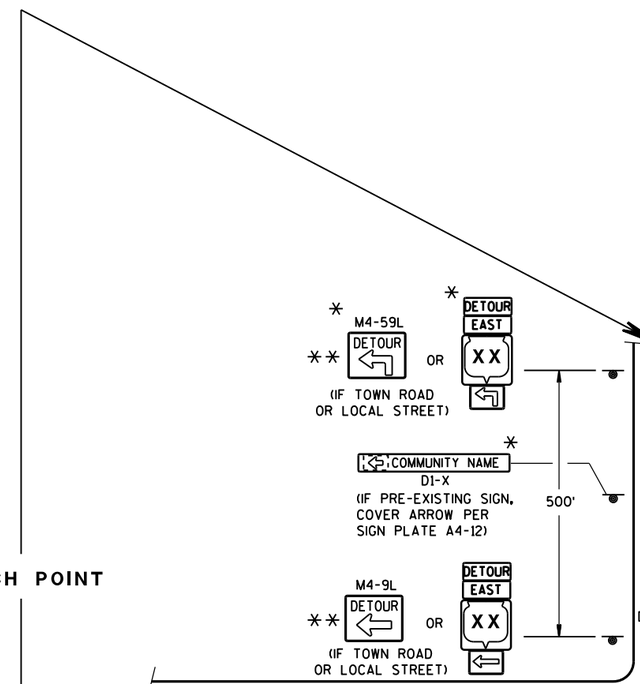
S.D.D. 15 C 2-6b

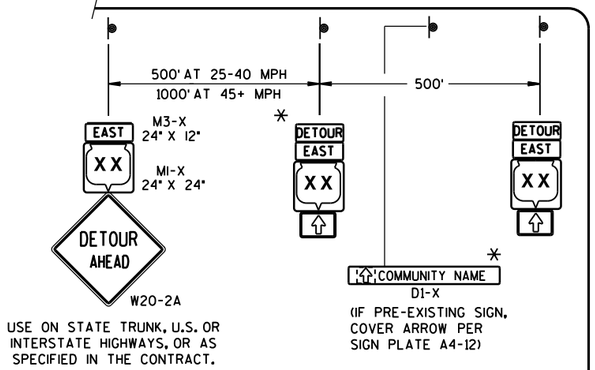


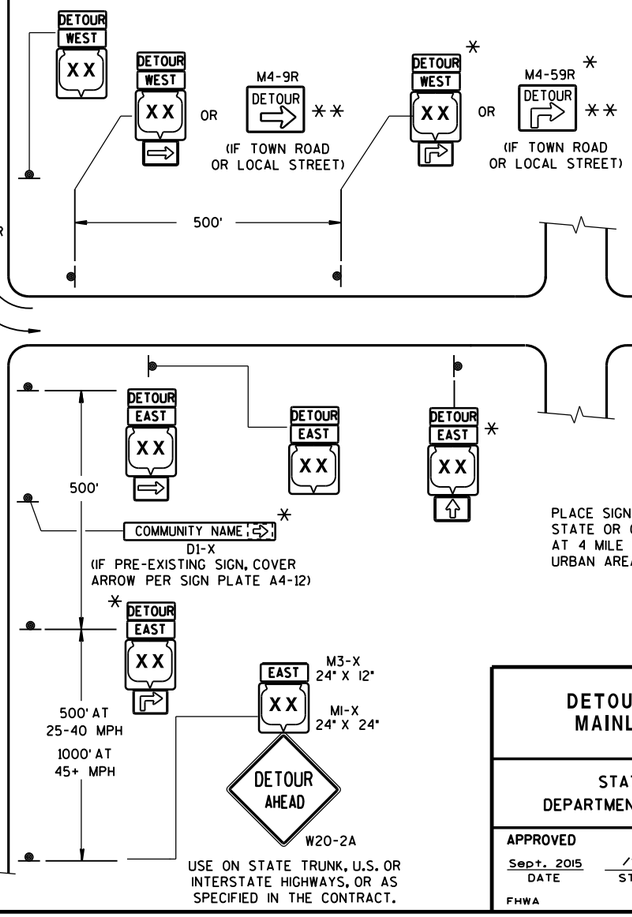
SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT







GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015
DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI

FHWA

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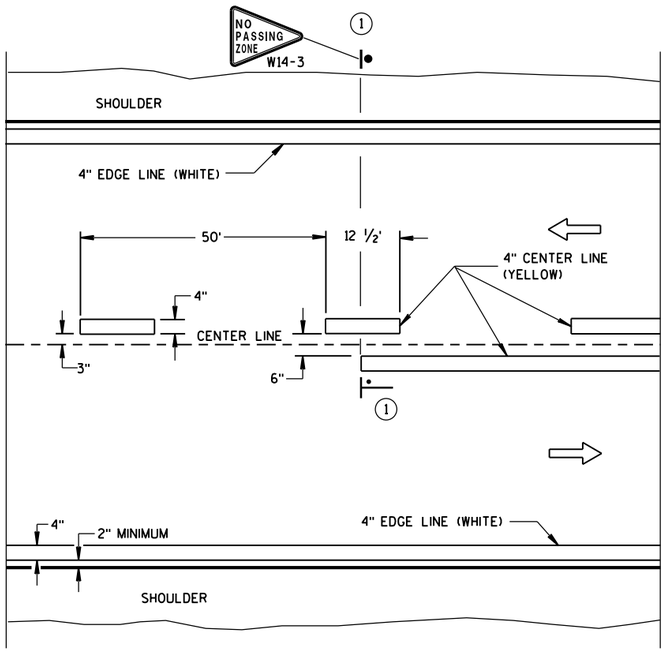
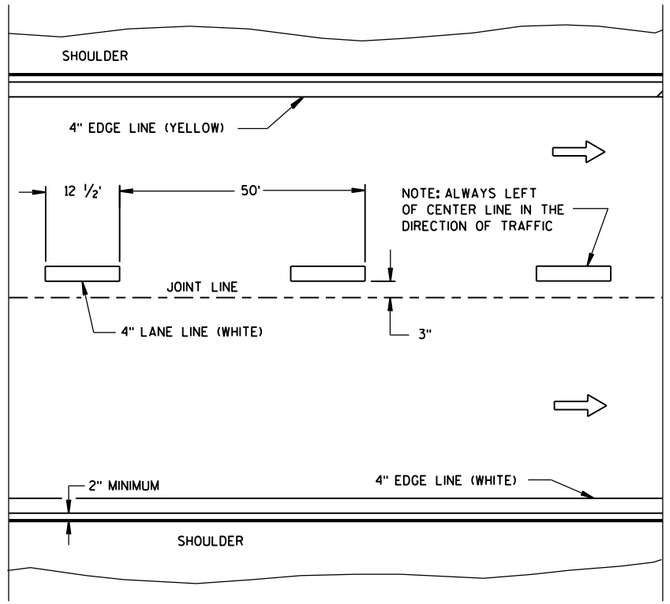
S.D.D. 15 C 2-6c

6

S.D.D. 15 C 2-6c



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

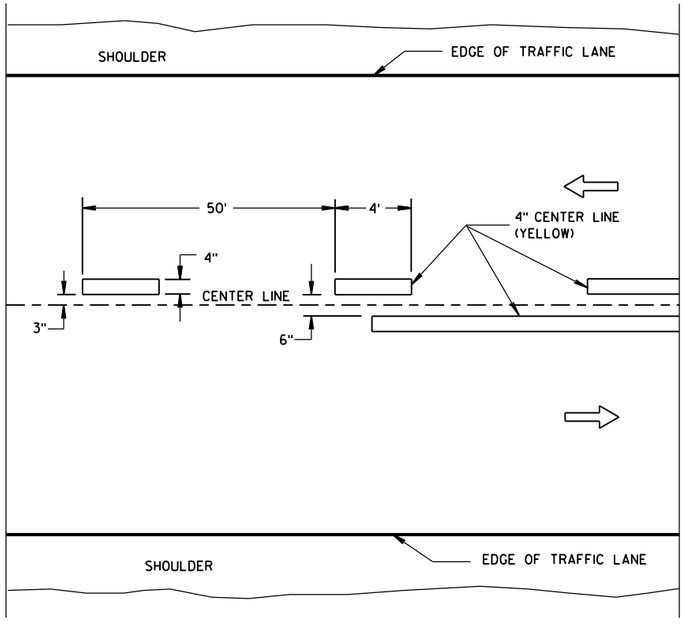
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

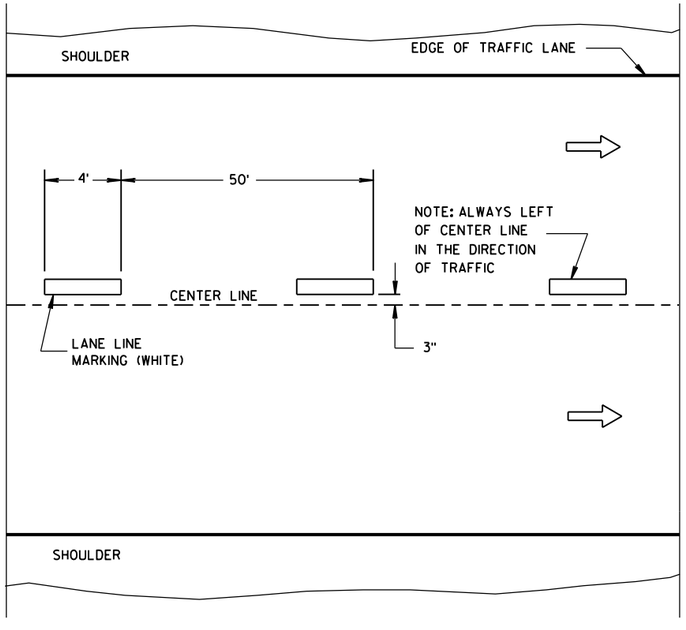
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

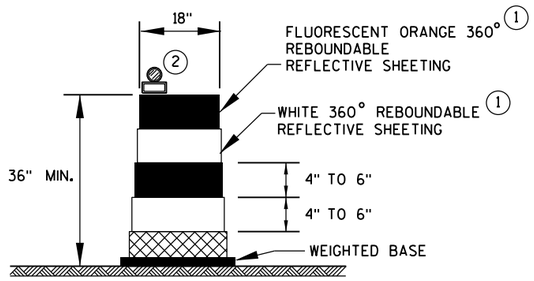
LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

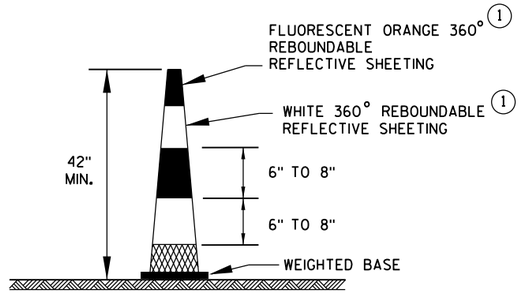
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[K]ING ENGINEER
FHWA

6

S.D.D. 15 C 8-18a



DRUM

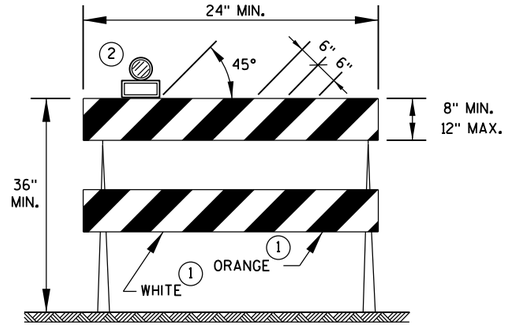


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

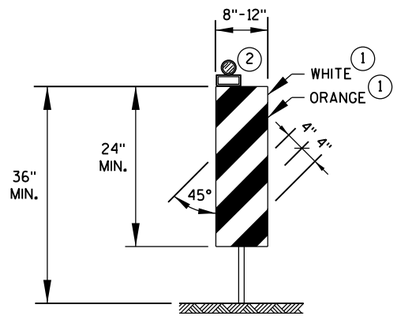
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



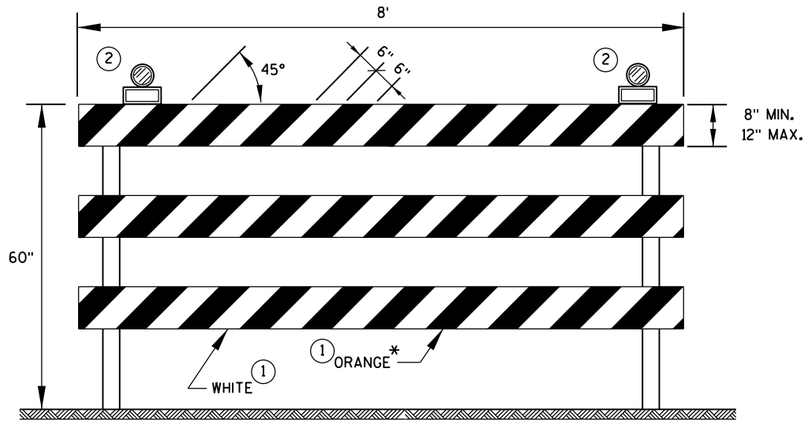
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 3 BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017 — DATE

/S/ Andrew Heidtke — WORK ZONE ENG

FHWA

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S.D.D. 15 C 11-7b

LEGEND

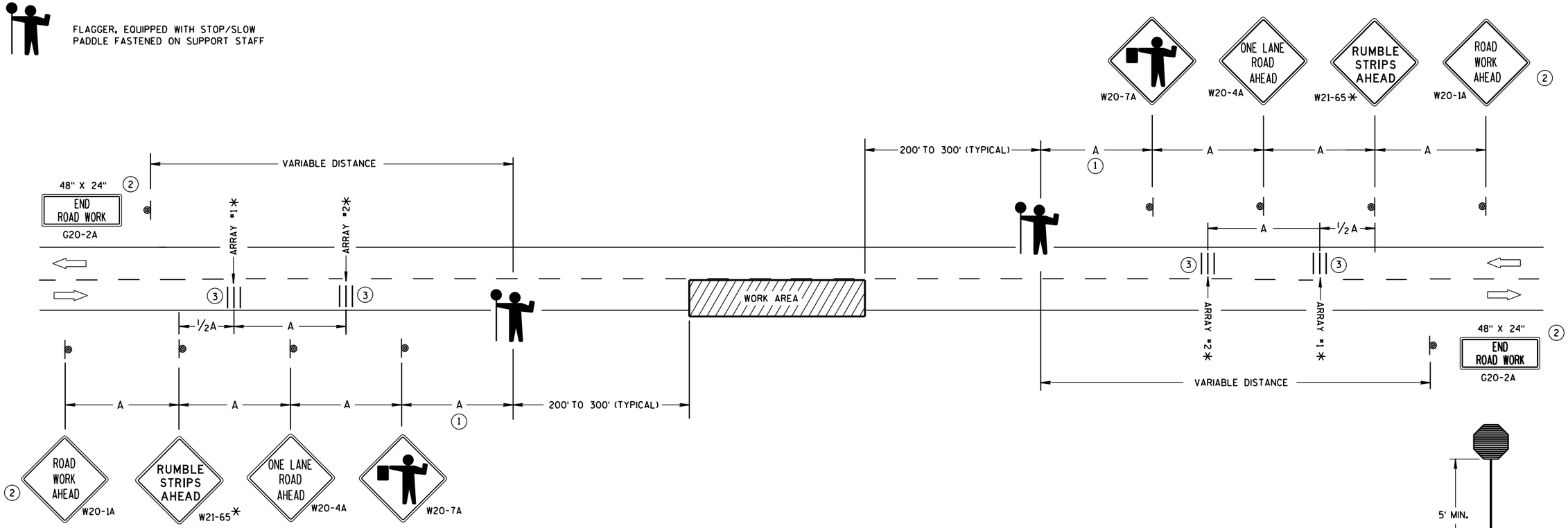
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

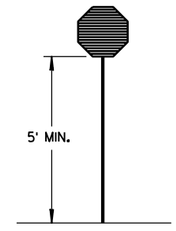
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W03-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING A.





STOP/SLOW PADDLE ON SUPPORT STAFF

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

GENERAL NOTES

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

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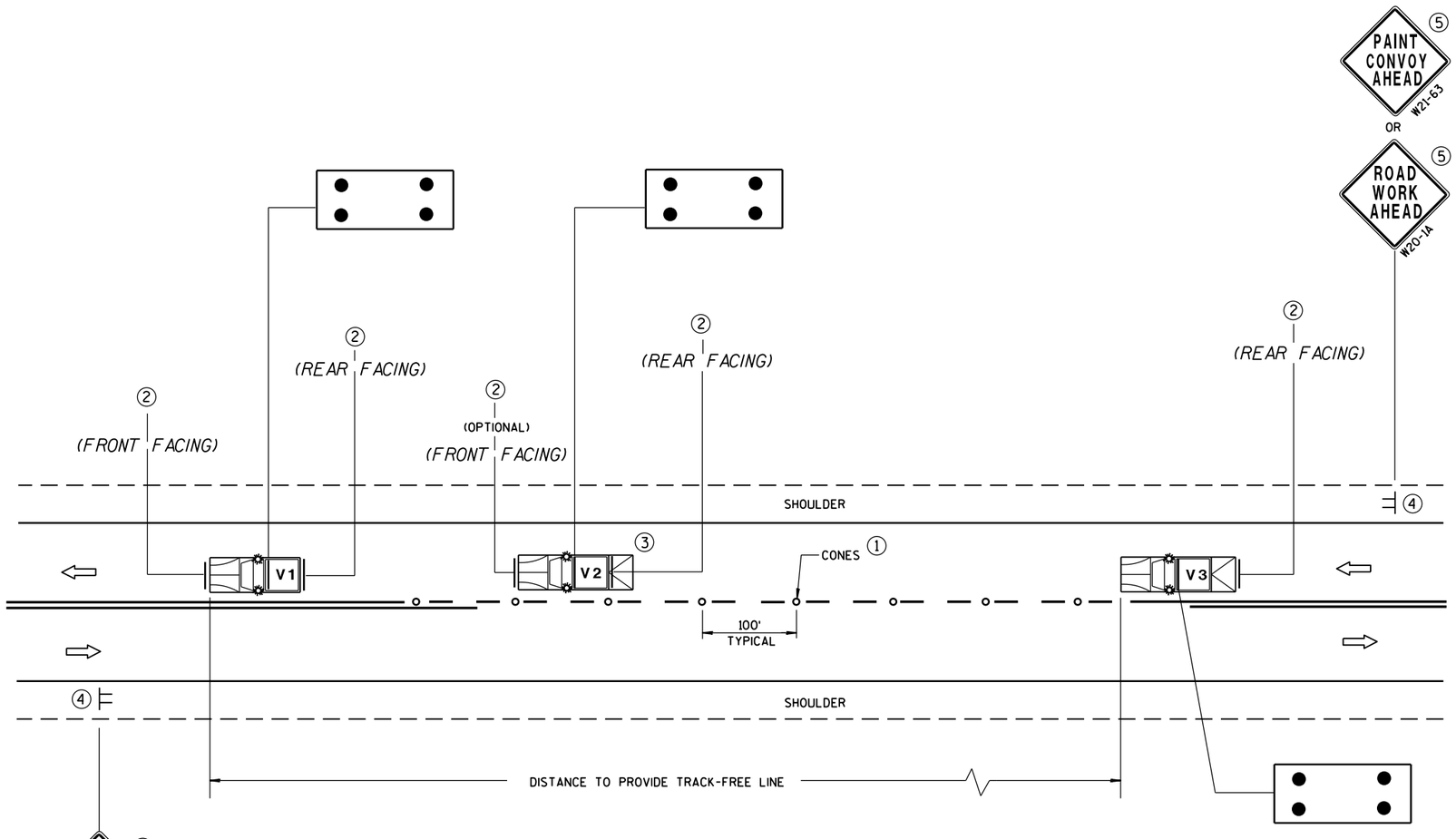
S.D.D. 15 C 12-6



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

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

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

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

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

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

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

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

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

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

LEGEND

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

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
June 2016 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZON SAFETY ENGINE
FHWA	

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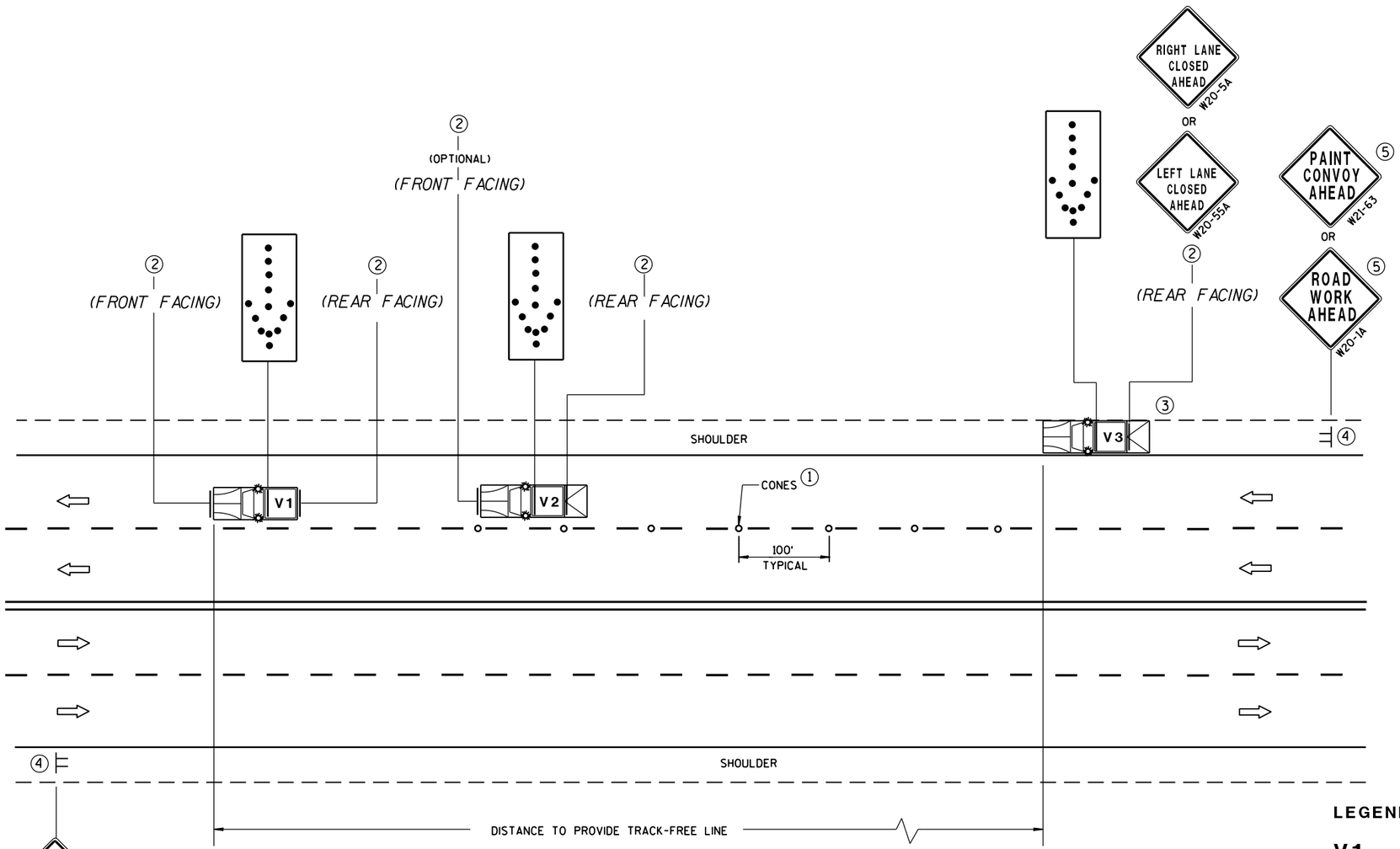
S.D.D. 15 C 19-4a



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE UNDIVIDED ROADWAY

GENERAL NOTES

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

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

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

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

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

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

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

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

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

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.

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

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

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

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

LEGEND

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

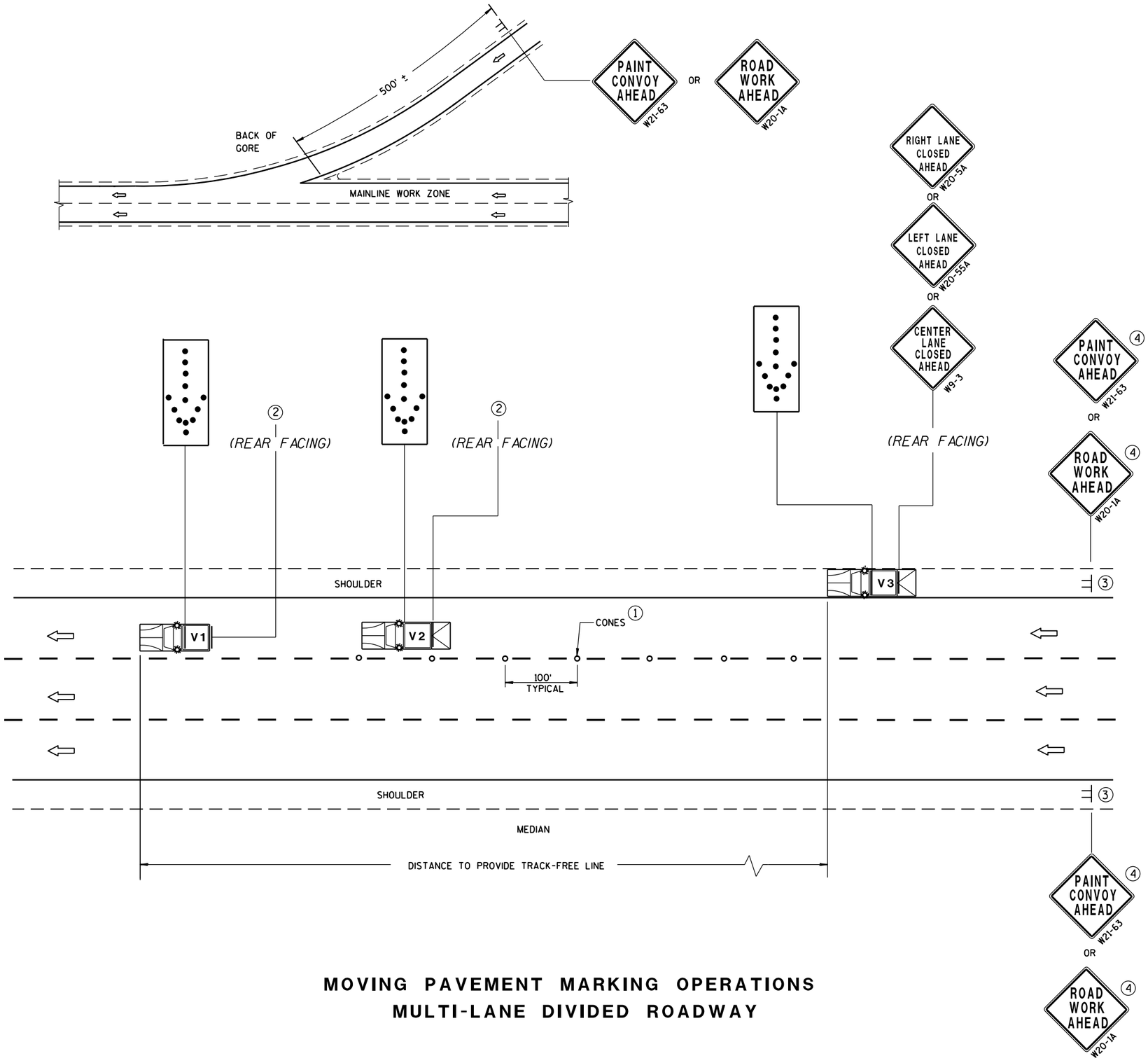
MOVING PAVEMENT MARKING OPERATION
MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINE
FHWA

S.D.D. 15 C 19-4b

S.D.D. 15 C 19-4b



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

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

LEGEND

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

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGINI
FHWA

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S.D.D. 15 C 19-4c

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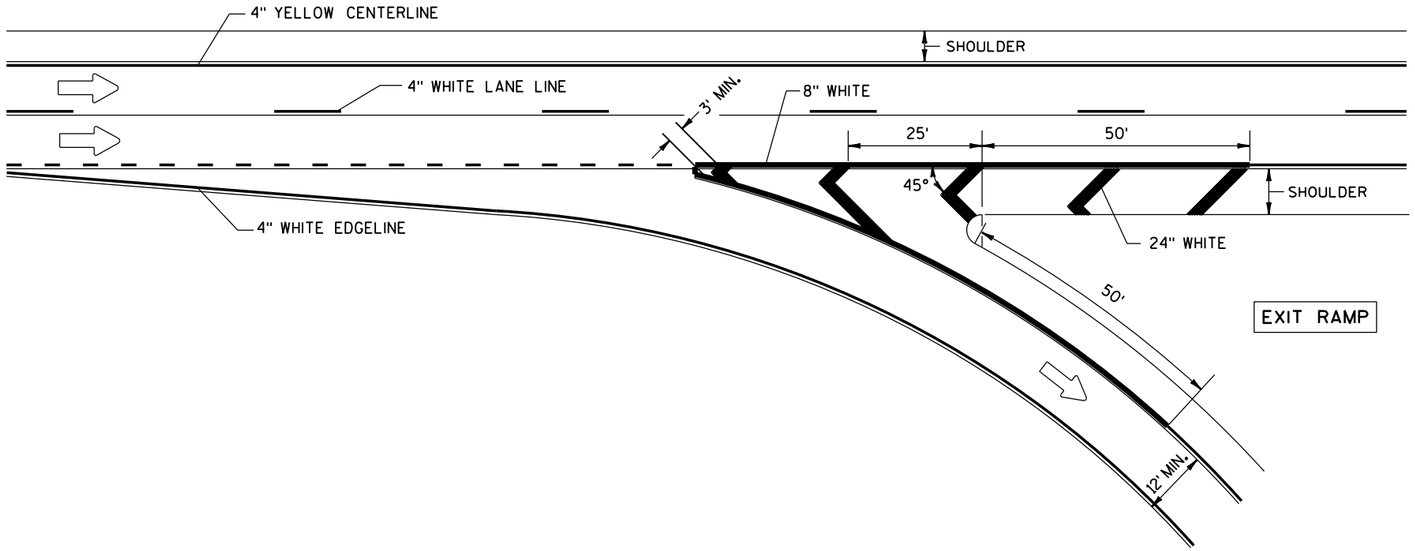
S.D.D. 15 C 19-4c



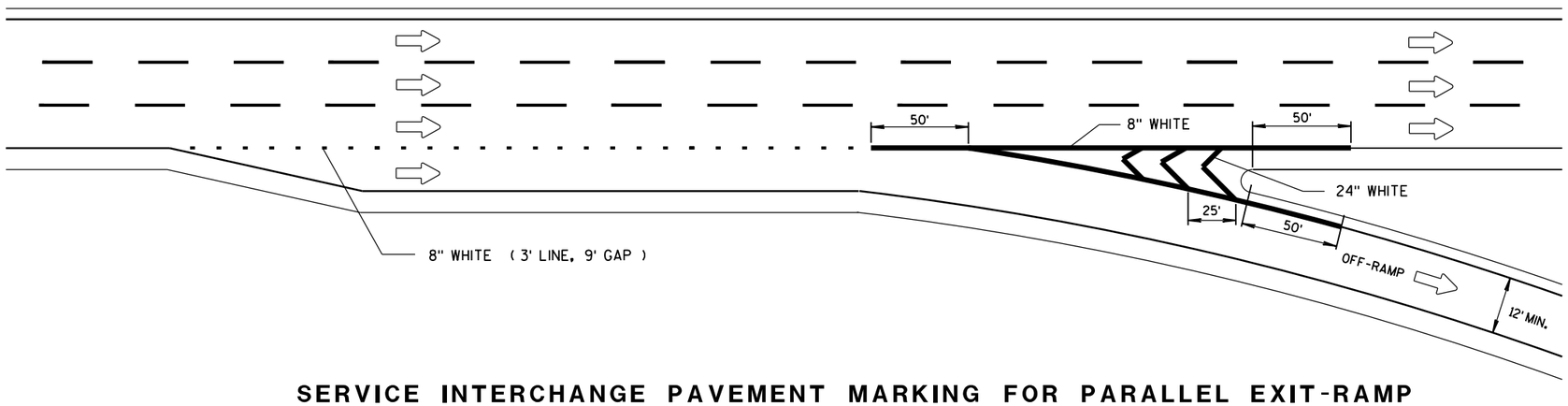
PAVEMENT MARKING FOR EXIT RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

DIRECTION OF TRAVEL



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

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S.D.D. 15 C 31-2a

PAVEMENT MARKING (RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

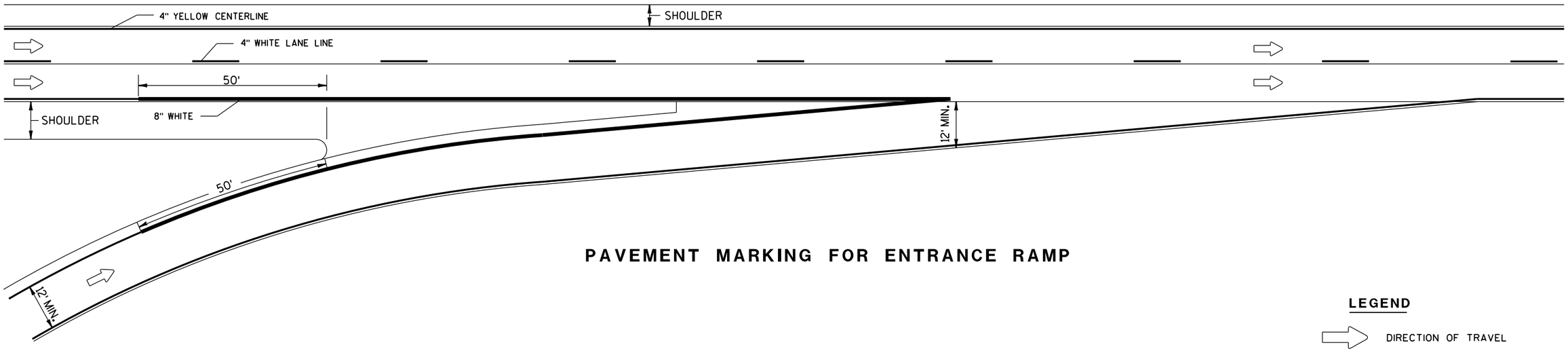
6

S.D.D. 15 C 31-2a

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

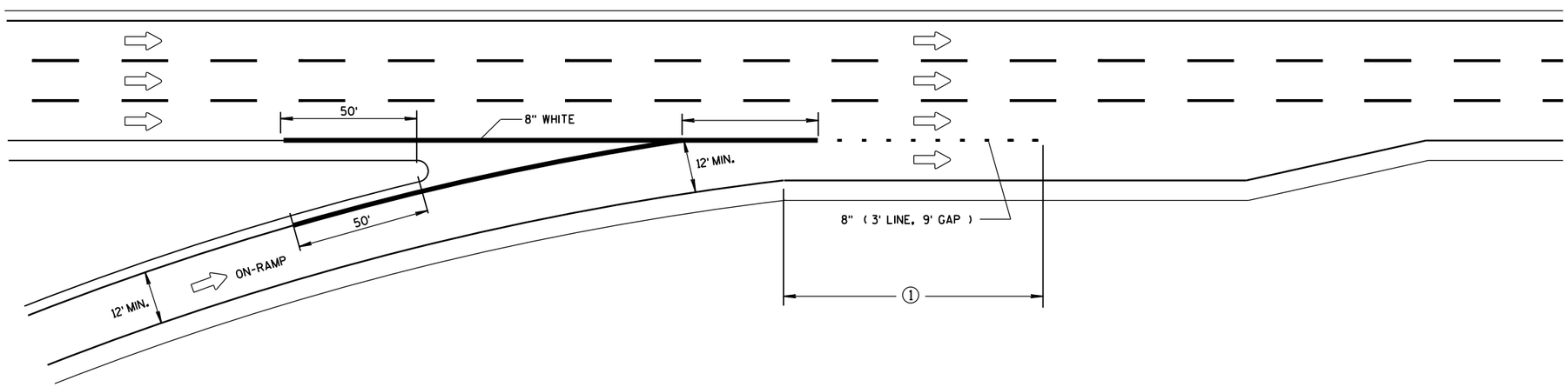
① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.



PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

DIRECTION OF TRAVEL



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR 320 NEER

FHWA

6

S.D.D. 15 C 31-2c

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S.D.D. 15 C 31-2c

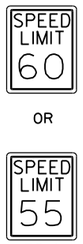
LEGEND

- 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
45	450	495	540	585	630	675	720
50	500	550	600	650	700	750	800
55	550	605	660	715	770	825	880
60	600	660	720	780	840	900	960
65	650	715	780	845	910	975	1040
70	700	770	840	910	980	1050	1120

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.

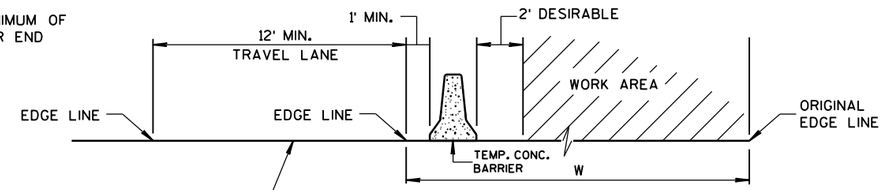
(1) CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUM TAPER.

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.

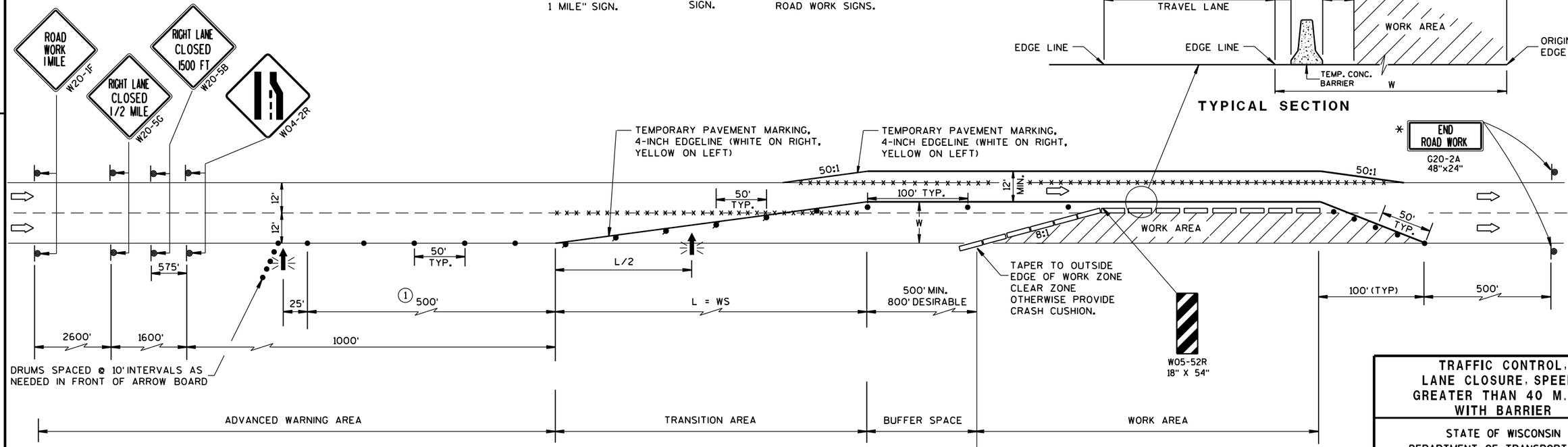
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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
Sept., 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZOI SAFETY ENGIN
FHWA

6

S.D.D. 15 D 3-4

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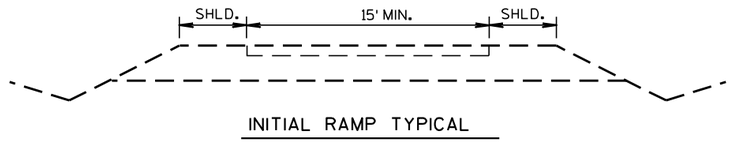
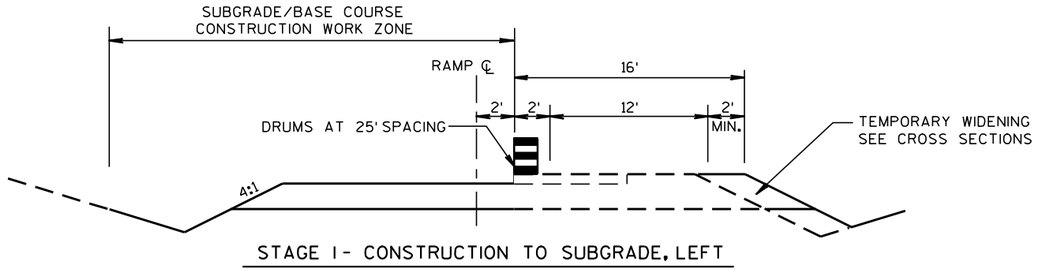
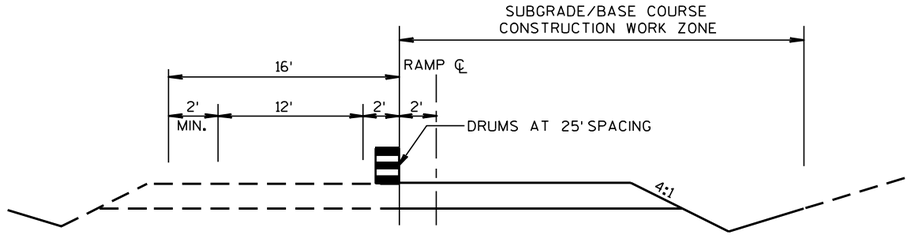
S.D.D. 15 D 3-4



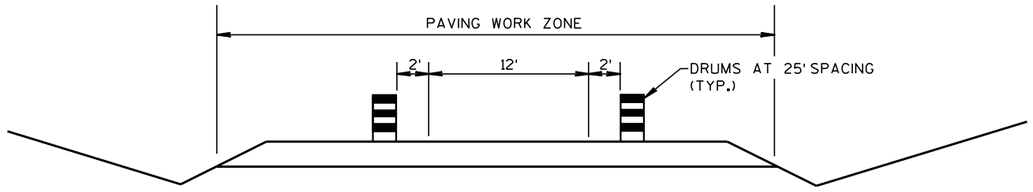
INITIAL RAMP TYPICAL



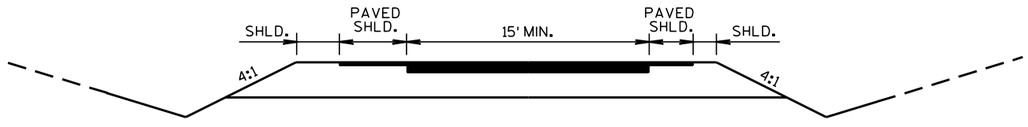
STAGE I - CONSTRUCTION TO SUBGRADE, LEFT



STAGE II - CONSTRUCTION TO SUBGRADE, RIGHT



STAGE III - TRAFFIC ON BASE COURSE



STAGE IV - PAVING

GENERAL NOTES :

WORK SHALL BE SCHEDULED FOR ALL STAGES TO MINIMIZE INCONVENIENCE TO THE TRAFFIC USING THE RAMP WHILE IT IS ONLY BASE COURSE.

IN STAGE III, A MINIMUM 12' LANE WIDTH SHALL BE DELINEATED WITH DRUMS ALONG BOTH EDGES AT ALL TIMES UNTIL PAVED AND PAVEMENT MARKINGS ARE PLACED.

TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-94
DATE

/S/ Chester J. [illegible]
DIRECTOR, OFFICE [illegible]

FHWA

6

S.D.D. 15 D 4-1

LEGEND

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

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

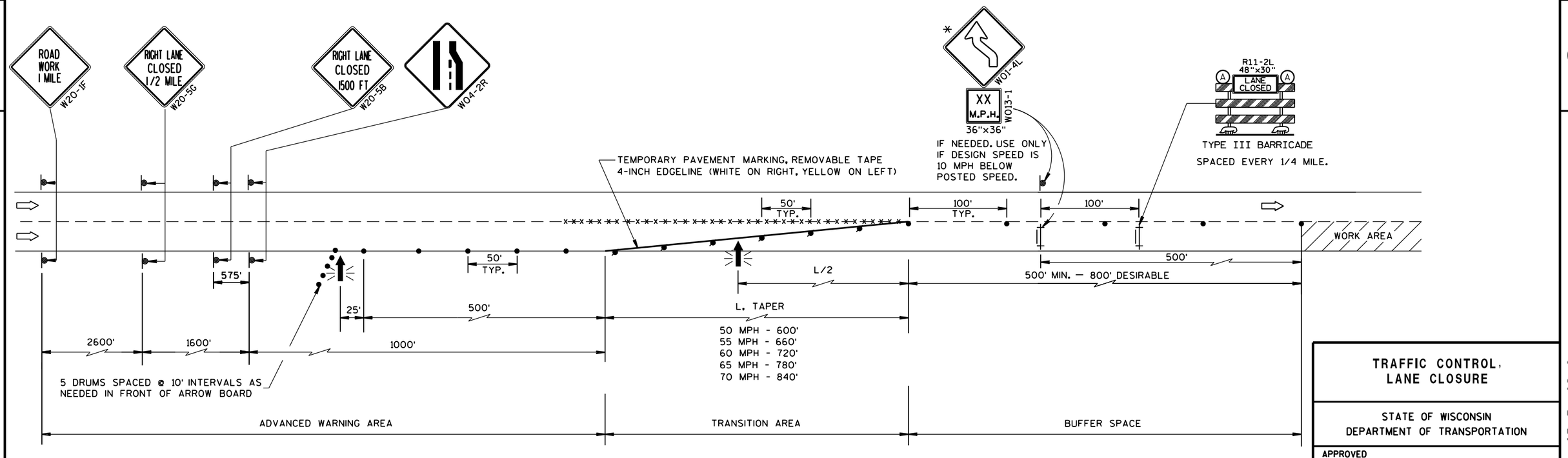
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

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

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

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



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

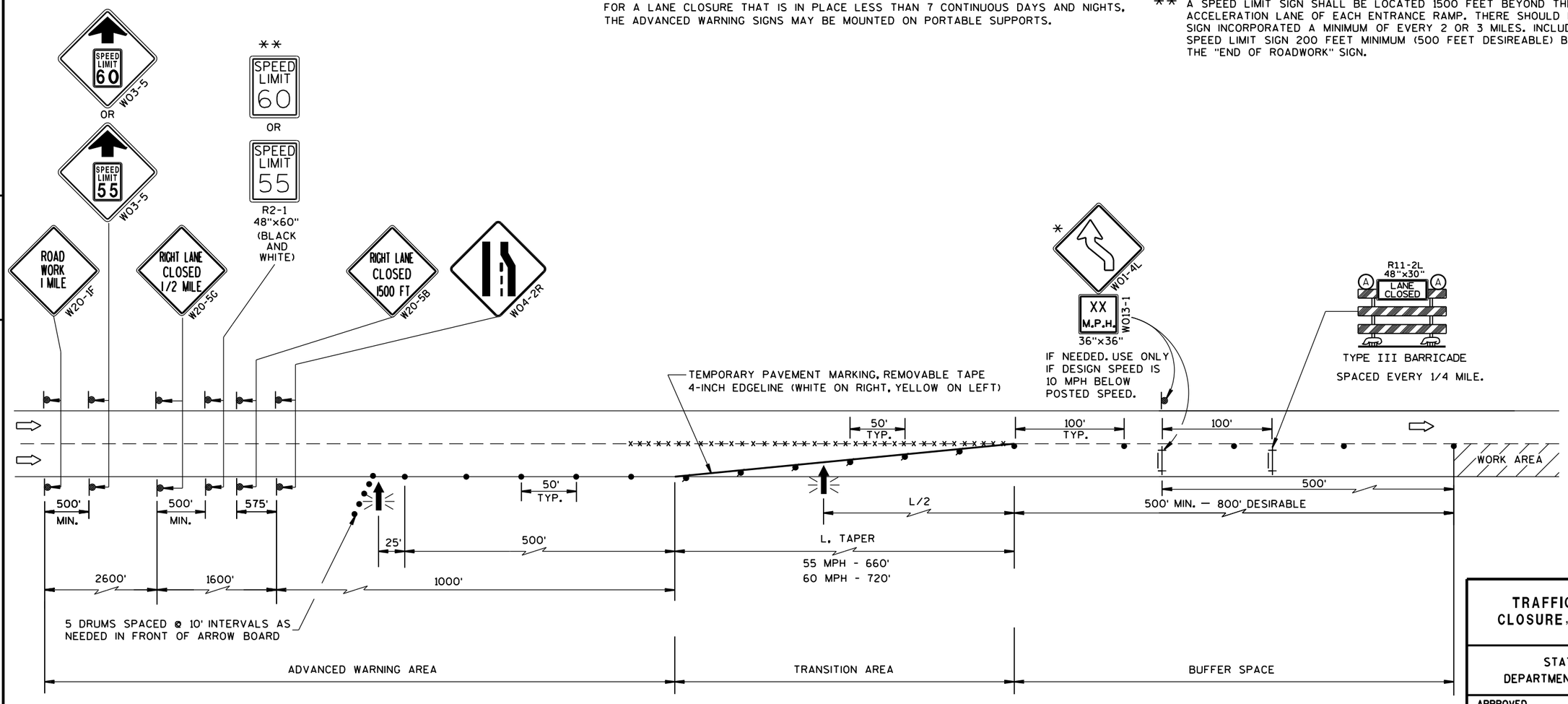
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

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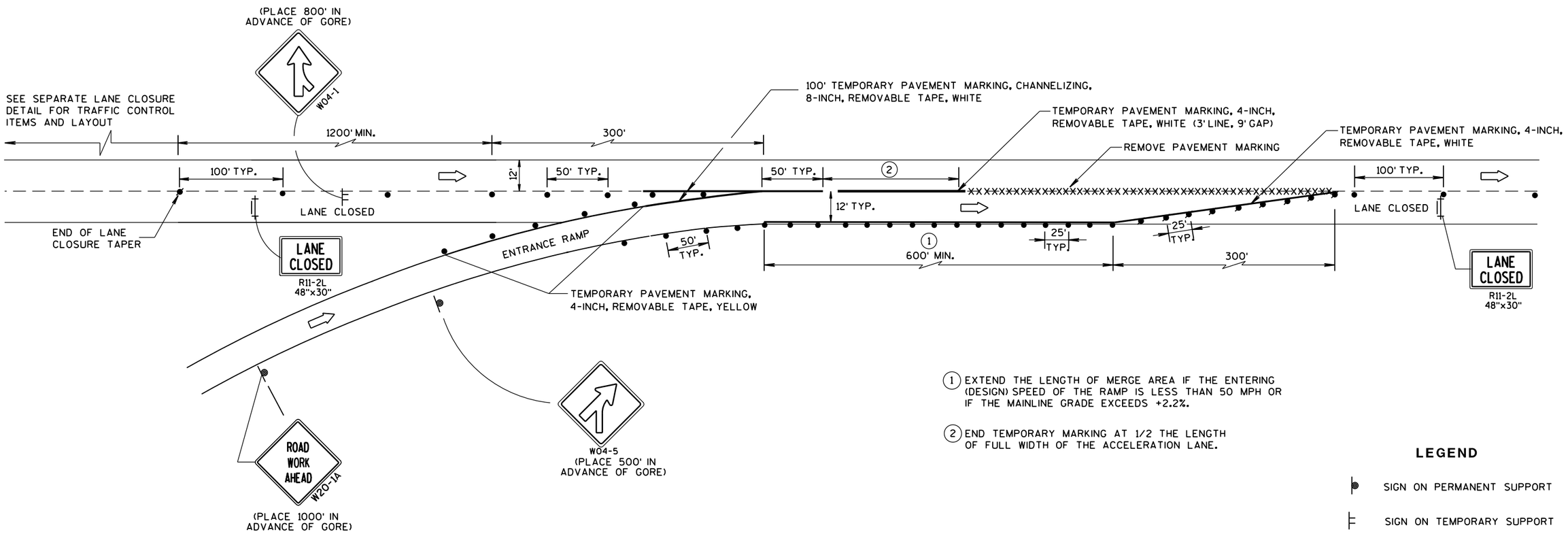
S.D.D. 15 D 12-6b

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE



1. EXTEND THE LENGTH OF MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS +2.2%.

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

LEGEND

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

PARALLEL 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.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

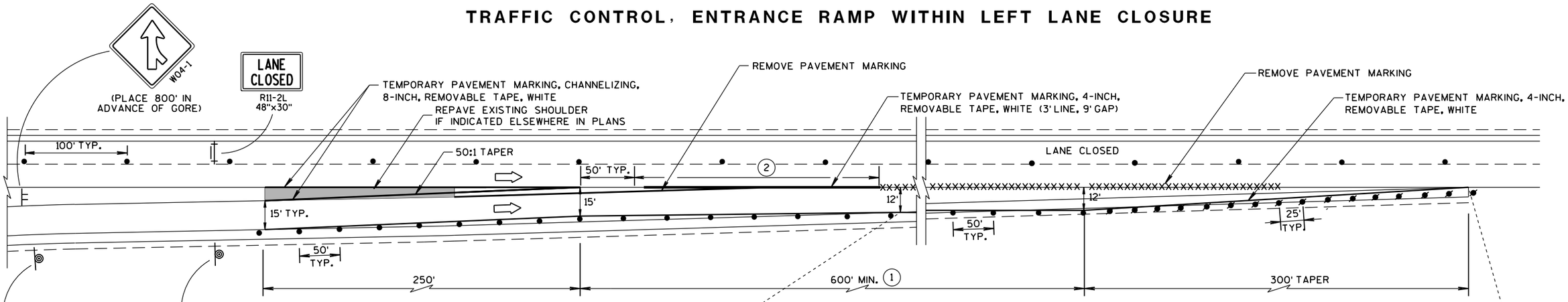
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017
DATE
/S/ Andrew Heldtke
WORK ZONE ENG
FHWA

6

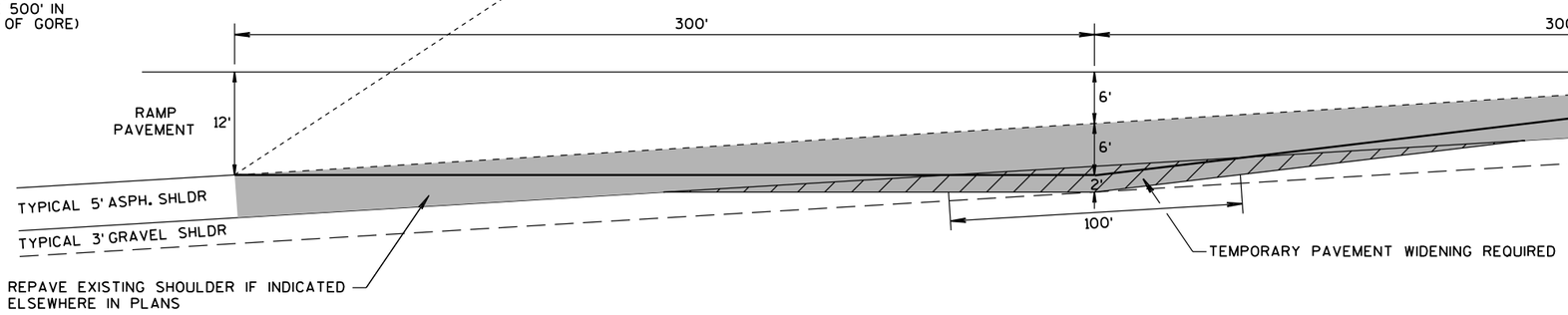
S.D.D. 15 D 15-3a

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE



(1) EXTEND THE LENGTH OF MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS +2.2%.

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



TEMPORARY PAVEMENT DETAIL

(EXISTING RAMP DIMENSIONS MAY VARY. ADJUST TEMPORARY PAVEMENT ACCORDINGLY)

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- XXXXX REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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.

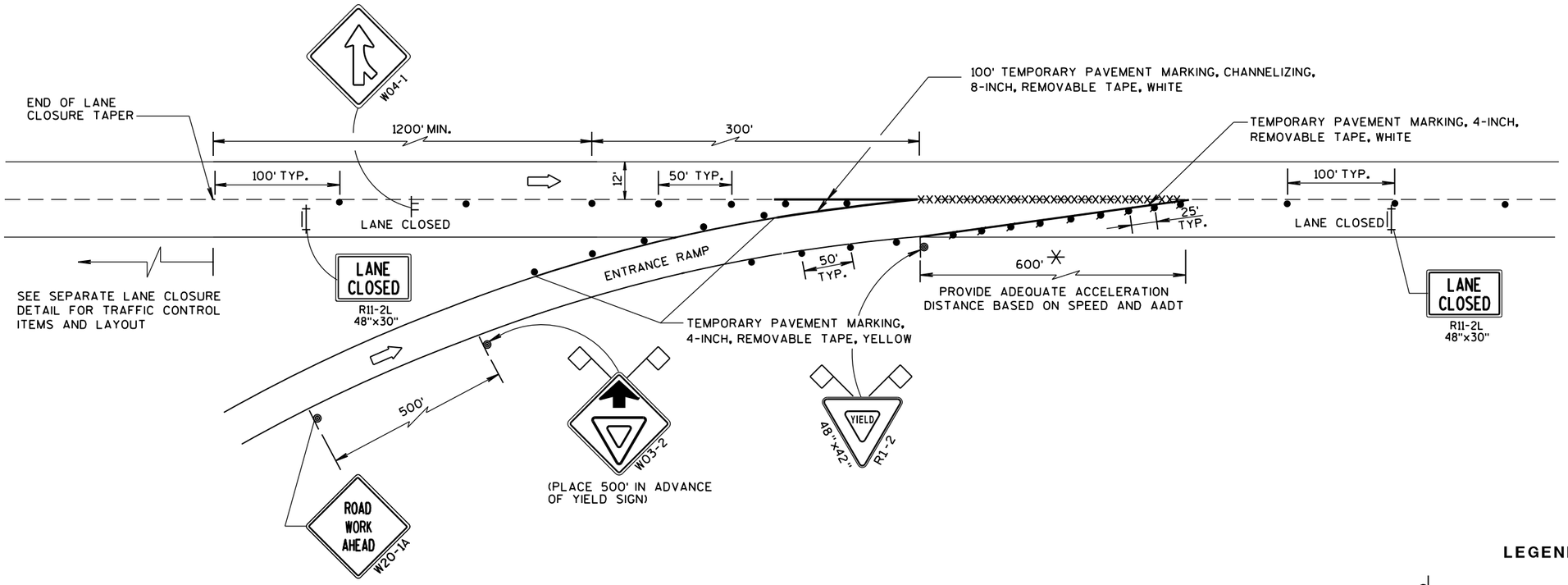
TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

6

S.D.D. 15 D 15-3b



TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

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.

* CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.

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

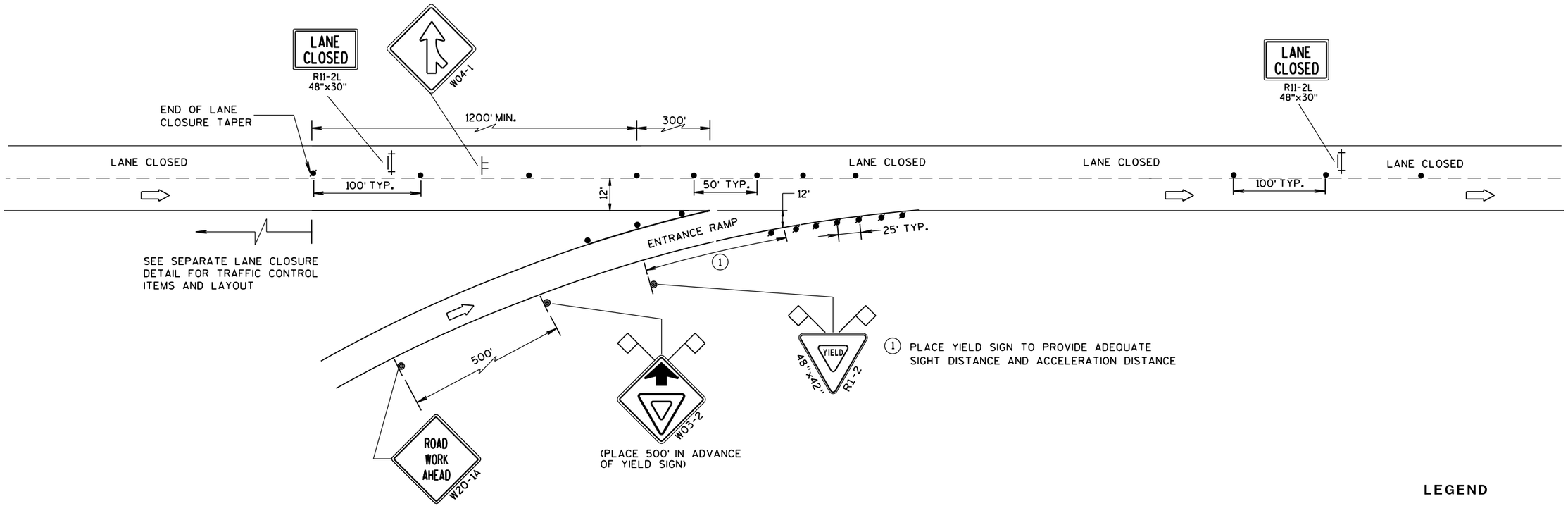
TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
FHWA

6

S.D.D. 15 D 15-3c



TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

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.

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, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
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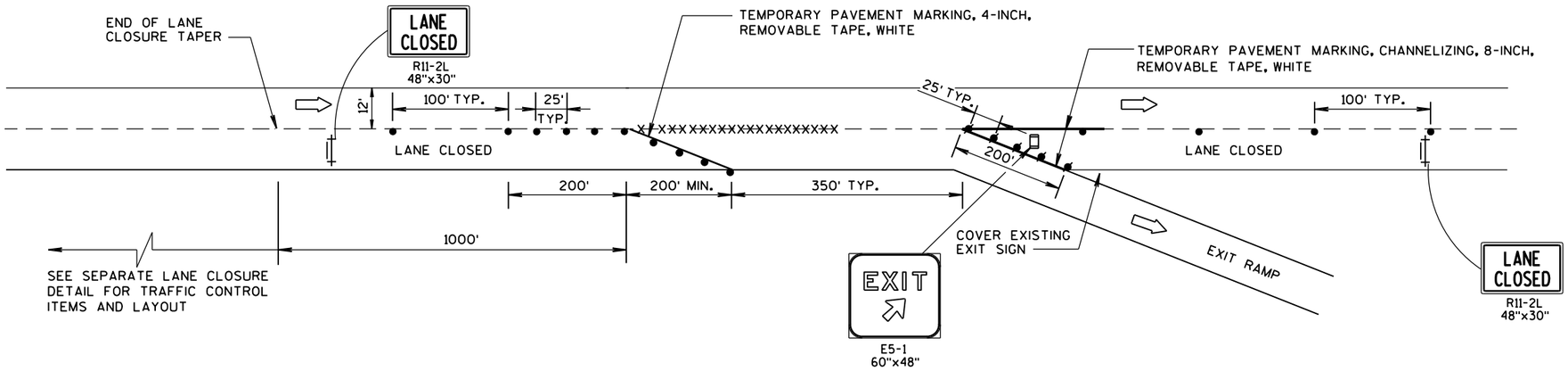

PARALLEL EXIT RAMP

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.

"W0" 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.

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, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — /S/ Andrew Heldtke
DATE — WORK ZONE ENG

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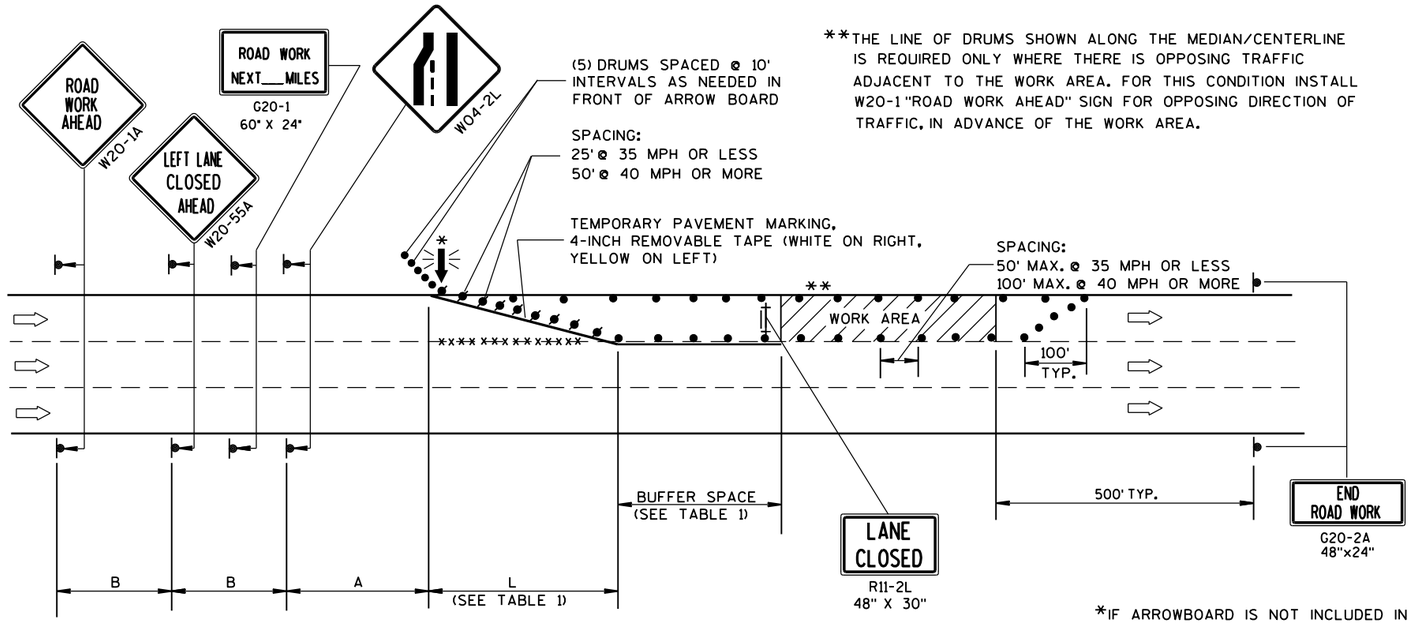

**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

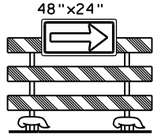

TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

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

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 15 D 20-4

LEGEND

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

GENERAL NOTES

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

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

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

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

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

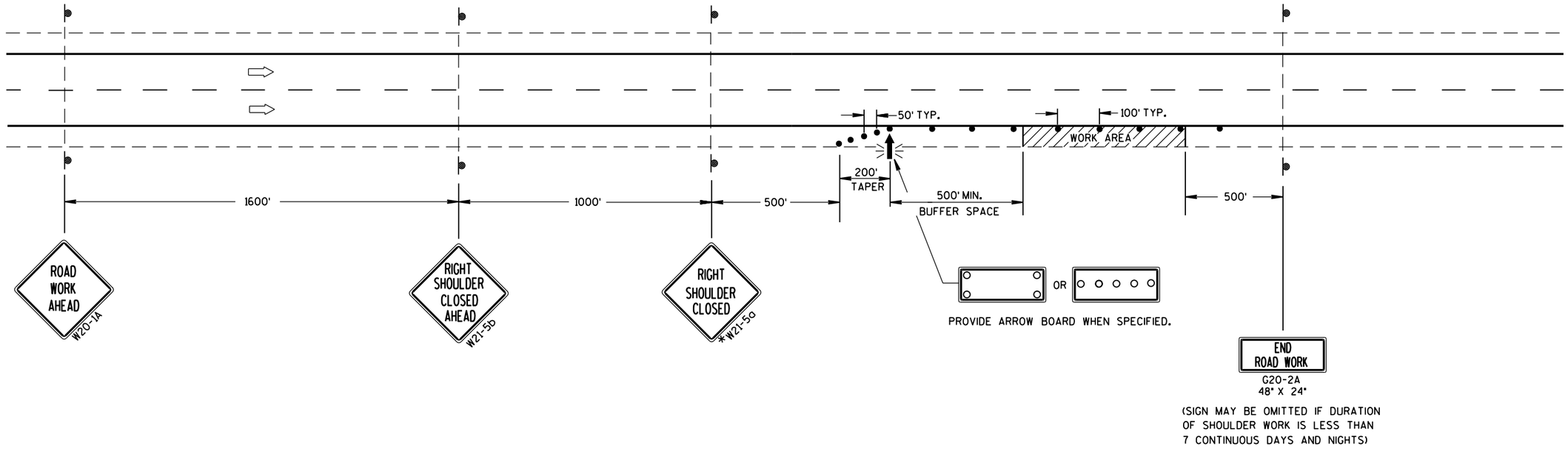
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

FHWA

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GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

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

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

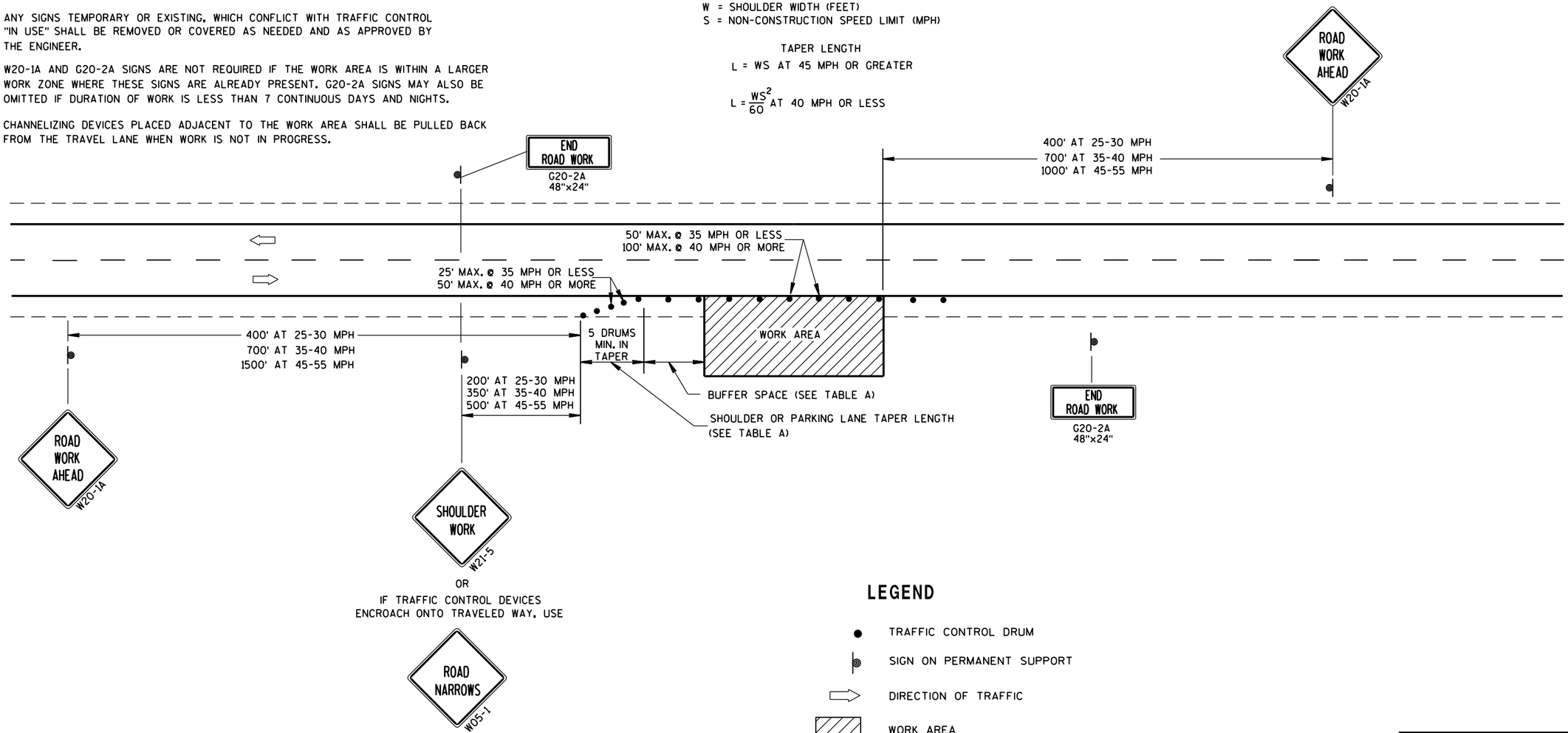
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO SAFETY ENGI FIC

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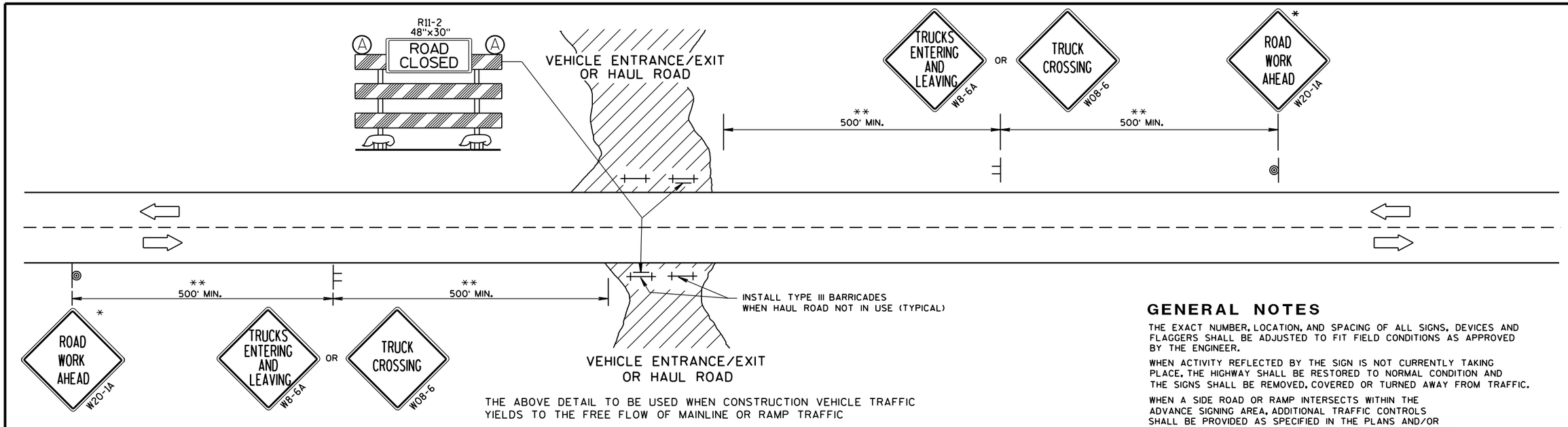


THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE **ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES** FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

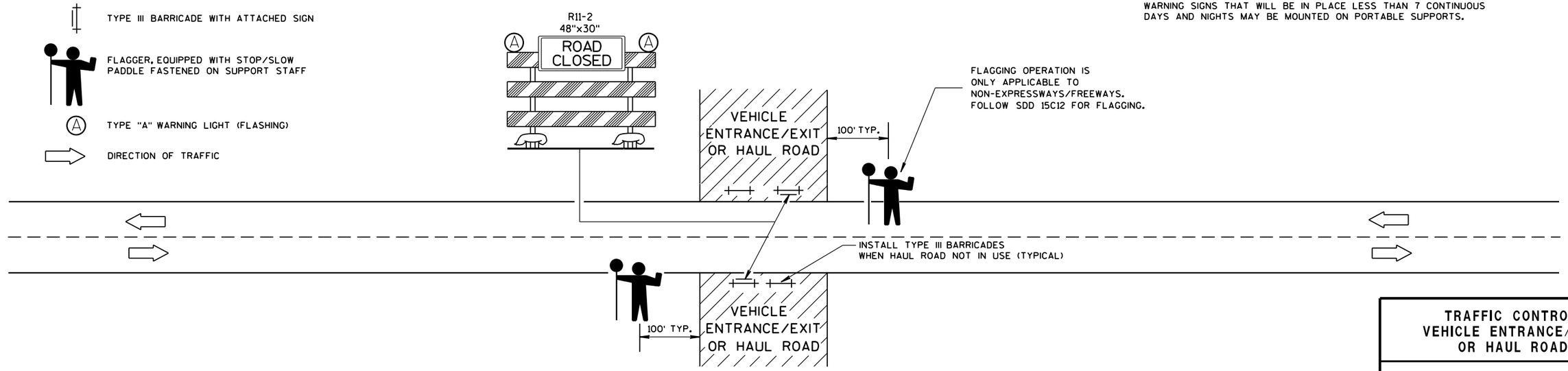
** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

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
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
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S.D.D. 15 D 29-5

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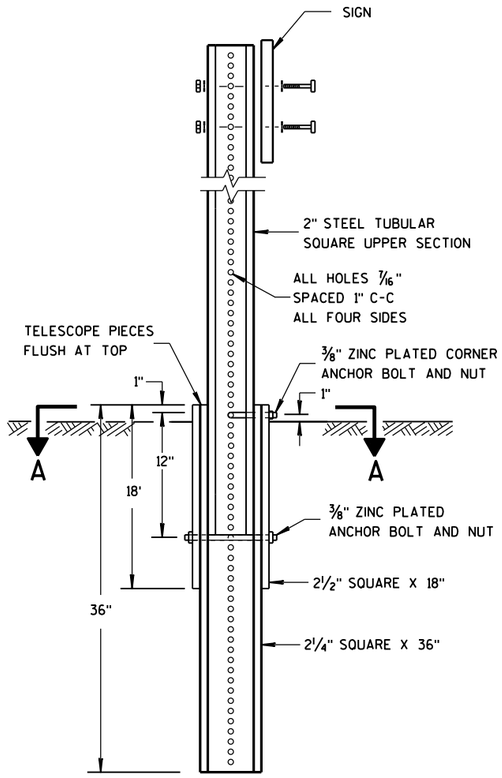
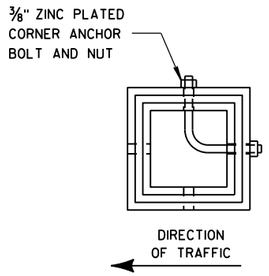
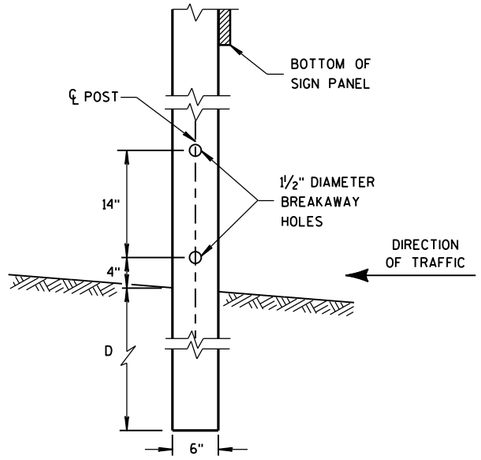


DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



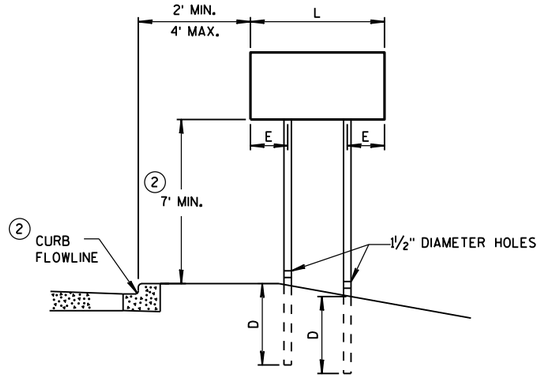
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

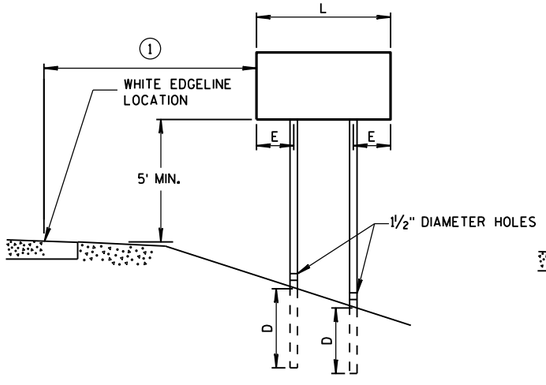
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

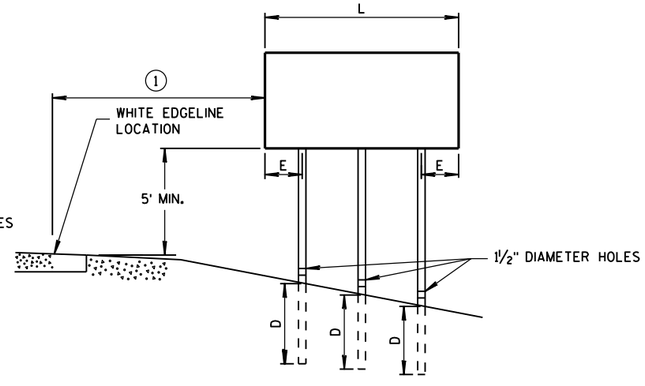
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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 SIGN MOUNTING

STATE OF WISCONSIN
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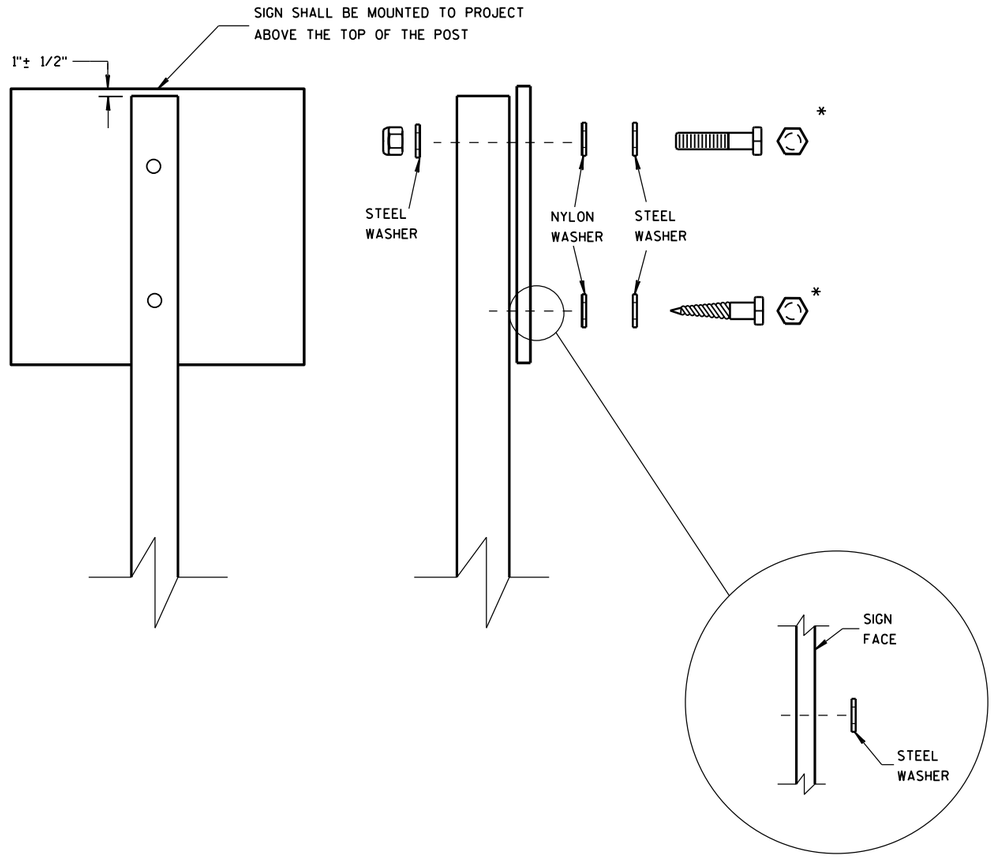
S.D.D. 15 D 38-2a



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 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

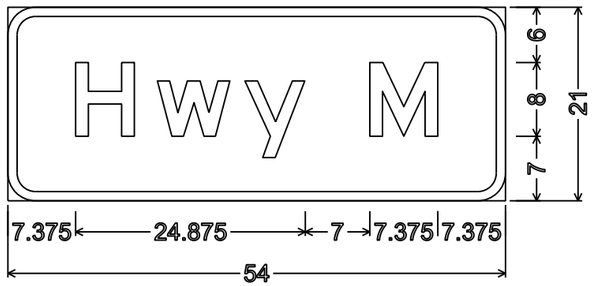
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E

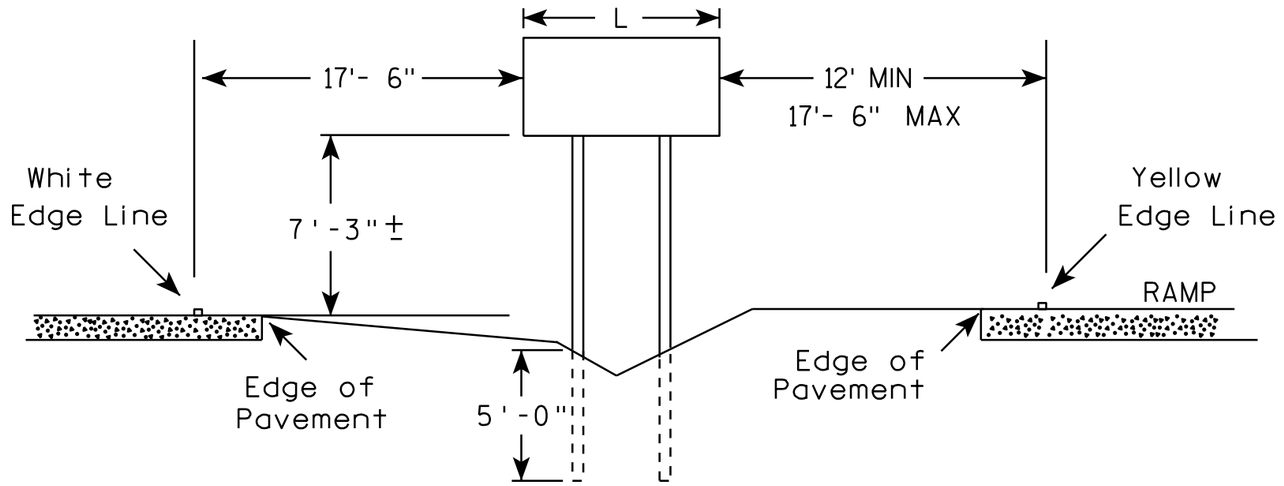


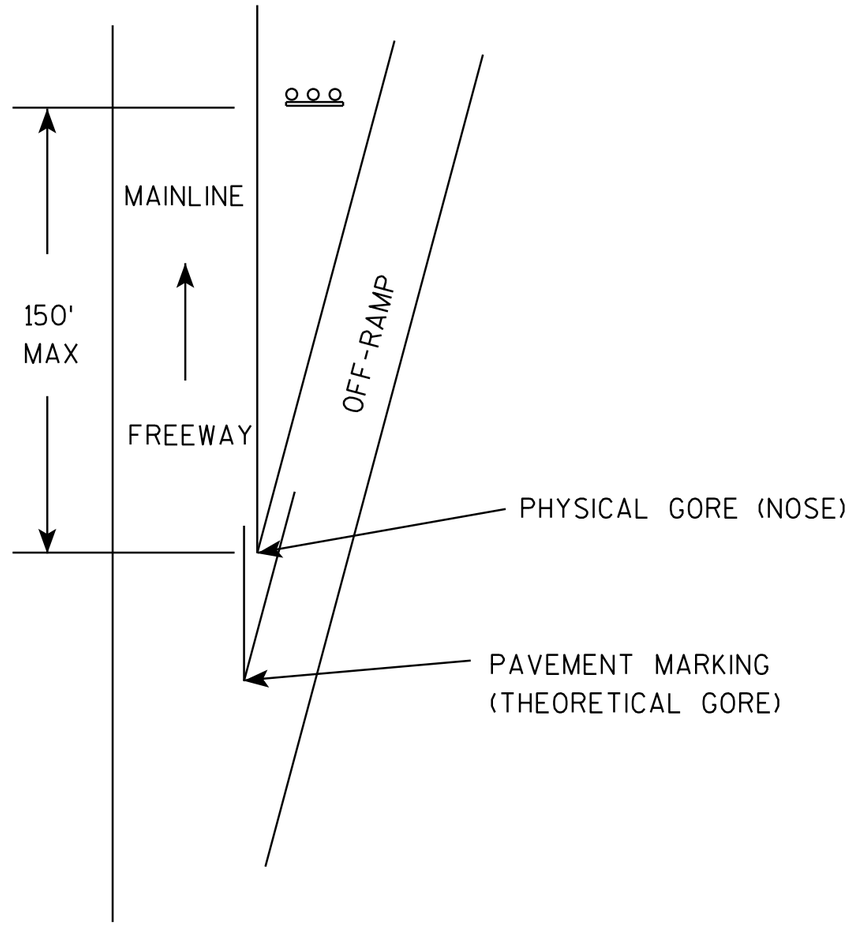
M1-94;
3.000" Radius, 1.000" Border

7

7

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: 336	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.

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

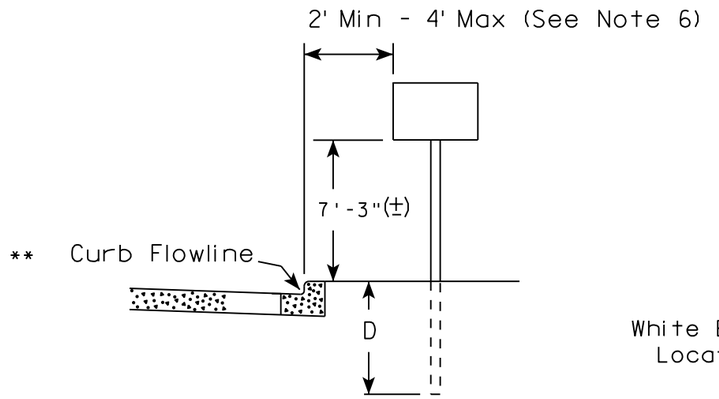
APPROVED Matthew R Rauch
for State Traffic Engineer

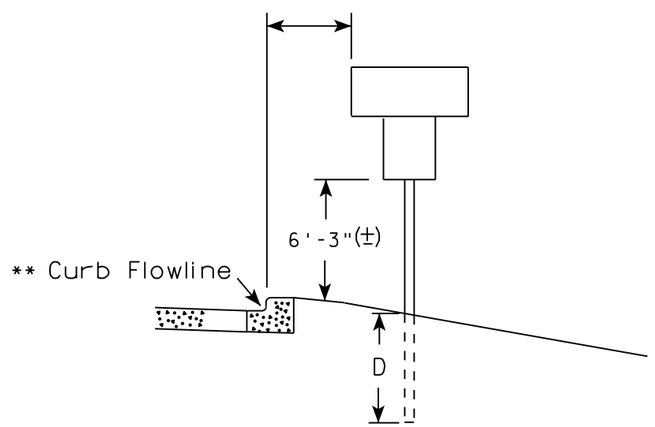
DATE 2/06/14 PLATE A4-2.3

PROJECT NO: | SHEET NO: E

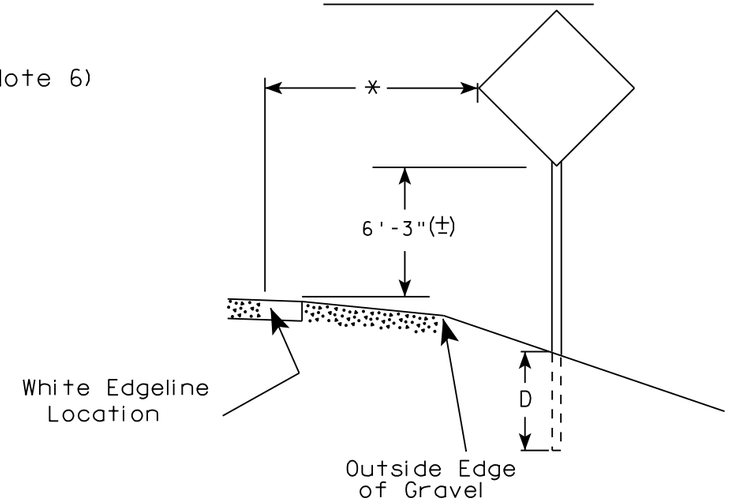
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A42.DGN PLOT DATE : 06-FEB-2014 12:36 PLOT BY : mscsja
WISDOT/CADDS SHEET 42

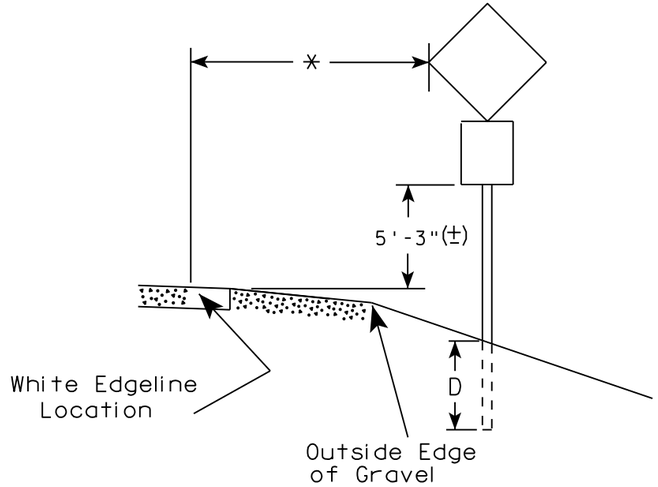
URBAN AREA





RURAL AREA (See Note 2)





GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

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

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

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

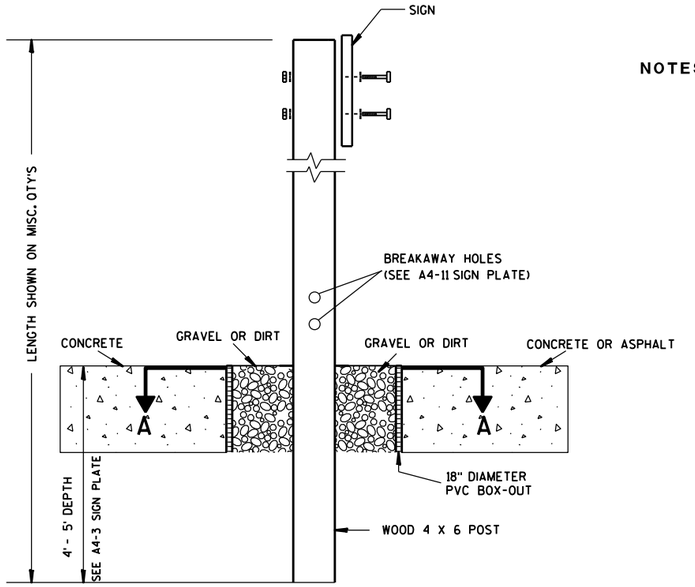
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

7

7

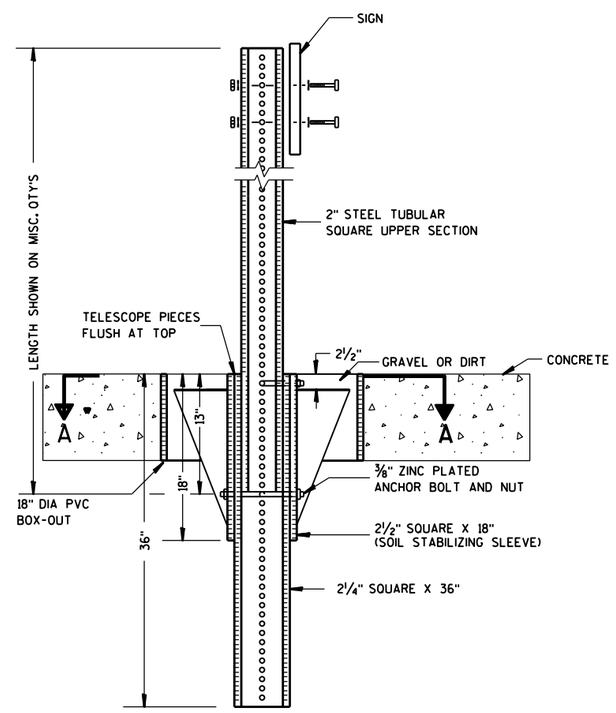
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 338	E



ELEVATION VIEW

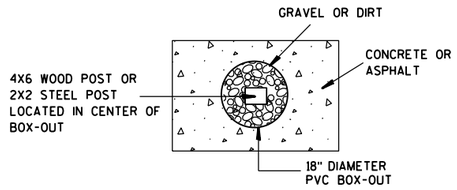
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

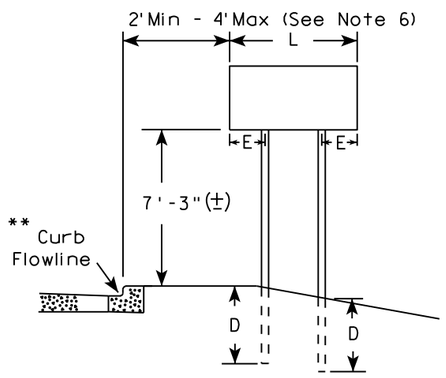
APPROVED Matthew R Rauch
for State Traffic Engineer

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

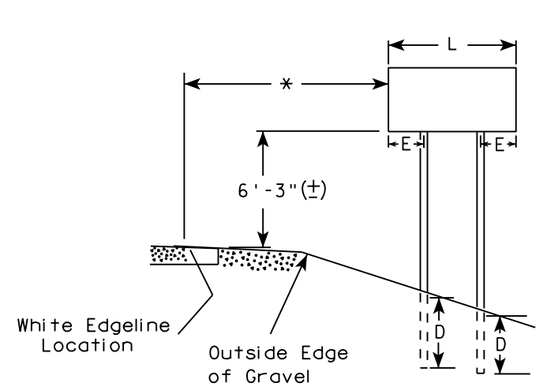
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

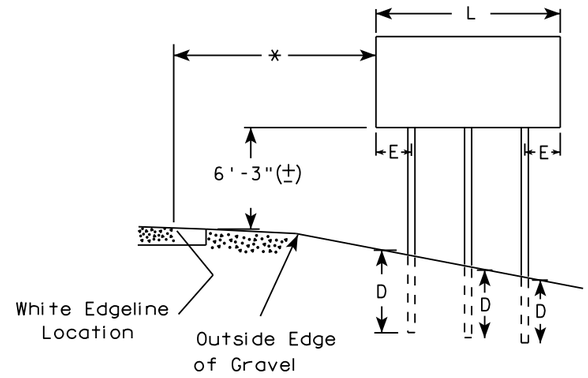
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

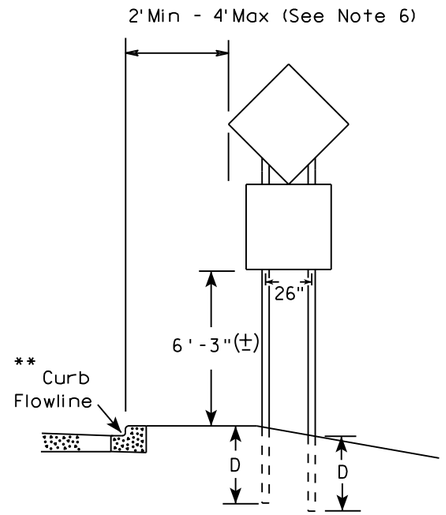
URBAN AREA



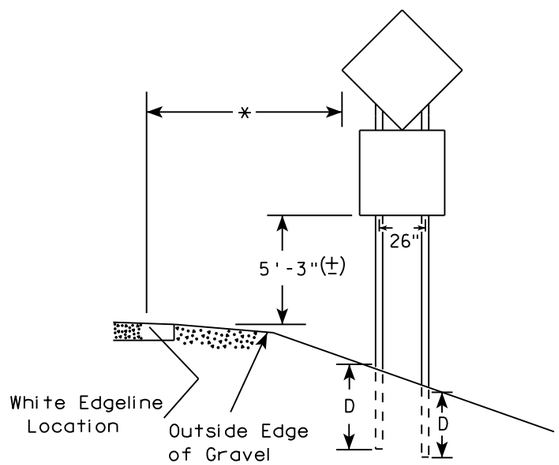
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

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. J-Assemblies are considered to be one sign for mounting height.
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.

POST EMBEDMENT DEPTH

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

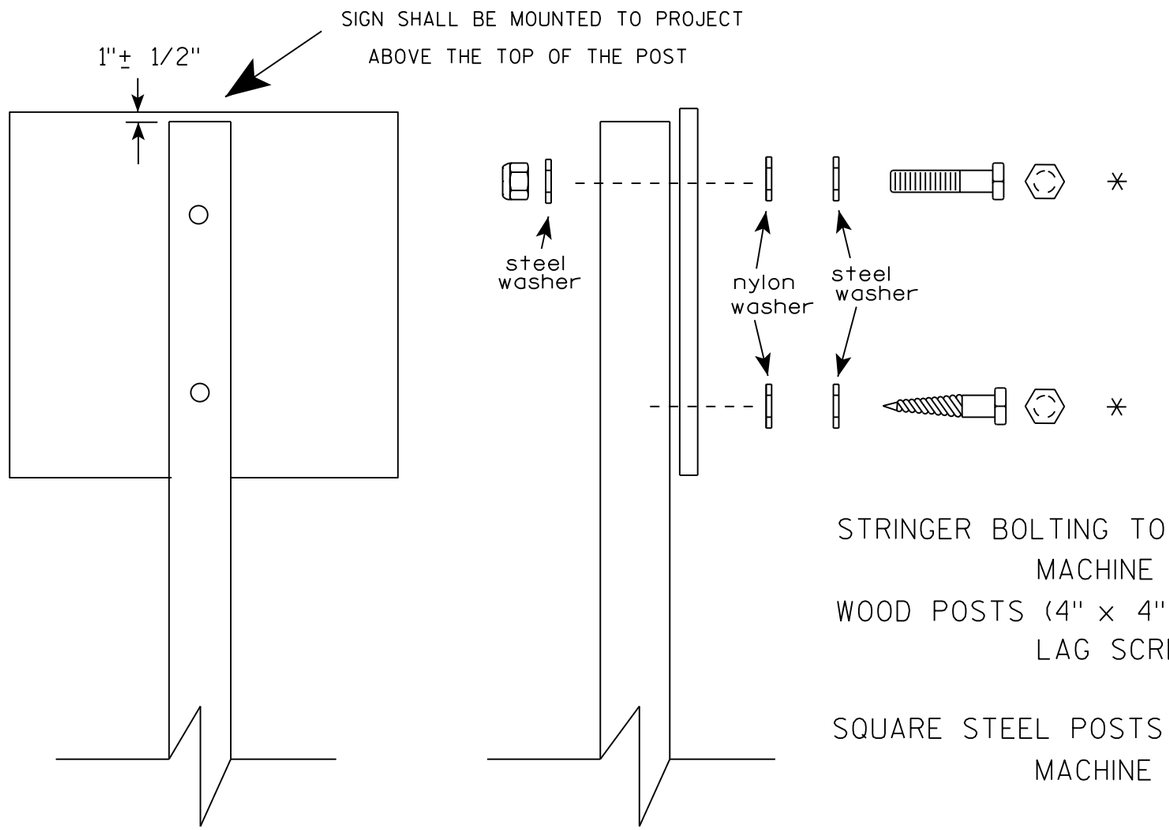
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 340	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

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

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ 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

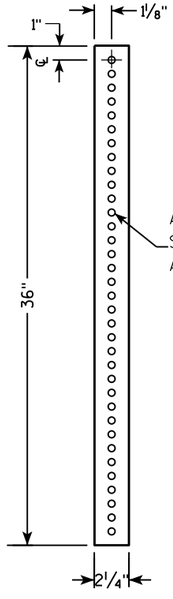
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

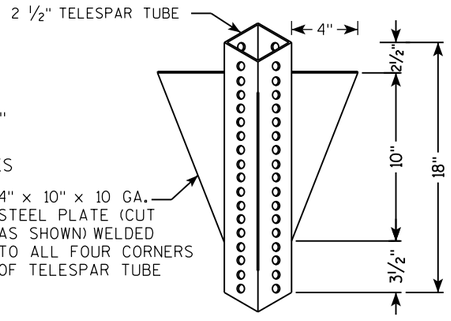
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

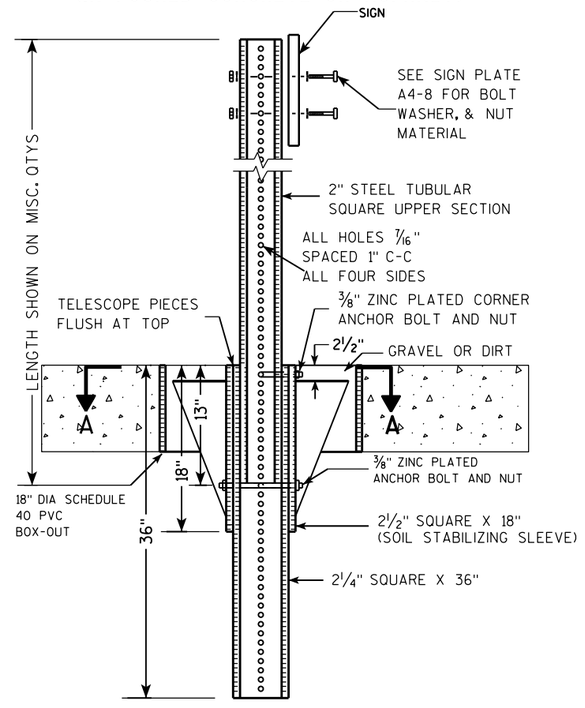
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



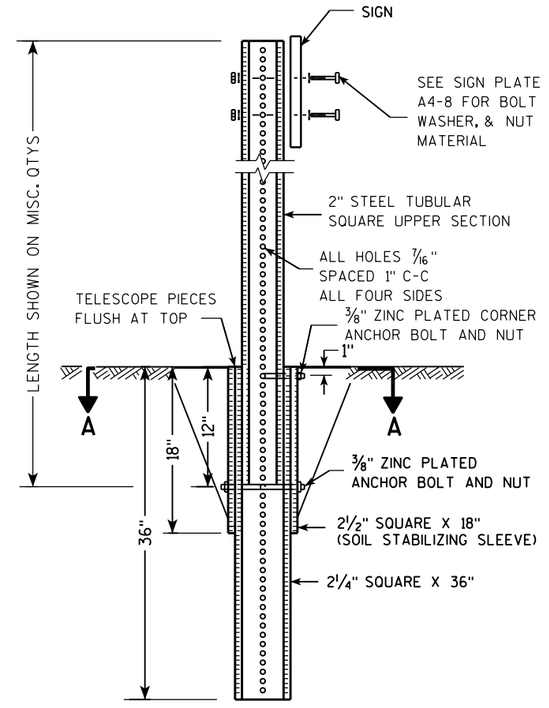
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

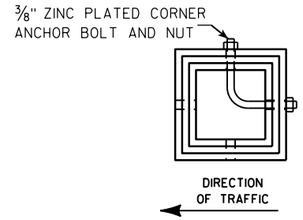


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

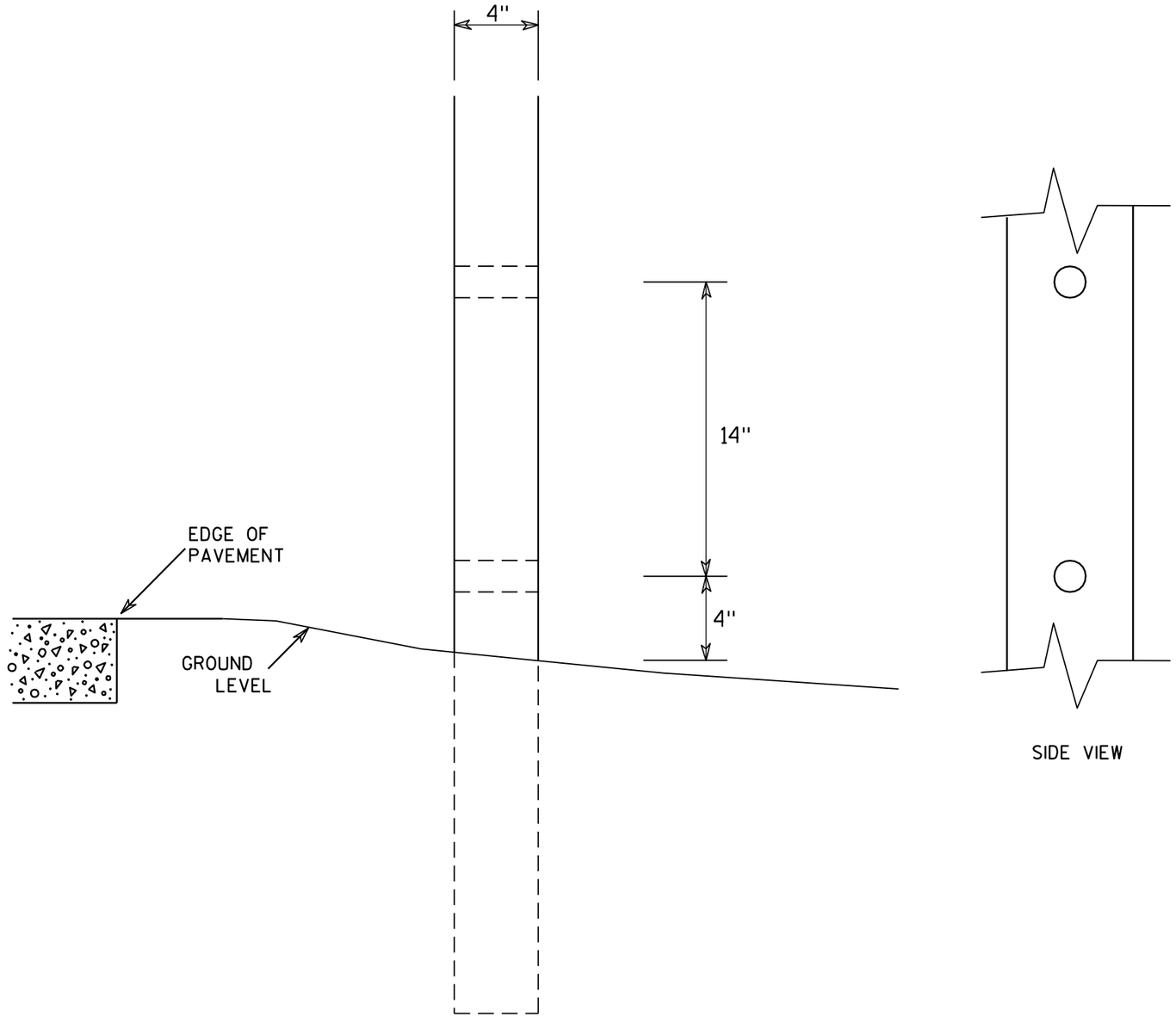
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 342 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

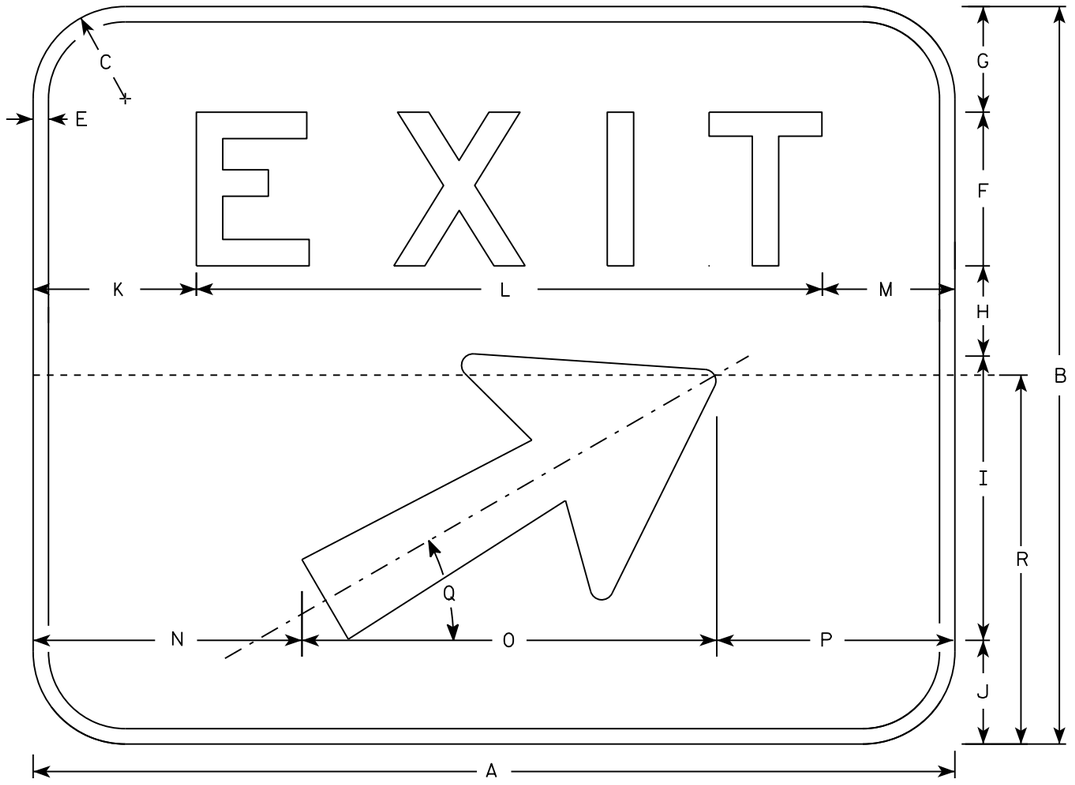
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 343	E



E5-1

NOTES

1. Sign is Type II - Type H reflective
2. Color:
   Background - Green
   Message - White
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. When Base material for this sign is plywood sign 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.

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	60	48	6		1	10	6 7/8	5 7/8	18 1/2	6 3/4	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°	30									20.0
5	72	60	6		1	12	9 3/4	10	18 1/2	9 3/4	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°	30									30.0

STANDARD SIGN
E5 - 1

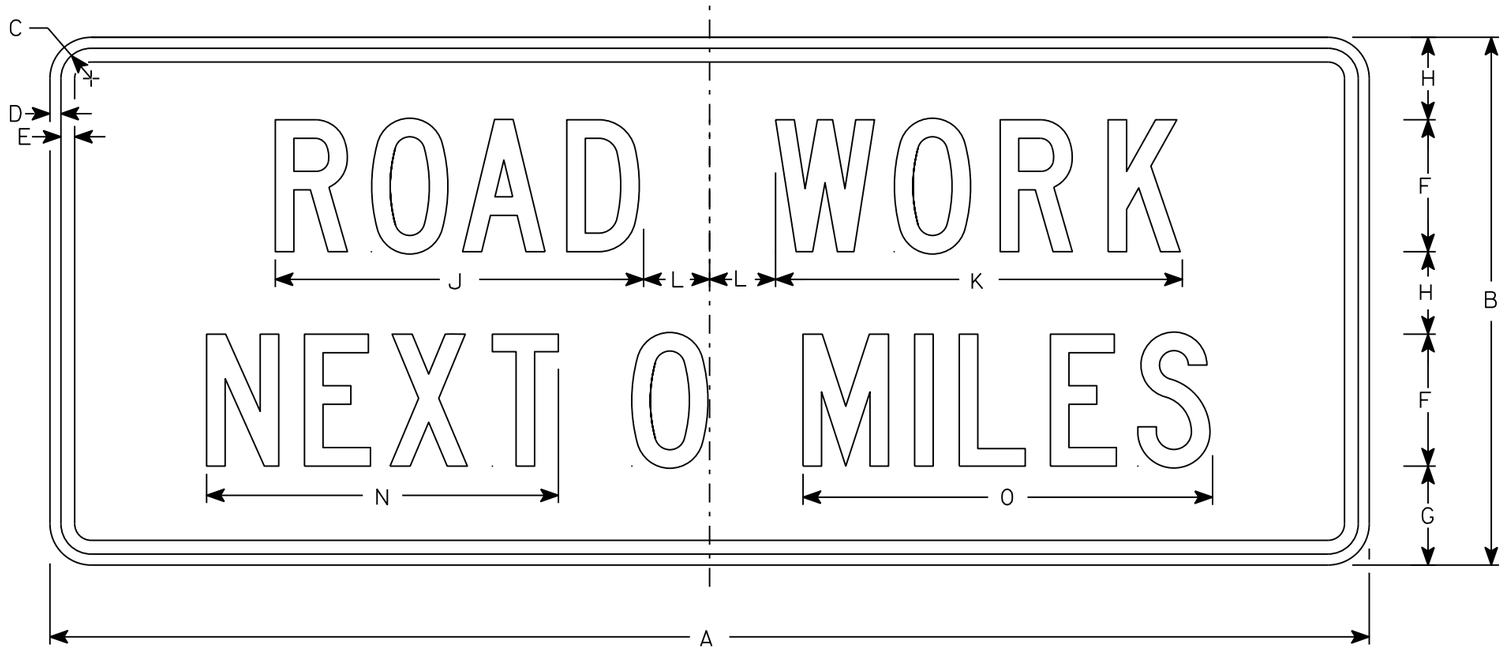
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. E5-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 344 | E

7



G20-1

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.
5. Round distance to nearest whole Mile and 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																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
5																											

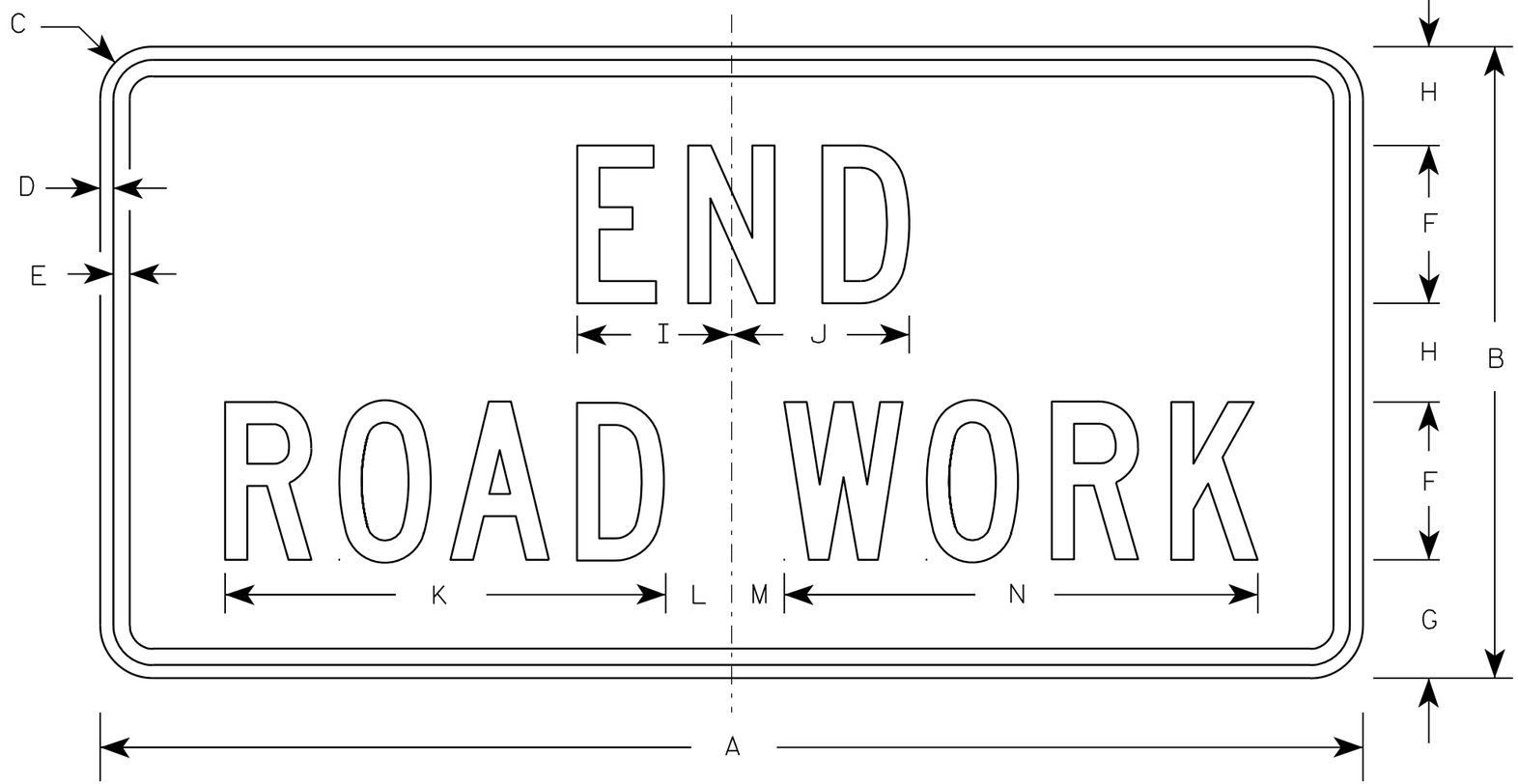
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 345 | 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

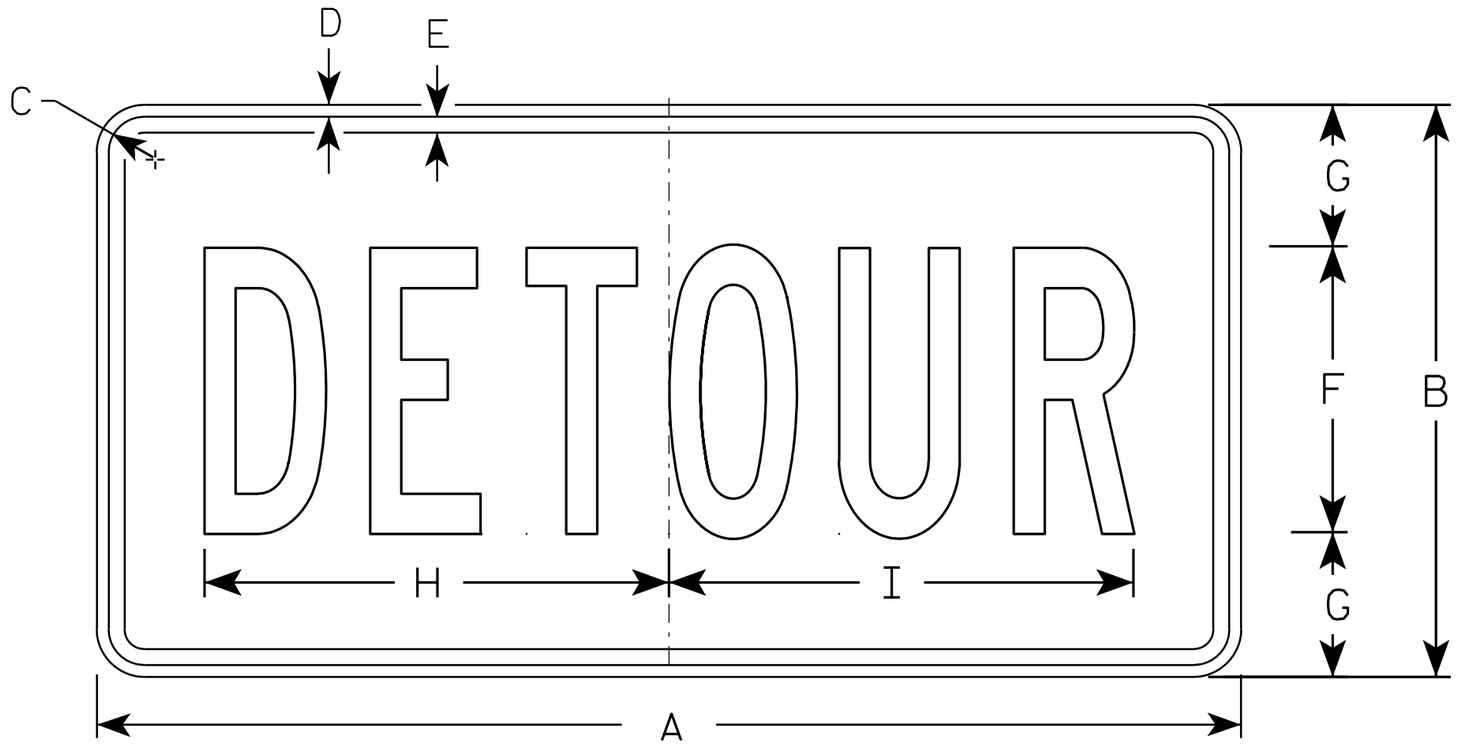
STANDARD SIGN
G20-2A

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: 346	E



M4-8

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 - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

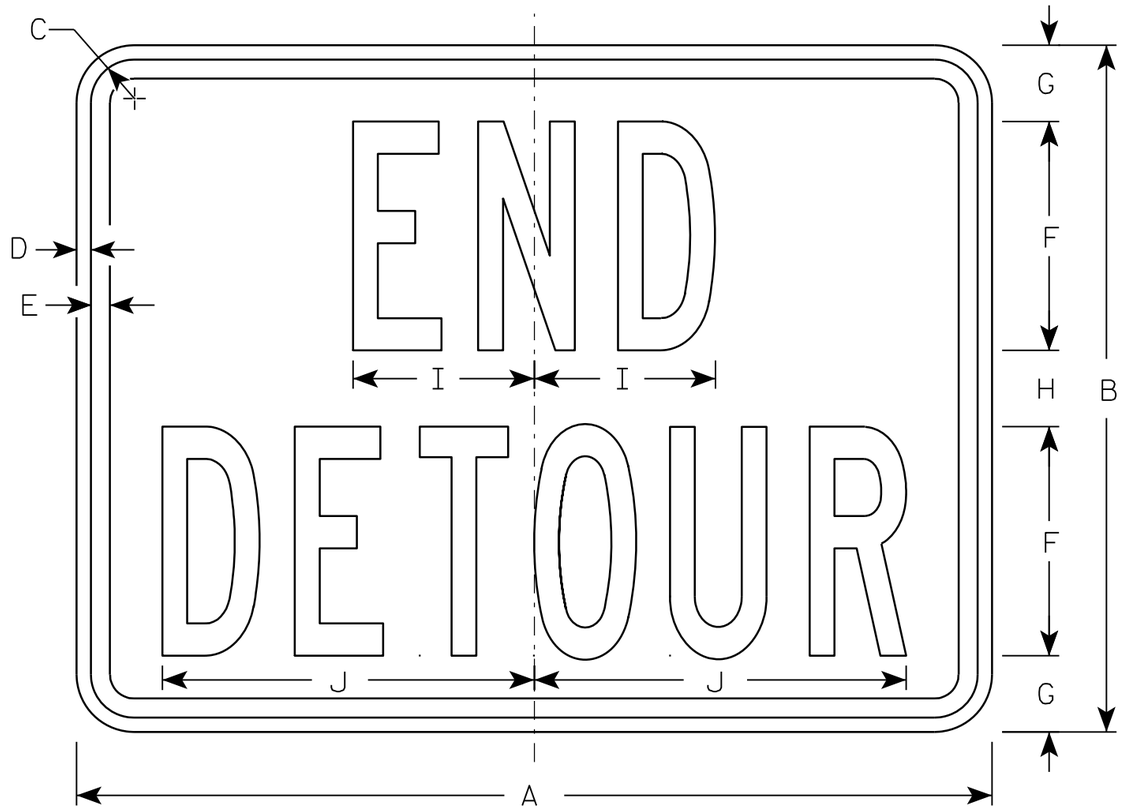
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 347	E



M4-8A

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 - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

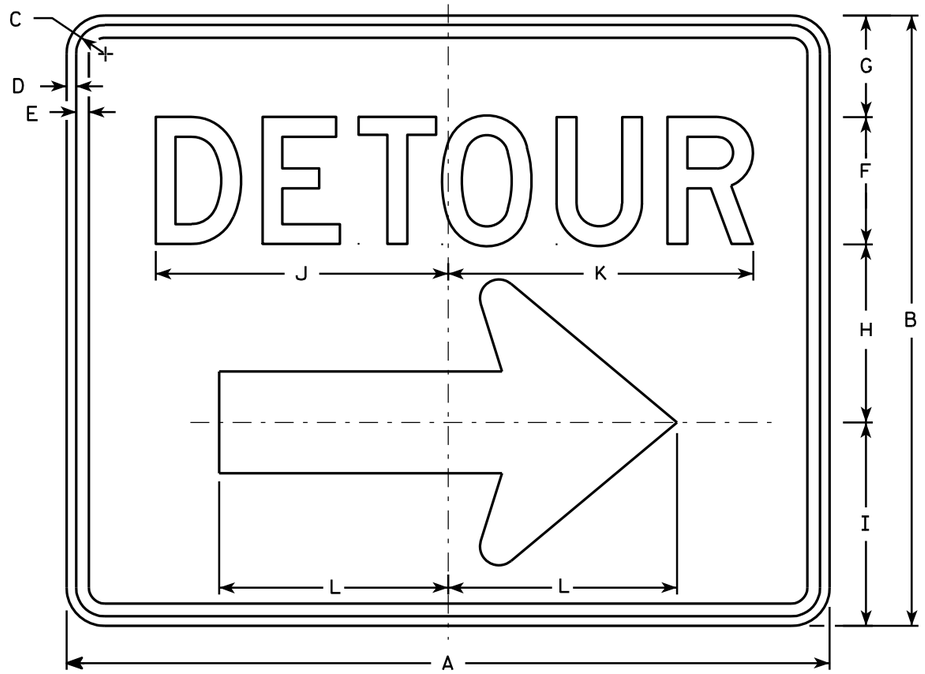
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

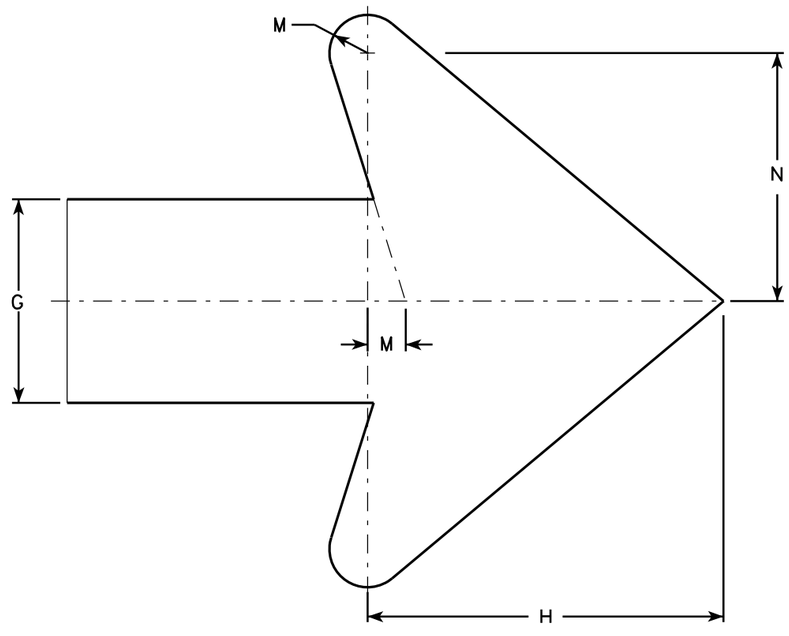
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 348	E



M4-9R

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. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

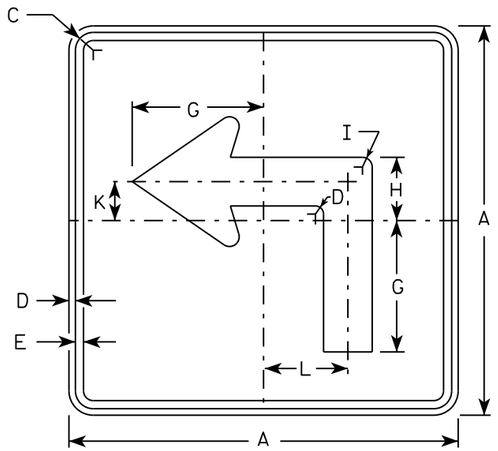
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

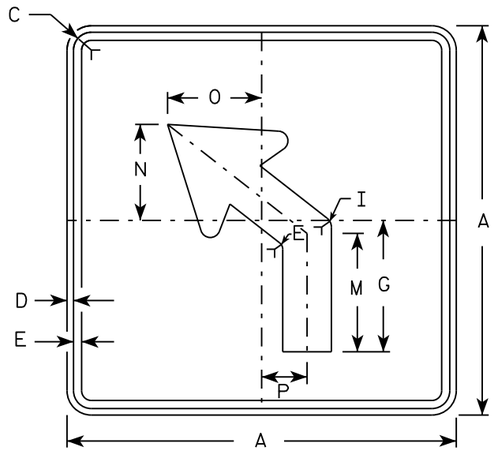
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

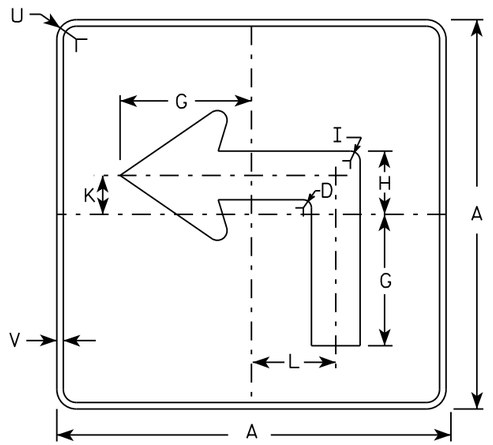
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 349 | E



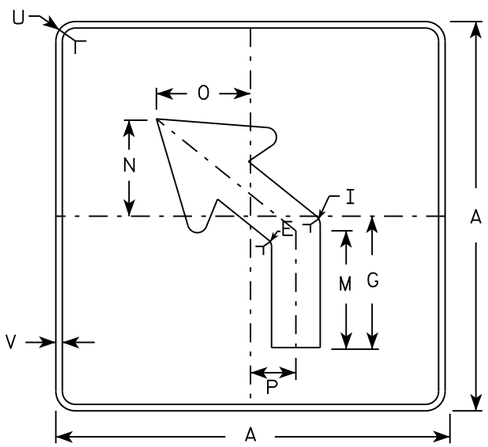
M5-1L
MM5-1L
MO5-1L
MP5-1L



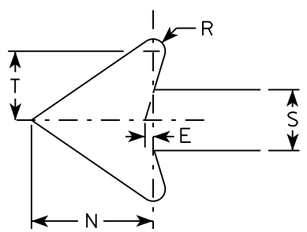
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

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

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

STANDARD SIGN
M5-1 & M5-2

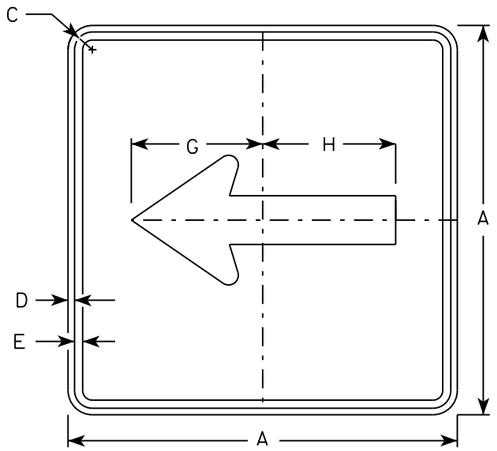
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

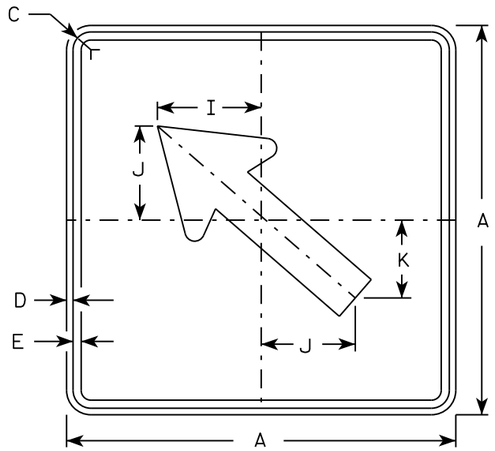
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



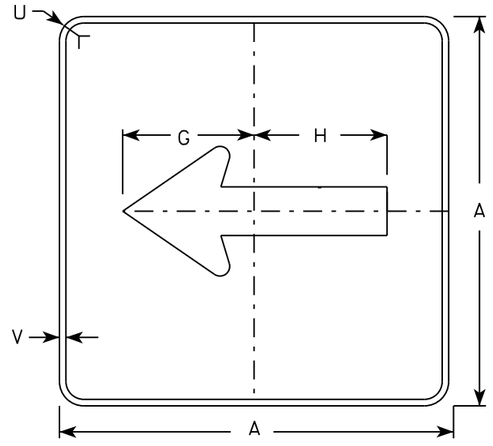
M6-1
MM6-1
MO6-1
MP6-1



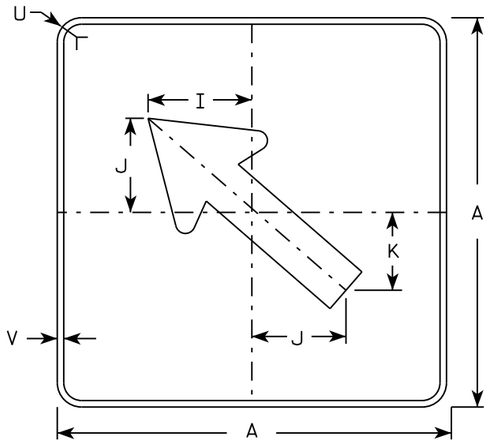
M6-2
MM6-2
MO6-2
MP6-2

NOTES

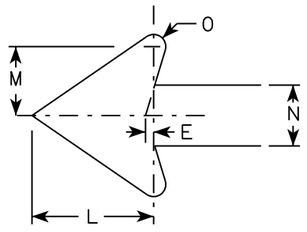
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



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

STANDARD SIGN
M6-1 & M6-2
SERIES

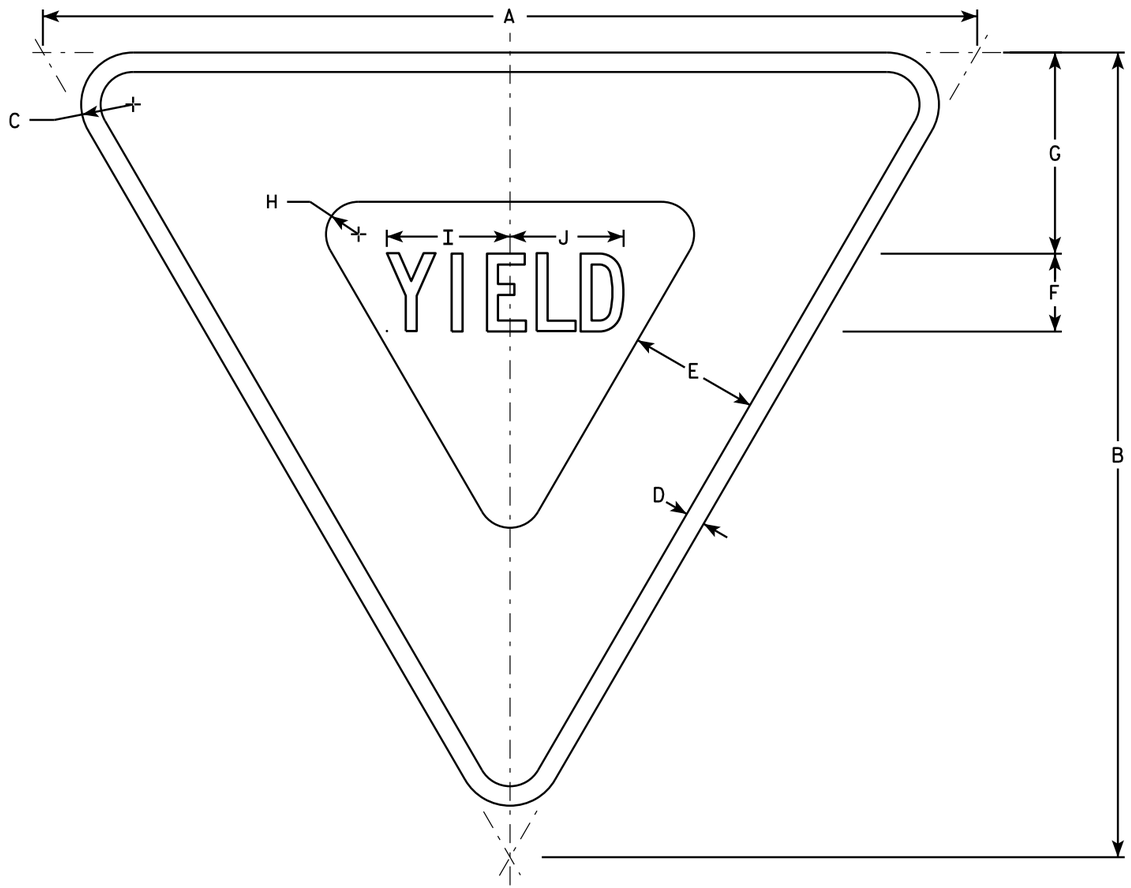
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 351 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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

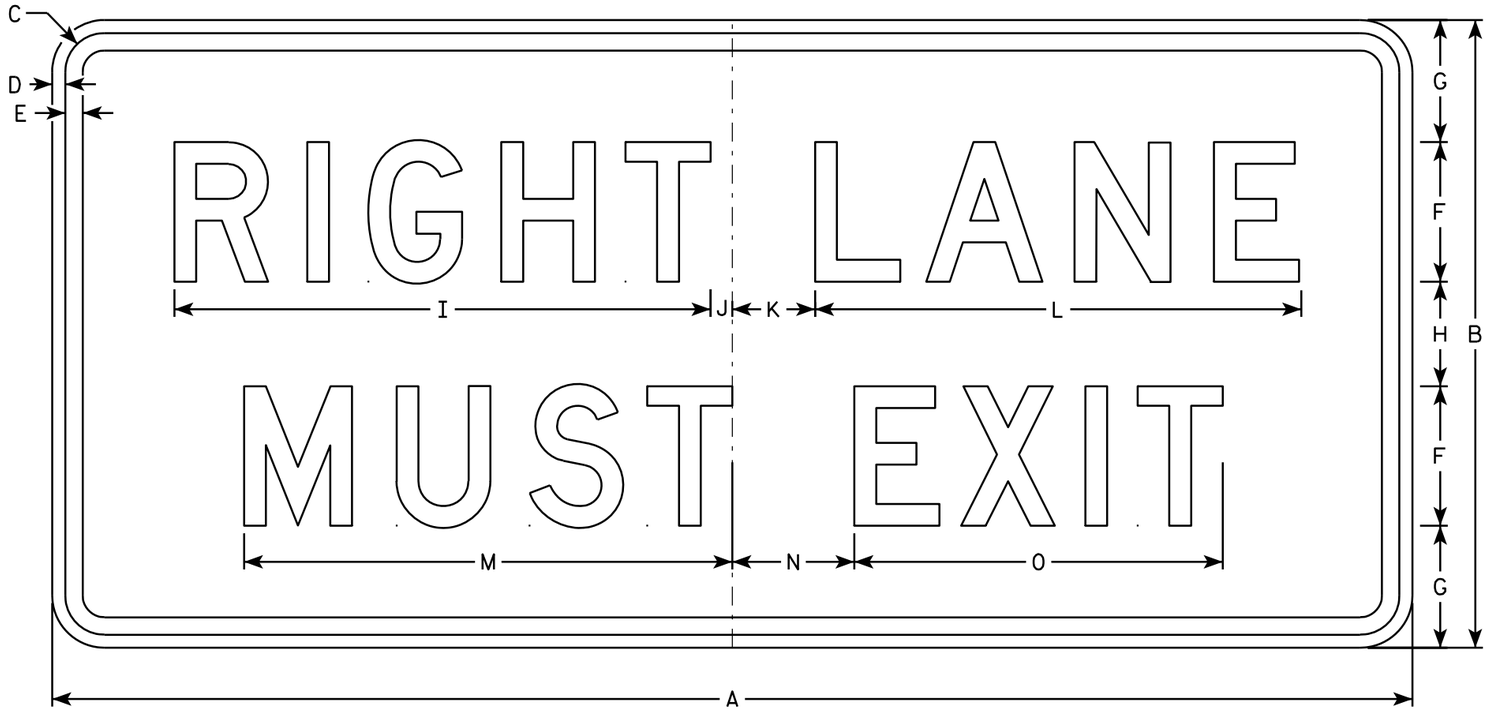
PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

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

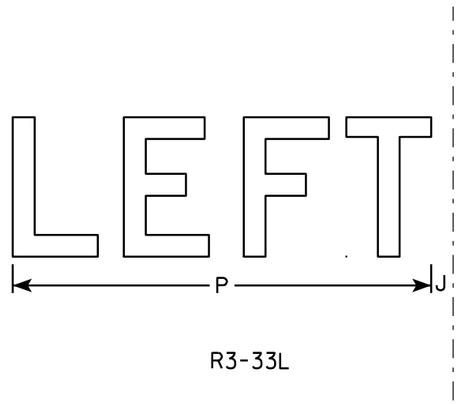
WISDOT/CADDS SHEET 42

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.



R3-33R



R3-33L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	78	36	2 1/4	3/4	1	8	7	6	30 3/4	1 1/4	4 3/4	27 7/8	28	7	21 1/8	24											19.5
5	78	36	2 1/4	3/4	1	8	7	6	30 3/4	1 1/4	4 3/4	27 7/8	28	7	21 1/8	24											19.5

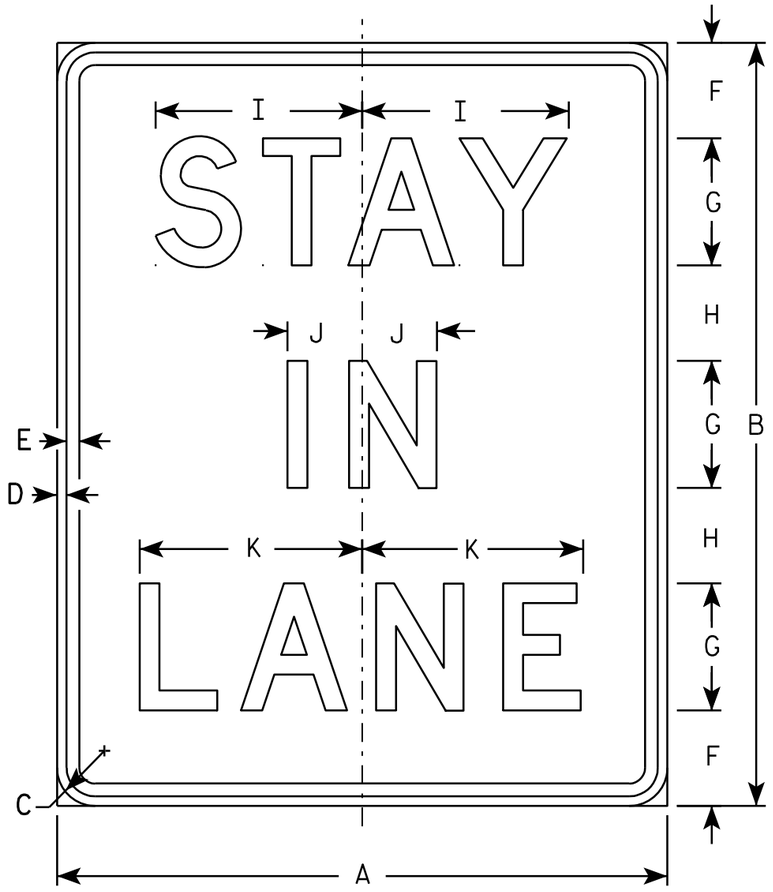
STANDARD SIGN
R3-33

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/7/10 PLATE NO. R3-33.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 353 | E



R4-9

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	3/8	3	4	3	6 1/2	2 3/8	7																3.0
2S	24	30	1 1/8	3/8	1/2	3 5/8	5	3 7/8	8 1/8	3	8 3/4																5.0
2M	24	30	1 1/8	3/8	1/2	3 5/8	5	3 7/8	8 1/8	3	8 3/4																5.0
3	36	48	1 3/8	1/2	5/8	8 1/4	7	5 1/4	11 3/8	4 1/8	12 1/4																12.0
4	36	48	1 3/8	1/2	5/8	8 1/4	7	5 1/4	11 3/8	4 1/8	12 1/4																12.0
5	48	60	2 1/4	3/4	1	7 1/2	10	7 1/2	16 1/4	5 7/8	17 1/2																20.0

STANDARD SIGN
R4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-9.2

PROJECT NO:

SHEET NO: 354 E

R8-53

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	16 3/4	8	1 3/4	15 3/4													12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	16 3/4	8	1 3/4	15 3/4													12.0

STANDARD SIGN
R8-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R8-53.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 355	E

R8-54

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	16 3/4	10 1/2	1	16 1/2													12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	16 3/4	10 1/2	1	16 1/2													12.0

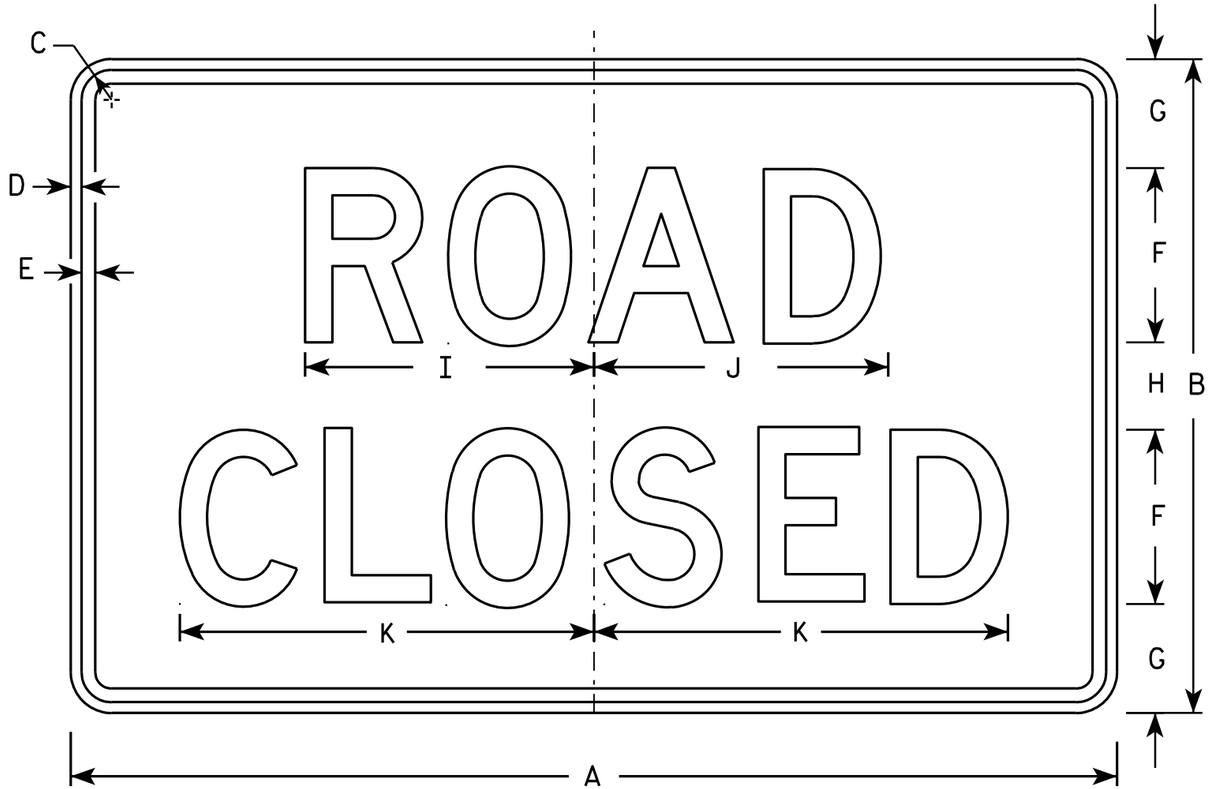
STANDARD SIGN
R8-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R8-54.4

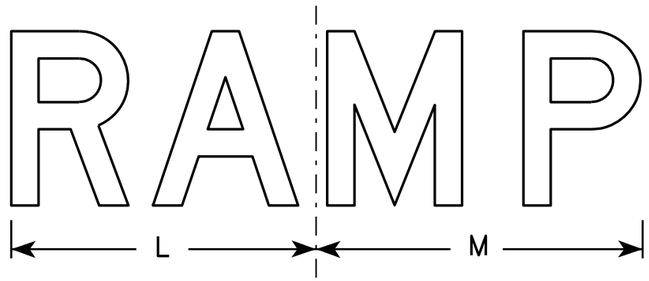
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 356 | E



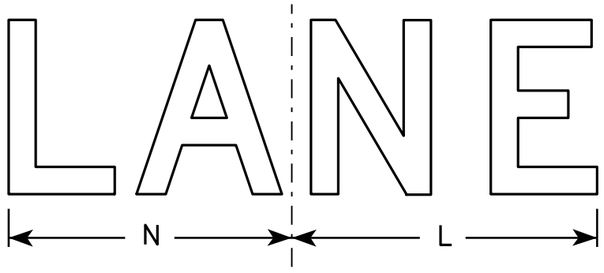
R11-2

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

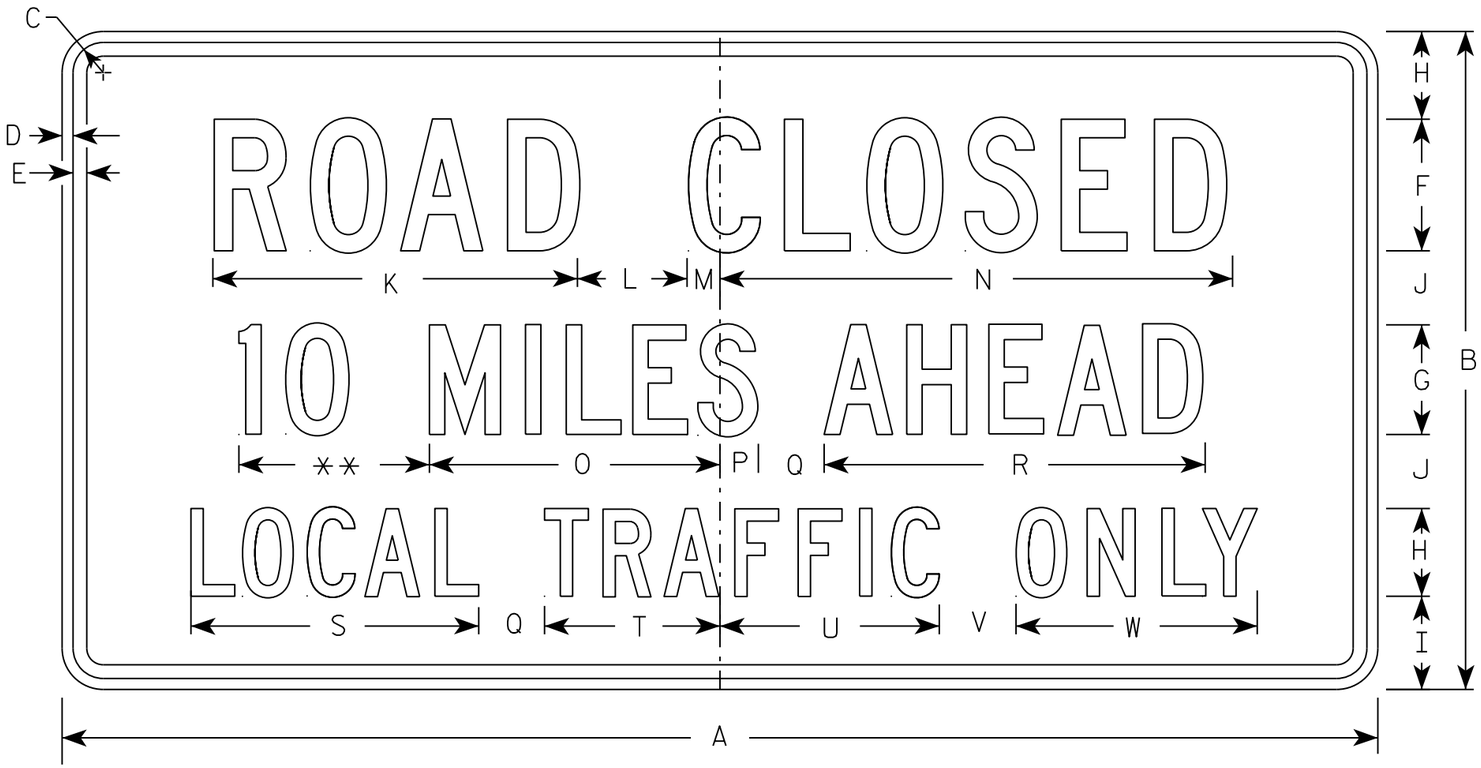
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 357	E

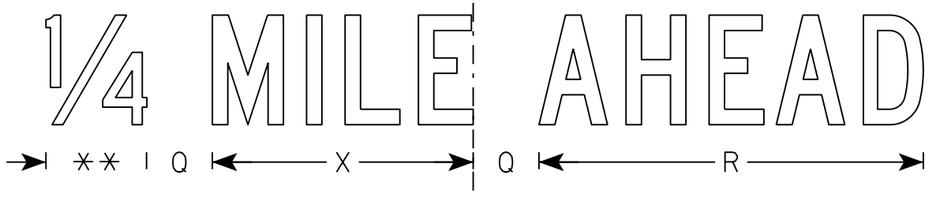
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   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 to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** 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 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

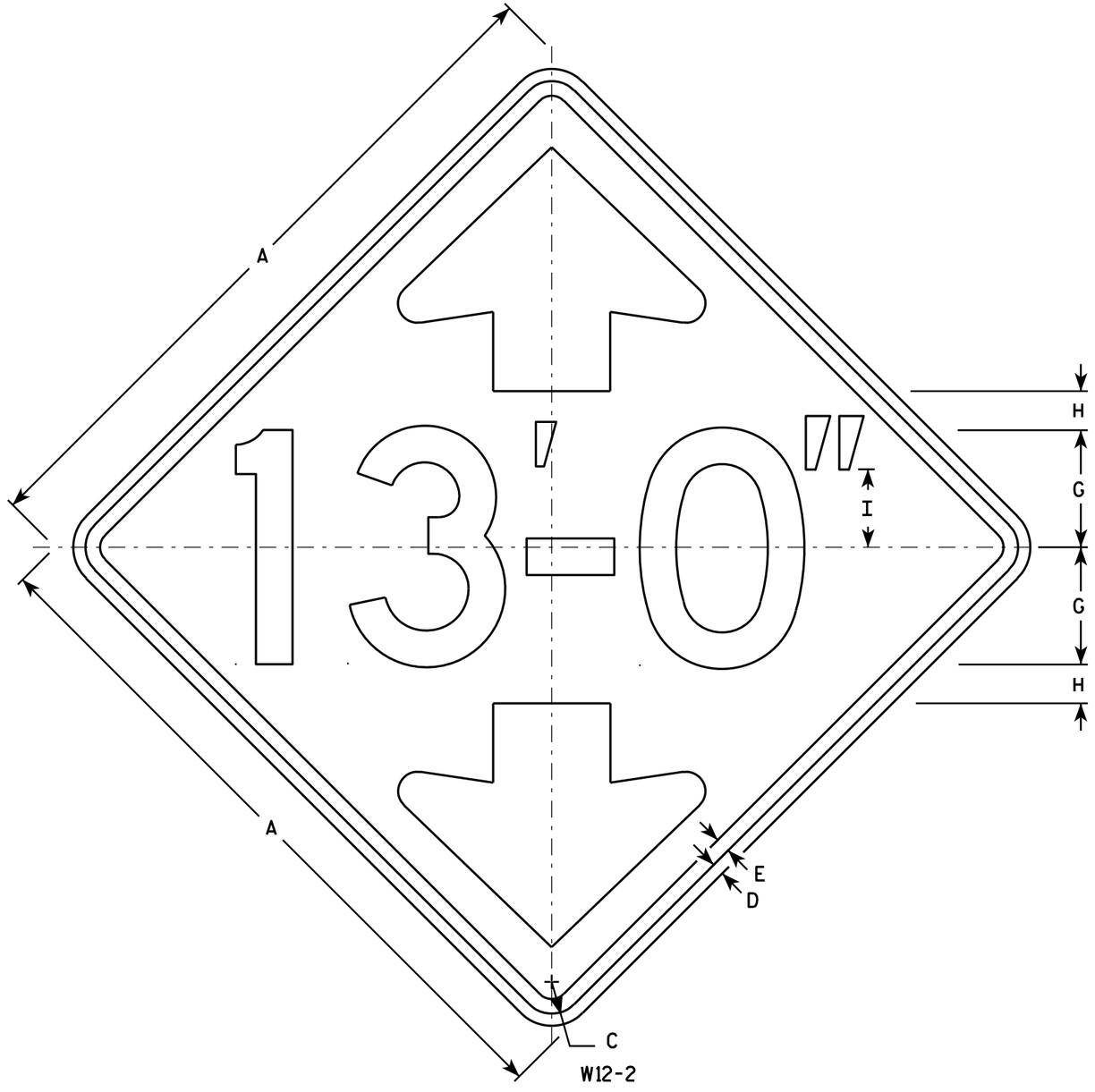
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/17 PLATE NO. R11-3.8

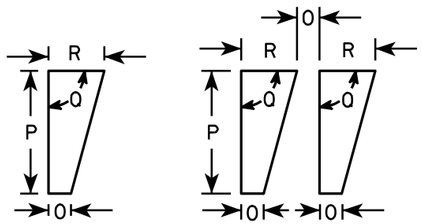
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 358 | E



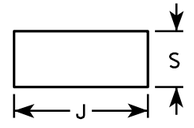
NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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 of numerals, hyphen, foot & inch marks to achieve proper balance.

Arrow Detail



Foot Mark & Inch Mark Detail



Hyphen Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		5	1 5/8	3 3/8	3 3/4	6 5/8	5 3/4	3/4	2 1/2	1/2	2 1/4	90°	1	1 5/8								6.25
2S	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
2M	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
3	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
4	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
5	48		2 1/4	3/4	1		8	2 5/8	5 1/2	5 7/8	10 5/8	9 1/4	1 3/8	4	5/8	3 5/8	90°	1 5/8	2 1/2								16.00

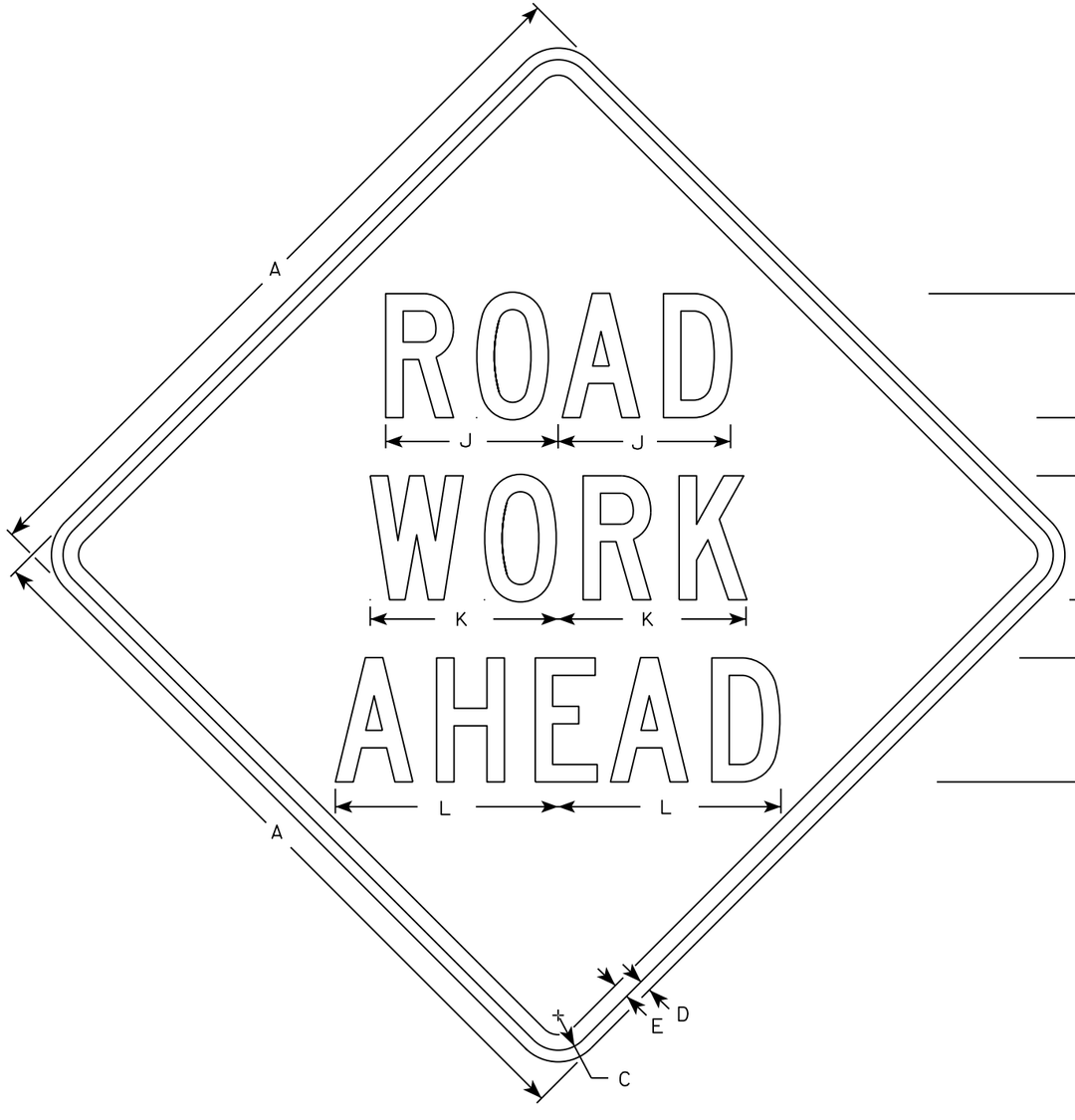
STANDARD SIGN
W12-2

WISCONSIN DEPT OF TRANSPORTATION

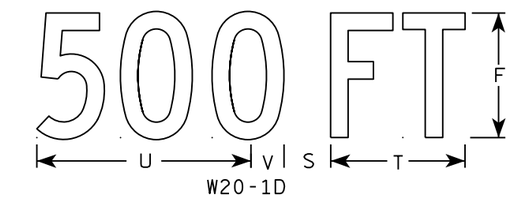
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-2.9

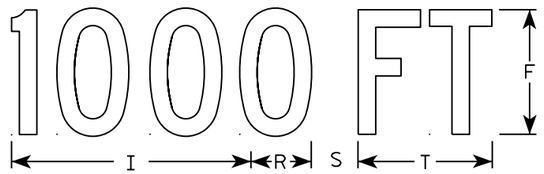
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 359	E



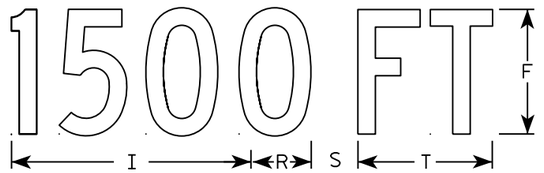
W20-1A



W20-1D

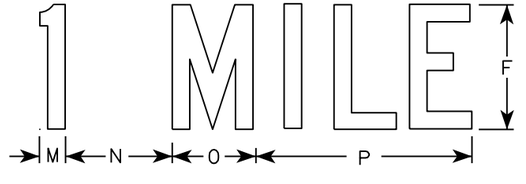


W20-1C

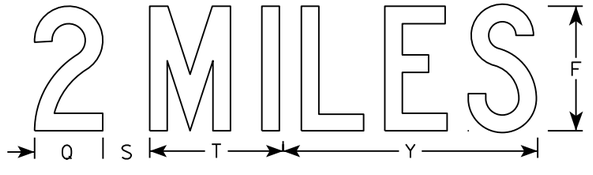


W20-1B

W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

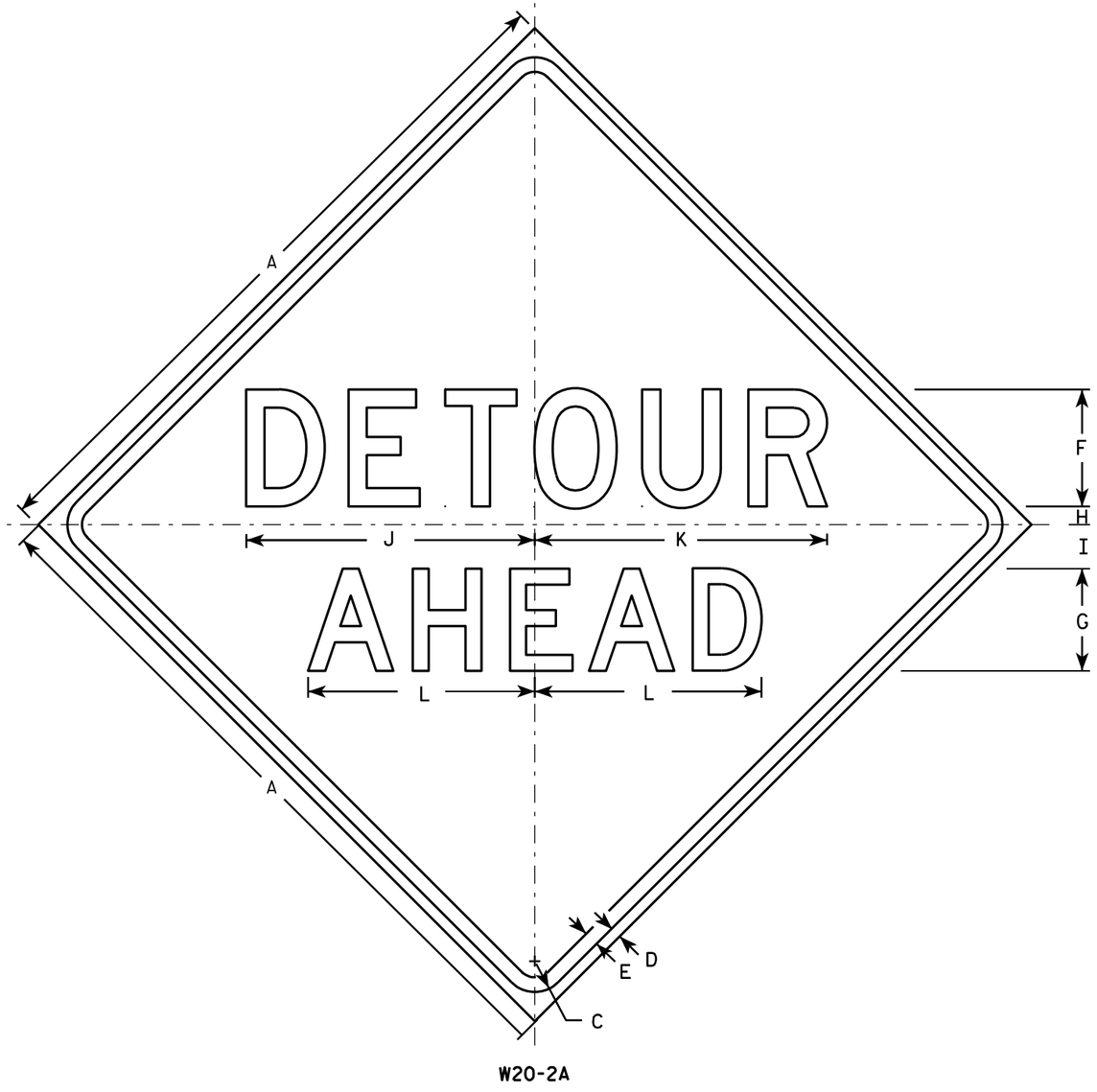
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

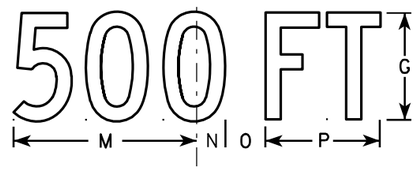
PROJECT NO:

SHEET NO: E

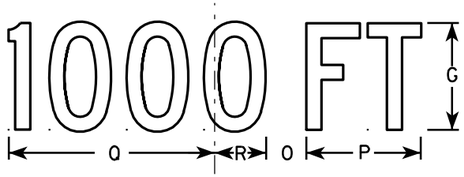
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



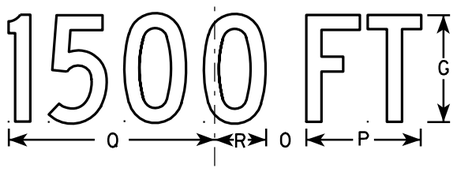
W20-2A



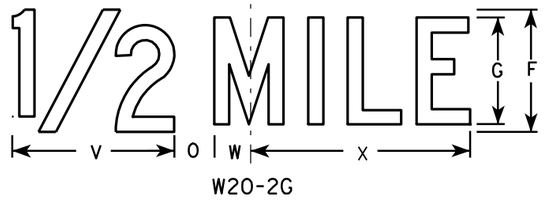
W20-2D



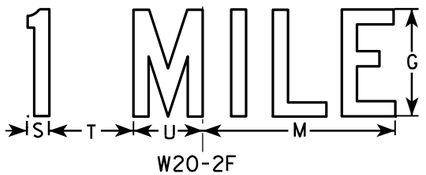
W20-2C



W20-2B



W20-2G



W20-2F

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. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

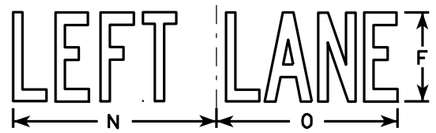
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

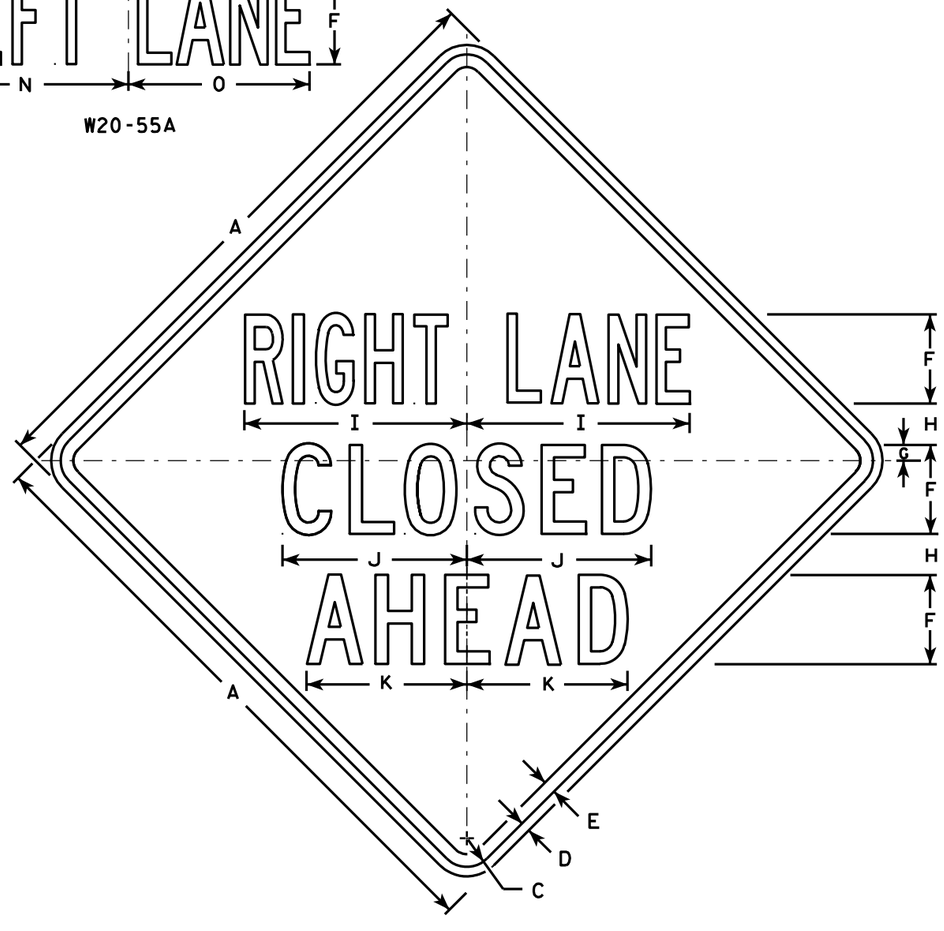
DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 361	E

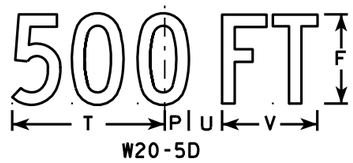
W20-56A



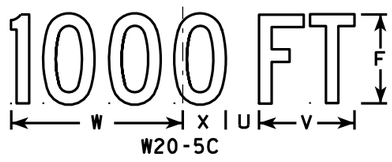
W20-55A



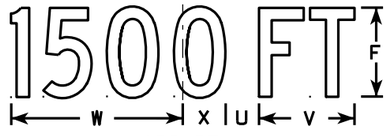
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

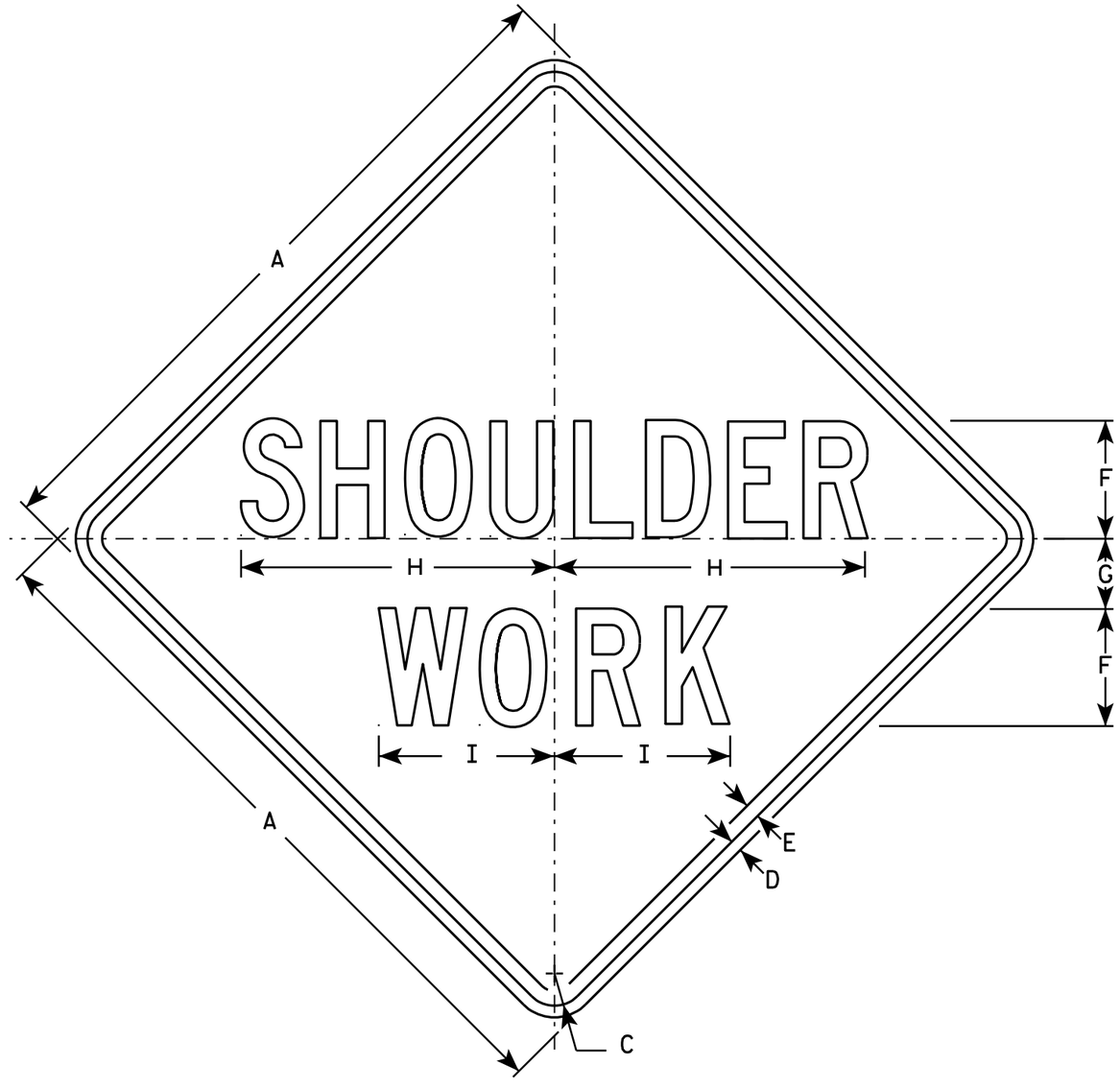
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 362 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W21-5

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2 1/2	10 3/4	6																		4.0
2S	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN
W21-5

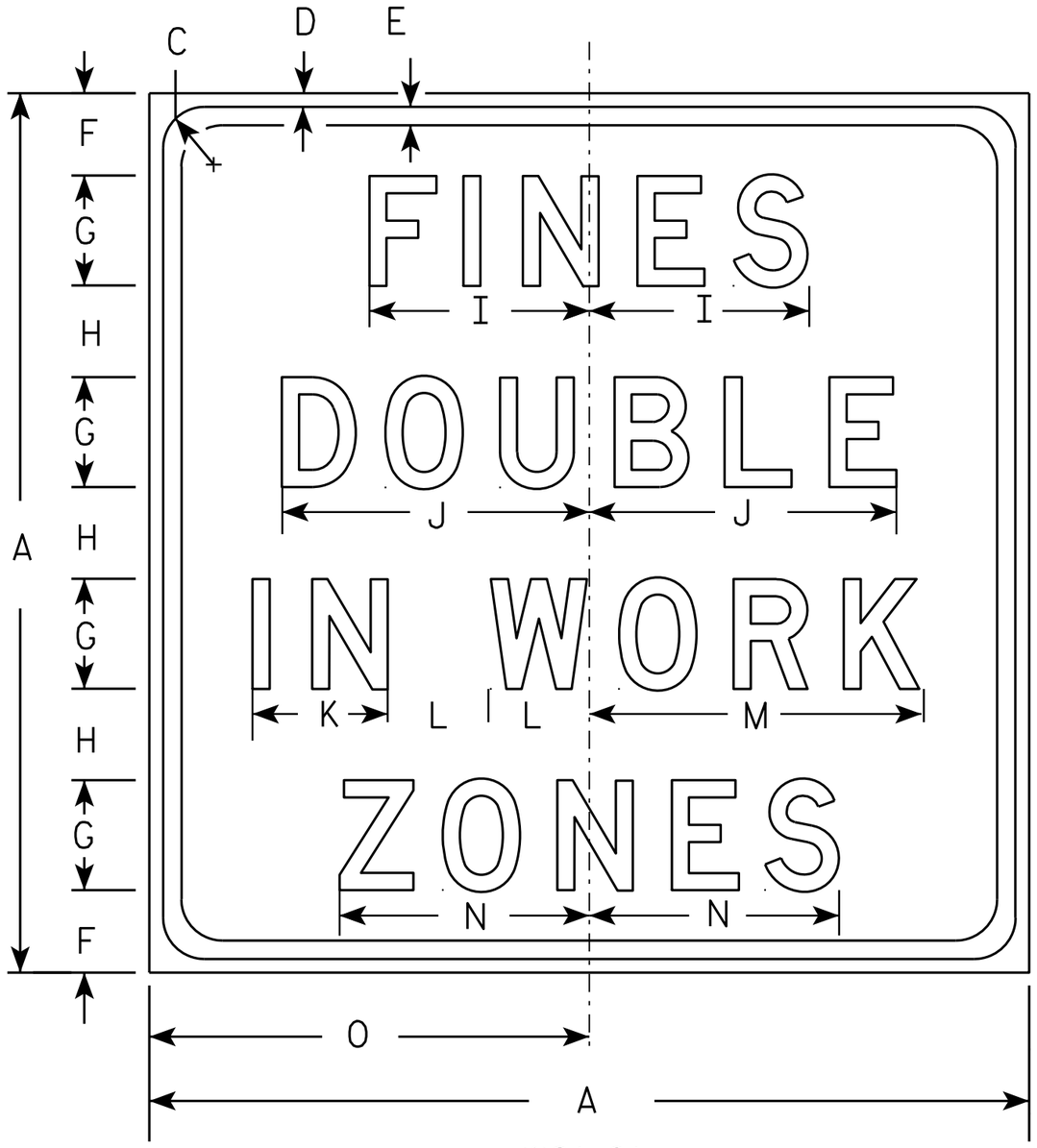
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 363 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W215.DGN PLOT DATE : 21-MAR-2011 08:01 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.207338:1.000000
WISDOT/CADDS SHEET 42



W21-61

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																											

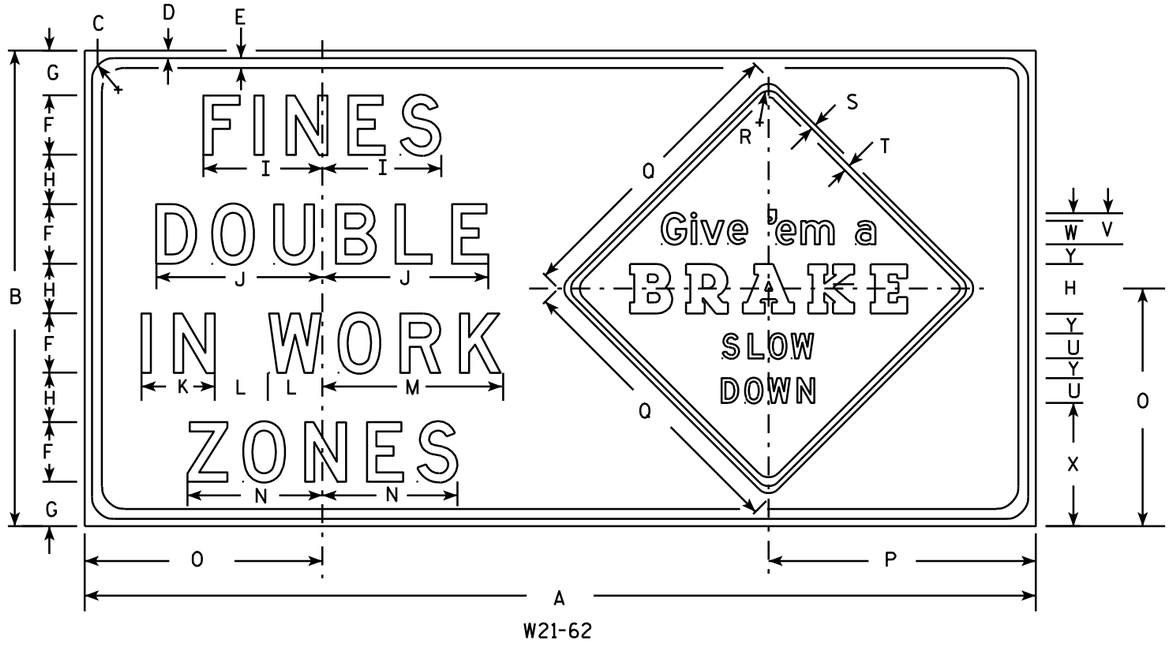
STANDARD SIGN
W21-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

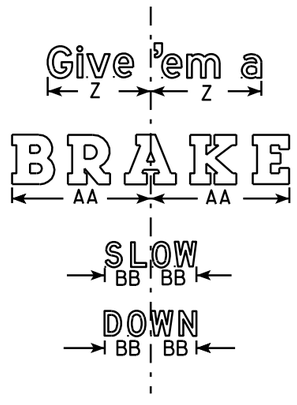
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 364	E

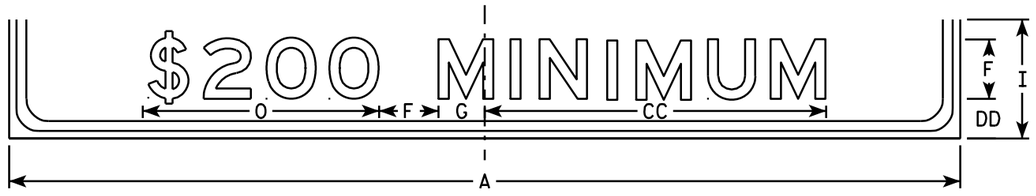


W21-62

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White - (See Note 5)
   Message - Black
3. Message Series -
   Fines Double Message - All lines are Series D
   Give 'em a Brake -
   Line one is Series E, line two is a Special Graphic Series and lines three and four are Series D.
4. The base material shall be plywood. Corners may be square or rounded, but borders shall be rounded as shown. The base material for Give 'em a Brake sign can be a seperate sheet of aluminum with the corners and borders rounded as shown. This seperate panel shall then be attached to the plywood with aluminum or stainless steel sheet metal screws.
5. Background for the Give 'em a Brake sign shall be Type F reflective orange.





W21-62P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD	Area sq. ft.
1																															
2S																															
2M																															
3	96	48	2 1/4	3/4	1	6	4 1/2	5	12	16 3/4	7 3/8	5 1/2	18 1/4	13 5/8	24	27	30	1 3/8	1/2	5/8	2 1/2	3 1/8	2 3/8	12 1/2	2	10 3/4	14	4 5/8	34 1/2	4	32.0
4																															
5																															

STANDARD SIGN
W21-62

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-62.5

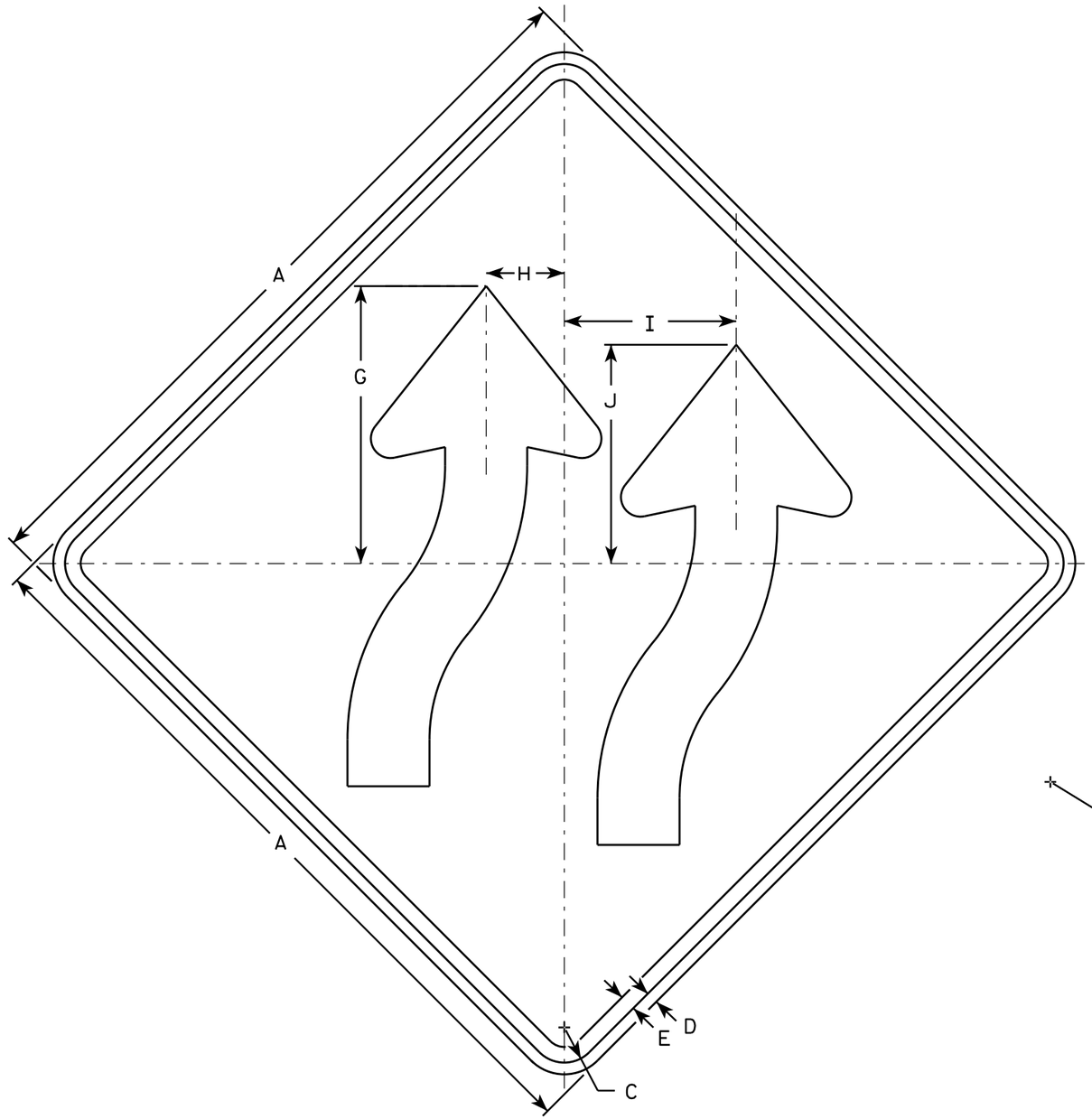
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 365	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W2162.DGN PLOT DATE : 21-MAR-2011 10:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 15.294877:1.000000

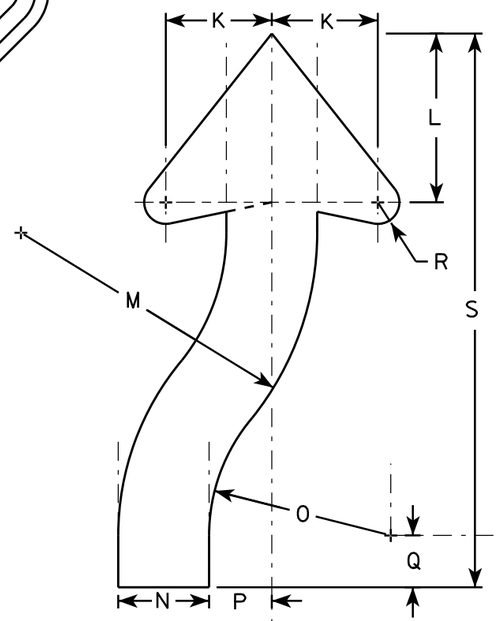
WISDOT/CADDS SHEET 42

7

7



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

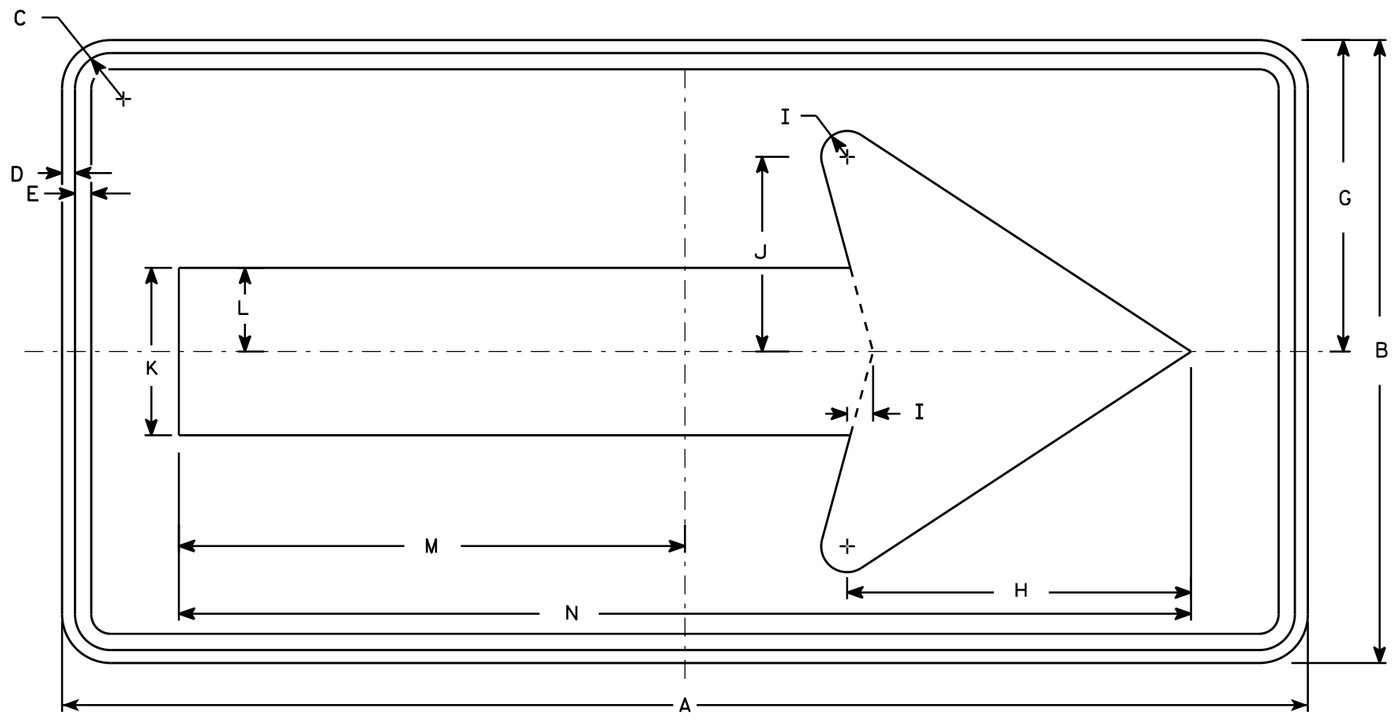
STANDARD SIGN
W01-4b

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

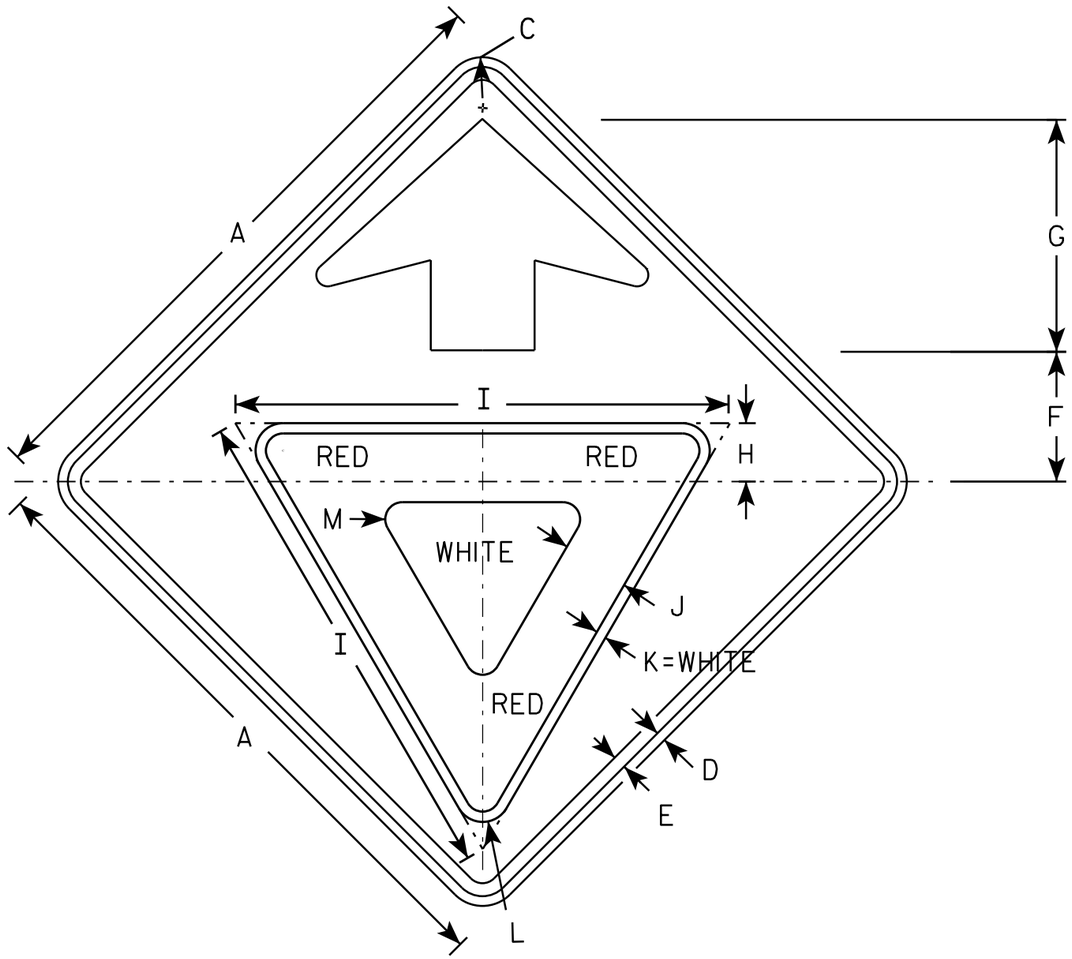
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

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

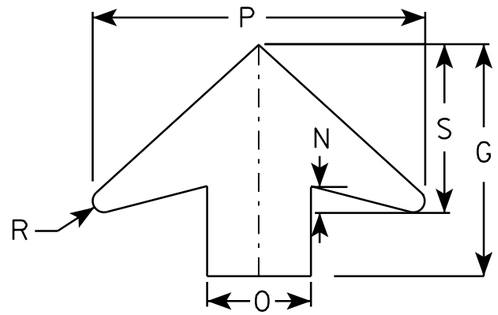
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



W03-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

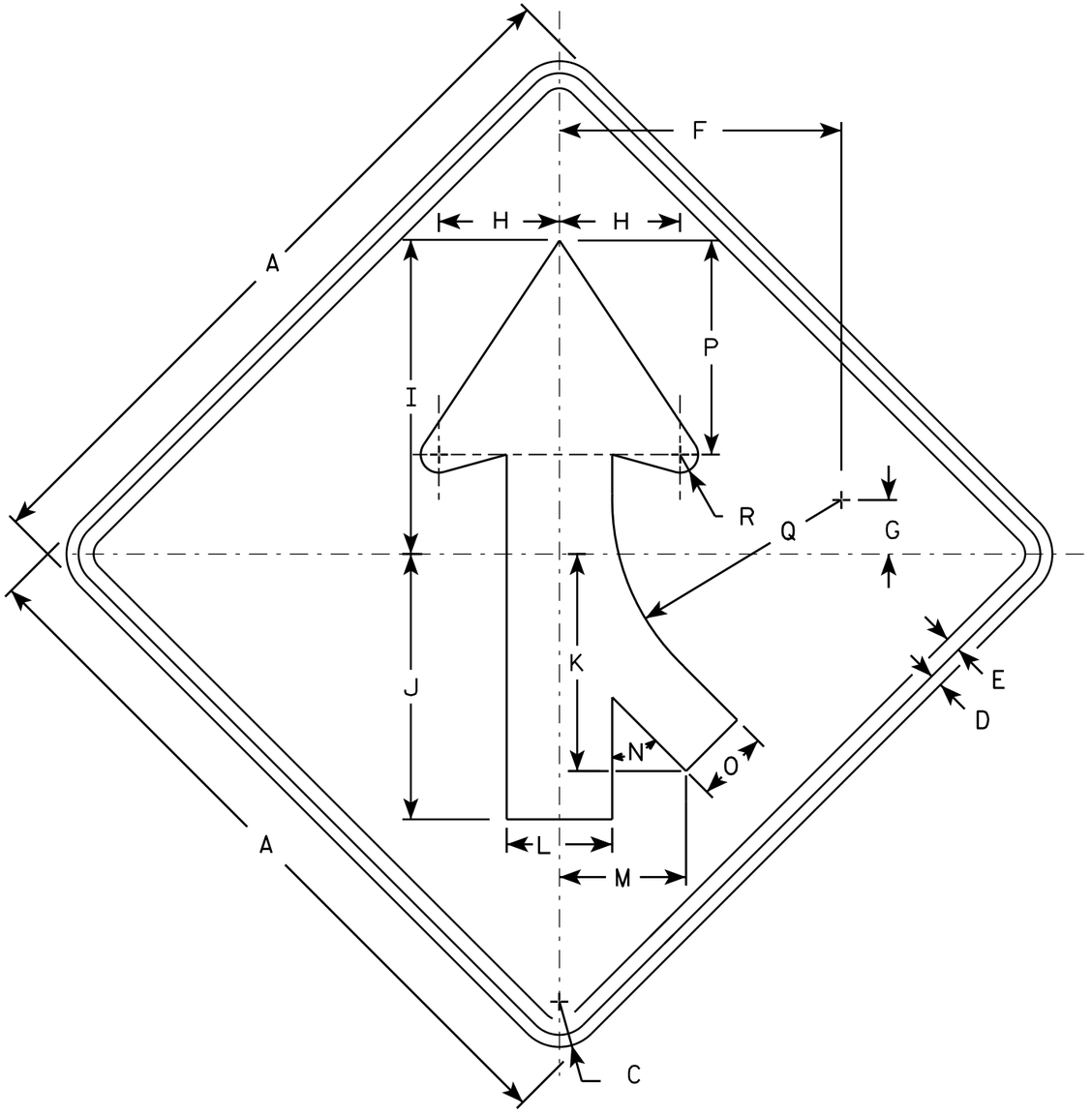
STANDARD SIGN
W03-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-2.1

PROJECT NO: SHEET NO: E



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

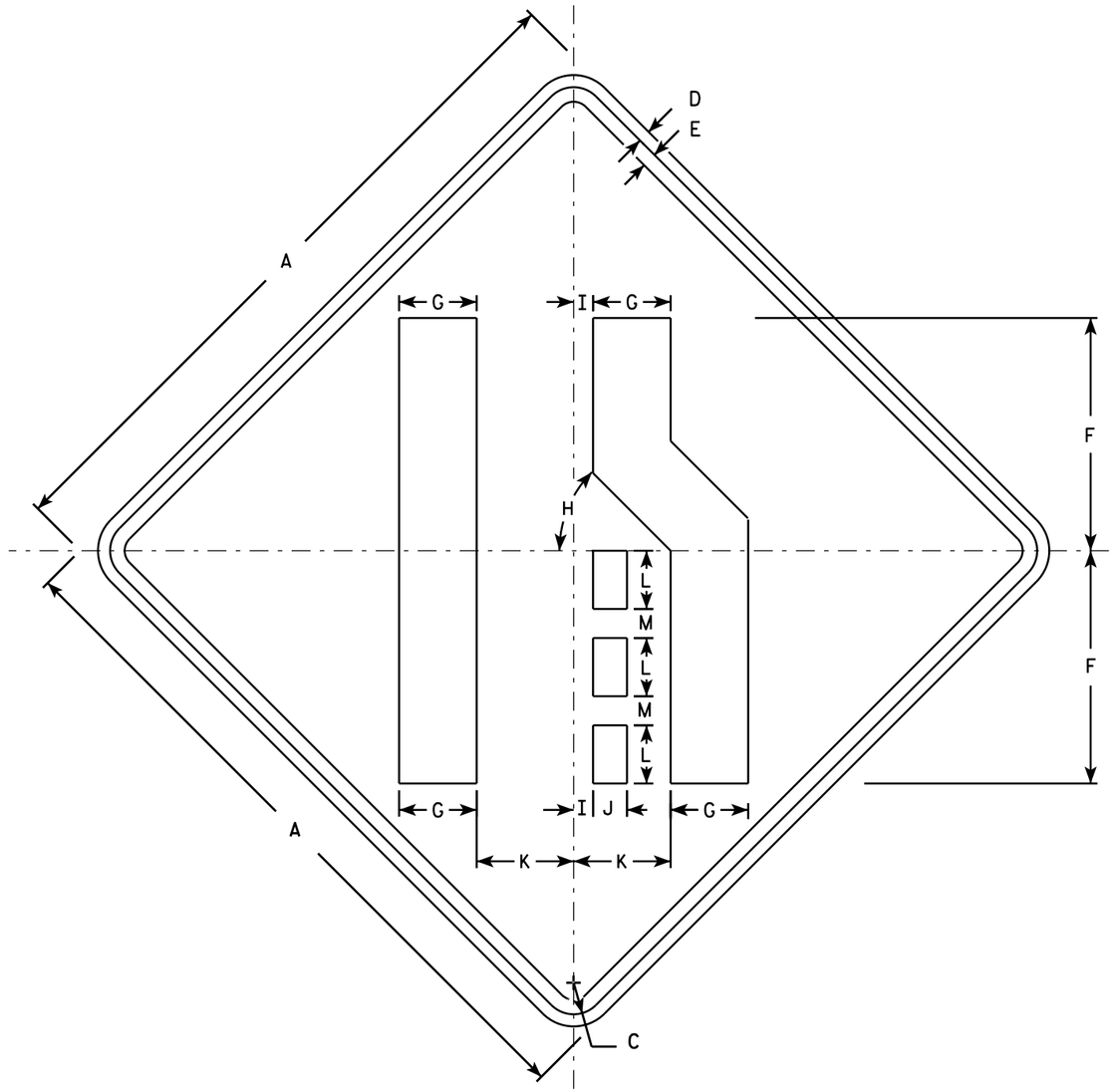
WISCONSIN DEPT OF TRANSPORTATION

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



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

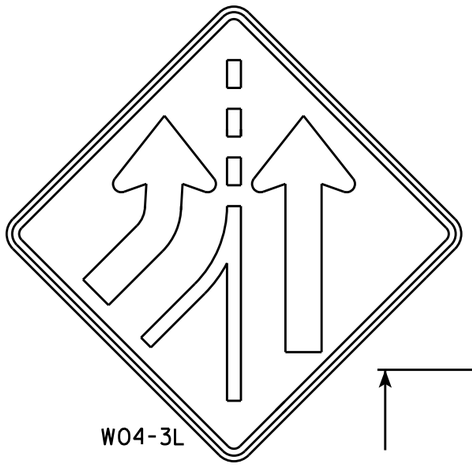
WISCONSIN DEPT OF TRANSPORTATION

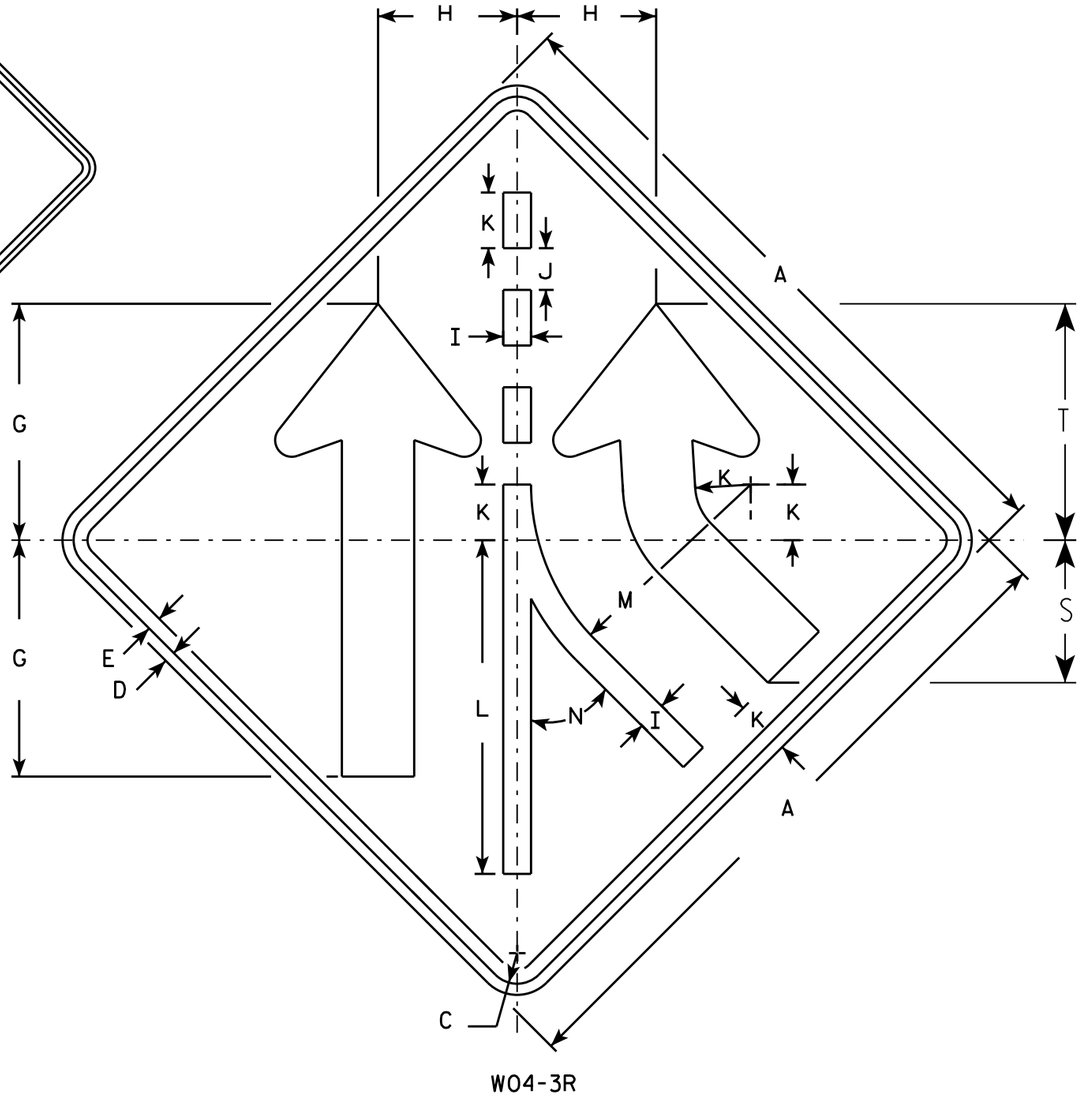
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 370 W04-2.1

PROJECT NO: | SHEET NO: E

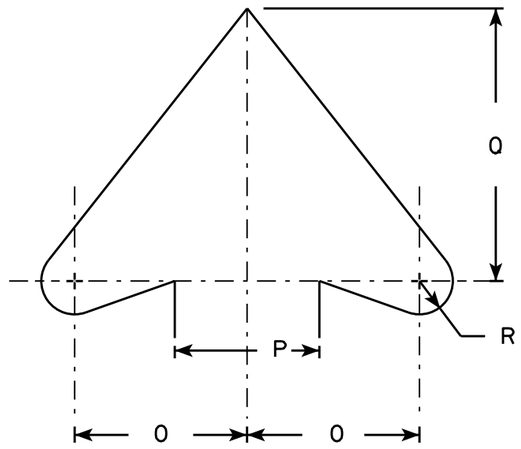
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W042.DGN PLOT DATE : 20-NOV-2013 11:43 PLOT BY : mscsja





NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-3 L is the same as W04-3 R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2S	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
2M	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
3	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
4	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

STANDARD SIGN

W0433

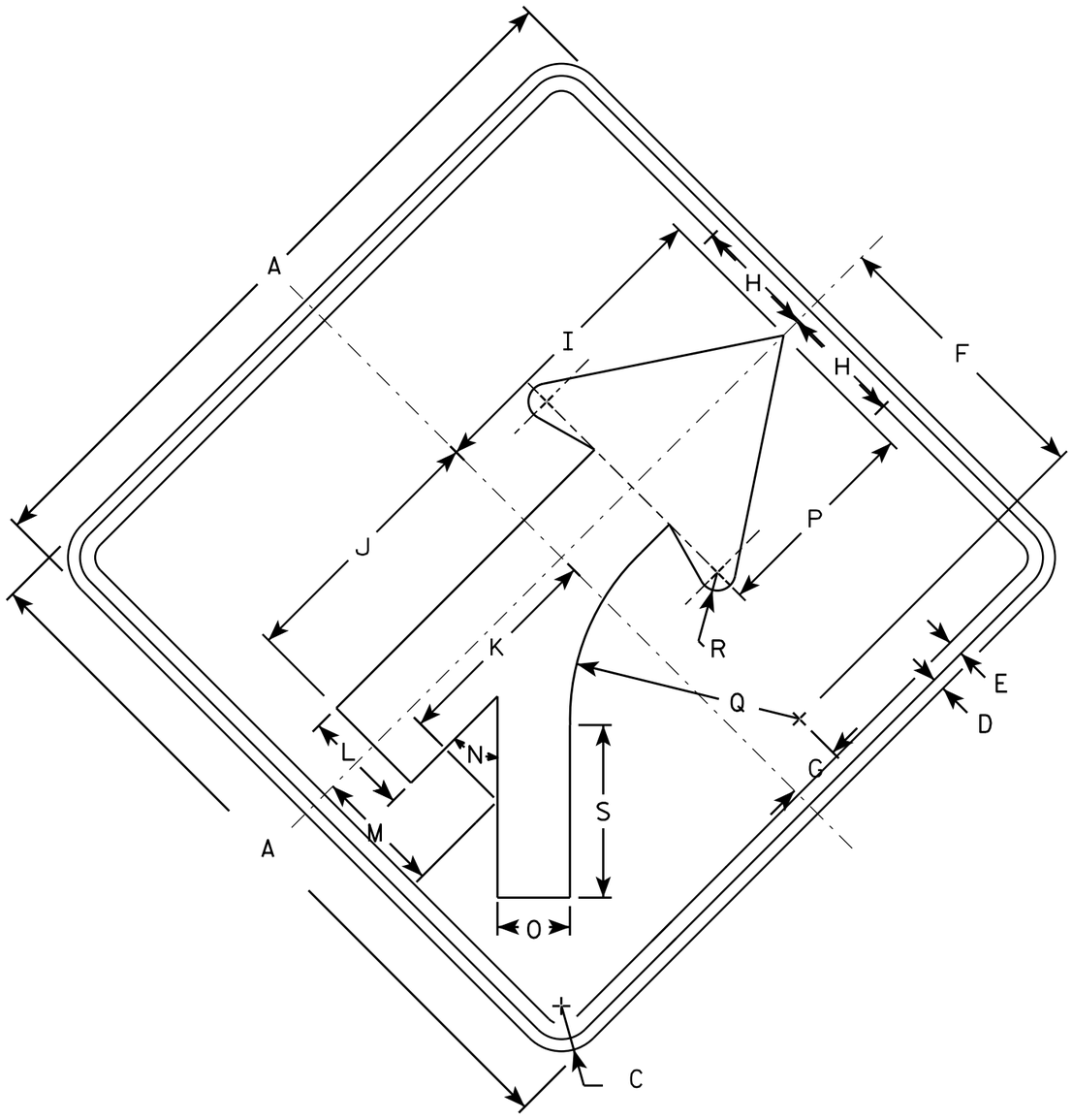
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/20/13 PLATE W04-3.1

PROJECT NO:

SHEET NO: E



W04-5

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	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	8 1/2								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	11 3/8								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	11 3/8								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	11 3/8								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	11 3/8								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	11 3/8								16.0

STANDARD SIGN
W04-5

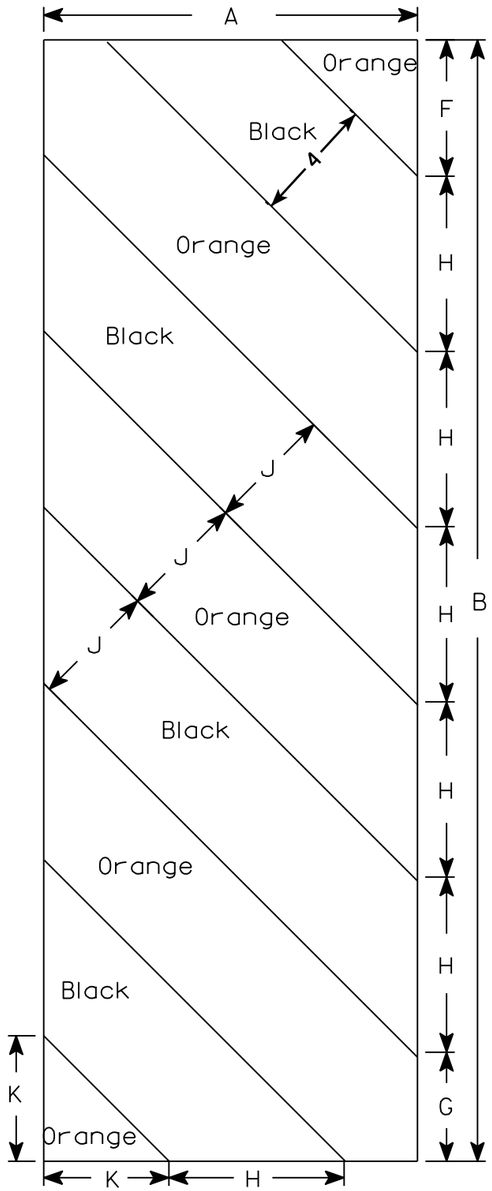
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

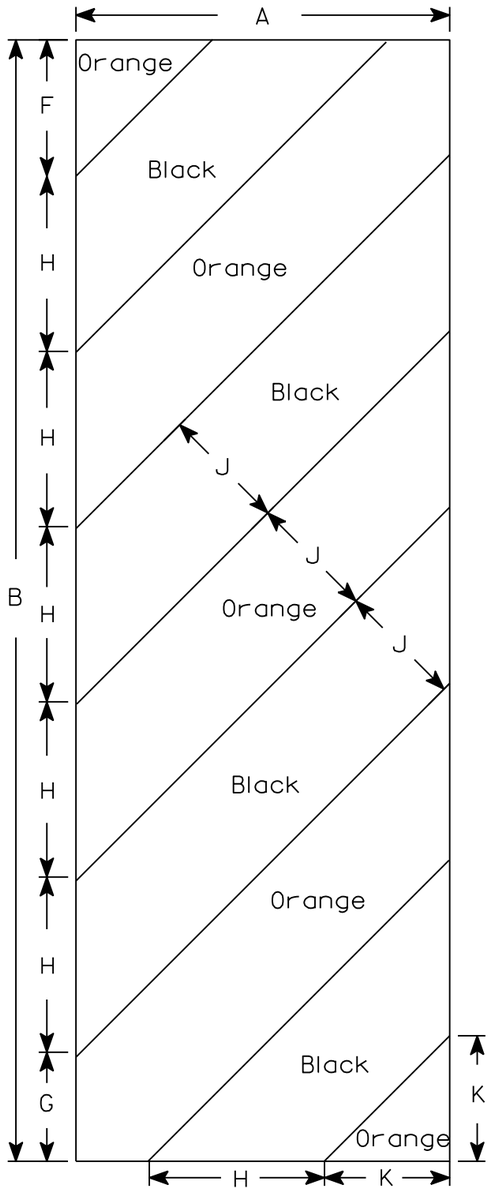
DATE 4/28/16 PLATE NO W04-5.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W045.DGN PLOT DATE : 28-APR-2016 13:30 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W05-52L



W05-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

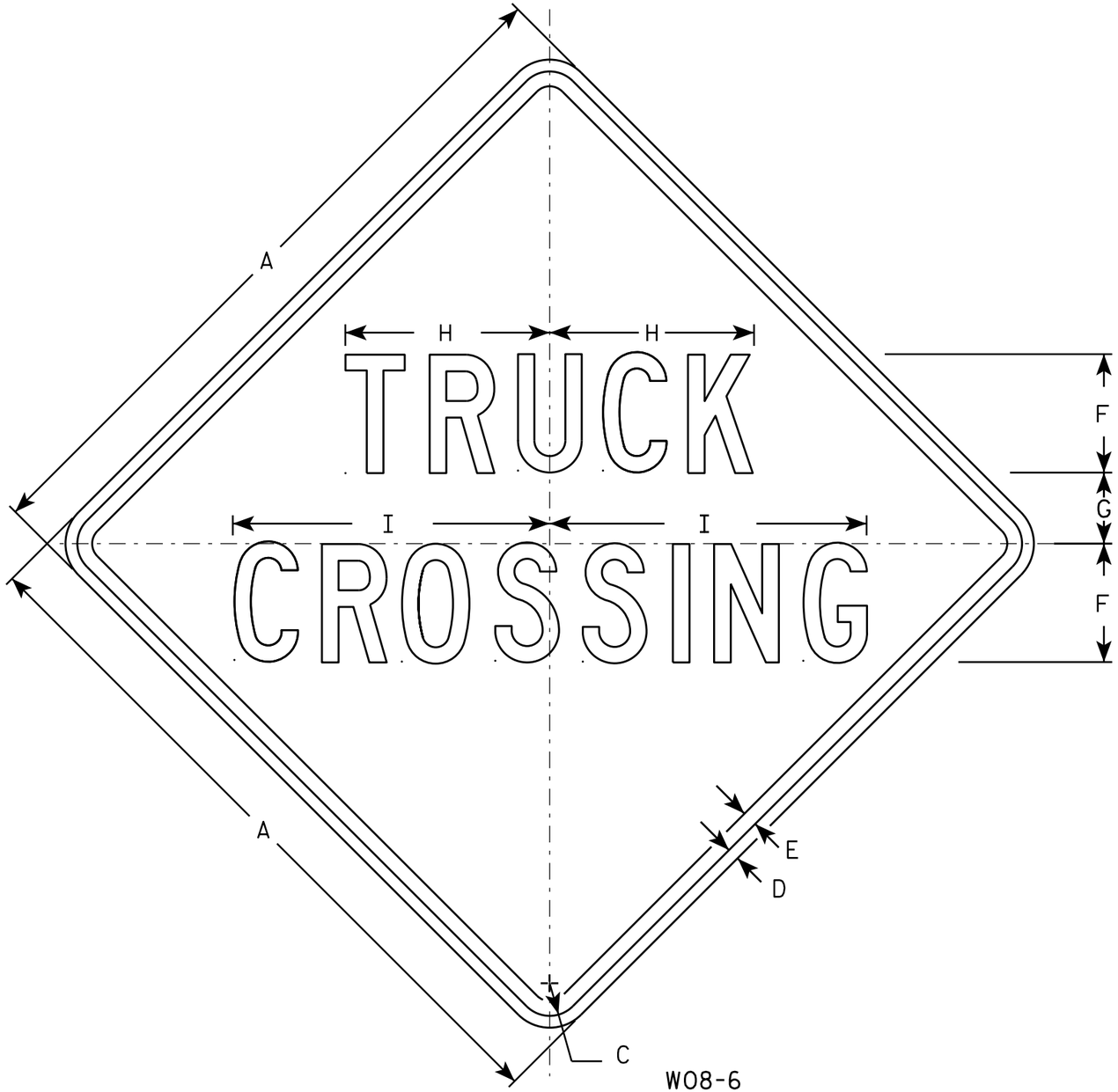
W05-52L & W05-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE No. W05-52.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W08-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	3 1/2	10 3/8	16																		9.0
2S	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0
2M	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0
3	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0
4	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0

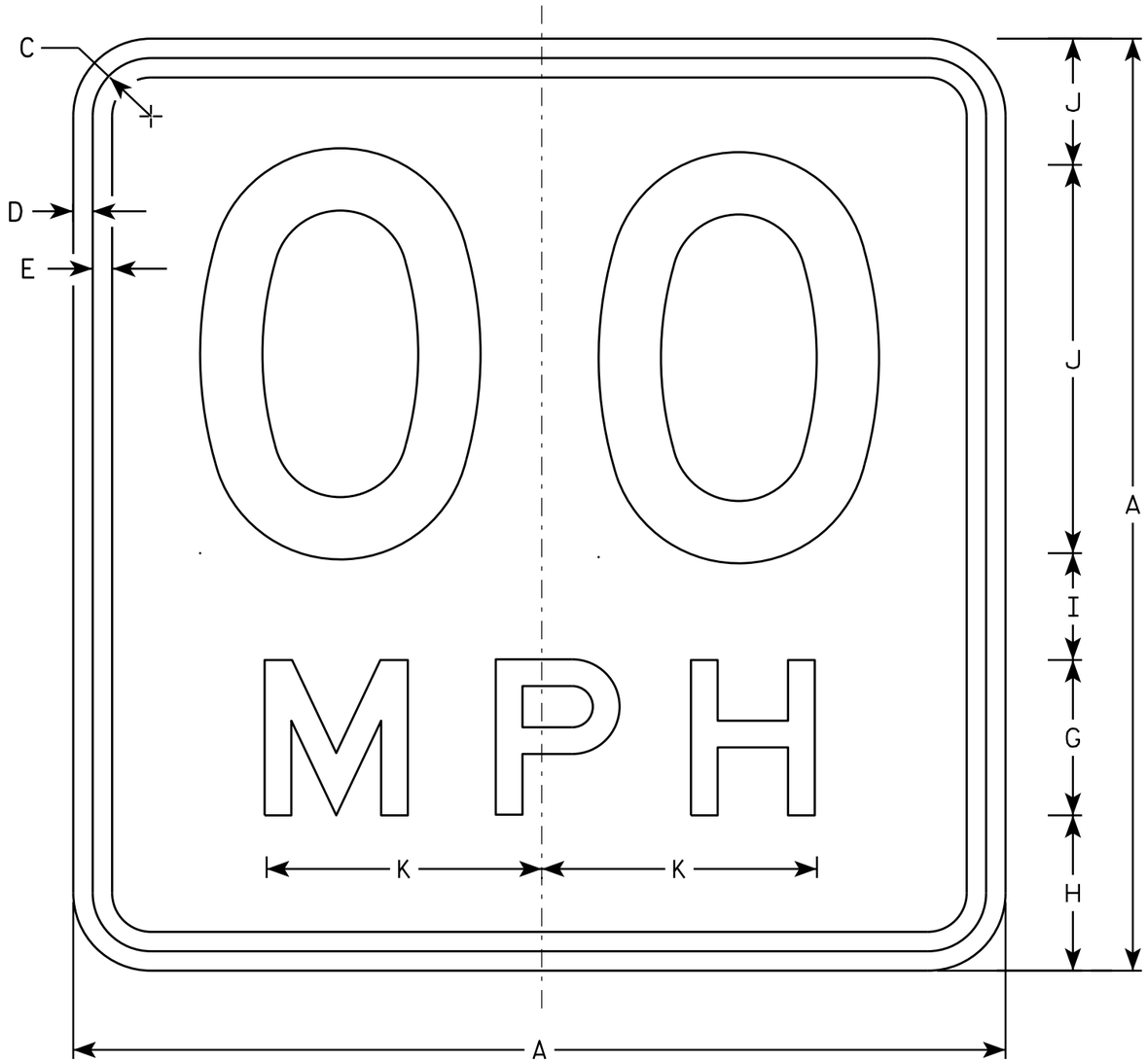
STANDARD SIGN
W08-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 374 "W08-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 375 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0131.DGN PLOT DATE : 02-DEC-2013 13:55 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.794391:1.000000
WISDOT/CADDS SHEET 42

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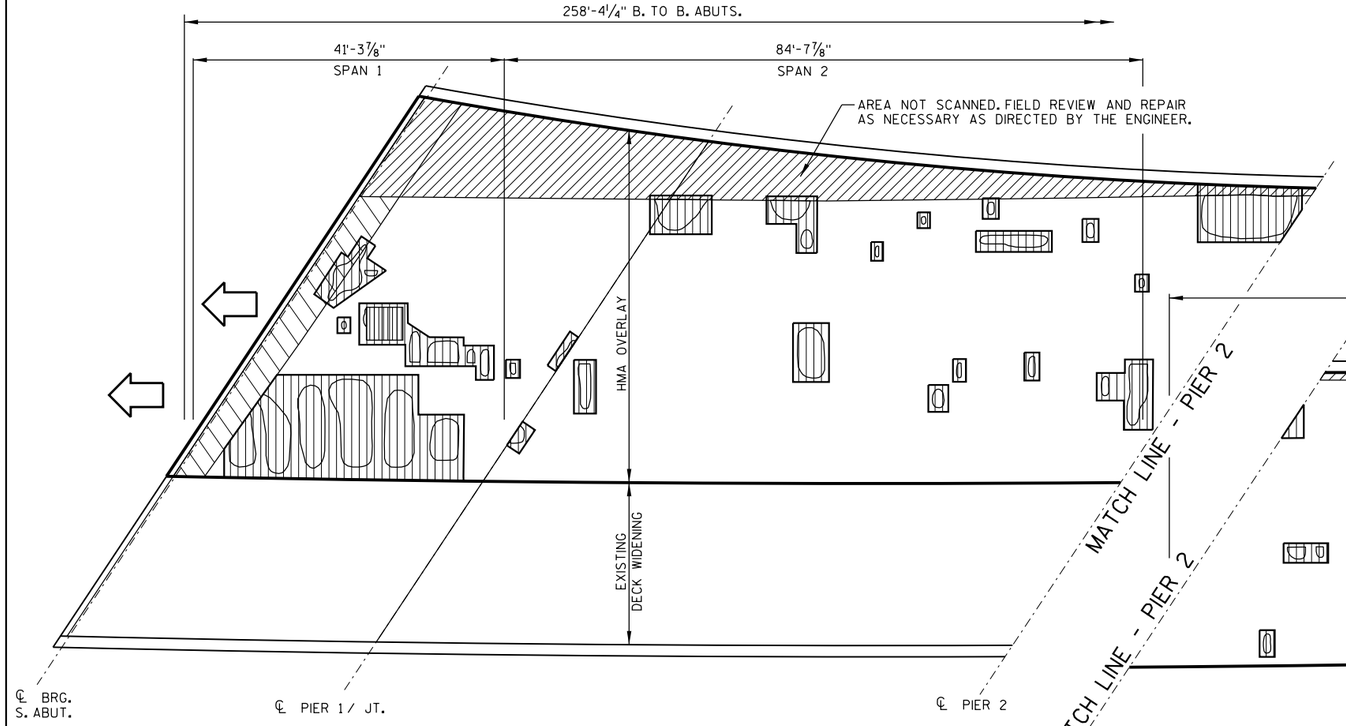
FILE NAME: L:\work\projects\60239782\400_Technical\408_Structural\2017 Deck Repairs (IR Surveys)\USH 14 - B-53-65\dgn\01_Asph_overlay_B-53-65.dgn
PLOT DATE: 11/15/2017 BATCH PRINT SHEET 1 OF 2
PLOT TIME: 9:35:58 AM

STATE PROJECT NUMBER

1005-10-81

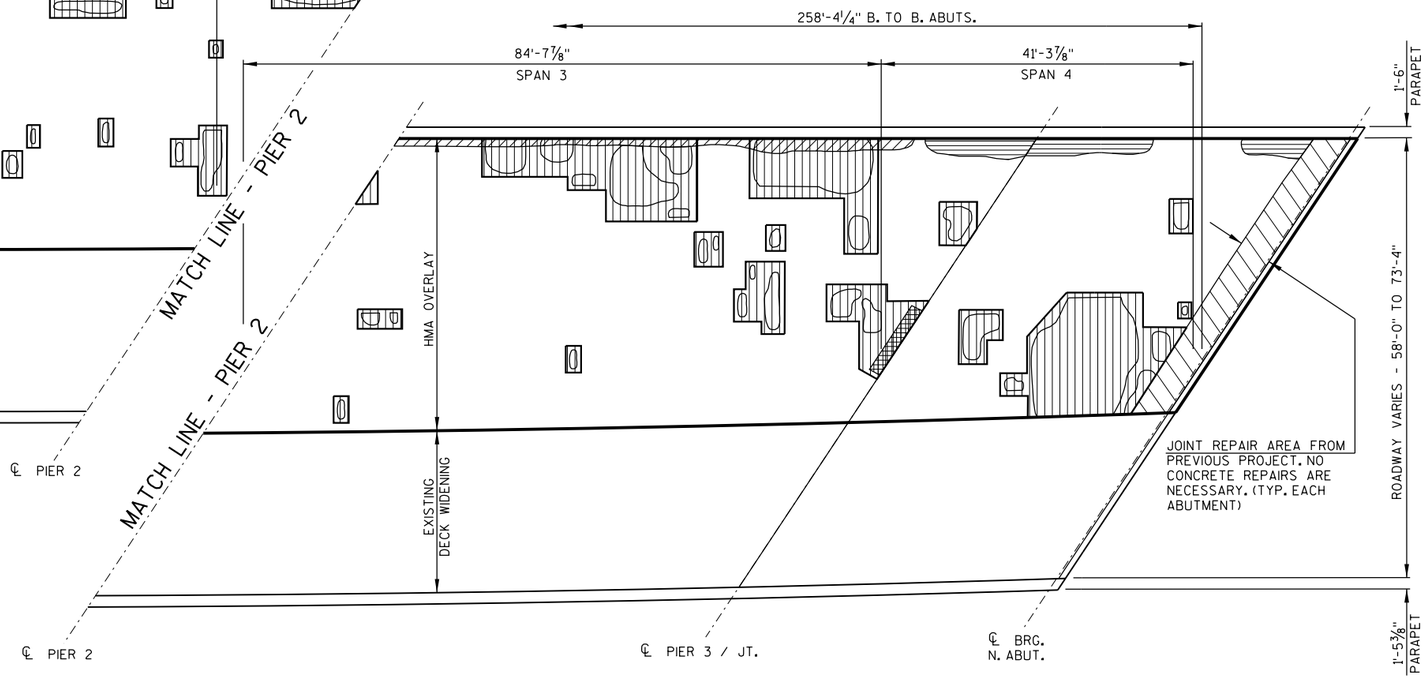


LEGEND

DECK PREPARATION AREA	DELAMINATION
SHADE/DEBRIS	SPALL
	DEBOND
	ASPHALT PATCH
	CONCRETE PATCH

N

SCALE 0' 5' 10' 20'



PLAN

(FOUR SPAN - HAUNCHED STEEL GIRDERS & 36" PRESTRESSED CONCRETE GIRDERS)

DESIGN DATA

(EXISTING STRUCTURE, TAKEN FROM HSI, 11/6/17)
INVENTORY RATING: HS13
OPERATIONAL RATING: HS22
WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV) = 130 KIPS

MATERIAL PROPERTIES

CONCRETE MASONRY:
SLAB ——— f'c = 4,000 PSI

TRAFFIC DATA

IH 39/90 SB
A.D.T. (2018) = 59,000
A.D.T. (2020) = 92,400
R.D.S. = 70 MPH

LIST OF DRAWINGS

1. GENERAL PLAN - HMA OVERLAY
2. DECK OVERLAY CROSS SECTION

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

THE EXISTING ASPHALTIC CONCRETE OVERLAY SHALL BE REMOVED FROM THE BRIDGE DECK UNDER THE BID ITEM "REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-65".

REMOVAL OF THE EXISTING CONCRETE MASONRY OVERLAY ABOVE "PREPARATION DECKS TYPE 1" SHALL BE INCLUDED WITH THE BID ITEM "PREPARATION DECKS TYPE 1".

AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DELINEATED BY SAW CUT ON THE EXISTING CONCRETE MASONRY OVERLAY AND ONCE AGAIN ON THE EXISTING CONCRETE SLAB ONCE THE OVERLAY IS REMOVED. PAYMENT WILL BE FOR ONE SAWCUT CUTTING THROUGH BOTH THE CONCRETE OVERLAY AND ORIGINAL DECK.

CONTACT THE BUREAU OF STRUCTURES BEFORE PLACEMENT OF OVERLAY IF THE AVERAGE THICKNESS OF THE NEW OVERLAY WILL EXCEED THE AVERAGE OVERLAY SHOWN ON THE PLANS BY MORE THAN ½".

AREAS FOR "PREPARATION DECKS TYPE 1", "PREPARATION DECKS TYPE 2", "FULL DEPTH DECK REPAIR" SHALL BE DETERMINED BY THE FIELD ENGINEER. DECK REPAIRS SHALL BE REPAIRED WITH THE BID ITEM "CONCRETE MASONRY DECK REPAIR" TO THE TOP OF THE EXISTING CONCRETE MASONRY OVERLAY.

THE PLAN QUANTITY FOR THE BID ITEM "HMA PAVEMENT 4 HT 58-28 V" IS BASED ON THE AVERAGE OVERLAY THICKNESS.

THE EXISTING 2" CONCRETE MASONRY DECK OVERLAY TO REMAIN. REMOVE ONLY WHERE REQUIRED FOR REPAIRS TO CONCRETE SLAB AS DIRECTED.

REFER TO ROADWAY PLANS FOR TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC DURING CONSTRUCTION OPERATIONS.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
455.0605	TACK COAT	GAL	80
460.7624	HMA PAVEMENT 4 HT 58-28 V	TON	126
509.0301	PREPARATION DECKS TYPE 1	SY	161
509.0302	PREPARATION DECKS TYPE 2	SY	51
509.2000	FULL-DEPTH DECK REPAIR	SY	41
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	28
509.9010.003	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-65	SY	1,122
SPV.0090.700	SAWING PAVEMENT DECK PREPARATION AREAS	LF	935

SURFACE TYPE: CONCRETE OVERLAY-1987
BITUMINOUS OVERLAY-2000

INFRARED INSPECTION DATE: 8/23/17

WISCONSIN
MICHELLE A. HOWE
E-43048
MADISON
WI
PROFESSIONAL ENGINEER

11/15/2017

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

CONSULTANT:
MICHELLE HOWE (608) 828-8145

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 11/16/17
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-65

SB IH 39/90 OVER USH 14

COUNTY ROCK | ~~TOWN~~/CITY/~~VILLAGE~~ JANESVILLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
MAH	JRL	TAW	MAH

GENERAL PLAN - HMA OVERLAY

SHEET 1 OF 2
376

8

8

PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\HE_PDF.11 x 17.plt
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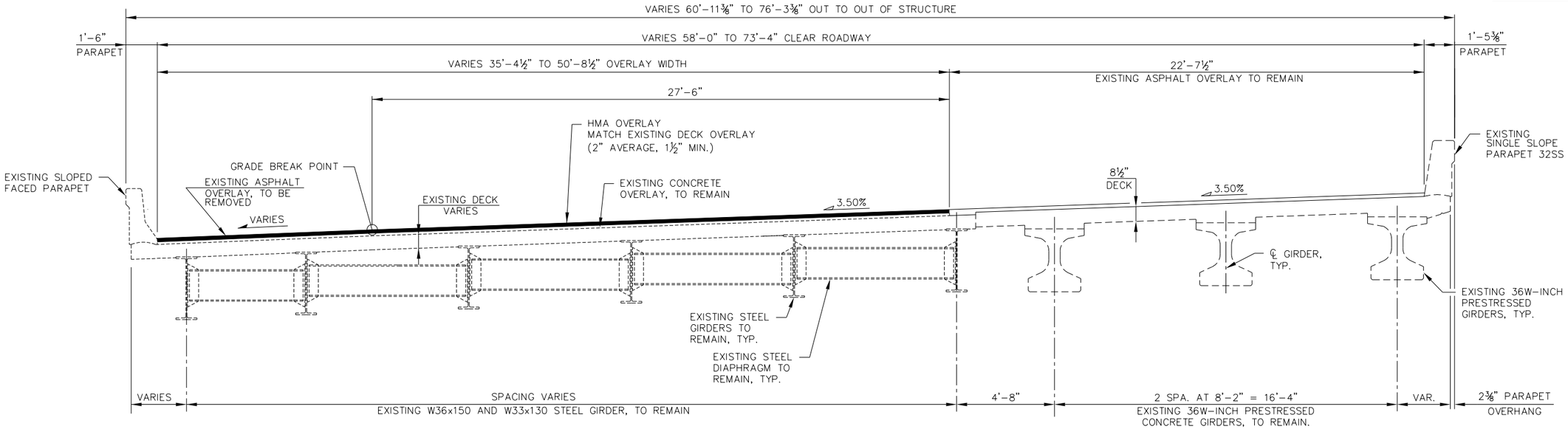
FILE NAME: L:\work\projects\6023978Z\400_Technical\408_Structural\2017 Deck Repairs (JR Surveys)\USH 14 - B-53-65\dgn\02_section_overlay_b-53-65.dgn
PLOT DATE: 11/15/2017 PLOT TIME: 9:35:52 AM
BATCH PRINT SHEET 2 OF 2

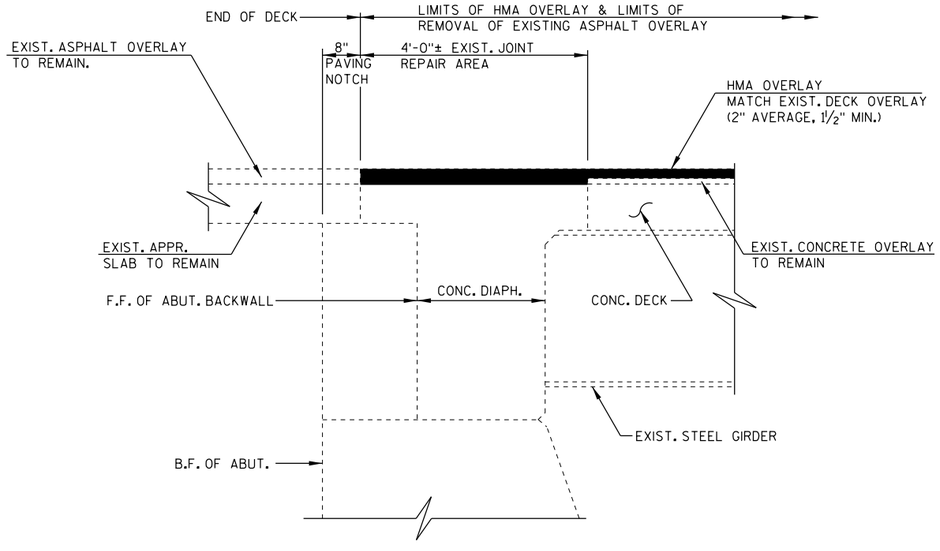
STATE PROJECT NUMBER

1005-10-81

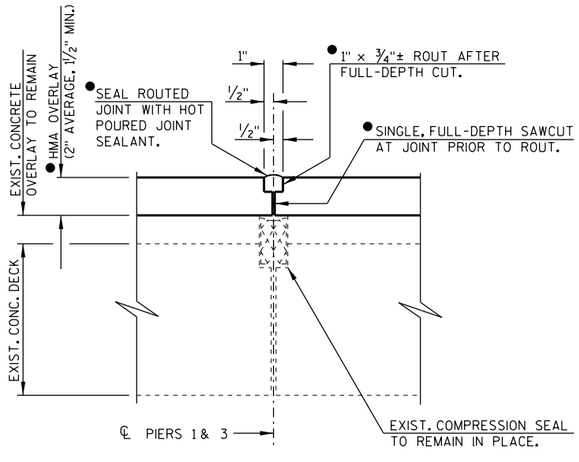


CROSS SECTION THRU ROADWAY IN SPAN SHOWING HMA OVERLAY

(LOOKING NORTH)



PART LONGITUDINAL SECTION AT ABUTMENT



SECTION THRU JOINT - PIERS 1& 3

NOTE: ALL WORK TO COMPLETE JOINT SEALANT AS SHOWN IS INCLUDED IN THE BID ITEM "HMA PAVEMENT 4 HT 58-28 V".

LEGEND

- PLACE HMA OVERLAY CONTINUOUSLY OVER EXPANSION DEVICES. AT COMPRESSION SEALS, SAWCUT THROUGH THE FULL DEPTH OF THE HMA OVERLAY. AFTER SAWCUT, PROVIDE 1" x ¾"± ROUT AT THE TOP SURFACE OF THE OVERLAY. FILL THE ROUT WITH HOT POURED JOINT SEALANT. SAWCUT, ROUT, AND HOT POURED JOINT SEALANT SHALL BE INCLUDED IN THE BID ITEM "HMA PAVEMENT 4 HT 58-28 V".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY TAW | PLANS CK'D. MAH

DECK OVERLAY CROSS SECTION

SHEET 2 OF 2
377

8

8

PRINTER DRIVER: S:\.acm-CADstds.Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF.11 x 17.plt
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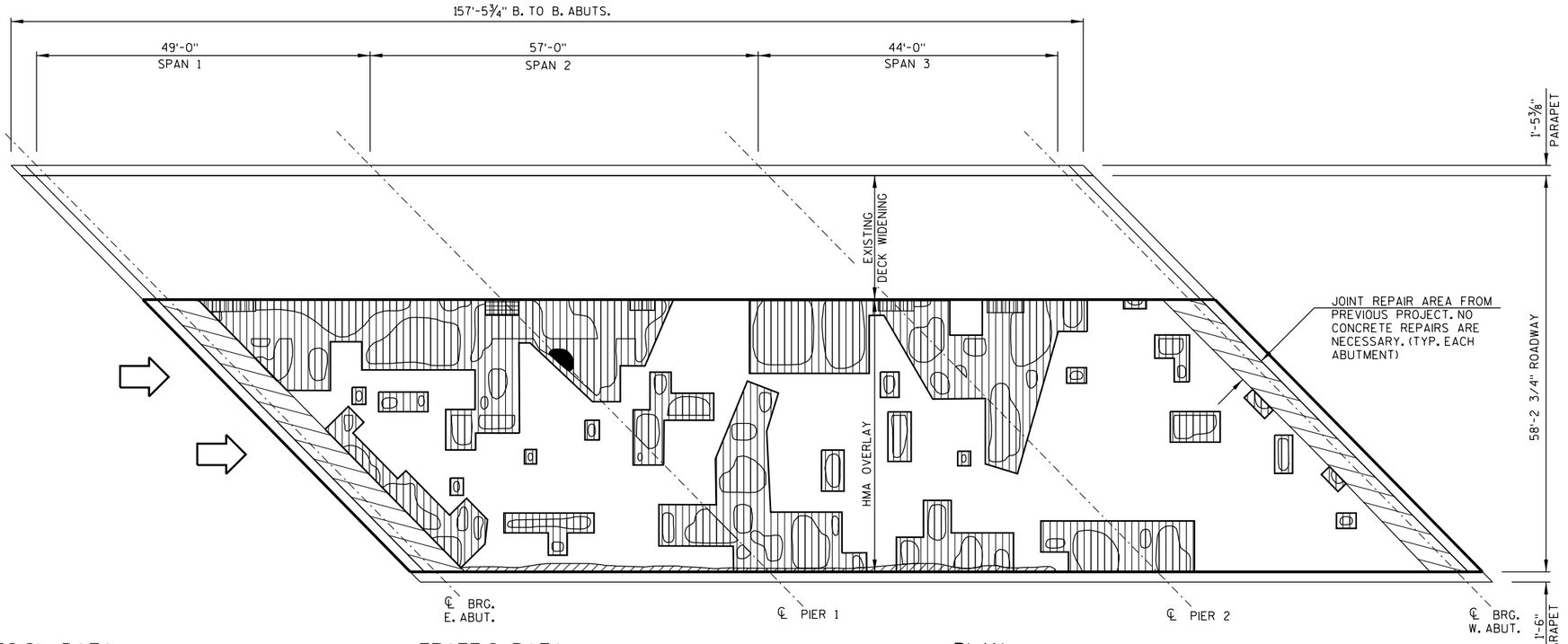
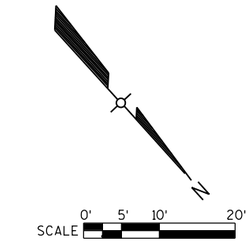
FILE NAME: L:\work\projects\60239782\400.Technical\400.Structural\2017 Deck Repairs (IR Surveys)\Newville - B-53-73\dgn\01_Asph.overlay_B-53-73.dgn
PLOT DATE: 11/15/2017 PLOT TIME: 9:41:27 AM BATCH PRINT SHEET 1 OF 2

STATE PROJECT NUMBER
1005-10-81



PLAN
(THREE SPAN - 36" PRESTRESSED CONCRETE GIRDERS & STEEL GIRDERS)



SURFACE TYPE: CONCRETE OVERLAY-1986
BITUMINOUS OVERLAY-2000 - REMOVED IN 2014
POLYMER OVERLAY-2014

INFRARED INSPECTION DATE: 8/23/17

DESIGN DATA

(EXISTING STRUCTURE, TAKEN FROM HSI, 11/6/17)
INVENTORY RATING: HS18
OPERATIONAL RATING: HS30
WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV) = 240 KIPS

MATERIAL PROPERTIES

CONCRETE MASONRY:
SLAB ——— f'c = 4,000 PSI

TRAFFIC DATA

IH 39/90 NB
A.D.T. (2018) = 54,000
A.D.T. (2020) = 55,540
R.D.S. = 65 MPH

LIST OF DRAWINGS

1. GENERAL PLAN - HMA OVERLAY
2. DECK OVERLAY CROSS SECTION

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

THE EXISTING POLYMER MODIFIED ASPHALTIC OVERLAY AND BITUMINOUS OVERLAY SHALL BE REMOVED FROM THE BRIDGE DECK UNDER THE BID ITEM "REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-73".

REMOVAL OF THE EXISTING CONCRETE MASONRY OVERLAY ABOVE "PREPARATION DECKS TYPE 1" SHALL BE INCLUDED WITH THE BID ITEM "PREPARATION DECKS TYPE 1".

AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DELINEATED BY SAW CUT ON THE EXISTING CONCRETE MASONRY OVERLAY AND ONCE AGAIN ON THE EXISTING CONCRETE SLAB ONCE THE OVERLAY IS REMOVED. PAYMENT WILL BE FOR ONE SAWCUT CUTTING THROUGH BOTH THE CONCRETE OVERLAY AND ORIGINAL DECK.

CONTACT THE BUREAU OF STRUCTURES BEFORE PLACEMENT OF OVERLAY IF THE AVERAGE THICKNESS OF THE NEW OVERLAY WILL EXCEED THE AVERAGE OVERLAY SHOWN ON THE PLANS BY MORE THAN ½".

AREAS FOR "PREPARATION DECKS TYPE 1", "PREPARATION DECKS TYPE 2", "FULL DEPTH DECK REPAIR" SHALL BE DETERMINED BY THE FIELD ENGINEER. DECK REPAIRS SHALL BE REPAIRED WITH THE BID ITEM "CONCRETE MASONRY DECK REPAIR" TO THE TOP OF THE EXISTING CONCRETE MASONRY OVERLAY.

THE PLAN QUANTITY FOR THE BID ITEM "HMA PAVEMENT 4 HT 58-28 V" IS BASED ON THE AVERAGE OVERLAY THICKNESS.

THE EXISTING 2" CONCRETE MASONRY DECK OVERLAY TO REMAIN. REMOVE ONLY WHERE REQUIRED FOR REPAIRS TO CONCRETE SLAB AS DIRECTED.

REFER TO ROADWAY PLANS FOR TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC DURING CONSTRUCTION OPERATIONS.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
455.0605	TACK COAT	GAL	50
460.7624	HMA PAVEMENT 4 HT 58-28 V	TON	80
509.0301	PREPARATION DECKS TYPE 1	SY	226
509.0302	PREPARATION DECKS TYPE 2	SY	67
509.2000	FULL-DEPTH DECK REPAIR	SY	40
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	37
509.9010.004	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-73	SY	705
SPV.0090.700	SAWING PAVEMENT DECK PREPARATION AREAS	LF	1,005

LEGEND

DECK PREPARATION AREA	DELAMINATION
SHADE/DEBRIS	SPALL
	DEBOND
	ASPHALT PATCH
	CONCRETE PATCH

WISCONSIN
MICHELLE A. HOWE
E-43048
MADISON
WI
PROFESSIONAL ENGINEER
11/15/2017

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

CONSULTANT:
MICHELLE HOWE (608) 828-8145

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 11/16/17
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-73

NB IH 39/90 OVER NEWVILLE ROAD

COUNTY	TOWN ~~/CITY/VILLAGE~~
ROCK	MILTON

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
MAH	JRL	TAW	MAH

GENERAL PLAN - HMA OVERLAY

SHEET 1 OF 2
378

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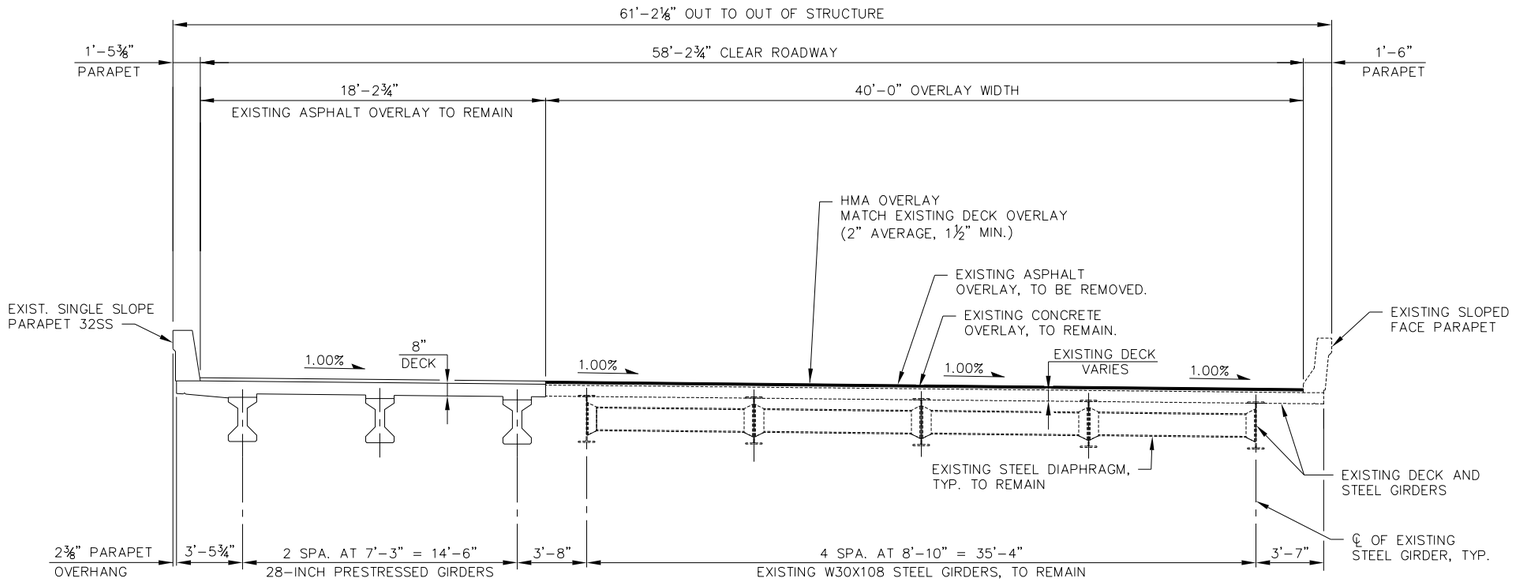
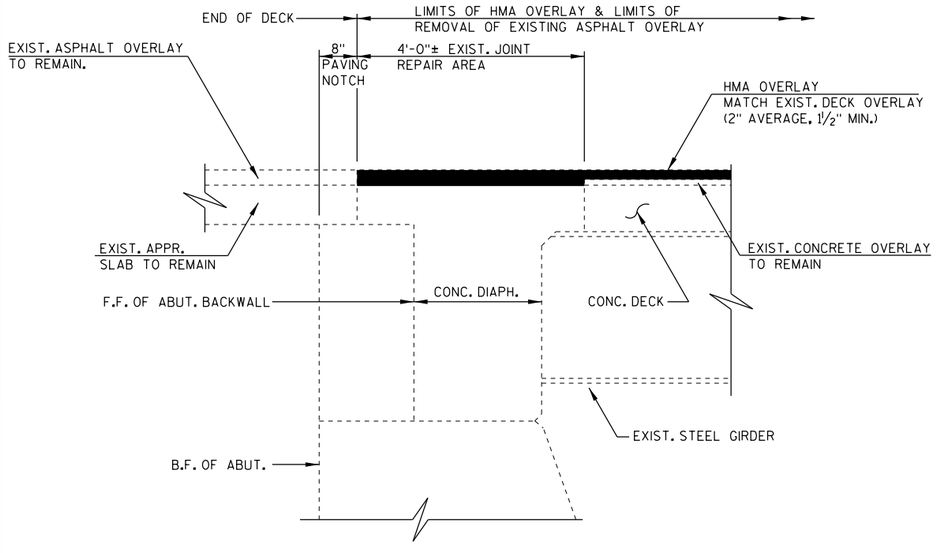
FILE NAME: L:\work\projects\6023978Z\400.Technical\408.Structural\2017 Deck Repairs (IR Surveys)\Newville - B-53-73\dgn\02 section_overlay_b-53-73.dgn
PLOT DATE: 11/15/2017 PLOT TIME: 9:41:30 AM
BATCH PRINT SHEET 2 OF 2

STATE PROJECT NUMBER
1005-10-81



CROSS SECTION THRU ROADWAY IN SPAN SHOWING HMA OVERLAY

(LOOKING WEST)



PART LONGITUDINAL SECTION AT ABUTMENT

NO.	DATE	REVISION	BY

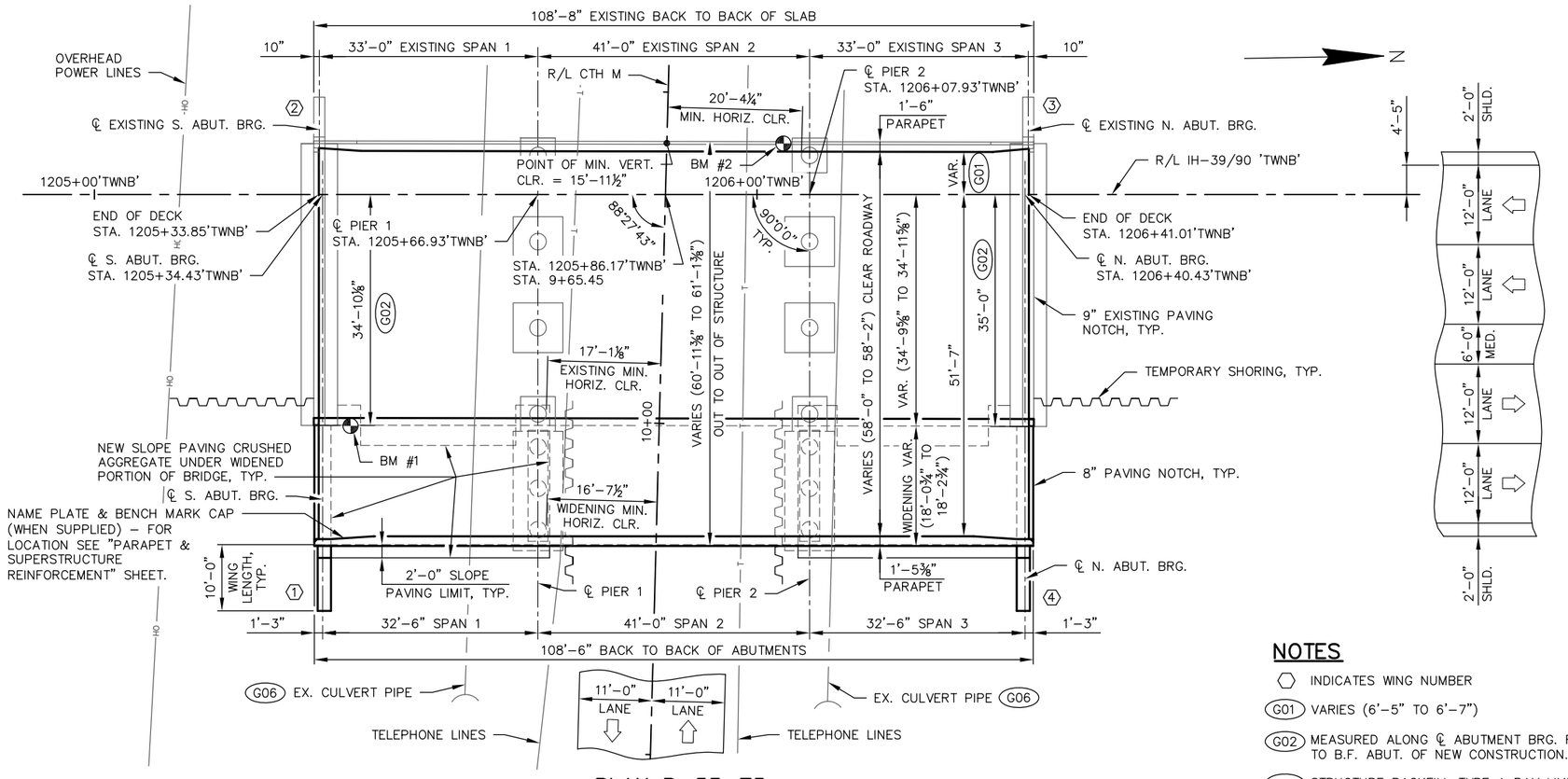
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-73

DRAWN BY TAW | PLANS CK'D. MAH

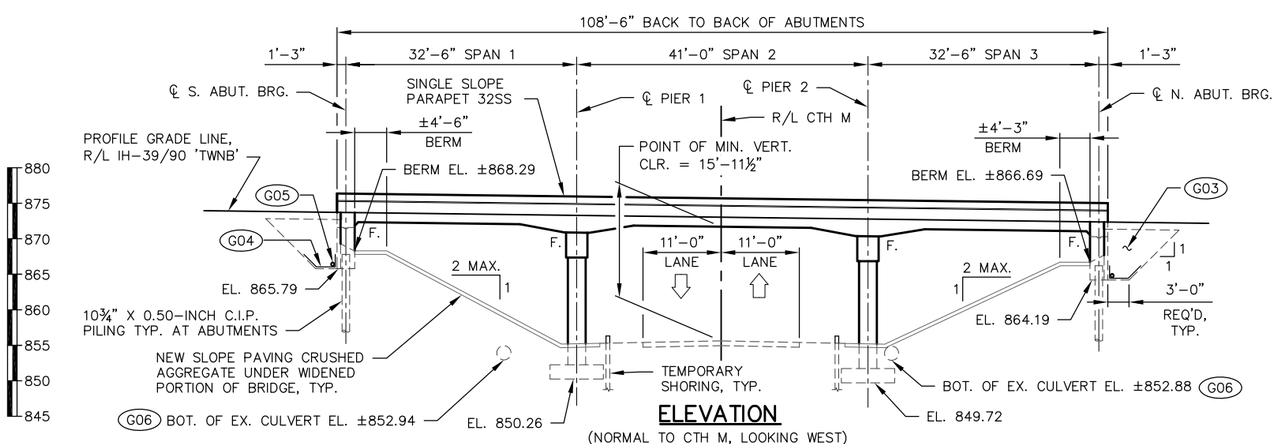
DECK OVERLAY CROSS SECTION

SHEET 2 OF 2
379



PLAN B-53-75

(WIDENED THREE SPAN CONCRETE HAUNCHED SLAB STRUCTURE)



ELEVATION

(NORMAL TO CTH M, LOOKING WEST)

BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEVATION
1	1205+38.64'TWNB', 34.92' RT.	CHIS SQ TOP PARAPET SE QUAD B-53-75-61	875.76
2	1206+03.97'TWNB', 7.69' LT.	RR SPIKE IN SIDE OF GUARD RAIL WOOD POST	855.58
3	1206+41.11'TWNB', 95.94' LT.	453M DISK B-53-74	872.14

HORIZONTAL DATUM AND ADJUSTMENT: NAD 83 (2007)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2007)
COORDINATE REFERENCE SYSTEM: WCCS ROCK CO.

TRAFFIC DATA:

IH-39/90
A.A.D.T. (2018) — 54,000
A.A.D.T. (2020) — 55,540
DESIGN SPEED — 65 M.P.H.

CTH M
A.A.D.T. (2018) — 2,340
A.A.D.T. (2020) — 2,460
DESIGN SPEED — 60 M.P.H.

STATE PROJECT NUMBER

1005-10-81

DESIGN DATA

LIVE LOAD: (WIDENING STRUCTURE)
DESIGN LOADING — HL-93
INVENTORY RATING FACTOR — RF=1.12
OPERATING RATING FACTOR — RF=1.45
WISCONSIN STANDARD PERMIT VEHICLE RATING (WIS.-SPV): — 250 KIPS

LIVE LOAD: (EXISTING STRUCTURE, TAKEN FROM HSI, 04/08/2016)
INVENTORY RATING — HS-21
OPERATING RATING — HS-36
WISCONSIN STANDARD PERMIT VEHICLE RATING (WIS.-SPV): — 250 KIPS

MATERIAL PROPERTIES:
CONCRETE MASONRY, SUPERSTRUCTURE — $f'c$ = 4,000 P.S.I.
ALL OTHER — $f'c$ = 3,500 P.S.I.
HIGH-STRENGTH BAR STEEL REINFORCEMENT — fy = 60,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON 10¾" X 0.50-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE AT THE SOUTH ABUTMENT AND 150 TONS PER PILE AT THE NORTH ABUTMENT AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATE 70 FT. PILE LENGTHS AT THE SOUTH ABUTMENT AND 70 FT. PILE LENGTHS AT THE NORTH ABUTMENT.

THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 4,700 PSF***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

*** THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

NOTES

⬡ INDICATES WING NUMBER

(G01) VARIES (6'-5" TO 6'-7")

(G02) MEASURED ALONG ℄ ABUTMENT BRG. FROM R/L IH-39/90 'TWNB' TO B.F. ABUT. OF NEW CONSTRUCTION.

(G03) STRUCTURE BACKFILL TYPE A PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCLUDED WITH EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

(G04) "GEOTEXTILE TYPE DF SCHEDULE A" LIMITS. EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.

(G05) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "SOUTH ABUTMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(G06) CULVERTS TO REMAIN IN PLACE. USE CAUTION DURING CONSTRUCTION TO PROTECT CULVERT PIPES FROM DAMAGE. CULVERT PIPES ARE TO BE SERVICEABLE AFTER CONSTRUCTION.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION, QUANTITIES AND GENERAL NOTES
3. CONSTRUCTION STAGING #1
4. CONSTRUCTION STAGING #2
5. SUBSURFACE EXPLORATION #1
6. SUBSURFACE EXPLORATION #2
7. SOUTH ABUTMENT
8. SOUTH ABUTMENT REINFORCEMENT
9. NORTH ABUTMENT
10. NORTH ABUTMENT REINFORCEMENT
11. PIER 1
12. PIER 1 DETAILS
13. PIER 2
14. PIER 2 DETAILS
15. SUPERSTRUCTURE
16. SUPERSTRUCTURE DETAILS
17. PARAPET & SUPERSTRUCTURE REINFORCEMENT
18. HMA PAVEMENT OVERLAY
19. DECK REPAIRS
20. SLOPE PAVING CRUSHED AGGREGATE

CONSULTANT CONTACT
JEFFREY J. KOCH, P.E.
(608) 588-7866

BRIDGE OFFICE CONTACT
WILLIAM DREHER, P.E.
(608) 266-8489

WISCONSIN
JEFFREY J. KOCH
E-28802
PLAIN, WISCONSIN
PROFESSIONAL ENGINEER
11/17/2017

NO.	DATE	REVISION	BY

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 11/17/17
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-53-75

IH-39/90 'TWNB' OVER CTH M

COUNTY	TOWN/~~CITY/VILLAGE~~
ROCK	MILTON

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JDO	CDS	CDS	JJK

GENERAL PLAN

SHEET 1 OF 20

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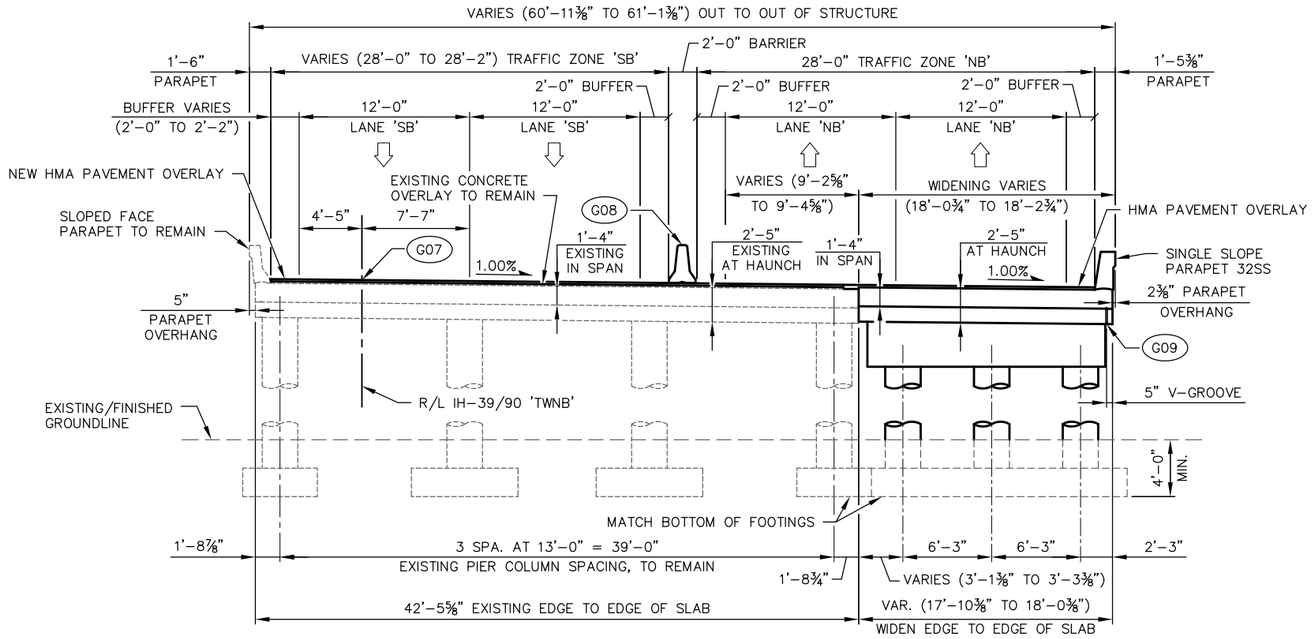
FILE: 01-B530075_fsh.dwg
PLOT SCALE:

I.D. 1005-10-81

PLOT DATE: Nov 17, 2017



CROSS SECITON THRU ROADWAY

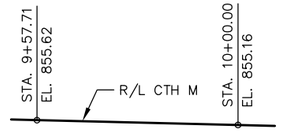
(LOOKING NORTH)

NOTES

(G07) POINT REFERRED TO ON PROFILE GRADE LINE R/L IH-39/90 'TWNB'

(G08) TEMPORARY PRECAST CONCRETE BARRIER, UN-ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.

(G09) ¾" V-GROOVE. EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENT DIAPHRAGM. V-GROOVES ARE REQUIRED.



PROFILE GRADE LINE, R/L CTH M

(ELEVATIONS BASED ON FIELD SURVEY)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	S. ABUT.	PIER 1	PIER 2	N. ABUT.	SUPER	TOTALS
203.0200.001	REMOVING OLD STRUCTURE STATION 1205+86'TWNB'	LS	---	---	---	---	---	1
203.0225.S.001	DEBRIS CONTAINMENT B-53-75	LS	---	---	---	---	---	1
206.1000.001	EXCAVATION FOR STRUCTURES BRIDGES B-53-75	LS	---	---	---	---	---	1
209.1500	BACKFILL GRANULAR GRADE 1	TON	---	6	6	---	---	12
210.1500	BACKFILL STRUCTURE TYPE A	TON	100	---	---	110	---	210
455.0605	TACK COAT	GAL	---	---	---	---	49	49
460.7624	HMA PAVEMENT 4 HT 58-28 V	TON	---	---	---	---	78	78
502.0100	CONCRETE MASONRY BRIDGES	CY	14	24	24	14	110	186
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	910	850	850	920	---	3530
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	300	3940	3940	300	26380	34860
509.0301	PREPARATION DECKS TYPE 1	SY	---	---	---	---	178	178
509.0302	PREPARATION DECKS TYPE 2	SY	---	---	---	---	45	45
509.1500	CONCRETE SURFACE REPAIR	SF	---	---	---	---	---	◑ 5
509.2000	FULL-DEPTH DECK REPAIR	SY	---	---	---	---	2	◑ 2
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	---	---	---	---	24	24
509.9010.S.001	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-75	SY	---	---	---	---	480	480
511.1200.001	TEMPORARY SHORING B-53-75	SF	70	180	200	70	---	520
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	6	---	---	6	---	12
550.2108	PILING CIP CONCRETE 10 3/4 X 0.50-INCH	LF	280	---	---	280	---	560
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	76	---	---	76	---	152
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	35	---	---	35	---	70
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	25	---	---	25	---	50
SPV.0090.700	SAWING PAVEMENT DECK PREPERATION AREAS	LF	---	---	---	---	570	570
(NON-BID ITEM)	FILLER	SIZE	---	---	---	---	---	½" & ¾"

◑ UNDISTRIBUTED QUANTITIES, USE AS DIRECTED BY THE ENGINEER.

STATE PROJECT NUMBER

1005-10-81

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 A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

DIMENSIONS AND ELEVATIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS AND EXISTING FIELD SURVEY FROM 2016.

SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE UNLESS AN ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON THE "GENERAL PLAN" SHEET AND THE "SLOPE PAVING CRUSHED AGGREGATE" SHEET. MATCH EXISTING SLOPES AND BERM ELEVATIONS.

AT THE BACKFACE OF THE ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TYPE A.

THE QUANTITY FOR BACKFILL STRUCTURE TYPE A, BID ITEM 210.1500, IS CALCULATED BASED ON STRUCTURE BACKFILL LIMITS AND NOTES SHOWN ON "GENERAL PLAN" SHEET.

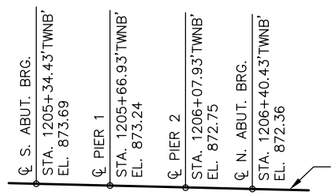
REMOVAL OF EXISTING PARAPET AND PARAPET STEEL DOWN TO TOP OF CONCRETE SLAB AND REMOVING EXISTING ABUTMENT WINGS AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH THE BID ITEM "REMOVING OLD STRUCTURE STATION 1205+86'TWNB'".

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE SHALL BE SET AT THE BOTTOM OF EXCAVATION AND EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.

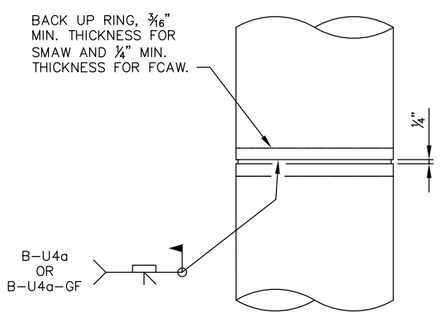
THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR 1961.

THE EXISTING STRUCTURE (B-53-75) IS A THREE SPAN CONCRETE HAUNCHED SLAB STRUCTURE WITH AN OVERALL LENGTH OF 108'-8" AND A CLEAR ROADWAY WIDTH OF 40'-3⅝" TO BE WIDENED TO A CLEAR ROADWAY WIDTH OF A MINIMUM 58'-0". ORIGINAL CONSTRUCTION YEAR IS 1961.



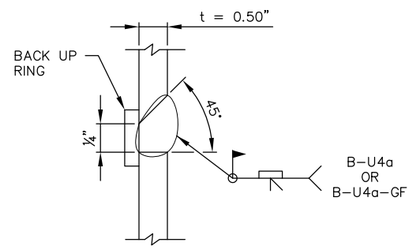
PROFILE GRADE LINE, R/L IH-39/90 'TWNB'

(ELEVATIONS BASED ON FIELD SURVEY)



CAST-IN-PLACE 'PIPE PILE'

NOTE: CAST-IN-PLACE PILE SHELL MATERIAL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATION.



C.I.P. PILE WELD DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-75

DRAWN BY CDS | PLANS CK'D JJK

CROSS SECTION, QUANTITIES AND GENERAL NOTES

SHEET 2 OF 20

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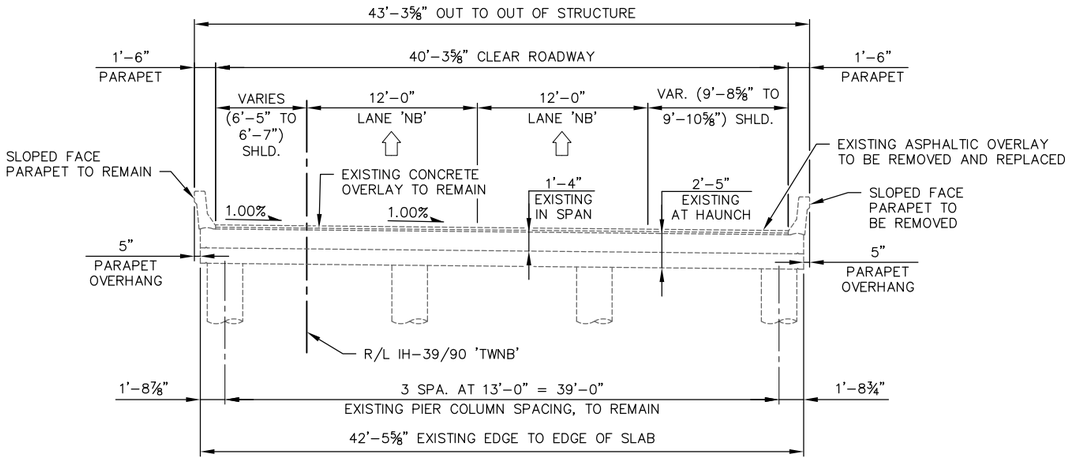
I.D. 1005-10-81

PLOT DATE: Nov 17, 2017

FILE: 02-04-B530075_qnt.dwg
PLOT SCALE:

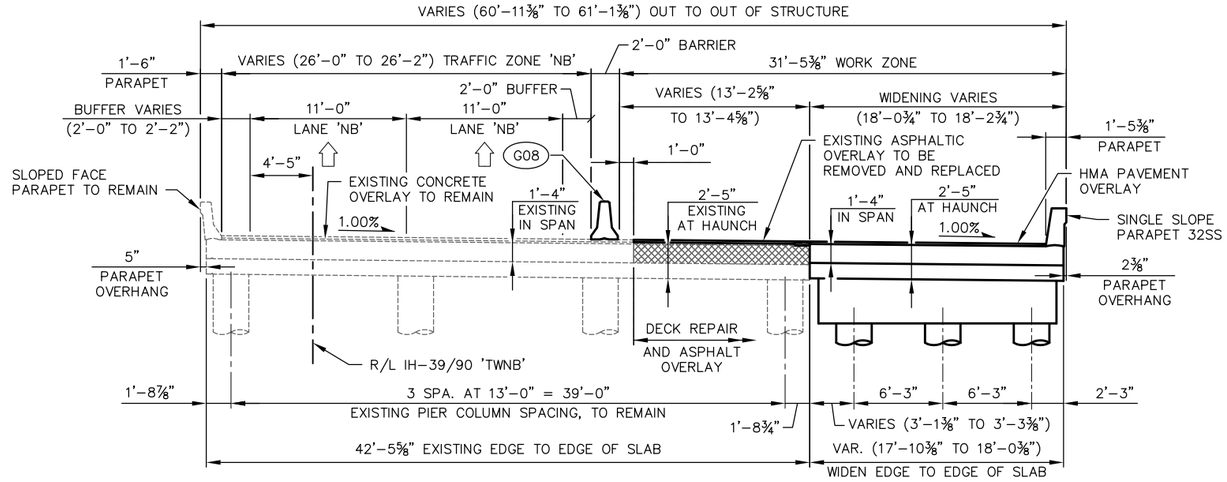
STATE PROJECT NUMBER

1005-10-81



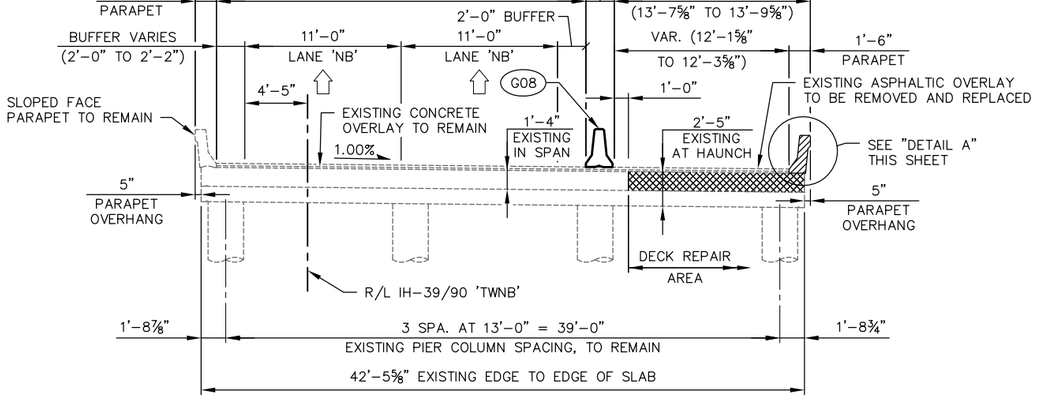
EXISTING SECTION THRU ROADWAY

(LOOKING NORTH)



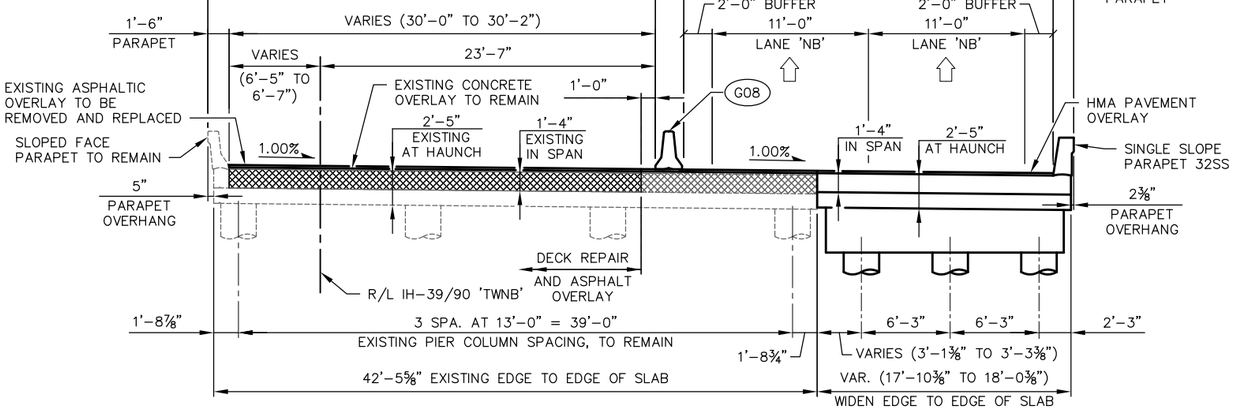
STAGE 3 (CONT'D) – WIDENING TO THE EAST

(LOOKING NORTH)



STAGE 3 – REMOVALS

(LOOKING NORTH)

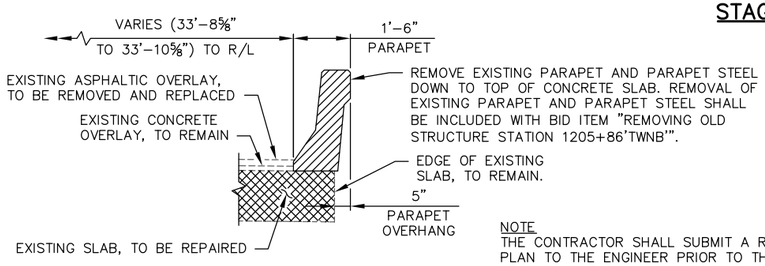


STAGE 4 – REPAIR AND OVERLAY EXISTING SLAB

(LOOKING NORTH)

NOTES

- (G08) TEMPORARY PRECAST CONCRETE BARRIER, UN-ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.
- REMOVAL LIMITS
- SLAB REPAIR LIMITS



DETAIL A

(LOOKING NORTH)

NOTE

THE CONTRACTOR SHALL SUBMIT A REMOVAL PLAN TO THE ENGINEER PRIOR TO THE REMOVAL OF THE DETAILED PARAPET. THE REMOVAL PLAN SHALL BE STAMPED BY AN ENGINEER REGISTERED IN WISCONSIN AND FAMILIAR WITH THE OVERALL PROJECT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-75

DRAWN BY CDS | PLANS CK'D JJK

CONSTRUCTION STAGING #1

SHEET 3 OF 20

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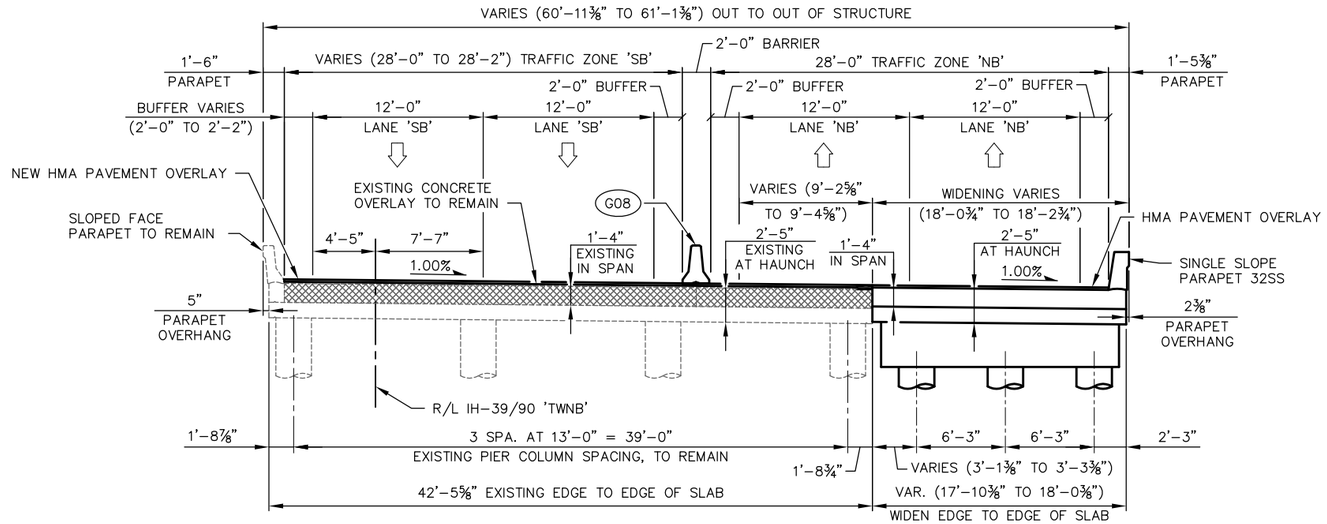
I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

FILE: 02-04-B530075_qnt.dwg
PLOT SCALE:

STATE PROJECT NUMBER
1005–10–81



FINAL LAYOUT
(LOOKING NORTH)

8

NOTE

(G08) TEMPORARY PRECAST CONCRETE BARRIER, UN–ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.

SLAB REPAIR LIMITS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–75

DRAWN BY CDS | PLANS CK'D JJK

CONSTRUCTION STAGING #2

SHEET 4 OF 20

383

I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

FILE: 02–04–B530075_qnt.dwg
PLOT SCALE:

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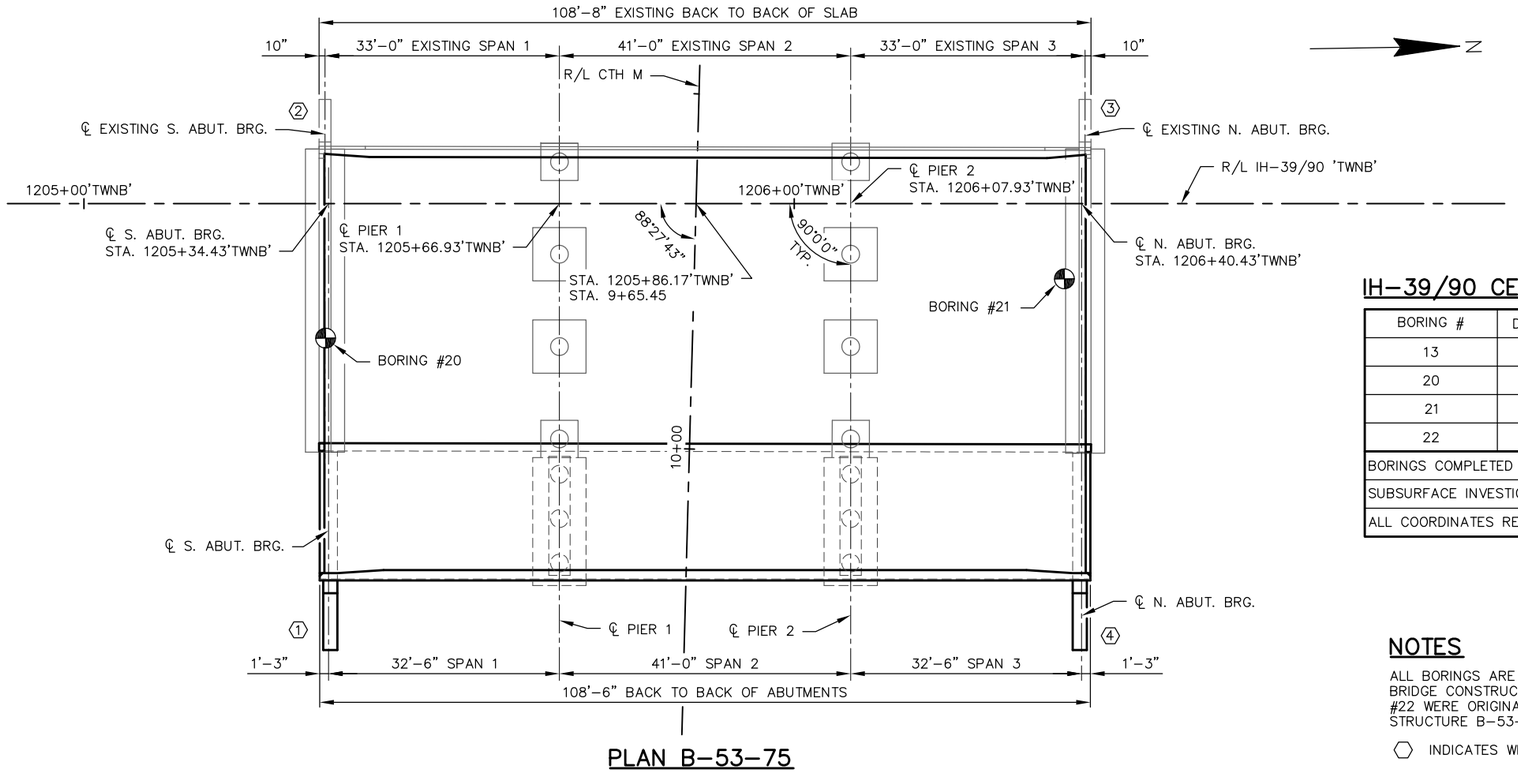


PLAN B–53–75

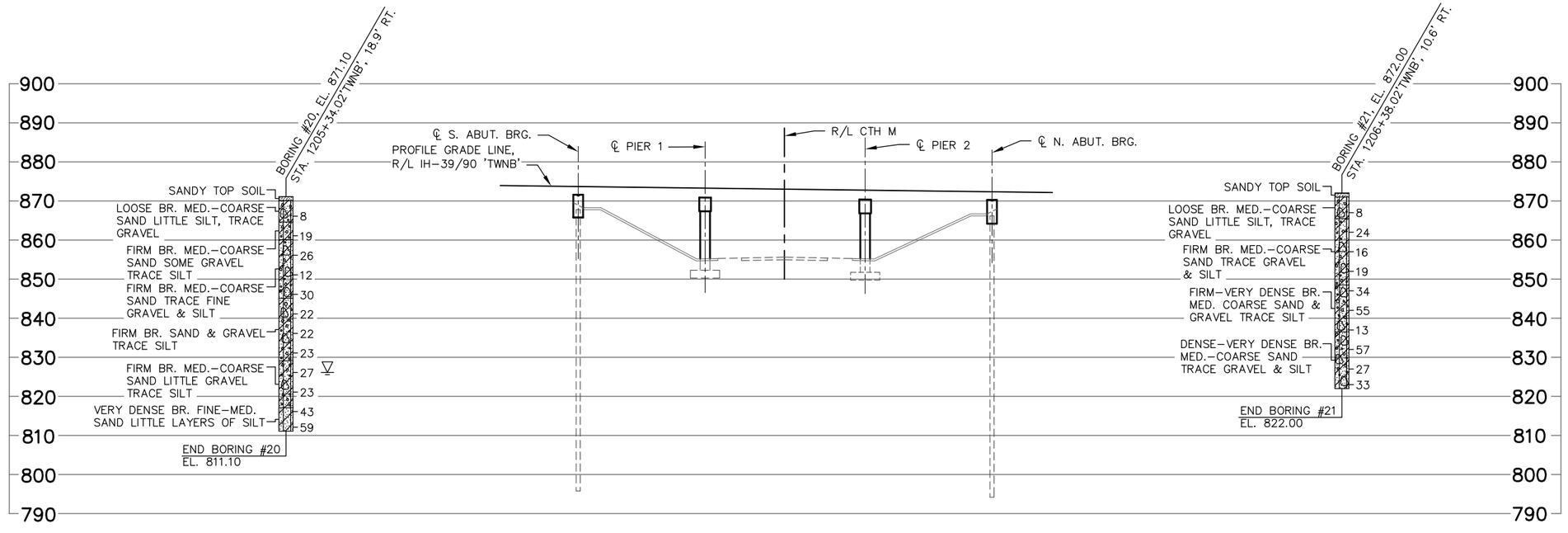
IH–39/90 CENTRAL SEGMENT

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
13	6/23/1960	307789.6	498166.3
20	6/23/1960	307786.3	498254.3
21	6/23/1960	307890.4	498247.5
22	6/23/1960	307891.9	498148.1
BORINGS COMPLETED BY: UNKNOWN			
SUBSURFACE INVESTIGATION REPORT: CGC, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(07) ROCK COUNTY			

NOTES

ALL BORINGS ARE FROM THE ORIGINAL BRIDGE CONSTRUCTION. BORINGS #13 AND #22 WERE ORIGINALLY COMPLETED FOR TWIN STRUCTURE B–53–74.

⬡ INDICATES WING NUMBER



STATE PROJECT NUMBER

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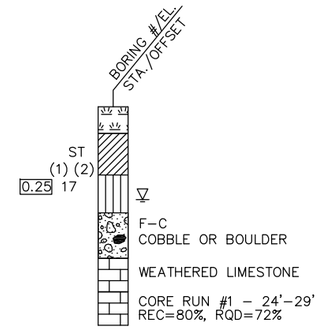
MATERIAL SYMBOLS

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

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED, THE SPT 'N' VALUE IS BASED ON AASHTO T–206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING

▼ END OF DRILLING

▽ AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–75

DRAWN BY JDO | PLANS CK'D JJK

SUBSURFACE EXPLORATION #1

SHEET 5 OF 20

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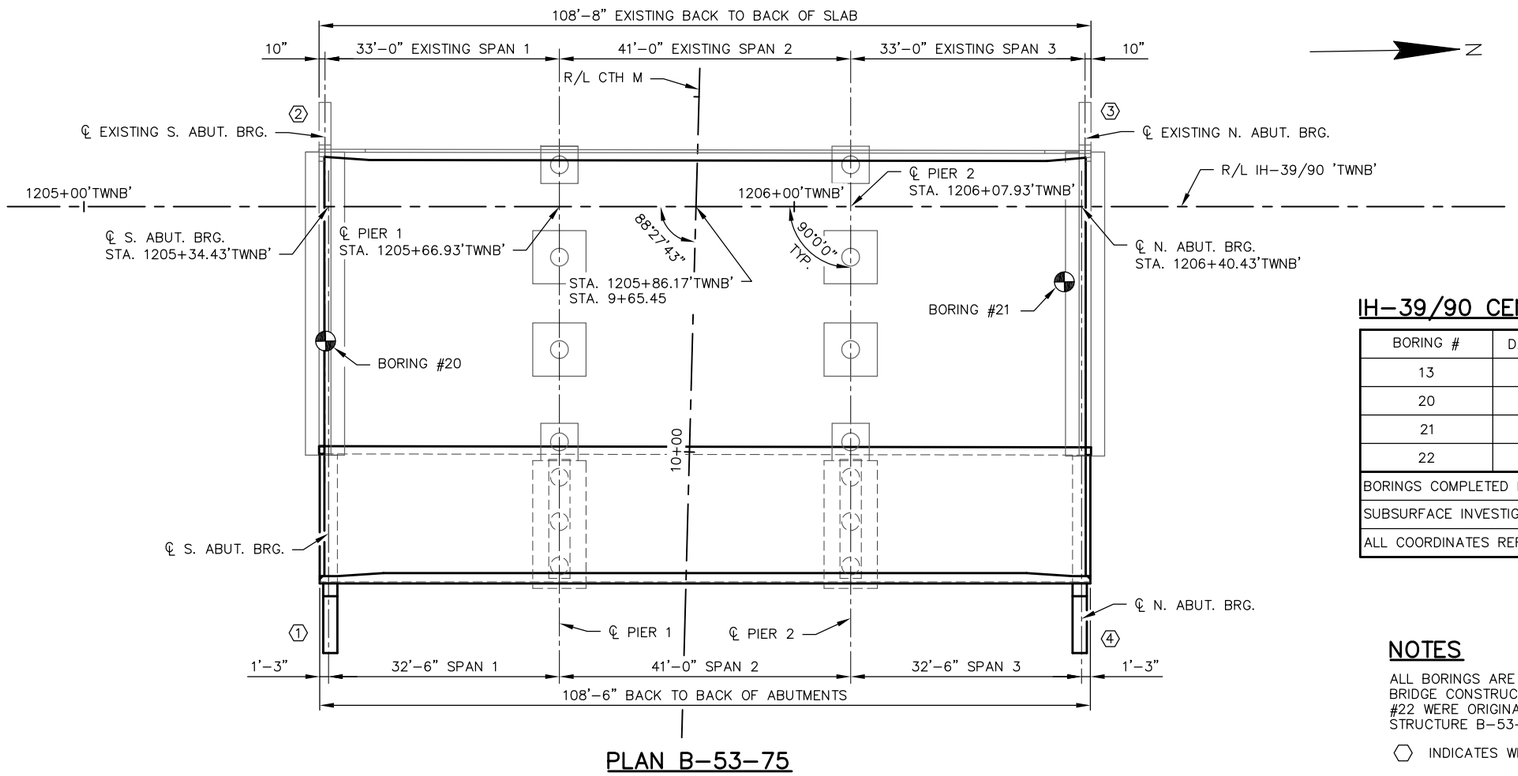
I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

FILE: 05–06–B530075_bor.dwg

PLOT SCALE:



PLAN B-53-75

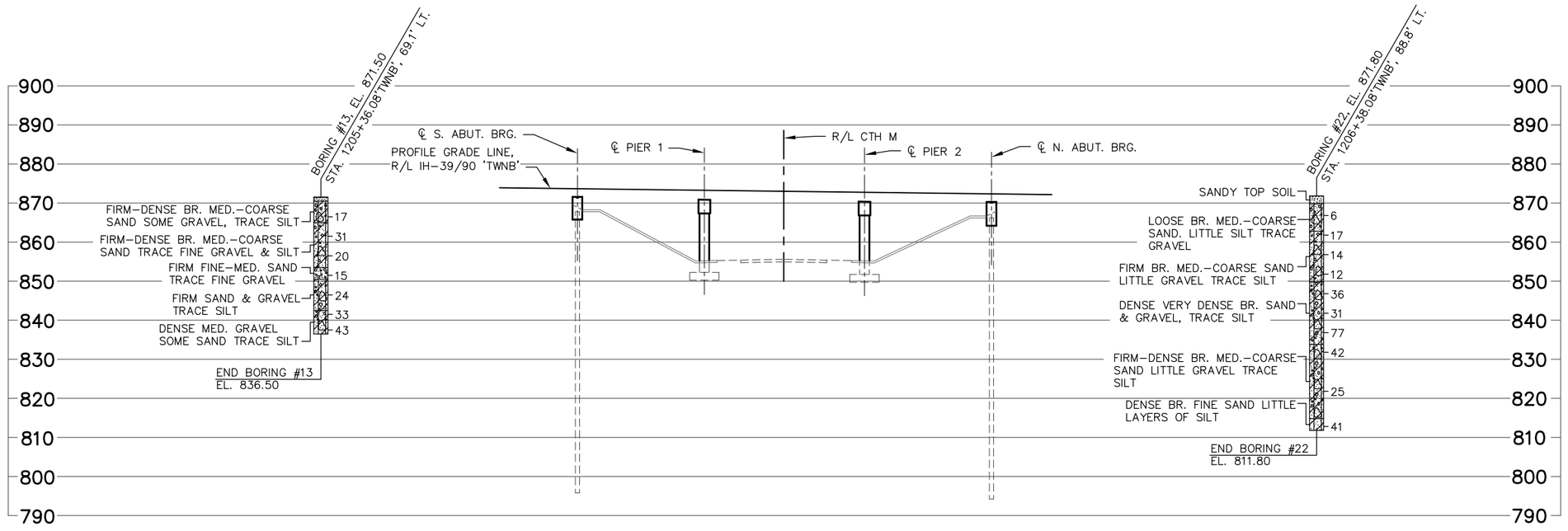
IH-39/90 CENTRAL SEGMENT

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
13	6/23/1960	307789.6	498166.3
20	6/23/1960	307786.3	498254.3
21	6/23/1960	307890.4	498247.5
22	6/23/1960	307891.9	498148.1
BORINGS COMPLETED BY: UNKNOWN			
SUBSURFACE INVESTIGATION REPORT: CGC, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(07) ROCK COUNTY			

NOTES

ALL BORINGS ARE FROM THE ORIGINAL BRIDGE CONSTRUCTION. BORINGS #13 AND #22 WERE ORIGINALLY COMPLETED FOR TWIN STRUCTURE B-53-74.

⬡ INDICATES WING NUMBER



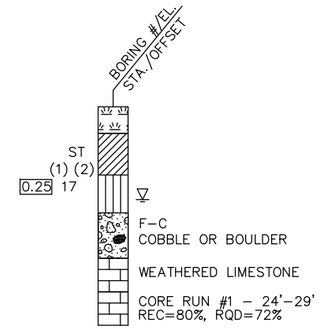
STATE PROJECT NUMBER

1005-10-81

MATERIAL SYMBOLS

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

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED, THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-75

DRAWN BY JDO | PLANS CK'D JJK

SUBSURFACE EXPLORATION #2

SHEET 6 OF 20

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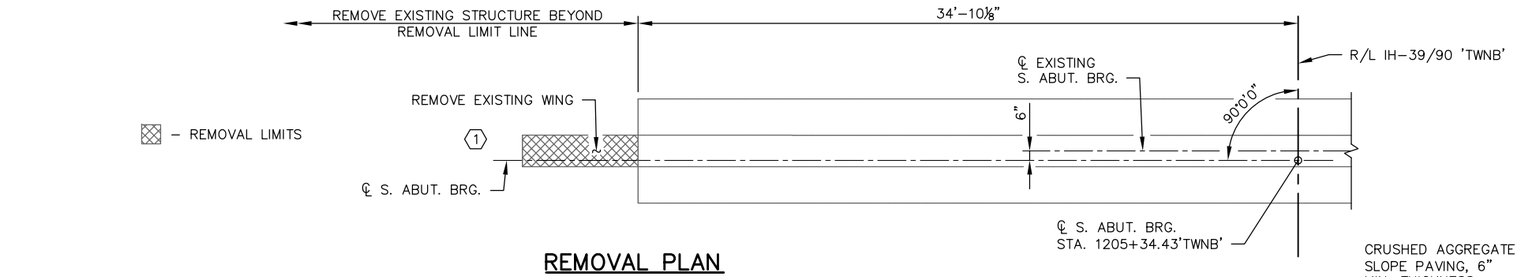
FILE: 05-06-B530075_bor.dwg
PLOT SCALE:

I.D. 1005-10-81

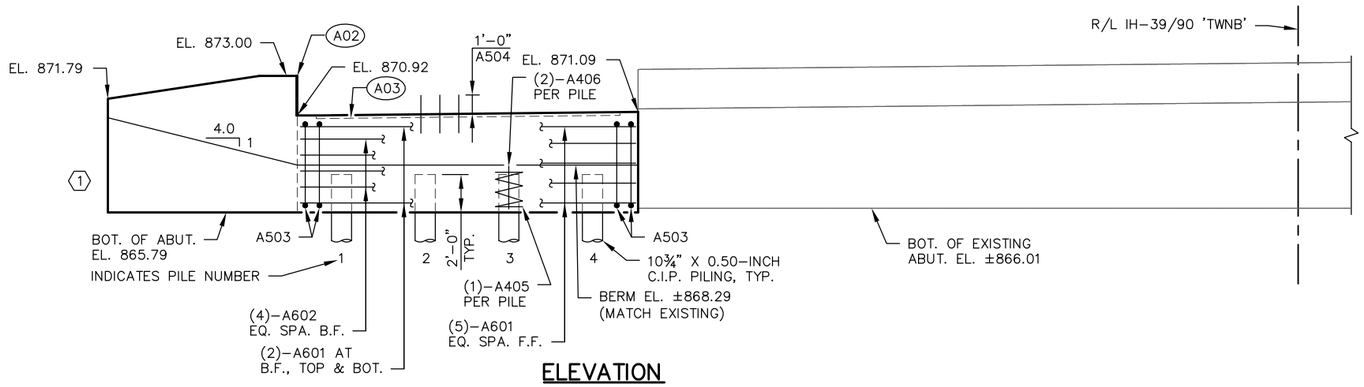
PLOT DATE: Oct 30, 2017

STATE PROJECT NUMBER

1005-10-81

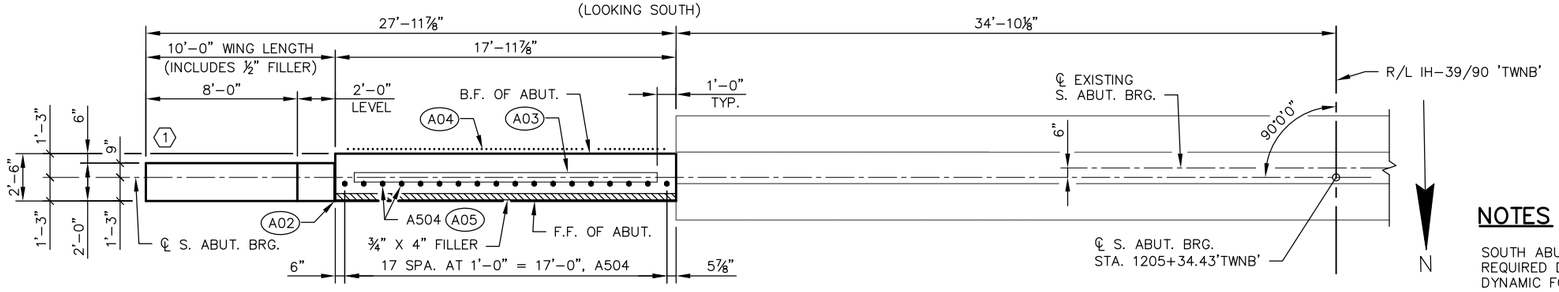


REMOVAL PLAN

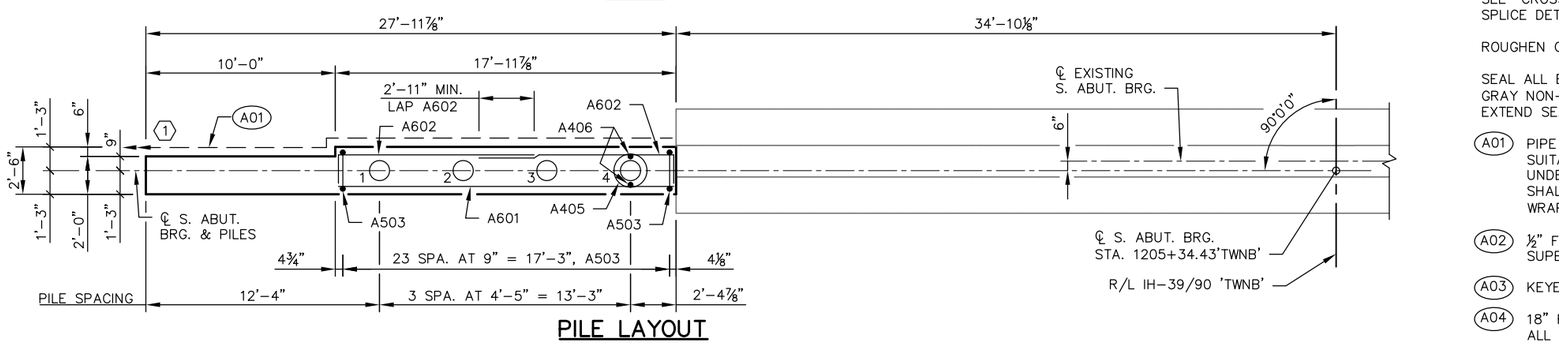


ELEVATION

(LOOKING SOUTH)

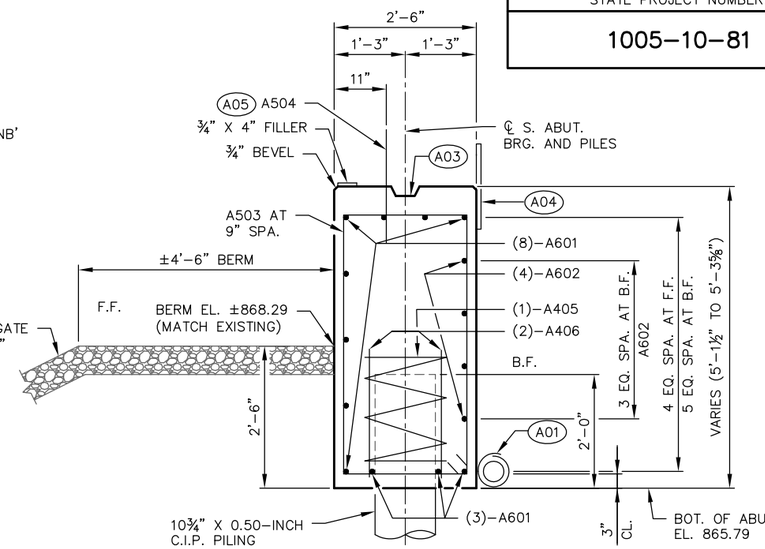


PLAN

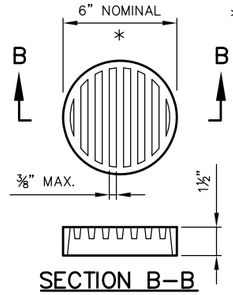


PILE LAYOUT

F.F. – FRONT FACE
B.F. – BACK FACE



TYPICAL SECTION THRU SOUTH ABUTMENT



SECTION B-B

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

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

THE RODENT SHIELD. PIPE COUPLING AND SCREWS SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

RODENT SHIELD DETAIL

NOTES

SOUTH ABUTMENT TO BE SUPPORTED ON 10¾" X 0.50-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 70 FT. PILE LENGTHS AT THE SOUTH ABUTMENT.

SEE "CROSS SECTION, QUANTITIES AND GENERAL NOTES" SHEET FOR CAST-IN-PLACE PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A01) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE, ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(A02) ½" FILLER TO EXTEND FROM LOW SIDE OF SLAB TYPE SUPERSTRUCTURE TO TOP OF WING.

(A03) KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 2" X 6".

(A04) 18" RUBBERIZED MEMBRANE WATERPROOFING (R.M.W.), SEAL ALL VERTICAL AND HORIZONTAL JOINTS ON BACK FACE.

(A05) A504 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE IT HAS TAKEN ITS INITIAL SET. EMBED BAR 1'-0".

⬡ INDICATES WING NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-75

DRAWN BY JDO | PLANS CK'D JJK

SOUTH ABUTMENT

SHEET 7 OF 20

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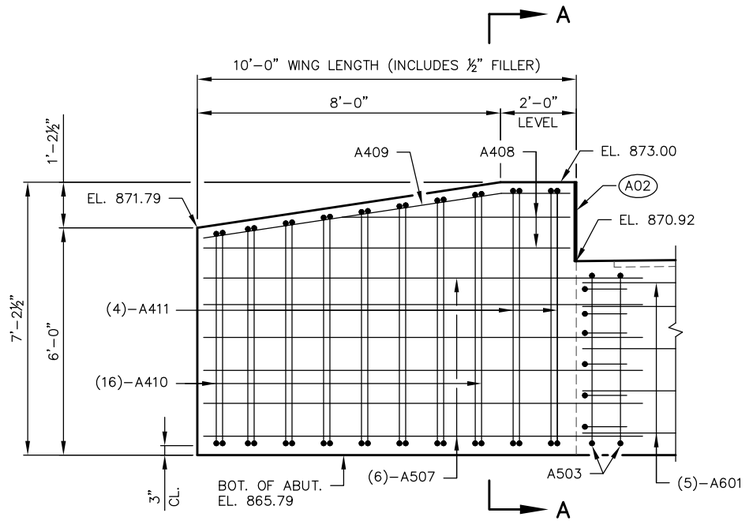
I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

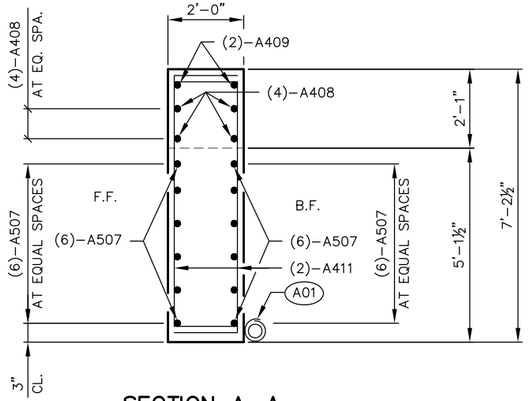
FILE: 07-10_B530075_abut.dwg
PLOT SCALE:

STATE PROJECT NUMBER

1005-10-81



F.F. ELEVATION – WING 1



SECTION A–A

BILL OF BARS
SOUTH ABUTMENT

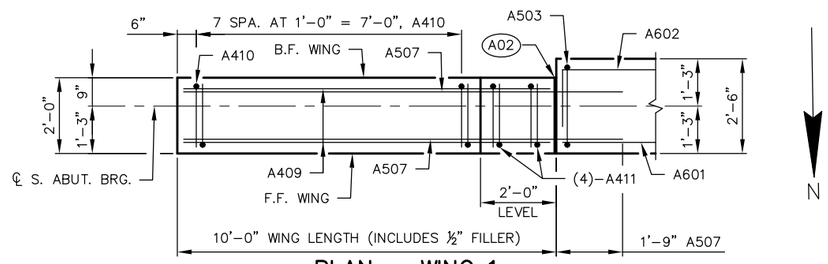
COATED = 300 LBS.
UNCOATED = 910 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
A601		11	17'-6"			BODY – F.F., B.F., TOP & BOT.	HORIZ.
A602		8	11'-4"	X		BODY – B.F.	HORIZ.
A503		24	14'-0"	X		BODY – STIRRUP	VERT.
A504		18	2'-0"			BODY – DOWELS	VERT.
A405		4	28'-0"	X		BODY – BOTTOM AT PILES	HORIZ.
A406		8	2'-3"			BODY – BOTTOM AT PILES	VERT.
A507	12		11'-7"			WING 1 – F.F. & B.F.	HORIZ.
A408	4		7'-10"		⚠	WING 1 – F.F. & B.F.	HORIZ.
A409	2		9'-9"	X		WING 1 – TOP F.F. & B.F.	HORIZ.
A410	16		8'-7"	X	⚠	WING 1 – STIRRUP	VERT.
A411	4		9'-3"	X		WING 1 – STIRRUP	VERT.

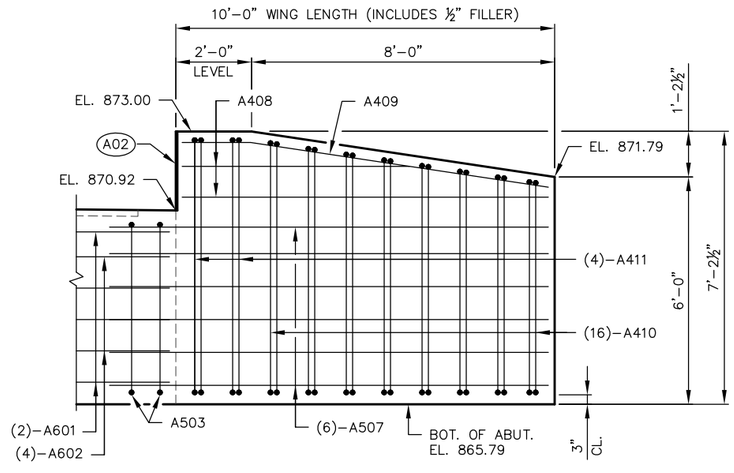
THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

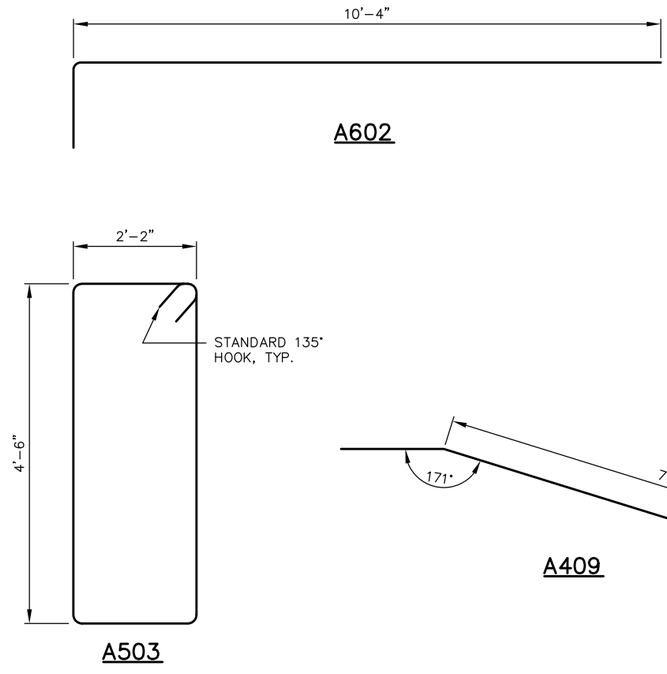
⚠ LENGTH SHOWN FOR BARS IN SERIES IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE "BAR SERIES TABLE" FOR ACTUAL LENGTHS.



PLAN – WING 1



B.F. ELEVATION – WING 1



F.F. – FRONT FACE
B.F. – BACK FACE

NOTES

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A01) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE, ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(A02) ½" FILLER TO EXTEND FROM LOW SIDE OF SLAB TYPE SUPERSTRUCTURE TO TOP OF WING.

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
A408	2 SERIES OF 2	6'-0" TO 9'-8"
A410	2 SERIES OF 8	8'-1" TO 9'-2"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-75

DRAWN BY JDO | PLANS CK'D JJK

SOUTH ABUTMENT REINFORCEMENT

SHEET 8 OF 20

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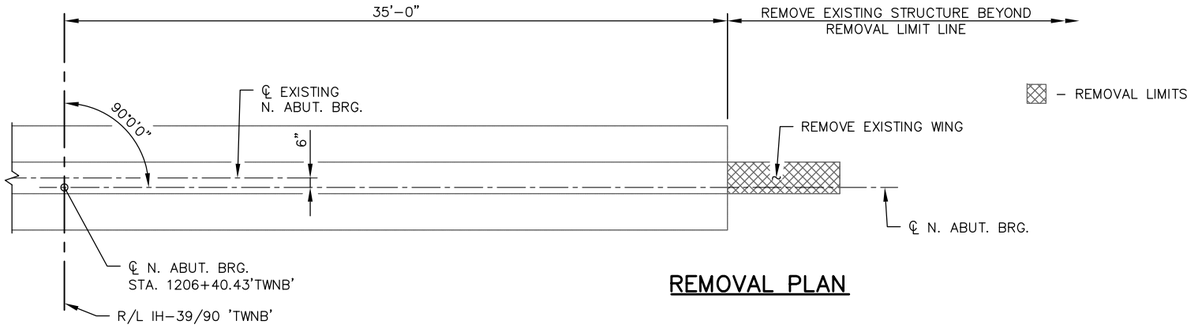
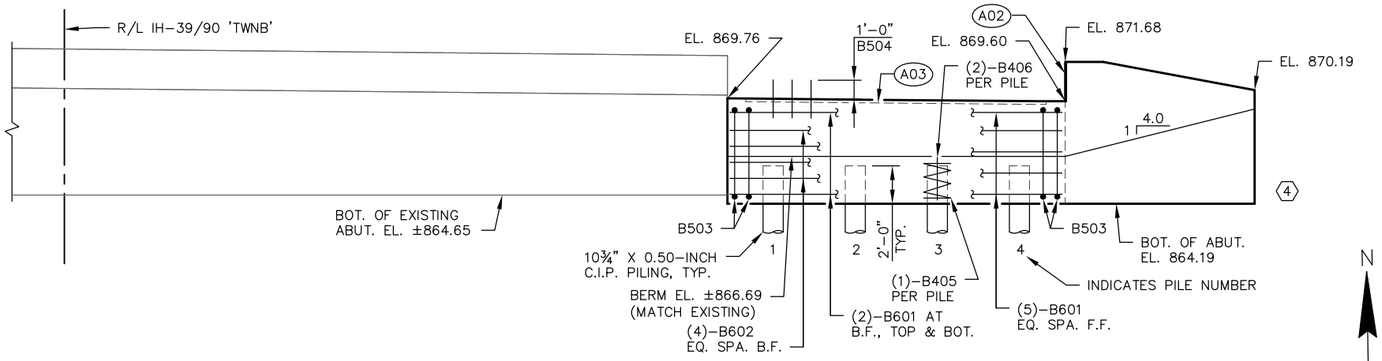
FILE: 07-10_B530075_abut.dwg
PLOT SCALE:

I.D. 1005-10-81

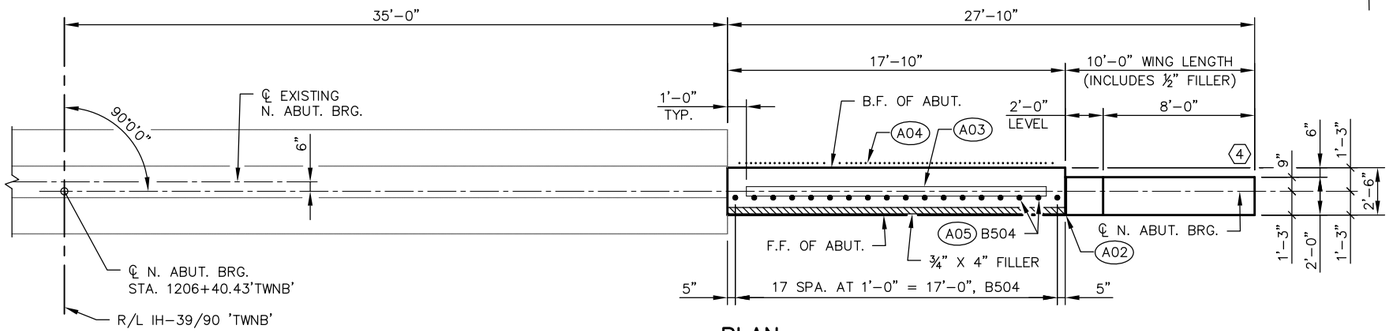
PLOT DATE: Oct 30, 2017



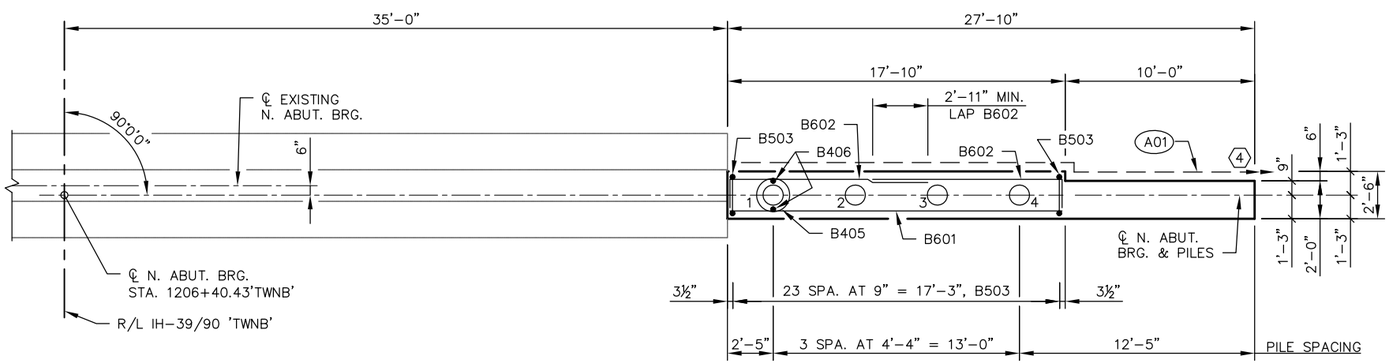
REMOVAL PLAN



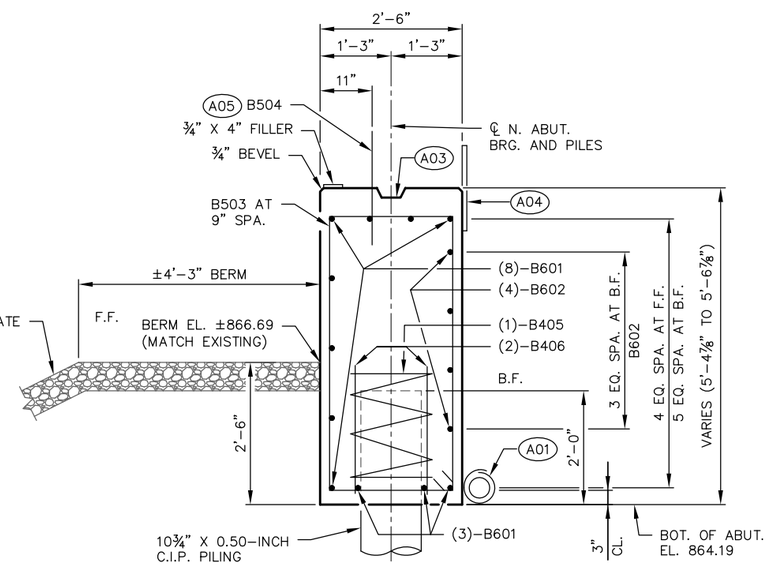
ELEVATION
(LOOKING NORTH)



PLAN



PILE LAYOUT



TYPICAL SECTION THRU NORTH ABUTMENT

F.F. – FRONT FACE
B.F. – BACK FACE

NOTES

NORTH ABUTMENT TO BE SUPPORTED ON 10¾" X 0.50–INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 70 FT. PILE LENGTHS AT THE NORTH ABUTMENT.

SEE "CROSS SECTION, QUANTITIES AND GENERAL NOTES" SHEET FOR CAST–IN–PLACE PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON–STAINING GRAY NON–BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A01) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE, ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON "SOUTH ABUTMENT" SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

(A02) ½" FILLER TO EXTEND FROM LOW SIDE OF SLAB TYPE SUPERSTRUCTURE TO TOP OF WING.

(A03) KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 2" X 6".

(A04) 18" RUBBERIZED MEMBRANE WATERPROOFING (R.M.W.), SEAL ALL VERTICAL AND HORIZONTAL JOINTS ON BACK FACE.

(A05) B504 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE IT HAS TAKEN ITS INITIAL SET. EMBED BAR 1'–0".

⬡ INDICATES WING NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–75

DRAWN BY JDO | PLANS CK'D JJK

NORTH ABUTMENT

SHEET 9 OF 20

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STATE PROJECT NUMBER
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I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

FILE: 07-10_B530075_abut.dwg
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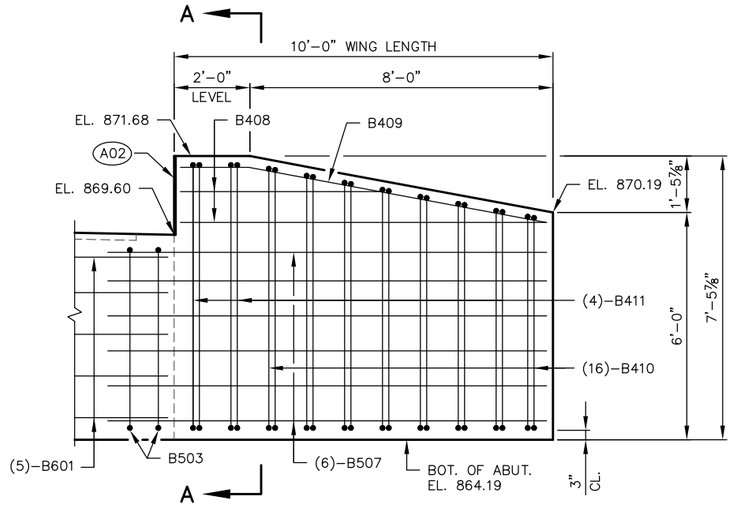
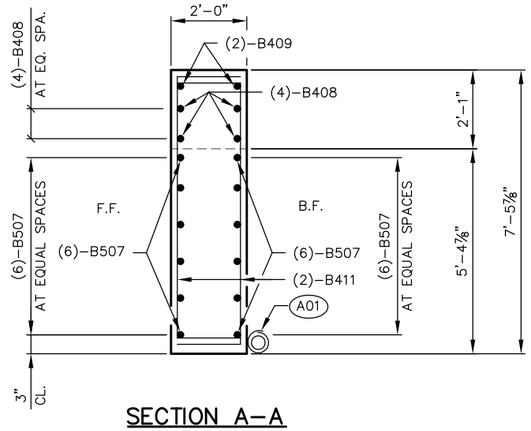


F.F. ELEVATION – WING 4



SECTION A–A

BILL OF BARS
NORTH ABUTMENT

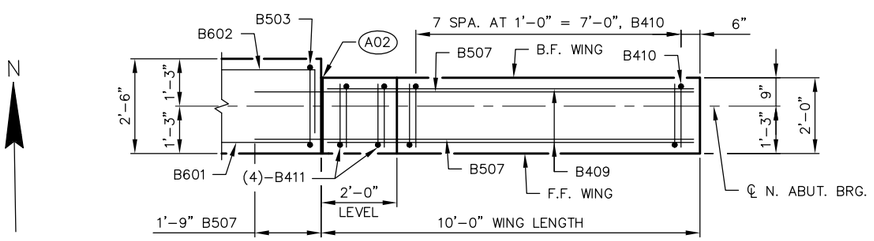
COATED = 300 LBS.
UNCOATED = 920 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
B601		11	17'–5"			BODY – F.F., B.F., TOP & BOT.	HORIZ.
B602		8	11'–3"	X		BODY – B.F.	HORIZ.
B503		24	14'–6"	X		BODY – STIRRUP	VERT.
B504		18	2'–0"			BODY – DOWELS	VERT.
B405		4	28'–0"	X		BODY – BOTTOM AT PILES	HORIZ.
B406		8	2'–3"			BODY – BOTTOM AT PILES	VERT.
B507	12		11'–7"			WING 4 – F.F. & B.F.	HORIZ.
B408	4		7'–5"		⚠	WING 4 – F.F. & B.F.	HORIZ.
B409	2		9'–9"	X		WING 4 – TOP F.F. & B.F.	HORIZ.
B410	16		8'–9"	X	⚠	WING 4 – STIRRUP	VERT.
B411	4		9'–6"	X		WING 4 – STIRRUP	VERT.

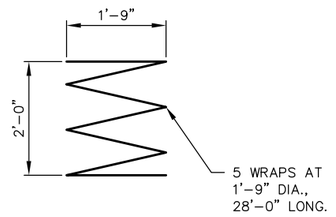
THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

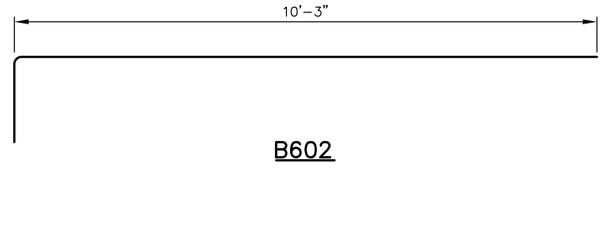
⚠ LENGTH SHOWN FOR BARS IN SERIES IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE "BAR SERIES TABLE" FOR ACTUAL LENGTHS.



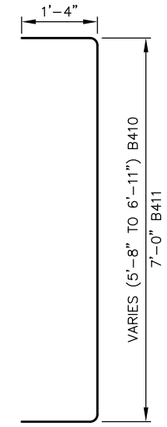
PLAN – WING 4



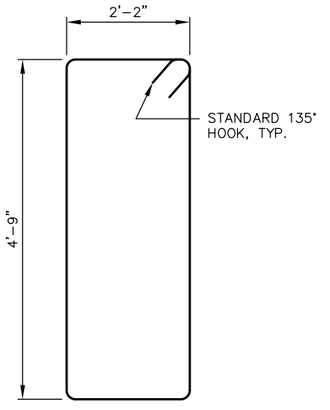
B405



B602



B410 & B411



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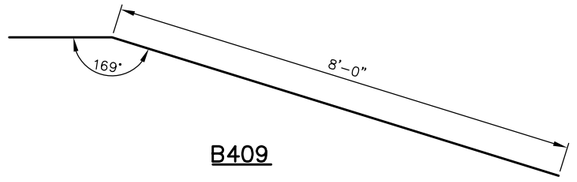
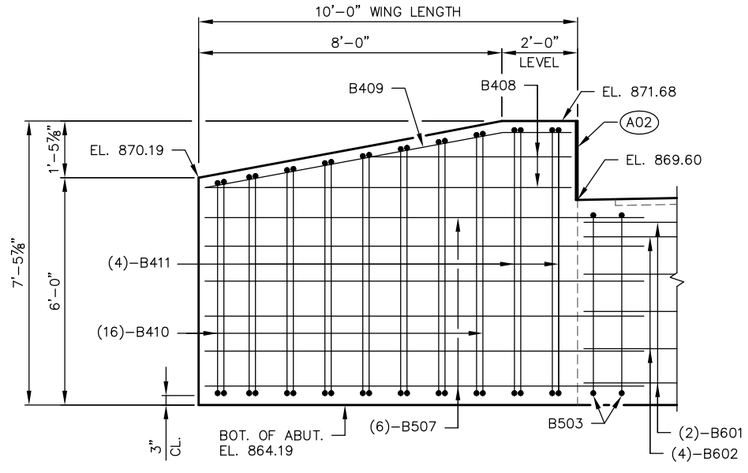


B409

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
B408	2 SERIES OF 2	5'–3" TO 9'–8"
B410	2 SERIES OF 8	8'–2" TO 9'–5"

BUNDLE AND TAG EACH SERIES SEPARATELY.



B.F. ELEVATION – WING 4

F.F. – FRONT FACE
B.F. – BACK FACE

NOTES

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON–STAINING GRAY NON–BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A01) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE, ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

(A02) ½" FILLER TO EXTEND FROM LOW SIDE OF SLAB TYPE SUPERSTRUCTURE TO TOP OF WING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–75

DRAWN BY JDO | PLANS CK'D JJK

NORTH ABUTMENT REINFORCEMENT

SHEET 10 OF 20

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I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

FILE: 07–10_B530075_abut.dwg
PLOT SCALE:

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NOTES

FOR END VIEW, TYPICAL SECTION THRU PIER CAP AND FOOTING LAYOUT, SEE "PIER 1 DETAILS" SHEET.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 4,700 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

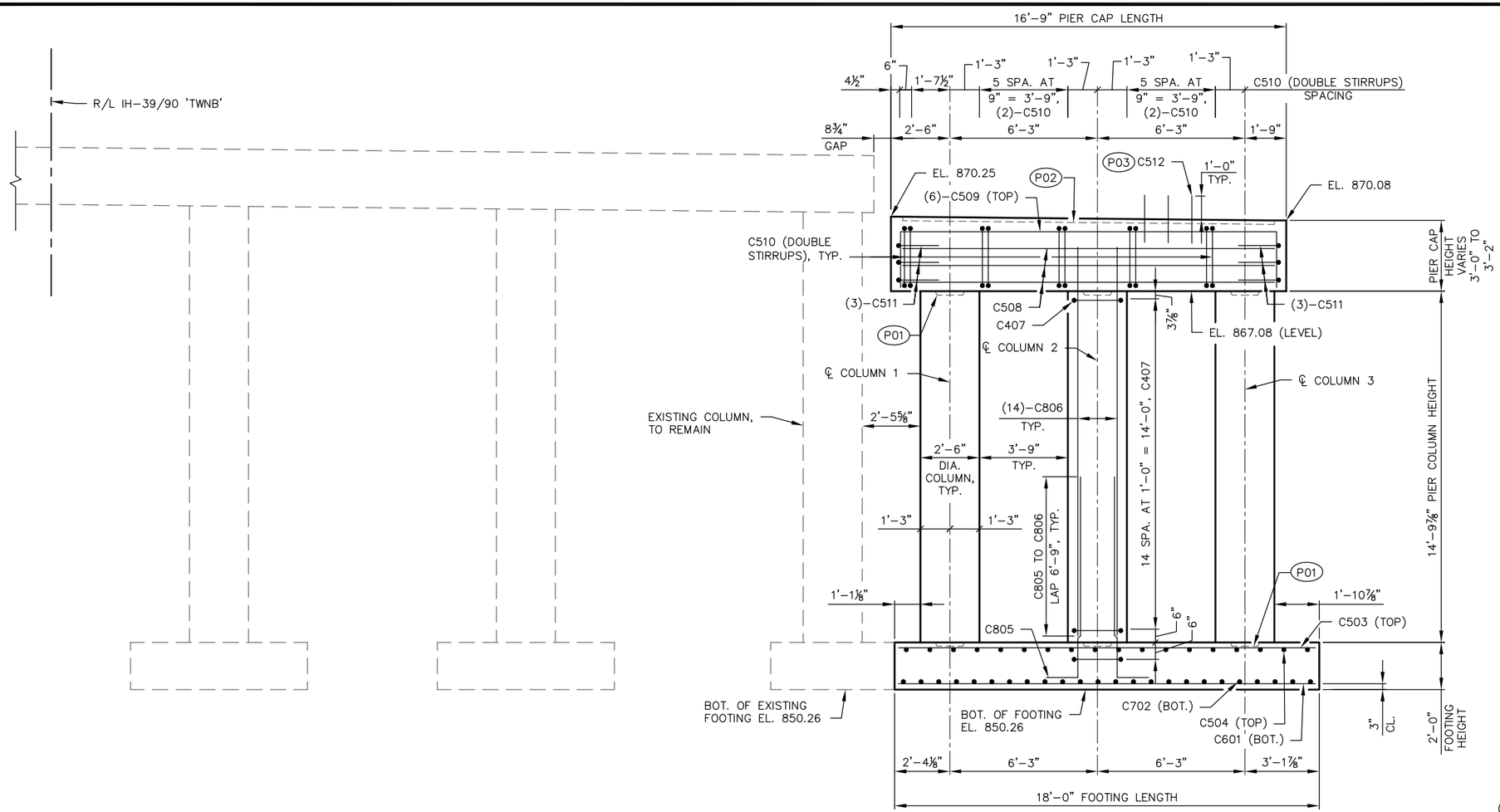
UNDERCUT TO REMOVE UNSUITABLE MATERIAL UNDER THE SPREAD FOOTINGS AS DIRECTED BY THE ENGINEER AND REPLACE WITH BACKFILL GRANULAR GRADE 1. OVER EXCAVATION TO REMOVE UNSUITABLE MATERIAL INCLUDED IN BID ITEM "BACKFILL GRANULAR GRADE 1".

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

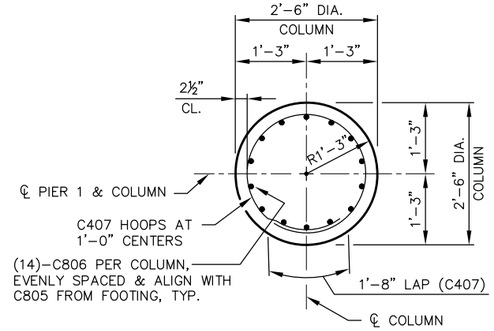
(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'-3" X 1'-3" X 2". RUN BAR STEEL THRU JOINT.

(P02) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".

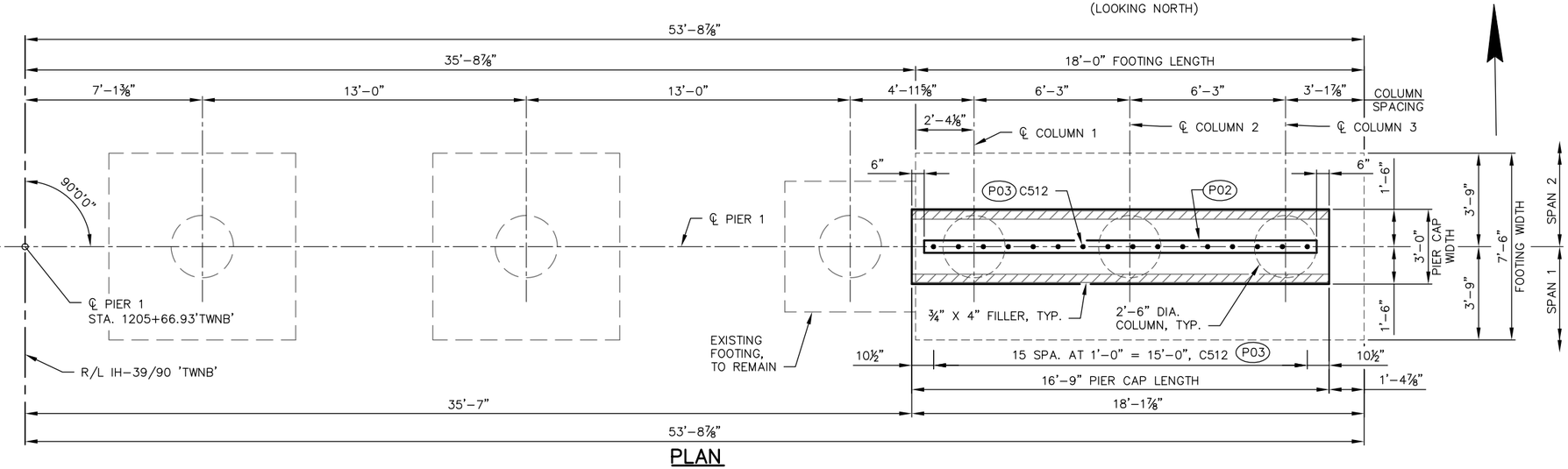
(P03) C512 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT PRIOR TO ITS INITIAL SET. EMBED BAR 1'-0".



ELEVATION
(LOOKING NORTH)



TYPICAL SECTION THRU COLUMN



PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-75

DRAWN BY JDO | PLANS CK'D JJK

PIER 1

SHEET 11 OF 20

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I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

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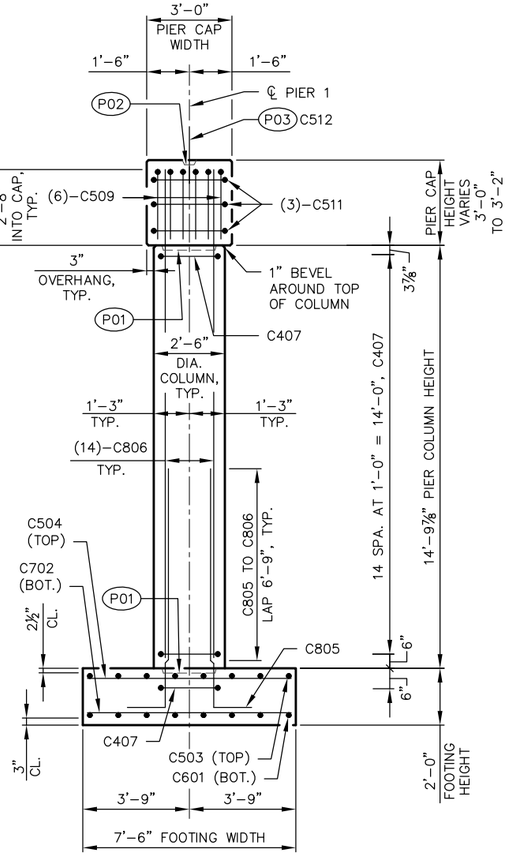
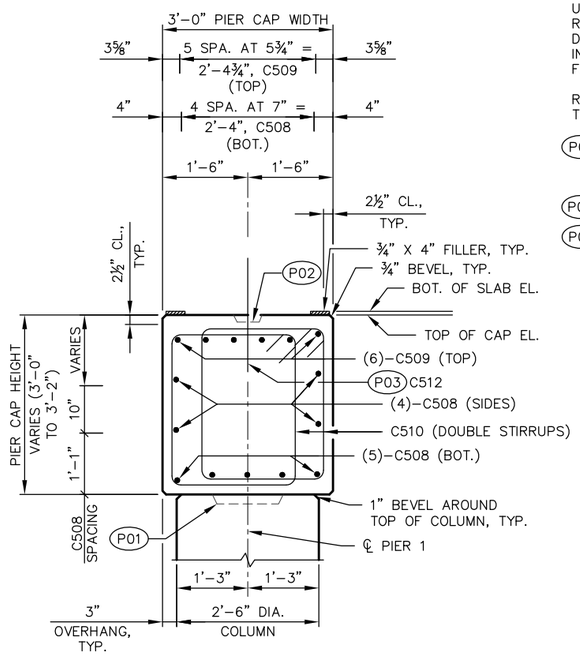


END VIEW
(LOOKING WEST)



TYPICAL SECTION THRU PIER CAP

NOTES

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 4,700 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

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(P03) C512 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT PRIOR TO ITS INITIAL SET. EMBED BAR 1'-0".

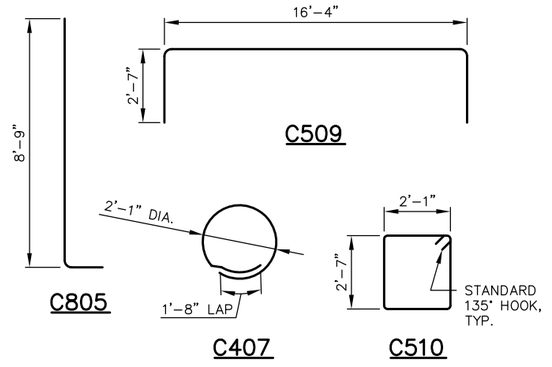
BILL OF BARS
PIER 1

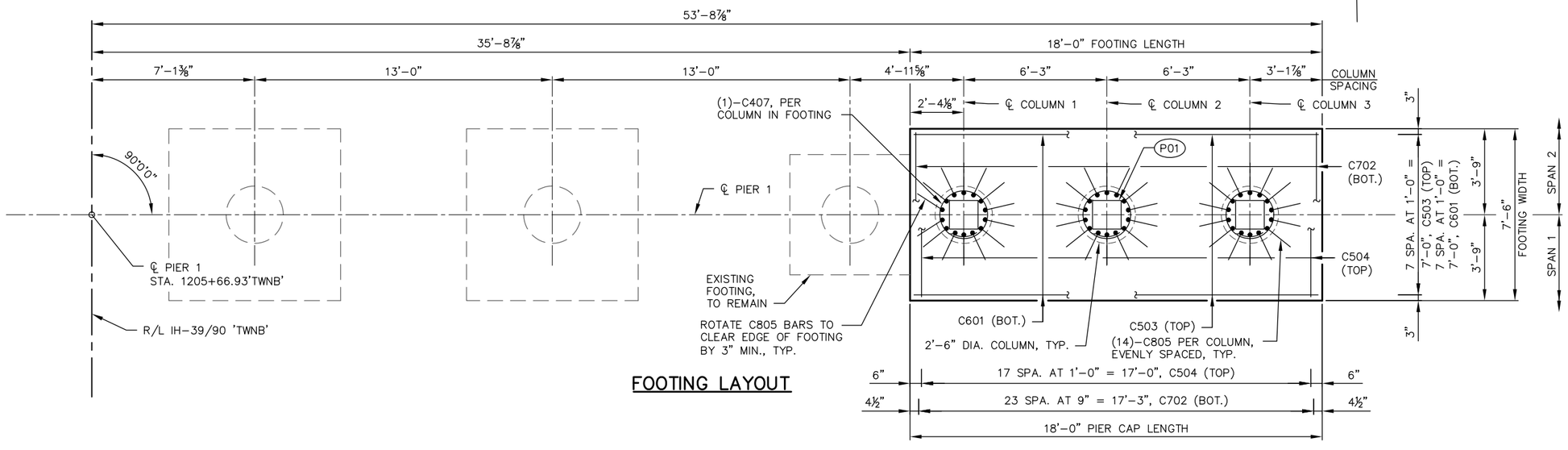
COATED = 3,940 LBS.
UNCOATED = 850 LBS.

	MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
	C601		8	17'-8"			FOOTING - LONGITUDINAL (BOT.)	HORIZ.
	C702		24	7'-2"			FOOTING - TRANSVERSE (BOT.)	HORIZ.
	C503		8	17'-8"			FOOTING - LONGITUDINAL (TOP)	HORIZ.
	C504		18	7'-2"			FOOTING - TRANSVERSE (TOP)	HORIZ.
	C805	42		9'-11"	X		FOOTING - DOWELS	VERT.
	C806	42		17'-0"			COLUMN	VERT.
	C407	48		8'-3"	X		COLUMN - STIRRUP	HORIZ.
	C508	9		16'-5"			PIER CAP - BOTTOM & SIDES	HORIZ.
	C509	6		21'-2"	X		PIER CAP - TOP	HORIZ.
	C510	28		10'-0"	X		PIER CAP - STIRRUP	VERT.
	C511	6		5'-8"	X		PIER CAP - END STIRRUP	HORIZ.
(P03)	C512	16		2'-0"			PIER CAP - DOWELS	VERT.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.





FOOTING LAYOUT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-75

DRAWN BY JDO | PLANS CK'D JJK

PIER 1 DETAILS

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I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

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PLOT SCALE:

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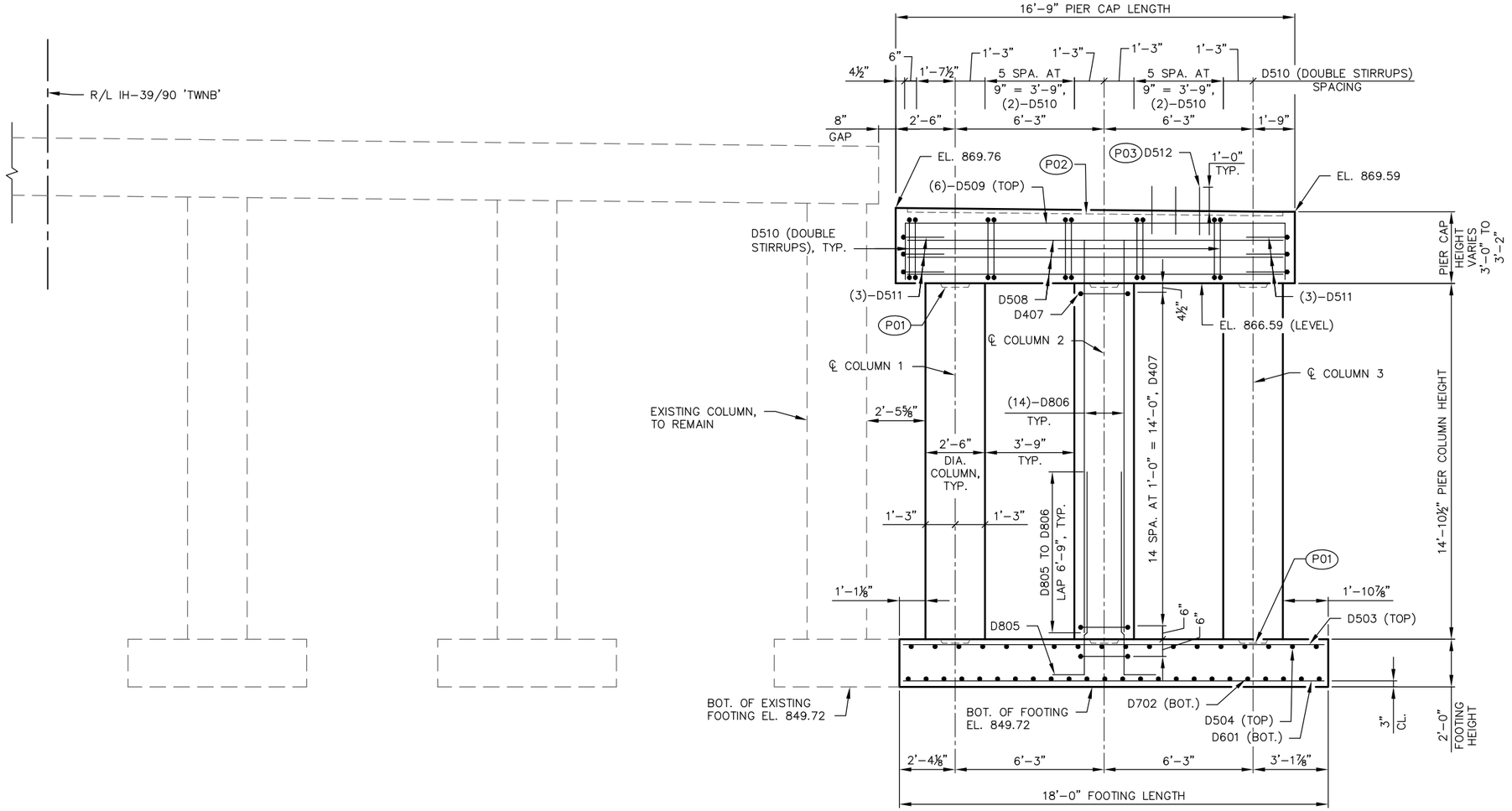

ELEVATION
(LOOKING NORTH)

NOTES

FOR END VIEW, TYPICAL SECTION THRU PIER CAP AND FOOTING LAYOUT, SEE "PIER 2 DETAILS" SHEET.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 4,700 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

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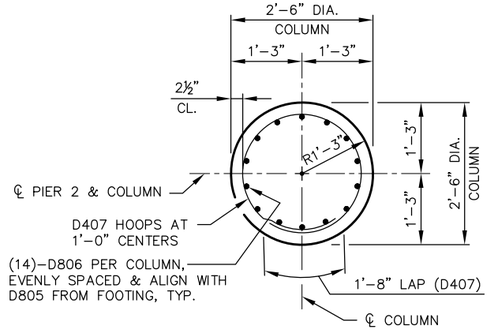
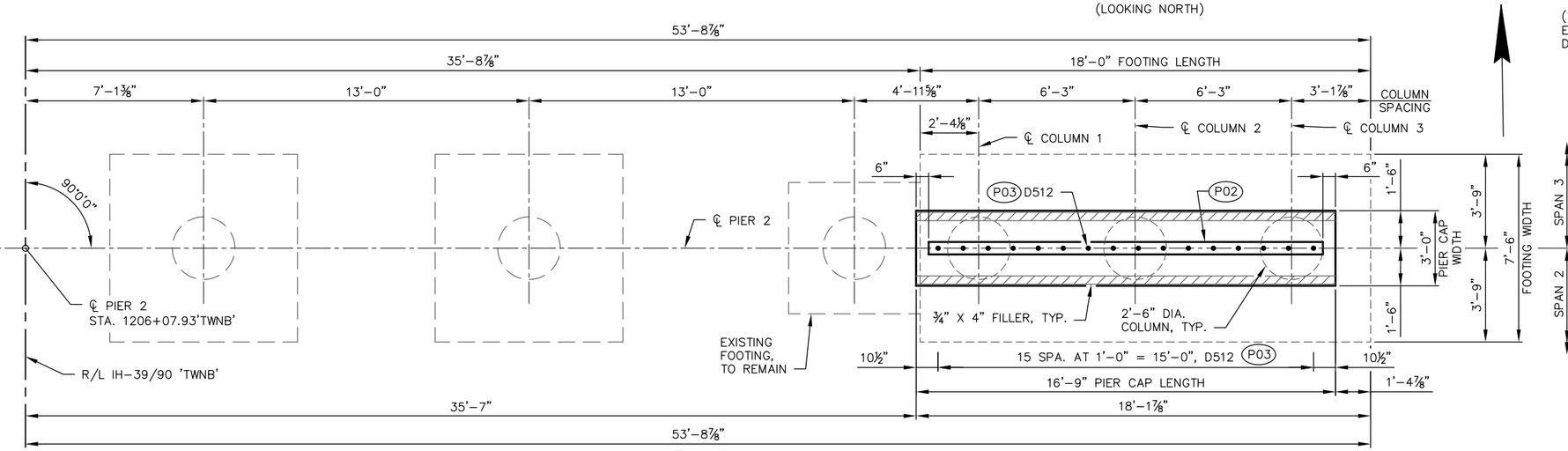


TYPICAL SECTION THRU COLUMN



PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-75

DRAWN BY JDO | PLANS CK'D JJK

PIER 2

SHEET 13 OF 20

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I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

FILE: 11-14-B530075_pier.dwg
PLOT SCALE:

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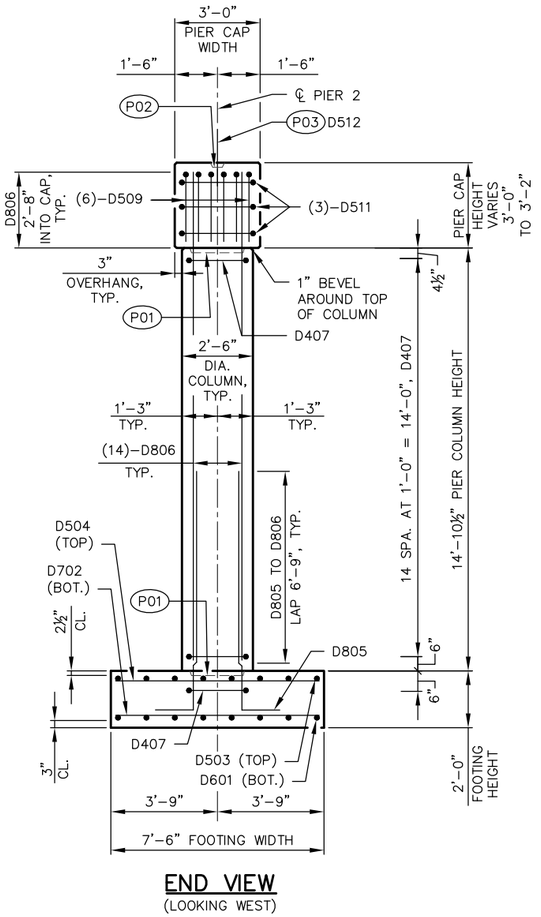
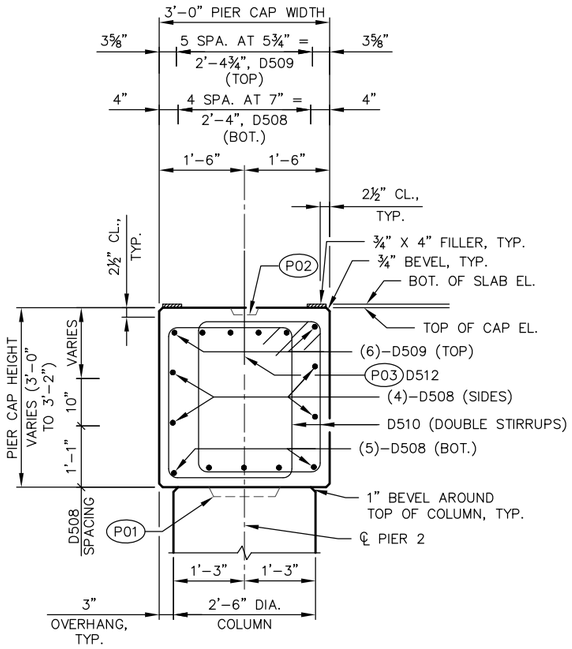


END VIEW
(LOOKING WEST)



TYPICAL SECTION THRU PIER CAP

NOTES

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 4,700 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

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(P02) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".

(P03) D512 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT PRIOR TO ITS INITIAL SET. EMBED BAR 1'-0".

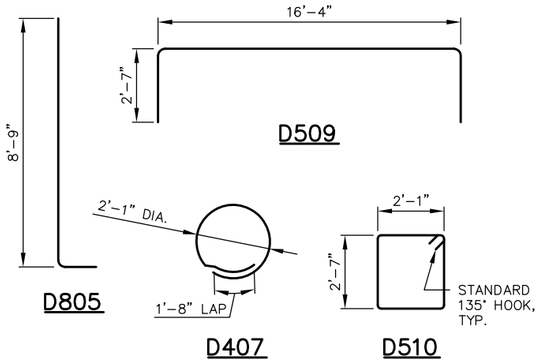
BILL OF BARS
PIER 2

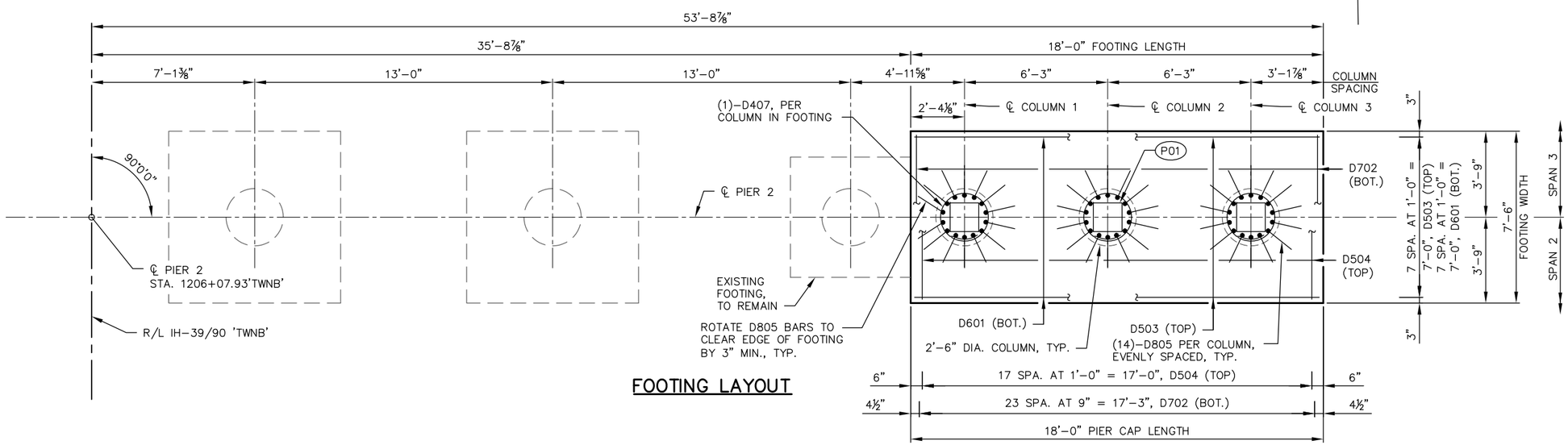
COATED = 3,940 LBS.
UNCOATED = 850 LBS.

	MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
	D601		8	17'-8"			FOOTING - LONGITUDINAL (BOT.)	HORIZ.
	D702		24	7'-2"			FOOTING - TRANSVERSE (BOT.)	HORIZ.
	D503		8	17'-8"			FOOTING - LONGITUDINAL (TOP)	HORIZ.
	D504		18	7'-2"			FOOTING - TRANSVERSE (TOP)	HORIZ.
	D805	42		9'-11"	X		FOOTING - DOWELS	VERT.
	D806	42		17'-0"			COLUMN	VERT.
	D407	48		8'-3"	X		COLUMN - STIRRUP	HORIZ.
	D508	9		16'-5"			PIER CAP - BOTTOM & SIDES	HORIZ.
	D509	6		21'-2"	X		PIER CAP - TOP	HORIZ.
	D510	28		10'-0"	X		PIER CAP - STIRRUP	VERT.
	D511	6		5'-8"	X		PIER CAP - END STIRRUP	HORIZ.
(P03)	D512	16		2'-0"			PIER CAP - DOWELS	VERT.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.





FOOTING LAYOUT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-75

DRAWN BY JDO | PLANS CK'D JJK

PIER 2 DETAILS

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I.D. 1005-10-81

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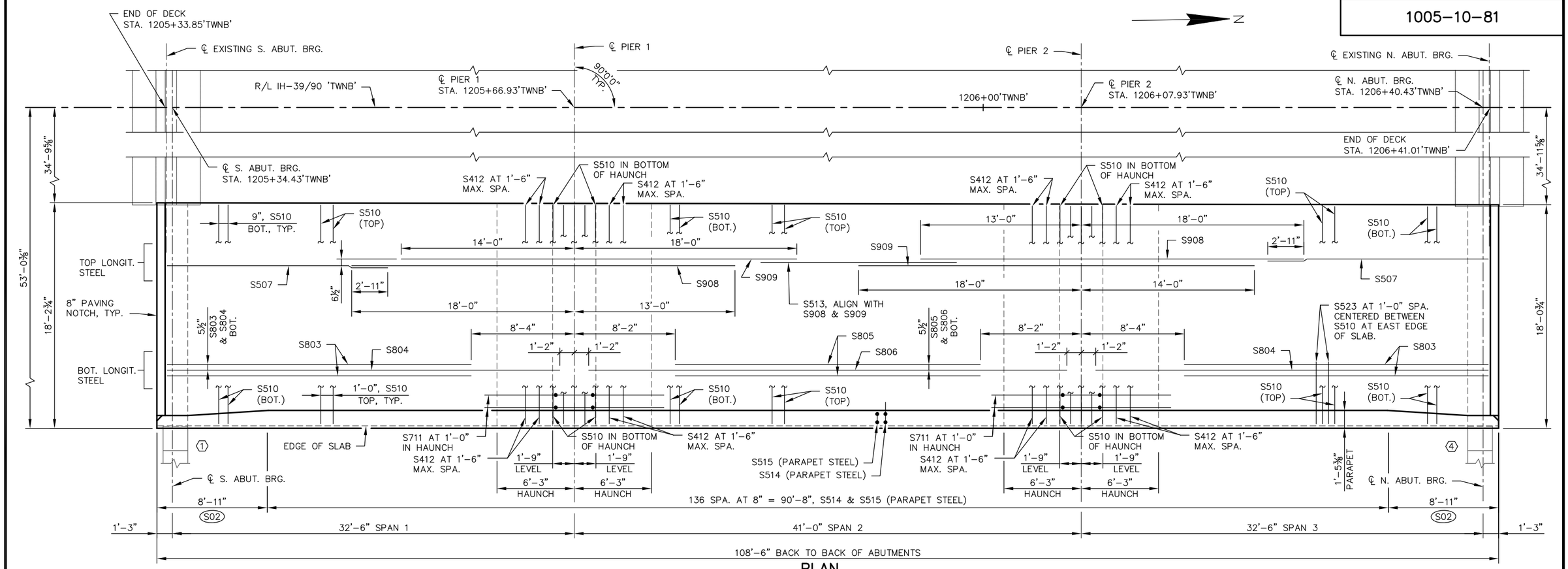
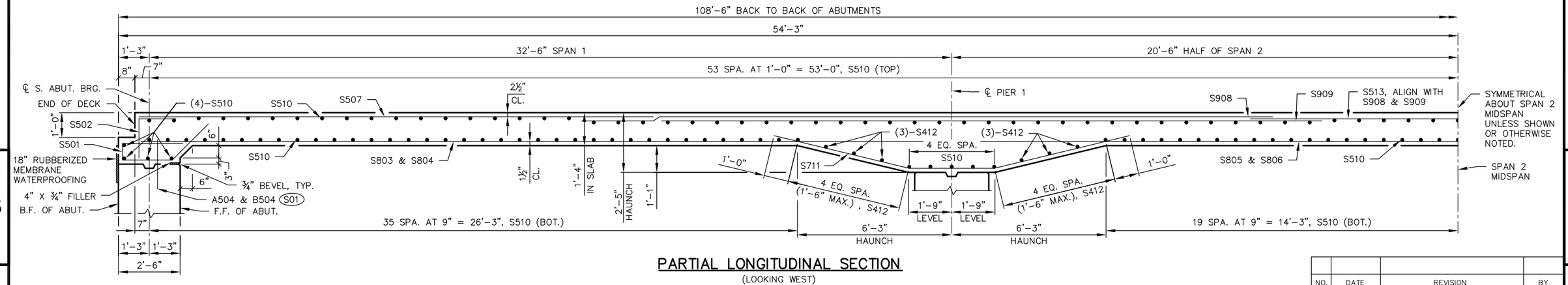


PLAN



PARTIAL LONGITUDINAL SECTION

(LOOKING WEST)

(PIER CAP NOT SHOWN FOR CLARITY)

NOTES

TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY.

BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

PARAPET PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(S01) SEE ABUTMENT SHEETS FOR PLACEMENT OF A504 & B504 BARS.

(S02) SEE "PARAPET & SUPERSTRUCTURE REINFORCEMENT" SHEET FOR PARAPET STEEL SPACING AND LAYOUT.

⬡ INDICATES WING NUMBER

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-75

DRAWN BY JDO | PLANS CK'D JJK

SUPERSTRUCTURE

SHEET 15 OF 20

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I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

FILE: 15-17_B530075_super.dwg
PLOT SCALE:

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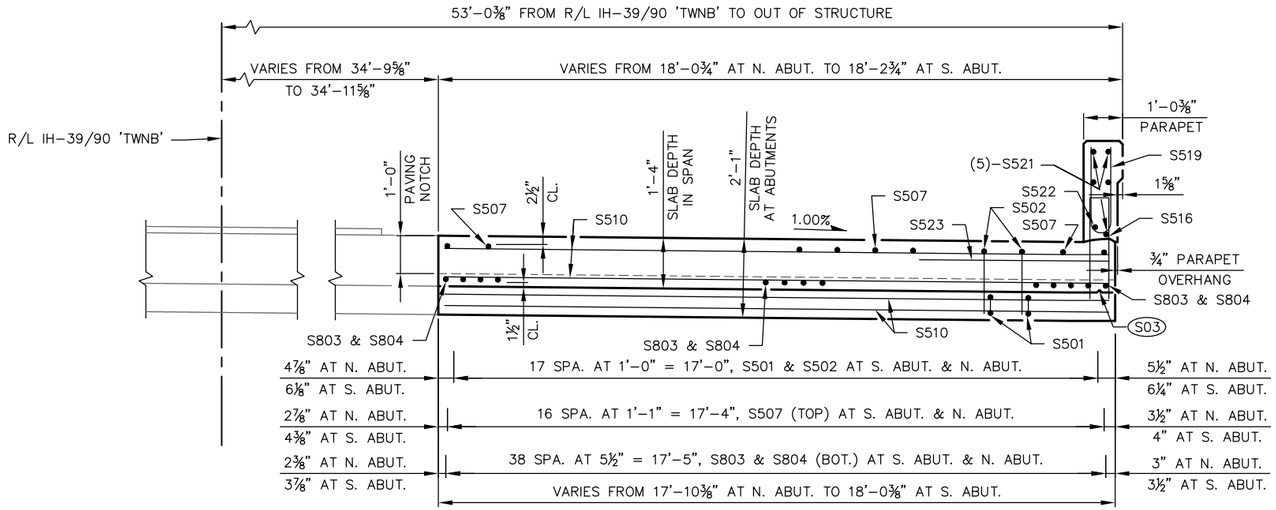
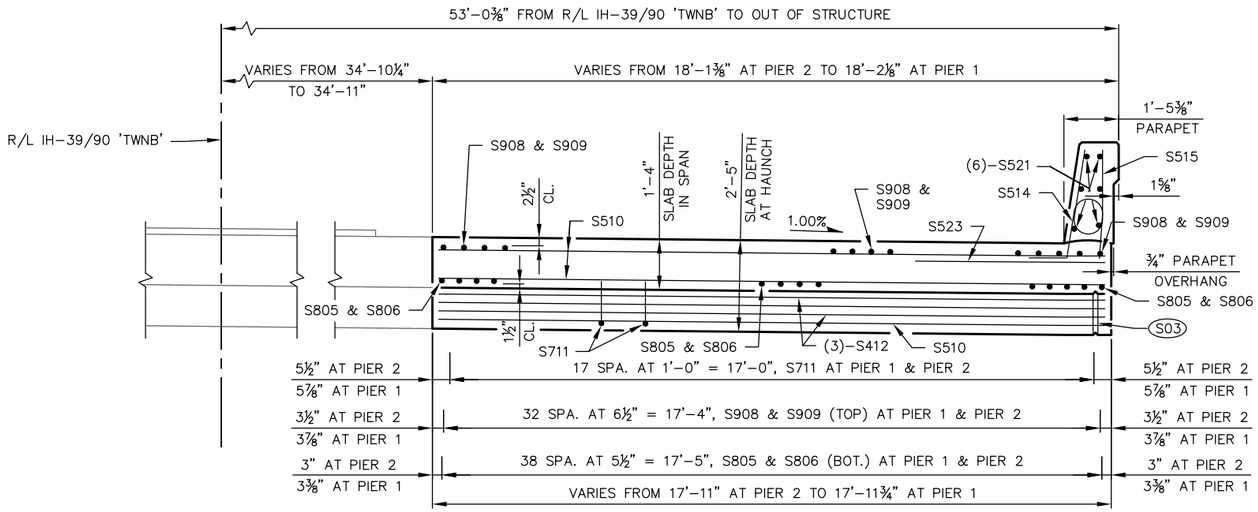


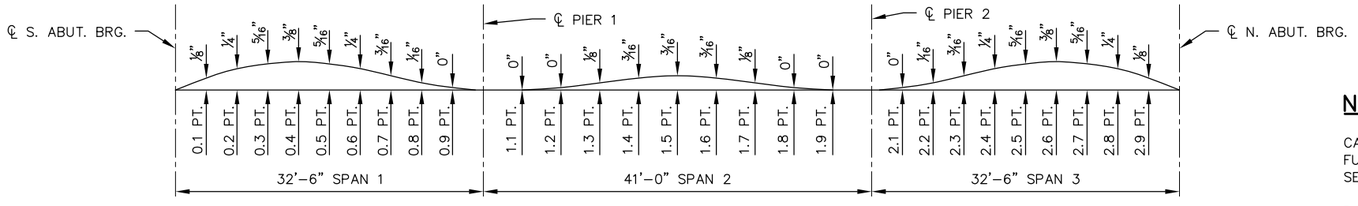
CROSS SECTION THRU ROADWAY AT ABUTMENTS

(LOOKING NORTH)



CROSS SECTION THRU ROADWAY AT PIERS

(LOOKING NORTH)



SLAB CAMBER DIAGRAM

TO DETERMINE FALSEWORK ELEVATION AT EDGE OF SLAB, CROWN OR REFERENCE LINE FOLLOW THIS PROCEDURE:

	TOP OF SLAB ELEVATION AT FINAL GRADE
LESS	SLAB THICKNESS
PLUS	CAMBER
PLUS	FORM SETTLEMENT/DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR)
EQUALS	TOP OF SLAB FALSEWORK ELEVATION.

TOP OF DECK ELEVATIONS

SPAN PT	R/L IH-39/90 'TWNB'	W. SLAB EDGE *	E. SLAB EDGE *
℄ S. ABUT.	873.69	873.17	873.00
0.1	873.64	873.13	872.95
0.2	873.59	873.08	872.91
0.3	873.55	873.04	872.87
0.4	873.51	872.99	872.83
0.5	873.47	872.95	872.78
0.6	873.42	872.90	872.74
0.7	873.37	872.85	872.69
0.8	873.32	872.81	872.64
0.9	873.28	872.77	872.60
℄ PIER 1	873.24	872.73	872.56
1.1	873.19	872.68	872.51
1.2	873.14	872.62	872.45
1.3	873.08	872.56	872.40
1.4	873.03	872.52	872.35
1.5	872.99	872.47	872.31
1.6	872.95	872.43	872.27
1.7	872.90	872.39	872.22
1.8	872.86	872.34	872.18
1.9	872.81	872.29	872.12
℄ PIER 2	872.75	872.24	872.07
2.1	872.71	872.19	872.03
2.2	872.66	872.15	871.98
2.3	872.62	872.10	871.94
2.4	872.58	872.06	871.89
2.5	872.54	872.03	871.86
2.6	872.51	871.99	871.83
2.7	872.48	871.96	871.79
2.8	872.44	871.92	871.75
2.9	872.40	871.88	871.71
℄ N. ABUT.	872.36	871.84	871.67

SURVEY TOP OF SLAB ELEVATIONS

	℄ S. ABUT. BRG.	5/10 PT.	℄ PIER 1	5/10 PT.	℄ PIER 2	5/10 PT.	℄ N. ABUT. BRG.
R/L IH-39/90 'TWNB'							
WEST SLAB EDGE							
EAST SLAB EDGE							

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF DECK ELEVATIONS AT THE ℄ OF ABUTMENTS, ℄ OF PIERS AND AT 5/10 POINTS TO VERIFY CAMBER. TAKE ELEVATIONS ALONG EDGE OF SLAB AND REFERENCE LINE. RECORD THE ELEVATIONS IN THE ABOVE TABLE FOR THE "AS BUILT" PLANS.

NOTES

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

ALL DECK ELEVATIONS ARE BASED ON EXISTING SURVEY INFORMATION FROM 2016.

(S03) ¾" V-GROOVE. EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENT DIAPHRAGM. V-GROOVES ARE REQUIRED.

* TOP OF DECK ELEVATIONS ARE PRIOR TO PLACEMENT OF 2" HMA PAVEMENT OVERLAY.

STATE PROJECT NUMBER

1005-10-81

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-75

DRAWN BY JDO | PLANS CK'D JJK

SUPERSTRUCTURE DETAILS

SHEET 16 OF 20

395

I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

FILE: 15-17_B530075_super.dwg
PLOT SCALE:

8

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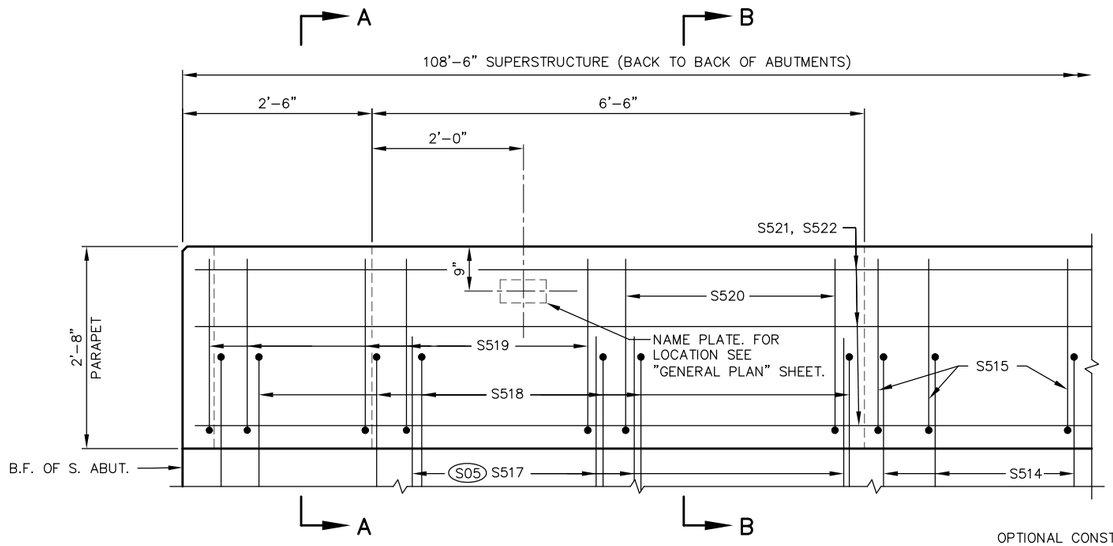
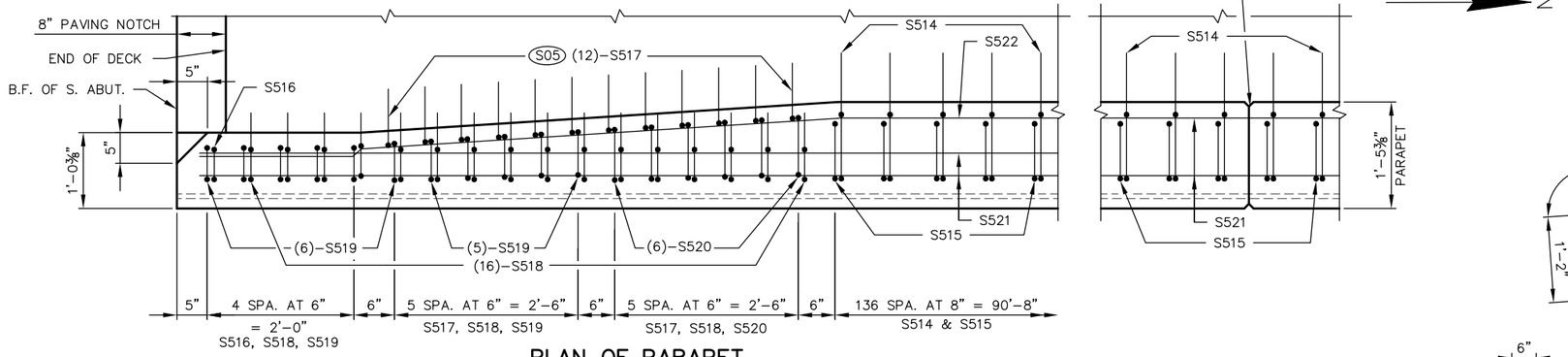
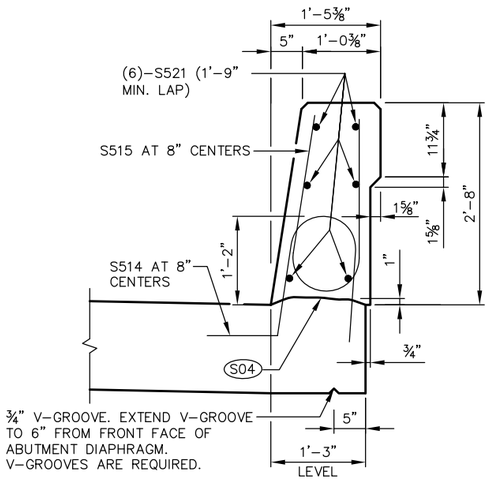


OUTSIDE ELEVATION OF PARAPET



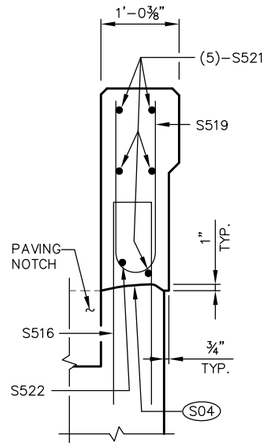
PLAN OF PARAPET

(WING 1 SHOWN, WING 4 SIMILAR)
(WING NOT SHOWN FOR CLARITY)

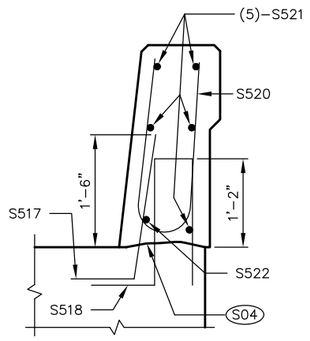


TYPICAL SECTION THRU PARAPET

(LOOKING NORTH, DECK STEEL NOT SHOWN FOR CLARITY)



SECTION A–A



SECTION B–B

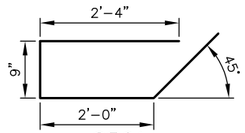
F.F. – FRONT FACE
B.F. – BACK FACE

OPTIONAL CONSTRUCTION JOINTS IN PARAPET MAY BE USED. RUN BAR REINF. THRU JOINT. LAP LONGIT. BARS A MIN. OF 1'–9". MIN. JOINT SPACING OF 80'–0". DEFINE CONST. JOINT WITH A ¾" V–GROOVE.

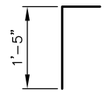
NOTES

(S04) CONSTRUCTION JOINT – STRIKE OFF AS SHOWN AND LEAVE ROUGH.

(S05) S516 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE S516 CORRECTLY ALONG TRANSITION OF PARAPET.



S501



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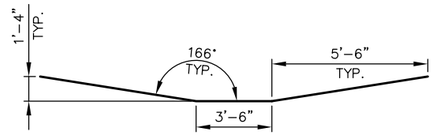


S711

STATE PROJECT NUMBER

1005–10–81

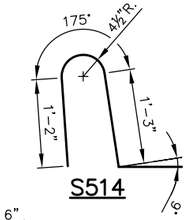
BILL OF BARS SUPERSTRUCTURE

COATED = 26,380 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
S501	36		7'–2"	X		SLAB AT ABUTMENT – TIES	LONGIT.
S502	36		3'–9"	X		SLAB AT ABUTMENT – TIES	LONGIT.
S803	39		24'–7"			SLAB – BOTTOM SPAN 1 & 3	LONGIT.
S804	39		31'–9"			SLAB – BOTTOM SPAN 1 & 3	LONGIT.
S805	20		24'–8"			SLAB – BOTTOM SPAN 2	LONGIT.
S806	19		38'–8"			SLAB – BOTTOM SPAN 2	LONGIT.
S507	34		17'–10"			SLAB – TOP SPAN 1 & 3	LONGIT.
S908	34		31'–0"			SLAB – TOP OVER PIERS	LONGIT.
S909	32		32'–0"			SLAB – TOP OVER PIERS	LONGIT.
S510	236		17'–6"			SLAB – TOP & BOTTOM	TRANS.
S711	36		14'–10"	X		SLAB – BOTTOM IN HAUNCH	LONGIT.
S412	12		17'–6"			SLAB – IN HAUNCH	TRANS.
S513	33		15'–10"			SLAB – TOP SPAN 2	LONGIT.
S514	137		4'–5"	X		PARAPET	VERT.
S515	137		5'–0"	X		PARAPET	VERT.
S516	10		5'–7"	X		PARAPET AT ENDS	VERT.
S517	24		2'–9"	X		PARAPET	VERT.
S518	32		4'–4"	X		PARAPET	VERT.
S519	22		4'–9"	X		PARAPET	VERT.
S520	12		4'–10"	X		PARAPET	VERT.
S521	16		37'–3"			PARAPET	LONGIT.
S522	2		37'–3"	X		PARAPET	LONGIT.
S523	106		5'–0"			SLAB – TOP AT EDGE OF SLAB	TRANS.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.



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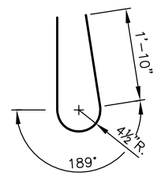

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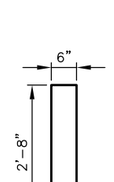
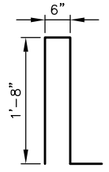


S516

S517



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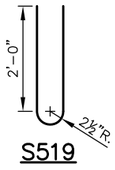

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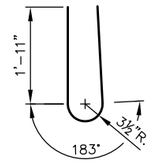

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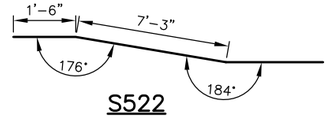

S522

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–75

DRAWN BY JDO | PLANS CK'D JJK

PARAPET & SUPERSTRUCTURE REINFORCEMENT

SHEET 17 OF 20

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I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

FILE: 15–17_B530075_super.dwg
PLOT SCALE:

8

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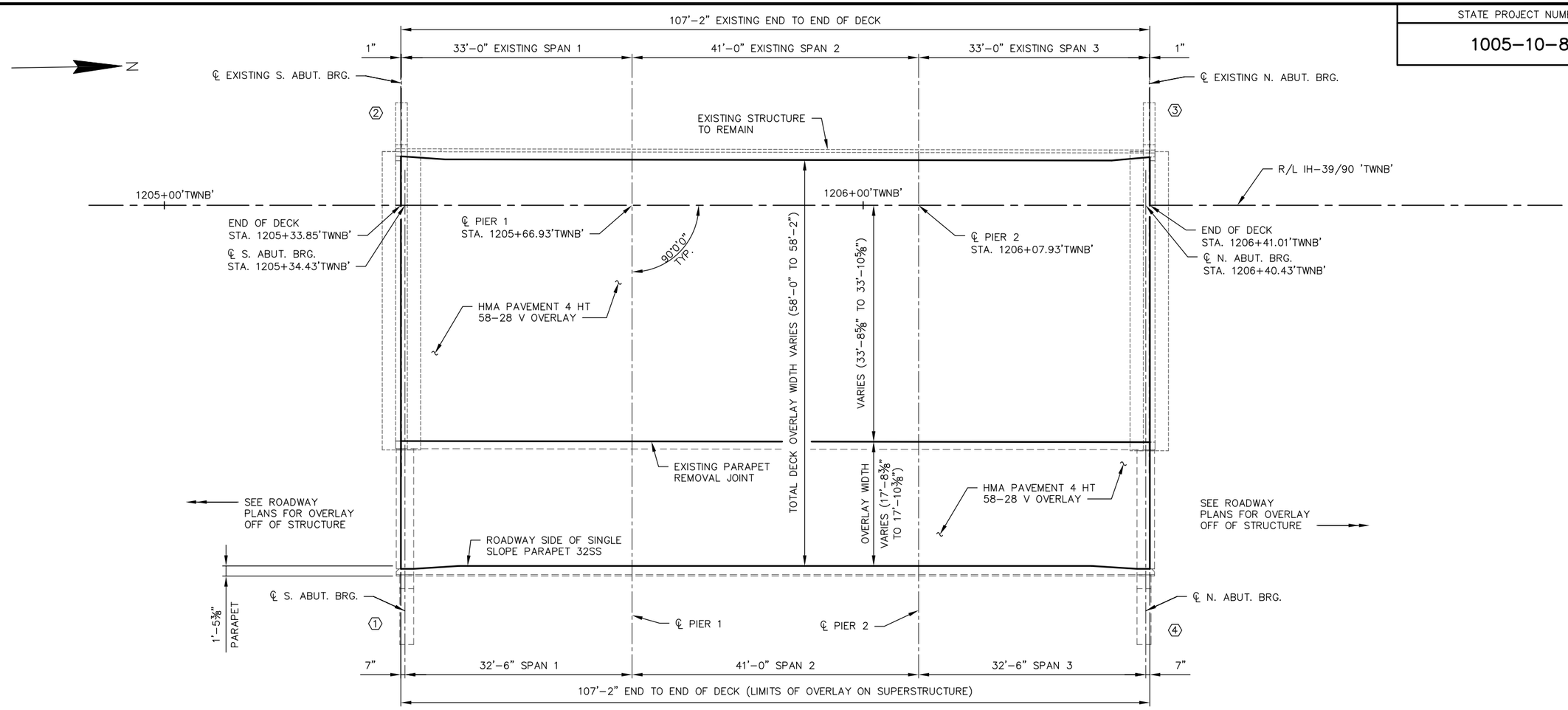
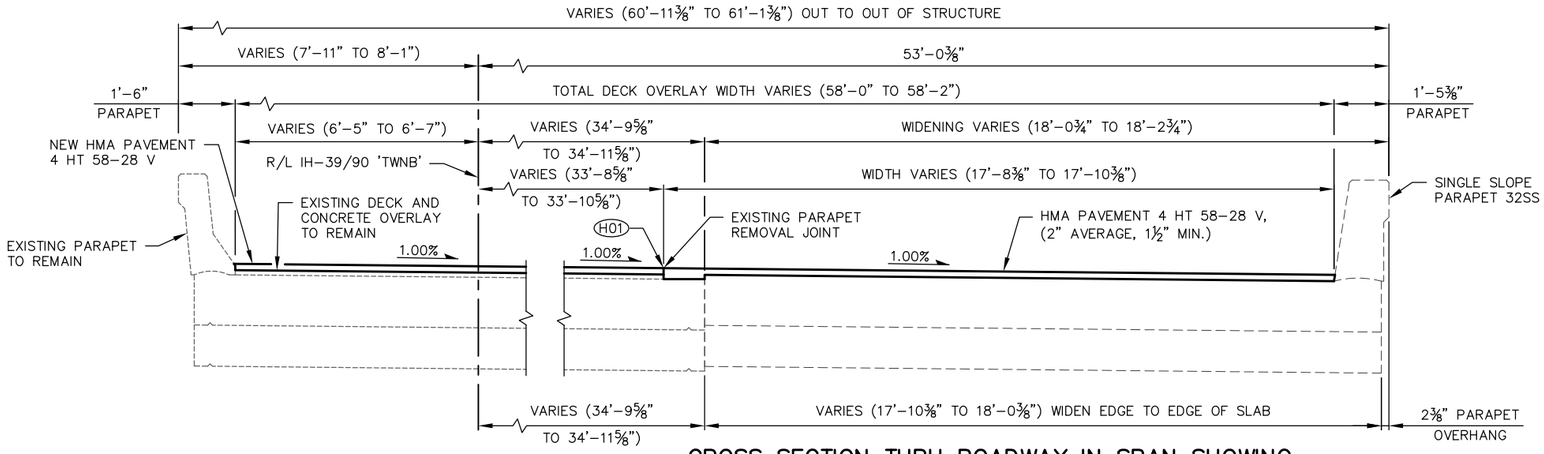
STATE PROJECT NUMBER

1005–10–81



HMA PAVEMENT OVERLAY PLAN



CROSS SECTION THRU ROADWAY IN SPAN SHOWING HMA PAVEMENT OVERLAY

(LOOKING NORTH)

NOTES

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON AN AVERAGE OVERLAY THICKNESS OF 2–INCH PLACED ABOVE THE CONCRETE DECK SURFACE. CONTACT THE BUREAU OF STRUCTURES BEFORE PLACEMENT OF THE OVERLAY IF THE AVERAGE THICKNESS OF THE OVERLAY WILL EXCEED THE AVERAGE THICKNESS SHOWN ON THE PLANS BY MORE THAN ½–INCH.

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY SHALL BE INCLUDED IN THE BID ITEM "HMA PAVEMENT 4 HT 58–28 V".

(H01) SAW CUT HMA OVERLAY CONSTRUCTION JOINT 1/2–INCH WIDE AND FILL TO WITHIN 1/8–INCH OF SURFACE WITH JOINT SEALER. COST INCLUDED IN BID ITEM "HMA PAVEMENT 4 HT 58–28 V".

⬡ INDICATES WING NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–75

DRAWN BY JDO | PLANS CK'D JJK

HMA PAVEMENT OVERLAY

SHEET 18 OF 20

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8

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I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

FILE: 18–B530075_overlay.dwg
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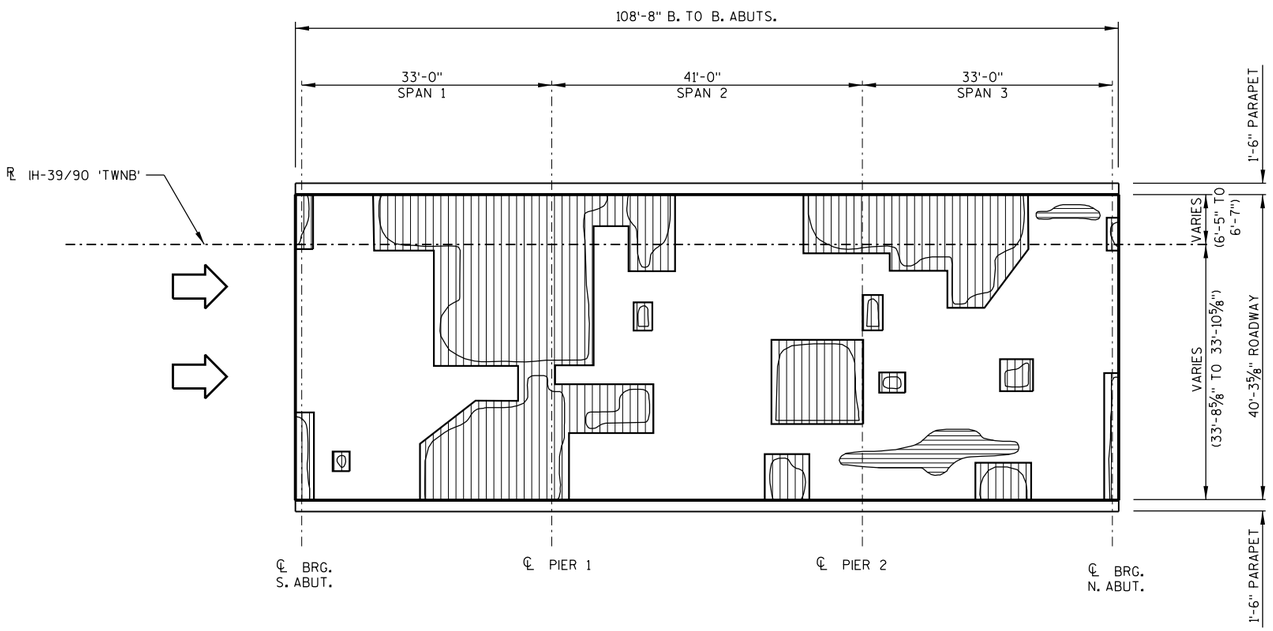
PLOT DATE: 10/30/2017 PLOT TIME: 10:20:17 AM BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1005-10-81



GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

REMOVAL OF THE EXISTING CONCRETE MASONRY OVERLAY ABOVE "PREPARATION DECKS TYPE 1" SHALL BE INCLUDED WITH THE BID ITEM "PREPARATION DECKS TYPE 1".

AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DELINEATED BY SAW CUT ON THE EXISTING CONCRETE MASONRY OVERLAY AND ONCE AGAIN ON THE EXISTING CONCRETE SLAB ONCE THE OVERLAY IS REMOVED. PAYMENT WILL BE FOR ONE SAWCUT CUTTING THROUGH BOTH THE CONCRETE OVERLAY AND ORIGINAL DECK.

AREAS FOR "PREPARATION DECKS TYPE 1", "PREPARATION DECKS TYPE 2", "FULL DEPTH DECK REPAIR" SHALL BE DETERMINED BY THE FIELD ENGINEER. DECK REPAIRS SHALL BE REPAIRED WITH THE BID ITEM "CONCRETE MASONRY DECK REPAIR" TO THE TOP OF THE EXISTING CONCRETE MASONRY OVERLAY.

THE EXISTING 2" CONCRETE MASONRY DECK OVERLAY TO REMAIN. REMOVE ONLY WHERE REQUIRED FOR REPAIRS TO CONCRETE SLAB AS DIRECTED.

SCARIFICATION IS NOT REQUIRED UNLESS DIRECTED BY THE ENGINEER.

PLAN

PROPOSED REHAB AREAS

N

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY-1986
BITUMINOUS OVERLAY-2000
PMA OVERLAY-2014

INFRARED INSPECTION DATE: 8/23/17

LEGEND	
DECK PREPARATION AREA	DELAMINATION
SHADE/DEBRIS	SPALL
	DEBOND
	ASPHALT PATCH
	CONCRETE PATCH

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-75

DRAWN BY TAW | PLANS CK'D. MAH

DECK REPAIRS

SHEET 19 OF 20
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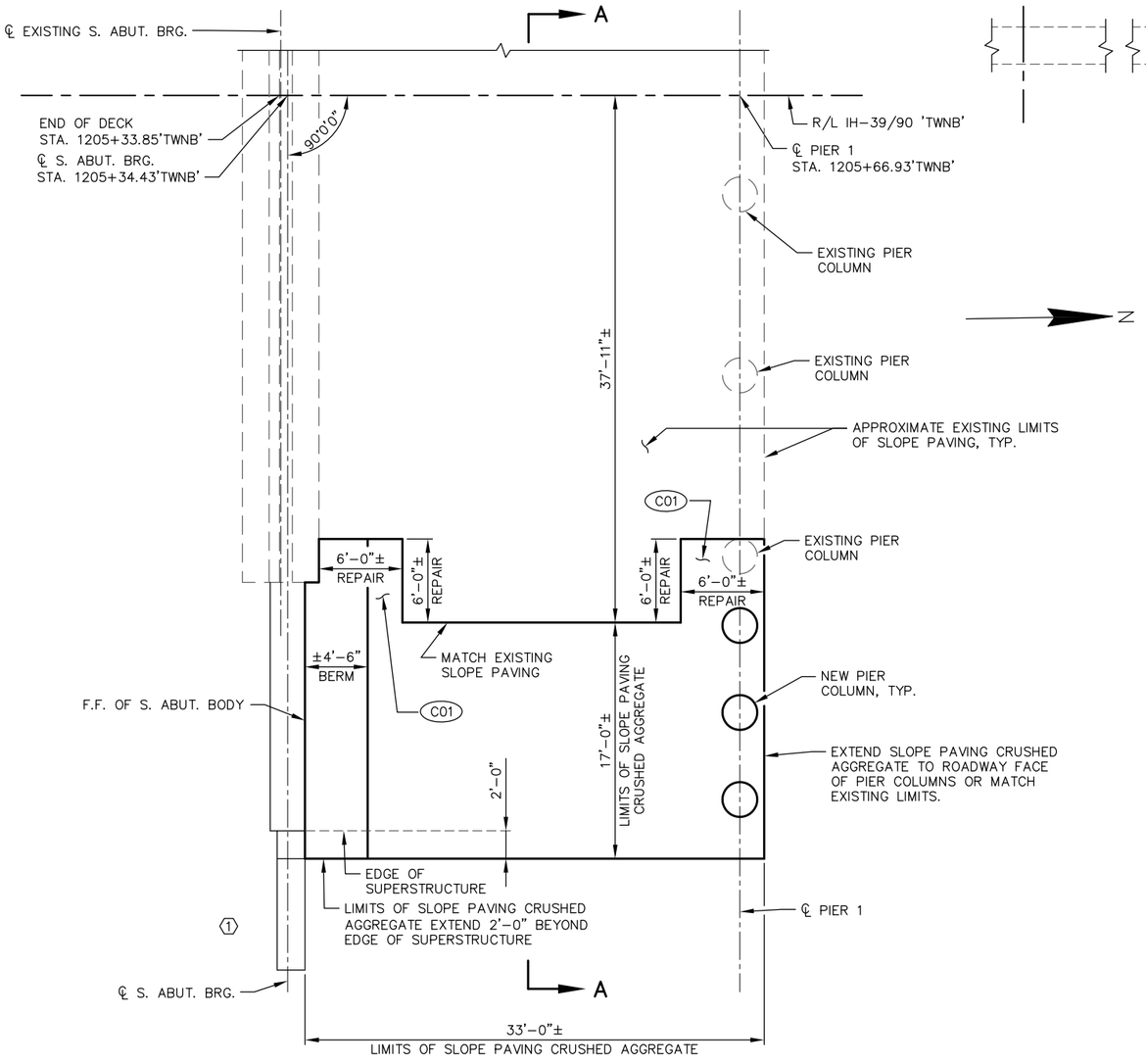
STATE PROJECT NUMBER
1005–10–81

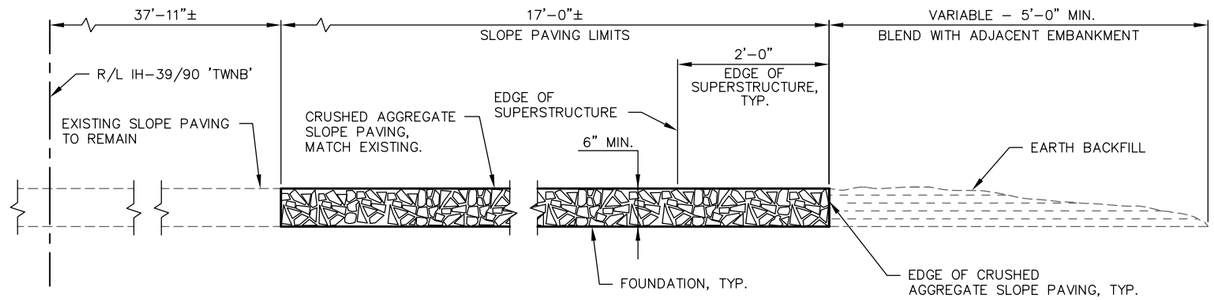


PLAN VIEW SHOWING LIMITS OF SLOPE PAVING CRUSHED AGGREGATE

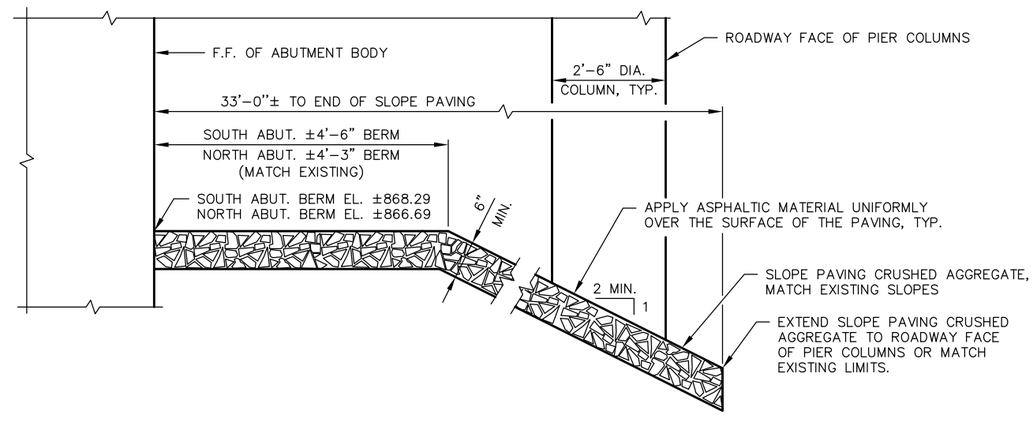
(SOUTH ABUTMENT SHOWN, NORTH ABUTMENT SIMILAR)

⬡ INDICATES WING NUMBER

C01 REPAIR SLOPE PAVING DISTURBED DURING ABUTMENT AND PIER EXCAVATION.



SECTION A–A



TYPICAL SECTION THRU SLOPE PAVING CRUSHED AGGREGATE

(ROUND STONE WILL NOT BE ACCEPTED)

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–75

DRAWN BY JDO | PLANS CK'D JJK

SLOPE PAVING CRUSHED AGGREGATE

SHEET 20 OF 20

399

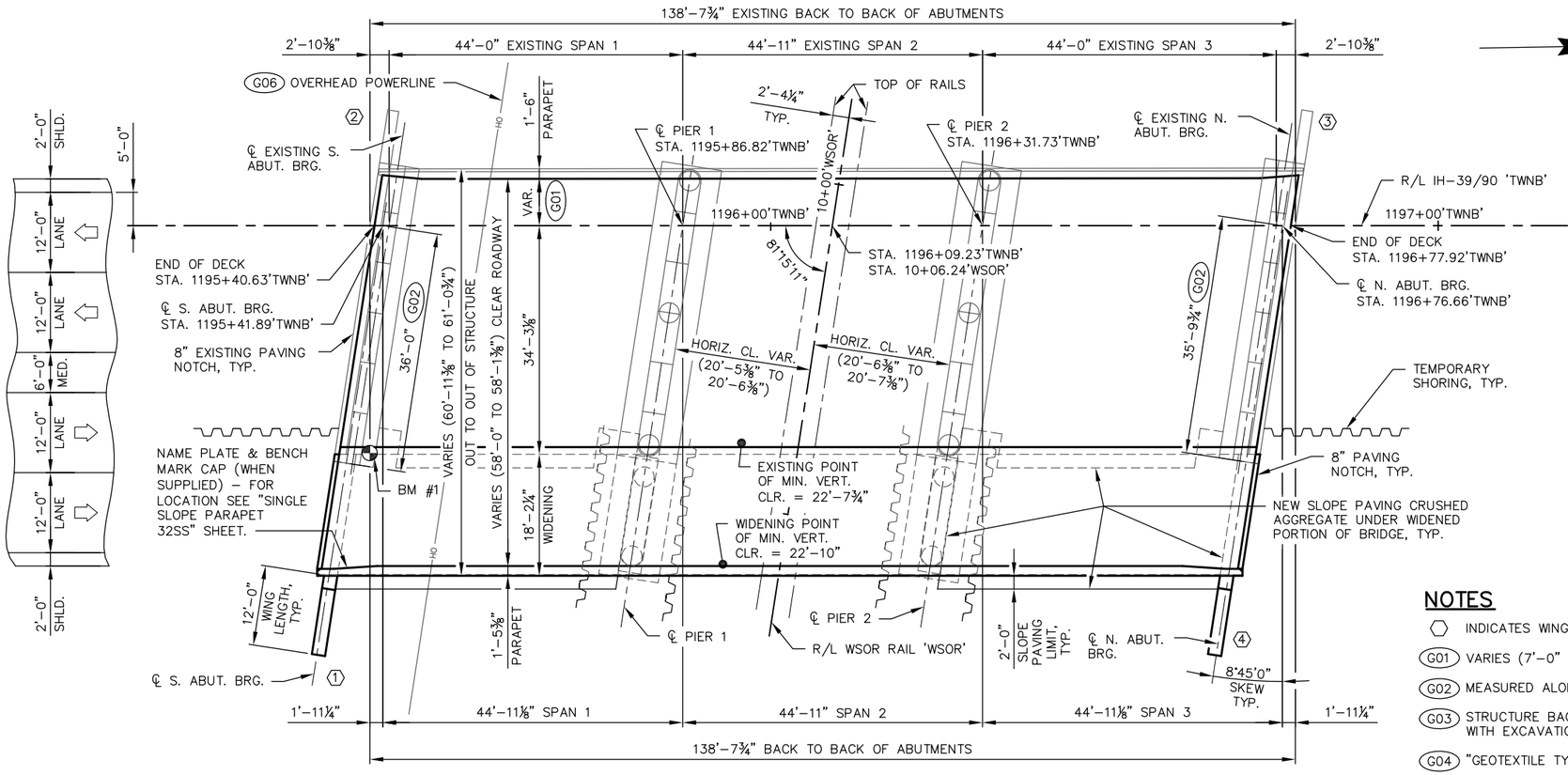
8

8

I.D. 1005–10–81

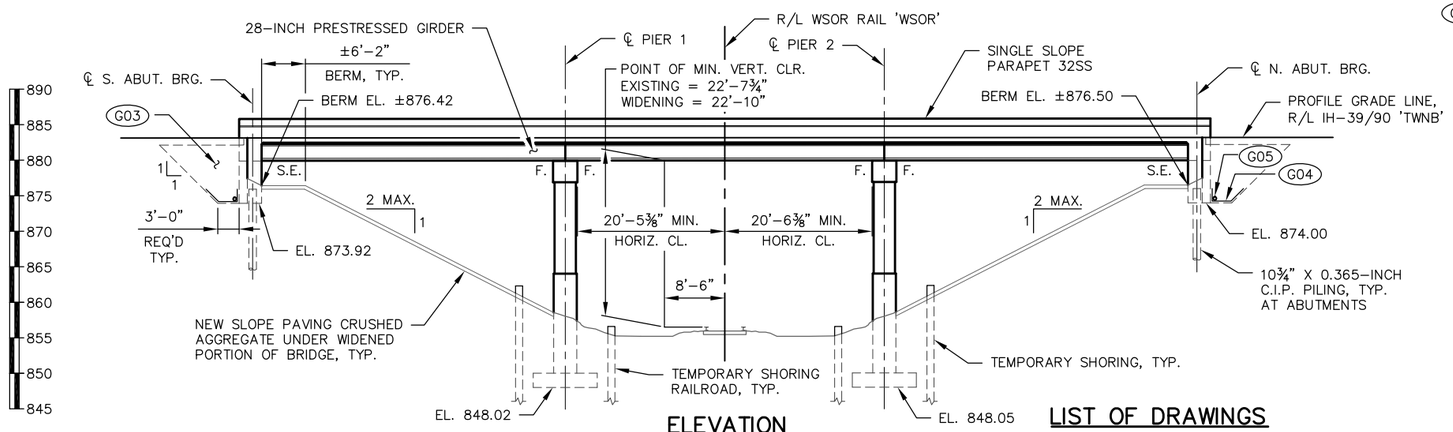
PLOT DATE: Oct 30, 2017

FILE: 20–B530075_slppav.dwg
PLOT SCALE:



PLAN B-53-77

(WIDENED THREE SPAN 28-INCH PRESTRESSED GIRDERS)



ELEVATION

(NORMAL TO WSOR, LOOKING WEST)

BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEVATION
1	1195+39.92'TWNB', 34.06' RT.	CHIS X ON B-53-77 WALL	885.50
2	1196+35.38'TWNB', 33.21' LT.	CHIS SQ TOP CONC/STONE RWALL	857.41
3	1196+92.67'TWNB', 97.04' LT.	WISDOT DISK TOP WINGWALL NW QUAD B-53-76	882.02

HORIZONTAL DATUM AND ADJUSTMENT: NAD 83 (2007)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2007)
COORDINATE REFERENCE SYSTEM: WCCS ROCK CO.

TRAFFIC DATA:

IH-39/90
A.A.D.T. (2018) ——— 54,000
A.A.D.T. (2020) ——— 55,540
DESIGN SPEED ——— 65 M.P.H.

DESIGN DATA

LIVE LOAD: (WIDENING STRUCTURE)
- DESIGN LOADING ——— HL-93
- INVENTORY RATING FACTOR ——— RF=1.07
- OPERATING RATING FACTOR ——— RF=1.39
- WISCONSIN STANDARD PERMIT VEHICLE RATING (WIS.-SPV): — 250 KIPS

LIVE LOAD: (EXISTING STRUCTURE, TAKEN FROM HSI, 04/08/2016)
- INVENTORY RATING ——— HS-23
- OPERATING RATING ——— HS-37
- WISCONSIN STANDARD PERMIT VEHICLE RATING (WIS.-SPV): — 250 KIPS

MATERIAL PROPERTIES:
- CONCRETE MASONRY, SUPERSTRUCTURE ——— $f'c$ = 4,000 P.S.I.
- ALL OTHER ——— $f'c$ = 3,500 P.S.I.
- HIGH-STRENGTH BAR STEEL REINFORCEMENT ——— fy = 60,000 P.S.I.
- 28-INCH PRESTRESSED GIRDERS CONCRETE MASONRY ——— $f'c$ = 8,000 P.S.I.
- STRANDS - 0.6" DIAMETER WITH AN ULTIMATE TENSILE STRENGTH OF ——— fu = 270,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON 10¾" X 0.365-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATE 65 FT. PILE LENGTHS AT THE SOUTH ABUTMENT AND 30 FT. PILE LENGTHS AT THE NORTH ABUTMENT.

THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES DYNAMIC FORMULA TO DETERMINE DRIVEN PILE CAPACITY.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 5,700 PSF***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

***THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

NOTES

- ⬡ INDICATES WING NUMBER
- (G01) VARIES (7'-0" AND 7'-1⅜")
- (G02) MEASURED ALONG ℄ ABUTMENT BRG. FROM R/L IH-39/90 'TWNB' TO B.F. ABUT. OF NEW CONSTRUCTION.
- (G03) STRUCTURE BACKFILL TYPE A PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCLUDED WITH EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.
- (G04) "GEOTEXTILE TYPE DF SCHEDULE A" LIMITS. EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.
- (G05) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "SOUTH ABUTMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".
- (G06) UTILITY TO BE RELOCATED PRIOR TO CONSTRUCTION.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION, QUANTITIES AND GENERAL NOTES
3. CONSTRUCTION STAGING #1
4. CONSTRUCTION STAGING #2
5. SUBSURFACE EXPLORATION #1
6. SUBSURFACE EXPLORATION #2
7. SOUTH ABUTMENT
8. SOUTH ABUTMENT REINFORCEMENT
9. NORTH ABUTMENT
10. NORTH ABUTMENT REINFORCEMENT
11. PIER 1
12. PIER 1 DETAILS
13. PIER 2
14. PIER 2 DETAILS
15. BEAM SEAT DETAILS
16. 28-INCH PRESTRESSED GIRDER
17. 28-INCH PRESTRESSED GIRDER DETAILS
18. INTERMEDIATE STEEL DIAPHRAGM
19. SUPERSTRUCTURE PLAN
20. SUPERSTRUCTURE TYPICAL SECTION
21. DIAPHRAGM REINFORCEMENT AT PIERS
22. DIAPHRAGM REINFORCEMENT AT ABUTMENTS
23. SINGLE SLOPE PARAPET 32SS
24. SUPERSTRUCTURE REINFORCEMENT
25. HMA PAVEMENT OVERLAY
26. DECK REPAIRS
27. SLOPE PAVING CRUSHED AGGREGATE

WISCONSIN
JEFFREY J. KOCH
E-28802
PLAIN, WISCONSIN
PROFESSIONAL ENGINEER
11/17/2017

CONSULTANT CONTACT
JEFFREY J. KOCH, P.E.
(608) 588-7866

BRIDGE OFFICE CONTACT
WILLIAM DREHER, P.E.
(608) 266-8489

NO.	DATE	REVISION	BY

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 11/17/17
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STATE PROJECT NUMBER
1005-10-81

STRUCTURE B-53-77

IH-39/90 'TWNB' OVER WSOR

COUNTY	TOWN/~~CITY/VILLAGE~~
ROCK	MILTON

DESIGN SPEC.: REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JDO	CDS	CDS	JJK

GENERAL PLAN

SHEET 1 OF 27

400

I.D. 1005-10-81

PLOT DATE: Nov 17, 2017

FILE: 01-B530077_fsh.dwg
PLOT SCALE:

8

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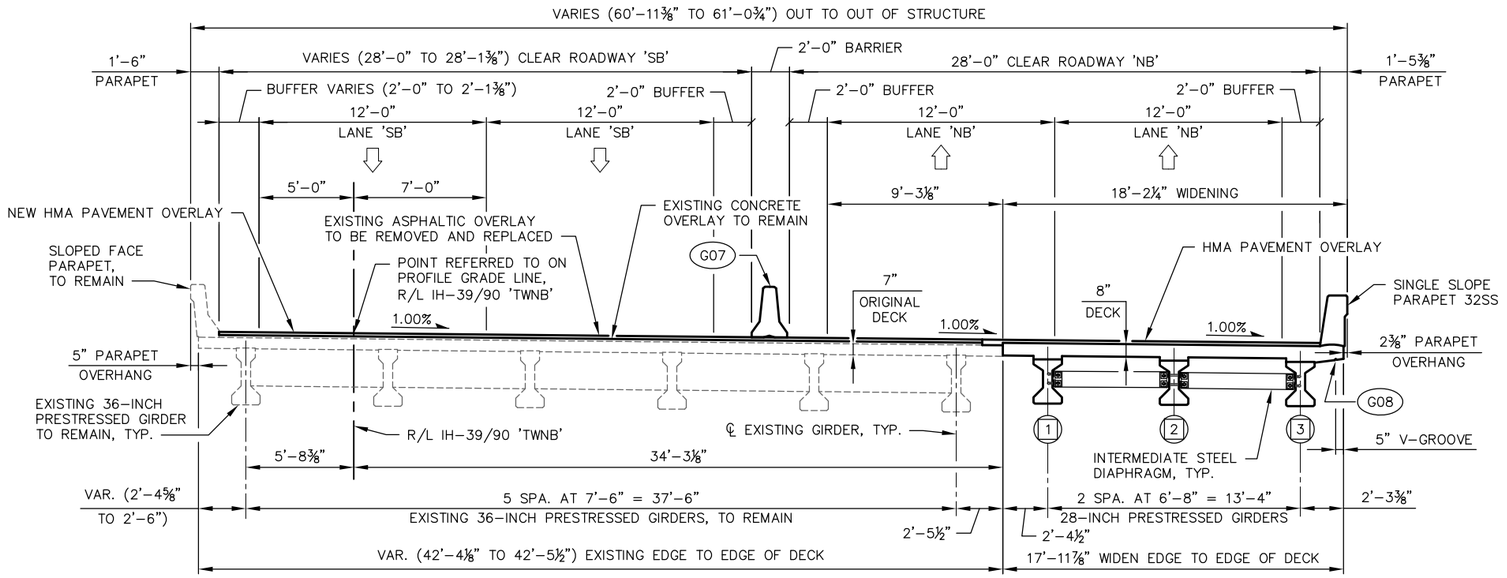


CROSS SECTION THRU ROADWAY IN SPAN

(LOOKING NORTH)

NOTES

(G07) TEMPORARY PRECAST CONCRETE BARRIER, UN-ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.

(G08) ¾" V-GROOVE. EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENT DIAPHRAGM. V-GROOVES ARE REQUIRED.

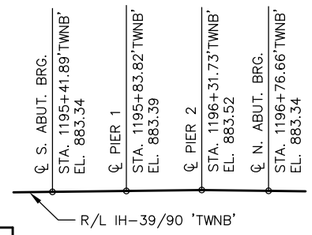
(1) GIRDER 1 LINE DESIGNATION

(2) GIRDER 2 LINE DESIGNATION

(3) GIRDER 3 LINE DESIGNATION

PROFILE GRADE LINE, R/L WSOR RAIL 'WSOR'

(ELEVATIONS BASED ON TOP OF RAIL FIELD SURVEY)



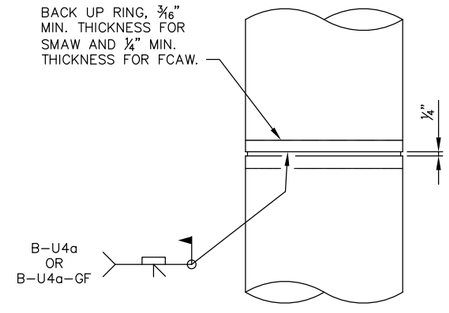
PROFILE GRADE LINE, R/L IH-39/90 'TWNB'

(ELEVATIONS BASED ON FIELD SURVEY)

TOTAL ESTIMATED QUANTITIES

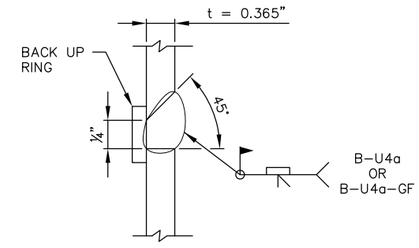
ITEM NO.	BID ITEMS	UNIT	S. ABUT.	PIER 1	PIER 2	N. ABUT.	SUPER	TOTALS
203.0200.002	REMOVING OLD STRUCTURE STA. 1196+09'TWNB'	LS	---	---	---	---	---	1
203.0225.S.002	DEBRIS CONTAINMENT B-53-77	LS	---	---	---	---	---	1
206.1000.002	EXCAVATION FOR STRUCTURES BRIDGES B-53-77	LS	---	---	---	---	---	1
209.1500	BACKFILL GRANULAR GRADE 1	TON	---	8	8	---	---	16
210.1500	BACKFILL STRUCTURE TYPE A	TON	140	---	---	140	---	280
455.0605	TACK COAT	GAL	---	---	---	---	62	62
460.7624	HMA PAVEMENT 4 HT 58-28 V	TON	---	---	---	---	99	99
502.0100	CONCRETE MASONRY BRIDGES	CY	17	54	54	17	99	241
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	4	---	---	---	---	4
503.0128	PRESTRESSED GIRDER TYPE I 28-INCH	LF	---	---	---	---	406	406
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	960	2120	2120	950	---	6150
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	420	5330	5330	420	20480	31980
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	3	6	6	3	---	18
506.4000	STEEL DIAPHRAGMS B-53-77	EACH	---	---	---	---	6	6
509.0301	PREPARATION DECKS TYPE 1	SY	---	---	---	---	118	118
509.0302	PREPARATION DECKS TYPE 2	SY	---	---	---	---	31	31
509.1500	CONCRETE SURFACE REPAIR	SF	---	---	---	7	◑ 5	12
509.2000	FULL-DEPTH DECK REPAIR	SY	---	---	---	---	◑ 7	7
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	---	---	---	---	17	17
509.9010.S.002	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-77	SY	---	---	---	---	605	605
511.1200.002	TEMPORARY SHORING B-53-77	SF	90	350	350	90	---	880
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	6	---	---	6	---	12
550.2106	PILING CIP CONCRETE 10 3/4 X 0.365-INCH	LF	260	---	---	120	---	380
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	100	---	---	100	---	200
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	35	---	---	35	---	70
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	26	---	---	26	---	52
SPV.0090.700	SAWING PAVEMENT DECK PREPERATION AREAS	LF	---	---	---	---	495	495
SPV.0165.700	TEMPORARY SHORING RAILROAD	SF	---	350	350	---	---	700
(NON-BID ITEM)	FILLER	SIZE	---	---	---	---	---	½" & ¾"

◑ UNDISTRIBUTED QUANTITIES, USE AS DIRECTED BY THE ENGINEER.



CAST-IN-PLACE 'PIPE PILE'

NOTE: CAST-IN-PLACE PILE SHELL MATERIAL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATION.



C.I.P. PILE WELD DETAIL

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 A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

DIMENSIONS AND ELEVATIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS AND EXISTING FIELD SURVEY FROM 2016.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON THE "GENERAL PLAN" SHEET AND THE "SLOPE PAVING CRUSHED AGGREGATE" SHEET. MATCH EXISTING SLOPES AND BERM ELEVATIONS.

AT THE BACKFACE OF THE ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TYPE A.

THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.

THE QUANTITY FOR BACKFILL STRUCTURE TYPE A, BID ITEM 210.1500, IS CALCULATED BASED ON STRUCTURE BACKFILL LIMITS AND NOTES SHOWN ON "GENERAL PLAN" SHEET.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE "28-INCH PRESTRESSED GIRDER DETAILS" SHEET.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

CONCRETE FOR ABUTMENT AND PIER DIAPHRAGMS SHALL BE PLACED WITH THE DECK CONCRETE.

REMOVAL OF EXISTING PARAPET AND PARAPET STEEL DOWN TO TOP OF CONCRETE DECK AND REMOVING EXISTING ABUTMENT WINGS AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH THE BID ITEM "REMOVING OLD STRUCTURE STA. 1196+09'TWNB'".

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE SHALL BE SET AT THE BOTTOM OF EXCAVATION AND EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.

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.

THE EXISTING STRUCTURE (B-53-77) IS A THREE SPAN 36-INCH PRESTRESSED GIRDER STRUCTURE WITH AN OVERALL LENGTH OF 138'-7¾" AND A CLEAR ROADWAY WIDTH THAT VARIES (40'-2⅛" TO 40'-3½") TO BE WIDENED TO A CLEAR ROADWAY WIDTH OF A MINIMUM 58'-0". ORIGINAL CONSTRUCTION YEAR IS 1961.

STATE PROJECT NUMBER

1005-10-81

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-77

DRAWN BY CDS | PLANS CK'D JJK

CROSS SECTION, QUANTITIES AND GENERAL NOTES

SHEET 2 OF 27

401

I.D. 1005-10-81

PLOT DATE: Nov 17, 2017

FILE: 02-04-B530077_qnt.dwg
PLOT SCALE:

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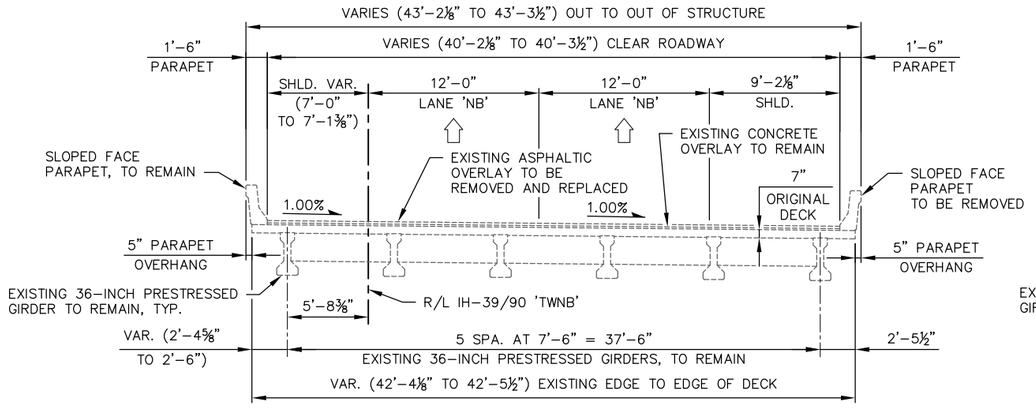
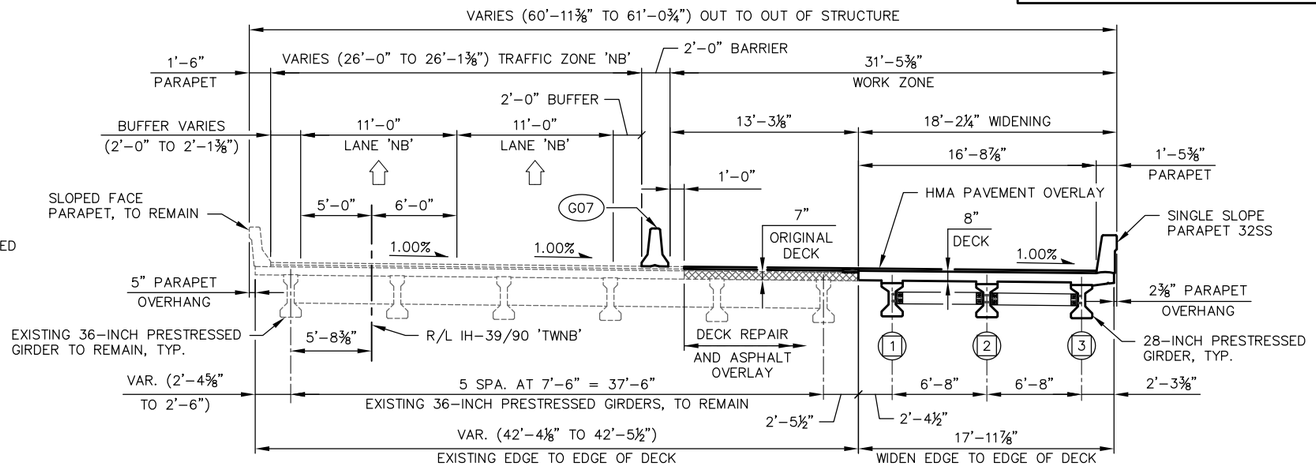
STATE PROJECT NUMBER

1005-10-81



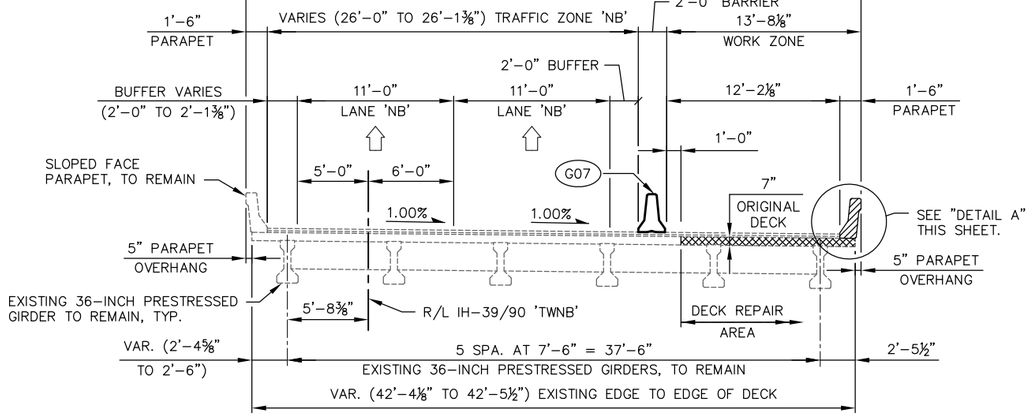
EXISTING SECTION THRU ROADWAY

(LOOKING NORTH)



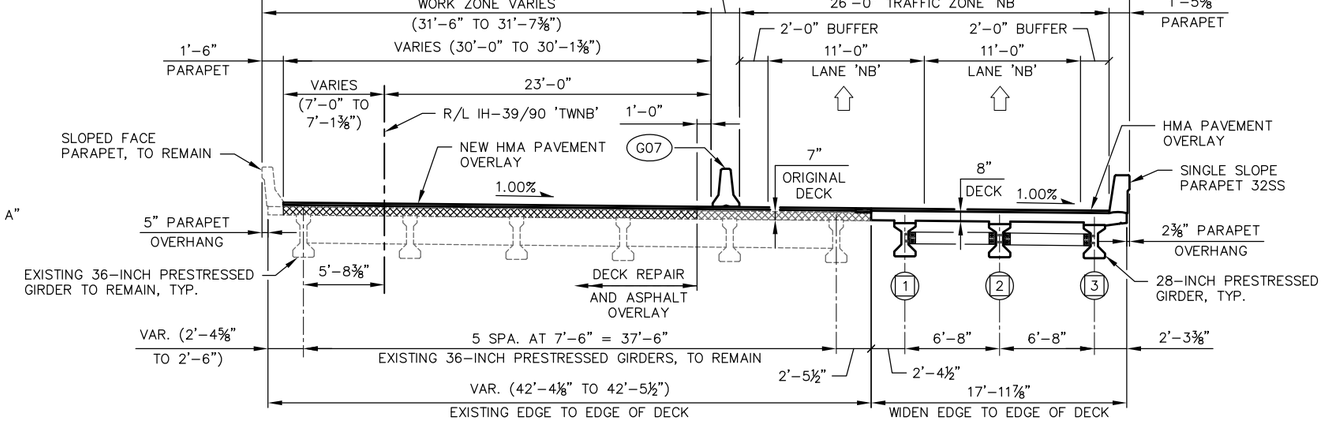
STAGE 3 (CONT'D) – WIDENING TO THE EAST

(LOOKING NORTH)



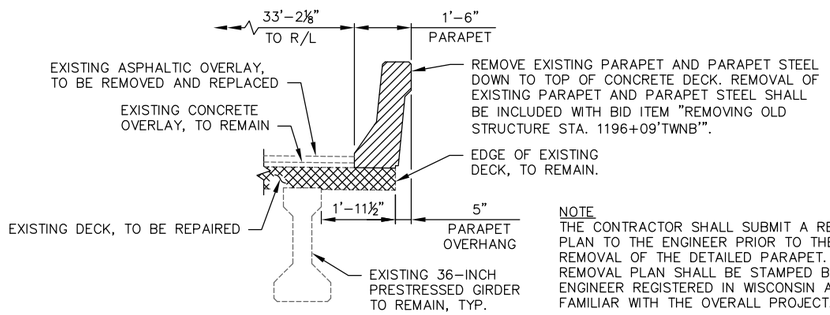
STAGE 3 – REMOVALS

(LOOKING NORTH)



STAGE 4 – REPAIR AND OVERLAY EXISTING DECK

(LOOKING NORTH)



DETAIL A

(LOOKING NORTH)

NOTE

THE CONTRACTOR SHALL SUBMIT A REMOVAL PLAN TO THE ENGINEER PRIOR TO THE REMOVAL OF THE DETAILED PARAPET. THE REMOVAL PLAN SHALL BE STAMPED BY AN ENGINEER REGISTERED IN WISCONSIN AND FAMILIAR WITH THE OVERALL PROJECT.

NOTES

- (G07) TEMPORARY PRECAST CONCRETE BARRIER, UN-ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.
- REMOVAL LIMITS
- DECK REPAIR LIMITS
- (1) GIRDER 1 LINE DESIGNATION
- (2) GIRDER 2 LINE DESIGNATION
- (3) GIRDER 3 LINE DESIGNATION

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-77

DRAWN BY CDS | PLANS CK'D JJK

CONSTRUCTION STAGING #1

SHEET 3 OF 27

402

I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

FILE: 02-04-B530077_qnt.dwg
PLOT SCALE:

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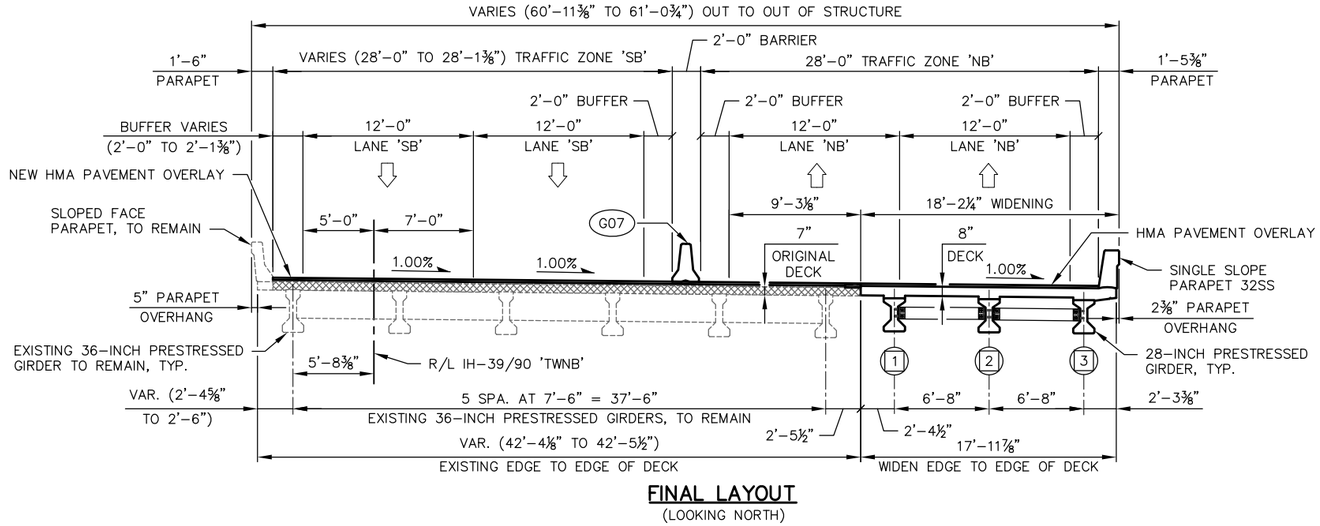
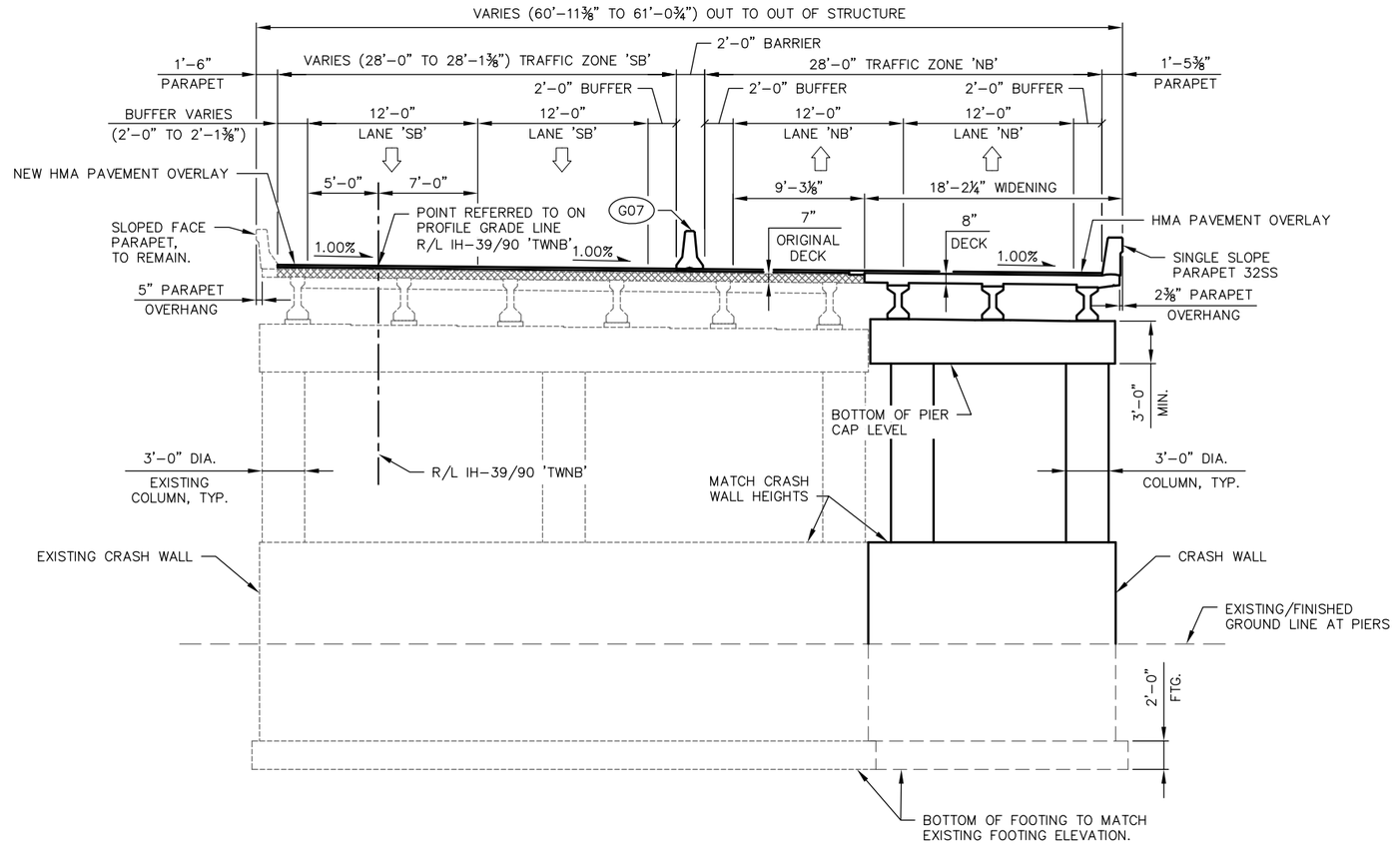
STATE PROJECT NUMBER
1005–10–81



FINAL LAYOUT
(LOOKING NORTH)



FINAL LAYOUT AT PIER
(LOOKING NORTH)

NOTES

(G07) TEMPORARY PRECAST CONCRETE BARRIER, UN–ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.

DECK REPAIR LIMITS

(1) GIRDER 1 LINE DESIGNATION

(2) GIRDER 2 LINE DESIGNATION

(3) GIRDER 3 LINE DESIGNATION

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–77

DRAWN BY CDS | PLANS CK'D JJK

CONSTRUCTION STAGING #2

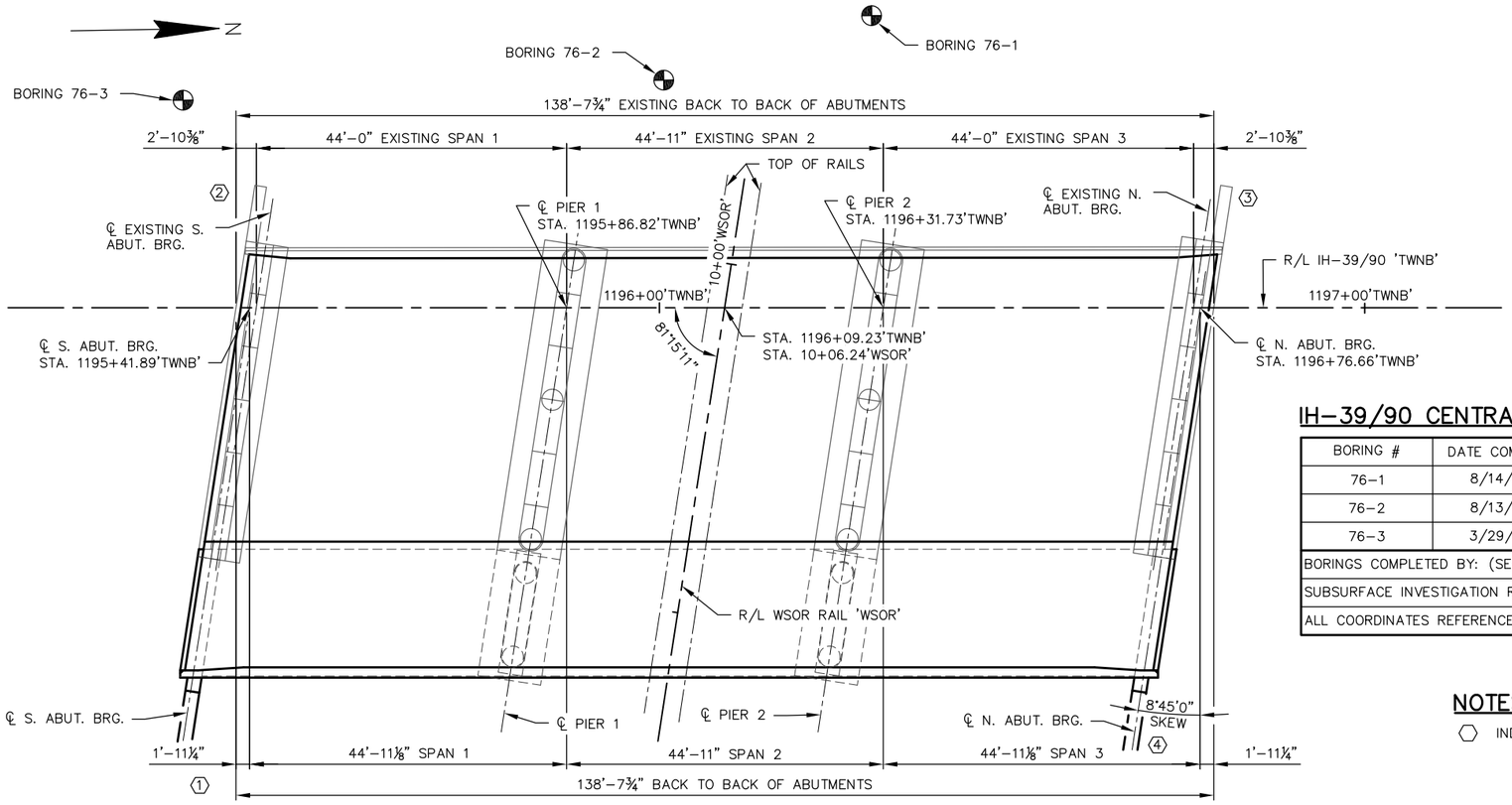
SHEET 4 OF 27

403

I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

FILE: 02–04–B530077_qnt.dwg
PLOT SCALE:



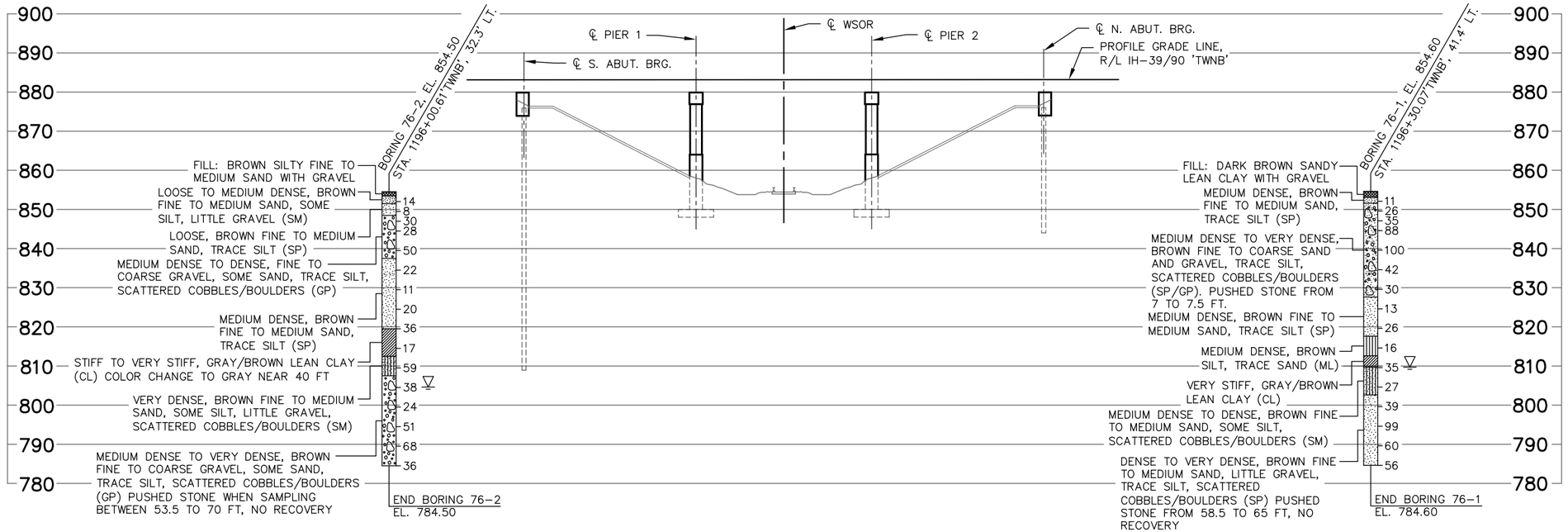
IH-39/90 CENTRAL SEGMENT

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
76-1	8/14/2012	306883.3	498180.9
76-2	8/13/2012	306853.7	498189.6
76-3	3/29/2012	306785.5	498191.4
BORINGS COMPLETED BY: (SES) SOILS ENGINEERING SERVICE			
SUBSURFACE INVESTIGATION REPORT: CGC, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(07) ROCK COUNTY			

NOTES

⬡ INDICATES WING NUMBER

PLAN B-53-77



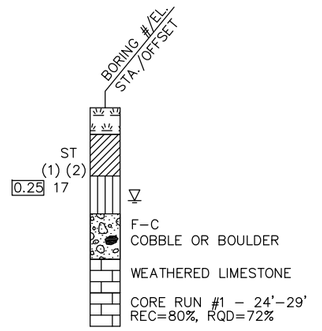
STATE PROJECT NUMBER

1005-10-81

MATERIAL SYMBOLS

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

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED, THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING

▼ END OF DRILLING

▼ AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-77

DRAWN BY JDO | PLANS CK'D JJK

SUBSURFACE EXPLORATION #1

SHEET 5 OF 27

404

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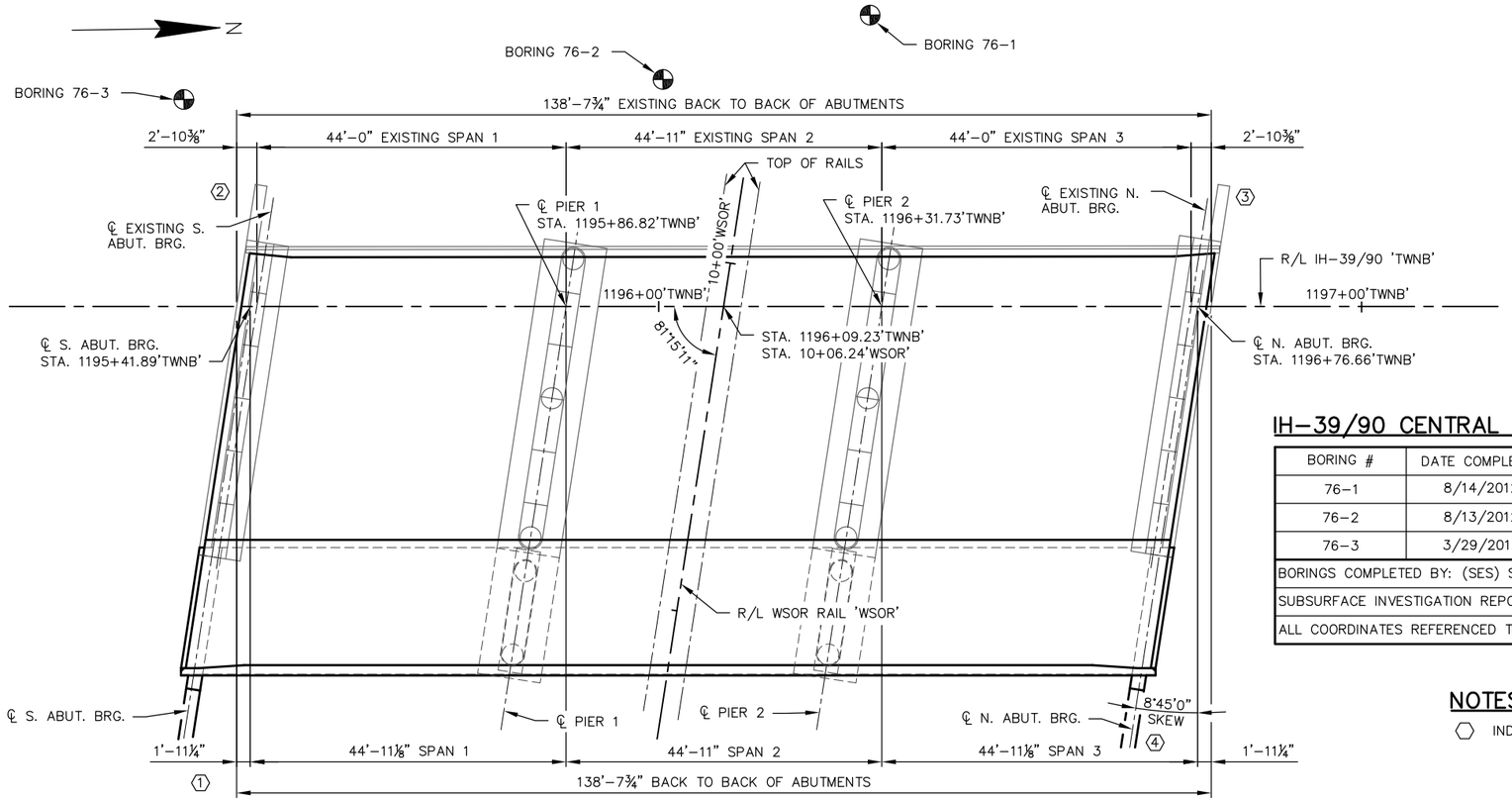
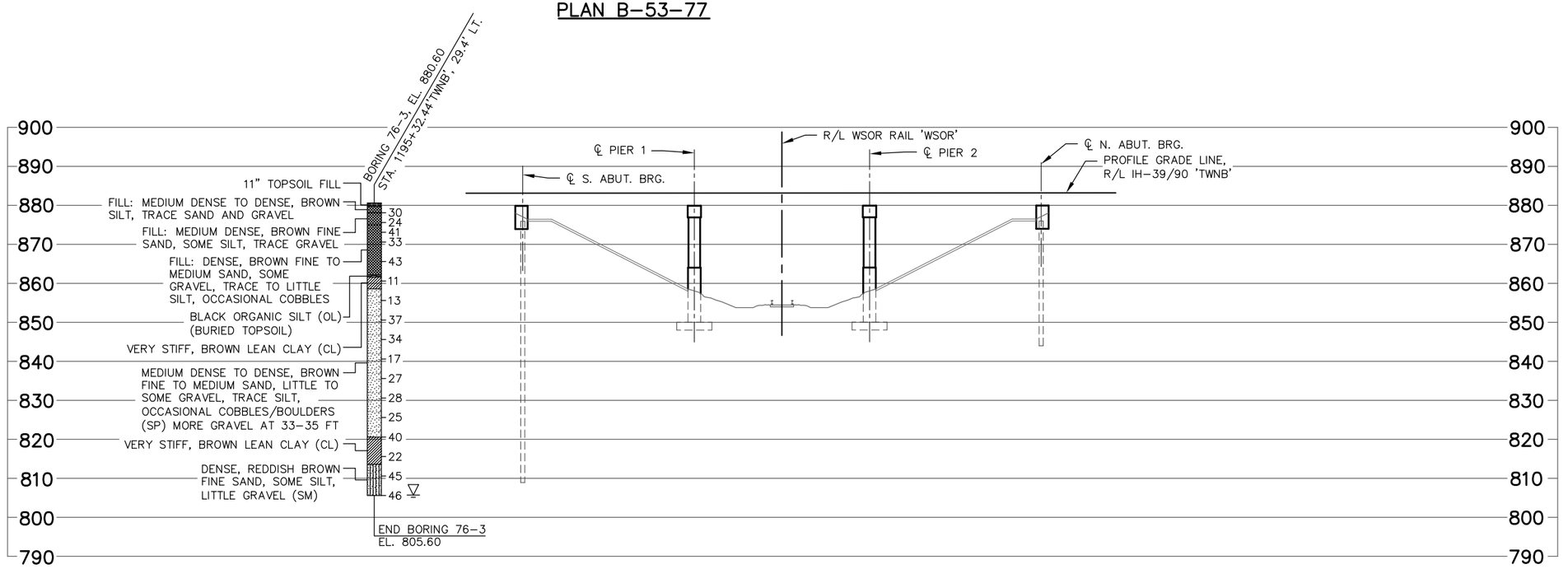
I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

FILE: 05-06-B530077_bor.dwg
PLOT SCALE:



PLAN B-53-77



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ALL COORDINATES REFERENCED TO WCCS NAD 83(07) ROCK COUNTY			

NOTES

⬡ INDICATES WING NUMBER

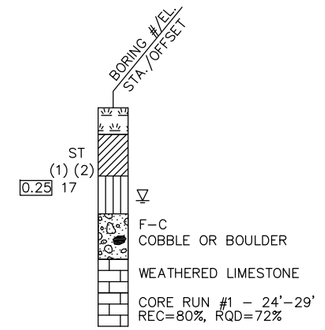
STATE PROJECT NUMBER

1005-10-81

MATERIAL SYMBOLS

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

LEGEND OF BORING



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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-77

DRAWN BY JDO | PLANS CK'D JJK

SUBSURFACE EXPLORATION #2

SHEET 6 OF 27

405

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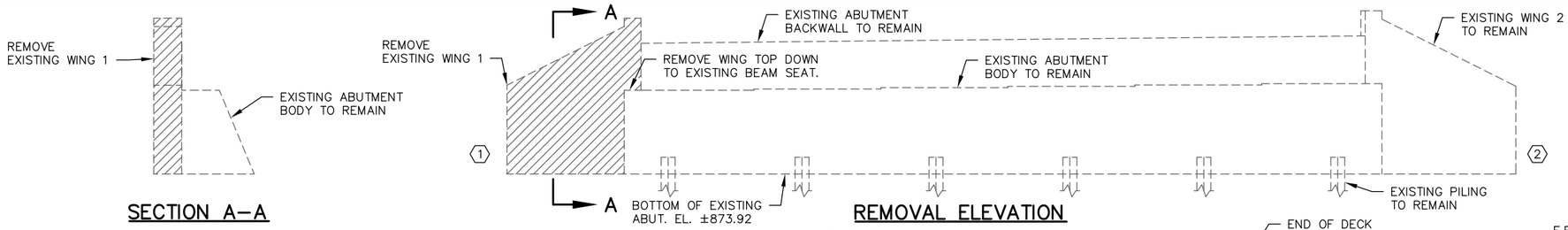
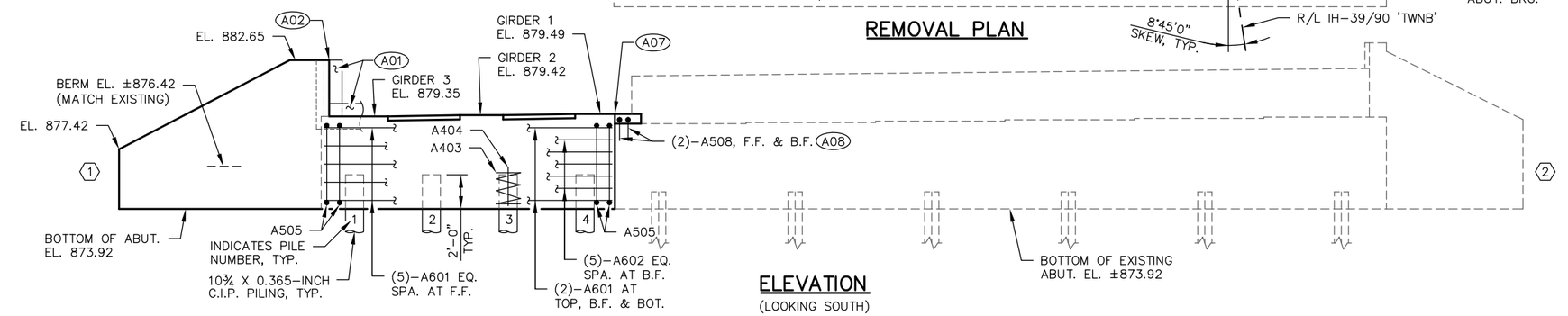
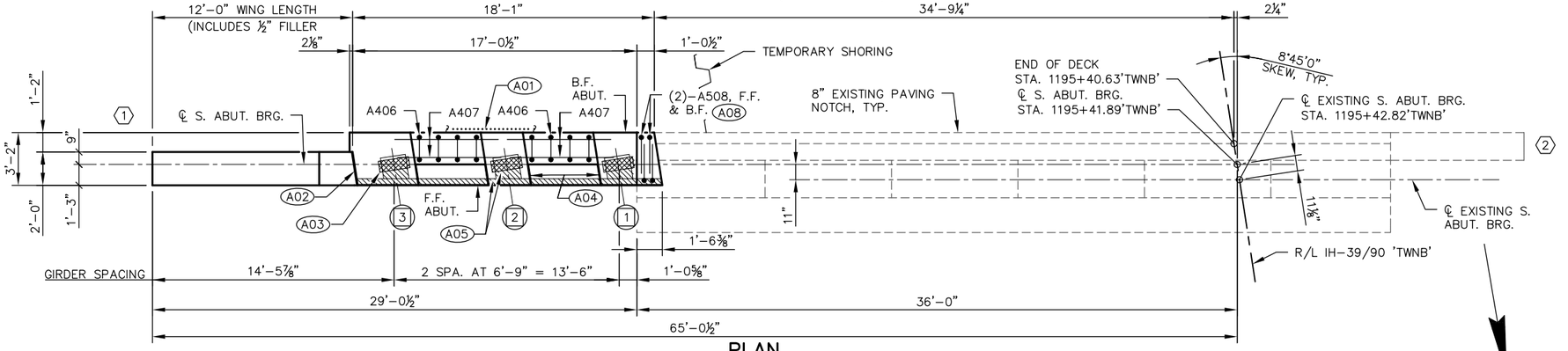
I.D. 1005-10-81 PLOT DATE: Oct 30, 2017

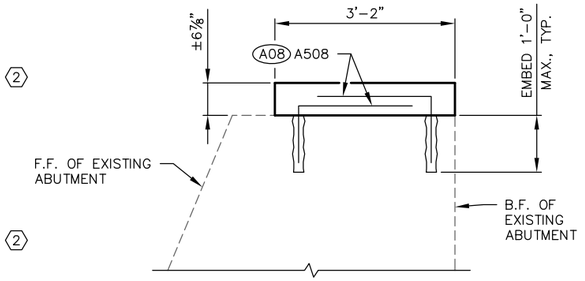
FILE: 05-06-B530077_bor.dwg
PLOT SCALE:

STATE PROJECT NUMBER
1005–10–81









TYPICAL SECTION THRU ABUTMENT PEDESTAL

(LOOKING EAST, NORMAL TO ℄ SOUTH ABUTMENT BEARING)

NOTES

SOUTH ABUTMENT TO BE SUPPORTED ON 10¾" X 0.365–INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 65 FT. PILE LENGTHS AT THE SOUTH ABUTMENT.

SEE "CROSS SECTION, QUANTITIES AND GENERAL NOTES" SHEET FOR CAST–IN–PLACE PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP IN MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON–STAINING GRAY NON–BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

⬡ INDICATES WING NUMBER

INDICATES GIRDER LINE DESIGNATION

REMOVAL LIMITS

(A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

(A02) ½" FILLER TO EXTEND FROM BRIDGE SEAT TO TOP OF WING.

(A03) ½" X 8 X 1'–10" NON–LAMINATED ELASTOMERIC BEARING PAD, TYP. SEE "BEAM SEAT DETAILS" SHEET.

(A04) ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER, TYP.

(A05) ¾" PREFORMED FILLER, TYP. SEE "BEAM SEAT DETAILS" SHEET.

(A06) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "SOUTH ABUTMENT REINFORCEMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

(A07) VERTICAL CONSTRUCTION JOINT BETWEEN ABUTMENT BODY AND ABUTMENT PEDESTAL.

(A08) ADHESIVE ANCHORS NO. 5 BARS EMBED 1'–0" IN CONCRETE. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE. ANCHORS SHALL BE EPOXY COATED BARS A508.

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–77

DRAWN BY JDO | PLANS CK'D JJK

SOUTH ABUTMENT

SHEET 7 OF 27

406

I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

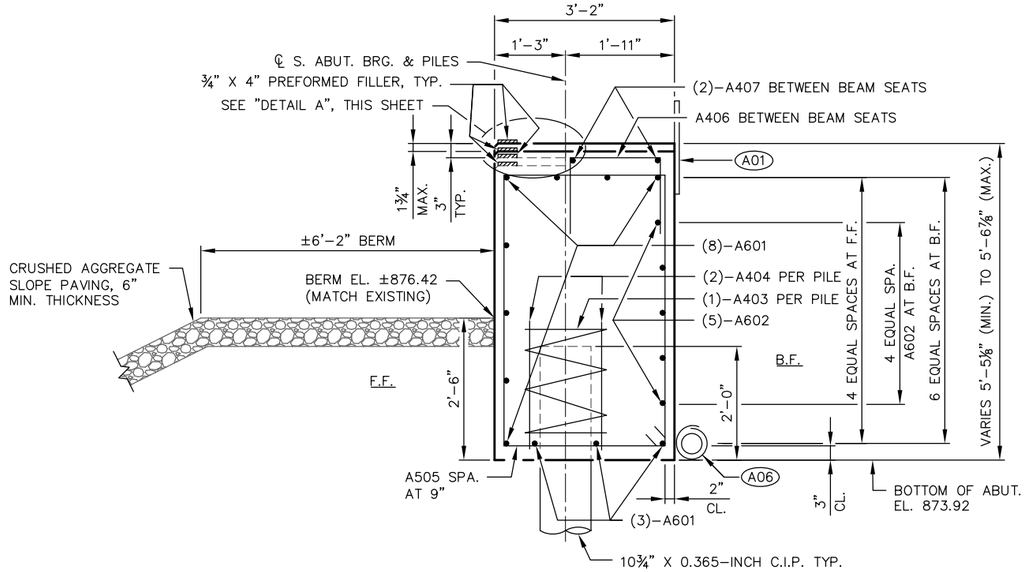
FILE: 07–10–B530077_abut.dwg
PLOT SCALE:

8

8

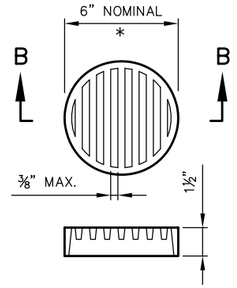
STATE PROJECT NUMBER

1005-10-81



TYPICAL SECTION THRU ABUTMENT

(LOOKING EAST, NORMAL TO ℄ SOUTH ABUTMENT BEARING)



SECTION B-B

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

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

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

RODENT SHIELD DETAIL

BILL OF BARS
SOUTH ABUTMENT

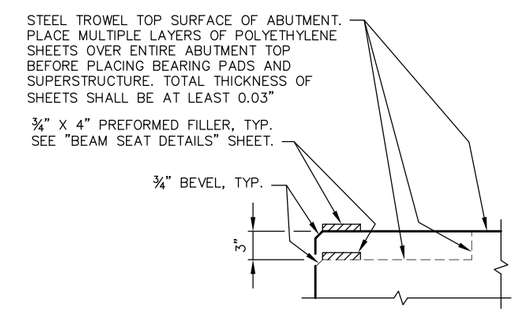
COATED = 420 LBS.
UNCOATED = 960 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
A601		11	16'-9"			BODY - F.F. & TOP & BOTTOM	HORIZ.
A602		10	10'-10"	X		BODY - B.F.	HORIZ.
A403		4	28'-0"	X		BODY - BOTTOM PILES	HORIZ.
A404		8	2'-3"			BODY - BOTTOM PILES	VERT.
A505		23	15'-10"	X		BODY - STIRRUP	VERT.
A406		8	4'-1"	X		BODY - TOP - BTW. BEAM SEATS	VERT.
A407		4	6'-3"			BODY - TOP - BTW. BEAM SEATS	HORIZ.
A508		4	2'-10"	X		BODY - PEDESTAL ANCHOR	VERT.
A509	4		13'-7"			WING 1 - F.F.	HORIZ.
A510	1		13'-1"			WING 1 - F.F.	HORIZ.
A511	1		11'-7"			WING 1 - F.F.	HORIZ.
A612	4		13'-11"			WING 1 - B.F.	HORIZ.
A613	1		12'-2"			WING 1 - B.F.	HORIZ.
A714	2		11'-0"			WING 1 - F.F. & B.F.	HORIZ.
A415	6		5'-6"		⚠	WING 1 - F.F. & B.F.	HORIZ.
A416	2		12'-11"	X		WING 1 - TOP	HORIZ.
A417	20		8'-9"	X	⚠	WING 1 - STIRRUP	VERT.
A418	4		11'-5"	X		WING 1 - STIRRUP	VERT.

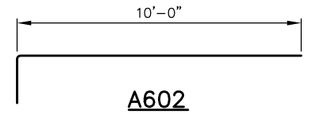
THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

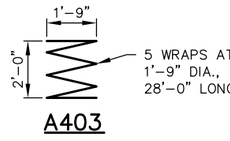
⚠ LENGTH SHOWN FOR BARS IN SERIES IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE "BAR SERIES TABLE" FOR ACTUAL LENGTHS.



DETAIL A



A602



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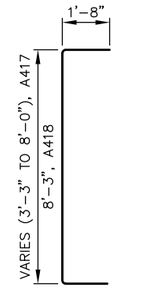
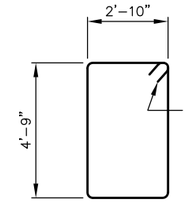


A417 & A418



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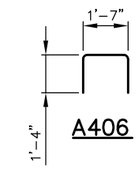

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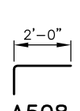

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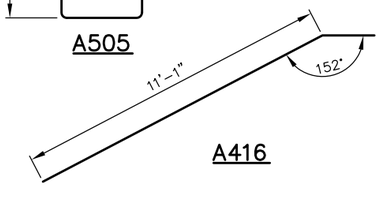
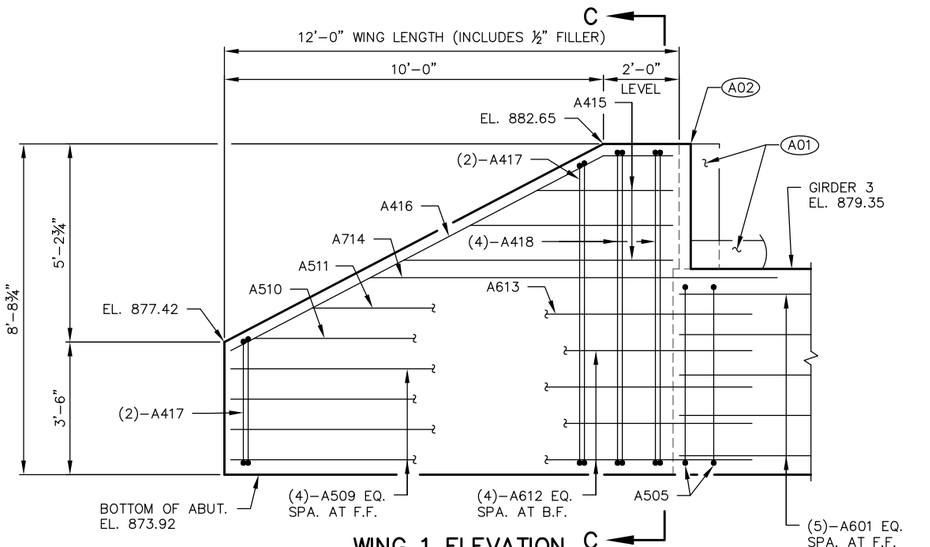


A416

BAR SERIES TABLE

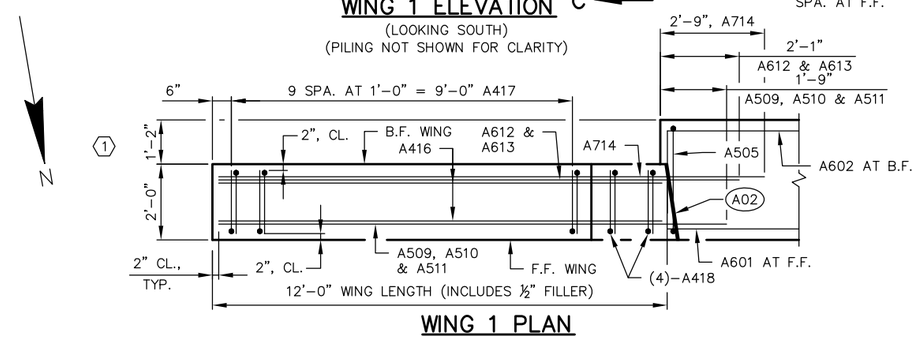
MARK	NO. REQ'D	LENGTH
A415	2 SERIES OF 3	3'-9" TO 7'-4"
A417	2 SERIES OF 10	6'-5" TO 11'-2"

BUNDLE AND TAG EACH SERIES SEPARATELY.

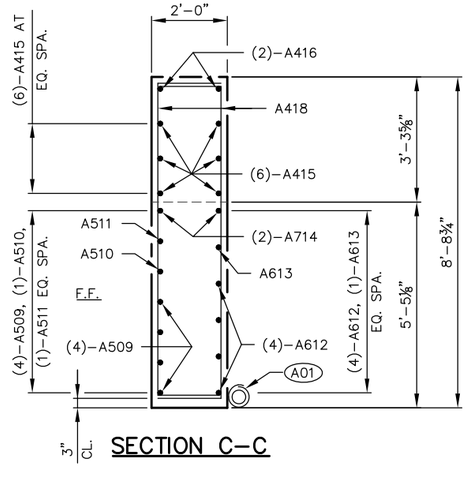


WING 1 ELEVATION

(LOOKING SOUTH)
(PILING NOT SHOWN FOR CLARITY)



WING 1 PLAN



SECTION C-C

NOTES

SOUTH ABUTMENT TO BE SUPPORTED ON 10¾" X 0.365-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 65 FT. PILE LENGTHS AT THE SOUTH ABUTMENT.

SEE "CROSS SECTION, QUANTITIES AND GENERAL NOTES" SHEET FOR CAST-IN-PLACE PILE SPLICE DETAILS.

⬡ INDICATES WING NUMBER

(A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

(A02) ½" FILLER TO EXTEND FROM BRIDGE SEAT TO TOP OF WING.

(A06) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

F.F. - FRONT FACE
B.F. - BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-77

DRAWN BY JDO | PLANS CK'D JJK

SOUTH ABUTMENT REINFORCEMENT

SHEET 8 OF 27

407

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I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

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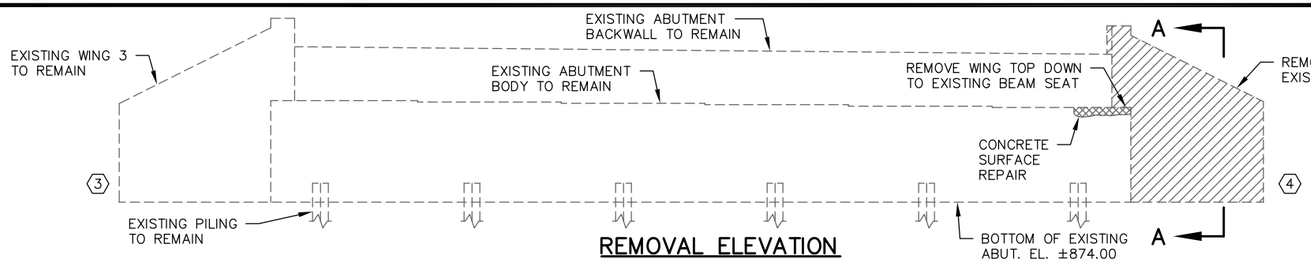
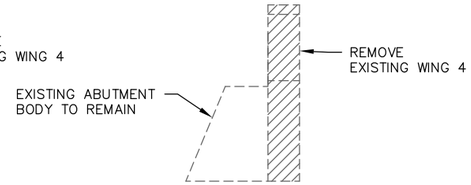
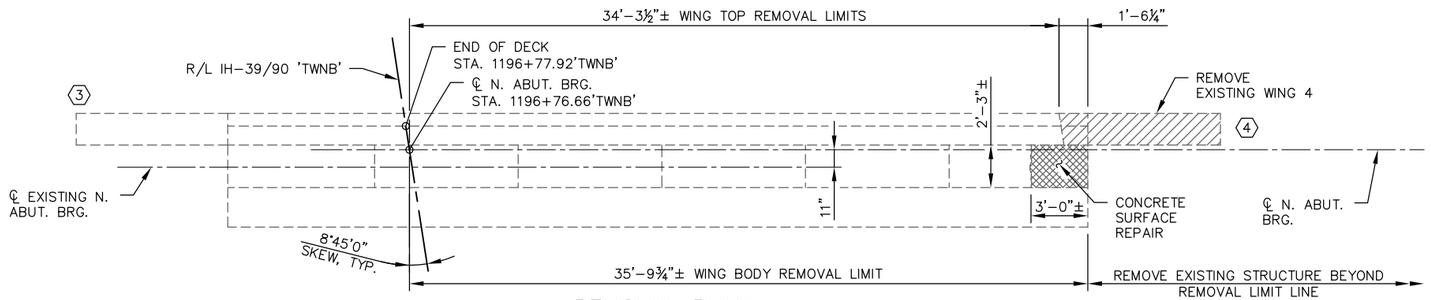


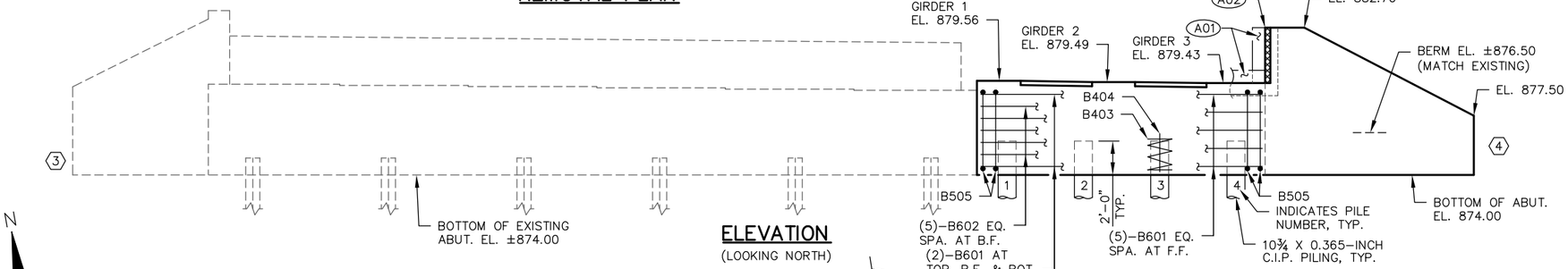
REMOVAL ELEVATION



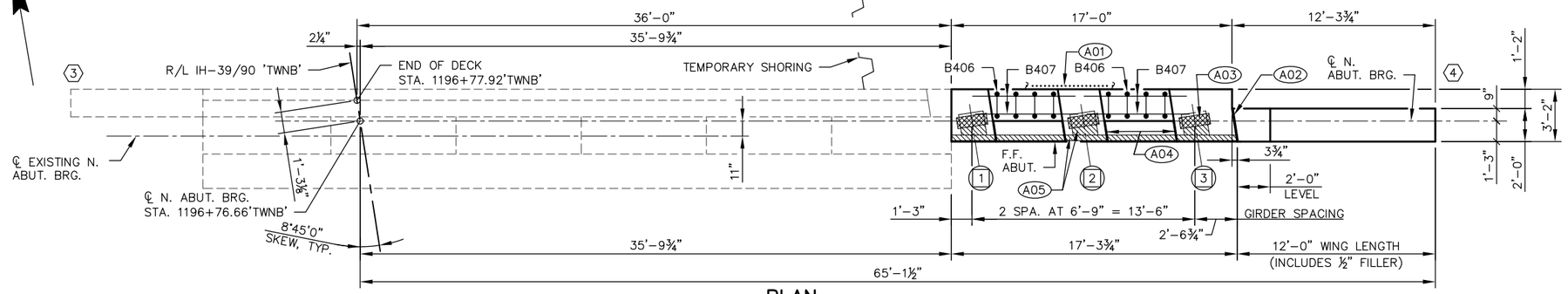
SECTION A-A



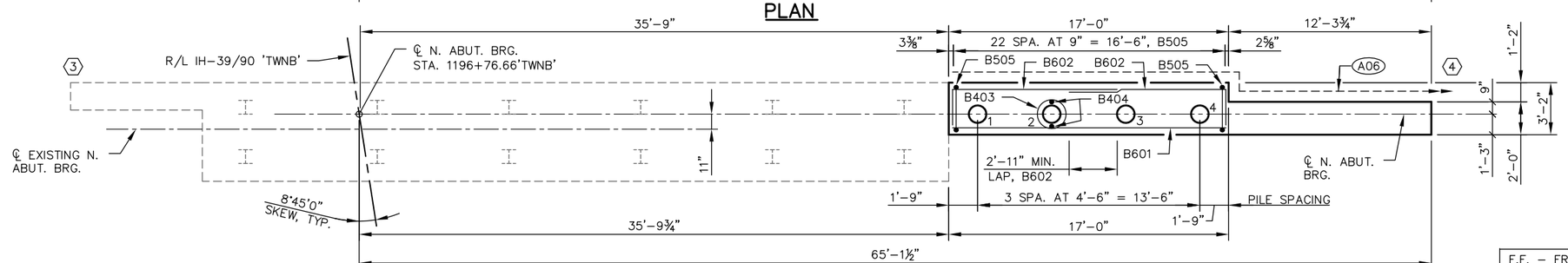
REMOVAL PLAN



ELEVATION
(LOOKING NORTH)



PLAN



PILE LAYOUT

F.F. – FRONT FACE
B.F. – BACK FACE

NOTES

NORTH ABUTMENT TO BE SUPPORTED ON 10¾" X 0.365-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 30 FT. PILE LENGTHS AT THE NORTH ABUTMENT.

SEE "CROSS SECTION, QUANTITIES AND GENERAL NOTES" SHEET FOR CAST-IN-PLACE PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

- (3) INDICATES WING NUMBER
- (4) INDICATES GIRDER LINE DESIGNATION
- REMOVAL LIMITS
- CONCRETE SURFACE REPAIR LIMITS
- (A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- (A02) ½" FILLER TO EXTEND FROM BRIDGE SEAT TO TOP OF WING.
- (A03) ½" X 8 X 1'-10" NON-LAMINATED ELASTOMERIC BEARING PAD, TYP. SEE "BEAM SEAT DETAILS" SHEET.
- (A04) ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER, TYP.
- (A05) ¾" PREFORMED FILLER, TYP. SEE "BEAM SEAT DETAILS" SHEET.
- (A06) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "SOUTH ABUTMENT REINFORCEMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-77

DRAWN BY JDO | PLANS CK'D JJK

NORTH ABUTMENT

SHEET 9 OF 27

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I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

FILE: 07-10-B530077_abut.dwg
PLOT SCALE:

STATE PROJECT NUMBER

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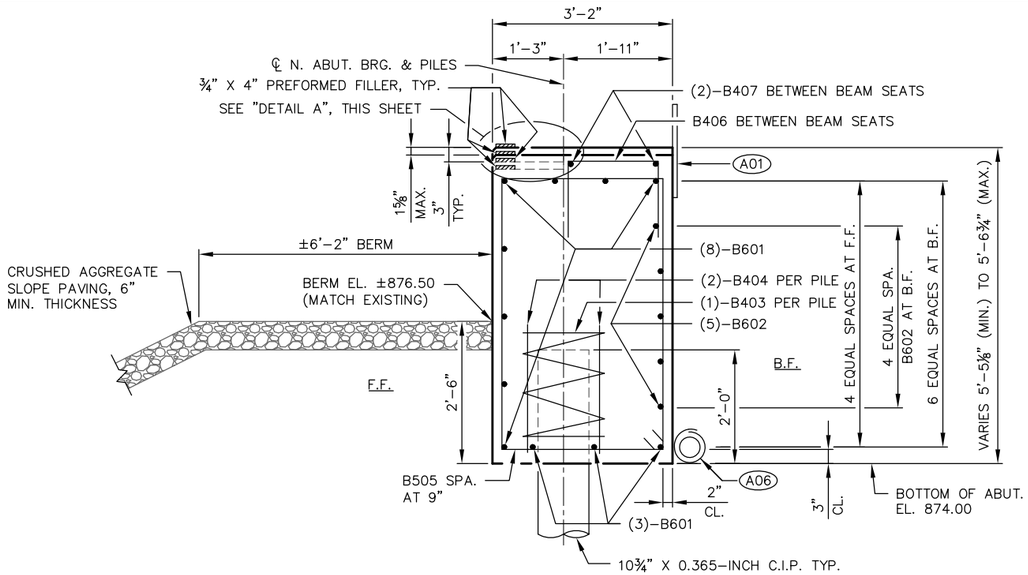
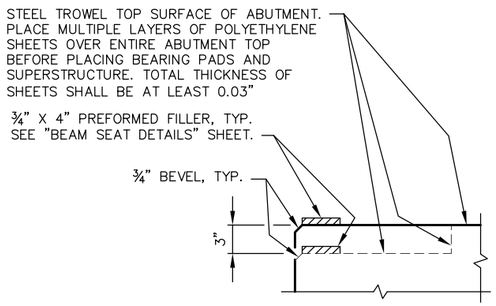


TYPICAL SECTION THRU ABUTMENT

(LOOKING WEST, NORMAL TO ℄ NORTH ABUTMENT BEARING)



DETAIL A

BILL OF BARS
NORTH ABUTMENT

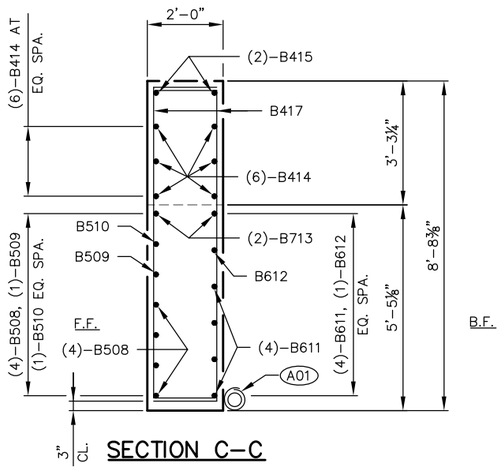
COATED = 420 LBS.
UNCOATED = 950 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
B601		11	16'–8"			BODY – F.F. & TOP & BOTTOM	HORIZ.
B602		10	10'–10"	X		BODY – B.F.	HORIZ.
B403		4	28'–0"	X		BODY – BOTTOM PILES	HORIZ.
B404		8	2'–3"			BODY – BOTTOM PILES	VERT.
B505		23	15'–10"	X		BODY – STIRRUP	VERT.
B406		8	4'–1"	X		BODY – TOP – BTW. BEAM SEATS	VERT.
B407		4	6'–3"			BODY – TOP – BTW. BEAM SEATS	HORIZ.
B508	4		13'–7"			WING 4 – F.F.	HORIZ.
B509	1		13'–1"			WING 4 – F.F.	HORIZ.
B510	1		11'–7"			WING 4 – F.F.	HORIZ.
B611	4		13'–11"			WING 4 – B.F.	HORIZ.
B612	1		12'–2"			WING 4 – B.F.	HORIZ.
B713	2		11'–0"			WING 4 – F.F. & B.F.	HORIZ.
B414	6		5'–6"		⚠	WING 4 – F.F. & B.F.	HORIZ.
B415	2		12'–11"	X		WING 4 – TOP	HORIZ.
B416	20		8'–9"	X	⚠	WING 4 – STIRRUP	VERT.
B417	4		11'–5"	X		WING 4 – STIRRUP	VERT.

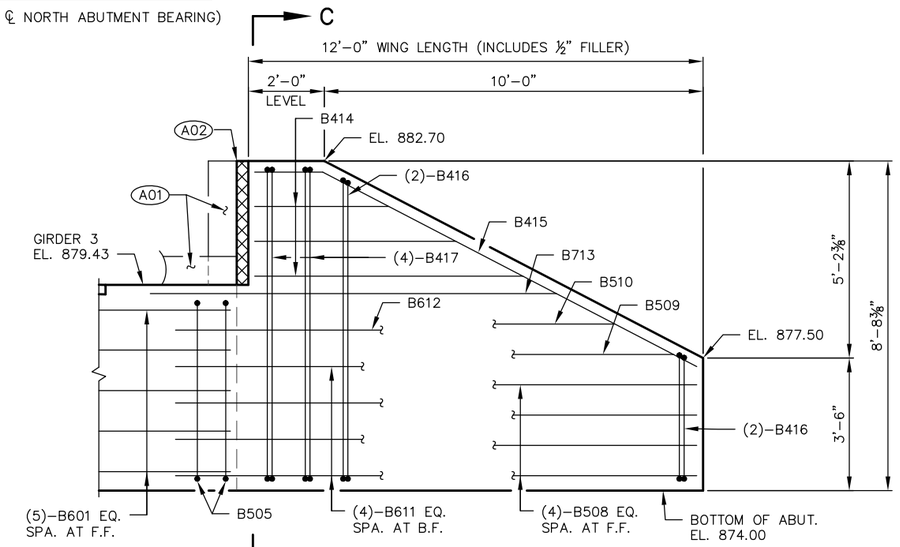
THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

⚠ LENGTH SHOWN FOR BARS IN SERIES IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE "BAR SERIES TABLE" FOR ACTUAL LENGTHS.

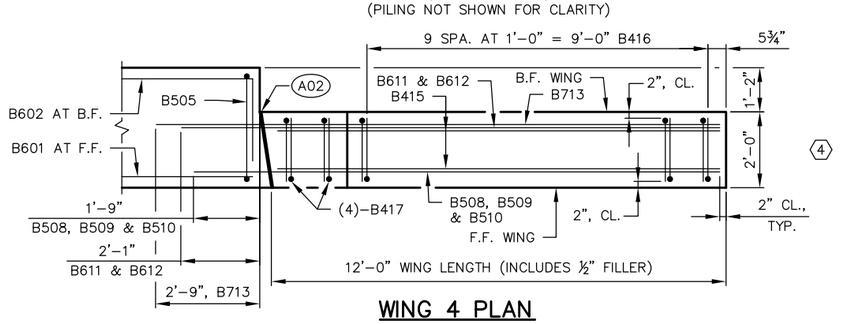


SECTION C–C

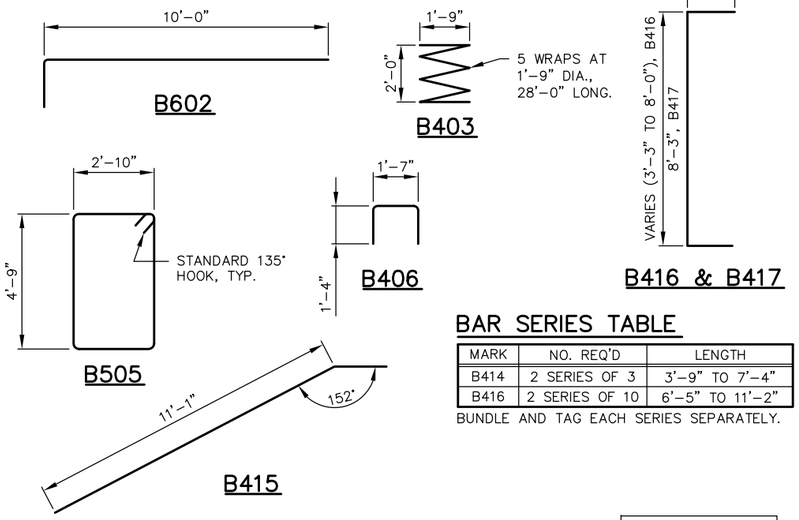


WING 4 ELEVATION

(LOOKING NORTH)
(PILING NOT SHOWN FOR CLARITY)



WING 4 PLAN



BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
B414	2 SERIES OF 3	3'–9" TO 7'–4"
B416	2 SERIES OF 10	6'–5" TO 11'–2"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NOTES

NORTH ABUTMENT TO BE SUPPORTED ON 10¾" X 0.365–INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 30 FT. PILE LENGTHS AT THE NORTH ABUTMENT.

SEE "CROSS SECTION, QUANTITIES AND GENERAL NOTES" SHEET FOR CAST–IN–PLACE PILE SPLICE DETAILS.

⬡ INDICATES WING NUMBER

(A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

(A02) ½" FILLER TO EXTEND FROM BRIDGE SEAT TO TOP OF WING.

(A06) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "SOUTH ABUTMENT REINFORCEMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–77

DRAWN BY JDO | PLANS CK'D JJK

NORTH ABUTMENT REINFORCEMENT

SHEET 10 OF 27

409

I.D. 1005–10–81

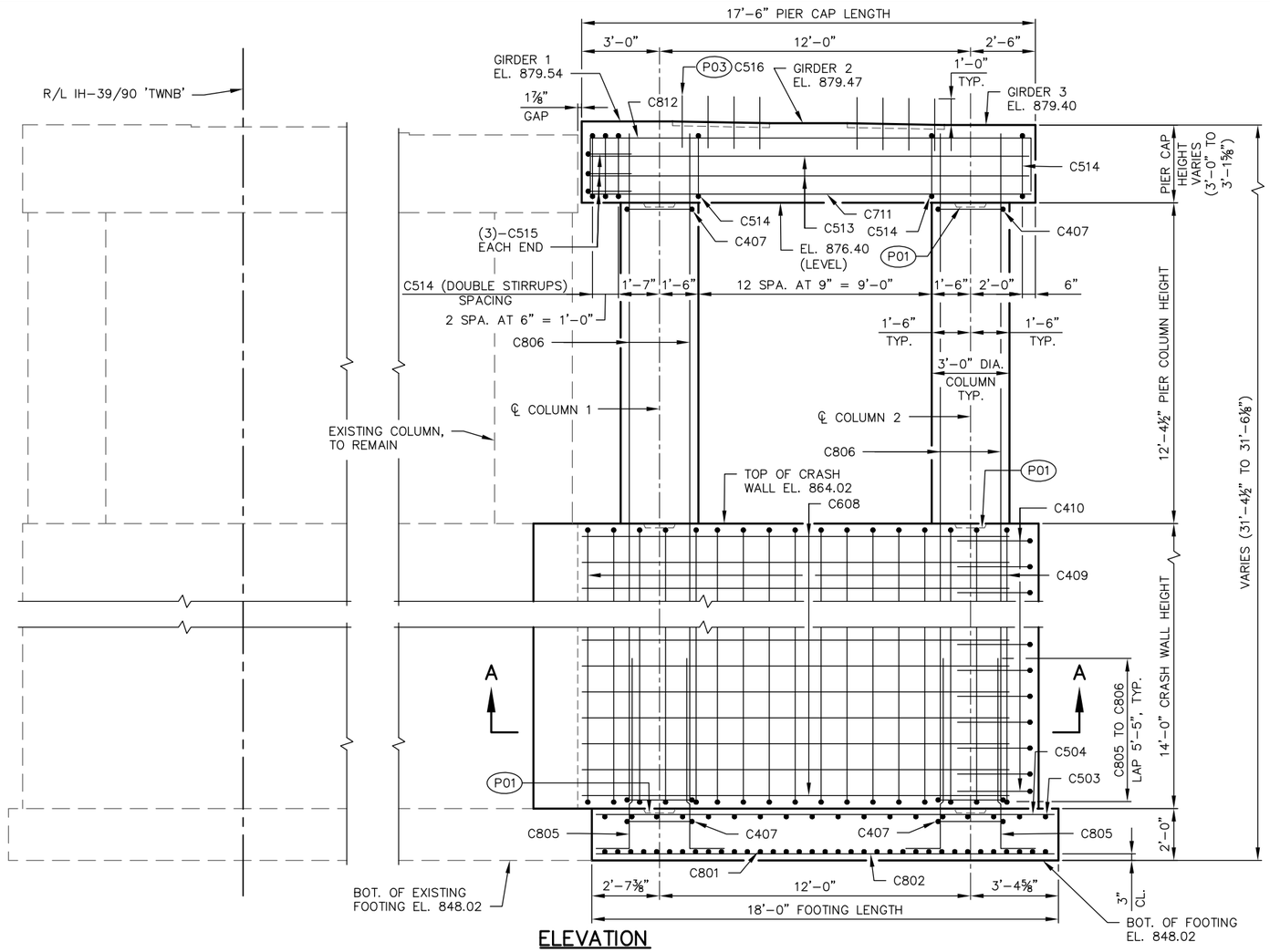
PLOT DATE: Oct 30, 2017

FILE: 07–10–B530077_abut.dwg
PLOT SCALE:

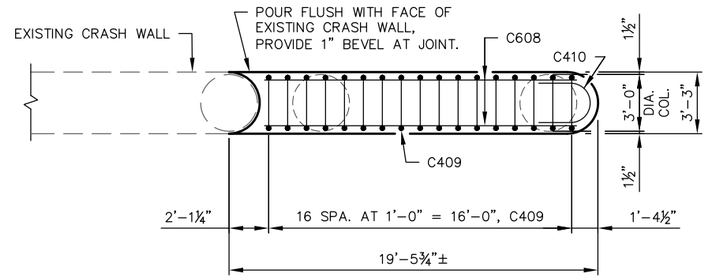
8

8

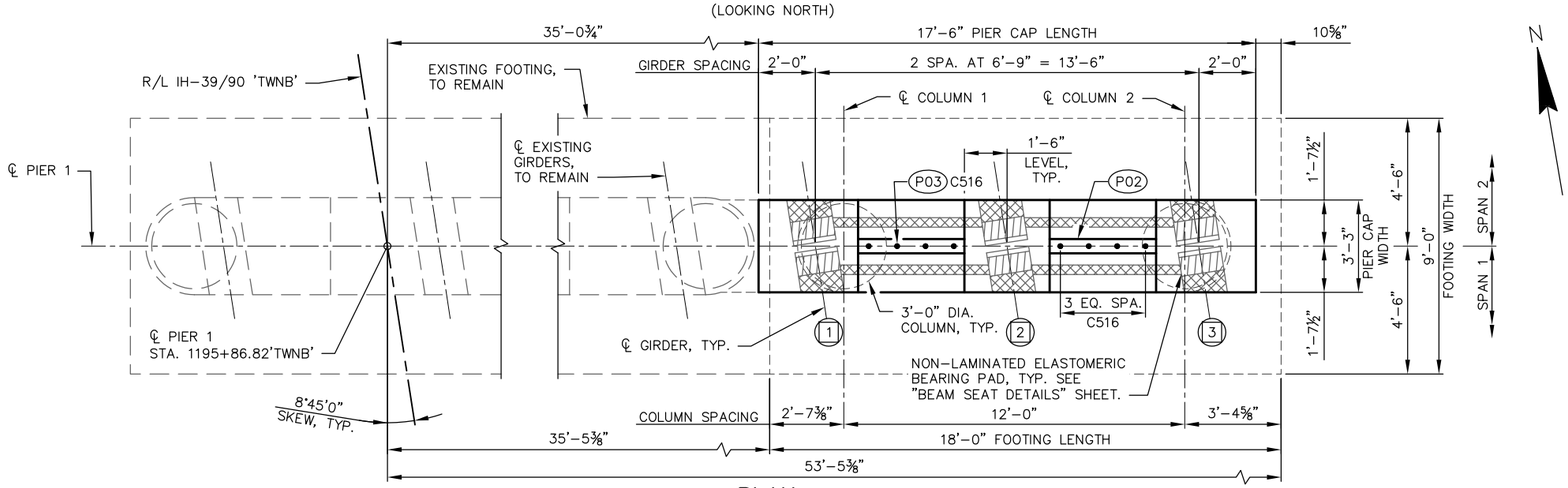
STATE PROJECT NUMBER
1005-10-81



ELEVATION
(LOOKING NORTH)



SECTION A-A



PLAN

N

NOTES

FOR END VIEW, TYPICAL SECTION THRU PIER CAP AND FOOTING LAYOUT, SEE "PIER 1 DETAILS" SHEET.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 5,700 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

UNDERCUT TO REMOVE UNSUITABLE MATERIAL UNDER THE SPREAD FOOTINGS AS DIRECTED BY THE ENGINEER AND REPLACE WITH BACKFILL GRANULAR GRADE 1. OVER EXCAVATION TO REMOVE UNSUITABLE MATERIAL INCLUDED IN BID ITEM "BACKFILL GRANULAR GRADE 1".

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(P03) C516 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT PRIOR TO ITS INITIAL SET. EMBED BAR 1'-0".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-77

DRAWN BY	JDO	PLANS CK'D	JJK

PIER 1

SHEET 11 OF 27

410

8

8

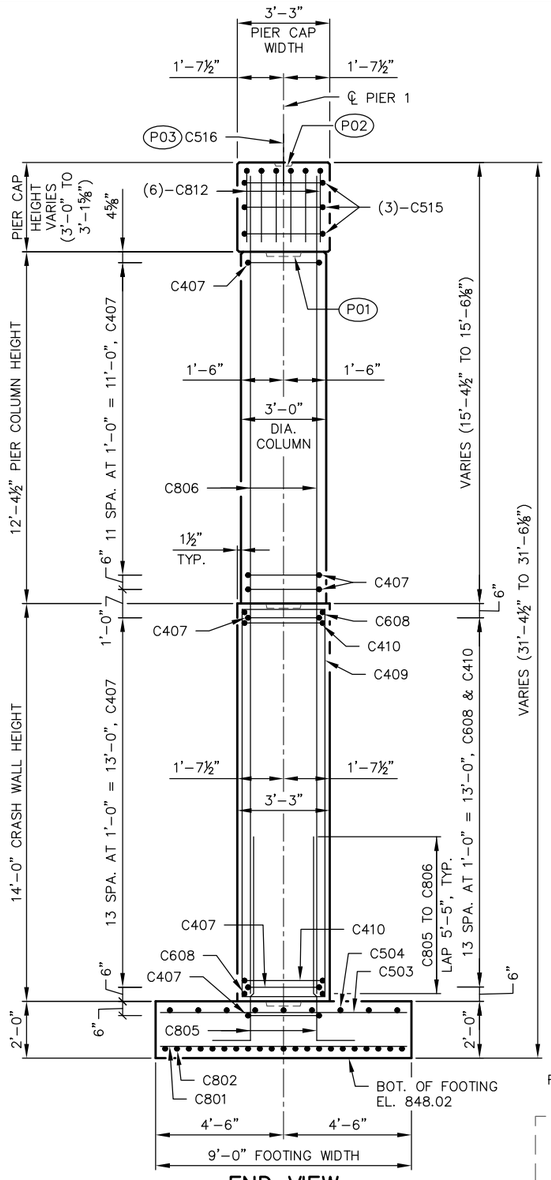
I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

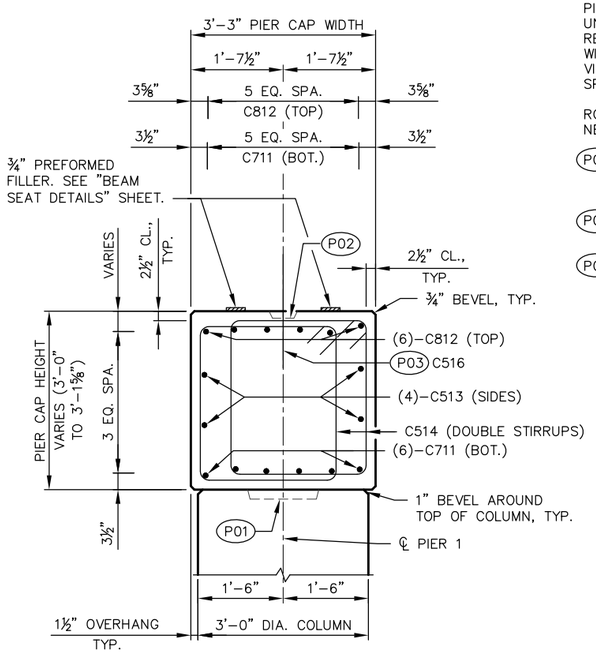
FILE: 11-14-B530077_pier.dwg
PLOT SCALE:

STATE PROJECT NUMBER

1005-10-81



END VIEW
(LOOKING WEST)



TYPICAL SECTION THRU PIER CAP

NOTES

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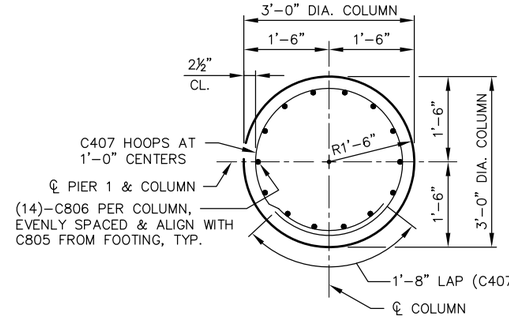


TYPICAL SECTION THRU COLUMN

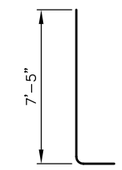
BILL OF BARS
PIER 1

COATED = 5,330 LBS.
UNCOATED = 2,120 LBS.

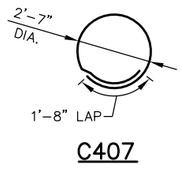
MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
C801		35	8'-7"			FOOTING – BOTTOM	HORIZ.
C802		21	17'-7"			FOOTING – BOTTOM	HORIZ.
C503		18	8'-7"			FOOTING – TOP	HORIZ.
C504		9	17'-7"			FOOTING – TOP	HORIZ.
C805	28		8'-7"	X		FOOTING – DOWELS	VERT.
C806	28		28'-9"			COLUMN	VERT.
C407	56		9'-10"	X		COLUMN – STIRRUP	HORIZ.
C608	28		16'-5"			CRASH WALL – SIDES	HORIZ.
C409	17		33'-2"	X		CRASH WALL – STIRRUP	VERT.
C410	14		6'-8"	X		CRASH WALL – END	HORIZ.
C711	6		17'-0"			PIER CAP – BOTTOM	HORIZ.
C812	6		21'-5"	X		PIER CAP – TOP	HORIZ.
C513	4		17'-0"			PIER CAP – SIDES	HORIZ.
C514	34		10'-2"	X		PIER CAP – STIRRUP	VERT.
C515	6		6'-1"	X		PIER CAP – END STIRRUP	HORIZ.
(P03) C516	8		2'-0"			PIER CAP – DOWELS	VERT.

THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

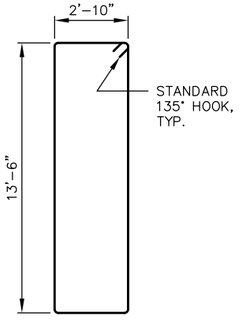
ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.



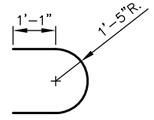
C805



C407



C409



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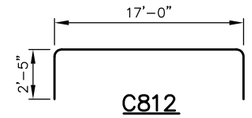

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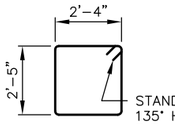
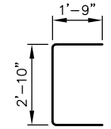
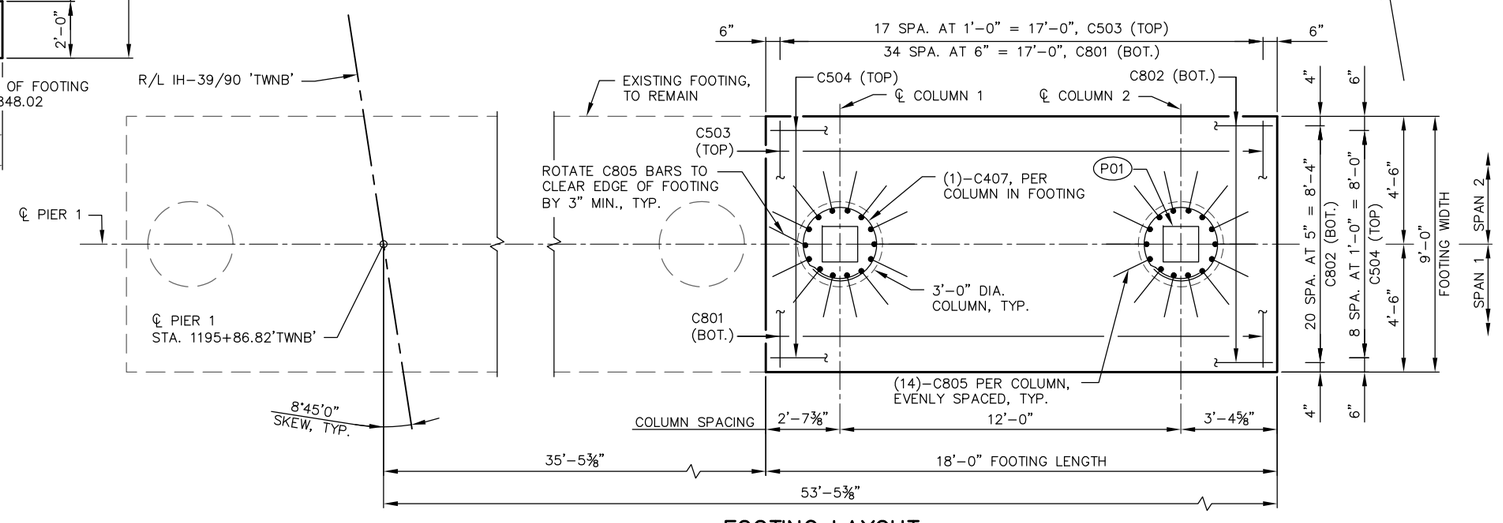


C514



C515



FOOTING LAYOUT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-77

DRAWN BY JDO | PLANS CK'D JJK

PIER 1 DETAILS

SHEET 12 OF 27

411

I.D. 1005-10-81

PLOT DATE: Oct 30, 2017

FILE: 11-14-B530077_pier.dwg
PLOT SCALE:

8

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STATE PROJECT NUMBER
1005–10–81

NOTES

FOR END VIEW, TYPICAL SECTION THRU PIER CAP AND FOOTING LAYOUT, SEE "PIER 2 DETAILS" SHEET.

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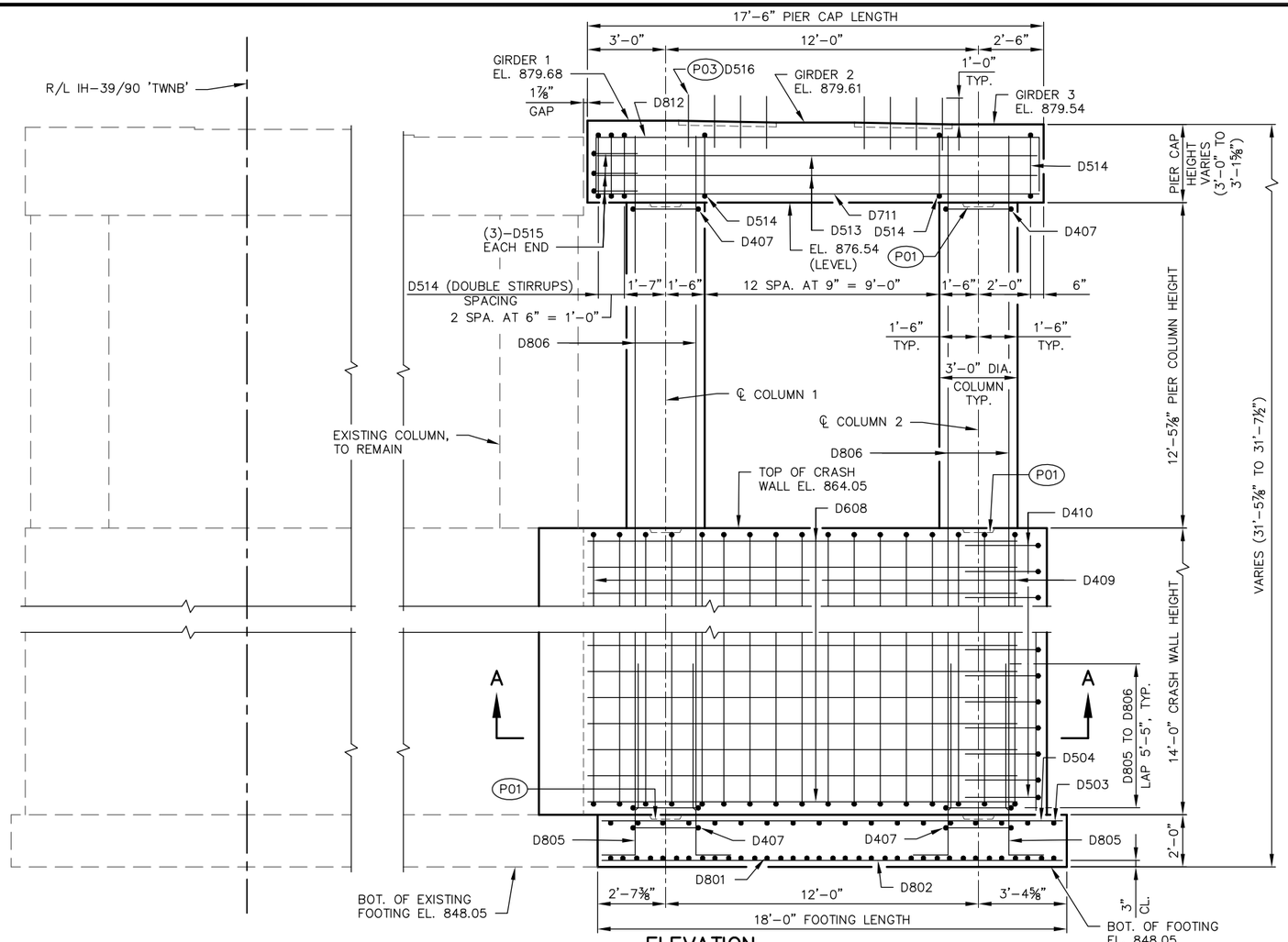
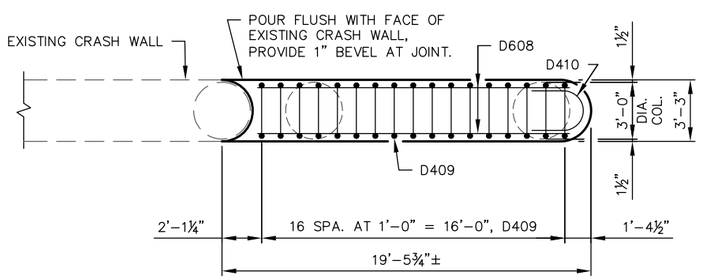
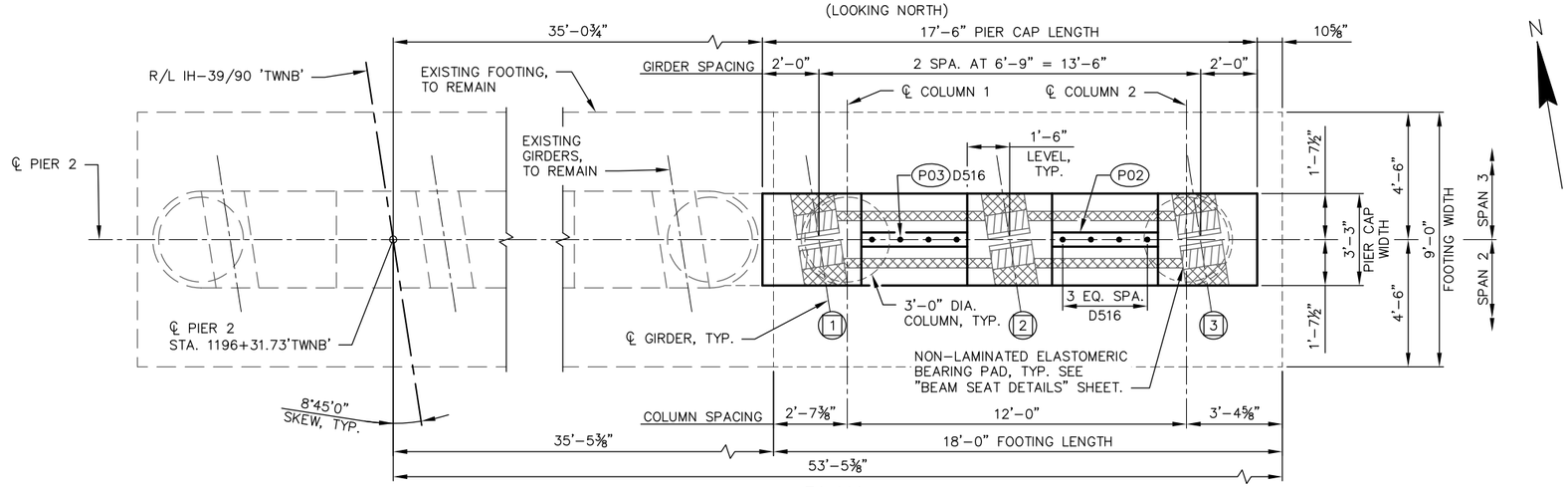


ELEVATION
(LOOKING NORTH)



SECTION A–A



PLAN

N

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–77

DRAWN BY JDO | PLANS CK'D JJK

PIER 2

SHEET 13 OF 27

412

I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

FILE: 11–14–B530077_pier.dwg
PLOT SCALE:

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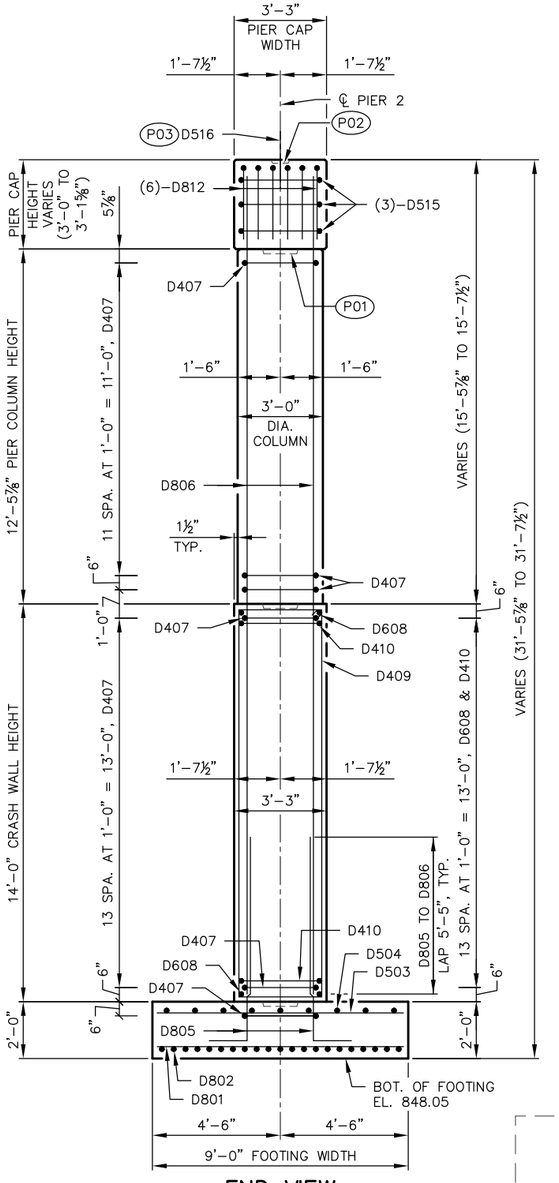
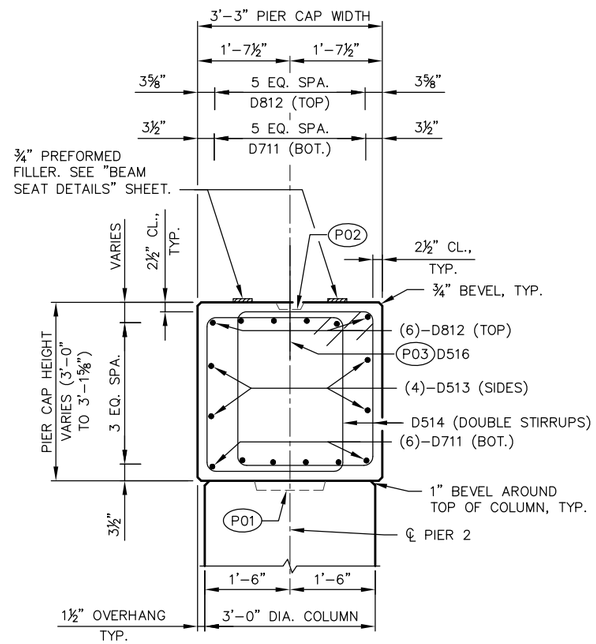


END VIEW
(LOOKING WEST)



TYPICAL SECTION THRU PIER CAP

NOTES

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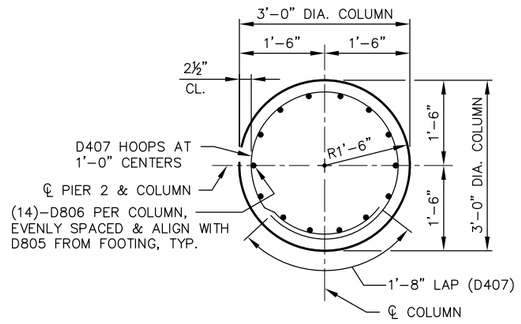

TYPICAL SECTION THRU COLUMN

BILL OF BARS
PIER 2

COATED = 5,330 LBS.
UNCOATED = 2,120 LBS.

	MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
	D801		35	8'-7"			FOOTING – BOTTOM	HORIZ.
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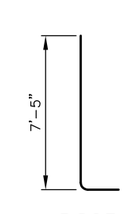
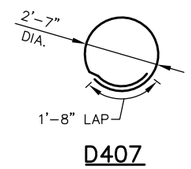


D805



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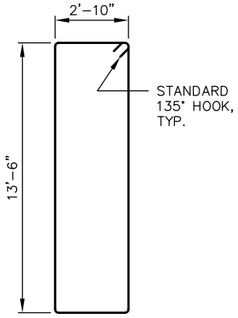
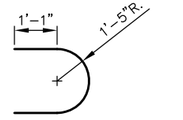


D409



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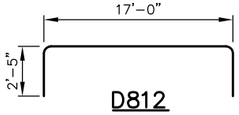

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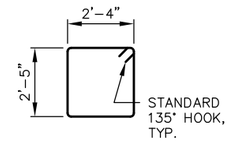
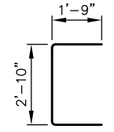


D514



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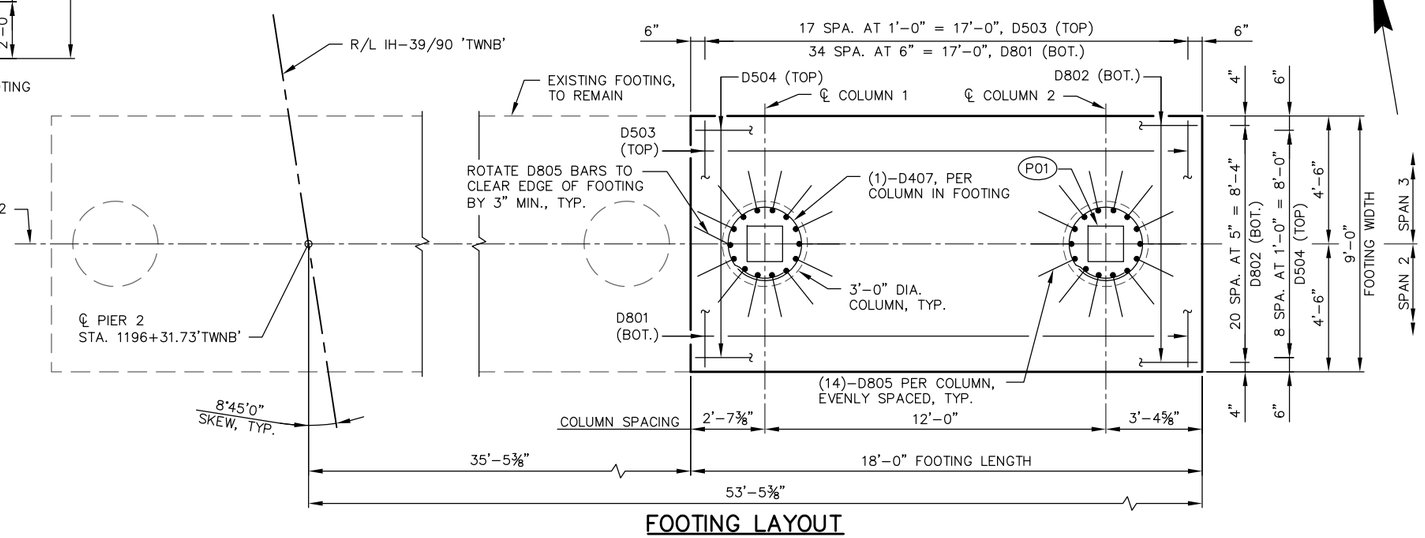

FOOTING LAYOUT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-77

DRAWN BY JDO | PLANS CK'D JJK

PIER 2 DETAILS

SHEET 14 OF 27

413

8

8

I.D. 1005-10-81

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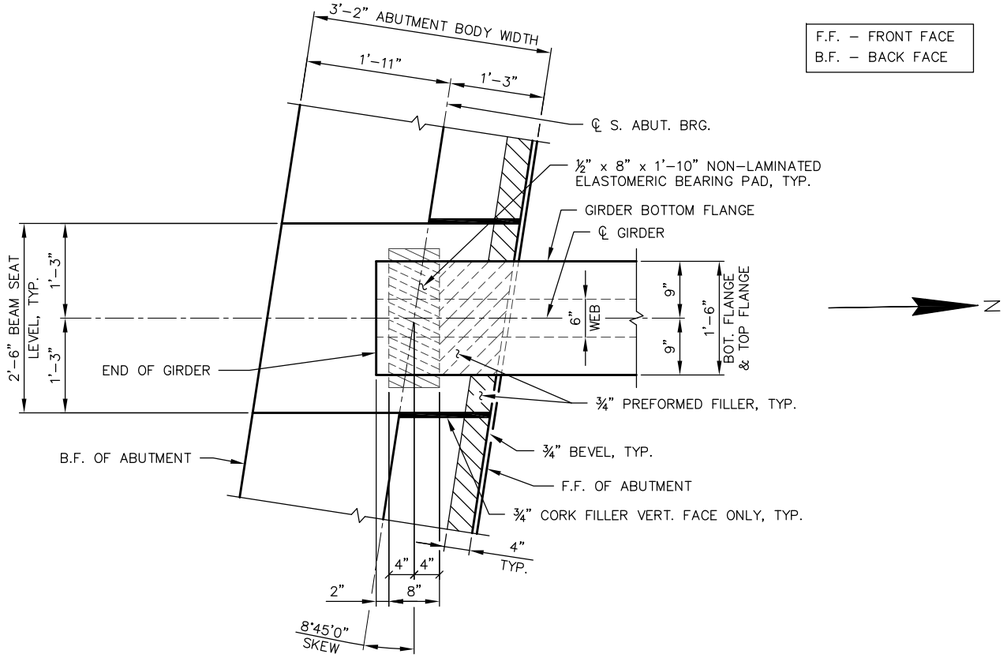
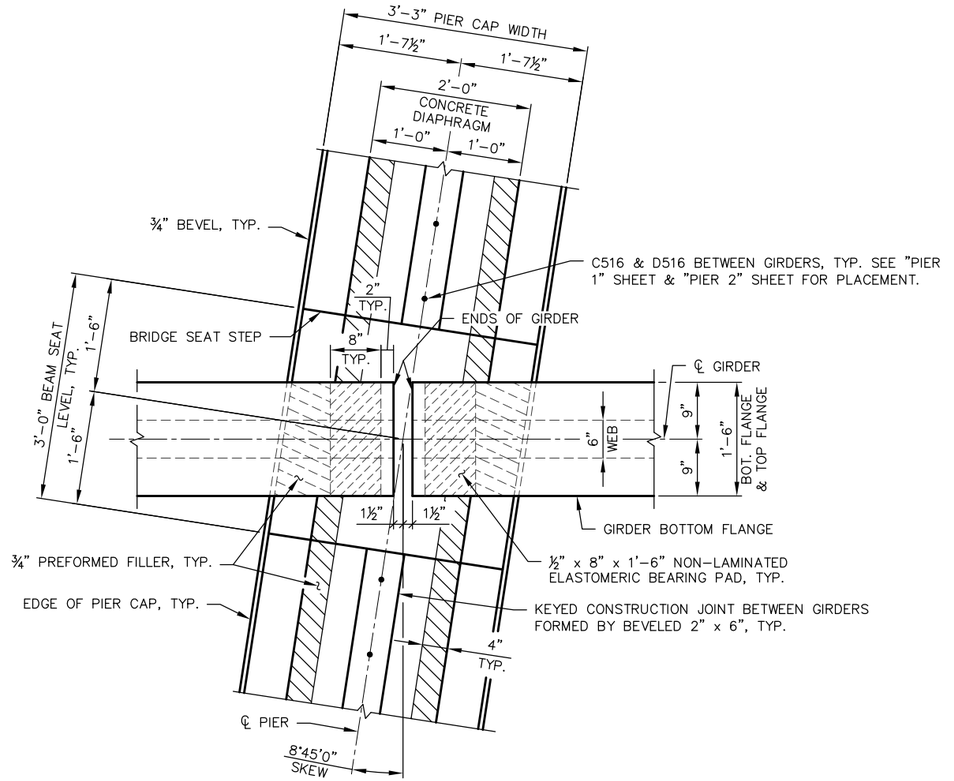


F.F. – FRONT FACE
B.F. – BACK FACE

N

ABUTMENT BEAM SEAT DETAIL

(SOUTH ABUTMENT SHOWN, NORTH ABUTMENT SIMILAR)



PIER BEAM SEAT DETAIL

(ALL PIERS ARE SIMILAR)

TOP OF DECK ELEVATIONS

SPAN 1												
	℄ S. ABUT. BRG.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1
R/L IH–39/90 'TWNB'	883.34	883.34	883.35	883.35	883.36	883.36	883.37	883.37	883.38	883.38	883.40
* W. EDGE OF DECK	882.82	882.83	882.83	882.84	882.84	882.84	882.85	882.85	882.86	882.86	882.87
* GIRDER 1	882.79	882.80	882.80	882.81	882.81	882.82	882.82	882.83	882.83	882.83	882.84
* GIRDER 2	882.73	882.74	882.74	882.75	882.75	882.76	882.76	882.76	882.77	882.77	882.78
* GIRDER 3	882.66	882.67	882.67	882.68	882.68	882.68	882.69	882.69	882.70	882.70	882.71
* E. EDGE OF DECK	882.65	882.66	882.66	882.67	882.67	882.67	882.68	882.68	882.69	882.69	882.70

SPAN 2											
	℄ PIER 1	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	℄ PIER 2
R/L IH–39/90 'TWNB'	883.40	883.42	883.43	883.45	883.46	883.48	883.49	883.50	883.51	883.52	883.52
* W. EDGE OF DECK	882.87	882.88	882.90	882.92	882.93	882.95	882.96	882.98	882.99	883.00	883.00
* GIRDER 1	882.84	882.86	882.87	882.89	882.90	882.92	882.94	882.95	882.96	882.97	882.97
* GIRDER 2	882.78	882.79	882.81	882.83	882.84	882.85	882.87	882.89	882.90	882.91	882.91
* GIRDER 3	882.71	882.72	882.74	882.75	882.77	882.78	882.80	882.81	882.83	882.84	882.84
* E. EDGE OF DECK	882.70	882.71	882.72	882.74	882.75	882.77	882.79	882.80	882.82	882.82	882.83

SPAN 3											
	℄ PIER 2	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	℄ N. ABUT. BRG.
R/L IH–39/90 'TWNB'	883.52	883.51	883.49	883.48	883.47	883.45	883.43	883.41	883.39	883.36	883.34
* W. EDGE OF DECK	883.00	883.01	883.00	882.98	882.97	882.96	882.94	882.92	882.90	882.88	882.85
* GIRDER 1	882.97	882.98	882.97	882.96	882.94	882.93	882.91	882.89	882.87	882.85	882.83
* GIRDER 2	882.91	882.92	882.91	882.90	882.89	882.87	882.86	882.84	882.82	882.80	882.77
* GIRDER 3	882.84	882.85	882.85	882.83	882.82	882.81	882.79	882.77	882.75	882.73	882.71
* E. EDGE OF DECK	882.83	882.84	882.84	882.82	882.81	882.80	882.78	882.76	882.74	882.72	882.70

NOTES

BEAM SEAT ELEVATIONS SHOWN ON ABUTMENT AND PIER SHEETS.

ALL DECK ELEVATIONS ARE BASED ON EXISTING SURVEY INFORMATION FROM 2016.

* TOP OF DECK ELEVATIONS ARE PRIOR TO PLACEMENT OF 2" HMA PAVEMENT OVERLAY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–77

DRAWN BY JDO | PLANS CK'D JJK

BEAM SEAT DETAILS

SHEET 15 OF 27

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I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

FILE: 15–B530077_beam.dwg
PLOT SCALE:

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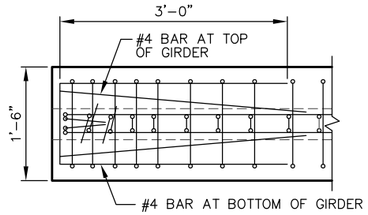
STATE PROJECT NUMBER

1005-10-81



PLAN VIEW OF GIRDER ENDS

STIRRUP SPACING TABLE

SPAN	GIRDER	GIRDER LENGTH "L"	"S1"	"S2"	"S3"
1	1-3	45'-3¾"	9 SPA. AT 6" = 4'-6"	6⅜"	17 SPA. AT 1'-6" = 25'-6"
2	1-3	44'-8"	9 SPA. AT 6" = 4'-6"	11½"	16 SPA. AT 1'-6" = 24'-0"
3	1-3	45'-3¾"	9 SPA. AT 6" = 4'-6"	6⅜"	17 SPA. AT 1'-6" = 25'-6"

GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 2" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 2" OF THE TOP FLANGE.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECTION 503.3.3 OF STANDARD SPECIFICATIONS FOR GUIDANCE.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

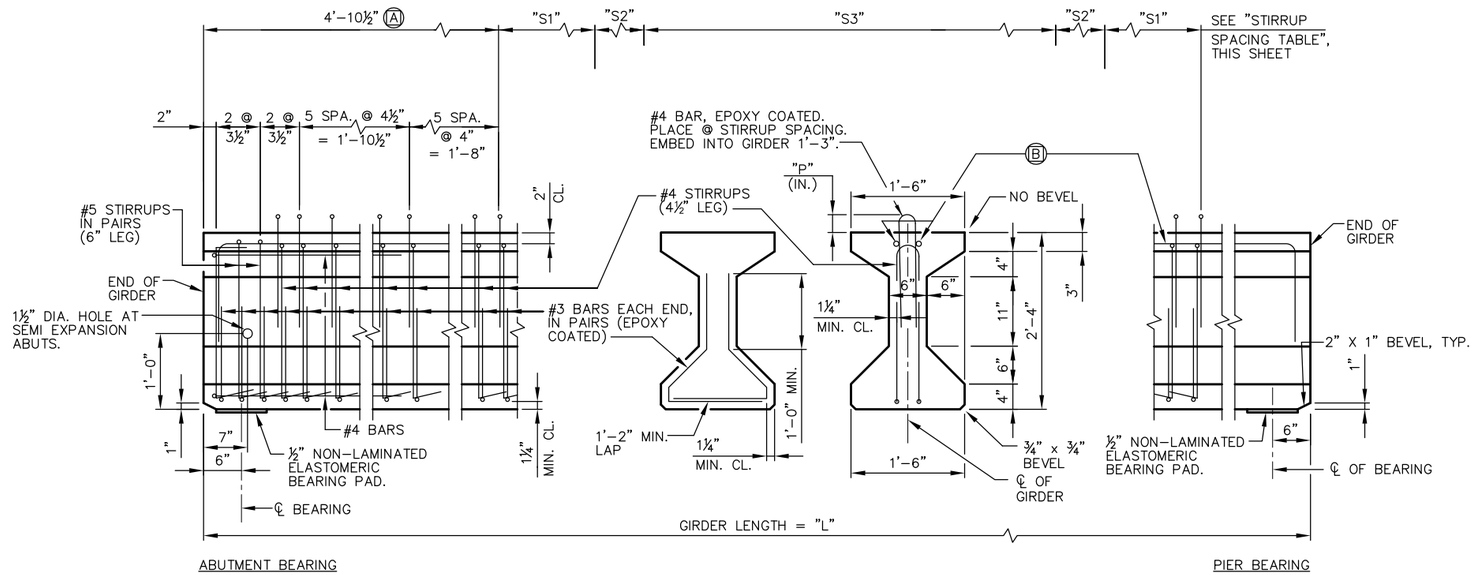
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS, SEE "INTERMEDIATE STEEL DIAPHRAGM" SHEET.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A1064 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE 0.6" DIA. – 7 – WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.



SIDE VIEW & TYPICAL SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ (2) – #5 BARS, FULL LENGTH, MIN. LAP = 2'-5" (ALL SPANS) BEND BARS TO BE 16 BAR DIAMETERS.

*MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFLECTION (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (psi)	"P" 1st ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (psi) *	(IN.) "A"	"B" MIN	"B" MAX	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (psi) *
1	1 & 3	45'-3¾"	0.1	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.1	8,000	7"	6.75"	7"	0.6	---	---	--	--	--	--	14	6,800
2	1 & 3	44'-8"	0.1	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.1	8,000	7"	6.75"	7"	0.6	---	---	--	--	--	--	14	6,800
3	1 & 3	45'-3¾"	0.1	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.1	8,000	7"	6.75"	7"	0.6	---	---	--	--	--	--	14	6,800
1	2	45'-3¾"	0.1	0.2	0.3	0.3	0.4	0.3	0.3	0.2	0.1	8,000	7"	6.75"	7"	0.6	---	---	--	--	--	--	14	6,800
2	2	44'-8"	0.1	0.2	0.3	0.3	0.4	0.3	0.3	0.2	0.1	8,000	7"	6.75"	7"	0.6	---	---	--	--	--	--	14	6,800
3	2	45'-3¾"	0.1	0.2	0.3	0.3	0.4	0.3	0.3	0.2	0.1	8,000	7"	6.75"	7"	0.6	---	---	--	--	--	--	14	6,800

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-77

DRAWN BY JDO | PLANS CK'D JJK

28-INCH PRESTRESSED GIRDER

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I.D. 1005-10-81

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FILE: 16-17-B53077_girder.dwg
PLOT SCALE:

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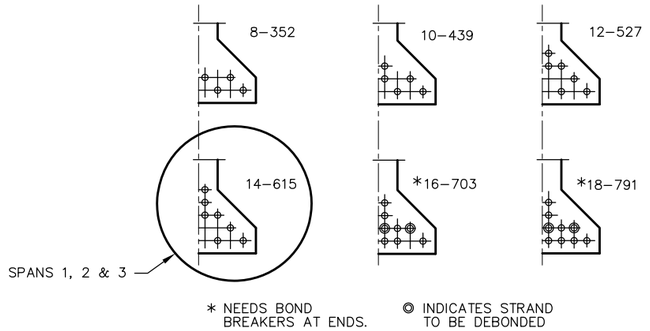
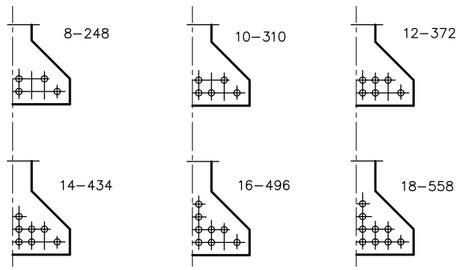


* NEEDS BOND BREAKERS AT ENDS.

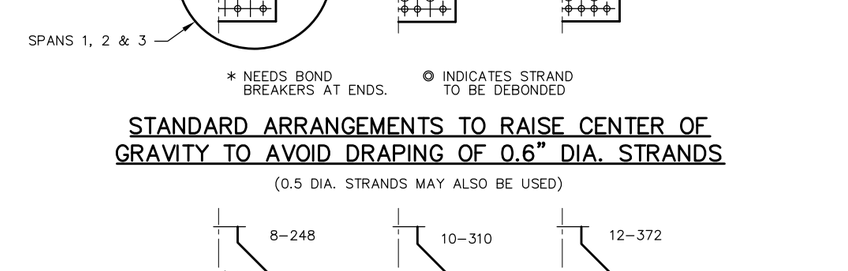
◎ INDICATES STRAND TO BE DEBONDED

STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF 0.6" DIA. STRANDS

(0.5 DIA. STRANDS MAY ALSO BE USED)

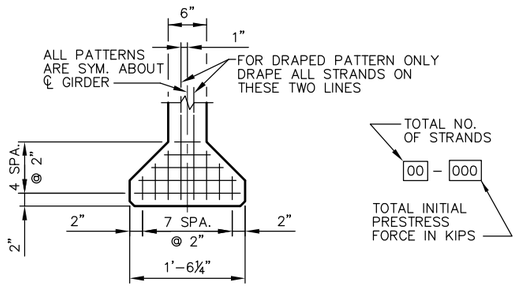


ARRANGEMENT AT ℄ SPAN – FOR GIRDERS WITH DRAPED 0.5" DIA. STRANDS



DRAPED STRAND PROFILE

(SEE GIRDER DATA TABLE ON "28–INCH PRESTRESSED GIRDER" SHEET)



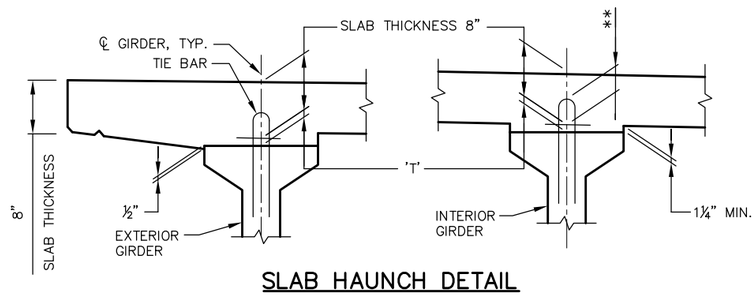
TYPICAL STRAND PATTERN

* THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.)*
1	1.3
2	1.3
3	1.3

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



SLAB HAUNCH DETAIL

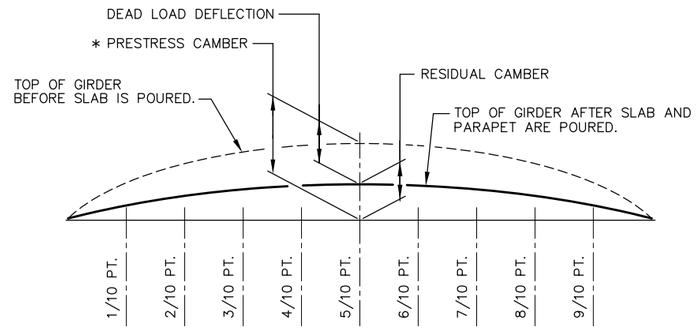
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEVATIONS OF TOP OF GIRDERS AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEVATION AT FINAL GRADE (SEE "BEAM SEAT DETAILS" SHEET)
– TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
– SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 2.56" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION AND CAMBER DIAGRAM

(SEE GIRDER DATA TABLE ON "28–INCH PRESTRESSED GIRDER" SHEET)

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–77

DRAWN BY JDO | PLANS CK'D JJK

28–INCH PRESTRESSED GIRDER DETAILS

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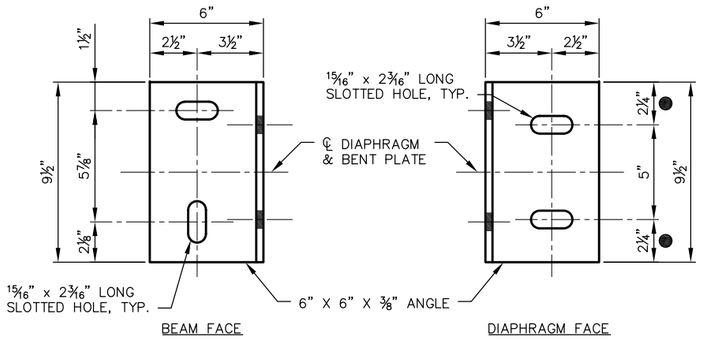
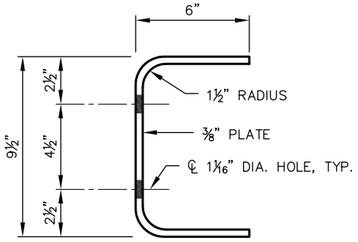
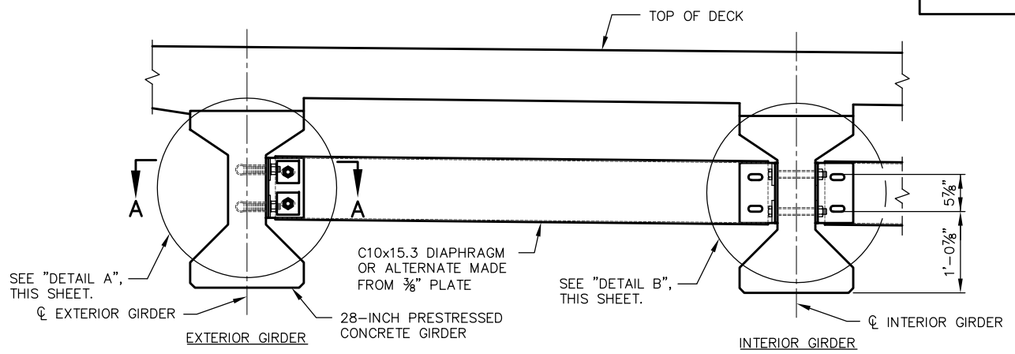


DIAPHRAGM SUPPORT

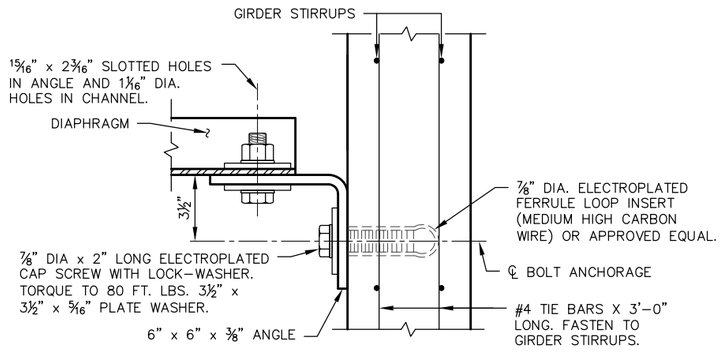
● DIMENSION CHANGES TO 2½" WHEN ALTERNATE PLATE DIAPHRAGM IS USED.



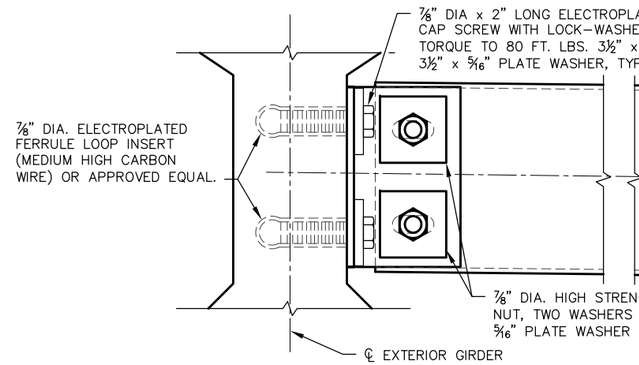
SECTION THROUGH ALTERNATE DIAPHRAGM



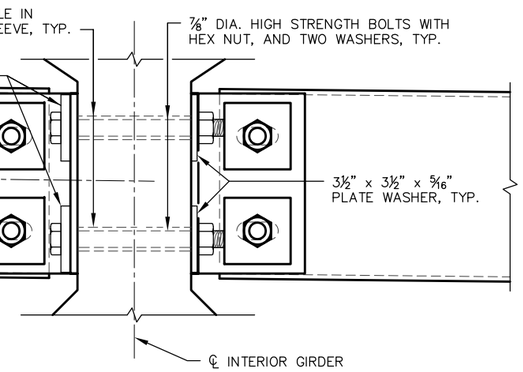
PART TRANSVERSE SECTION AT DIAPHRAGM



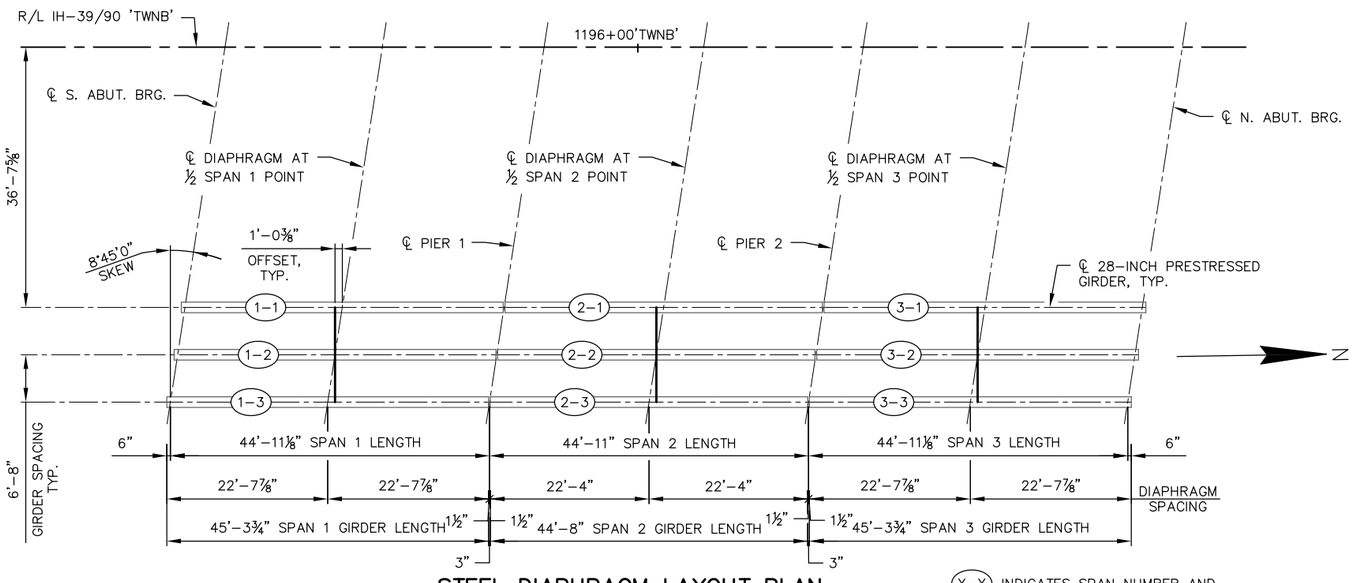
SECTION A-A
(FOR EXTERIOR ATTACHMENT)



DETAIL A

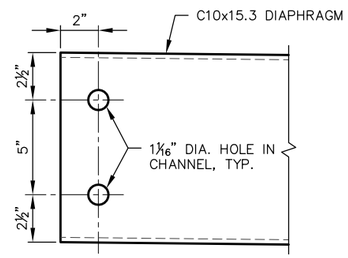


DETAIL B



STEEL DIAPHRAGM LAYOUT PLAN

(X-X) INDICATES SPAN NUMBER AND GIRDER LINE DESIGNATION



CHANNEL DETAIL

NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-53-77", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS ¼ TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-77

DRAWN BY JDO | PLANS CK'D JJK

INTERMEDIATE STEEL DIAPHRAGM

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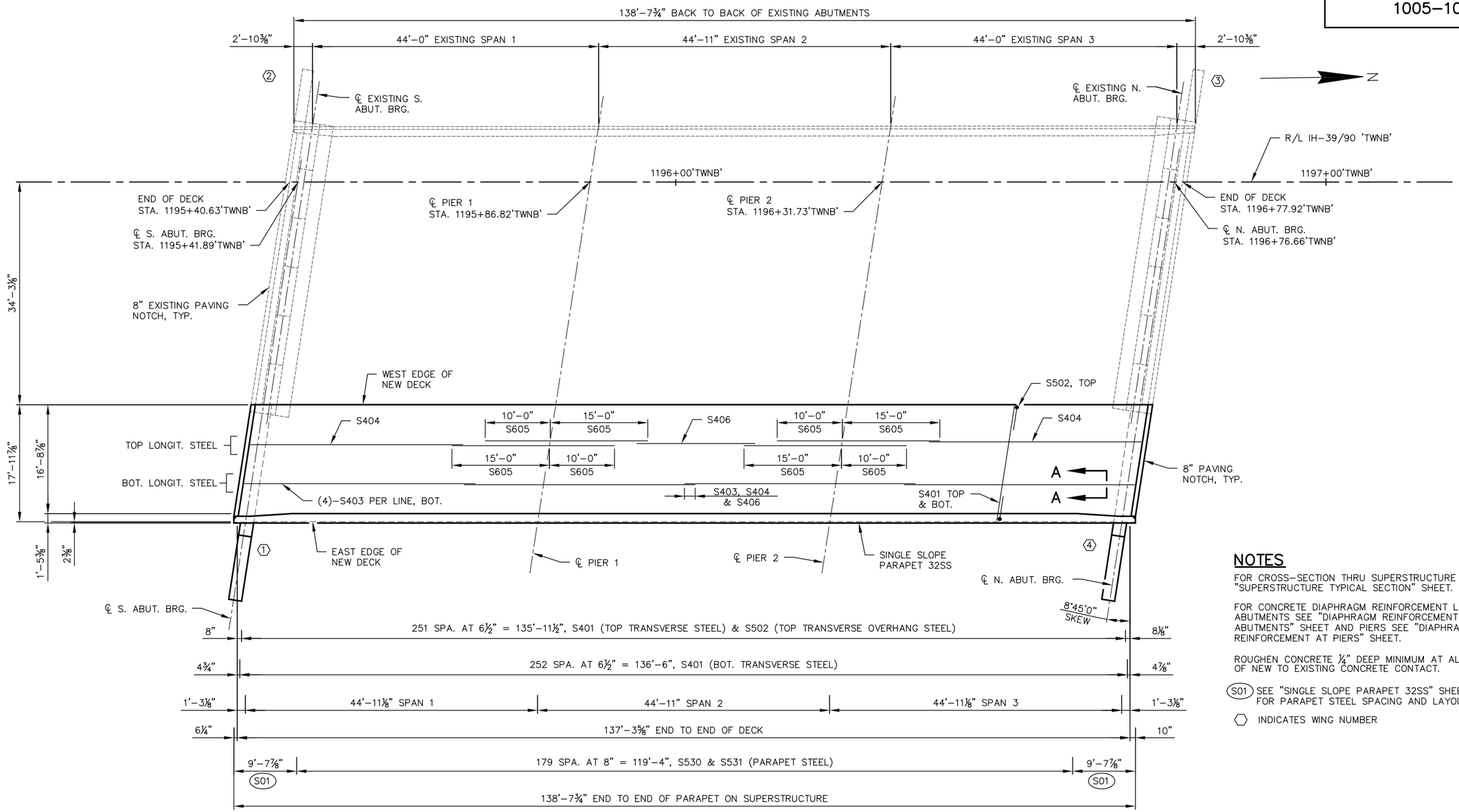
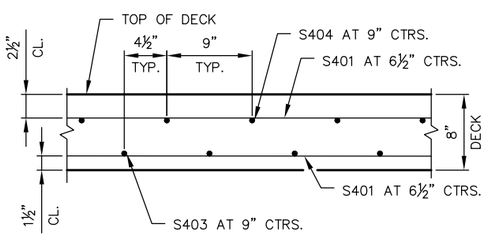


DECK PLAN SHOWING BAR REINFORCEMENT



SECTION A-A

(IN SPAN 1 SHOWN, ALL SPANS SIMILAR)

NOTES

FOR CROSS-SECTION THRU SUPERSTRUCTURE SEE "SUPERSTRUCTURE TYPICAL SECTION" SHEET.

FOR CONCRETE DIAPHRAGM REINFORCEMENT LAYOUT AT ABUTMENTS SEE "DIAPHRAGM REINFORCEMENT AT ABUTMENTS" SHEET AND PIERS SEE "DIAPHRAGM REINFORCEMENT AT PIERS" SHEET.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(S01) SEE "SINGLE SLOPE PARAPET 32SS" SHEET FOR PARAPET STEEL SPACING AND LAYOUT.

⬡ INDICATES WING NUMBER

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-77

DRAWN BY JDO | PLANS CK'D JJK

SUPERSTRUCTURE PLAN

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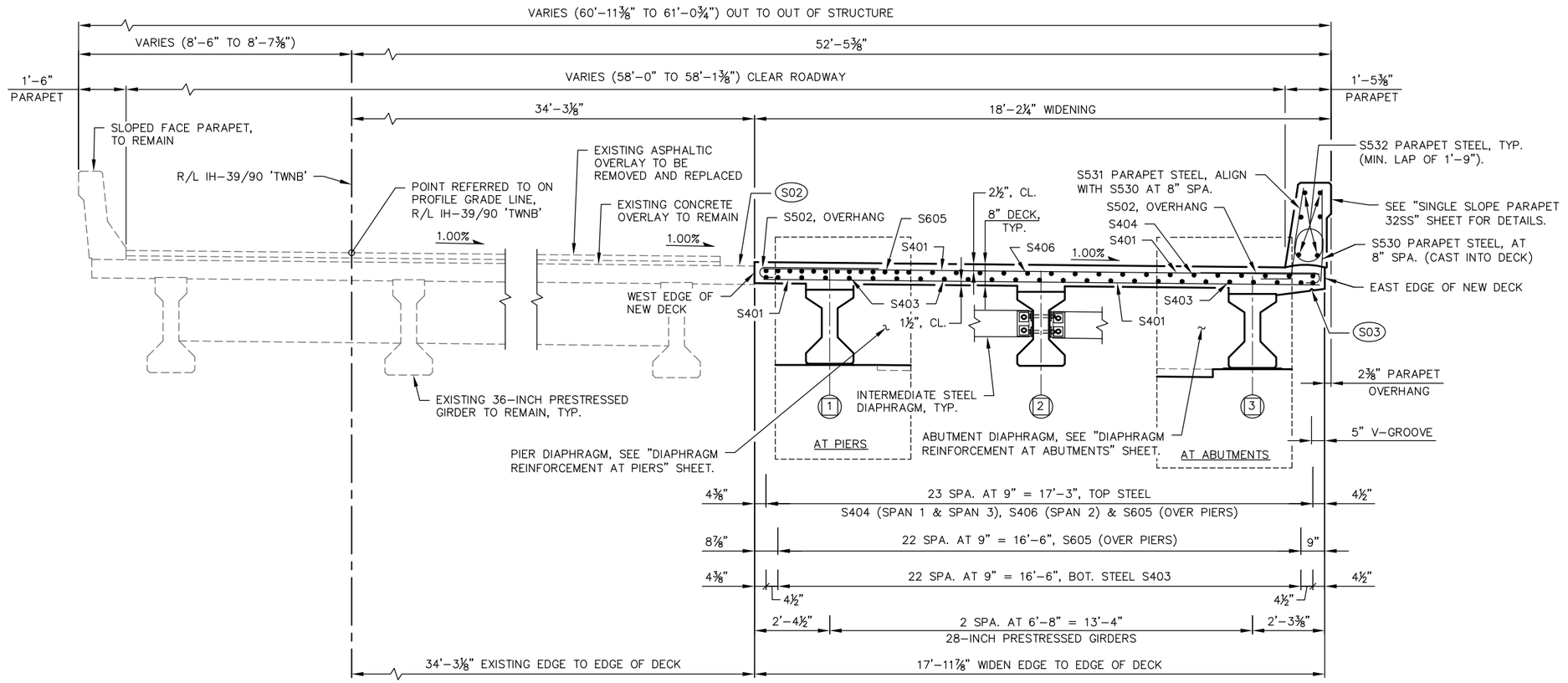

CROSS SECTION THRU ROADWAY IN SPAN

(LOOKING NORTH)

NOTES

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

INDICATES GIRDER LINE DESIGNATION

(S02) REMOVE EXISTING PARAPET AND PARAPET STEEL DOWN TO TOP OF CONCRETE DECK. REMOVAL OF EXISTING PARAPET AND PARAPET STEEL TO BE INCLUDED WITH BID ITEM "REMOVING OLD STRUCTURE STATION 1196+09'TWNB'".

(S03) ¾" V–GROOVE, EXTEND V–GROOVE TO 6" FROM FRONT FACE OF ABUTMENT DIAPHRAGM. V–GROOVES ARE REQUIRED.

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STRUCTURE B–53–77

DRAWN BY JDO | PLANS CK'D JJK

SUPERSTRUCTURE TYPICAL SECTION

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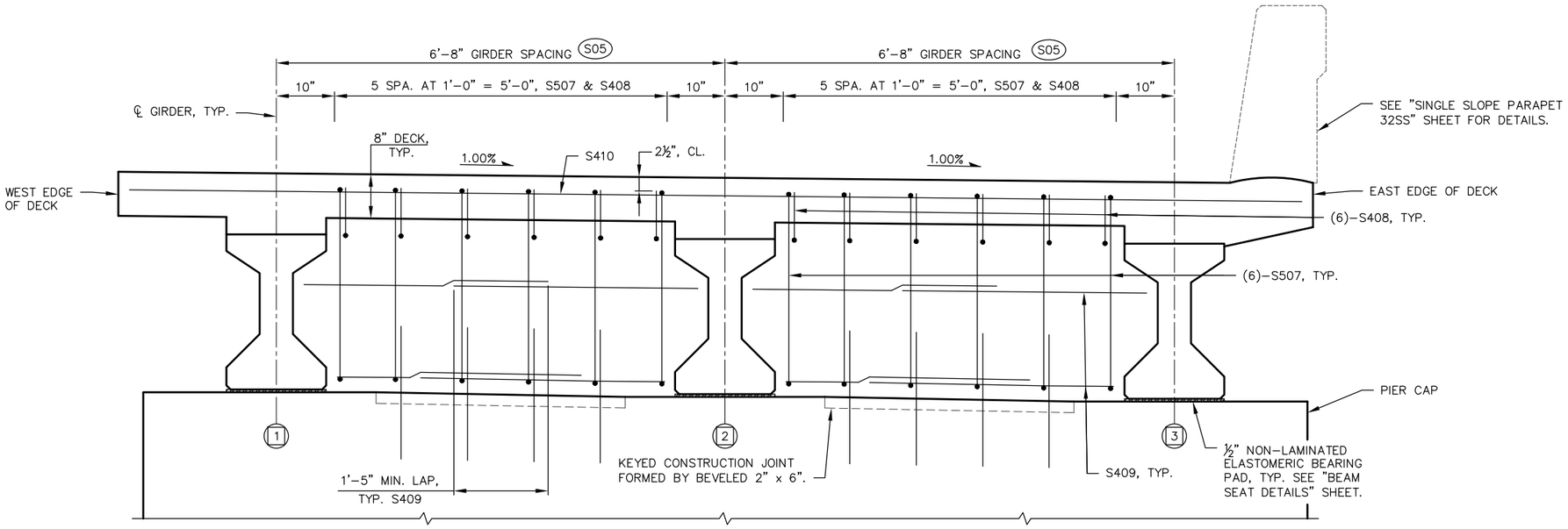
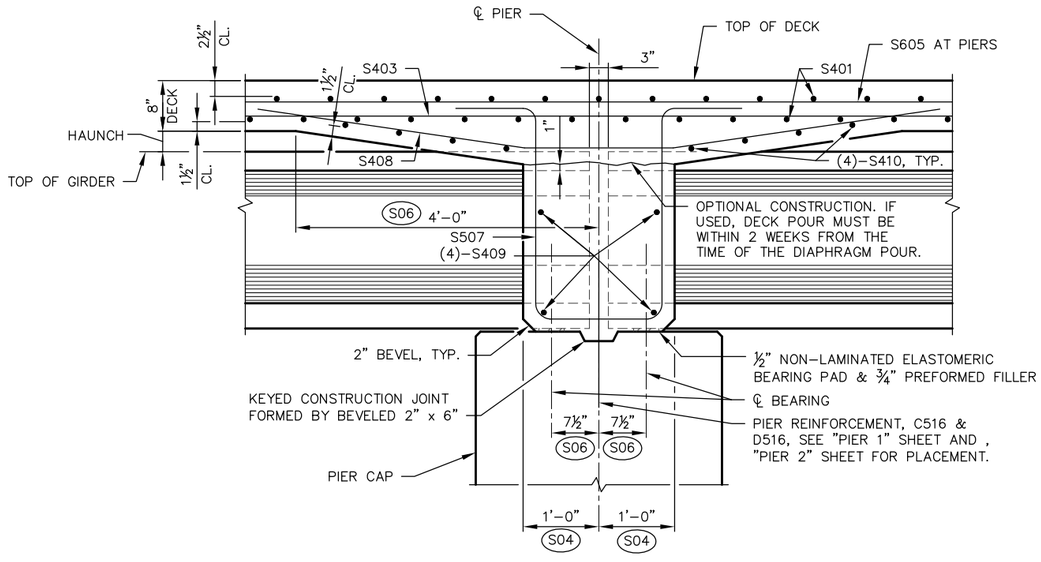


DIAPHRAGM REINFORCEMENT AT PIER

(LOOKING NORTH, ALL PIERS SIMILAR)
(DECK STEEL NOT SHOWN FOR CLARITY)



SECTION THRU DIAPHRAGM AT PIER

NOTES

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(S04) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT.

(S05) DIMENSION IS TAKEN NORMAL TO ℄ GIRDERS.

(S06) DIMENSION IS TAKEN PARALLEL TO ℄ OF GIRDER.

INDICATES GIRDER LINE DESIGNATION

8

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STRUCTURE B–53–77

DRAWN BY JDO | PLANS CK'D JJK

DIAPHRAGM REINFORCEMENT AT PIERS

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I.D. 1005–10–81

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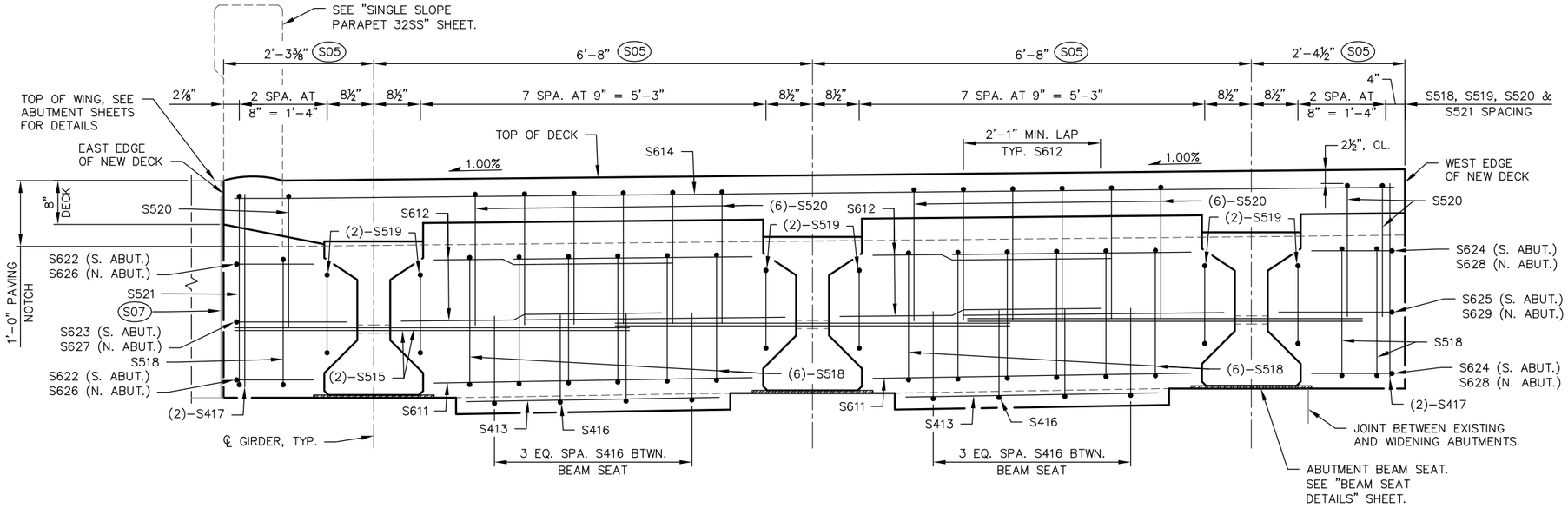
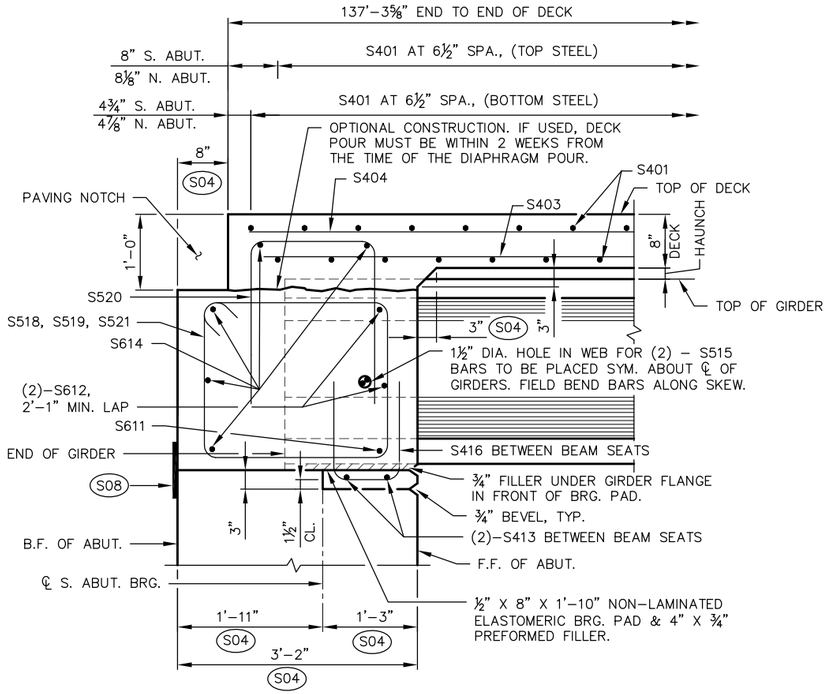


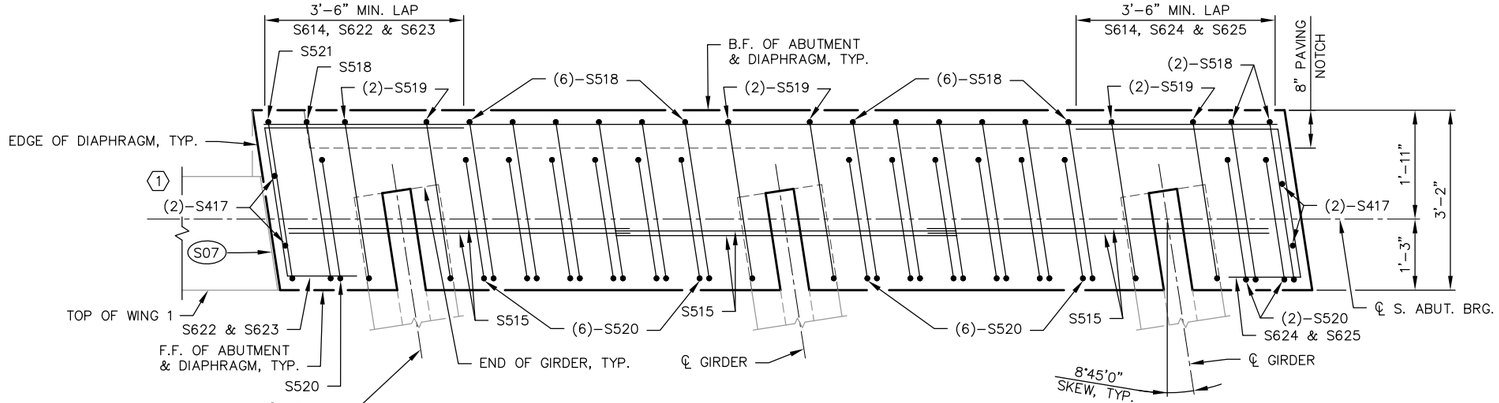
DIAPHRAGM REINFORCEMENT AT ABUTMENT

(SOUTH ABUTMENT LOOKING SOUTH, NORTH ABUTMENT SIMILAR)
(DECK STEEL NOT SHOWN FOR CLARITY)



SECTION THRU DIAPHRAGM AT ABUTMENT

(SOUTH ABUTMENT LOOKING WEST, NORTH ABUTMENT SIMILAR)



PLAN VIEW OF DIAPHRAGM AT WINGS

(SOUTH ABUTMENT SHOWN, NORTH ABUTMENT SIMILAR)

NOTES

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(S04) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT.

(S05) DIMENSION IS TAKEN NORMAL TO ℄ GIRDERS.

(S07) ½" FILLER TO EXTEND FROM BRIDGE SEAT TO TOP OF WING.

(S08) RUBBERIZED MEMBRANE WATERPROOFING IF CONSTRUCTION JOINT IS USED COST INCLUDED WITH BID ITEM "HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES."

⬡ INDICATES WING NUMBER

F.F. – FRONT FACE
B.F. – BACK FACE

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–77

DRAWN BY JDO | PLANS CK'D JJK

DIAPHRAGM REINFORCEMENT AT ABUTMENTS

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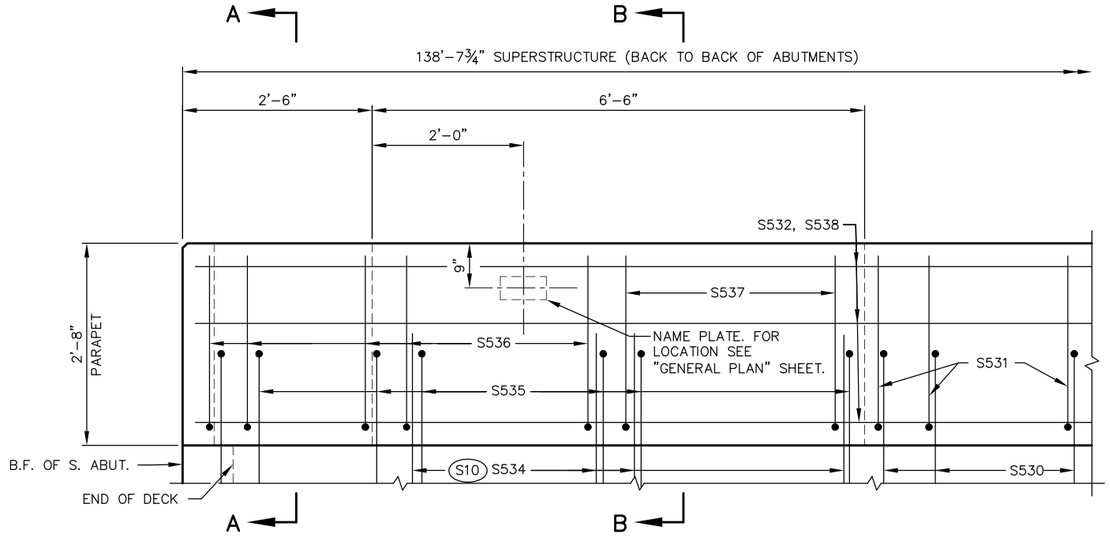
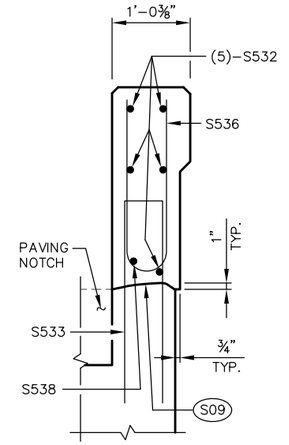
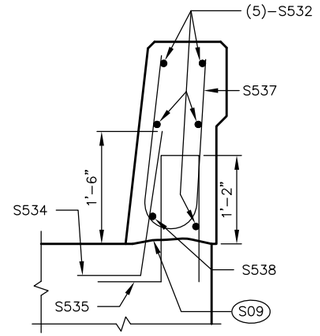


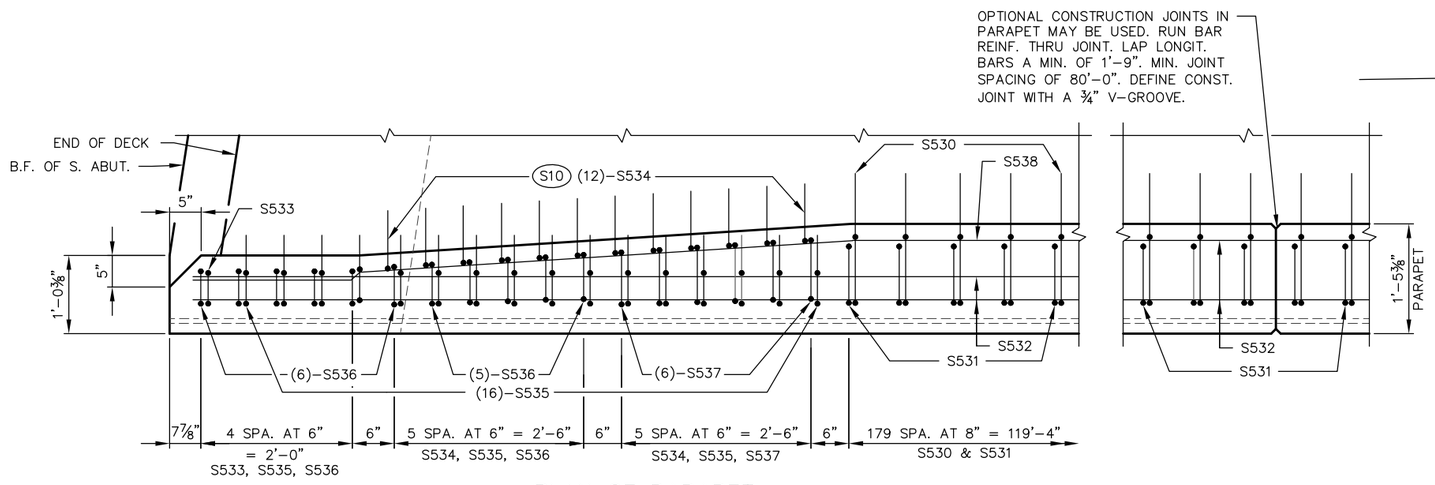
OUTSIDE ELEVATION OF PARAPET



SECTION A–A

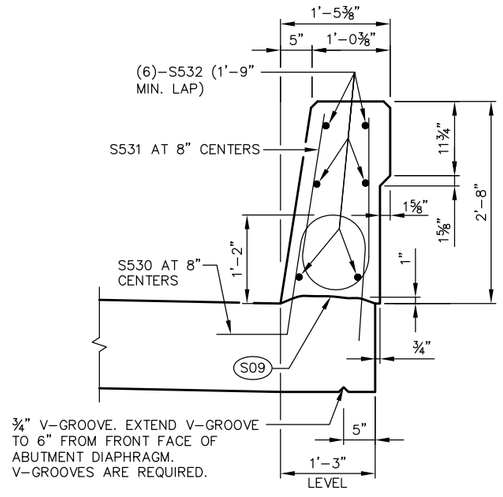


SECTION B–B



PLAN OF PARAPET

(WING 1 SHOWN, WING 4 SIMILAR)
(WING NOT SHOWN FOR CLARITY)



TYPICAL SECTION THRU PARAPET

(LOOKING NORTH, DECK STEEL NOT SHOWN FOR CLARITY)

F.F. – FRONT FACE
B.F. – BACK FACE

NOTES

(S09) CONSTRUCTION JOINT – STRIKE OFF AS SHOWN AND LEAVE ROUGH.

(S10) S534 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE S534 CORRECTLY ALONG TRANSITION OF PARAPET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–77

DRAWN BY JDO | PLANS CK'D JJK

SINGLE SLOPE PARAPET 32SS

SHEET 23 OF 27

422

I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

FILE: 19–24–B530077_super.dwg
PLOT SCALE:

8

8

STATE PROJECT NUMBER

1005–10–81

BILL OF BARS
SUPERSTRUCTURE

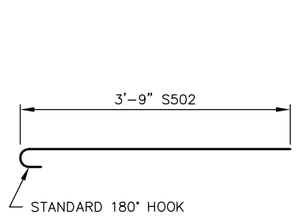
COATED = 20,480 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
S401	505		17'–10"			DECK – TRANSVERSE (TOP & BOT.)	HORIZ.
S502	504		4'–4"	X		DECK – TRANSVERSE – OVERHANG	HORIZ.
S403	100		35'–6"			DECK – LONGITUDINAL (BOT.)	HORIZ.
S404	48		32'–8"			DECK – LONGITUDINAL (TOP – SPANS 1 & 3)	HORIZ.
S605	92		25'–0"			DECK – LONGITUDINAL (TOP – OVER PIERS)	HORIZ.
S406	24		18'–2"			DECK – LONGITUDINAL (TOP – SPAN 2)	HORIZ.
S507	24		8'–0"	X		PIER DIAPHRAGM – STIRRUP	VERT.
S408	24		8'–10"	X		PIER DIAPHRAGM – TOP	HORIZ.
S409	32		3'–8"			PIER DIAPHRAGM – TRANSVERSE (BOT.)	HORIZ.
S410	16		17'–7"			PIER DIAPHRAGM – TRANSVERSE	HORIZ.
S611	4		4'–10"			ABUT. – DIAPHRAGM AT F.F.	HORIZ.
S612	16		4'–0"			ABUT. – DIAPHRAGM AT F.F.	HORIZ.
S413	8		3'–10"			ABUT. – DIAPHRAGM – BTWN. BEAM SEATS	HORIZ.
S614	10		17'–7"			ABUT. – DIAPHRAGM AT B.F. & TOP	HORIZ.
S515	12		6'–0"			ABUT. – DIAPHRAGM – THRU GIRDER	HORIZ.
S416	16		3'–7"	X		ABUT. – DIAPHRAGM – BTWN. BEAM SEATS	VERT.
S417	8		2'–10"			ABUT. – DIAPHRAGM – ENDS	VERT.
S518	30		10'–2"	X		ABUT. – DIAPHRAGM – STIRRUP	VERT.
S519	12		8'–10"	X		ABUT. – DIAPHRAGM – STIRRUP	VERT.
S520	30		6'–1"	X		ABUT. – DIAPHRAGM – STIRRUP	VERT.
S521	2		12'–0"	X		ABUT. – DIAPHRAGM – STIRRUP WING 1 & 4	VERT.
S622	2		7'–0"	X		ABUT. – DIAPHRAGM – S. ABUT. WING 1	HORIZ.
S623	1		7'–5"	X		ABUT. – DIAPHRAGM – S. ABUT. WING 1	HORIZ.
S624	2		7'–0"	X		ABUT. – DIAPHRAGM – S. ABUT.	HORIZ.
S625	1		7'–5"	X		ABUT. – DIAPHRAGM – S. ABUT.	HORIZ.
S626	2		7'–0"	X		ABUT. – DIAPHRAGM – N. ABUT. WING 4	HORIZ.
S627	1		7'–5"	X		ABUT. – DIAPHRAGM – N. ABUT. WING 4	HORIZ.
S628	2		7'–0"	X		ABUT. – DIAPHRAGM – N. ABUT.	HORIZ.
S629	1		7'–5"	X		ABUT. – DIAPHRAGM – N. ABUT.	HORIZ.
S530	180		4'–5"	X		PARAPET	VERT.
S531	180		5'–0"	X		PARAPET	VERT.
S532	16		47'–5"			PARAPET	HORIZ.
S533	10		5'–7"	X		PARAPET	VERT.
S534	24		2'–9"	X		PARAPET	VERT.
S535	32		4'–4"	X		PARAPET	VERT.
S536	22		4'–9"	X		PARAPET	VERT.
S537	12		4'–10"	X		PARAPET	VERT.
S538	2		47'–5"	X		PARAPET	HORIZ.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

F.F. – FRONT FACE
B.F. – BACK FACE



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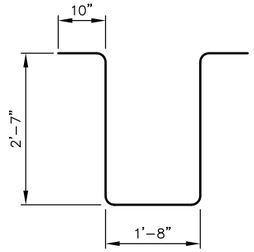

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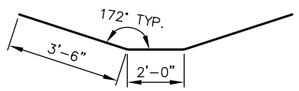

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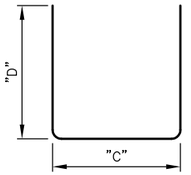
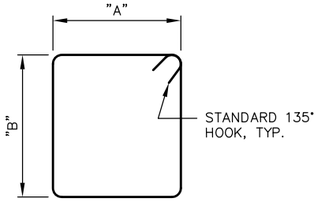


S416 & S520

BAR BEND DIM.

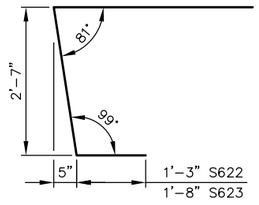
MARK	"C"	"D"
S416	11"	1'–5"
S520	2'–2"	2'–1"



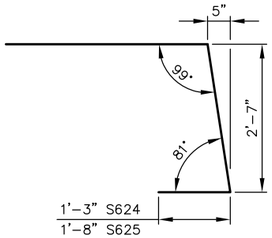
S518, S519 & S521

BAR BEND DIM.

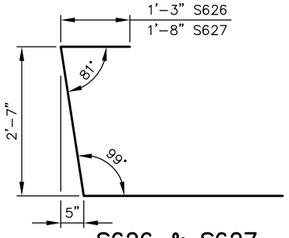
MARK	"A"	"B"
S518	2'–10"	1'–11"
S519	2'–10"	1'–3"
S521	2'–10"	2'–10"



S622 & S623



S624 & S625



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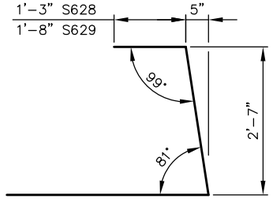
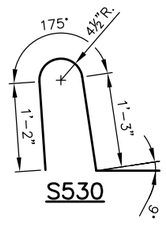


S628 & S629



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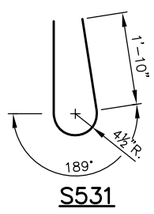

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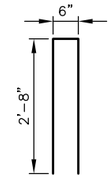

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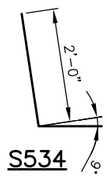

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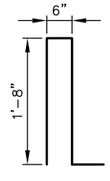

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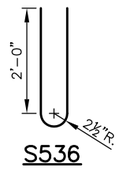

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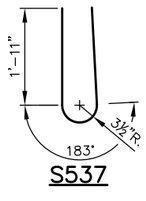

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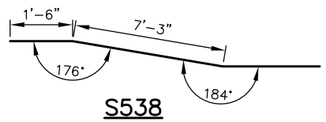


S538

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–77

DRAWN BY JDO | PLANS CK'D JJK

SUPERSTRUCTURE REINFORCEMENT

SHEET 24 OF 27

423

8

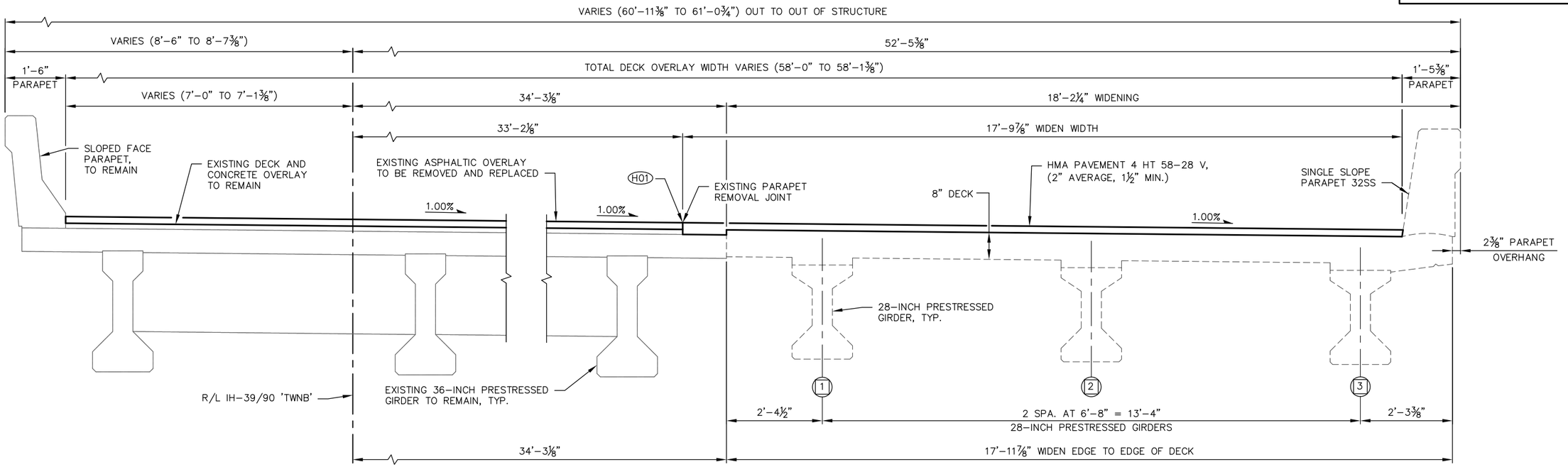
8

I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

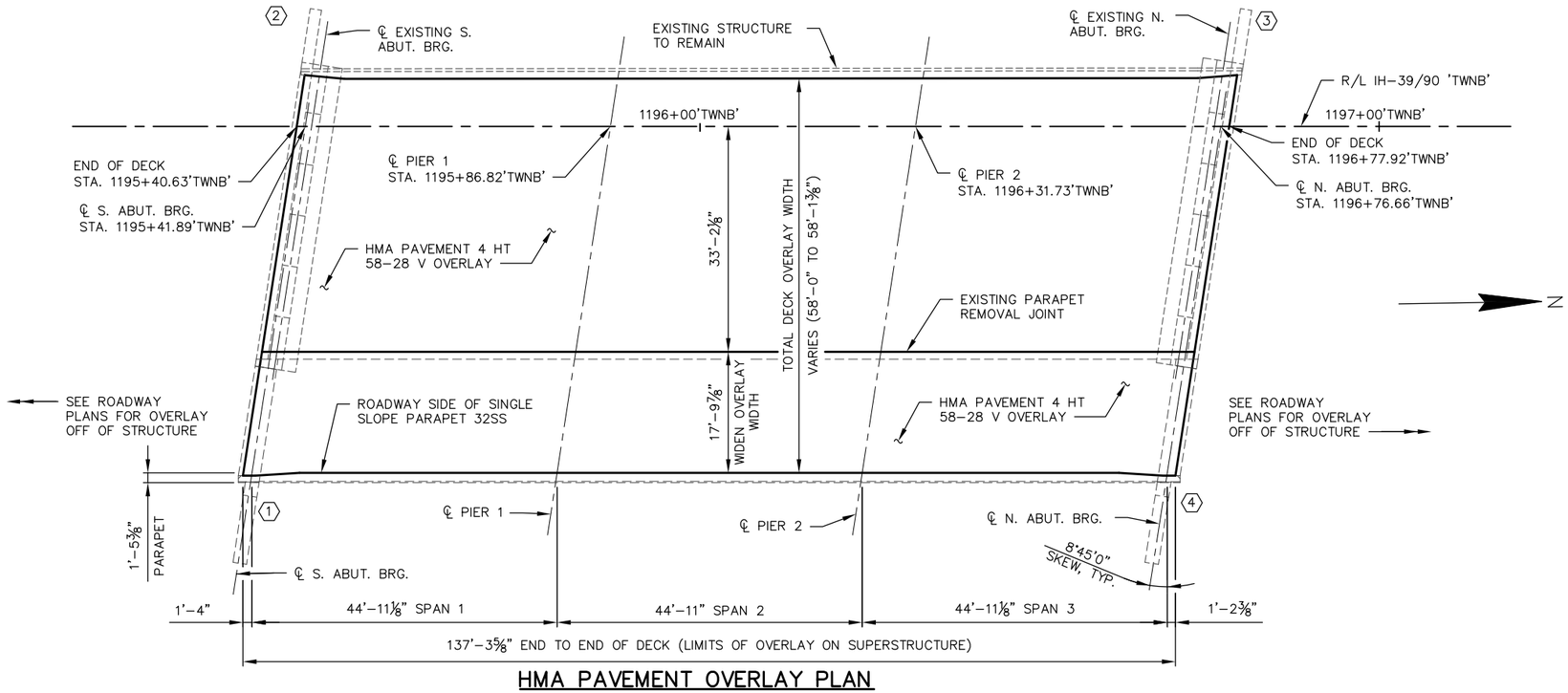
FILE: 19–24–B530077_super.dwg
PLOT SCALE:

STATE PROJECT NUMBER
1005–10–81



CROSS SECTION THRU ROADWAY IN SPAN SHOWING HMA PAVEMENT OVERLAY

(LOOKING NORTH)



HMA PAVEMENT OVERLAY PLAN

NOTES

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON AN AVERAGE OVERLAY THICKNESS OF 2–INCH PLACED ABOVE THE CONCRETE DECK SURFACE. CONTACT THE BUREAU OF STRUCTURES BEFORE PLACEMENT OF THE OVERLAY IF THE AVERAGE THICKNESS OF THE OVERLAY WILL EXCEED THE AVERAGE THICKNESS SHOWN ON THE PLANS BY MORE THAN ½–INCH.

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY SHALL BE INCLUDED IN THE BID ITEM "HMA PAVEMENT 4 HT 58–28 V".

⬡ INDICATES WING NUMBER

▢ INDICATES GIRDER LINE DESIGNATION

(H01) SAW CUT HMA OVERLAY CONSTRUCTION JOINT 1/2–INCH WIDE AND FILL TO WITHIN 1/8–INCH OF SURFACE WITH JOINT SEALER. COST INCLUDED IN BID ITEM "HMA PAVEMENT 4 HT 58–28 V".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–77

DRAWN BY JDO | PLANS CK'D JJK

HMA PAVEMENT OVERLAY

SHEET 25 OF 27

424

8

8

I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

FILE: 25–B530077_overlay.dwg
PLOT SCALE:

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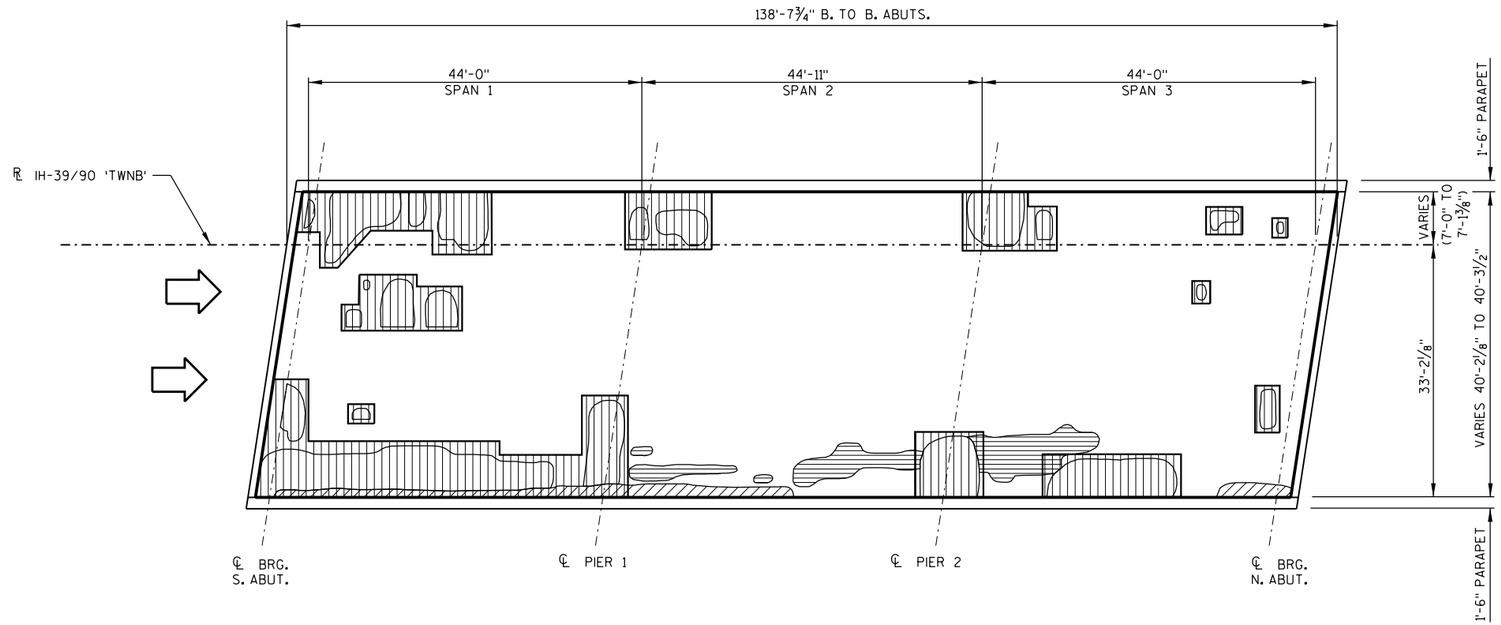
FILE NAME: L:\work\projects\6023978Z\400 Technical\408 Structural\2017 Deck Repairs (IR Surveys)\WSDR - B-53-77\dgn\01_Asph.overlay_B-53-77.dgn
PLOT DATE: 10/30/2017 PLOT TIME: 10:50:56 AM BATCH PRINT SHEET 1 OF 1

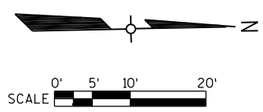
STATE PROJECT NUMBER

1005-10-81



PLAN

PROPOSED REHAB AREAS



GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

REMOVAL OF THE EXISTING CONCRETE MASONRY OVERLAY ABOVE "PREPARATION DECKS TYPE 1" SHALL BE INCLUDED WITH THE BID ITEM "PREPARATION DECKS TYPE 1".

AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DELINEATED BY SAW CUT ON THE EXISTING CONCRETE MASONRY OVERLAY AND ONCE AGAIN ON THE EXISTING CONCRETE SLAB ONCE THE OVERLAY IS REMOVED. PAYMENT WILL BE FOR ONE SAWCUT CUTTING THROUGH BOTH THE CONCRETE OVERLAY AND ORIGINAL DECK.

AREAS FOR "PREPARATION DECKS TYPE 1", "PREPARATION DECKS TYPE 2", "FULL DEPTH DECK REPAIR" SHALL BE DETERMINED BY THE FIELD ENGINEER. DECK REPAIRS SHALL BE REPAIRED WITH THE BID ITEM "CONCRETE MASONRY DECK REPAIR" TO THE TOP OF THE EXISTING CONCRETE MASONRY OVERLAY.

THE EXISTING 2" CONCRETE MASONRY DECK OVERLAY TO REMAIN. REMOVE ONLY WHERE REQUIRED FOR REPAIRS TO CONCRETE SLAB AS DIRECTED.

SCARIFICATION IS NOT REQUIRED UNLESS DIRECTED BY THE ENGINEER.

SURFACE TYPE: CONCRETE OVERLAY-1986
BITUMINOUS OVERLAY-2000
PMA OVERLAY-2014

INFRARED INSPECTION DATE: 8/23/17

8

8

LEGEND

DECK PREPARATION AREA	DELAMINATION
SHADE/DEBRIS	SPALL
	DEBOND
	ASPHALT PATCH
	CONCRETE PATCH

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

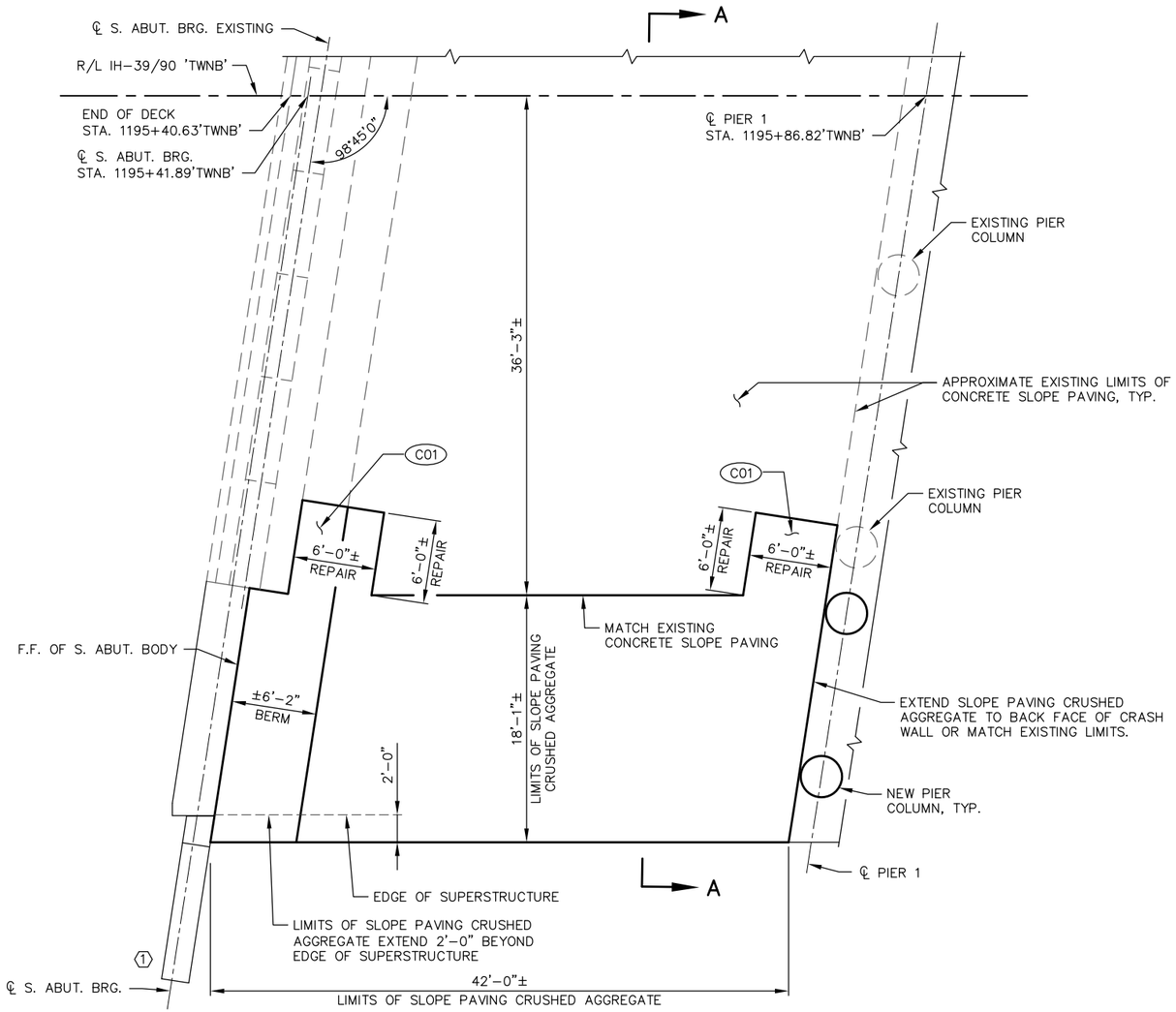
STRUCTURE B-53-77

DRAWN BY TAW | PLANS CK'D. MAH

DECK REPAIRS

SHEET 26 OF 27
425

STATE PROJECT NUMBER
1005–10–81

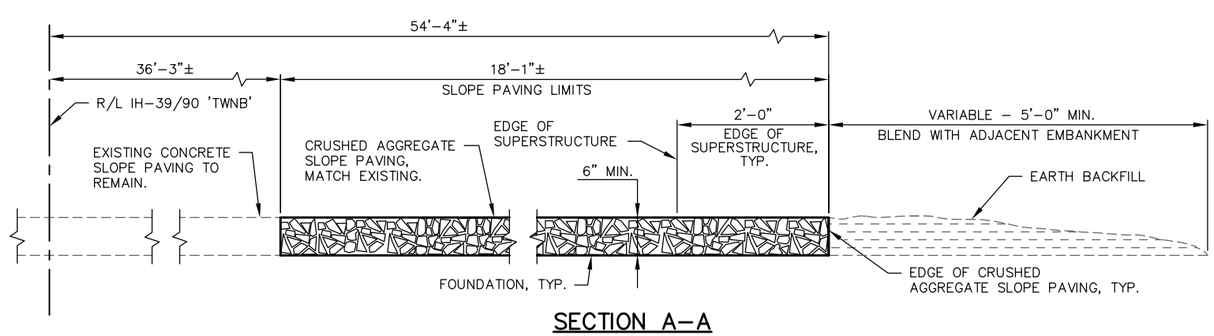


PLAN VIEW SHOWING LIMITS OF SLOPE PAVING CRUSHED AGGREGATE

(SOUTH ABUTMENT SHOWN, NORTH ABUTMENT SIMILAR)

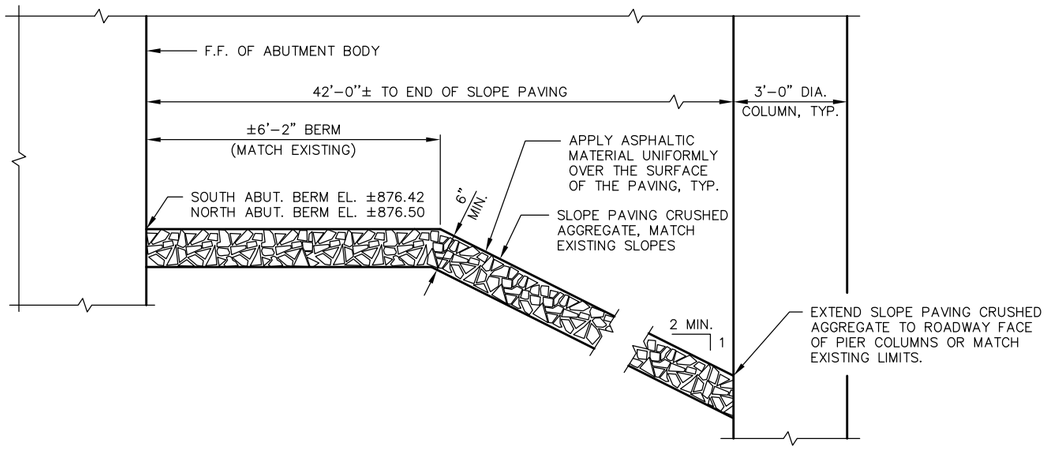
⬡ INDICATES WING NUMBER

(C01) REPAIR SLOPE PAVING DISTURBED DURING ABUTMENT AND PIER EXCAVATION.



SECTION A–A

F.F. – FRONT FACE
B.F. – BACK FACE



TYPICAL SECTION THRU SLOPE PAVING CRUSHED AGGREGATE

(ROUND STONE WILL NOT BE ACCEPTED)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–77

DRAWN BY JDO | PLANS CK'D JJK

SLOPE PAVING CRUSHED AGGREGATE

SHEET 27 OF 27

426

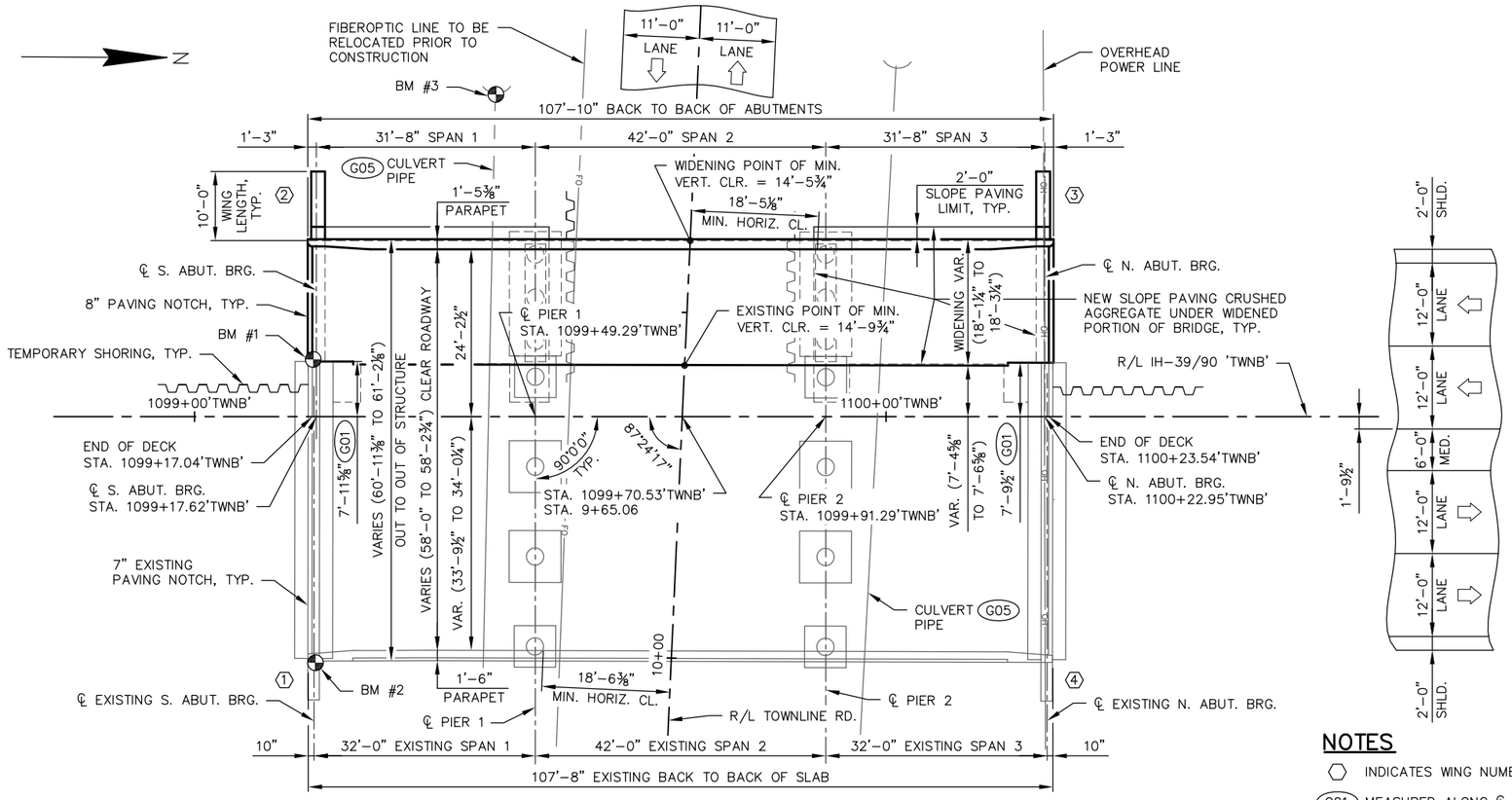
I.D. 1005–10–81

PLOT DATE: Oct 30, 2017

FILE: 27–B530077_slppav.dwg
PLOT SCALE:

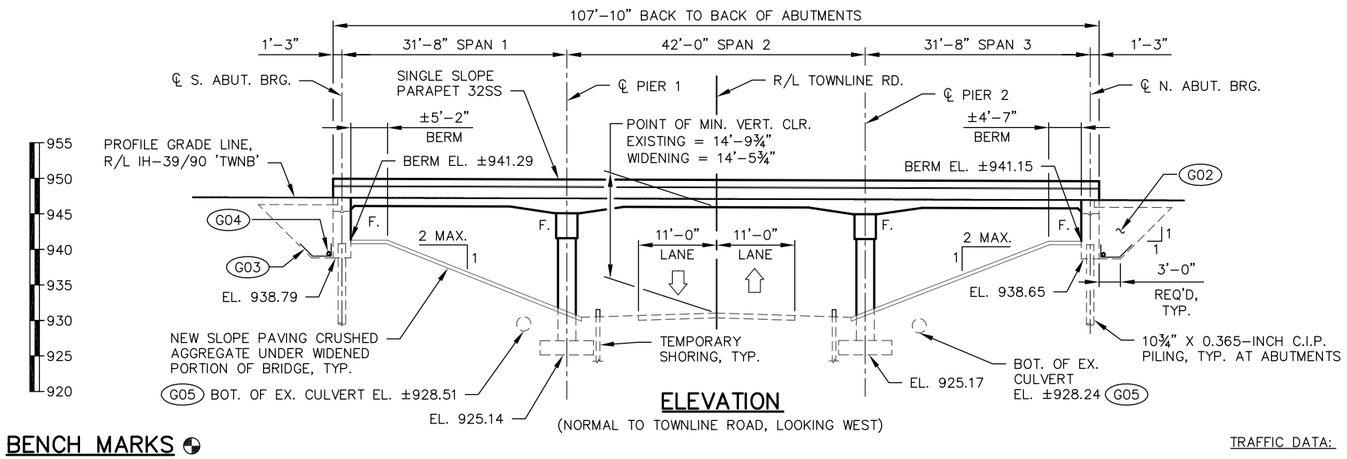
8

8



PLAN B-53-80

(WIDENED THREE SPAN CONCRETE HAUNCHED SLAB STRUCTURE)



ELEVATION

(NORMAL TO TOWNLINE ROAD, LOOKING WEST)

BENCH MARKS

NO.	STATION/OFFSET	DESCRIPTION	ELEVATION
1	1099+17.16'TWNB', 8.27' LT.	CHIS SQ TOP WINGWALL SW QUAD B-53-80-87	947.15
2	1099+17.49'TWNB', 35.59' RT.	361H DISK B-53-80	947.10
3	1099+43.58'TWNB', 46.60' LT.	CHIS SQ TOP W. END RCCP	930.75

HORIZONTAL DATUM AND ADJUSTMENT: NAD 83 (2007)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2007)
COORDINATE REFERENCE SYSTEM: WCCS ROCK CO.

STATE PROJECT NUMBER

1005-10-81

DESIGN DATA

LIVE LOAD: (WIDENING STRUCTURE)
- DESIGN LOADING — HL-93
- INVENTORY RATING FACTOR — RF=1.23
- OPERATING RATING FACTOR — RF=1.60
- WISCONSIN STANDARD PERMIT VEHICLE RATING (WIS.-SPV): — 250 KIPS

LIVE LOAD: (EXISTING STRUCTURE, TAKEN FROM HSI, 05/24/2013)
- INVENTORY RATING — HS-27
- OPERATING RATING — HS-46
- WISCONSIN STANDARD PERMIT VEHICLE RATING (WIS.-SPV): — 250 KIPS

MATERIAL PROPERTIES:
- CONCRETE MASONRY, SUPERSTRUCTURE — $f'c$ = 4,000 P.S.I.
- ALL OTHER — $f'c$ = 3,500 P.S.I.
- HIGH-STRENGTH BAR STEEL REINFORCEMENT — f_y = 60,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON 10¾" X 0.365-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE AT THE SOUTH ABUTMENT AND 150 TONS PER PILE AT THE NORTH ABUTMENT AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATE 80 FT. PILE LENGTHS AT THE SOUTH ABUTMENT AND 90 FT. PILE LENGTHS AT THE NORTH ABUTMENT.

THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 4,700 PSF***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

*** THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

NOTES

⬡ INDICATES WING NUMBER

(G01) MEASURED ALONG ℄ ABUTMENT BRG. FROM R/L IH-39/90 'TWNB' TO B.F. ABUT. OF NEW CONSTRUCTION.

(G02) STRUCTURE BACKFILL TYPE A PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCLUDED WITH EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

(G03) "GEOTEXTILE TYPE DF SCHEDULE A" LIMITS. EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.

(G04) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "SOUTH ABUTMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(G05) CULVERTS TO REMAIN IN PLACE. USE CAUTION DURING CONSTRUCTION TO PROTECT CULVERT PIPES FROM DAMAGE. CULVERT PIPES ARE TO BE SERVICEABLE AFTER CONSTRUCTION.

TRAFFIC DATA:

IH-39/90
- A.A.D.T. (2018) — 54,000
- A.A.D.T. (2020) — 55,540
- DESIGN SPEED — 65 M.P.H.

TOWNLINE ROAD
- A.A.D.T. (2018) — 1,380
- A.A.D.T. (2020) — 1,420
- DESIGN SPEED — 50 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION, QUANTITIES AND GENERAL NOTES
3. CONSTRUCTION STAGING
4. SUBSURFACE EXPLORATION
5. SOUTH ABUTMENT
6. SOUTH ABUTMENT REINFORCEMENT
7. NORTH ABUTMENT
8. NORTH ABUTMENT REINFORCEMENT
9. PIER 1
10. PIER 1 DETAILS
11. PIER 2
12. PIER 2 DETAILS
13. SUPERSTRUCTURE
14. SUPERSTRUCTURE DETAILS
15. PARAPET & SUPERSTRUCTURE REINFORCEMENT
16. SLOPE PAVING CRUSHED AGGREGATE

CONSULTANT CONTACT
JEFFREY J. KOCH, P.E.
(608) 588-7866

BRIDGE OFFICE CONTACT
WILLIAM DREHER, P.E.
(608) 266-8489

WISCONSIN
JEFFREY J. KOCH
E-28802
PLAIN, WISCONSIN
PROFESSIONAL ENGINEER

10/31/2017

NO.	DATE	REVISION	BY

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 11/08/17
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-53-80

IH-39/90 'TWNB' OVER TOWNLINE ROAD

COUNTY	TOWN/~~CITY/VILLAGE~~
ROCK	HARMONY

DESIGN SPEC.: REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JDO	CDS	CDS	JJK

GENERAL PLAN

SHEET 1 OF 16

427

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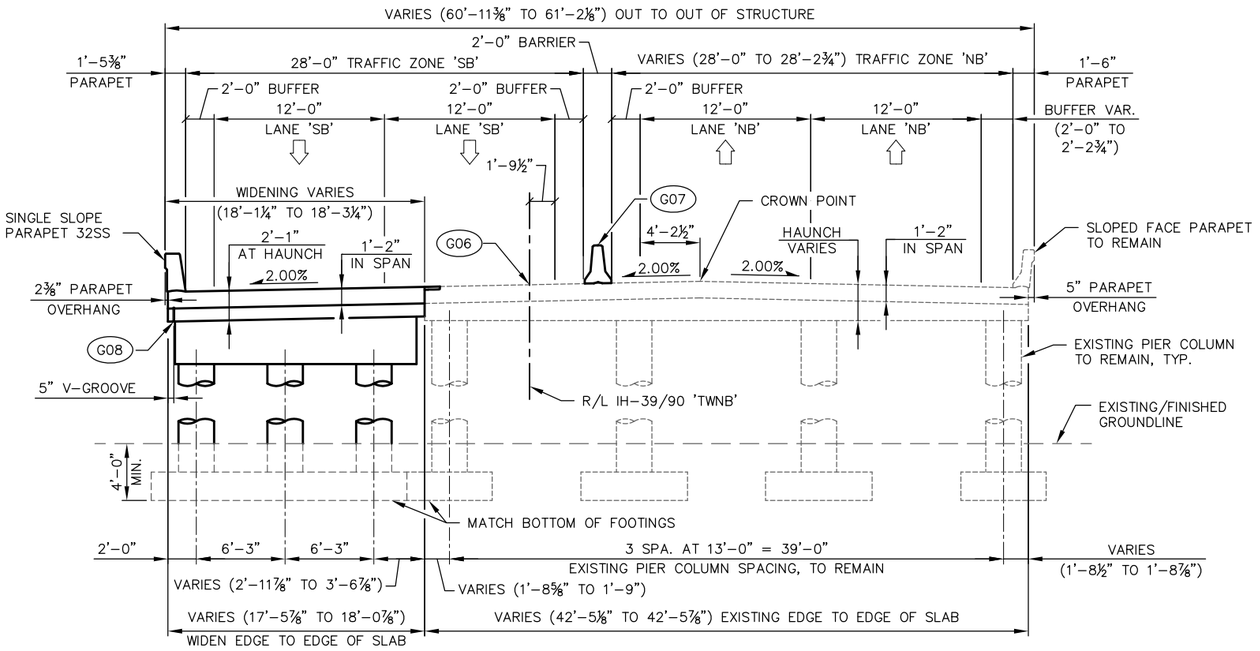
FILE: 01-B530080_fsh.dwg
PLOT SCALE:

I.D. 1005-10-81

PLOT DATE: Oct 31, 2017

STATE PROJECT NUMBER

1005-10-81



CROSS SECTION THRU ROADWAY

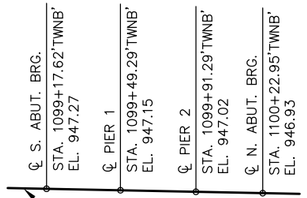
(LOOKING NORTH)

NOTES

(G06) POINT REFERRED TO ON PROFILE GRADE LINE R/L IH-39/90 'TWNB'

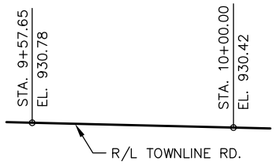
(G07) TEMPORARY PRECAST CONCRETE BARRIER, UN-ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.

(G08) ¾" V-GROOVE. EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENT DIAPHRAGM. V-GROOVES ARE REQUIRED.



PROFILE GRADE LINE, R/L IH-39/90 'TWNB'

(ELEVATIONS BASED ON FIELD SURVEY)



PROFILE GRADE LINE, R/L TOWNLINE ROAD

(ELEVATIONS BASED ON FIELD SURVEY)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	S. ABUT.	PIER 1	PIER 2	N. ABUT.	SUPER	TOTALS
203.0200.003	REMOVING OLD STRUCTURE STATION 1099+70'TWNB'	LS	---	---	---	---	---	1
203.0225.S.003	DEBRIS CONTAINMENT B-53-80	LS	---	---	---	---	---	1
206.1000.003	EXCAVATION FOR STRUCTURES BRIDGES B-53-80	LS	---	---	---	---	---	1
209.1500	BACKFILL GRANULAR GRADE 1	TON	---	6	6	---	---	12
210.1500	BACKFILL STRUCTURE TYPE A	TON	110	---	---	110	---	220
502.0100	CONCRETE MASONRY BRIDGES	CY	16	24	24	15	100	179
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	930	950	950	940	---	3770
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	320	3930	3900	310	28500	36960
◑ 509.0302	PREPARATION DECKS TYPE 2	SY	---	---	---	---	---	2
◑ 509.1500	CONCRETE SURFACE REPAIR	SF	---	---	---	---	---	5
◑ 509.2000	FULL-DEPTH DECK REPAIR	SY	---	---	---	---	---	2
511.1200.003	TEMPORARY SHORING B-53-80	SF	80	200	230	70	---	580
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	6	---	---	6	---	12
550.2106	PILING CIP CONCRETE 10 3/4 X 0.365-INCH	LF	320	---	---	360	---	680
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	86	---	---	86	---	172
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	35	---	---	35	---	70
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	24	---	---	25	---	49
(NON-BID ITEM)	FILLER	SIZE	---	---	---	---	---	½" & ¾"

◑ UNDISTRIBUTED QUANTITIES, USE AS DIRECTED BY THE ENGINEER.

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 A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

DIMENSIONS AND ELEVATIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS AND EXISTING FIELD SURVEY FROM 2012.

SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE UNLESS AN ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON THE "GENERAL PLAN" SHEET AND THE "SLOPE PAVING CRUSHED AGGREGATE" SHEET. MATCH EXISTING SLOPES. MATCH EXISTING BERM ELEVATIONS.

THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.

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 TYPE A.

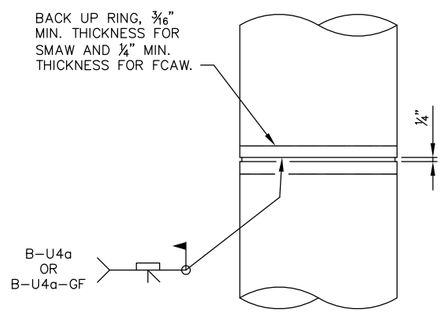
THE QUANTITY FOR BACKFILL STRUCTURE TYPE A, BID ITEM 210.1500, IS CALCULATED BASED ON STRUCTURE BACKFILL LIMITS AND NOTES SHOWN ON "GENERAL PLAN" SHEET.

REMOVAL OF EXISTING PARAPET AND PARAPET STEEL DOWN TO TOP OF CONCRETE SLAB AND REMOVING EXISTING ABUTMENT WINGS AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH THE BID ITEM "REMOVING OLD STRUCTURE STATION 1099+70'TWNB'".

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

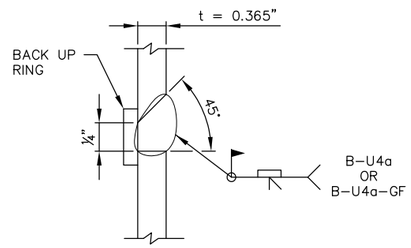
EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE SHALL BE SET AT THE BOTTOM OF EXCAVATION AND EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.

THE EXISTING STRUCTURE (B-53-80) IS A THREE SPAN CONCRETE HAUNCHED SLAB STRUCTURE WITH AN OVERALL LENGTH OF 107'-8" AND A CLEAR ROADWAY WIDTH THAT VARIES (40'-3⅜" TO 40'-3⅞") TO BE WIDENED TO A CLEAR ROADWAY WIDTH OF A MINIMUM 58'-0". ORIGINAL CONSTRUCTION YEAR IS 1961.



CAST-IN-PLACE 'PIPE PILE'

NOTE: CAST-IN-PLACE PILE SHELL MATERIAL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATION.



C.I.P. PILE WELD DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-80

DRAWN BY CDS | PLANS CK'D JJK

CROSS SECTION, QUANTITIES, AND GENERAL NOTES

SHEET 2 OF 16

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8

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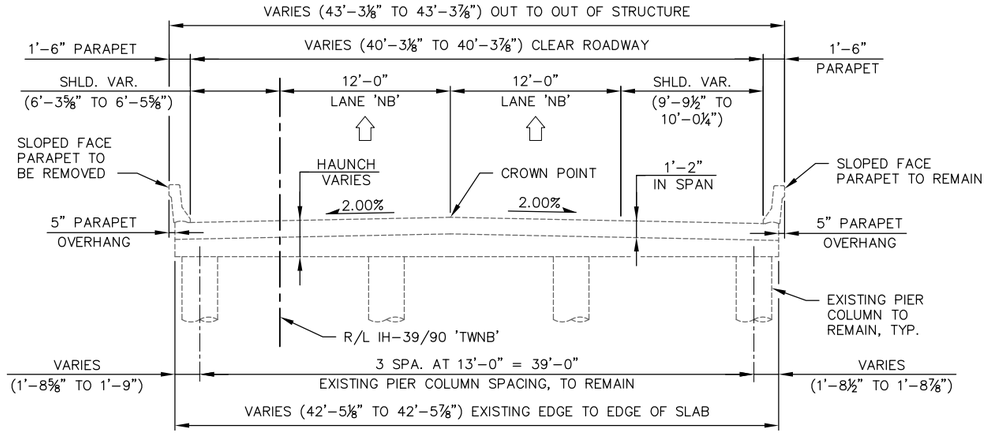
FILE: 02-03-B530080_qnt.dwg
PLOT SCALE:

I.D. 1005-10-81

PLOT DATE: Oct 25, 2017

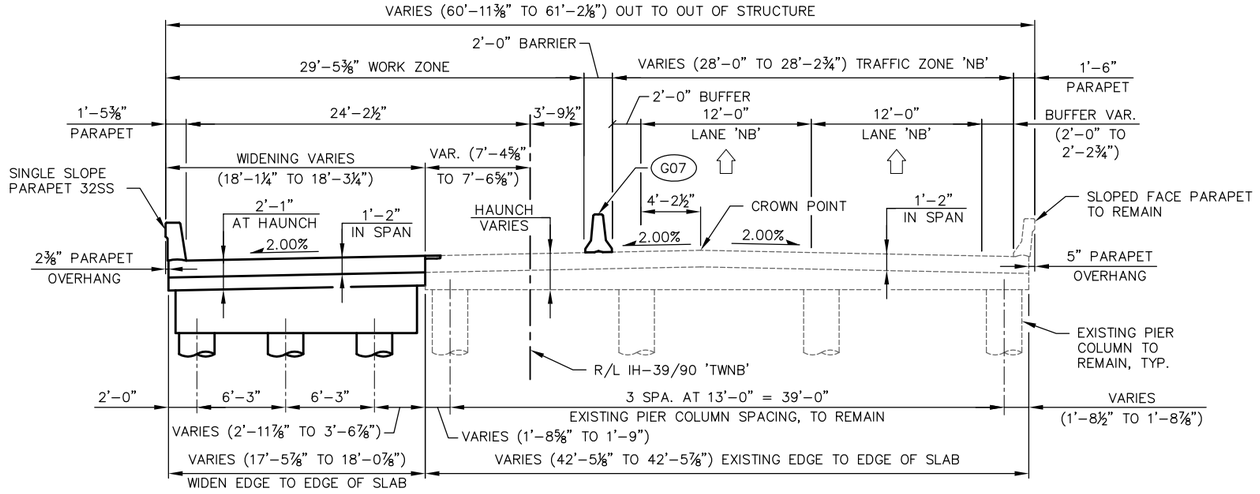
STATE PROJECT NUMBER

1005-10-81



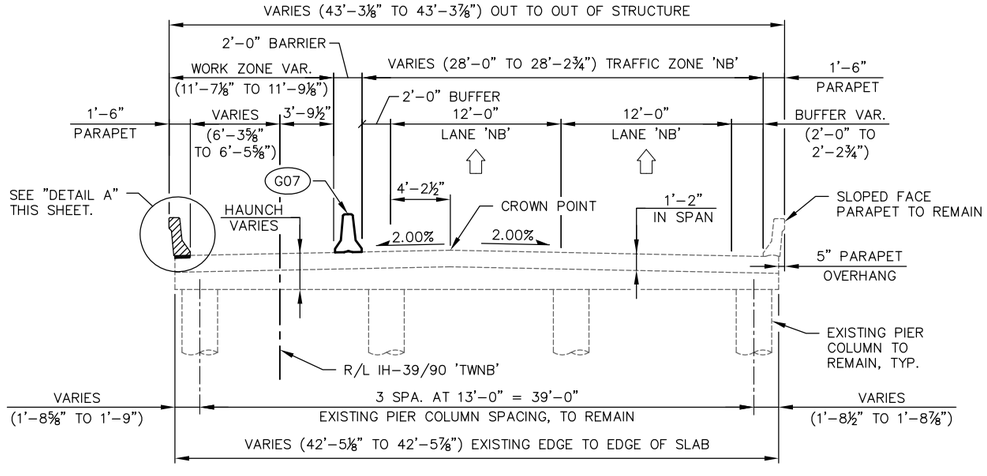
EXISTING SECTION THRU ROADWAY

(LOOKING NORTH)



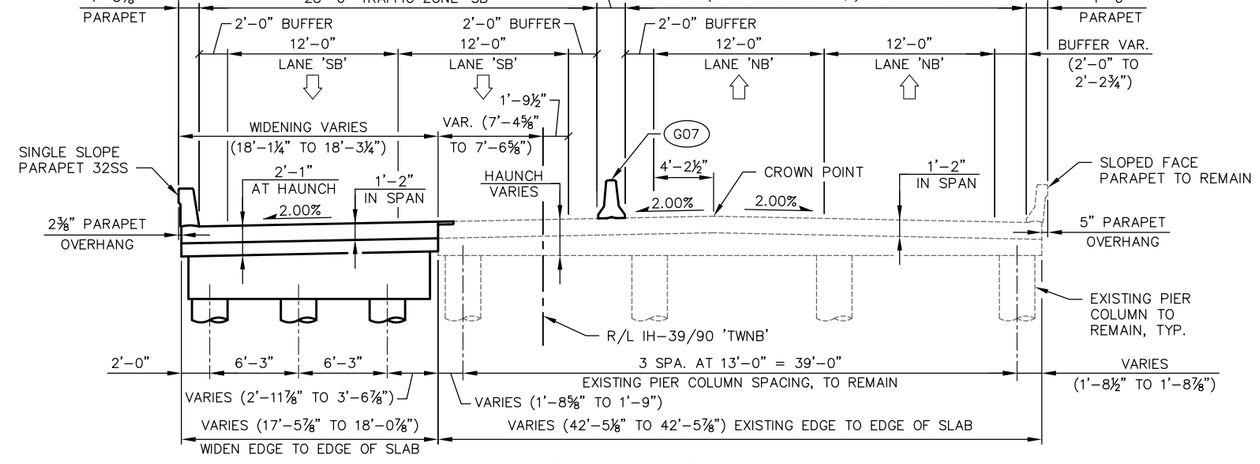
STAGE 2 (CONT'D) – WIDENING TO THE WEST

(LOOKING NORTH)



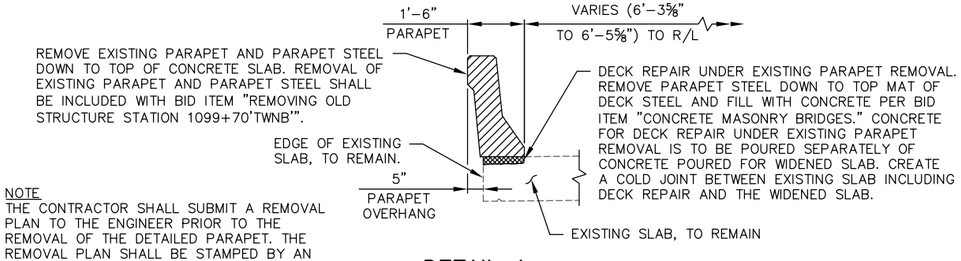
STAGE 2 – REMOVALS

(LOOKING NORTH)



FINAL LAYOUT

(LOOKING NORTH)



NOTE
THE CONTRACTOR SHALL SUBMIT A REMOVAL PLAN TO THE ENGINEER PRIOR TO THE REMOVAL OF THE DETAILED PARAPET. THE REMOVAL PLAN SHALL BE STAMPED BY AN ENGINEER REGISTERED IN WISCONSIN AND FAMILIAR WITH THE OVERALL PROJECT.

DETAIL A

(LOOKING NORTH)

NOTES

- (G07) TEMPORARY PRECAST CONCRETE BARRIER, UN-ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.
- REMOVAL LIMITS
- REMOVE PARAPET STEEL DOWN TO SLAB TOP MAT AND POUR CONCRETE BACK UP TO TOP OF DECK ELEVATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-80

DRAWN BY CDS | PLANS CK'D JJK

CONSTRUCTION STAGING

SHEET 3 OF 16

429

I.D. 1005-10-81

PLOT DATE: Oct 25, 2017

FILE: 02-03-B530080_qnt.dwg
PLOT SCALE:

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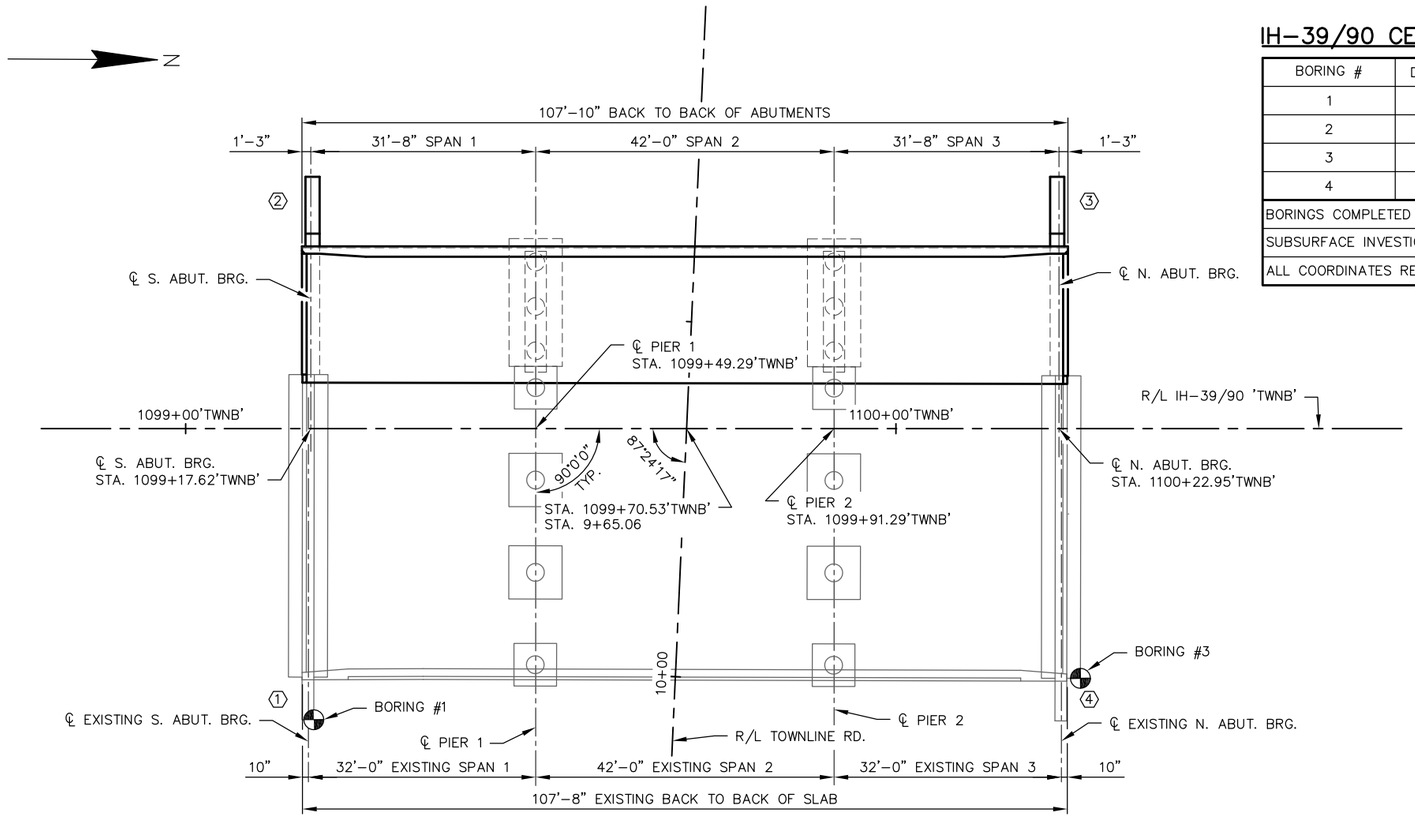


PLAN B-53-80

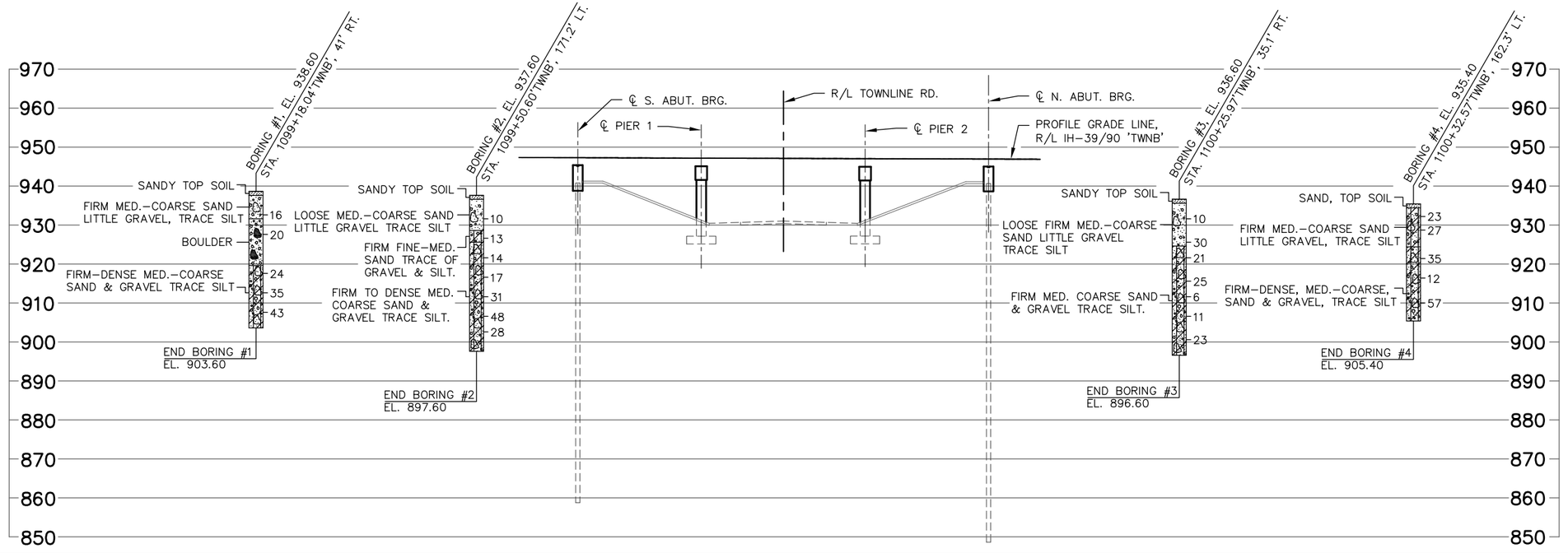
IH-39/90 CENTRAL SEGMENT

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	1/27/1960	297171.6	498224.4
2	1/27/1960	297202.6	498011.9
3	1/27/1960	297279.5	498217.8
4	1/27/1960	297284.7	498020.3
BORINGS COMPLETED BY: UNKNOWN			
SUBSURFACE INVESTIGATION REPORT: CGC, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(07) ROCK COUNTY			

NOTES

ALL BORINGS ARE FROM THE ORIGINAL BRIDGE CONSTRUCTION. BORINGS #2 AND #4 WERE ORIGINALLY COMPLETED FOR TWIN STRUCTURE B-53-79.

⬡ INDICATES WING NUMBER



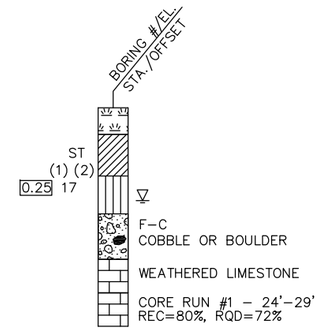
STATE PROJECT NUMBER

1005-10-81

MATERIAL SYMBOLS

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

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED, THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▼ AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-80

DRAWN BY JDO | PLANS CK'D JJK

SUBSURFACE EXPLORATION

SHEET 4 OF 16

430

8

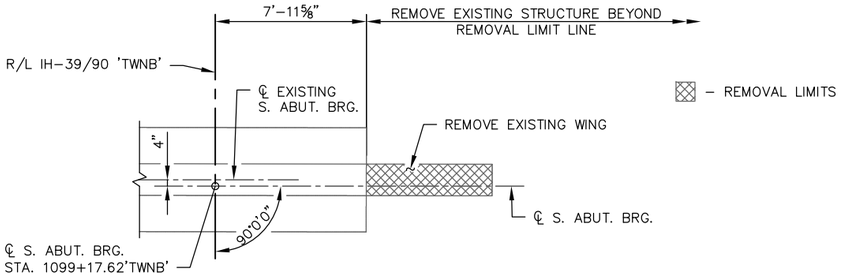
8

I.D. 1005-10-81 PLOT DATE: Oct 25, 2017

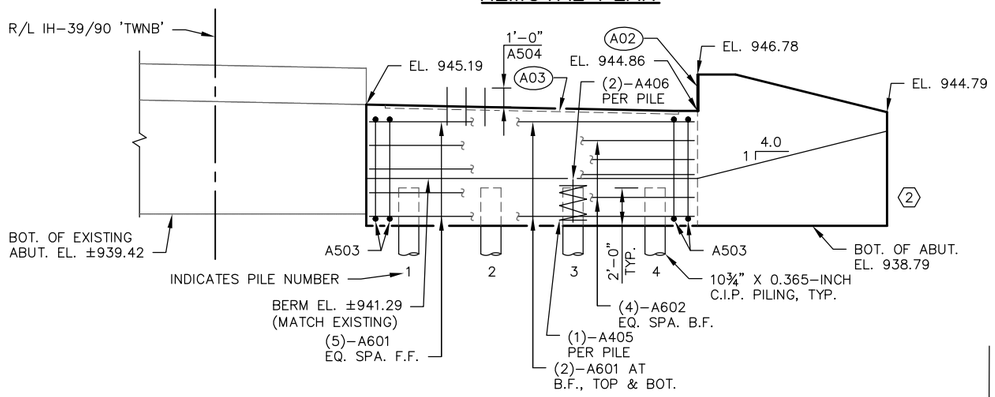
FILE: 04-B530080_bor.dwg
PLOT SCALE:

STATE PROJECT NUMBER

1005-10-81



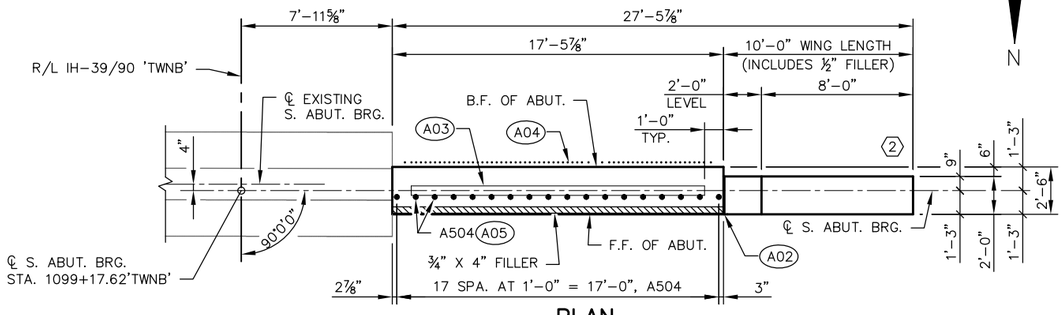
REMOVAL PLAN



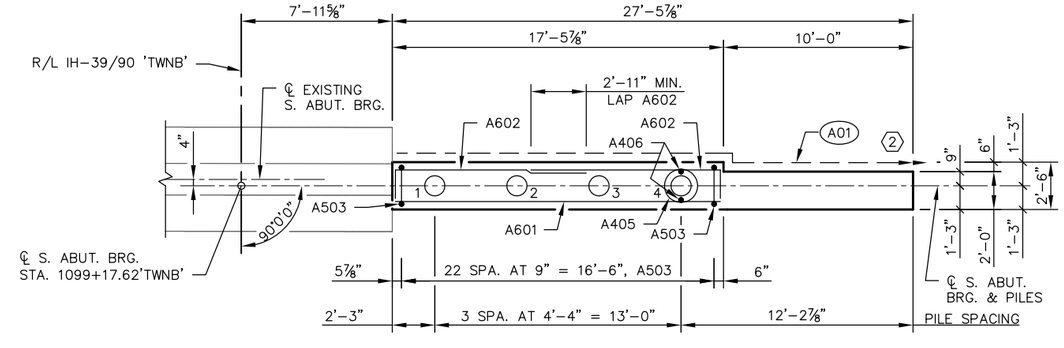
ELEVATION

(LOOKING SOUTH)

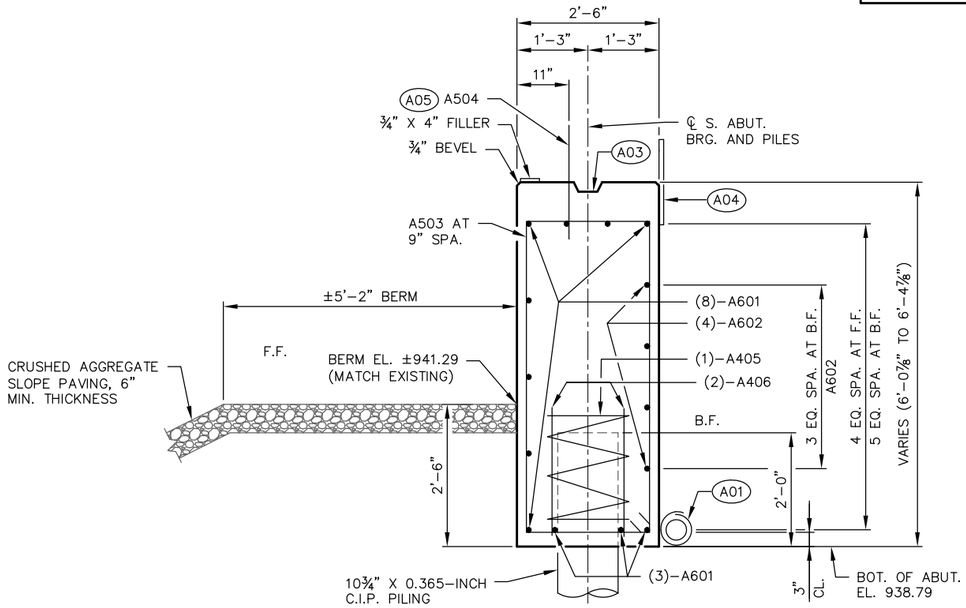
N



PLAN



PILE LAYOUT



TYPICAL SECTION THRU SOUTH ABUTMENT

NOTES

SOUTH ABUTMENT TO BE SUPPORTED ON 10¾" X 0.365-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 80 FT. PILE LENGTHS AT THE SOUTH ABUTMENT.

SEE "CROSS SECTION, QUANTITIES AND GENERAL NOTES" SHEET FOR CAST-IN-PLACE PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A01) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE, ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(A02) ½" FILLER TO EXTEND FROM LOW SIDE OF SLAB TYPE SUPERSTRUCTURE TO TOP OF WING.

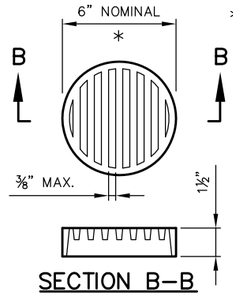
(A03) KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 2" X 6".

(A04) 18" RUBBERIZED MEMBRANE WATERPROOFING (R.M.W.), SEAL ALL VERTICAL AND HORIZONTAL JOINTS ON BACK FACE.

(A05) A504 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE IT HAS TAKEN ITS INITIAL SET. EMBED BAR 1'-0".

⬡ INDICATES WING NUMBER

F.F. – FRONT FACE
B.F. – BACK FACE



SECTION B-B

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

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

THE RODENT SHIELD. PIPE COUPLING AND SCREWS SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

RODENT SHIELD DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-80

DRAWN BY JDO | PLANS CK'D JJK

SOUTH ABUTMENT

SHEET 5 OF 16

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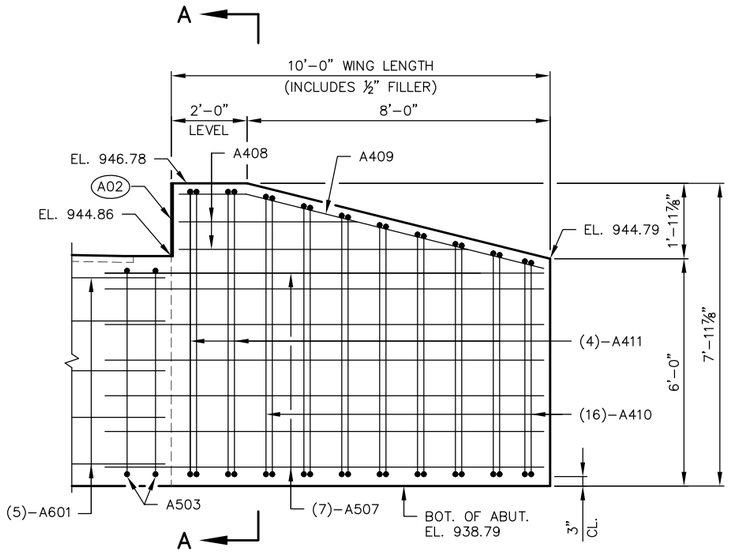
I.D. 1005-10-81

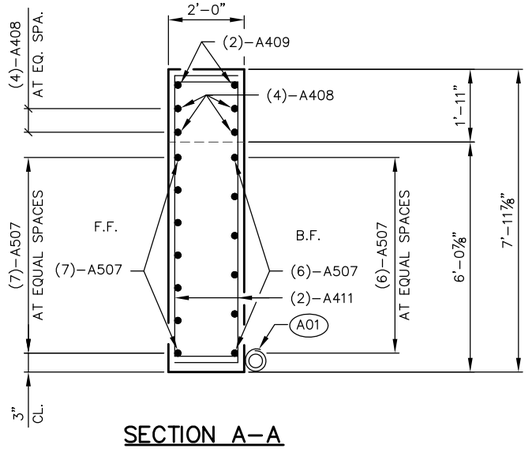
PLOT DATE: Oct 25, 2017

FILE: 05-08_B530080_abut.dwg
PLOT SCALE:

STATE PROJECT NUMBER
1005–10–81



F.F. ELEVATION – WING 2



SECTION A–A

BILL OF BARS
SOUTH ABUTMENT

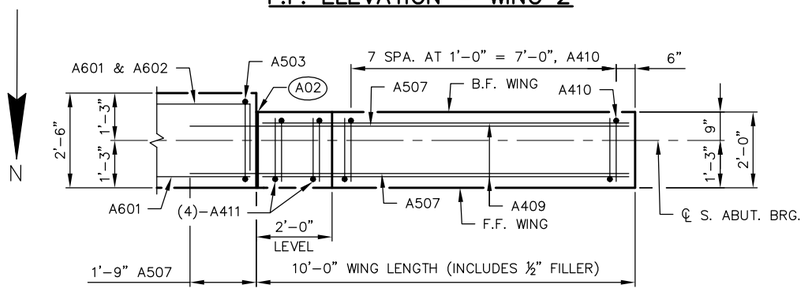
COATED = 320 LBS.
UNCOATED = 930 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
A601		11	17'–0"			BODY – F.F., B.F., TOP & BOT.	HORIZ.
A602		8	11'–1"	X		BODY – B.F.	HORIZ.
A503		23	16'–0"	X		BODY – STIRRUP	VERT.
A504		18	2'–0"			BODY – DOWELS	VERT.
A405		4	28'–0"	X		BODY – BOTTOM AT PILES	HORIZ.
A406		8	2'–3"			BODY – BOTTOM AT PILES	VERT.
A507	13		11'–7"			WING 2 – F.F. & B.F.	HORIZ.
A408	4		6'–2"		⚠	WING 2 – F.F. & B.F.	HORIZ.
A409	2		9'–10"	X		WING 2 – TOP F.F. & B.F.	HORIZ.
A410	16		9'–1"	X	⚠	WING 2 – STIRRUP	VERT.
A411	4		10'–1"	X		WING 2 – STIRRUP	VERT.

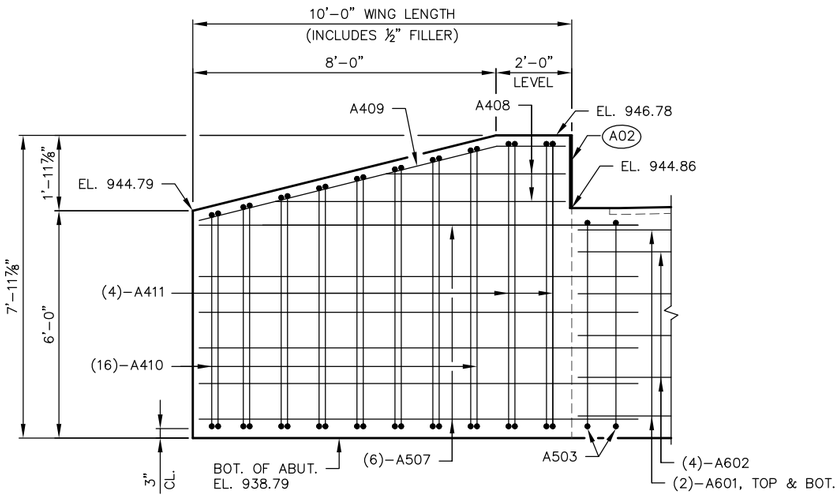
THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

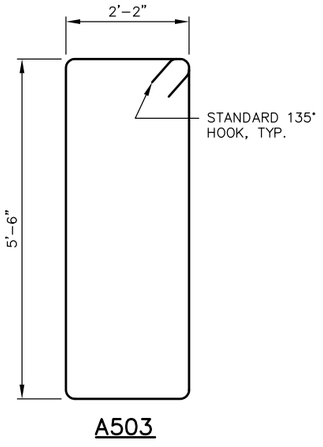
⚠ LENGTH SHOWN FOR BARS IN SERIES IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE "BAR SERIES TABLE" FOR ACTUAL LENGTHS.



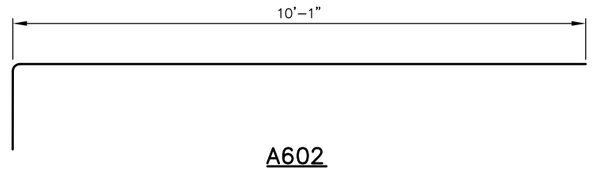
PLAN – WING 2



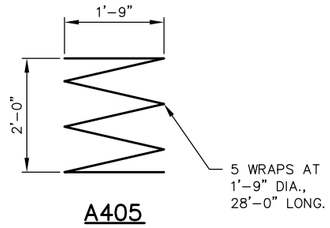
B.F. ELEVATION – WING 2



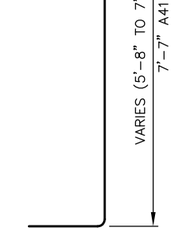
A503



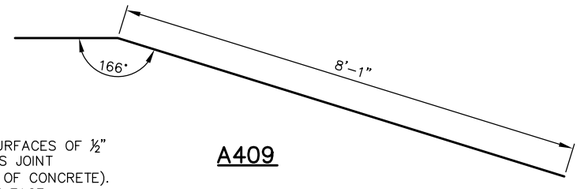
A602



A405



A410 & A411



A409

NOTES

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON–STAINING GRAY NON–BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A01) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE, ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

(A02) ½" FILLER TO EXTEND FROM LOW SIDE OF SLAB TYPE SUPERSTRUCTURE TO TOP OF WING.

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
A408	2 SERIES OF 2	4'–8" TO 7'–8"
A410	2 SERIES OF 8	8'–2" TO 9'–11"

BUNDLE AND TAG EACH SERIES SEPARATELY.

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–80

DRAWN BY JDO | PLANS CK'D JJK

SOUTH ABUTMENT REINFORCEMENT

SHEET 6 OF 16

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I.D. 1005–10–81

PLOT DATE: Oct 25, 2017

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PLOT SCALE:

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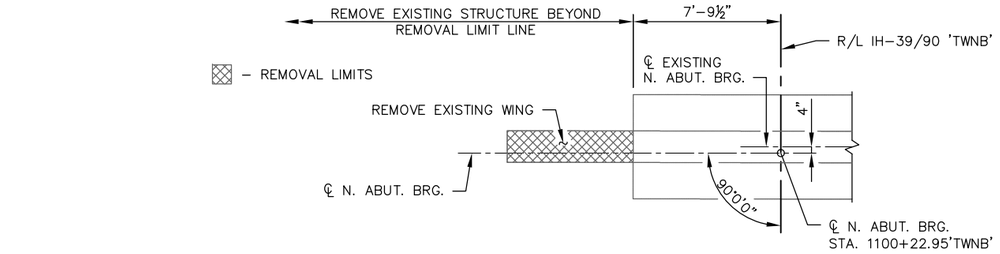
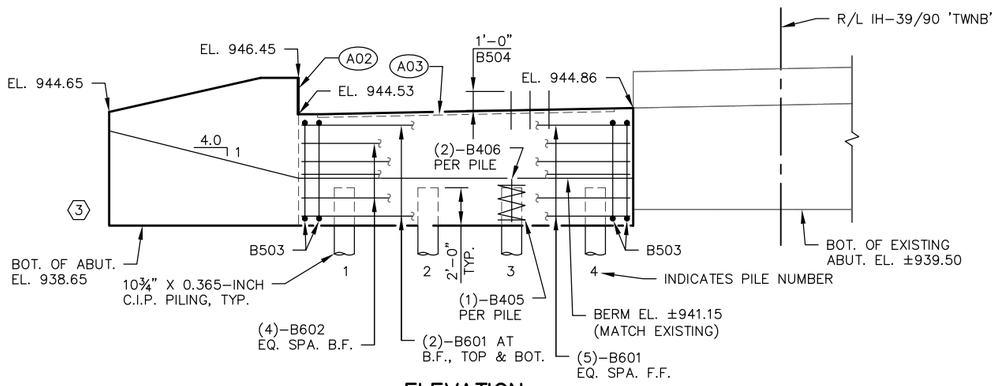
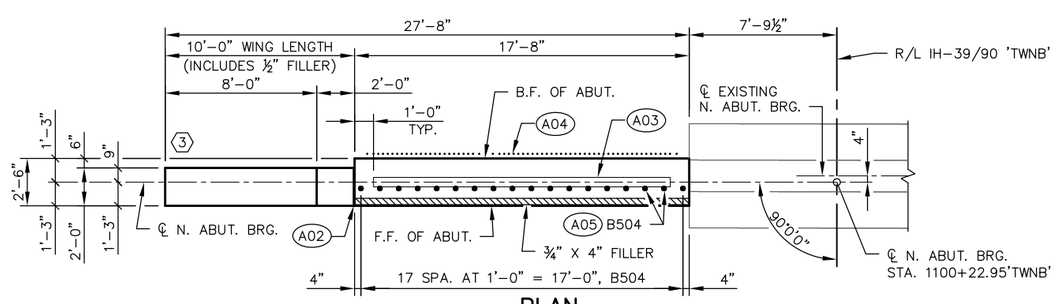


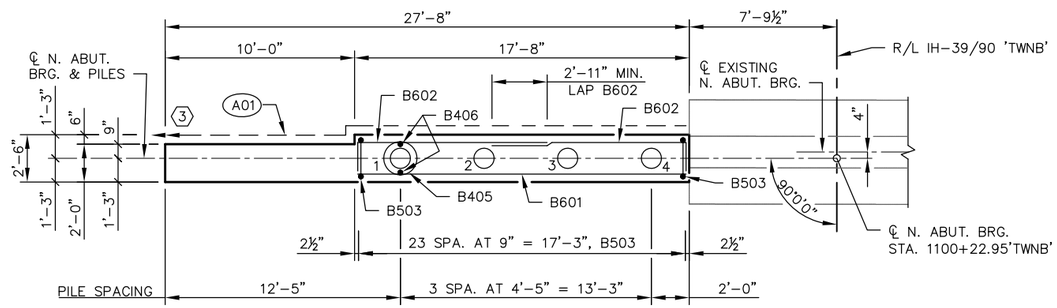
REMOVAL PLAN



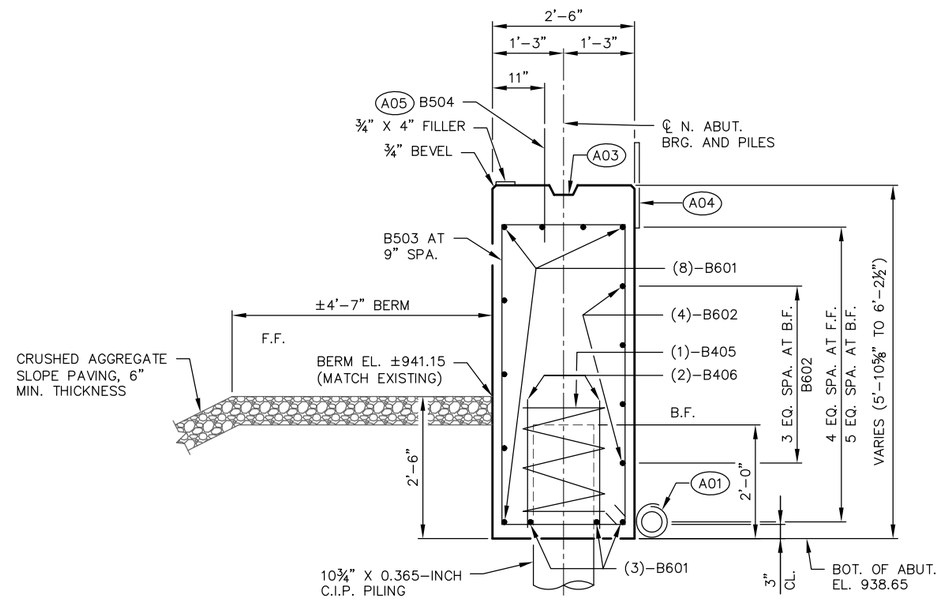
ELEVATION
(LOOKING NORTH)



PLAN



PILE LAYOUT



TYPICAL SECTION THRU NORTH ABUTMENT

NOTES

NORTH ABUTMENT TO BE SUPPORTED ON 10¾" X 0.365–INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 90 FT. PILE LENGTHS AT THE NORTH ABUTMENT.

SEE "CROSS SECTION, QUANTITIES AND GENERAL NOTES" SHEET FOR CAST–IN–PLACE PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON–STAINING GRAY NON–BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A01) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE, ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON "SOUTH ABUTMENT" SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

(A02) ½" FILLER TO EXTEND FROM LOW SIDE OF SLAB TYPE SUPERSTRUCTURE TO TOP OF WING.

(A03) KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 2" X 6".

(A04) 18" RUBBERIZED MEMBRANE WATERPROOFING (R.M.W.), SEAL ALL VERTICAL AND HORIZONTAL JOINTS ON BACK FACE.

(A05) B504 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE IT HAS TAKEN ITS INITIAL SET. EMBED BAR 1'–0".

⬡ INDICATES WING NUMBER

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–80

DRAWN BY JDO | PLANS CK'D JJK

NORTH ABUTMENT

SHEET 7 OF 16

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I.D. 1005–10–81

PLOT DATE: Oct 25, 2017

FILE: 05–08_B530080_abut.dwg
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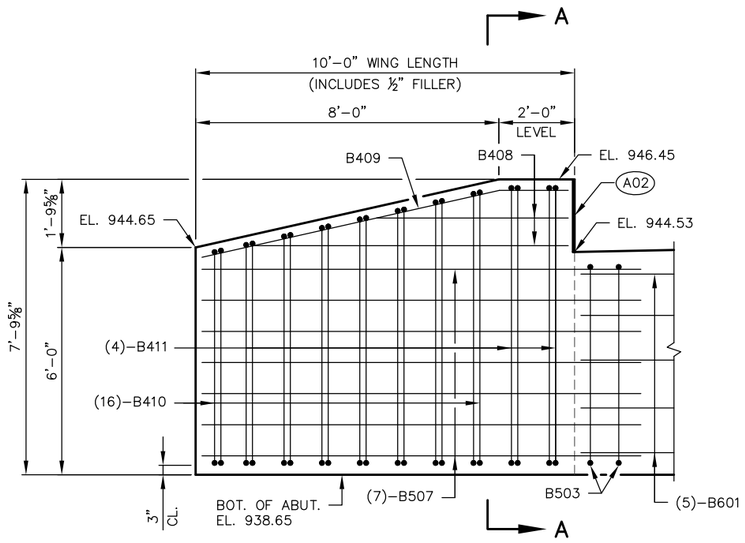
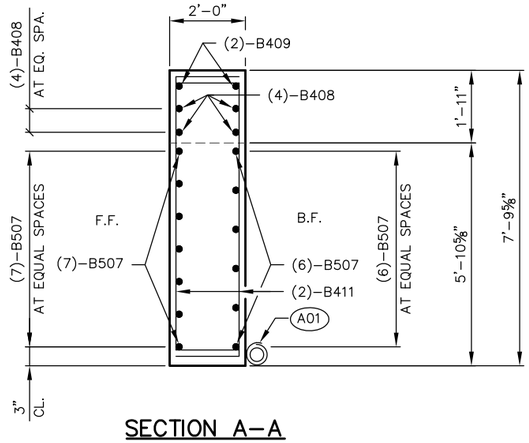
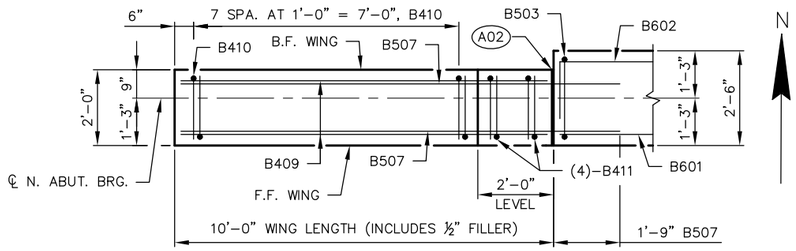
STATE PROJECT NUMBER
1005-10-81



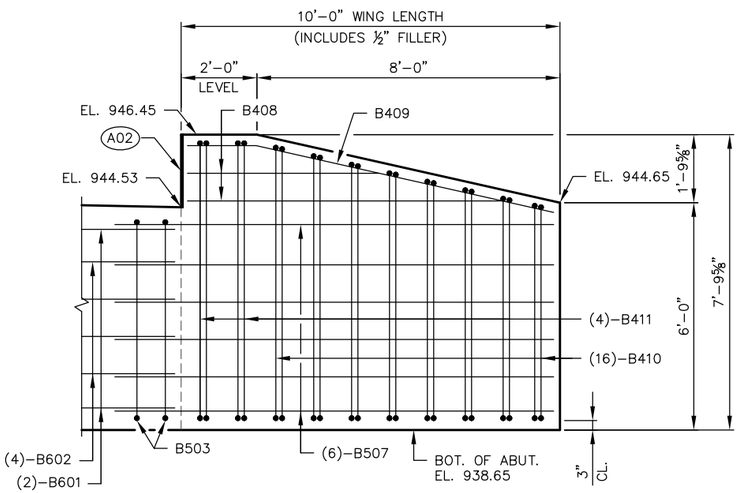
F.F. ELEVATION – WING 3



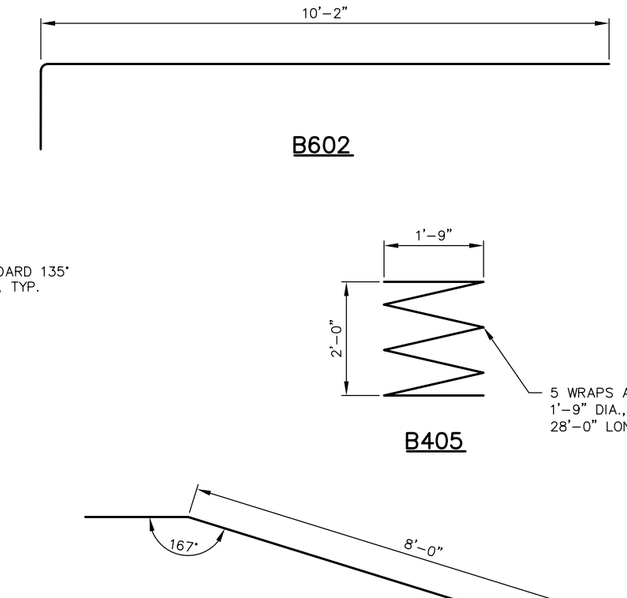
SECTION A–A



PLAN – WING 3



B.F. ELEVATION – WING 3



BILL OF BARS
NORTH ABUTMENT

COATED = 310 LBS.
UNCOATED = 940 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
B601		11	17'-3"			BODY – F.F., B.F., TOP & BOT.	HORIZ.
B602		8	11'-2"	X		BODY – B.F.	HORIZ.
B503		24	15'-6"	X		BODY – STIRRUP	VERT.
B504		18	2'-0"			BODY – DOWELS	VERT.
B405		4	28'-0"	X		BODY – BOTTOM AT PILES	HORIZ.
B406		8	2'-3"			BODY – BOTTOM AT PILES	VERT.
B507	13		11'-7"			WING 3 – F.F. & B.F.	HORIZ.
B408	4		6'-8"		⚠	WING 3 – F.F. & B.F.	HORIZ.
B409	2		9'-10"	X		WING 3 – TOP F.F. & B.F.	HORIZ.
B410	16		8'-11"	X	⚠	WING 3 – STIRRUP	VERT.
B411	4		9'-10"	X		WING 3 – STIRRUP	VERT.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

⚠ LENGTH SHOWN FOR BARS IN SERIES IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE "BAR SERIES TABLE" FOR ACTUAL LENGTHS.

NOTES

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A01) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE, ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. RODENT SHIELD SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(A02) ½" FILLER TO EXTEND FROM LOW SIDE OF SLAB TYPE SUPERSTRUCTURE TO TOP OF WING.

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
B408	2 SERIES OF 2	5'-1" TO 8'-3"
B410	2 SERIES OF 8	8'-2" TO 9'-9"

BUNDLE AND TAG EACH SERIES SEPARATELY.

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-80

DRAWN BY JDO | PLANS CK'D JJK

NORTH ABUTMENT REINFORCEMENT

SHEET 8 OF 16

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PLOT SCALE:

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I.D. 1005-10-81

PLOT DATE: Oct 25, 2017

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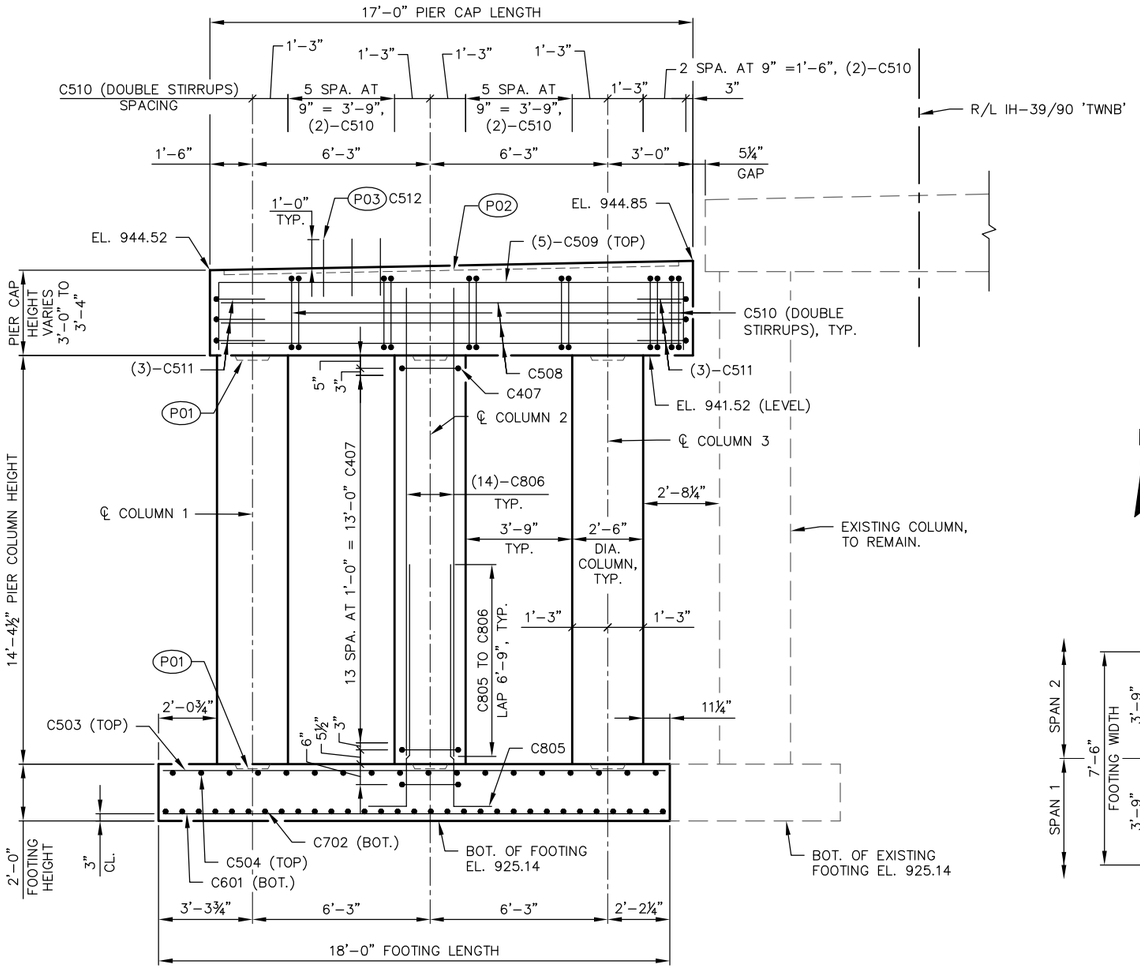
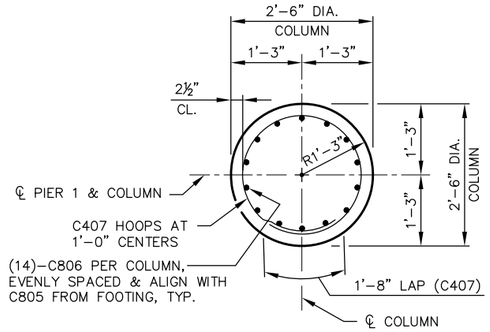
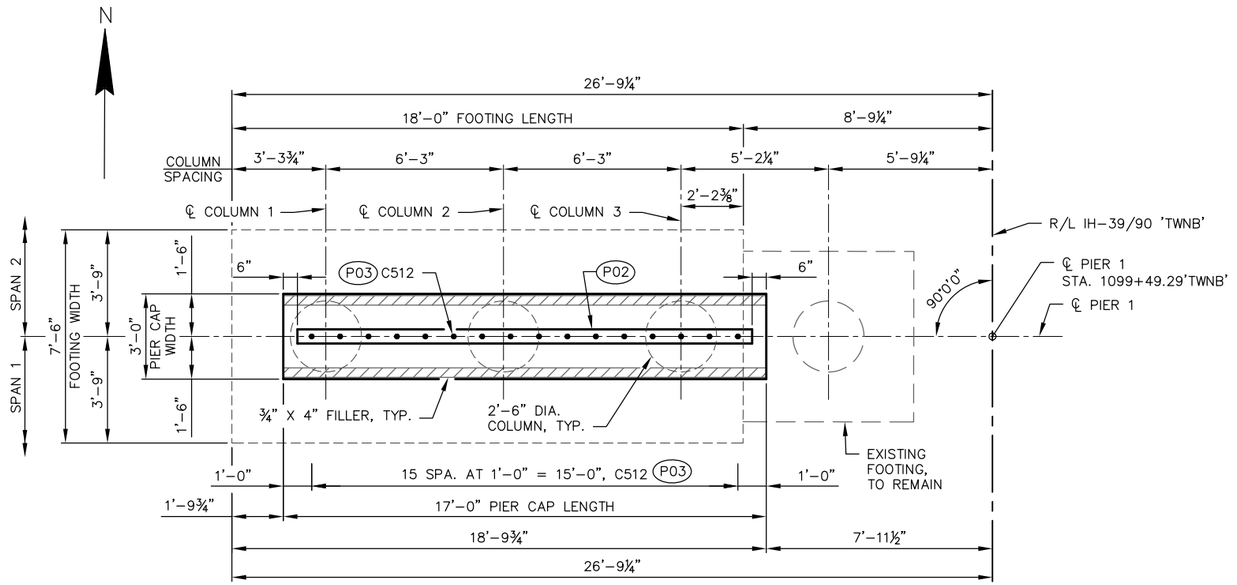


ELEVATION
(LOOKING NORTH)



TYPICAL SECTION THRU COLUMN



PLAN

NOTES

FOR END VIEW, TYPICAL SECTION THRU PIER CAP AND FOOTING LAYOUT, SEE "PIER 1 DETAILS" SHEET.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 4,700 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

UNDERCUT TO REMOVE UNSUITABLE MATERIAL UNDER THE SPREAD FOOTINGS AS DIRECTED BY THE ENGINEER AND REPLACE WITH BACKFILL GRANULAR GRADE 1. OVER EXCAVATION TO REMOVE UNSUITABLE MATERIAL INCLUDED IN BID ITEM "BACKFILL GRANULAR GRADE 1".

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'–3" X 1'–3" X 2". RUN BAR STEEL THRU JOINT.

(P02) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".

(P03) C512 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT PRIOR TO ITS INITIAL SET. EMBED BAR 1'–0".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–80

DRAWN BY	PLANS CK'D
JDO	JJK

PIER 1

SHEET 9 OF 16

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I.D. 1005–10–81

PLOT DATE: Oct 25, 2017

FILE: 09–12–B530080_pier.dwg
PLOT SCALE:

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STATE PROJECT NUMBER
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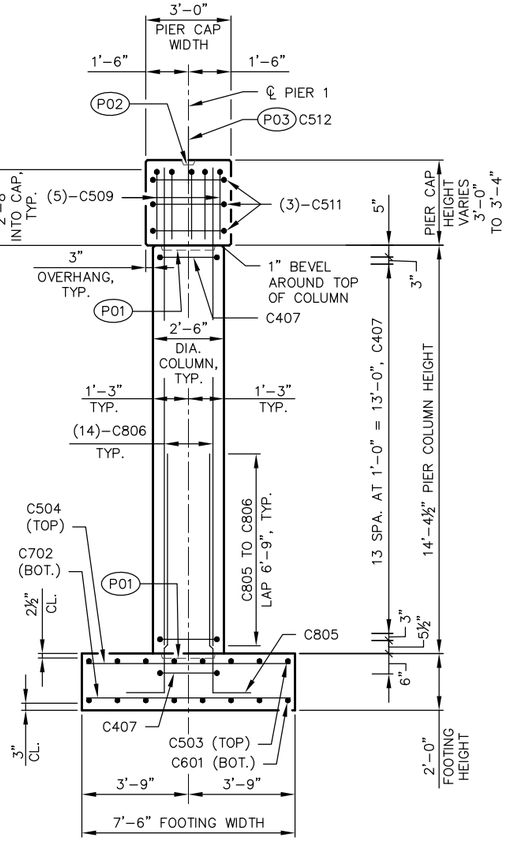
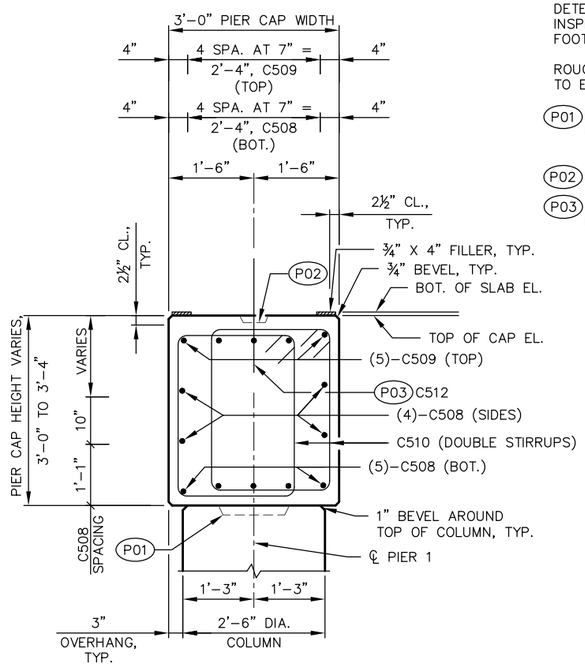
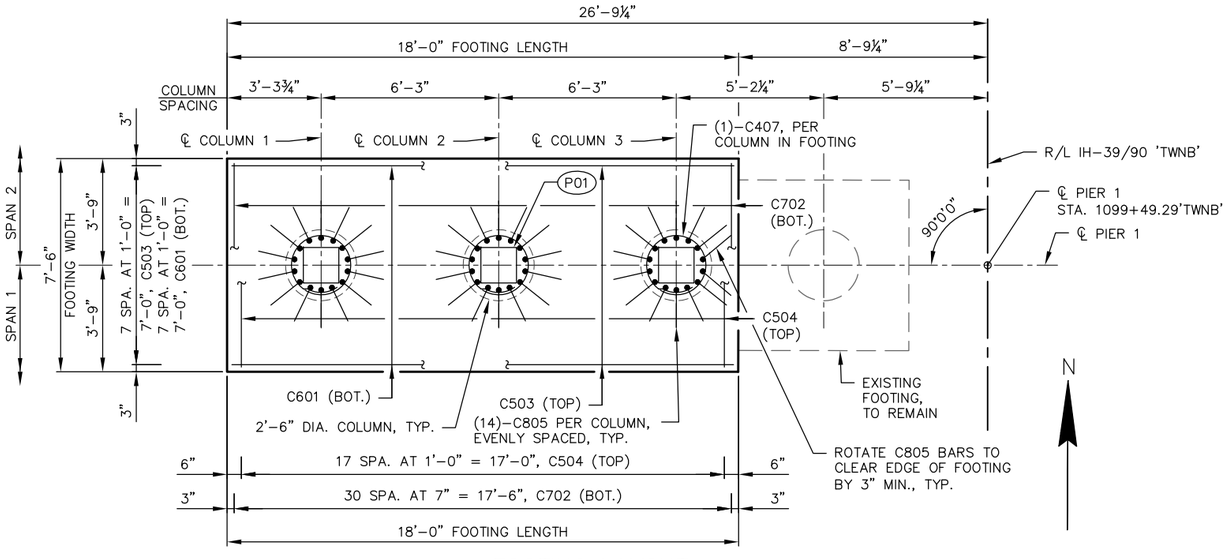


END VIEW
(LOOKING EAST)



TYPICAL SECTION THRU PIER CAP



FOOTING LAYOUT

NOTES

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 4,700 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'–3" X 1'–3" X 2". RUN BAR STEEL THRU JOINT.

(P02) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".

(P03) C512 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT PRIOR TO ITS INITIAL SET. EMBED BAR 1'–0".

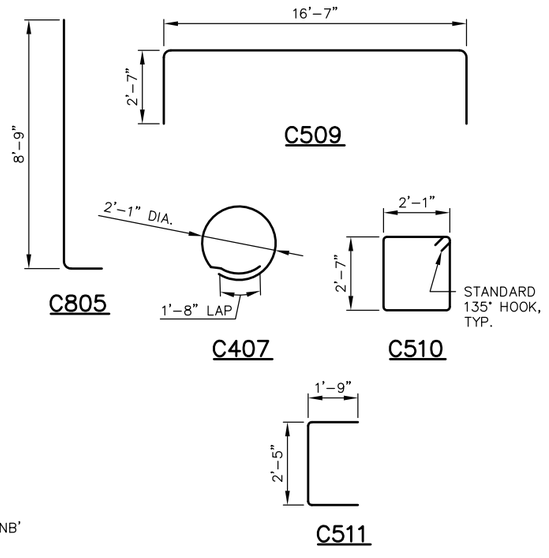
BILL OF BARS
PIER 1

COATED = 3,930 LBS.
UNCOATED = 950 LBS.

	MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
	C601		8	17'–8"			FOOTING – LONGITUDINAL (BOT.)	HORIZ.
	C702		31	7'–2"			FOOTING – TRANSVERSE (BOT.)	HORIZ.
	C503		8	17'–8"			FOOTING – LONGITUDINAL (TOP)	HORIZ.
	C504		18	7'–2"			FOOTING – TRANSVERSE (TOP)	HORIZ.
	C805	42		9'–11"	X		FOOTING – DOWELS	VERT.
	C806	42		16'–10"			COLUMN	VERT.
	C407	51		8'–3"	X		COLUMN – STIRRUP	HORIZ.
	C508	9		16'–7"			PIER CAP – BOTTOM & SIDES	HORIZ.
	C509	5		21'–5"	X		PIER CAP – TOP	HORIZ.
	C510	30		10'–0"	X		PIER CAP – STIRRUP	VERT.
	C511	6		5'–8"	X		PIER CAP – END STIRRUP	HORIZ.
(P03)	C512	16		2'–0"			PIER CAP – DOWELS	VERT.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–80

DRAWN BY JDO | PLANS CK'D JJK

PIER 1 DETAILS

SHEET 10 OF 16

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I.D. 1005–10–81

PLOT DATE: Oct 25, 2017

FILE: 09–12–B530080_pier.dwg
PLOT SCALE:

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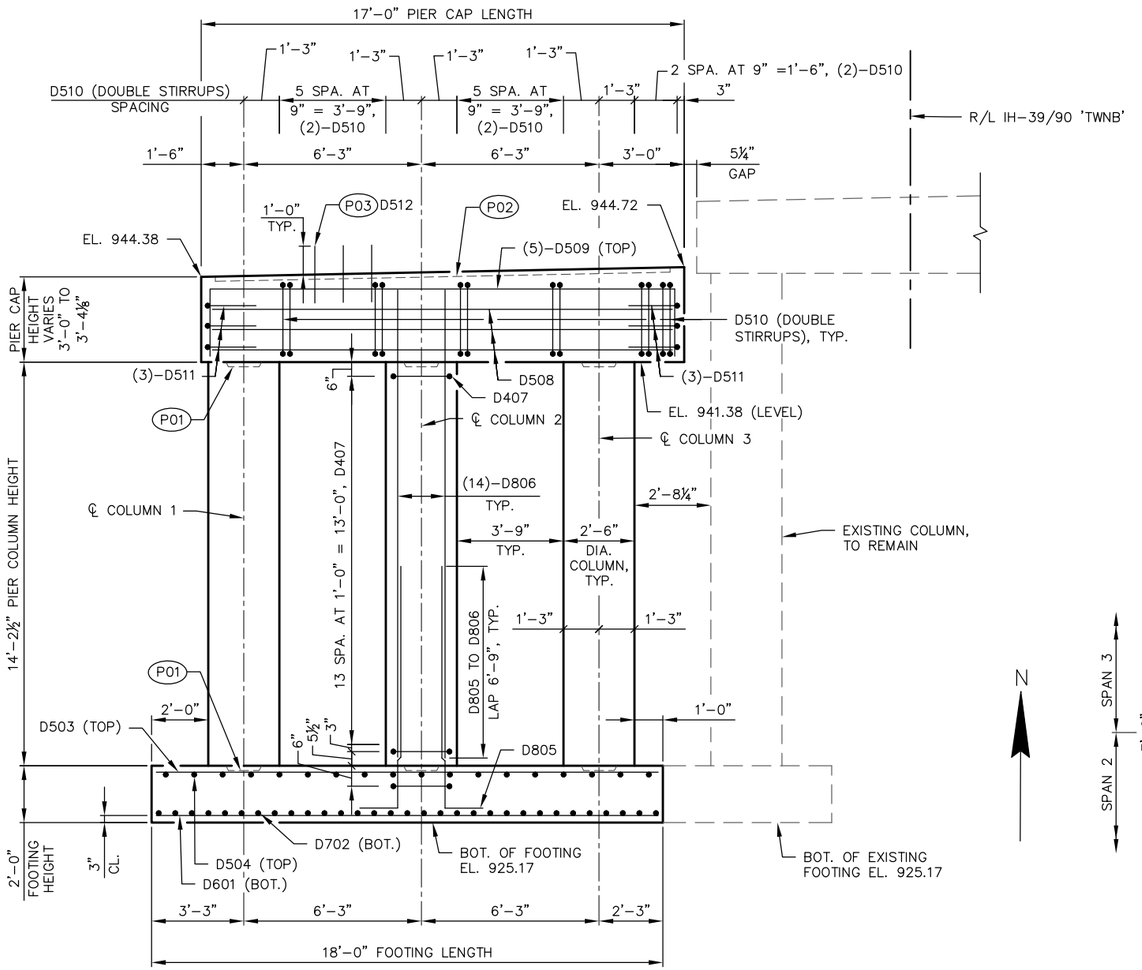
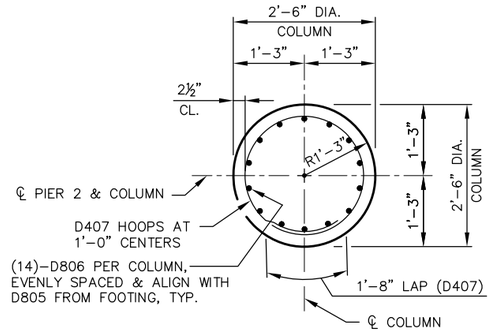
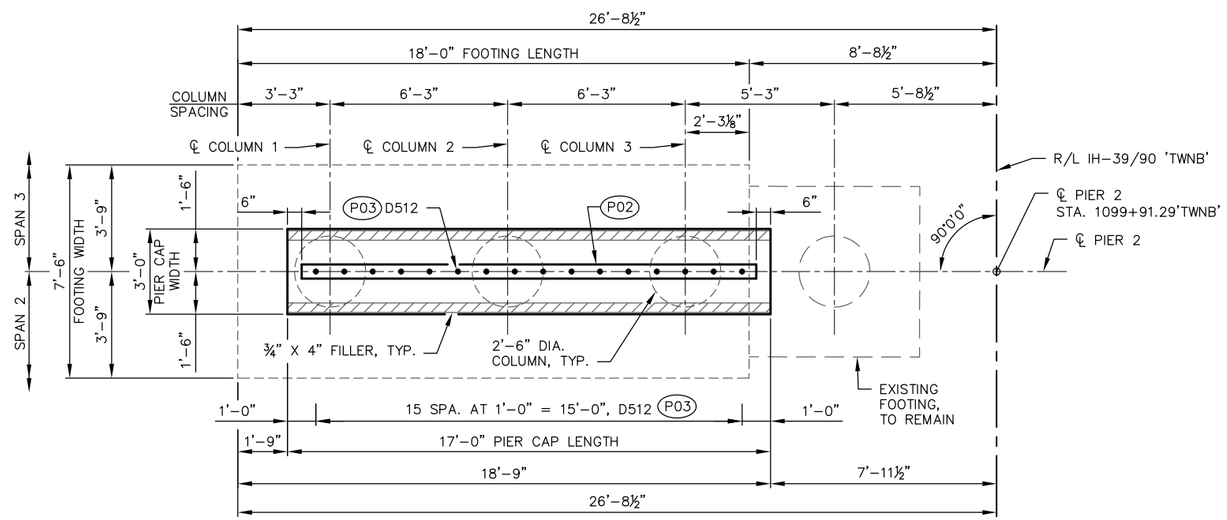
STATE PROJECT NUMBER
1005–10–81



ELEVATION
(LOOKING NORTH)



TYPICAL SECTION THRU COLUMN



PLAN

NOTES

FOR END VIEW, TYPICAL SECTION THRU PIER CAP AND FOOTING LAYOUT, SEE "PIER 2 DETAILS" SHEET.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 4,700 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

UNDERCUT TO REMOVE UNSUITABLE MATERIAL UNDER THE SPREAD FOOTINGS AS DIRECTED BY THE ENGINEER AND REPLACE WITH BACKFILL GRANULAR GRADE 1. OVER EXCAVATION TO REMOVE UNSUITABLE MATERIAL INCLUDED IN BID ITEM "BACKFILL GRANULAR GRADE 1".

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'–3" X 1'–3" X 2". RUN BAR STEEL THRU JOINT.

(P02) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".

(P03) D512 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT PRIOR TO ITS INITIAL SET. EMBED BAR 1'–0".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–80

DRAWN BY	PLANS CK'D
JDO	JJK

PIER 2

SHEET 11 OF 16

437

I.D. 1005–10–81

PLOT DATE: Oct 25, 2017

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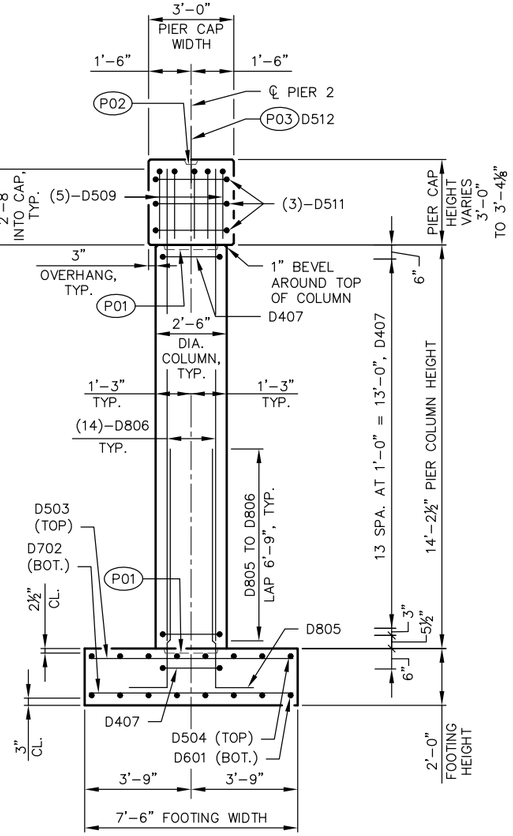
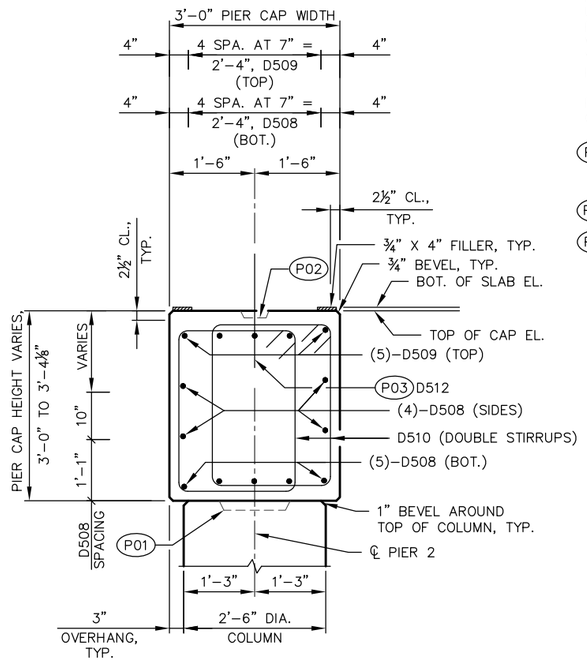


END VIEW
(LOOKING EAST)



TYPICAL SECTION THRU PIER CAP

NOTES

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 4,700 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'-3" X 1'-3" X 2". RUN BAR STEEL THRU JOINT.

(P02) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".

(P03) D512 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT PRIOR TO ITS INITIAL SET. EMBED BAR 1'-0".

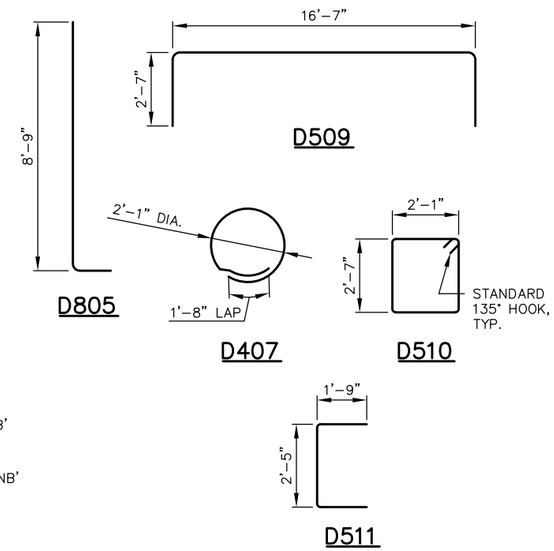
BILL OF BARS
PIER 2

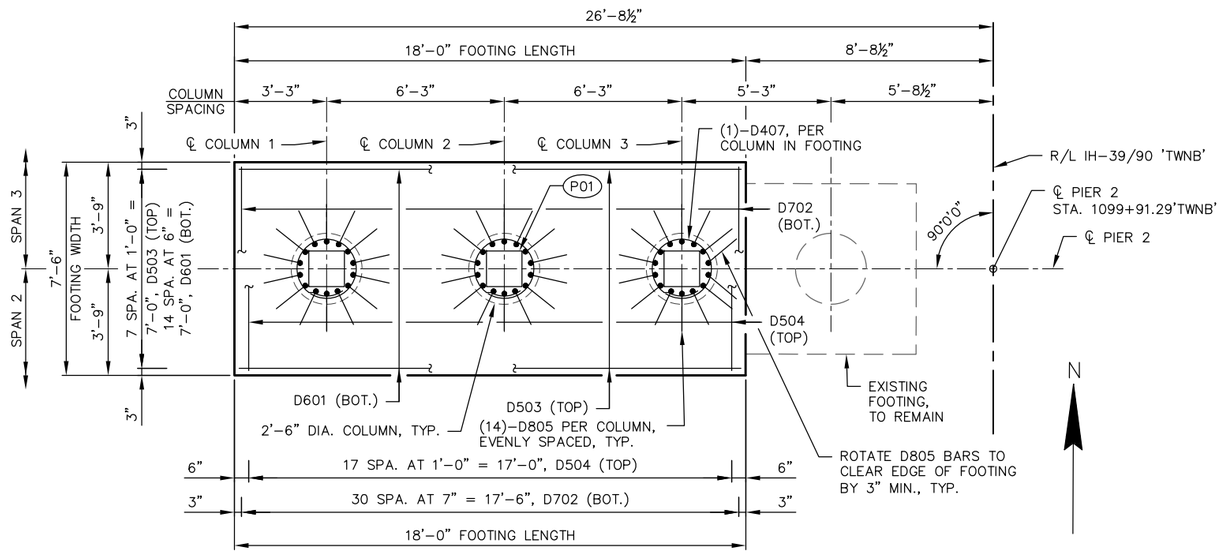
COATED = 3,900 LBS.
UNCOATED = 950 LBS.

	MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
	D601		8	17'-8"			FOOTING - LONGITUDINAL (BOT.)	HORIZ.
	D702		31	7'-2"			FOOTING - TRANSVERSE (BOT.)	HORIZ.
	D503		8	17'-8"			FOOTING - LONGITUDINAL (TOP)	HORIZ.
	D504		18	7'-2"			FOOTING - TRANSVERSE (TOP)	HORIZ.
	D805	42		9'-11"	X		FOOTING - DOWELS	VERT.
	D806	42		16'-8"			COLUMN	VERT.
	D407	48		8'-3"	X		COLUMN - STIRRUP	HORIZ.
	D508	9		16'-7"			PIER CAP - BOTTOM & SIDES	HORIZ.
	D509	5		21'-5"	X		PIER CAP - TOP	HORIZ.
	D510	30		10'-0"	X		PIER CAP - STIRRUP	VERT.
	D511	6		5'-8"	X		PIER CAP - END STIRRUP	HORIZ.
(P03)	D512	16		2'-0"			PIER CAP - DOWELS	VERT.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.





FOOTING LAYOUT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-80

DRAWN BY JDO | PLANS CK'D JJK

PIER 2 DETAILS

SHEET 12 OF 16

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I.D. 1005-10-81

PLOT DATE: Oct 25, 2017

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PLOT SCALE:

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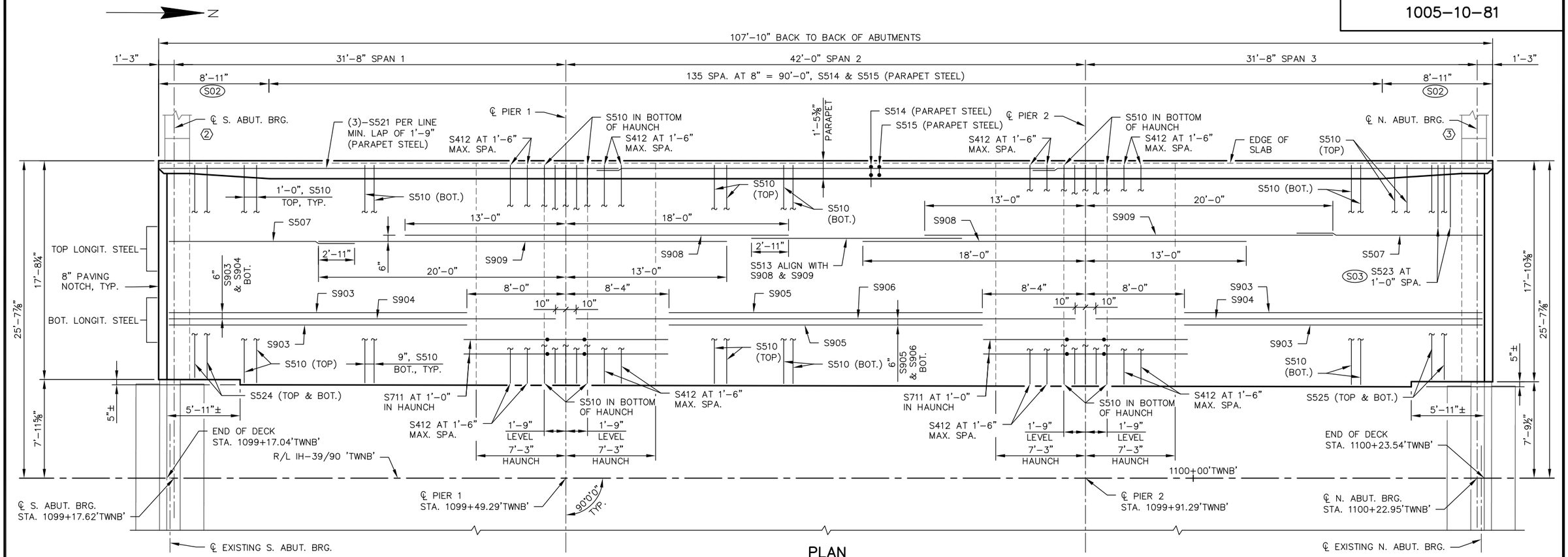
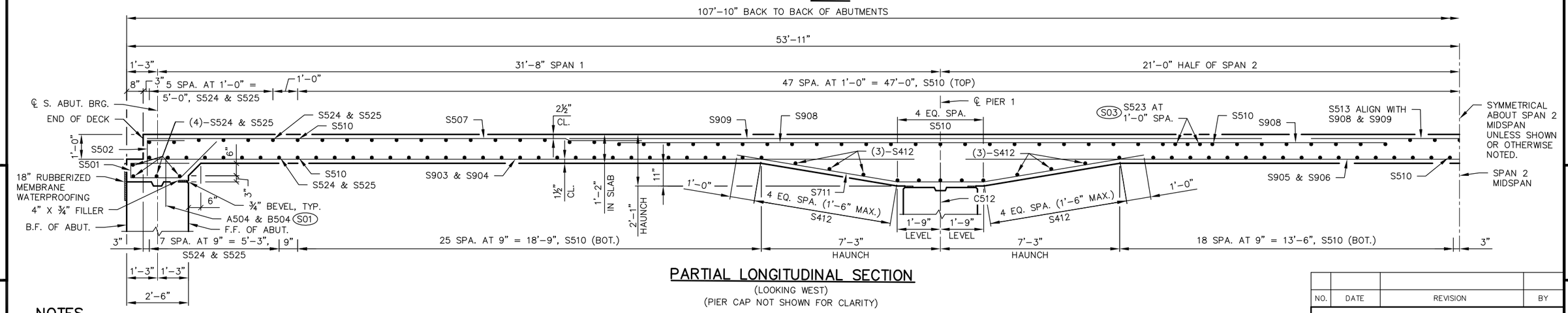


PLAN



PARTIAL LONGITUDINAL SECTION

(LOOKING WEST)
(PIER CAP NOT SHOWN FOR CLARITY)

NOTES

TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY.

BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

PARAPET PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(S01) SEE ABUTMENT SHEETS FOR PLACEMENT OF A504 & B504 BARS.

(S02) SEE "PARAPET & SUPERSTRUCTURE REINFORCEMENT" SHEET FOR PARAPET STEEL SPACING AND LAYOUT.

(S03) S523 CENTERED BETWEEN TOP BARS S510, S524 & S525 AT WEST EDGE OF SLAB.

⬡ INDICATES WING NUMBER

F.F. – FRONT FACE
B.F. – BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-80

DRAWN BY	JDO	PLANS CK'D	JJK

SUPERSTRUCTURE

SHEET 13 OF 16

439

I.D. 1005-10-81

PLOT DATE: Oct 25, 2017

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PLOT SCALE:

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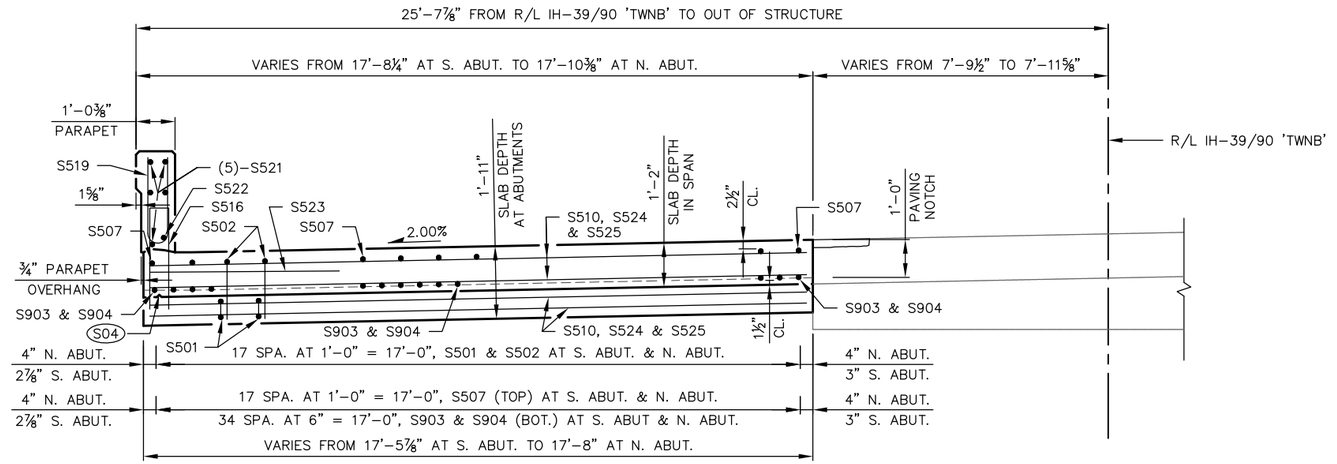
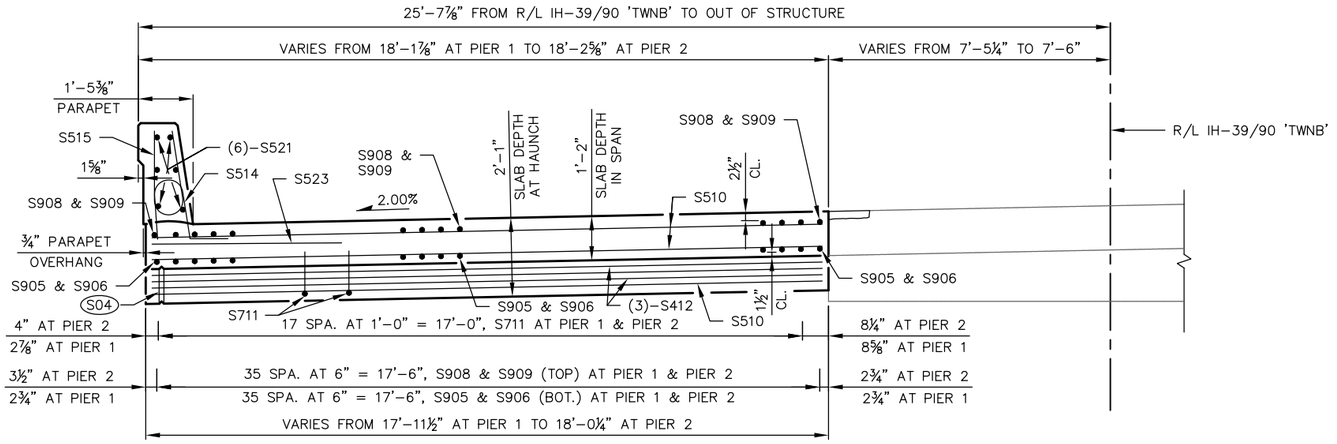


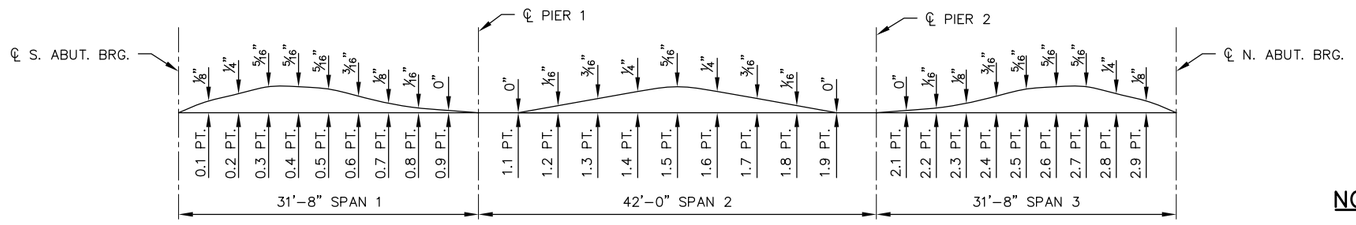
CROSS SECTION THRU ROADWAY AT ABUTMENTS

(LOOKING NORTH)



CROSS SECTION THRU ROADWAY AT PIERS

(LOOKING NORTH)



SLAB CAMBER DIAGRAM

TO DETERMINE FALSEWORK ELEVATION AT EDGE OF SLAB, CROWN OR REFERENCE LINE FOLLOW THIS PROCEDURE:

	TOP OF SLAB ELEVATION AT FINAL GRADE
LESS	SLAB THICKNESS
PLUS	CAMBER
PLUS	FORM SETTLEMENT/DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR)
EQUALS	TOP OF SLAB FALSEWORK ELEVATION.

TOP OF DECK ELEVATIONS

SPAN PT	W. SLAB EDGE *	E. SLAB EDGE *	R/L IH-39/90 'TWNB' *
℄ S. ABUT.	946.78	947.11	947.27
0.1	946.77	947.09	947.25
0.2	946.75	947.09	947.24
0.3	946.74	947.07	947.22
0.4	946.73	947.06	947.21
0.5	946.72	947.05	947.20
0.6	946.71	947.04	947.19
0.7	946.70	947.03	947.18
0.8	946.69	947.02	947.17
0.9	946.68	947.01	947.16
℄ PIER 1	946.67	947.00	947.15
1.1	946.66	946.99	947.14
1.2	946.64	946.98	947.13
1.3	946.63	946.96	947.11
1.4	946.61	946.94	947.09
1.5	946.59	946.92	947.07
1.6	946.56	946.90	947.04
1.7	946.54	946.88	947.03
1.8	946.54	946.88	947.02
1.9	946.54	946.87	947.02
℄ PIER 2	946.53	946.87	947.02
2.1	946.53	946.86	947.01
2.2	946.52	946.86	947.01
2.3	946.51	946.85	946.99
2.4	946.50	946.83	946.98
2.5	946.49	946.82	946.97
2.6	946.48	946.82	946.96
2.7	946.47	946.81	946.96
2.8	946.47	946.80	946.95
2.9	946.46	946.79	946.94
℄ N. ABUT.	946.45	946.78	946.93

SURVEY TOP OF SLAB ELEVATIONS

	℄ S. ABUT. BRG.	5/10 PT.	℄ PIER 1	5/10 PT.	℄ PIER 2	5/10 PT.	℄ N. ABUT. BRG.
WEST SLAB EDGE							
EAST SLAB EDGE							
R/L IH-39/90 'TWNB'							

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF DECK ELEVATIONS AT THE ℄ OF ABUTMENTS, ℄ OF PIERS AND AT 5/10 POINTS TO VERIFY CAMBER. TAKE ELEVATIONS ALONG EDGE OF SLAB AND REFERENCE LINE. RECORD THE ELEVATIONS IN THE ABOVE TABLE FOR THE "AS BUILT" PLANS.

NOTES

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(S04) ¾" V-GROOVE. EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENT DIAPHRAGM. V-GROOVES ARE REQUIRED.

* ALL DECK ELEVATIONS ARE BASED ON EXISTING SURVEY INFORMATION FROM 2016.

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-80

DRAWN BY JDO | PLANS CK'D JJK

SUPERSTRUCTURE DETAILS

SHEET 14 OF 16

440

I.D. 1005-10-81

PLOT DATE: Oct 25, 2017

FILE: 13-15_B530080_super.dwg
PLOT SCALE:

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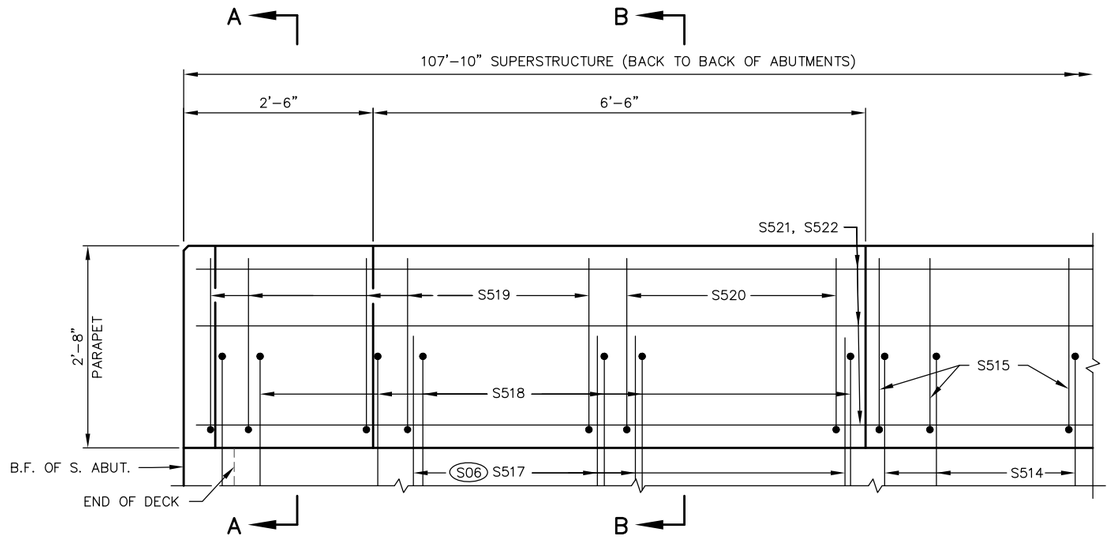
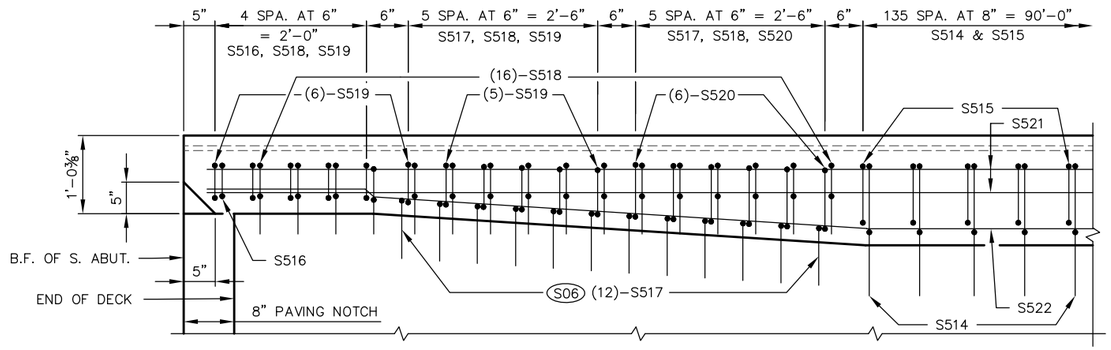
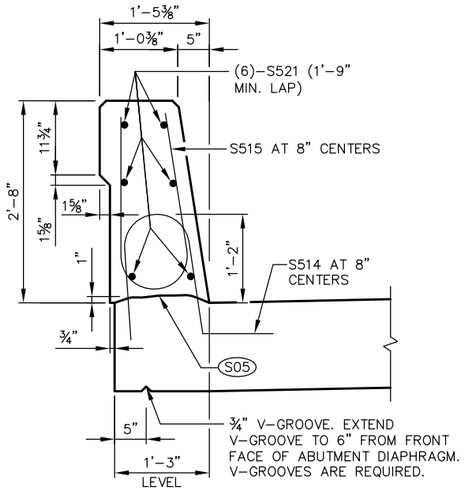


INSIDE ELEVATION OF PARAPET



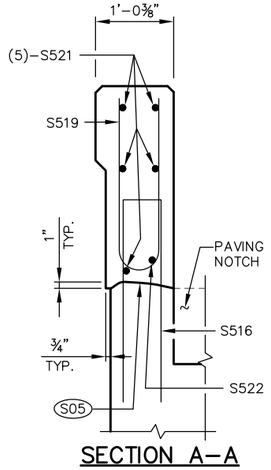
PLAN OF PARAPET

(WING 2 SHOWN, WING 3 SIMILAR)
(WING NOT SHOWN FOR CLARITY)

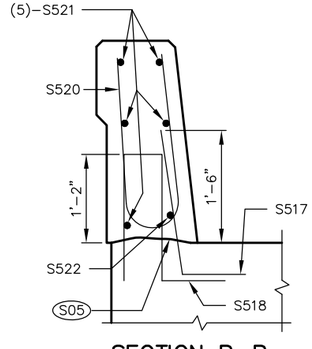


TYPICAL SECTION THRU PARAPET

(LOOKING NORTH, DECK STEEL NOT SHOWN FOR CLARITY)



SECTION A–A



SECTION B–B

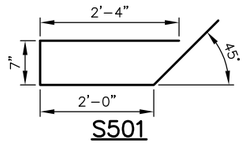
F.F. – FRONT FACE
B.F. – BACK FACE

OPTIONAL CONSTRUCTION JOINTS IN PARAPET MAY BE USED. RUN BAR REINF. THRU JOINT. LAP LONGIT. BARS A MIN. OF 1'–9". MIN. JOINT SPACING OF 80'–0". DEFINE CONST. JOINT WITH A ¾" V–GROOVE.

NOTES

(S05) CONSTRUCTION JOINT – STRIKE OFF AS SHOWN AND LEAVE ROUGH.

(S06) S517 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE S517 CORRECTLY ALONG TRANSITION OF PARAPET.



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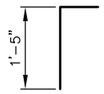

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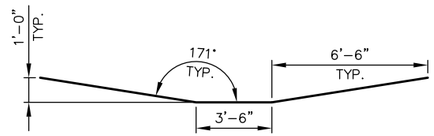

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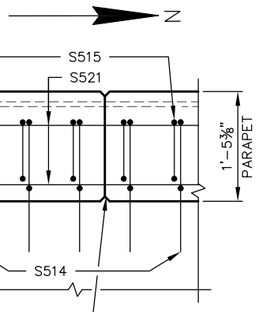

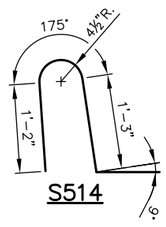

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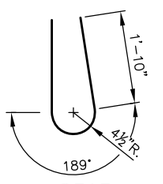

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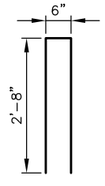

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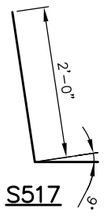

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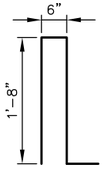

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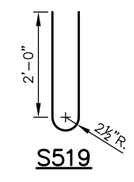

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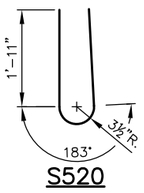

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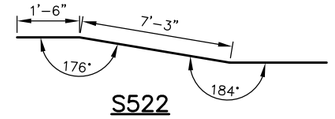

S522

STATE PROJECT NUMBER

1005–10–81

BILL OF BARS SUPERSTRUCTURE

COATED = 28,500 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
S501	36		7'–0"	X		SLAB AT ABUTMENT – TIES	LONGIT.
S502	36		3'–9"	X		SLAB AT ABUTMENT – TIES	LONGIT.
S903	35		24'–1"			SLAB – BOTTOM SPAN 1 & 3	LONGIT.
S904	35		31'–3"			SLAB – BOTTOM SPAN 1 & 3	LONGIT.
S905	18		25'–4"			SLAB – BOTTOM SPAN 2	LONGIT.
S906	18		40'–4"			SLAB – BOTTOM SPAN 2	LONGIT.
S507	36		15'–0"			SLAB – TOP SPAN 1 & 3	LONGIT.
S908	36		31'–0"			SLAB – TOP OVER PIERS	LONGIT.
S909	36		33'–0"			SLAB – TOP OVER PIERS	LONGIT.
S510	195		17'–6"			SLAB – TOP & BOTTOM	TRANS.
S711	36		16'–8"	X		SLAB – BOTTOM IN HAUNCH	LONGIT.
S412	12		17'–7"			SLAB – IN HAUNCH	TRANS.
S513	36		17'–0"			SLAB – TOP SPAN 2	LONGIT.
S514	136		4'–5"	X		PARAPET	VERT.
S515	136		5'–0"	X		PARAPET	VERT.
S516	10		5'–7"	X		PARAPET AT ENDS	VERT.
S517	24		2'–9"	X		PARAPET	VERT.
S518	32		4'–4"	X		PARAPET	VERT.
S519	22		4'–9"	X		PARAPET	VERT.
S520	12		4'–10"	X		PARAPET	VERT.
S521	16		37'–0"			PARAPET	LONGIT.
S522	2		37'–0"	X		PARAPET	LONGIT.
S523	106		5'–0"			SLAB – TOP AT EDGE OF SLAB	TRANS.
S524	14		17'–0"			SLAB – TOP & BOT. AT S. END	TRANS.
S525	14		17'–3"			SLAB – TOP & BOT. AT N. END	TRANS.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–80

DRAWN BY JDO | PLANS CK'D JJK

PARAPET & SUPERSTRUCTURE REINFORCEMENT

SHEET 15 OF 16

441

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FILE: 13-15_B530080_super.dwg
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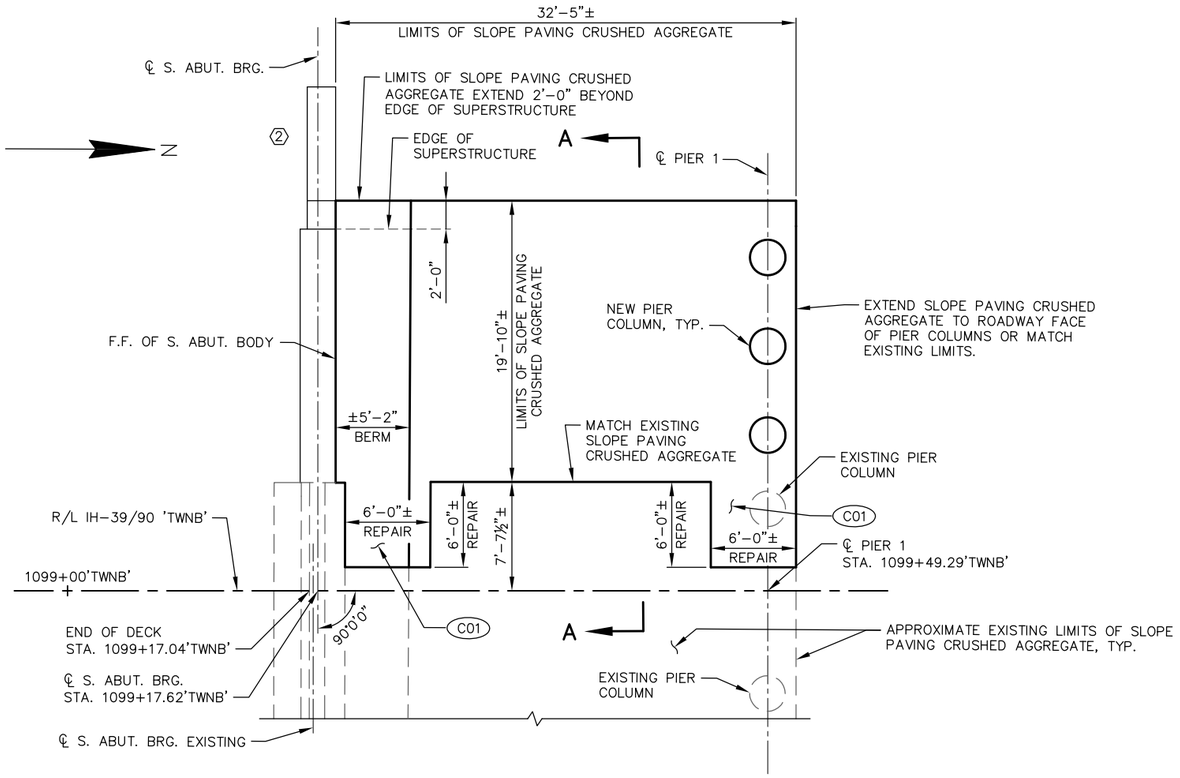
I.D. 1005–10–81

PLOT DATE: Oct 25, 2017

STATE PROJECT NUMBER
1005–10–81



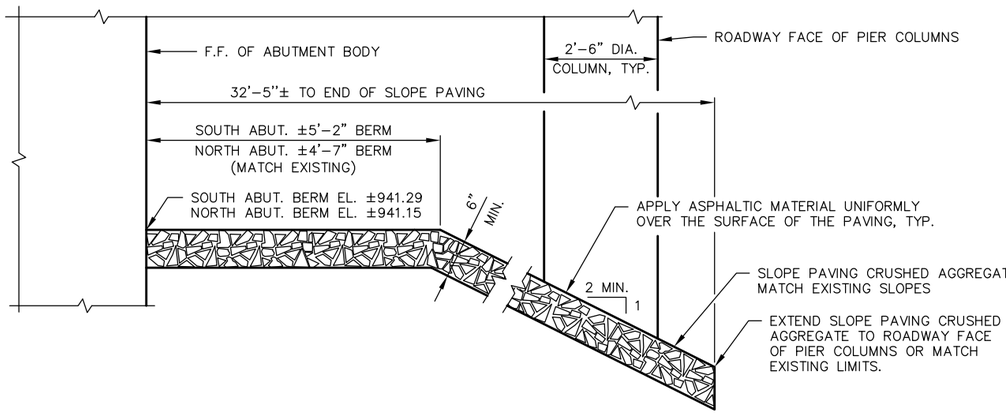
PLAN VIEW SHOWING LIMITS OF SLOPE PAVING CRUSHED AGGREGATE

(SOUTH ABUTMENT SHOWN, NORTH ABUTMENT SIMILAR)

⬡ INDICATES WING NUMBER

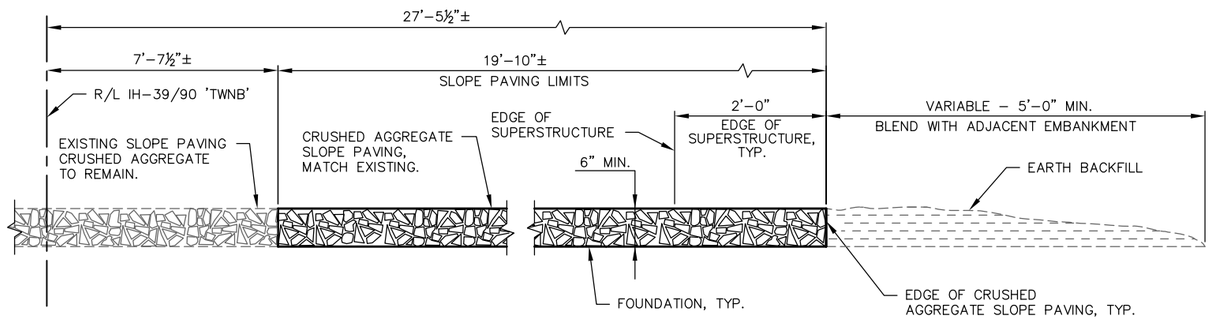
(C01) REPAIR SLOPE PAVING DISTURBED DURING ABUTMENT AND PIER EXCAVATION.

F.F. – FRONT FACE
B.F. – BACK FACE



TYPICAL SECTION THRU SLOPE PAVING CRUSHED AGGREGATE

(ROUND STONE WILL NOT BE ACCEPTED)



SECTION A–A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–80

DRAWN BY JDO | PLANS CK'D JJK

SLOPE PAVING CRUSHED AGGREGATE

SHEET 16 OF 16

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I.D. 1005–10–81

PLOT DATE: Oct 25, 2017

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PLOT DATE: 11/15/2017 PLOT TIME: 10:34:35 AM
BATCH PRINT SHEET 1 OF 1

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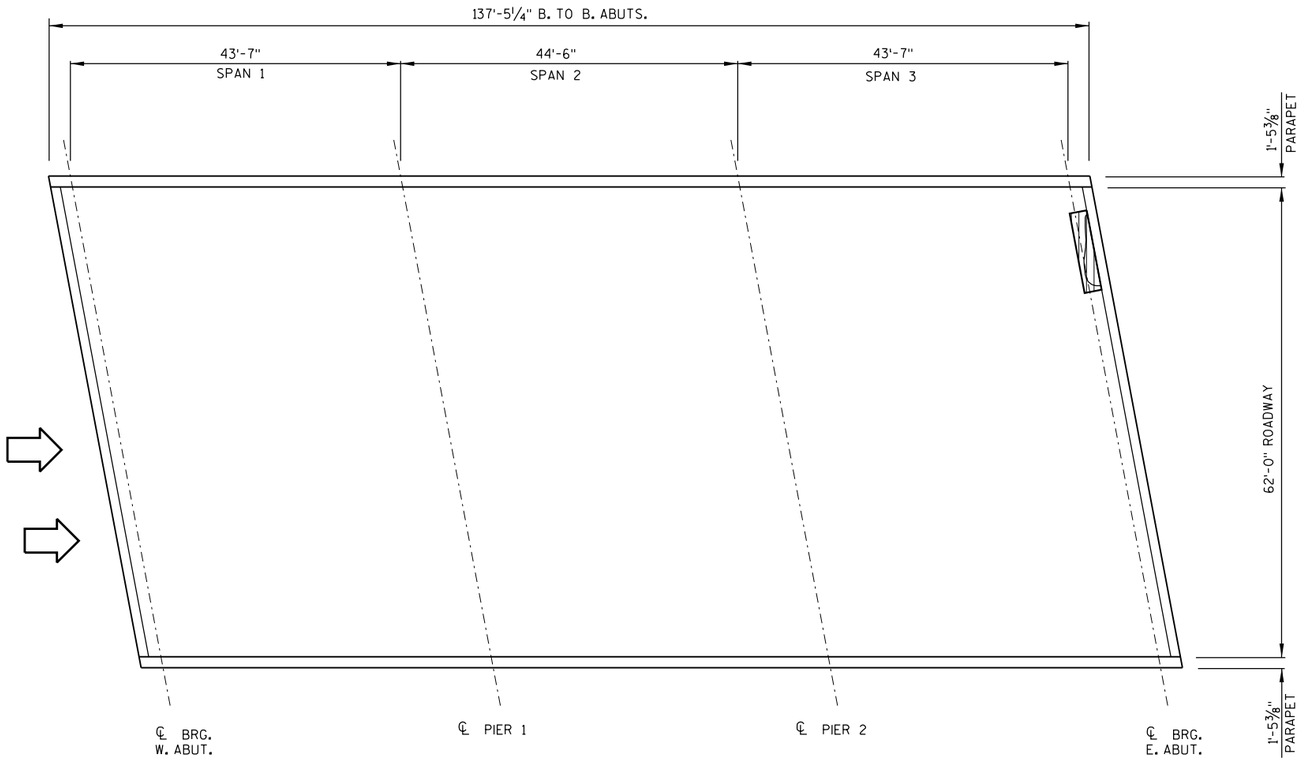
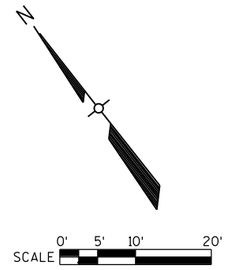


PLAN

(THREE SPAN - 36" PRESTRESSED CONRETE GIRDERS)

LEGEND

DECK PREPARATION AREA	DELAMINATION
SHADE/DEBRIS	SPALL
	DEBOND
	ASPHALT PATCH
	CONCRETE PATCH



SURFACE TYPE: CONCRETE - NO OVERLAY
INFRARED INSPECTION DATE: 8/23/17

STATE PROJECT NUMBER

1005-10-81

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DELINEATED BY SAW CUT ON THE EXISTING CONCRETE SLAB.

AREAS FOR "PREPARATION DECKS TYPE 1", "PREPARATION DECKS TYPE 2", "FULL DEPTH DECK REPAIR" SHALL BE DETERMINED BY THE FIELD ENGINEER. DECK REPAIRS SHALL BE REPAIRED WITH THE BID ITEM "CONCRETE MASONRY DECK REPAIR".

REFER TO ROADWAY PLANS FOR TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC DURING CONSTRUCTION OPERATIONS.

DESIGN DATA

(EXISTING STRUCTURE, TAKEN FROM HSI, 11/6/17)
INVENTORY RATING: HS27
OPERATIONAL RATING: HS37
WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV) = 250 KIPS

MATERIAL PROPERTIES

CONCRETE MASONRY:
SLAB ——— f'c = 4,000 PSI

TRAFFIC DATA

IH 39/90 SB
A.D.T. (2018) = 54,900
A.D.T. (2020) = 56,460
R.D.S. = 65 MPH

LIST OF DRAWINGS

1. GENERAL PLAN - DECK REPAIRS

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
509.0301	PREPARATION DECKS TYPE 1	SY	3
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	1
SPV.0090.700	SAWING PAVEMENT DECK PREPARATIONS AREAS	LF	26

WISCONSIN
MICHELLE A. HOWE
E-43048
MADISON
WI
PROFESSIONAL ENGINEER

11/15/2017

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

CONSULTANT:
MICHELLE HOWE (608) 828-8145

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 11/16/17
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-83

SB IH 39/90 OVER WSOR

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
ROCK	JANESVILLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
MAH	JRL	TAW	MAH

GENERAL PLAN - DECK REPAIRS

SHEET 1 OF 1
443

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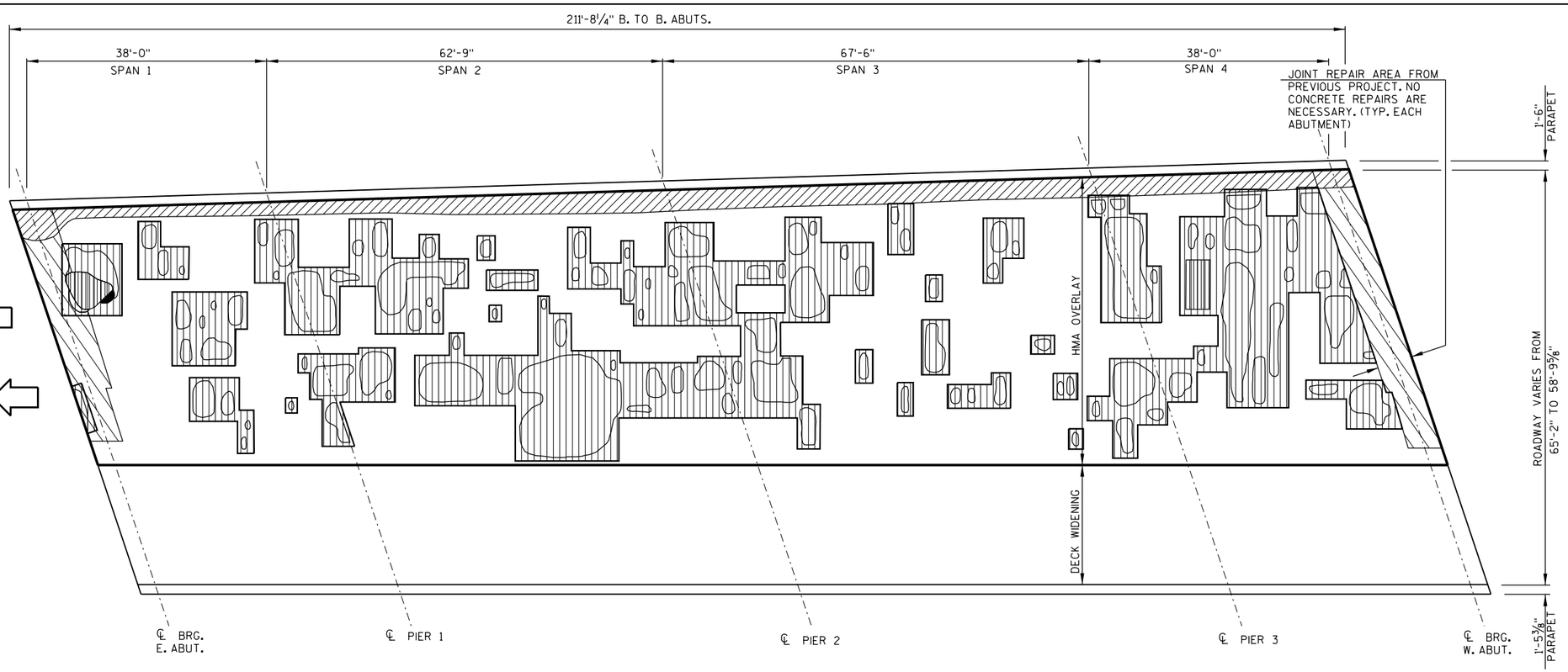
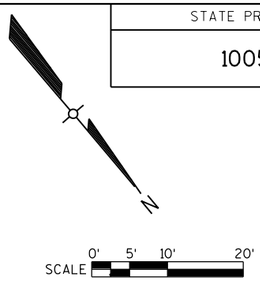
STATE PROJECT NUMBER

1005-10-81





SURFACE TYPE: CONCRETE OVERLAY-1987
BITUMINOUS OVERLAY-2010
INFRARED INSPECTION DATE: 8/23/17

DESIGN DATA

(EXISTING STRUCTURE, TAKEN FROM HSI, 11/6/17)
INVENTORY RATING: HS18
OPERATIONAL RATING: HS40
WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV) = 250 KIPS

MATERIAL PROPERTIES

CONCRETE MASONRY:
SLAB ——— f'c = 4,000 PSI

TRAFFIC DATA

IH 39/90 SB
A.D.T. (2018) = 54,900
A.D.T. (2020) = 56,460
R.D.S. = 65 MPH

LIST OF DRAWINGS

1. GENERAL PLAN - HMA OVERLAY
2. DECK OVERLAY CROSS SECTION

PLAN

(FOUR SPAN - 36" & 36W" PRESTRESSED CONCRETE GIRDERS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

THE EXISTING ASPHALTIC CONCRETE OVERLAY SHALL BE REMOVED FROM THE BRIDGE DECK UNDER THE BID ITEM "REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-85".

REMOVAL OF THE EXISTING CONCRETE MASONRY OVERLAY ABOVE "PREPARATION DECKS TYPE 1" SHALL BE INCLUDED WITH THE BID ITEM "PREPARATION DECKS TYPE 1".

AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DELINEATED BY SAW CUT ON THE EXISTING CONCRETE MASONRY OVERLAY AND ONCE AGAIN ON THE EXISTING CONCRETE SLAB ONCE THE OVERLAY IS REMOVED. PAYMENT WILL BE FOR ONE SAWCUT CUTTING THROUGH BOTH THE CONCRETE OVERLAY AND ORIGINAL DECK.

CONTACT THE BUREAU OF STRUCTURES BEFORE PLACEMENT OF OVERLAY IF THE AVERAGE THICKNESS OF THE NEW OVERLAY WILL EXCEED THE AVERAGE OVERLAY SHOWN ON THE PLANS BY MORE THAN ½".

AREAS FOR "PREPARATION DECKS TYPE 1", "PREPARATION DECKS TYPE 2", "FULL DEPTH DECK REPAIR" SHALL BE DETERMINED BY THE FIELD ENGINEER. DECK REPAIRS SHALL BE REPAIRED WITH THE BID ITEM "CONCRETE MASONRY DECK REPAIR" TO THE TOP OF THE EXISTING CONCRETE MASONRY OVERLAY.

THE PLAN QUANTITY FOR THE BID ITEM "HMA PAVEMENT 4 HT 58-28 V" IS BASED ON THE AVERAGE OVERLAY THICKNESS.

THE EXISTING 2" CONCRETE MASONRY DECK OVERLAY TO REMAIN. REMOVE ONLY WHERE REQUIRED FOR REPAIRS TO CONCRETE SLAB AS DIRECTED.

REFER TO ROADWAY PLANS FOR TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC DURING CONSTRUCTION OPERATIONS.

LEGEND

DECK PREPARATION AREA	DELAMINATION
SHADE/DEBRIS	SPALL
	DEBOND
	ASPHALT PATCH
	CONCRETE PATCH

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
455.0605	TACK COAT	GAL	80
460.7624	HMA PAVEMENT 4 HT 58-28 V	TON	115
509.0301	PREPARATION DECKS TYPE 1	SY	309
509.0302	PREPARATION DECKS TYPE 2	SY	97
509.2000	FULL-DEPTH DECK REPAIR	SY	78
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	54
509.9010.005	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-85	SY	1,021
SPV.0090.700	SAWING PAVEMENT DECK PREPARATION AREAS	LF	1,350

WISCONSIN
MICHELLE A. HOWE
E-43048
MADISON
WI
PROFESSIONAL ENGINEER

11/15/2017

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

CONSULTANT:
MICHELLE HOWE (608) 828-8145

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 11/16/17
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-85

SB IH 39/90 OVER STH 26

COUNTY ROCK | ~~TOWN~~/CITY/~~VILLAGE~~ JANESVILLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
MAH	JRL	TAW	MAH

GENERAL PLAN - HMA OVERLAY

SHEET 1 OF 2
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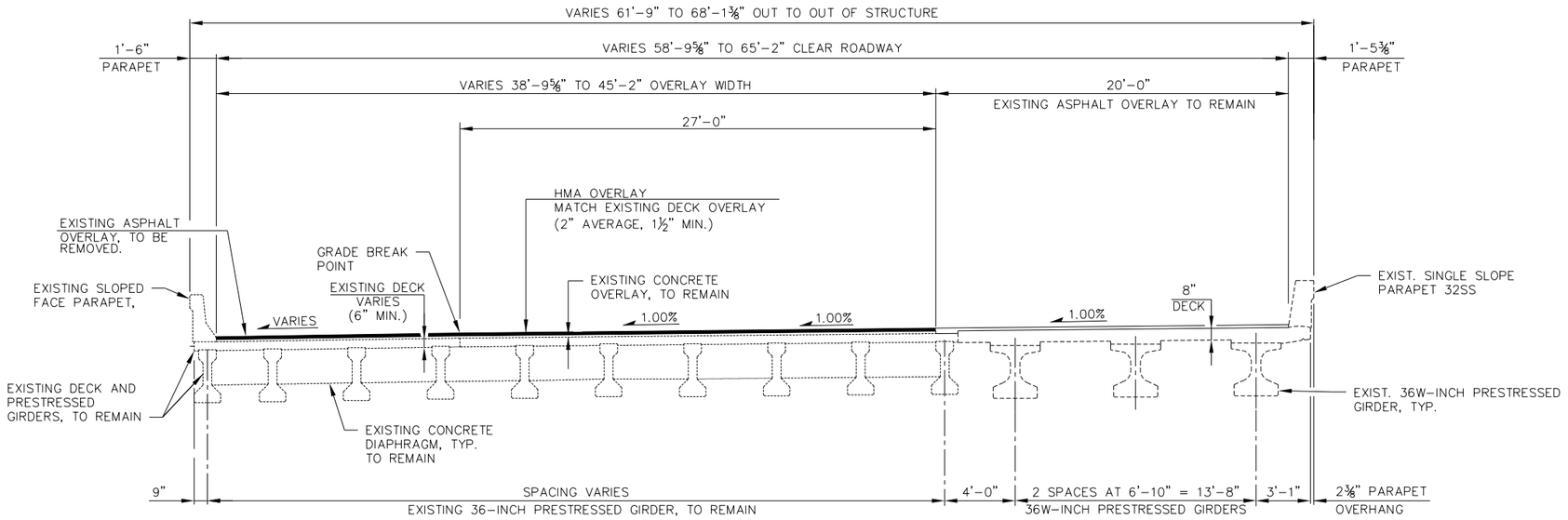
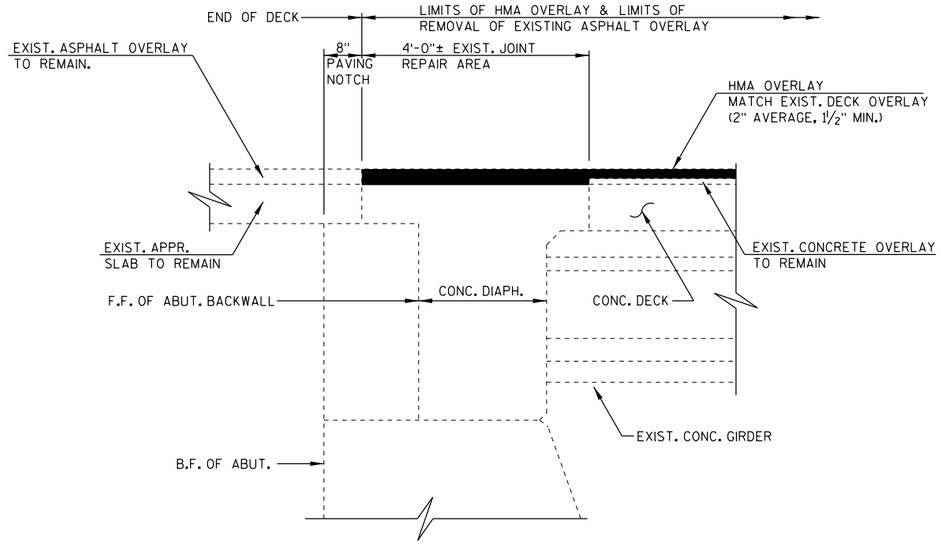


CROSS SECTION THRU ROADWAY IN SPAN SHOWING HMA OVERLAY

(LOOKING WEST)



PART LONGITUDINAL SECTION AT ABUTMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-85

DRAWN BY TAW | PLANS CK'D. MAH

DECK OVERLAY CROSS SECTION

SHEET 2 OF 2
445

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DIVISION 1-1-1/CAT. 1000 (STA 1118+67 'RTA'- STA 1123+22 'RTA'): STAGE 1 - TEMP. REST AREA ON-RAMP 'RTA'

STATION	Distance	Area Cut (SF)	Area Fill (SF)	Area EBS (SF)	Incremental Volume Cut Note 1 (CY)	Incremental Volume Fill Note 2 (CY)	Incremental Volume EBS Note 3 (CY)	Cumulative Vol (CY) Cut 1.00 Note 4	Cumulative Vol (CY) Fill 1.00 Note 5	Cumulative Vol (CY) EBS 1.00	Mass Ordinate Note 6
1118+67		19.50	0.00	12.45							
1119+00	33	13.63	3.37	9.00	16	4	11	16	4	11	12
1119+50	50	0.00	51.68	10.67	13	51	18	29	55	29	-26
1120+00	50	0.00	66.06	11.67	0	109	21	29	164	50	-135
1120+50	50	0.00	60.96	9.67	0	118	20	29	282	70	-253
1121+00	50	6.36	38.93	8.33	6	92	17	35	374	86	-339
1121+50	50	13.75	6.00	8.33	19	42	15	54	416	102	-362
1122+00	50	10.62	1.16	5.00	23	7	12	76	422	114	-346
1122+50	50	12.68	0.00	4.67	22	1	9	98	423	123	-326
1123+00	50	11.49	0.00	4.00	22	0	8	120	423	131	-303
1123+22	22	11.58	0.00	3.33	9	0	3	129	423	134	-294
Column totals					129	423	134				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 1-1-2/CAT. 1000 (STA 1142+49 'RTB'- STA 1144+71 'RTB'): STAGE 1 - TEMP. REST AREA OFF-RAMP 'RTB'

STATION	Distance	Area Cut (SF)	Area Fill (SF)	Area EBS (SF)	Incremental Volume Cut Note 1 (CY)	Incremental Volume Fill Note 2 (CY)	Incremental Volume EBS Note 3 (CY)	Cumulative Vol (CY) Cut 1.00 Note 4	Cumulative Vol (CY) Fill 1.00 Note 5	Cumulative Vol (CY) EBS 1.00	Mass Ordinate Note 6
1142+49		21.85	0.00	5.00							
1142+50	1	21.97	0.00	6.67	1	0	0	1	0	0	1
1143+00	50	19.24	0.25	17.50	38	0	22	39	0	23	39
1143+50	50	10.39	12.41	25.83	27	12	40	67	12	63	55
1144+00	50	0.12	19.00	18.33	10	29	41	76	41	104	35
1144+50	50	17.37	0.63	18.33	16	18	34	93	59	138	33
1144+71	21	17.49	0.00	11.67	14	0	12	107	59	150	47
Column totals					107	59	150				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-1-6/CAT. 1000 (STA 1096+56 'TWNB' - 1099+16 'TWNB'): STAGE 2 - IH 39/90 NB 'TWNB'

STATION	Distance	Area Cut (SF)	Area Fill (SF)	Area EBS (SF)	Incremental Volume Cut Note 1 (CY)	Incremental Volume Fill Note 2 (CY)	Incremental Volume EBS Note 3 (CY)	Cumulative Vol (CY) Cut 1.00 Note 4	Cumulative Vol (CY) Fill 1.00 Note 5	Cumulative Vol (CY) EBS 1.00	Mass Ordinate Note 6
1096+56		10.88	2.39	0.00							
1097+00	44	15.69	62.98	0.00	22	53	0	22	53	0	-32
1098+00	100	17.13	181.72	0.00	61	453	0	82	506	0	-424
1099+00	100	17.45	252.49	0.00	64	804	0	146	1311	0	-1164
1099+16	16	63.21	314.34	0.00	24	172	0	171	1482	0	-1311
Column totals					171	1,482	0				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 1-1-3/CAT. 1000 (STA 1194+47 'TWSB'- STA 1195+47 'TWSB'): STAGE 1 - IH 39/90 SB 'TWSB'

STATION	Distance	Area Cut (SF)	Area Fill (SF)	Area EBS (SF)	Incremental Volume Cut Note 1 (CY)	Incremental Volume Fill Note 2 (CY)	Incremental Volume EBS Note 3 (CY)	Cumulative Vol (CY) Cut 1.00 Note 4	Cumulative Vol (CY) Fill 1.00 Note 5	Cumulative Vol (CY) EBS 1.00	Mass Ordinate Note 6
1194+47		3.43	35.57	5.00							
1194+50	3	3.37	36.72	6.67	0	4	1	0	4	1	-3
1194+75	25	3.22	55.20	17.50	3	43	11	3	46	12	-43
1195+00	25	3.51	65.75	25.83	3	56	20	6	102	32	-96
1195+25	25	3.87	84.87	18.33	3	70	20	10	172	52	-162
1195+47	22	2.00	114.15	18.33	2	82	15	12	254	67	-242
Column totals					12	254	67				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 1-1-4/CAT. 1000 (STA 1097+48 'TWNB'- STA 1099+17 'TWNB'): STAGE 1 - IH 39/90 NB 'TWNB'

STATION	Distance	Area Cut (SF)	Area Fill (SF)	Area EBS (SF)	Incremental Volume Cut Note 1 (CY)	Incremental Volume Fill Note 2 (CY)	Incremental Volume EBS Note 3 (CY)	Cumulative Vol (CY) Cut 1.00 Note 4	Cumulative Vol (CY) Fill 1.00 Note 5	Cumulative Vol (CY) EBS 1.00	Mass Ordinate Note 6
1097+48		11.50	0.00	0.00							
1098+00	52	12.21	40.03	0.00	23	39	0	23	39	0	-16
1099+00	100	8.52	74.47	0.00	38	212	0	61	251	0	-189
1099+17	17	2.29	125.25	0.00	3	63	0	65	313	0	-249
Column totals					65	313	0				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 1-1-5/CAT. 1000 (STA 1185+96 'TWNB'- STA 1293+82 'TWNB'): STAGE 1 - IH 39/90 NB 'TWNB'

STATION	Distance	Area Cut (SF)	Area Fill (SF)	Area EBS (SF)	Incremental Volume Cut Note 1 (CY)	Incremental Volume Fill Note 2 (CY)	Incremental Volume EBS Note 3 (CY)	Cumulative Vol (CY) Cut 1.00 Note 4	Cumulative Vol (CY) Fill 1.00 Note 5	Cumulative Vol (CY) EBS 1.00	Mass Ordinate Note 6
1285+96		54.52	0.00	0.00							
1286+00	4	50.14	0.00	0.00	7	0	0	7	0	0	7
1287+00	100	40.77	0.00	0.00	168	0	0	176	0	0	176
1288+00	100	40.37	0.87	0.00	150	2	0	326	2	0	324
1289+00	100	35.39	1.25	0.00	140	4	0	466	6	0	461
1290+00	100	31.19	14.01	0.00	123	28	0	590	34	0	556
1291+00	100	21.01	21.24	0.00	97	65	0	686	99	0	587
1292+00	100	14.95	40.88	0.00	67	115	0	753	214	0	539
1293+00	100	14.26	49.56	0.00	54	167	0	807	382	0	425
1293+82	82	15.46	33.26	0.00	45	125	0	852	507	0	345
Column totals					852	507	0				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-2-7/CAT. 1000 (STA 1100+25 'TWNB' - 1195+33 'TWNB'): STAGE 2 - IH 39/90 NB 'TWNB'											
		Area			Incremental Volume			Cumulative Vol (CY)			
STATION	Distance	Cut (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Fill Note 2 (CY)	EBS Note 3 (CY)	Cut 1.00 Note 4	Fill 1.00 Note 5	EBS 1.00	Mass Ordinate Note 6
1100+25		7.81	186.80	0.00							
1101+00	75	11.23	157.41	0.00	26	478	0	26	478	0	-452
1102+00	100	12.49	170.59	0.00	44	607	0	70	1085	0	-1015
1103+00	100	12.83	155.25	0.00	47	603	0	117	1689	0	-1572
1104+00	100	47.90	0.00	0.00	112	288	0	230	1976	0	-1747
1105+00	100	9.18	45.37	0.00	106	84	0	335	2060	0	-1725
1106+00	100	9.51	17.05	0.00	35	116	0	370	2176	0	-1806
1107+00	100	10.31	40.14	0.00	37	106	0	407	2282	0	-1875
1108+00	100	9.90	29.65	0.00	37	129	0	444	2411	0	-1967
1109+00	100	11.45	18.83	0.00	40	90	0	484	2501	0	-2017
1110+00	100	9.06	85.37	0.00	38	193	0	522	2694	0	-2172
1111+00	100	11.35	155.60	0.00	38	446	0	559	3140	0	-2581
1112+00	100	14.36	111.24	0.00	48	494	0	607	3634	0	-3027
1113+00	100	5.82	110.06	0.00	37	410	0	644	4044	0	-3400
1114+00	100	8.68	117.90	0.00	27	422	0	671	4466	0	-3795
1115+00	100	5.68	23.96	0.00	27	263	0	698	4729	0	-4031
1116+00	100	6.53	32.41	1.40	23	104	3	721	4833	3	-4113
1117+00	100	4.54	56.83	4.90	21	165	12	741	4999	14	-4257
1118+00	100	8.73	47.75	7.65	25	194	23	766	5192	38	-4427
1119+00	100	8.32	39.68	9.80	32	162	32	797	5354	70	-4557
1120+00	100	6.85	48.00	11.25	28	162	39	825	5516	109	-4691
1121+00	100	9.58	37.99	15.00	30	159	49	856	5676	157	-4820
1122+00	100	10.62	22.02	12.25	37	111	50	893	5787	208	-4894
1123+00	100	13.80	12.99	13.20	45	65	47	938	5852	255	-4913

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-2-8/CAT. 1000 (STA 400+52 'TMC' - STA 401+69 'TMC'): STAGE 2 - TOWNLINE MAINTENANCE CROSSOVER 'TMC'											
		Area			Incremental Volume			Cumulative Vol (CY)			
STATION	Distance	Cut (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Fill Note 2 (CY)	EBS Note 3 (CY)	Cut 1.00 Note 4	Fill 1.00 Note 5	EBS 1.00	Mass Ordinate Note 6
400+52		90.24	0	6.33							
400+75	23	0.00	224.7	6.33	38	94	5	38	94	5	-56
401+00	25	0.00	246.4	6.33	0	218	6	38	312	11	-274
401+25	25	0.00	159.3	6.33	0	188	6	38	500	17	-462
401+50	25	0.00	164.2	6.33	0	150	6	38	650	23	-612
401+69	19	0.00	178.3	6.33	0	122	5	38	772	27	-734
				Column totals	38	772	27				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

		Area			Incremental Volume			Cumulative Vol (CY)			
STATION	Distance	Cut (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Fill Note 2 (CY)	EBS Note 3 (CY)	Cut 1.00 Note 4	Fill 1.00 Note 5	EBS 1.00	Mass Ordinate Note 6
1124+00	100	20.77	2.69	11.70	64	29	46	1002	5881	301	-4878
1125+00	100	16.08	7.06	12.50	68	18	45	1071	5899	346	-4828
1126+00	100	33.79	2.38	10.35	92	17	42	1163	5916	388	-4753
1127+00	100	42.58	1.01	8.80	141	6	35	1304	5923	424	-4618
1128+00	100	39.03	2.93	7.35	151	7	30	1455	5930	454	-4474
1129+00	100	23.48	1.77	5.70	116	9	24	1571	5939	478	-4367
1130+00	100	17.29	5.42	4.50	76	13	19	1647	5952	497	-4305
1131+00	100	19.28	1.97	3.60	68	14	15	1714	5966	512	-4251
1132+00	100	11.06	1.70	2.25	56	7	11	1771	5972	523	-4202
1133+00	100	8.60	1.64	1.40	36	6	7	1807	5978	529	-4171
1134+00	100	8.20	6.73	0.65	31	16	4	1838	5994	533	-4156
1135+00	100	8.14	22.32	0.00	30	54	1	1868	6048	534	-4179
1136+00	100	12.80	5.06	0.00	39	51	0	1907	6098	534	-4191
1137+00	100	7.96	3.39	0.00	38	16	0	1946	6114	534	-4168
1138+00	100	8.90	5.07	0.00	31	16	0	1977	6130	534	-4153
1139+00	100	13.52	2.66	0.00	42	14	0	2018	6144	534	-4126
1140+00	100	5.56	3.08	0.00	35	11	0	2054	6155	534	-4101
1141+00	100	8.82	1.21	0.00	27	8	0	2080	6163	534	-4082
1142+00	100	10.04	0.15	0.00	35	3	0	2115	6165	534	-4050
1143+00	100	11.20	0.03	0.00	39	0	0	2155	6166	534	-4011
1144+00	100	8.13	0.67	0.00	36	1	0	2190	6167	534	-3976
1145+00	100	19.35	0.00	0.00	51	1	0	2241	6168	534	-3927
1146+00	100	15.43	0.00	0.00	64	0	0	2306	6168	534	-3862
1147+00	100	1.95	0.00	0.00	32	0	0	2338	6168	534	-3830
1148+00	100	11.62	8.25	0.00	25	15	0	2363	6183	534	-3820
1149+00	100	11.46	7.18	0.00	43	29	0	2406	6212	534	-3806
1150+00	100	8.59	20.28	0.00	37	51	0	2443	6263	534	-3820
1151+00	100	7.48	6.82	0.00	30	50	0	2473	6313	534	-3840
1152+00	100	7.34	6.61	0.00	27	25	0	2500	6338	534	-3838
1153+00	100	6.58	5.46	0.00	26	22	0	2526	6360	534	-3834
1154+00	100	6.87	6.73	0.00	25	23	0	2551	6383	534	-3832
1155+00	100	6.60	9.40	0.00	25	30	0	2576	6413	534	-3837
1156+00	100	23.61	0.00	0.00	56	17	0	2632	6430	534	-3798
1157+00	100	13.57	0.00	0.00	69	0	0	2701	6430	534	-3730
1158+00	100	9.36	1.30	0.00	42	2	0	2743	6432	534	-3689
1159+00	100	9.32	0.00	0.00	35	2	0	2778	6435	534	-3657
1160+00	100	4.92	6.64	0.00	26	12	0	2804	6447	534	-3643
1161+00	100	12.59	2.38	0.00	32	17	0	2836	6464	534	-3627
1162+00	100	15.06	2.38	0.00	51	9	0	2888	6473	534	-3585
1163+00	100	10.03	2.38	0.00	46	9	0	2934	6481	534	-3547
1164+00	100	10.49	2.94	0.00	38	10	0	2972	6491	534	-3519
1165+00	100	12.17	2.44	0.00	42	10	0	3014	6501	534	-3487
1166+00	100	7.03	2.79	0.00	36	10	0	3050	6511	534	-3461
1167+00	100	6.46	7.36	0.00	25	19	0	3075	6530	534	-3455
1168+00	100	5.22	7.04	0.00	22	27	0	3096	6556	534	-3460
1169+00	100	5.74	12.07	0.00	20	35	0	3117	6592	534	-3475
1170+00	100	3.83	12.77	0.00	18	46	0	3134	6638	534	-3503
1171+00	100	2.82	19.34	0.00	12	59	0	3147	6697	534	-3551
1172+00	100	4.97	7.28	0.00	14	49	0	3161	6746	534	-3585
1173+00	100	4.28	9.33	0.00	17	31	0	3178	6777	534	-3599
1174+00	100	3.97	7.40	0.00	15	31	0	3193	6808	534	-3615
1175+00	100	6.57	3.64	0.00	20	20	0	3213	6828	534	-3616
1176+00	100	7.47	2.58	0.00	26	12	0	3239	6840	534	-3601
1177+00	100	10.04	3.93	0.00	32	12	0	3271	6852	534	-3581
1178+00	100	8.67	6.44	0.00	35	19	0	3306	6871	534	-3565
1179+00	100	11.57	2.38	0.00	37	16	0	3344	6888	534	-3544
1180+00	100	8.11	3.68	0.00	36	11	0	3380	6899	534	-3519
1181+00	100	10.56	2.67	0.42	35	12	1	3415	6910	535	-3496
1182+00	100	10.21	2.71	0.84	38	10	2	3453	6920	537	-3467
1183+00	100	11.02	3.47	1.26	39	11	4	3492	6932	541	-3440
1184+00	100	7.44	12.86	2.40	34	30	7	3527	6962	548	-3436
1185+00	100	9.27	5.19	2.67	31	33	9	3557	6995	557	-3438
1186+00	100	8.31	4.30	2.33	33	18	9	3590	7013	567	-3423
1187+00	100	7.15	4.44	2.33	29	16	9	3619	7029	575	-3411
1188+00	100	4.78	7.16	2.33	22	21	9	3641	7051	584	-3410
1189+00	100	4.93	11.90	2.33	18	35	9	3659	7086	593	-3427
1190+00	100	6.38	14.26	2.33	21	48	9	3680	7134	601	-3455
1191+00	100	4.94	12.85	4.43	21	50	13	3701	7185	614	-3484
1192+00	100	7.78	10.38	0.30	24	43	9	3724	7228	623	-3503
1193+00	100	6.17	9.83	0.37	26	37	1	3750	7265	624	-3515
1194+00	100	5.99	8.80	0.43	23	34	1	3773	7299	625	-3527
1195+00	100	11.56	3.51	0.50	33	23	2	3805	7322	627	-3517
1195+33	33	10.67	5.75	0.50	13	6	1	3819	7328	628	-3509
				Column totals	3,819	7,328	628				

DIVISION 2-2-9/CAT. 1000 (STA 600+48 'TEA'- STA 602+15 'TEA'): STAGE 2 - TOWNLINE EMERGENCY ACCESS 'TEA'

STATION	Distance	Area			Incremental Volume			Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Fill Note 2 (CY)	EBS Note 3 (CY)	Cut 1.00 Note 4	Fill 1.00 Note 5	EBS 1.00	Note 6
600+48		18.55	5.34	15.00							
600+50	2	20.24	4.69	15.00	2	0	1	2	0	1	1
600+75	25	243.94	0	15.00	122	2	14	124	3	15	121
601+00	25	243.91	0	15.00	226	0	14	350	3	29	347
601+25	25	40.63	152.6	15.00	132	71	14	482	73	43	408
601+50	25	0.00	164.3	15.00	19	147	14	500	220	57	280
601+75	25	0.00	124	15.00	0	133	14	500	353	71	147
602+00	25	0.00	122.6	15.00	0	114	14	500	468	85	33
602+15	15	0.00	131.2	15.00	0	69	8	500	537	93	-36
				Column totals	500	537	93				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-2-11/CAT. 1000 (STA 1142+49 'RTB'- STA 1147+84 'RTB'): STAGE 2 - TEMP. REST AREA OFF-RAMP 'RTB'

STATION	Distance	Area			Incremental Volume			Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Fill Note 2 (CY)	EBS Note 3 (CY)	Cut 1.00 Note 4	Fill 1.00 Note 5	EBS 1.00	Note 6
1144+93		5.59	0.00	18.33							
1145+00	7	4.90	0.72	11.67	1	0	4	1	0	4	1
1145+50	50	4.40	28.23	27.50	9	27	36	10	27	40	-17
1146+00	50	0.00	30.78	25.00	4	55	49	14	82	89	-68
1146+50	50	11.03	11.39	25.83	10	39	47	24	121	136	-96
1147+00	50	12.20	3.32	20.83	22	14	43	46	134	179	-88
1147+50	50	12.56	0.31	18.33	23	3	36	69	138	215	-69
1147+84	34	9.98	0.87	16.67	14	1	22	83	138	237	-55
				Column totals	83	138	237				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-2-10/CAT. 1000 (STA 1114+57 'RTA'- STA 1118+50 'RTA'): STAGE 2 - TEMP. REST AREA ON-RAMP 'RTA'

STATION	Distance	Area			Incremental Volume			Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Fill Note 2 (CY)	EBS Note 3 (CY)	Cut 1.00 Note 4	Fill 1.00 Note 5	EBS 1.00	Note 6
1114+57		0.00	110.51	12.45							
1115+00	43	0.00	105.95	12.95	0	174	20	0	174	20	-174
1115+50	50	0.00	109.36	12.77	0	199	24	0	373	44	-373
1116+00	50	0.00	118.80	14.41	0	211	25	0	584	69	-584
1116+50	50	0.00	122.38	16.16	0	223	28	0	808	98	-808
1117+00	50	0.00	135.29	15.00	0	239	29	0	1046	127	-1046
1117+50	50	0.00	122.18	16.67	0	238	29	0	1285	156	-1285
1118+00	50	4.42	59.52	9.67	4	168	24	4	1453	180	-1449
1118+50	50	8.37	0.00	2.00	12	55	11	16	1508	191	-1492
				Column totals	16	1,508	191				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-3-12/CAT. 1000 (STA 1196+80 'TWNB' - STA 1205+33 'TWNB'): STAGE 2 - IH 39/90 NB 'TWNB'

STATION	Distance	Area			Incremental Volume			Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Fill Note 2 (CY)	EBS Note 3 (CY)	Cut 1.00 Note 4	Fill 1.00 Note 5	EBS 1.00	Note 6
1196+80		9.73	38.51	4.67							
1197+00	20	7.96	5.45	4.67	7	16	3	7	16	3	-10
1198+00	100	6.27	8.42	4.67	26	26	17	33	42	21	-9
1199+00	100	4.59	16.22	4.67	20	46	17	53	88	38	-35
1200+00	100	6.67	4.91	5.13	21	39	18	74	127	56	-53
1201+00	100	5.11	7.67	5.60	22	23	20	96	150	76	-54
1202+00	100	9.78	8.05	6.07	28	29	22	123	179	98	-56
1203+00	100	8.87	3.36	0.47	35	21	12	158	200	110	-43
1204+00	100	5.42	11.63	0.50	26	28	2	184	228	112	-44
1205+00	100	9.79	2.12	0.50	28	25	2	212	254	113	-41
1205+33	33	9.49	10.84	0.50	12	8	1	224	261	114	-37
				Column totals	224	261	114				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-4-13/CAT. 1000 (STA 1206+42 'TWNB' - 1275+94 'TWNB'): STAGE 2 - IH 39/90 NB 'TWNB'

STATION	Distance	Area			Incremental Volume			Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Fill Note 2 (CY)	EBS Note 3 (CY)	Cut 1.00 Note 4	Fill 1.00 Note 5	EBS 1.00	Note 6
1206+42		10.30	12.22	8.17							
1207+00	58	9.79	1.98	8.17	22	15	18	22	15	18	6
1208+00	100	2.82	11.32	8.17	23	25	30	45	40	48	5
1209+00	100	5.36	4.38	8.17	15	29	30	60	69	78	-9
1210+00	100	3.57	8.99	8.17	17	25	30	77	94	108	-17
1211+00	100	3.08	8.82	7.47	12	33	29	89	127	137	-38
1212+00	100	3.37	4.60	6.77	12	25	26	101	152	164	-51
1213+00	100	5.04	8.62	6.50	16	24	25	117	176	188	-60
1214+00	100	3.69	3.28	5.75	16	22	23	133	198	211	-65
1215+00	100	5.31	3.57	5.00	17	13	20	149	211	231	-61
1216+00	100	7.06	1.74	4.55	23	10	18	172	221	249	-48
1217+00	100	7.02	1.32	3.83	26	6	16	198	226	264	-28
1218+00	100	5.92	3.61	3.41	24	9	13	222	235	277	-13
1219+00	100	4.49	2.59	2.99	19	11	12	242	247	289	-5
1220+00/1230+00	100	13.33	0.49	13.43	33	6	30	275	253	320	22
1231+00	100	15.82	0.23	13.43	54	1	50	329	254	369	75
1232+00	100	20.53	0.00	18.13	67	0	58	396	254	428	142
1233+00	100	16.95	0.00	13.42	69	0	58	465	254	486	211
1234+00	100	15.87	0.00	15.14	61	0	53	526	254	539	272
1235+00	100	15.83	0.00	16.12	59	0	58	585	254	597	330
1236+00	100	17.92	0.00	14.45	63	0	57	647	254	654	393
1237+00	100	16.32	0.00	13.68	63	0	52	711	254	706	456
1238+00	100	21.47	0.00	16.14	70	0	55	781	254	761	526
1239+00	100	19.43	0.00	14.91	76	0	58	857	254	818	602
1240+00	100	15.58	0.91	14.70	65	2	55	921	256	873	665
1241+00	100	16.19	7.90	19.40	59	16	63	980	272	936	708
1242+00	100	15.10	27.44	24.77	58	65	82	1038	338	1018	700
1243+00	100	18.07	36.71	29.56	61	119	101	1100	457	1119	643
1244+00	100	12.34	59.54	31.74	56	178	114	1156	635	1232	521
1245+00	100	14.58	48.85	32.72	50	201	119	1206	836	1352	370
1246+00	100	16.09	42.18	33.52	57	169	123	1263	1004	1474	258
1247+00	100	16.26	35.00	33.90	60	143	125	1322	1147	1599	175
1248+00	100	13.61	39.23	33.32	55	137	124	1378	1285	1724	93
1249+00	100	19.16	29.12	31.92	61	127	121	1438	1411	1845	27
1250+00	100	13.11	33.45	33.06	60	116	120	1498	1527	1965	-29
1251+00	100	10.68	40.98	34.37	44	138	125	1542	1665	2090	-123
1252+00	100	12.55	43.33	34.45	43	156	127	1585	1821	2217	-236
1253+00	100	11.84	33.98	32.25	45	143	124	1630	1964	2341	-334
1254+00	100	13.01	19.86	30.17	46	100	116	1676	2064	2456	-388
1255+00	100	13.66	25.50	31.94	49	84	115	1726	2148	2571	-422
1256+00	100	13.86	31.55	33.23	51	106	121	1777	2254	2692	-477
1257+00	100	11.39	43.96	34.94	47	140	126	1824	2393	2818	-570
1258+00	100	12.72	63.95	39.62	45	200	138	1868	2593	2956	-725
1259+00	100	13.11	91.76	43.88	48	288	155	1916	2882	3111	-966
1260+00	100	12.95	76.72	42.65	48	312	160	1964	3194	3271	-1229
1261+00	100	57.85	7.10	50.72	131	155	173	2095	3349	3444	-1253
1262+00	100	167.48	0.00	54.00	417	13	194	2513	3362	3638	-849
1263+00	100	121.64	0.27	38.77	535	0	172	3048	3362	3810	-314
1264+00	100	41.10	13.41	38.32	301	25	143	3349	3388	3952	-38
1265+00	100	64.30	91.64	45.75	195	195	156	3545	3582	4108	-38
1266+00	100	126.24	107.36	45.00	353	369	168	3897	3951	4276	-53
1267+00	100	20.45	108.30	46.75	272	399	170	4169	4350	4446	-181
1268+00	100	53.21	219.09	65.25	136	606	207	4306	4956	4653	-651
1269+00	100	39.86	160.45	61.50	172	703	235	4478	5659	4888	-1181
1270+00	100	100.02	65.98	46.50	259	419	200	4737	6079	5088	-1342
1271+00	100	101.36	17.96	38.25	373	155	157	5110	6234	5245	-1124
1272+00	100	167.41	0.23	29.32	498	34	125	5608	6268	5370	-660
1273+00	100	163.34	1.54	29.32	613	3	109	6220	6271	5479	-51
1274+00	100	126.51	2.78	29.32	537	8	109	6757	6279	5587	478
1275+00	100	118.66	0.99	27.86	454	7	106	7211	6286	5693	925
1275+94	94	54.54	0.00	24.00	300	2	90	7511	6288	5783	1223
Column totals					7,511	6288	5783				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-5-14/CAT. 1000 (STA 1309+93 'TWNB' - 1337+00 'TWNB'): STAGE 2 - IH 39/90 NB 'TWNB'

STATION	Distance	Area			Incremental Volume			Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Fill Note 2 (CY)	EBS Note 3 (CY)	Cut 1.00 Note 4	Fill 1.00 Note 5	EBS 1.00	Note 6
1309+93		54.23	0.00	32.66							
1310+00	7	49.85	0.00	33.03	13	0	8	13	0	8	13
1311+00	100	40.48	0.00	29.24	167	0	115	181	0	124	181
1312+00	100	40.08	0.00	30.66	149	0	111	330	0	235	330
1313+00	100	35.10	0.00	34.73	139	0	121	469	0	356	469
1314+00	100	30.90	1.16	37.07	122	2	133	591	2	489	589
1315+00	100	20.72	22.74	37.65	96	44	138	687	46	627	641
1316+00	100	14.66	50.65	32.34	66	136	130	752	182	757	570
1317+00	100	13.97	84.21	34.33	53	250	123	805	432	880	373
1318+00	100	15.16	83.44	38.04	54	310	134	859	743	1014	117
1319+00	100	17.07	65.99	41.78	60	277	148	919	1019	1162	-100
1320+00	100	14.29	66.21	36.17	58	245	144	977	1264	1306	-287
1321+00	100	37.25	38.27	31.50	95	193	125	1073	1458	1432	-385
1322+00	100	78.83	21.39	29.25	215	110	113	1288	1568	1544	-280
1323+00	100	64.35	47.46	32.25	265	127	114	1553	1695	1658	-143
1324+00	100	14.88	175.94	44.44	147	414	142	1699	2109	1800	-410
1325+00	100	14.72	220.25	48.20	55	734	172	1754	2843	1972	-1089
1326+00	100	16.49	189.03	45.86	58	758	174	1812	3601	2146	-1789
1327+00	100	17.70	94.52	36.00	63	525	152	1875	4126	2297	-2251
1328+00	100	20.23	82.44	36.00	70	328	133	1946	4454	2431	-2508
1329+00	100	24.26	77.49	36.75	82	296	135	2028	4750	2565	-2722
1330+00	100	28.04	68.03	34.50	97	269	132	2125	5019	2697	-2894
1331+00	100	65.73	72.36	32.25	174	260	124	2298	5279	2821	-2981
1332+00	100	64.76	67.30	32.25	242	259	119	2540	5538	2940	-2998
1333+00	100	68.16	30.01	30.75	246	180	117	2786	5718	3057	-2932
1334+00	100	49.40	11.82	27.75	218	77	108	3004	5796	3165	-2792
1335+00	100	51.71	4.94	26.17	187	31	100	3191	5827	3265	-2635
1336+00	100	78.40	0.00	26.17	241	9	97	3432	5836	3362	-2404
1337+00	100	76.43	0.00	26.17	287	0	97	3719	5836	3459	-2117
Column totals					3,719	5,836	3,459				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 3-1-15/CAT. 1000 (STA 1120+00 'TWNB' - STA 1195+33 'TWNB'): STAGE 3 - IH 39/90 NB 'TWNB'

STATION	Distance	Area Cut (SF)	Area Fill (SF)	Area EBS (SF)	Incremental Volume Cut Note 1 (CY)	Incremental Volume Fill Note 2 (CY)	Incremental Volume EBS Note 3 (CY)	Cumulative Vol (CY) Cut 1.00 Note 4	Cumulative Vol (CY) Fill 1.00 Note 5	Cumulative Vol (CY) EBS 1.00	Mass Ordinate Note 6
1120+00		6.39	6.04	0.00							
1121+00	100	5.27	9.17	0.00	22	28	0	22	28	0	-7
1122+00	100	6.96	4.76	0.00	23	26	0	44	54	0	-10
1123+00	100	7.32	6.10	0.00	26	20	0	71	74	0	-3
1124+00	100	7.23	5.68	0.00	27	22	0	98	96	0	2
1125+00	100	8.90	4.34	0.00	30	19	0	128	114	0	13
1126+00	100	7.47	11.40	0.00	30	29	0	158	144	0	14
1127+00	100	22.03	8.58	0.00	55	37	0	212	181	0	32
1128+00	100	51.82	9.96	0.00	137	34	0	349	215	0	134
1129+00	100	16.44	8.33	0.00	126	34	0	476	249	0	227
1130+00	100	8.04	16.08	0.00	45	45	0	521	294	0	227
1131+00	100	15.20	14.87	0.00	43	57	0	564	351	0	213
1132+00	100	7.33	35.46	0.00	42	93	0	606	445	0	161
1133+00	100	5.73	45.97	0.00	24	151	0	630	595	0	35
1134+00	100	5.37	60.62	0.00	21	197	0	650	793	0	-142
1135+00	100	4.17	107.83	0.00	18	312	0	668	1105	0	-437
1136+00	100	33.12	88.35	0.00	69	363	0	737	1468	0	-731
1137+00	100	102.28	92.33	0.00	251	335	0	988	1803	0	-815
1138+00	100	99.27	82.68	0.00	373	324	0	1361	2127	0	-765
1139+00	100	40.75	91.56	0.00	259	323	0	1620	2449	0	-829
1140+00	100	55.36	56.06	0.00	178	273	0	1798	2723	0	-924
1141+00	100	93.46	49.29	0.00	276	195	0	2074	2918	0	-844
1142+00	100	61.42	52.28	0.00	287	188	0	2361	3106	0	-745
1143+00	100	7.19	38.03	0.00	127	167	0	2488	3273	0	-785
1144+00	100	43.65	1.29	0.00	94	73	0	2582	3346	0	-764
1145+00	100	110.76	3.78	0.00	286	9	0	2868	3355	0	-487
1146+00	100	193.13	8.26	0.00	563	22	0	3431	3378	0	53
1147+00	100	347.88	4.23	0.00	1002	23	0	4433	3401	0	1032
1148+00	100	574.37	1.88	0.00	1708	11	0	6140	3412	0	2728
1149+00	100	520.66	2.27	0.00	2028	8	0	8168	3420	0	4749
1150+00	100	348.86	3.84	0.00	1610	11	0	9779	3431	0	6348
1151+00	100	299.64	4.98	0.00	1201	16	0	10979	3447	0	7532
1152+00	100	89.68	14.05	0.00	721	35	0	11700	3483	0	8218
1153+00	100	477.81	0.00	0.00	1051	26	0	12751	3509	0	9243
1154+00	100	12.75	153.74	6.33	908	285	12	13660	3793	12	9866
1155+00	100	6.13	215.71	6.33	35	684	23	13695	4478	35	9217
1156+00	100	6.37	112.20	6.33	23	607	23	13718	5085	59	8633
1157+00	100	9.29	33.15	6.00	29	269	23	13747	5354	81	8393
1158+00	100	90.25	8.78	4.84	184	78	20	13931	5432	102	8500
1159+00	100	208.26	10.00	4.84	553	35	18	14484	5466	120	9018
1160+00	100	207.27	15.02	4.84	769	46	18	15254	5513	137	9741
1161+00	100	262.28	6.24	4.84	870	39	18	16123	5552	155	10571
1162+00	100	389.95	7.04	4.84	1208	25	18	17331	5577	173	11754
1163+00	100	481.17	9.85	4.84	1613	31	18	18944	5608	191	13336
1164+00	100	653.76	9.27	4.84	2102	35	18	21046	5643	209	15402
1165+00	100	734.31	4.67	4.84	2570	26	18	23616	5669	227	17947
1166+00	100	853.72	3.58	4.84	2941	15	18	26557	5684	245	20873
1167+00	100	842.45	12.14	4.84	3141	29	18	29698	5714	263	23984
1168+00	100	924.14	10.68	4.84	3271	42	18	32969	5756	281	27214
1169+00	100	878.36	6.42	4.84	3338	32	18	36307	5787	299	30520
1170+00	100	802.72	17.75	4.84	3113	45	18	39420	5832	317	33588
1171+00	100	922.89	8.65	4.84	3196	49	18	42616	5881	335	36735
1172+00	100	941.55	9.05	4.84	3453	33	18	46069	5914	353	40155
1173+00	100	938.54	11.52	4.84	3482	38	18	49550	5952	371	43598
1174+00	100	917.54	8.12	4.84	3437	36	18	52987	5988	389	46999
1175+00	100	903.16	6.10	4.84	3372	26	18	56359	6015	407	50344
1176+00	100	559.99	13.37	4.84	2710	36	18	59069	6051	424	53018
1177+00	100	120.20	125.01	5.17	1260	256	19	60328	6307	443	54021
1178+00	100	23.12	929.42	11.00	265	1953	30	60594	8260	473	52334
1179+00	100	19.80	1464.21	11.00	79	4433	41	60673	12692	514	47981
1180+00	100	11.71	1675.97	11.00	58	5815	41	60731	18507	554	42224
1181+00	100	5.05	1601.83	11.00	31	6070	41	60762	24577	595	36185
1182+00	100	15.22	1483.76	11.00	38	5714	41	60800	30291	636	30508
1183+00	100	20.05	1441.77	11.00	65	5418	41	60865	35709	677	25156
1184+00	100	41.14	1315.02	11.00	113	5105	41	60979	40814	717	20164
1185+00	100	37.75	1274.09	11.00	146	4795	41	61125	45609	758	15516
1186+00	100	13.65	1111.68	11.00	95	4418	41	61220	50027	799	11193
1187+00	100	45.00	639.81	11.00	109	3244	41	61328	53271	840	8058

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

STATION	Distance	Area Cut (SF)	Area Fill (SF)	Area EBS (SF)	Incremental Volume Cut Note 1 (CY)	Incremental Volume Fill Note 2 (CY)	Incremental Volume EBS Note 3 (CY)	Cumulative Vol (CY) Cut 1.00 Note 4	Cumulative Vol (CY) Fill 1.00 Note 5	Cumulative Vol (CY) EBS 1.00	Mass Ordinate Note 6
1188+00	100	24.18	525.01	11.00	128	2157	41	61456	55428	880	6029
1189+00	100	18.97	481.64	11.00	80	1864	41	61536	57292	921	4245
1190+00	100	1.90	594.69	11.00	39	1993	41	61575	59285	962	2290
1191+00	100	4.09	870.52	11.00	11	2713	41	61586	61998	1003	-412
1192+00	100	11.94	971.57	11.00	30	3411	41	61616	65410	1043	-3794
1193+00	100	8.93	796.31	11.00	39	3274	41	61654	68683	1084	-7029
1194+00	100	1.01	867.93	11.00	18	3082	41	61673	71765	1125	-10093
1195+00	100	2.81	719.50	11.00	7	2940	41	61680	74705	1166	-13025
1195+33	33	1.02	726.31	11.00	2	874	13	61682	75580	1179	-13897
				Column totals	61,682	75,580	1,179				

DIVISION 3-2-16/CAT. 1000 (STA 1196+80 'TWNB' - STA 1205+33 'TWNB'): STAGE 3 - IH 39/90 NB 'TWNB'

STATION	Distance	Area Cut (SF)	Area Fill (SF)	Area EBS (SF)	Incremental Volume Cut Note 1 (CY)	Incremental Volume Fill Note 2 (CY)	Incremental Volume EBS Note 3 (CY)	Cumulative Vol (CY) Cut 1.00 Note 4	Cumulative Vol (CY) Fill 1.00 Note 5	Cumulative Vol (CY) EBS 1.00	Mass Ordinate Note 6
1196+80		2.61	726.84	66.67							
1197+00	20	4.62	682.05	66.67	3	527	50	3	527	50	-525
1198+00	100	79.86	721.72	66.67	156	2600	247	159	3127	297	-2968
1199+00	100	365.97	1031.55	73.33	826	3247	259	985	6374	556	-5389
1200+00	100	200.03	1450.86	76.67	1048	4597	278	2033	10971	834	-8938
1201+00	100	186.43	1542.57	76.67	716	5543	284	2748	16514	1118	-13766
1202+00	100	190.19	1431.28	76.67	697	5507	284	3446	22021	1402	-18575
1203+00	100	260.65	1315.91	76.67	835	5087	284	4281	27109	1686	-22828
1204+00	100	298.81	677.76	76.67	1036	3692	284	5317	30801	1970	-25484
1205+00	100	52.71	83.04	76.67	651	1409	284	5968	32210	2254	-26242
1205+33	33	4.90	85.20	76.67	35	103	94	6003	32313	2348	-26310
				Column totals	6,003	32,313	2,348				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 3-3-17/CAT. 1000 (STA 1206+42 'TWNB' - STA 1245+69 'TWNB'): STAGE 3 - IH 39/90 NB 'TWNB'

STATION	Distance	Area			Incremental Volume			Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Fill Note 2 (CY)	EBS Note 3 (CY)	Cut 1.00 Note 4	Fill 1.00 Note 5	EBS 1.00	Note 6
1206+42		7.09	40.45	10.90							
1207+00	58	119.43	0.00	10.90	137	44	24	137	44	24	93
1208+00	100	328.00	14.13	10.90	829	26	40	965	70	64	895
1209+00	100	417.54	66.32	11.63	1381	149	42	2346	219	106	2127
1210+00	100	250.32	287.71	13.13	1237	656	46	3583	874	151	2708
1211+00	100	187.40	299.69	15.00	811	1088	52	4393	1962	204	2431
1212+00	100	13.30	231.54	15.00	372	984	56	4765	2946	259	1819
1213+00	100	9.31	26.02	10.90	42	477	48	4807	3423	307	1384
1214+00	100	219.20	12.53	10.90	423	71	40	5230	3494	347	1735
1215+00	100	292.83	14.27	10.90	948	50	40	6178	3544	388	2634
1216+00	100	356.05	13.04	10.90	1202	51	40	7380	3595	428	3785
1217+00	100	384.04	11.71	10.90	1371	46	40	8750	3640	468	5110
1218+00	100	349.11	11.37	10.90	1358	43	40	10108	3683	509	6425
1219+00	100	327.40	14.99	10.90	1253	49	40	11361	3732	549	7629
1230+00	100	326.36	11.28	10.90	1211	49	40	12571	3781	590	8791
1231+00	100	360.42	8.42	10.90	1272	36	40	13843	3817	630	10026
1232+00	100	367.57	4.72	10.90	1348	24	40	15191	3841	670	11350
1233+00	100	309.00	15.61	10.90	1253	38	40	16444	3879	711	12565
1234+00	100	161.28	34.75	10.90	871	93	40	17315	3972	751	13343
1235+00	100	243.45	9.44	10.90	749	82	40	18064	4054	791	14010
1236+00	100	347.21	4.41	10.90	1094	26	40	19158	4080	832	15078
1237+00	100	280.39	2.92	10.90	1162	14	40	20320	4093	872	16227
1238+00	100	257.03	3.36	10.90	995	12	40	21316	4105	912	17211
1239+00	100	244.53	4.38	10.90	929	14	40	22245	4119	953	18125
1240+00	100	161.02	5.66	10.90	751	19	40	22996	4138	993	18858
1241+00	100	62.14	8.06	10.90	413	25	40	23409	4163	1034	19245
1242+00	100	71.04	43.41	10.90	247	95	40	23655	4259	1074	19397
1243+00	100	68.50	94.68	10.90	258	256	40	23914	4514	1114	19399
1244+00	100	53.51	134.49	10.90	226	424	40	24140	4939	1155	19201
1245+00	100	39.20	171.65	10.90	172	567	40	24311	5506	1195	18806
1245+69	69	38.86	160.79	10.90	100	424	28	24411	5930	1223	18481
				Column totals	24,411	5,930	1,223				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 3-3-18/CAT. 1000 (STA 1274+25 'TWNB' - STA 1279+15 'TWNB'): STAGE 3 - IH 39/90 NB 'TWNB'

STATION	Distance	Area			Incremental Volume			Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Fill Note 2 (CY)	EBS Note 3 (CY)	Cut 1.00 Note 4	Fill 1.00 Note 5	EBS 1.00	Note 6
1274+25		11.12	0.23	17.31							
1275+00	75	12.41	4.70	15.62	33	7	46	33	7	46	26
1276+00	100	18.82	4.50	13.50	58	17	54	91	24	100	67
1277+00	100	25.27	0.28	10.50	82	9	44	172	33	144	139
1278+00	100	43.34	0.00	12.00	127	1	42	299	33	186	266
1279+00	100	80.78	0.00	11.63	230	0	44	529	33	230	496
1279+15	15	33.55	0.00	11.63	32	0	7	561	33	236	528
				Column totals	561	33	236				

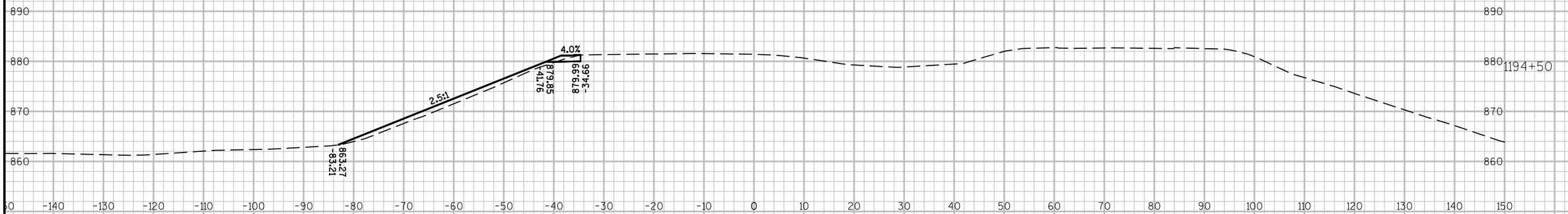
Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

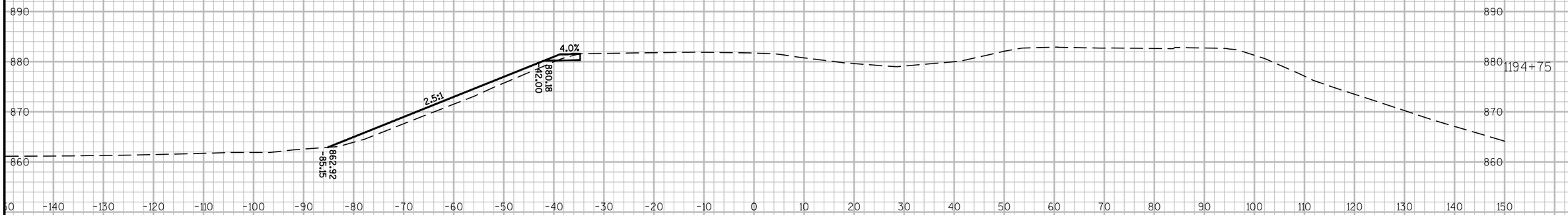
DIVISION 3-4-19/CAT. 1000 (STA 1297+81 'TWNB' - STA 1332+67 'TWNB'): STAGE 3 - IH 39/90 NB 'TWNB'

STATION	Distance	Area			Incremental Volume			Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Fill Note 2 (CY)	EBS Note 3 (CY)	Cut 1.00 Note 4	Fill 1.00 Note 5	EBS 1.00	Note 6
1297+81		12.66	0.00	13.82							
1298+00	19	24.88	0.00	30.86	13	0	16	13	0	16	13
1299+00	100	24.73	4.99	33.16	92	9	119	105	9	134	96
1300+00	100	22.23	26.07	34.06	87	58	124	192	67	259	125
1301+00	100	24.83	31.02	31.83	87	106	122	279	172	381	107
1302+00	100	22.32	35.03	32.33	87	122	119	367	295	500	72
1303+00	100	22.87	33.61	32.18	84	127	119	450	422	619	28
1304+00	100	20.37	32.41	31.57	80	122	118	530	544	737	-14
1305+00	100	29.94	30.79	30.56	93	117	115	623	661	852	-38
1306+00	100	26.32	22.56	30.29	104	99	113	728	760	965	-32
1307+00	100	33.65	26.59	27.59	111	91	107	839	851	1072	-12
1308+00	100	32.44	7.42	18.00	122	63	84	961	914	1157	47
1309+00	100	66.82	0.90	15.00	184	15	61	1145	929	1218	215
1310+00	100	128.26	0.01	11.45	361	2	49	1506	931	1267	575
1311+00	100	159.75	0.00	9.73	533	0	39	2040	931	1306	1108
1312+00	100	122.09	0.00	8.23	522	0	33	2561	931	1339	1630
1313+00	100	107.40	0.00	8.23	425	0	30	2986	931	1370	2055
1314+00	100	55.07	0.00	36.75	301	0	83	3287	931	1453	2356
1315+00	100	36.37	0.00	28.76	169	0	121	3457	931	1574	2526
1316+00	100	51.14	190.10	53.33	162	352	152	3619	1283	1726	2336
1317+00	100	14.29	344.20	61.56	121	989	213	3740	2273	1939	1467
1318+00	100	16.63	80.60	43.55	57	787	195	3797	3059	2134	738
1319+00	100	16.10	315.61	86.43	61	734	241	3858	3793	2374	65
1320+00	100	15.91	286.89	74.94	59	1116	299	3917	4909	2673	-992
1321+00	100	84.86	0.85	16.50	187	533	169	4104	5442	2842	-1338
1322+00	100	96.44	0.00	8.87	336	2	47	4439	5443	2889	-1004
1323+00	100	52.89	0.00	8.87	277	0	33	4716	5443	2922	-727
1324+00	100	59.93	12.20	21.75	209	23	57	4925	5466	2979	-541
1325+00	100	55.44	10.07	21.00	214	41	79	5138	5507	3058	-369
1326+00	100	41.11	0.77	12.00	179	20	61	5317	5527	3119	-210
1327+00	100	18.08	1.08	12.08	110	3	45	5427	5531	3164	-104
1328+00	100	16.84	1.67	13.32	65	5	47	5492	5536	3211	-44
1329+00	100	17.70	1.71	13.05	64	6	49	5556	5542	3260	14
1330+00	100	17.25	0.94	12.59	65	5	47	5620	5547	3307	73
1331+00	100	20.95	0.15	11.21	71	2	44	5691	5549	3351	142
1332+00	100	17.19	3.00	15.23	71	6	49	5762	5555	3400	207
1332+67	67	26.92	0.00	15.23	55	4	38	5817	5558	3438	258
				Column totals	5,817	5,558	3,438				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Fill: Does not include Unusable Pavement Excavation volume
3 - EBS:
- EBS volumes are based on the data found in the Soil Boring and Median Test Pit Logs
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
4 - Cut: Cut includes Salvaged/Unusable Pavement Material
5 - Fill: Does not include Unusable Pavement Excavation volume
6 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

BEGIN CONSTRUCTION STA 1194+47.36'TWSB'





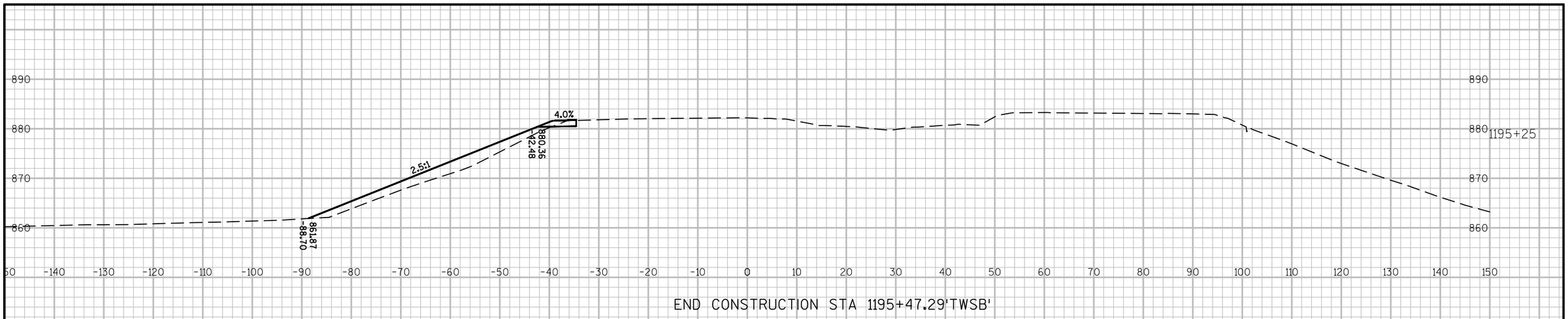
9

9

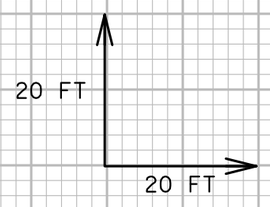
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 SB 'TWSB' (STAGE 1A)	SHEET 452	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090105_XS_TMC-TEA.DWG
LAYOUT NAME - (2)

PLOT DATE : 11/29/2017 1:34 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



END CONSTRUCTION STA 1195+47.29'TWSB'



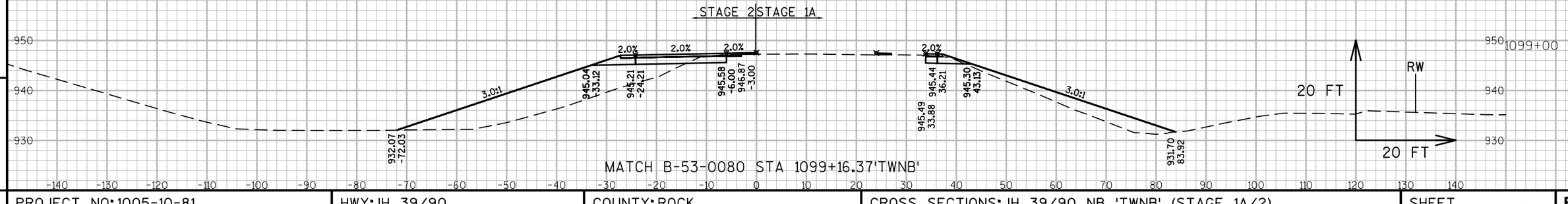
9

9

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 SB 'TWSB' (STAGE 1A)	SHEET 453	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090105_XS_TMC-TEA.DWG
LAYOUT NAME - (2)
PLOT DATE : 11/29/2017 1:34 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

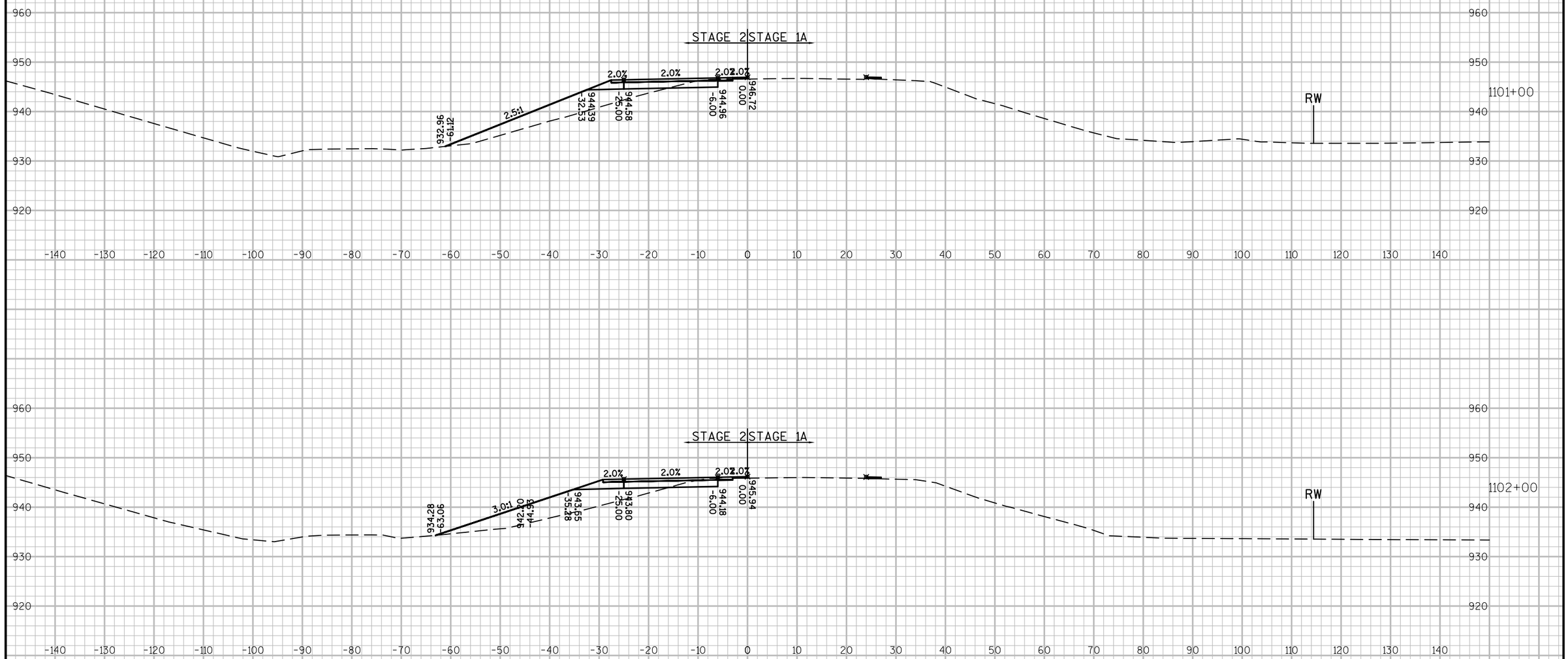
BEGIN PROJECT STA 1096+47.98'TWNB'

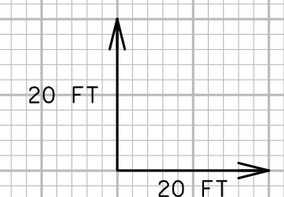


MATCH B-53-0080 STA 1099+16.37'TWNB'

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2)	SHEET 454	E

MATCH B-53-0080 STA 1100+24.20'TWNB'





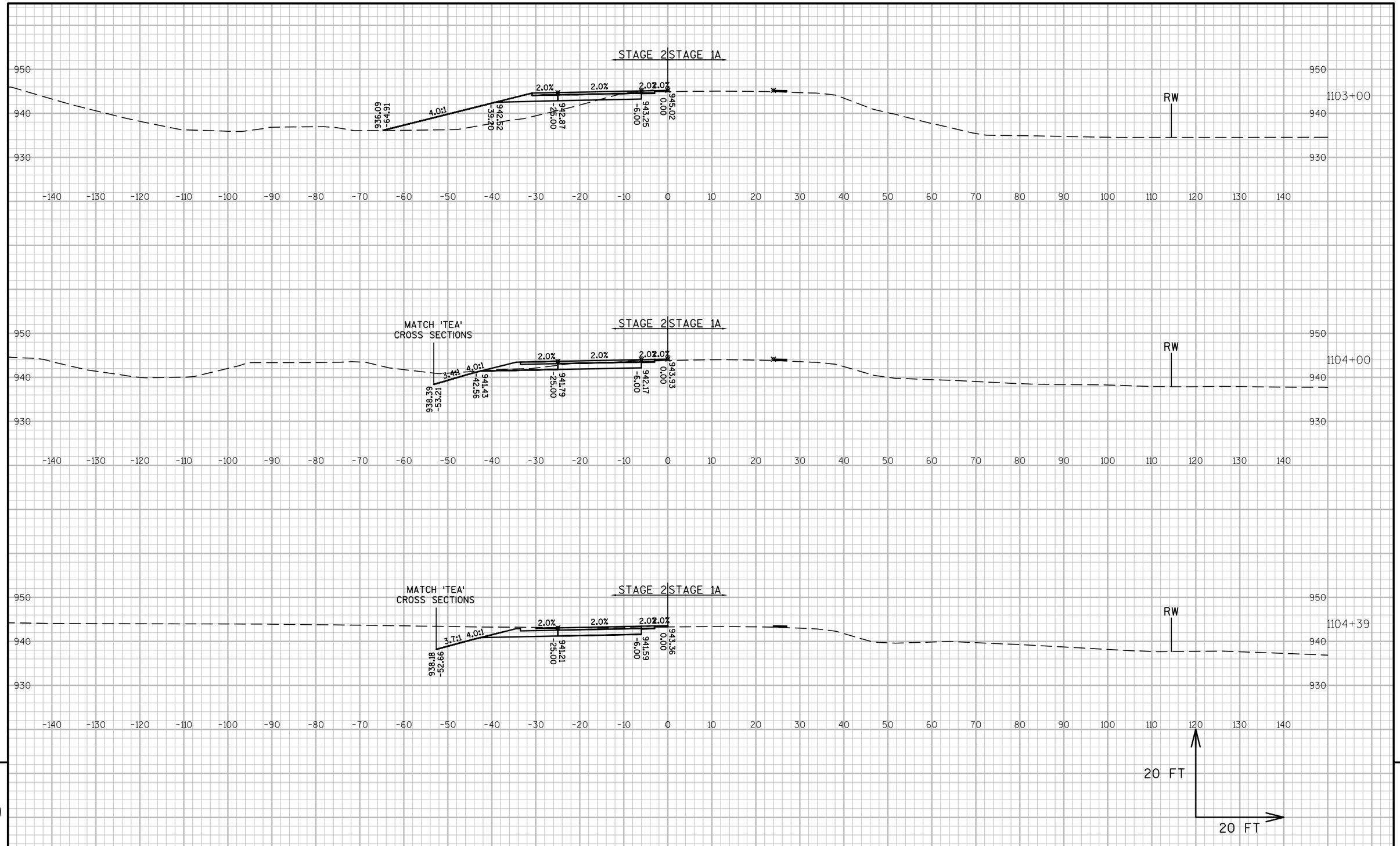
9

9

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2)	SHEET 455	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (1)

PLOT DATE : 11/29/2017 1:50 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



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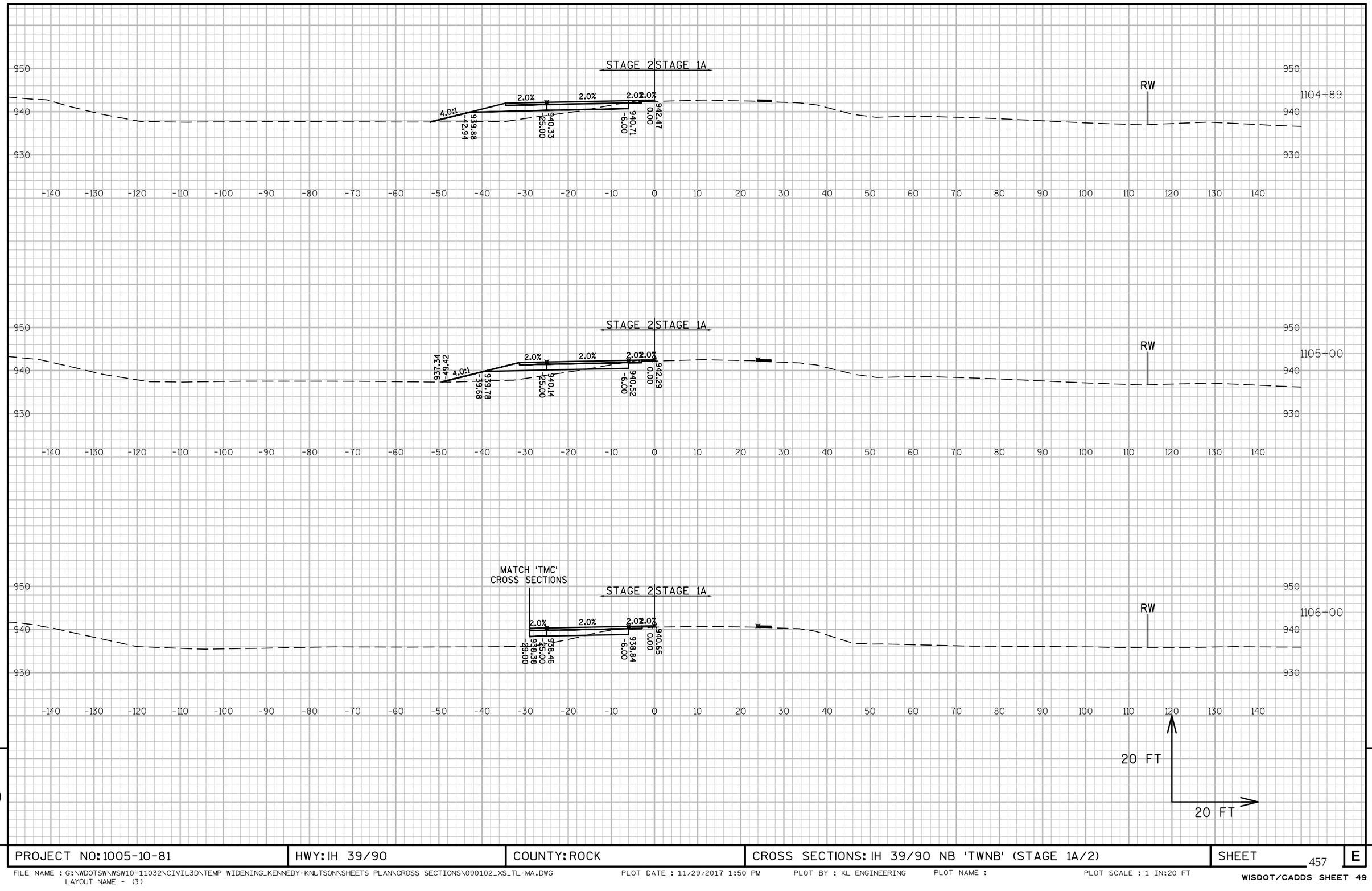
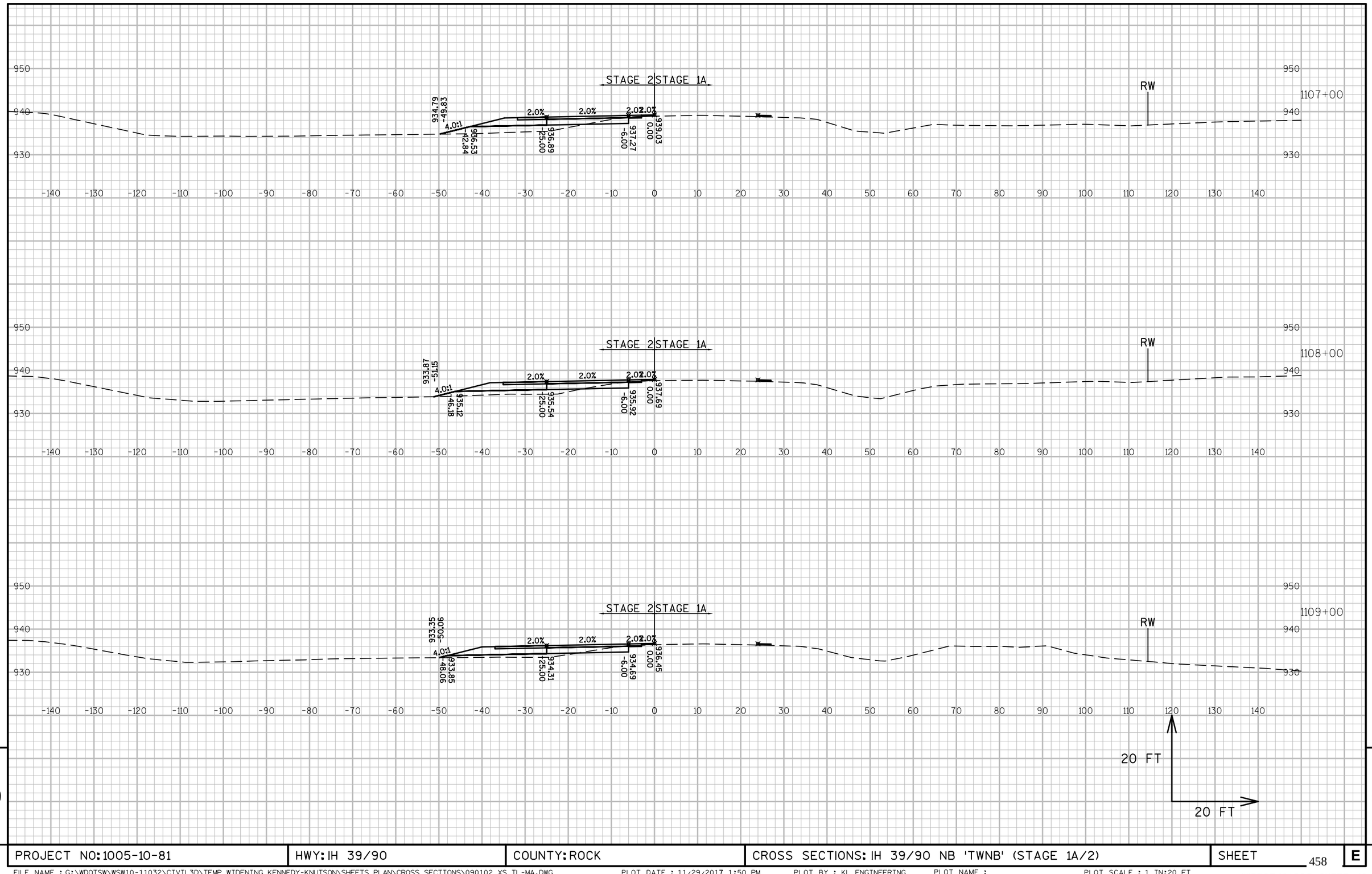
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2)	SHEET 456	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (2)
PLOT DATE : 11/29/2017 1:50 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2)	SHEET 457	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (3)
PLOT DATE : 11/29/2017 1:50 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



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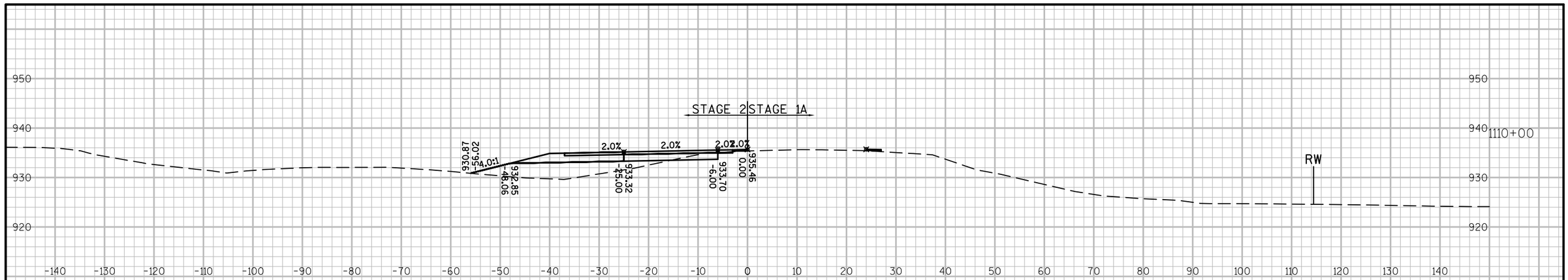
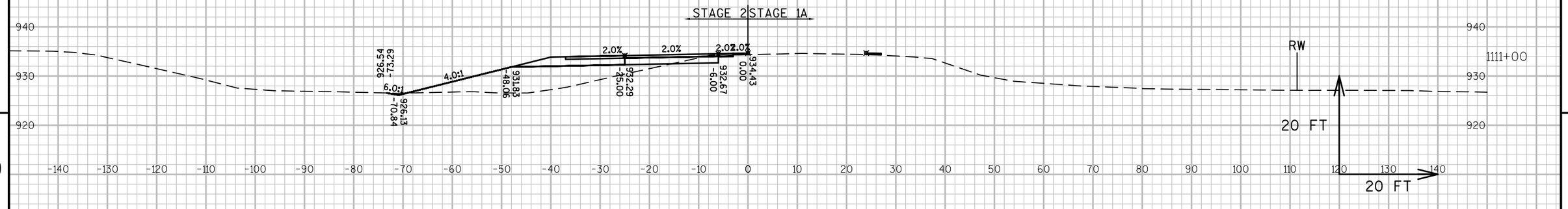
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2)	SHEET 458	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (4)
PLOT DATE : 11/29/2017 1:50 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



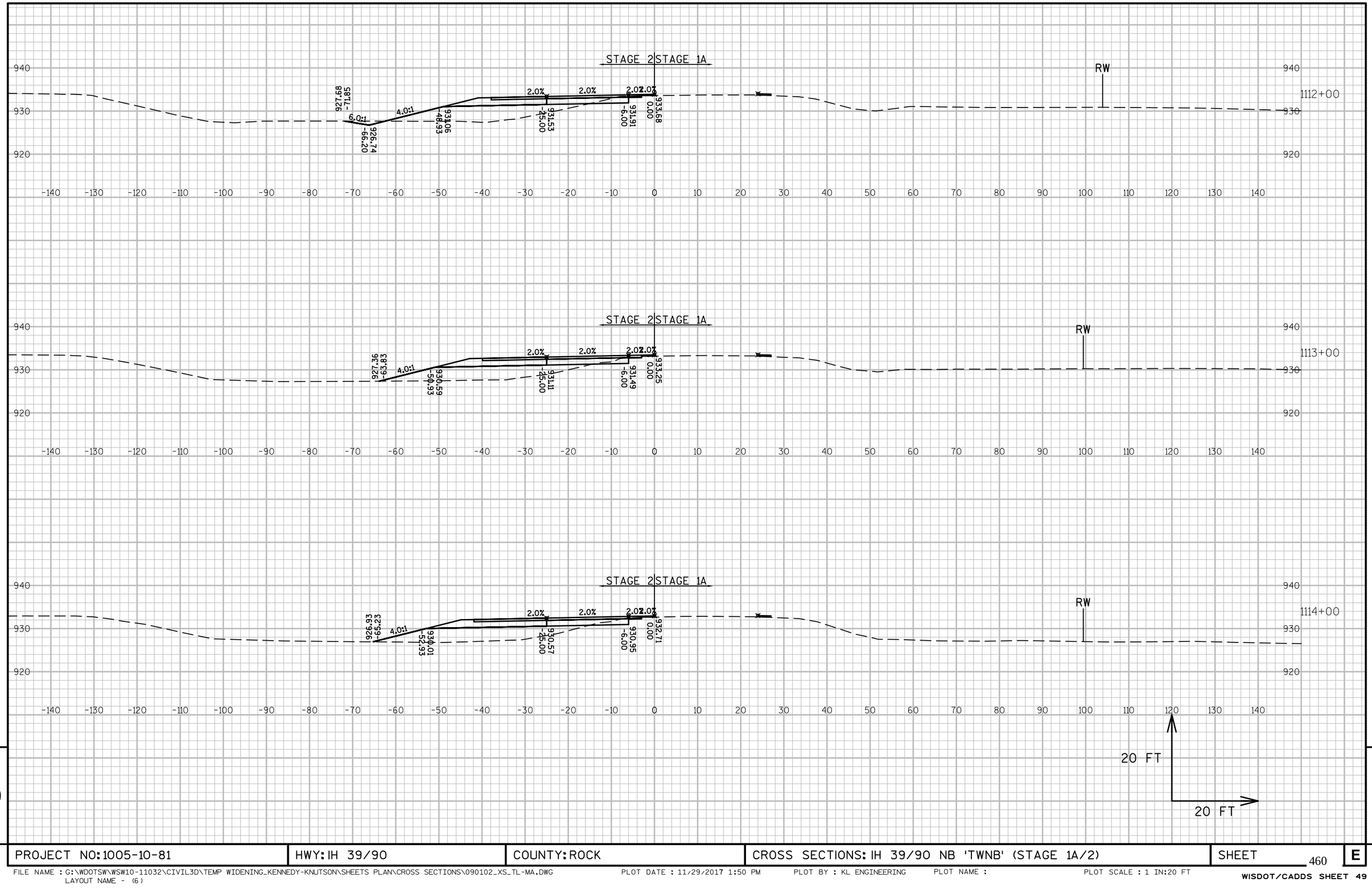
STA 1110+44.8'TWNB' LT
SKEW 0°19'15" LHF
1-29 LF 24" CPRC EXTENSION REQ'D
1-APRON ENDWALL REQ'D



9 9

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2)	SHEET 459	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (5)
PLOT DATE : 11/29/2017 1:50 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

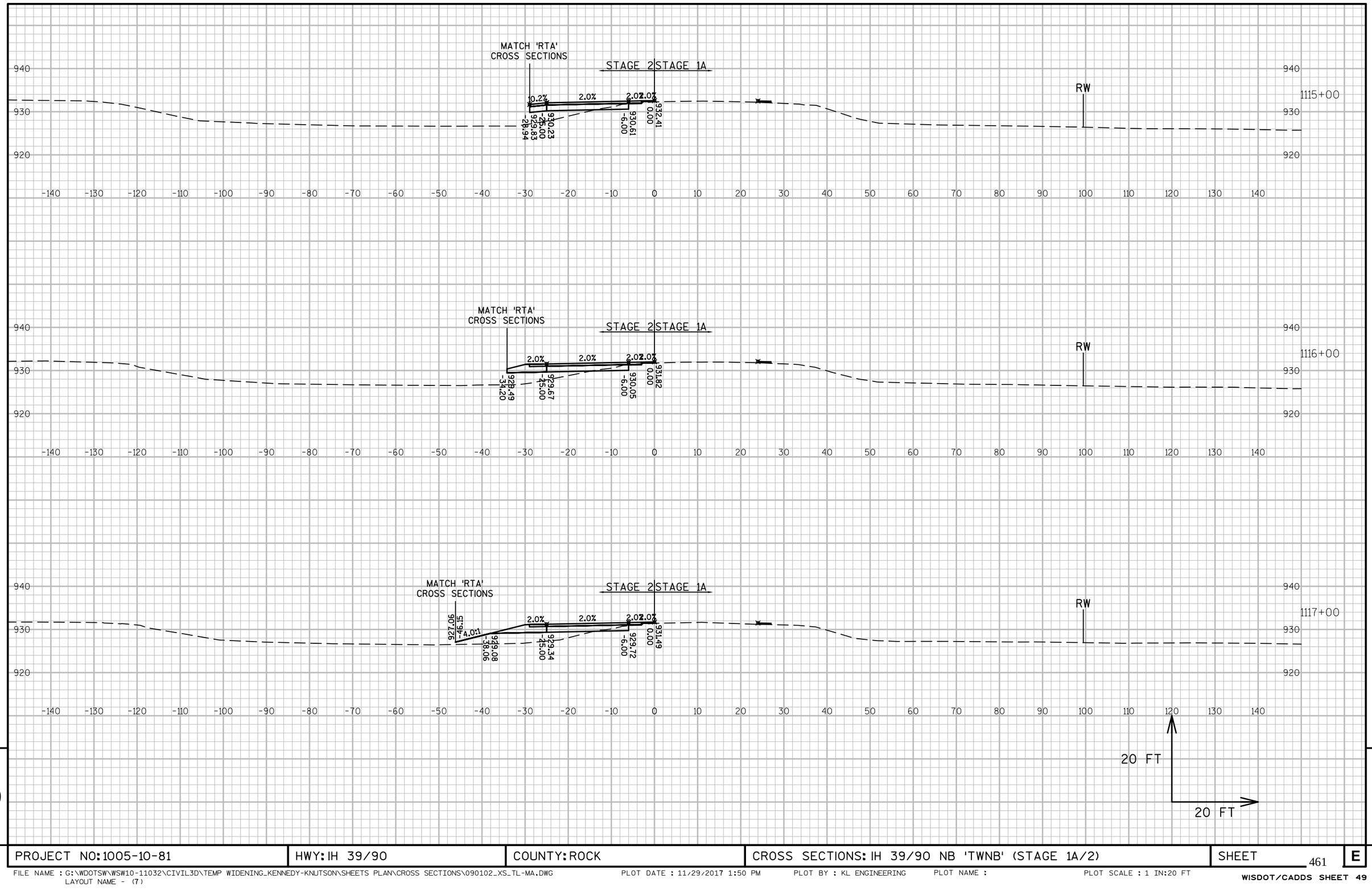


9

9

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2)	SHEET 460	E

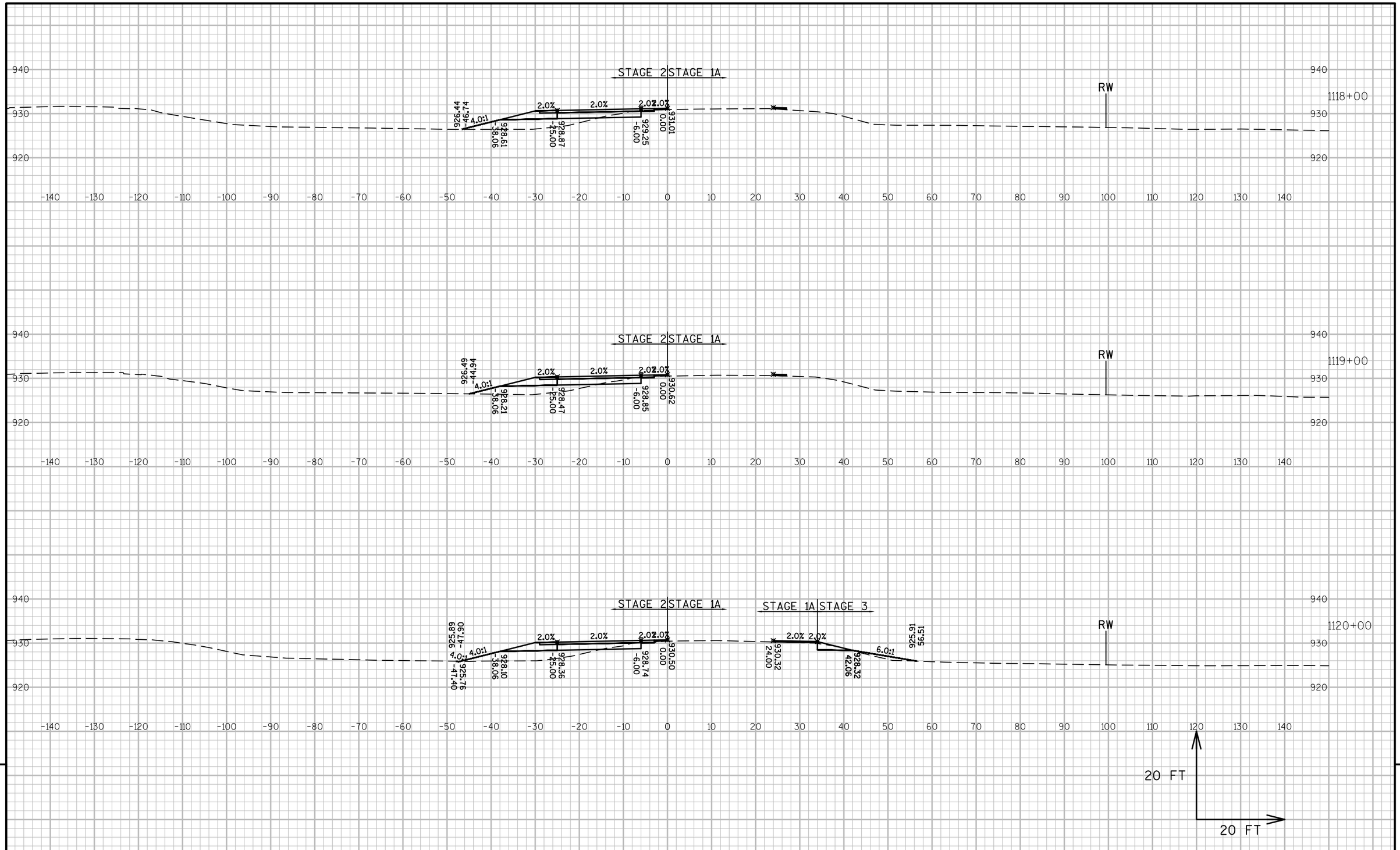
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (6)
PLOT DATE : 11/29/2017 1:50 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2)	SHEET 461	E



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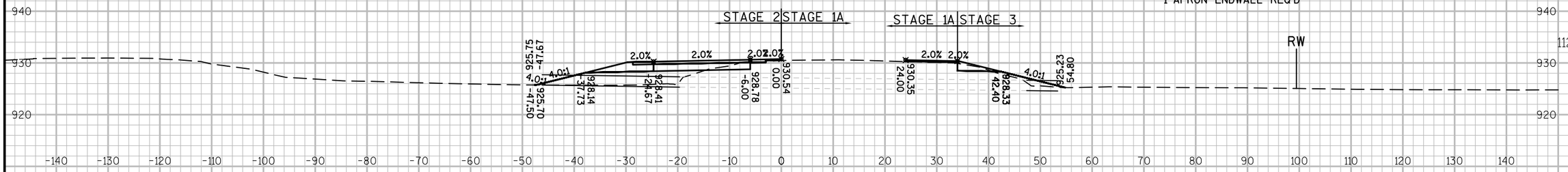
9

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2)	SHEET 462	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (8)

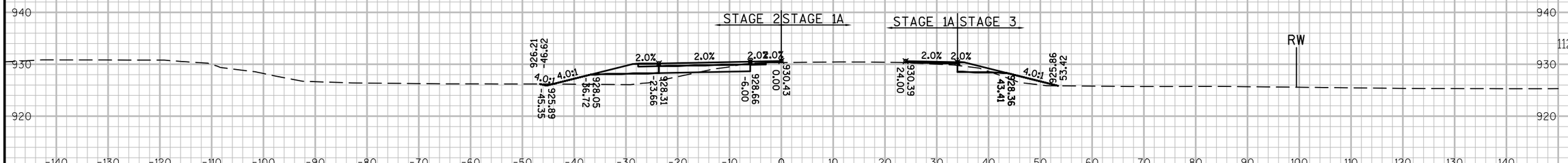
PLOT DATE : 11/29/2017 1:51 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

STA 1120+24.3'TWNB' LT
SKEW 0°38'20" LHF
1-24 LF 24" CPRC EXTENSION REQ'D
1-APRON ENDWALL REQ'D

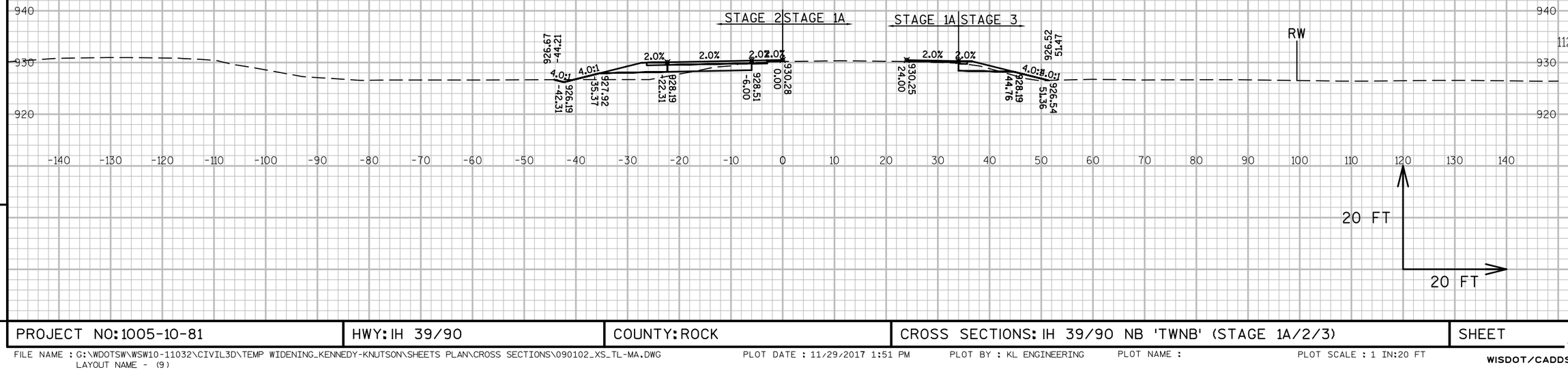


STA 1120+25.3'TWNB' RT
SKEW 0°38'20" LHF
1-24" CPRC EXTENSION REQ'D
1-APRON ENDWALL REQ'D

STA 1121+00



STA 1122+00

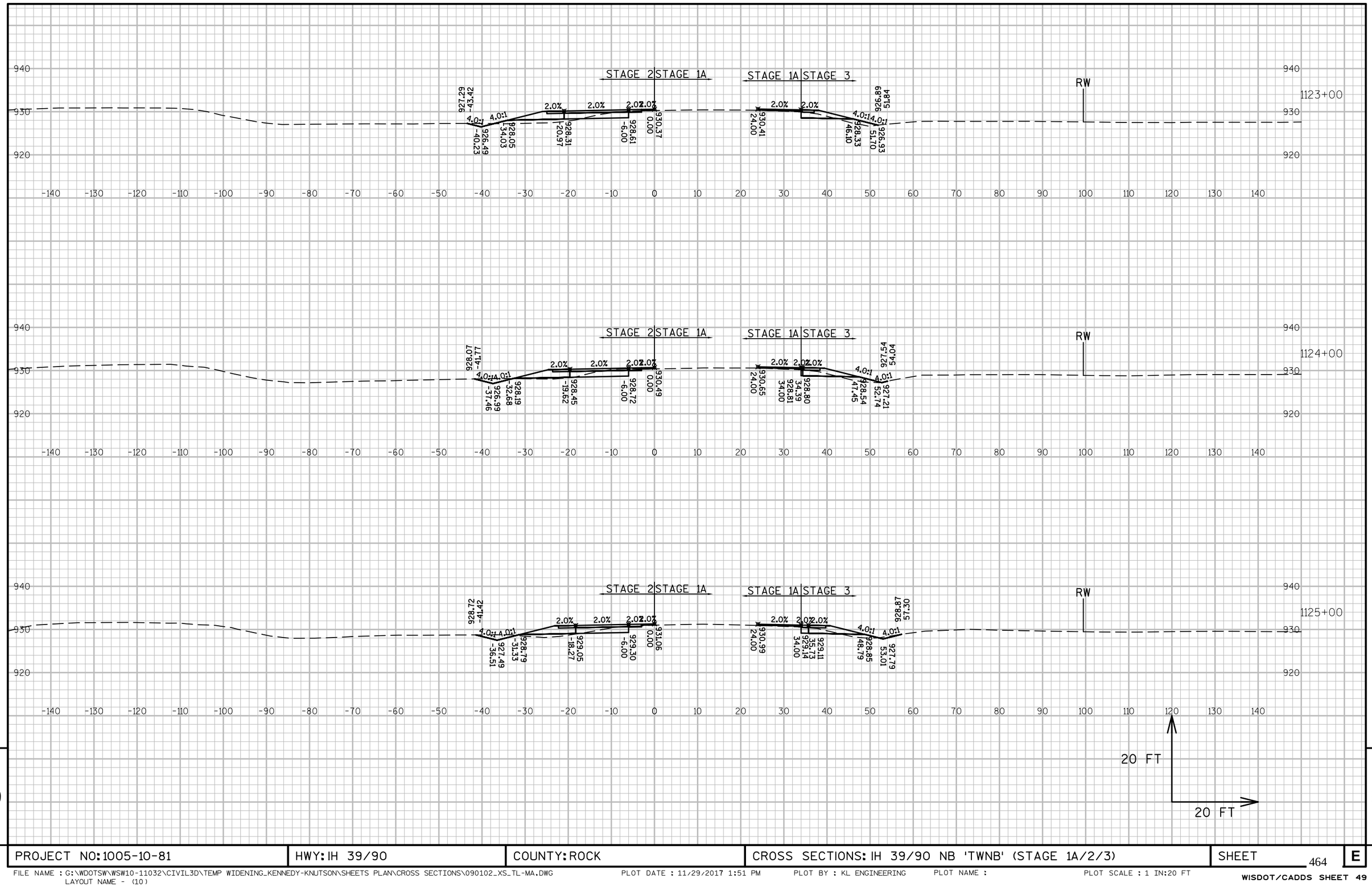


9

9

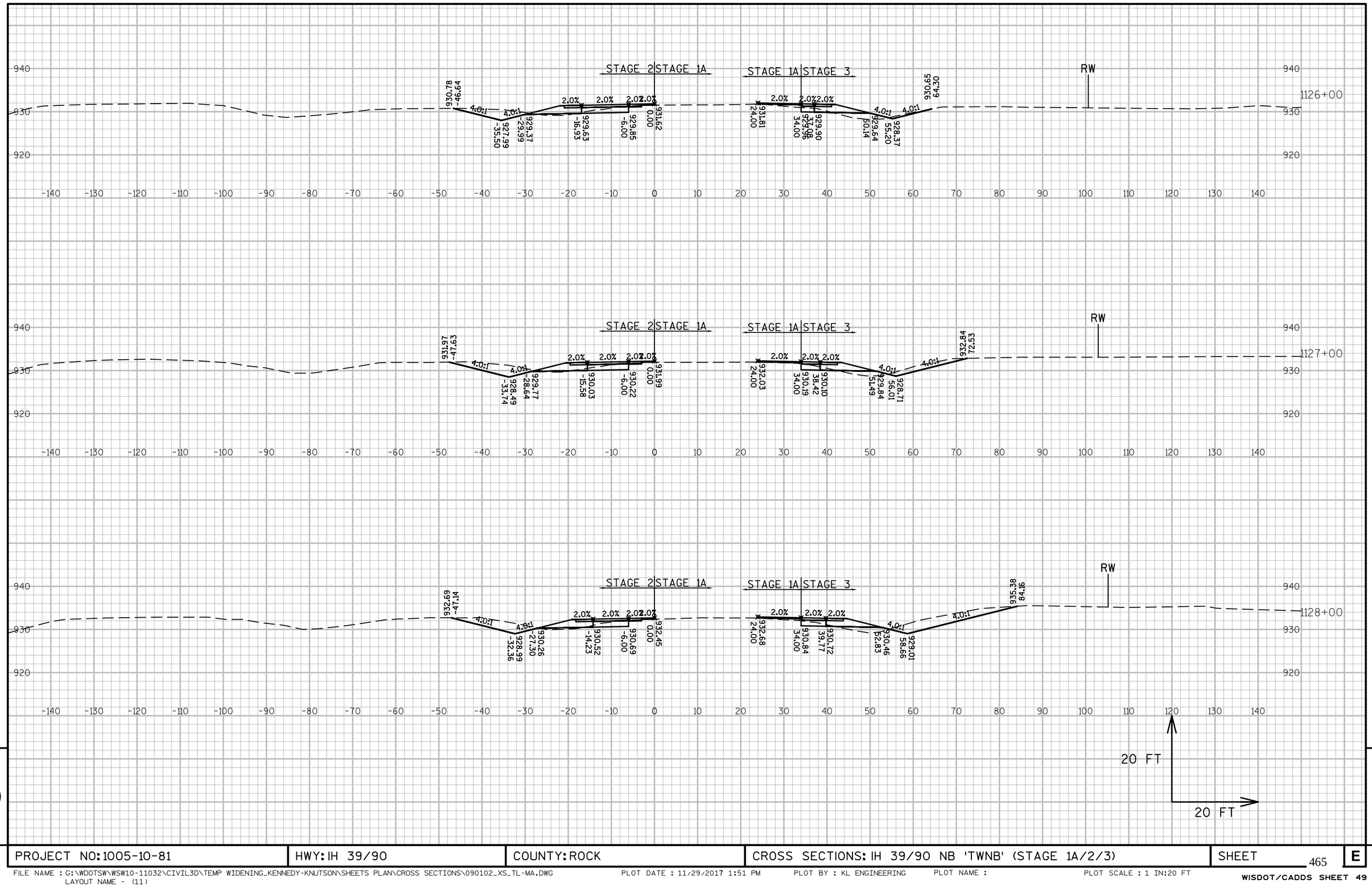
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 463	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (9)
PLOT DATE : 11/29/2017 1:51 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 464	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (10)
PLOT DATE : 11/29/2017 1:51 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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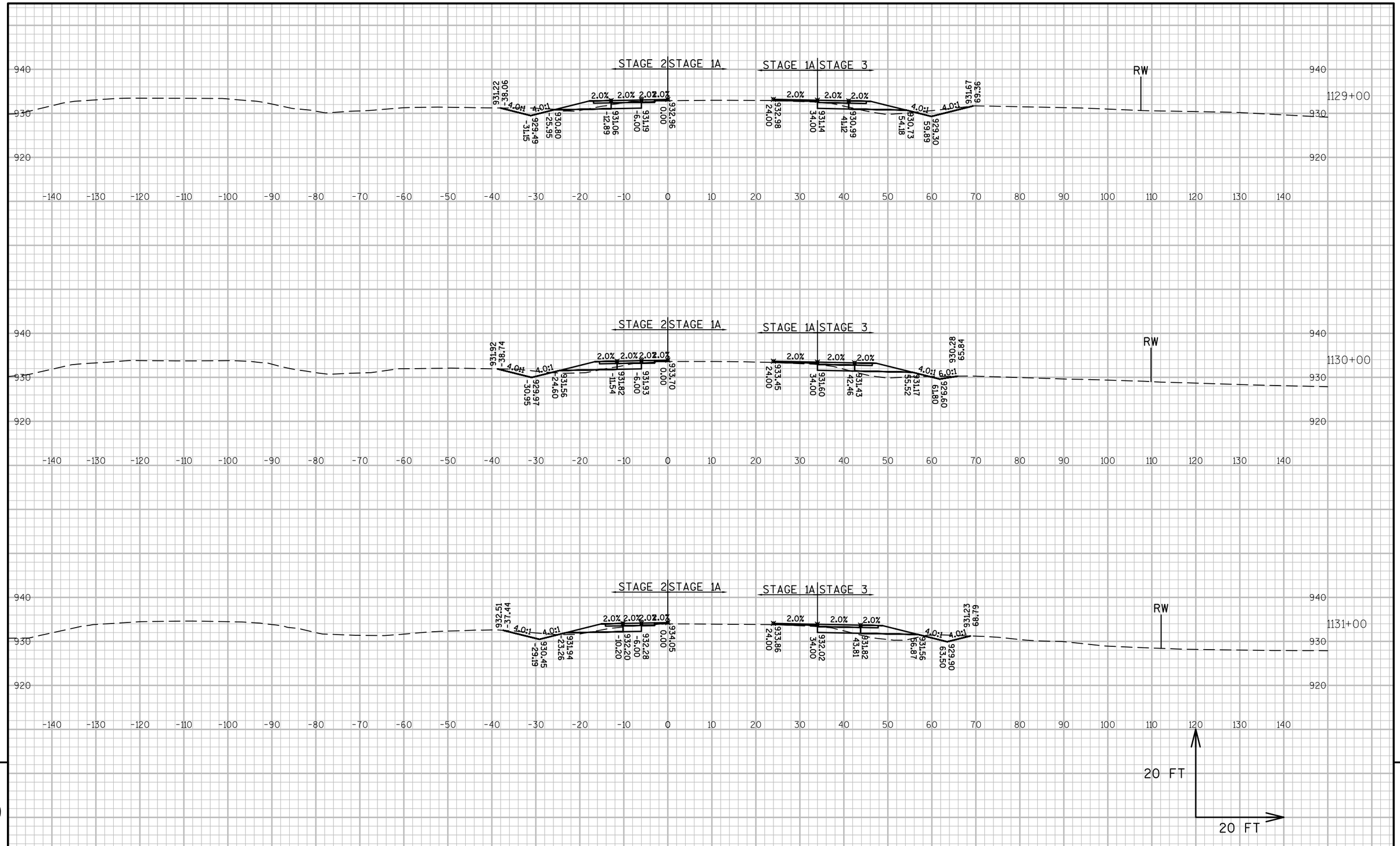
9

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 465	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (11)

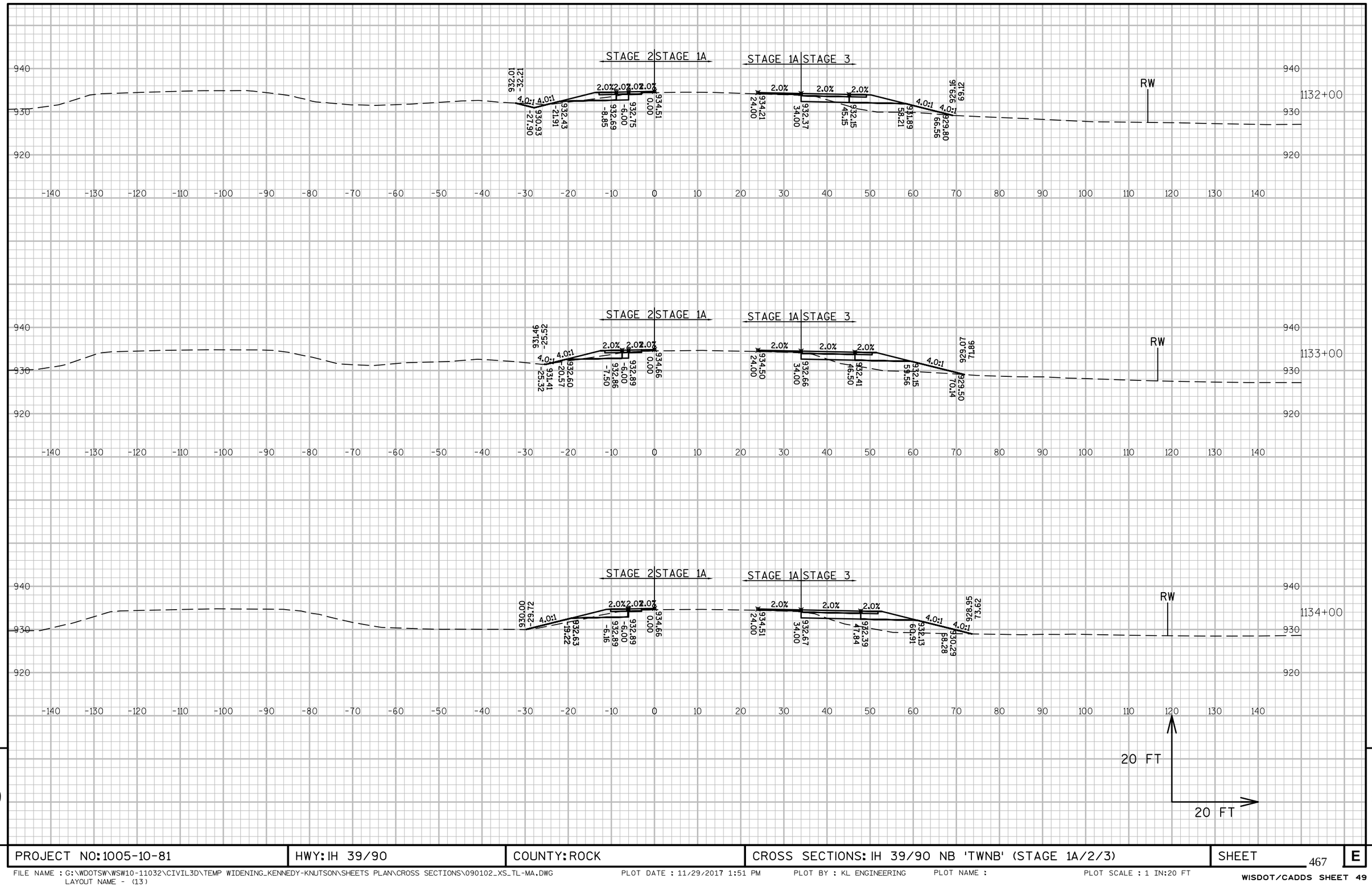
PLOT DATE : 11/29/2017 1:51 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

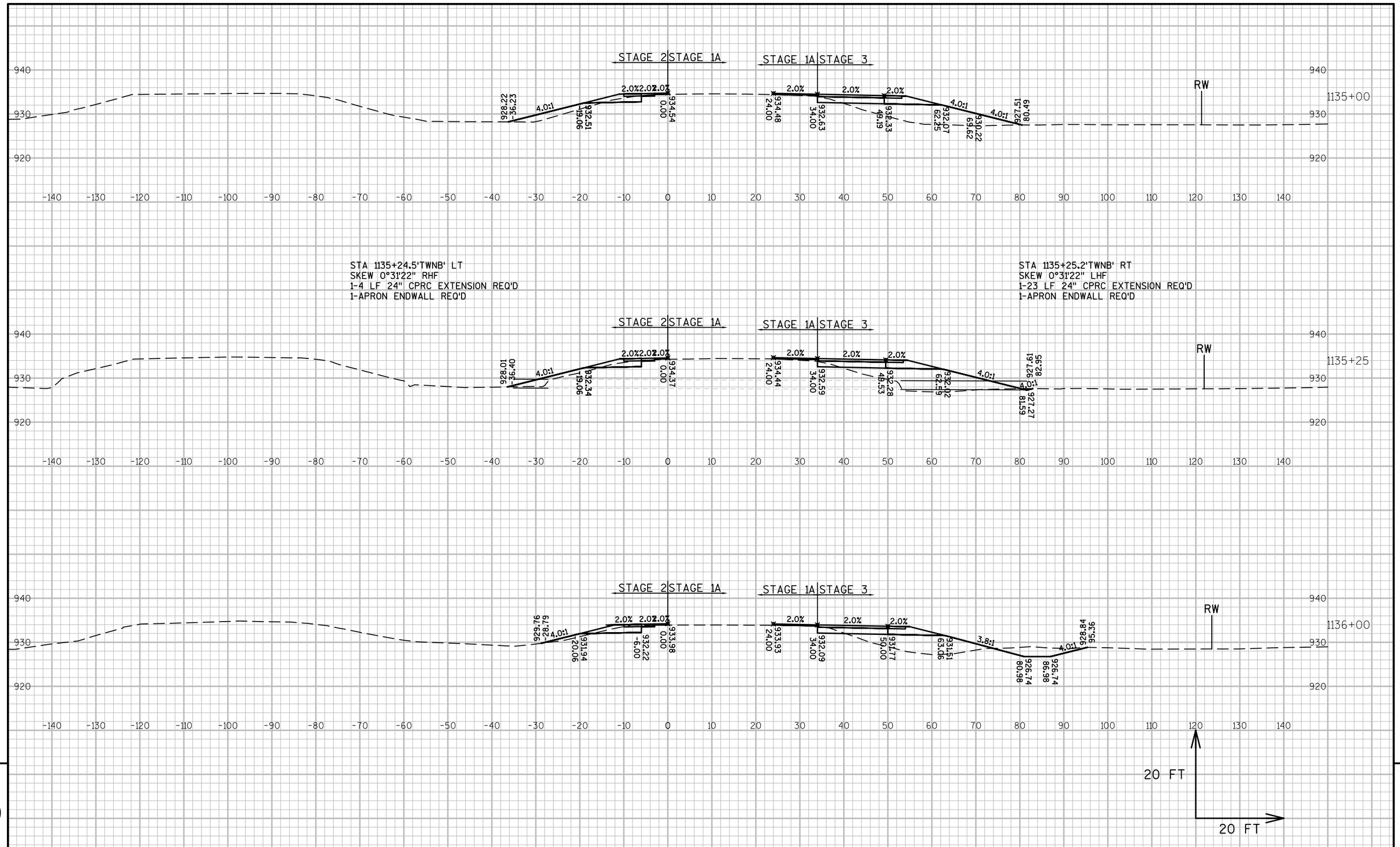
9

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 466	E

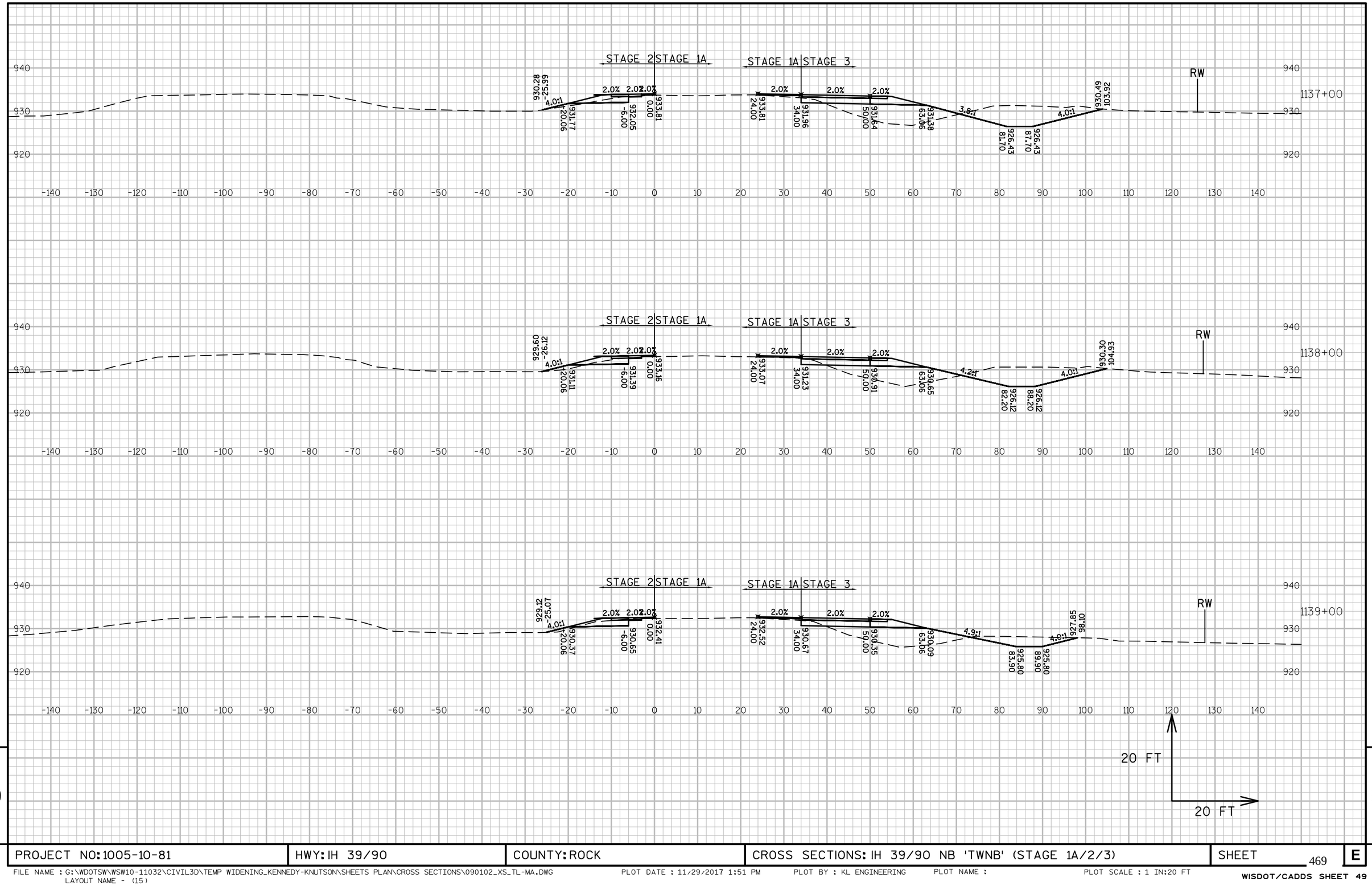


PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 467	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (13)
PLOT DATE : 11/29/2017 1:51 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 468	E



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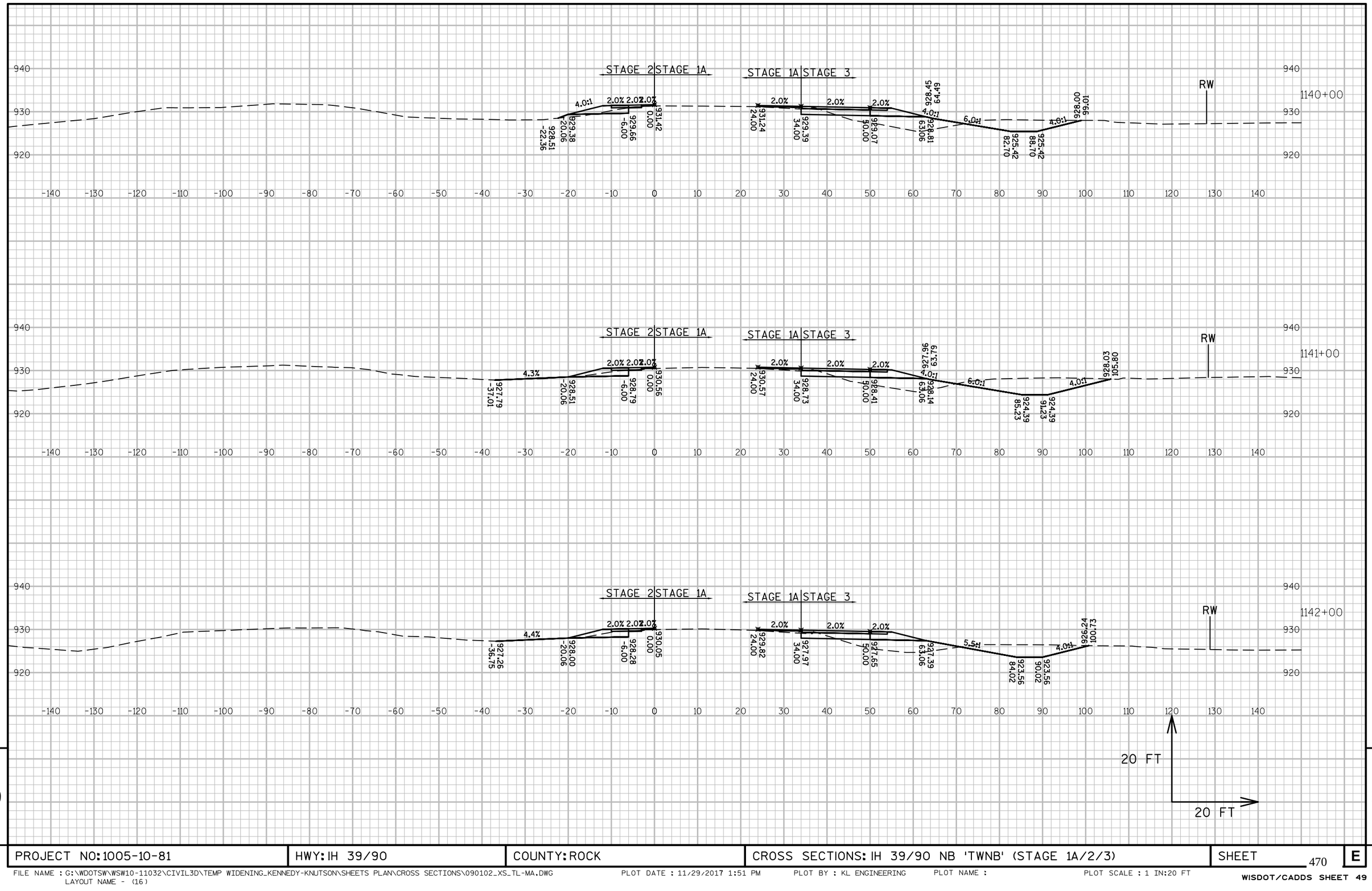
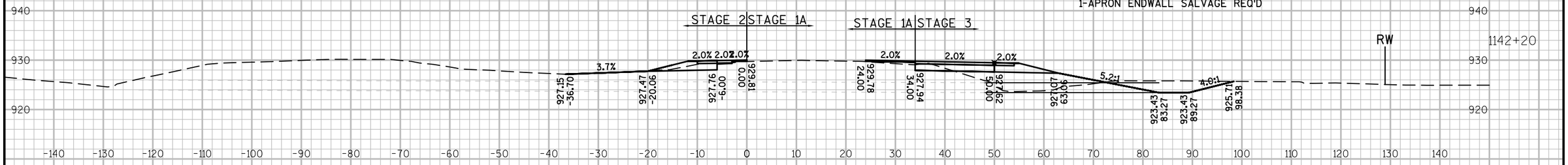
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 469	E

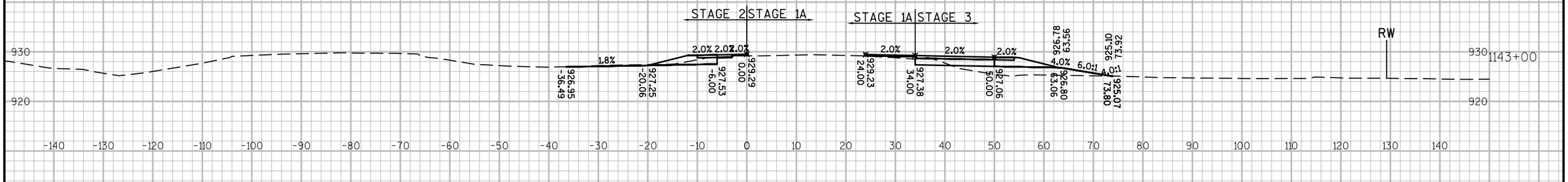


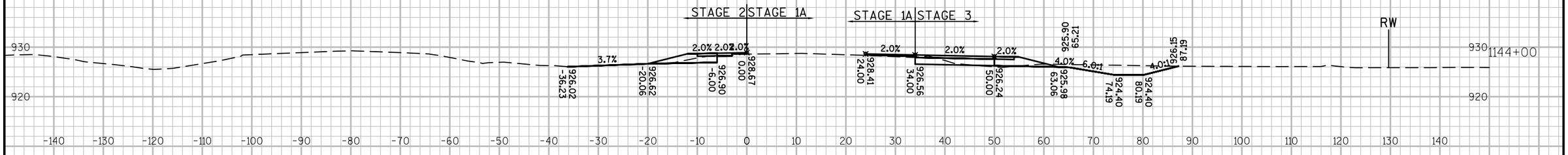
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 470	E

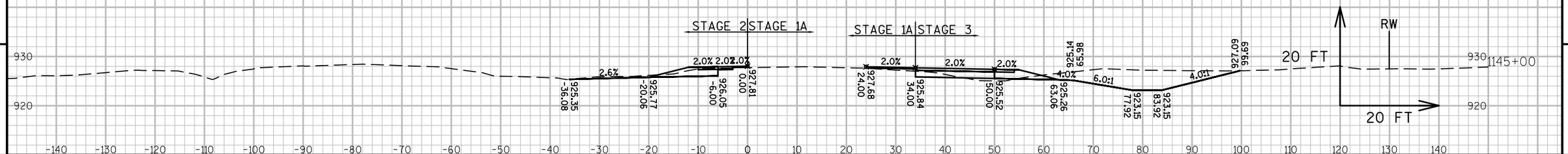
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (16)
PLOT DATE : 11/29/2017 1:51 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

STA 1142+21.4'TWNB' RT
SKEW 2°13'21" RHF
1-29 LF 24" CPRC EXTENSION REQ'D
1-APRON ENDWALL SALVAGE REQ'D









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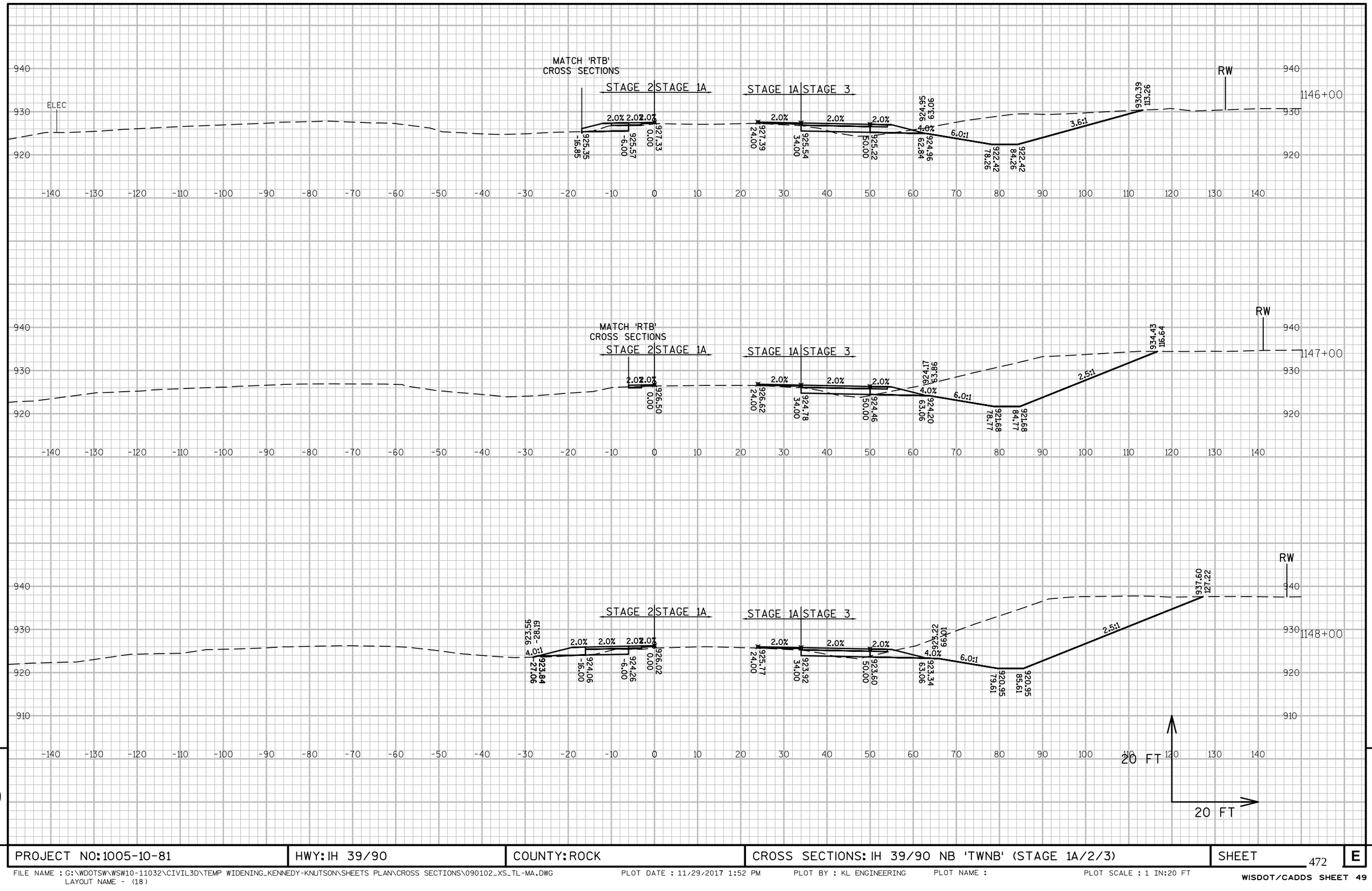
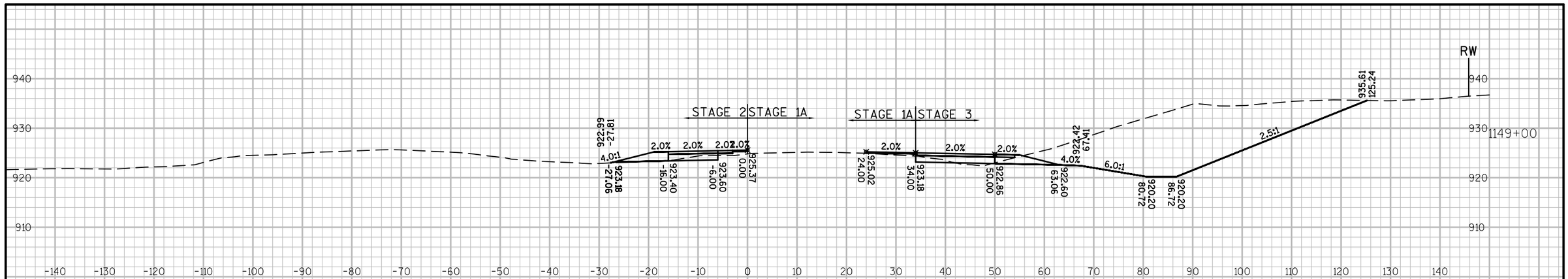
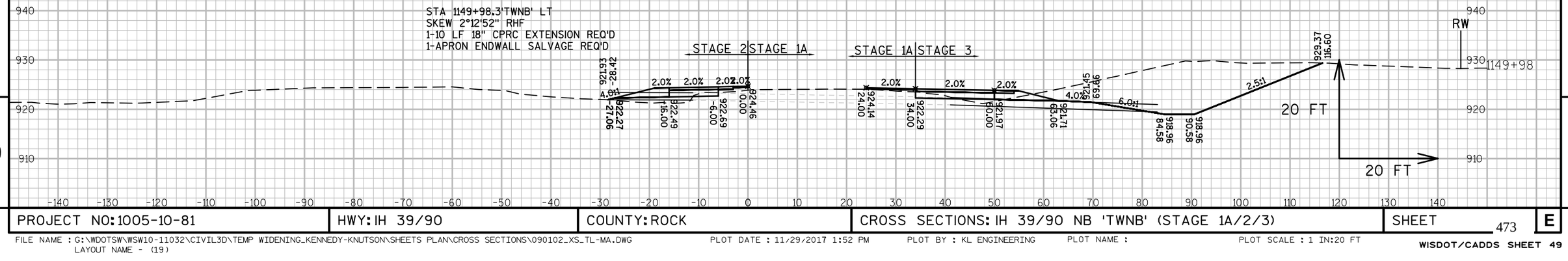
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 471	E



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 472	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (18)
PLOT DATE : 11/29/2017 1:52 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT





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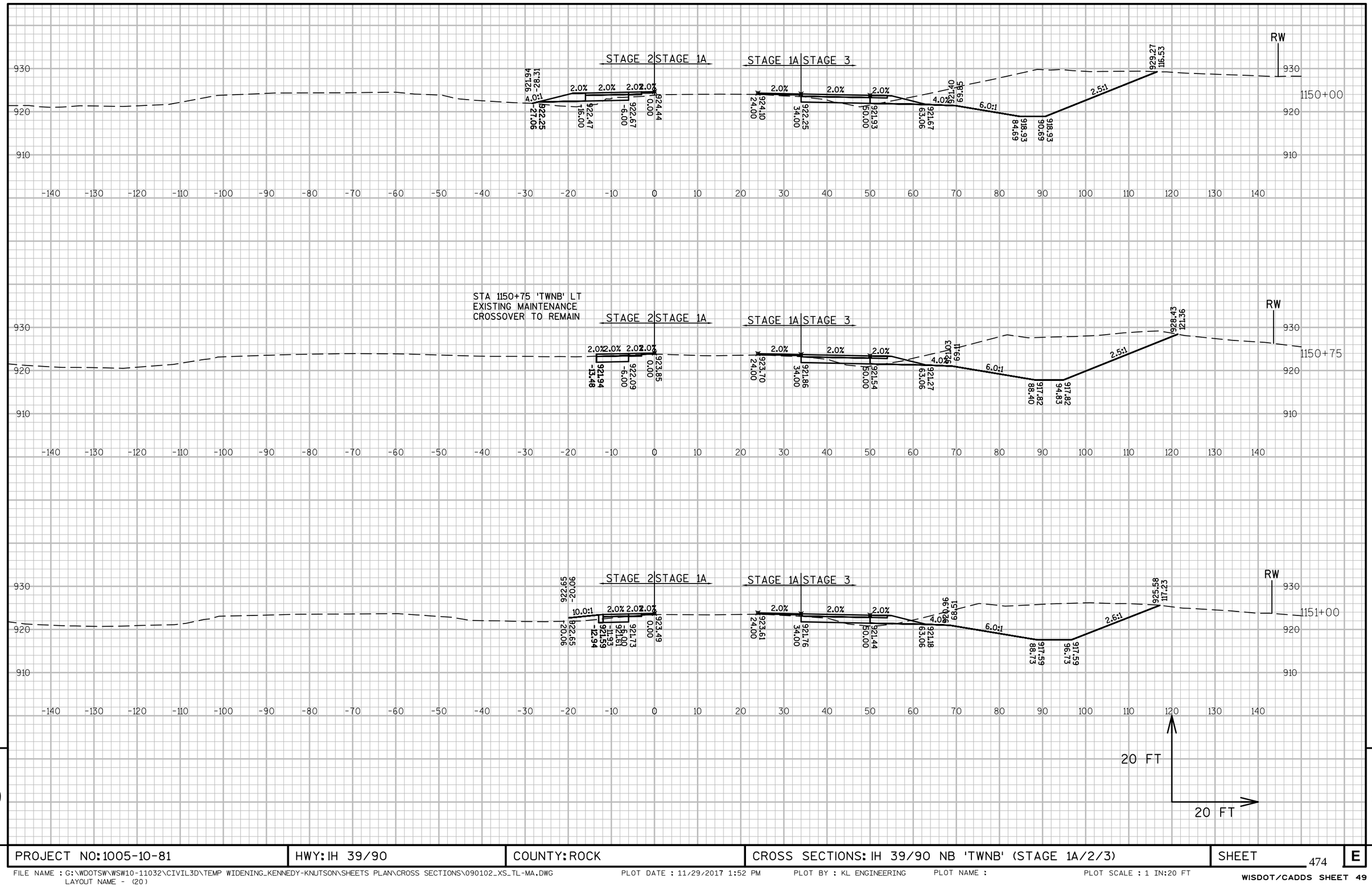
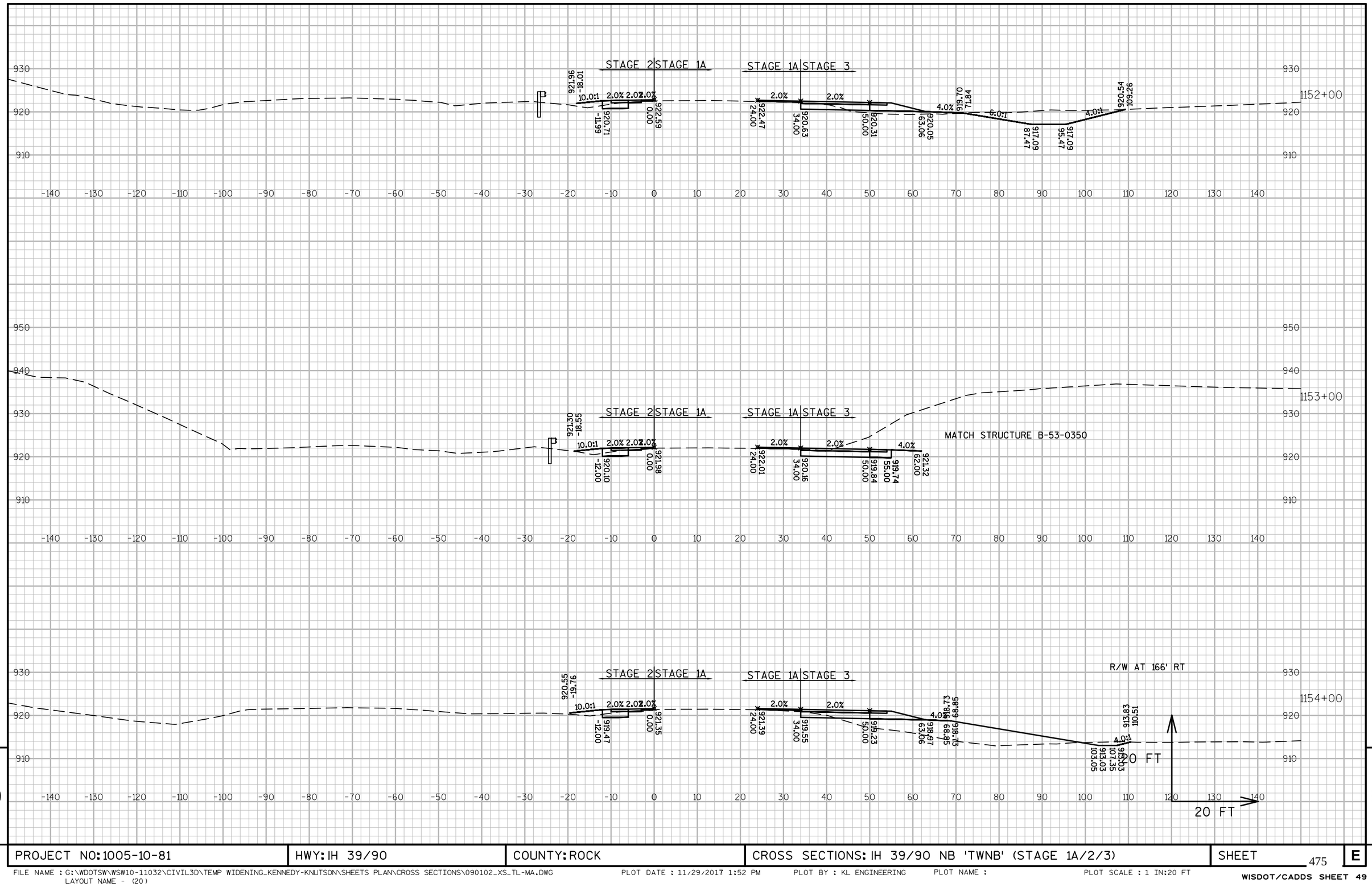
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 473	E



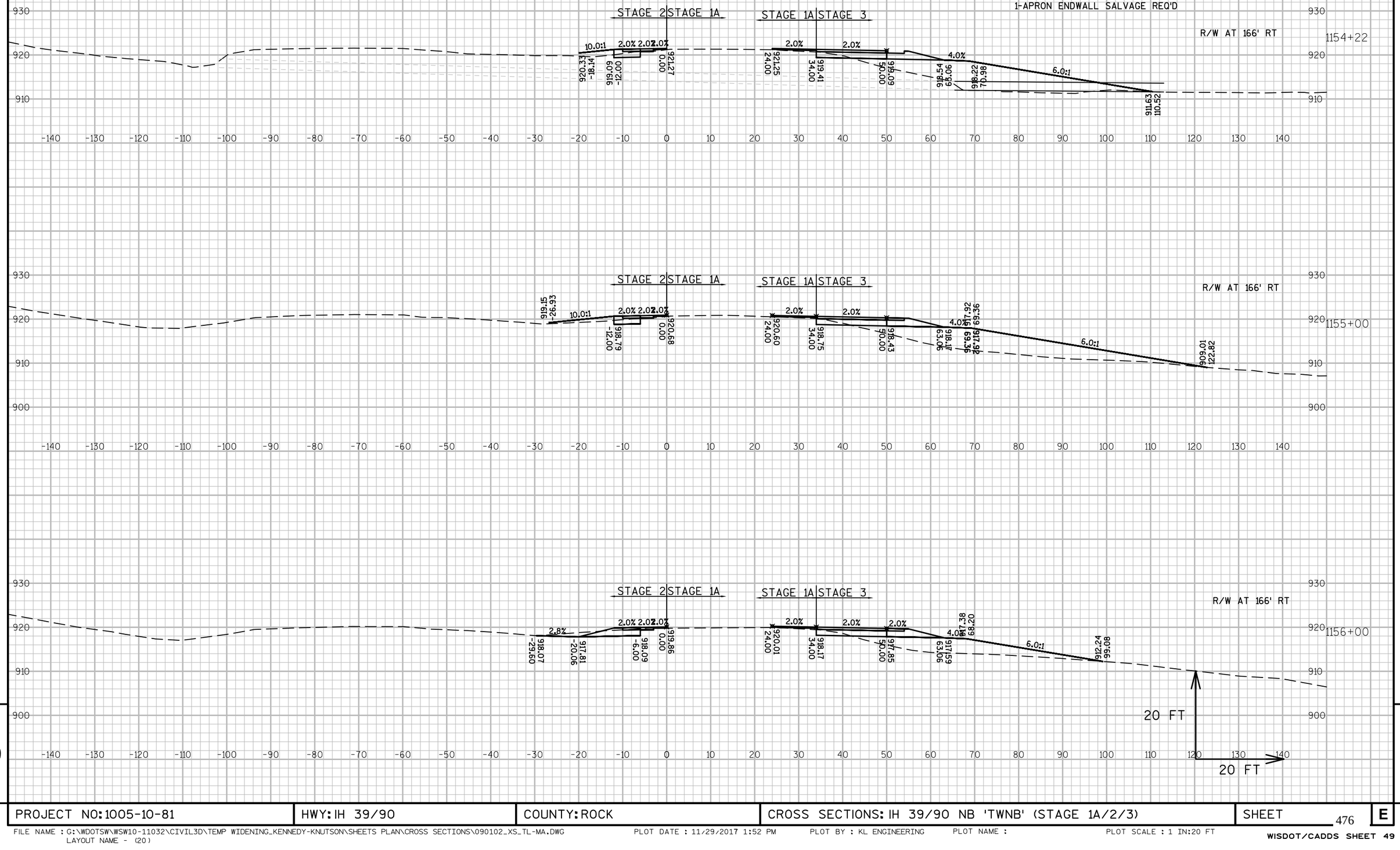
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 474	E



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 475	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (20)
PLOT DATE : 11/29/2017 1:52 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

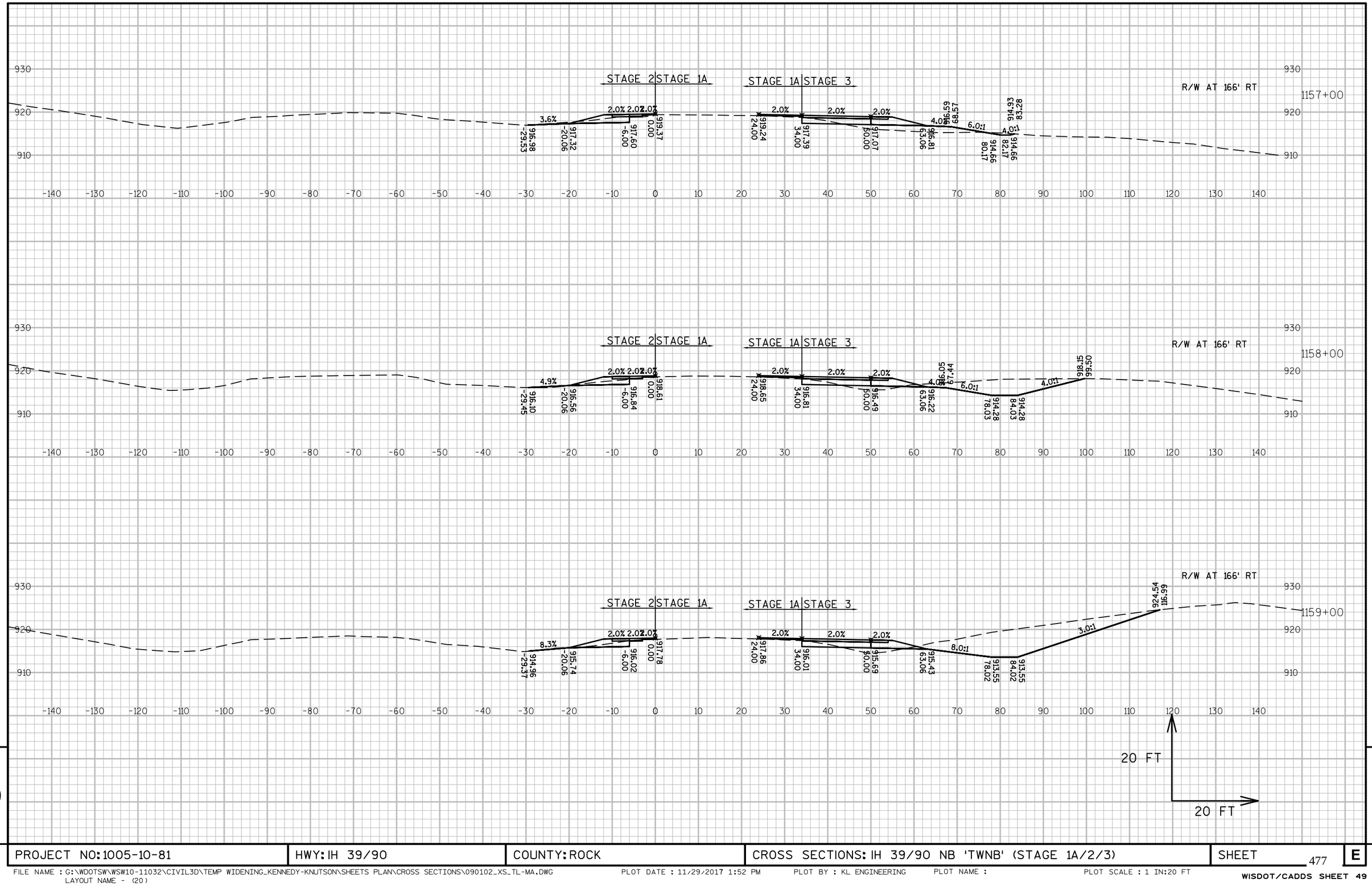
STA 1154+22.5'TWNB' RT
SKEW 0°31'00" RHF
1-49 LF 24" CPRC EXTENSION REQ'D
1-APRON ENDWALL SALVAGE REQ'D



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 476	E

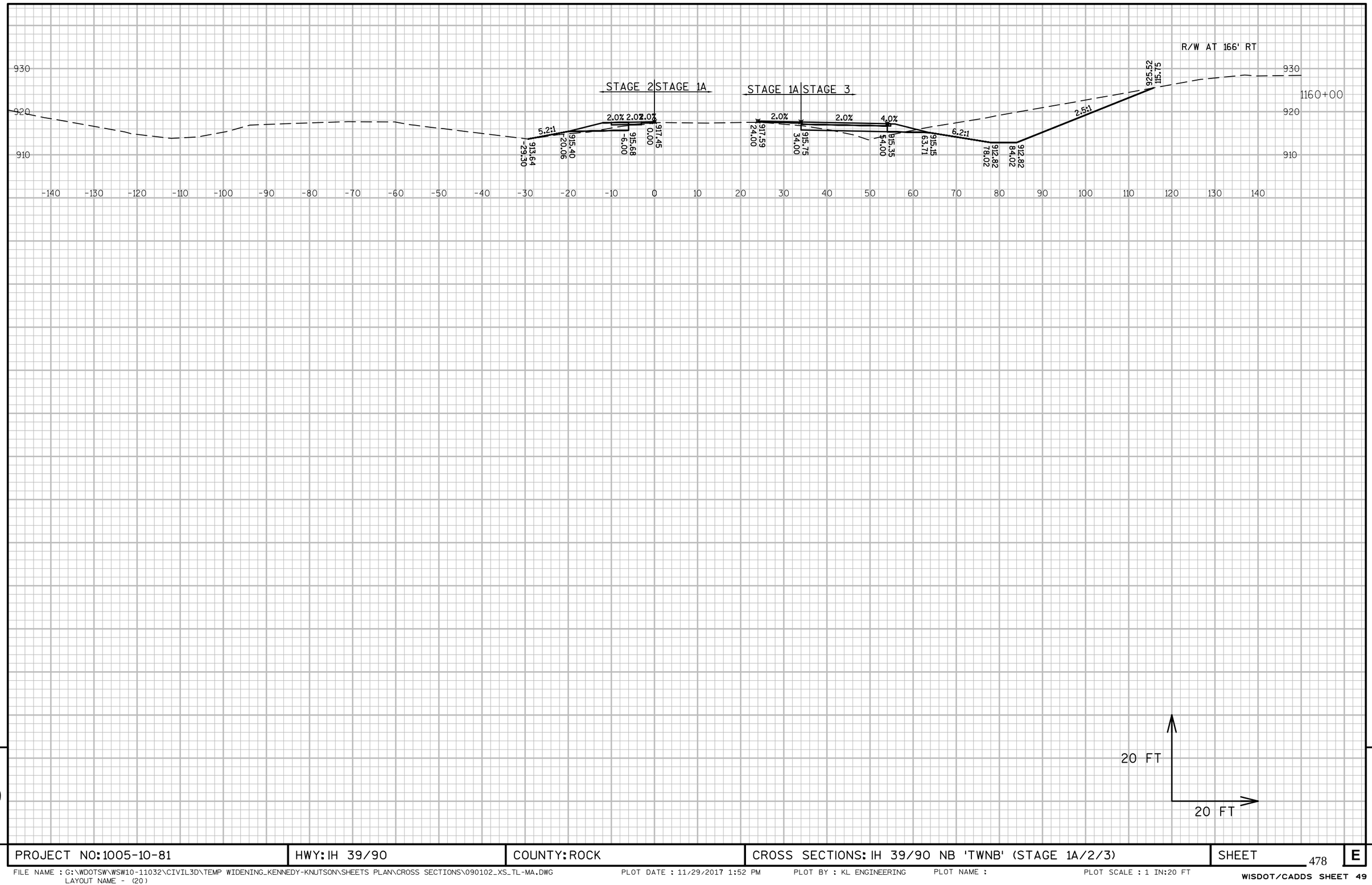
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (20)
PLOT DATE : 11/29/2017 1:52 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 477	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (20)
PLOT DATE : 11/29/2017 1:52 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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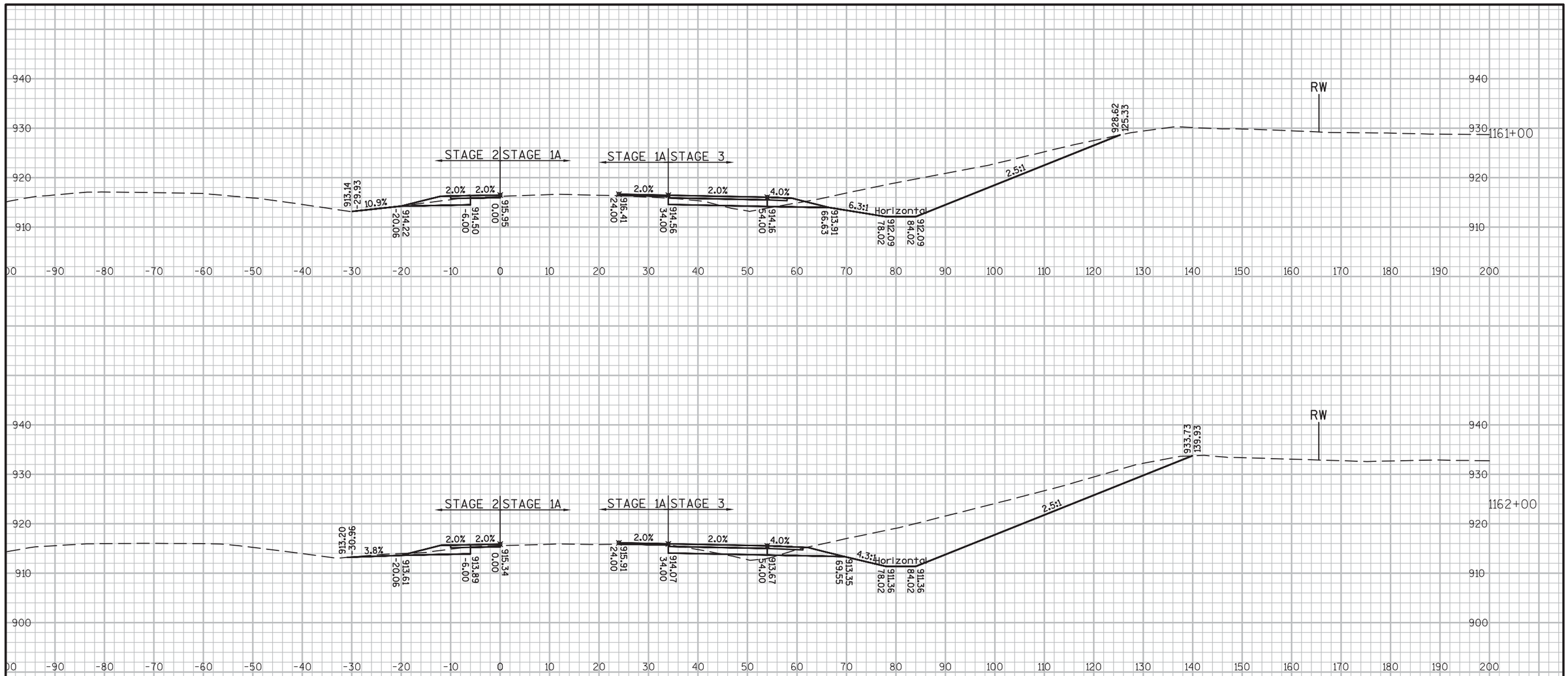
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 478	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090102_XS_TL-MA.DWG
LAYOUT NAME - (20)
PLOT DATE : 11/29/2017 1:52 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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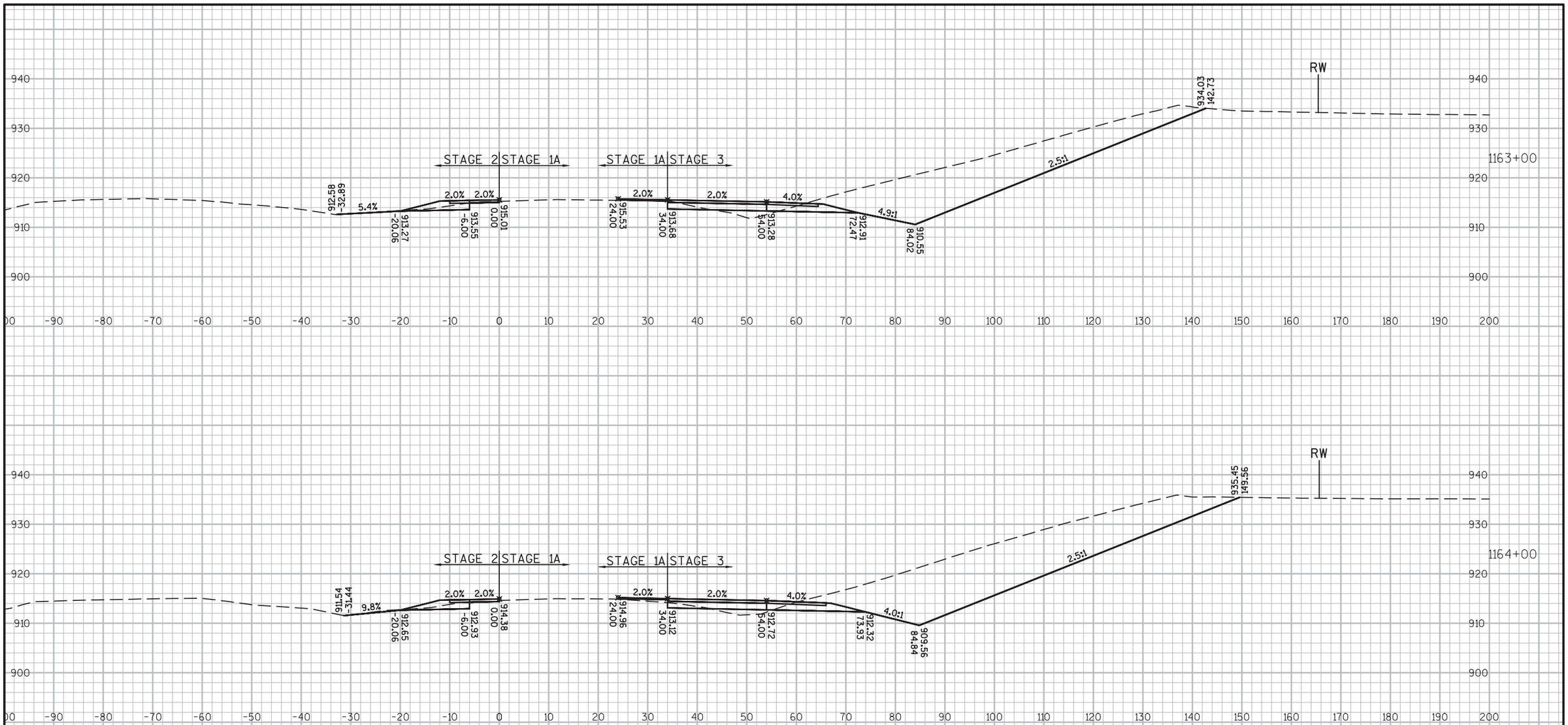
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 479	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (1)

PLOT DATE : 10/25/2017 11:16 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



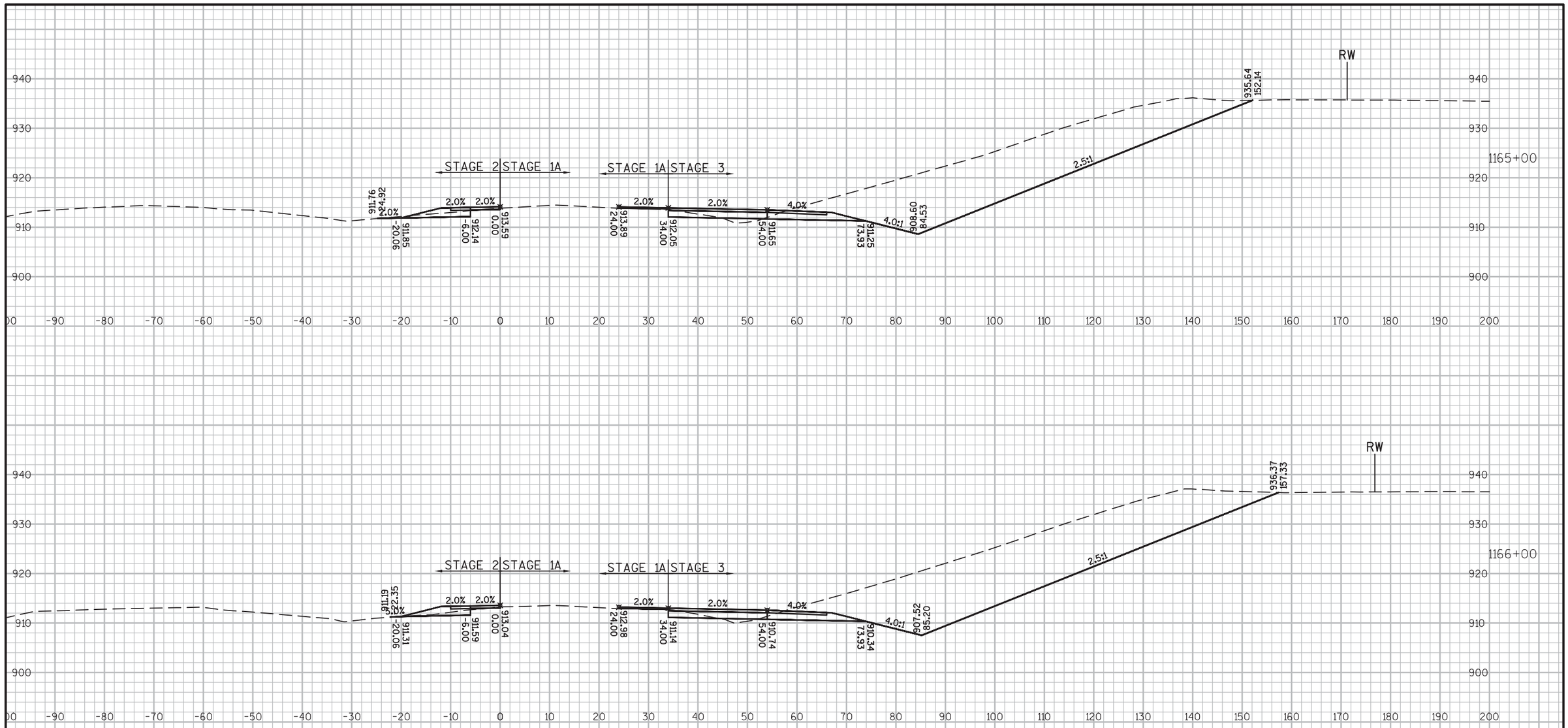
9

9

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 480	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (2)

PLOT DATE : 10/25/2017 11:16 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



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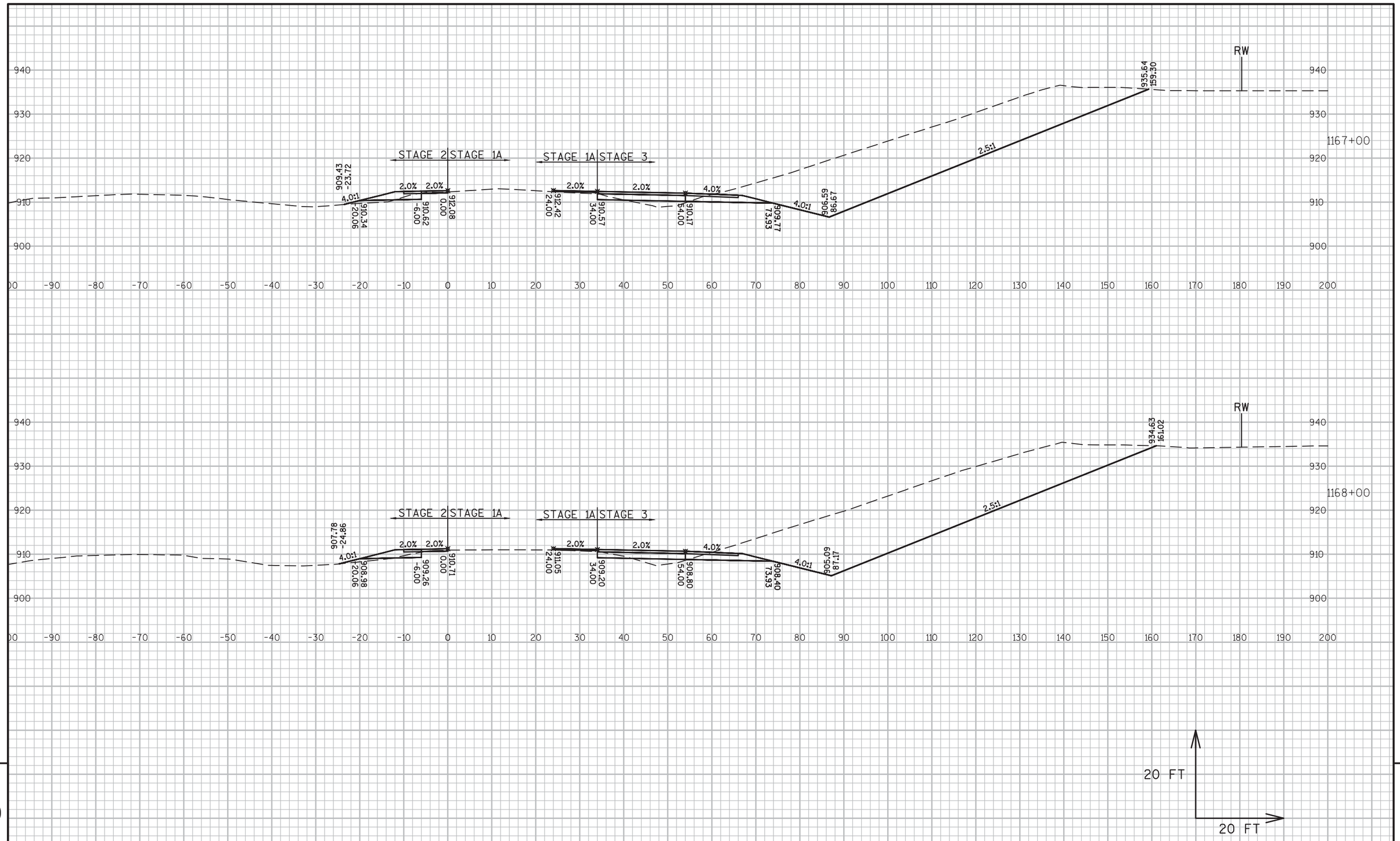
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 481	E

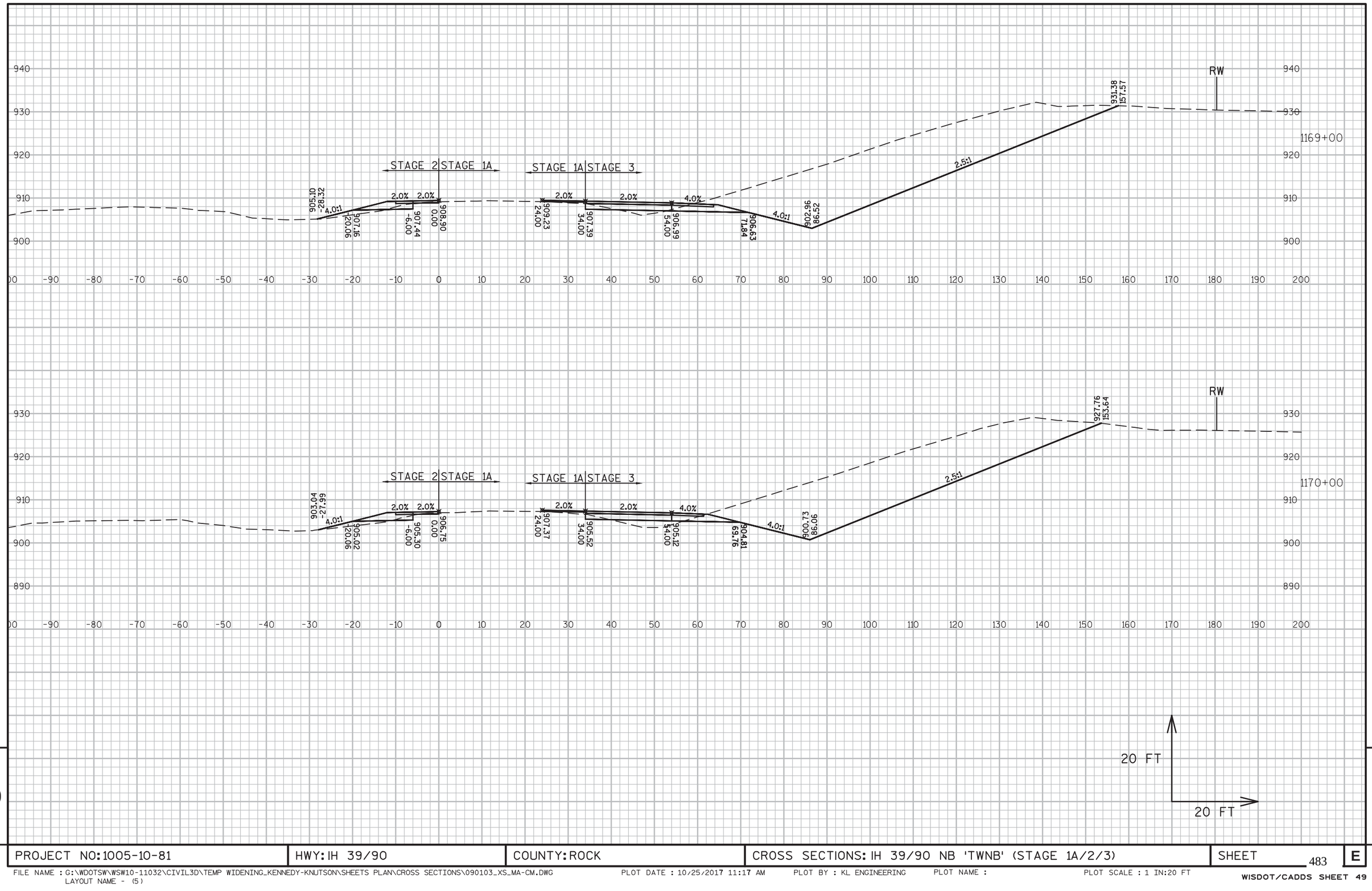
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (3)

PLOT DATE : 10/25/2017 11:16 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 482	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (4)
PLOT DATE : 10/25/2017 11:16 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

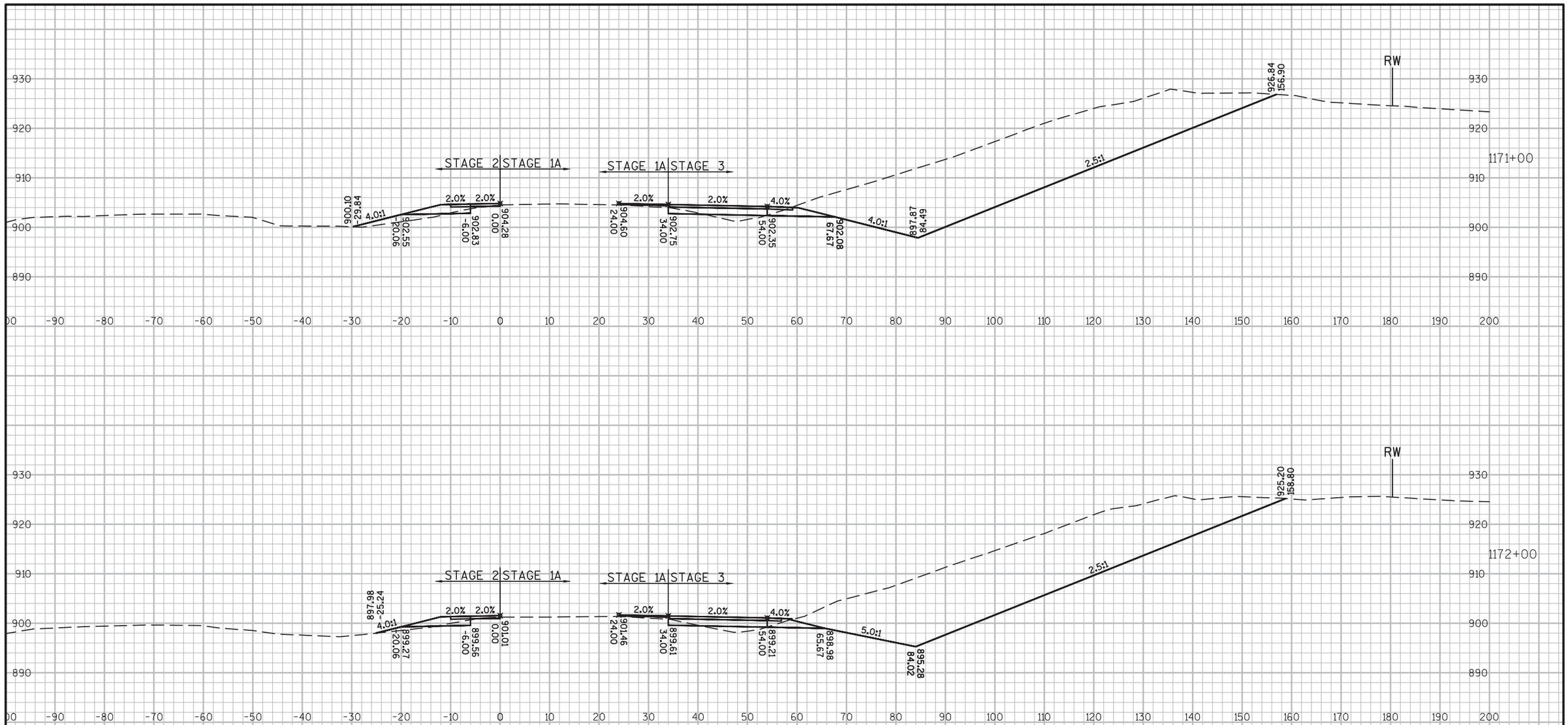


PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 483	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (5)

PLOT DATE : 10/25/2017 11:17 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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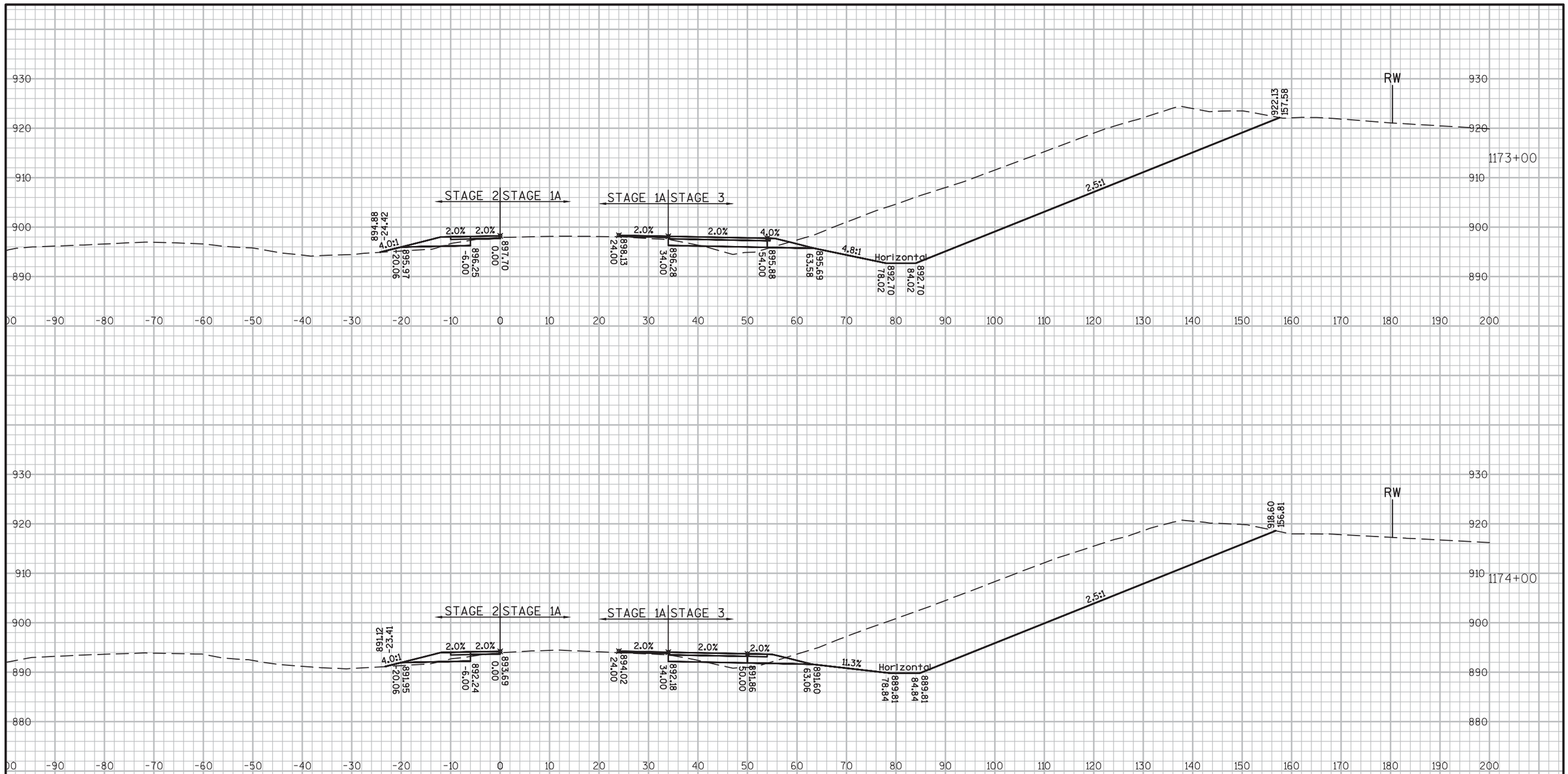
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 484	E

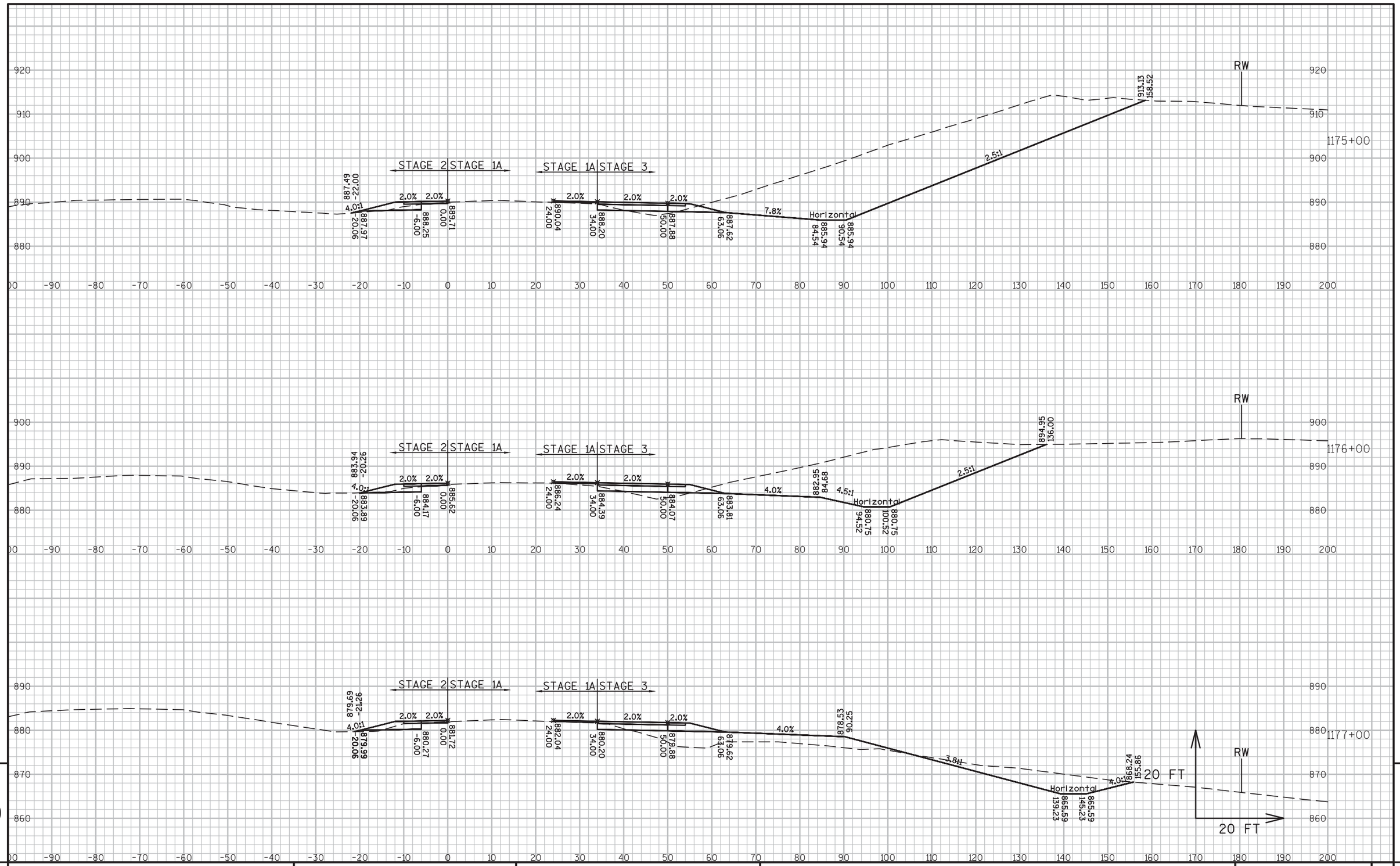
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (6)

PLOT DATE : 10/25/2017 11:17 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 485	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (7)
PLOT DATE : 10/25/2017 11:17 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

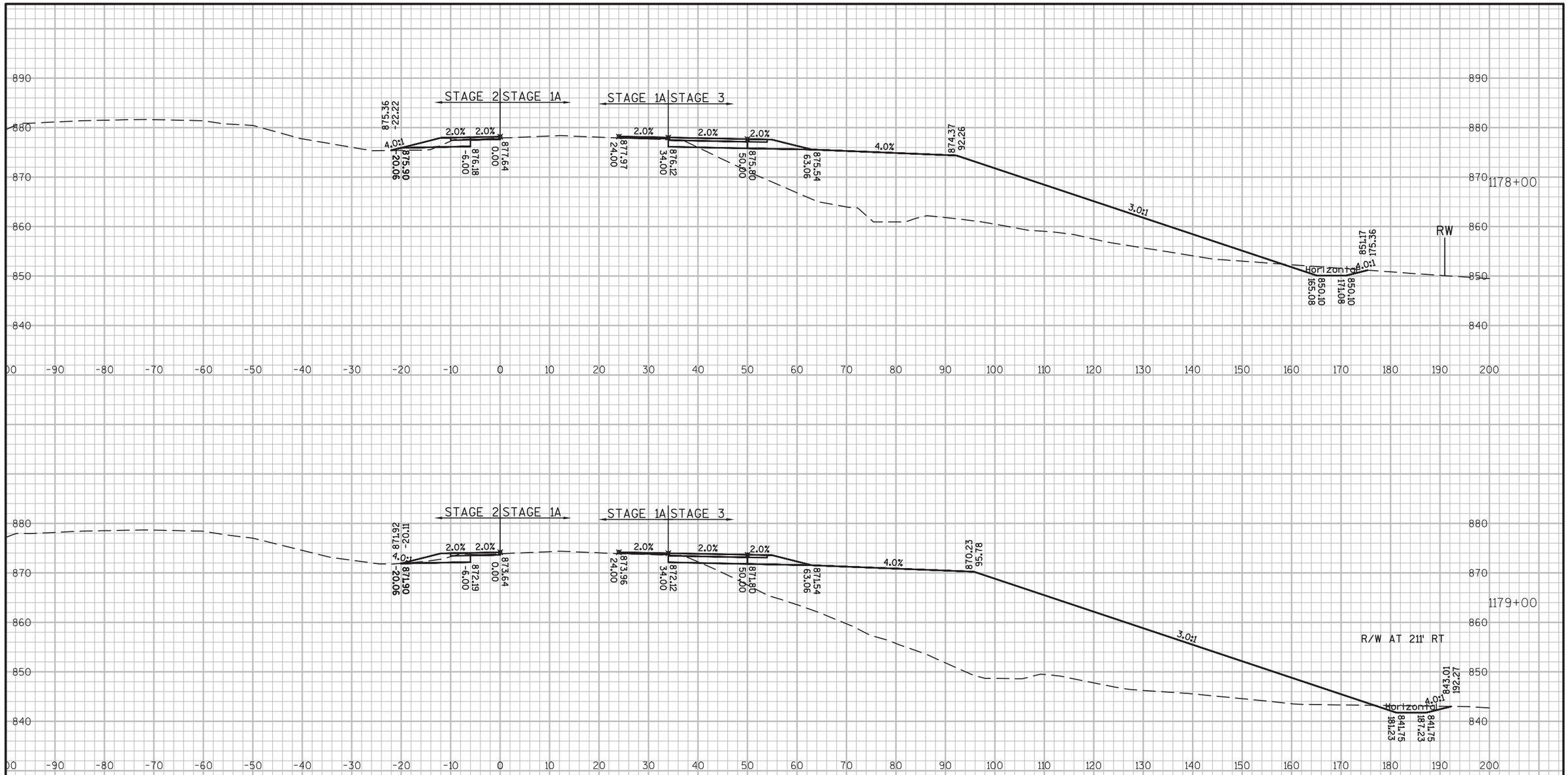


PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 486 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (8)

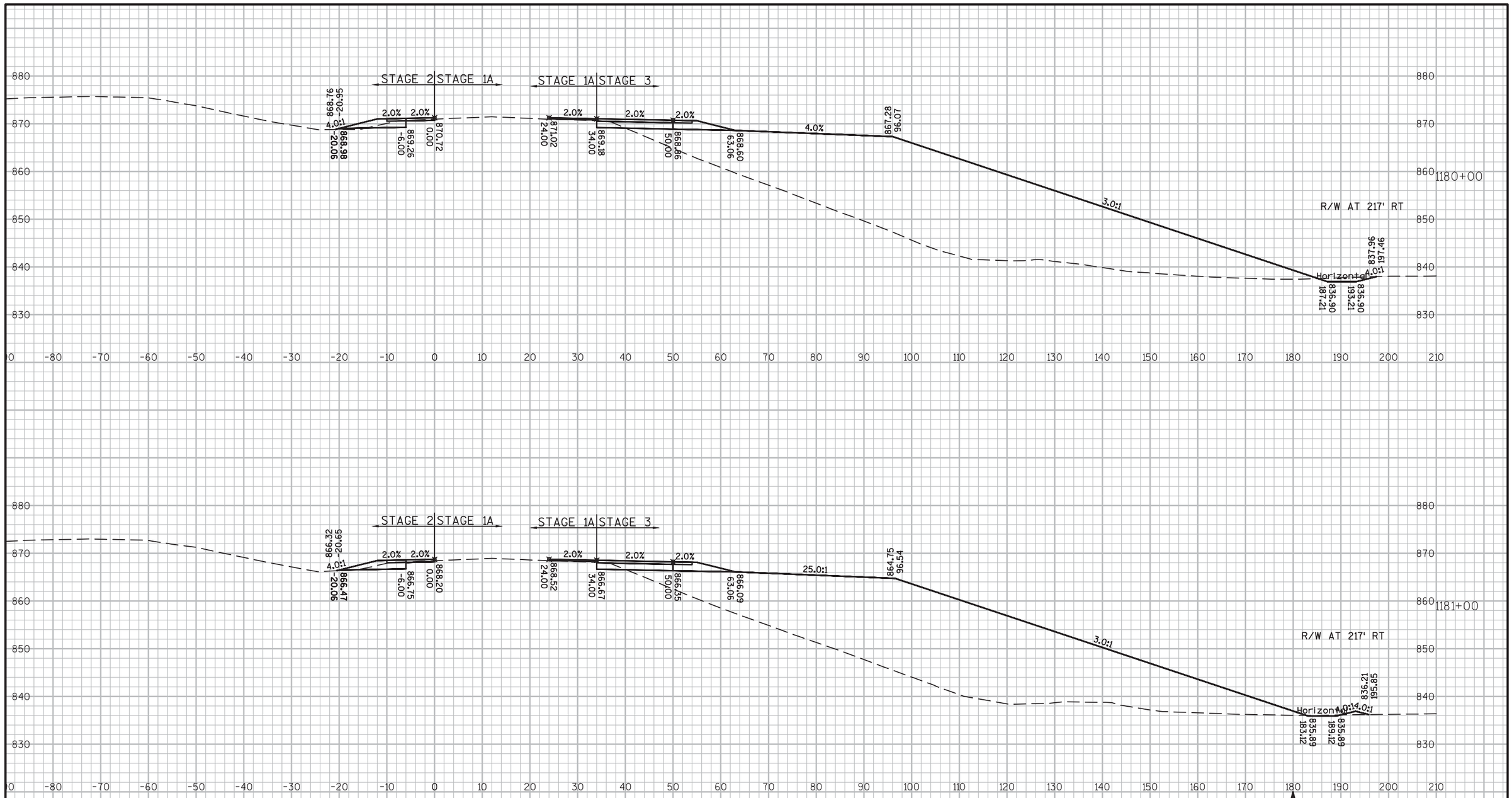
PLOT DATE : 10/25/2017 11:17 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



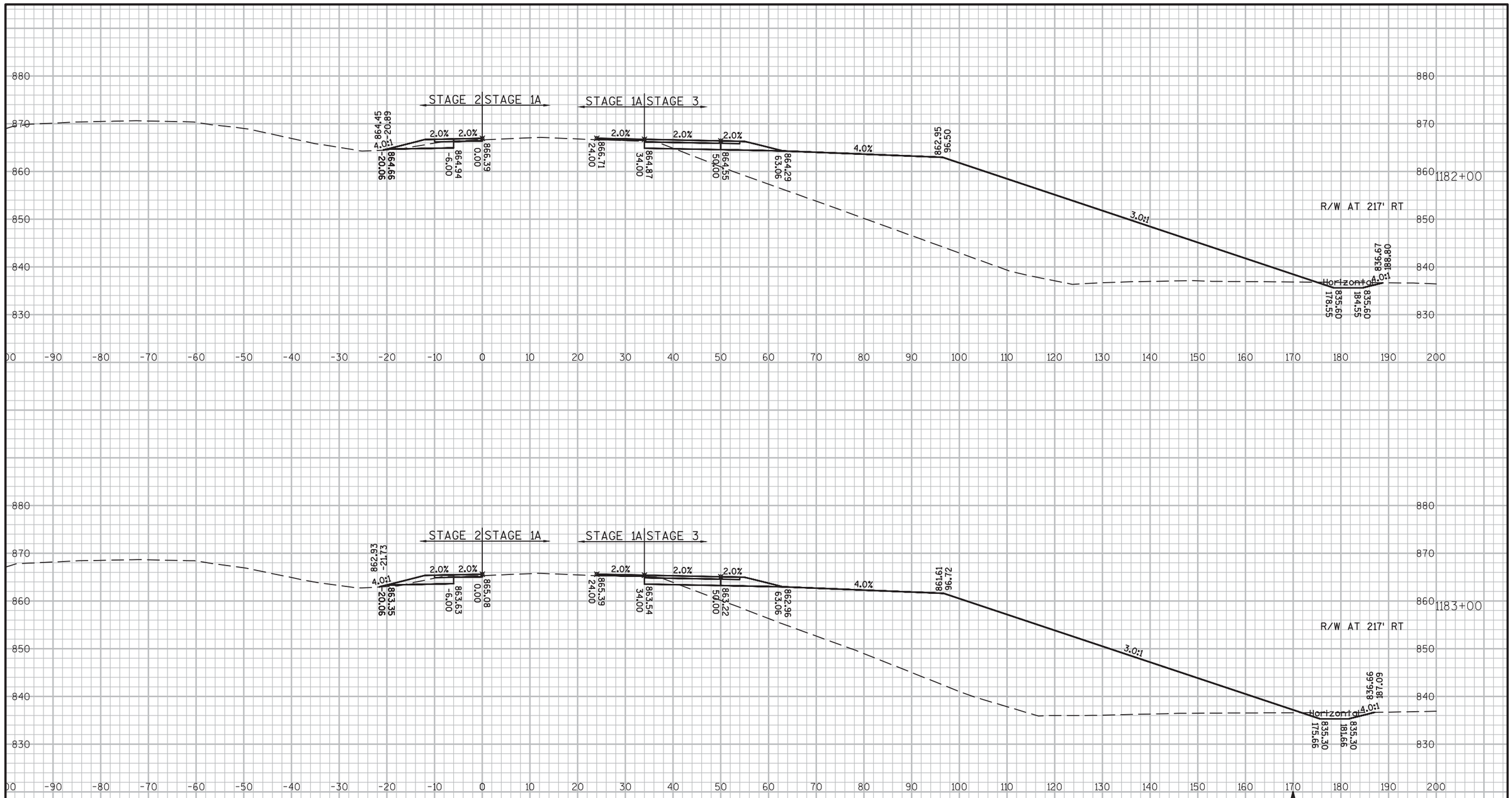
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 487	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (9)
PLOT DATE : 10/25/2017 11:17 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



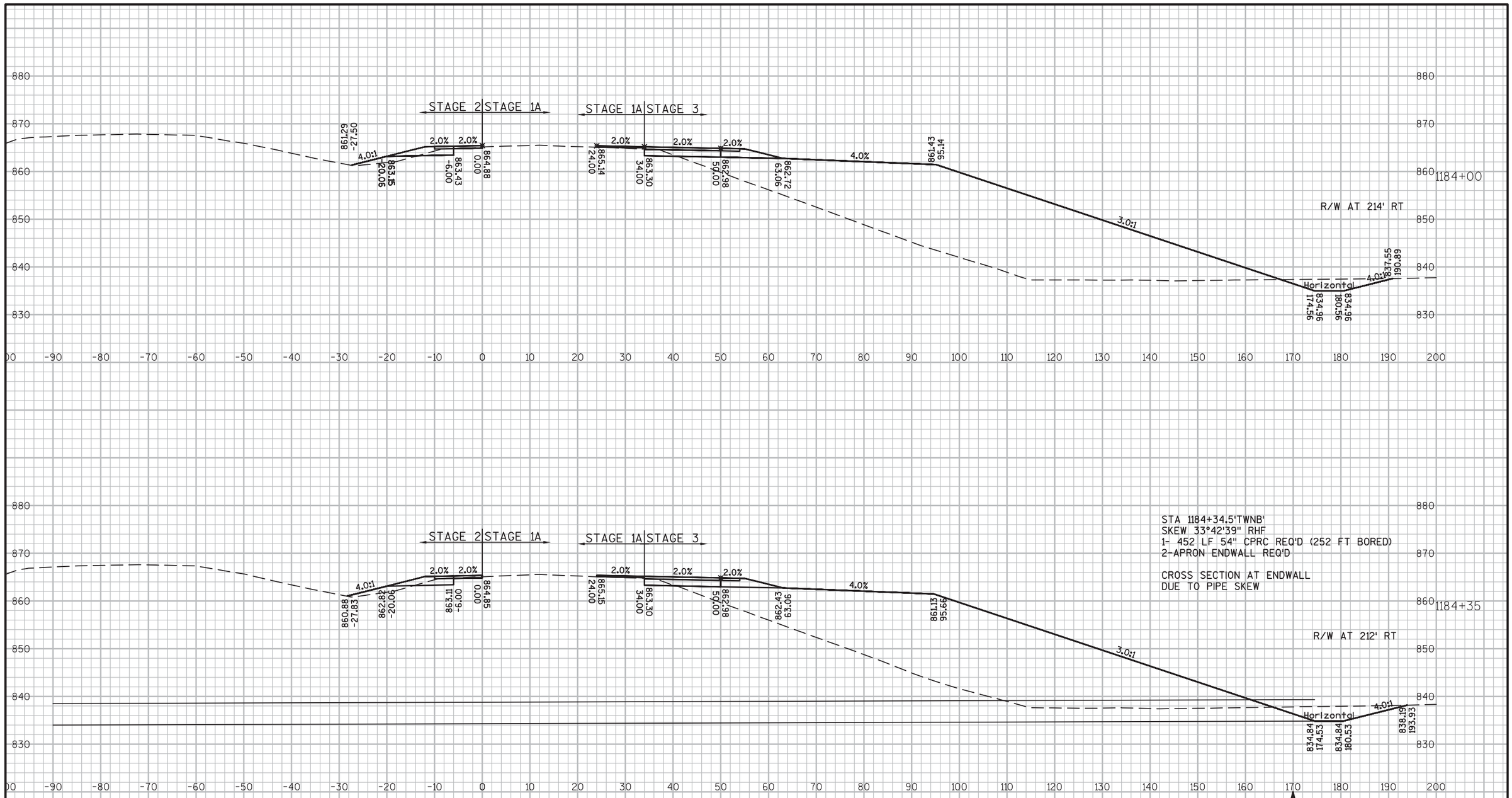
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 488	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (10)
PLOT DATE : 10/25/2017 11:18 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



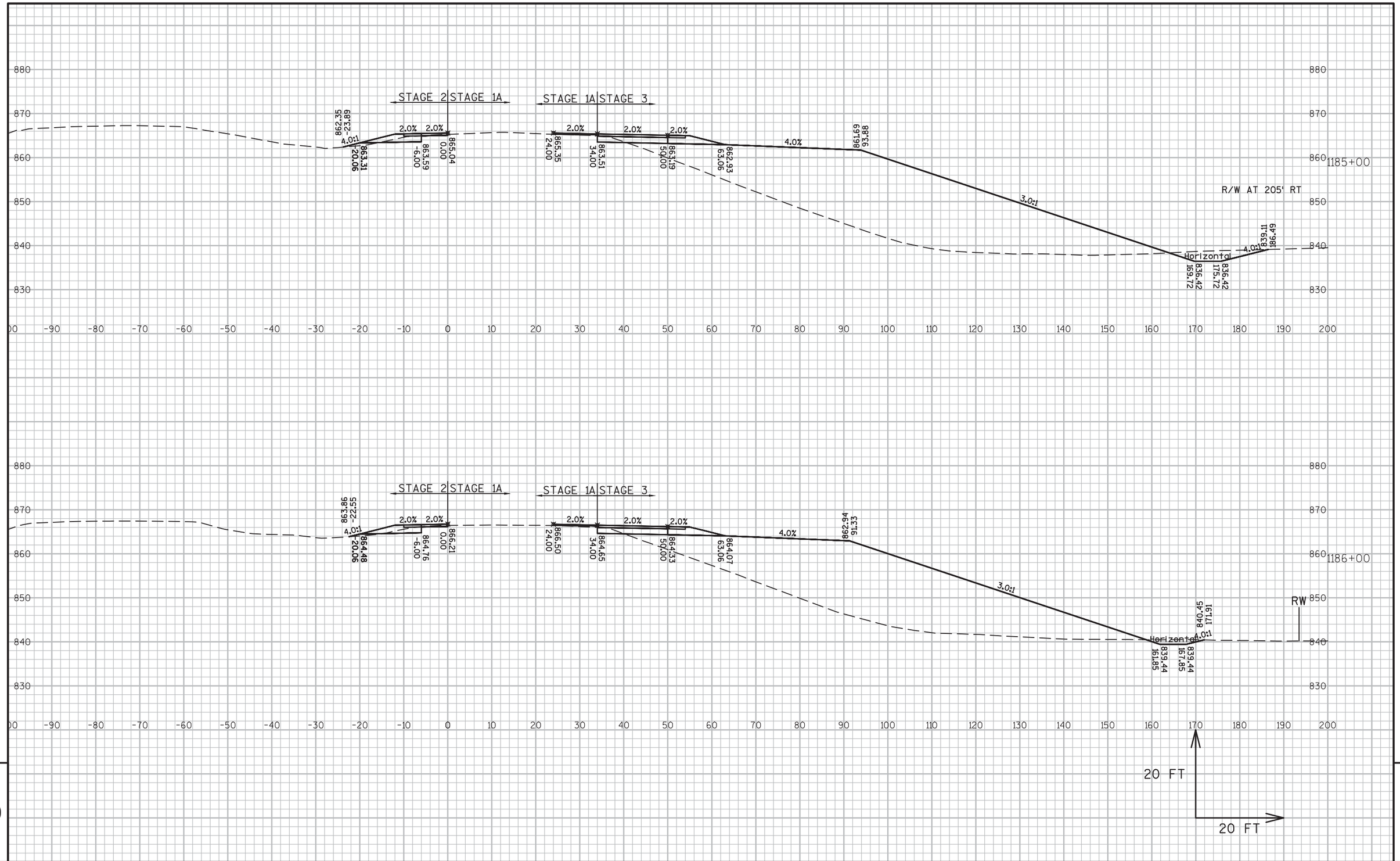
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 489	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (11)
PLOT DATE : 10/25/2017 11:18 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 490	E

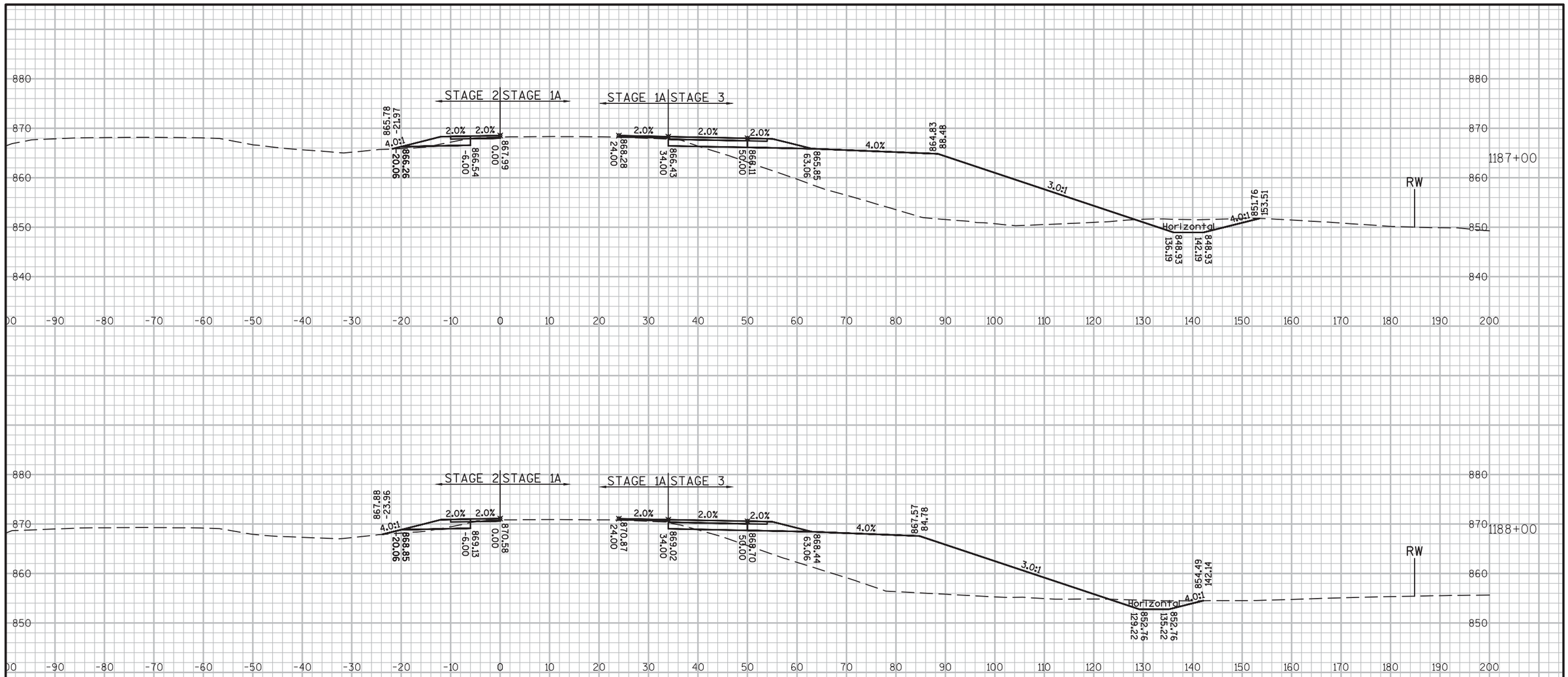
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (12)
PLOT DATE : 10/25/2017 11:18 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 491	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (13)
PLOT DATE : 10/25/2017 11:18 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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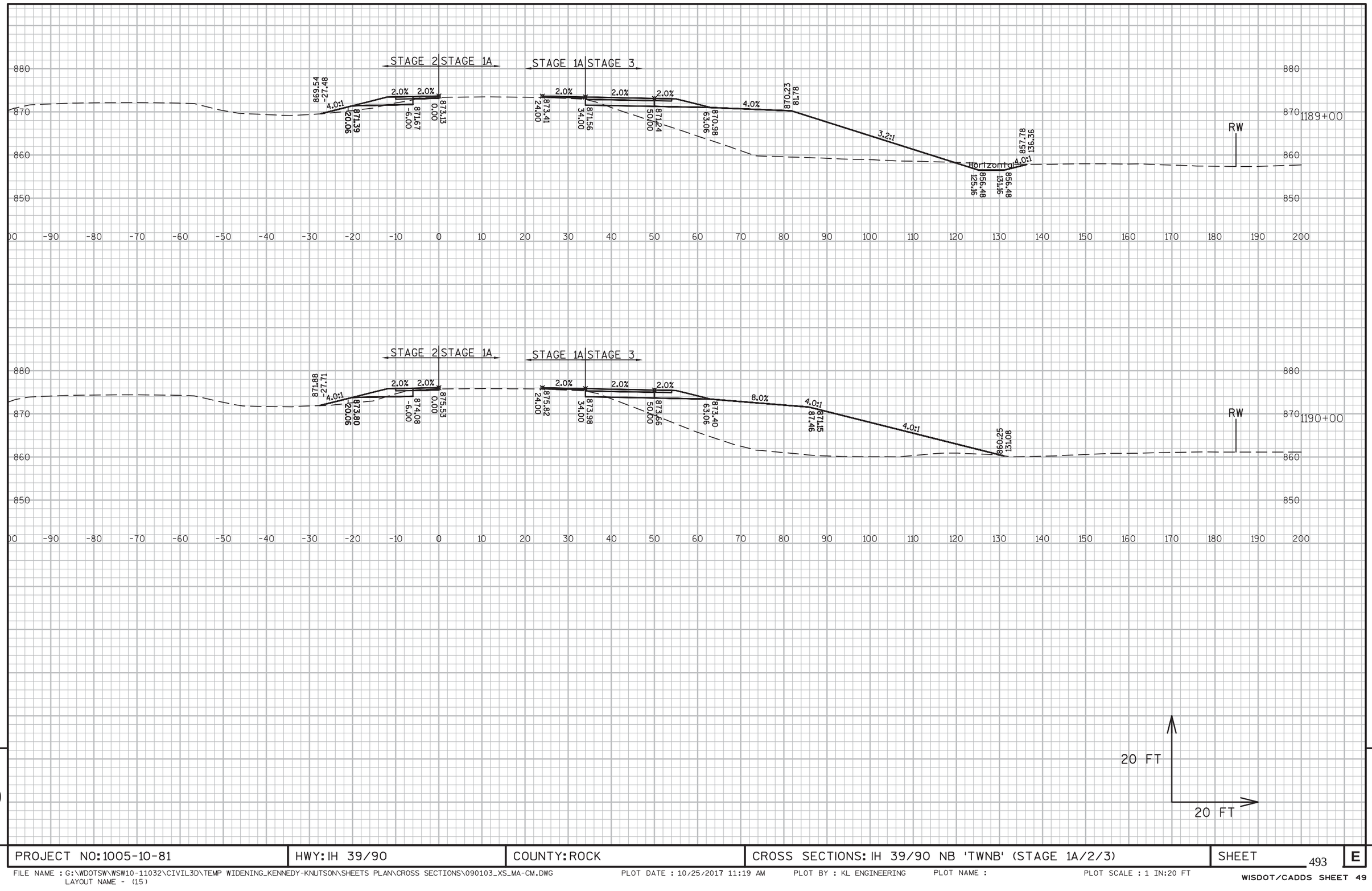
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 492	E

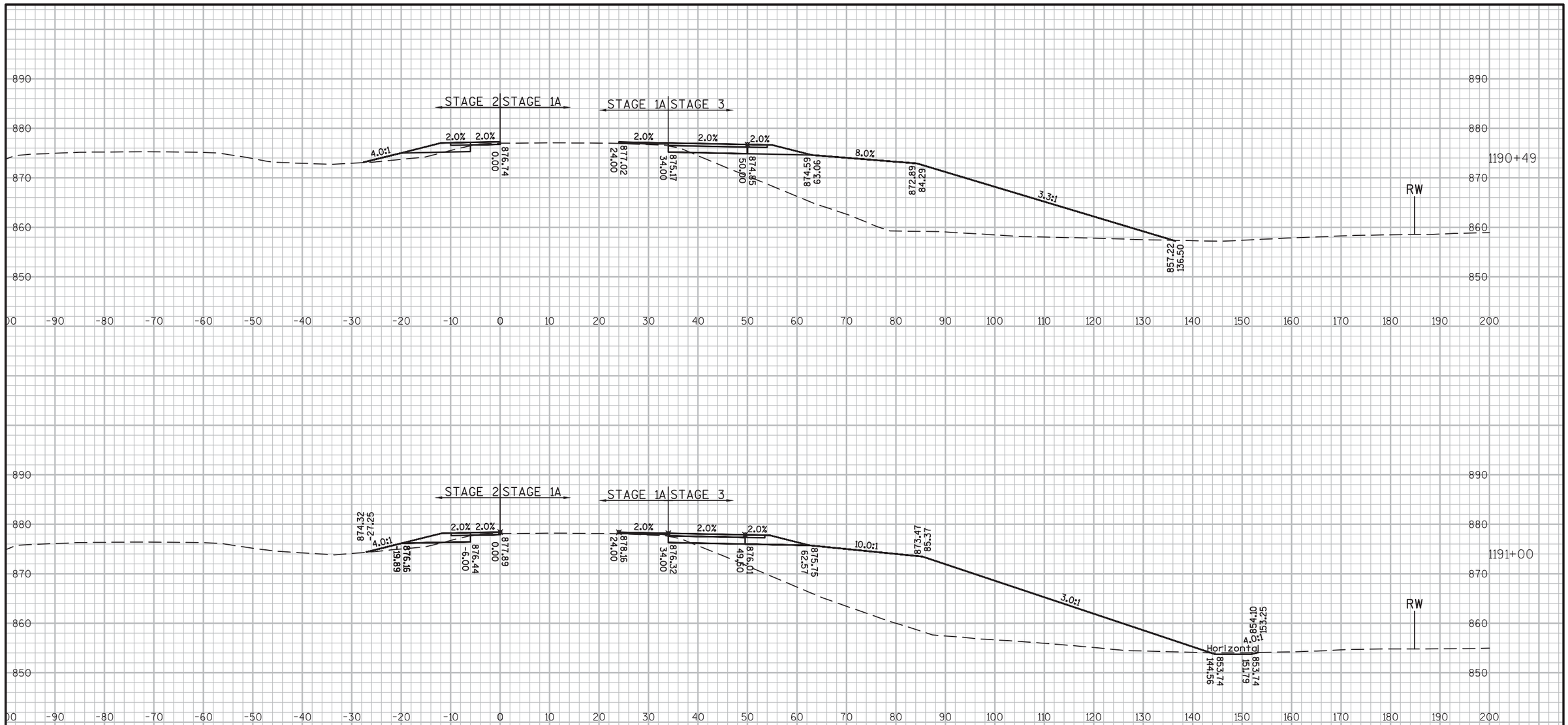
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (14)

PLOT DATE : 10/25/2017 11:19 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 493	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (15)
PLOT DATE : 10/25/2017 11:19 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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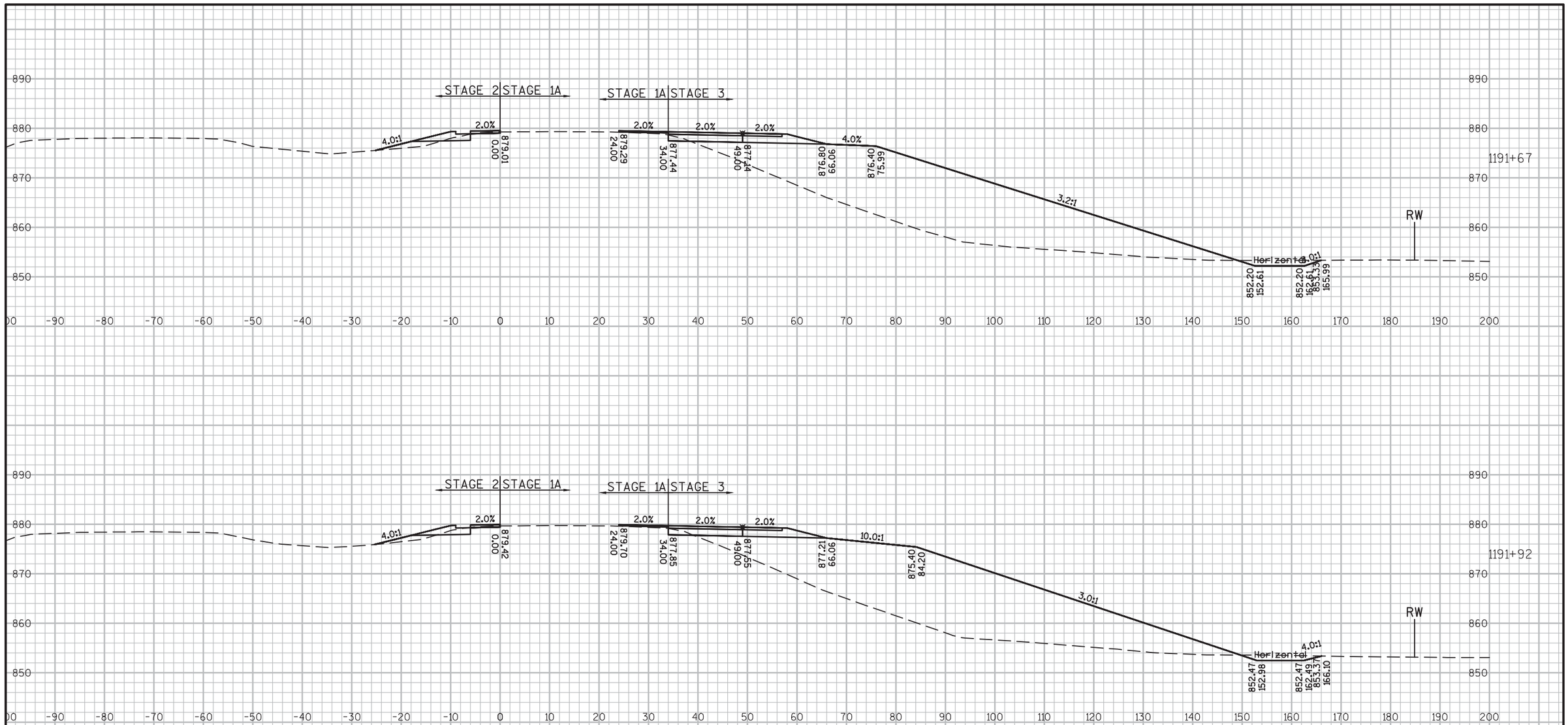
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 494	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (16)

PLOT DATE : 10/25/2017 11:19 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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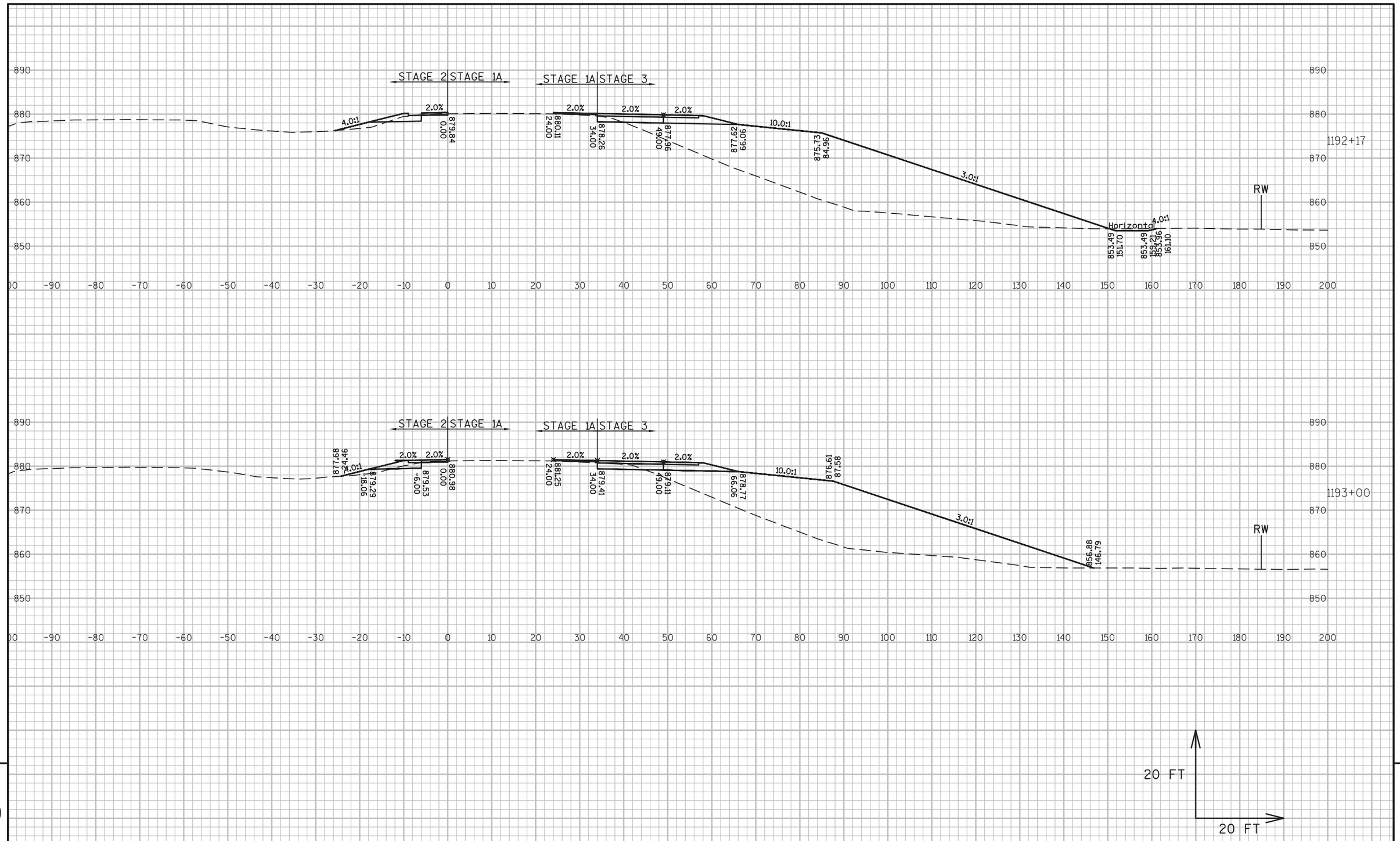
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 495	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (17)

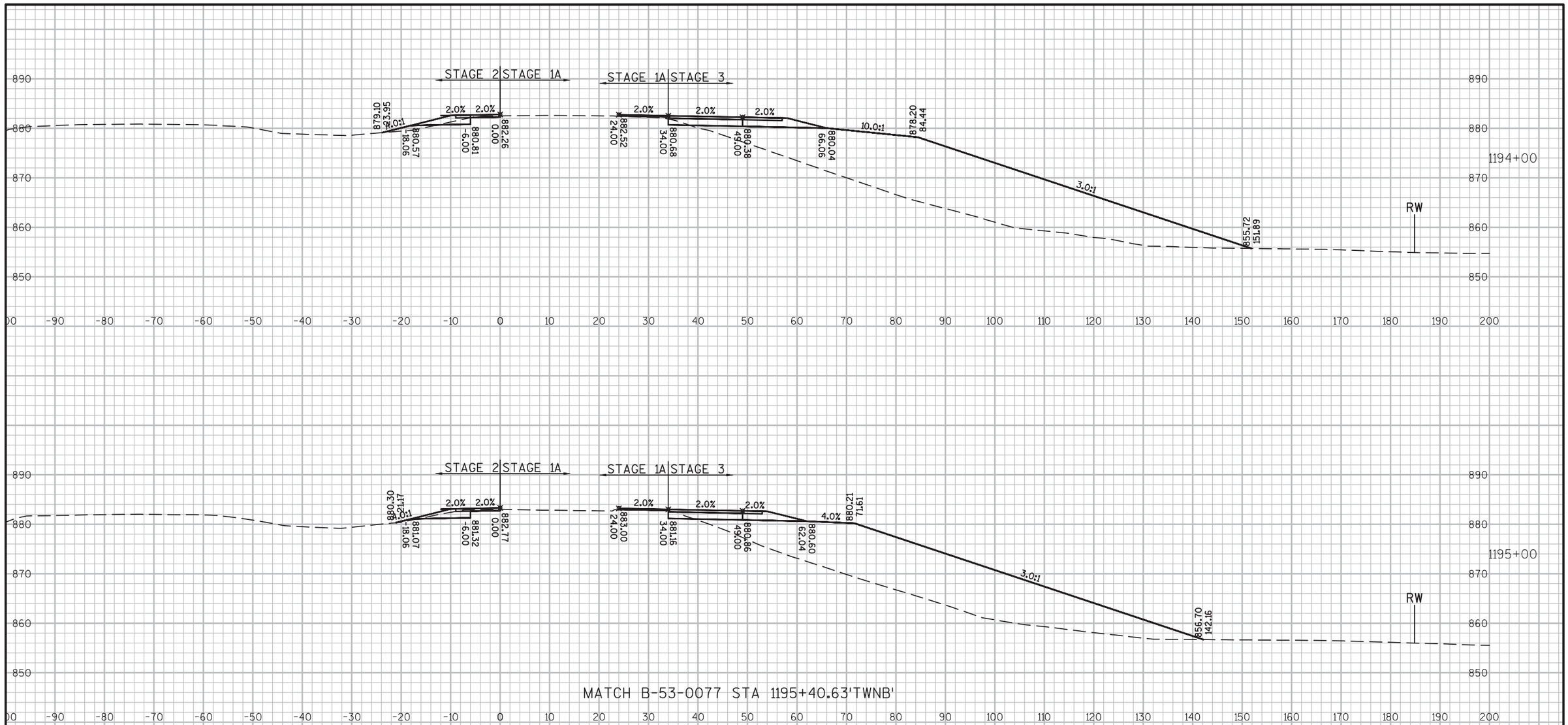
PLOT DATE : 10/25/2017 11:19 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 496	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (18)
PLOT DATE : 10/25/2017 11:20 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



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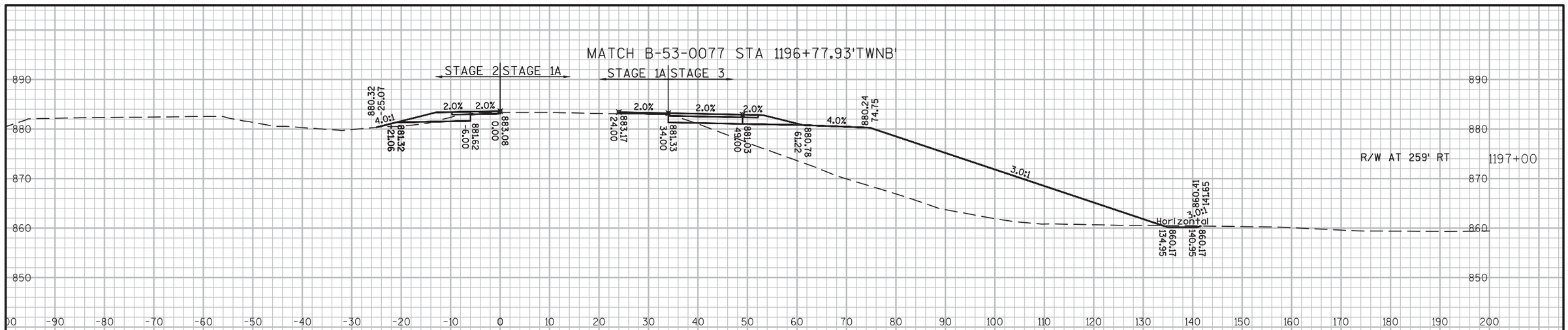
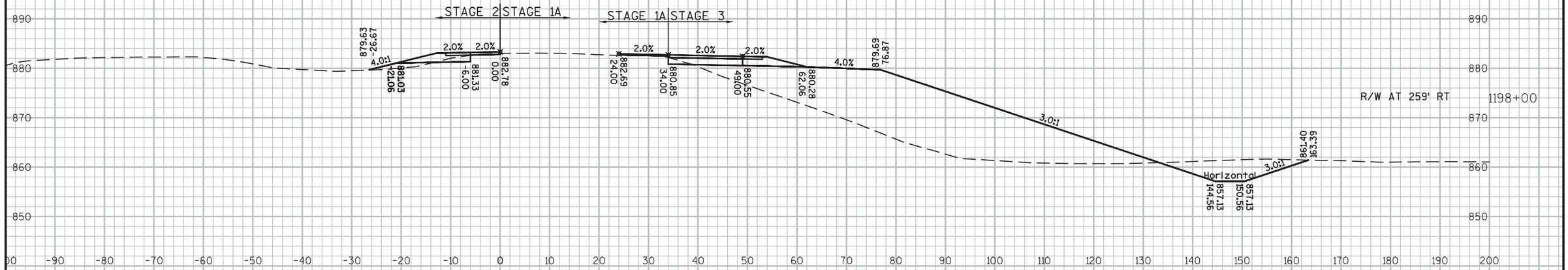
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 497	E

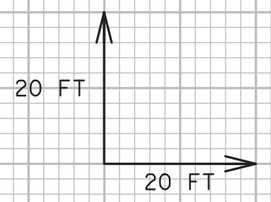
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (19)

PLOT DATE : 10/25/2017 11:20 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

MATCH B-53-0077 STA 1196+77.93'TWNB'







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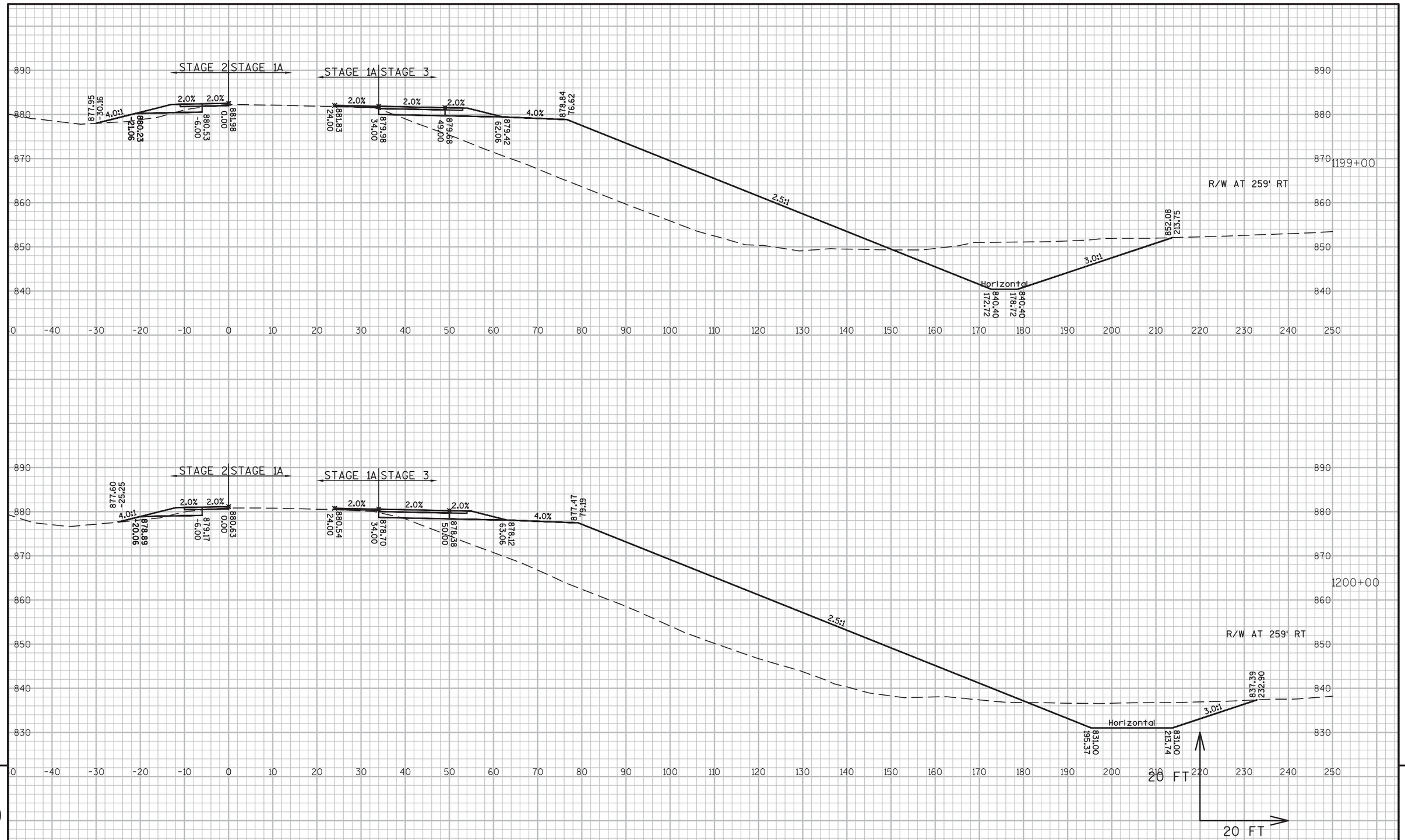
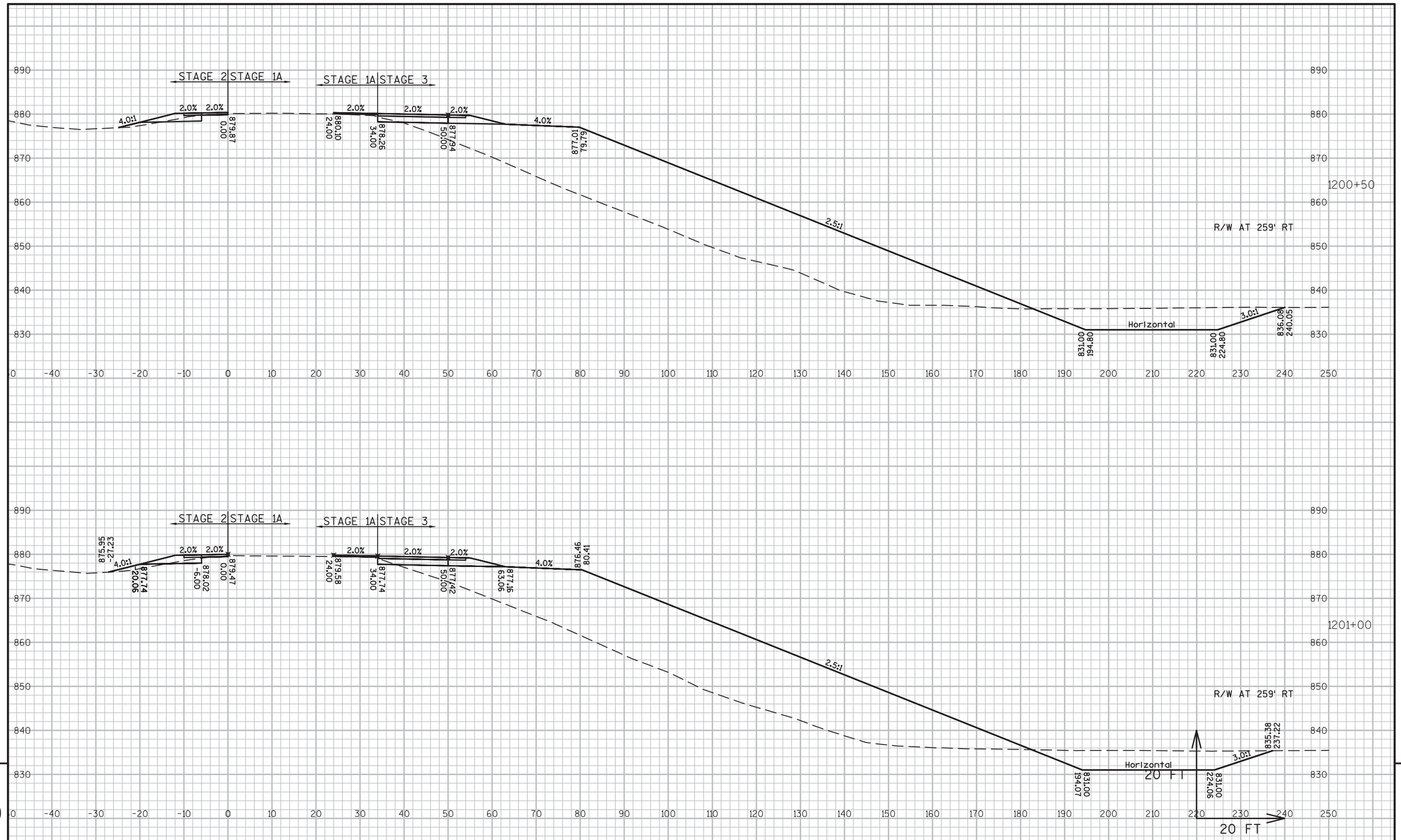
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 498	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (20)
PLOT DATE : 10/25/2017 11:20 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



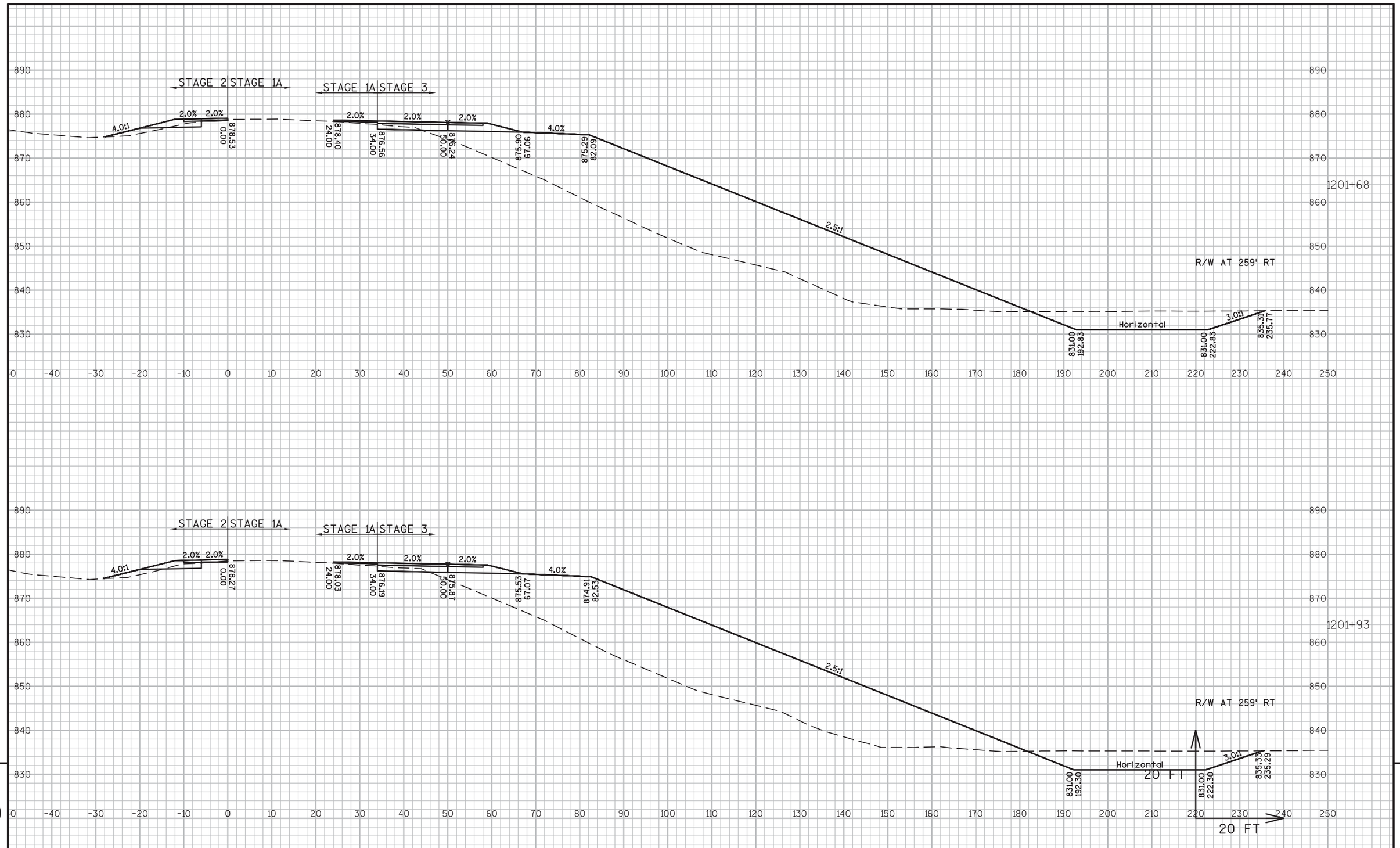
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 499 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (21)
PLOT DATE : 10/25/2017 11:20 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



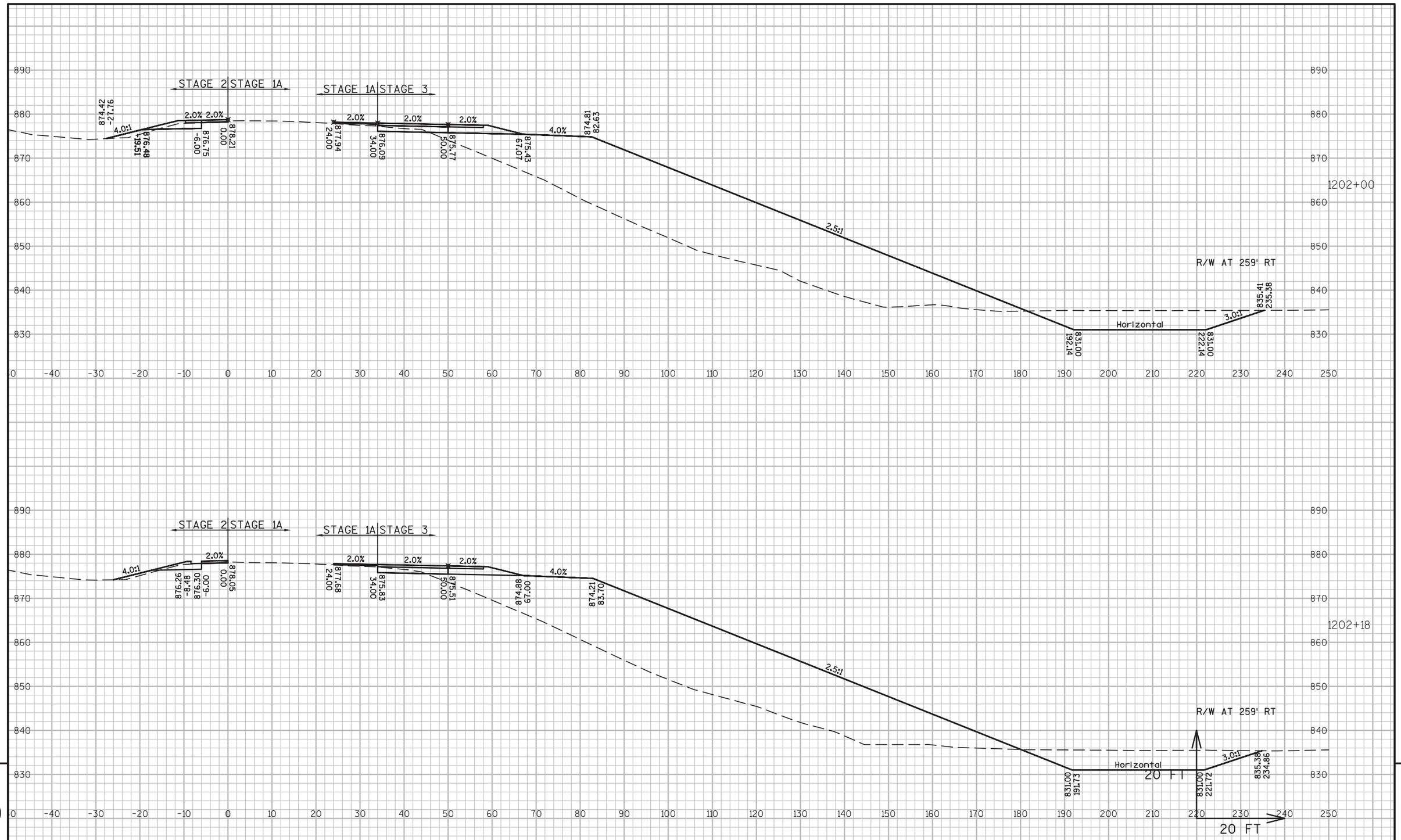
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 500	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (22)
PLOT DATE : 10/25/2017 11:21 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



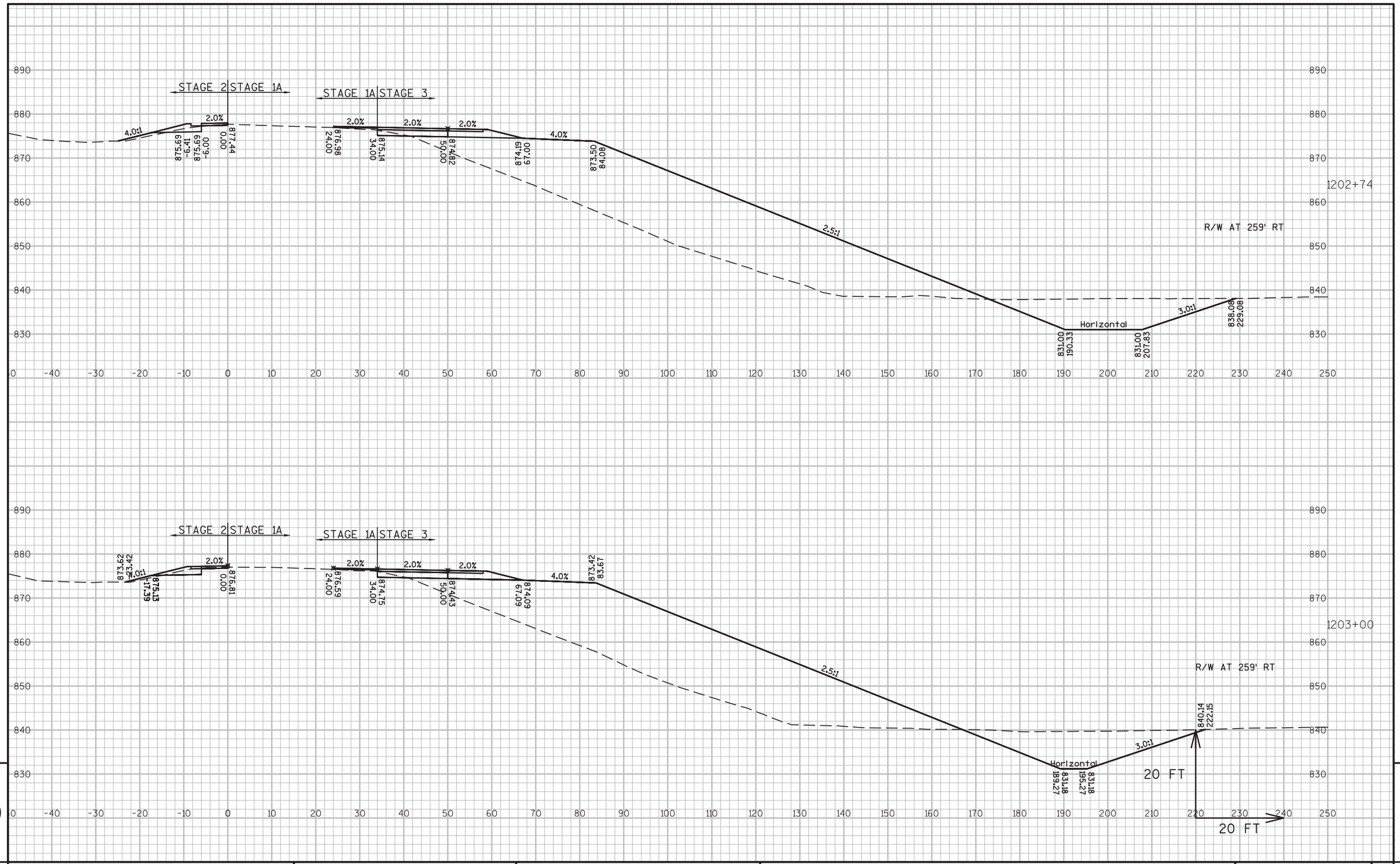
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 501	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (23)
PLOT DATE : 10/25/2017 11:21 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



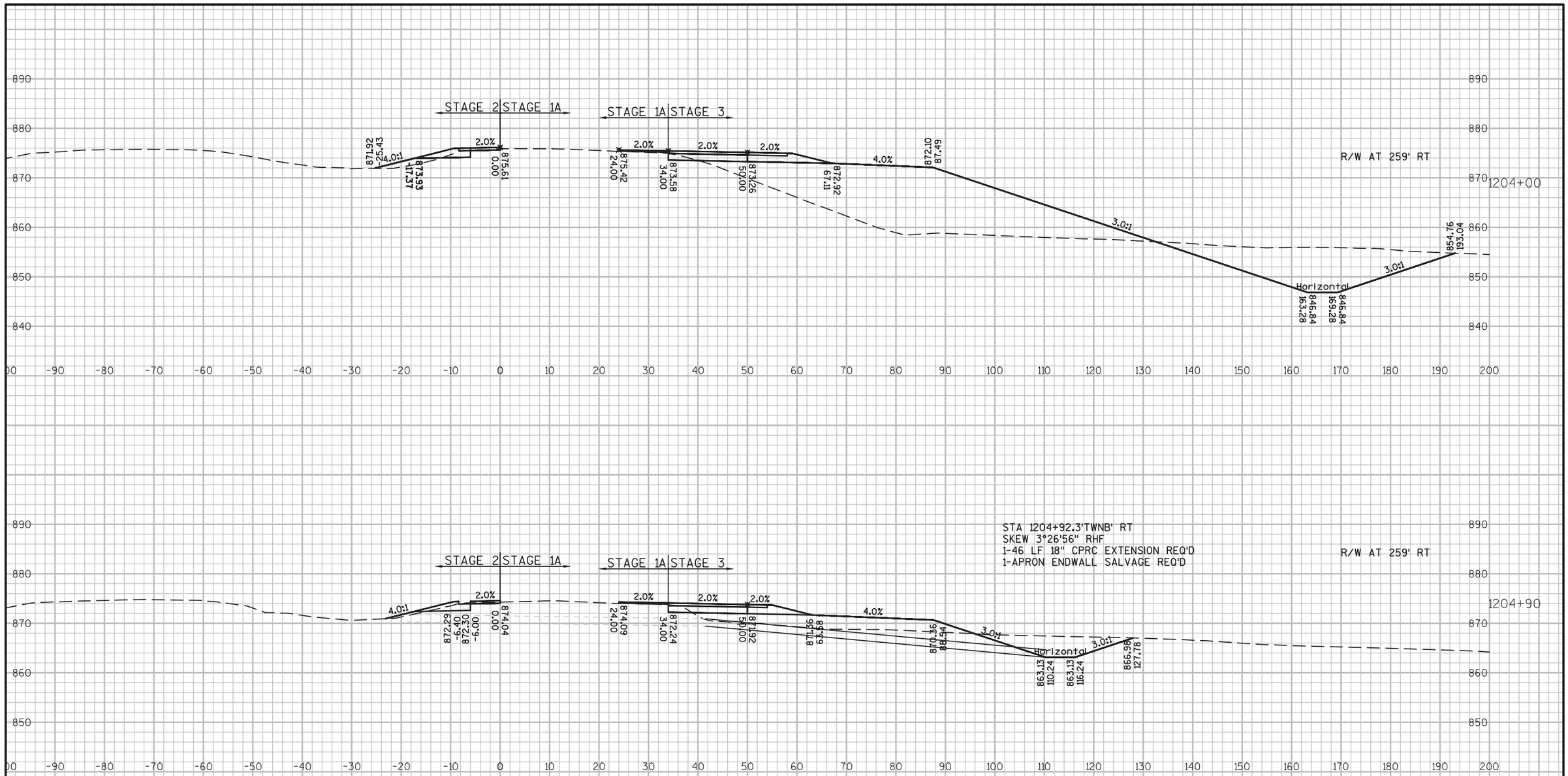
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 502	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (24)
PLOT DATE : 10/25/2017 11:21 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



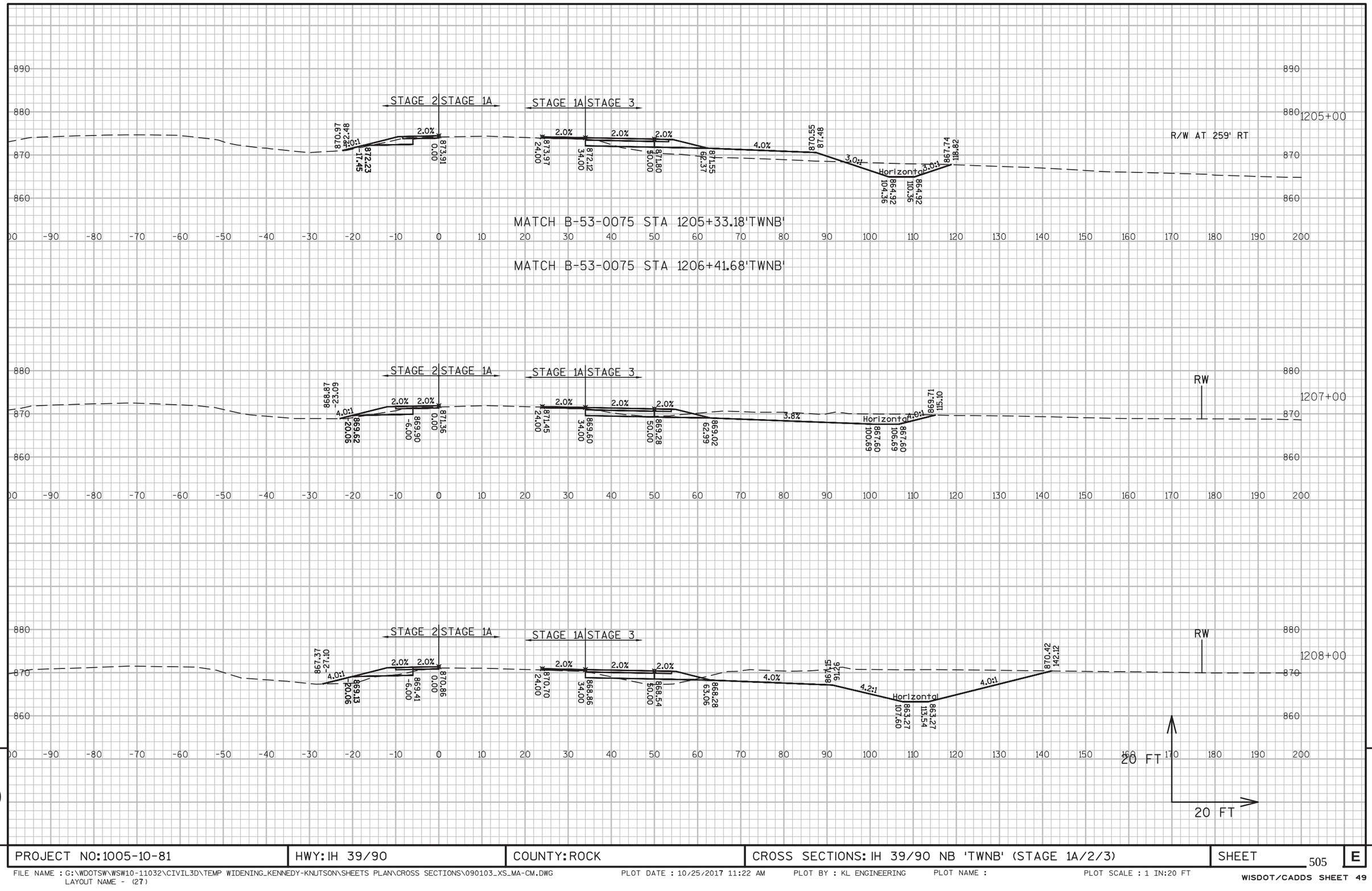
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 503 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (25)
PLOT DATE : 10/25/2017 11:21 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



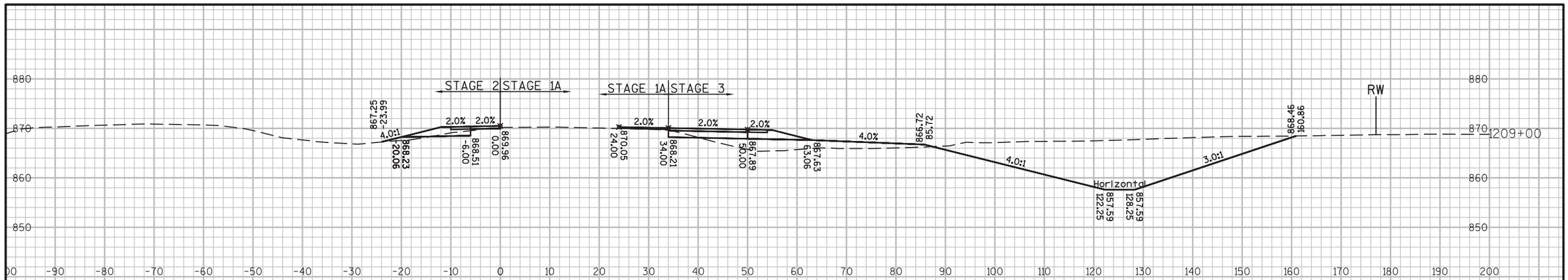
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 504	E

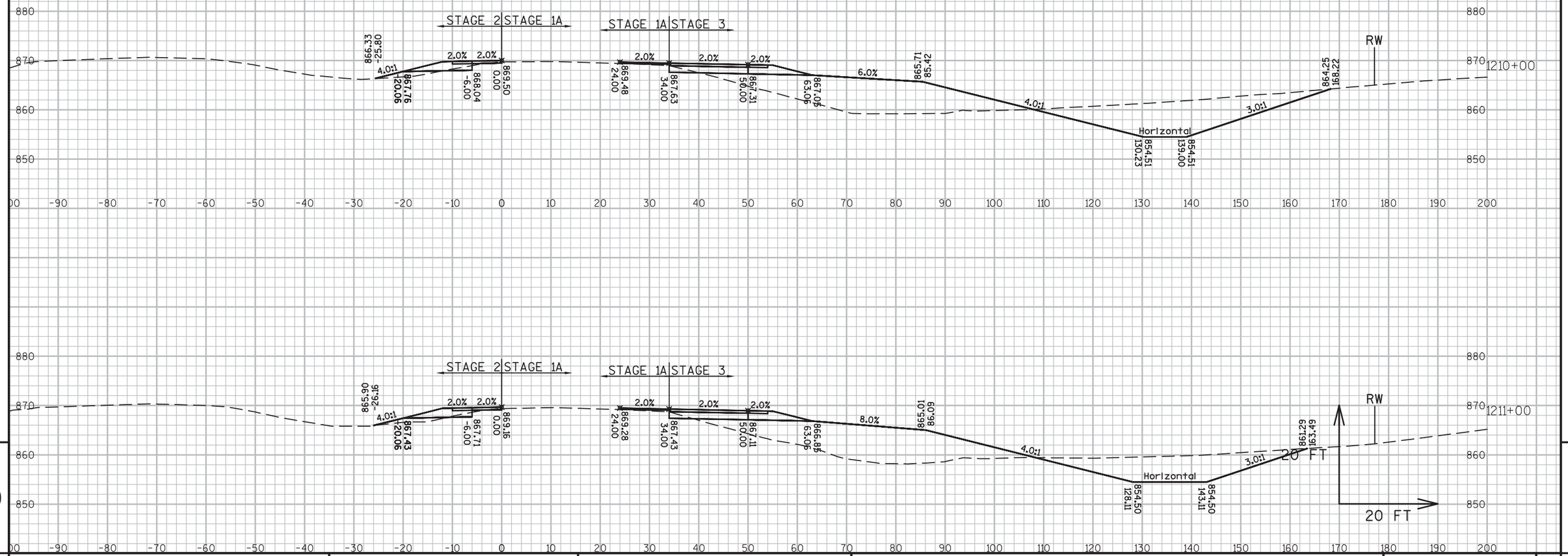
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (26)
PLOT DATE : 10/25/2017 11:21 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 505	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (27)
PLOT DATE : 10/25/2017 11:22 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49





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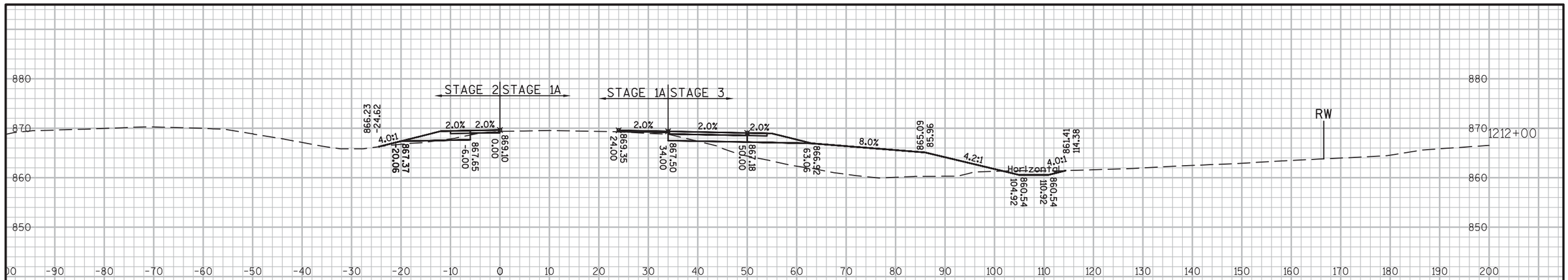
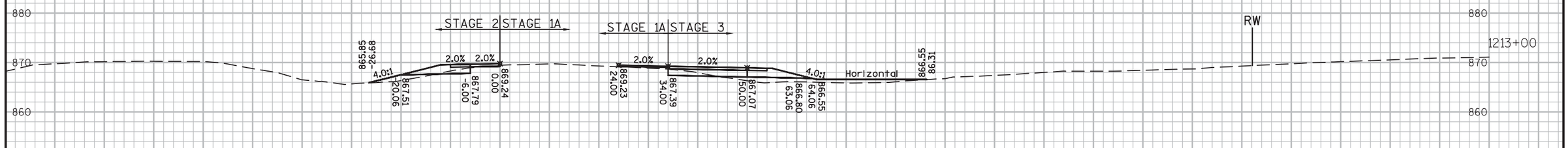
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (27)

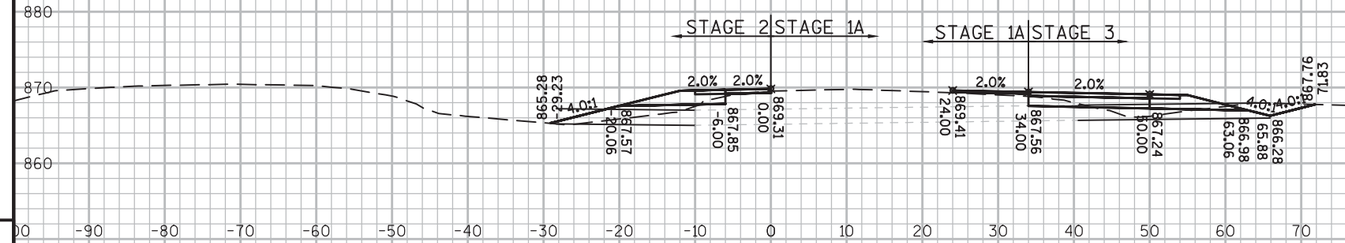
PLOT DATE : 10/25/2017 11:22 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

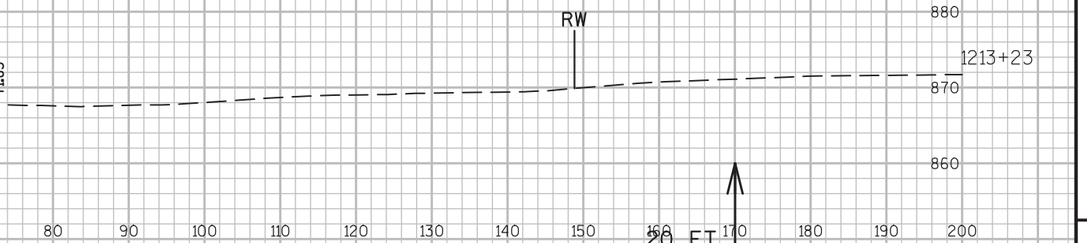




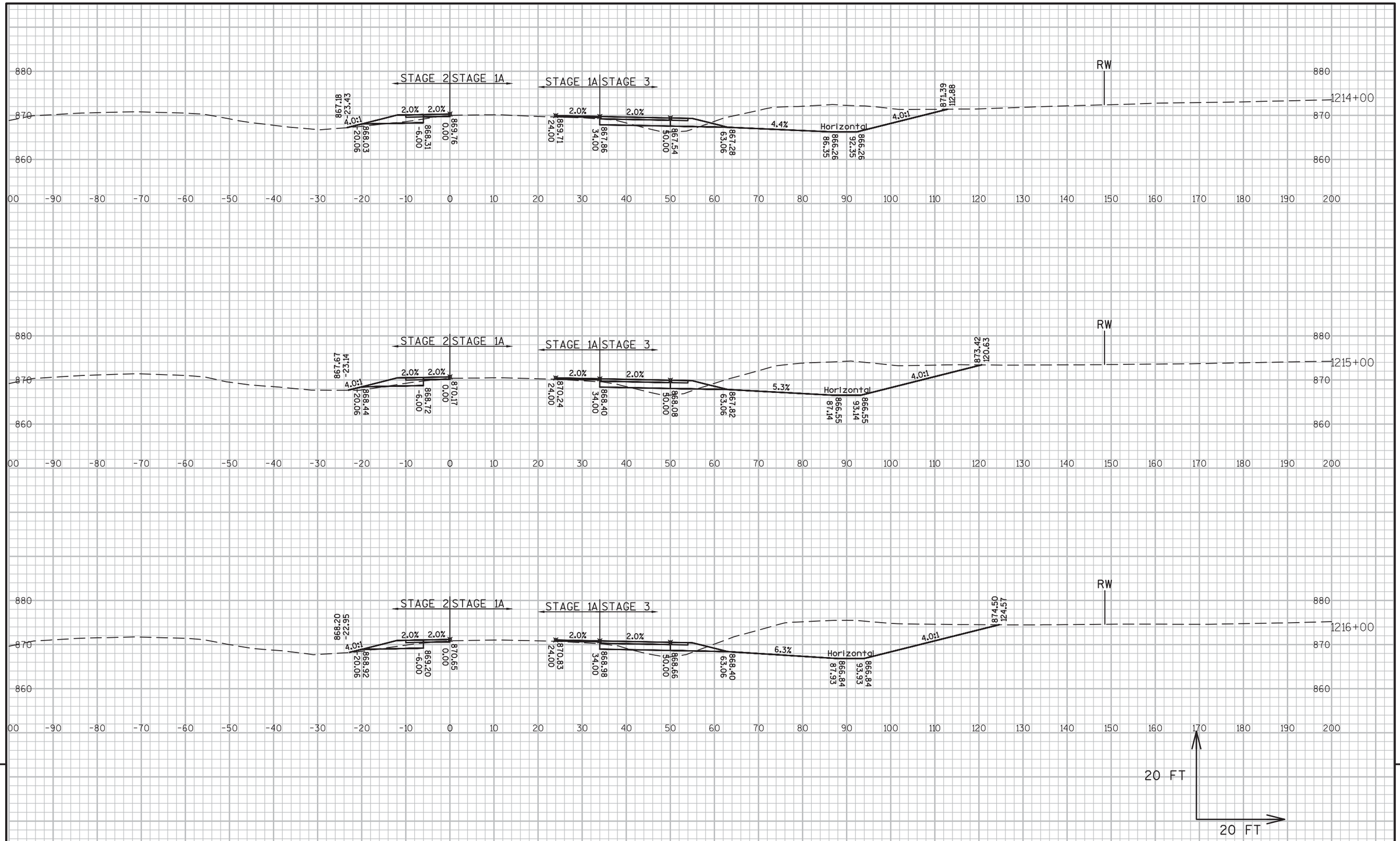
STA 1213+23'TWNB' LT
SKEW 0°16'31" LHF
2-14 LF 24" CPRC EXTENSION REQ'D
2-APRON ENDWALL SALVAGE REQ'D



STA 1213+23'TWNB' RT
SKEW 0°16'31" LHF
2-19 LF 24" CPRC EXTENSION REQ'D
2-APRON ENDWALL SALVAGE REQ'D



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 507	E



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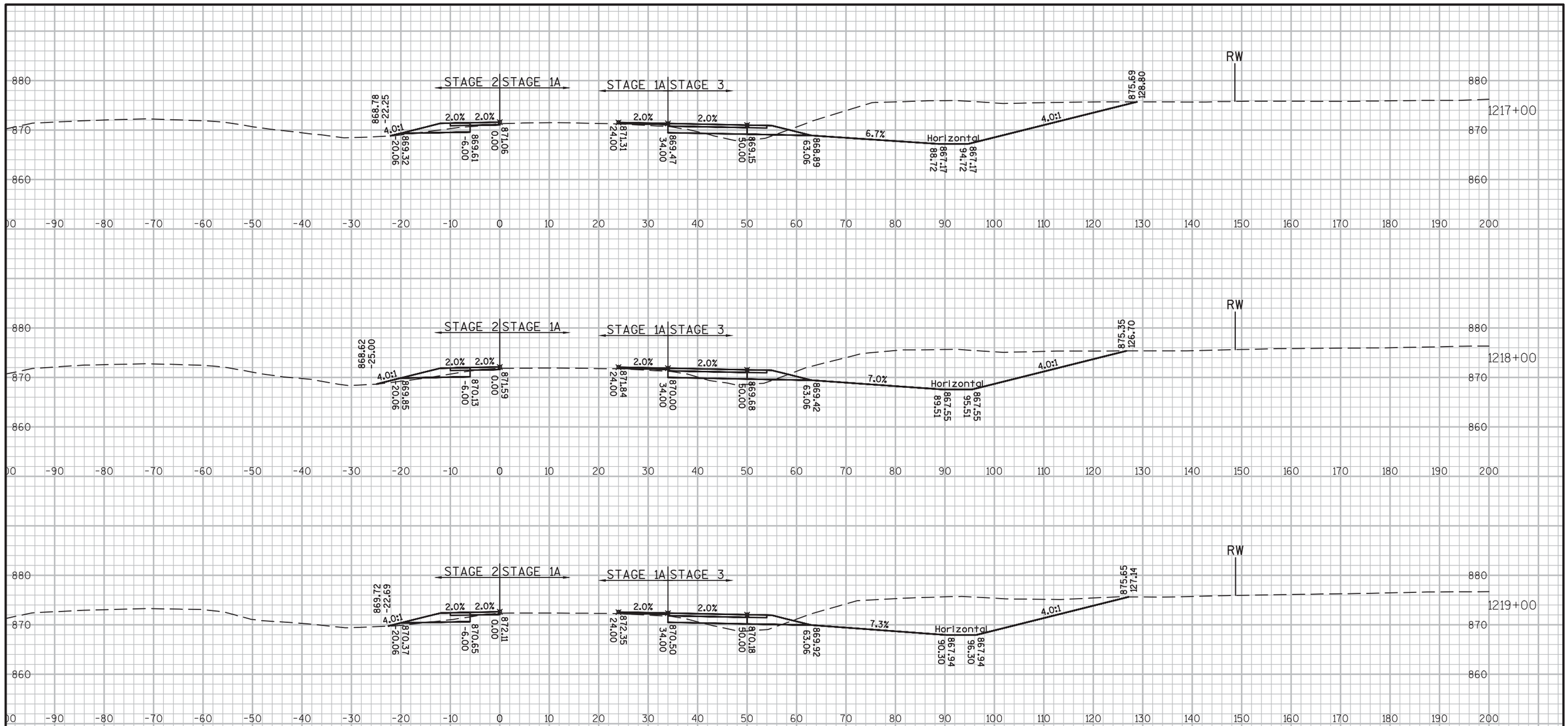
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 508	E



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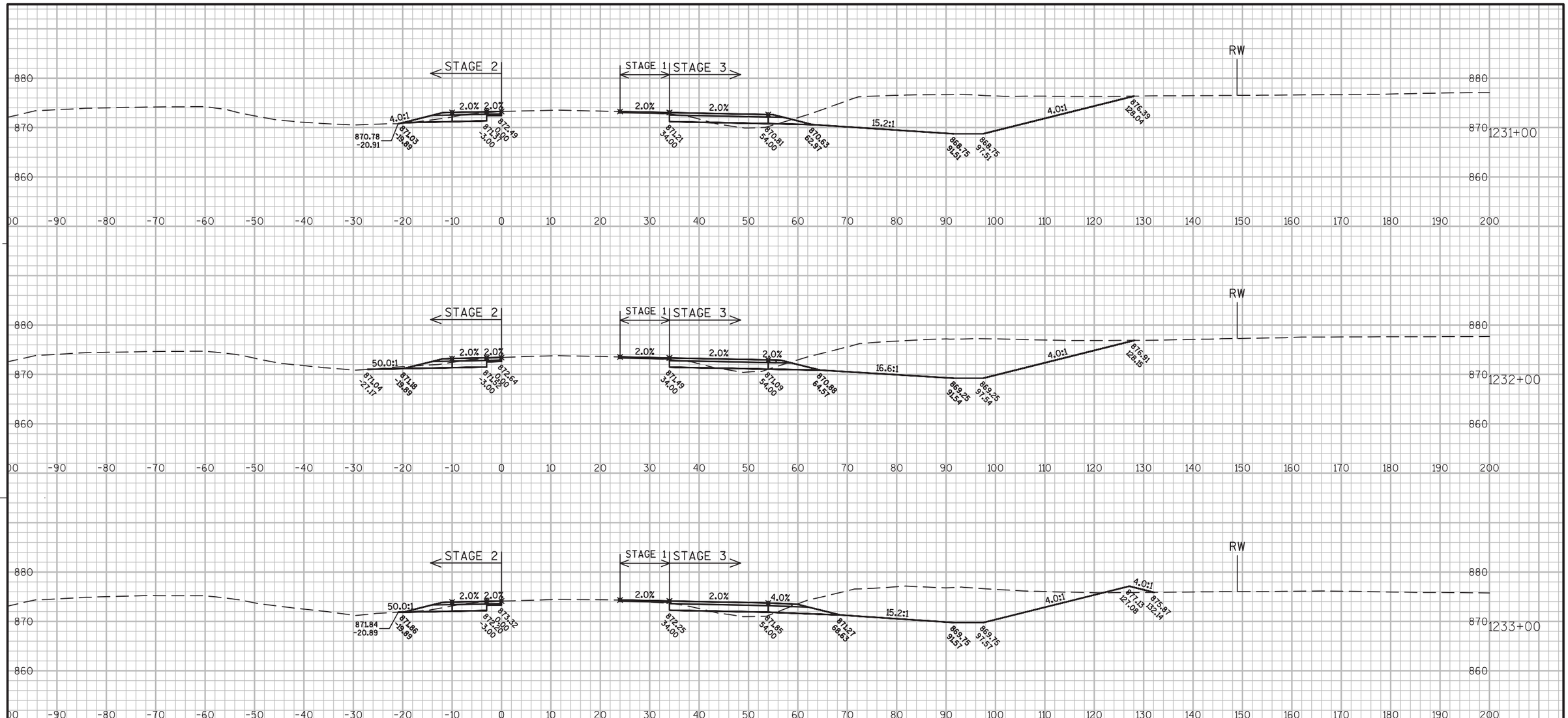
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1A/2/3)	SHEET 509	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090103_XS_MA-CM.DWG
LAYOUT NAME - (27)

PLOT DATE : 10/25/2017 11:22 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

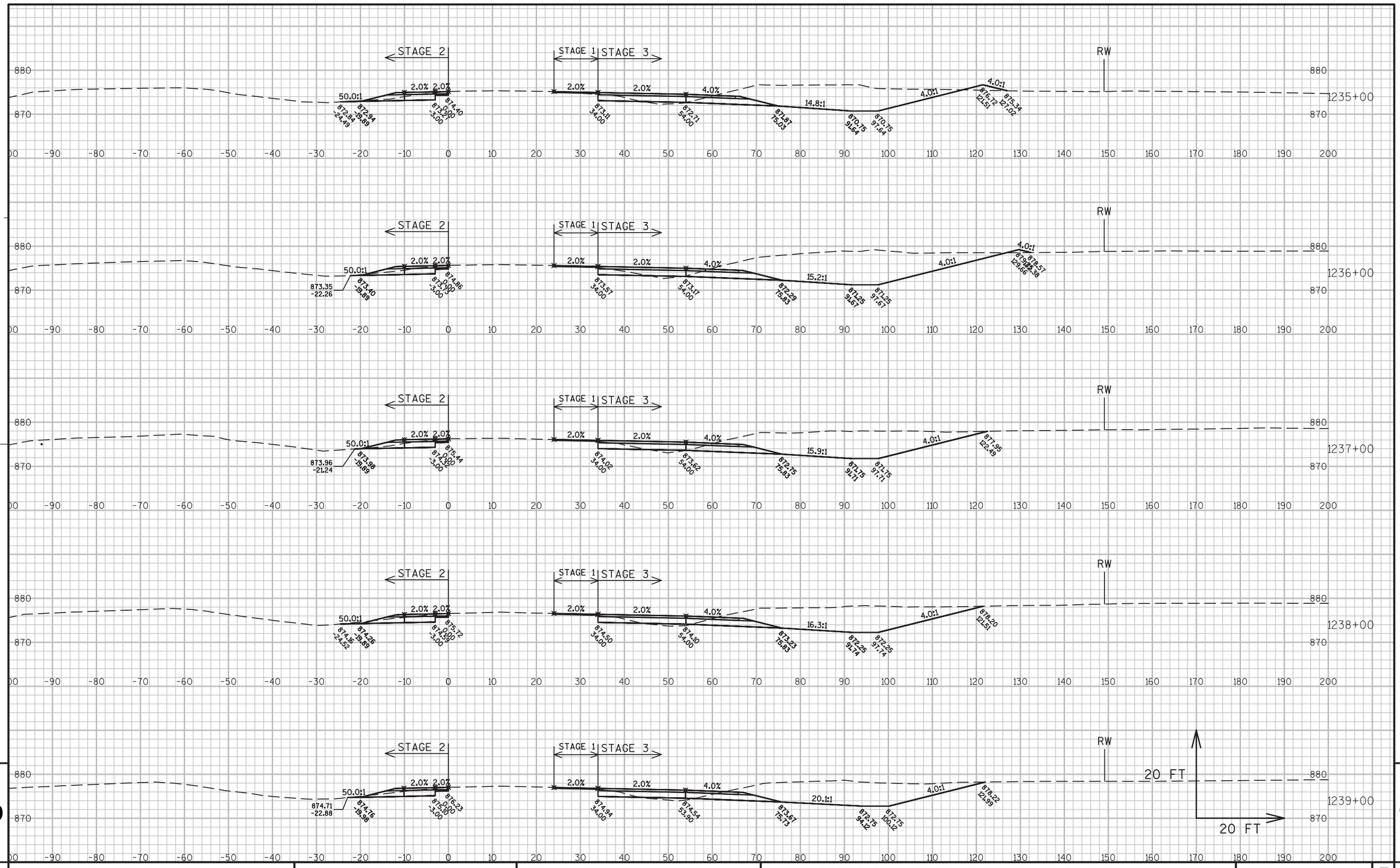
WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 510	E

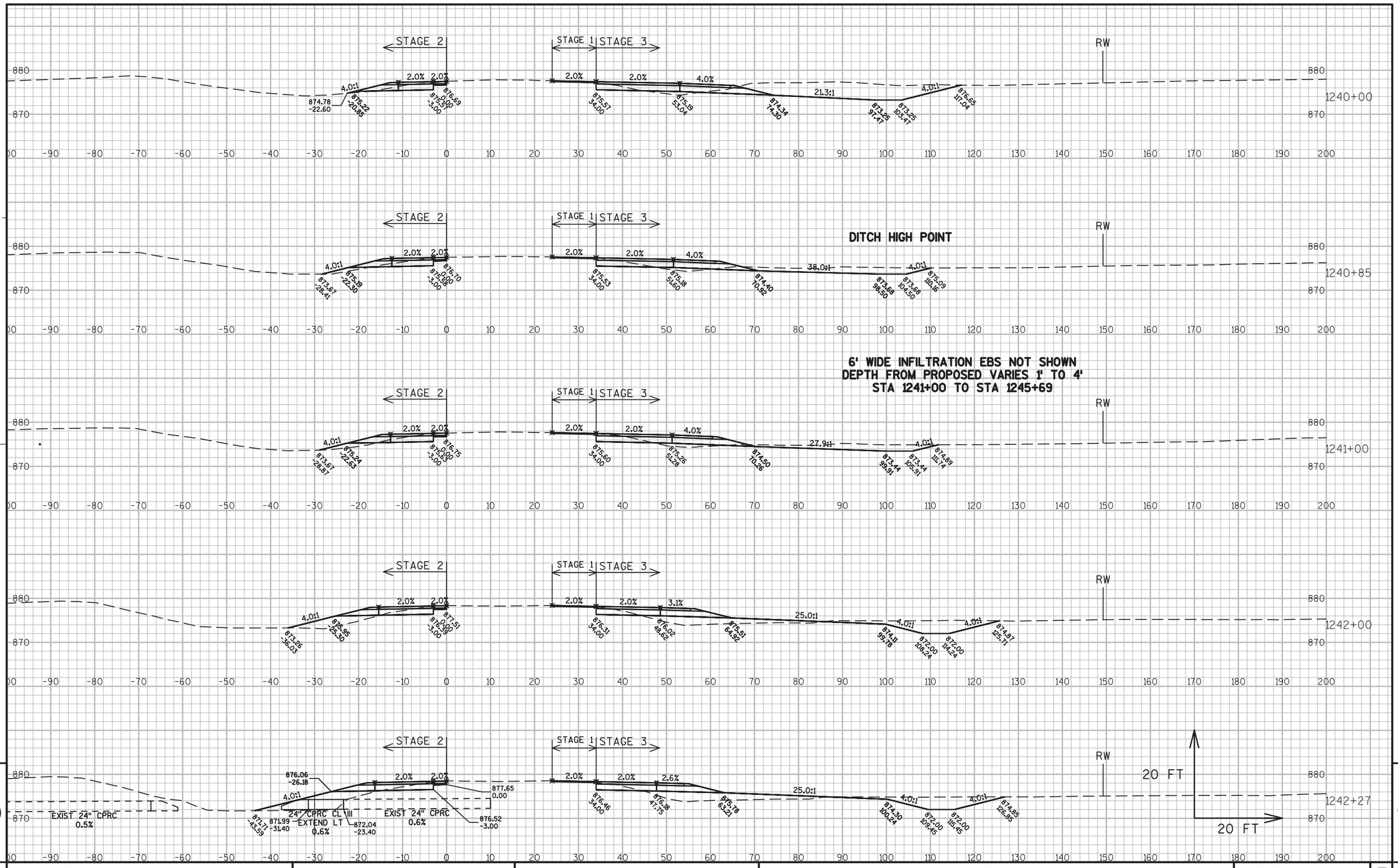
FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 10/12/2017 1:57 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 511	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 02
PLOT DATE : 10/12/2017 1:58 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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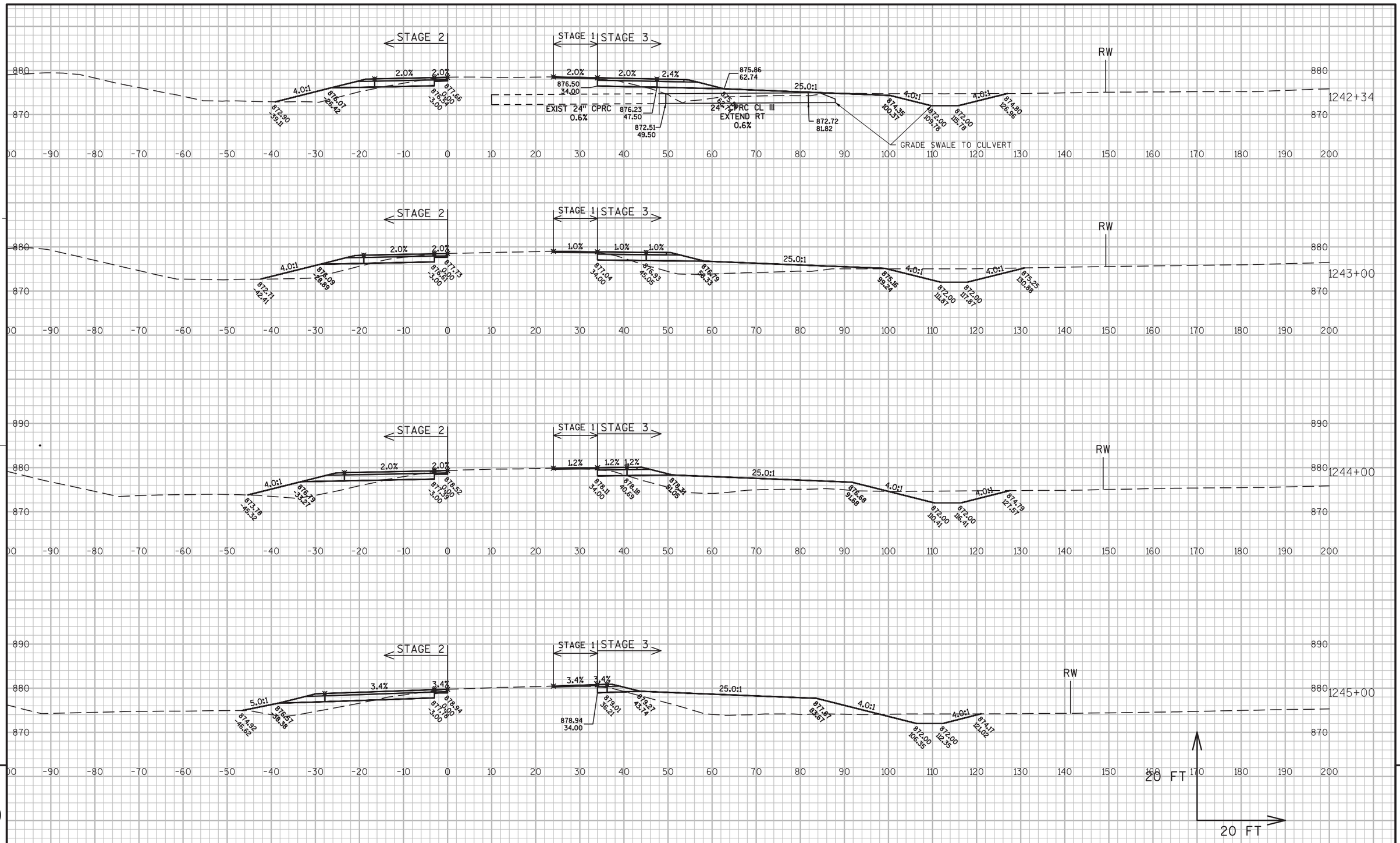
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 512	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 03
PLOT DATE : 10/12/2017 1:58 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

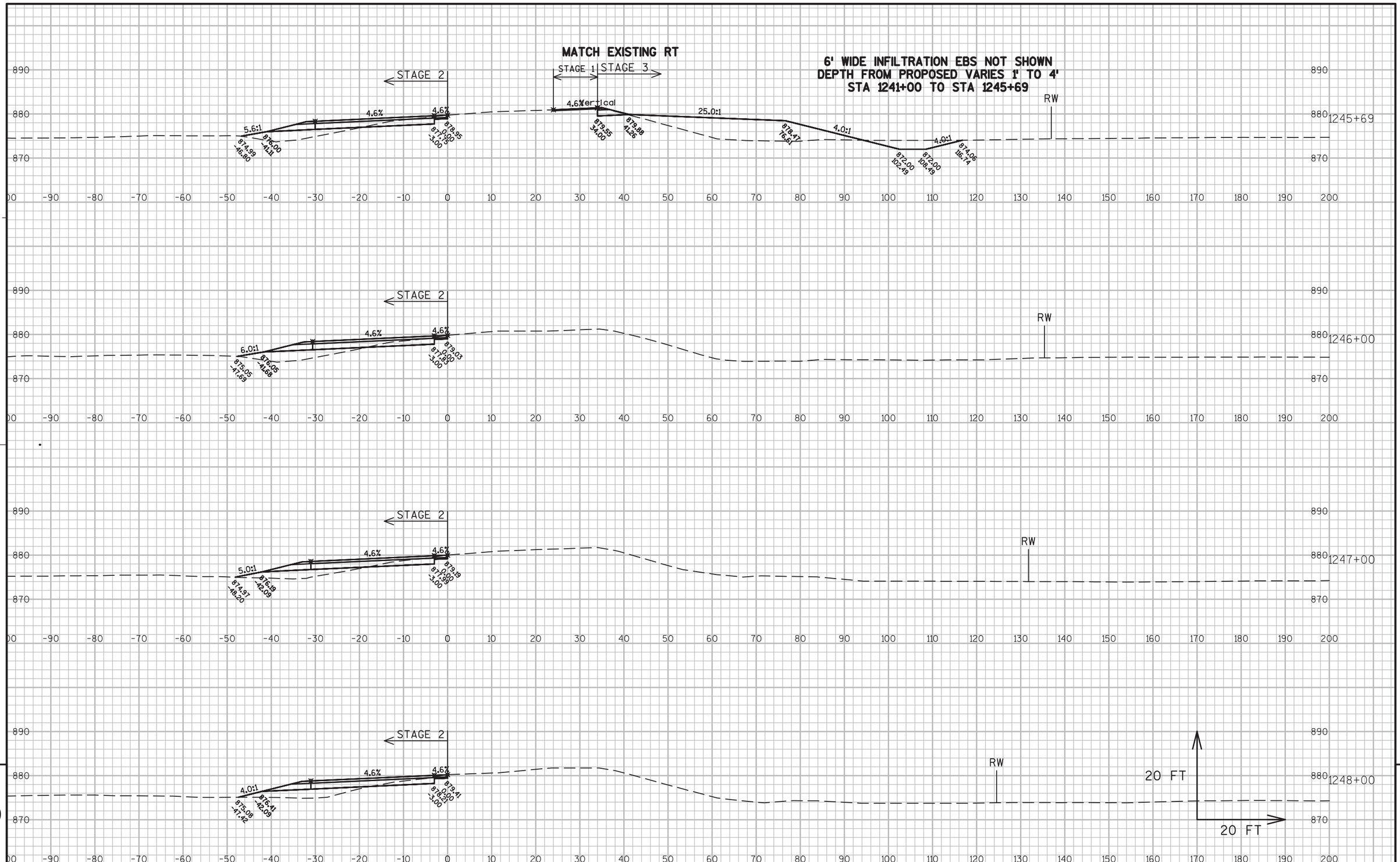


PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 513	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 10/12/2017 1:58 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

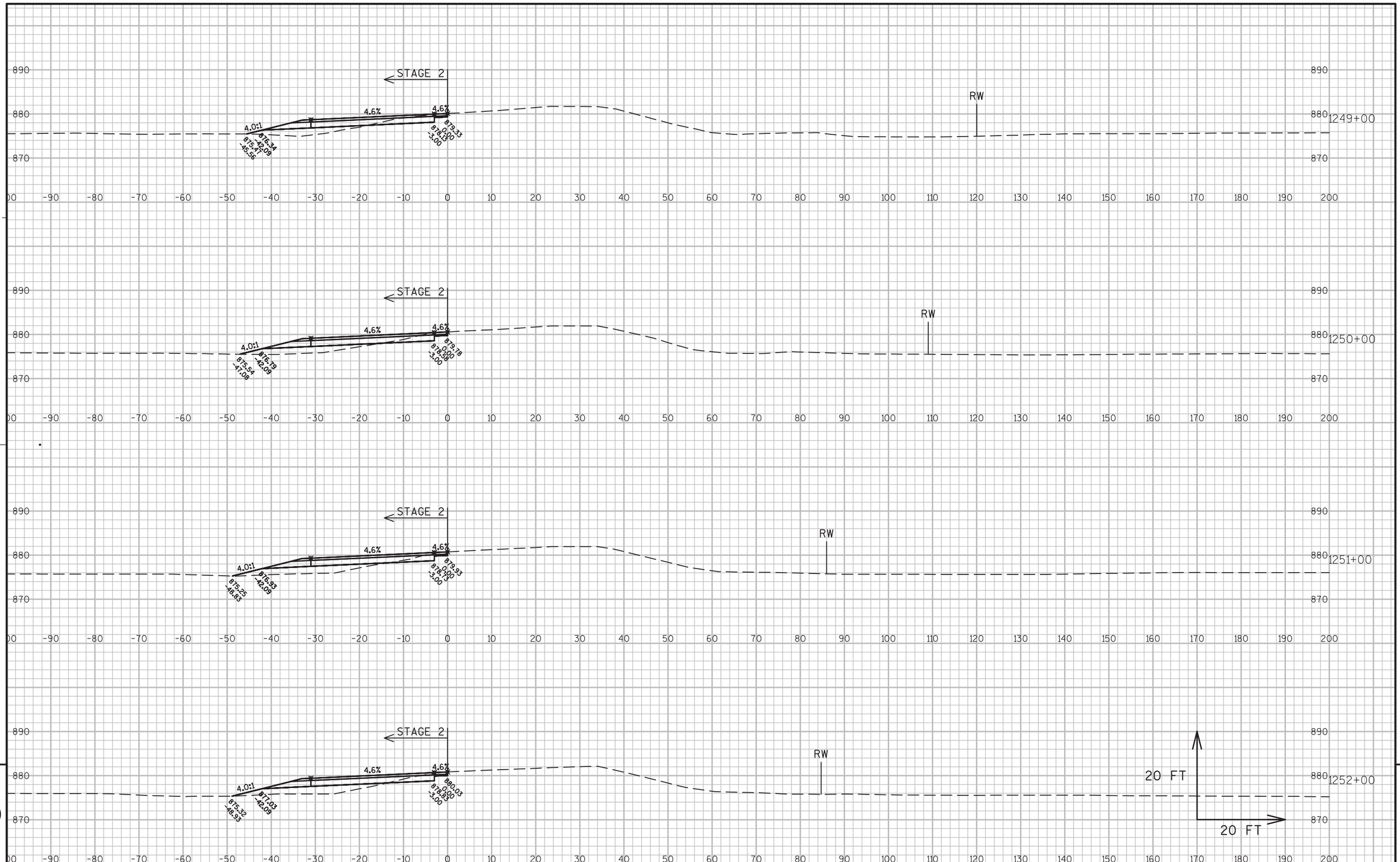
WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 514 E

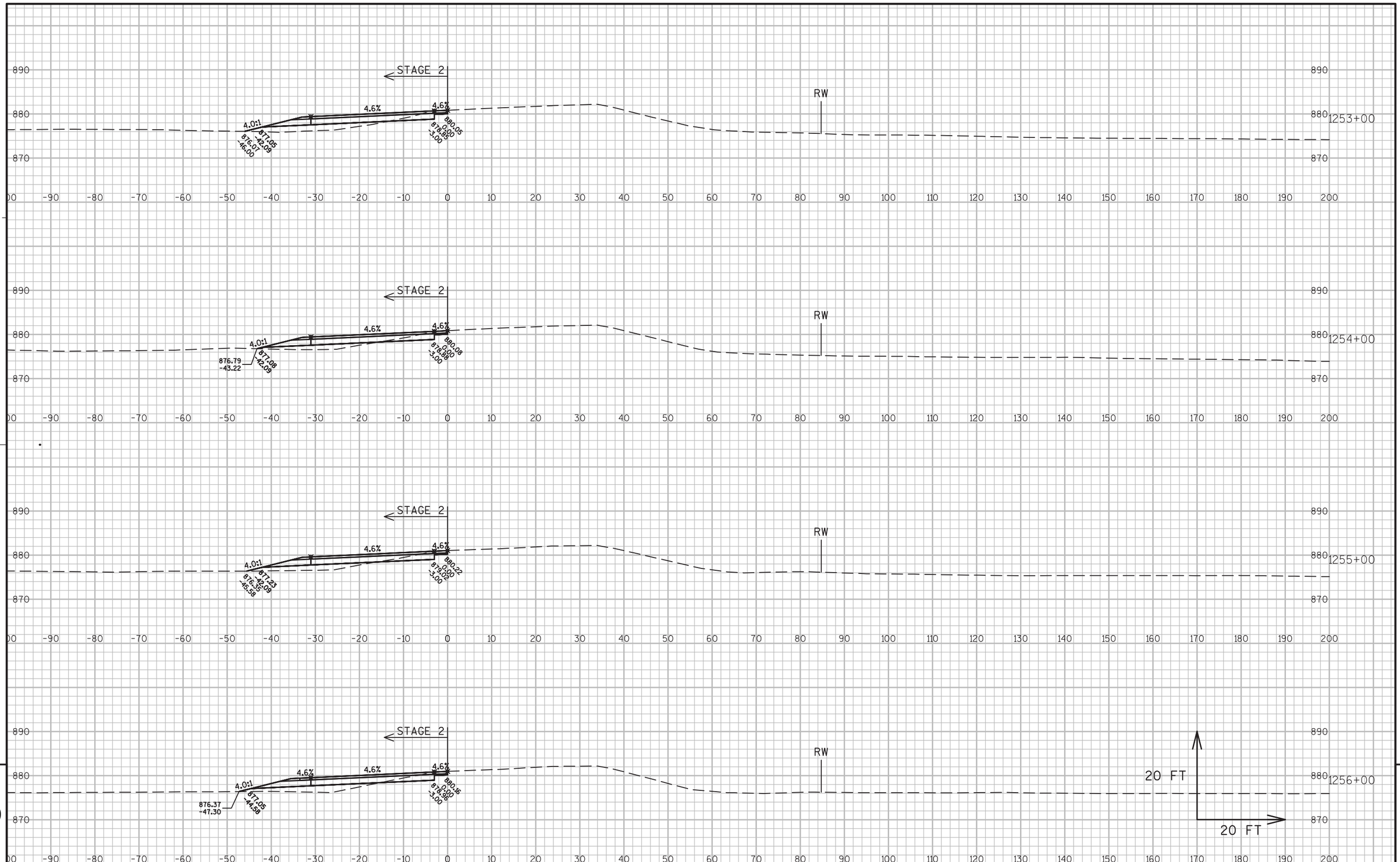
FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 10/12/2017 1:59 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 515 E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 06
PLOT DATE : 10/12/2017 1:59 PM
PLOT BY : R.A. SMITH NATIONAL PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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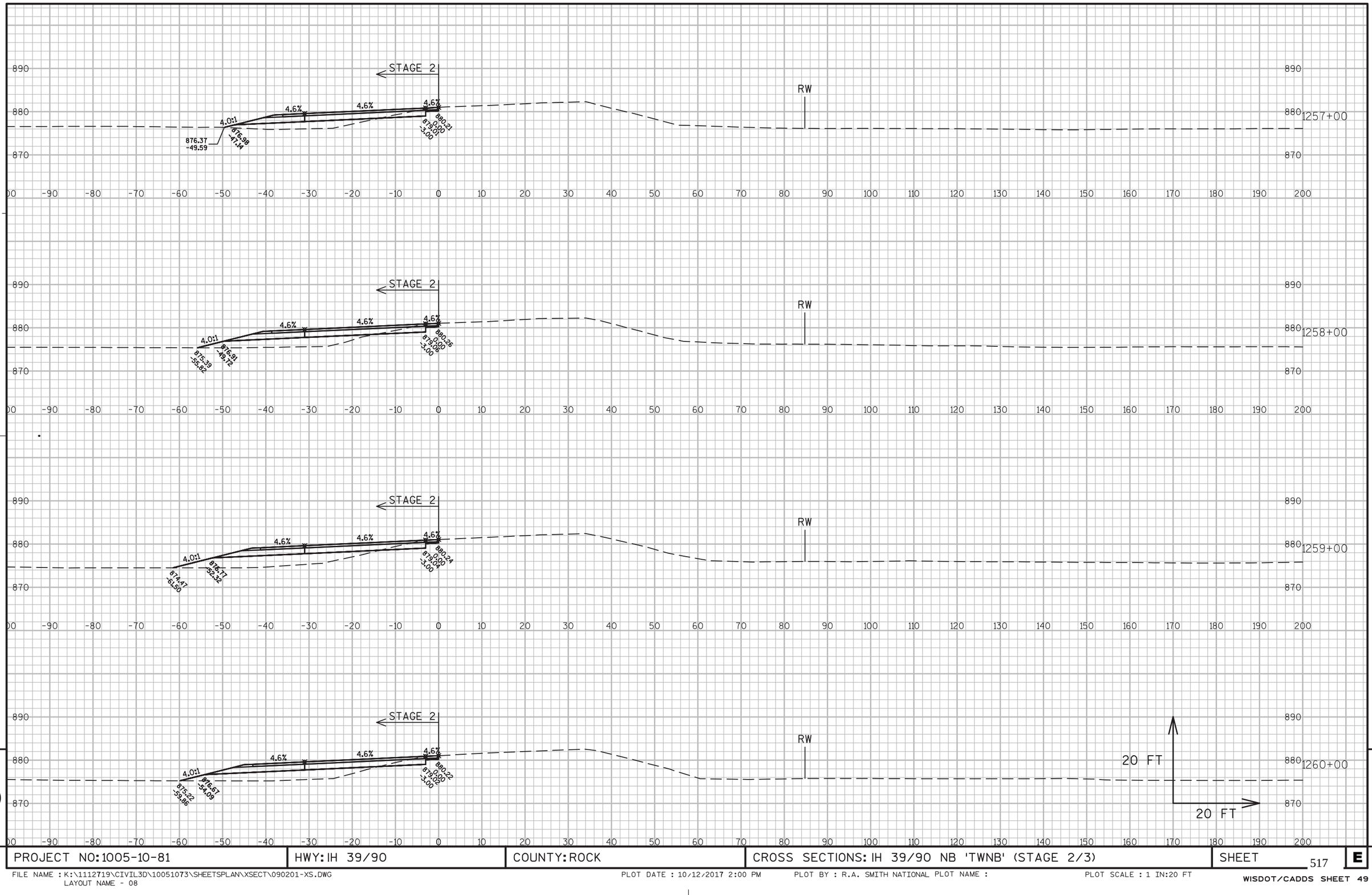
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 516 E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 07

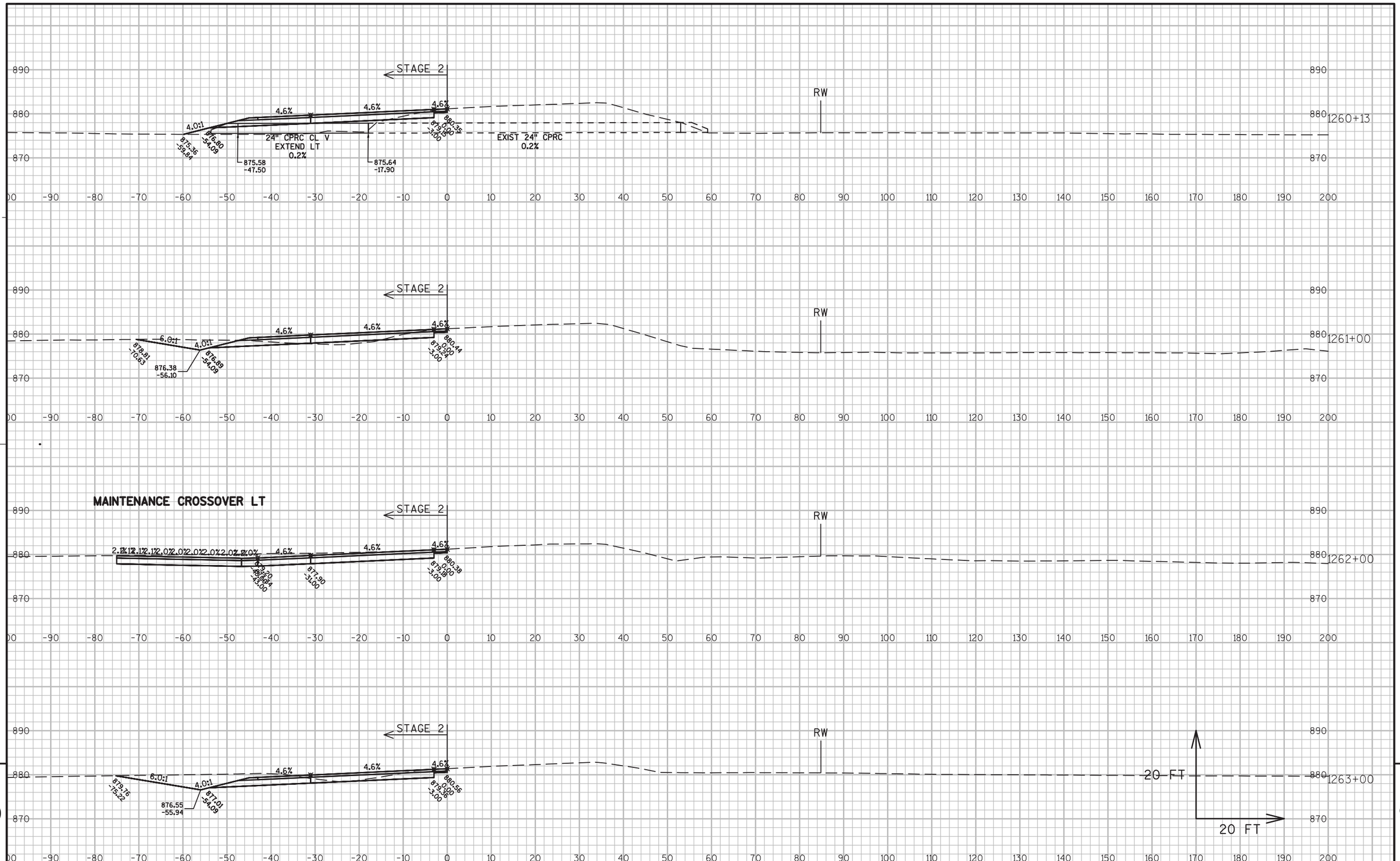
PLOT DATE : 10/12/2017 2:00 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 517 E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/12/2017 2:00 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

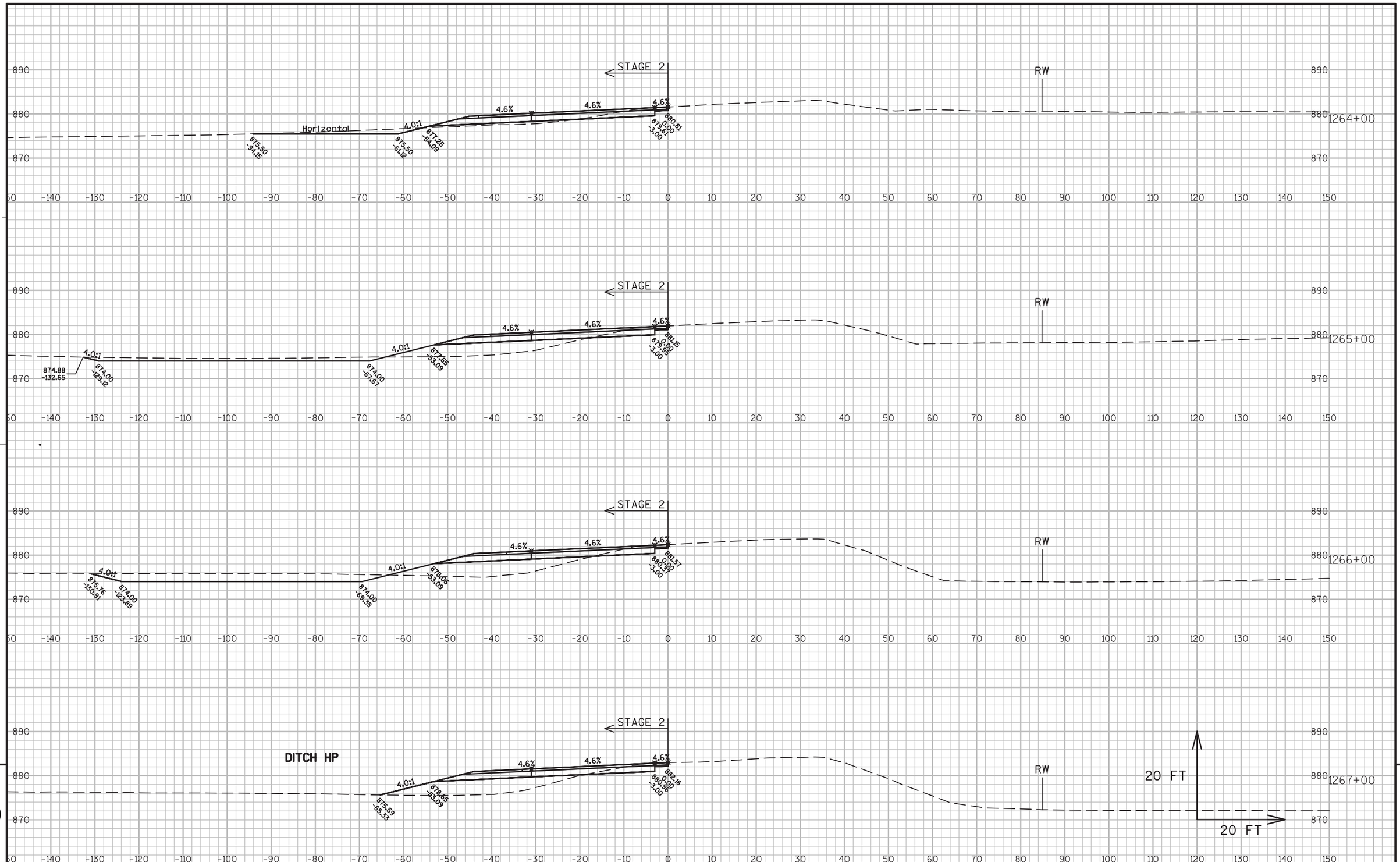


PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 518 E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 10/12/2017 2:00 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

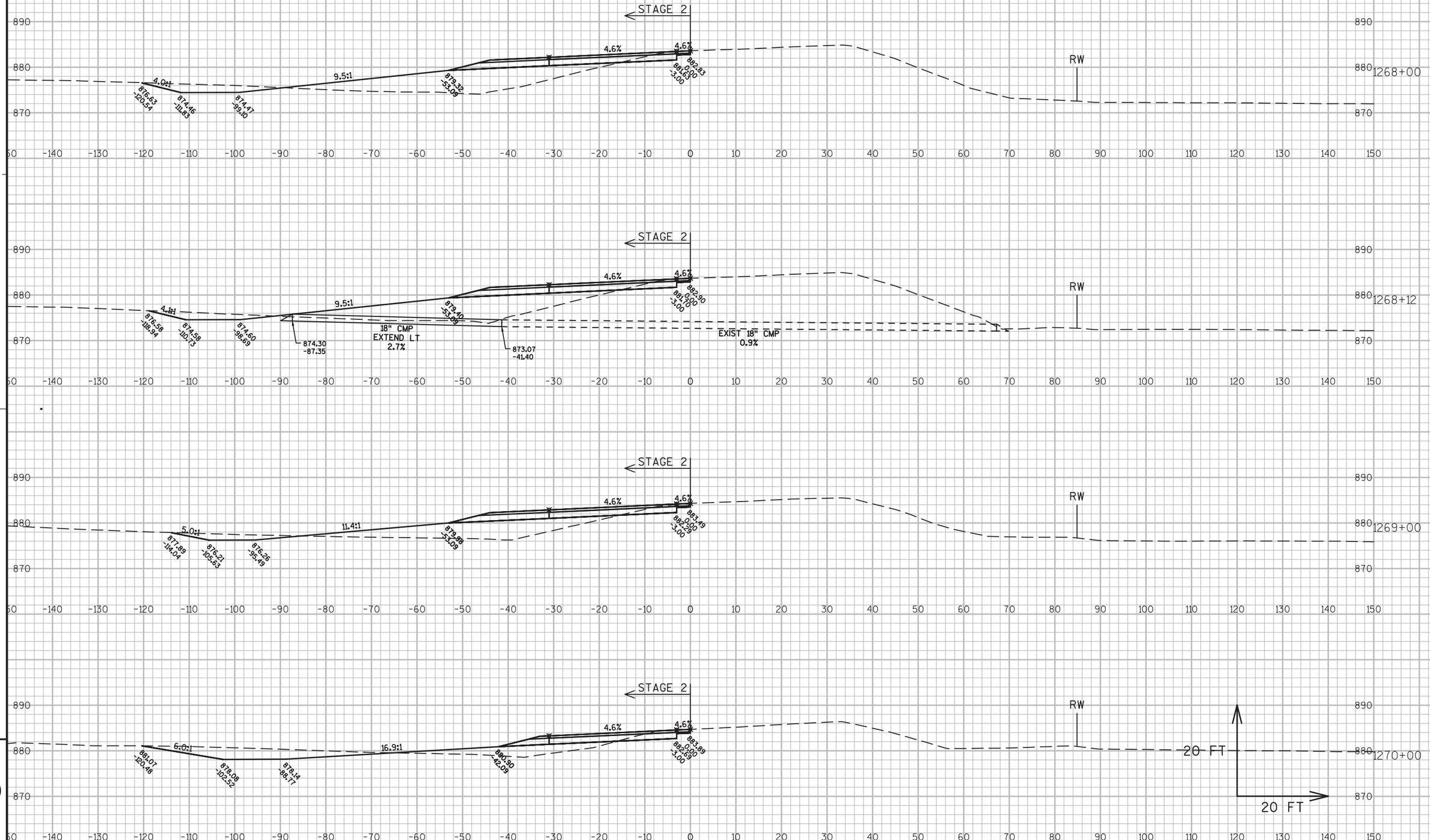
WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 519 E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 10/12/2017 2:01 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

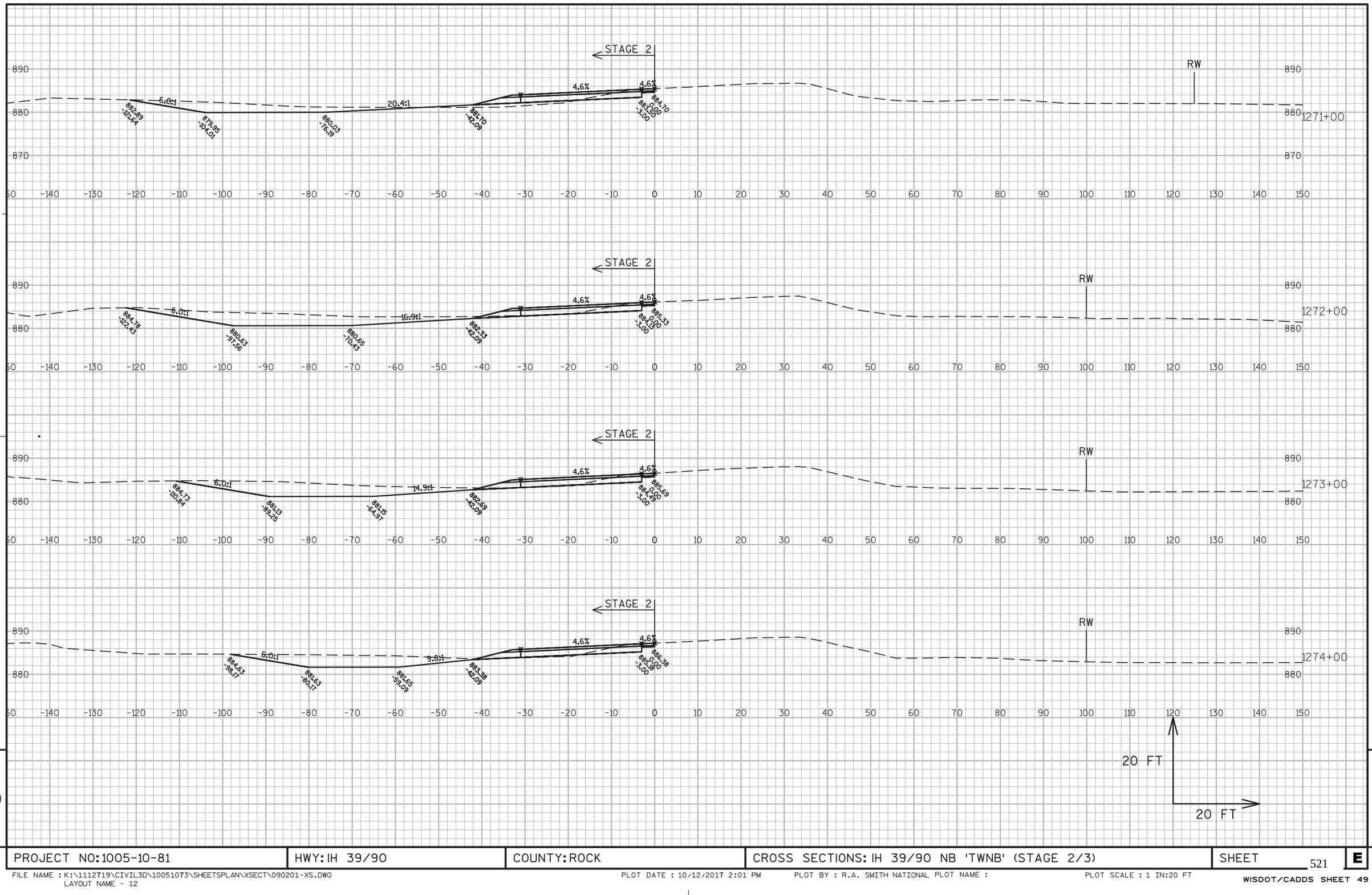


PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 520 E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 10/12/2017 2:01 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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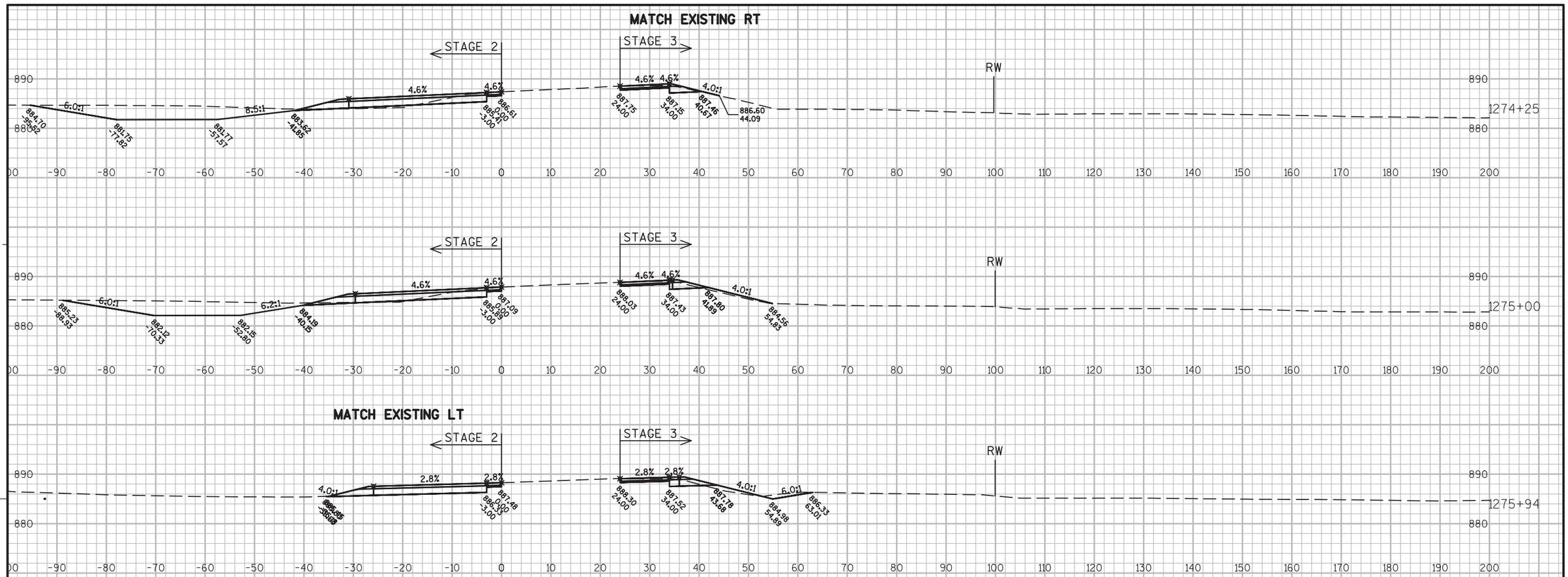
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 521	E

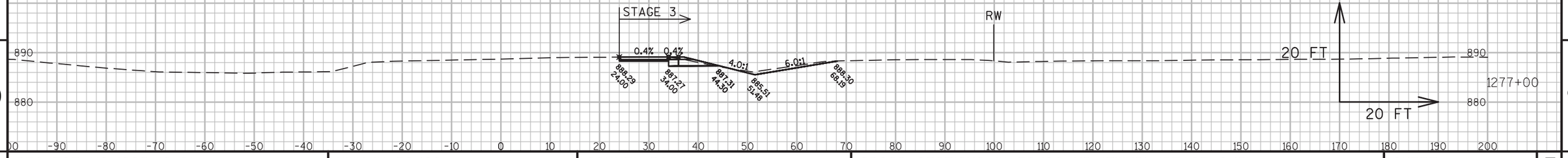
FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 10/12/2017 2:01 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

MATCH EXISTING RT



MATCH EXISTING LT



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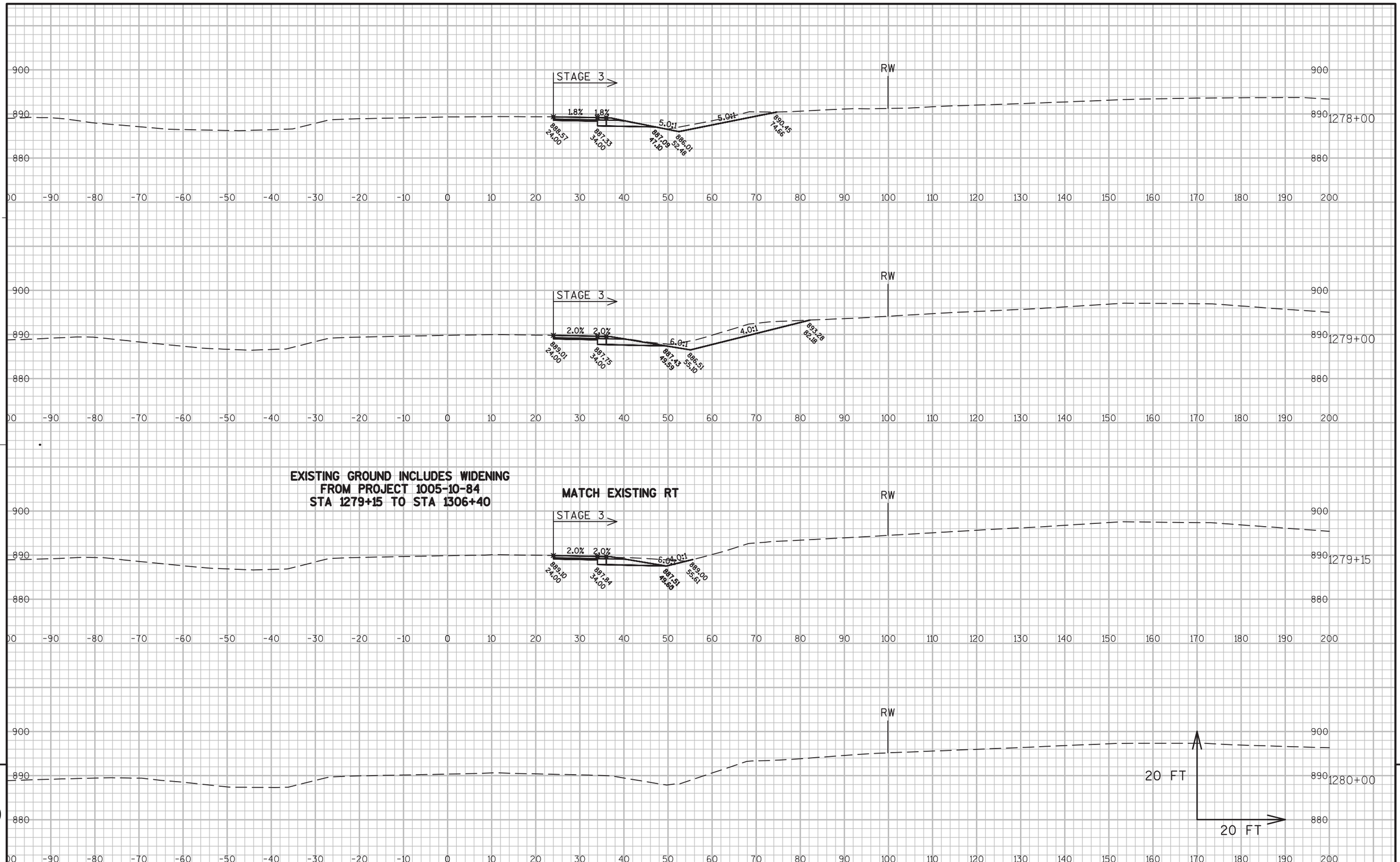
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 522	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 10/12/2017 2:02 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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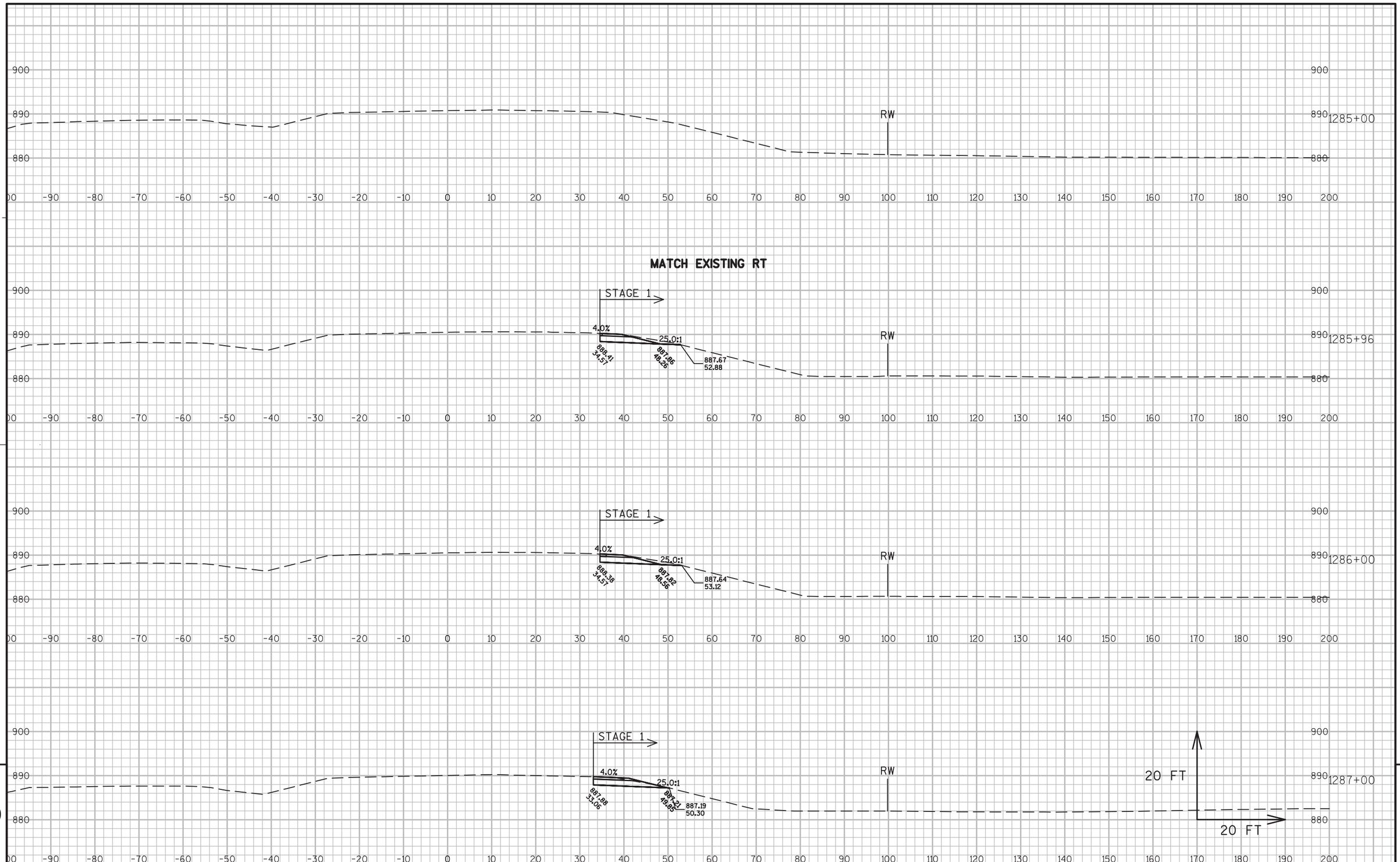
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 523 E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 10/12/2017 2:02 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

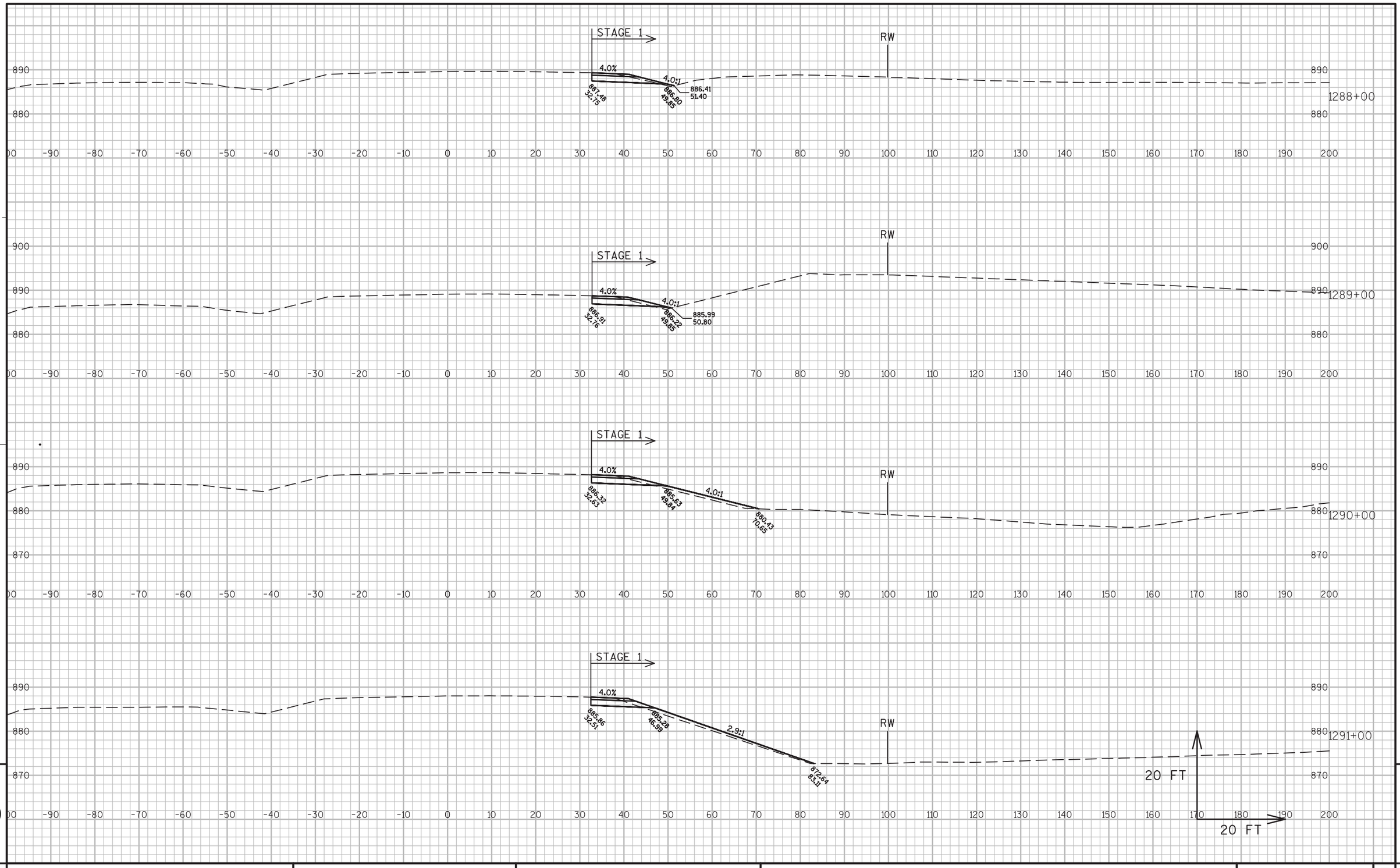


9 9

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1)	SHEET 524 E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 10/13/2017 11:22 AM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT



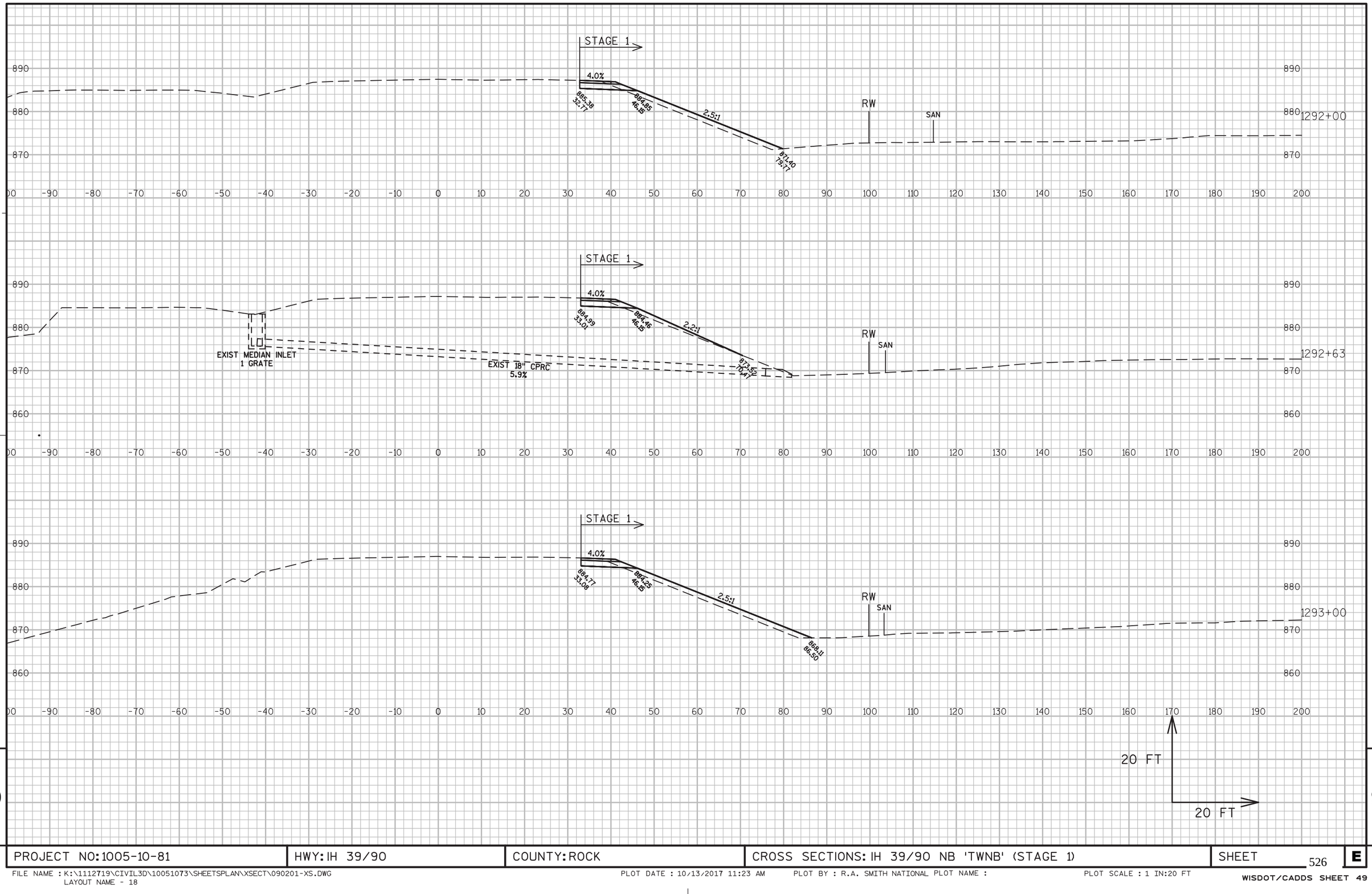
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1)	SHEET 525	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 10/13/2017 11:23 AM PLOT BY : R.A. SMITH NATIONAL PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1)	SHEET 526	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 10/13/2017 11:23 AM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

STAGE 1

MATCH EXISTING RT

4.0%

884.26
33.48

883.90
42.39

2.5:1

867.44
83.59

TEL

SAN

RW

SAN

1293+82

1294+00

1295+00

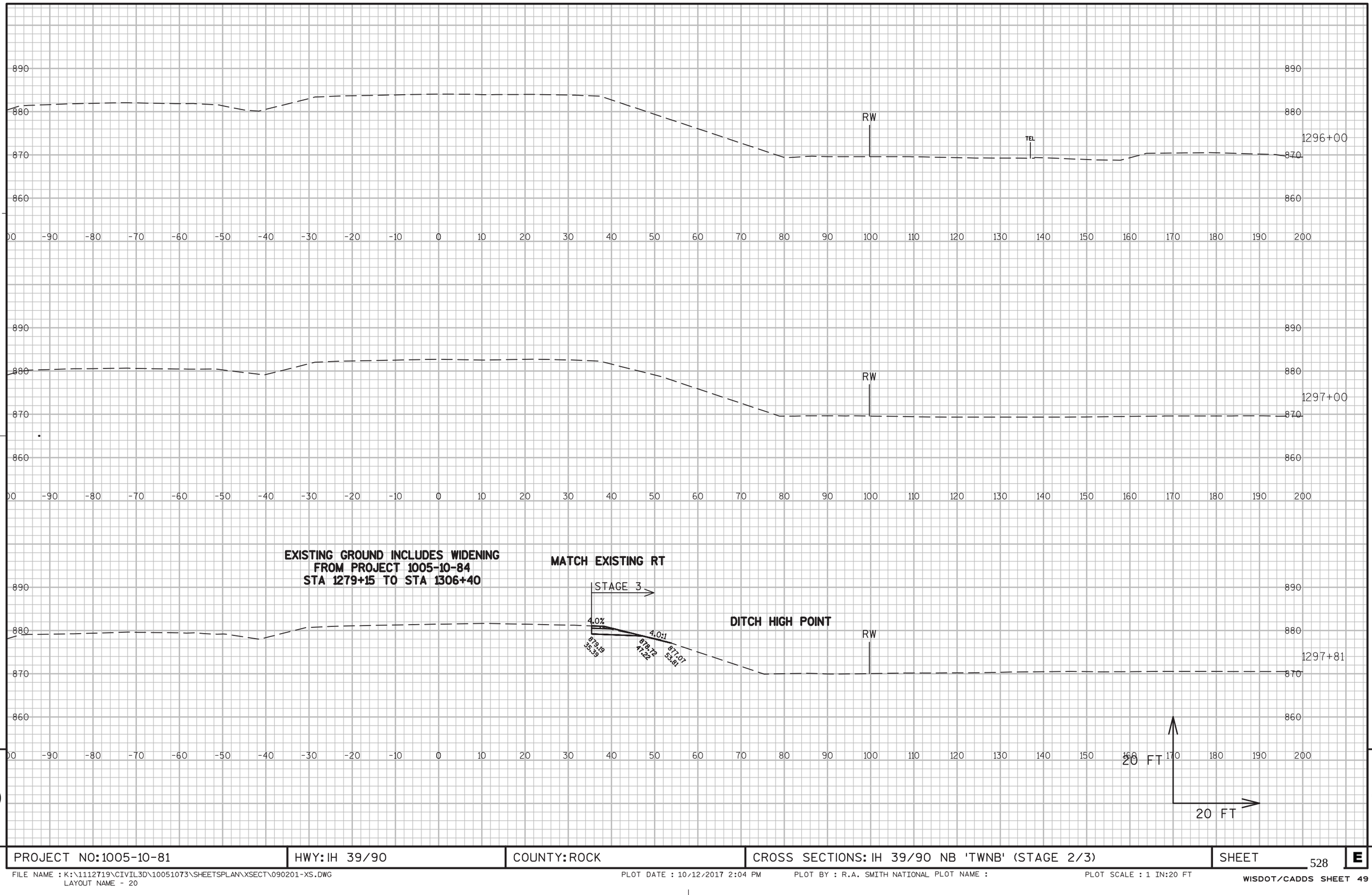
20 FT

20 FT

PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 1)	SHEET 527	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 19

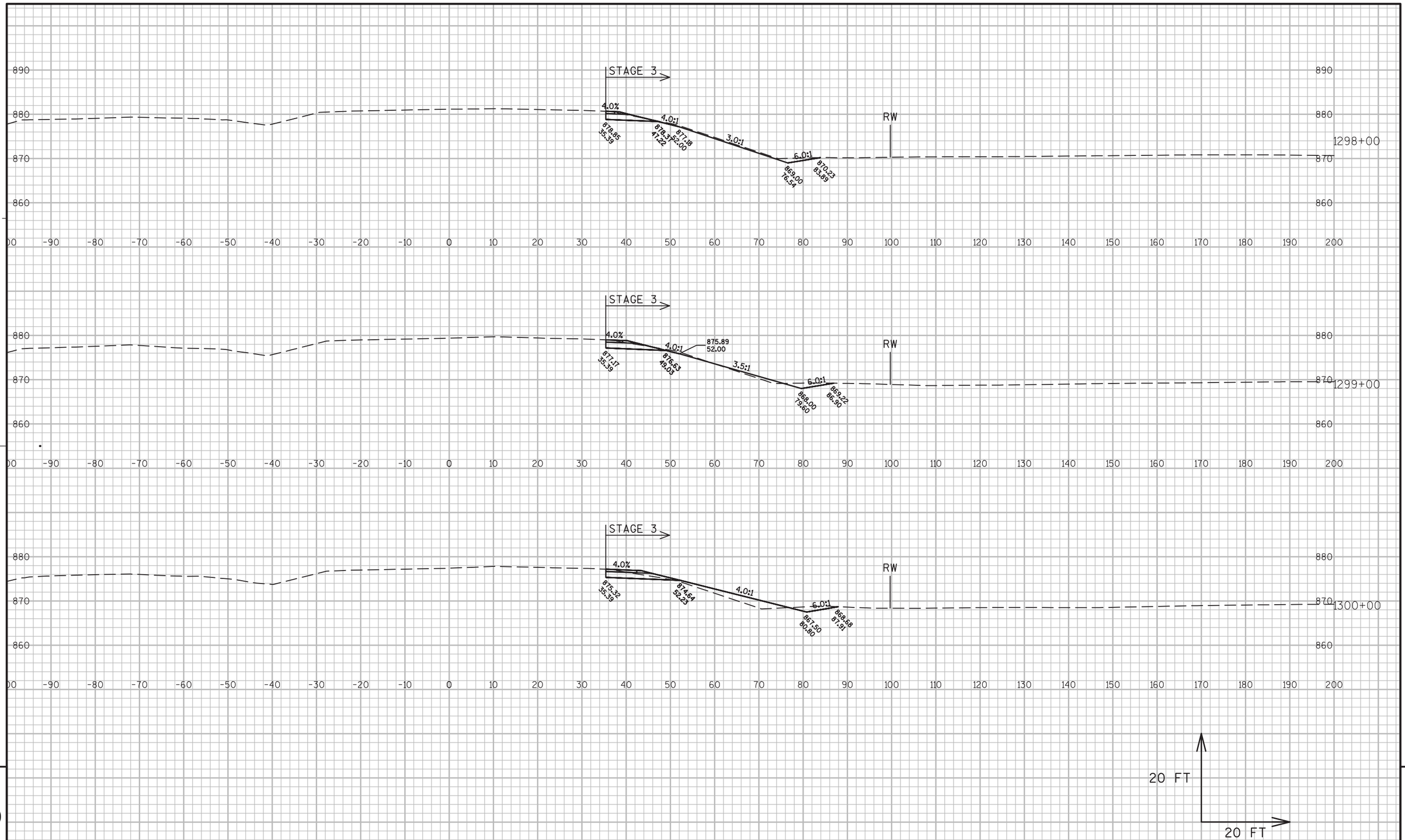
PLOT DATE : 10/13/2017 11:23 AM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 528	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 10/12/2017 2:04 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 529	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 21
PLOT DATE : 10/12/2017 2:05 PM
PLOT BY : R.A. SMITH NATIONAL PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

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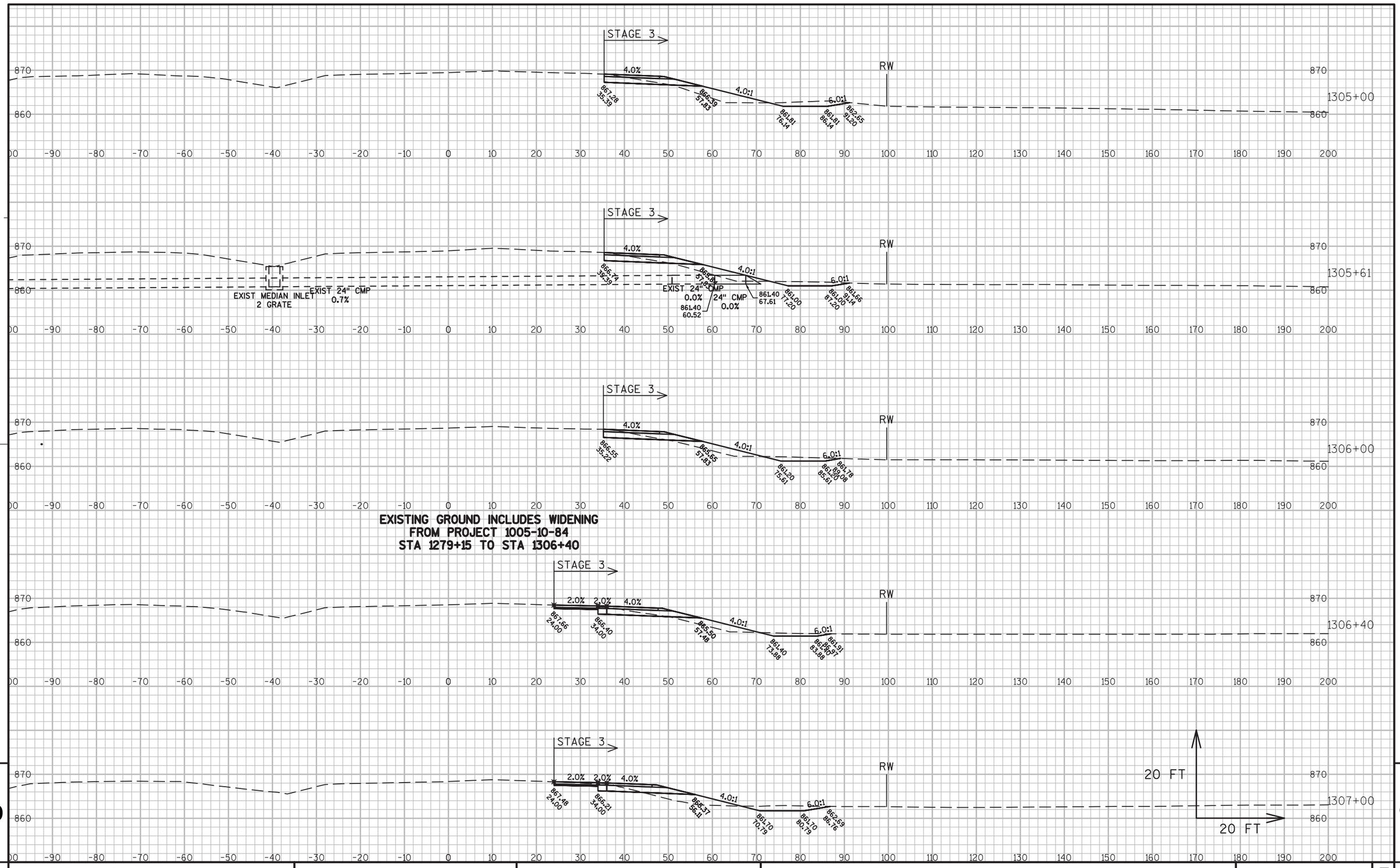
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 530	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 10/12/2017 2:05 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

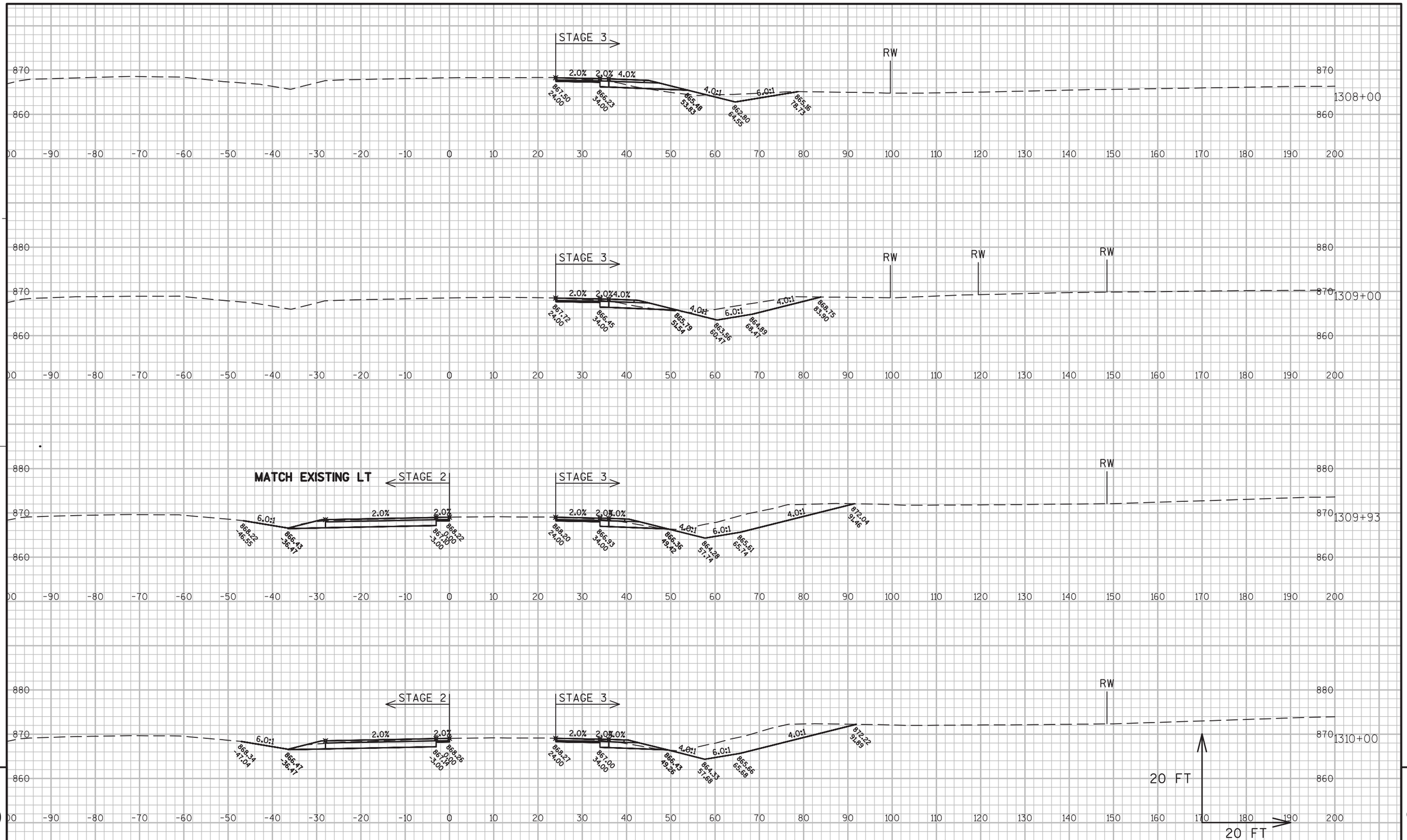
WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 531 E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 10/12/2017 2:05 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

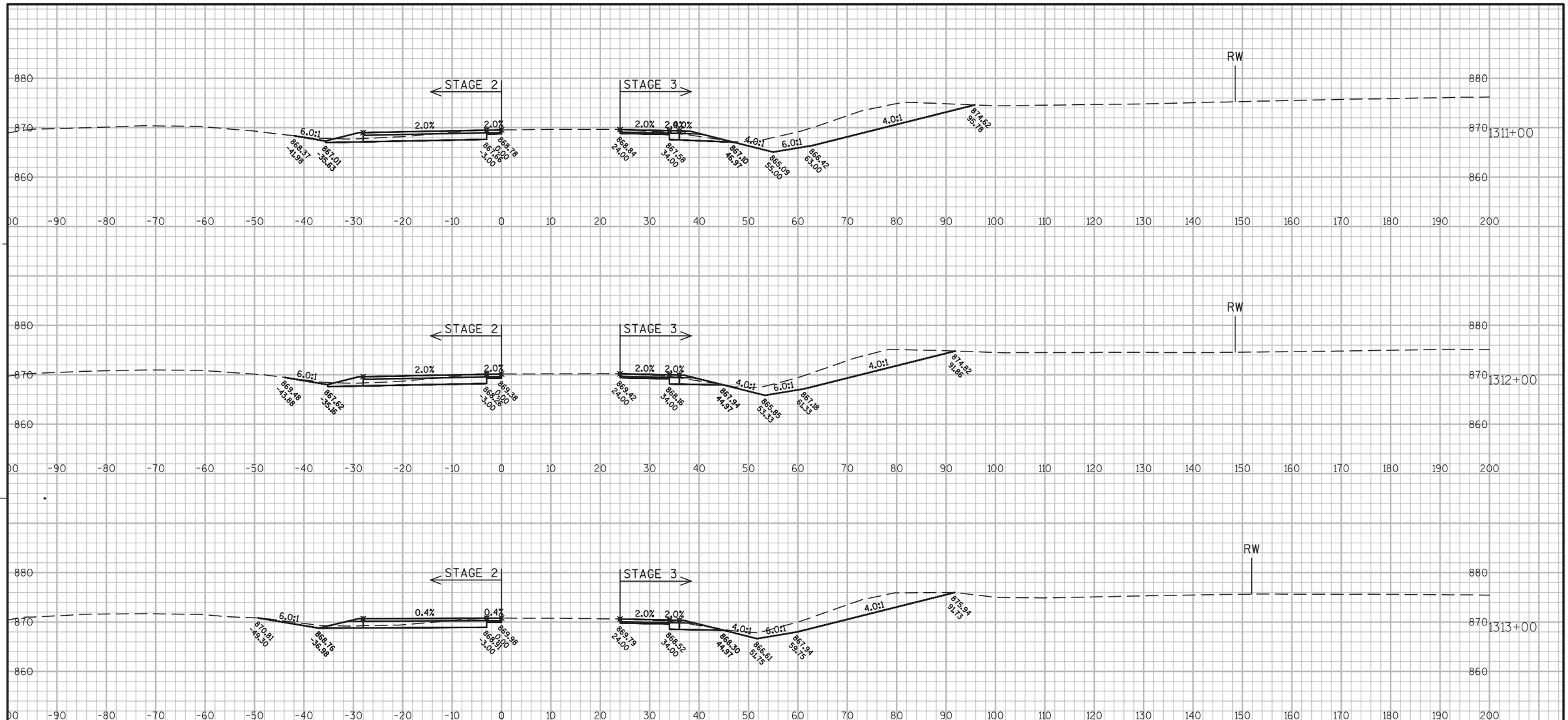


PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 532	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 10/12/2017 2:06 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

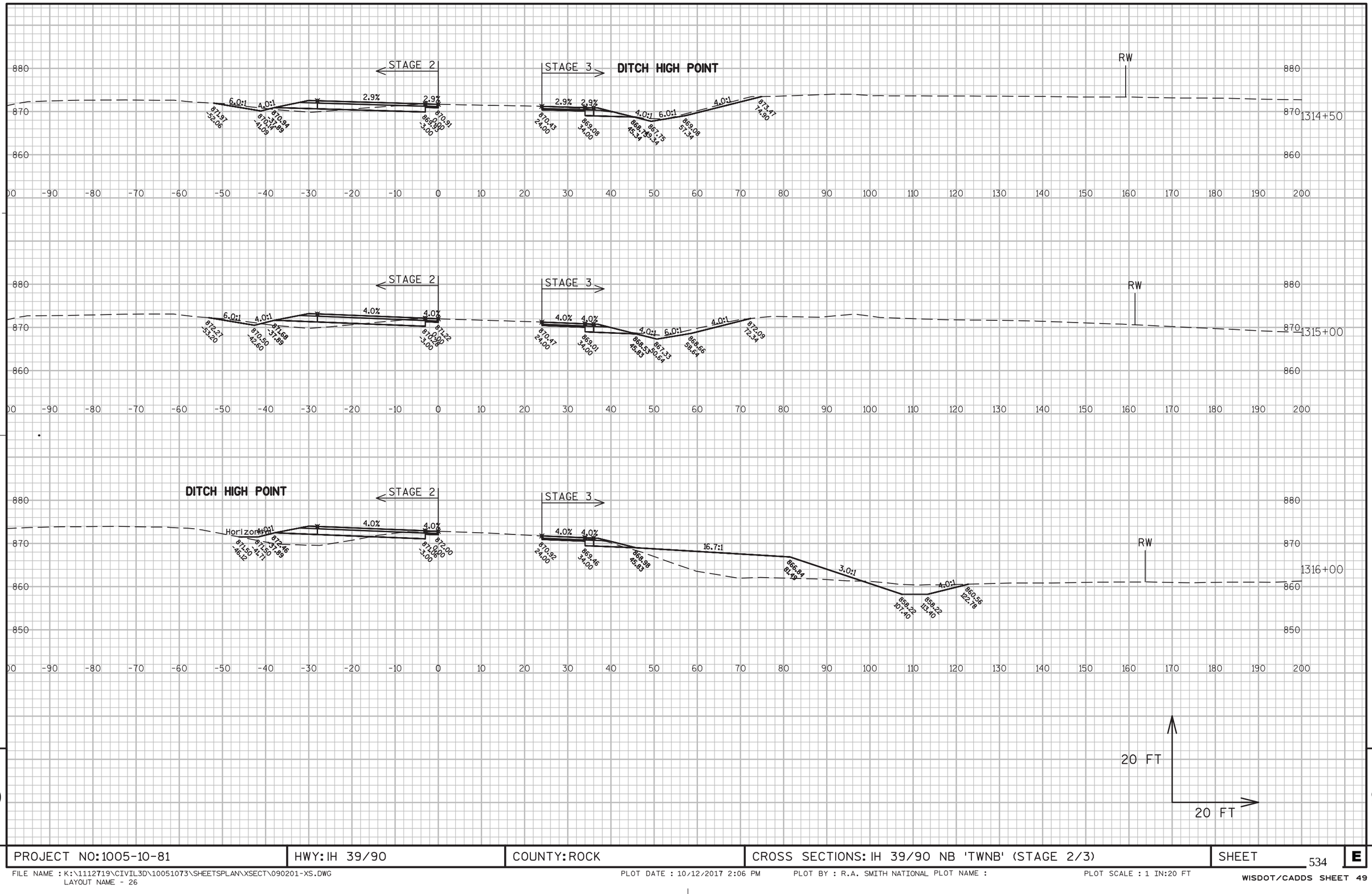


PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 533 E

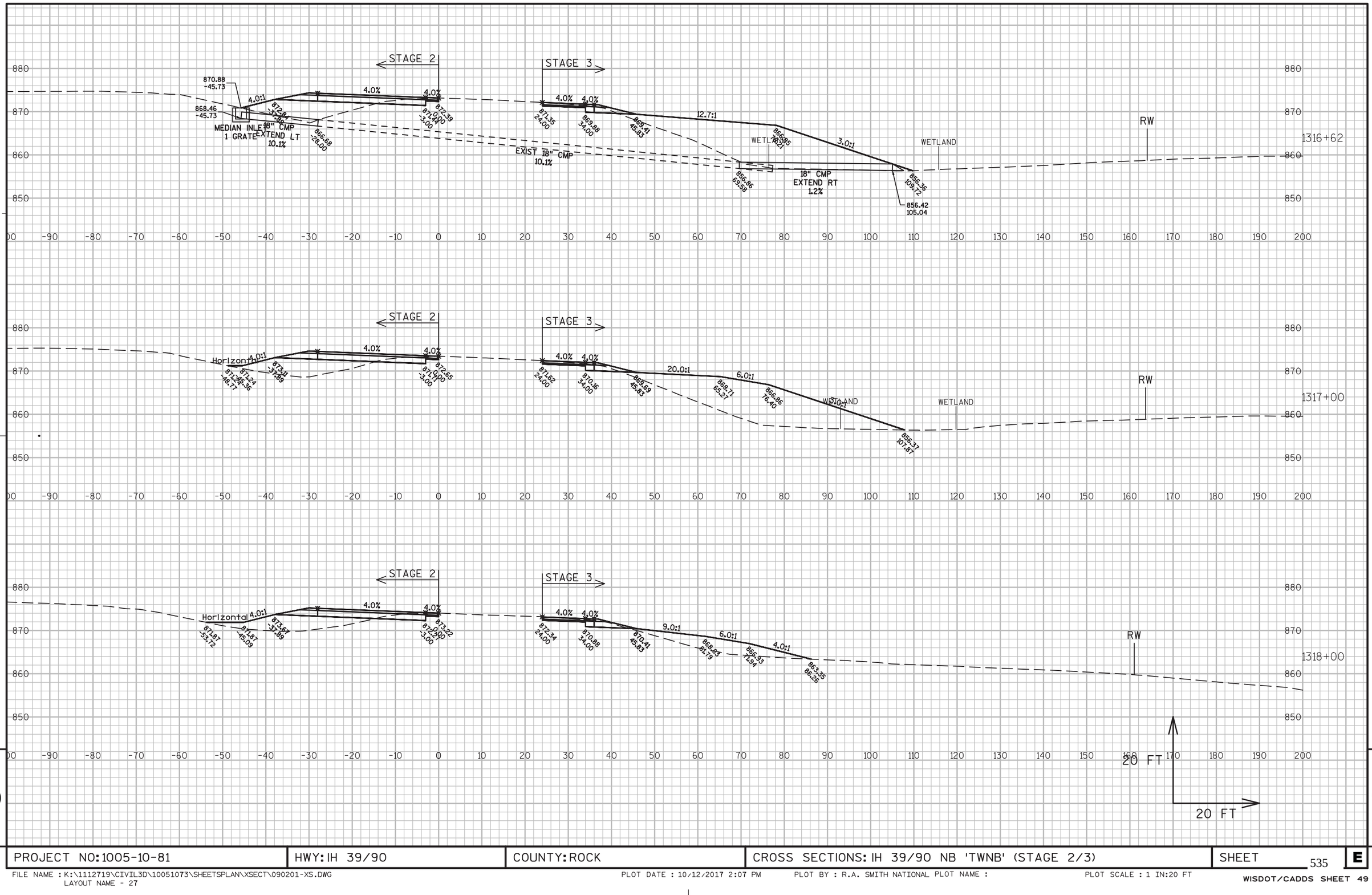
FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 10/12/2017 2:06 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 534	E

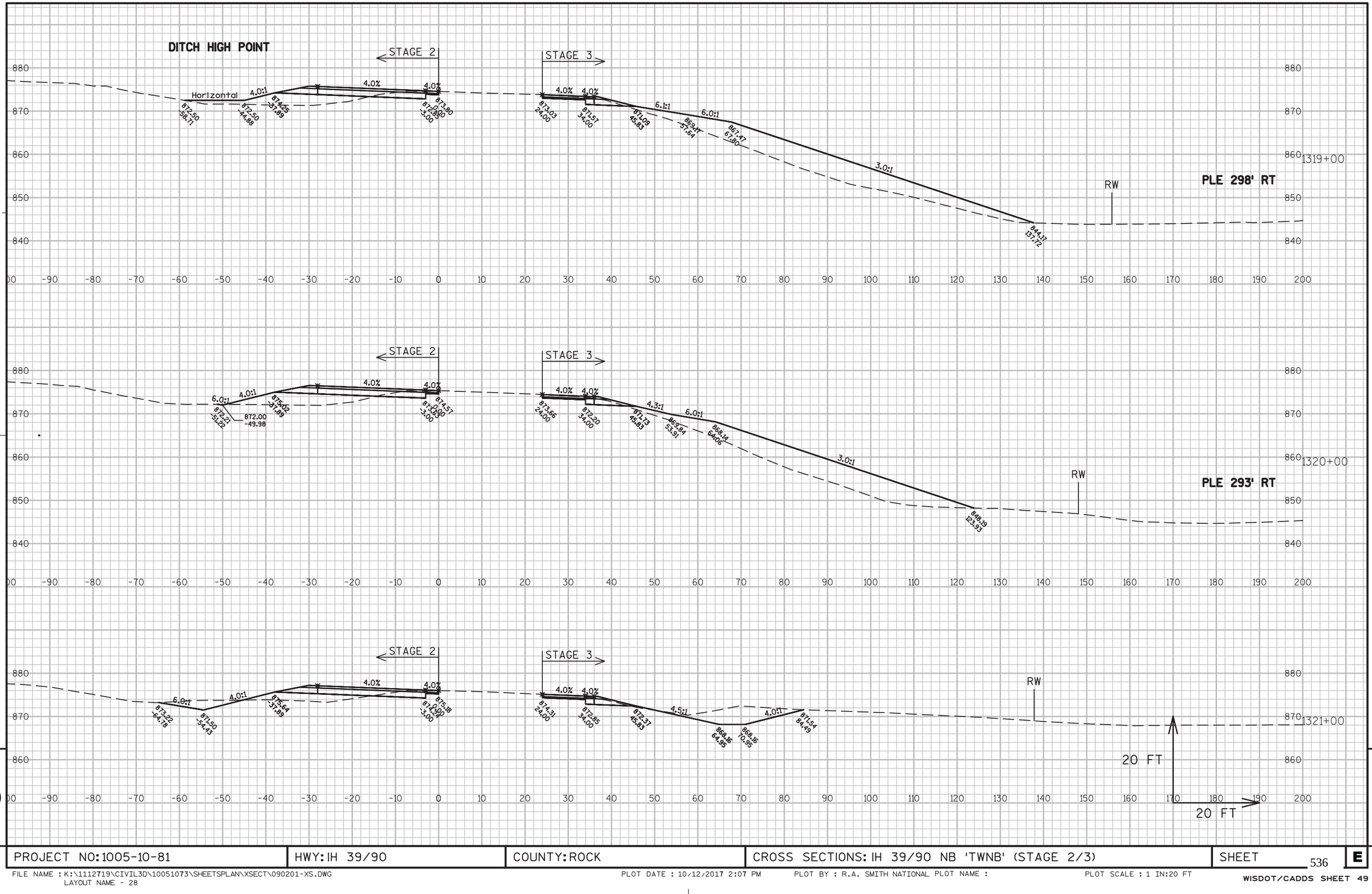


PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 535	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 27

PLOT DATE : 10/12/2017 2:07 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 536	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 28

PLOT DATE : 10/12/2017 2:07 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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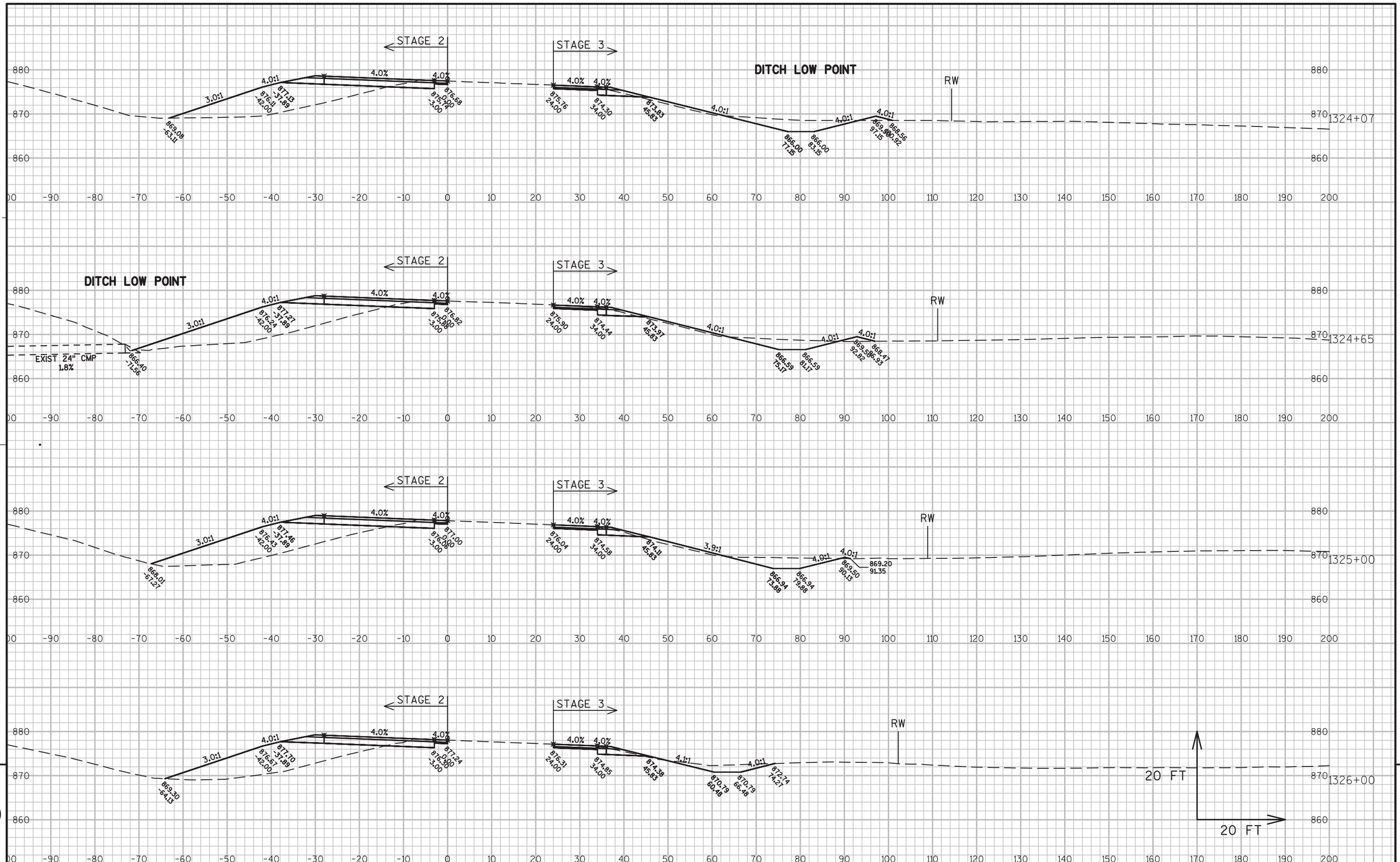
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 537	E

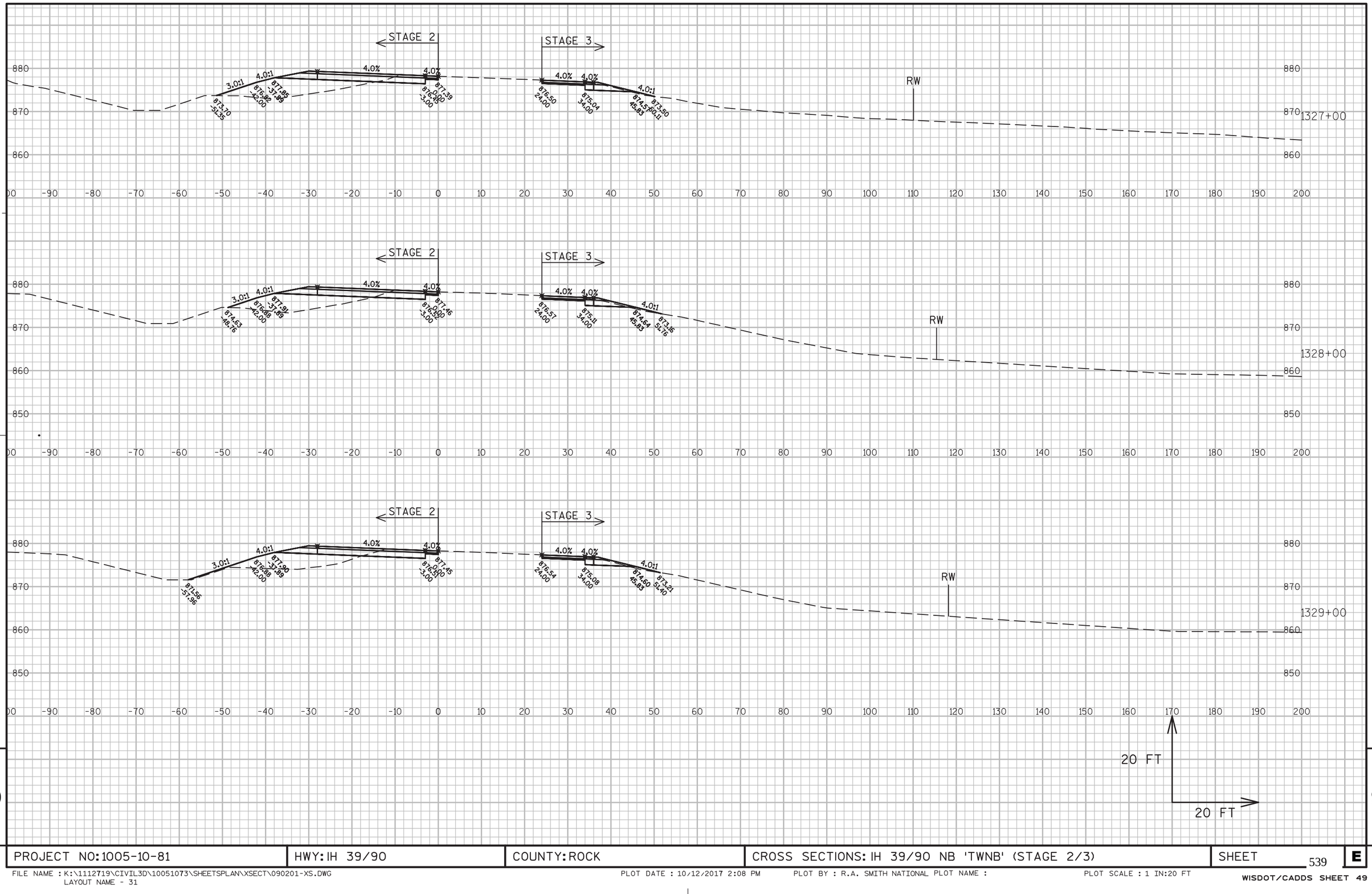


PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 538 E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 30

PLOT DATE : 10/12/2017 2:08 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT

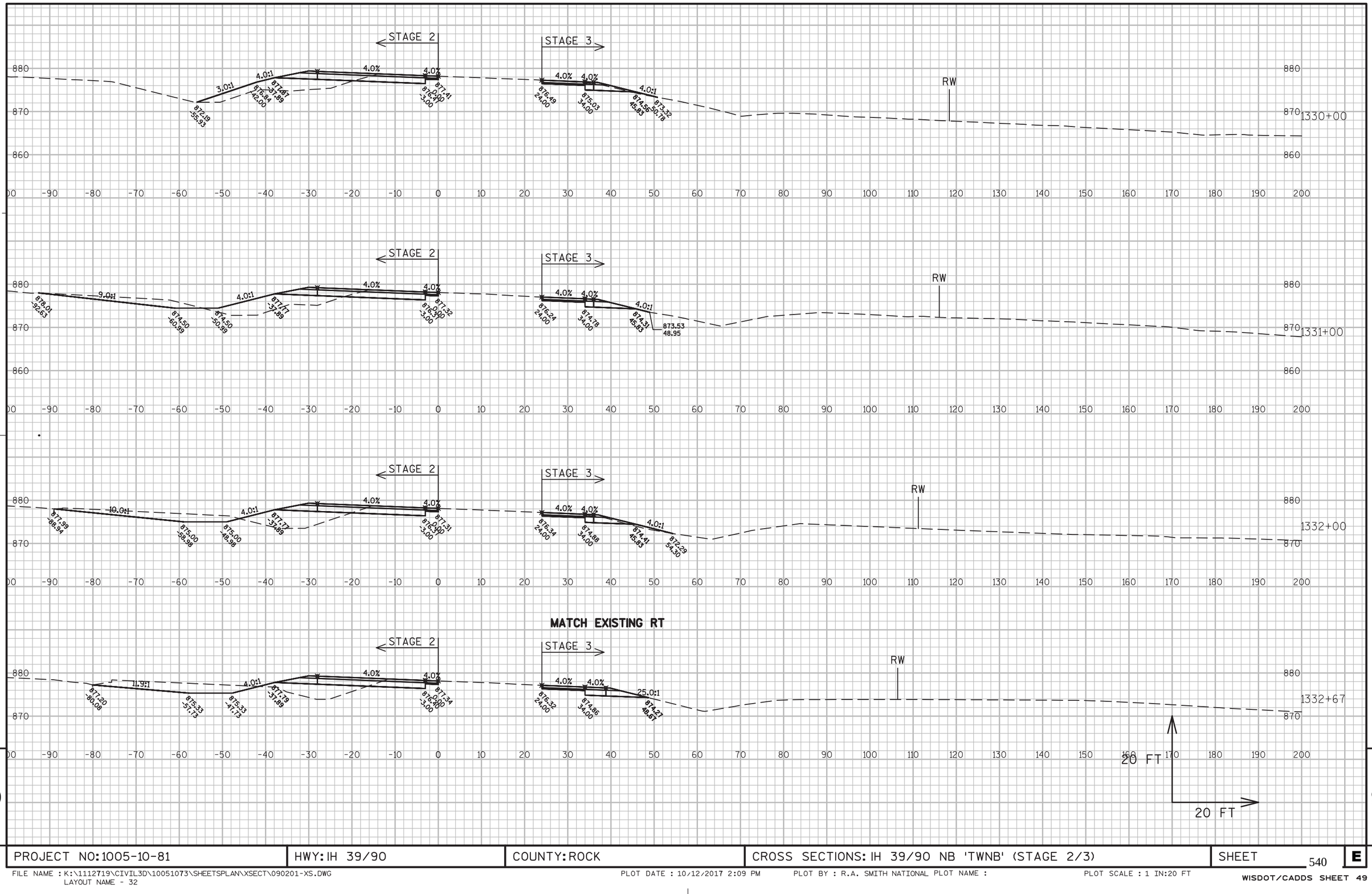
WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 539	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 31

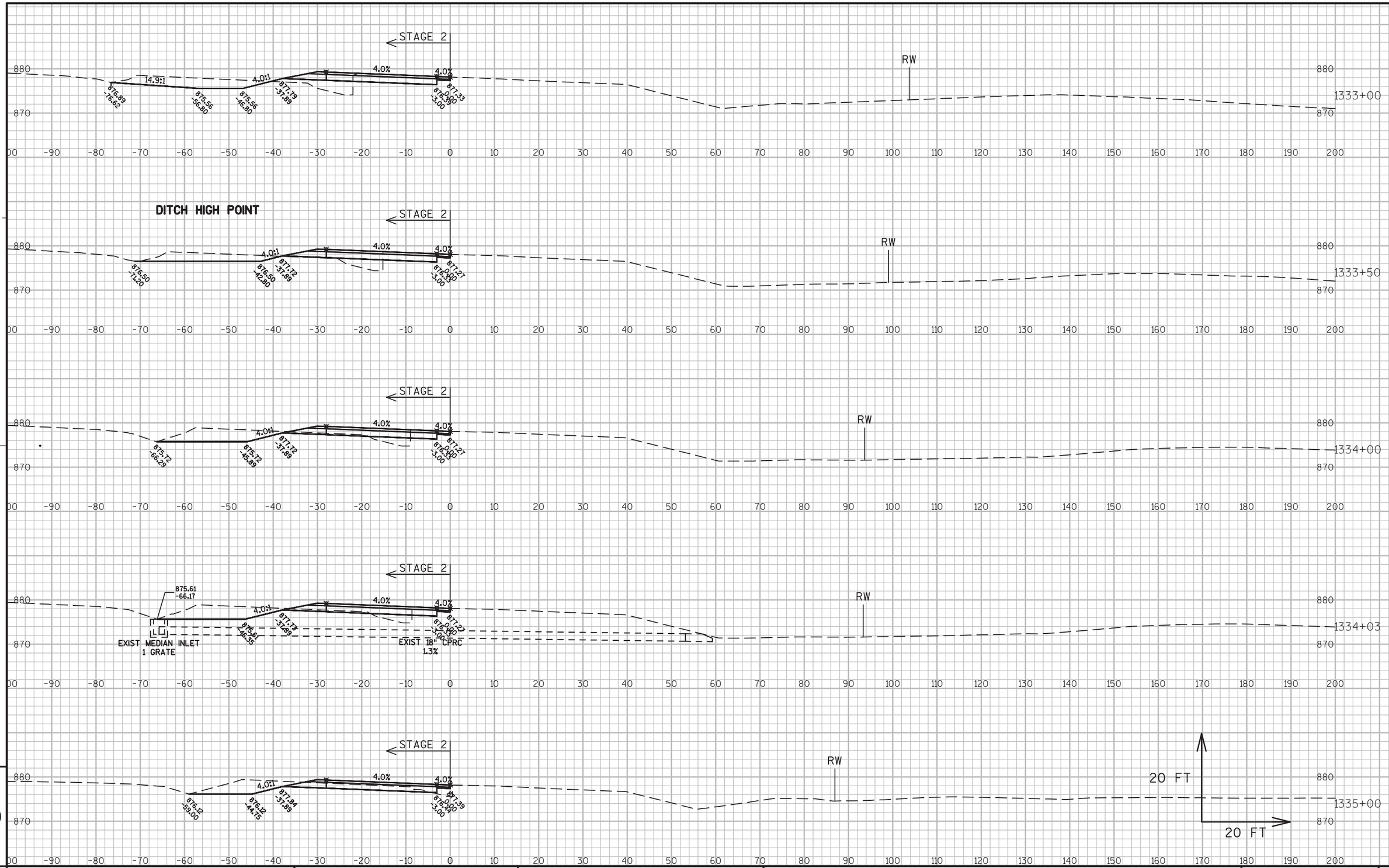
PLOT DATE : 10/12/2017 2:08 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 540	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 32

PLOT DATE : 10/12/2017 2:09 PM PLOT BY : R.A. SMITH NATIONAL PLOT NAME : PLOT SCALE : 1 IN:20 FT



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PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 541	E

FILE NAME : K:\1112719\CIVIL3D\10051073\SHEETSPLAN\XSECT\090201-XS.DWG
LAYOUT NAME - 33 - 33
PLOT DATE : 10/12/2017 2:09 PM
PLOT BY : R.A. SMITH NATIONAL PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

STAGE 2

RW

4.0%

4.0%

4.0:1

876.59
-52.50

876.59
-42.58

877.76
-37.89

877.31
0.00

876.59
-3.00

1336+00

DITCH HP

STAGE 2

RW

4.0%

4.0%

4.0:1

876.84
-49.12

876.84
-41.88

877.84
-37.89

877.39
0.00

876.84
-3.00

1336+53

MATCH EXISTING PAVEMENT FROM
PROJECT I.D. 1005-10-72 - CROSSOVER R2

STAGE 2

RW

4.0%

4.0%

4.0:1

876.64
-49.08

876.64
-42.97

877.91
-37.89

877.46
0.00

876.64
-3.00

1337+00

RW

1338+00

RW

20 FT

20 FT

1339+00

880

870

-90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

9

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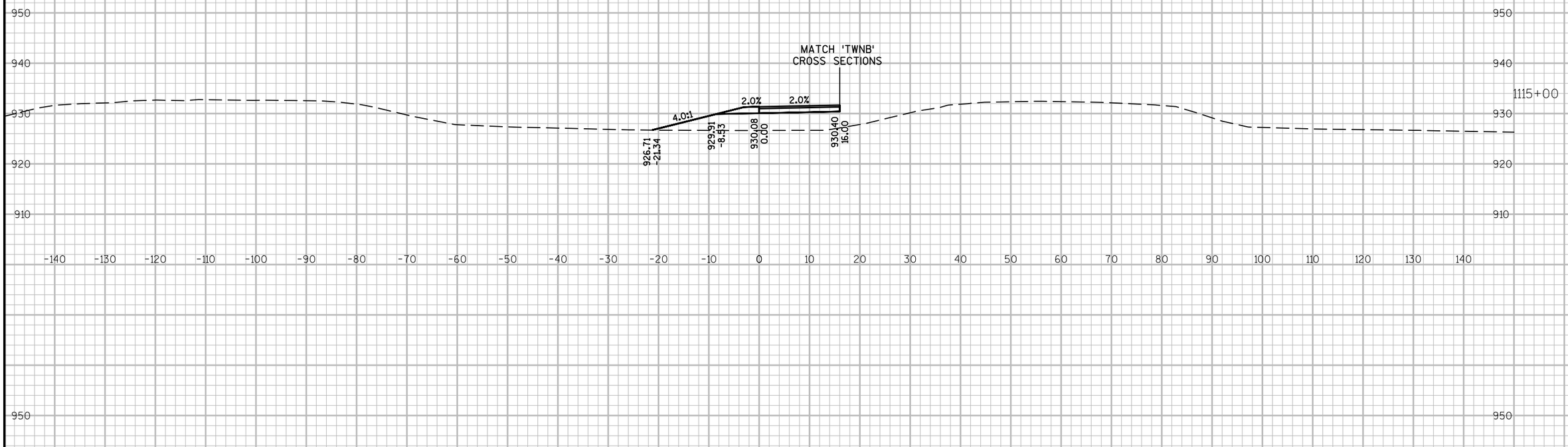
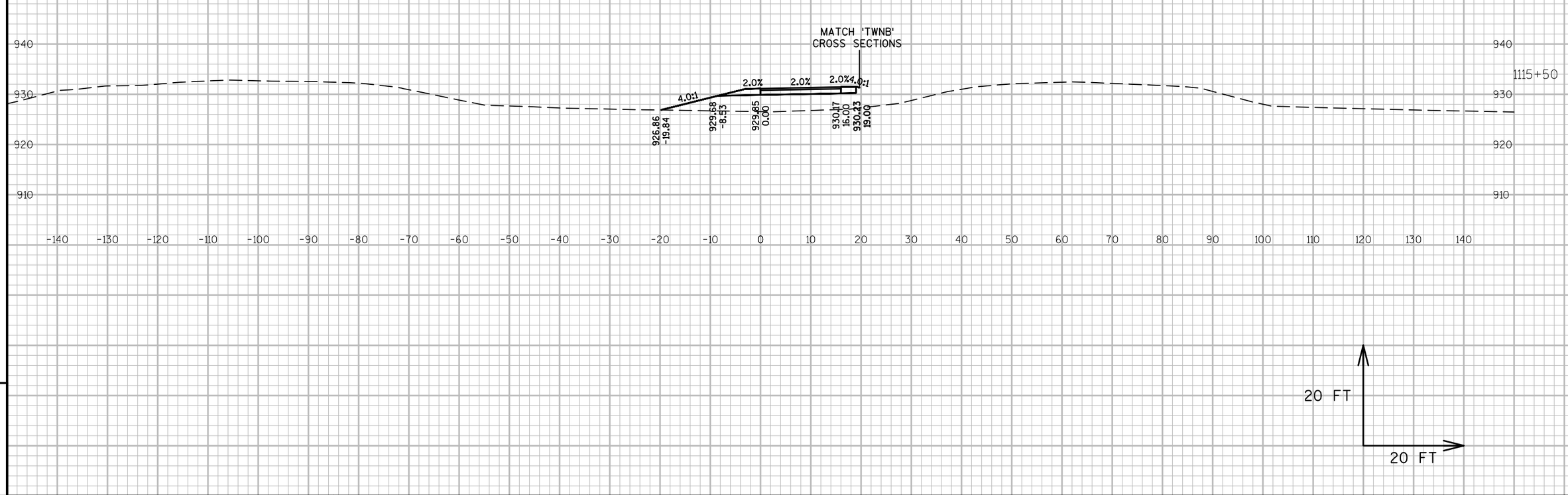
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: IH 39/90 NB 'TWNB' (STAGE 2/3)	SHEET 542	E

BEGIN CONSTRUCTION STA 1114+56.63'RTA'





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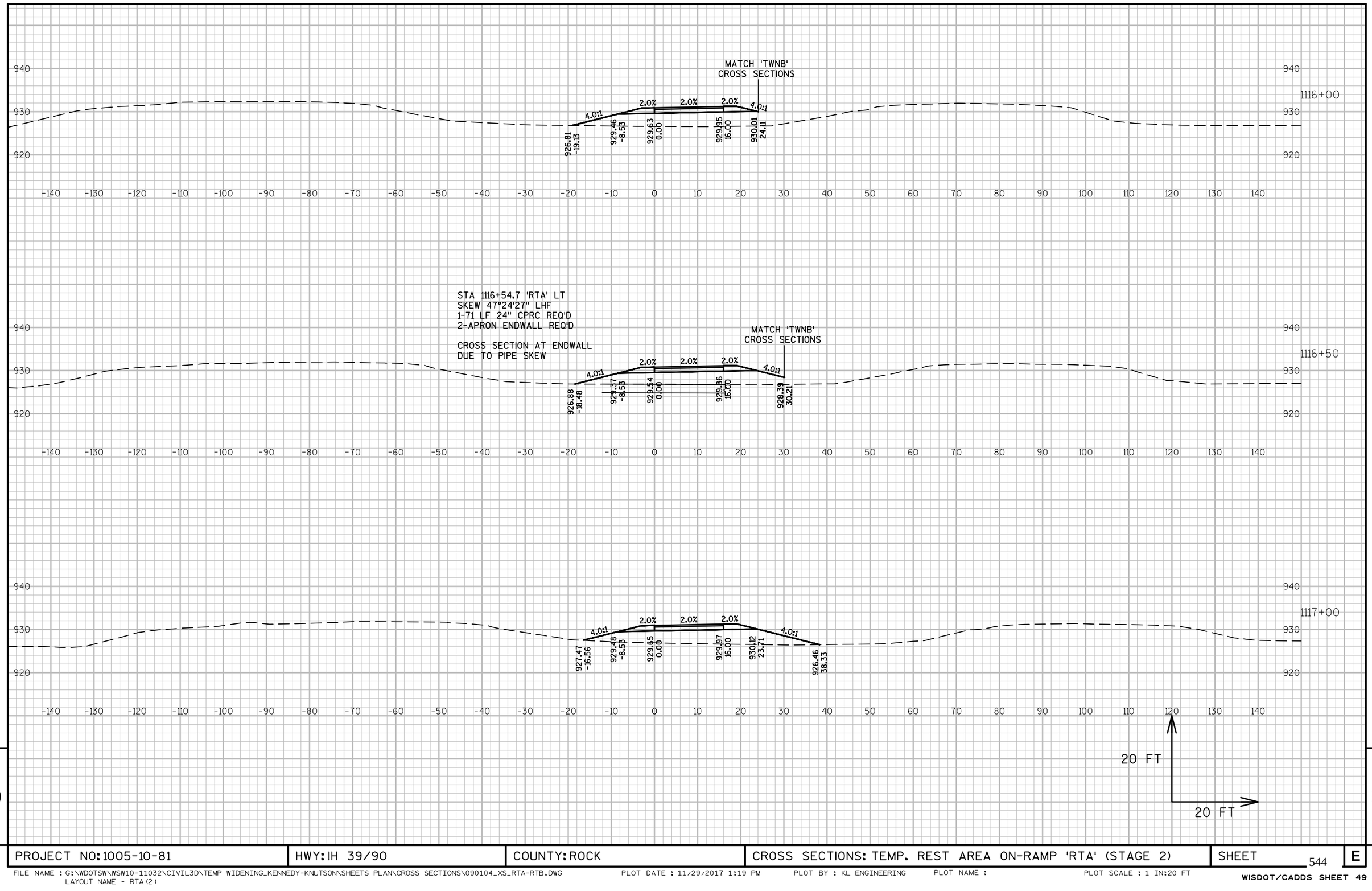
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMP. REST AREA ON-RAMP 'RTA' (STAGE 2)	SHEET 543	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090104_XS_RTA-RTB.DWG
LAYOUT NAME - RTA(1)

PLOT DATE : 11/29/2017 1:19 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



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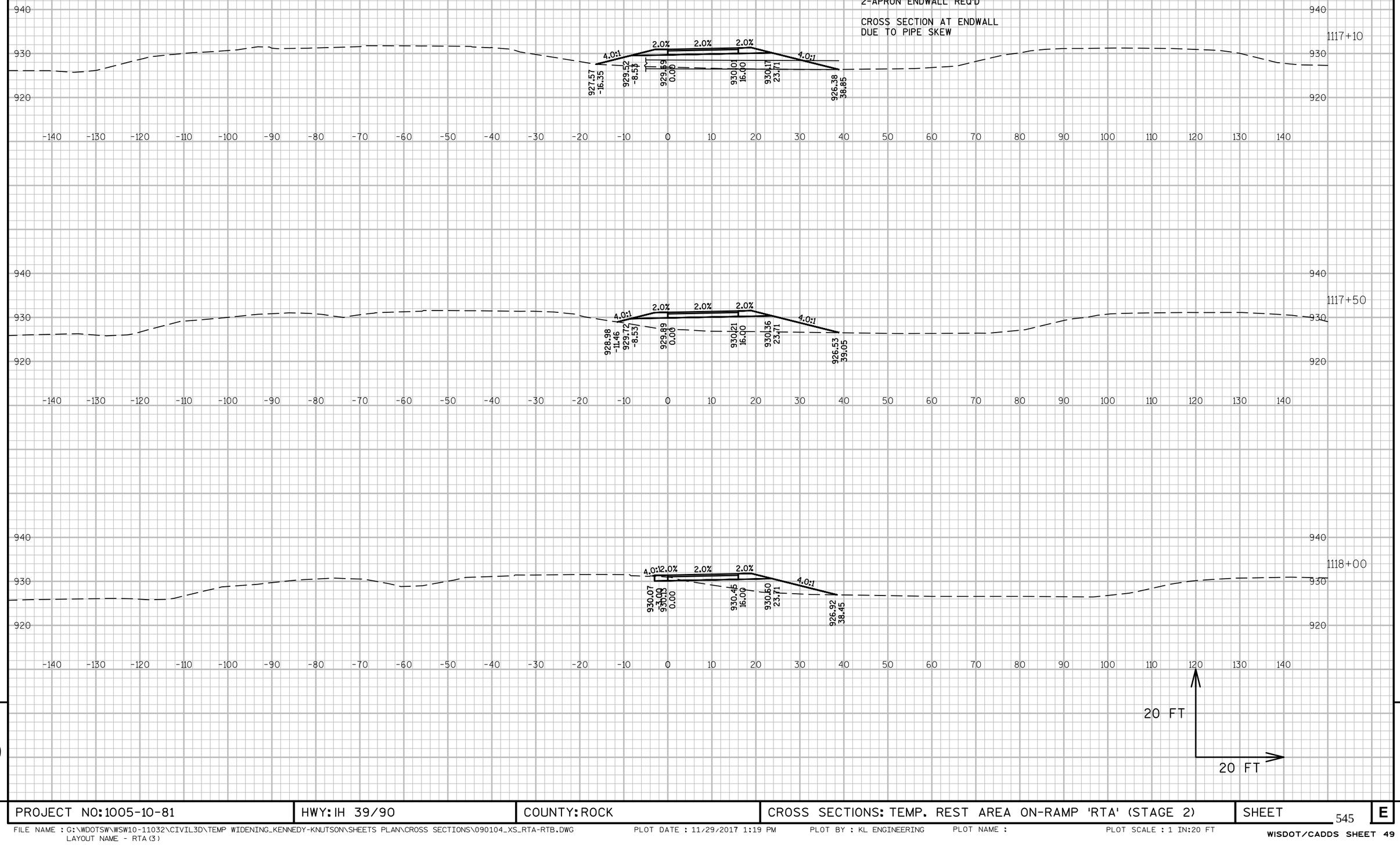
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMP. REST AREA ON-RAMP 'RTA' (STAGE 2)	SHEET 544	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090104_XS_RTA-RTB.DWG
LAYOUT NAME - RTA(2)
PLOT DATE : 11/29/2017 1:19 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

STA 1116+54.7 'RTA' RT
SKEW 47°24'27" LHF
1-71 LF 24" CPRC REQ'D
2-APRON ENDWALL REQ'D

CROSS SECTION AT ENDWALL
DUE TO PIPE SKEW



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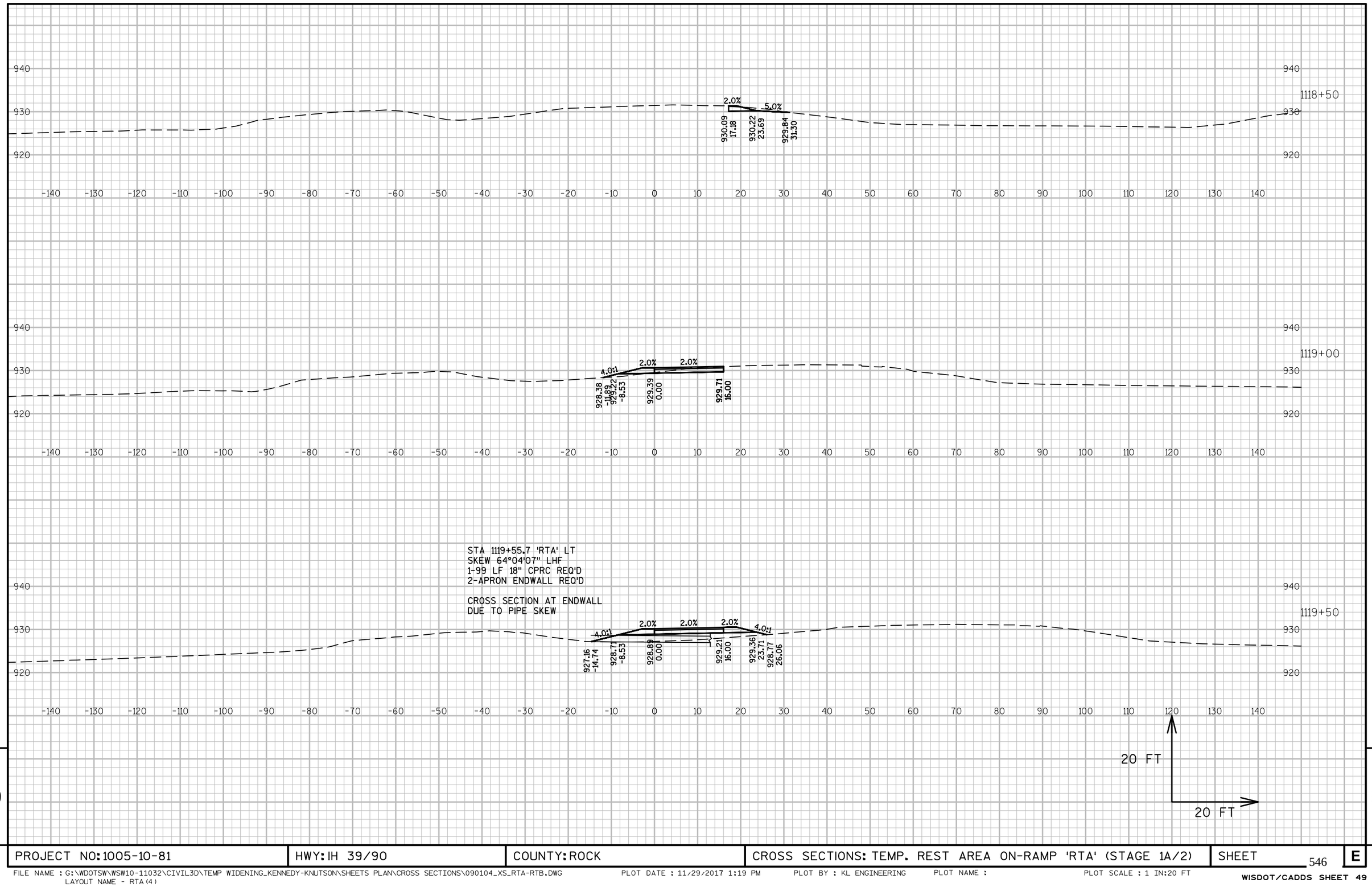
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMP. REST AREA ON-RAMP 'RTA' (STAGE 2)	SHEET 545	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090104_XS_RTA-RTB.DWG
LAYOUT NAME - RTA(3)
PLOT DATE : 11/29/2017 1:19 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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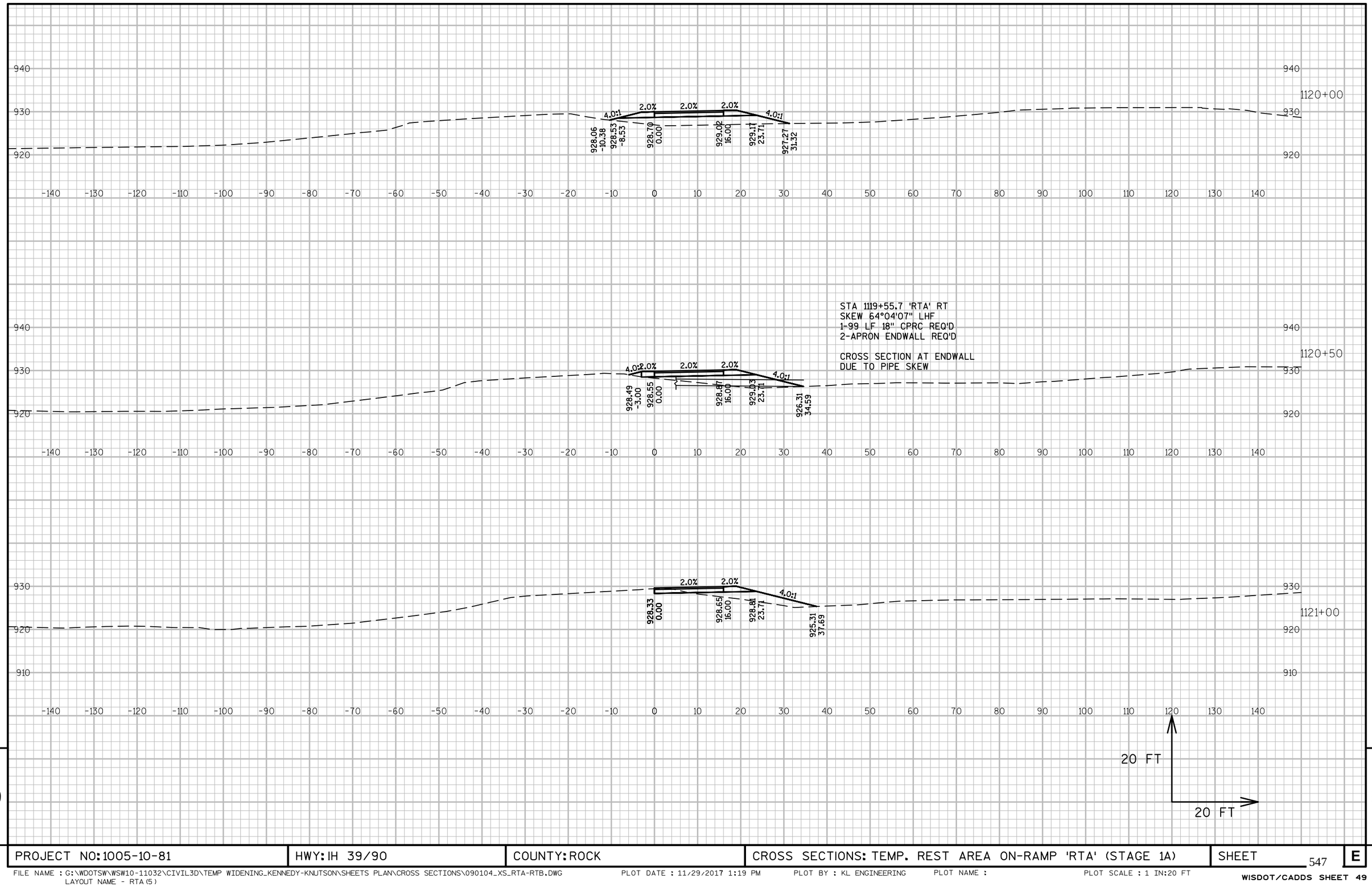
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMP. REST AREA ON-RAMP 'RTA' (STAGE 1A/2)	SHEET 546	E

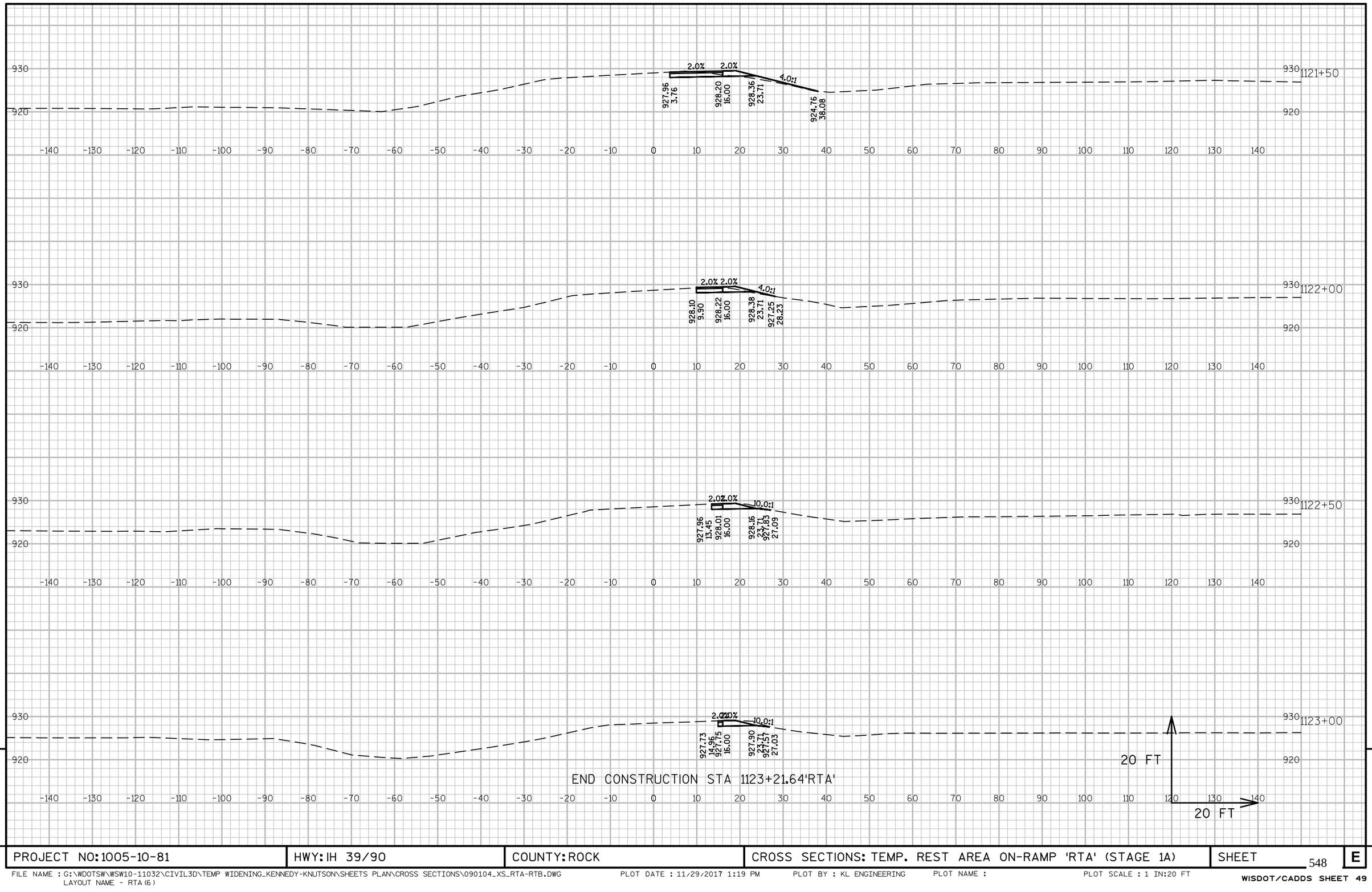
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090104_XS_RTA-RTB.DWG
LAYOUT NAME - RTA(4)

PLOT DATE : 11/29/2017 1:19 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMP. REST AREA ON-RAMP 'RTA' (STAGE 1A)	SHEET 547	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090104_XS_RTA-RTB.DWG
LAYOUT NAME - RTA(5)
PLOT DATE : 11/29/2017 1:19 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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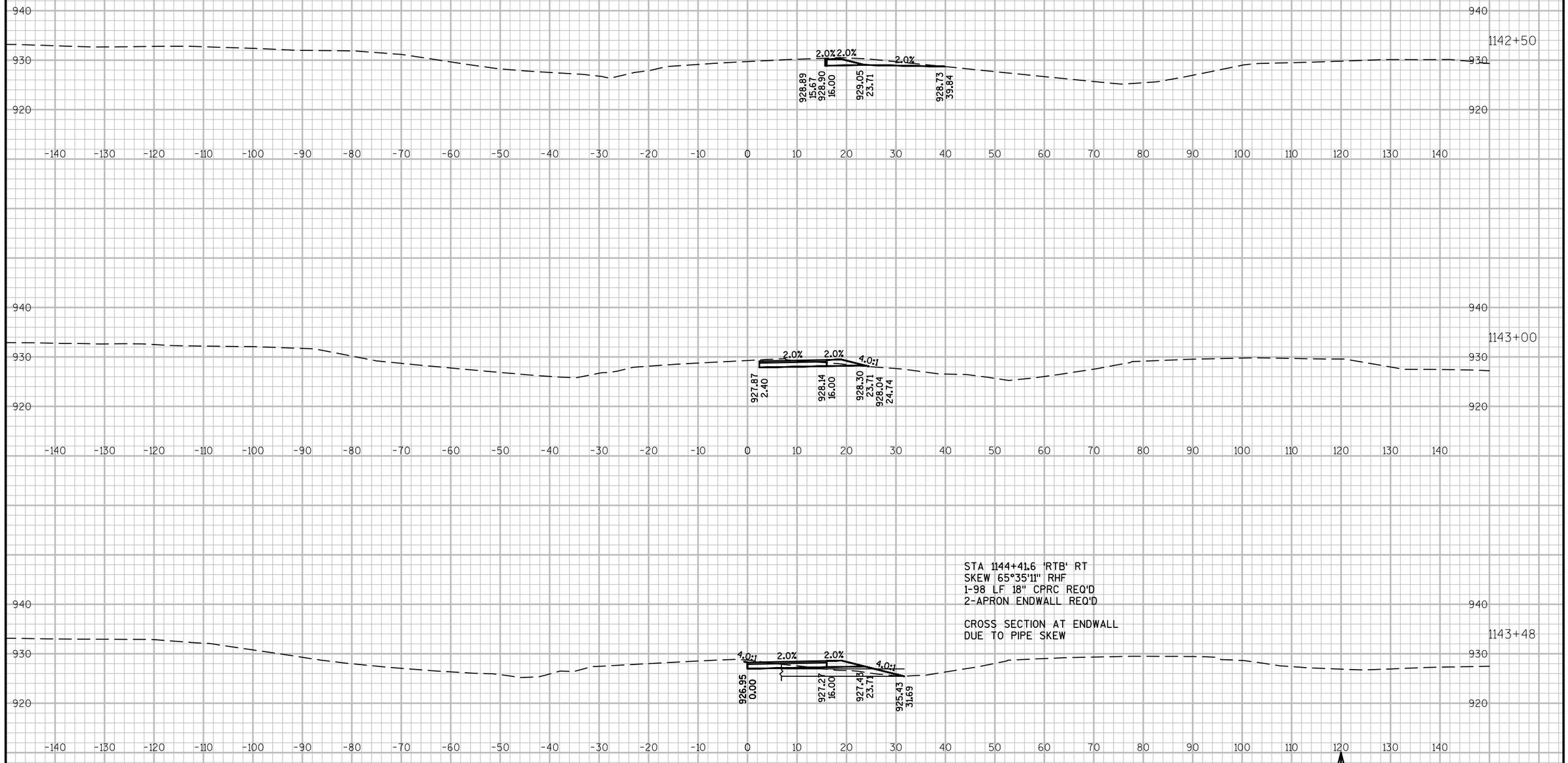
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMP. REST AREA ON-RAMP 'RTA' (STAGE 1A)	SHEET 548	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090104_XS_RTA-RTB.DWG
LAYOUT NAME - RTA(6)
PLOT DATE : 11/29/2017 1:19 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION STA 1142+48.54'RTB'



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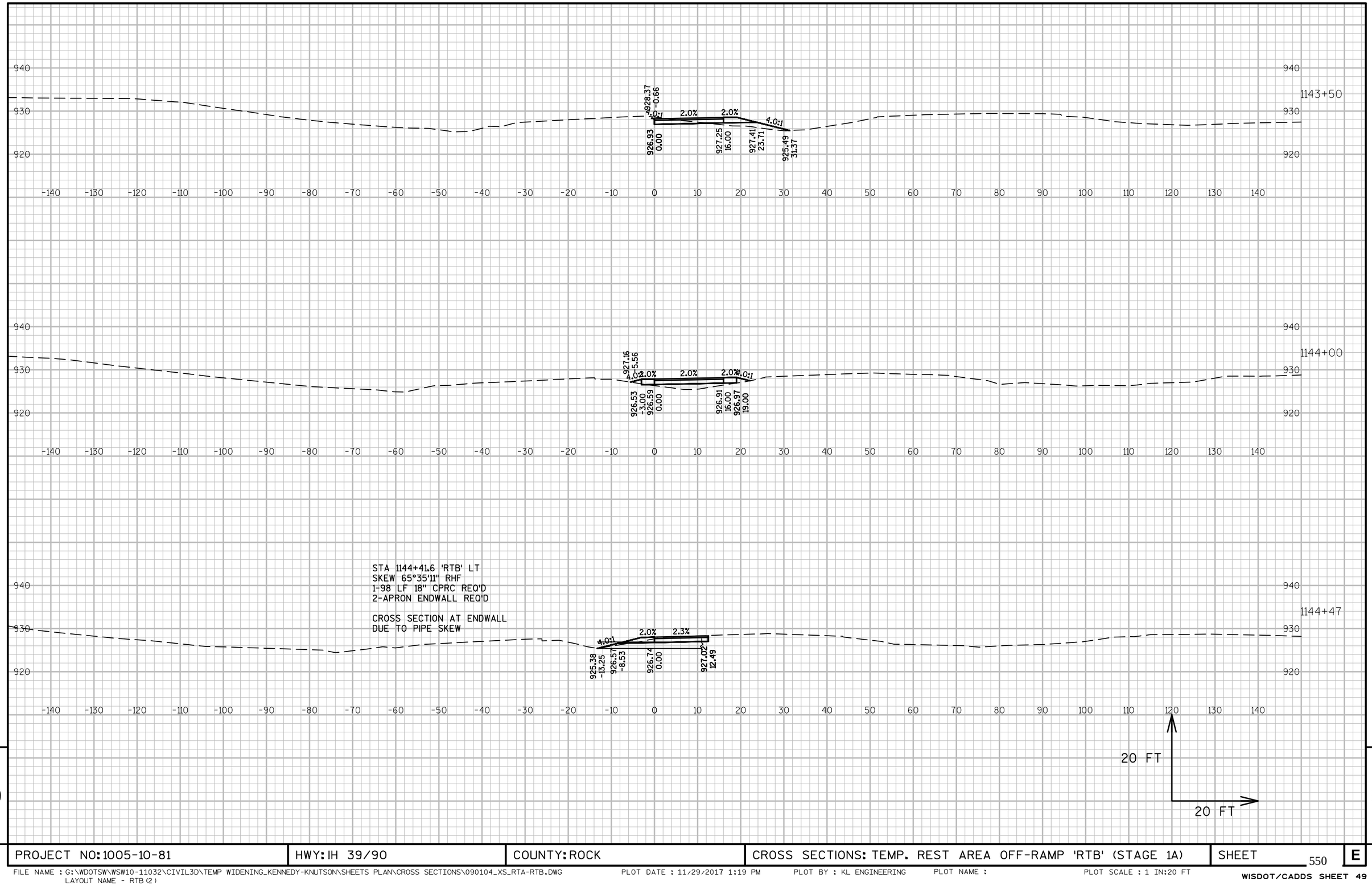
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMP. REST AREA OFF-RAMP 'RTB' (STAGE 1A)	SHEET 549	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090104_XS_RTA-RTB.DWG
LAYOUT NAME - RTB(1)
PLOT DATE : 11/29/2017 1:19 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



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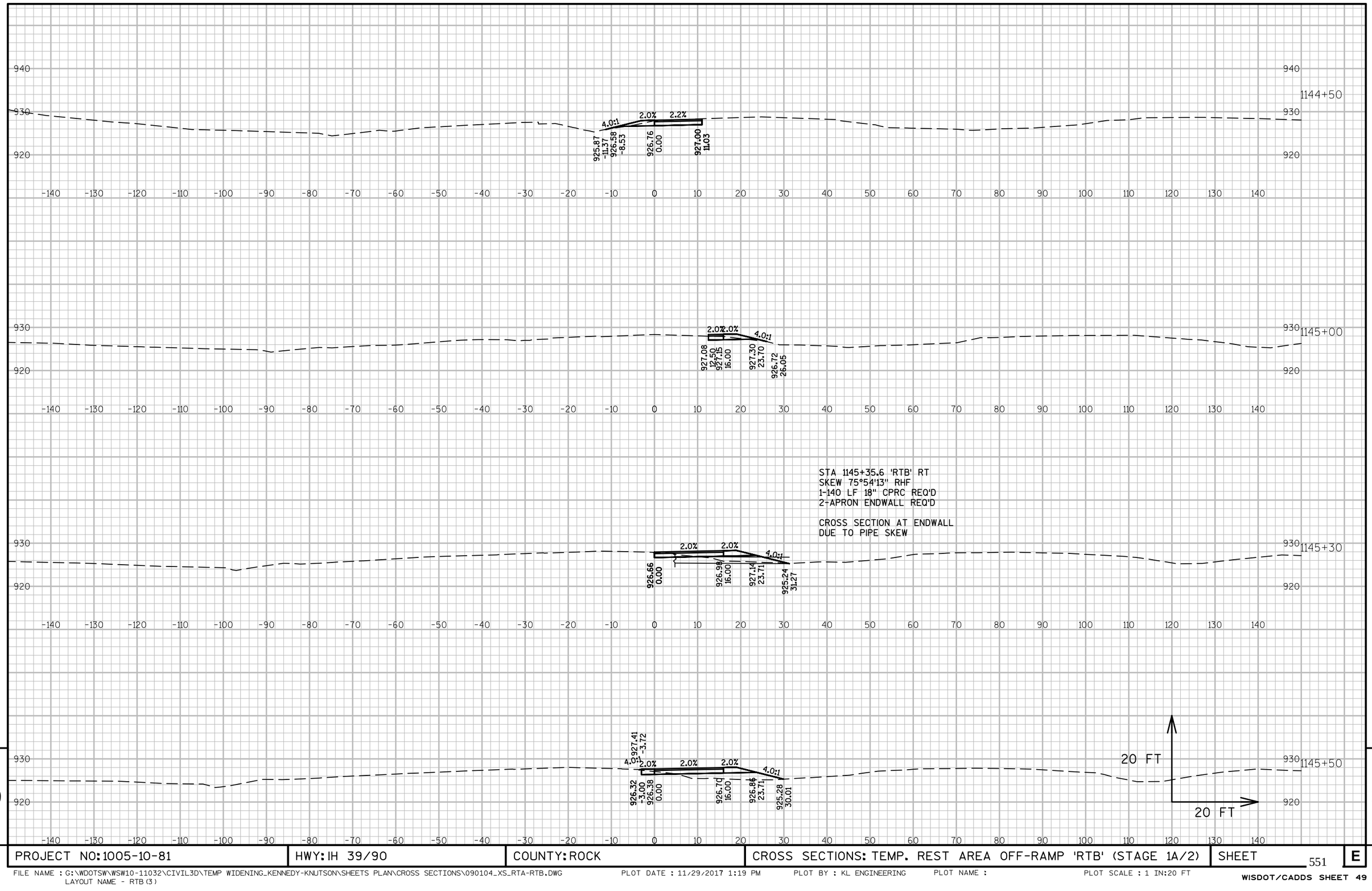
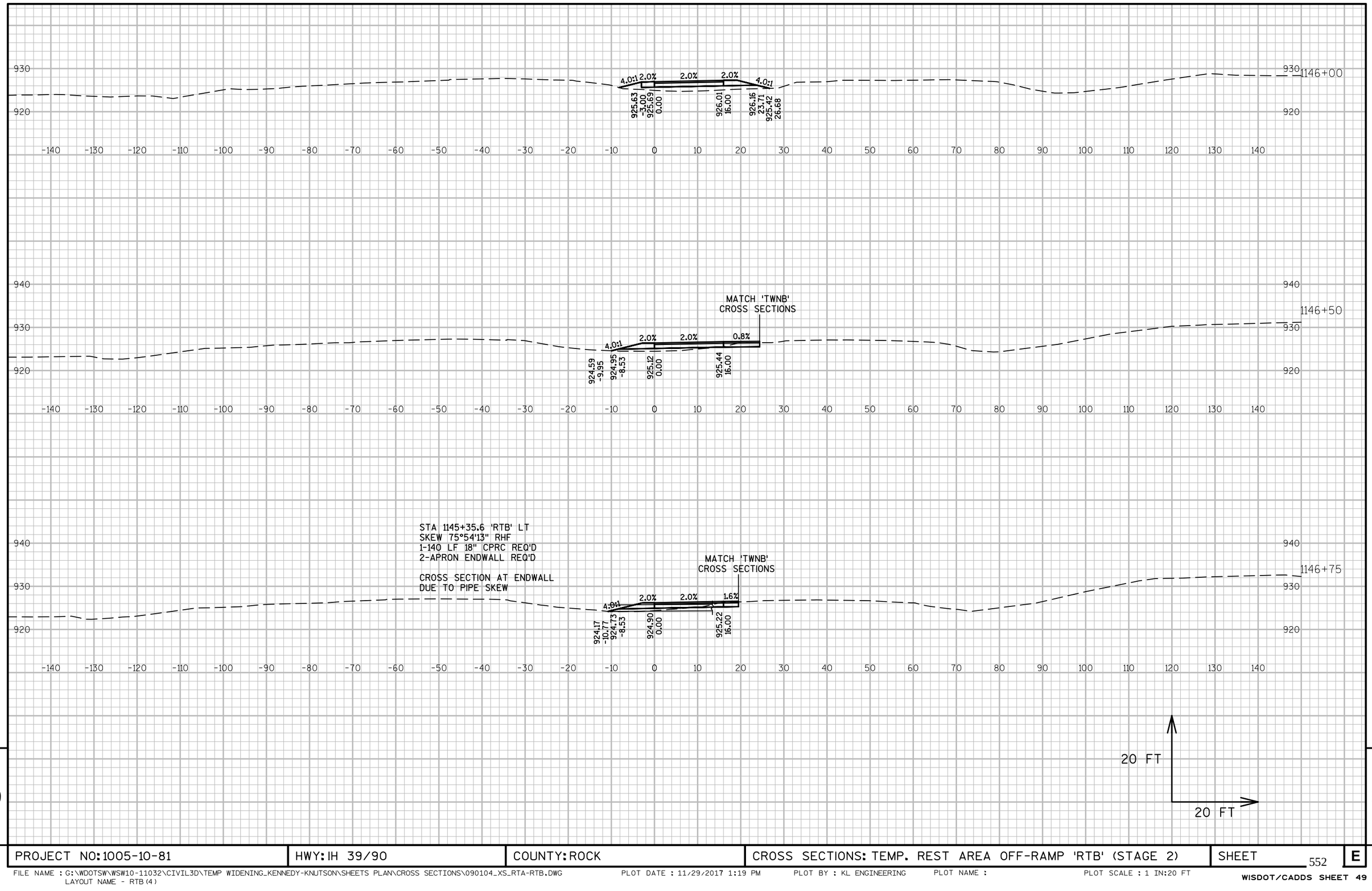
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMP. REST AREA OFF-RAMP 'RTB' (STAGE 1A)	SHEET 550	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090104_XS_RTA-RTB.DWG
LAYOUT NAME - RTB (2)
PLOT DATE : 11/29/2017 1:19 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMP. REST AREA OFF-RAMP 'RTB' (STAGE 1A/2)	SHEET 551	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090104_XS_RTA-RTB.DWG
LAYOUT NAME - RTB(3)
PLOT DATE : 11/29/2017 1:19 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



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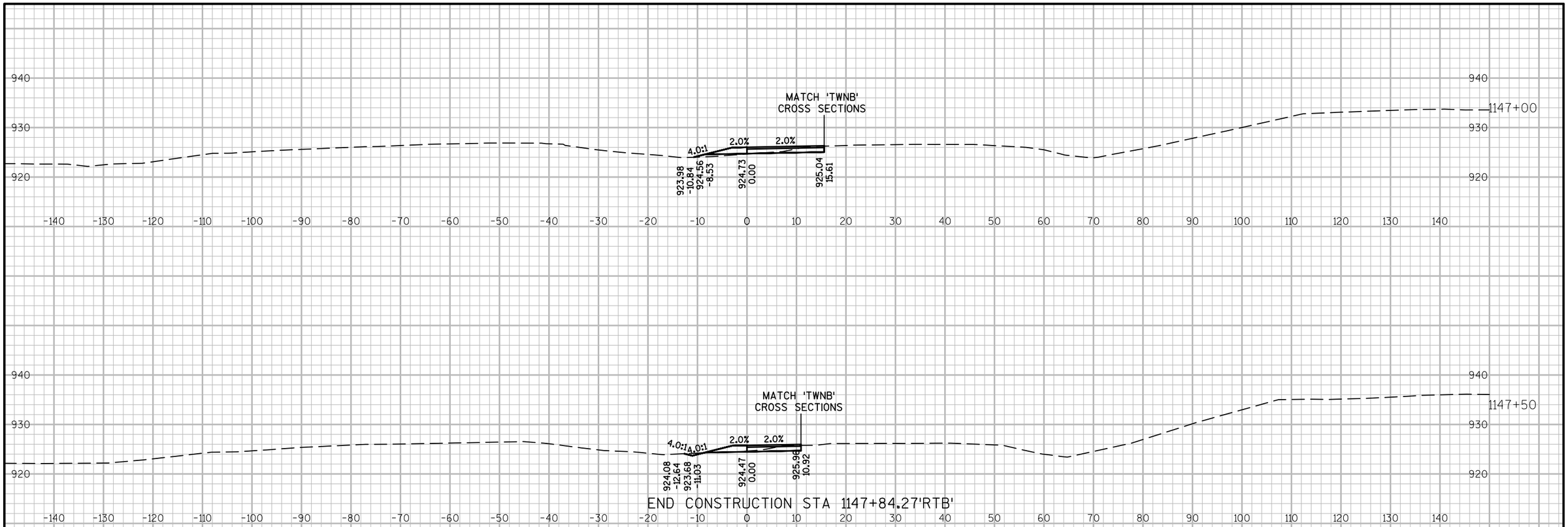
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMP. REST AREA OFF-RAMP 'RTB' (STAGE 2)	SHEET 552	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090104_XS_RTA-RTB.DWG
LAYOUT NAME - RTB(4)

PLOT DATE : 11/29/2017 1:19 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



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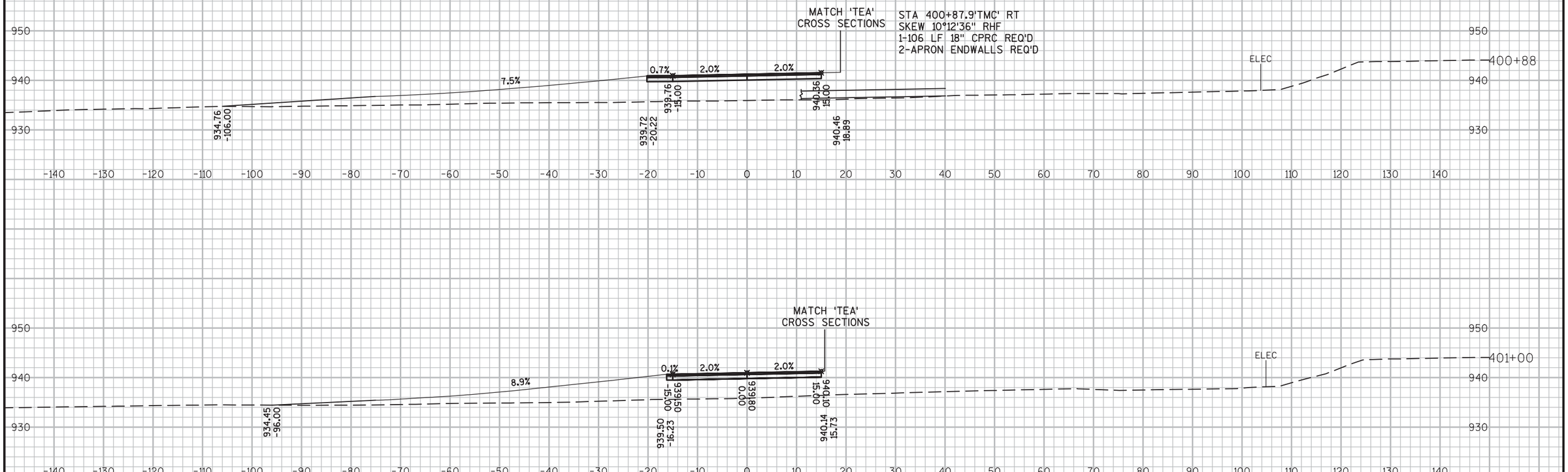
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMP. REST AREA OFF-RAMP 'RTB' (STAGE 2)	SHEET 553	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090104_XS_RTA-RTB.DWG
LAYOUT NAME - RTB(4)
PLOT DATE : 11/29/2017 1:19 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION STA 400+50.70'TMC'



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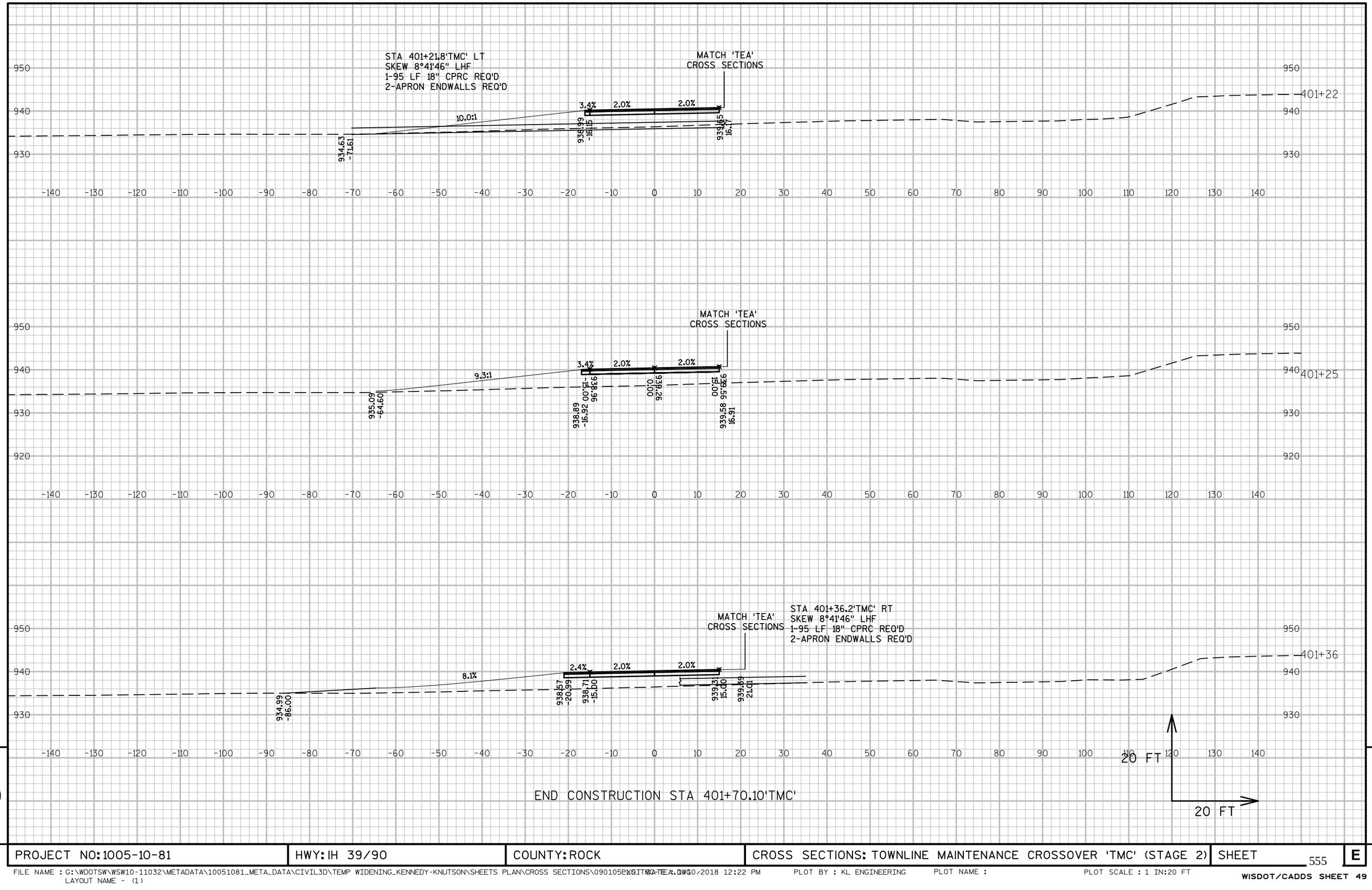
PROJECT NO:1005-10-81	HWY:IH 39/90	COUNTY:ROCK	CROSS SECTIONS: TOWNLINE MAINTENANCE CROSSOVER 'TMC' (STAGE 2)	SHEET 554	E

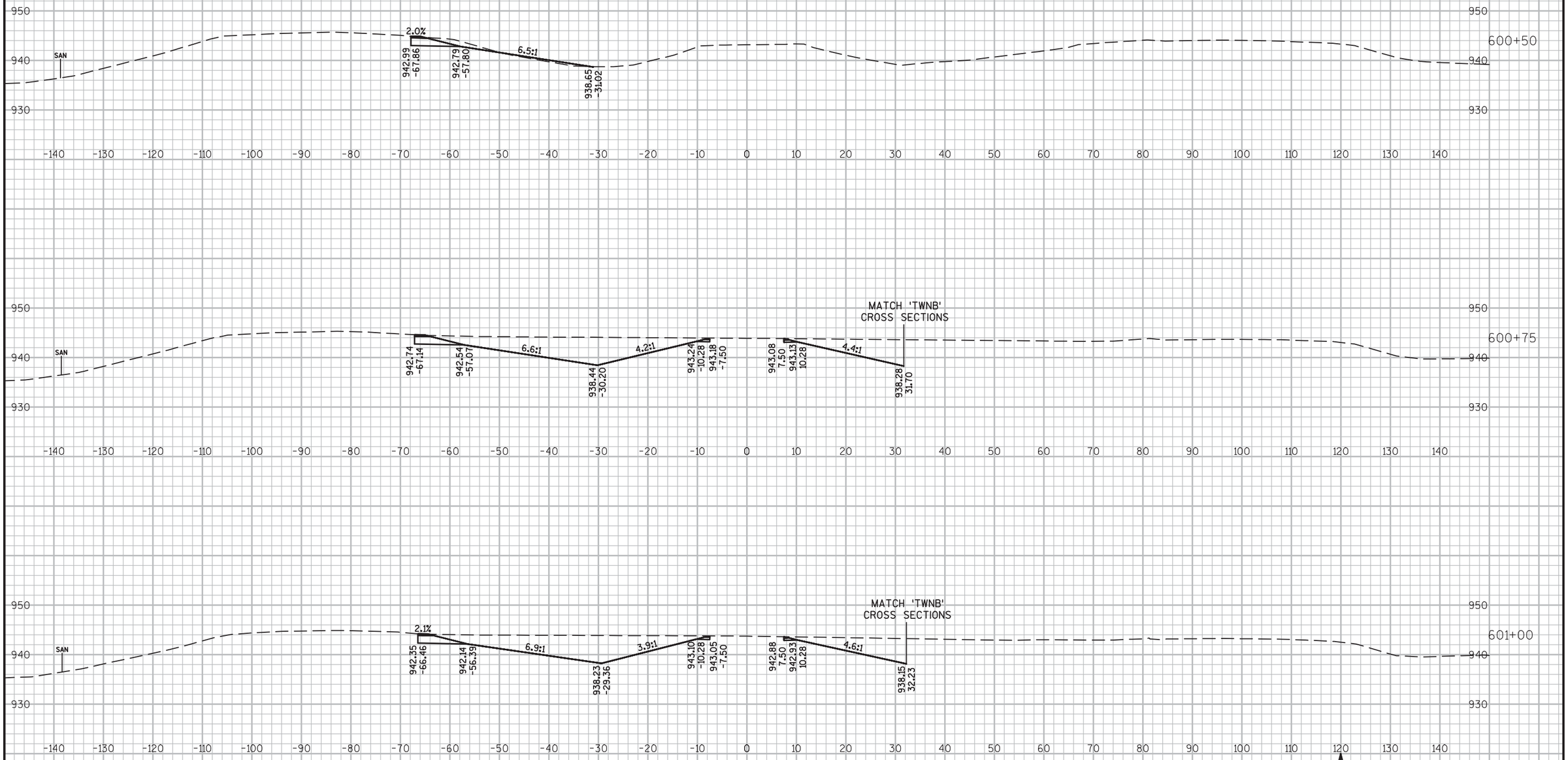
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090105_XS_TMC-TEA.DWG
LAYOUT NAME - (1)

PLOT DATE : 10/3/2017 4:57 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TOWNLINE MAINTENANCE CROSSOVER 'TMC' (STAGE 2)	SHEET 555	E

BEGIN CONSTRUCTION STA 600+46.46'TEA'



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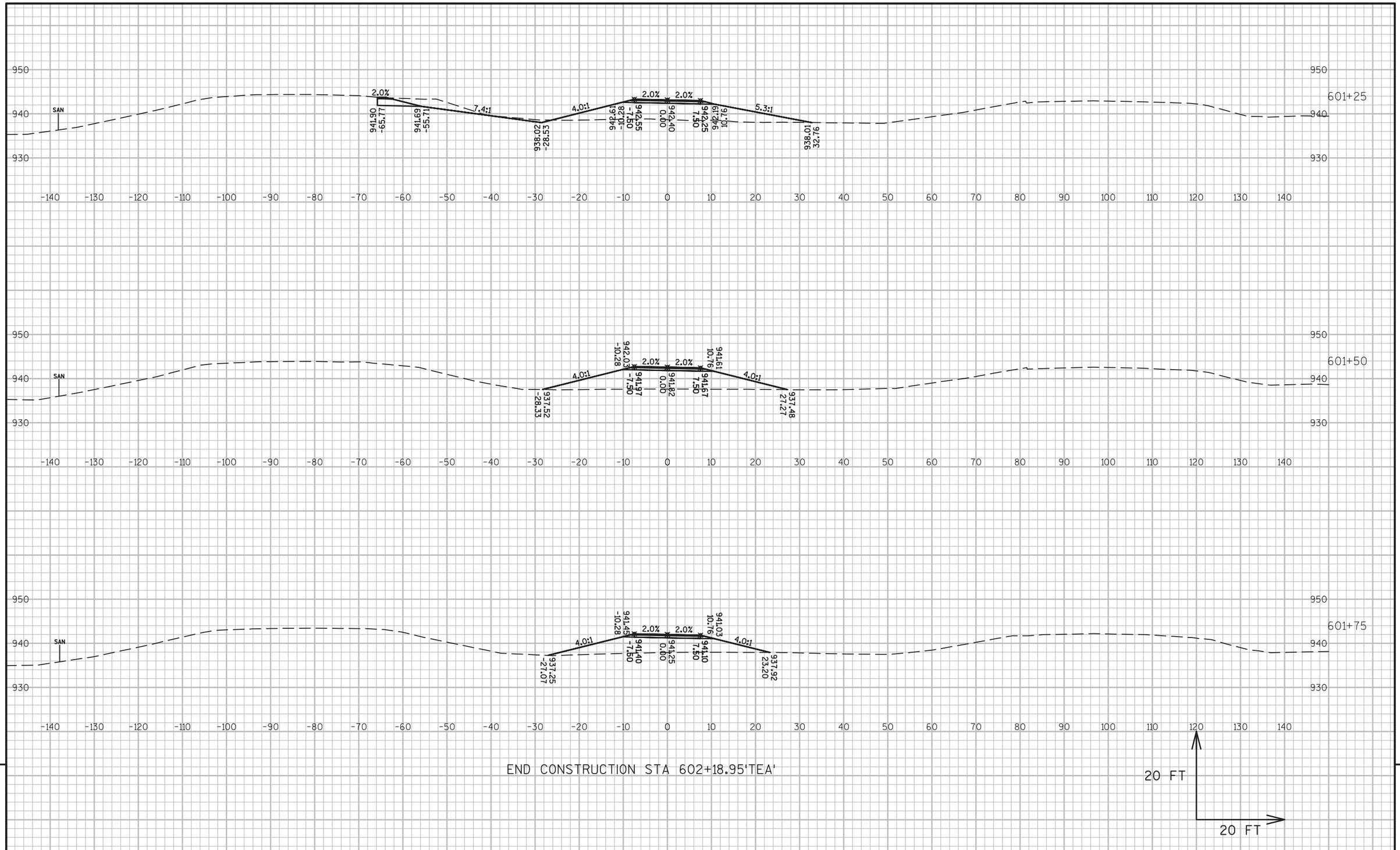
PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TOWNLINE EMERGENCY ACCESS 'TEA' (STAGE 2)	SHEET 556	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090105_XS_TMC-TEA.DWG
LAYOUT NAME - (2)
PLOT DATE : 10/3/2017 4:57 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



END CONSTRUCTION STA 602+18.95'TEA'

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PROJECT NO: 1005-10-81	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TOWNLINE EMERGENCY ACCESS 'TEA' (STAGE 2)	SHEET 557	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_KENNEDY-KNUTSON\SHEETS PLAN\CROSS SECTIONS\090105_XS_TMC-TEA.DWG
LAYOUT NAME - (2)
PLOT DATE : 10/3/2017 4:57 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

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