WKE

NOVEMBER 2018

PROJECT ID: 1060-49-70

WITH:

COUNTY: WAUKESHA

ORDER OF SHEETS

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

TOTAL SHEETS = 342



16

N

DESIGN DESIGNATION IH 94

A.A.D.T.	2015	=	81,600
A.A.D.T.	2038	=	102,900
D.H.V.		=	7.6
D.D.		=	56/44
T.		=	9.3
DESIGN SPEED		=	75 MPH
ESALS		=	17,000,000

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

IH 94

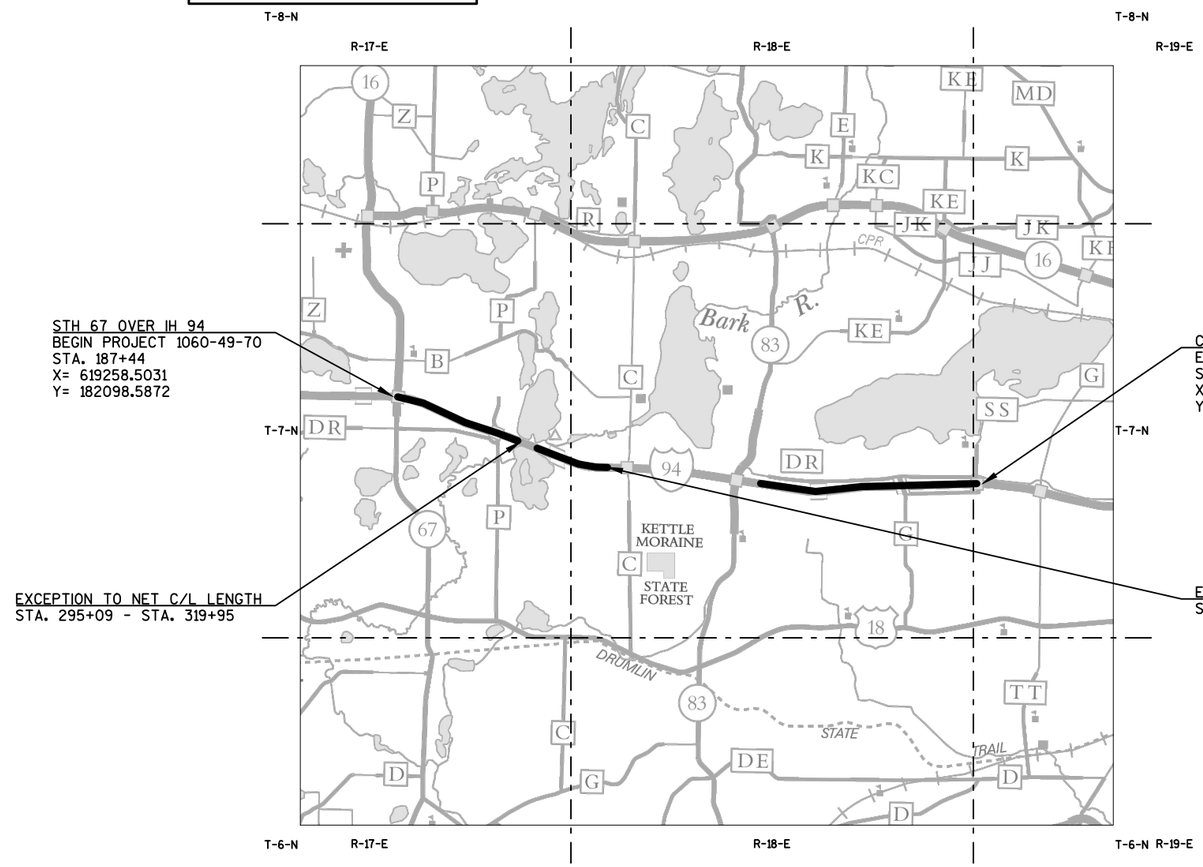
STH 67 TO CTH SS

IH 94

WAUKESHA

STATE PROJECT NUMBER
1060-49-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1060-49-70	WISC 2018440	1



STH 67 OVER IH 94
BEGIN PROJECT 1060-49-70
STA. 187+44
X= 619258.5031
Y= 182098.5872

CTH SS OVER IH 94
END PROJECT 1060-49-70
STA. 639+53
X= 663325.6340
Y= 175386.5674

EXCEPTION TO NET C/L LENGTH
STA. 295+09 - STA. 319+95

EXCEPTION TO NET C/L LENGTH
STA. 348+84 - STA. 483+82

LAYOUT

SCALE 0 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 0

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	STEVEN RING
Project Manager	JOSHUA LEVEQUE, P.E.
Regional Examiner	
Regional Supervisor	JOE GALLAMORE, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 5/01/2018 (Signature)

E

GENERAL NOTES

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

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS OR IN PROXIMITY TO LIVE TRAFFIC.

PIPE ELEVATIONS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

THE EROSION CONTROL FEATURES ARE SHOWN ON THE PLAN SHEETS AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE FIELD ENGINEER. PURSUE OPERATIONS IN A TIMELY AND DILIGENT MANNER, CONTINUING ALL CONSTRUCTION OPERATIONS METHODICALLY FROM THE INITIAL TOPSOIL STRIPPING OPERATION THROUGH THE SUBSEQUENT GRADING AND RE-TOPSOILING TO MINIMIZE THE PERIOD OF EXPOSURE TO POSSIBLE EROSION. RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND PLACE EROSION MAT ON ALL TOPSOILED AREAS WITHIN TWENTY ONE CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.

SEEDING MIXTURE NO. 25 AND A SEEDING NURSE CROP IS TO BE USED THROUGHOUT THE PROJECT. SEEDING MIXTURES, RATES AND REQUIREMENTS ARE FOUND IN THE SEEDING SPECIAL PROVISIONS.

EROSION CONTROL DEVICES ARE TO BE PLACED IN PROPER SEQUENCE WITH CONSTRUCTION OPERATIONS AND MAINTAINED THROUGHOUT THE PROJECT TO COMPLETION OR AS DETERMINED BY THE ENGINEER. ADDITIONAL EROSION CONTROL REQUIREMENTS ARE FOUND IN THE EROSION CONTROL SPECIAL PROVISIONS.

BARRIER IS TO BE INSTALLED SO AS TO NOT BE A HAZARD AND IN PROPER SEQUENCE WITH CONSTRUCTION OPERATIONS AS DETERMINED BY THE ENGINEER. REMOVAL OF EXISTING BEAMGUARD FOR CONNECTION INTO PROPOSED BEAMGUARD SHALL OCCUR THE SAME DAY AS THE PROPOSED INSTALLATION. ALL CABLE BARRIER POSTS ARE TO BE INSTALLED AFTER CURE OF BASE. SYSTEM SHALL BE INSTALLED IN REASONABLE SEGMENTS TO BE DETERMINED BY THE ENGINEER.

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

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND ALL UTILITIES IN THE VICINITY OF THE PROJECT TO LOCATE THEIR FACILITIES AT LEAST THREE WORKING DAYS PRIOR TO BEGINNING WORK.

DIGGERS HOTLINE

Dial 811 or (800) 242-8511

www.DiggersHotline.com

STANDARD ABBREVIATIONS

ACRES	AC
AHEAD	AH
ALUMINUM	ALUM
AND OTHERS	ET AL
ANTENNA	ANT
BACK	BK
BARN	B
BLOCK	BLK
BUILDING	BLDG
CENTERLINE	CL
CERTIFIED SURVEY MAP	CSM
CONCRETE	CONC
CORNER	COR
CORRUGATED STEEL CULVERT PIPE	CSCP
CORRUGATED STEEL PIPE ARCH	CSPA
ELECTRIC PEDESTAL	EP
ELEVATION	EL
FOUNDATION	FDN
GALVANIZED	GALV
GARAGE	G
GAS PUMP	GP
GAS VALVE	GV
HECTARES	HA
HOUSE	H
HIGHWAY EASEMENT	HE
LENGTH	L
LEFT HAND FORWARD	LHF
LONG CHORD	LC
LONG CHORD BEARING	LCB
LOW-WATER DATA	LWD
MONUMENT	MON
ORDINARY HIGH WATER MARK	OHWM
PAGE	P
PARKER-KALON FASTENER	PK
POWER POLE	PP
PROPERTY LINE	PL
RADIUS	R
REFERENCE LINE	RL
REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE	RCHECP
RIGHT HAND FORWARD	RHF
RIGHT OF WAY	R/W
SECTION	SEC
SHED	S
SLOPE INTERCEPT	SI
STATE TRAFFIC OPERATIONS CENTER	STOC
STATION	STA
TANGENT	TAN
TANK	T
TELEPHONE PEDESTAL	TP
TEMPORARY LIMITED EASEMENT	TLE
VOLUME	VOL
WALL	W

UTILITY CONTACTS

AT&T LEGACY
MR. WILLIAM KOENIG
128 W. SUNSET AVE
APPLETON, WI 54911
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WEKOENIG@ATT.NET

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CENTURYLINK
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DELAFIELD DEPARTMENT OF PUBLIC WORKS - WATER, CITY OF
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CELL: (262) 370-8202
PZELLNER@CI.DELAFIELD.WI.US

DELAFIELD-HARTLAND WATER POLLUTION CONTROL
SCOTT LUCZAK
416 BUTLER DR
DELAFIELD, WI 53018-1871
PHONE: (262) 646-4364 EXT. 2
CELL: (262) 719-5132
SLDELHART@CENTURYTEL.NET

KETTLE MORAINE SCHOOL DISTRICT
JOEL MIKULSKY
PO BOX 11064
GREEN BAY WI, 54307
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CELL: (920) 676-0494
JMIKULSKY@MCAE.BIZ

LEVEL 3 COMMUNICATIONS
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SASHA.DEMIAN@LEVEL3.COM

MIDWEST FIBER NETWORKS
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6070 NORTH FLINT RD
GLENDALE, WI 53209
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CGRAINGER@MIDWESTFIBERNETWORKS.COM

OCONOMOWOC - UTILITIES, CITY OF
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LCAINE@OCONOMOWOC-WI.GOV

SUMMIT UTILITY DISTRICT 2
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ADMIN@SUMMITVILLAGE.ORG

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CELL: (414) 416-6059
BRYAN.STOEHR@WE-ENERGIES.COM

WE ENERGIES (GAS)
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WEST ALLIS, WI 53214
PHONE: (414) 944-5567
CELL: (414) 333-0325
MATTHEW.MIEROW@WE-ENERGIES.COM

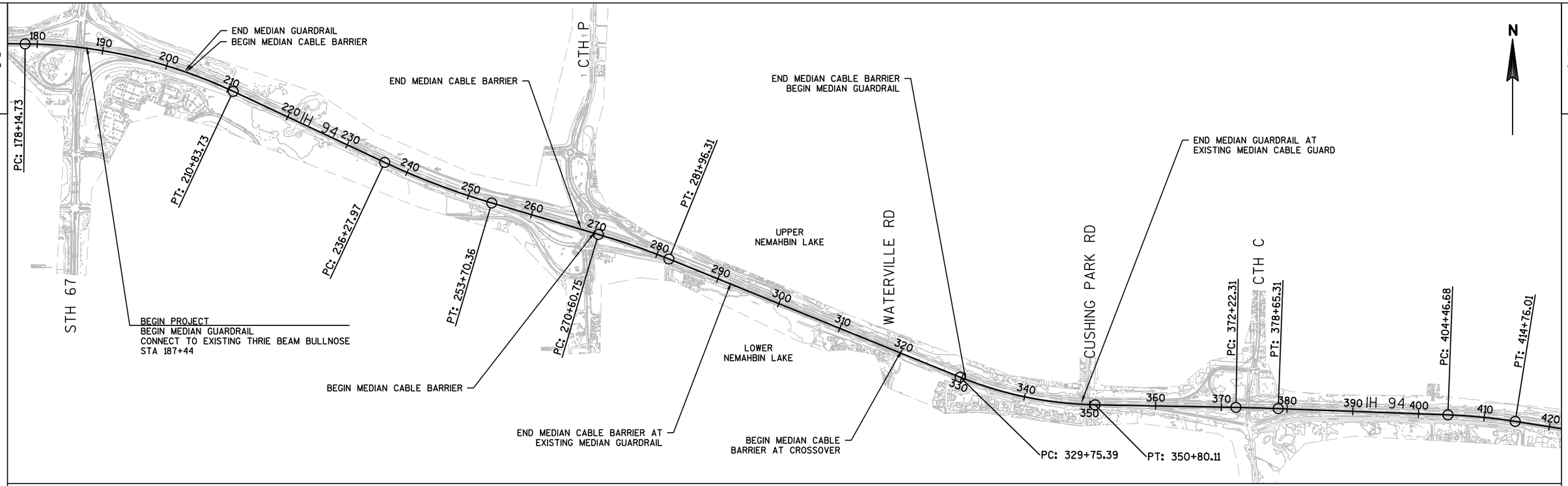
WISDOT STOC
MR. JOHN MITTELSTADT
433 W ST. PAUL AVE., STE 300
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OTHER CONTACTS

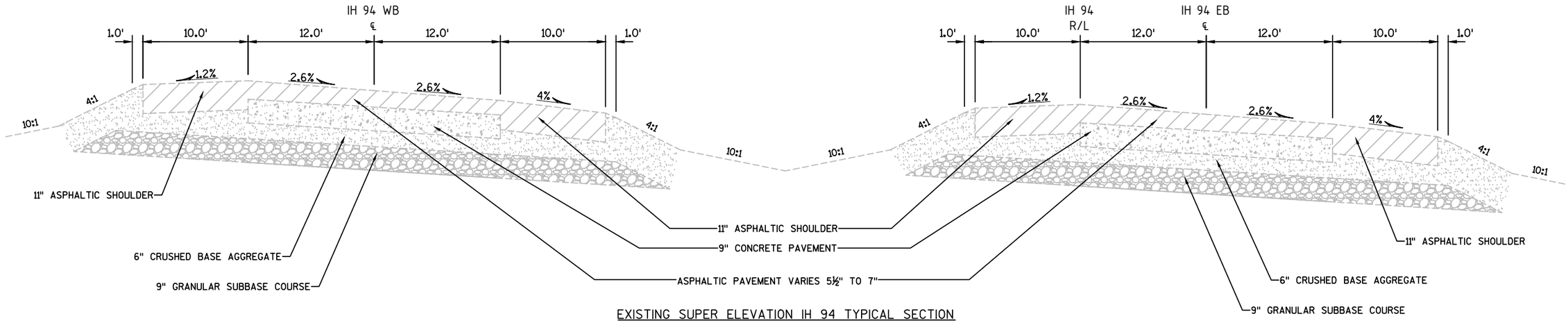
WISDOT DESIGN
MR. JOSHUA LEVEQUE, P.E., PROJECT MANAGER
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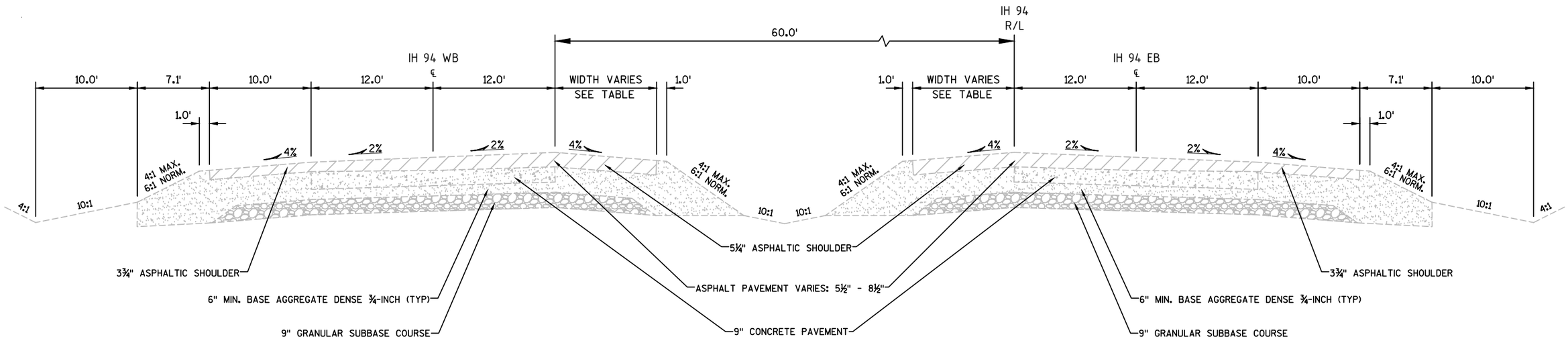
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PROJECT OVERVIEW	SHEET 3	E



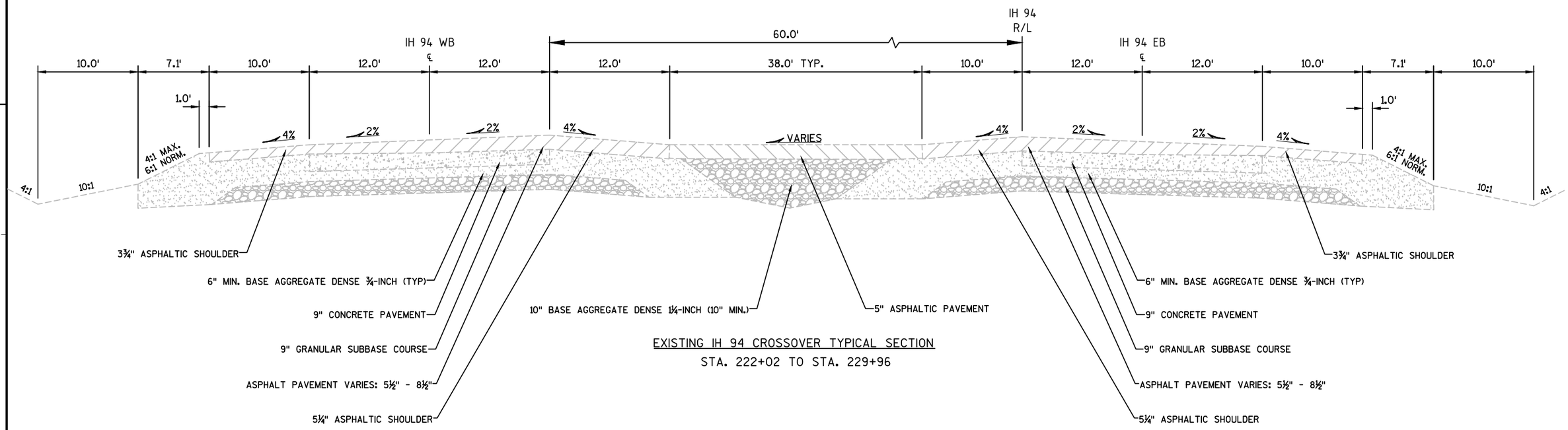
EXISTING SUPER ELEVATION IH 94 TYPICAL SECTION
STA. 178+13 TO STA. 210+84



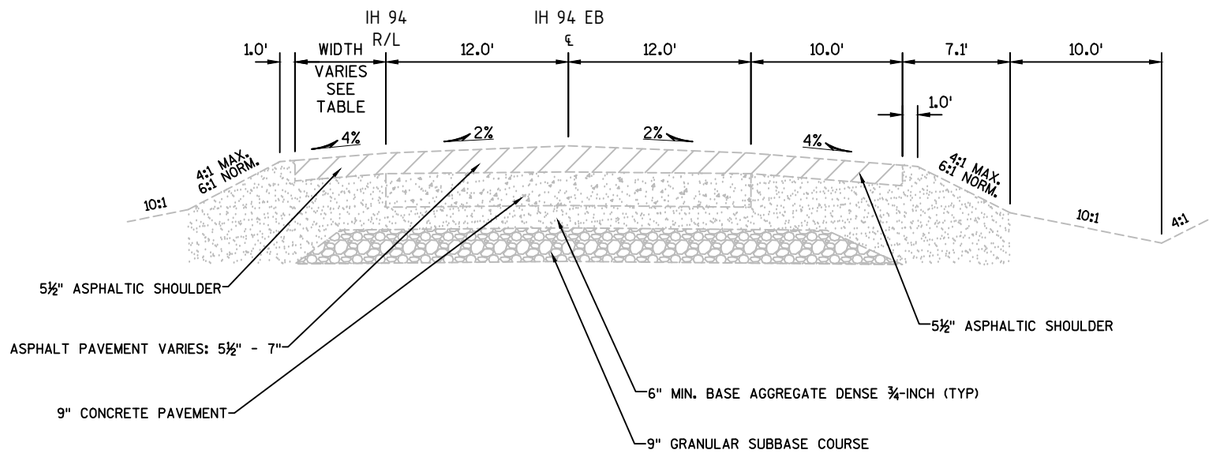
EXISTING IH 94 REVERSE CROWN TYPICAL SECTION

WB STATIONING - MEDIAN SHOULDER WIDTH	EB STATIONING - MEDIAN SHOULDER WIDTH
STA. 210+84 TO STA. 222+02 - 10.0'	STA. 210+84 TO STA. 222+02 - 10.0'
STA. 229+96 TO STA. 240+00 - 10.0'	STA. 229+96 TO STA. 319+95 - 10.0'
STA. 240+00 TO STA. 299+04 - 12.0'	STA. 350+79 TO STA. 416+49 - 4.0'
STA. 314+00 TO STA. 319+95 - 12.0'	STA. 444+00 TO STA. 470+96 - 4.0'
STA. 350+79 TO STA. 512+73 - 12.0'	STA. 570+45 TO STA. 596+44 - 10.0'
STA. 528+05 TO STA. 555+00 - 12.0'	
STA. 555+00 TO STA. 620+00 - 10.0'	

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: TYPICAL SECTION	SHEET 4	E



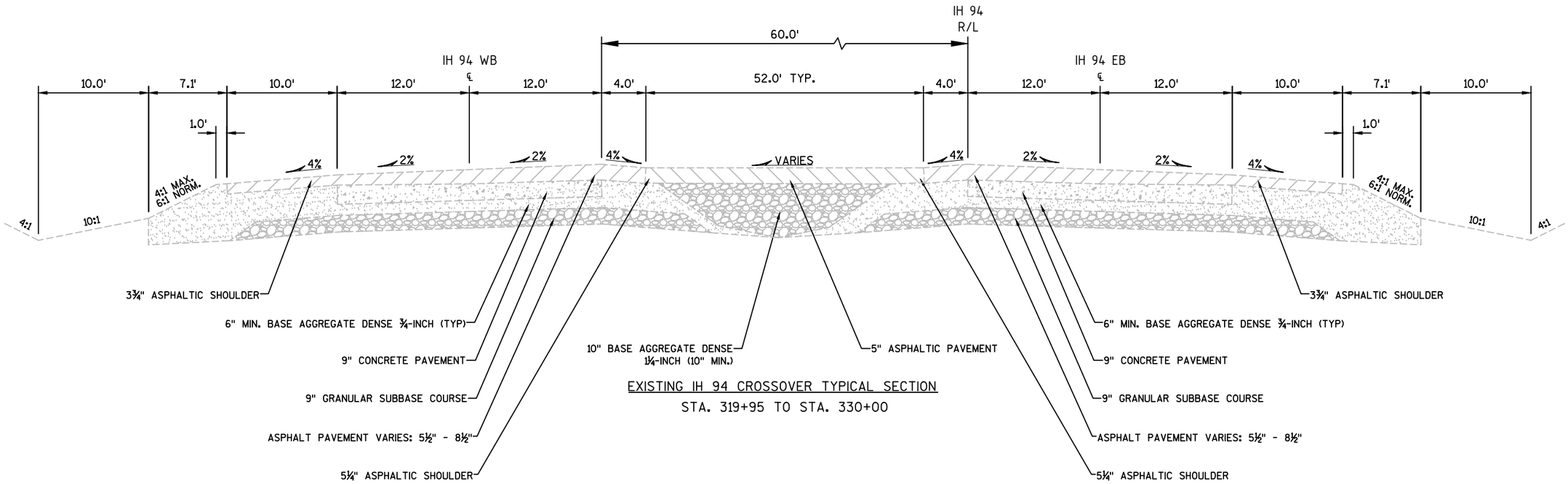
EXISTING IH 94 CROSSOVER TYPICAL SECTION
STA. 222+02 TO STA. 229+96



EXISTING IH 94 TYPICAL SECTION
EASTBOUND SHOWN/WESTBOUND SIMILAR

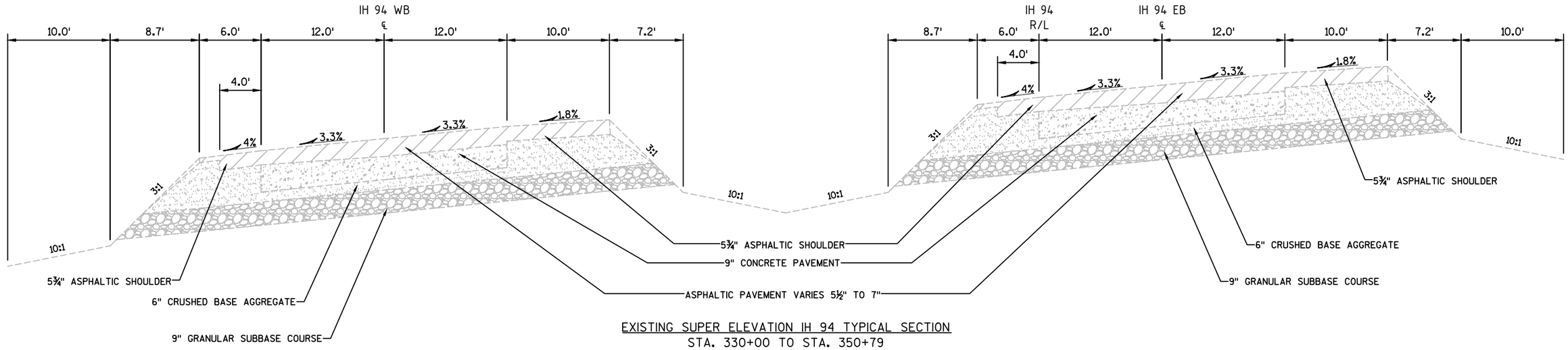
WB STATIONING - MEDIAN SHOULDER WIDTH	EB STATIONING - MEDIAN SHOULDER WIDTH
STA. 299+04 TO STA. 314+00 - 12.0'	STA. 416+49 TO STA. 444+00 - 4.0'
	STA. 470+96 TO STA. 512+73 - 4.0'
	STA. 528+05 TO STA. 570+45 - 10.0'
	STA. 596+44 TO STA. 620+00 - 10.0'

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: TYPICAL SECTION	SHEET 5	E



EXISTING IH 94 CROSSOVER TYPICAL SECTION

STA. 319+95 TO STA. 330+00



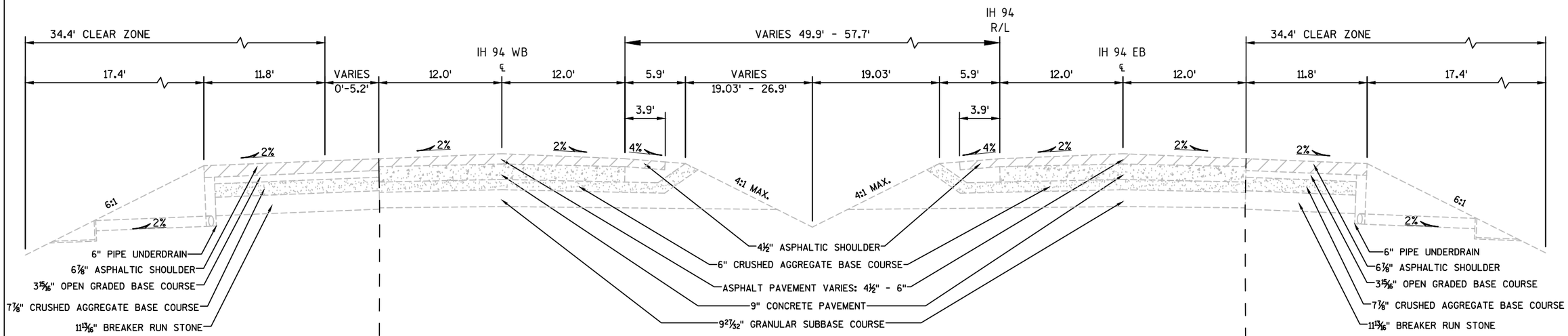
EXISTING SUPER ELEVATION IH 94 TYPICAL SECTION

STA. 330+00 TO STA. 350+79

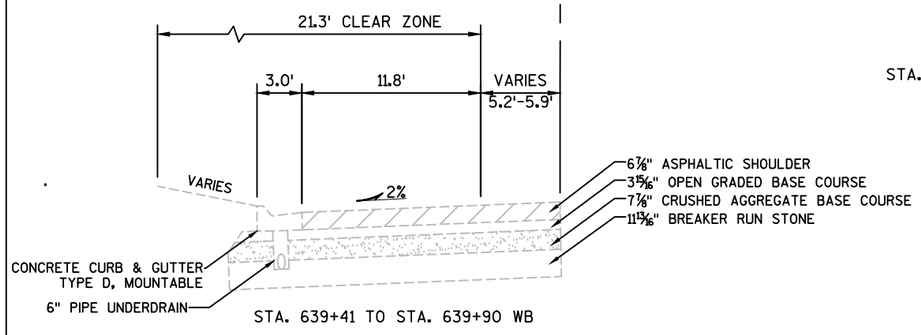
STA. 512+73 TO STA. 528+05

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: TYPICAL SECTION	SHEET 6	E

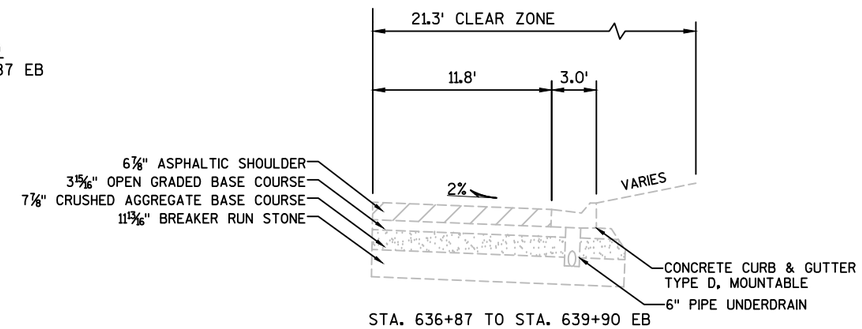
FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\TYPICAL_SECTIONS.DWG PLOT DATE : 7/10/2018 10:39 AM PLOT BY : RING, STEVEN M PLOT NAME : ---------- PLOT SCALE : 1 IN:10 FT



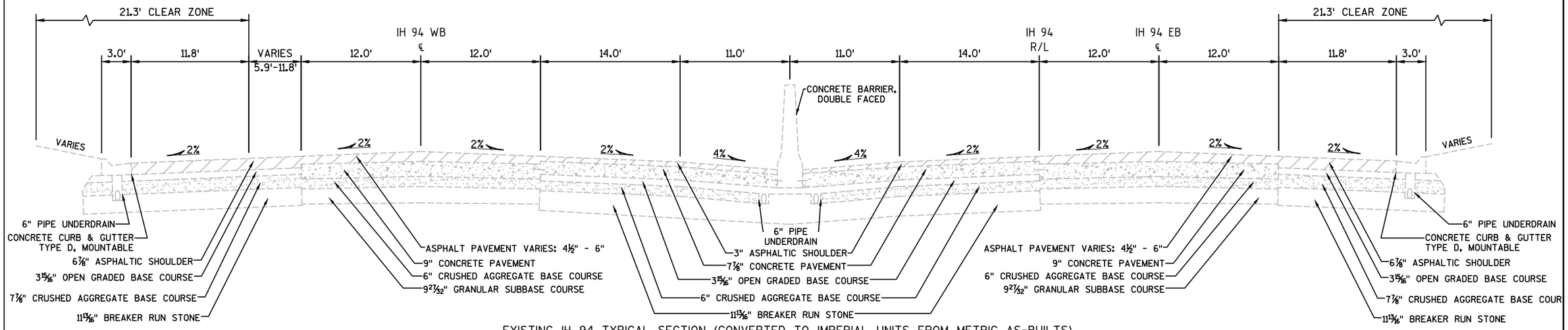
EXISTING IH 94 TYPICAL SECTION
(CONVERTED TO IMPERIAL UNITS FROM METRIC AS-BUILTS)
STA. 620+00 TO STA. 639+41 WB STA. 620+00 TO STA. 636+87 EB



STA. 639+41 TO STA. 639+90 WB

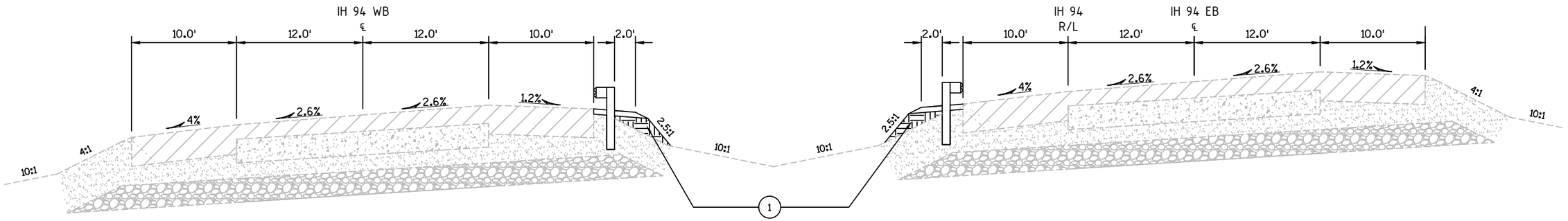


STA. 636+87 TO STA. 639+90 EB

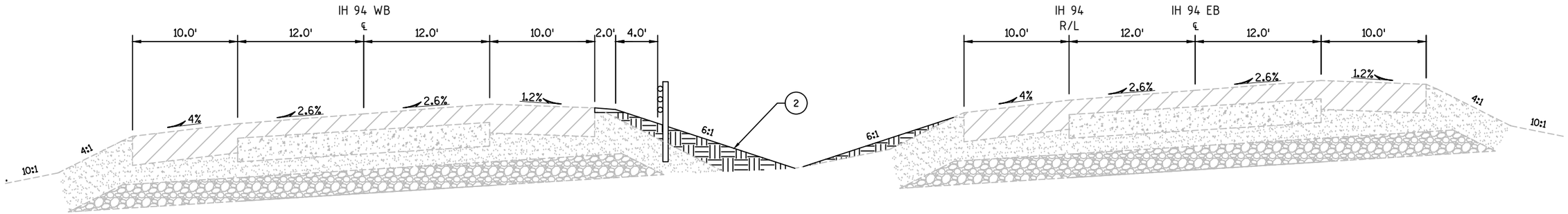


EXISTING IH 94 TYPICAL SECTION (CONVERTED TO IMPERIAL UNITS FROM METRIC AS-BUILTS)
STA. 639+90 TO STA. 640+24

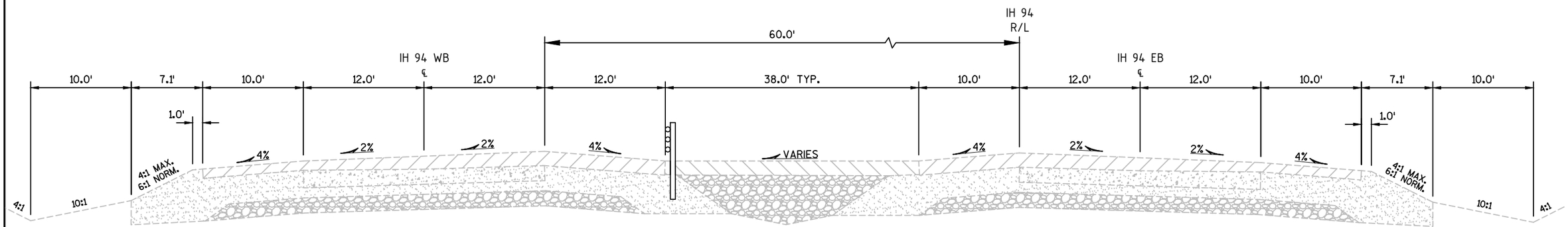
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: TYPICAL SECTION	SHEET 7	E



PROPOSED SUPER ELEVATION IH 94 TYPICAL SECTION
STA. 187+81 TO STA. 202+86



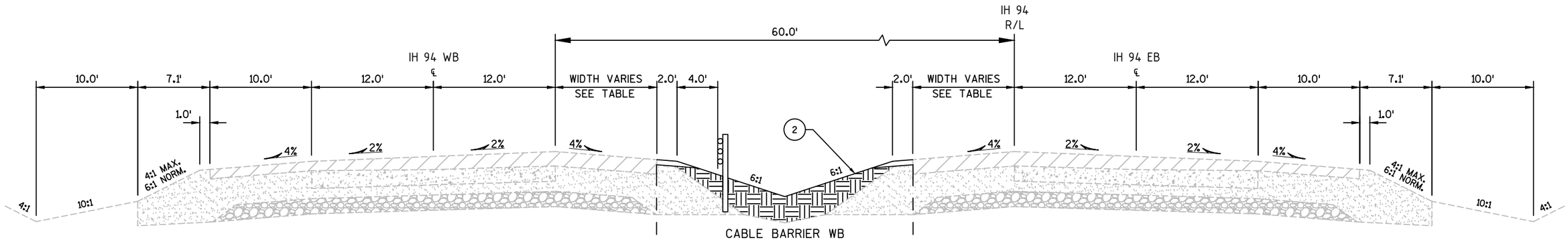
PROPOSED SUPER ELEVATION IH 94 TYPICAL SECTION
STA. 202+86 TO STA. 210+84



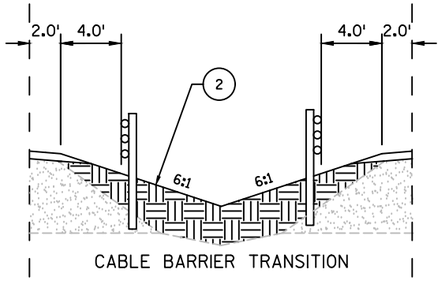
PROPOSED IH 94 CROSSOVER TYPICAL SECTION
STA. 222+02 TO STA. 229+46
NO BARRIER (EXISTING) CROSSOVER: STA. 229+46 TO STA. 229+96

(1) TOPSOIL, SEED, FERTILIZER TYPE B, EROSION MAT CLASS 1 TYPE A
(2) TOPSOIL, SEED, FERTILIZER TYPE B, EROSION MAT CLASS 1 TYPE B

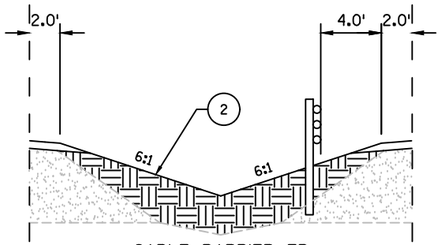
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: TYPICAL SECTION	SHEET 8	E



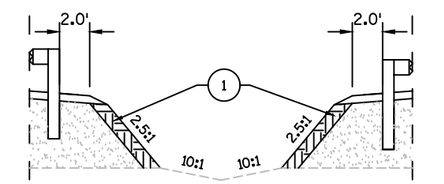
CABLE BARRIER WB



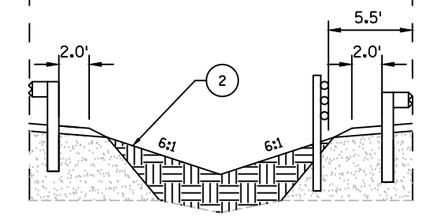
CABLE BARRIER TRANSITION



CABLE BARRIER EB



MIDWEST GUARDRAIL SYSTEM (MGS)



MIDWEST GUARDRAIL SYSTEM (MGS) TRANSITION

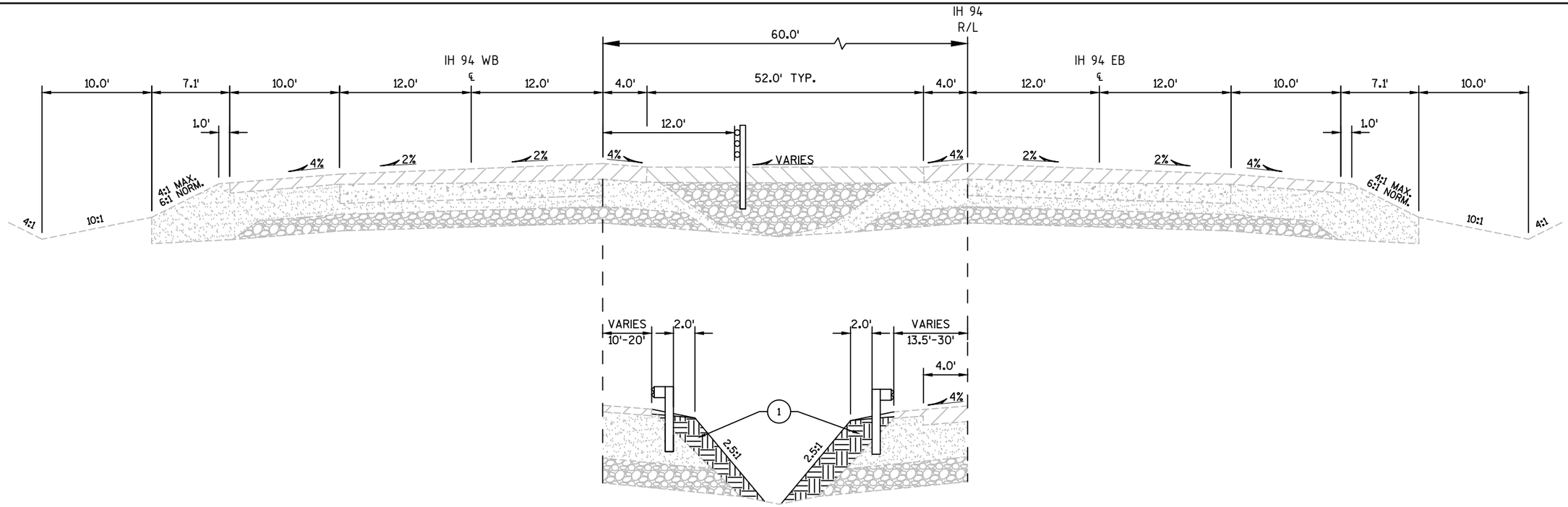
PROPOSED IH 94 REVERSE CROWN TYPICAL SECTION

WB STATIONING - BARRIER TYPE - MEDIAN SHOULDER WIDTH
STA. 210+84 TO STA. 222+02 - CABLE BARRIER WB - 10.0'
STA. 229+96 TO STA. 233+25 - MGS - 10.0'
STA. 233+25 TO STA. 234+16 - MGS TRANSITION - 10.0'
STA. 234+16 TO STA. 240+00 - CABLE BARRIER EB - 10.0'
STA. 240+00 TO STA. 253+90 - CABLE BARRIER EB - 12.0'
STA. 253+90 TO STA. 255+00 - CABLE BARRIER TRANSITION - 12.0'
STA. 255+00 TO STA. 267+64 - CABLE BARRIER WB - 12.0'
STA. 269+93 TO STA. 295+09 - CABLE BARRIER WB - 12.0'
STA. 483+82 TO STA. 510+22 - CABLE BARRIER WB - 4.0'
STA. 510+22 TO STA. 510+78 - CABLE BARRIER TRANSITION - 4.0'
STA. 510+78 TO STA. 512+73 - CABLE BARRIER EB - 4.0'
STA. 528+05 TO STA. 538+05 - CABLE BARRIER EB - 12.0'
STA. 538+05 TO STA. 538+95 - CABLE BARRIER TRANSITION - 12.0'
STA. 538+95 TO STA. 555+00 - CABLE BARRIER WB - 12.0'
STA. 555+00 TO STA. 568+22 - CABLE BARRIER WB - 10.0'
STA. 568+22 TO STA. 568+78 - CABLE BARRIER TRANSITION - 10.0'
STA. 568+78 TO STA. 586+23 - CABLE BARRIER EB - 10.0'
STA. 589+35 TO STA. 619+38 - MGS - 10.0'
STA. 619+94 TO STA. 620+00 - MGS - 10.0'

EB STATIONING - BARRIER TYPE - MEDIAN SHOULDER WIDTH
STA. 210+84 TO STA. 222+02 - CABLE BARRIER WB - 10.0'
STA. 229+96 TO STA. 233+25 - MGS - 10.0'
STA. 233+25 TO STA. 234+16 - MGS TRANSITION - 10.0'
STA. 234+16 TO STA. 253+90 - CABLE BARRIER EB - 10.0'
STA. 253+90 TO STA. 255+00 - CABLE BARRIER TRANSITION - 10.0'
STA. 255+00 TO STA. 267+64 - CABLE BARRIER WB - 10.0'
STA. 269+93 TO STA. 295+09 - CABLE BARRIER WB - 10.0'
STA. 570+45 TO STA. 586+23 - CABLE BARRIER EB - 10.0'
STA. 588+20 TO STA. 596+44 - MGS - 10.0'

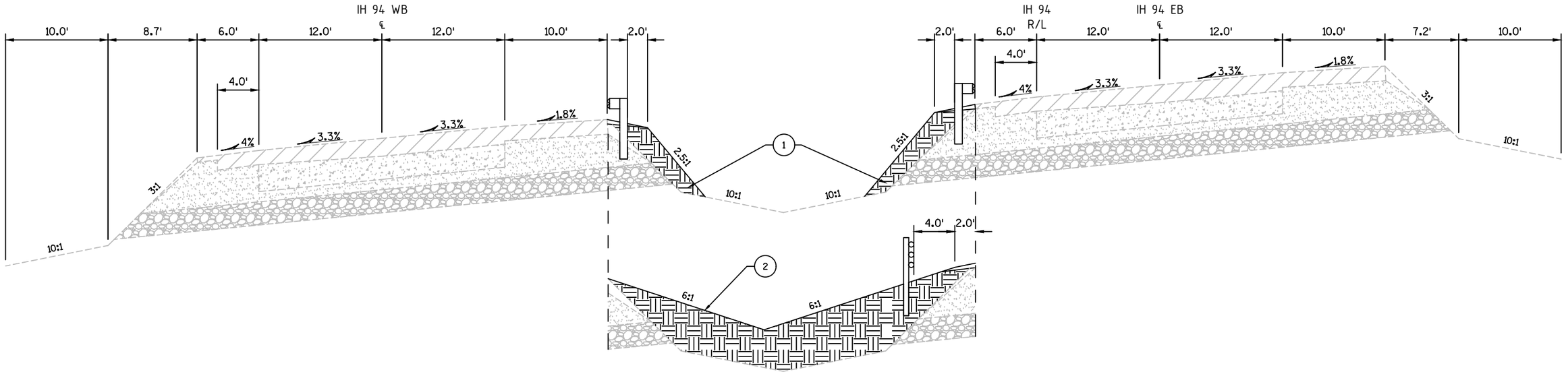
(1) TOPSOIL, SEED, FERTILIZER TYPE B, EROSION MAT CLASS 1 TYPE A
(2) TOPSOIL, SEED, FERTILIZER TYPE B, EROSION MAT CLASS 1 TYPE B

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: TYPICAL SECTION	SHEET 9	E



PROPOSED IH 94 CROSSOVER TYPICAL SECTION

CABLE BARRIER CROSSOVER: STA. 319+95 TO STA. 329+30
NO BARRIER (EXISTING) CROSSOVER: STA. 329+30 TO STA. 329+96
MGS: STA. 329+96 TO STA. 332+50

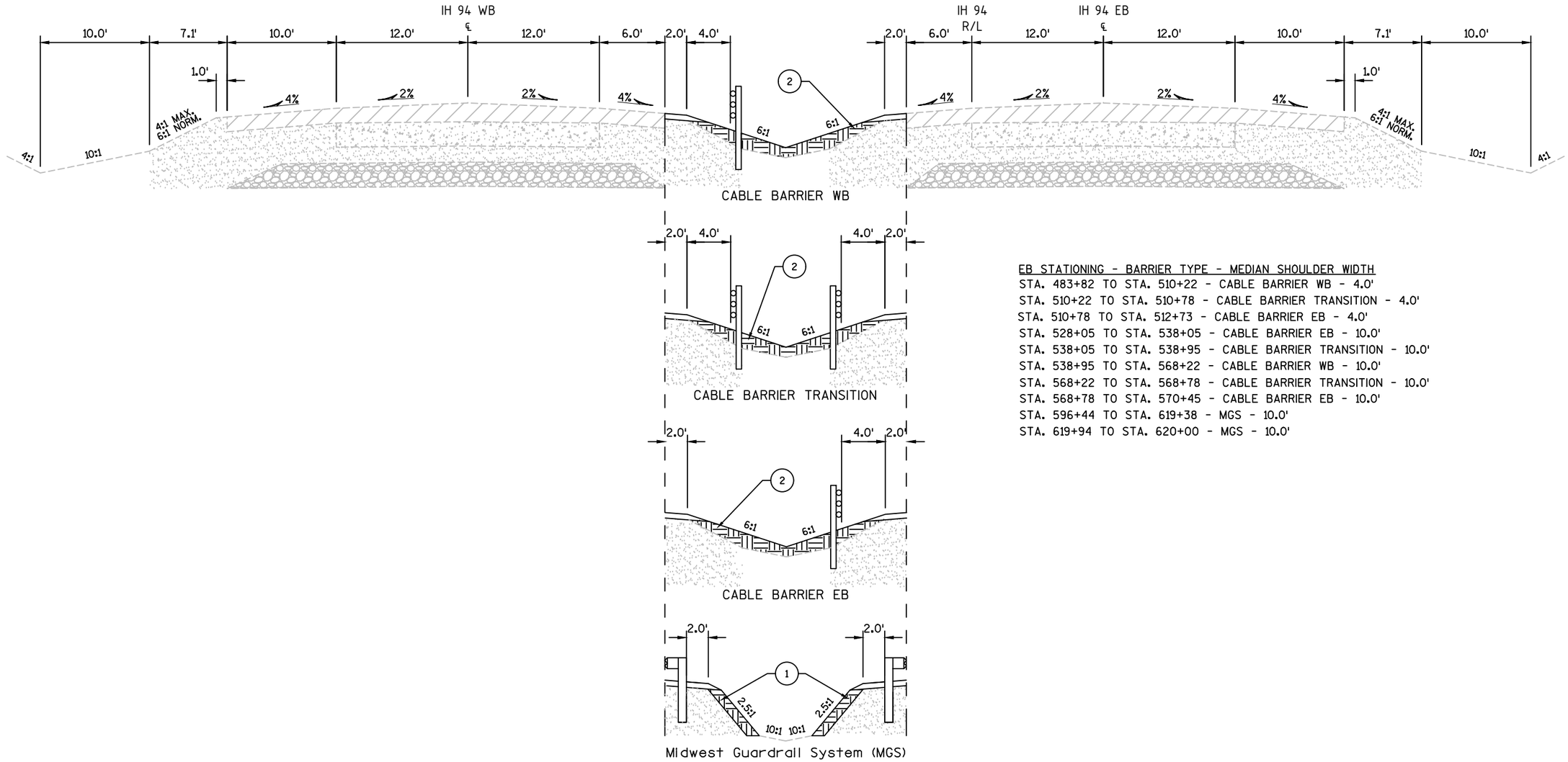


PROPOSED SUPER ELEVATION IH 94 TYPICAL SECTION

MGS: STA. 332+50 TO STA. 348+84
CABLE BARRIER: STA. 512+73 TO STA. 519+49
STA. 526+92 TO STA. 528+05

(1) TOPSOIL, SEED, FERTILIZER TYPE B, EROSION MAT CLASS 1 TYPE A
(2) TOPSOIL, SEED, FERTILIZER TYPE B, EROSION MAT CLASS 1 TYPE B

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: TYPICAL SECTION	SHEET 10	E



PROPOSED IH 94 TYPICAL SECTION

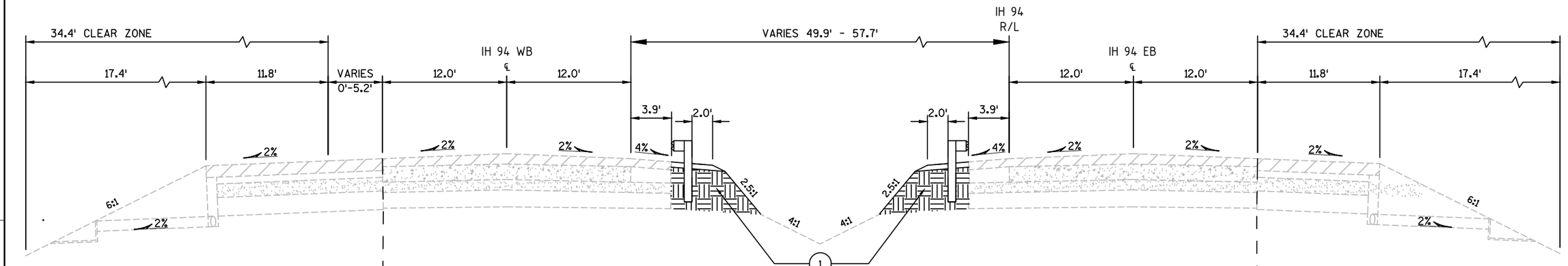
EB STATIONING - BARRIER TYPE - MEDIAN SHOULDER WIDTH

STA. 483+82 TO STA. 510+22 - CABLE BARRIER WB - 4.0'
STA. 510+22 TO STA. 510+78 - CABLE BARRIER TRANSITION - 4.0'
STA. 510+78 TO STA. 512+73 - CABLE BARRIER EB - 4.0'
STA. 528+05 TO STA. 538+05 - CABLE BARRIER EB - 10.0'
STA. 538+05 TO STA. 538+95 - CABLE BARRIER TRANSITION - 10.0'
STA. 538+95 TO STA. 568+22 - CABLE BARRIER WB - 10.0'
STA. 568+22 TO STA. 568+78 - CABLE BARRIER TRANSITION - 10.0'
STA. 568+78 TO STA. 570+45 - CABLE BARRIER EB - 10.0'
STA. 596+44 TO STA. 619+38 - MGS - 10.0'
STA. 619+94 TO STA. 620+00 - MGS - 10.0'

(1) TOPSOIL, SEED, FERTILIZER TYPE B, EROSION MAT CLASS 1 TYPE A
(2) TOPSOIL, SEED, FERTILIZER TYPE B, EROSION MAT CLASS 1 TYPE B

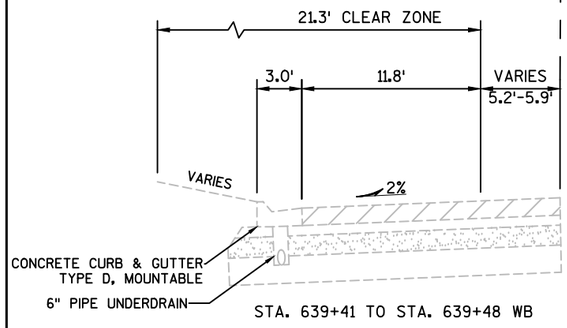
PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: TYPICAL SECTION	SHEET 11	E

2

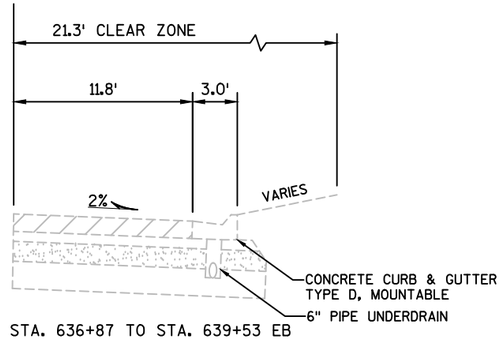


PROPOSED IH 94 TYPICAL SECTION
(CONVERTED TO IMPERIAL UNITS FROM METRIC AS-BUILTS)

STA. 620+00 TO STA. 639+41 WB STA. 620+00 TO STA. 636+87 EB



STA. 639+41 TO STA. 639+48 WB

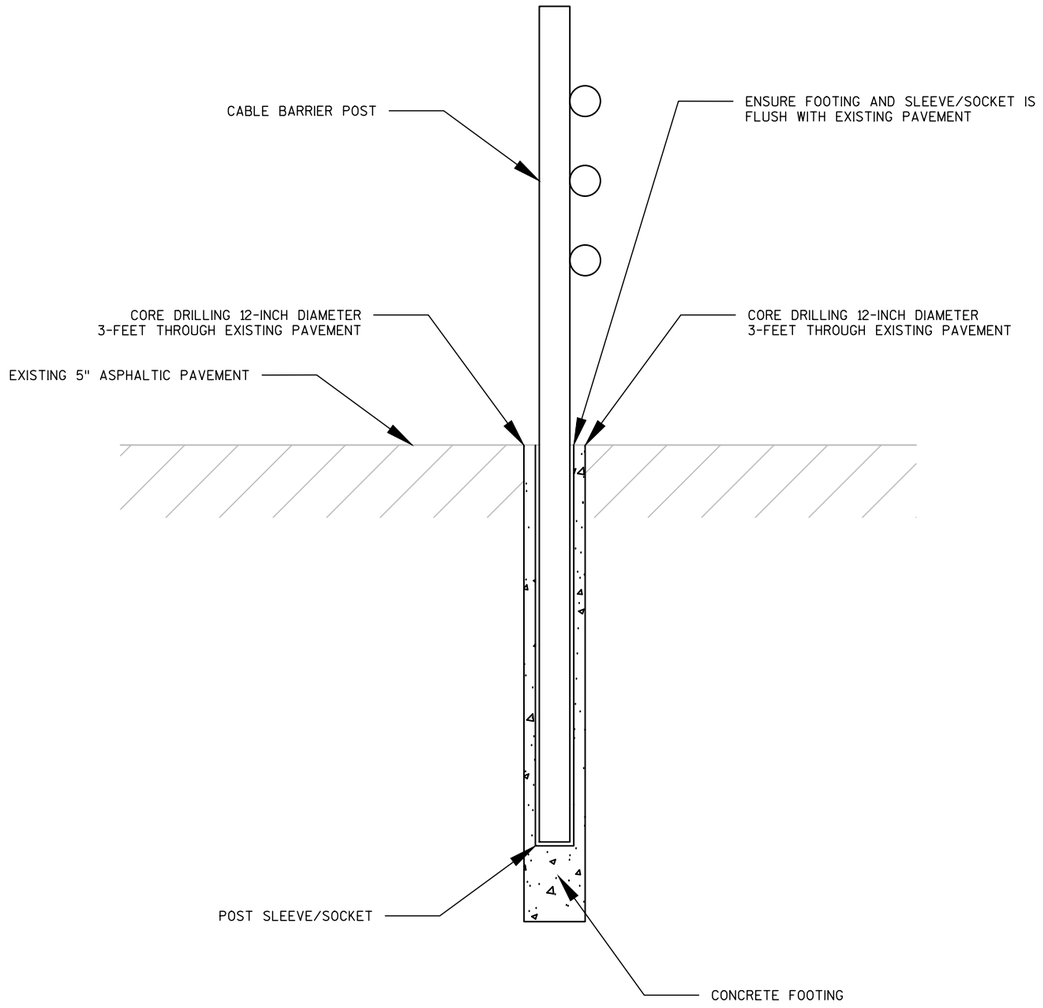


STA. 636+87 TO STA. 639+53 EB

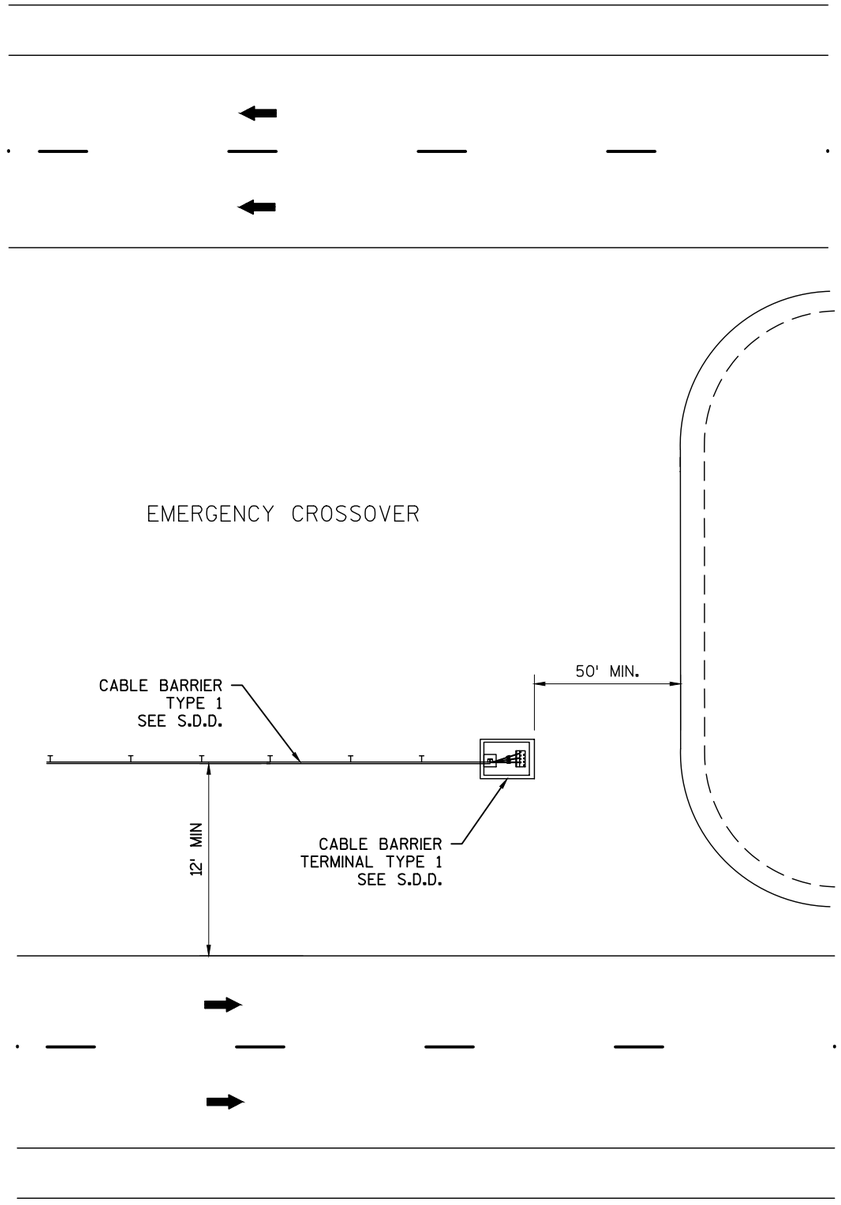
(1) TOPSOIL, SEED, FERTILIZER TYPE B, EROSION MAT CLASS 1 TYPE A

(2) TOPSOIL, SEED, FERTILIZER TYPE B, EROSION MAT CLASS 1 TYPE B

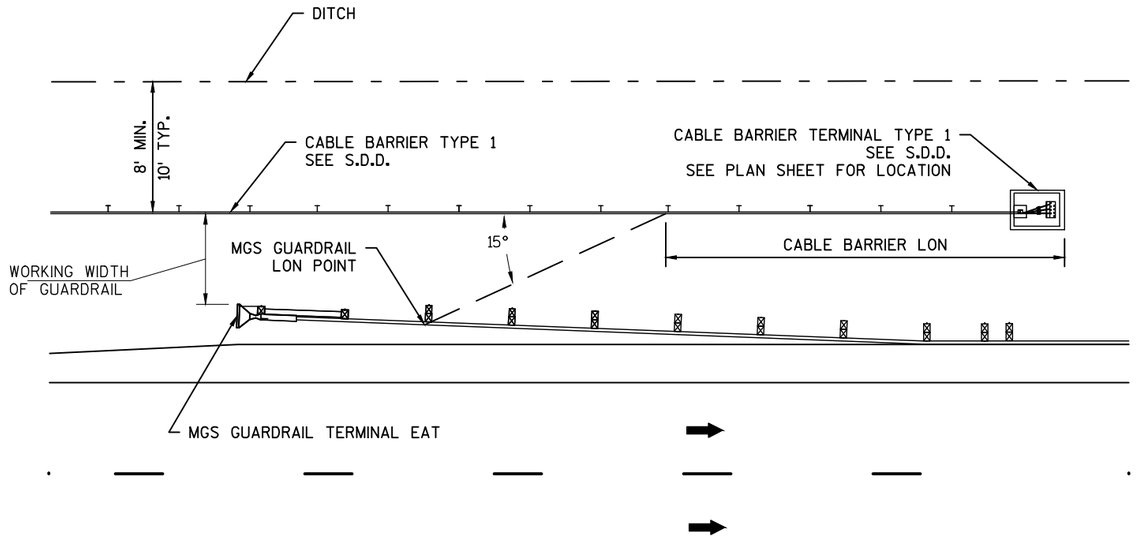
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: TYPICAL SECTION	SHEET 12	E



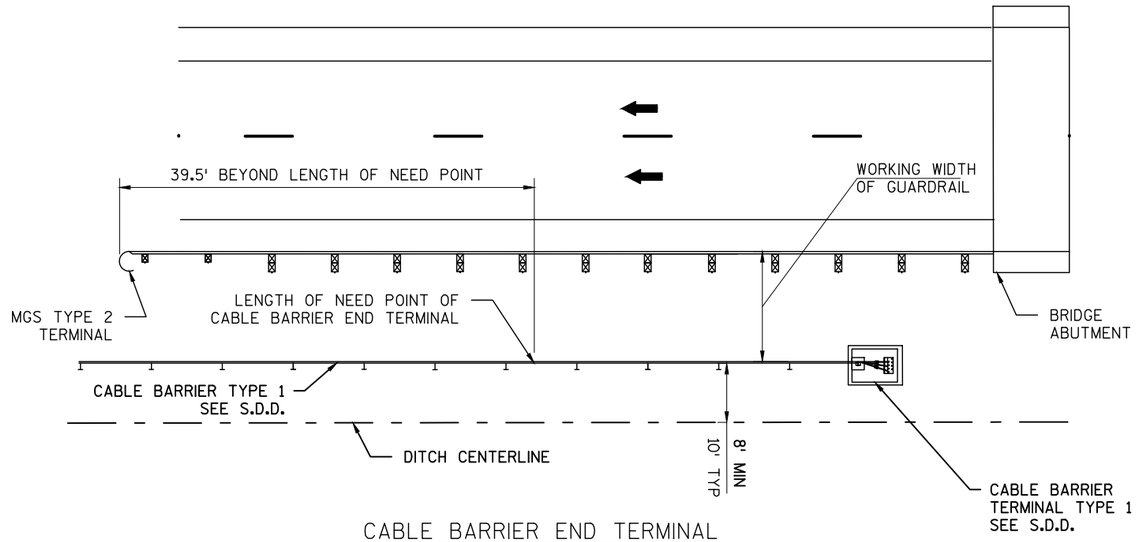
CABLE BARRIER FOOTING IN PAVEMENT
AT EMERGENCY CROSSOVER



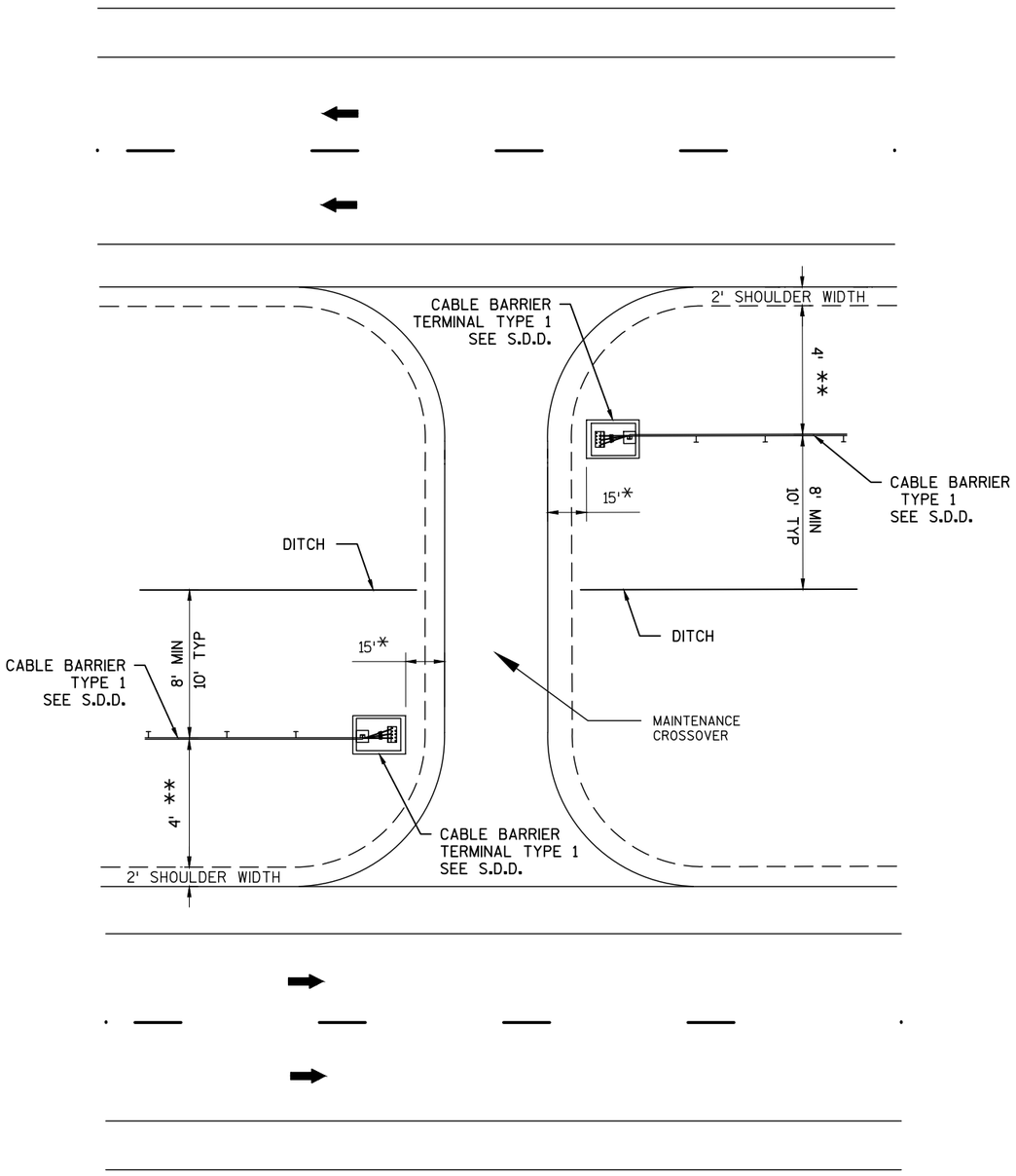
CABLE BARRIER END TERMINAL
AT EMERGENCY CROSSOVER



CABLE BARRIER END TERMINAL
AT MGS GUARDRAIL TERMINAL EAT



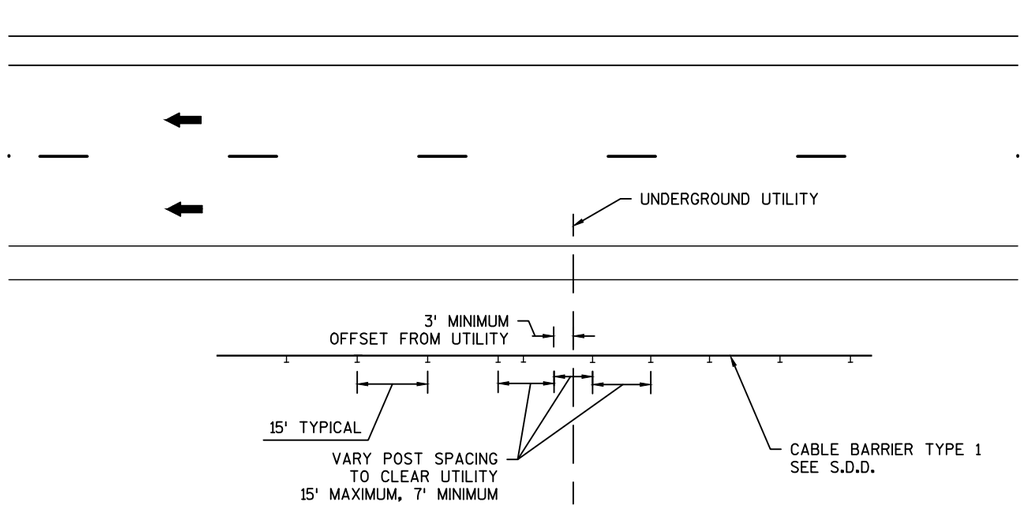
CABLE BARRIER END TERMINAL
AT MGS TYPE 2 TERMINAL



CABLE BARRIER END TERMINAL
AT MAINTENANCE CROSSOVER

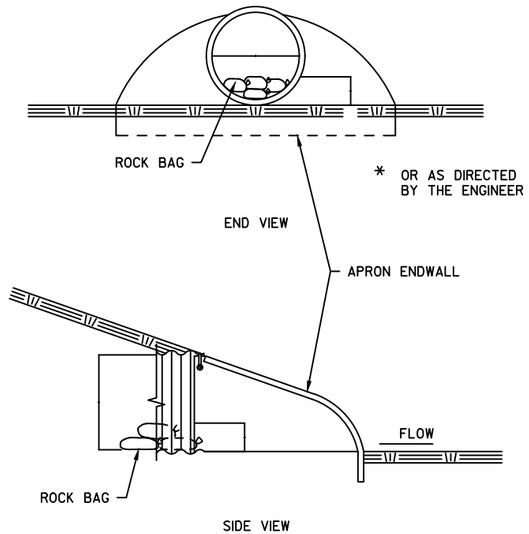
* DISTANCE MEASURED FROM EDGE OF ASPHALT

** DISTANCE MEASURED FROM SHOULDER BREAK POINT



CABLE BARRIER AT
UNDERGROUND UTILITY

2



CULVERT PIPE CHECKS

ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NUMBER OF BAGS
12"	1
15"	2
18"	2
24"	3
30"	5
36"	7
42"	7
48"	10
54"	10
60"	13
66"	14
72"	16
17"X13"	2
30"X19"	5
38"X24"	7
45"X29"	10
53"X34"	10
60"X38"	13
76"X48"	18
27' WIDE BOX CULVERT	36

2

REMOVAL LEGEND

- CLEARING AND GRUBBING (STA.)
- REMOVING ASPHALTIC PAVEMENT
- REMOVING GUARDRAIL
- —RM— REMOVING STORM SEWER OR CULVERT
- SLOPE INTERCEPT
- .XXXXX.. SAWING CONCRETE
- 12-INCH DIAMETER CORE FOR CABLE BARRIER POSTS

N

29
882.803
PCP B 13INCH INSERT

STA. 187+44
REMOVE EXISTING THRIE BEAM BULLNOSE

IH 94 WB

184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00

IH 94 EB

SLOPE INTERCEPT

30
881.446
PCP E 13INCH INSERT

STH 67 (SUMMIT AVE)

PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	REMOVAL PLANS	SHEET 17	E

2

2

REMOVAL LEGEND

- CLEARING AND GRUBBING (STA.)
- REMOVING ASPHALTIC PAVEMENT
- REMOVING GUARDRAIL
- —RM— REMOVING STORM SEWER OR CULVERT
- – – – – SLOPE INTERCEPT
- .XXXXX.. SAWING CONCRETE
- • • • 12-INCH DIAMETER CORE FOR CABLE BARRIER POSTS

N

881.434
CMCP E 18INCH

RM

SEE SDD "CONCRETE PAVEMENT REPAIR AND REPLACEMENT"
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR TRAFFIC CONTROL

IH 94 WB

IH 94

8'

PROPOSED INLET & STORM SEWER
SEE STORM SEWER PLAN

212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00

IH 94 EB

IH 94

SEE SDD "CONCRETE PAVEMENT REPAIR AND REPLACEMENT"
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR TRAFFIC CONTROL
SEE SDD "TRAFFIC CONTROL, RAMPS WITHIN LANE CLOSURES" FOR ENTRANCE RAMP TRAFFIC CONTROL

25
881.776
CMCP B 18INCH

23
879.263
CMCP B 18INCH

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 18	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\REMOVAL_PLAN.DWG
LAYOUT NAME - CMC - 3

PLOT DATE : 7/10/2018 9:41 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

REMOVAL LEGEND

- CLEARING AND GRUBBING (STA.)
- REMOVING ASPHALTIC PAVEMENT
- REMOVING GUARDRAIL
- —RM— REMOVING STORM SEWER OR CULVERT
- SLOPE INTERCEPT
- .XXXXX.. SAWING CONCRETE
- 12-INCH DIAMETER CORE FOR CABLE BARRIER POSTS

N

12' 10'

10' 12'

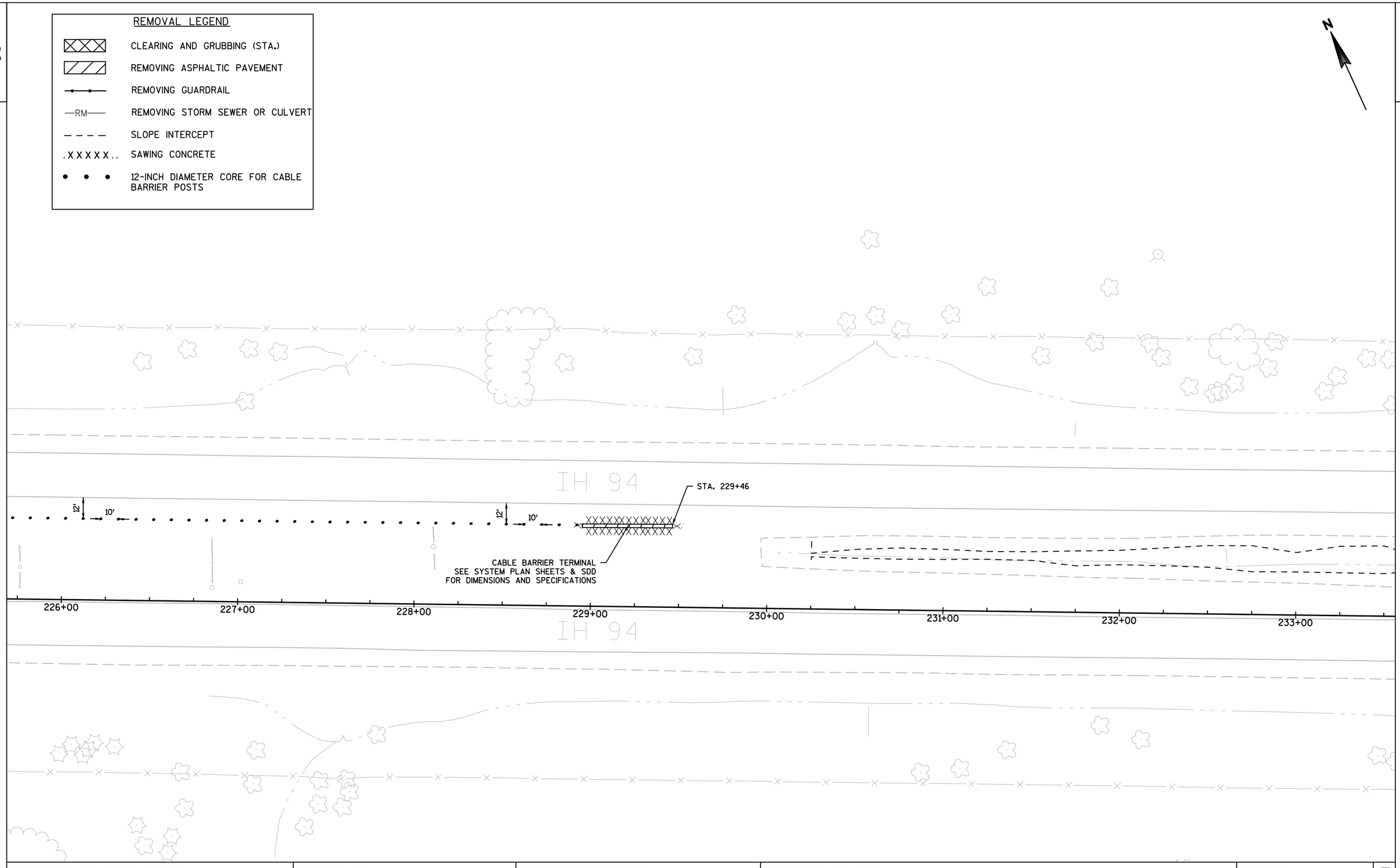
220+00 221+00 222+00 223+00 224+00 225+00 226+00 227+00

PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	REMOVAL PLANS	SHEET 19	E

2

REMOVAL LEGEND

- CLEARING AND GRUBBING (STA.)
- REMOVING ASPHALTIC PAVEMENT
- REMOVING GUARDRAIL
- —RM— REMOVING STORM SEWER OR CULVERT
- SLOPE INTERCEPT
- .XXXXX.. SAWING CONCRETE
- 12-INCH DIAMETER CORE FOR CABLE BARRIER POSTS



2

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 20	E

2

REMOVAL LEGEND

- CLEARING AND GRUBBING (STA.)
- REMOVING ASPHALTIC PAVEMENT
- REMOVING GUARDRAIL
- —RM— REMOVING STORM SEWER OR CULVERT
- SLOPE INTERCEPT
- .XXXXX.. SAWING CONCRETE
- 12-INCH DIAMETER CORE FOR CABLE BARRIER POSTS

N

CABLE BARRIER TERMINAL
SEE SYSTEM PLAN SHEETS & SDD
FOR DIMENSIONS AND SPECIFICATIONS

10'

10'

317+00 318+00 319+00 320+00 321+00 322+00 323+00 324+00

DAVIES DR

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 21	E

2

REMOVAL LEGEND

- CLEARING AND GRUBBING (STA.)
- REMOVING ASPHALTIC PAVEMENT
- REMOVING GUARDRAIL
- —RM— REMOVING STORM SEWER OR CULVERT
- – – – – SLOPE INTERCEPT
- .XXXXX.. SAWING CONCRETE
- • • • 12-INCH DIAMETER CORE FOR CABLE BARRIER POSTS

N

15
939.279
INL E SLOTTED 1.7 TO INVERT

16
937.589
PCP B 14INCH

IH 94

14
938.752
INL B SLOTTED 1.7 TO INVERT

11
947.024
CMCP B 18I

12'
10'

17
934.770
PCP E 14INCH

STA. 329+46

CABLE BARRIER TERMINAL
SEE SYSTEM PLAN SHEETS & SDD
FOR DIMENSIONS AND SPECIFICATIONS

324+00 325+00 326+00 327+00 328+00 329+00 330+00 331+00

IH 94

PC: 329+75.39

12
934.475
CMCP E 18INCH INSIDE RCCP

19
933.811
CMCP E 18INCH

13
938.658
INL 4.15 TO INVERT

18
934.399
CMCP B 18INCH

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 22	E

REMOVAL LEGEND

- CLEARING AND GRUBBING (STA.)
- REMOVING ASPHALTIC PAVEMENT
- REMOVING GUARDRAIL
- —RM— REMOVING STORM SEWER OR CULVERT
- SLOPE INTERCEPT
- .XXXXX.. SAWING CONCRETE
- • • • 12-INCH DIAMETER CORE FOR CABLE BARRIER POSTS

N

RIPRAP

SLOPE INTERCEPT

IH 94 WB

342+00 343+00 344+00 345+00 346+00 347+00 348+00 349+00

STA. 345+72
REMOVE EXISTING MGS EAT

IH 94 EB

ANCHOR
ANCHOR

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 23	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\REMOVAL_PLAN.DWG
LAYOUT NAME - CMC - 11

PLOT DATE : 7/10/2018 9:45 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

REMOVAL LEGEND

- CLEARING AND GRUBBING (STA.)
- REMOVING ASPHALTIC PAVEMENT
- REMOVING GUARDRAIL
- —RM— REMOVING STORM SEWER OR CULVERT
- SLOPE INTERCEPT
- .XXXXX.. SAWING CONCRETE
- • • • 12-INCH DIAMETER CORE FOR CABLE BARRIER POSTS

N

6
922.892
CMCP E 18INCH

IH 94 WB

5
923.495
CMCP B 18INCH

RM
RM
RM

SEE SDD "CONCRETE PAVEMENT REPAIR AND REPLACEMENT"
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR TRAFFIC CONTROL

SLOPE INTERCEPT

8'

PROPOSED INLET & STORM SEWER
SEE STORM SEWER PLAN

572+00 573+00 574+00 575+00 576+00 577+00 578+00 57

IH 94 EB

CREEK CT

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 24	E

2

REMOVAL LEGEND

- CLEARING AND GRUBBING (STA.)
- REMOVING ASPHALTIC PAVEMENT
- REMOVING GUARDRAIL
- —RM— REMOVING STORM SEWER OR CULVERT
- SLOPE INTERCEPT
- .XXXXX.. SAWING CONCRETE
- • • • 12-INCH DIAMETER CORE FOR CABLE BARRIER POSTS

N

RIPRAP

RIPRAP

CTH G (ELMHURST RD)

STA. 589+35
REMOVE EXISTING MGS EAT

IH 94 WB

IH 94

SLOPE INTERCEPT

586+00 587+00 588+00 589+00 590+00 591+00 592+00 593+00

STA. 588+11
REMOVE EXISTING MGS TERMINAL TYPE 2

IH 94 EB

IH 94

RIPRAP

SILVERNAIL RD

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 25	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\REMOVAL_PLAN.DWG
LAYOUT NAME - CMC - 27

PLOT DATE : 7/10/2018 9:47 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

STH 67 (SUMMIT AVE)

RIPRAP

STA. 187+81
BEGIN MGS THRIE BEAM TRANSITION

STA. 187+44
CONNECT THRIE BEAM WITH EXISTING BULLNOSE

WISDOT STOC
NOTE: APPROX. LOCATION NOT TAKEN FROM SURVEY
VERIFY LOCATION IN THE FIELD

GAP UNDERGROUND UTILITY
SEE MGS SDD

1000
887.938
GAS1 ST

29
882.803
PCP B 13INCH INSERT

1004
888.731
ELEC1 ST

IH 94 WB

IH 94 EB

FO

10'

10'

180+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00

1001
888.678
GAS1 E

30
881.446
PCP E 13INCH INSERT

SLOPE INTERCEPT

1005
889.459
ELEC1 E

BEGIN CONSTRUCTION
STA. 187+44

STA. 187+81
BEGIN MGS THRIE BEAM TRANSITION

STH 67 (SUMMIT AVE)

RIPRAP

RIPRAP

RIPRAP

RIPRAP

2

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 26	E

2

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

RIPRAP

27
883.971
CMCP B 18INCH

SLOPE INTERCEPT

STA. 202+75
MGS EAT

10'

STA. 203+45

16'

IH 94

IH 94 WB

1008
887.604
F01 ST

GAP UNDERGROUND UTILITY
SEE CONSTRUCTION DETAIL

196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00

IH 94 EB

10'

STA. 202+71
MGS TERMINAL 2

SLOPE INTERCEPT

1009
888.331
F01 E

PT: 210+83.73

28
883.286
CMCP E 18INCH

AURORA DR

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 27	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 2

PLOT DATE : 7/10/2018 9:07 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

SHOULDER

MIDWEST GUARDRAIL SYSTEM EAT

MIDWEST GUARDRAIL SYSTEM

CABLE BARRIER TERMINAL

CABLE BARRIER

N

OCONOMOWOC UTILITY - 20" WATER
NOTE: APPROX. LOCATION NOT TAKEN FROM SURVEY
VERIFY LOCATION IN THE FIELD

26
881.434
CMCP E 18INCH

SEE SDD "CONCRETE PAVEMENT REPAIR AND REPLACEMENT"
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR TRAFFIC CONTROL

1012
886.346
F02 ST

IH 94

16'

PROPOSED INLET & STORM SEWER
SEE STORM SEWER PLAN

IH 94 WB

12'

212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00 224+00 225+00 226+00 227+00

IH 94 EB

SEE SDD "CONCRETE PAVEMENT REPAIR AND REPLACEMENT"
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR TRAFFIC CONTROL
SEE SDD "TRAFFIC CONTROL, RAMPS WITHIN LANE CLOSURES" FOR ENTRANCE RAMP TRAFFIC CONTROL

25
881.776
CMCP B 18INCH

1013
886.985
F02 E

PROPOSED INLET & STORM SEWER
SEE STORM SEWER PLAN

GAP UNDERGROUND UTILITY
SEE CONSTRUCTION DETAIL

23
879.263
CMCP B 18INCH

24
874.550
CMCP E 18INCH

AURORA DR

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 28	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 3

PLOT DATE : 7/10/2018 9:08 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

STA. 229+46

12'

STA. 229+96
MGS TERMINAL 2

1016
886.093
EWAL CM

16'

STA. 233+25

STA. 234+16
MGS EAT

PC: 236+27.97

SLOPE INTERCEPT

IH 94 WB

IH 94

1018
889.100
GRT1 ST

1019
888.858
GRT1

228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00 238+00 239+00 240+00 241+00 242+00 243

24'

24'

18'

IH 94 EB

STA. 229+97
MGS EAT

1017
885.927
RCCP 18

SLOPE INTERCEPT

STA. 234+16
MGS TERMINAL 2

1021
889.113
GRT1 CLS

1020
888.816
GRT1

AG
AG

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 29	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 4

PLOT DATE : 7/10/2018 9:09 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

SLOPE INTERCEPT

1023
890.069
GRT2

1022
890.089
GRT2 ST

RECONSTRUCTING INLET MEDIAN 1
GRATE TO GRATE EL. 891.55

IH 94 WB

IH 94

STA. 253+90

STA. 255+00

1028
899.993
F03 ST

1027
900.039
ELEC2 ST

CHARTER COMMUNICATIONS
NOTE: APPROX. LOCATION IN THE FIELD
VERIFY LOCATION IN THE FIELD

1026
900.007
ELEC2 ST

1029
900.242
F04 ST

1035
904.872
GRT3 ST

RIPRAP

1036
904.868
GRT3

1033
906.608
ELEC3 ST

19'

GAP UNDERGROUND UTILITY
SEE CONSTRUCTION DETAIL

F04

F03

244+00 245+00 246+00 247+00 248+00 249+00 250+00 251+00 252+00 253+00 254+00 255+00 256+00 257+00 258+00

18'

IH 94 EB

1024
890.132
GRT2

1025
890.175
GRT2 CLS

PT: 253+70.36

1032
900.171
ELEC2 E

1031
900.155
F03 E

1030
900.429
F04 E

1038
904.808
GRT3 CLS

1037
904.714
GRT3

SLOPE INTERCEPT

1034
906.917
ELEC3 E

ANCHOR

ANCHOR

ANCHOR

DELAFIELD RD

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 30	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 5

PLOT DATE : 7/10/2018 9:09 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

CTH P

CTH P (SAWYER RD)

DELAFIELD RD

RIPRAP

IH 94 WB

IH 94 EB

18'

18'

STA. 265+33
BEGIN 30:1 TRANSITION

STA. 267+64

STA. 267+25
29' LT
END 30:1 TRANSITION

STA. 269+83
29' LT

STA. 270+46
BEGIN 30:1 TRANSITION

29'

PC: 270+60.75

SLOPE INTERCEPT

259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00 269+00 270+00 271+00 272+00 273+00 274+00

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 31	E

2

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

PROPOSED INLET & STORM SEWER
SEE STORM SEWER PLAN

100
901.700
CMCP18

18'

IH 94

101
902.782
ELEC1 ST

GAP UNDERGROUND UTILITY
SEE CONSTRUCTION DETAIL

DELAFIELD-HARTLAND WPCC 24" SAN. SEWER
NOTE: APPROX. LOCATION NOT TAKEN FROM SURVEY
VERIFY LOCATION IN THE FIELD

SAN

103
897.428
SAN1 ST

105
896.107
F01 ST

IH 94 WB

18'

DELAFIELD

RIPRAP

IH 94

275+00 276+00 277+00 278+00 279+00 280+00 281+00 282+00 283+00 284+00 285+00 286+00 287+00 288+00 289+00 290+00

IH 94

IH 94 EB

STA. 275+29
40' LT
END 30:1 TRANSITION

102
903.263
ELEC1 E

104
897.178
SAN1 E

106
895.517
F01 E

SLOPE INTERCEPT

PT: 281+96.31

SAN

GAP UNDERGROUND UTILITY
SEE CONSTRUCTION DETAIL

ELM ST

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 32	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 7

PLOT DATE : 7/10/2018 9:11 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

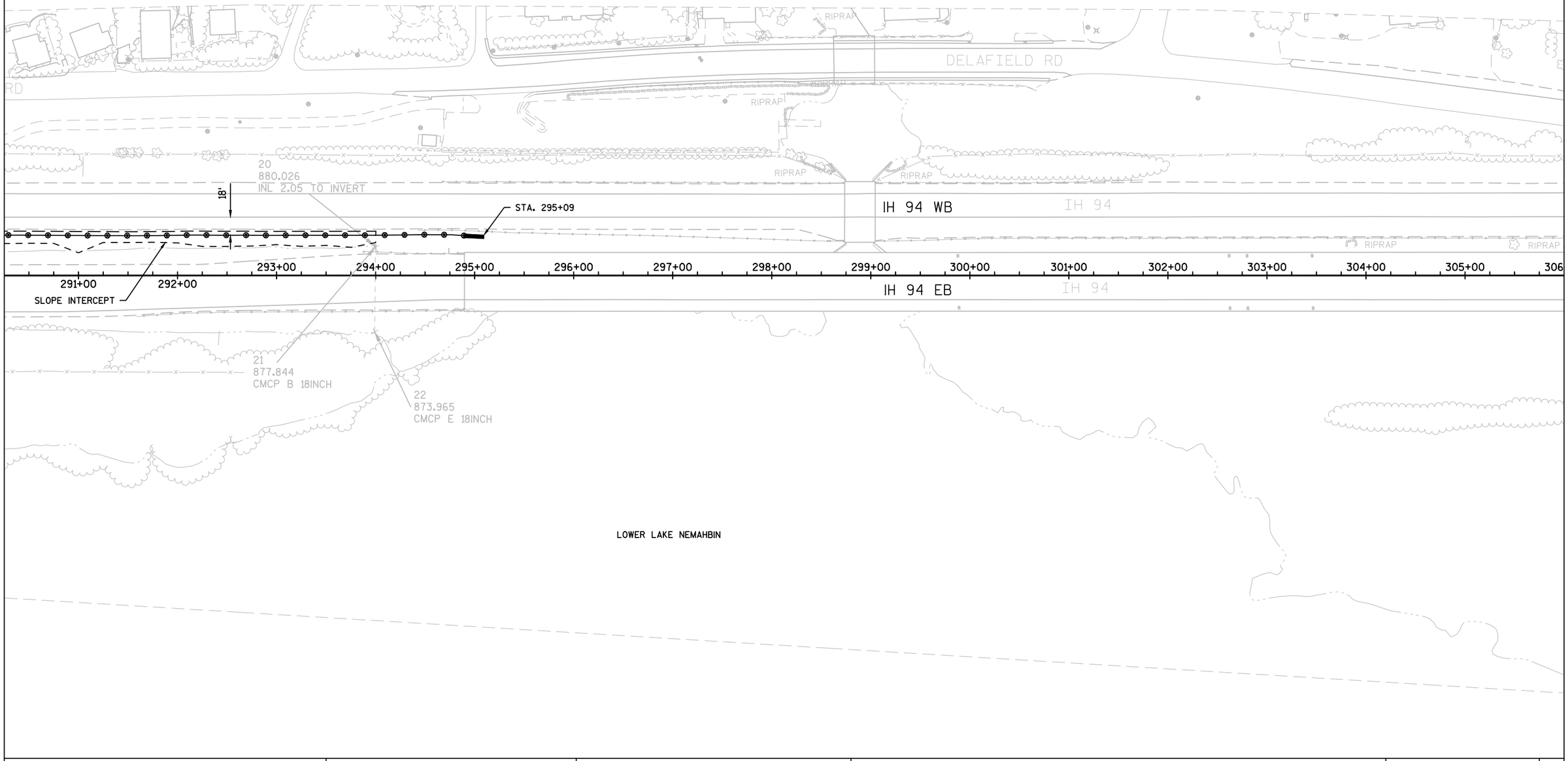
2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

UPPER LAKE NEMAHBIN



LOWER LAKE NEMAHBIN

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 33	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 8
PLOT DATE : 7/10/2018 9:12 AM
PLOT BY : RING, STEVEN M
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

DELAFIELD RD

WATERVILLE RD

IH 94

IH 94 WB

WISDOT STOC
NOTE: APPROX. LOCATION NOT TAKEN FROM SURVEY
VERIFY LOCATION IN THE FIELD

BEGIN 30:1 TAPER
STA. 319+90
26' LT

STA. 319+62
26' LT

RIPRAP

+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00 316+00 317+00 318+00 319+00 320+00 321+00

IH 94

IH 94 EB

FO

N DAVIES DR

DAVIES DR

WATERVILLE RD

RIPRAP

2

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 34	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 9

PLOT DATE : 7/10/2018 9:13 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

IH 94 WB

IH 94 EB

END 30:1 TAPER
STA. 325+86
48' LT

STA. 329+46

STEEL THRIE BEAM BULLNOSE
STA. 329+96
36' LT

PC: 329+75.39

BEGIN MGS THRIE BEAM TRANSITION
STA. 330+49
47' LT

BEGIN MGS THRIE BEAM TRANSITION
STA. 330+49
27' LT

SLOPE INTERCEPT

15
939.279
INL E SLOTTED 1.7 TO INVERT

16
937.589
PCP B 14INCH

14
938.752
INL B SLOTTED 1.7 TO INVERT

17
934.770
PCP E 14INCH

12
934.475
CMCP E 18INCH INSIDE RCCP

19
933.811
CMCP E 18INCH

13
938.658
INL 4.15 TO INVERT

18
934.399
CMCP B 18INCH

11
947.024
CMCP B 18INCH INSIDE RCCP

9
955.869
CMCP B 18INCH

10
955.823
CMCP E 18INCH

322+00 323+00 324+00 325+00 326+00 327+00 328+00 329+00 330+00 331+00 332+00 333+00 334+00 335+00 336+00 337+00

12' 12' 12' 4'

IH 94 IH 94 IH 94 IH 94

INGTON RD

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 35	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 10

PLOT DATE : 7/10/2018 9:13 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

CUSHING PARK RD

ANCHOR

RIPRAP

IH 94

IH 94 WB

IH 94 EB

12'

4'

SLOPE INTERCEPT

THRIE BEAM CONNECTION TO SINGLE SLOPE CONCRETE BARRIER STA. 348+84

THRIE BEAM STRUCTURE APPROACH STA. 348+60

CONNECT MGS WITH EXISTING MGS STA. 345+72

338+00 339+00 340+00 341+00 342+00 343+00 344+00 345+00 346+00 347+00 348+00 349+00 350+00 351+00 352+00 353+00

110 968.687 CBS

PT: 350+80.11

HUNTINGTON RD

HUNTINGTON RD

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 36	E

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

RIPRAP

1039
988.080
GRT4 ST

1040
986.968
GRT4

IH 94 WB

STA. 483+83

IH 94

18'

18'

480+00 481+00 482+00 483+00 484+00 485+00 486+00 487+00 488+00 489+00 490+00 491+00 492+00 493+00 494+00 495

IH 94 EB

SLOPE INTERCEPT

1042
988.121
GRT4 CLS

1041
986.908
GRT4

HILLSIDE DR

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 37	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 20

PLOT DATE : 7/10/2018 9:15 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

1047
1011.488
SAN1 ST

1048
1011.535
WAT1 ST

18'

SLOPE INTERCEPT

IH 94 WB

1051
1022.348
TEL1 ST

GAP UNDERGROUND UTILITY
SEE CONSTRUCTION DETAIL

18'

STA. 510+78

496+00 497+00 498+00 499+00 500+00 501+00 502+00 503+00 504+00 505+00 506+00 507+00 508+00 509+00 510+00 511+00

IH 94 EB

GAP UNDERGROUND UTILITY
SEE CONSTRUCTION DETAIL

1050
1013.368
WAT1 E

1052
1020.426
TEL1 E

SLOPE INTERCEPT

STA. 510+22

11'

GOLF RD

HILLSIDE DR

AUSTIN CIR

RIPRAP

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 38	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 21

PLOT DATE : 7/10/2018 9:16 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

GOLF RD

CTH E (MAPLE AVE)

IH 94

IH 94 WB

IH 94 EB

HILLSIDE DR

CTH E

RIPRAP

1053
1007.559
EWAL CMCP

1054
1007.308
CMCP 15

1055
998.392
F05 ST

1056
999.474
F05 E

1057
996.739
GRT5 ST

1058
996.715
GRT5

1059
996.742
GRT5

1060
996.704
GRT5 CLS

SLOPE INTERCEPT

STA. 517+04
10' LT
BEGIN 30:1 TRANSITION

STA. 519+95

STA. 519+13
25' LT
END 30:1 TRANSITION

STA. 526+18

PC: 512+72.86

512+00 513+00 514+00 515+00 516+00 517+00 518+00 519+00 520+00 521+00 522+00 523+00 524+00 525+00 526+00 527+0

10'

10'

PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 39	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 22

PLOT DATE : 7/10/2018 9:16 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

GOLF RD

GAP UNDERGROUND UTILITY
SEE CONSTRUCTION DETAIL

STA. 538+05

STA. 538+95

17'

111
983.542
F02 ST

SLOPE INTERCEPT

112
983.547
F03 ST

GAP UNDERGROUND UTILITY
SEE CONSTRUCTION DETAIL

IH 94 WB

973.411
CMCP B 18INCH

117
974.002
OH1 ST

118
974.415
OH1 E

527+00 528+00 529+00 530+00 531+00 532+00 533+00 534+00 535+00 536+00 537+00 538+00 539+00 540+00 541+00 542+00

16'

17'

PT: 528+04.97

114
984.837
F02 E

113
984.825
F03 E

IH 94 EB

SLOPE INTERCEPT

8
971.419
CMCP E 18INCH

SILVERNAIL RD

SILVE

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 40	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 23

PLOT DATE : 7/10/2018 9:17 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

GLEN COVE RD

GOLF RD

GOLF RD

IH 94

SLOPE INTERCEPT

120
953.758
RCCP2

119
953.861
ECN

16'

IH 94 WB

16'

IH 94

543+00 IH 94 544+00 545+00 546+00 547+00 548+00 549+00 550+00 551+00 552+00 553+00 554+00 555+00 IH 94 556+00 557+00 558

IH 94 EB

125
948.644
CBS4

SLOPE INTERCEPT

PC: 548+54.87

ERNAIL RD

SILVERNAIL RD

RIPRAP

SOUTHAMPTON DR

SOUTHAMPTON DR

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 41	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 24

PLOT DATE : 7/10/2018 9:18 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

GOLF RD

IH 94 WB

16'

126
945.128
OH2 ST

GAP UNDERGROUND UTILITY
SEE CONSTRUCTION DETAIL

128
940.347
ECN

129
939.985
RCCP3

IH 94

17'

STA. 568+78

559+00 560+00 561+00 562+00 563+00 564+00 565+00 566+00 567+00 568+00 569+00 570+00 571+00 572+00 573+00

IH 94 EB

127
945.386
OH2 E

SLOPE INTERCEPT

STA. 568+22

17'

PT: 568+02.87

SILVERNAIL RD

2

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 42	E

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

GOLF RD

6
922.892
CMCP E 18INCH

5
923.495
CMCP B 18INCH

SEE SDD "CONCRETE PAVEMENT REPAIR AND REPLACEMENT"
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR TRAFFIC CONTROL

SLOPE INTERCEPT

IH 94

IH 94 WB

IH 94 EB

STA. 586+23

136
899.767
CMCP4

CTH G (ELMHURST RD)

RIPRAP

RIPRAP

CONNECT MGS
INTO EXISTING MGS
STA. 589+35

SLOPE INTERCEPT

574+00 575+00 576+00 577+00 578+00 579+00 580+00 581+00 582+00 583+00 584+00 585+00 586+00 587+00 588+00 589+00

17'

11'

PROPOSED STORM SEWER
SEE STORM SEWER PLAN

SILVERNAIL RD

CROSS CREEK CT

RIPRAP

CONNECT MGS
INTO EXISTING MGS
STA. 588+11

CTH G

ZION CREEK

2

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 43	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 26
PLOT DATE : 7/10/2018 9:20 AM
PLOT BY : RING, STEVEN M
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

GOLF RD

ZION CREEK

ZION CREEK

CONNECT MGS INTO EXISTING
STA. 589+35

WISDOT STOC
NOTE: APPROX. LOCATION NOT TAKEN FROM SURVEY
VERIFY LOCATION IN THE FIELD

1061
892.925
ELEC4 ST

GAP UNDERGROUND UTILITY
SEE MGS SDD

1064
884.380
CMCP 18

1066
883.690
EWAL CMCP

1065
883.406
CMCP 18

SLOPE INTERCEPT

11'

IH 94 WB

IH 94

11'

589+00 590+00 FO 591+00 IH 94 592+00 593+00 594+00 595+00 IH 94 EB 596+00 597+00 598+00 599+00 600+00 601+00 602+00 603+00 IH 94 604+00

12'

9'

1063
884.468
EWAL CMCP

1062
894.998
ELEC4 E

SILVERNAIL RD

ZION CREEK

CTH S

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 44	E

2

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

GOLF RD

4
888.879
CMCP E 18INCH

2
894.655
CMCP E 18INCH

STA. 619+94
MGS TYPE 2 TERMINAL

STA. 619+38
MGS EAT

11'

IH 94 WB

SLOPE INTERCEPT

IH 94

11'

605+00 606+00 607+00 608+00 609+00 610+00 611+00 612+00 613+00 614+00 615+00 616+00 617+00 618+00 619+00 620+00

10'

IH 94 EB

10'

1069
898.755
TPED

3
889.161
CMCP B 18INCH

ZION CREEK

STA. 619+37
MGS TYPE 2 TERMINAL

STA. 619+93
MGS EAT

1
896.287
CMCP B 18INCH

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 45	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 28

PLOT DATE : 7/10/2018 9:21 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

RIPRAP

RIPRAP

GOLF RD

9

SLOPE INTERCEPT

1072
897.632
GRT6 ST

IH 94

1073
897.230
GRT6

IH 94 WB

8

1074
901.133
GRT7 ST

1075
900.779
GRT7

+00 622+00 623+00 624+00 625+00 626+00 627+00 628+00 629+00 630+00 631+00 632+00 633+00 634+00 635+00 636+00

10

IH 94

IH 94 EB

10

1077
901.265
GRT7 CLS

1076
900.918
GRT7

SILVERNAIL RD

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 46	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 29

PLOT DATE : 7/10/2018 9:22 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SHOULDER
- MIDWEST GUARDRAIL SYSTEM EAT
- MIDWEST GUARDRAIL SYSTEM
- CABLE BARRIER TERMINAL
- CABLE BARRIER

N

SLOPE INTERCEPT

9'

10'

STA. 639+48
MGS EAT

STA. 639+53
MGS TYPE 2 TERMINAL

637+00 638+00 639+00 640+00 641+00 642+00 643+00 644+00 645+00 646+00 647+00 648+00 649+00 650+00 651+00 652+00

PC: 649+02.10

IH 94 WB

IH 94 EB

IH 94

CTH SS

CTH SS (PROSPECT AVE)

GOLF RD

SILVERNAIL RD

CLOVERLEAF LN

RIPRAP

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN: STH 67 TO CTH SS	SHEET 47	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PLAN_SHEETS.DWG
LAYOUT NAME - CMC - 30

PLOT DATE : 7/10/2018 9:23 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

STH 67 (SUMMIT AVE)

IH 94 WB

IH 94 EB

IH 94

RIPRAP

WISDOT STOC
NOTE: APPROX. LOCATION NOT TAKEN FROM SURVEY
VERIFY LOCATION IN THE FIELD

1000
887.938
GAS1 ST

29
882.803
PCP B 13INCH INSERT

1004
888.731
ELEC1 ST

SLOPE INTERCEPT

1001
888.678
GAS1 E

30
881.446
PCP E 13INCH INSERT

1005
889.459
ELEC1 E

+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00

STH 67 (SUMMIT AVE)

RIPRAP
RIPRAP
RIPRAP
RIPRAP

2

PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 48	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 1

PLOT DATE : 7/10/2018 11:41 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- (A) INLET PROTECTION TYPE A
- (D) INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

RIPRAP

27
883.971
CMCP B 18INCH

WETLAND BOUNDARY

SLOPE INTERCEPT

IH 94

IH 94 WB

IH 94 EB

WETLAND BOUNDARY

196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00

1008
887.604
F01 ST

1009
888.331
F01 E

PT: 210+83.73

28
883.286
CMCP E 18INCH

AURORA DR

2

PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 49	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 2

PLOT DATE : 7/10/2018 11:42 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- A INLET PROTECTION TYPE A
- D INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

ECONOMOWOC UTILITIES - 20" WATER
NOTE: APPROX. LOCATION NOT TAKEN FROM SURVEY
VERIFY LOCATION IN THE FIELD

26
881.434
CMCP E 18INCH

RIP RAP
12'X16'

1012
886.346
F02 ST

WETLAND BOUNDARY

IH 94

IH 94 WB

212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00 224+00 225+00 226+00 227+00

IH 94 EB

25
881.776
CMCP B 18INCH

1013
886.985
F02 E

RIP RAP
21'X17'

23
879.263
CMCP B 18INCH

24
874.550
CMCP E 18INCH

AURORA DR

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 50	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 3

PLOT DATE : 7/10/2018 11:42 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- (A) INLET PROTECTION TYPE A
- (D) INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

1016
886.093
EWAL CM

IH 94

PC: 236+27.97

SLOPE INTERCEPT

(D)

1018
889.100
GRT1 ST

1019
888.858
GRT1

IH 94 WB

IH 94

228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00 238+00 239+00 240+00 241+00 242+00 243

18"

IH 94 EB

1021
889.113
GRT1 CLS

1020
888.816
GRT1

1017
885.927
RCCP 18

AG
AG

PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 51	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 4

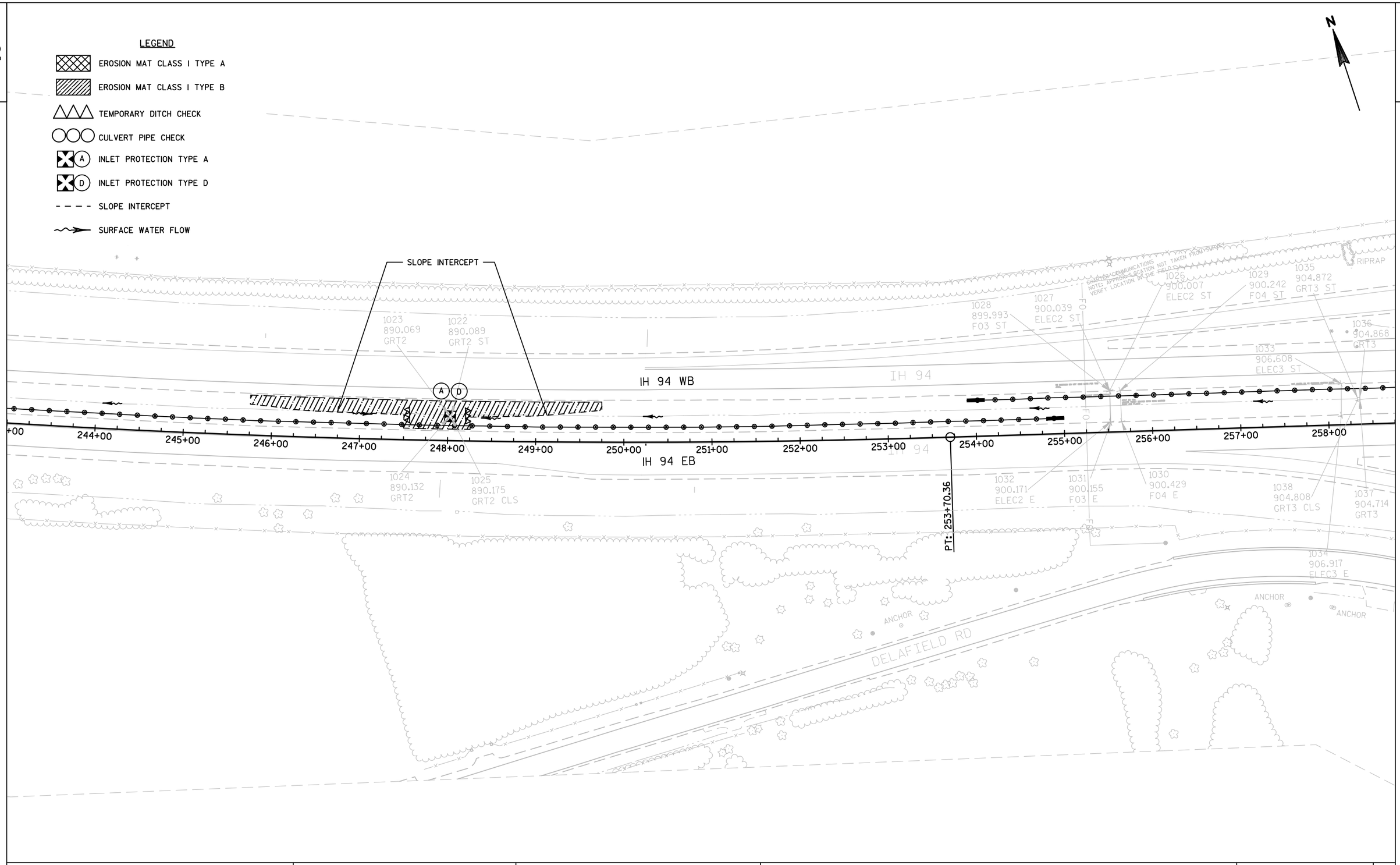
PLOT DATE : 7/10/2018 11:43 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- A INLET PROTECTION TYPE A
- D INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW



PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 52	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 5

PLOT DATE : 7/10/2018 11:44 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

CTH P

CTH P

CTH P (SAWYER RD)

DELAFIELD RD

RIPRAP

RIPRAP

IH 94 WB

IH 94

IH 94

IH 94 EB

259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00 269+00 270+00 271+00 272+00 273+00 274+00

PC: 270+50.75

SLOPE INTERCEPT

RIPRAP

CTH P

DELAFIELD RD

RIPRAP

CTH P

CTH P

2

PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 53	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 6

PLOT DATE : 7/10/2018 11:45 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- A INLET PROTECTION TYPE A
- D INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

DELAFIELD-HARTLAND WPCC 24" SAN. SEWER
NOTE: APPROX. LOCATION NOT TAKEN FROM SURVEY
VERIFY LOCATION IN THE FIELD

100
901.700
CMC

101
902.782
ELEC1 ST

102
903.263
ELEC1 E

103
897.428
SAN1 ST

104
897.178
SAN1 E

105
896.107
F01 ST

106
895.517
F01 E

A D A D

IH 94

IH 94 WB

IH 94 EB

DELAFIELD

RIPRAP

SLOPE INTERCEPT

275+00 276+00 277+00 278+00 279+00 280+00 281+00 282+00 283+00 284+00 285+00 286+00 287+00 288+00 289+00 290+00

PT: 281+96.31

SAN

ELM ST

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 54	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 7

PLOT DATE : 7/10/2018 11:46 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- A INLET PROTECTION TYPE A
- D INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

UPPER LAKE NEMAHBIN

DELAFIELD RD

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

RIPRAP

20
880.026
INL 2.05 TO INVERT

SLOPE INTERCEPT

IH 94 WB

IH 94

IH 94 EB

IH 94

D

291+00 292+00 293+00 294+00 295+00 296+00 297+00 298+00 299+00 300+00 301+00 302+00 303+00 304+00 305+00 306

21
877.844
CMCP B 18INCH

22
873.965
CMCP E 18INCH

LOWER LAKE NEMAHBIN

PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 55	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 8

PLOT DATE : 7/10/2018 11:46 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- A INLET PROTECTION TYPE A
- D INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

DELAFIELD RD

WATERVILLE RD

WISDOT SURVEY NOTE: APPROX. LOCATION NOT TAKEN FROM SURVEY VERIFY LOCATION IN THE FIELD

IH 94

IH 94 WB

RIPRAP

+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00 316+00 317+00 318+00 319+00 320+00 321+00

IH 94

IH 94 EB

N DAVIES DR

DAVIES DR

WATERVILLE RD

RIPRAP

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 56	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 9

PLOT DATE : 7/10/2018 11:47 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- A INLET PROTECTION TYPE A
- D INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

15
939.279
INL E SLOTTED 1.7 TO INVERT

16
937.589
PCP B 14INCH

14
938.752
INL B SLOTTED 1.7 TO INVERT

17
934.770
PCP E 14INCH

IH 94 WB

IH 94

11
947.024
CMCP B 18INCH INSIDE RCCP

9
955.869
CMCP B 18INCH

IH 94

SLOPE INTERCEPT

322+00 323+00 324+00 325+00 326+00 327+00 328+00 329+00 330+00 331+00 332+00 333+00 334+00 335+00 336+00 337+00

IH 94 EB

IH 94

IH 94

12
934.475
CMCP E 18INCH INSIDE RCCP

19
933.811
CMCP E 18INCH

PC: 329+75.39

10
955.823
CMCP E 18INCH

18
934.399
CMCP B 18INCH

13
938.658
INL 4.15 TO INVERT

NGTON RD

2

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 57	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 10

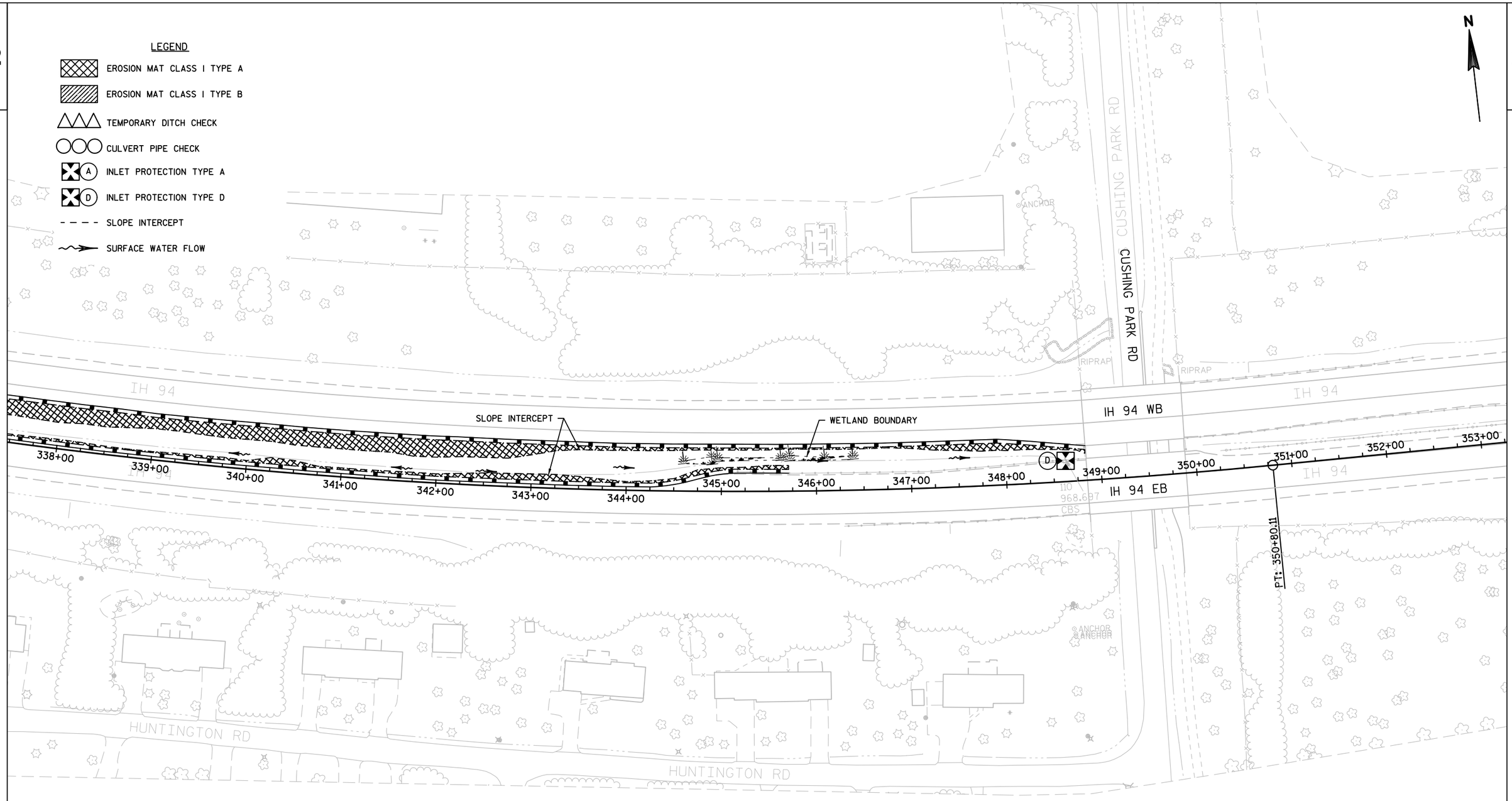
PLOT DATE : 7/10/2018 11:48 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- (A) INLET PROTECTION TYPE A
- (D) INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW



2

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 58	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 11

PLOT DATE : 7/10/2018 11:49 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- (A) INLET PROTECTION TYPE A
- (D) INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

RIPRAP

1039
988.080
GRT4 ST

1040
986.968
GRT4

IH 94 WB

IH 94

SLOPE INTERCEPT

(D)

480+00 481+00 482+00 483+00 484+00 485+00 486+00 487+00 488+00 489+00 490+00 491+00 492+00 493+00 494+00 495

IH 94 EB

IH 94

1042
988.121
GRT4 CLS

1041
986.908
GRT4

RIPRAP

HILLSIDE DR

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 59	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 20

PLOT DATE : 7/10/2018 11:50 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

GOLF RD

GOLF RD

1047
1011.488
SAN1 ST

1048
1011.535
WAT1 ST

IH 94

SLOPE INTERCEPT

WETLAND BOUNDARY

1051
1022.348
TEL1 ST

IH 94 WB

IH 94

SLOPE INTERCEPT

496+00 497+00 498+00 499+00 500+00 501+00 502+00 503+00 504+00 505+00 506+00 507+00 508+00 509+00 510+00 511+00

IH 94 EB

1052
1020.426
TEL1 E

1050
1013.368
WAT1 E

HILLSIDE DR

HILLSIDE DR

RIPRAP

AUSTIN CIR

RIPRAP

RIPRAP

PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 60	E

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- (A) INLET PROTECTION TYPE A
- (D) INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

GOLF RD

CTH E (MAPLE AVE)

IH 94 WB

IH 94 EB

IH 94

HILLSIDE DR

RIPRAP

1053
1007.559
EWAL CMCP

1054
1007.308
CMCP 15

SLOPE INTERCEPT

1055
998.392
F05 ST

1057
996.739
GRT5 ST

1058
996.715
GRT5

1060
996.704
GRT5 CLS

1059
996.742
GRT5

1056
999.474
F05 E

512+00
513+00
514+00
515+00
516+00
517+00
518+00
519+00
520+00
521+00
522+00
523+00
524+00
525+00
526+00
527+0

PC: 512+72.86

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 61	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 22

PLOT DATE : 7/10/2018 11:51 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- A INLET PROTECTION TYPE A
- D INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

2

GOLF RD

SLOPE INTERCEPT

111
983.542
F02 ST

112
983.547
F03 ST

IH 94

IH 94 WB

973.411
CMCP B 18INCH

117
974.002
OH1 ST

SLOPE INTERCEPT

527+00 528+00 529+00 530+00 531+00 532+00 533+00 534+00 535+00 536+00 537+00 538+00 539+00 540+00 541+00 542+00

IH 94 EB

118
974.415
OH1 E

PT: 528+04.97

114
984.837
F02 E

113
984.825
F03 E

8
971.419
CMCP E 18INCH

SILVERNAIL RD

SILVE

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 62	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 23

PLOT DATE : 7/10/2018 11:52 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- A INLET PROTECTION TYPE A
- D INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

2

GLEN COVE RD

GOLF RD

GOLF RD

WETLAND BOUNDARY

IH 94

SLOPE INTERCEPT

120
953.758
RCCP2

IH 94 WB

SLOPE INTERCEPT

IH 94

119
953.861
ECN

543+00 IH 94 544+00 545+00 546+00 547+00 548+00 549+00 550+00 551+00 552+00 553+00 554+00 555+00 IH 94 556+00 557+00 558

IH 94 EB

125
948.644
CBS4

PC: 548+54.87

ERNAIL RD

SILVERNAIL RD

RIPRAP

SOUTHAMPTON DR

SOUTHAMPTON DR

PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 63	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 24

PLOT DATE : 7/10/2018 11:53 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- A INLET PROTECTION TYPE A
- D INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

2

GOLF RD

IH 94 WB

126
945.128
OH2 ST

128
940.347
ECN

129
939.985
RCCP3

SLOPE INTERCEPT

IH 94

559+00 560+00 561+00 562+00 563+00 564+00 565+00 566+00 567+00 568+00 569+00 570+00 571+00 572+00 573+00

IH 94 EB

127
945.386
OH2 E

PT: 568+02.87

SILVERNAIL RD

PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 64	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 25

PLOT DATE : 7/10/2018 11:54 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

GOLF RD

6
922.892
CMCP E 18INCH

RIP RAP
15'X16'

5
923.495
CMCP B 18INCH

SLOPE INTERCEPT

WETLAND BOUNDARY

IH 94

IH 94 WB

136
899.767
CMCP4

CTH G (ELMHURST RD)

RIPRAP

RIPRAP

574+00 575+00 576+00 577+00 578+00 579+00 580+00 581+00 582+00 583+00 584+00 585+00 586+00 587+00 588+00 589+00

IH 94

IH 94 EB

RIPRAP

SILVERNAIL RD

CROSS CREEK CT

CTH G

ZION CREEK

2

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 65	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 26

PLOT DATE : 7/10/2018 11:55 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- A INLET PROTECTION TYPE A
- D INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

2

ZION CREEK

ZION CREEK

GOLF RD

WISDOT STOC
NOTE: APPROX. LOCATION NOT TAKEN FROM SURVEY
VERIFY LOCATION IN THE FIELD

1061
892.925
ELEC4 ST

1064
884.380
CMCP 18

1066
883.690
EWAL CMCP

1065
883.406
CMCP 18

IH 94

WETLAND BOUNDARY

IH 94 WB

WETLAND BOUNDARY

SLOPE INTERCEPT

IH 94

589+00 590+00 591+00 592+00 593+00 594+00 595+00 596+00 597+00 598+00 599+00 600+00 601+00 602+00 603+00 604+00

IH 94

IH 94 EB

1063
884.468
EWAL CMCP

1062
894.998
ELEC4 E

SILVERNAIL RD

ZION CREEK

CTH S

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 66	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 27

PLOT DATE : 7/10/2018 11:55 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

4
888.879
CMCP E 18INCH

GOLF RD

2
894.655
CMCP E 18INCH

SLOPE INTERCEPT

WETLAND BOUNDARY

IH 94 WB

IH 94

605+00 606+00 607+00 608+00 609+00 610+00 611+00 612+00 613+00 614+00 615+00 616+00 617+00 618+00 619+00 620+00

IH 94 EB

3
889.161
CMCP B 18INCH

1069
898.755
TPED

1
896.287
CMCP B 18INCH

ZION CREEK

PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 67	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 28

PLOT DATE : 7/10/2018 11:56 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- (A) INLET PROTECTION TYPE A
- (D) INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

RIPRAP

RIPR

GOLF RD

SLOPE INTERCEPT

1072
897.632
GRT6 ST

1073
897.230
GRT6

IH 94 WB

1074
901.133
GRT7 ST

1075
900.779
GRT7

D

D

+00 622+00 623+00 624+00 625+00 626+00 627+00 628+00 629+00 630+00 631+00 632+00 633+00 634+00 635+00 636+00

IH 94

IH 94 EB

1077
901.265
GRT7 CLS

1076
900.918
GRT7

SILVERNAIL RD

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 68	E

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

CTH SS

CTH SS (PROSPECT AVE)

GOLF RD

RIPRAP

SLOPE INTERCEPT

WETLAND BOUNDARY

IH 94

IH 94 WB

IH 94 EB

637+00 638+00 639+00 640+00 641+00 642+00 643+00 644+00 645+00 646+00 647+00 648+00 649+00 650+00 651+00 652+00

PC: 649+02.10

CLOVERLEAF LN

SILVERNAIL RD

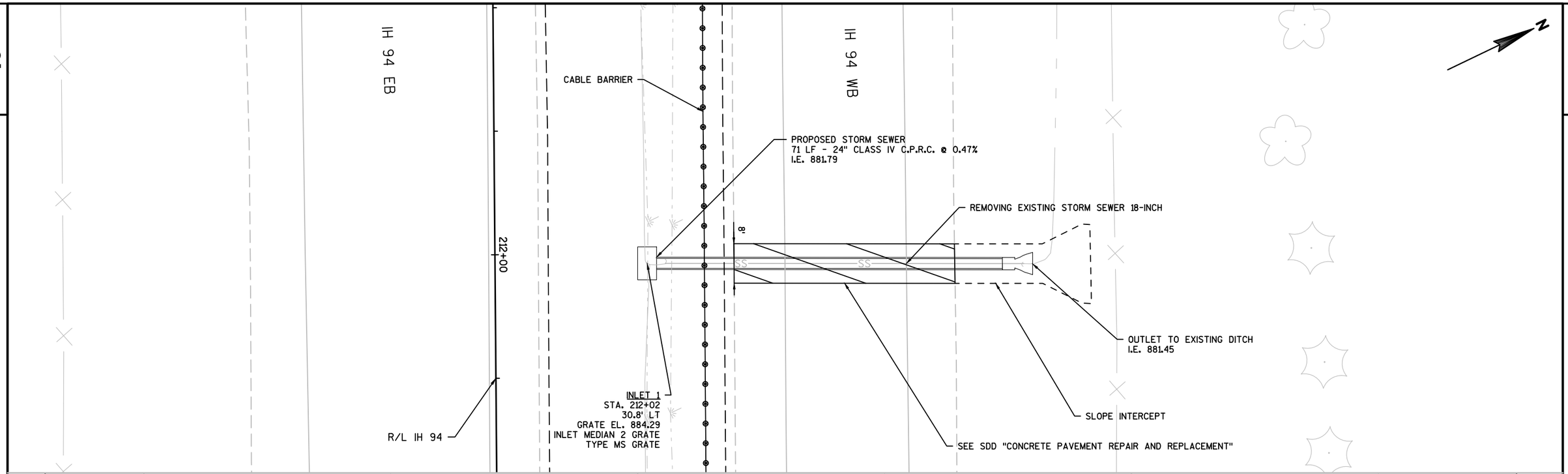
2

PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL: STH 67 TO CTH SS	SHEET 69	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\EROSION CONTROL.DWG
LAYOUT NAME - CMC - 30

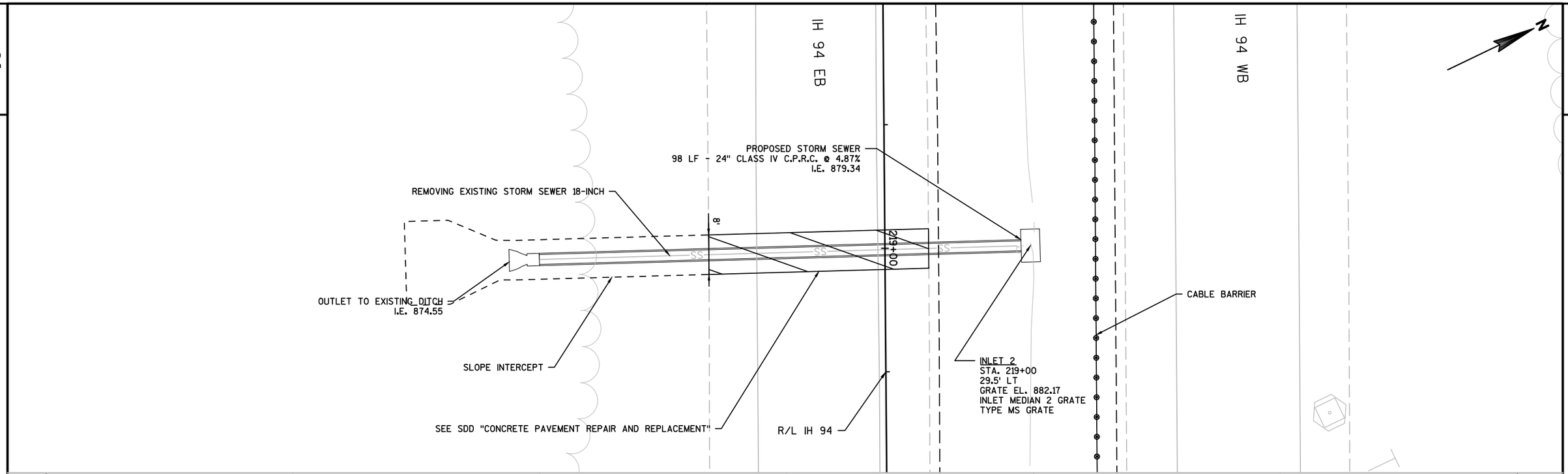
PLOT DATE : 7/10/2018 11:58 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

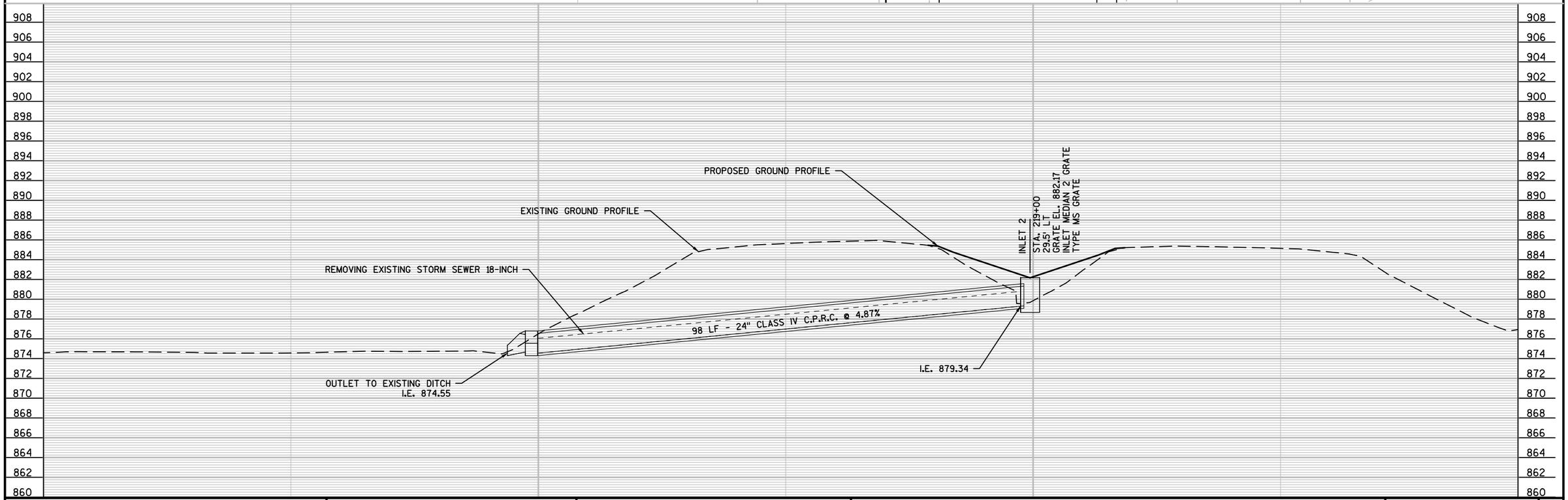
WISDOT/CADDS SHEET 42



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	STORM SEWER	SHEET 70 E

FILE NAME : X:\PDS\C3D\10604900\DESIGN\PIPENETWORKS\STORM_SEWER_67TOSS.DWG
LAYOUT NAME - ****
PLOT DATE : 7/10/2018 1:29 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 41





PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	STORM SEWER	SHEET 71	E

FILE NAME : X:\PDS\C3D\10604900\DESIGN\PIPENETWORKS\STORM_SEWER_67TOSS.DWG
LAYOUT NAME - ****
PLOT DATE : 7/10/2018 1:31 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 41

IH 94 WB

CONNECT TO INLET 4
I.E. 901.79

CABLE BARRIER

PROPOSED STORM SEWER
15 LF - 14"x23" CLASS HE-IV C.P.R.C. @ 0.65%
I.E. 901.89

INLET 3
STA. 276+80
30.4' LT
GRATE EL. 903.75
INLET MEDIAN 2 GRATE
TYPE MS GRATE

88°

INLET 4
STA. 277+02
30.2' LT
GRATE EL. 903.75
INLET MEDIAN 2 GRATE
TYPE MS GRATE

R/L IH 94

276+00 277+00 278+00

IH 94 EB

2

928 926 924 922 920 918 916 914 912 910 908 906 904 902 900 898 896 894 892 890 888 886 884 882 880

INLET 3
STA. 276+80
30.4' LT
GRATE EL. 903.75
INLET MEDIAN 2 GRATE
TYPE MS GRATE

INLET 4
STA. 277+02
30.2' LT
GRATE EL. 903.75
INLET MEDIAN 2 GRATE
TYPE MS GRATE

PROPOSED GROUND PROFILE

EXISTING GROUND PROFILE

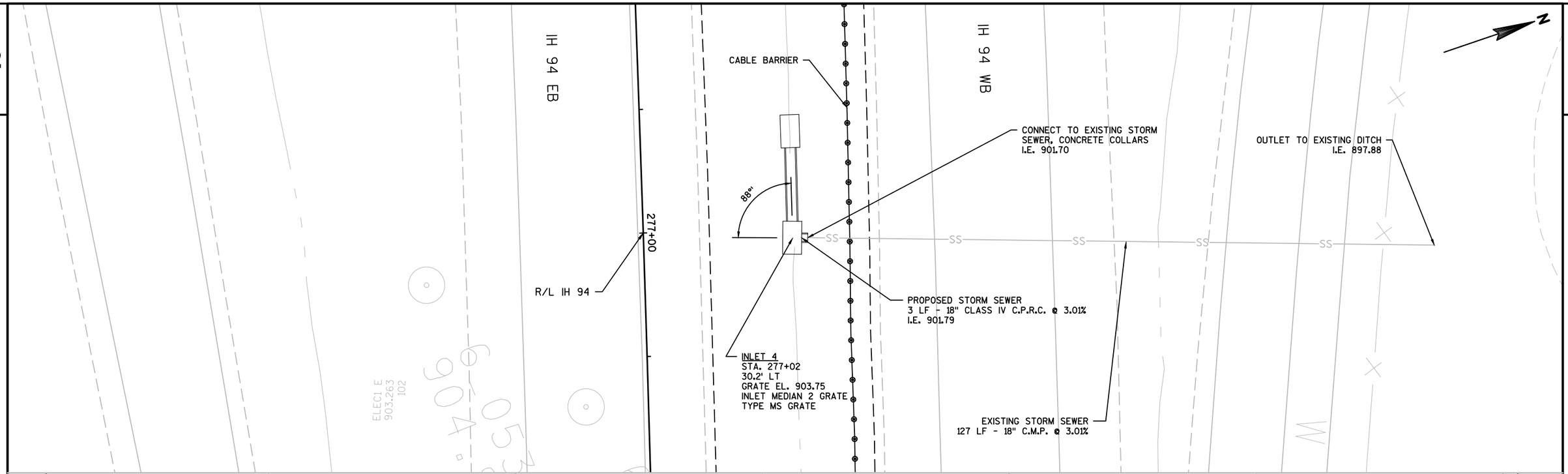
PROPOSED STORM SEWER
15 LF - 14"x23" CLASS HE-IV C.P.R.C. @ 0.65%
I.E. 901.89

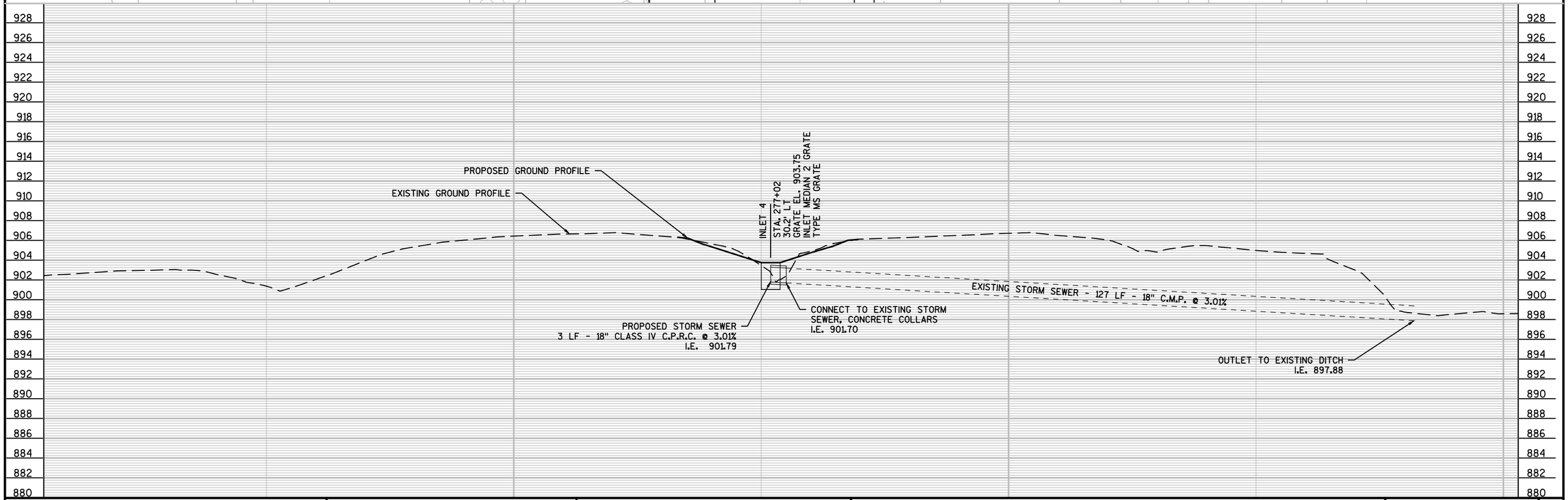
CONNECT TO INLET 4
I.E. 901.79

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	STORM SEWER	SHEET	E

FILE NAME : X:\PDS\C3D\10604900\DESIGN\PIPENETWORKS\STORM_SEWER_67TOSS.DWG
LAYOUT NAME - ****

PLOT DATE : 7/10/2018 1:32 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:20 FT





PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	STORM SEWER	SHEET 73	E

2

N

SLOPE INTERCEPT

OUTLET TO EXISTING DITCH
I.E. 922.95

REMOVING EXISTING STORM SEWER 18-INCH

IH 94 WB

SEE SDD "CONCRETE PAVEMENT REPAIR AND REPLACEMENT"

8'

SLOPE INTERCEPT

PROPOSED STORM SEWER
55 LF - 24" CLASS IV C.P.R.C @ 0.94%
I.E. 923.47

CABLE BARRIER

IH 94 EB

R/L IH 94

574+00 575+00 576+00

942 940 938 936 934 932 930 928 926 924 922 920 918 916 914 912 910

PROPOSED GROUND PROFILE

EXISTING GROUND PROFILE

REMOVING EXISTING STORM SEWER 18-INCH

55 LF - 24" CLASS IV C.P.R.C @ 0.94%

I.E. 923.47

OUTLET TO EXISTING DITCH
I.E. 922.95

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	STORM SEWER	SHEET 74	E

FILE NAME : X:\PDS\C3D\10604900\DESIGN\PIPENETWORKS\STORM_SEWER_67TOSS.DWG
LAYOUT NAME - ****

PLOT DATE : 7/10/2018 1:35 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 41

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XX DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

IH 94 WB

IH 94 EB

(STH 67) SUMMIT AVE.

WEST 94 MILE 282 .0
D10-5(5) ESTR

WEST 94 MILE 282 .2
D10-5(5) ESTR

EAST 94 MILE 282 .0
D10-5(5) ESTR

EAST 94 MILE 282 .2
D10-5(5) ESTR

174 176 178 180 182 184 186 188

T144 893.38

T145 888.95

T164 886.98

T143 880.68

T148 892.02

RIPRAP

SIGN

INL

MH

W

U/C

SHEET 1 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 75	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023201_PS

PLOT DATE : 9/29/2017 11:25 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XX DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

IH 94 WB

IH 94 EB

190 192 194 196 198 200 202

EAST 94 MILE 282 .4

D10-5(5)
ESTR

WEST 94 MILE 282 .4

1

D10-5(5)
MOVE TO SAME
LOCATION

RIPRAP

SIGN

SHEET 2 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 76	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023202_PS

PLOT DATE : 9/29/2017 11:25 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

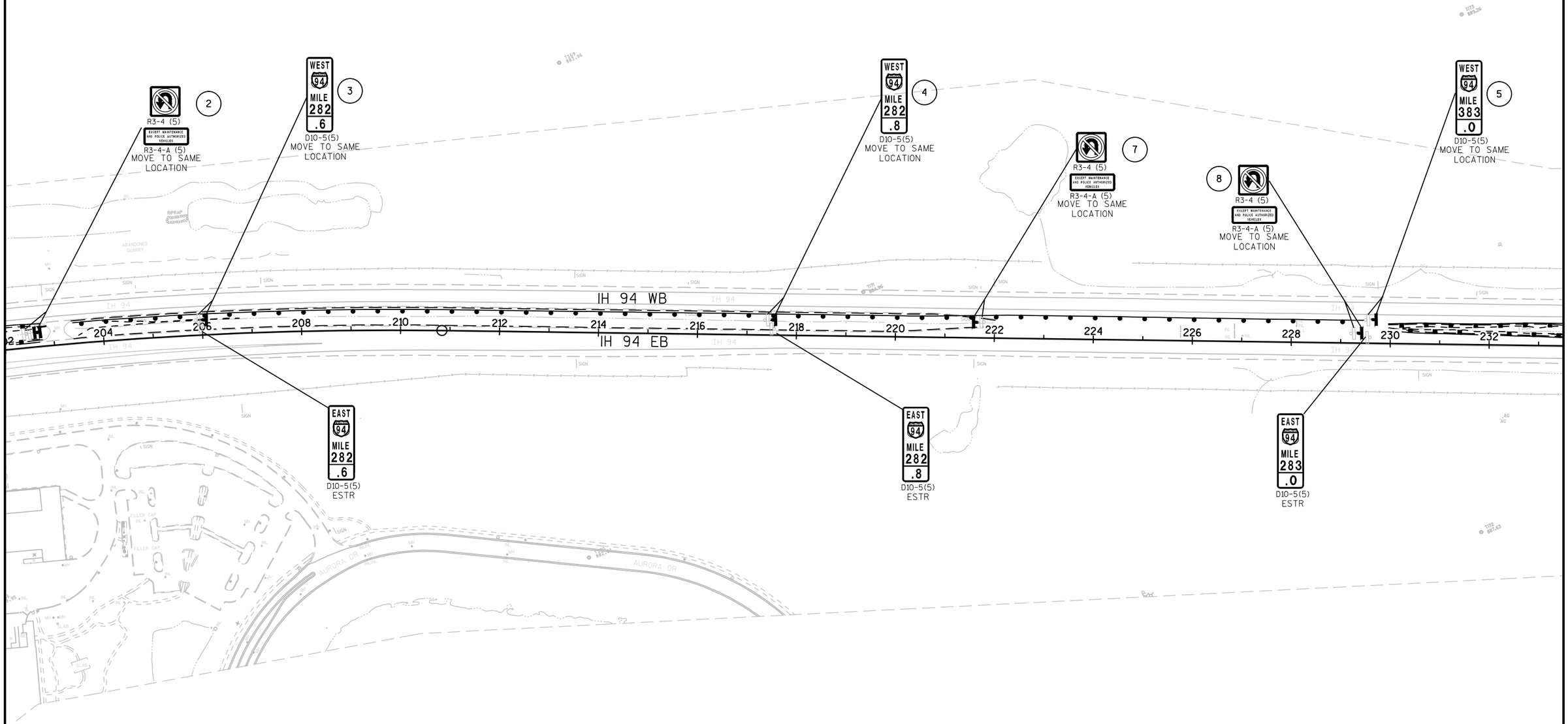
XX DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

2

2



SHEET 3 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 77	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023203_PS

PLOT DATE : 9/29/2017 11:25 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XX DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

IH 94 WB

IH 94 EB

232 234 236 238 240 242 244 246 248 250 252 254 256 258 260 262

WEST IH 94 MILE 283 .2
D10-5(5)
ESTR

WEST IH 94 MILE 283 .4
D10-5(5)
ESTR

12
WEST IH 94 MILE 283 .6
D10-5(5)
MOVE TO SAME LOCATION

9
EAST IH 94 MILE 283 .2
D10-5(5)
MOVE TO SAME LOCATION

10
EAST IH 94 MILE 283 .4
D10-5(5)
MOVE TO SAME LOCATION

EAST IH 94 MILE 283 .6
D10-5(5)
ESTR

DELAFIELD RD

SHEET 4 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 78	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023204_PS

PLOT DATE : 9/29/2017 11:26 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

(XX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

CTH P

BIKE PATH

DELAFIELD RD

SIGN

RIPRAP

WEST 94 MILE 283 .8

13

D10-5(5)
MOVE TO SAME LOCATION

IH 94 WB

IH 94 EB

EAST 94 MILE 283 .8

D10-5(5)

264 266 268 270 272 274 276 278

SLAB

SHEET 5 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 79	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023205_PS

PLOT DATE : 9/29/2017 11:26 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XX DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

2

PUT SIGNS LEFT
OF CABLEGUARD

14

WEST 94 MILE 284 .0

D10-5(5)
MOVE TO SAME
LOCATION

16

WEST 94 MILE 284 .2

D10-5(5)
MOVE TO SAME
LOCATION

WEST 94 MILE 284 .4

D10-5(5)
ESTR

IH 94 WB

278 280 282 284 286 288 290 292 294 296 298 300 302 304 306 308

IH 94 EB

EAST 94 MILE 284 .0

D10-5(5)
ESTR

15

R3-4 (5)

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES

R3-4-A (5)
MOVE TO SAME
LOCATION

EAST 94 MILE 284 .4

D10-5(5)
ESTR

ELM ST

DELAFIELD RD

LOWER NEMAHBIN LAKE

SHEET 6 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 80	E

2

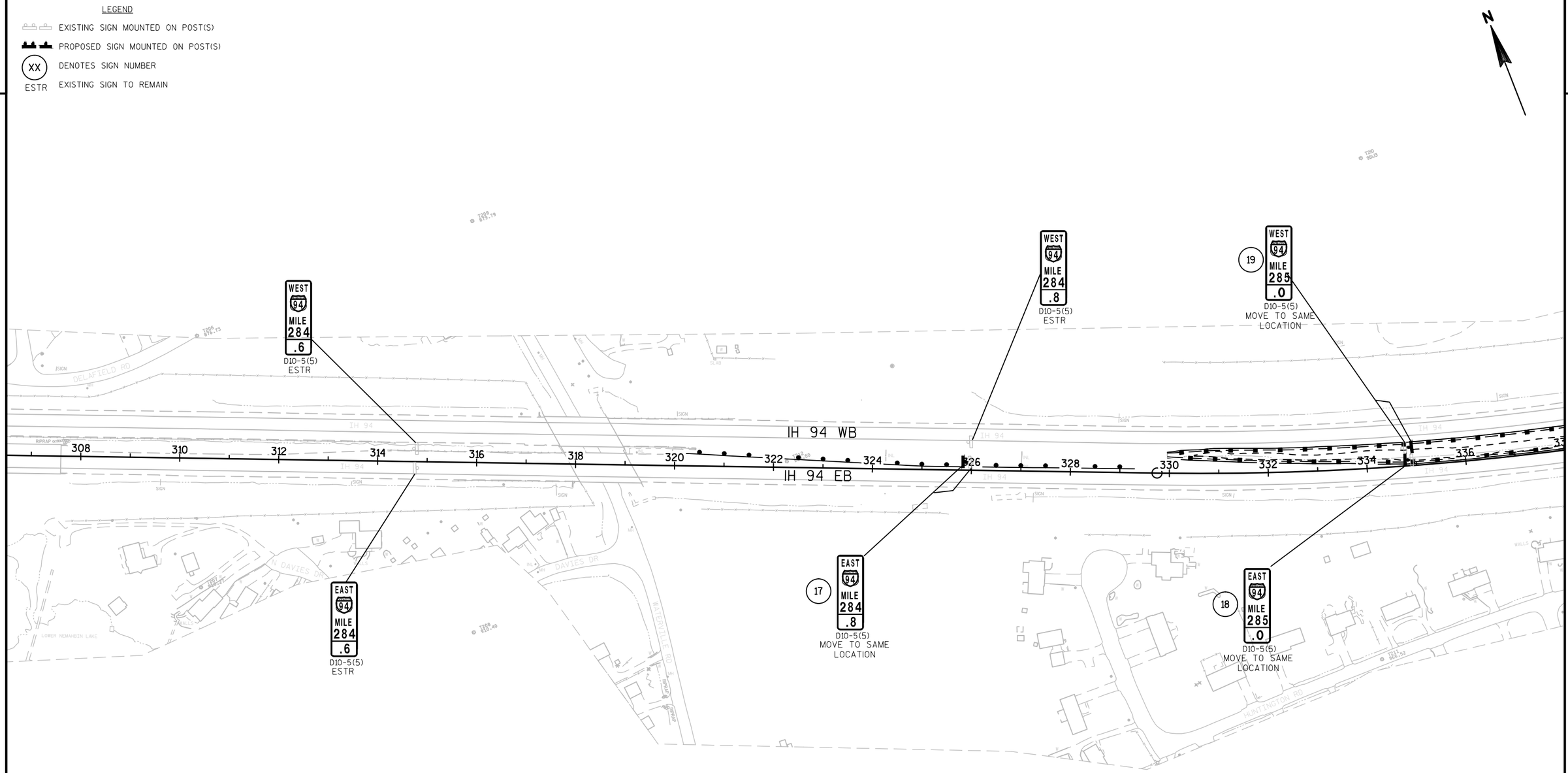
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

(XX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN



SHEET 7 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 81	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023207_PS

PLOT DATE : 9/29/2017 11:26 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XX DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

S. CUSHING PARK RD

IH 94 WB

IH 94 EB

HUNTINGTON RD

20

WEST 94 MILE 285 .2
D10-5(5)
MOVE TO SAME LOCATION

WEST 94 MILE 285 .4
D10-5(5)
ESTR

EAST 94 MILE 285 .2
D10-5(5)
ESTR

EAST 94 MILE 285 .4
D10-5(5)
ESTR

SHEET 8 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 82	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023208_PS

PLOT DATE : 9/29/2017 11:27 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XX DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

GOLF RD

IH 94 WB

IH 94 EB

HILLSIDE DR

472 474 476 478 480 482 484 486 488 490 492 494 496 498 500

WEST 94 MILE 287 .6
D10-5(5)
ESTR

21
R3-4 (5)
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R3-4-A (5)
MOVE TO SAME LOCATION

22
WEST 94 MILE 288 .0
D10-5(5)
MOVE TO SAME LOCATION

SLOWER TRAFFIC KEEP RIGHT
R4-3 (5)
ESTR

EAST 94 MILE 287 .8
D10-5(5)
ESTR

WEST 94 MILE 287 .8
D10-5(5)
ESTR

EAST 94 MILE 288 .0
D10-5(5)
ESTR

EAST 94 MILE 287 .6
D10-5(5)
ESTR

SHEET 9 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 83	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023209_PS

PLOT DATE : 9/29/2017 11:27 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

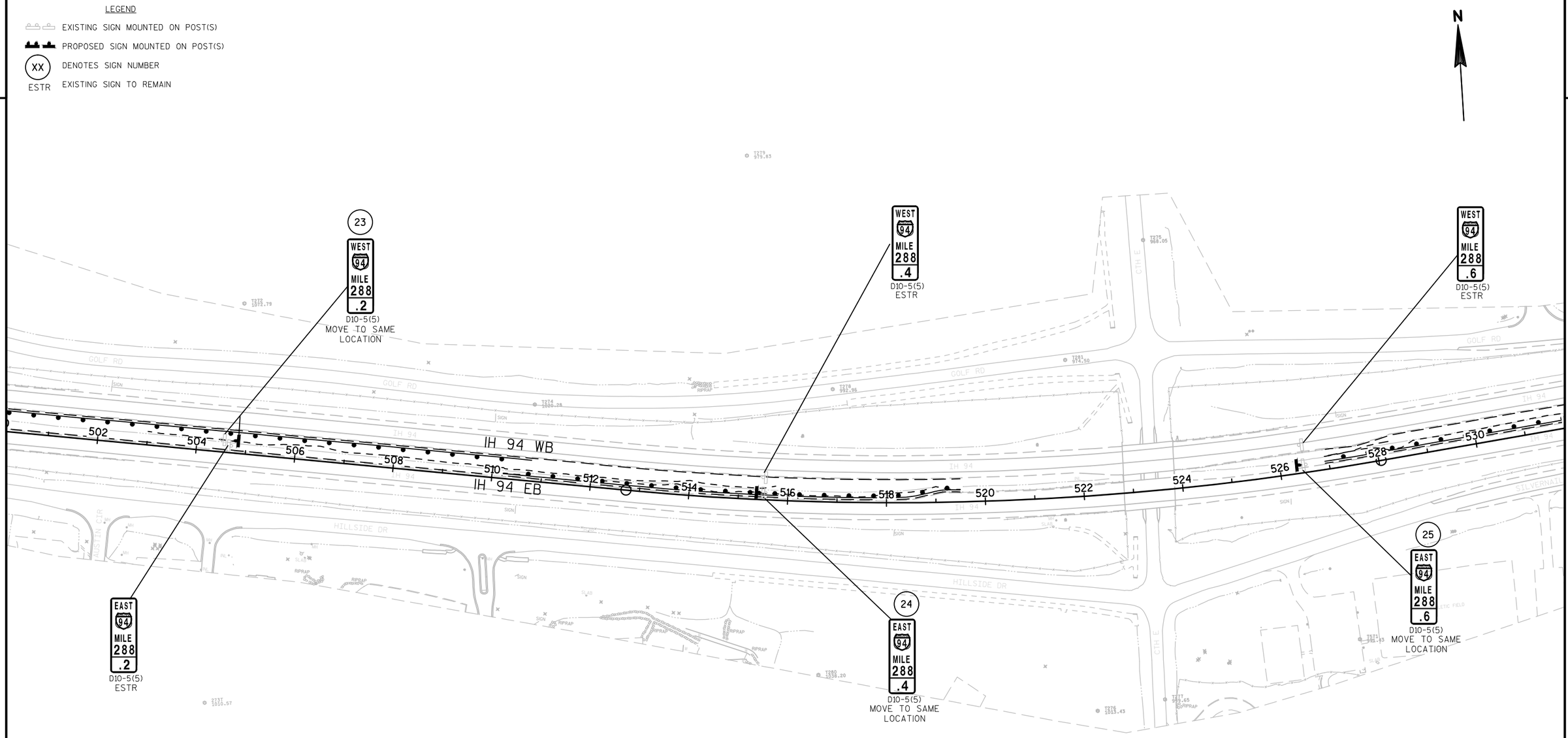
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XX DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN



SHEET 10 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 84	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023210_PS

PLOT DATE : 9/29/2017 11:27 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

GLEN COVE RD

GOLF RD

IH 94 WB

IH 94 EB

SILVERNAIL RD

532 534 536 538 540 542 544 546 548 550 552 554 556 558 560

27

WEST 94 MILE 289 .0

D10-5(5)
MOVE TO SAME
LOCATION

28

WEST 94 MILE 289 .2

D10-5(5)
MOVE TO SAME
LOCATION

WEST 94 MILE 288 .8

D10-5(5)
ESTR

26

EAST 94 MILE 288 .8

D10-5(5)
MOVE TO SAME
LOCATION

EAST 94 MILE 289 .0

D10-5(5)
ESTR

EAST 94 MILE 289 .2

D10-5(5)
ESTR

SHEET 11 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 85	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023211_PS

PLOT DATE : 9/29/2017 11:28 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XX DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

29

WEST 94 MILE 289 .4

D10-5(5)
MOVE TO SAME LOCATION

WEST 94 MILE 289 .6

D10-5(5)
ESTR

WEST 94 MILE 289 .8

D10-5(5)
ESTR

GOLF RD

IH 94 WB

IH 94 EB

562 564 566 568 570 572 574 576 578 580 582 584 586 588 590

SILVERNAIL RD

CTH G

EAST 94 MILE 289 .4

D10-5(5)
ESTR

30

EAST 94 MILE 289 .6

D10-5(5)
MOVE TO SAME LOCATION

EAST 94 MILE 289 .8

D10-5(5)

SHEET 12 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 86	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023212_PS

PLOT DATE : 9/29/2017 11:28 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XX DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

2

GOLF RD

IH 94 WB

IH 94 EB

SILVERNAIL RD

592 594 596 598 600 602 604 606 608 610 612 614 616 618 620

31 WEST 94 MILE 290 .0 D10-5(5) MOVE TO SAME LOCATION

32 EAST 94 MILE 290 .0 D10-5(5) MOVE TO SAME LOCATION

33 EAST 94 MILE 290 .2 D10-5(5) MOVE TO SAME LOCATION

34 WEST 94 MILE 290 .2 D10-5(5) MOVE TO SAME LOCATION

35 EAST 94 MILE 290 .4 D10-5(5) MOVE TO SAME LOCATION

36 WEST 94 MILE 290 .4 D10-5(5) MOVE TO SAME LOCATION

37 R3-4 (5) EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES R3-4-A (5) MOVE TO SAME LOCATION

SHEET 13 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 87	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023213_PS

PLOT DATE : 9/29/2017 11:28 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

(XX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

GOLF RD

CTH SS

IH 94 WB

IH 94 EB

SILVERNAIL RD

CLOVERLEAF LN

622 624 626 628 630 632 634 636 638 640 642 644 646 648 650

40 WEST 94 MILE 290 .6
D10-5(5)
MOVE TO SAME LOCATION

38 SLOWER TRAFFIC KEEP RIGHT
R4-3 (5)
MOVE TO SAME LOCATION

42 WEST 94 MILE 290 .8
D10-5(5)
MOVE TO SAME LOCATION

WEST 94 MILE 291 .8
D10-5(5)
ESTR

39 EAST 94 MILE 290 .6
D10-5(5)
MOVE TO SAME LOCATION

41 EAST 94 MILE 290 .8
D10-5(5)
MOVE TO SAME LOCATION

EAST 94 MILE 291 .8
D10-5(5)
ESTR

SHEET 14 OF 14

PROJECT NO: 1060-49-70	HWY: IH 94 (STH 67-CTH SS)	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 88	E

FILE NAME : N:\PDS\C3D\CAD\10604900\70\SIGN\023201_PS.DWG
LAYOUT NAME - 023214_PS

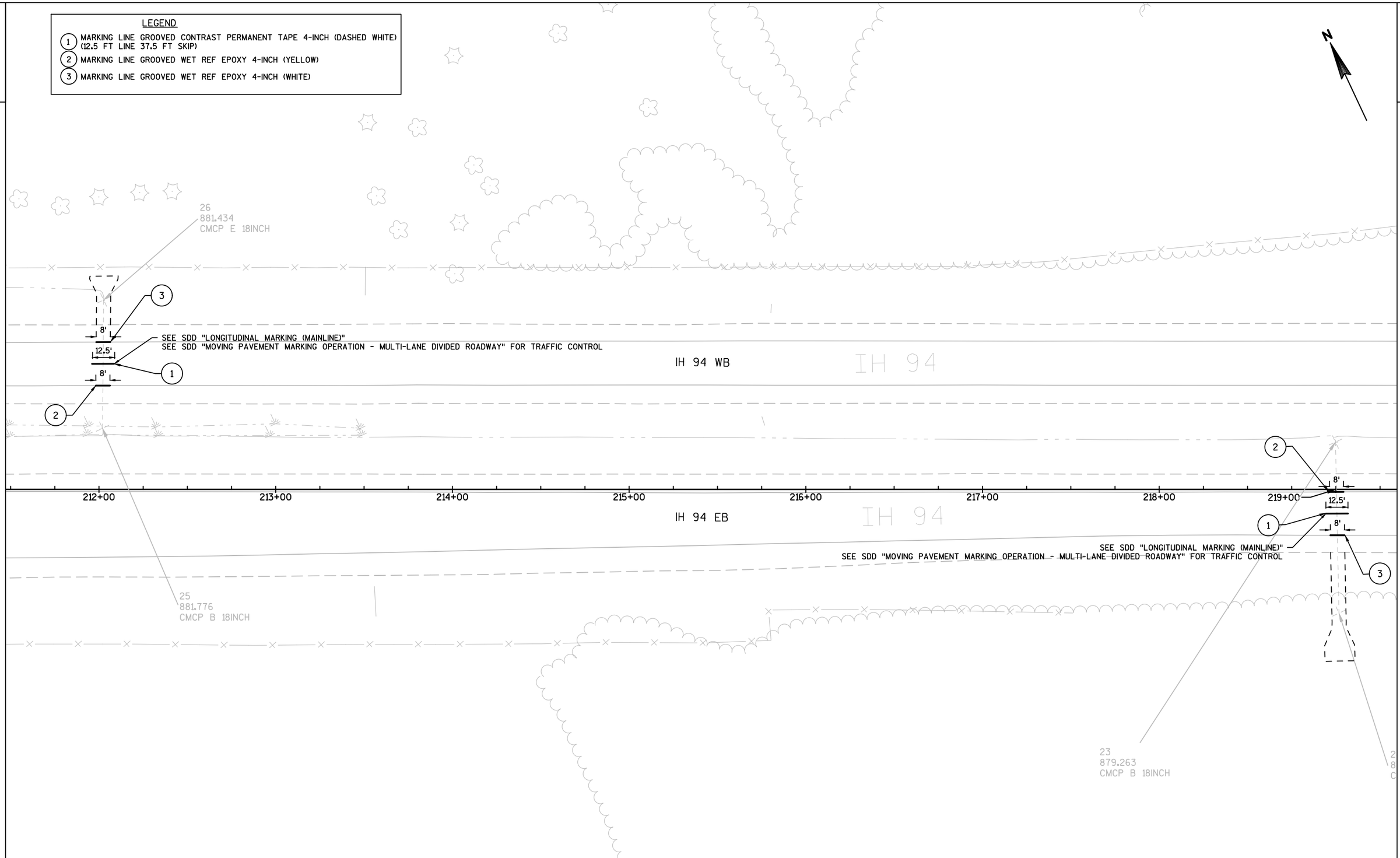
PLOT DATE : 9/29/2017 11:29 AM PLOT BY : MANYEN, WAYNE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

1. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH (YELLOW)
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)



PROJECT NO:1060-49-70	HWY:IH 94	COUNTY:WAUKESHA	PAVEMENT MARKING	SHEET 89	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\PAVT_MARKING.DWG
LAYOUT NAME - CMC - 3

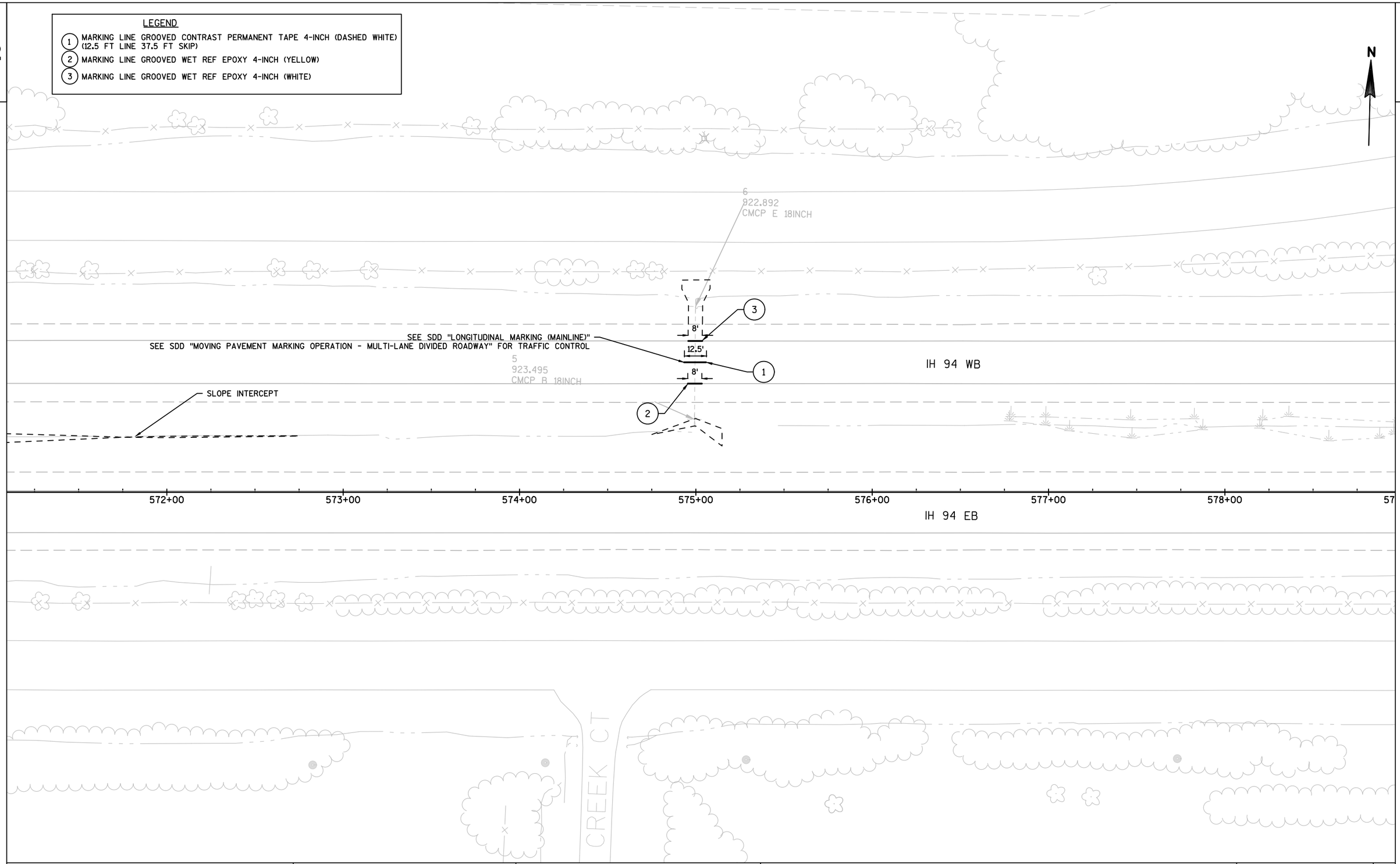
PLOT DATE : 7/10/2018 8:38 AM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

1. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH (YELLOW)
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)



PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 90	E

2

STORM SEWER REMOVAL AND REPLACEMENT
STA. 212+02 WB
NIGHTTIME LANE CLOSURE
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE"

STORM SEWER REMOVAL AND REPLACEMENT
STA. 219+00 EB
NIGHTTIME LANE CLOSURE
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE"
SEE SDD "TRAFFIC CONTROL, RAMPS WITHIN LANE CLOSURES"

CABLE BARRIER & BEAMGUARD INSTALLATION
STA. 187+44 - STA. 267+64
SEE SDD "Traffic Control, Shoulder Closure on Divided Roadway, Speeds Greater than 40 M.P.H."

170 180 190 200 210 220 230 240 250 260 270 280 290 300

PC: 178+14.73

PT: 210+83.73

PC: 236+27.97

PT: 253+70.36

PC: 270+60.75

PT: 281+96.31

IH 94

STH 67

CTH P

N

2

CABLE BARRIER & BEAMGUARD INSTALLATION
STA. 269+93 - STA. 348+60
SEE SDD "Traffic Control, Shoulder Closure on Divided Roadway, Speeds Greater than 40 M.P.H."

260 270 280 290 300 310 320 330 340 350 360 370 380 390 400 410 420

PC: 270+60.75

PT: 281+96.31

PC: 329+75.39

PT: 350+80.11

PC: 372+22.31

PT: 378+65.31

PC: 404+46.68

PT: 414+76.01

IH 94

UPPER
NEMAHBIN LAKE

LOWER
NEMAHBIN LAKE

CTH P

WATERVILLE RD

CUSHING PARK RD

CTH C

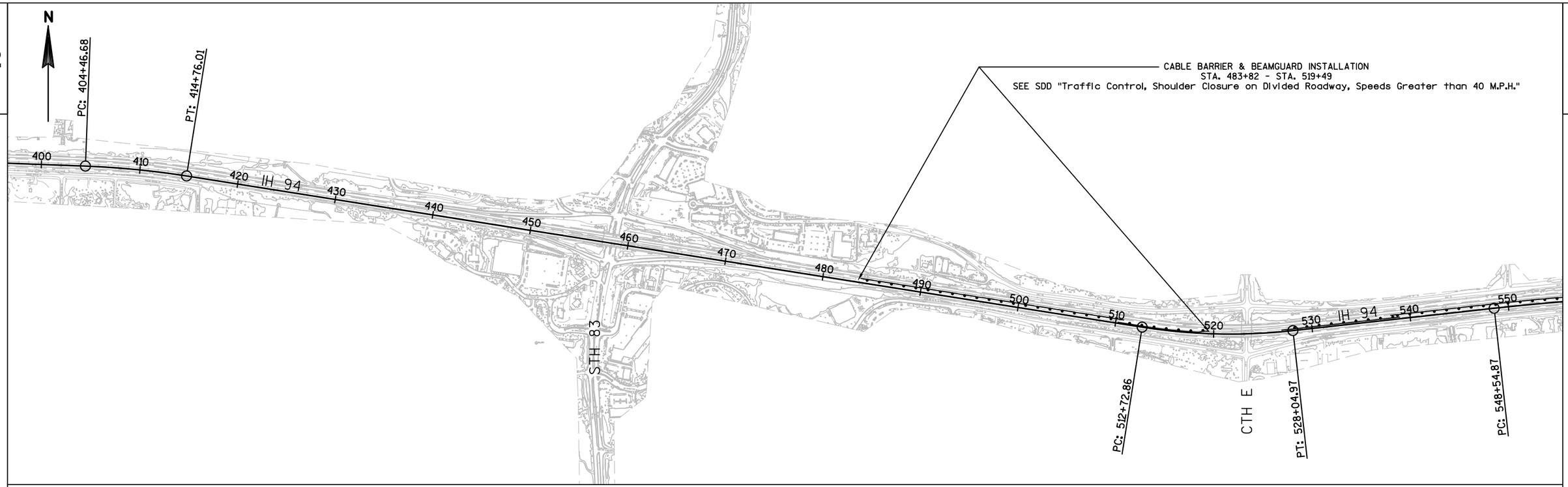
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW	SHEET 91	E

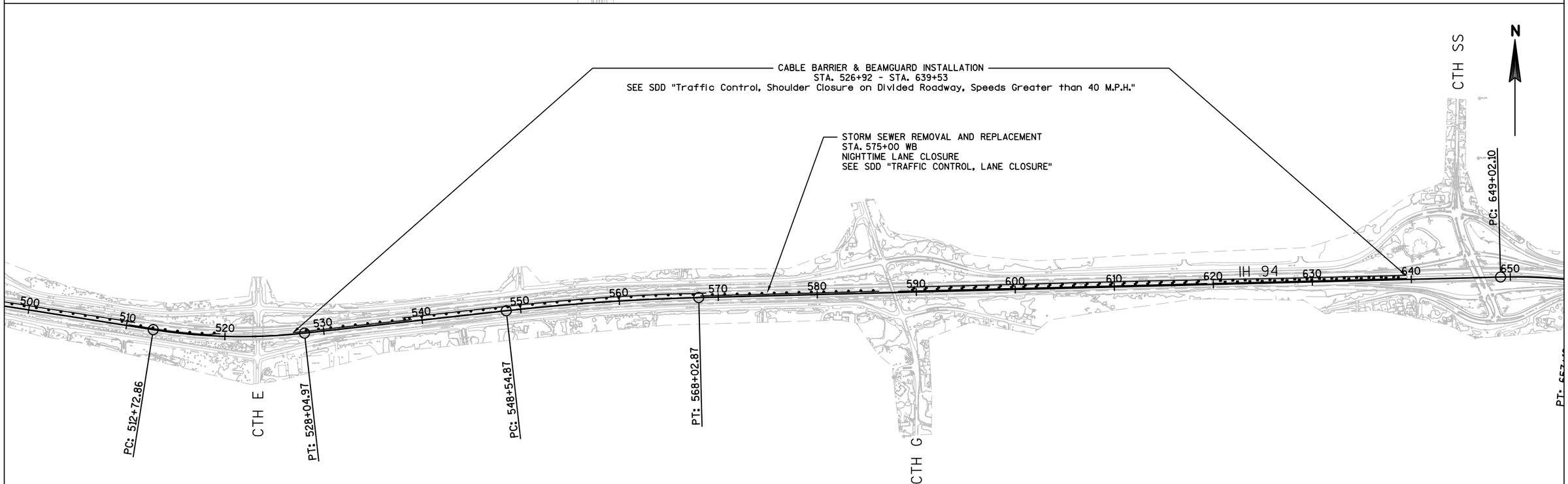
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LAYOUT NAME - ****

PLOT DATE : 7/10/2018 1:16 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:1000 FT

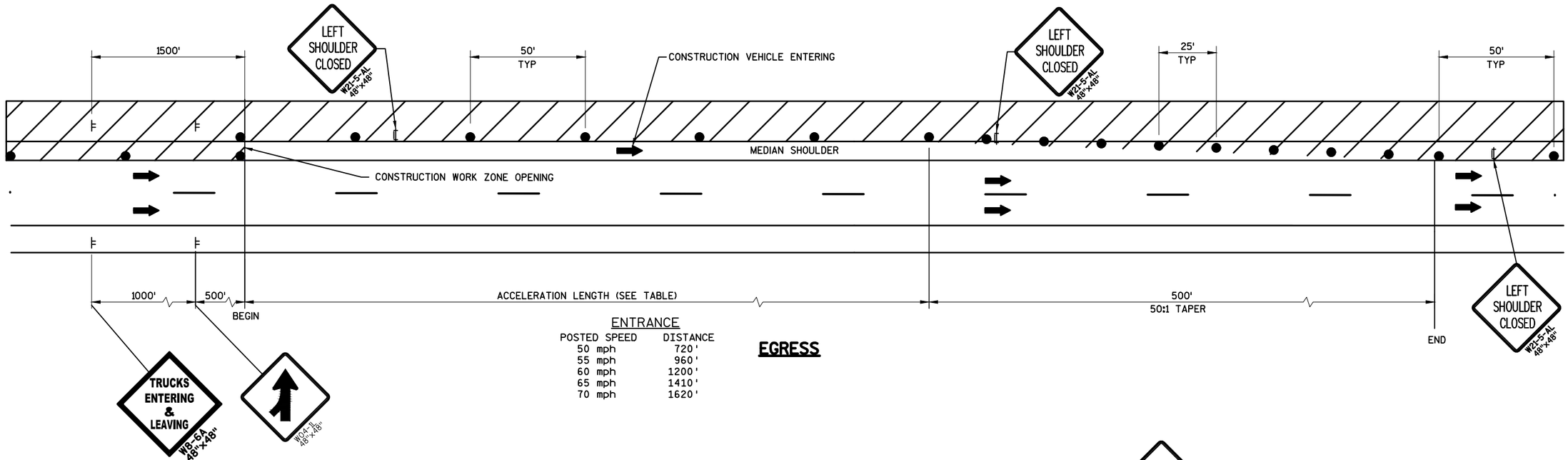
WISDOT/CADDS SHEET 42



2



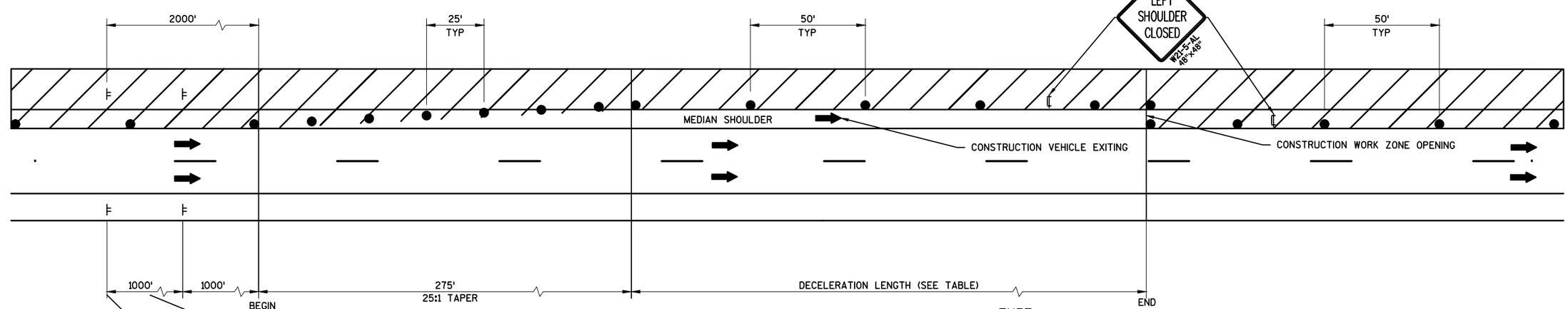
PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW	SHEET 92	E



ENTRANCE

POSTED SPEED	DISTANCE
50 mph	720'
55 mph	960'
60 mph	1200'
65 mph	1410'
70 mph	1620'

EGRESS



INGRESS

EXIT

POSTED SPEED	DISTANCE
50 mph	435'
55 mph	480'
60 mph	530'
65 mph	570'
70 mph	615'

LEGEND

- DIRECTION OF TRAFFIC
- WORK ZONE
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III W/ SIGN
- TRAFFIC CONTROL DRUMS

NOTES

1. MEDIAN LANE ACCESS SHOWN (OUTSIDE LANE ACCESS SIMILAR).
2. WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.
3. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
4. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
5. THE "WO" SINGS ARE THE SAME AS "W" SIGNS.
6. TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.
7. FREE FLOW TRAFFIC LANES SHALL BE A MINIMUM WIDTH OF ELEVEN FEET AND ACCOMMODATE A ONE FOOT SHY DISTANCE FROM TRAFFIC CONTROL DEVICES.
8. ITEMS ON THIS SHEET TO BE PAID USING STANDARD BID ITEMS.

WORK ZONE INGRESS/EGRESS

1060-49-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	1.000	1.000
0004	201.0205	Grubbing	STA	1.000	1.000
0006	204.0100	Removing Pavement	SY	219.000	219.000
0008	204.0165	Removing Guardrail	LF	223.000	223.000
0010	204.0245	Removing Storm Sewer (size) 01. 18-INCH	LF	235.000	235.000
0012	205.0100	Excavation Common	CY	3,158.000	3,158.000
0014	213.0100	Finishing Roadway (project) 01. 1060-49-70	EACH	1.000	1.000
0016	305.0110	Base Aggregate Dense 3/4-Inch	TON	5,121.000	5,121.000
0018	416.0620	Drilled Dowel Bars	EACH	216.000	216.000
0020	416.1715	Concrete Pavement Repair SHES	SY	197.000	197.000
0022	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0024	522.0418	Culvert Pipe Reinforced Concrete Class IV 18-Inch	LF	3.000	3.000
0026	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	224.000	224.000
0028	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	4.000	4.000
0030	522.2414	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch	LF	15.000	15.000
0032	606.0100	Riprap Light	CY	25.000	25.000
0034	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0036	611.0642	Inlet Covers Type MS	EACH	8.000	8.000
0038	611.3902	Inlets Median 2 Grate	EACH	4.000	4.000
0040	611.9710	Salvaged Inlet Covers	EACH	1.000	1.000
0042	613.1100.S	Cable Barrier Type 1	LF	19,479.000	19,479.000
0044	613.1200.S	Cable Barrier End Terminal Type 1	EACH	20.000	20.000
0046	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	1.000	1.000
0048	614.2300	MGS Guardrail 3	LF	17,079.000	17,079.000
0050	614.2500	MGS Thrie Beam Transition	LF	195.000	195.000
0052	614.2610	MGS Guardrail Terminal EAT	EACH	6.000	6.000
0054	614.2620	MGS Guardrail Terminal Type 2	EACH	6.000	6.000
0056	619.1000	Mobilization	EACH	1.000	1.000
0058	623.0200	Dust Control Surface Treatment	SY	45,468.000	45,468.000
0060	624.0100	Water	MGAL	1,023.000	1,023.000
0062	625.0105	Topsoil	CY	5,921.000	5,921.000
0064	628.1905	Mobilizations Erosion Control	EACH	36.000	36.000
0066	628.1910	Mobilizations Emergency Erosion Control	EACH	7.000	7.000
0068	628.2002	Erosion Mat Class I Type A	SY	24,813.000	24,813.000
0070	628.2004	Erosion Mat Class I Type B	SY	20,655.000	20,655.000
0072	628.7005	Inlet Protection Type A	EACH	5.000	5.000
0074	628.7020	Inlet Protection Type D	EACH	11.000	11.000
0076	628.7504	Temporary Ditch Checks	LF	450.000	450.000

1060-49-70

Line	Item	Item Description	Unit	Total	Qty
0078	628.7555	Culvert Pipe Checks	EACH	11.000	11.000
0080	628.7570	Rock Bags	EACH	50.000	50.000
0082	629.0210	Fertilizer Type B	CWT	28.900	28.900
0084	630.0400	Seeding Nurse Crop	LB	183.000	183.000
0086	633.5200	Markers Culvert End	EACH	4.000	4.000
0088	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	39.000	39.000
0090	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000
0092	638.2102	Moving Signs Type II	EACH	54.000	54.000
0094	638.3000	Removing Small Sign Supports	EACH	41.000	41.000
0096	642.5401	Field Office Type D	EACH	1.000	1.000
0098	643.0300	Traffic Control Drums	DAY	18,950.000	18,950.000
0100	643.0420	Traffic Control Barricades Type III	DAY	15.000	15.000
0102	643.0705	Traffic Control Warning Lights Type A	DAY	25.000	25.000
0104	643.0715	Traffic Control Warning Lights Type C	DAY	193.000	193.000
0106	643.0800	Traffic Control Arrow Boards	DAY	226.000	226.000
0108	643.0900	Traffic Control Signs	DAY	4,476.000	4,476.000
0110	643.1050	Traffic Control Signs PCMS	DAY	17.000	17.000
0112	643.5000	Traffic Control	EACH	1.000	1.000
0114	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	48.000	48.000
0116	646.1555	Marking Line Grooved Contrast Permanent Tape 4-Inch	LF	39.000	39.000
0118	690.0150	Sawing Asphalt	LF	214.000	214.000
0120	690.0250	Sawing Concrete	LF	270.000	270.000
0122	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,250.000	1,250.000
0124	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,800.000	1,800.000
0126	SPV.0060	Special 01. Core Drilling for 12-Inch Diameter Cable Barrier Post	EACH	176.000	176.000
0128	SPV.0060	Special 03. Utility Line Opening	EACH	15.000	15.000
0130	SPV.0085	Special 01. Seeding Mixture No. 25	LB	1,901.000	1,901.000
0132	SPV.0105	Special 01. Survey Project 1060-49-70	LS	1.000	1.000

CLEARING AND GRUBBING ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	201.0105 CLEARING STA	201.0205 GRUBBING STA
	MAINLINE						
1000	IH 94 EB						
		218+75	-	219+25	60' RT	1	1
	SUBTOTAL					1	1
	TOTAL					1	1

REMOVING GUARDRAIL

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	204.0165 REMOVING GUARDRAIL LF
	MAINLINE					
1000	IH 94 MEDIAN					
		187+44	21' LT	187+97	29' LT	113
		345+16	21' LT	345+71	19' LT	55
		588+11	13' LT	588+20	47' LT	9
		589+34	49' LT	589+80	47' LT	46
	SUBTOTAL					223
	TOTAL					223

SAWING

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
	MAINLINE						
1000	IH 94 EB						
		218+96	-	218+96	36' RT	--	45
		219+05	-	219+05	36' RT	--	45
	IH 94 WB						
		211+98	-	211+98	48' LT	--	45
		212+06	-	212+06	48' LT	--	45
		228+95	-	229+46	46' LT	107	--
		328+94	-	329+46	47' LT	107	--
		574+95	-	574+95	51' LT	--	45
		847+00	-	575+03	51' LT	--	45
	SUBTOTAL					214	270
	TOTAL					214	270

3

REMOVING PAVEMENT

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	204.0100 REMOVING PAVEMENT SY	SPV.0060.01 CORE DRILLING FOR 12-INCH DIAMETER CABLE BARRIER POST EACH
	MAINLINE						
1000	IH 94 EB						
		218+96	-	219+05	36' RT	79	--
	IH 94 WB						
		211+98	-	212+06	48' LT	79	--
		221+50	-	229+46	46' LT	11	80
		319+95	-	329+46	47' LT	11	96
		574+95	-	575+03	51' LT	39	--
	SUBTOTAL					219	176
	TOTAL					219	176

REMOVING STORM SEWER

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	204.0245.01 REMOVING STORM SEWER 18-INCH LF
	MAINLINE					
1000	IH 94 EB					
		219+00	28' LT	219+02	70' RT	98
	IH 94 WB					
		212+02	34' LT	212+03	107' LT	73
		574+99	41' LT	575+00	105' LT	64
	SUBTOTAL					235
	TOTAL					235

3

EARTHWORK SUMMARY

Division	From / To Station	Location	Common Excavation (1)	(Item # 205.0100) EBS Excavation (3)	Salvaged / Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (6)	Mass Ordinate + / - (7)	Waste	Borrow (8)	Comment:
Division 1			Cut (2)					Factor 1.25				
IH 94	187+81 TO 639+53		3,158	0	0	3,158	3,220	4,025	-867	0	867	(8) PAID AS TOPSOIL
Division 1 Subtotal			3,158	0	0	3,158	3,220	4,025	-867	0	867	
Grand Total			3,158	0	0	3,158	3,220	4,025	-867	0	867	(8) PAID AS TOPSOIL
		Total Common Exc		3,158								

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Expanded Fill. Factor = 1.25

Depending on selections: **Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor**

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor

7) 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.
8) Borrow paid under 625.0105 Topsoil with additional quantities found elsewhere

FILE NAME : X:\PDS\C3D\10604900\SheetsPlan\Draft_PS&E_Plan\Source PDFs PLOT DATE : _____ PLOT BY : dotd2p PLOT NAME : _____ PLOT SCALE : 1:1

BASE AGGREGATE ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON
1000	IH 94					
		187+44	-	202+75	EB - MGS	236
		187+44	-	202+87	WB - MGS	237
		203+39	-	221+75	EB - CABLE	255
		204+00	-	221+75	WB - CABLE	246
		230+25	-	234+16	EB - MGS	60
		230+25	-	234+16	WB - MGS	60
		234+16	-	240+50	WB - CABLE	88
		245+75	-	249+75	WB - CABLE	56
		247+50	-	248+25	EB - CABLE	10
		269+83	-	274+25	WB - CABLE	61
		275+50	-	277+75	EB - MGS	35
		275+50	-	277+75	WB - MGS	35
		284+75	-	294+00	WB - CABLE	128
		330+49	-	345+71	EB - MGS	234
		330+49	-	348+84	WB - MGS	282
		484+00	-	499+25	EB - CABLE	212
		503+00	-	515+75	WB - CABLE	177
		510+22	-	510+78	EB - CABLE	8
		512+25	-	519+95	EB - CABLE	107
		526+18	-	534+75	EB - CABLE	119
		527+00	-	528+25	WB - CABLE	17
		539+75	-	547+25	EB - CABLE	104
		539+75	-	547+25	WB - CABLE	104
		551+50	-	556+00	EB - CABLE	62
		560+75	-	586+23	EB - CABLE	354
		565+50	-	586+23	EB - CABLE	288
		588+11	-	619+38	EB - MGS	481
		589+35	-	619+38	WB - MGS	462
		619+93	-	639+53	EB - MGS	302
		619+94	-	639+48	WB - MGS	301
TOTAL						5,121

CABLE BARRIER ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	613.1100.S *CABLE BARRIER TYPE 1 LF	613.1200.S CABLE BARRIER END TERMINAL TYPE 1 EACH
	MAINLINE						
1000	IH-94	203+45	-	229+46	WB	2601	2
		233+25	-	255+00	EB	2175	2
		253+90	-	267+64	WB	1374	2
		269+83	-	295+09	WB	2526	2
		319+62	-	329+46	EB	984	2
		483+83	-	510+78	WB	2695	2
		510+22	-	519+95	EB	973	2
		526+18	-	538+95	EB	1277	2
		538+05	-	568+78	WB	3073	2
		568+22	-	586+23	EB	1801	2
	TOTAL					19,479	20

*MEASUREMENT FOR CABLE BARRIER SHALL NOT INCLUDE THE LENGTH OF THE END TERMINAL.
ASSUMED CABLE BARRIER END TERMINAL LENGTH IS 52 FT. LENGTH MAY VARY DEPENDING ON MANUFACTURER.

BEAM GUARD ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
	MAINLINE									
1000	IH-94	187+44	-	202+71	EB	--	1488	39	--	1
		187+44	-	202+75	WB	--	1492	39	1	--
		229+96	-	234+16	WB	--	420	--	1	1
		229+97	-	234+16	EB	--	419	--	1	1
		329+96	-	-	EB/WB	1	--	--	--	--
		330+49	-	345+72	EB	--	1484	39	--	--
		330+49	-	348+60	WB	--	1733	78	--	--
		588+11	-	619+37	EB	--	3126	--	--	1
		589+35	-	619+38	WB	--	3003	--	1	--
		619+93	-	639+53	EB	--	1960	--	1	1
		619+94	-	639+48	WB	--	1954	--	1	1
	TOTAL					1	17,079	195	6	6

STORM SEWER STRUCTURES										STORM SEWER PIPES									
ROADWAY	STRUCTURE NO.	STATION	OFFSET (FT)	LOCATION	RIM OR FLOW ELEV	STRUCTURE TYPE	INLET/MANHOLE COVERS TYPE	DEPTH[1] (FT)	STRUCTURE COMMENTS	PIPE ID	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[A] %	PLAN LENGTH(FT)	PIPE CLASS	PIPE SIZE (INCH)	PIPE COMMENTS
IH-94	1	212+02	30.8'	LT	884.29	INLET MEDIAN 2-GRATE	MS	2.50			1	--	881.79	881.45	-0.47	71	IV	24	CPRC
IH-94	2	219+00	29.5'	LT	882.17	INLET MEDIAN 2-GRATE	MS	2.84			2	--	879.34	874.55	-4.88	98	IV	24	CPRC
IH-94	3	276+80	30.4'	L	903.75	INLET MEDIAN 2-GRATE	MS	1.86			3	4	901.89	901.79	-0.67	15	HE-IV	14X23	HE CPRC
IH-94	4	277+02	30.2'	L	903.75	INLET MEDIAN 2-GRATE	MS	1.96	CONCRETE COLLAR REQUIRED		4	--	901.79	901.70	-3.00	3	IV	18	CPRC
IH-94	--	575+00	41.3'	LT	923.50	--	--	--			--	--	923.47	922.95	-0.95	55	IV	24	CPRC

3

STORM SEWER PIPE SUMMARY					
520.8000 CONCRETE COLLARS FOR PIPE	522.0418 CULVERT PIPE REINFORCED CONCRETE CLASS IV 18-INCH	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	522.2414 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH	633.5200 MARKERS CULVERT END
EACH	LF	LF	EACH	LF	EACH
1	3	224	4	15	4

STORM SEWER STRUCTURE SUMMARY			
611.0430 RECONSTRUCTING INLETS	611.0642 INLET COVERS TYPE MS	611.3902 INLETS MEDIAN 2 GRATE	611.9710 SALVAGED INLET COVERS
EACH	EACH	EACH	EACH
1	8	4	1

CONCRETE PAVEMENT ITEMS

CATEGORY	ROADWAY	STATION		TO STATION	LOCATION	416.0620 DRILLED DOWEL BARS EACH	416.1715 CONCRETE PAVEMENT REPAIR SHES SY
1000	IH-94						
		218+96	-	219+05	EB	72	79
		211+98	-	212+06	WB	72	79
		574+95	-	575+03	WB	72	39
	SUBTOTAL					216	197
	TOTAL					216	197

SURVEY PROJECT

CATEGORY	STAGE	LOCATION	SPV.0105.01 SURVEY PROJECT 1060-49-70 LS
1000	ALL	PROJECT	1
		TOTAL	1

FINISHING ROADWAY

CATEGORY	STAGE	LOCATION	FINISHING ROADWAY 1060-49-70 213.0100.01 EACH
1000	ALL	PROJECT	1
		TOTAL	1

MOBILIZATION

CATEGORY	STAGE	LOCATION	MOBILIZATION 619.1000 EACH
1000	ALL	PROJECT	1
		TOTAL	1

FIELD OFFICE

CATEGORY	LOCATION	642.5401 FIELD OFFICE TYPE D EACH
1000	UNDISTRIBUTED	1
	TOTALS	1

TRAFFIC CONTROL

CATEGORY	STAGE	LOCATION	TRAFFIC CONTROL 643.5000 EACH
1000	ALL	PROJECT	1
		TOTAL	1

UTILITY LINE OPENING

CATEGORY	STAGE	LOCATION	SPV.0060.03 UTILITY LINE OPENING EACH
1000	ALL	IH 94	15
		TOTAL	15

MARKING LINE ITEMS

CATEGORY	LOCATION	STATION	TO	STATION	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH 12.5 FT LINE, 37.5 SKIP WHITE LF	646.1555 YELLOW LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH WHITE LF	646.1040 YELLOW LF
	MAINLINE							
1000	IH-94 EB							
		218+96	-	219+05	13	--	8	8
	IH 94 WB							
		211+98	-	212+06	13	--	8	8
		574+95	-	575+03	13	--	8	8
	SUBTOTAL				39	--	24	24
	TOTAL				39		48	

INLET PROTECTION

CATEGORY	LOCATION	STATION	OFFSET	628.7005 TYPE A EACH	628.7020 TYPE D EACH
	MAINLINE				
1000	IH 94 MEDIAN				
		212+02	32.1' LT	1	1
		219+00	28.2' LT	1	1
		238+00	32.0' LT	--	1
		248+02	27.9' LT	1	1
		276+80	30.3' LT	1	1
		277+02	30.4' LT	1	1
		294+00	29.6' LT	--	1
		348+62	21.4' LT	--	1
		484+08	30.3' LT	--	1
		628+18	25.6' LT	--	1
		633+20	25.0' LT	--	1
	SUBTOTAL			5	11
	TOTAL			5	11

EROSION CONTROL ITEMS

CATEGORY	LOCATION	STATION	TO	STATION	OFFSET	606.0100 RIPRAP LIGHT CY	623.0200 DUST CONTROL SURFACE TREATMENT SY	624.0100 WATER MGAL	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2002 EROSION MAT CLASS I TYPE A SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECK EACH	628.7570 ROCK BAGS EACH
	MAINLINE														
1000	IH 94														
		187+44	-	202+75	18' LT	--	500	11	1	--	500	--	18	1	--
		187+44	-	202+87	34' LT	--	590	13	1	--	590	--	18	--	--
		203+39	-	222+02	30' LT	--	6,923	155	1	--	--	6,923	144	--	--
		211+98	-	212+06	110' LT	7	16	1	1	--	--	16	--	--	--
		218+98	-	219+06	75' RT	13	38	1	1	--	--	38	--	--	--
		230+25	-	234+16	24' LT	--	238	5	1	--	238	--	--	2	--
		230+25	-	240+50	35' LT	--	1,205	27	1	--	1,205	--	--	--	--
		245+75	-	249+75	35' LT	--	798	18	1	--	--	798	36	--	--
		270+50	-	274+25	25' LT	--	446	10	1	--	446	--	--	--	--
		275+50	-	277+75	29' LT		804	18	1	--	--	804	--		
		284+75	-	294+00	29' LT	--	1,521	34	1	--	1,521	--	--	--	--
		330+50	-	345+71	12' LT	--	553	12	1	--	553	--	--	1	--
		330+50	-	348+84	44' LT	--	2,008	45	1	--	2,008	--	--	1	--
		484+00	-	499+25	19' LT	--	1,576	35	1	--	1,576	--	--	--	--
		503+00	-	515+75	27' LT	--	3,192	72	1	--	3,192	--	--	--	--
		510+22	-	510+78	12' LT	--	34	1	1	--	34	--	--	--	--
		512+25	-	520+00	15' LT	--	754	17	1	--	754	--	--	--	--
		526+18	-	528+25	12' LT	--	320	7	1	--	--	320	--	--	--
		526+18	-	528+25	35' LT	--	256	6	1	--	--	256	--	--	--
		528+25	-	534+75	27' LT	--	1,064	24	1	--	1,064	--	--	1	--
		539+75	-	547+25	21' LT	--	590	13	1	--	590	--	--	1	--
		539+75	-	547+25	41' LT	--	838	19	1	--	838	--	--	--	--
		551+50	-	556+00	23' LT	--	635	14	1	--	635	--	--	--	--
		560+75	-	586+23	23' LT	--	7,358	165	1	--	--	7,358	144	--	--
		574+96	-	575+04	108' LT	--	11	1	1	--	--	11	--	--	--
		588+20	-	619+38	19' LT	--	1,477	33	1	--	1,477	--	--	--	--
		589+35	-	619+38	44' LT	--	980	22	1	--	980	--	--	2	--
		619+93	-	639+53	28' LT	--	907	20	1	--	907	--	--	--	--
		619+94	-	639+48	37' LT	--	742	17	1	--	742	--	--	--	--
SUBTOTAL						20	36,374	818	29	--	19,850	16,524	360	9	--
UNDISTRIBUTED						5	9,094	205	7	7	4,963	4,131	90	2	50
TOTALS						25	45,468	1,023	36	7	24,813	20,655	450	11	50

3

RESTORATION ITEMS

CATEGORY	LOCATION	STATION	TO	STATION	629.0210 FERTILIZER TYPE B CWT	630.0400 SEEDING NURSE CROP LB	625.0105* TOPSOIL CY	SPV.0085.01 SEEDING MIXTURE NO. 25 LB
	MAINLINE							
1000	IH 94							
		187+44	-	202+75	0.3	2	56	21
		187+44	-	202+87	0.4	3	66	25
		203+39	-	222+02	4.4	25	769	287
		211+98	-	212+06	0.0	1	2	1
		218+98	-	219+06	0.0	1	4	2
		230+25	-	234+16	0.2	1	26	10
		230+25	-	240+50	0.8	5	134	50
		245+75	-	249+75	0.5	3	89	34
		270+50	-	274+25	0.3	2	50	19
		275+50	-	277+75	0.5	3	89	34
		284+75	-	294+00	1.0	6	169	63
		330+50	-	345+71	0.3	2	61	23
		330+50	-	348+84	1.3	8	223	84
		484+00	-	499+25	1.0	6	175	66
		503+00	-	515+75	2.0	12	355	133
		510+22	-	510+78	0.0	1	4	2
		512+25	-	520+00	0.5	3	84	32
		526+18	-	528+25	0.2	2	36	14
		526+18	-	528+25	0.2	1	28	11
		528+25	-	534+75	0.7	4	118	45
		539+75	-	547+25	0.4	3	66	25
		539+75	-	547+25	0.5	4	93	35
		551+50	-	556+00	0.4	3	71	27
		560+75	-	586+23	4.6	27	818	305
		574+96	-	575+04	0.0	1	1	1
		588+20	-	619+38	0.9	6	164	62
		589+35	-	619+38	0.6	4	109	41
		619+93	-	639+53	0.6	4	101	38
		619+94	-	639+48	0.5	3	82	31
SUBTOTAL					23.1	146	4,043	1,521
UNDISTRIBUTED					5.8	37	1,011	380
TOTALS					28.9	183	5,054	1,901

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

TRAFFIC CONTROL ITEMS

CATEGORY	STAGE	LOCATION	STATION TO STATION	STAGE DURATION	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS	
				DAYS	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY
1000	1	**IH-94 EB Shoulder Closure**																
			187+81 - 202+75	8	80	640	--	--	--	--	--	--	1	8	21	168	--	--
			203+39 - 229+46	11	91	1,001	--	--	--	--	--	--	1	11	21	231	--	--
			229+96 - 267+64	7	103	721	--	--	--	--	--	--	1	7	21	147	--	--
			269+93 - 295+09	9	80	720	--	--	--	--	--	--	1	9	21	189	--	--
			319+95 - 329+30	7	74	518	--	--	--	--	--	--	1	7	21	147	--	--
			329+96 - 348+60	8	74	592	--	--	--	--	--	--	1	8	21	168	--	--
			483+82 - 519+49	9	91	819	--	--	--	--	--	--	1	9	21	189	--	--
			526+92 - 586+23	8	114	912	--	--	--	--	--	--	1	8	21	168	--	--
			588+20 - 619+38	11	96	1,056	--	--	--	--	--	--	1	11	21	231	--	--
			619+93 - 640+24	9	85	765	--	--	--	--	--	--	1	9	21	189	--	--
			SUBTOTALS			7,744		--		--		--		87		1,827		--
1000	2	**IH-94 WB Shoulder Closure**																
			187+81 - 202+75	8	80	640	--	--	--	--	--	--	1	8	21	168	--	--
			203+39 - 229+46	11	91	1,001	--	--	--	--	--	--	1	11	21	231	--	--
			229+96 - 267+64	7	103	721	--	--	--	--	--	--	1	7	21	147	--	--
			269+93 - 295+09	9	80	720	--	--	--	--	--	--	1	9	21	189	--	--
			319+95 - 329+30	7	74	518	--	--	--	--	--	--	1	7	21	147	--	--
			329+96 - 348+60	8	74	592	--	--	--	--	--	--	1	8	21	168	--	--
			483+82 - 519+49	9	91	819	--	--	--	--	--	--	1	9	21	189	--	--
			526+92 - 586+23	8	114	912	--	--	--	--	--	--	1	8	21	168	--	--
			588+20 - 619+38	11	96	1,056	--	--	--	--	--	--	1	11	21	231	--	--
			619+93 - 640+24	9	85	765	--	--	--	--	--	--	1	9	21	189	--	--
			SUBTOTALS			7,744		--		--		--		87		1,827		--
1000	3	**IH-94 Nighttime Lane Closure**																
			211+98 - 212+06	2	41	82	1	2	2	4	17	34	2	4	10	20	2	4
			218+96 - 219+05	2	69	138	3	6	6	12	45	90	2	4	16	32	2	4
			574+95 - 575+03	2	41	82	1	2	2	4	17	34	2	4	10	20	2	4
			SUBTOTALS			302		10		20		158		12		72		12
			UNDISTRIBUTED			3,160		5		5		35		40		750		5
			TOTALS			18,950		15		25		193		226		4,476		17

TYPE II PERMANENT SIGNING 1060-49-70 IH 94

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0612 WOOD POSTS 4"X 6"x12' [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	REMARKS / NEW SIGN LOCATION
1	-- D10-5	EAST , I94 , MILE POST 282 + 4	1	1	--	1	MOVE TO SAME LOCATION
2	-- R3-4	--	1	1	--	1	MOVE TO SAME LOCATION
--	-- R3-4A	--	--	--	--	1	--
--	-- R3-4	--	--	--	--	1	--
--	-- R3-4A	--	--	--	--	1	--
3	-- D10-5	WEST , I94 , MILE POST 282 + 6	1	1	--	1	MOVE TO SAME LOCATION
4	-- D10-5	WEST , I94 , MILE POST 282 + 8	1	1	--	1	MOVE TO SAME LOCATION
5	-- D10-5	WEST , I94 , MILE POST 283 + 0	1	1	--	1	MOVE TO SAME LOCATION
6	--	NO. NOT USED	--	--	--	--	--
7	-- R3-4	--	1	1	--	1	MOVE TO SAME LOCATION
--	-- R3-4A	--	--	--	--	1	--
8	-- R3-4	--	1	1	--	1	MOVE TO SAME LOCATION
--	-- R3-4A	--	--	--	--	1	--
9	-- D10-5	EAST , I94 , MILE POST 283 + 2	1	1	--	1	MOVE TO SAME LOCATION
10	-- D10-5	EAST , I94 , MILE POST 283 + 4	1	1	--	1	MOVE TO SAME LOCATION
11	--	NO. NOT USED	--	--	--	--	
12	-- D10-5	WEST , I94 , MILE POST 283 + 6	1	1	--	1	MOVE TO SAME LOCATION
13	-- D10-5	WEST , I94 , MILE POST 283 + 8	1	1	--	1	MOVE TO SAME LOCATION
14	-- D10-5	WEST , I94 , MILE POST 284 + 0	1	1	--	1	MOVE TO SAME LOCATION
15	-- R3-4	--	1	1	--	1	MOVE TO SAME LOCATION
--	-- R3-4A	--	--	--	--	1	--
--	-- R3-4	--	--	--	--	1	--
--	-- R3-4A	--	--	--	--	1	--
16	-- D10-5	WEST , I94 , MILE POST 284 +2	1	1	--	1	MOVE TO SAME LOCATION
17	-- D10-5	EAST , I94 , MILE POST 284 + 8	1	1	--	1	MOVE TO SAME LOCATION
18	-- D10-5	EAST , I94 , MILE POST 285 + 0	1	1	--	1	MOVE TO SAME LOCATION
19	-- D10-5	WEST , I94 , MILE POST 285+ 0	1	1	--	1	MOVE TO SAME LOCATION
20	-- D10-5	WEST , I94 , MILE POST 285 +2	1	1	--	1	MOVE TO SAME LOCATION
21	-- R3-4	--	1	1	--	1	MOVE TO SAME LOCATION
--	-- R3-4A	--	--	--	--	1	--
--	-- R3-4	--	--	--	--	1	--
--	-- R3-4A	--	--	--	--	1	--
22	-- D10-5	WEST , I94 , MILE POST 288+0	1	1	--	1	MOVE TO SAME LOCATION
23	-- D10-5	WEST , I94 , MILE POST 288 +2	1	1	--	1	MOVE TO SAME LOCATION
24	-- D10-5	EAST , I94 , MILE POST 288 + 4	1	1	--	1	MOVE TO SAME LOCATION

TYPE II PERMANENT SIGNING 1060-49-70 IH 94

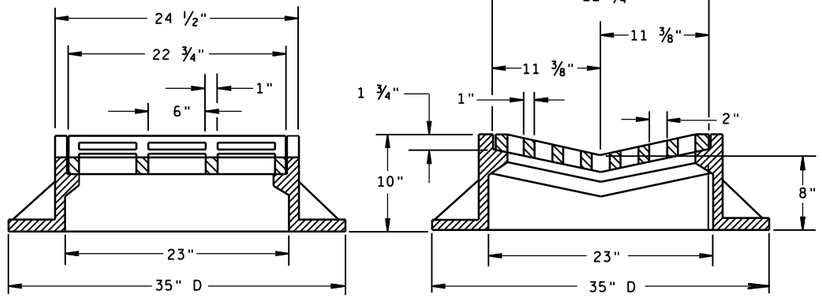
SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0612 WOOD POSTS 4"X 6"x12' [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	REMARKS / NEW SIGN LOCATION
25	-- D10-5	EAST , I94 , MILE POST 288 + 6	1	1	--	1	MOVE TO SAME LOCATION
26	-- D10-5	EAST , I94 , MILE POST 288 + 8	1	1	--	1	MOVE TO SAME LOCATION
27	-- D10-5	WEST , I94 , MILE POST 289 +0	1	1	--	1	MOVE TO SAME LOCATION
28	-- D10-5	WEST , I94 , MILE POST 289 +2	1	1	--	1	MOVE TO SAME LOCATION
29	-- D10-5	WEST , I94 , MILE POST 289 +4	1	1	--	1	MOVE TO SAME LOCATION
30	-- D10-5	EAST , I94 , MILE POST 289 +6	1	1	--	1	MOVE TO SAME LOCATION
31	-- D10-5	WEST , I94 , MILE POST 290 +0	1	1	--	1	MOVE TO SAME LOCATION
32	-- D10-5	EAST , I94 , MILE POST 290 +0	1	1	--	1	MOVE TO SAME LOCATION
33	-- D10-5	EAST , I94 , MILE POST 290 +2	1	1	--	1	MOVE TO SAME LOCATION
34	-- D10-5	WEST , I94 , MILE POST 290 +2	1	1	--	1	MOVE TO SAME LOCATION
35	-- D10-5	EAST , I94 , MILE POST 290 +4	1	1	--	1	MOVE TO SAME LOCATION
36	-- D10-5	WEST , I94 , MILE POST 290 +4	1	1	--	1	MOVE TO SAME LOCATION
37	-- R3-4	--	1	1	--	1	MOVE TO SAME LOCATION
--	-- R3-4A	--	--	--	--	1	--
--	-- R3-4	--	--	--	--	1	--
--	-- R3-4A	--	--	--	--	1	--
38	R4-3		2	--	2	1	MOVE TO SAME LOCATION
39	-- D10-5	EAST , I94 , MILE POST 290 +6	1	1	--	1	MOVE TO SAME LOCATION
40	-- D10-5	WEST , I94 , MILE POST 290 +6	1	1	--	1	MOVE TO SAME LOCATION
41	-- D10-5	EAST , I94 , MILE POST 290 +8	1	1	--	1	MOVE TO SAME LOCATION
42	-- D10-5	WEST , I94 , MILE POST 290 +8	1	1	--	1	MOVE TO SAME LOCATION
TOTALS			41	39	2	54	

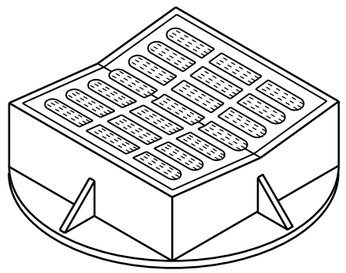
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Standard Detail Drawing List

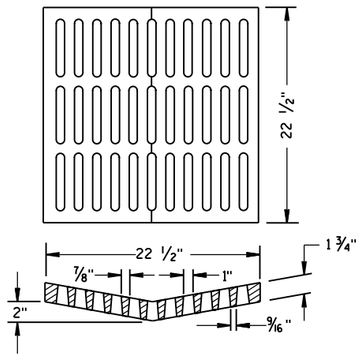
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13C09-15A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
14B26-03A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03E	STEEL THRIE BEAM BULLNOSE TERMINAL
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
14B44-03A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-04A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B52-01A	CABLE BARRIER TYPE 1 LAYOUT
14B52-01B	CABLE BARRIER TYPE 1 LAYOUT
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C19-05C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D15-04C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-04D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

6



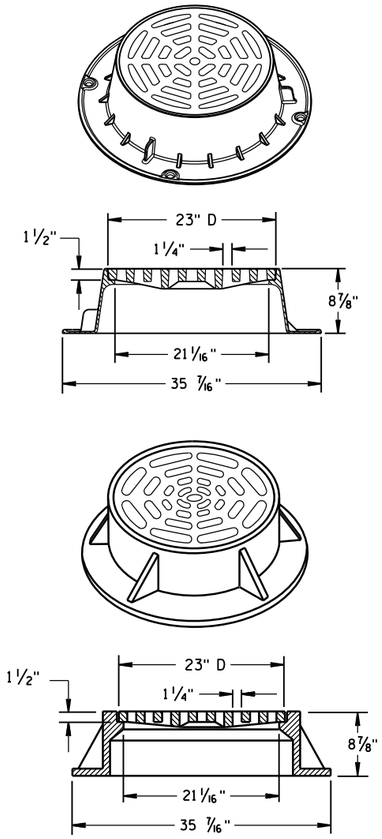


TYPE "B"



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"

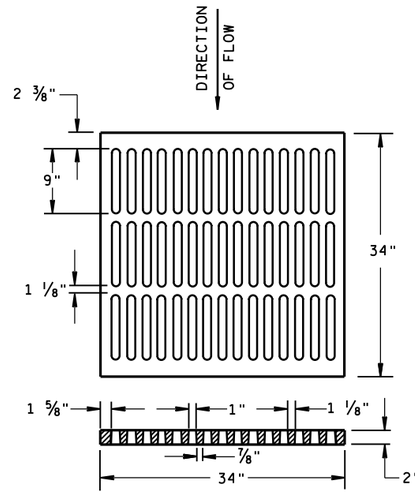
NOTE: EITHER CASTING IS ACCEPTABLE

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.

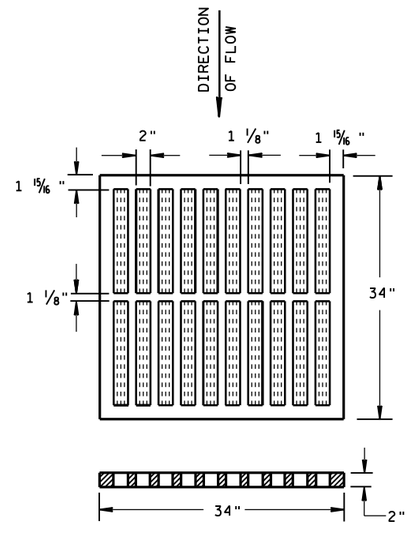
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



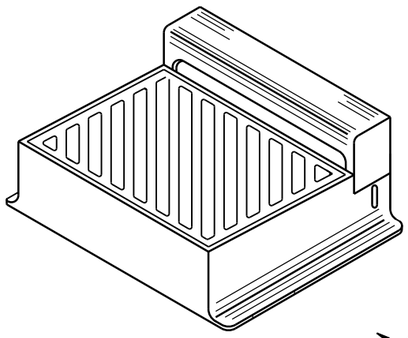
ALTERNATIVE TYPE "MS"

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

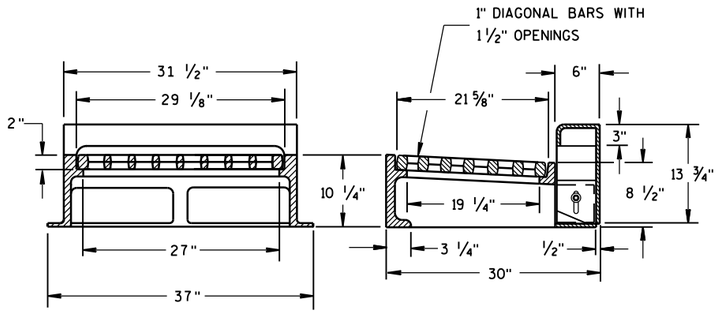


TYPE "MS"

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"

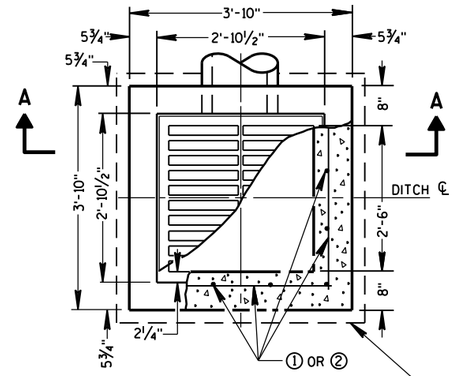
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

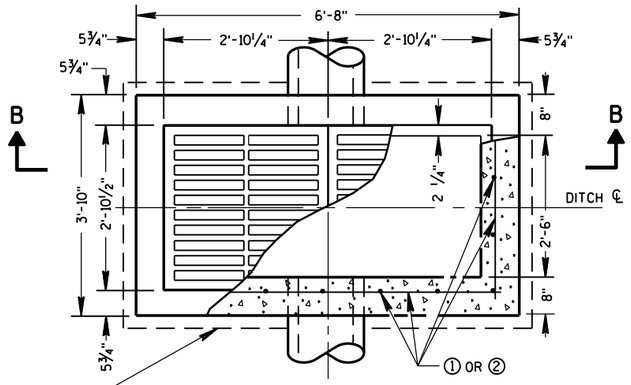
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

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

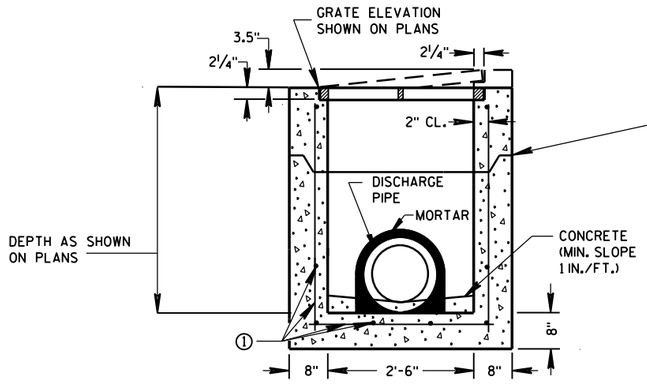


PLAN VIEW

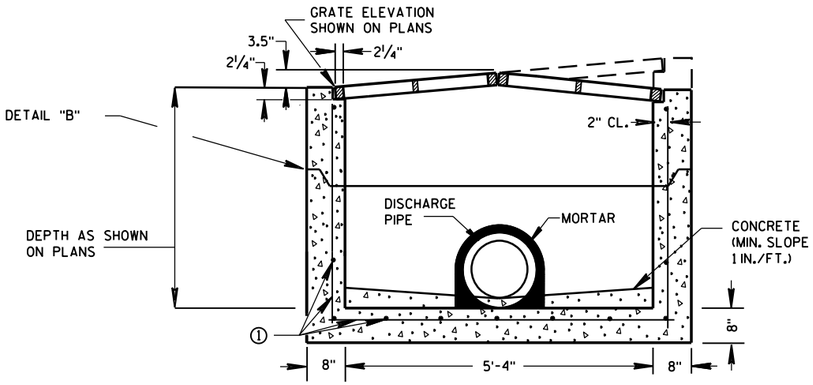


PLAN VIEW

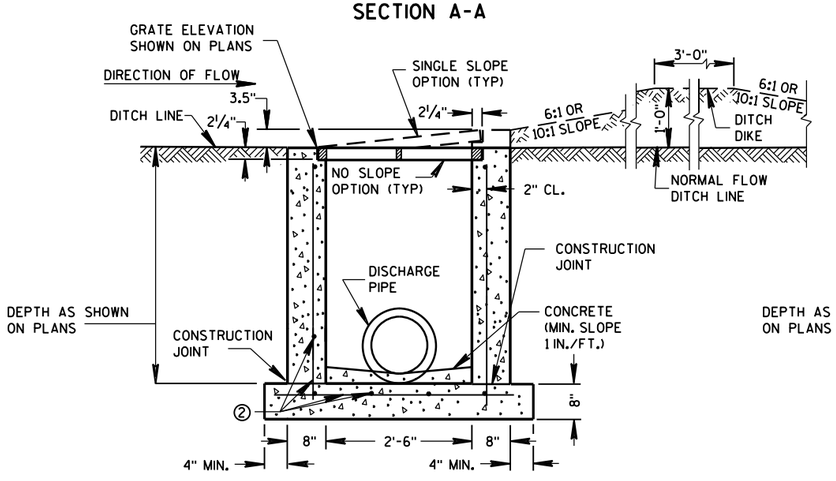
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



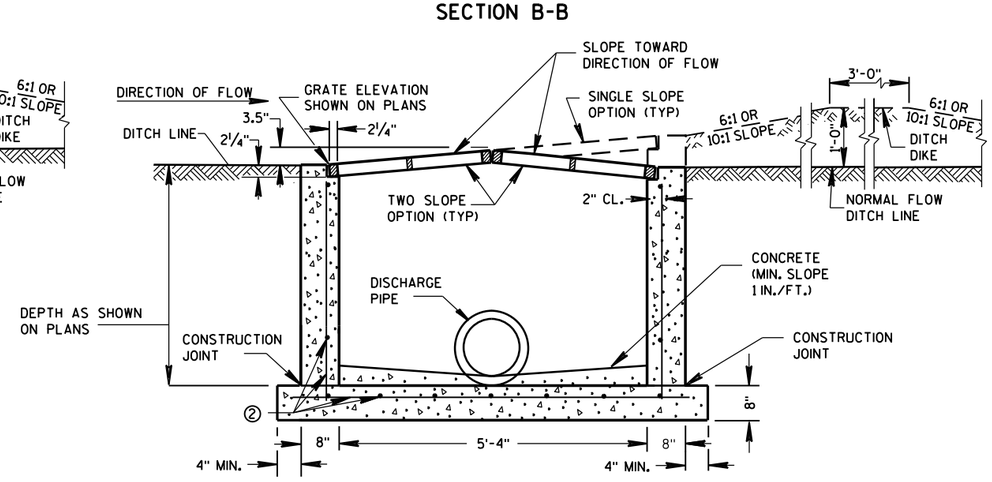
PRECAST REINFORCED CONCRETE SECTION A-A



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, IG-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.

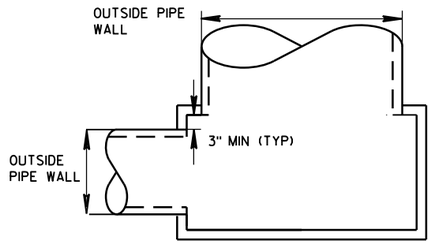
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

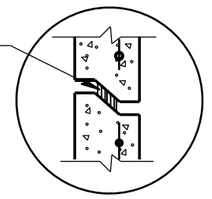
PIPE MATRIX

	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)



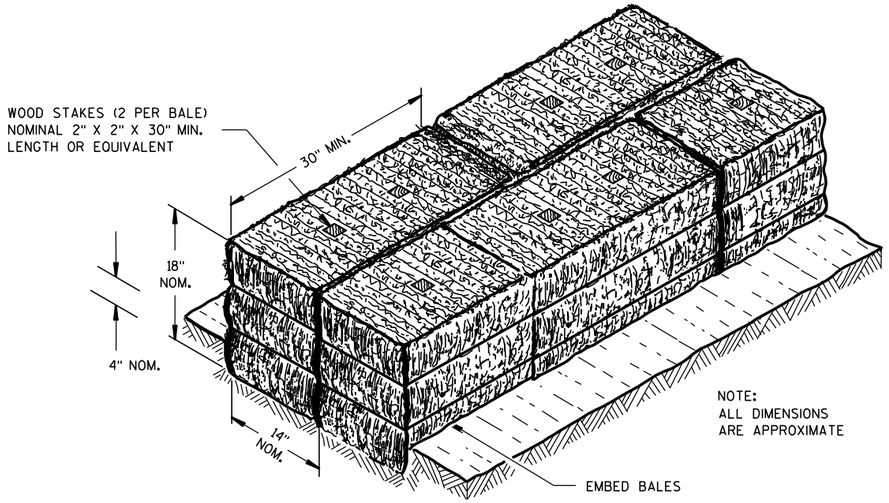
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

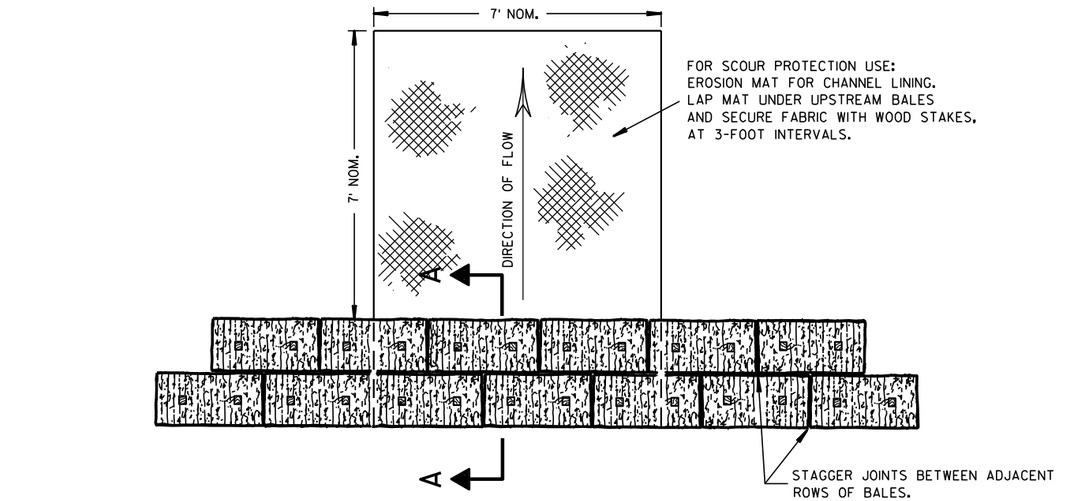
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

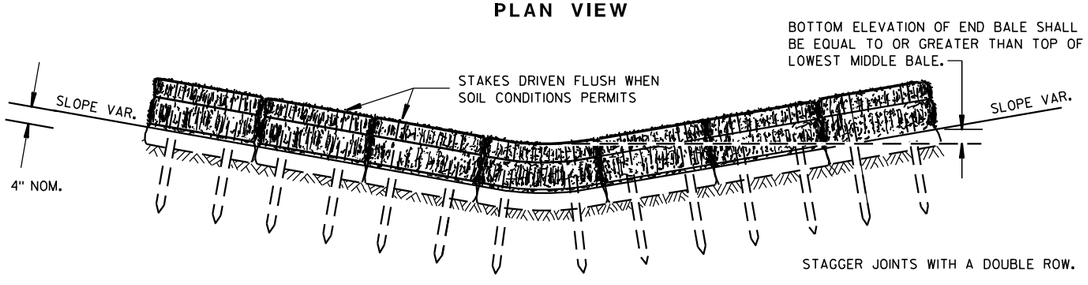
6
S.D.D. 8 C 8-2



SECTION A-A



PLAN VIEW



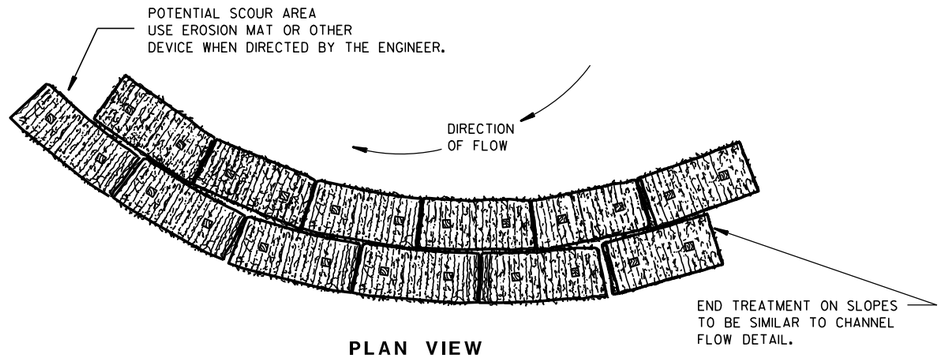
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

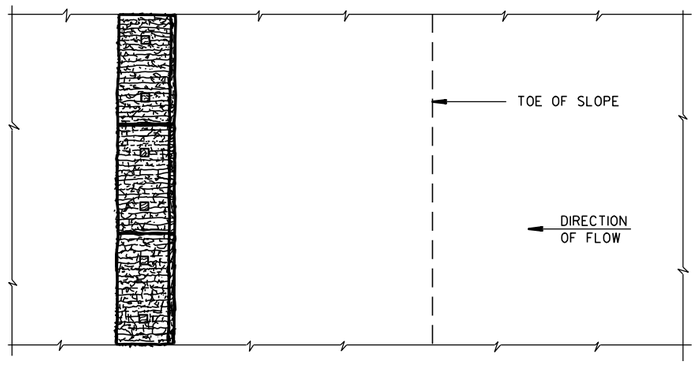
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

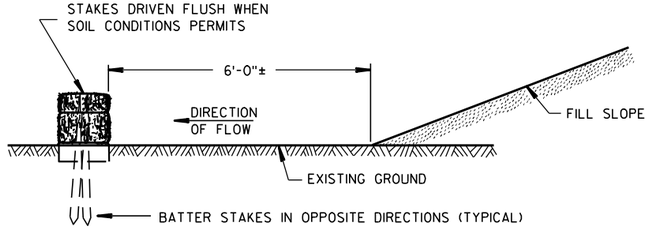


PLAN VIEW

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

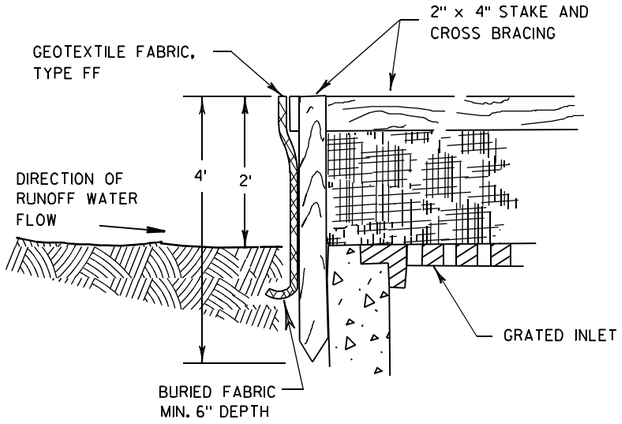
APPROVED

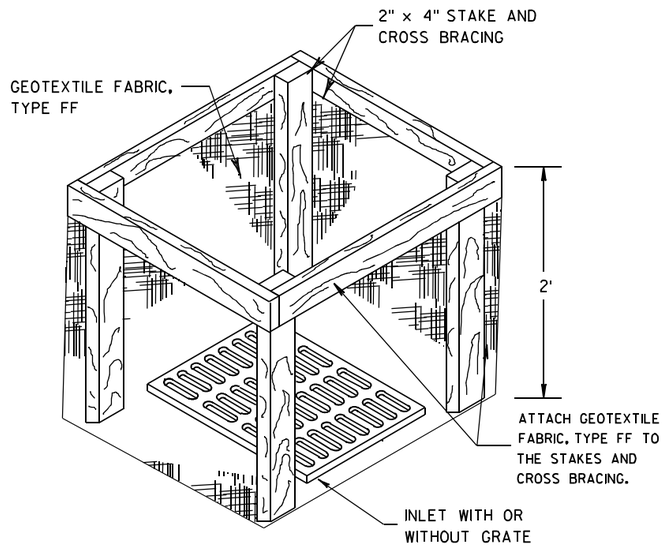
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

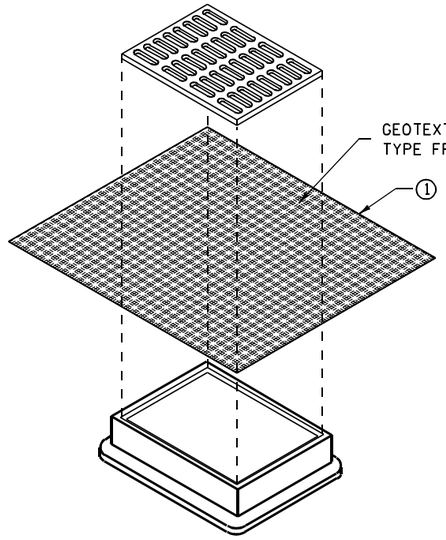
FHWA

6
S.D.D. 8 E 8-3



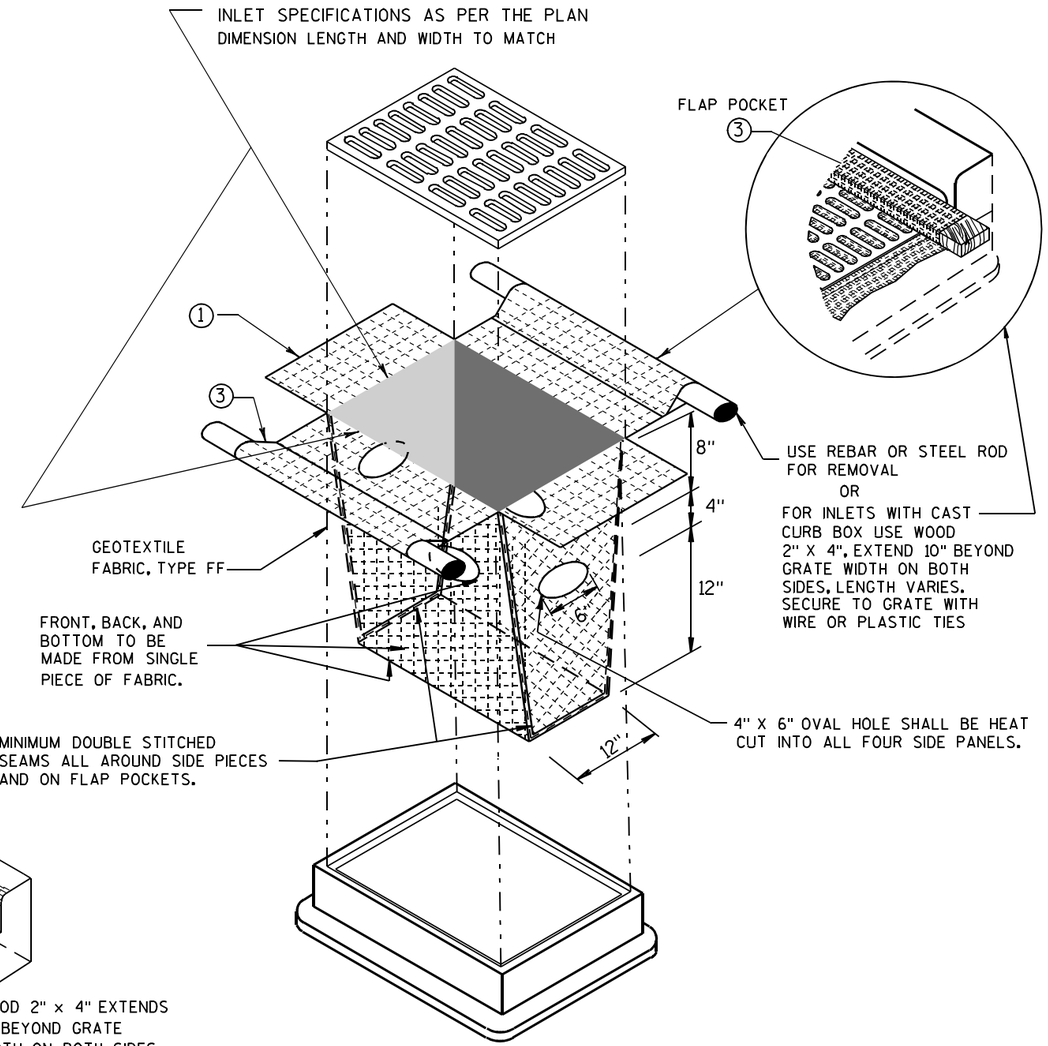


INLET PROTECTION, TYPE A



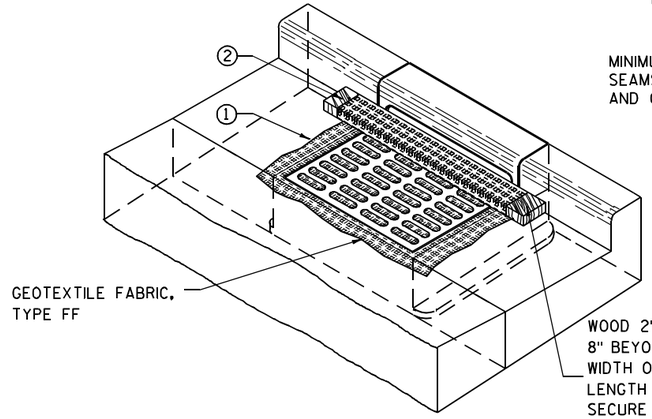
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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

METAL APRON ENDWALLS

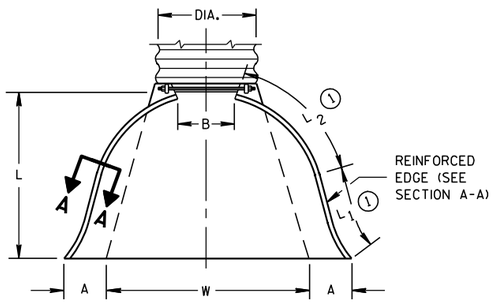
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

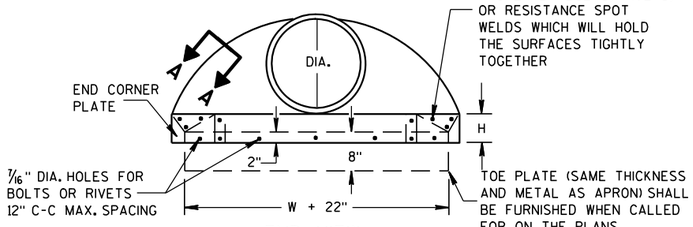
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

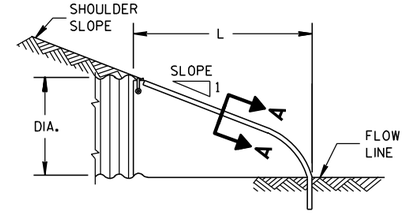
* MINIMUM
** MAXIMUM



PLAN VIEW

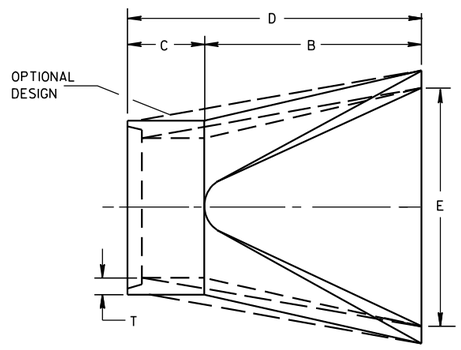


END VIEW

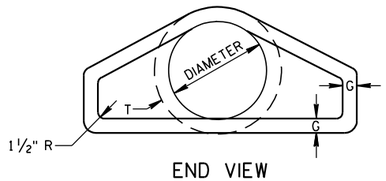


SIDE ELEVATION

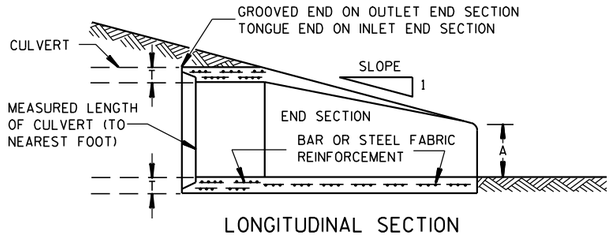
METAL ENDWALLS



PLAN

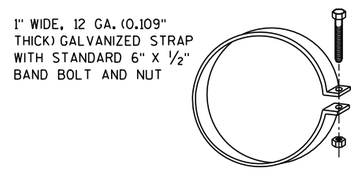


END VIEW



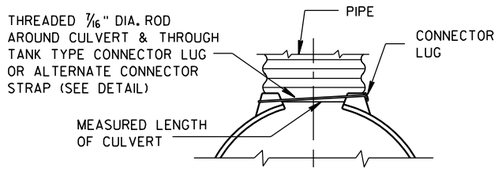
LONGITUDINAL SECTION

CONCRETE ENDWALLS

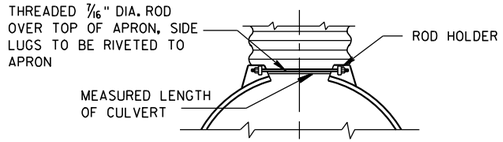


ALTERNATE FOR TYPE 1 CONNECTION

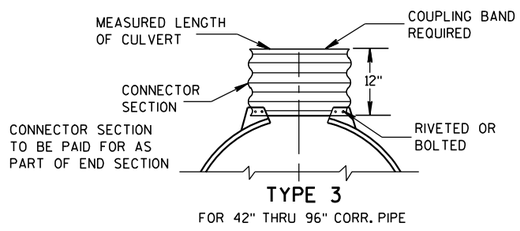
END SECTION CONNECTOR STRAP



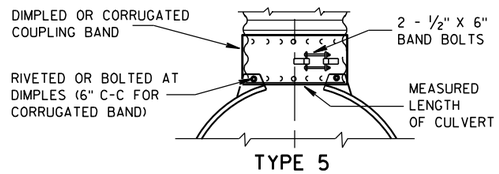
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

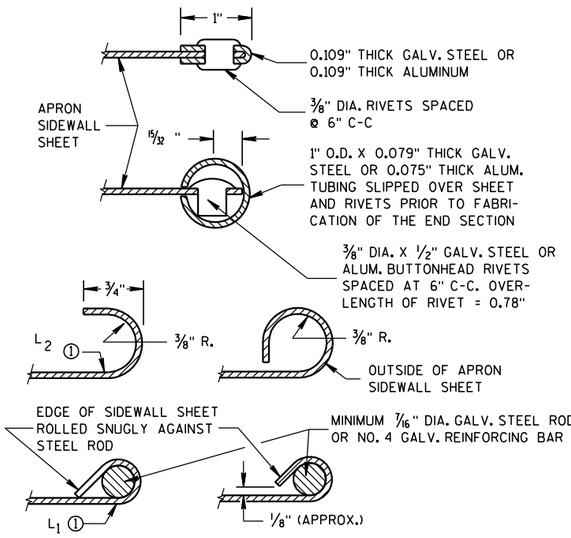
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

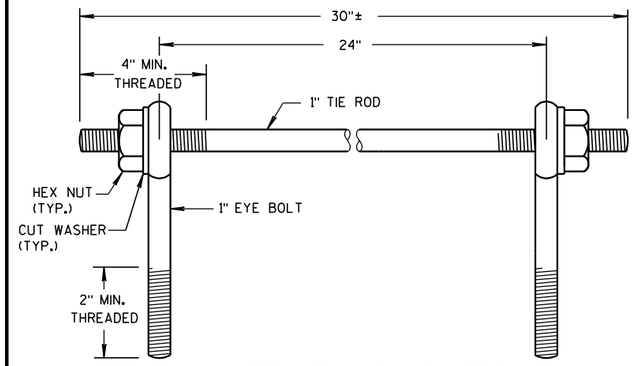
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

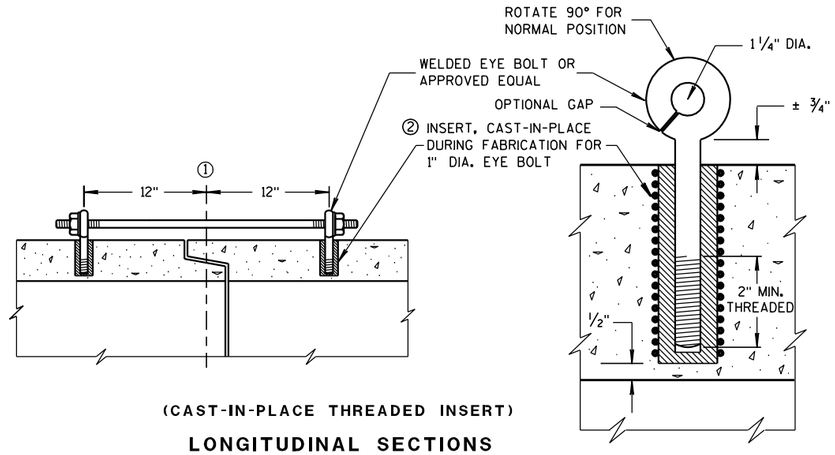
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

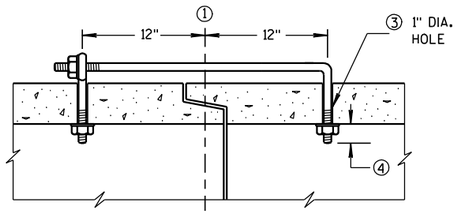
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

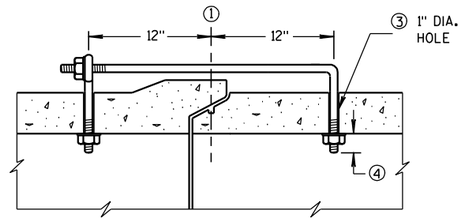
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

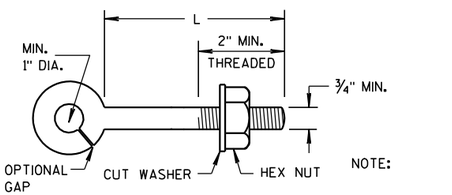


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

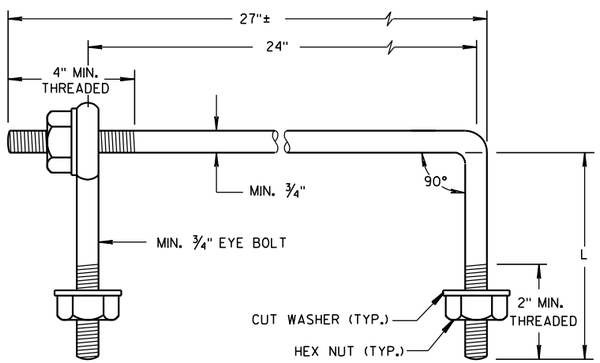
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

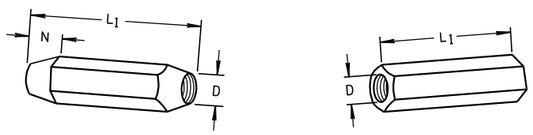
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

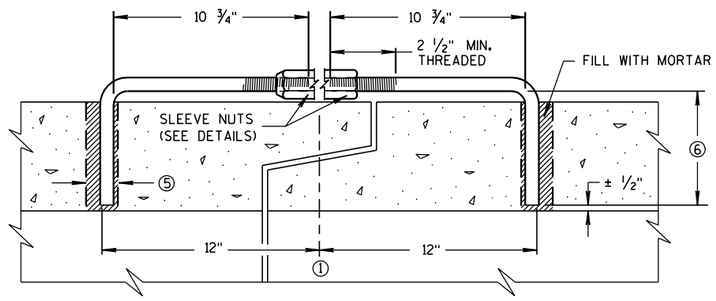
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

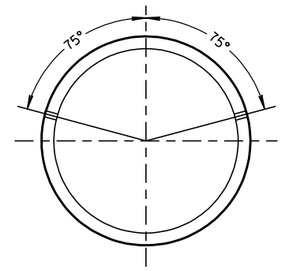
SLEEVE NUTS



LONGITUDINAL SECTION

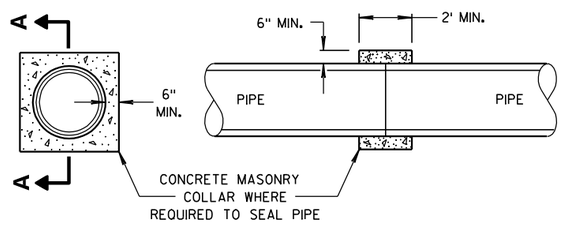
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 F 4-7

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S.D.D. 8 F 4-7

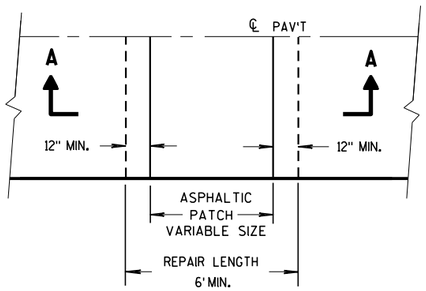
GENERAL NOTES

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.

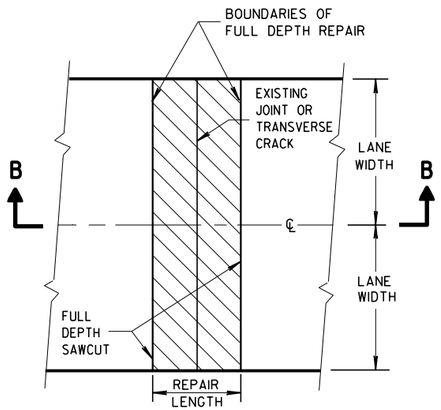
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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.

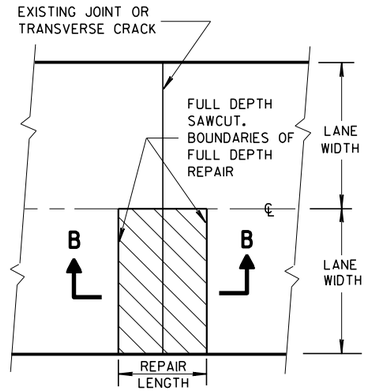
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

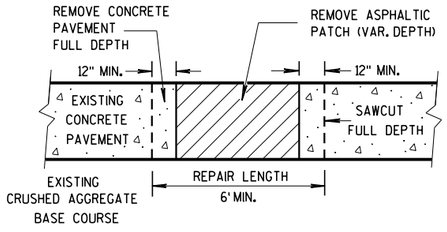


PLAN VIEW
(DOUBLE LANE REPAIR)



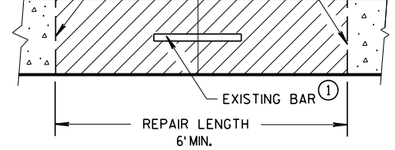
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

6

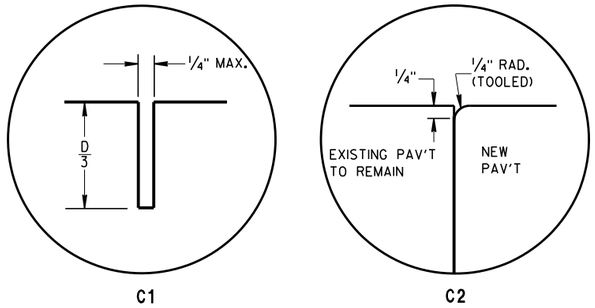
6

S.D.D. 13 C 9-15a

S.D.D. 13 C 9-15a

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



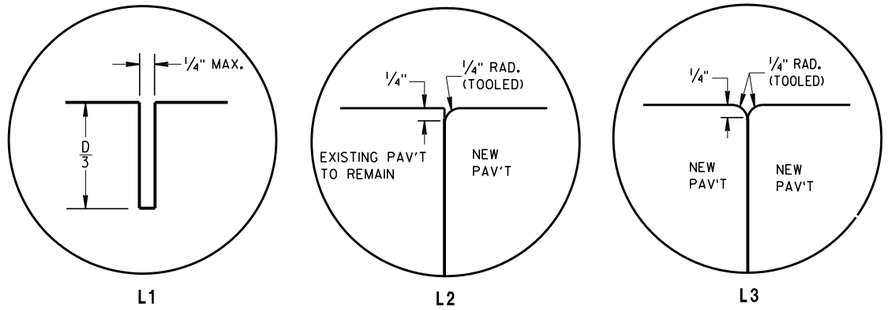
TRANSVERSE JOINTS

TIE BAR TABLE

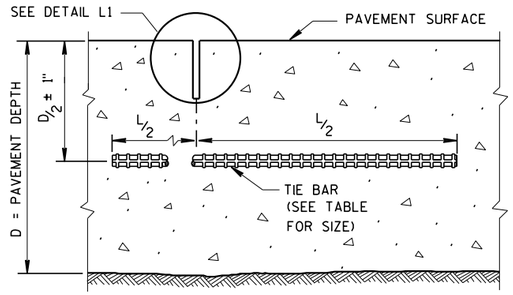
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

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



LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

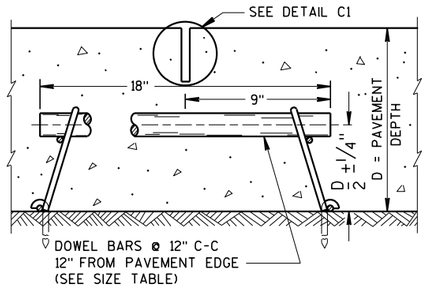
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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

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

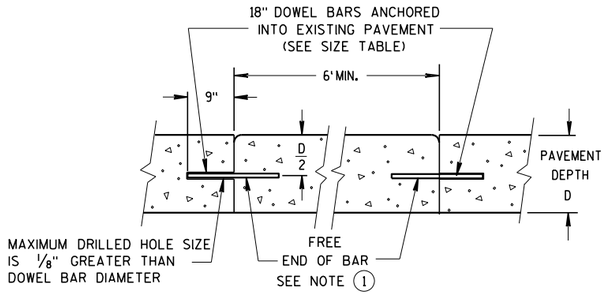
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

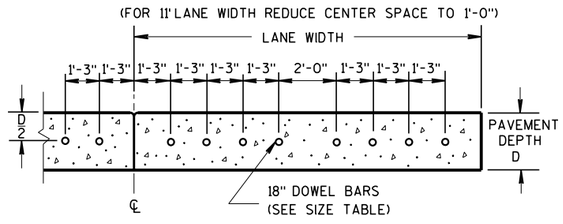


SECTION F-F

CONTRACTION JOINT



SECTION D-D

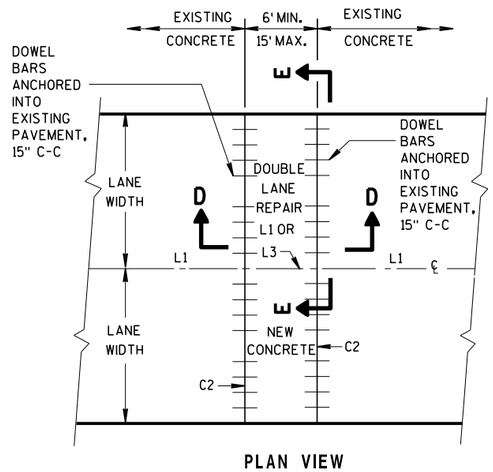


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

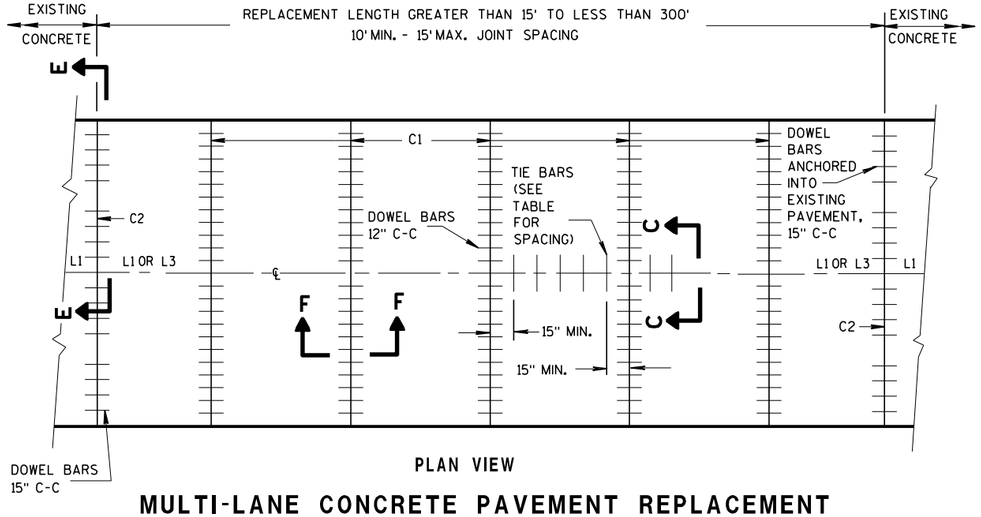
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	NONE	12'
7", 7 1/2"	1"	1"	14'
8", 8 1/2"	1 1/4"	1 1/4"	15'
9", 9 1/2"	1 1/4"	1 1/4"	15'
10" & ABOVE	1 1/2"	1 1/4"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



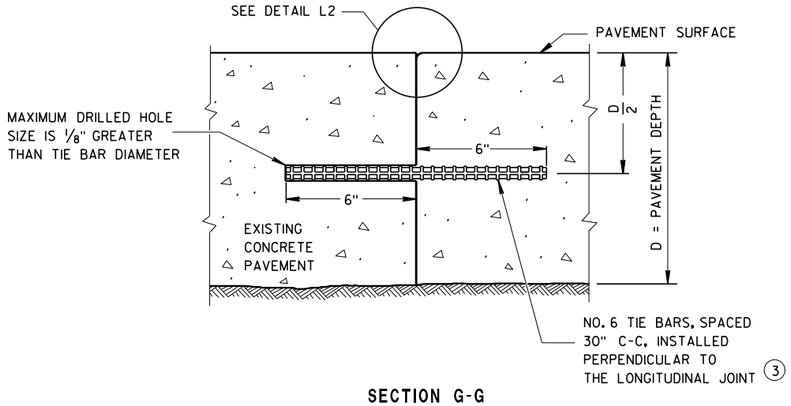
PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 13 C 9-15b



SECTION G-G

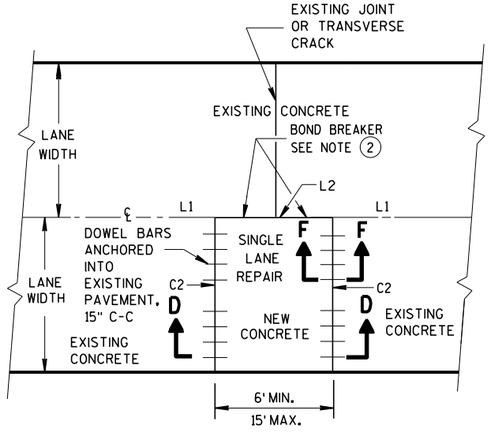
TIE BARS ANCHORED INTO EXISTING PAVEMENT

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.

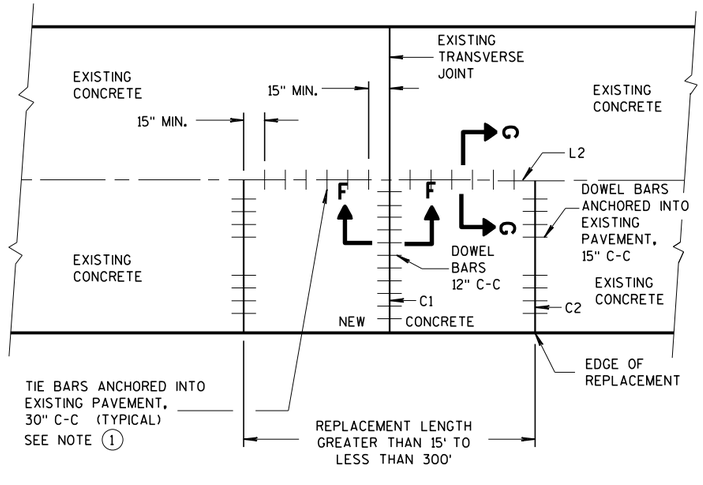
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

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



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

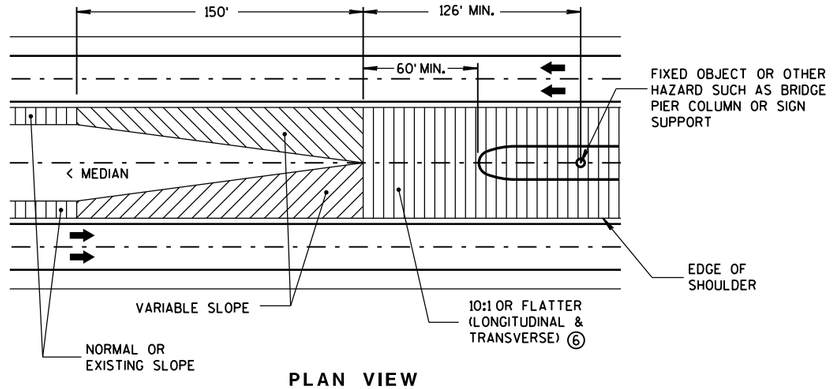
SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

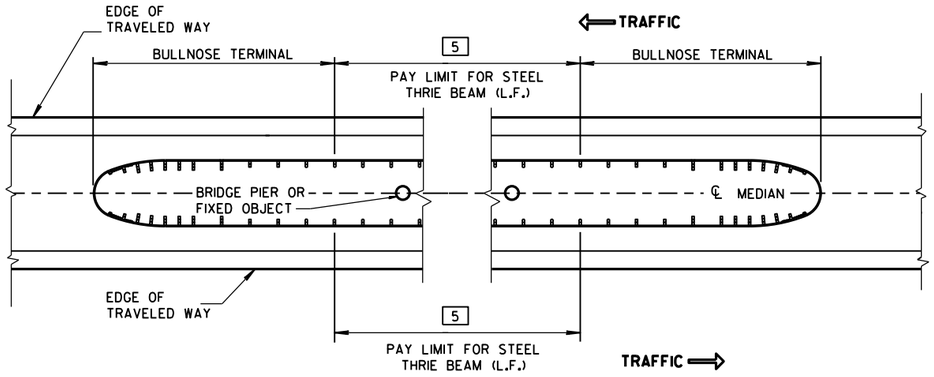
APPROVED
March 2018 — DATE
/S/ Peter Ken... — PAVEMENT SUPE...
FHWA

6
S.D.D. 13 C 9-15c

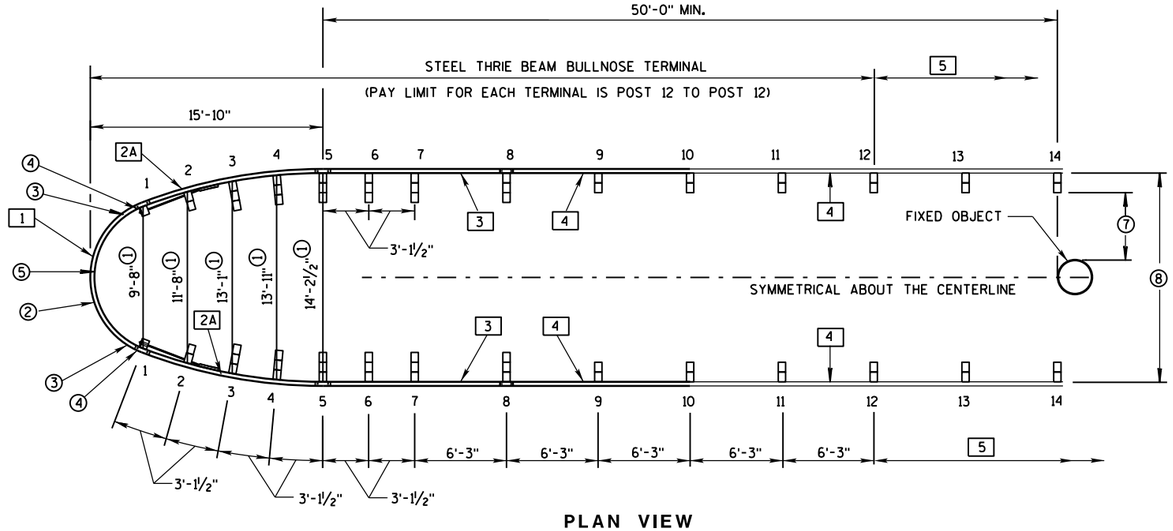


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

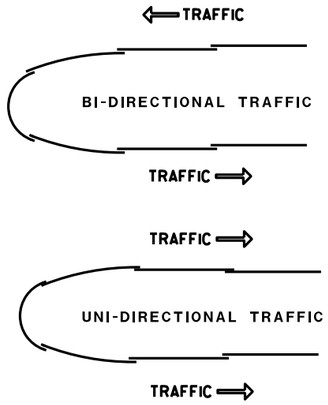


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½" AND 12" DIAMETER AROUND POST. SEE SDD 14B15 OR SDD 14B42 FOR MORE INFORMATION.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

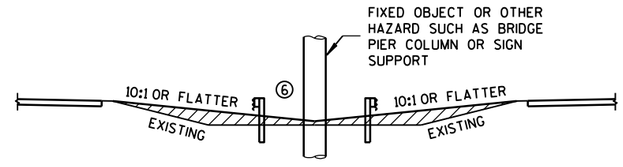
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

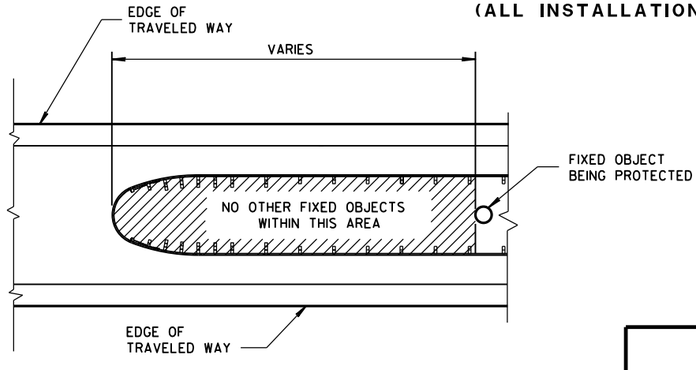
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)

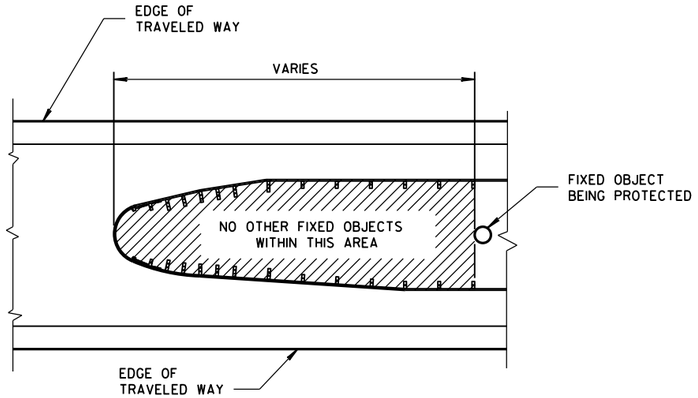


HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 26-3a



HAZARD FREE
AREA INSIDE BULLNOSE

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A, (POST 1 TO POST 5)

[2B] SLOTTED THRIE BEAM RAIL NO. 2B, (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

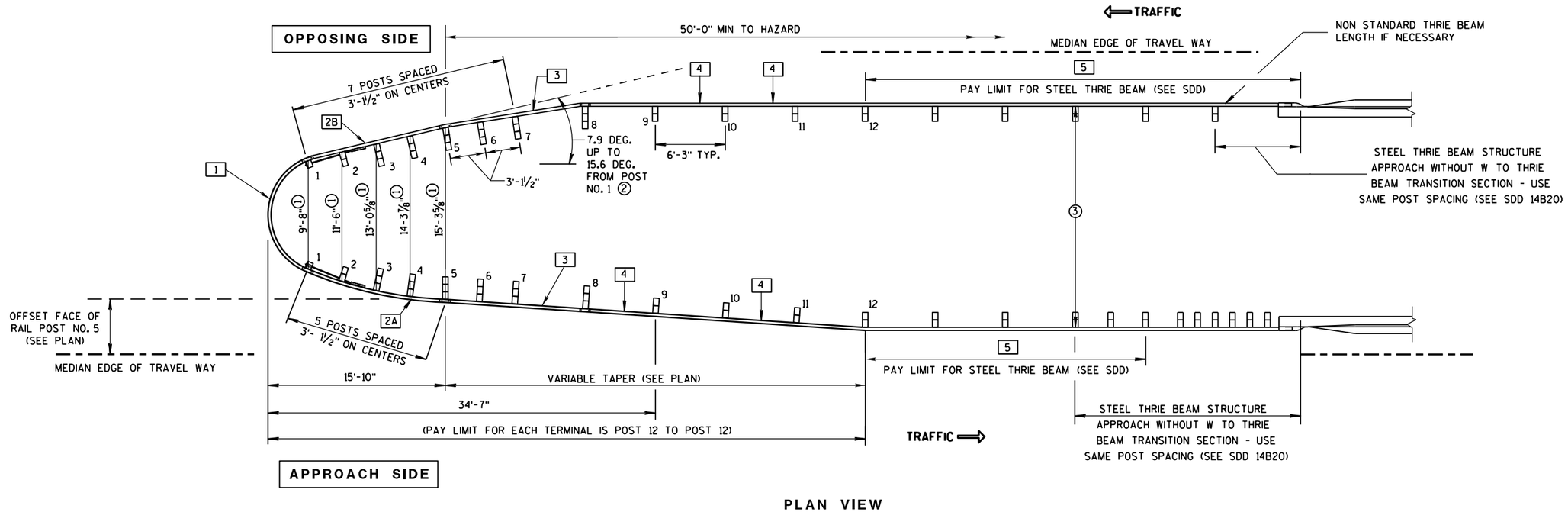
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS. (SEE PLAN)

③ FOR MEDIANS WIDER THAN 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



PLAN VIEW

WIDENED BULLNOSE DESIGN

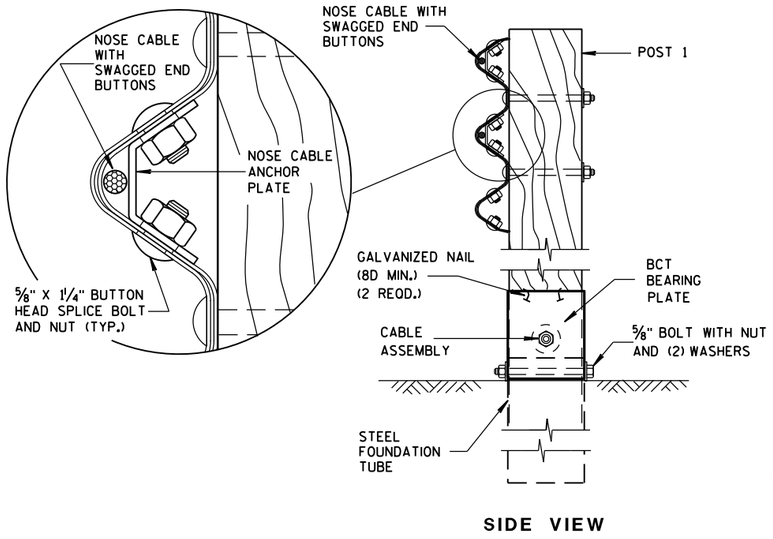
(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

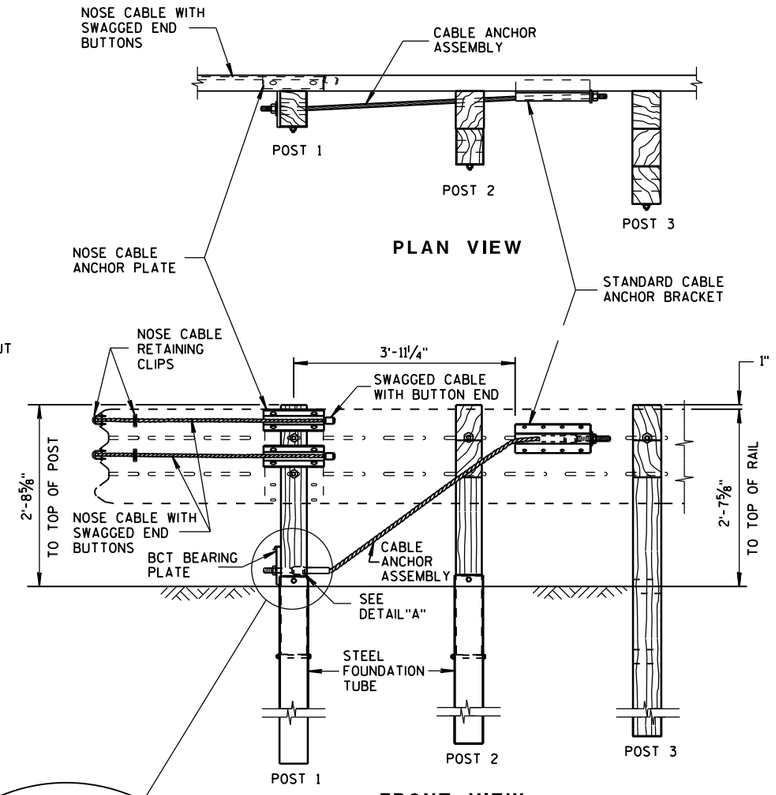
6

S.D.D. 14 B 26-3b



SIDE VIEW

NOSE CABLE ASSEMBLY AT POST NO. 1



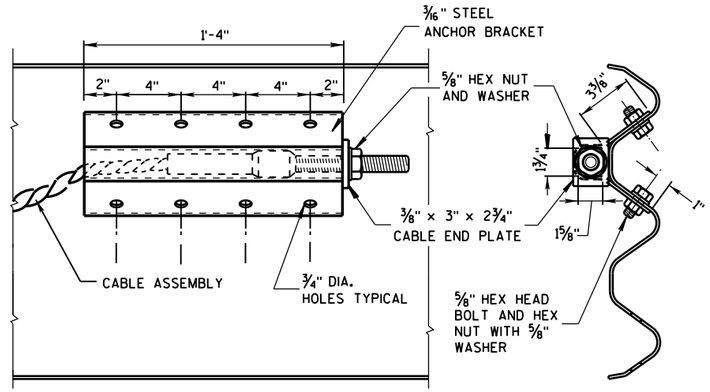
PLAN VIEW

FRONT VIEW

NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY

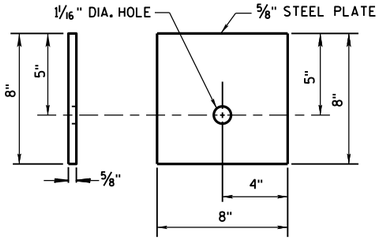
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

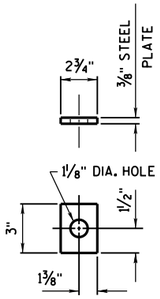


FRONT VIEW END VIEW

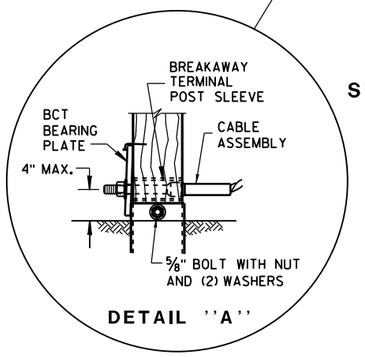
DETAILS OF CABLE ANCHOR BRACKET



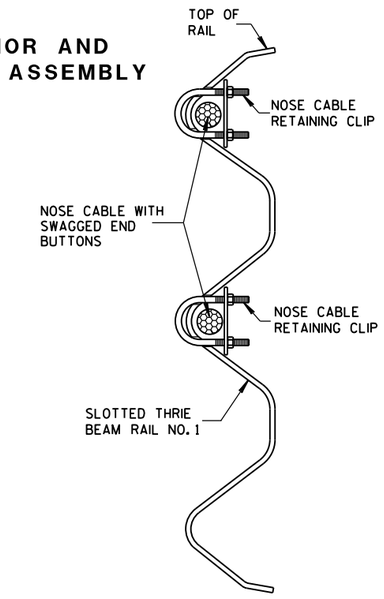
BCT BEARING PLATE



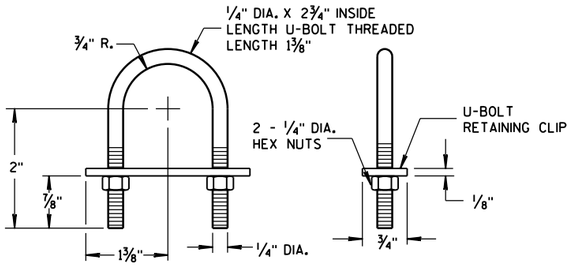
CABLE END PLATE



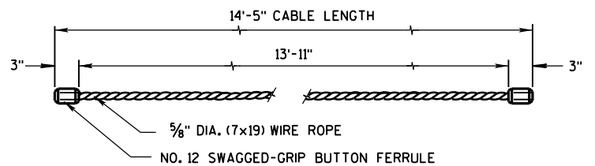
DETAIL ''A''



PLACEMENT OF NOSE CABLE RETAINING CLIP

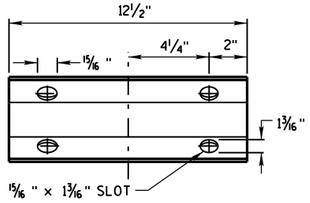


NOSE CABLE RETAINING CLIP

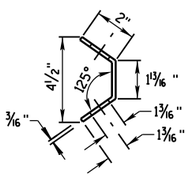


NOSE CABLE WITH SWAGGED END BUTTONS

TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.



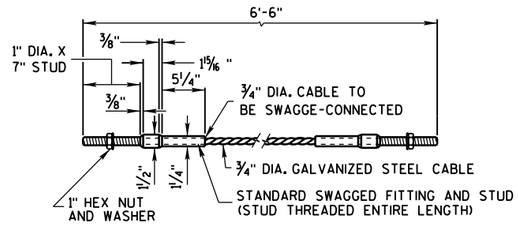
ELEVATION VIEW



END VIEW

NOSE CABLE ANCHOR PLATE

NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)

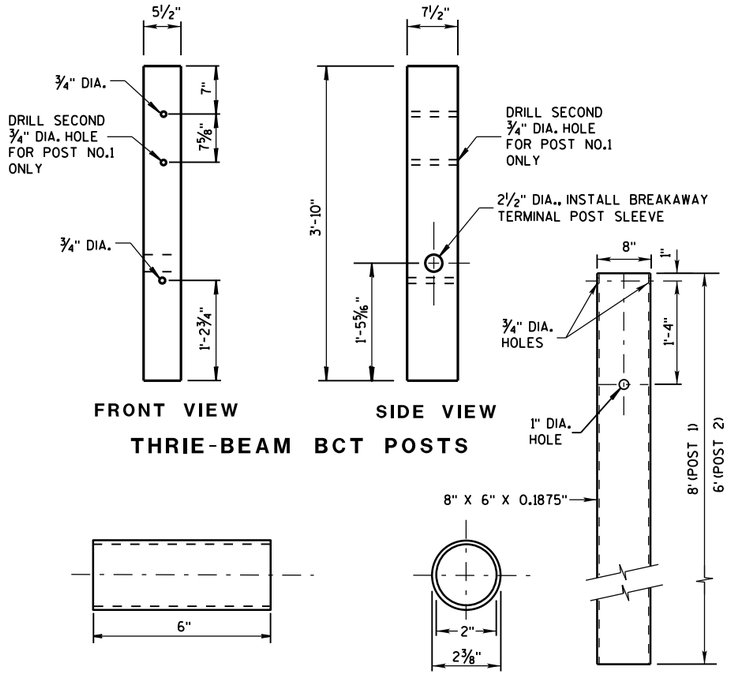


DETAILS OF CABLE ANCHOR ASSEMBLY

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

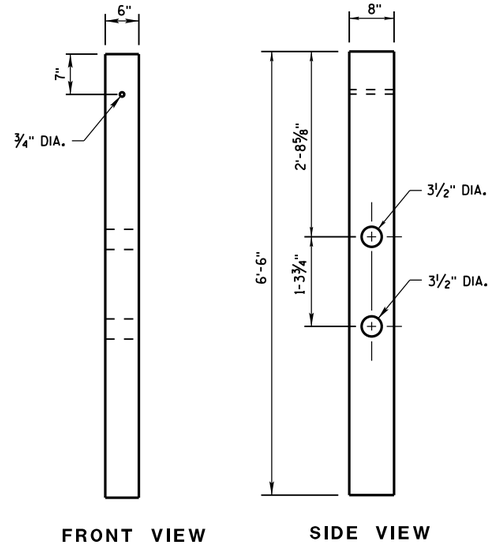
S.D.D. 14 B 26-3c



THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

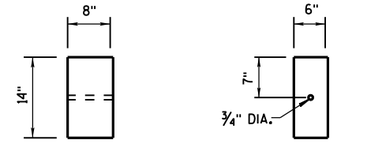
STEEL FOUNDATION TUBE



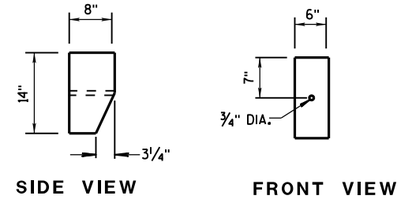
THRIE-BEAM CRT WOOD POSTS

GENERAL NOTES

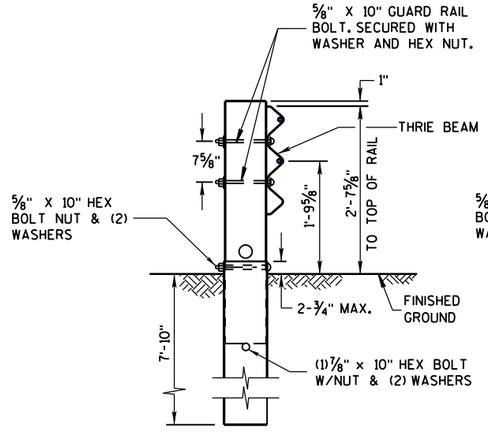
SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



STANDARD WOOD BLOCK

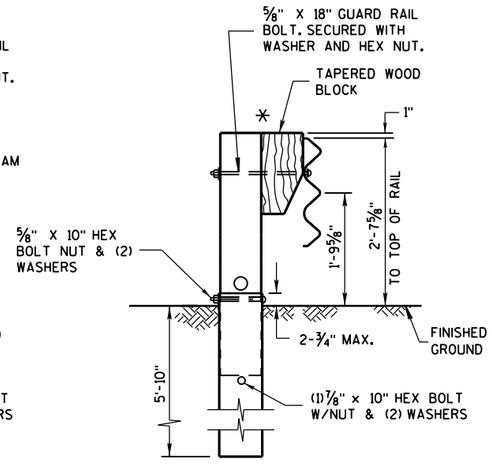


TAPERED WOOD BLOCK



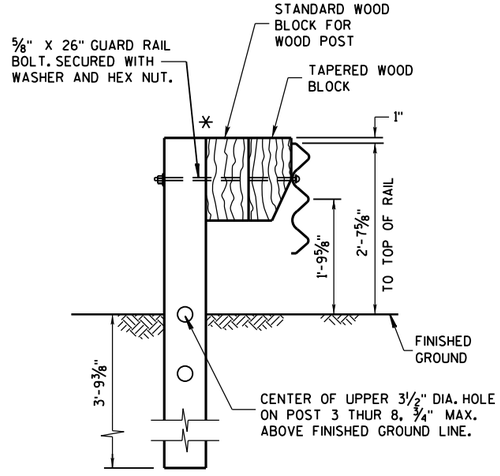
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



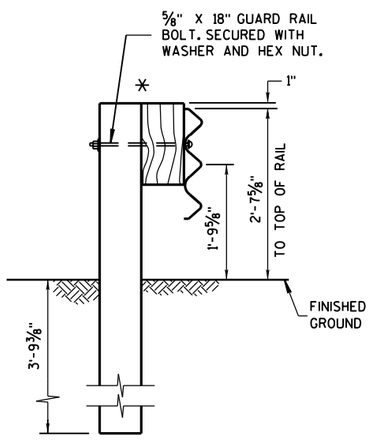
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12

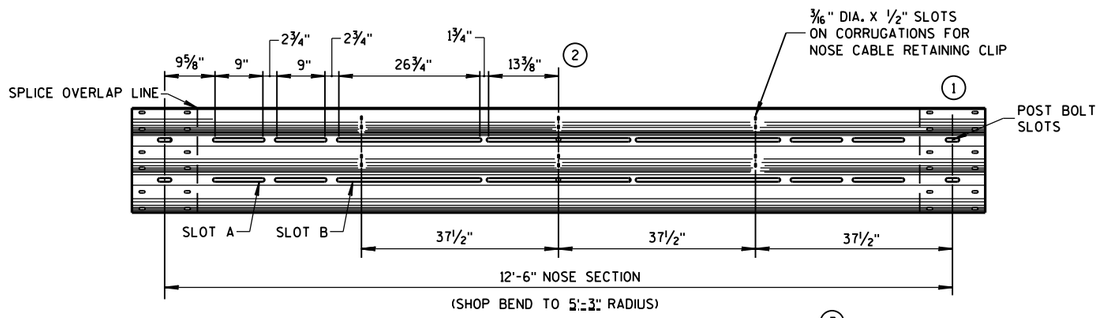
(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

* IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

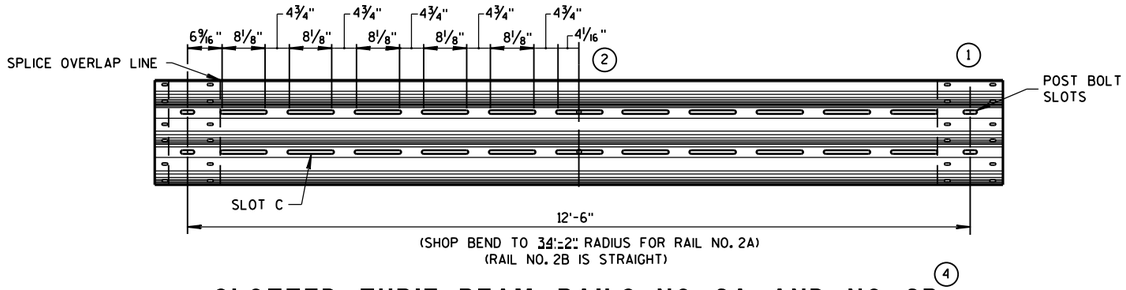
STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

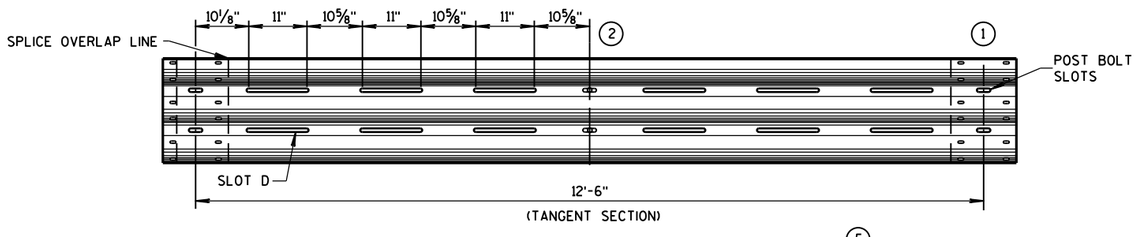
6
S.D.D. 14 B 26-3d



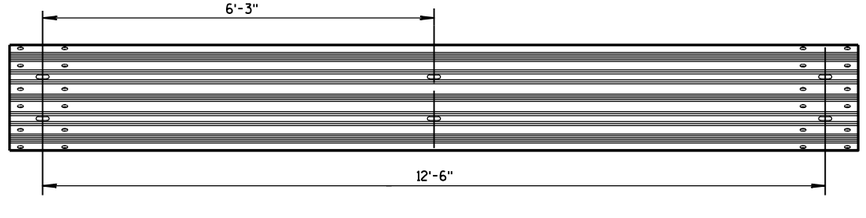
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

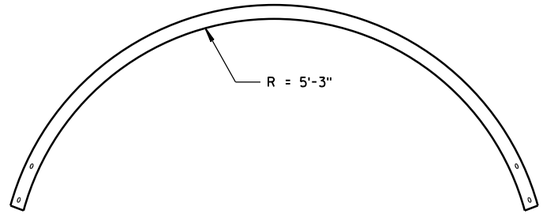
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

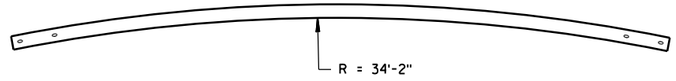
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



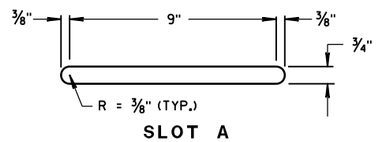
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

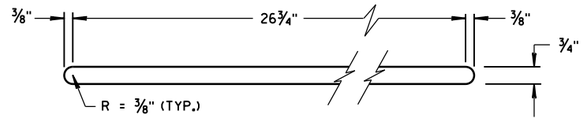


PLAN VIEW

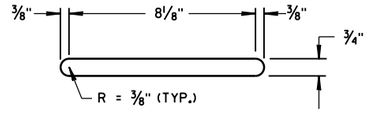
SLOTTED THRIE BEAM RAIL NO. 2A



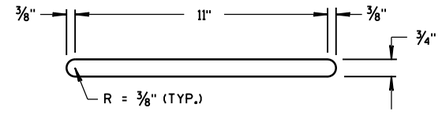
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2014 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

NT

FHWA

6

S.D.D. 14 B 26-3e

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

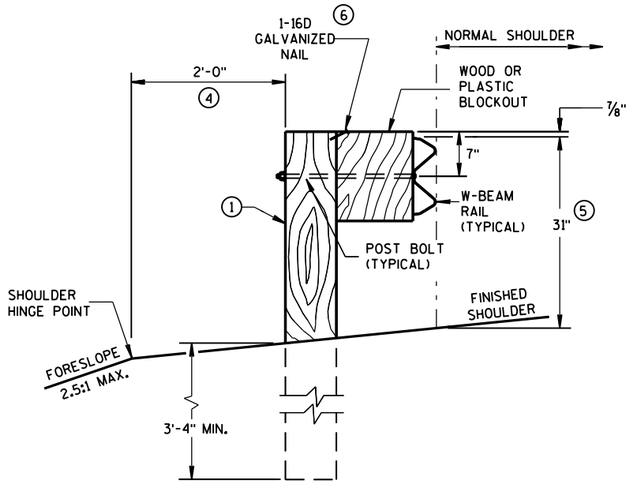
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

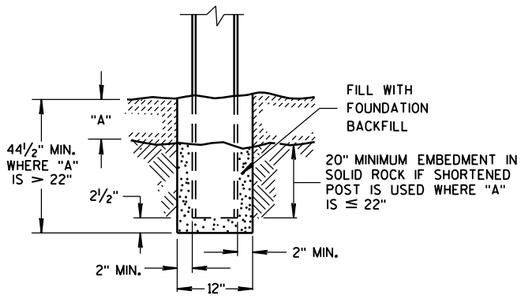
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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



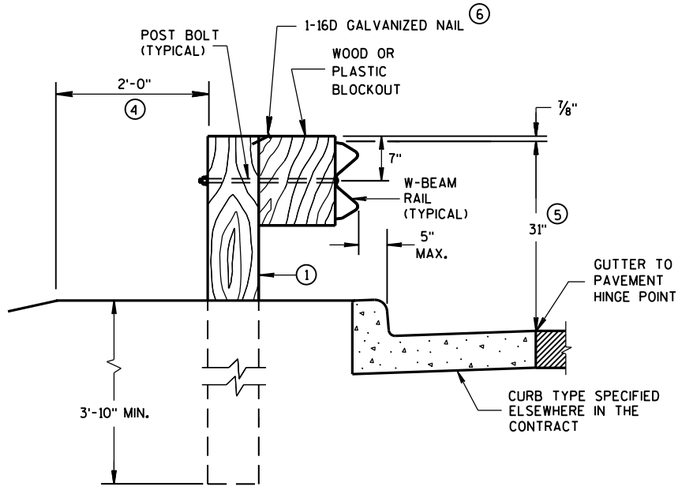
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



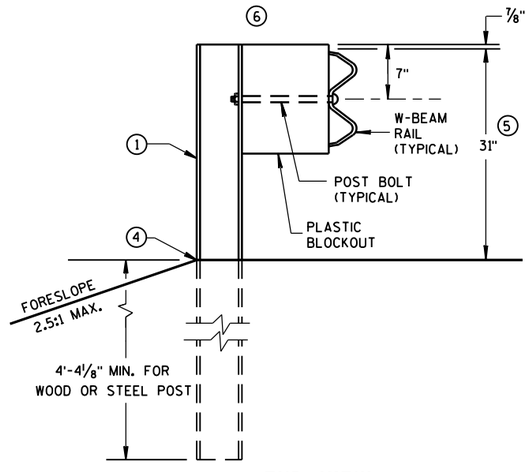
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



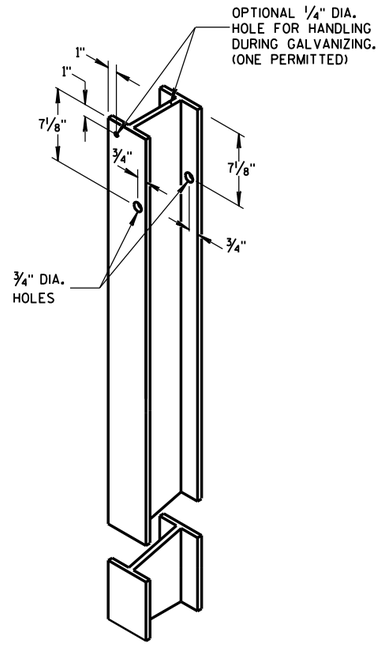
END VIEW

LOCATED ALONG A CURBED ROADWAY

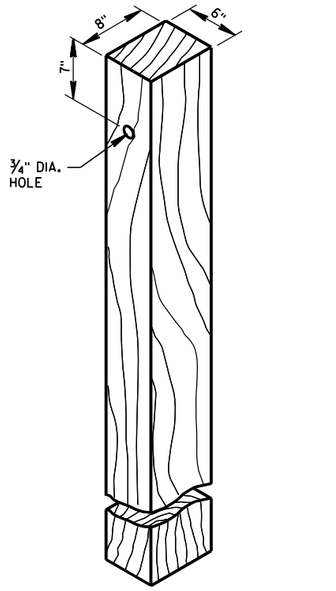


END VIEW

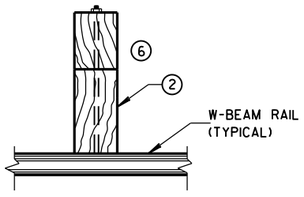
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



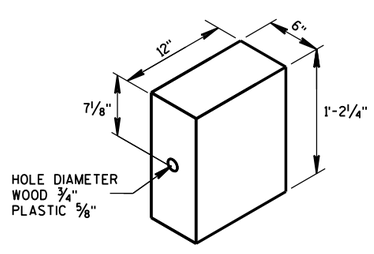
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



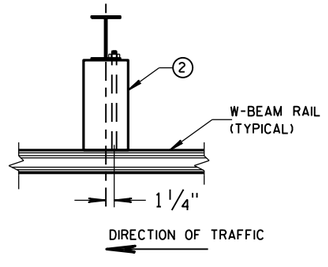
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)



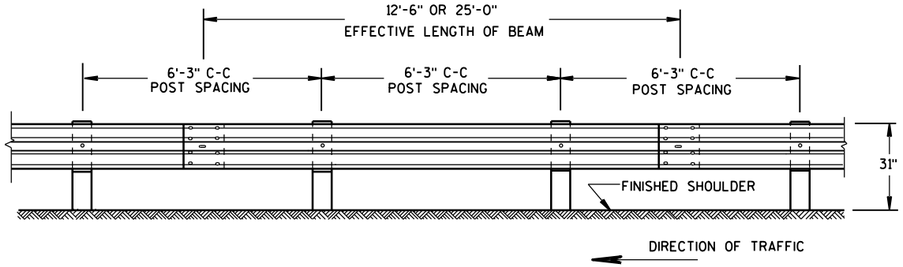
PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

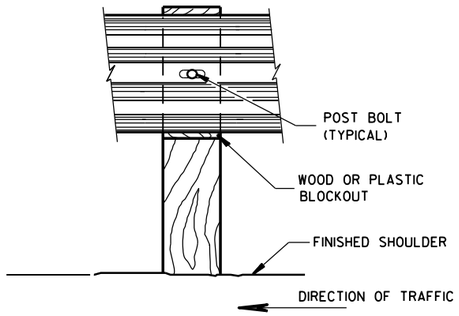
6

S.D.D. 14 B 42-5a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

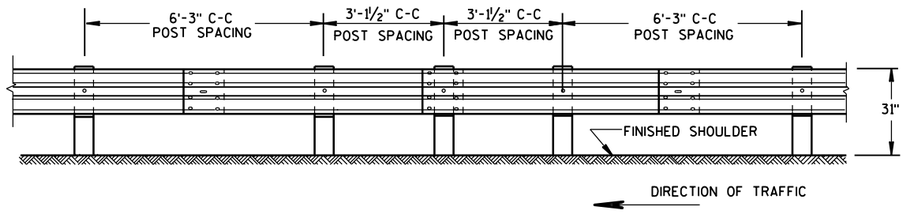
GENERAL NOTES

(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.

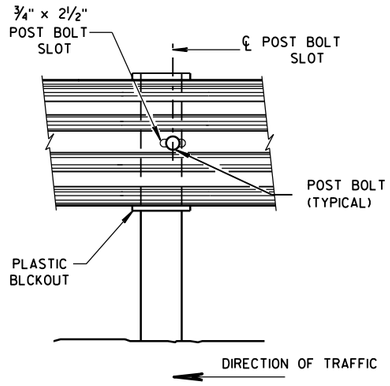
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

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.

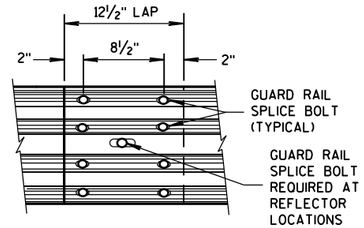


FRONT VIEW

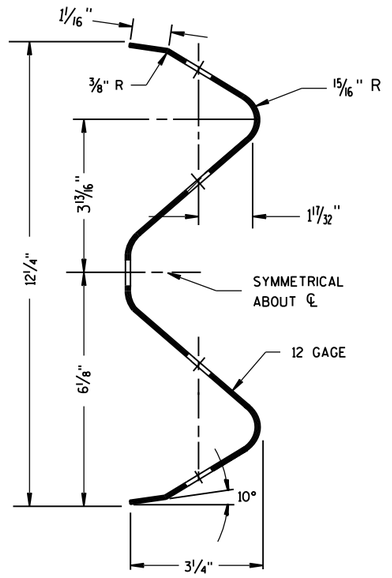
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



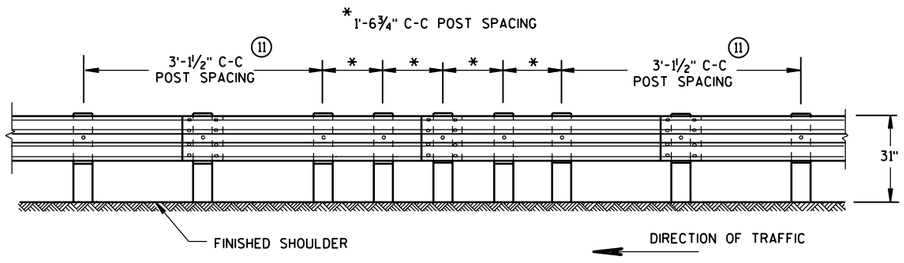
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

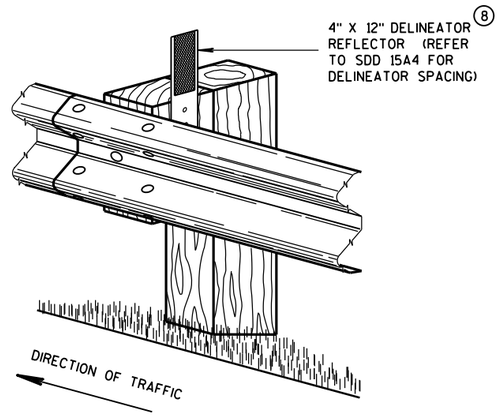


SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)



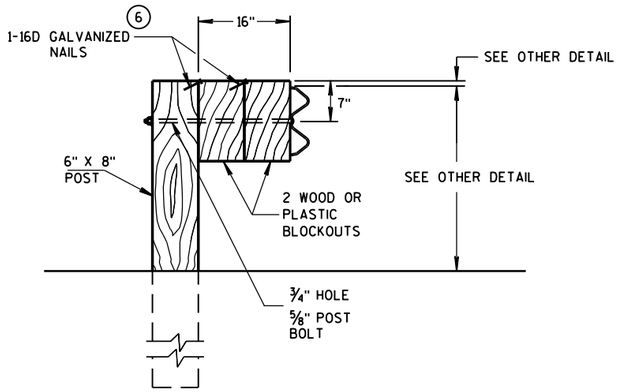
ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

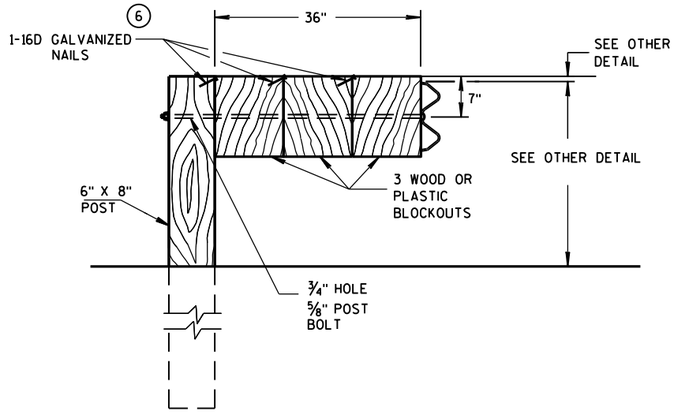
6

S.D.D. 14 B 42-5b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

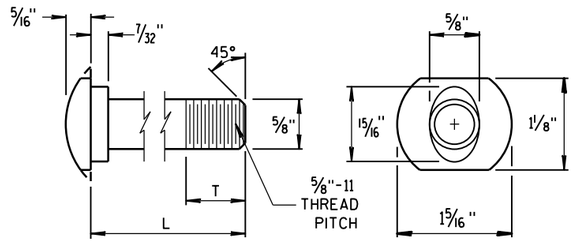


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

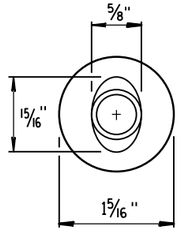
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

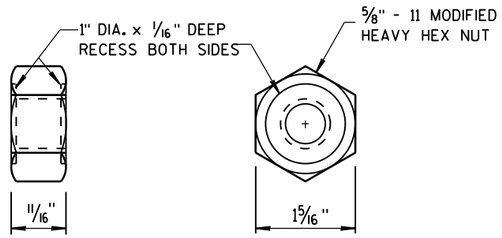


POST BOLT TABLE

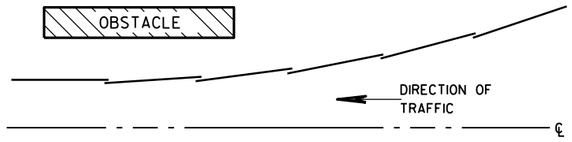
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

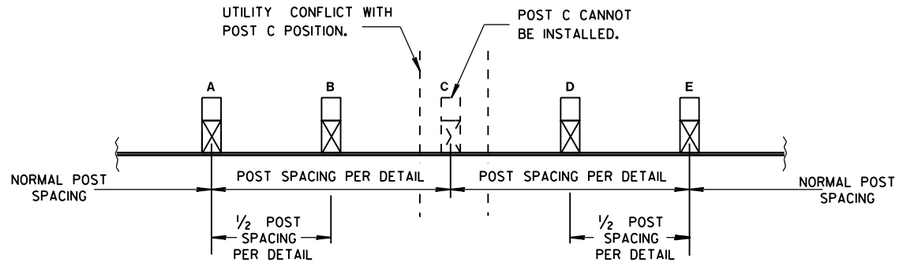


POST BOLT, SPLICE BOLT AND RECESS NUT

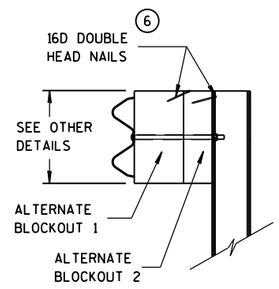


PLAN VIEW

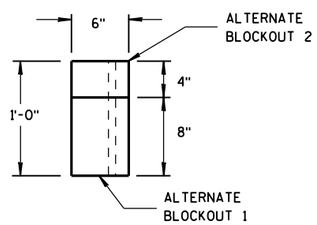
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

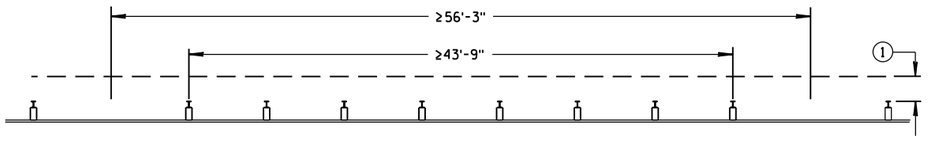
ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

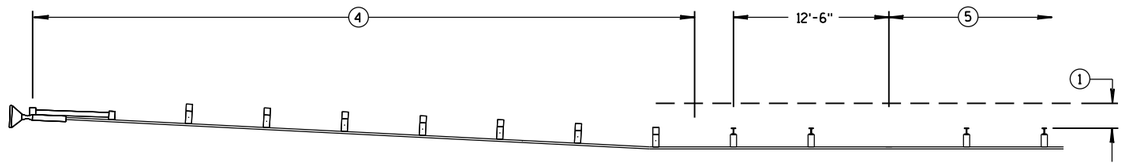
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

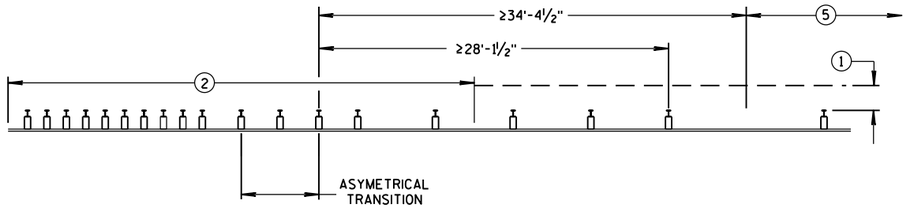
S.D.D. 14 B 42-5c



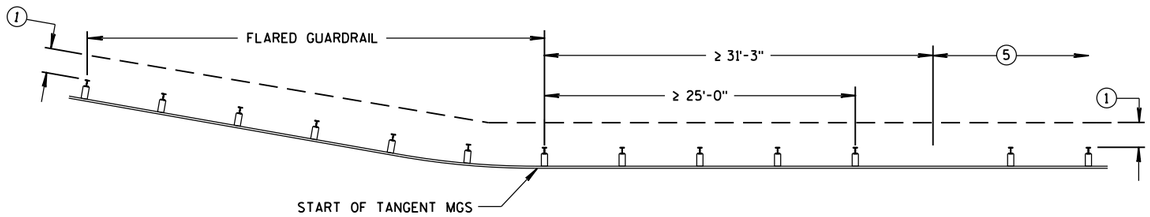
MISSING POST IN NORMAL BEAM GUARD RUN



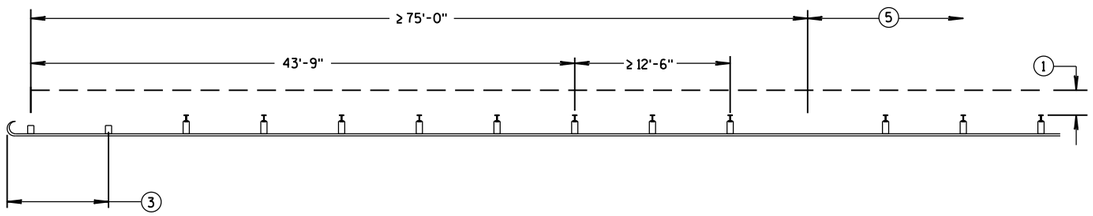
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



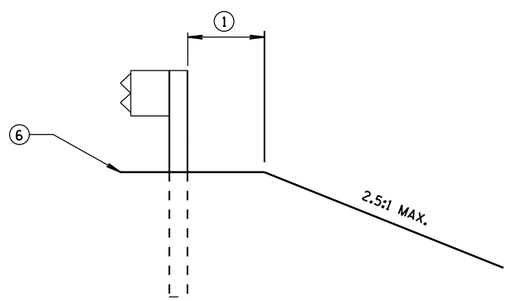
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



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

GENERAL NOTES

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

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

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

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

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

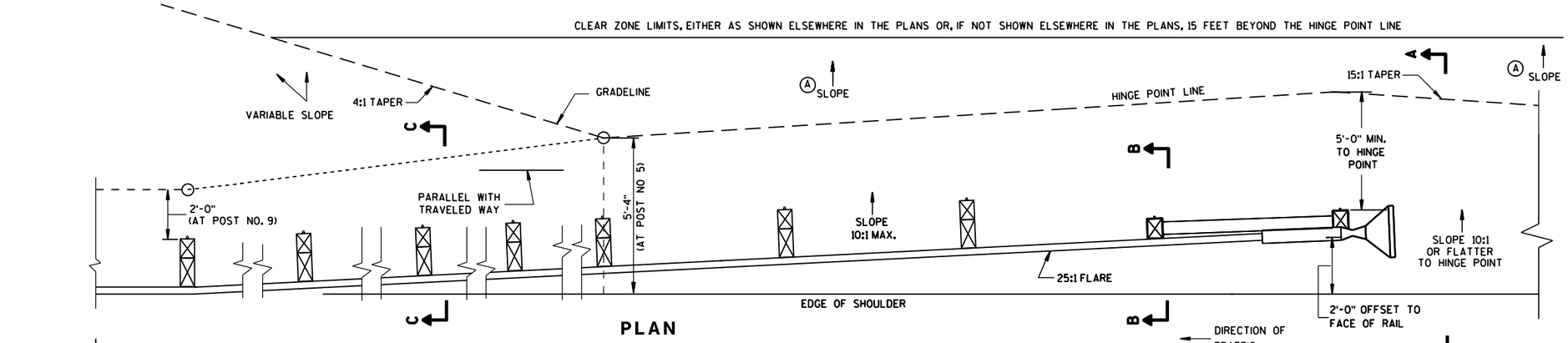
SEE SDD 14B42 FOR MORE INFORMATION.

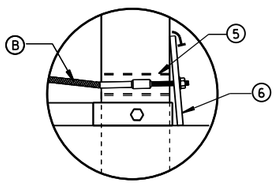
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

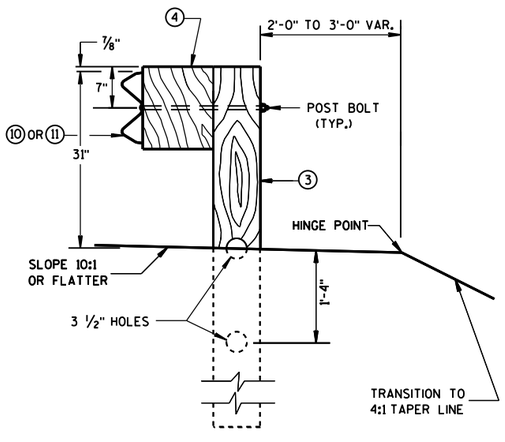
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

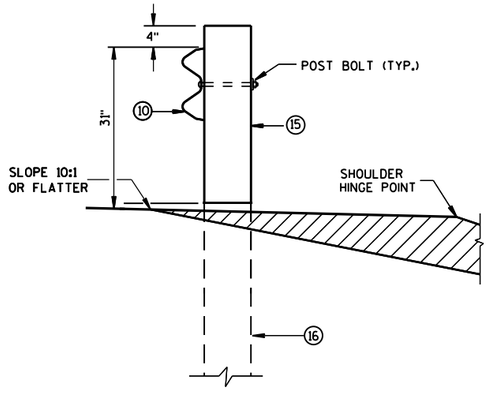
THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.



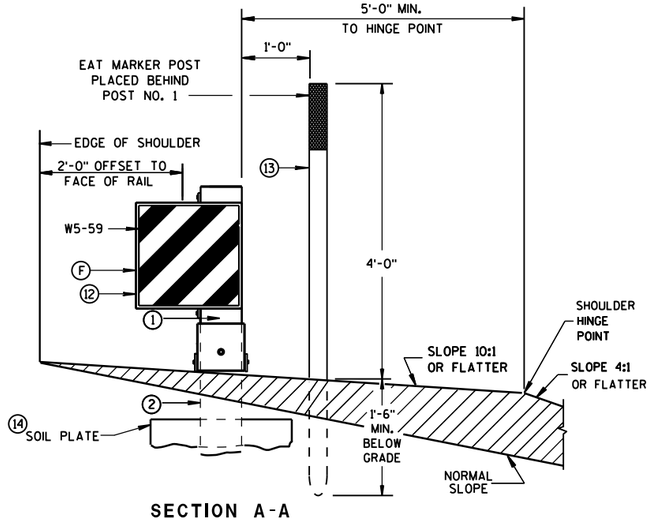




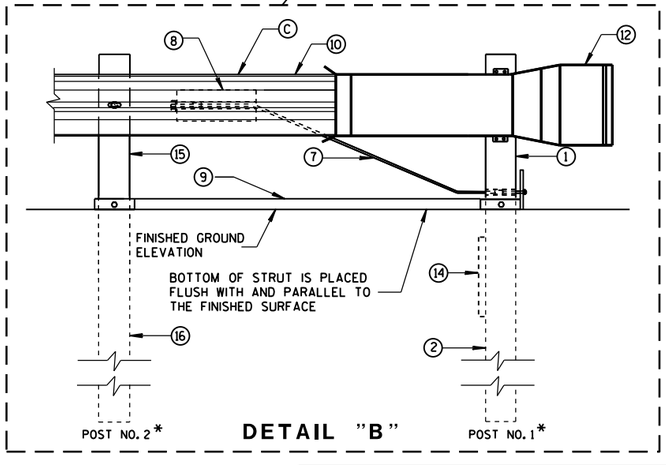
SECTION C-C
TYPICAL AT POST NOS. 3-9



SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

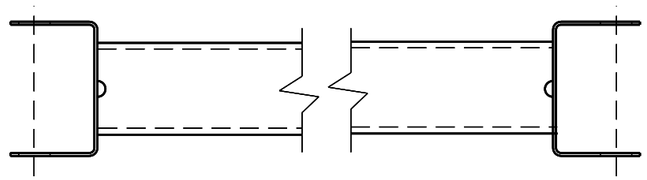
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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S.D.D. 14 B 44-3a

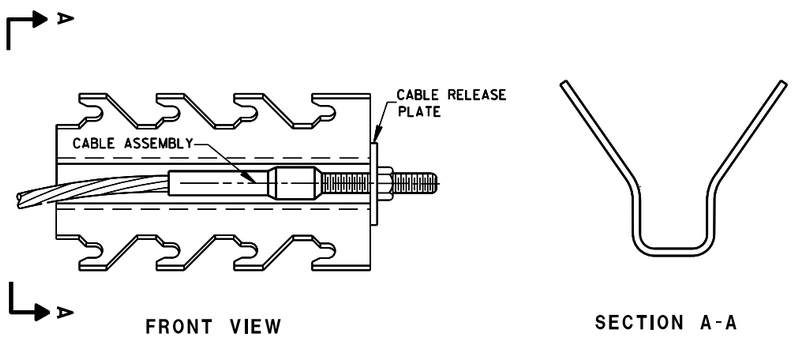
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S.D.D. 14 B 44-3a



(9) (H)

GENERIC GROUND STRUT



FRONT VIEW

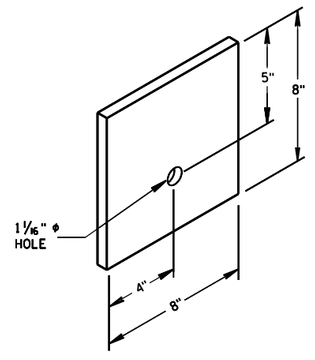
SECTION A-A

(8) (H)

GENERIC ANCHOR CABLE BOX

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



(6)

BEARING PLATE

6

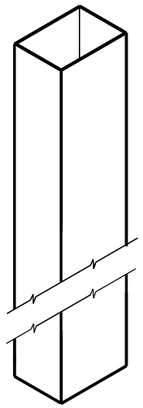
6

S.D.D. 14 B 44-3b

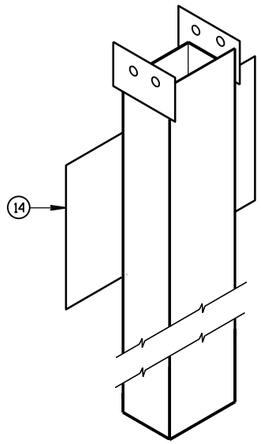
S.D.D. 14 B 44-3b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

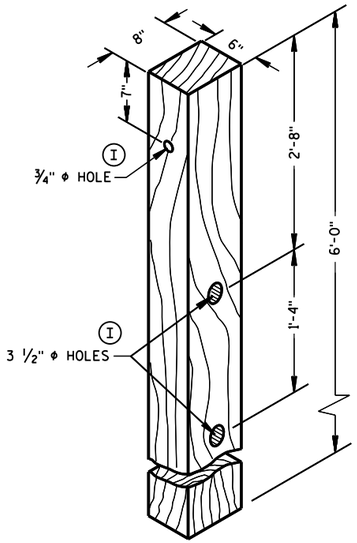
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



UPPER POST NO. 1 (1)

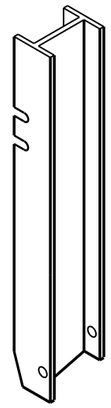


LOWER POST NO. 1 (2)

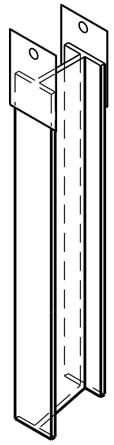


POSTS NUMBER 3-9

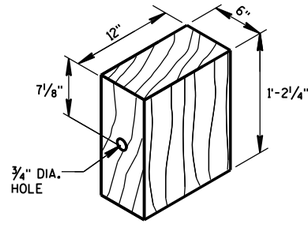
WOOD CRT POST (3)



UPPER POST NO. 2 (15)

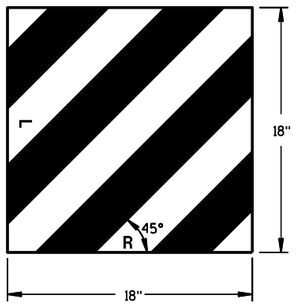


LOWER POST NO. 2 (16)



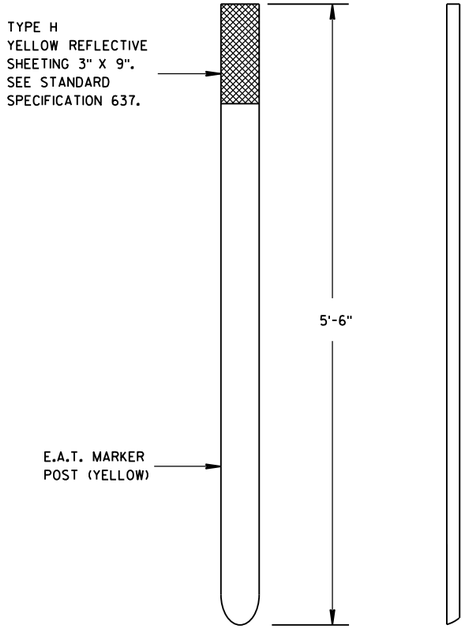
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



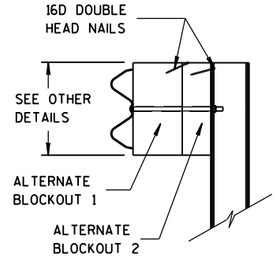
W5-59

REFLECTIVE SHEETING DETAIL (H)

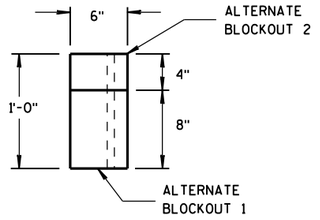


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

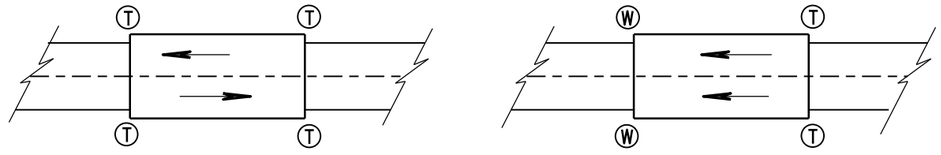
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS
UNIT SUPERVISOR

FHWA

6

S.D.D. 14 B 44-3c



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

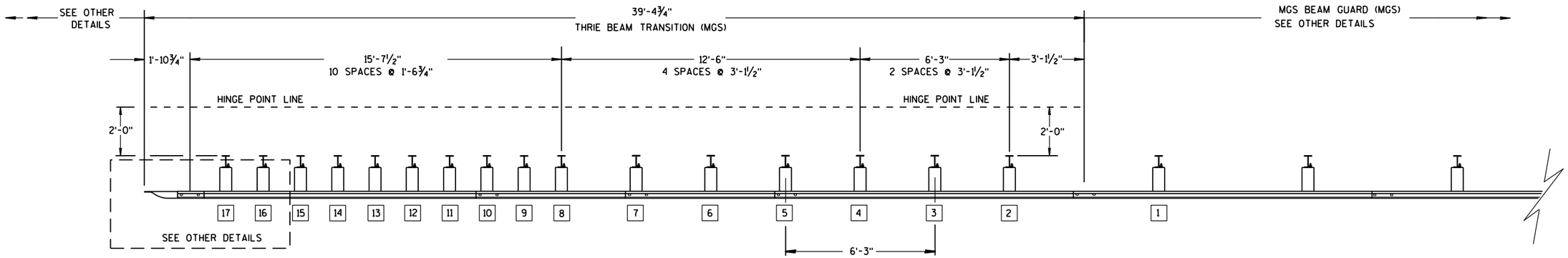
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

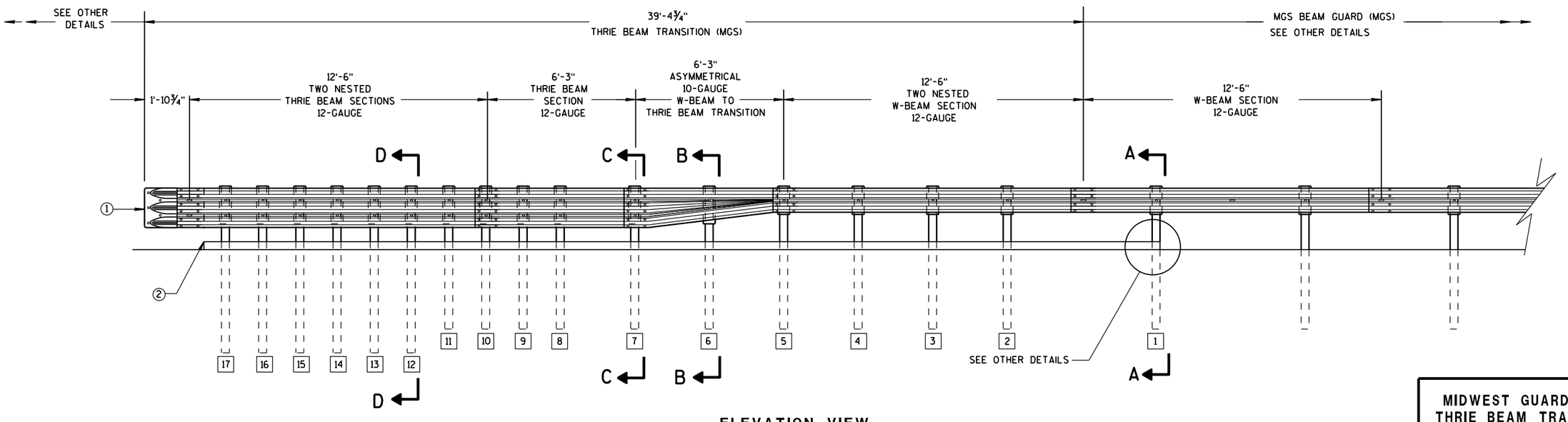
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

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

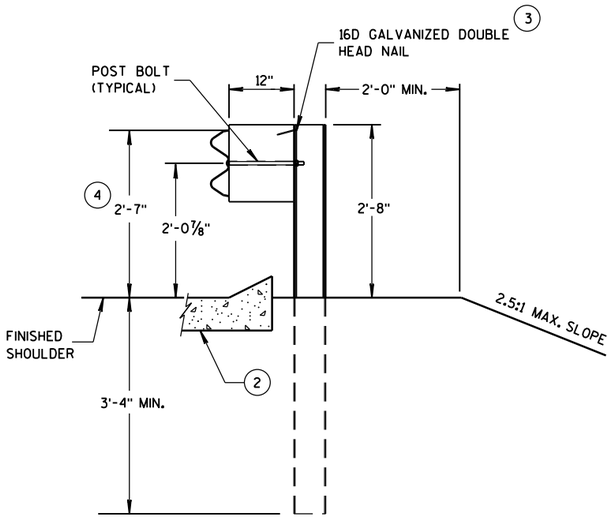
S.D.D. 14 B 45-4a

GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE_FEATURE SEE PLAN FOR INFORMATION.

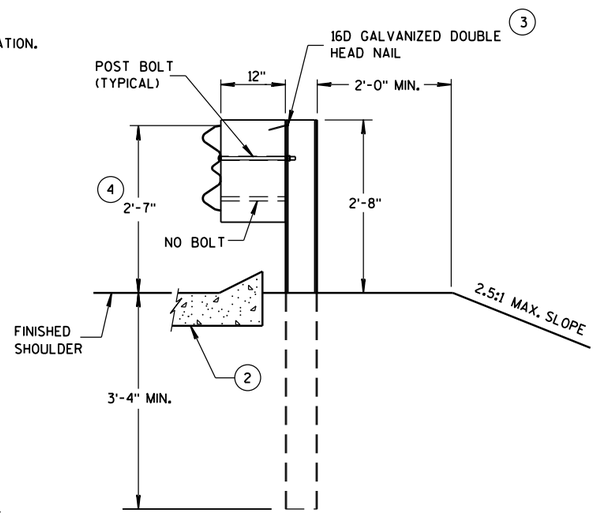
(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



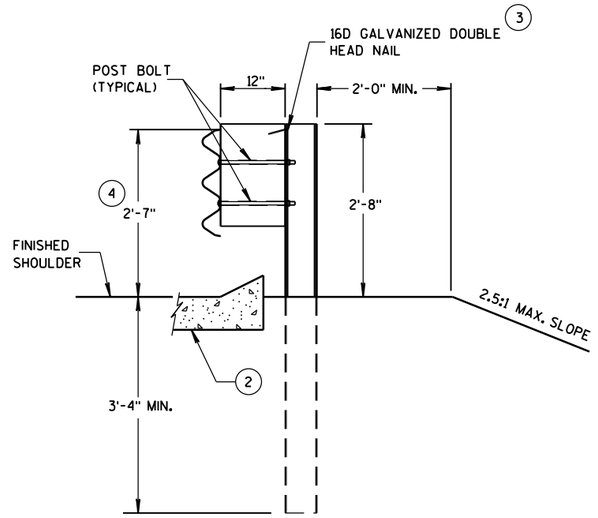
SECTION A-A

POSTS 1-5



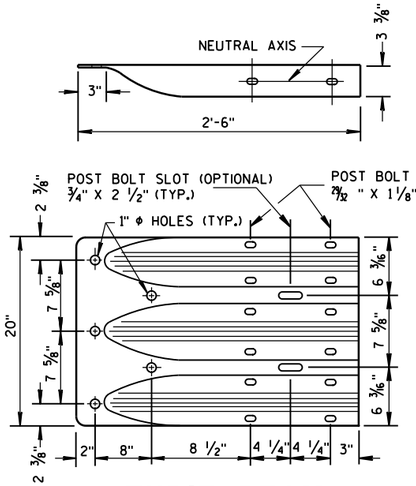
SECTION B-B

POST 6



SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR

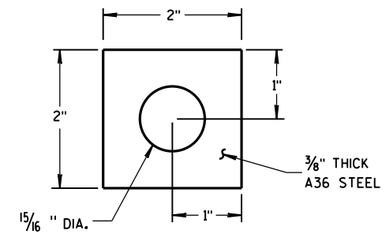
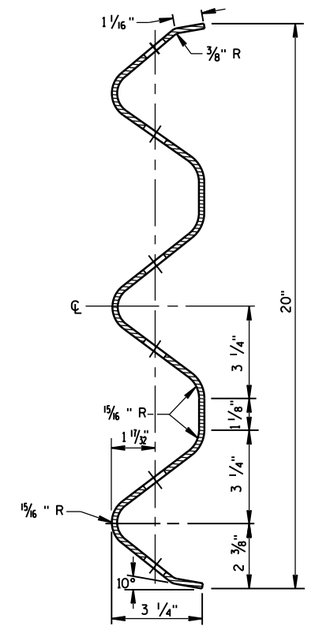
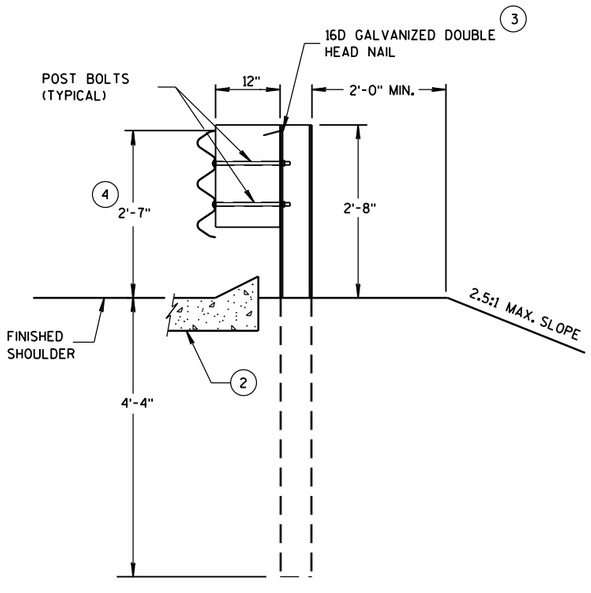


PLATE WASHER DETAIL

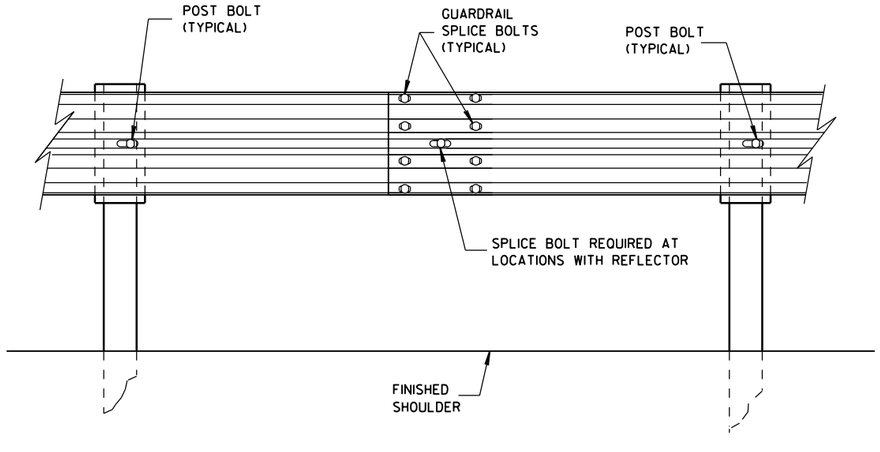


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-17



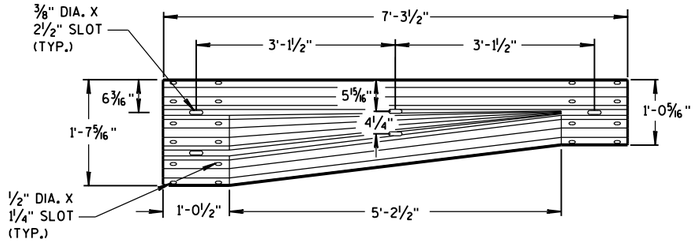
SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

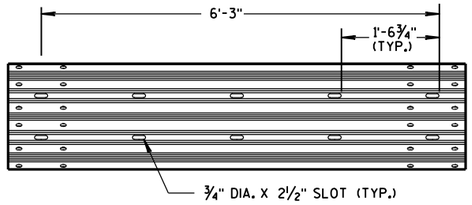
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

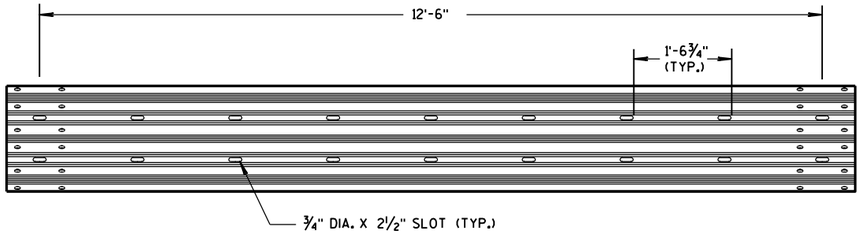
S.D.D. 14 B 45-4b



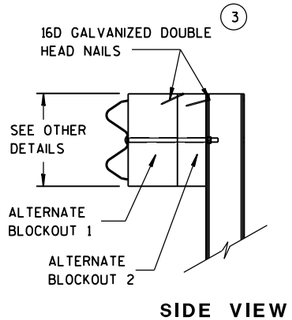
W-BEAM TO THRIE BEAM TRANSITION SECTION



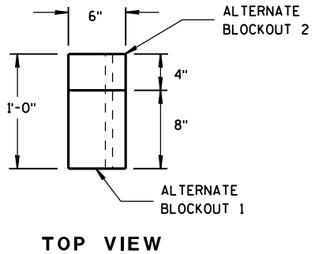
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

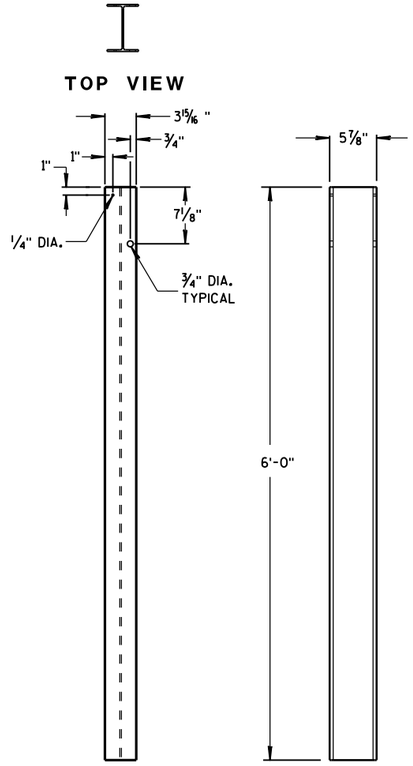


SIDE VIEW

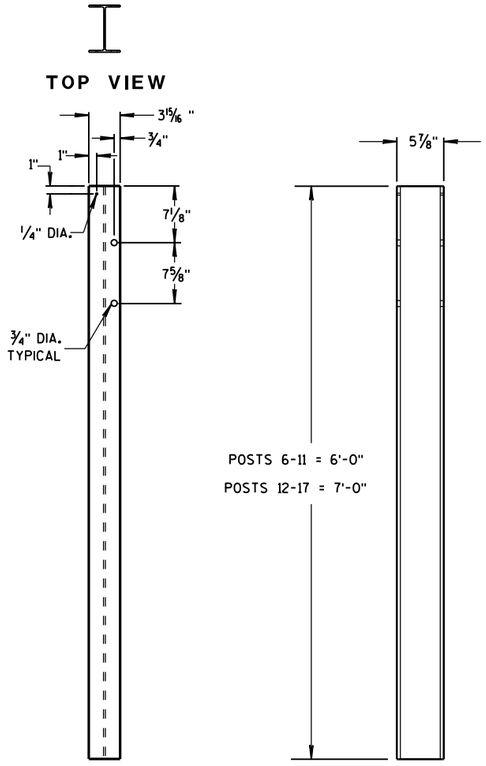


TOP VIEW

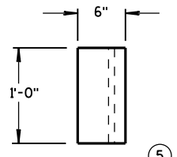
ALTERNATE WOOD BLOCKOUT DETAIL



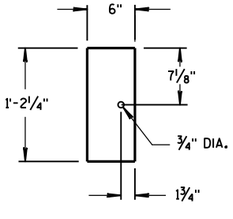
STEEL POSTS 1-5



STEEL POSTS 6-17

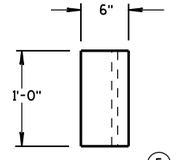


TOP VIEW (5)

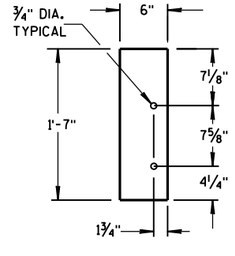


FRONT VIEW

BLOCKOUT POSTS 1-5



TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

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

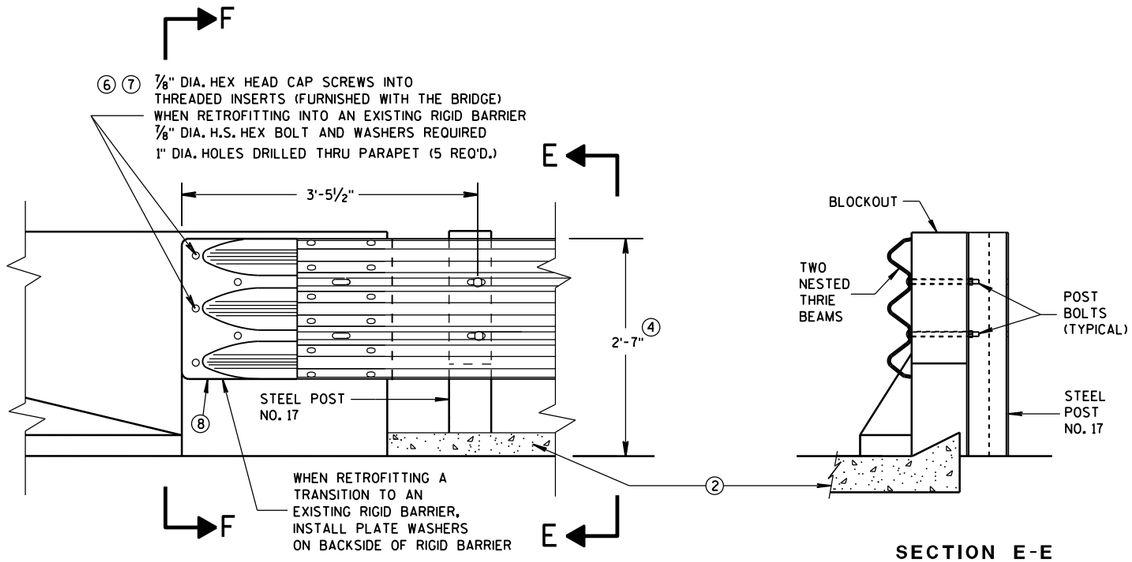
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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.

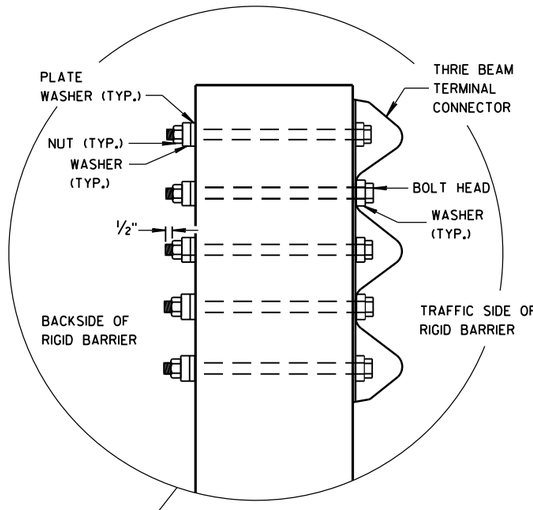
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

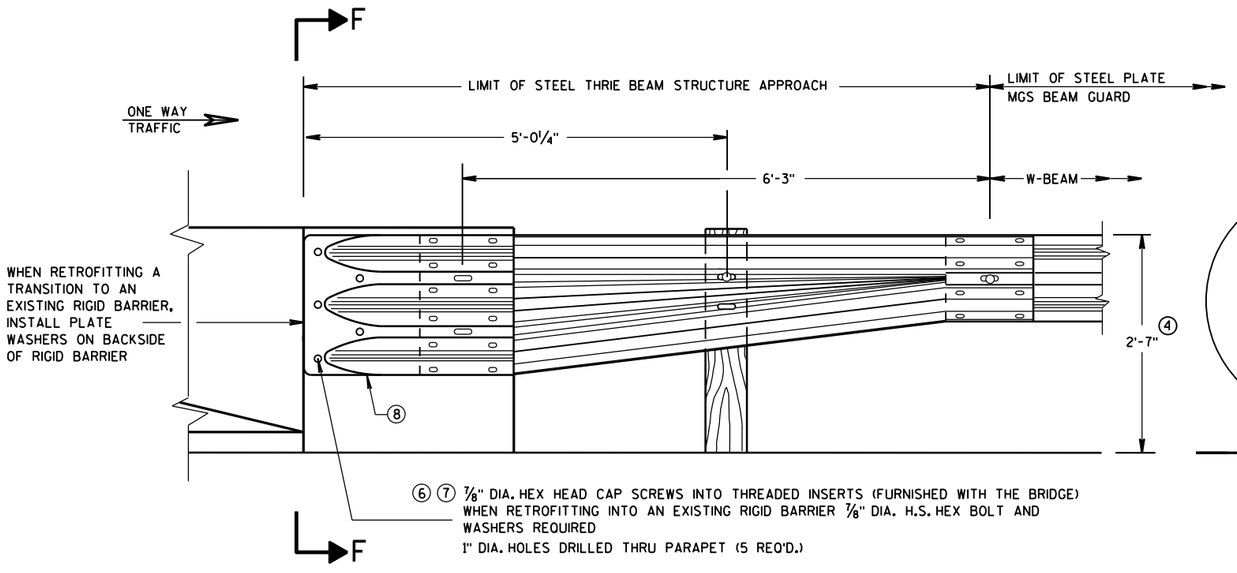
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

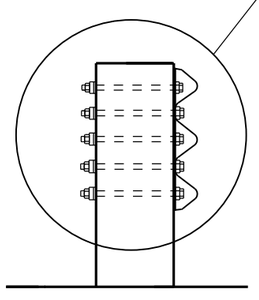
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

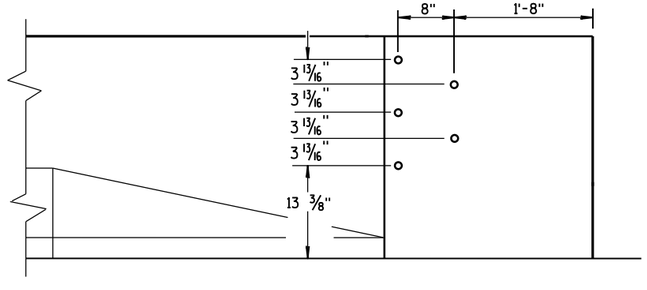




FRONT VIEW



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

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.

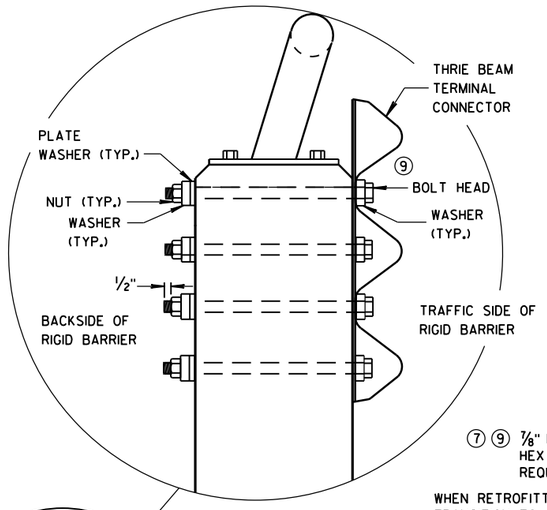
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

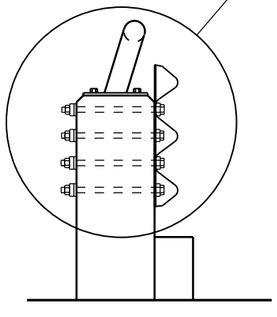
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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.

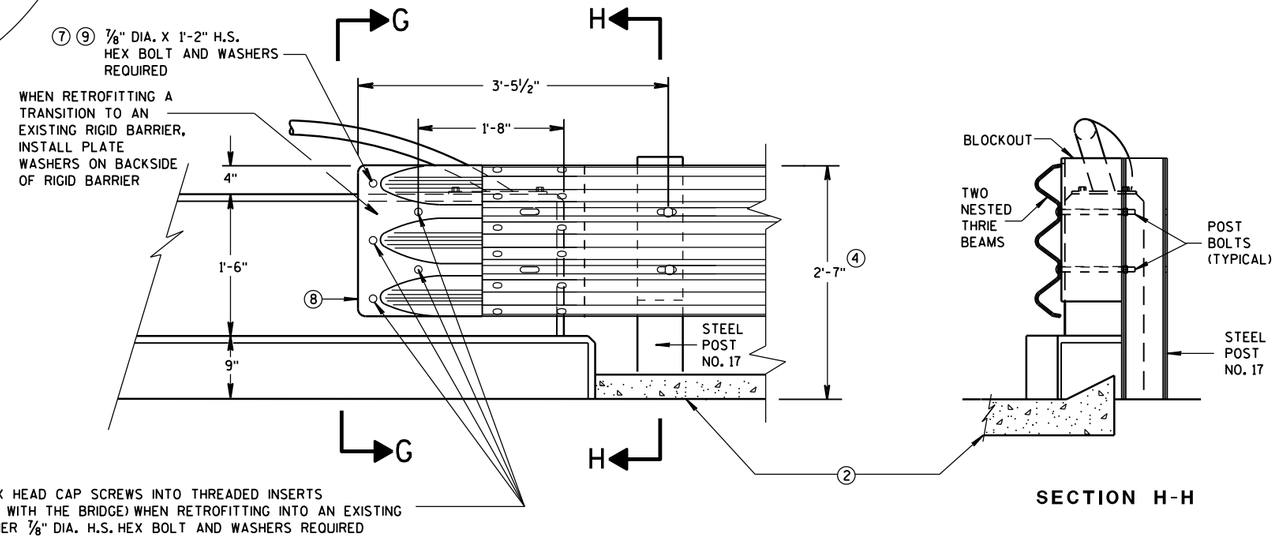
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

(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.





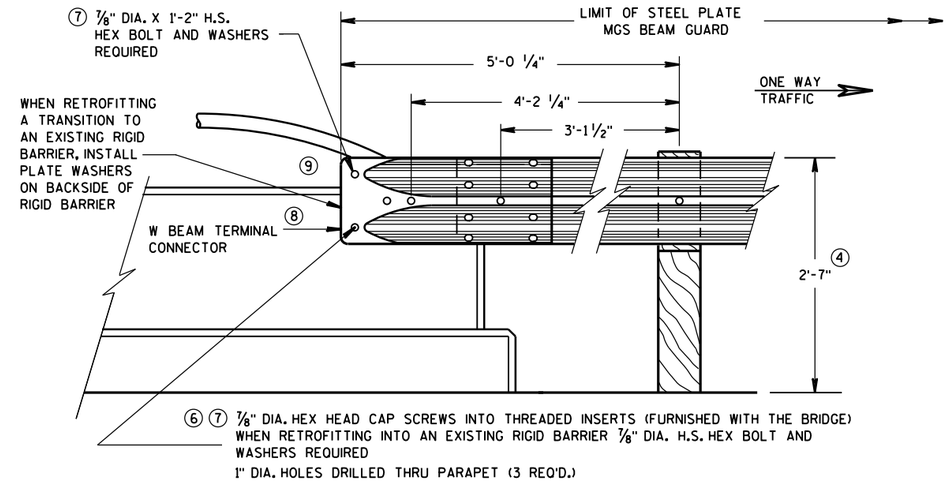
SECTION G-G



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

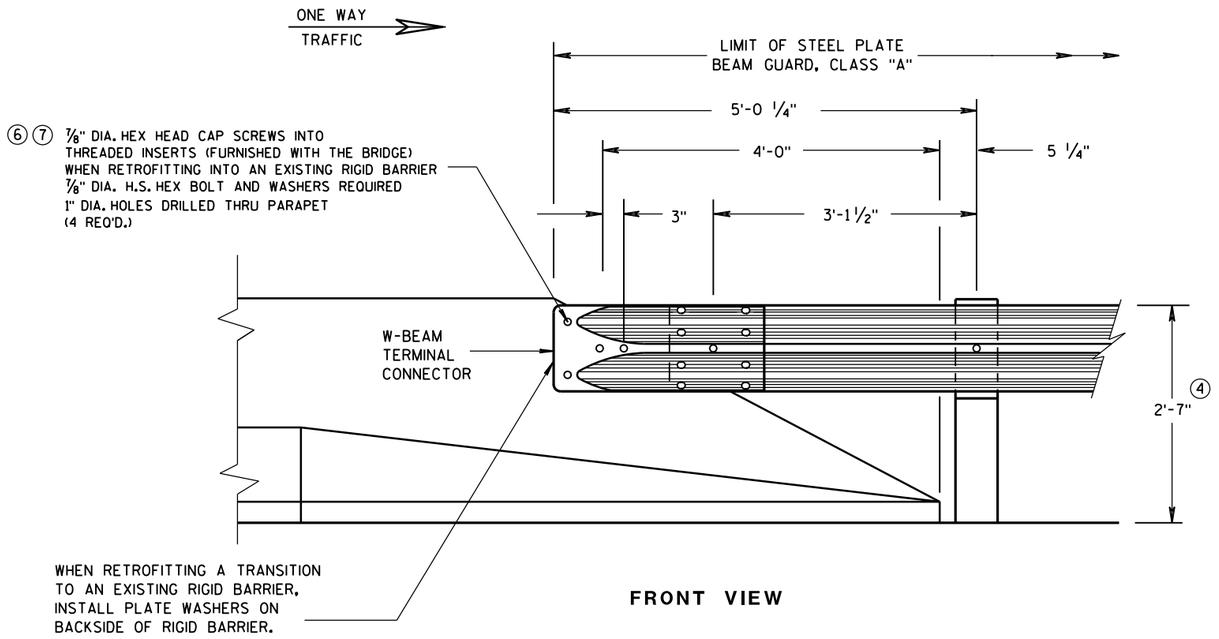
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S.D.D. 14 B 45-4e

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)

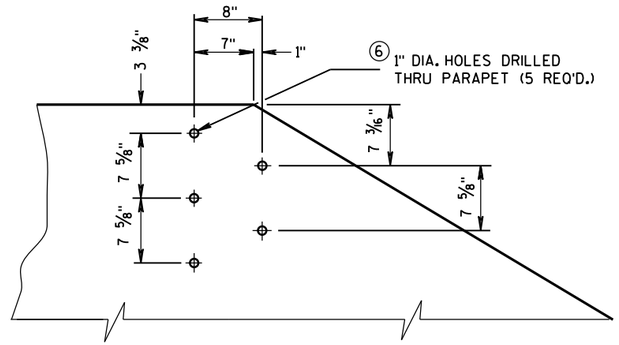
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

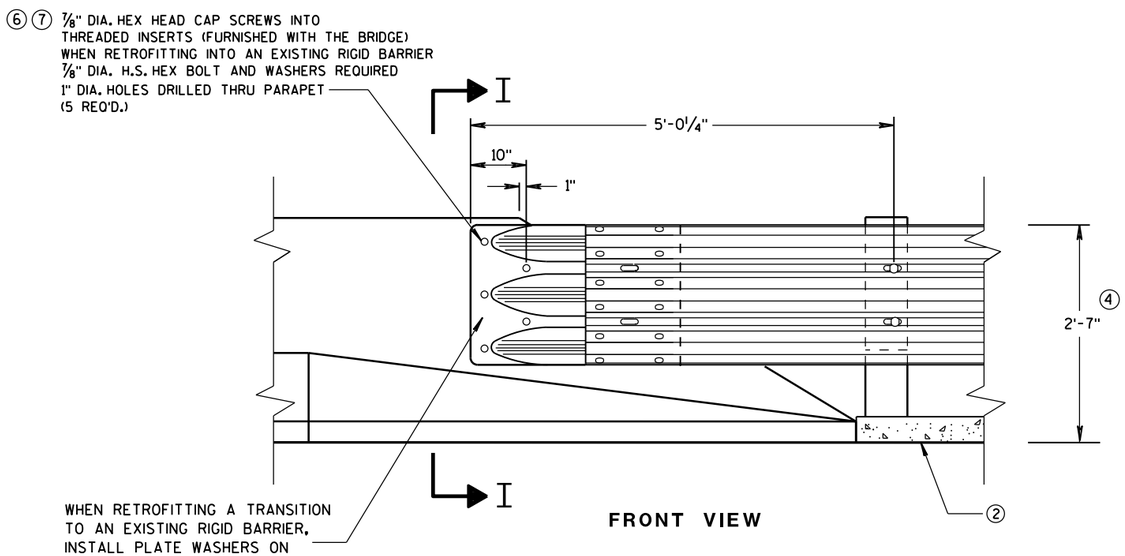
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

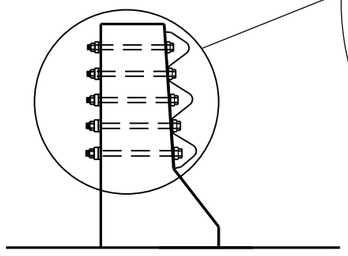
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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.



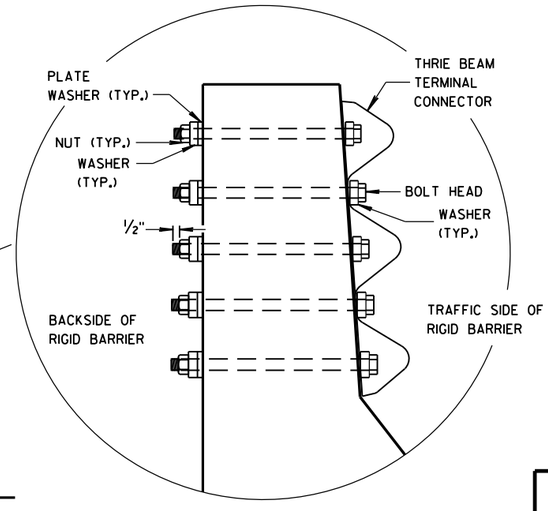
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



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

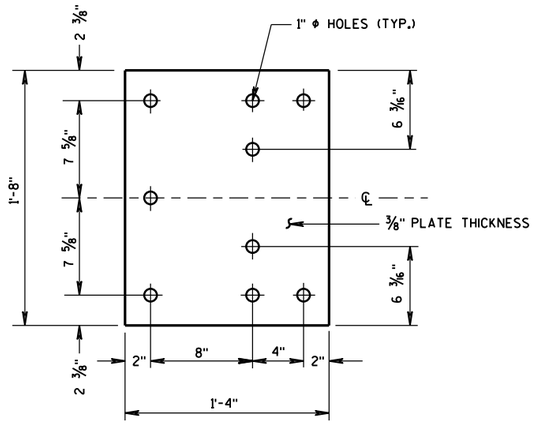
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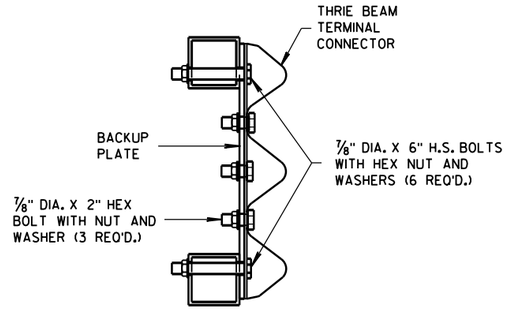
S.D.D. 14 B 45-4f

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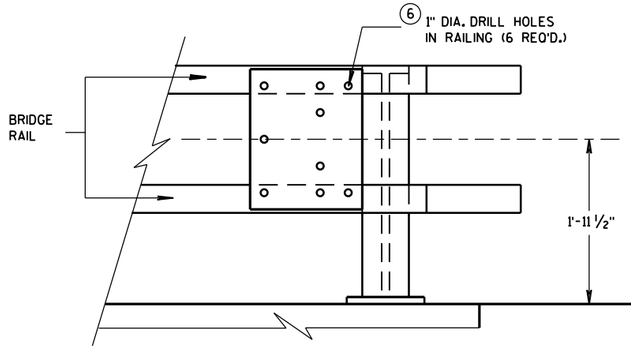
S.D.D. 14 B 45-4f



BACK-UP PLATE DETAIL



SECTION J-J

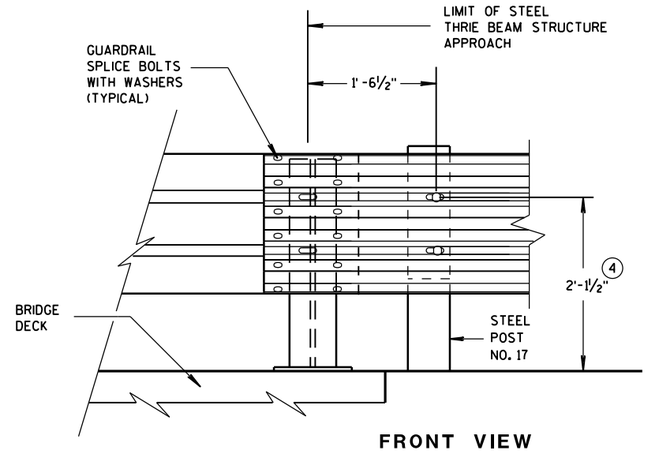


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

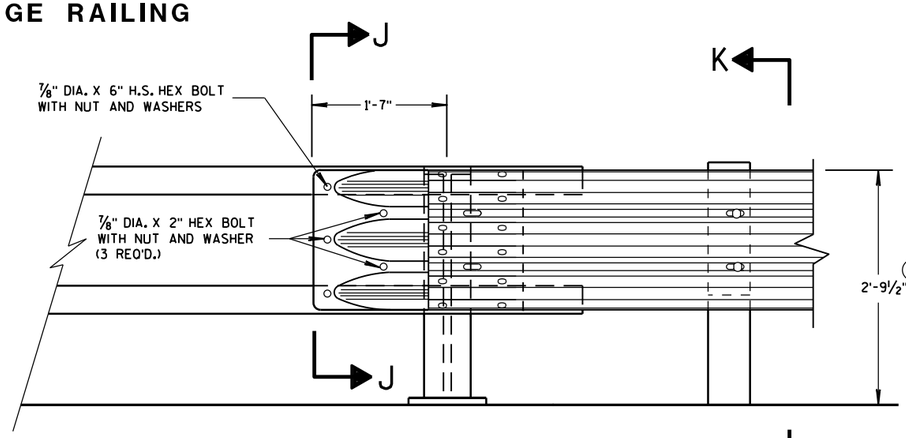
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(6) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

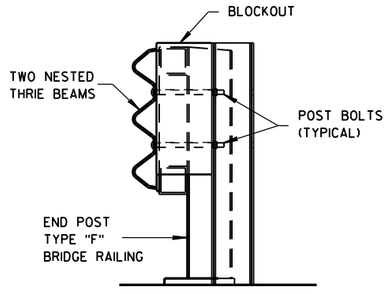


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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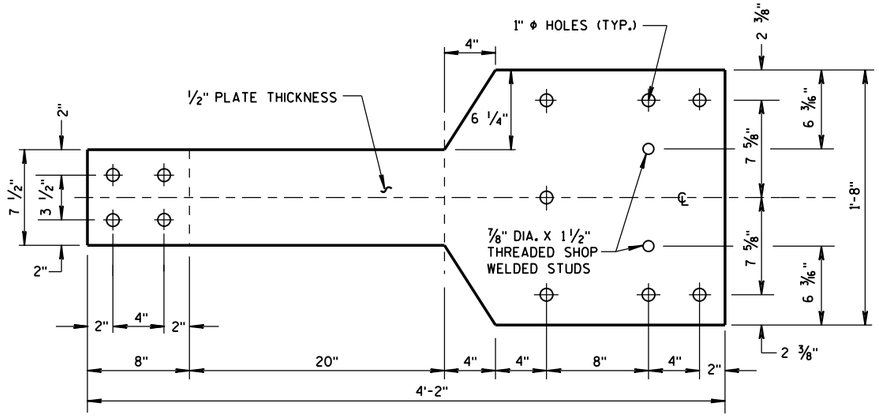
S.D.D. 14 B 45-4g

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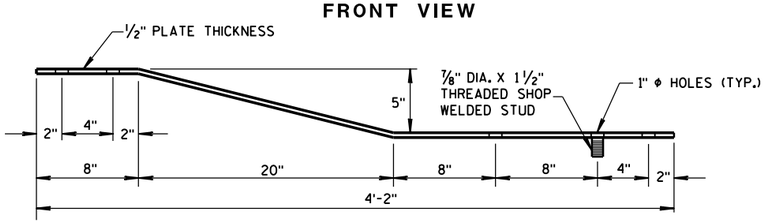
S.D.D. 14 B 45-4g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

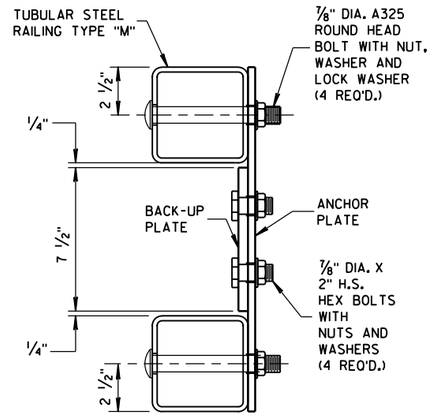


FRONT VIEW

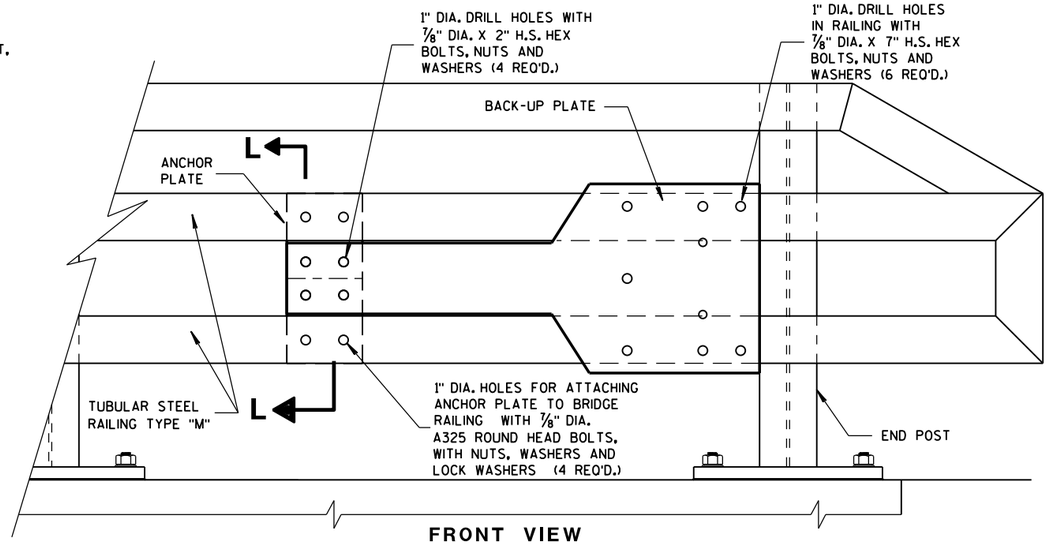


PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

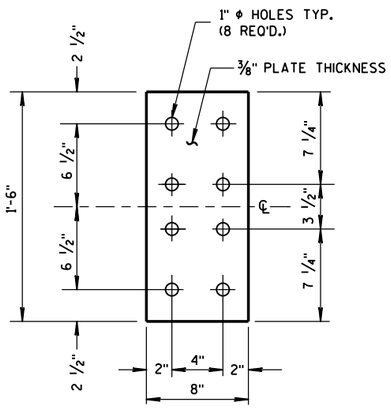


SECTION L-L



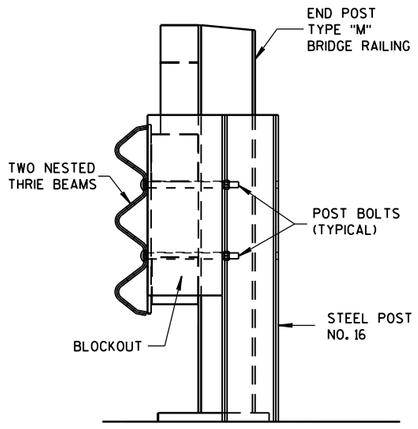
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"

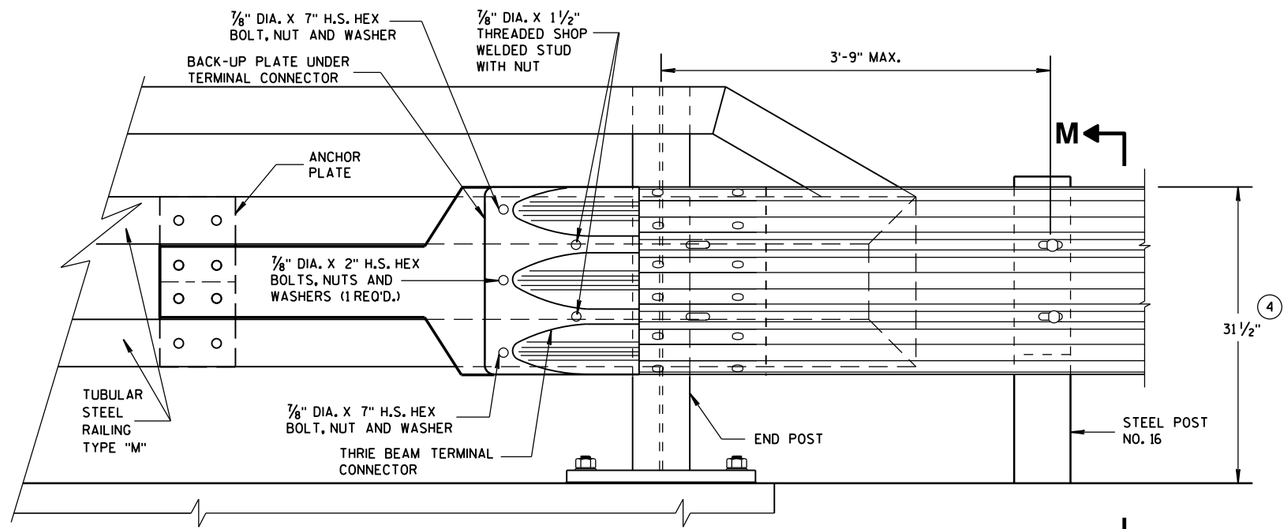


FRONT VIEW

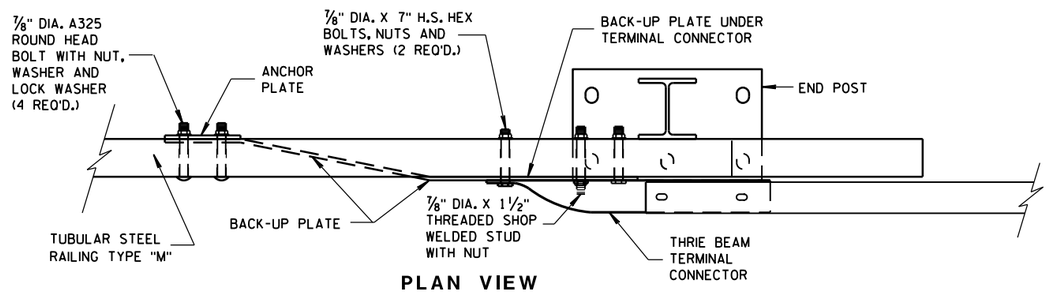
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

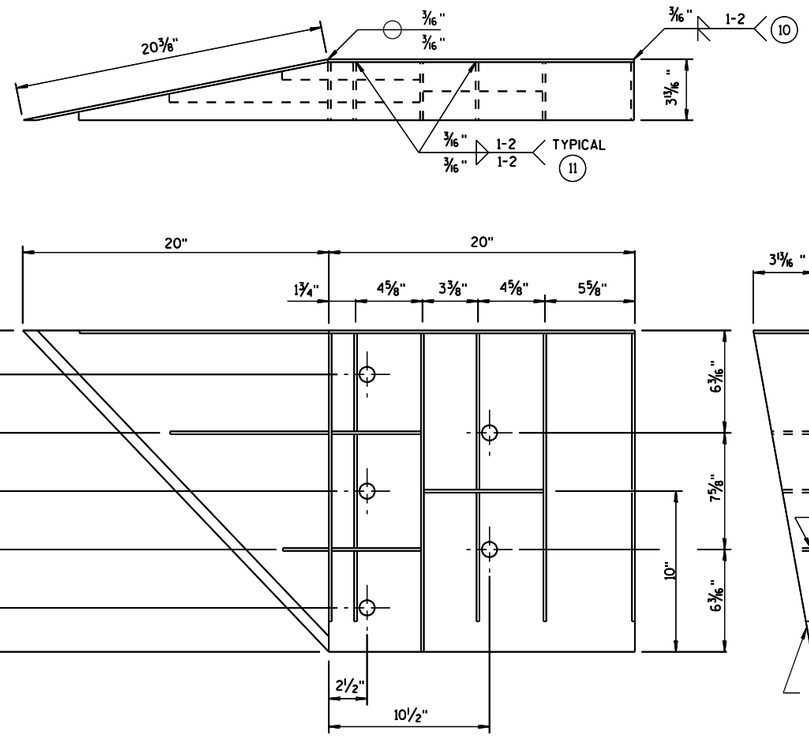
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FHWA

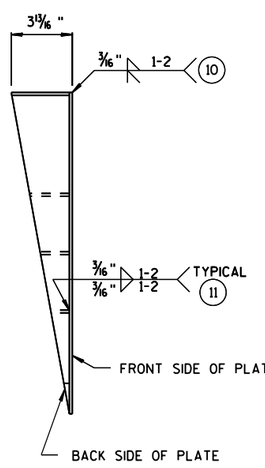
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WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

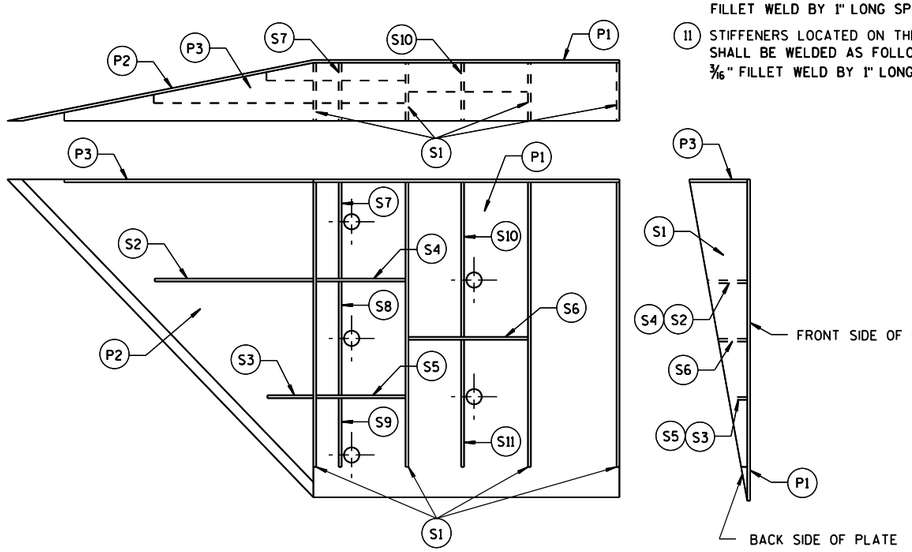


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE ⅜" THICK.

ALL STIFFENERS ARE ¼" 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 ⅜" 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:
⅜" 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"	⅜"
P2	1		20" x 20" x 28⁹⁄₁₆"	⅜"
P3	1		39" x 3⅝" x 20" x 19⁵⁄₁₆"	⅜"
S1	4		18⁷⁄₁₆" x 3⅜" x 18¾"	¼"
S2	1		10¼" x 2⁷⁄₁₆" x 10⅜" x ½"	¼"
S3	1		3" x 1¹⁄₁₆" x 3⅛" x ½"	¼"
S4	1		6⅛" x 2⁷⁄₁₆"	¼"
S5	1		6⅛" x 1¹⁄₁₆"	¼"
S6	1		7¾" x 1¾"	¼"
S7	1		2⁹⁄₁₆" x 6" x 3⅝" x 5⅞"	¼"
S8	1		1³²⁄₃₂ " x 7½" x 2½" x 7⅜"	¼"
S9	1		6¹⁄₁₆" x 6³⁄₁₆" x 1³²⁄₃₂ "	¼"
S10	1		1⅛" x 9⅞" x 3⅝" x 9¹¹⁄₁₆ "	¼"
S11	1		8½" x 8¾" x 1¹³⁄₁₆ "	¼"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

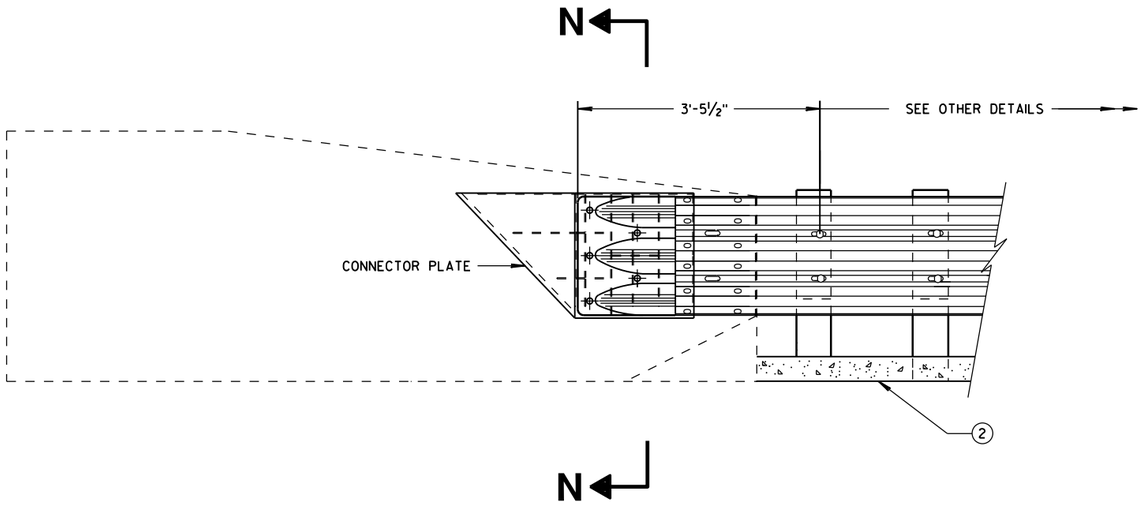
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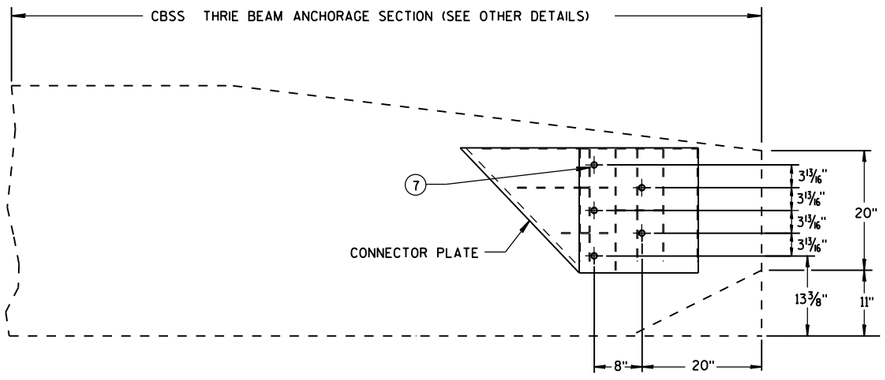
S.D.D. 14 B 45-4i

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S.D.D. 14 B 45-4i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



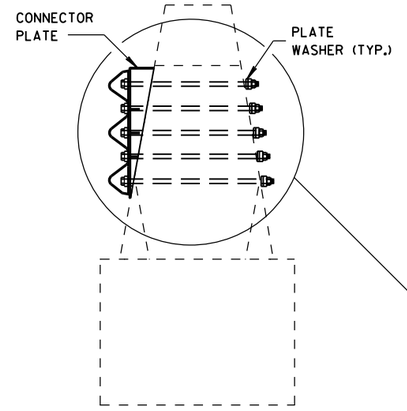
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

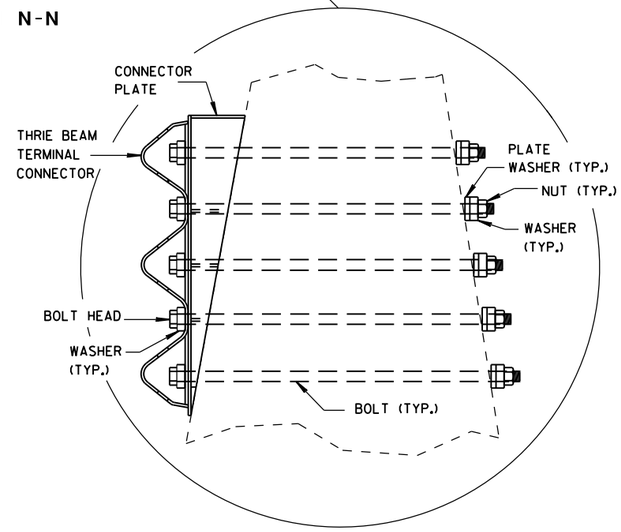
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

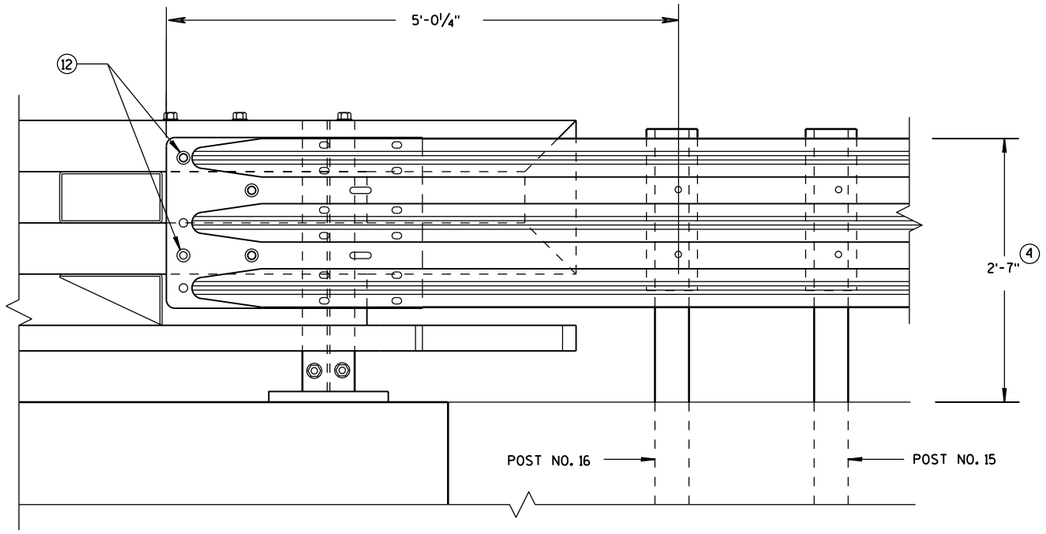
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S.D.D. 14 B 45-4j

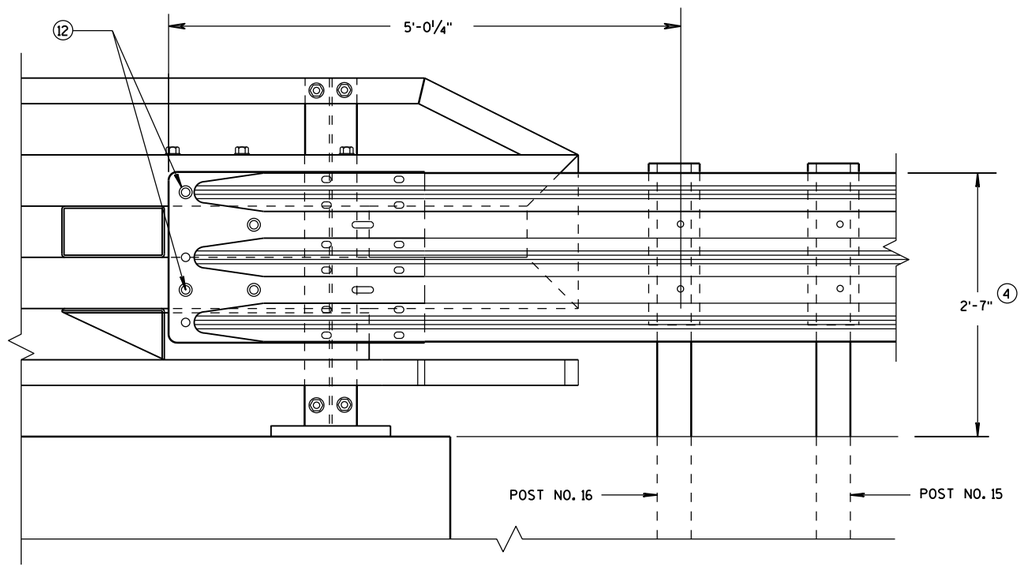
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S.D.D. 14 B 45-4j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

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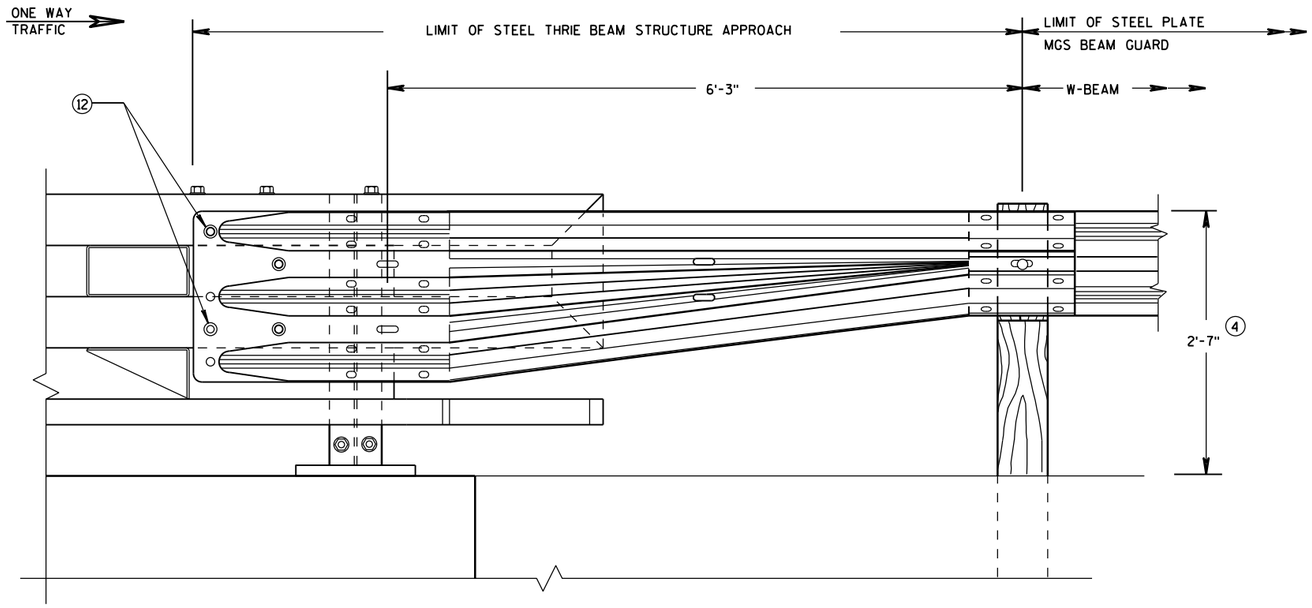
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S.D.D. 14 B 45-4k

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S.D.D. 14 B 45-4k



FRONT VIEW

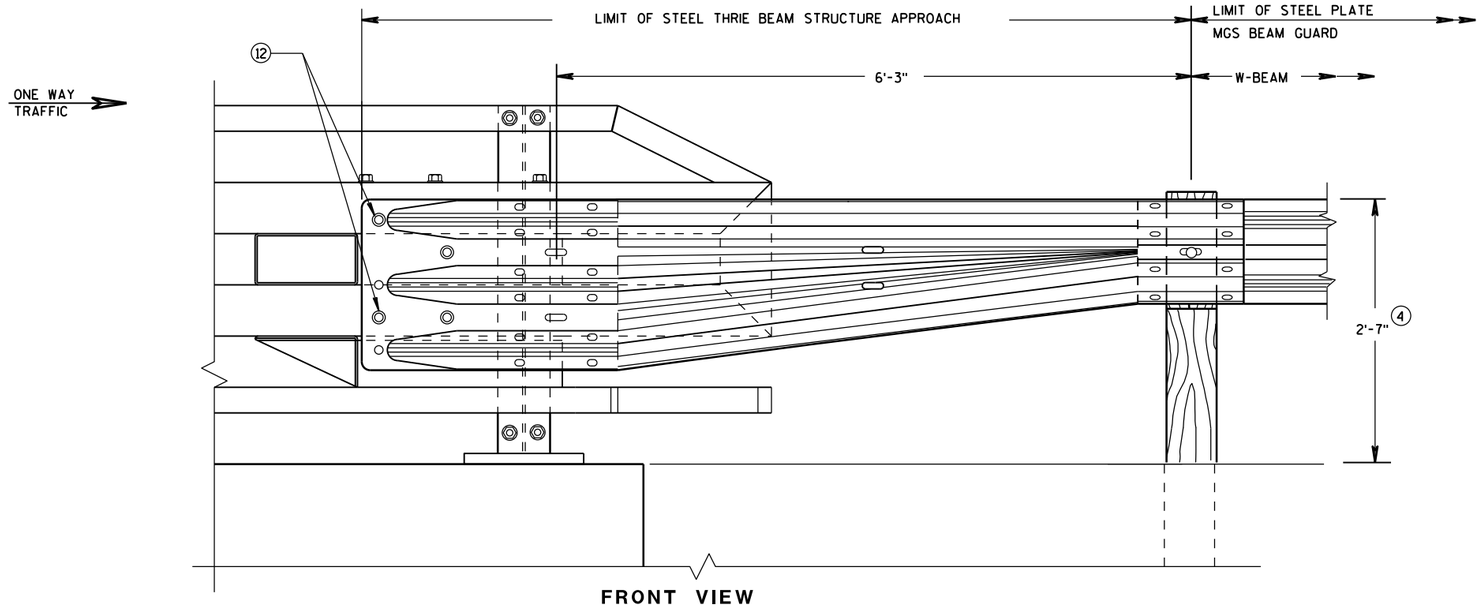
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.



FRONT VIEW

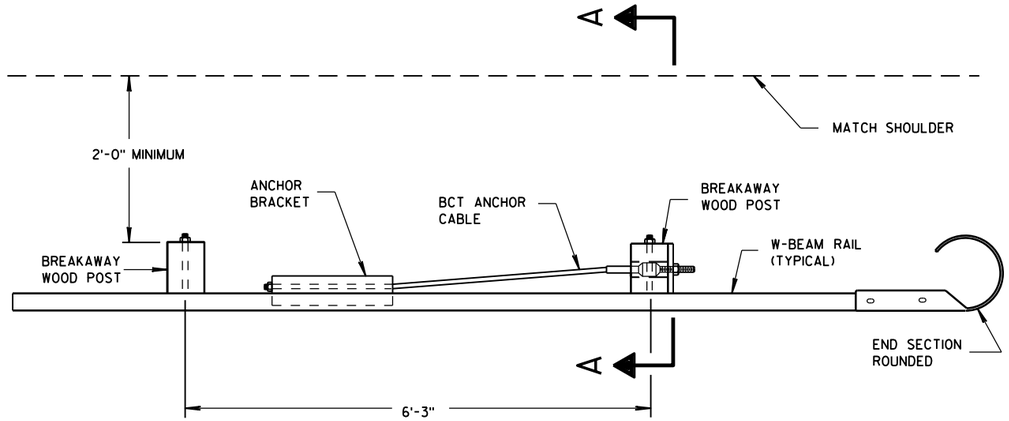
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

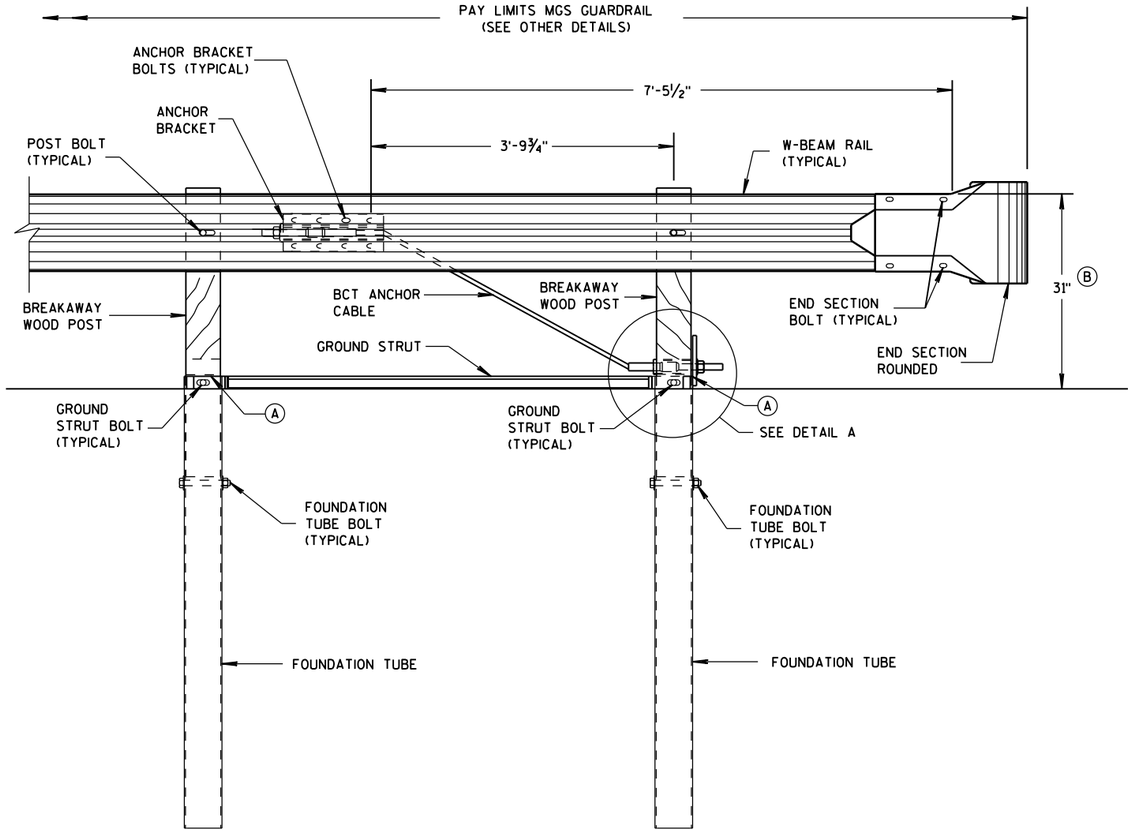
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

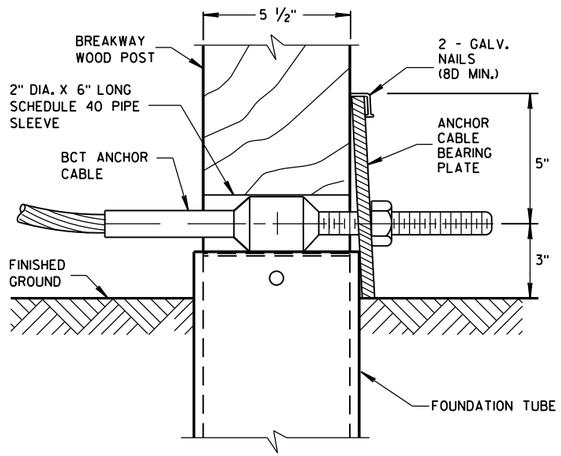


PLAN VIEW



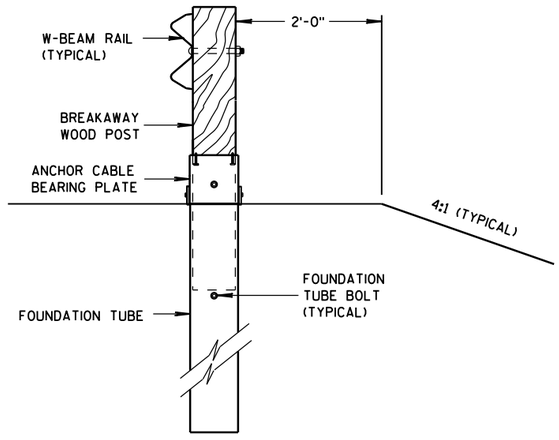
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

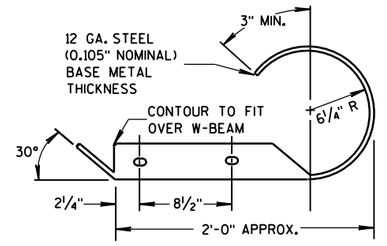
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

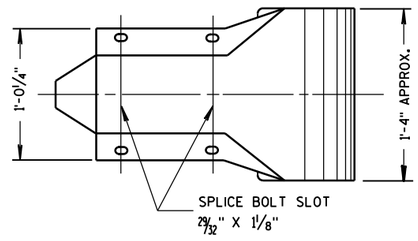
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".



PLAN VIEW



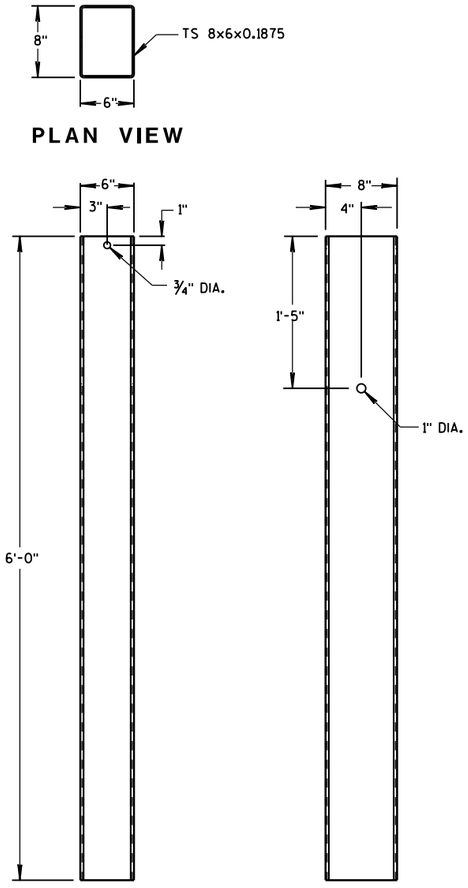
FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

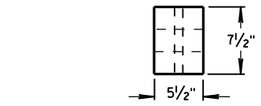
6
S.D.D. 14 B 47-2a



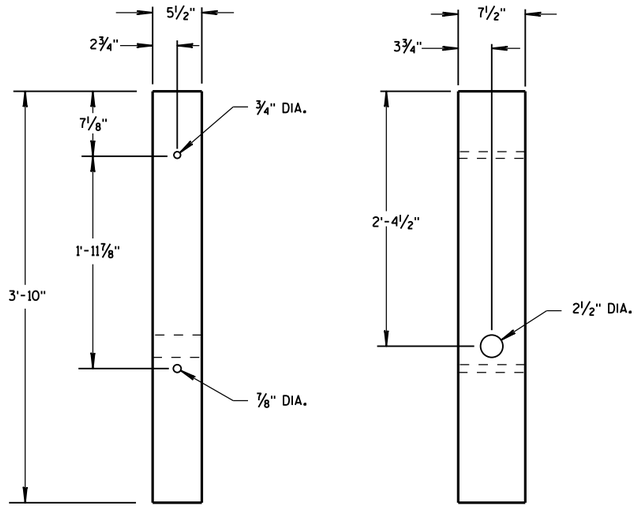
PLAN VIEW

FRONT VIEW SIDE VIEW

FOUNDATION TUBE



PLAN VIEW



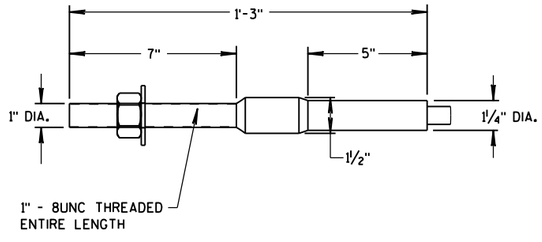
FRONT VIEW SIDE VIEW

BREAKAWAY WOOD POST

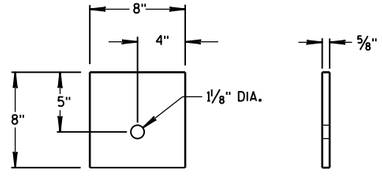
GENERAL NOTES

BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.

BCT ANCHOR CABLE



DETAIL B



SIDE VIEW FRONT VIEW

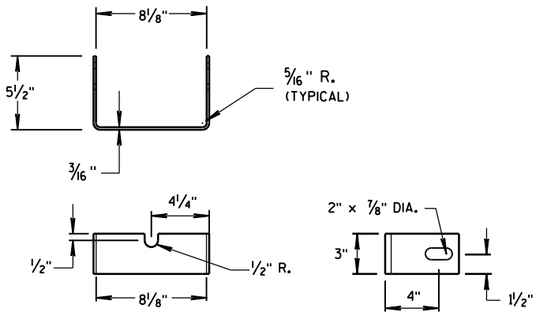
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

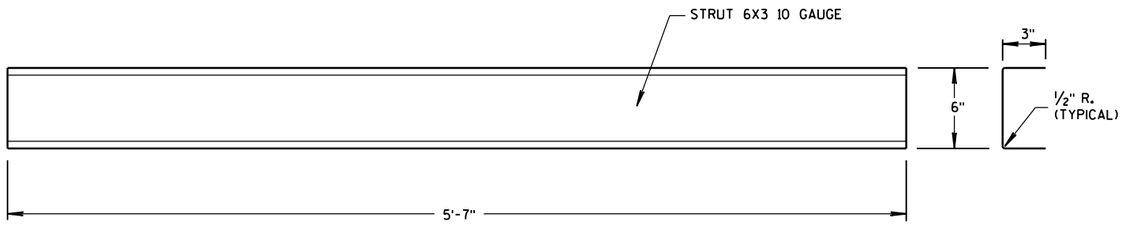
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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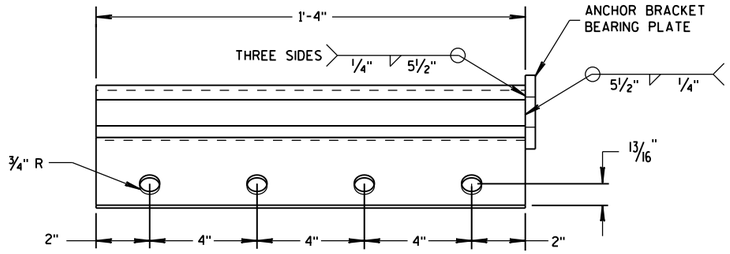
S.D.D. 14 B 47-2b

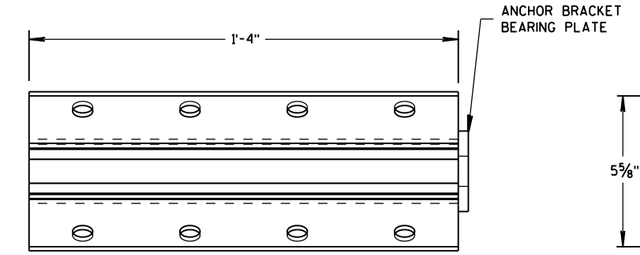


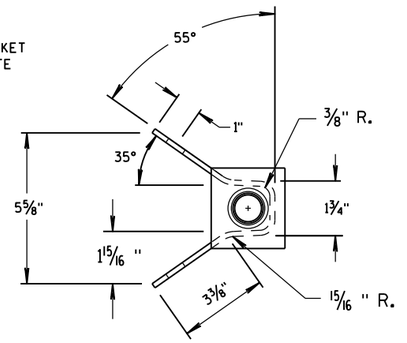
YOKE DETAIL



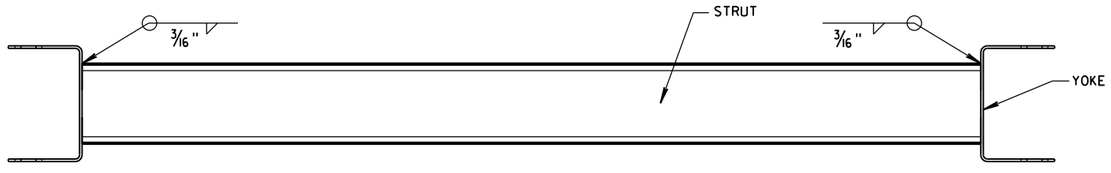
STRUT DETAIL



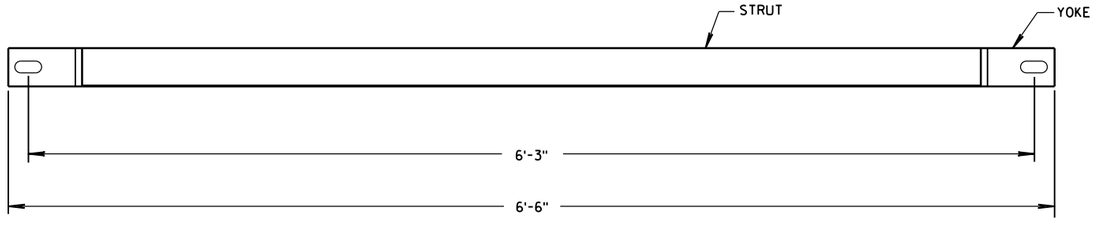




ANCHOR BRACKET

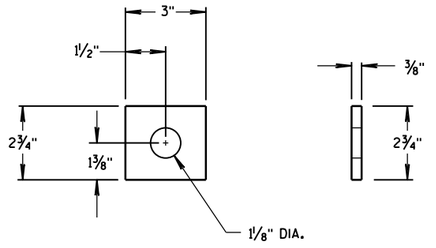


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

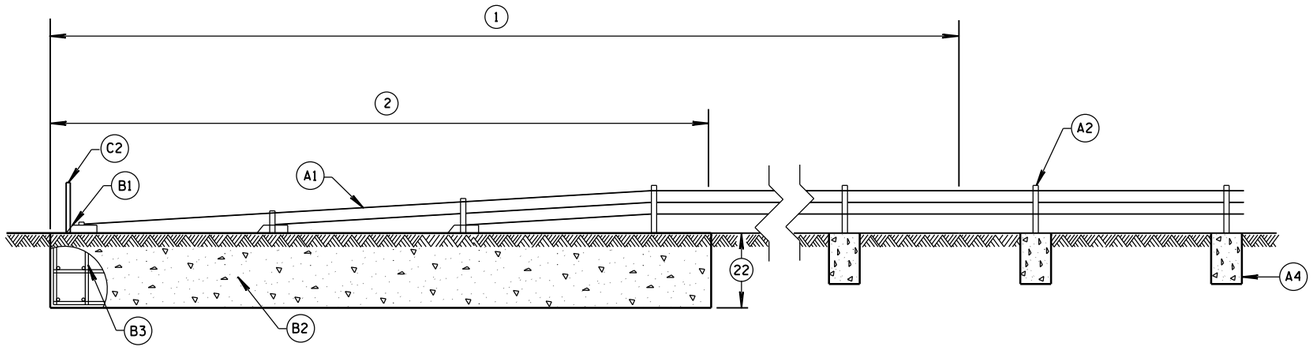
APPROVED
June 2014
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

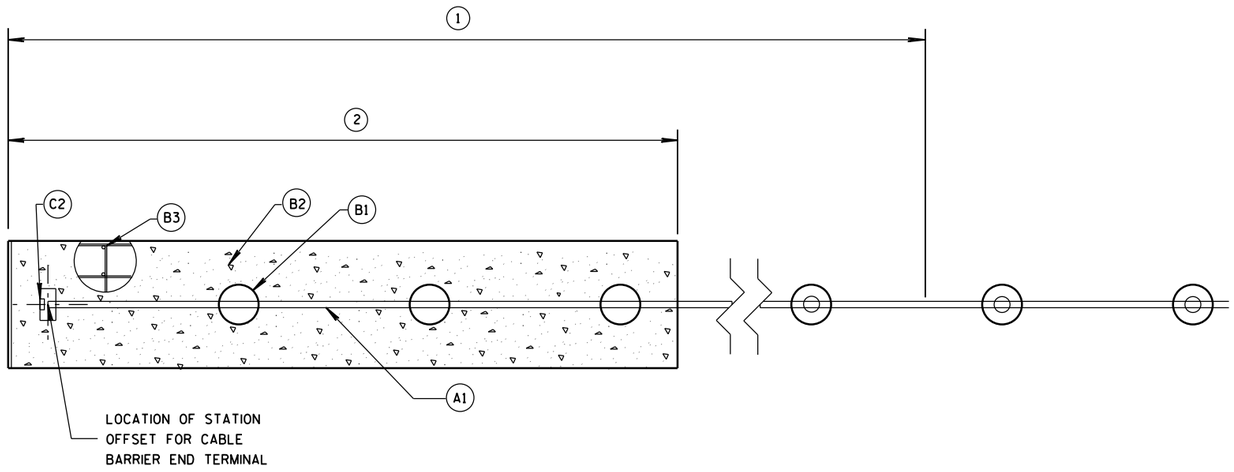
FHWA

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S.D.D. 14 B 47-2c

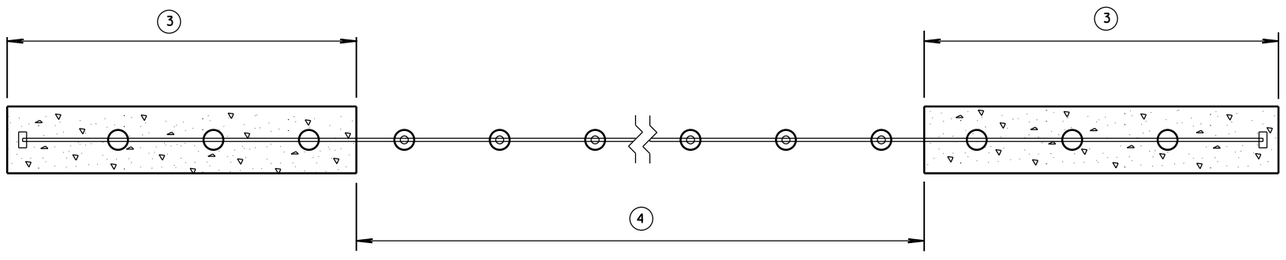


PROFILE VIEW



PLAN VIEW

TRANSITION FROM CABLE BARRIER TERMINAL TO CABLE BARRIER LINE POSTS



TYPICAL PLAN VIEW

GENERAL NOTES

DRAWINGS ARE GENERAL IN NATURE. SEE MANUFACTURER'S INFORMATION FOR MORE DETAIL.

PROVIDE 2 INCH CLEAR COVER FROM OUTER EDGE OF CONCRETE FOOTINGS TO REINFORCEMENT.

INSTALL LINE POST PLUMB. LINE POSTS ARE TO BE EASILY REMOVED BY HAND AND HOLD CABLES AT THE PROPER ELEVATION.

PROVIDE CABLE BARRIER SYSTEM FROM APPROVED PRODUCT LIST.

PROVIDE A SYSTEM TO HAVE THE WORKING WIDTH INDICTED IN PLAN.

PROVIDE DOCUMENTATION HOW POST SPACING, RADIUS OF CURVE AND ANCHOR SPACING INFLUENCES WORKING WIDTH TO CONSTRUCTION STAFF.

PROVIDE A WISCONSIN PROFESSIONAL ENGINEERS STAMPED ANALYSIS THAT THE LINE POST AND CABLE BARRIER END TERMINAL FOOTINGS ARE DESIGNED FOR THE SOIL CONDITIONS PRESENT. THE WISCONSIN P.E. STAMP ANALYSIS IS TO INCLUDE, BUT IS NOT LIMITED TO: DESIGN IMPACT LOADS, FOUNDATION DEISGN METHODOLOGY USED, FACTORS OF SAFETY, SOIL TYPE, SOIL CONDITIONS, AND TEMPERATURE RANGES.

DESIGN LINE POST FOOTINGS SO THAT LINE POST FOOTING MOVE LESS THAN 1 INCH WHEN LINE POST IS IMPACTED BY A TL-3 SMALL CAR.

BILL OF MATERIALS

PART NUMBER	QTY.	DESCRIPTION	MATERIALS SPECIFICATIONS
(A1)	3 OR 4	3/4" 3x7 PRESTRECHED GALVANIZED STEEL WIRE ROPE	ASTM A741 MIN. BREAKING STRENGTH 39,000 LBS.
			AASHTO M30 TYPE 1 CLASS A (GALVANIATION).
			MINIMUM WIRE ROPE MODULUS OF ELASTICITY OF 19,000 PSI ACCORDING TO ISO 12067-202 WIRE ROPE MODULUS OF ELASTICITY "INITIAL" (AS MANUFACTURED), WITH NO BEDDING OR PRESTRECHING OF THE ROPE PERMITTED DURING TESTING.
(A2)	1 PER LINE POST	GALVANIZED REMOVABLE STEEL LINE POST	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS.
			ASTM A123 (GALVANIZATION).
(A3)	1 PER LINE POST	GALVANIZED METAL SLEEVE	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS.
			ASTM A123 (GALVANIZATION).
(A4)	VARIES	CONCRETE FOR LINE POST FOOTING	A, A-FA.A-T, OR A-IP OF STANDARD SPECIFICATION 501.2 OR AS MANUFACTURER SPECIFIES.
			STANDARD SPECIFICATION 716 0MP FOR CLASS II ANCILLARY CONCRETE.
			SEE MANUFACTURER'S INFORMATION ON DIMENSIONS.
(A5)	VARIES	EPOXY COATED STEEL REINFORCEMENT	STANDARD SPECIFICATION 505.
(A6)	VARIES	TURNBUCKLES AND OTHER CABLE CONNECTING HARDWARE	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS.
			MINIMUM BREAKING STRENGTH OF TURNBUCKLES AND CONNECTION HARDWARE IS EQUAL TO CABLE.
			TURNBUCKLES AND OTHER CABLE CONNECTION HARDWARE IS FIELD SWAGED PER MANUFACTURER'S RECOMMENDATIONS AND DETAILS.
(B1)	VARIES	CABLE CONNECTION TO CABLE BARRIER END TERMINAL	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS.
(B2)	VARIES	CONCRETE FOR CABLE BARRIER END TERMINAL	A, A-FA.A-T, OR A-IP OF STANDARD SPECIFICATION 501.2.
			STANDARD SPECIFICATION 716 0MP FOR CLASS II ANCILLARY CONCRETE.
(B3)	VARIES	EPOXY COATED STEEL REINFORCEMENT	STANDARD SPECIFICATION 505.
(C1)	VARIES	LINE POST DELINEATOR	REFLECTIVE SHEETING TYPE SH. SEE APPROVE PRODUCT LIST YELLOW.
(C2)	VARIES	CABLE BARRIER END TERMINAL DELINEATOR	REFLECTIVE SHEETING TYPE SH. SEE APPROVE PRODUCT LIST OBJECT MARKER TYPE 3 PATTERN.

(1) LOCATION OF LENGTH OF NEED POINT FOR CABLE BARRIER END TERMINAL VARIES. (SEE MANUFACTURER'S INFORMATION)

(2) PAY LIMIT FOR CABLE BARRIER END TERMINAL. LENGTH OF CABLE BARRIER END TERMINAL VARIES. (SEE MANUFACTURER'S INFORMATION)

(3) CABLE BARRIER END TERMINAL

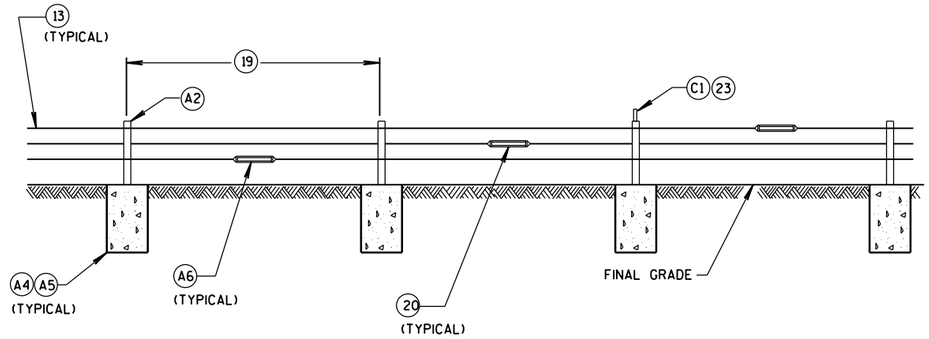
(4) CABLE BARRIER AND LINE POSTS

CABLE BARRIER TYPE 1 LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

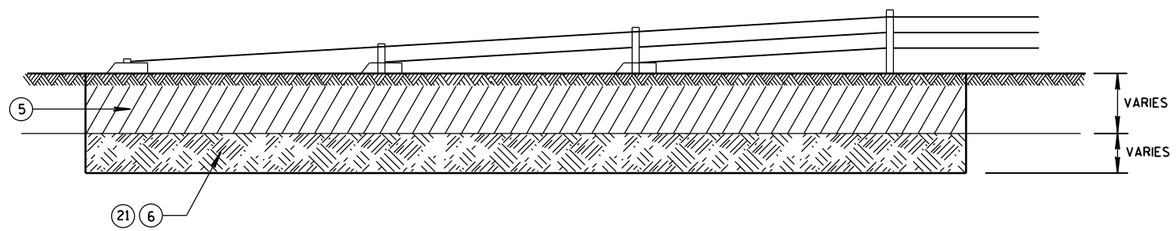
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S.D.D. 14 B 52-1a



PROFILE VIEW

LINE POST INSTALLATION



CABLE BARRIER END TERMINAL ROCK EXCAVATION DETAIL

(5) SOIL TO BE EXCAVATED FOR CABLE BARRIER END TERMINAL (VARIES).

(6) ROCK TO BE EXCAVATED FOR CABLE BARRIER END TERMINAL (VARIES).

(7) SOIL TO BE EXCAVATED FOR LINE POST (VARIES).

(8) ROCK TO BE EXCAVATED FOR LINE POST (VARIES).

(9) EXCAVATE AND GRADE LINE FOR LINE POST FOOTINGS. INSTALL LINE POST FOOTING TO MINIMIZE 4 INCH TALL OBJECT ON 5 FOOT CHORD.

(10) 2 INCHES OF CLEAR COVER FROM EDGE OF CONCRETE TO REINFORCEMENT.

(11) DIAMETER OF LINE POST FOOTING VARIES. SEE MANUFACTURER'S INFORMATION.

(12) MINIMUM DEPTH OF LINE POST FOOTING IS 48 INCHES IN SOIL. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENDATION ARE ACCEPTABLE.

(13) NUMBER AND LOCATION OF CABLES VARY. SEE MANUFACTURER'S INFORMATION.

(14) LINE POST DIMENSIONS AND CONNECTION HARDWARE VARY. SEE MANUFACTURER'S INFORMATION.

(15) LANE OF ROADWAY (VARIES). SEE PLAN FOR MORE INFORMATION.

(16) PAVED SHOULDER (VARIES). SEE PLAN FOR MORE INFORMATION.

(17) GRAVEL SHOULDER (VARIES). SEE PLAN FOR MORE INFORMATION.

(18) CABLE BARRIER OFFSET FROM CENTERLINE OF MEDIAN DITCH (8 FOOT MINIMUM). SEE PLAN FOR MORE INFORMATION.

(19) MAXIMUM POST SPACING IS 15 FEET.

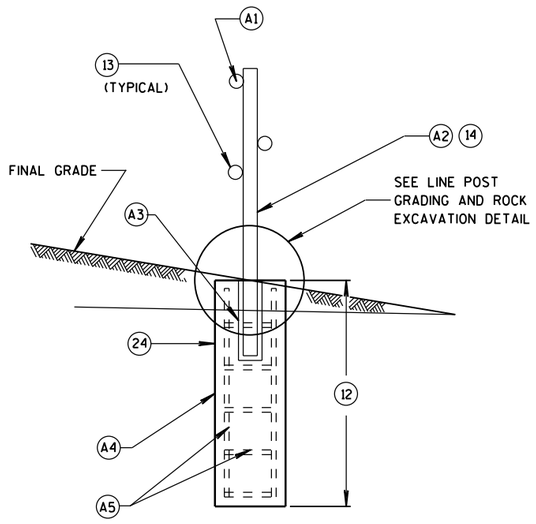
(20) STAGGER TURNBUCKLES (TYPICAL).

(21) SEE MANUFACTURER'S DESIGN WHEN ROCK IS ENCOUNTERED.

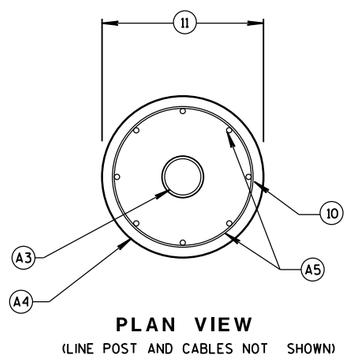
(22) IN SOIL MINIMUM DEPTH OF CABLE BARRIER END TERMINAL FOOTING IS 60 INCHES. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENATION ARE ACCEPTABLE.

(23) LINE POST DELINEATOR SPACING IS 100 FEET.

(24) LINE POST FOOTINGS ARE REQUIRED TO HAVE LESS THAN 1 INCH OF MOVEMENT WHEN LINE POST IS IMPACTED BY A NCHRP 350 SMALL CAR UNDER TL-3 TEST CONDITIONS.

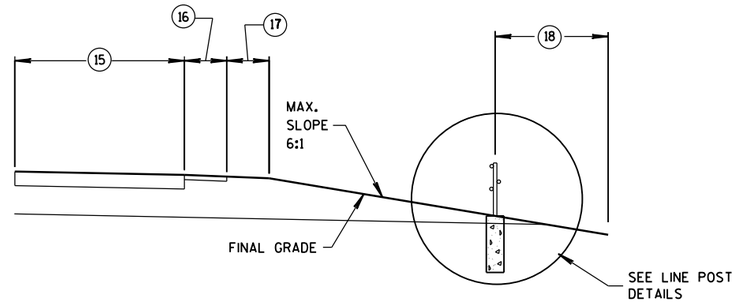


CROSS SECTION

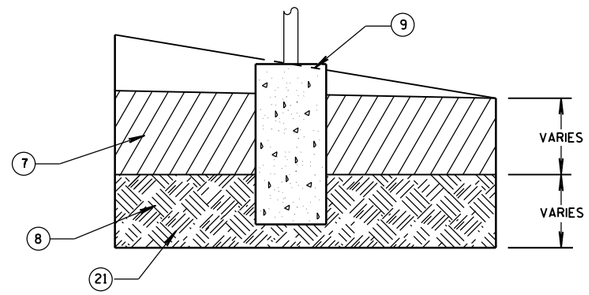


PLAN VIEW
(LINE POST AND CABLES NOT SHOWN)

LINE POST DETAILS



CABLE BARRIER OFFSET FROM DITCH LINE



LINE POST GRADING AND ROCK EXCAVATION DETAIL

CABLE BARRIER TYPE 1
LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

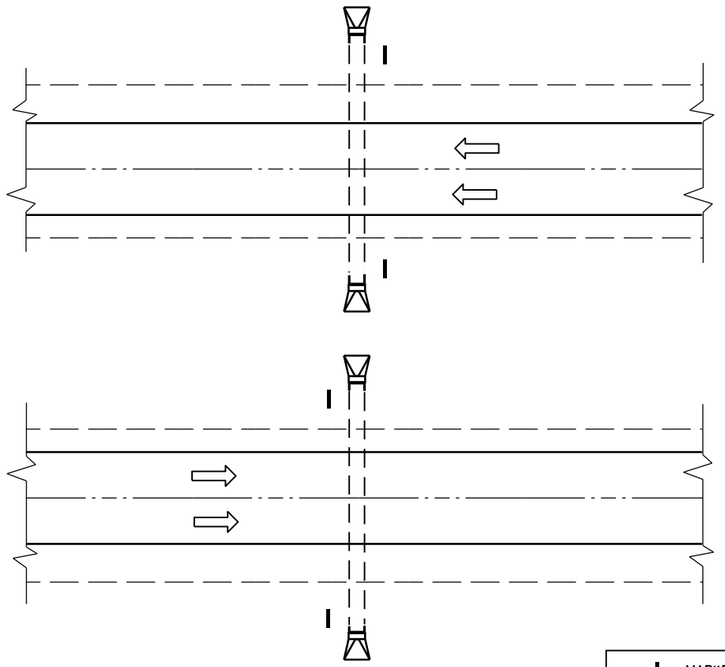
APPROVED
June. 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 14 B 52-1b

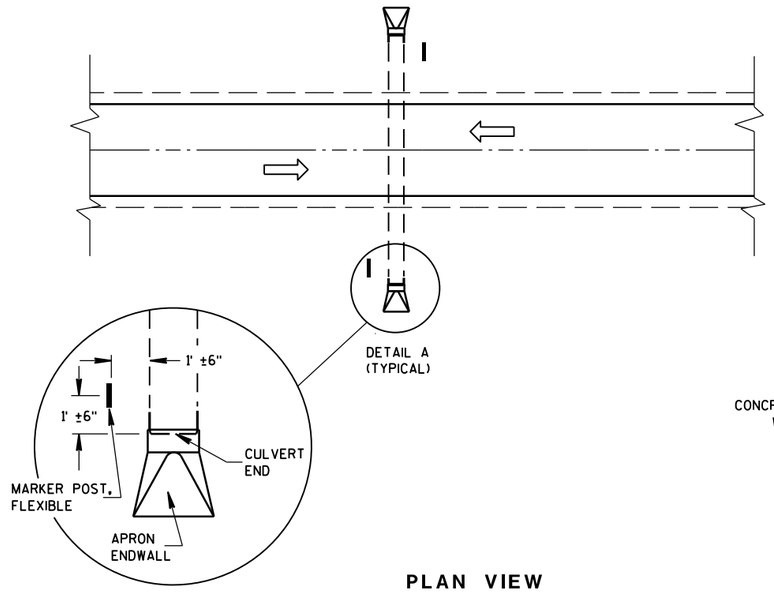
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S.D.D. 14 B 52-1b



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

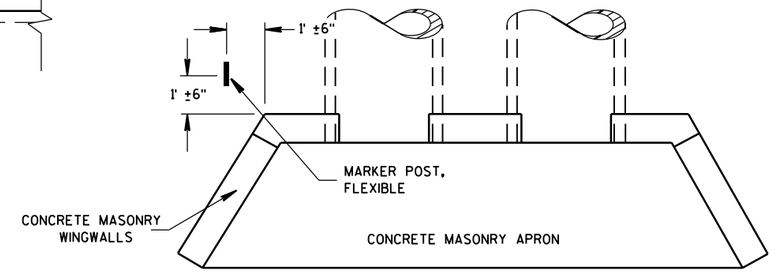
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

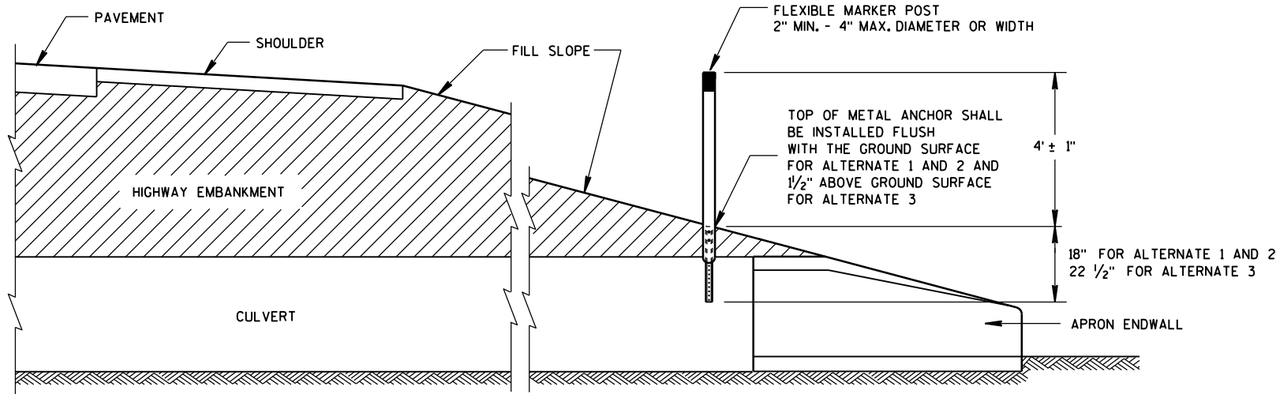
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

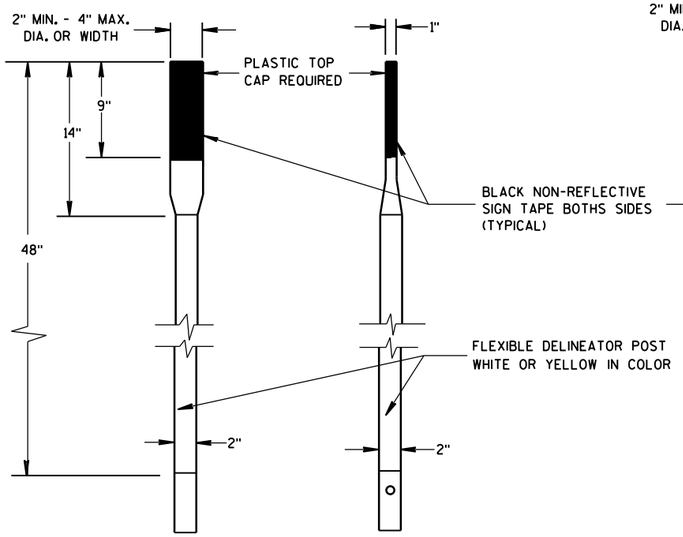
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

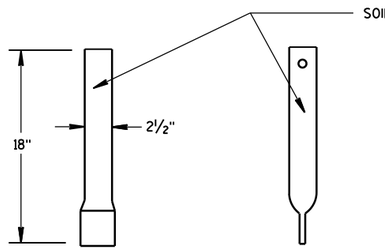
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S.D.D. 15 A 3-2a

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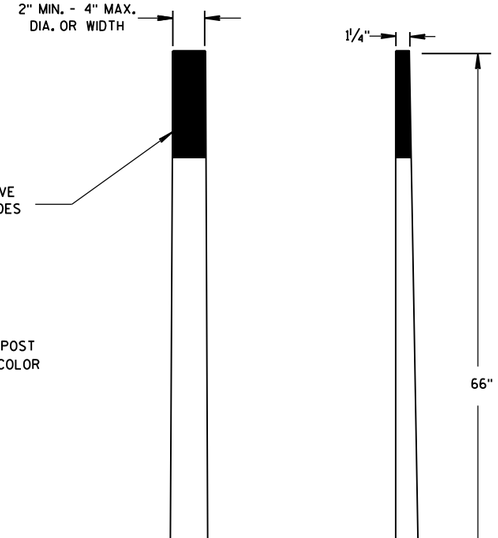
S.D.D. 15 A 3-2a





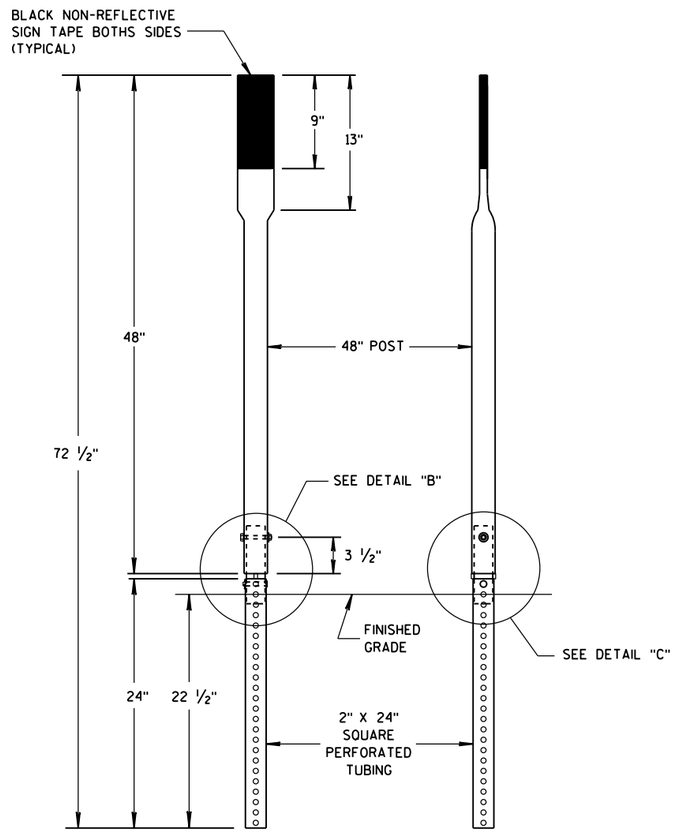
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

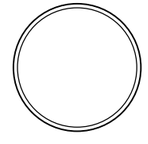
ALTERNATE 2



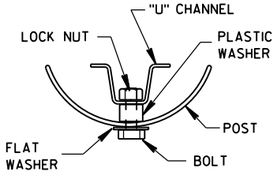
FRONT VIEW SIDE VIEW

ALTERNATE 3

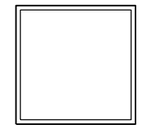
FLEXIBLE MARKER POSTS



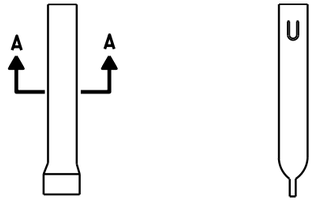
SECTION A-A



SECTION B-B

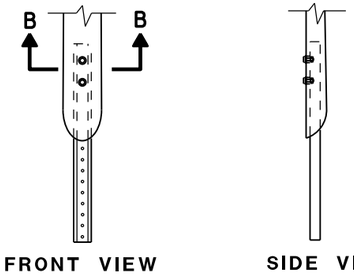


SECTION C-C



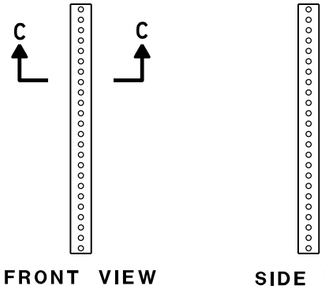
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

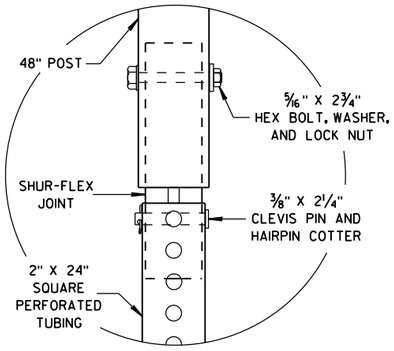
ALTERNATE 2



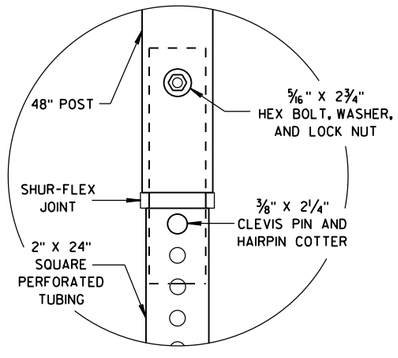
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

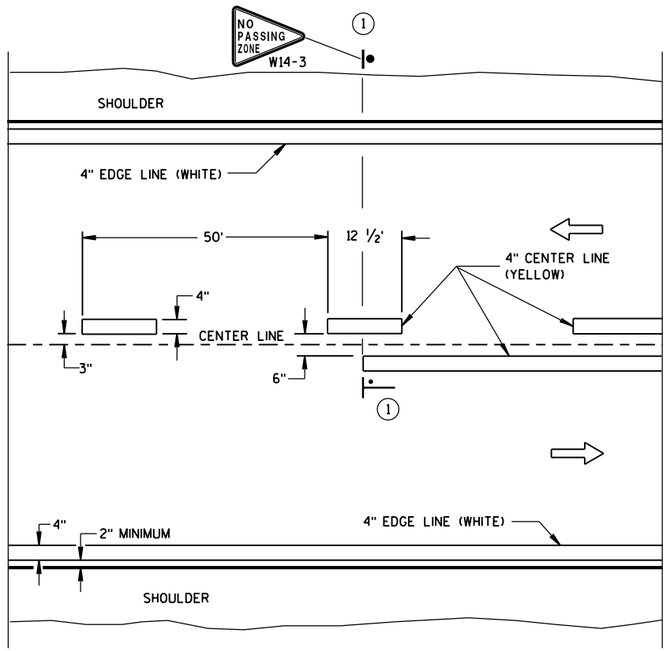
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

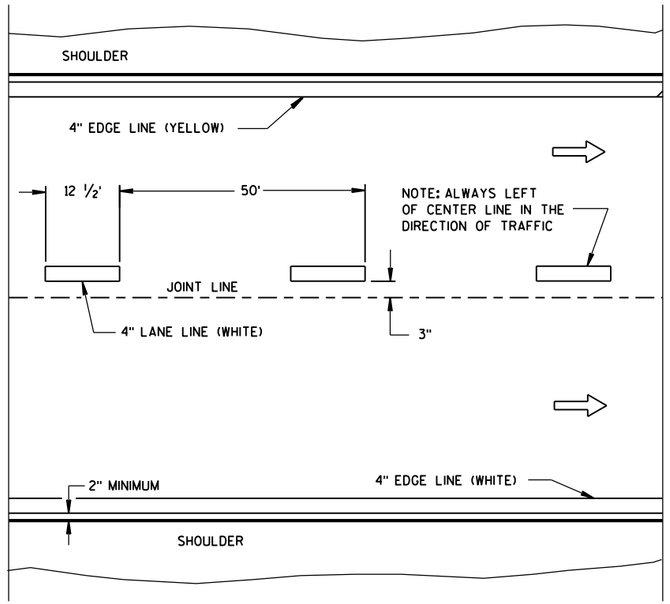
S.D.D. 15 A 3-2b

6

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



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.

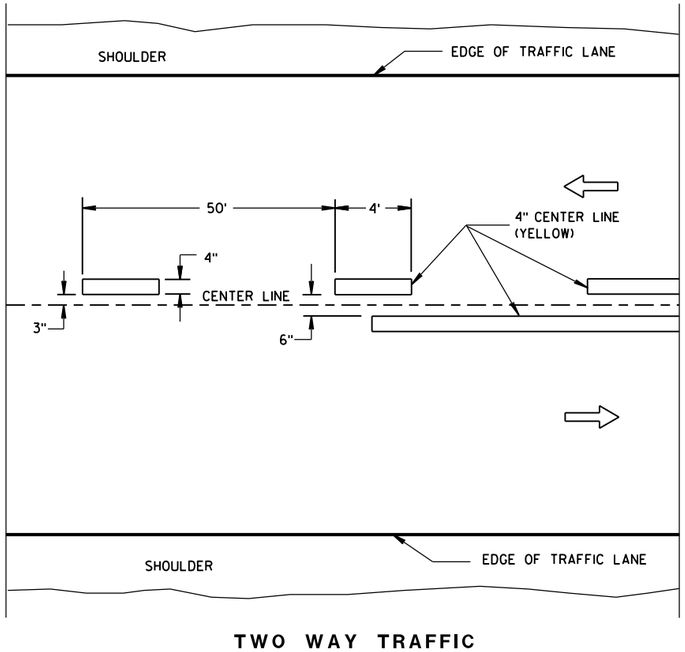
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

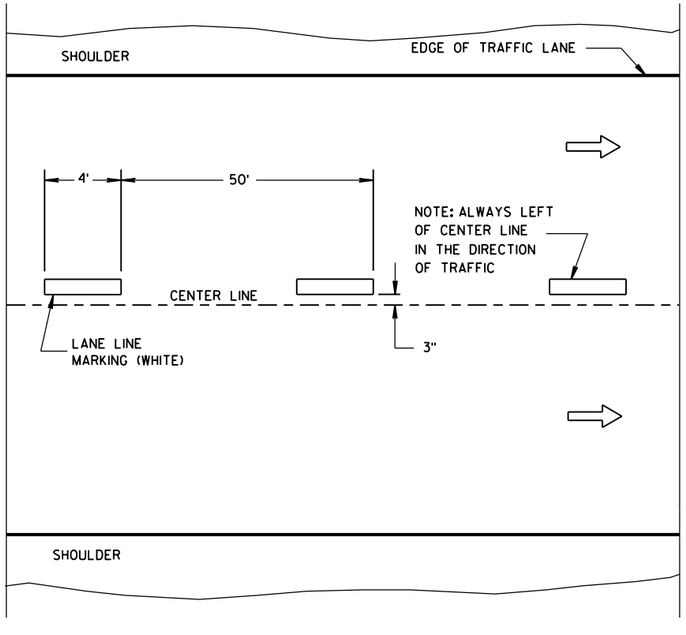
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



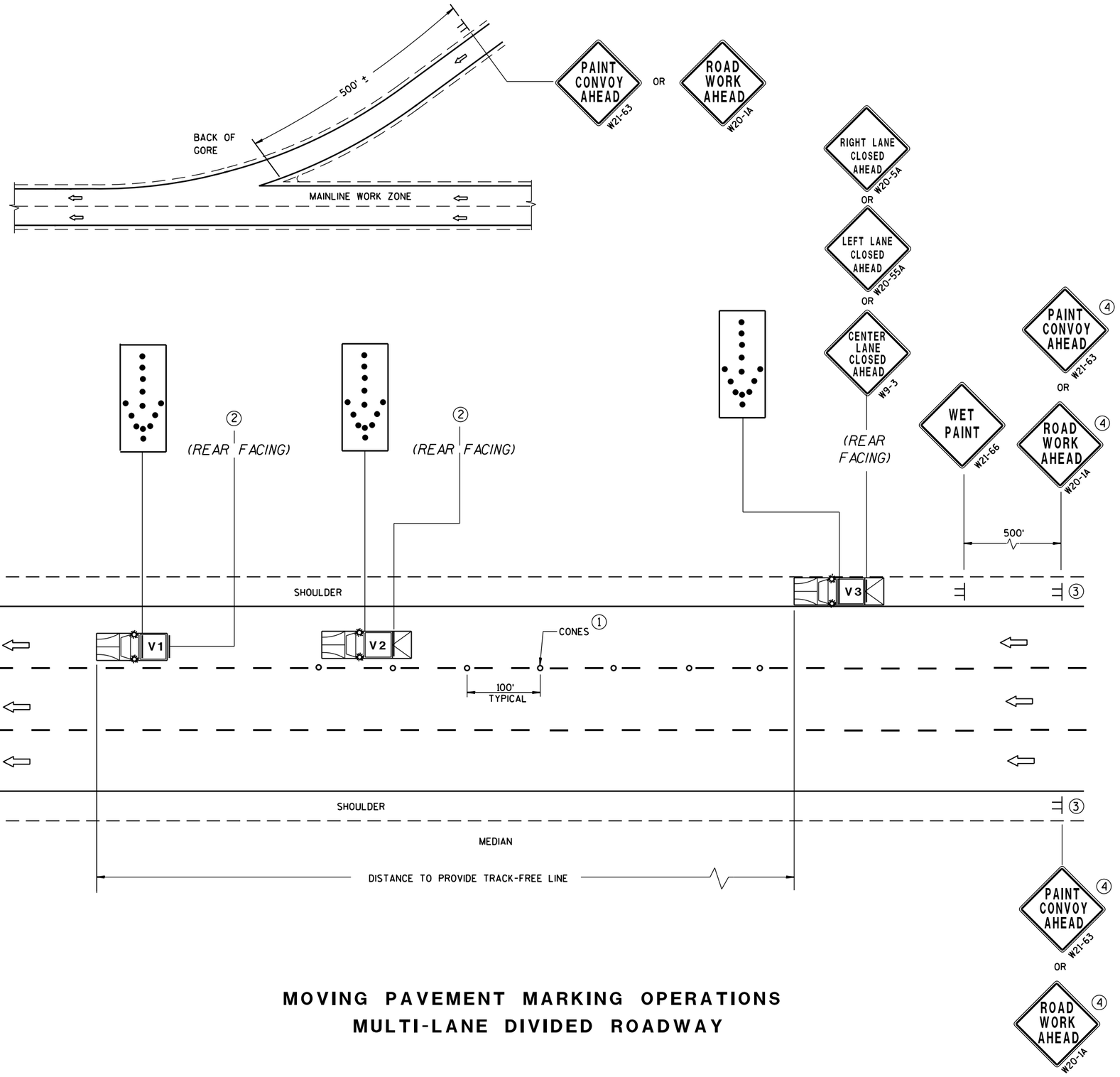
ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Matthew R. Rauch STATE SIGNING AND MAR ENGINEER
FHWA	

6

S.D.D. 15 C 8-18a



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

Sept. 2017 — DATE

/S/ Andrew Heldtke — WORK ZONE ENGR

FHWA

6

S.D.D. 15 C 19-5c

6

S.D.D. 15 C 19-5c

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.

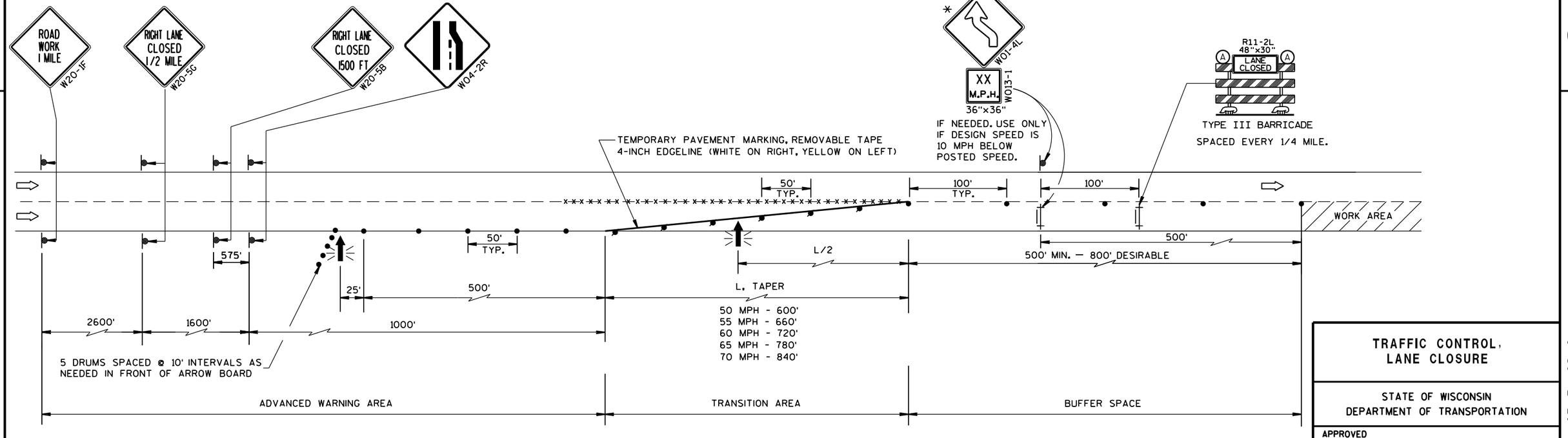
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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.



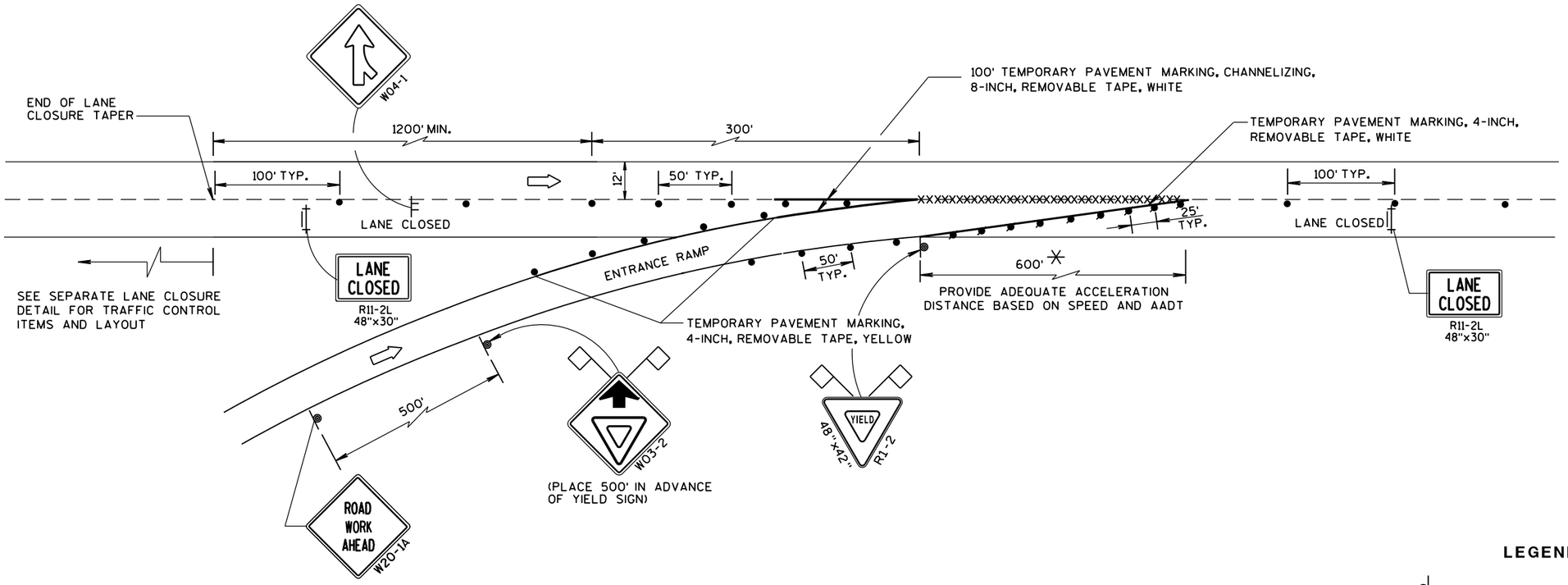
TRAFFIC CONTROL, LANE CLOSURE

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



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 4 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

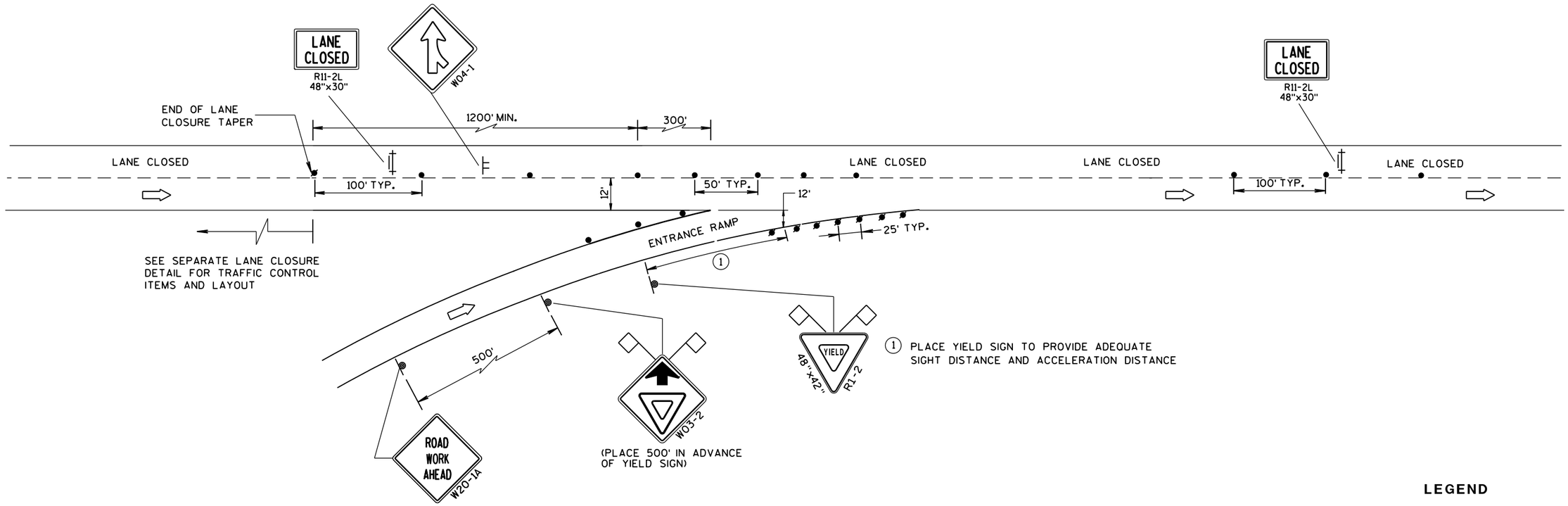
TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

6

S.D.D. 15 D 15-4c



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 4 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
Sept., 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
FHWA

6
S.D.D. 15 D 15-4d

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

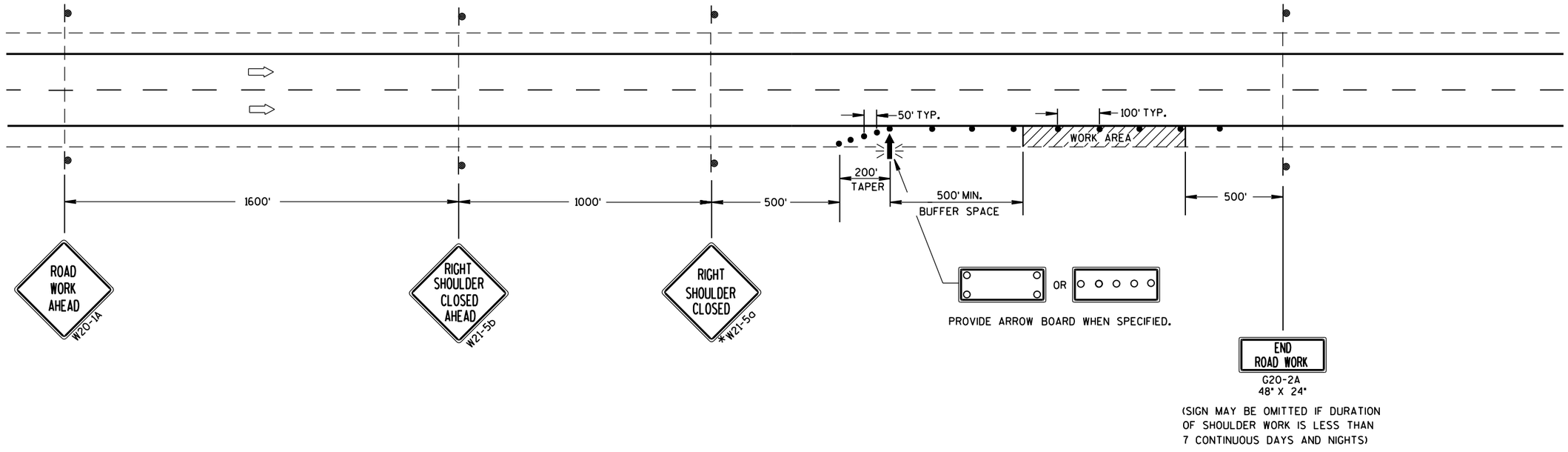
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

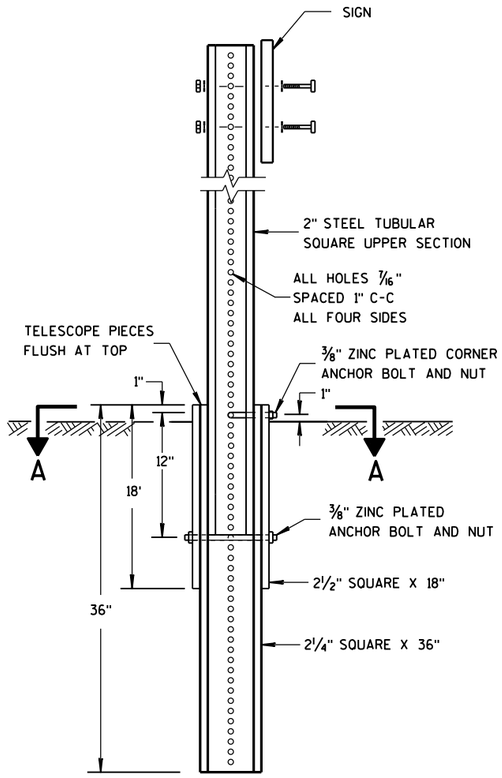
June 2016
DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

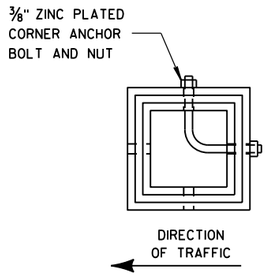
FHWA

6

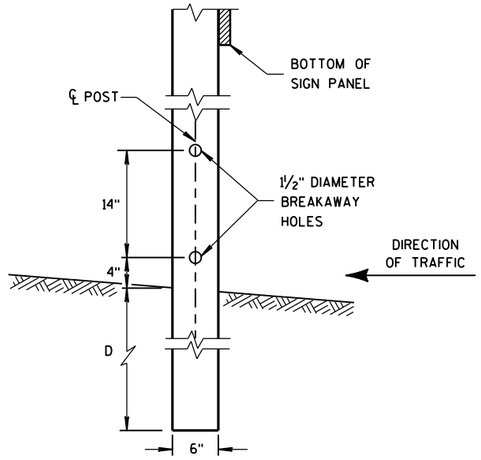
S.D.D. 15 D 27-3



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



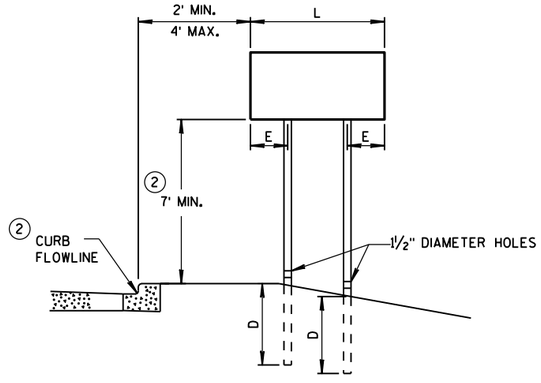
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

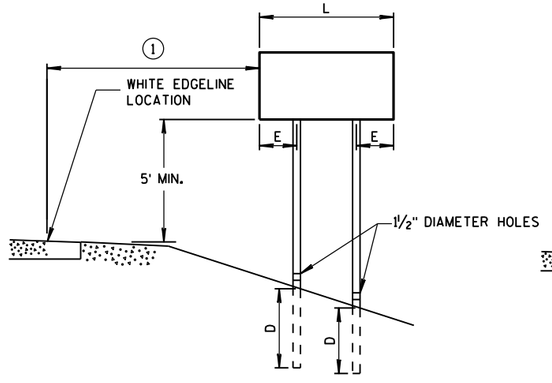
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

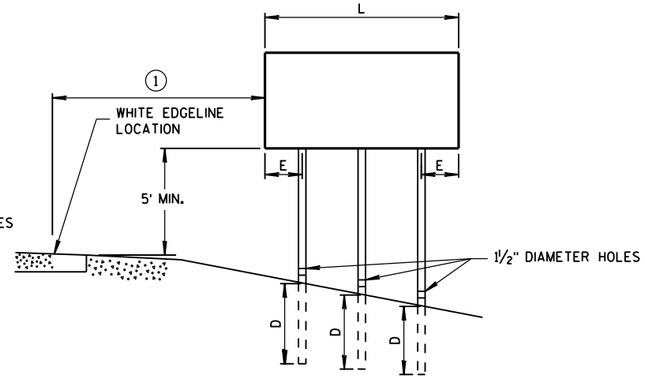
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

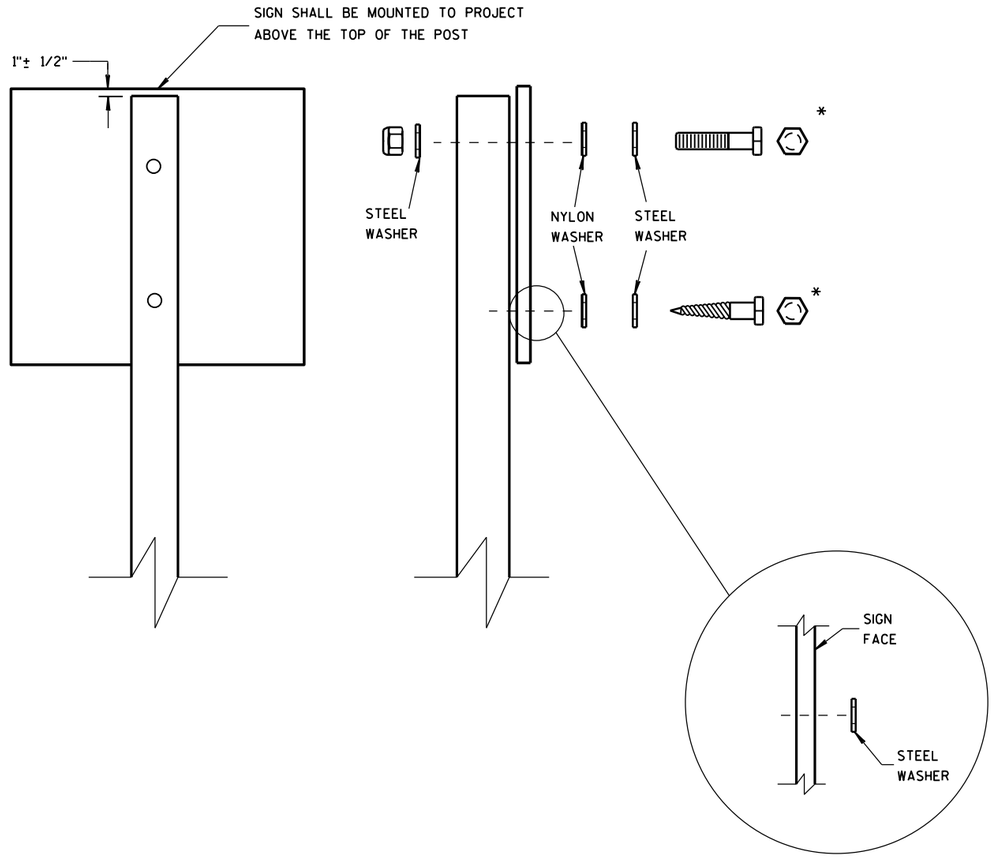
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017
DATE

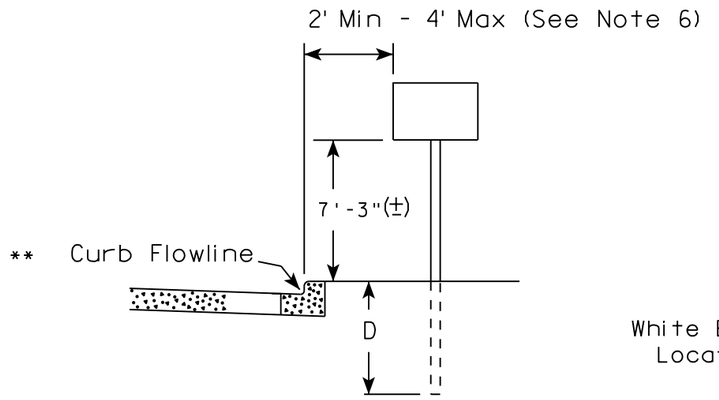
/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

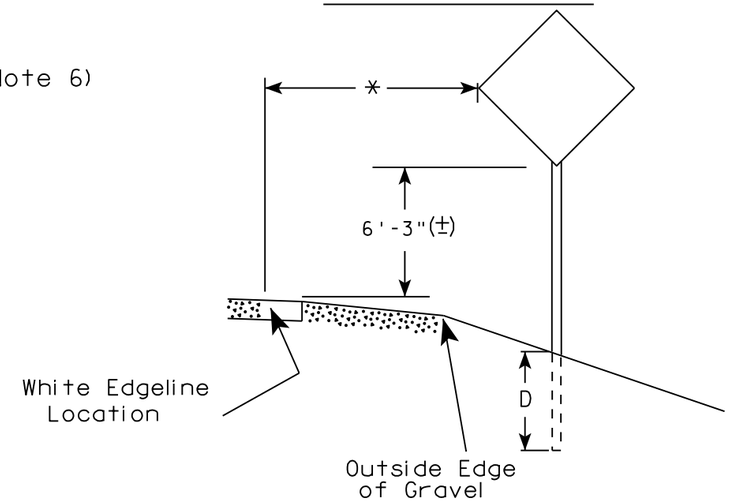
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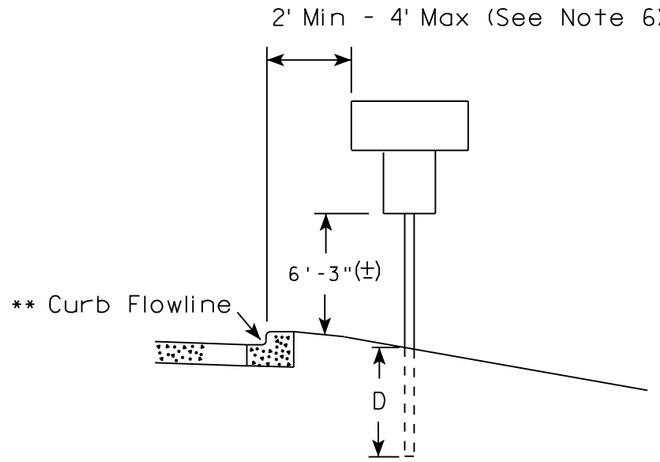
S.D.D. 15 D 38-2b

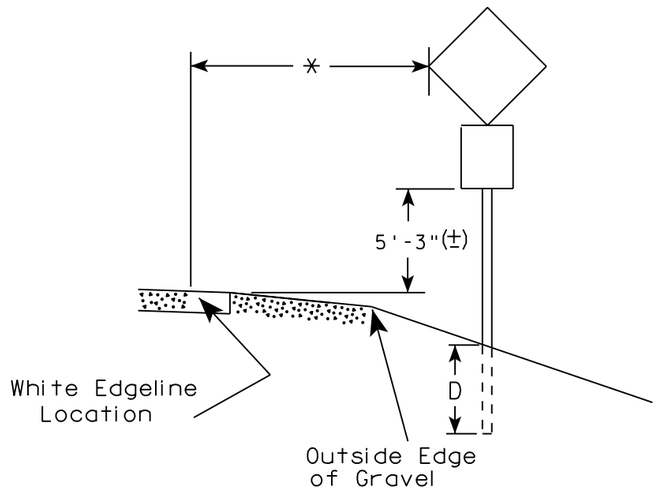
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

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'

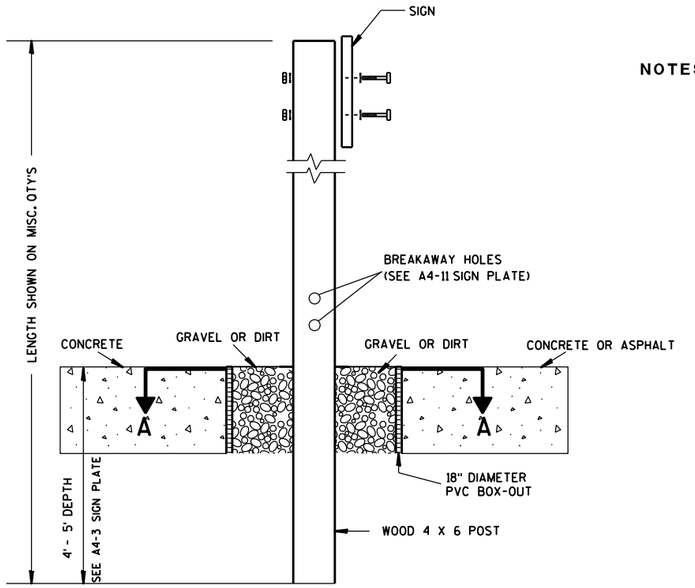
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

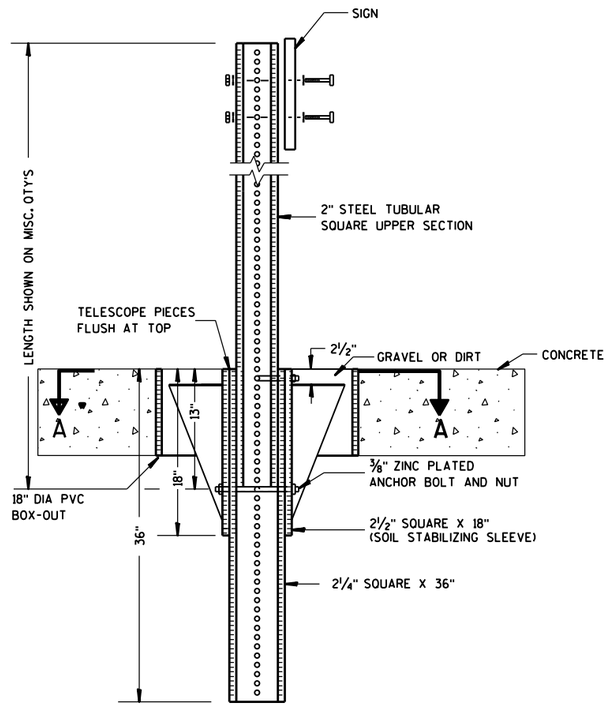
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 154	E



ELEVATION VIEW

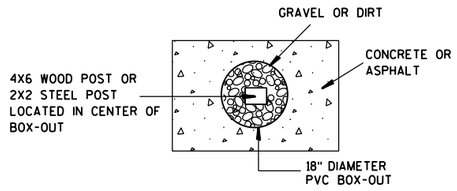
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

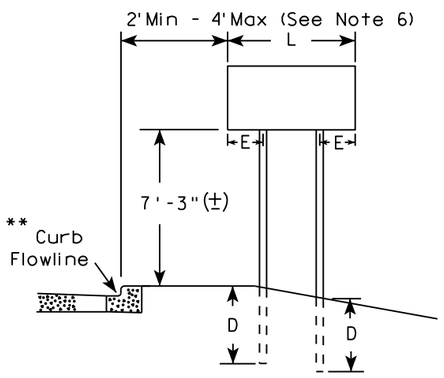
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

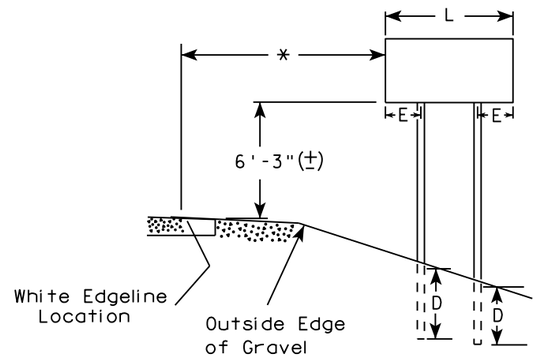
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

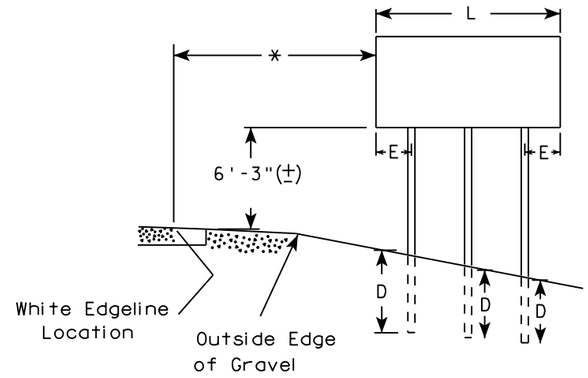
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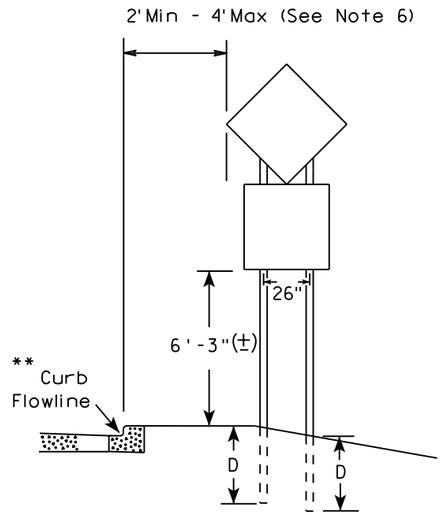
URBAN AREA



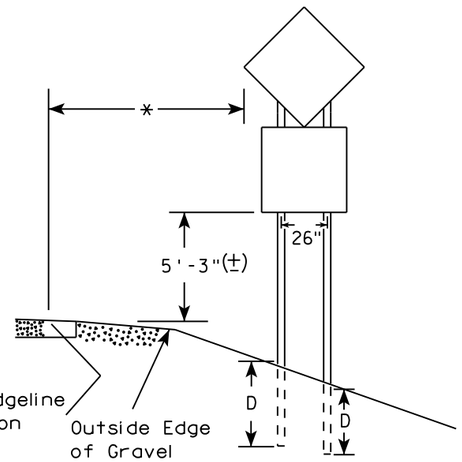
RURAL AREA (See Note 3)







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'

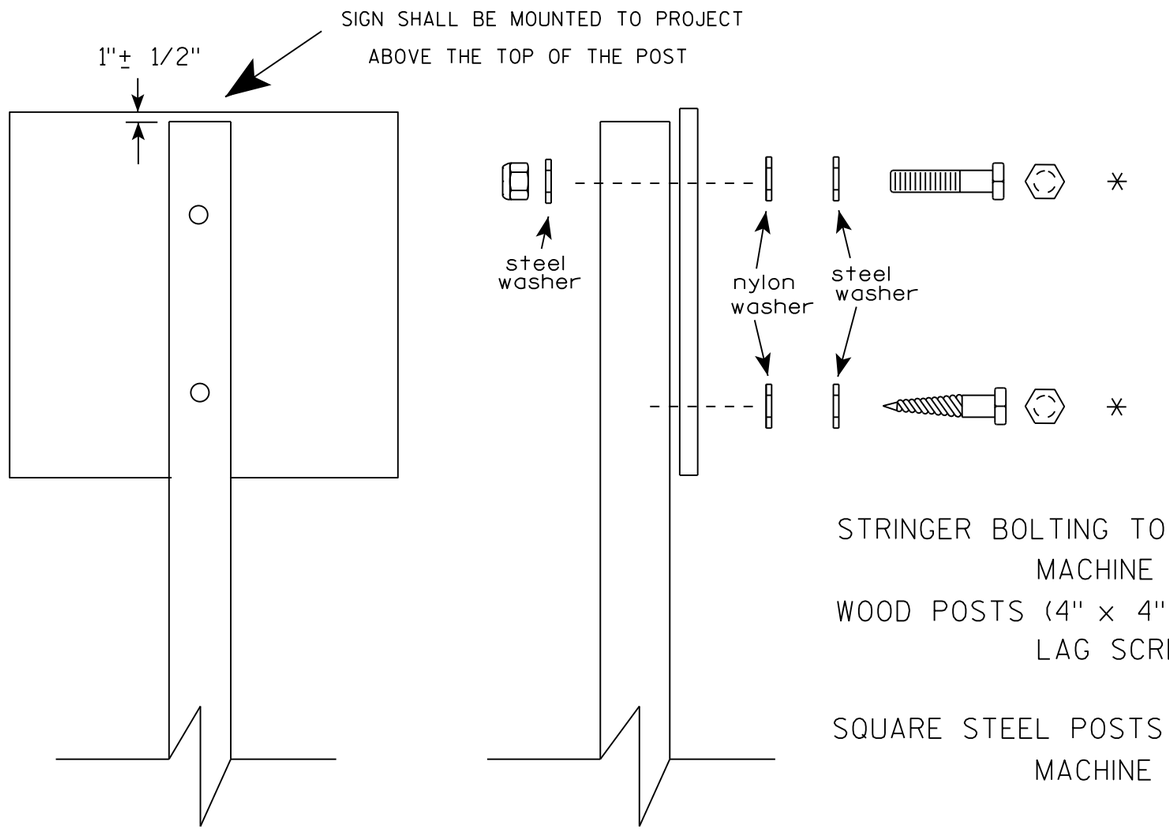
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 156	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

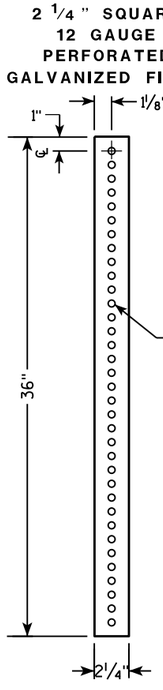
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

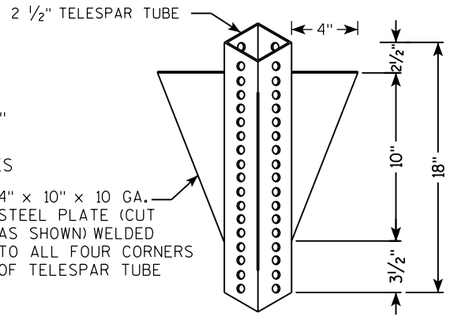
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

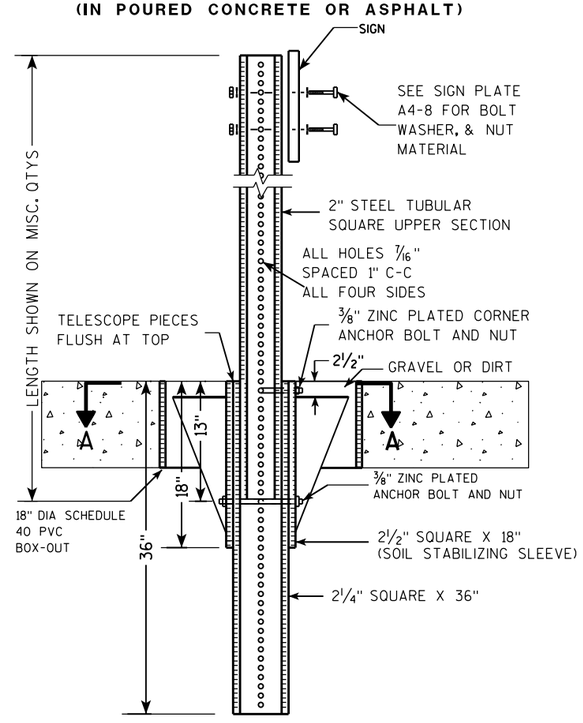
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



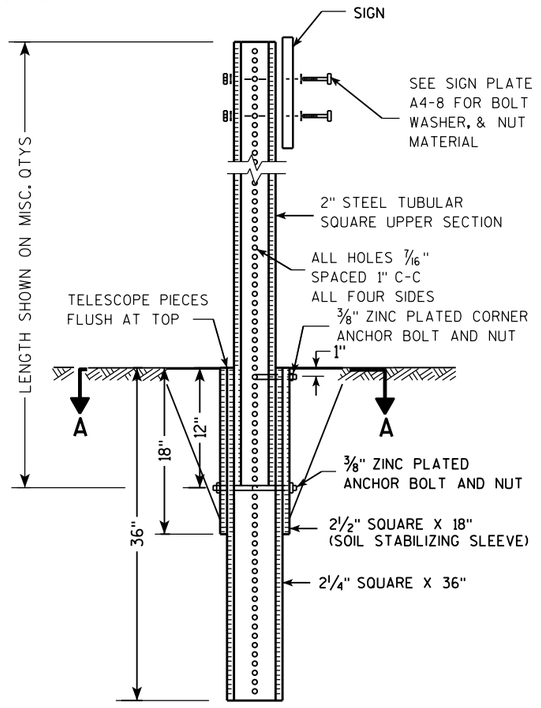
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

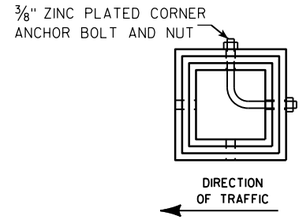


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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 A4-9.9

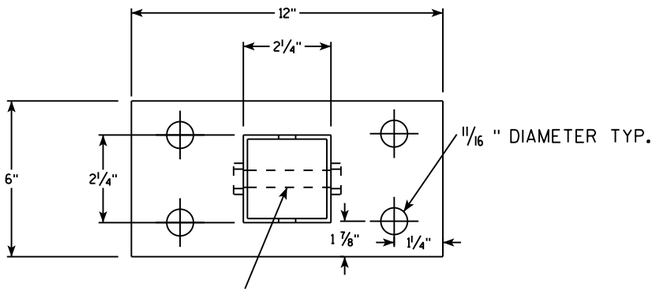
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

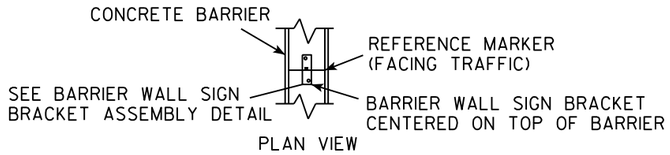
TYPICAL BARRIER WALL SIGN PLACEMENT DETAILS

TYPICAL REFERENCE MARKER MOUNTING DETAILS

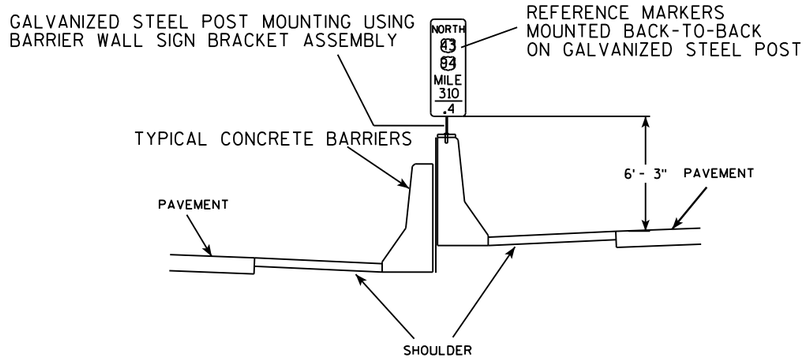
BARRIER WALL SIGN BRACKET ASSEMBLY
NOT TO SCALE



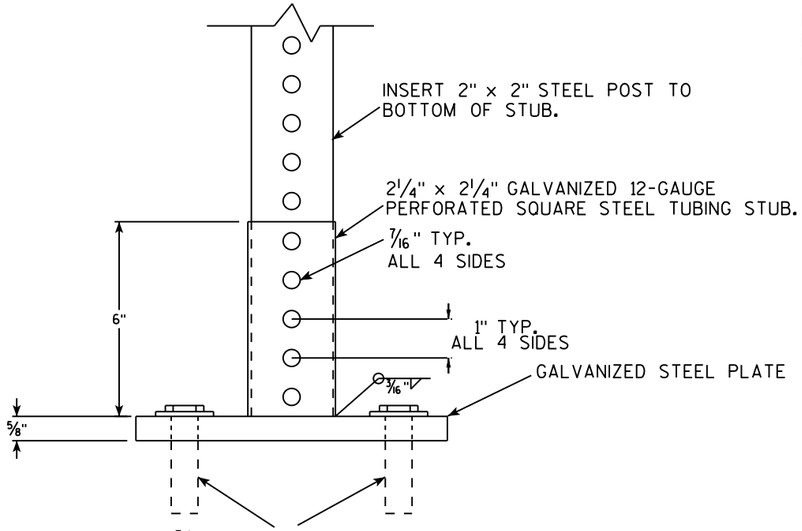
3½" X ⅜" GALVANIZED STEEL BOLT & HARDWARE
PLAN VIEW



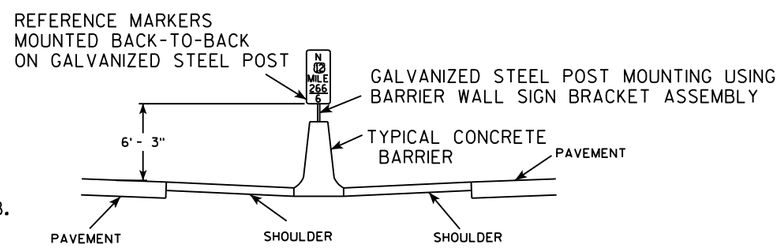
MEDIAN BARRIER MOUNTING DETAIL



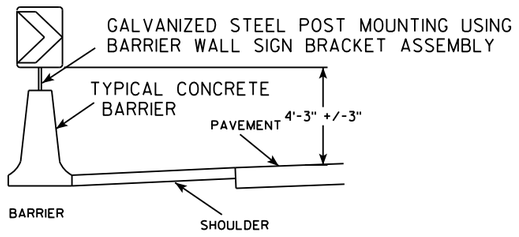
TYPICAL ENHANCED REFERENCE
MARKER PLACEMENT ON DOUBLE MEDIAN BARRIER



SIDE VIEW



TYPICAL ENHANCED REFERENCE
MARKER PLACEMENT ON SINGLE MEDIAN BARRIER



TYPICAL CHEVRON MARKER PLACEMENT

NOTES

1) ALL MATERIAL TO BE APPROVED BY ENGINEER BEFORE INSTALLATION
2) SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS.

SIGN MOUNTING ON BARRIER WALL

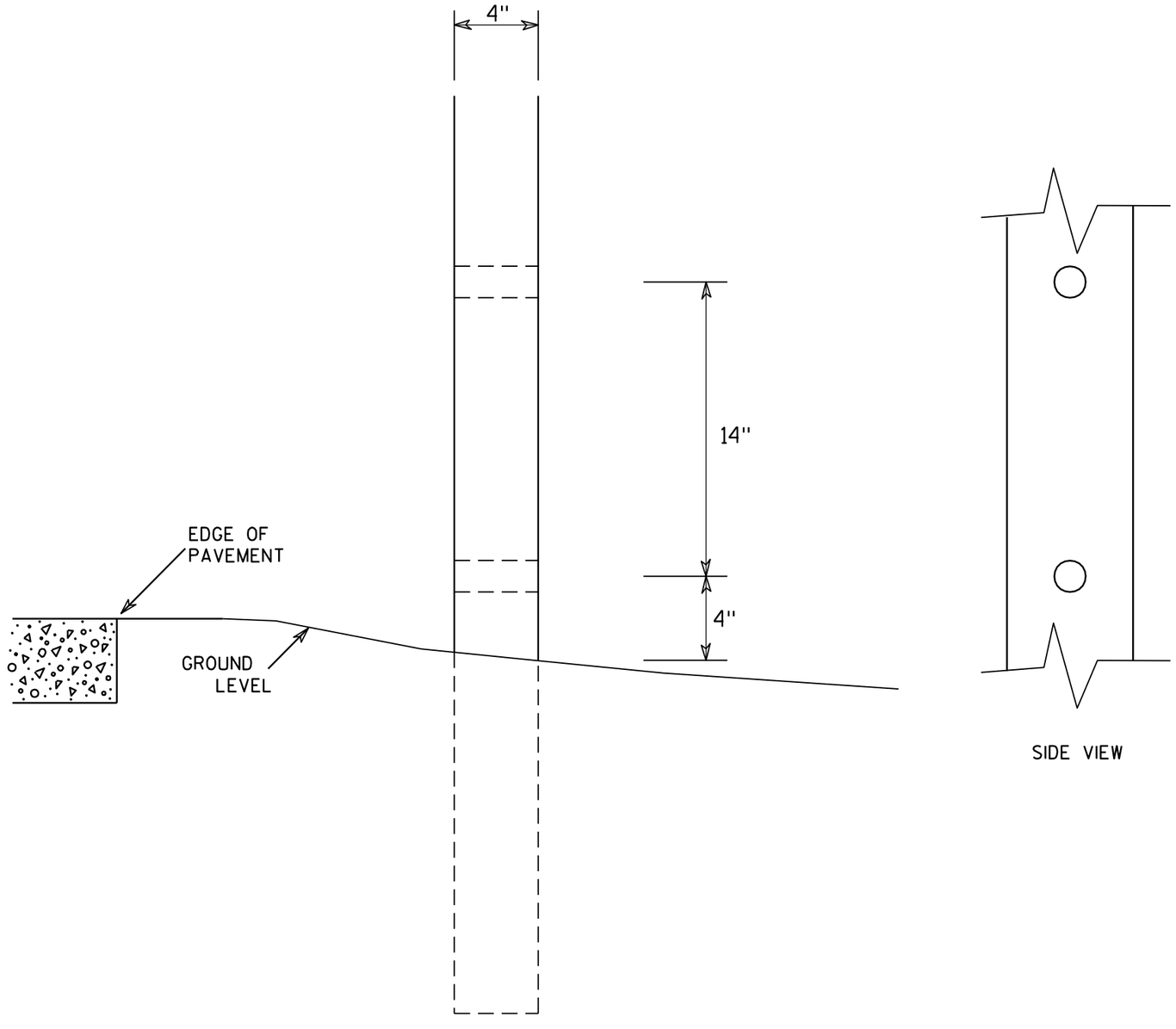
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/15 PLATE A4-10.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A410.DGN PLOT DATE : 16-MAR-2015 14:27 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 14.593816:1.000000
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

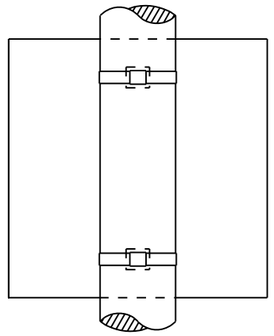
APPROVED Chester J Spang for State Traffic Engineer

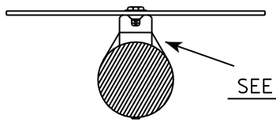
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 160	E

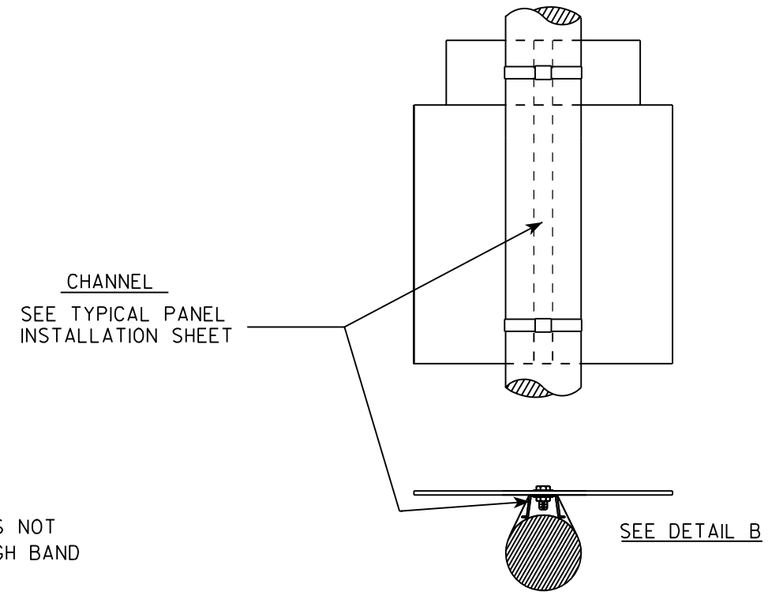
BANDING

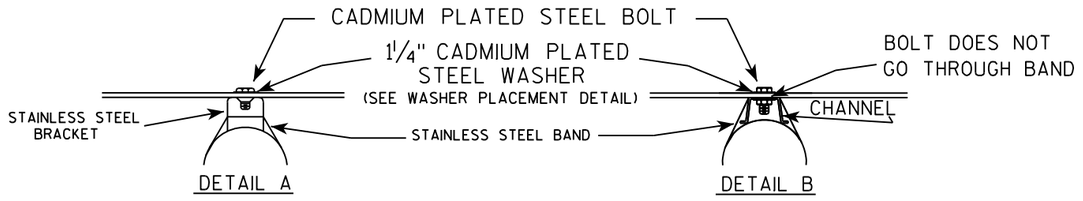
SINGLE SIGN



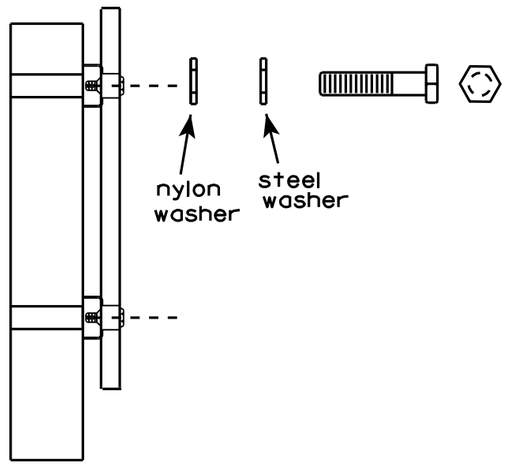


"J" ASSEMBLY





WASHER PLACEMENT



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

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

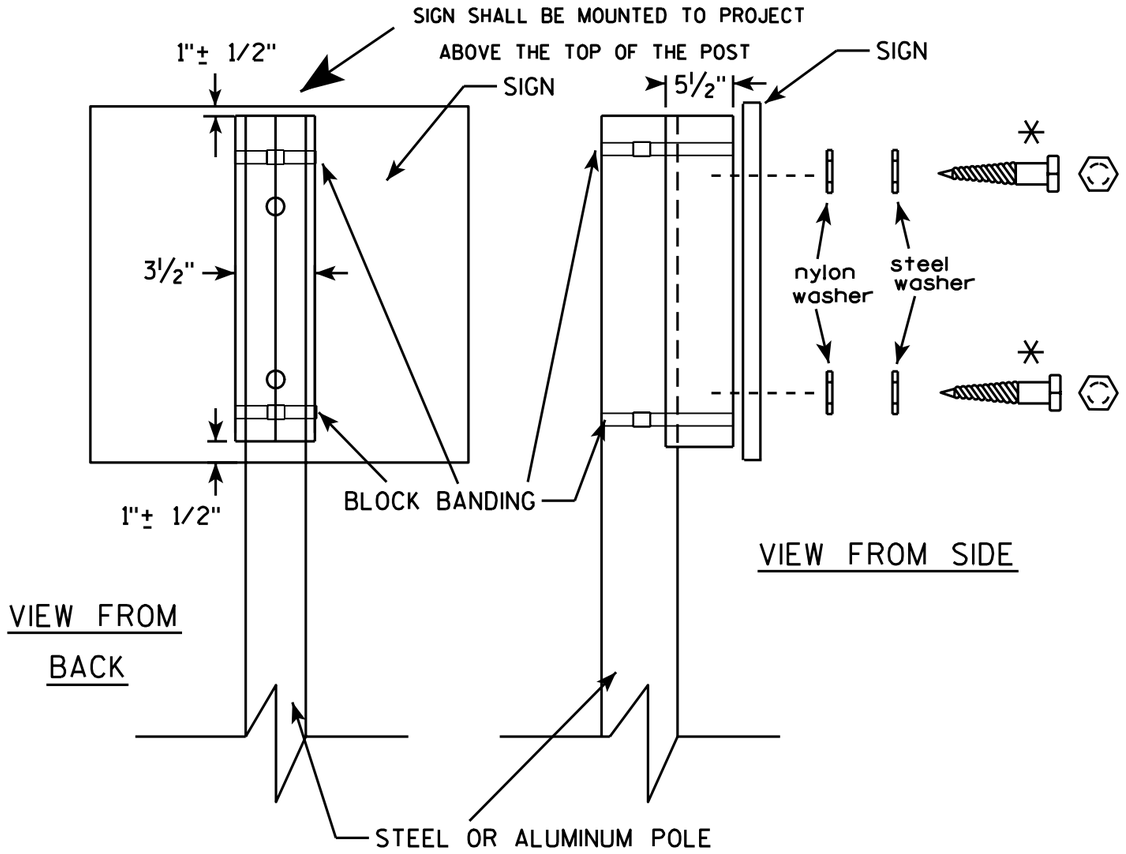
STANDARD SIGN
SIGN BANDING DETAILS

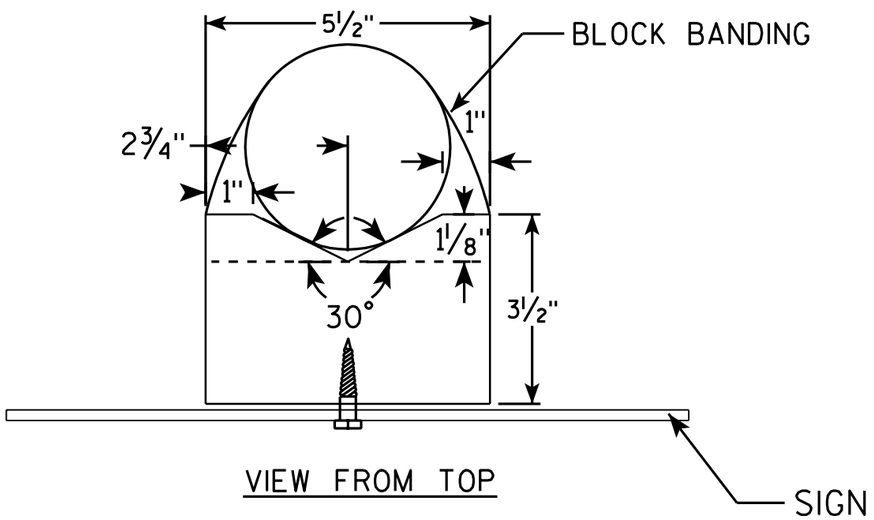
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 161	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

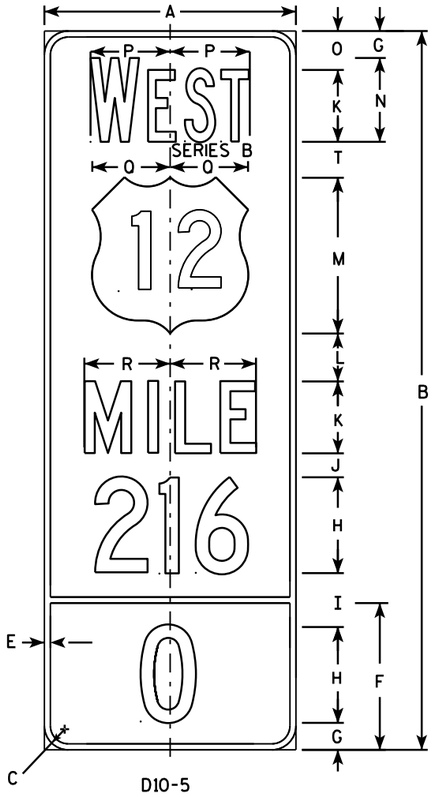
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

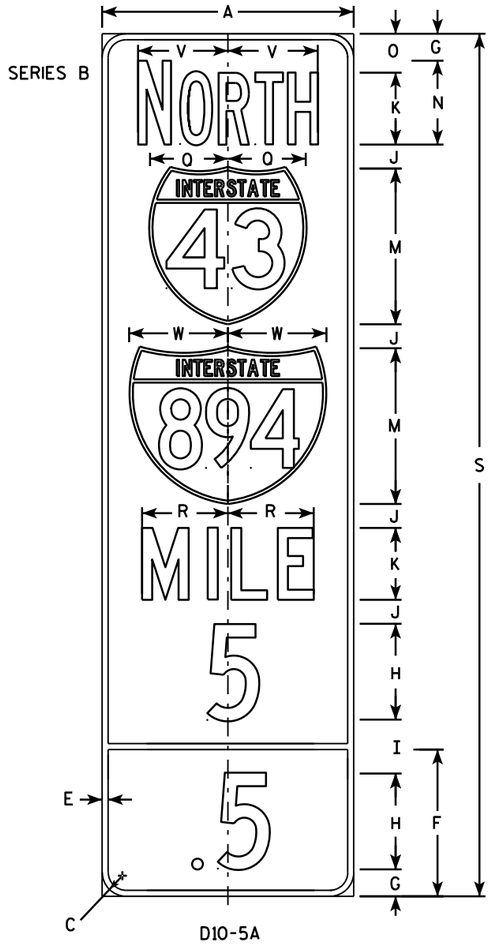
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

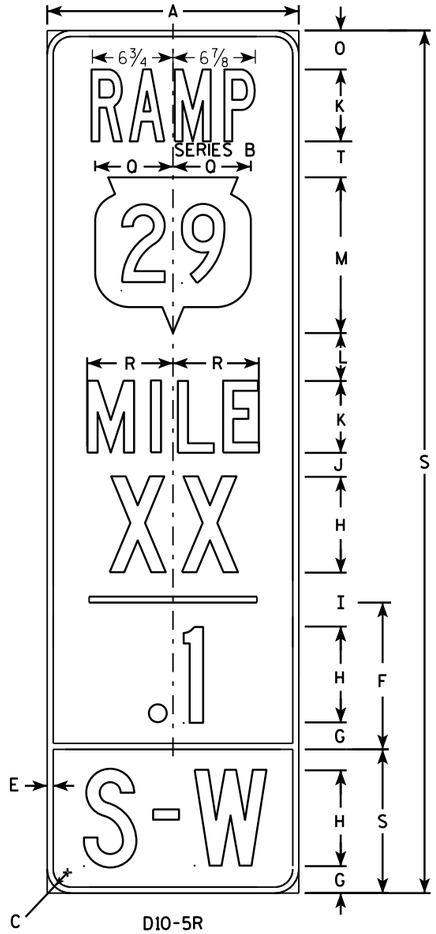
SHEET NO: 162 E



D10-5



D10-5A



D10-5R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLUE
   Message - WHITE
3. Interstate Shield Color
   Background - Top Red
   - Bottom Blue
   Message - White
4. Message Series - C or as noted on the Sign.
5. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
6. The decimal point is required for all digits except "0".
7. Optically adjust mileage numbers about the centerline of the sign to achieve proper balance.
8. Optically adjust Ramp direction letters about the centerline of the sign to achieve proper balance.



SERIES B



SERIES B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	D10-5 Area sq. ft.	D10-5A Area sq. ft.	D10-5R Area sq. ft.
1																													
2																													
3																													
4	21	60	1 ½		½	12 ¼	2 ¼	8	4 ½	2	6	4	13	7	3 ¼	6 ⅝	6 ½	7 ⅛	72	3		7 ½	8 ¼				8.75	10.5	10.5
5	21	60	1 ½		½	12 ¼	2 ¼	8	4 ½	2	6	4	13	7	3 ¼	6 ⅝	6 ½	7 ⅛	72	3		7 ½	8 ¼				8.75	10.5	10.5

STANDARD SIGN
D10-5

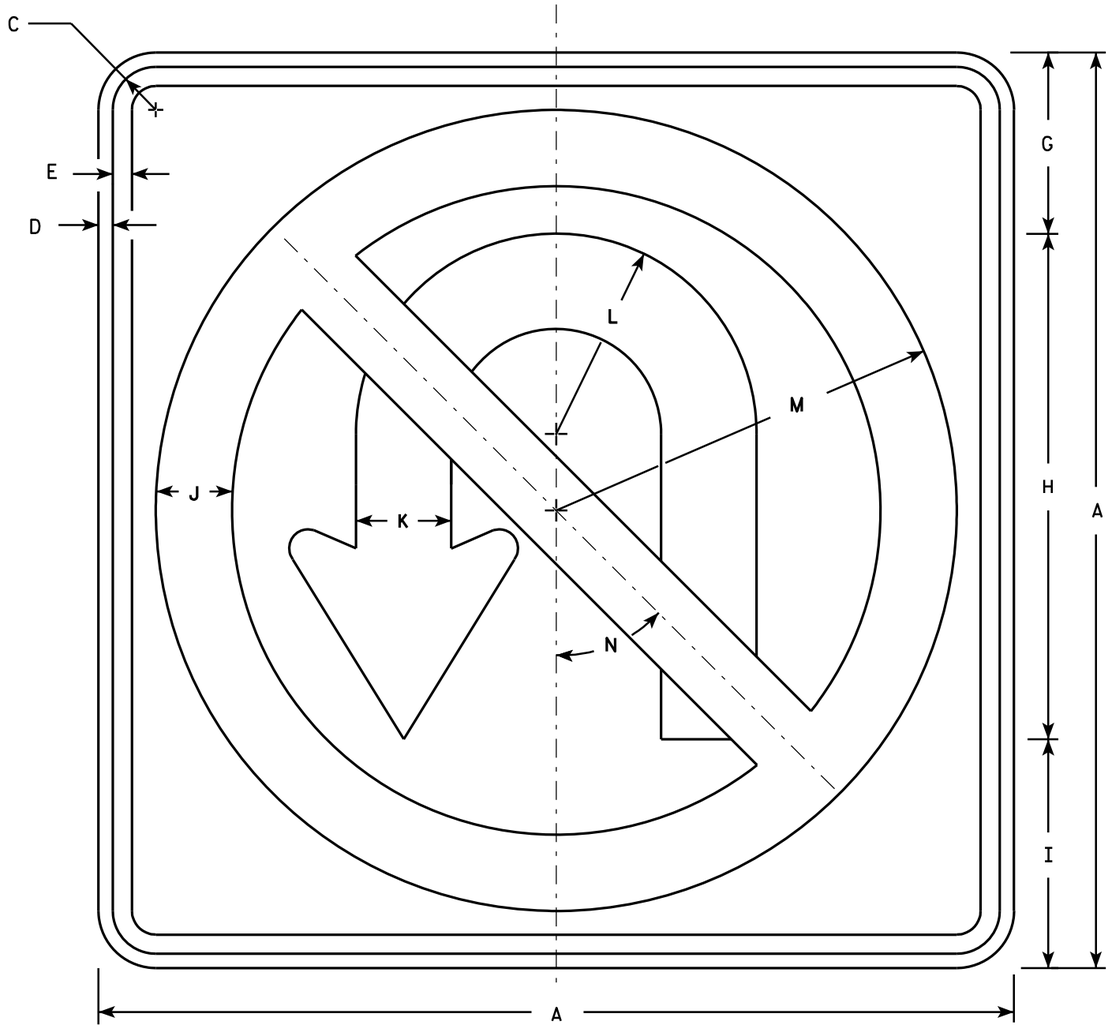
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/26/14 PL 163 D10-5.2

PROJECT NO:

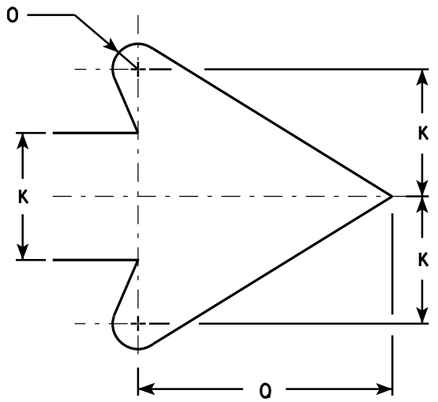
SHEET NO: E



R3-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

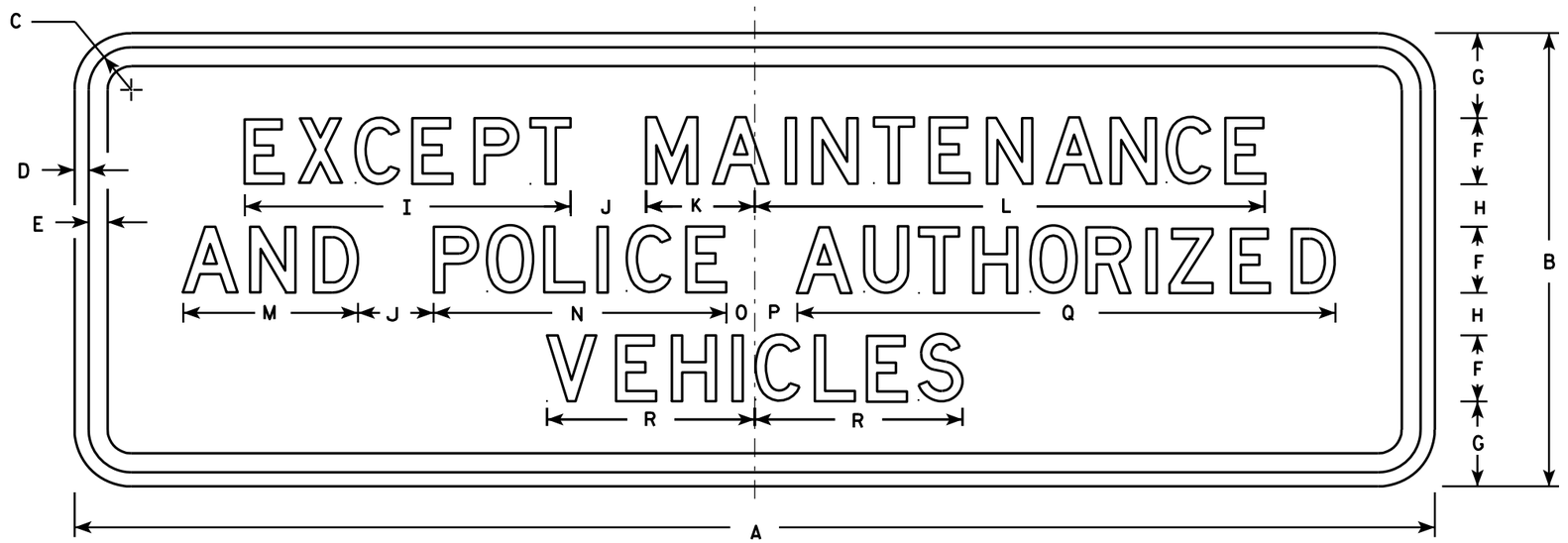
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 164	E

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.



R3-4A

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																											
2S																											
2M																											
3																											
4	36	12	1 3/8	1/2	3/8	1 3/4	2 1/4	1 1/8	8 5/8	2	2 7/8	13 1/2	4 5/8	7 3/4	3/4	1 1/8	14 1/4	5 1/2										3.0
5	36	12	1 3/8	1/2	3/8	1 3/4	2 1/4	1 1/8	8 5/8	2	2 7/8	13 1/2	4 5/8	7 3/4	3/4	1 1/8	14 1/4	5 1/2										3.0

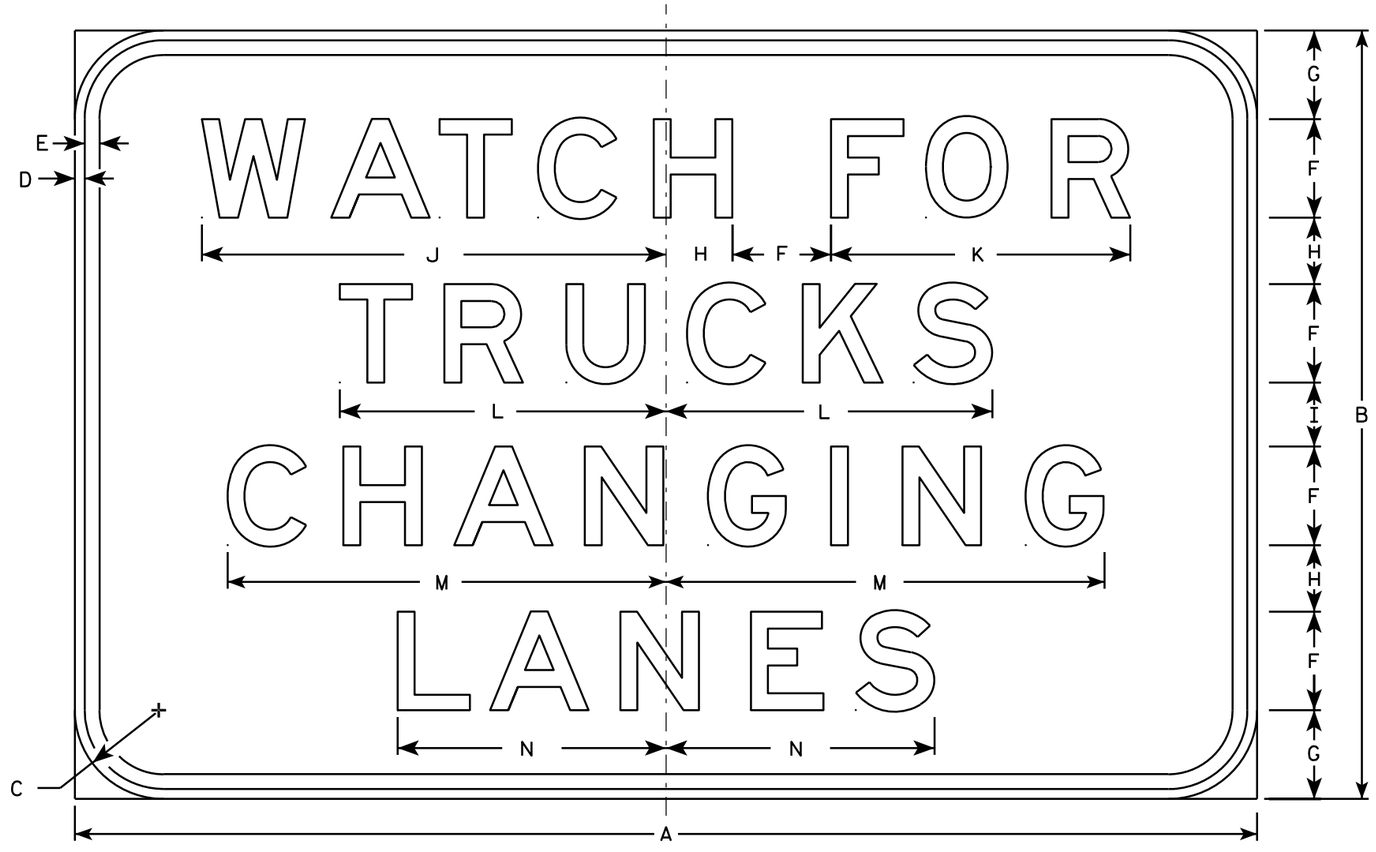
STANDARD SIGN
R3-4A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4A.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 165	E



W7-61

NOTES

1. Sign is Type I- Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black Non-Reflective
3. Message 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																											
2S																											
2M																											
3																											
4																											
5	120	78	9	1	1 1/2	10	9	6 3/4	6 1/2	47 1/8	30 3/8	33 1/8	44 1/2	27 1/4													65.0

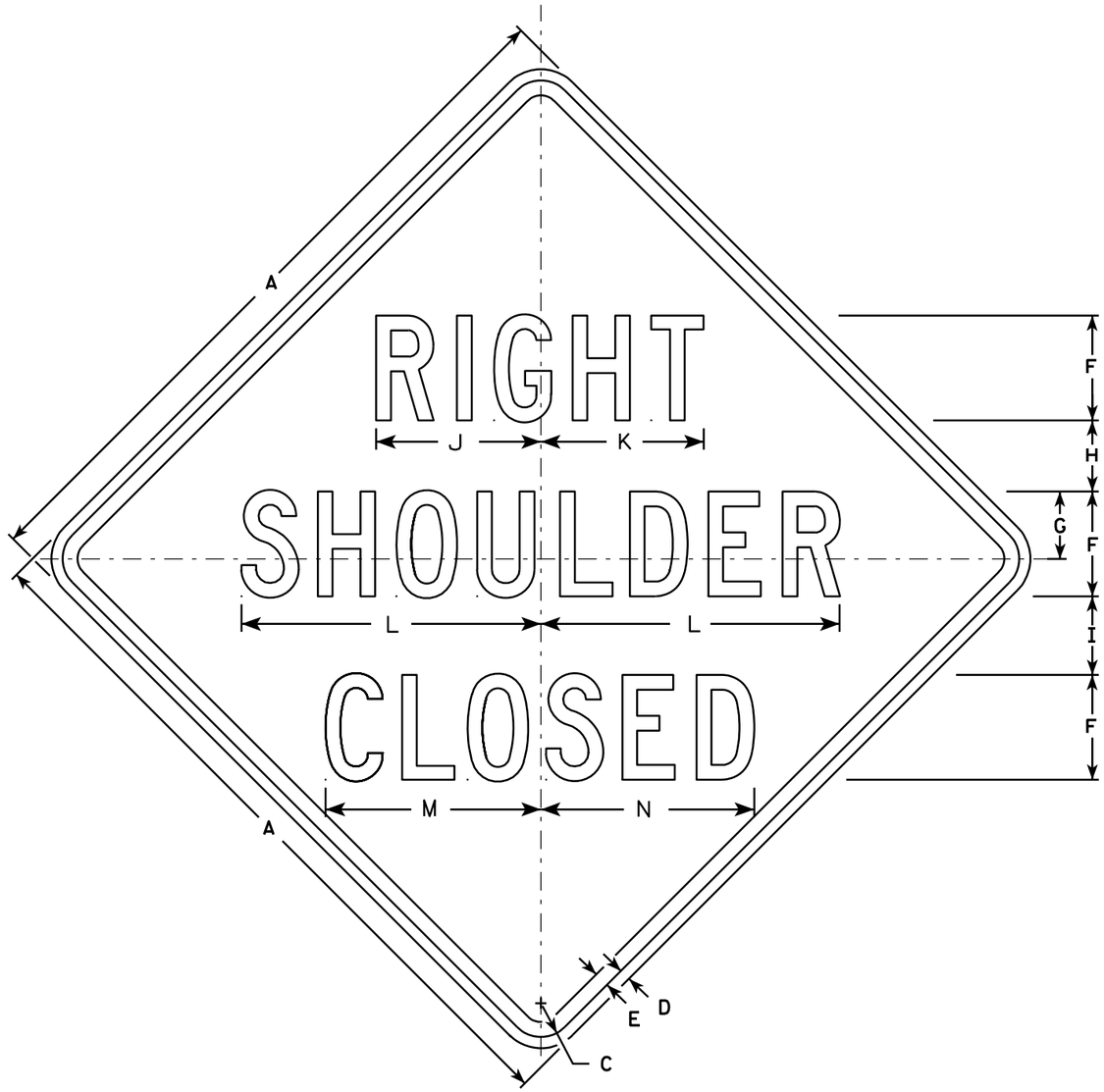
STANDARD SIGN
W7-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/14/13 PLATE NO. W7-61.8

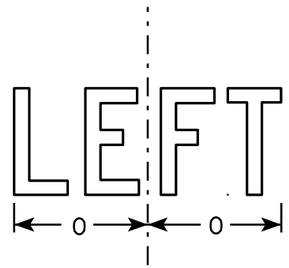
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 166	E



W21-5A

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.



W21-5AL

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	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

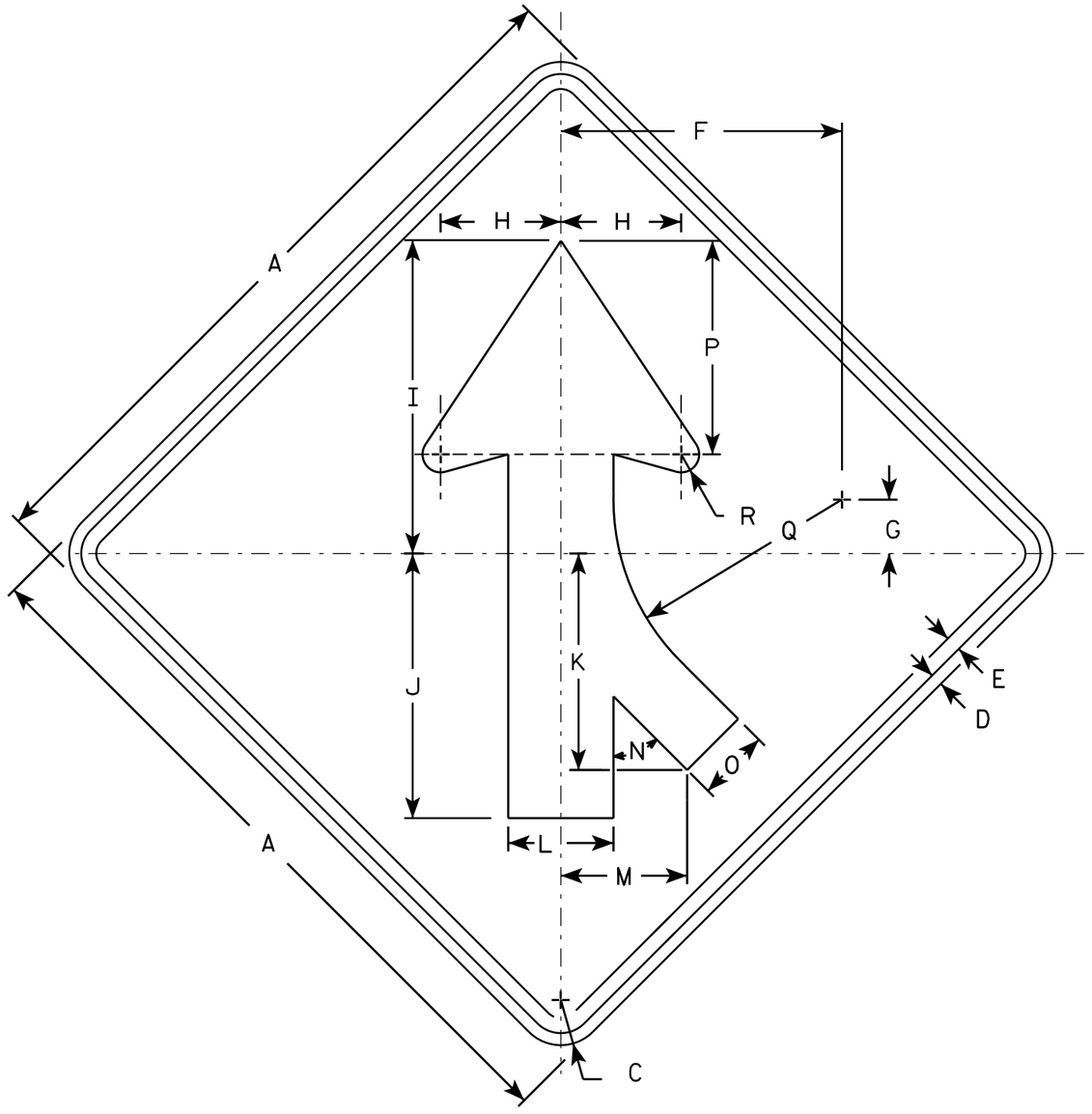
STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 167 | 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

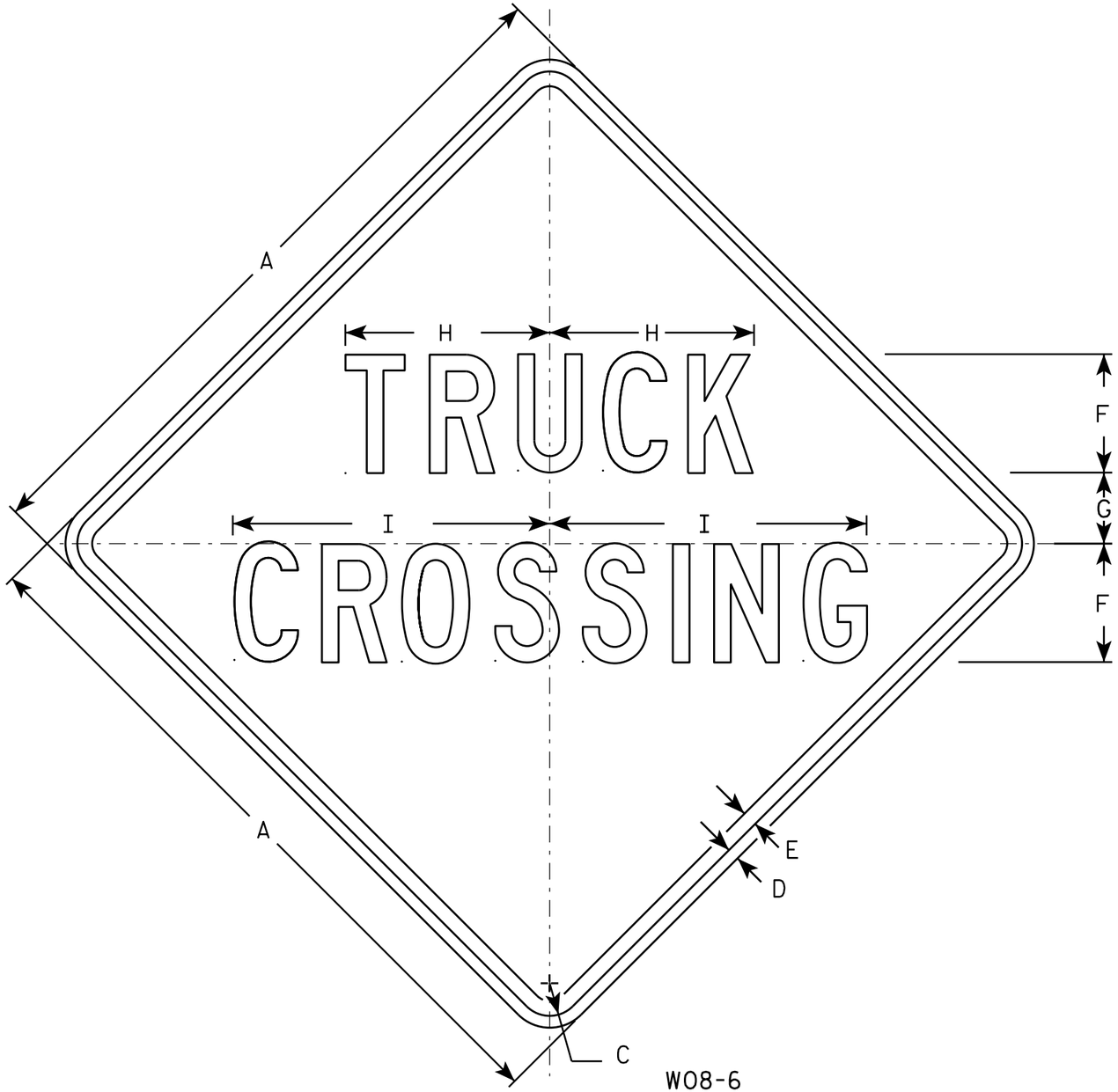
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L 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



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 169 of 28-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

Division 1 - IH 94

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Salvaged / Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 4	Mass Ordinate Note 5
187+81	18781	0	2	0	0	0	0	0	0	0	0	0	0	0
188+00	18800	19	6	0	0	0	3	0	0	0	3	0	0	3
188+50	18850	50	4	0	0	0	10	0	0	0	12	0	0	12
189+00	18900	50	4	0	0	0	8	0	0	0	20	0	0	20
189+50	18950	50	3	0	0	0	7	0	0	0	28	1	0	27
190+00	19000	50	3	0	1	0	6	0	2	0	34	3	0	31
190+50	19050	50	3	0	2	0	6	0	3	0	40	6	0	33
191+00	19100	50	3	0	1	0	6	0	2	0	45	9	0	36
191+50	19150	50	3	0	0	0	6	0	1	0	51	11	0	41
192+00	19200	50	3	0	0	0	6	0	0	0	58	11	0	47
192+50	19250	50	3	0	0	0	6	0	0	0	64	12	0	52
193+00	19300	50	3	0	0	0	6	0	1	0	70	12	0	57
193+50	19350	50	3	0	0	0	6	0	0	0	76	13	0	63
194+00	19400	50	4	0	0	0	6	0	0	0	82	13	0	69
194+50	19450	50	4	0	0	0	7	0	0	0	89	13	0	76
195+00	19500	50	4	0	0	0	7	0	0	0	96	13	0	83
195+50	19550	50	3	0	0	0	6	0	0	0	102	13	0	89
196+00	19600	50	5	0	0	0	8	0	0	0	110	13	0	97
196+50	19650	50	5	0	0	0	9	0	0	0	118	13	0	106
197+00	19700	50	4	0	0	0	8	0	0	0	127	13	0	114
197+50	19750	50	3	0	0	0	7	0	0	0	134	13	0	121
198+00	19800	50	4	0	0	0	7	0	1	0	141	14	0	127
198+50	19850	50	3	0	1	0	6	0	1	0	147	15	0	132
199+00	19900	50	3	0	1	0	6	0	2	0	153	17	0	136
199+50	19950	50	4	0	1	0	7	0	2	0	160	20	0	141
200+00	20000	50	4	0	1	0	7	0	1	0	167	21	0	146
200+50	20050	50	4	0	0	0	7	0	1	0	175	22	0	152
201+00	20100	50	4	0	1	0	7	0	1	0	181	23	0	158
201+50	20150	50	4	0	0	0	7	0	0	0	188	24	0	164
202+00	20200	50	5	0	0	0	9	0	0	0	197	24	0	173
202+50	20250	50	5	0	0	0	10	0	0	0	206	24	0	182
202+71	20271	21	2	0	0	0	3	0	0	0	209	24	0	185
202+75	20275	4	2	0	0	0	0	0	0	0	209	24	0	185
203+45	20345	0	0	0	0	0	0	0	0	0	209	24	0	185
203+50	20350	5	2	0	0	0	0	0	0	0	209	24	0	185
204+00	20400	50	4	0	11	0	5	0	10	0	215	37	0	178
204+50	20450	50	3	0	10	0	7	0	19	0	221	61	0	160
205+00	20500	50	3	0	11	0	6	0	19	0	227	85	0	142
205+50	20550	50	3	0	12	0	6	0	21	0	233	111	0	122
206+00	20600	50	4	0	11	0	7	0	20	0	240	137	0	103
206+50	20650	50	3	0	14	0	7	0	22	0	246	165	0	82

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections nor is it shown in these sheets. Refer to Summary Table for this roadway's quantity.
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded EBS	Will be backfilled with Borrow
5 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow: [(Cut + EBS) - ((Fill) - (Reduced EBS in Fill)) * Fill Factor)]

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Division 1 - IH 94

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 4	Mass Ordinate Note 5
207+00	20700	50	3	0	14	0	6	0	25	0	252	196	0	56
207+50	20750	50	3	0	15	0	6	0	26	0	258	229	0	29
208+00	20800	50	3	0	19	0	6	0	31	0	264	268	0	-4
208+50	20850	50	3	0	16	0	5	0	33	0	270	309	0	-39
209+00	20900	50	3	0	17	0	6	0	31	0	275	348	0	-72
209+50	20950	50	3	0	21	0	6	0	35	0	281	392	0	-111
210+00	21000	50	3	0	21	0	5	0	39	0	286	440	0	-154
210+50	21050	50	3	0	22	0	5	0	39	0	291	489	0	-198
211+00	21100	50	2	0	23	0	4	0	42	0	296	541	0	-246
211+50	21150	50	2	0	30	0	4	0	50	0	300	603	0	-304
212+02	21202	52	3	0	37	0	5	0	65	0	304	684	0	-380
212+50	21250	48	3	0	27	0	5	0	56	0	309	755	0	-446
213+00	21300	50	3	0	21	0	5	0	44	0	314	810	0	-496
213+50	21350	50	3	0	9	0	6	0	28	0	320	846	0	-526
214+00	21400	50	3	0	6	0	6	0	14	0	326	863	0	-537
214+50	21450	50	4	0	5	0	7	0	11	0	333	877	0	-544
215+00	21500	50	3	0	7	0	7	0	12	0	339	891	0	-552
215+50	21550	50	4	0	11	0	6	0	17	0	346	913	0	-567
216+00	21600	50	3	0	16	0	6	0	25	0	352	944	0	-592
216+50	21650	50	3	0	17	0	6	0	31	0	358	982	0	-624
217+00	21700	50	3	0	22	0	6	0	36	0	363	1,028	0	-664
217+50	21750	50	3	0	26	0	5	0	44	0	368	1,083	0	-715
218+00	21800	50	3	0	30	0	5	0	52	0	373	1,148	0	-774
218+50	21850	50	3	0	37	0	5	0	62	0	378	1,225	0	-847
219+00	21900	50	2	0	47	0	5	0	78	0	383	1,322	0	-940
219+50	21950	50	3	0	37	0	5	0	78	0	387	1,419	0	-1,032
220+00	22000	50	3	0	30	0	5	0	63	0	392	1,498	0	-1,106
220+50	22050	50	3	0	21	0	5	0	48	0	397	1,558	0	-1,161
221+00	22100	50	2	0	19	0	5	0	37	0	402	1,604	0	-1,202
221+50	22150	50	1	0	14	0	4	0	31	0	406	1,642	0	-1,236
221+75	22175	25	1	0	6	0	1	0	9	0	407	1,654	0	-1,247
229+96	22996	0	0	0	0	0	0	0	0	0	407	1,654	0	-1,247
229+97	22997	1	0	0	0	0	0	0	0	0	407	1,654	0	-1,247
230+50	23050	53	2	0	1	0	2	0	1	0	409	1,656	0	-1,246
231+00	23100	50	2	0	1	0	4	0	2	0	413	1,658	0	-1,245
231+50	23150	50	2	0	2	0	4	0	3	0	417	1,662	0	-1,245
232+00	23200	50	2	0	1	0	4	0	3	0	421	1,666	0	-1,245
232+50	23250	50	3	0	0	0	4	0	1	0	425	1,667	0	-1,242
233+00	23300	50	3	0	0	0	5	0	0	0	431	1,668	0	-1,237
233+50	23350	50	3	0	0	0	6	0	0	0	437	1,668	0	-1,231

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections nor is it shown in these sheets. Refer to Summary Table for this roadway's quantity.
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded EBS	Will be backfilled with Borrow
5 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow: [(Cut + EBS) - ((Fill) - (Reduced EBS in Fill)) * Fill Factor)]

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Division 1 - IH 94

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 4	Mass Ordinate Note 5
234+16	23416	66	6	0	8	0	11	0	10	0	448	1,680	0	-1,232
234+75	23475	59	1	0	5	0	8	0	13	0	456	1,696	0	-1,240
235+00	23500	25	1	0	6	0	1	0	5	0	457	1,702	0	-1,245
235+50	23550	50	1	0	3	0	2	0	8	0	460	1,713	0	-1,253
236+00	23600	50	1	0	3	0	3	0	6	0	462	1,720	0	-1,258
236+50	23650	50	1	0	4	0	3	0	6	0	465	1,727	0	-1,263
237+00	23700	50	1	0	3	0	2	0	6	0	467	1,735	0	-1,268
237+50	23750	50	1	0	3	0	2	0	6	0	469	1,742	0	-1,273
238+00	23800	50	1	0	8	0	2	0	10	0	472	1,755	0	-1,283
238+50	23850	50	2	0	4	0	3	0	11	0	475	1,768	0	-1,294
239+00	23900	50	1	0	3	0	3	0	7	0	477	1,777	0	-1,299
239+50	23950	50	1	0	3	0	2	0	6	0	480	1,784	0	-1,304
240+00	24000	50	1	0	4	0	2	0	7	0	482	1,793	0	-1,311
240+50	24050	50	2	0	2	0	3	0	6	0	485	1,800	0	-1,315
245+75	24575	0	2	0	0	0	0	0	0	0	485	1,800	0	-1,315
246+00	24600	25	2	0	0	0	2	0	0	0	487	1,800	0	-1,313
246+50	24650	50	2	0	3	0	4	0	3	0	491	1,804	0	-1,313
247+00	24700	50	2	0	4	0	3	0	7	0	494	1,813	0	-1,319
247+50	24750	50	7	0	8	0	8	0	11	0	502	1,827	0	-1,325
248+02	24803	53	3	0	23	0	10	0	30	0	512	1,864	0	-1,353
248+03	24803	0	0	0	0	0	0	0	0	0	512	1,864	0	-1,353
248+25	24825	22	5	0	13	0	2	0	5	0	514	1,871	0	-1,358
248+50	24850	25	2	0	8	0	3	0	10	0	517	1,883	0	-1,367
249+00	24900	50	2	0	3	0	3	0	10	0	520	1,896	0	-1,376
249+50	24950	50	2	0	1	0	3	0	4	0	523	1,900	0	-1,377
249+75	24975	25	2	0	0	0	2	0	1	0	525	1,901	0	-1,376
270+75	27075	0	2	0	0	0	0	0	0	0	525	1,901	0	-1,376
271+00	27100	25	2	0	1	0	2	0	0	0	527	1,901	0	-1,374
271+50	27150	50	2	0	2	0	4	0	2	0	531	1,904	0	-1,374
272+00	27200	50	3	0	0	0	4	0	2	0	535	1,906	0	-1,371
272+50	27250	50	5	0	0	0	8	0	0	0	542	1,906	0	-1,364
273+00	27300	50	5	0	0	0	10	0	0	0	552	1,906	0	-1,354
273+50	27350	50	4	0	0	0	9	0	0	0	561	1,906	0	-1,345
274+00	27400	50	5	0	0	0	9	0	0	0	570	1,906	0	-1,336
274+25	27425	25	5	0	0	0	5	0	0	0	575	1,906	0	-1,331
275+50	27550	0	10	0	0	0	0	0	0	0	575	1,906	0	-1,331
276+00	27600	50	15	0	0	0	23	0	0	0	598	1,906	0	-1,309
276+50	27650	50	14	0	0	0	27	0	0	0	625	1,906	0	-1,282
276+80	27680	30	18	0	0	0	18	0	0	0	643	1,906	0	-1,264
277+02	27702	22	9	0	8	0	11	0	3	0	653	1,911	0	-1,257

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections nor is it shown in these sheets. Refer to Summary Table for this roadway's quantity.
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded EBS	Will be backfilled with Borrow
5 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow: [(Cut + EBS) - ((Fill) - (Reduced EBS in Fill)) * Fill Factor)]

(CONTINUED ON NEXT SHEET)

(CONTINUED)

Division 1 - IH 94

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
			Cut	Salvaged / Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 4	Note 5
277+50	27750	48	14	0	0	0	20	0	8	0	674	1,920	0	-1,246
277+75	27775	25	8	0	0	0	10	0	0	0	684	1,920	0	-1,236
284+75	28475	0	6	0	0	0	0	0	0	0	684	1,920	0	-1,236
285+00	28500	25	5	0	0	0	5	0	0	0	689	1,920	0	-1,231
285+50	28550	50	3	0	2	0	7	0	2	0	696	1,922	0	-1,226
286+00	28600	50	2	0	4	0	4	0	5	0	700	1,928	0	-1,228
286+50	28650	50	3	0	0	0	5	0	3	0	705	1,933	0	-1,228
287+00	28700	50	3	0	0	0	6	0	0	0	711	1,933	0	-1,221
287+50	28750	50	2	0	5	0	5	0	5	0	716	1,938	0	-1,222
288+00	28800	50	3	0	0	0	4	0	5	0	720	1,944	0	-1,224
288+50	28850	50	2	0	3	0	5	0	3	0	725	1,948	0	-1,223
289+00	28900	50	2	0	3	0	4	0	6	0	729	1,955	0	-1,226
289+50	28950	50	3	0	0	0	5	0	3	0	734	1,959	0	-1,225
290+00	29000	50	4	0	0	0	7	0	0	0	740	1,959	0	-1,218
290+50	29050	50	5	0	0	0	8	0	0	0	749	1,959	0	-1,210
291+00	29100	50	2	0	4	0	7	0	3	0	755	1,963	0	-1,208
291+50	29150	50	4	0	0	0	6	0	3	0	761	1,967	0	-1,206
292+00	29200	50	4	0	0	0	8	0	0	0	769	1,967	0	-1,198
292+50	29250	50	6	0	0	0	10	0	0	0	778	1,967	0	-1,189
293+00	29300	50	5	0	0	0	11	0	0	0	789	1,967	0	-1,178
293+50	29350	50	4	0	0	0	9	0	0	0	798	1,967	0	-1,169
294+00	29400	50	3	0	0	0	6	0	0	0	805	1,967	0	-1,163
330+50	33050	0	2	0	3	0	0	0	0	0	805	1,967	0	-1,163
331+00	33100	50	3	0	1	0	5	0	4	0	810	1,972	0	-1,163
331+50	33150	50	3	0	1	0	6	0	2	0	815	1,975	0	-1,160
332+00	33200	50	3	0	1	0	5	0	2	0	821	1,978	0	-1,158
332+50	33250	50	7	0	1	0	9	0	2	0	830	1,981	0	-1,151
333+00	33300	50	9	0	2	0	15	0	3	0	845	1,984	0	-1,139
333+50	33350	50	7	0	2	0	15	0	3	0	859	1,988	0	-1,129
334+00	33400	50	5	0	6	0	11	0	7	0	871	1,997	0	-1,126
334+50	33450	50	5	0	4	0	10	0	9	0	881	2,008	0	-1,127
335+00	33500	50	7	0	0	0	12	0	4	0	892	2,013	0	-1,121
335+50	33550	50	9	0	0	0	15	0	0	0	907	2,013	0	-1,106
336+00	33600	50	10	0	0	0	18	0	0	0	925	2,013	0	-1,088
336+50	33650	50	11	0	0	0	20	0	0	0	944	2,013	0	-1,069
337+00	33700	50	11	0	0	0	20	0	0	0	964	2,013	0	-1,049
337+50	33750	50	11	0	0	0	20	0	0	0	984	2,013	0	-1,029
338+00	33800	50	12	0	0	0	22	0	0	0	1,006	2,013	0	-1,007
338+50	33850	50	12	0	0	0	22	0	0	0	1,028	2,013	0	-985
339+00	33900	50	8	0	0	0	18	0	0	0	1,047	2,013	0	-966

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections nor is it shown in these sheets. Refer to Summary Table for this roadway's quantity.
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded EBS	Will be backfilled with Borrow
5 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow: [(Cut + EBS) - ((Fill) - (Reduced EBS in Fill)) * Fill Factor)]

(CONTINUED ON NEXT SHEET)

(CONTINUED)

Division 1 - IH 94

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Salvaged / Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 4	Mass Ordinate Note 5
339+50	33950	50	10	0	0	0	17	0	0	0	1,063	2,013	0	-950
340+00	34000	50	11	0	0	0	19	0	0	0	1,083	2,013	0	-930
340+50	34050	50	11	0	1	0	20	0	1	0	1,103	2,013	0	-911
341+00	34100	50	12	0	0	0	21	0	1	0	1,124	2,014	0	-890
341+50	34150	50	11	0	0	0	22	0	0	0	1,146	2,014	0	-868
342+00	34200	50	12	0	0	0	21	0	0	0	1,167	2,014	0	-847
342+50	34250	50	9	0	1	0	19	0	1	0	1,186	2,015	0	-829
343+00	34300	50	6	0	1	0	13	0	2	0	1,200	2,017	0	-818
343+50	34350	50	4	0	1	0	8	0	2	0	1,208	2,019	0	-811
344+00	34400	50	4	0	0	0	7	0	0	0	1,215	2,020	0	-805
344+50	34450	50	4	0	0	0	7	0	0	0	1,222	2,020	0	-798
345+00	34500	50	4	0	0	0	7	0	0	0	1,229	2,020	0	-791
345+50	34550	50	3	0	0	0	6	0	0	0	1,235	2,020	0	-785
345+71	34571	21	2	0	0	0	2	0	0	0	1,237	2,021	0	-783
346+00	34600	29	1	0	0	0	2	0	0	0	1,239	2,021	0	-782
346+50	34650	50	1	0	0	0	2	0	0	0	1,241	2,021	0	-780
347+00	34700	50	1	0	0	0	2	0	0	0	1,243	2,021	0	-778
347+50	34750	50	2	0	0	0	4	0	0	0	1,247	2,021	0	-775
348+00	34800	50	5	0	0	0	7	0	0	0	1,253	2,021	0	-768
348+50	34850	50	2	0	0	0	7	0	0	0	1,260	2,021	0	-762
348+82	34882	32	1	0	1	0	2	0	1	0	1,262	2,022	0	-760
484+00	48400	0	4	0	0	0	0	0	0	0	1,262	2,022	0	-760
484+50	48450	50	4	0	0	0	8	0	0	0	1,270	2,022	0	-752
485+00	48500	50	3	0	0	0	6	0	0	0	1,276	2,022	0	-746
485+50	48550	50	2	0	0	0	4	0	0	0	1,281	2,022	0	-741
486+00	48600	50	3	0	0	0	5	0	0	0	1,285	2,022	0	-737
486+50	48650	50	4	0	0	0	6	0	0	0	1,291	2,022	0	-731
487+00	48700	50	3	0	0	0	7	0	0	0	1,298	2,022	0	-724
487+50	48750	50	4	0	0	0	7	0	0	0	1,304	2,022	0	-718
488+00	48800	50	2	0	0	0	5	0	0	0	1,309	2,022	0	-713
488+50	48850	50	3	0	0	0	5	0	0	0	1,314	2,022	0	-708
489+00	48900	50	3	0	0	0	6	0	0	0	1,320	2,022	0	-702
489+50	48950	50	3	0	0	0	6	0	0	0	1,326	2,022	0	-696
490+00	49000	50	5	0	0	0	7	0	0	0	1,333	2,022	0	-689
490+50	49050	50	4	0	0	0	8	0	0	0	1,342	2,022	0	-681
491+00	49100	50	2	0	0	0	5	0	0	0	1,347	2,022	0	-675
491+50	49150	50	3	0	0	0	4	0	0	0	1,351	2,022	0	-671
492+00	49200	50	2	0	0	0	4	0	0	0	1,355	2,022	0	-667
492+50	49250	50	3	0	0	0	4	0	0	0	1,360	2,022	0	-663
493+00	49300	50	3	0	0	0	5	0	0	0	1,365	2,022	0	-657

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections nor is it shown in these sheets. Refer to Summary Table for this roadway's quantity.
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded EBS	Will be backfilled with Borrow
5 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow: [(Cut + EBS) - ((Fill) - (Reduced EBS in Fill)) * Fill Factor)]

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(CONTINUED)

Division 1 - IH 94

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 4	Mass Ordinate Note 5
493+50	49350	50	2	0	0	0	4	0	0	0	1,369	2,022	0	-653
494+00	49400	50	2	0	0	0	4	0	0	0	1,373	2,022	0	-649
494+50	49450	50	2	0	0	0	4	0	0	0	1,377	2,022	0	-645
495+00	49500	50	2	0	0	0	3	0	0	0	1,380	2,022	0	-642
495+50	49550	50	2	0	0	0	3	0	0	0	1,384	2,022	0	-639
496+00	49600	50	4	0	0	0	5	0	0	0	1,389	2,022	0	-633
496+50	49650	50	3	0	0	0	6	0	0	0	1,395	2,022	0	-627
497+00	49700	50	3	0	0	0	5	0	0	0	1,400	2,022	0	-622
497+50	49750	50	3	0	0	0	5	0	0	0	1,405	2,022	0	-617
498+00	49800	50	1	0	0	0	4	0	0	0	1,409	2,022	0	-614
498+50	49850	50	2	0	0	0	3	0	0	0	1,412	2,022	0	-610
499+00	49900	50	2	0	0	0	4	0	0	0	1,416	2,022	0	-607
499+25	49925	25	2	0	0	0	2	0	0	0	1,417	2,022	0	-605
503+00	50300	0	5	0	0	0	0	0	0	0	1,417	2,022	0	-605
503+50	50350	50	8	0	0	0	11	0	0	0	1,429	2,022	0	-593
504+00	50400	50	4	0	0	0	11	0	0	0	1,440	2,022	0	-582
504+50	50450	50	7	0	0	0	10	0	0	0	1,450	2,022	0	-572
505+00	50500	50	8	0	0	0	13	0	0	0	1,463	2,022	0	-559
505+50	50550	50	7	0	0	0	13	0	0	0	1,476	2,022	0	-546
506+00	50600	50	8	0	0	0	13	0	0	0	1,490	2,022	0	-533
506+50	50650	50	6	0	0	0	12	0	0	0	1,502	2,022	0	-520
507+00	50700	50	10	0	0	0	14	0	0	0	1,516	2,022	0	-506
507+50	50750	50	9	0	0	0	17	0	0	0	1,534	2,022	0	-489
508+00	50800	50	10	0	0	0	17	0	0	0	1,551	2,022	0	-471
508+50	50850	50	10	0	0	0	18	0	0	0	1,569	2,022	0	-453
509+00	50900	50	12	0	0	0	20	0	0	0	1,589	2,022	0	-434
509+50	50950	50	10	0	0	0	20	0	0	0	1,609	2,022	0	-413
510+00	51000	50	18	0	0	0	26	0	0	0	1,635	2,022	0	-387
510+23	51023	23	21	0	0	0	16	0	0	0	1,651	2,022	0	-371
510+50	51050	27	21	0	0	0	21	0	0	0	1,672	2,022	0	-350
510+78	51078	28	21	0	0	0	21	0	0	0	1,693	2,022	0	-329
511+00	51100	22	20	0	0	0	17	0	0	0	1,710	2,022	0	-312
511+50	51150	50	23	0	0	0	40	0	0	0	1,750	2,022	0	-272
512+00	51200	50	17	0	0	0	37	0	0	0	1,787	2,022	0	-235
512+25	51225	25	14	0	0	0	15	0	0	0	1,802	2,022	0	-220
512+50	51250	25	19	0	0	0	15	0	0	0	1,817	2,022	0	-205
513+00	51300	50	19	0	0	0	35	0	0	0	1,852	2,022	0	-170
513+50	51350	50	15	0	0	0	32	0	0	0	1,883	2,022	0	-139
514+00	51400	50	16	0	0	0	29	0	0	0	1,912	2,023	0	-111
514+50	51450	50	19	0	0	0	32	0	0	0	1,944	2,023	0	-79

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections nor is it shown in these sheets. Refer to Summary Table for this roadway's quantity.
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded EBS	Will be backfilled with Borrow
5 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow: [(Cut + EBS) - ((Fill) - (Reduced EBS in Fill)) * Fill Factor)]

(CONTINUED ON NEXT SHEET)

(CONTINUED)

Division 1 - IH 94

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Salvaged / Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 4	Mass Ordinate Note 5
515+00	51500	50	19	0	0	0	35	0	0	0	1,979	2,023	0	-44
515+50	51550	50	18	0	0	0	34	0	0	0	2,013	2,023	0	-10
515+75	51575	25	13	0	0	0	14	0	0	0	2,027	2,023	0	5
516+00	51600	25	2	0	0	0	7	0	0	0	2,035	2,023	0	12
516+50	51650	50	2	0	0	0	3	0	0	0	2,038	2,023	0	15
517+00	51700	50	1	0	0	0	3	0	0	0	2,041	2,023	0	18
517+50	51750	50	2	0	0	0	4	0	0	0	2,044	2,023	0	22
518+00	51800	50	3	0	0	0	5	0	0	0	2,049	2,023	0	26
518+50	51850	50	5	0	0	0	7	0	0	0	2,057	2,023	0	34
519+00	51900	50	4	0	1	0	9	0	1	0	2,065	2,024	0	42
519+50	51950	50	2	0	0	0	6	0	1	0	2,071	2,024	0	47
519+95	51995	45	2	0	2	0	4	0	1	0	2,075	2,026	0	49
526+18	52618	0	10	0	2	0	0	0	0	0	2,075	2,026	0	49
526+50	52650	32	11	0	2	0	13	0	3	0	2,088	2,029	0	58
527+00	52700	50	9	0	3	0	19	0	5	0	2,106	2,035	0	71
527+50	52750	50	7	0	3	0	15	0	6	0	2,122	2,042	0	79
528+00	52800	50	6	0	0	0	13	0	2	0	2,134	2,045	0	89
528+25	52825	25	7	0	0	0	6	0	0	0	2,141	2,045	0	95
528+50	52850	25	2	0	0	0	4	0	0	0	2,145	2,045	0	100
529+00	52900	50	2	0	3	0	4	0	2	0	2,149	2,049	0	100
529+50	52950	50	2	0	2	0	4	0	4	0	2,152	2,053	0	99
530+00	53000	50	2	0	2	0	3	0	3	0	2,156	2,057	0	98
530+50	53050	50	1	0	4	0	3	0	5	0	2,158	2,063	0	95
531+00	53100	50	2	0	6	0	3	0	9	0	2,161	2,075	0	86
531+50	53150	50	2	0	5	0	3	0	10	0	2,164	2,087	0	77
532+00	53200	50	2	0	5	0	3	0	9	0	2,167	2,099	0	68
532+50	53250	50	2	0	2	0	3	0	7	0	2,170	2,107	0	63
533+00	53300	50	1	0	4	0	3	0	5	0	2,173	2,114	0	59
533+50	53350	50	2	0	4	0	3	0	7	0	2,176	2,122	0	54
534+00	53400	50	2	0	0	0	3	0	3	0	2,180	2,126	0	53
534+50	53450	50	1	0	1	0	3	0	1	0	2,183	2,127	0	56
534+75	53475	25	2	0	1	0	1	0	1	0	2,184	2,128	0	56
539+75	53975	0	4	0	0	0	0	0	0	0	2,184	2,128	0	56
540+00	54000	25	4	0	0	0	4	0	0	0	2,188	2,128	0	60
540+50	54050	50	4	0	0	0	7	0	0	0	2,195	2,129	0	66
541+00	54100	50	4	0	0	0	7	0	1	0	2,202	2,129	0	72
541+50	54150	50	4	0	0	0	7	0	0	0	2,209	2,130	0	79
542+00	54200	50	4	0	1	0	7	0	1	0	2,217	2,131	0	86
542+50	54250	50	4	0	2	0	8	0	3	0	2,224	2,135	0	89
543+00	54300	50	4	0	3	0	8	0	5	0	2,232	2,142	0	91

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections nor is it shown in these sheets. Refer to Summary Table for this roadway's quantity.
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded EBS	Will be backfilled with Borrow
5 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow: [(Cut + EBS) - ((Fill) - (Reduced EBS in Fill)) * Fill Factor)]

(CONTINUED ON NEXT SHEET)

(CONTINUED)

Division 1 - IH 94

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Salvaged / Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 4	Mass Ordinate Note 5
543+50	54350	50	3	0	6	0	7	0	9	0	2,239	2,152	0	87
544+00	54400	50	3	0	6	0	6	0	11	0	2,245	2,166	0	79
544+50	54450	50	3	0	0	0	5	0	6	0	2,250	2,173	0	78
545+00	54500	50	4	0	0	0	7	0	0	0	2,257	2,173	0	84
545+50	54550	50	6	0	0	0	9	0	0	0	2,266	2,173	0	93
546+00	54600	50	4	0	0	0	9	0	0	0	2,276	2,173	0	103
546+50	54650	50	3	0	0	0	7	0	0	0	2,283	2,173	0	109
547+00	54700	50	4	0	0	0	7	0	0	0	2,289	2,173	0	116
547+25	54725	25	5	0	0	0	4	0	0	0	2,293	2,173	0	120
551+50	55150	0	1	0	0	0	0	0	0	0	2,293	2,173	0	120
552+00	55200	50	1	0	1	0	3	0	1	0	2,296	2,175	0	121
552+50	55250	50	1	0	2	0	2	0	3	0	2,298	2,179	0	119
553+00	55300	50	1	0	1	0	2	0	3	0	2,300	2,182	0	118
553+50	55350	50	2	0	1	0	3	0	2	0	2,303	2,184	0	119
554+00	55400	50	2	0	0	0	3	0	1	0	2,306	2,185	0	121
554+50	55450	50	2	0	0	0	4	0	0	0	2,310	2,185	0	125
555+00	55500	50	2	0	1	0	4	0	1	0	2,314	2,186	0	127
555+50	55550	50	1	0	2	0	3	0	3	0	2,316	2,190	0	126
556+00	55600	50	1	0	4	0	3	0	6	0	2,319	2,197	0	122
560+75	56075	0	2	0	0	0	0	0	0	0	2,319	2,197	0	122
561+00	56100	25	1	0	0	0	2	0	0	0	2,321	2,197	0	123
561+50	56150	50	2	0	0	0	3	0	0	0	2,323	2,197	0	126
562+00	56200	50	2	0	0	0	3	0	0	0	2,326	2,197	0	129
562+50	56250	50	2	0	0	0	3	0	0	0	2,330	2,198	0	132
563+00	56300	50	2	0	0	0	3	0	1	0	2,333	2,198	0	134
563+50	56350	50	1	0	0	0	3	0	0	0	2,335	2,199	0	136
564+00	56400	50	1	0	0	0	2	0	0	0	2,338	2,199	0	139
564+50	56450	50	2	0	0	0	3	0	0	0	2,341	2,200	0	141
565+00	56500	50	2	0	0	0	3	0	0	0	2,344	2,200	0	144
565+50	56550	50	3	0	0	0	4	0	0	0	2,348	2,200	0	148
566+00	56600	50	4	0	0	0	6	0	0	0	2,354	2,201	0	153
566+50	56650	50	4	0	1	0	7	0	1	0	2,361	2,202	0	160
567+00	56700	50	5	0	2	0	8	0	2	0	2,370	2,204	0	165
567+50	56750	50	3	0	1	0	7	0	2	0	2,377	2,207	0	170
568+00	56800	50	4	0	1	0	6	0	2	0	2,383	2,210	0	173
568+23	56823	23	4	0	1	0	3	0	1	0	2,386	2,211	0	175
568+50	56850	27	3	0	2	0	4	0	1	0	2,390	2,213	0	177
568+78	56878	28	3	0	2	0	3	0	2	0	2,393	2,215	0	178
569+00	56900	22	3	0	2	0	3	0	2	0	2,396	2,217	0	178
569+50	56950	50	3	0	1	0	6	0	2	0	2,402	2,220	0	182

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections nor is it shown in these sheets. Refer to Summary Table for this roadway's quantity.
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded EBS	Will be backfilled with Borrow
5 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow: [(Cut + EBS) - ((Fill) - (Reduced EBS in Fill)) * Fill Factor)]

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Division 1 - IH 94

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 4	Mass Ordinate Note 5
570+00	57000	50	4	0	0	0	7	0	1	0	2,409	2,221	0	188
570+50	57050	50	3	0	0	0	7	0	0	0	2,415	2,221	0	194
571+00	57100	50	3	0	5	0	6	0	4	0	2,421	2,226	0	194
571+50	57150	50	3	0	8	0	5	0	12	0	2,426	2,241	0	184
572+00	57200	50	3	0	11	0	5	0	18	0	2,431	2,264	0	167
572+50	57250	50	3	0	14	0	6	0	24	0	2,437	2,294	0	143
573+00	57300	50	3	0	14	0	6	0	26	0	2,442	2,326	0	116
573+50	57350	50	3	0	14	0	5	0	26	0	2,448	2,358	0	89
574+00	57400	50	3	0	14	0	5	0	26	0	2,453	2,390	0	62
574+50	57450	50	3	0	16	0	5	0	28	0	2,458	2,425	0	33
574+75	57475	25	3	0	17	0	3	0	15	0	2,461	2,444	0	17
574+99	57499	24	3	0	12	0	3	0	13	0	2,463	2,460	0	3
575+15	57515	16	4	0	4	0	2	0	5	0	2,465	2,466	0	-1
575+25	57525	10	3	0	16	0	1	0	4	0	2,467	2,471	0	-4
575+50	57550	25	3	0	32	0	3	0	23	0	2,469	2,499	0	-30
576+00	57600	50	3	0	27	0	5	0	55	0	2,474	2,568	0	-94
576+50	57650	50	2	0	27	0	5	0	50	0	2,479	2,630	0	-152
577+00	57700	50	2	0	29	0	4	0	52	0	2,483	2,695	0	-212
577+50	57750	50	3	0	30	0	4	0	55	0	2,487	2,763	0	-276
578+00	57800	50	2	0	29	0	5	0	55	0	2,492	2,831	0	-339
578+50	57850	50	2	0	38	0	4	0	62	0	2,496	2,909	0	-413
579+00	57900	50	2	0	36	0	4	0	69	0	2,501	2,995	0	-495
579+50	57950	50	3	0	24	0	5	0	56	0	2,506	3,066	0	-560
580+00	58000	50	3	0	27	0	5	0	47	0	2,511	3,125	0	-614
580+50	58050	50	2	0	24	0	5	0	47	0	2,516	3,183	0	-667
581+00	58100	50	3	0	19	0	5	0	40	0	2,521	3,233	0	-712
581+50	58150	50	3	0	18	0	5	0	34	0	2,526	3,276	0	-750
582+00	58200	50	2	0	23	0	5	0	38	0	2,531	3,323	0	-793
582+50	58250	50	2	0	26	0	4	0	46	0	2,535	3,381	0	-846
583+00	58300	50	3	0	25	0	5	0	47	0	2,540	3,440	0	-900
583+50	58350	50	2	0	27	0	5	0	48	0	2,544	3,500	0	-956
584+00	58400	50	3	0	28	0	5	0	51	0	2,549	3,563	0	-1,015
584+50	58450	50	3	0	26	0	5	0	50	0	2,554	3,626	0	-1,072
585+00	58500	50	3	0	19	0	6	0	42	0	2,560	3,679	0	-1,119
585+50	58550	50	5	0	9	0	8	0	26	0	2,568	3,711	0	-1,143
586+00	58600	50	4	0	10	0	9	0	17	0	2,577	3,733	0	-1,156
586+23	58623	23	4	0	12	0	4	0	9	0	2,581	3,745	0	-1,164
588+20	58820	0	1	0	0	0	0	0	0	0	2,581	3,745	0	-1,164
588+50	58850	30	1	0	0	0	2	0	0	0	2,582	3,745	0	-1,163
589+00	58900	50	2	0	0	0	3	0	0	0	2,585	3,745	0	-1,160

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections nor is it shown in these sheets. Refer to Summary Table for this roadway's quantity.
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded EBS	Will be backfilled with Borrow
5 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow: [(Cut + EBS) - ((Fill) - (Reduced EBS in Fill)) * Fill Factor)]

(CONTINUED ON NEXT SHEET)

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Division 1 - IH 94

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Salvaged / Unusable Pavement Material	Fill	EBS	Cut	Salvaged / Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Mass Ordinate
							Note 1	Note 2	Note 3		Note 1		Note 4	Note 5
589+35	58935	35	4	0	0	0	4	0	0	0	2,588	3,745	0	-1,157
589+50	58950	15	4	0	2	0	2	0	1	0	2,591	3,746	0	-1,155
590+00	59000	50	4	0	0	0	7	0	2	0	2,598	3,748	0	-1,150
590+50	59050	50	3	0	0	0	6	0	0	0	2,604	3,749	0	-1,144
591+00	59100	50	3	0	1	0	6	0	1	0	2,610	3,750	0	-1,140
591+50	59150	50	3	0	3	0	5	0	4	0	2,615	3,755	0	-1,140
592+00	59200	50	2	0	4	0	5	0	7	0	2,620	3,764	0	-1,144
592+50	59250	50	3	0	2	0	4	0	6	0	2,624	3,772	0	-1,147
593+00	59300	50	3	0	1	0	5	0	3	0	2,629	3,776	0	-1,147
593+50	59350	50	3	0	2	0	5	0	3	0	2,634	3,780	0	-1,146
594+00	59400	50	3	0	2	0	5	0	4	0	2,639	3,784	0	-1,146
594+50	59450	50	2	0	2	0	5	0	4	0	2,643	3,790	0	-1,146
595+00	59500	50	3	0	2	0	5	0	4	0	2,648	3,795	0	-1,146
595+50	59550	50	3	0	1	0	6	0	3	0	2,654	3,799	0	-1,145
596+00	59600	50	3	0	7	0	5	0	8	0	2,659	3,808	0	-1,149
596+50	59650	50	3	0	6	0	5	0	12	0	2,664	3,824	0	-1,159
597+00	59700	50	3	0	5	0	5	0	10	0	2,669	3,836	0	-1,167
597+50	59750	50	3	0	1	0	6	0	6	0	2,675	3,843	0	-1,169
598+00	59800	50	3	0	0	0	6	0	1	0	2,681	3,845	0	-1,164
598+50	59850	50	3	0	0	0	6	0	0	0	2,687	3,845	0	-1,158
599+00	59900	50	4	0	0	0	6	0	0	0	2,693	3,846	0	-1,153
599+50	59950	50	4	0	0	0	7	0	0	0	2,699	3,846	0	-1,146
600+00	60000	50	4	0	0	0	7	0	0	0	2,706	3,846	0	-1,140
600+50	60050	50	4	0	0	0	7	0	0	0	2,713	3,846	0	-1,133
601+00	60100	50	4	0	0	0	7	0	0	0	2,720	3,846	0	-1,126
601+50	60150	50	4	0	0	0	7	0	0	0	2,727	3,846	0	-1,119
602+00	60200	50	4	0	0	0	7	0	0	0	2,734	3,846	0	-1,112
602+50	60250	50	4	0	0	0	7	0	0	0	2,742	3,846	0	-1,104
603+00	60300	50	4	0	0	0	7	0	0	0	2,749	3,846	0	-1,097
603+50	60350	50	4	0	0	0	7	0	0	0	2,756	3,846	0	-1,090
604+00	60400	50	4	0	0	0	8	0	0	0	2,764	3,846	0	-1,082
604+50	60450	50	4	0	0	0	7	0	0	0	2,771	3,846	0	-1,076
605+00	60500	50	3	0	0	0	7	0	1	0	2,777	3,847	0	-1,070
605+50	60550	50	3	0	0	0	6	0	0	0	2,783	3,847	0	-1,064
606+00	60600	50	3	0	0	0	6	0	0	0	2,789	3,847	0	-1,058
606+50	60650	50	3	0	0	0	6	0	0	0	2,795	3,847	0	-1,053
607+00	60700	50	2	0	1	0	5	0	1	0	2,800	3,848	0	-1,049
607+50	60750	50	3	0	0	0	5	0	1	0	2,804	3,849	0	-1,045
608+00	60800	50	3	0	0	0	5	0	0	0	2,809	3,850	0	-1,040
608+50	60850	50	3	0	0	0	6	0	0	0	2,815	3,850	0	-1,035

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections nor is it shown in these sheets. Refer to Summary Table for this roadway's quantity.
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded EBS	Will be backfilled with Borrow
5 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow: [(Cut + EBS) - ((Fill) - (Reduced EBS in Fill)) * Fill Factor)]

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(CONTINUED)

Division 1 - IH 94

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 4	Mass Ordinate Note 5
609+00	60900	50	3	0	0	0	5	0	0	0	2,820	3,850	0	-1,030
609+50	60950	50	3	0	0	0	5	0	0	0	2,826	3,850	0	-1,025
610+00	61000	50	3	0	1	0	5	0	1	0	2,831	3,851	0	-1,020
610+50	61050	50	3	0	0	0	5	0	1	0	2,836	3,852	0	-1,016
611+00	61100	50	4	0	0	0	6	0	0	0	2,843	3,852	0	-1,010
611+50	61150	50	3	0	1	0	6	0	1	0	2,849	3,853	0	-1,004
612+00	61200	50	3	0	0	0	5	0	1	0	2,854	3,854	0	-1,000
612+50	61250	50	3	0	1	0	5	0	2	0	2,860	3,856	0	-997
613+00	61300	50	3	0	2	0	5	0	3	0	2,865	3,860	0	-995
613+50	61350	50	2	0	2	0	5	0	3	0	2,869	3,864	0	-994
614+00	61400	50	3	0	1	0	5	0	3	0	2,874	3,867	0	-993
614+50	61450	50	3	0	2	0	5	0	3	0	2,879	3,871	0	-992
615+00	61500	50	2	0	3	0	4	0	5	0	2,884	3,877	0	-993
615+50	61550	50	2	0	3	0	4	0	6	0	2,888	3,884	0	-996
616+00	61600	50	3	0	2	0	5	0	4	0	2,893	3,890	0	-997
616+50	61650	50	3	0	1	0	6	0	3	0	2,899	3,893	0	-995
617+00	61700	50	3	0	1	0	5	0	2	0	2,904	3,896	0	-992
617+50	61750	50	3	0	1	0	5	0	1	0	2,909	3,897	0	-988
618+00	61800	50	3	0	0	0	5	0	1	0	2,914	3,899	0	-985
618+50	61850	50	4	0	1	0	6	0	1	0	2,921	3,900	0	-980
619+00	61900	50	5	0	0	0	9	0	1	0	2,929	3,901	0	-972
619+25	61925	25	3	0	0	0	4	0	0	0	2,933	3,901	0	-968
619+38	61938	13	3	0	0	0	2	0	0	0	2,935	3,901	0	-966
619+93	61993	0	2	0	3	0	0	0	0	0	2,935	3,901	0	-966
619+94	61994	1	6	0	4	0	0	0	0	0	2,935	3,901	0	-966
620+00	62000	6	5	0	13	0	1	0	2	0	2,936	3,904	0	-967
620+50	62050	50	4	0	7	0	8	0	19	0	2,944	3,927	0	-983
621+00	62100	50	4	0	2	0	7	0	8	0	2,951	3,937	0	-986
621+50	62150	50	3	0	3	0	7	0	4	0	2,958	3,943	0	-985
622+00	62200	50	3	0	2	0	5	0	5	0	2,963	3,949	0	-986
622+50	62250	50	3	0	2	0	5	0	4	0	2,968	3,954	0	-985
623+00	62300	50	3	0	2	0	5	0	3	0	2,973	3,958	0	-984
623+50	62350	50	2	0	2	0	5	0	3	0	2,978	3,962	0	-984
624+00	62400	50	3	0	0	0	5	0	2	0	2,982	3,964	0	-982
624+50	62450	50	3	0	0	0	5	0	1	0	2,988	3,965	0	-977
625+00	62500	50	5	0	0	0	8	0	0	0	2,996	3,966	0	-970
625+50	62550	50	2	0	1	0	7	0	1	0	3,003	3,967	0	-965
626+00	62600	50	3	0	1	0	5	0	2	0	3,008	3,969	0	-961
626+50	62650	50	3	0	0	0	6	0	1	0	3,014	3,971	0	-956
627+00	62700	50	3	0	1	0	6	0	1	0	3,020	3,972	0	-952

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections nor is it shown in these sheets. Refer to Summary Table for this roadway's quantity.
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded EBS	Will be backfilled with Borrow
5 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow: [(Cut + EBS) - ((Fill) - (Reduced EBS in Fill)) * Fill Factor)]

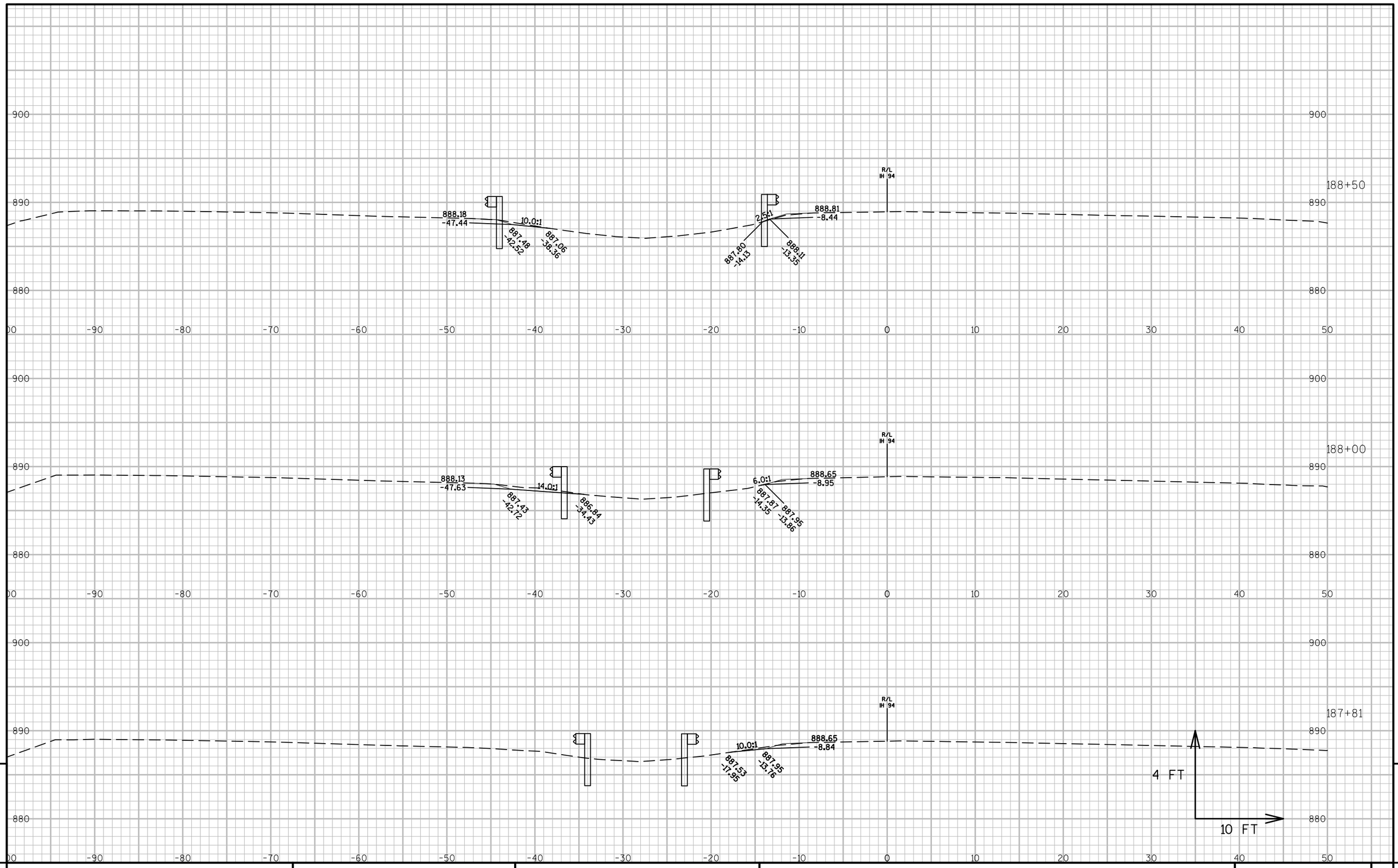
(CONTINUED ON NEXT SHEET)

(CONTINUED)

Division 1 - IH 94

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 4	Mass Ordinate Note 5
627+50	62750	50	2	0	2	0	4	0	3	0	3,025	3,975	0	-951
628+00	62800	50	2	0	5	0	3	0	7	0	3,028	3,983	0	-955
628+50	62850	50	2	0	5	0	3	0	9	0	3,031	3,994	0	-963
629+00	62900	50	2	0	4	0	4	0	8	0	3,035	4,005	0	-970
629+50	62950	50	2	0	1	0	4	0	5	0	3,039	4,011	0	-972
630+00	63000	50	3	0	1	0	5	0	2	0	3,044	4,013	0	-969
630+50	63050	50	3	0	0	0	5	0	1	0	3,049	4,014	0	-965
631+00	63100	50	4	0	0	0	6	0	0	0	3,056	4,015	0	-959
631+50	63150	50	3	0	0	0	7	0	0	0	3,062	4,015	0	-953
632+00	63200	50	3	0	0	0	6	0	0	0	3,068	4,015	0	-947
632+50	63250	50	5	0	0	0	7	0	0	0	3,075	4,015	0	-940
633+00	63300	50	4	0	0	0	8	0	0	0	3,083	4,016	0	-932
633+50	63350	50	3	0	0	0	7	0	1	0	3,090	4,016	0	-926
634+00	63400	50	3	0	0	0	6	0	1	0	3,096	4,017	0	-921
634+50	63450	50	3	0	0	0	6	0	0	0	3,102	4,018	0	-915
635+00	63500	50	3	0	0	0	5	0	0	0	3,108	4,018	0	-910
635+50	63550	50	3	0	1	0	5	0	1	0	3,113	4,019	0	-906
636+00	63600	50	3	0	0	0	5	0	1	0	3,118	4,020	0	-902
636+50	63650	50	2	0	1	0	5	0	1	0	3,123	4,021	0	-898
637+00	63700	50	3	0	0	0	5	0	1	0	3,128	4,022	0	-895
637+50	63750	50	3	0	0	0	5	0	1	0	3,133	4,023	0	-890
638+00	63800	50	3	0	0	0	6	0	0	0	3,139	4,024	0	-885
638+50	63850	50	5	0	0	0	7	0	0	0	3,146	4,024	0	-878
638+50	63850	0	0	0	0	0	0	0	0	0	3,146	4,024	0	-878
639+00	63900	50	6	0	0	0	6	0	0	0	3,152	4,024	0	-872
639+48	63948	48	1	0	1	0	6	0	1	0	3,158	4,025	0	-867
639+53	63953	5	2	0	1	0	0	0	0	0	3,158	4,025	0	-867
							3,158	0	3,220	0				

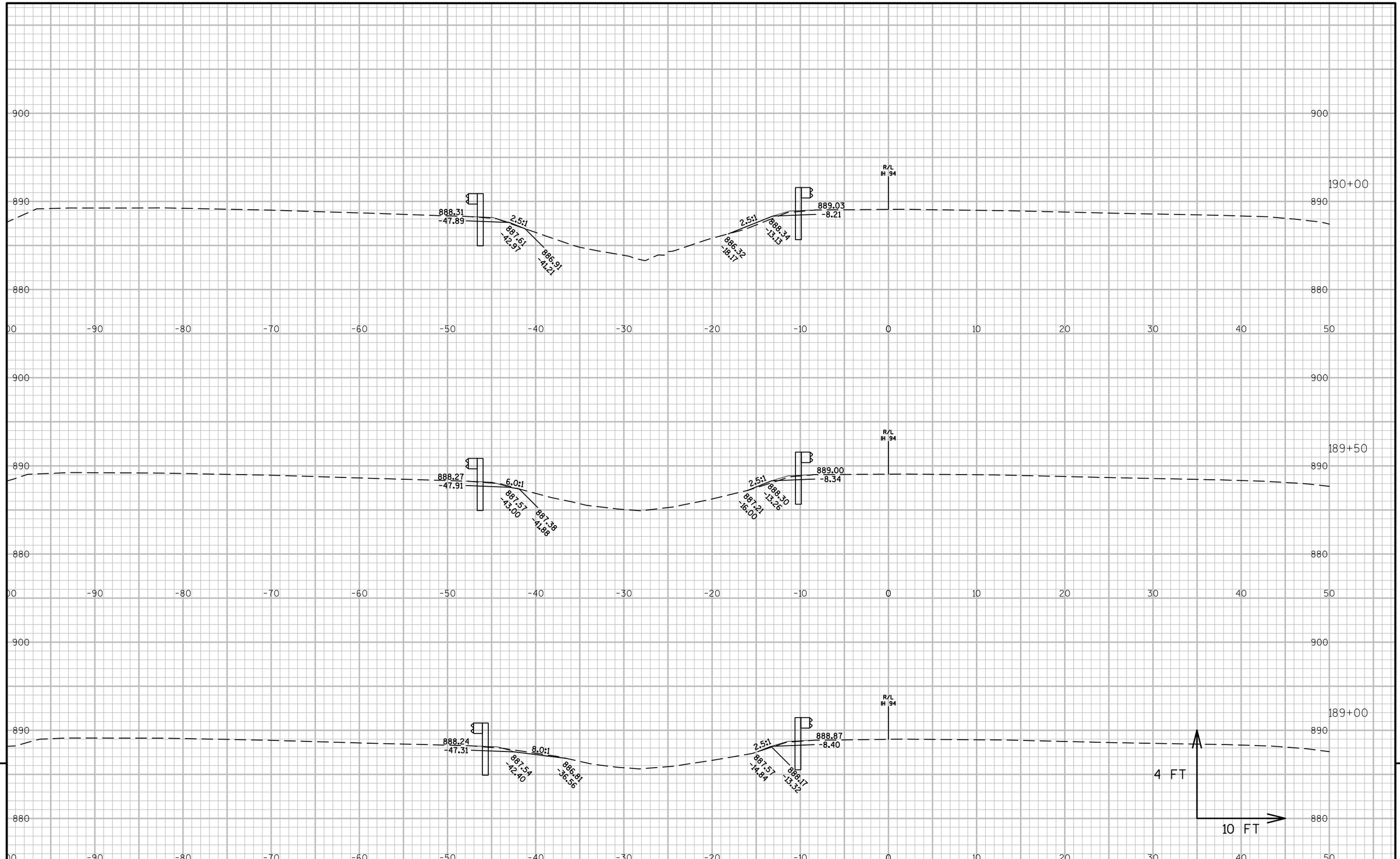
Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections nor is it shown in these sheets. Refer to Summary Table for this roadway's quantity.
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded EBS	Will be backfilled with Borrow
5 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow: [(Cut + EBS) - ((Fill) - (Reduced EBS in Fill)) * Fill Factor)]



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 182	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (1)

PLOT DATE : 7/30/2018 2:52 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



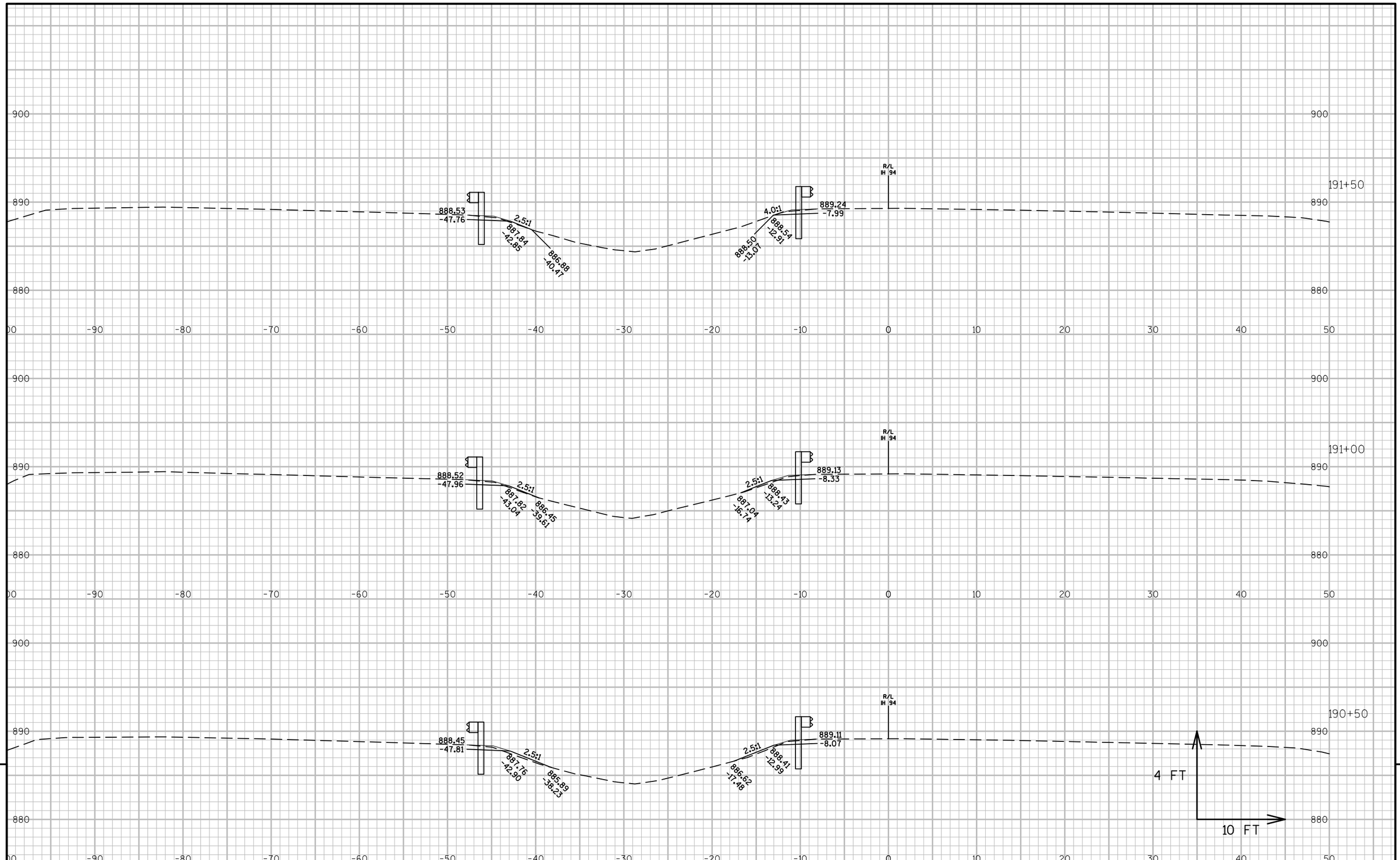
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 183	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (2)

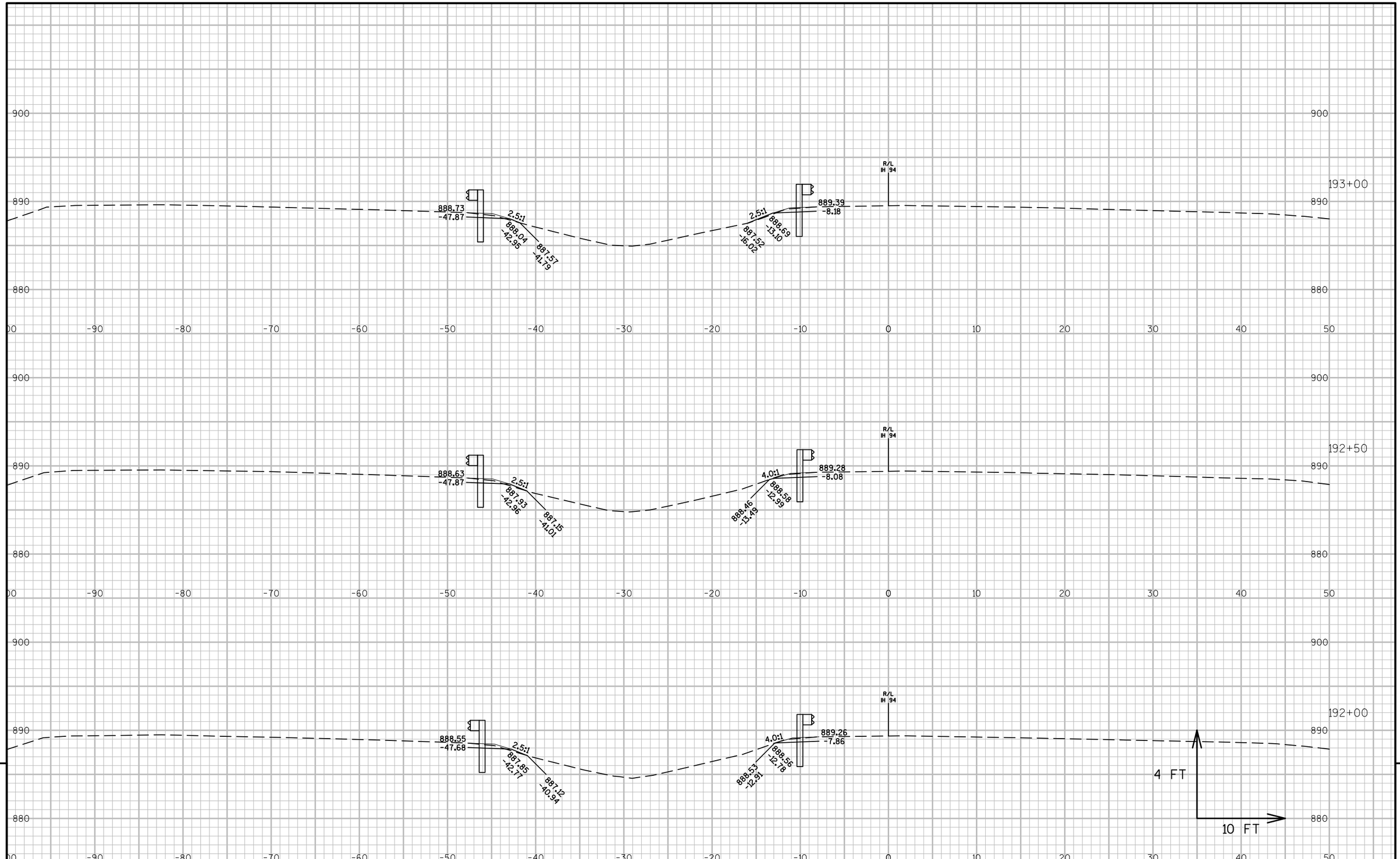
PLOT DATE : 7/30/2018 2:52 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 184	E

9

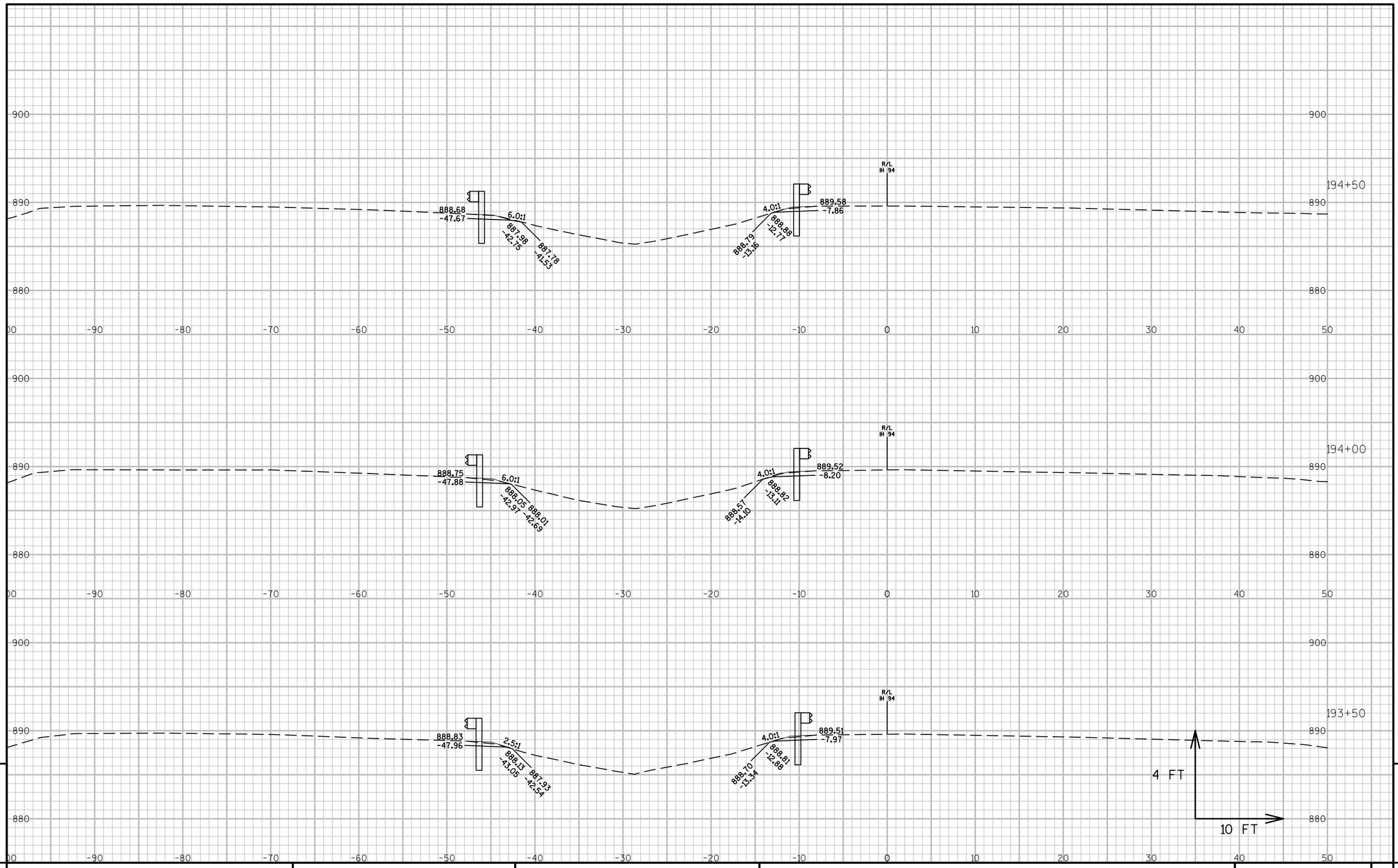


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 185	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (4)

PLOT DATE : 7/30/2018 2:53 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



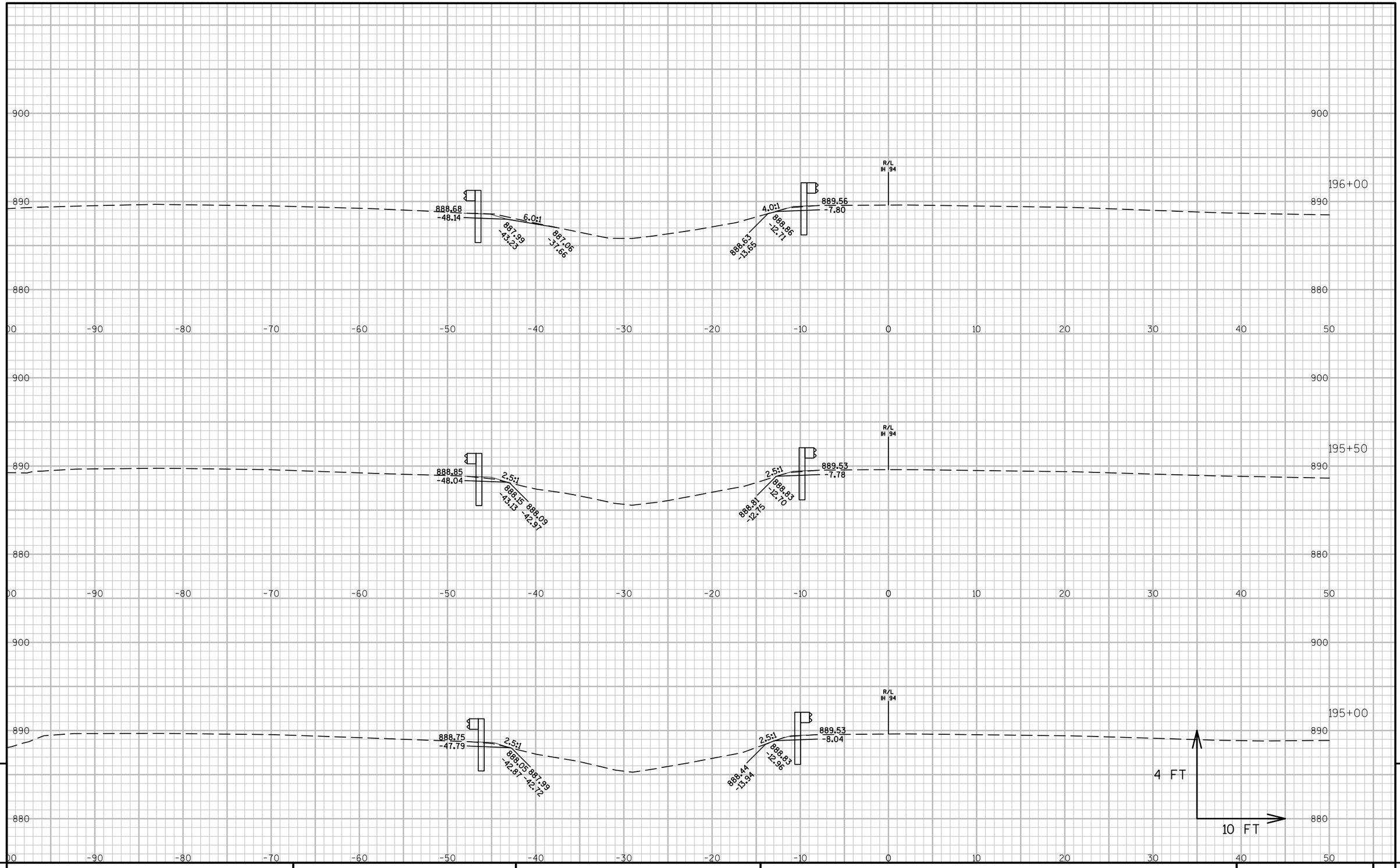
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 186	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (5)

PLOT DATE : 7/30/2018 2:53 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

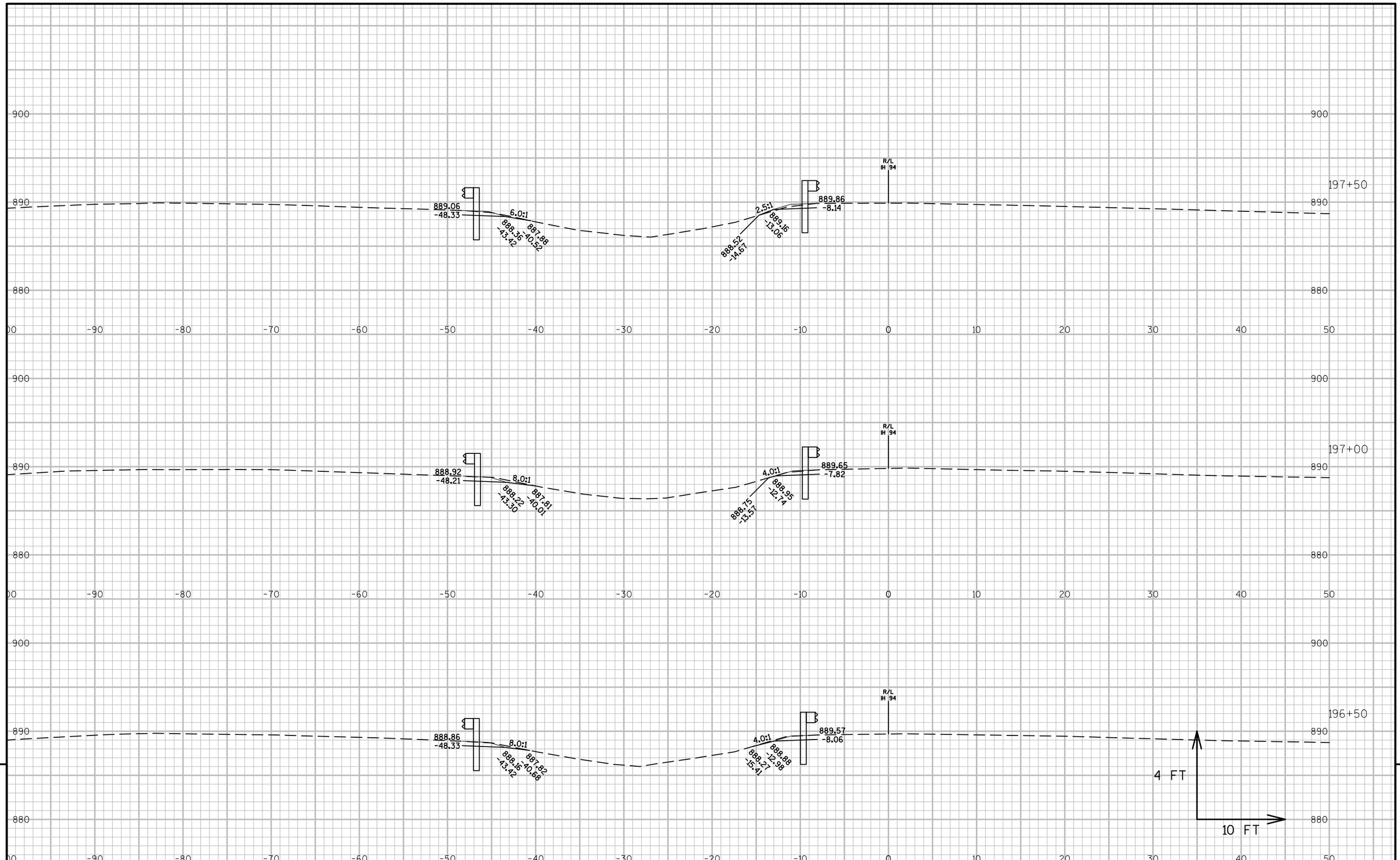


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 187	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (6)

PLOT DATE : 7/30/2018 2:53 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

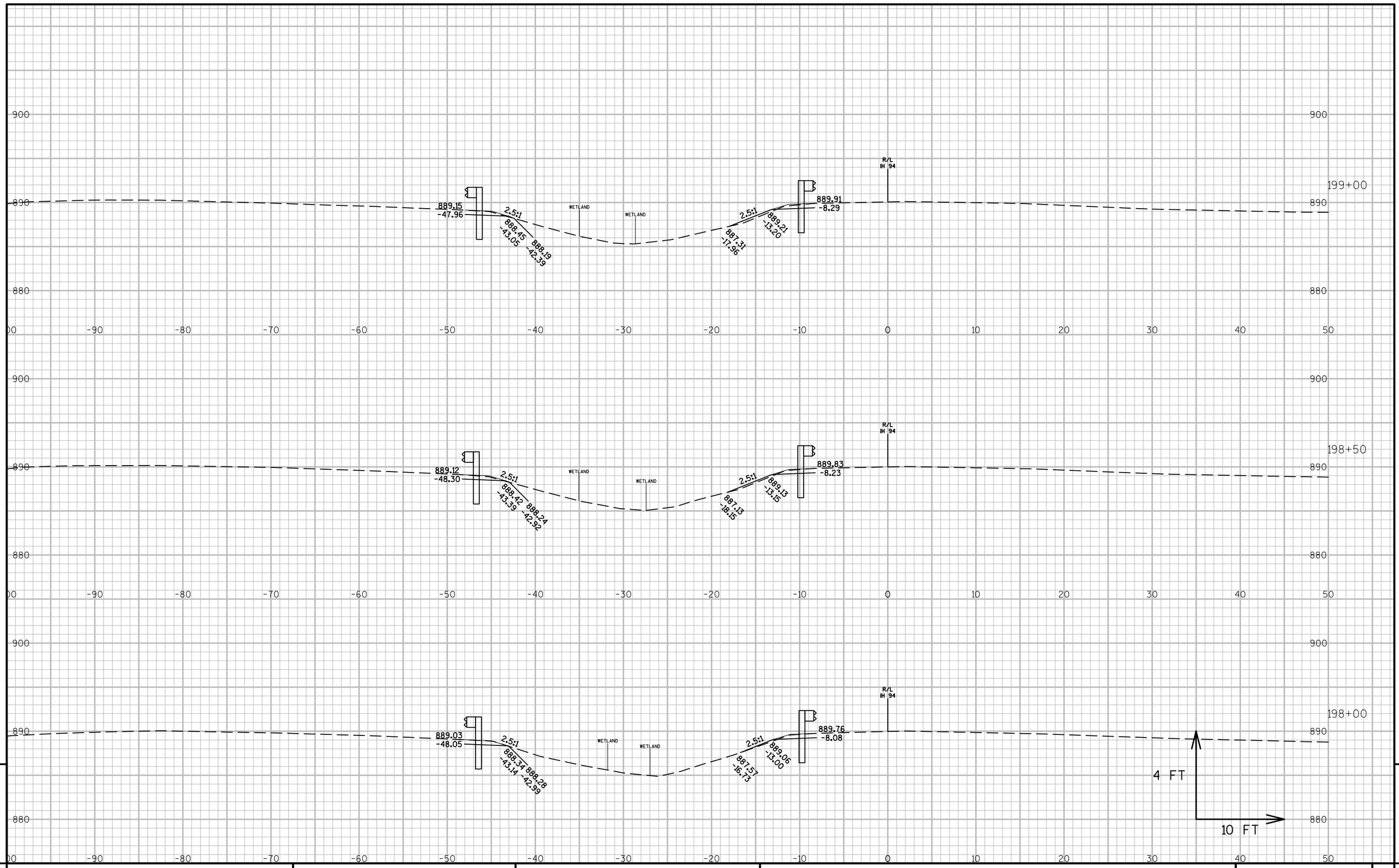
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 188	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (7)

PLOT DATE : 7/30/2018 2:53 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



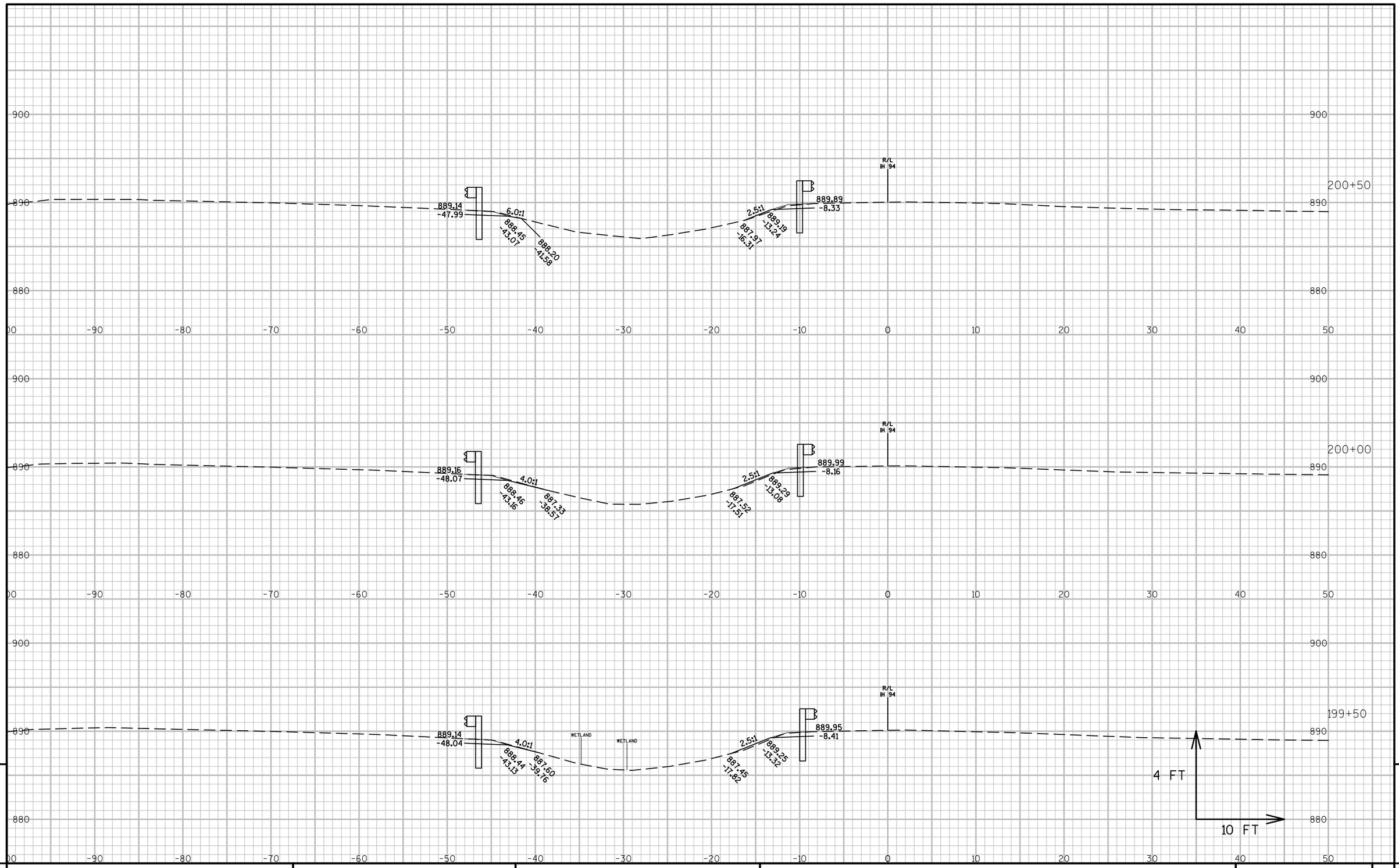
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 189	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (8)

PLOT DATE : 7/30/2018 2:54 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



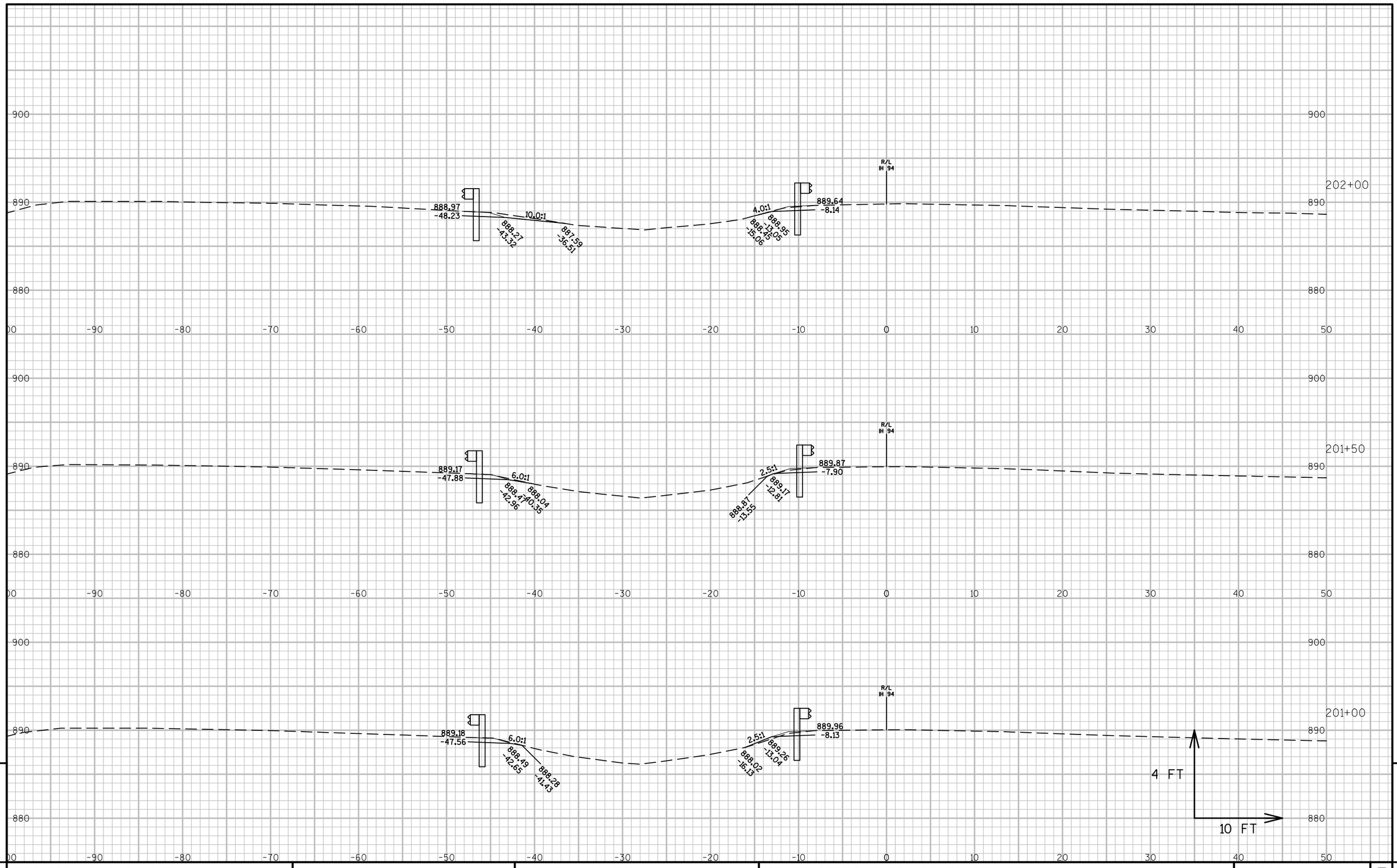
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PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 190	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (9)

PLOT DATE : 7/30/2018 2:54 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

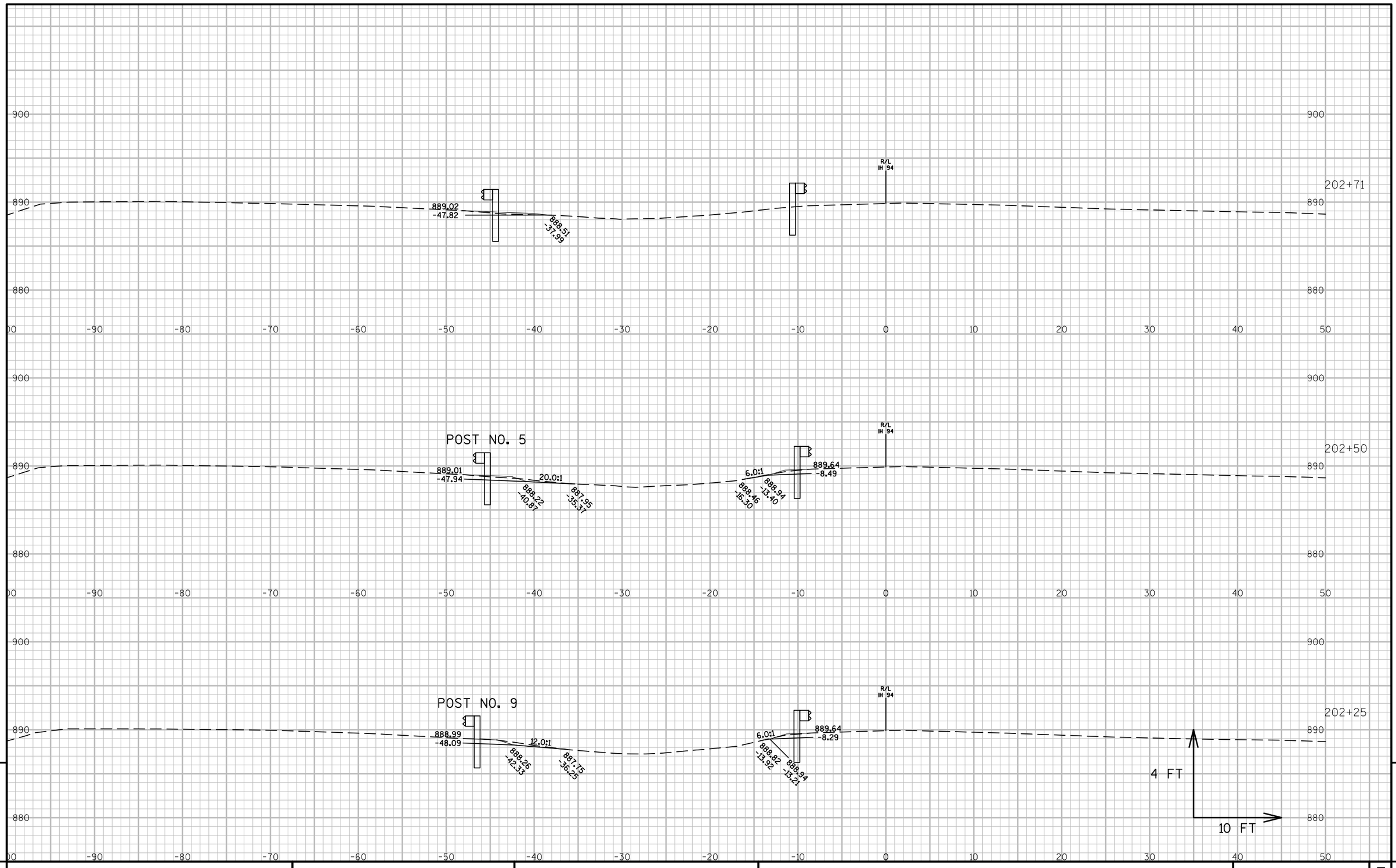


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 191	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (10)

PLOT DATE : 7/30/2018 2:54 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

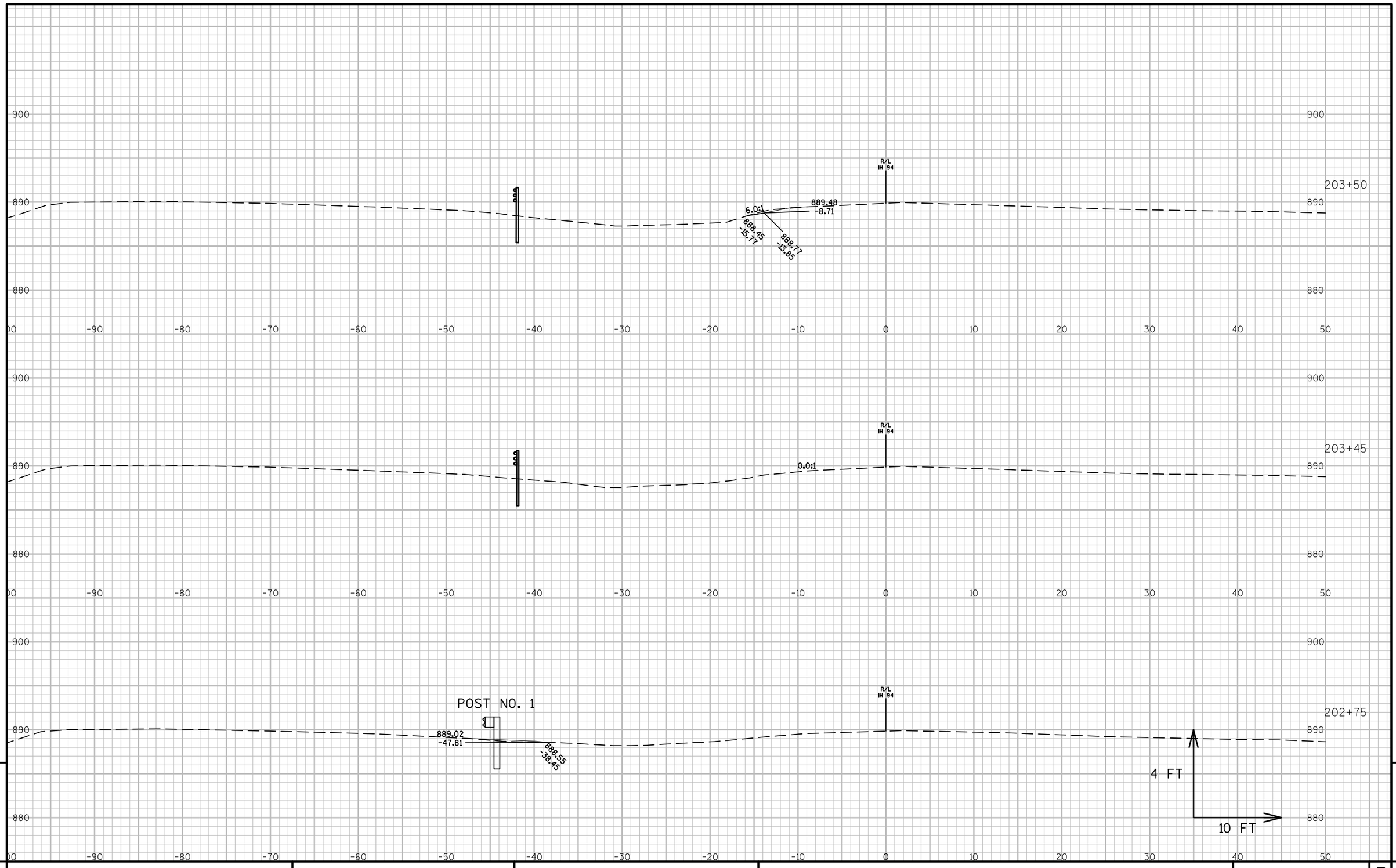
PROJECT NO:1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 192	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (11)

PLOT DATE : 7/30/2018 2:54 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

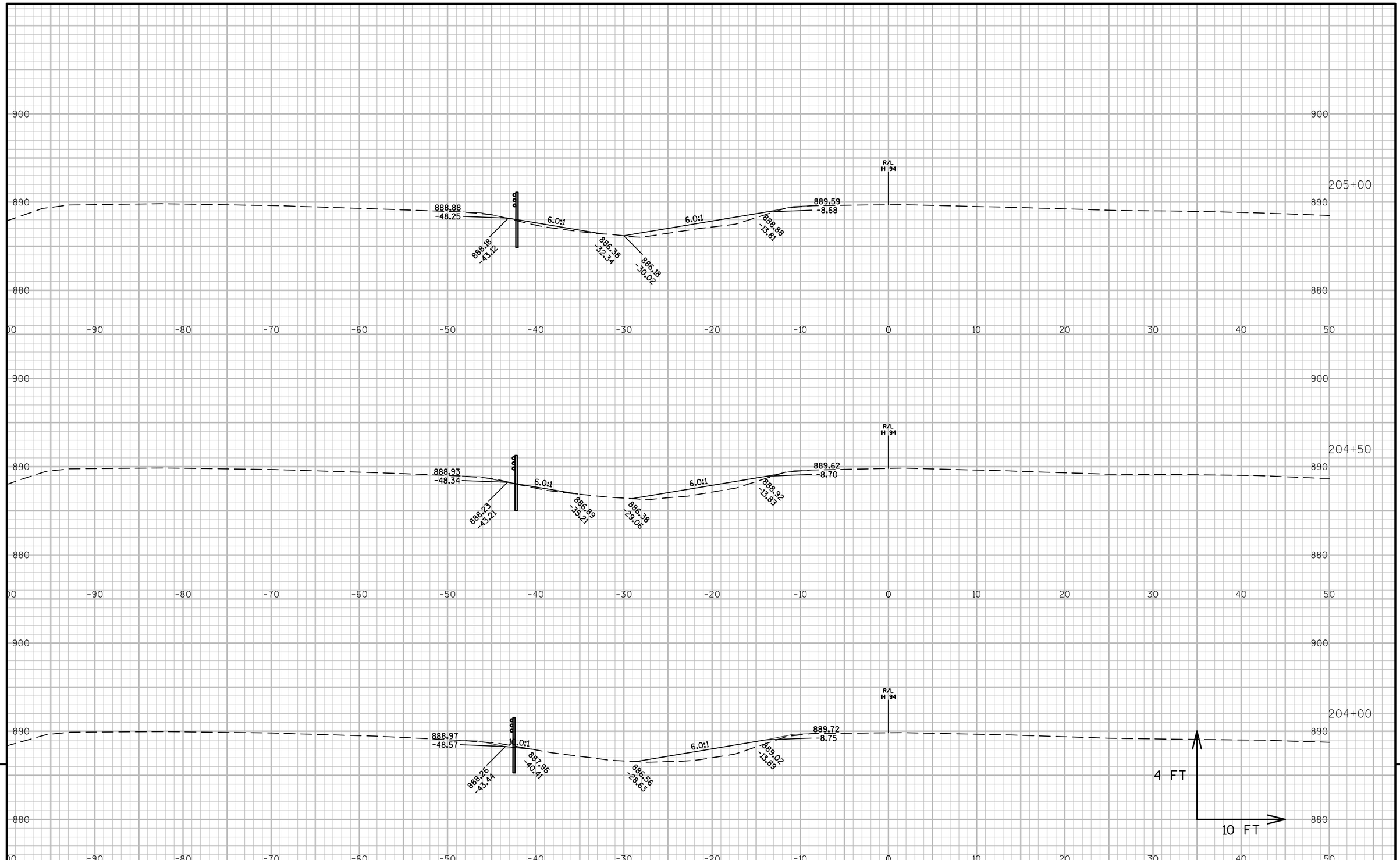
9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 193	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (12)

PLOT DATE : 7/30/2018 2:55 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

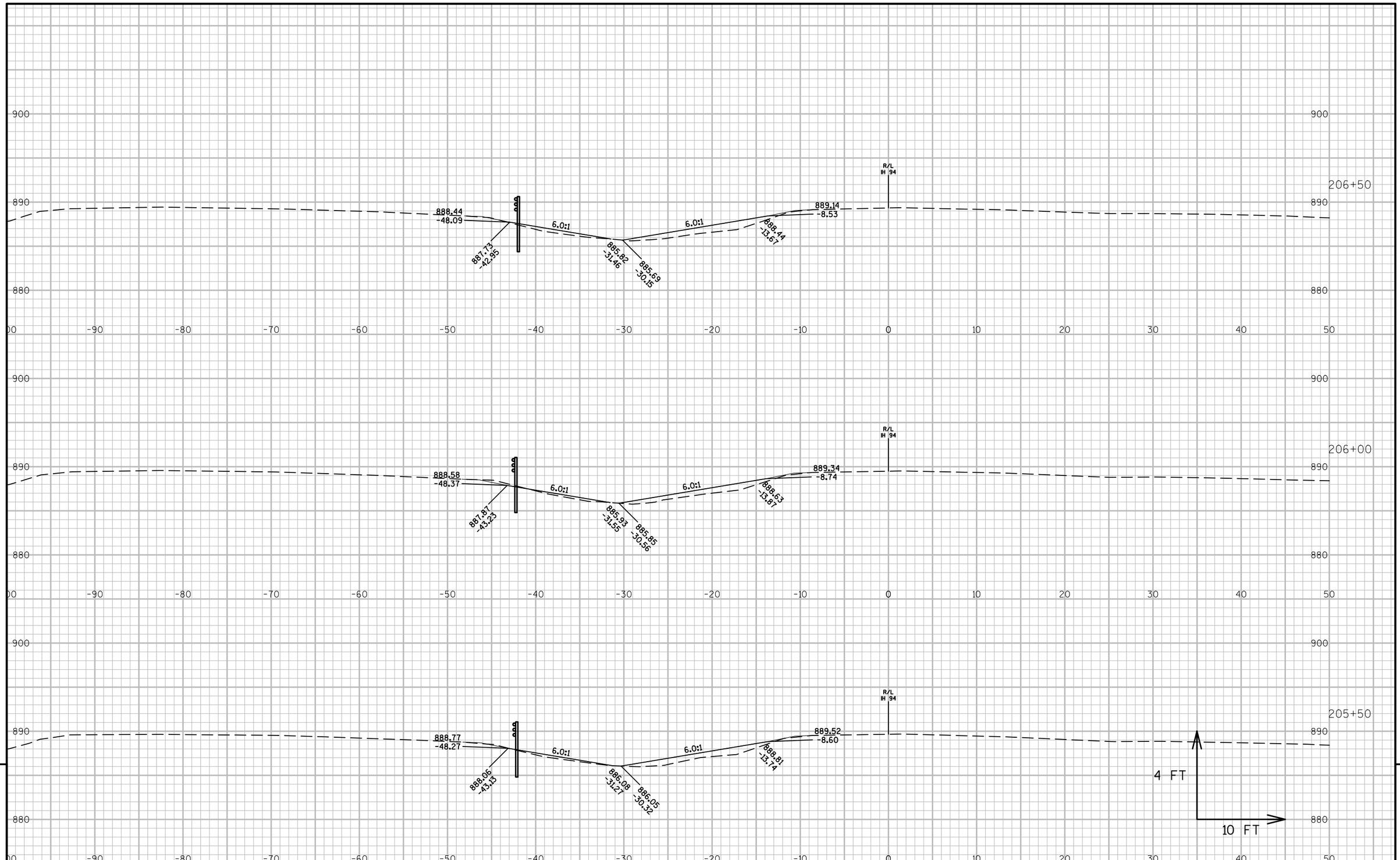


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 194	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (13)

PLOT DATE : 7/30/2018 2:55 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

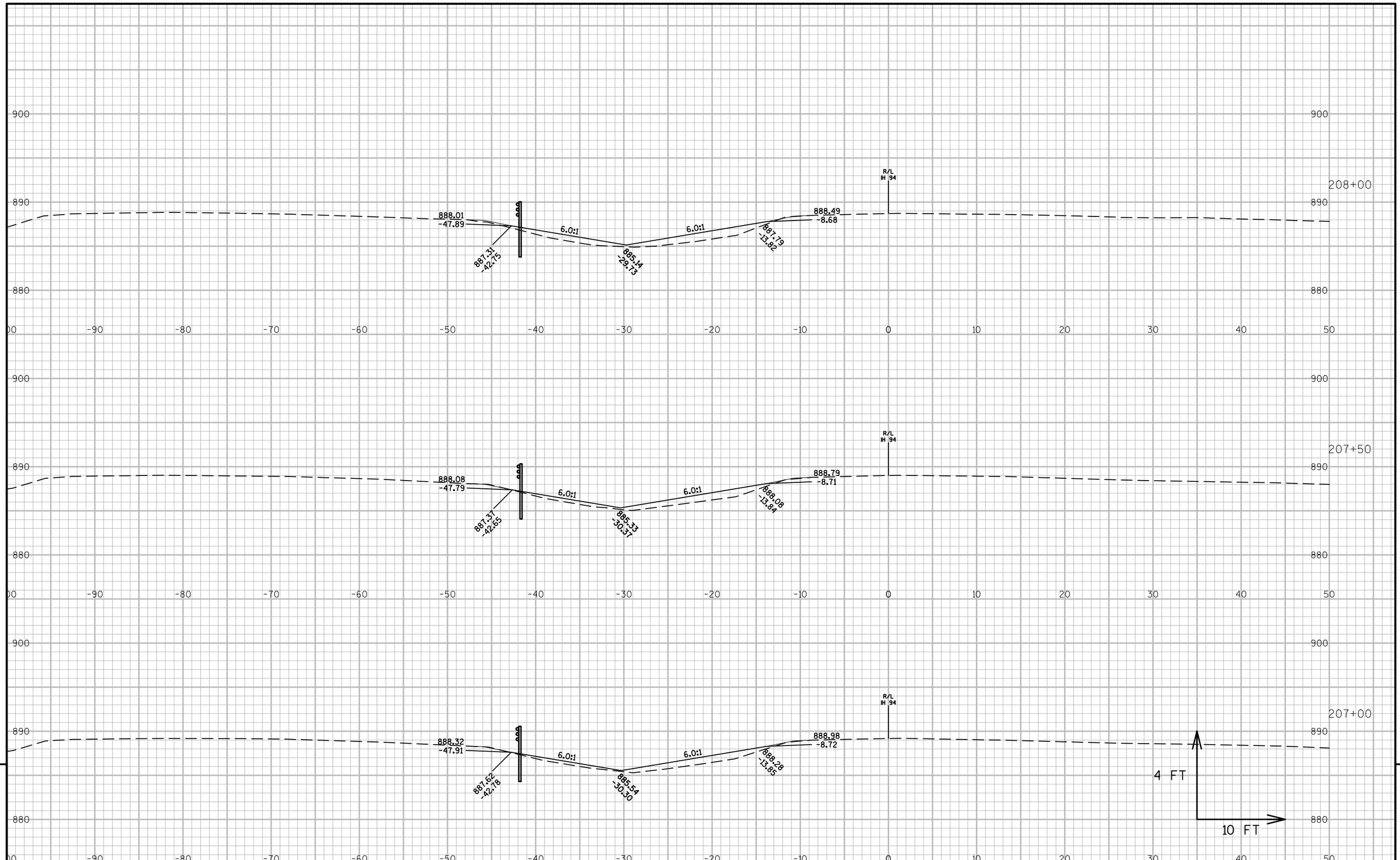


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 195

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (14)

PLOT DATE : 7/30/2018 2:55 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

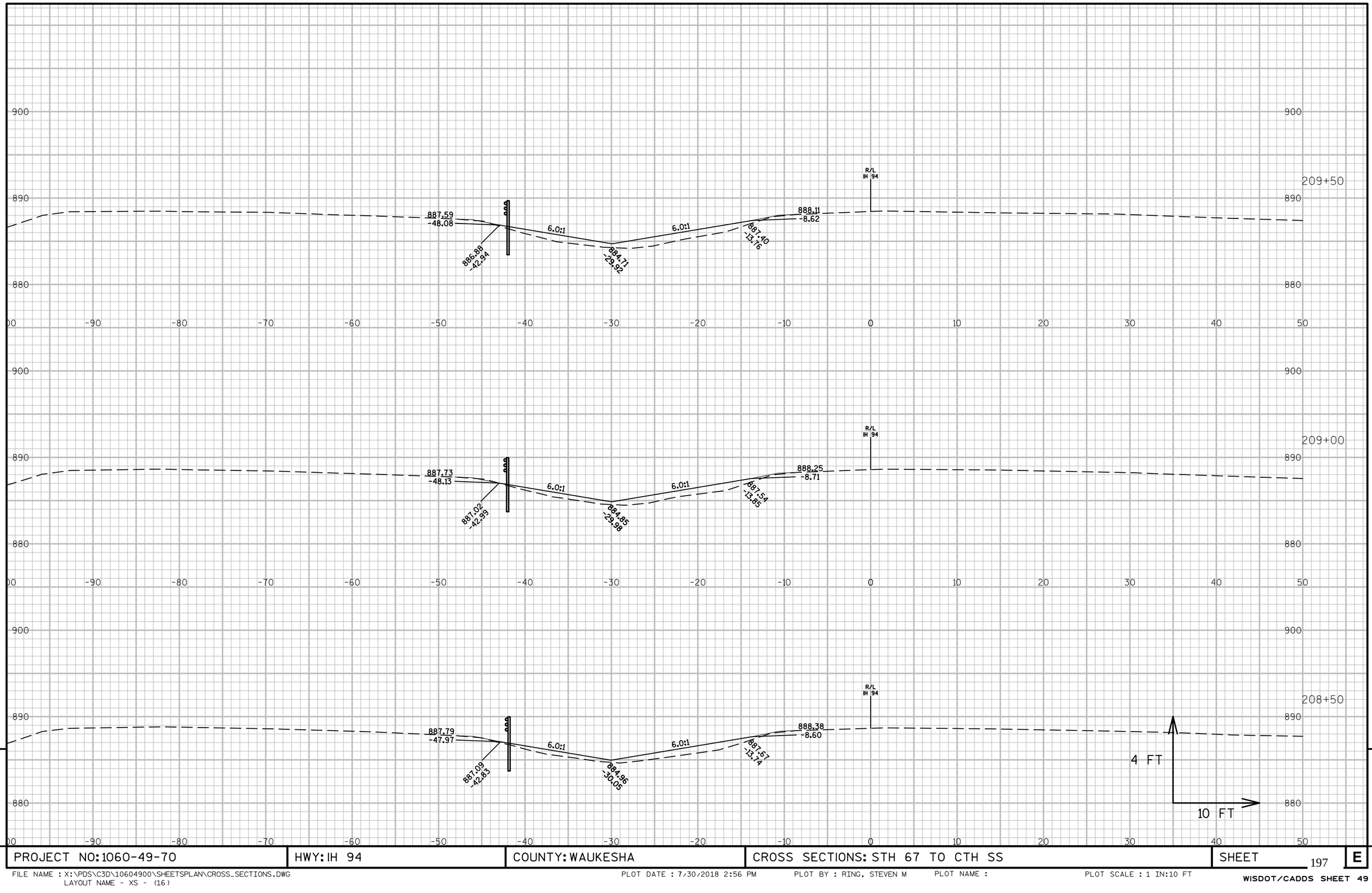


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 196	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (15)

PLOT DATE : 7/30/2018 2:56 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

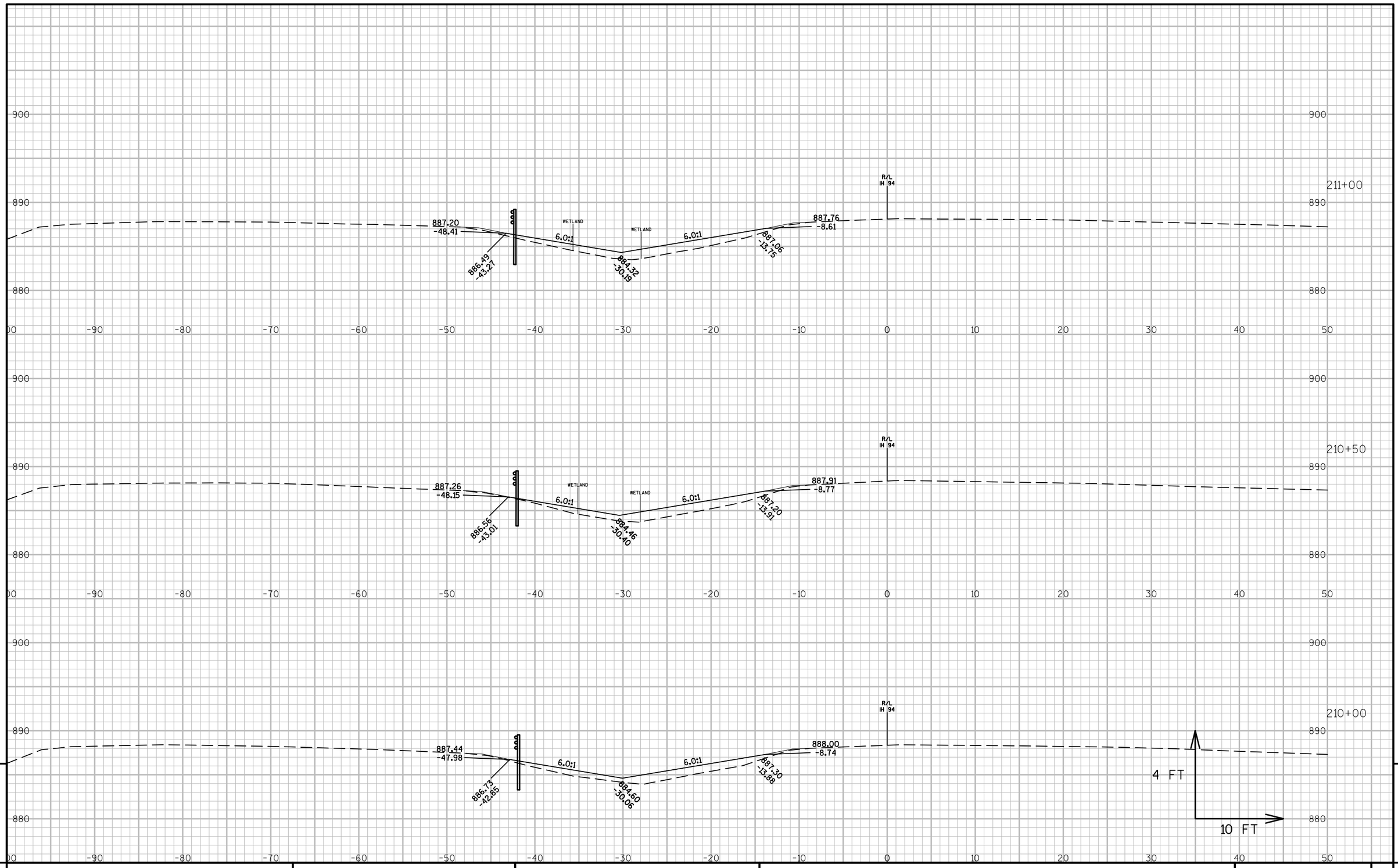


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 197	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (16)

PLOT DATE : 7/30/2018 2:56 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

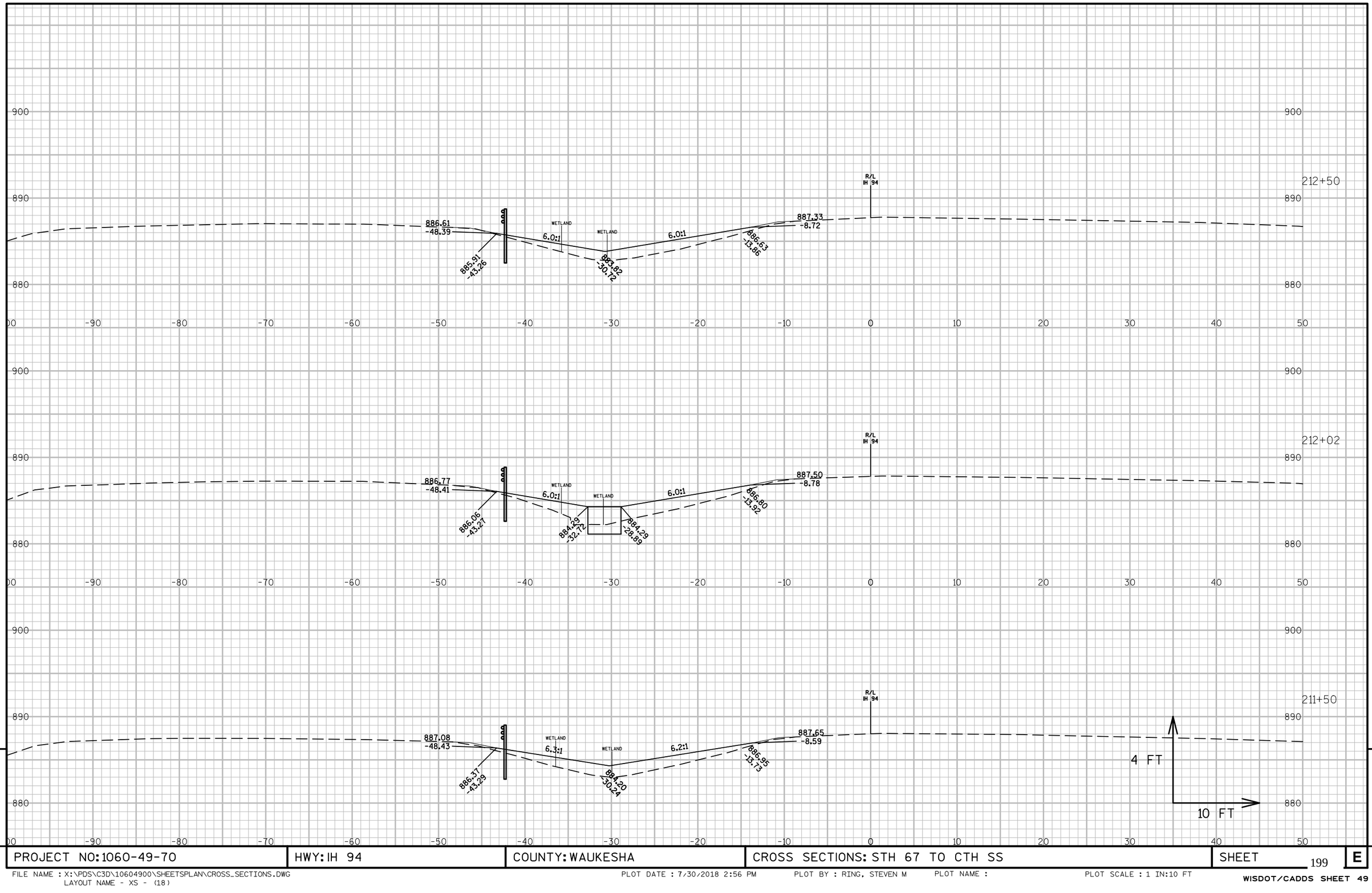
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 198	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (17)

PLOT DATE : 7/30/2018 2:56 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

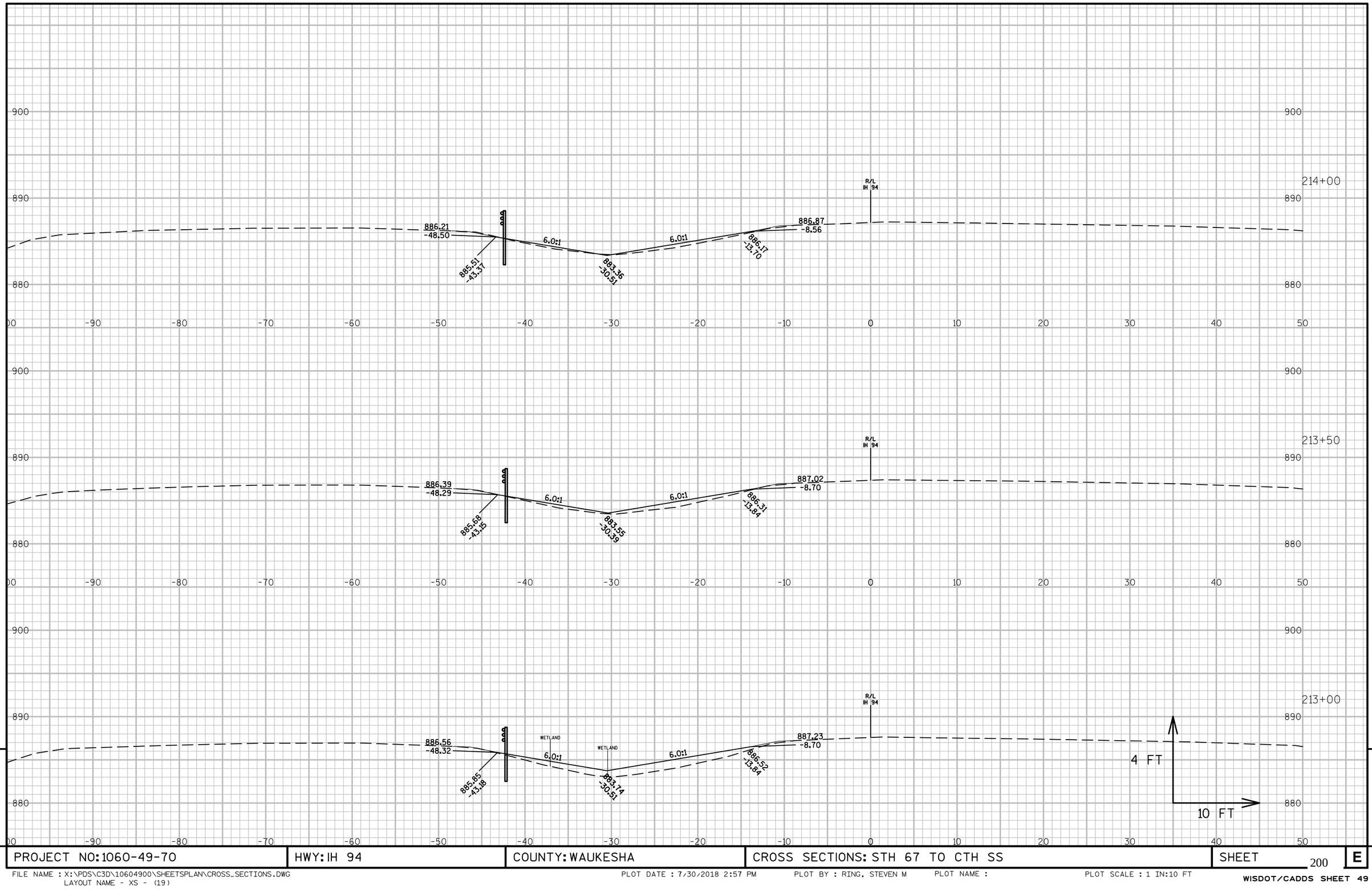
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 199	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (18)

PLOT DATE : 7/30/2018 2:56 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

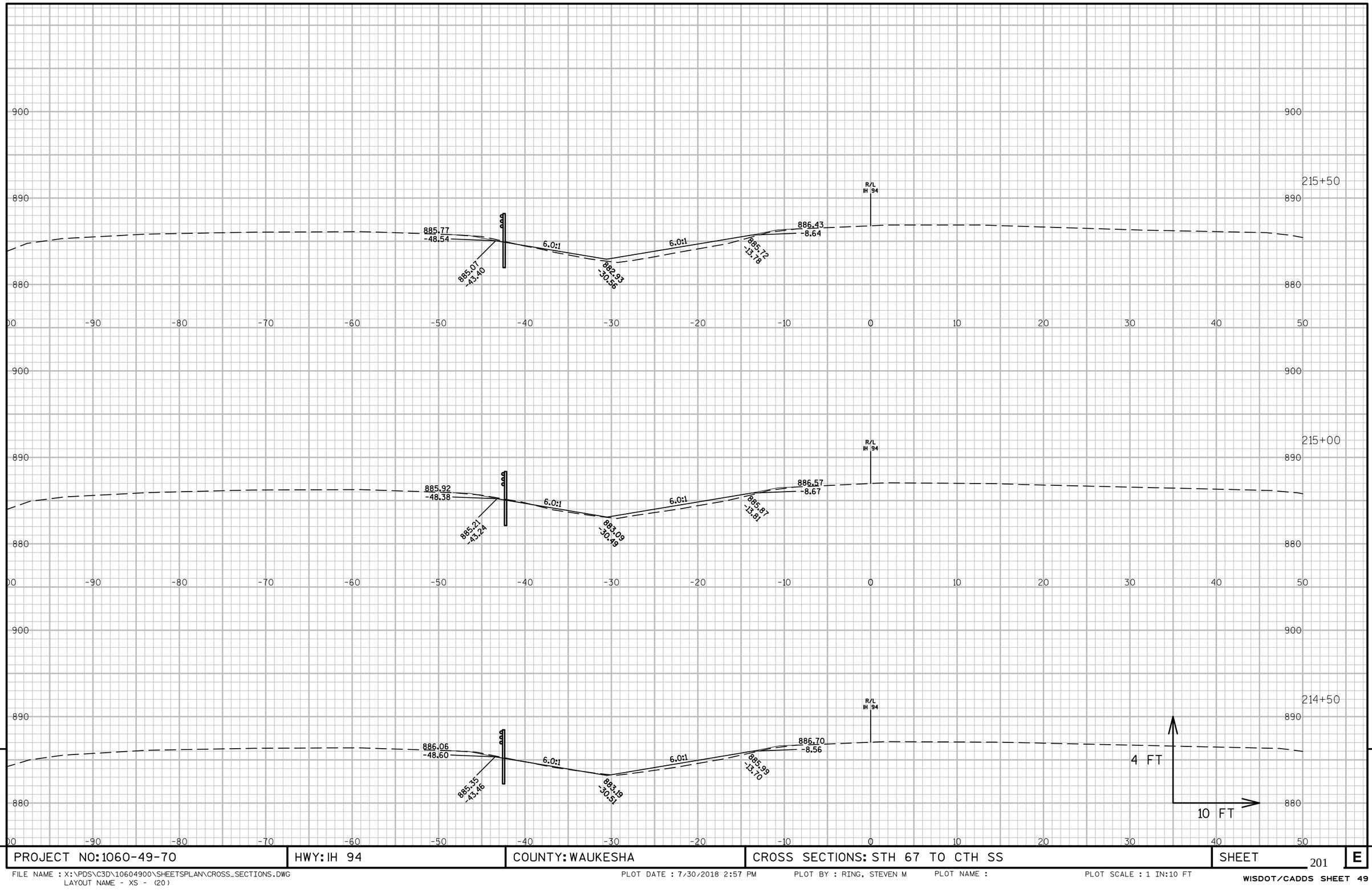


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 200	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (19)

PLOT DATE : 7/30/2018 2:57 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

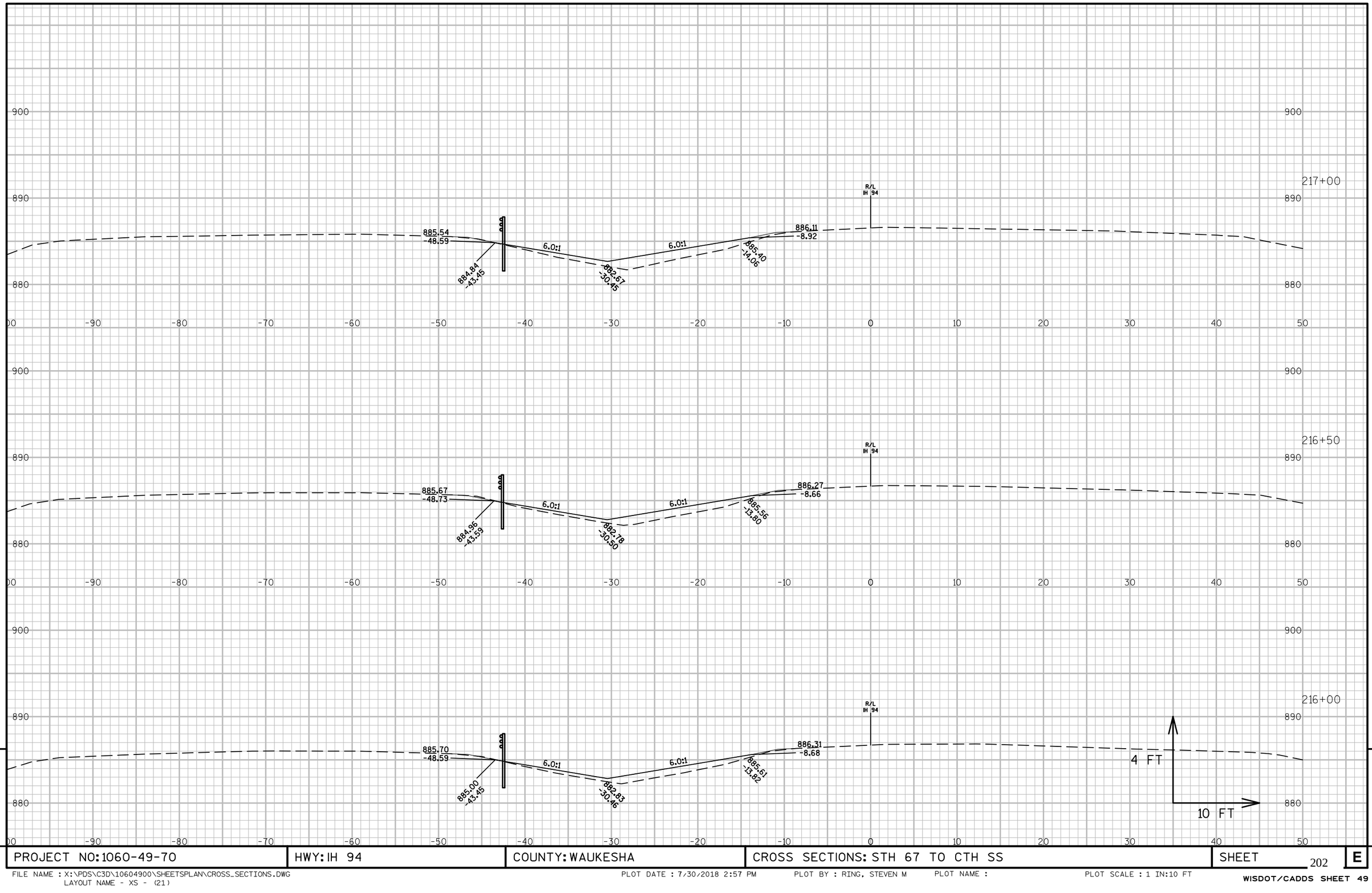


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 201	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (20)

PLOT DATE : 7/30/2018 2:57 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

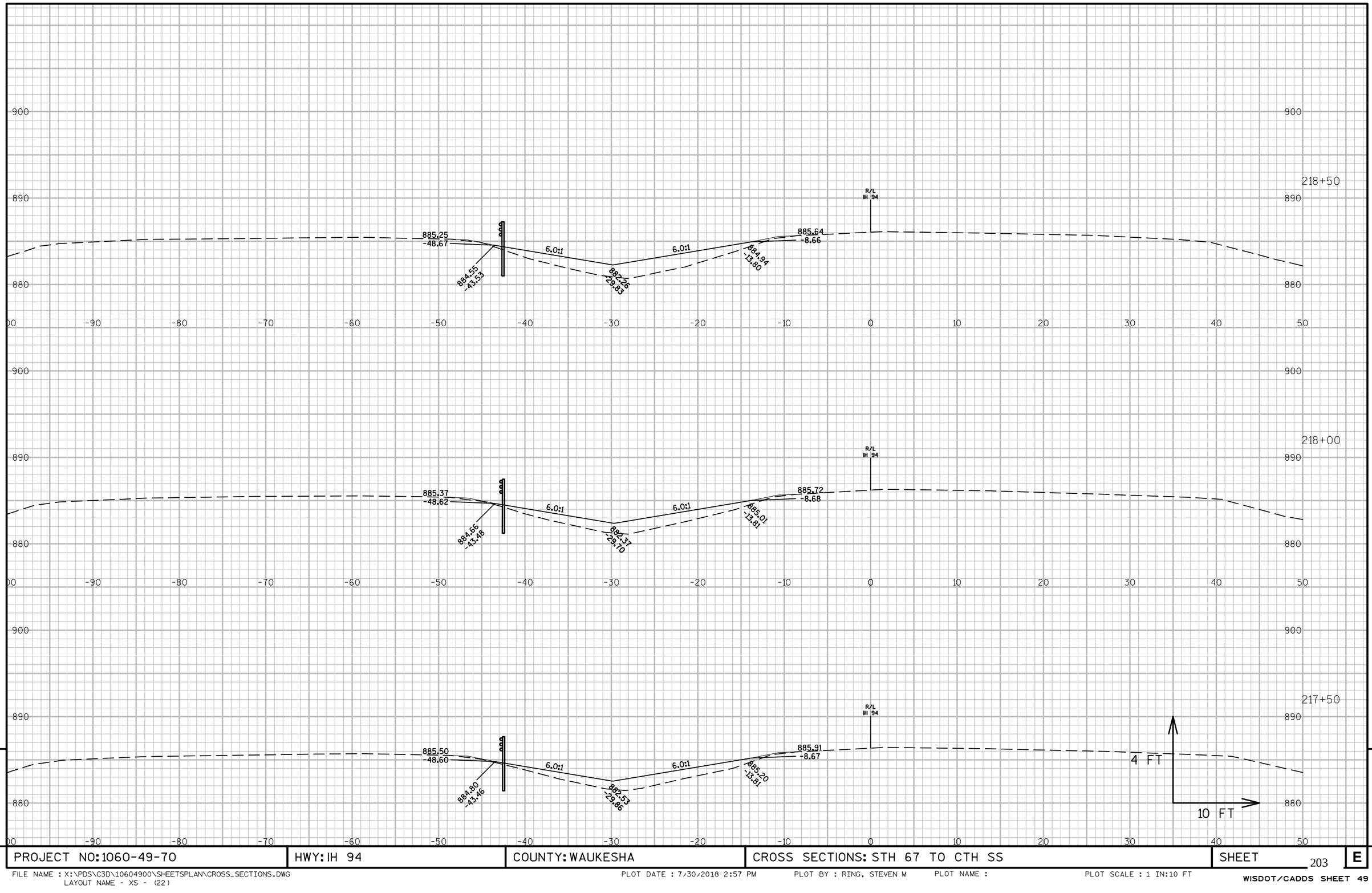


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 202	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (21)

PLOT DATE : 7/30/2018 2:57 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

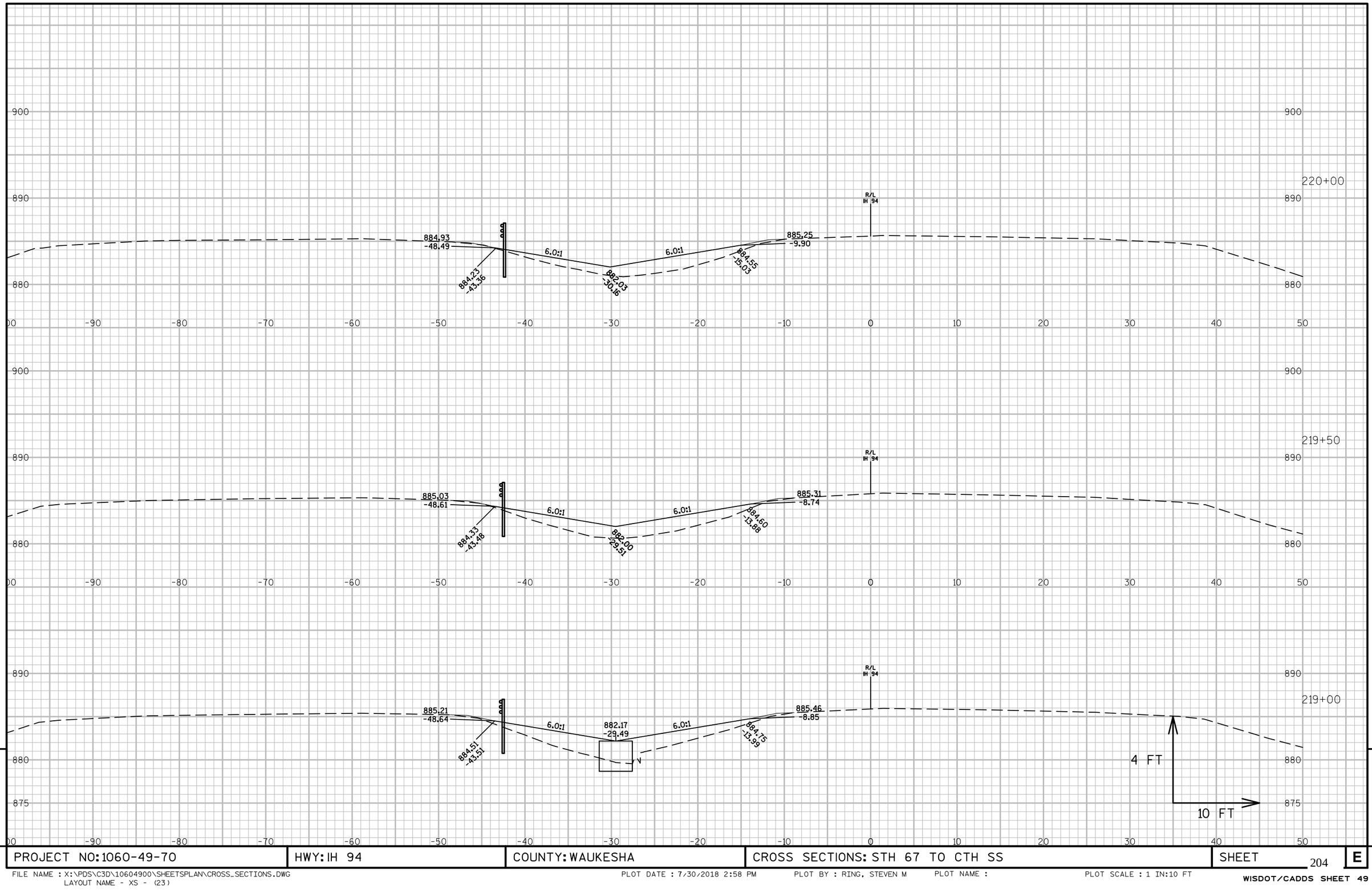
WISDOT/CADDS SHEET 49



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 203

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (22)

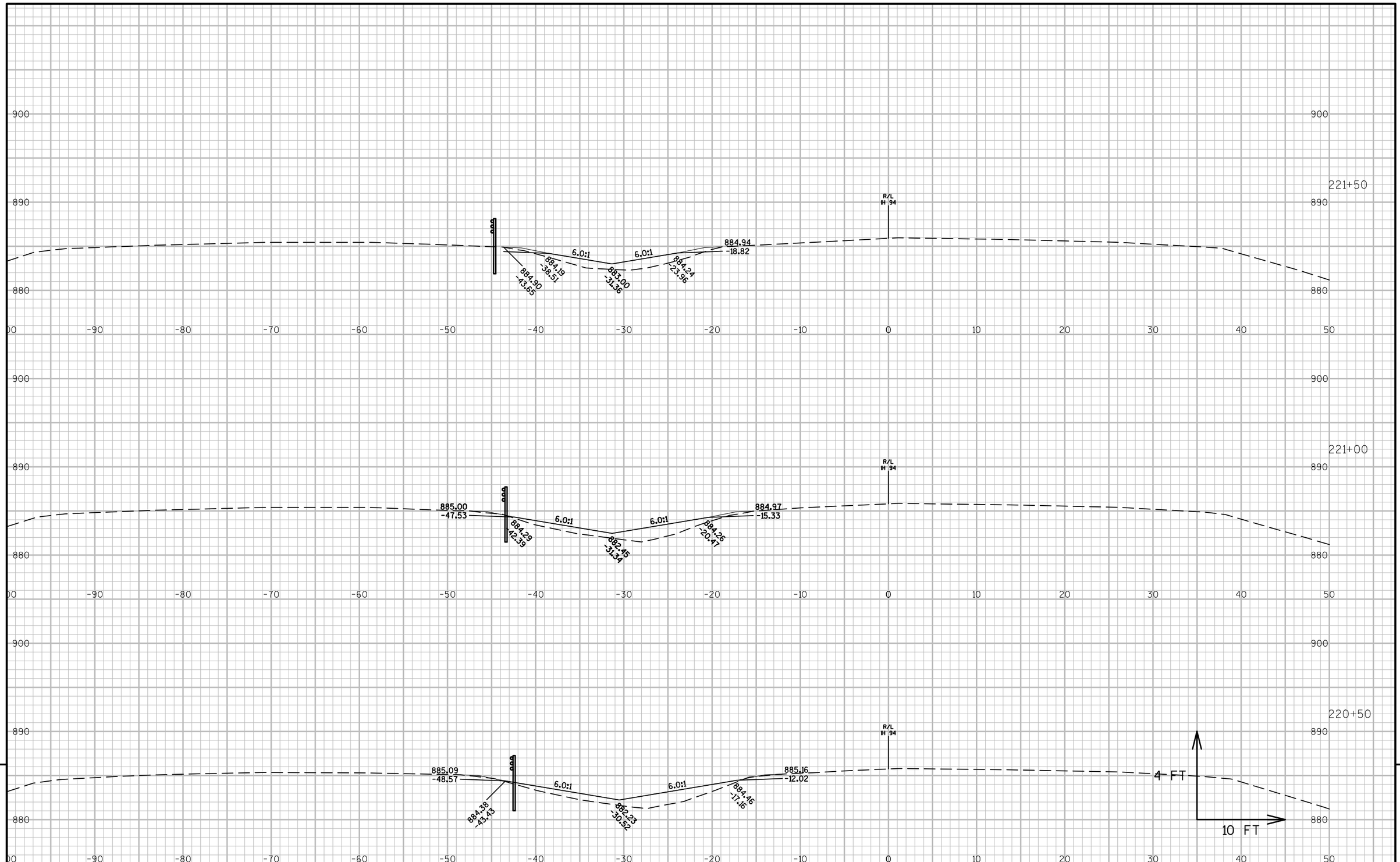
PLOT DATE : 7/30/2018 2:57 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 204

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (23)

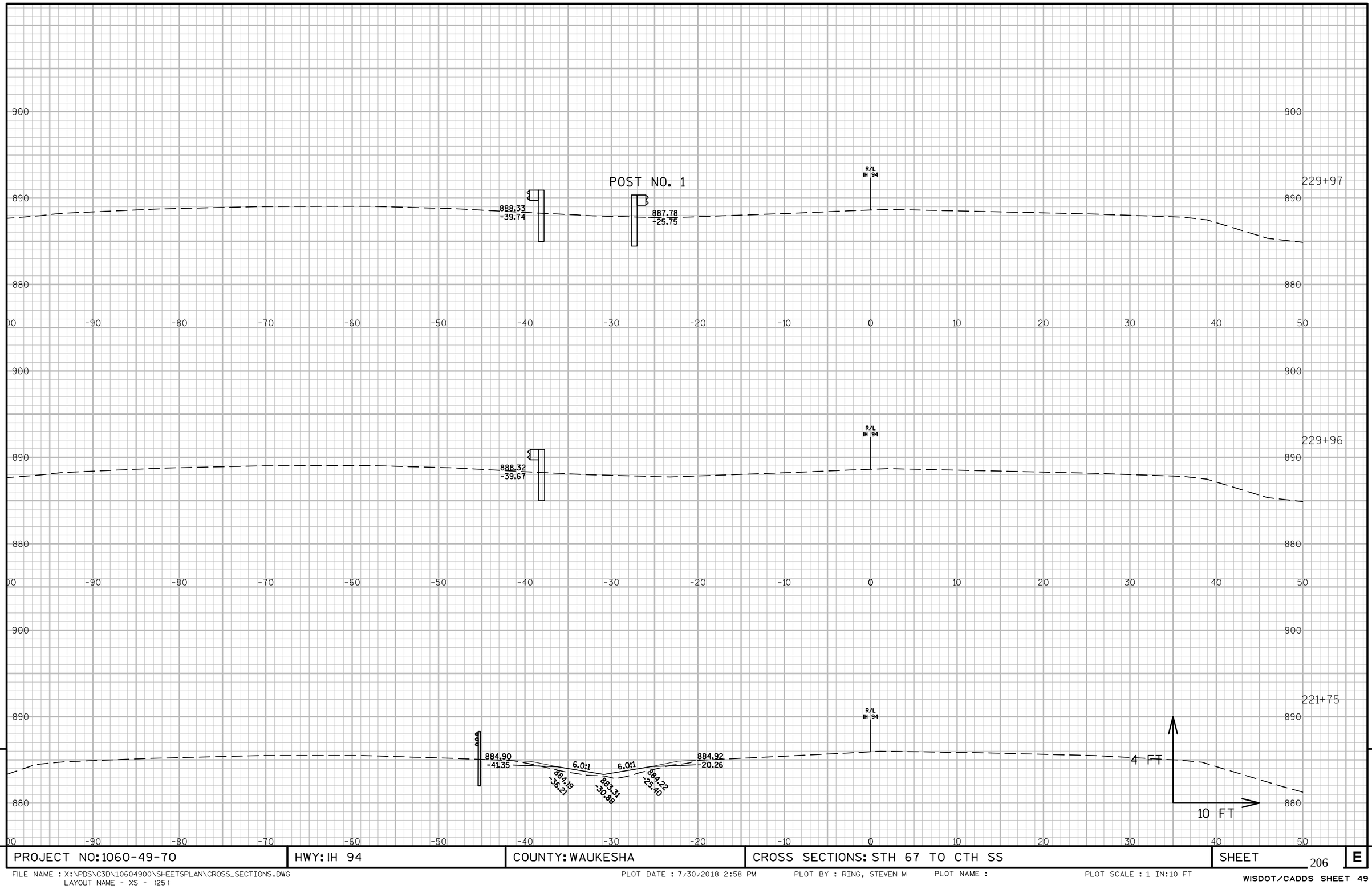
PLOT DATE : 7/30/2018 2:58 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 205	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (24)

PLOT DATE : 7/30/2018 2:58 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

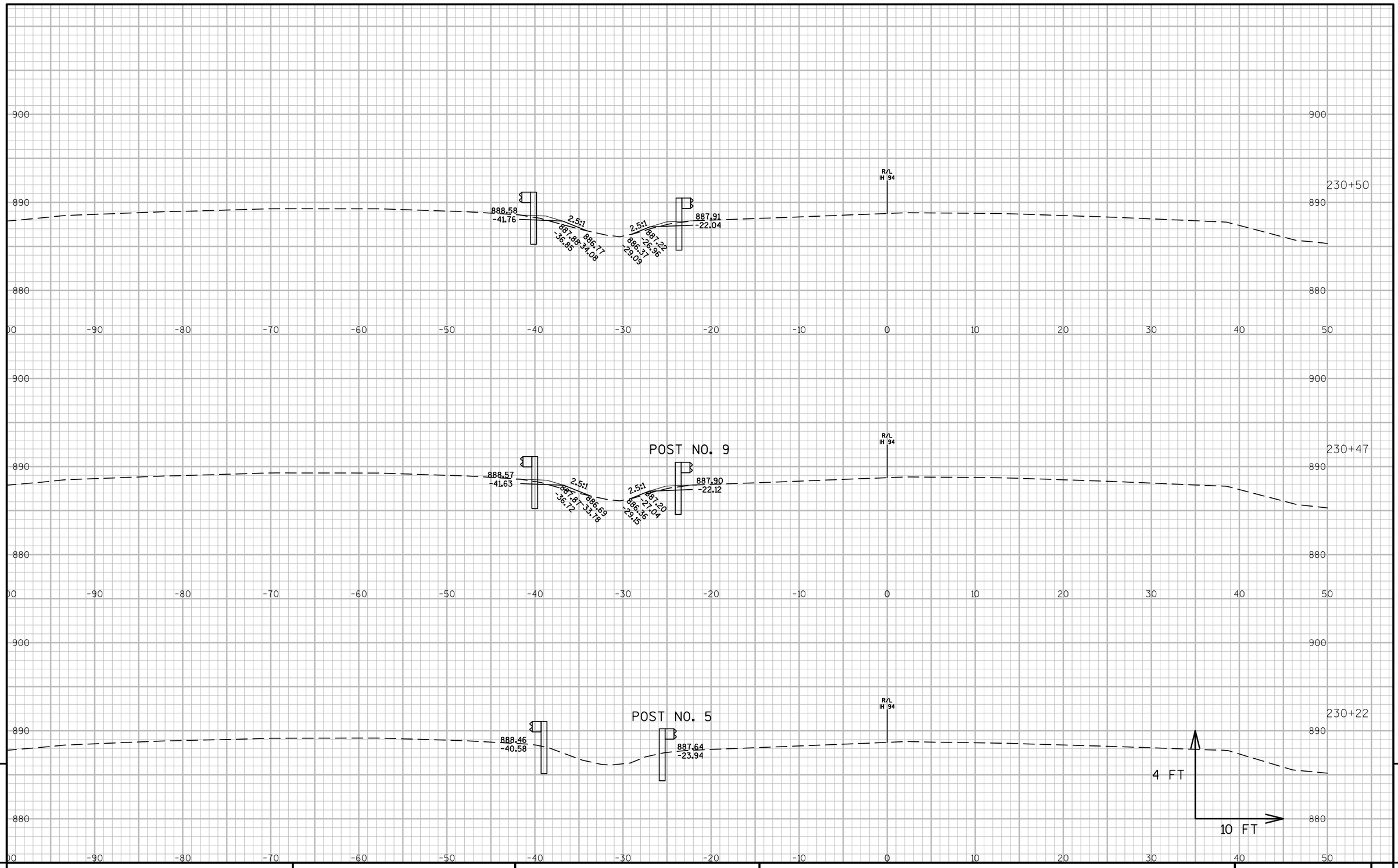


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 206	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (25)

PLOT DATE : 7/30/2018 2:58 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



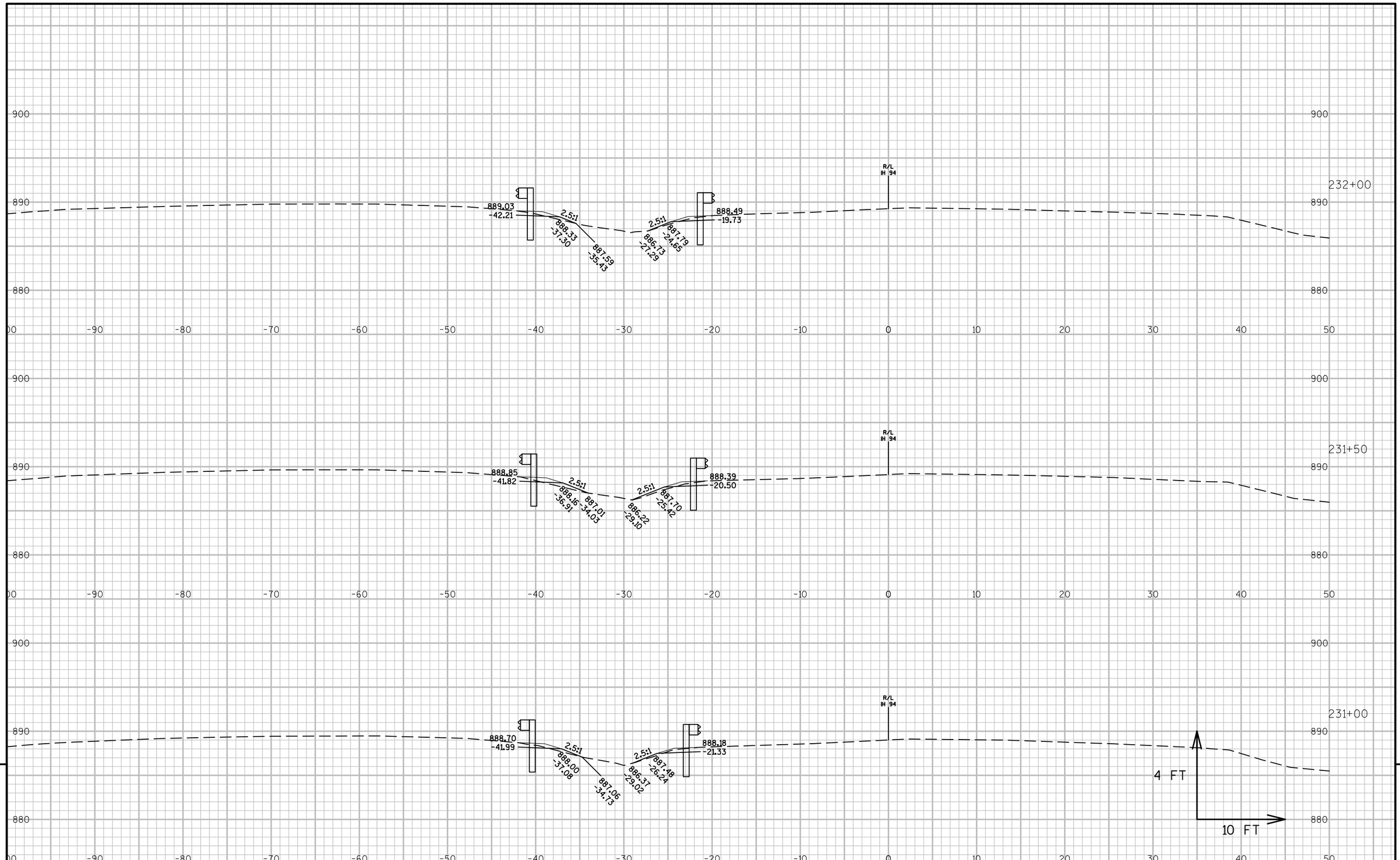
9

9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 207	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (26)

PLOT DATE : 7/30/2018 2:58 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

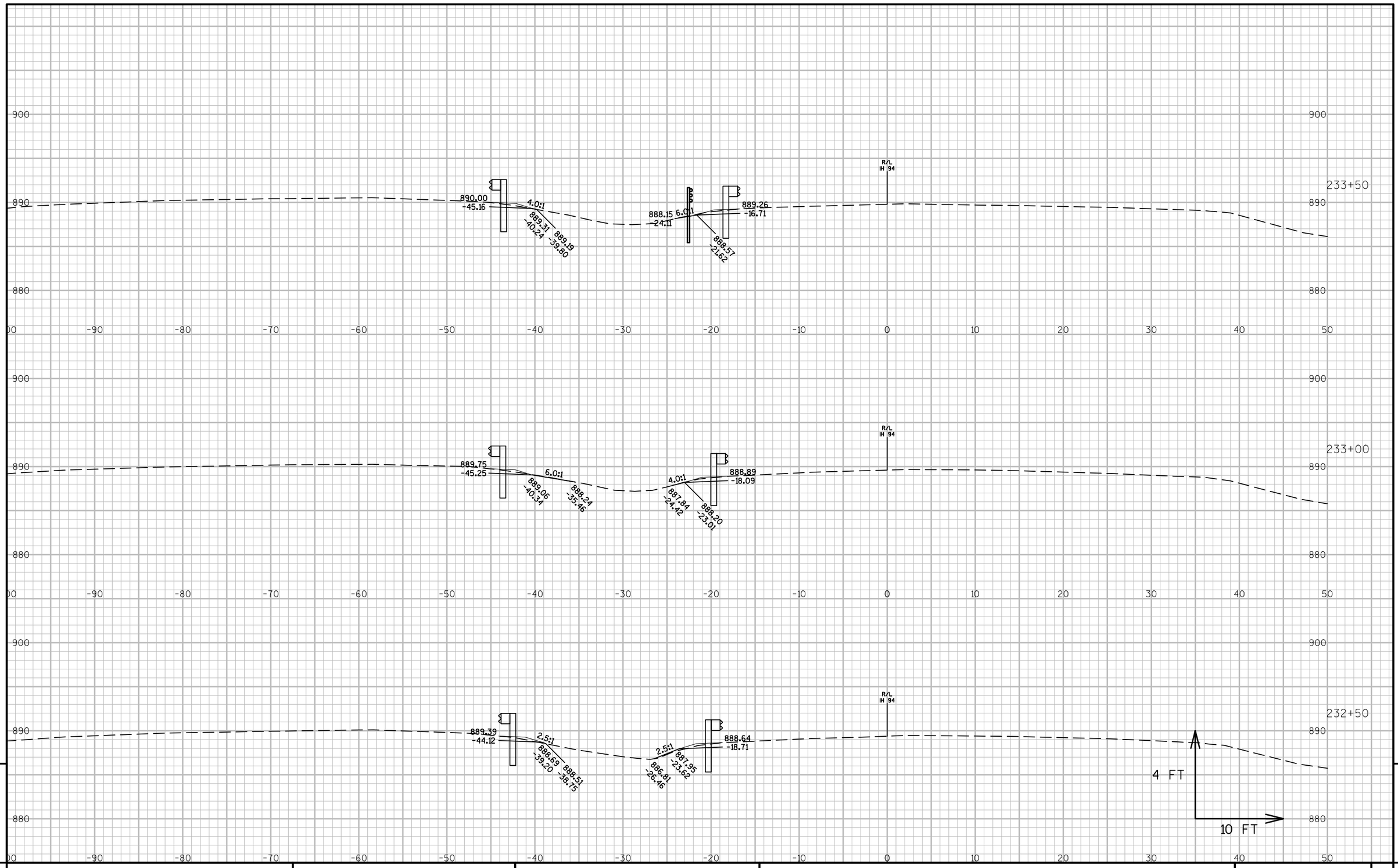
9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 208	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (27)

PLOT DATE : 7/30/2018 2:59 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



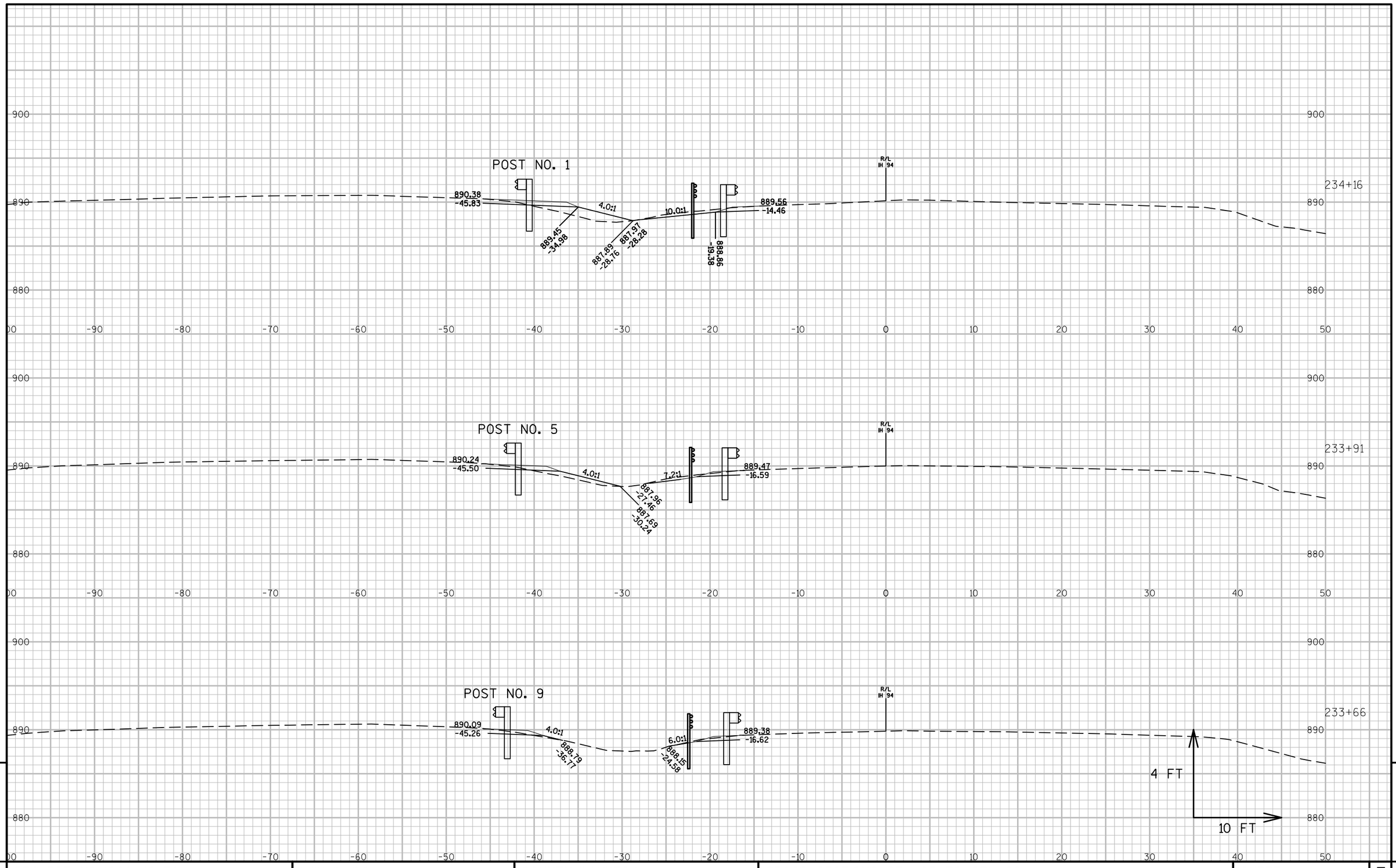
9

9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 209	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (28)

PLOT DATE : 7/30/2018 2:59 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

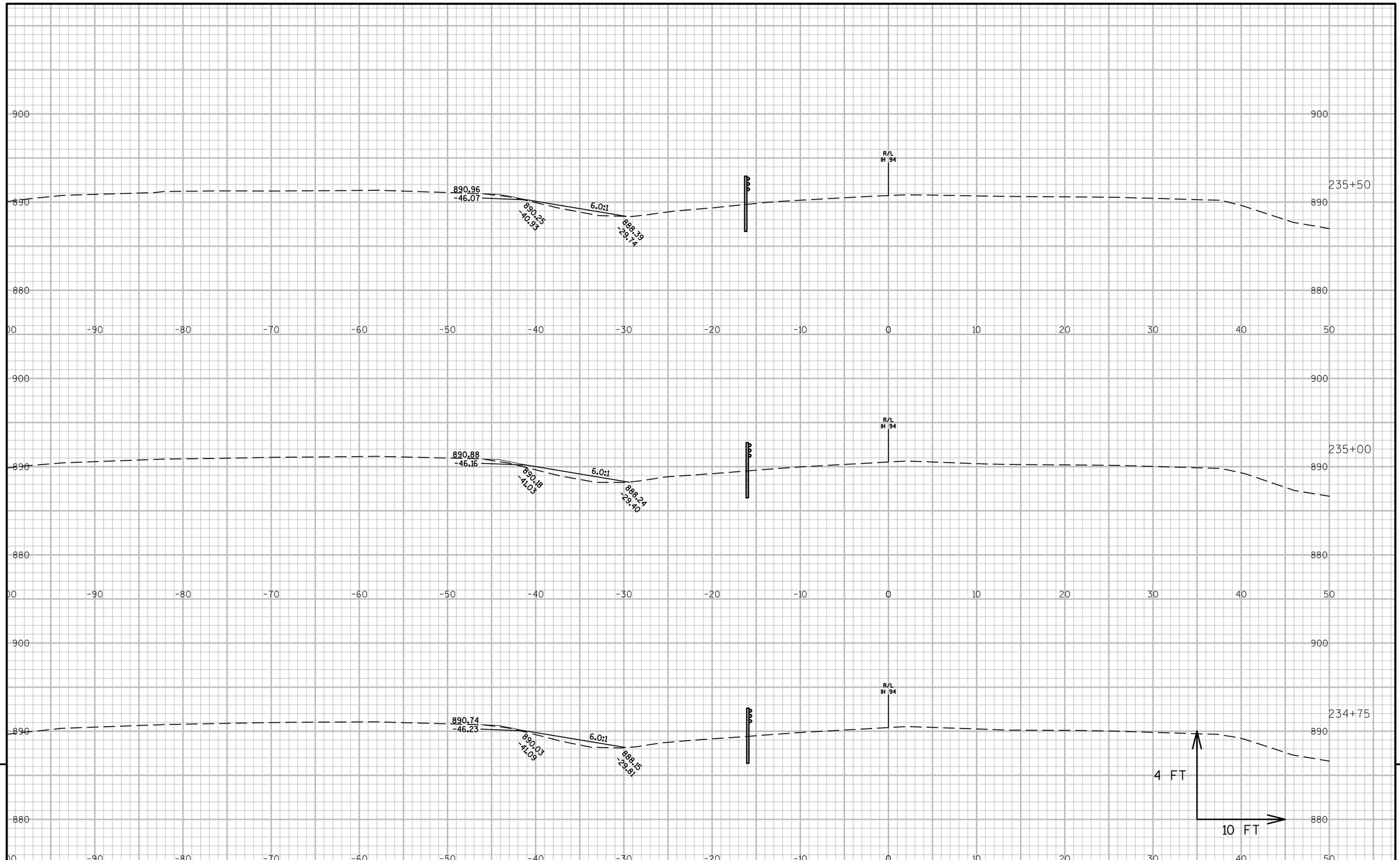


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 210	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (29)

PLOT DATE : 7/30/2018 2:59 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

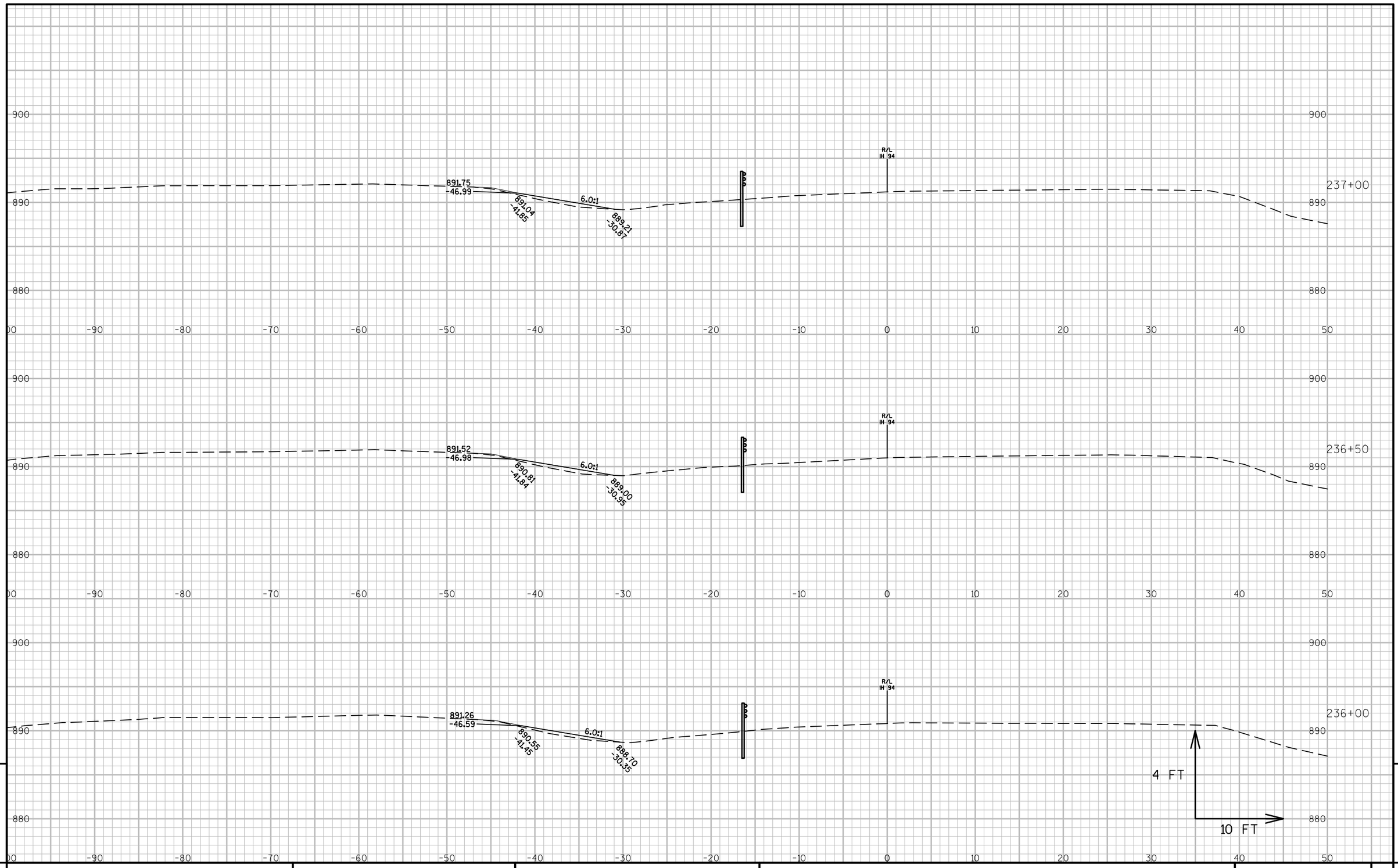
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 211	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (30)

PLOT DATE : 7/30/2018 3:00 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

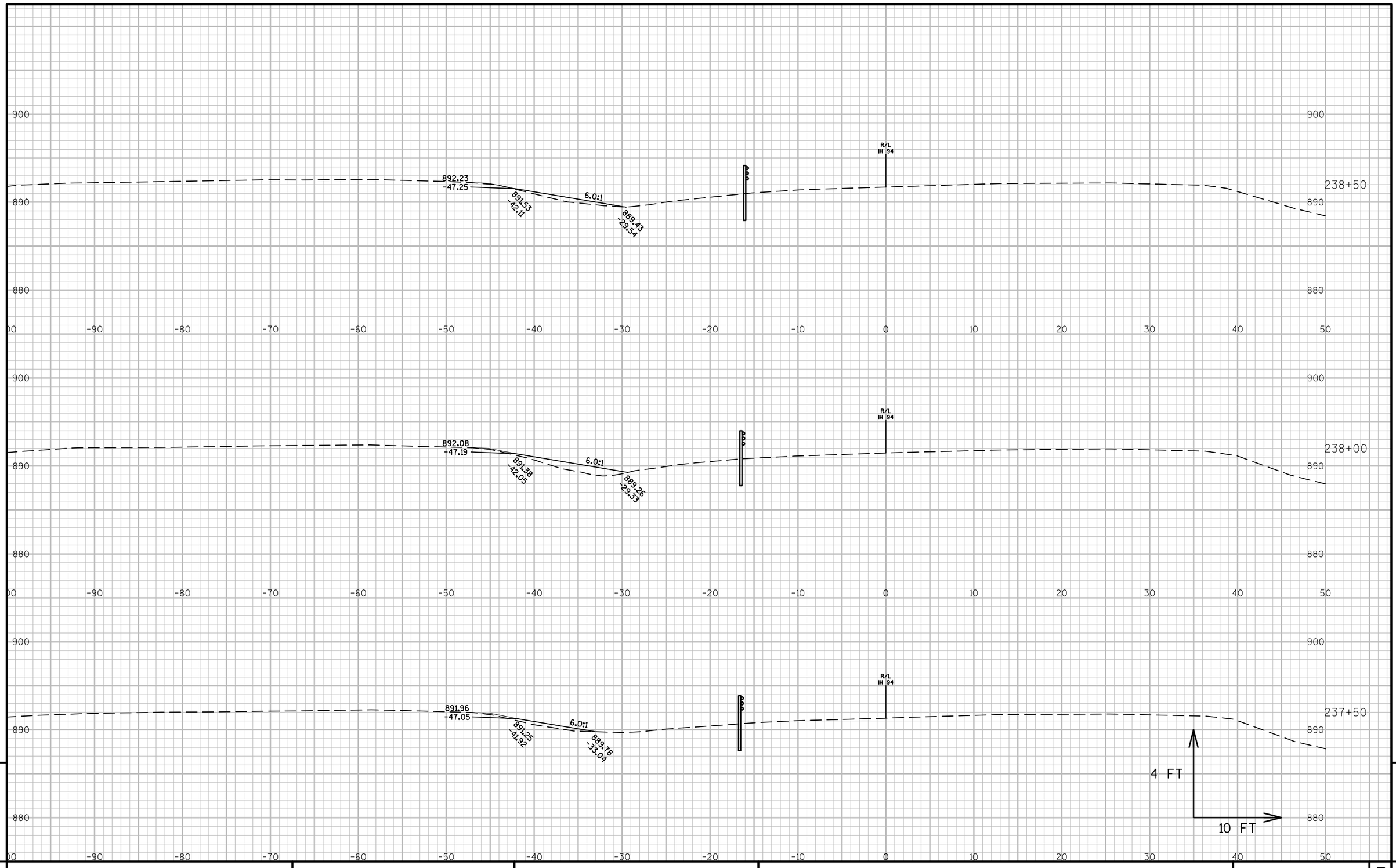
9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 212	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (31)

PLOT DATE : 7/30/2018 3:00 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



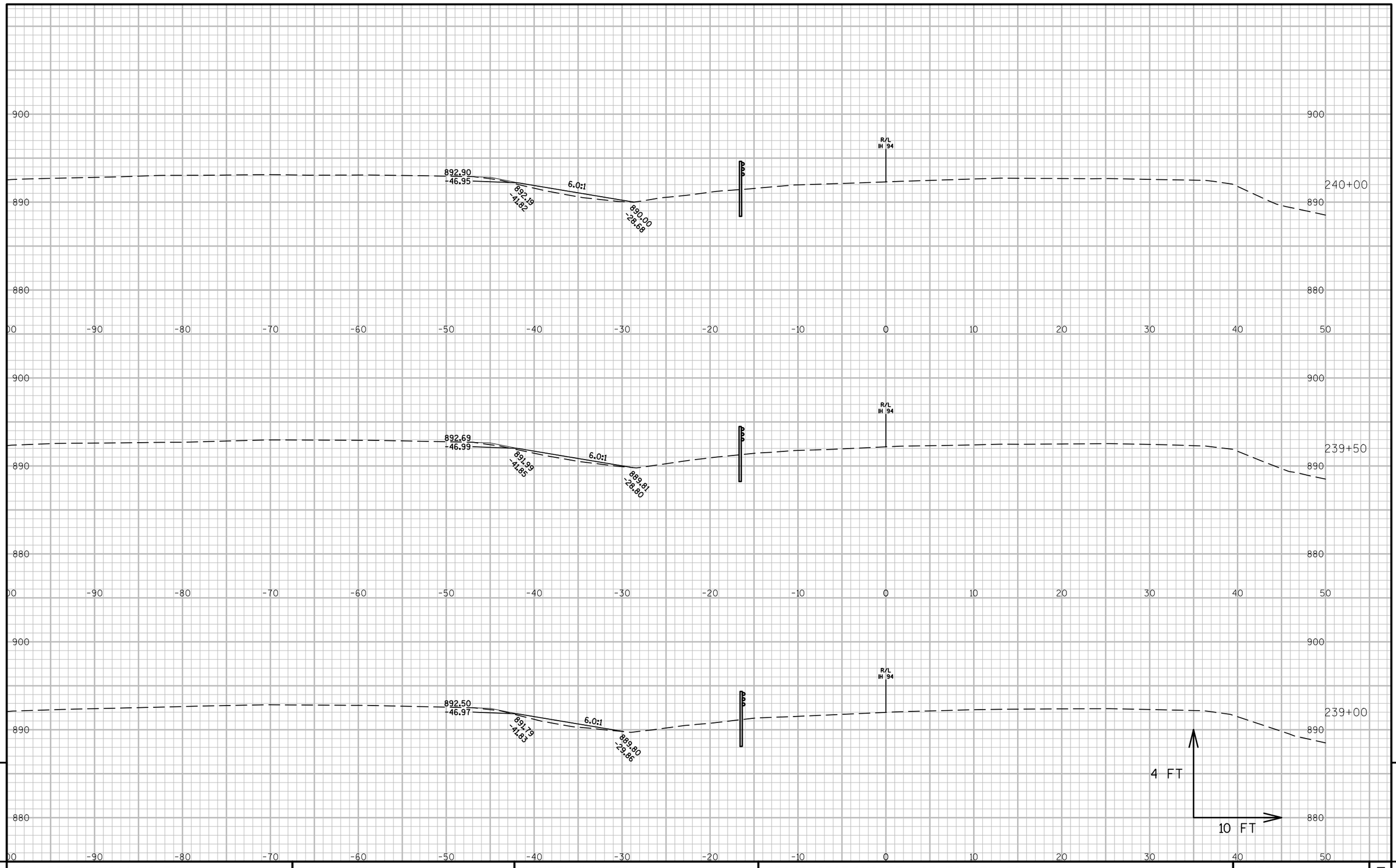
9

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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 213	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (32)

PLOT DATE : 7/30/2018 3:00 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 214	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (33)

PLOT DATE : 7/30/2018 3:00 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

246+00

894.37
-47.23
6.0:1
893.67
-42.09
892.21
-33.35
R/L
IH 94

245+75

894.32
-47.36
6.0:1
893.61
-42.22
892.42
-33.08
R/L
IH 94

240+50

893.07
-46.88
6.0:1
892.36
-41.74
890.57
-30.99
R/L
IH 94

4 FT
10 FT

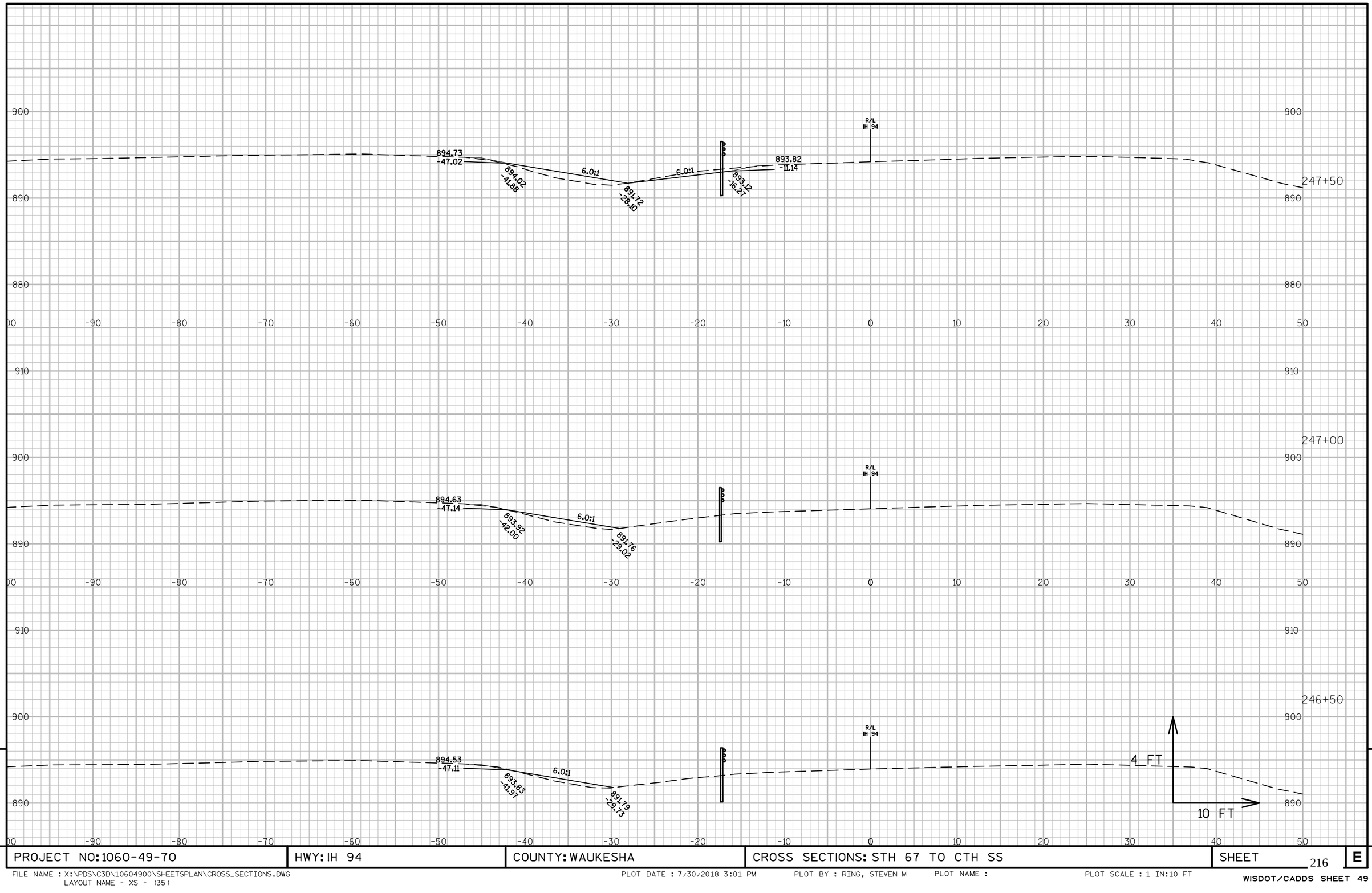
9

9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 215	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (34)

PLOT DATE : 7/30/2018 3:01 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

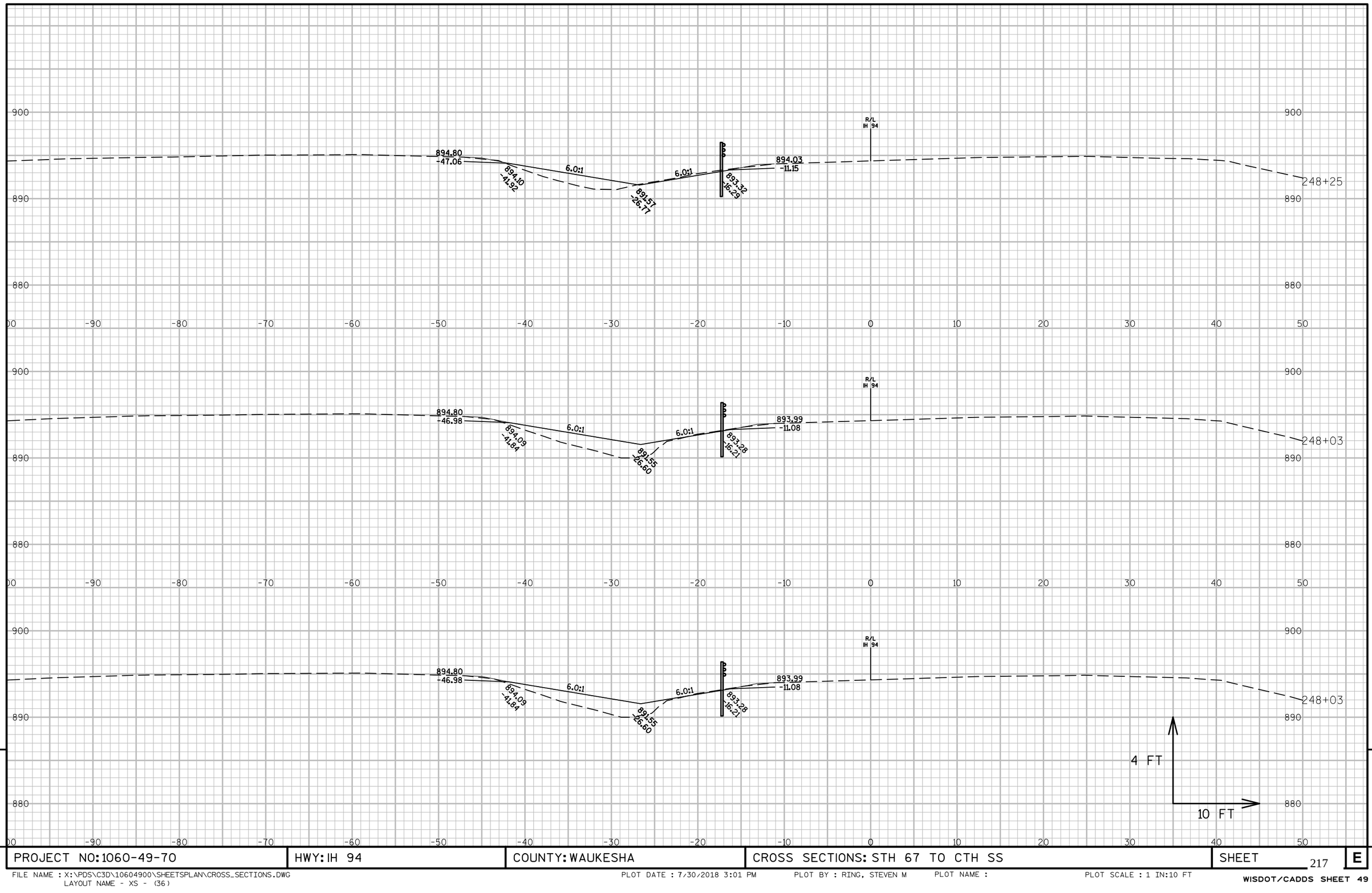


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 216	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (35)

PLOT DATE : 7/30/2018 3:01 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

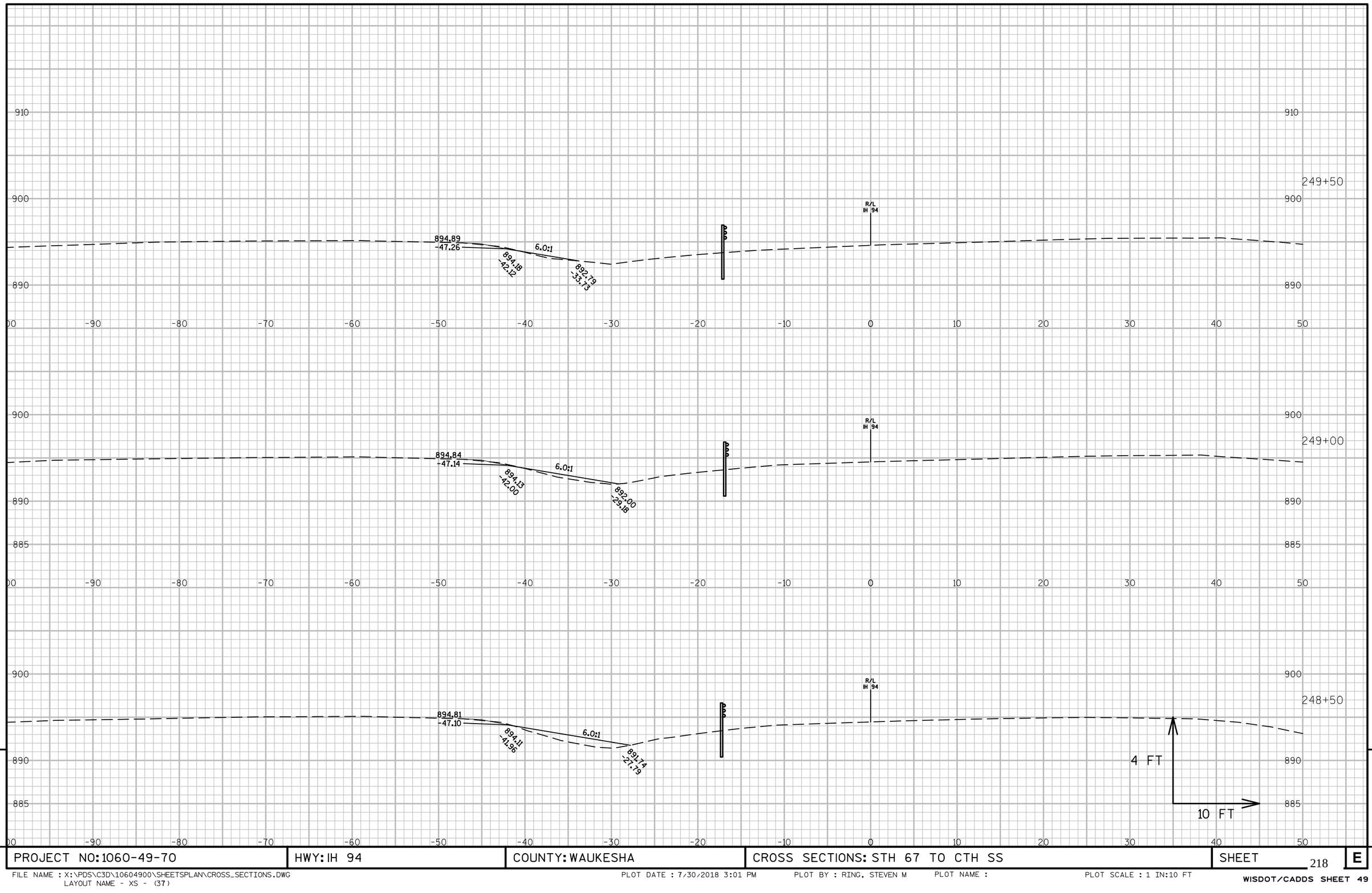
WISDOT/CADDS SHEET 49



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 217	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (36)

PLOT DATE : 7/30/2018 3:01 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

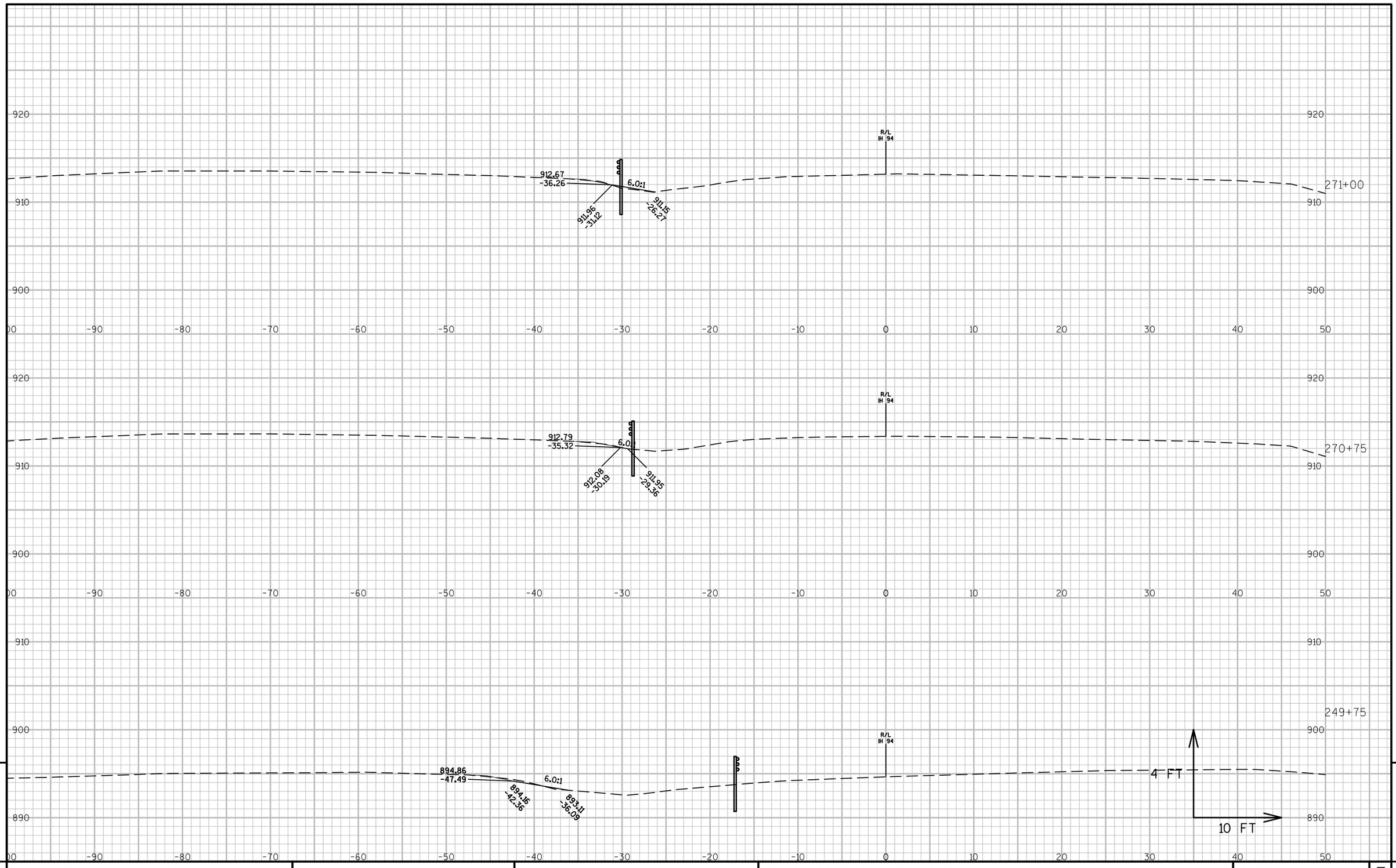


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 218	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (37)

PLOT DATE : 7/30/2018 3:01 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



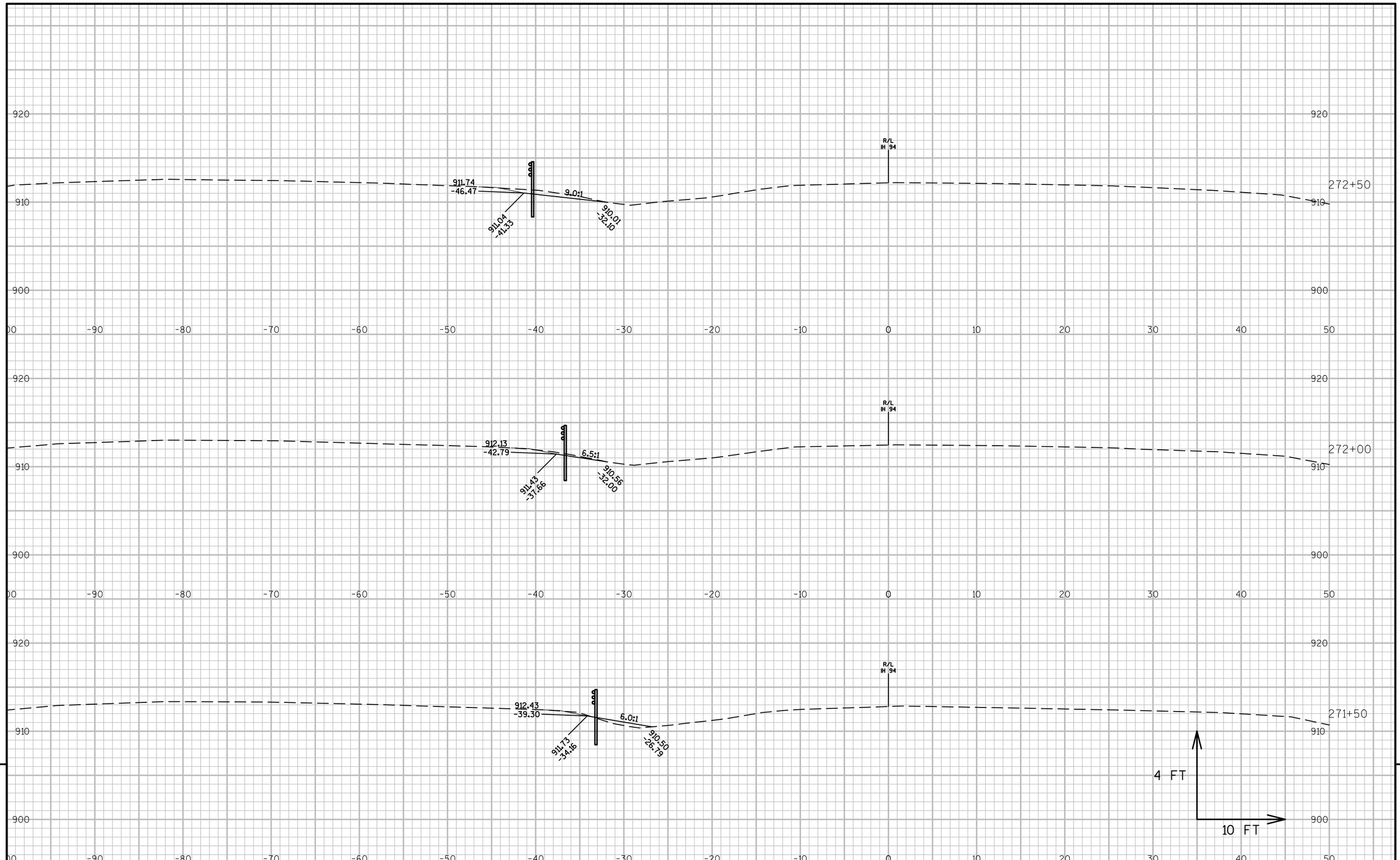
9

9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 219	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (38)

PLOT DATE : 7/30/2018 3:02 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

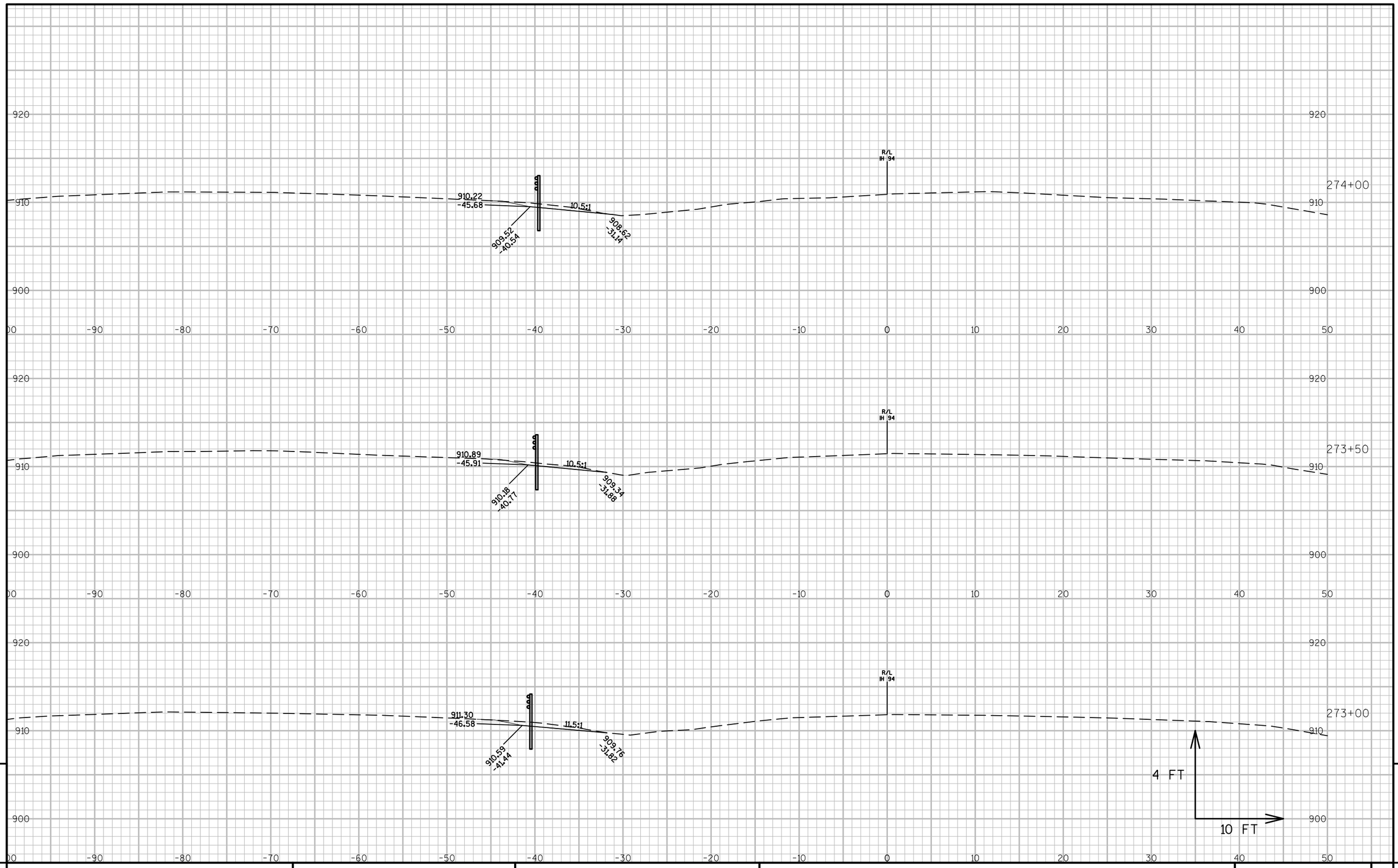


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 220	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (39)

PLOT DATE : 7/30/2018 3:02 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

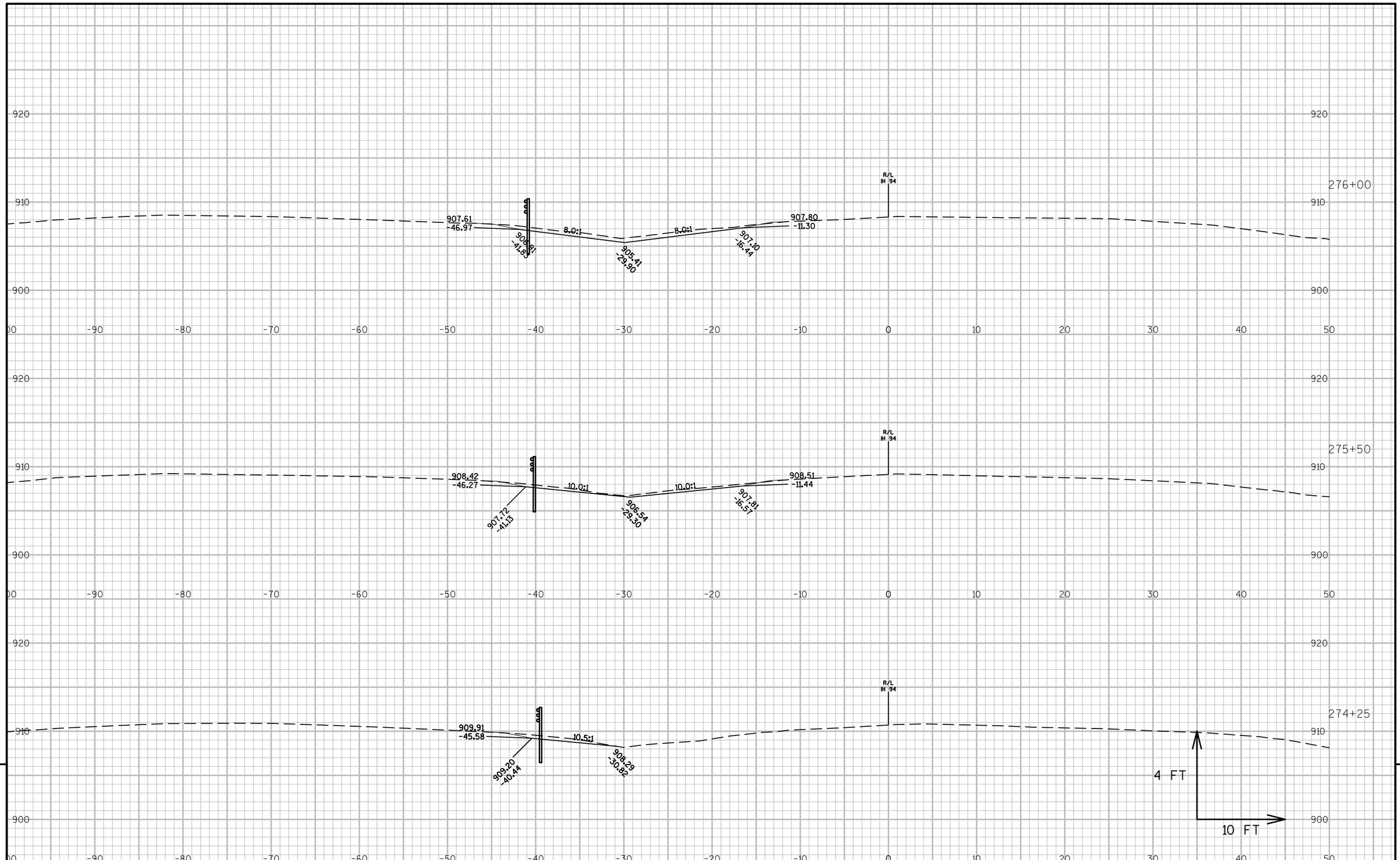


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 221	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (40)

PLOT DATE : 7/30/2018 3:02 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

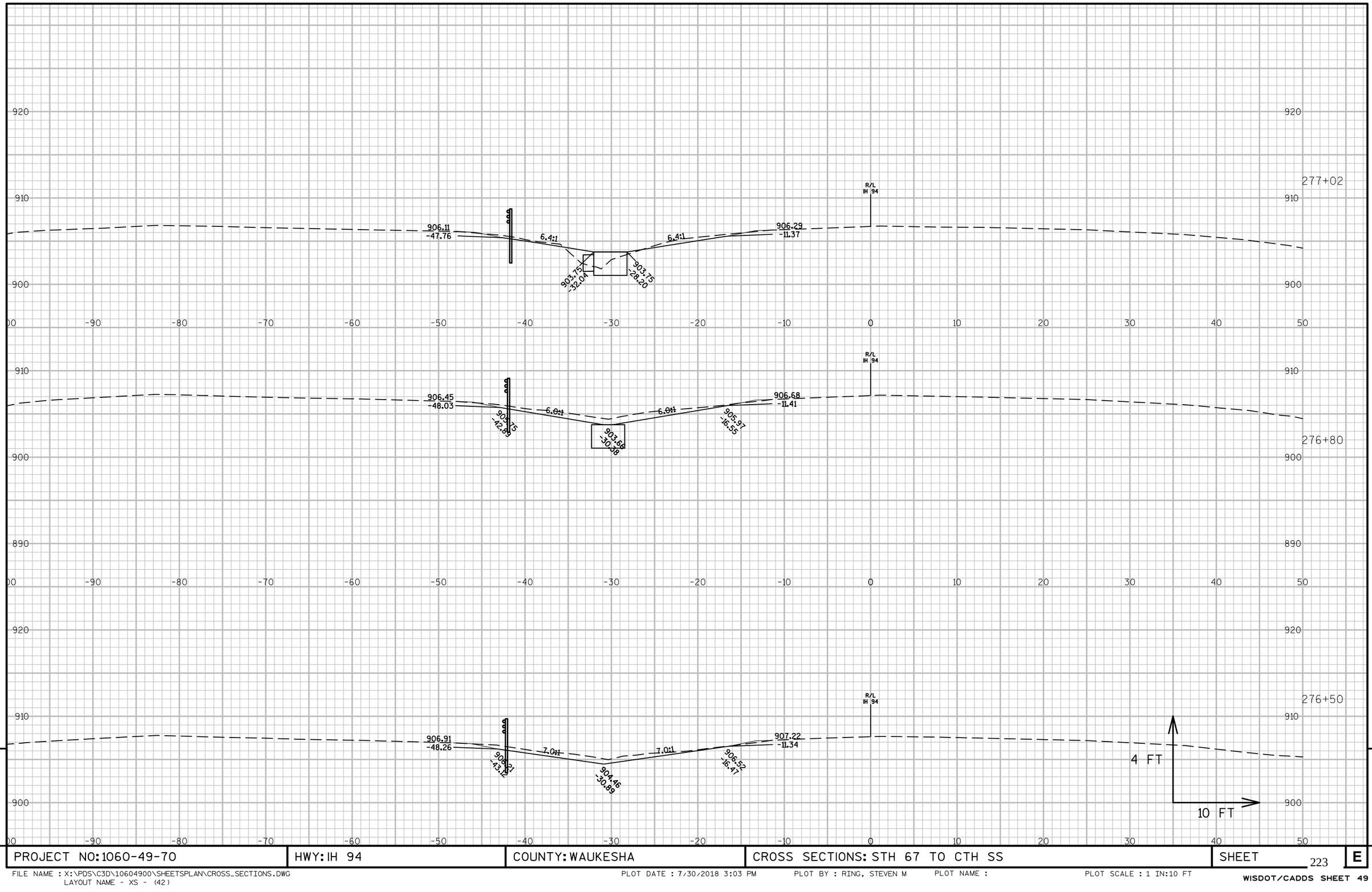


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 222	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (41)

PLOT DATE : 7/30/2018 3:02 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

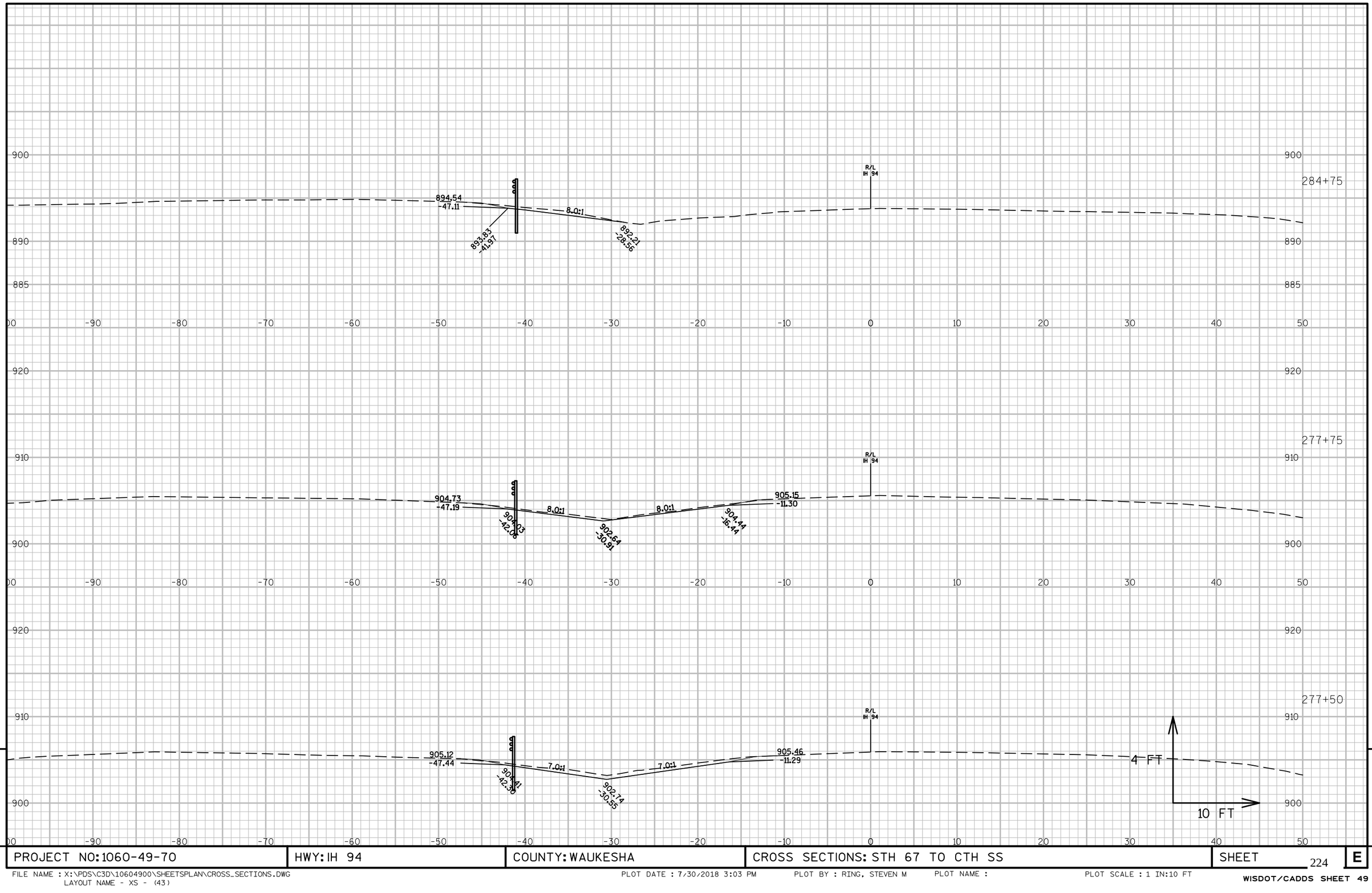


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 223	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (42)

PLOT DATE : 7/30/2018 3:03 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

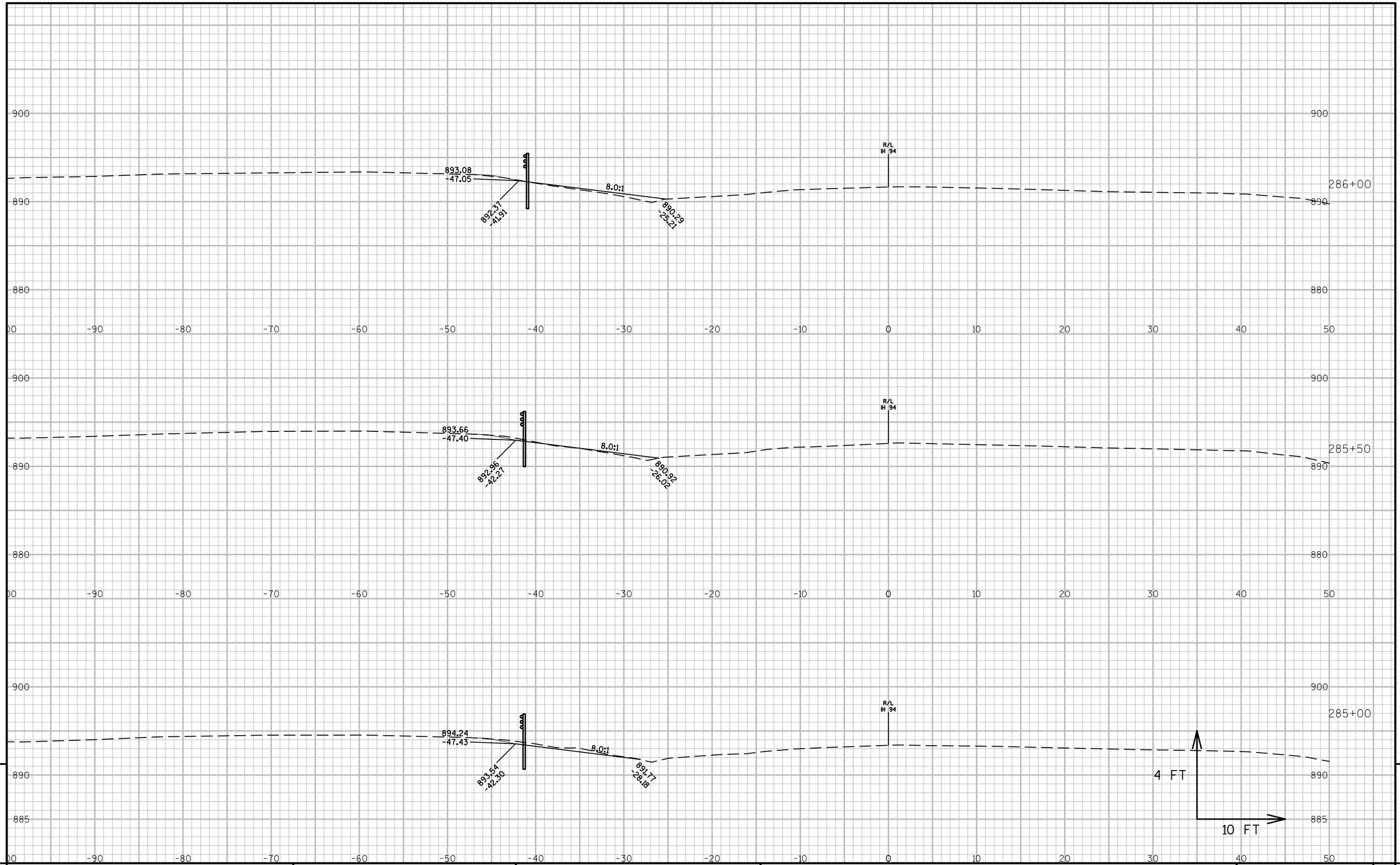
WISDOT/CADDS SHEET 49



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 224	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (43)

PLOT DATE : 7/30/2018 3:03 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

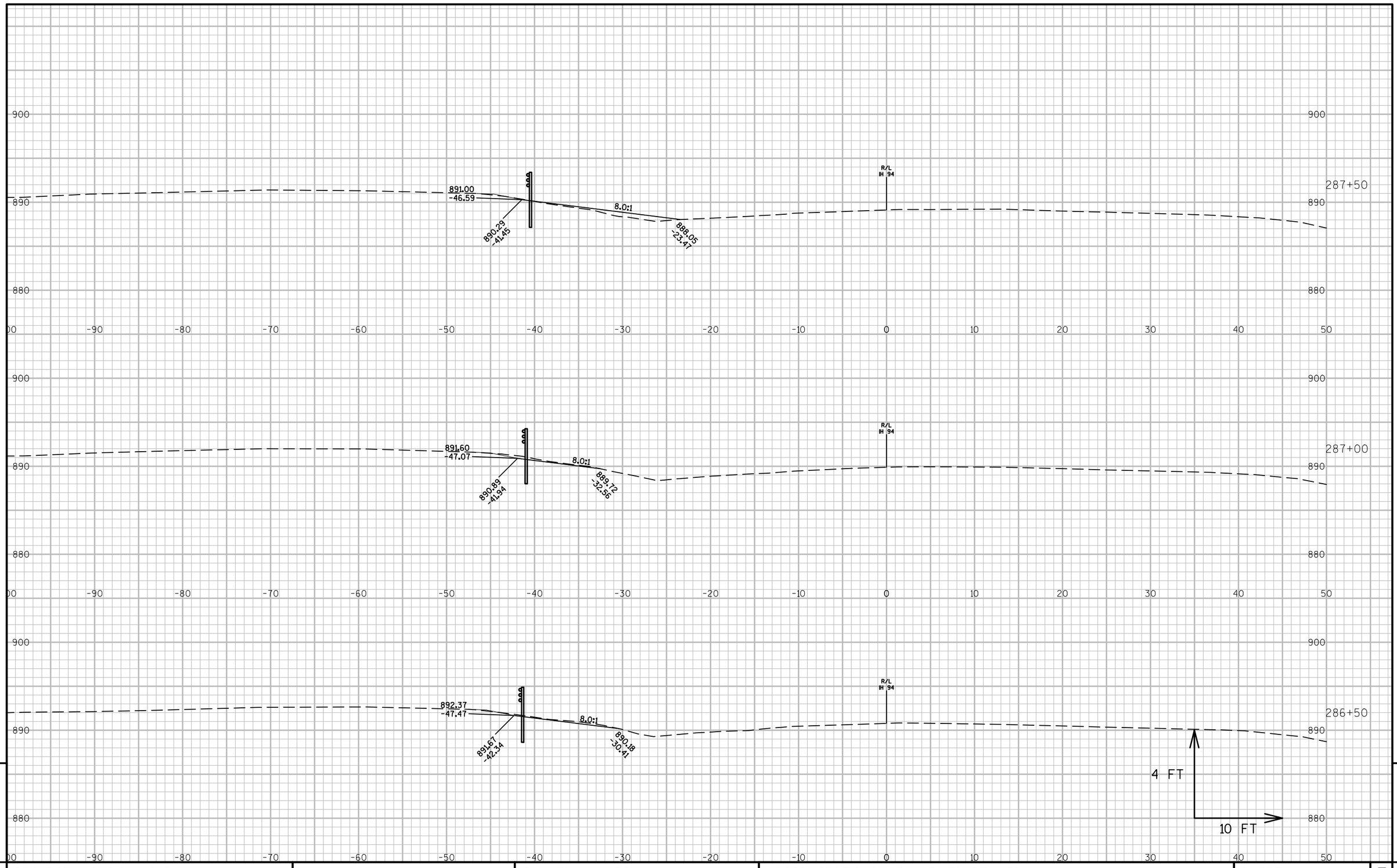
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 225	E

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FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (44)

PLOT DATE : 7/30/2018 3:03 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



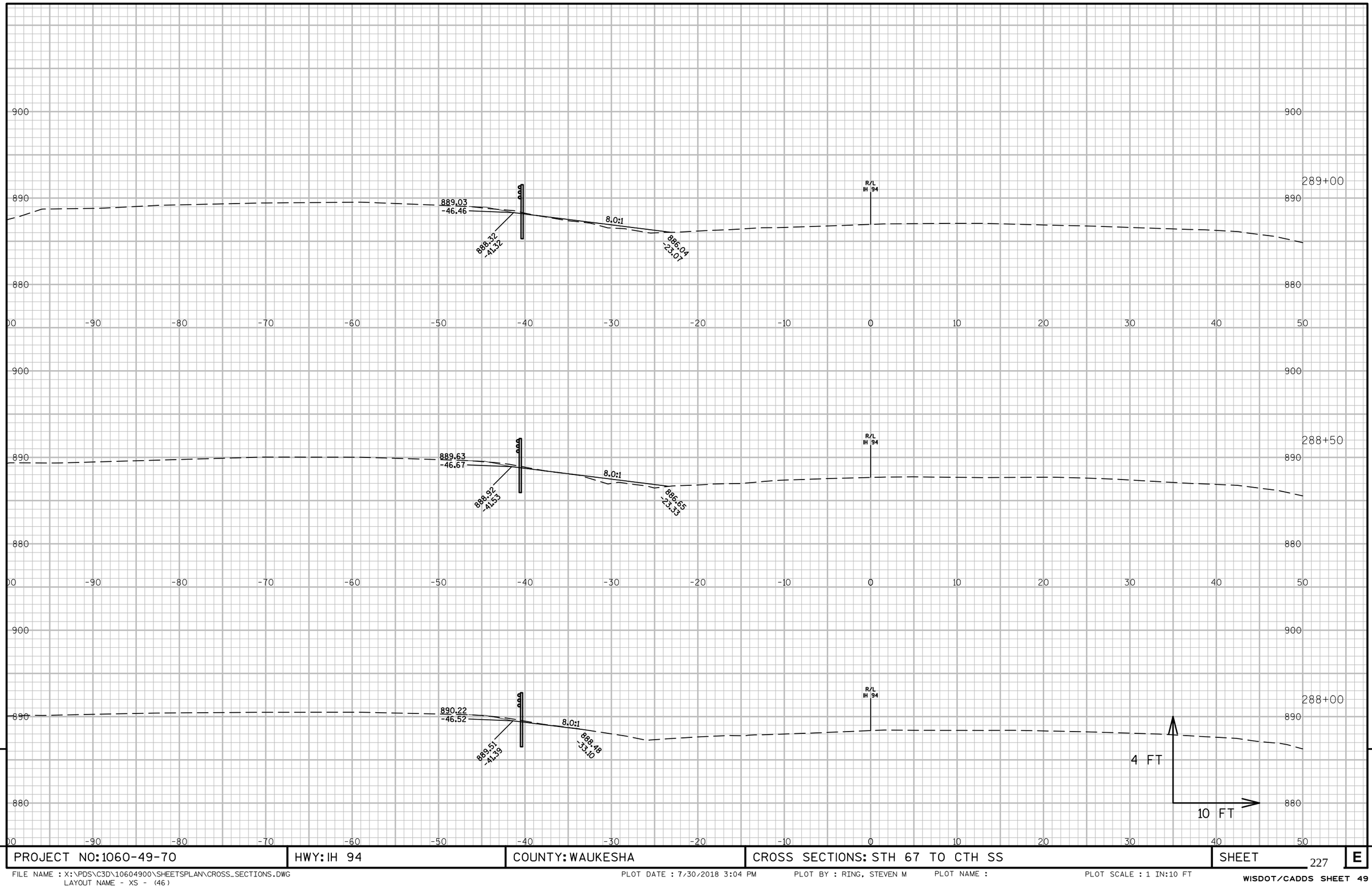
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 226	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (45)

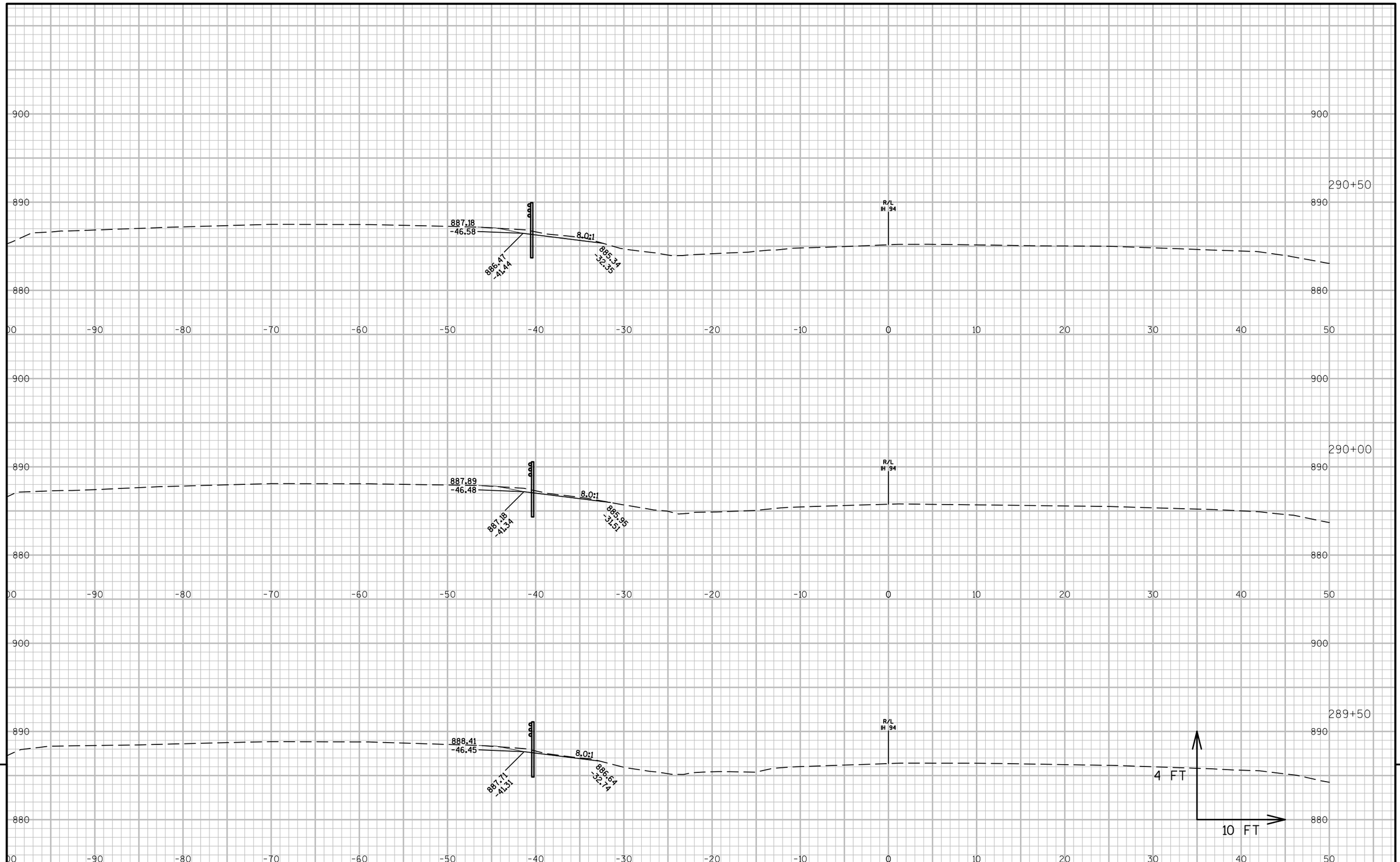
PLOT DATE : 7/30/2018 3:04 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 227	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (46)

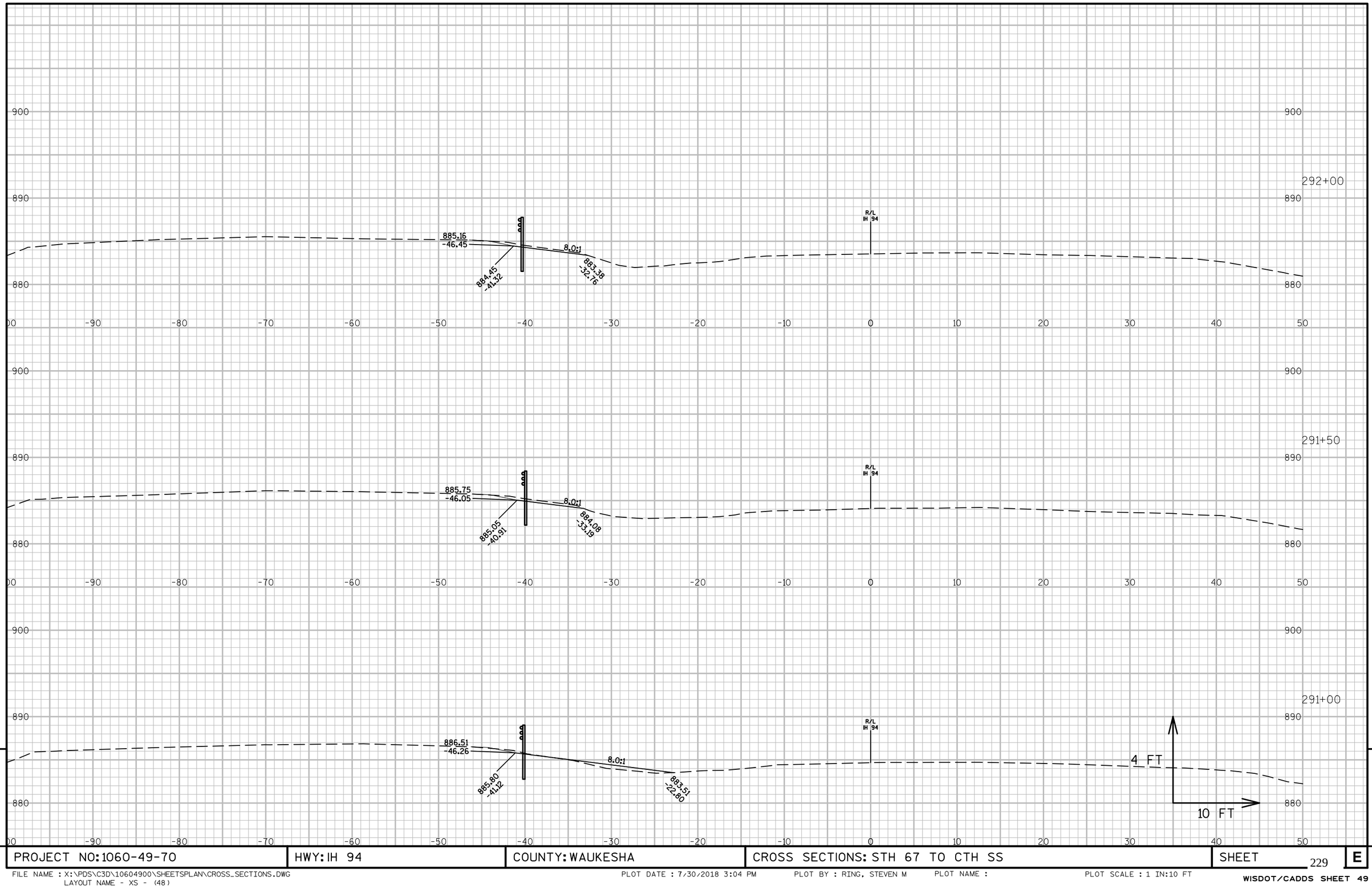
PLOT DATE : 7/30/2018 3:04 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 228	E

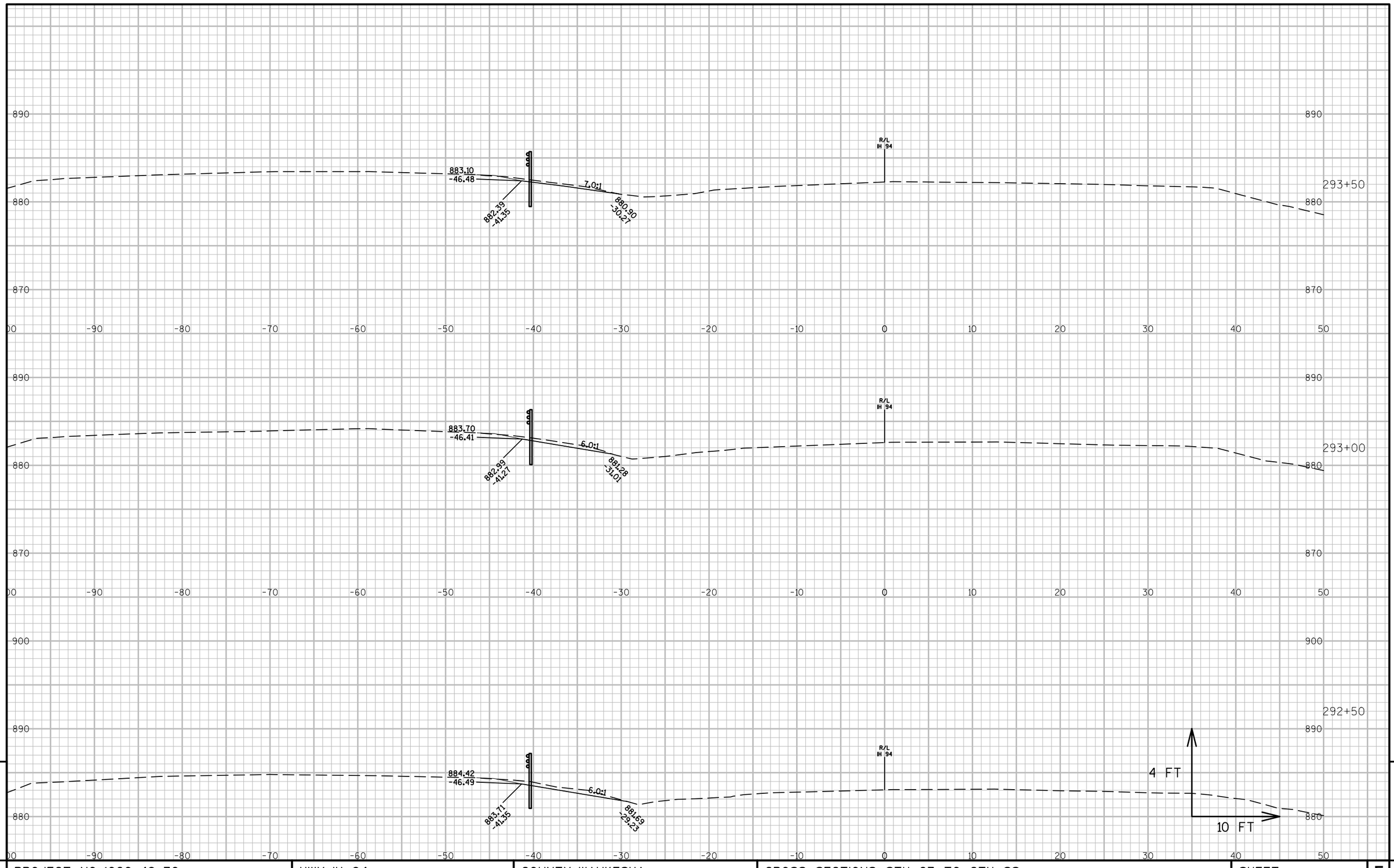


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 229	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (48)

PLOT DATE : 7/30/2018 3:04 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

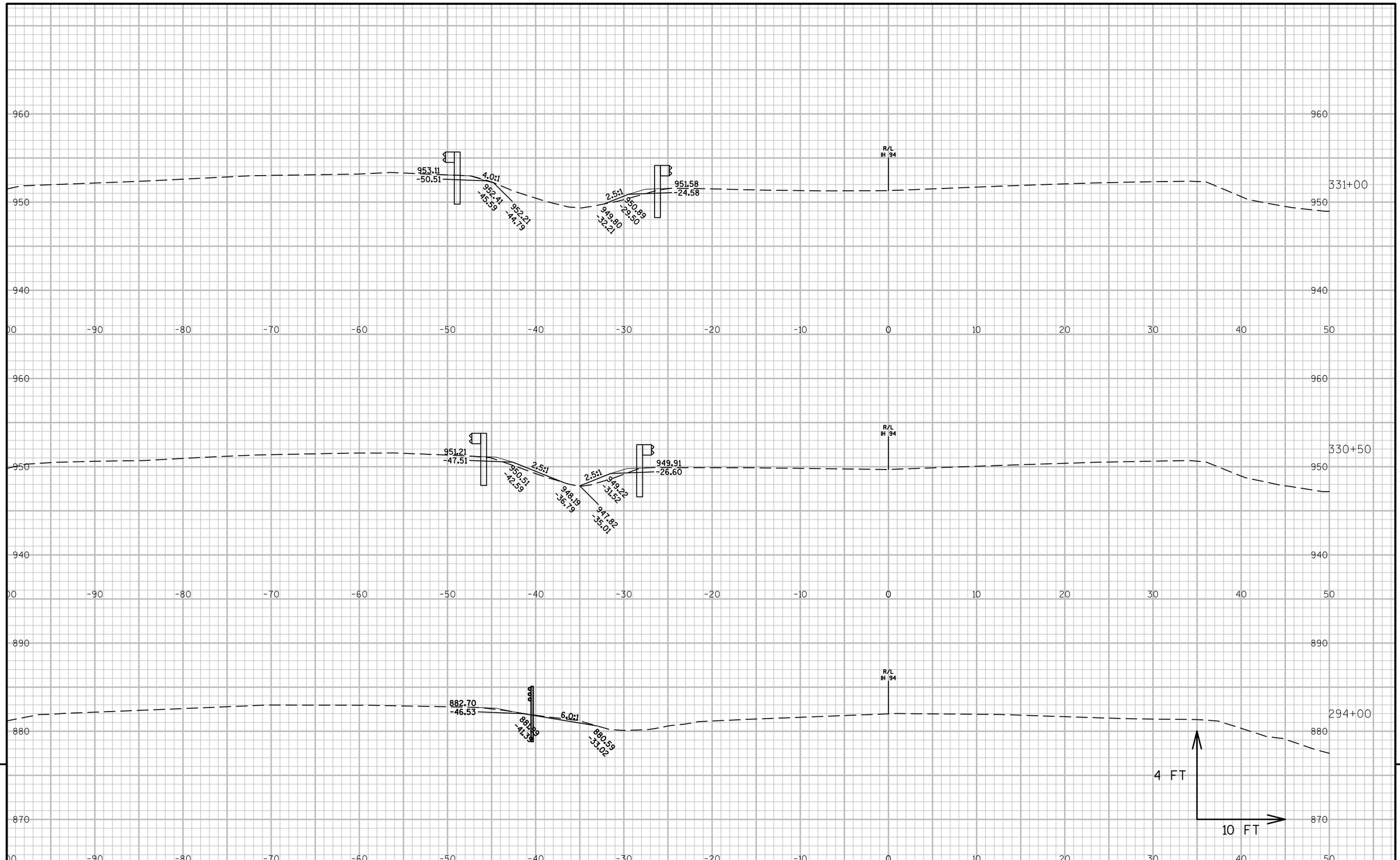
WISDOT/CADDS SHEET 49



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 230	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (49)

PLOT DATE : 7/30/2018 3:05 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

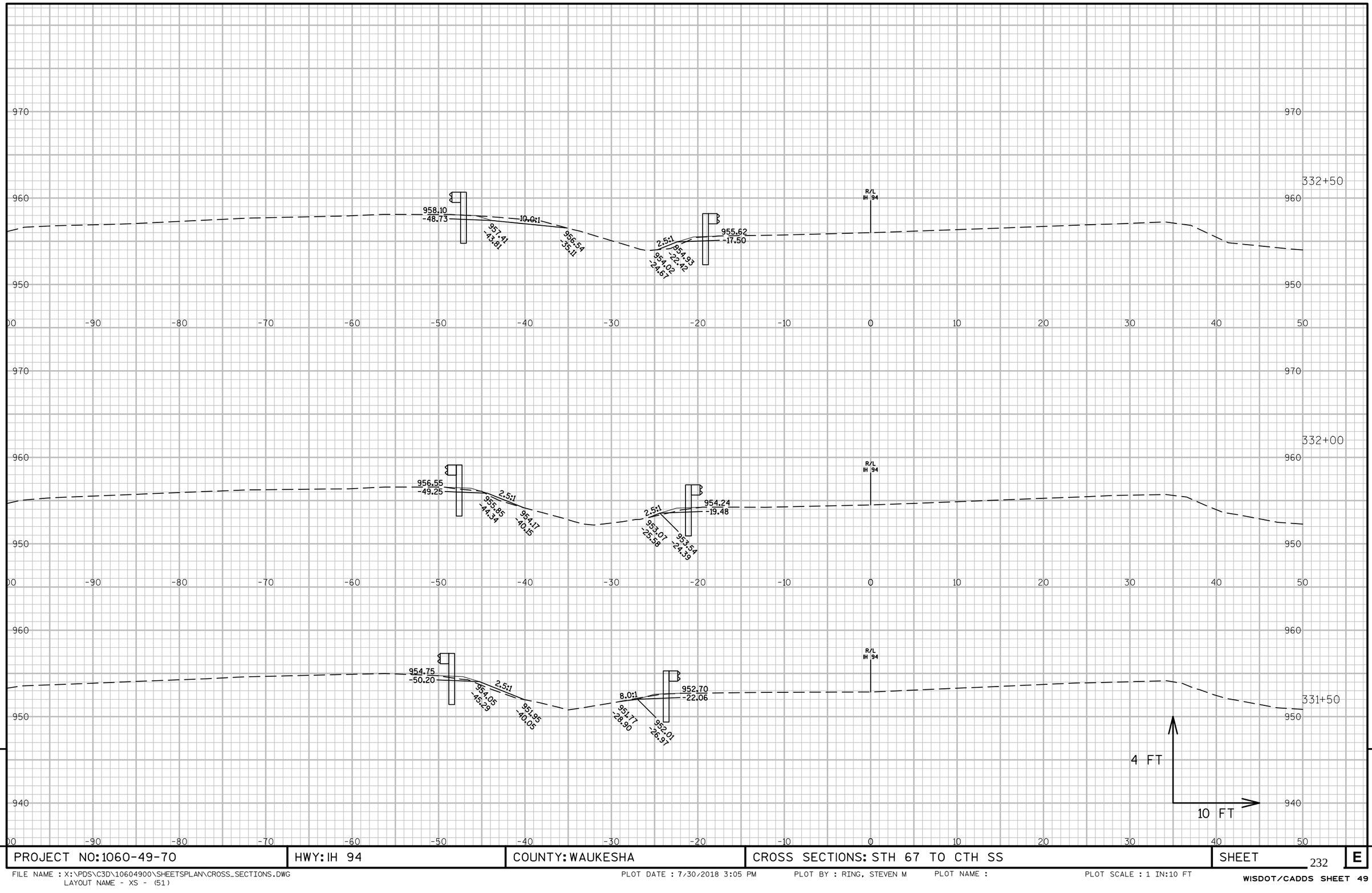
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 231	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (50)

PLOT DATE : 7/30/2018 3:05 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

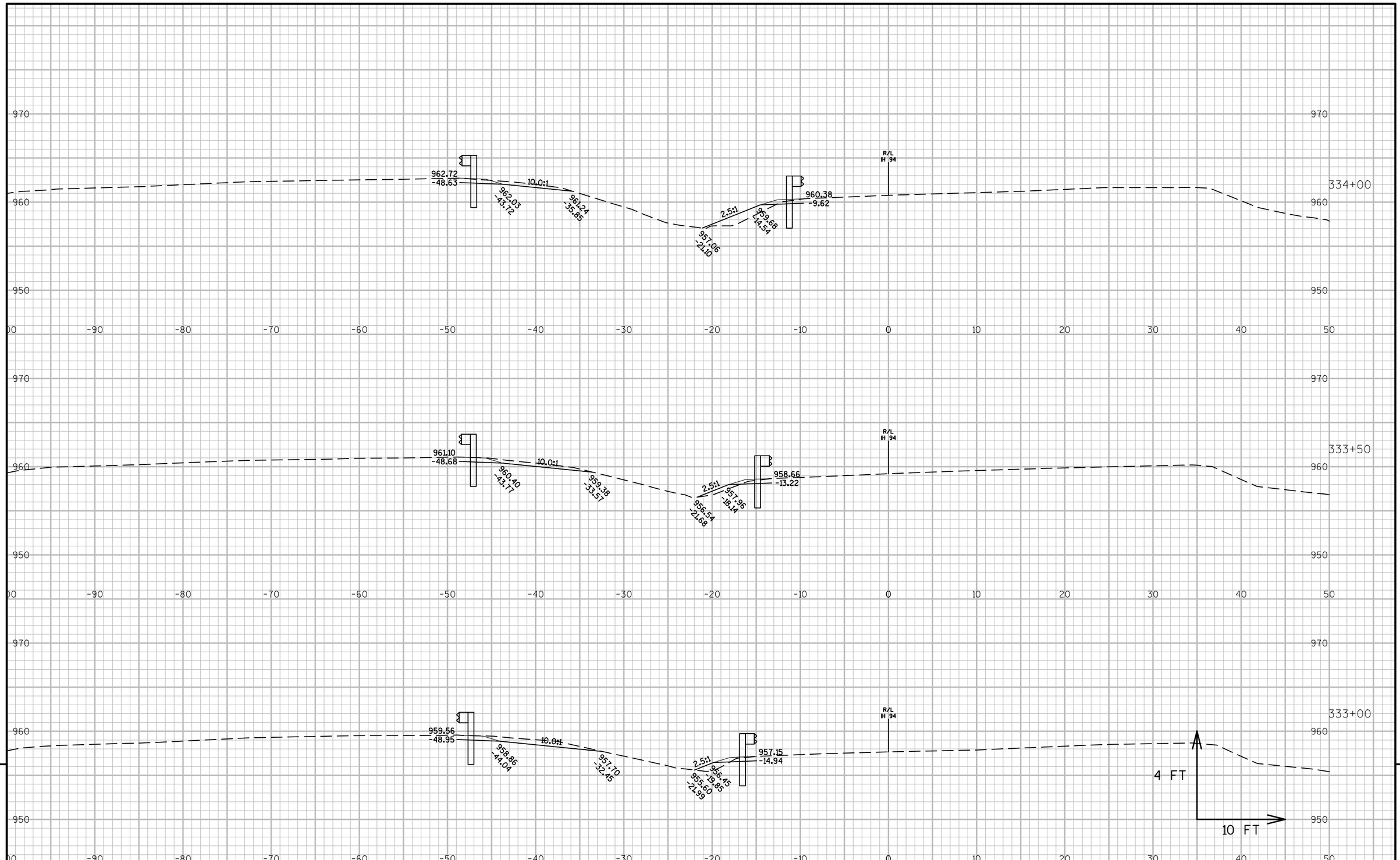


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 232 E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (51)

PLOT DATE : 7/30/2018 3:05 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

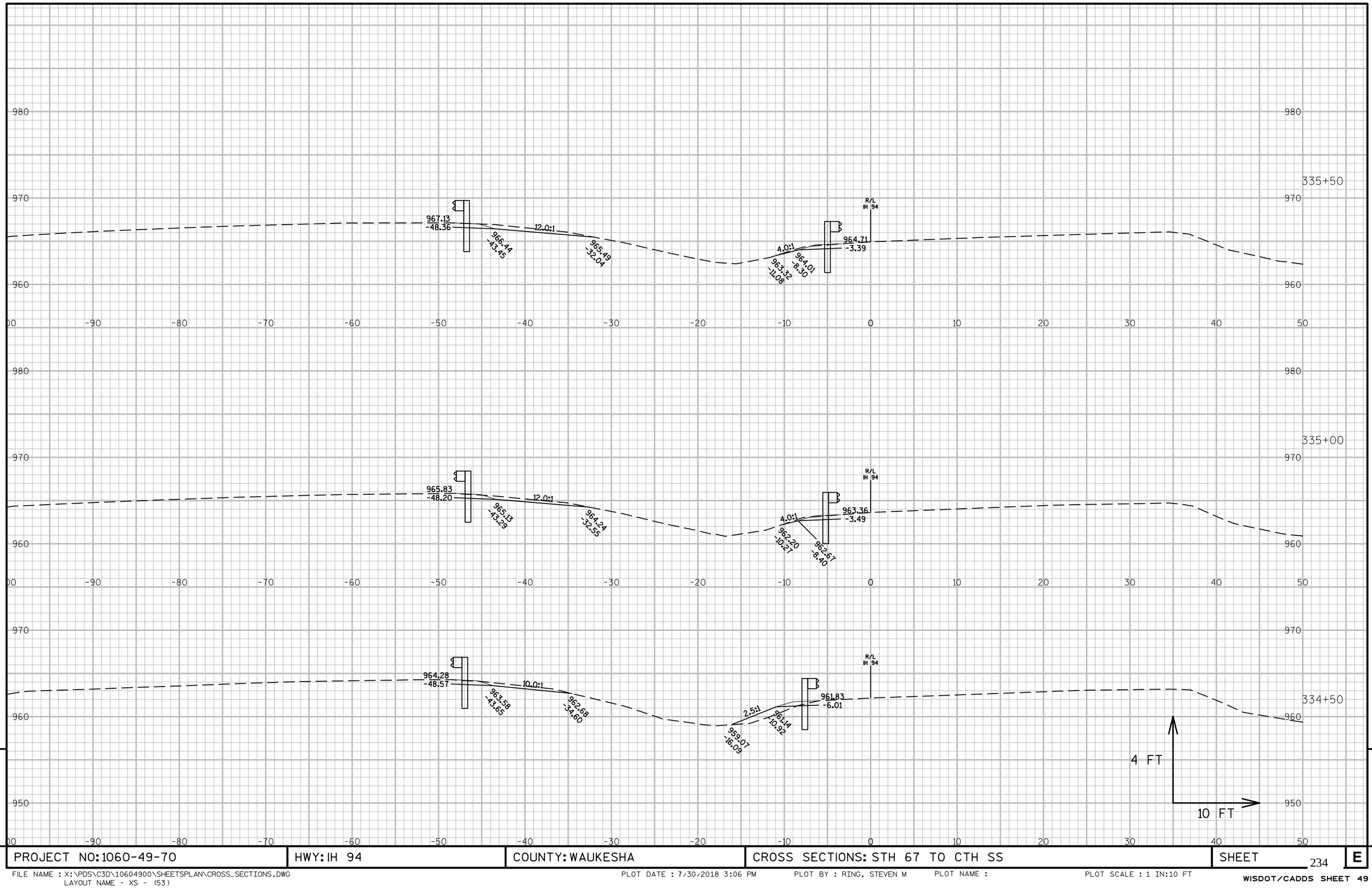


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 233	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (52)

PLOT DATE : 7/30/2018 3:05 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

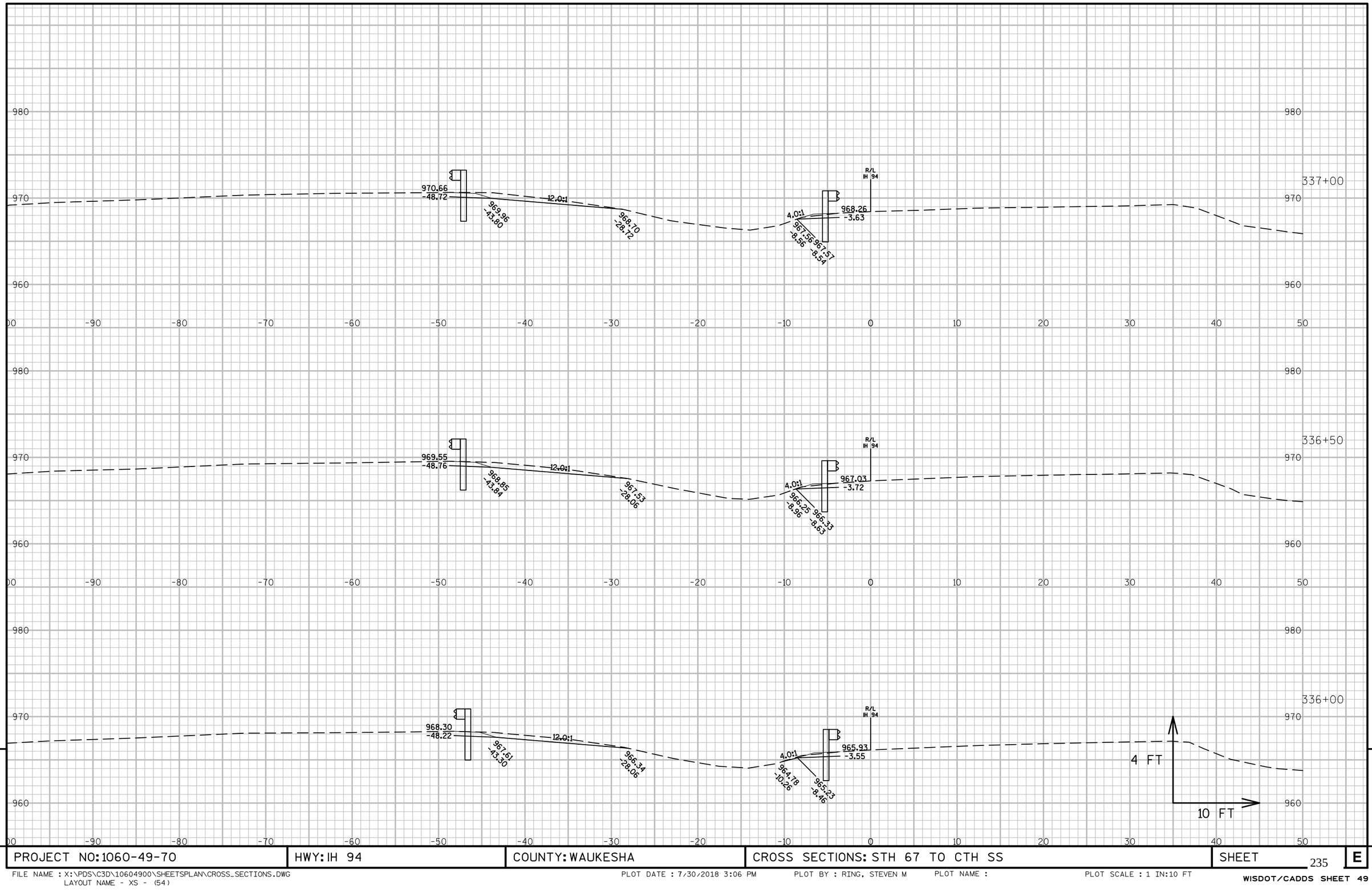
WISDOT/CADDS SHEET 49



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 234 E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (53)

PLOT DATE : 7/30/2018 3:06 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

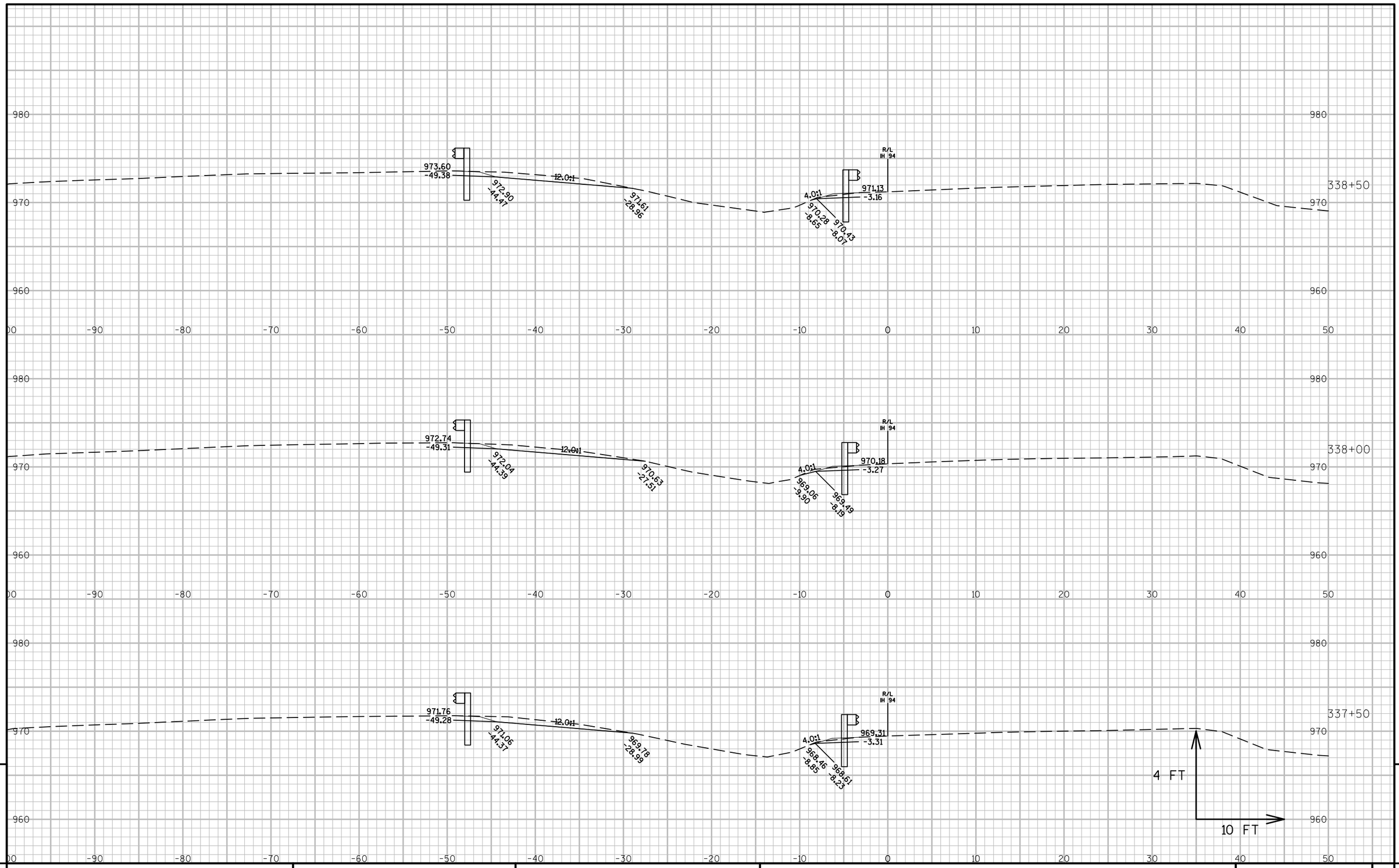


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 235 E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (54)

PLOT DATE : 7/30/2018 3:06 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

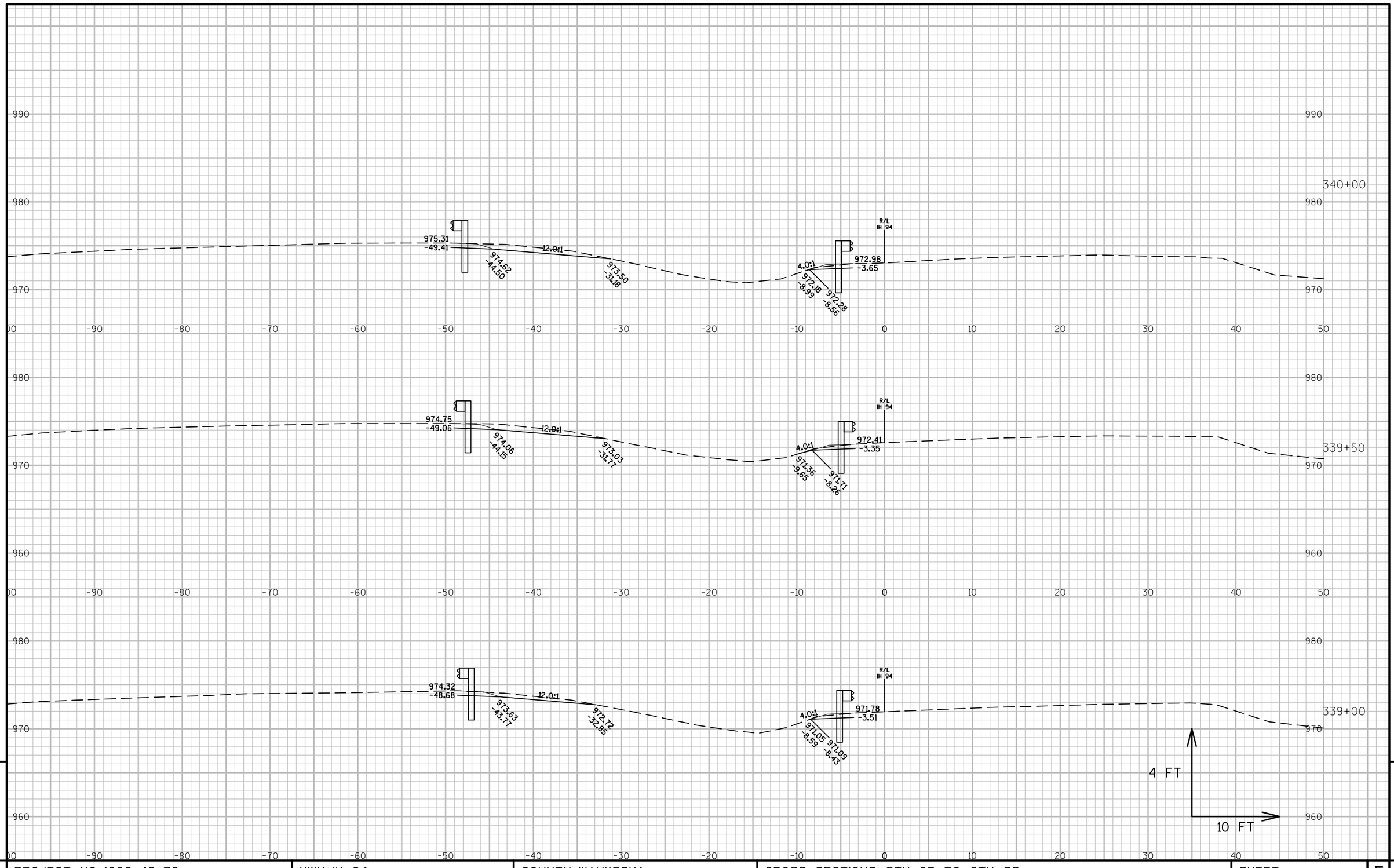
WISDOT/CADDS SHEET 49



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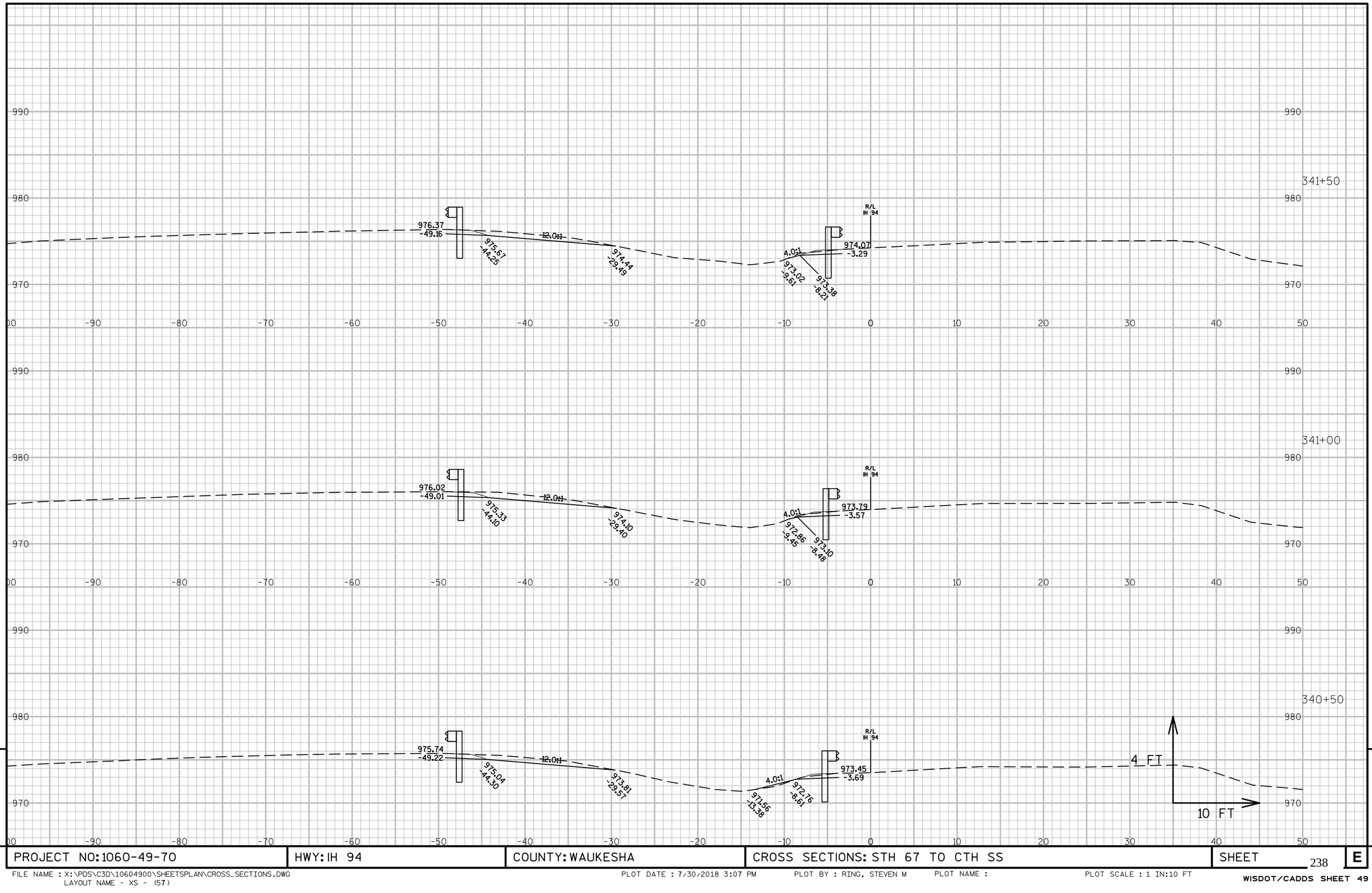
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 236	E



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 237	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (56)

PLOT DATE : 7/30/2018 3:06 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

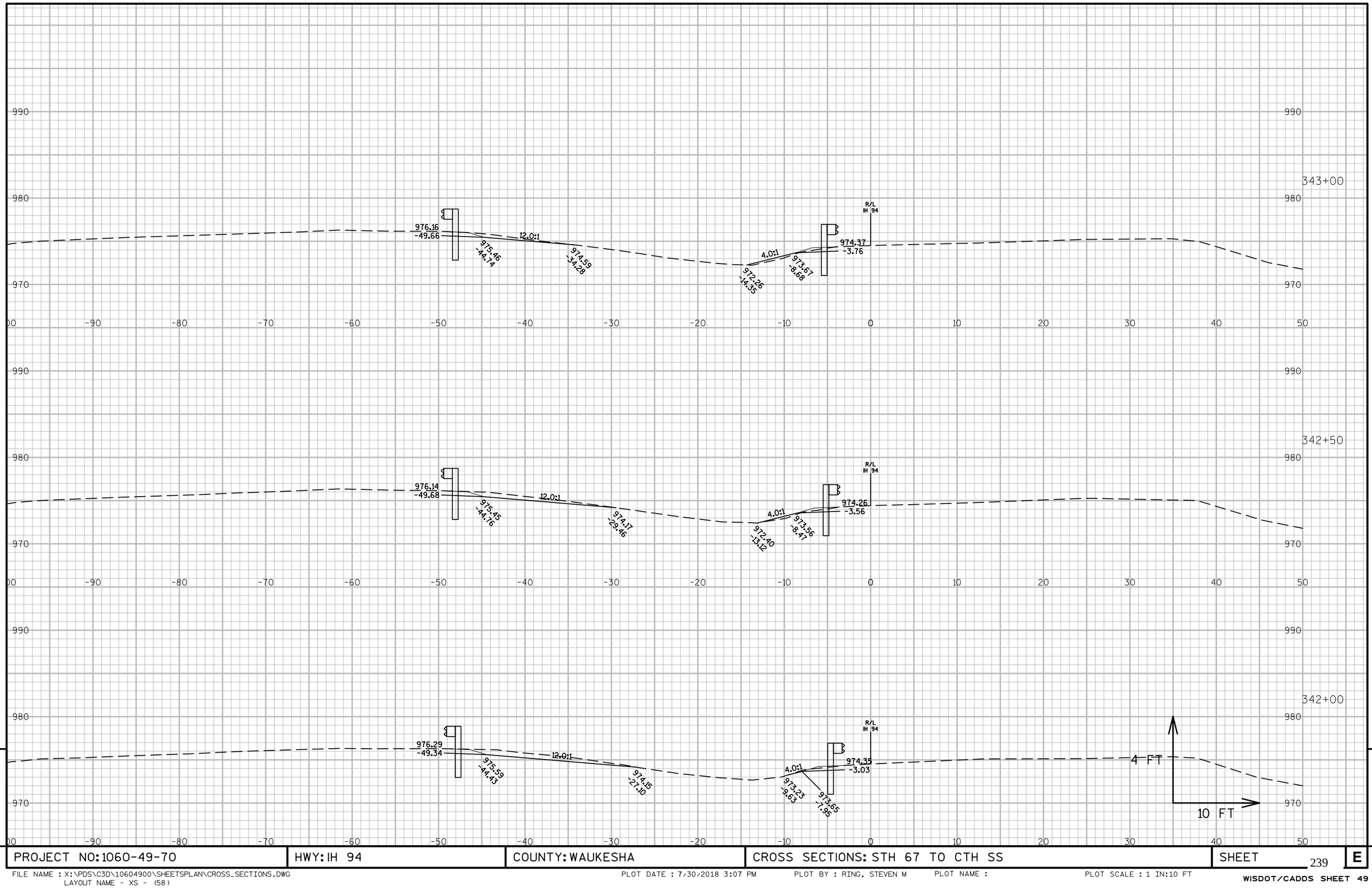


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 238	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (57)

PLOT DATE : 7/30/2018 3:07 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

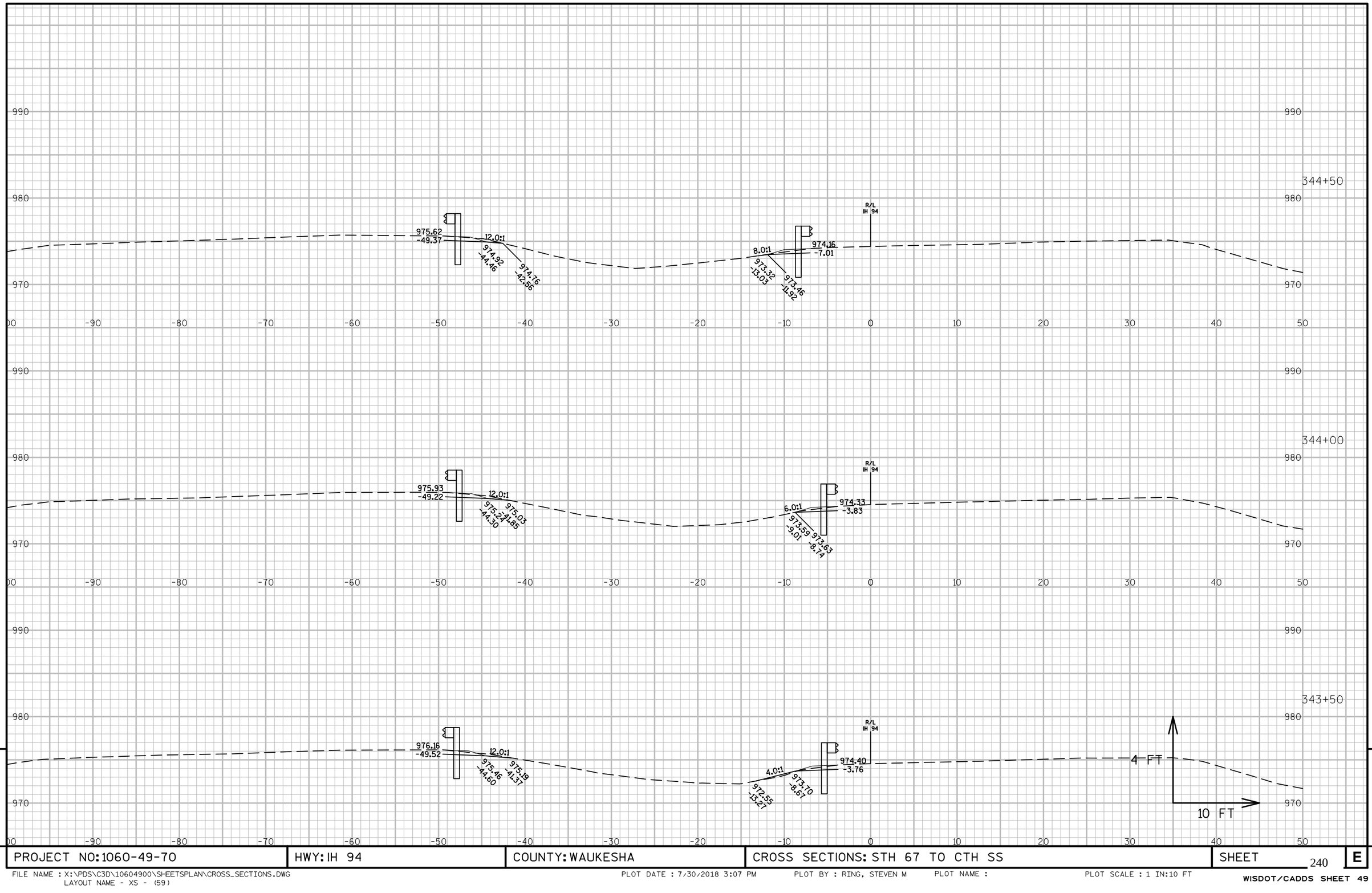
WISDOT/CADDS SHEET 49



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 239	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (58)

PLOT DATE : 7/30/2018 3:07 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

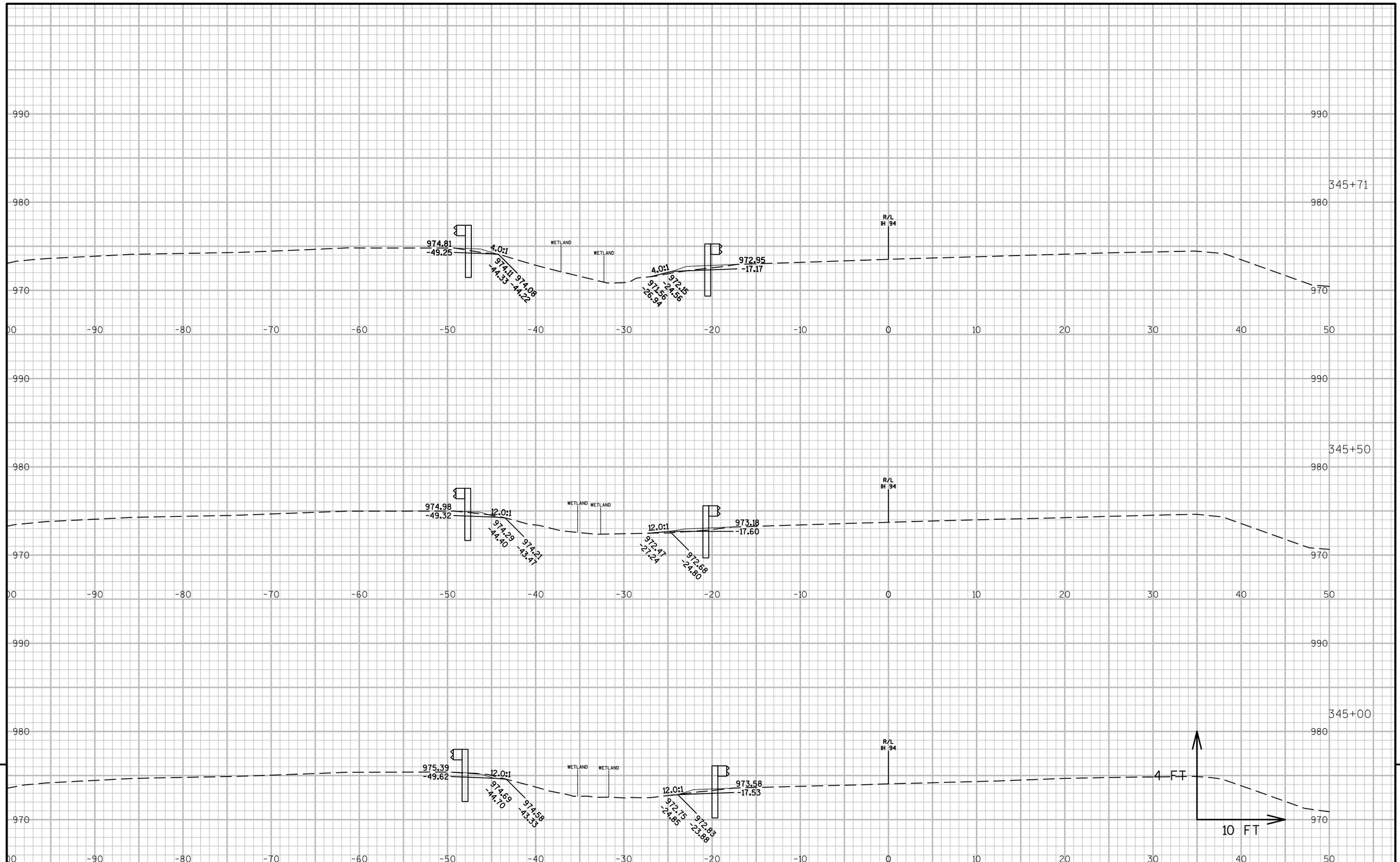
9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 240	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (59)

PLOT DATE : 7/30/2018 3:07 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

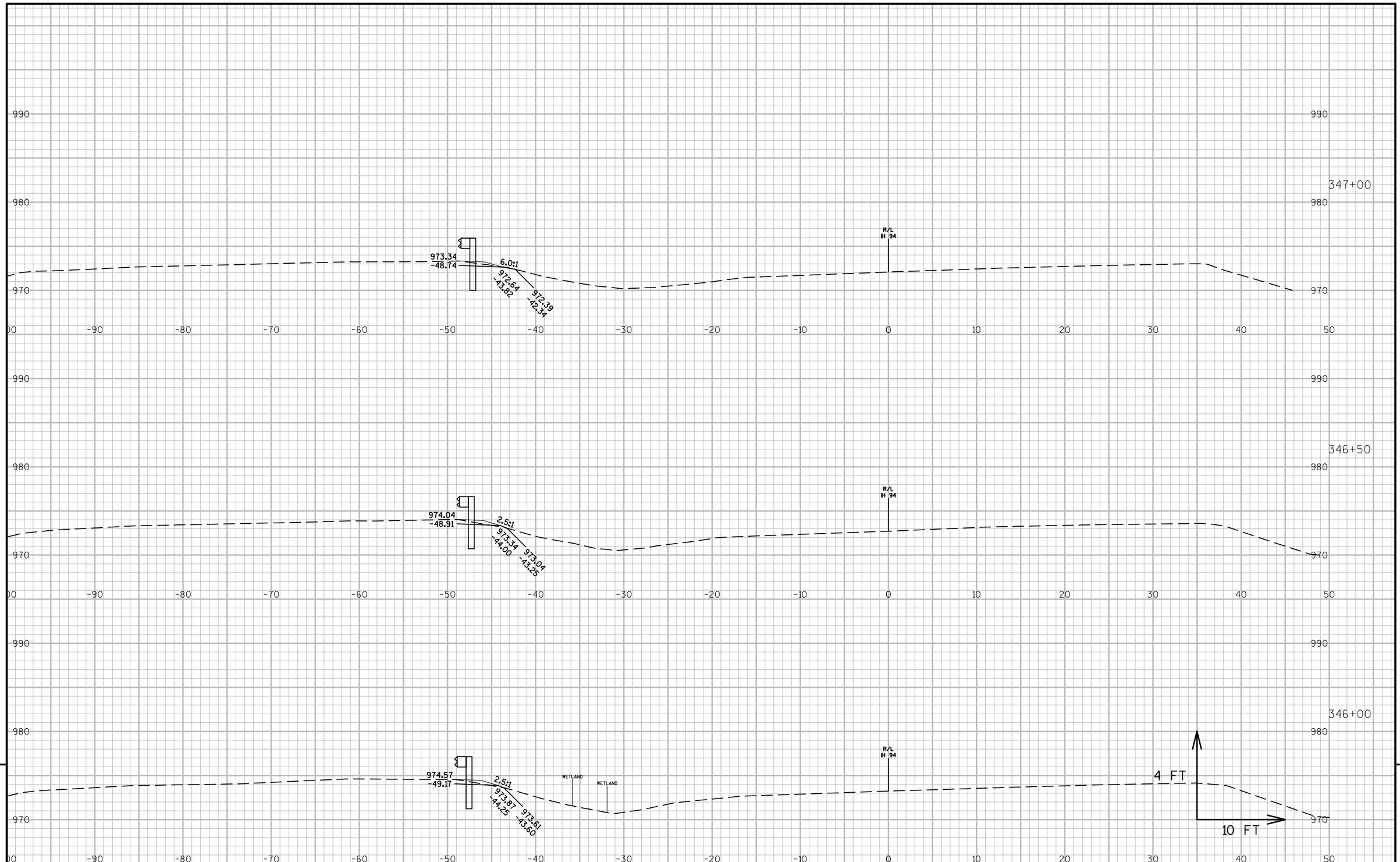
WISDOT/CADDS SHEET 49



9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 241	E

9



9

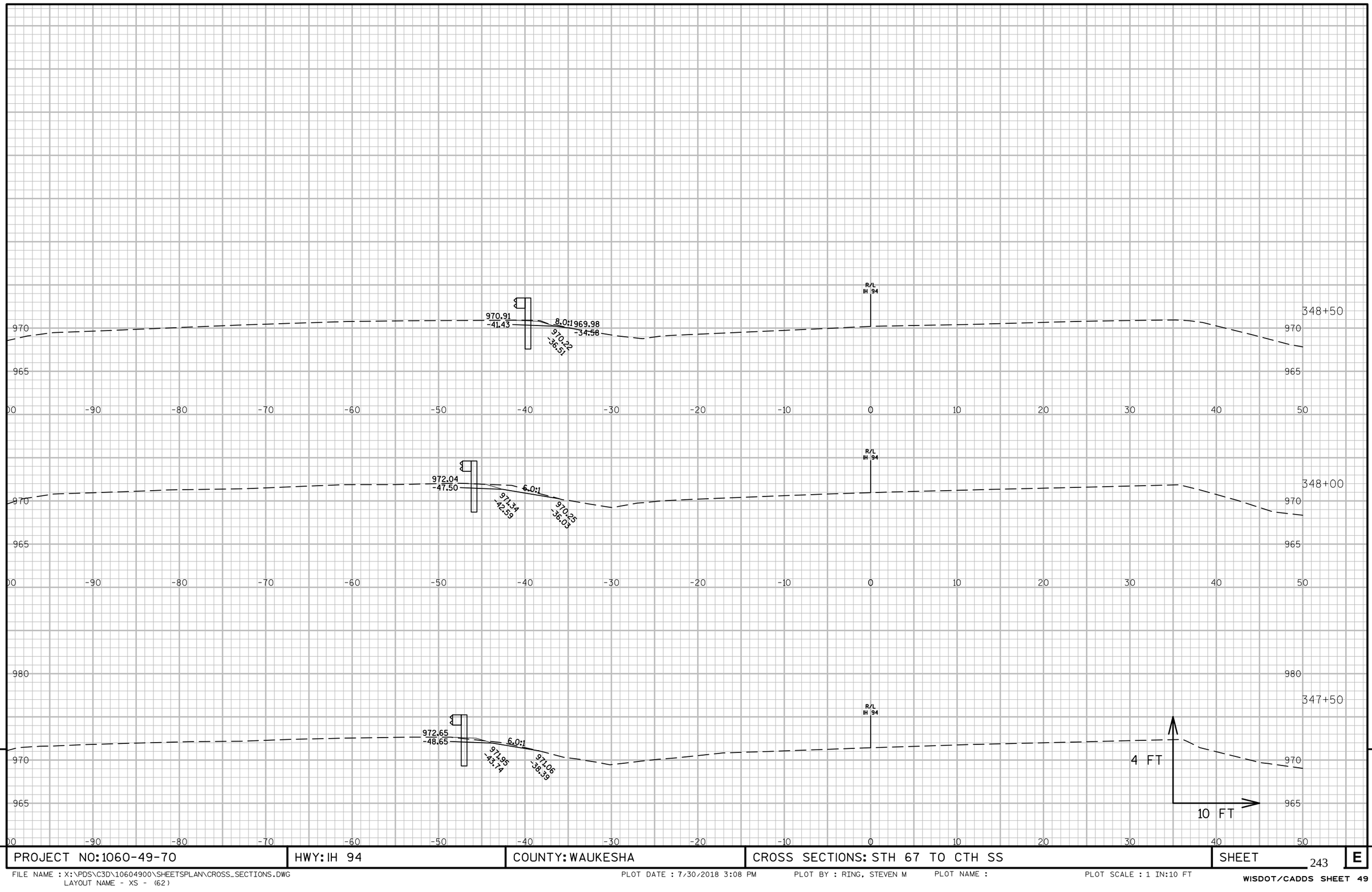
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 242	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (61)

PLOT DATE : 7/30/2018 3:08 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



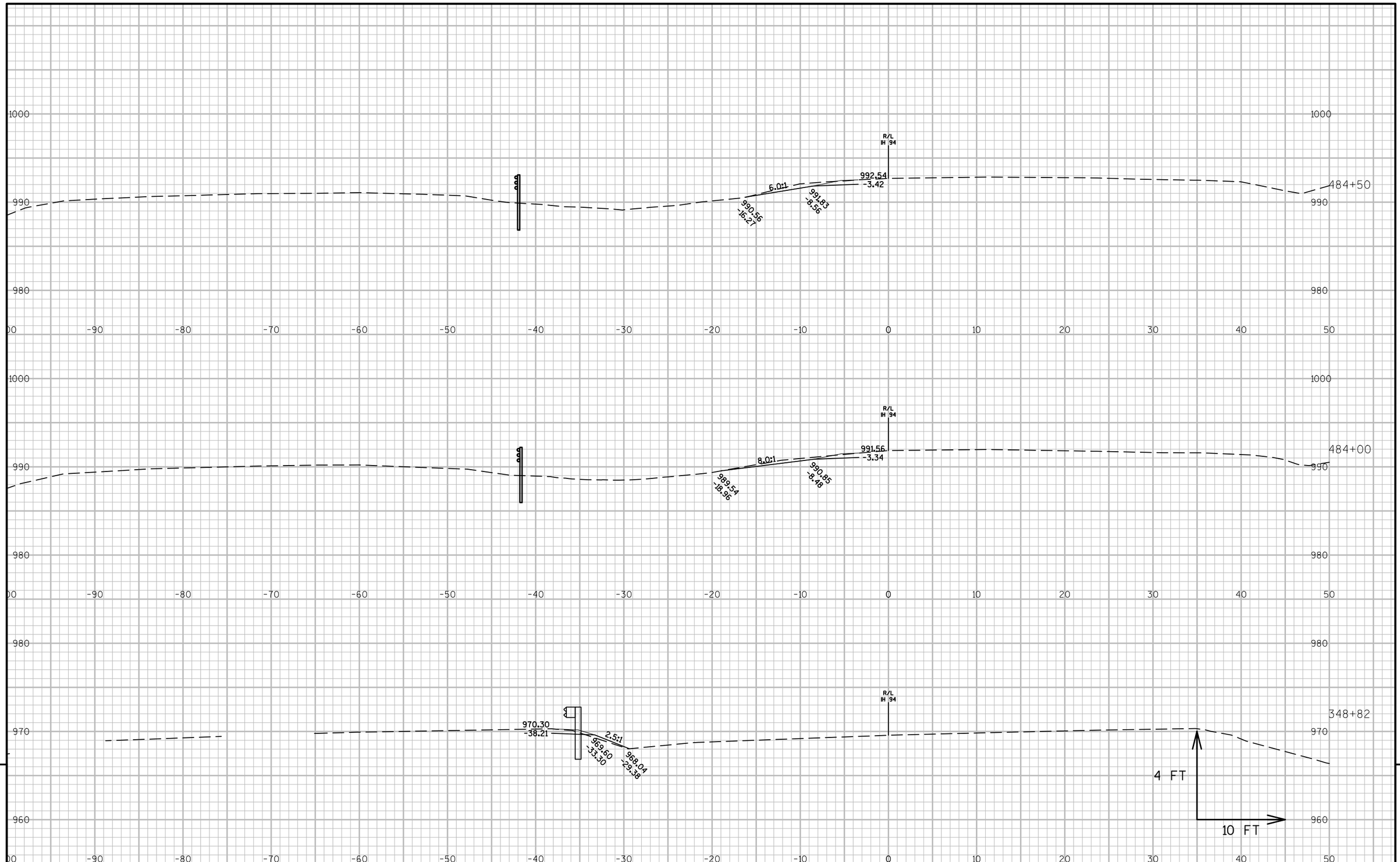
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 243	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (62)

PLOT DATE : 7/30/2018 3:08 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



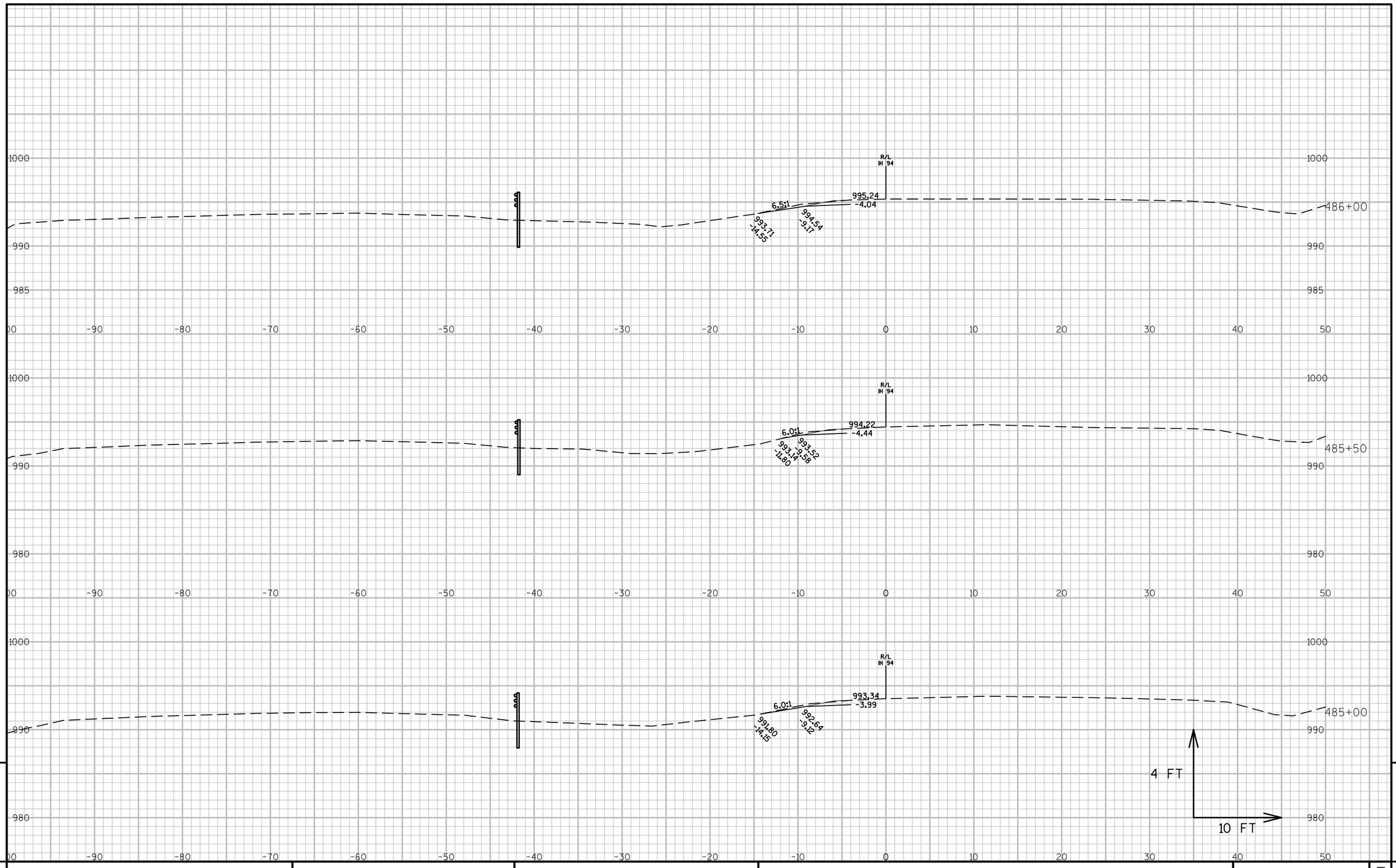
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 244	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (63)

PLOT DATE : 7/30/2018 3:08 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



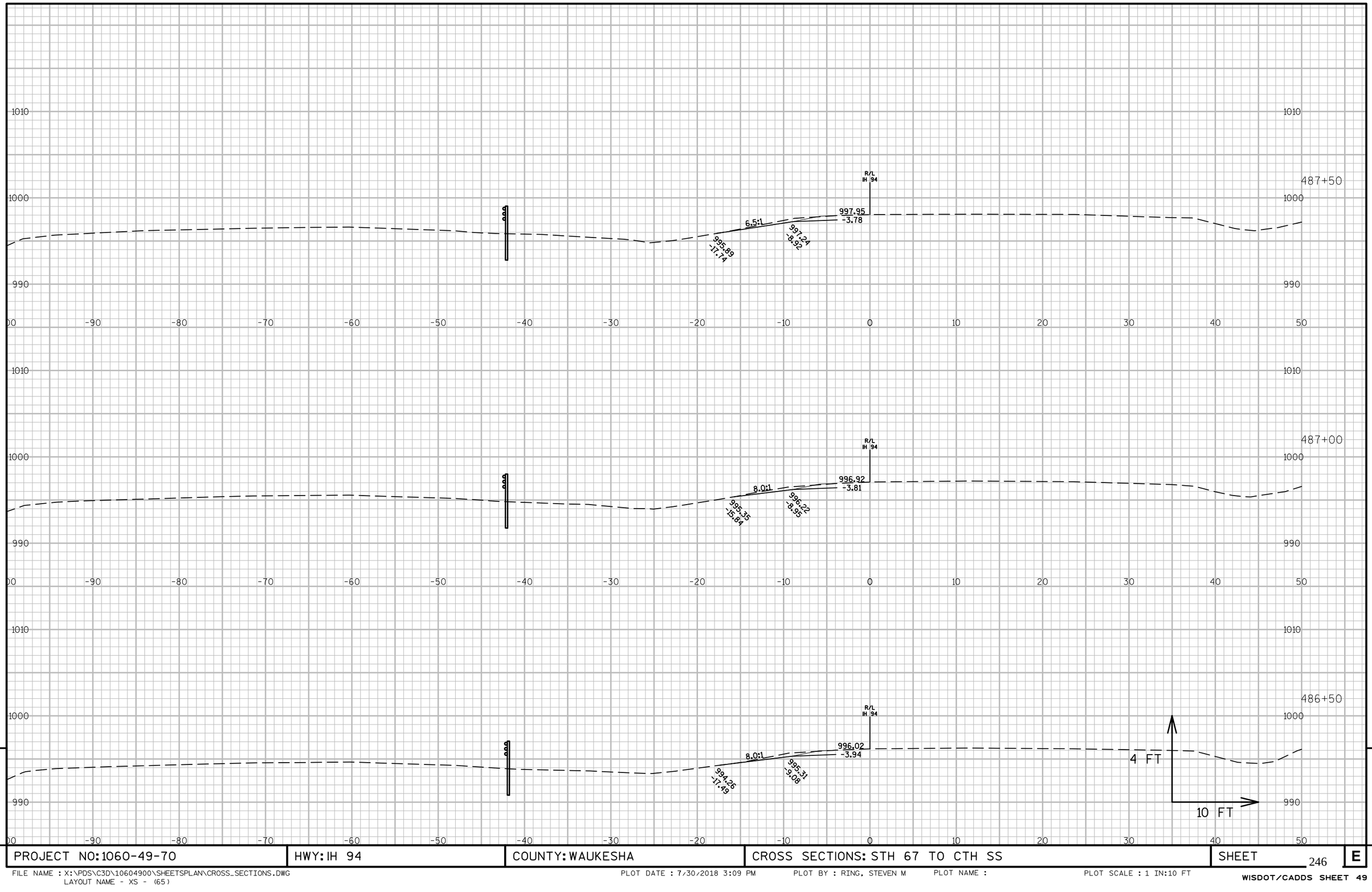
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 245	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (64)

PLOT DATE : 7/30/2018 3:09 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

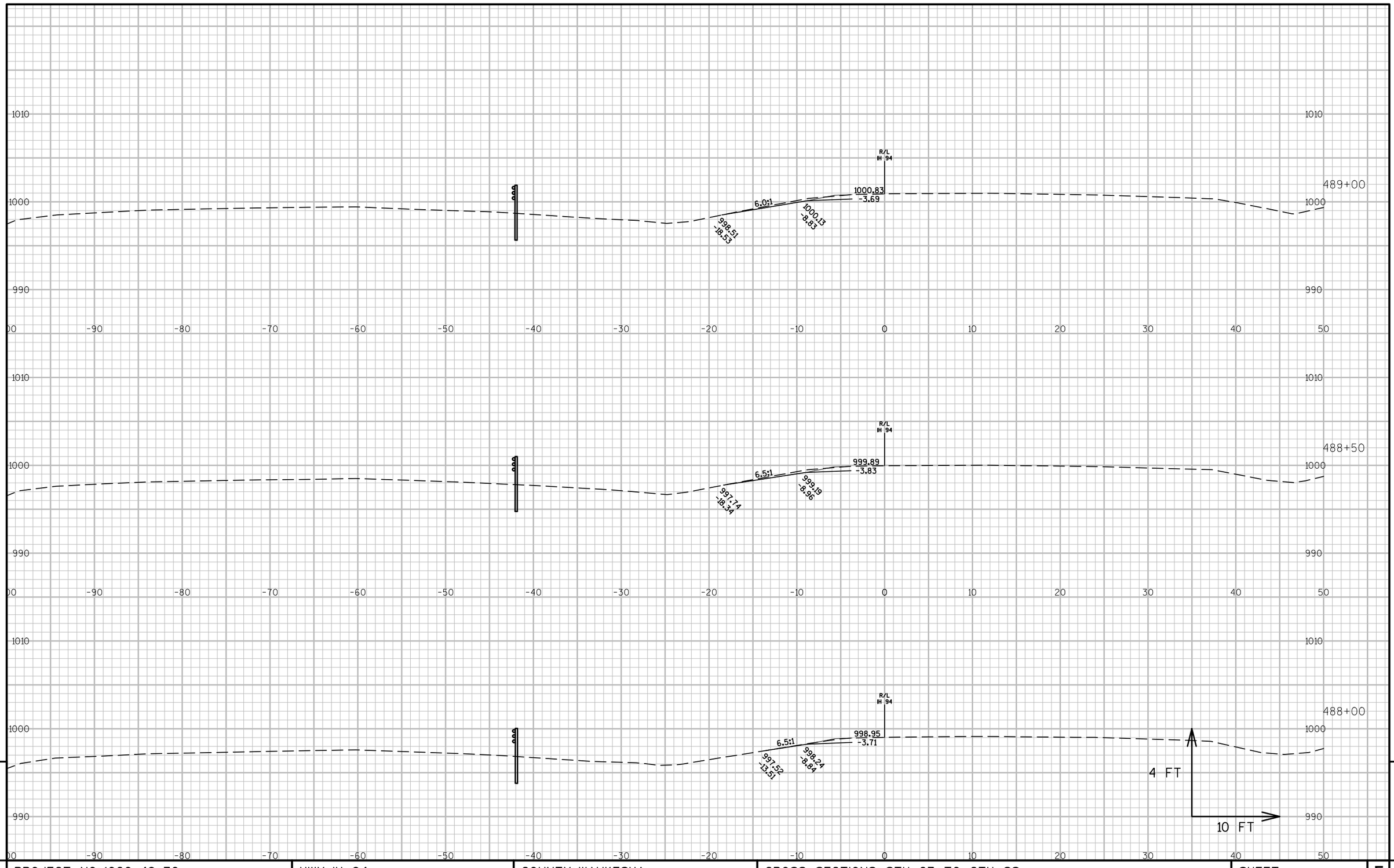
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 246	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (65)

PLOT DATE : 7/30/2018 3:09 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

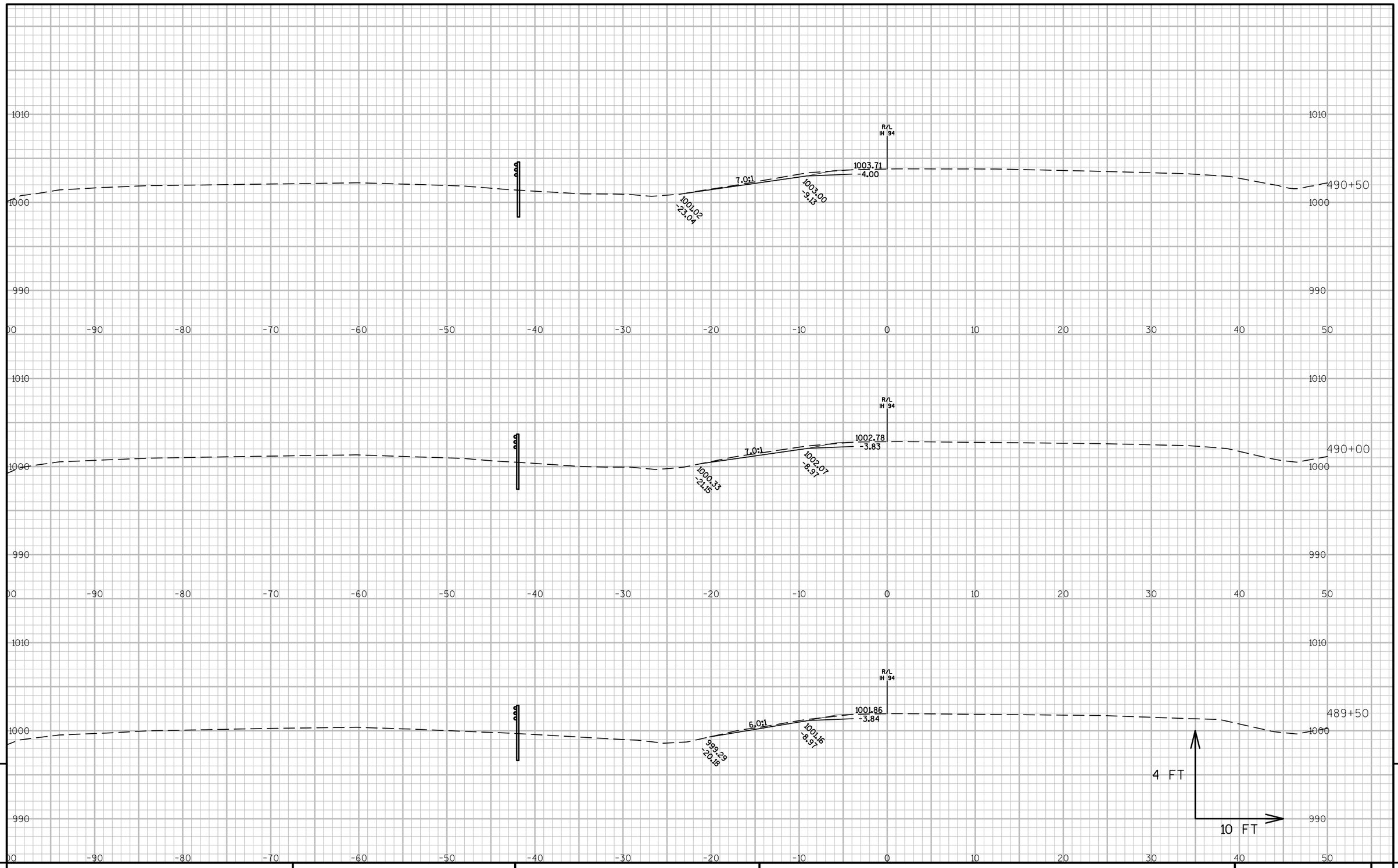


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 247	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (66)

PLOT DATE : 7/30/2018 3:09 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



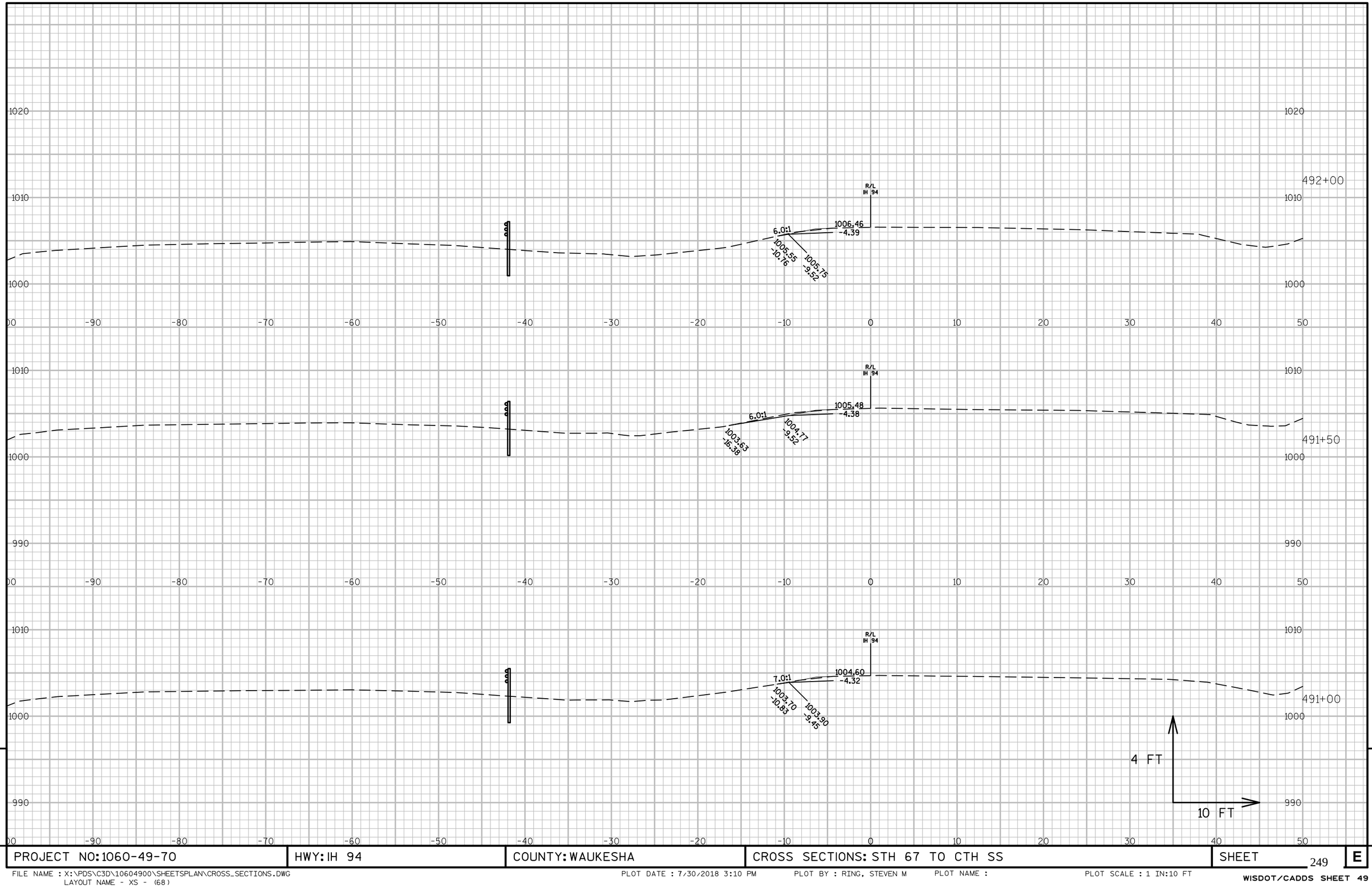
9

9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 248	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (67)

PLOT DATE : 7/30/2018 3:09 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



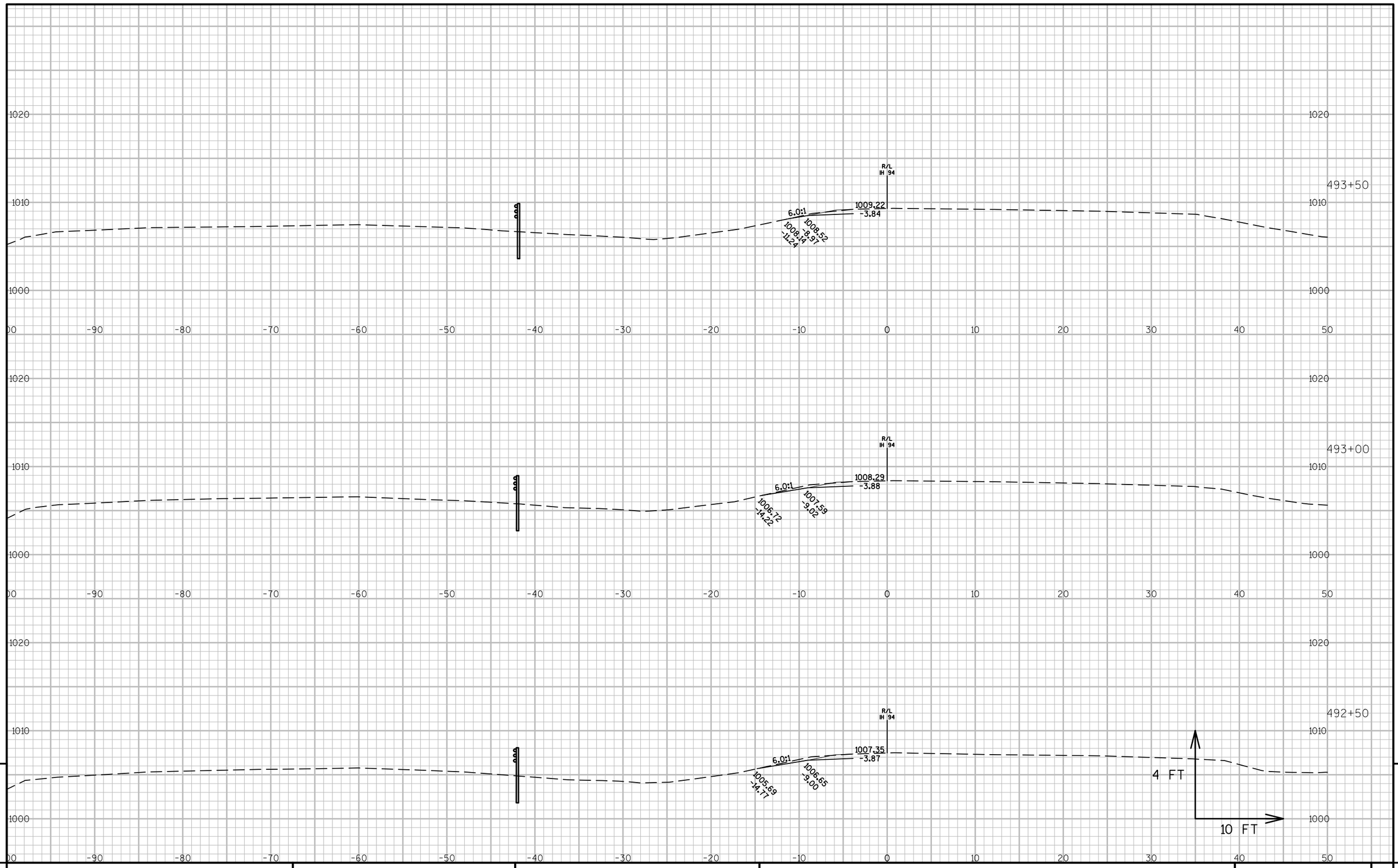
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 249	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (68)

PLOT DATE : 7/30/2018 3:10 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



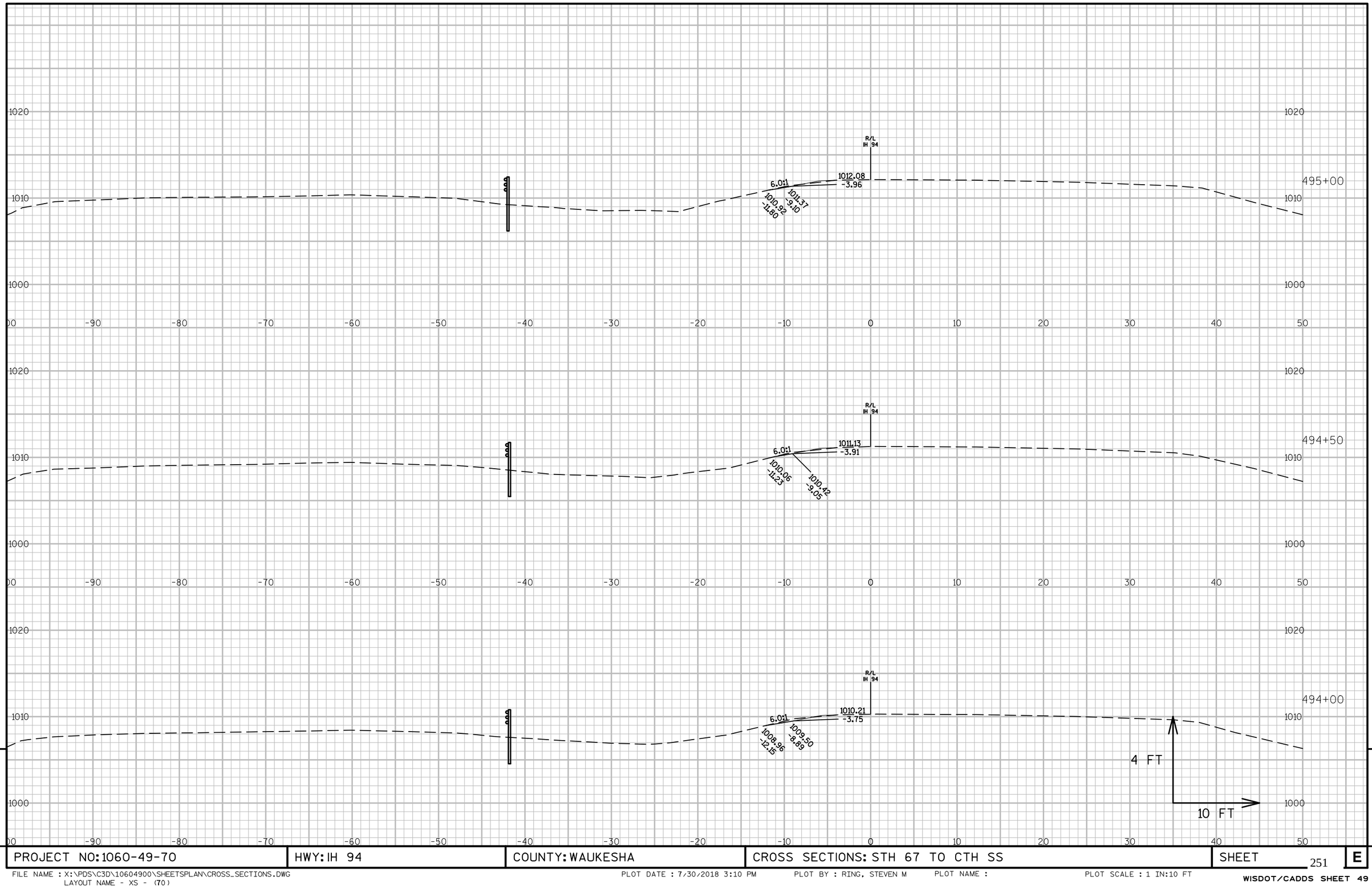
9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 250	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (69)

PLOT DATE : 7/30/2018 3:10 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

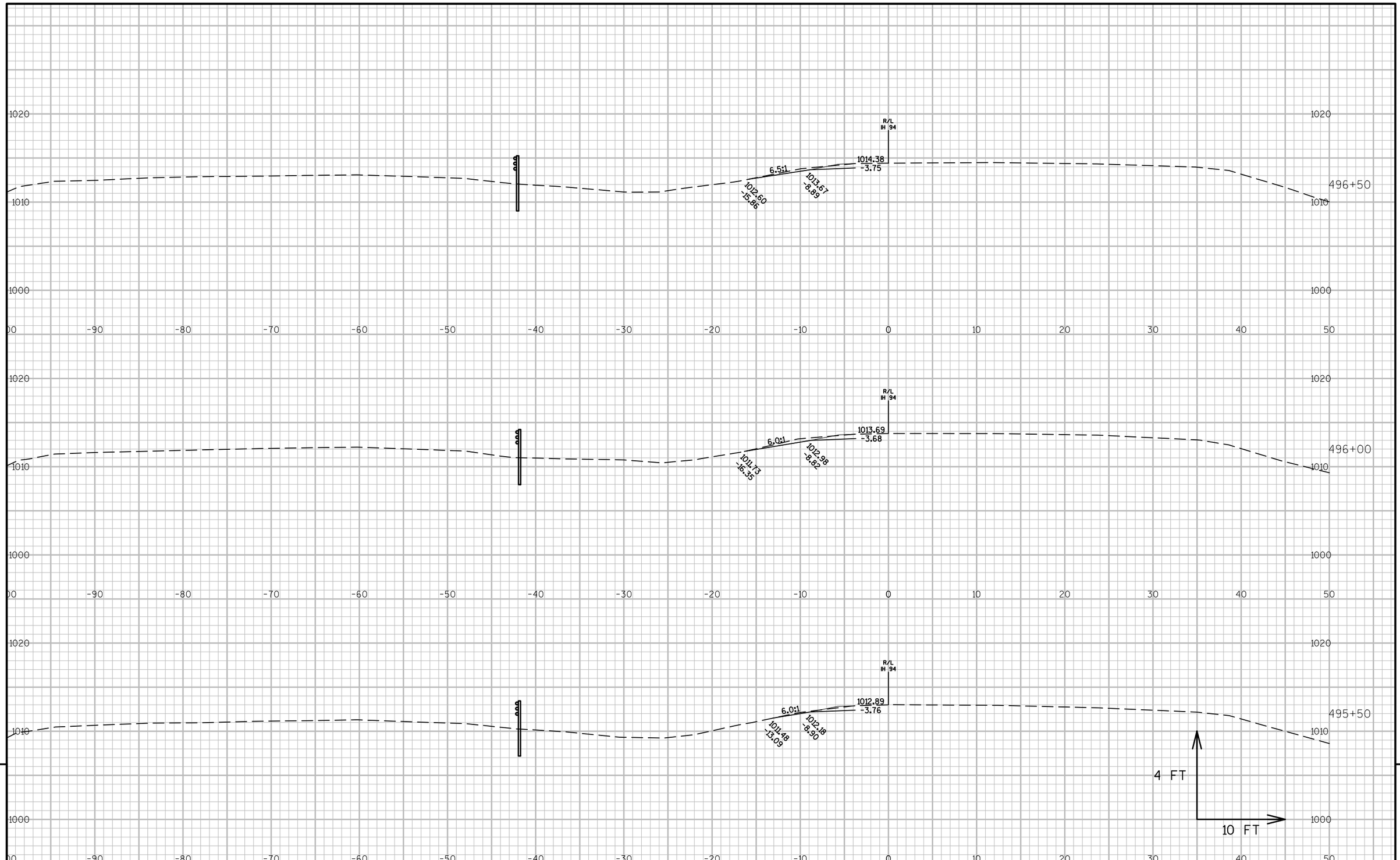
9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 251	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (70)

PLOT DATE : 7/30/2018 3:10 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

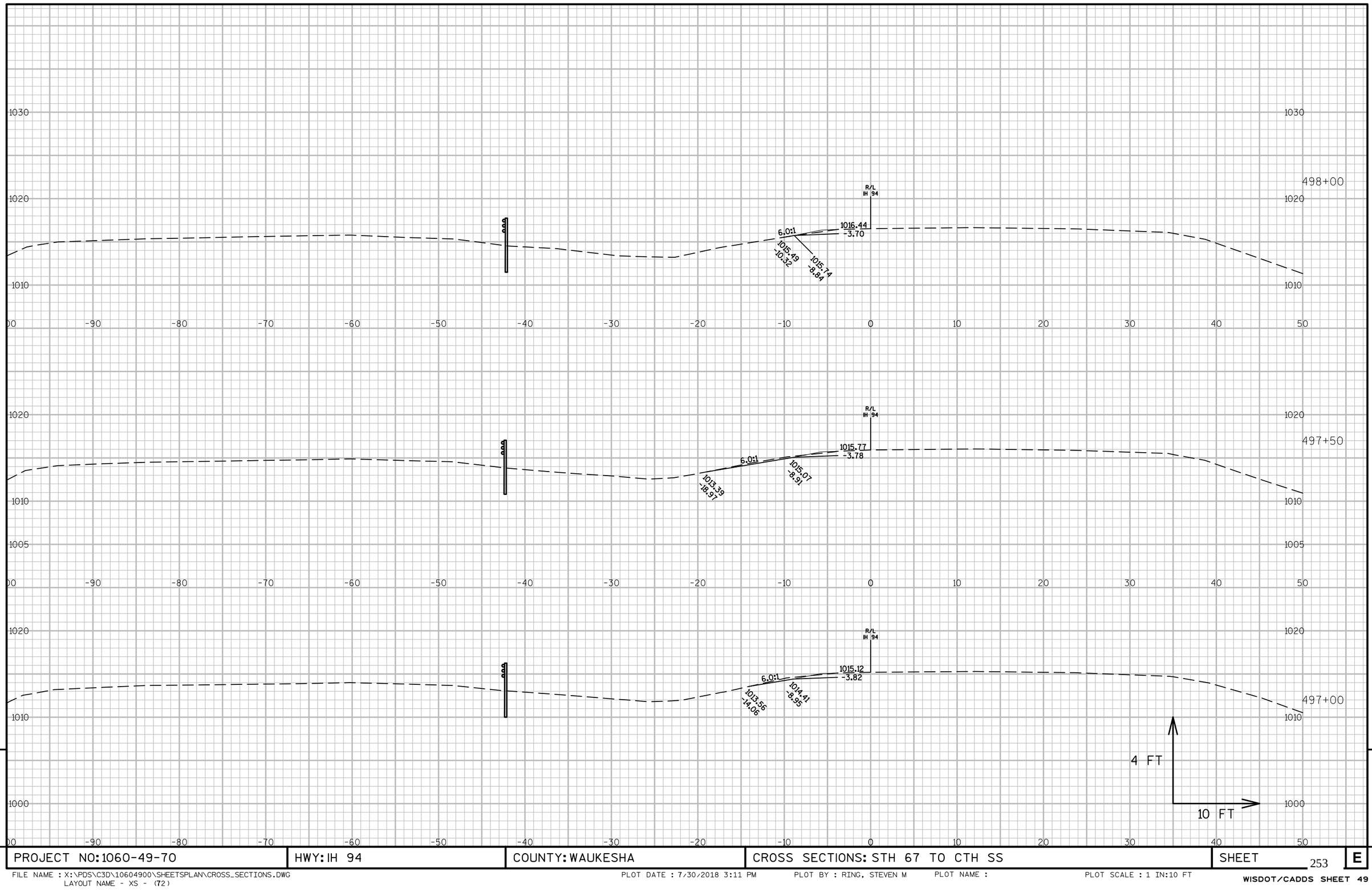


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 252	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (71)

PLOT DATE : 7/30/2018 3:10 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

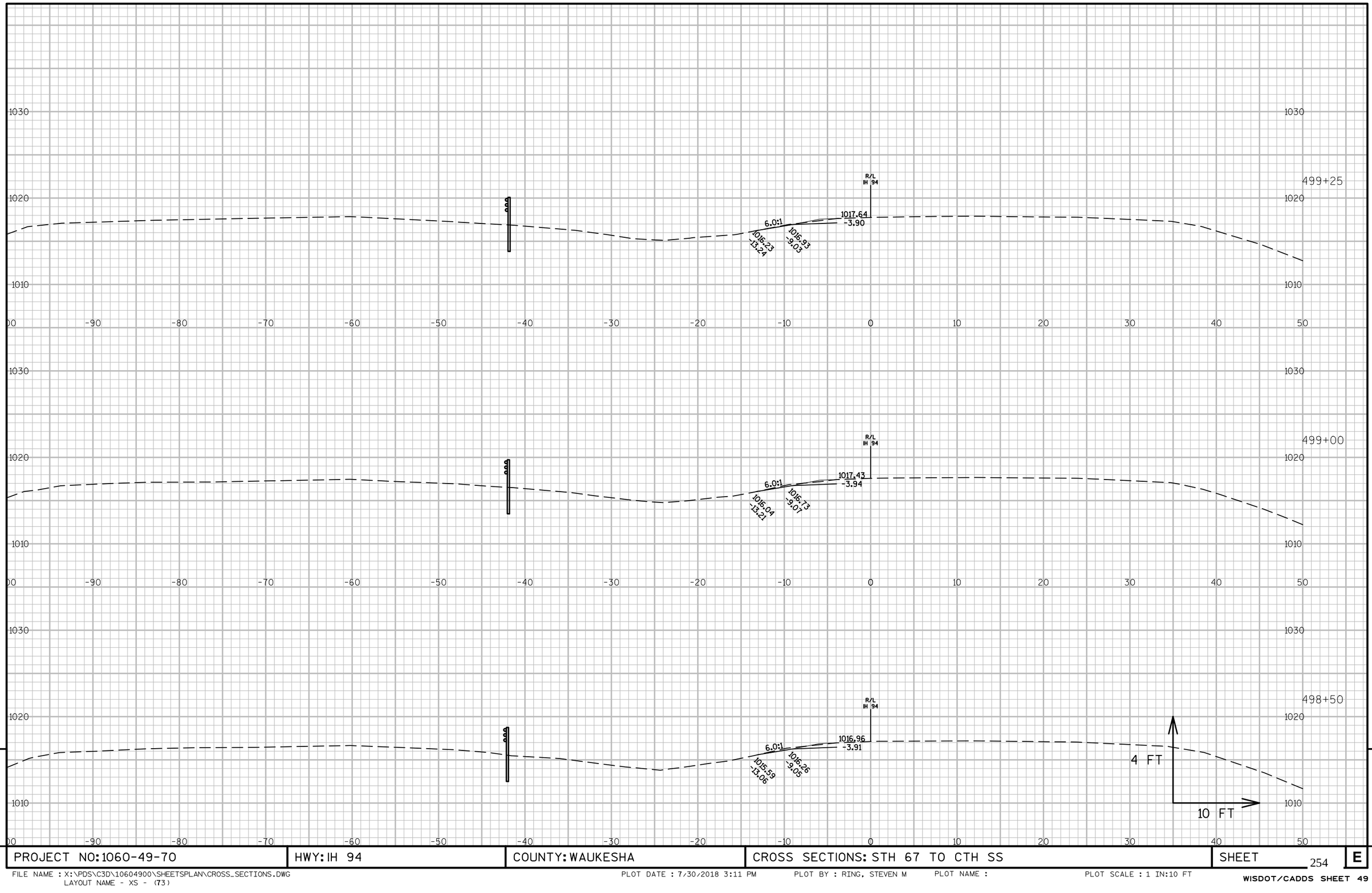
WISDOT/CADDS SHEET 49



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 253	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (72)

PLOT DATE : 7/30/2018 3:11 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

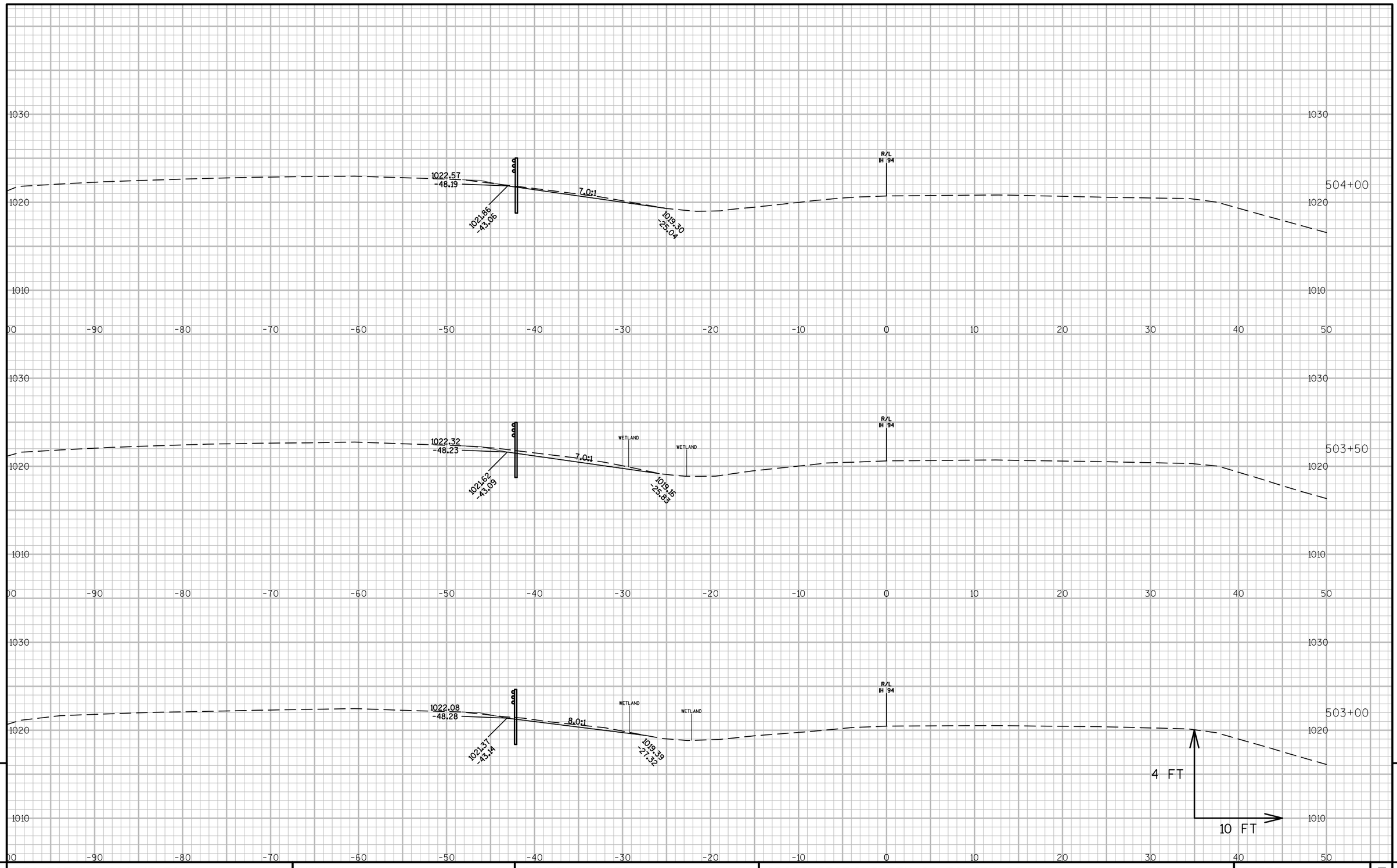


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 254	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (73)

PLOT DATE : 7/30/2018 3:11 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



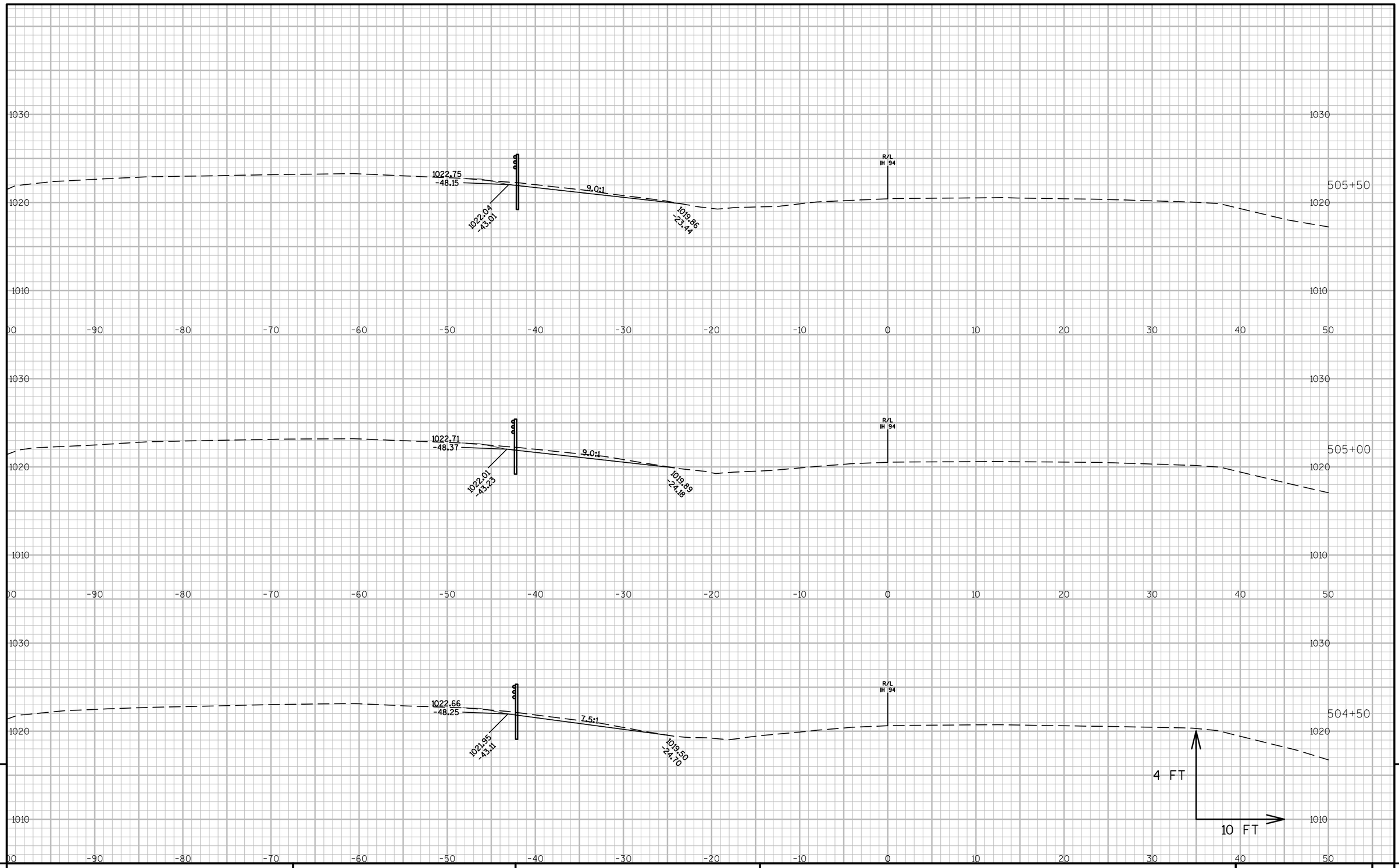
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 255	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (74)

PLOT DATE : 7/30/2018 3:11 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



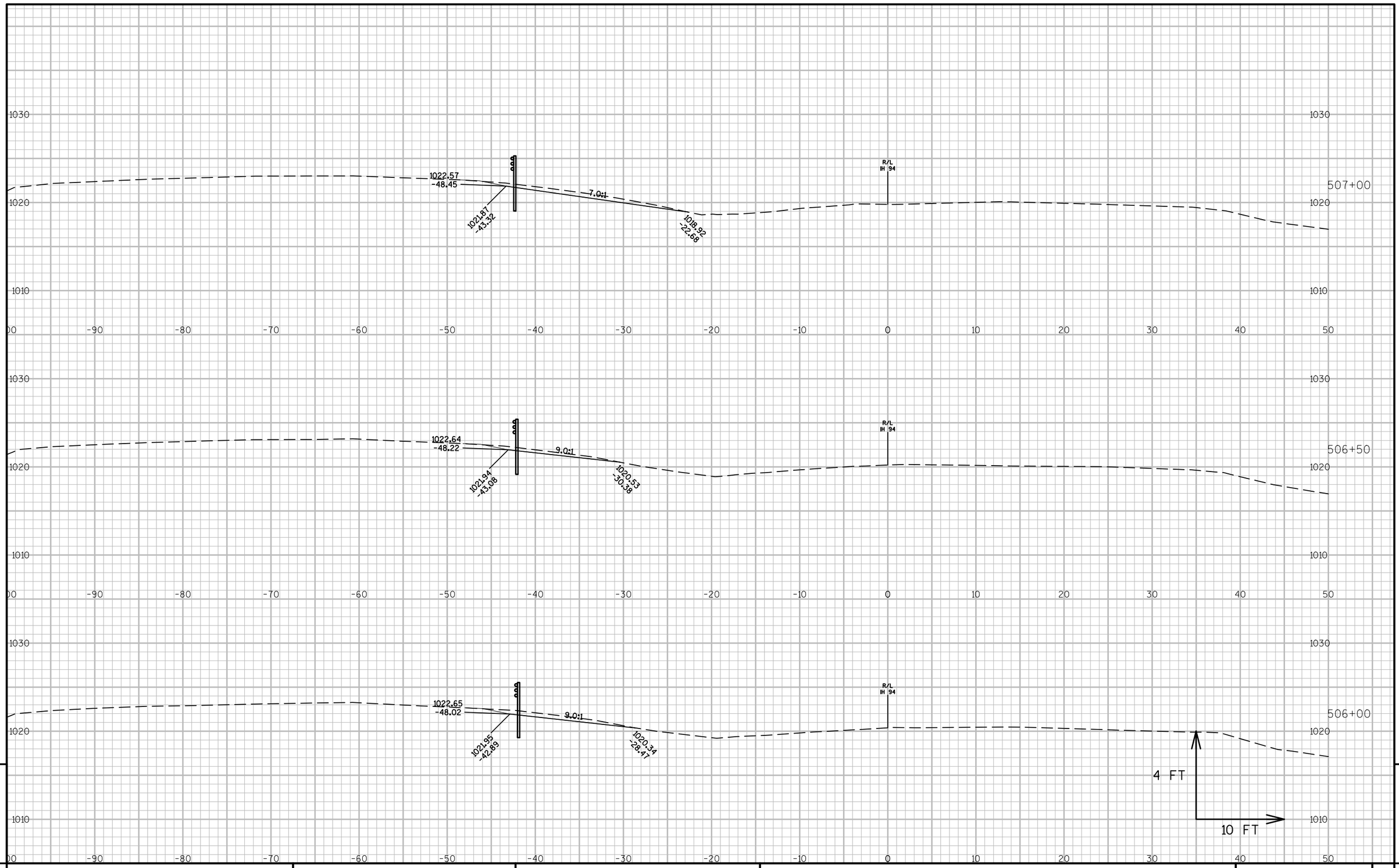
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 256	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (75)

PLOT DATE : 7/30/2018 3:11 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



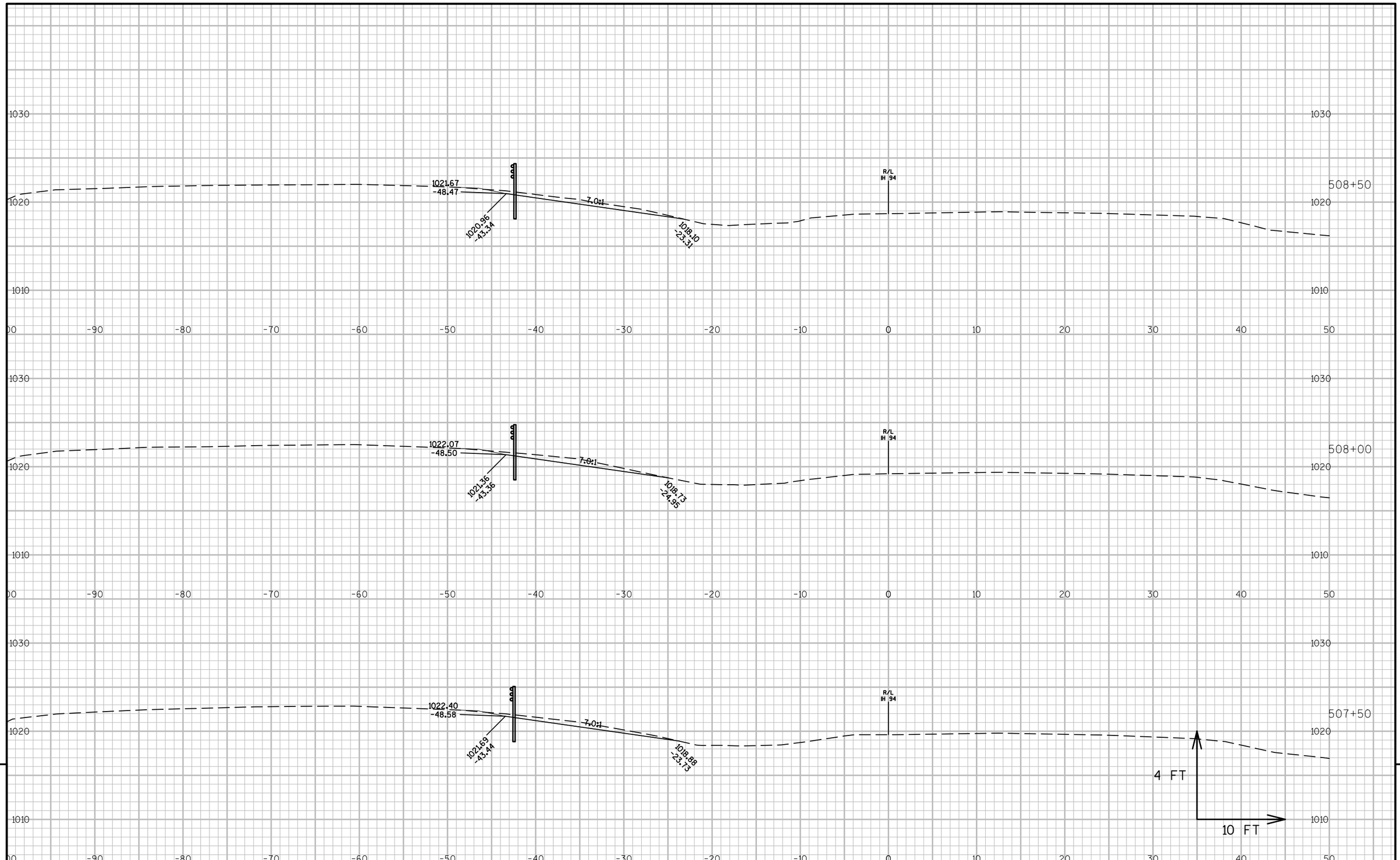
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 257	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (76)

PLOT DATE : 7/30/2018 3:12 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

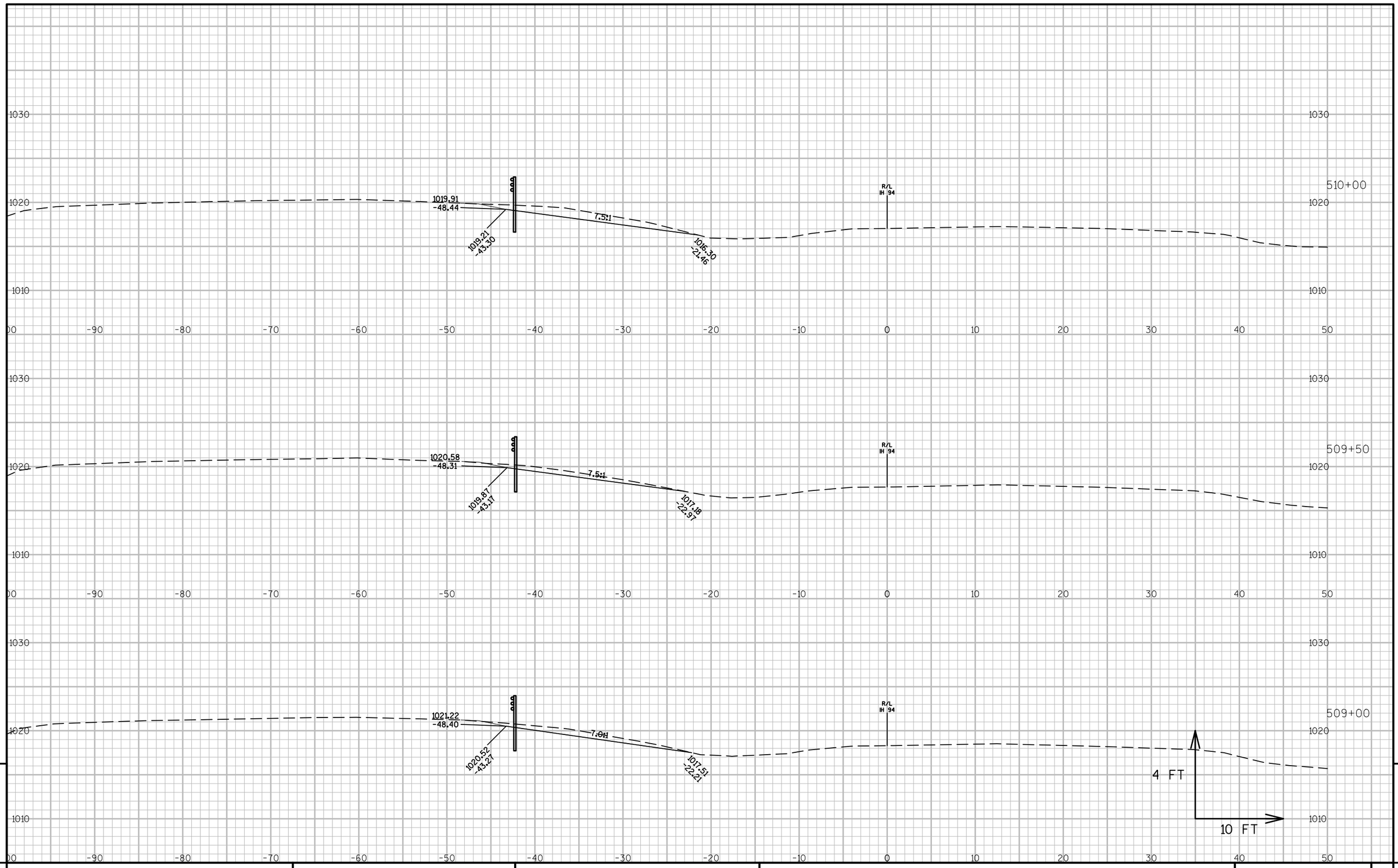
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 258	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (77)

PLOT DATE : 7/30/2018 3:12 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

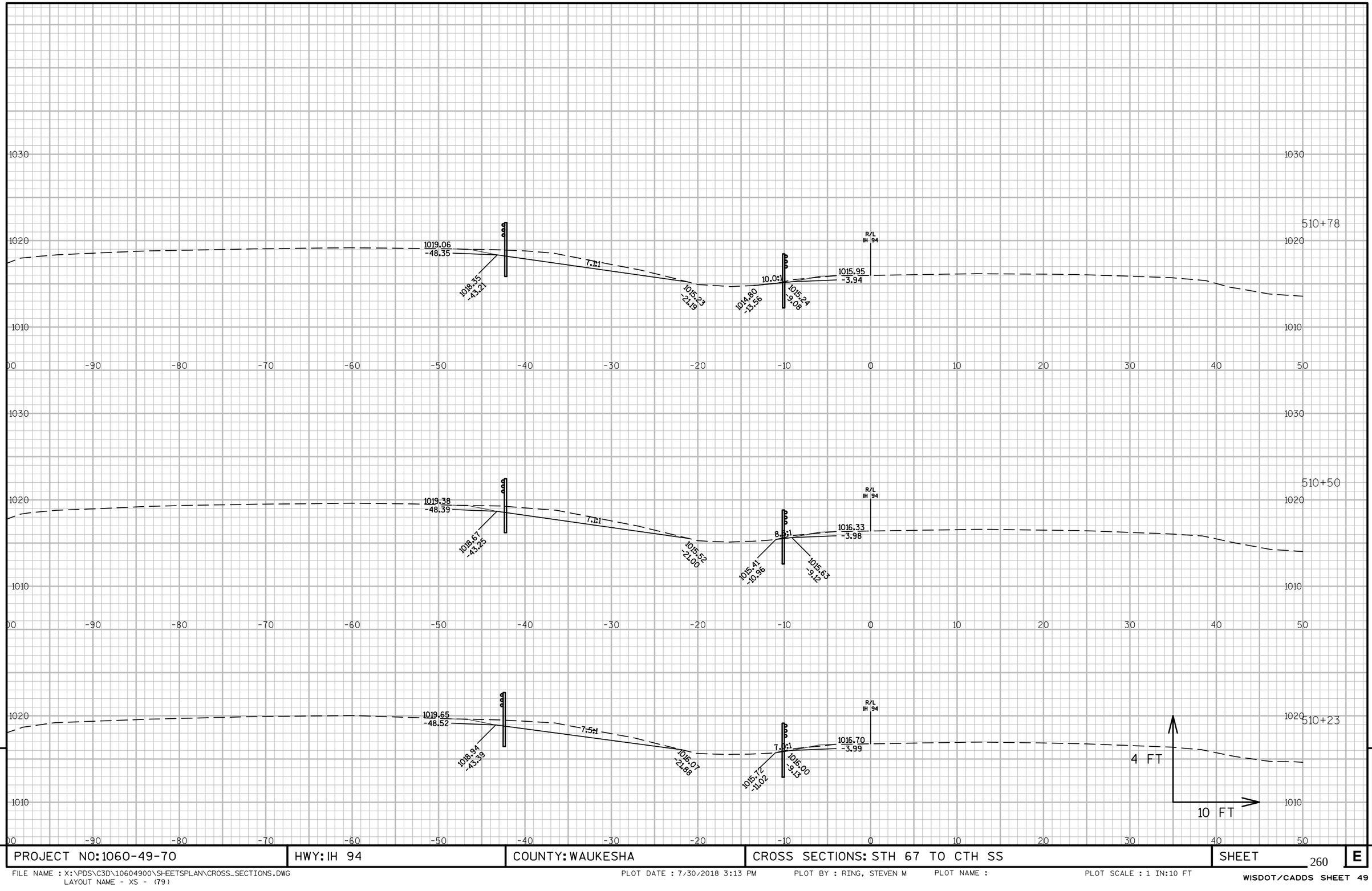
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 259	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (78)

PLOT DATE : 7/30/2018 3:12 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

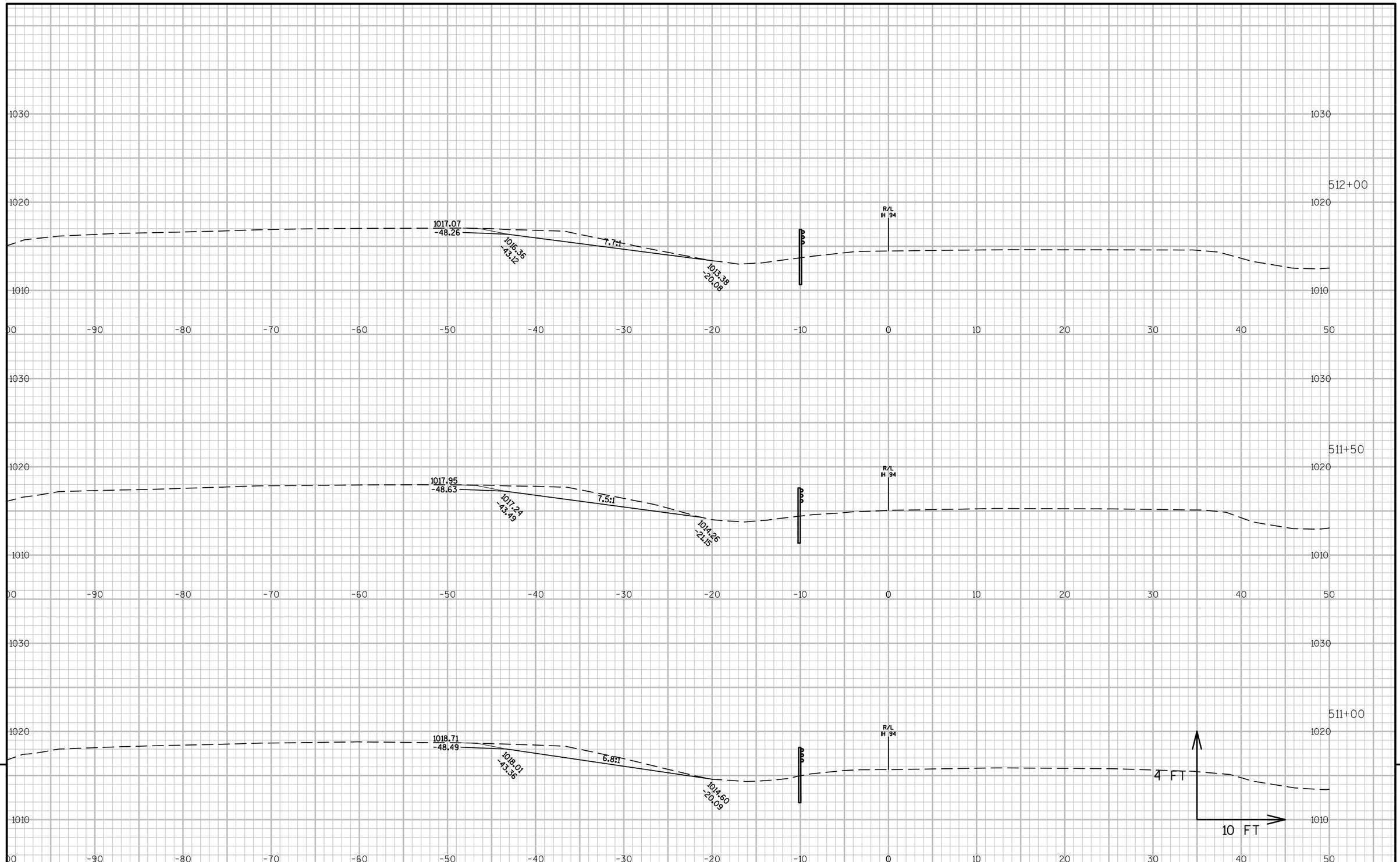
WISDOT/CADDS SHEET 49



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 260	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (79)

PLOT DATE : 7/30/2018 3:13 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

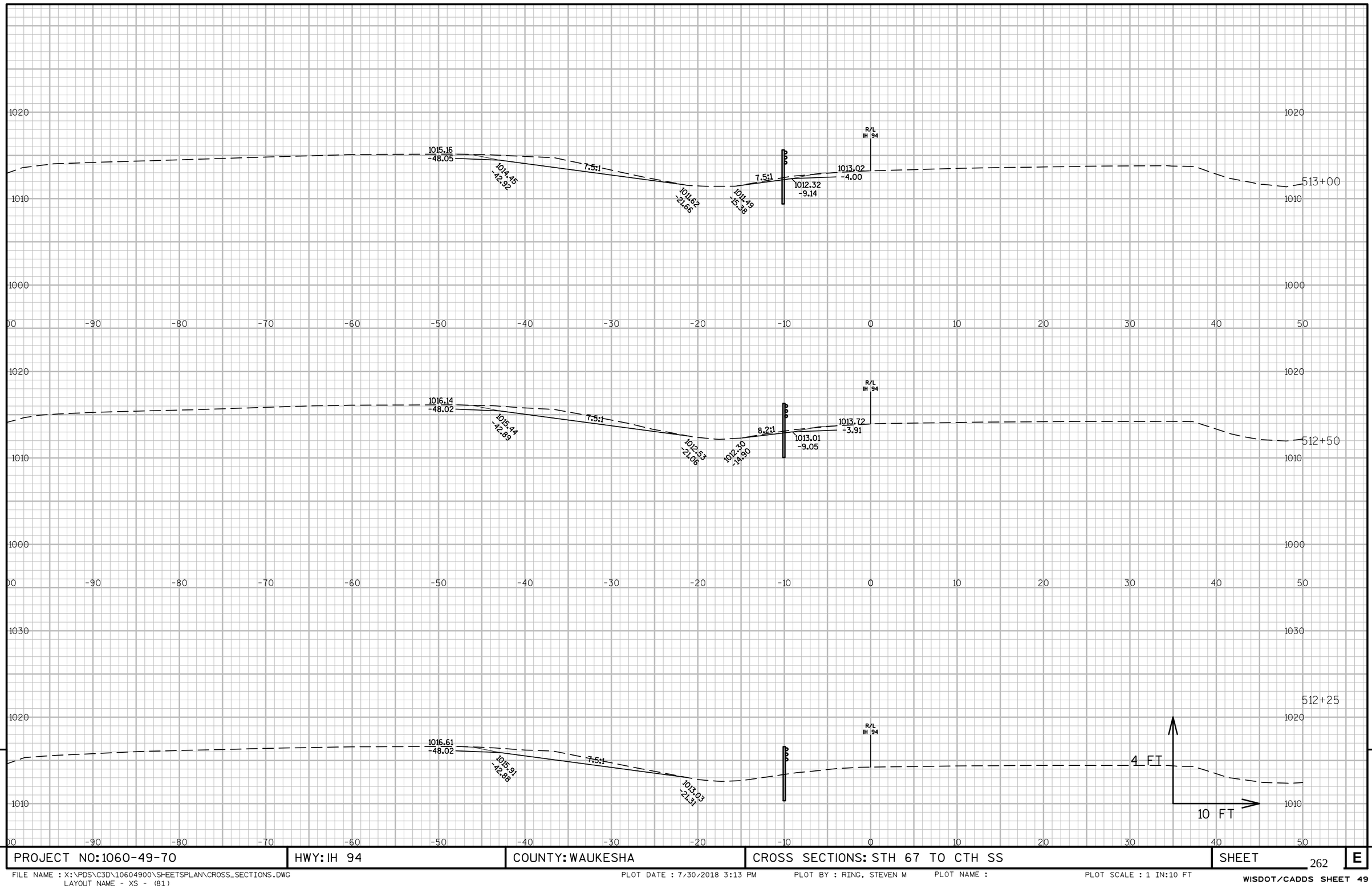
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 261	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (80)

PLOT DATE : 7/30/2018 3:13 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

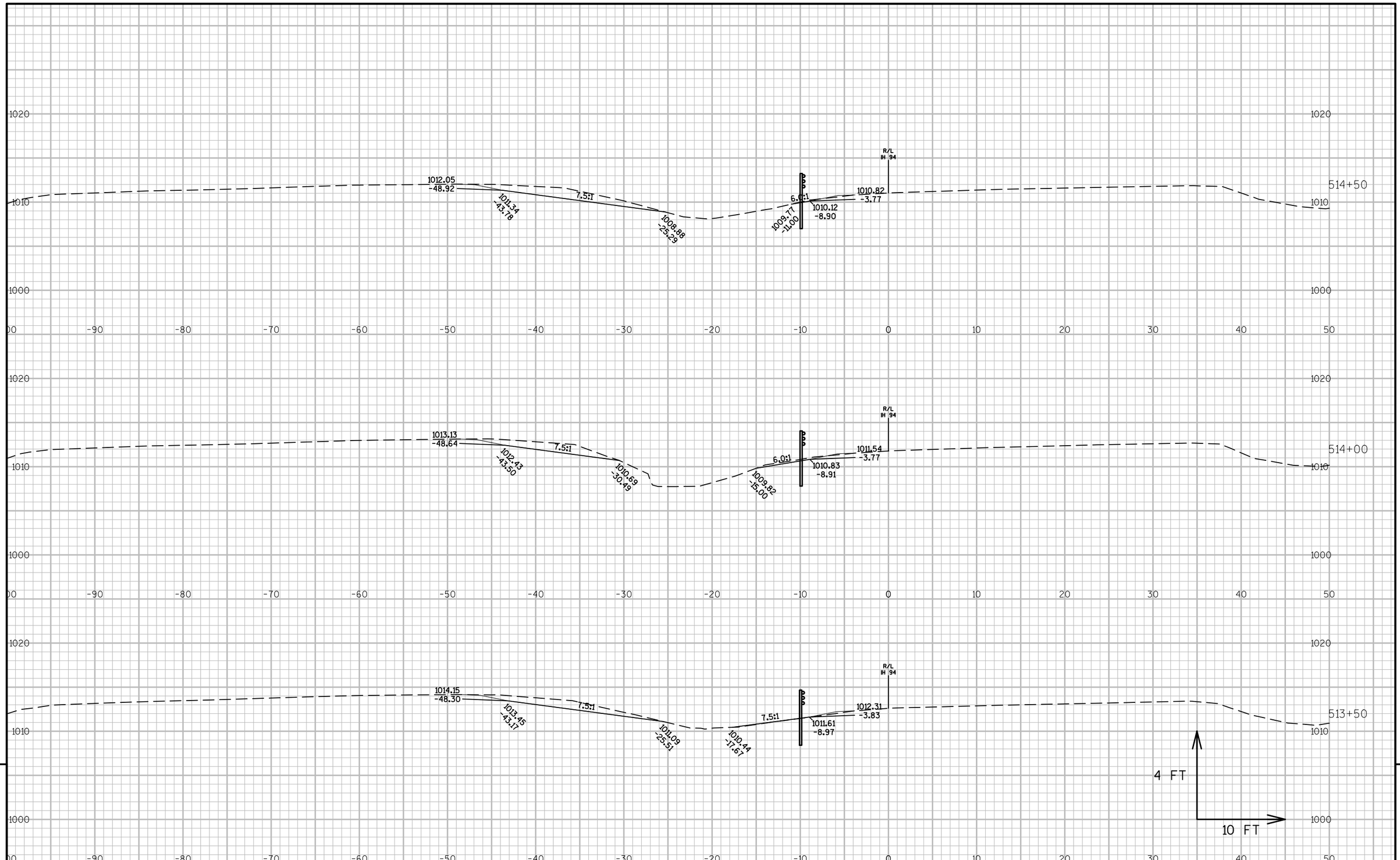
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 262	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (81)

PLOT DATE : 7/30/2018 3:13 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

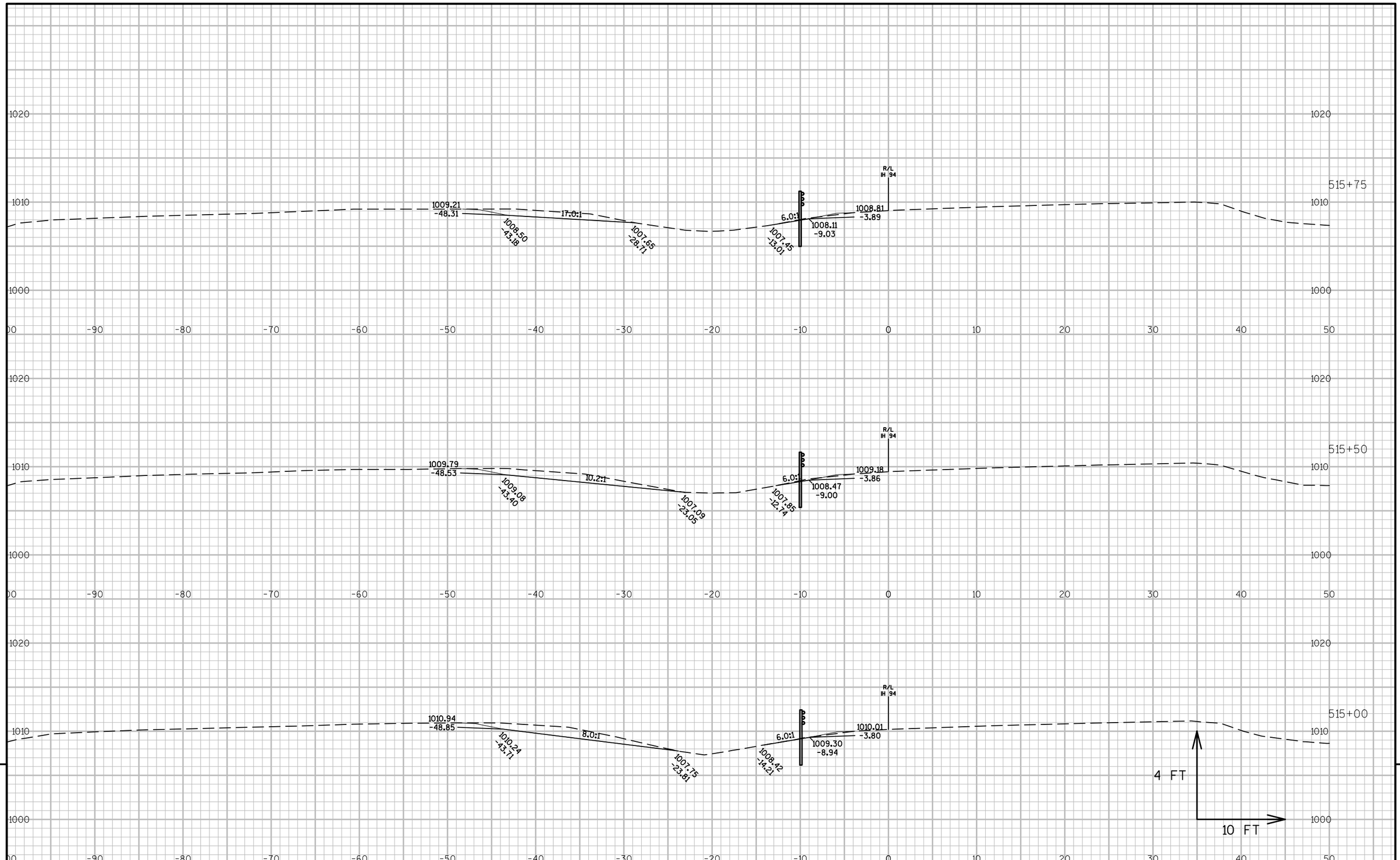
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 263	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (82)

PLOT DATE : 7/30/2018 3:13 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

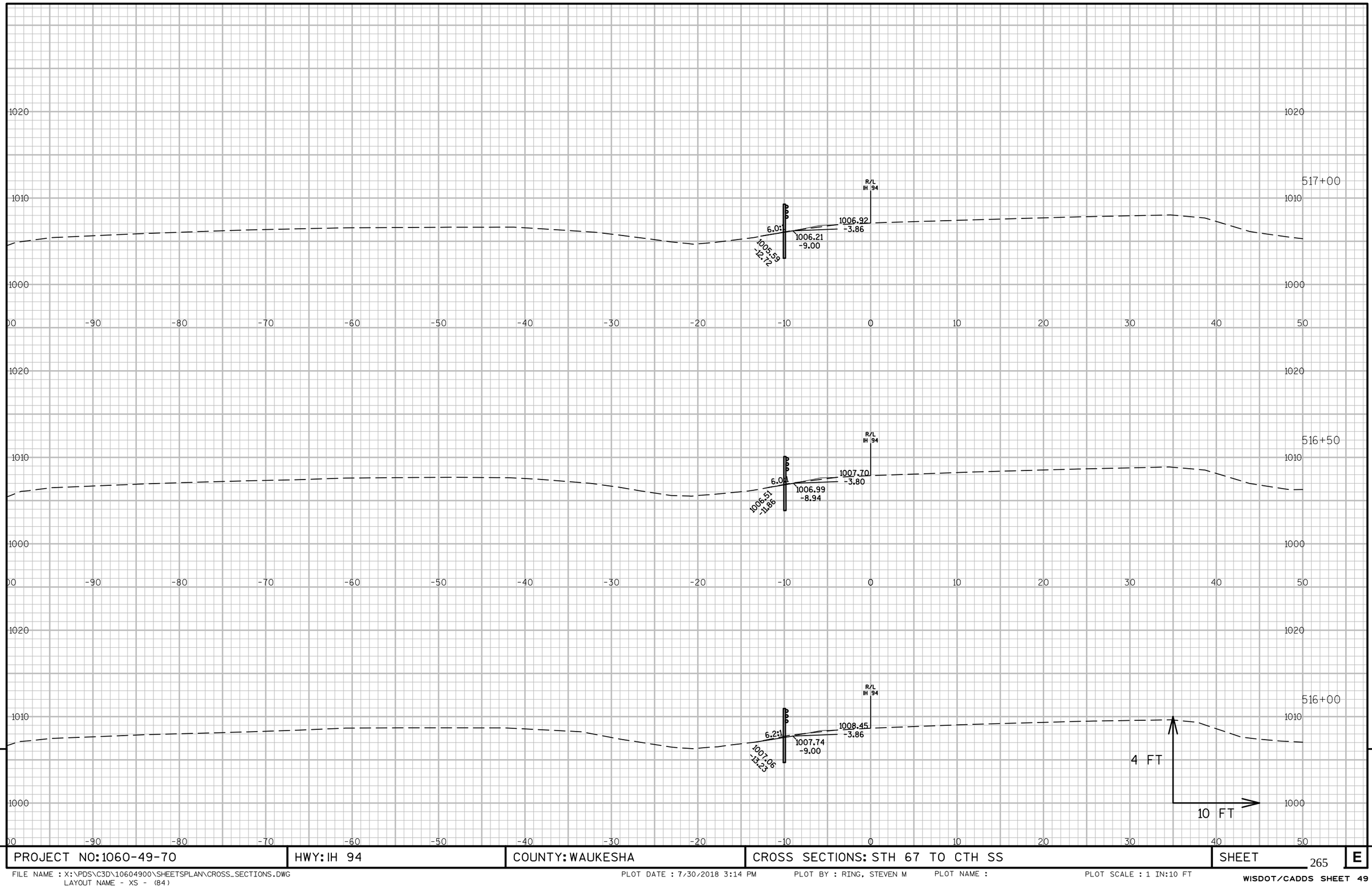
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 264	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (83)

PLOT DATE : 7/30/2018 3:14 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

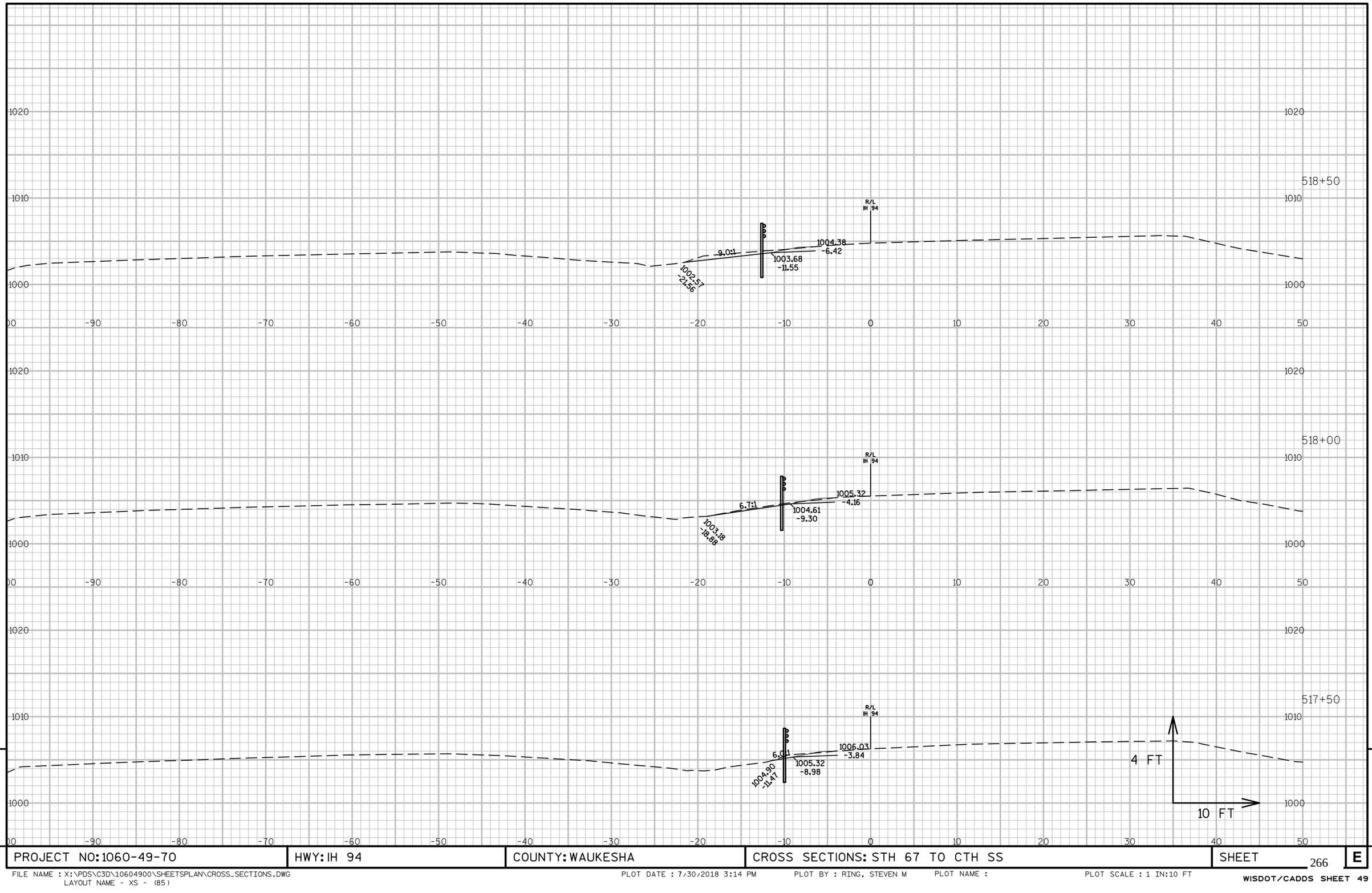


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 265	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (84)

PLOT DATE : 7/30/2018 3:14 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

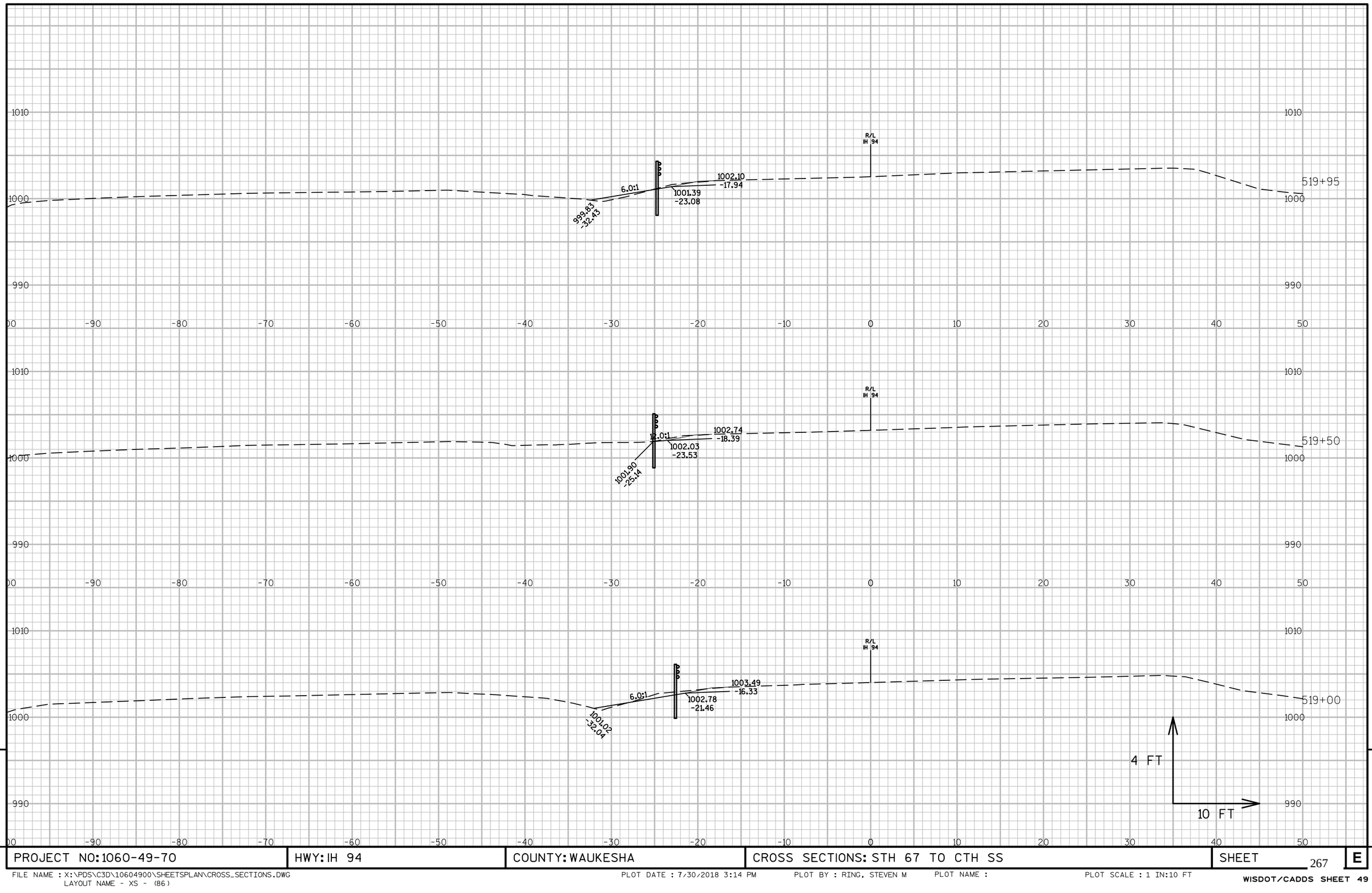


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 266 E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (85)

PLOT DATE : 7/30/2018 3:14 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

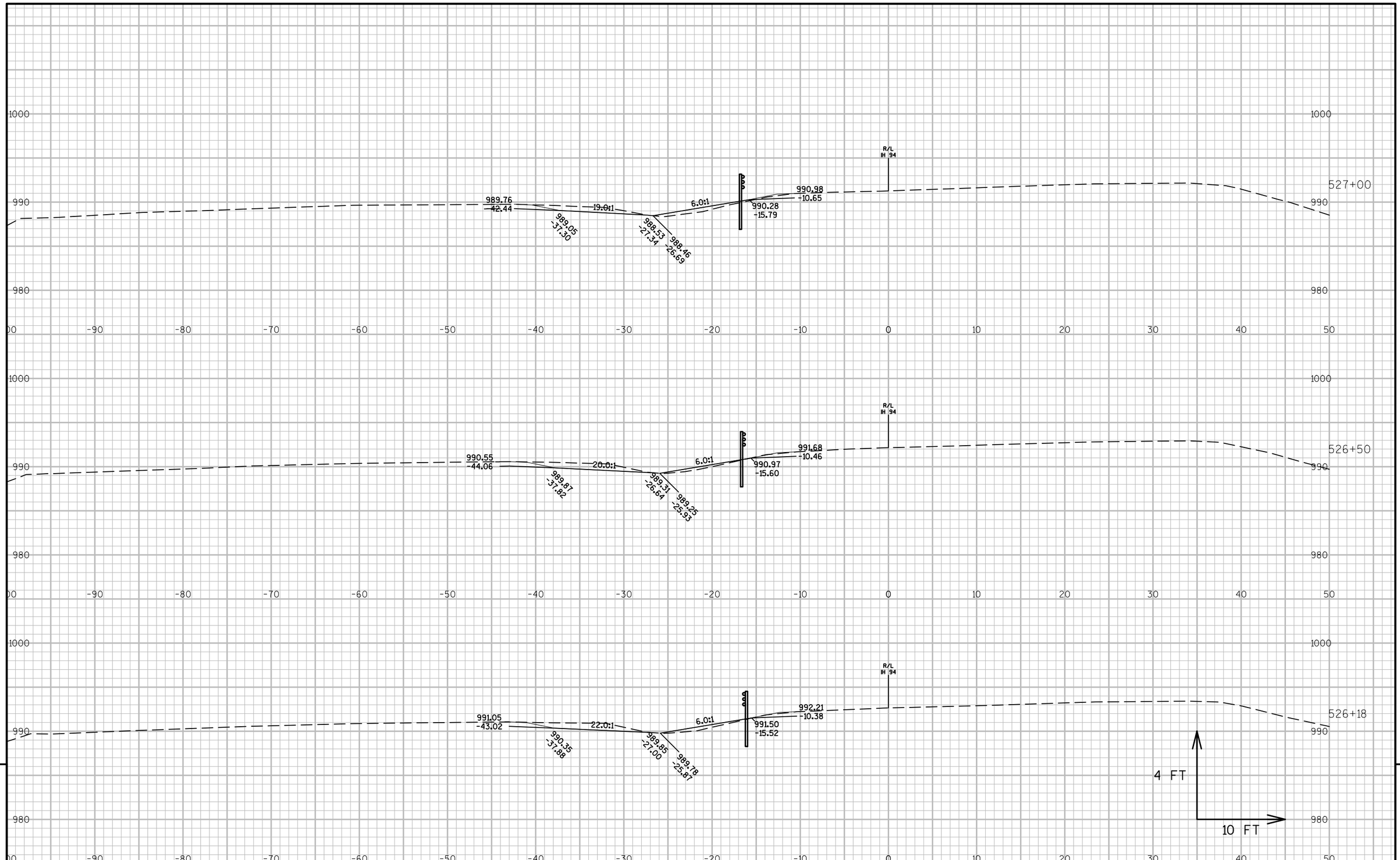


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 267	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (86)

PLOT DATE : 7/30/2018 3:14 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



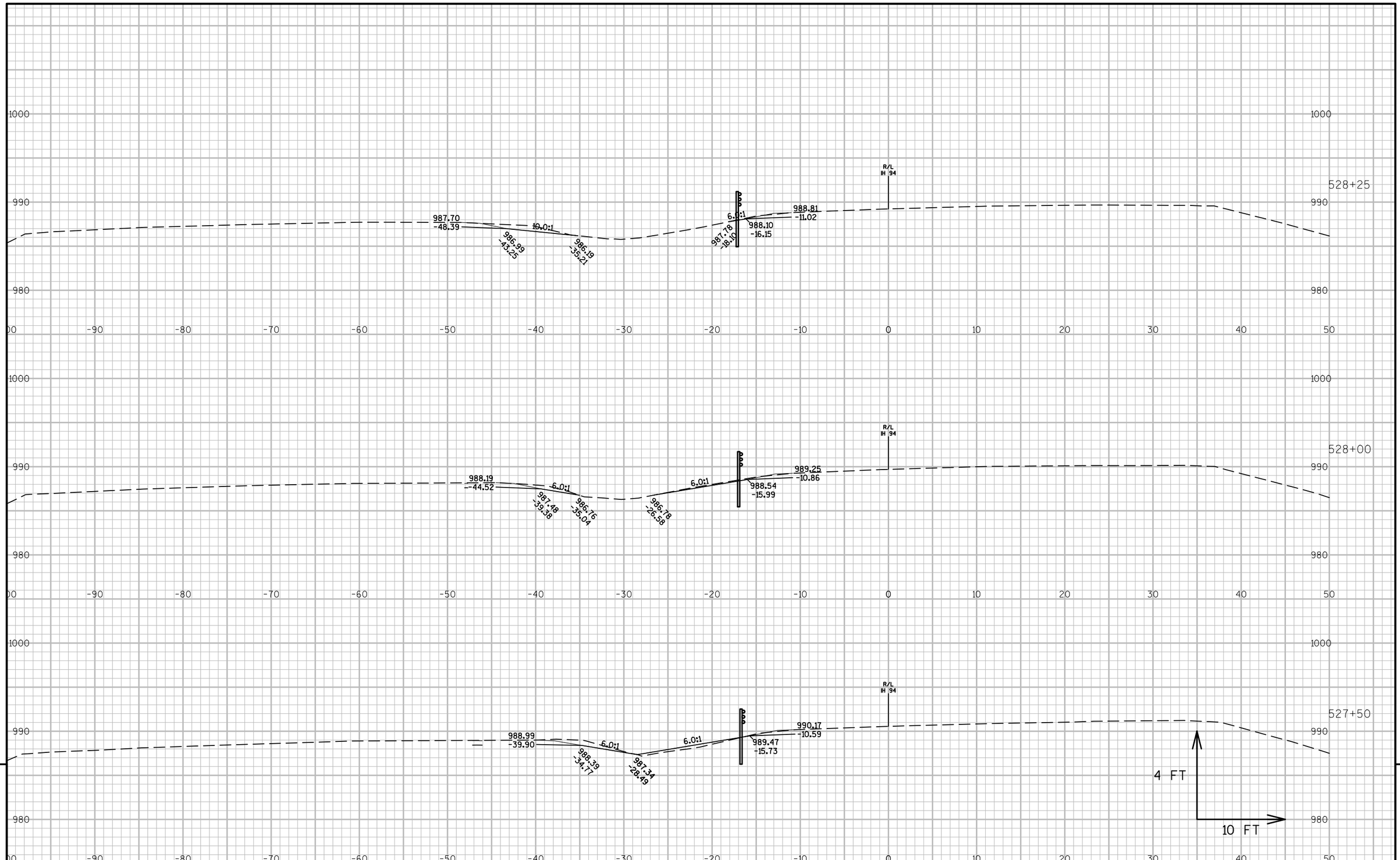
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 268	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (87)

PLOT DATE : 7/30/2018 3:15 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

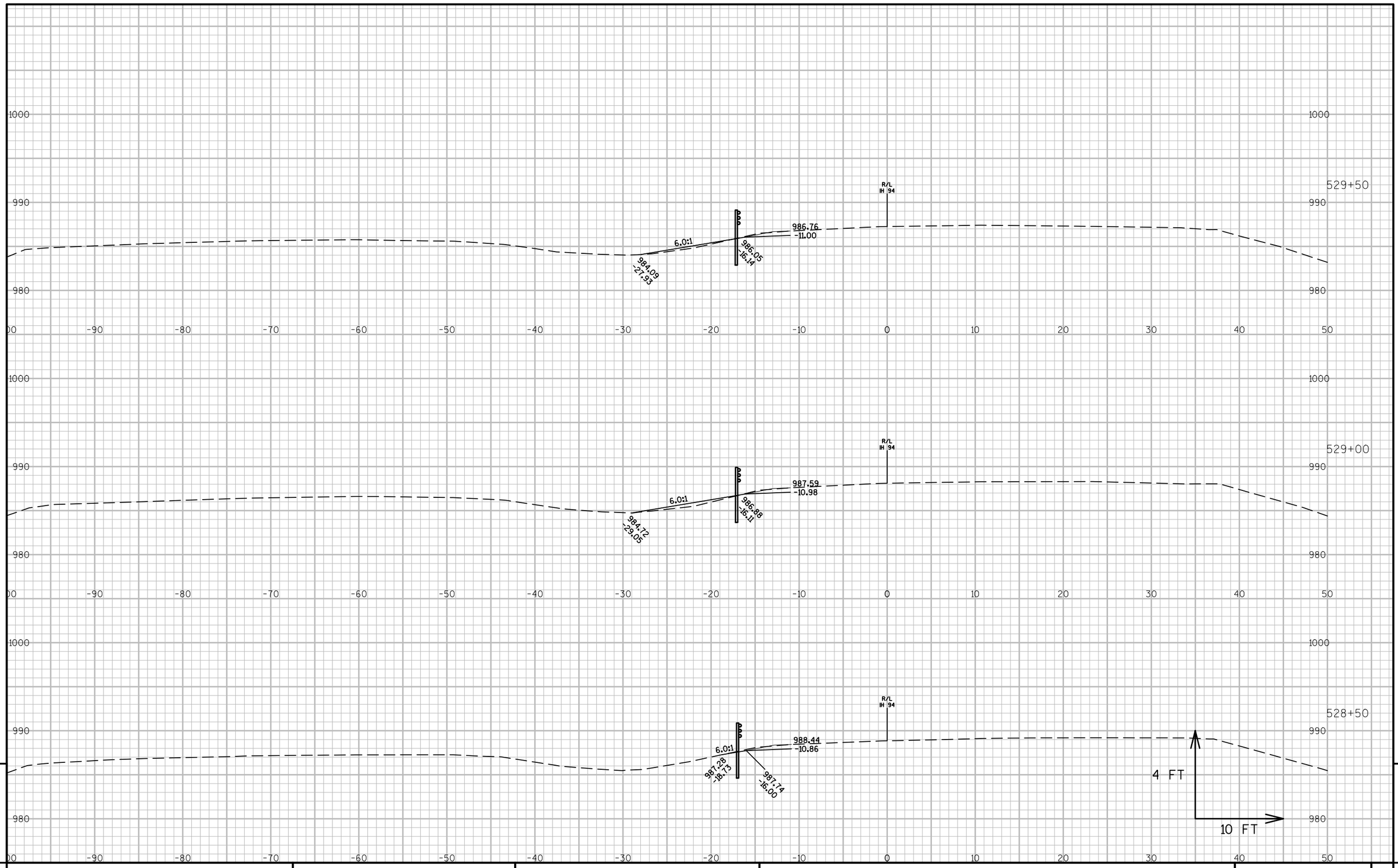


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 269	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (88)

PLOT DATE : 7/30/2018 3:15 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

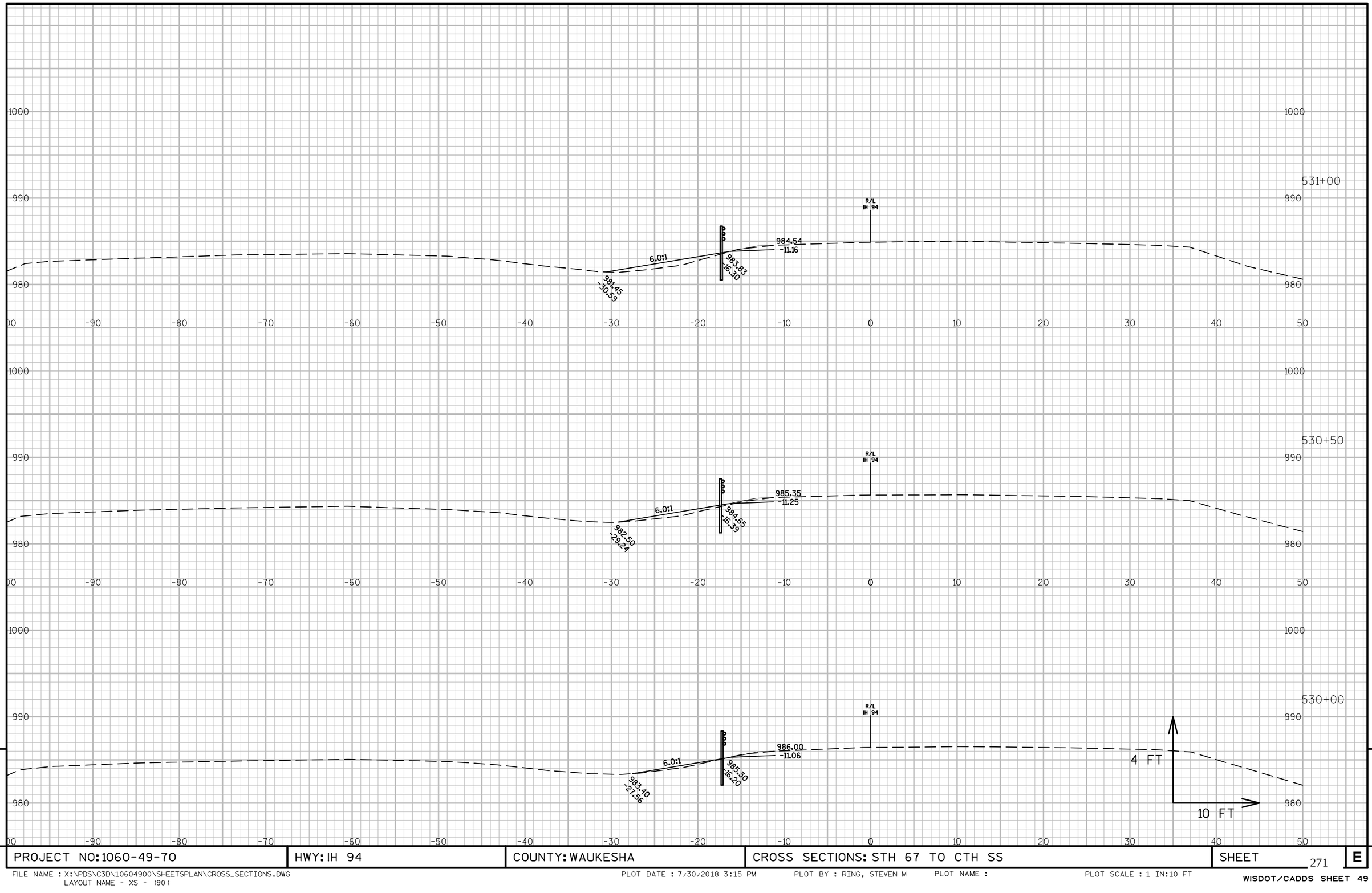


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 270	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (89)

PLOT DATE : 7/30/2018 3:15 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

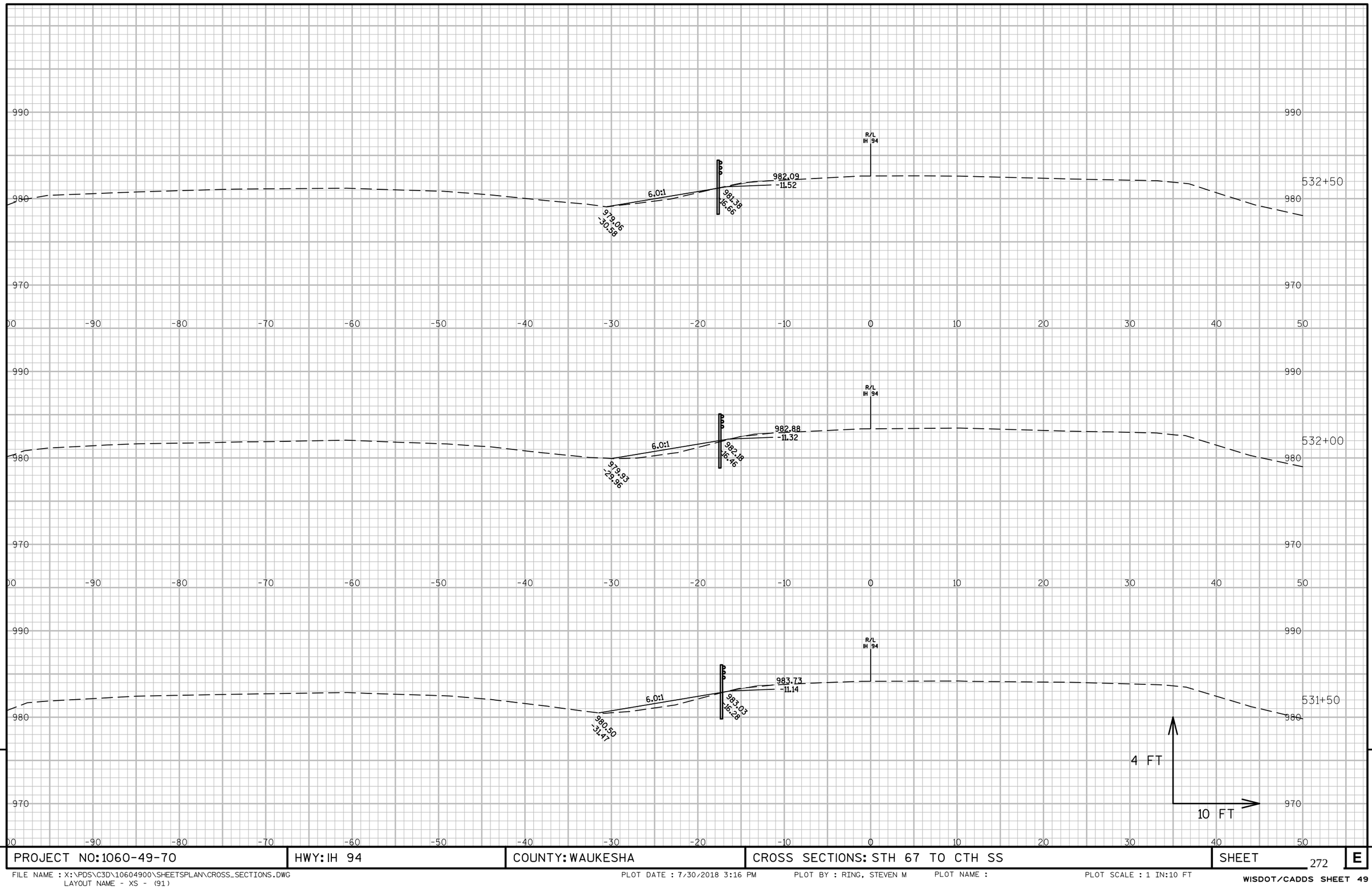


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 271	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (90)

PLOT DATE : 7/30/2018 3:15 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

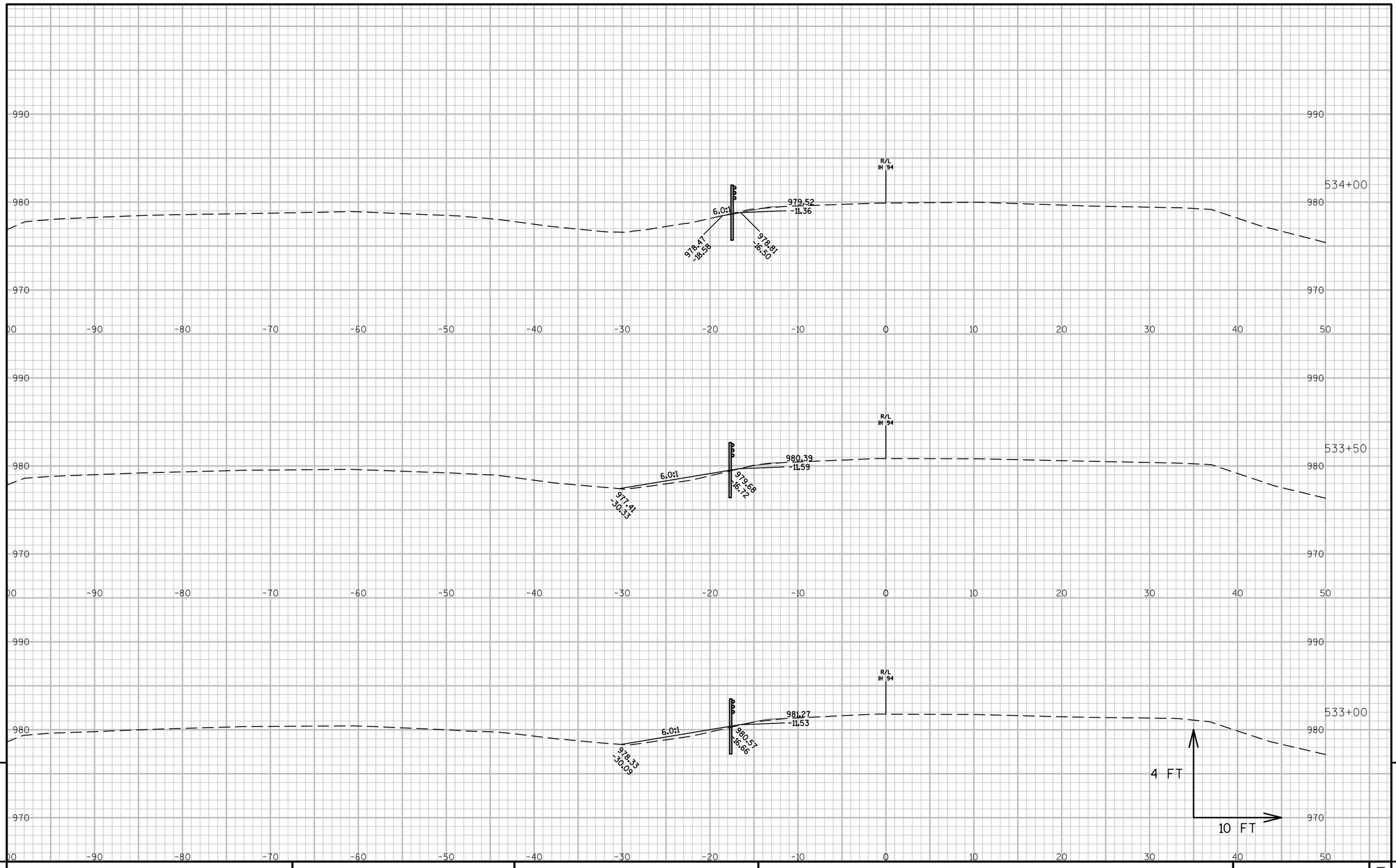
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 272	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (91)

PLOT DATE : 7/30/2018 3:16 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



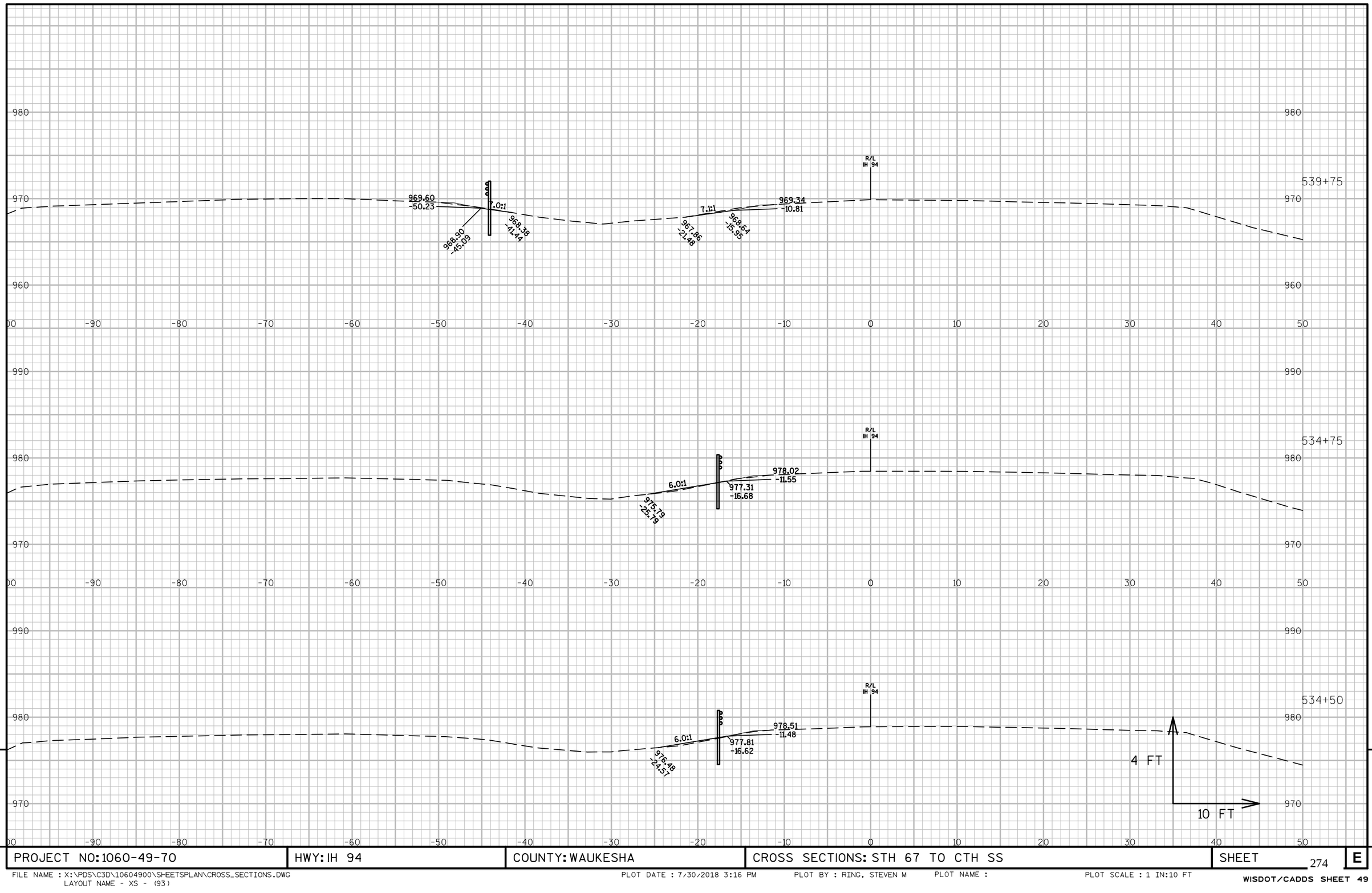
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9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 273	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (92)

PLOT DATE : 7/30/2018 3:16 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

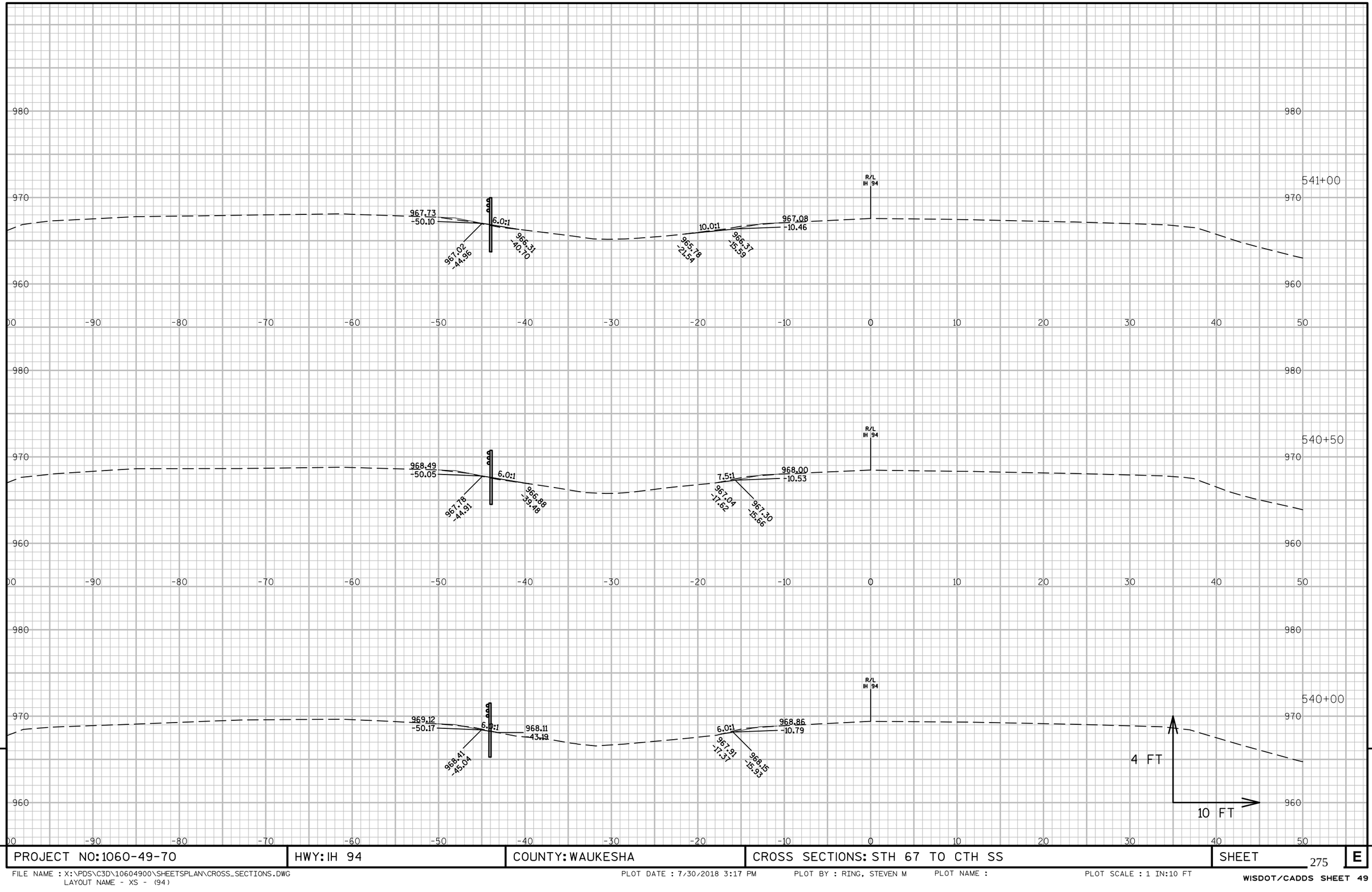


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 274	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (93)

PLOT DATE : 7/30/2018 3:16 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



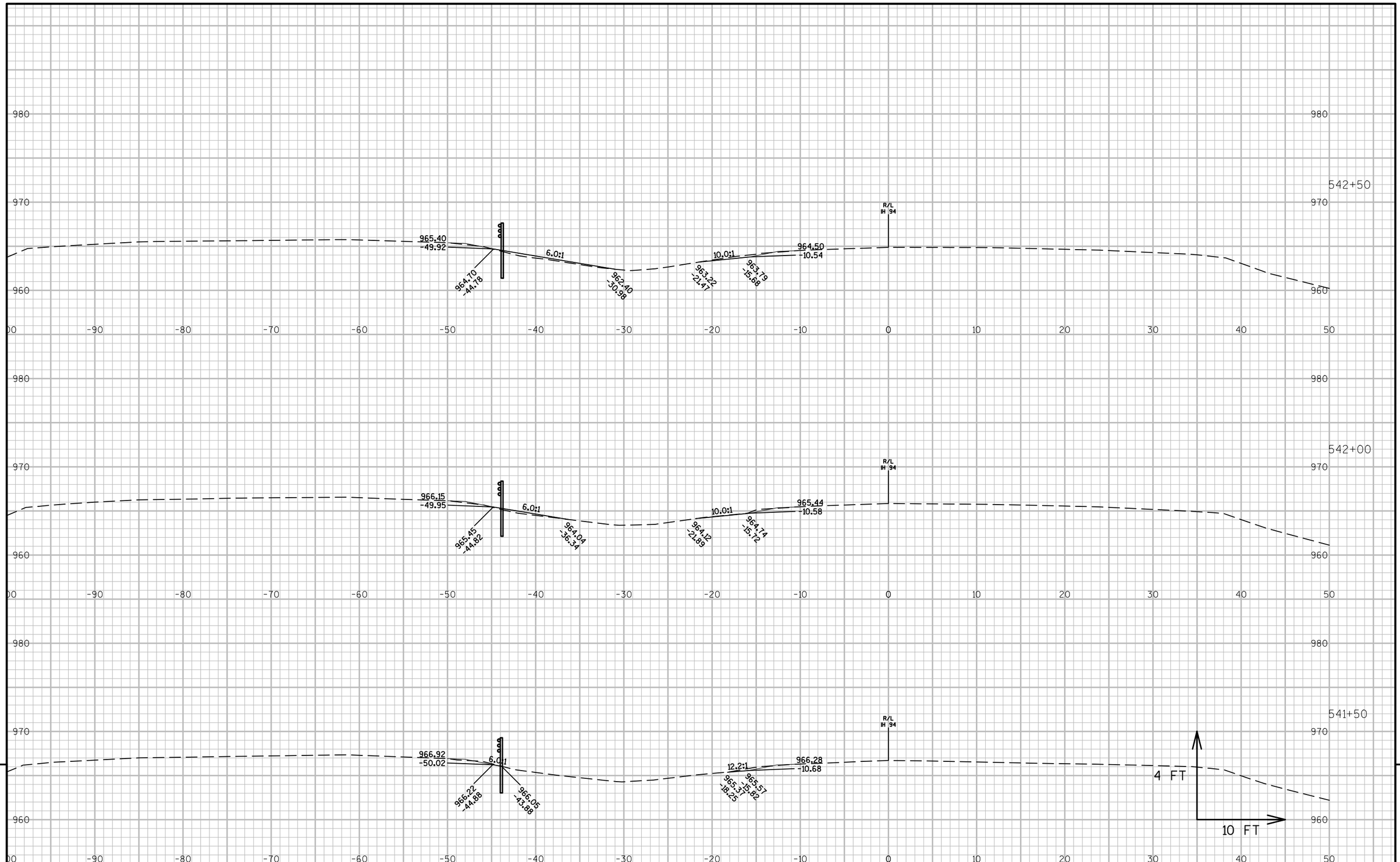
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9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 275	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (94)

PLOT DATE : 7/30/2018 3:17 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

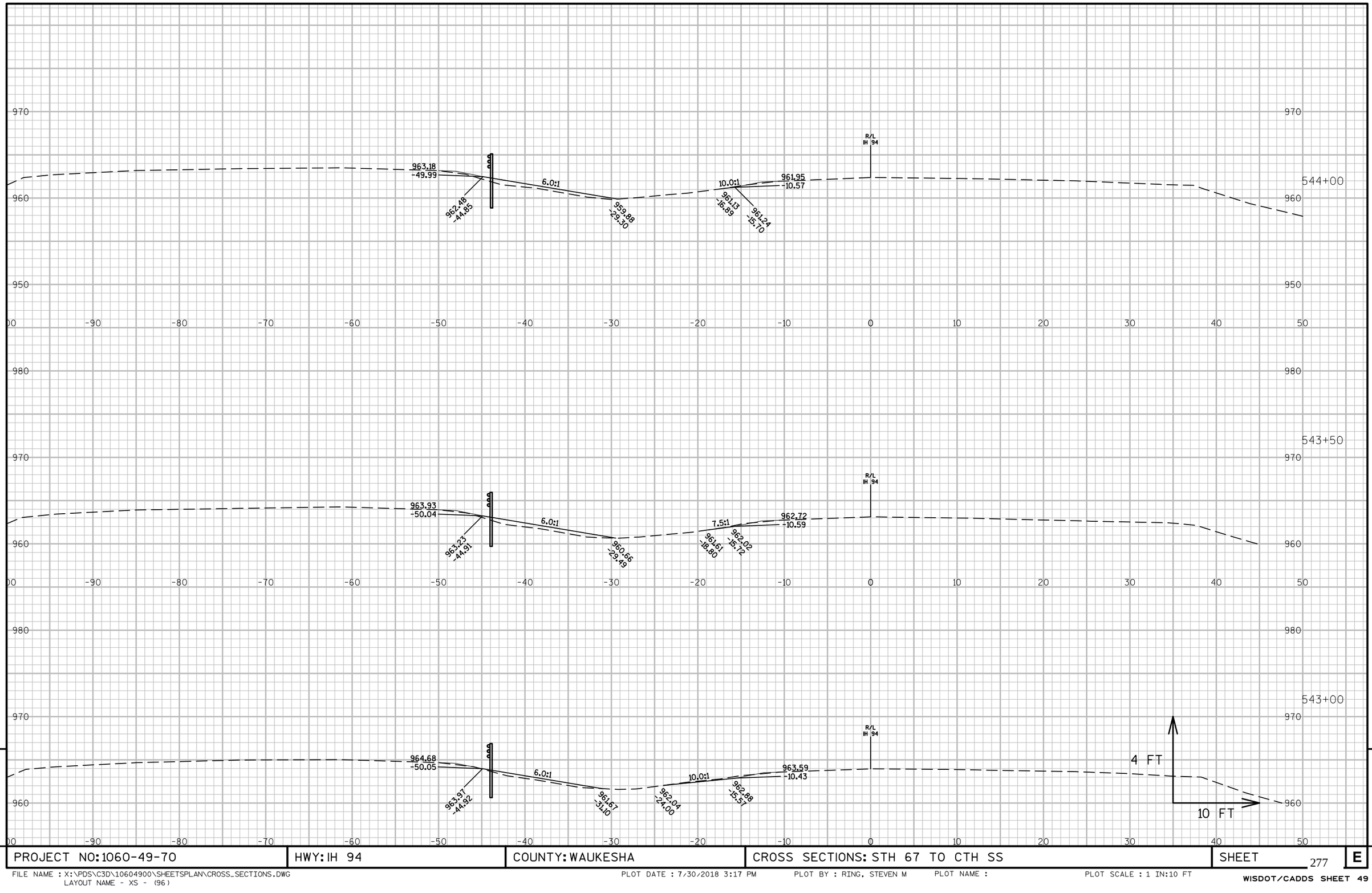


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 276	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (95)

PLOT DATE : 7/30/2018 3:17 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



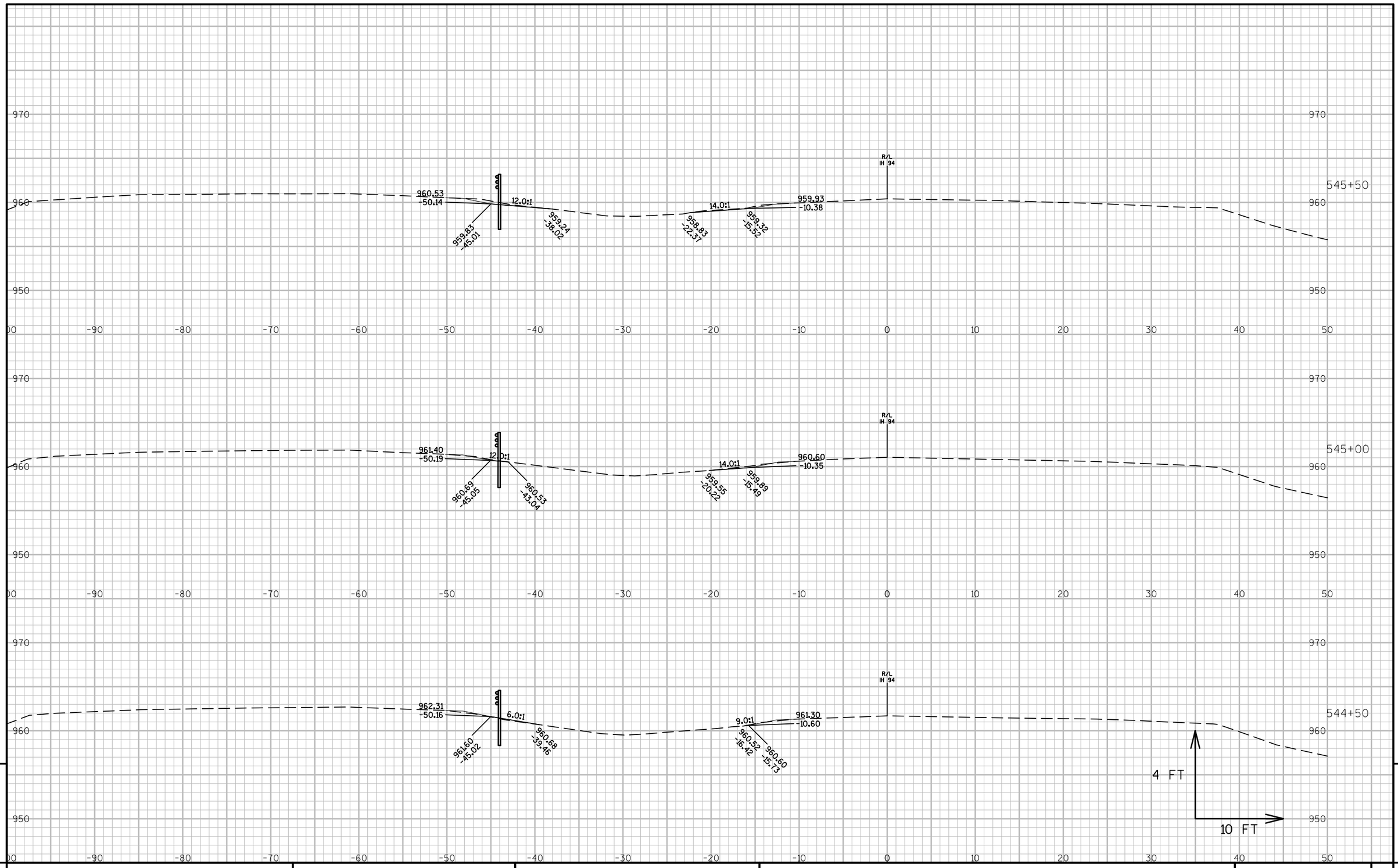
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 277	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (96)

PLOT DATE : 7/30/2018 3:17 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

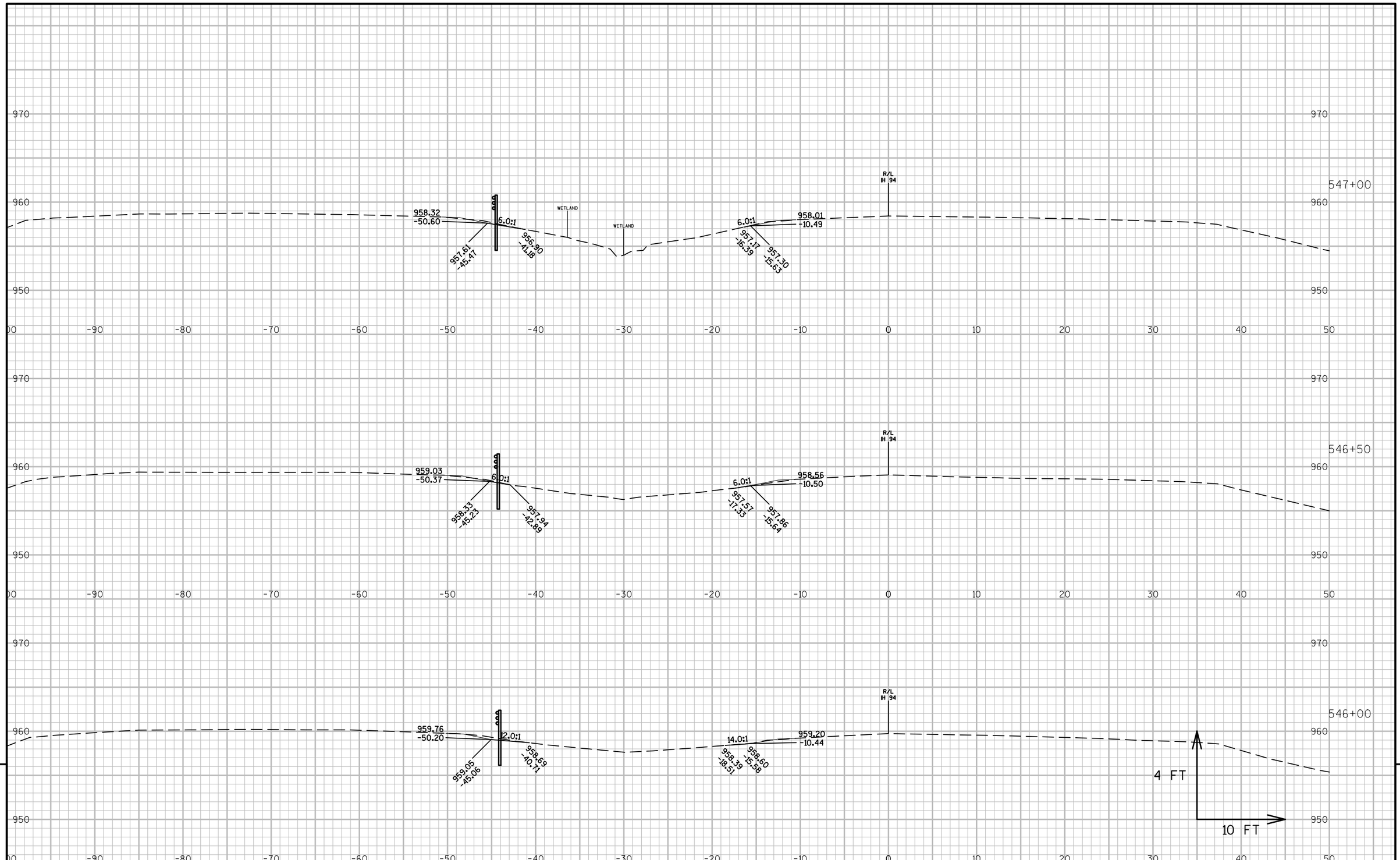
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 278	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (97)

PLOT DATE : 7/30/2018 3:17 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 279	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (98)

PLOT DATE : 7/30/2018 3:18 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

552+00

960
950
945
-90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50
R/L IH 94
954.98
-11.22
6.0:1
954.27
-15.36
952.30
-28.19

551+50

960
950
945
970
-90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50
R/L IH 94
955.12
-11.13
6.0:1
954.42
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953.33
-22.82

547+25

960
950
970
-90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50
R/L IH 94
958.00
-50.53
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6.0:1
957.09
-15.65
956.37
-19.97
4 FT
10 FT

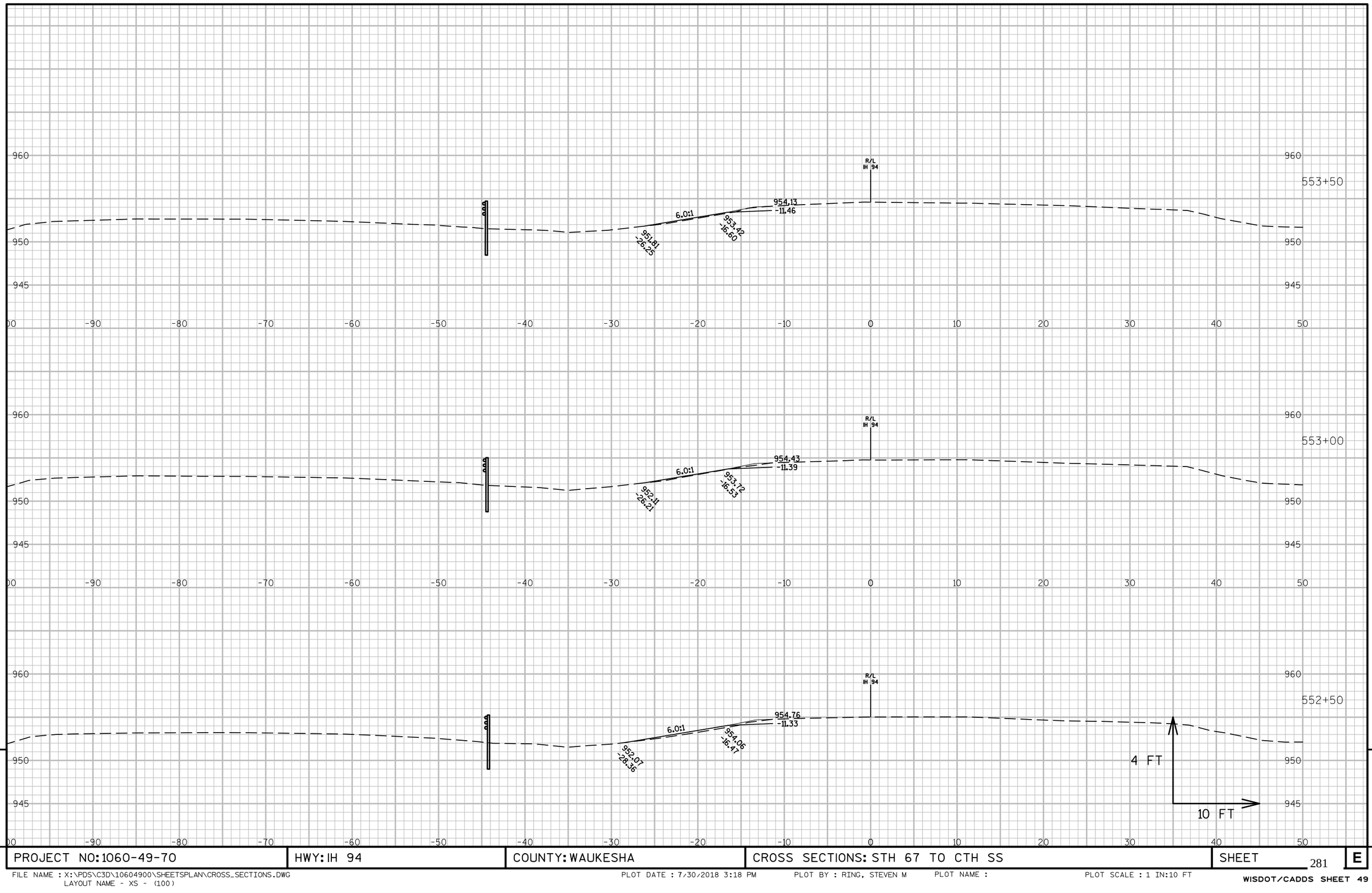
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9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 280	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (99)

PLOT DATE : 7/30/2018 3:18 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



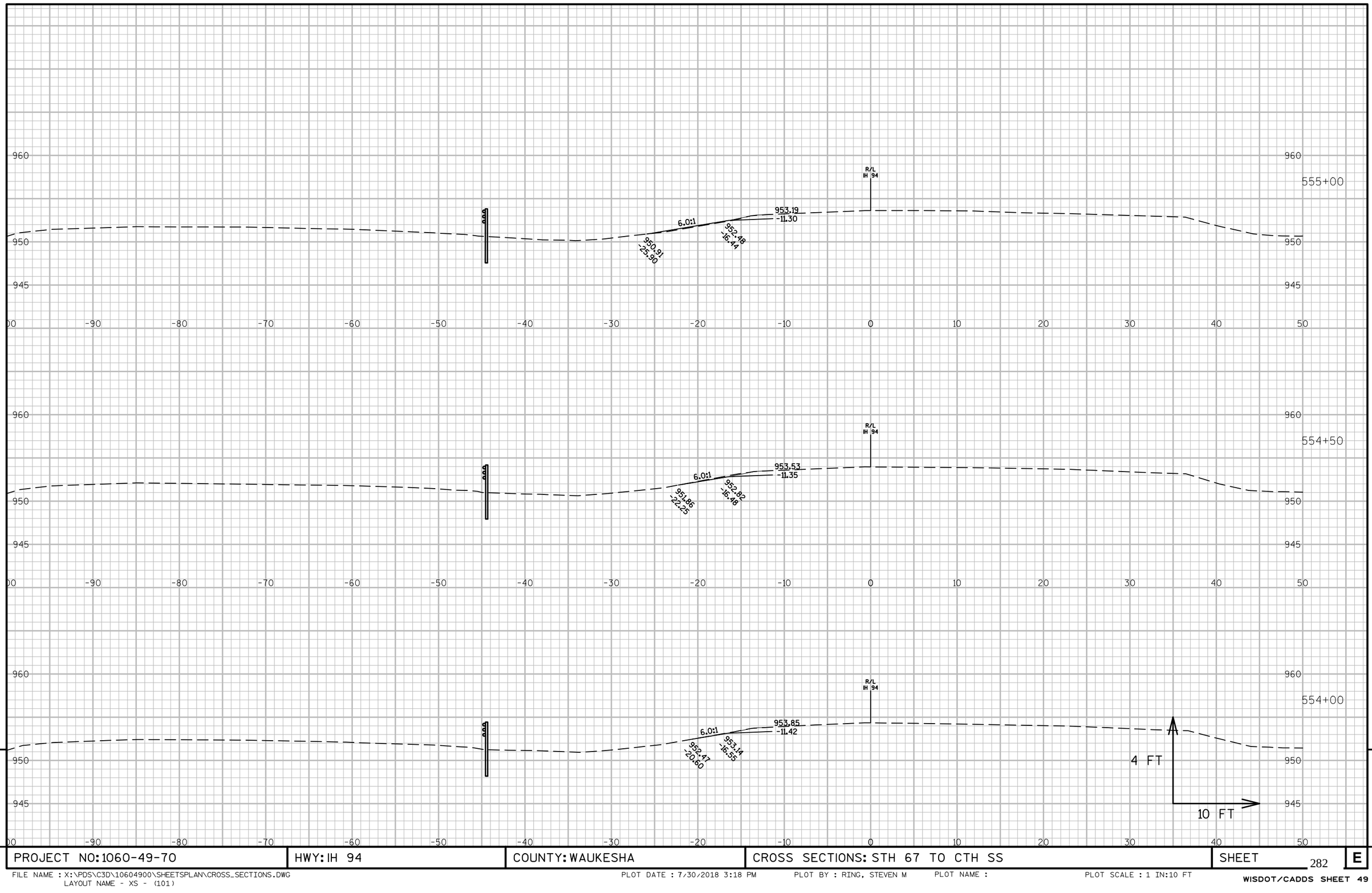
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 281	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (100)

PLOT DATE : 7/30/2018 3:18 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



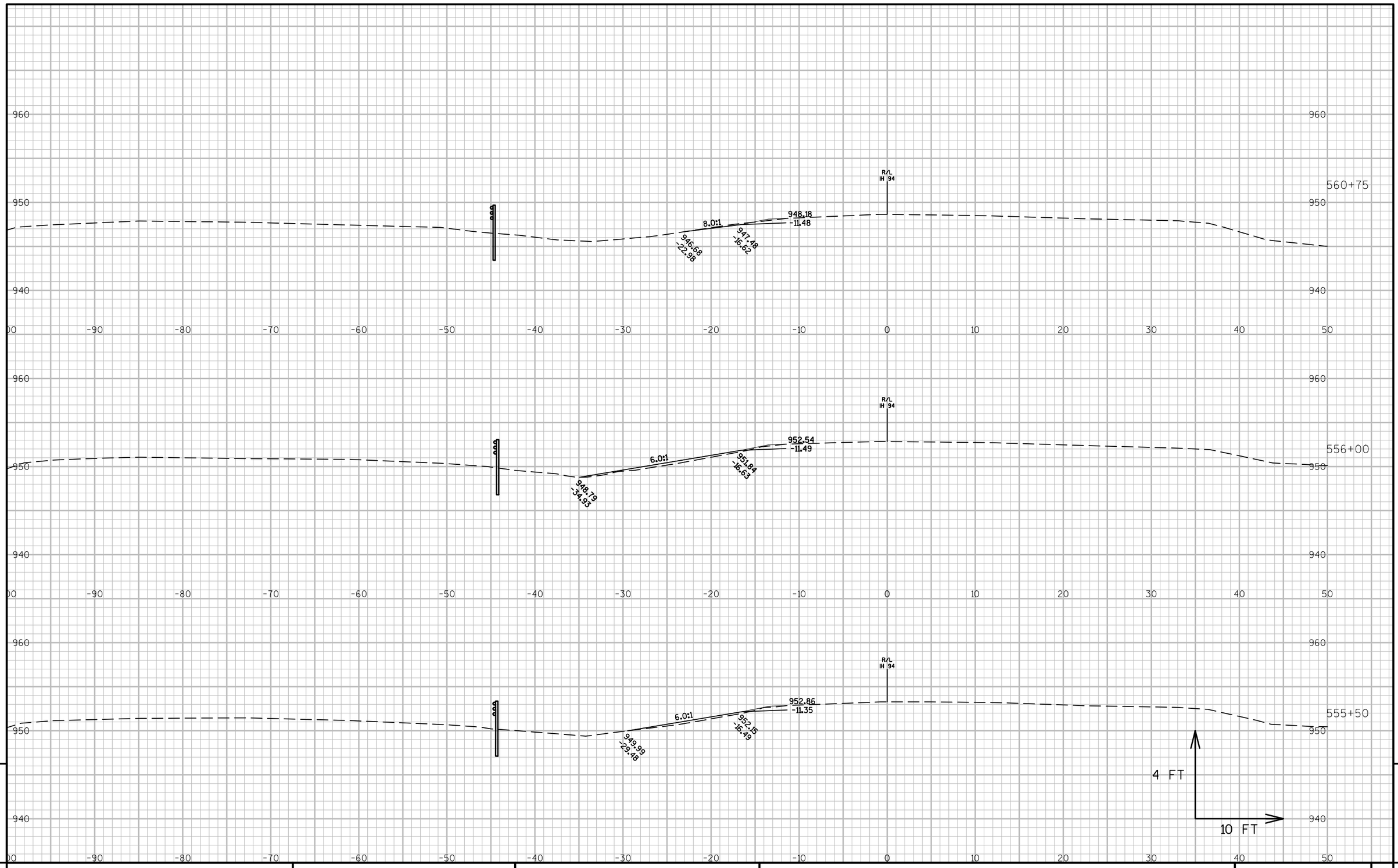
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 282	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (101)

PLOT DATE : 7/30/2018 3:18 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

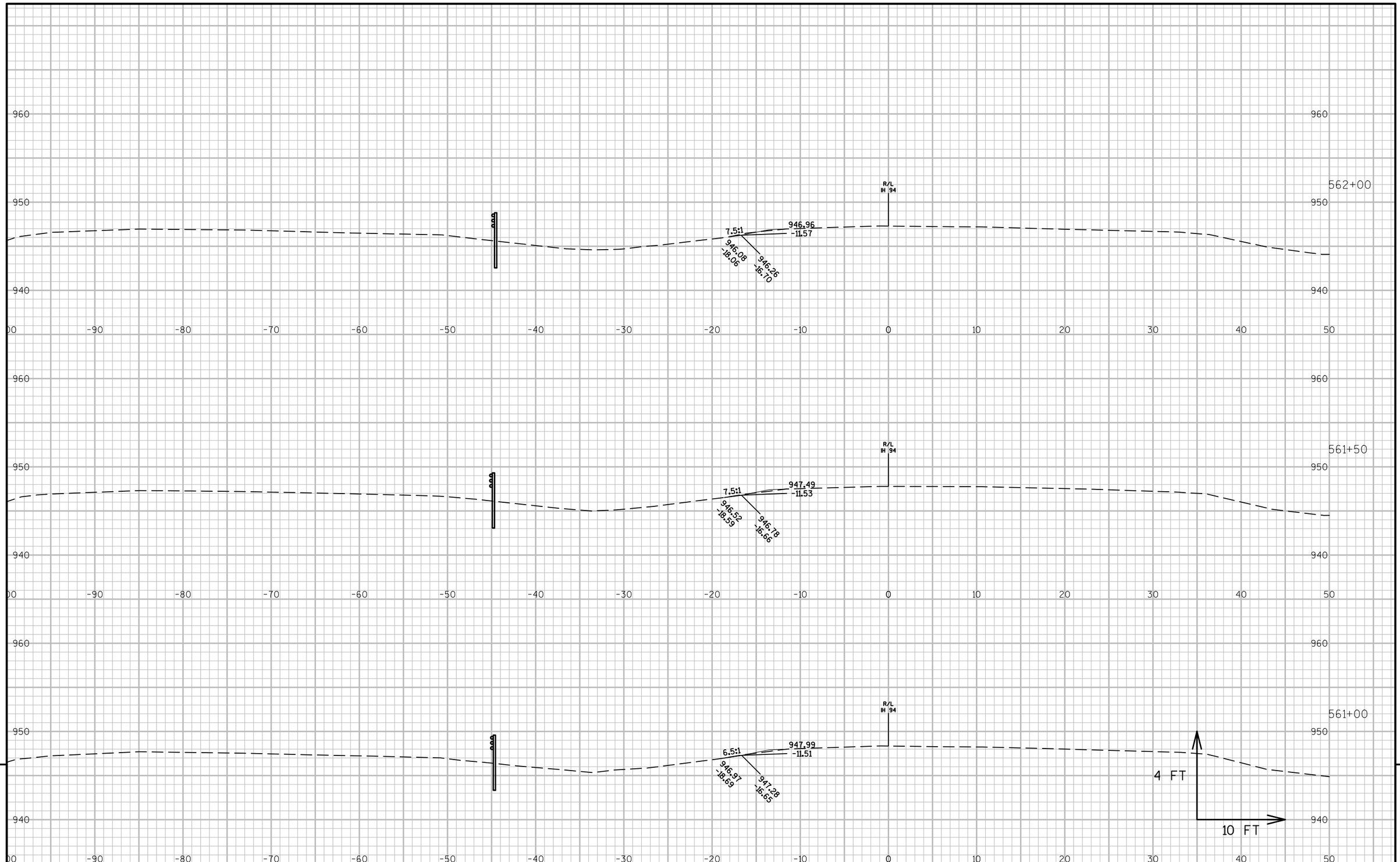


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 283

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (102)

PLOT DATE : 7/30/2018 3:19 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

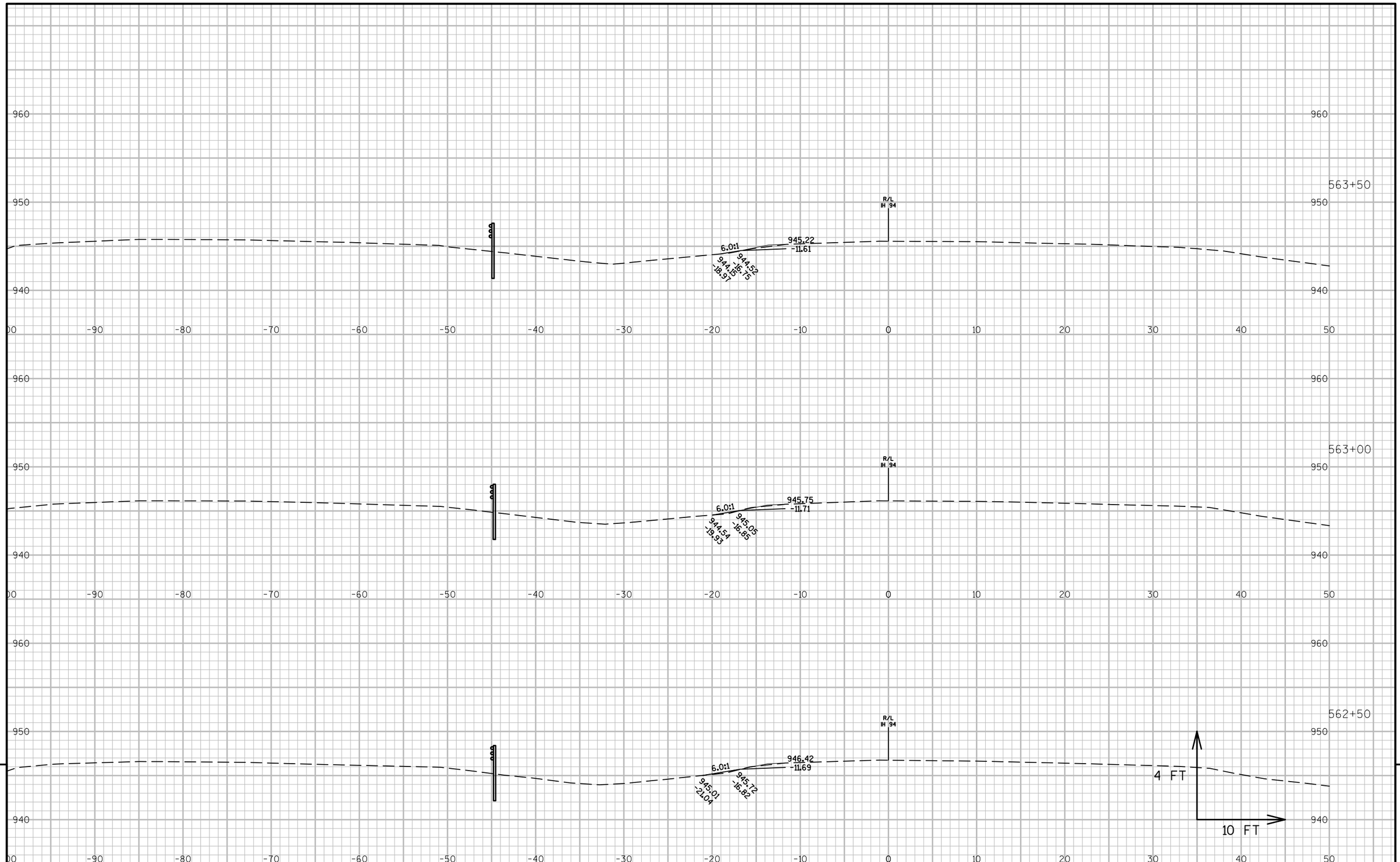
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 284	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (103)

PLOT DATE : 7/30/2018 3:19 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

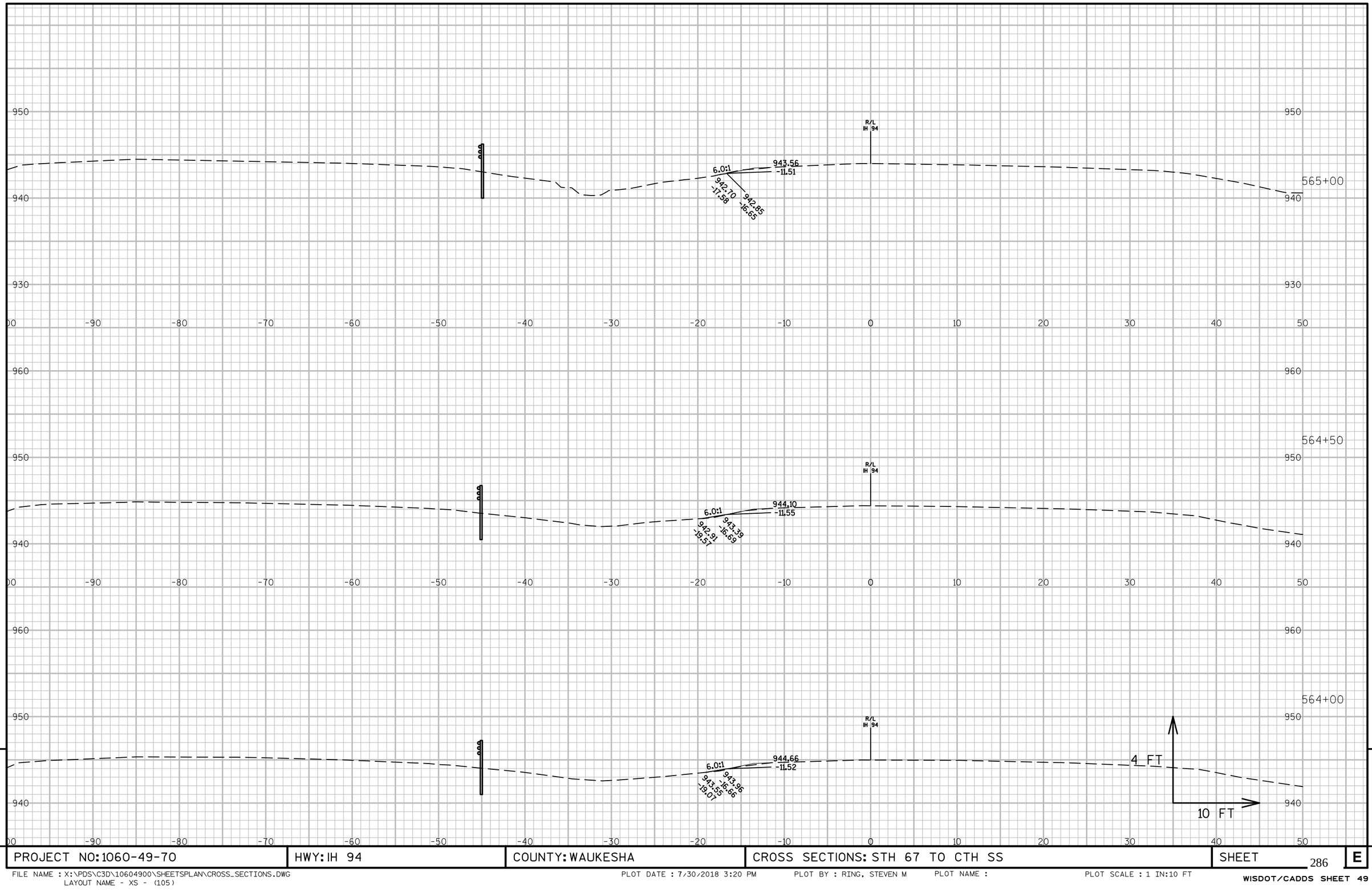
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 285	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (104)

PLOT DATE : 7/30/2018 3:19 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 286	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (105)

PLOT DATE : 7/30/2018 3:20 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

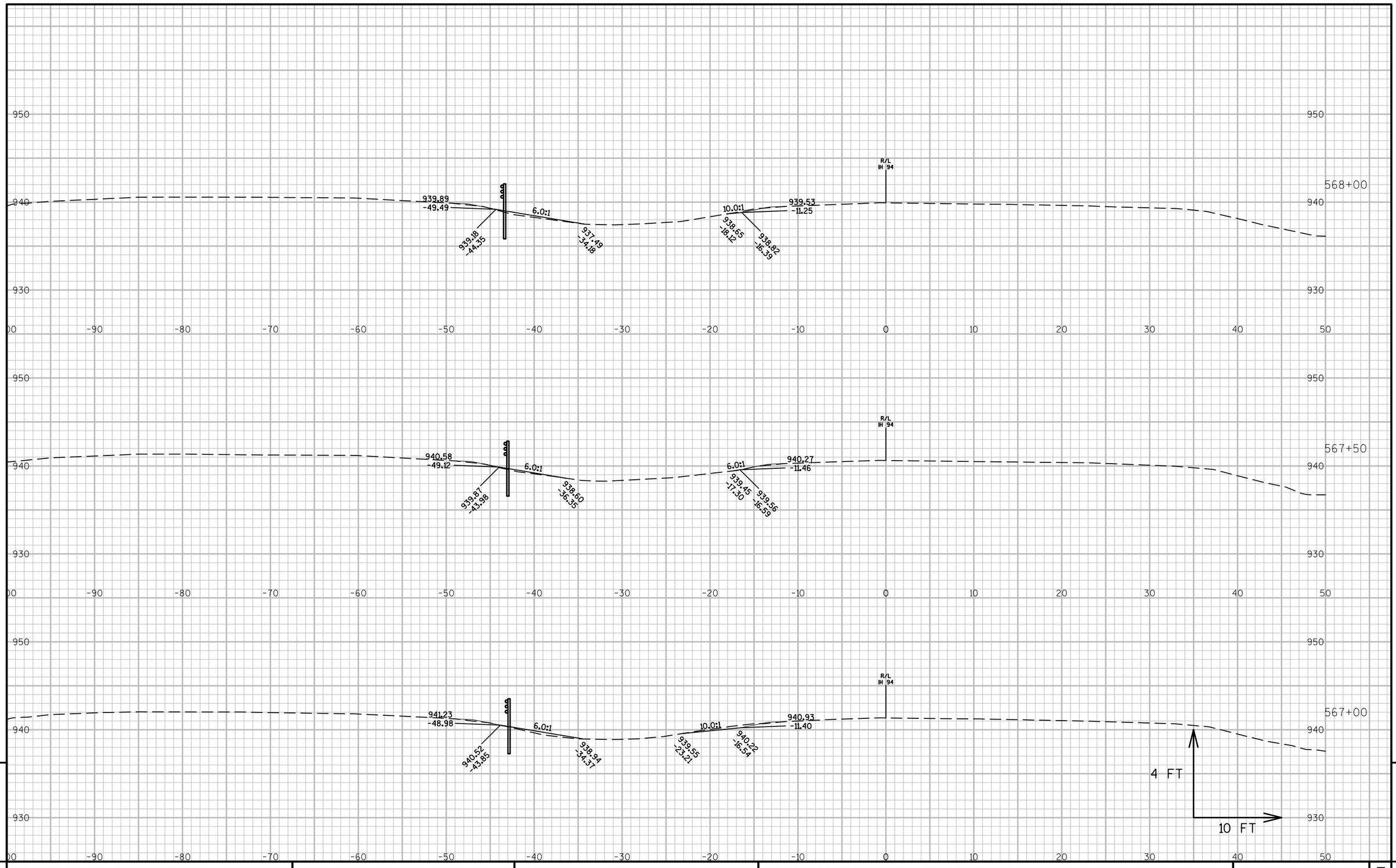
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 287	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (106)

PLOT DATE : 7/30/2018 3:20 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



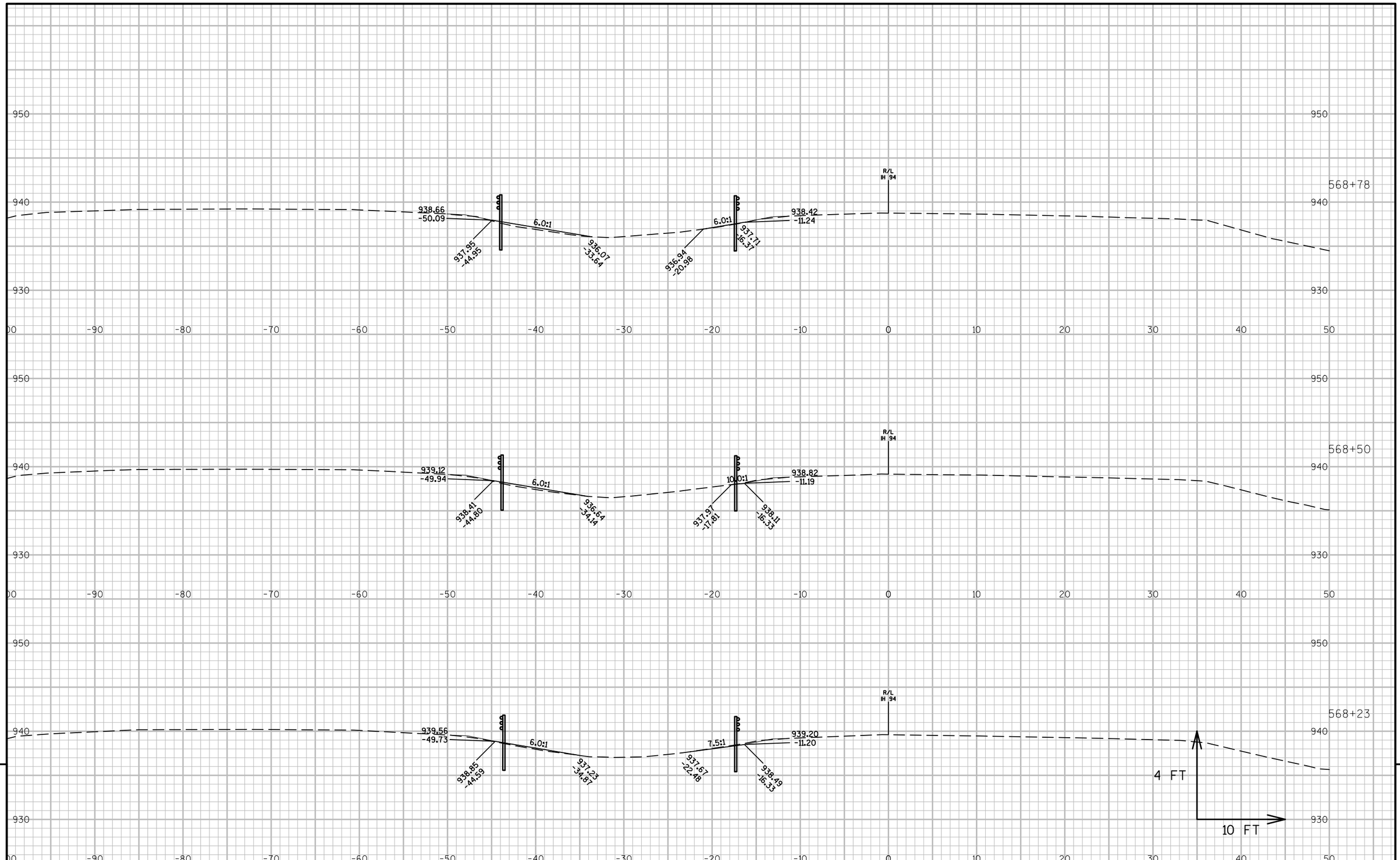
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9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 288	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (107)

PLOT DATE : 7/30/2018 3:20 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

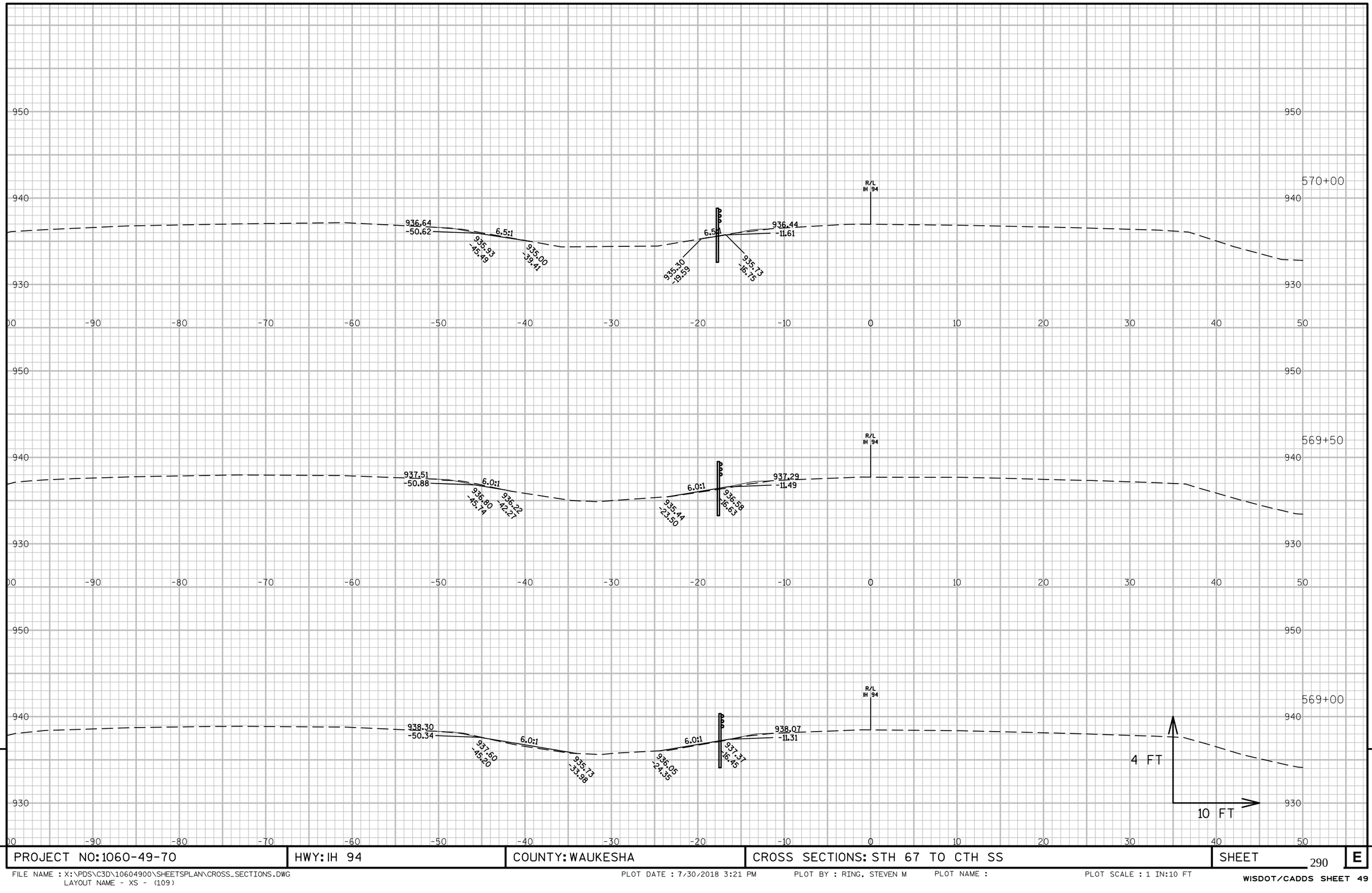
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 289	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (108)

PLOT DATE : 7/30/2018 3:20 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

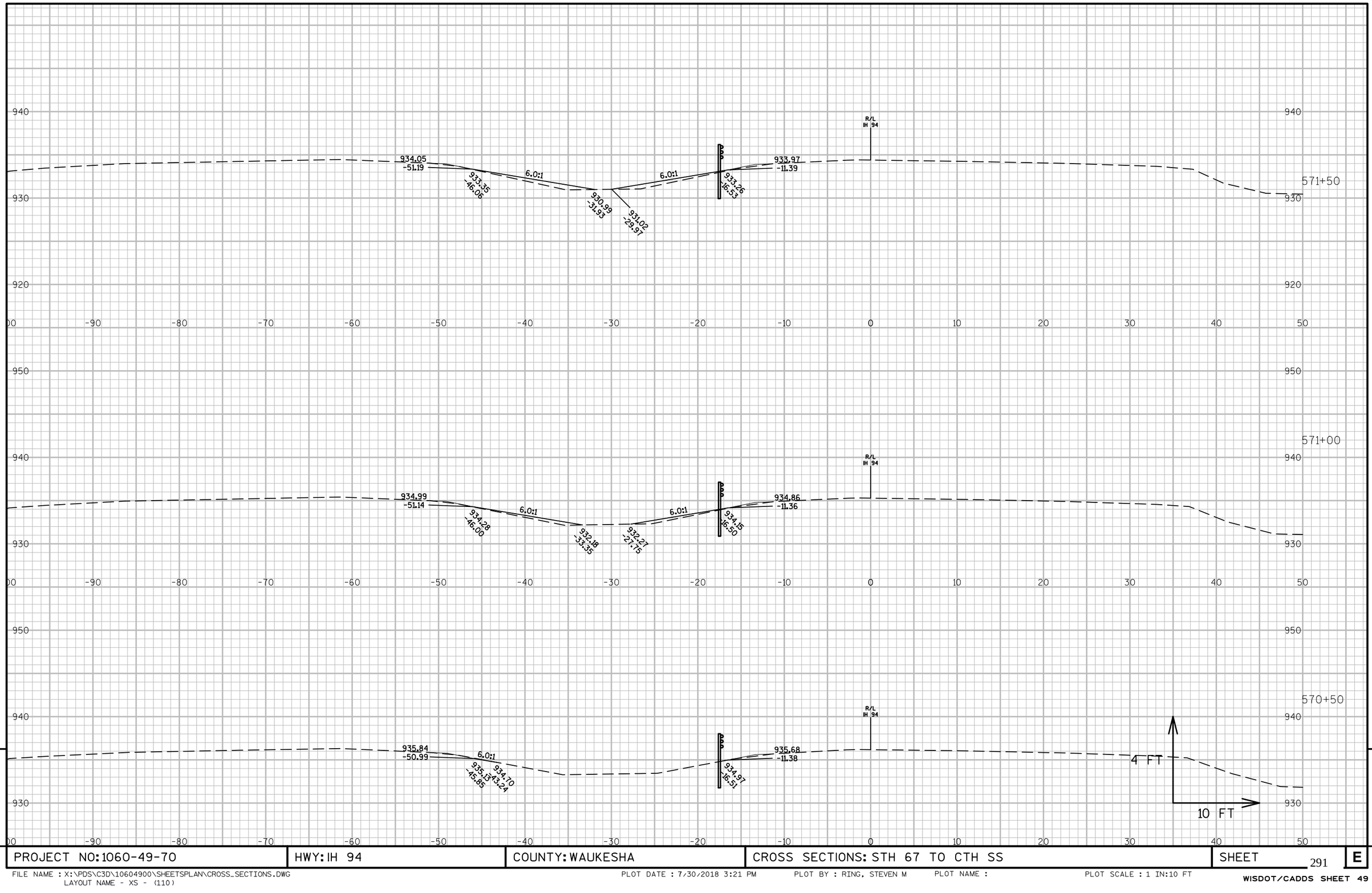
WISDOT/CADDS SHEET 49



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 290 E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (109)

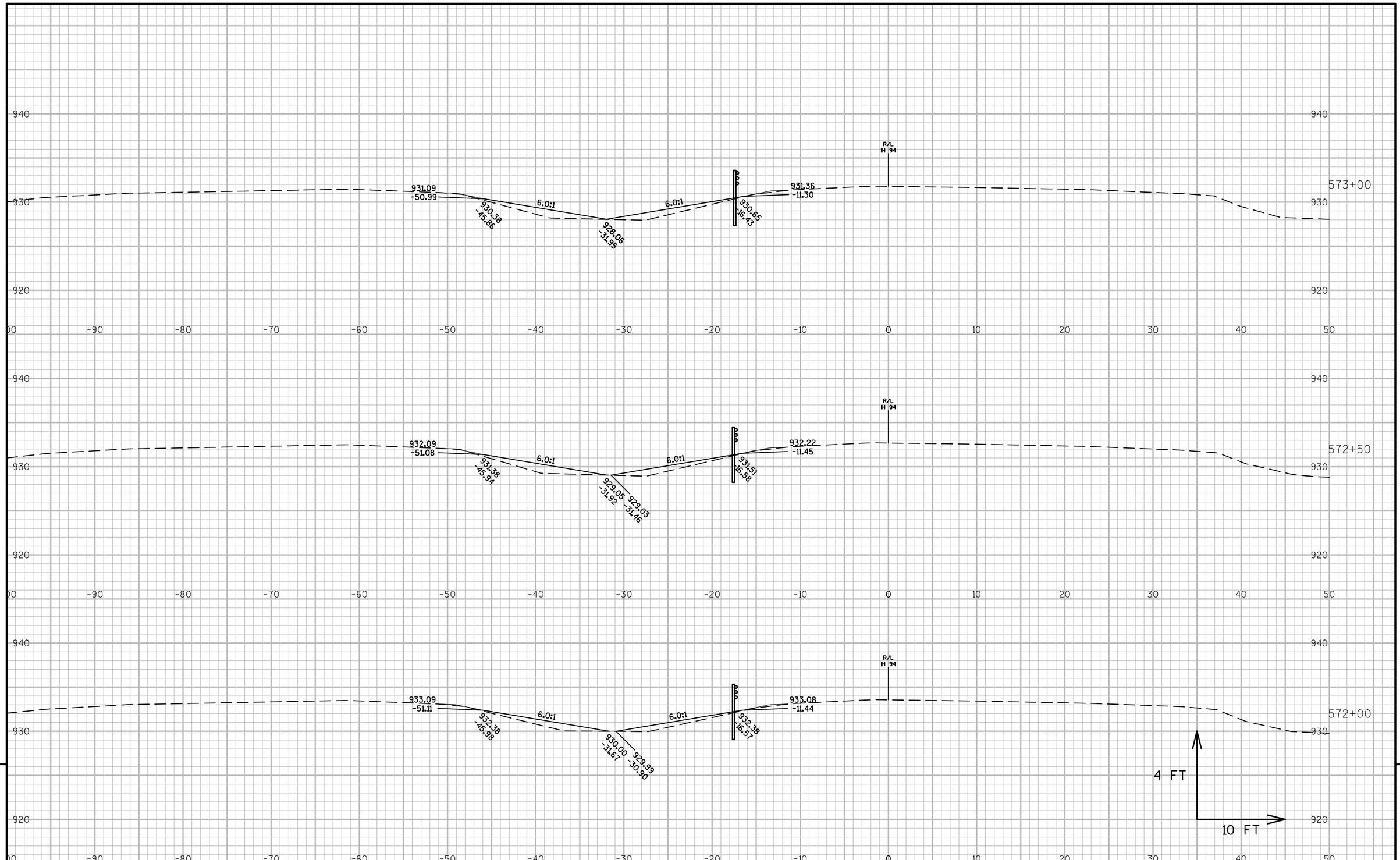
PLOT DATE : 7/30/2018 3:21 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9	PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 291 E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (110)

PLOT DATE : 7/30/2018 3:21 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

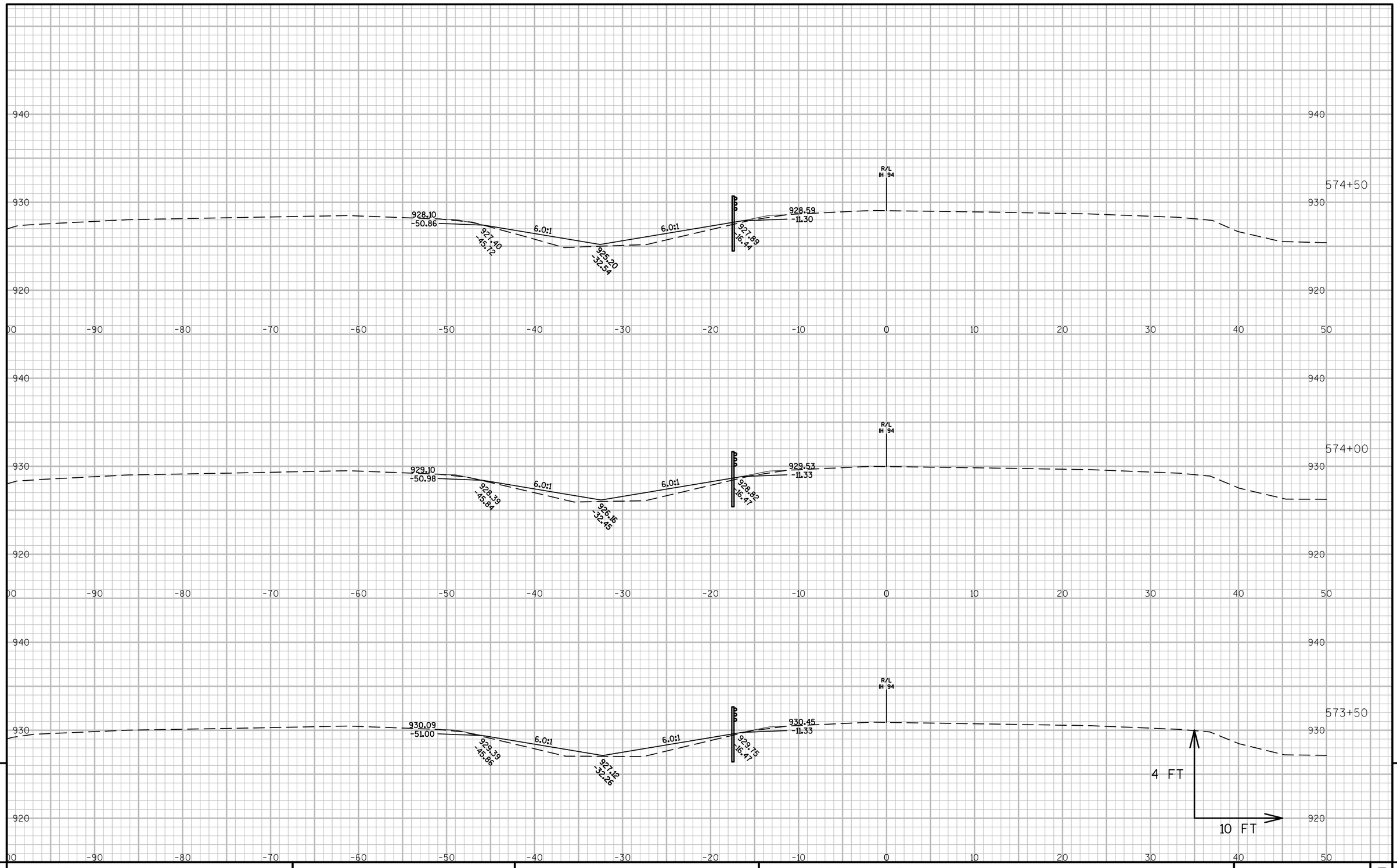


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 292	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (111)

PLOT DATE : 7/30/2018 3:21 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



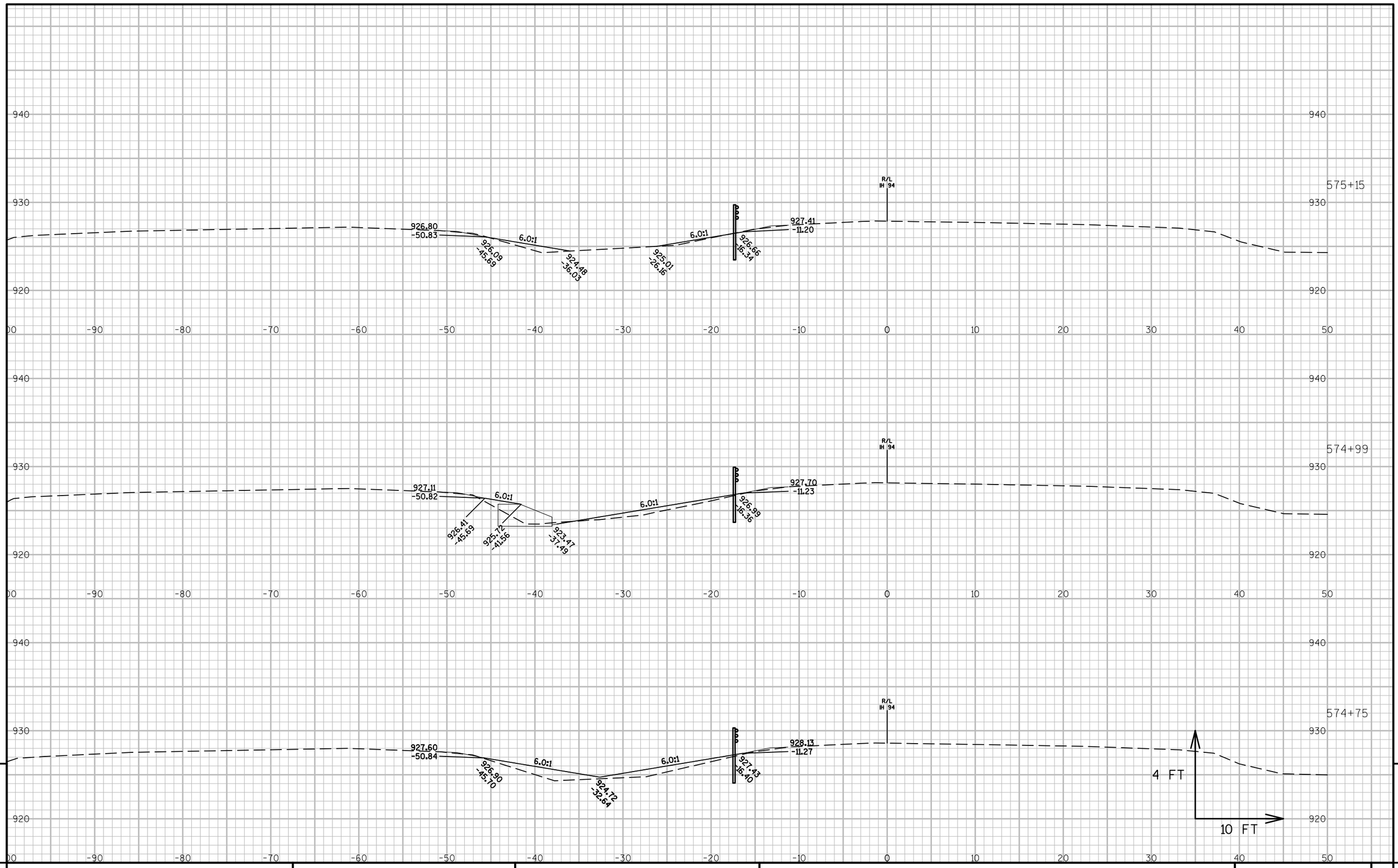
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 293	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (112)

PLOT DATE : 7/30/2018 3:21 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

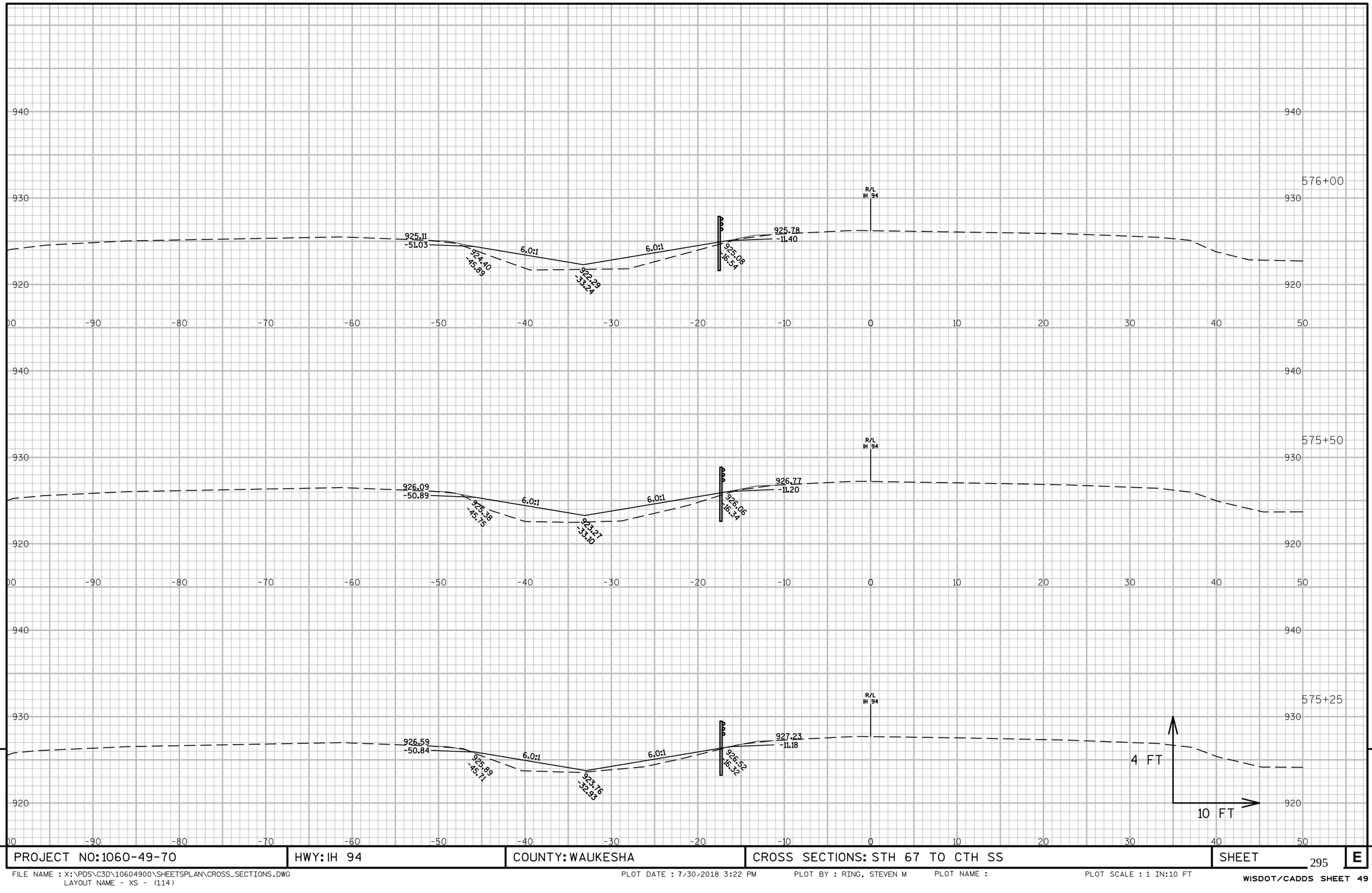
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 294	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (113)

PLOT DATE : 7/30/2018 3:22 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

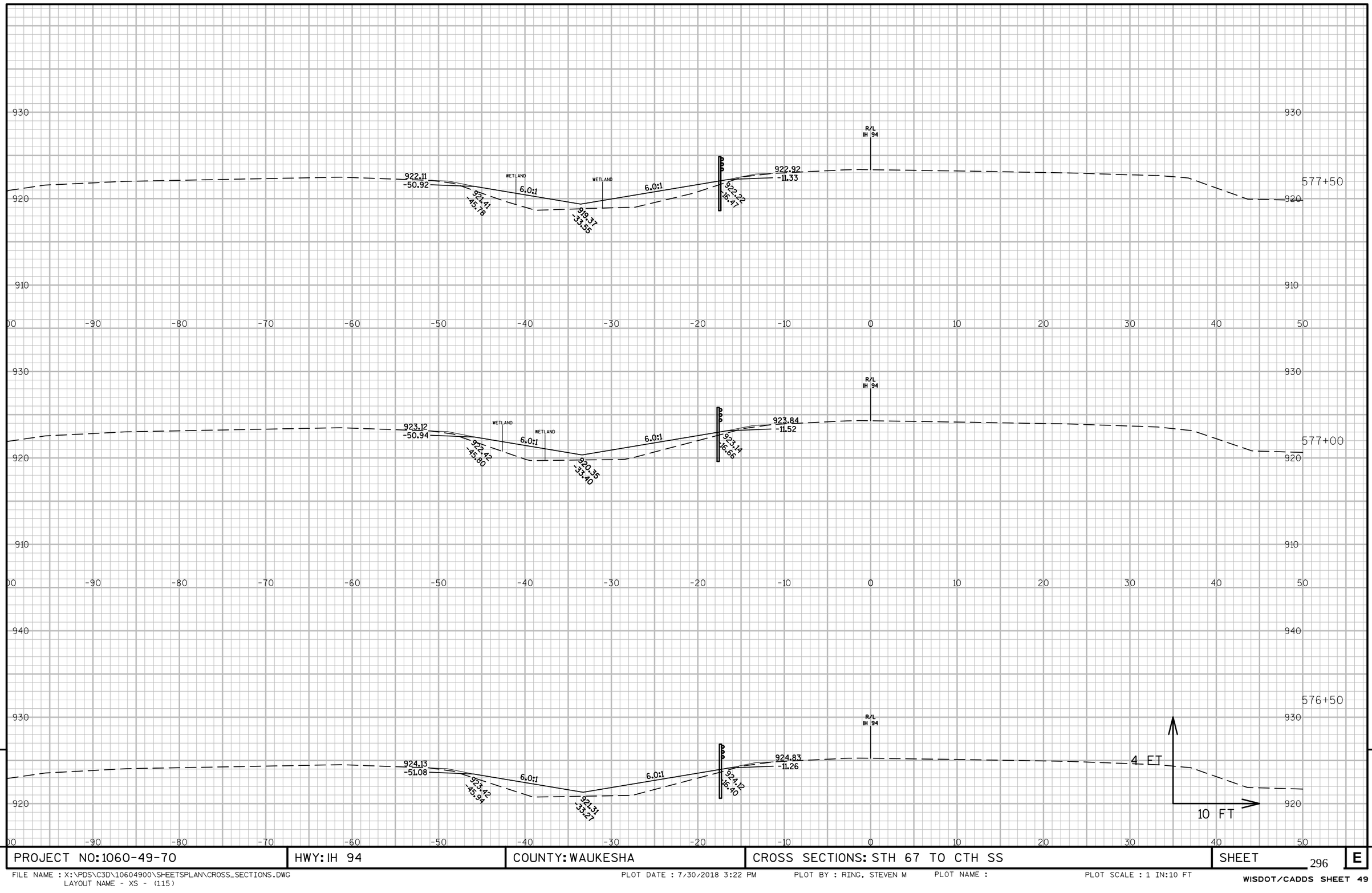


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 295 E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (114)

PLOT DATE : 7/30/2018 3:22 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



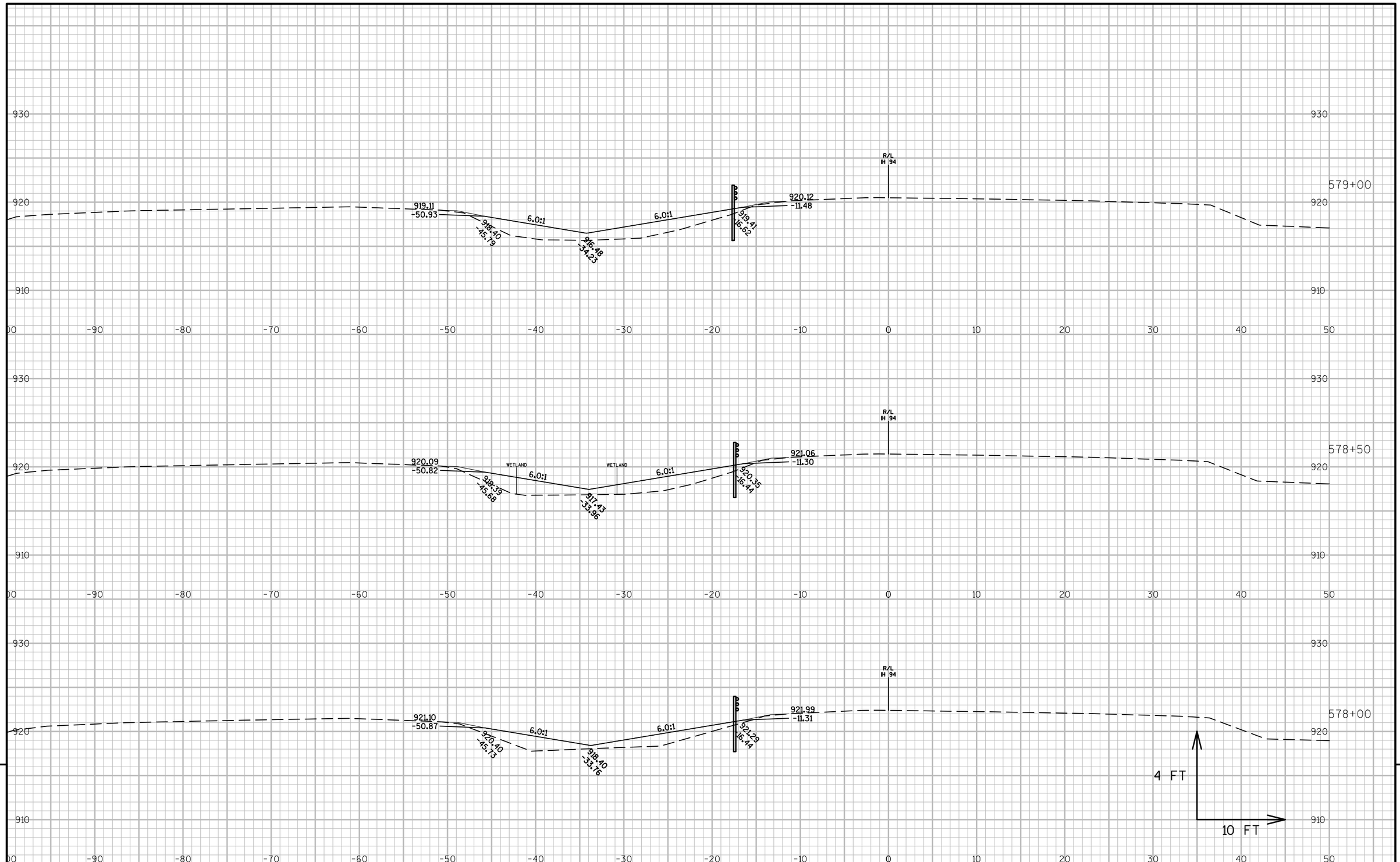
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9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 296	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (115)

PLOT DATE : 7/30/2018 3:22 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

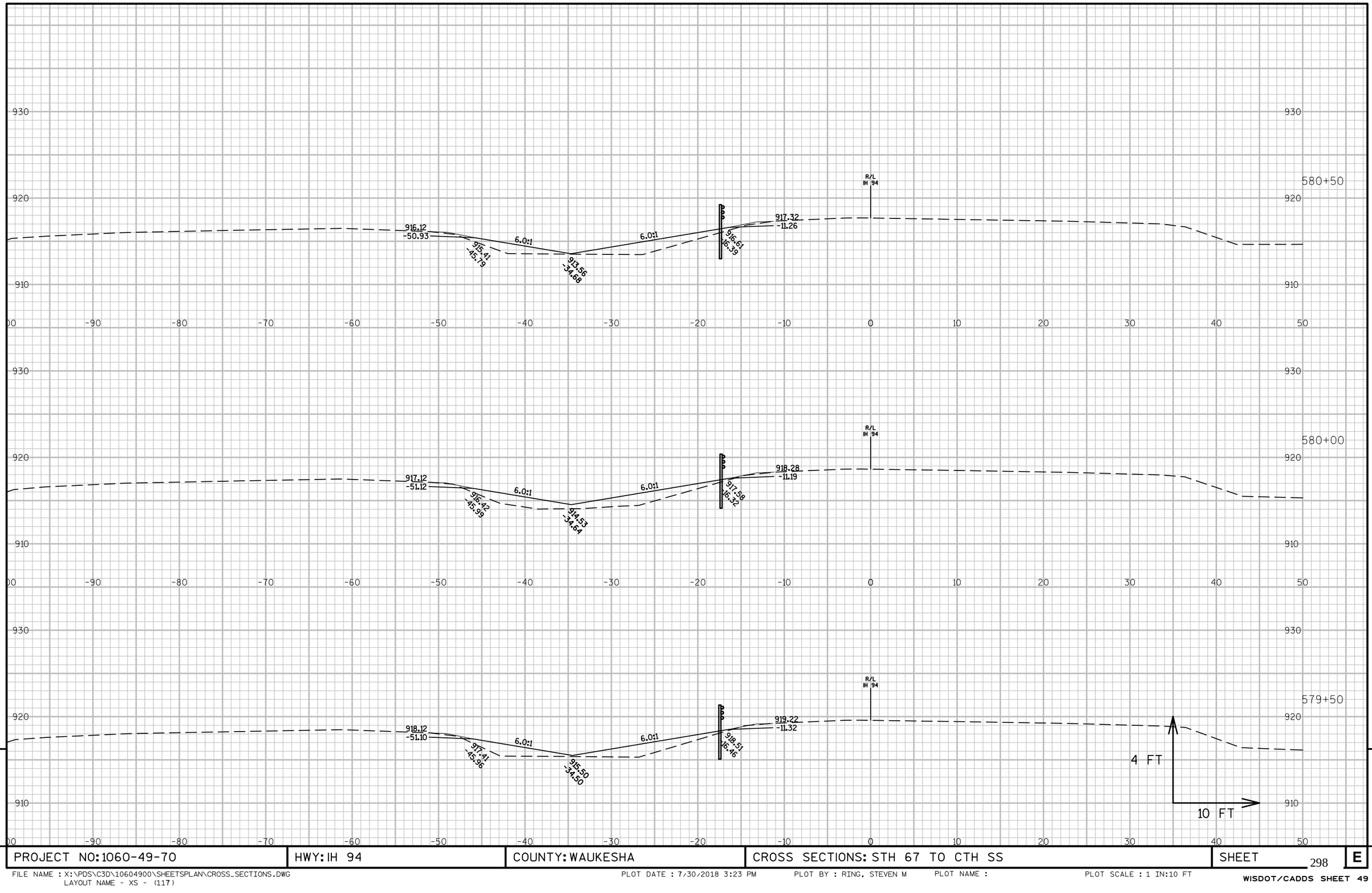


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 297	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (116)

PLOT DATE : 7/30/2018 3:22 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

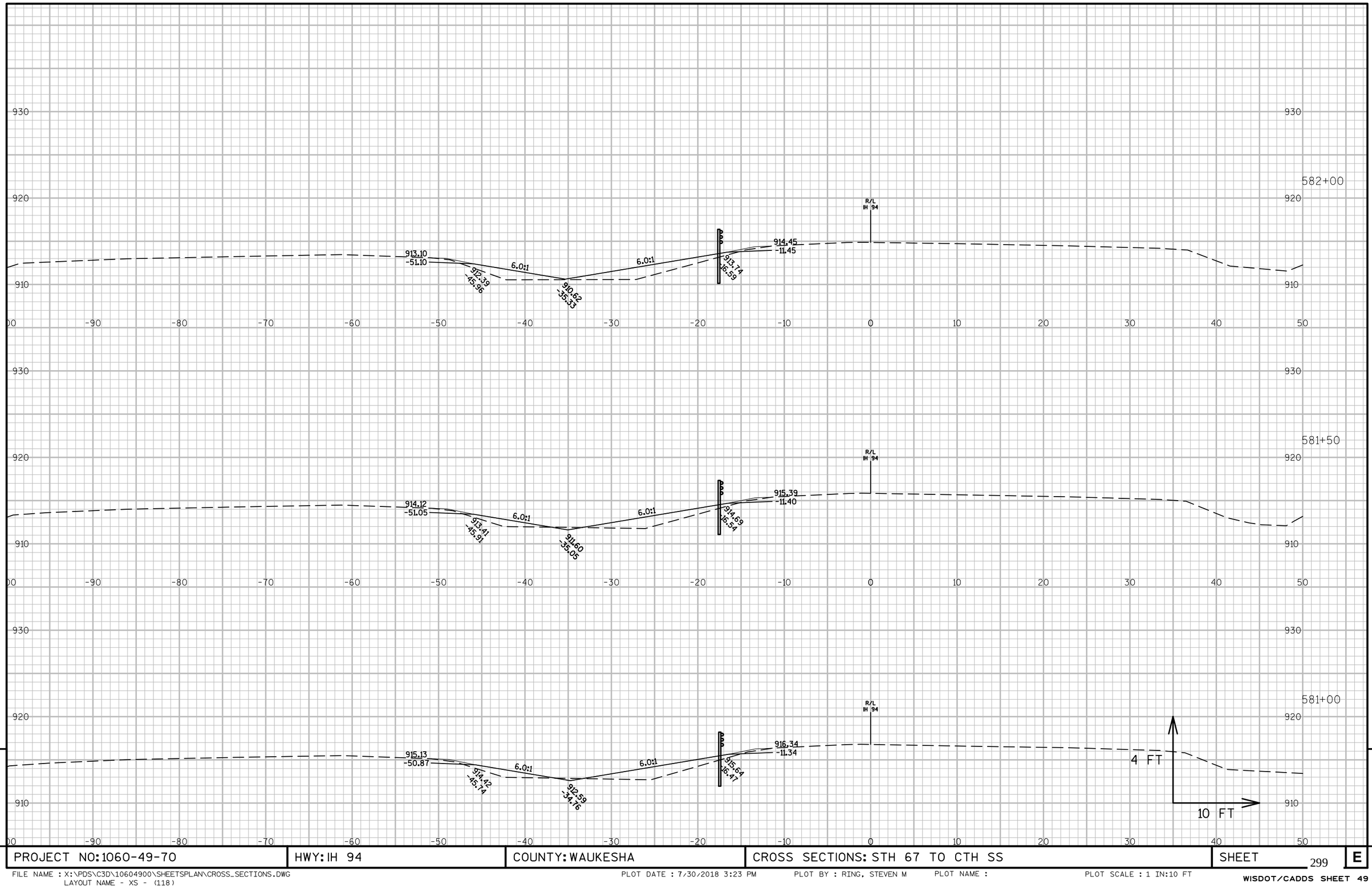
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 298 E

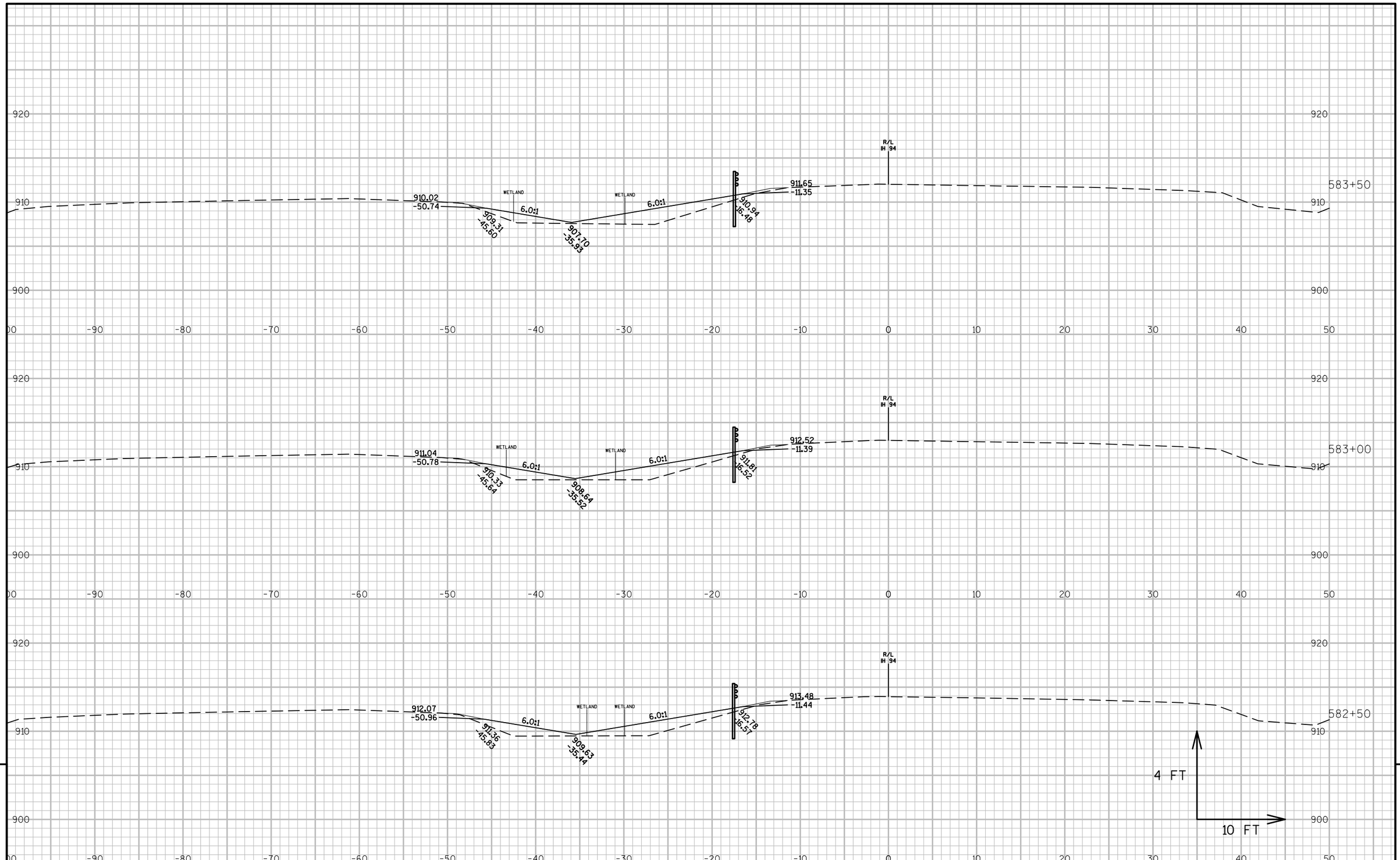


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 299	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (118)

PLOT DATE : 7/30/2018 3:23 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

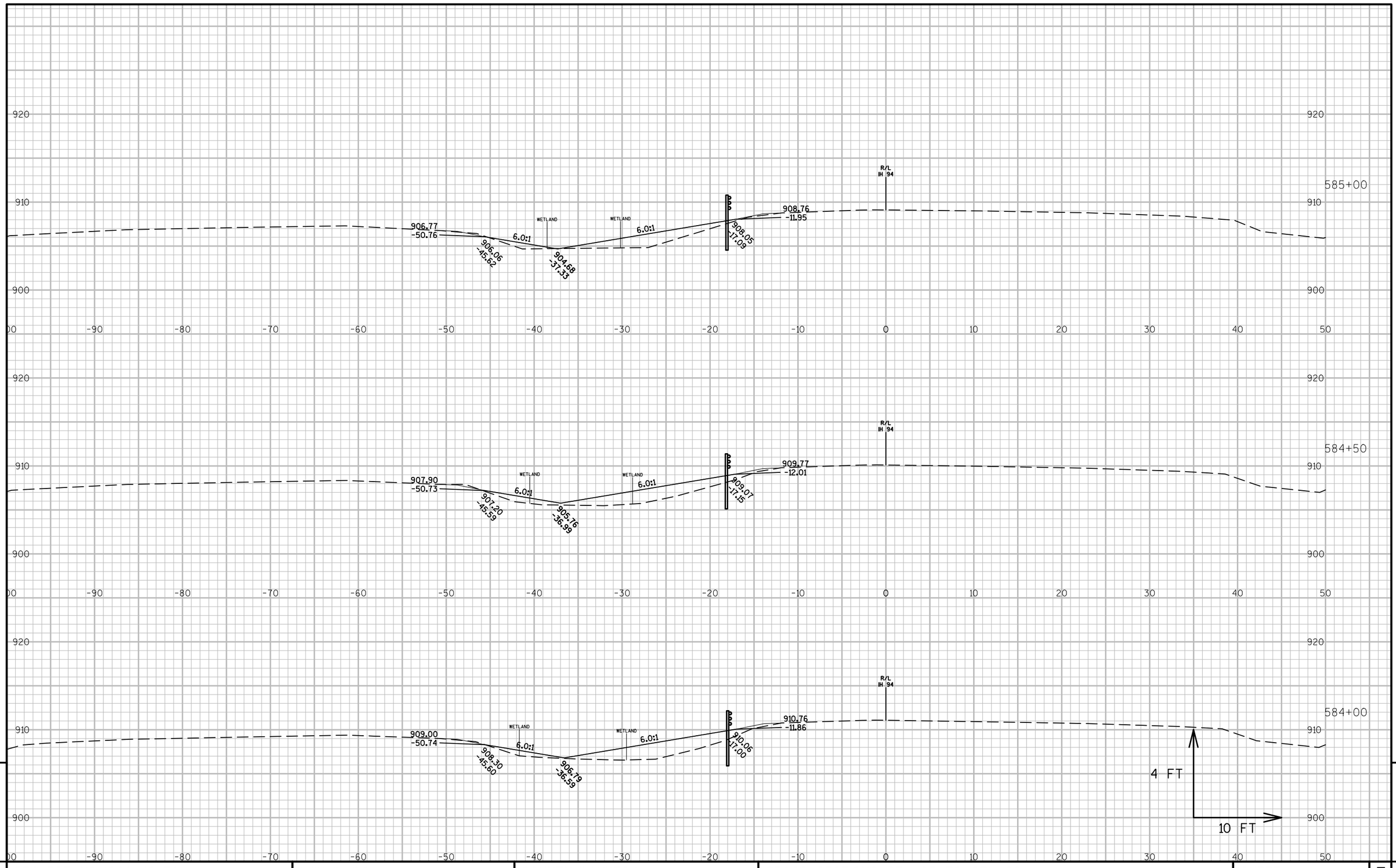


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 300 E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (119)

PLOT DATE : 7/30/2018 3:23 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



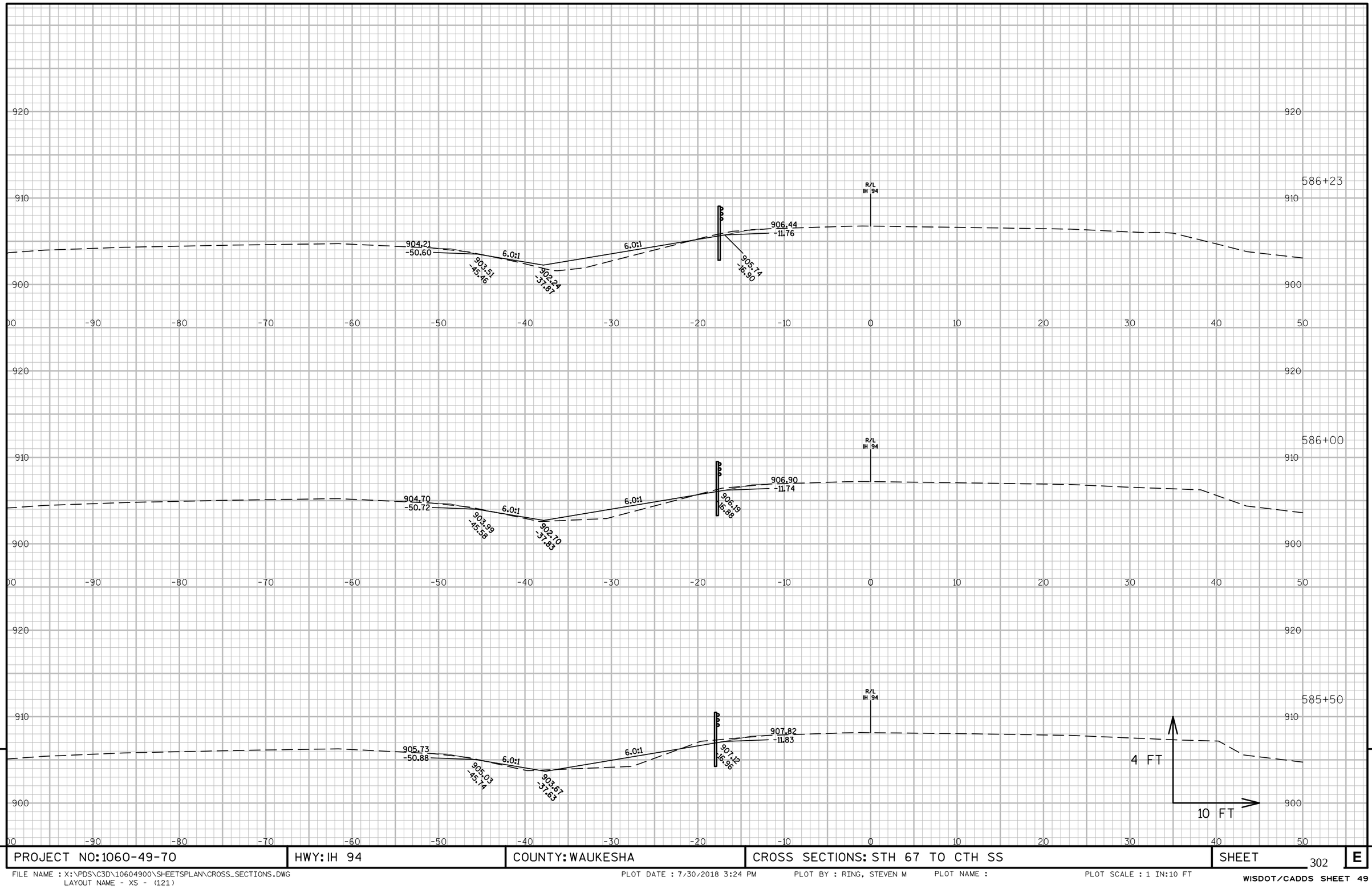
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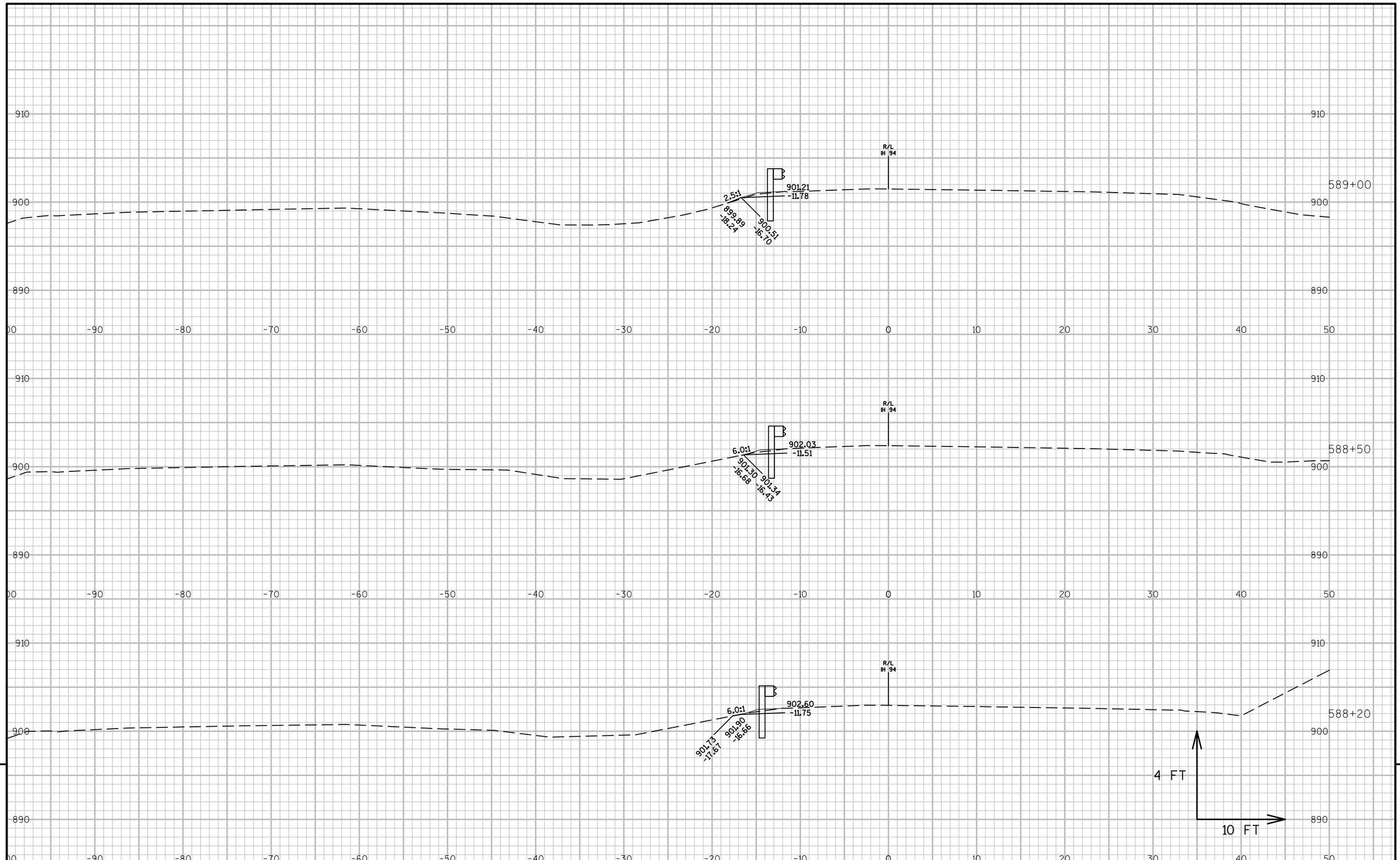
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 301	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (120)

PLOT DATE : 7/30/2018 3:24 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 302	E



9

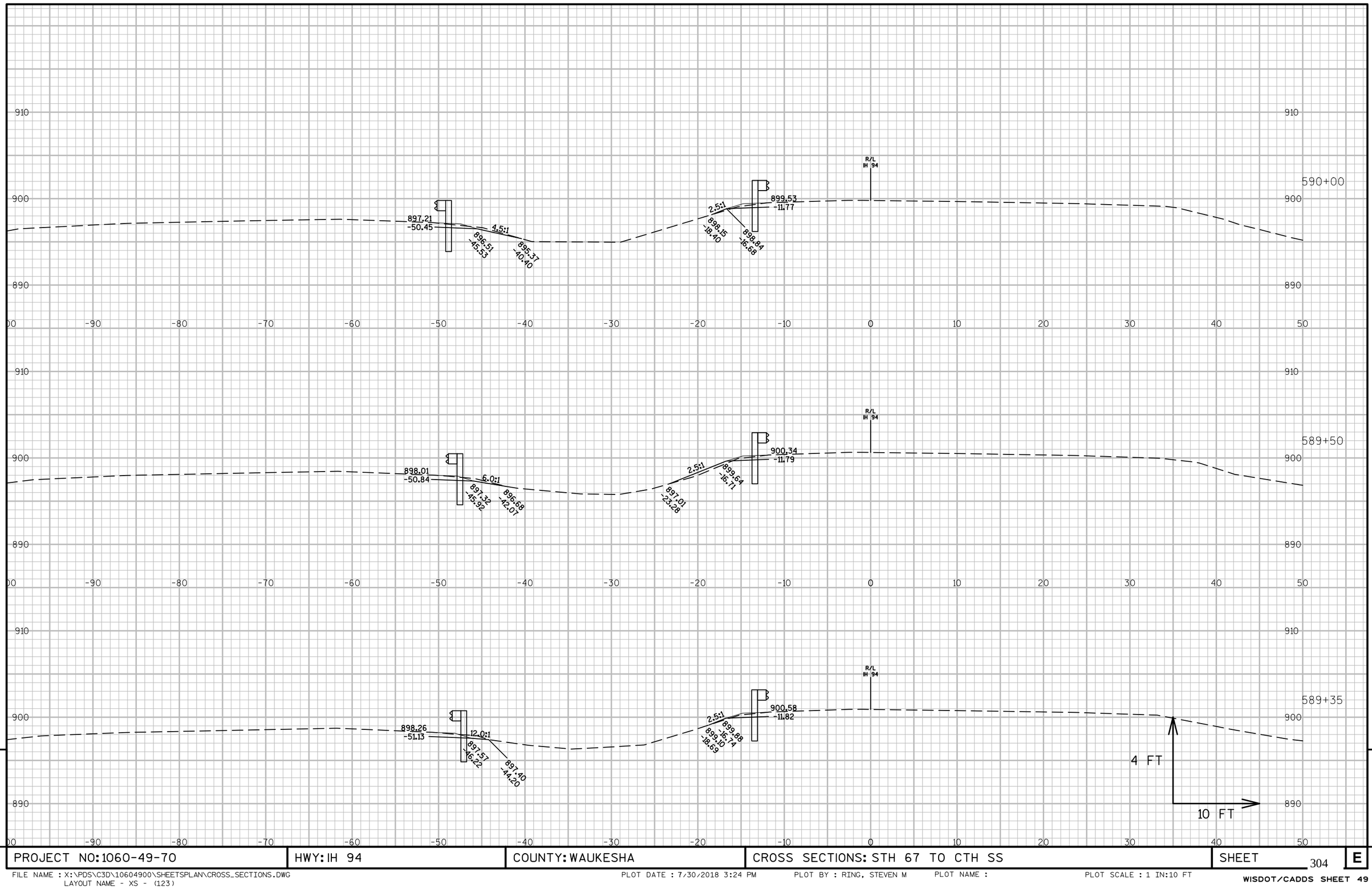
PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 303	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (122)

PLOT DATE : 7/30/2018 3:24 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



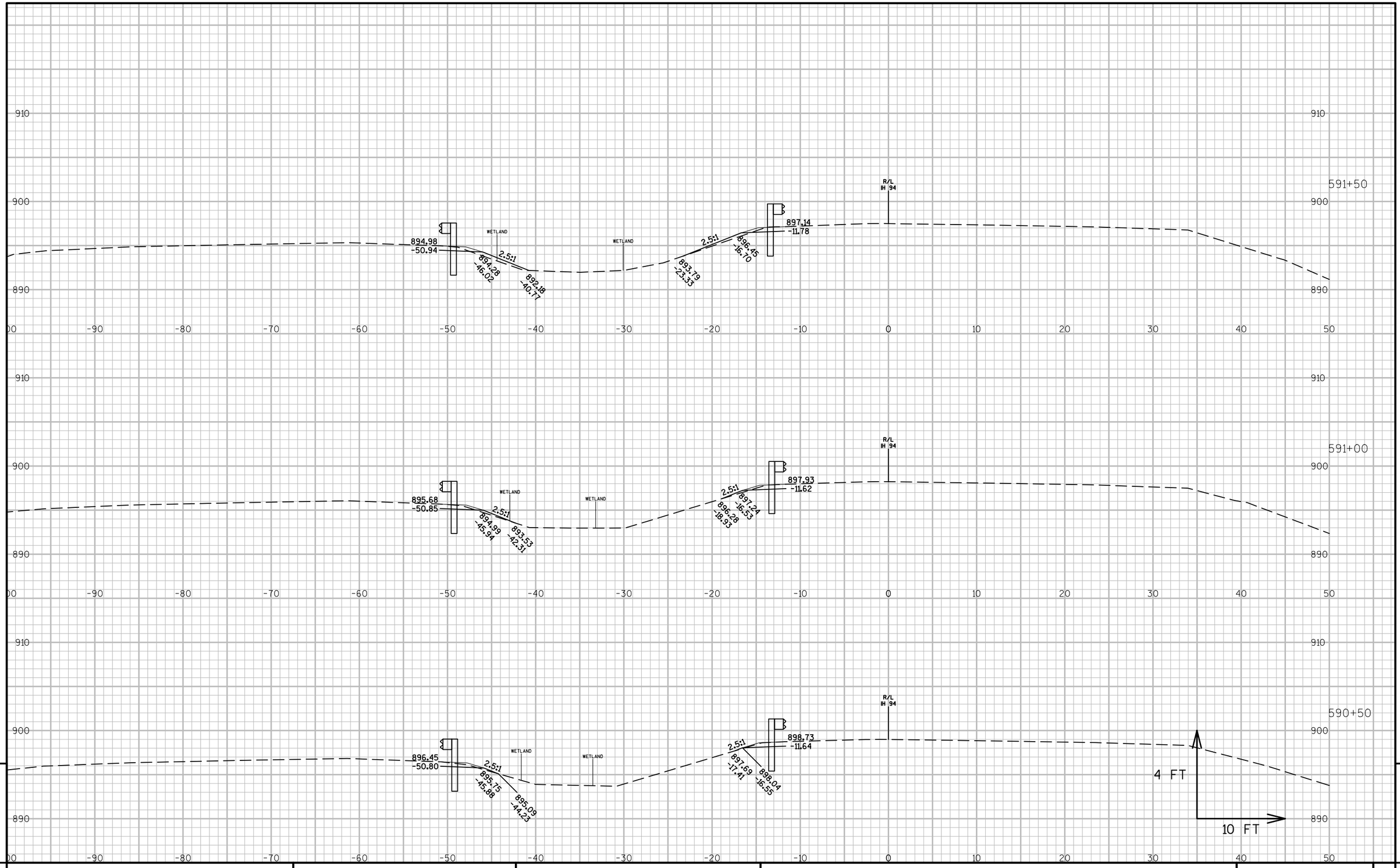
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9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 304	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (123)

PLOT DATE : 7/30/2018 3:24 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

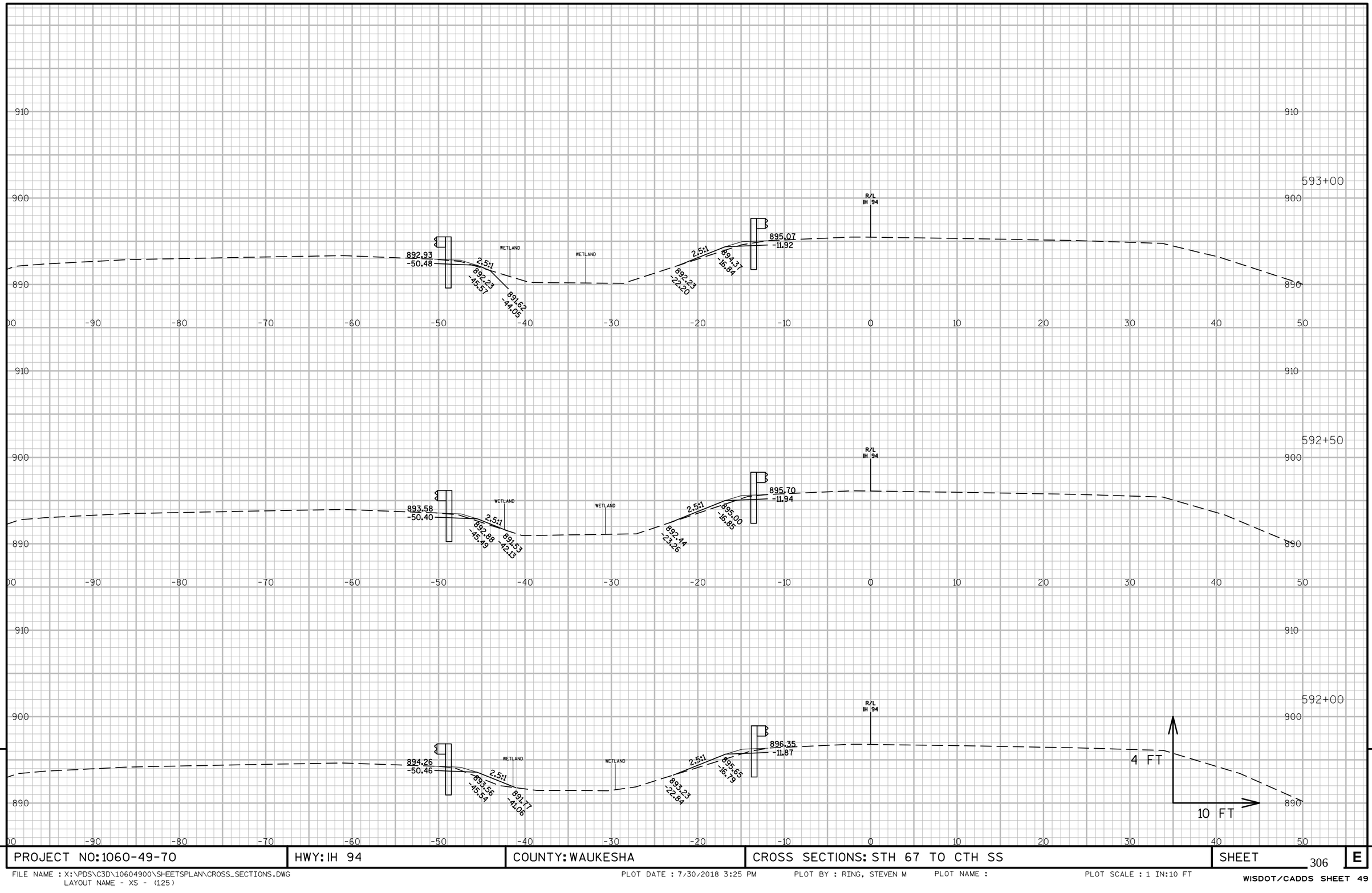


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 305	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (124)

PLOT DATE : 7/30/2018 3:25 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

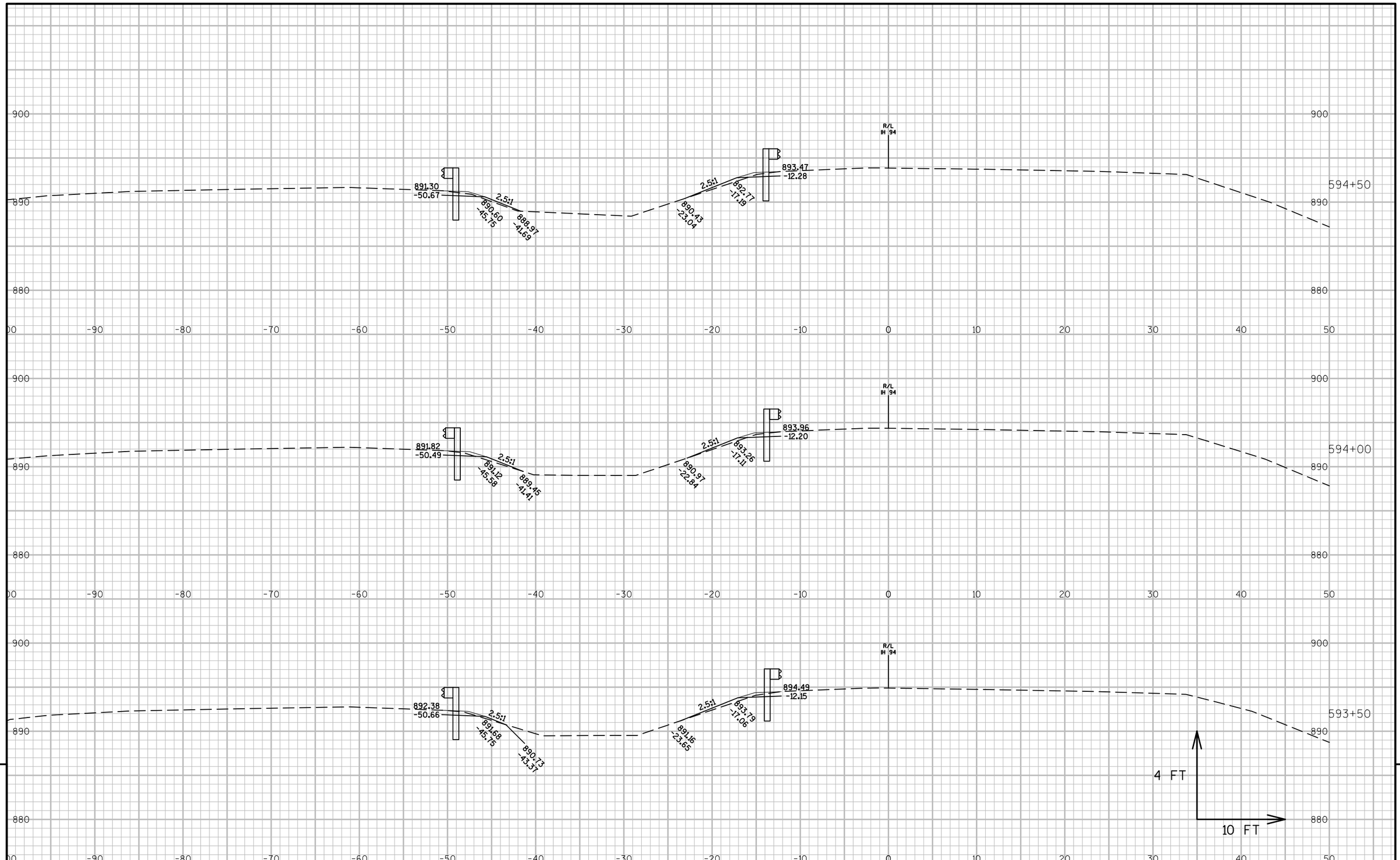


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 306	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (125)

PLOT DATE : 7/30/2018 3:25 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

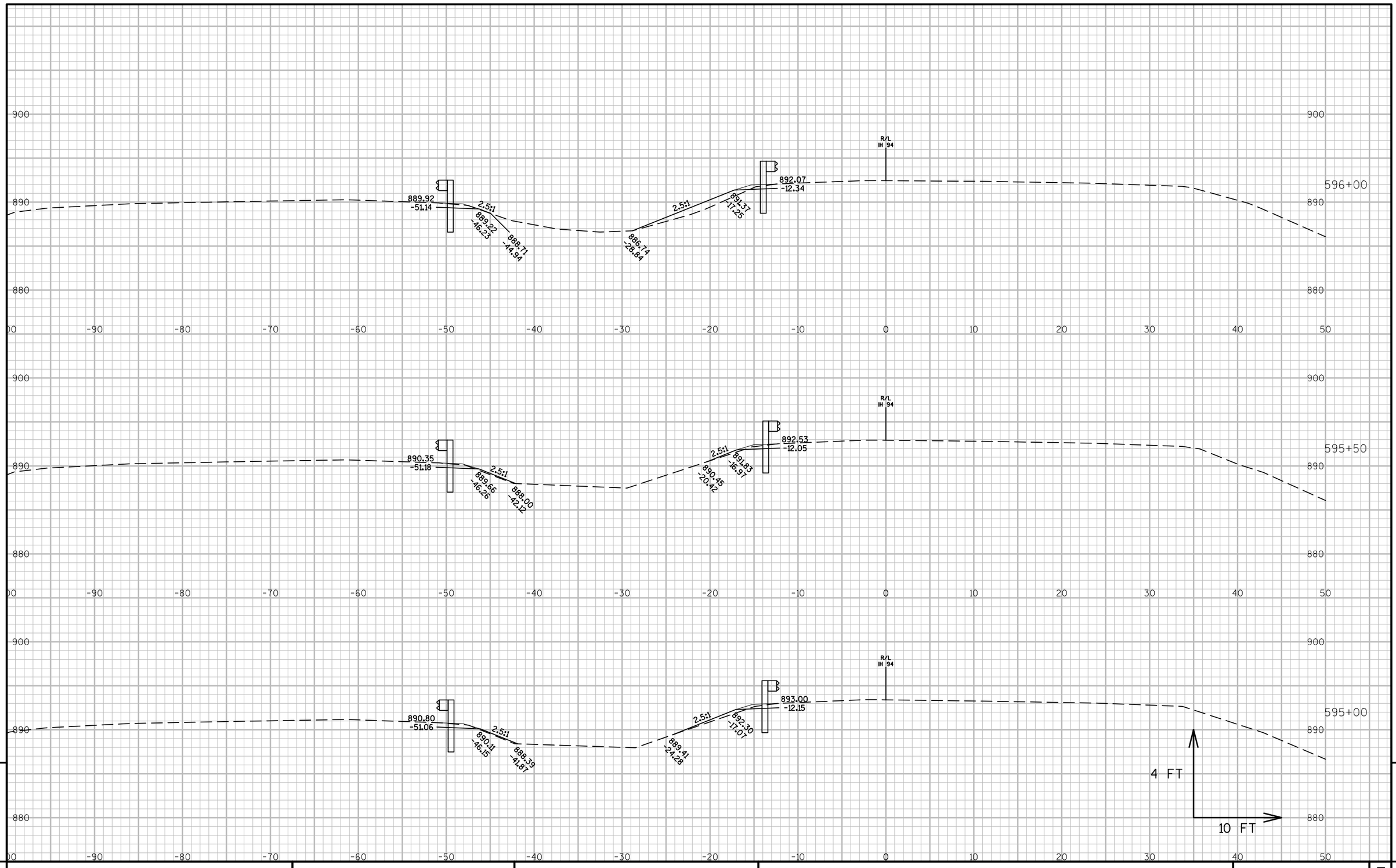


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 307	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (126)

PLOT DATE : 7/30/2018 3:25 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

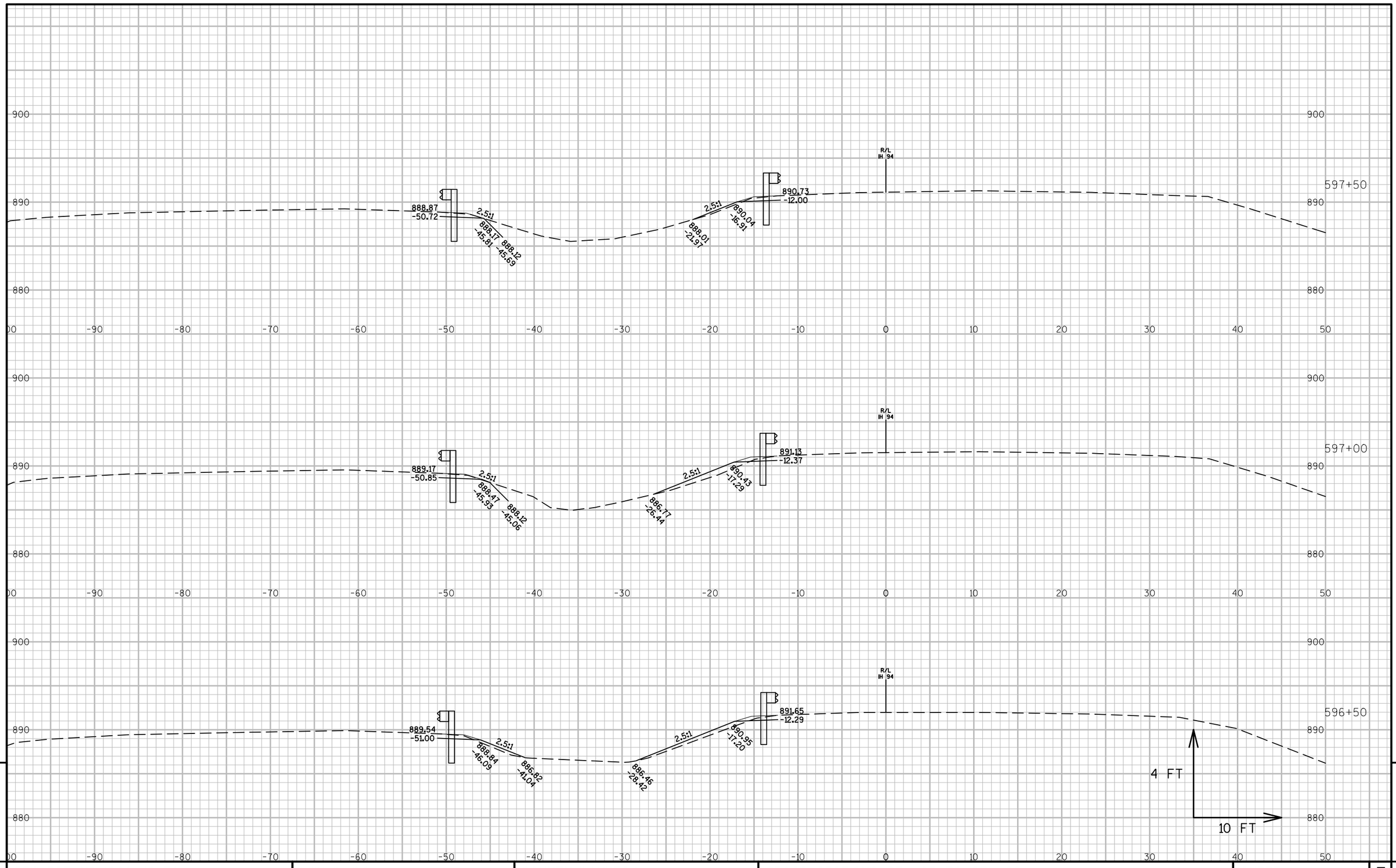
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 308	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (127)

PLOT DATE : 7/30/2018 3:25 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



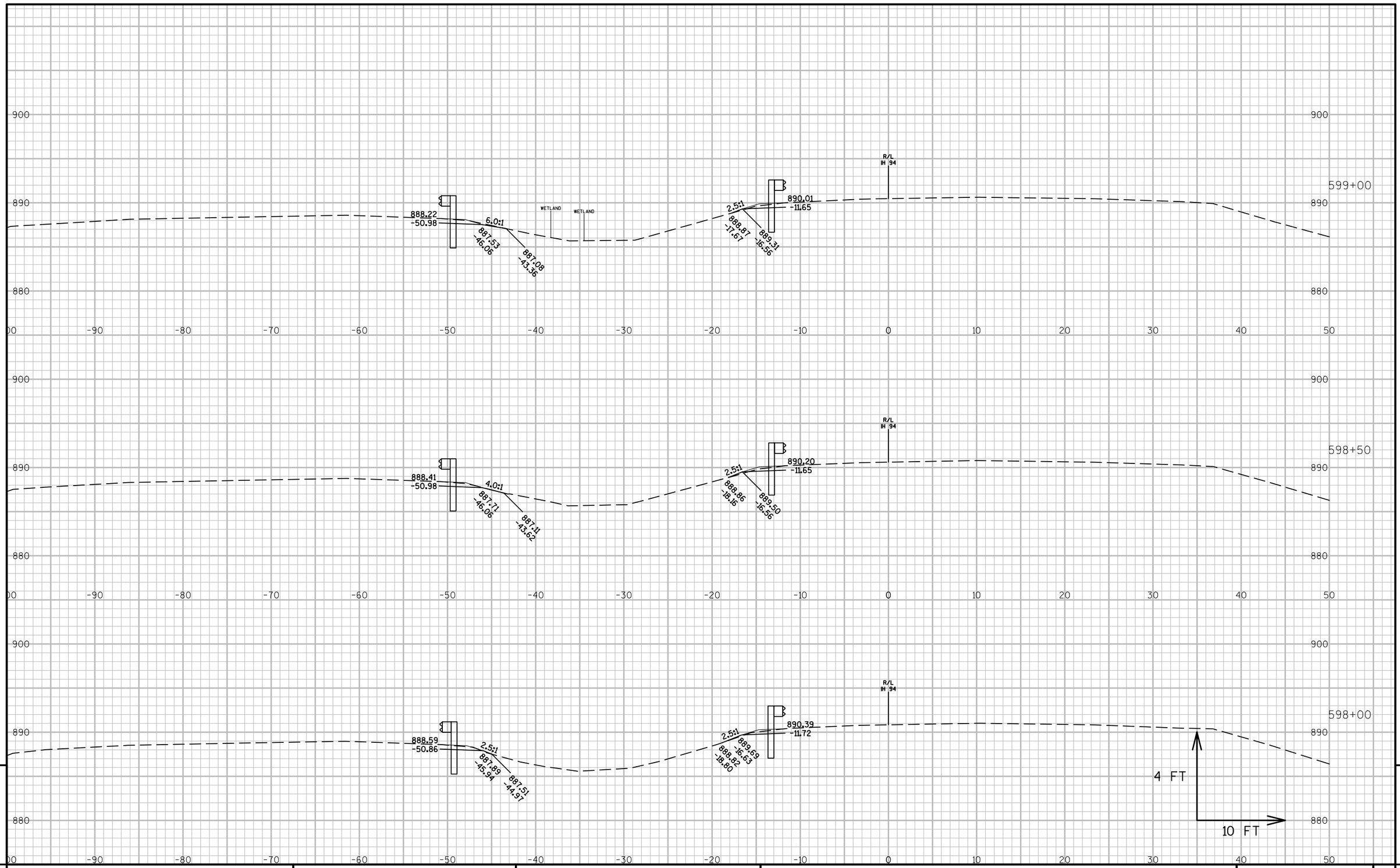
9

9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 309	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (128)

PLOT DATE : 7/30/2018 3:26 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



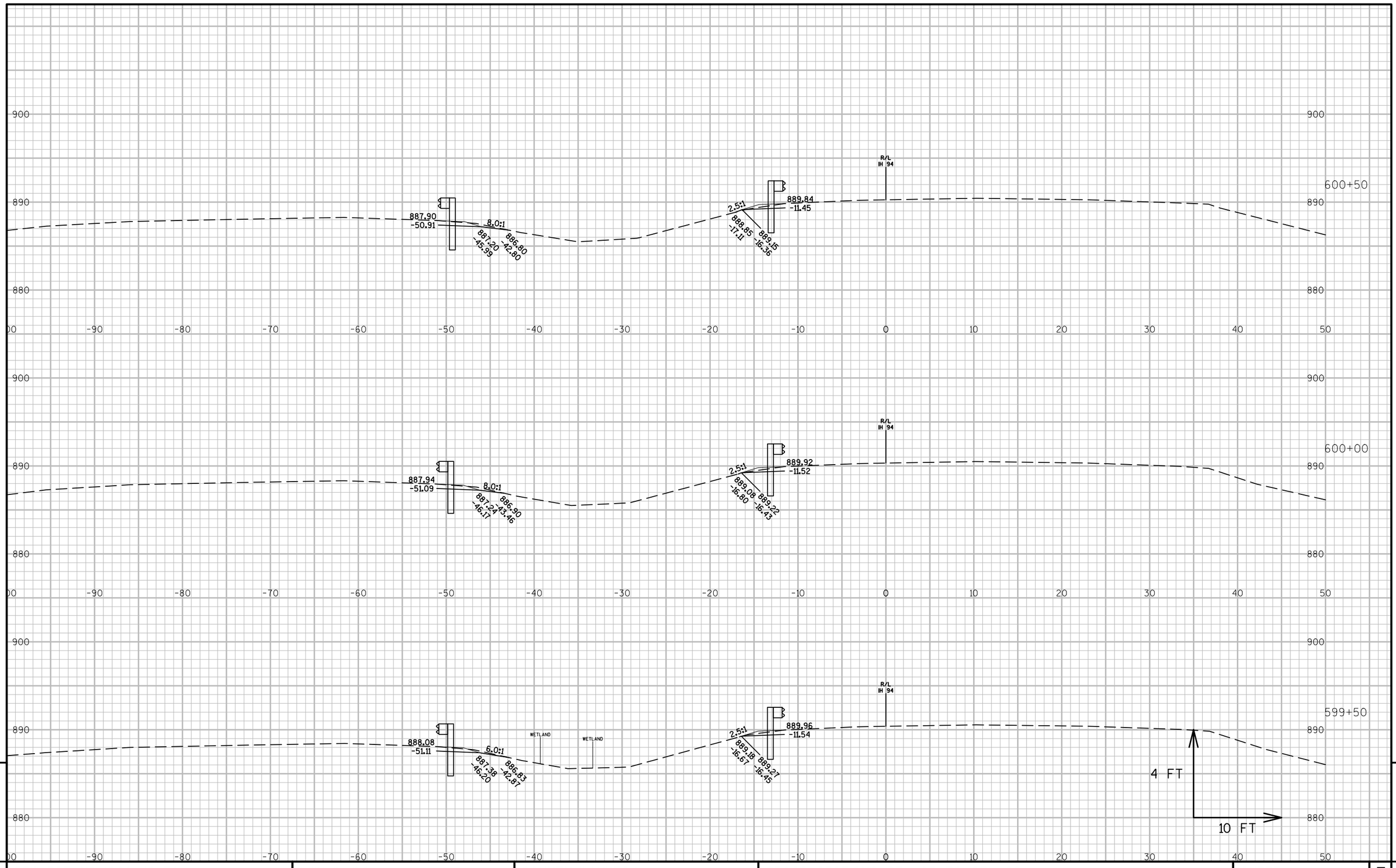
9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 310	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (129)

PLOT DATE : 7/30/2018 3:26 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



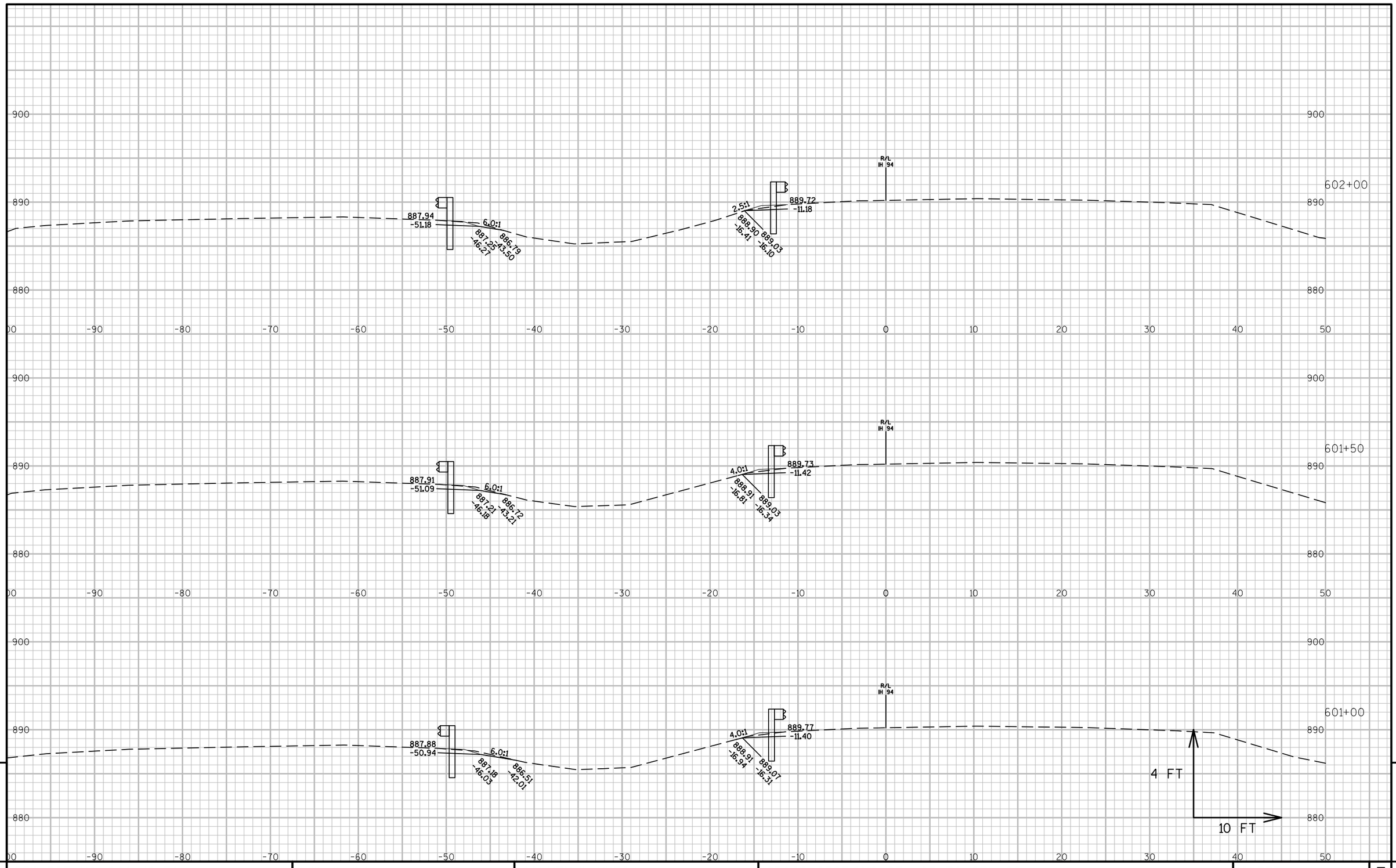
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 311	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (130)

PLOT DATE : 7/30/2018 3:26 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



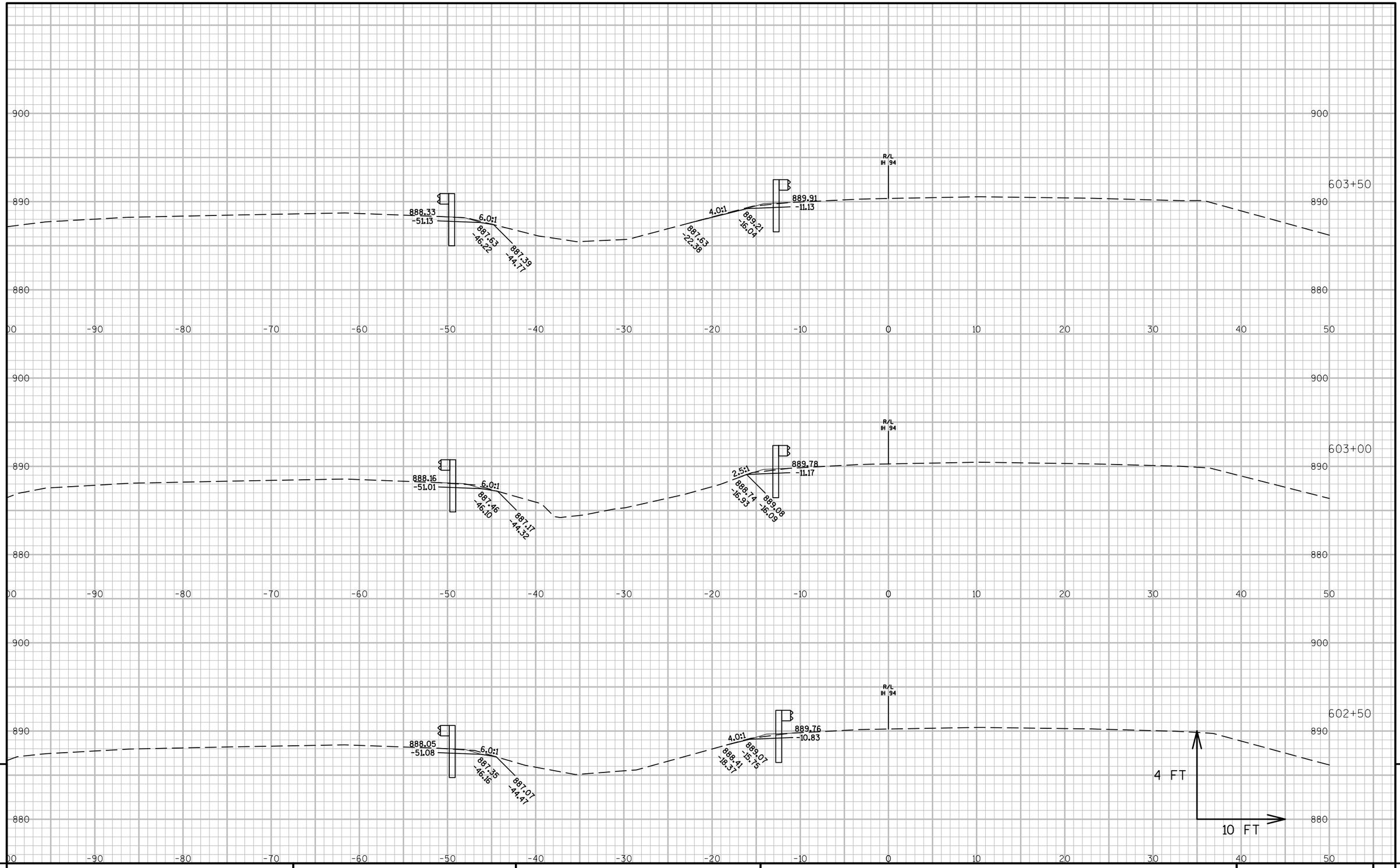
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 312	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (131)

PLOT DATE : 7/30/2018 3:27 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



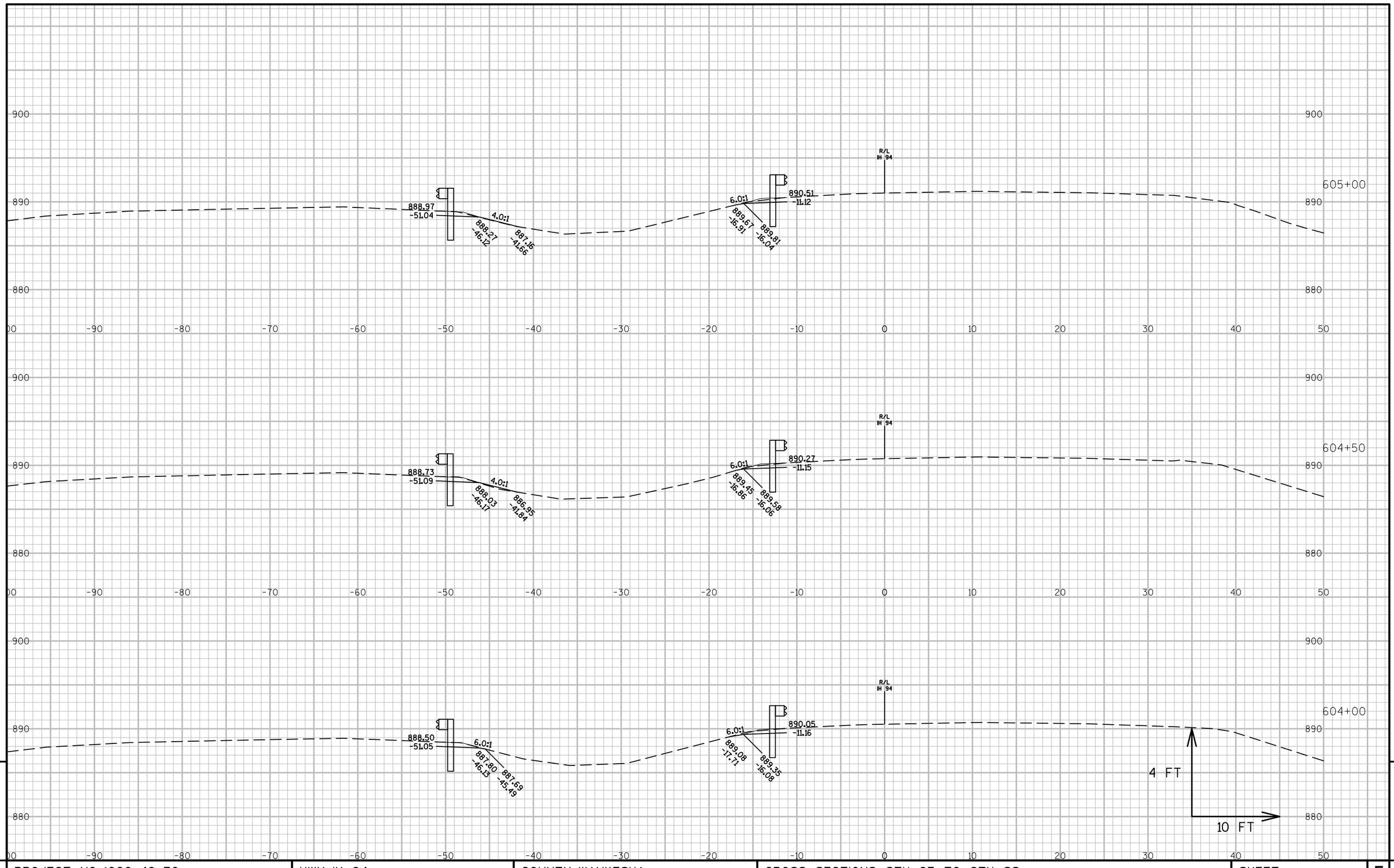
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 313	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (132)

PLOT DATE : 7/30/2018 3:27 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



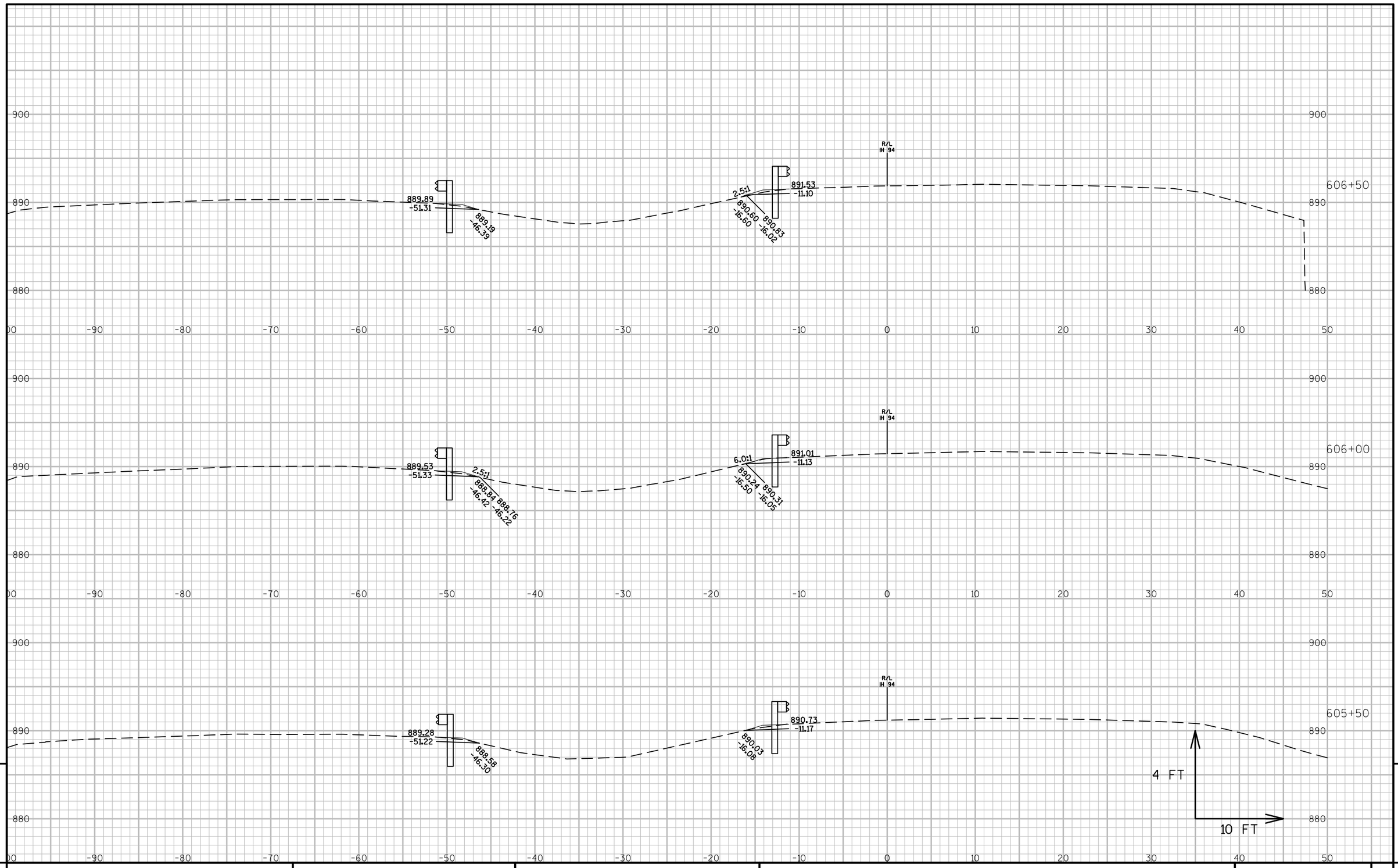
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 314	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (133)

PLOT DATE : 7/30/2018 3:27 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 315	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (134)

PLOT DATE : 7/30/2018 3:27 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

608+00

891.24
-51.10
2.5:1
890.55
-46.19
890.38
-45.77
892.75
-10.99
2.5:1
891.79
-16.58
892.05
-15.91
R/L
IH 94

607+50

890.82
-51.13
2.5:1
890.42
-46.22
889.95
-45.78
892.37
-11.13
2.5:1
891.48
-17.30
891.68
-16.04
R/L
IH 94

607+00

890.44
-51.11
2.5:1
889.74
-46.20
889.44
-45.44
892.02
-11.14
2.5:1
891.33
-16.05
890.26
-16.71
R/L
IH 94

4 FT
10 FT

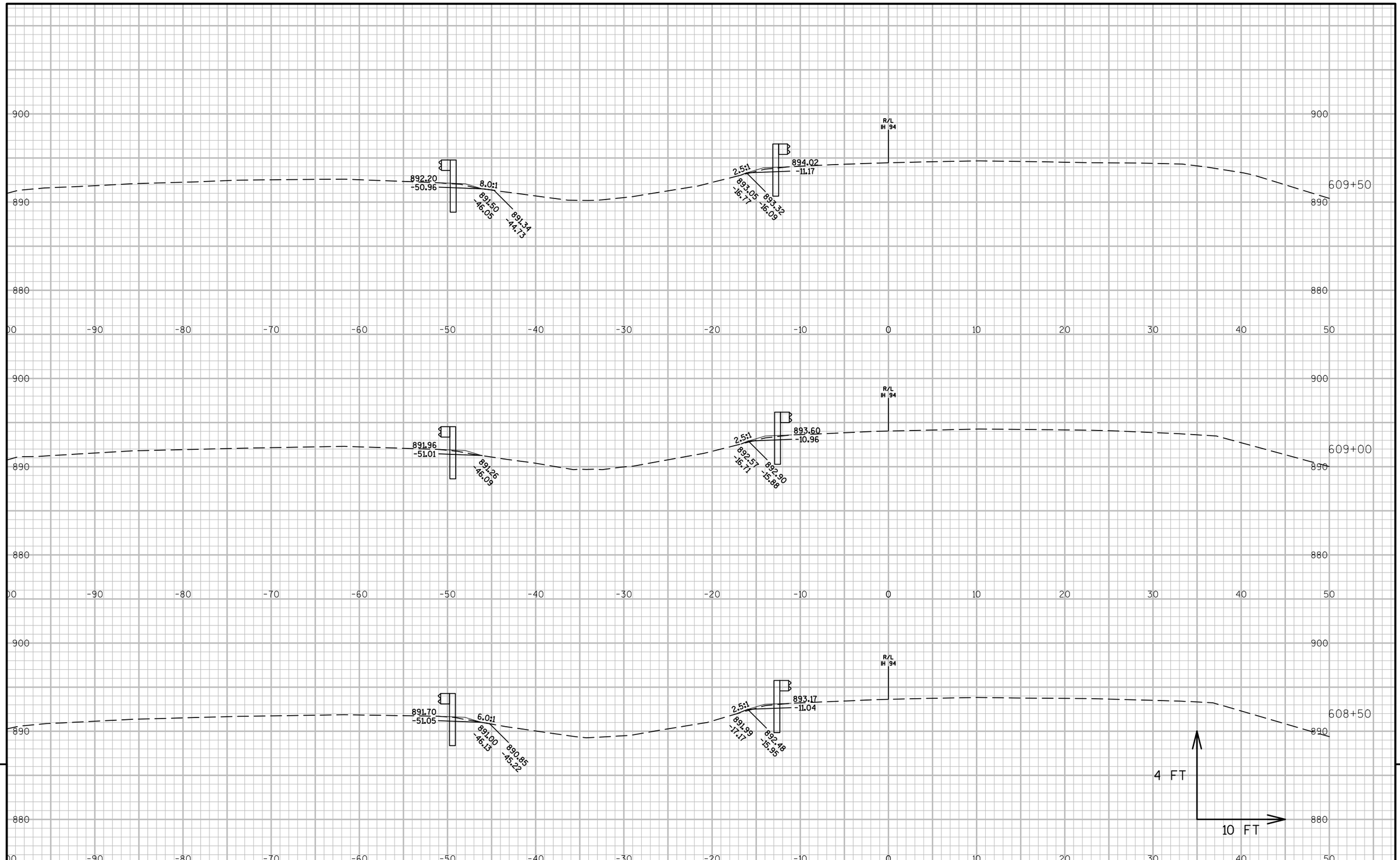
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 316	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (135)

PLOT DATE : 7/30/2018 3:28 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

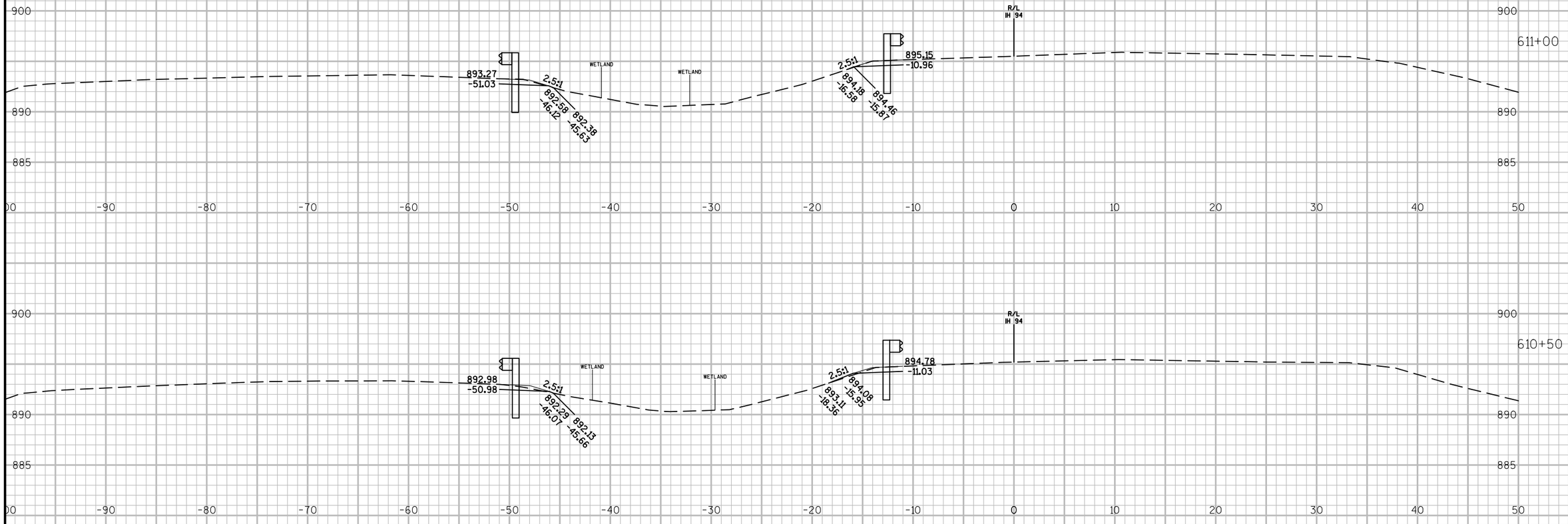


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 317	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (136)

PLOT DATE : 7/30/2018 3:28 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

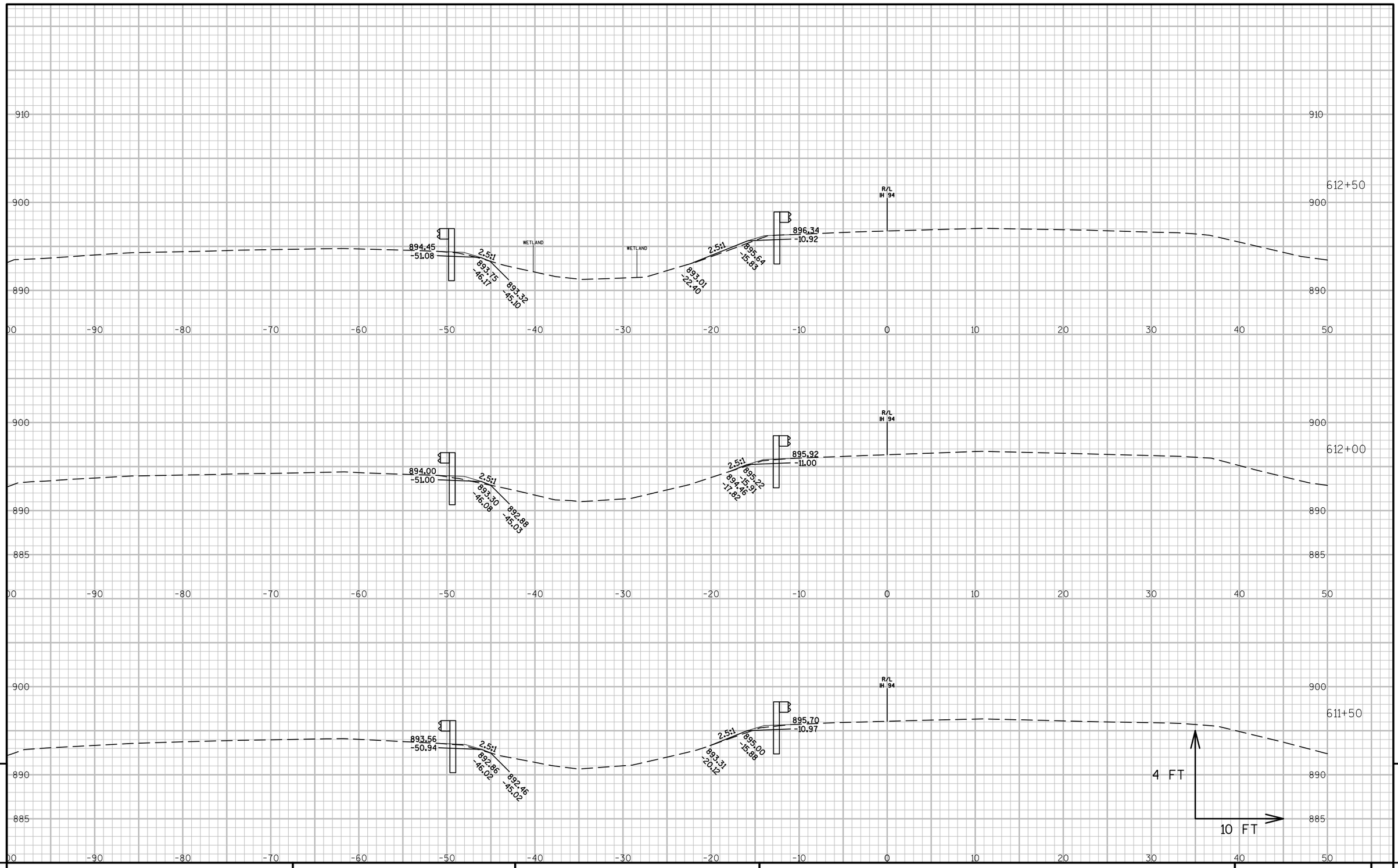
WISDOT/CADDS SHEET 49



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 318	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (137)

PLOT DATE : 7/30/2018 3:28 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



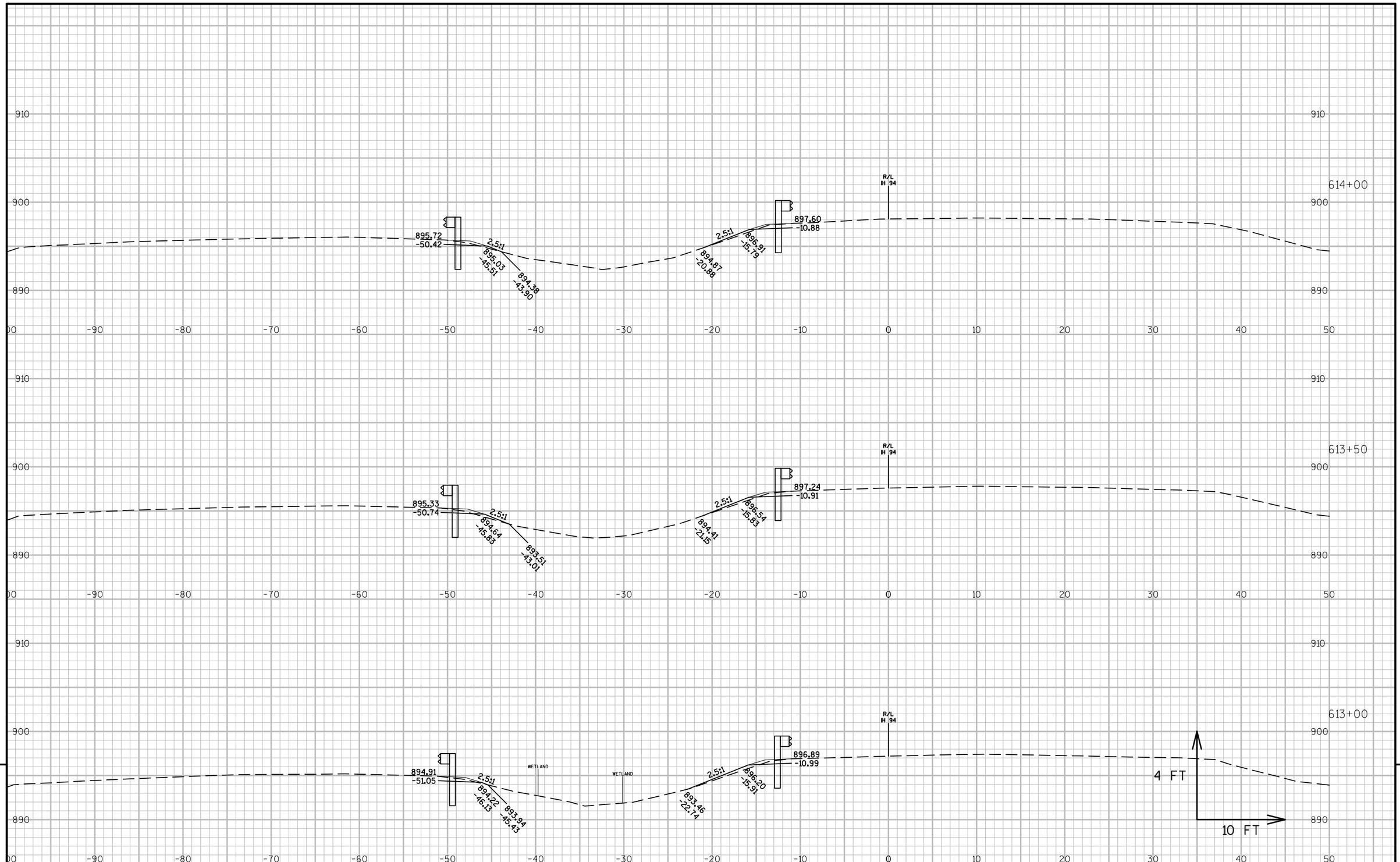
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 319	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (138)

PLOT DATE : 7/30/2018 3:28 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

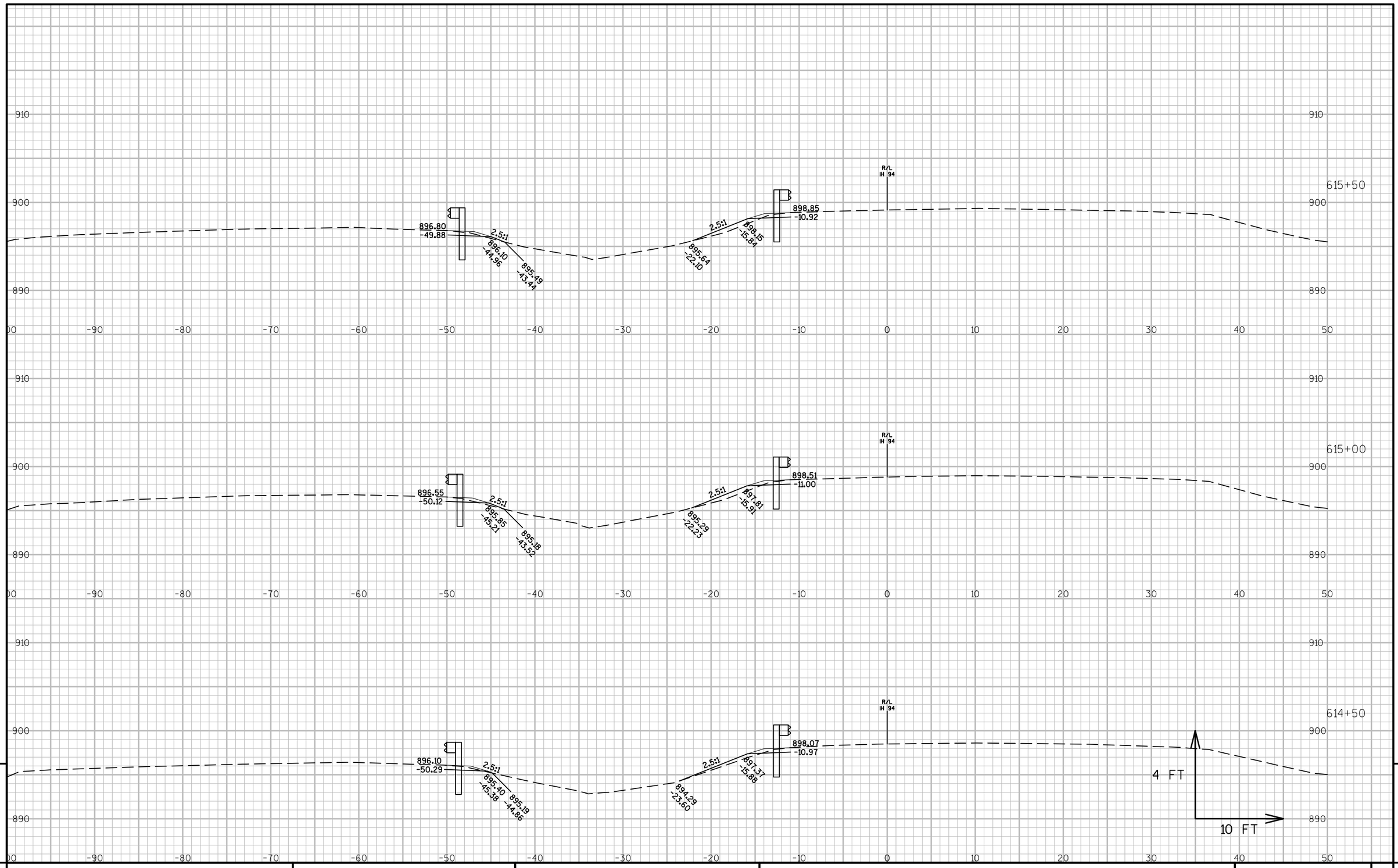
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 320	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (139)

PLOT DATE : 7/30/2018 3:29 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

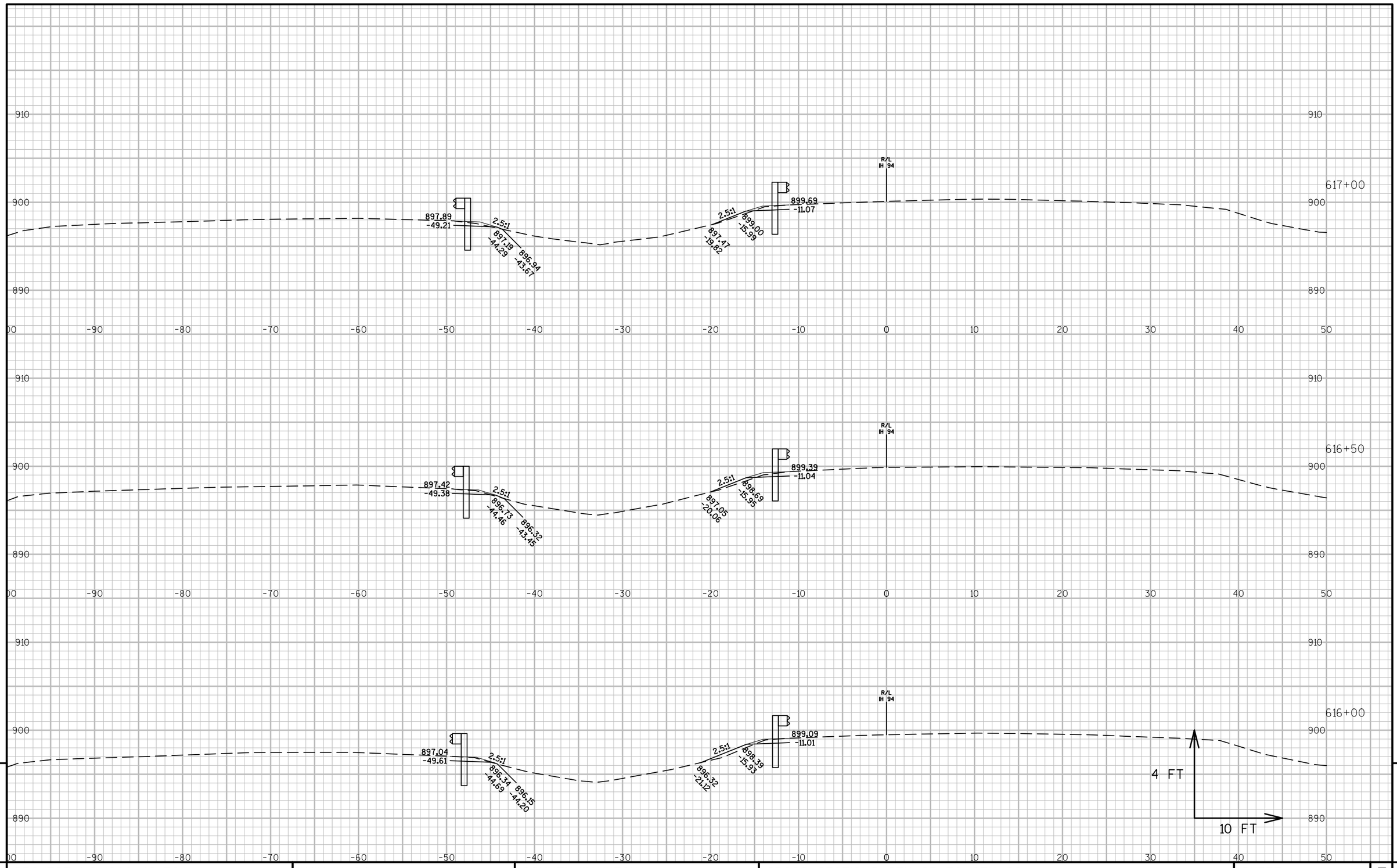
WISDOT/CADDS SHEET 49



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 321	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (140)

PLOT DATE : 7/30/2018 3:29 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



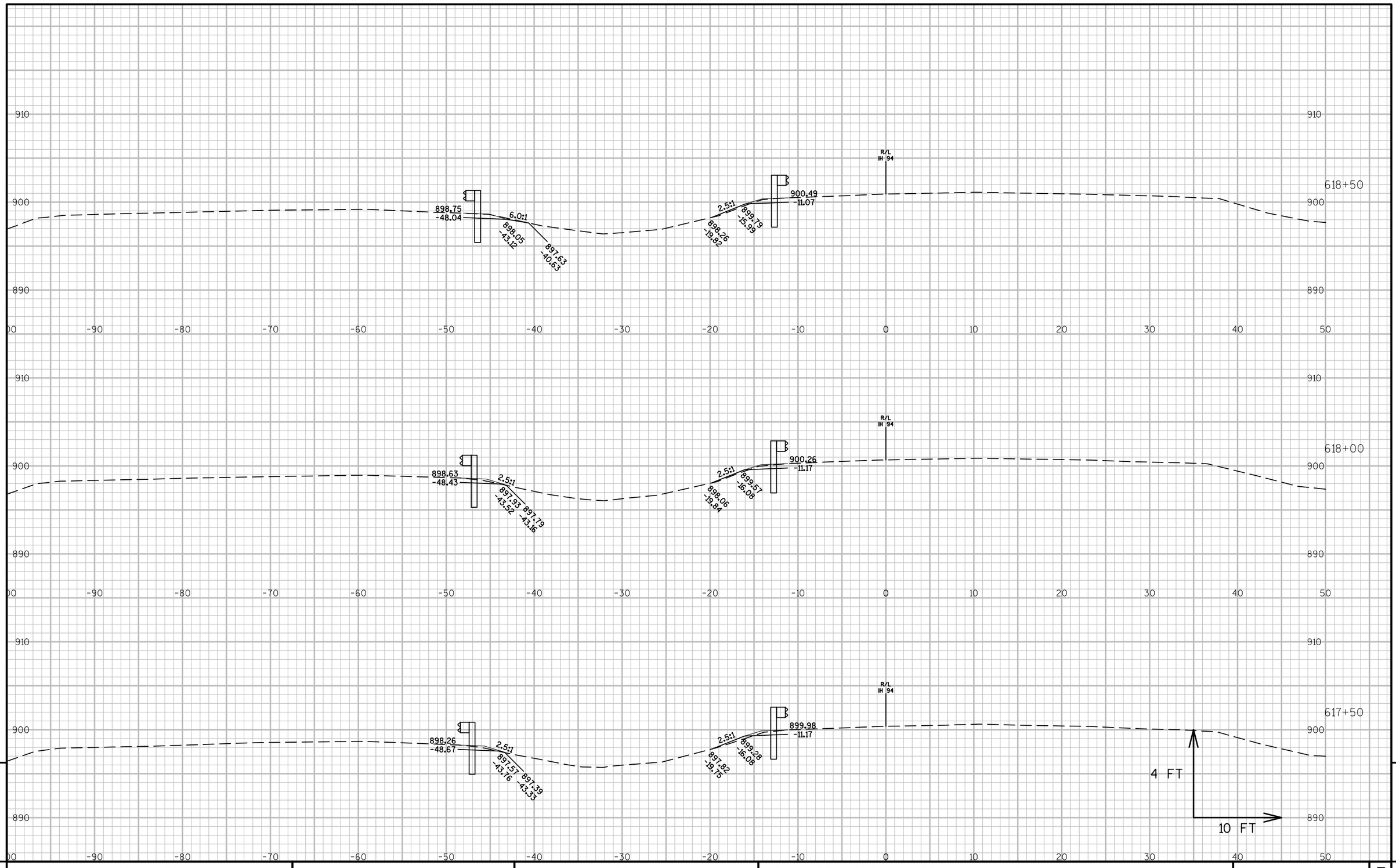
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 322	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (141)

PLOT DATE : 7/30/2018 3:29 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



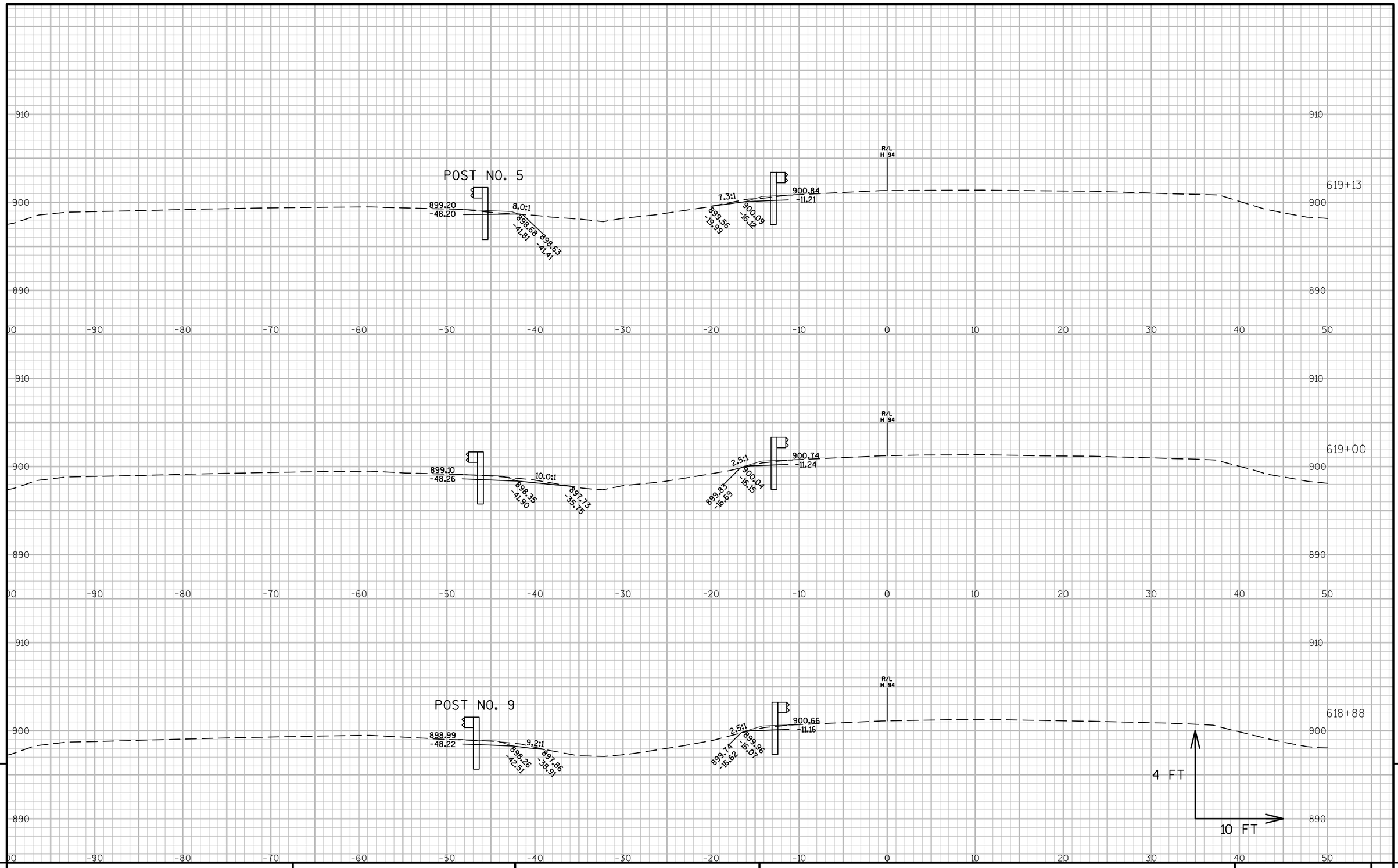
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9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 323	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (142)

PLOT DATE : 7/30/2018 3:29 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



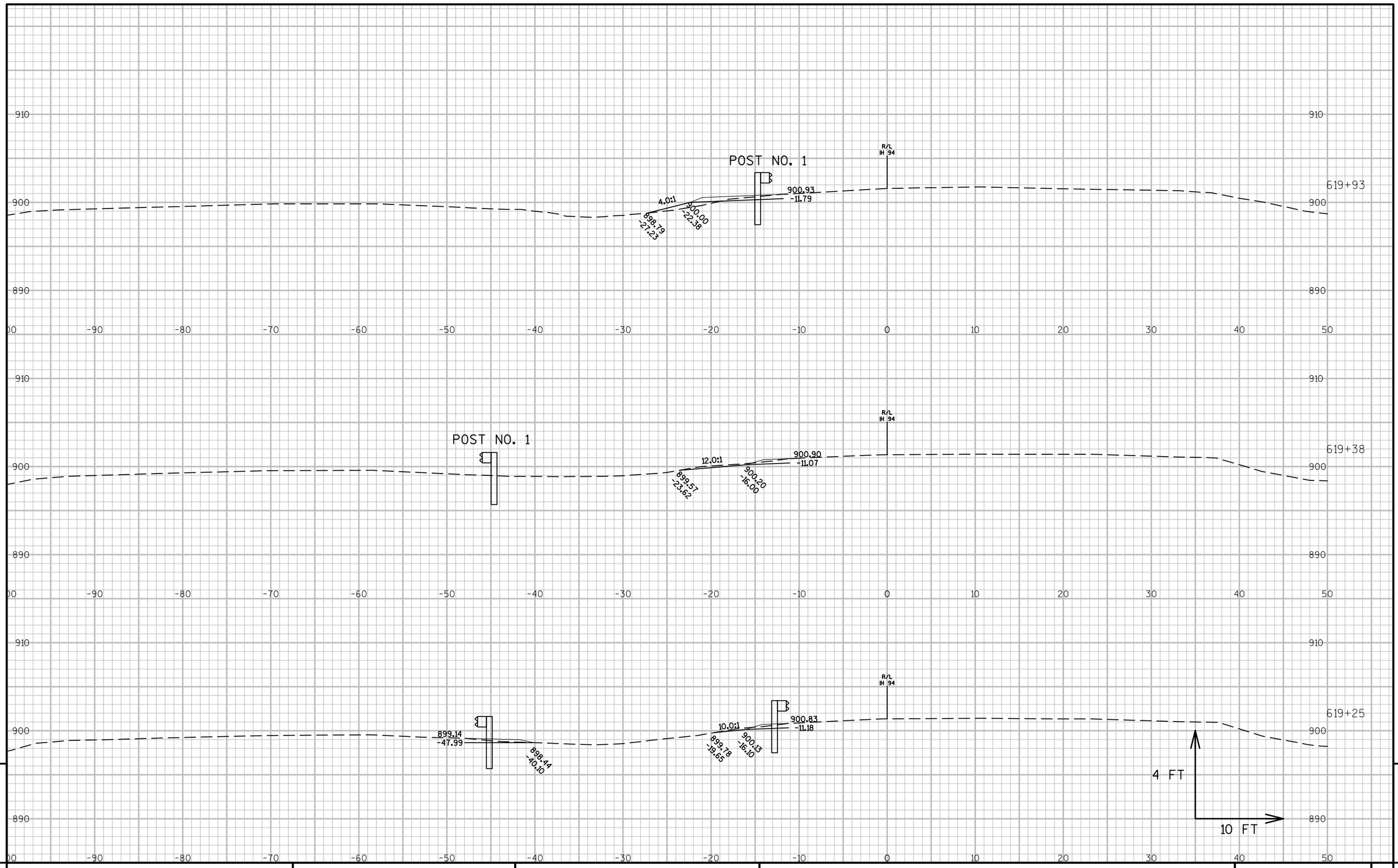
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9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 324	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (143)

PLOT DATE : 7/30/2018 3:30 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 325	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (144)

PLOT DATE : 7/30/2018 3:30 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

POST NO. 5

R/L IH 94

899.54
-47.39
6.0:1
898.84
-42.48
898.19
-38.80
897.41
-29.57
3.0:1
900.36
-19.96
901.22
-11.10

620+18

620+00

899.42
-47.49
4.0:1
898.72
-42.58
898.09
-40.04
897.40
-32.63
4.0:1
900.15
-21.61
901.05
-11.59

619+94

899.38
-47.52
12.0:1
898.68
-42.60
898.23
-37.11
898.41
-28.72
4.0:1
900.03
-22.25
900.95
-11.79

4 FT
10 FT

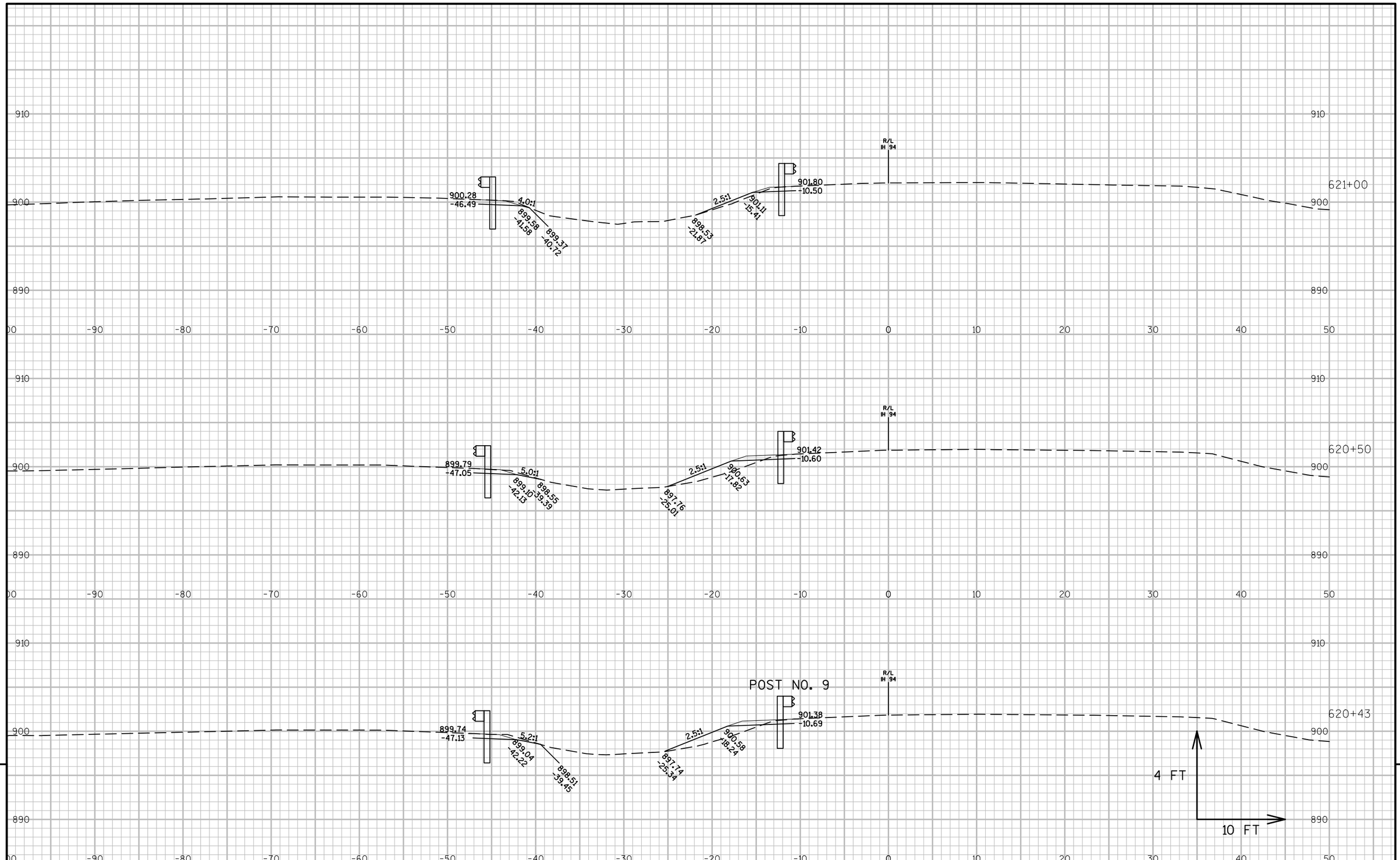
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 326	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (145)

PLOT DATE : 7/30/2018 3:30 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



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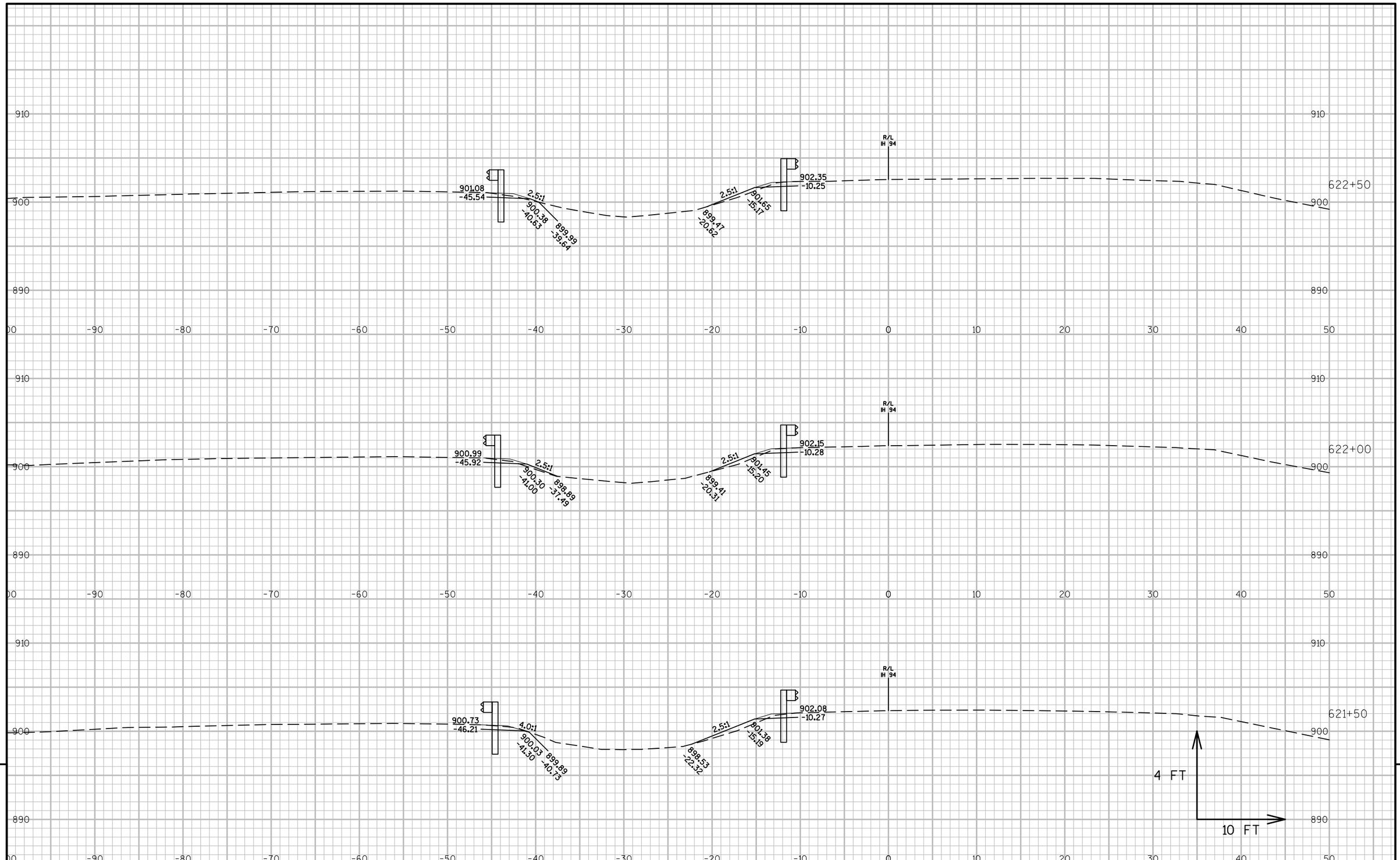
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 327	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (146)

PLOT DATE : 7/30/2018 3:31 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

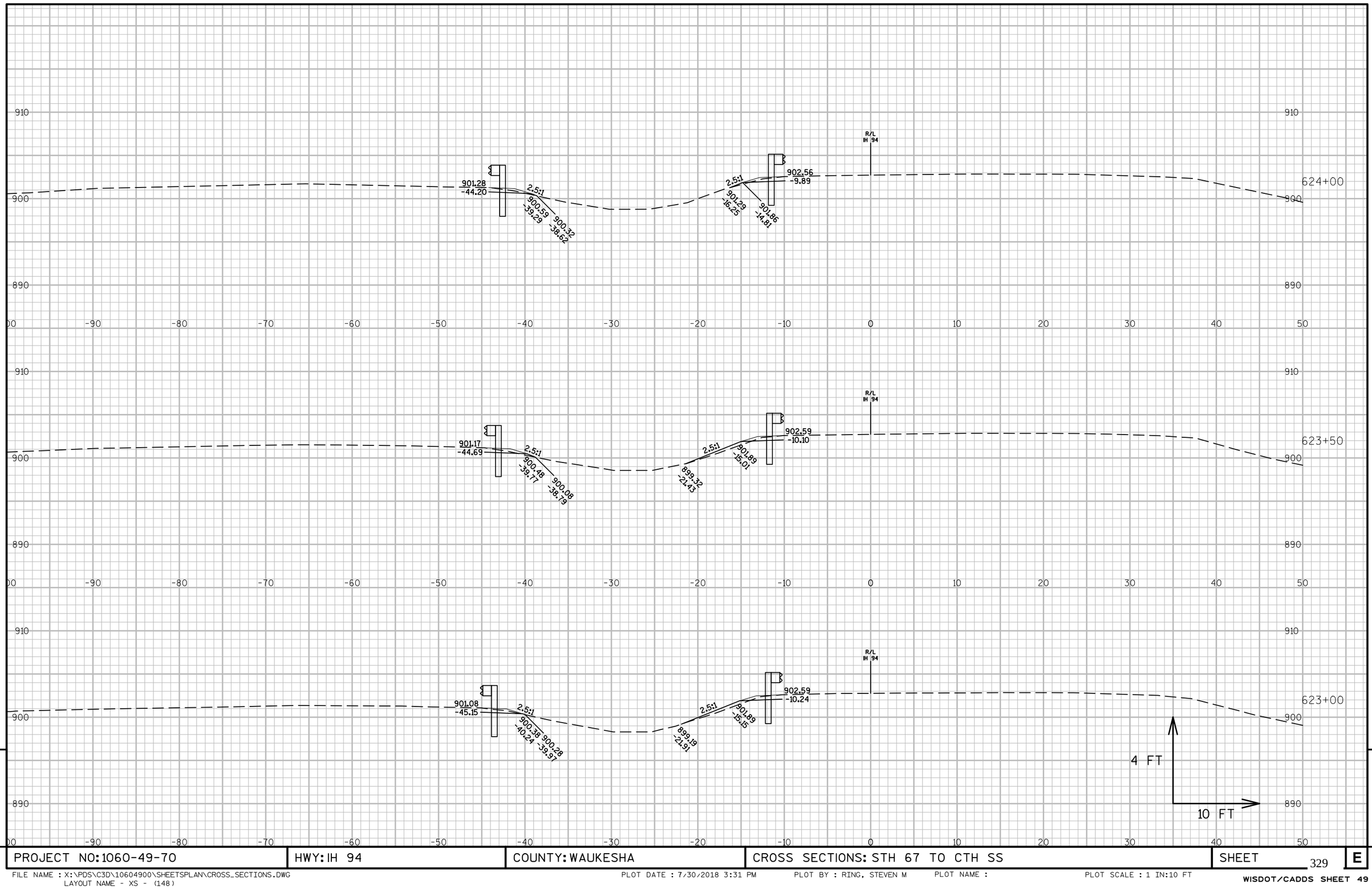
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 328	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (147)

PLOT DATE : 7/30/2018 3:31 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



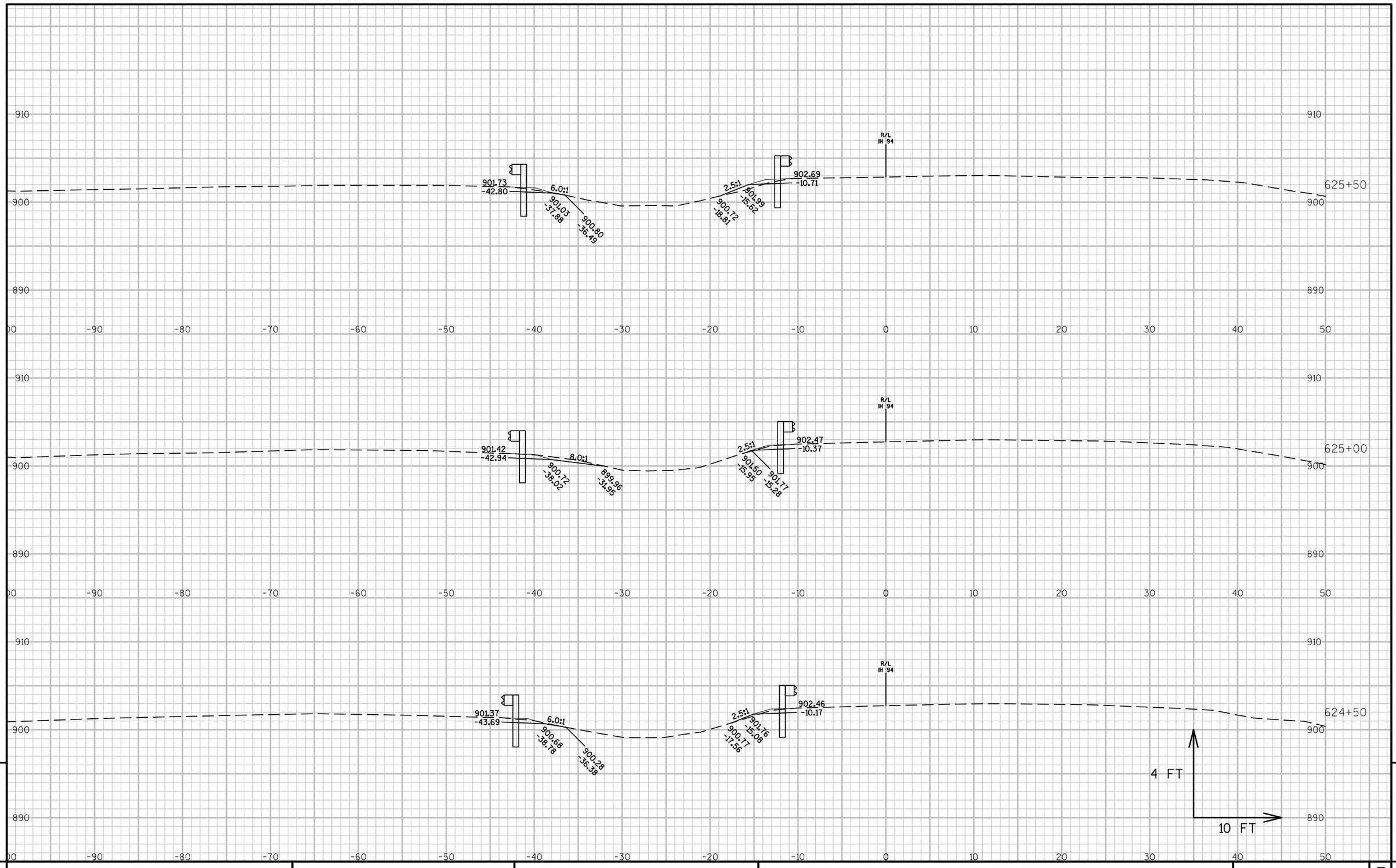
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 329	E

9

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (148)

PLOT DATE : 7/30/2018 3:31 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



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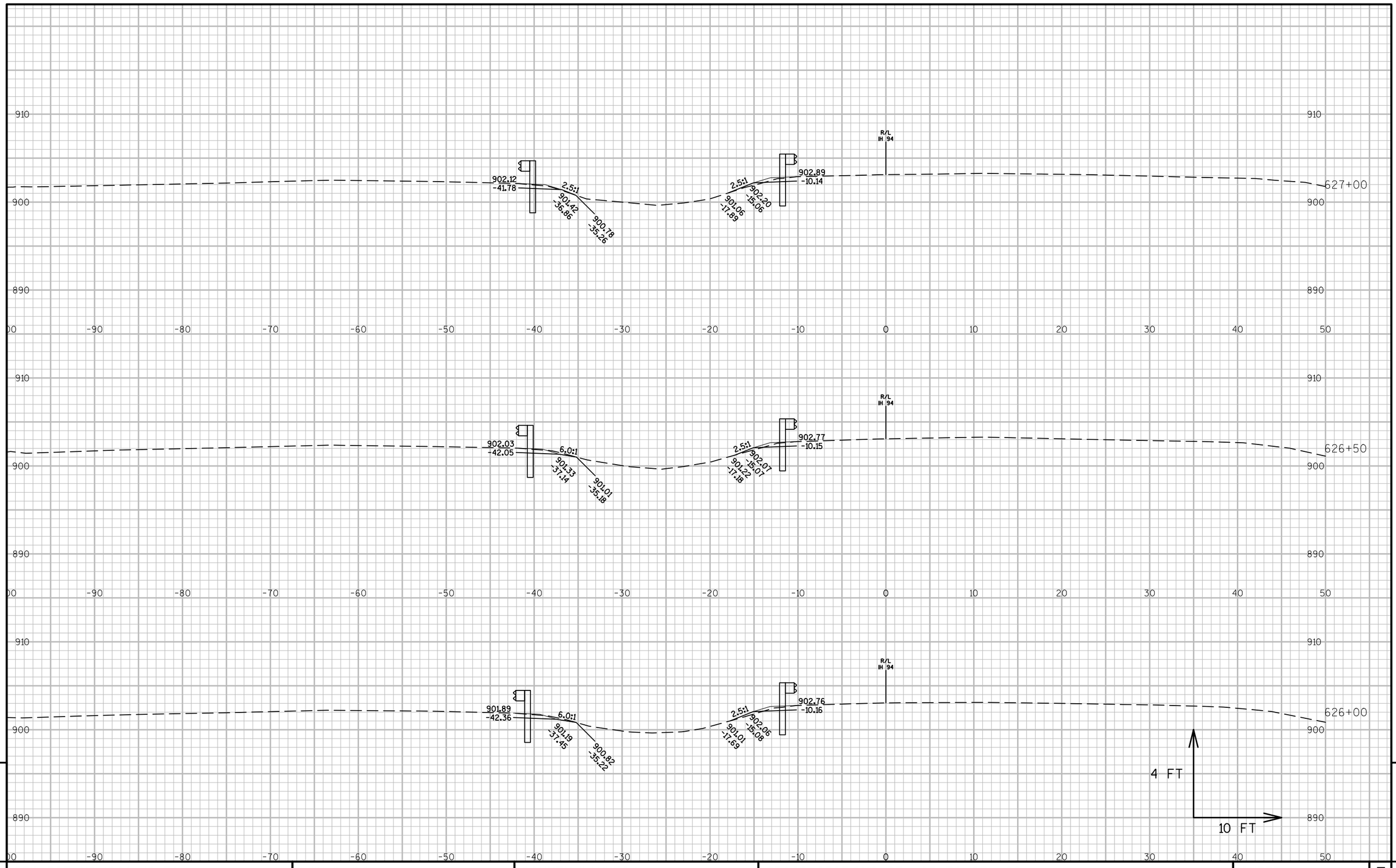
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 330	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (149)

PLOT DATE : 7/30/2018 3:31 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 331	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (150)
PLOT DATE : 7/30/2018 3:32 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49

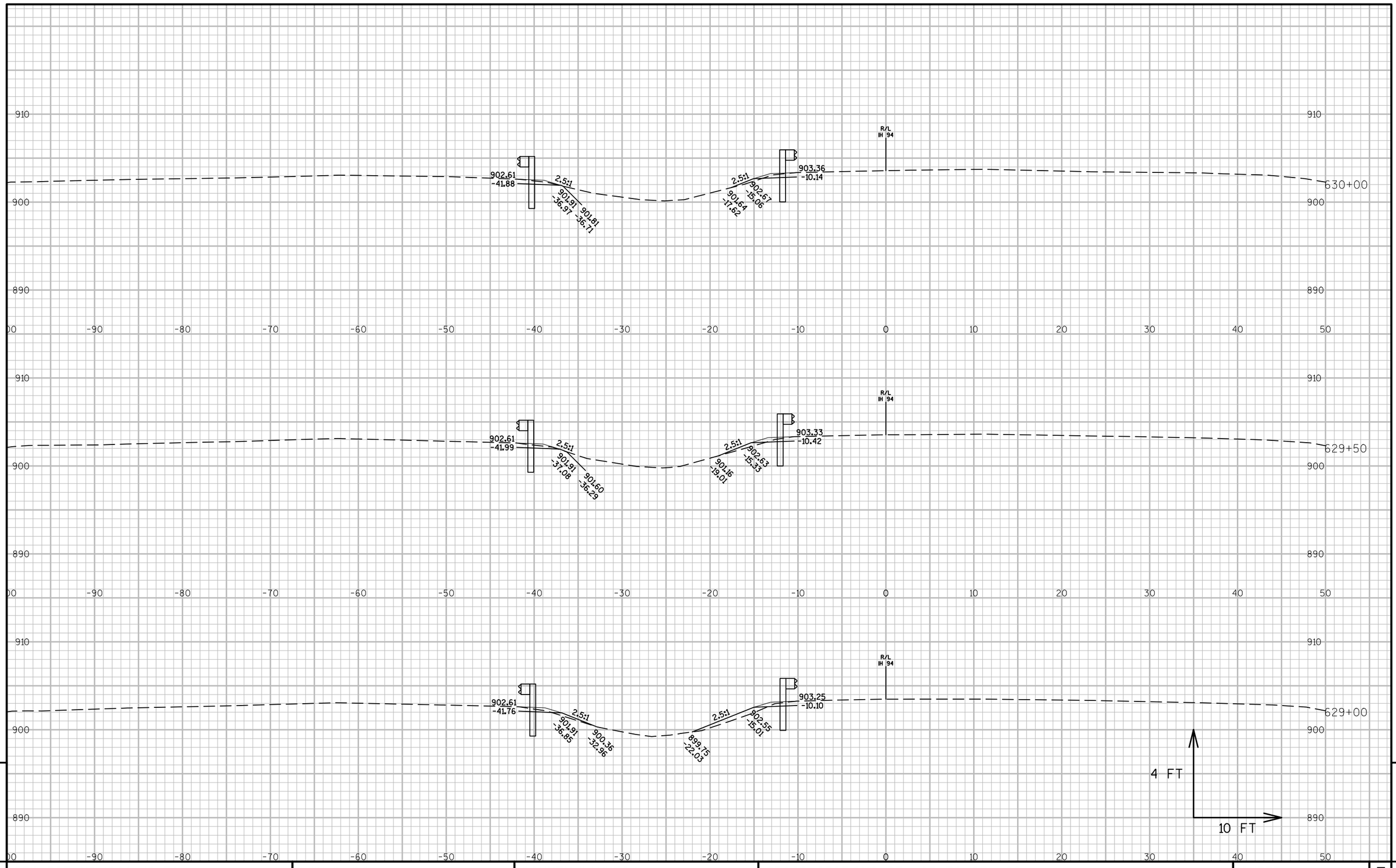
9

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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 332	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (151)

PLOT DATE : 7/30/2018 3:32 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT



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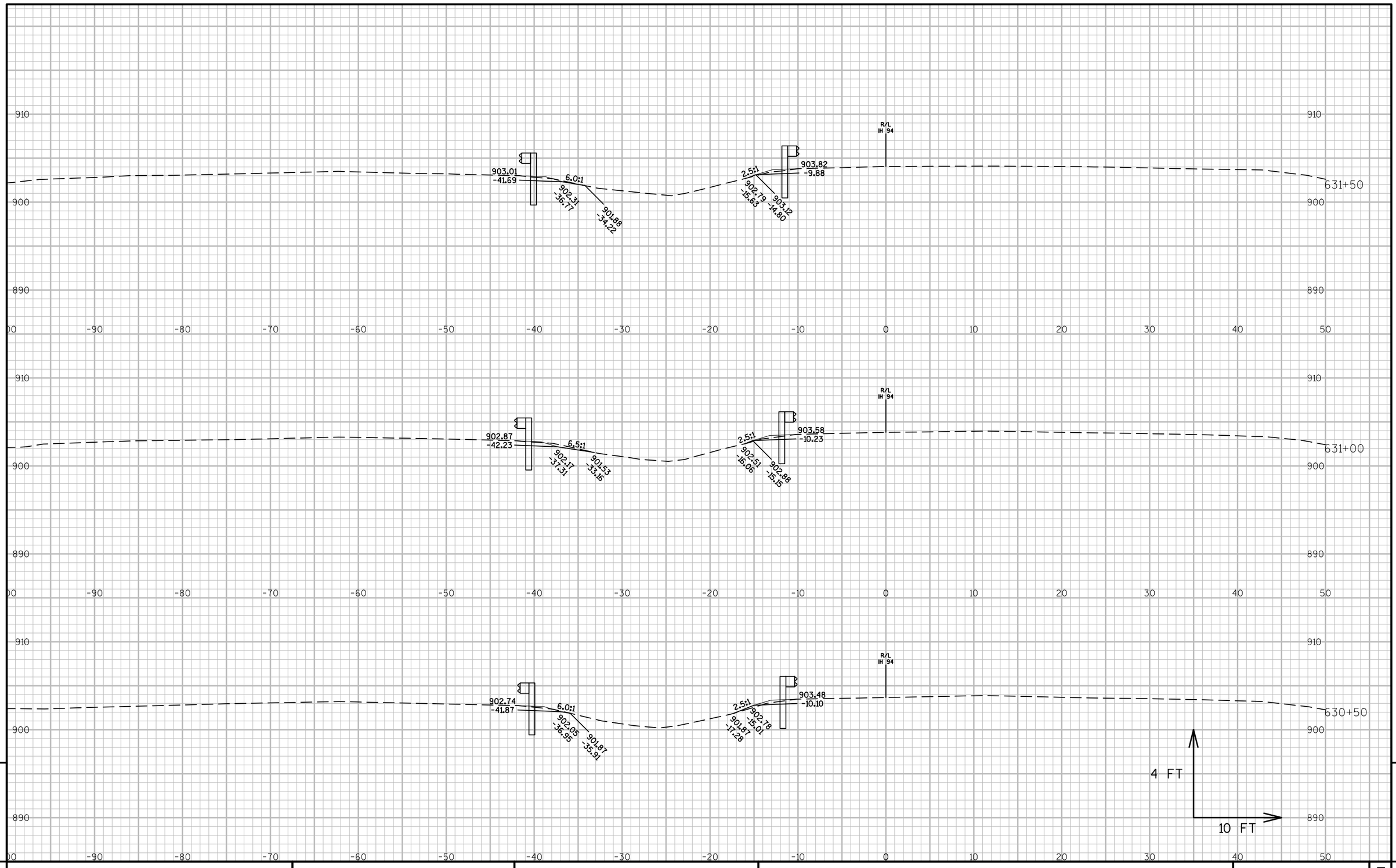
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 333	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (152)

PLOT DATE : 7/30/2018 3:32 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

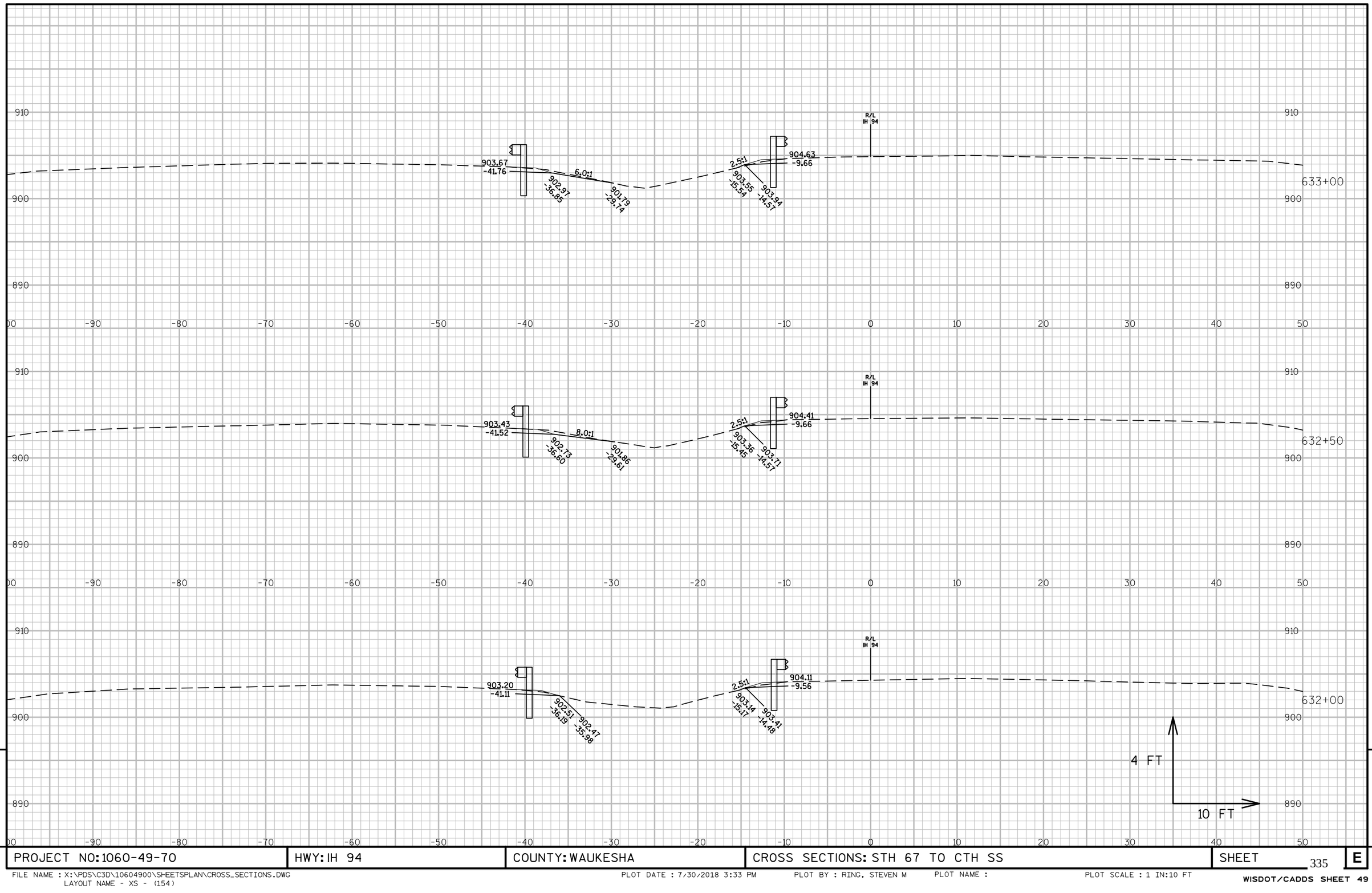
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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 334	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (153)

PLOT DATE : 7/30/2018 3:32 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

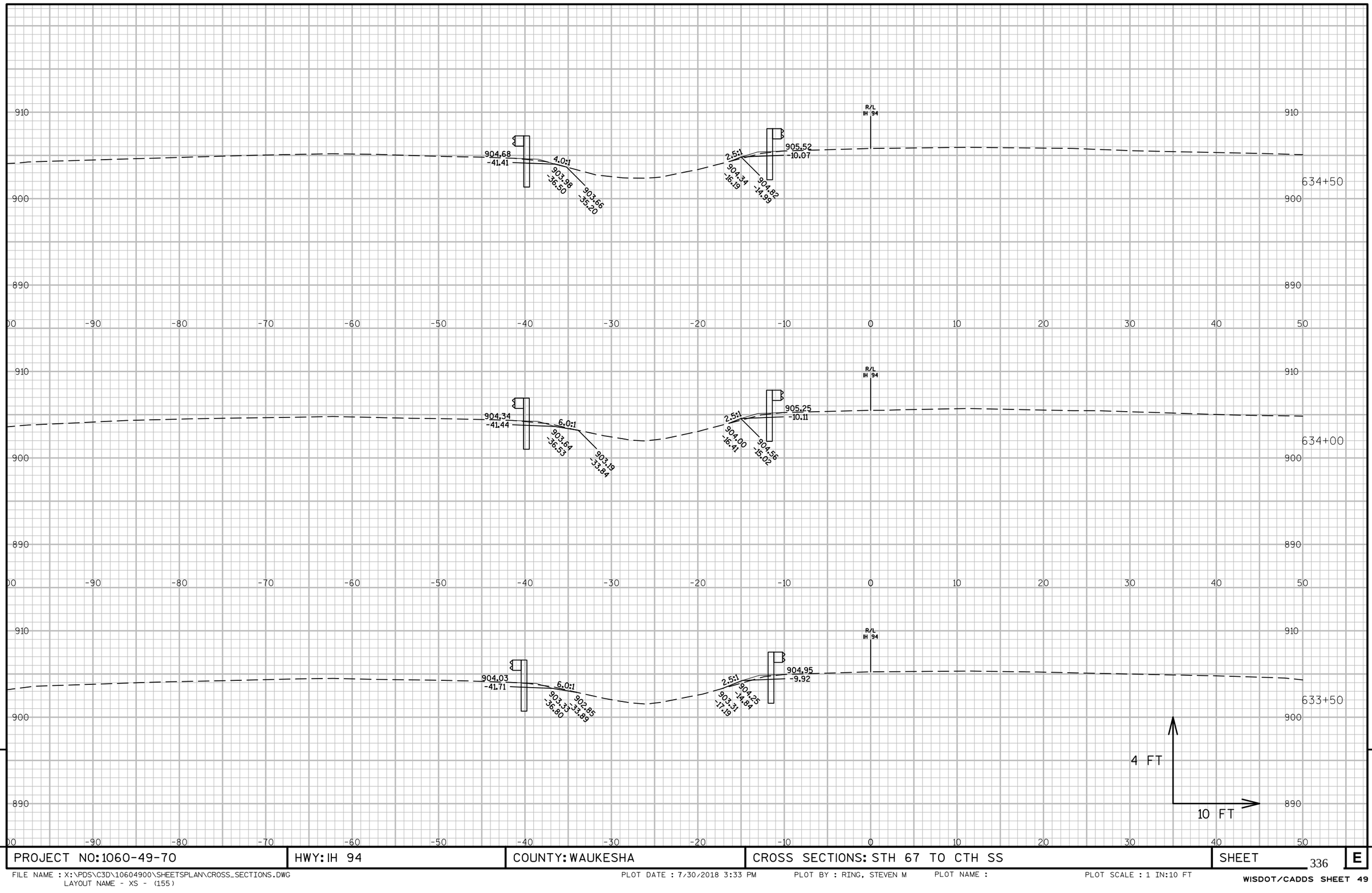


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 335	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (154)

PLOT DATE : 7/30/2018 3:33 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



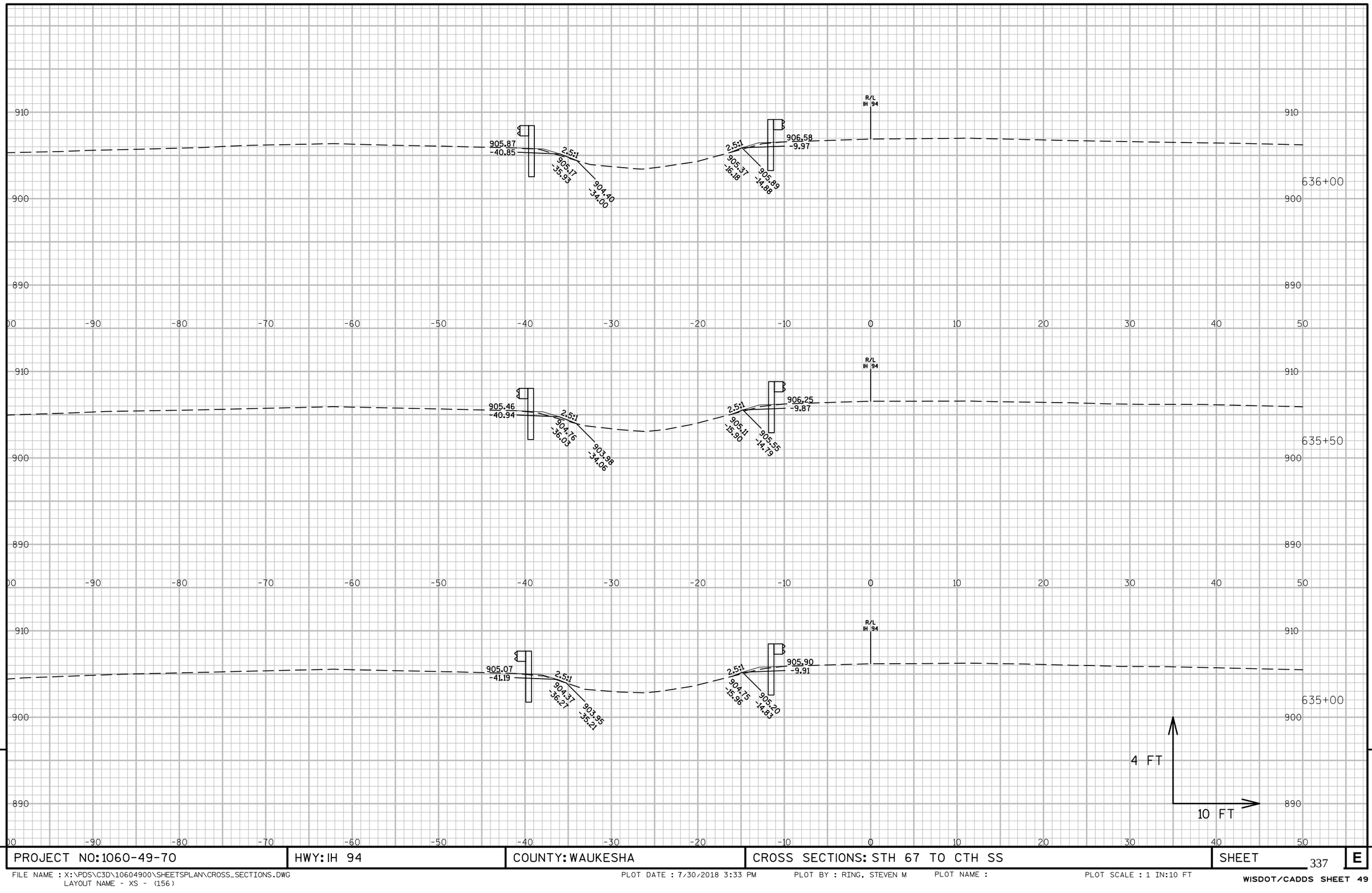
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9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 336	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (155)

PLOT DATE : 7/30/2018 3:33 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

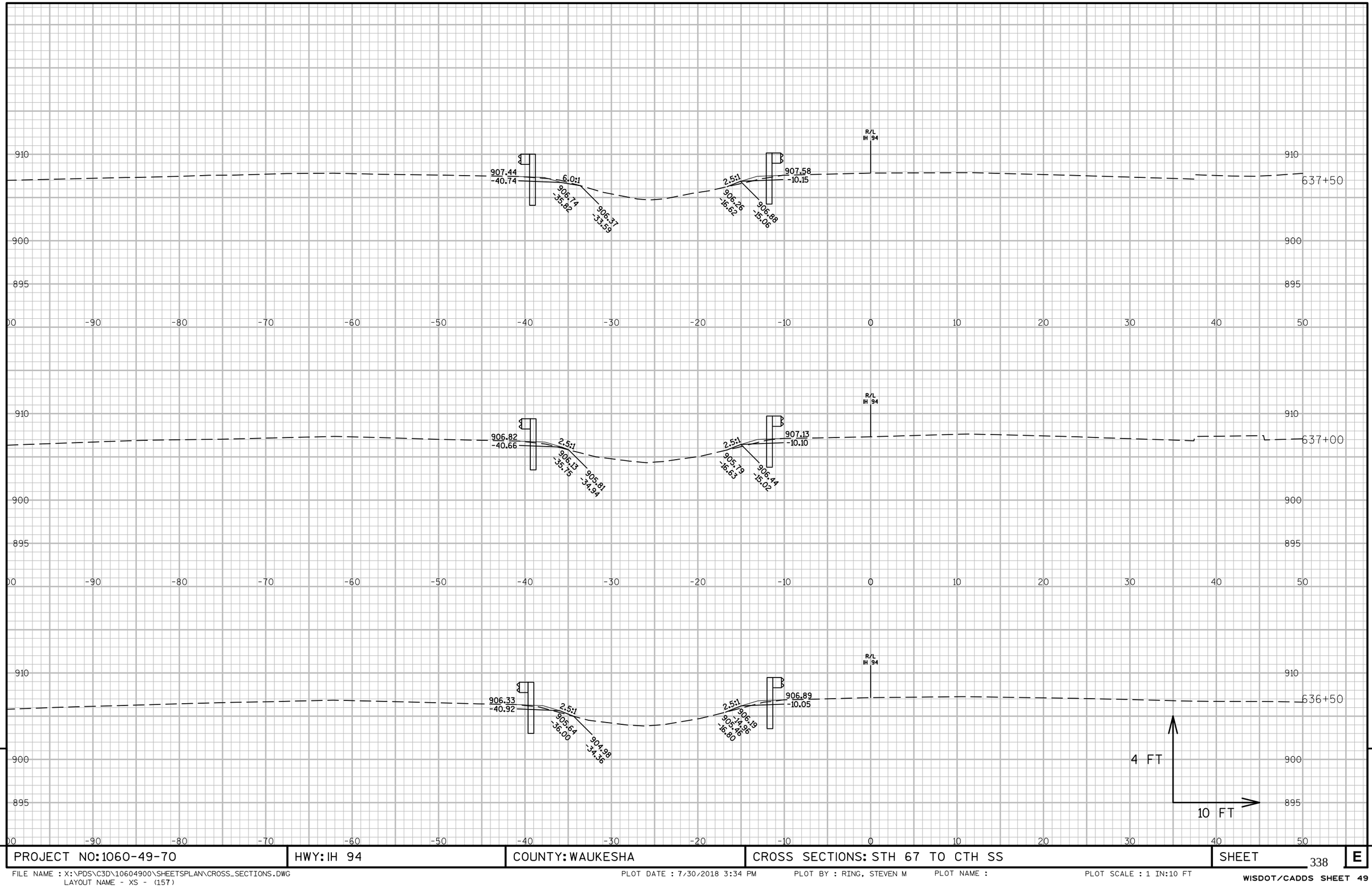


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 337	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (156)

PLOT DATE : 7/30/2018 3:33 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



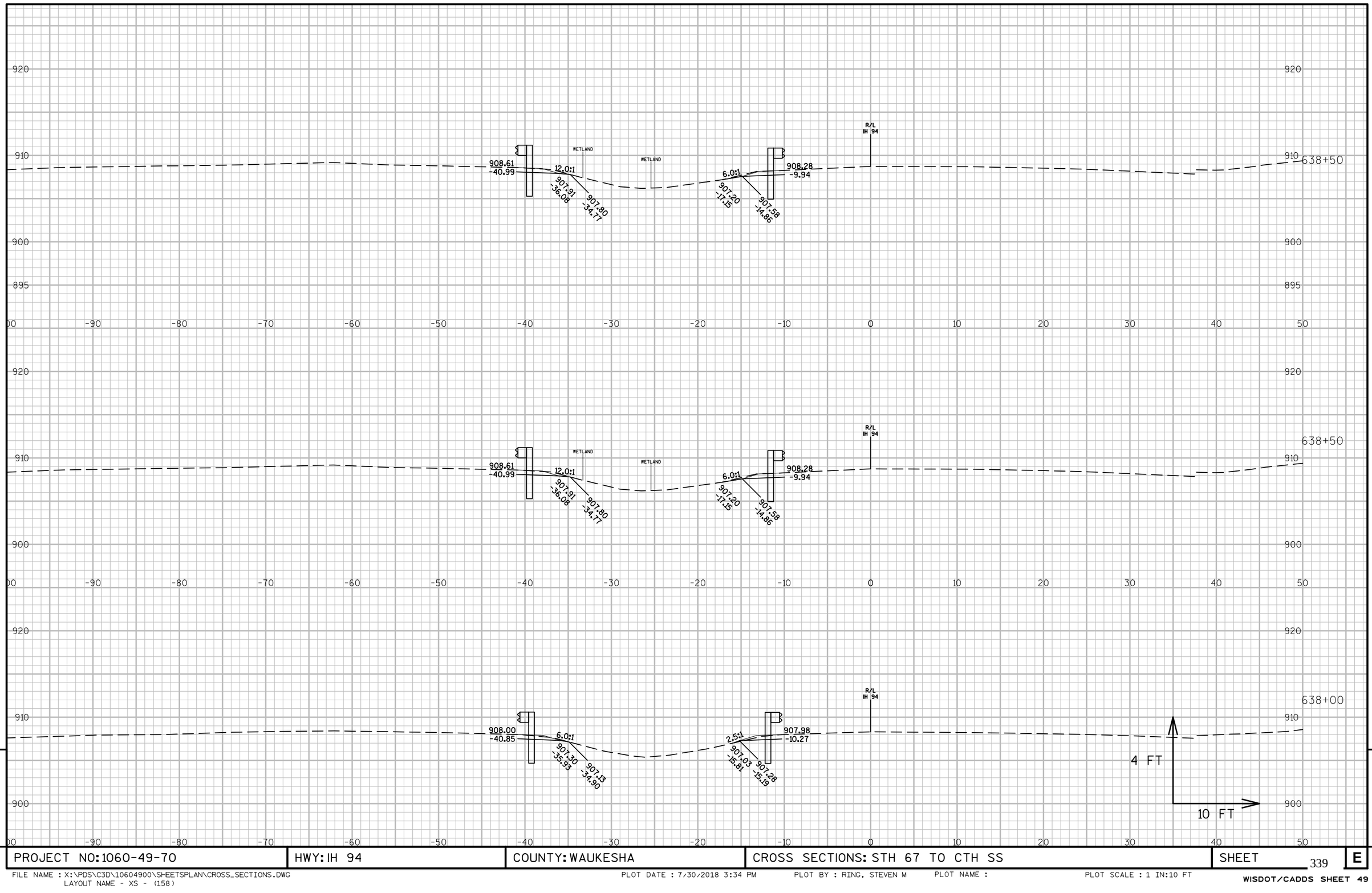
9

9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 338	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (157)

PLOT DATE : 7/30/2018 3:34 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

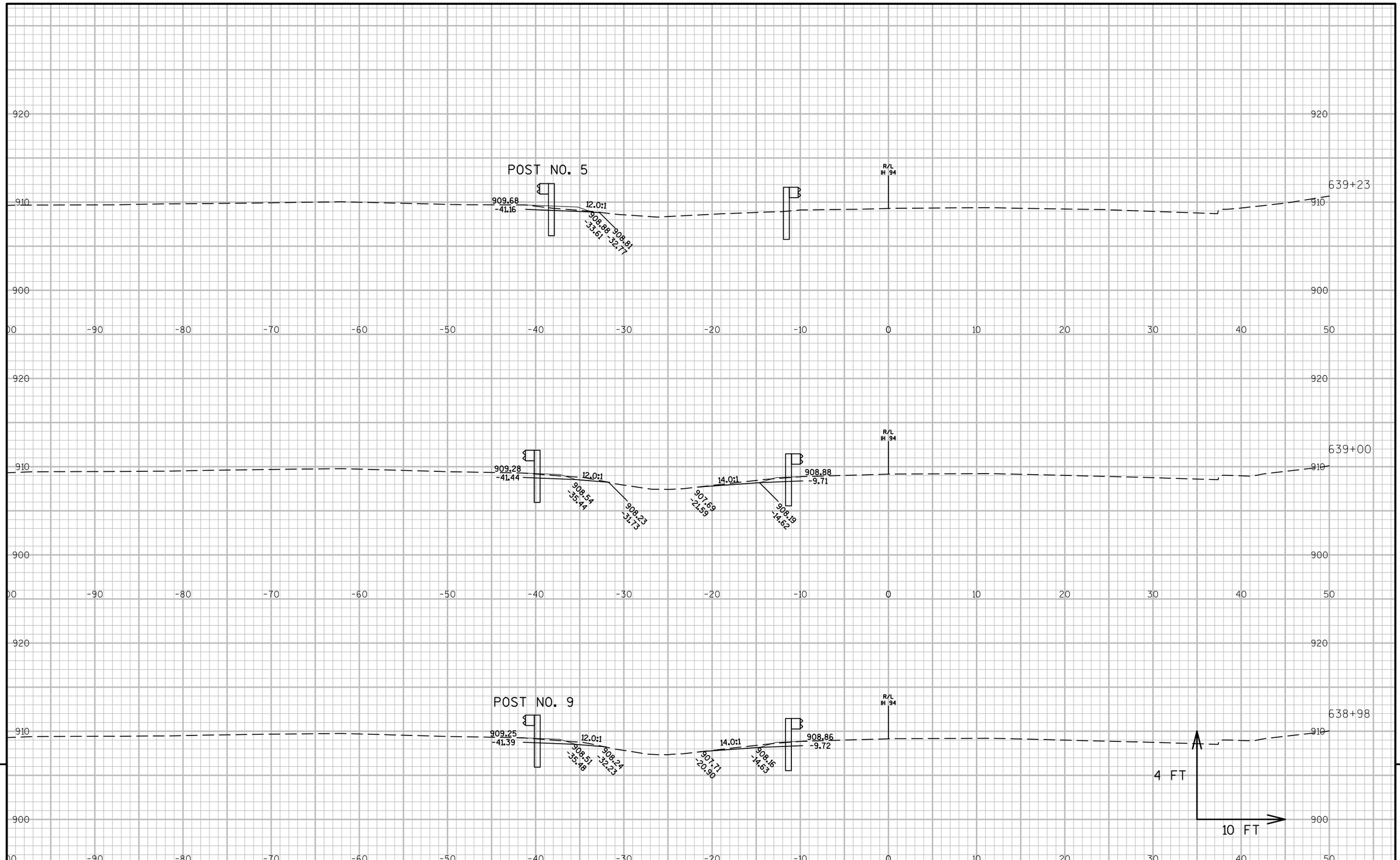


PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 339	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (158)

PLOT DATE : 7/30/2018 3:34 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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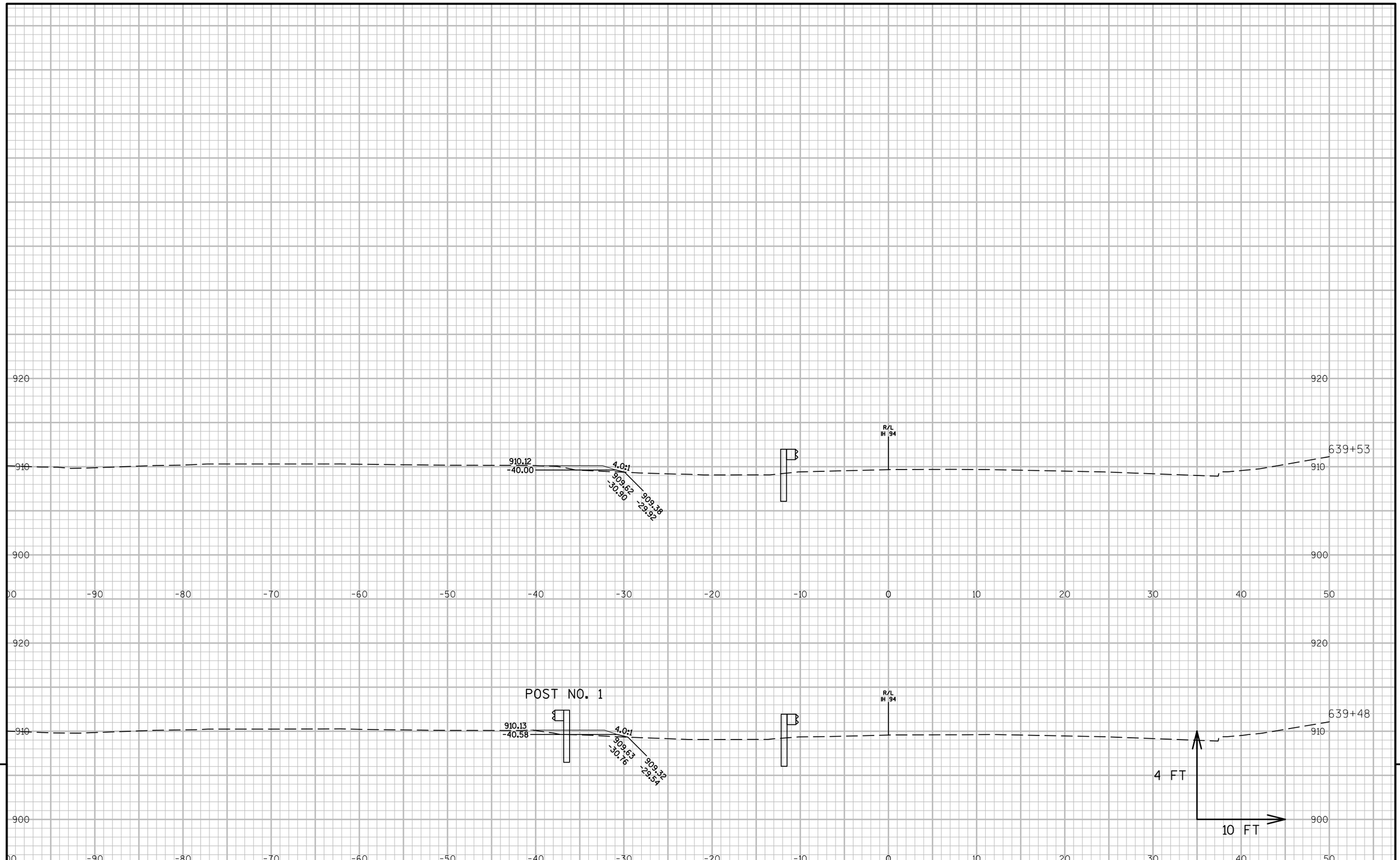
9

PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 340	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (159)

PLOT DATE : 7/30/2018 3:34 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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PROJECT NO: 1060-49-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 67 TO CTH SS	SHEET 341	E

FILE NAME : X:\PDS\C3D\10604900\SHEETSPLAN\CROSS_SECTIONS.DWG
LAYOUT NAME - XS - (160)

PLOT DATE : 7/30/2018 3:34 PM PLOT BY : RING, STEVEN M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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