EAU

PROJECT ID: 7550-00-62

COUNTY: TREMPEALEAU

MARCH 2019

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 = 338

58

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

GALESVILLE - MELROSE

USH 53 TO EAST COUNTY LINE

STH 54

TREMPEALEAU COUNTY

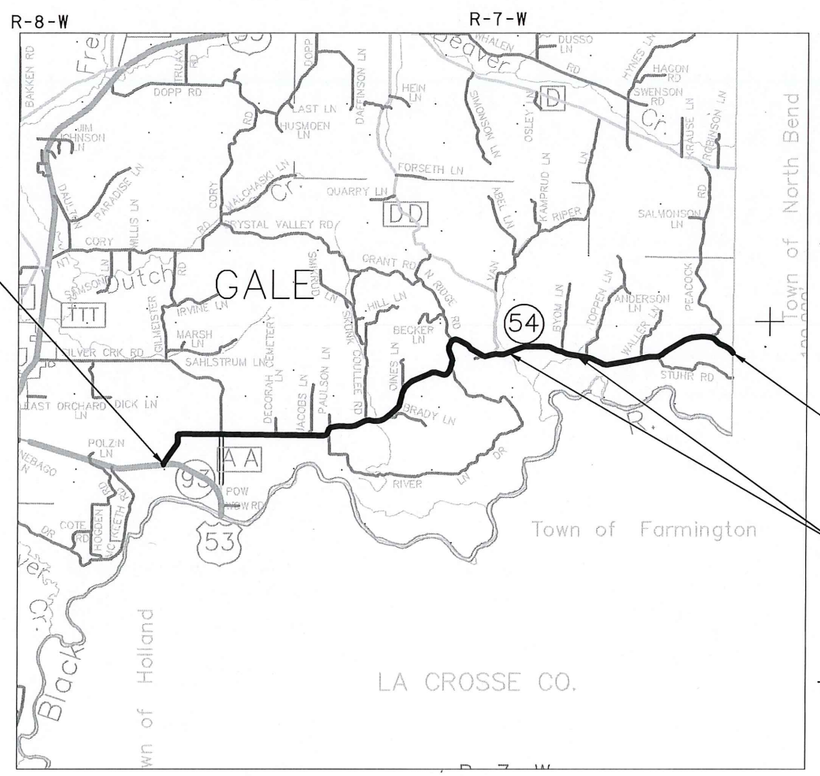
STATE PROJECT NUMBER
7550-00-62

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7550-00-62	WISC 2019186	1

DESIGN DESIGNATION 7550-00-01

A.A.D.T.	(2017)	=	1320
A.A.D.T.	(2027)	=	1460
D.H.V.		=	171
D.D.		=	60/40
T.		=	12.2%
DESIGN SPEED		=	55 MPH
ESALS		=	248,000

BEGIN PROJECT 7550-00-62
STA. 39+20
Y = 332025.718
X = 858668.173



END PROJECT 7550-00-62
STA. 521+06

EXCEPTION TO CENTERLINE LENGTH
B-61-0108, STA. 345+96 - STA. 346+59
B-61-0163, STA. 397+91 - STA. 398+54

LAYOUT
SCALE 0 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 9.126 MI.

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

CONVENTIONAL SYMBOLS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NW REGION
Designer	LUCAS BUDDEN, DAN RAMBO
Project Manager	JESSE LARSON
Regional Examiner	JENNIFER OLDENBURG
Regional Supervisor	NICOLE PASSUELLO

APPROVED FOR THE DEPARTMENT

DATE: 11/1/2018 (Signature)

E

FILE NAME : N:\PDS\C3D\75500001\SHEETSPLAN\010101_TI.DWG
LAYOUT NAME - ****

PLOT DATE : 10/17/2018 11:49 AM

PLOT BY : RAMBO, DANIEL N

PLOT NAME :

N:\PDS\C3D\75500001\SHEETS\010101_TI.DWG

UTILITIES

COMMUNICATIONS LINE
CENTURYLINK
24-HOUR EMERGENCY REPAIR
800-824-2877
TOM MURRAY
333 NORTH FRONT STREET
LA CROSSE, WI 54601
UTILITY PERMITS
608-796-7869 (OFFICE)
608-780-0895 (MOBILE)
tom.l.murray@centurylink.com

CHARTER COMMUNICATIONS
(AKA SPECTRUM)
PERRY MCCLELLAN
1228 12TH AVE S
ONALASKA, WI 54650
608-317-6213
Perry.mcclellan@charter.com

ELECTRICITY - DISTRIBUTION
RIVERLAND ENERGY COOPERATIVE
TIM HOLTAN
N28988 STATE ROAD 93
PO BOX 277
ARCADIA WI 54612-0277
608-323-3381 (OFFICE)
608-797-0102 (MOBILE)
tholtan@riverlandenergy.com

ELECTRIC - TRANSMISSION
XCEL ENERGY
PAM TAYLOR
PO BOX 0008
EAU CLAIRE, WI 54702-0008
715-737-1306
Pamela.L.Taylor@xcelenergy.com
COPY ALL CORRESPONDENCE TO:
CORISSA SEELY
1414 WEST HAMILTON AVENUE
PO BOX 0008
EAU CLAIRE, WI 54702-0008
715-737-4097
corissa.e.seely@xcelenergy.com

GAS
MIDWEST NATURAL GAS INC
TROY AUNE
3600 STATE HIGHWAY 157
PO BOX 429
LA CROSSE, WI 54602-0429
608-780-0210 (OFFICE)
troya@midwestnaturalgas.com

DNR

DNR NORTHERN REGION
AMY LESIK
1300 WEST CLAIREMONT AVENUE
EAU CLAIRE, WI 5701-6127
(715) 836-6571 (OFFICE)
AmyL.Lesik@Wisconsin.gov

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

GENERAL NOTES

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED AND STABILIZED WITH EROSION MAT. ALL OTHER DISTURBED AREAS ARE TO BE SEEDED, FERTILIZED AND MULCHED OR STABILIZED WITH EROSION MAT AT THE CONTRACTOR'S EXPENSE.

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

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

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

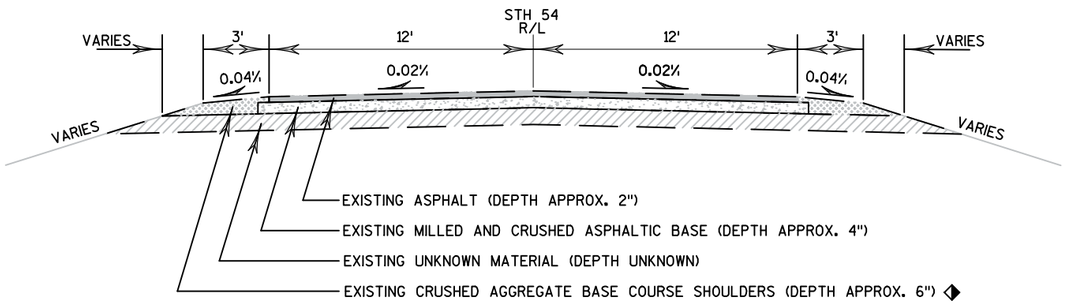
DETAILS OF INSTALLATION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS PLAN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, STANDARD DETAILS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

TYPICAL FINISHED SECTION SHOWS THE GENERAL ROADWAY FEATURES THROUGHOUT THE PROJECT. PAVEMENT, SLOPES, BORDER SLOPES, ETC., MAY VARY WITHIN THE STATION LIMITS OF THE STATION SECTION.

EXACT LOCATION OF BEAM GUARD REPAIR AND REPLACEMENT IS TO BE DETERMINED BY THE FIELD ENGINEER.

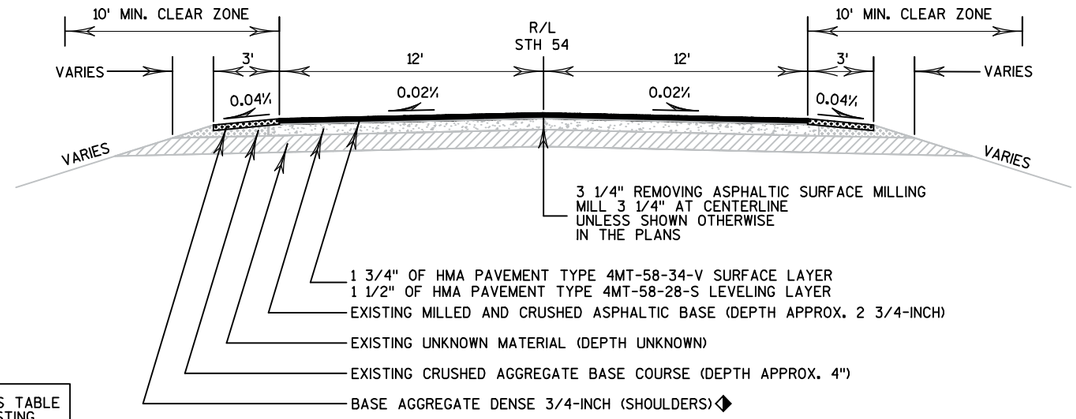
LIST OF STANDARD ABBREVIATIONS

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

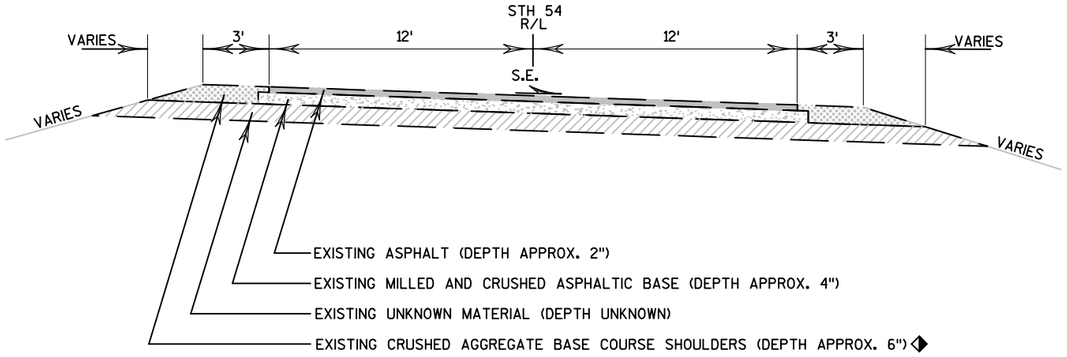


TYPICAL EXISTING TANGENT SECTION
STH 54
39+20 TO 197+26

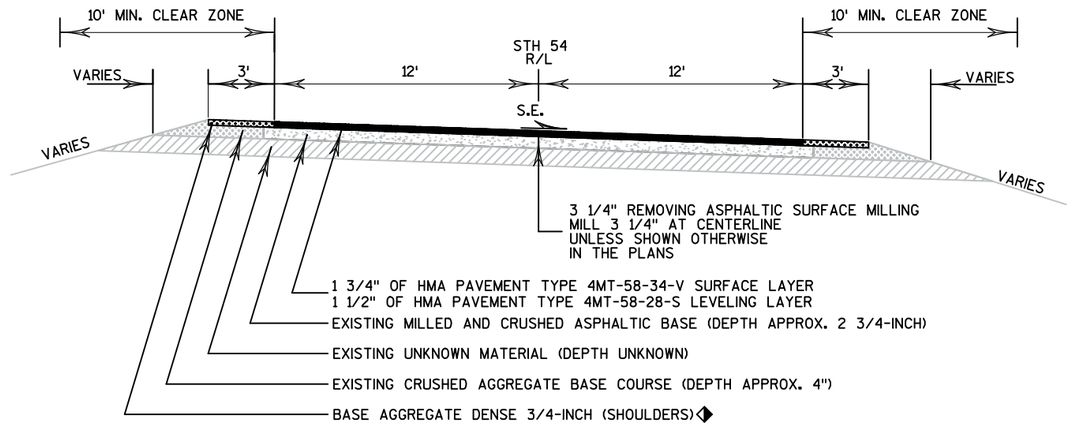
◆ SEE SHOULDER PAVING LOCATIONS TABLE FOR INFORMATION REGARDING EXISTING ASPHALT SHOULDERS AND PROPOSED 3 1/4-INCH HMA PAVEMENT 4MT58-34V PAVED SHOULDERS. (SEE CONSTRUCTION DETAILS FOR LOCATIONS WHERE BEAM GUARD IS ADJACENT TO PROPOSED PAVED SHOULDERS.)



TYPICAL FINISHED TANGENT SECTION
STH 54
39+20 TO 197+26



TYPICAL EXISTING SUPERELEVATED SECTION
STH 54
39+20 TO 197+26

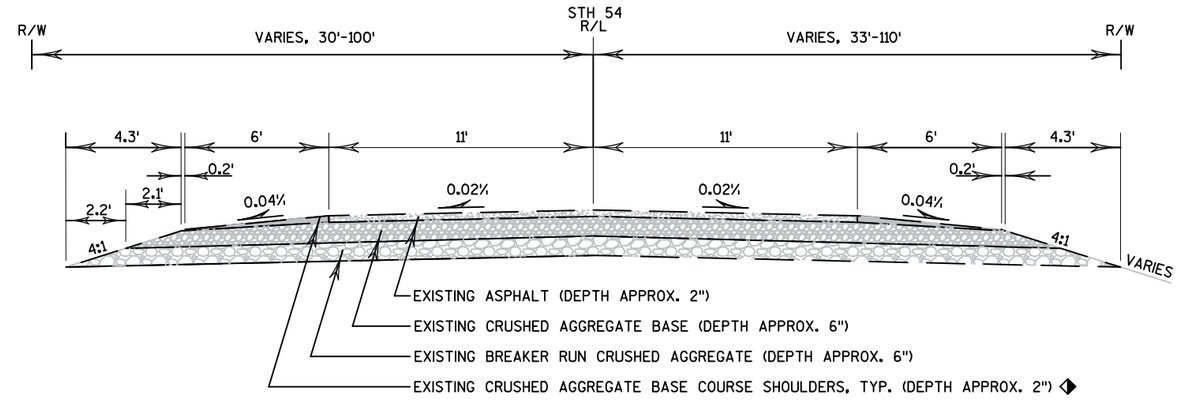


TYPICAL FINISHED SUPERELEVATED SECTION
STH 54
39+20 TO 197+26

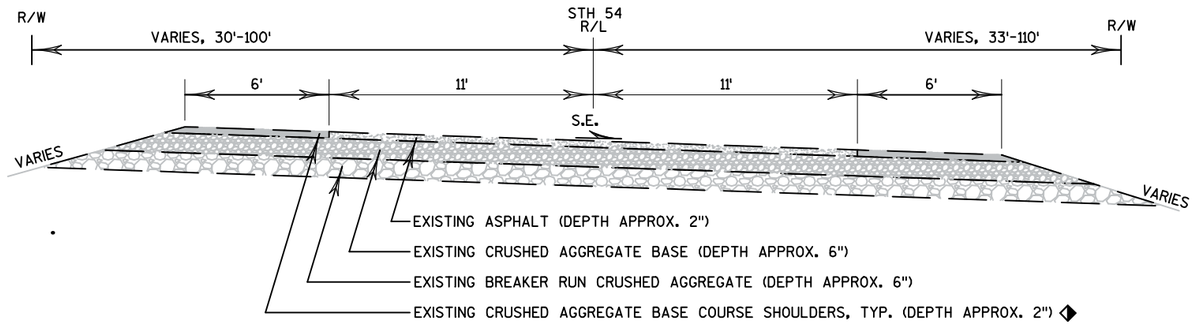
SHOULDER PAVING LOCATIONS

START STA.	END STA.	LT/ RT	EXISTING PAVED LANE WIDTH TYP (FT)	EXISTING PAVED SHOULDER WIDTH TYP. (FT)	PROPOSED PAVED SHOULDER WIDTH TYP. (FT)	APPROXIMATE EXISTING PAVED SHOULDER LENGTH (FT)	EXISTING BEAM GUARD ADJACENT TO SHOULDER (YES/NO)
56+00	60+00	LT	12	-	2	-	NO
167+76	172+90	LT	12	3	3	514	NO
191+00	195+50	LT	12	-	1	-	NO
62+38	64+80	RT	12	3	3	100	NO
172+36	180+27	RT	12	3	3	685	NO

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	TYPICAL SECTIONS	SHEET 3	E



TYPICAL EXISTING TANGENT SECTION
STH 54
STA. 197+26 - STA. 224+15
STA. 236+00 - STA. 255+00
STA. 379+19 - STA. 389+01

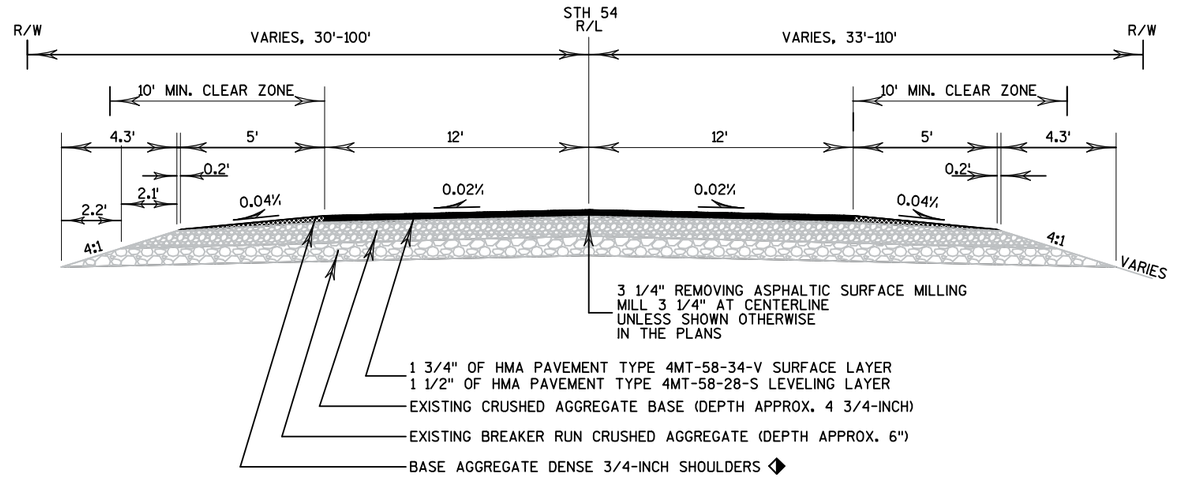


TYPICAL EXISTING SUPERELEVATED SECTION
STH 54
STA. 197+26 - STA. 224+15
STA. 236+00 - STA. 255+00
STA. 379+19 - STA. 389+01

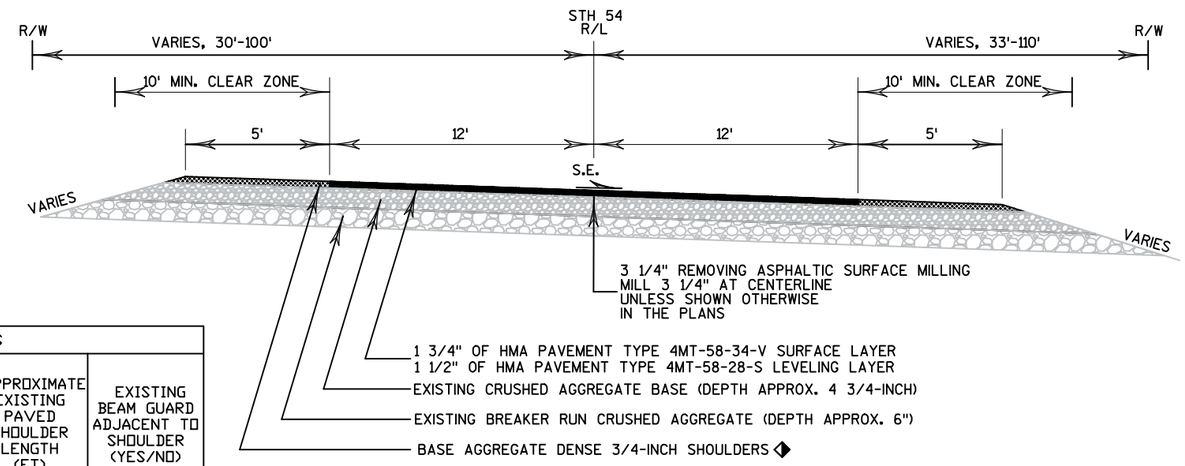
◆ SEE SHOULDER PAVING LOCATIONS TABLE FOR INFORMATION REGARDING EXISTING ASPHALT SHOULDERS AND PROPOSED 3 1/4-INCH HMA PAVEMENT 4MT58-34V PAVED SHOULDERS. (SEE CONSTRUCTION DETAILS FOR LOCATIONS WHERE BEAM GUARD IS ADJACENT TO PROPOSED PAVED SHOULDERS.)

SHOULDER PAVING LOCATIONS

START STA.	END STA.	LT/ RT	EXISTING PAVED LANE WIDTH TYP (FT)	EXISTING PAVED SHOULDER WIDTH TYP. (FT)	PROPOSED PAVED SHOULDER WIDTH TYP. (FT)	APPROXIMATE EXISTING PAVED SHOULDER LENGTH (FT)	EXISTING BEAM GUARD ADJACENT TO SHOULDER (YES/NO)
209+07	213+46	LT	11	6	6	-	YES
213+46	222+30	LT	11	-	2	-	NO
236+00	238+00	LT	11	-	2	-	NO
238+60	239+94	LT	11	-	6	-	YES
251+74	252+67	LT	12	5	5	93	YES
252+67	255+00	LT	12	-	5	-	NO
382+32	387+12	LT	11	-	6	-	YES
200+32	212+12	RT	11	-	6	-	YES
236+00	238+00	RT	11	-	2	-	NO
238+56	239+77	RT	11	-	6	-	YES
246+18	251+84	RT	12	-	5	-	YES
252+44	255+00	RT	12	-	5	-	NO
379+19	380+00	RT	12	-	1	-	NO
382+93	386+55	RT	11	-	6	-	YES

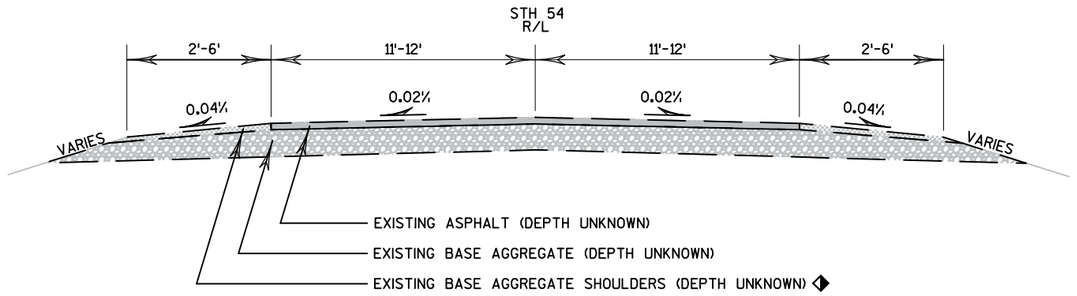


TYPICAL FINISHED TANGENT SECTION
STH 54
STA. 197+26 - STA. 224+15
STA. 236+00 - STA. 255+00
STA. 379+19 - STA. 389+01



TYPICAL FINISHED SUPERELEVATED SECTION
STH 54
STA. 197+26 - STA. 224+15
STA. 236+00 - STA. 255+00
STA. 379+19 - STA. 389+01

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	TYPICAL SECTIONS	SHEET 4	E

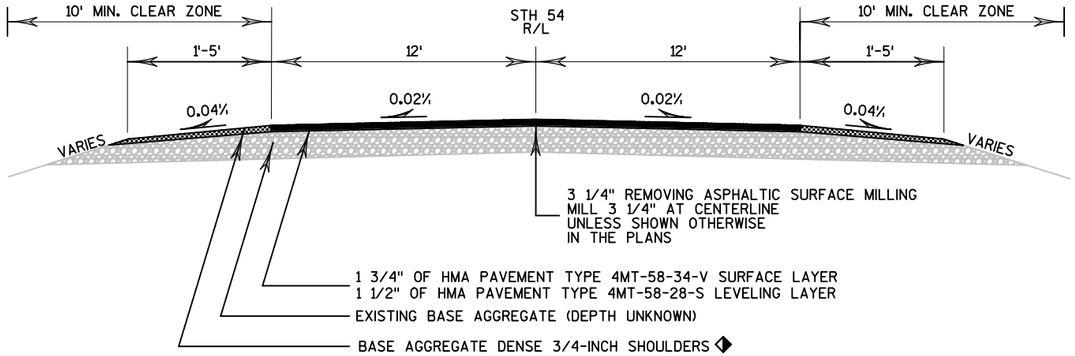


TYPICAL EXISTING TANGENT SECTION

STH 54

STA. 224+15 - STA. 236+00
STA. 350+37 - STA. 379+19
STA. 389+01 - STA. 391+74
STA. 403+24 - STA. 447+81
STA. 464+81 - STA. 521+06

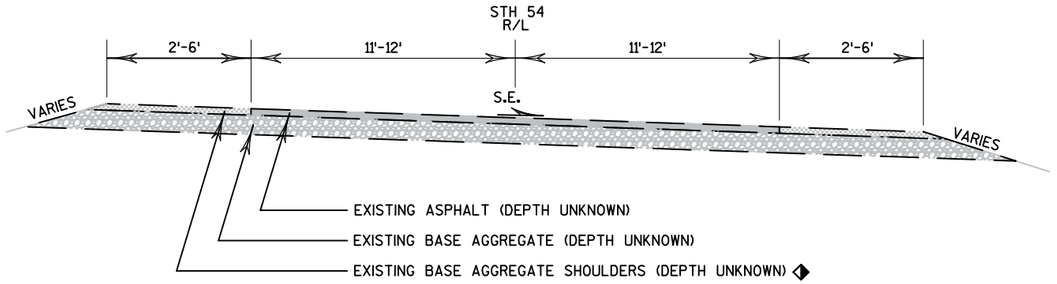
◆ SEE SHOULDER PAVING LOCATIONS TABLE FOR INFORMATION REGARDING EXISTING ASPHALT SHOULDERS AND PROPOSED 3 1/4-INCH HMA PAVEMENT 4MT58-34V PAVED SHOULDERS. (SEE CONSTRUCTION DETAILS FOR LOCATIONS WHERE BEAM GUARD IS ADJACENT TO PROPOSED PAVED SHOULDERS.)



TYPICAL FINISHED TANGENT SECTION

STH 54

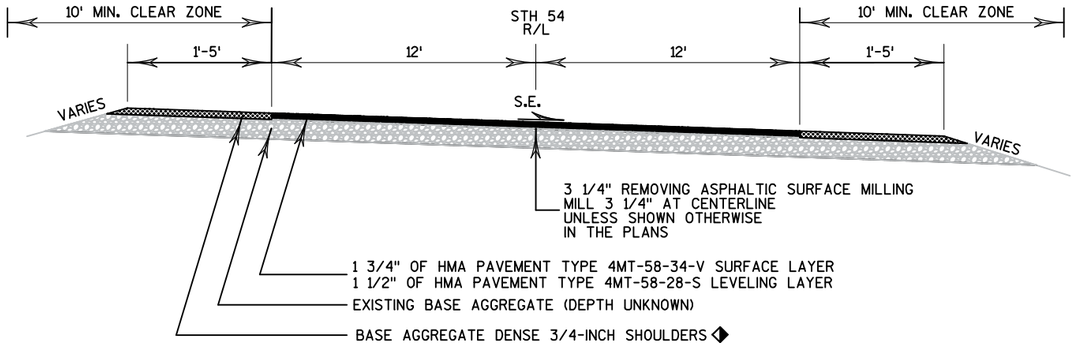
STA. 224+15 - STA. 236+00
STA. 350+37 - STA. 379+19
STA. 389+01 - STA. 391+74
STA. 403+24 - STA. 447+81
STA. 464+81 - STA. 521+06



TYPICAL EXISTING SUPERELEVATED SECTION

STH 54

STA. 224+15 - STA. 236+00
STA. 350+37 - STA. 379+19
STA. 389+01 - STA. 391+74
STA. 403+24 - STA. 447+81
STA. 464+81 - STA. 521+06



TYPICAL FINISHED SUPERELEVATED SECTION

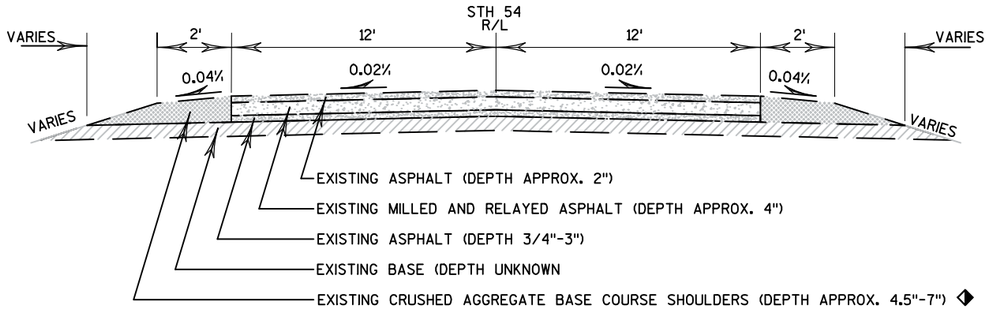
STH 54

STA. 224+15 - STA. 236+00
STA. 350+37 - STA. 379+19
STA. 389+01 - STA. 391+74
STA. 403+24 - STA. 447+81
STA. 464+81 - STA. 521+06

SHOULDER PAVING LOCATIONS

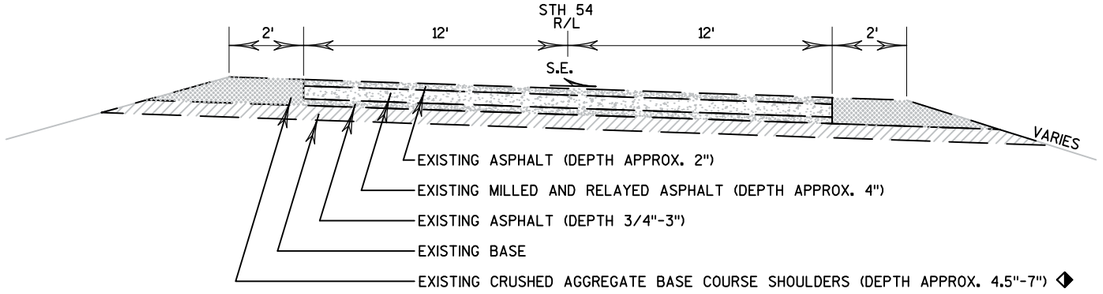
START STA.	END STA.	LT/ RT	EXISTING PAVED LANE WIDTH TYP (FT)	EXISTING PAVED SHOULDER WIDTH TYP. (FT)	PROPOSED PAVED SHOULDER WIDTH TYP. (FT)	APPROXIMATE EXISTING PAVED SHOULDER LENGTH (FT)	EXISTING BEAM GUARD ADJACENT TO SHOULDER (YES/NO)
227+00	233+00	LT	11	-	2	-	NO
233+00	236+00	LT	11	-	2	-	NO
418+85	425+45	LT	12	-	3	-	NO
481+95	498+74	LT	12	3	3	1679	YES
500+14	521+06	LT	12	3	3	2072	YES*
231+22	236+00	RT	11	-	2	-	NO
357+00	362+00	RT	12	-	1	-	NO
376+50	379+19	RT	12	-	1	-	NO
382+93	386+55	RT	11	-	6	-	YES
403+36	410+68	RT	12	-	2	-	NO
464+81	469+00	RT	12	-	1	-	NO
475+91	521+06	RT	11	3	3	3889	YES

* = GAP IN BEAM GUARD



TYPICAL EXISTING TANGENT SECTION

STH 54
STA. 255+00 - STA. 335+37



TYPICAL EXISTING SUPERELEVATED SECTION

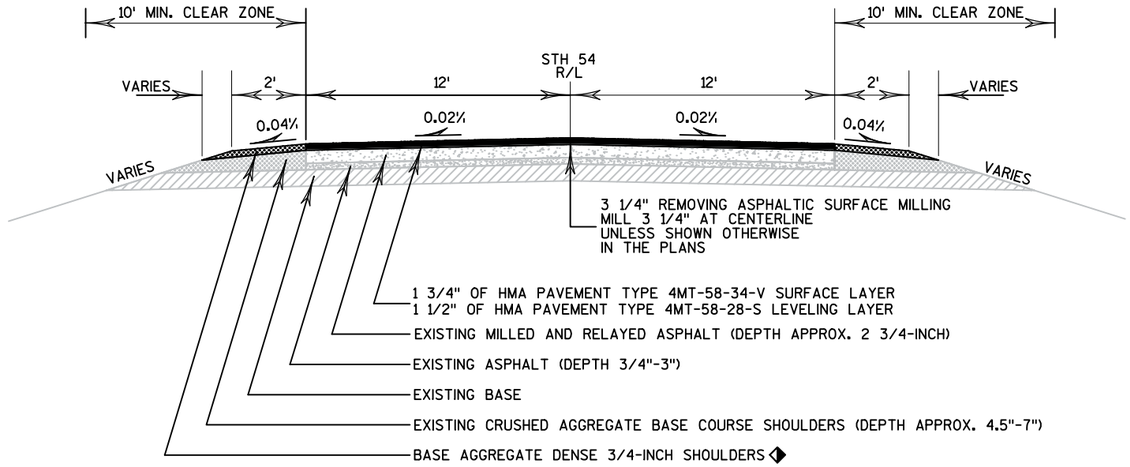
STH 54
STA. 255+00 - STA. 335+37

◆ SEE SHOULDER PAVING LOCATIONS TABLE FOR INFORMATION REGARDING EXISTING ASPHALT SHOULDERS AND PROPOSED 3 1/4-INCH HMA PAVEMENT 4MT58-34V PAVED SHOULDERS. (SEE CONSTRUCTION DETAILS FOR LOCATIONS WHERE BEAM GUARD IS ADJACENT TO PROPOSED PAVED SHOULDERS.)

SHOULDER PAVING LOCATIONS

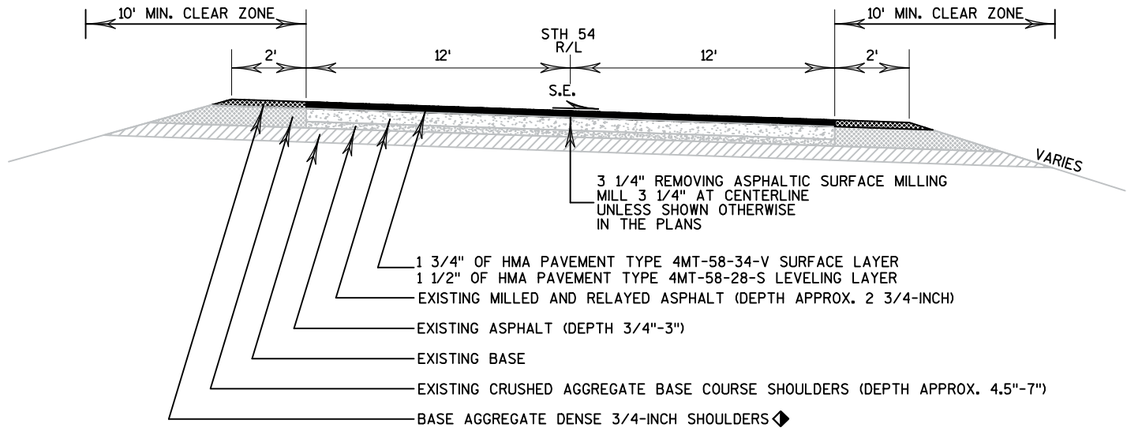
START STA.	END STA.	LT/ RT	EXISTING PAVED LANE WIDTH TYP (FT)	EXISTING PAVED SHOULDER WIDTH TYP. (FT)	PROPOSED PAVED SHOULDER WIDTH TYP. (FT)	APPROXIMATE EXISTING PAVED SHOULDER LENGTH (FT)	EXISTING BEAM GUARD ADJACENT TO SHOULDER (YES/NO)
255+00	260+93	LT	12	-	2	-	NO
260+93	265+15	LT	12	2	2	422	YES
265+15	269+52	LT	12	-	2	-	NO
269+52	281+83	LT	12	2	2	1231	YES*
285+00	290+00	LT	12	-	1	-	NO
303+84	306+58	LT	12	2	2	274	NO
317+09	321+58	LT	12	3	3	449	NO
329+02	331+42	LT	12	-	3	-	NO
255+00	261+30	RT	12	-	2	-	NO
261+30	262+91	RT	12	2	2	161	YES
266+37	269+13	RT	12	2	2	100	NO
269+13	272+01	RT	12	2	2	288	YES
273+54	277+47	RT	12	-	2	-	NO
294+72	309+40	RT	12	2	2	1468	YES*
314+50	317+15	RT	12	2	2	100	NO

* = GAP IN BEAM GUARD



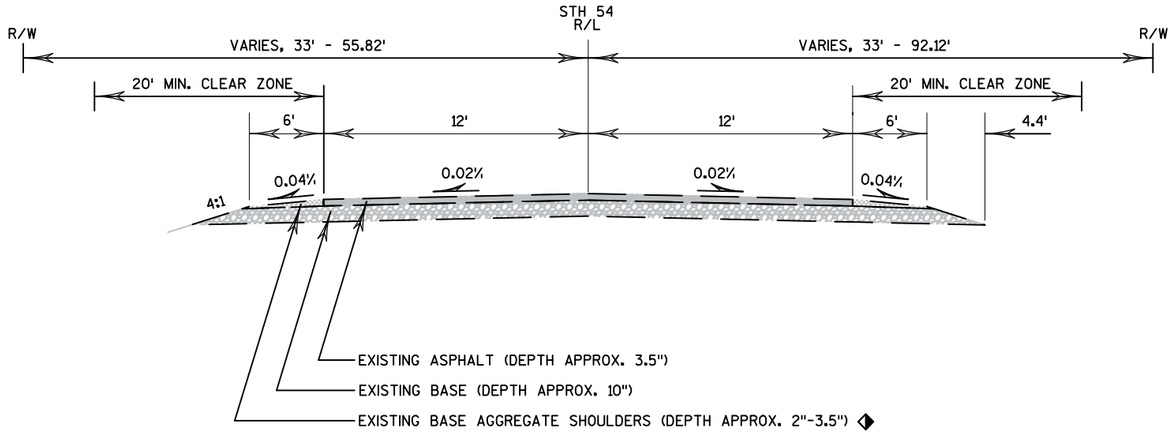
TYPICAL FINISHED TANGENT SECTION

STH 54
STA. 255+00 - STA. 335+37



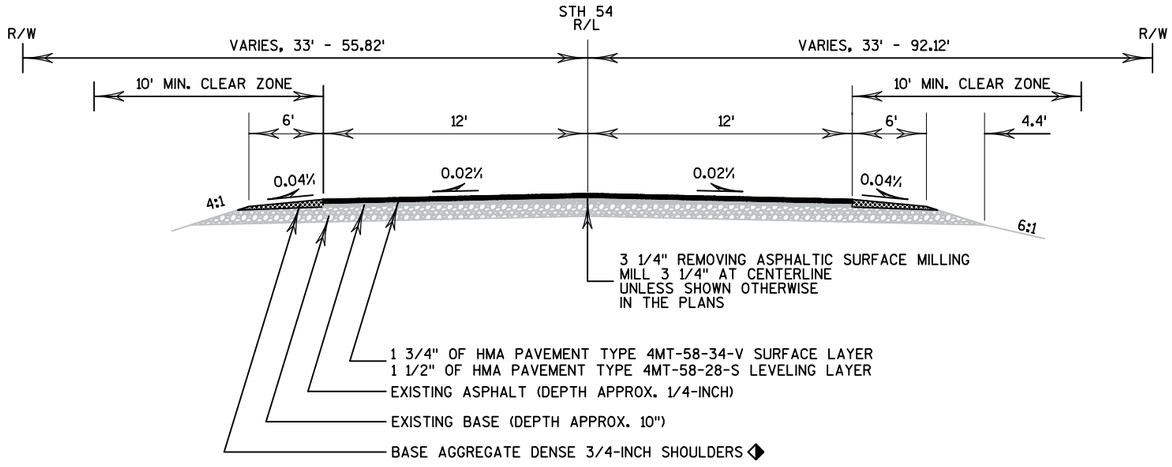
TYPICAL FINISHED SUPERELEVATED SECTION

STH 54
STA. 255+00 - STA. 335+37



TYPICAL EXISTING TANGENT SECTION

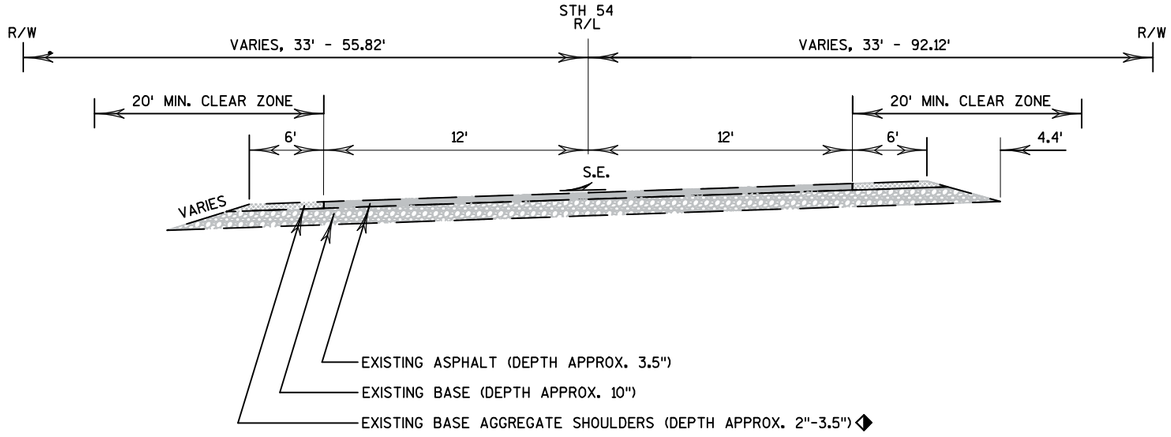
STH 54
STA. 335+37 - STA 350+37



TYPICAL FINISHED TANGENT SECTION

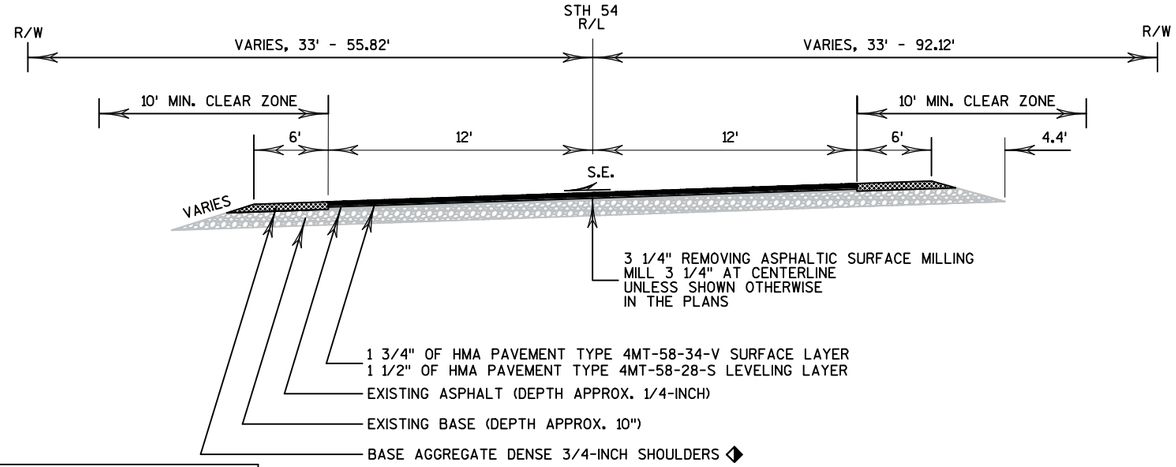
STH 54
STA. 335+37 - STA. 350+37

◆ SEE SHOULDER PAVING LOCATIONS TABLE FOR INFORMATION REGARDING EXISTING ASPHALT SHOULDERS AND PROPOSED 3 1/4-INCH HMA PAVEMENT 4MT58-34V PAVED SHOULDERS. (SEE CONSTRUCTION DETAILS FOR LOCATIONS WHERE BEAM GUARD IS ADJACENT TO PROPOSED PAVED SHOULDERS.)



TYPICAL EXISTING SUPERELEVATED SECTION

STH 54
STA. 335+37 - STA. 350+37



TYPICAL FINISHED SUPERELEVATED SECTION

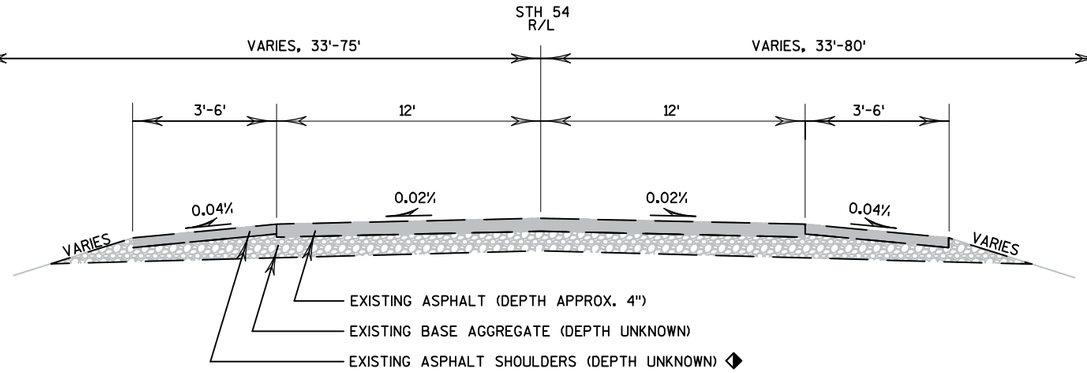
STH 54
STA. 335+37 - STA. 350+37

SHOULDER PAVING LOCATIONS

START STA.	END STA.	LT/ RT	EXISTING PAVED LANE WIDTH TYP (FT)	EXISTING PAVED SHOULDER WIDTH TYP. (FT)	PROPOSED PAVED SHOULDER WIDTH TYP. (FT)	APPROXIMATE EXISTING PAVED SHOULDER LENGTH (FT)	EXISTING BEAM GUARD ADJACENT TO SHOULDER (YES/NO)
340+25	345+93	LT	12	4	4	568	YES*
346+56	347+53	LT	12	6	6	97	YES
335+59	345+99	RT	12	6	6	1040	YES*
346+60	347+55	RT	12	6	6	95	YES

* = GAP IN BEAM GUARD

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	TYPICAL SECTIONS	SHEET 7	E

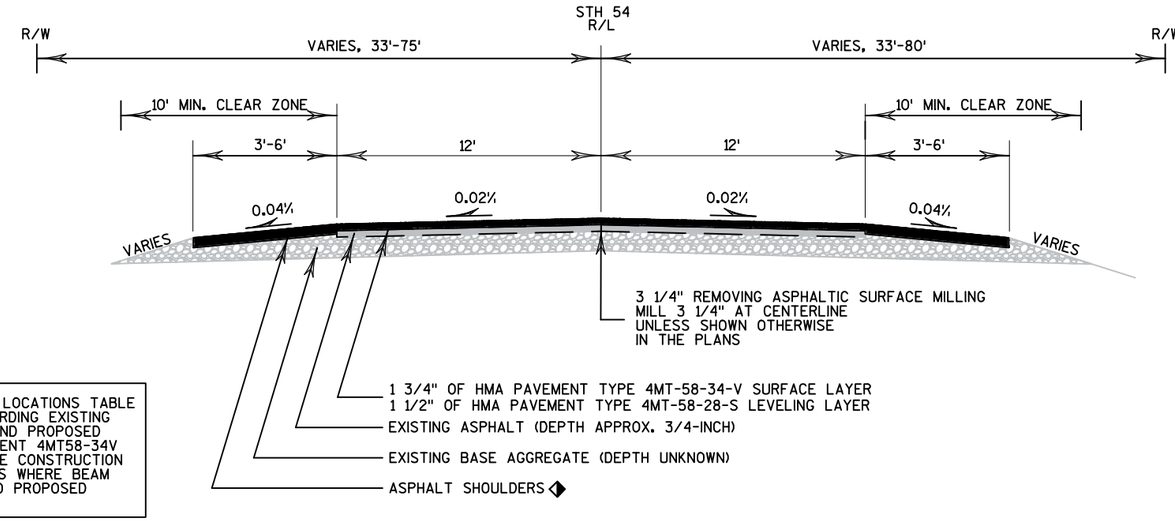


TYPICAL EXISTING TANGENT SECTION

STH 54

STA. 391+74 - STA. 403+24

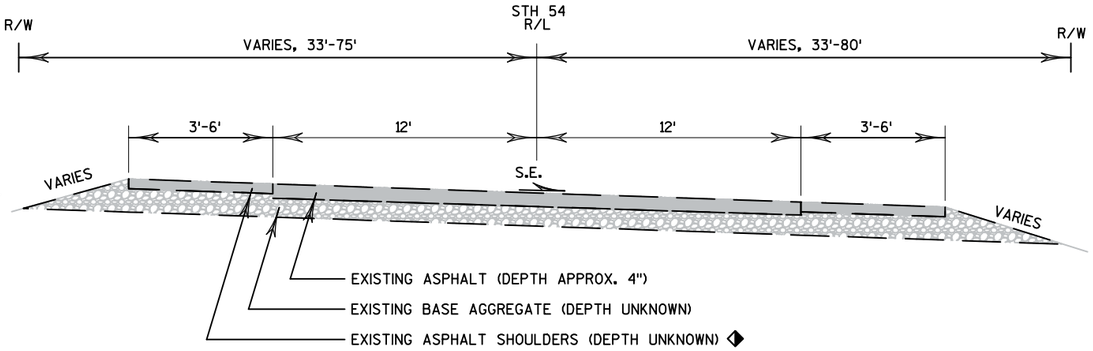
◆ SEE SHOULDER PAVING LOCATIONS TABLE FOR INFORMATION REGARDING EXISTING ASPHALT SHOULDERS AND PROPOSED 3 1/4-INCH HMA PAVEMENT 4MT58-34V PAVED SHOULDERS. (SEE CONSTRUCTION DETAILS FOR LOCATIONS WHERE BEAM GUARD IS ADJACENT TO PROPOSED PAVED SHOULDERS.)



TYPICAL FINISHED TANGENT SECTION

STH 54

STA. 391+74 - STA. 403+24

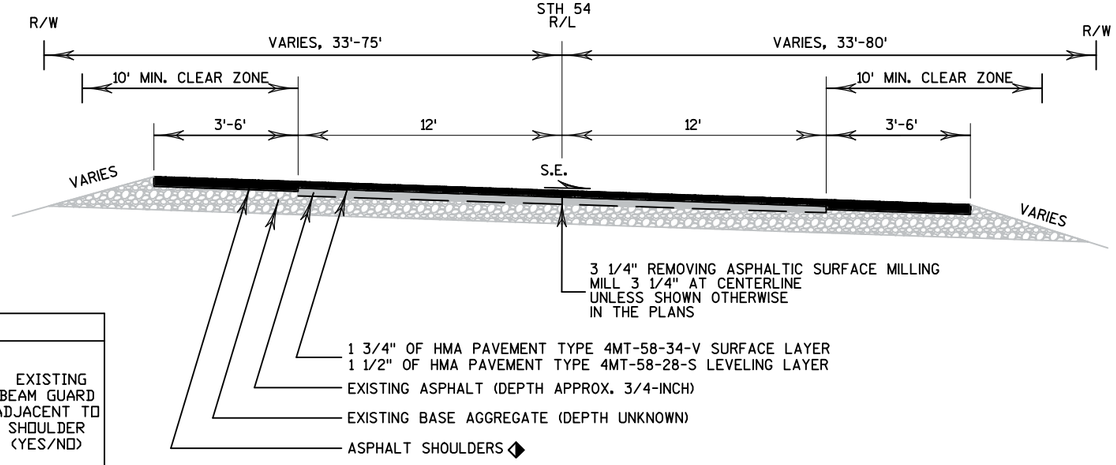


TYPICAL EXISTING SUPERELEVATED SECTION

STH 54

STA. 391+74 - STA. 403+24

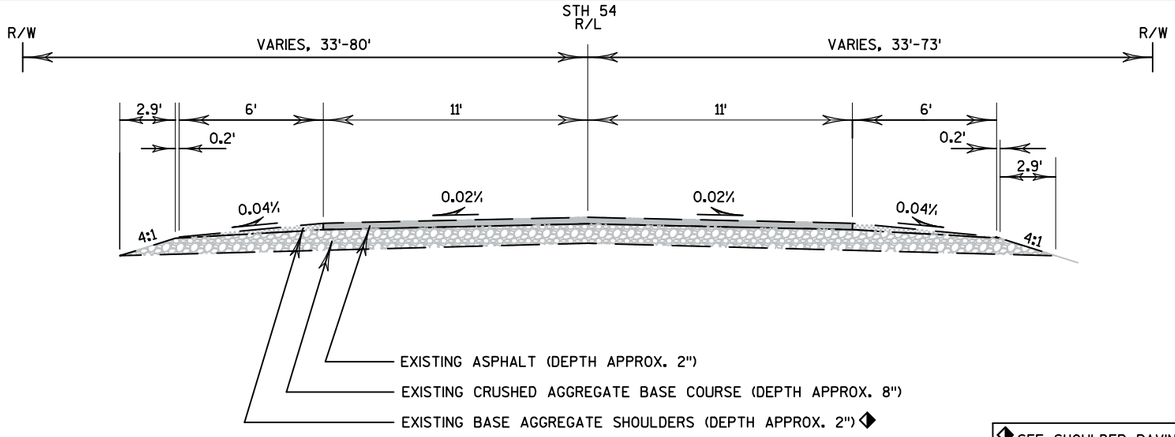
SHOULDER PAVING LOCATIONS							
START STA.	END STA.	LT/ RT	EXISTING PAVED LANE WIDTH TYP (FT)	EXISTING PAVED SHOULDER WIDTH TYP. (FT)	PROPOSED PAVED SHOULDER WIDTH TYP. (FT)	APPROXIMATE EXISTING PAVED SHOULDER LENGTH (FT)	EXISTING BEAM GUARD ADJACENT TO SHOULDER (YES/NO)
391+70	396+90	LT	12	3	3	520	NO
396+90	397+95	LT	12	6	6	105	YES
398+57	399+68	LT	12	6	6	111	YES
399+68	403+22	LT	12	3	3	354	NO
391+65	396+87	RT	12	3	3	522	NO
396+87	397+88	RT	12	6	6	101	YES
398+51	399+49	RT	12	6	6	98	YES
399+49	403+36	RT	12	3	3	387	NO



TYPICAL FINISHED SUPERELEVATED SECTION

STH 54

STA. 391+74 - STA. 403+24

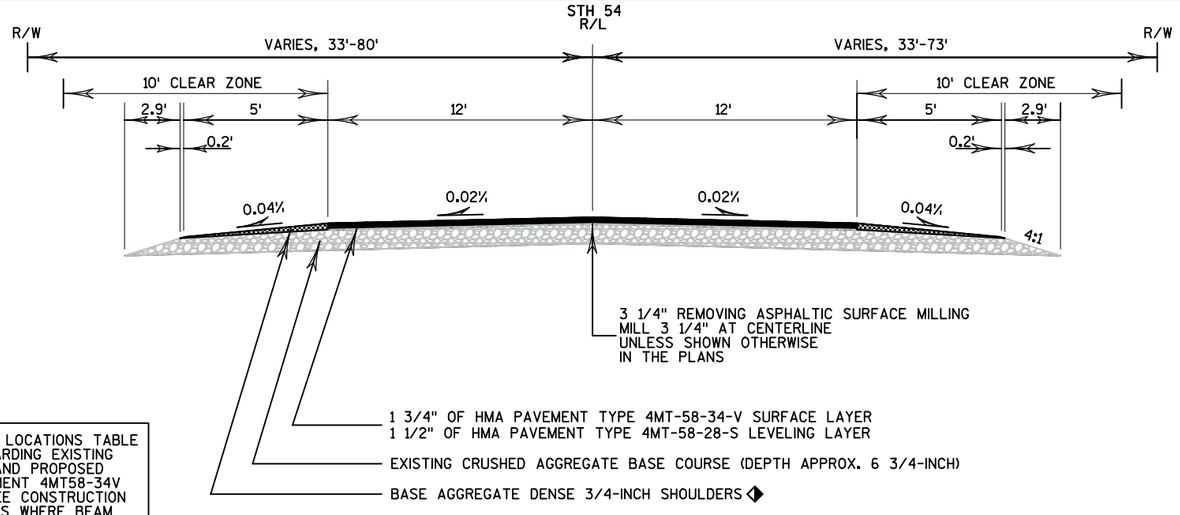


TYPICAL EXISTING TANGENT SECTION

STH 54

STA. 447+81 - STA. 464+81

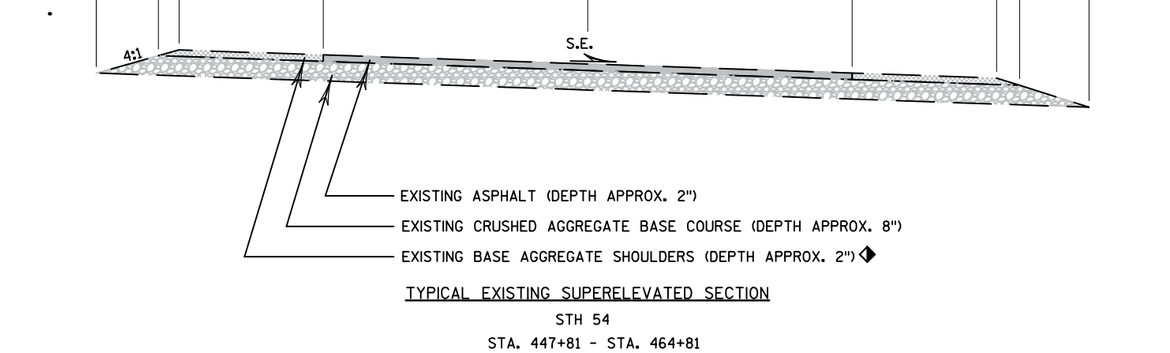
◆ SEE SHOULDER PAVING LOCATIONS TABLE FOR INFORMATION REGARDING EXISTING ASPHALT SHOULDERS AND PROPOSED 3 1/4-INCH HMA PAVEMENT 4MT58-34V PAVED SHOULDERS. (SEE CONSTRUCTION DETAILS FOR LOCATIONS WHERE BEAM GUARD IS ADJACENT TO PROPOSED PAVED SHOULDERS.)



TYPICAL FINISHED TANGENT SECTION

STH 54

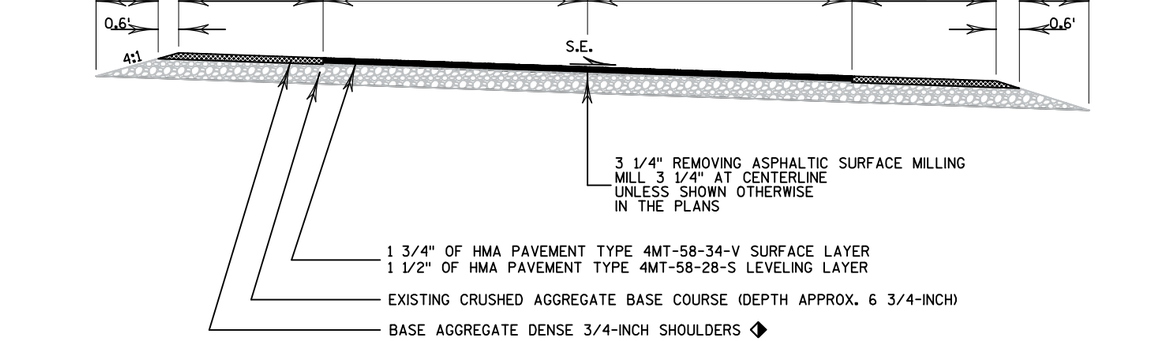
STA. 447+81 - STA. 464+81



TYPICAL EXISTING SUPERELEVATED SECTION

STH 54

STA. 447+81 - STA. 464+81



TYPICAL FINISHED SUPERELEVATED SECTION

STH 54

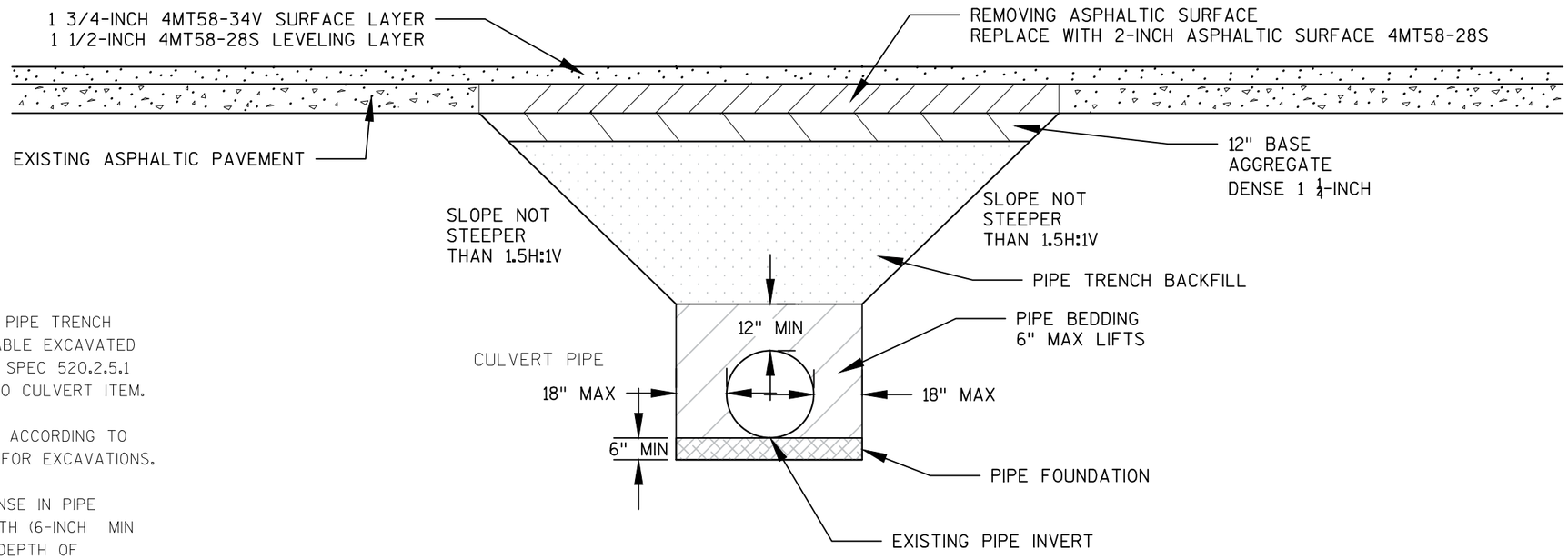
STA. 447+81 - STA. 464+81

SHOULDER PAVING LOCATIONS

START STA.	END STA.	LT/ RT	EXISTING PAVED LANE WIDTH TYP (FT)	EXISTING PAVED SHOULDER WIDTH TYP. (FT)	PROPOSED PAVED SHOULDER WIDTH TYP. (FT)	APPROXIMATE EXISTING PAVED SHOULDER LENGTH (FT)	EXISTING BEAM GUARD ADJACENT TO SHOULDER (YES/NO)
456+49	458+86	LT	11	3	6	237	YES
458+81	464+81	LT	11	-	2	-	NO
450+00	455+93	RT	12	-	1	-	NO
455+92	458+22	RT	11	4	6	230	YES
463+25	464+81	RT	11	-	1	-	NO

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	TYPICAL SECTIONS	SHEET 9	E

2



NOTE:

PIPE FOUNDATION, PIPE BEDDING, AND PIPE TRENCH BACKFILL MATERIAL IS EXISTING SUITABLE EXCAVATED MATERIAL MEETING WISDOT STANDARD SPEC 520.2.5.1 OR GRANULAR BACKFILL INCIDENTAL TO CULVERT ITEM.

PERFORM TRENCHING AND EXCAVATING ACCORDING TO 29CFR PART 1926, OSHA SUBPART P FOR EXCAVATIONS.

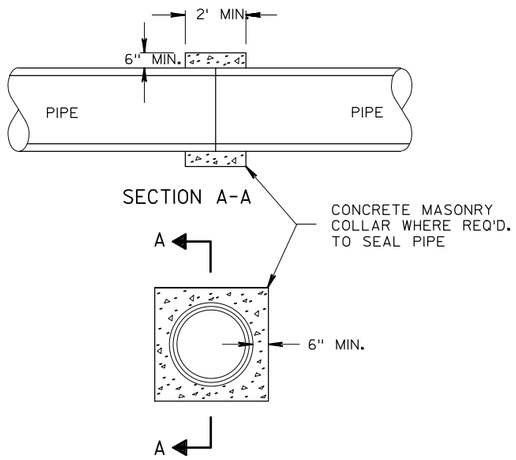
PLACE 1 ¼-INCH BASE AGGREGATE DENSE IN PIPE REPLACEMENT AREAS AT 12-INCH DEPTH (6-INCH MIN AT SIDEROAD). THEN PLACE 4-INCH DEPTH OF ASPHALTIC SURFACE TO LEVEL OF MILLING SURFACE OR 6-INCH TO SURFACE IF NOT YET MILLED.

PLACE ADDITIONAL BACKFILL GRANULAR MATERIAL AS NEEDED WHEN DIRECTED BY THE FIELD ENGINEER.

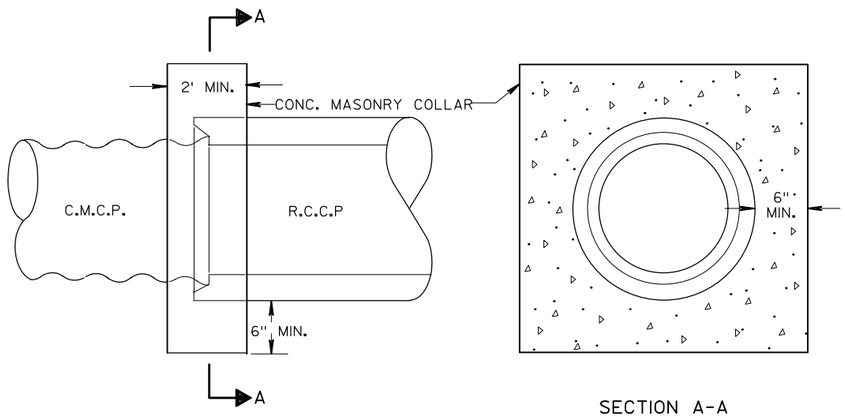
ADJUSTMENTS TO EXISTING INVERT ELEVATIONS SHALL BE APPROVED BY THE FIELD ENGINEER.

DETAIL FOR CULVERT PIPE INSTALLATION

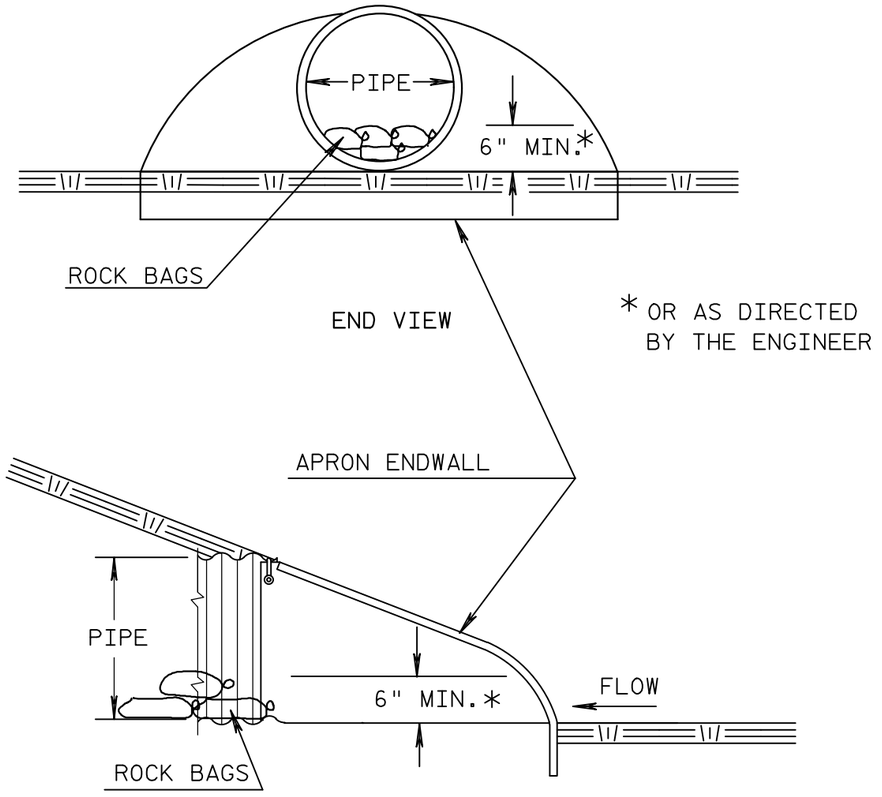
2



CONCRETE COLLAR DETAIL

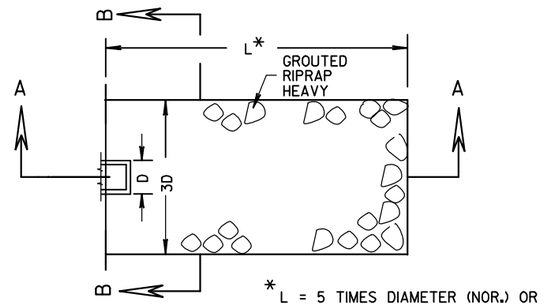


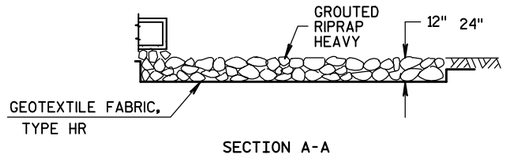
CONNECTION DETAIL R.C.C.P. TO C.M.C.P.



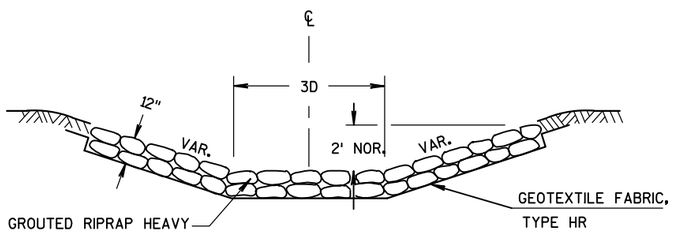
CULVERT PIPE CHECK

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN: CONSTRUCTION DETAILS	SHEET 11	E





SECTION A-A



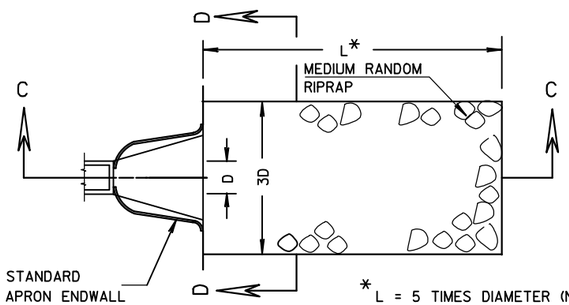
SECTION B-B

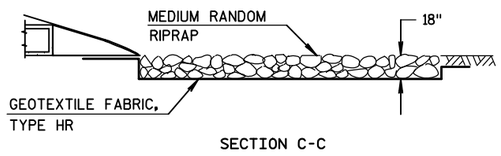
GROUTED RIPRAP HEAVY AND GEOTEXTILE FABRIC DETAIL AT CULVERT OUTLET

STA 210+53

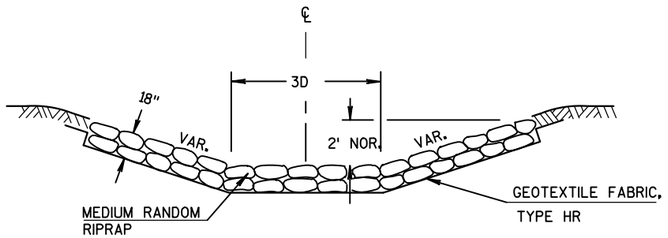
STA 249+36

STA 384+71





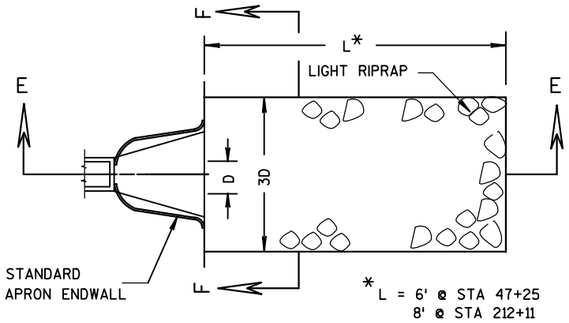
SECTION C-C

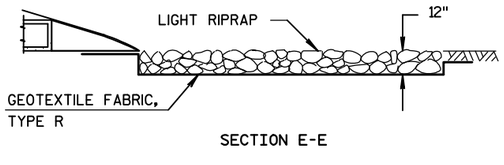


SECTION D-D

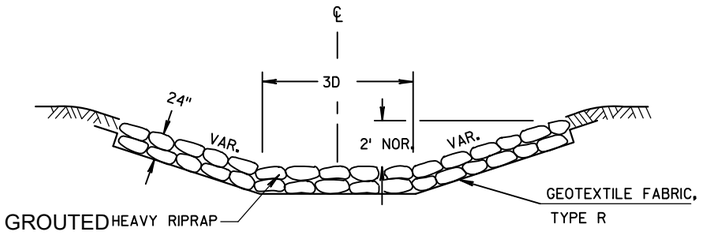
MEDIUM RIPRAP AND GEOTEXTILE FABRIC DETAIL AT CULVERT OUTLET

STA 353+44





SECTION E-E

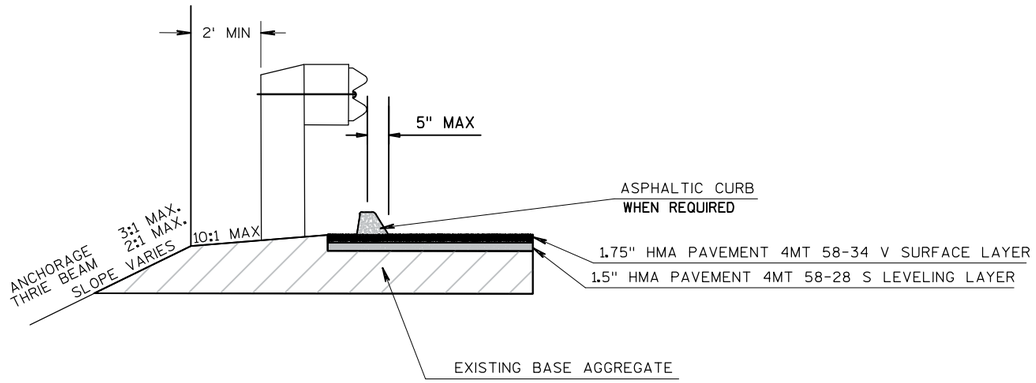


SECTION F-F

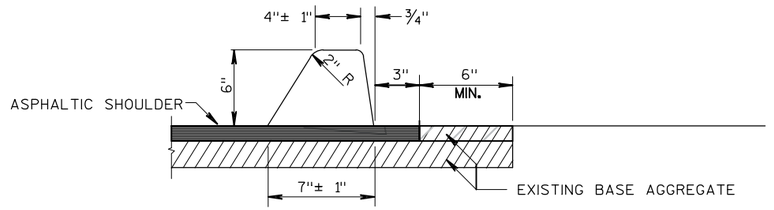
LIGHT RIPRAP AND GEOTEXTILE FABRIC DETAIL AT CULVERT OUTLET

STA 47+25

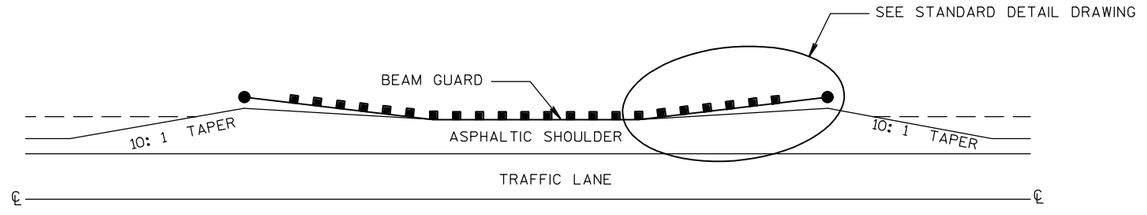
STA 212+11



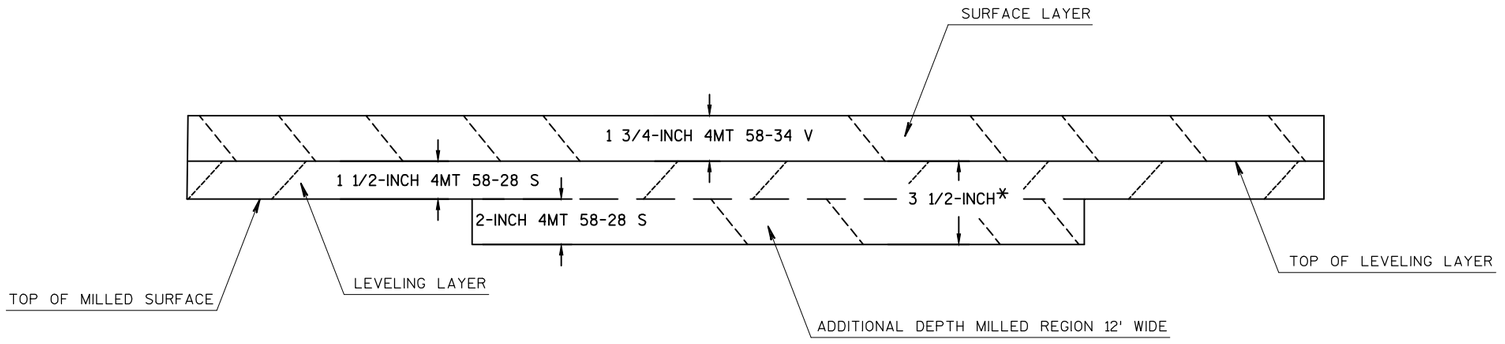
ASPHALTIC SHOULDER AT BEAM GUARD



ASPHALTIC CURB DETAIL



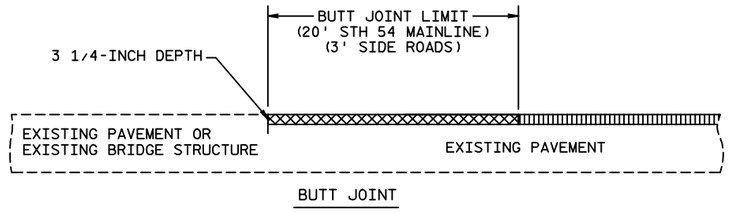
DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD



MILLING AND PAVING DETAIL (PROFILE VIEW)

*IN AREAS OF 2-INCH MILL DEPTH, THE CONTRACTOR WILL BE ALLOWED TO PAVE UP TO 3 1/2-INCH TO THE TOP OF THE LEVELING LAYER IN ONE LIFT. THE CONTRACTOR WILL BE REQUIRED TO PAVE ADDITIONAL 2-INCH DEPTH MILLED AREAS AND THE LEVELING LAYER IN THE SAME DAY AS MILLING OPERATIONS.

2



BUTT JOINT

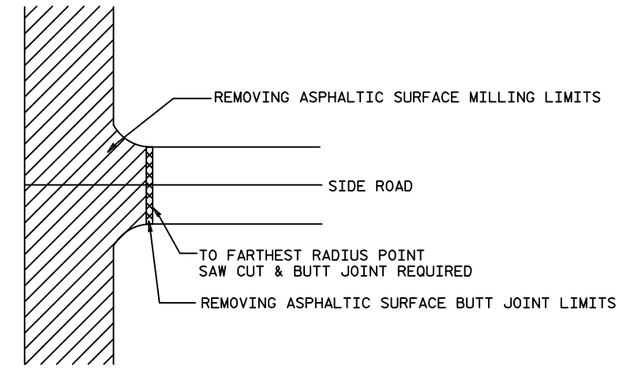
PAID FOR AS REMOVING ASPHALTIC SURFACE MILLING

PAID FOR AS REMOVING ASPHALTIC SURFACE BUTT JOINTS

NOTE: ANY SAW CUT USED IN THE REMOVING ASPHALTIC SURFACE BUTT JOINTS ITEM WILL BE PAID FOR UNDER THE ITEM 'SAWING ASPHALT'.

SIDE ROAD DETAIL - NO CURB & GUTTER

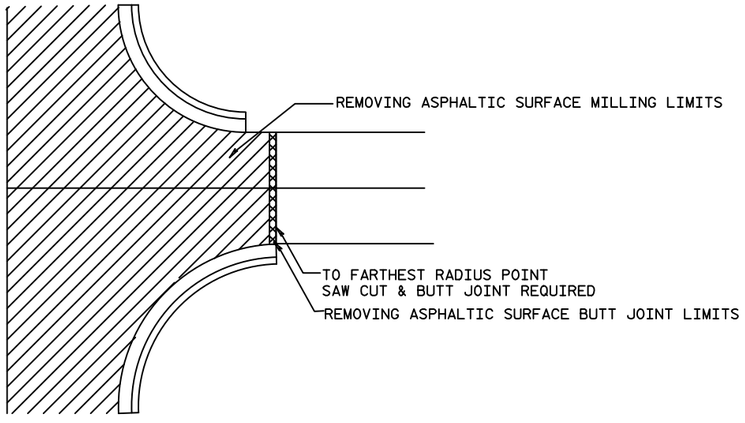
NOT TO SCALE



NOTE: IF THE EXISTING SIDEROAD CONSISTS OF A BASE COURSE SURFACE, THE NEW ASPHALT SHALL BE PLACED TO THE ENDS OF THE EXISTING SIDEROAD RADIUS'.

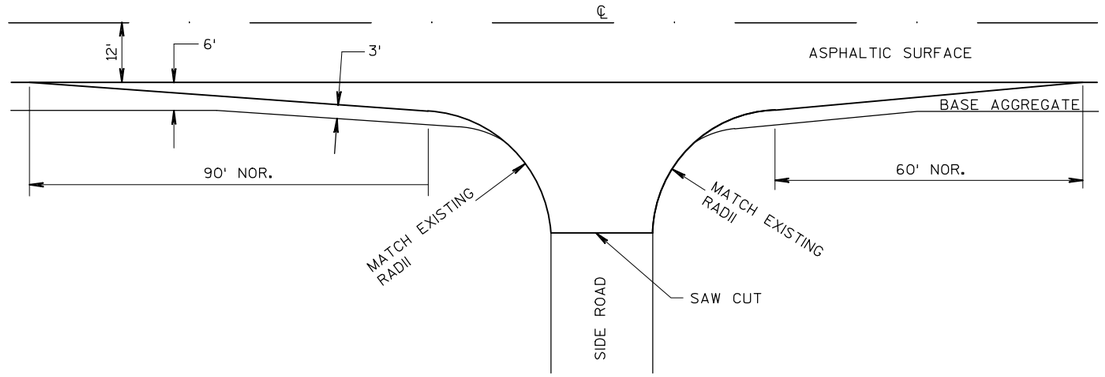
SIDEROAD DETAIL - CURB & GUTTER TO REMAIN

NOT TO SCALE



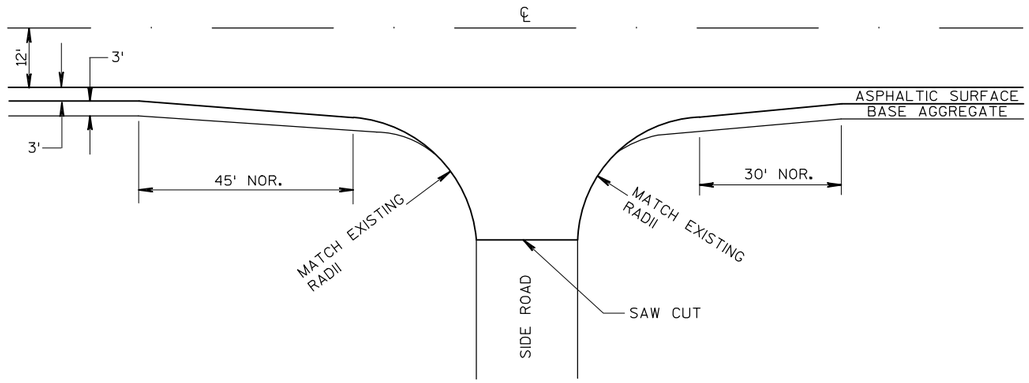
REMOVE MATERIAL UNDER ITEM 'REMOVING ASPHALT SURFACE , BUTT JOINTS' MATERIAL SHALL NOT BE REMOVED UNDER THIS ITEM UNTIL 24 HOURS BEFORE SIDEROAD PAVING.

2



SIDE ROAD DETAIL, SPECIAL

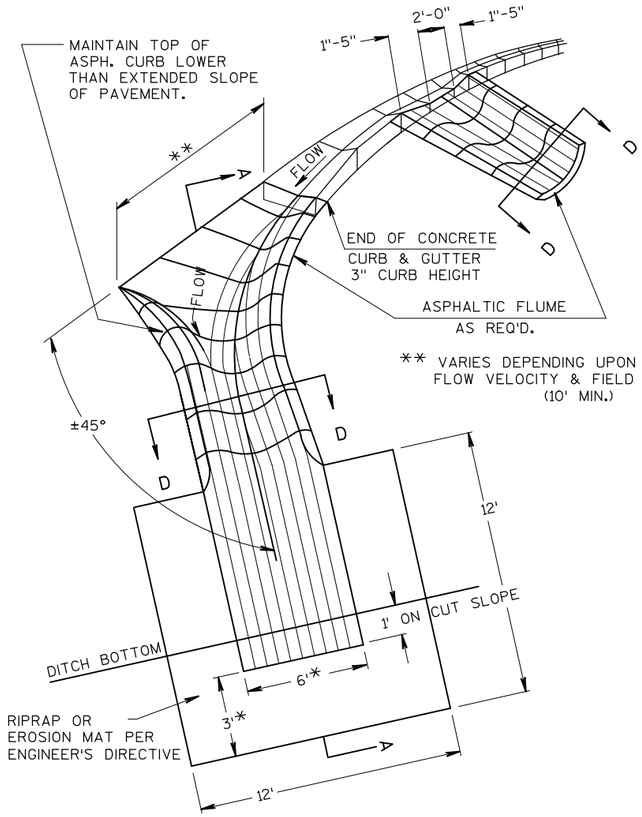
(BASE AGGREGATE SHOULDERS)



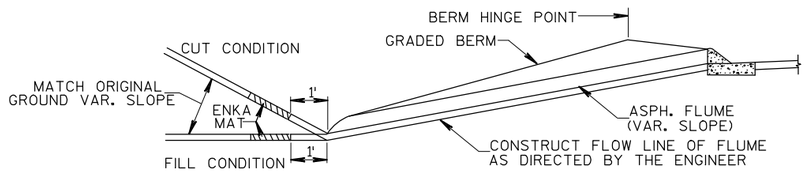
SIDE ROAD DETAIL, SPECIAL

(ASPHALTIC SHOULDERS)

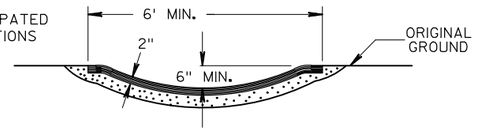
2



** VARIES DEPENDING UPON ANTICIPATED FLOW VELOCITY & FIELD CONDITIONS (10' MIN.)



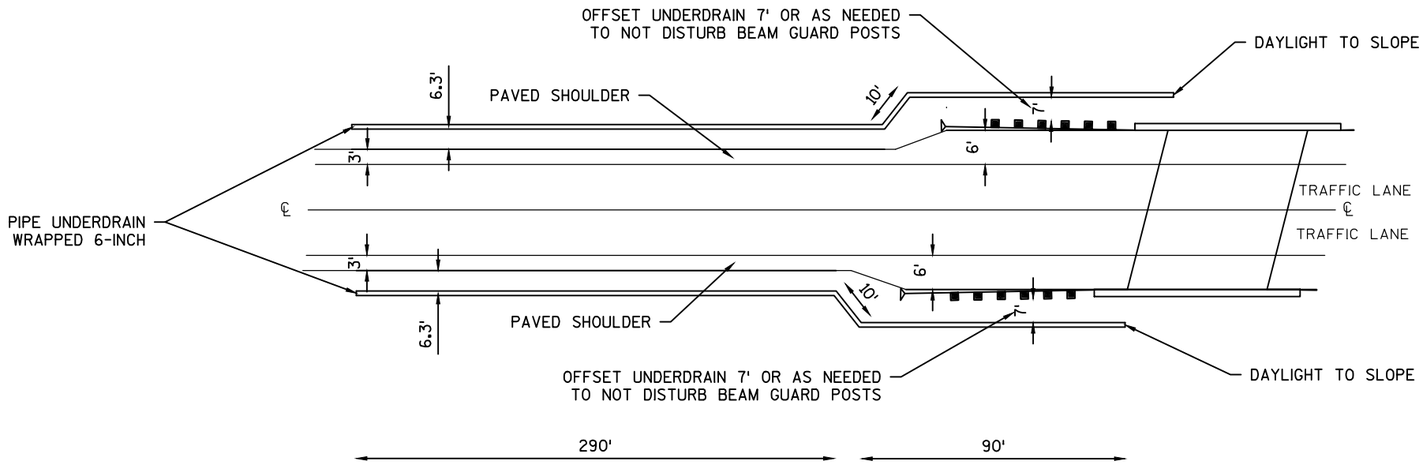
SECTION A-A



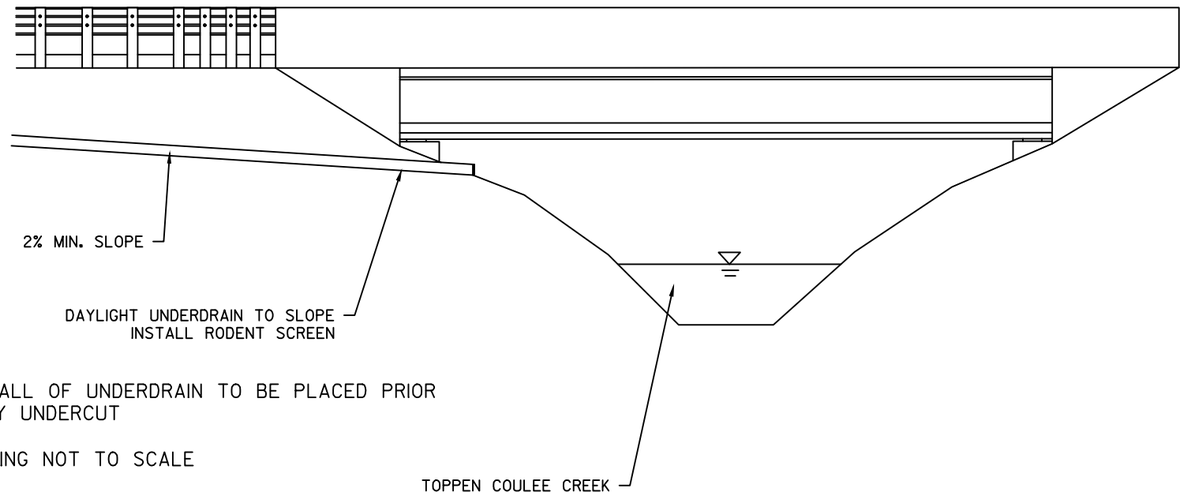
SECTION D-D

ASPHALTIC FLUME DETAIL
AT RURAL INTERSECTIONS

2



PLAN VIEW DETAIL FOR UNDERDRAIN AT B-61-163

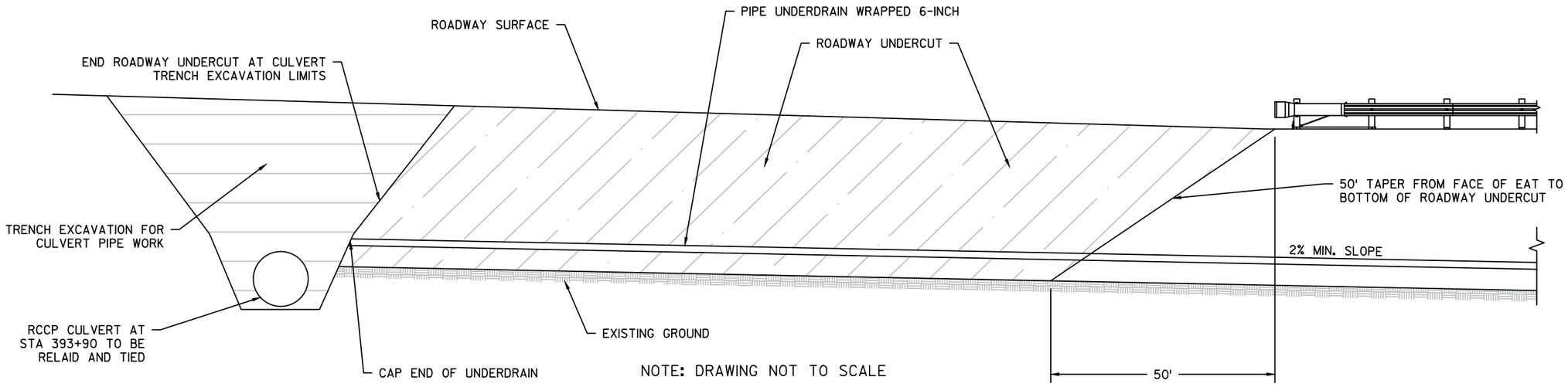


NOTE: OUTFALL OF UNDERDRAIN TO BE PLACED PRIOR TO ROADWAY UNDERCUT

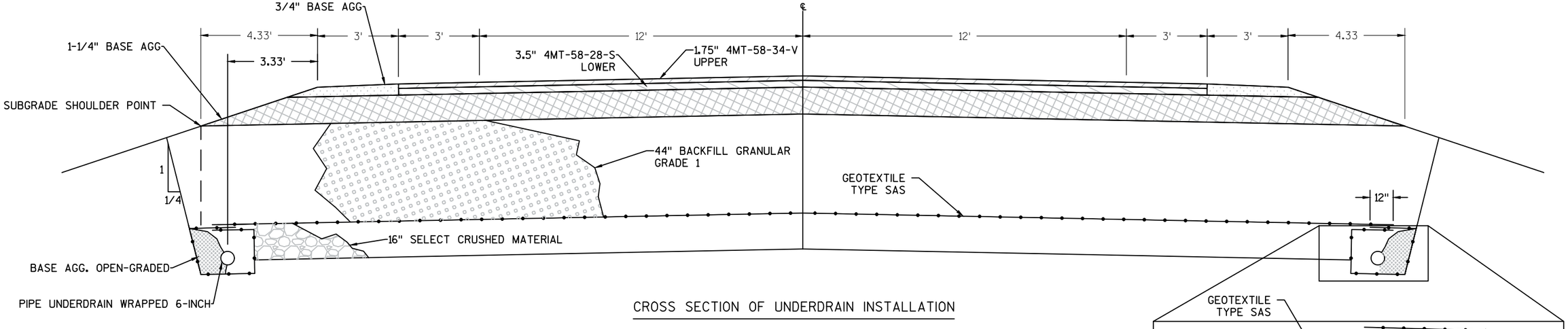
NOTE: DRAWING NOT TO SCALE

PROFILE VIEW DETAIL FOR UNDERDRAIN AT B-61-163

2



PROFILE VIEW DETAIL FOR UNDERDRAIN



CROSS SECTION OF UNDERDRAIN INSTALLATION

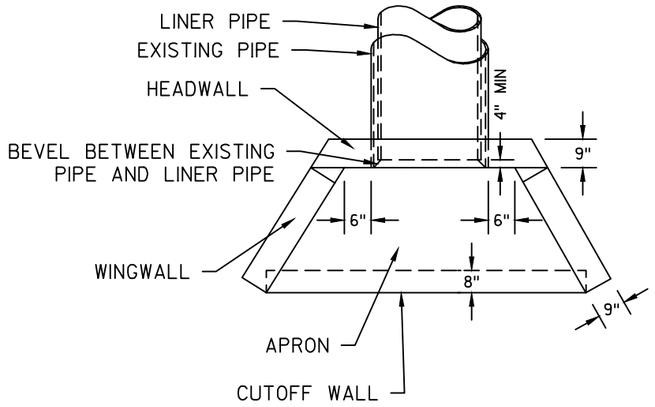
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN: CONSTRUCTION DETAILS	SHEET 18	E

FILE NAME : N:\PDS\C3D\75500001\SHEETSPLAN\021001_CD_STH54_75500001.DWG
LAYOUT NAME - ****
PLOT DATE : 10/22/2018 8:19 AM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

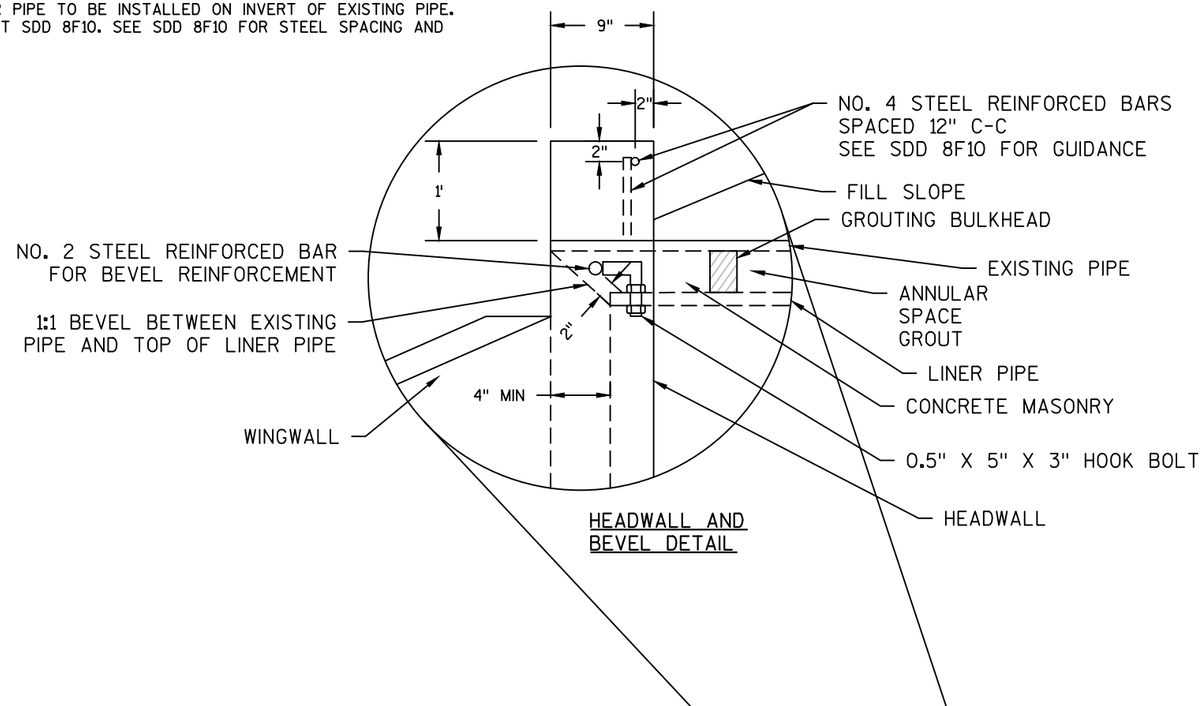
2

MODIFIED CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE DETAIL

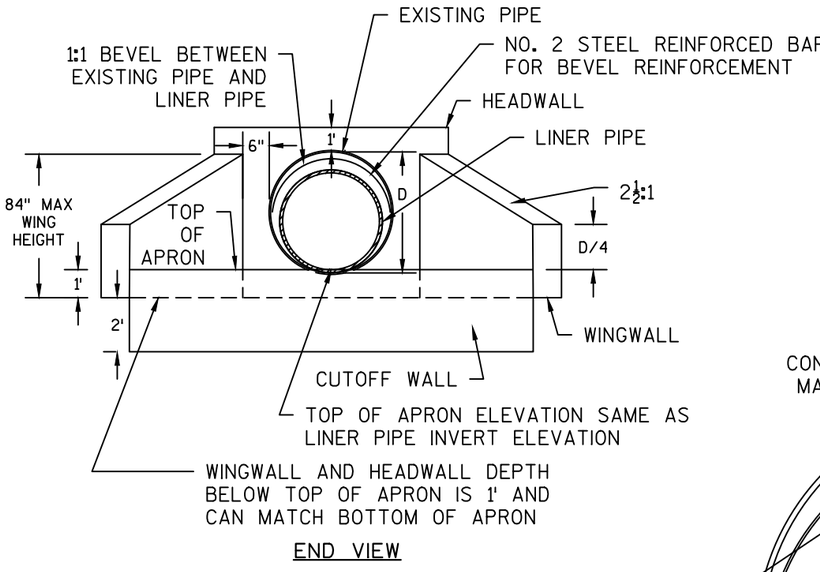
NOTE: FORM BEVEL BETWEEN EXISTING PIPE AND LINER PIPE SUCH THAT THE BEVEL AT THE TOP OF PIPE IS 1:1. BOTTOM OF LINER PIPE TO BE INSTALLED ON INVERT OF EXISTING PIPE. THIS DETAIL IS MEANT TO SUPPLEMENT SDD 8F10. SEE SDD 8F10 FOR STEEL SPACING AND OTHER PERTINENT INFORMATION.



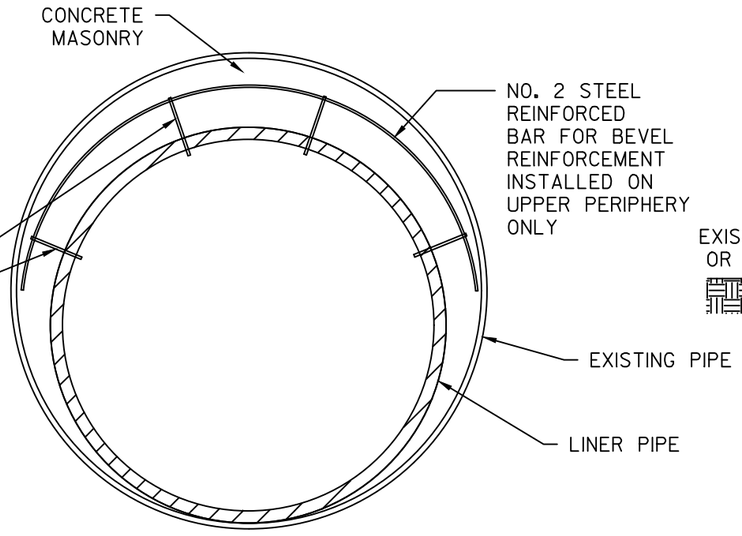
PLAN VIEW



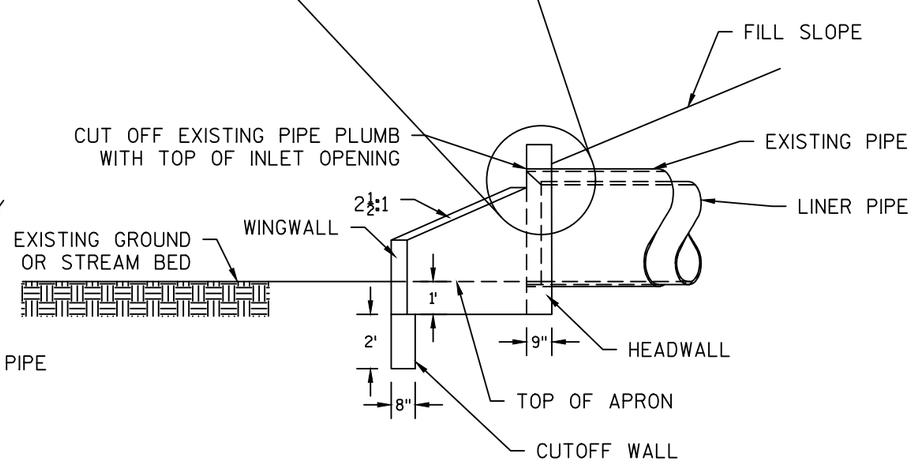
HEADWALL AND BEVEL DETAIL



END VIEW

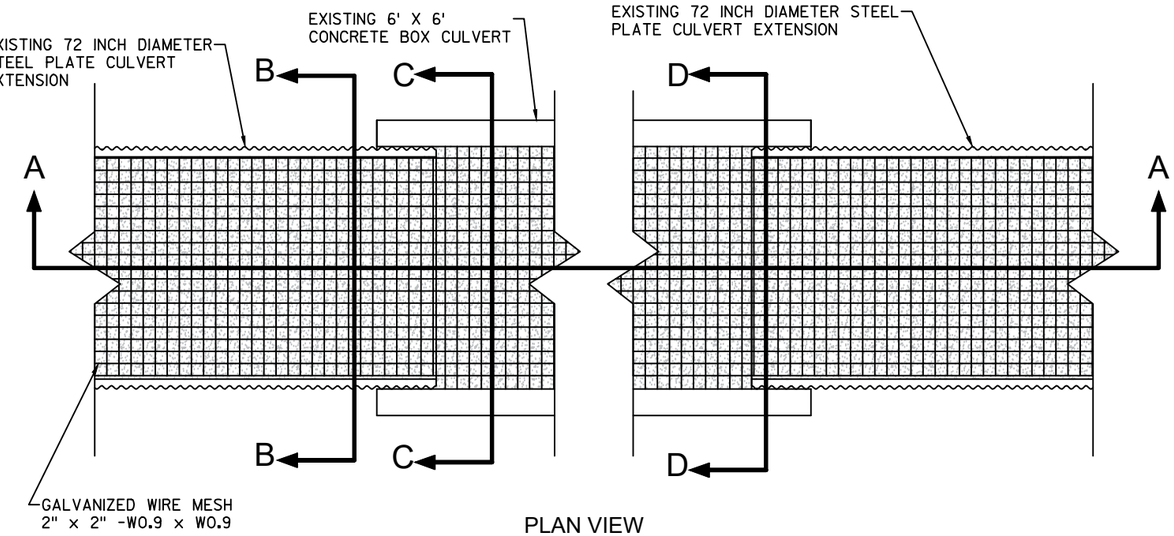


BEVEL REINFORCING DETAIL

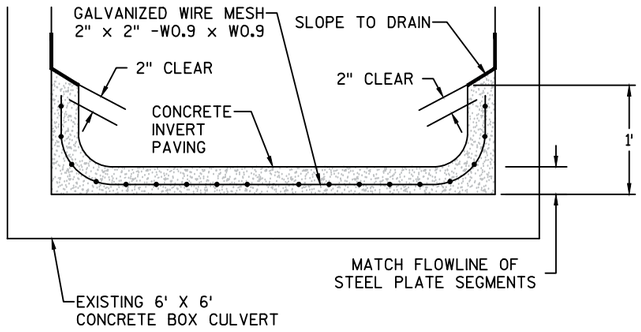


SIDE VIEW

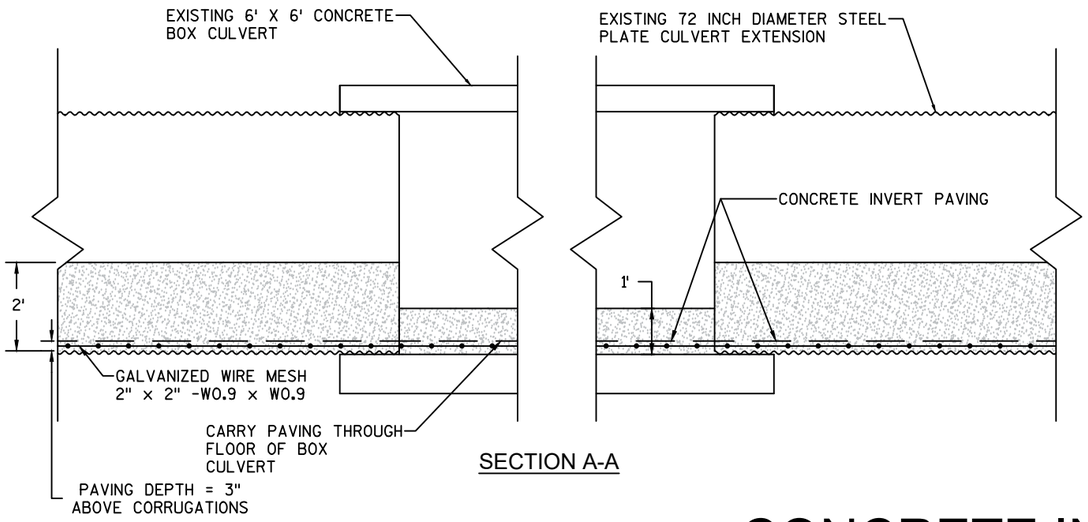
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN: CONSTRUCTION DETAILS	SHEET 19	E



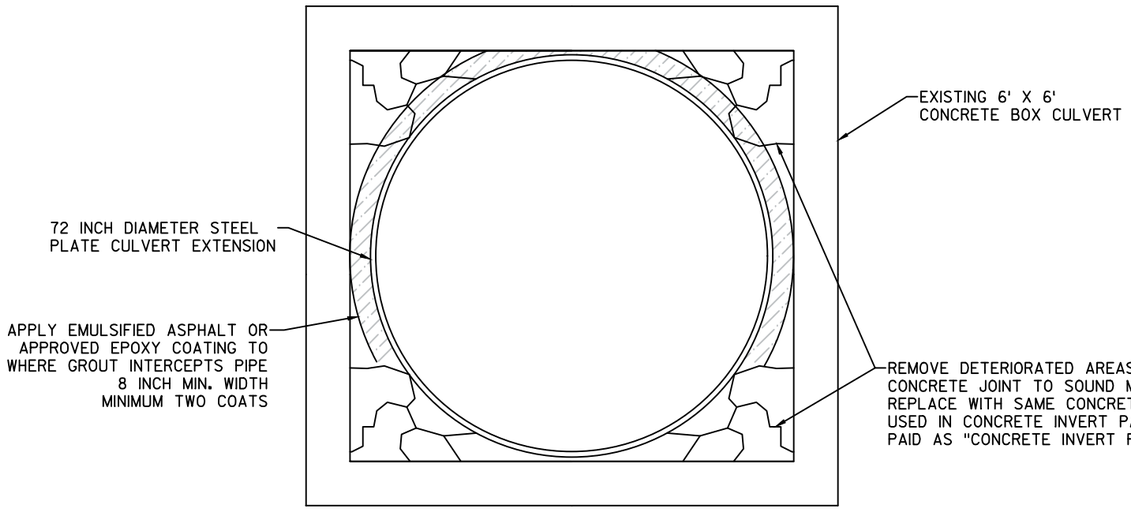
PLAN VIEW



SECTION C-C



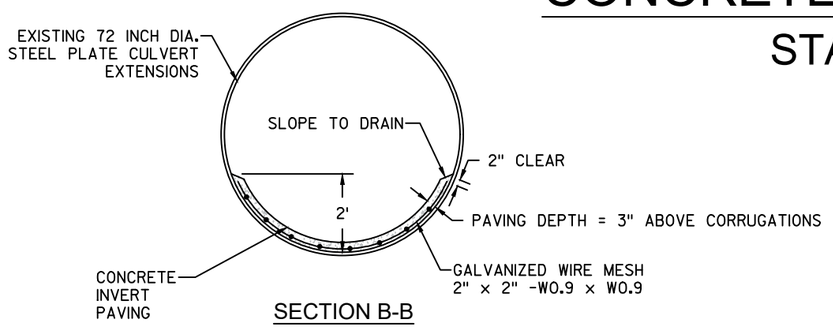
SECTION A-A



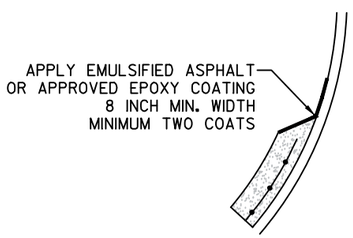
SECTION D-D

CONCRETE INVERT PAVING

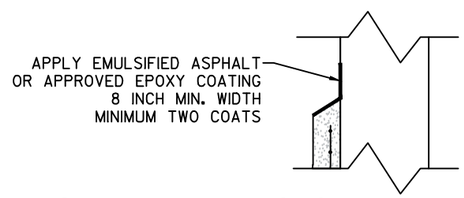
STA 81+13



SECTION B-B



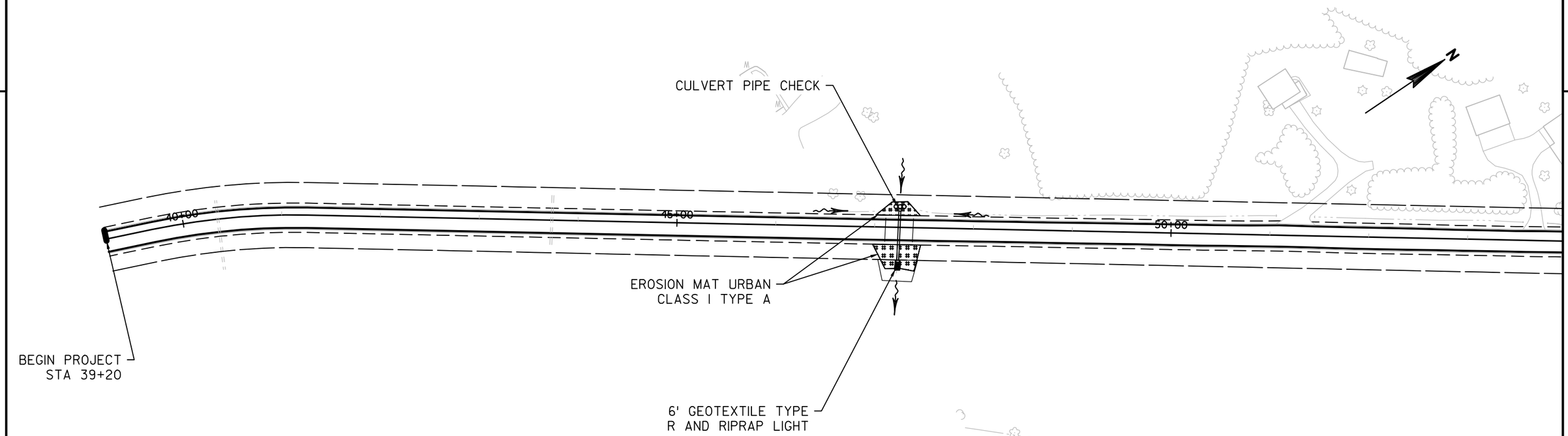
EDGE DETAIL WITHIN STEEL PLATE SEGMENTS



EDGE DETAIL WITHIN BOX CULVERT

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN: CONSTRUCTION DETAILS	SHEET 20	E

2



LEGEND

EROSION MAT URBAN CLASS I

SILT FENCE

SURFACE WATER FLOW

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET 21	E

2

2

LEGEND

EROSION MAT URBAN CLASS I

SILT FENCE

SURFACE WATER FLOW

165+00

170+00

175+00

N

180+00

185+00

190+00

CULVERT PIPE CHECK

EROSION MAT URBAN
CLASS I TYPE A

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET 22	E

2

N

195+00

200+00

205+00

EROSION MAT URBAN
CLASS I TYPE A

CULVERT PIPE CHECK

GRANT CR

EROSION MAT URBAN
CLASS I TYPE B

INSTALL RIPRAP
MEDIUM IN INLET
SCOUR HOLE

GEOTEXTILE TYPE
R AND RIPRAP
LIGHT AT OUTLET

210+00

215+00

GEOTEXTILE TYPE HR
AND GROUTED RIPRAP
HEAVY AT OUTLET

LEGEND

EROSION MAT URBAN CLASS I

SILT FENCE

SURFACE WATER FLOW

N

EROSION MAT URBAN
CLASS I TYPE A

220+00

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET 23	E

2

LEGEND

EROSION MAT URBAN CLASS I

SILT FENCE

SURFACE WATER FLOW

225+00

230+00

235+00

240+00

245+00

250+00

255+00

EROSION MAT URBAN
CLASS I TYPE A

GEOTEXTILE TYPE HR
AND GROUTED RIPRAP
HEAVY AT OUTLET

EROSION MAT URBAN
CLASS I TYPE A

CULVERT PIPE CHECK

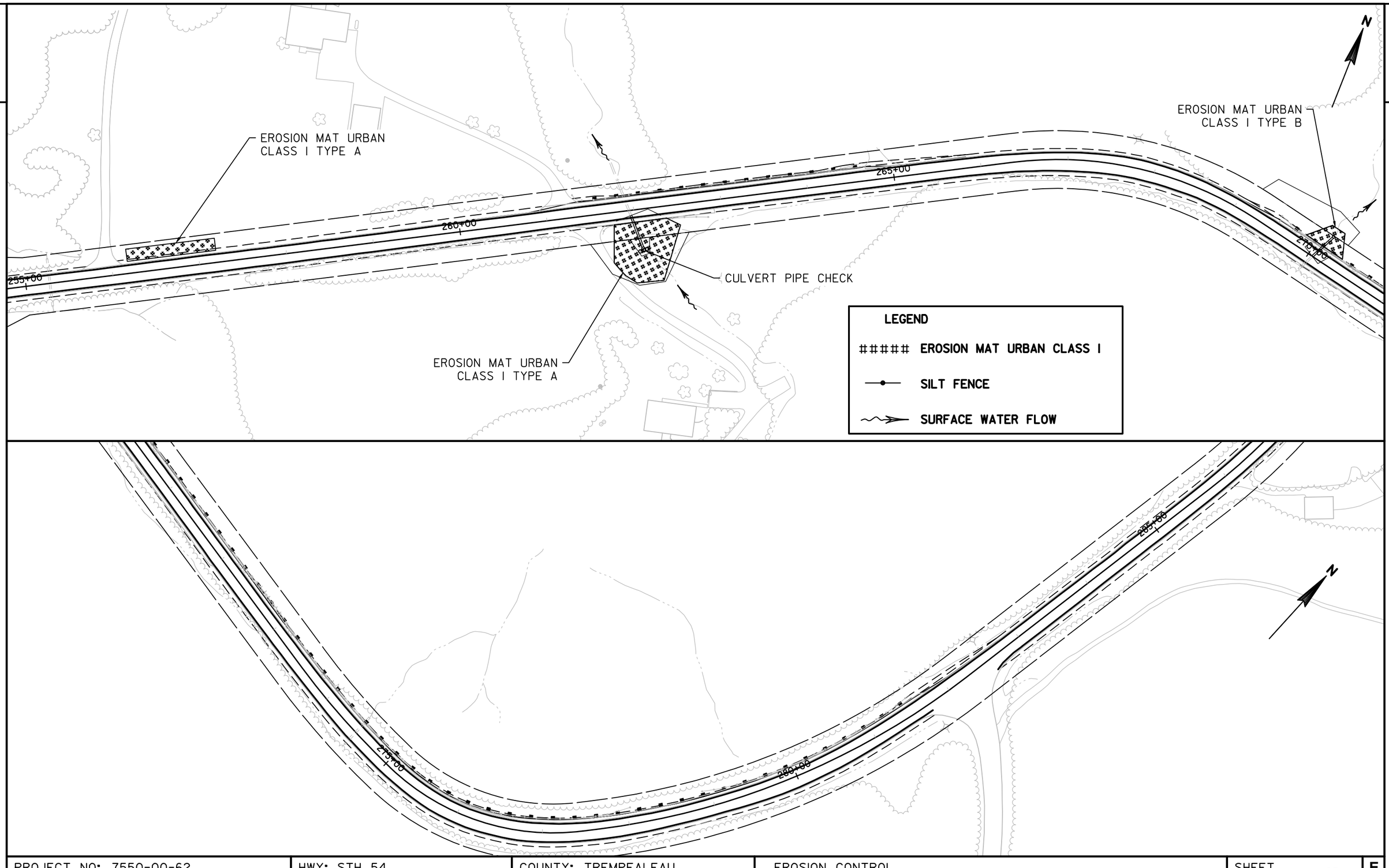
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET 24	E

FILE NAME : N:\PDS\C3D\75500001\DESIGN\VIEWFRAMEGROUPS\EROSION CONTROL.DWG
LAYOUT NAME - 235

PLOT DATE : 11/21/2018 9:52 AM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:100 FT

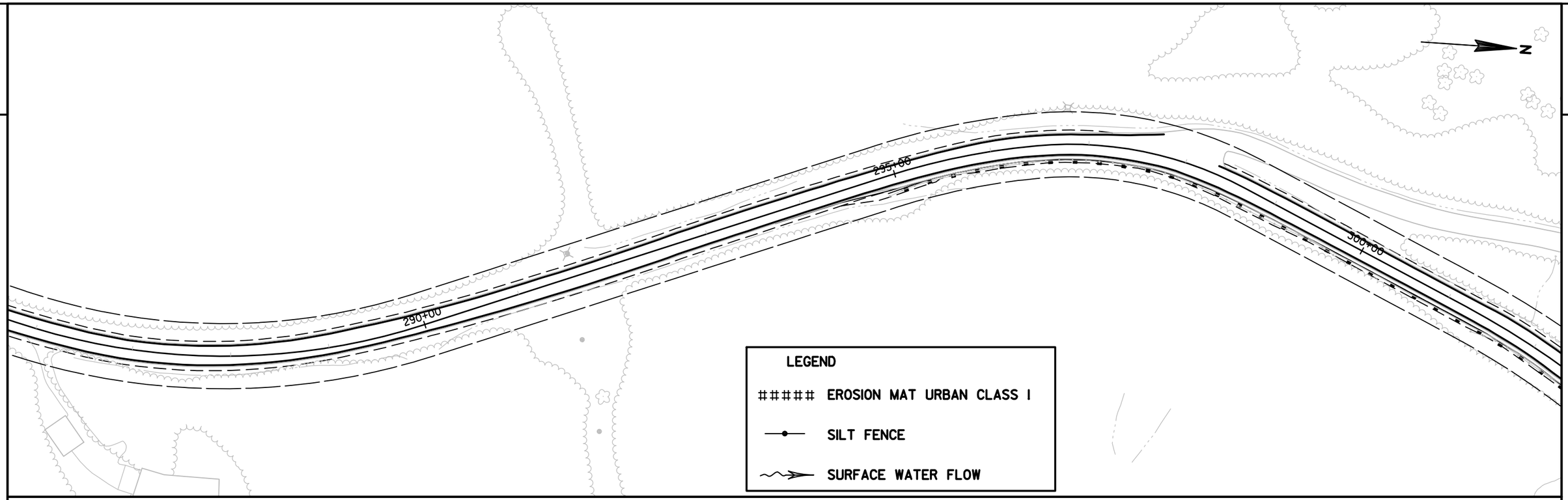
WISDOT/CADDS SHEET 44

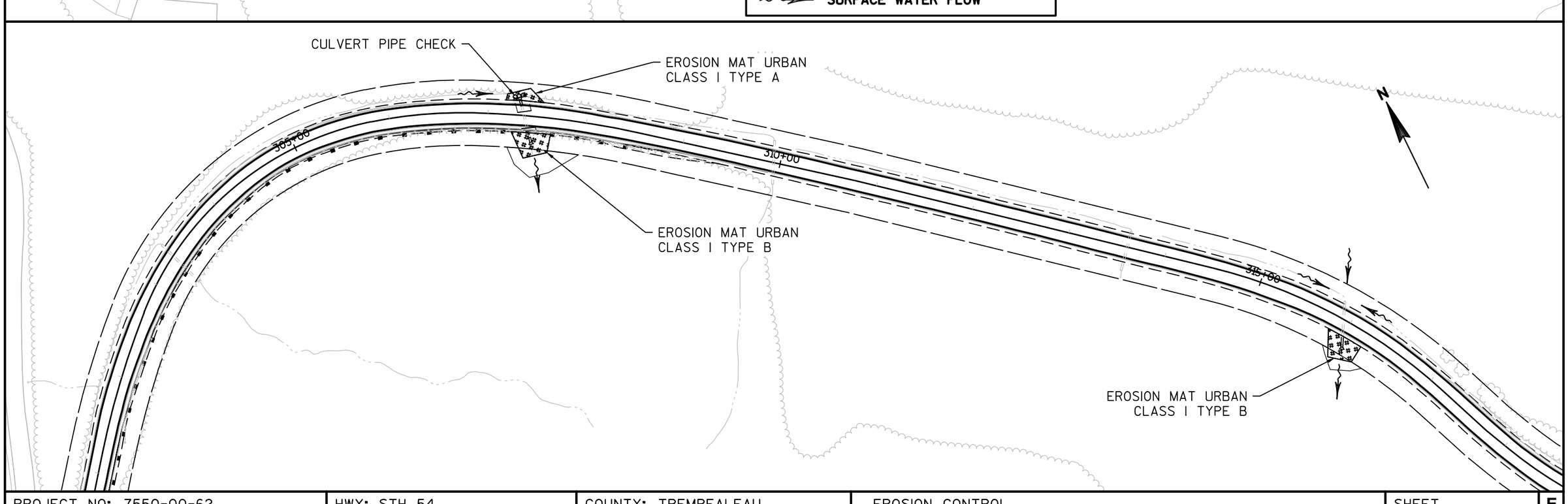
2



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET 25	E

2





PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\75500001\DESIGN\VIEWFRAMEGROUPS\EROSION CONTROL.DWG
LAYOUT NAME - 239

PLOT DATE : 11/21/2018 8:43 AM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

EROSION MAT URBAN CLASS I

SILT FENCE

SURFACE WATER FLOW

N

EROSION MAT URBAN
CLASS I TYPE B

CULVERT PIPE CHECK

320+00

325+00

330+00

335+00

340+00

345+00

HARDIES CR

EROSION MAT URBAN
CLASS I TYPE A

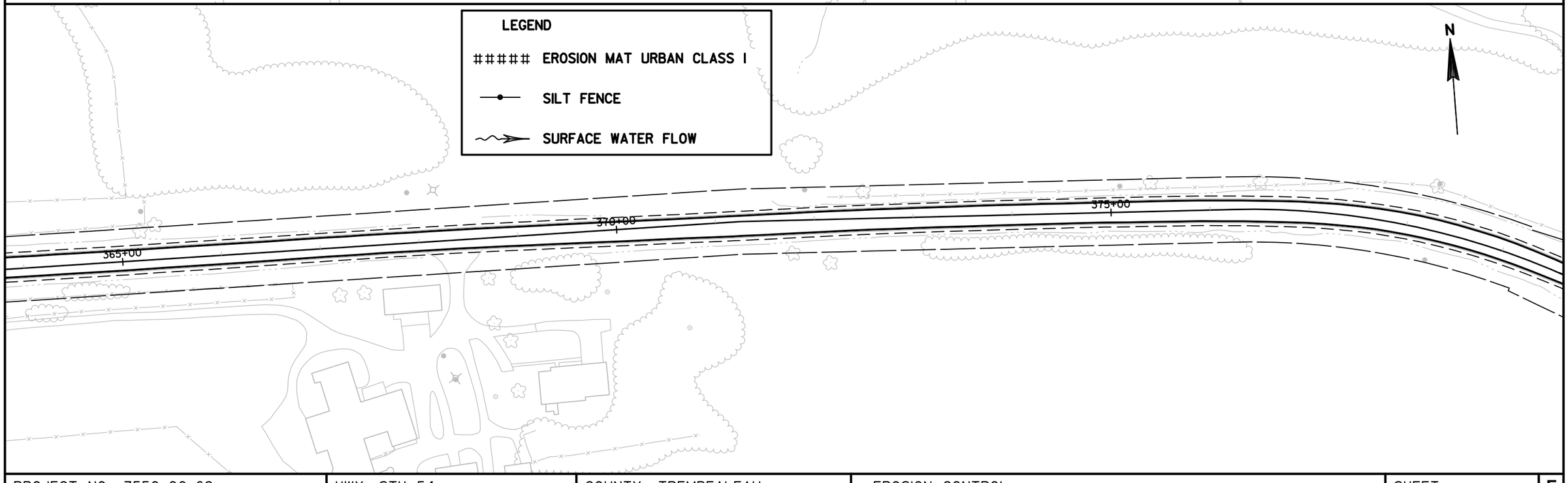
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET 27	E

FILE NAME : N:\PDS\C3D\75500001\DESIGN\VIEWFRAMEGROUPS\EROSION CONTROL.DWG
LAYOUT NAME - 10

PLOT DATE : 11/21/2018 8:43 AM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:100 FT

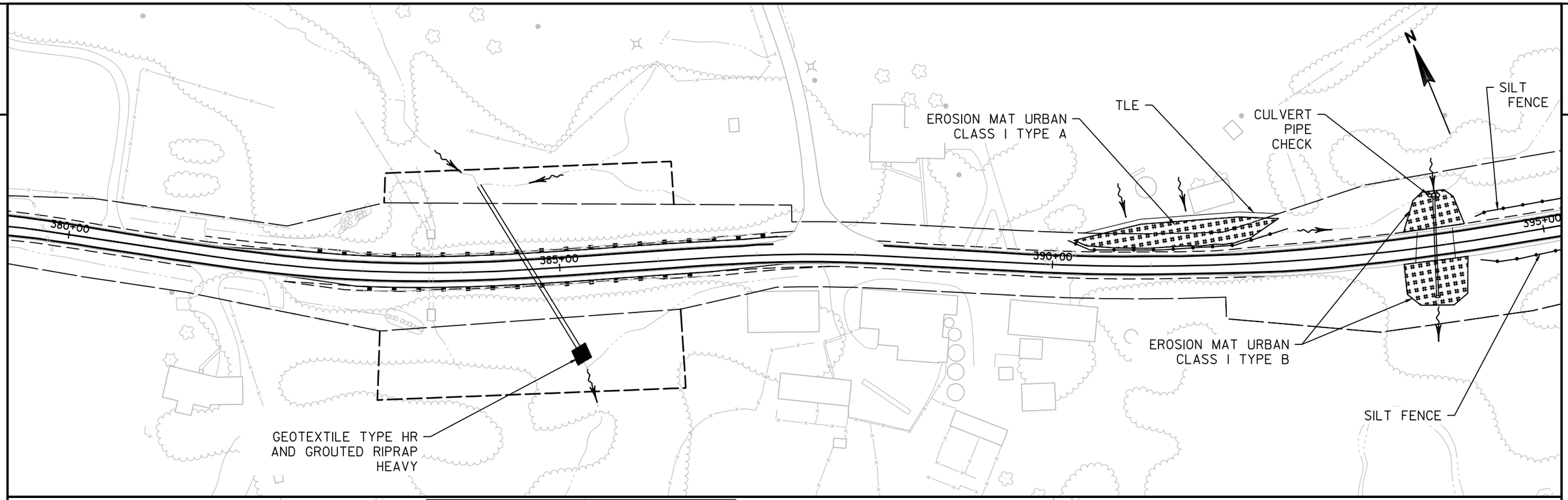
WISDOT/CADDS SHEET 44

2



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET 28	E

2

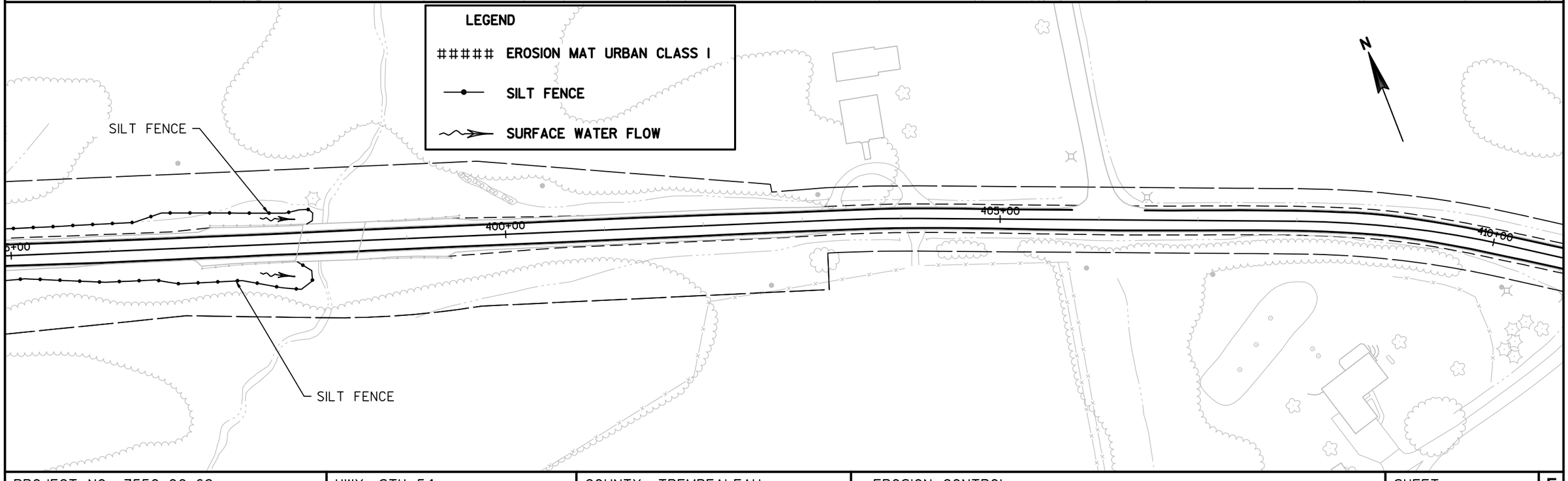


LEGEND

EROSION MAT URBAN CLASS I

SILT FENCE

SURFACE WATER FLOW



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET 29	E

2

2

N

415+00

420+00

425+00

LEGEND

EROSION MAT URBAN CLASS I

SILT FENCE

SURFACE WATER FLOW

N

EROSION MAT URBAN
CLASS I TYPE A

CULVERT PIPE CHECK

430+00

435+00

440+00

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET 30	E

2

2

N

445+00

450+00

455+00

LEGEND

EROSION MAT URBAN CLASS I

SILT FENCE

SURFACE WATER FLOW

N

EROSION MAT URBAN
CLASS I TYPE A

460+00

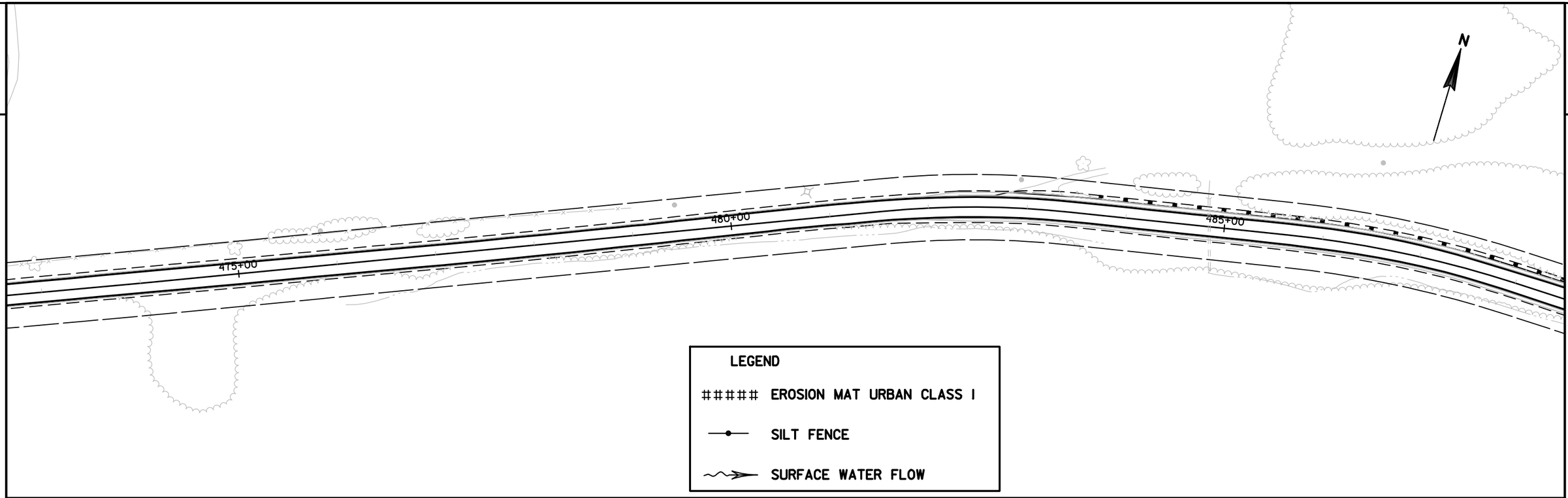
465+00

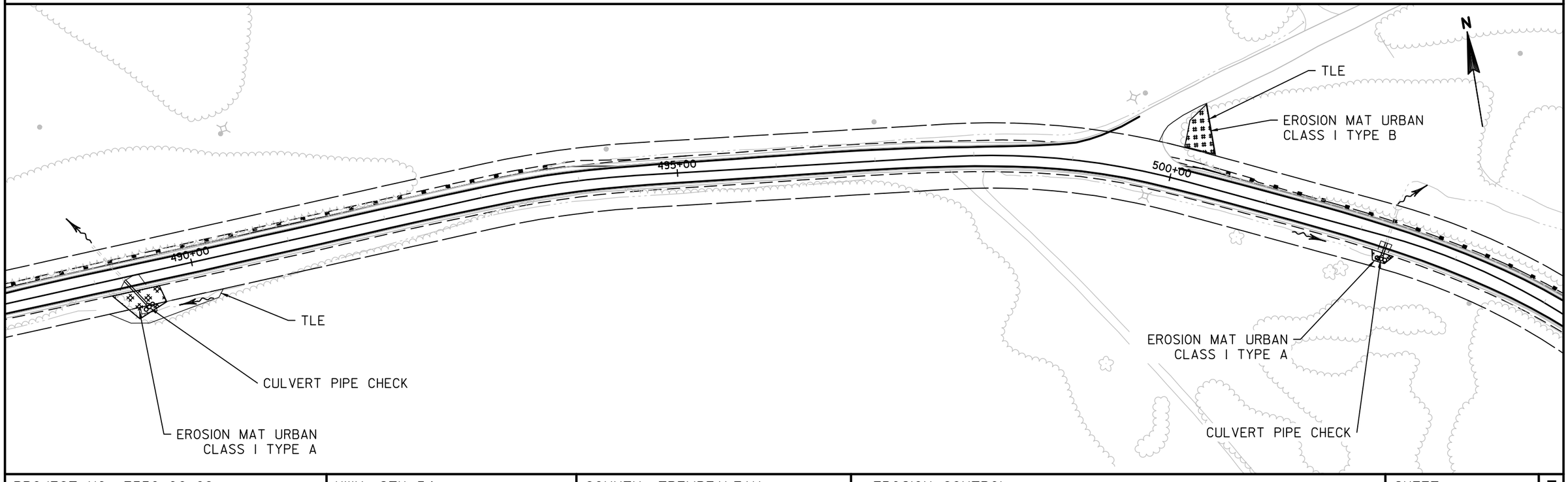
470+00

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET 31	E

2

2

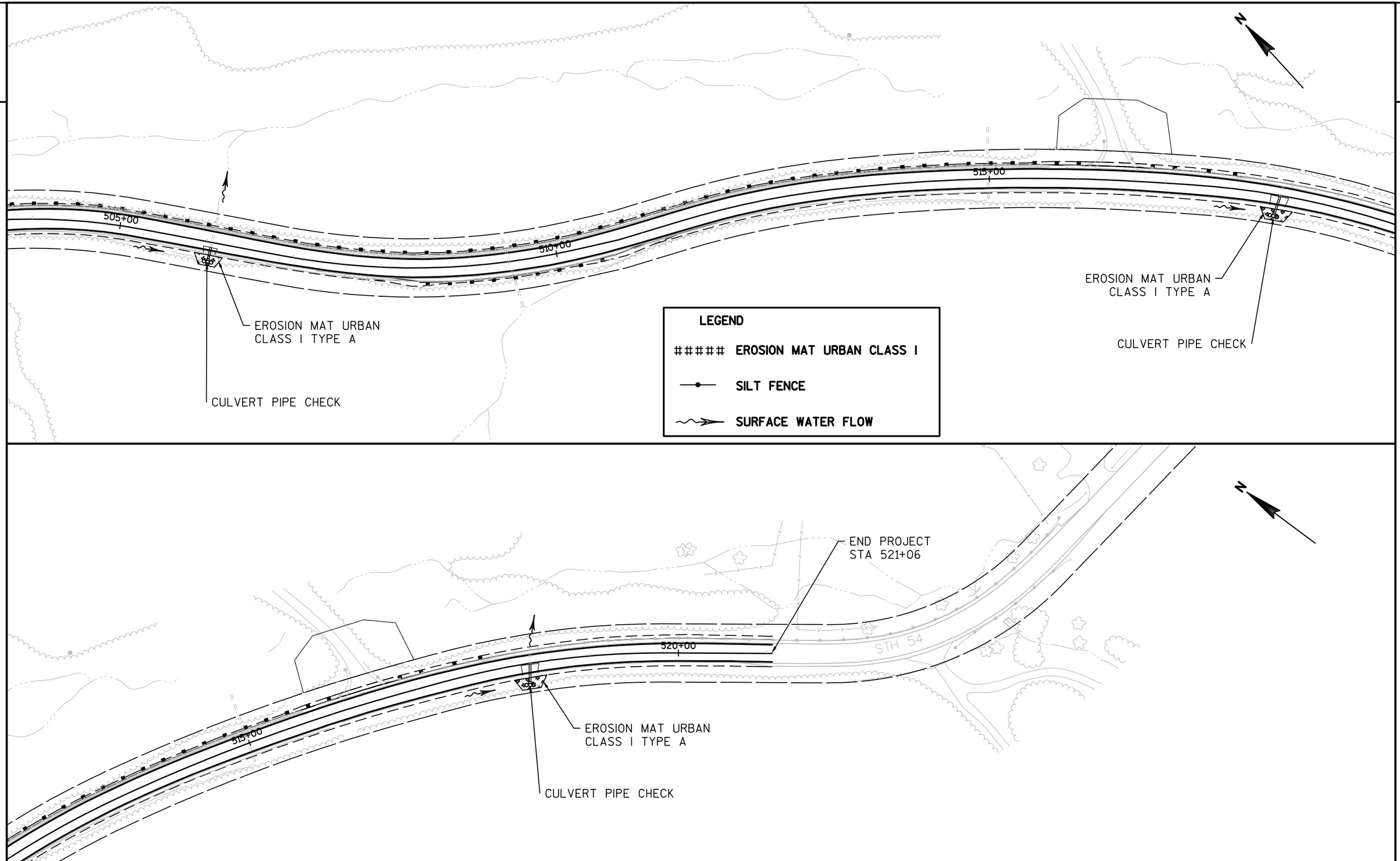




PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET 32	E

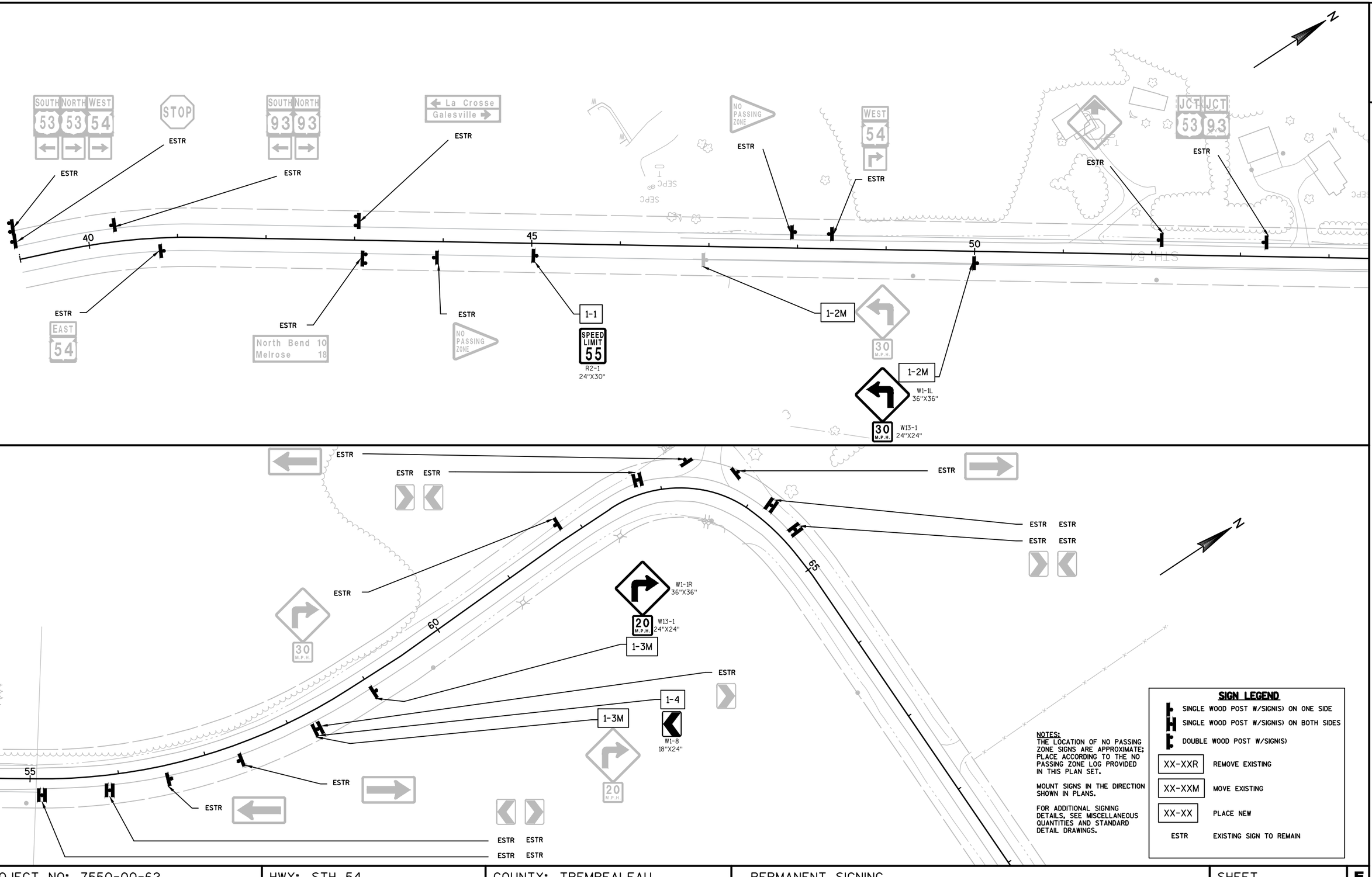
2

2



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	EROSION CONTROL	SHEET 33	E

2



NOTES:
THE LOCATION OF NO PASSING ZONE SIGNS ARE APPROXIMATE; PLACE ACCORDING TO THE NO PASSING ZONE LOG PROVIDED IN THIS PLAN SET.

MOUNT SIGNS IN THE DIRECTION SHOWN IN PLANS.

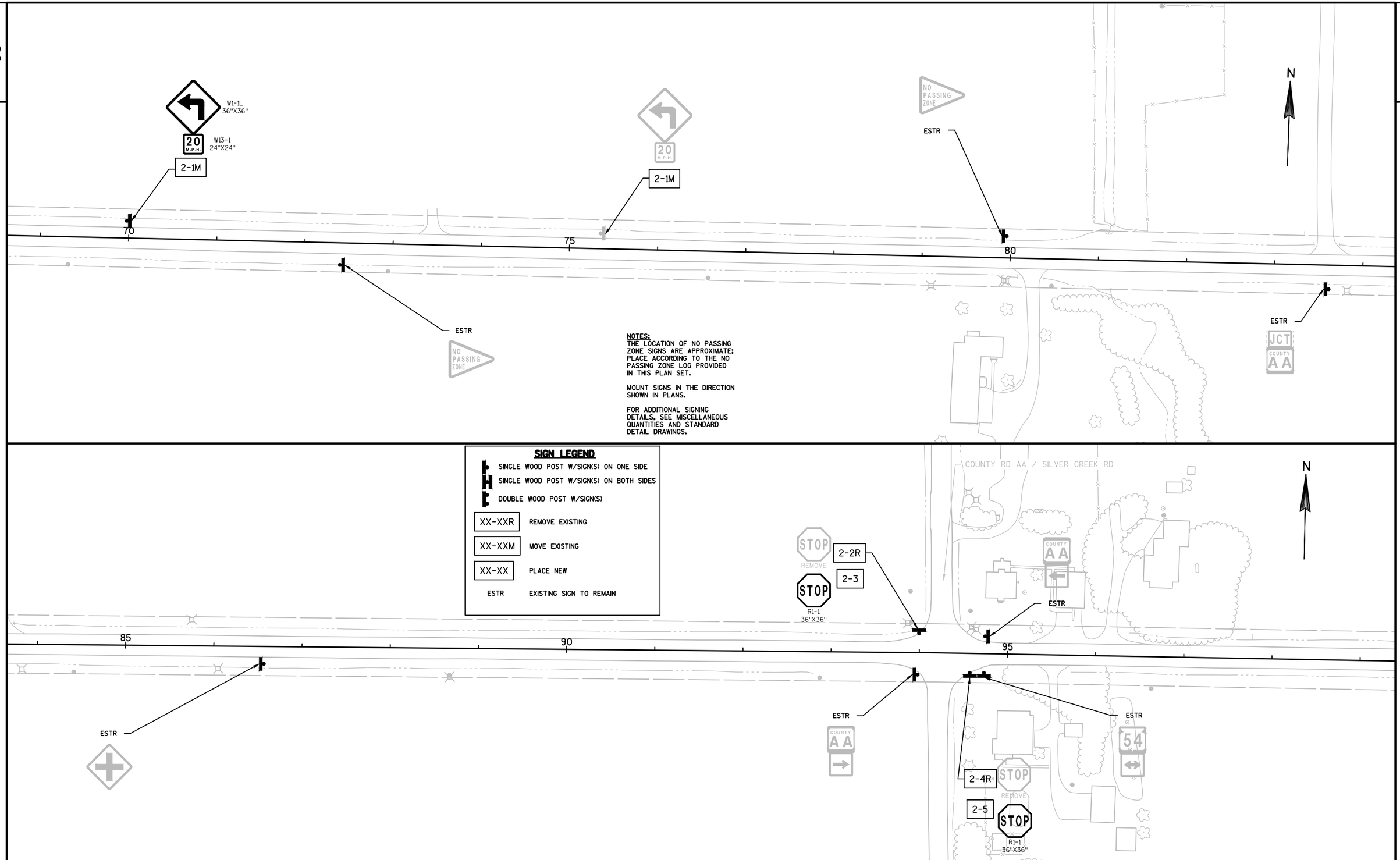
FOR ADDITIONAL SIGNING DETAILS, SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS.

SIGN LEGEND

- SINGLE WOOD POST W/SIGN(S) ON ONE SIDE
- H SINGLE WOOD POST W/SIGN(S) ON BOTH SIDES
- DOUBLE WOOD POST W/SIGN(S)
- XX-XXR REMOVE EXISTING
- XX-XXM MOVE EXISTING
- XX-XX PLACE NEW
- ESTR EXISTING SIGN TO REMAIN

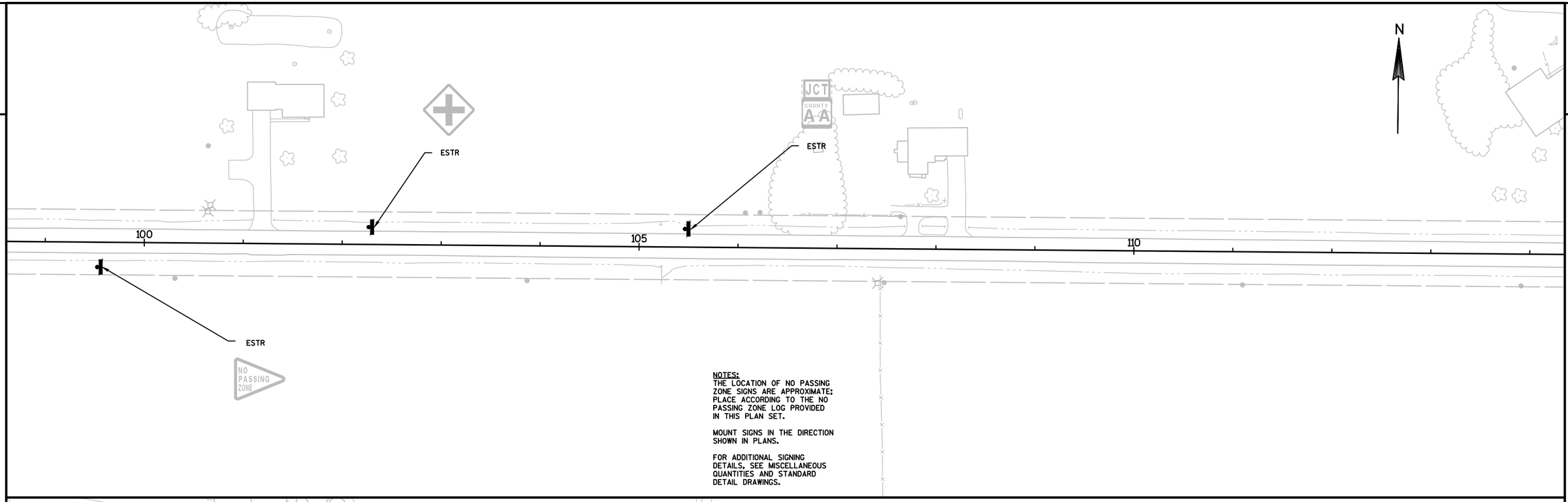
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 34	E

2



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 35	E

2



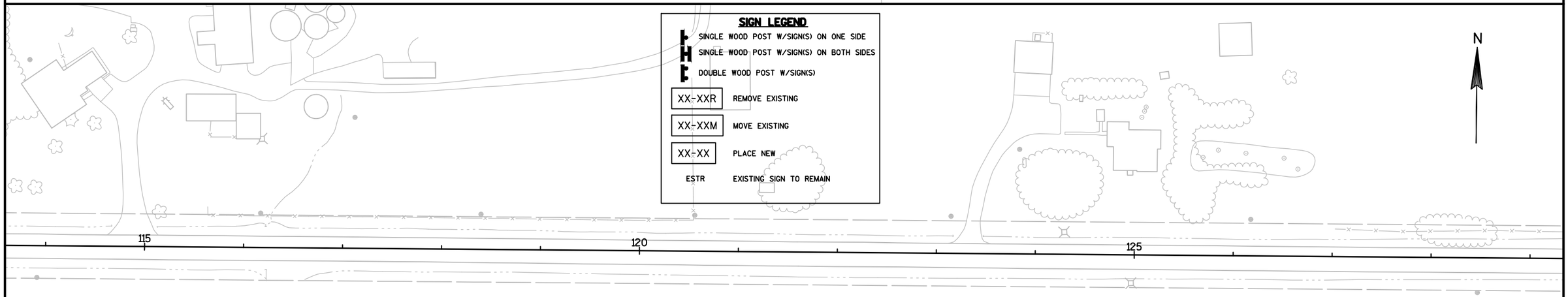
NOTES:
THE LOCATION OF NO PASSING ZONE SIGNS ARE APPROXIMATE; PLACE ACCORDING TO THE NO PASSING ZONE LOG PROVIDED IN THIS PLAN SET.

MOUNT SIGNS IN THE DIRECTION SHOWN IN PLANS.

FOR ADDITIONAL SIGNING DETAILS, SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS.

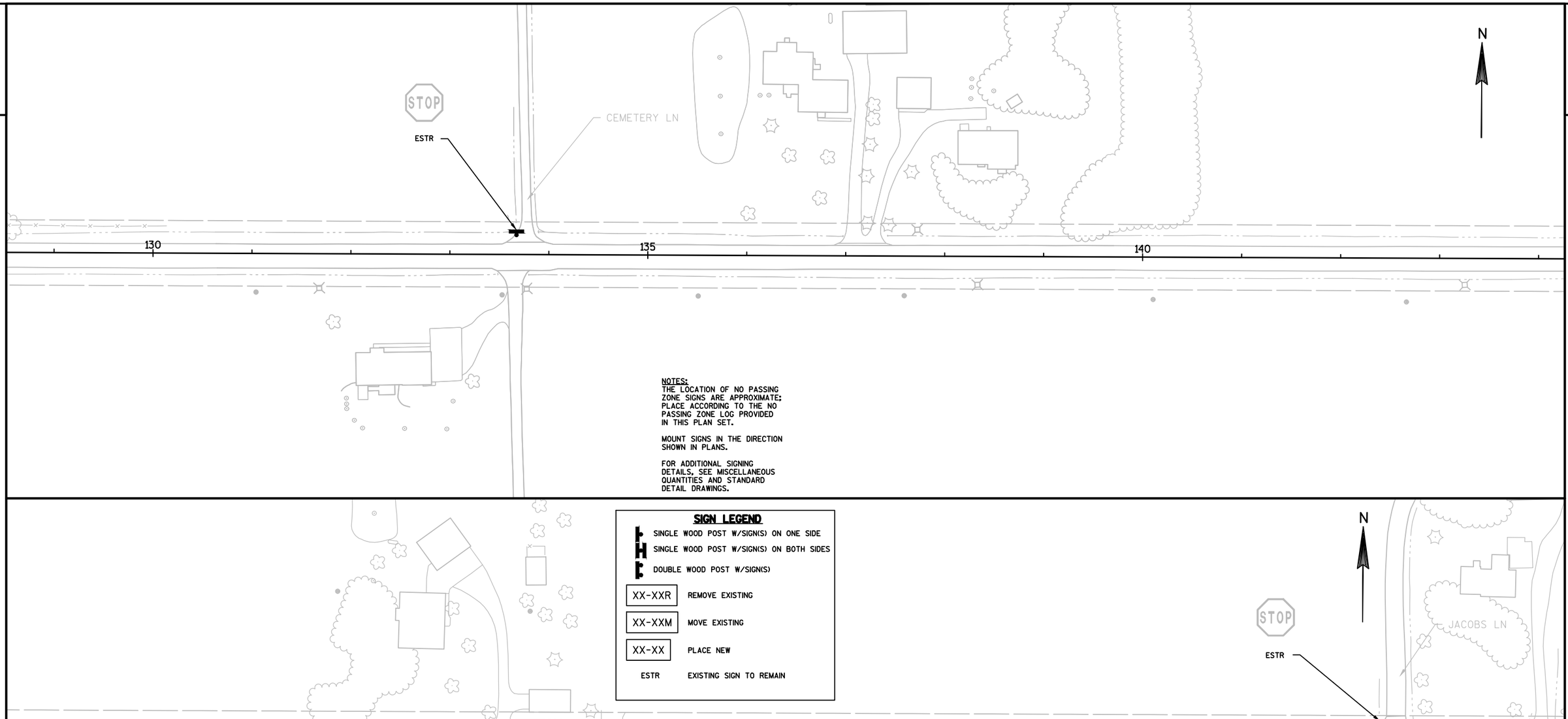
SIGN LEGEND

- SINGLE WOOD POST W/SIGN(S) ON ONE SIDE
- SINGLE WOOD POST W/SIGN(S) ON BOTH SIDES
- DOUBLE WOOD POST W/SIGN(S)
- XX-XXR — REMOVE EXISTING
- XX-XXM — MOVE EXISTING
- XX-XX — PLACE NEW
- ESTR — EXISTING SIGN TO REMAIN



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 36	E

2



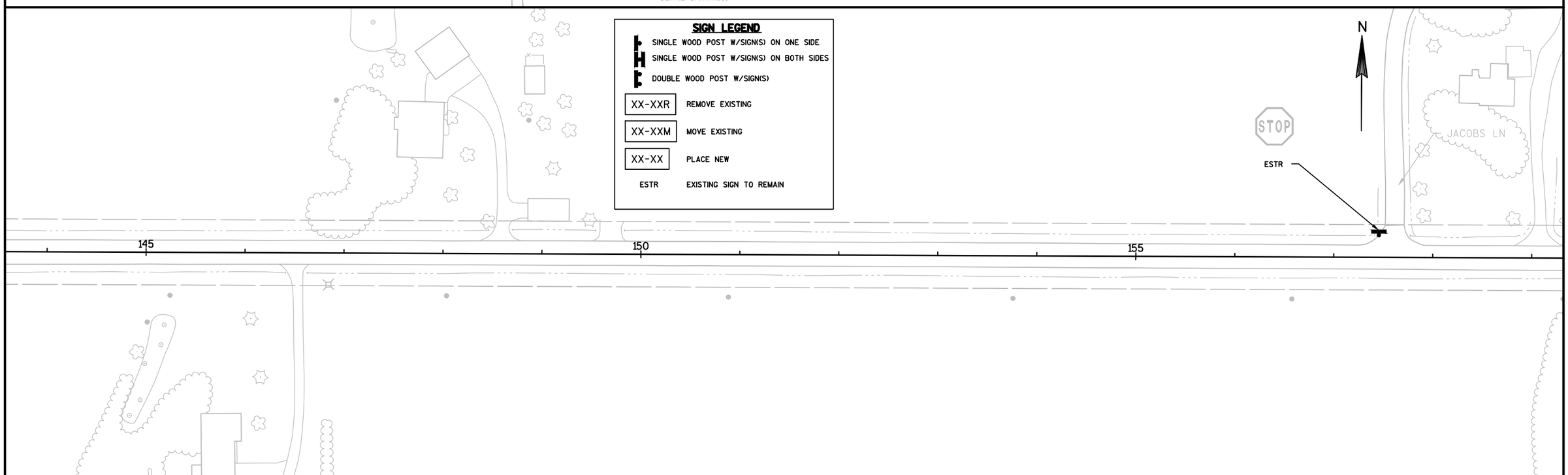
NOTES:
THE LOCATION OF NO PASSING ZONE SIGNS ARE APPROXIMATE; PLACE ACCORDING TO THE NO PASSING ZONE LOG PROVIDED IN THIS PLAN SET.

MOUNT SIGNS IN THE DIRECTION SHOWN IN PLANS.

FOR ADDITIONAL SIGNING DETAILS, SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS.

SIGN LEGEND

	SINGLE WOOD POST W/SIGN(S) ON ONE SIDE
	SINGLE WOOD POST W/SIGN(S) ON BOTH SIDES
	DOUBLE WOOD POST W/SIGN(S)
XX-XXR	REMOVE EXISTING
XX-XXM	MOVE EXISTING
XX-XX	PLACE NEW
ESTR	EXISTING SIGN TO REMAIN



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 37	E

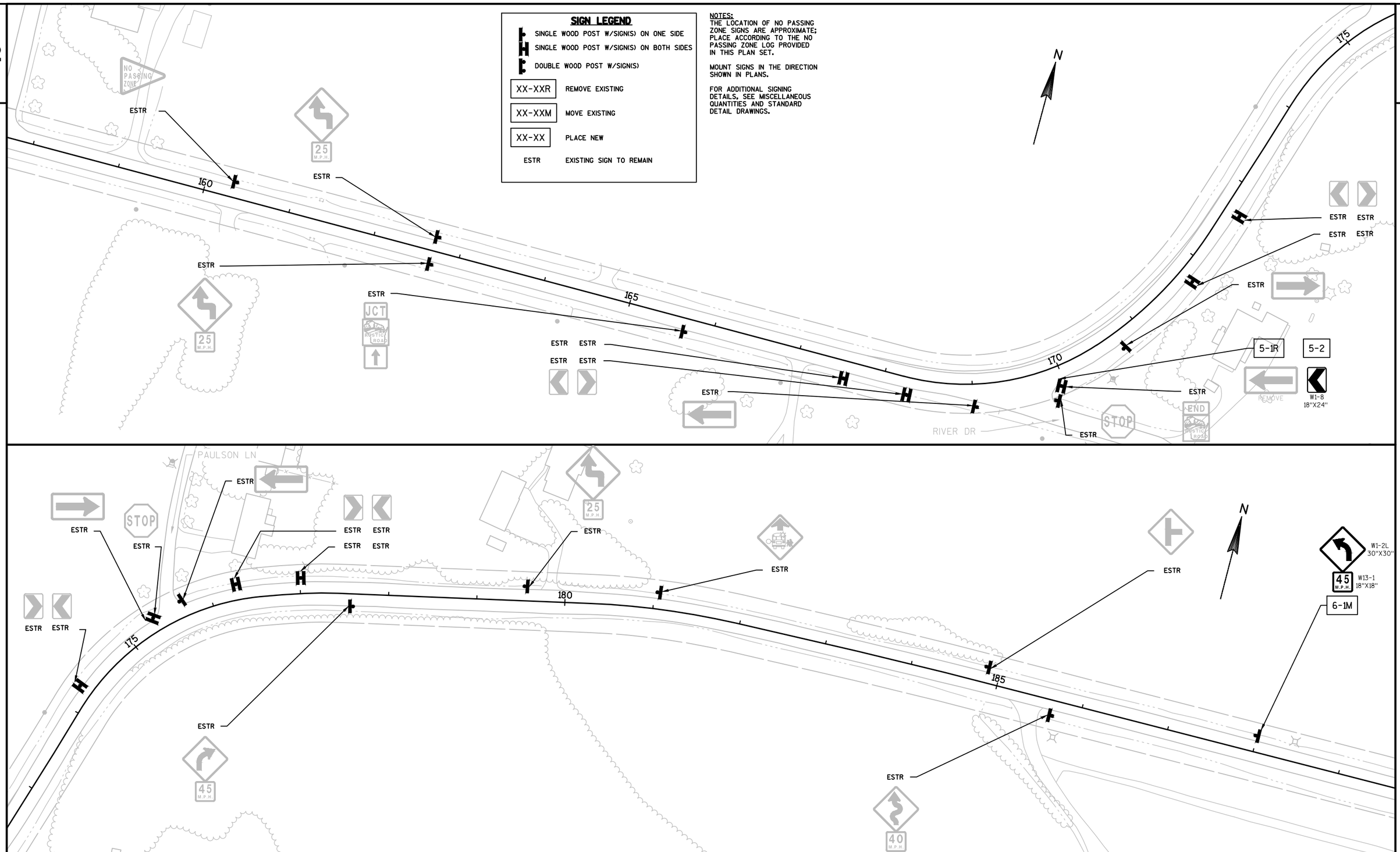
SIGN LEGEND

- SINGLE WOOD POST W/SIGN(S) ON ONE SIDE
- SINGLE WOOD POST W/SIGN(S) ON BOTH SIDES
- DOUBLE WOOD POST W/SIGN(S)
- XX-XXR — REMOVE EXISTING
- XX-XXM — MOVE EXISTING
- XX-XX — PLACE NEW
- ESTR — EXISTING SIGN TO REMAIN

NOTES:
THE LOCATION OF NO PASSING ZONE SIGNS ARE APPROXIMATE; PLACE ACCORDING TO THE NO PASSING ZONE LOG PROVIDED IN THIS PLAN SET.

MOUNT SIGNS IN THE DIRECTION SHOWN IN PLANS.

FOR ADDITIONAL SIGNING DETAILS, SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS.



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 38	E

2

N

W1-2R
30"X30"

40 M.P.H.

W13-1
18"X18"

6-4M

STOP

ESTR

SKUNK COULEE RD

6-1M

45 M.P.H.

40 M.P.H.

6-4M

190

195

200

ESTR

ESTR

ESTR

6-2R

6-3

W1-4R
30"X30"

45 M.P.H.

W13-1
18"X18"

45 M.P.H.
REMOVE

NOTES:
THE LOCATION OF NO PASSING ZONE SIGNS ARE APPROXIMATE; PLACE ACCORDING TO THE NO PASSING ZONE LOG PROVIDED IN THIS PLAN SET.

MOUNT SIGNS IN THE DIRECTION SHOWN IN PLANS.

FOR ADDITIONAL SIGNING DETAILS, SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS.

SIGN LEGEND

- SINGLE WOOD POST W/SIGN(S) ON ONE SIDE
- SINGLE WOOD POST W/SIGN(S) ON BOTH SIDES
- DOUBLE WOOD POST W/SIGN(S)
- XX-XXR — REMOVE EXISTING
- XX-XXM — MOVE EXISTING
- XX-XX — PLACE NEW
- ESTR — EXISTING SIGN TO REMAIN

N

45 M.P.H.

ESTR

EXISTING L.H.E. FOR DRAINAGE
0.68 ACRES (PERM.)

GRANT CR

205

210

215

6-5R

50 M.P.H.
REMOVE

6-6

W1-6
48"X24"

EXISTING L.H.E. FOR DRAINAGE
0.17 ACRES (PERM.)

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 39	E

2

SIGN LEGEND

- SINGLE WOOD POST W/SIGN(S) ON ONE SIDE
- SINGLE WOOD POST W/SIGN(S) ON BOTH SIDES
- DOUBLE WOOD POST W/SIGN(S)
- XX-XXR — REMOVE EXISTING
- XX-XXM — MOVE EXISTING
- XX-XX — PLACE NEW
- ESTR — EXISTING SIGN TO REMAIN

NOTES:
THE LOCATION OF NO PASSING ZONE SIGNS ARE APPROXIMATE; PLACE ACCORDING TO THE NO PASSING ZONE LOG PROVIDED IN THIS PLAN SET.

MOUNT SIGNS IN THE DIRECTION SHOWN IN PLANS.

FOR ADDITIONAL SIGNING DETAILS, SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS.

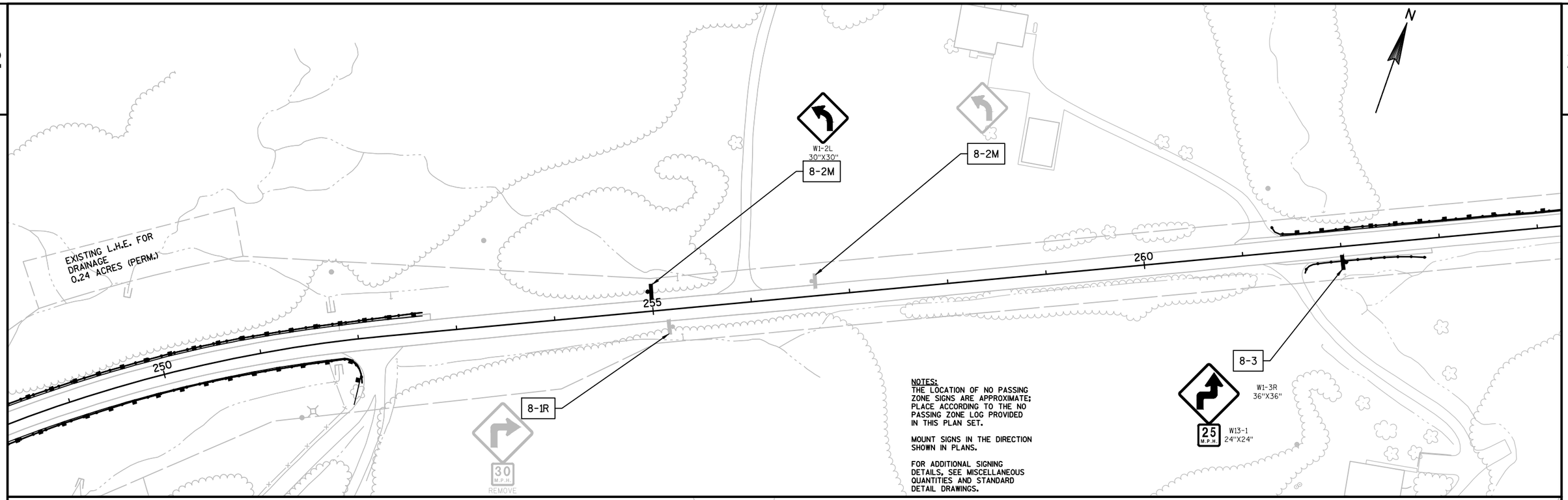
220 225 230

W1-4R 30"X30"
40 M.P.H. W13-1 18"X18"
7-2
45 M.P.H. REMOVE
7-3R
ESTR
7-1M
35 M.P.H.
7-1M
W1-2L 30"X30"
35 M.P.H. W13-1 18"X18"
ESTR
STOP
BRADY LN
7-4M
7-5M
7-4M
W1-6 48"X24"
7-5M
W1-6 48"X24"
N

35 M.P.H.
W1-2R 30"X30"
35 M.P.H. W13-1 18"X18"
7-7M
7-7M
STOP
ESTR
OINES LN
N
240 245 235
7-6M
7-6M
W1-2R 30"X30"
EXISTING L.H.E. FOR DRAINAGE 0.62 ACRES (PERM.)

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 40	E

2



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 41	E

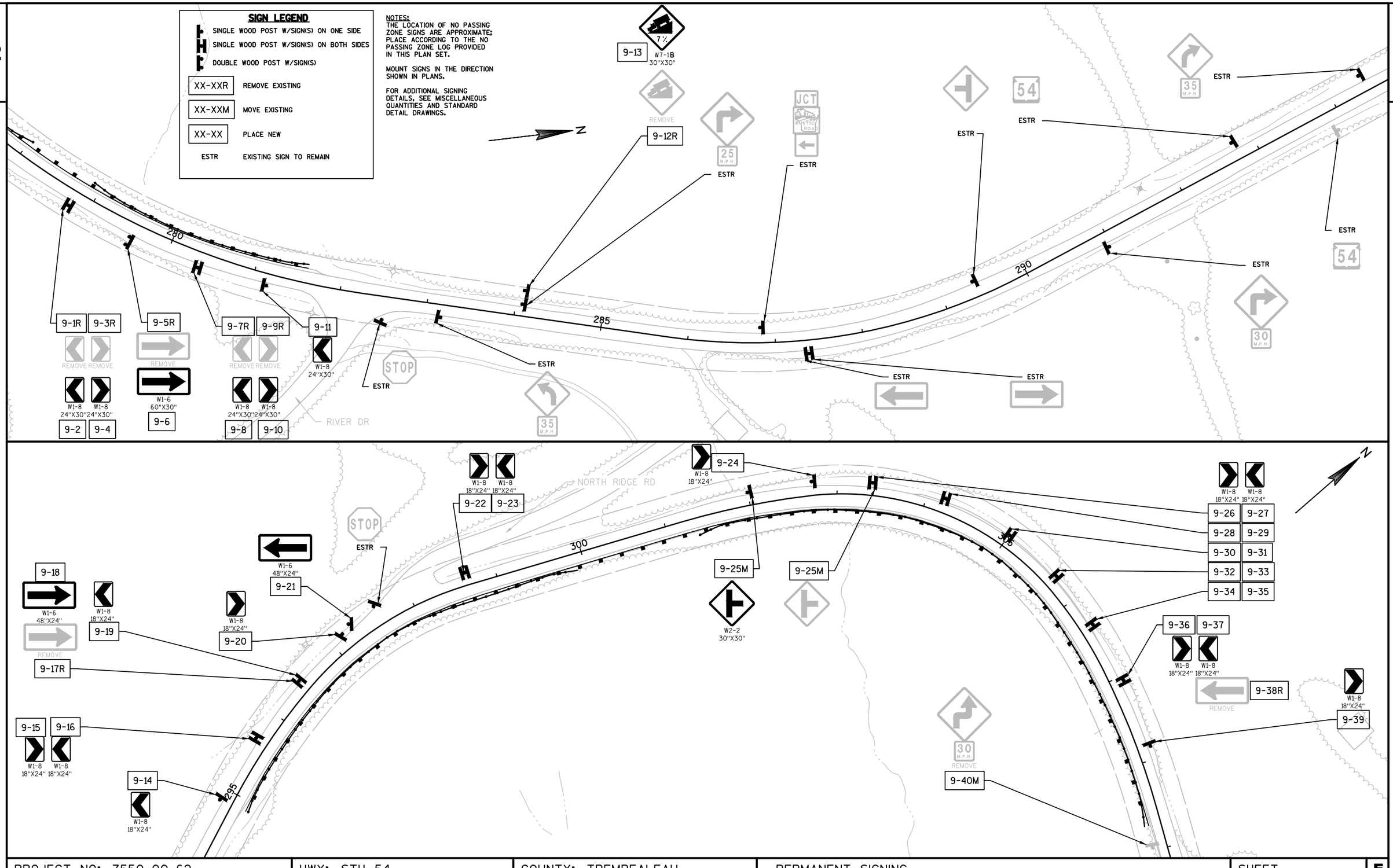
SIGN LEGEND

- SINGLE WOOD POST W/SIGN(S) ON ONE SIDE
- SINGLE WOOD POST W/SIGN(S) ON BOTH SIDES
- DOUBLE WOOD POST W/SIGN(S)
- XX-XXR — REMOVE EXISTING
- XX-XXM — MOVE EXISTING
- XX-XX — PLACE NEW
- ESTR — EXISTING SIGN TO REMAIN

NOTES:
THE LOCATION OF NO PASSING ZONE SIGNS ARE APPROXIMATE; PLACE ACCORDING TO THE NO PASSING ZONE LOG PROVIDED IN THIS PLAN SET.

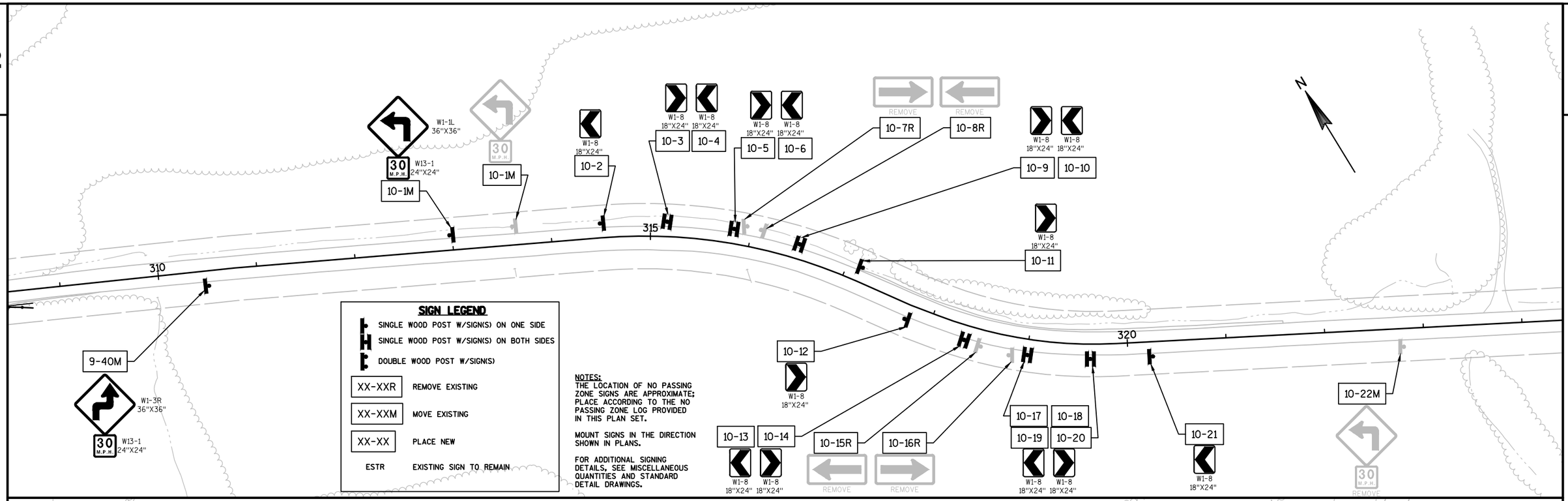
MOUNT SIGNS IN THE DIRECTION SHOWN IN PLANS.

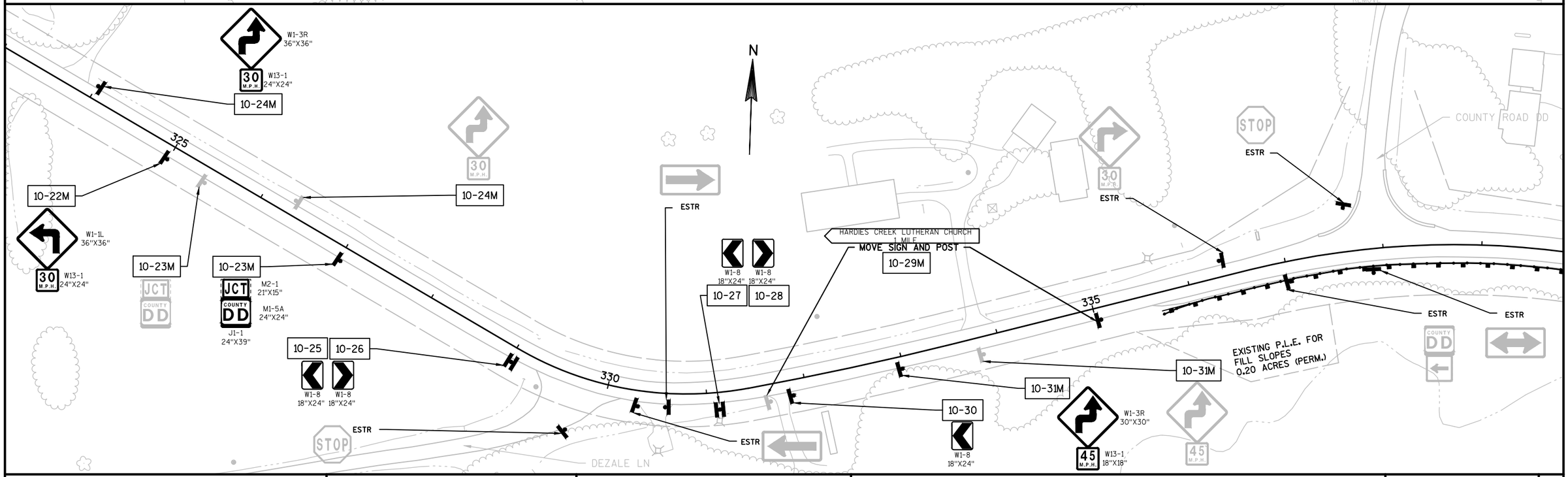
FOR ADDITIONAL SIGNING DETAILS, SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS.



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 42 E

2





PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 43	E

2

NOTES:
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MOUNT SIGNS IN THE DIRECTION SHOWN IN PLANS.

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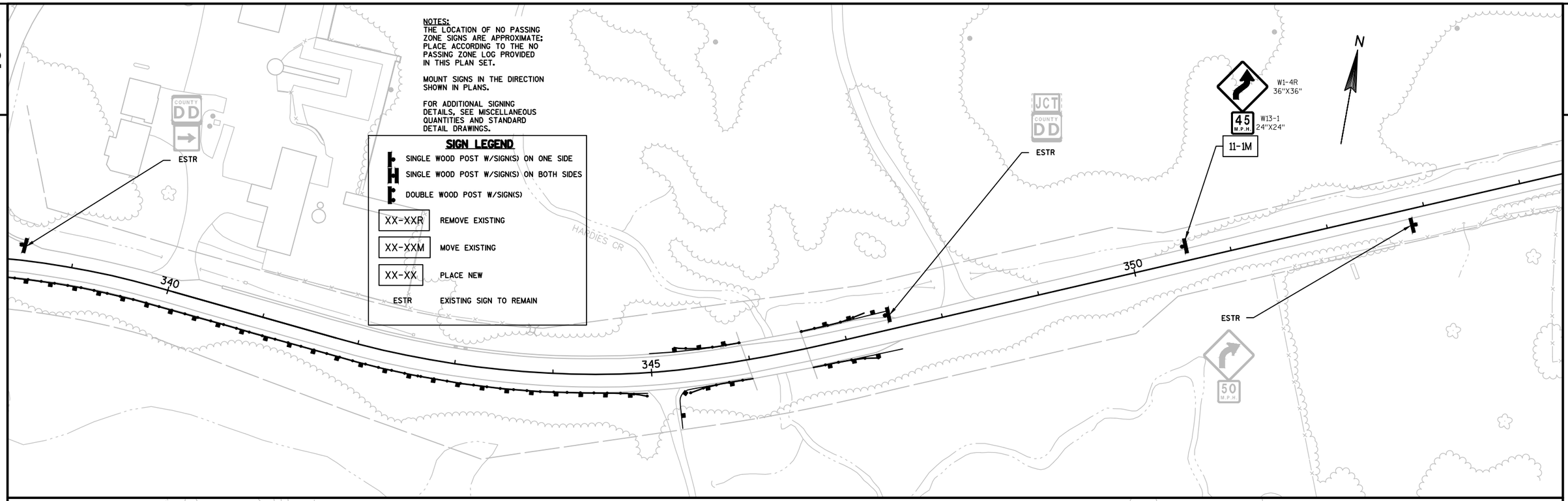
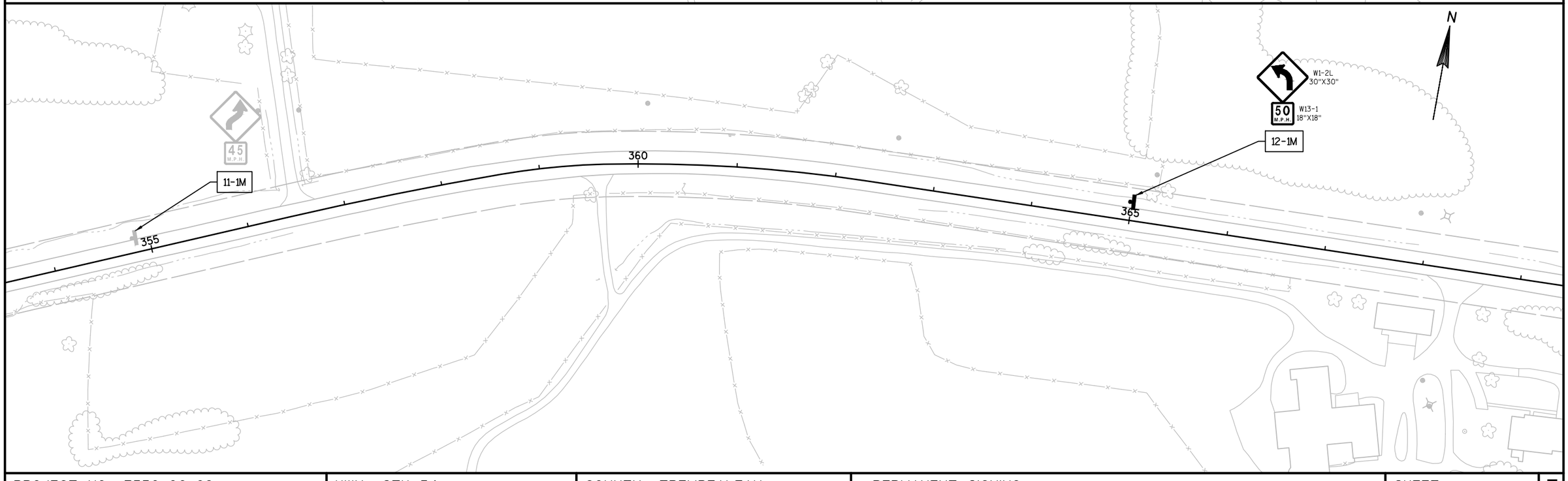
SIGN LEGEND

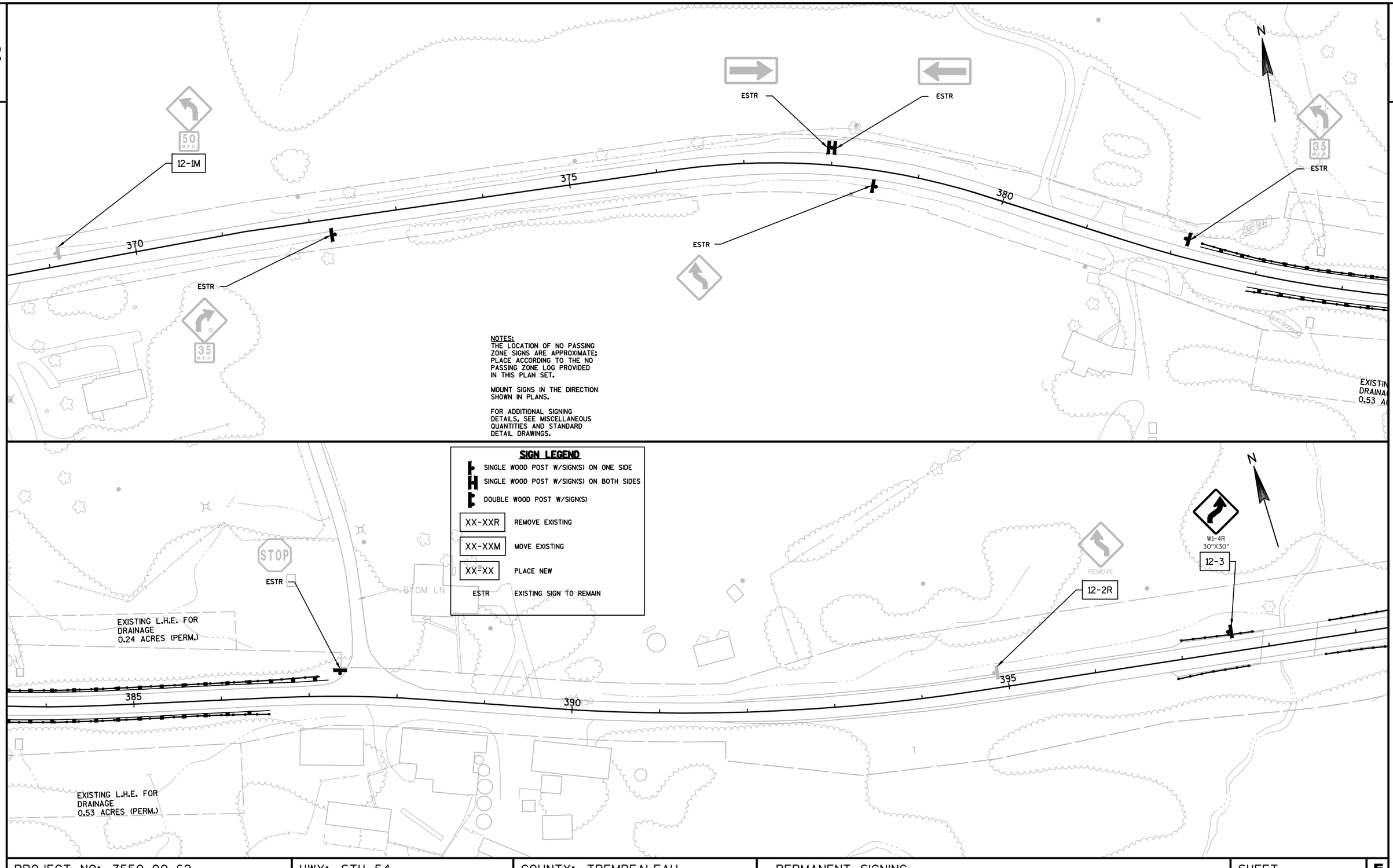
- SINGLE WOOD POST W/SIGN(S) ON ONE SIDE
- SINGLE WOOD POST W/SIGN(S) ON BOTH SIDES
- DOUBLE WOOD POST W/SIGN(S)
- XX-XXR — REMOVE EXISTING
- XX-XXM — MOVE EXISTING
- XX-XX — PLACE NEW
- ESTR — EXISTING SIGN TO REMAIN





PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 44	E

2



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 45	E

2

TOPPEN LN

STOP

ESTR

400

405

410

415

420

425

13-1M

13-1M

W1-2R
30"X30"

50
M.P.H.

W13-1
18"X18"

13-2M

13-2M

W2-2
30"X30"

13-3M

35
M.P.H.

REMOVE

W1-2L
30"X30"

50
M.P.H.

W13-1
18"X18"

13-4M

13-3M

W1-2L
30"X30"

35
M.P.H.

W13-1
18"X18"

13-4M

W1-2R
30"X30"

35
M.P.H.

W13-1
18"X18"

14-1M

ESTR

NO
PASSING
ZONE

ESTR

ESTR

NOTES:
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MOUNT SIGNS IN THE DIRECTION SHOWN IN PLANS.

FOR ADDITIONAL SIGNING DETAILS, SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS.

SIGN LEGEND

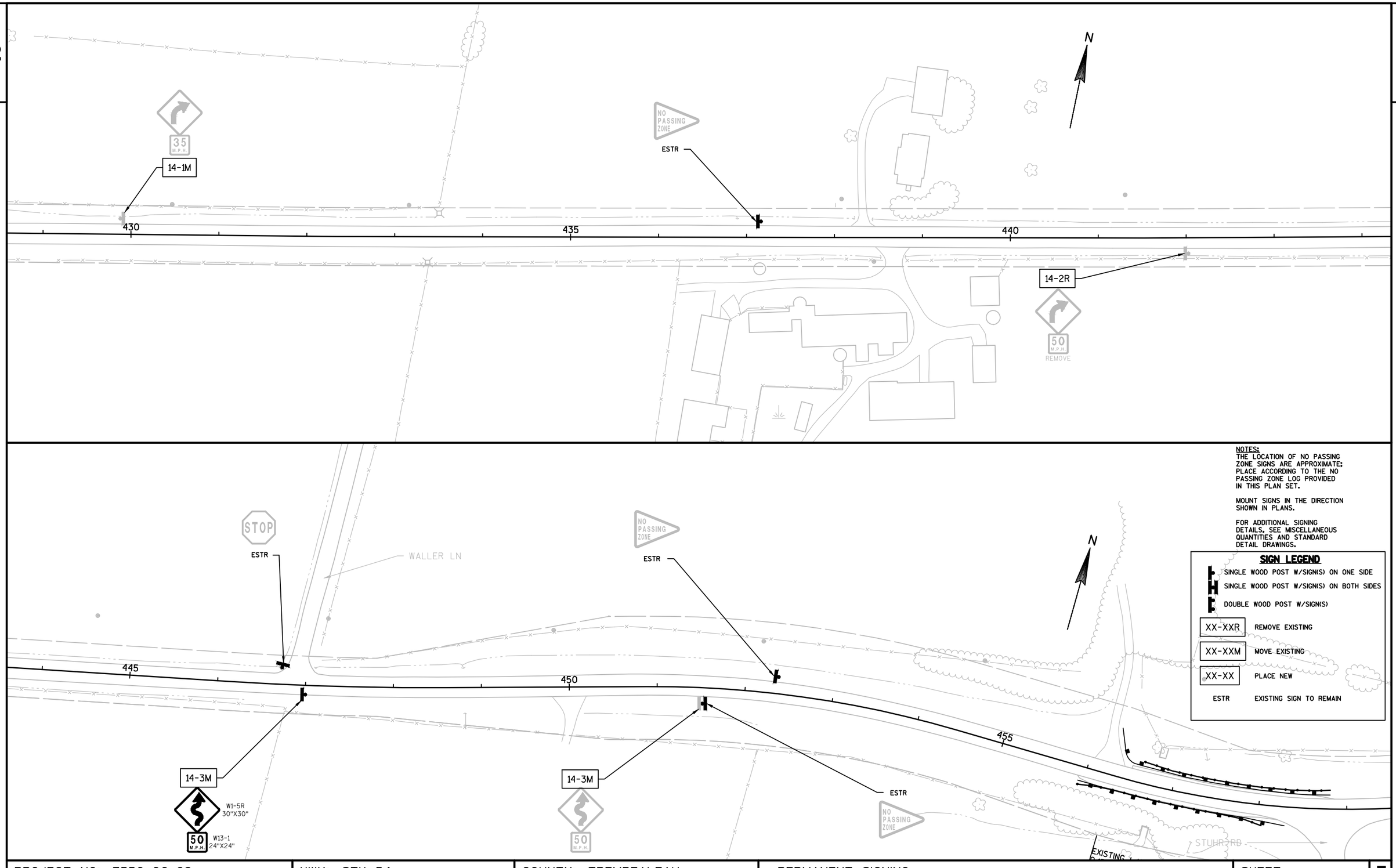
	SINGLE WOOD POST W/SIGN(S) ON ONE SIDE
	SINGLE WOOD POST W/SIGN(S) ON BOTH SIDES
	DOUBLE WOOD POST W/SIGN(S)
XX-XXR	REMOVE EXISTING
XX-XXM	MOVE EXISTING
XX-XX	PLACE NEW
ESTR	EXISTING SIGN TO REMAIN

N

N

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 46	E

2



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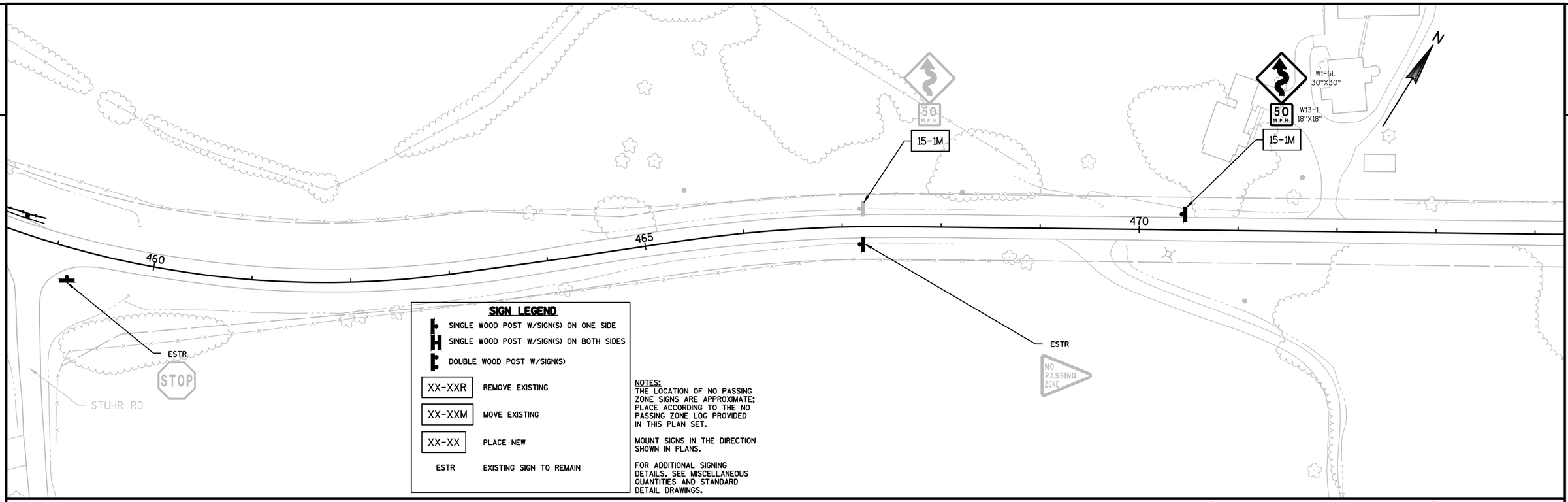
SIGN LEGEND

- SINGLE WOOD POST W/SIGN(S) ON ONE SIDE
- SINGLE WOOD POST W/SIGN(S) ON BOTH SIDES
- DOUBLE WOOD POST W/SIGN(S)
- XX-XXR — REMOVE EXISTING
- XX-XXM — MOVE EXISTING
- XX-XX — PLACE NEW
- ESTR — EXISTING SIGN TO REMAIN

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 47	E

2



SIGN LEGEND

- SINGLE WOOD POST W/SIGN(S) ON ONE SIDE
- SINGLE WOOD POST W/SIGN(S) ON BOTH SIDES
- DOUBLE WOOD POST W/SIGN(S)
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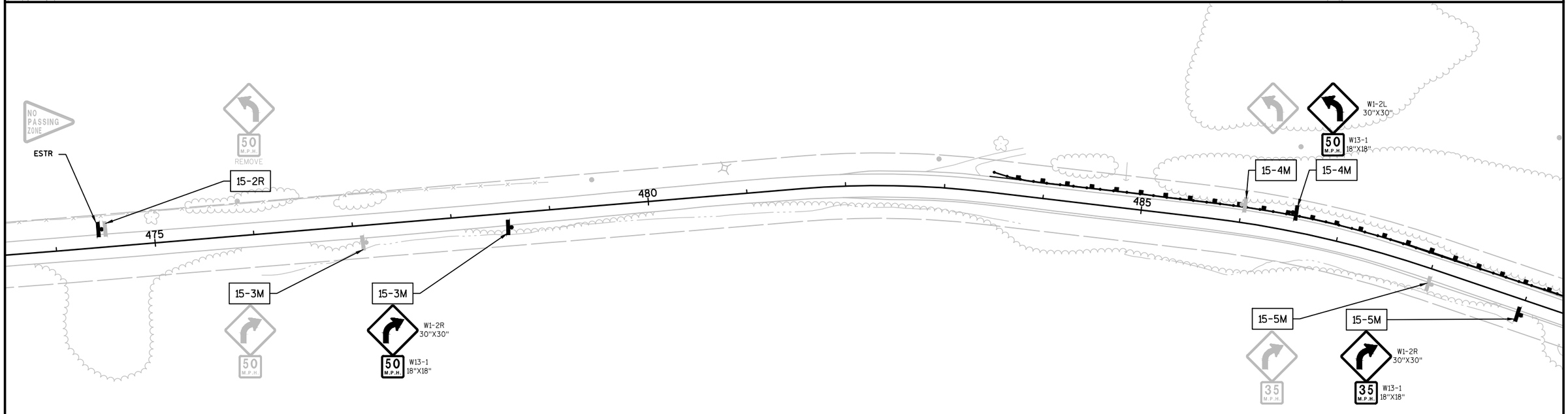
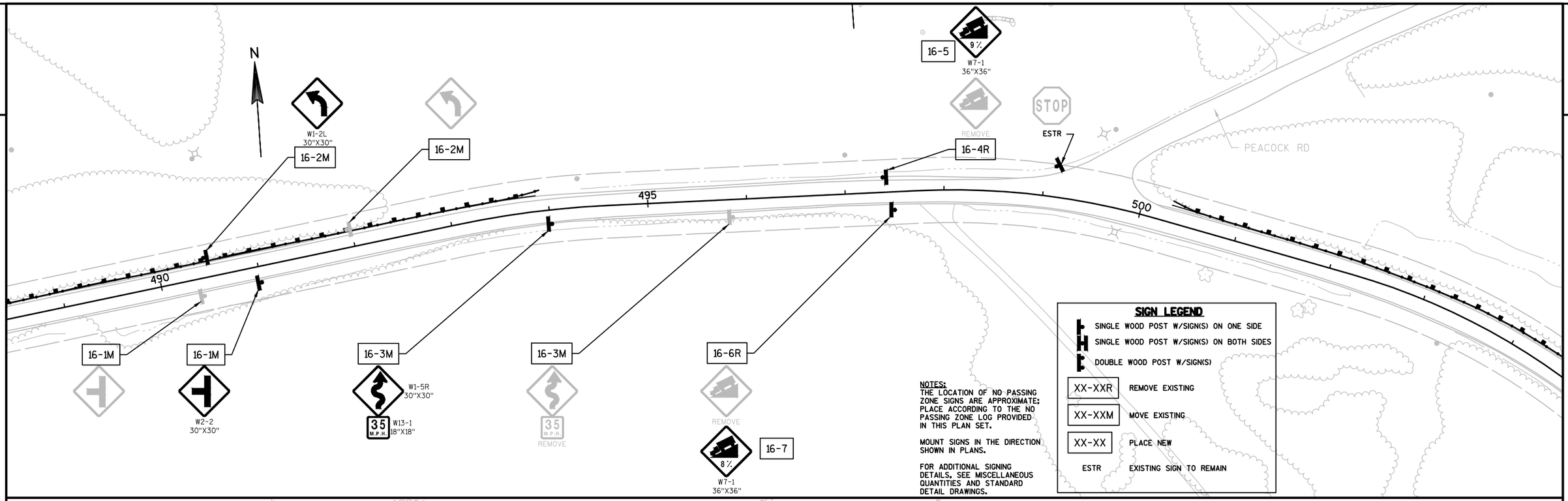
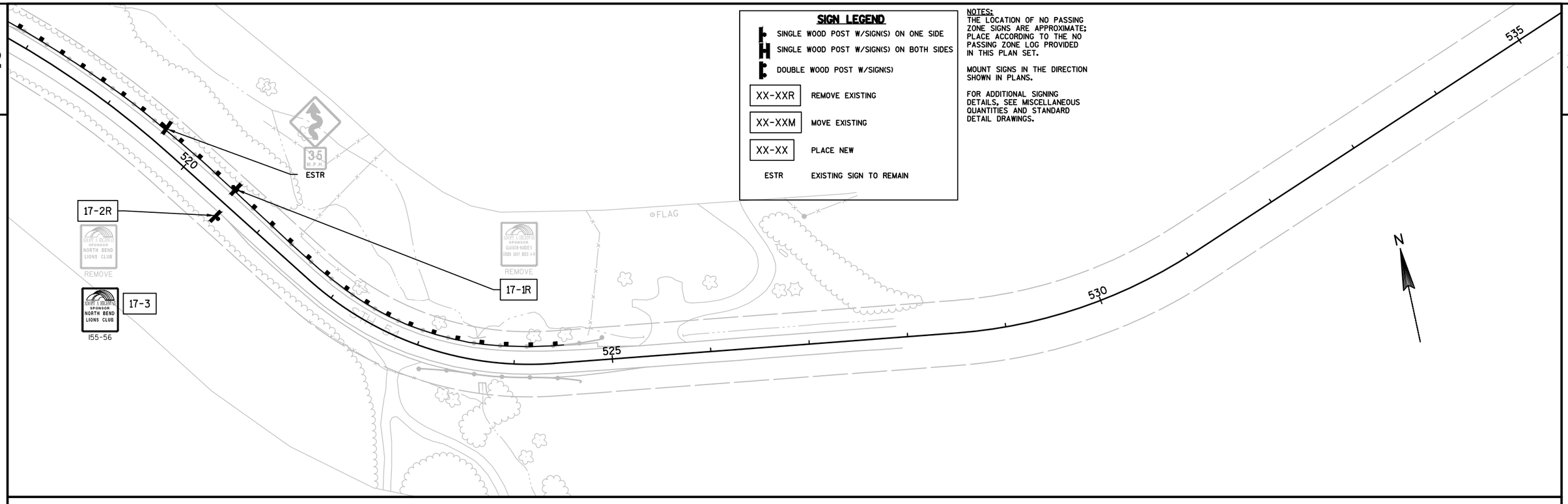


PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 48	E

2



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PERMANENT SIGNING	SHEET 49	E



SIGN LEGEND

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- SINGLE WOOD POST W/SIGN(S) ON BOTH SIDES
- DOUBLE WOOD POST W/SIGN(S)
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- XX-XX — PLACE NEW
- ESTR — EXISTING SIGN TO REMAIN

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2

NOTE: SEE STANDARD DETAIL DRAWING 15C4 FOR DETAILS NOT SHOWN IN PLAN

START OF PROJECT

END OF PROJECT

STH 54

USH 53 / STH 93

N

EAST 54 M3-2 24"X12" M1-6 24"X24"

ROAD WORK AHEAD W20-1-A

ROAD WORK 1000 FT W20-1-C

ROAD WORK 500 FT W20-1-D

ROAD WORK NEXT 9 MILES G20-1 60"X24"

END ROAD WORK G20-2A 48"X24"

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	TRAFFIC CONTROL PLAN	SHEET 51 E

FILE NAME : N:\PDS\C3D\75500001\SHEETSOTHER\STH 54 ADVANCED TRAFFIC CONTROL.DWG
LAYOUT NAME - W15772 STATE RD 54

PLOT DATE : 10/17/2018 1:17 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : Custom

2

.16 to .21

NO PASSING ZONE LOG

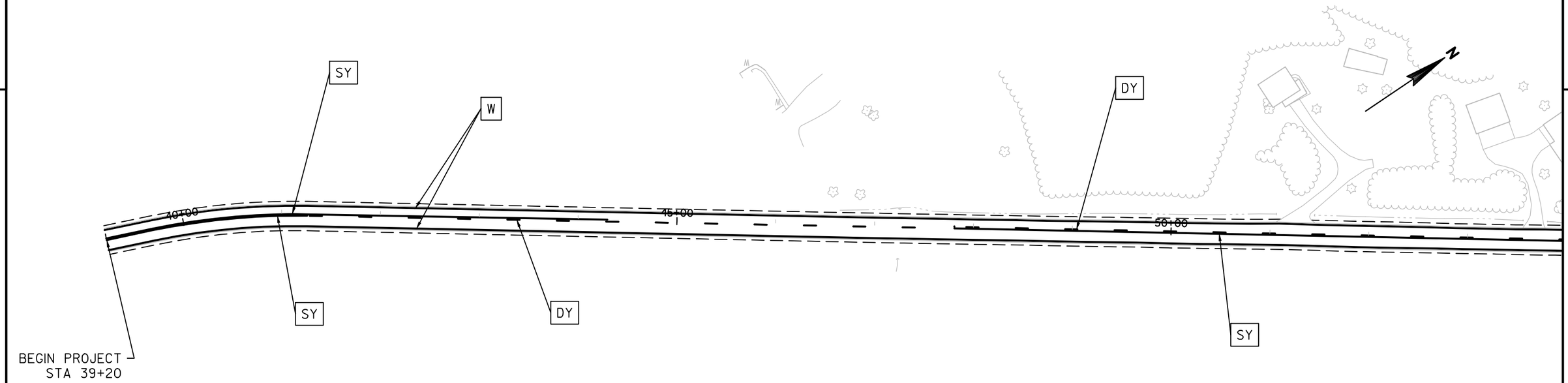
County	TREMPEALEAU	Crew Chief	MS
Highway STH 54	From USH 53 East (East of of Galesville)	Assistant	NB
Date 5/12/17	To Trempealeau - Jackson County Line	DIRECTION OF SURVEY	North: / East: X

SIGHT DISTANCE	ONCOMING LANE T. BEGIN MILE	BEGIN E/R	END MILE	END E/R	TIE POINT	LOG MILE	FORWARD LANE .T BEGIN MILE	BEGIN E/R	END MILE	END E/R	COMMENTS
21	0				USH 53	0	0				
											Close Zones FW 3-16; OC 9-32; Remv Pnts
			68	E5					47		Move Pennant - OC
	91		114		CTH AA	104	70	E6	104		Move Pennant - FW
											Special Zone: barriers for CTH AA
	246						225	E5			
					CTH DD	566					
					Beg Bridge	581					
					End Bridge	582					
					Beg Bridge	680					
					End Bridge	681					
			746	E10					724		Move Pennant - OC
	769						748	E6			Move Pennant - FW
											Close Zones FW 766-783; OC 781-797; Remv Pnts
											Close Zones FW 796-825; OC 811-841; Remv Pnts
					County Line	913					

NOTE: THE NO PASSING ZONE LOG ON THIS PAGE SHALL BE USED TO MARK NO PASSING ZONES

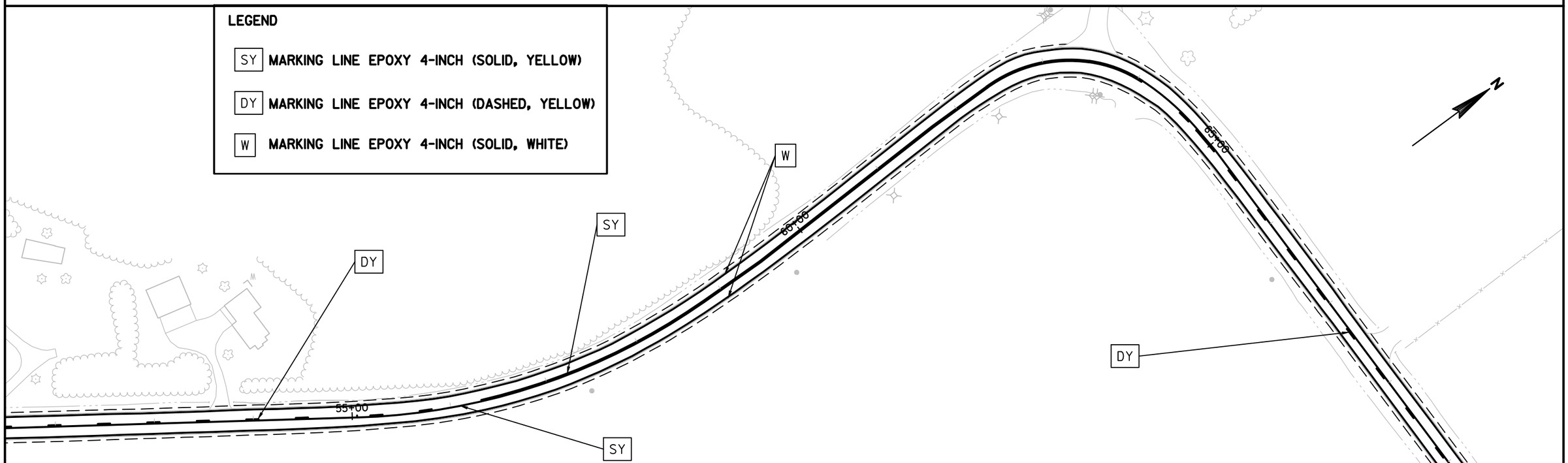
2

2



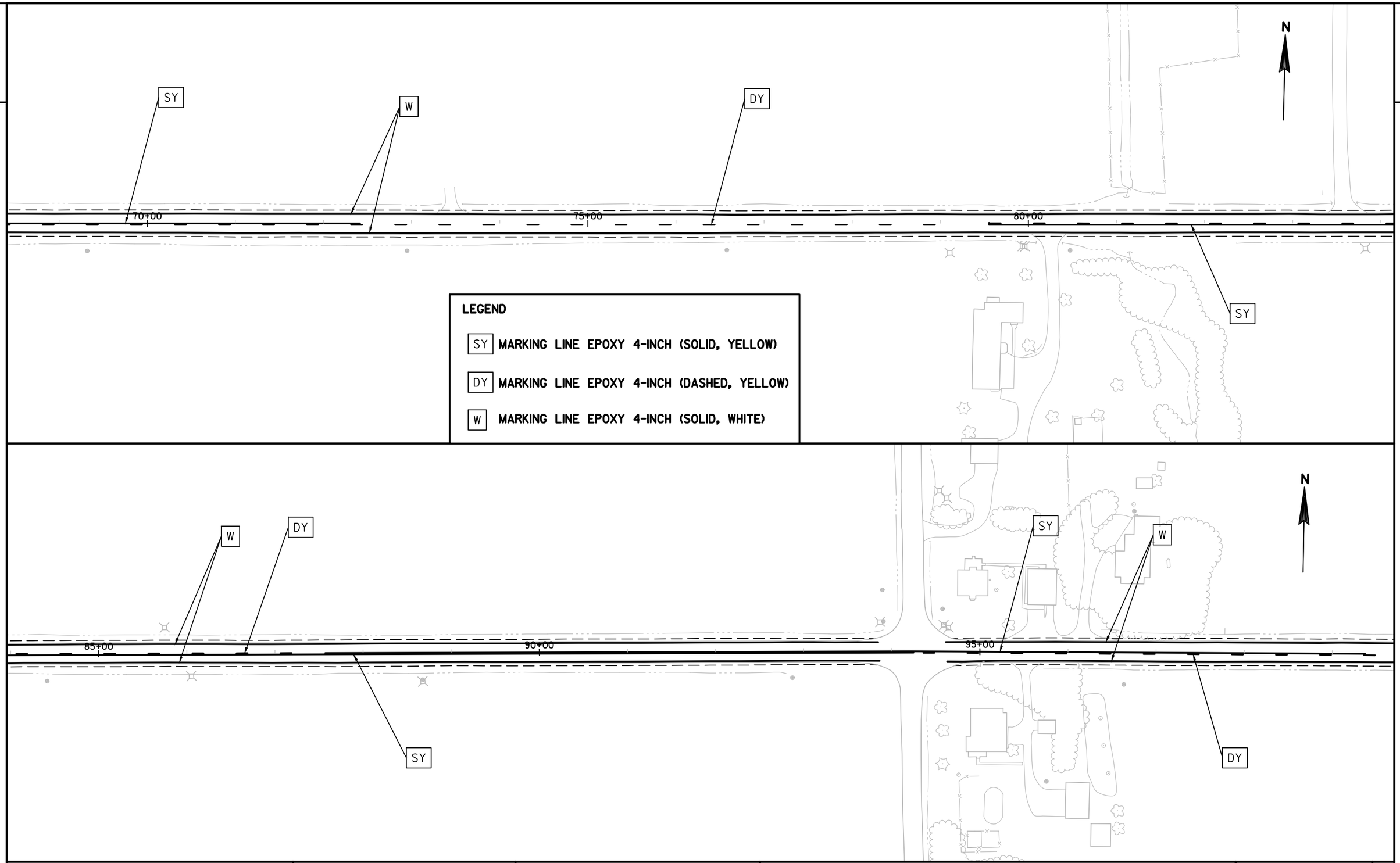
LEGEND

SY	MARKING LINE EPOXY 4-INCH (SOLID, YELLOW)
DY	MARKING LINE EPOXY 4-INCH (DASHED, YELLOW)
W	MARKING LINE EPOXY 4-INCH (SOLID, WHITE)



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 53	E

2

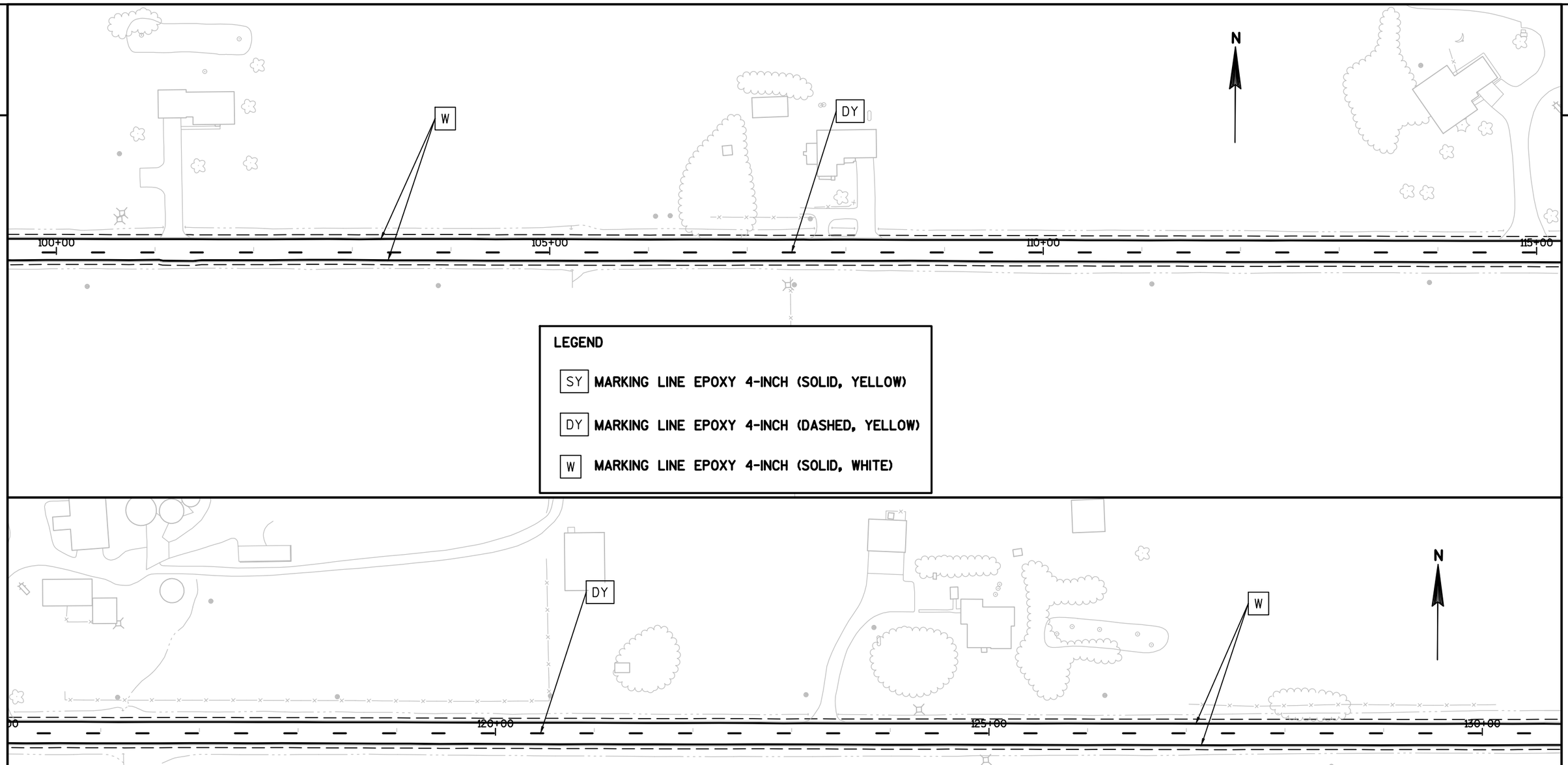


LEGEND

SY	MARKING LINE EPOXY 4-INCH (SOLID, YELLOW)
DY	MARKING LINE EPOXY 4-INCH (DASHED, YELLOW)
W	MARKING LINE EPOXY 4-INCH (SOLID, WHITE)

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 54	E

2



LEGEND

SY	MARKING LINE EPOXY 4-INCH (SOLID, YELLOW)
DY	MARKING LINE EPOXY 4-INCH (DASHED, YELLOW)
W	MARKING LINE EPOXY 4-INCH (SOLID, WHITE)

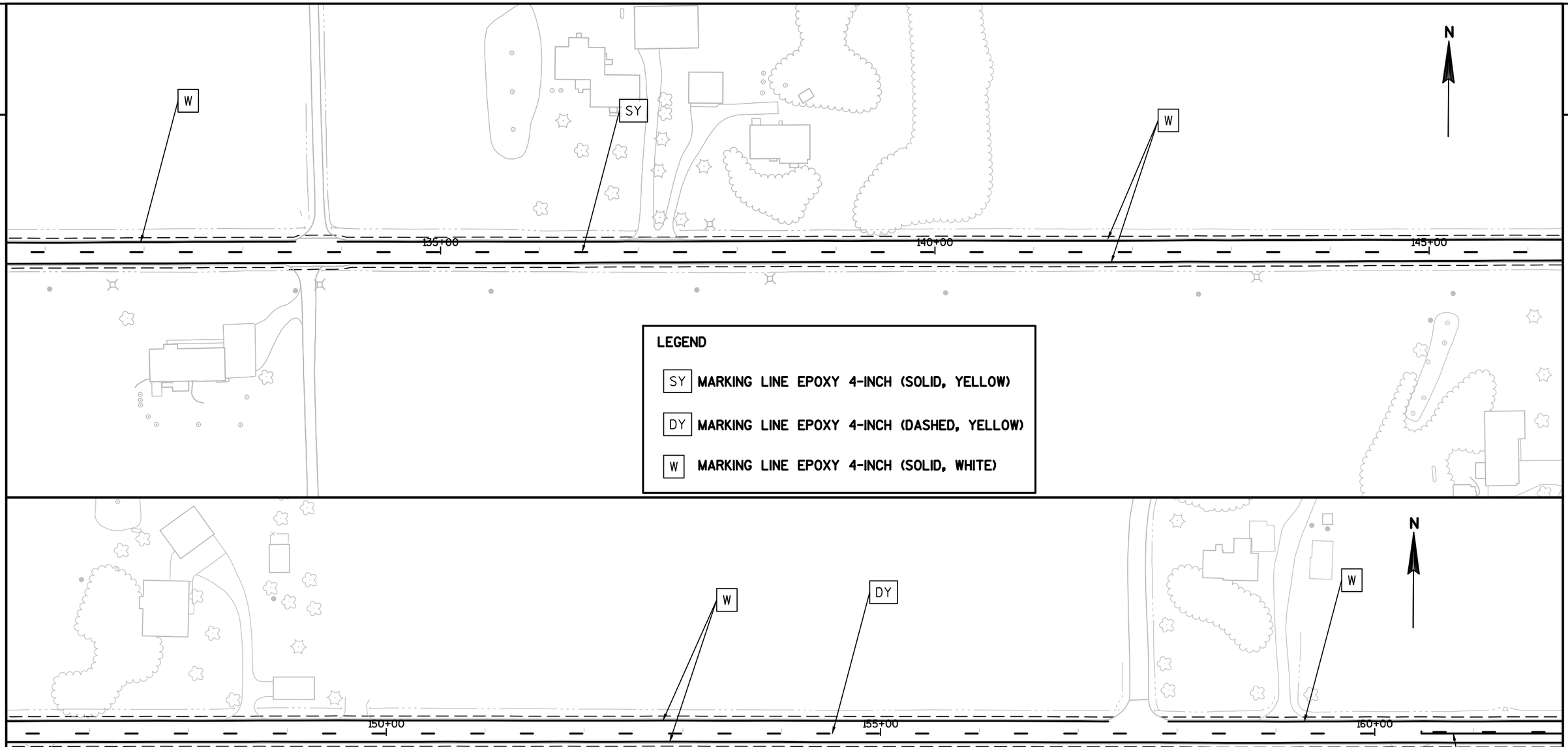
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 55	E

FILE NAME : N:\PDS\C3D\75500001\DESIGN\VIEWFRAMEGROUPS\PAVEMENT MARKING.DWG
LAYOUT NAME - 227

PLOT DATE : 7/12/2018 2:08 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



LEGEND

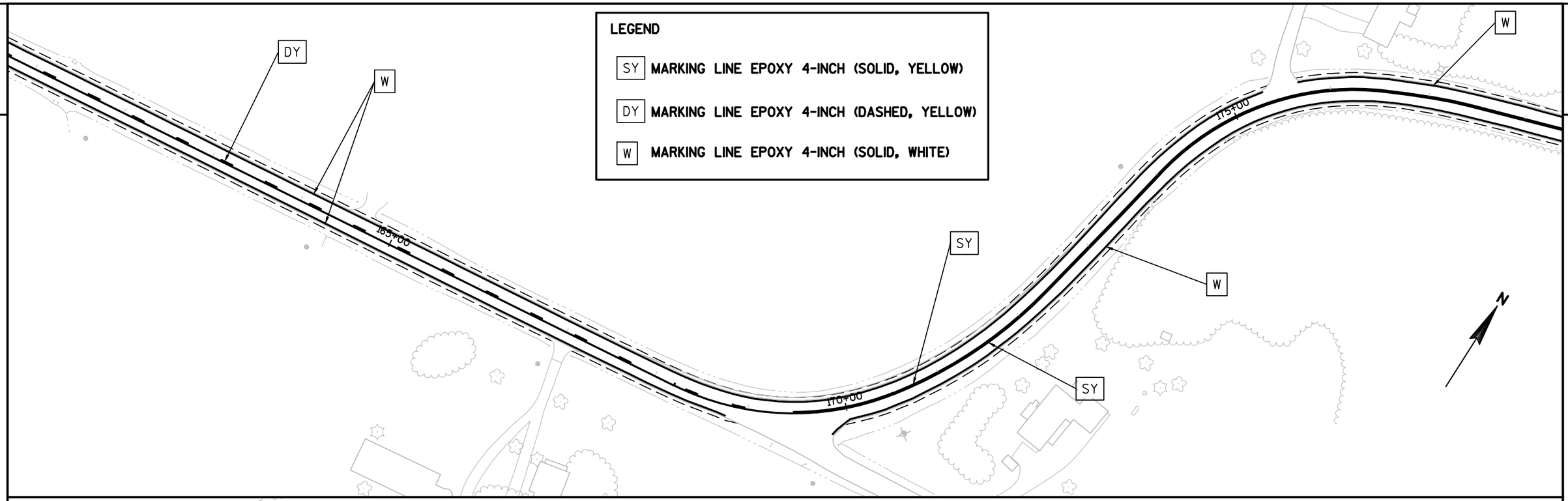
SY	MARKING LINE EPOXY 4-INCH (SOLID, YELLOW)
DY	MARKING LINE EPOXY 4-INCH (DASHED, YELLOW)
W	MARKING LINE EPOXY 4-INCH (SOLID, WHITE)

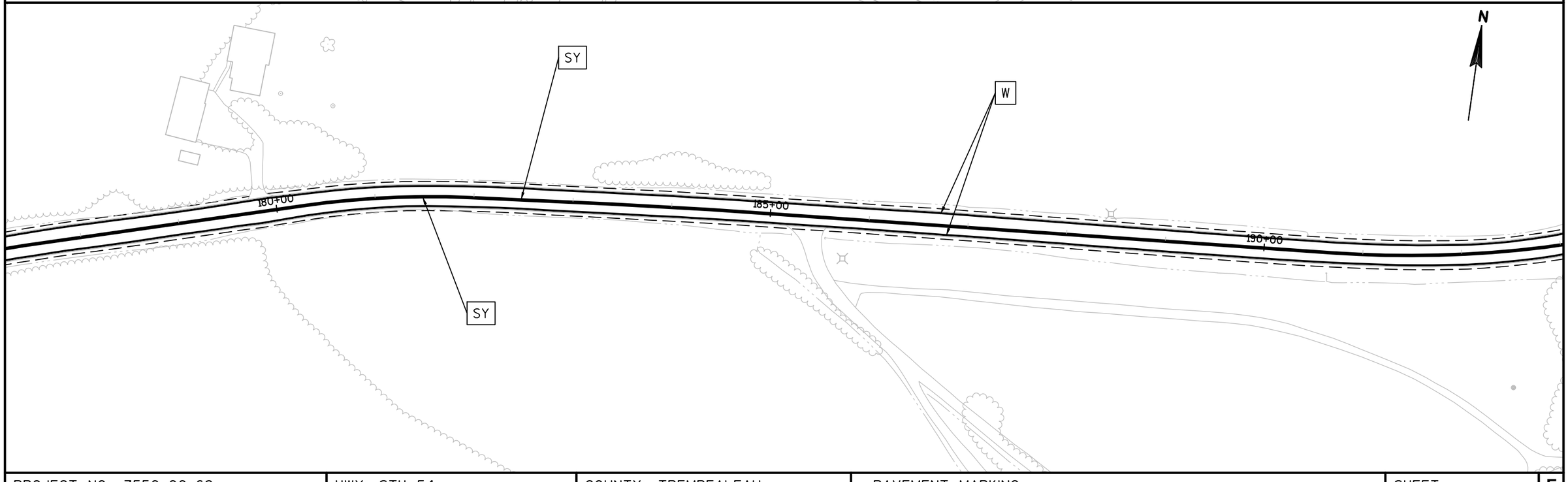
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 56 E

2

LEGEND

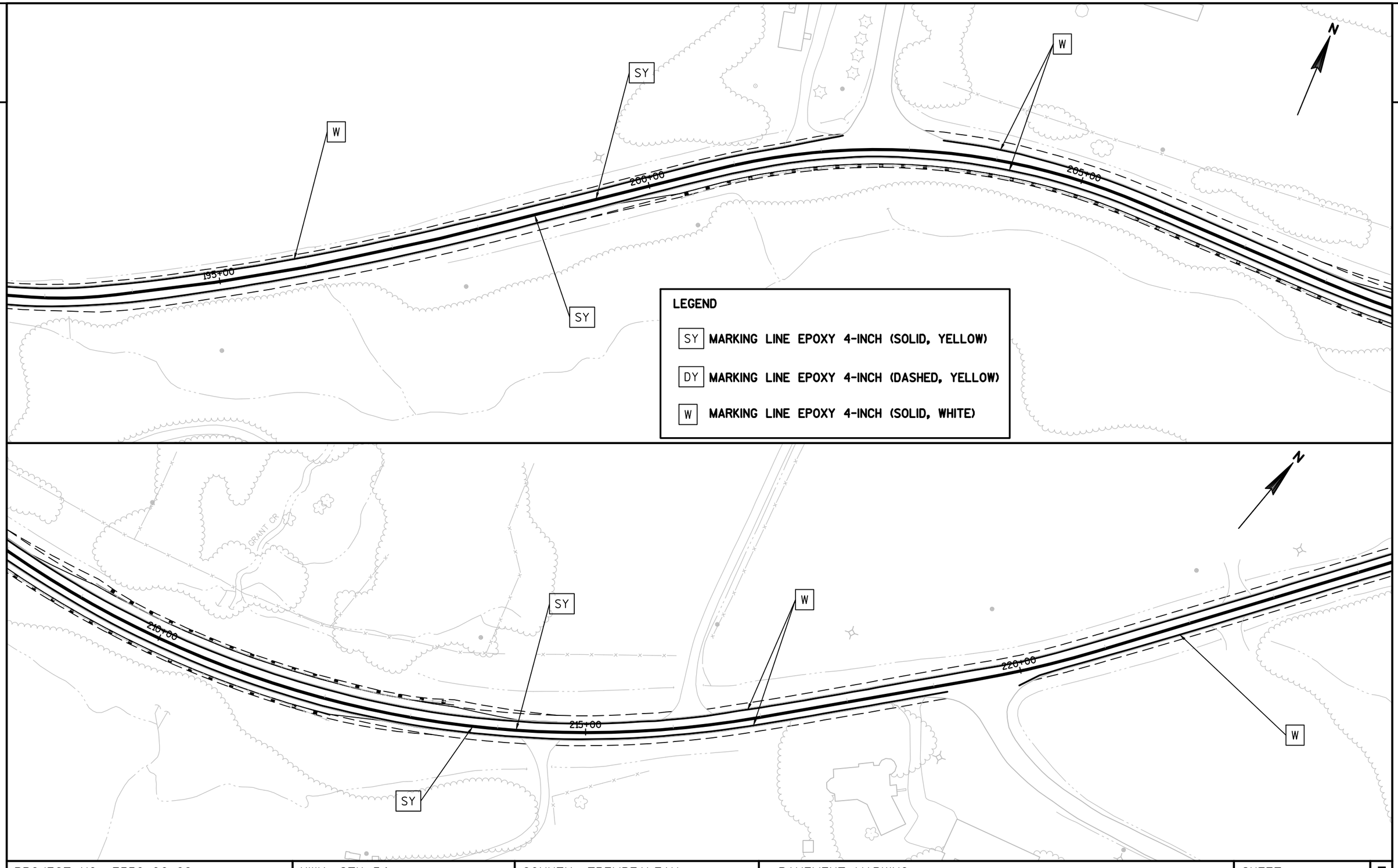
SY	MARKING LINE EPOXY 4-INCH (SOLID, YELLOW)
DY	MARKING LINE EPOXY 4-INCH (DASHED, YELLOW)
W	MARKING LINE EPOXY 4-INCH (SOLID, WHITE)





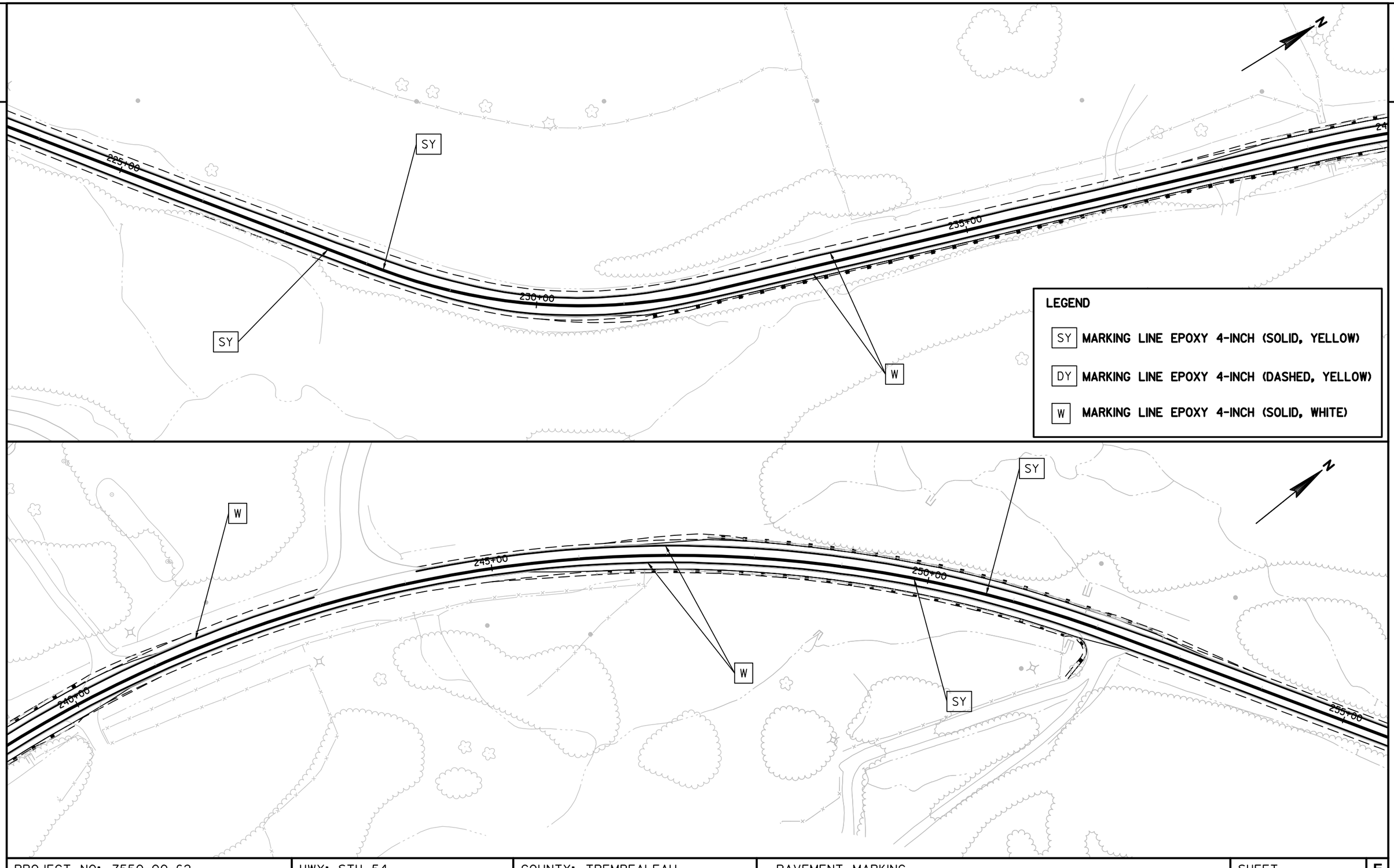
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 57	E

2



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 58	E

2

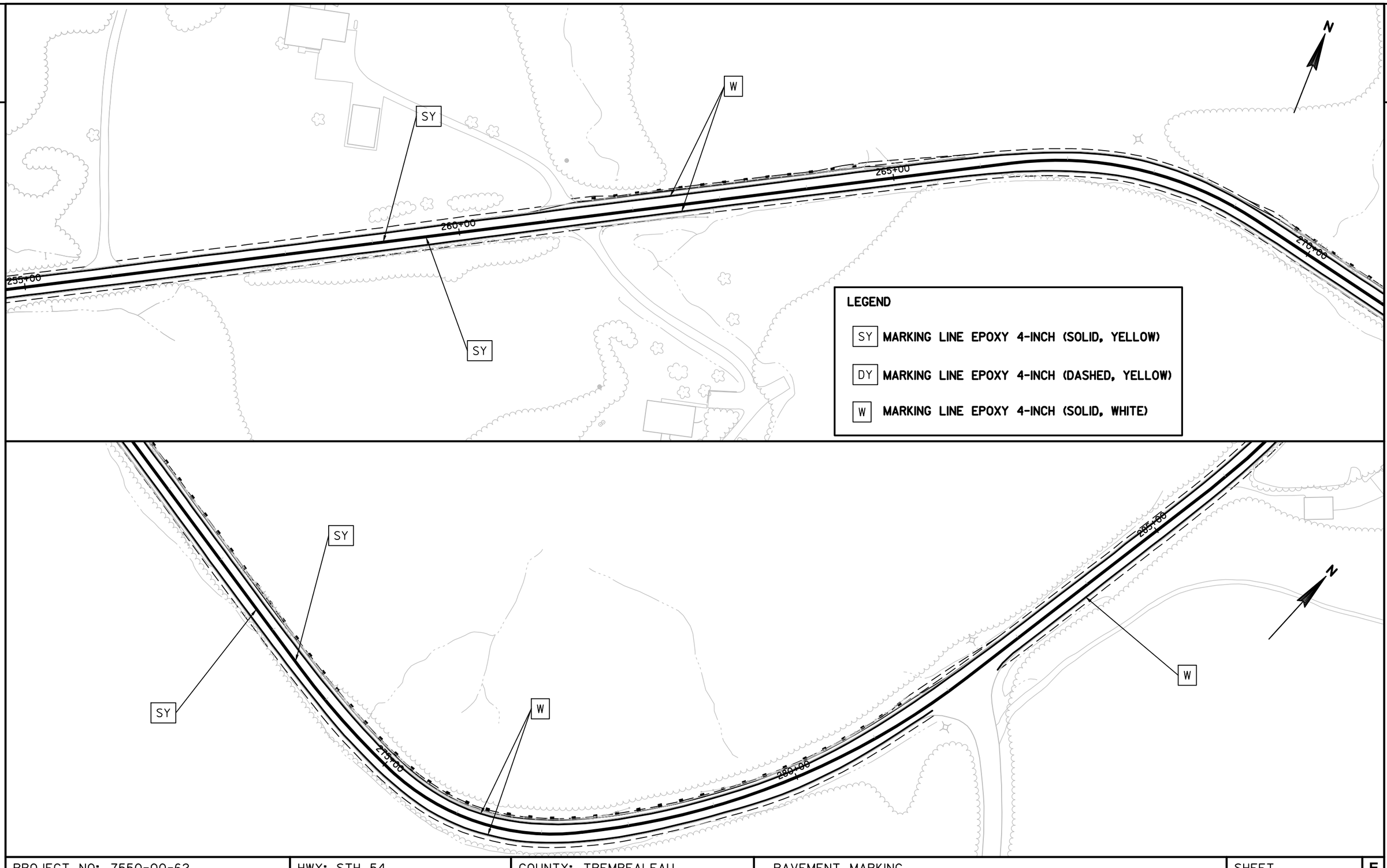


LEGEND

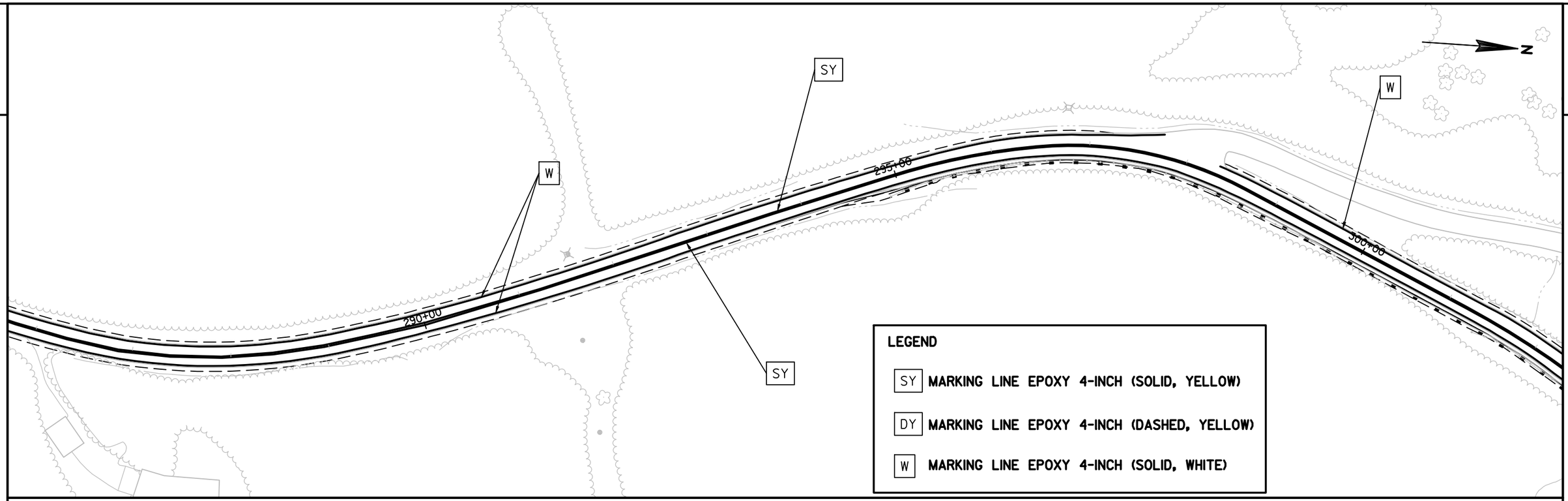
SY	MARKING LINE EPOXY 4-INCH (SOLID, YELLOW)
DY	MARKING LINE EPOXY 4-INCH (DASHED, YELLOW)
W	MARKING LINE EPOXY 4-INCH (SOLID, WHITE)

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 59	E

2



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 60	E



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PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 61 E

FILE NAME : N:\PDS\C3D\75500001\DESIGN\VIEWFRAMEGROUPS\PAVEMENT MARKING.DWG
LAYOUT NAME - 239
PLOT DATE : 7/12/2018 2:11 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

LEGEND

SY	MARKING LINE EPOXY 4-INCH (SOLID, YELLOW)
DY	MARKING LINE EPOXY 4-INCH (DASHED, YELLOW)
W	MARKING LINE EPOXY 4-INCH (SOLID, WHITE)

W
SY
SY
W
320+00
325+00
330+00
N
W
SY
SY
W
335+00
340+00
345+00
HARDIES CR
N

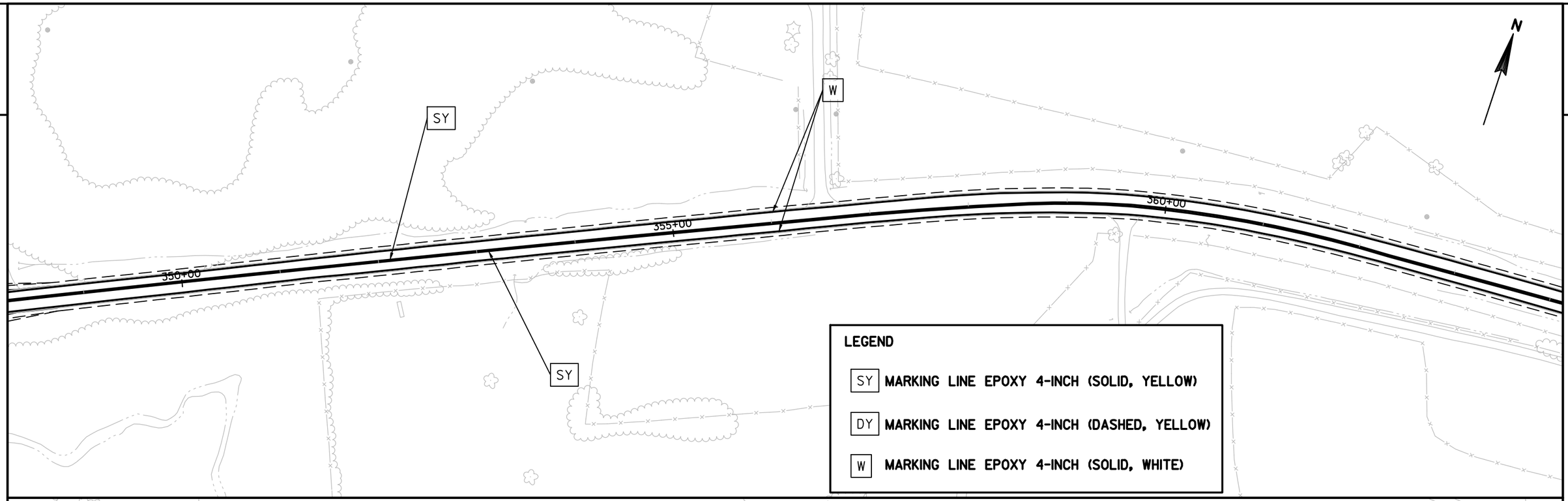
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 62	E

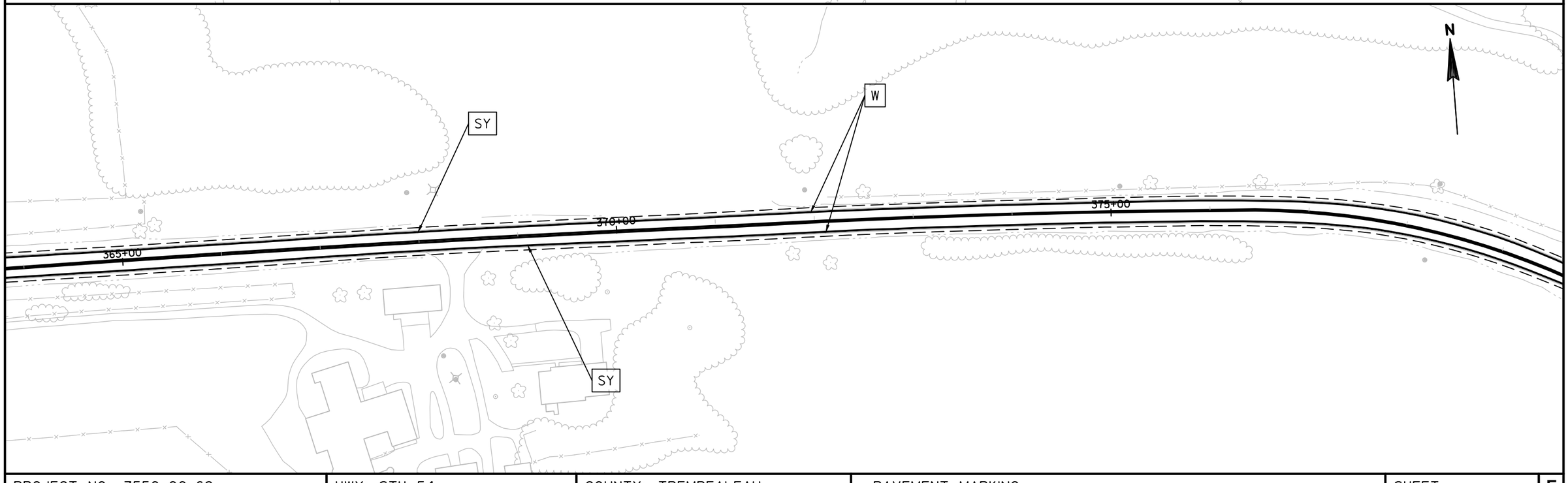
FILE NAME : N:\PDS\C3D\75500001\DESIGN\VIEWFRAMEGROUPS\PAVEMENT MARKING.DWG
LAYOUT NAME - 10

PLOT DATE : 7/12/2018 2:12 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

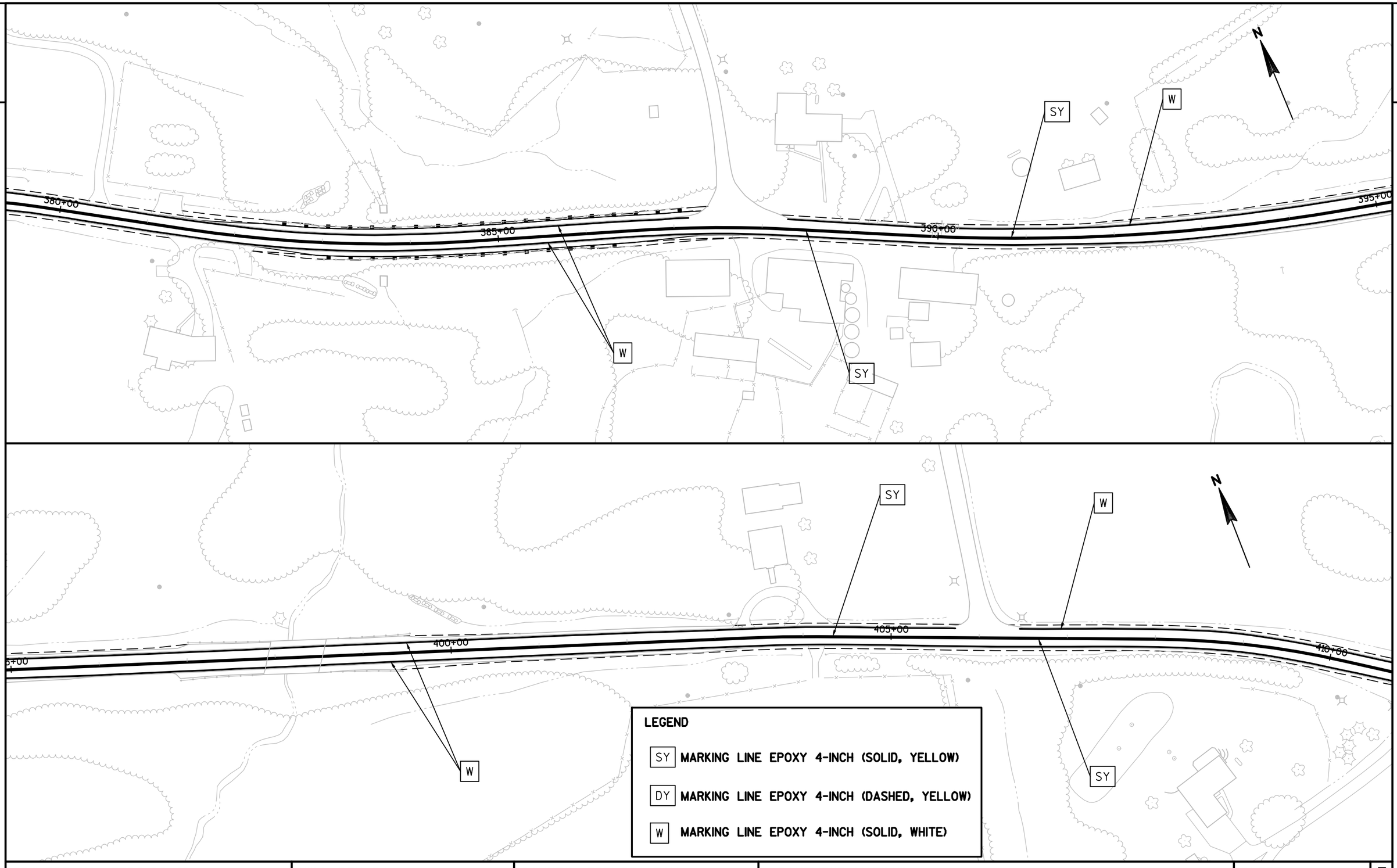
2





PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 63	E

2



LEGEND

SY	MARKING LINE EPOXY 4-INCH (SOLID, YELLOW)
DY	MARKING LINE EPOXY 4-INCH (DASHED, YELLOW)
W	MARKING LINE EPOXY 4-INCH (SOLID, WHITE)

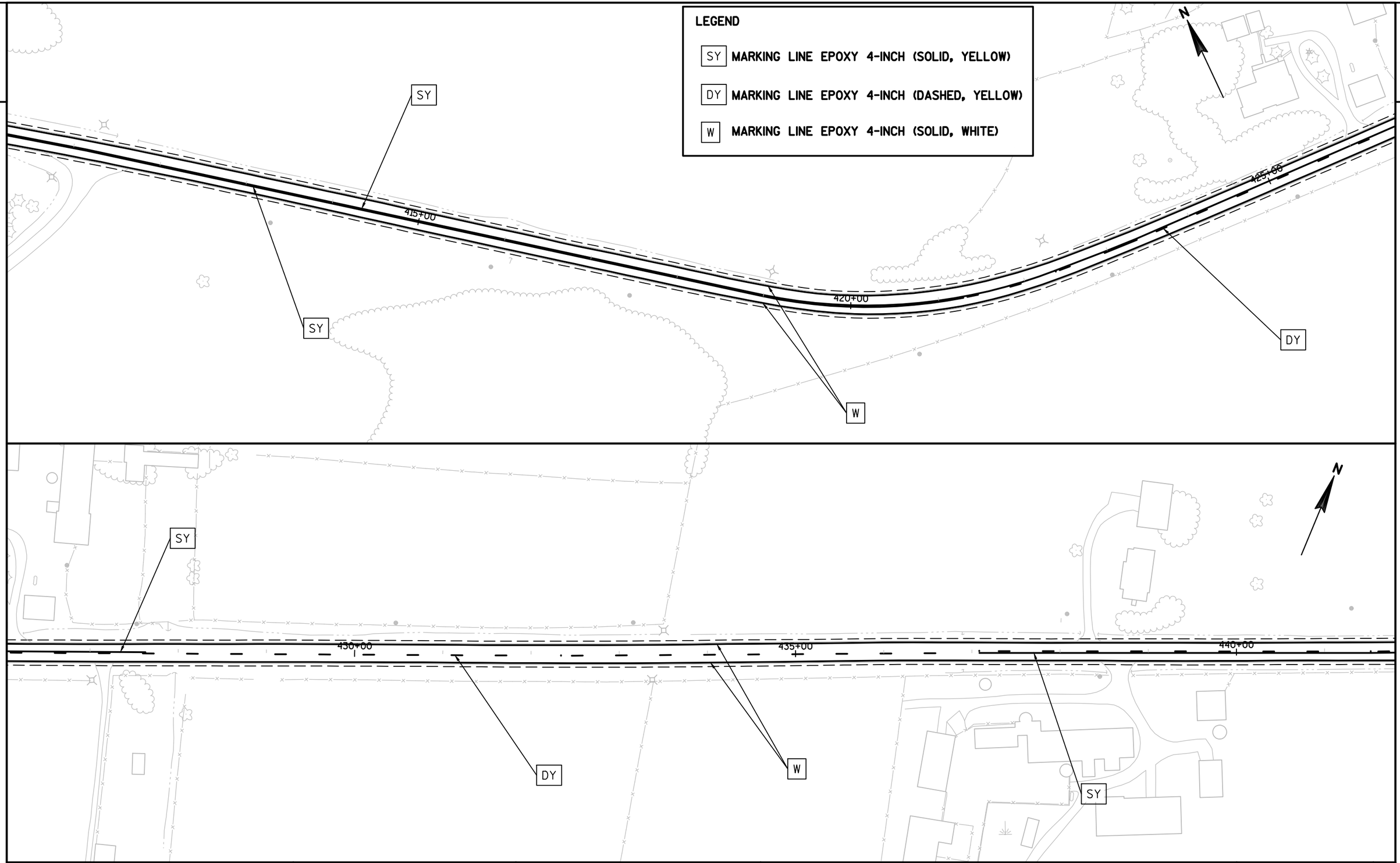
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 64	E

2

2

LEGEND

SY	MARKING LINE EPOXY 4-INCH (SOLID, YELLOW)
DY	MARKING LINE EPOXY 4-INCH (DASHED, YELLOW)
W	MARKING LINE EPOXY 4-INCH (SOLID, WHITE)

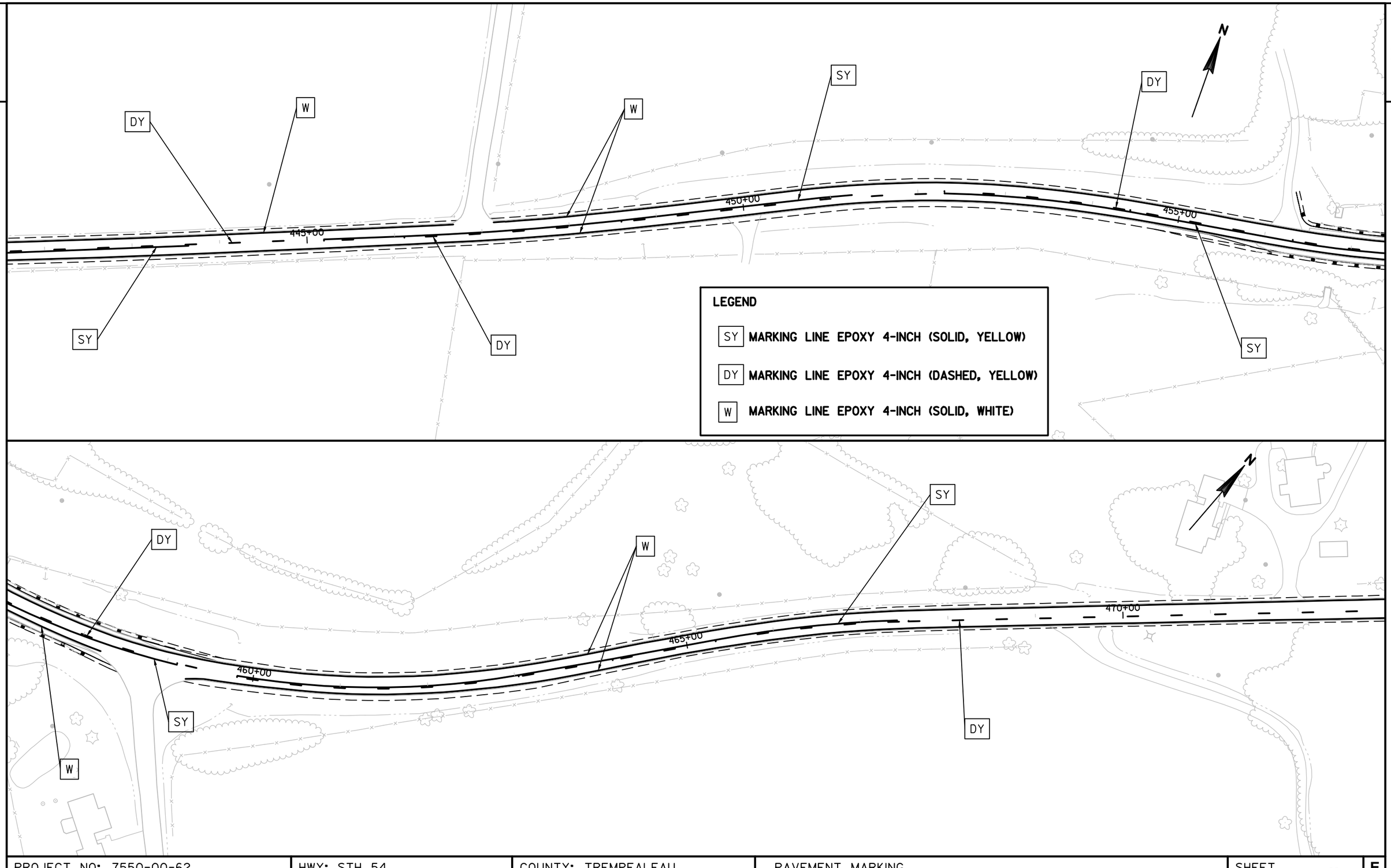


PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 65	E

FILE NAME : N:\PDS\C3D\75500001\DESIGN\VIEWFRAMEGROUPS\PAVEMENT MARKING.DWG
LAYOUT NAME - 13

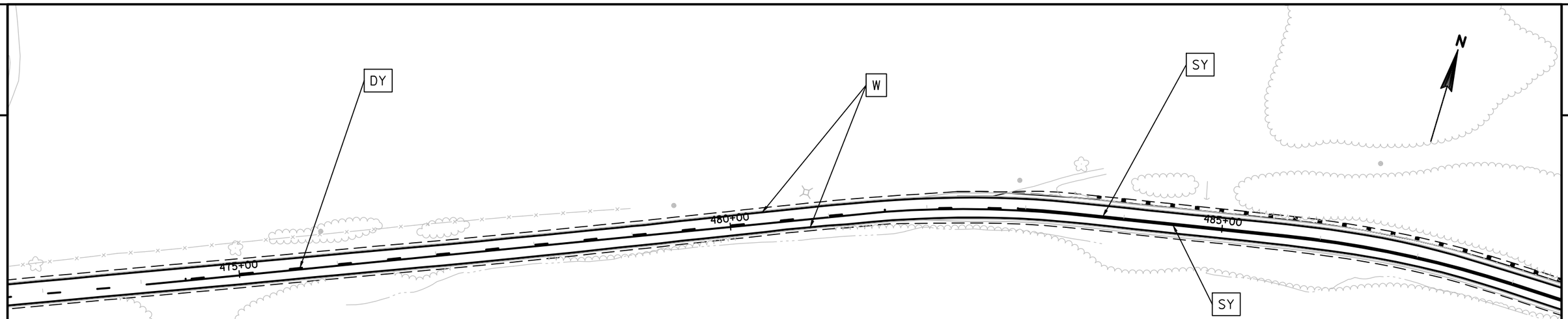
PLOT DATE : 7/12/2018 2:13 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



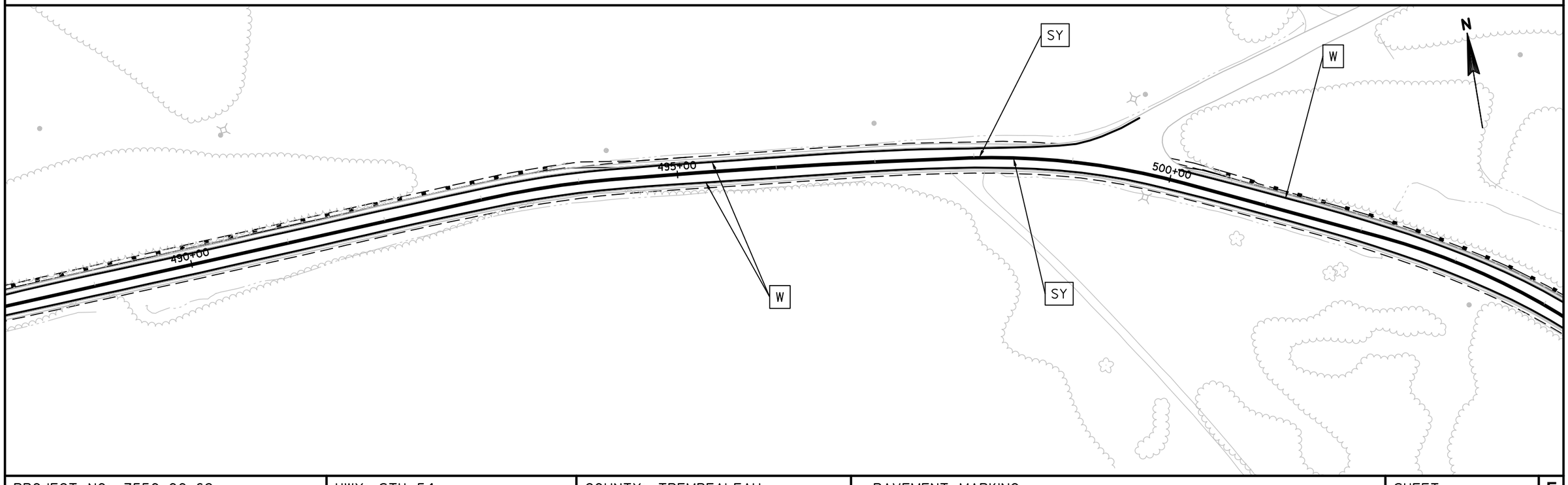
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 66	E

2



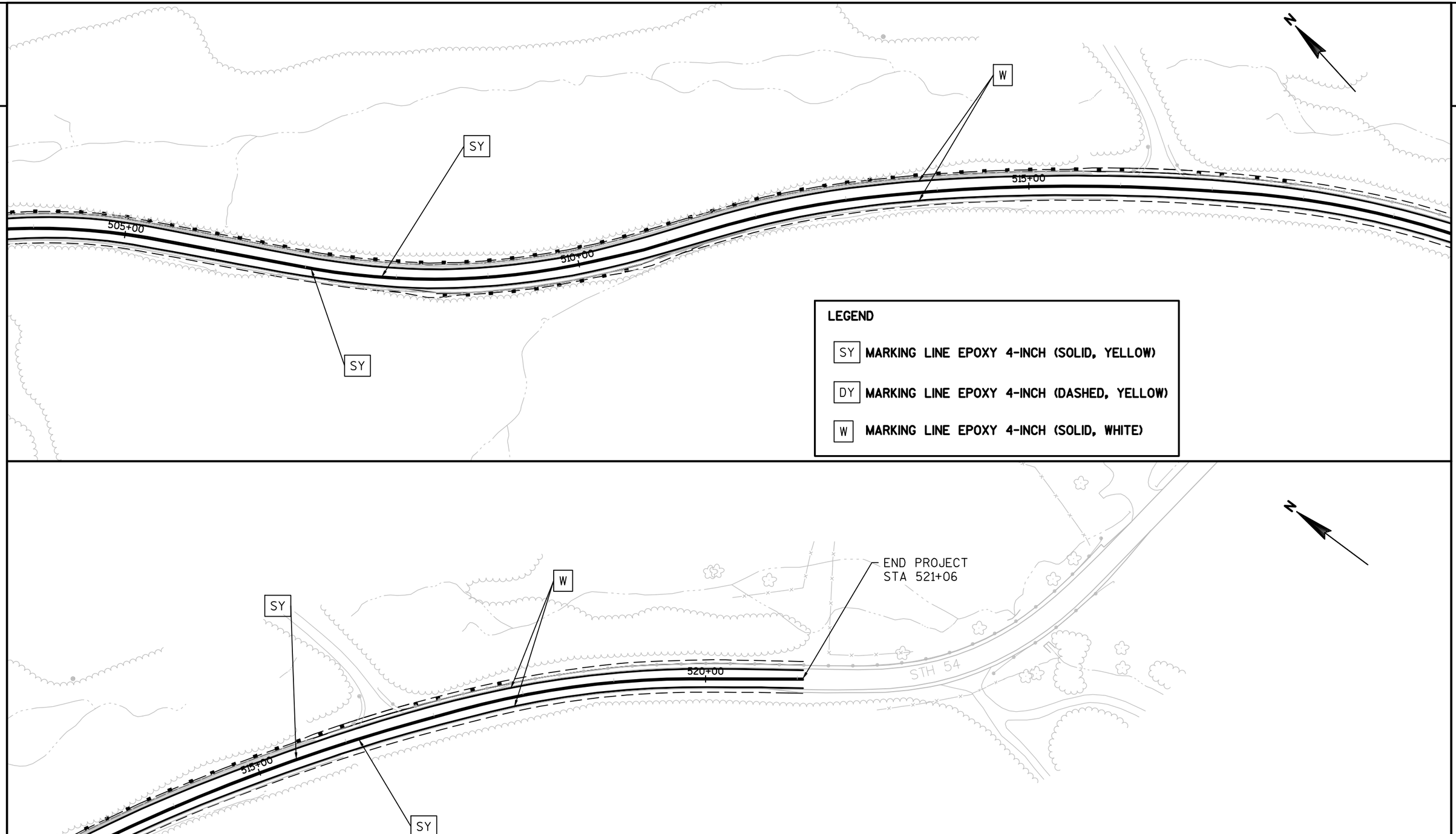
LEGEND

SY	MARKING LINE EPOXY 4-INCH (SOLID, YELLOW)
DY	MARKING LINE EPOXY 4-INCH (DASHED, YELLOW)
W	MARKING LINE EPOXY 4-INCH (SOLID, WHITE)



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 67 E

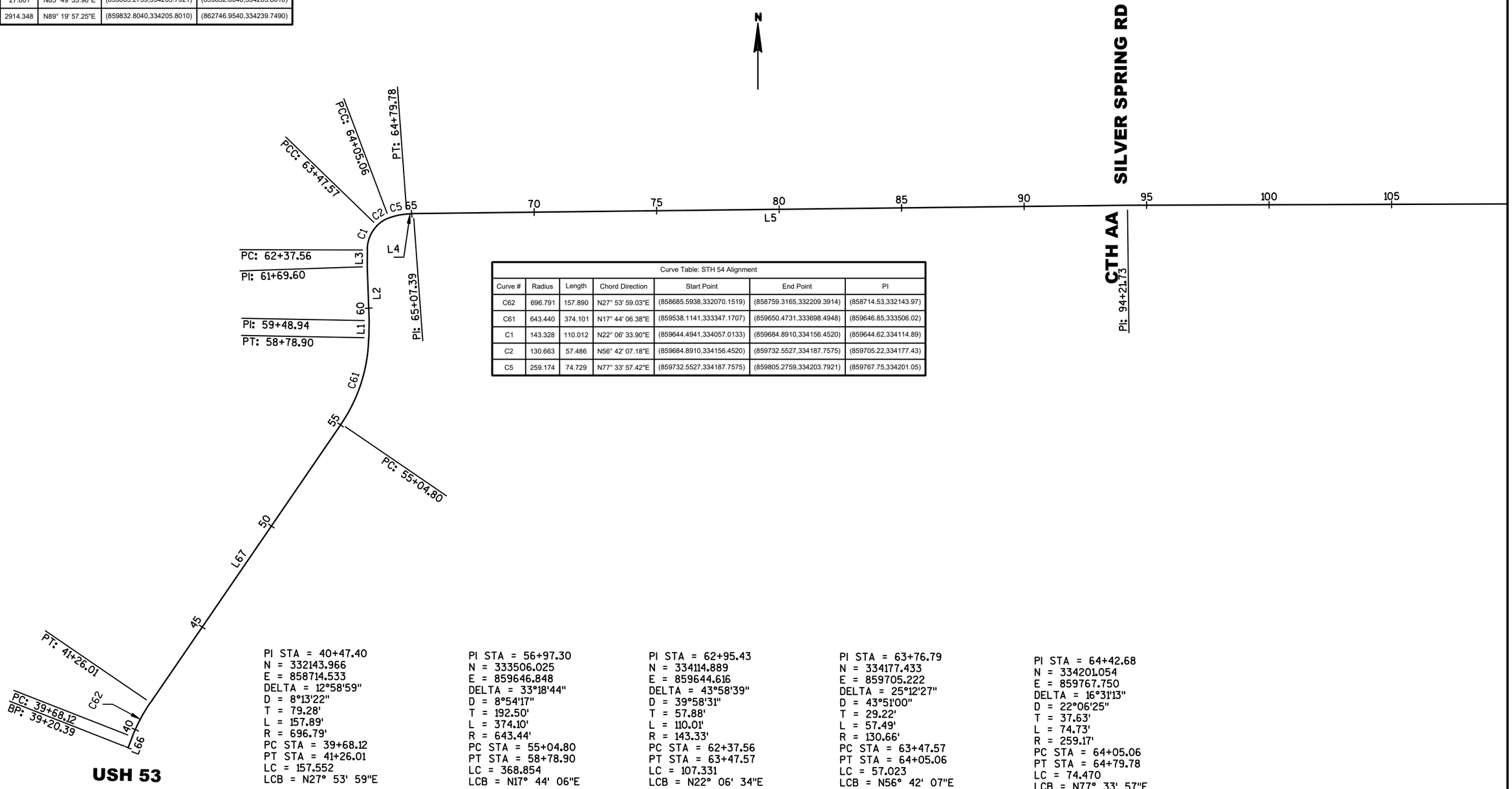
2



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PAVEMENT MARKING	SHEET 68	E

Line Table: STH 54 ALIGNMENT				
Line #	Length	Direction	Start Point	End Point
L66	47.727	N21° 24' 29.69"E	(858668.1730,332025.7180)	(858685.5938,332070.1519)
L67	1378.792	N34° 23' 28.38"E	(858759.3165,332209.3914)	(859538.1141,333347.1707)
L1	70.037	N01° 04' 44.39"E	(859650.4731,333698.4948)	(859651.7920,333768.5190)
L2	220.664	N01° 55' 56.75"W	(859651.7920,333768.5190)	(859644.3510,333989.0580)
L3	67.955	N00° 07' 14.33"E	(859644.3510,333989.0580)	(859644.4941,334057.0133)
L4	27.601	N85° 49' 33.96"E	(859805.2759,334203.7921)	(859832.8040,334205.8010)
L5	2914.348	N89° 19' 57.25"E	(859832.8040,334205.8010)	(862746.9540,334239.7490)

NOTE: THE ALIGNMENT SHOWN IS A 'STICK DIAGRAM' APPROXIMATING THE CENTERLINE OF EXISTING PAVEMENT, AS EXTRACTED FROM AERIAL MAPPING. IT IS NOT BASED ON A GROUND SURVEY, AND SHOULD NOT BE USED TO DETERMINE RIGHT-OF-WAY LIMITS.



Curve Table: STH 54 Alignment						
Curve #	Radius	Length	Chord Direction	Start Point	End Point	PI
C62	696.791	157.890	N27° 53' 59.03"E	(858685.5938,332070.1519)	(858759.3165,332209.3914)	(858714.53,332143.97)
C61	643.440	374.101	N17° 44' 06.38"E	(859538.1141,333347.1707)	(859650.4731,333698.4948)	(859646.85,333506.02)
C1	143.328	110.012	N22° 06' 33.90"E	(859644.4941,334057.0133)	(859684.8910,334156.4520)	(859644.62,334114.89)
C2	130.663	57.486	N56° 42' 07.18"E	(859684.8910,334156.4520)	(859732.5527,334187.7575)	(859705.22,334177.43)
C5	259.174	74.729	N77° 33' 57.42"E	(859732.5527,334187.7575)	(859805.2759,334203.7921)	(859767.75,334201.05)

PI STA = 40+47.40
N = 332143.966
E = 858714.533
DELTA = 12°58'59"
D = 8°13'22"
T = 79.28'
L = 157.89'
R = 696.79'
PC STA = 39+68.12
PT STA = 41+26.01
LC = 157.552
LCB = N27° 53' 59"E

PI STA = 56+97.30
N = 333506.025
E = 859646.848
DELTA = 33°18'44"
D = 8°54'17"
T = 192.50'
L = 374.10'
R = 643.44'
PC STA = 55+04.80
PT STA = 58+78.90
LC = 368.854
LCB = N17° 44' 06"E

PI STA = 62+95.43
N = 334114.889
E = 859644.616
DELTA = 43°58'39"
D = 39°58'31"
T = 57.88'
L = 110.01'
R = 143.33'
PC STA = 62+37.56
PT STA = 63+47.57
LC = 107.331
LCB = N22° 06' 34"E

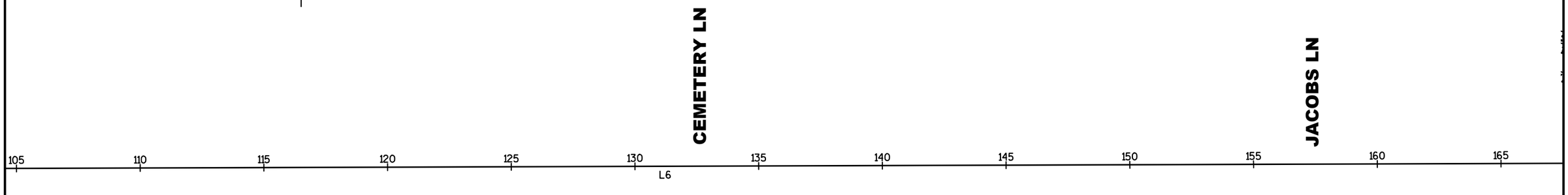
PI STA = 63+76.79
N = 334177.433
E = 859705.222
DELTA = 25°12'27"
D = 43°51'00"
T = 29.22'
L = 57.49'
R = 130.66'
PC STA = 63+47.57
PT STA = 64+05.06
LC = 57.023
LCB = N56° 42' 07"E

PI STA = 64+42.68
N = 334201.054
E = 859767.750
DELTA = 16°31'13"
D = 22°06'25"
T = 37.63'
L = 74.73'
R = 259.17'
PC STA = 64+05.06
PT STA = 64+79.78
LC = 74.470
LCB = N77° 33' 57"E

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	ALIGNMENT DIAGRAM	SHEET 69	E

2

NOTE: THE ALIGNMENT SHOWN IS A 'STICK DIAGRAM' APPROXIMATING THE CENTERLINE OF EXISTING PAVEMENT, AS EXTRACTED FROM AERIAL MAPPING. IT IS NOT BASED ON A GROUND SURVEY, AND SHOULD NOT BE USED TO DETERMINE RIGHT-OF-WAY LIMITS.



Line Table: STH 54 ALIGNMENT				
Line #	Length	Direction	Start Point	End Point
L6	7399.918	N89° 48' 54.62"E	(862746.9540,334239.7490)	(870146.8330,334263.6200)

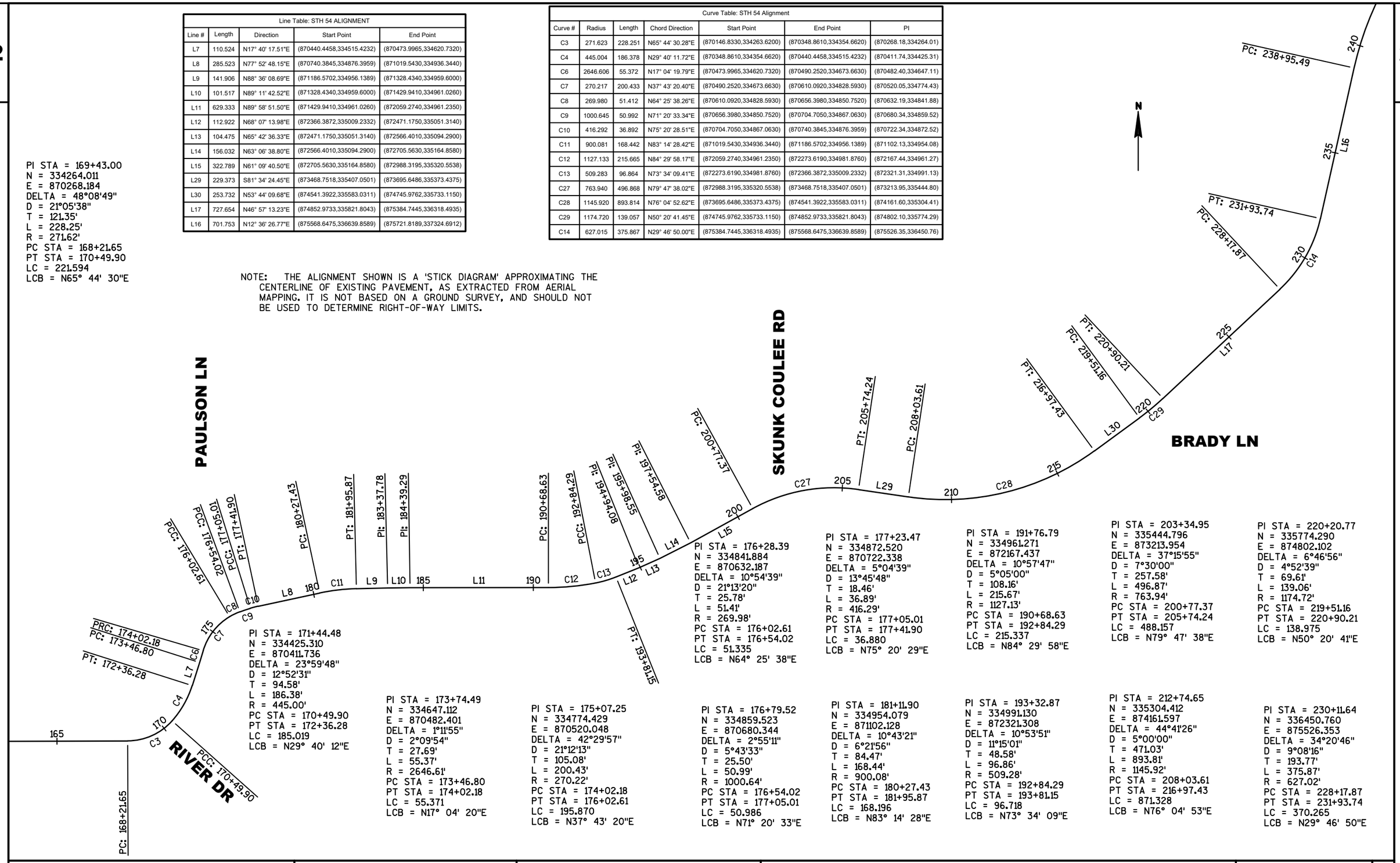
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	ALIGNMENT DIAGRAM	SHEET 70	E

PI STA = 169+43.00
N = 334264.011
E = 870268.184
DELTA = 48°08'49"
D = 21°05'38"
T = 121.35'
L = 228.25'
R = 271.62'
PC STA = 168+21.65
PT STA = 170+49.90
LC = 221.594
LCB = N65° 44' 30"E

Line Table: STH 54 ALIGNMENT				
Line #	Length	Direction	Start Point	End Point
L7	110.524	N17° 40' 17.51"E	(870440.4458,334515.4232)	(870473.9965,334620.7320)
L8	285.523	N77° 52' 48.15"E	(870740.3845,334876.3959)	(871019.5430,334936.3440)
L9	141.906	N88° 36' 08.69"E	(871186.5702,334956.1389)	(871328.4340,334959.6000)
L10	101.517	N89° 11' 42.52"E	(871328.4340,334959.6000)	(871429.9410,334961.0260)
L11	629.333	N89° 58' 51.50"E	(871429.9410,334961.0260)	(872059.2740,334961.2350)
L12	112.922	N68° 07' 13.98"E	(872366.3872,335009.2332)	(872471.1750,335051.3140)
L13	104.475	N65° 42' 36.33"E	(872471.1750,335051.3140)	(872566.4010,335094.2900)
L14	156.032	N63° 06' 38.80"E	(872566.4010,335094.2900)	(872705.5630,335164.8580)
L15	322.789	N61° 09' 40.50"E	(872705.5630,335164.8580)	(872988.3195,335320.5538)
L29	229.373	S81° 34' 24.45"E	(873468.7518,335407.0501)	(873695.6486,335373.4375)
L30	253.732	N53° 44' 09.68"E	(874541.3922,335583.0311)	(874745.9762,335733.1150)
L17	727.654	N46° 57' 13.23"E	(874852.9733,335821.8043)	(875384.7445,336318.4935)
L16	701.753	N12° 36' 26.77"E	(875568.6475,336639.8589)	(875721.8189,337324.6912)

Curve Table: STH 54 Alignment						
Curve #	Radius	Length	Chord Direction	Start Point	End Point	PI
C3	271.623	228.251	N65° 44' 30.28"E	(870146.8330,334263.6200)	(870348.8610,334354.6620)	(870268.18,334264.01)
C4	445.004	186.378	N29° 40' 11.72"E	(870348.8610,334354.6620)	(870440.4458,334515.4232)	(870411.74,334425.31)
C6	2646.606	55.372	N17° 04' 19.79"E	(870473.9965,334620.7320)	(870490.2520,334673.6630)	(870482.40,334647.11)
C7	270.217	200.433	N37° 43' 20.40"E	(870490.2520,334673.6630)	(870610.0920,334828.5930)	(870520.05,334774.43)
C8	269.980	51.412	N64° 25' 38.26"E	(870610.0920,334828.5930)	(870656.3980,334850.7520)	(870632.19,334841.88)
C9	1000.645	50.992	N71° 20' 33.34"E	(870656.3980,334850.7520)	(870704.7050,334867.0630)	(870680.34,334859.52)
C10	416.292	36.892	N75° 20' 28.51"E	(870704.7050,334867.0630)	(870740.3845,334876.3959)	(870722.34,334872.52)
C11	900.081	168.442	N83° 14' 28.42"E	(871019.5430,334936.3440)	(871186.5702,334956.1389)	(871102.13,334954.08)
C12	1127.133	215.665	N84° 29' 58.17"E	(872059.2740,334961.2350)	(872273.6190,334981.8760)	(872167.44,334961.27)
C13	509.283	96.864	N73° 34' 09.41"E	(872273.6190,334981.8760)	(872366.3872,335009.2332)	(872321.31,334991.13)
C27	763.940	496.868	N79° 47' 38.02"E	(872988.3195,335320.5538)	(873468.7518,335407.0501)	(873213.95,335444.80)
C28	1145.920	893.814	N76° 04' 52.62"E	(873695.6486,335373.4375)	(874541.3922,335583.0311)	(874161.60,335304.41)
C29	1174.720	139.057	N50° 20' 41.45"E	(874745.9762,335733.1150)	(874852.9733,335821.8043)	(874802.10,335774.29)
C14	627.015	375.867	N29° 46' 50.00"E	(875384.7445,336318.4935)	(875568.6475,336639.8589)	(875526.35,336450.76)

NOTE: THE ALIGNMENT SHOWN IS A 'STICK DIAGRAM' APPROXIMATING THE CENTERLINE OF EXISTING PAVEMENT, AS EXTRACTED FROM AERIAL MAPPING. IT IS NOT BASED ON A GROUND SURVEY, AND SHOULD NOT BE USED TO DETERMINE RIGHT-OF-WAY LIMITS.



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	ALIGNMENT DIAGRAM	SHEET 71	E

Curve Table: STH 54 Alignment						
Curve #	Radius	Length	Chord Direction	Start Point	End Point	PI
C15	1442.836	1331.555	N39° 02' 44.92"E	(875721.8189,337324.6912)	(876531.1694,338322.5234)	(875878.41,338024.83)
C16	411.084	292.179	N85° 50' 44.65"E	(877813.9614,338907.5530)	(878099.2776,338928.2763)	(877952.77,338970.86)
C17	883.818	153.841	S78° 46' 45.44"E	(878507.0200,338809.7600)	(878657.7300,338779.8620)	(878581.07,338788.24)
C18	269.608	239.021	N70° 50' 10.61"E	(878657.7300,338779.8620)	(878876.1843,338855.7808)	(878784.98,338765.96)
C19	860.999	457.957	N30° 12' 03.19"E	(878890.3147,338869.6965)	(879117.9763,339260.8445)	(879057.42,339034.26)
C20	663.305	420.827	N03° 12' 43.27"W	(879209.3535,339602.7436)	(879186.1676,340015.8984)	(879265.58,339813.13)
C30	705.969	154.628	N15° 06' 45.54"W	(879006.5579,340474.5057)	(878966.3242,340623.4876)	(878978.25,340546.78)
C31	375.964	219.440	N07° 52' 59.22"E	(878966.3242,340623.4876)	(878995.9957,340837.7820)	(878948.97,340735.09)
C21	872.857	149.334	N29° 30' 19.46"E	(879101.6940,341068.6030)	(879175.1520,341198.4110)	(879132.86,341136.66)
C22	313.064	312.472	N63° 00' 01.42"E	(879175.1520,341198.4110)	(879442.1540,341334.4530)	(879271.58,341339.20)
C23	463.442	103.410	S82° 00' 48.63"E	(879442.1540,341334.4530)	(879544.3490,341320.1150)	(879494.05,341333.01)
C24	876.306	169.897	S70° 04' 00.94"E	(879544.3490,341320.1150)	(879703.8179,341262.2839)	(879626.90,341298.95)
C25	530.029	265.008	S48° 54' 51.89"E	(880237.7063,340998.6090)	(880435.3761,340826.2582)	(880358.54,340937.67)
C26	443.310	183.998	S49° 38' 19.66"E	(880487.5409,340753.4803)	(880626.7392,340635.1757)	(880544.69,340679.67)

Line Table: STH 54 ALIGNMENT				
Line #	Length	Direction	Start Point	End Point
L18	1409.899	N65° 29' 03.08"E	(876531.1694,338322.5234)	(877813.9614,338907.5530)
L19	424.617	S73° 47' 33.77"E	(878099.2776,338928.2763)	(878507.0200,338809.7600)
L21	19.832	N45° 26' 18.34"E	(878876.1843,338855.7808)	(878890.3147,338869.6965)
L20	353.899	N14° 57' 48.04"E	(879117.9763,339260.8445)	(879209.3535,339602.7436)
L22	492.524	N21° 23' 14.58"W	(879186.1676,340015.8984)	(879006.5579,340474.5057)
L23	253.871	N24° 36' 14.95"E	(878995.9957,340837.7820)	(879101.6940,341068.6030)
L24	223.455	S64° 30' 45.74"E	(879703.8179,341262.2839)	(879905.5260,341166.1290)
L25	372.031	S63° 14' 16.77"E	(879905.5260,341166.1290)	(880237.7063,340998.6090)

NOTE: THE ALIGNMENT SHOWN IS A 'STICK DIAGRAM' APPROXIMATING THE CENTERLINE OF EXISTING PAVEMENT, AS EXTRACTED FROM AERIAL MAPPING. IT IS NOT BASED ON A GROUND SURVEY, AND SHOULD NOT BE USED TO DETERMINE RIGHT-OF-WAY LIMITS.

N

PI STA = 306+33.31
N = 341333.009
E = 879494.055
DELTA = 12°47'05"
D = 12°21'47"
T = 51.92'
L = 103.41'
R = 463.44'
PC STA = 305+81.39
PT STA = 306+84.80
LC = 103.196
LCB = S82° 00' 49"E

NORTH RIDGE RD

PI STA = 304+39.56
N = 341339.200
E = 879271.576
DELTA = 57°11'15"
D = 18°18'06"
T = 170.64'
L = 312.47'
R = 313.06'
PC STA = 302+68.92
PT STA = 305+81.39
LC = 299.662
LCB = N63° 00' 01"E

PC: 302+68.92
PC: 301+19.58
PT: 298+65.71
PCC: 305+81.39
PCC: 306+84.80
PT: 308+54.69
PI: 310+78.15
PC: 314+50

PI STA = 307+70.01
N = 341298.953
E = 879626.895
DELTA = 11°06'30"
D = 6°32'18"
T = 85.22'
L = 169.90'
R = 876.31'
PC STA = 306+84.80
PT STA = 308+54.69
LC = 169.631
LCB = S70° 04' 01"E

PI STA = 301+94.43
N = 341136.657
E = 879132.857
DELTA = 9°48'09"
D = 6°33'51"
T = 74.85'
L = 149.33'
R = 872.86'
PC STA = 301+19.58
PT STA = 302+68.92
LC = 149.152
LCB = N29° 30' 19"E

PCC: 296+46.27
PC: 294+91.64

PI STA = 297+59.22
N = 340735.092
E = 878948.971
DELTA = 33°26'31"
D = 15°14'23"
T = 112.95'
L = 219.44'
R = 375.96'
PC STA = 296+46.27
PT STA = 298+65.71
LC = 216.339
LCB = N07° 52' 59"E

PC: 318+04.76
PT: 319+88.76

PI STA = 287+96.06
N = 339813.127
E = 879265.581
DELTA = 36°21'03"
D = 8°38'17"
T = 217.77'
L = 420.83'
R = 663.31'
PC STA = 285+78.29
PT STA = 289+99.12
LC = 413.805
LCB = N03° 12' 43"W

PT: 289+99.12
PC: 285+78.29

PI STA = 295+69.27
N = 340546.785
E = 878978.250
DELTA = 12°32'58"
D = 8°06'57"
T = 77.62'
L = 154.63'
R = 705.97'
PC STA = 294+91.64
PT STA = 296+46.27
LC = 154.319
LCB = N15° 06' 46"W

PI STA = 246+12.92
N = 338024.828
E = 875878.413
DELTA = 52°52'36"
D = 3°58'16"
T = 717.44'
L = 1331.56'
R = 1442.84'
PC STA = 238+95.49
PT STA = 252+27.04
LC = 1284.802
LCB = N39° 02' 45"E

PT: 252+27.04
PC: 266+36.94
PT: 269+29.12
PT: 282+24.39
PT: 277+46.60

OINES LN

PI STA = 267+89.51
N = 338970.860
E = 877952.774
DELTA = 40°43'23"
D = 13°56'16"
T = 152.57'
L = 292.18'
R = 411.08'
PC STA = 266+36.94
PT STA = 269+29.12
LC = 286.068
LCB = N85° 50' 45"E

PI STA = 274+30.85
N = 338788.236
E = 878581.071
DELTA = 9°58'23"
D = 6°28'58"
T = 77.12'
L = 153.84'
R = 883.82'
PC STA = 273+53.74
PT STA = 275+07.58
LC = 153.647
LCB = S78° 46' 45"E

PI STA = 276+35.59
N = 338765.962
E = 878784.980
DELTA = 50°47'45"
D = 21°15'05"
T = 128.01'
L = 239.02'
R = 269.61'
PC STA = 275+07.58
PT STA = 277+46.60
LC = 231.270
LCB = N70° 50' 11"E

PC: 238+95.49
PC: 273+53.74
PCC: 275+07.58
PC: 277+66.43

RIVER DR

PI STA = 280+00.97
N = 339034.263
E = 879057.419
DELTA = 30°28'30"
D = 6°39'16"
T = 234.53'
L = 457.96'
R = 861.00'
PC STA = 277+66.43
PT STA = 282+24.39
LC = 452.578
LCB = N30° 12' 03"E

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	ALIGNMENT DIAGRAM	SHEET 72	E

2

Line Table: STH 54 ALIGNMENT				
Line #	Length	Direction	Start Point	End Point
L28	60.041	S34° 35' 27.01"E	(880435.3761,340826.2582)	(880469.4620,340776.8310)
L27	29.531	S37° 44' 54.02"E	(880469.4620,340776.8310)	(880487.5409,340753.4803)
L26	913.267	S61° 31' 45.29"E	(880626.7392,340635.1757)	(881429.5563,340199.8121)
L63	310.677	N74° 04' 17.57"E	(881866.6545,340219.2368)	(882165.4029,340304.4980)
L31	190.236	S84° 12' 59.85"E	(882486.0384,340332.9590)	(882675.3061,340313.7894)
L32	171.938	S84° 12' 59.85"E	(882504.2433,340331.1152)	(882675.3061,340313.7894)
L64	951.173	N66° 55' 08.00"E	(883175.3725,340398.9374)	(884050.4052,340771.8296)
L34	894.509	N88° 29' 50.38"E	(884618.2517,340909.8437)	(885512.4529,340933.3009)

Curve Table: STH 54 Alignment						
Curve #	Radius	Length	Chord Direction	Start Point	End Point	PI
C35	330.983	143.659	S73° 57' 48.65"E	(881429.5563,340199.8121)	(881566.5437,340160.4372)	(881493.71,340165.02)
C36	347.036	96.780	N85° 36' 47.02"E	(881566.5437,340160.4372)	(881662.7273,340167.8160)	(881615.15,340157.38)
C37	3392.628	210.344	N75° 50' 51.81"E	(881662.7273,340167.8160)	(881866.6545,340219.2368)	(881765.49,340190.36)
C32	854.562	323.830	N84° 55' 38.86"E	(882165.4029,340304.4980)	(882486.0384,340332.9590)	(882322.99,340349.47)
C33	962.612	289.859	N87° 09' 25.18"E	(882675.3061,340313.7894)	(882963.7160,340328.1120)	(882820.60,340299.07)
C34	690.334	78.915	N75° 15' 20.78"E	(882963.7160,340328.1120)	(883039.9905,340348.1852)	(883002.43,340335.97)
C59	1637.020	144.629	N69° 26' 59.67"E	(883039.9905,340348.1852)	(883175.3725,340398.9374)	(883108.80,340370.57)
C38	3903.885	218.899	N68° 31' 30.84"E	(884050.4052,340771.8296)	(884254.0810,340851.9560)	(884151.12,340814.75)
C39	704.464	104.101	N74° 21' 53.96"E	(884254.0810,340851.9560)	(884354.2392,340879.9867)	(884303.12,340869.68)
C40	1539.780	266.026	N83° 32' 52.31"E	(884354.2392,340879.9867)	(884618.2517,340909.8437)	(884484.95,340906.35)

PI STA = 315+85.51
N = 340937.670
E = 880358.545
DELTA = 28°38'50"
D = 10°48'36"
T = 135.33'
L = 265.01'
R = 530.03'
PC STA = 314+50.18
PT STA = 317+15.19
LC = 262.256
LCB = S48° 54' 52"E

NOTE: THE ALIGNMENT SHOWN IS A 'STICK DIAGRAM' APPROXIMATING THE CENTERLINE OF EXISTING PAVEMENT, AS EXTRACTED FROM AERIAL MAPPING. IT IS NOT BASED ON A GROUND SURVEY, AND SHOULD NOT BE USED TO DETERMINE RIGHT-OF-WAY LIMITS.

PI STA = 318+98.10
N = 340679.673
E = 880544.685
DELTA = 23°46'51"
D = 12°55'28"
T = 93.34'
L = 184.00'
R = 443.31'
PC STA = 318+04.76
PT STA = 319+88.76
LC = 182.680
LCB = S49° 38' 20"E

PI STA = 330+94.39
N = 340157.377
E = 881615.153
DELTA = 15°58'42"
D = 16°30'36"
T = 48.71'
L = 96.78'
R = 347.04'
PC STA = 330+45.68
PT STA = 331+42.46
LC = 96.466
LCB = N85° 36' 47"E

PI STA = 338+27.37
N = 340349.473
E = 882322.992
DELTA = 21°42'43"
D = 6°42'17"
T = 163.88'
L = 323.83'
R = 854.56'
PC STA = 336+63.48
PT STA = 339+87.31
LC = 321.896
LCB = N84° 55' 39"E

PI STA = 343+23.59
N = 340299.074
E = 882820.597
DELTA = 17°15'10"
D = 5°57'08"
T = 146.03'
L = 289.86'
R = 962.61'
PC STA = 341+77.55
PT STA = 344+67.41
LC = 288.765
LCB = N87° 09' 25"E

PI STA = 346+18.69
N = 340370.569
E = 883108.803
DELTA = 5°03'43"
D = 3°30'00"
T = 72.36'
L = 144.63'
R = 1637.02'
PC STA = 345+46.32
PT STA = 346+90.95
LC = 144.582
LCB = N69° 27' 00"E

PI STA = 357+51.61
N = 340814.749
E = 884151.120
DELTA = 3°12'46"
D = 1°28'04"
T = 109.48'
L = 218.90'
R = 3903.89'
PC STA = 356+42.13
PT STA = 358+61.03
LC = 218.870
LCB = N68° 31' 31"E

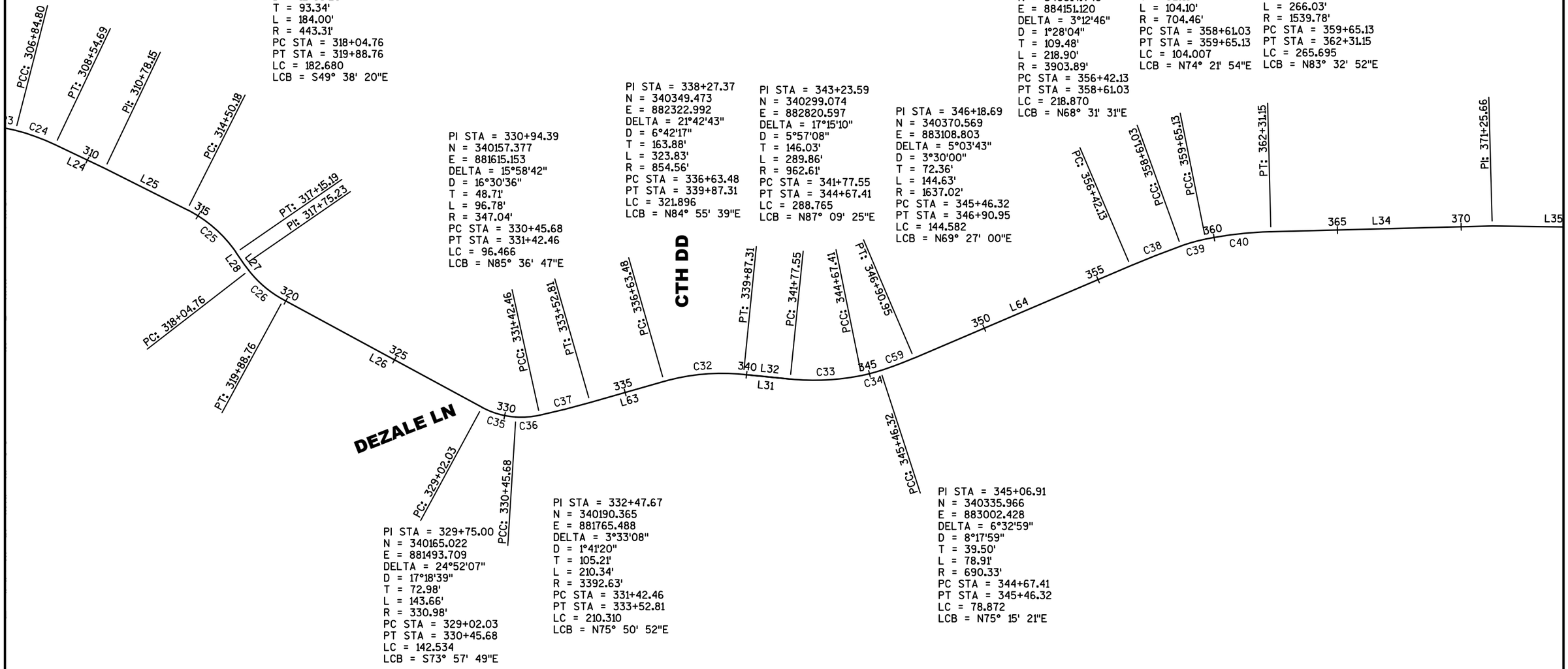
PI STA = 359+13.17
N = 340869.678
E = 884303.123
DELTA = 8°28'01"
D = 8°08'00"
T = 52.15'
L = 104.10'
R = 704.46'
PC STA = 358+61.03
PT STA = 359+65.13
LC = 104.007
LCB = N74° 21' 54"E

PI STA = 360+98.47
N = 340906.347
E = 884484.953
DELTA = 9°53'56"
D = 3°43'16"
T = 133.34'
L = 266.03'
R = 1539.78'
PC STA = 359+65.13
PT STA = 362+31.15
LC = 265.695
LCB = N83° 32' 52"E

PI STA = 329+75.00
N = 340165.022
E = 881493.709
DELTA = 24°52'07"
D = 17°18'39"
T = 72.98'
L = 143.66'
R = 330.98'
PC STA = 329+02.03
PT STA = 330+45.68
LC = 142.534
LCB = S73° 57' 49"E

PI STA = 332+47.67
N = 340190.365
E = 881765.488
DELTA = 3°33'08"
D = 1°41'20"
T = 105.21'
L = 210.34'
R = 3392.63'
PC STA = 331+42.46
PT STA = 333+52.81
LC = 210.310
LCB = N75° 50' 52"E

PI STA = 345+06.91
N = 340335.966
E = 883002.428
DELTA = 6°32'59"
D = 8°17'59"
T = 39.50'
L = 78.91'
R = 690.33'
PC STA = 344+67.41
PT STA = 345+46.32
LC = 78.872
LCB = N75° 15' 21"E



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	ALIGNMENT DIAGRAM	SHEET	E

FILE NAME : N:\PDS\C3D\75500001\SHEETSPLAN\027201-AD - ALIGNMENT DIAGRAM.DWG PLOT DATE : 7/3/2018 12:31 PM PLOT BY : RAMBO, DANIEL N PLOT NAME :

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Curve Table: STH 54 Alignment						
Curve #	Radius	Length	Chord Direction	Start Point	End Point	PI
C41	786.238	354.128	S76° 17' 54.81"E	(886008.7698,340926.3862)	(886349.9195,340843.2138)	(886188.87,340923.88)
C42	1507.610	323.957	S69° 33' 04.33"E	(886500.7509,340767.6677)	(886803.7100,340654.7044)	(886646.14,340694.85)
C43	1463.150	170.979	S72° 21' 33.81"E	(886990.5492,340607.1043)	(887153.3955,340555.3193)	(887073.49,340585.97)
C44	2209.160	494.221	S75° 25' 14.28"E	(887284.1790,340505.1469)	(887761.4890,340381.0005)	(887515.86,340416.27)
C45	1568.050	79.558	S80° 22' 33.89"E	(888622.9476,340257.3163)	(888701.3770,340244.0173)	(888662.33,340251.66)
C46	996.827	214.249	S72° 45' 54.93"E	(889078.7436,340170.1353)	(889282.9791,340106.7782)	(889184.28,340149.47)
C47	608.514	352.344	S81° 48' 21.47"E	(890072.9768,339744.6866)	(890416.8724,339695.1671)	(890237.55,339668.71)

Line Table: STH 54 ALIGNMENT				
Line #	Length	Direction	Start Point	End Point
L35	496.365	S89° 12' 06.51"E	(885512.4529,340933.3009)	(886008.7698,340926.3862)
L33	177.272	N63° 22' 36.18"W	(886495.7730,340770.0966)	(886337.2970,340849.5360)
L36	168.693	S63° 23' 43.12"E	(886349.9195,340843.2138)	(886500.7509,340767.6677)
L37	192.807	S75° 42' 25.54"E	(886803.7100,340654.7044)	(886990.5492,340607.1043)
L38	140.077	S69° 00' 42.08"E	(887153.3955,340555.3193)	(887284.1790,340505.1469)
L39	870.292	S81° 49' 46.48"E	(887761.4890,340381.0005)	(888622.9476,340257.3163)
L40	384.531	S78° 55' 21.30"E	(888701.3770,340244.0173)	(889078.7436,340170.1353)
L41	98.633	S66° 36' 28.57"E	(889282.9791,340106.7782)	(889373.5050,340067.6190)
L42	770.419	S65° 13' 05.37"E	(889373.5050,340067.6190)	(890072.9768,339744.6866)
L43	59.099	N81° 36' 22.43"E	(890416.8724,339695.1671)	(890475.3380,339703.7940)
L44	39.449	N80° 22' 45.19"E	(890475.3380,339703.7940)	(890514.2317,339710.3869)
L45	898.574	N79° 02' 42.96"E	(890514.2317,339710.3869)	(891396.4311,339881.1459)

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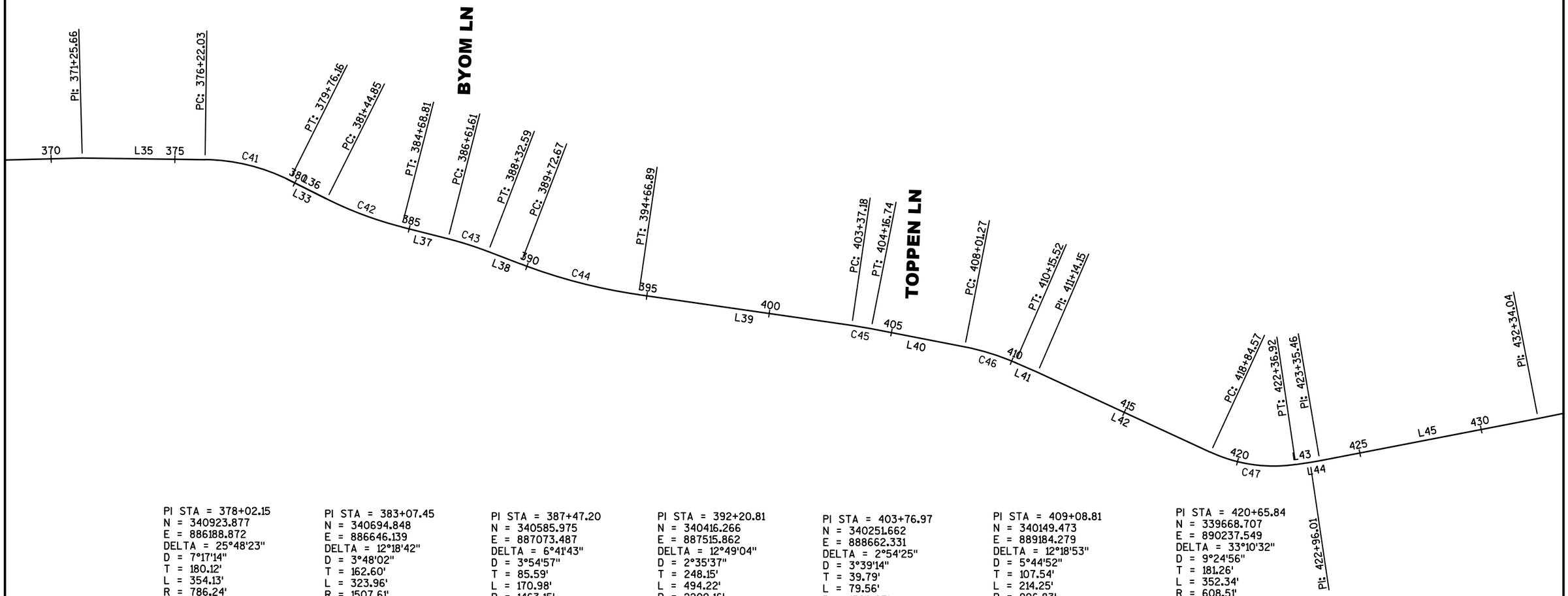


PI STA = 378+02.15
N = 340923.877
E = 886188.872
DELTA = 25°48'23"
D = 7°17'14"
T = 180.12'
L = 354.13'
R = 786.24'
PC STA = 376+22.03
PT STA = 379+76.16
LC = 351.142
LCB = S76° 17' 55"E

PI STA = 383+07.45
N = 340694.848
E = 886646.139
DELTA = 12°18'42"
D = 3°48'02"
T = 162.60'
L = 323.96'
R = 1507.61'
PC STA = 381+44.85
PT STA = 384+68.81
LC = 323.334
LCB = S69° 33' 04"E

PI STA = 387+47.20
N = 340585.975
E = 887073.487
DELTA = 6°41'43"
D = 3°54'57"
T = 85.59'
L = 170.98'
R = 1463.15'
PC STA = 386+61.61
PT STA = 388+32.59
LC = 170.882
LCB = S72° 21' 34"E

PI STA = 392+20.81
N = 340416.266
E = 887515.862
DELTA = 12°49'04"
D = 2°35'37"
T = 248.15'
L = 494.22'
R = 2209.16'
PC STA = 389+72.67
PT STA = 394+66.89
LC = 493.191
LCB = S75° 25' 14"E

PI STA = 403+76.97
N = 340251.662
E = 888662.331
DELTA = 2°54'25"
D = 3°39'14"
T = 39.79'
L = 79.56'
R = 1568.05'
PC STA = 403+37.18
PT STA = 404+16.74
LC = 79.549
LCB = S80° 22' 34"E

PI STA = 409+08.81
N = 340149.473
E = 889184.279
DELTA = 12°18'53"
D = 5°44'52"
T = 107.54'
L = 214.25'
R = 996.83'
PC STA = 408+01.27
PT STA = 410+15.52
LC = 213.837
LCB = S72° 45' 55"E

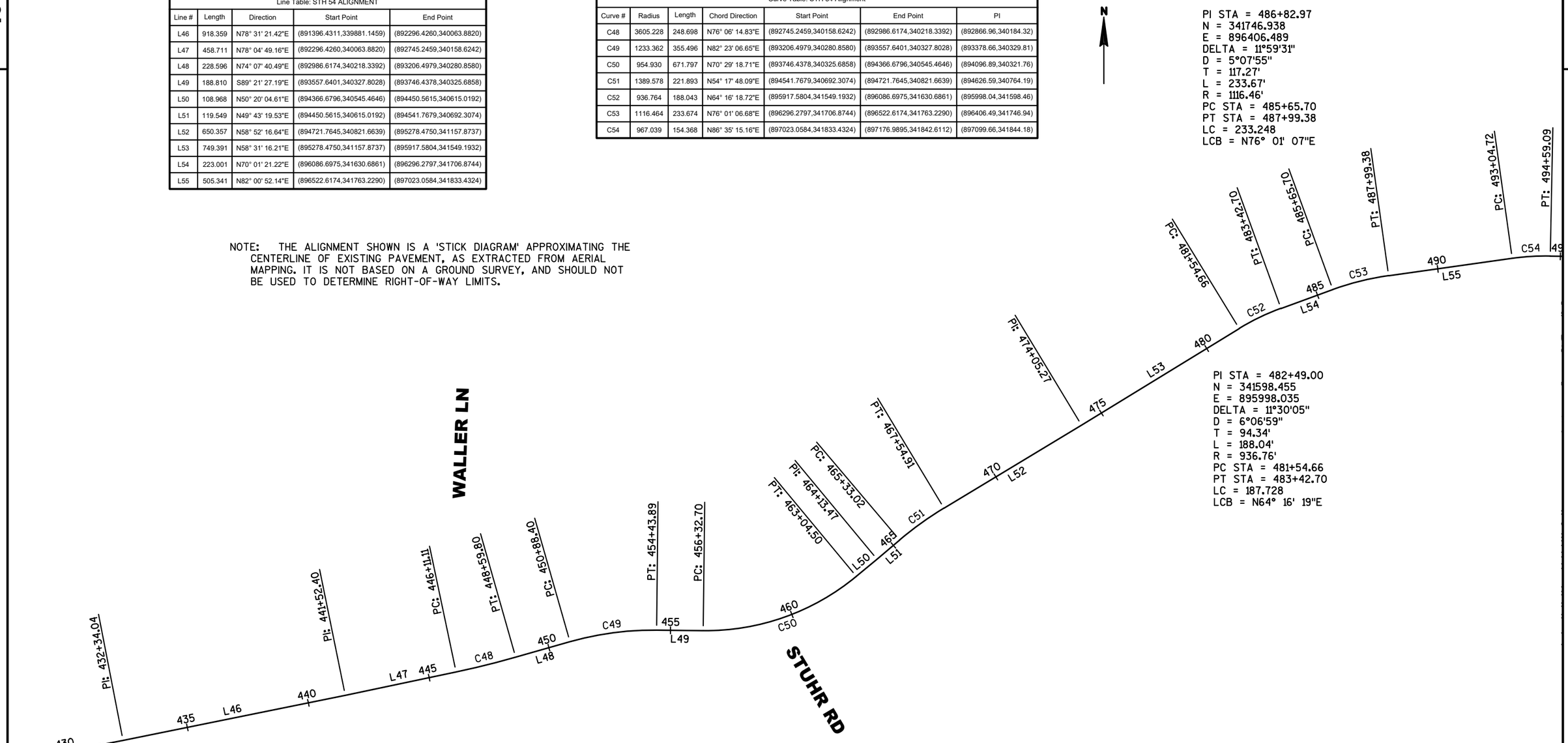
PI STA = 420+65.84
N = 339668.707
E = 890237.549
DELTA = 33°10'32"
D = 9°24'56"
T = 181.26'
L = 352.34'
R = 608.51'
PC STA = 418+84.57
PT STA = 422+36.92
LC = 347.443
LCB = S81° 48' 21"E

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	ALIGNMENT DIAGRAM	SHEET 74	E

Line Table: STH 54 ALIGNMENT				
Line #	Length	Direction	Start Point	End Point
L46	918.359	N78° 31' 21.42"E	(891396.4311,339881.1459)	(892296.4260,340063.8820)
L47	458.711	N78° 04' 49.16"E	(892296.4260,340063.8820)	(892745.2459,340158.6242)
L48	228.596	N74° 07' 40.49"E	(892986.6174,340218.3392)	(893206.4979,340280.8580)
L49	188.810	S89° 21' 27.19"E	(893557.6401,340327.8028)	(893746.4378,340325.6858)
L50	108.968	N50° 20' 04.61"E	(894366.6796,340545.4646)	(894450.5615,340615.0192)
L51	119.549	N49° 43' 19.53"E	(894450.5615,340615.0192)	(894541.7679,340692.3074)
L52	650.357	N58° 52' 16.64"E	(894721.7645,340821.6639)	(895278.4750,341157.8737)
L53	749.391	N58° 31' 16.21"E	(895278.4750,341157.8737)	(895917.5804,341549.1932)
L54	223.001	N70° 01' 21.22"E	(896086.6975,341630.6861)	(896296.2797,341706.8744)
L55	505.341	N82° 00' 52.14"E	(896522.6174,341763.2290)	(897023.0584,341833.4324)

Curve Table: STH 54 Alignment						
Curve #	Radius	Length	Chord Direction	Start Point	End Point	PI
C48	3605.228	248.698	N76° 06' 14.83"E	(892745.2459,340158.6242)	(892986.6174,340218.3392)	(892866.96,340184.32)
C49	1233.362	355.496	N82° 23' 06.65"E	(893206.4979,340280.8580)	(893557.6401,340327.8028)	(893378.66,340329.81)
C50	954.930	671.797	N70° 29' 18.71"E	(893746.4378,340325.6858)	(894366.6796,340545.4646)	(894096.89,340321.76)
C51	1389.578	221.893	N54° 17' 48.09"E	(894541.7679,340692.3074)	(894721.7645,340821.6639)	(894626.59,340764.19)
C52	936.764	188.043	N64° 16' 18.72"E	(895917.5804,341549.1932)	(896086.6975,341630.6861)	(895998.04,341598.46)
C53	1116.464	233.674	N76° 01' 06.68"E	(896296.2797,341706.8744)	(896522.6174,341763.2290)	(896406.49,341746.94)
C54	967.039	154.368	N86° 35' 15.16"E	(897023.0584,341833.4324)	(897176.9895,341842.6112)	(897099.66,341844.18)

NOTE: THE ALIGNMENT SHOWN IS A 'STICK DIAGRAM' APPROXIMATING THE CENTERLINE OF EXISTING PAVEMENT, AS EXTRACTED FROM AERIAL MAPPING. IT IS NOT BASED ON A GROUND SURVEY, AND SHOULD NOT BE USED TO DETERMINE RIGHT-OF-WAY LIMITS.



PI STA = 447+35.50
N = 340184.317
E = 892866.962
DELTA = 3°57'09"
D = 1°35'21"
T = 124.40'
L = 248.70'
R = 3605.23'
PC STA = 446+11.11
PT STA = 448+59.80
LC = 248.649
LCB = N76° 06' 15"E

PI STA = 452+67.39
N = 340329.810
E = 893378.663
DELTA = 16°30'52"
D = 4°38'44"
T = 178.99'
L = 355.50'
R = 1233.36'
PC STA = 450+88.40
PT STA = 454+43.89
LC = 354.266
LCB = N82° 23' 07"E

PI STA = 459+83.18
N = 340321.756
E = 894096.890
DELTA = 40°18'28"
D = 6°00'00"
T = 350.47'
L = 671.80'
R = 954.93'
PC STA = 456+32.70
PT STA = 463+04.50
LC = 658.029
LCB = N70° 29' 19"E

PI STA = 466+44.20
N = 340764.187
E = 894626.591
DELTA = 9°08'57"
D = 4°07'24"
T = 111.18'
L = 221.89'
R = 1389.58'
PC STA = 465+33.02
PT STA = 467+54.91
LC = 221.657
LCB = N54° 17' 48"E

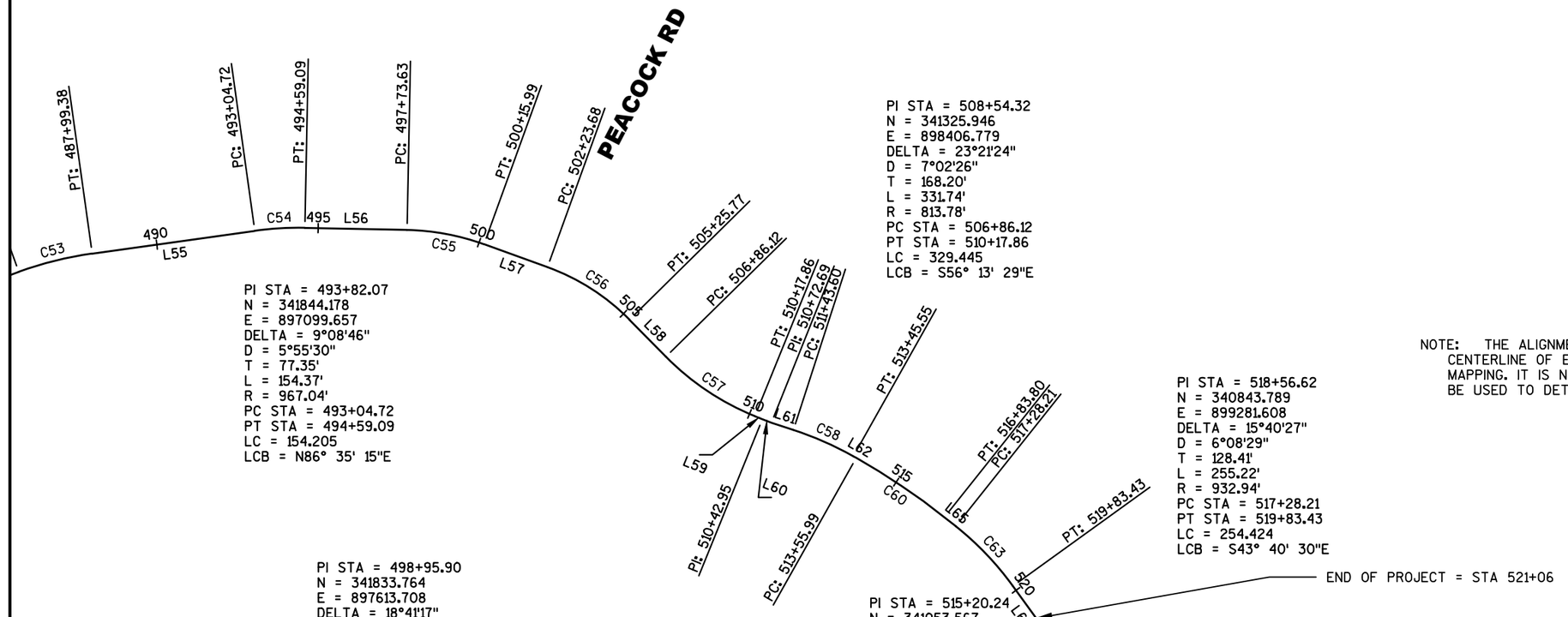
PI STA = 482+49.00
N = 341598.455
E = 895998.035
DELTA = 11°30'05"
D = 6°06'59"
T = 94.34'
L = 188.04'
R = 936.76'
PC STA = 481+54.66
PT STA = 483+42.70
LC = 187.728
LCB = N64° 16' 19"E

PI STA = 486+82.97
N = 341746.938
E = 896406.489
DELTA = 11°59'31"
D = 5°07'55"
T = 117.27'
L = 233.67'
R = 1116.46'
PC STA = 485+65.70
PT STA = 487+99.38
LC = 233.248
LCB = N76° 01' 07"E

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	ALIGNMENT DIAGRAM	SHEET 75	E

Curve Table: STH 54 Alignment						
Curve #	Radius	Length	Chord Direction	Start Point	End Point	PI
C54	967.039	154.368	N86° 35' 15.16"E	(897023.0584,341833.4324)	(897176.9895,341842.6112)	(897099.66,341844.18)
C55	743.074	242.368	S79° 29' 43.14"E	(897491.4633,341836.2402)	(897728.7146,341792.2482)	(897613.71,341833.76)
C56	675.986	302.089	S57° 20' 55.94"E	(897924.0645,341721.7300)	(898176.3036,341560.0991)	(898068.55,341669.57)
C57	813.781	331.737	S56° 13' 29.23"E	(898288.7861,341445.8217)	(898562.6290,341262.6714)	(898406.78,341325.95)
C58	1011.599	201.948	S66° 19' 05.10"E	(898680.9400,341220.3062)	(898865.5751,341139.3265)	(898777.31,341189.06)
C60	2066.982	327.819	S56° 03' 19.91"E	(898874.6686,341134.2024)	(899146.3356,340951.3436)	(899017.77,341053.57)
C63	932.936	255.219	S43° 40' 29.89"E	(899181.0959,340923.7059)	(899356.7924,340739.6892)	(899281.61,340843.79)

Line Table: STH 54 ALIGNMENT				
Line #	Length	Direction	Start Point	End Point
L56	314.538	S88° 50' 21.82"E	(897176.9895,341842.6112)	(897491.4633,341836.2402)
L57	207.688	S70° 09' 04.46"E	(897728.7146,341792.2482)	(897924.0645,341721.7300)
L58	160.348	S44° 32' 47.42"E	(898176.3036,341560.0991)	(898288.7861,341445.8217)
L59	25.093	S67° 54' 11.05"E	(898562.6290,341262.6714)	(898585.8790,341253.2320)
L60	29.737	S68° 10' 22.74"E	(898585.8790,341253.2320)	(898613.4843,341242.1756)
L61	70.912	S72° 02' 13.70"E	(898613.4843,341242.1756)	(898680.9400,341220.3062)
L62	10.438	S60° 35' 56.50"E	(898865.5751,341139.3265)	(898874.6686,341134.2024)
L65	44.409	S51° 30' 43.31"E	(899146.3356,340951.3436)	(899181.0959,340923.7059)
L68	187.308	S35° 50' 16.47"E	(899356.7924,340739.6892)	(899466.4599,340587.8432)



PI STA = 493+82.07
N = 341844.178
E = 897099.657
DELTA = 9°08'46"
D = 5°55'30"
T = 77.35'
L = 154.37'
R = 967.04'
PC STA = 493+04.72
PT STA = 494+59.09
LC = 154.205
LCB = N86° 35' 15"E

PI STA = 508+54.32
N = 341325.946
E = 898406.779
DELTA = 23°21'24"
D = 7°02'26"
T = 168.20'
L = 331.74'
R = 813.78'
PC STA = 506+86.12
PT STA = 510+17.86
LC = 329.445
LCB = S56° 13' 29"E

PI STA = 518+56.62
N = 340843.789
E = 899281.608
DELTA = 15°40'27"
D = 6°08'29"
T = 128.41'
L = 255.22'
R = 932.94'
PC STA = 517+28.21
PT STA = 519+83.43
LC = 254.424
LCB = S43° 40' 30"E

NOTE: THE ALIGNMENT SHOWN IS A 'STICK DIAGRAM' APPROXIMATING THE CENTERLINE OF EXISTING PAVEMENT, AS EXTRACTED FROM AERIAL MAPPING. IT IS NOT BASED ON A GROUND SURVEY, AND SHOULD NOT BE USED TO DETERMINE RIGHT-OF-WAY LIMITS.

END OF PROJECT = STA 521+06

PI STA = 498+95.90
N = 341833.764
E = 897613.708
DELTA = 18°41'17"
D = 7°42'38"
T = 122.27'
L = 242.37'
R = 743.07'
PC STA = 497+73.63
PT STA = 500+15.99
LC = 241.295
LCB = S79° 29' 43"E

PI STA = 503+77.29
N = 341669.574
E = 898068.548
DELTA = 25°36'17"
D = 8°28'33"
T = 153.61'
L = 302.09'
R = 675.99'
PC STA = 502+23.68
PT STA = 505+25.77
LC = 299.582
LCB = S57° 20' 56"E

PI STA = 512+44.91
N = 341189.062
E = 898777.313
DELTA = 11°26'17"
D = 5°39'50"
T = 101.31'
L = 201.95'
R = 1011.60'
PC STA = 511+43.60
PT STA = 513+45.55
LC = 201.613
LCB = S66° 19' 05"E

PI STA = 515+20.24
N = 341053.567
E = 899017.768
DELTA = 9°05'13"
D = 2°46'19"
T = 164.25'
L = 327.82'
R = 2066.98'
PC STA = 513+55.99
PT STA = 516+83.80
LC = 327.476
LCB = S56° 03' 20"E

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	ALIGNMENT DIAGRAM	SHEET 76	E

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 1					
EndNormalShoulder	37+54.78'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	38+08.11'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	38+61.45'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	39+14.78'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	39+68.11'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	40+21.45'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	40+72.68'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	41+26.01'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	41+79.35'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	42+32.68'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	42+86.01'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	43+39.35'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 2					
EndNormalShoulder	52+91.46'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	53+44.79'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	53+98.13'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	54+51.46'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	55+04.79'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	55+58.13'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	58+25.57'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	58+78.91'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	59+32.24'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	59+85.57'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	60+38.91'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	60+92.24'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 3					
EndNormalShoulder	60+24.22'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	60+77.55'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	61+30.89'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	61+84.22'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	62+37.55'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	62+90.89'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	62+94.24'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	63+47.57'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	64+00.91'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	64+54.24'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	65+07.57'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	65+60.91'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 4					
EndNormalShoulder	61+34.23'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	61+87.56'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	62+40.90'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	62+94.23'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	63+47.56'	-4.00%	4.00%	-4.00%	-4.00%
EndFullSuper	63+51.73'	-4.00%	6.00%	-6.00%	-6.00%
BeginFullSuper	64+00.90'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	64+05.06'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	64+58.39'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	65+11.73'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	65+65.06'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	66+18.39'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 5					
EndNormalShoulder	61+91.72'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	62+45.05'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	62+98.38'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	63+51.72'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	64+05.05'	-4.00%	4.00%	-4.00%	-4.00%
EndFullSuper	64+26.46'	-4.00%	6.00%	-6.00%	-6.00%
BeginFullSuper	64+58.38'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	64+79.79'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	65+33.12'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	65+86.46'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	66+39.79'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	66+93.12'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 6					
EndNormalShoulder	166+08.31'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	166+61.65'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	167+14.98'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	167+68.31'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	168+21.65'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	168+74.98'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	169+96.57'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	170+49.91'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	171+03.24'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	171+56.57'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	172+09.91'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	172+63.24'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 7					
EndNormalShoulder	168+36.56'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	168+89.90'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	169+43.23'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	169+96.56'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	170+49.90'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	171+03.23'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	171+82.95'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	172+36.28'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	172+89.62'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	173+42.95'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	173+96.28'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	174+49.62'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 8					
EndNormalShoulder	171+54.80'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	172+08.13'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	172+61.47'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	173+14.80'	-4.00%	-2.00%	2.00%	-4.00%
EndFullSuper	173+59.51'	-4.80%	-4.80%	4.80%	-4.00%
LowShoulderMatch	173+68.13'	-4.00%	-4.00%	4.00%	-4.00%
LowShoulderMatch	173+80.85'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	173+89.47'	-4.80%	-4.80%	4.80%	-4.00%
ReverseCrown	174+34.18'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	174+87.51'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	175+40.85'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	175+94.18'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 9					
EndNormalShoulder	171+88.84'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	172+42.17'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	172+95.50'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	173+48.84'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	174+02.17'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	174+55.50'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	175+49.28'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	176+02.61'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	176+55.95'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	177+09.28'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	177+62.61'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	178+15.95'	-4.00%	-2.00%	-2.00%	-4.00%

2

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 10					
EndNormalShoulder	173+89.27'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	174+42.60'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	174+95.94'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	175+49.27'	-4.00%	2.00%	-2.00%	-4.00%
EndFullSuper	176+00.69'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	176+02.60'	-4.00%	4.00%	-4.00%	-4.00%
LowShoulderMatch	176+54.03'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	176+55.94'	-4.00%	6.00%	-6.00%	-6.00%
ReverseCrown	177+07.36'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	177+60.69'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	178+14.03'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	178+67.36'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 13					
EndNormalShoulder	178+14.09'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	178+67.42'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	179+20.76'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	179+74.09'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	180+27.42'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	180+80.76'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	181+42.54'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	181+95.87'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	182+49.21'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	183+02.54'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	183+55.87'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	184+09.21'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 16					
EndNormalShoulder	198+64.03'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	199+17.37'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	199+70.70'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	200+24.03'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	200+77.37'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	201+30.70'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	205+20.91'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	205+74.24'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	206+27.58'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	206+80.91'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	207+34.24'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	207+87.58'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 11					
EndNormalShoulder	174+40.68'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	174+94.02'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	175+47.35'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	176+00.68'	-4.00%	2.00%	-2.00%	-4.00%
EndFullSuper	176+51.68'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	176+54.02'	-4.00%	4.00%	-4.00%	-4.00%
LowShoulderMatch	177+05.02'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	177+07.35'	-4.00%	6.00%	-6.00%	-6.00%
ReverseCrown	177+58.35'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	178+11.68'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	178+65.02'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	179+18.35'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 14					
EndNormalShoulder	188+55.29'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	189+08.62'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	189+61.95'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	190+15.29'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	190+68.62'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	191+21.95'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	192+30.96'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	192+84.30'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	193+37.63'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	193+90.96'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	194+44.30'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	194+97.63'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 17					
EndNormalShoulder	205+90.27'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	206+43.61'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	206+96.94'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	207+50.27'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	208+03.61'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	208+56.94'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	216+44.10'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	216+97.43'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	217+50.76'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	218+04.10'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	218+57.43'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	219+10.76'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 12					
EndNormalShoulder	174+91.67'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	175+45.01'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	175+98.34'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	176+51.67'	-4.00%	2.00%	-2.00%	-4.00%
EndFullSuper	176+88.58'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	177+05.01'	-4.00%	4.00%	-4.00%	-4.00%
LowShoulderMatch	177+41.91'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	177+58.34'	-4.00%	6.00%	-6.00%	-6.00%
ReverseCrown	177+95.24'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	178+48.58'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	179+01.91'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	179+55.24'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 15					
EndNormalShoulder	190+70.95'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	191+24.29'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	191+77.62'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	192+30.95'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	192+84.29'	-4.00%	-4.00%	4.00%	-4.00%
EndFullSuper	193+27.83'	-6.00%	-6.00%	6.00%	-4.00%
BeginFullSuper	193+37.62'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	193+81.16'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	194+34.49'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	194+87.83'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	195+41.16'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	195+94.49'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 18					
EndNormalShoulder	217+37.82'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	217+91.15'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	218+44.49'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	218+97.82'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	219+51.15'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	220+04.49'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	220+36.89'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	220+90.22'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	221+43.55'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	221+96.89'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	222+50.22'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	223+03.55'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 19					
EndNormalShoulder	226+04.53'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	226+57.86'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	227+11.20'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	227+64.53'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	228+17.86'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	228+71.20'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	231+40.41'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	231+93.74'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	232+47.07'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	233+00.41'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	233+53.74'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	234+07.07'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 20					
EndNormalShoulder	236+82.15'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	237+35.48'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	237+88.82'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	238+42.15'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	238+95.48'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	239+48.82'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	251+73.72'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	252+27.05'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	252+80.38'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	253+33.72'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	253+87.05'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	254+40.38'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 21					
EndNormalShoulder	264+23.60'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	264+76.94'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	265+30.27'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	265+83.60'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	266+36.94'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	266+90.27'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	268+75.79'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	269+29.13'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	269+82.46'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	270+35.79'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	270+89.13'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	271+42.46'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 22					
EndNormalShoulder	271+40.40'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	271+93.73'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	272+47.07'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	273+00.40'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	273+53.73'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	274+07.07'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	274+54.25'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	275+07.59'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	275+60.92'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	276+14.25'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	276+67.59'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	277+20.92'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 23					
EndNormalShoulder	272+94.24'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	273+47.57'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	274+00.91'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	274+54.24'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	275+07.57'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	275+60.91'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	276+93.27'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	277+46.61'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	277+99.94'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	278+53.27'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	279+06.61'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	279+59.94'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 24					
EndNormalShoulder	275+53.10'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	276+06.43'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	276+59.76'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	277+13.10'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	277+66.43'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	278+19.76'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	281+71.06'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	282+24.40'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	282+77.73'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	283+31.06'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	283+84.40'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	284+37.73'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 25					
EndNormalShoulder	283+64.95'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	284+18.28'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	284+71.62'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	285+24.95'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	285+78.28'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	286+31.62'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	289+45.79'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	289+99.12'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	290+52.46'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	291+05.79'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	291+59.12'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	292+12.46'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 26					
EndNormalShoulder	292+78.30'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	293+31.64'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	293+84.97'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	294+38.30'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	294+91.64'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	295+44.97'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	295+92.94'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	296+46.28'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	296+99.61'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	297+52.94'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	298+06.28'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	298+59.61'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 27					
EndNormalShoulder	294+32.93'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	294+86.26'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	295+39.60'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	295+92.93'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	296+46.26'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	296+99.60'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	298+12.38'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	298+65.72'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	299+19.05'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	299+72.38'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	300+25.72'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	300+79.05'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 28					
EndNormalShoulder	299+06.24'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	299+59.58'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	300+12.91'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	300+66.24'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	301+19.58'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	301+72.91'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	302+15.59'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	302+68.92'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	303+22.25'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	303+75.59'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	304+28.92'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	304+82.25'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 29					
EndNormalShoulder	300+55.58'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	301+08.91'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	301+62.24'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	302+15.58'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	302+68.91'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	303+22.24'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	305+28.06'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	305+81.39'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	306+34.73'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	306+88.06'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	307+41.39'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	307+94.73'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 30					
EndNormalShoulder	303+68.05'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	304+21.38'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	304+74.72'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	305+28.05'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	305+81.38'	-4.00%	4.00%	-4.00%	-4.00%
EndFullSuper	306+31.47'	-4.00%	6.00%	-6.00%	-6.00%
BeginFullSuper	306+34.72'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	306+84.80'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	307+38.14'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	307+91.47'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	308+44.80'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	308+98.14'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 31					
EndNormalShoulder	304+71.46'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	305+24.79'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	305+78.13'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	306+31.46'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	306+84.79'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	307+38.13'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	308+01.37'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	308+54.70'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	309+08.03'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	309+61.37'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	310+14.70'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	310+68.03'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 32					
EndNormalShoulder	312+36.84'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	312+90.17'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	313+43.51'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	313+96.84'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	314+50.17'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	315+03.51'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	316+61.86'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	317+15.19'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	317+68.53'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	318+21.86'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	318+75.19'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	319+28.53'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 33					
EndNormalShoulder	315+91.42'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	316+44.75'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	316+98.09'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	317+51.42'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	318+04.75'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	318+58.09'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	319+35.43'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	319+88.76'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	320+42.10'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	320+95.43'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	321+48.76'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	322+02.10'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 34					
EndNormalShoulder	326+88.69'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	327+42.02'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	327+95.35'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	328+48.69'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	329+02.02'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	329+55.35'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	329+92.36'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	330+45.69'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	330+99.02'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	331+52.36'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	332+05.69'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	332+59.02'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 35					
EndNormalShoulder	328+32.35'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	328+85.68'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	329+39.01'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	329+92.35'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	330+45.68'	-4.00%	-4.00%	4.00%	-4.00%
EndFullSuper	330+89.14'	-6.00%	-6.00%	6.00%	-4.00%
BeginFullSuper	330+99.01'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	331+42.47'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	331+95.80'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	332+49.14'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	333+02.47'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	333+55.80'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 36					
EndNormalShoulder	329+64.13'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	330+17.63'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	330+71.13'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	331+24.63'	-4.00%	-2.00%	2.00%	-4.00%
BeginFullSuper	331+78.13'	-4.00%	-4.00%	4.00%	-4.00%
EndFullSuper	333+17.14'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	333+70.64'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	334+24.14'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	334+77.64'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	335+31.14'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 37					
EndNormalShoulder	334+50.15'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	335+03.48'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	335+56.81'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	336+10.15'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	336+63.48'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	337+16.81'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	339+33.99'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	339+87.32'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	340+40.65'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	340+93.99'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	341+47.32'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	342+00.65'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 38					
EndNormalShoulder	339+64.21'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	340+17.55'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	340+70.88'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	341+24.21'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	341+77.55'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	342+30.88'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	344+14.08'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	344+67.42'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	345+20.75'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	345+74.08'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	346+27.42'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	346+80.75'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 39					
EndNormalShoulder	342+54.07'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	343+07.40'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	343+60.74'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	344+14.07'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	344+67.40'	-4.00%	-4.00%	4.00%	-4.00%
EndFullSuper	344+93.00'	-6.00%	-6.00%	6.00%	-4.00%
BeginFullSuper	345+20.74'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	345+46.33'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	345+99.66'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	346+53.00'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	347+06.33'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	347+59.66'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 40					
EndNormalShoulder	343+32.99'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	343+86.32'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	344+39.65'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	344+92.99'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	345+46.32'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	345+99.65'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	346+37.63'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	346+90.96'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	347+44.29'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	347+97.63'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	348+50.96'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	349+04.29'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 41					
EndNormalShoulder	354+68.47'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	355+21.63'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	355+74.79'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	356+27.95'	-4.00%	2.00%	-2.00%	-4.00%
BeginFullSuper	356+75.79'	-4.00%	3.80%	-3.80%	-4.00%
EndFullSuper	358+27.36'	-4.00%	3.80%	-3.80%	-4.00%
ReverseCrown	358+75.20'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	359+28.36'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	359+81.52'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	360+34.68'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 42					
EndNormalShoulder	356+47.69'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	357+01.02'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	357+54.35'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	358+07.69'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	358+61.02'	-4.00%	4.00%	-4.00%	-4.00%
EndFullSuper	359+11.80'	-4.00%	6.00%	-6.00%	-6.00%
BeginFullSuper	359+14.35'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	359+65.13'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	360+18.47'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	360+71.80'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	361+25.13'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	361+78.47'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 43					
EndNormalShoulder	357+51.79'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	358+05.12'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	358+58.46'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	359+11.79'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	359+65.12'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	360+18.46'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	361+77.83'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	362+31.16'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	362+84.49'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	363+37.83'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	363+91.16'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	364+44.49'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 44					
EndNormalShoulder	374+08.69'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	374+62.02'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	375+15.36'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	375+68.69'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	376+22.02'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	376+75.36'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	379+22.83'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	379+76.16'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	380+29.49'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	380+82.83'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	381+36.16'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	381+89.49'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 45					
EndNormalShoulder	379+31.51'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	379+84.84'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	380+38.18'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	380+91.51'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	381+44.84'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	381+98.18'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	384+15.48'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	384+68.81'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	385+22.14'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	385+75.48'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	386+28.81'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	386+82.14'	-4.00%	-2.00%	-2.00%	-4.00%

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SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 46					
EndNormalShoulder	384+48.27'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	385+01.61'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	385+54.94'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	386+08.27'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	386+61.61'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	387+14.94'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	387+79.26'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	388+32.60'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	388+85.93'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	389+39.26'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	389+92.60'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	390+45.93'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 47					
EndNormalShoulder	387+73.07'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	388+26.54'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	388+80.00'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	389+33.46'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	389+86.92'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	390+19.00'	-5.20%	-5.20%	5.20%	-4.00%
EndFullSuper	394+20.56'	-5.20%	-5.20%	5.20%	-4.00%
LowShoulderMatch	394+52.64'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	395+06.10'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	395+59.56'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	396+13.02'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	396+66.48'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 48					
EndNormalShoulder	401+23.84'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	401+77.18'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	402+30.51'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	402+83.84'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	403+37.18'	-4.00%	4.00%	-4.00%	-4.00%
EndFullSuper	403+63.41'	-4.00%	6.00%	-6.00%	-6.00%
BeginFullSuper	403+90.51'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	404+16.74'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	404+70.08'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	405+23.41'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	405+76.74'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	406+30.08'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 49					
EndNormalShoulder	405+87.93'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	406+41.26'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	406+94.60'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	407+47.93'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	408+01.26'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	408+54.60'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	409+62.19'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	410+15.52'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	410+68.86'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	411+22.19'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	411+75.52'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	412+28.86'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 50					
EndNormalShoulder	416+71.23'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	417+24.57'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	417+77.90'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	418+31.23'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	418+84.57'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	419+37.90'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	421+83.59'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	422+36.92'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	422+90.25'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	423+43.59'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	423+96.92'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	424+50.25'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 51					
EndNormalShoulder	444+32.77'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	444+86.27'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	445+39.77'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	445+93.27'	-4.00%	-2.00%	2.00%	-4.00%
BeginFullSuper	446+46.77'	-4.00%	-4.00%	4.00%	-4.00%
EndFullSuper	448+24.14'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	448+77.64'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	449+31.14'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	449+84.64'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	450+38.14'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 52					
EndNormalShoulder	448+75.06'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	449+28.39'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	449+81.73'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	450+35.06'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	450+88.39'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	451+41.73'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	453+90.57'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	454+43.90'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	454+97.23'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	455+50.57'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	456+03.90'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	456+57.23'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 53					
EndNormalShoulder	454+19.37'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	454+72.70'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	455+26.03'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	455+79.37'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	456+32.70'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	456+86.03'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	462+51.17'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	463+04.51'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	463+57.84'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	464+11.17'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	464+64.51'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	465+17.84'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 54					
EndNormalShoulder	463+19.68'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	463+73.01'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	464+26.35'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	464+79.68'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	465+33.01'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	465+86.35'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	467+01.58'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	467+54.92'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	468+08.25'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	468+61.58'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	469+14.92'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	469+68.25'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 55					
EndNormalShoulder	479+41.32'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	479+94.65'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	480+47.99'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	481+01.32'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	481+54.65'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	482+07.99'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	482+89.37'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	483+42.71'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	483+96.04'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	484+49.37'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	485+02.71'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	485+56.04'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 56					
EndNormalShoulder	483+52.36'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	484+05.70'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	484+59.03'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	485+12.36'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	485+65.70'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	486+19.03'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	487+46.05'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	487+99.38'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	488+52.72'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	489+06.05'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	489+59.38'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	490+12.72'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 57					
EndNormalShoulder	490+91.38'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	491+44.71'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	491+98.05'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	492+51.38'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	493+04.71'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	493+58.05'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	494+05.76'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	494+59.09'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	495+12.43'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	495+65.76'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	496+19.09'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	496+72.43'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 58					
EndNormalShoulder	495+60.29'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	496+13.62'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	496+66.95'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	497+20.29'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	497+73.62'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	498+26.95'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	499+62.67'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	500+16.00'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	500+69.33'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	501+22.67'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	501+76.00'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	502+29.33'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 59					
EndNormalShoulder	500+10.34'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	500+63.68'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	501+17.01'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	501+70.34'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	502+23.68'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	502+77.01'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	504+72.44'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	505+25.78'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	505+79.11'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	506+32.44'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	506+85.78'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	507+39.11'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 60					
EndNormalShoulder	504+72.78'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	505+26.11'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	505+79.45'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	506+32.78'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	506+86.11'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	507+39.45'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	509+64.53'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	510+17.86'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	510+71.20'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	511+24.53'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	511+77.86'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	512+31.20'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 61					
EndNormalShoulder	509+30.26'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	509+83.59'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	510+36.93'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	510+90.26'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	511+43.59'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	511+96.93'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	512+92.22'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	513+45.55'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	513+98.89'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	514+52.22'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	515+05.55'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	515+58.89'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 62					
EndNormalShoulder	511+53.31'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	512+06.65'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	512+59.98'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	513+13.31'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	513+66.65'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	514+03.98'	-4.00%	5.40%	-5.40%	-5.40%
EndFullSuper	516+35.81'	-4.00%	5.40%	-5.40%	-5.40%
LowShoulderMatch	516+73.14'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	517+26.48'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	517+79.81'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	518+33.14'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	518+86.48'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 63					
EndNormalShoulder	515+14.87'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	515+68.21'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	516+21.54'	-4.00%	.00%	-2.00%	-4.00%
ReverseCrown	516+74.87'	-4.00%	2.00%	-2.00%	-4.00%
LowShoulderMatch	517+28.21'	-4.00%	4.00%	-4.00%	-4.00%
BeginFullSuper	517+81.54'	-4.00%	6.00%	-6.00%	-6.00%
EndFullSuper	519+30.10'	-4.00%	6.00%	-6.00%	-6.00%
LowShoulderMatch	519+83.44'	-4.00%	4.00%	-4.00%	-4.00%
ReverseCrown	520+36.77'	-4.00%	2.00%	-2.00%	-4.00%
LevelCrown	520+90.10'	-4.00%	.00%	-2.00%	-4.00%
BeginNormalCrown	521+43.44'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	521+96.77'	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
Curve 64					
EndNormalShoulder	519+57.40'	-4.00%	-2.00%	-2.00%	-4.00%
EndNormalCrown	520+10.73'	-4.00%	-2.00%	-2.00%	-4.00%
LevelCrown	520+64.07'	-4.00%	-2.00%	.00%	-4.00%
ReverseCrown	521+17.40'	-4.00%	-2.00%	2.00%	-4.00%
LowShoulderMatch	521+70.73'	-4.00%	-4.00%	4.00%	-4.00%
BeginFullSuper	522+24.07'	-6.00%	-6.00%	6.00%	-4.00%
EndFullSuper	523+87.41'	-6.00%	-6.00%	6.00%	-4.00%
LowShoulderMatch	524+40.74'	-4.00%	-4.00%	4.00%	-4.00%
ReverseCrown	524+94.07'	-4.00%	-2.00%	2.00%	-4.00%
LevelCrown	525+47.41'	-4.00%	-2.00%	.00%	-4.00%
BeginNormalCrown	526+00.74'	-4.00%	-2.00%	-2.00%	-4.00%
BeginNormalShoulder	526+54.07'	-4.00%	-2.00%	-2.00%	-4.00%

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Line	Item	Item Description	Unit	Total	Qty
0002	201.0110	Clearing	SY	1,834.000	1,834.000
0004	201.0210	Grubbing	SY	1,834.000	1,834.000
0006	203.0100	Removing Small Pipe Culverts	EACH	5.000	5.000
0008	204.0110	Removing Asphaltic Surface	SY	646.000	646.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	570.000	570.000
0012	204.0125	Removing Asphaltic Surface Milling	TON	25,922.000	25,922.000
0014	204.0130	Removing Curb	LF	1,457.000	1,457.000
0016	204.0165	Removing Guardrail	LF	675.000	675.000
0018	204.0180	Removing Delineators and Markers	EACH	132.000	132.000
0020	205.0100	Excavation Common	CY	3,185.000	3,185.000
0022	208.0100	Borrow	CY	1,222.000	1,222.000
0024	209.1500	Backfill Granular Grade 1	TON	2,826.000	2,826.000
0026	213.0100	Finishing Roadway (project) 01. 7550-00-62	EACH	1.000	1.000
0028	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,389.000	4,389.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	867.000	867.000
0032	305.0500	Shaping Shoulders	STA	942.000	942.000
0034	310.0110	Base Aggregate Open-Graded	TON	212.000	212.000
0036	312.0110	Select Crushed Material	TON	949.000	949.000
0038	455.0605	Tack Coat	GAL	19,941.000	19,941.000
0040	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0042	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0044	460.2005	Incentive Density PWL HMA Pavement	DOL	8,383.050	8,383.050
0046	460.2010	Incentive Air Voids HMA Pavement	DOL	18,296.850	18,296.850
0048	460.6224	HMA Pavement 4 MT 58-28 S	TON	13,815.000	13,815.000
0050	460.6644	HMA Pavement 4 MT 58-34 V	TON	14,332.000	14,332.000
0052	465.0105	Asphaltic Surface	TON	692.000	692.000
0054	465.0110	Asphaltic Surface Patching	TON	100.000	100.000
0056	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	11.500	11.500
0058	465.0310	Asphaltic Curb	LF	6,047.000	6,047.000
0060	465.0315	Asphaltic Flumes	SY	427.000	427.000
0062	504.0900	Concrete Masonry Endwalls	CY	23.800	23.800
0064	520.8000	Concrete Collars for Pipe	EACH	6.000	6.000
0066	520.8700	Cleaning Culvert Pipes	EACH	7.000	7.000
0068	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	12.000	12.000
0070	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	13.000	13.000
0072	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	1.000	1.000
0074	521.1072	Apron Endwalls for Culvert Pipe Steel 72-Inch	EACH	1.000	1.000
0076	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	174.000	174.000
0078	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	237.000	237.000
0080	521.3130	Culvert Pipe Corrugated Steel 30-Inch	LF	26.000	26.000

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Line	Item	Item Description	Unit	Total	Qty
0082	524.0124	Culvert Pipe Salvaged 24-Inch	LF	105.000	105.000
0084	524.0624	Apron Endwalls for Culvert Pipe Salvaged 24-Inch	EACH	2.000	2.000
0086	606.0100	Riprap Light	CY	19.000	19.000
0088	606.0200	Riprap Medium	CY	249.000	249.000
0090	606.0700	Grouted Riprap Heavy	CY	258.000	258.000
0092	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	780.000	780.000
0094	614.0010	Barrier System Grading Shaping Finishing	EACH	41.000	41.000
0096	614.0305	Steel Plate Beam Guard Class A	LF	388.000	388.000
0098	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	1.000	1.000
0100	614.0920	Salvaged Rail	LF	11,252.000	11,252.000
0102	614.0950	Replacing Guardrail Posts and Blocks	EACH	5.000	5.000
0104	614.2300	MGS Guardrail 3	LF	4,770.000	4,770.000
0106	614.2330	MGS Guardrail 3 K	LF	5,362.000	5,362.000
0108	614.2350	MGS Guardrail Short Radius	LF	69.500	69.500
0110	614.2500	MGS Thrie Beam Transition	LF	158.000	158.000
0112	614.2610	MGS Guardrail Terminal EAT	EACH	33.000	33.000
0114	614.2630	MGS Guardrail Short Radius Terminal	EACH	3.000	3.000
0116	618.0100	Maintenance And Repair of Haul Roads (project) 01. 7550-00-62	EACH	1.000	1.000
0118	619.1000	Mobilization	EACH	1.000	1.000
0120	624.0100	Water	MGAL	0.100	0.100
0122	625.0100	Topsoil	SY	310.000	310.000
0124	625.0500	Salvaged Topsoil	SY	4,127.000	4,127.000
0126	628.1504	Silt Fence	LF	2,980.000	2,980.000
0128	628.1520	Silt Fence Maintenance	LF	1,500.000	1,500.000
0130	628.1905	Mobilizations Erosion Control	EACH	30.000	30.000
0132	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0134	628.2006	Erosion Mat Urban Class I Type A	SY	3,040.000	3,040.000
0136	628.2008	Erosion Mat Urban Class I Type B	SY	1,087.000	1,087.000
0138	628.7504	Temporary Ditch Checks	LF	150.000	150.000
0140	628.7555	Culvert Pipe Checks	EACH	16.000	16.000
0142	629.0210	Fertilizer Type B	CWT	2.600	2.600
0144	630.0120	Seeding Mixture No. 20	LB	108.700	108.700
0146	633.0100	Delineator Posts Steel	EACH	48.000	48.000
0148	633.0500	Delineator Reflectors	EACH	48.000	48.000
0150	633.5200	Markers Culvert End	EACH	58.000	58.000
0152	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	1.000	1.000
0154	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	33.000	33.000
0156	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	24.000	24.000
0158	637.2210	Signs Type II Reflective H	SF	27.420	27.420

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Line	Item	Item Description	Unit	Total	Qty
0160	637.2230	Signs Type II Reflective F	SF	319.000	319.000
0162	638.2102	Moving Signs Type II	EACH	38.000	38.000
0164	638.2602	Removing Signs Type II	EACH	39.000	39.000
0166	638.3000	Removing Small Sign Supports	EACH	31.000	31.000
0168	638.4000	Moving Small Sign Supports	EACH	36.000	36.000
0170	642.5201	Field Office Type C	EACH	1.000	1.000
0172	643.0300	Traffic Control Drums	DAY	421.000	421.000
0174	643.0900	Traffic Control Signs	DAY	3,219.000	3,219.000
0176	643.5000	Traffic Control	EACH	1.000	1.000
0178	645.0120	Geotextile Type HR	SY	880.000	880.000
0180	645.0130	Geotextile Type R	SY	8.000	8.000
0182	645.0140	Geotextile Type SAS	SY	2,015.000	2,015.000
0184	646.1020	Marking Line Epoxy 4-Inch	LF	95,284.000	95,284.000
0186	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	80,978.000	80,978.000
0188	649.0105	Temporary Marking Line Paint 4-Inch	LF	71,029.000	71,029.000
0190	650.6000	Construction Staking Pipe Culverts	EACH	15.000	15.000
0192	650.8000	Construction Staking Resurfacing Reference	LF	48,186.000	48,186.000
0194	650.9910	Construction Staking Supplemental Control (project) 01. 7550-00-62	LS	1.000	1.000
0196	690.0150	Sawing Asphalt	LF	1,283.000	1,283.000
0198	740.0440	Incentive IRI Ride	DOL	24,093.000	24,093.000
0200	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	4,000.000	4,000.000
0202	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,260.000	1,260.000
0204	SPV.0060	Special 01. Cleaning Ditch	EACH	5.000	5.000
0206	SPV.0060	Special 02. Cleaning And Inspecting Culverts For Liner Verification And Installation	EACH	2.000	2.000
0208	SPV.0090	Special 01. Smooth Lined Cmp Culvert Liner, Sta 249+36, 88-inch X 79-inch	LF	200.000	200.000
0210	SPV.0090	Special 02. Smooth Lined Cmp Culvert Liner, Sta 384+71, 75-inch X 68-inch	LF	184.000	184.000
0212	SPV.0090	Special 03. Culvert Invert Paving, Sta 81+13	LF	62.000	62.000
0214	SPV.0105	Special 01. Material Transfer Vehicle	LS	1.000	1.000
0216	SPV.0105	Special 03. Preparation Of Foundation For Asphaltic Paving	LS	1.000	1.000
0218	SPV.0105	Special 04. Milling And Removing Temporary Joint	LS	1.000	1.000
0220	SPV.0105	Special 05. Culvert Lining Preparation	LS	1.000	1.000
0222	SPV.0170	Special 01. Reheating Hma Pavement Longitudinal Joints Special	STA	964.000	964.000
0224	SPV.0170	Special 02. Prepare Foundation For Asphaltic Shoulders Special	STA	141.000	141.000
0226	SPV.0170	Special 03. Trimming Trees	STA	46.000	46.000

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201-CLEARGRUB

STATION	TO	STATION	LOCATION	CLEARING 201.0110 SY	GRUBBING 201.0210 SY	REMARKS
210+31	-	210+77	RT	85	85	FOR ACCESS
249+36		250+00	LT	70	70	FOR ACCESS TO LINING PIPE
269+10	-	270+36	LT	484	484	CULVERT END
307+20	-	307+97	RT	139	139	CULVERT END
323+06	-	323+88	LT AND RT	182	182	TREES HAVE BEEN CUT BUT NOT REMOVED
345+22	-	345+70	RT	18	18	SHORT RADIUS TERMINAL
384+25	-	385+25	RT	245	245	FOR ACCESS TO LINING PIPE
500+12	-	500+40	LT	57	57	TREE CLEARING FOR SAFETY
515+77	-	517+08	LT	20	20	CLEARING FOR EATS
269+00		281+00	LT AND RT	533	533	UNDISTRIBUTED CLEARING WITHIN ROW
			TOTAL 0010	1834	1834	

REMOVING ASPHALTIC SURFACE

STATION	TO	STATION	LOCATION	204.0110 SY	REMARKS
47+11	-	47+39	STH 54, LT & RT	75	CULVERT REPLACEMENT
190+44	-	190+60	STH 54, LT & RT	42	CULVERT REPLACEMENT
196+10	-	196+22	STH 54, RT	2	CULVERT REPLACEMENT
252+27	-	252+47	STH 54, LT & RT	69	CULVERT REPLACEMENT
261+78	-	262+30	STH 54, RT	48	CULVERT REPLACEMENT
269+93	-	270+23	STH 54, LT	42	CULVERT REPLACEMENT
307+27	-	307+50	STH 54, LT & RT	15	CULVERT REPLACEMENT
323+19	-	323+59	STH 54, LT & RT	96	CULVERT REPLACEMENT
393+67	-	394+09	STH 54, LT & RT	129	CULVERT REPLACEMENT
436+82	-	436+98	STH 54, LT & RT	43	CULVERT REPLACEMENT
489+34	-	489+58	STH 54, RT	40	CULVERT REPLACEMENT
502+17	-	502+41	STH 54, RT	11	CULVERT REPLACEMENT
505+92	-	506+20	STH 54, RT	12	CULVERT REPLACEMENT
518+20	-	518+41	STH 54, RT	22	CULVERT REPLACEMENT
			TOTAL 0010	646	

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REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	TO	STATION	LOCATION	204.0115 SY	REMARKS
39+20	-	39+40	START OF PROJECT	67	20' BUTT JOINT
345+77	-	345+97	B-61-108, HARDIES CRK.	75	20' BUTT JOINT
346+59	-	346+79	B-61-108, HARDIES CRK.	80	20' BUTT JOINT
397+71	-	397+91	B-61-163, TOPPEN COULEE CRK.	79	20' BUTT JOINT
398+54	-	398+74	B-61-163, TOPPEN COULEE CRK.	83	20' BUTT JOINT
520+86	-	521+06	END OF PROJECT	64	20' BUTT JOINT
		94+24	COUNTY ROAD AA	9	3' BUTT JOINT
		94+24	SILVER CREEK RD	9	3' BUTT JOINT
		157+62	JACOBS LN	7	3' BUTT JOINT
		169+48	RIVER DR	7	3' BUTT JOINT
		175+51	PAULSON LN	6	3' BUTT JOINT
		202+56	SKUNK COULEE RD	7	3' BUTT JOINT
		219+55	BRADY LN	9	3' BUTT JOINT
		243+50	OINES LN	8	3' BUTT JOINT
		282+16	RIVER DR	10	3' BUTT JOINT
		297+89	NORTH RIDGE RD	7	3' BUTT JOINT
		337+89	COUNTY RD DD	7	3' BUTT JOINT
		387+65	BYOM LN	6	3' BUTT JOINT
		406+08	TOPPEN LN	7	3' BUTT JOINT
		446+88	WALLER LN	7	3' BUTT JOINT
		458+66	STUHR RD	9	3' BUTT JOINT
		499+54	PEACOCK RD	7	3' BUTT JOINT
			TOTAL 0010	570	

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REMOVING ASPHALTIC SURFACE MILLING
3 1/4-IN
204.0125

STATION	TO	STATION	LOCATION	TON	REMARKS
39+40	-	46+82	STH 54	370	MAINLINE
46+82	-	197+27	STH 54	6872	MAINLINE
197+27	-	224+15	STH 54	1228	MAINLINE
224+15	-	255+00	STH 54	1409	MAINLINE
255+00	-	335+28	STH 54	4001	MAINLINE
335+28	-	345+97	STH 54	533	MAINLINE
346+79	-	350+28	STH 54	174	MAINLINE
350+28	-	379+20	STH 54	1321	MAINLINE
379+20	-	389+19	STH 54	457	MAINLINE
389+19	-	391+74	STH 54	127	MAINLINE
391+74	-	393+67	STH 54	96	MAINLINE
396+91		397+71	STH 54	40	MAINLINE
398+74	-	403+24	STH 54	224	MAINLINE
403+24	-	447+81	STH 54	2221	MAINLINE
447+81	-	464+81	STH 54	777	MAINLINE
464+81	-	520+86	STH 54	2561	MAINLINE
		94+24	COUNTY ROAD AA	43	SIDE ROAD
		94+24	SILVER CREEK RD	35	SIDE ROAD
		133+77	CEMETERY LANE LT	2	SIDE ROAD
		133+77	CEMETERY LANE RT	2	SIDE ROAD
		157+62	JACOBS LN	12	SIDE ROAD
		169+48	RIVER DR	57	SIDE ROAD
		175+51	PAULSON LN	8	SIDE ROAD
		202+56	SKUNK COULEE RD	85	SIDE ROAD
		219+55	BRADY LN	55	SIDE ROAD
		243+50	OINES LN	62	SIDE ROAD
		282+16	RIVER DR	50	SIDE ROAD
		297+89	NORTH RIDGE RD	41	SIDE ROAD
		337+89	COUNTY RD DD	79	SIDE ROAD
		387+65	BYOM LN	44	SIDE ROAD
		406+08	TOPPEN LN	21	SIDE ROAD
		446+88	WALLER LN	11	SIDE ROAD
		458+66	STUHR RD	49	SIDE ROAD
		499+54	PEACOCK RD	77	SIDE ROAD
			SUBTOTAL1	23145	

REMOVING ASPHALTIC SURFACE MILLING, CONTINUED
3 1/4-IN
204.0125

STATION	TO	STATION	LOCATION	TON	REMARKS
167+76	-	172+90	LT	32	SHOULDER
251+74	-	252+67	LT	12	SHOULDER
260+93	-	265+15	LT	18	SHOULDER
269+52	-	281+83	LT	51	SHOULDER
303+84	-	306+58	LT	11	SHOULDER
317+09	-	321+58	LT	28	SHOULDER
340+25	-	345+93	LT	47	SHOULDER
346+56	-	347+53	LT	12	SHOULDER
391+70	-	393+67	LT	12	SHOULDER
396+91	-	397+95	LT	13	SHOULDER
398+57	-	399+68	LT	14	SHOULDER
399+68	-	403+22	LT	22	SHOULDER
456+49	-	458+86	LT	15	SHOULDER
481+95	-	498+74	LT	105	SHOULDER
500+14	-	521+06	LT	130	SHOULDER
62+38	-	64+80	RT	15	SHOULDER
172+36	-	180+27	RT	49	SHOULDER
266+37	-	272+01	RT	23	SHOULDER
294+72	-	309+40	RT	61	SHOULDER
314+50	-	317+15	RT	11	SHOULDER
335+59	-	345+99	RT	130	SHOULDER
346+60	-	347+55	RT	12	SHOULDER
391+65	-	393+67	RT	13	SHOULDER
396+91	-	397+88	RT	12	SHOULDER
398+51	-	399+49	RT	12	SHOULDER
399+49	-	403+36	RT	24	SHOULDER
455+92	-	458+22	RT	19	SHOULDER
475+91	-	521+06	RT	281	SHOULDER
			SUBTOTAL2	1184	

REMOVING ASPHALTIC SURFACE MILLING***
ADDITIONAL 2-IN DEPTH
204.0125

STATION	TO	STATION	LOCATION	TON	REMARKS
40+00	-	41+00	EB LANE	15	12' LANE
173+00	-	174+50	EB LANE	23	12' LANE
176+00	-	178+00	EB LANE	31	12' LANE
309+50	-	330+10	EB LANE	316	12' LANE
312+00	-	312+50	EB LANE	8	12' LANE
313+00	-	314+50	EB LANE	23	12' LANE
316+00	-	317+50	EB LANE	23	12' LANE
319+00	-	320+00	EB LANE	15	12' LANE
323+50	-	324+00	EB LANE	8	12' LANE
387+10	-	392+00	EB LANE	75	12' LANE
481+75	-	482+00	EB LANE	4	12' LANE
491+80	-	493+40	EB LANE	25	12' LANE
515+50	-	516+00	EB LANE	8	12' LANE
39+50	-	42+00	WB LANE	38	12' LANE
172+00	-	173+00	WB LANE	15	12' LANE
176+00	-	177+50	WB LANE	23	12' LANE
222+00	-	229+50	WB LANE	115	12' LANE
271+70	-	281+70	WB LANE	153	12' LANE
289+50	-	290+00	WB LANE	8	12' LANE
295+50	-	297+50	WB LANE	31	12' LANE
297+50	-	298+50	WB LANE	15	12' LANE
300+50	-	301+50	WB LANE	15	12' LANE
308+50	-	314+50	WB LANE	92	12' LANE
316+50	-	329+70	WB LANE	202	12' LANE
330+75	-	333+00	WB LANE	35	12' LANE
403+00	-	406+75	WB LANE	58	12' LANE
481+75	-	482+00	WB LANE	4	12' LANE
488+00	-	492+30	WB LANE	66	12' LANE
39+20	-	521+06	UNDISTRIBUTED	150	12' LANE
			SUBTOTAL3	1593	
			TOTAL 0010	25922	

***Approximate locations; for informational purposes only; prior to and after the 3 1/4-in surface mill, the engineer shall verify these areas and determine any necessary additional areas.

REMOVING CURB
204.0130

STATION	TO	STATION	LOCATION	LF	REMARKS
274+19	-	276+79	STH 54, LT	260	ASPHALT CURB
297+52	-	300+02	STH 54, RT	250	ASPHALT CURB
301+74	-	308+71	STH 54, RT	697	ASPHALT CURB
500+30	-	516+28	STH 54, LT	250	ASPHALT CURB
			TOTAL 0010	1457	

REMOVING DELINEATORS AND MARKERS
204.0180

STATION	TO	STATION	LOCATION	EACH	REMARKS
3920	-	52106	STH 54, LT & RT	20	DELINEATORS
3920	-	52106	STH 54, LT & RT	112	CULVERT MARKERS
			TOTAL 0010	132	

FINISHING ROADWAY (PROJECT) 01. 7550-00-62
213.0100

STATION	TO	STATION	LOCATION	EACH	REMARKS
39+20	-	521+06	PROJECT LIMITS	1	
			TOTAL 0010	1	

EXCAVATION COMMON
205.0100

STATION	TO	STATION	LOCATION	CY	REMARKS
256+18	-	257+20	LT DITCH	53	CUT DITCH FOR DRAINAGE
		261+95	RT DITCH	66	CULVERT EXTENSION CUT
390+31	-	391+92	LT DITCH	79	FOR SIGHT DISTANCE
394+02	-	397+78	638' EAST OF BYOM LN	2987	FROST HEAVE EXCAVATION
			TOTAL 0010	3185	

BASE AGGREGATE DENSE 3/4-INCH

305.0110

STATION	TO	STATION	LOCATION	TON	REMARKS
39+20	-	197+27	STH 54, LT & RT	878	SHOULDERS
197+27	-	224+15	STH 54, LT & RT	311	SHOULDERS
224+15	-	255+01	STH 54, LT & RT	352	SHOULDERS
255+01	-	335+28	STH 54, LT & RT	290	SHOULDERS
335+28	-	345+97	STH 54, LT & RT	40	SHOULDERS
346+59	-	350+28	STH 54, LT & RT	36	SHOULDERS
350+28	-	379+20	STH 54, LT & RT	161	SHOULDERS
379+20	-	389+19	STH 54, LT & RT	105	SHOULDERS
389+19	-	391+74	STH 54, LT & RT	14	SHOULDERS
391+74	-	397+80	STH 54, LT & RT	32	SHOULDERS
398+67	-	403+24	STH 54, LT & RT	24	SHOULDERS
403+24	-	447+81	STH 54, LT & RT	165	SHOULDERS
447+81	-	464+81	STH 54, LT & RT	176	SHOULDERS
464+81	-	521+06	STH 54, LT & RT	205	SHOULDERS
39+20	-	521+06	STH 54, LT & RT	850	INTERSECTIONS
39+20	-	521+06	STH 54, LT & RT	750	DRIVEWAYS
			TOTAL 0010	4389	

BASE AGGREGATE DENSE 1 1/4-INCH

305.0120

STATION	TO	STATION	LOCATION	TON	REMARKS
47+11	-	47+39	STH 54, LT & RT	52	CULVERT REPLACEMENT
190+47	-	190+58	STH 54, LT & RT	21	CULVERT REPLACEMENT
196+10	-	196+22	STH 54, RT	11	CULVERT REPLACEMENT
252+29	-	252+46	STH 54, LT & RT	40	CULVERT REPLACEMENT
261+76	-	262+30	STH 54, RT	57	CULVERT REPLACEMENT
269+96	-	270+24	STH 54, LT	30	CULVERT REPLACEMENT
307+31	-	307+45	STH 54, LT & RT	20	CULVERT REPLACEMENT
323+19	-	323+57	STH 54, LT & RT	71	CULVERT REPLACEMENT
393+67	-	394+09	STH 54, LT & RT	98	CULVERT REPLACEMENT
436+84	-	436+96	STH 54, LT & RT	22	CULVERT REPLACEMENT
489+16	-	489+45	STH 54, RT	34	CULVERT REPLACEMENT
502+21	-	502+33	STH 54, RT	11	CULVERT REPLACEMENT
505+97	-	506+14	STH 54, RT	16	CULVERT REPLACEMENT
518+20	-	518+41	STH 54, RT	20	CULVERT REPLACEMENT
39+20	-	521+06	UNDISTRIBUTED	365	GRAVEL DRIVEWAYS, 5 TON/DRIVEWAY, 73 DRIVEWAYS
			TOTAL 0010	867	

SHAPING SHOULDERS

305.0500

STATION	TO	STATION	LOCATION	STA
39+20	-	51+10	STH 54, LT	12
51+42	-	93+82	STH 54, LT	42
94+67	-	101+07	STH 54, LT	6
101+31	-	108+10	STH 54, LT	7
108+33	-	157+37	STH 54, LT	49
157+83	-	202+26	STH 54, LT	44
203+16	-	216+00	STH 54, LT	13
216+40	-	255+72	STH 54, LT	39
256+07	-	260+99	STH 54, LT	5
261+32	-	297+57	STH 54, LT	36
298+36	-	337+37	STH 54, LT	39
338+53	-	339+83	STH 54, LT	1
346+56	-	387+38	STH 54, LT	41
388+21	-	397+03	STH 54, LT	9
399+47	-	405+79	STH 54, LT	6
406+33	-	446+72	STH 54, LT	40
447+11	-	521+06	STH 54, LT	74
39+20	-	93+83	STH 54, RT	55
94+72	-	345+01	STH 54, RT	250
345+22	-	346+01	STH 54, RT	1
346+62	-	381+28	STH 54, RT	35
381+89	-	396+92	STH 54, RT	15
399+41	-	521+06	STH 54, RT	122
			TOTAL 0010	942

3

3

450-ASPHALT

STATION	TO	STATION	LOCATION	TACK COAT 455.0605 GAL	HMA PAVEMENT 4 MT 58-28 S 460.6224 TON	HMA PAVEMENT 4 MT 58-34 V 460.6644 TON	REMARKS
39+20	-	345+97	STH 54	11453	7056	8232	MAINLINE 3 1/4-IN DEPTHEXCLUDING BRIDGE DECKS
346+59	-	397+91	STH 54	1916	1180	1377	MAINLINE 3 1/4-IN DEPTHEXCLUDING BRIDGE DECKS
398+54	-	521+06	STH 54	4574	2818	3288	MAINLINE 3 1/4-IN DEPTHEXCLUDING BRIDGE DECKS
40+00	-	41+00	EB LANE	-	15	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
173+00	-	174+50	EB LANE	-	23	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
176+00	-	178+00	EB LANE	-	31	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
309+50	-	330+10	EB LANE	-	316	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
312+00	-	312+50	EB LANE	-	8	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
313+00	-	314+50	EB LANE	-	23	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
316+00	-	317+50	EB LANE	-	23	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
319+00	-	320+00	EB LANE	-	15	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
323+50	-	324+00	EB LANE	-	8	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
387+10	-	392+00	EB LANE	-	75	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
394+05	-	396+91	EB LANE	-	44	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
481+75	-	482+00	EB LANE	-	4	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
491+80	-	493+40	EB LANE	-	25	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
515+50	-	516+00	EB LANE	-	8	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
39+50	-	42+00	WB LANE	-	38	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
172+00	-	173+00	WB LANE	-	15	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
176+00	-	177+50	WB LANE	-	23	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
222+00	-	229+50	WB LANE	-	115	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
271+70	-	281+70	WB LANE	-	153	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
289+50	-	290+00	WB LANE	-	8	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
295+50	-	297+50	WB LANE	-	31	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
297+50	-	298+50	WB LANE	-	15	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
300+50	-	301+50	WB LANE	-	15	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
308+50	-	314+50	WB LANE	-	92	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
316+50	-	329+70	WB LANE	-	202	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
330+75	-	333+00	WB LANE	-	35	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
394+05	-	396+91	WB LANE	-	44	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
403+00	-	406+75	WB LANE	-	58	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
481+75	-	482+00	WB LANE	-	4	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
488+00	-	492+30	WB LANE	-	66	-	ADDITIONAL 2-IN DEPTH IN 12' LANE
		94+21	CTH AA	28	17	20	INTERSECTION
		94+24	SILVER CREEK RD	32	20	23	INTERSECTION
		133+76	CEMETERY RD	1	1	1	INTERSECTION
		157+62	JACOBS LN	10	6	7	INTERSECTION
		169+44	RIVER DR	39	24	28	INTERSECTION
		175+51	PAULSON LN	6	4	5	INTERSECTION
		202+56	SKUNK COULEE RD	47	29	34	INTERSECTION
		219+55	BRADY LN	40	25	29	INTERSECTION
		243+50	OINES LN	43	26	31	INTERSECTION
		282+15	RIVER DR	40	25	29	INTERSECTION
		297+89	N RIDGE RD	33	20	23	INTERSECTION
		329+71	DEZALE LN	0	0	0	INTERSECTION
		336+79	CTH DD	52	32	37	INTERSECTION
		387+64	BYOM LN	33	20	23	INTERSECTION
		406+08	TOPPEN LN	14	8	10	INTERSECTION
			SUBTOTAL 1	18362	12843	13198	

450-ASPHALT, CONTINUED

STATION	TO	STATION	LOCATION	TACK COAT 455.0605 GAL	HMA PAVEMENT 4 MT 58-28-S 460.6224 TON	HMA PAVEMENT 4 MT 58-34 V 460.6644 TON	REMARKS
		446+87	WALLER LN	10	6	7	INTERSECTION
		458+66	STUHR RD	39	24	28	INTERSECTION
		499+54	PEACOCK RD	52	32	37	INTERSECTION
56+00	-	60+00	LT	12	8	9	PAVED SHOULDER
167+76	-	172+90	LT	24	15	17	PAVED SHOULDER
191+00	-	195+50	LT	7	4	5	PAVED SHOULDER
208+30	-	214+20	LT	46	28	33	BEAM GUARD
213+46	-	222+30	LT	14	8	10	PAVED SHOULDER
227+00	-	233+00	LT	9	6	7	PAVED SHOULDER
233+00	-	236+00	LT	5	3	3	PAVED SHOULDER
236+00	-	238+00	LT	3	2	2	PAVED SHOULDER
237+70	-	241+10	LT	26	16	19	BEAM GUARD
251+74	-	252+67	LT	7	4	5	BEAM GUARD
252+67	-	255+00	LT	18	11	13	PAVED SHOULDER
255+00	-	260+93	LT	18	11	13	PAVED SHOULDER
260+93	-	265+15	LT	13	8	9	BEAM GUARD
265+15	-	269+52	LT	14	8	10	PAVED SHOULDER
269+10	-	282+10	LT	40	25	29	BEAM GUARD
285+00	-	290+00	LT	8	5	6	PAVED SHOULDER
303+84	-	306+58	LT	9	5	6	PAVED SHOULDER
317+09	-	321+58	LT	21	13	15	PAVED SHOULDER
329+02	-	331+42	LT	11	7	8	PAVED SHOULDER
340+25	-	345+93	LT	35	22	25	BEAM GUARD
346+56	-	348+30	LT	16	10	12	BEAM GUARD
382+32	-	387+12	LT	37	23	27	BEAM GUARD
391+70	-	396+90	LT	24	15	17	PAVED SHOULDER
396+90	-	397+95	LT	10	6	7	BEAM GUARD
398+57	-	399+68	LT	10	6	7	BEAM GUARD
399+68	-	403+22	LT	17	10	12	PAVED SHOULDER
418+85	-	425+45	LT	31	19	22	PAVED SHOULDER
456+49	-	459+50	LT	23	14	17	BEAM GUARD
459+50	-	464+81	LT	8	5	6	PAVED SHOULDER
481+95	-	498+74	LT	78	48	56	BEAM GUARD
500+14	-	521+06	LT	98	60	70	BEAM GUARD
62+38	-	64+80	RT	11	7	8	PAVED SHOULDER
172+36	-	180+27	RT	37	23	27	PAVED SHOULDER
199+75	-	212+50	RT	99	61	71	BEAM GUARD
230+90	-	236+00	RT	8	5	6	BEAM GUARD
236+00	-	238+56	RT	4	2	3	PAVED SHOULDER
238+56	-	240+60	RT	16	10	11	BEAM GUARD
245+50	-	251+84	RT	49	30	35	BEAM GUARD
252+44	-	255+00	RT	20	12	14	PAVED SHOULDER
255+00	-	261+30	RT	20	12	14	PAVED SHOULDER
261+30	-	262+91	RT	5	3	4	BEAM GUARD
266+37	-	269+13	RT	9	5	6	PAVED SHOULDER
			SUBTOTAL 2	1073	661	771	

450-ASPHALT, CONTINUED

STATION	TO	STATION	LOCATION	TACK COAT 455.0605 GAL	HMA PAVEMENT 4 MT 58-28-S 460.6224 TON	HMA PAVEMENT 4 MT 58-34 V 460.6644 TON	REMARKS
269+13	-	272+01	RT	9	6	6	BEAM GUARD
273+54	-	277+47	RT	12	8	9	PAVED SHOULDER
294+50	-	309+00	RT	45	28	32	BEAM GUARD
314+50	-	317+15	RT	8	5	6	PAVED SHOULDER
335+00	-	345+99	RT	103	63	74	BEAM GUARD
346+60	-	348+25	RT	15	9	11	BEAM GUARD
357+00	-	362+00	RT	8	5	6	PAVED SHOULDER
376+50	-	379+19	RT	4	3	3	PAVED SHOULDER
379+19	-	380+00	RT	1	1	1	PAVED SHOULDER
382+25	-	387+30	RT	39	24	28	BEAM GUARD
391+65	-	396+87	RT	24	15	18	PAVED SHOULDER
396+87	-	397+88	RT	9	6	7	BEAM GUARD
398+51	-	399+49	RT	9	6	7	BEAM GUARD
399+49	-	403+36	RT	18	11	13	PAVED SHOULDER
403+36	-	410+68	RT	23	14	16	PAVED SHOULDER
450+00	-	455+40	RT	8	5	6	PAVED SHOULDER
455+40	-	458+22	RT	22	14	16	BEAM GUARD
464+81	-	469+00	RT	7	4	5	PAVED SHOULDER
475+91	-	521+06	RT	140	87	101	BEAM GUARD
			SUBTOTAL 3	506	312	364	
			TOTAL 0010	19941	13815	14332	

ASPHALTIC SURFACE

465.0105

STATION TO	STATION	LOCATION	TON	REMARKS
39+20	521+06	STH 54, LT & RT	500	LEVELING AND WEDGING
47+11 -	47+39	STH 54, LT & RT	23	CULVERT REPLACEMENT
190+44 -	190+60	STH 54, LT & RT	13	CULVERT REPLACEMENT
196+10 -	196+22	STH 54, RT	1	CULVERT REPLACEMENT
252+27 -	252+47	STH 54, LT & RT	21	CULVERT REPLACEMENT
261+78 -	262+30	STH 54, RT	15	CULVERT REPLACEMENT
269+93 -	270+23	STH 54, LT	13	CULVERT REPLACEMENT
307+27 -	307+50	STH 54, LT & RT	5	CULVERT REPLACEMENT
323+19 -	323+59	STH 54, LT & RT	29	CULVERT REPLACEMENT
393+67 -	394+09	STH 54, LT & RT	39	CULVERT REPLACEMENT
436+82 -	436+98	STH 54, LT & RT	13	CULVERT REPLACEMENT
489+34 -	489+58	STH 54, RT	9	CULVERT REPLACEMENT
502+17 -	502+41	STH 54, RT	3	CULVERT REPLACEMENT
505+92 -	506+20	STH 54, RT	3	CULVERT REPLACEMENT
518+20 -	518+41	STH 54, RT	7	CULVERT REPLACEMENT
		TOTAL 0010	692	

ASPHALTIC FLUMES

465.0315

STATION TO	STATION	LOCATION	SY	REMARKS
200+32 -	212+12	RT	27	3 FLUMES
231+23 -	238+56	RT	18	2 FLUMES
238+56 -	239+77	RT	9	1 FLUME
246+18 -	251+98	RT	27	3 FLUMES
294+87 -	299+90	RT	27	3 FLUMES
299+90 -	301+35	RT	9	1 FLUME
301+35 -	308+71	RT	27	3 FLUMES
345+26 -	345+00	RT	9	1 FLUME
346+62 -	347+54	RT	9	1 FLUME
382+93 -	386+55	RT	18	2 FLUMES
455+93 -	458+30	RT	18	2 FLUMES
508+44 -	510+67	RT	18	2 FLUMES
238+60 -	240+19	LT	18	2 FLUMES
261+40 -	264+66	LT	18	2 FLUMES
269+50 -	278+04	LT	27	3 FLUMES
278+04 -	278+90	LT	9	1 FLUME
278+90 -	281+59	LT	18	2 FLUMES
344+99 -	345+93	LT	9	1 FLUME
346+56 -	347+49	LT	9	1 FLUME
382+31 -	387+22	LT	18	2 FLUMES
456+61 -	458+81	LT	18	2 FLUMES
483+44 -	493+87	LT	27	3 FLUMES
500+29 -	516+18	LT	27	3 FLUMES
516+68 -	521+06	LT	18	2 FLUMES
		TOTAL 0010	427	

ASPHALTIC SURFACE PATCHING

465.0110

STATION TO	STATION	LOCATION	TON	REMARKS
39+20 -	521+06	STH 54, UNDISTRIBUTED	100	FOR POT HOLES, POP-OUTS, & BUTT JOINT RAMPING
		TOTAL 0010	100	

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

465.0120

STATION	LOCATION	TON
45+45	630' EAST OF USH 53	0.8
51+25	1205' EAST OF USH 53	0.8
63+50	3063' WEST OF CTH AA	0.8
101+19	692' EAST OF CTH AA	0.8
108+22	1390' EAST OF CTH AA	0.8
167+00	250' WEST OF RIVER DR	0.8
179+82	430' EAST OF PAULSON LN	0.8
216+16	340' WEST OF BRADY LN	0.8
261+18	1770' EAST OF OINES LN	0.8
340+07	213' EAST OF CTH DD	0.8
345+11	720' EAST OF CTH DD	0.8
381+48	610' WEST OF BYOM LN	0.8
389+13	140' EAST OF BYOM LN	0.8
389+60	196' EAST OF BYOM LN	0.8
516+45	1700' EAST OF BYOM LN	0.8
	TOTAL 0010	11.5

ASPHALTIC CURB

465.0310

CATEGORY	STATION TO	STATION	LOCATION	LF	REMARKS
0010	246+68 -	251+76	RT	508	NEW CURB UNDER GUARDRAIL
0010	261+90 -	264+16	LT	226	NEW CURB UNDER GUARDRAIL
0010	270+00 -	281+09	LT	1109	NEW AND REPLACEMENT CURB UNDER GUARDRAIL
0010	295+37 -	308+21	RT	1284	NEW AND REPLACEMENT CURB UNDER GUARDRAIL
0010	382+81 -	386+62	LT	381	FOR REPLACEMENT OF EXISTING CURB
0010	383+43 -	386+05	RT	262	NEW CURB UNDER GUARDRAIL
0010	456+70 -	458+31	LT	161	NEW CURB UNDER GUARDRAIL
0010	487+00 -	493+42	LT	642	NEW CURB UNDER GUARDRAIL
0010	505+00 -	515+68	LT	1068	FOR REPLACEMENT OF EXISTING CURB
0010	517+00 -	521+06	LT	406	NEW CURB UNDER GUARDRAIL
			TOTAL 0010	6047	

ASPHALT ACCEPTANCE TABLE								
LOCATION	**STATION**	**MIXTURE USE**	**UNDERLYING SURFACE**	**BID ITEM**	**TONS**	**THICKNESS**	**MIXTURE ACCEPTANCE**	**DENSITY ACCEPTANCE**
12’ DRIVING LANE	39+20 TO 521+06	UPPER LAYER	4 MT 58-28 S	4 MT 58-34 V	12897	1 3/4”	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010/PWL TEST STRIP VOLUMETRICS SPV.0060.01	INCENTIVE DENSITY PWL HMA PAVEMENT 460.1005/PWL TEST STRIP DENSITY SPV.0060.02
12’ DRIVING LANE	39+20 TO 521+06	LOWER LAYER AND ADDITIONAL 2-INCH MILLED AREAS	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	12585	1 1/2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010/PWL TEST STRIP VOLUMETRICS SPV.0060.01	ACCEPTANCE BY ORDINARY COMPACTION PER 460.3.3.3
PAVED SHOULDER/ SIDE ROADS	39+20 TO 521+06	UPPER LAYER	4 MT 58-28 S	4 MT 58-34 V	1436	1 3/4”	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
PAVED SHOULDER/ SIDE ROADS	39+20 TO 521+06	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	1231	1 1/2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE BY ORDINARY COMPACTION PER 460.3.3.3
VARIOUS		CULVERT PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE	192	5.25” TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION PER 460.3.3.3

HMA PWL TEST STRIPS

STATION	TO	STATION	LOCATION	HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS 460.0105.S EACH	HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY 460.0110.S EACH
39+20	-	521+06	PROJECT LIMITS	2	1
			TOTAL 0010	2	1

520-CULVERT ITEMS

STATION	DIAMETER	REMOVING SMALL PIPE CULVERTS 203.0100 EACH	CONCRETE COLLARS FOR PIPE 520.8000 EACH	CLEANING CULVERT PIPES 520.8700 EACH	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH 521.1018 EACH	APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH 521.1024 EACH	APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH 521.1030 EACH	CULVERT PIPE CORRUGATED STEEL 18-INCH 521.3118 LF	CULVERT PIPE CORRUGATED STEEL 24-INCH 521.3124 LF	CULVERT PIPE CORRUGATED STEEL 30-INCH 521.3130 LF	CULVERT PIPE SALVAGED 24-INCH 524.0124 LF	APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH 524.0624 EACH	MARKERS CULVERT END 633.5200 EACH	SPECIAL(01. CLEANING DITCH) SPV.0060.01 EACH	REMARKS
47+24.88	24.00	1	-	-	-	2	-	-	60	-	-	-	2	-	
81+13.08	72.00	-	-	-	-	-	-	-	-	-	-	-	2	-	
105+22.24	24.00	-	-	1	-	-	-	-	-	-	-	-	2	1	CLEANING DITCH LT
116+22.61	30.00	-	-	1	-	-	-	-	-	-	-	-	2	-	
161+30.73	18.00	-	-	1	-	-	-	-	-	-	-	-	2	-	
161+34.64	18.00	-	-	1	-	-	-	-	-	-	-	-	2	-	
190+52.31	24.00	1	-	-	-	2	-	-	44	-	-	-	2	-	
193+23.55	24.00	-	-	-	-	-	-	-	-	-	-	-	2	1	CLEANING DITCH LT
196+15.13	18.00	-	-	-	1	-	-	8	-	-	-	-	2	-	REPLACE 8' LT END
209+16.83	18.00	1	-	-	2	-	-	78	-	-	-	-	2	-	
212+10.83	18.00	-	-	-	-	-	-	-	-	-	-	-	2	-	
222+75	-	-	-	-	-	-	-	-	-	-	-	-	-	1	LT, 30' V DITCH FOR DRAINAGE
244+01.94	24.00	-	-	-	-	1	-	-	13	-	-	-	2	-	REPLACE RT END
252+36.91	24.00	1	-	-	-	2	-	-	60	-	-	-	2	-	
261+94.74	30.00	-	-	-	-	-	1	-	-	26	-	-	2	-	REPLACE RT END
270+05.58	18.00	-	-	-	1	-	-	22	-	-	-	-	2	-	REPLACE LT END
307+36.99	18.00	-	-	-	2	-	-	16	-	-	-	-	2	2	CLEANING DITCH LT, RT; REPLACE BOTH ENDS
315+92.29	18.00	-	-	-	1	-	-	4	-	-	-	-	2	-	
323+39.08	24.00	-	2	-	-	2	-	-	20	-	-	-	2	-	REPLACE BOTH ENDS
379+75.15	18.00	-	-	1	-	-	-	-	-	-	-	-	2	-	CLEANING CULVERT PIPE
393+89.31	24.00	-	-	-	-	-	-	-	-	-	105	2	2	-	
416+11.42	30.00	-	-	1	-	-	-	-	-	-	-	-	2	-	
436+89.81	24.00	1	-	-	-	2	-	-	40	-	-	-	2	-	
448+80.66	24.00	-	-	-	-	1	-	-	-	-	-	-	2	-	REPLACE RT ENDWALL
484+84.65	18.00	-	-	1	1	-	-	-	-	-	-	-	2	-	
489+46.10	18.00	-	1	-	1	-	-	20	-	-	-	-	2	-	REPLACE RT END
502+28.78	18.00	-	1	-	1	-	-	8	-	-	-	-	2	-	REPLACE RT END
506+05.97	18.00	-	1	-	1	-	-	8	-	-	-	-	2	-	REPLACE RT END
514+98.70	24.00	-	-	-	-	1	-	-	-	-	-	-	2	-	INSTALL AEW RT
518+33.77	18.00	-	1	-	1	-	-	10	-	-	-	-	2	-	REPLACE RT END
TOTAL 0010		5	6	7	12	13	1	174	237	26	105	2	58	5	

CONCRETE MASONRY ENDWALLS

STATION	LOCATION	504.0900 CY	REMARKS
249+36	INLET ENDWALL	12.1	NEAR OINES LN
249+36	INLET BEVEL	0.3	NEAR OINES LN
384+71	INLET ENDWALL	11.0	NEAR BYOM LN
384+71	INLET BEVEL	0.4	NEAR BYOM LN
	TOTAL 0010	23.8	

APRON ENDWALLS FOR CULVERT PIPE STEEL 72-INCH

STATION	LOCATION	521.1072 EACH	REMARKS
81+13	LT	1	NECESSARY FOR HYDRAULIC IMPROVEMENT
	TOTAL 0010	1	

3

RIPRAP

STATION TO	STATION	LOCATION	RIPRAP LIGHT 606.0100 CY	RIPRAP MEDIUM 606.0200 CY	GROUTED RIPRAP HEAVY 606.0700 CY	GEOTEXTILE TYPE HR 645.0120 SY	GEOTEXTILE TYPE R 645.0130 SY	REMARKS
	47+25	RT	2	--	--	--	4	CULVERT OUTLET END; 6' LENGTH
	81+13	LT & RT	16	--	--	--	--	TO ADD TO FORESLOPE
	210+53	RT	--	2	132	199	--	RIPRAP MEDIUM FOR FILLING IN SCOUR AROUND INLET, NO FABRIC; GROUTED RIPRAP HEAVY FOR AROUND BOTH PIPE OUTLETS, 45'L
	212+11	LT	1	--	--	--	4	CULVERT OUTLET END
	249+36	RT	--	--	71	107	--	OUTLET END
	353+44	RT	--	33	--	67	--	DITCH AND CULVERT OUTLET PROTECTION
	384+71	RT	--	--	54	82	--	FILL SCOUR HOLE
200+32 -	212+12	RT	--	13	--	27	--	3 FLUMES
231+23 -	238+56	RT	--	9	--	18	--	2 FLUMES
238+56 -	239+77	RT	--	4	--	9	--	1 FLUME
246+18 -	251+98	RT	--	13	--	27	--	3 FLUMES
294+87 -	299+90	RT	--	13	--	27	--	3 FLUMES
299+90 -	301+35	RT	--	4	--	9	--	1 FLUME
301+35 -	308+71	RT	--	13	--	27	--	3 FLUMES
345+26 -	345+00	RT	--	4	--	9	--	1 FLUME
346+62 -	347+54	RT	--	4	--	9	--	1 FLUME
382+93 -	386+55	RT	--	9	--	18	--	2 FLUMES
455+93 -	458+30	RT	--	9	--	18	--	2 FLUMES
508+44 -	510+67	RT	--	9	--	18	--	2 FLUMES
238+60 -	240+19	LT	--	9	--	18	--	2 FLUMES
261+40 -	264+66	LT	--	9	--	18	--	2 FLUMES
269+50 -	278+04	LT	--	13	--	27	--	3 FLUMES
278+04 -	278+90	LT	--	4	--	9	--	1 FLUME
278+90 -	281+59	LT	--	9	--	18	--	2 FLUMES
344+99 -	345+93	LT	--	4	--	9	--	1 FLUME
346+56 -	347+49	LT	--	4	--	9	--	1 FLUME
382+31 -	387+22	LT	--	9	--	18	--	2 FLUMES
456+61 -	458+81	LT	--	9	--	18	--	2 FLUMES
483+44 -	493+87	LT	--	13	--	27	--	3 FLUMES
500+29 -	516+18	LT	--	13	--	27	--	3 FLUMES
516+68 -	521+06	LT	--	9	--	18	--	2 FLUMES
		TOTAL 0010	19	249	258	880	8	

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612-UNDERDRAIN

STATION TO	STATION	LOCATION	BACKFILL GRANULAR GRADE 1 209.1500 TON	BASE AGGREGATE OPEN-GRADED 310.0110 TON	SELECT CRUSHED MATERIAL 312.0110 TON	PIPE UNDERDRAIN WRAPPED 6-INCH 612.0406 LF	GEOTEXTILE TYPE SAS 645.0140 SY	REMARKS
394+02 -	397+78	LT & RT	2826	212	949	780	2015	UNDERDRAIN FOR FROST HEAVE
		TOTAL 0010	2826	212	949	780	2015	

614-GUARDRAIL

STATION	TO	STATION	LENGTH	LOCATION	REMOVING GUARDRAIL 204.0165 LF	BORROW 208.0100 CY	BARRIER SYSTEM GRADING SHAPING FINISHING 614.0010 EACH	STEEL PLATE BEAM GUARD CLASS A 614.0305 LF	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL 614.0370 EACH	SALVAGED RAIL 614.0920 LF	REPLACING GUARDRAIL POSTS AND BLOCKS 614.0950 EACH	MGS GUARDRAIL 3 614.2300 LF	MGS GUARDRAIL 3 K 614.2330 LF	MGS GUARDRAIL SHORT RADIUS 614.2350 LF	MGS THRIE BEAM TRANSITION 614.2500 LF	MGS GUARDRAIL TERMINAL EAT 614.2610 EACH	MGS GUARDRAIL SHORT RADIUS TERMINAL 614.2630 EACH	REMARKS
200+32	-	212+12	1180	RT	25	129	2	-	-	1155	-	1074	-	-	-	2	-	ASSUME 25' UNSALVAGABLE
231+23	-	238+56	733	RT	-	16	1	-	-	-	-	-	680	-	-	1	-	
238+56	-	239+77	121	RT	25	-	1	-	-	96	-	-	68	-	-	1	-	ASSUME 25' UNSALVAGABLE
246+18	-	251+98	616	RT	25	98	2	-	-	591	-	530	-	32	-	1	1	ASSUME 25' UNSALVAGABLE
261+61	-	262+85	127	RT	25	99	-	-	-	102	-	-	-	-	-	-	-	ASSUME 25' UNSALVAGABLE, FILL SLOPE
269+88	-	271+65	177	RT	25	-	-	-	-	152	-	-	-	-	-	-	-	ASSUME 25' UNSALVAGABLE
294+87	-	299+90	503	RT	25	98	1	-	-	478	-	-	450	-	-	1	-	ASSUME 25' UNSALVAGABLE
299+90	-	301+35	145	RT	-	-	-	-	-	-	-	-	145	-	-	-	-	
301+35	-	308+71	736	RT	25	-	1	-	-	711	-	-	683	-	-	1	-	ASSUME 25' UNSALVAGABLE
335+67	-	344+95	928	RT	25	13	2	-	-	903	-	822	-	-	-	2	-	ASSUME 25' UNSALVAGABLE
345+36	-	346+00	64	RT	25	-	-	-	-	39	-	-	-	-	39.4	-	-	ASSUME 25' UNSALVAGABLE
345+26	-	345+00	105	RT	-	5	1	-	-	-	-	53	-	18	-	-	1	BORROW FOR BOTH SIDES OF BRIDGE
346+62	-	347+29	67	RT	25	-	-	-	-	42	-	-	-	-	-	-	-	ASSUME 25' UNSALVAGABLE
346+62	-	347+54	93	RT	-	-	1	-	-	-	-	-	-	-	39.4	1	-	
382+93	-	386+55	362	RT	25	13	2	-	-	337	-	256	-	-	-	2	-	ASSUME 25' UNSALVAGABLE
396+91	-	397+75	84	RT	-	-	-	-	-	-	5	-	-	-	-	-	-	
455+93	-	458+05	212	RT	25	-	-	-	-	187	-	-	-	-	-	-	-	ASSUME 25' UNSALVAGABLE
455+93	-	458+30	237	RT	-	22	2	-	-	-	-	131	-	-	-	2	-	
508+44	-	510+67	223	RT	25	18	2	-	-	198	-	-	117	-	-	2	-	ASSUME 25' UNSALVAGABLE
209+07	-	213+47	440	LT	25	283	2	-	-	415	-	334	-	-	-	2	-	ASSUME 25' UNSALVAGABLE
238+60	-	239+94	134	LT	25	-	2	-	-	109	-	-	-	-	-	-	-	ASSUME 25' UNSALVAGABLE
238+60	-	240+19	159	LT	-	15	2	-	-	-	-	53	-	-	-	2	-	
247+46	-	252+67	521	LT	25	14	2	-	-	496	-	-	415	-	-	-	-	ASSUME 25' UNSALVAGABLE
261+32	-	264+66	338	LT	25	-	-	-	-	313	-	-	-	-	-	-	-	
261+40	-	264+66	326	LT	25	62	2	-	-	-	-	-	220	-	-	2	-	
269+50	-	278+04	854	LT	25	-	1	-	-	829	-	-	801	-	-	1	-	ASSUME 25' UNSALVAGABLE
278+04	-	278+90	86	LT	-	21	-	-	-	-	-	-	86	-	-	-	-	BORROW DISTRIBUTED THROUGHOUT CONNECTED BEAM GUARD SECTION
278+90	-	281+59	269	LT	25	-	1	-	-	244	-	-	216	-	-	1	-	ASSUME 25' UNSALVAGABLE
345+25	-	345+93	68	LT	25	-	-	-	-	43	-	-	-	-	-	-	-	ASSUME 25' UNSALVAGABLE
344+99	-	345+93	93	LT	-	12	1	-	-	-	-	-	-	-	39.4	1	-	
346+56	-	347+24	68	LT	25	-	-	-	-	43	-	-	-	-	-	-	-	ASSUME 25' UNSALVAGABLE
346+56	-	347+49	93	LT	-	-	1	-	-	-	-	-	-	-	39.4	1	-	BORROW FOR BOTH SIDES OF BRIDGE
382+31	-	387+12	481	LT	25	-	-	-	-	456	-	-	-	-	-	-	-	ASSUME 25' UNSALVAGABLE
382+31	-	387+22	491	LT	-	4	2	-	-	-	-	385	-	-	-	2	-	
456+61	-	458+81	270	LT	25	47	2	-	-	245	-	197	-	19.5	-	1	1	ASSUME 25' UNSALVAGABLE
483+47	-	493+92	1044	LT	25	-	-	-	-	1019	-	-	-	-	-	-	-	ASSUME 25' UNSALVAGABLE
483+44	-	493+87	1043	LT	-	75	2	-	-	-	-	937	-	-	-	2	-	
500+30	-	516+29	1599	LT	25	-	-	-	-	1597	-	-	-	-	-	-	-	ASSUME 25' UNSALVAGABLE
500+29	-	516+18	1589	LT	-	145	2	-	-	-	-	-	1483	-	-	2	-	
516+50	-	521+06	456	LT	25	-	-	-	-	452	-	-	-	-	-	-	-	ASSUME 25' UNSALVAGABLE
516+68	-	521+06	438	LT	-	33	1	388	1	-	-	-	-	-	-	-	-	
TOTAL 0010					675	1222	41	388	1	11252	5	4770	5362	69.5	158	33	3	

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MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 7550-00-62

STATION TO	STATION	LOCATION	618.0100 EACH	REMARKS
39+20 -	521+06	PROJECT	1	
		TOTAL 0010	1	

MOBILIZATION

STATION TO	STATION	LOCATION	619.1000 EACH	REMARKS
39+40 -	521+06	PROJECT LIMITS	1	
		TOTAL 0010	1	

SILT FENCE

STATION TO	STATION	LOCATION	628.1504 LF	REMARKS
	47+25	LT & RT	70	CULVERT REPLACEMENT
	105+22	LT	30	CLEANING DITCH LT
	190+52	RT	82	CULVERT REPLACEMENT
	193+24	LT	15	CLEANING DITCH LT
	196+15	LT	15	CULVERT LT 8' END REPLACEMENT
	209+17	LT	35	CULVERT REPLACEMENT
222+75 -	223+05	LT	30	FOR DRAINAGE
	244+02	RT	70	CULVERT END REPLACEMENT RT
	252+37	LT & RT	90	CULVERT REPLACEMENT
256+18 -	257+20	LT	30	FOR DRAINAGE
	261+95	RT	15	CULVERT RT END REPLACEMENT
261+75 -	262+45	LT	45	FOR SAFE FORESLOPE
	270+06	LT	75	CULVERT LT END REPLACEMENT
	307+37	LT & RT	120	CLEANING DITCH LT, RT; REPLACE BOTH ENDS
	315+92	RT	70	CULVERT EXTENSION
	323+39	LT & RT	165	CULVERT REPLACEMENT BOTH ENDS
346+90	348+00	LT	125	FOR BEAM GUARD GRADING
390+10 -	392+45	LT	230	FOR SIGHT DISTANCE
	393+89	LT & RT	215	CULVERT REPLACEMENT
394+00	398+00	LT & RT	850	FROST HEAVE AREA
	436+90	LT & RT	80	CULVERT REPLACEMENT
458+75	459+75	LT	110	BEAM GUARD GRADING
	489+46	RT	90	CULVERT RT END REPLACEMENT
	502+29	RT	43	CULVERT RT END REPLACEMENT
	506+06	RT	40	CULVERT RT END REPLACEMENT
	518+34	RT	40	CULVERT RT END REPLACEMENT
39+20	521+06	LT & RT	200	UNDISTRIBUTED
		TOTAL 0010	2980	

625-LANDSCAPING

STATION	LOCATION	TOPSOIL 625.0100 SY	SALVAGED TOPSOIL 625.0500 SY	EROSION MAT URBAN CLASS I TYPE A 628.2006 SY	EROSION MAT URBAN CLASS I TYPE B 628.2008 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO. 20 630.0120 LB	REMARKS
47+24.88	LT & RT	--	154	154	--	0.10	4.2	CULVERT REPLACEMENT
190+52.31	LT & RT	--	84	84	--	0.05	2.3	CULVERT REPLACEMENT
196+15.13	RT	--	45	45	--	0.03	1.2	CULVERT REPLACEMENT
209+16.83	LT	--	200	--	200	0.13	5.4	CULVERT REPLACEMENT
222+73	LT	--	28	28	--	0.02	0.8	REGRADE DITCH
244+01.94	RT	--	115	115	--	0.07	3.1	CULVERT REPLACEMENT
252+36.91	LT	--	120	120	--	0.08	3.2	CULVERT REPLACEMENT
256+00	LT	10	160	160	--	0.10	4.3	REGRADE DITCH
261+94.74	RT	--	500	500	--	0.32	13.5	CULVERT REPLACEMENT
270+05.58	LT	--	110	--	110	0.07	3.0	CULVERT REPLACEMENT
307+36.99	LT & RT	--	120	35	85	0.08	3.2	CULVERT REPLACEMENT
315+92.29	RT	--	80	--	80	0.05	2.2	CULVERT REPLACEMENT
323+39.08	LT & RT	--	162	--	162	0.10	4.4	CULVERT REPLACEMENT
347+00	LT	--	92	92	--	0.06	2.5	EAT GRADING
391+00	LT	--	455	455	--	0.29	12.3	REGRADE DITCH
393+91	LT & RT	--	250	--	250	0.16	6.8	CULVERT REPLACEMENT
395+00	LT & RT	--	660	660	--	0.42	17.8	UNDERDRAIN AND UNDERCUT
436+89.81	LT & RT	--	55	55	--	0.03	1.5	CULVERT REPLACEMENT
459+00	LT	--	130	130	--	0.08	3.5	EAT GRADING
489+46.10	RT	--	110	110	--	0.07	3.0	CULVERT REPLACEMENT
500+00	LT	--	100	--	100	0.06	2.7	TREE CLEARING AREA
502+28.78	RT	--	20	20	--	0.01	0.5	CULVERT REPLACEMENT
506+05.97	RT	--	35	35	--	0.02	0.9	CULVERT REPLACEMENT
518+33.77	RT	--	42	42	--	0.03	1.1	CULVERT REPLACEMENT
PROJECT LIMITS	UNDISTRIBUTED	300	300	200	100	0.19	5.4	
	TOTAL 0010	310	4127	3040	1087	2.60	108.7	

WATER

STATION TO	STATION	LOCATION	624.0100 MGAL	REMARKS
39+20 -	521+06	PROJECT LIMITS	0.1	UNDISTRIBUTED
		TOTAL 0010	0.1	

SILT FENCE MAINTENANCE

STATION TO	STATION	LOCATION	628.1520 LF	REMARKS
39+20 -	521+06	PROJECT LIMITS	1500	UNDISTRIBUTED
		TOTAL 0010	1500	

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MOBILIZATIONS EROSION CONTROL

STATION	LOCATION	628.1905 EACH
47+25	STH 54, LT & RT	2
105+22	STH 54, LT	1
190+52	STH 54, LT & RT	2
193+24	STH 54, LT	1
196+15	STH 54, LT	1
209+17	STH 54, LT	1
244+02	STH 54, RT	1
252+37	STH 54, LT & RT	2
256+18	STH 54, LT	1
261+95	STH 54, RT	1
270+06	STH 54, LT	1
307+37	STH 54, LT & RT	2
315+92	STH 54, RT	1
323+39	STH 54, LT & RT	2
391+00	STH 54, LT	1
393+90	STH 54, RT & LT	2
397+78	STH 54, RT & LT	2
436+90	STH 54, LT & RT	2
489+46	STH 54, RT	1
502+29	STH 54, RT	1
506+06	STH 54, RT	1
518+34	STH 54, RT	1
TOTAL 0010		30

MOBILIZATIONS EMERGENCY EROSION CONTROL

LOCATION	628.1910 EACH
PROJECT LIMITS	5
TOTAL 0010	5

CULVERT PIPE CHECKS

STATION	TO	STATION	LOCATION	628.7555 EACH	REMARKS
		47+25	LT	1	
		190+52	LT	1	
		209+17	LT	1	
		252+37	RT	1	
		261+95	RT	1	
		307+37	LT	1	
		323+39	LT	1	
		391+93	LT	1	
		436+90	LT	1	
		489+46	RT	1	
		502+29	RT	1	
		506+06	RT	1	
		518+34	RT	1	
39+20	-	521+06	PROJECT LIMITS	3	UNDISTRIBUTED
			TOTAL 0010	16	

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TEMPORARY DITCH CHECKS

STATION	TO	STATION	LOCATION	628.7504 LF	REMARKS
39+20	-	521+06	PROJECT LIMITS	150	UNDISTRIBUTED
			TOTAL 0010	150	

633-DELINEATORS

STATION	TO	STATION	LOCATION	DELINEATOR POSTS STEEL 633.0100 EACH	DELINEATOR REFLECTORS 633.0500 EACH	REMARKS
80+40	-	81+80	STH 54, RT	3	3	SPACED AT 50 FT
254+80	-	256+80	STH 54, RT	4	4	SPACED AT 50 FT
323+00	-	323+50	STH 54, RT	3	3	SPACED AT 50 FT
350+50	-	353+50	STH 54, RT	6	6	SPACED AT 50 FT
427+50	-	428+50	STH 54, RT	3	3	72" x 48' CATTLE PASS
502+50	-	508+00	STH 54, RT	11	11	SPACED AT 50 FT
80+40	-	81+70	STH 54, LT	3	3	SPACED AT 50 FT
254+50	-	255+50	STH 54, LT	3	3	SPACED AT 50 FT
427+50	-	428+50	STH 54, LT	3	3	72" x 48' CATTLE PASS
			UNDISTRIBUTED	9	9	FOR REPLACING DAMAGED DELINEATORS
			TOTAL 0010	48	48	

NOTE: ALL CATEGORIES ARE 0010 UNLESS OTHERWISE NOTED

PERMANENT SIGNING

WB FACING SIGNS

APPROXIMATE STATION	SIGN GROUP NUMBER	SIGN CODE	DESCRIPTION	SIGN SIZE (W x H) INCHES	POSTS WOOD 4X6-INCH X 12-FT 634.0612 EACH	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	MOVING SIGNS TYPE II 638.2102 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	REMARKS
70+00, LT	2-1M	W1-1-L	LEFT TURN	36" x 36"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	-	-	-	-	-	20 MPH, MOVE AS PART OF SIGN GROUP NUMBER 2-1M
94+00, LT	2-2R	R1-1	STOP	30" x 30"	-	-	-	-	-	-	1	1	-	
94+00, LT	2-3	R1-1	STOP	36" x 36"	-	1	-	7.46	-	-	-	-	-	SIGN FOR SILVER CREEK RD
188+00, LT	6-1M	W1-2L	LEFT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	45 MPH, MOVE AS PART OF SIGN GROUP NUMBER 6-1M
200+00, LT	6-4M	W1-2R	RIGHT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	40 MPH, MOVE AS PART OF SIGN GROUP NUMBER 6-4M
229+75, RT	6-6	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	-	-	-	-	-	1.00	-	-	1	
221+00, LT	7-2	W1-4R	RIGHT REVERSE CURVE	30" x 30"	-	1	-	-	6.25	-	1	1	-	NEW LOCATION AND SIGN CHANGED
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	2.25	-	-	-	-	45 MPH, INSTALL AS PART OF SIGN GROUP NUMBER 7-2
223+25, LT	7-3R	W1-5-R	RIGHT WINDING ROAD	30" x 30"	-	-	-	-	-	-	1	1	-	
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	45 MPH, REMOVE AS PART OF SIGN GROUP NUMBER 7-3R
229+90, RT	7-5M	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	-	-	1	-	-	1.00	-	-	-	NEW LOCATION ON OWN NEW POST
236+50, LT	7-7M	W1-2R	RIGHT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	35 MPH, MOVE AS PART OF SIGN GROUP NUMBER 7-7M
255+00, LT	8-2M	W1-2L	LEFT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
267+17, LT	8-5	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
269+57, LT	8-6R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	-	-	NO REPLACEMENT
273+96, RT	8-8	W1-8	CHEVRON	24" X 30"	-	1	-		5.00	-	-	-	-	
274+76, RT	8-11R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	-	-	
274+76, RT	8-12	W1-8	CHEVRON	24" X 30"	-	-	-	-	5.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 8-10
275+57, RT	8-15R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	-	-	
275+57, RT	8-16	W1-8	CHEVRON	24" x 30"	-	-	-	-	5.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 8-14
276+37, RT	8-19R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	1	-	
276+37, RT	8-20	W1-6	NIGHT ARROW (SINGLE)	60" x 30"	-	-	2	-	12.50	-	-	-	-	
277+17, RT	8-23R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	-	-	
277+17, RT	8-24	W1-8	CHEVRON	24" x 30"	-	-	-	-	5.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 8-22
277+97, RT	8-27R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	-	-	
277+97, RT	8-28	W1-8	CHEVRON	24" x 30"	-	-	-	-	5.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 8-26
278+77, RT	9-3R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	-	-	
278+77, RT	9-4	W1-8	CHEVRON	24" x 30"	-	-	-	-	5.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 9-2
279+57, RT	9-5R	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	-	-	-	-	-	-	1	1	-	
279+57, RT	9-6	W1-6	NIGHT ARROW (SINGLE)	60" x 30"	-	-	2	-	12.50	-	-	-	-	
280+38, RT	9-9R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	-	-	
280+38, RT	9-10	W1-8	CHEVRON	24" x 30"	-	-	-	-	5.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 9-8
284+14, LT	9-12R	W7-1	HILL	30" x 30"	-	-	-	-	-	-	1	1	-	
284+14, LT	9-13	W7-1B	HILL 7%	30" x 30"	-	1	-	-	6.25	-	-	-	-	NEW SIGN WITH 7%
294+86, LT	9-14	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
295+66, LT	9-16	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 9-15
296+46, LT	9-19	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 9-18
297+30, LT	9-21	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	-	-	1	-	8.00	-	-	-	-	
298+66, LT	9-23	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 9-22
302+00, LT	9-25M	W2-2	SIDE ROAD (90 DEGREES)	30" x 30"	-	-	-	-	-	1	-	-	1	NEW LOCATION
302+73, LT	9-24	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
303+40, LT	9-27	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 9-26
304+20, LT	9-29	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 9-28
305+00, LT	9-31	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 9-30
305+68, LT	9-33	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 9-32
306+35, LT	9-35	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 9-34
307+05, LT	9-37	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	SIGN CHANGED, MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 9-36
SHEET 1				SUBTOTAL	0.00	7.00	6.00	7.46	118.75	8.00	13.00	6.00	7.00	

NOTE: ALL CATEGORIES ARE 0010 UNLESS OTHERWISE NOTED

PERMANENT SIGNING CONTINUED

WB FACING SIGNS

APPROXIMATE STATION	SIGN GROUP NUMBER	SIGN CODE	DESCRIPTION	SIGN SIZE (W x H) INCHES	POSTS WOOD 4X6-INCH X 12-FT 634.0612 EACH	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	MOVING SIGNS TYPE II 638.2102 SF	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	REMARKS
307+05, LT	9-38R	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	-	-	-	-	-	-	1	1	-	
313+00, LT	10-1M	W1-1L	LEFT TURN	36" x 36"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	-	-	-	-	-	30 MPH, INSTALL AS PART OF SIGN GROUP NUMBER 10-1
314+50, LT	10-2	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
315+16, LT	10-4	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 10-3
315+83, LT	10-6	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 10-5
316+09, LT	10-8R	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	-	-	-	-	-	-	1	1	-	NO REPLACEMENT
316+49, LT	10-10	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 10-9
317+75, RT	10-12	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
318+38, RT	10-14	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 10-13
318+83, RT	10-16R	-	NIGHT ARROW (SINGLE)	-	-	-	-	-	-	-	1	1	-	NO REPLACEMENT
319+00, RT	10-18	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 10-17
319+63, RT	10-20	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 10-18
324+00, LT	10-24M	W1-3R	RIGHT REVERSE TURN	36" x 36"	-	-	1	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	-	-	-	-	-	30 MPH, MOVE AS PART OF SIGN GROUP NUMBER 10-24M
329+02, RT	10-26	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 10-25
331+12, RT	10-28	W1-8	CHEVRON	18" x 24"	-	-	-	-	3.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 10-27
350+50, LT	11-1M	W1-4R	RIGHT REVERSE CURVE	36" x 36"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	-	-	-	-	-	45 MPH, MOVE AS PART OF SIGN GROUP NUMBER 11-1M
365+00, LT	12-1M	W1-2L	LEFT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	50 MPH, MOVE AS PART OF SIGN GROUP NUMBER 12-1M
394+90, LT	12-2R	W1-4L	LEFT REVERSE CURVE	30" x 30"	-	-	-	-	-	-	1	1	-	
397+50, LT	12-3	W1-4R	RIGHT REVERSE CURVE	30" x 30"	-	-	1	-	6.25	-	-	-	-	NEW LOCATION AND SIGN CHANGED
413+50, LT	13-2M	W2-2	SIDE ROAD (90 DEGREES)	30" x 30"	-	-	-	-	-	1	-	-	1	NEW LOCATION
413+90, LT	13-4M	W1-2L	LEFT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	50 MPH, MOVE AS PART OF SIGN GROUP NUMBER 13-4M
427+50, LT	14-1M	W1-2R	RIGHT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	35 MPH, MOVE AS PART OF SIGN GROUP NUMBER 14-1M
470+50, LT	15-1M	W1-5L	LEFT WINDING ROAD	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	50 MPH, MOVE AS PART OF SIGN GROUP NUMBER 15-1M
474+48, LT	15-2R	W1-2L	LEFT CURVE	30" x 30"	-	-	-	-	-	-	1	1	-	NO REPLACEMENT
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	50 MPH, REMOVE AS PART OF SIGN GROUP NUMBER 15-2R
486+50, LT	15-4M	W1-2L	LEFT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	50 MPH, MOVE AS PART OF SIGN GROUP NUMBER 15-4M
490+50, LT	16-2M	W1-2L	LEFT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
497+44, LT	16-4R	W7-1	HILL	36" x 36"	-	-	-	-	-	-	1	1	-	
497+44, LT	16-5	W7-1B	HILL 9%	36" x 36"	-	-	1	-	9.00	-	-	-	-	NEW SIGN WITH 9%
504+50, LT	16-9M	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	-	-	-	-	-	-	-	-	-	NEW LOCATION, MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 16-8M
520+56, LT	17-1R	I55-56	ADOPT A HIGHWAY [SPONSOR]	30" x 36"	-	-	-	-	-	-	1	1	-	GLASGOW-HARDIES CREEK BUSY BEES 4-H
SHEET 2				SUBTOTAL	0.00	2.00	3.00	0.00	45.25	10.00	7.00	7.00	10.00	

NOTE: ALL CATEGORIES ARE 0010 UNLESS OTHERWISE NOTED

PERMANENT SIGNING CONTINUED

EB FACING SIGNS

APPROXIMATE STATION	SIGN GROUP NUMBER	SIGN CODE	DESCRIPTION	SIGN SIZE (W x H) INCHES	POSTS WOOD 4X6-INCH X 12-FT 634.0612 EACH	POSTS WOOD 4X6-INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	MOVING SIGNS TYPE II 638.2102 SF	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	REMARKS
45+00, RT	1-1	R2-1	SPEED LIMIT 55 MPH	24" x 30"	-	-	1	5.00	-	-	-	-	-	
50+00, RT	1-2M	W1-1L	LEFT TURN	36" x 36"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	-	-	-	-	-	30 MPH, MOVE AS PART OF SIGN GROUP NUMBER 1-2M
58+32, RT	1-4	W1-8	CHEVRON	18" x 24"	-	-	1	-	3.00	-	-	-	-	MOVING OF EXISTING SIGN PAID FOR WITH SIGN GROUP NUMBER 1-3M
59+00, RT	1-3M	W1-1R	RIGHT TURN	36" x 36"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	-	-	-	-	-	20 MPH, INSTALL AS PART OF SIGN GROUP NUMBER 18-14
94+60, RT	2-4R	R1-1	STOP	36" x 36"	-	-	-	-	-	-	1	1	-	SIGN FOR CTH AA
94+60, RT	2-5	R1-1	STOP	36" x 36"	-	-	1	7.46	-	-	-	-	-	SIGN FOR CTH AA
169+93, RT	5-1R	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	-	-	-	-	-	-	1	-	-	RIVER DRIVE INTERSECTION
169+93, RT	5-2	W1-8	CHEVRON	18" x 24"	-	-	1	-	3.00	-	-	-	-	SIGN CHANGED
195+00, RT	6-2R	W1-2R	RIGHT CURVE	30" x 30"	-	-	-	-	-	-	1	1	-	
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	45 MPH, REMOVE AS A PART OF SIGN GROUP NUMBER 6-2R
197+00, RT	6-3	W1-4R	RIGHT REVERSE CURVE	30" x 30"	-	-	1	-	6.25	-	-	-	-	NEW LOCATION AND SIGN CHANGED
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	2.25	-	-	-	-	45 MPH, INSTALL AS PART OF SIGN GROUP NUMBER 6-3
205+51, RT	6-5R	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	1	1	-	50 MPH, REPLACE
		W1-2-L	LEFT CURVE	30" x 30"	-	-	-	-	-	-	-	-	-	REMOVE AS PART OF SIGN GROUP NUMBER 6-5R
223+25, RT	7-1M	W1-2L	LEFT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	35 MPH, MOVE AS PART OF SIGN GROUP NUMBER 7-1M
229+75, RT	7-4M	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION ON OWN ORIGINAL POST
236+00, RT	7-6M	W1-2R	RIGHT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
255+15, RT	8-1R	W1-1R	RIGHT TURN	36" x 36"	-	-	-	-	-	-	1	1	-	
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	-	-	-	-	-	30 MPH, REMOVAL AS PART OF SIGN GROUP NUMBER 8-1R
262+00, RT	8-3	W1-3R	RIGHT REVERSE TURN	36" x 36"	-	-	1	-	9.00	-	-	-	-	
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	4.00	-	-	-	-	25 MPH, INSTALL AS PART OF SIGN GROUP NUMBER 8-3
267+17, LT	8-4M	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	1.00	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 8-5
270+13, RT	8-7R	W1-1L	LEFT TURN	36" x 36"	-	-	-	-	-	-	1	1	-	
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	-	-	-	-	-	25 MPH, REMOVE AS PART OF SIGN GROUP NUMBER 8-7R
274+76, RT	8-9R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	1	-	
274+76, RT	8-10	W1-8	CHEVRON	24" X 30"	-	1	-	-	5.00	-	-	-	-	
275+57, RT	8-13R	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	-	-	-	-	-	-	1	1	-	
275+57, RT	8-14	W1-6	NIGHT ARROW (SINGLE)	60" x 30"	-	-	2	-	12.50	-	-	-	-	
276+37, RT	8-17R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	1	-	
276+37, RT	8-18	W1-8	CHEVRON	24" x 30"	-	-	-	-	5.00	-	-	-	-	MOUNT ON OTHER SIDE OF SIGN GROUP NUMBER 8-20
277+17, RT	8-21R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	1	-	
277+17, RT	8-22	W1-8	CHEVRON	24" x 30"	-	1	-	-	5.00	-	-	-	-	
277+97, RT	8-25R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	1	-	
277+97, RT	8-26	W1-8	CHEVRON	24" x 30"	-	1	-	-	5.00	-	-	-	-	
278+77, RT	9-1R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	1	-	
278+77, RT	9-2	W1-8	CHEVRON	24" x 30"	-	-	1	-	5.00	-	-	-	-	
280+38, RT	9-7R	W1-8	CHEVRON	18" x 24"	-	-	-	-	-	-	1	1	-	
280+38, RT	9-8	W1-8	CHEVRON	24" x 30"	-	-	1	-	5.00	-	-	-	-	
281+18, RT	9-11	W1-8	CHEVRON	24" x 30"	-	-	1	-	5.00	-	-	-	-	
295+66, LT	9-15	W1-9	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
296+46, LT	9-17R	W1-6	NIGHT ARROW (SINGLE)	36" x 18"	-	-	-	-	-	-	1	1	-	
296+46, LT	9-18	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	1	-	-	-	8.00	-	-	-	-	
297+26, LT	9-20	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
298+66, LT	9-22	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
303+40, LT	9-26	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
304+20, LT	9-28	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
305+00, LT	9-30	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
SHEET 3				SUBTOTAL	1.00	9.00	11.00	12.46	101.00	6.00	14.00	13.00	5.00	

NOTE: ALL CATEGORIES ARE 0010 UNLESS OTHERWISE NOTED

PERMANENT SIGNING CONTINUED

EB FACING SIGNS

APPROXIMATE STATION	SIGN GROUP NUMBER	SIGN CODE	DESCRIPTION	SIGN SIZE (W x H) INCHES	POSTS WOOD 4X6-INCH X 12-FT 634.0612 EACH	POSTS WOOD 4X6 INCH X 14-FT 634.0614 EACH	POSTS WOOD 4X6 INCH X 16-FT 634.0616 EACH	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	MOVING SIGNS TYPE II 638.2102 SF	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	REMARKS
305+68, LT	9-32	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
306+35, LT	9-34	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
307+05, LT	9-36	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
307+85, LT	9-39	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
310+50, RT	9-40M	W1-3R	RIGHT REVERSE TURN	36" x 36"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	-	-	-	-	-	30 MPH, MOVE AS PART OF SIGN GROUP NUMBER 9-40M
315+16, LT	10-3	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
315+83, LT	10-5	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
315+95, LT	10-7R	-	NIGHT ARROW (SINGLE)	-	-	-	-	-	-	-	1	1	-	NO REPLACEMENT
316+49, LT	10-9	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
317+15, LT	10-11	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
318+38, RT	10-13	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
318+55, RT	10-15R	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	-	-	-	-	-	-	1	1	-	NO REPLACEMENT
319+00, RT	10-17	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
319+63, RT	10-19	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
320+25, RT	10-21	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
325+00, RT	10-22M	W1-1L	LEFT TURN	36" x 36"	-	-	1	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	-	-	-	-	-	30 MPH, MOVE AS PART OF SIGN GROUP NUMBER 10-22M
327+00, RT	10-23M	J1-1	JUNCTION ASSEMBLY	24" x 39"	-	-	-	-	-	1	-	-	1	NEW LOCATION
		M2-1	JCT	21" x 15"	-	-	-	-	-	-	-	-	-	MOVE AS PART OF SIGN GROUP NUMBER 10-23M
		M1-5A	COUNTY MARKER DD	24" x 24"	-	-	-	-	-	-	-	-	-	MOVE AS PART OF SIGN GROUP NUMBER 10-23M
329+02, RT	10-25	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
331+12, RT	10-27	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
331+86, RT	10-30	W1-8	CHEVRON	18" x 24"	-	1	-	-	3.00	-	-	-	-	
332+98, RT	10-31M	W1-3R	RIGHT REVERSE TURN	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	45 MPH, MOVE AS PART OF SIGN GROUP NUMBER 10-31M
335+00, RT	10-29M	-	HARDIES CREEK LUTHERAN CHRUCH	-	-	-	-	-	-	1	-	-	1	NEW LOCATION
405+00, RT	13-1M	W1-2R	RIGHT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	50 MPH, MOVE AS PART OF SIGN GROUP NUMBER 13-1M
415+00, RT	13-3M	W1-2L	LEFT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	35 MPH, MOVE AS PART OF SIGN GROUP NUMBER 13-3M
441+97, RT	14-2R	W1-2R	RIGHT CURVE	30" x 30"	-	-	-	-	-	-	1	1	-	NO REPLACEMENT
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	50 MPH, REMOVE AS PART OF SIGN GROUP NUMBER 14-2R
447+00, RT	14-3M	W1-5R	RIGHT WINDING ROAD	30" x 30"	-	-	1	-	-	1.00	-	-	1	NEW LOCATION, NEW POST
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	-	-	-	-	-	50 MPH, MOVE AS PART OF SIGN GROUP NUMBER 14-3M
478+50, RT	15-3M	W1-2R	RIGHT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	50 MPH, MOVE AS PART OF SIGN GROUP NUMBER 15-3M
489+00, RT	15-5M	W1-2R	RIGHT CURVE	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	35 MPH, MOVE AS PART OF SIGN GROUP NUMBER 15-5M
491+00, RT	16-1M	W2-2	SIDE ROAD (90 DEGREES)	30" x 30"	-	-	-	-	-	1	-	-	1	NEW LOCATION
494+00, RT	16-3M	W1-5R	RIGHT WINDING ROAD	30" x 30"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18" x 18"	-	-	-	-	-	-	-	-	-	35 MPH, MOVE AS PART OF SIGN GROUP NUMBER 16-3M
497+44, RT	16-6R	W7-1	HILL	36" x 36"	-	-	-	-	-	-	1	1	-	REMOVE
497+44, RT	16-7	W7-1B	HILL 8%	36" x 36"	-	-	1	-	9.00	-	-	-	-	NEW SIGN WITH 8%
504+50, LT	16-8M	W1-6	NIGHT ARROW (SINGLE)	48" x 24"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
517+85, RT	16-10M	W1-1L	LEFT TURN	36" x 36"	-	-	-	-	-	1.00	-	-	1	NEW LOCATION
		W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24" x 24"	-	-	-	-	-	-	-	-	-	30 MPH, MOVE AS PART OF SIGN GROUP NUMBER 16-10M
520+56, RT	17-2R	I55-56	ADOPT A HIGHWAY [SPONSOR]	30" x 36"	-	-	-	-	-	-	1	1	-	REMOVE
520+56, RT	17-3	I55-56	ADOPT A HIGHWAY [SPONSOR]	30" x 36"	-	-	1	7.50	-	-	-	-	-	NEW SIGN, NORTH BEND LIONS CLUB
SHEET 4				SUBTOTAL	0.00	15.00	4.00	7.50	54.00	14.00	5.00	5.00	14.00	
				SHEET TOTALS =	1.00	33.00	24.00	27.42	319.00	38.00	39.00	31.00	36.00	

3

FIELD OFFICE TYPE C

LOCATION	642.5201 EACH	REMARKS
	1	PROJECT 7550-00-62
TOTAL 0010	1	

646-PAVEMENT MARKING

STATION	TO	STATION	LOCATION	MARKING LINE EPOXY 4-INCH 646.1020 LF	PAVEMENT MARKING SAME DAY EPOXY 4-INCH 646.4520 LF	TEMPORARY MARKING LINE PAINT 4-INCH 649.0105 LF	REMARKS
39+20	-	521+06	STH 54	95284	--	--	EDGELINE (WHITE)
39+20	-	521+06	STH 54	--	80978	--	CENTERLINE (YELLOW)
39+20	-	521+06	STH 54	--	--	71029	AS NEEDED
			TOTAL 0010	95284	80978	71029	

643-TRAFFIC CONTROL

LOCATION	TRAFFIC CONTROL DRUMS 643.0300 DAY	TRAFFIC CONTROL SIGNS 643.0900 DAY	TRAFFIC CONTROL 643.5000 EACH	REMARKS
WEST PROJECT LIMITS	--	435	--	ADVANCE WARNING SIGNS (SDD 15C4-2)
SILVER CREEK RD	--	87	--	ADVANCE WARNING SIGNS (SDD 15C4-2)
CTH AA	--	87	--	ADVANCE WARNING SIGNS (SDD 15C4-2)
RIVER DR (2 LOC.)	--	174	--	ADVANCE WARNING SIGNS (SDD 15C4-2)
SKUNK COULEE RD	--	87	--	ADVANCE WARNING SIGNS (SDD 15C4-2)
N RIDGE RD	--	87	--	ADVANCE WARNING SIGNS (SDD 15C4-2)
CTH DD	--	87	--	ADVANCE WARNING SIGNS (SDD 15C4-2)
STUHR RD	--	87	--	ADVANCE WARNING SIGNS (SDD 15C4-2)
PEACOCK RD	--	87	--	ADVANCE WARNING SIGNS (SDD 15C4-2)
EAST PROJECT LIMITS	--	435	--	ADVANCE WARNING SIGNS (SDD 15C4-2)
SIDEROADS	--	1566	--	ADVANCE WARNING SIGNS (SDD 15C4-2)
CULVERT REPLACEMENTS	50	--	--	LOOSE GRAVEL
BEAM GUARD IMPROVEMENTS	371	--	--	BEAM GUARD IMPROVEMENTS
PROJECT LIMITS	--	--	1	
TOTAL 0010	421	3219	1	

650-CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	CONSTRUCTION STAKING PIPE CULVERTS 650.6000 EACH	CONSTRUCTION STAKING RESURFACING REFERENCE 650.8000 LF	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 7550-00-62 650.9910 LS	REMARKS
39+20	-	521+06	PROJECT LIMITS	15	48186	1	
			TOTAL 0010	15	48186	1	

3

SAWING ASPHALT

690.0150

STATION TO	STATION	LOCATION	LF	REMARKS
	39+20	START OF PROJECT	30	BUTT JOINT
	345+97	B-61-108, HARDIES CRK.	34	BUTT JOINT
	346+59	B-61-108, HARDIES CRK.	36	BUTT JOINT
	397+91	B-61-163, TOPPEN COULEE CRK.	36	BUTT JOINT
	398+54	B-61-163, TOPPEN COULEE CRK.	36	BUTT JOINT
	521+06	END OF PROJECT	30	BUTT JOINT
	94+24	COUNTY ROAD AA	25	BUTT JOINT
	94+24	SILVER CREEK RD	25	BUTT JOINT
	157+62	JACOBS LN	19	BUTT JOINT
	169+48	RIVER DR	21	BUTT JOINT
	175+51	PAULSON LN	17	BUTT JOINT
	202+56	SKUNK COULEE RD	22	BUTT JOINT
	219+55	BRADY LN	22	BUTT JOINT
	243+50	OINES LN	22	BUTT JOINT
	282+16	RIVER DR	22	BUTT JOINT
	297+89	NORTH RIDGE RD	22	BUTT JOINT
	337+89	COUNTY RD DD	22	BUTT JOINT
	387+65	BYOM LN	22	BUTT JOINT
	406+08	TOPPEN LN	22	BUTT JOINT
	446+88	WALLER LN	19	BUTT JOINT
	458+66	STUHR RD	22	BUTT JOINT
	499+54	PEACOCK RD	22	BUTT JOINT
	47+14	LT & RT	24	CULVERT REPLACEMENT
	47+36	LT & RT	24	CULVERT REPLACEMENT
	190+47	LT & RT	24	CULVERT REPLACEMENT
	190+58	LT & RT	24	CULVERT REPLACEMENT
	196+10	RT	12	CULVERT REPLACEMENT
196+10	196+22	CENTERLINE	12	CULVERT REPLACEMENT
	196+22	RT	12	CULVERT REPLACEMENT

SAWING ASPHALT CONTINUED

690.0150

STATION TO	STATION	LOCATION	LF	REMARKS
	252+29	LT & RT	30	CULVERT REPLACEMENT
	252+46	LT & RT	30	CULVERT REPLACEMENT
	261+76	RT	14	CULVERT REPLACEMENT
261+76	262+30	CENTERLINE	54	CULVERT REPLACEMENT
	262+30	RT	14	CULVERT REPLACEMENT
	269+96	LT	14	CULVERT REPLACEMENT
269+96	270+24	CENTERLINE	28	CULVERT REPLACEMENT
	270+24	LT	14	CULVERT REPLACEMENT
	307+31	LT & RT	13	CULVERT REPLACEMENT
307+31	307+45	CENTERLINE	28	CULVERT REPLACEMENT
	307+45	LT & RT	10	CULVERT REPLACEMENT
	323+19	LT & RT	23	CULVERT REPLACEMENT
	323+57	LT & RT	23	CULVERT REPLACEMENT
	393+67	LT & RT	30	CULVERT REPLACEMENT
	396+91	LT & RT	30	MARSH EXCAVATION
	436+84	LT & RT	24	CULVERT REPLACEMENT
	436+96	LT & RT	24	CULVERT REPLACEMENT
	489+16	RT	15	CULVERT REPLACEMENT
489+16 -	489+45	CENTERLINE	29	CULVERT REPLACEMENT
	489+45	RT	15	CULVERT REPLACEMENT
	502+21	RT	15	CULVERT REPLACEMENT
502+21 -	502+33	CENTERLINE	12	CULVERT REPLACEMENT
	502+33	RT	15	CULVERT REPLACEMENT
	505+97	RT	12	CULVERT REPLACEMENT
505+97 -	506+14	CENTERLINE	28	CULVERT REPLACEMENT
	506+14	RT	12	CULVERT REPLACEMENT
	518+20	RT	13	CULVERT REPLACEMENT
518+20 -	518+41	CENTERLINE	21	CULVERT REPLACEMENT
	518+41	RT	13	CULVERT REPLACEMENT
	TOTAL 0010		1283	

SPECIAL(02. CLEANING AND INSPECTING CULVERTS FOR LINER VERIFICATION AND INSTALLATION)

SPV.0060.02

STATION	LOCATION	EACH	REMARKS
249+36	NEAR OINES LN	1	96" X 88" VERTICAL ELIPSE
384+71	NEAR BYOM LN	1	89" X 79" VERTICAL ELIPSE
TOTAL 0010		2	

SPECIAL(01. MATERIAL TRANSFER VEHICLE)

SPV.0105.01

LOCATION	LS	REMARKS
	1	FOR PAVING OPERATION--CALLED OUT IN PAVEMENT DESIGN REPORT
TOTAL 0010	1	

SPECIAL(01. REGRADE DITCH)

SPV.0090.01

STATION TO	STATION	LOCATION	LF	REMARKS
222+75 -	223+05	LT	30	FOR DRAINAGE
256+18 -	257+20	LT	102	FOR DRAINAGE
261+75 -	262+45	LT	70	FOR SAFE FORESLOPE
390+10 -	392+45	LT	235	FOR SIGHT DISTANCE
	TOTAL 0010		437	

SPECIAL(04. MILLING AND REMOVING TEMPORARY JOINT)

SPV.0105.04

LOCATION	LS	REMARKS
PROJECT LIMITS	1	
TOTAL 0010	1	

3

SPECIAL(01. SMOOTH LINED CMP CULVERT LINER, STA 249+36, 88-INCH X 79-INCH)

STATION	LOCATION	SPV.0090.01 LF
249+36	NEAR OINES LANE	200
	TOTAL 0010	200

SPECIAL(02. SMOOTH LINED CMP CULVERT LINER, STA 384+71, 75-INCH X 68-INCH)

STATION	LOCATION	SPV.0090.02 LF
384+71	NEAR BYOM LANE	184
	TOTAL 0010	184

SPECIAL(03. CULVERT INVERT PAVING, STA 81+13)

STATION	LOCATION	SPV.0090.03 LF	REMARKS
81+13	STH 54	62	SOUTH SIDE OF DRAINAGE DISTRICT
	TOTAL 0010	62	

SPECIAL(05. CULVERT LINING PREPARATION)

LOCATION	SPV.0105.05 LS
STA 249+36 & STA 384+71	1
TOTAL 0010	1

SPECIAL(01. REHEATING HMA PAVEMENT LONGITUDINAL JOINTS SPECIAL)

STATION	TO	STATION	LOCATION	SPV.0170.01 STA	REMARKS
39+20	-	521+06	PROJECT LIMITS	964	2 LIFTS
			TOTAL 0010	964	

SPV-PREPARE FOUNDATION

STATION	TO	STATION	LOCATION	SPECIAL(03. PREPARATION OF FOUNDATION FOR ASPHALTIC PAVING) SPV.0105.03 LS	SPECIAL(02. PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS SPECIAL) SPV.0170.02 STA
39+20	-	521+06	PROJECT	1	--
56+00	-	60+00	LT	--	4
191+00	-	195+50	LT	--	5
213+46	-	222+30	LT	--	9
227+00	-	233+00	LT	--	6
233+00	-	236+00	LT	--	3
236+00	-	238+00	LT	--	2
238+60	-	239+94	LT	--	1
252+67	-	255+00	LT	--	2
255+00	-	260+93	LT	--	6
265+15	-	269+52	LT	--	4
285+00	-	290+00	LT	--	5
329+02	-	331+42	LT	--	2
382+32	-	387+12	LT	--	5
418+85	-	425+45	LT	--	7
456+49	-	458+86	LT	--	2
458+81	-	464+81	LT	--	6
200+32	-	212+12	RT	--	12
231+22	-	236+00	RT	--	5
236+00	-	238+00	RT	--	2
238+56	-	239+77	RT	--	1
246+18	-	251+84	RT	--	6
252+44	-	255+00	RT	--	3
255+00	-	261+30	RT	--	6
273+54	-	277+47	RT	--	4
357+00	-	362+00	RT	--	5
376+50	-	379+19	RT	--	3
379+19	-	380+00	RT	--	1
382+93	-	386+55	RT	--	4
403+36	-	410+68	RT	--	7
450+00	-	455+93	RT	--	6
455+92	-	458+22	RT	--	2
463+25	-	464+81	RT	--	2
464+81	-	469+00	RT	--	4
			TOTAL 0010	1	141

SPECIAL(03. TRIMMING TREES)

STATION	TO	STATION	LOCATION	SPV.0170.03 STA
265+50	-	276+00	RT	13
307+50	-	309+50	RT	2
472+00		474+00	RT	2
475+50		476+00	RT	2
476+50		478+00	RT	2
480+50		482+00	RT	2
489+00		489+50	RT	1
492+50		496+50	RT	4
503+00	-	521+00	RT	11
268+50	-	271+75	LT	3
285+00	-	288+00	LT	3
296+00	-	297+00	LT	1
307+50	-	309+50	LT	1
			TOTAL 0010	46

EXHIBIT FOR PARCEL 1 FOR PLE
PIN: 016-01524-0000

BEING PART OF THE SE 1/4 OF THE SW 1/4. SEC. 35, T 19 N, R 8 W,
TOWN OF GALE, TREMPEALEAU COUNTY, WISCONSIN

SCHEDULE OF LAND & INTERESTS		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED
1	CORY M. ABEL	PLE	751 SQ. FT.

N

1 INCH = 20 FEET

4

4

EXISTING R/W

STH 54

EXISTING R/W

47+00

46+00

S40° 48' 01"E 22.51'

N34° 23' 28"E 40.30'

PERMANENT LIMITED EASEMENT

S35° 44' 35"W 29.85'

N68° 12' 10"W 21.57'

1

POB

N0° 23' 52"W 1092.98'

SE 1/4 - SW 1/4

1546.03'

SOUTH LINE OF SECTION 35

S89° 36' 08"W 1068.93'

TOWN OF GALE

T 19 N R 8 W
34 35
3 2
T 18 N R 8 W

T 19 N R 8 W
35
2
T 18 N R 8 W

NOTE:

COORDINATES AND BEARINGS SHOWN ON THIS EXHIBIT ARE REFERENCED THE WISCONSIN COUNTY COORDINATE SYSTEM, TREMPEALEAU COUNTY ZONE, NAD83 (2011), NAVD88 (2012) ADJUSTMENT.

RIGHT-OF-WAY MONUMENTS ARE NOT PLACED FOR TEMPORARY LIMITED EASEMENTS OR PERMANENT LIMITED EASEMENT. RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED THE U.S. PUBLIC LAND SURVEY OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS EXHIBIT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINE. THIS EXHIBIT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, INCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

REFER TO RECORDED DEED FOR INFORMATION DEFINING TERMS OF THE TEMPORARY LIMITED EASEMENT AND THE PERMANENT LIMITED EASEMENTS IN THIS EXHIBIT.

THIS SHEET IS NOT FOR CONSTRUCTION PURPOSES AND IS USED BY THE DEPARTMENT FOR REAL ESTATE TRANSACTIONS ONLY.

PROJECT NO: 7550-00-22	HWY: STH 54	COUNTY: TREMPEALEAU	EXHIBIT FOR PLE	SHEET E3.001	E

FILE NAME : W:\SURVEY\PROJECTS\TREMPEALEAU\STH54\75500001\RWNEEDS\ROW NEEDS.DWG PLOT DATE : 4/6/2018 10:41 AM PLOT BY : HOLME, WILLIAM G PLOT NAME :

WISDOT/CADDS SHEET 42

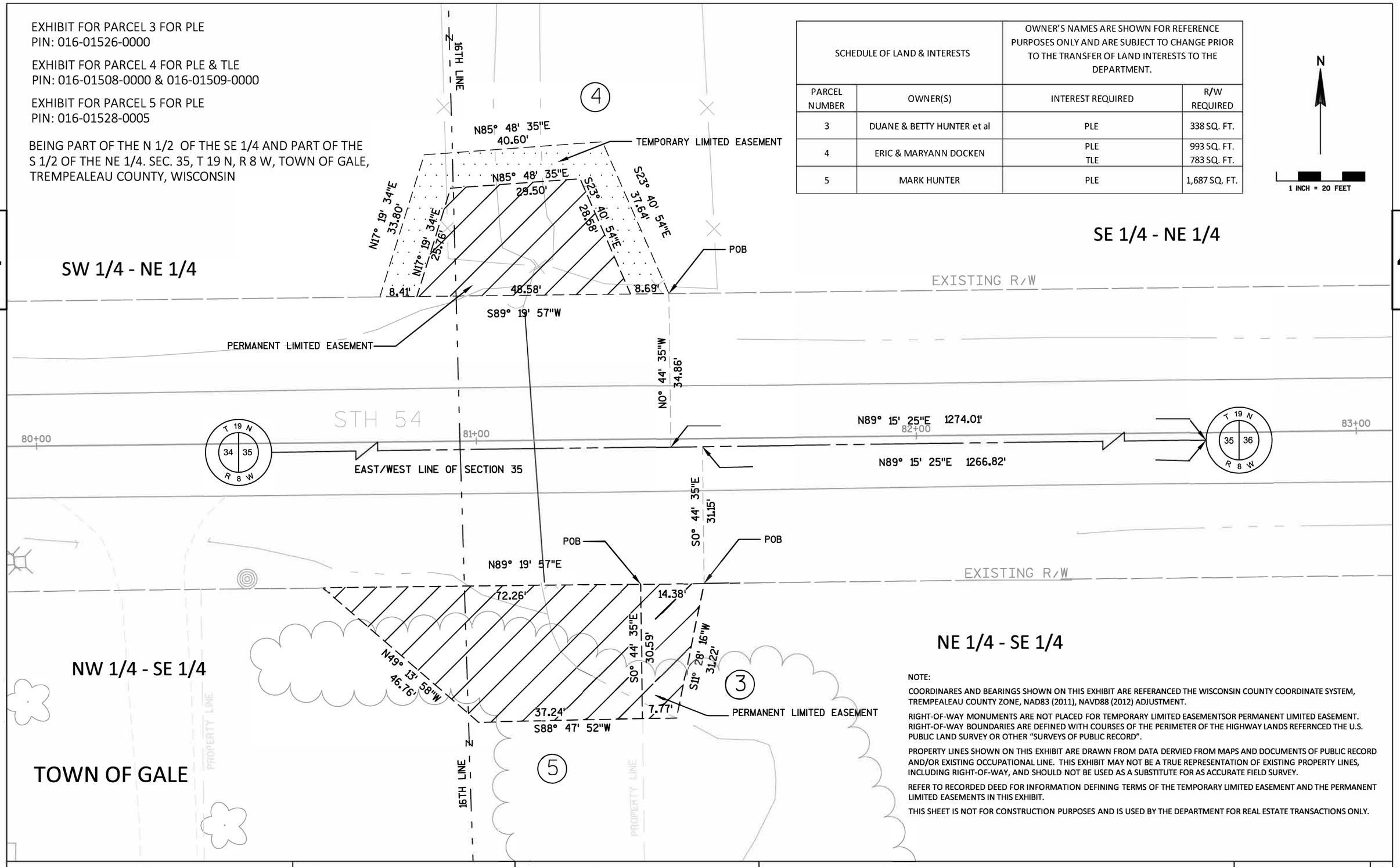
EXHIBIT FOR PARCEL 3 FOR PLE
PIN: 016-01526-0000

EXHIBIT FOR PARCEL 4 FOR PLE & TLE
PIN: 016-01508-0000 & 016-01509-0000

EXHIBIT FOR PARCEL 5 FOR PLE
PIN: 016-01528-0005

BEING PART OF THE N 1/2 OF THE SE 1/4 AND PART OF THE S 1/2 OF THE NE 1/4. SEC. 35, T 19 N, R 8 W, TOWN OF GALE, TREMPEALEAU COUNTY, WISCONSIN

SCHEDULE OF LAND & INTERESTS		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED
3	DUANE & BETTY HUNTER et al	PLE	338 SQ. FT.
4	ERIC & MARYANN DOCKEN	PLE TLE	993 SQ. FT. 783 SQ. FT.
5	MARK HUNTER	PLE	1,687 SQ. FT.



NOTE:

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PROJECT NO: 7550-00-22	HWY: STH 54	COUNTY: TREMPEALEAU	EXHIBIT FOR PLE & TLE	SHEET E3.002	E

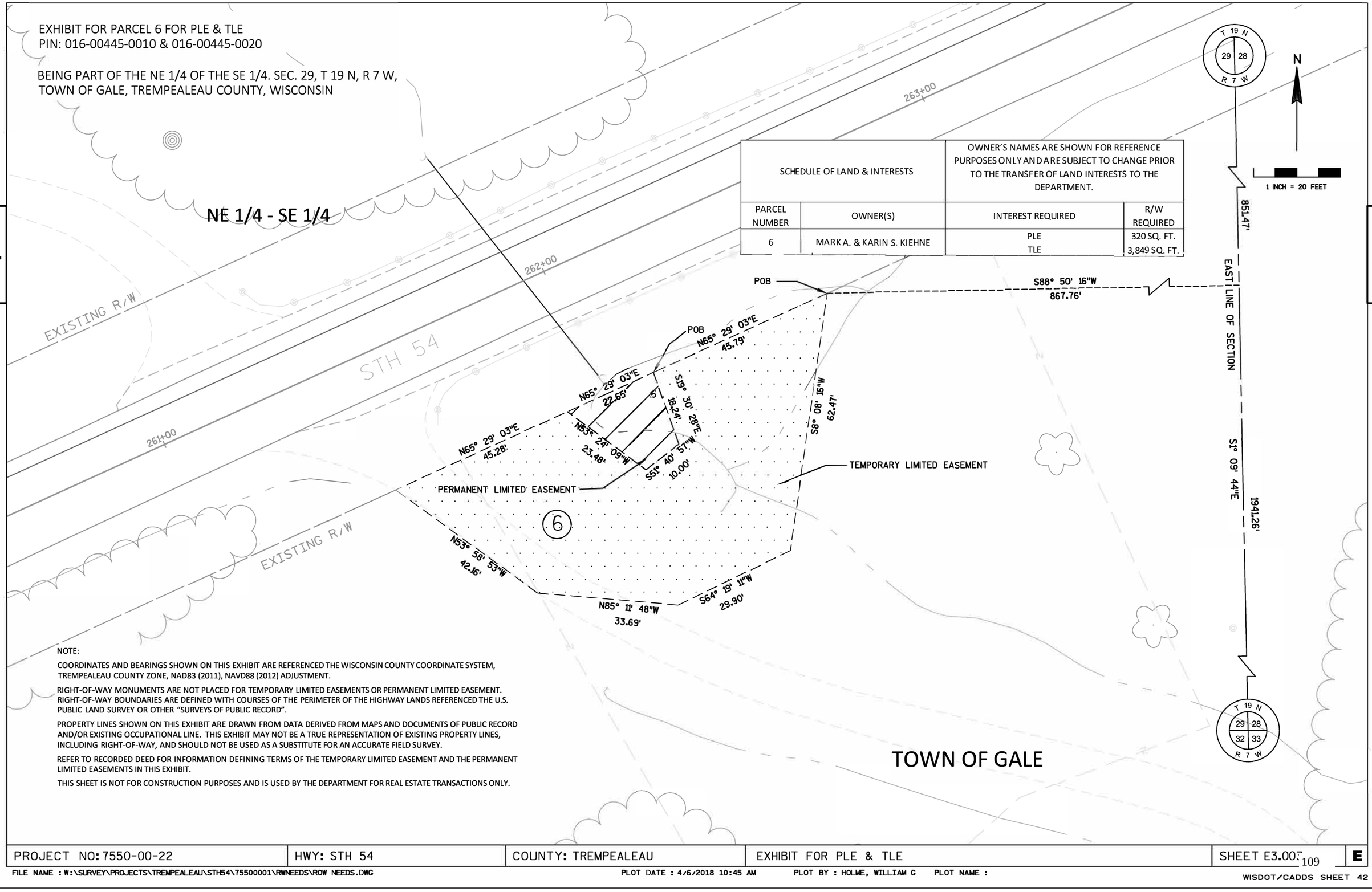
FILE NAME : W:\SURVEY\PROJECTS\TREMPEALEAU\STH54\75500001\RWNEEDS\ROW NEEDS.DWG PLOT DATE : 4/6/2018 11:12 AM PLOT BY : HOLME, WILLIAM G PLOT NAME :

WISDOT/CADDS SHEET 42

EXHIBIT FOR PARCEL 6 FOR PLE & TLE
PIN: 016-00445-0010 & 016-00445-0020

BEING PART OF THE NE 1/4 OF THE SE 1/4. SEC. 29, T 19 N, R 7 W,
TOWN OF GALE, TREMPEALEAU COUNTY, WISCONSIN

SCHEDULE OF LAND & INTERESTS		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED
6	MARK A. & KARIN S. KIEHNE	PLE TLE	320 SQ. FT. 3,849 SQ. FT.



NOTE:

COORDINATES AND BEARINGS SHOWN ON THIS EXHIBIT ARE REFERENCED THE WISCONSIN COUNTY COORDINATE SYSTEM, TREMPEALEAU COUNTY ZONE, NAD83 (2011), NAVD88 (2012) ADJUSTMENT.

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REFER TO RECORDED DEED FOR INFORMATION DEFINING TERMS OF THE TEMPORARY LIMITED EASEMENT AND THE PERMANENT LIMITED EASEMENTS IN THIS EXHIBIT.

THIS SHEET IS NOT FOR CONSTRUCTION PURPOSES AND IS USED BY THE DEPARTMENT FOR REAL ESTATE TRANSACTIONS ONLY.

PROJECT NO: 7550-00-22	HWY: STH 54	COUNTY: TREMPEALEAU	EXHIBIT FOR PLE & TLE	SHEET E3.007	E

EXHIBIT FOR PARCEL 7 FOR PLE
PIN: 016-00444-0000

BEING PART OF THE NE 1/4 OF THE SE 1/4. SEC. 29, T 19 N, R 7 W,
TOWN OF GALE, TREMPEALEAU COUNTY, WISCONSIN

SCHEDULE OF LAND & INTERESTS		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED
7	STEVE M. & DENISE M. OIEN	PLE	2,648 SQ. FT.

N

1 INCH = 20 FEET

T 19 N
29 28
R 7 W

7

N41° 11' 08"E
21.31'

S79° 50' 24"E
79.91'

PERMANENT LIMITED EASEMENT

S59° 40' 14"E
32.00'

13.28'

N73° 47' 34"W
103.63'

S23° 39' 54"W
19.89'

POB

N73° 47' 34"W
146.76'

EAST LINE OF SECTION 29

699.96'

S1° 09' 44"E

1941.26'

NE 1/4 - SE 1/4

4

4

269+00

270+00

271+00

272+00

STH 54

EXISTING R/W

EXISTING R/W

NOTE:

COORDINATES AND BEARINGS SHOWN ON THIS EXHIBIT ARE REFERENCED THE WISCONSIN COUNTY COORDINATE SYSTEM, TREMPEALEAU COUNTY ZONE, NAD83 (2011), NAVD88 (2012) ADJUSTMENT.

RIGHT-OF-WAY MONUMENTS ARE NOT PLACED FOR TEMPORARY LIMITED EASEMENTS OR PERMANENT LIMITED EASEMENT. RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED THE U.S. PUBLIC LAND SURVEY OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS EXHIBIT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINE. THIS EXHIBIT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, INCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

REFER TO RECORDED DEED FOR INFORMATION DEFINING TERMS OF THE TEMPORARY LIMITED EASEMENT AND THE PERMANENT LIMITED EASEMENTS IN THIS EXHIBIT.

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TOWN OF GALE

T 19 N
29 28
32 33
R 7 W

PROJECT NO: 7550-00-22	HWY: STH 54	COUNTY: TREMPEALEAU	EXHIBIT FOR PLE	SHEET E3.00	E

FILE NAME : W:\SURVEY\PROJECTS\TREMPEALEAU\STH54\75500001\RWNEEDS\ROW NEEDS.DWG PLOT DATE : 4/6/2018 10:46 AM PLOT BY : HOLME, WILLIAM G PLOT NAME :

WISDOT/CADDS SHEET 42

EXHIBIT FOR PARCEL 8 FOR PLE
PIN: 016-00408-0000

BEING PART OF THE NW 1/4 OF THE NW 1/4, SEC. 28, T 19 N, R 7 W,
TOWN OF GALE, TREMPEALEAU COUNTY, WISCONSIN

SCHEDULE OF LAND & INTERESTS		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED
8	DEBRA ALECKSON et al	PLE	1,171 SQ. FT.

N

1 INCH = 20 FEET

EXISTING R/W

306+00

307+00

STH 54

308+00

EXISTING R/W

4

4

WEST LINE OF SECTION 28

969.67'

N89° 10' 04"E
1259.60'

POB

N9° 50' 27"W
19.10'

65.71'

N36° 21' 30"W
20.22'

S63° 30' 33"W
30.02'

S89° 03' 58"W
20.00'

PERMANENT LIMITED EASEMENT

8

16TH LINE

S0° 49' 56"E

1068.93'

NW 1/4 - NW 1/4

NE 1/4 - NW 1/4

TOWN OF GALE

NOTE:

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REFER TO RECORDED DEED FOR INFORMATION DEFINING TERMS OF THE TEMPORARY LIMITED EASEMENT AND THE PERMANENT LIMITED EASEMENTS IN THIS EXHIBIT.

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PROJECT NO: 7550-00-22	HWY: STH 54	COUNTY: TREMPEALEAU	EXHIBIT FOR PLE	SHEET E3.005	E

FILE NAME : W:\SURVEY\PROJECTS\TREMPEALEAU\STH54\75500001\RWNEEDS\ROW NEEDS.DWG PLOT DATE : 4/6/2018 10:47 AM PLOT BY : HOLME, WILLIAM G PLOT NAME :

WISDOT/CADDS SHEET 42

EXHIBIT FOR PARCEL 9 FOR TLE
PIN: 016-00412-0000

BEING PART OF THE SE 1/4 OF THE NW 1/4. SEC. 28, T 19 N, R 7 W,
TOWN OF GALE, TREMPEALEAU COUNTY, WISCONSIN

SCHEDULE OF LAND & INTERESTS		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED
9	JOEY J. & REBECCA A. SMITH TRUST	TLE	450 SQ. FT.

T 19 N
21
28
R 7 W

N

1 INCH = 20 FEET

4

SE 1/4 - NW 1/4

EXISTING R/W

EXISTING R/W

316+00

Z

16TH LINE

NORTH/SOUTH LINE OF SECTION 28

1356.34'

S0° 40' 54"E

STH 54

N0° 27' 29"W
8.47'

N6° 04' 18"W
17.40'

45.88'

9A

N72° 59' 04"W
20.00'

POB

N88° 39' 28"W
11.92'

S89° 19' 06"W
597.35'

TEMPORARY LIMITED EASEMENT

3926.88'

317+00

SE 1/4 - SW 1/4

TOWN OF GALE

T 19 N
28
33
R 7 W

4

NOTE:

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REFER TO RECORDED DEED FOR INFORMATION DEFINING TERMS OF THE TEMPORARY LIMITED EASEMENT AND THE PERMANENT LIMITED EASEMENTS IN THIS EXHIBIT.

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PROJECT NO: 7550-00-22	HWY: STH 54	COUNTY: TREMPEALEAU	EXHIBIT FOR TLE	SHEET E3.00	E

FILE NAME : W:\SURVEY\PROJECTS\TREMPEALEAU\STH54\75500001\RWNEEDS\ROW NEEDS.DWG PLOT DATE : 4/6/2018 10:48 AM PLOT BY : HOLME, WILLIAM G PLOT NAME :

WISDOT/CADDS SHEET 42

EXHIBIT FOR PARCEL 9 FOR PLE
PIN: 016-00412-0000 & 016-00402-0000

BEING PART OF THE SE 1/4 OF THE NW $\frac{1}{4}$ AND THE SW 1/4 OF THE NE 1/4,
SEC. 28, T 19 N, R 7 W, TOWN OF GALE, TREMPEALEAU COUNTY, WISCONSIN

SE 1/4 - NW 1/4

SW 1/4 - NE 1/4

TOWN OF GALE

SCHEDULE OF LAND & INTERESTS		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED
9	JOEY J. & REBECCA A. SMITH TRUST	PLE	2,231 SQ. FT.

NOTE:

COORDINATES AND BEARINGS SHOWN ON THIS EXHIBIT ARE REFERENCED THE WISCONSIN COUNTY COORDINATE SYSTEM, TREMPEALEAU COUNTY ZONE, NAD83 (2011), NAVD88 (2012) ADJUSTMENT.

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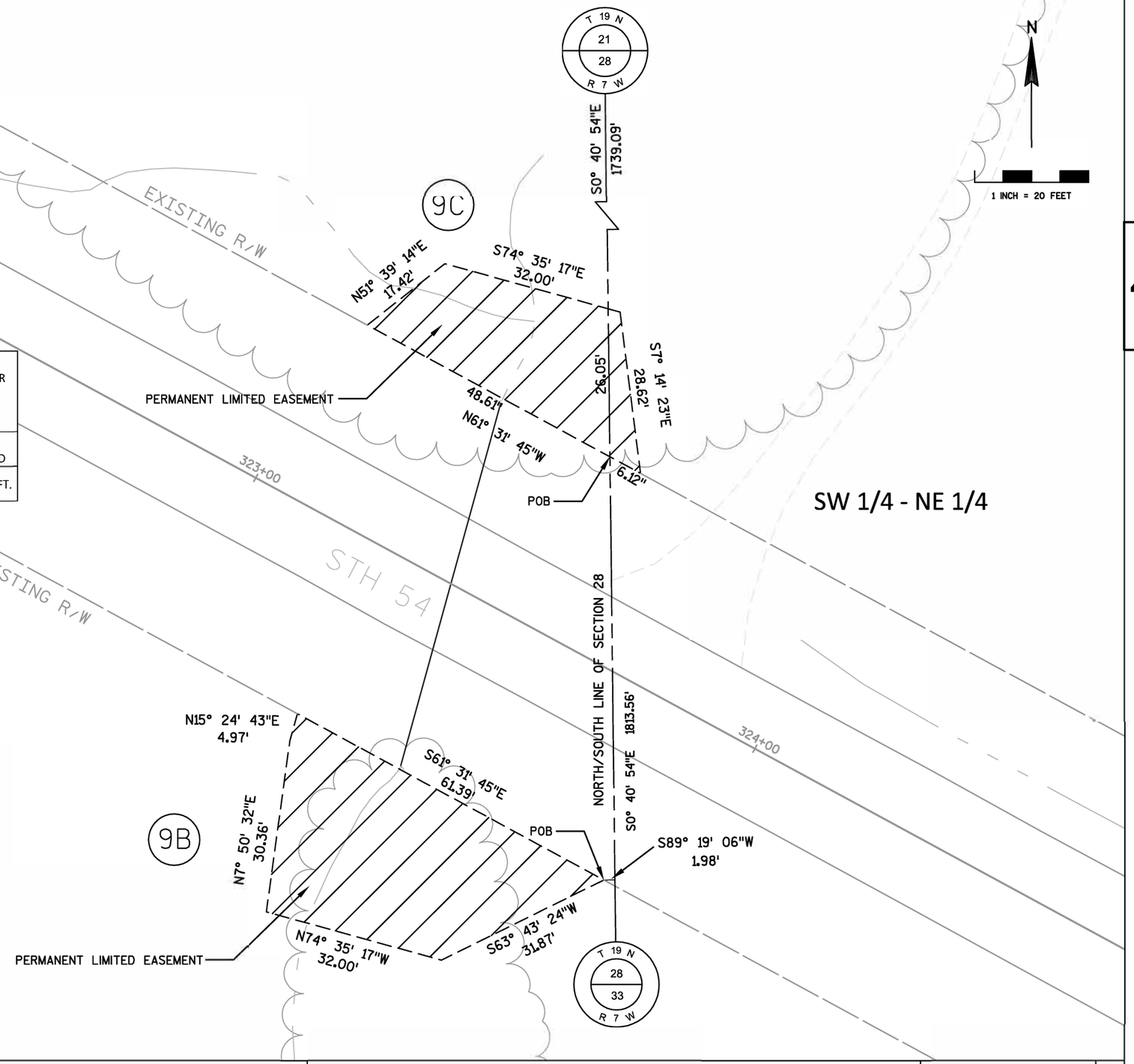


PROJECT NO: 7550-00-22	HWY: STH 54	COUNTY: TREMPEALEAU	EXHIBIT FOR PLE	SHEET E3.00	E

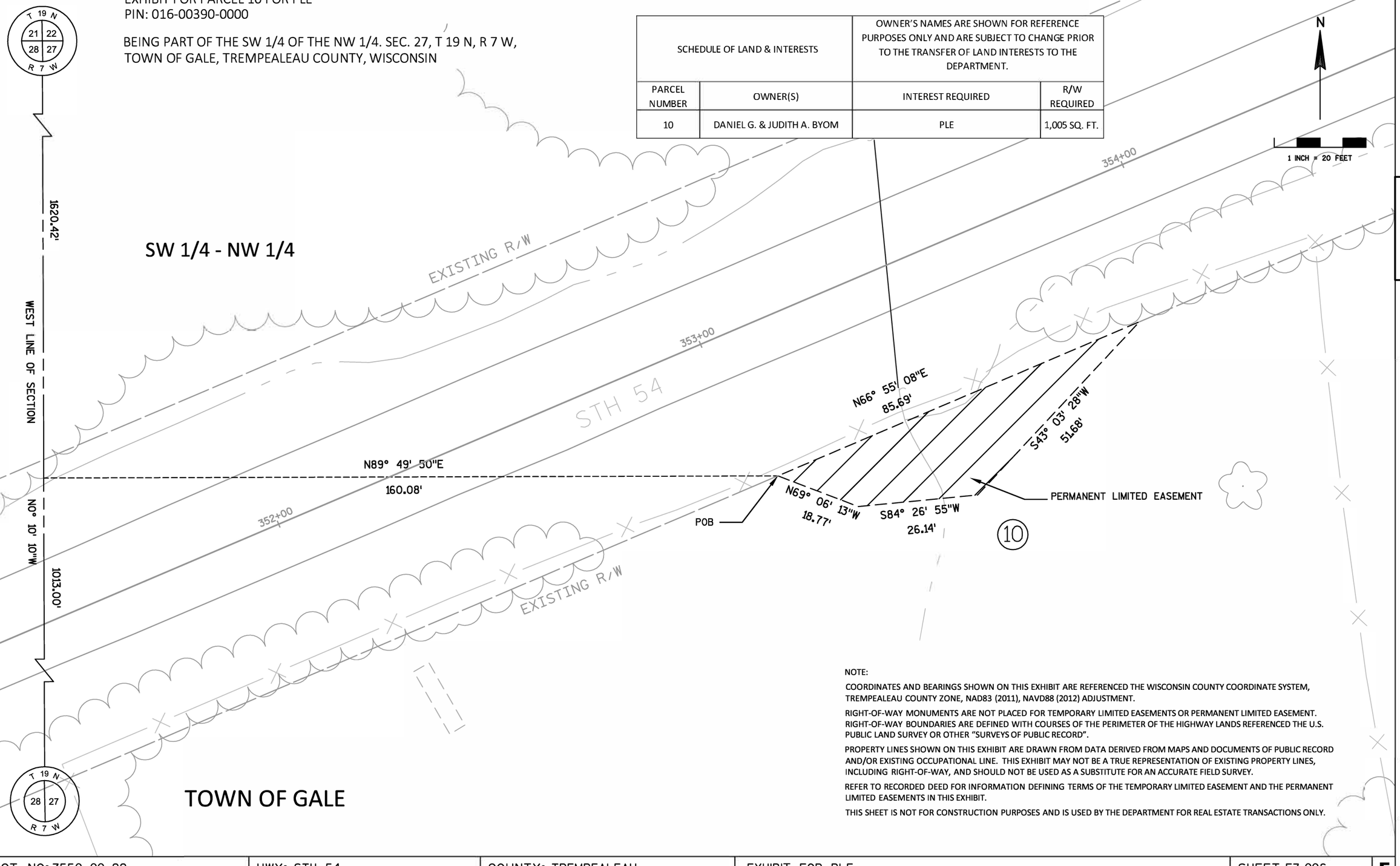
FILE NAME : W:\SURVEY\PROJECTS\TREMPEALEAU\STH54\75500001\RWNEEDS\ROW NEEDS.DWG PLOT DATE : 4/6/2018 11:24 AM PLOT BY : HOLME, WILLIAM G PLOT NAME :

WISDOT/CADDS SHEET 42

EXHIBIT FOR PARCEL 10 FOR PLE
PIN: 016-00390-0000

BEING PART OF THE SW 1/4 OF THE NW 1/4. SEC. 27, T 19 N, R 7 W,
TOWN OF GALE, TREMPEALEAU COUNTY, WISCONSIN

SCHEDULE OF LAND & INTERESTS		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED
10	DANIEL G. & JUDITH A. BYOM	PLE	1,005 SQ. FT.



NOTE:

COORDINATES AND BEARINGS SHOWN ON THIS EXHIBIT ARE REFERENCED THE WISCONSIN COUNTY COORDINATE SYSTEM, TREMPEALEAU COUNTY ZONE, NAD83 (2011), NAVD88 (2012) ADJUSTMENT.

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PROJECT NO: 7550-00-22	HWY: STH 54	COUNTY: TREMPEALEAU	EXHIBIT FOR PLE	SHEET E3.00	E

FILE NAME : W:\SURVEY\PROJECTS\TREMPEALEAU\STH54\75500001\RWNEEDS\ROW NEEDS.DWG PLOT DATE : 4/6/2018 10:51 AM PLOT BY : HOLME, WILLIAM G PLOT NAME :

WISDOT/CADDS SHEET 42

EXHIBIT FOR TLE
PIN: 016-00383-0000

BEING PART OF THE SW 1/4 OF THE NE 1/4. SEC. 27, T 19 N, R 7 W,
TOWN OF GALE, TREMPEALEAU COUNTY, WISCONSIN

SCHEDULE OF LAND & INTERESTS		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED
11	TIMOTHY A. & SHERYL M. BYOM	TLE	2,451 SQ. FT.

N

1 INCH = 20 FEET

T 19 N
22 21
27 26
R 7 W

4

4

11

S85° 35' 19"E
59.27'

S76° 15' 10"E
100.10'

141.44'

S69° 37' 08"E
40.46'

TEMPORARY LIMITED EASEMENT

S89° 38' 38"W
59.47'

POB

S89° 53' 08"W
1341.22'

EAST LINE OF SECTION 27

1759.76'

N0° 06' 52"W

862.67'

391+00

STH 54

392+00

393+00

SW 1/4 - NE 1/4

TOWN OF GALE

NOTE:

COORDINATES AND BEARINGS SHOWN ON THIS EXHIBIT ARE REFERENCED THE WISCONSIN COUNTY COORDINATE SYSTEM, TREMPEALEAU COUNTY ZONE, NAD83 (2011), NAVD88 (2012) ADJUSTMENT.

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T 19 N
27 26
R 7 W

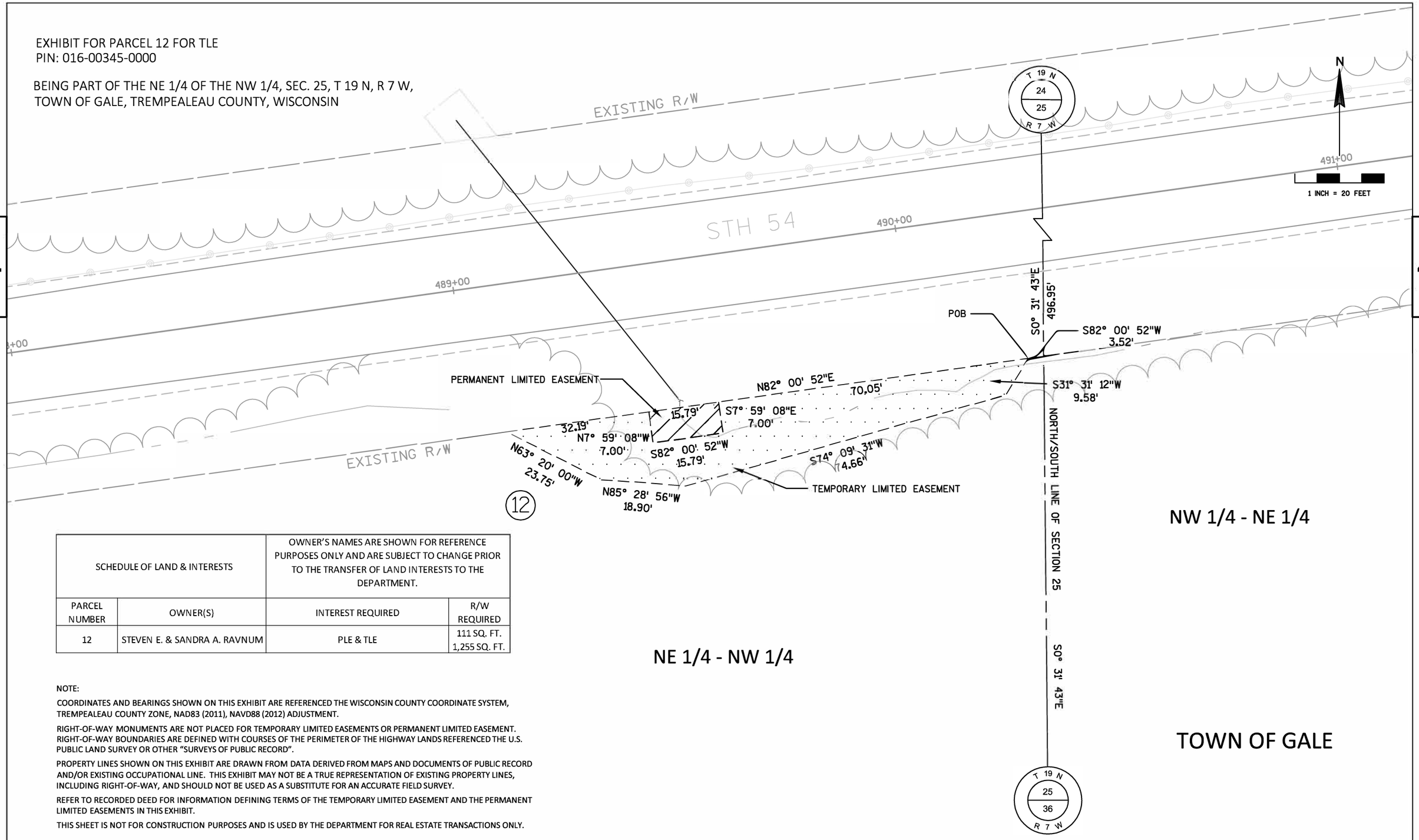
PROJECT NO: 7550-00-22	HWY: STH 54	COUNTY: TREMPEALEAU	EXHIBIT FOR TLE	SHEET E3.009	E

FILE NAME : W:\SURVEY\PROJECTS\TREMPEALEAU\STH54\75500001\RWNEEDS\ROW NEEDS.DWG PLOT DATE : 4/6/2018 10:52 AM PLOT BY : HOLME, WILLIAM G PLOT NAME :

WISDOT/CADDS SHEET 42

EXHIBIT FOR PARCEL 12 FOR TLE
PIN: 016-00345-0000

BEING PART OF THE NE 1/4 OF THE NW 1/4, SEC. 25, T 19 N, R 7 W,
TOWN OF GALE, TREMPEALEAU COUNTY, WISCONSIN



SCHEDULE OF LAND & INTERESTS		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED
12	STEVEN E. & SANDRA A. RAVNUM	PLE & TLE	111 SQ. FT. 1,255 SQ. FT.

NOTE:

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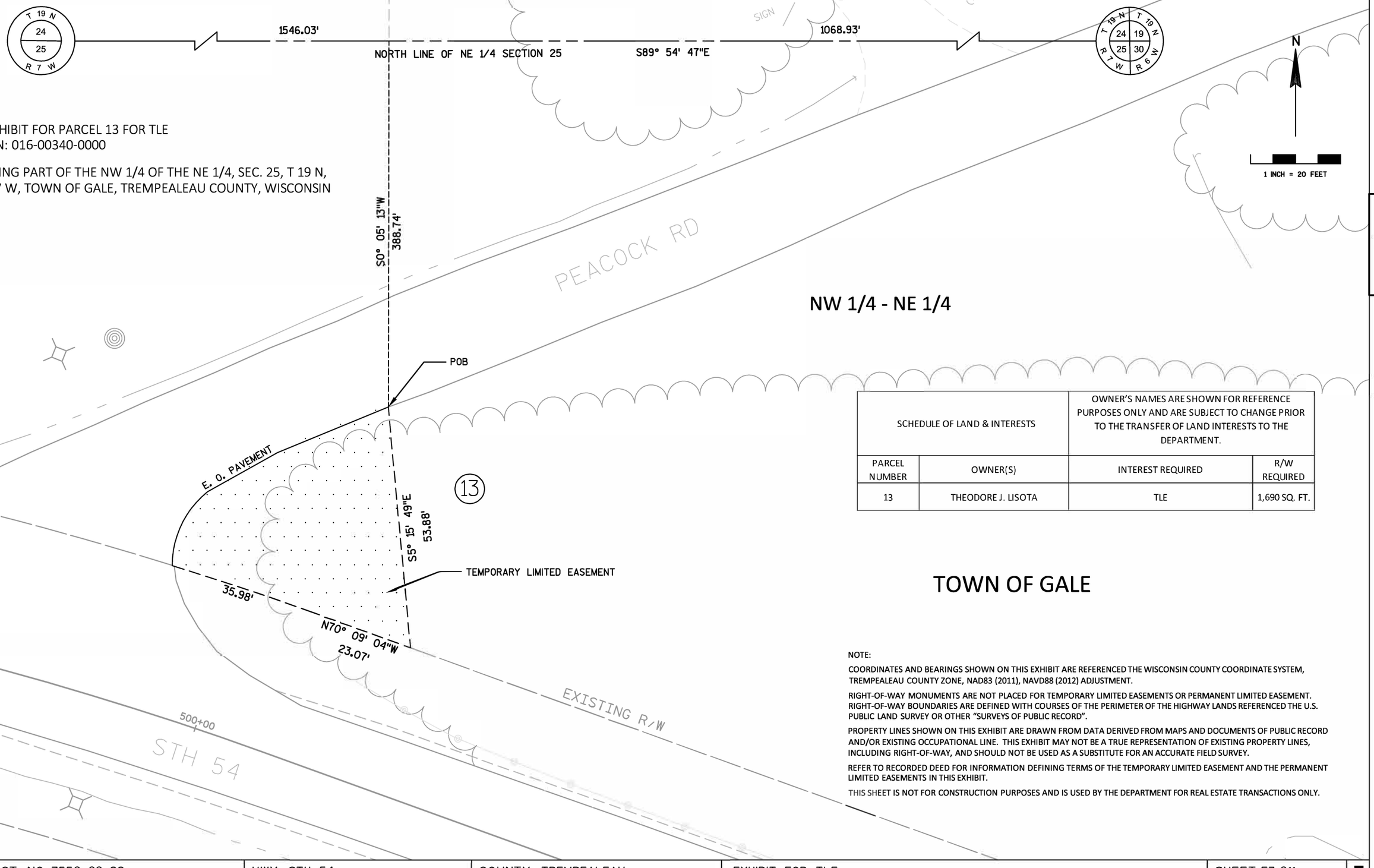
PROJECT NO: 7550-00-22	HWY: STH 54	COUNTY: TREMPEALEAU	EXHIBIT FOR PLE & TLE	SHEET E3.010	E

FILE NAME : W:\SURVEY\PROJECTS\TREMPEALEAU\STH54\75500001\RWNEEDS\ROW NEEDS.DWG PLOT DATE : 4/12/2018 11:38 AM PLOT BY : HOLME, WILLIAM G PLOT NAME :

WISDOT/CADDS SHEET 42



SCHEDULE OF LAND & INTERESTS		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED
13	THEODORE J. LISOTA	TLE	1,690 SQ. FT.

TOWN OF GALE

NOTE:

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PROJECT NO: 7550-00-22	HWY: STH 54	COUNTY: TREMPEALEAU	EXHIBIT FOR TLE	SHEET E3.011	E

FILE NAME : W:\SURVEY\PROJECTS\TREMPEALEAU\STH54\7550001\RWNEEDS\ROW NEEDS.DWG PLOT DATE : 4/6/2018 10:56 AM PLOT BY : HOLME, WILLIAM G PLOT NAME :
WISDOT/CADDS SHEET 42

EXHIBIT FOR PARCEL 14 FOR TLE
PIN: 016-00339-0000

BEING PART OF THE NE 1/4 OF THE NE 1/4, SEC. 25, T 19 N, R 7 W, TOWN OF GALE, TREMPEALEAU COUNTY, WISCONSIN

SCHEDULE OF LAND & INTERESTS		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED
14	CHAD E. CONRAD	TLE	6,855 SQ. FT.

N

1 INCH = 20 FEET

NOTE:

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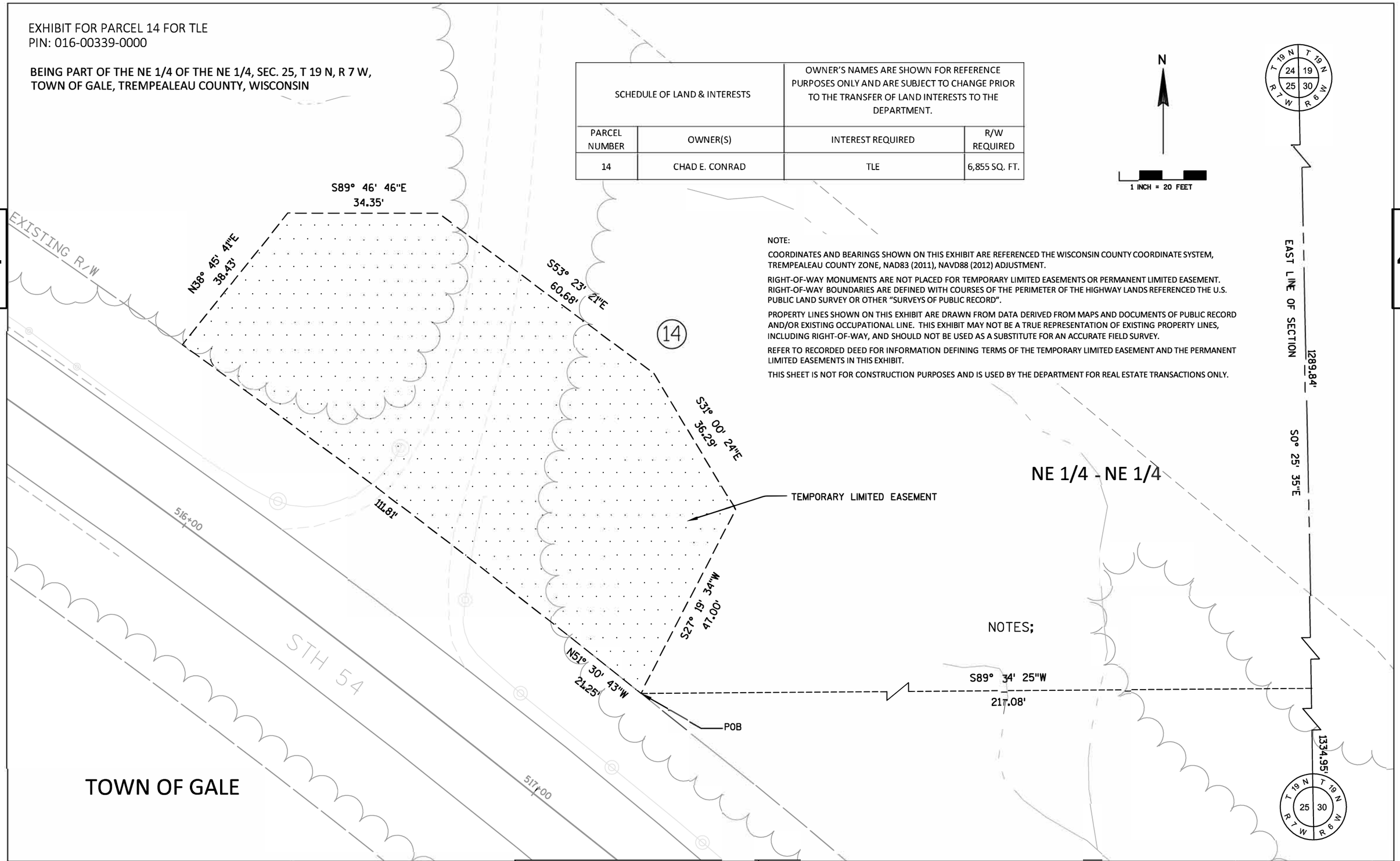
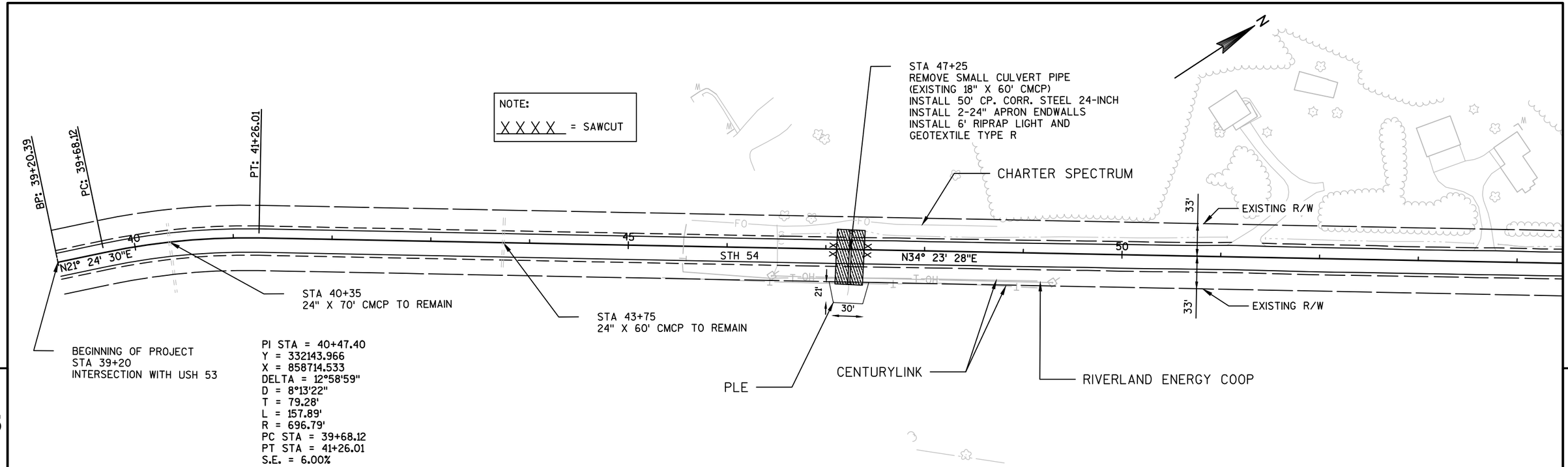
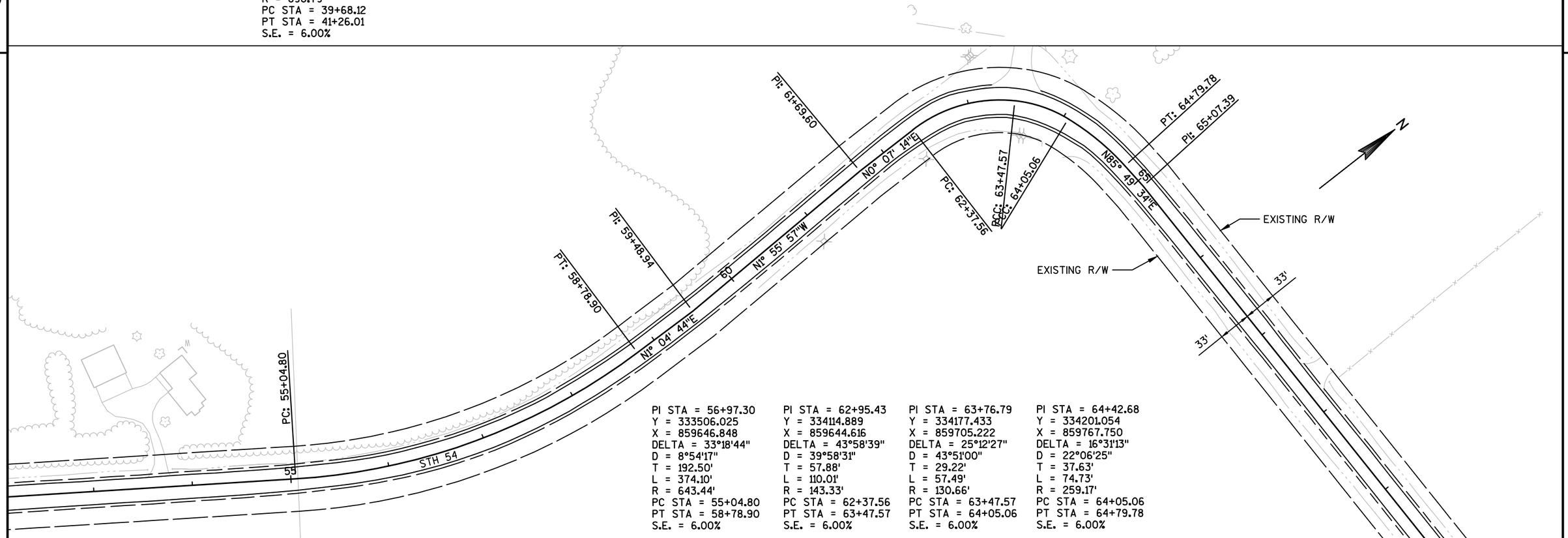


PROJECT NO: 7550-00-22	HWY: STH 54	COUNTY: TREMPEALEAU	EXHIBIT FOR TLE	SHEET E3.012	E

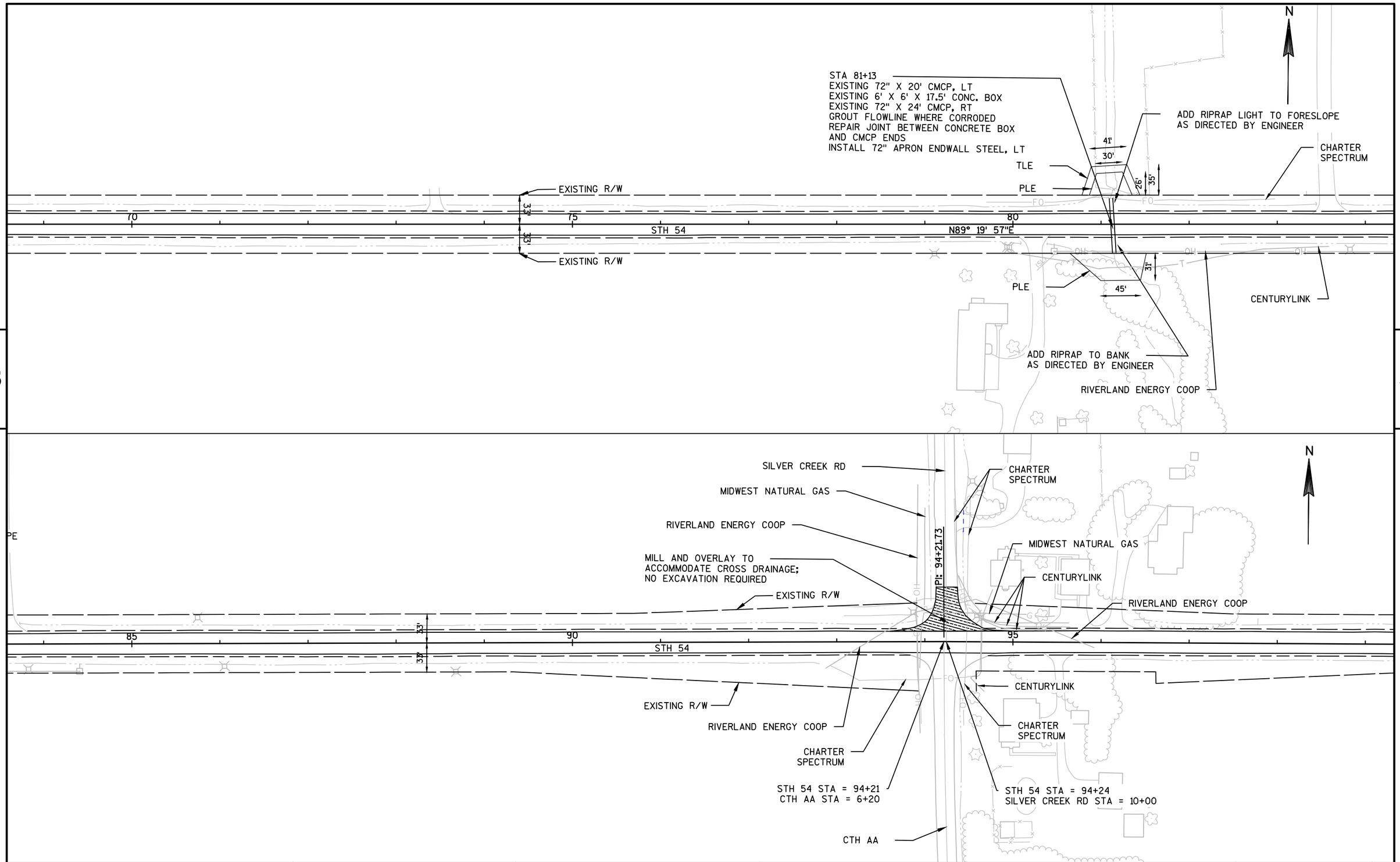
FILE NAME : W:\SURVEY\PROJECTS\TREMPEALEAU\STH54\75500001\RWNEEDS\ROW NEEDS.DWG PLOT DATE : 4/6/2018 10:58 AM PLOT BY : HOLME, WILLIAM G PLOT NAME :

WISDOT/CADDS SHEET 42

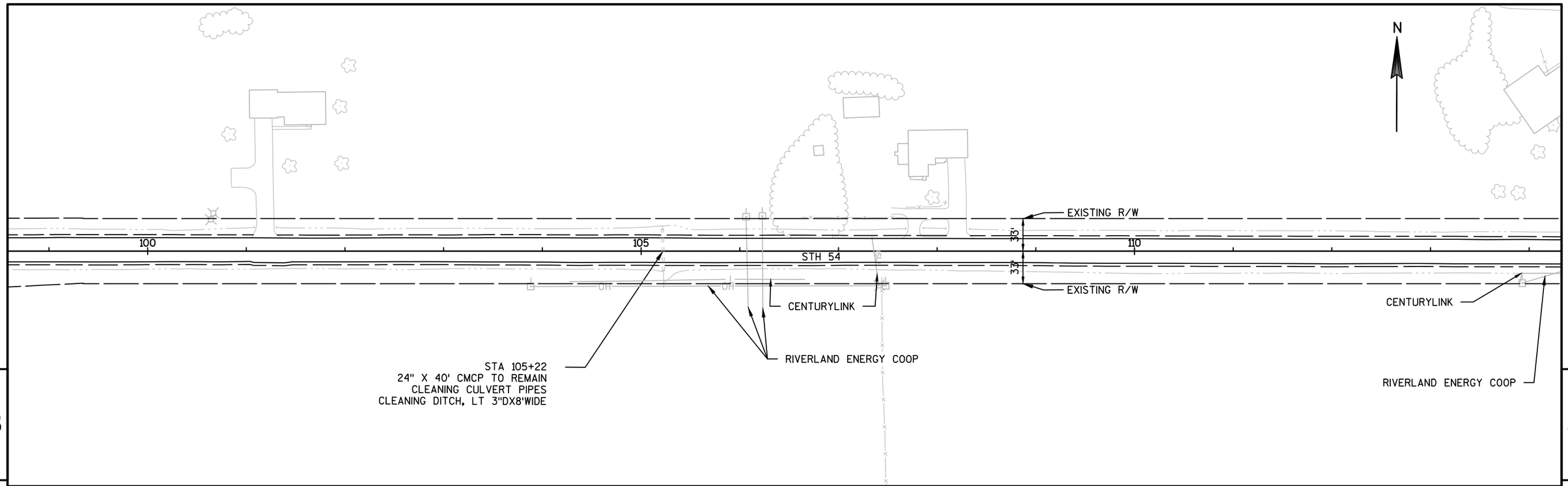




PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 119 E



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 120	E



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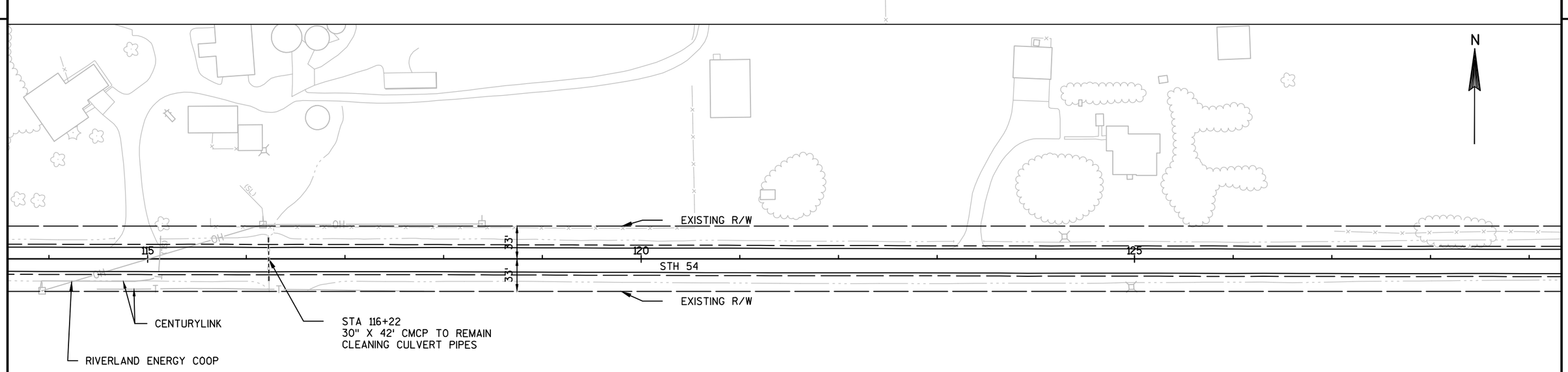
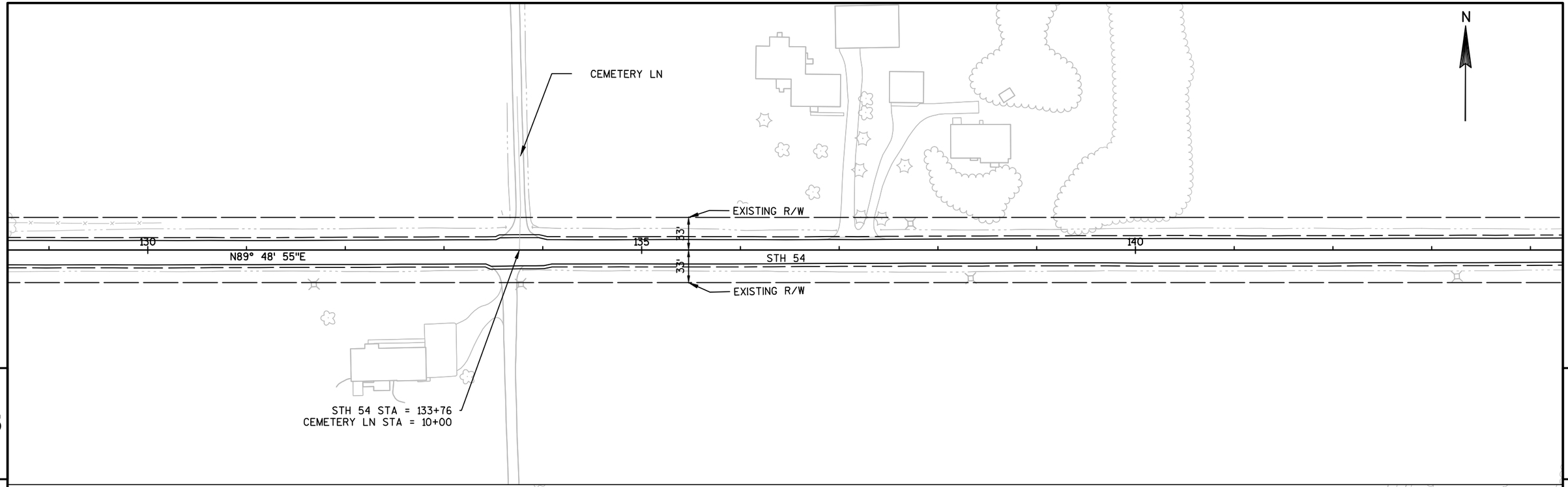
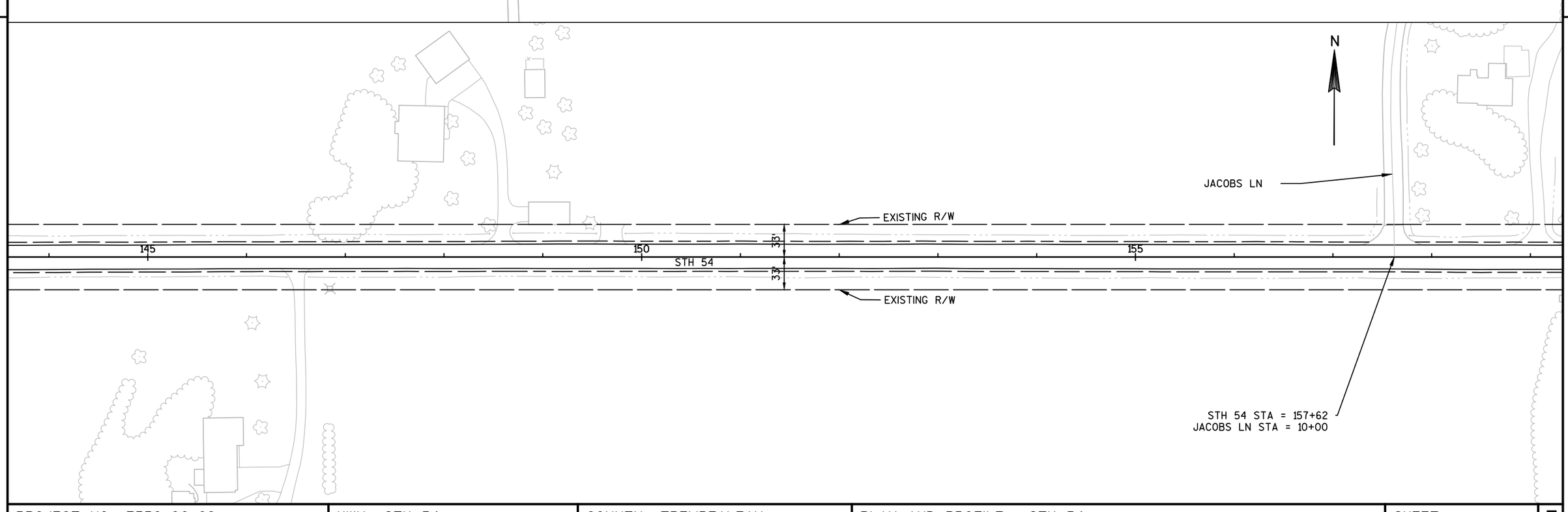
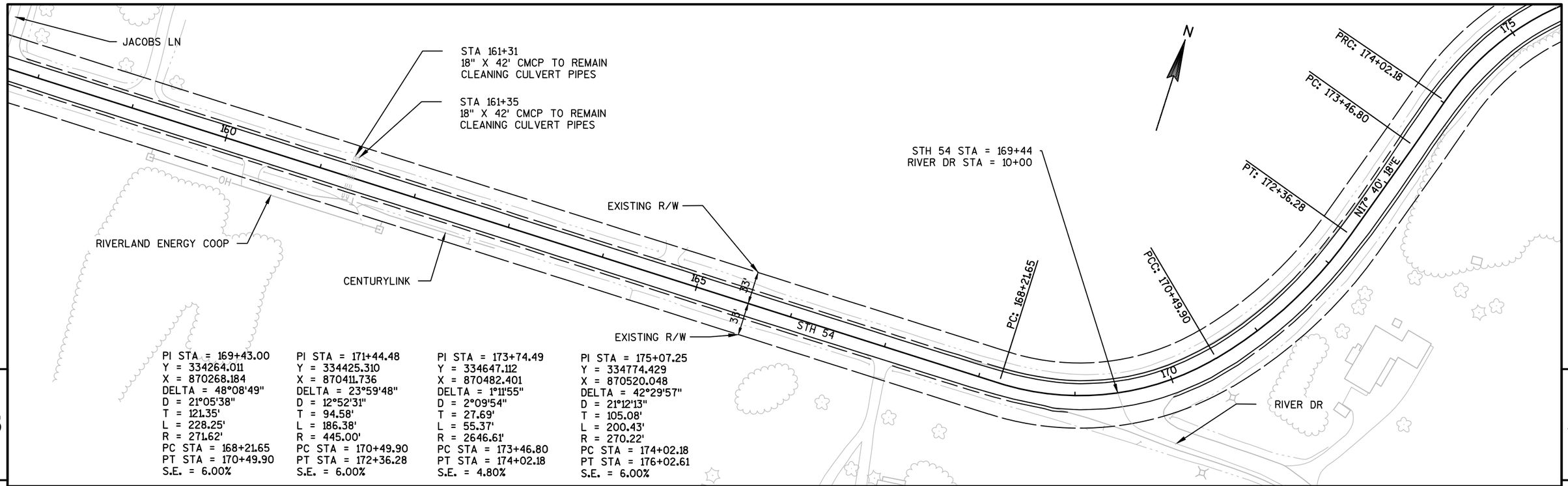


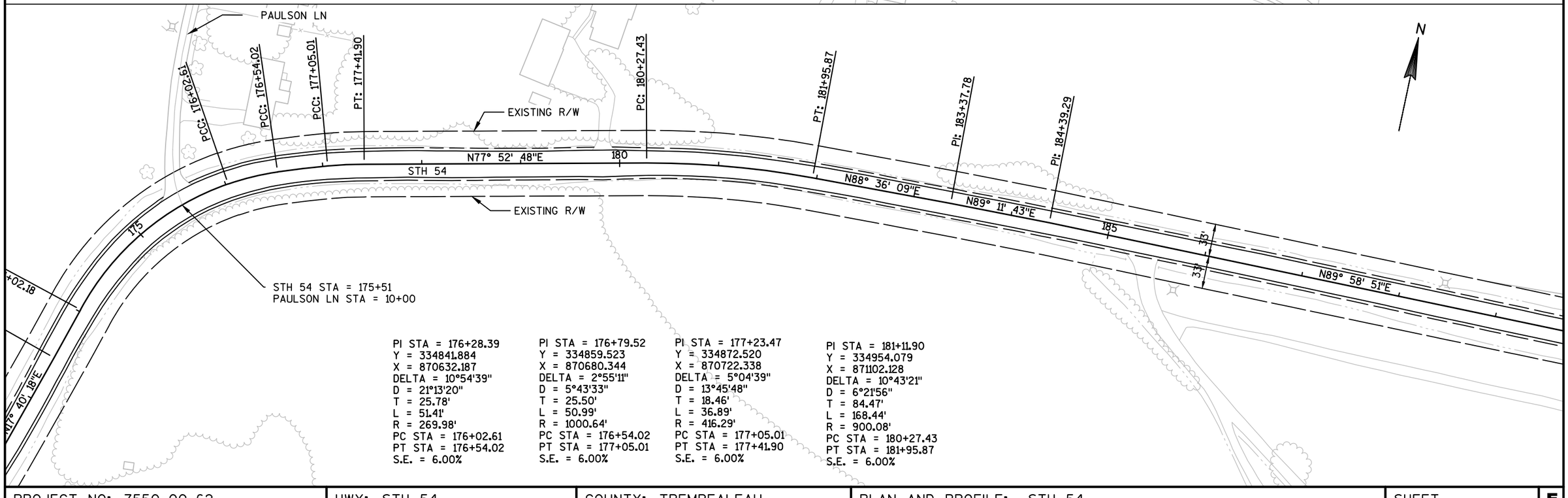
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 121	E





PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 122	E





PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 123 E

FILE NAME : N:\PDS\C3D\75500001\SHEETSOTHER\75500001PP 11.17.2015 PLAN.DWG
LAYOUT NAME - SHEET - (43)
PLOT DATE : 10/31/2018 3:20 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

NOTE:
XXXX = SAWCUT

STA 190+52
REMOVE SMALL CULVERT PIPE
(EXISTING 24" x 44' CMCP)
INSTALL 44' CP CORR. STEEL 24-INCH
INSTALL 24" APRON ENDWALL, RT, LT

PC: 190+68.63
CENTURYLINK
PCC: 192+84.29
PT: 193+81.15
PI: 194+94.08
PI: 195+98.55
PI: 197+54.58
EXISTING R/W
PC: 200+77.37
SKUNK COULLEE RD
STH 54 STA = 202+56
SKUNK COULEE RD STA = 202+60
66'
33'
50'
45'
60'
190
195
200
N68° 07' 14"E
N65° 42' 36"E
N63° 06' 39"E
N61° 09' 40"E
83'
35'
STH 54
EXISTING R/W
RIVERLAND ENERGY COOP
BEAM GUARD GRADING LIMITS

PI STA = 191+76.79
Y = 334961.271
X = 872167.437
DELTA = 10°57'47"
D = 5°05'00"
T = 108.16'
L = 215.67'
R = 1127.13'
PC STA = 190+68.63
PT STA = 192+84.29
S.E. = 6.00%

PI STA = 193+32.87
Y = 334991.130
X = 872321.308
DELTA = 10°53'51"
D = 11°15'01"
T = 48.58'
L = 96.86'
R = 509.28'
PC STA = 192+84.29
PT STA = 193+81.15
S.E. = 6.00%

STA 193+24
EXISTING 24" X 44' CMCP TO REMAIN
CLEANING DITCH, LT, TO NORMAL DITCH
FLOWLINE APPROX. 10' WEST OF INLET

STA 196+15
36' OF EXISTING 18" X 44' CMCP TO REMAIN
REMOVE 8' OF CULVERT PIPE, RT
INSTALL 8' CP. CORR. STEEL 18-INCH, RT
INSTALL 1-18" APRON ENDWALL, RT

STA 200+32 - STA 212+12
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL
INSTALL MGS EATS
PAVE TO FACE OF GUARDRAIL
PAVE ASPHALTIC CURB AND GUTTER

BEAM GUARD GRADING LIMITS
STA 202+44.23
24" x 110' CMCP TO REMAIN

PI STA = 203+34.95
Y = 335444.796
X = 873213.954
DELTA = 37°15'55"
D = 7°30'00"
T = 257.58'
L = 496.87'
R = 763.94'
PC STA = 200+77.37
PT STA = 205+74.24
S.E. = 6.00%

STA 209+17 TO STA 209+92
REMOVE SMALL CULVERT PIPE
(EXISTING 18"x78' CP)
INSTALL 78' CP CORR. STEEL 18-INCH, LT
INSTALL 2-18" APRON ENDWALLS

EXISTING R/W
PT: 205+74.24
CENTURYLINK
PC: 208+03.61
EXISTING L.H.E. FOR DRAINAGE
0.68 ACRES (PERM.)
170'
170'
60'
80'
205
210
215
S81° 34' 24"E
PAINT CP
MIDWEST NATURAL GAS
BEAM GUARD GRADING LIMITS
EXISTING R/W

STA 209+07 — STA 213+47
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL 1074' MGS GUARDRAIL 3
INSTALL MGS EATS

STA 212+11 TO STA 213+00
18"X88' CP TO REMAIN; INSTALL RIPRAP
LIGHT AND GEOTEXTILE TYPE R, STA 212+11

MIDWEST NATURAL GAS
RIVERLAND ENERGY COOP
STH 54
70'
THIS PAVED SHLD NOT INCLUDED
IN MILL AND PAVEMENT QUANTITIES

STH 54 STA = 219+55
BRADY STA = 10+00
PC: 219+51.16
PT: 216+97.43
80'
50'
N53° 44' 10"E
BRADY LN

PI STA = 212+74.65
Y = 335304.412
X = 874161.597
DELTA = 44°41'26"
D = 5°00'00"
T = 471.03'
L = 893.81'
R = 1145.92'
PC STA = 208+03.61
PT STA = 216+97.43
S.E. = 6.00%

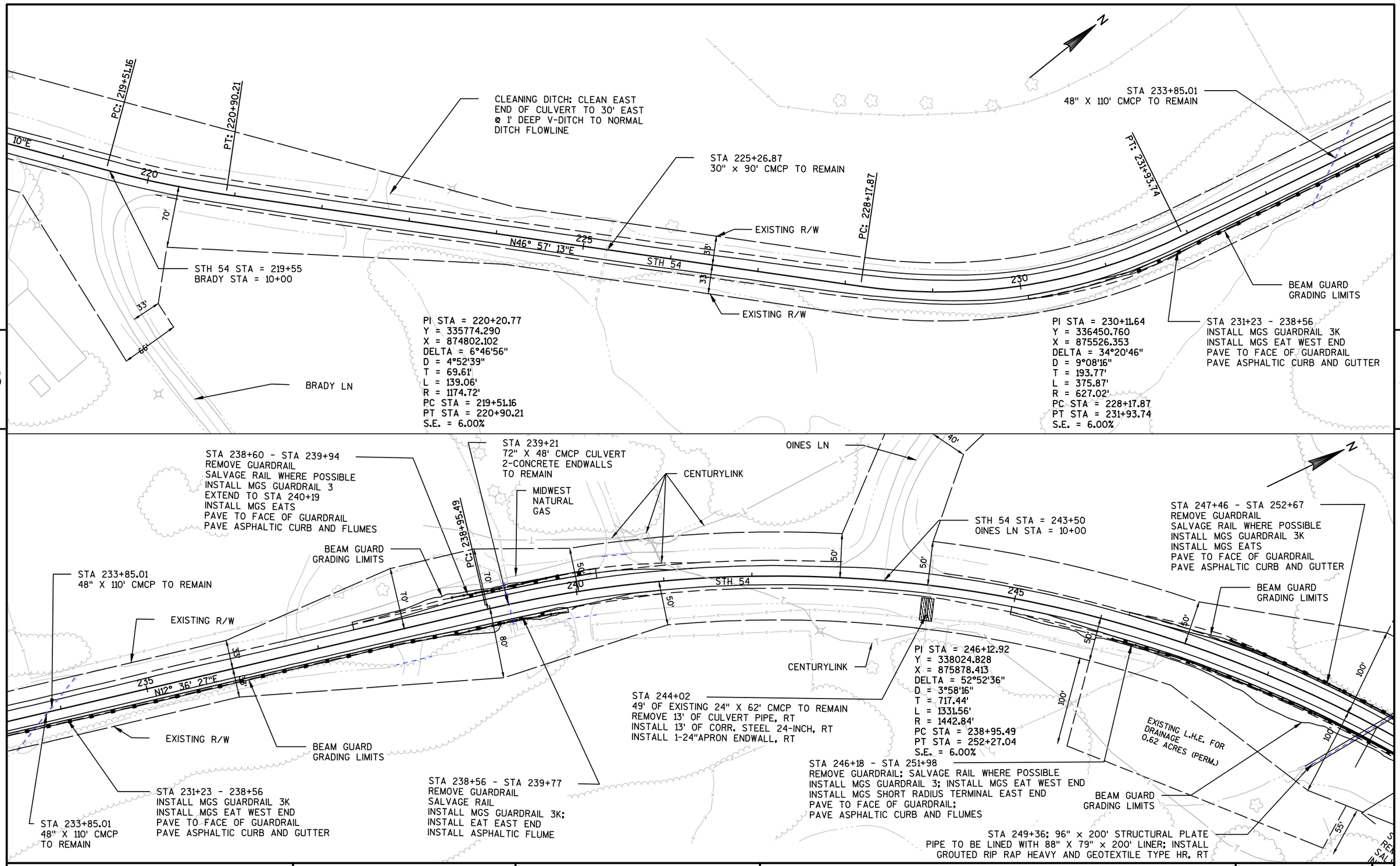
STA 200+32 - STA 212+12
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL
INSTALL MGS EATS
PAVE TO FACE OF GUARDRAIL
PAVE ASPHALTIC CURB AND GUTTER

STA 210+38.95
108" x 138' STRUCTURAL PLATE PIPE TO REMAIN
INSTALL GROUTED RIPRAP HEAVY AND GEOTEXTILE
TYPE HR, RT

150'
110'
150'
EXISTING L.H.E. FOR DRAINAGE
0.17 ACRES (PERM.)

STA 210+53
108" x 146' STRUCTURAL PLATE PIPE TO REMAIN
ADD RIPRAP MEDIUM, LT; INSTALL GROUTED RIPRAP HEAVY
AND GEOTEXTILE TYPE HR, RT

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 124	E



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 125	E

FILE NAME : N:\PDS\C3D\75500001\SHEETSOTHER\75500001PP 11.17.2015 PLAN.DWG
LAYOUT NAME - SHEET - (47)

PLOT DATE : 10/31/2018 3:22 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

STA 247+46 - 252+67
REMOVE GUARDRAIL; INSTALL MGS GUARDRAIL 3K;
INSTALL MGS EATS
PAVE TO FACE OF GUARDRAIL

EXISTING L.H.E. FOR DRAINAGE 0.24 ACRES (PERM.)

RIVERLAND ENERGY COOP

STA 251+76.40
1-72"x54' CULVERT TO REMAIN

RIVERLAND ENERGY COOP

BEAM GUARD GRADING LIMITS

PT: 252+27.04

STA 253+50 - STA 255+75
CLEAR TREES WITHIN ROW

STA 256+18 - STA 257+20
EXCAVATION COMMON: CUT
DITCH 3.5:1 SLOPES 2' DEEP

EXISTING R/W

STA 261+40 - STA 264+66
REMOVE GUARDRAIL; SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL 3K
INSTALL MGS EATS
PAVE TO FACE OF RAIL
INSTALL CURB AND FLUME UNDER RAIL

CENTURYLINK

BORROW: GRADE 10:1 TO 25' FROM ℄; FROM THENCE FILL FORESLOPE @ 3.25:1 TO 40' FROM ℄.

BEAM GUARD GRADING LIMITS

50'
100'
250
70'
33'
255
260
STH 54
N65° 29' 03"E

BEAM GUARD GRADING LIMITS

CENTURYLINK

STA 255+28
24"X54' C.M.C.P. TO REMAIN

EXISTING R/W

RIVERLAND ENERGY COOP

STA 261+95
64' OF EXISTING 30" X 70' CMCP
TO REMAIN
REMOVE 6' OF CULVERT PIPE, RT
INSTALL 26' CP CORR. STEEL 30-INCH, RT
AEW FOR CP STEEL 30-INCH, RT

PLE
TLE
114'
53'

EXCAVATION COMMON:
FROM EXTENDED INLET
CUT 3:1 SLOPE TO
SURFACE

STA 246+18 - STA 251+98
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL 3
INSTALL MGS EAT WEST END
INSTALL MGS SHORT RADIUS
TERMINAL EAST END
PAVE TO FACE OF GUARDRAIL
PAVE ASPHALTIC CURB AND FLUMES

STA 252+37
REMOVE SMALL CULVERT PIPE
(EXISTING 18"x60' C.P.)
INSTALL 60' CP. CORR. STEEL 24-INCH
2-24" APRON ENDWALLS

16' RADIUS
32' ARC

NOTE:
XXXX = SAWCUT

STA 261+61 - STA 262+85
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL CURB AND FLUME
REGRADE DITCH

STA 249+36; 96" x 200' STRUCTURAL PLATE
PIPE TO BE LINED WITH 88" X 79" x 200' LINER; INSTALL
GROUTED RIP RAP HEAVY AND GEOTEXTILE TYPE HR, RT

5

5

N

STA 268+50 - STA 271+75
TRIMMING TREES LT

BEAM GUARD GRADING LIMITS

PC: 266+36.94

CENTURYLINK

EXISTING R/W

PT: 269+29.12

PLE

STA 270+06
(EXISTING CMCP 15"x6', RT)
(EXISTING 2'x2' CONC BOX x 24')
(EXISTING CMCP 18"x22', LT)
REMOVE 22' OF CULVERT PIPE, LT
INSTALL 22' OF CORR. STEEL 18-INCH, LT
CONCRETE COLLAR REQUIRED
INSTALL 1-18" APRON ENDWALL, LT
ADD RIPRAP

STA 269+50 - STA 278+04
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL 3K
INSTALL MGS EATS
PAVE TO FACE OF RAIL
INSTALL CURB AND FLUMES PER
ENGINEER'S DIRECTIVE UNDER RAIL

STA 278+04 - STA 278+90
FILL IN 85' GAP WITH MGS
GUARDRAIL 3K
PAVE TO FACE OF GUARDRAIL
INSTALL ASPHALTIC CURB AND FLUME
PER ENGINEER'S DIRECTIVE

33'
33'
117'
28'
265
S73° 47' 34"E
STH 54
PC: 273+53.74
PCC: 275+07.58
PC: 277+66.43
PT: 277+46.60
275
N45° 26' 18"E
280

STA 265+50 - STA 276+00
TRIMMING TREES RT

STA 269+88 - STA 271+65
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE

STA 261+40 - STA 264+66
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL 3K
INSTALL MGS EATS
PAVE TO FACE OF RAIL
INSTALL CURB AND FLUME UNDER RAIL

PI STA = 267+89.51
Y = 338970.860
X = 877952.774
DELTA = 40°43'23"
D = 13°56'16"
T = 152.57'
L = 292.18'
R = 411.08'
PC STA = 266+36.94
PT STA = 269+29.12
S.E. = 6.00%

NOTE:
XXXX = SAWCUT

PI STA = 274+30.85
Y = 338788.236
X = 878581.071
DELTA = 9°58'23"
D = 6°28'58"
T = 77.12'
L = 153.84'
R = 883.82'
PC STA = 273+53.74
PT STA = 275+07.58
S.E. = 6.00%

STA 274+50
18" x 40' CMCP TO REMAIN

STA 276+00
IMPROVE SUPERELEVATION
WITH WEDGING

PI STA = 276+35.59
Y = 338765.962
X = 878784.980
DELTA = 50°47'45"
D = 21°15'05"
T = 128.01'
L = 239.02'
R = 269.61'
PC STA = 275+07.58
PT STA = 277+46.60
S.E. = 6.00%

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 126	E

5

5

STA 278+04 - STA 278+90
FILL IN 85' GAP WITH MGS
GUARDRAIL 3K
PAVE TO FACE OF GUARDRAIL
INSTALL ASPHALTIC CURB AND FLUME
PER ENGINEER'S DIRECTIVE

CENTURYLINK

STA 278+90 - STA 281+59
REMOVE GUARDRAIL; INSTALL MGS GUARDRAIL 3K
INSTALL MGS EAT EAST END
PAVE TO FACE OF RAIL
INSTALL CURB AND FLUME UNDER RAIL

PT: 282+24.39

BEAM GUARD
GRADING LIMITS

STA 285+00 - STA 288+00
TRIMMING TREES LT

PC: 285+78.29

PT: 289+99.12

294+91.64

N

N21° 23' 15"W

+07.58
+46.60

PI STA = 280+00.97
Y = 339034.263
X = 879057.419
DELTA = 30°28'30"
D = 6°39'16"
T = 234.53'
L = 457.96'
R = 861.00'
PC STA = 277+66.43
PT STA = 282+24.39
S.E. = 6.00%

STH 54 STA = 282+15
RIVER DR STA = 268+72

N14° 51' 48"E

CENTURYLINK

EXISTING R/W

33'

STH 54

33'

EXISTING R/W

RIVER DR

PI STA = 287+96.06
Y = 339813.127
X = 879265.581
DELTA = 36°21'03"
D = 8°38'17"
T = 217.77'
L = 420.83'
R = 663.31'
PC STA = 285+78.29
PT STA = 289+99.12
S.E. = 6.00%

NORTH RIDGE RD

PT: 298+65.71

STH 54 STA = 297+89
NORTH RIDGE RD STA = 10+00

N24° 36' 15"E

STA 303+33.30
EXISTING 18" x 52' CMCP TO REMAIN

PC: 302+68.92

PC: 301+19.58

BEAM GUARD
GRADING LIMITS

PCC: 305+81.39

N

EXISTING R/W

PCC: 296+46.27

STH 54

33'

33'

STA 296+00 - STA 297+00
TRIMMING TREES LT

STA 299+90 - STA 301+35
INSTALL MGS GUARDRAIL 3K
IN 145' GAP
INSTALL ASPHALTIC CURB AND
FLUME PER ENGINEER'S DIRECTIVE

STA 301+35 - STA 308+71
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL 3K
INSTALL MGS EAT ON EAST END
REMOVE ASPHALTIC CURB
INSTALL ASPHALTIC CURB AND FLUME
PER ENGINEER'S DIRECTIVE

NOTE:
XXXX = SAWCUT

PCC: 306+84.80

STA 294+87 - STA 299+90
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL 3K
INSTALL MGS EAT ON WEST END
REMOVE ASPHALTIC CURB
INSTALL ASPHALTIC CURB AND FLUME
PER ENGINEER'S DIRECTIVE

PLE

STA 307+37
EXISTING CMCP 18"x50'
REMOVE 8' CMCP LT & RT
INSTALL 8' CMCP LT & RT
AEW FOR CP STEEL 18-INCH, LT & RT
CLEANING DITCH, LT & RT
LT MAINLY AROUND ENDWALL 10"X3'X4'
RT COMPLETELY BURIED

PC: 294+91.64

EXISTING R/W

ROADSIDE CLEARING

29'

PT: 308+54.69

STA 307+50 - STA 309+50
TRIMMING TREES LT & RT

PI STA = 295+69.27
Y = 340546.785
X = 878978.250
DELTA = 12°32'58"
D = 8°06'57"
T = 77.62'
L = 154.63'
R = 705.97'
PC STA = 294+91.64
PT STA = 296+46.27
S.E. = 6.00%

PI STA = 297+59.22
Y = 340735.092
X = 878948.971
DELTA = 33°26'31"
D = 15°14'23"
T = 112.95'
L = 219.44'
R = 375.96'
PC STA = 296+46.27
PT STA = 298+65.71
S.E. = 6.00%

PI STA = 301+94.43
Y = 341136.657
X = 879132.857
DELTA = 9°48'09"
D = 6°33'51"
T = 74.85'
L = 149.33'
R = 872.86'
PC STA = 301+19.58
PT STA = 302+68.92
S.E. = 6.00%

PI STA = 304+39.56
Y = 341339.200
X = 879271.576
DELTA = 57°11'15"
D = 18°18'06"
T = 170.64'
L = 312.47'
R = 313.06'
PC STA = 302+68.92
PT STA = 305+81.39
S.E. = 6.00%

PI STA = 306+33.31
Y = 341333.009
X = 879494.055
DELTA = 12°47'05"
D = 12°21'47"
T = 51.92'
L = 103.41'
R = 463.44'
PC STA = 305+81.39
PT STA = 306+84.80
S.E. = 6.00%

PI STA = 307+70.01
Y = 341298.953
X = 879626.895
DELTA = 11°06'30"
D = 6°32'18"
T = 85.22'
L = 169.90'
R = 876.31'
PC STA = 306+84.80
PT STA = 308+54.69
S.E. = 6.00%

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 127	E

STA 307+50 - STA 309+50
TRIMMING TREES LT & RT

STA 309+93
(EXISTING CMCP 24" x 44')
CLEAN ENDWALL PAN, LT

RIVERLAND ENERGY COOP

PC: 314+50.18

PT: 317+15.19

PI: 317+75.23

PC: 318+04.76

PT: 319+88.76

NOTE:
XXXX = SAWCUT

S63° 14' 17"E

S64° 30' 46"E

S64° 35' 27"E

S37° 44' 54"E

S61° 3

STH 54

EXISTING R/W

EXISTING R/W

PLE

55'

23'

33'

PLE

18'

46'

TLE

BEAM GUARD
GRADING LIMITS

PI: 310+78.15

STA 313+61
(EXISTING CMCP 24"x40')
CLEAN ENDWALL PAN, RT

STA 315+92
(EXISTING CMCP 18"x44')
REMOVE APRON ENDWALL, RT
INSTALL 4' CP CORR. STEEL 18-INCH, RT
AEW FOR CP STEEL 18-INCH, RT
CLEAN ENDWALL PAN, LT

PI STA = 315+85.51
Y = 340937.670
X = 880358.545
DELTA = 28°38'50"
D = 10°48'36"
T = 135.33'
L = 265.01'
R = 530.03'
PC STA = 314+50.18
PT STA = 317+15.19
S.E. = 6.00%

PI STA = 318+98.10
Y = 340679.673
X = 880544.685
DELTA = 23°46'51"
D = 12°55'28"
T = 93.34'
L = 184.00'
R = 443.31'
PC STA = 318+04.76
PT STA = 319+88.76
S.E. = 6.00%

STA 323+39
(EXISTING CMCP 27"x10'), LT
(EXISTING 2'x2' CONC BOX x 50')
(EXISTING CMCP 24"x10'), RT
REMOVE 10' OF CULVERT PIPE, LT & RT
INSTALL 10' OF CORR. STEEL 24-INCH, LT
INSTALL 10' OF CORR. STEEL 24-INCH, RT
CONCRETE COLLAR REQUIRED, LT & RT
AEW FOR CP STEEL 24-INCH, LT & RT
RIPRAP, LT & RT

PLE

55'

33'

PLE

S61° 31' 45"E

EXISTING R/W

EXISTING R/W

STH 54

NOTE:
XXXX = SAWCUT

STA 329+18
EXISTING CMCP 18"x42' TO REMAIN

PC: 329+02.03

PCC: 330+45.68

PCC: 331+42.46

PT: 333+52.81

PI STA = 329+75.00
Y = 340165.022
X = 881493.709
DELTA = 24°52'07"
D = 17°18'39"
T = 72.98'
L = 143.66'
R = 330.98'
PC STA = 329+02.03
PT STA = 330+45.68
S.E. = 6.00%

RIVERLAND ENERGY COOP

CENTURYLINK

DEZALE LN

STH 54 STA = 329+71
DEZALE LN STA = 6+76

STA 336+79
EXISTING 36" X 102' C.S.C.P. TO REMAIN

PC: 336+63.48

COUNTY ROAD DD

55.82'

80'

33'

50'

50'

60'

N74° 04' 18"E

EXISTING P.L.E. FOR
FILL SLOPES
0.20 ACRES (PERM.)

STH 54 STA = 337+89
CTH DD STA = 10+00

BEAM GUARD
GRADING LIMITS

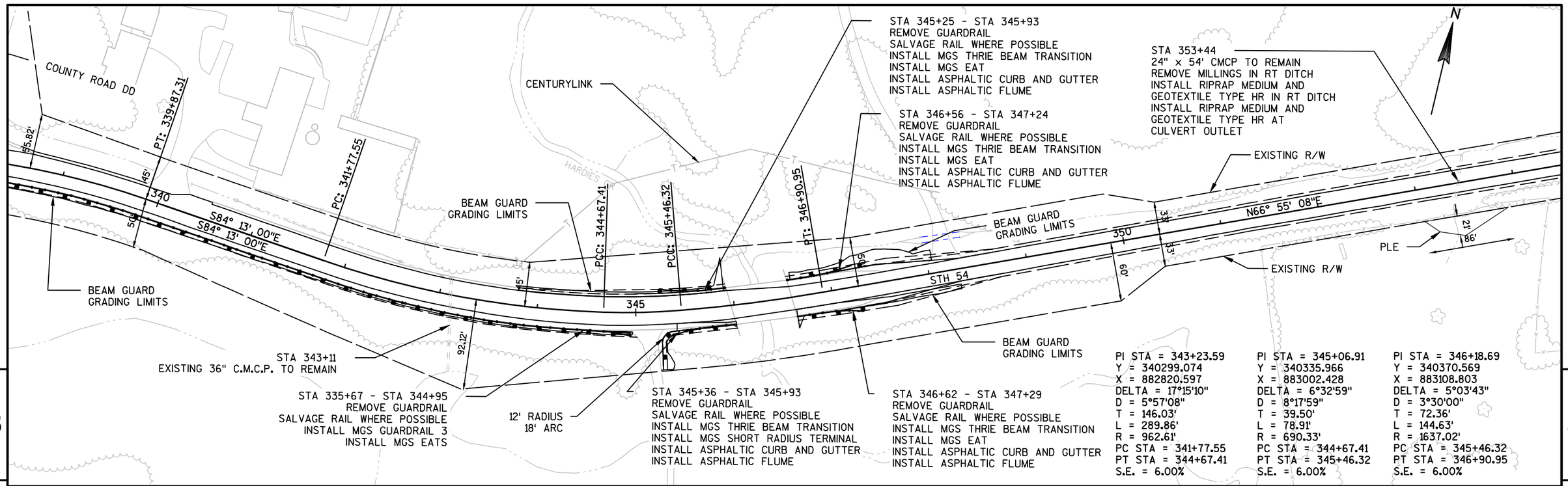
STA 335+67 - STA 344+95
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL 3
INSTALL MGS EATS

PI STA = 330+94.39
Y = 340157.377
X = 881615.153
DELTA = 15°58'42"
D = 16°30'36"
T = 48.71'
L = 96.78'
R = 347.04'
PC STA = 330+45.68
PT STA = 331+42.46
S.E. = 6.00%

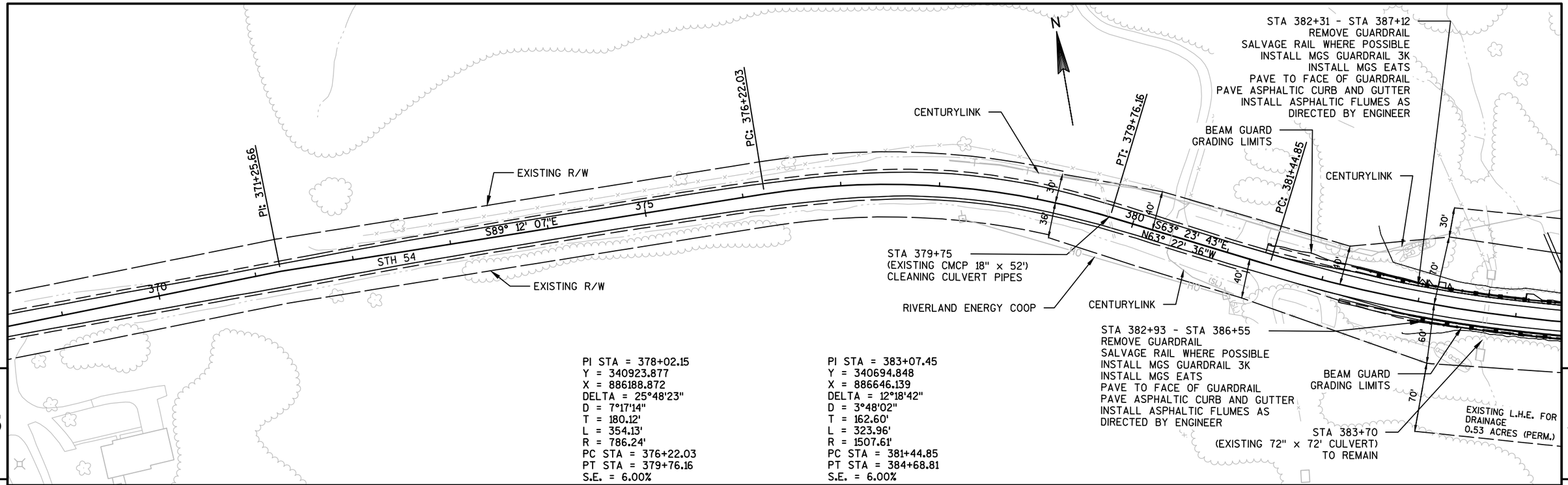
PI STA = 332+47.67
Y = 340190.365
X = 881765.488
DELTA = 3°33'08"
D = 1°41'20"
T = 105.21'
L = 210.34'
R = 3392.63'
PC STA = 331+42.46
PT STA = 333+52.81
S.E. = 4.00%

PI STA = 338+27.37
Y = 340349.473
X = 882322.992
DELTA = 21°42'43"
D = 6°42'17"
T = 163.88'
L = 323.83'
R = 854.56'
PC STA = 336+63.48
PT STA = 339+87.31
S.E. = 6.00%

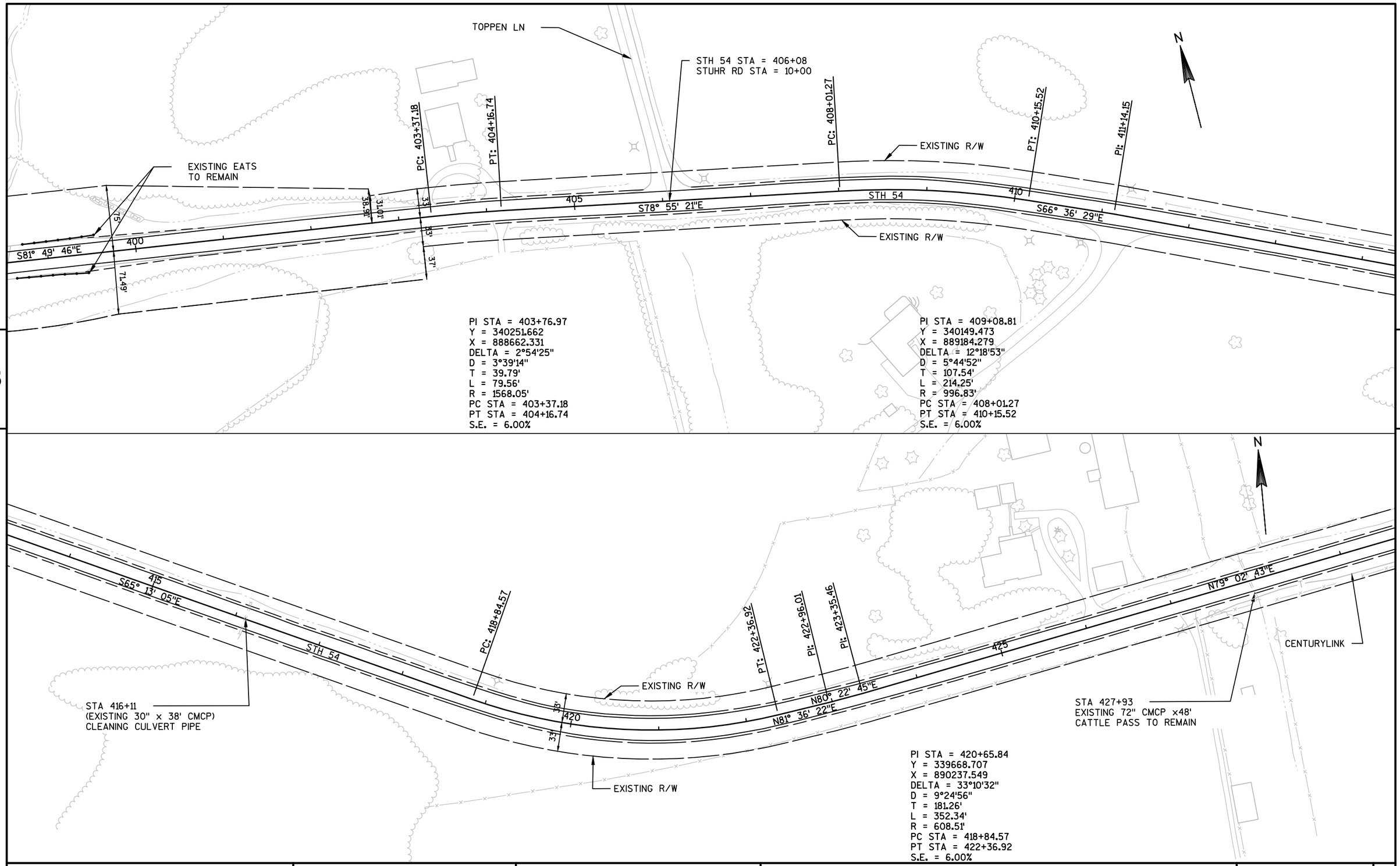
PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 128	E



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 129	E



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 130	E



PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 131 E

NOTE:
XXXX = SAWCUT

PI: 432+34.04

PI: 441+52.40

CENTURYLINK

EXISTING R/W

430

435

N78° 31' 21"E

STH 54

440

N78° 04' 49"E

33'

33'

EXISTING R/W

CENTURYLINK

STA 436+90
REMOVE SMALL CULVERT PIPE
(EXISTING 18" x 40' CMCP)
INSTALL 40' CP CORR. STEEL 24-INCH
2-AEW FOR CP STEEL 24-INCH

RIVERLAND ENERGY COOP

5

5

N

WALLER LN

PC: 446+11.11

PT: 448+59.80

PC: 450+88.40

PT: 454+43.89

EXISTING R/W

BEAM GUARD
GRADING LIMITS

STA 456+81
EXISTING 72" X 80' CATTLE PASS
TO REMAIN

STA 456+61 - STA 458+81
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL 3
INSTALL MGS SHORT RADIUS WEST END
INSTALL MGS EAT EAST END
PAVE TO FACE OF GUARDRAIL
PAVE ASPHALTIC CURB AND GUTTER
INSTALL ASPHALTIC FLUMES AS
DIRECTED BY ENGINEER

STA 457+33 EXISTING
48" x 94' C.P.
TO REMAIN

80'

60'

16' RADIUS
19.5' ARC

PC: 456+32.70

445

450

455

STH 54

N74° 07' 40"E

S89° 21' 27"E

8° 04' 49"E

33'

33'

60'

60'

70'

70'

EXISTING R/W

CENTURYLINK

STA 448+81
EXISTING 24" x 50' CMCP TO REMAIN
REPLACE APRON ENDWALL, RT

BEAM GUARD
GRADING LIMITS

EXISTING L.H.E. FOR CH. CH.
0.15 ACRES (PERM.)

RIVERLAND ENERGY COOP

33'

STUHR ROAD

PI STA = 447+35.50
Y = 340184.317
X = 892866.962
DELTA = 3°57'09"
D = 1°35'21"
T = 124.40'
L = 248.70'
R = 3605.23'
PC STA = 446+11.11
PT STA = 448+59.80
S.E. = 4.00%

STH 54 STA = 446+87
WALLER LN STA = 10+00

PI STA = 452+67.39
Y = 340329.810
X = 893378.663
DELTA = 16°30'52"
D = 4°38'44"
T = 178.99'
L = 355.50'
R = 1233.36'
PC STA = 450+88.40
PT STA = 454+43.89
S.E. = 6.00%

STA 455+93 - STA 458+05
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL 3
EXTEND TO STA 458+30.
INSTALL MGS EATS
PAVE TO FACE OF GUARDRAIL
PAVE ASPHALTIC CURB AND GUTTER
INSTALL ASPHALTIC FLUMES AS
DIRECTED BY ENGINEER

STH 54 STA = 458+66
STUHR RD STA = 74+66

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET	E

FILE NAME : N:\PDS\C3D\75500001\SHEETSOTHER\75500001PP 11.17.2015 PLAN.DWG
LAYOUT NAME - SHEET - (61)
PLOT DATE : 10/31/2018 3:28 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

STA 456+61 - STA 458+81
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL 3
INSTALL MGS SHORT RADIUS WEST END
INSTALL MGS EAT EAST END
PAVE TO FACE OF GUARDRAIL
PAVE ASPHALTIC CURB AND GUTTER
INSTALL ASPHALTIC FLUMES AS
DIRECTED BY ENGINEER

7+33 EXISTING
C.P.

STH 54 STA = 458+66
STUHR RD STA = 74+66

BEAM GUARD
GRADING LIMITS

PT: 463+04.50

PI: 464+13.47

PC: 465+33.02

PT: 467+54.91

CENTURYLINK

PI: 474+05.27

EXISTING R/W

460

N50° 20' 05"E

.09

465

N49° 43' 20"E

.63

470

N58° 52' 17"E

STH 54

EXISTING R/W

73'

33'

STA 459+79
EXISTING 24" x 70' C.P. TO REMAIN

STA 469+77
EXISTING 24" x 46' CMCP TO REMAIN

STUHR ROAD

PI STA = 459+83.18
Y = 340321.756
X = 894096.890
DELTA = 40°18'28"
D = 6°00'00"
T = 350.47'
L = 671.80'
R = 954.93'
PC STA = 456+32.70
PT STA = 463+04.50
S.E. = 6.00%

PI STA = 466+44.20
Y = 340764.187
X = 894626.591
DELTA = 9°08'57"
D = 4°07'24"
T = 111.18'
L = 221.89'
R = 1389.58'
PC STA = 465+33.02
PT STA = 467+54.91
S.E. = 6.00%

5

5

STA 483+47 - STA 493+92
REMOVE GUARDRAIL
SALVAGE RAIL WHERE POSSIBLE
INSTALL MGS GUARDRAIL 3
INSTALL MGS EATS

CENTURYLINK

PC: 481+54.66

PT: 483+42.70

RIVERLAND ENERGY COOP

PC: 485+65.70

BEAM GUARD
GRADING LIMITS

PT: 487+99.38

PI: 474+05.27

EXISTING R/W

475

N58° 31' 16"E

33'

13'

480

STH 54

N70° 01' 21"E

485

EXISTING R/W

STA 484+85
(EXISTING 18" x 24' CMCP TO REMAIN)
(EXISTING 2'x2' CONC BOX x 48 TO REMAIN')
CLEANING CULVERT PIPE
REPLACE AEW, RT

STA 489+46
(EXISTING 18"x20' CMCP)
(EXISTING 2'x2' CONC. BOX x 60')
REMOVE 20' OF 18" CMCP, RT
INSTALL 20' CP CORR. STEEL 18-INCH, RT
AEW FOR CP STEEL 18-INCH, RT
INSTALL CONCRETE COLLAR, RT

PLE

TLE

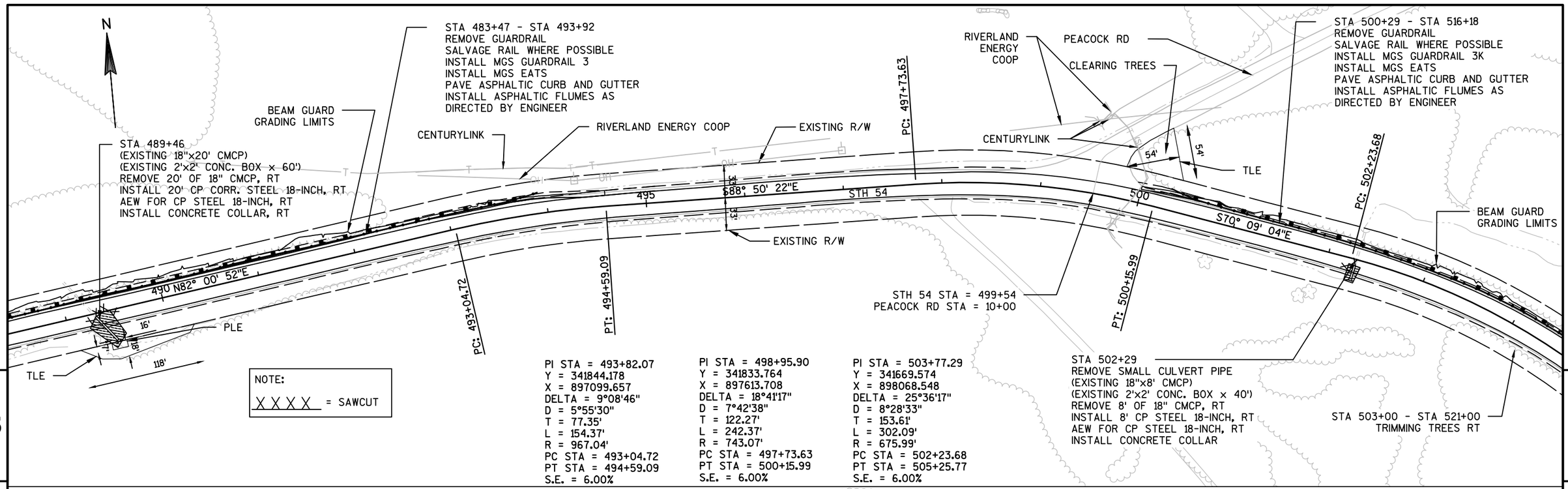
18"

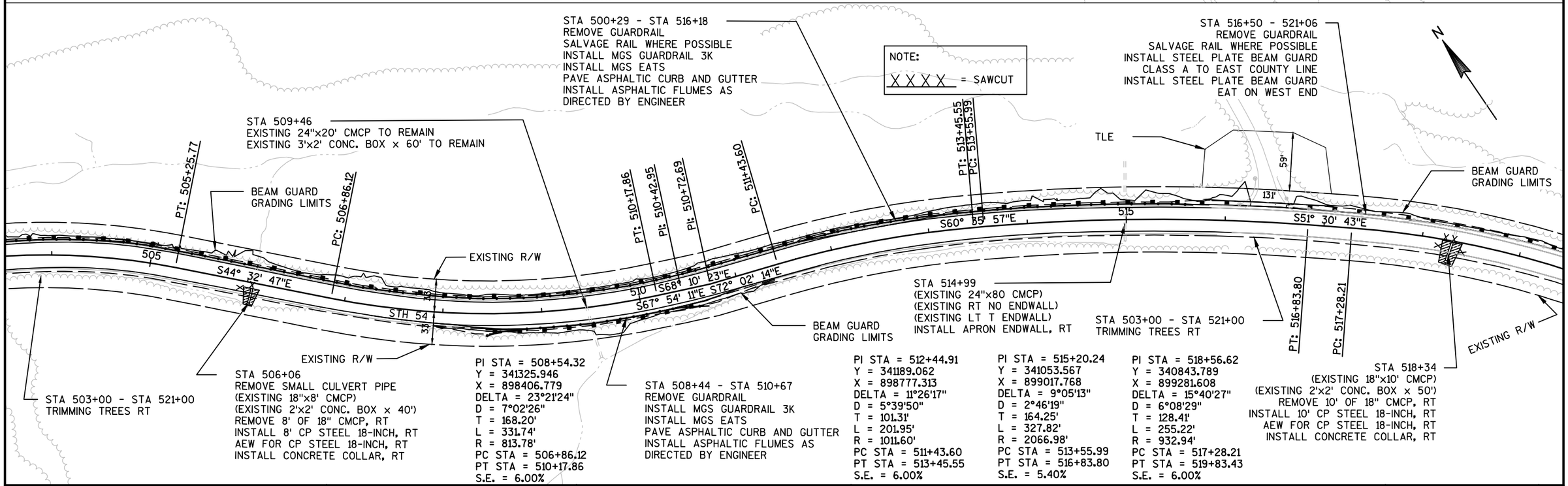
PI STA = 482+49.00
Y = 341598.455
X = 895998.035
DELTA = 11°30'05"
D = 6°06'59"
T = 94.34'
L = 188.04'
R = 936.76'
PC STA = 481+54.66
PT STA = 483+42.70
S.E. = 6.00%

PI STA = 486+82.97
Y = 341746.938
X = 896406.489
DELTA = 11°59'31"
D = 5°07'55"
T = 117.27'
L = 233.67'
R = 1116.46'
PC STA = 485+65.70
PT STA = 487+99.38
S.E. = 6.00%

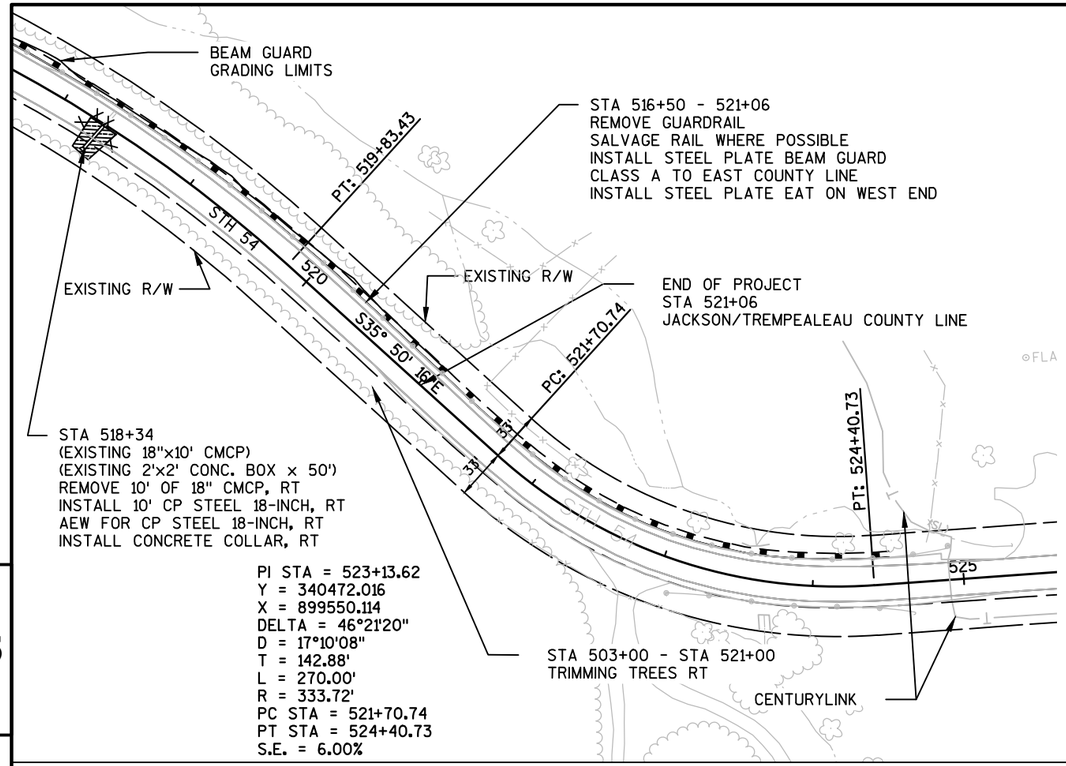
NOTE:
XXXX = SAWCUT

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 133	E





PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 134	E



NOTE:
XXXX = SAWCUT

5

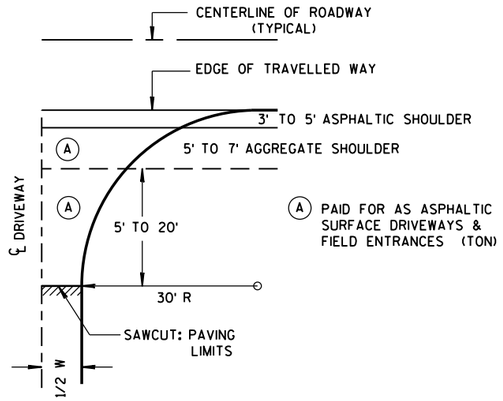
5

PROJECT NO: 7550-00-62	HWY: STH 54	COUNTY: TREMPEALEAU	PLAN AND PROFILE: STH 54	SHEET 135	E

Standard Detail Drawing List

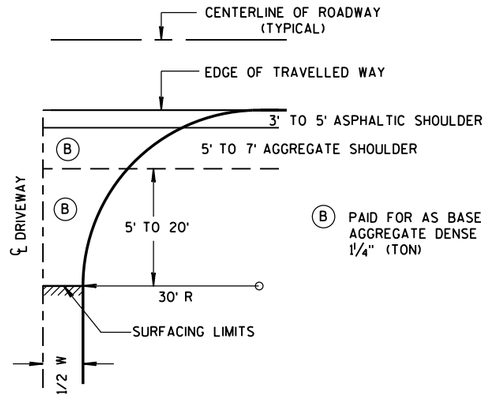
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F10-01	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B24-09A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B42-06A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B53-01A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-04A	FLEXIBLE DELINEATOR POST
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-05A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C35-03A	PAVEMENT MARKING (INTERSECTIONS)
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING

6



PLAN VIEW
HALF SECTION

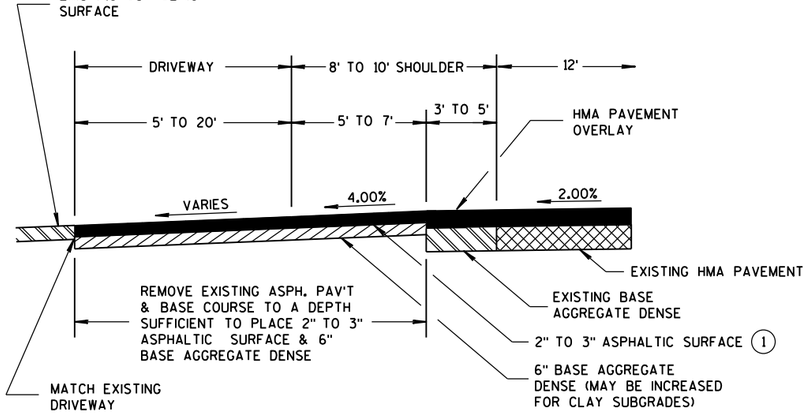
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

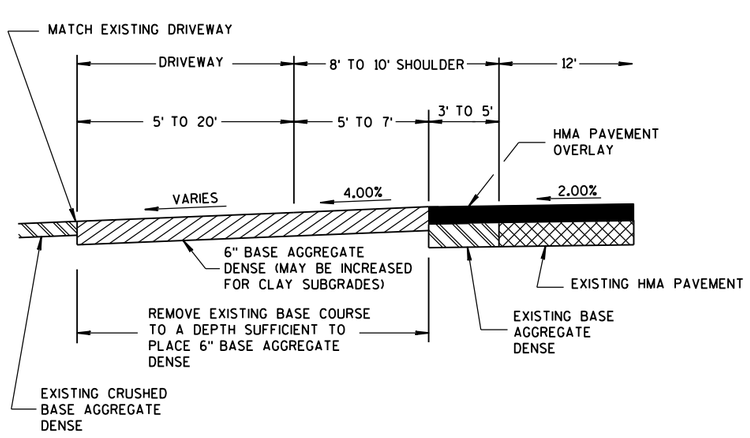
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

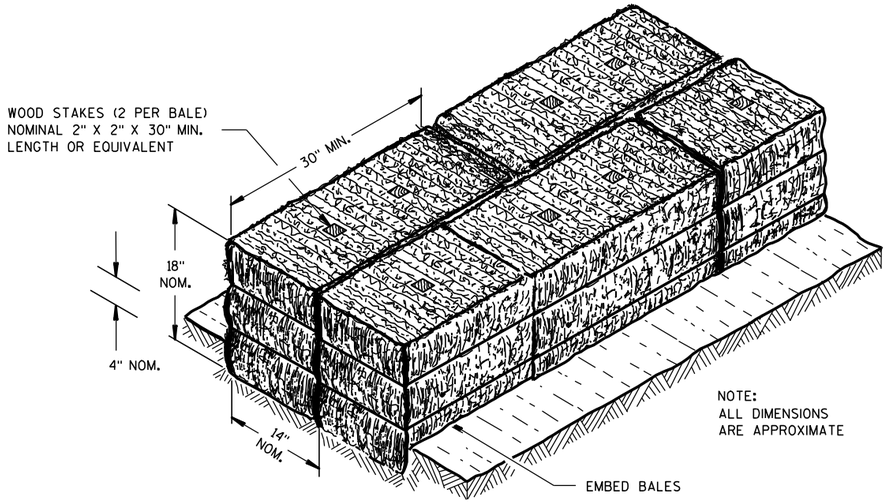
APPROVED
December, 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS UNIT SUPERV — ENT
FHWA

6

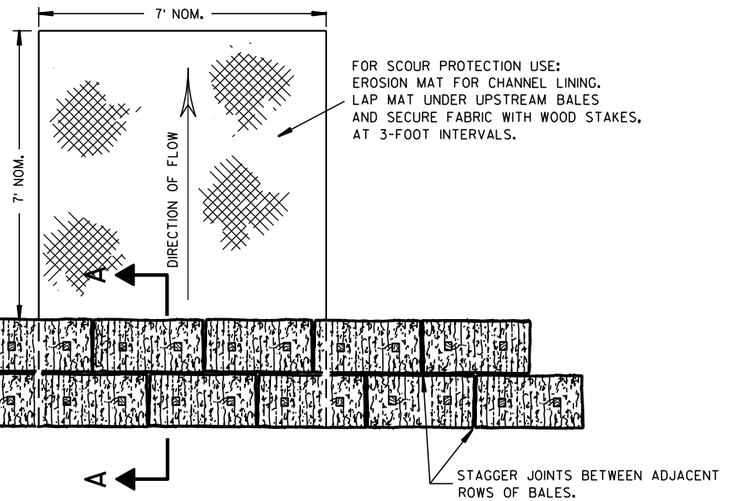
S.D.D. 8 D 22-1

6

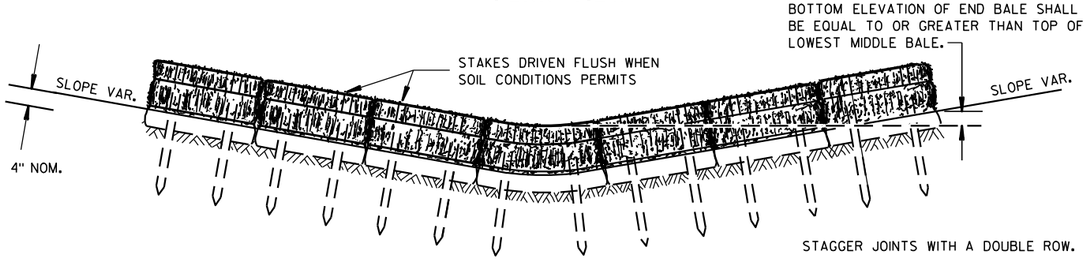
S.D.D. 8 D 22-1



SECTION A-A



PLAN VIEW



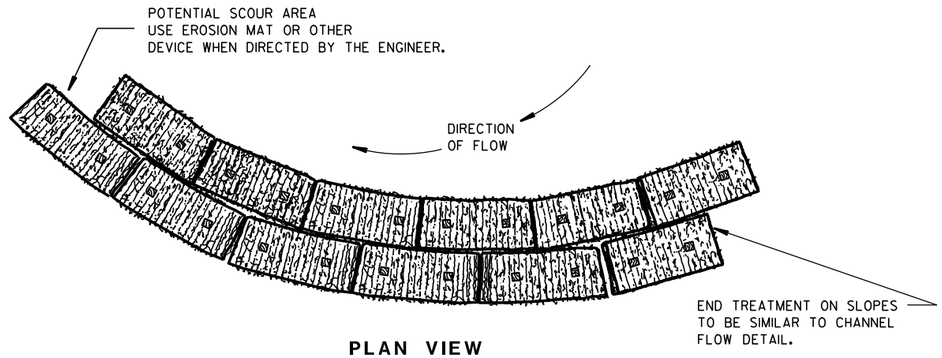
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

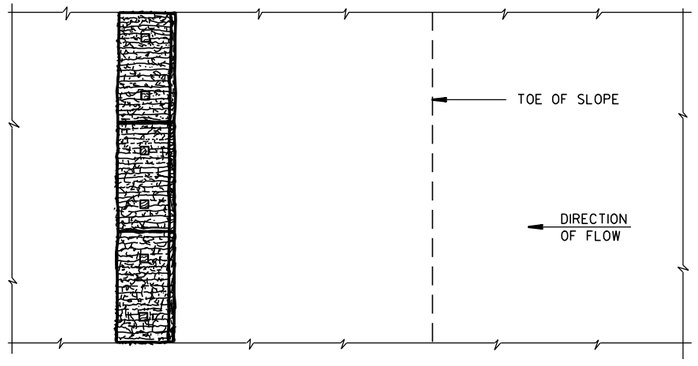
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

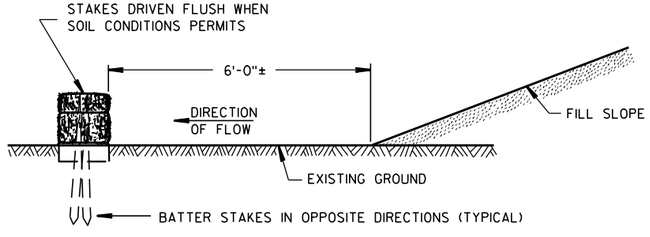


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

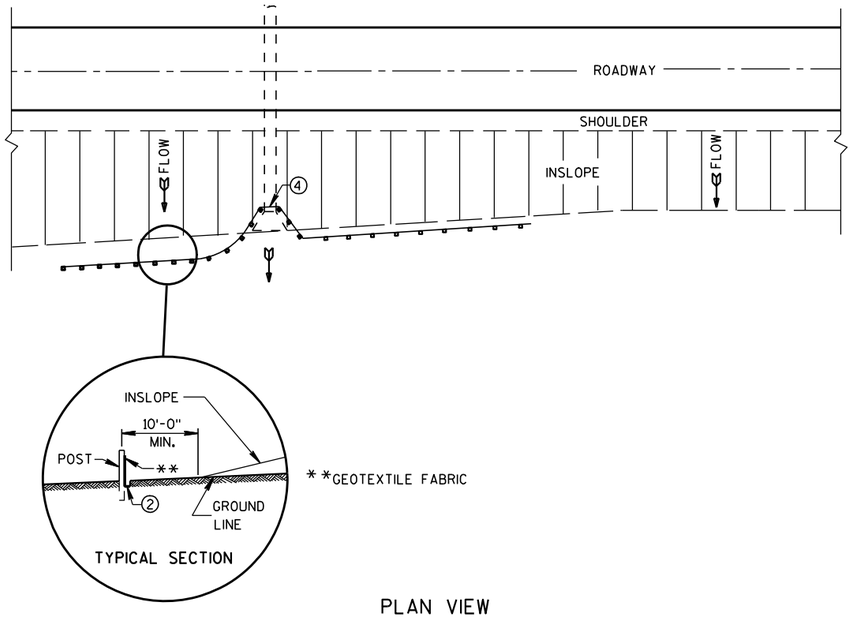
APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

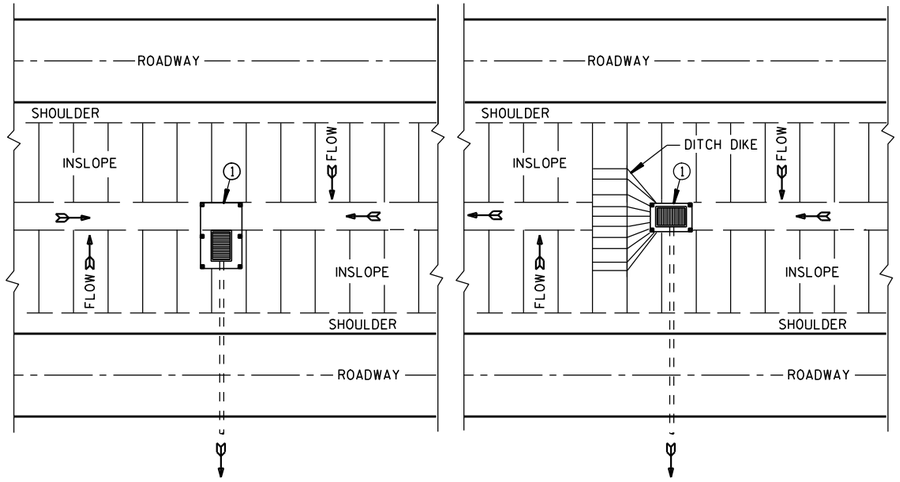
6

S.D.D. 8 E 8-3



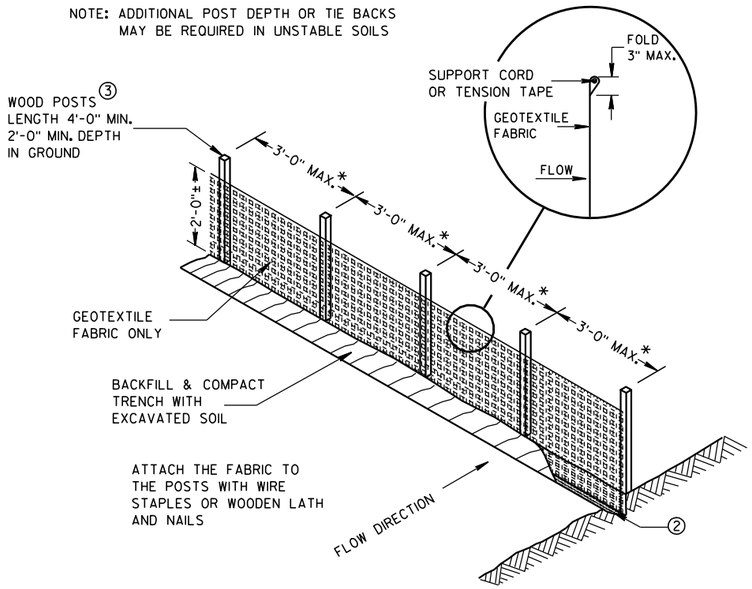
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



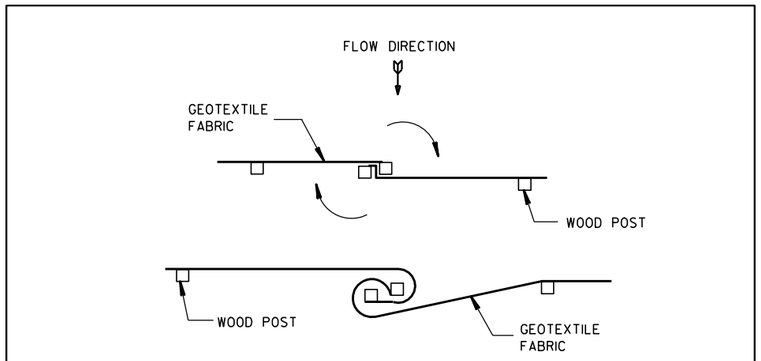
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS



*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

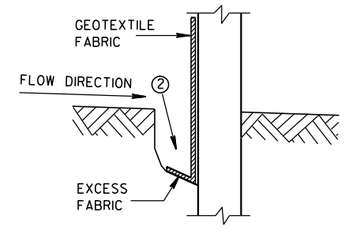


JOINING TWO LENGTHS OF SILT FENCE 5

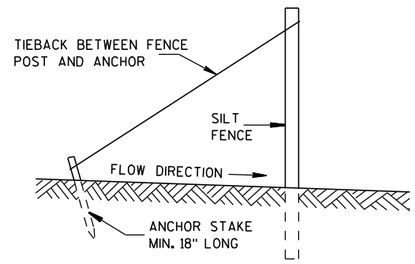
GENERAL NOTES

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

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



TRENCH DETAIL



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 E 9-6

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S.D.D. 8 E 9-6

METAL APRON ENDWALLS

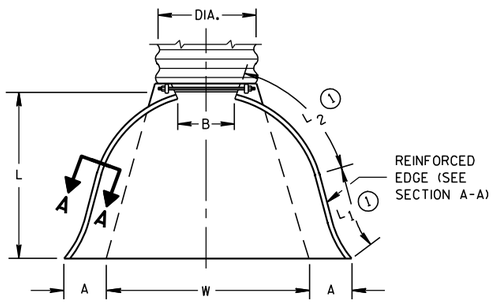
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

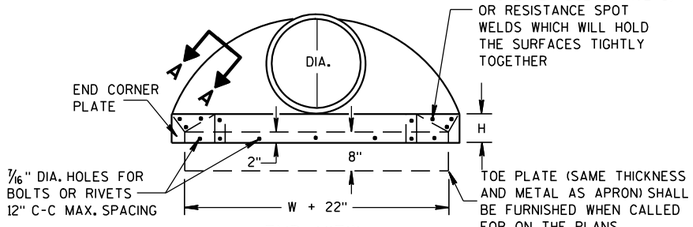
REINFORCED CONCRETE APRON ENDWALLS

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

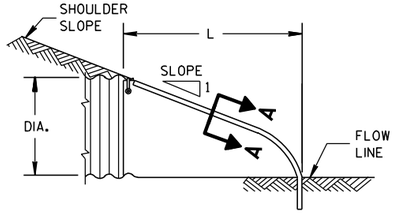
*MINIMUM
**MAXIMUM



PLAN VIEW

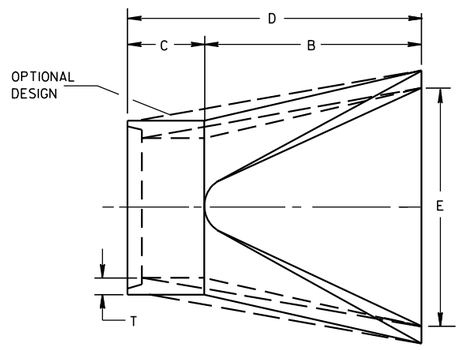


END VIEW

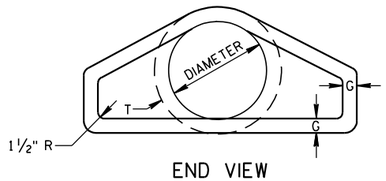


SIDE ELEVATION

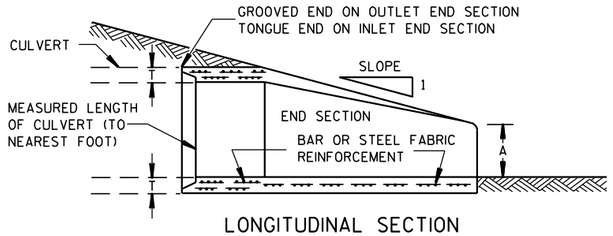
METAL ENDWALLS



PLAN

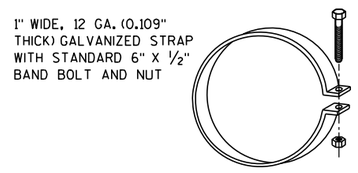


END VIEW



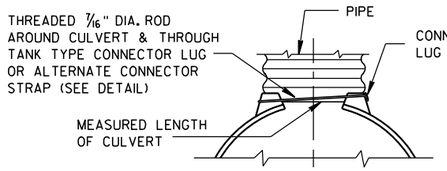
LONGITUDINAL SECTION

CONCRETE ENDWALLS

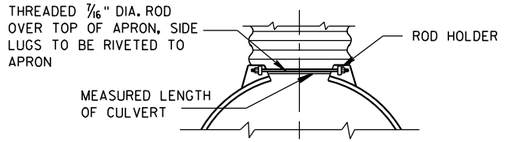


ALTERNATE FOR TYPE 1 CONNECTION

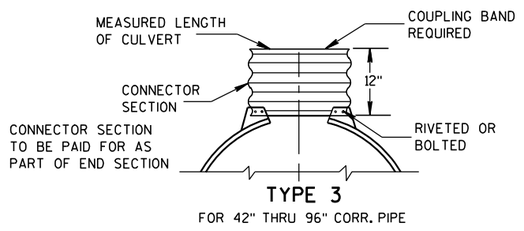
END SECTION CONNECTOR STRAP



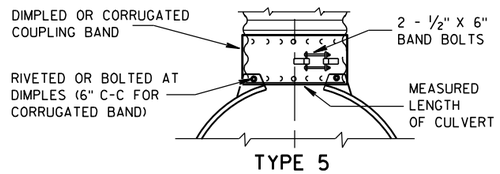
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

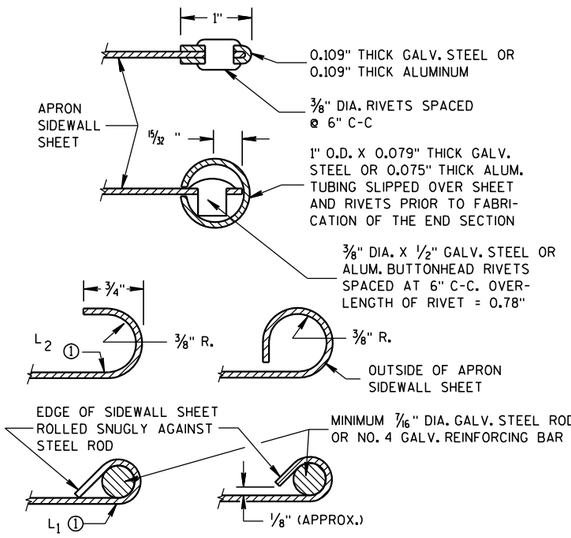
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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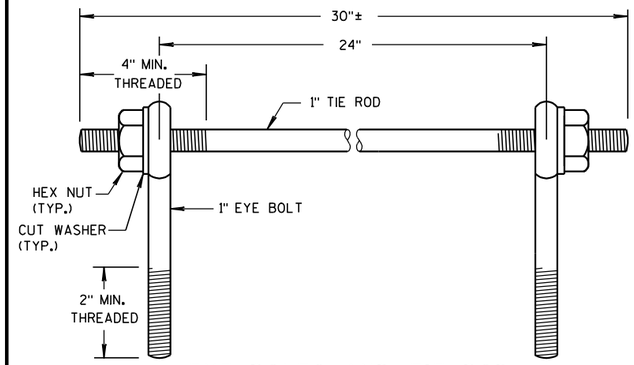
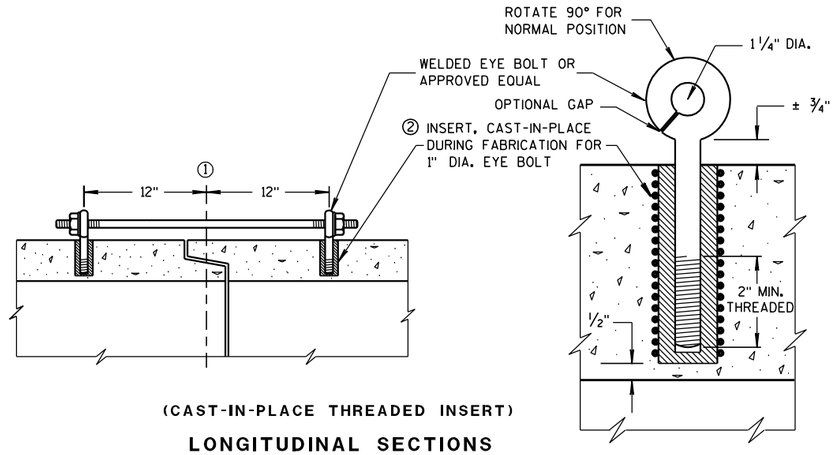
S.D.D. 8 F 1-11



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.

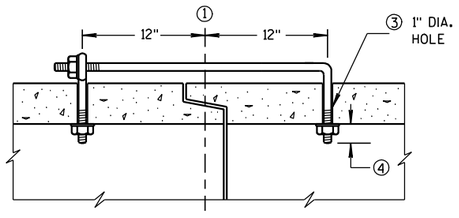
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

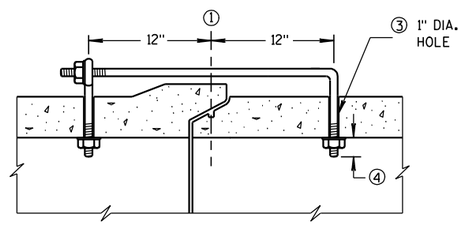
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

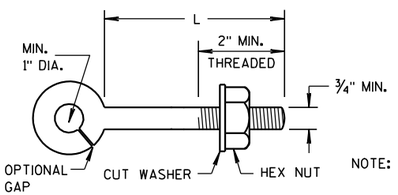


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

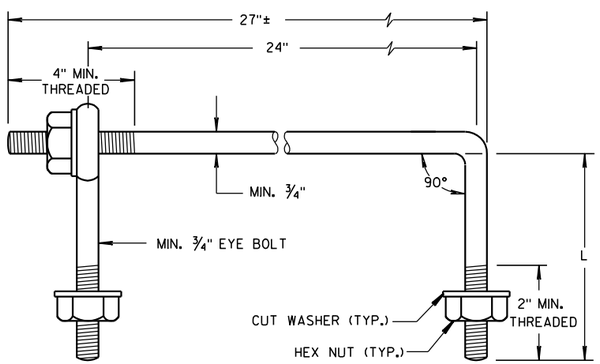
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

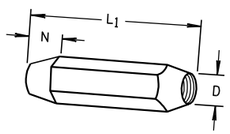
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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 7/16

DIMENSIONS SHOWN ARE IN INCHES



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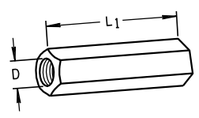
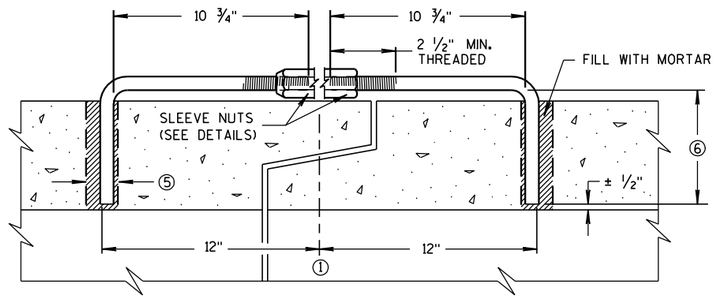


PLAIN

RIGHT AND LEFT THREADS

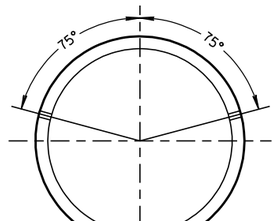
SLEEVE NUTS



LONGITUDINAL SECTION

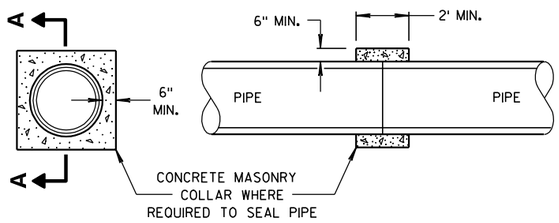
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
141 — [illegible]MENT
FHWA

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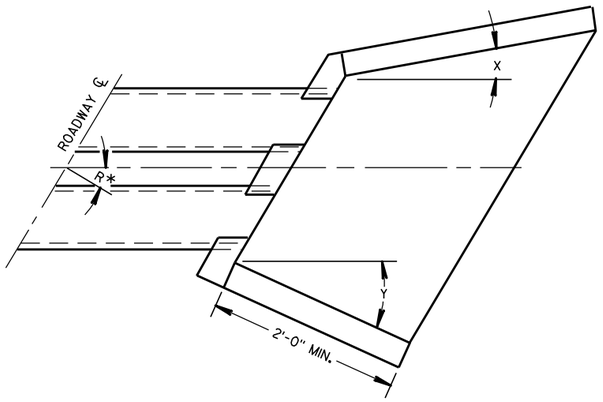
S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

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.

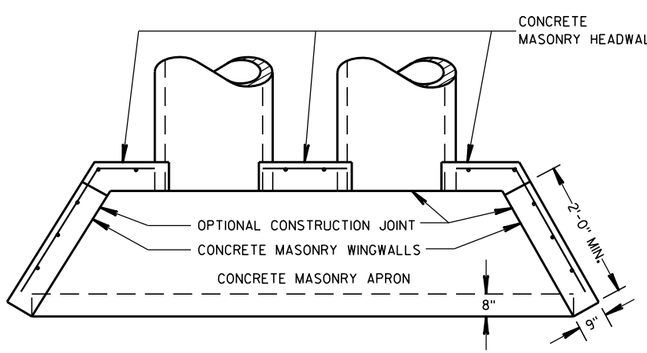
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

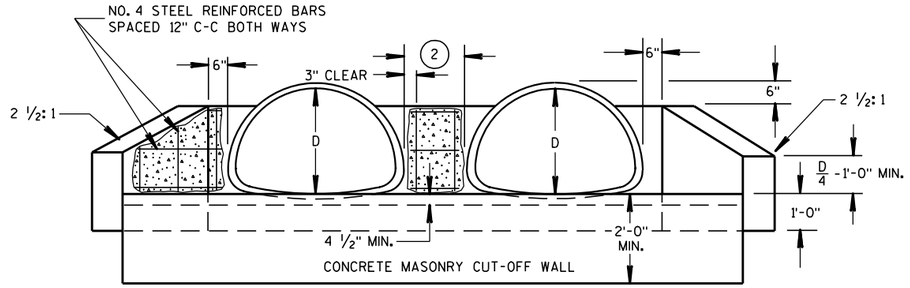
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



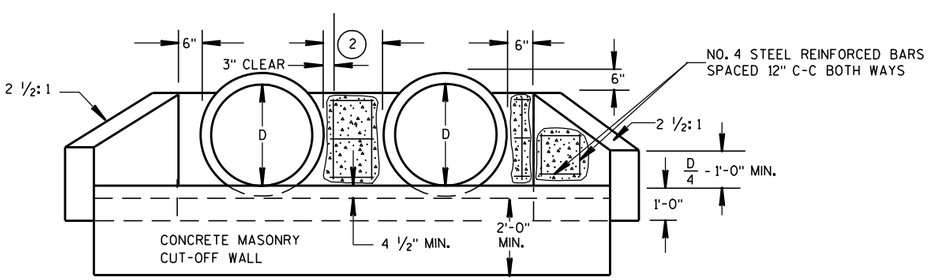
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



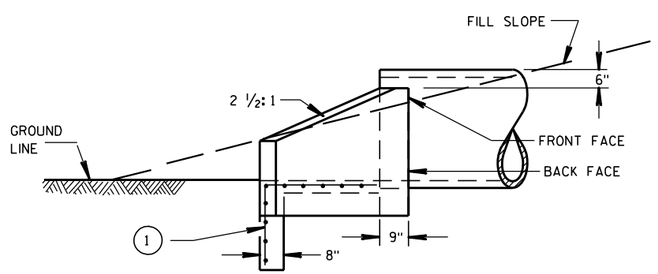
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/98 DATE
/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 10-1

GENERAL NOTES

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

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

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

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

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

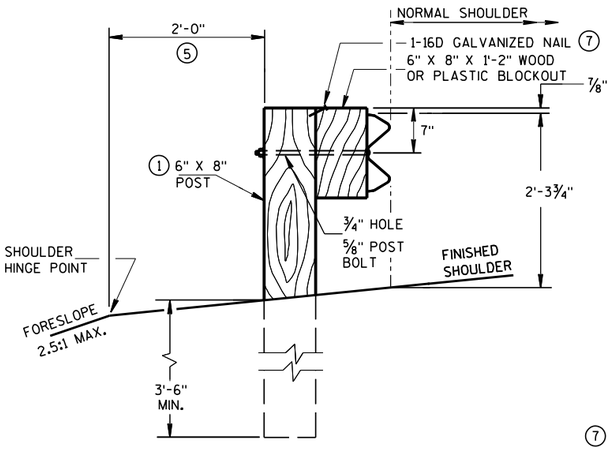
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

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

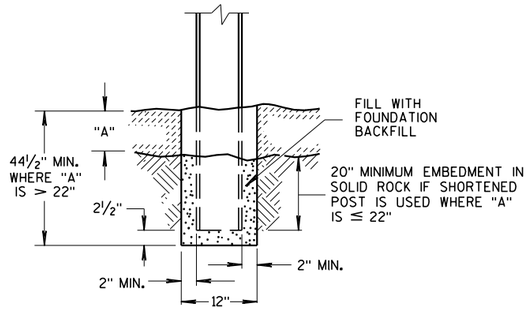
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

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

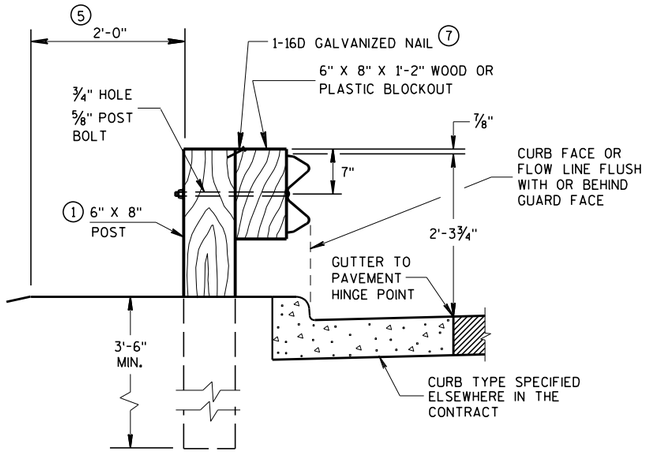
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



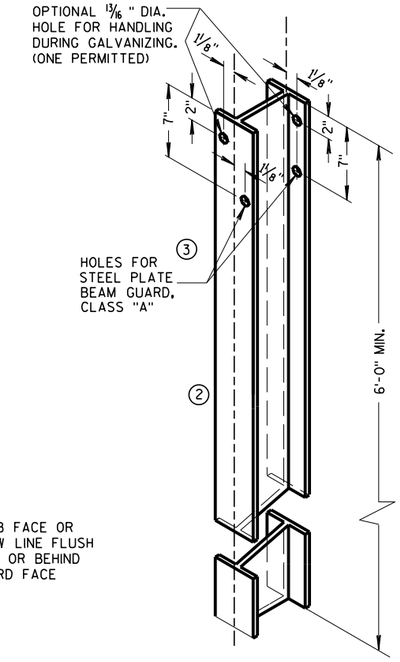
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



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

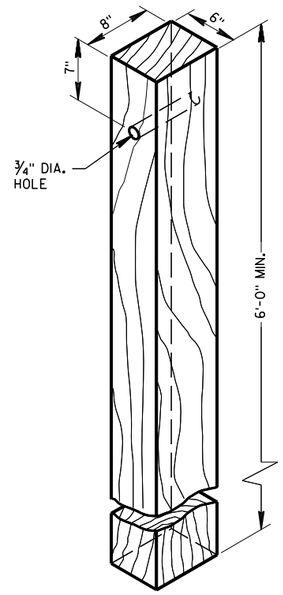


END VIEW
LOCATED ALONG A CURBED ROADWAY

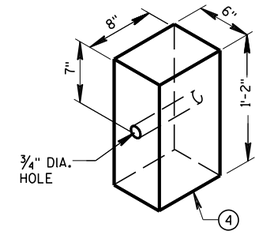


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

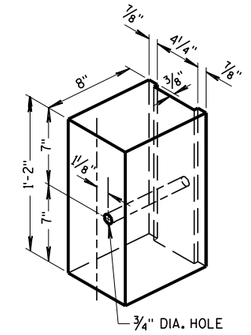
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



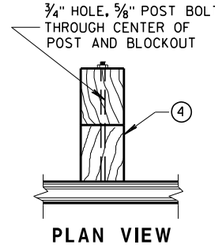
WOOD POST
(6"X8") NOMINAL



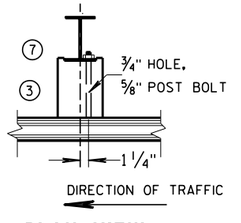
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



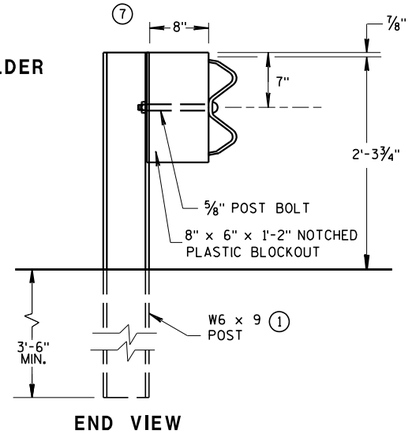
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



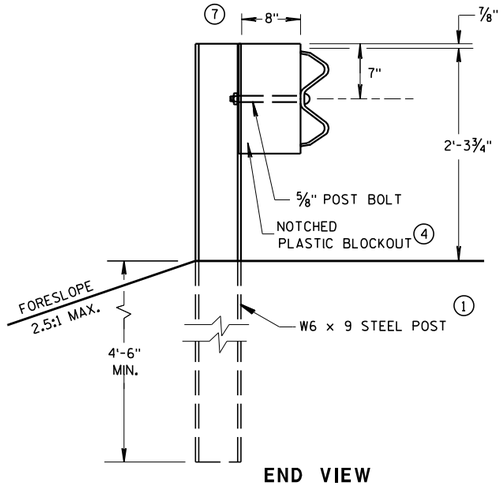
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



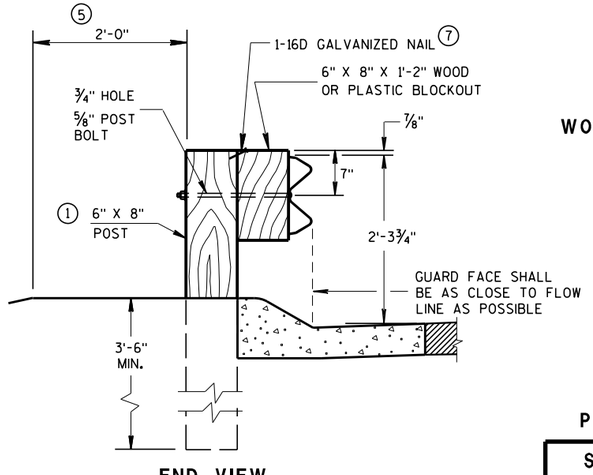
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



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



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 15-11a

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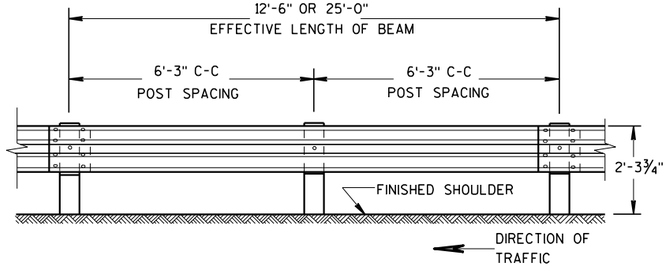
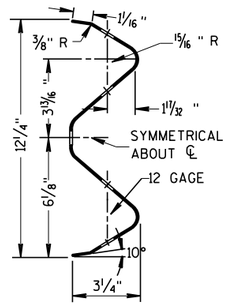
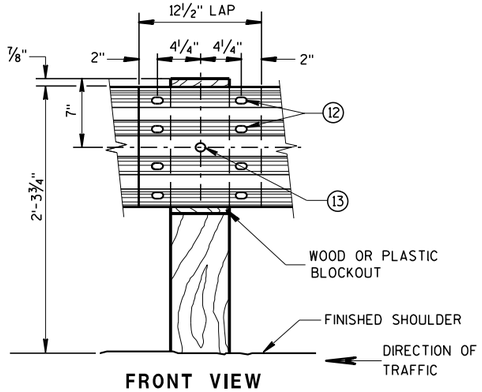


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

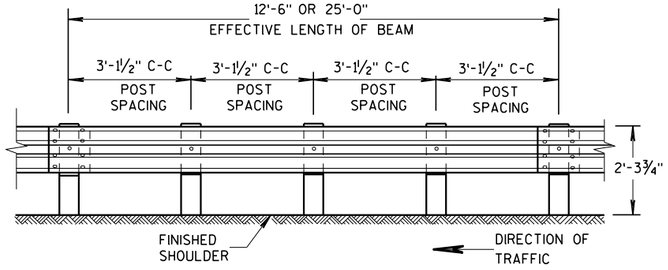
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

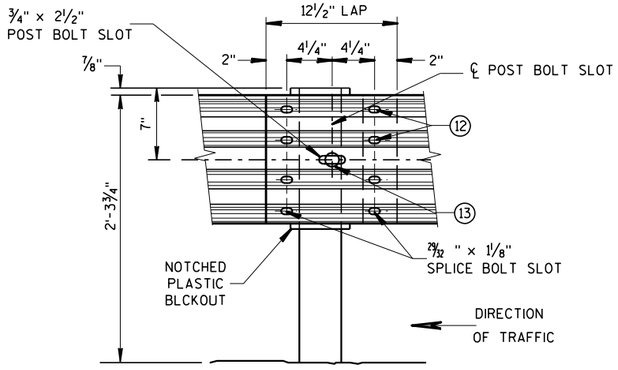
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

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



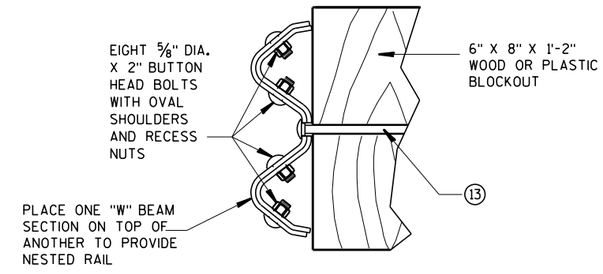
FRONT VIEW

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



FRONT VIEW

BEAM SPLICE AT STEEL POST

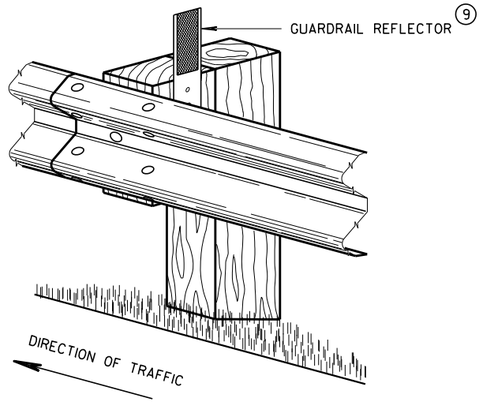


NESTED W BEAM (NW)

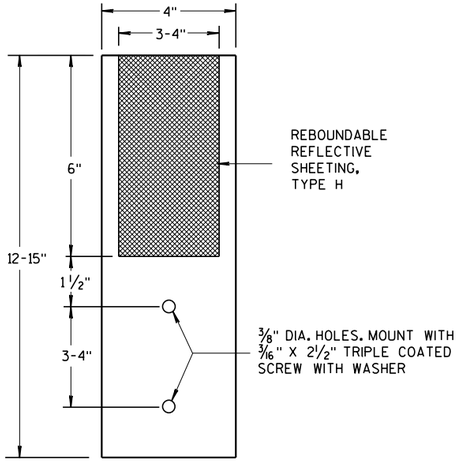
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

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

STATE OF WISCO 144
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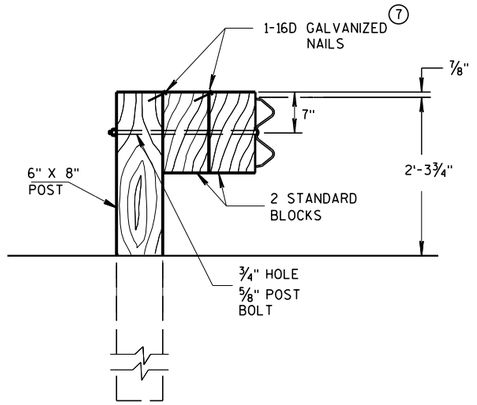
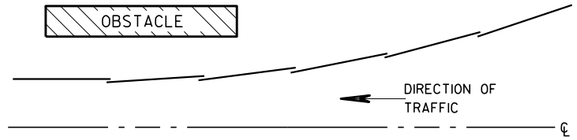
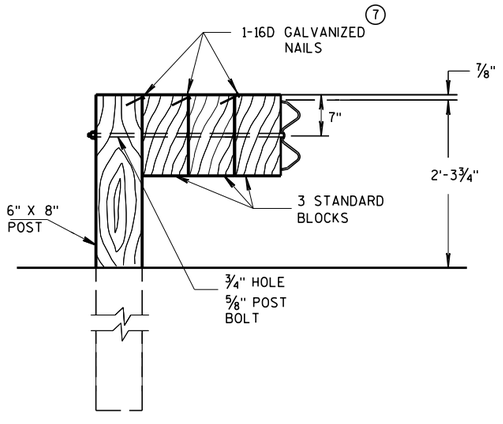


DETAIL FOR DOUBLE BLOCKS

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

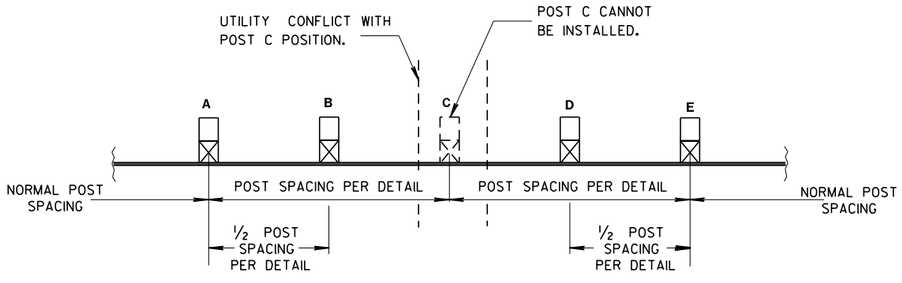


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

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



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

6
S.D.D. 14 B 15-11c

BILL OF MATERIALS

NOTE NO.	DESCRIPTION
①	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	STEEL TUBE TS 8" X 6" X 0.188", 6'-0"
④	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	BEARING PLATE
⑧	BCT CABLE ASSEMBLY
⑨	CABLE ANCHOR BOX
⑩	STRUT & YOKE
⑪	STEEL PLATE BEAM, END PANEL 12 GA.
⑫	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	IMPACT HEAD
⑭	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS.

(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.

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 AND 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

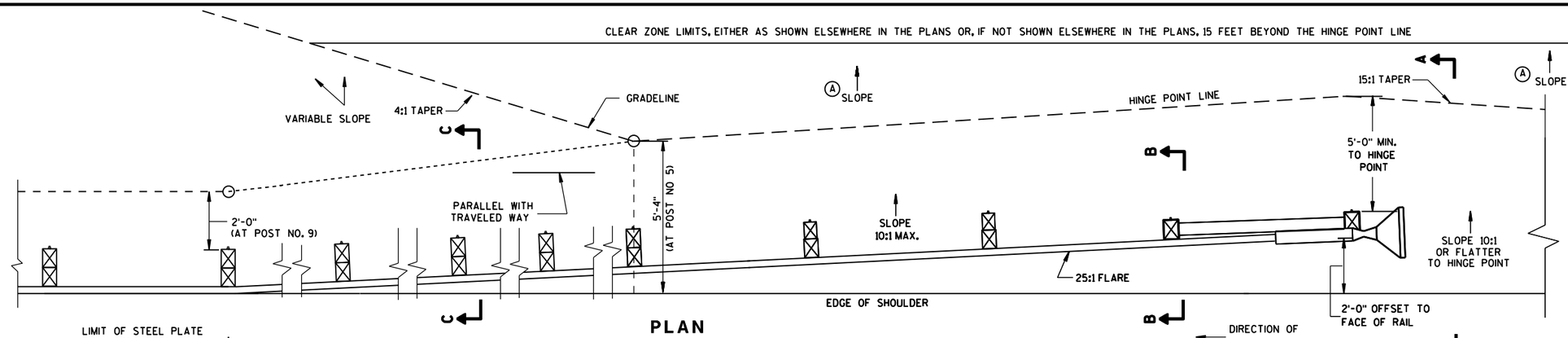
(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

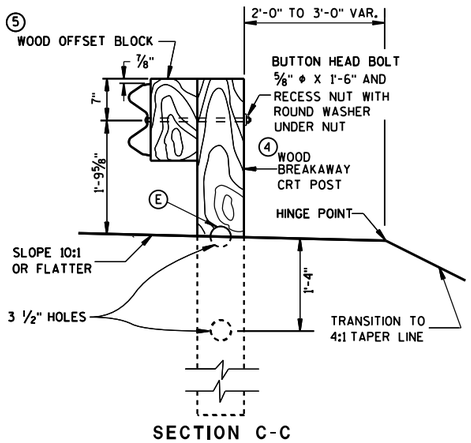
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

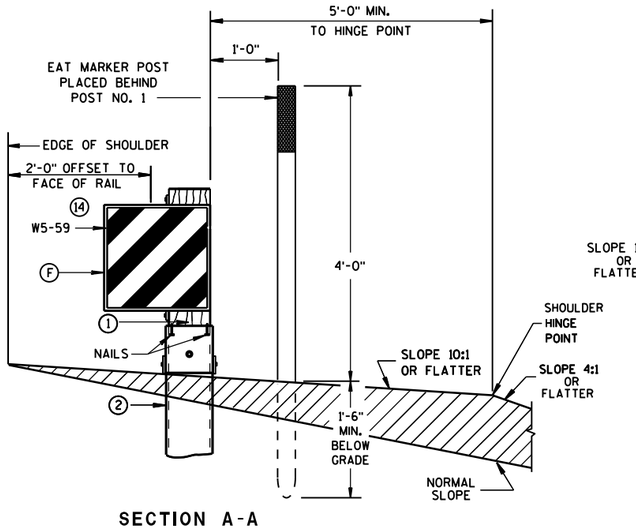
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

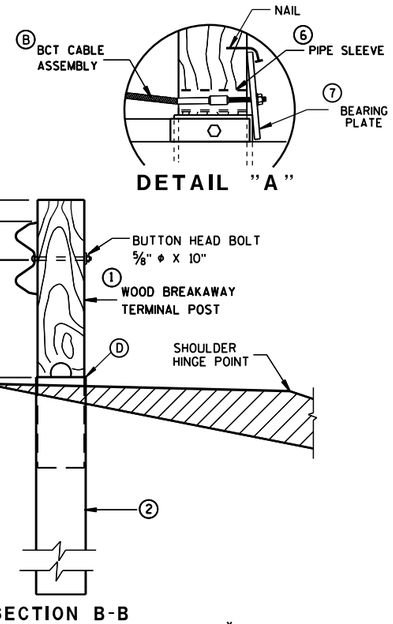
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

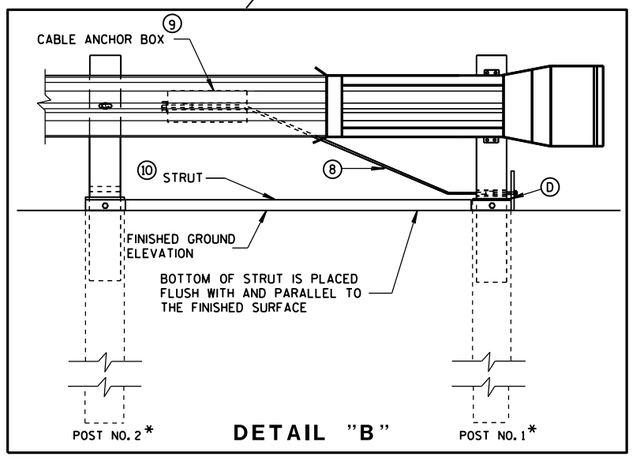
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.











STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
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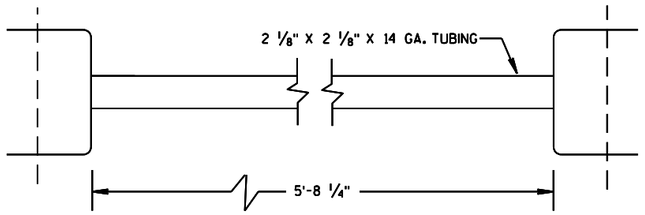
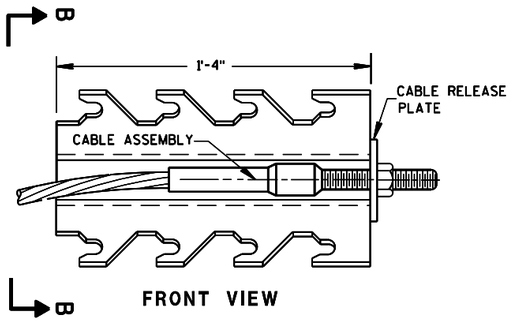
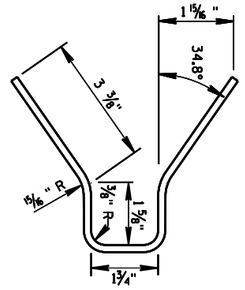


⑩ STRUT DETAIL

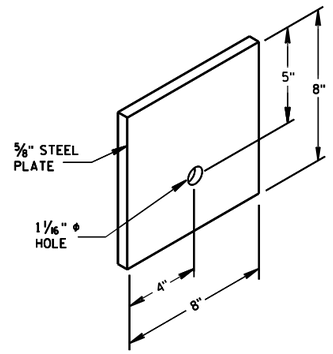


FRONT VIEW



SECTION B-B

⑨ CABLE ANCHOR BOX



⑦ STEEL BEARING PLATE

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S.D.D. 14 B 24-9b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
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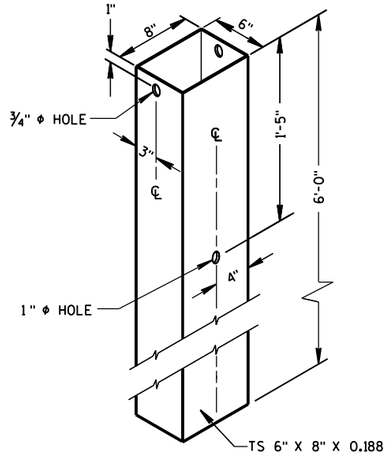
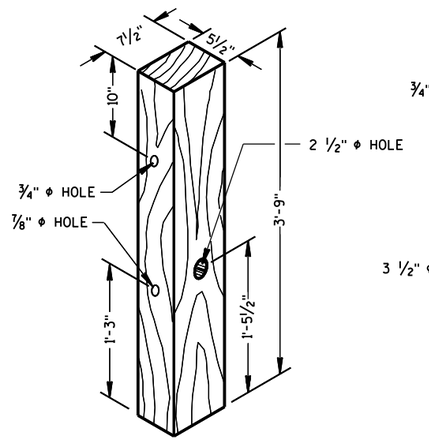
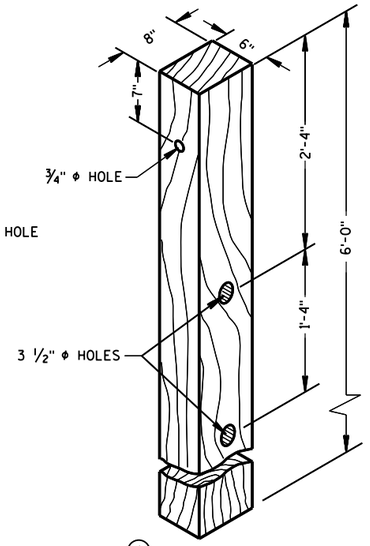


② 72" STEEL TUBE
(POSTS NO. 1-4



① TERMINAL POST

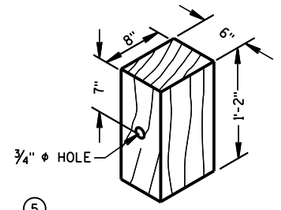


④ CRT POST
(POSTS NO'S 5-8)

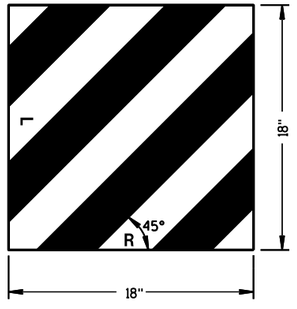
WOOD BREAKAWAY POSTS

GENERAL NOTES

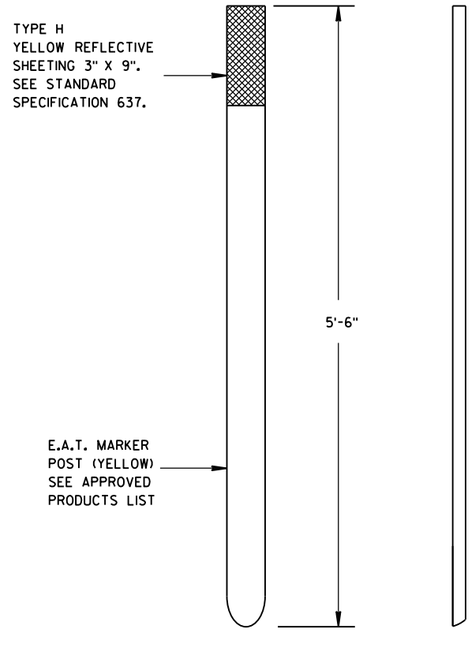
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH,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



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



⑭ REFLECTIVE SHEETING DETAILS



E.A.T. MARKER POST

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS
UNIT SUPERV...

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S.D.D. 14 B 24-9c

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S.D.D. 14 B 24-9c

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.

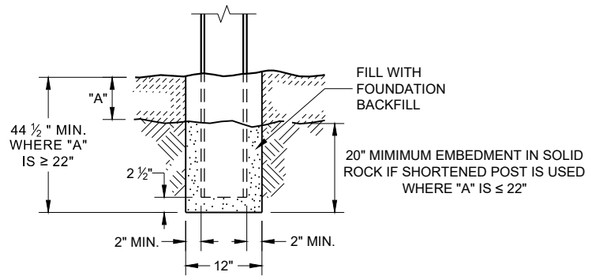
3. IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS 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).

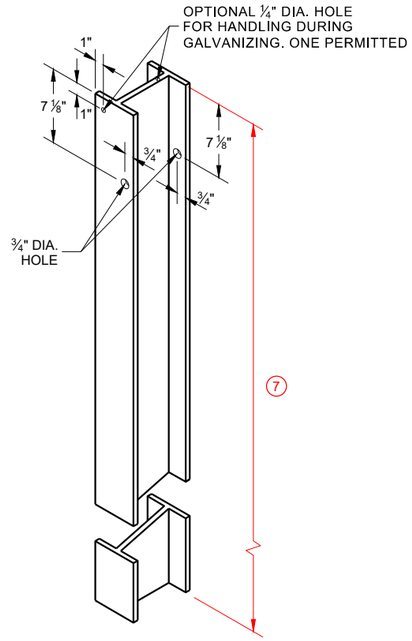
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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.

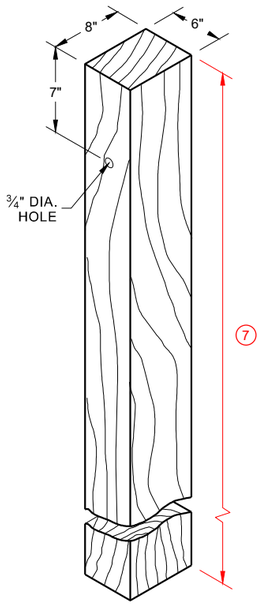
7. TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



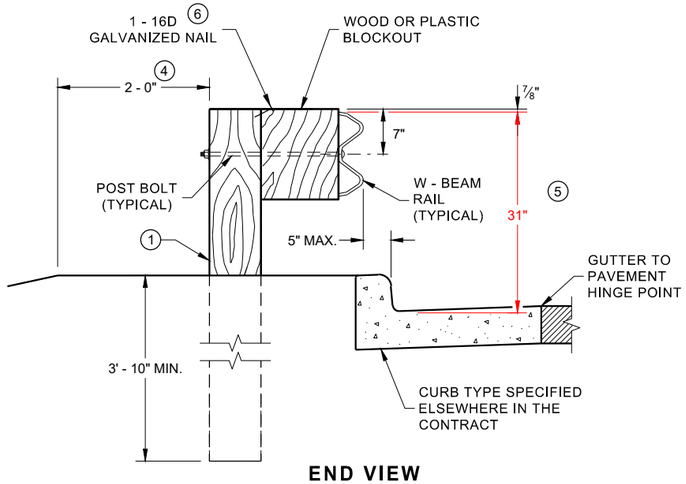
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



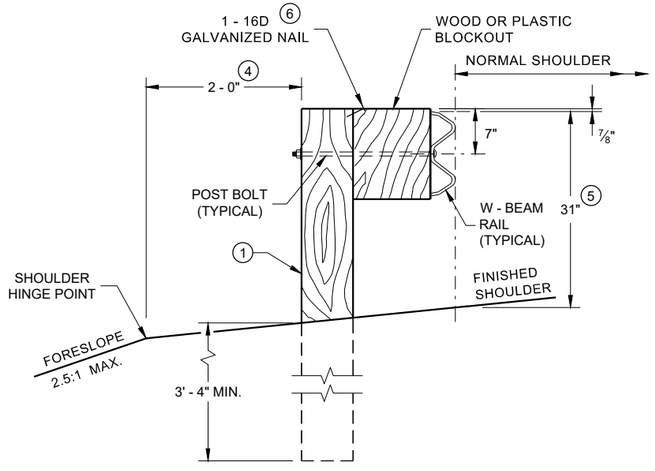
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



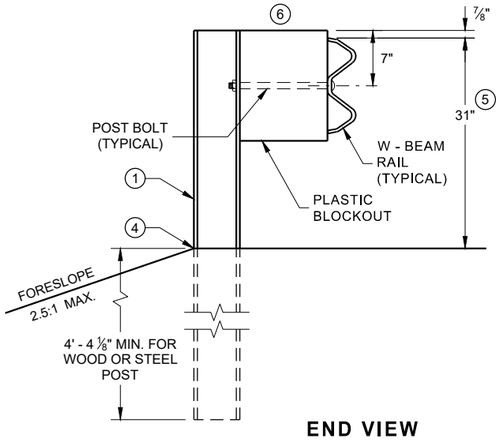
WOOD POST (6" X 8") NOMINAL (1)



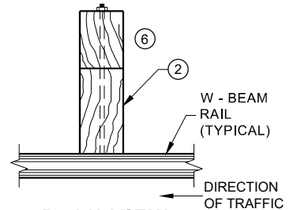
END VIEW
LOCATED ALONG A CURBED ROADWAY



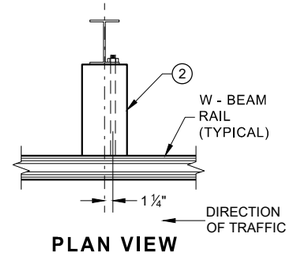
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



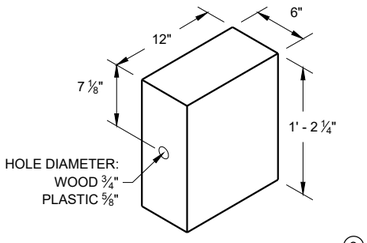
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 14B42 - 06a

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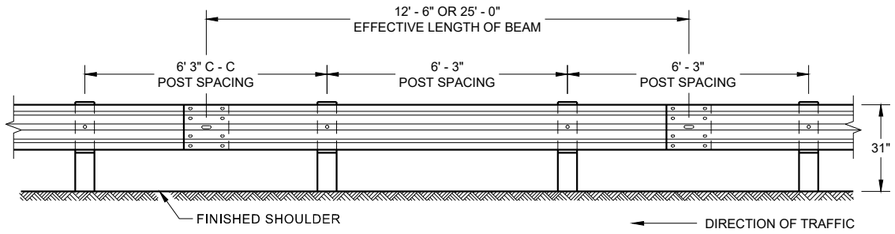
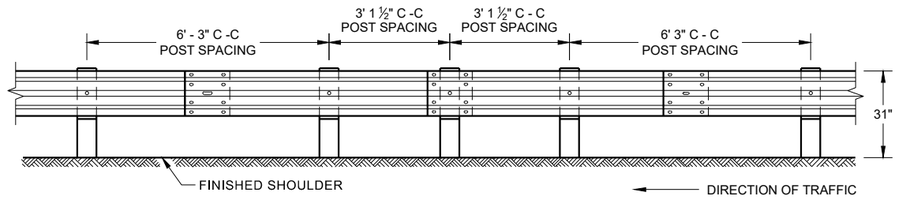
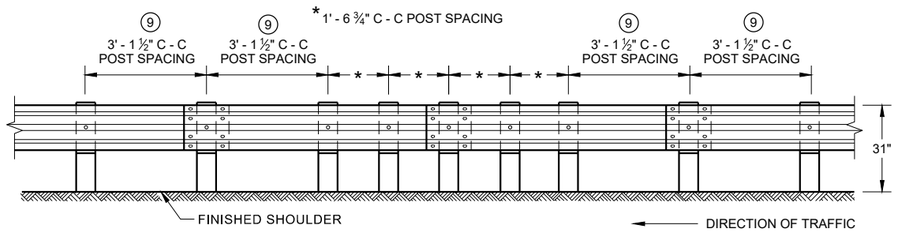
SDD 14B42 - 06a



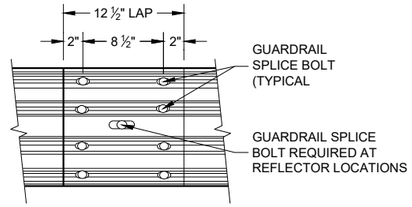
FRONT VIEW
POST SPACING STANDARD INSTALLATION



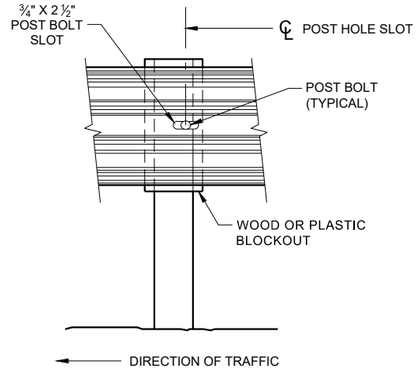
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



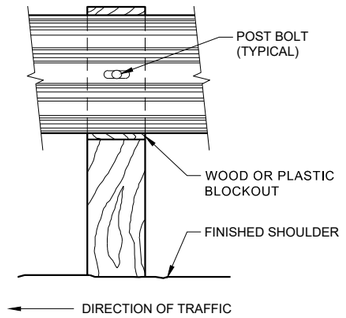
FRONT VIEW
QUARTER POST SPACING (QS)



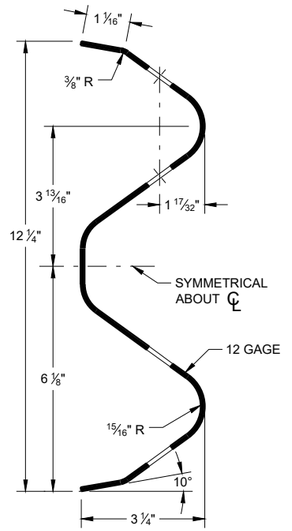
FRONT VIEW
MID-SPAN BEAM SPLICE



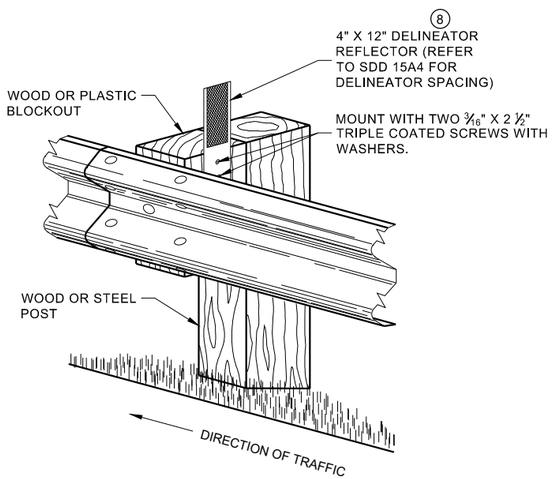
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

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.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

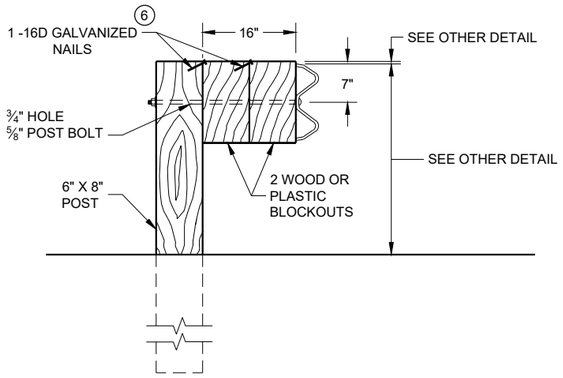
POST BOLTS ARE A ¾" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B42 - 06b

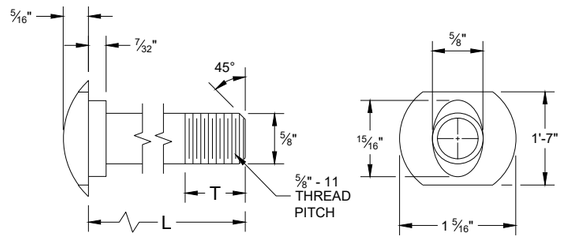


DETAIL FOR 16" BLOCKOUT DEPTH

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.

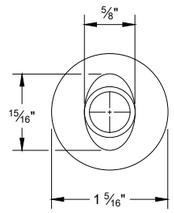
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

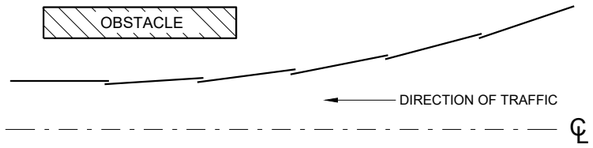


POST BOLT TABLE

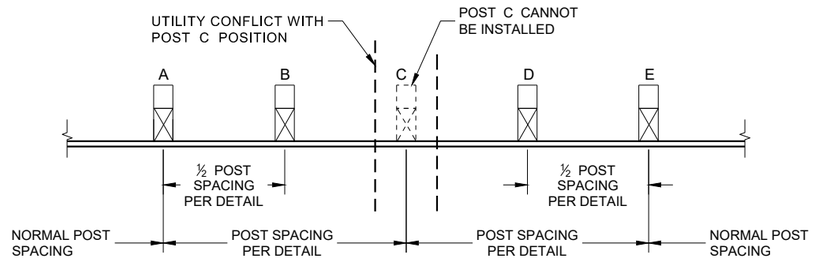
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



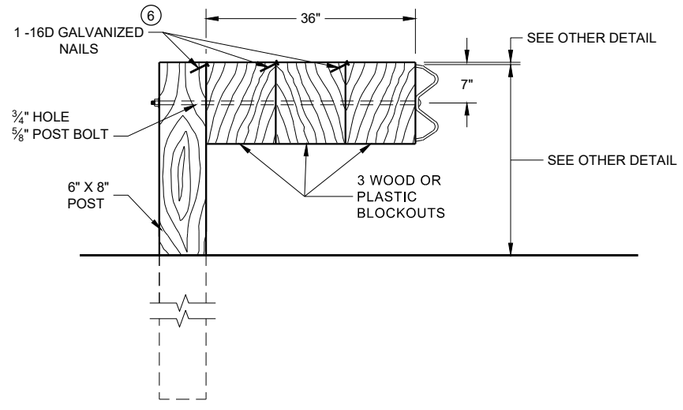
ALTERNATE BOLT HEAD



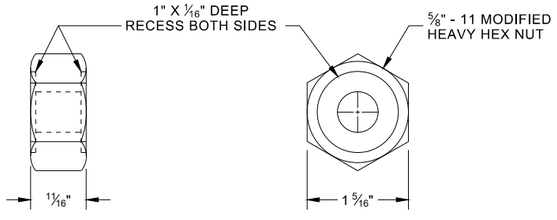
PLAN VIEW
BEAM LAPPING DETAIL



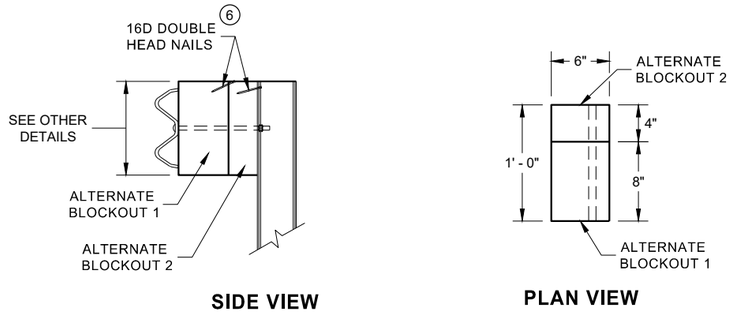
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW

PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

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.

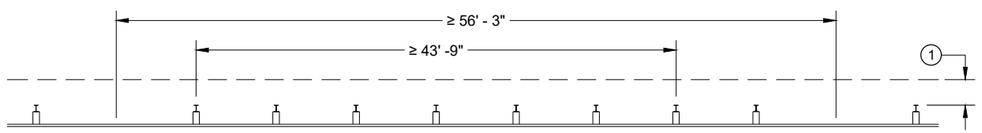
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD 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.

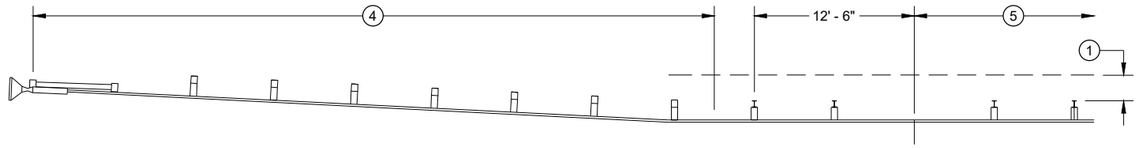
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

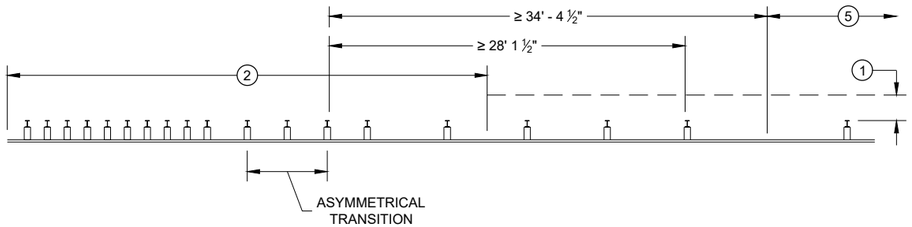
SDD 14B42 - 06c



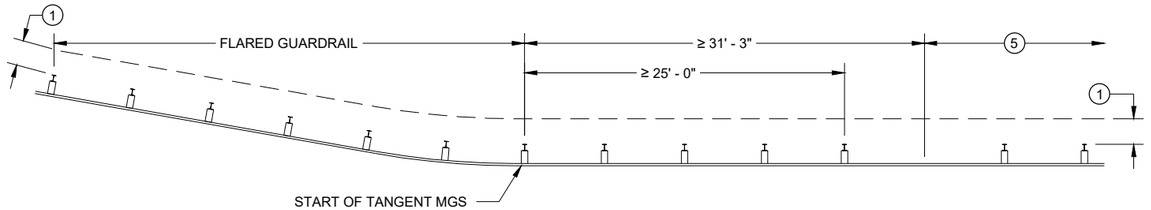
MISSING POST IN NORMAL BEAM GUARD RUN



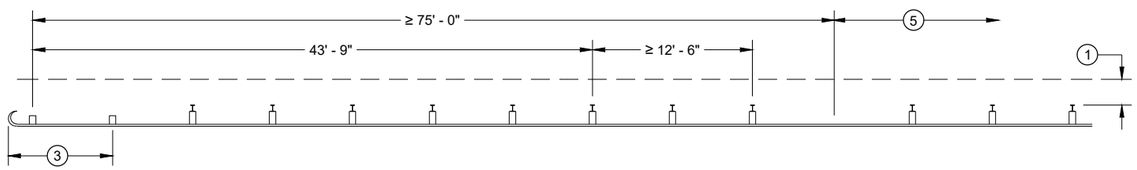
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



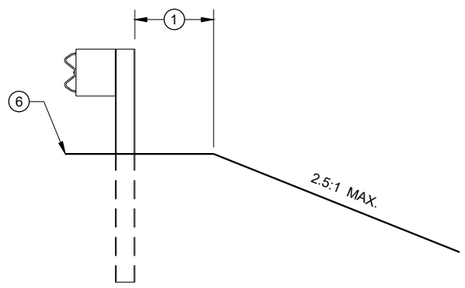
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



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
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

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SDD 14B42 - 06d

6

SDD 14B42 - 06d

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 MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

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

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

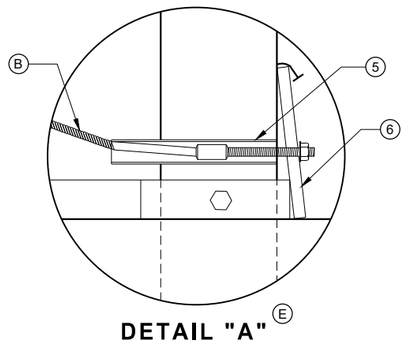
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

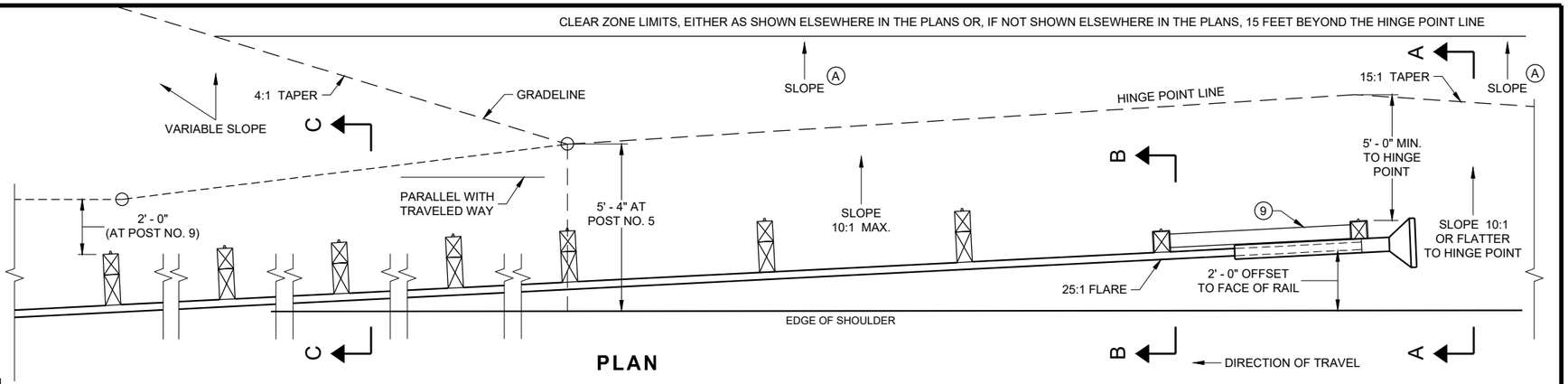
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

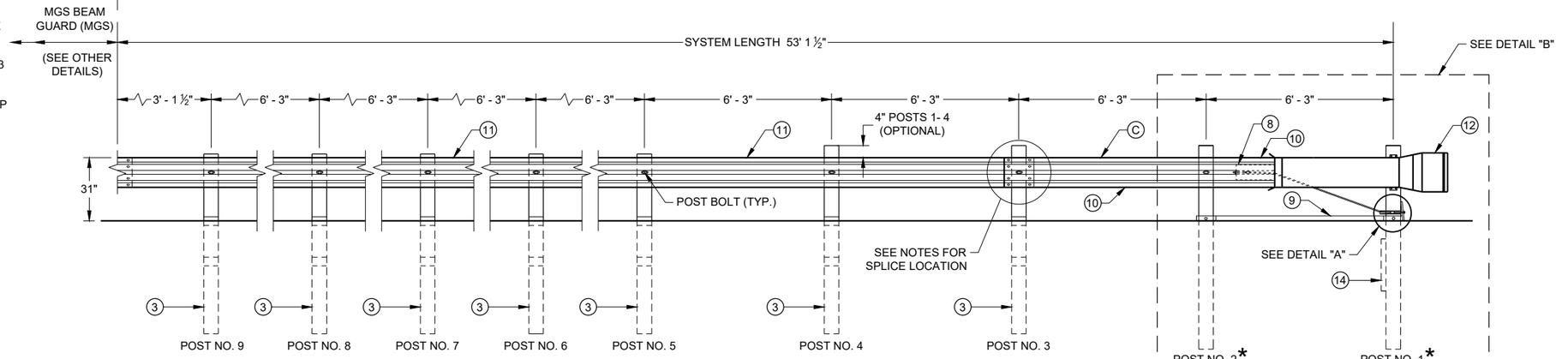
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



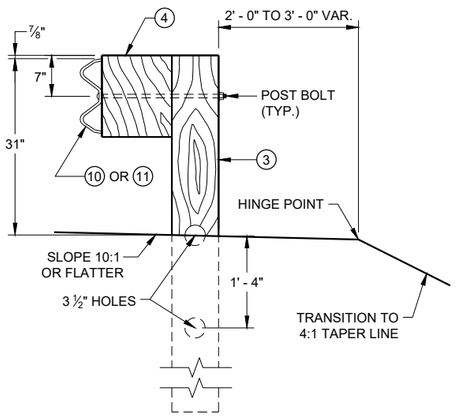
DETAIL "A" (E)



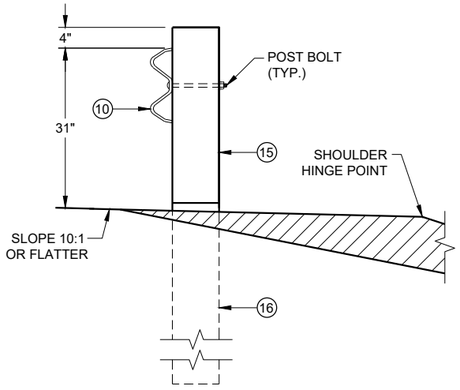
PLAN



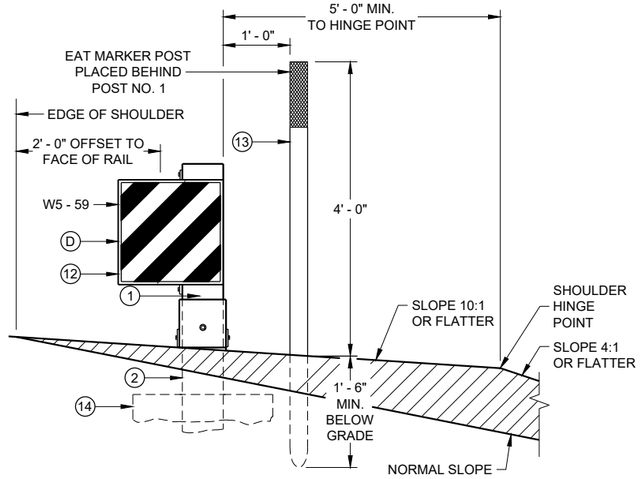
ELEVATION



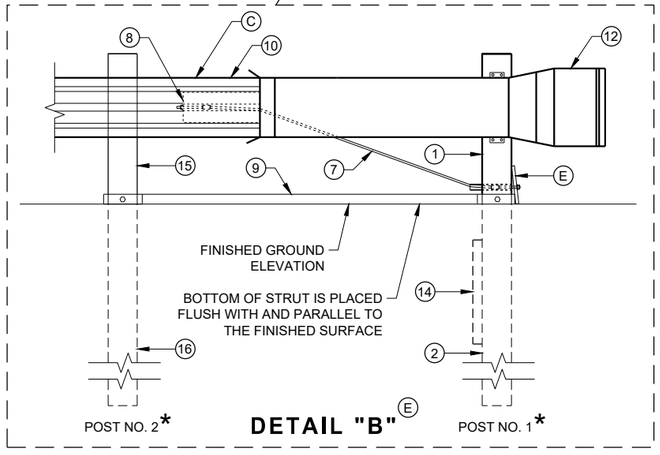
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

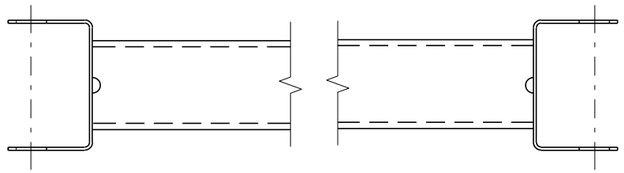
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

SDD 14B44 - 04a

6

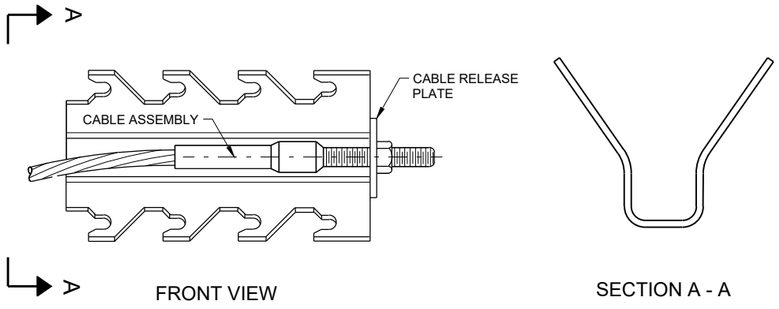
6



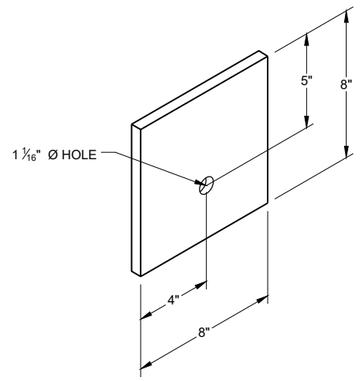
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'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



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

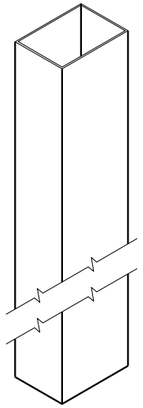
6

SDD 14B45 - 04b

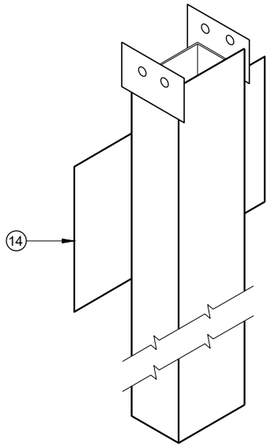
SDD 14B45 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



UPPER POST NO. 1 (1) (E)



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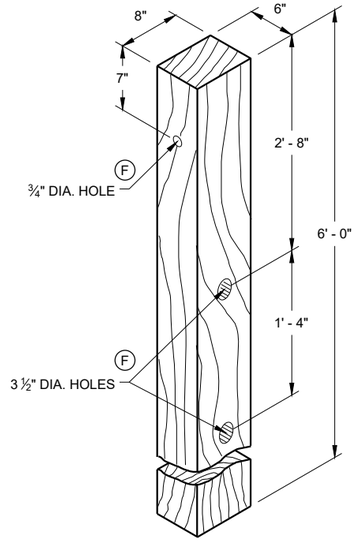
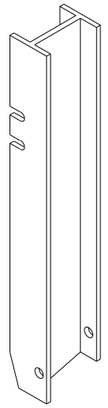


WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



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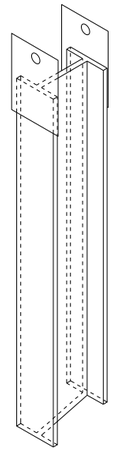

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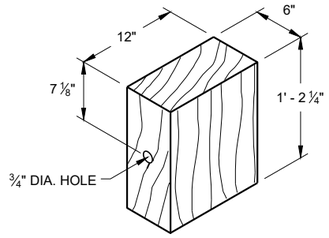
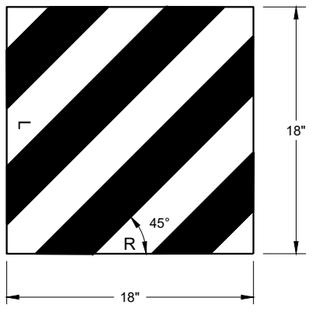
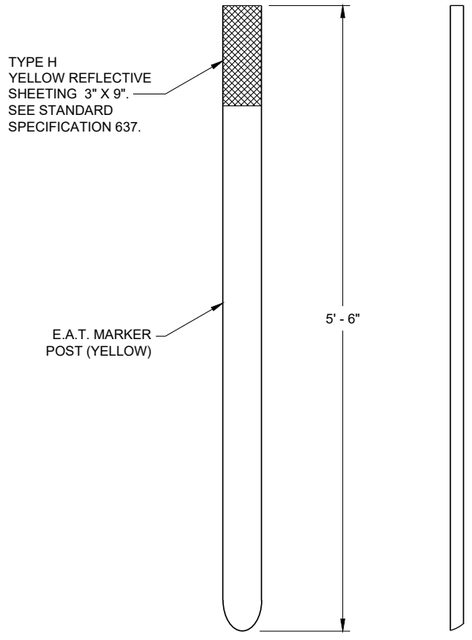


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



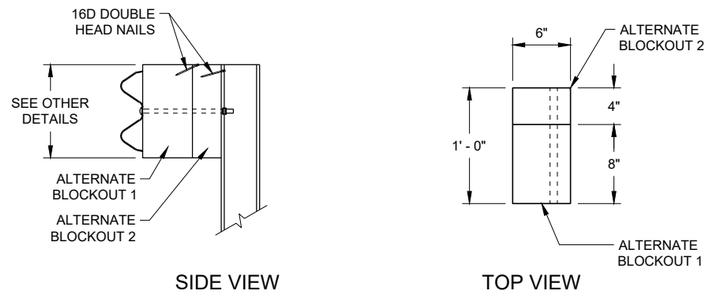
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



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)

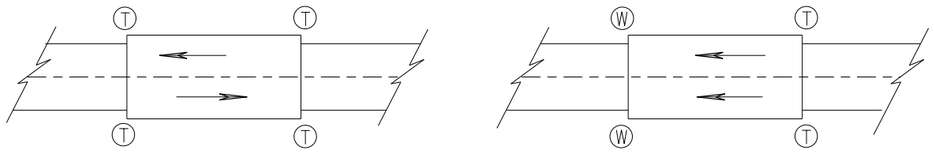
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

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

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.

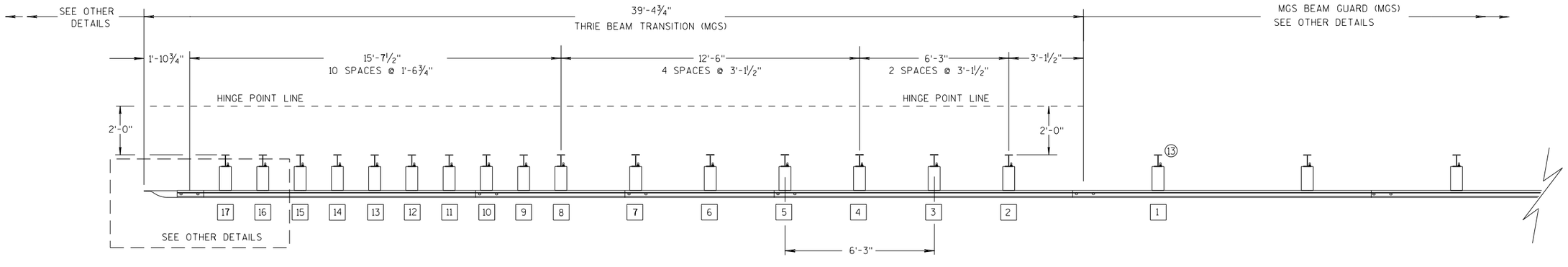
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

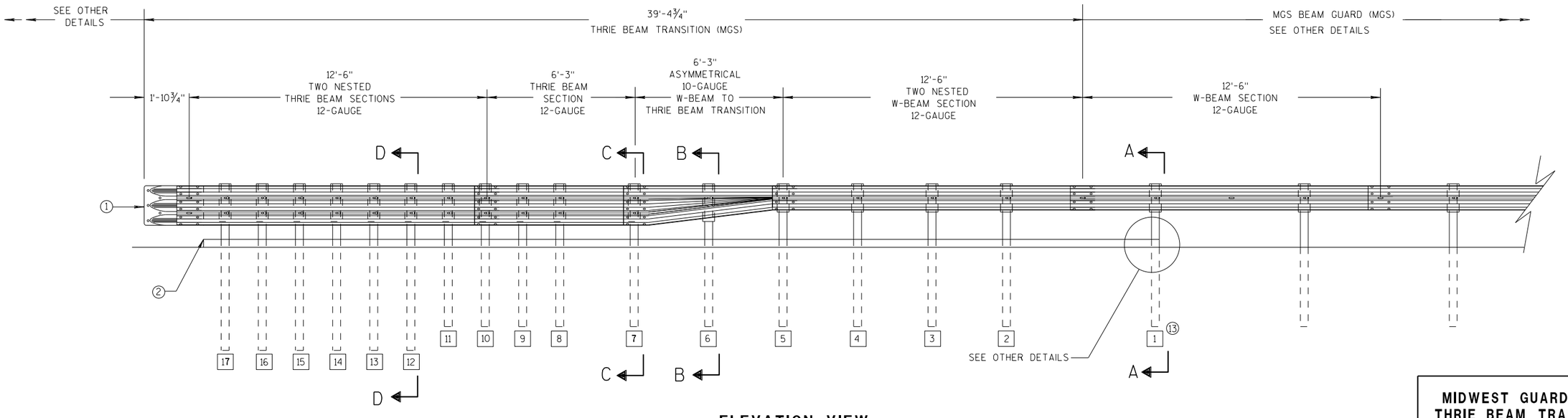
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

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

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

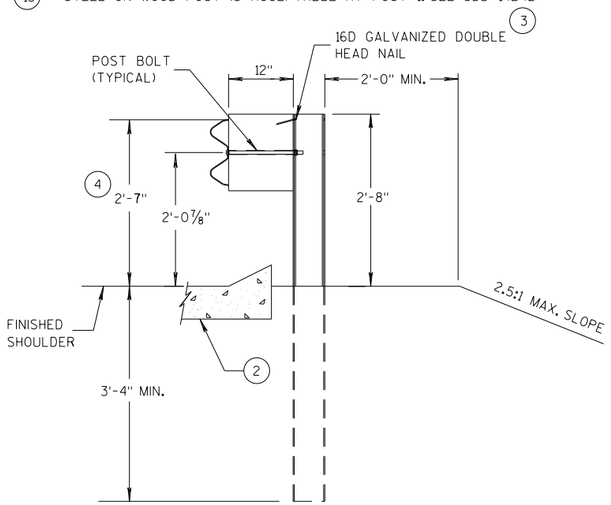
GENERAL NOTES

(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.

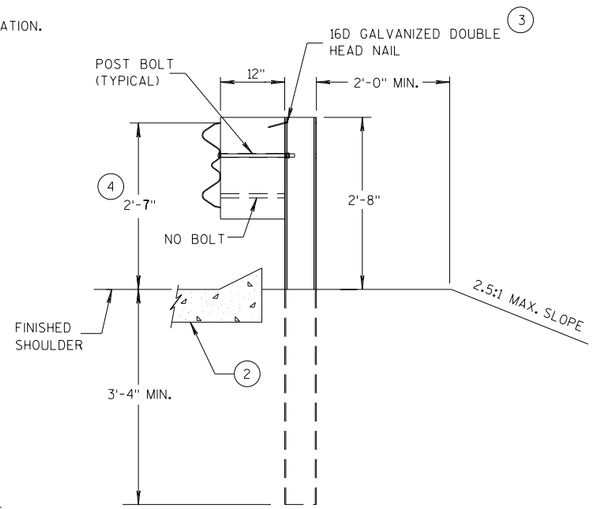
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



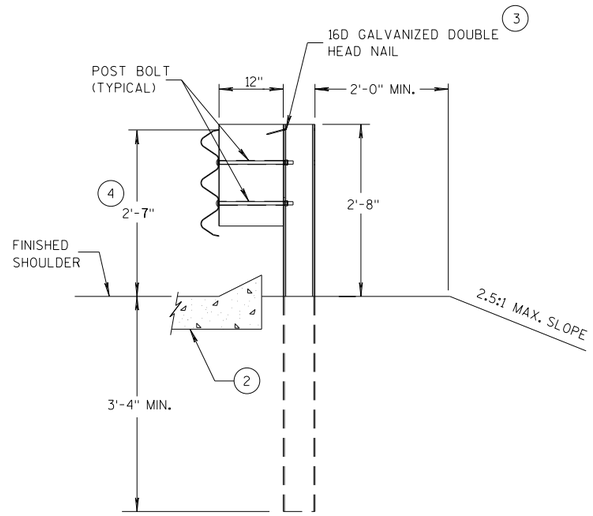
SECTION A-A (13)

POSTS 1-5



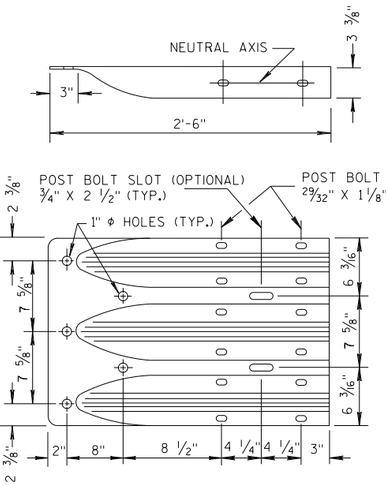
SECTION B-B

POST 6

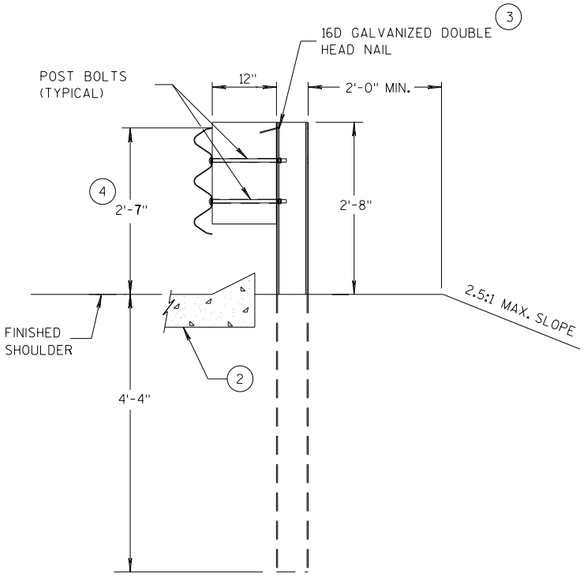


SECTION C-C

POSTS 7-11

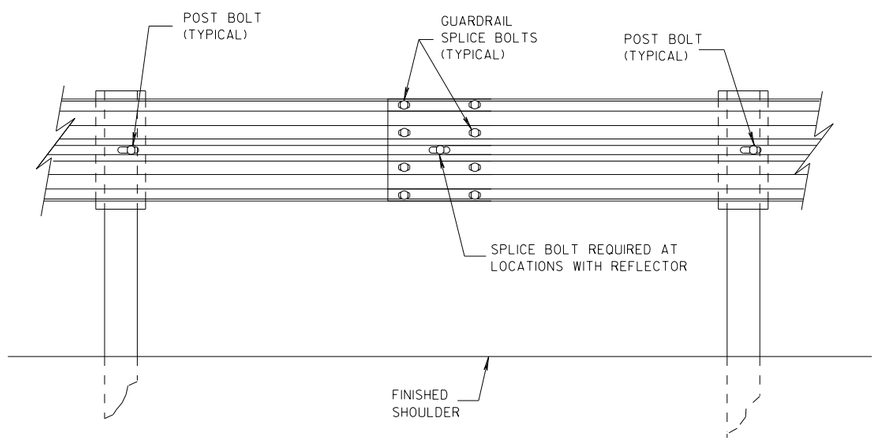


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

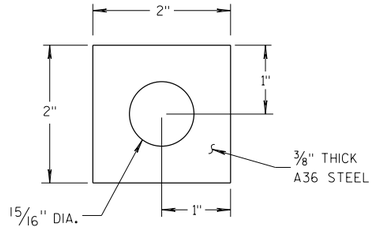
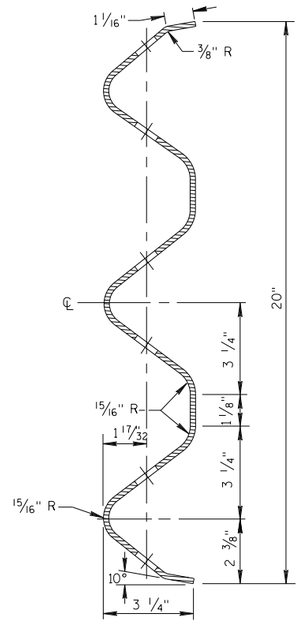


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

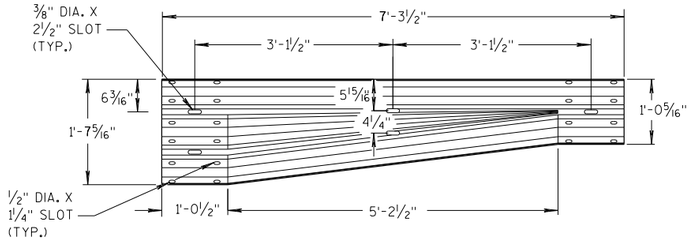
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 157

6

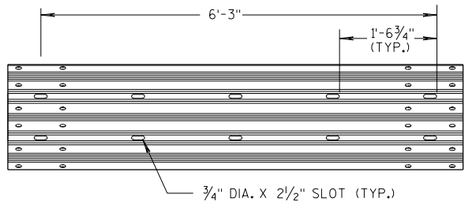
S.D.D. 14 B 45-5b

6

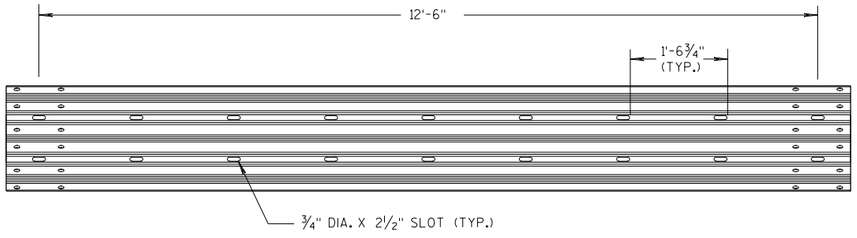
S.D.D. 14 B 45-5b



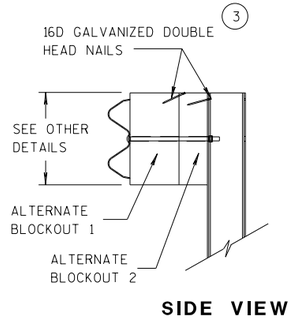
W-BEAM TO THRIE BEAM TRANSITION SECTION



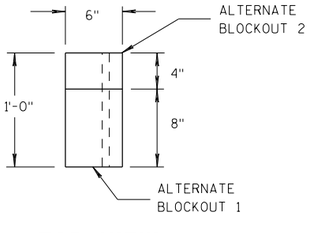
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

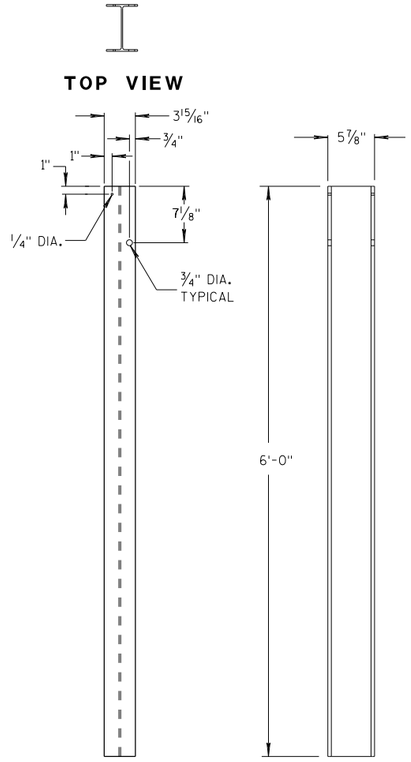


SIDE VIEW



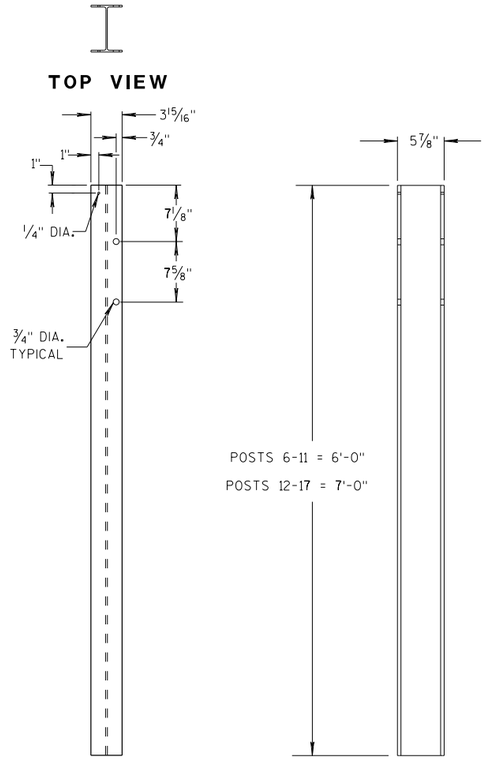
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



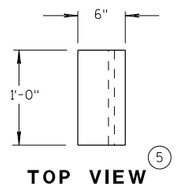
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

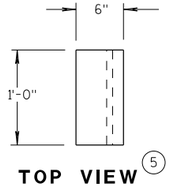


FRONT VIEW SIDE VIEW

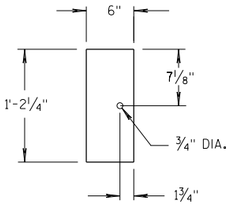
STEEL POSTS 6-17



TOP VIEW (5)

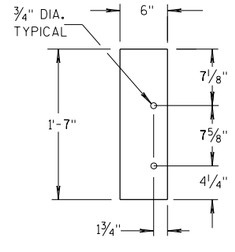


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

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

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

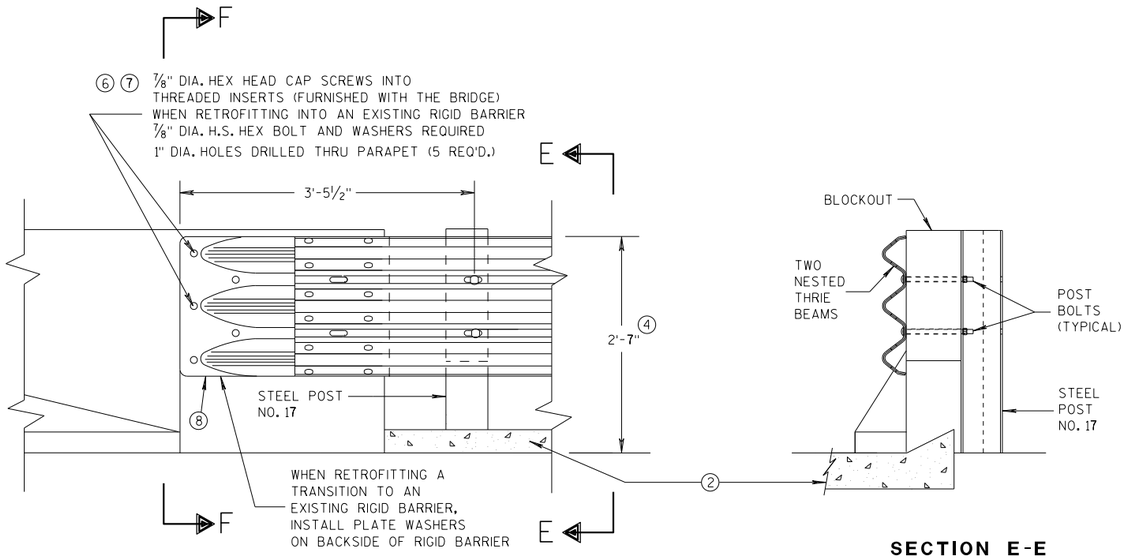
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6
S.D.D. 14 B 45-5c



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.

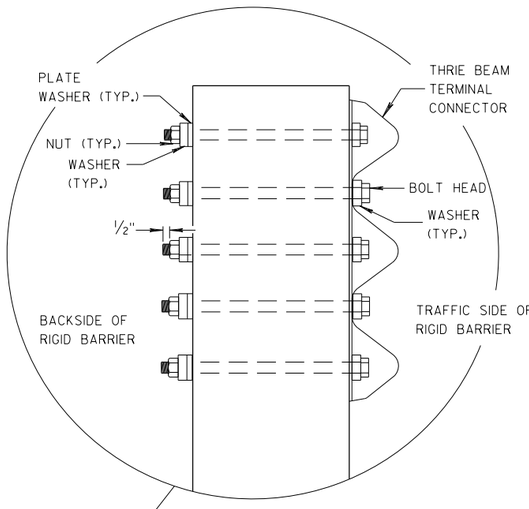
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

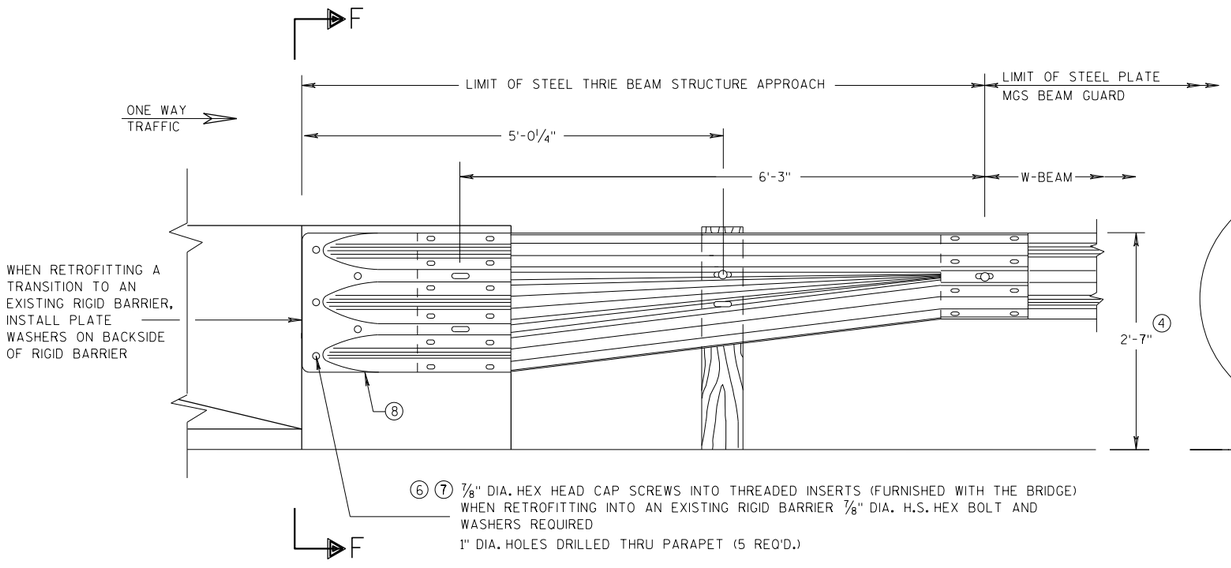
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

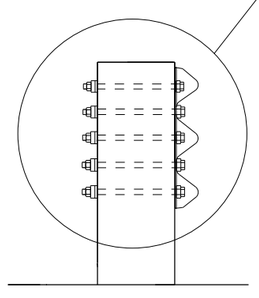
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE.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

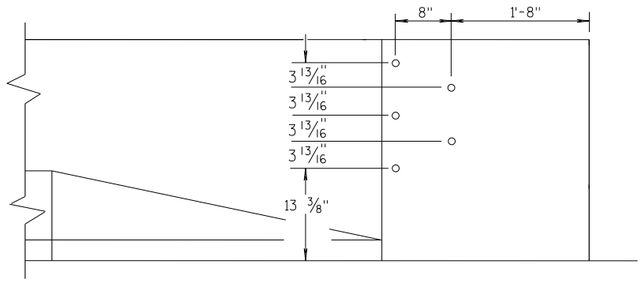




FRONT VIEW



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
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[illegible] UNIT SUPERVIS[illegible] — NT
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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.

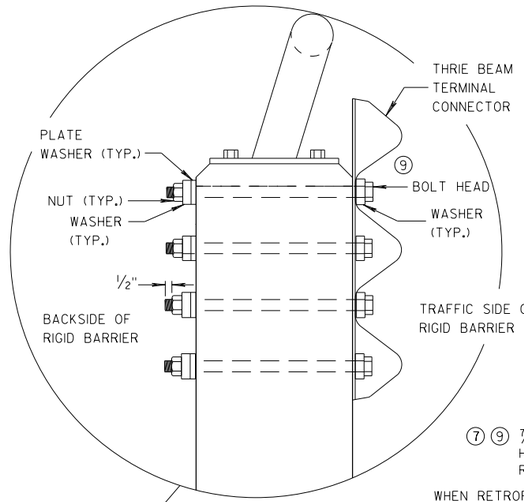
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

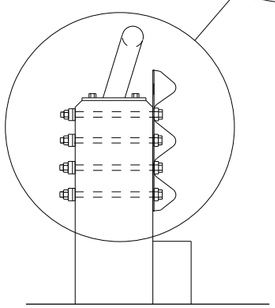
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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.

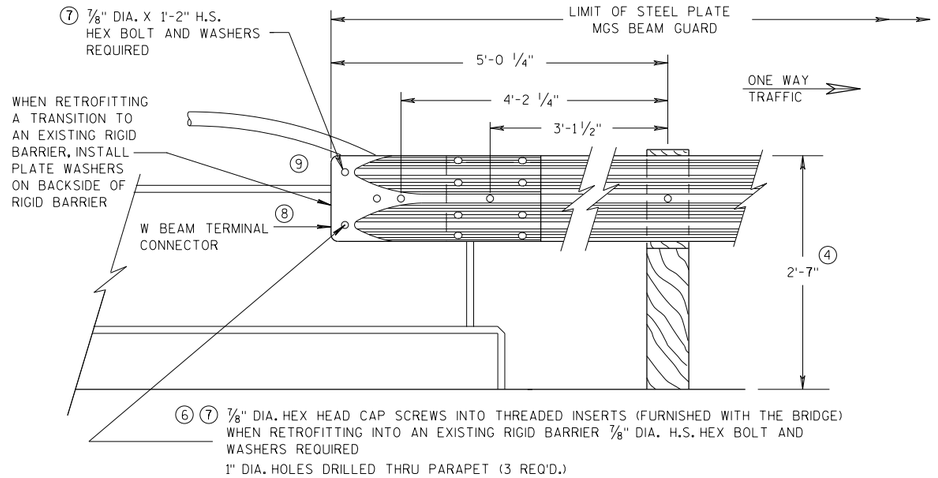
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

(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.





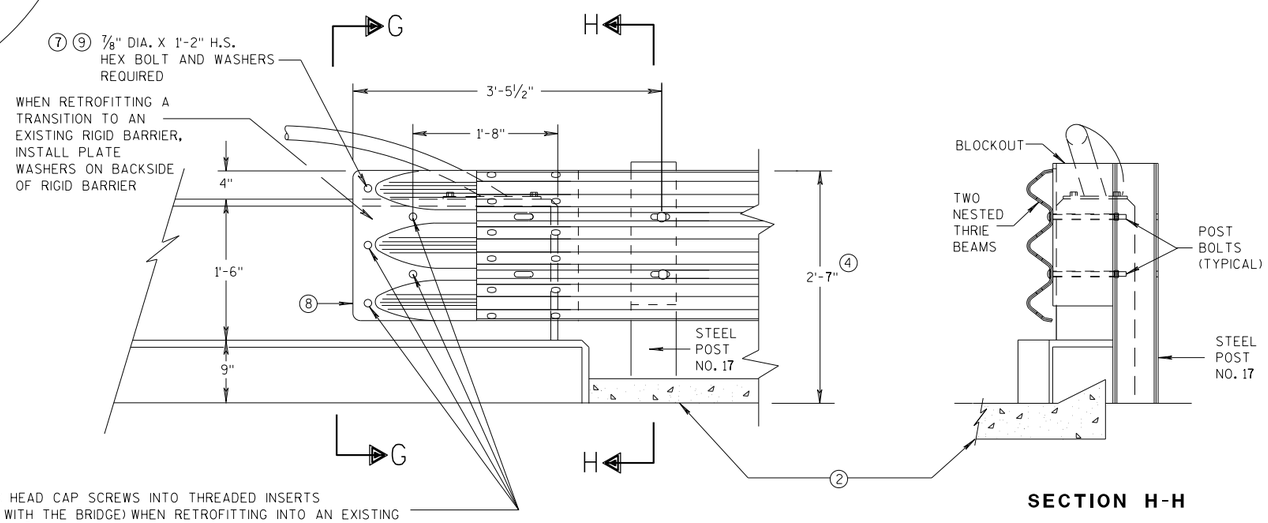
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

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



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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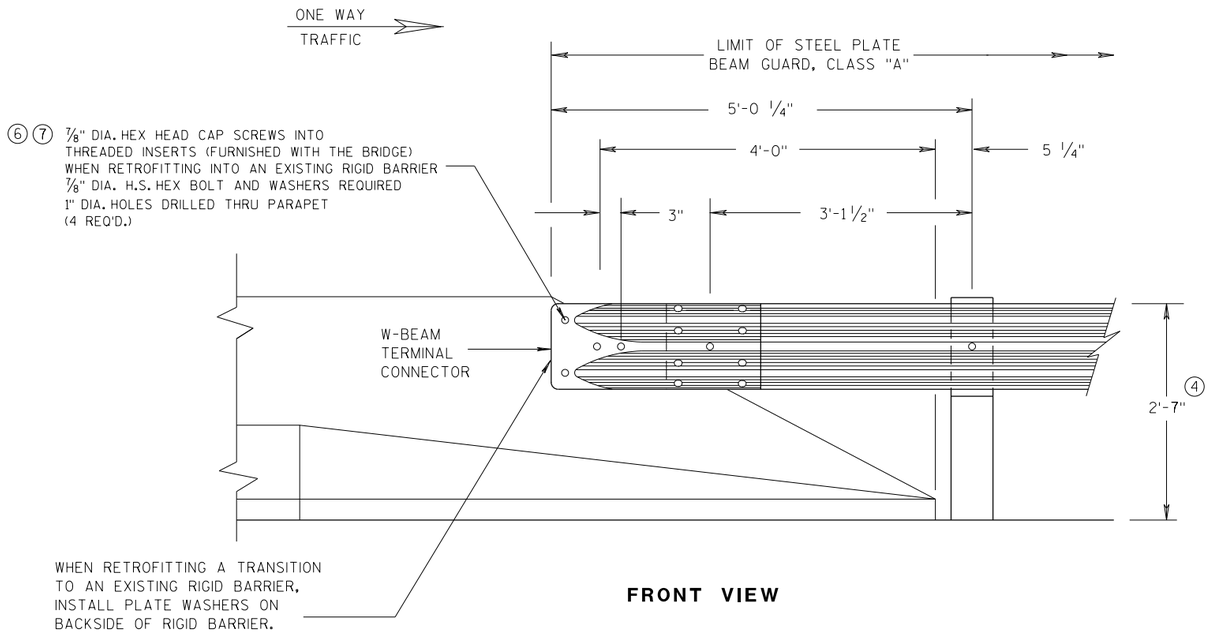

FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

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

GENERAL NOTES

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

④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

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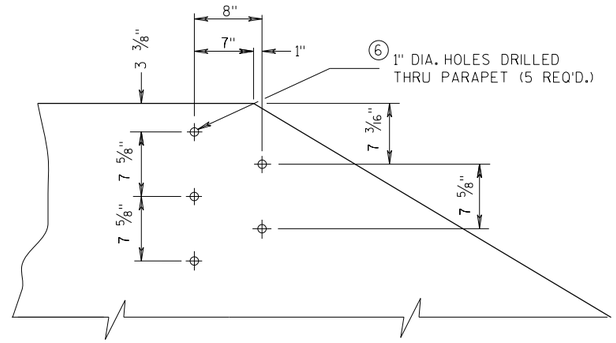
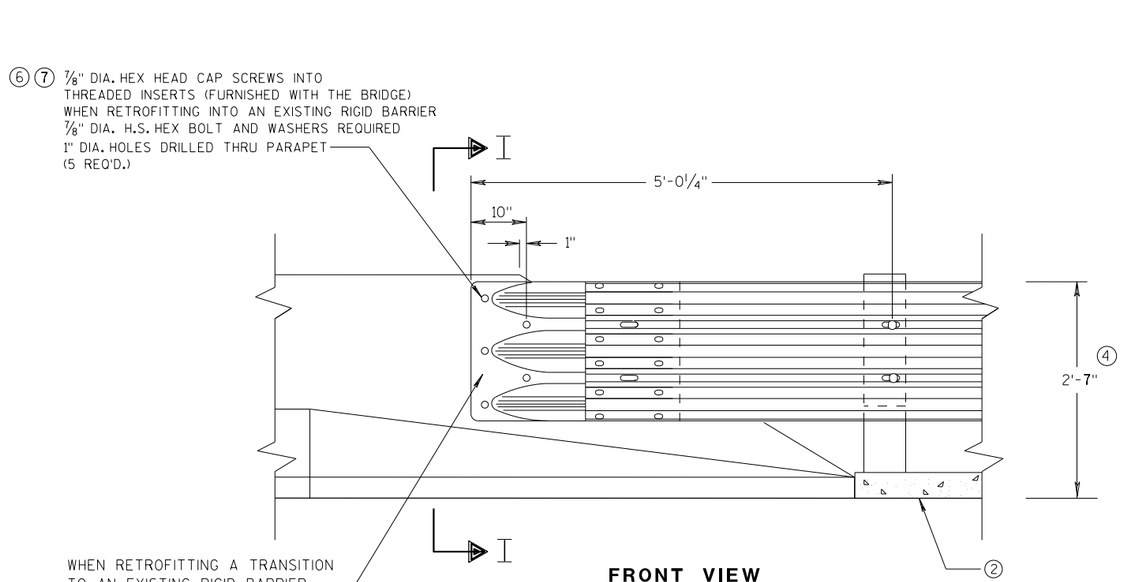
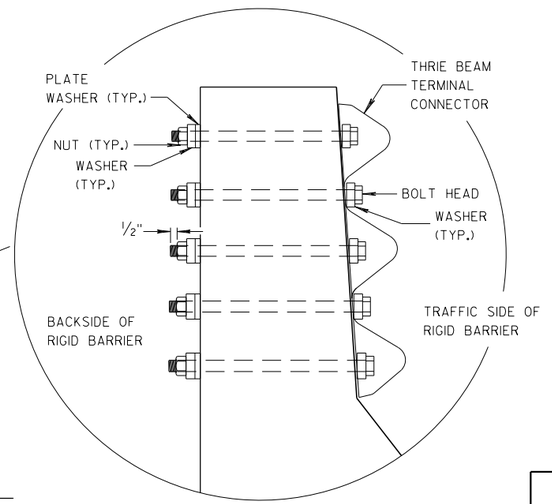


DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW

SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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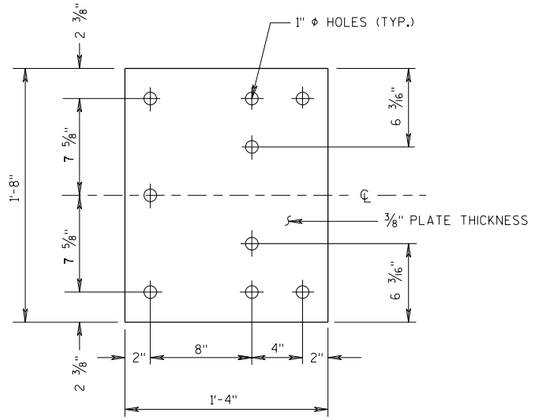
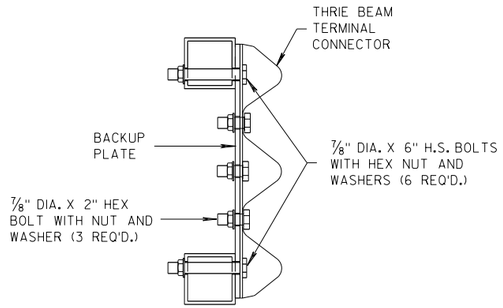
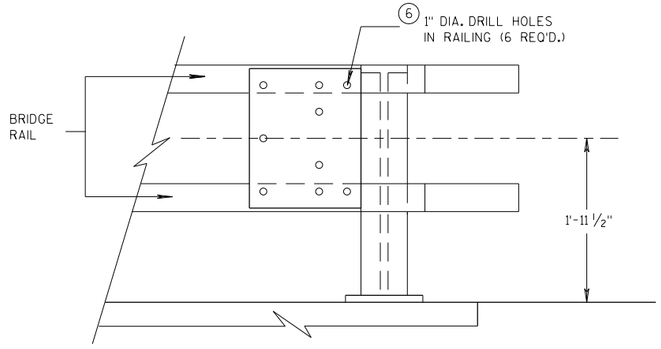


BACK-UP PLATE DETAIL



SECTION J-J

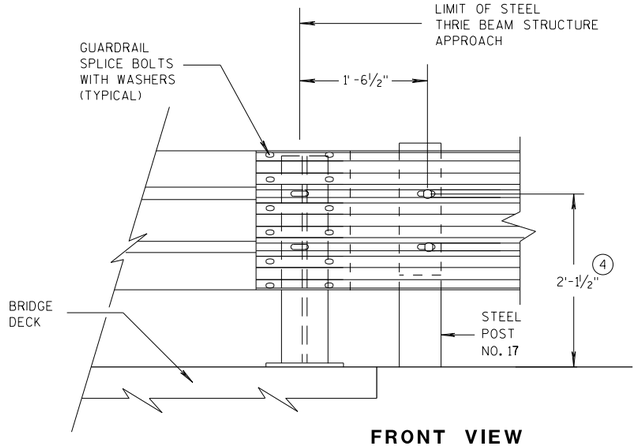


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

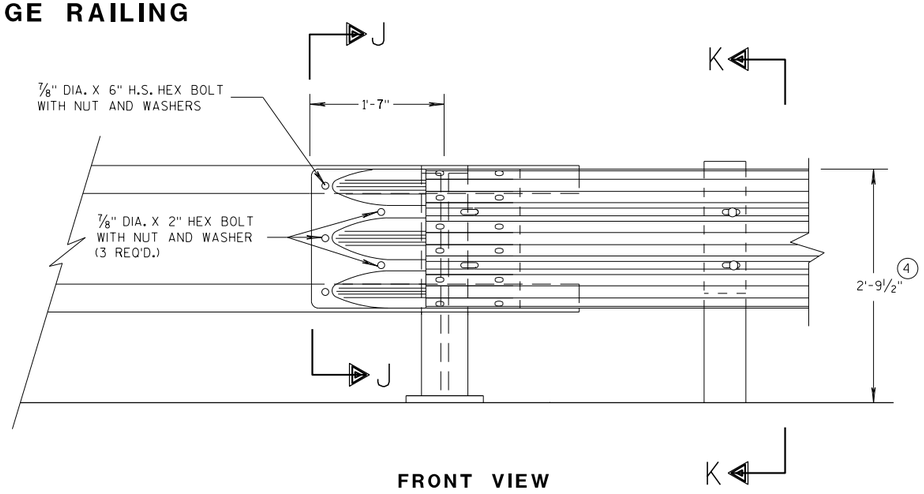
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

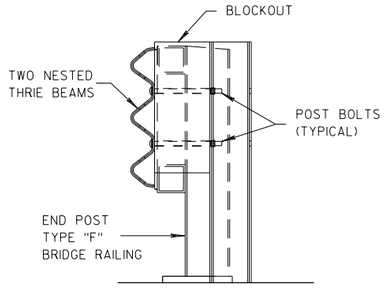


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
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STATE OF WISCONSIN
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/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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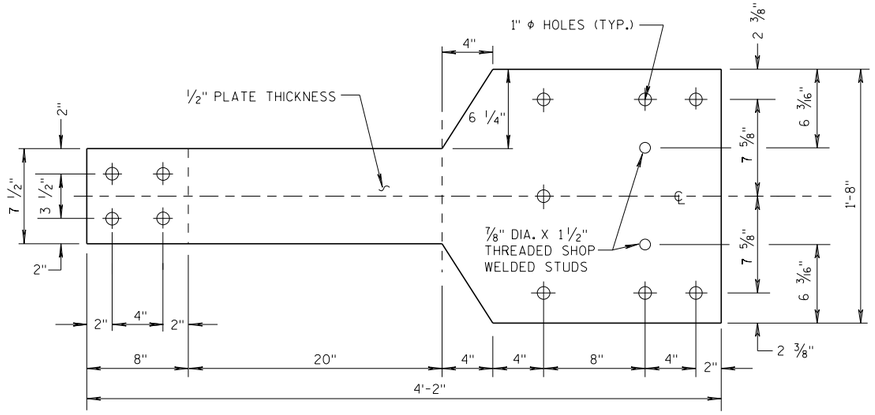
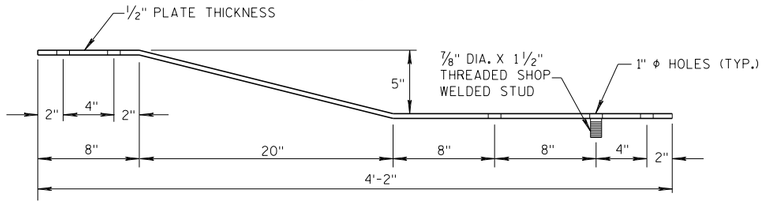
GENERAL NOTES

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

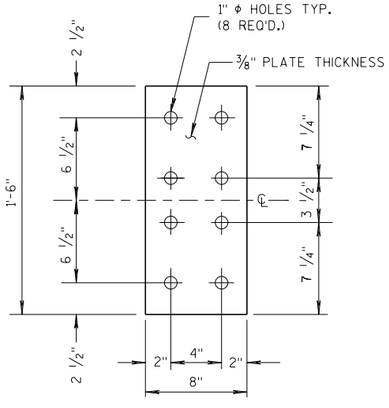


FRONT VIEW



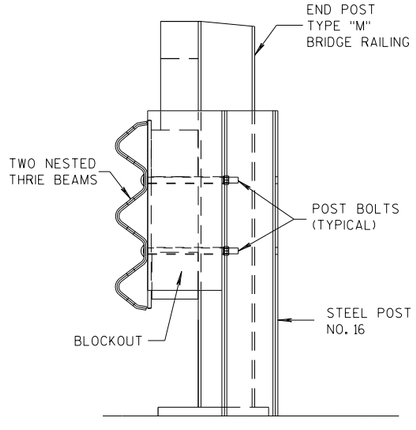
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

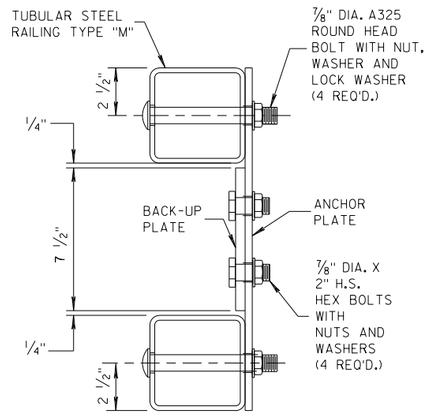


FRONT VIEW

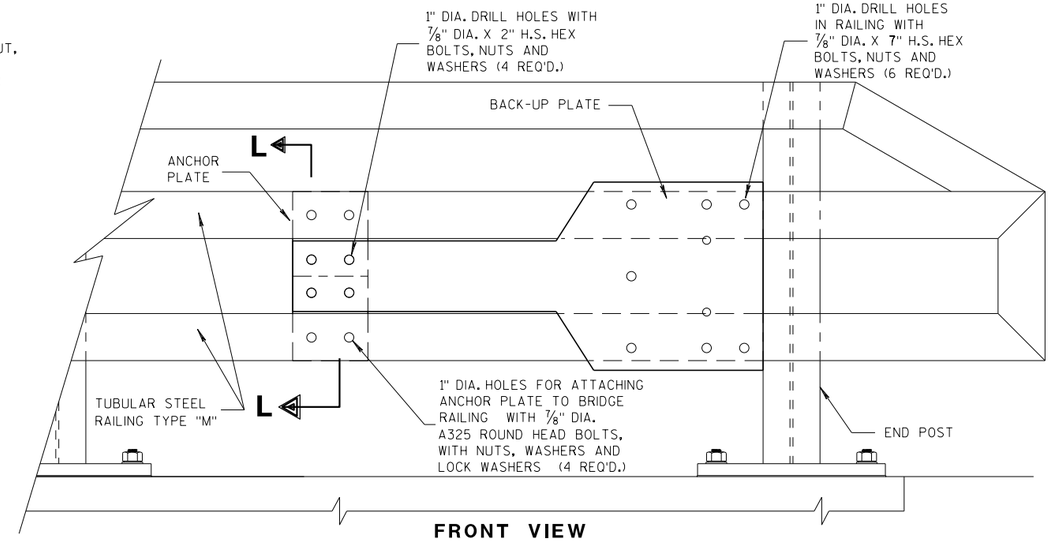
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

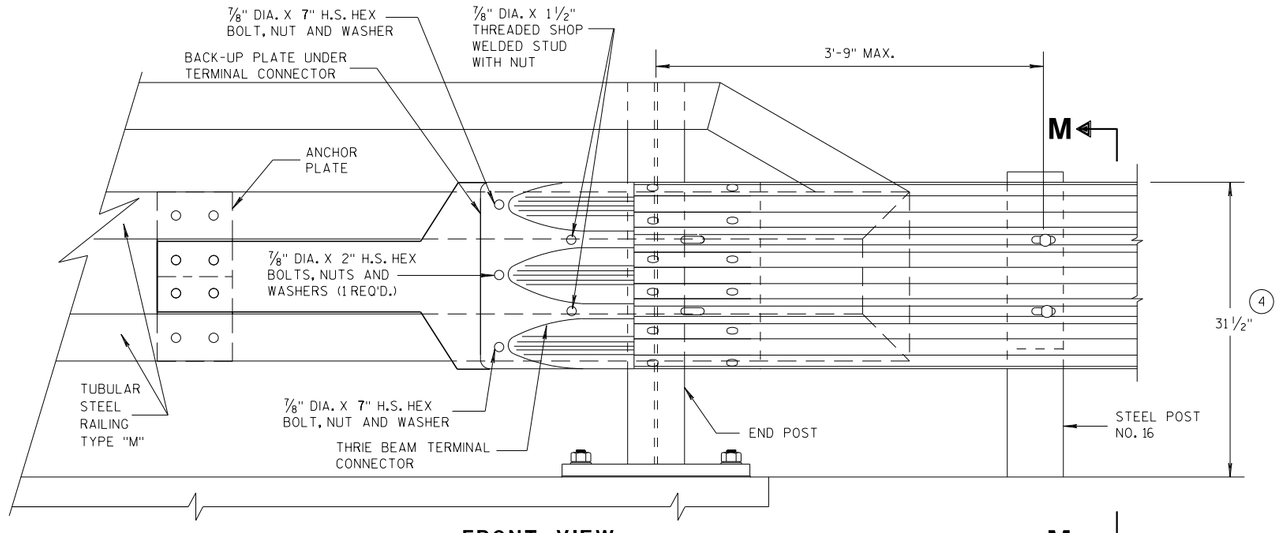


SECTION L-L

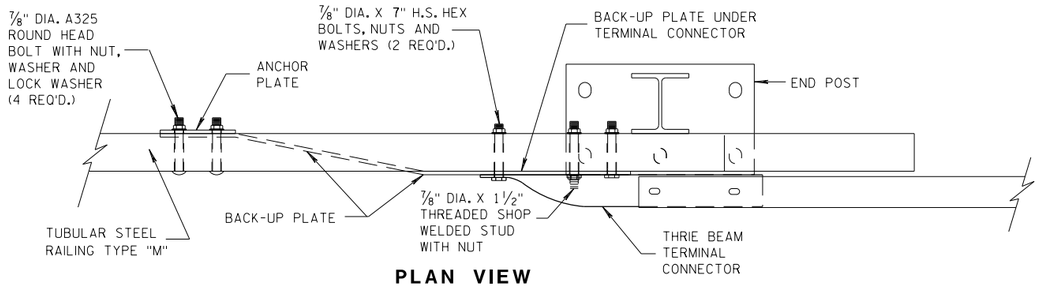


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "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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07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
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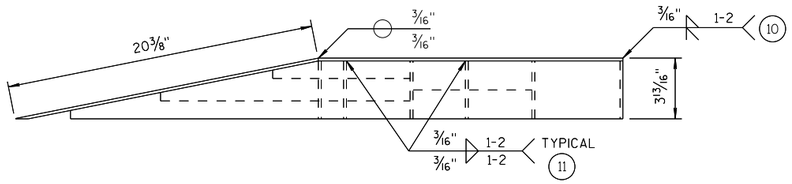

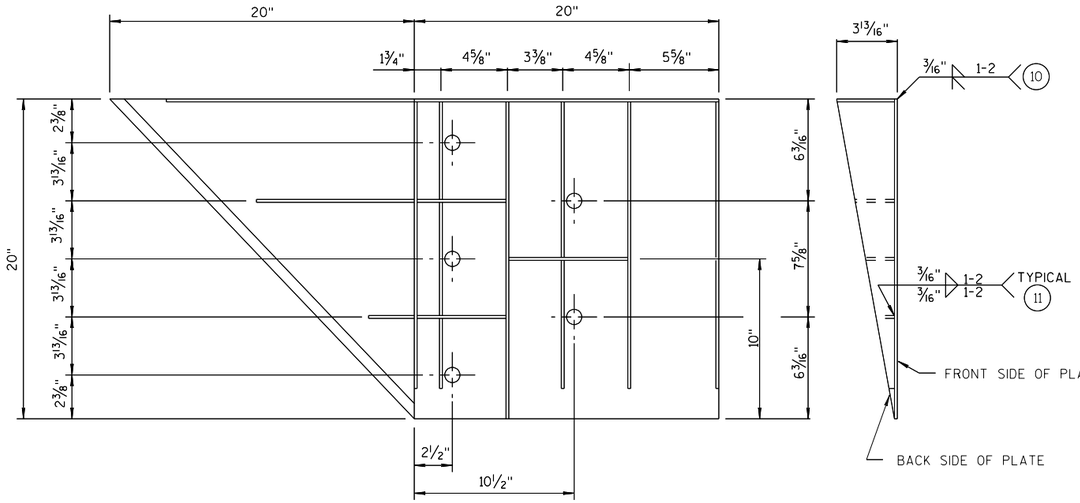

WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

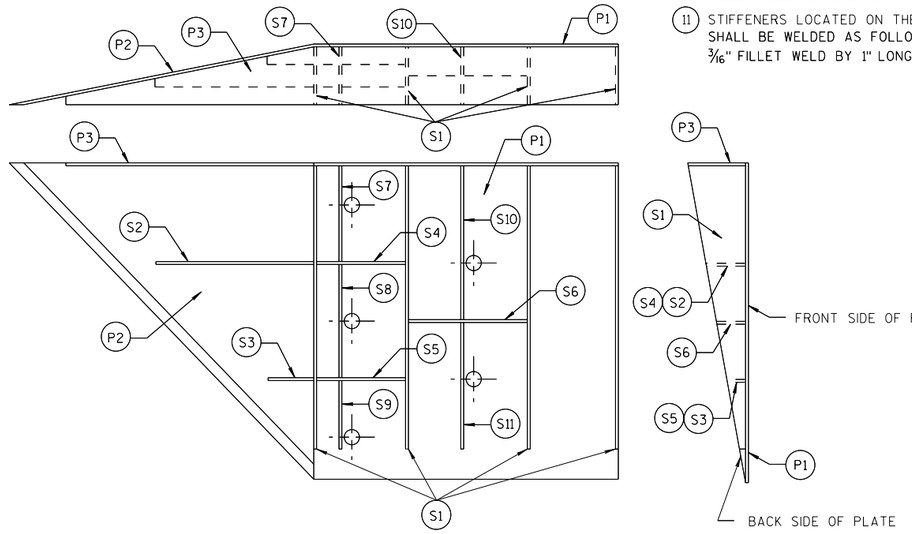

PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
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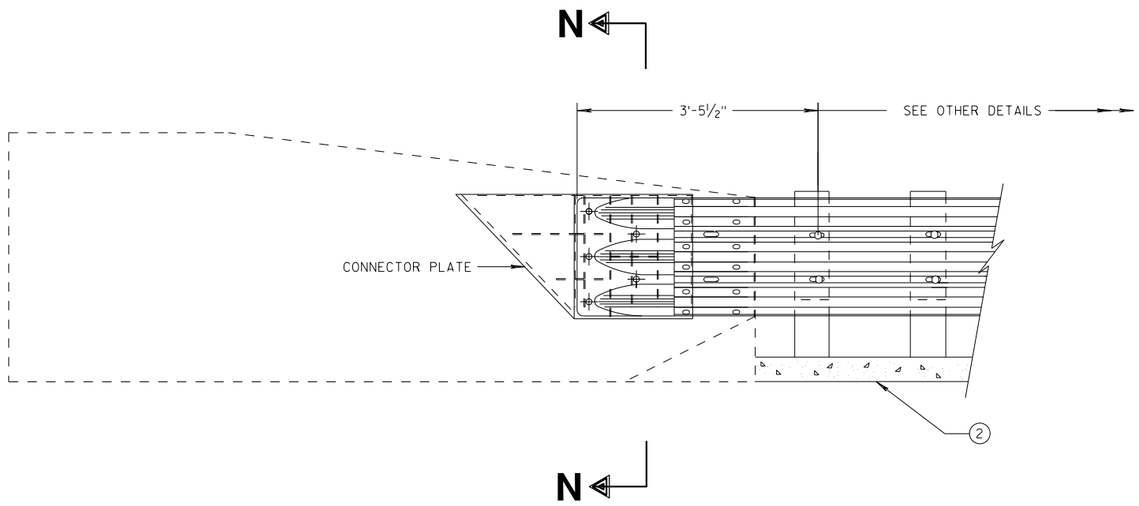
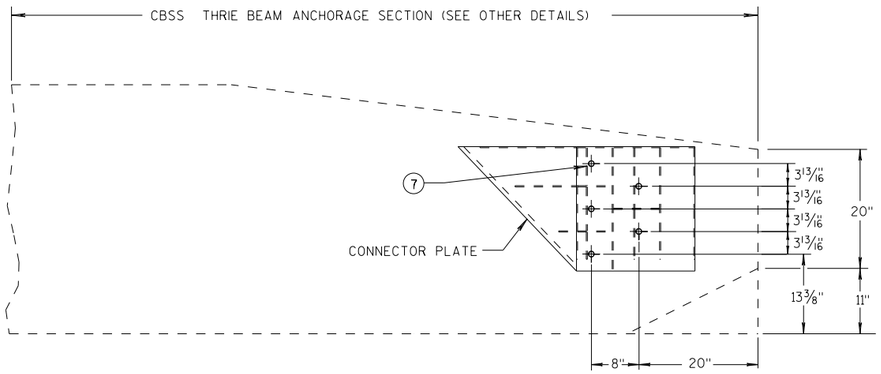


THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



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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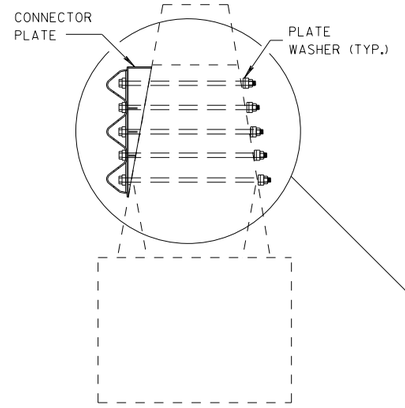
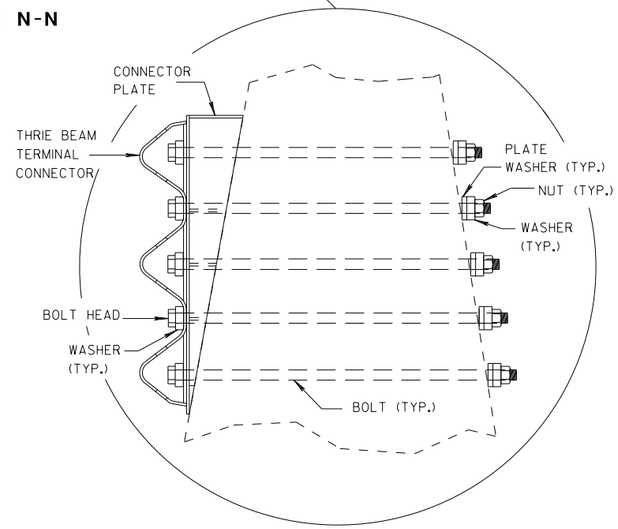


SECTION N-N



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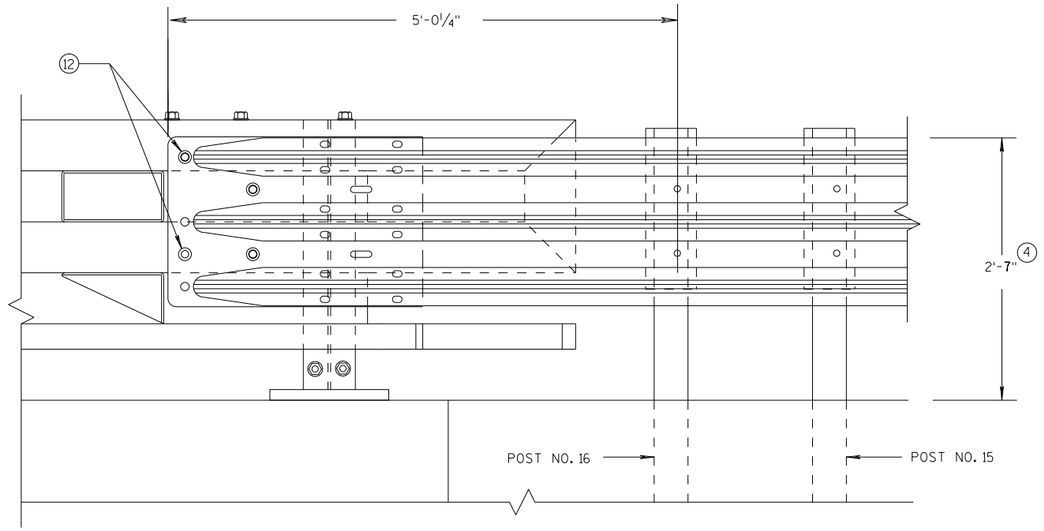
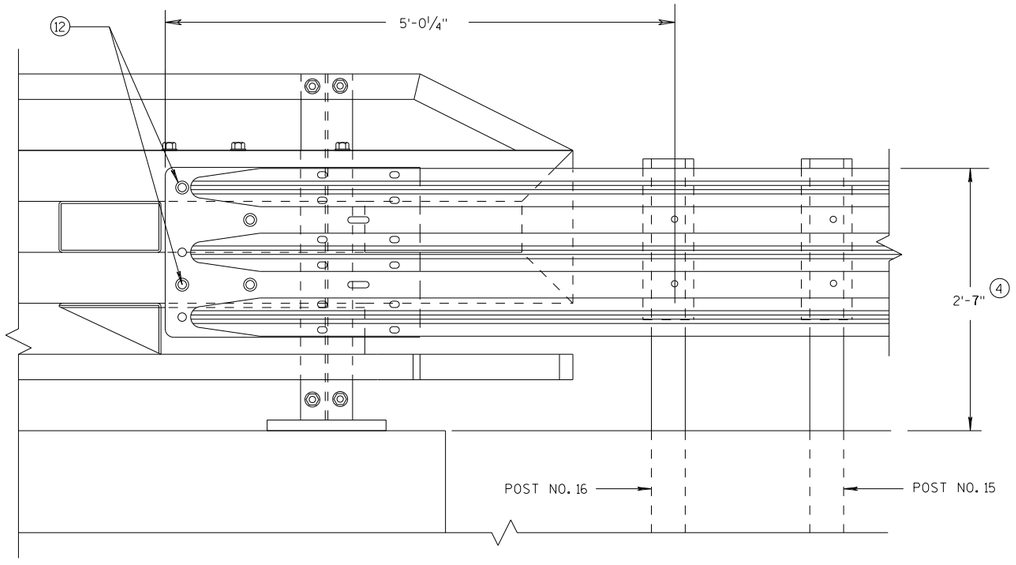


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

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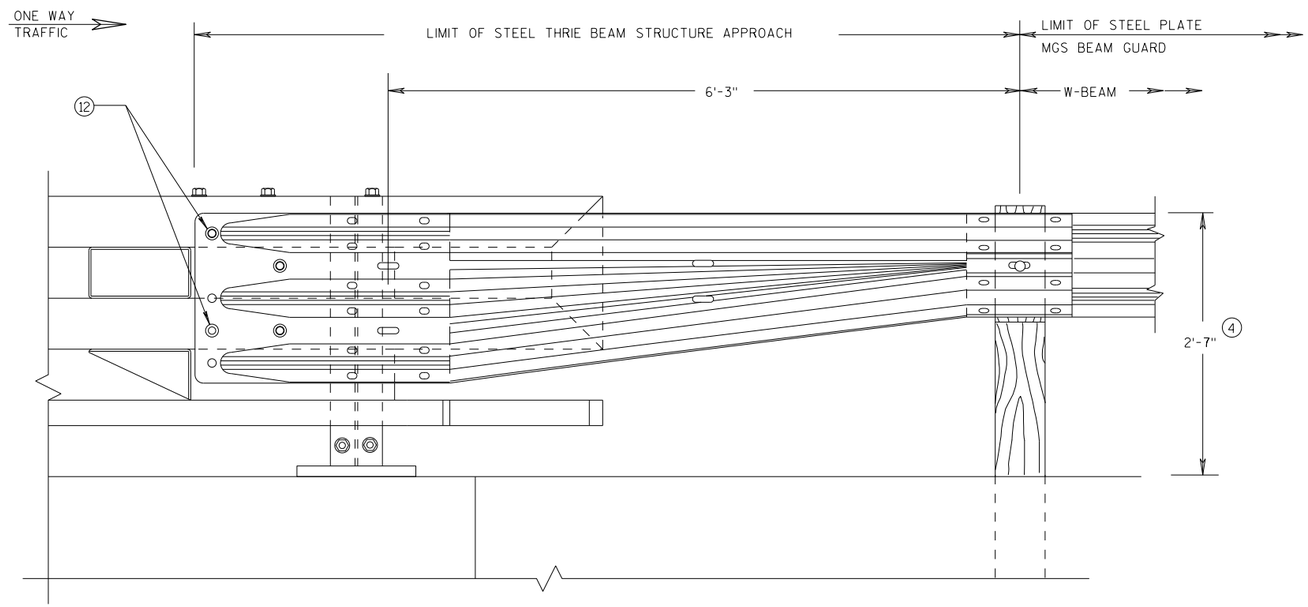


FRONT VIEW

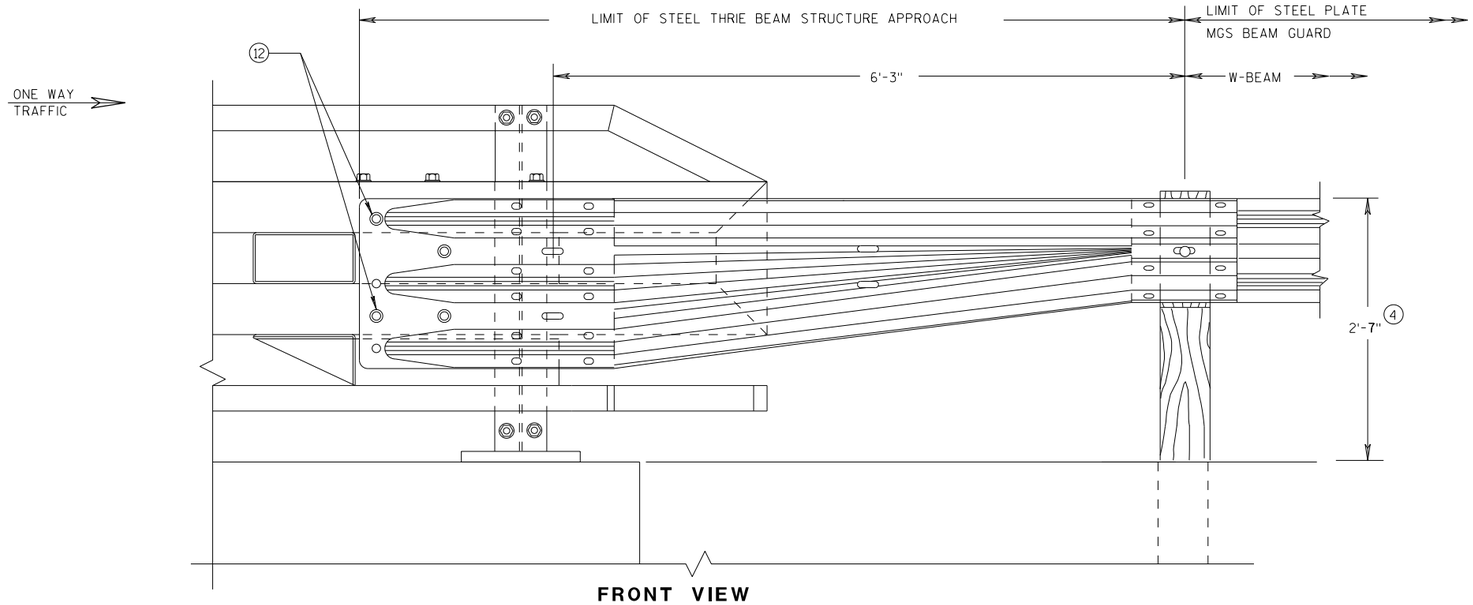
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

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

GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-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
7/2018 DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS
FHWA

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S.D.D. 14 B 45-5L

6

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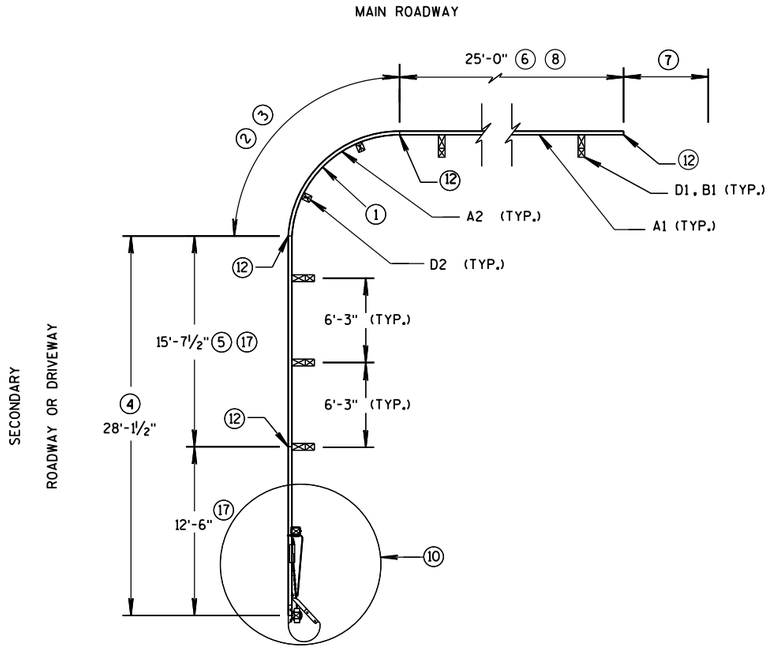
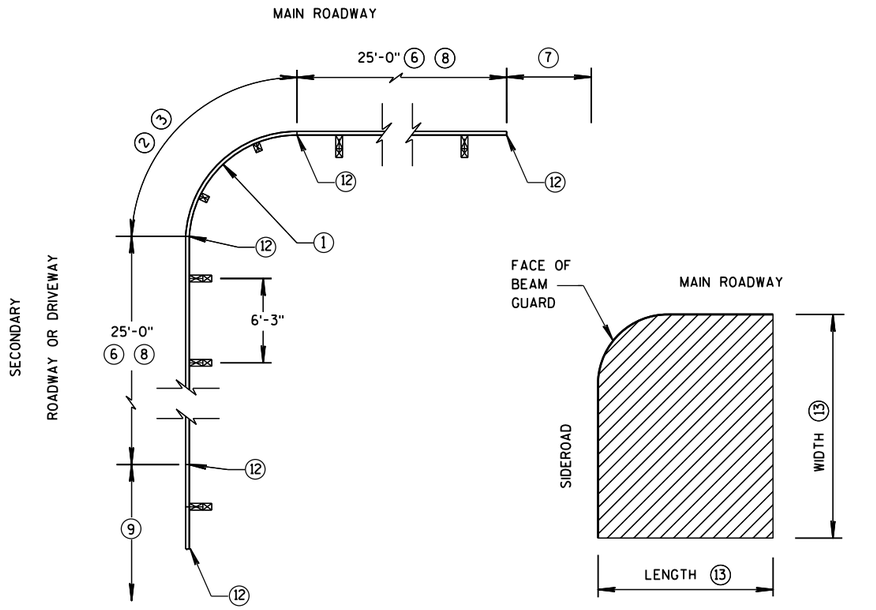


SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY PLAN VIEW



SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY PLAN VIEW

AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS 16

TABLE FOR RADIUS OF 32' AND LESS

RADIUS FT	LENGTH FT	WIDTH FT
8	25	15
16	30	15
24	40	20
32	50	30

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING IS TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERITCAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUTS.

UNLESS NOTED OTHERWISE CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6'-3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE TERMINAL (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAILS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID FOR WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS)

(11) HEIGHT VARIES. SEE NOTE (8) AND (17).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRE PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

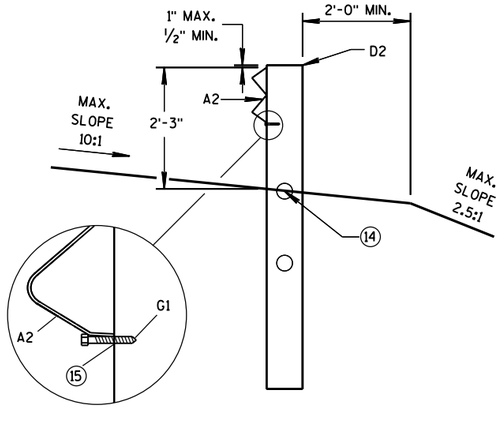
(13) SEE TABLE FOR VALUES.

(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

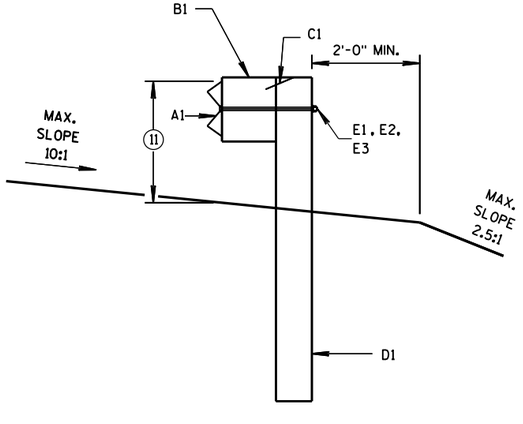
(15) DRILL 15/64" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

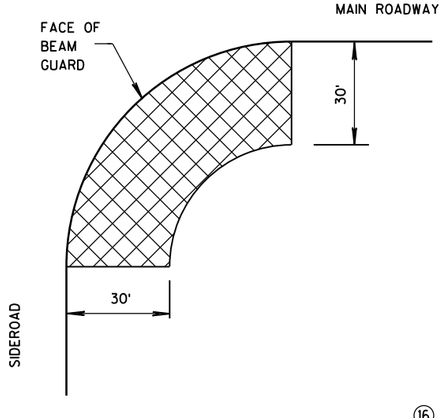
(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL.



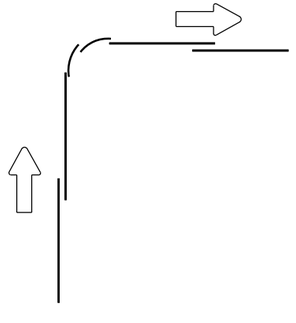
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



BEAM GUARD POSTS IN HEIGHT TRANSITION



AREA FREE OF FIXED OBJECTS 16 RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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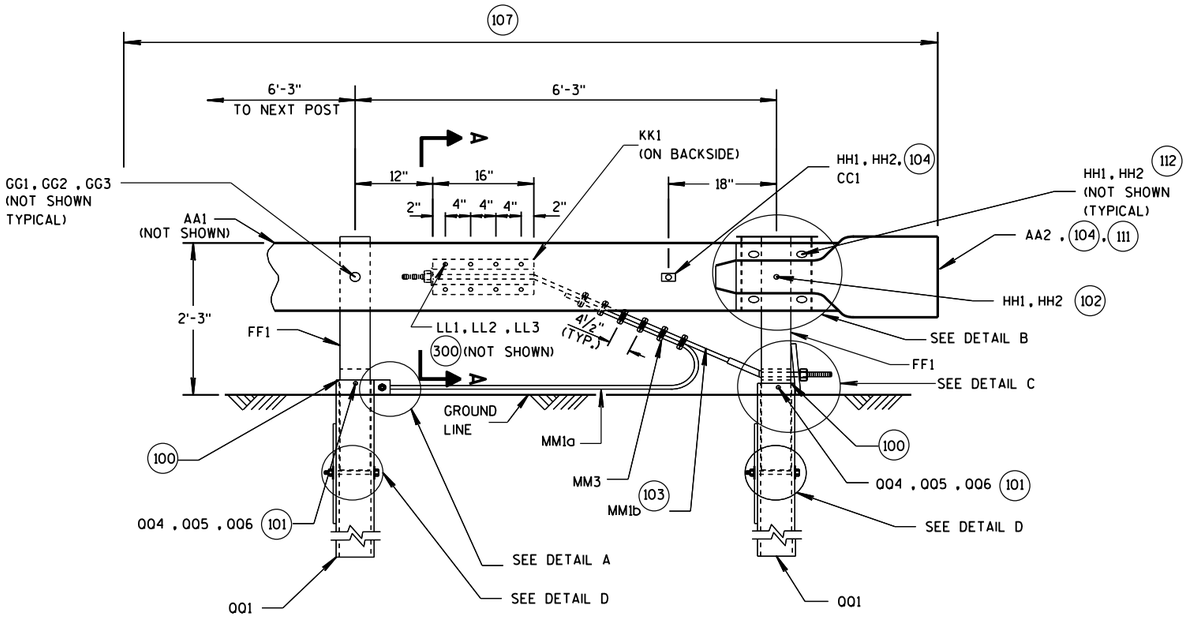
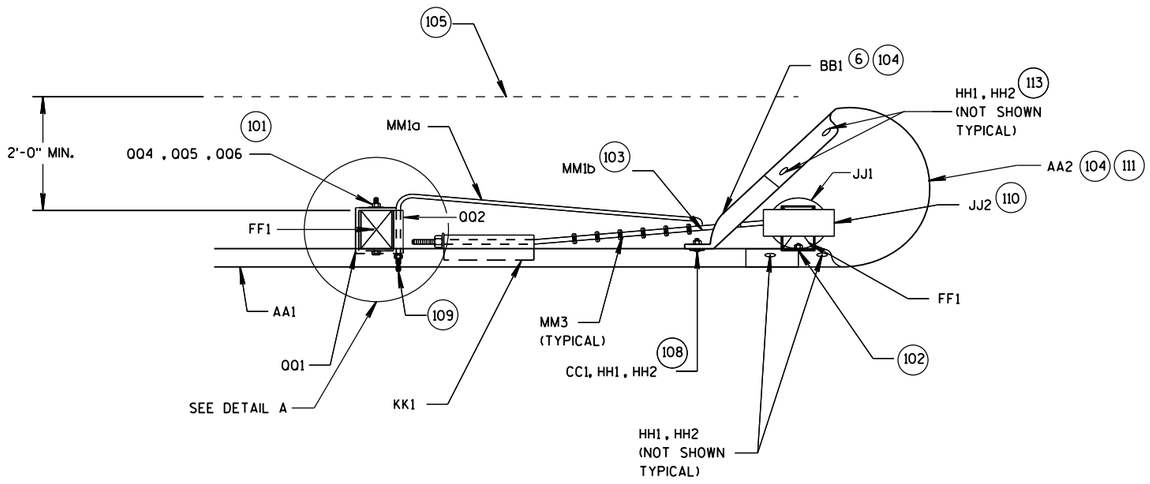
S.D.D. 14 B 53-1a



SHORT RADIUS TERMINAL
PROFILE VIEW



SHORT RADIUS TERMINAL
TOP VIEW

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM END SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL B.

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL A PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

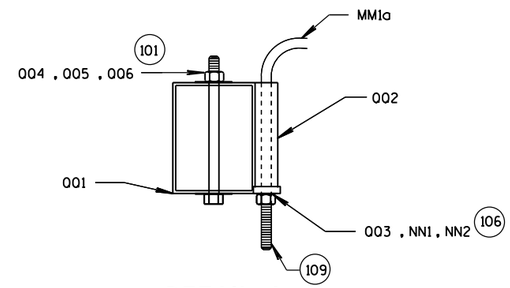
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

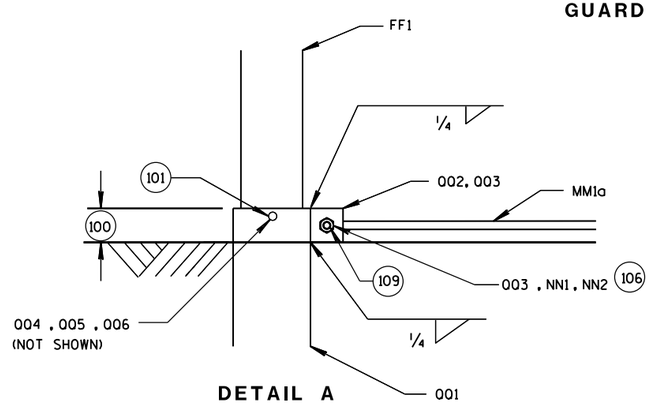
111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

113 FOUR HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



DETAIL A
TOP VIEW
(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



DETAIL A
PROFILE VIEW

STEEL PLATE BEAM GUARD
SHORT RADIUS TERMINAL
MGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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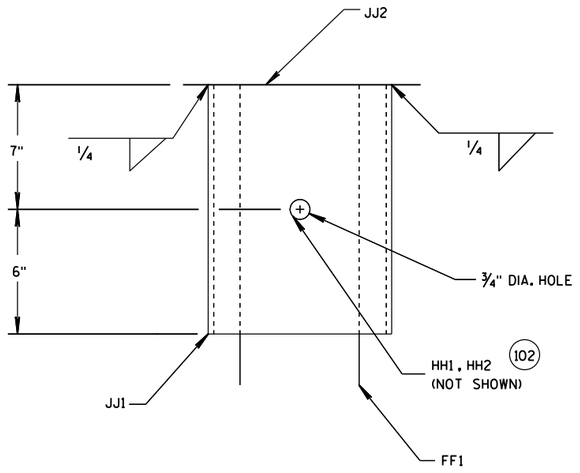
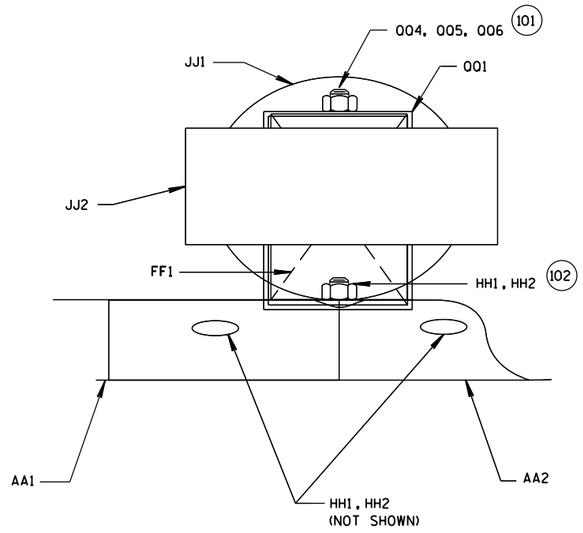
S.D.D. 14 B 53-1b

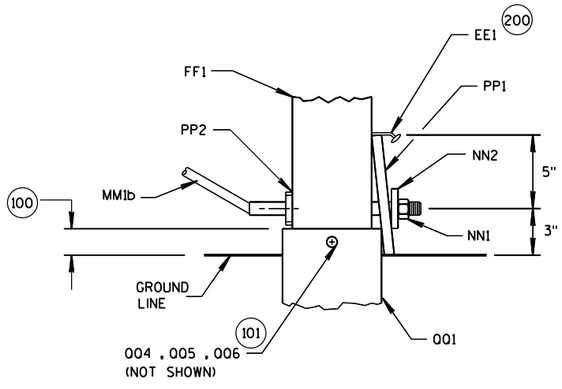


DETAIL B
PROFILE VIEW OF STEEL PIPE ASSEMBLY
(BEAM GUARD AND W-BEAM
END SECTION NOT SHOWN)

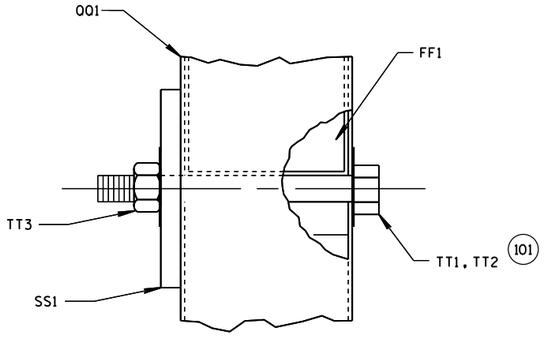


DETAIL B
PLAN VIEW OF STEEL PIPE ASSEMBLY

200 2 NAILS SPACED 4 INCHES CENTER TO CENTER.



DETAIL C
PROFILE VIEW



DETAIL D
PROFILE VIEW

SHORT RADIUS BEAM GUARD
(MGS) SHORT RADIUS
TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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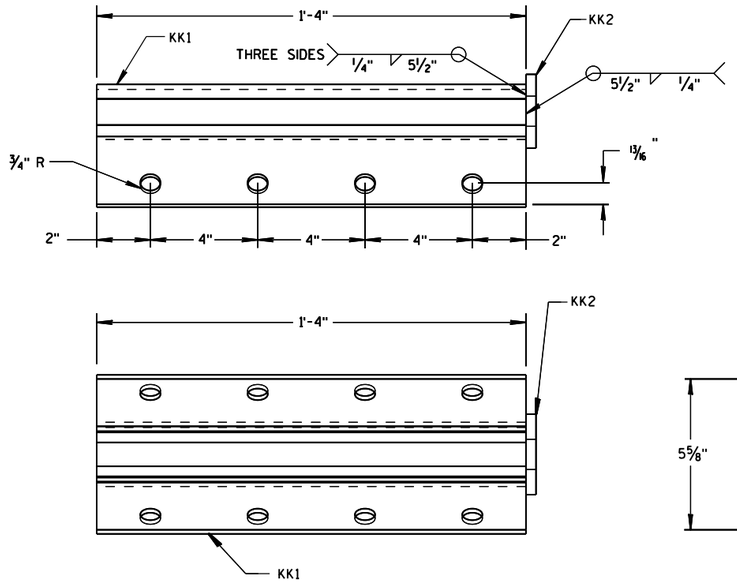
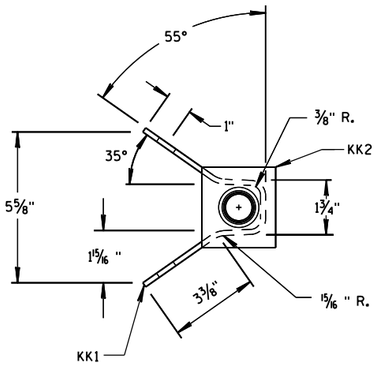
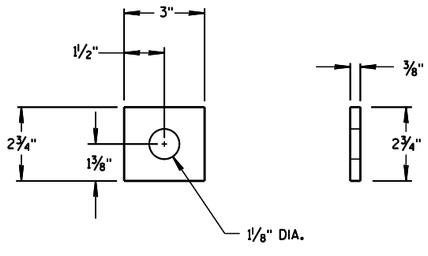
S.D.D. 14 B 53-1c

(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT LL1 AND LL3 REQUIRED. SIXTEEN LL2 REQUIRED.

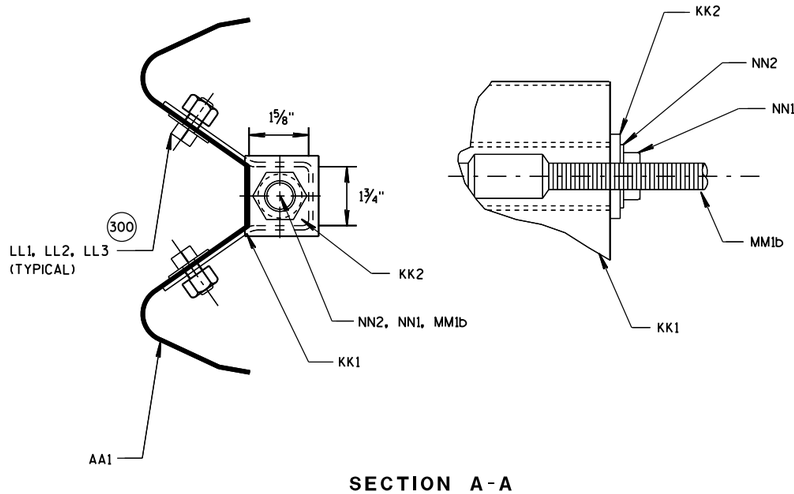




ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

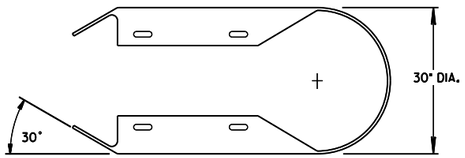


SECTION A-A

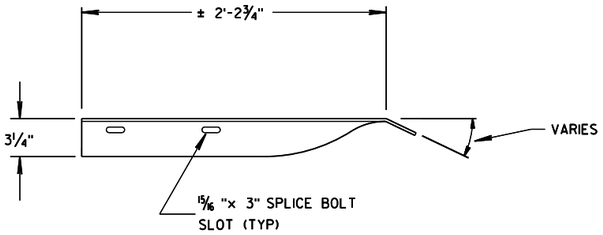
SHORT RADIUS BEAM GUARD
(MGS) SHORT RADIUS
TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 53-1d



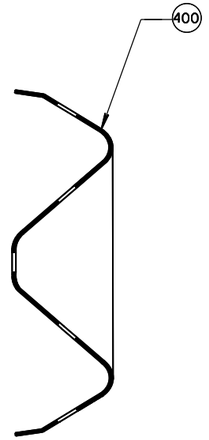
TOP VIEW



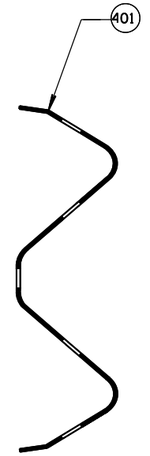
TOP VIEW

(400) CROSS SECTON OF PART IS TO FIT OVER AA1.

(401) CROSS SECTON OF PART IS TO FIT OVER OR UNDER AA1.

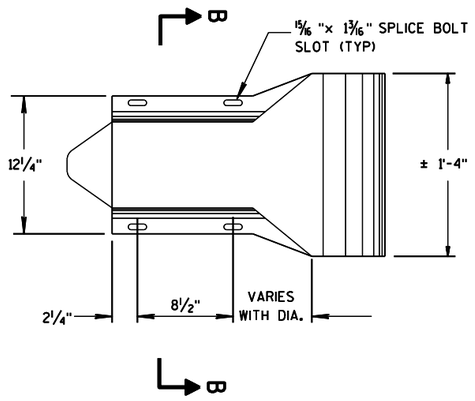


SECTION B-B



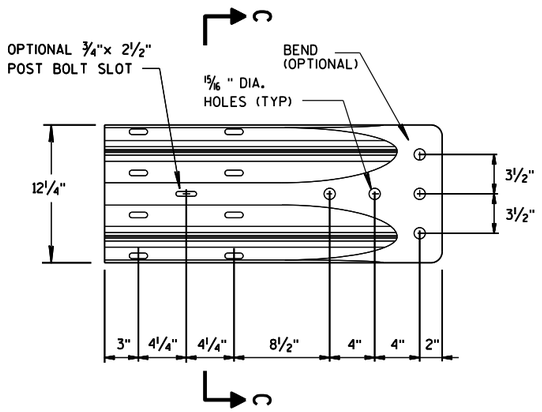
SECTION C-C

6



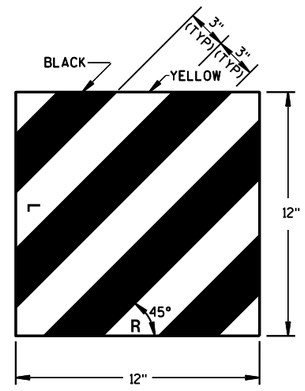
W-BEAM
END SECTION BUFFER (AA2)

PROFILE VIEW



W-BEAM
TERMINAL CONNECTOR (BB1)

PROFILE VIEW



REFLECTIVE SHEETING
(UU1, UU2)

SHORT RADIUS BEAM GUARD
(MGS) SHORT RADIUS
TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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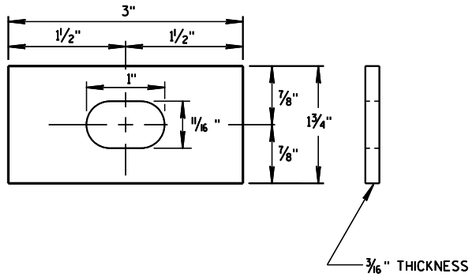
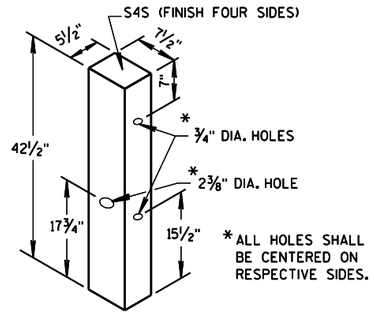
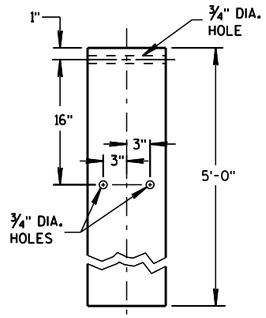
S.D.D. 14 B 53-1e



RECTANGULAR PLATE WASHER (CC1)



WOOD BREAKAWAY POST (FF1)



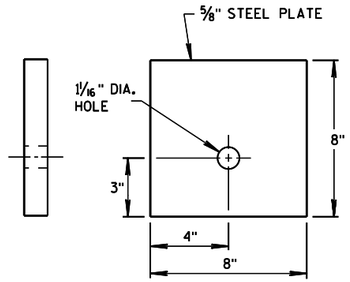
FOUNDATION TUBE (QQ1) (500)

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHING SS1.

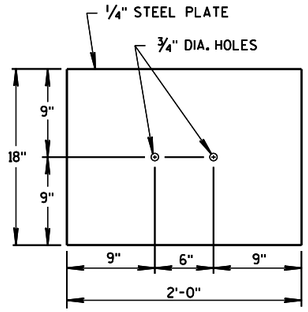
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

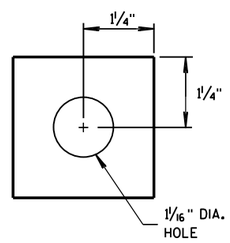
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109).



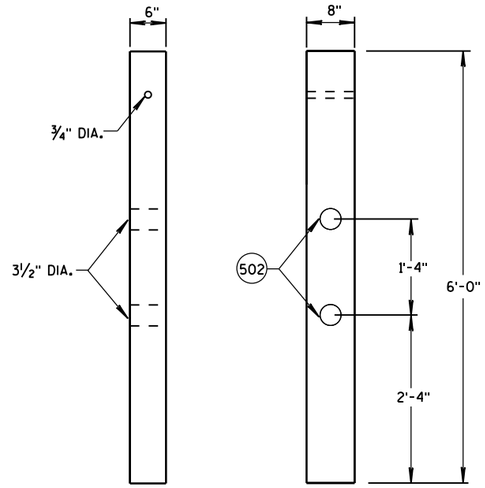
BEARING PLATE (PP1)



SOIL PLATE (SS1)

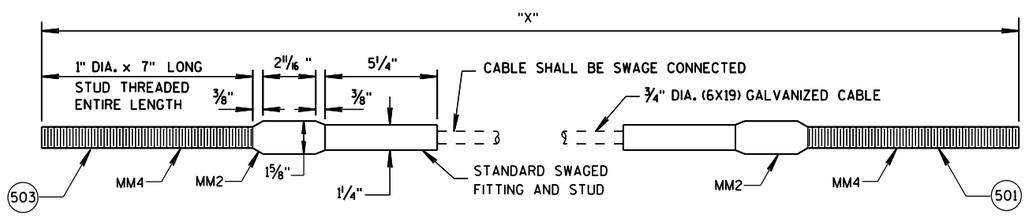


TUBE END PLATE (QQ3)



FRONT VIEW SIDE VIEW

CONTROLLED RELEASE TERMINAL POST (CRT) (D2)



"X" LENGTH

MM1a	9'-0"
MM1b	6'-8"

CABLE ASSEMBLY (MM1a , MM1b)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT-WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111/ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329	
E3	POST BOLT - NUT		5/8" DIA. SEE SDD 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR GEOMETRY AND OTHER INFORMATION
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	3/8" DIA. 3" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A123 OR5 GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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S.D.D. 14 B 53-1g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	3/8" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	SEE 14B42 FOR GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	3/8" DIA. SEE 14B42 FOR GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	3/8" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	SEE 14B42 FOR GEOMETRY
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 3/8" X 4" X 1'-0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A123 OR5 GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	5/8" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A563	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	3/4"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR5 GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
PP1	BEARING PLATE AT POST	ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 53-1h

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
003	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2½" X 2½" X ¼"
		GALV. AASHTO M111 / ASTM A123	
004	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅝" DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
005	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR5 GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
006	GROUND STRUT AND YOKE - NUT	HEAVY HEX	⅝" DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
SS1	SOIL PLATE	ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR5 GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅝" DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING SHEETING TYPE FOR MARKER
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVI
FHWA

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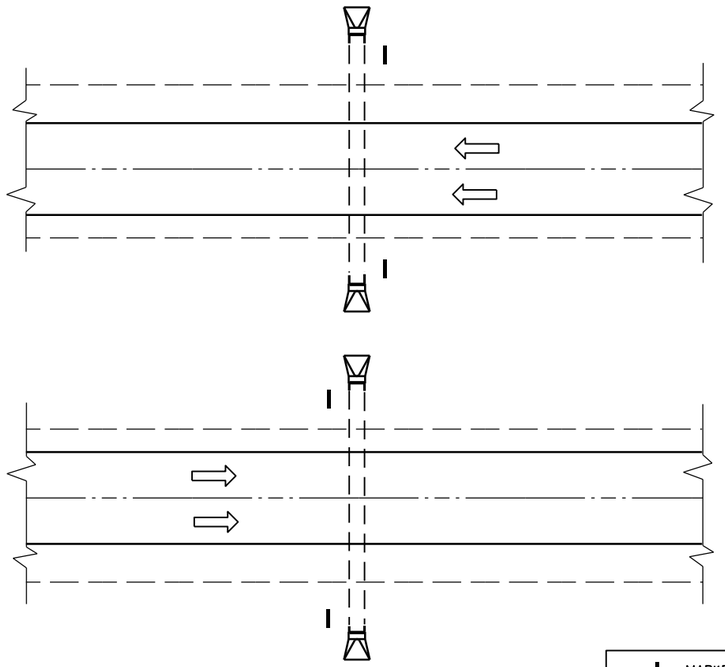
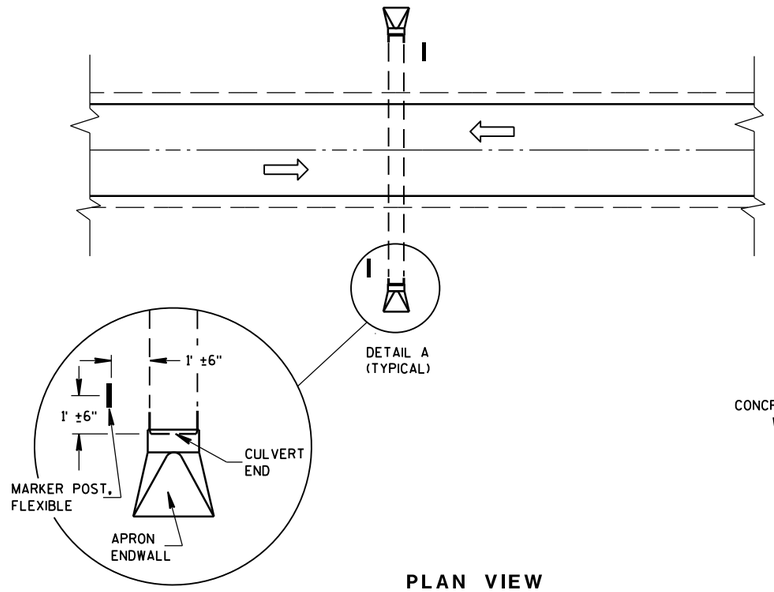
S.D.D. 14 B 53-1i



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

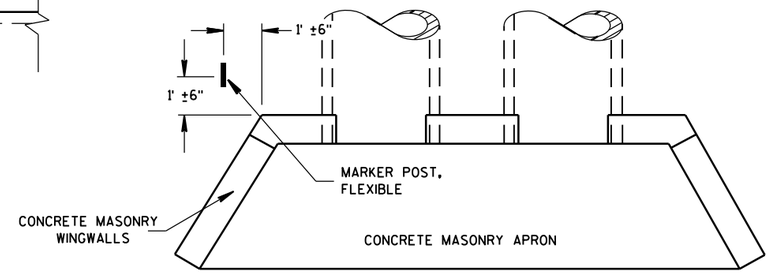
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

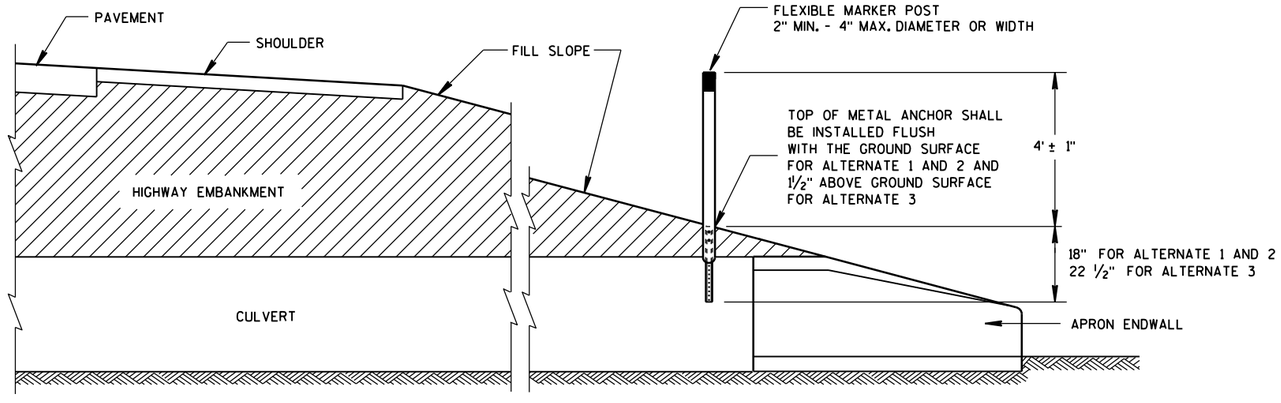
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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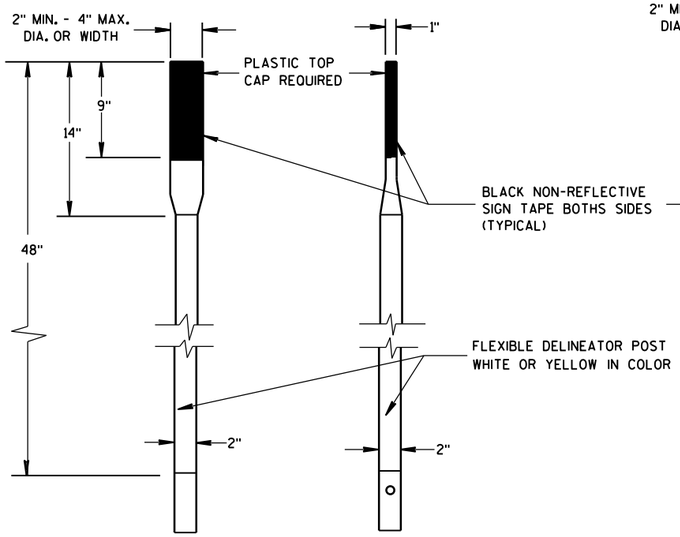
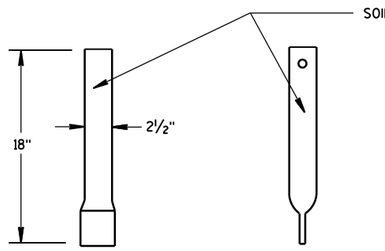
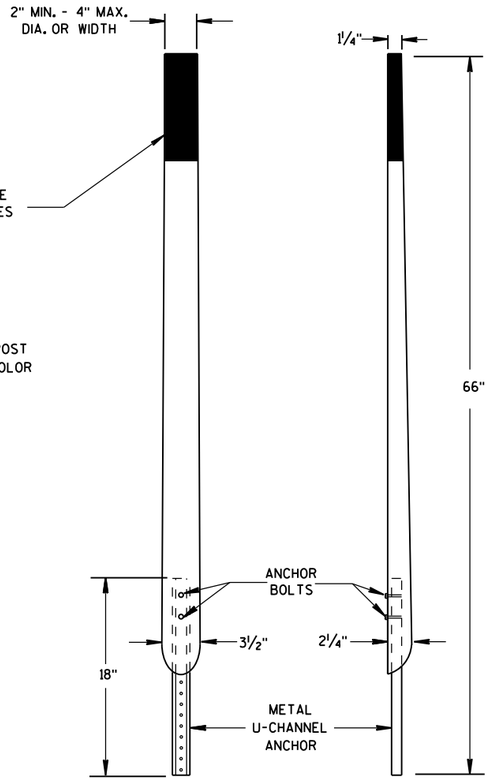
S.D.D. 15 A 3-2a





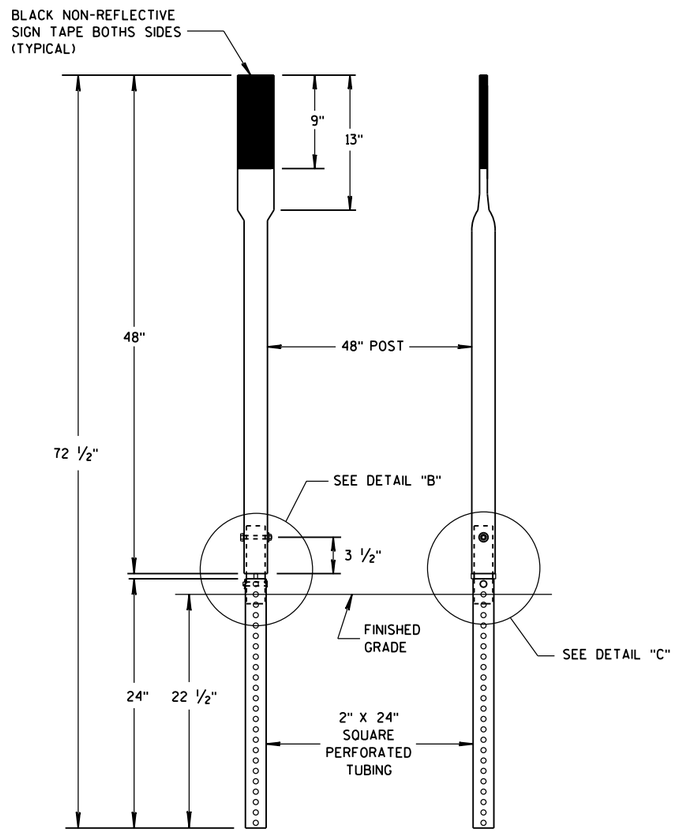
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

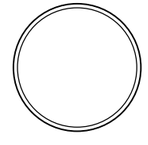
ALTERNATE 2



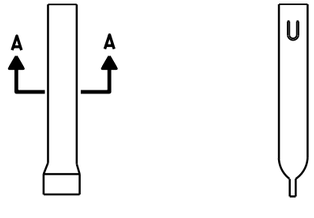
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

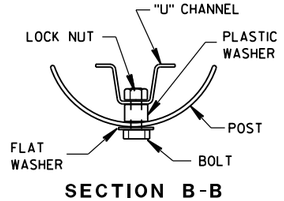


SECTION A-A

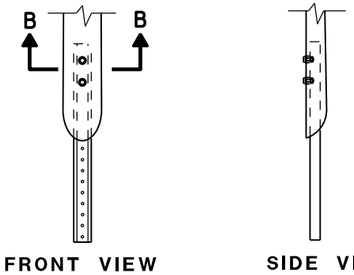


FRONT VIEW SIDE VIEW

ALTERNATE 1

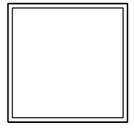


SECTION B-B

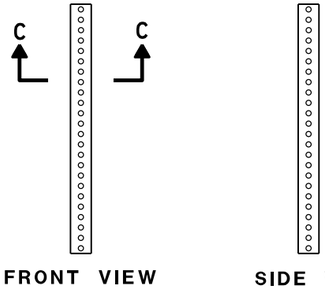


FRONT VIEW SIDE VIEW

ALTERNATE 2



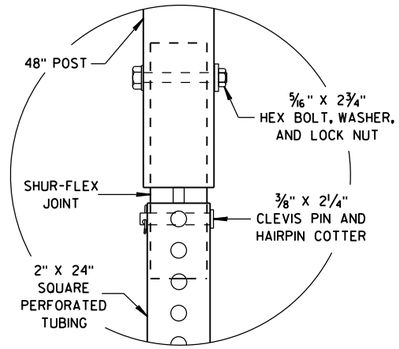
SECTION C-C



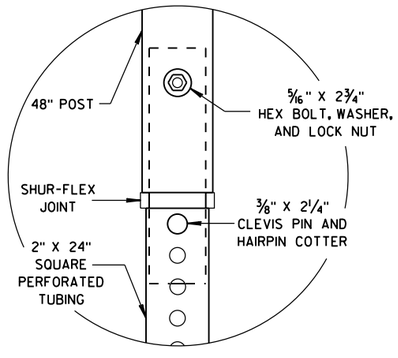
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

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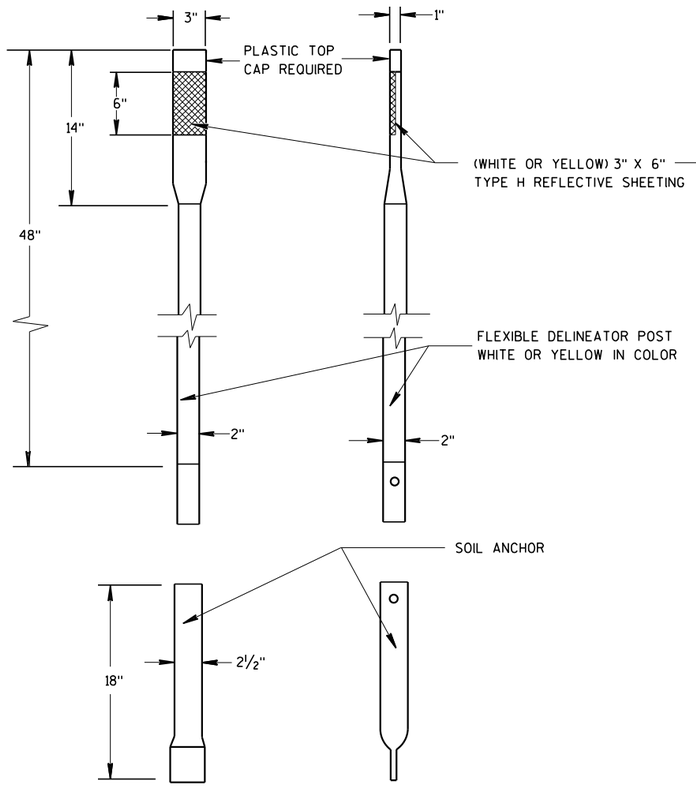
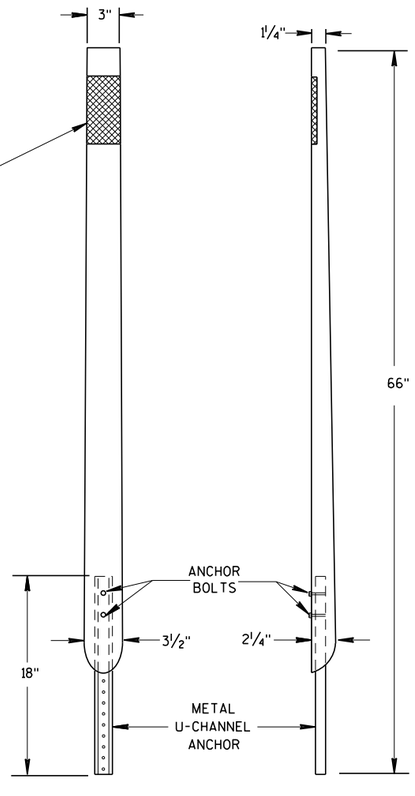
S.D.D. 15 A 3-2b



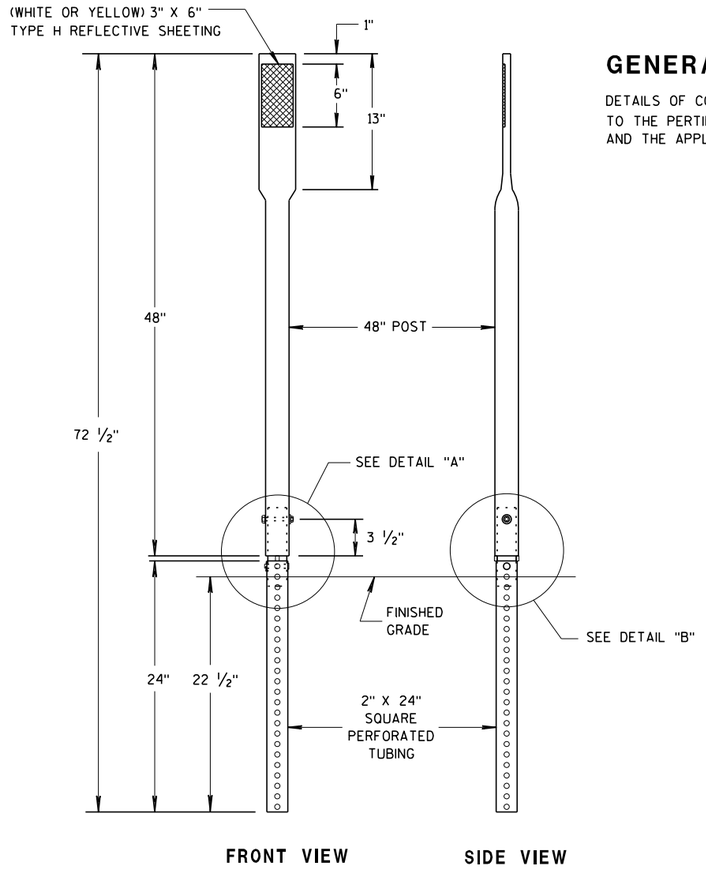
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2
FLEXIBLE DELINEATOR POSTS

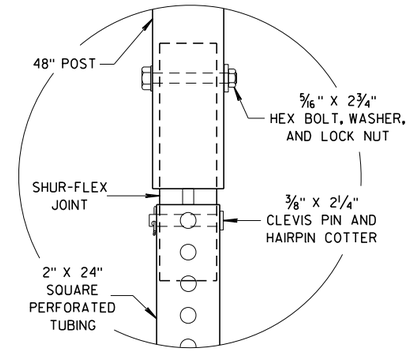


FRONT VIEW SIDE VIEW

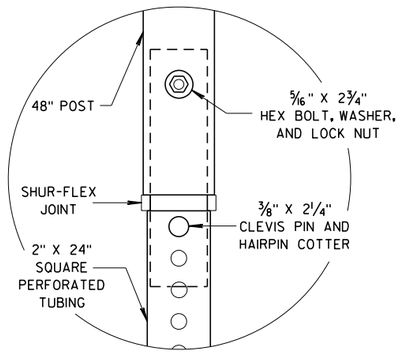
ALTERNATE 3

GENERAL NOTES

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



DETAIL A

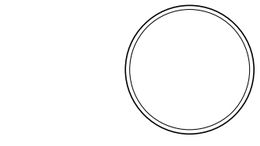


DETAIL B

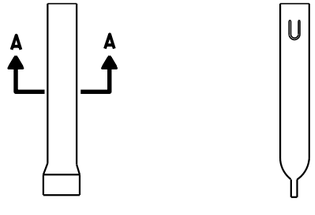
REFLECTOR SPACING TABLE

REFLECTOR SPACING	LOCATION
*100' C-C	RAMPS
400' C-C	MAINLINE

*START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER

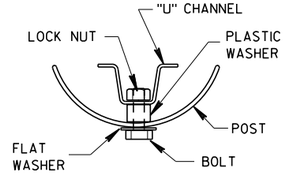


SECTION A-A

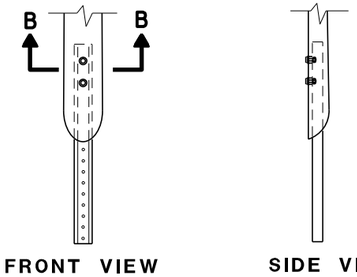


FRONT VIEW SIDE VIEW

ALTERNATE 1



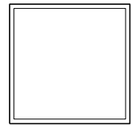
SECTION B-B



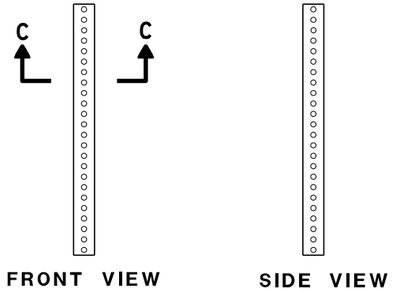
FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE MARKER POST ANCHORS



SECTION C-C



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Matt Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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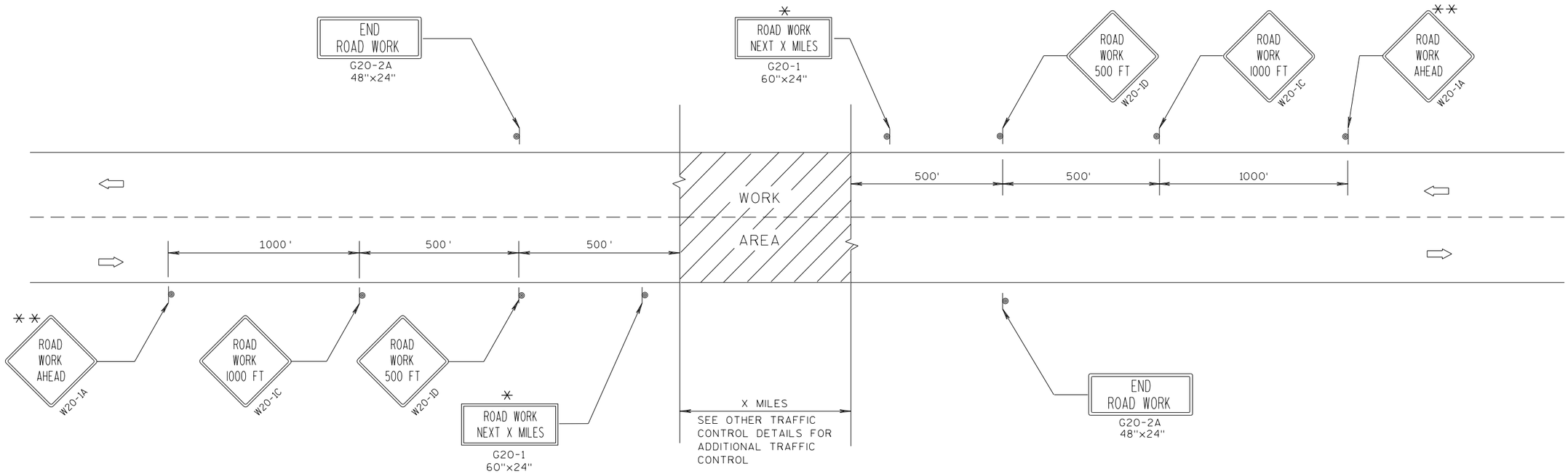
S.D.D. 15 A 4-4a

6

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

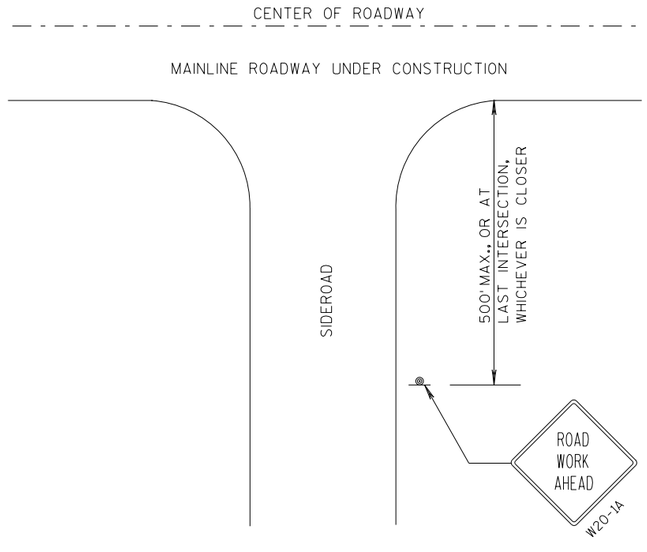
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

✳ OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

✳✳ PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENGI

FHWA

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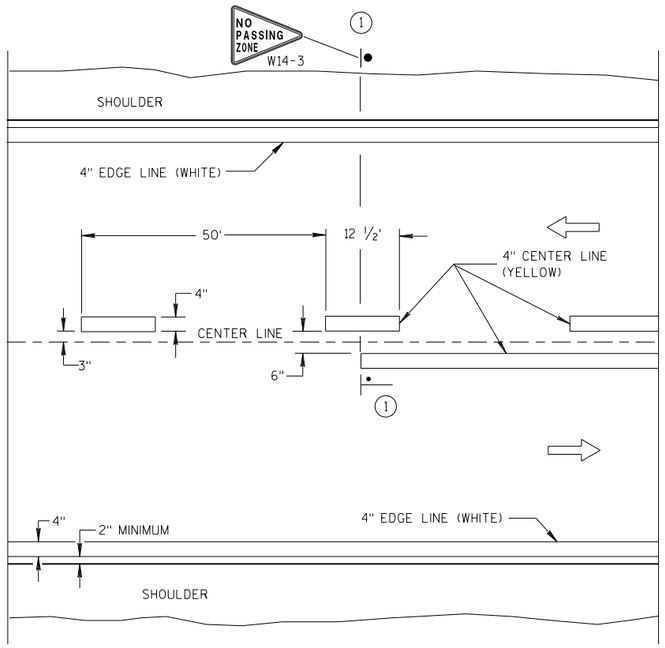
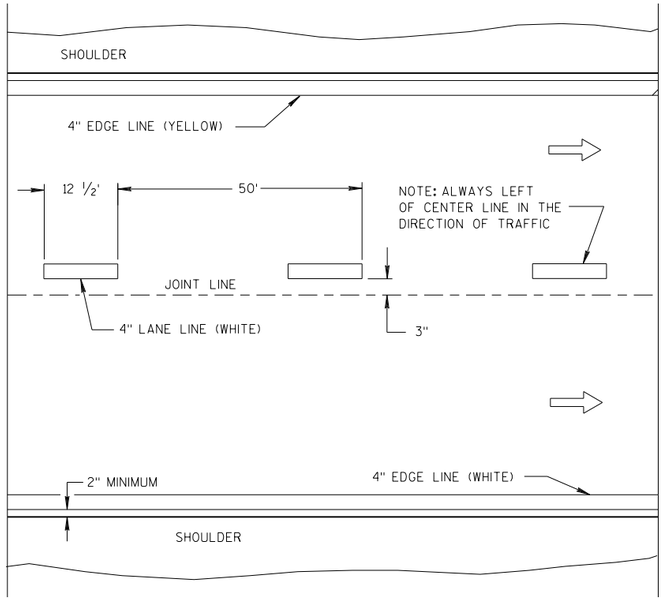
S.D.D. 15 C 4-5



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.

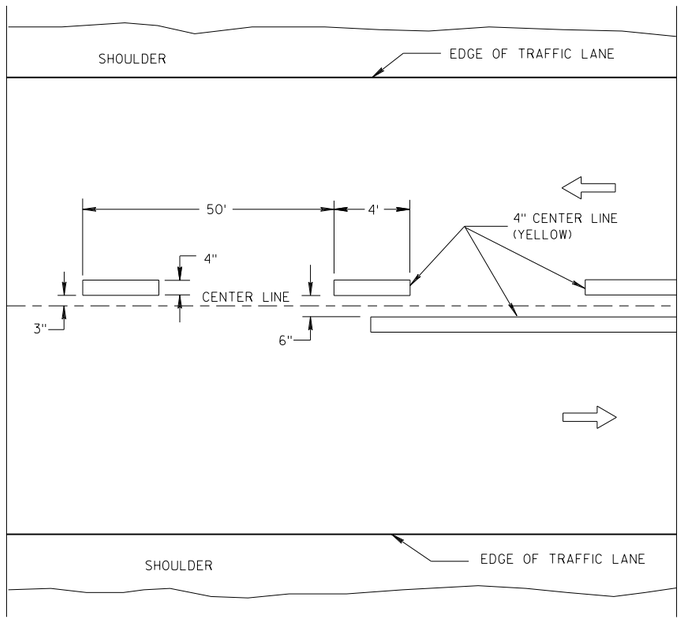
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

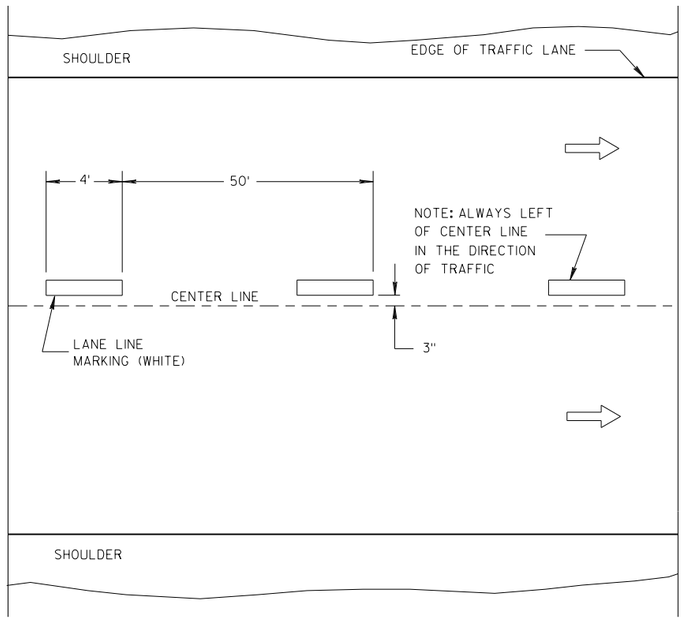
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

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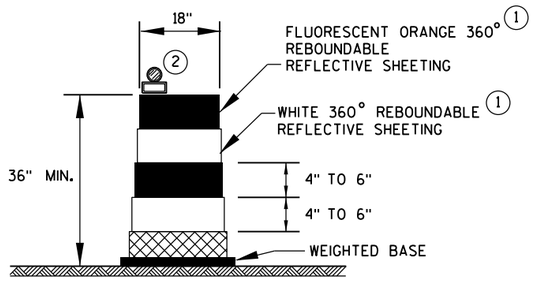
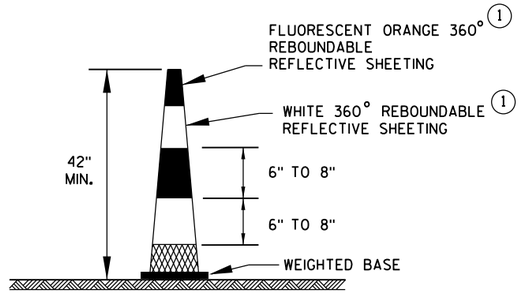
S.D.D. 15 C 8-19a

6

S.D.D. 15 C 8-19a



DRUM

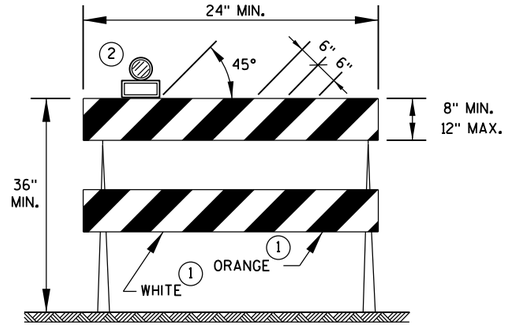


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

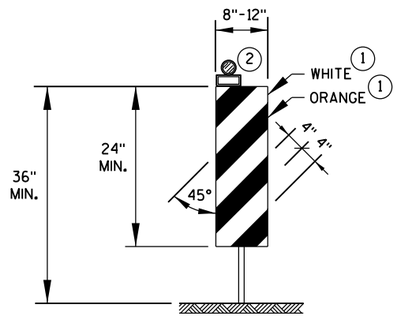
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



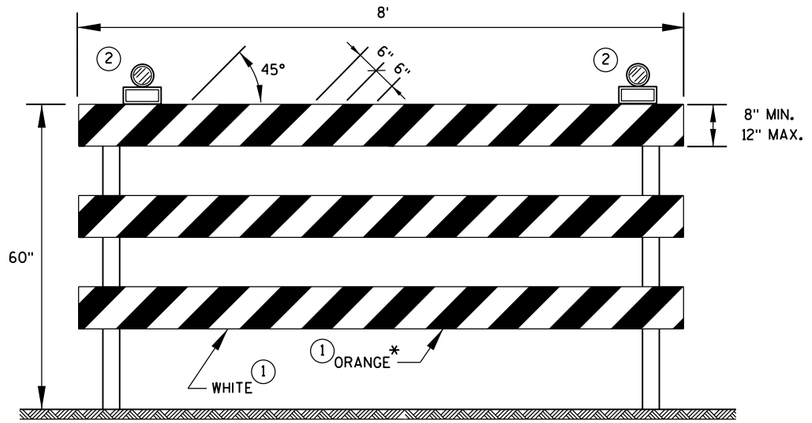
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 3 BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017 — DATE

/S/ Andrew Heidtke — WORK ZONE ENG

FHWA

6

S.D.D. 15 C 11-7b

LEGEND

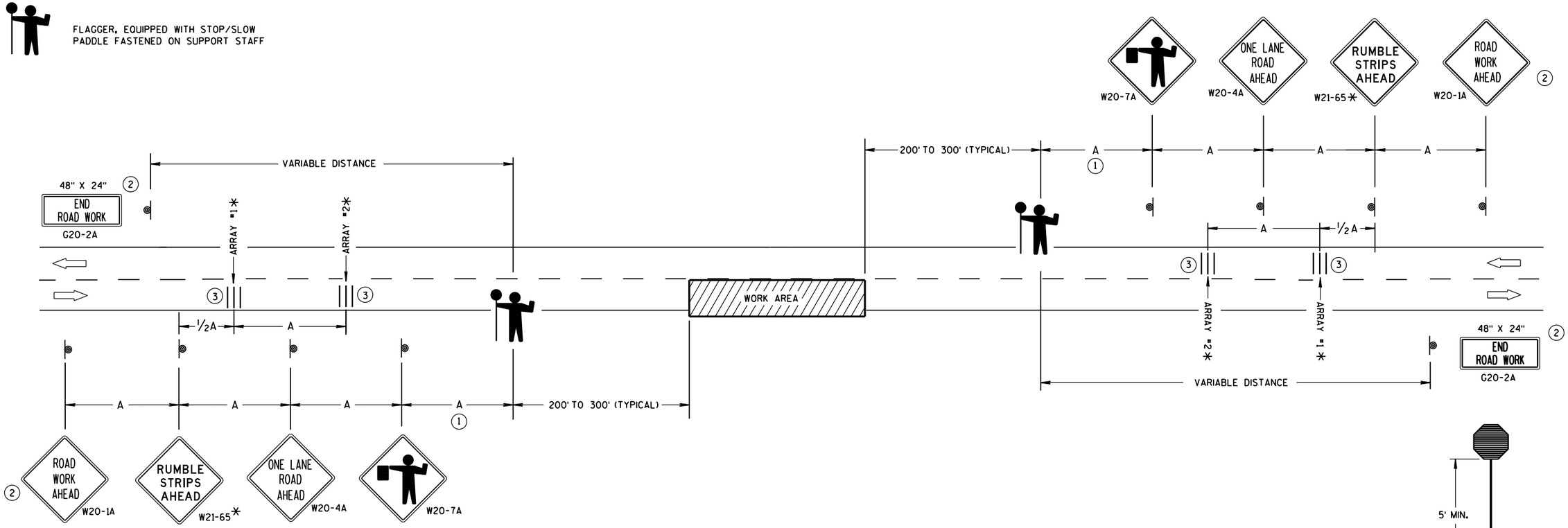
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

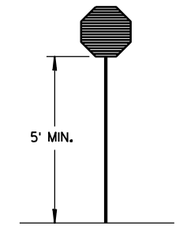
SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W03-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING A.



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION



STOP/SLOW PADDLE ON SUPPORT STAFF

GENERAL NOTES

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heldtke
WORK ZONE ENG
FHWA

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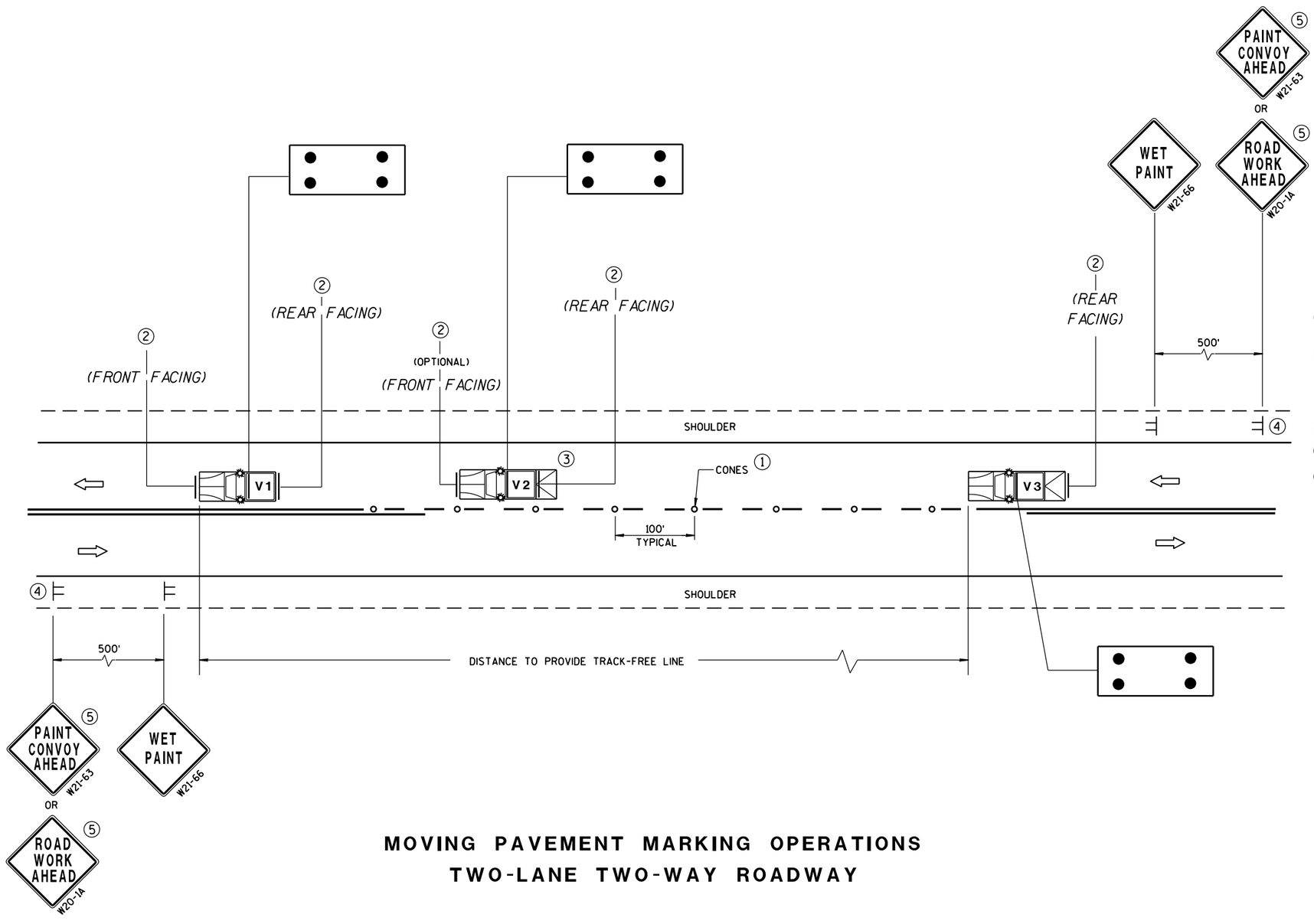
S.D.D. 15 C 12-6



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

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

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

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

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

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

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

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

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

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

LEGEND

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

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept., 2017 DATE	/S/ Andrew Heldtke WORK ZONE ENGR
FHWA	

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

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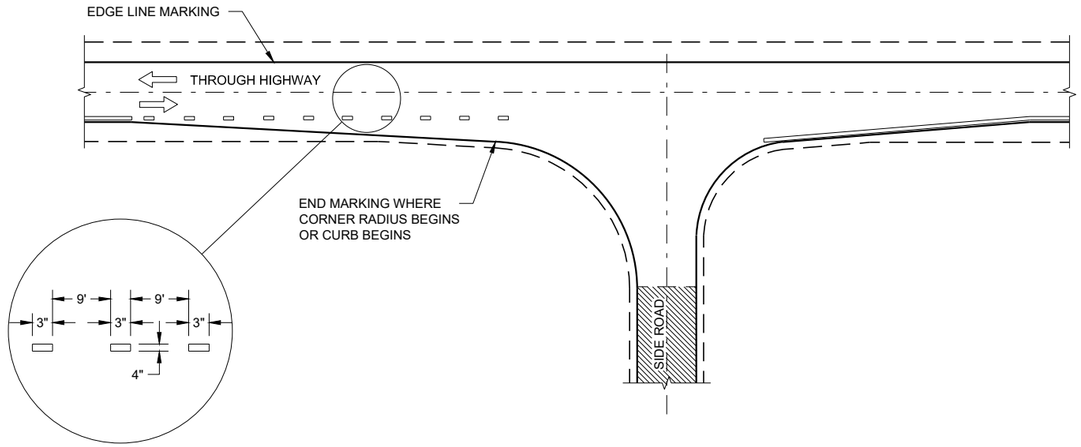
S.D.D. 15 C 19-5a



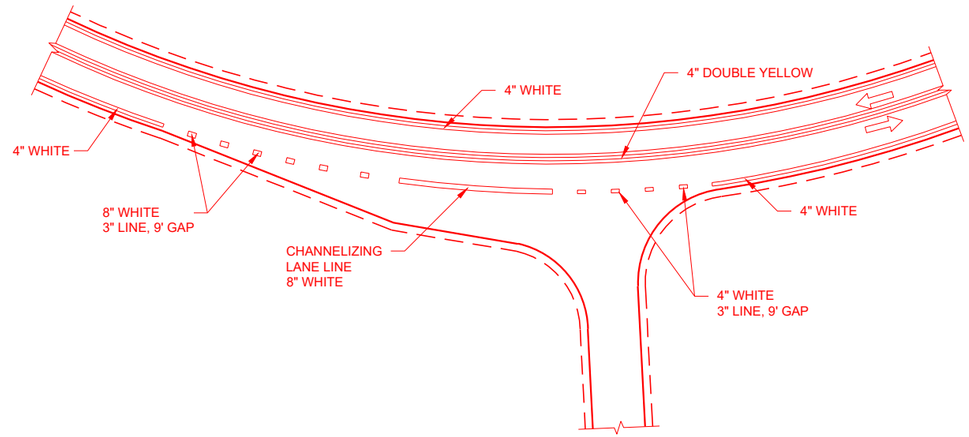
MINOR INTERSECTION

GENERAL NOTES

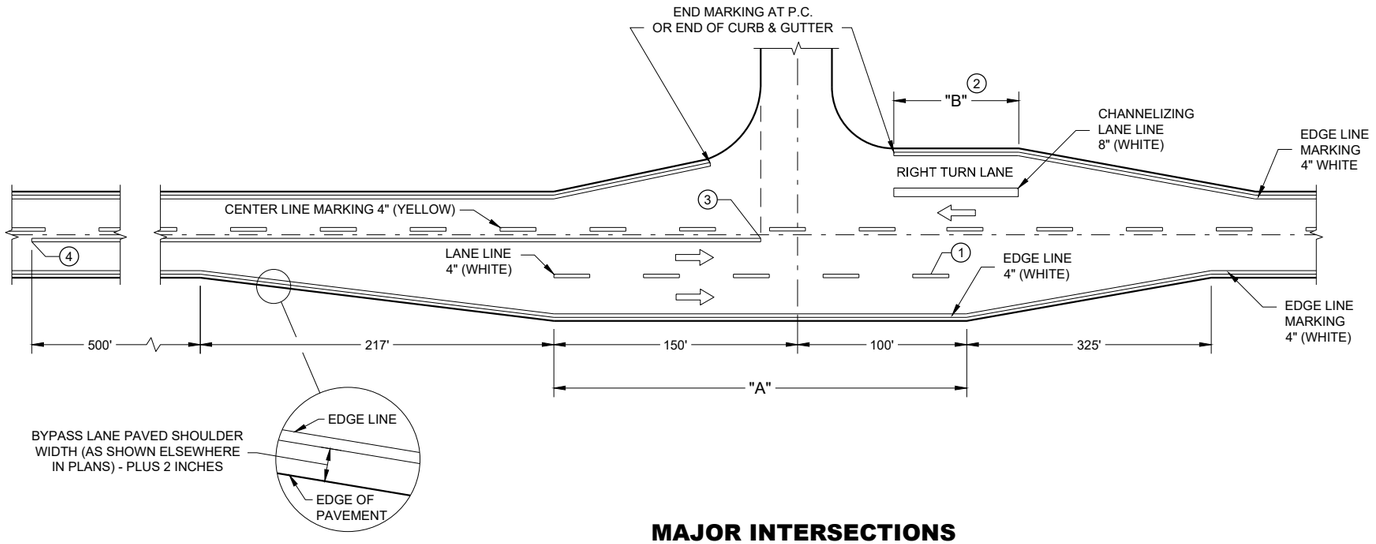
OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15C35 - 03a

6

SDD 15C35 - 03a

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

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

TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S \ W	4	6	8	10	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

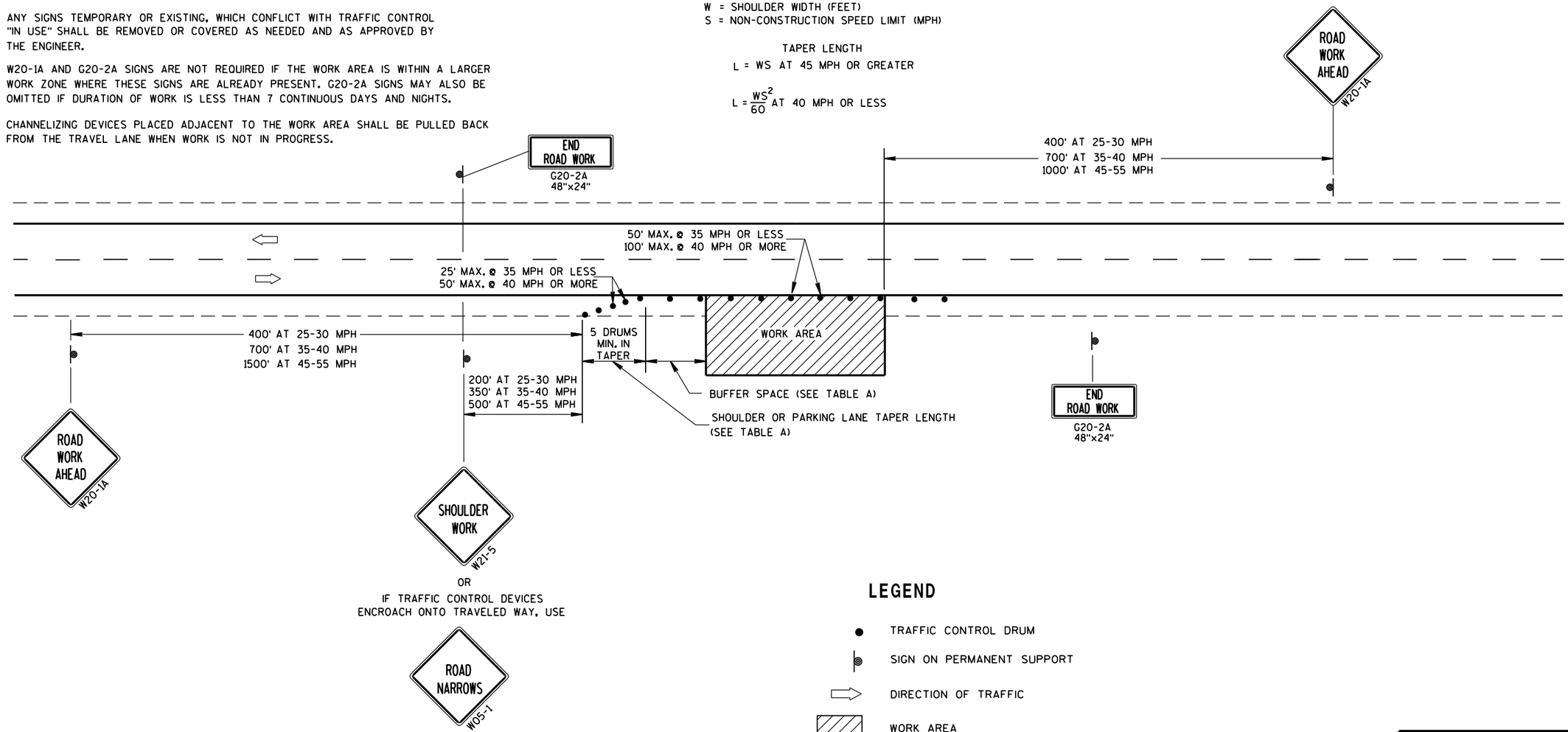
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 14, 2015 — DATE

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

FHWA

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S.D.D. 15 D 28-3

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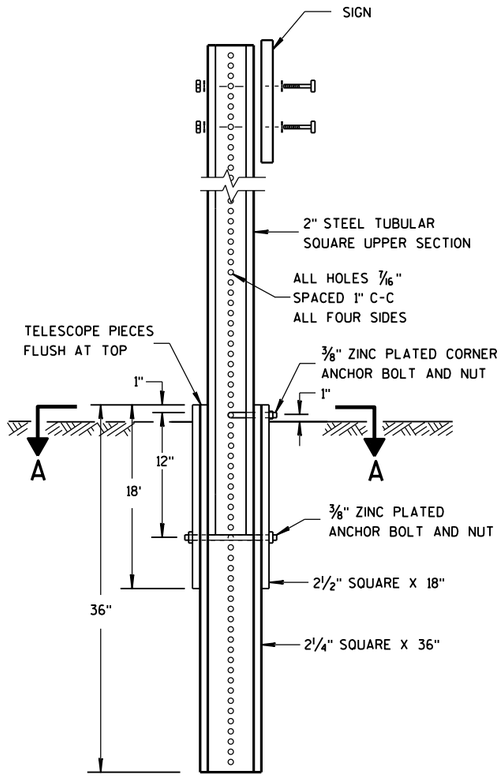
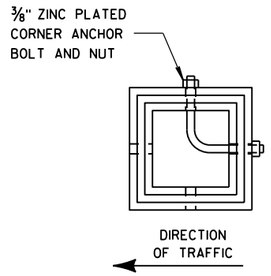
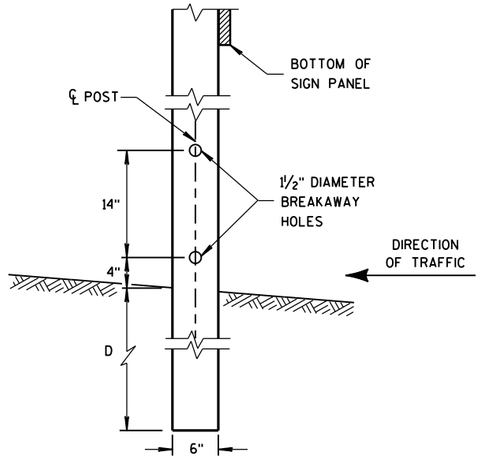
S.D.D. 15 D 28-3



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



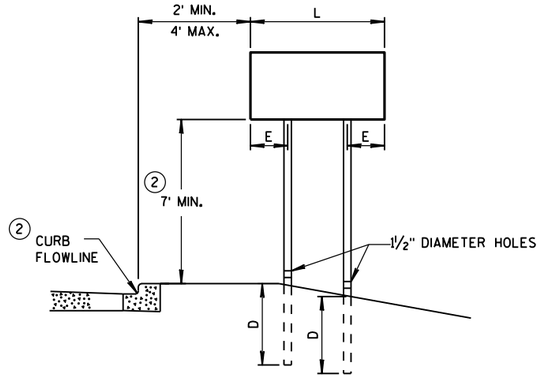
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

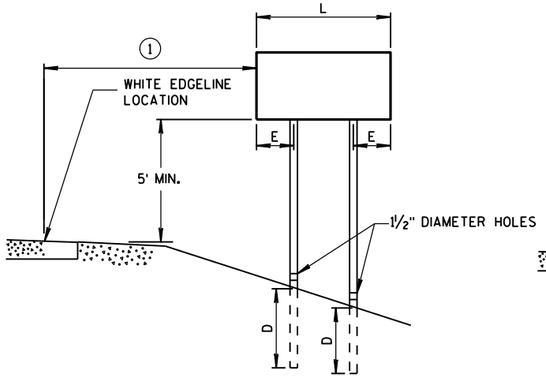
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

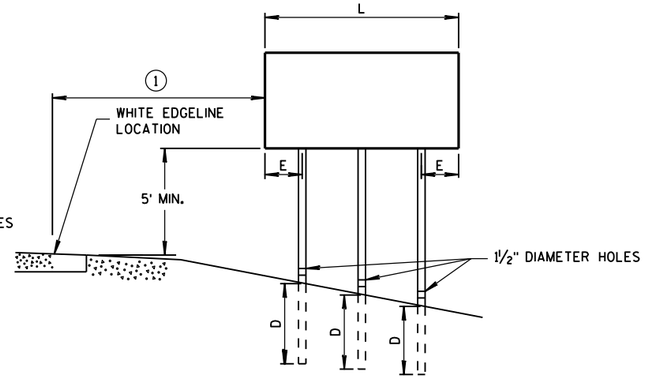
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK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

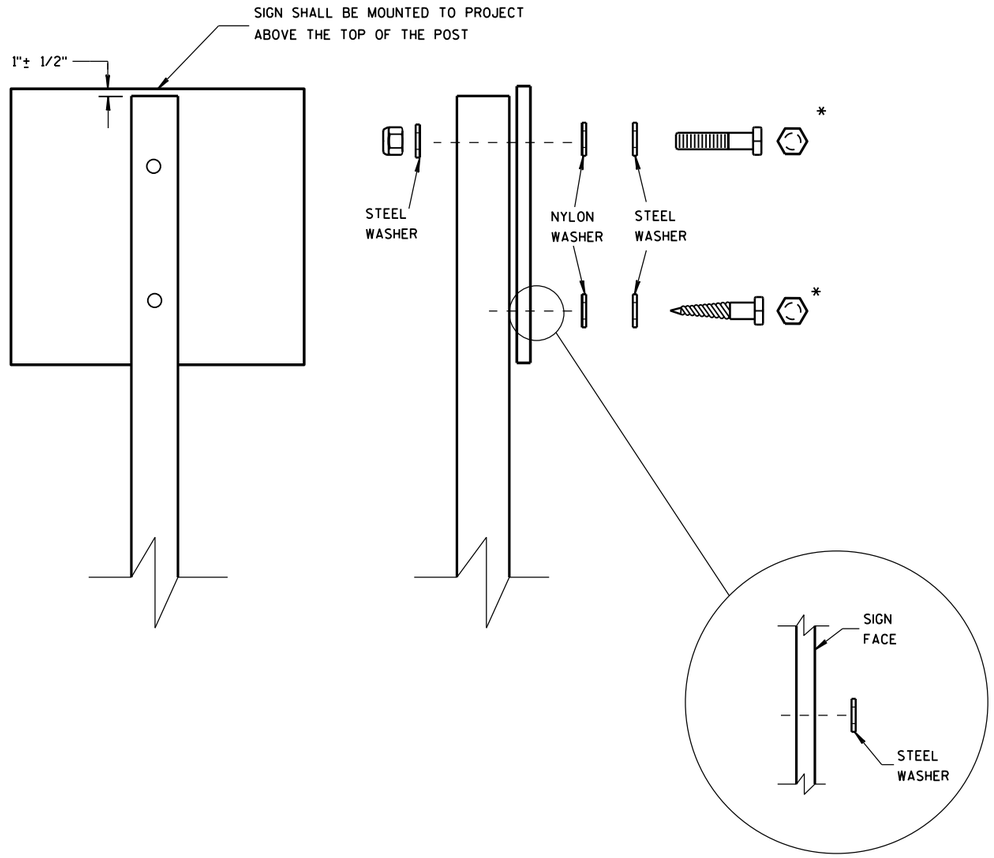
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 D 38-2a
S.D.D. 15 D 38-2a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

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

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

ATTACHMENT OF SIGNS TO POSTS

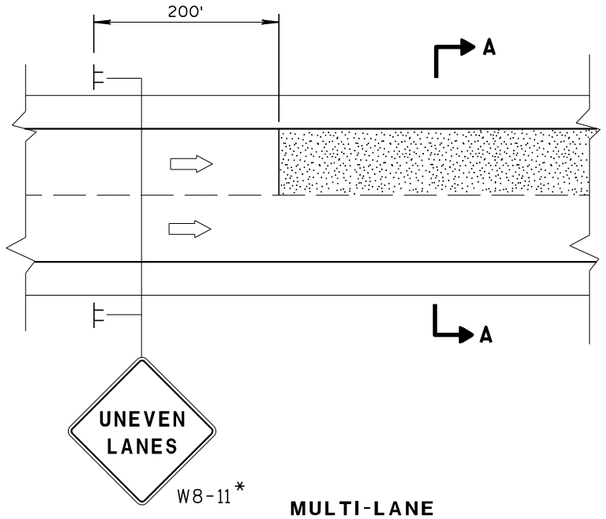
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

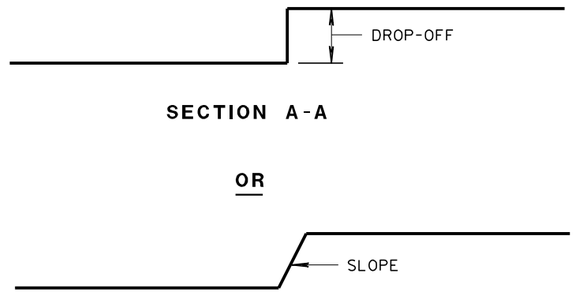
June 2017
DATE

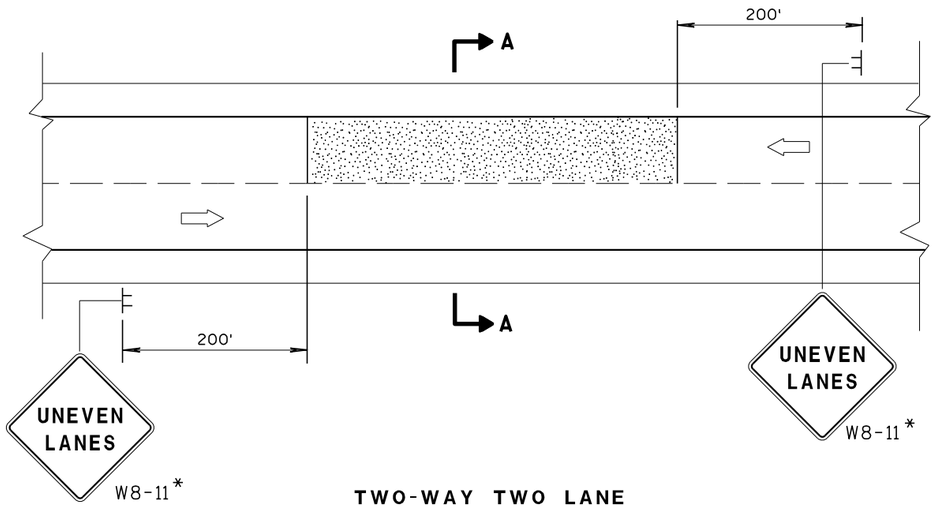
/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

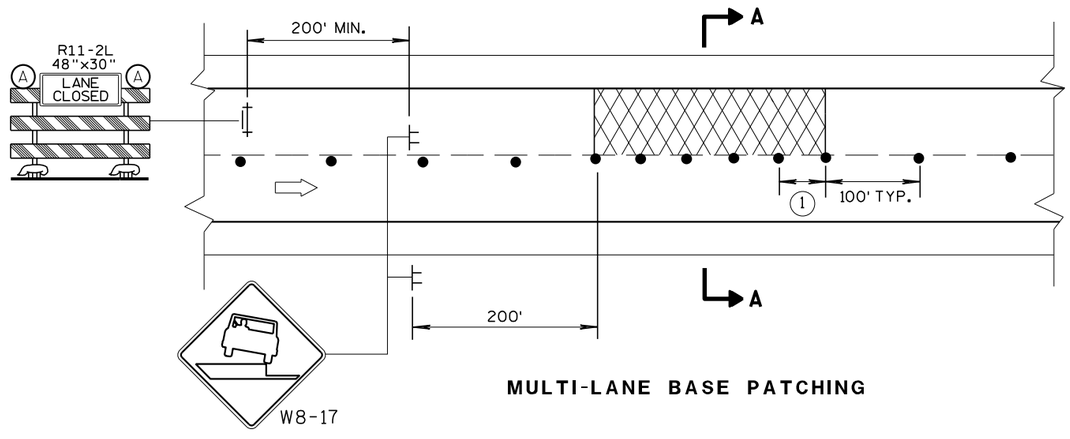


MULTI-LANE



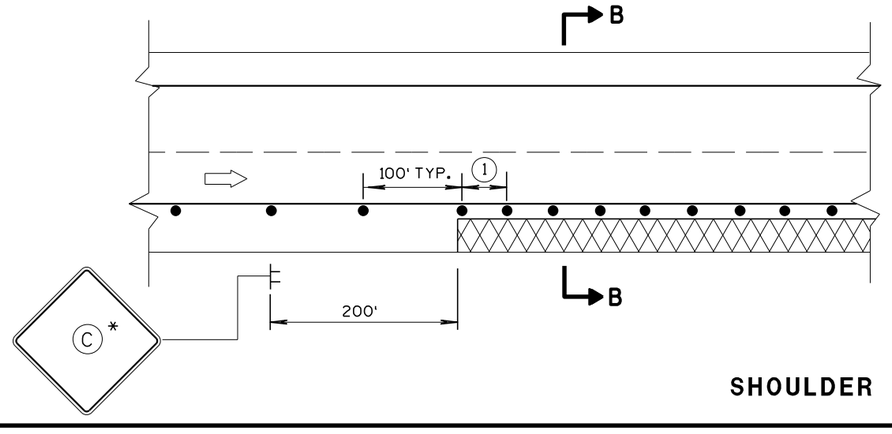


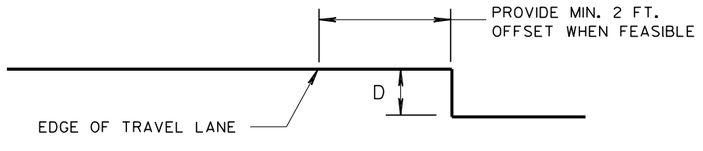
TWO-WAY TWO LANE



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS





SECTION B-B

SHOULDER DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

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

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EACH ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP-OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Andrew H — WORK ZONE EN
FHWA

6

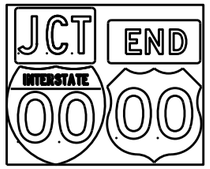
S.D.D. 15 D 39-2

6

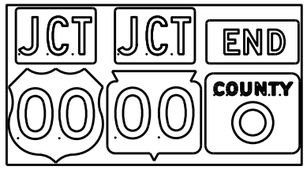
S.D.D. 15 D 39-2

TYPICAL ASSEMBLIES

J1-1

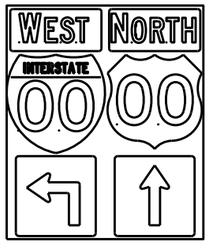


J1-2

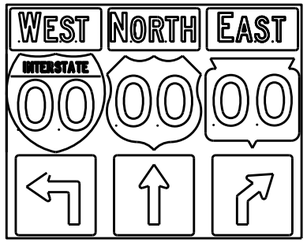


J1-3

J2-1



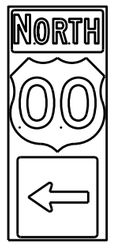
J2-2



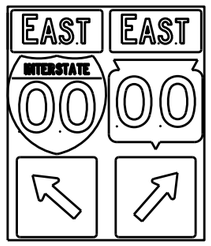
J2-3

JV

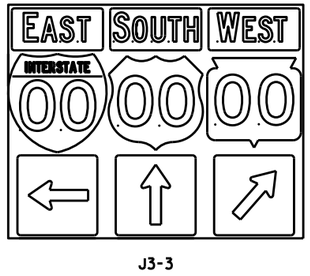
(Typical Vertical J-Assembly
See Note 10 and 11)



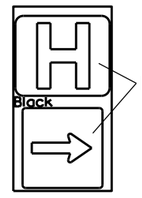
J3-1



J3-2



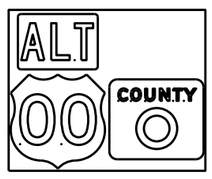
J3-3



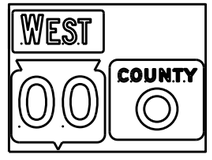
Blue Background

JH-1

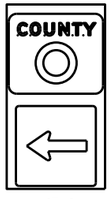
J4-1



J4-2



J4-2



J13-1

J12-1

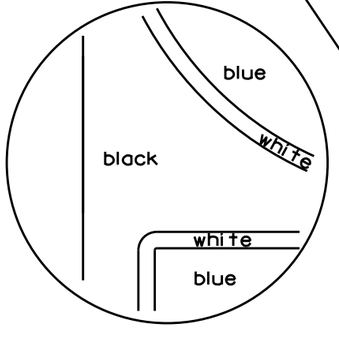
J32-1

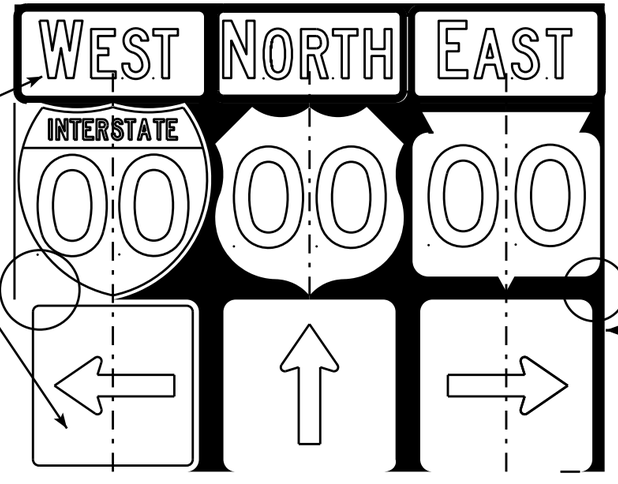
J33-1

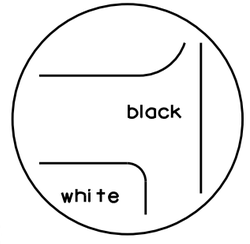
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

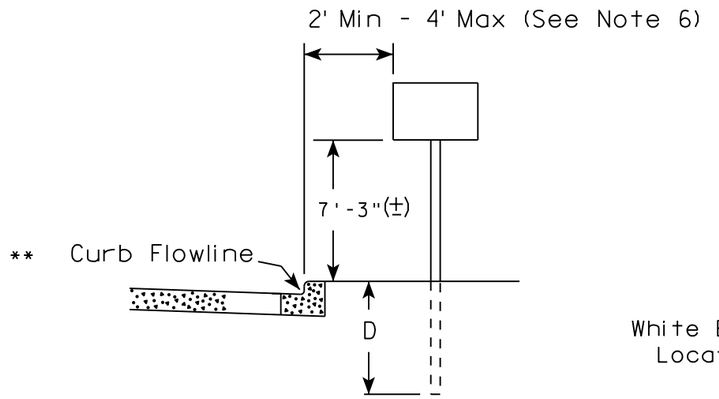
DATE 2/06/14 PL... A2-1S.8

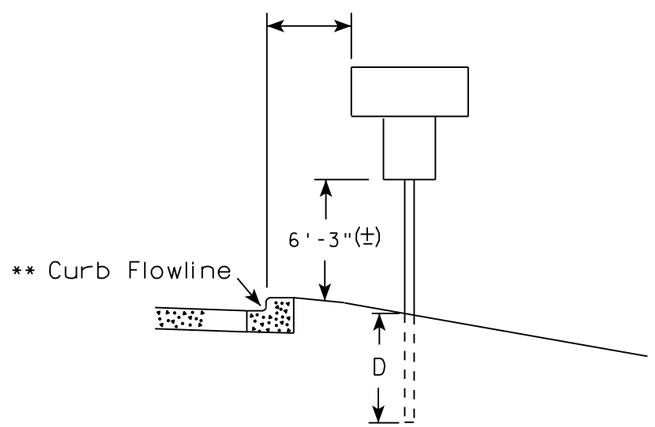
PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

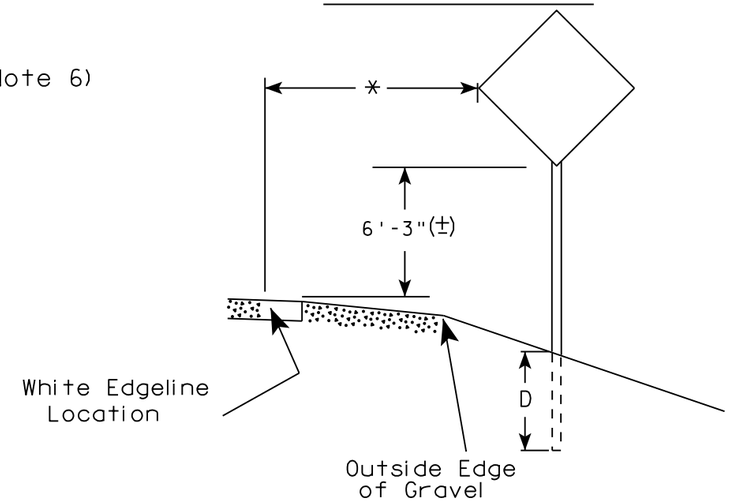
WISDOT/CADDS SHEET 42

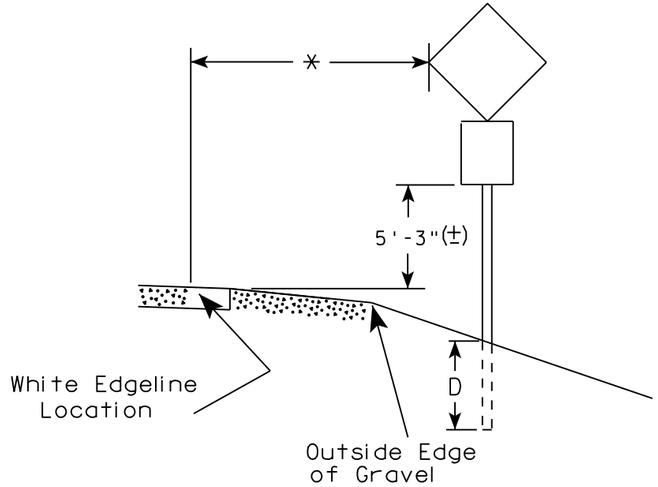
URBAN AREA





RURAL AREA (See Note 2)





GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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

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

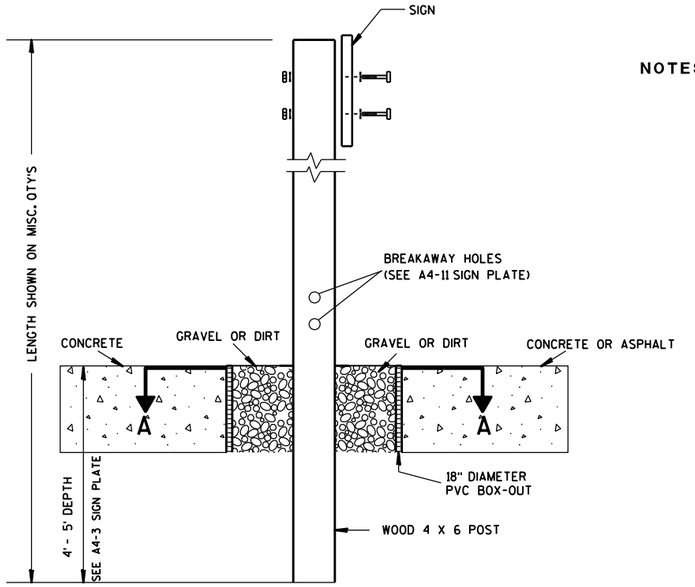
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

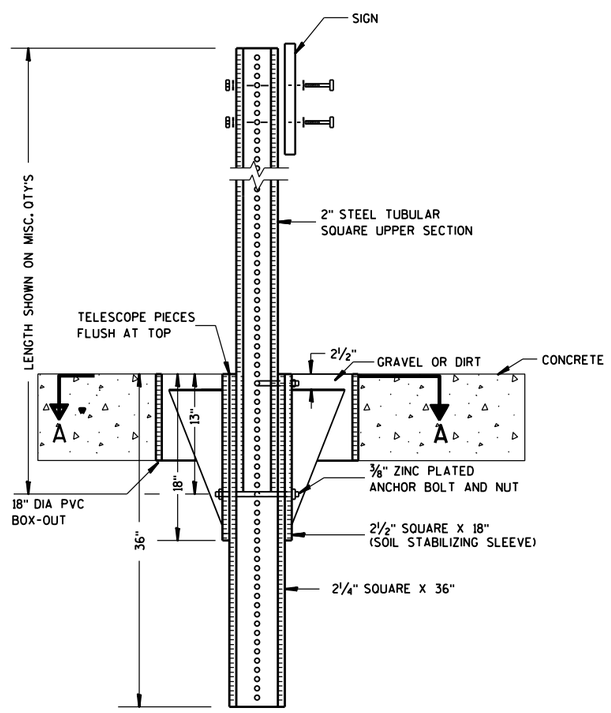
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 191	E



ELEVATION VIEW

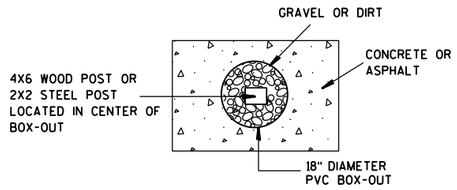
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

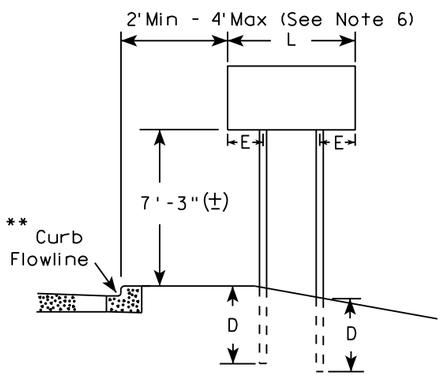
APPROVED Matthew R Rauch
for State Traffic Engineer

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

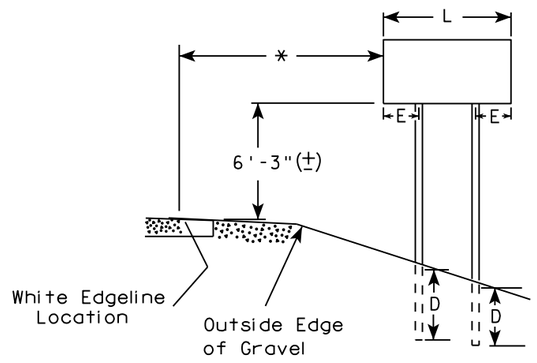
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

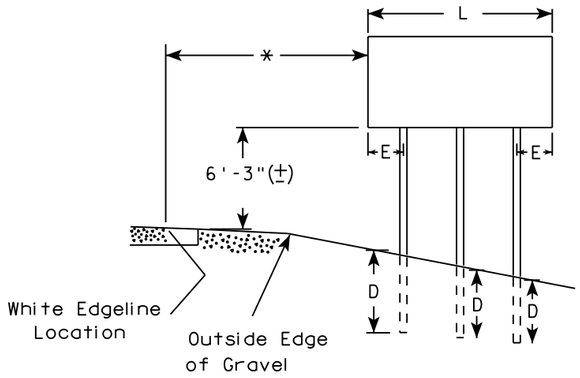
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

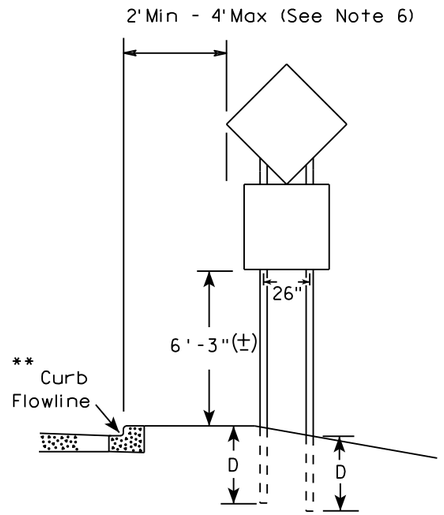
URBAN AREA



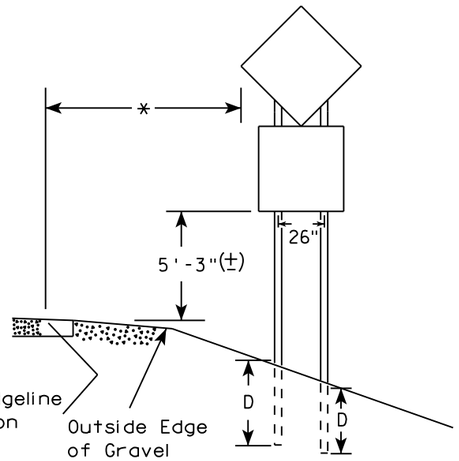
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

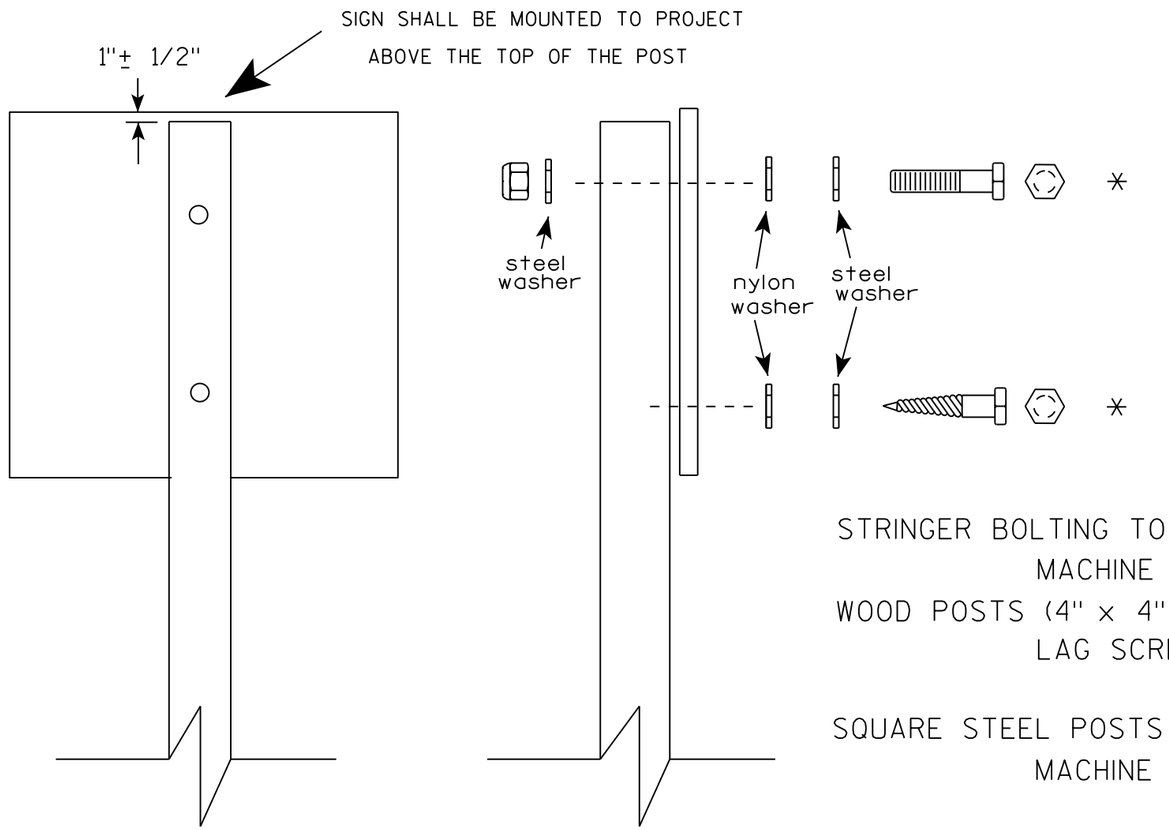
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 193 | 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

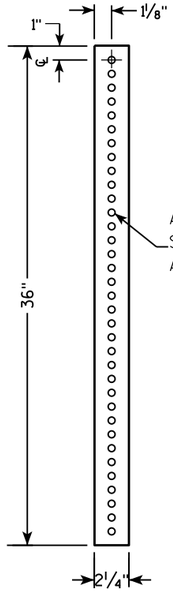
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

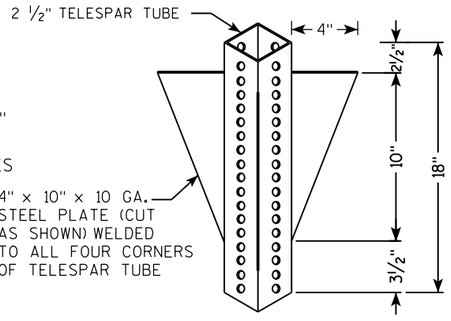
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

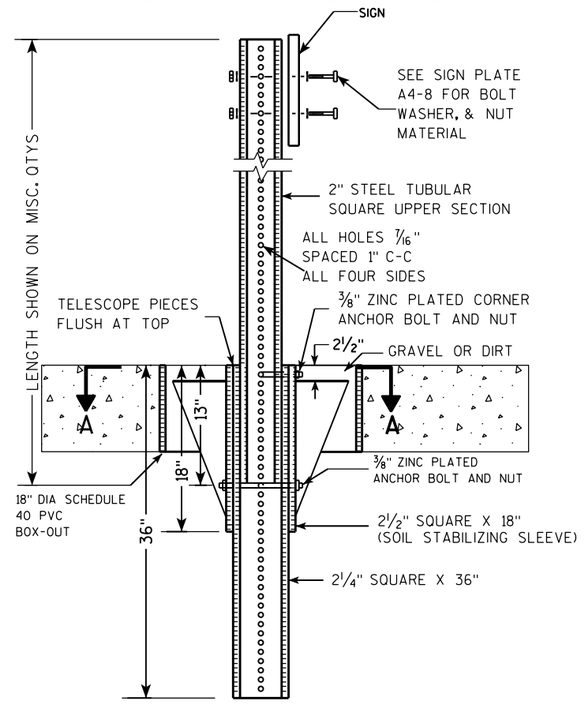
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



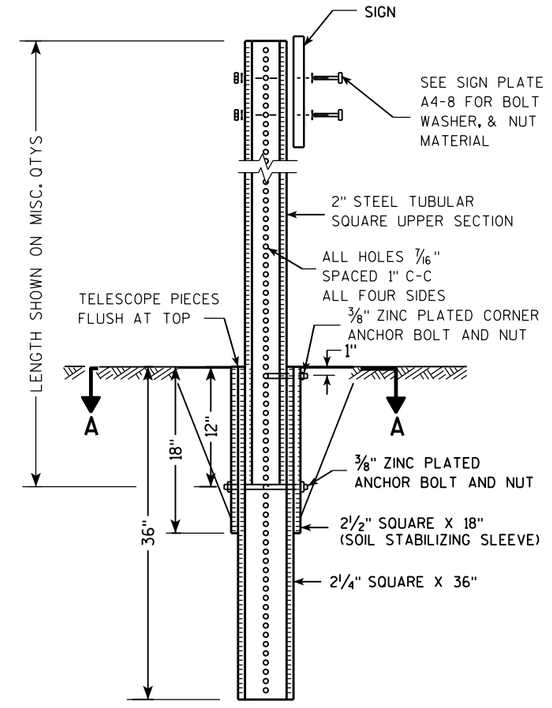
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

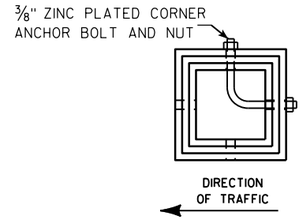


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

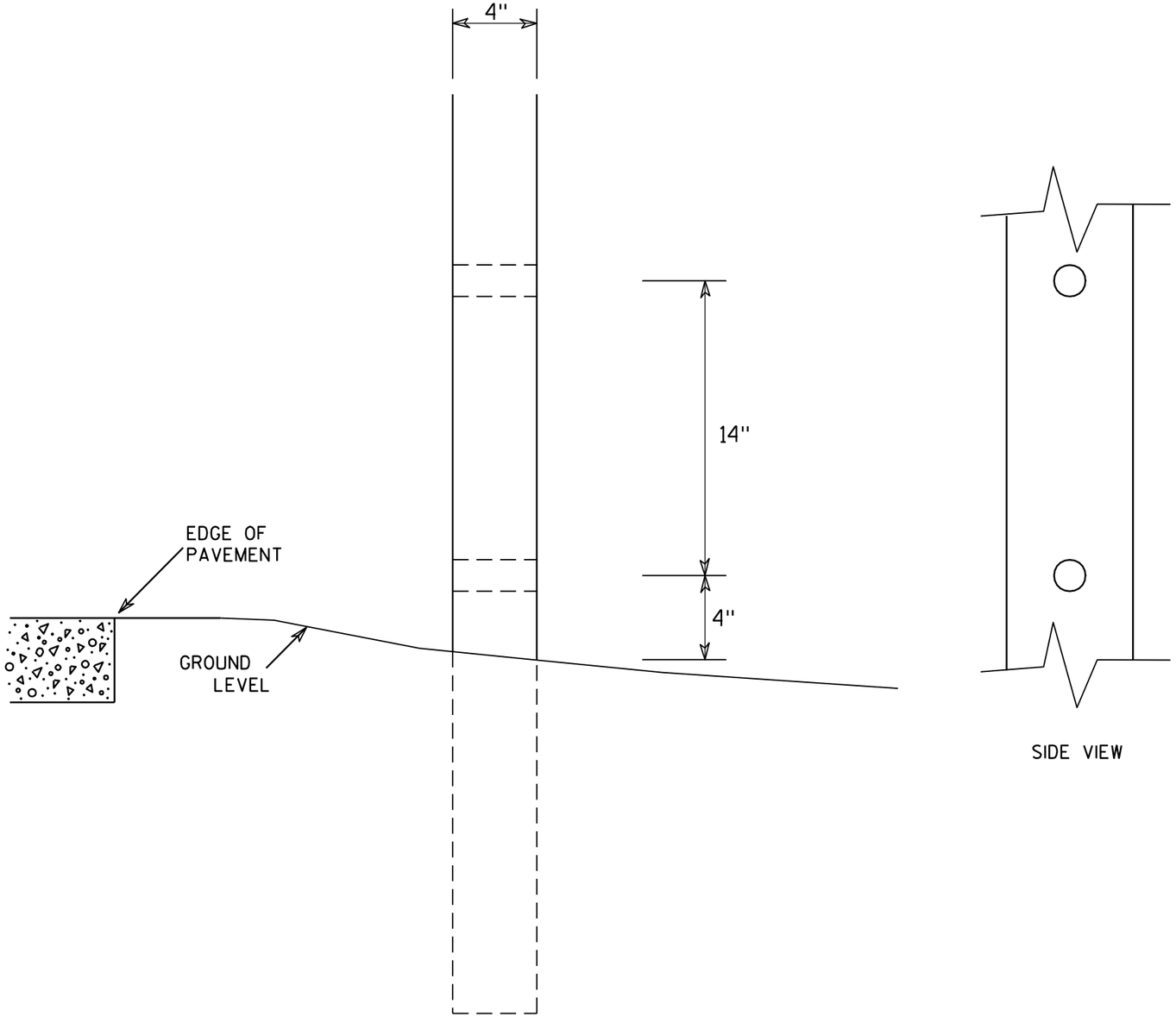
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 195 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

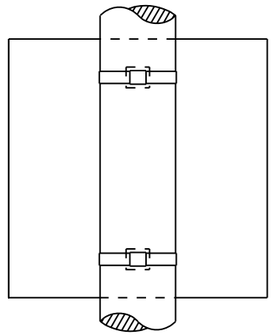
APPROVED Chester J Spang for State Traffic Engineer

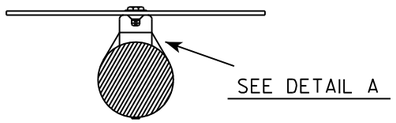
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 196	E

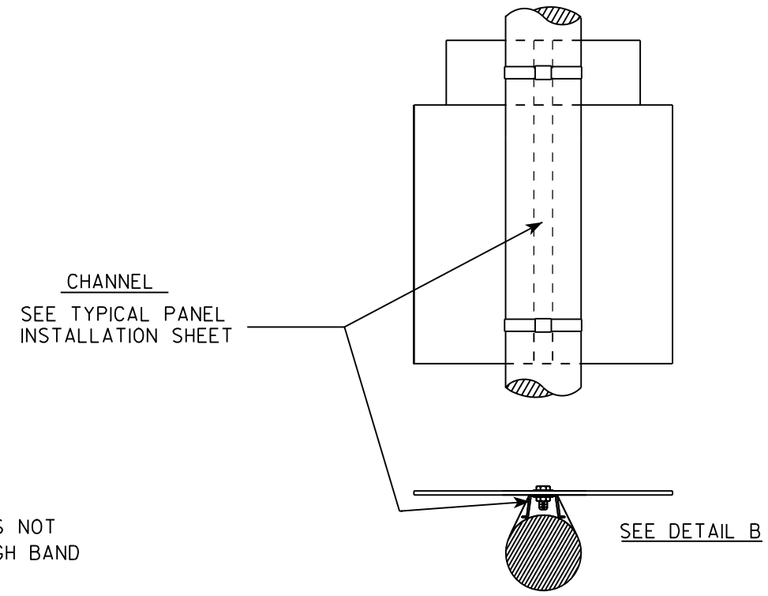
BANDING

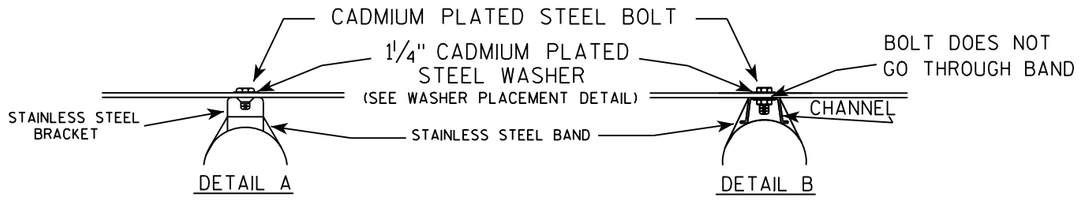
SINGLE SIGN



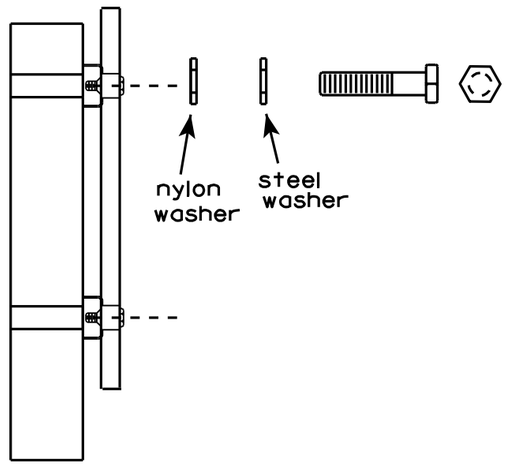


"J" ASSEMBLY





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 3/4" in width and 0.025" thickness.

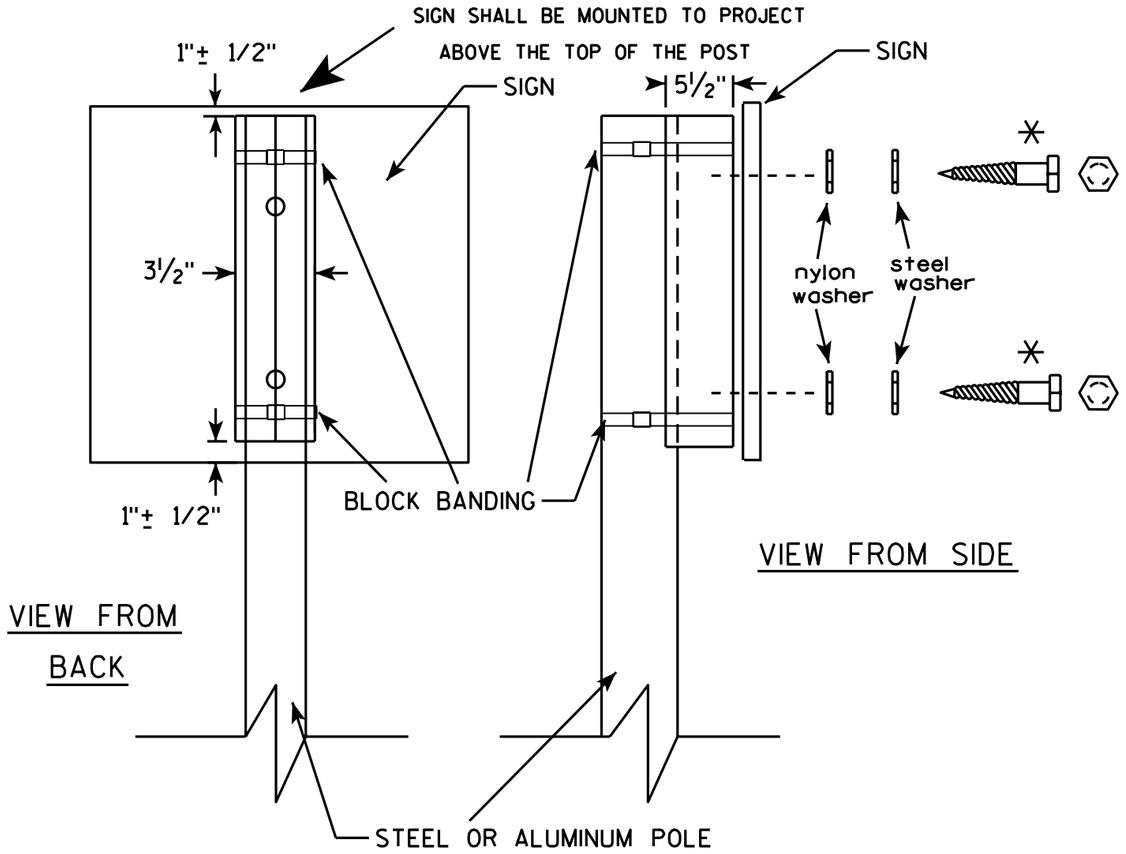
STANDARD SIGN
SIGN BANDING DETAILS

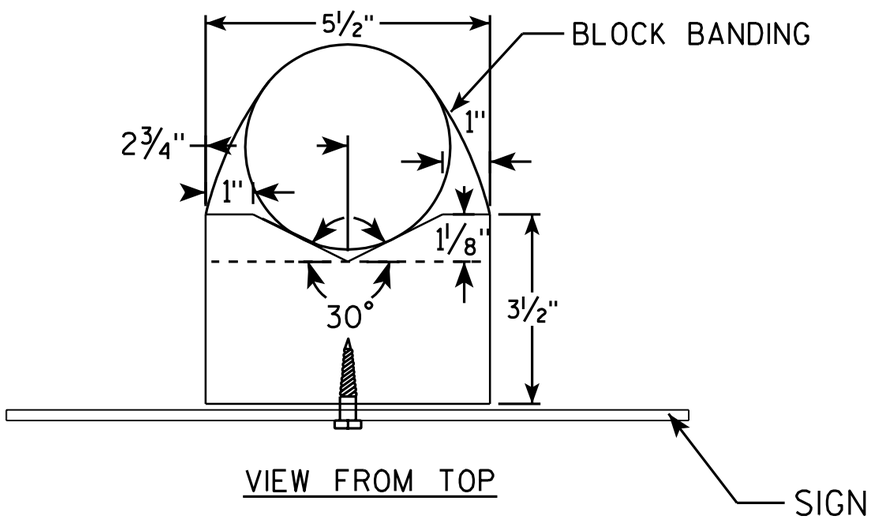
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 197	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)

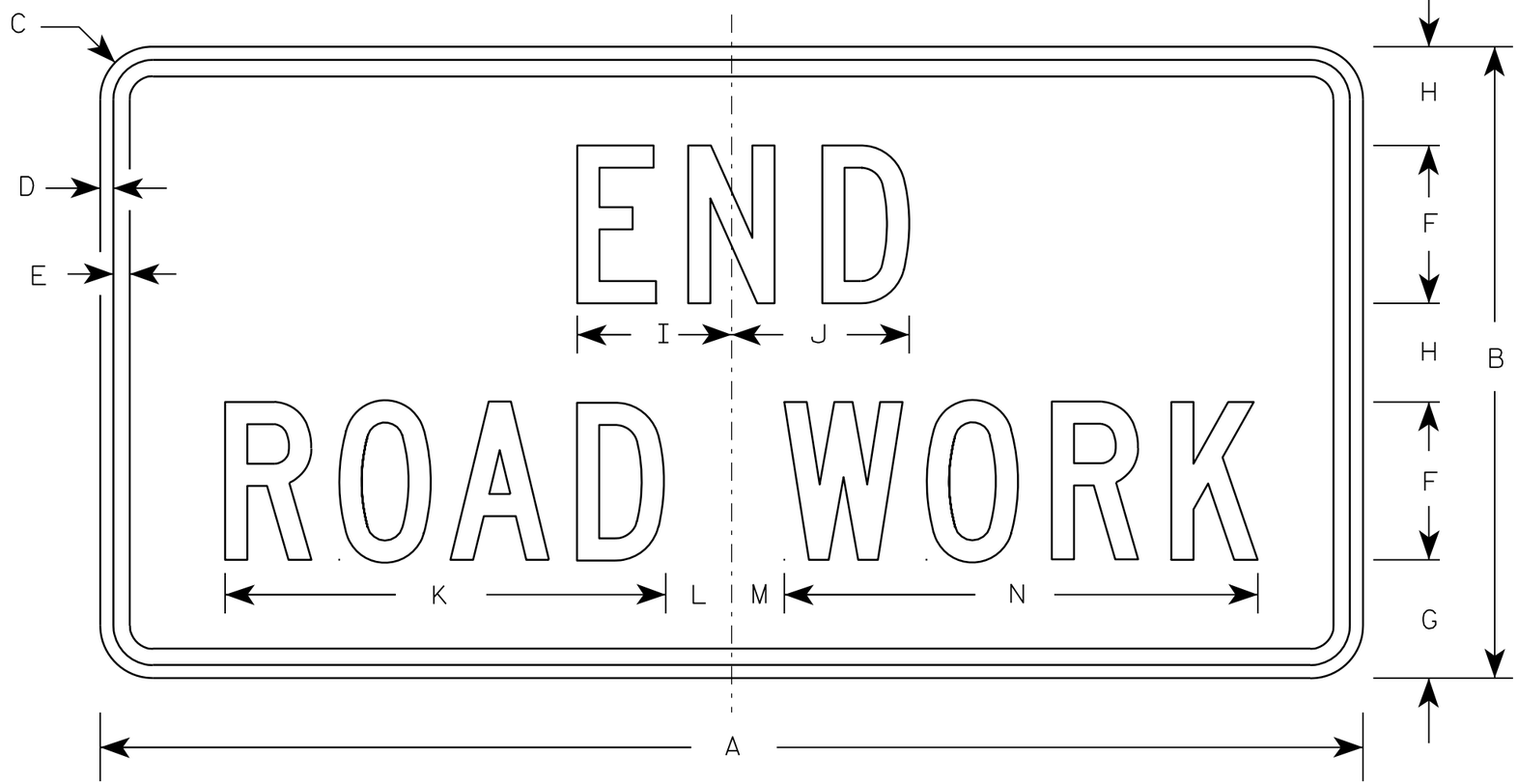
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 198 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

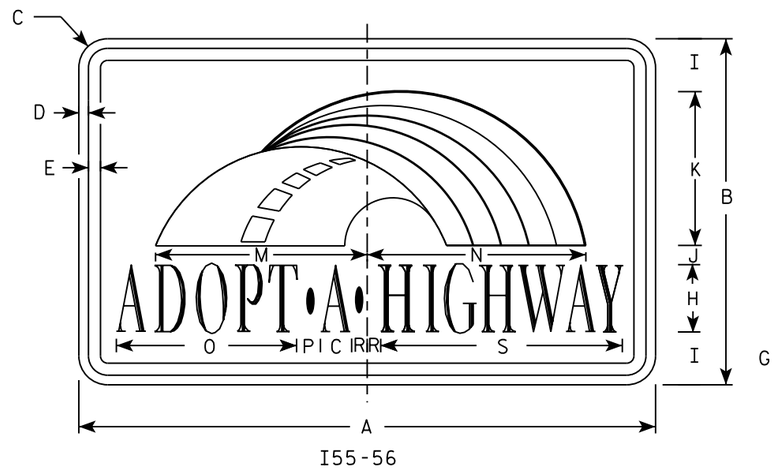
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

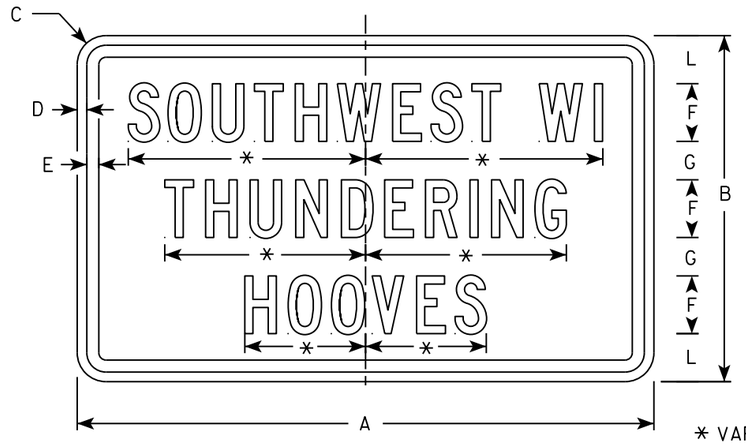
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 199	E



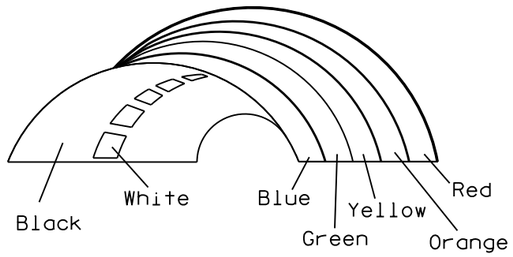
I55-56



I55-56P

* VARIES

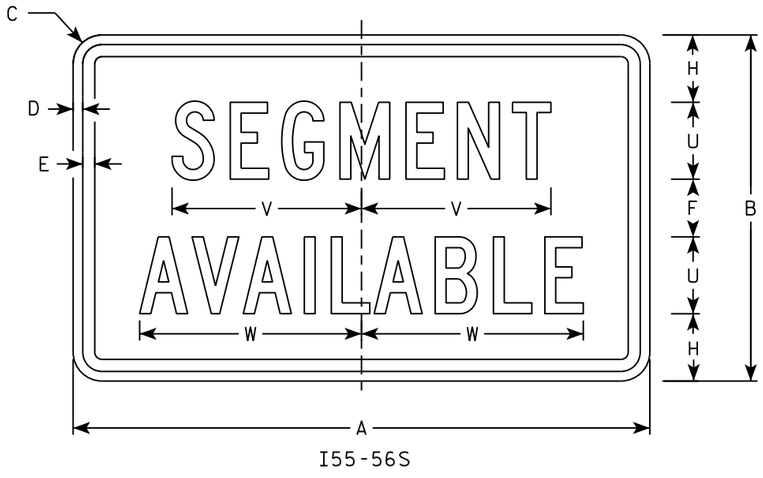
Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - (See Note 4)
3. Message Series - (See Note 5)
4. Border - Blue
   Adopt a Highway - Red
   All other Text - Blue
5. Adopt a Highway - Dutch 8011L
   All other Text - Series C
6. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.



I55-56S

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	18	1 1/2	1/2	5/8	3	2	3 1/2	2 3/4	1	8	2 1/2	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2	4	9 7/8	11 1/2				3.75
3																											
4																											
5																											

STANDARD SIGN
I55-56

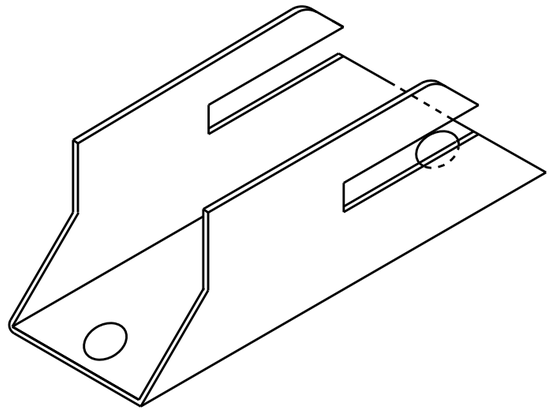
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

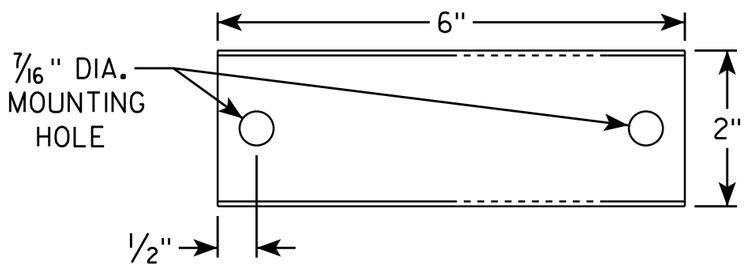
DATE 2/20/18 PLATE NO. I55-56.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 200 | E

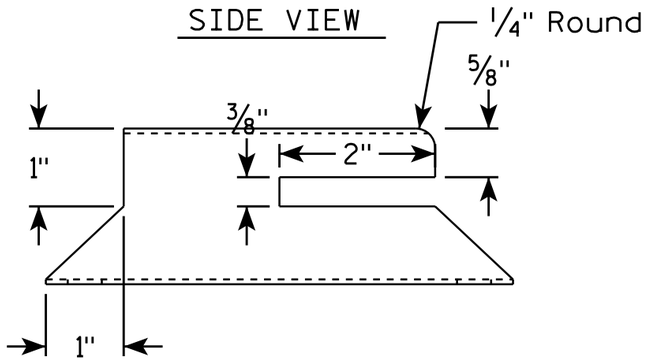
ISOMETRIC VIEW



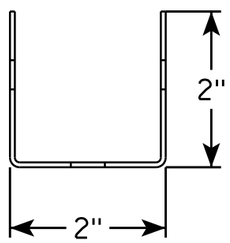
TOP VIEW



SIDE VIEW



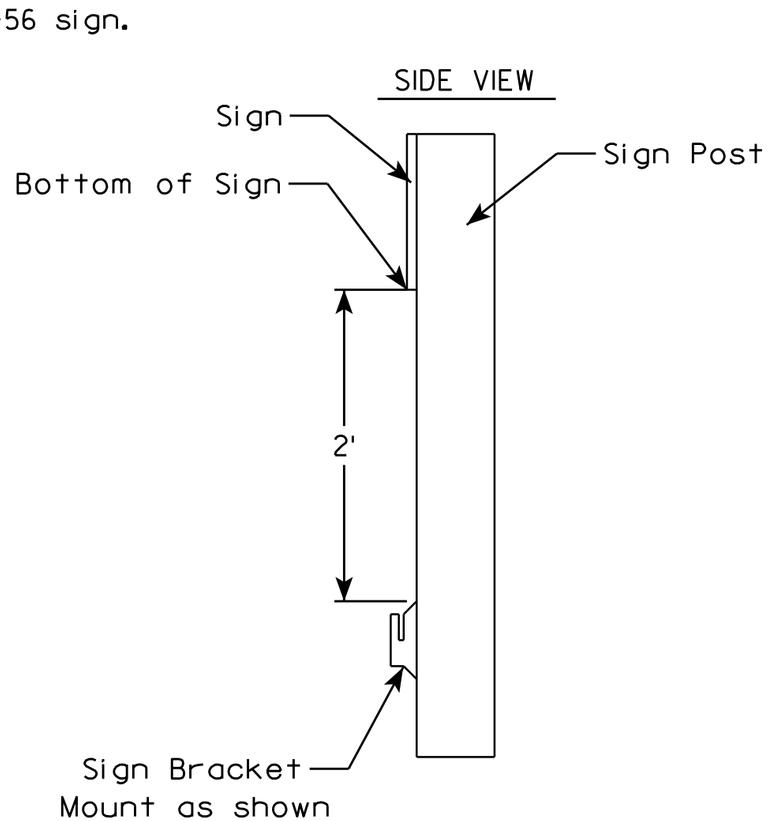
END VIEW



NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

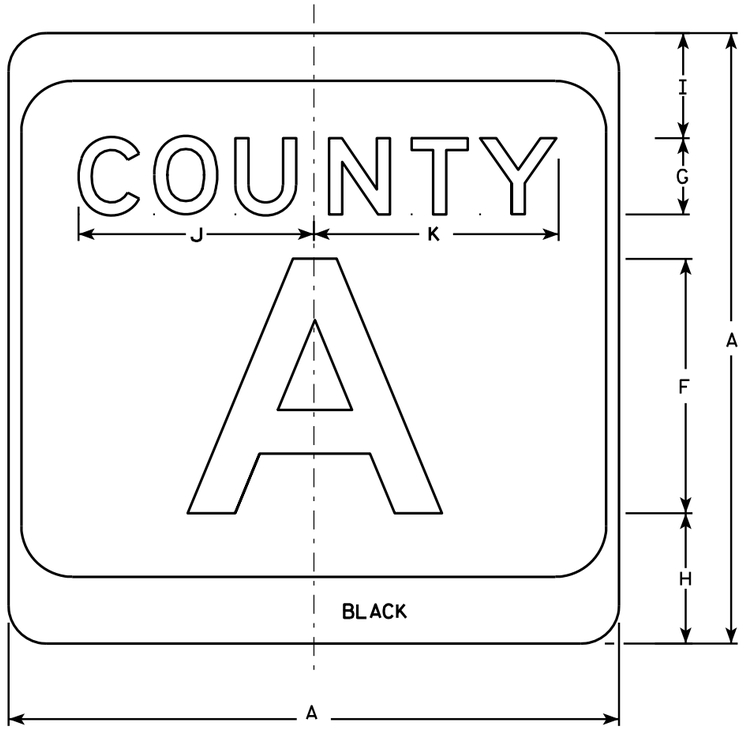
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

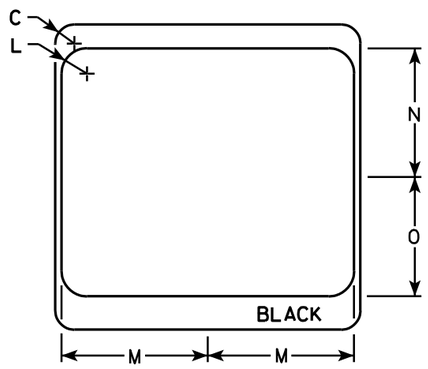
DATE 4/26/16 PLATE I55-56B.2

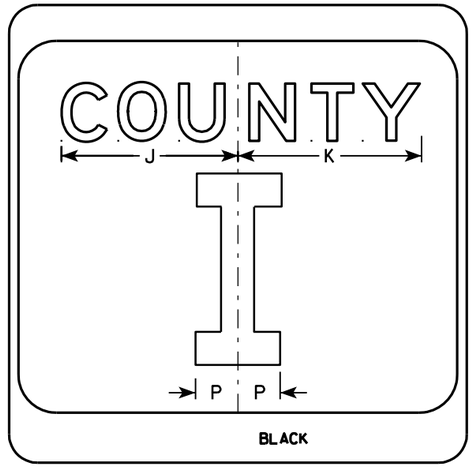
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

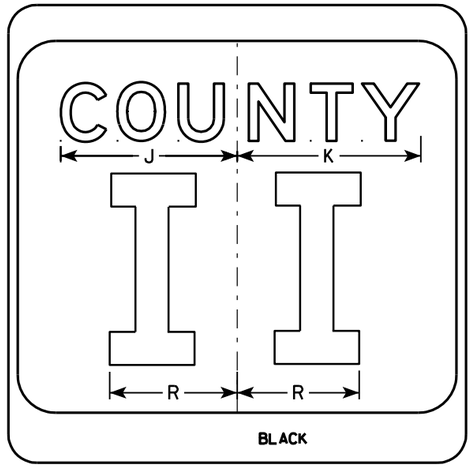
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\I5556B.DGN PLOT DATE : 26-APR-2016 17:29 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.945842:1.000000
WISDOT/CADDS SHEET 42



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

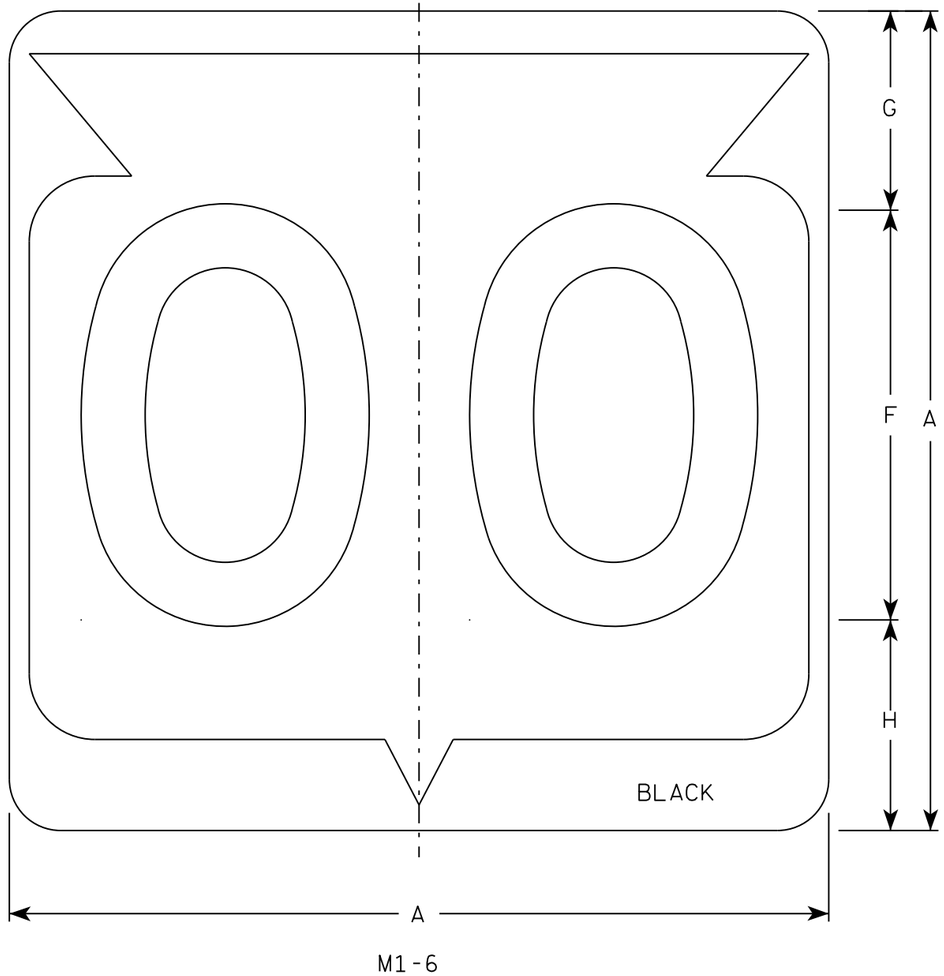
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

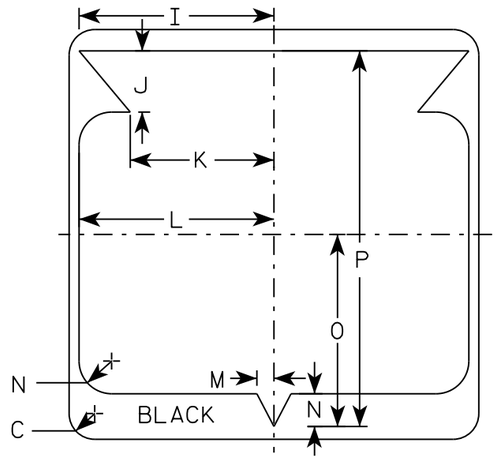
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 202	E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs 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																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

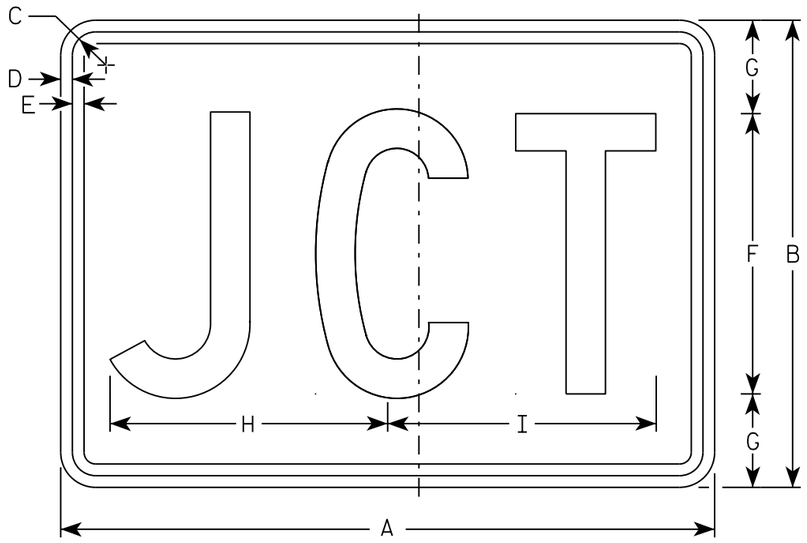
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

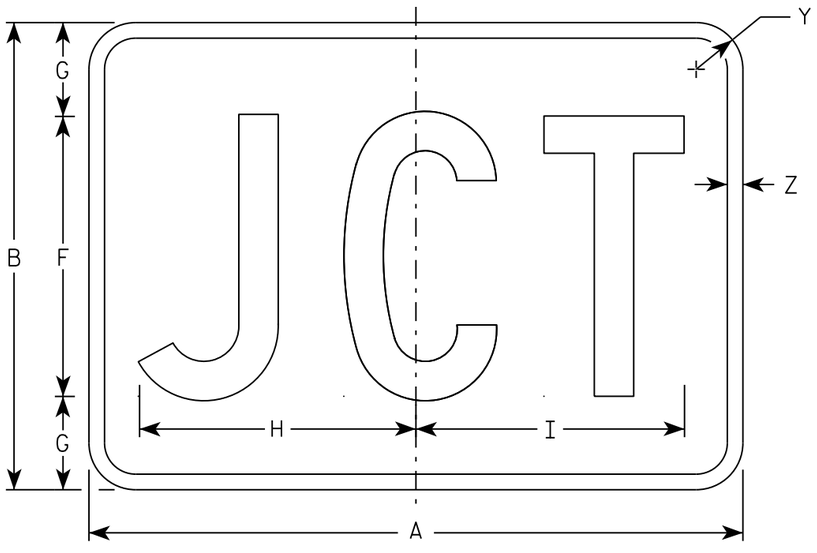
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

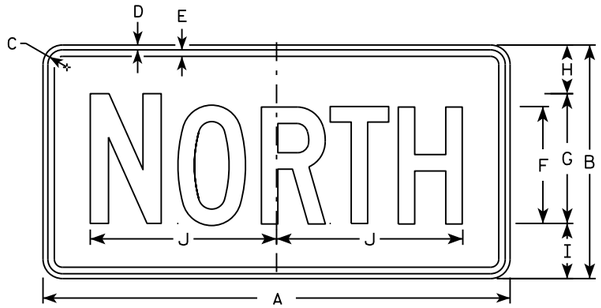
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

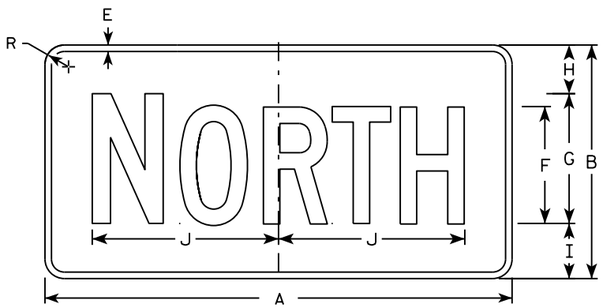
DATE 10/15/15 PLATE 204 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



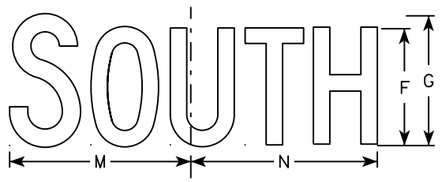
M3-1
MM3-1
MP3-1



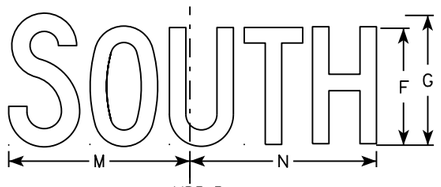
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

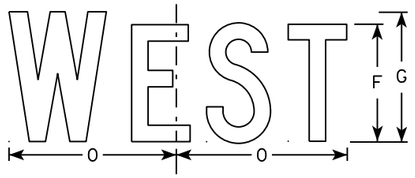
MB3-2
MK3-2
MN3-2



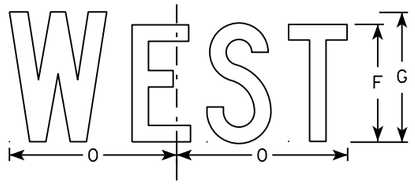
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

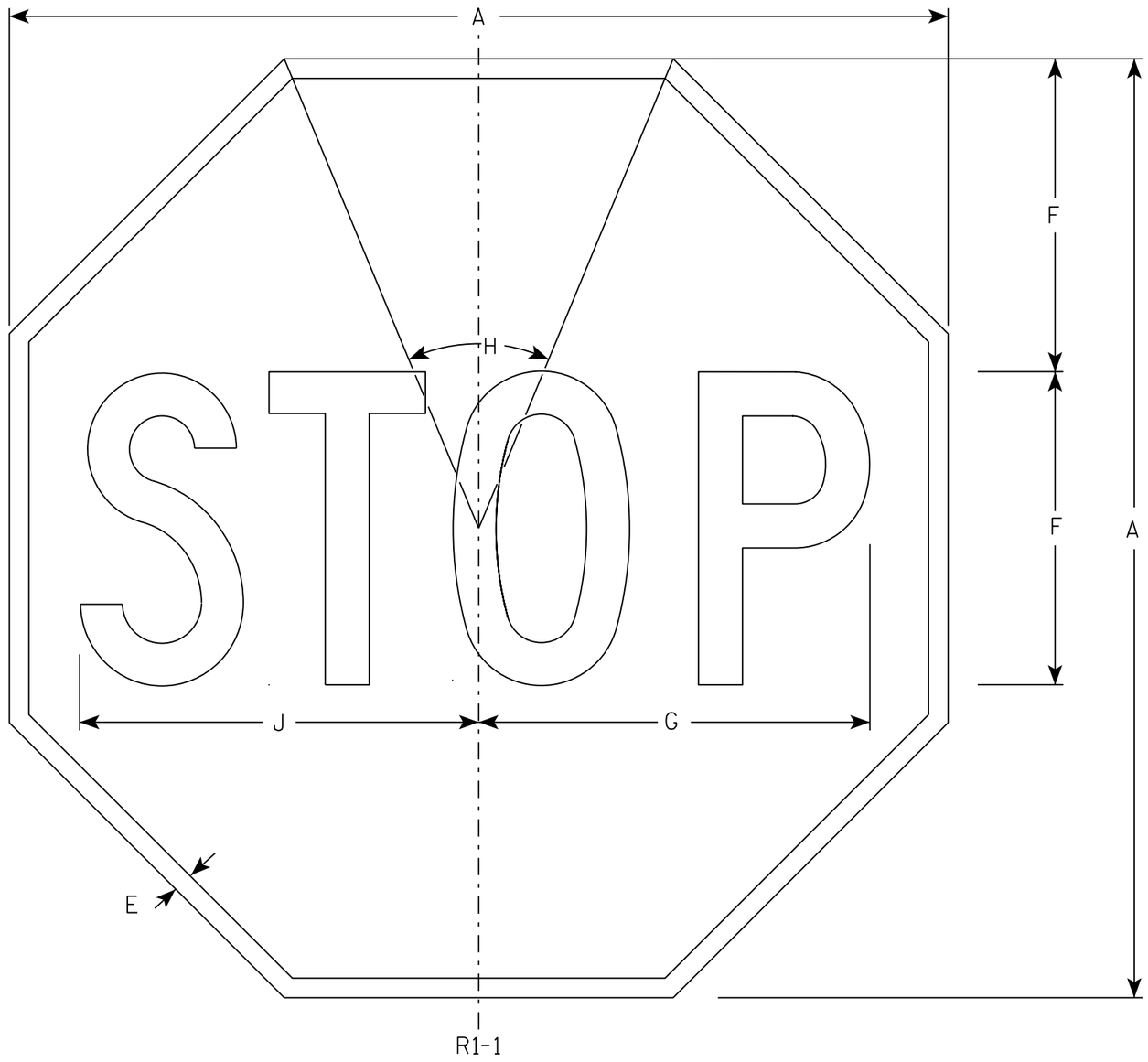
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

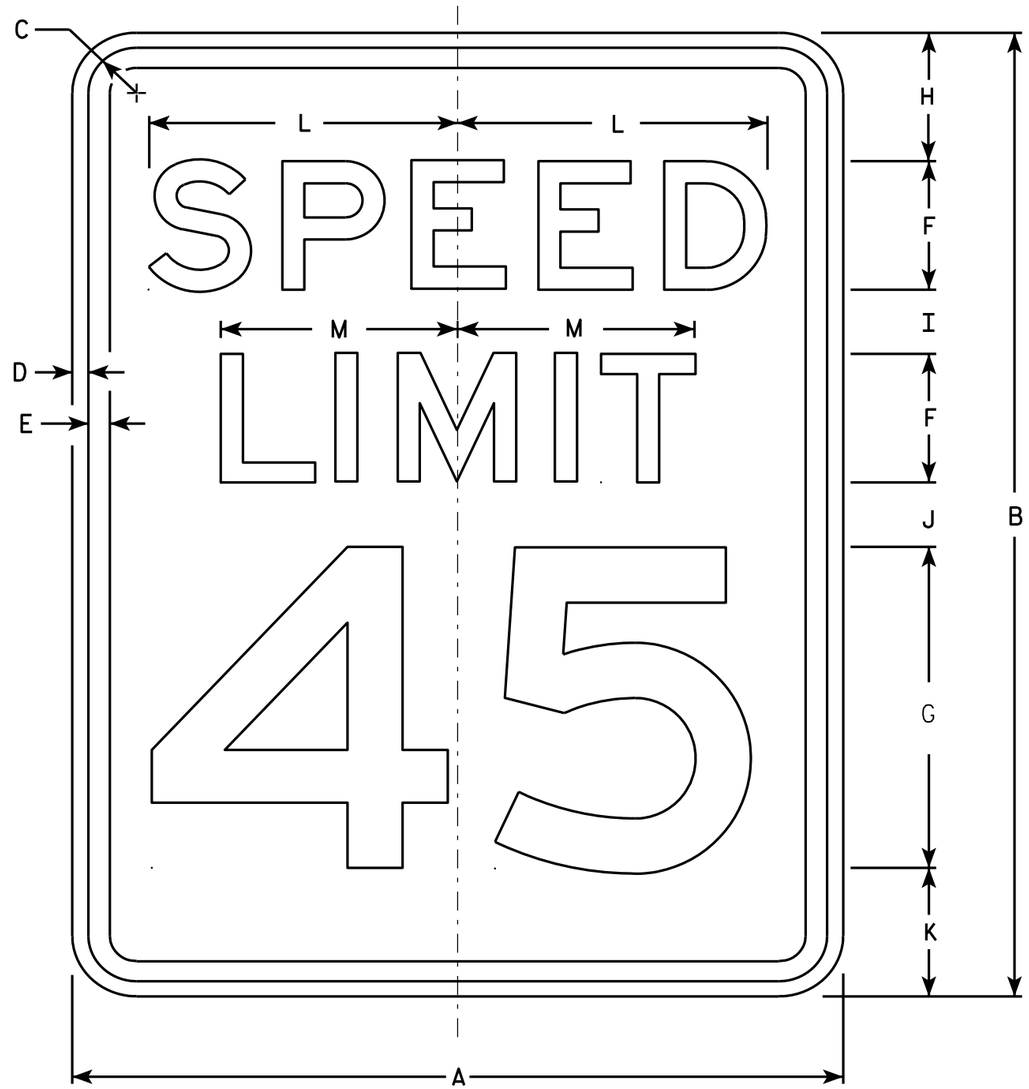
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 206	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

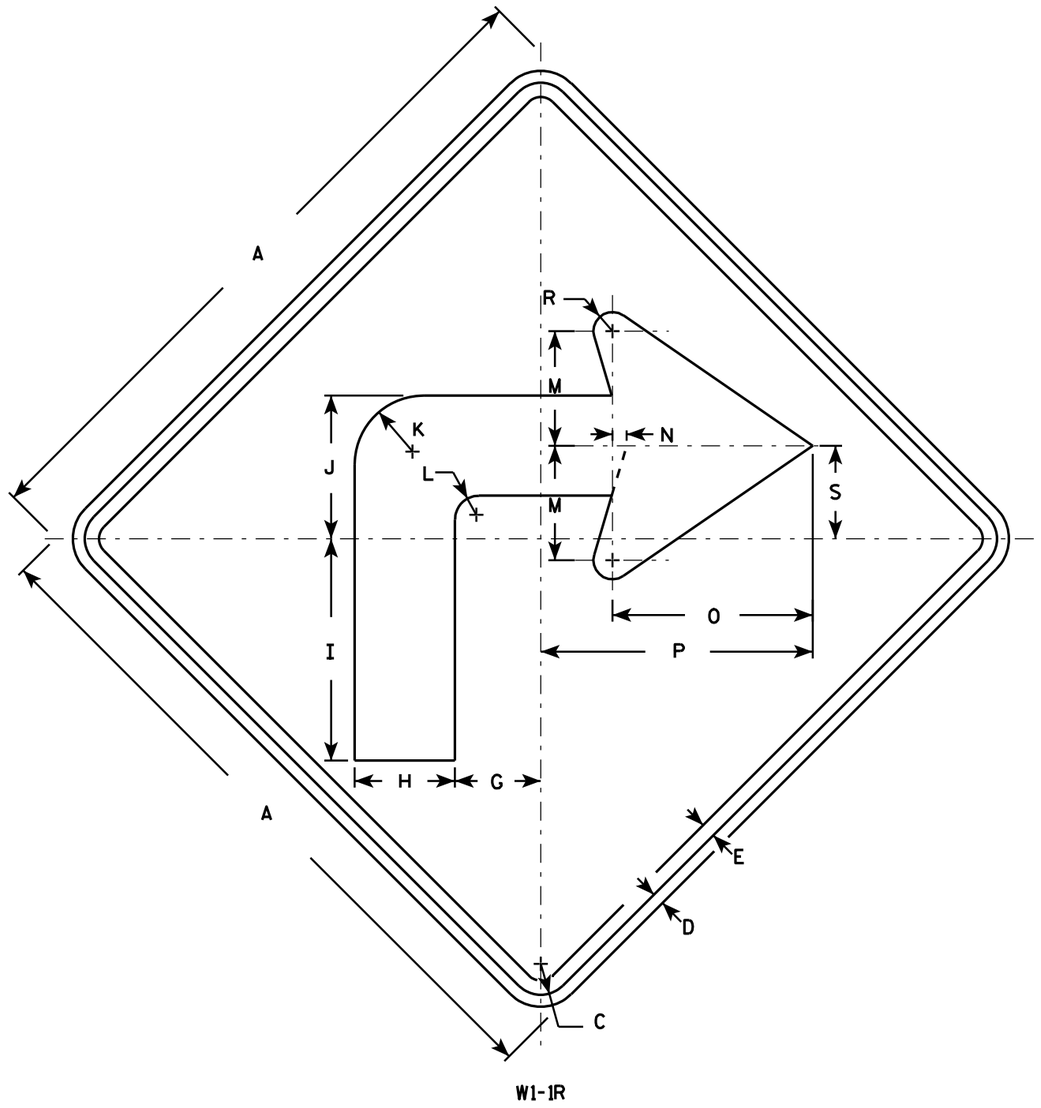
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 207 | E



W1-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-1L is the same as W1-1R 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	24		1 1/8	3/8	1/2		3	3 1/2	7 3/4	5	2 1/2	7/8	4	1/2	7	9 1/2		5/8	3 1/4								4.0
2S	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
2M	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
3	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
4	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
5	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0

STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

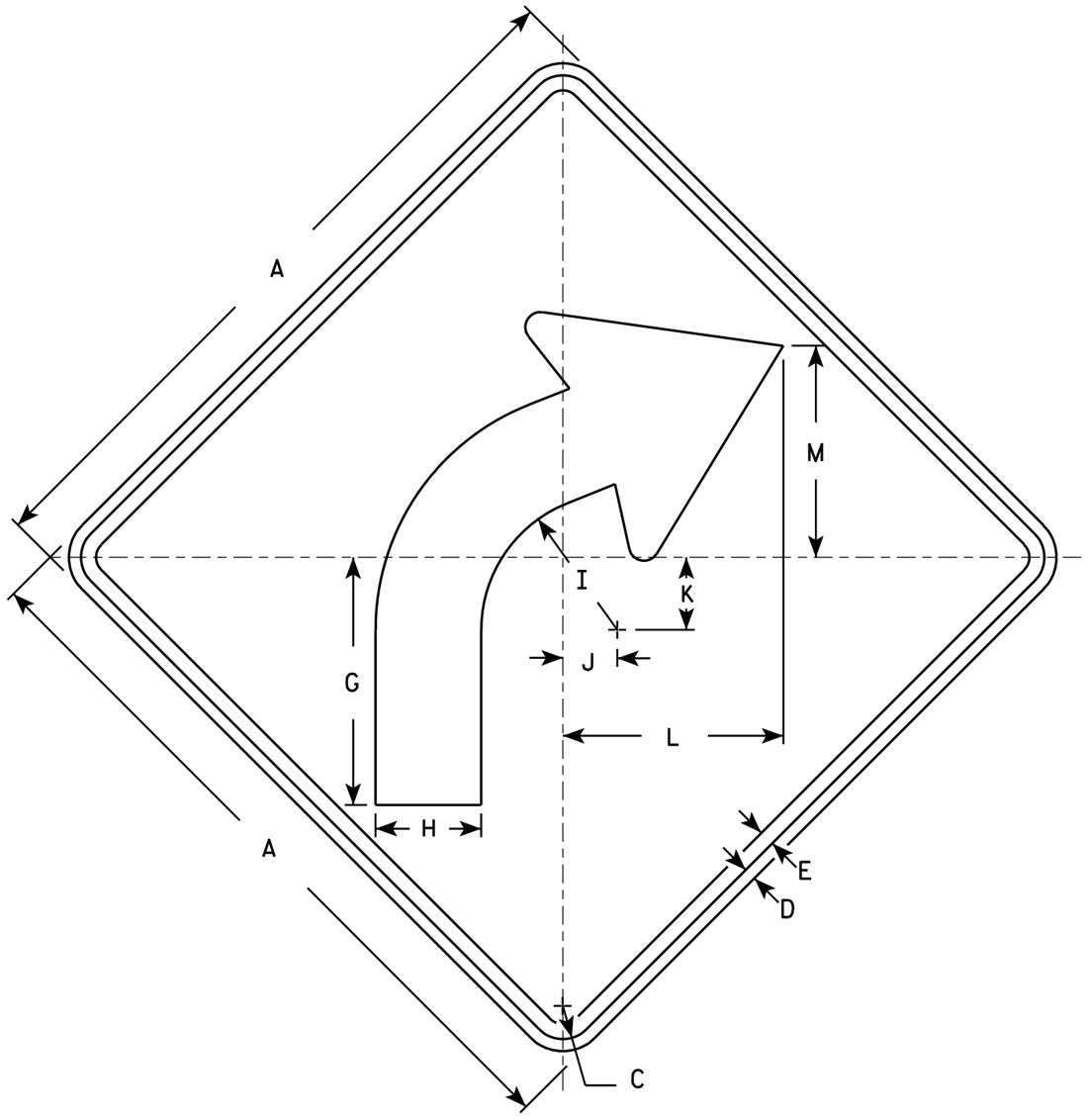
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-1.11

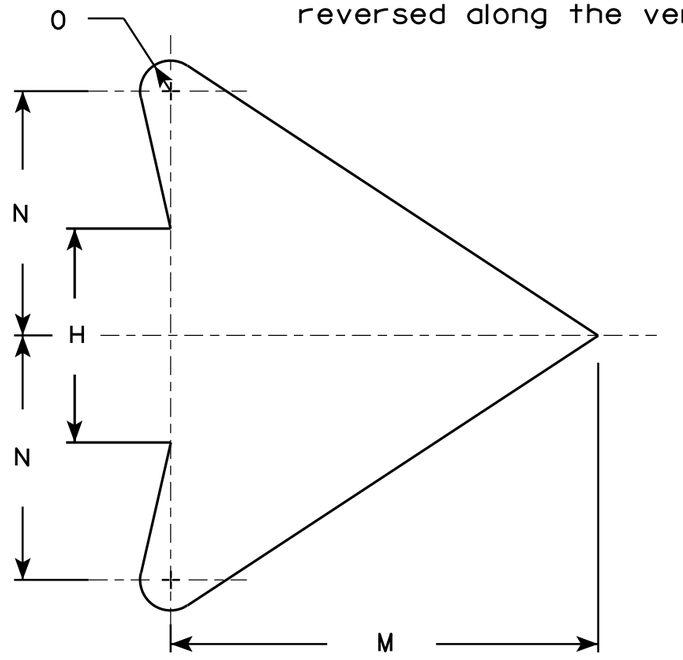
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 | E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

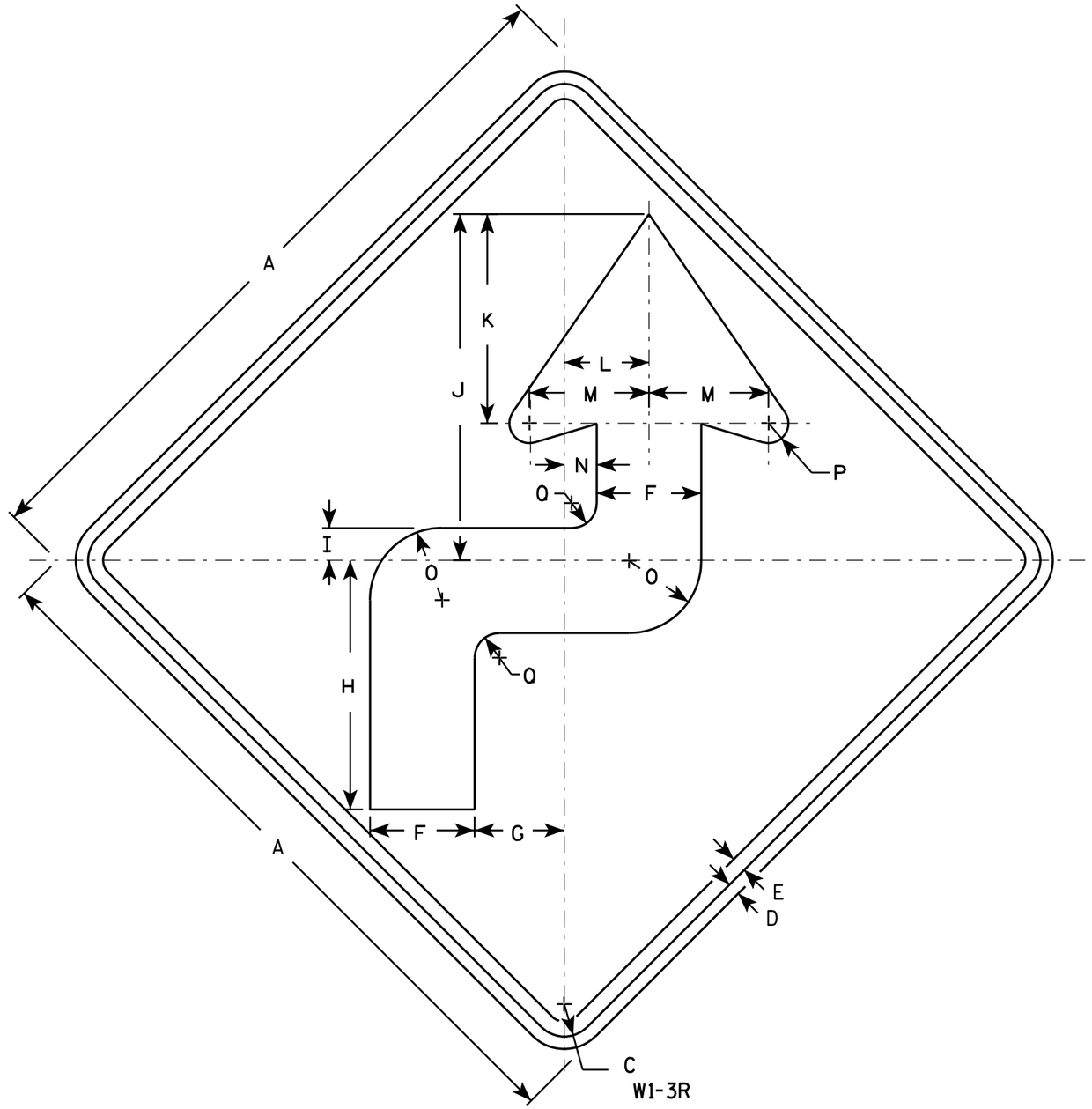
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 209	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-3L is the same as W1-3R 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	24		1 1/8	3/8	1/2	3 1/2	3	8 3/8	1 1/8	11 5/8	7	2 3/4	4	1 1/8	2 1/2	5/8	7/8										4.0
2S	36		1 5/8	5/8	3/4	5 1/4	4 1/2	12 1/2	1 5/8	17 3/8	10 1/2	4 1/4	6	1 5/8	3 5/8	1	1 1/4										9.0
2M	36		1 5/8	5/8	3/4	5 1/4	4 1/2	12 1/2	1 5/8	17 3/8	10 1/2	4 1/4	6	1 5/8	3 5/8	1	1 1/4										9.0
3	36		1 5/8	5/8	3/4	5 1/4	4 1/2	12 1/2	1 5/8	17 3/8	10 1/2	4 1/4	6	1 5/8	3 5/8	1	1 1/4										9.0
4	36		1 5/8	5/8	3/4	5 1/4	6	12 1/2	1 5/8	17 3/8	10 1/2	4 1/4	6	1 5/8	3 5/8	1	1 1/4										9.0
5	48		2 1/4	3/4	1	7	6	16 5/8	2 1/4	23 1/4	14	5 5/8	8	2 1/8	4 7/8	1 1/4	1 5/8										16.0

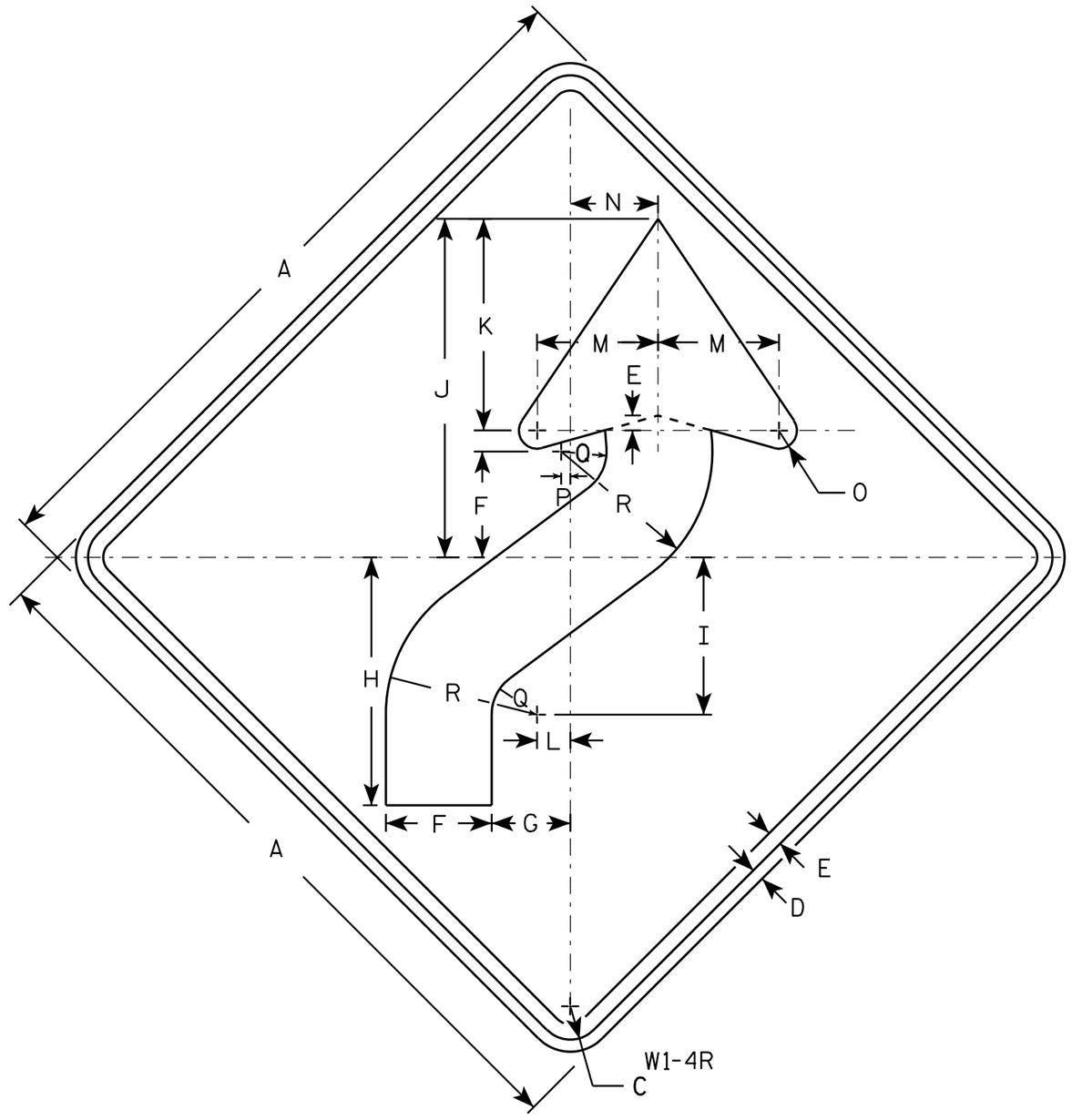
STANDARD SIGN
W1-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/17/12 PLATE NO. W1-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-4L is the same as W1-4R 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	24		1 1/8	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0
2S	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25
2M	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
3	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
4	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN

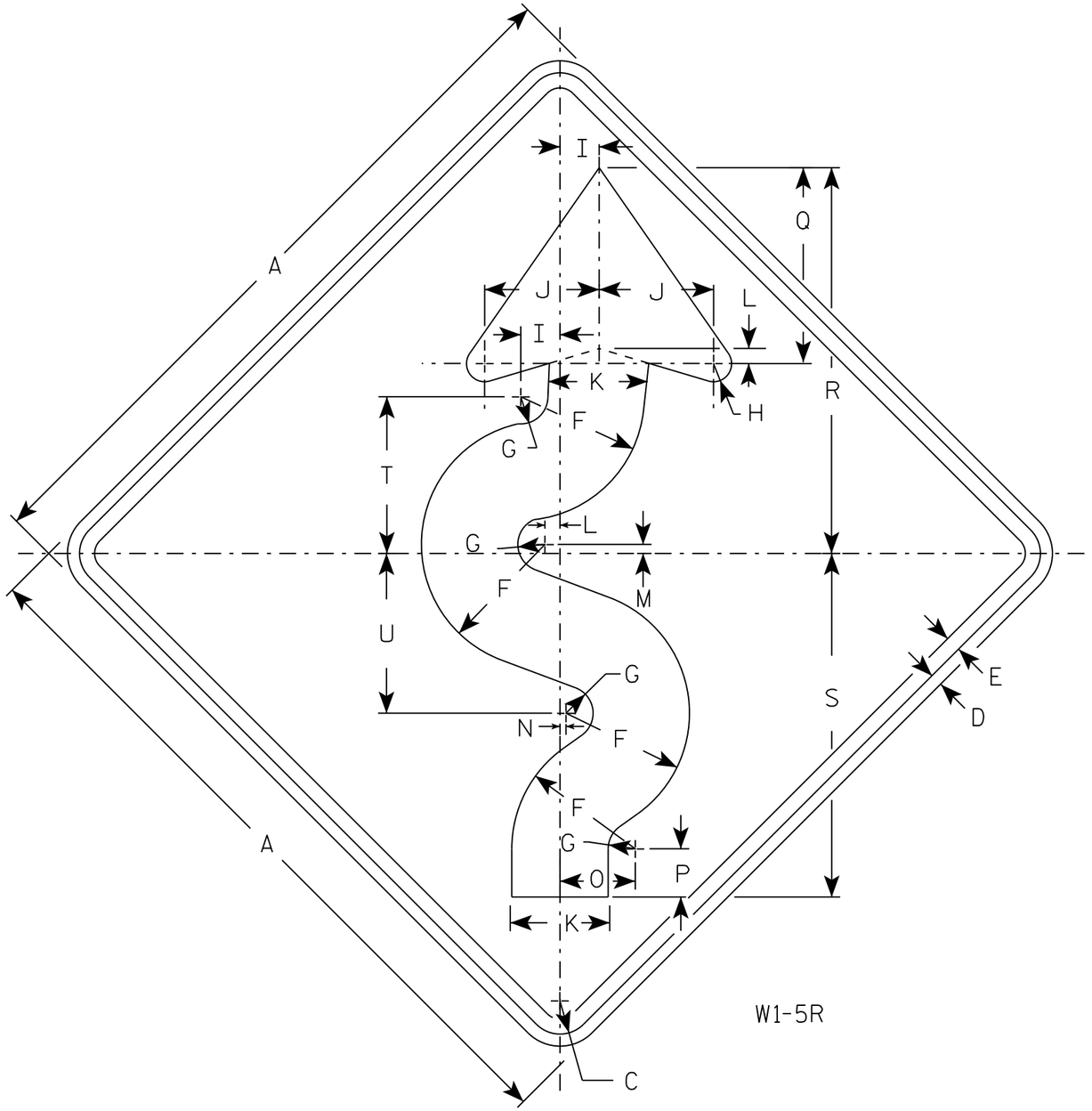
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/17/12 PLATE NO. W1-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 211 | E



W1-5R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W1-5L is the same as W1-5R except the arrow is reversed along the vertical centerline.
4. If used with W13-1 of 30 MPH or less, use 36" sign for Size 2S.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4 1/8	7/8	5/8	1 1/4	3 3/4	3 1/4	1/2	1/4	1/8	2 1/2	1 5/8	6 1/2	12 3/4	11 3/8	5 1/4	5 1/4						4.0
2S	30		1 3/8	1/2	5/8	5 1/8	1 1/8	3/4	1 5/8	4 3/4	4 1/8	5/8	3/8	1/4	3 1/8	2	8 1/8	16	14 1/4	6 1/2	6 5/8						6.25
2M	36		1 5/8	5/8	3/4	6 1/4	1 3/8	1	1 7/8	5 5/8	4 7/8	3/4	3/8	1/4	3 3/4	2 7/8	9 3/4	19 1/8	17 1/8	7 3/4	7 7/8						9.0
3	36		1 5/8	5/8	3/4	6 1/4	1 3/8	1	1 7/8	5 5/8	4 7/8	3/4	3/8	1/4	3 3/4	2 7/8	9 3/4	19 1/8	17 1/8	7 3/4	7 7/8						9.0
4	36		1 5/8	5/8	3/4	6 1/4	1 3/8	1	1 7/8	5 5/8	4 7/8	3/4	3/8	1/4	3 3/4	2 7/8	9 3/4	19 1/8	17 1/8	7 3/4	7 7/8						9.0
5	48		2 1/4	3/4	1	8 1/4	1 3/4	1 1/4	2 1/2	7 1/2	6 1/2	1	1/2	3/8	5	3 1/4	13	25 1/2	22 3/4	10 3/8	10 1/2						16.0

STANDARD SIGN
W1-5

WISCONSIN DEPT OF TRANSPORTATION

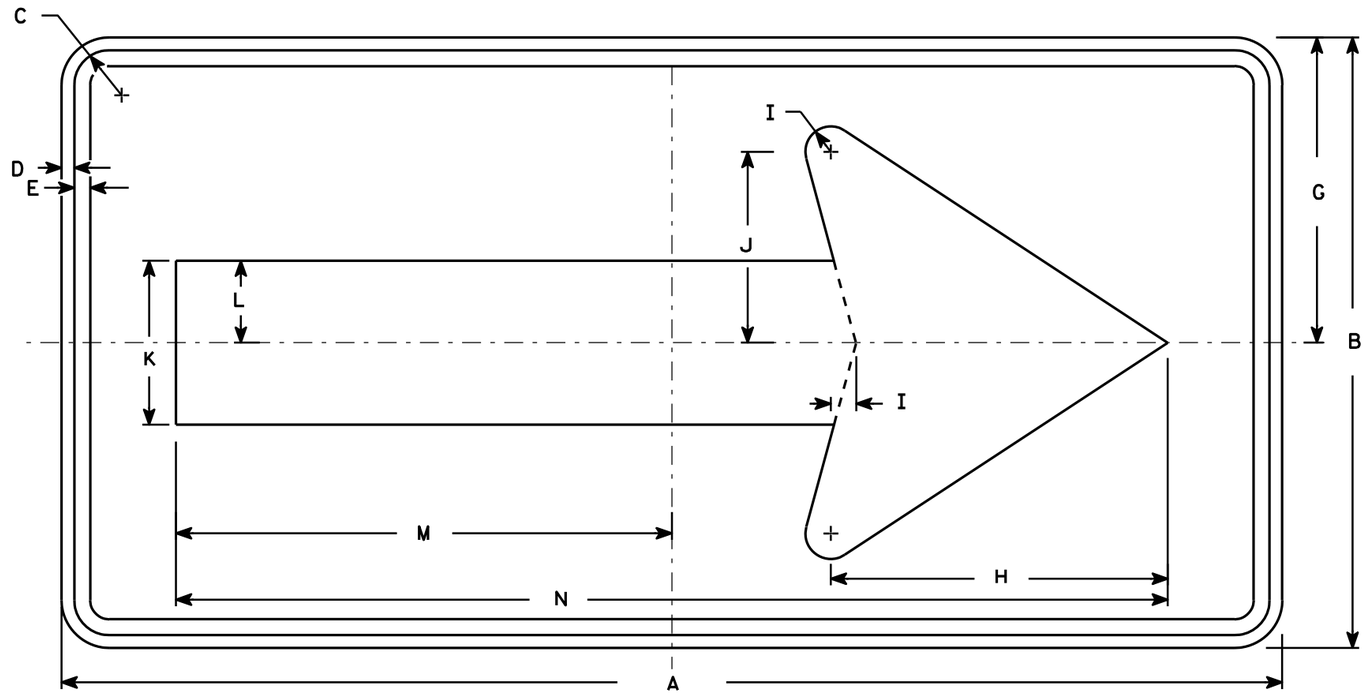
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/1/16 PLATE NO. W1-5.9

212

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W15.DGN PLOT DATE : 01-AUG-2016 09:34 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.594294:1.000000



W1-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

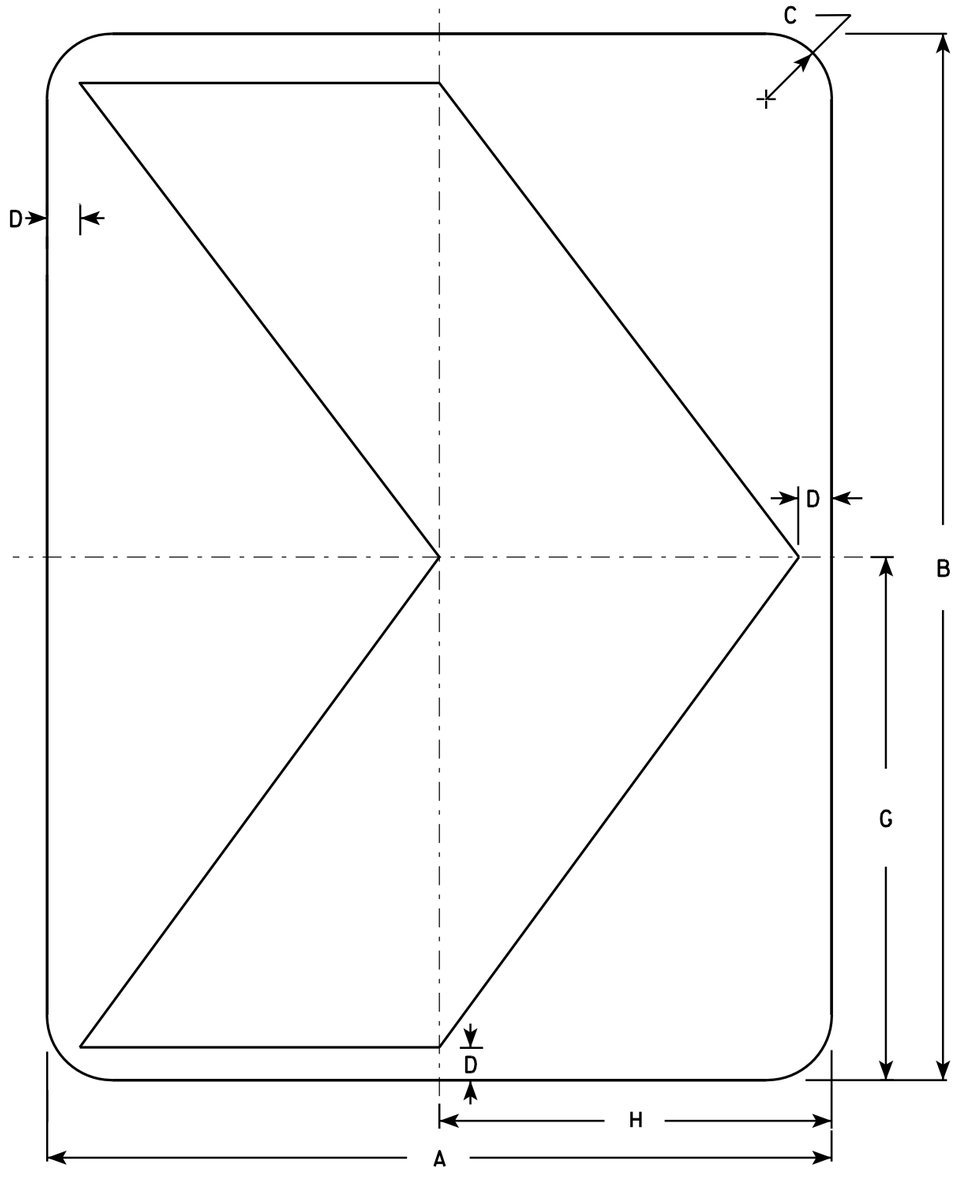
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 213



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

W1-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	½			9	6																			1.5
2S	18	24	1 ½	¾			12	9																			3.0
2M	18	24	1 ½	¾			12	9																			3.0
3	24	30	1 ½	1			15	12																			5.0
4	30	36	1 ⅞	1 ¼			18	15																			7.5
5	36	48	2 ¼	1 ½			24	18																			12.0

STANDARD SIGN
W1-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-8.6

PROJECT NO:

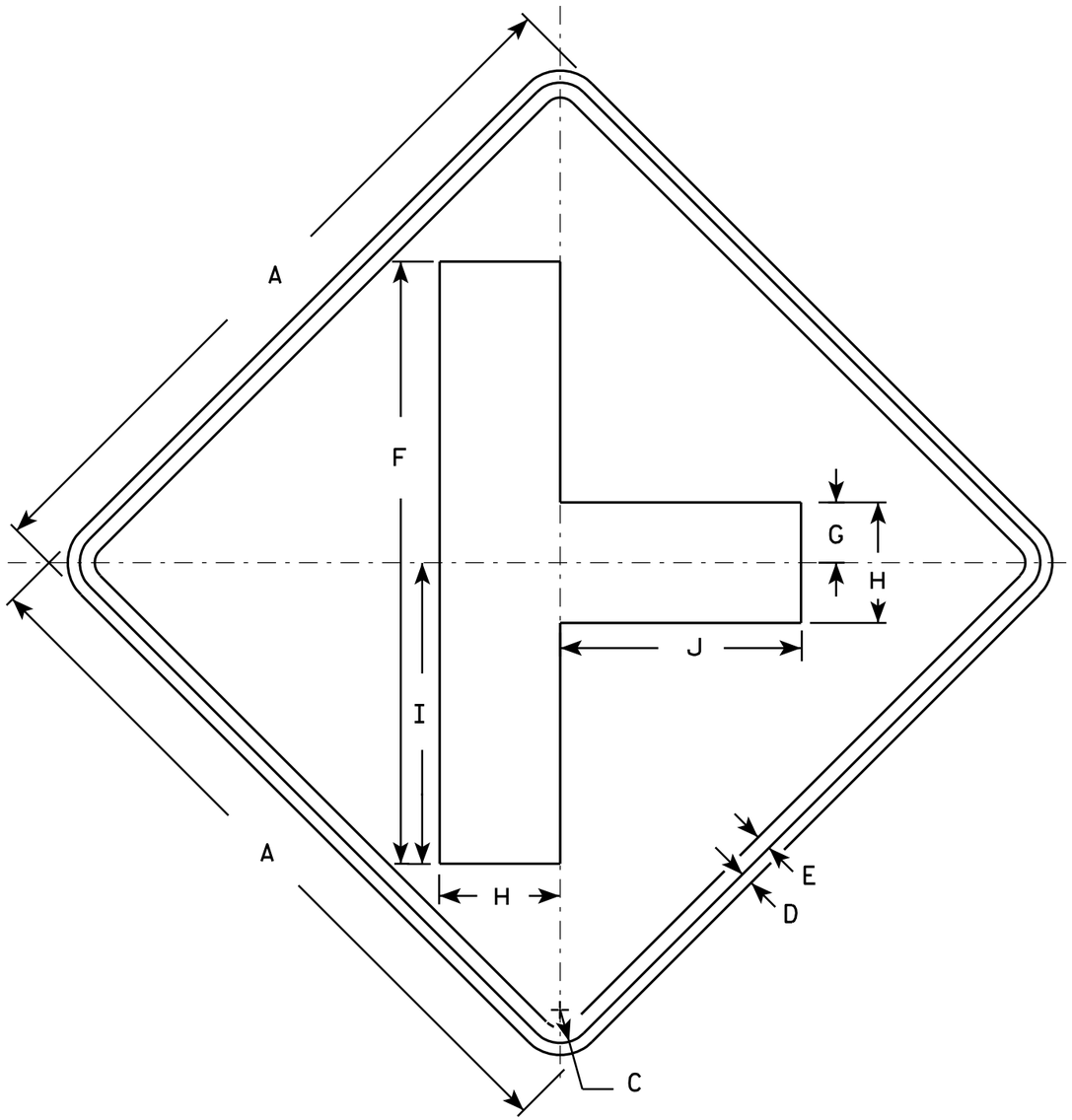
SHEET NO: 214 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W18.DGN PLOT DATE : 07-JUN-2010 12:55 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

7



W2-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	20	2	4	10	8																	4.0
2S	30		1 3/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
2M	30		1 3/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
3	36		1 5/8	5/8	3/4	30	3	6	15	12																	9.0
4	48		2 1/4	3/4	1	40	4	8	20	16																	16.0
5																											

STANDARD SIGN
W2-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-2.6

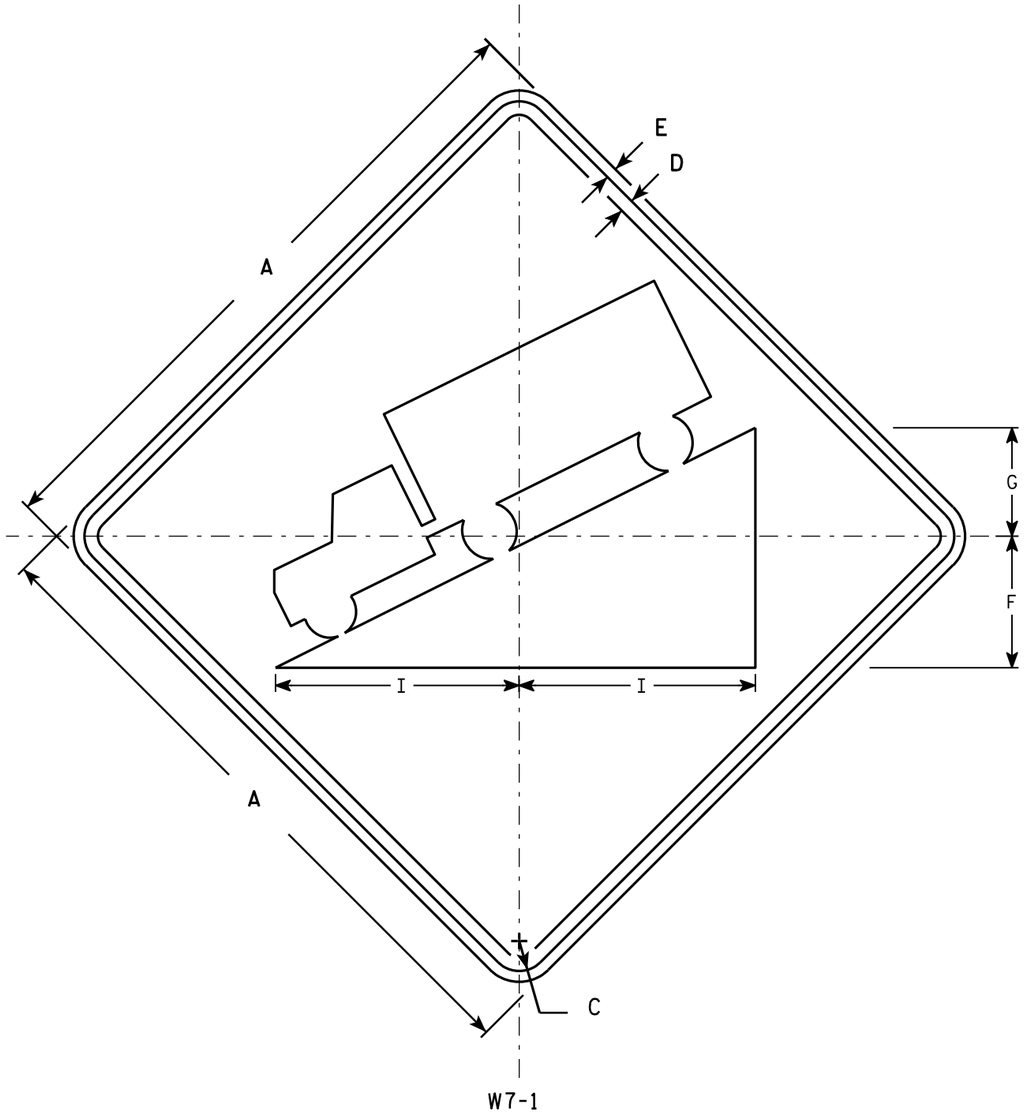
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W22.DGN PLOT DATE : 29-MAY-2012 10:18 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.202372:1.000000

WISDOT/CADDS SHEET 42

7

7



W7-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	3/8	5	4		8 3/4																		4.0
2S	30		1 3/8	1/2	5/8	6	5		11																		6.25
2M	36		1 5/8	5/8	3/4	7 1/4	6		13 1/4																		9.0
3	36		1 5/8	5/8	3/4	7 1/4	6		13 1/4																		9.0
4	36		1 5/8	5/8	3/4	7 1/4	6		13 1/4																		9.0
5	48		2 1/4	3/4	1	9 3/4	8		17 1/2																		16.0

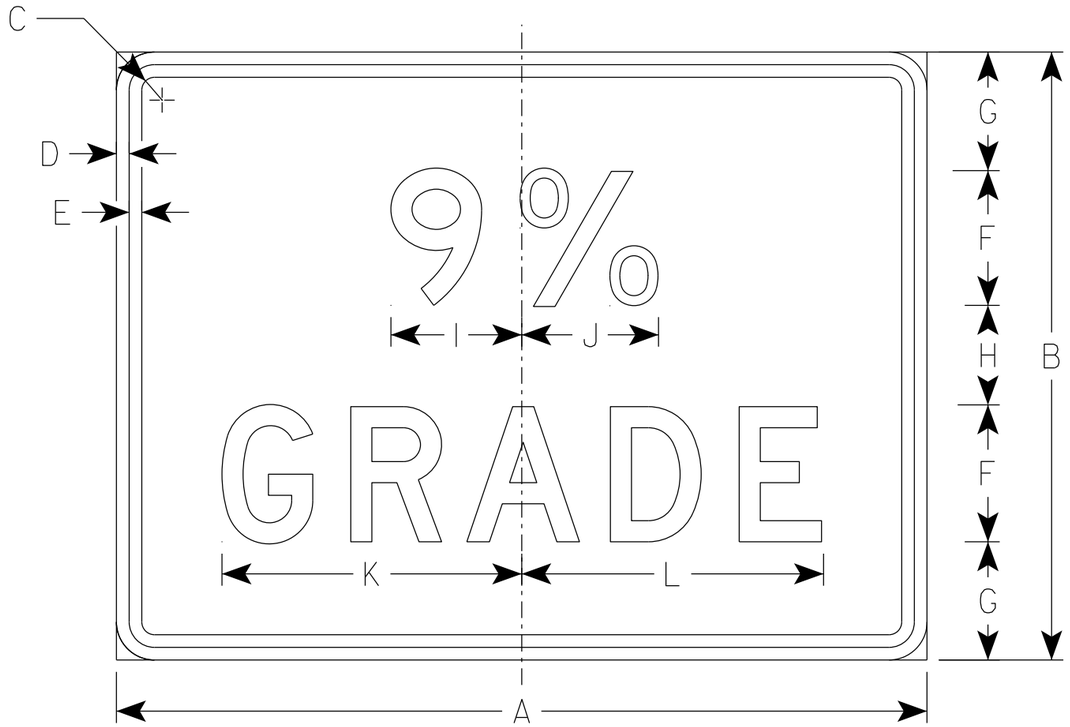
STANDARD SIGN
W7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W7-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 216	E



W7-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/8	3/8	3/8	4	3 1/2	3	3 7/8	4	8 7/8	9															3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	3 7/8	4	8 7/8	9															3.0
3																											
4																											
5																											

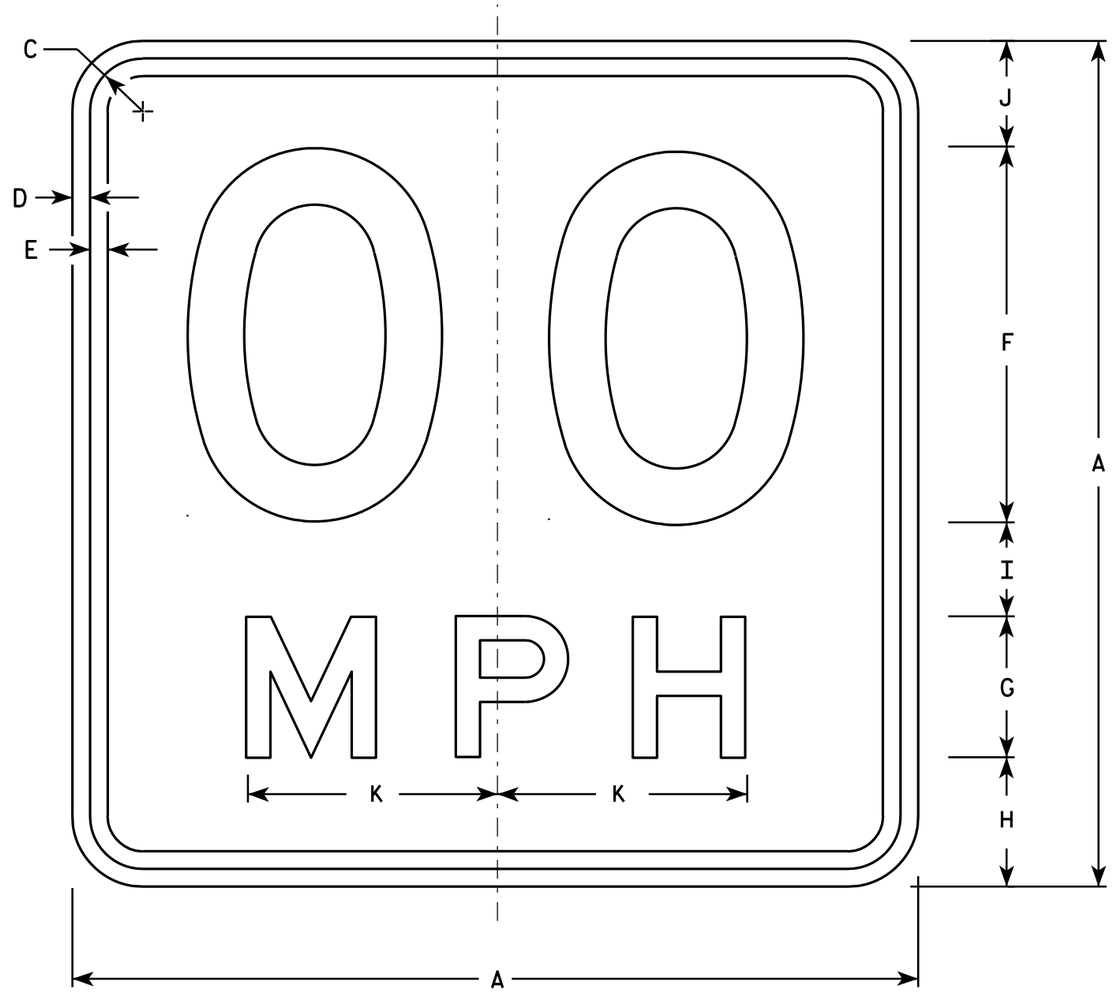
STANDARD SIGN
W7-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/23/18 PLATE NO. W7-3.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 217 | E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

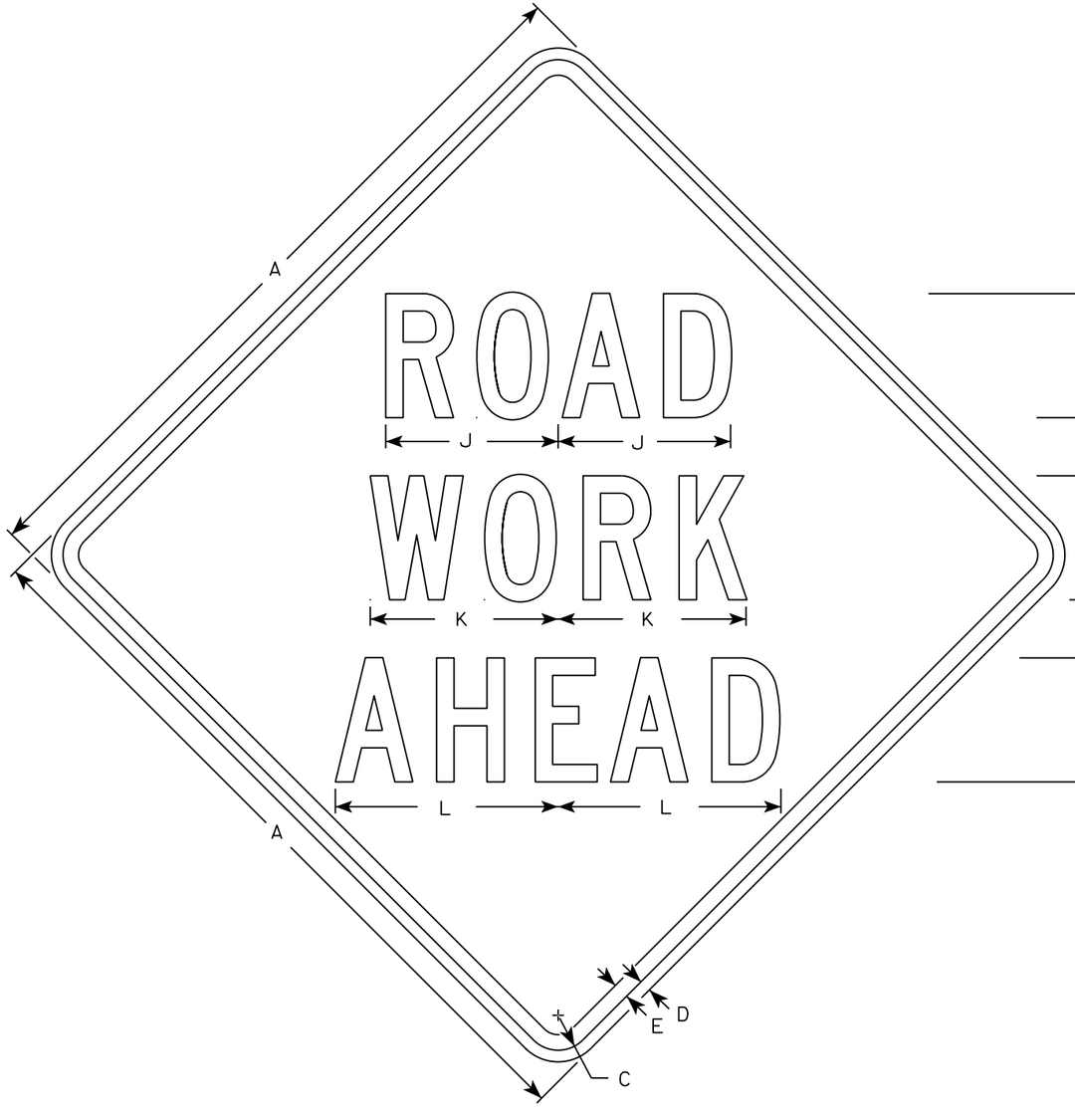
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

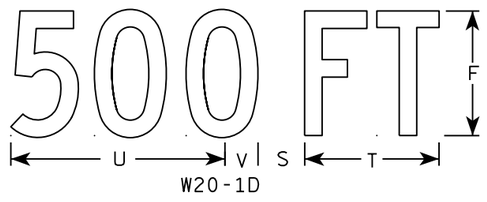
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

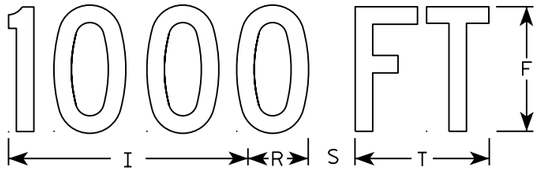
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | E



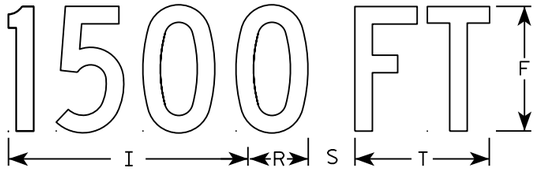
W20-1A



W20-1D

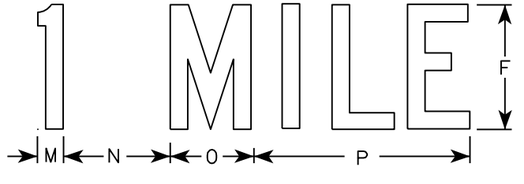


W20-1C

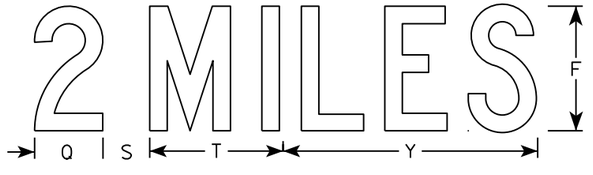


W20-1B

W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

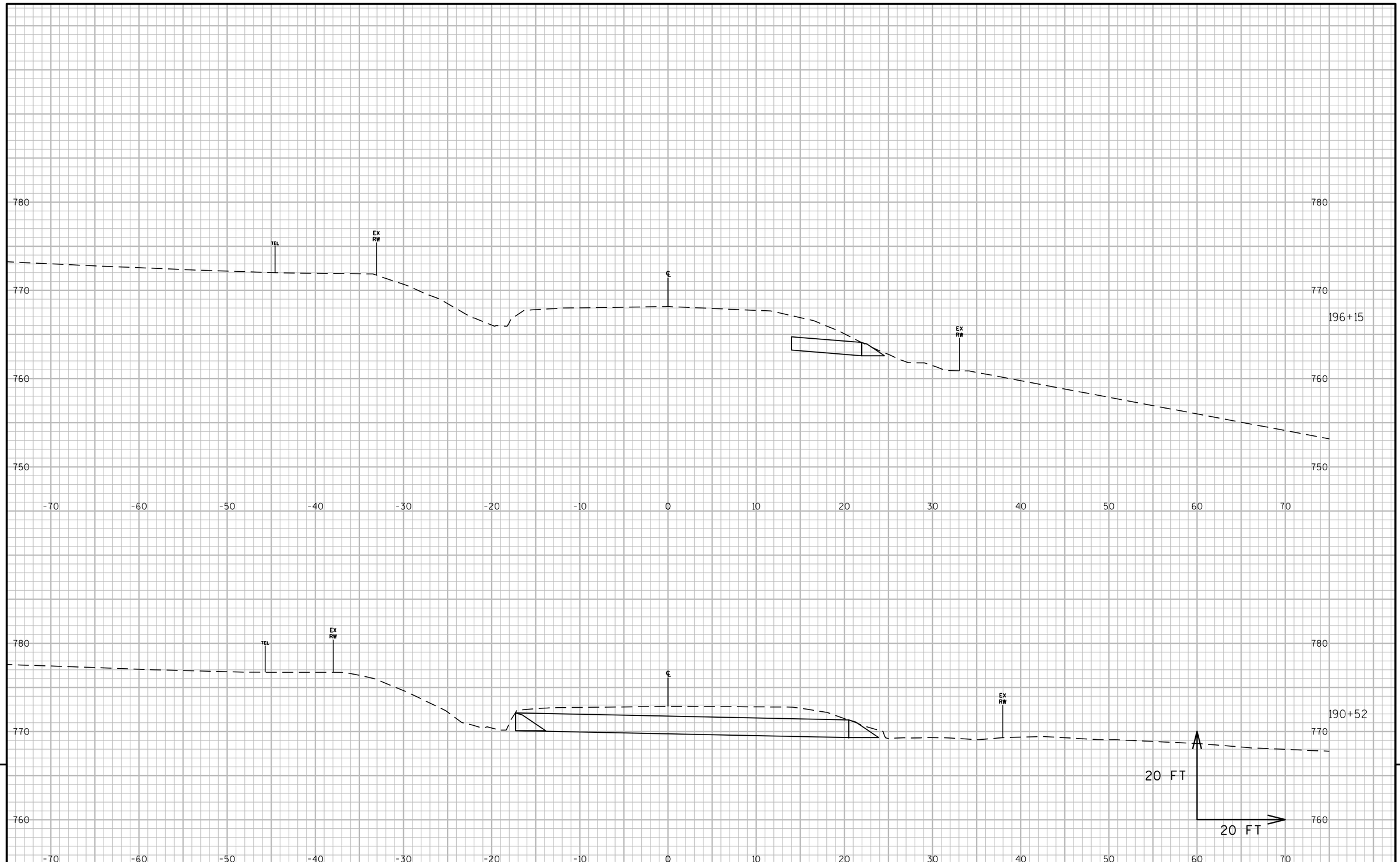
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

PROJECT NO:

SHEET NO: E

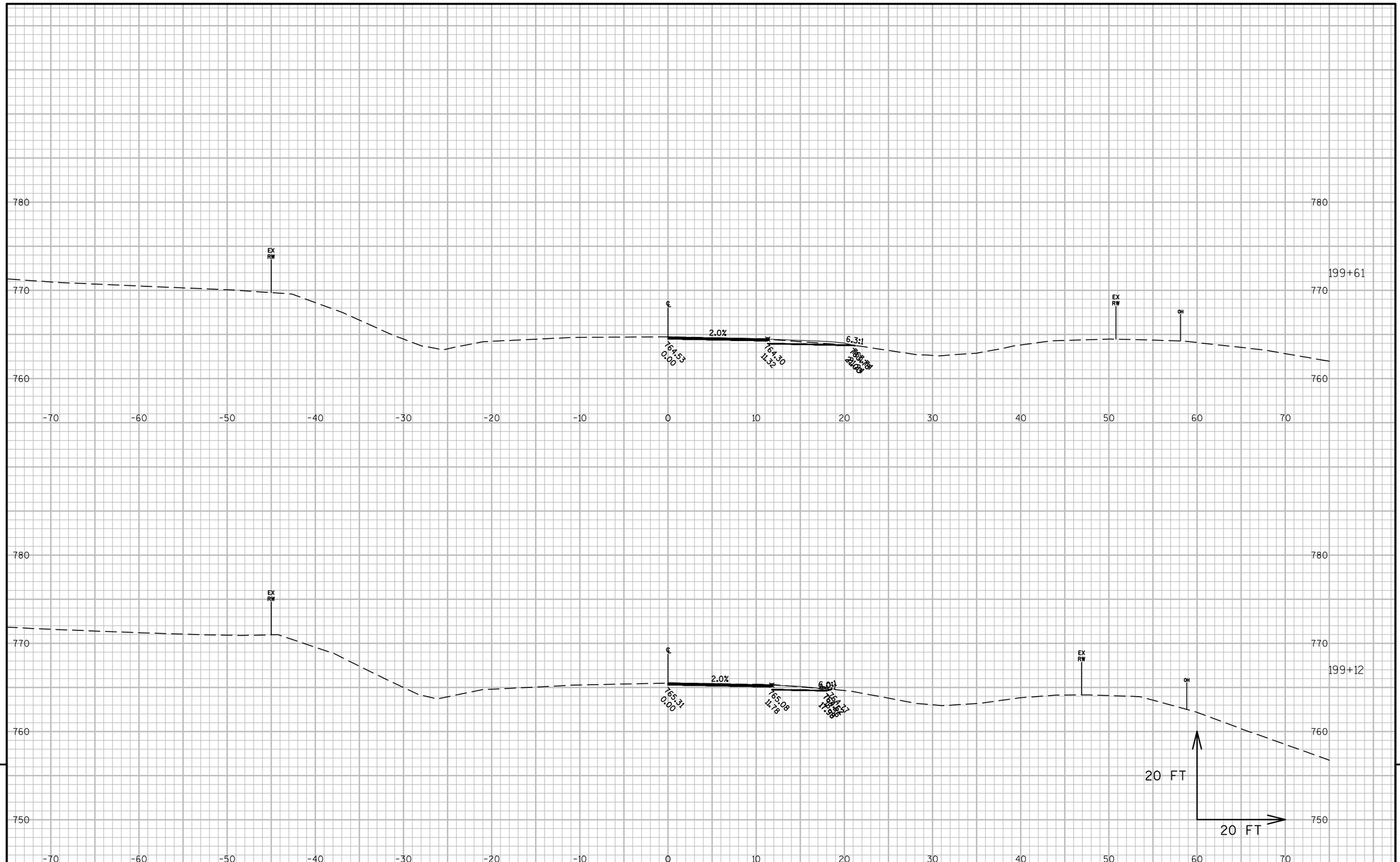
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 220	E

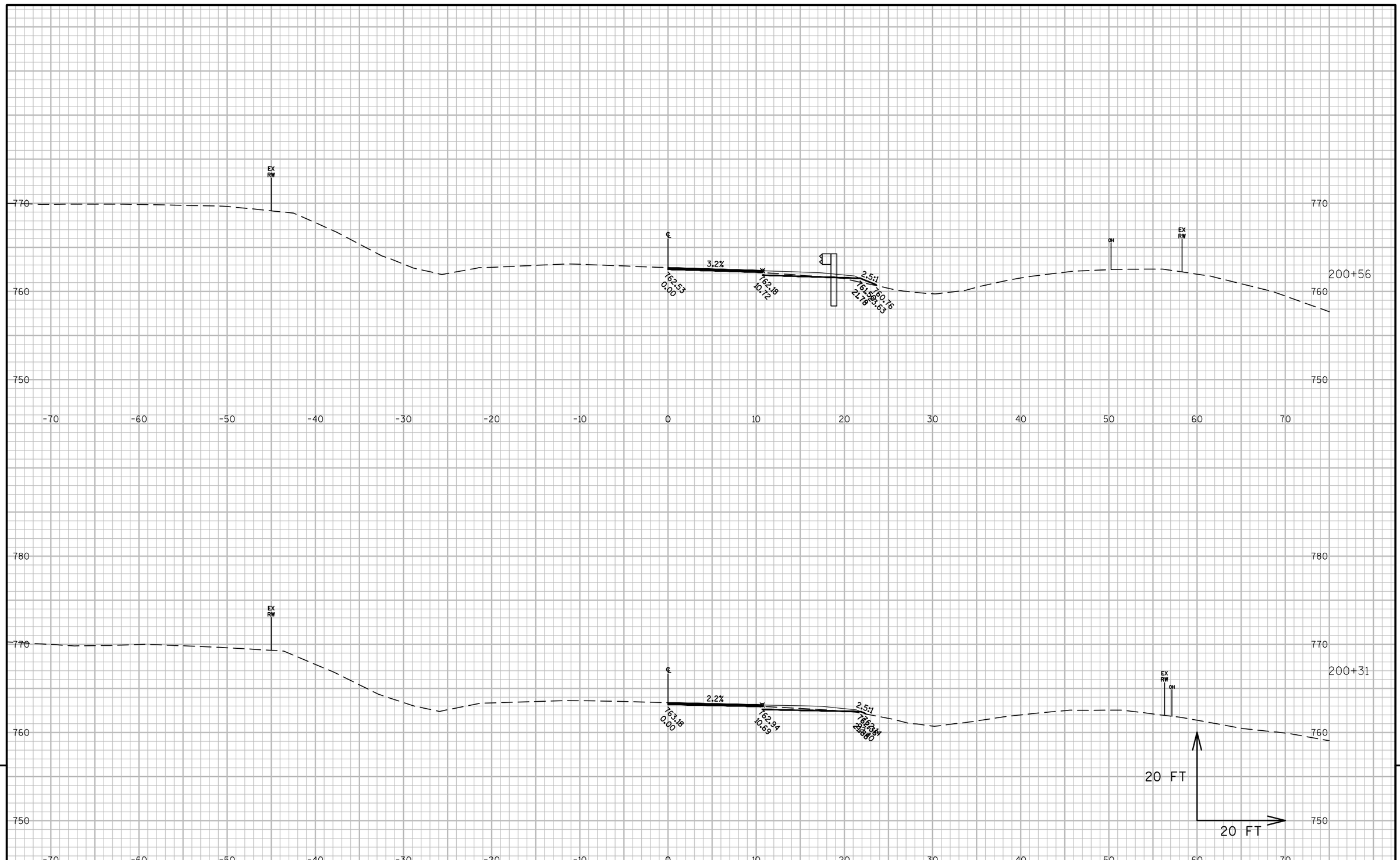


9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 221	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (2)
PLOT DATE : 6/21/2018 4:22 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



9

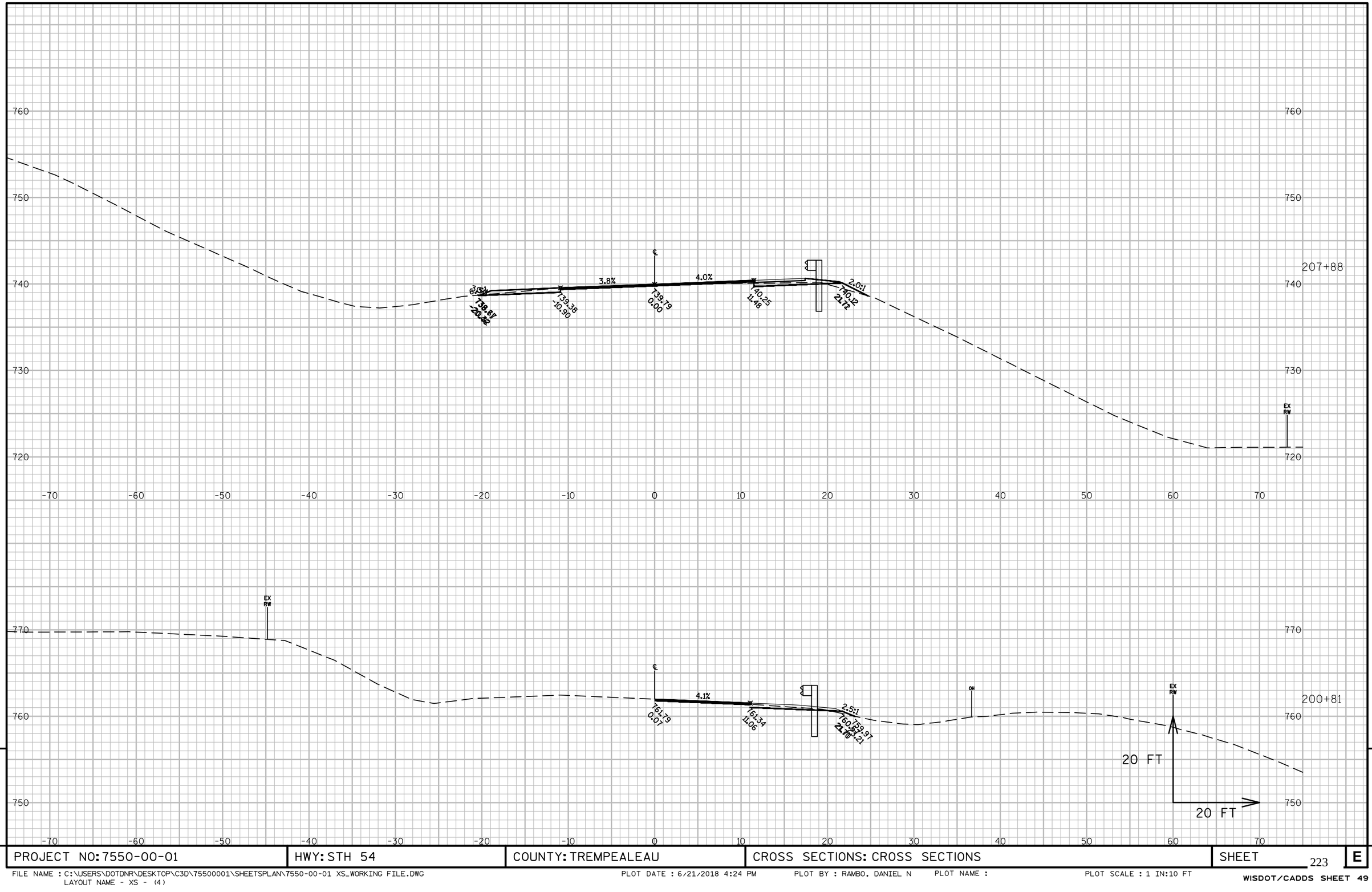
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 222	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (3)

PLOT DATE : 6/21/2018 4:23 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 223	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (4)

PLOT DATE : 6/21/2018 4:24 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

760
750
740
730
720
710
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

7.1%
4.7%
2.0:1
2.0:1
738.99
-11.09
739.77
0.00
740.29
10.87
740.26
21.62
739.11
23.91
208+26
20 FT
20 FT

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 224	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (5)
PLOT DATE : 6/21/2018 4:25 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

760

750

740

730

720

710

GAS

2.4:1

736.72
-31.58

738.21
-27.95

6.5%

739.57
-10.93

℄

140.27
0.00

6.0%

140.92
10.75

1.9:1

741.02
24.43

739.62
24.14

209+07

20 FT

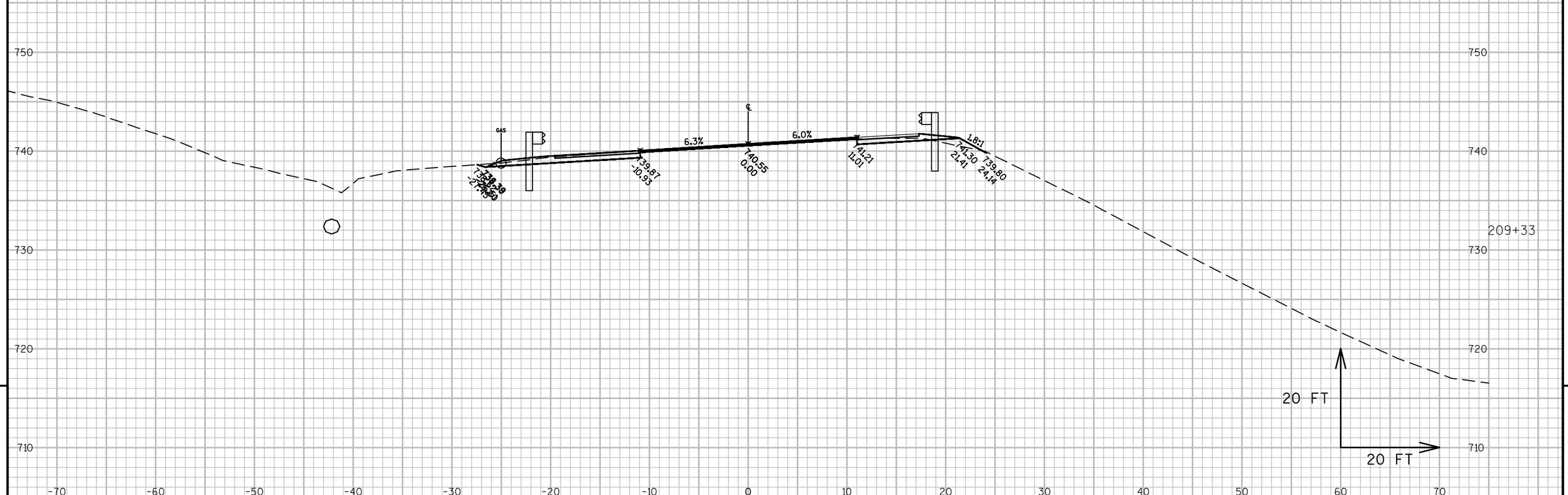
20 FT

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 225	E



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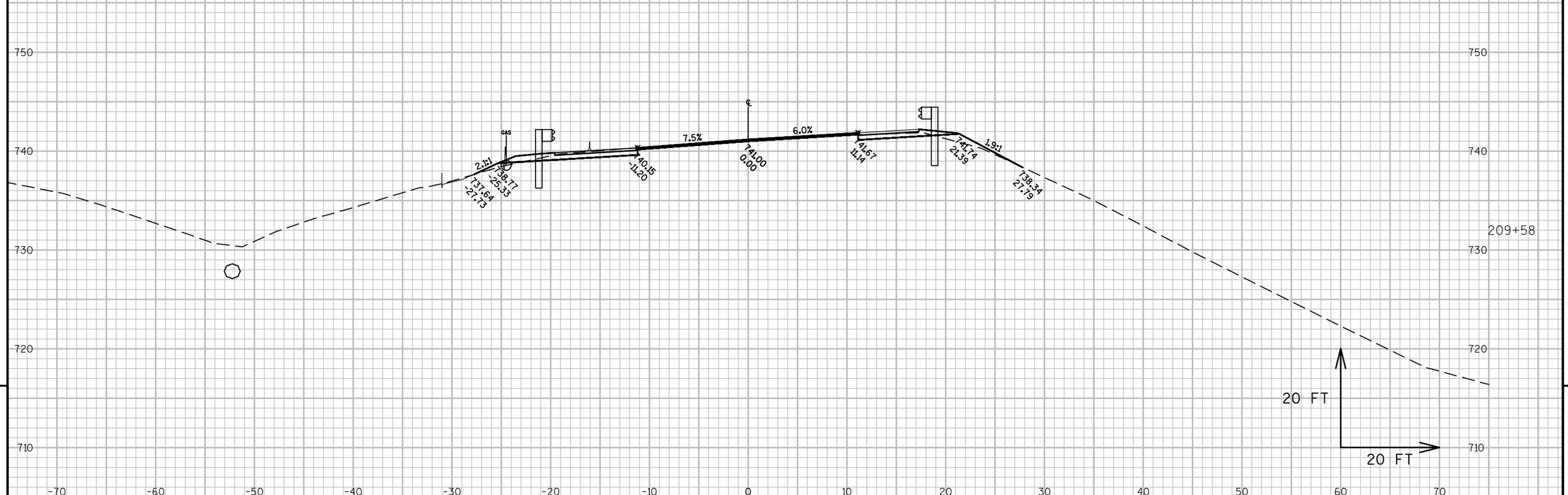
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 226	E



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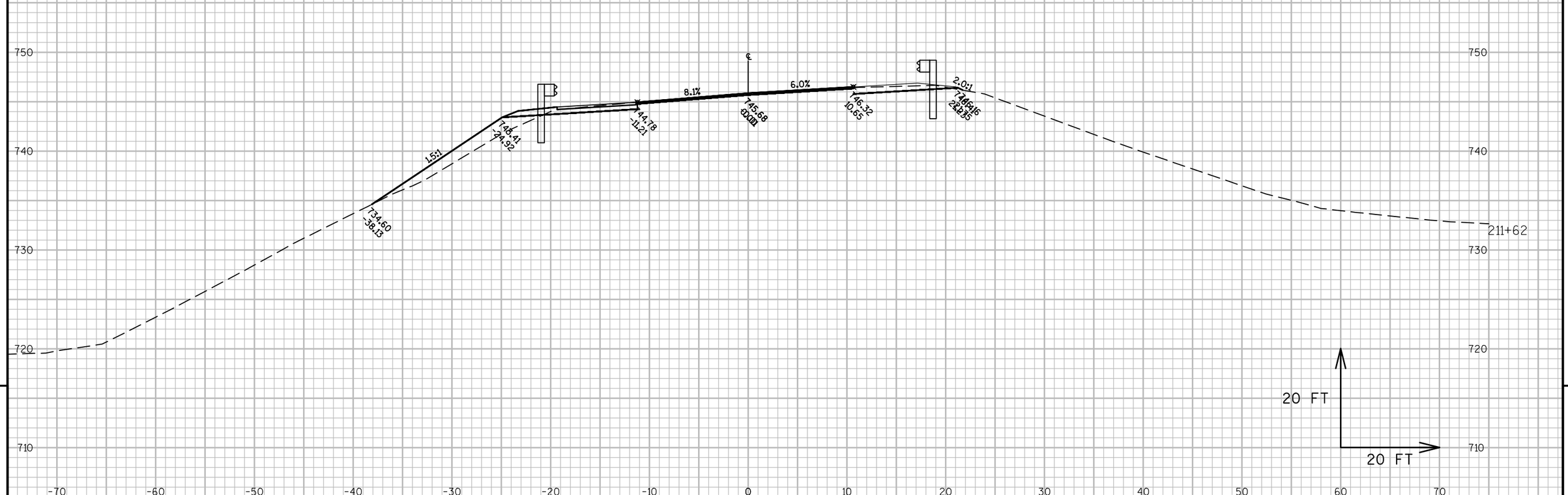
9

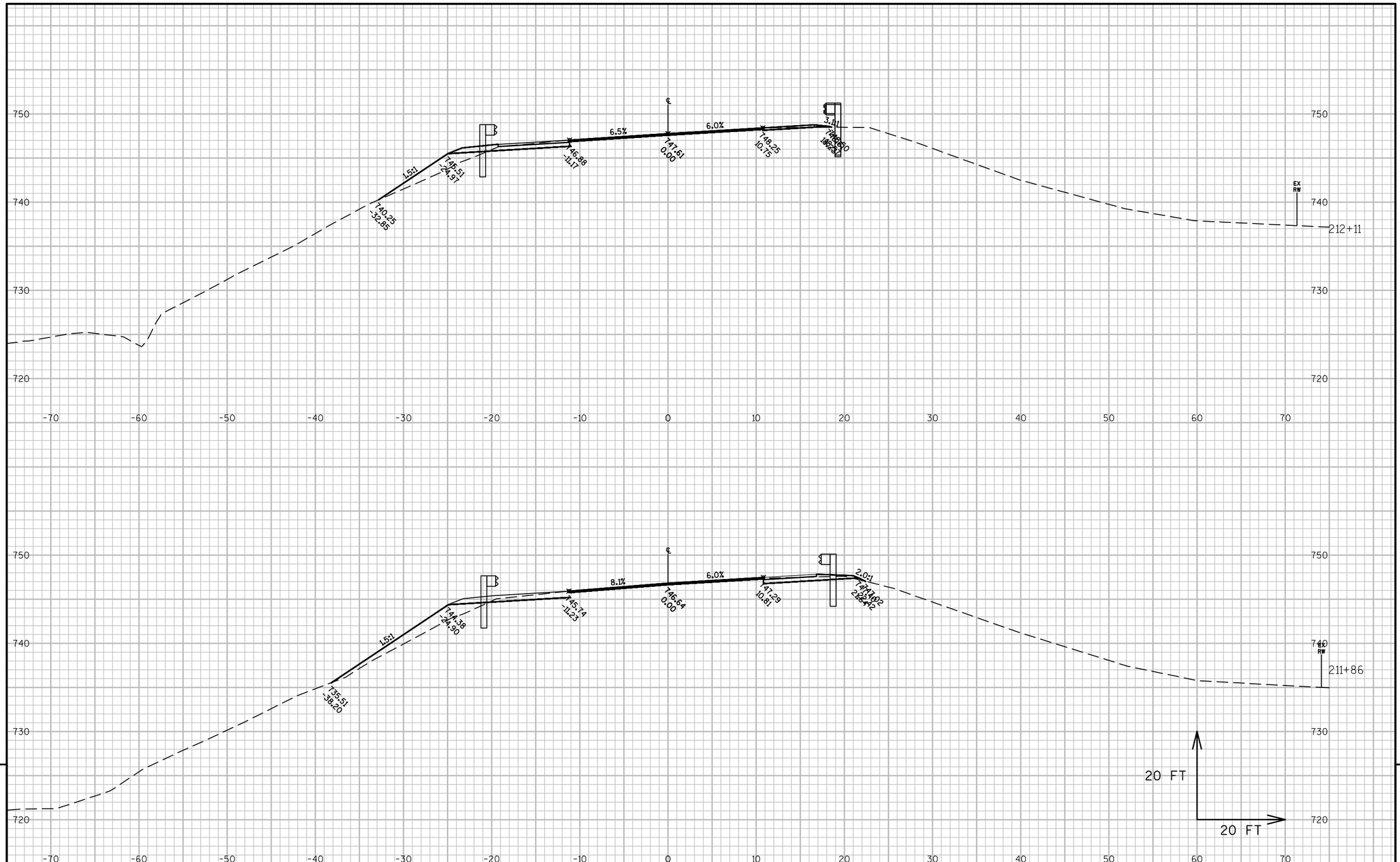
PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 227	E



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 228	E



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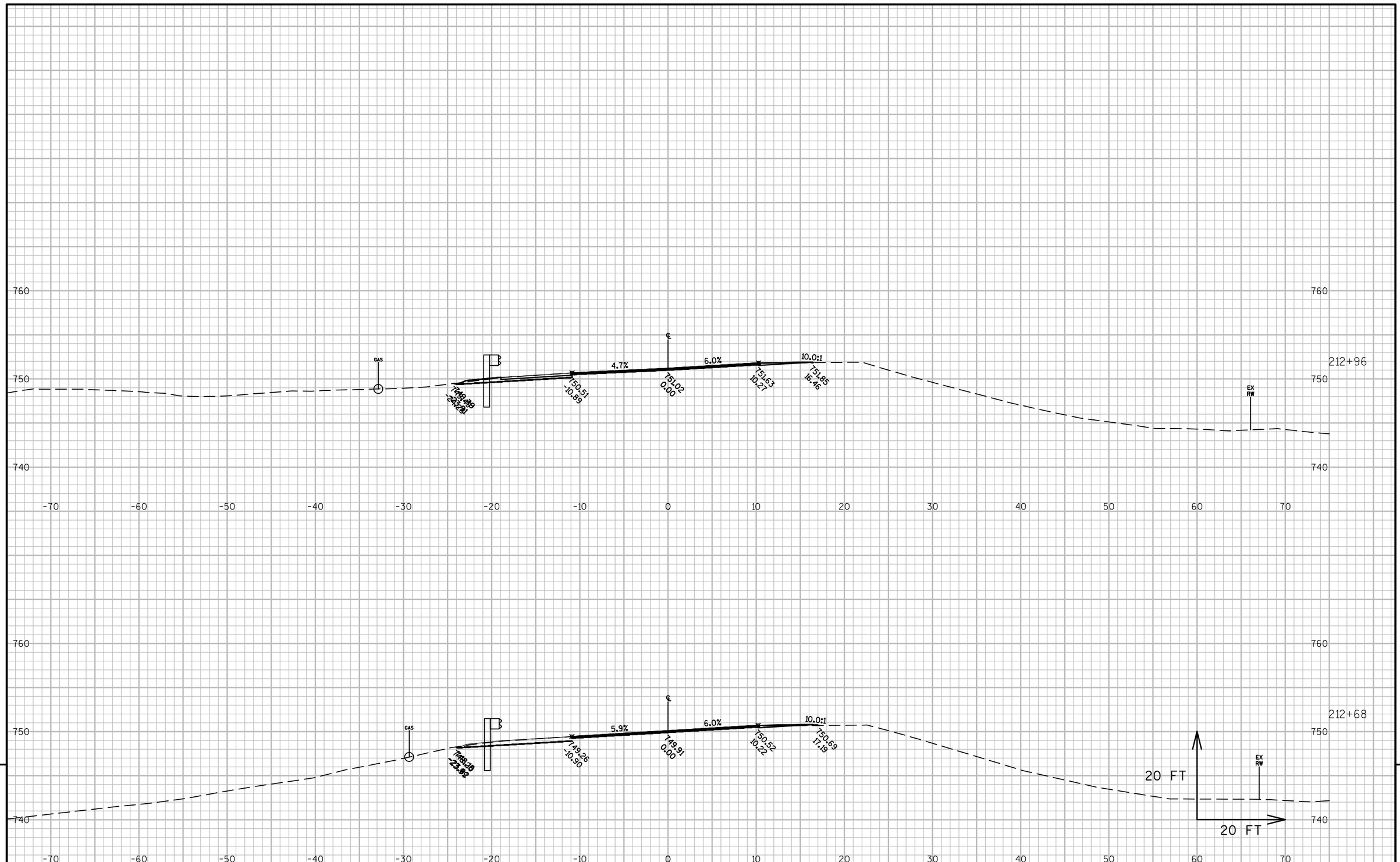
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 229	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (10)

PLOT DATE : 6/21/2018 4:28 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



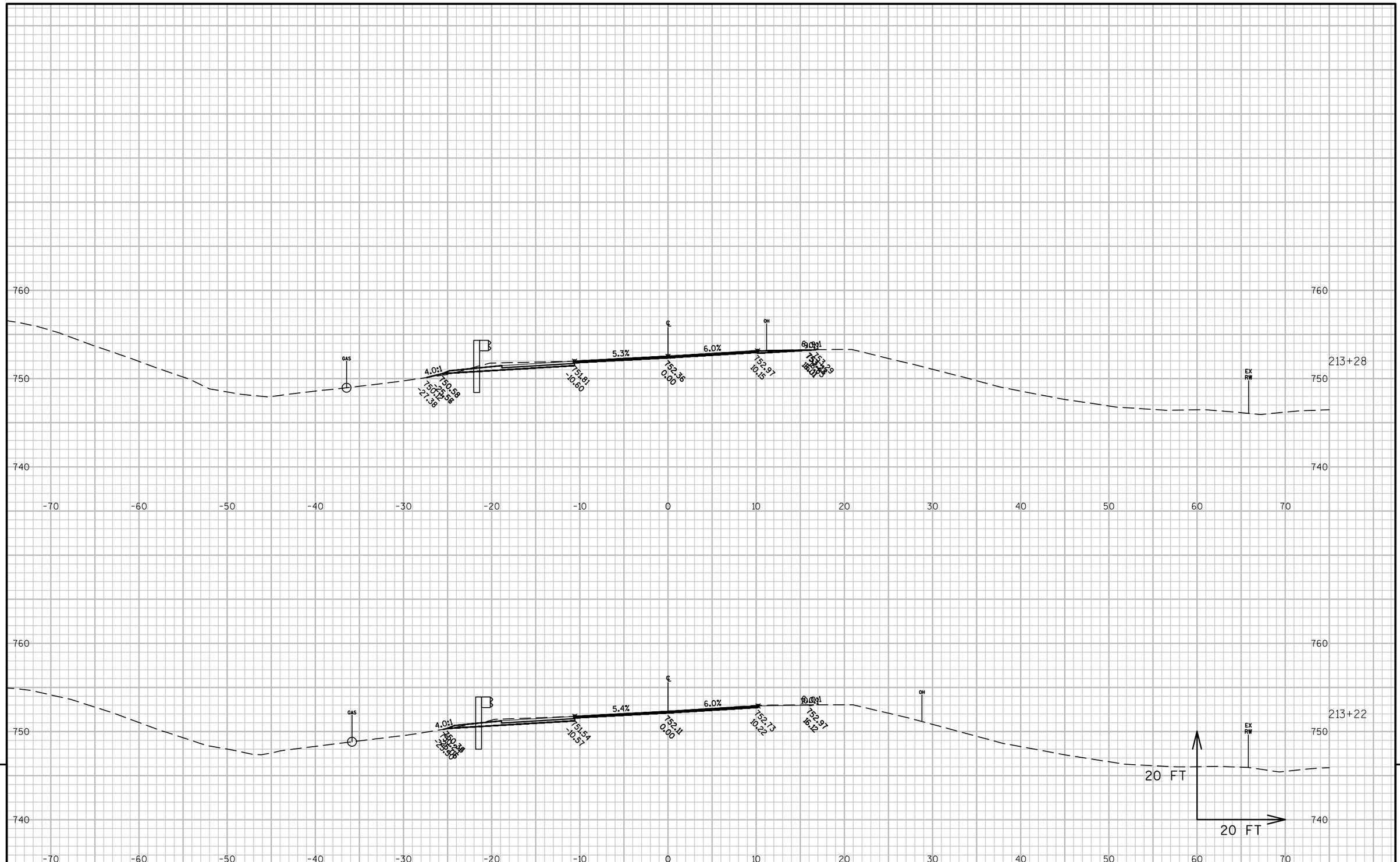
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 230	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (11)

PLOT DATE : 6/21/2018 4:29 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

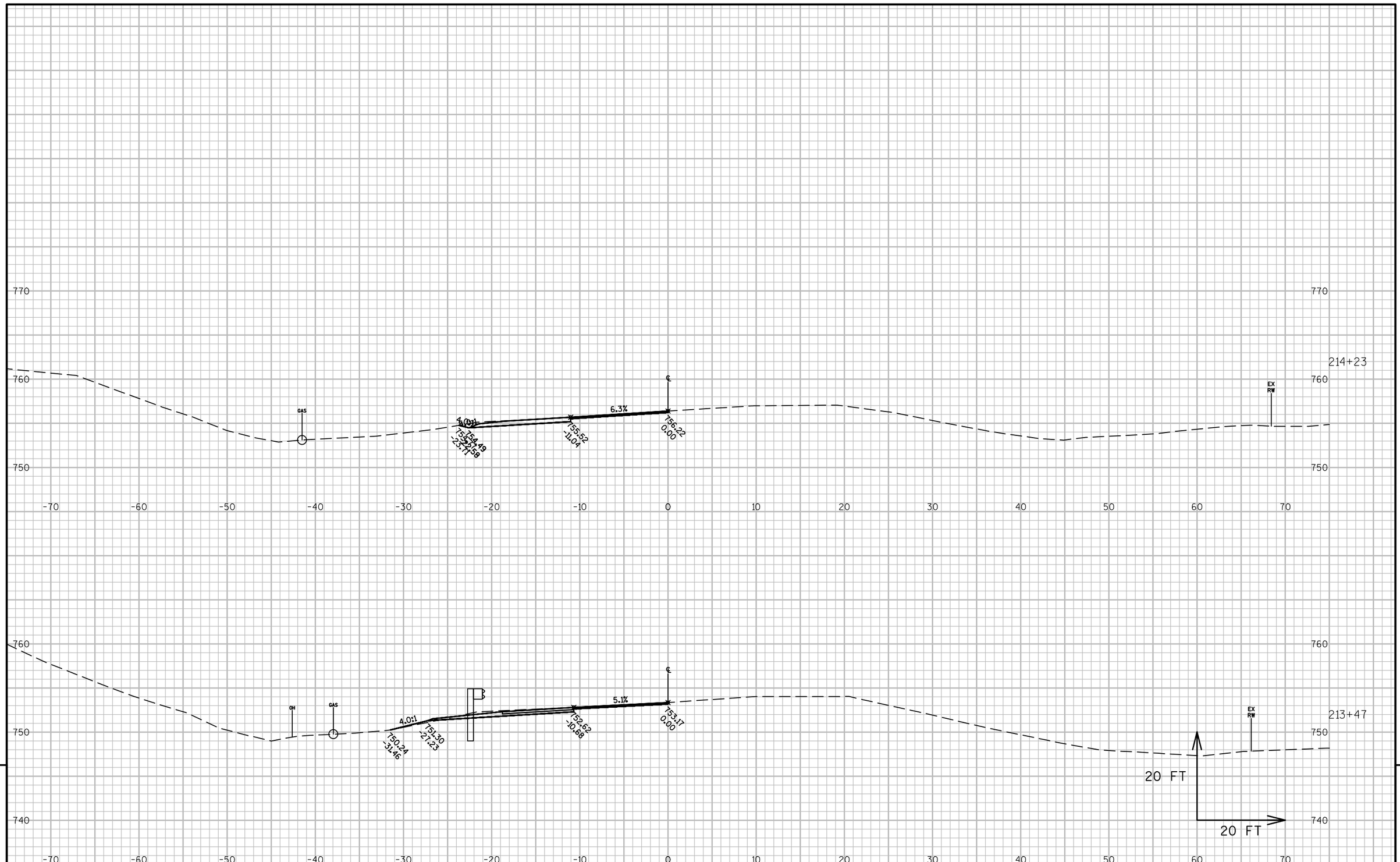
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 231	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (12)

PLOT DATE : 6/21/2018 4:30 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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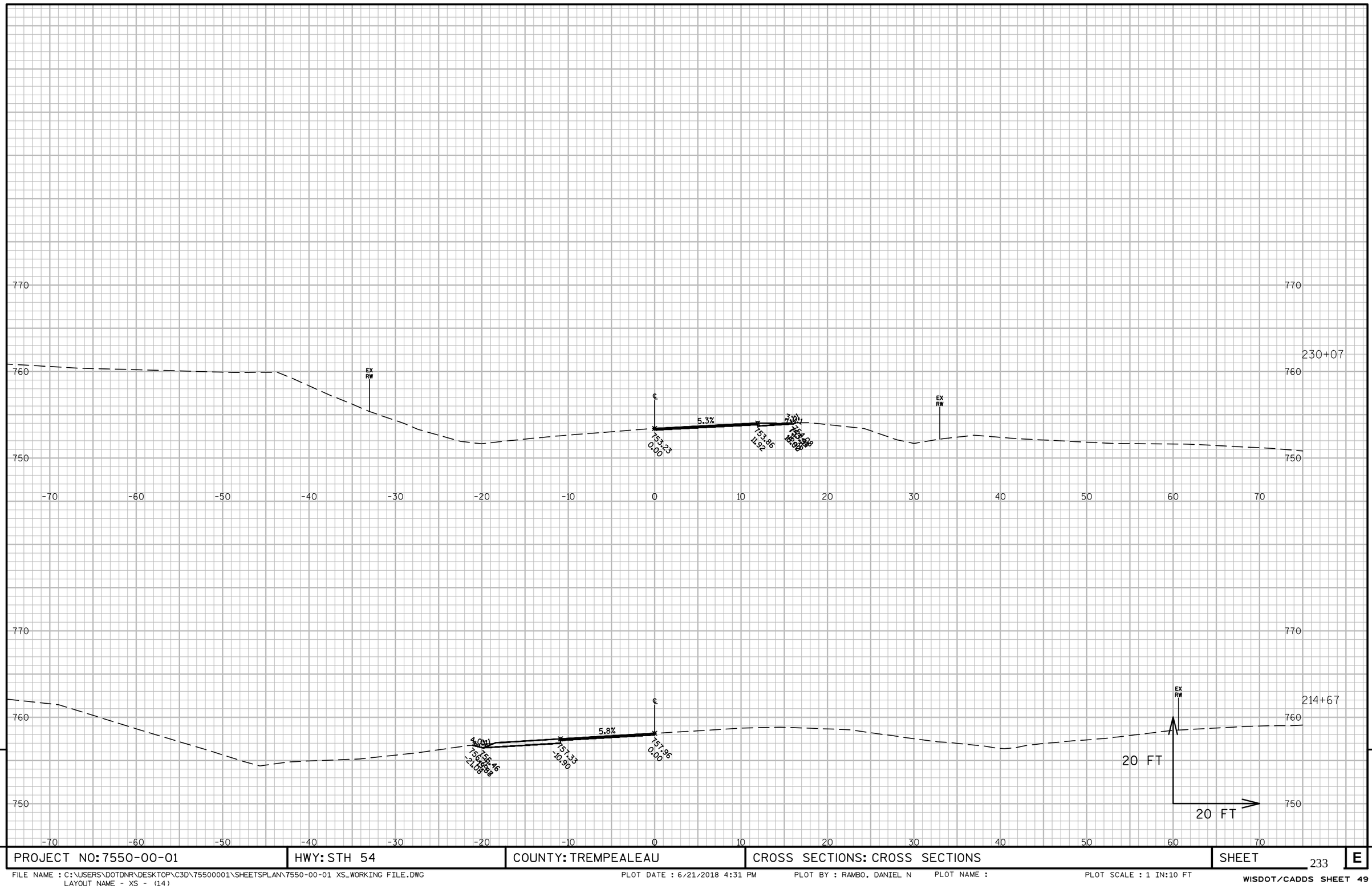
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 232	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (13)

PLOT DATE : 6/21/2018 4:31 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

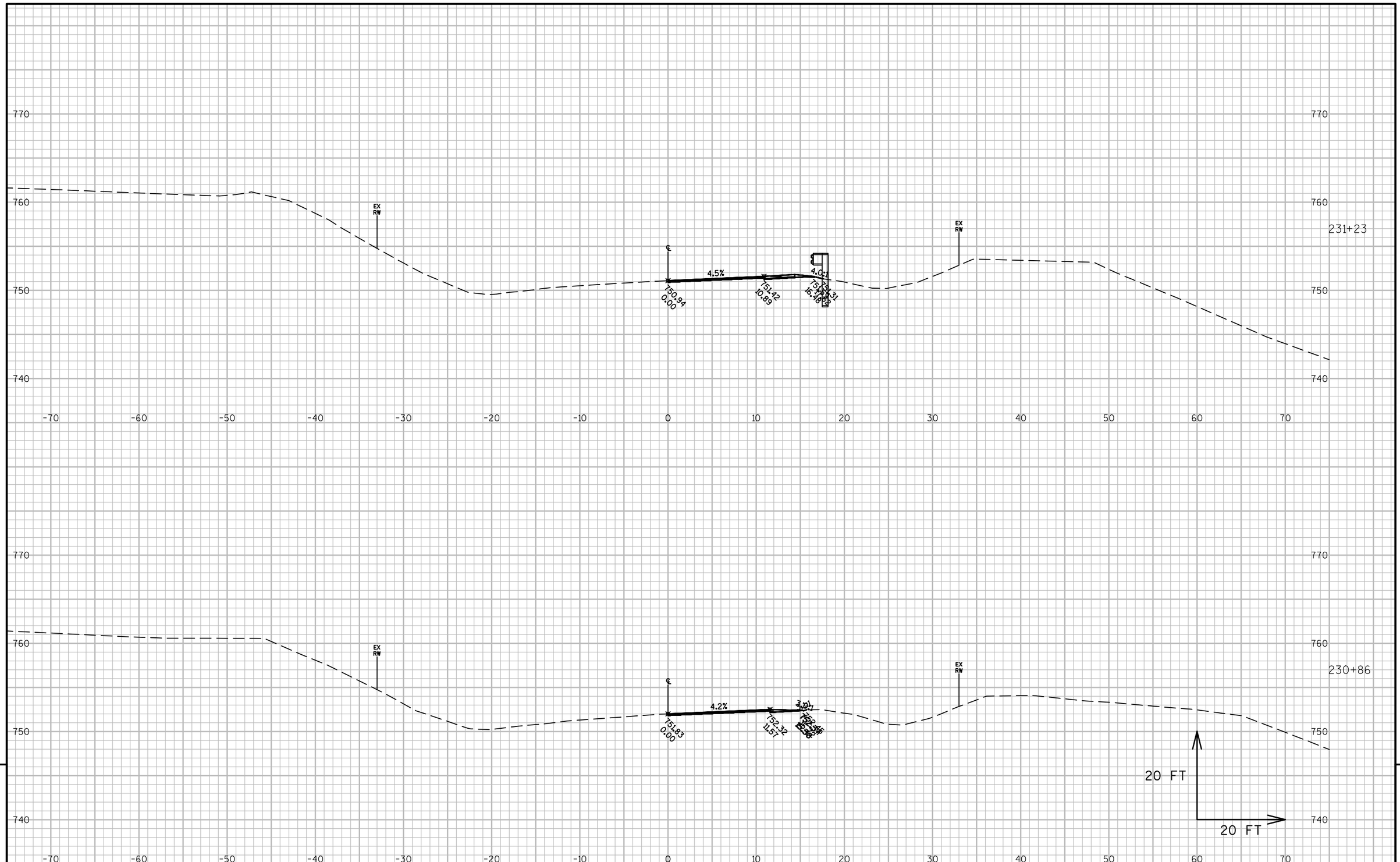


9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 233	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (14)
PLOT DATE : 6/21/2018 4:31 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



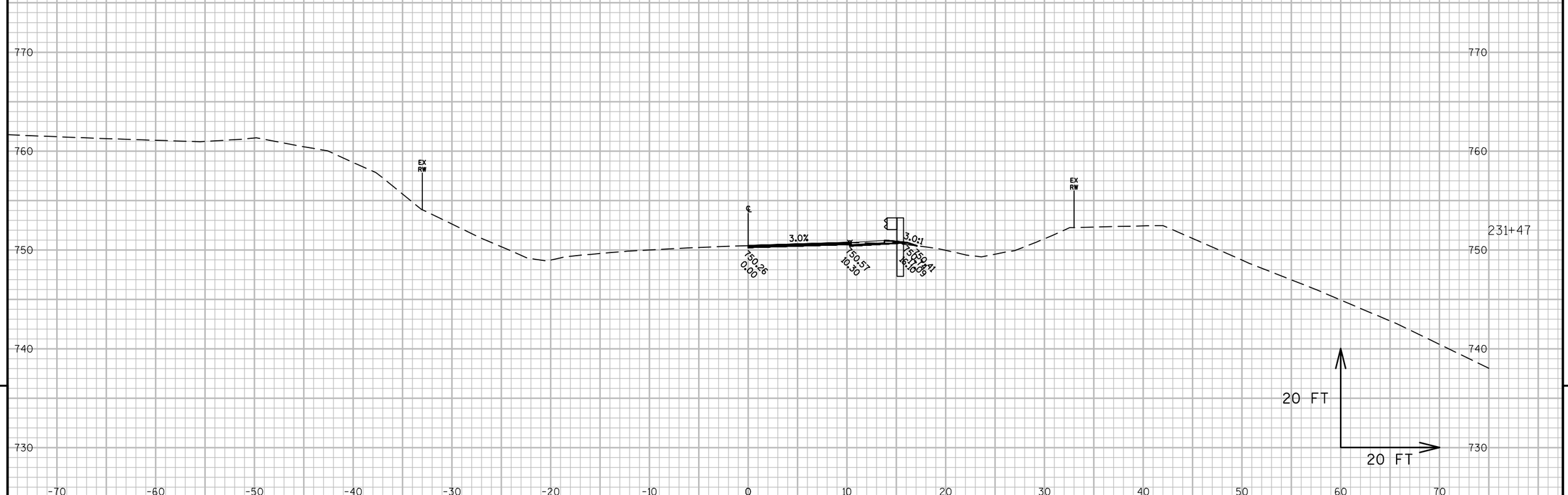
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 234	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (15)

PLOT DATE : 6/21/2018 4:32 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



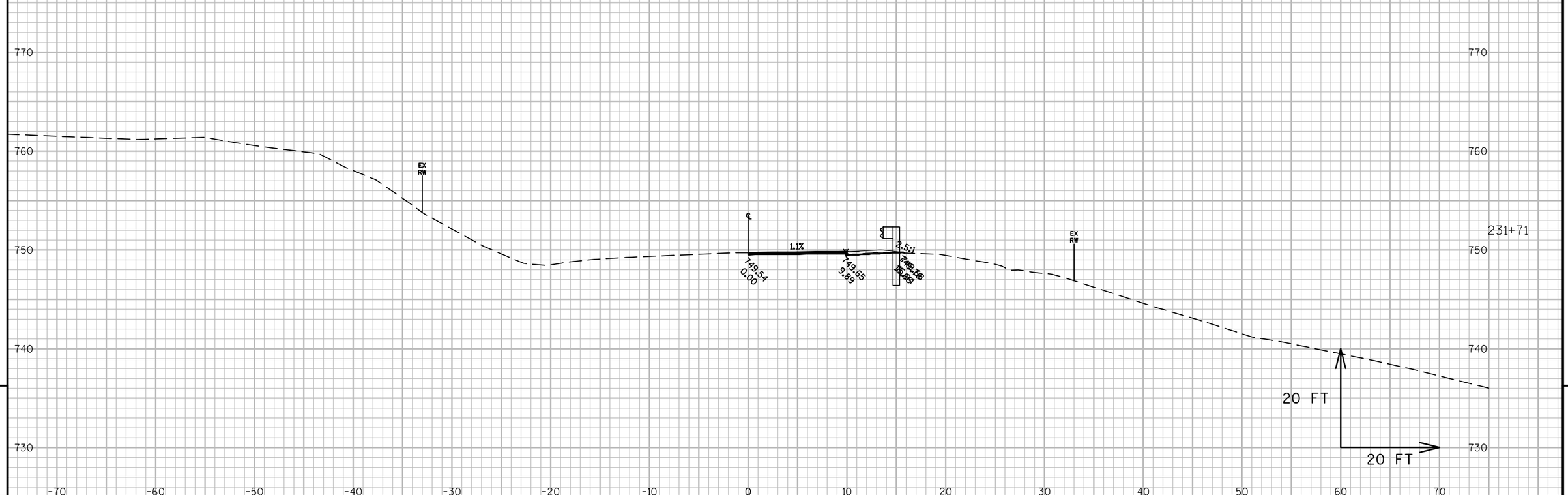
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 235	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (16)

PLOT DATE : 6/21/2018 4:33 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



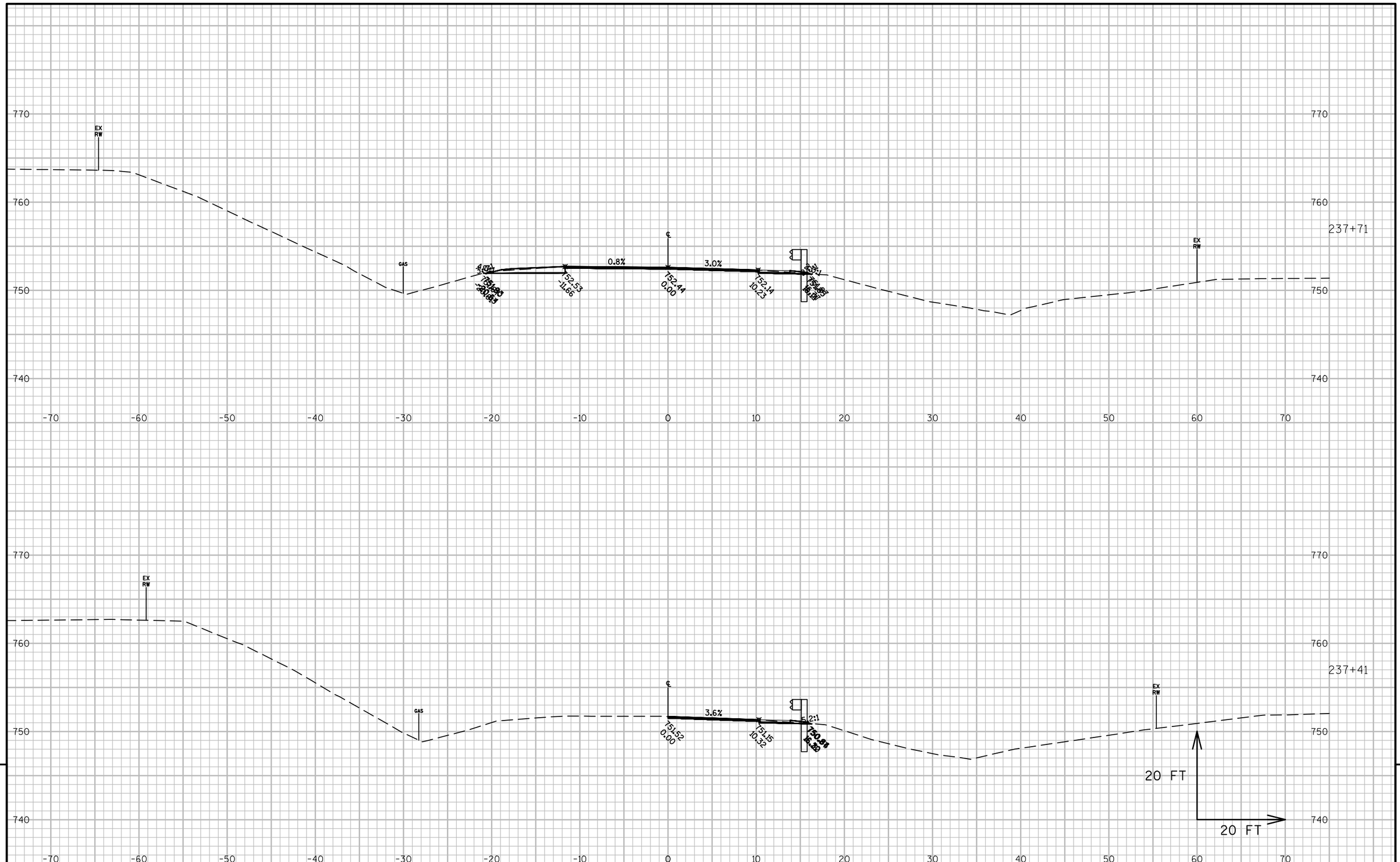
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 236	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (17)

PLOT DATE : 6/21/2018 4:34 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



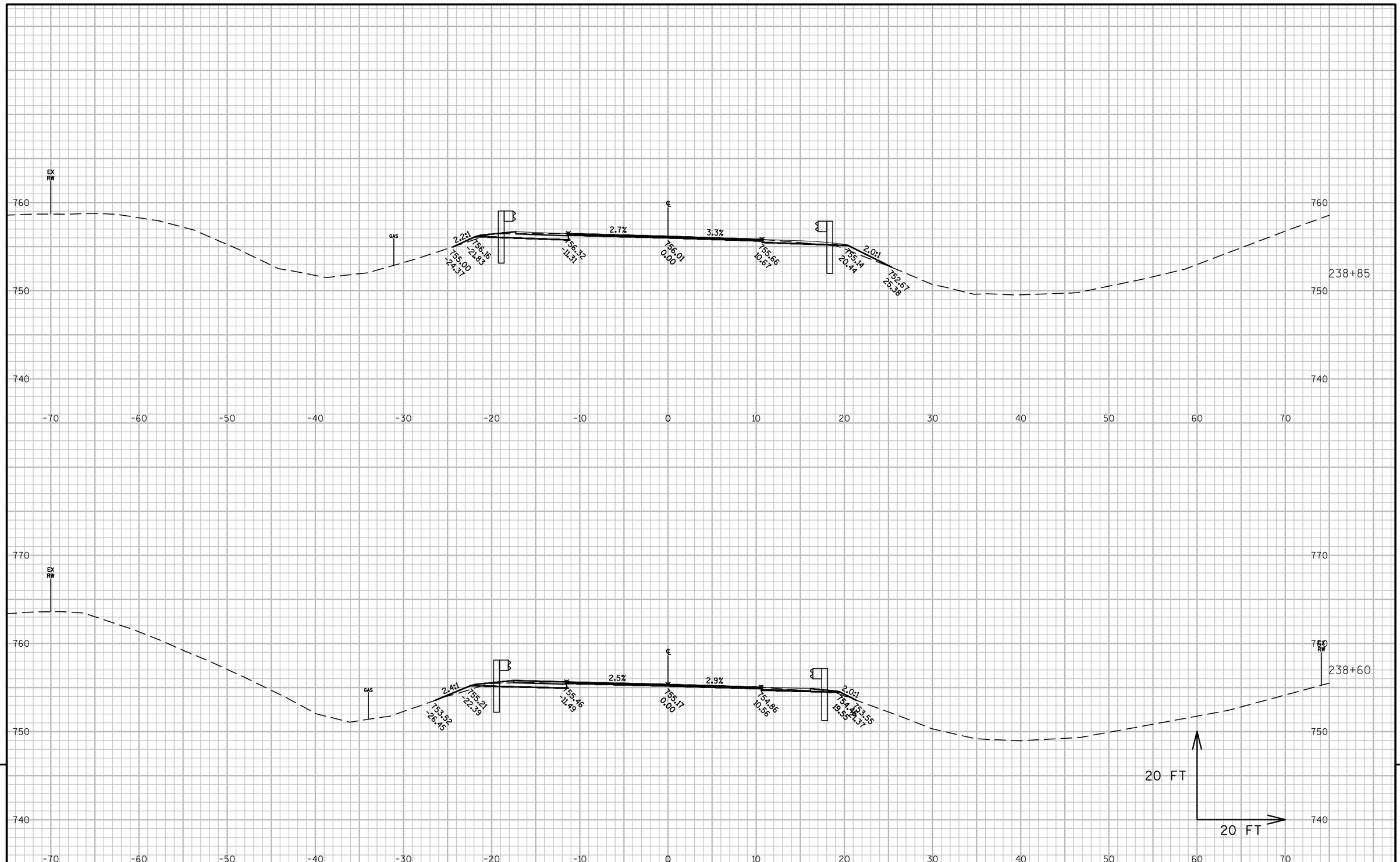
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 237	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (18)

PLOT DATE : 6/21/2018 4:35 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

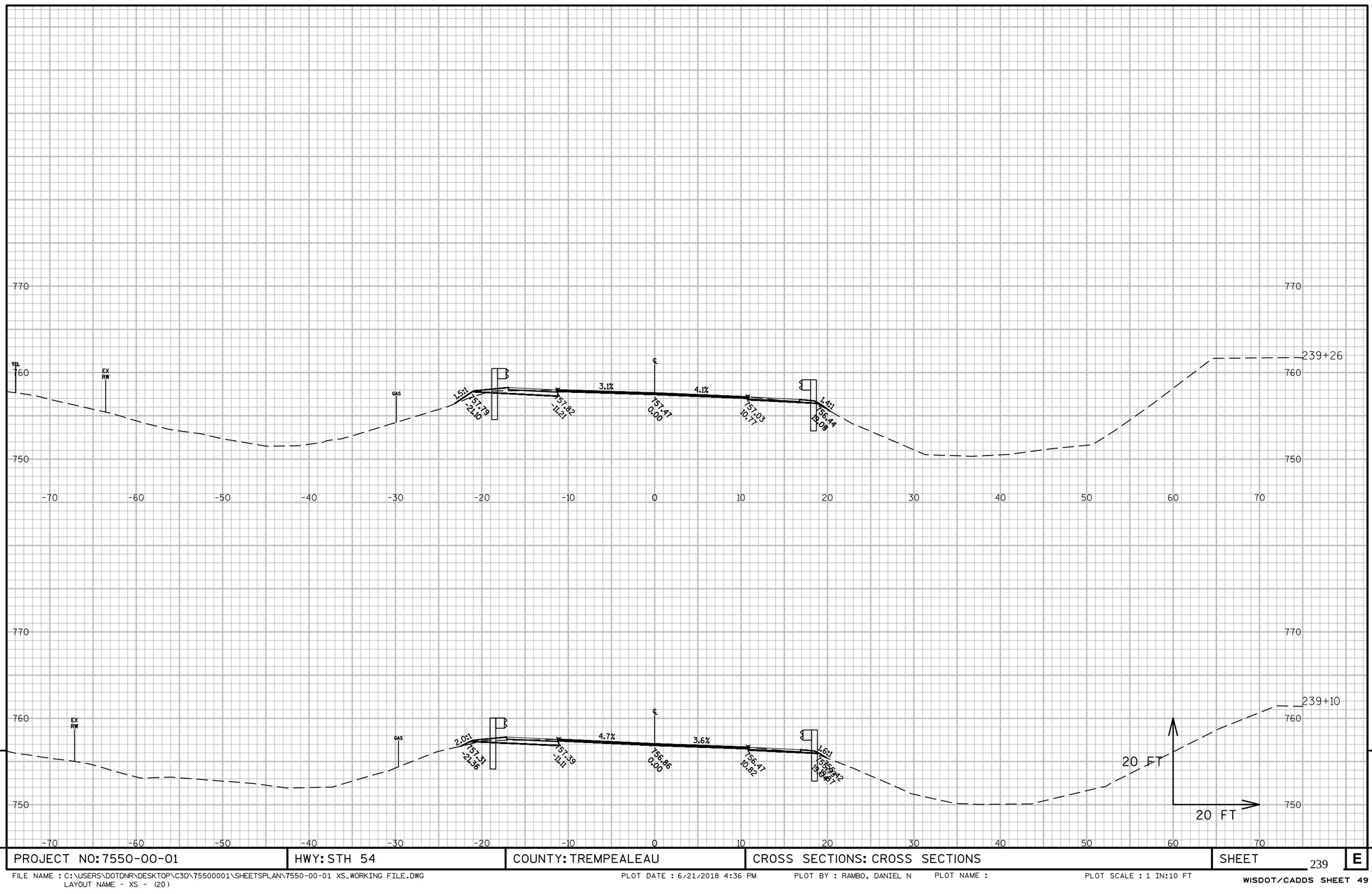
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 238	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (19)

PLOT DATE : 6/21/2018 4:35 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

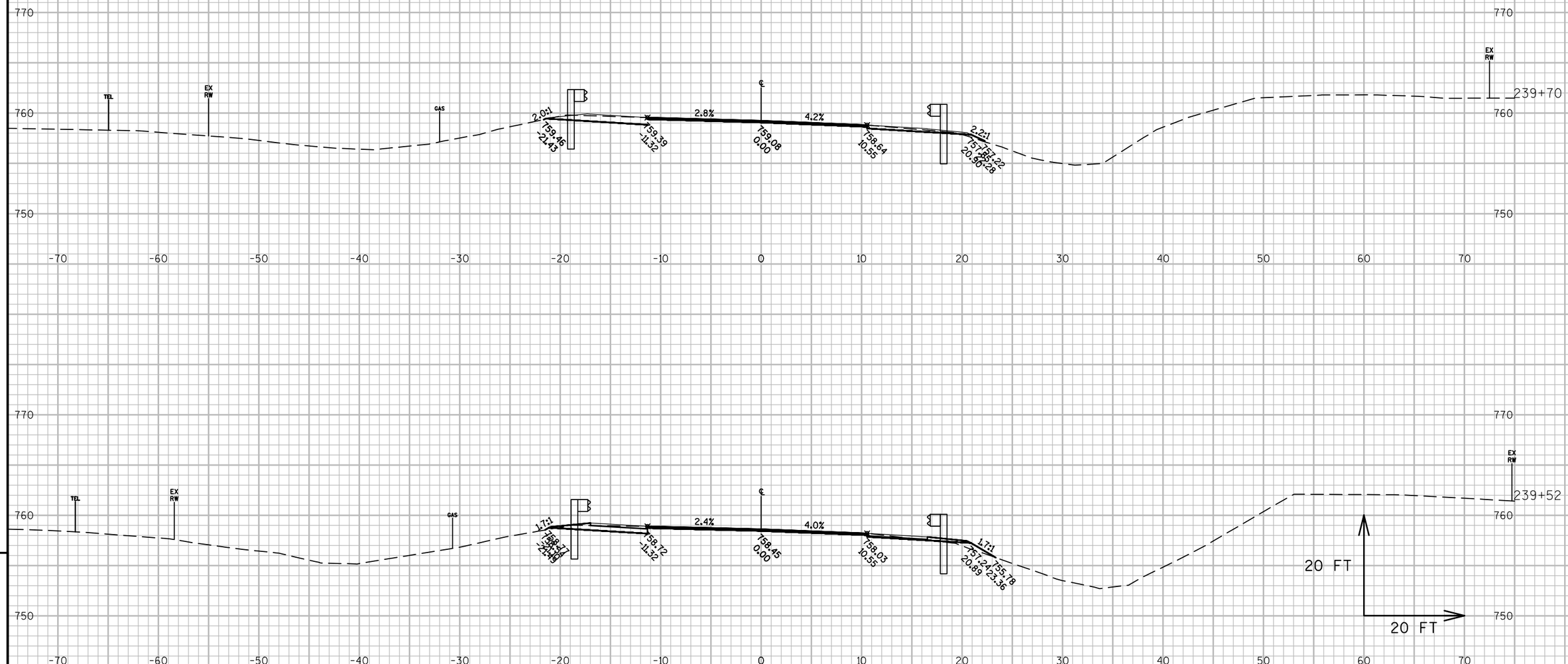
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 239	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (20)

PLOT DATE : 6/21/2018 4:36 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

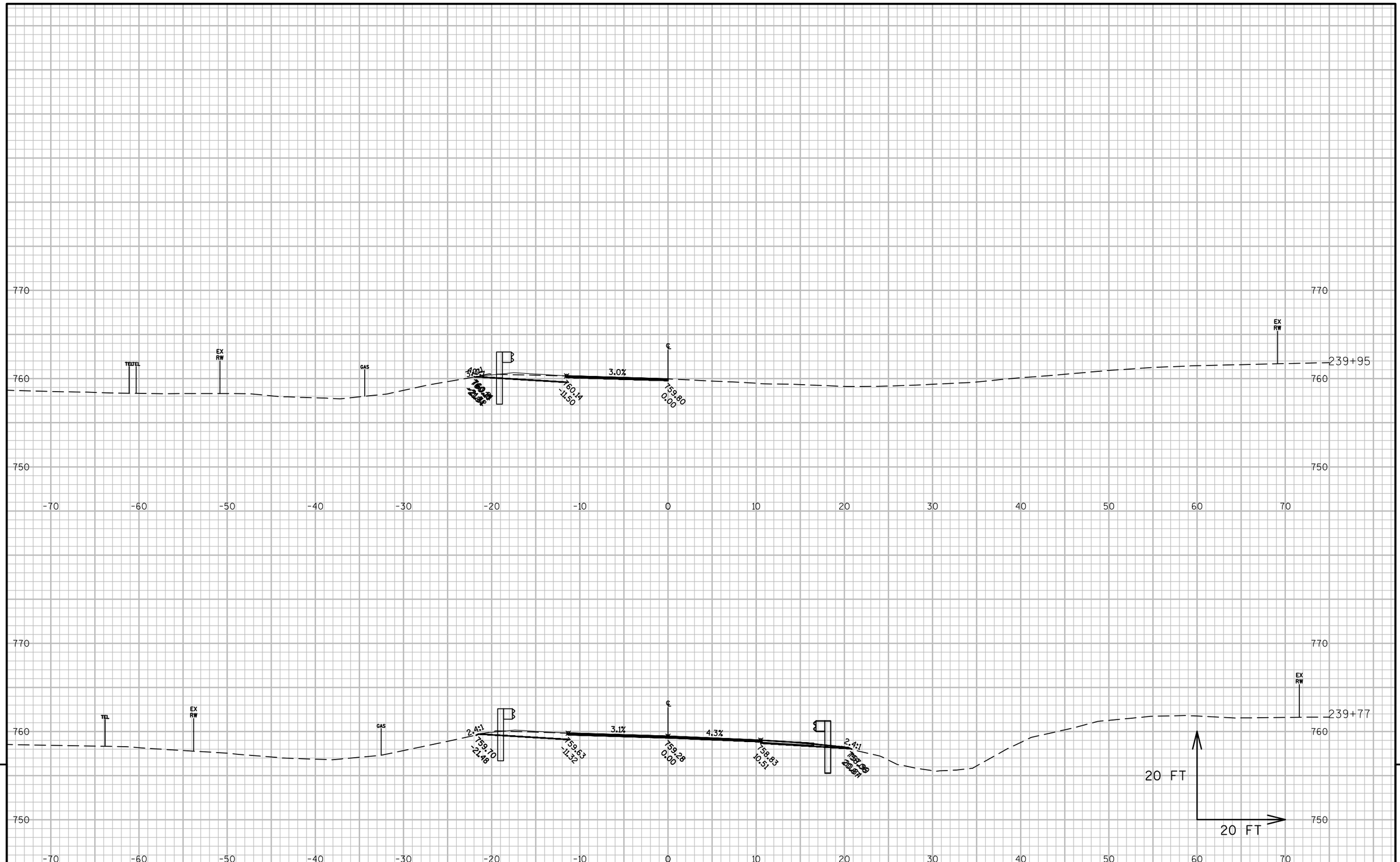


PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 240	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (21)

PLOT DATE : 6/21/2018 4:37 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

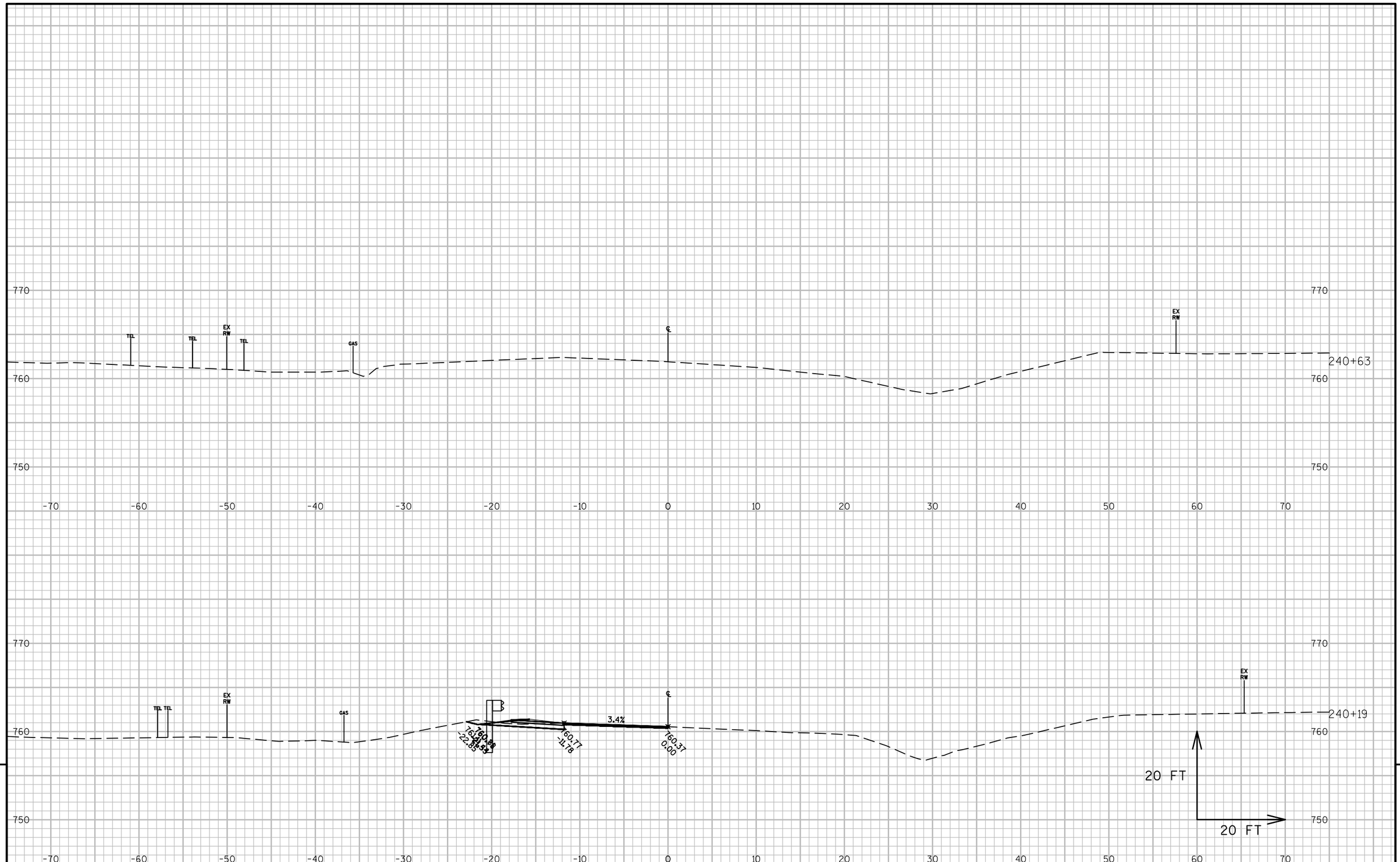


PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 241	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (22)

PLOT DATE : 6/21/2018 4:38 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

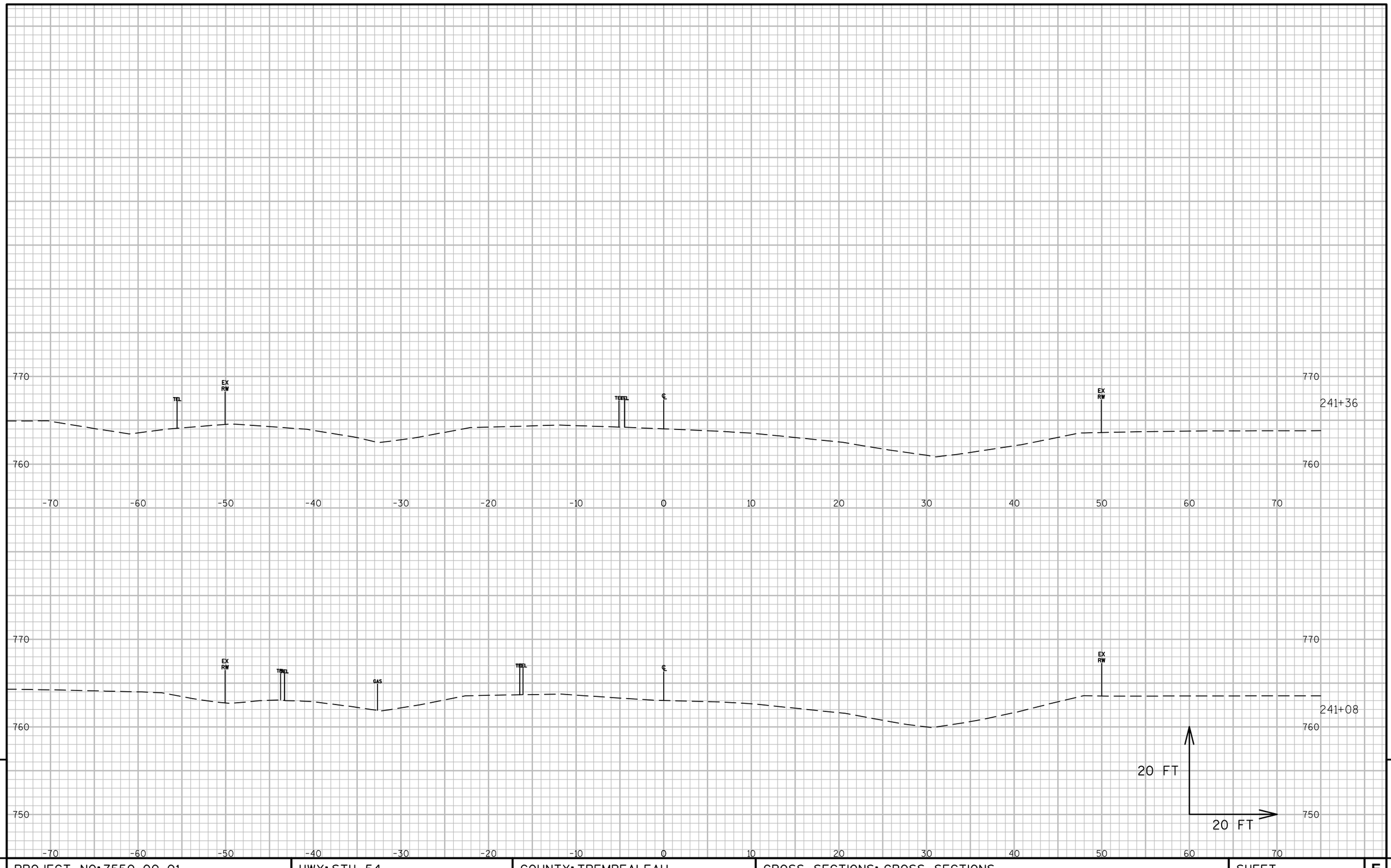
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 242	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (23)

PLOT DATE : 6/21/2018 4:38 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



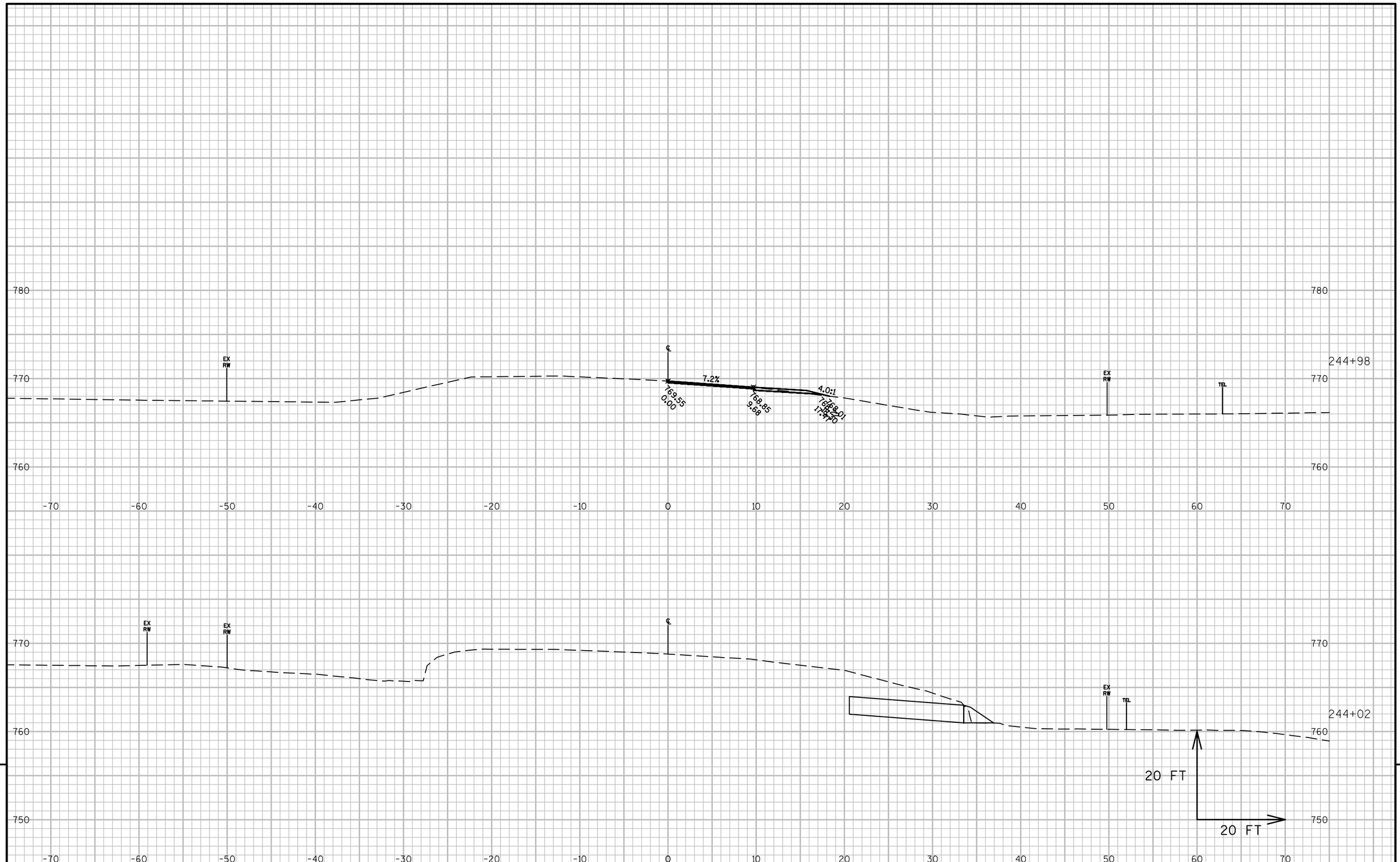
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 243	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (24)

PLOT DATE : 6/21/2018 4:39 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

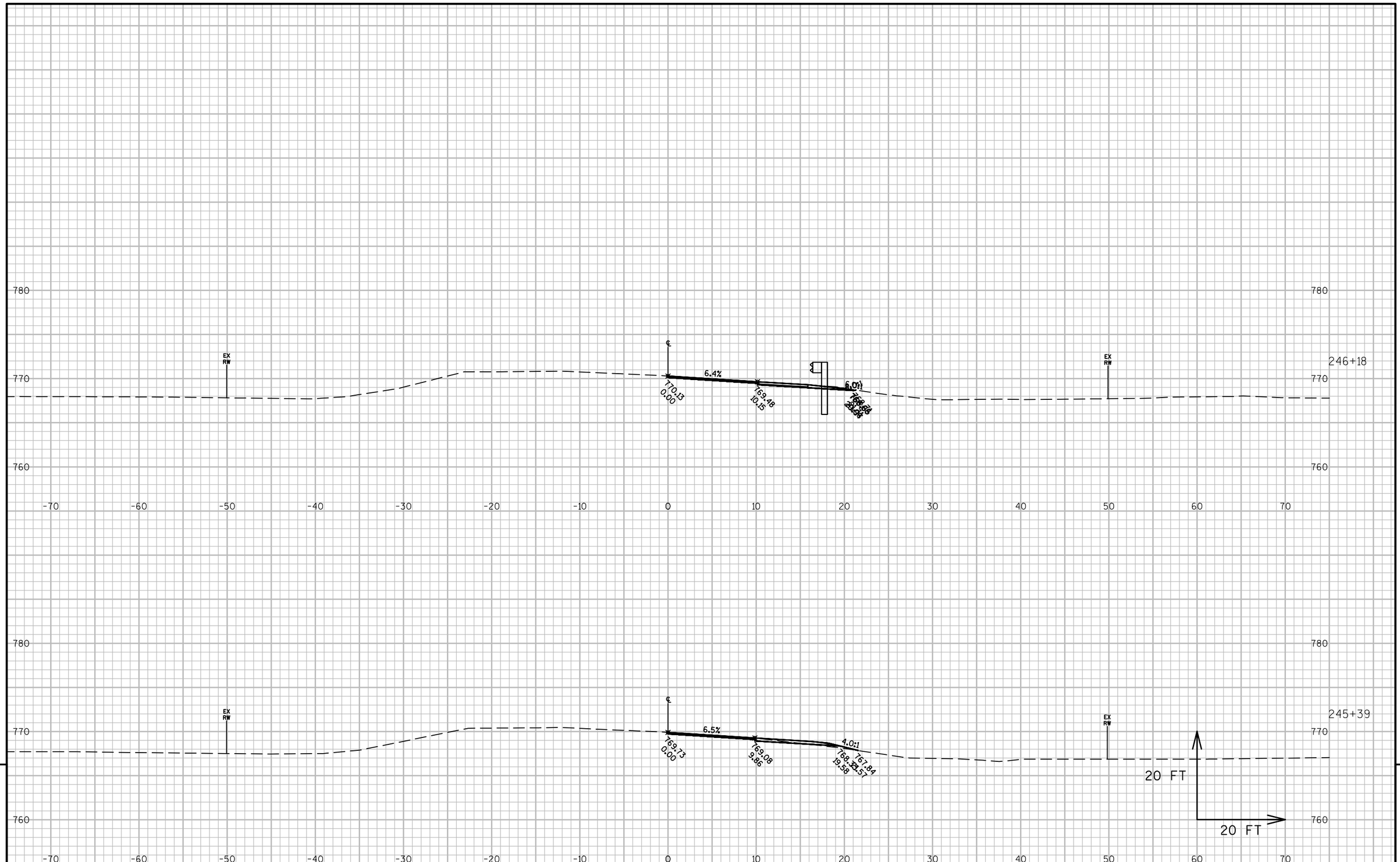


9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 244	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (25)
PLOT DATE : 6/21/2018 4:40 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49

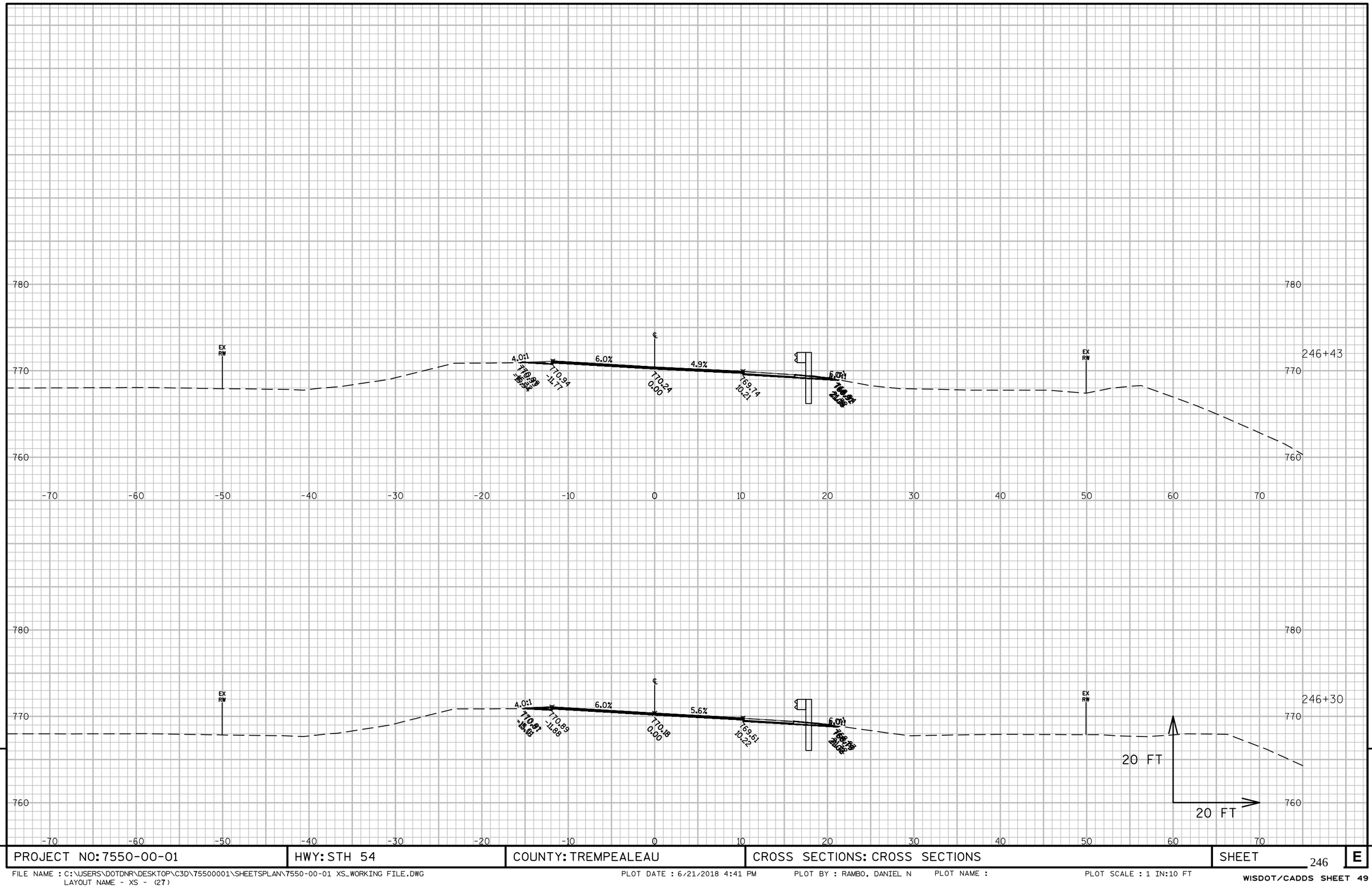


9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 245	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (26)
PLOT DATE : 6/21/2018 4:41 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



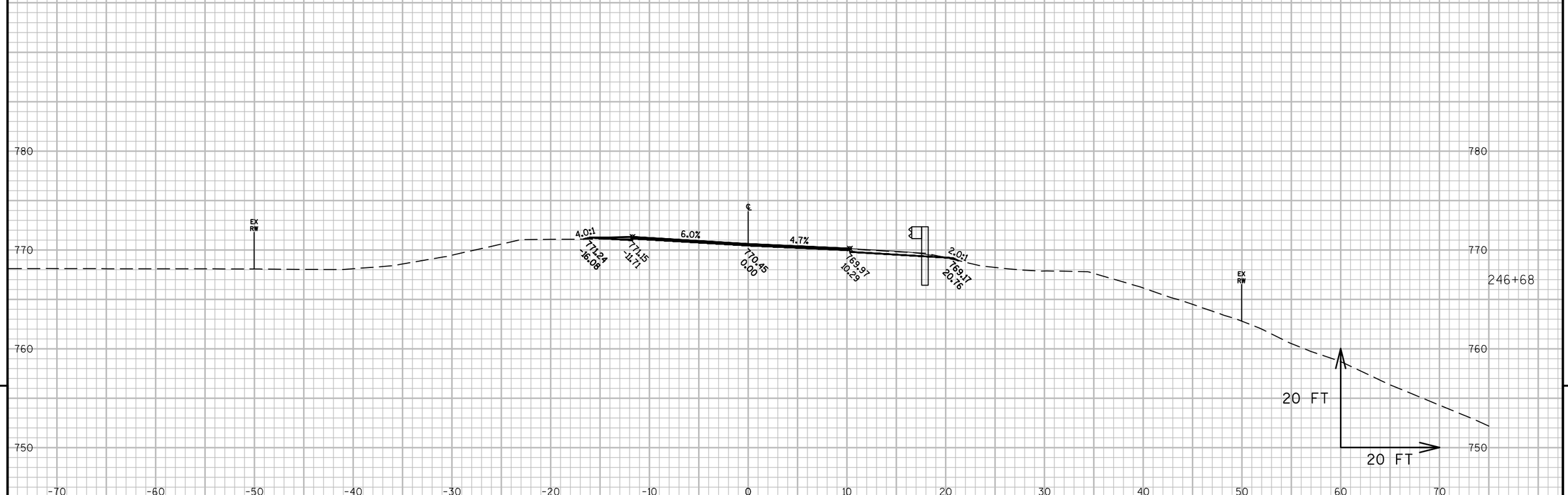
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 246	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (27)

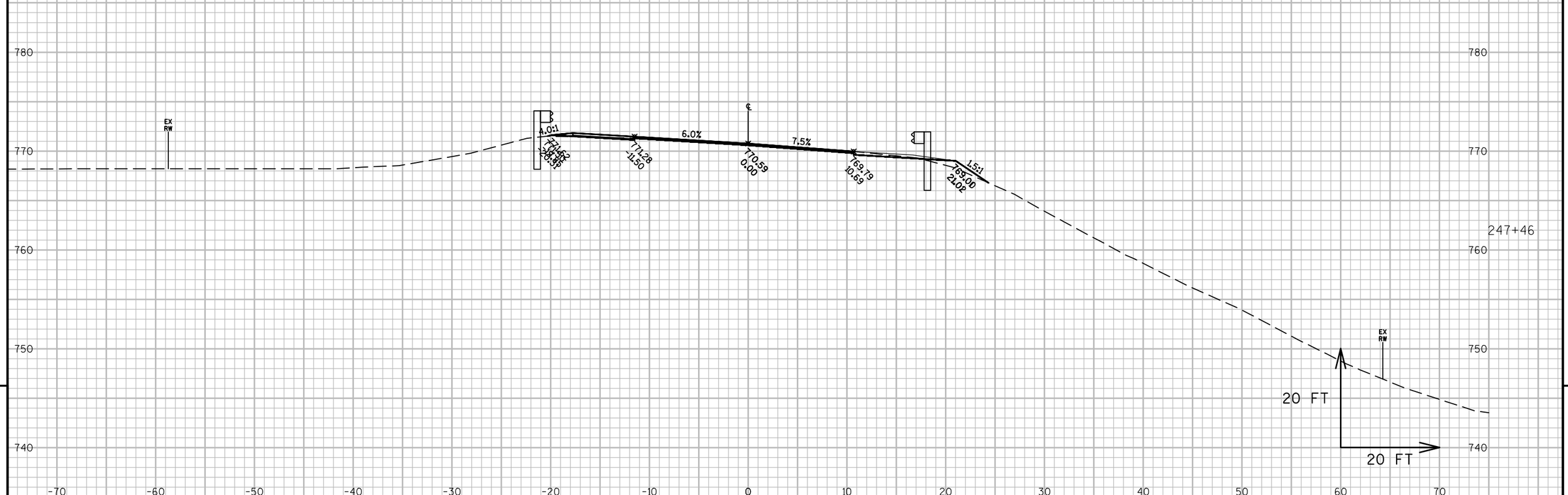
PLOT DATE : 6/21/2018 4:41 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 247	E



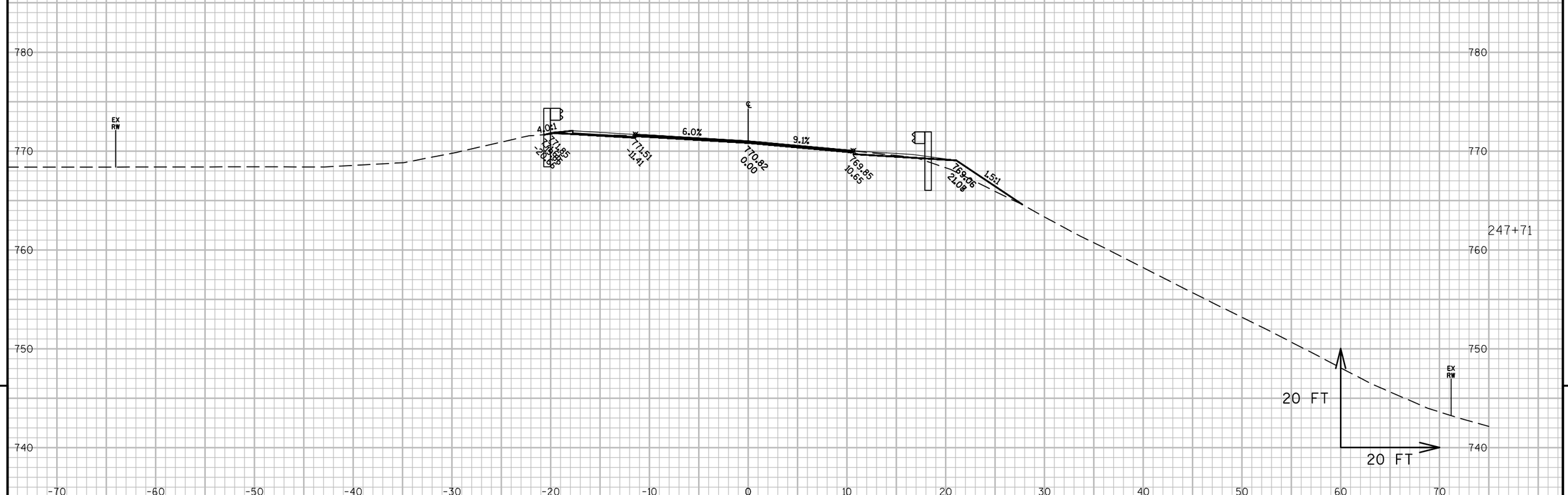
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 248	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (29)

PLOT DATE : 6/21/2018 4:43 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 249	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (30)

PLOT DATE : 6/21/2018 4:44 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

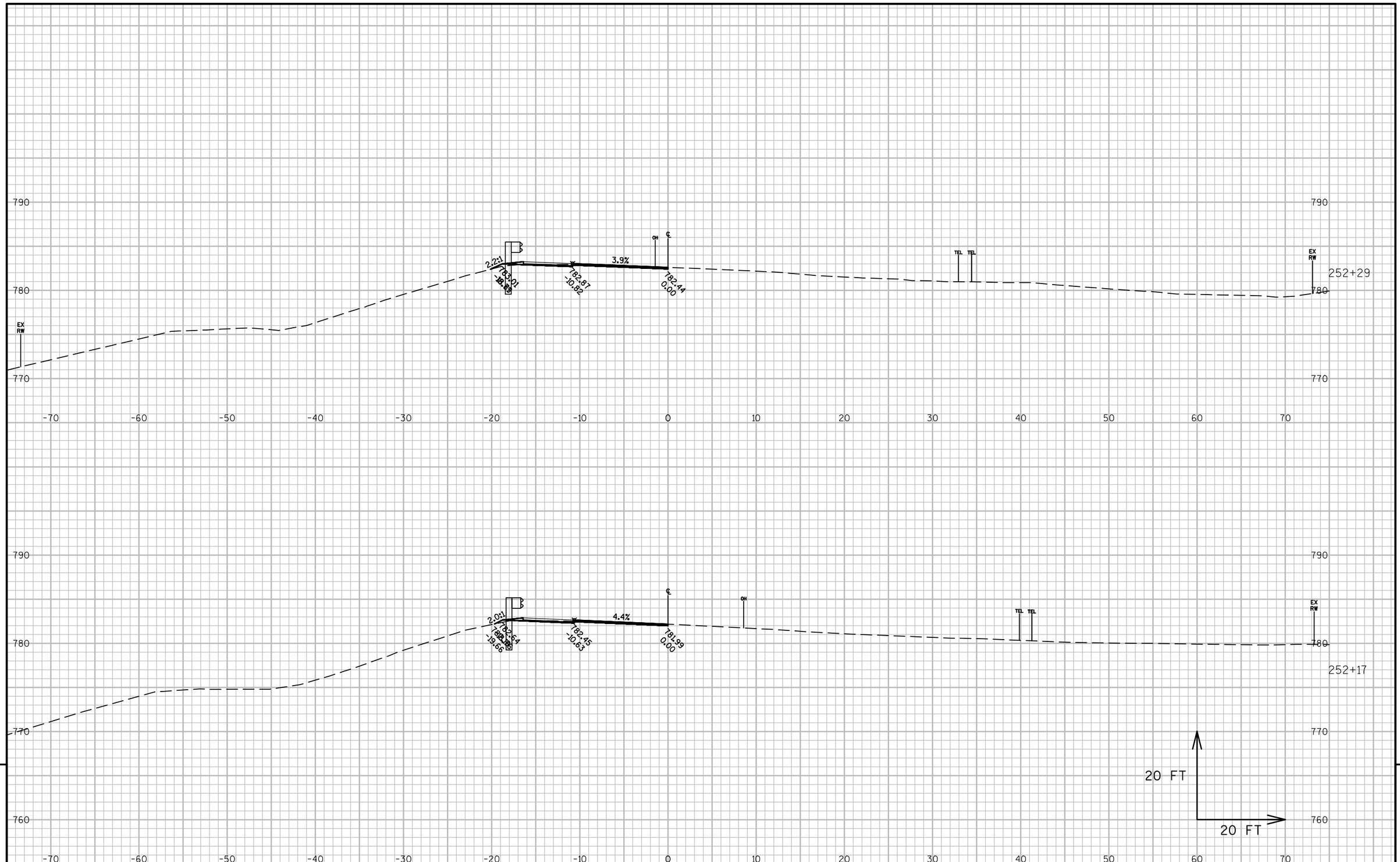
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 250	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (31)

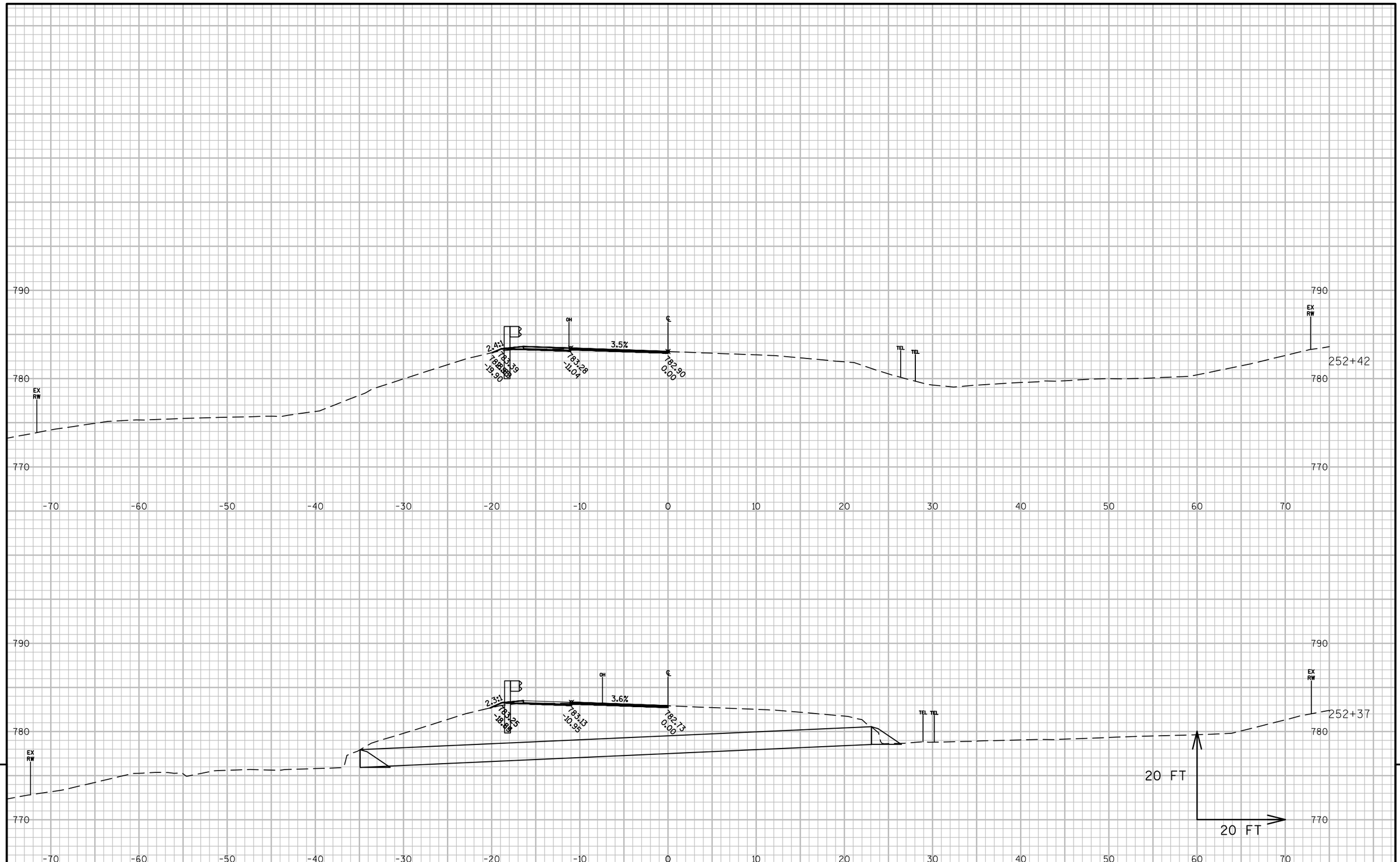
PLOT DATE : 6/21/2018 4:45 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 251	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (32)

PLOT DATE : 6/21/2018 4:45 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

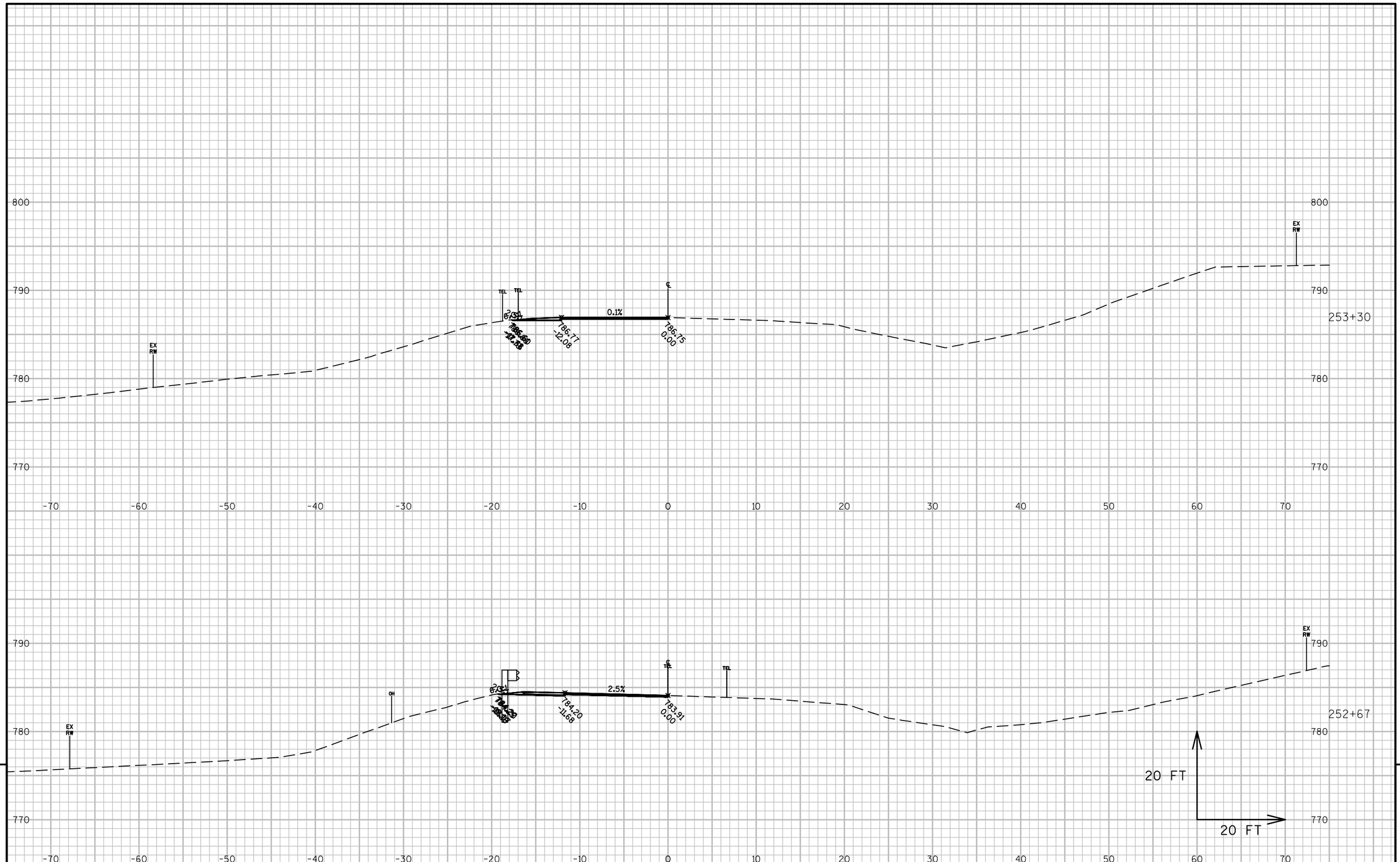
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 252	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (33)

PLOT DATE : 6/21/2018 4:46 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

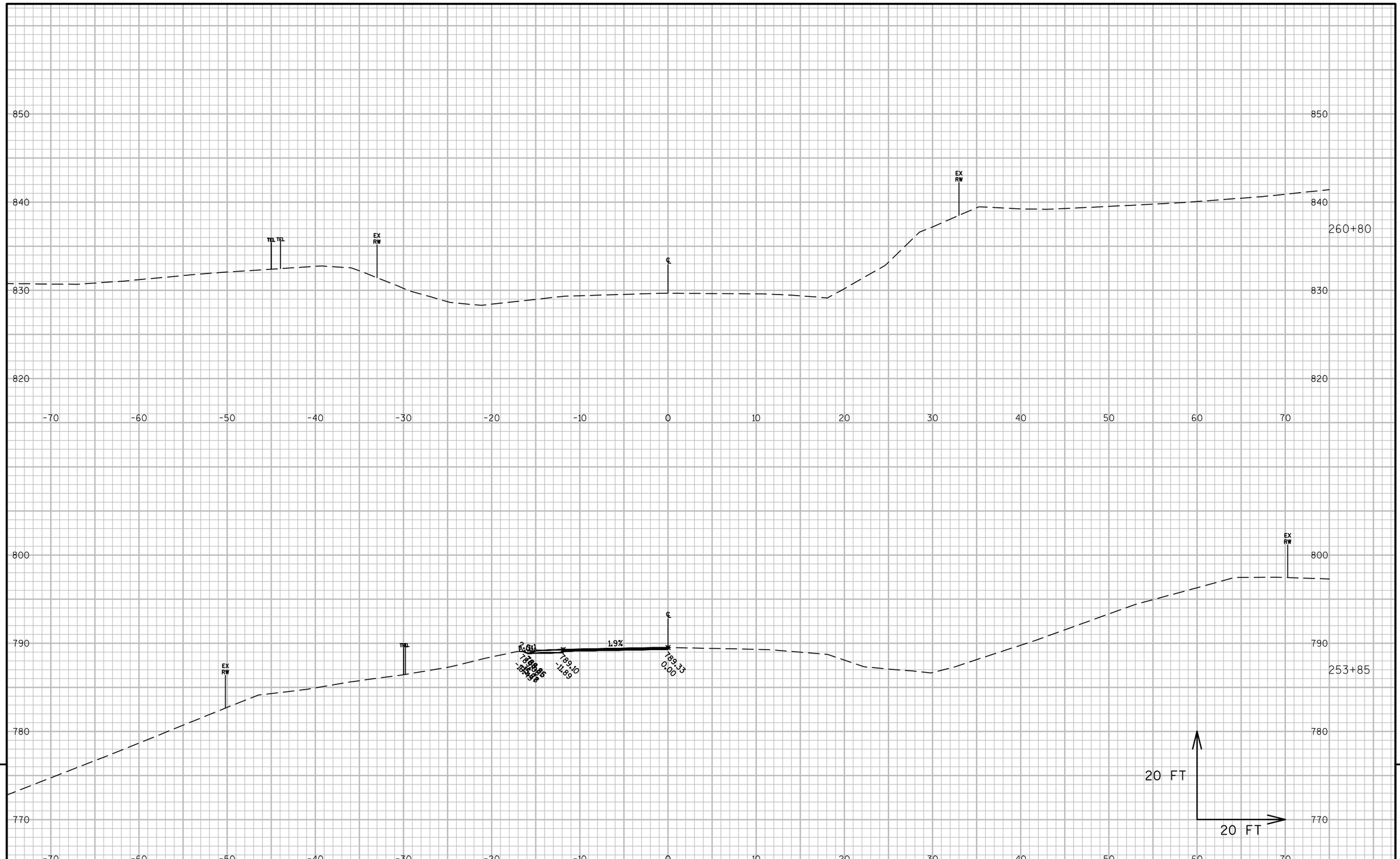
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 253	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (34)

PLOT DATE : 6/21/2018 4:47 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



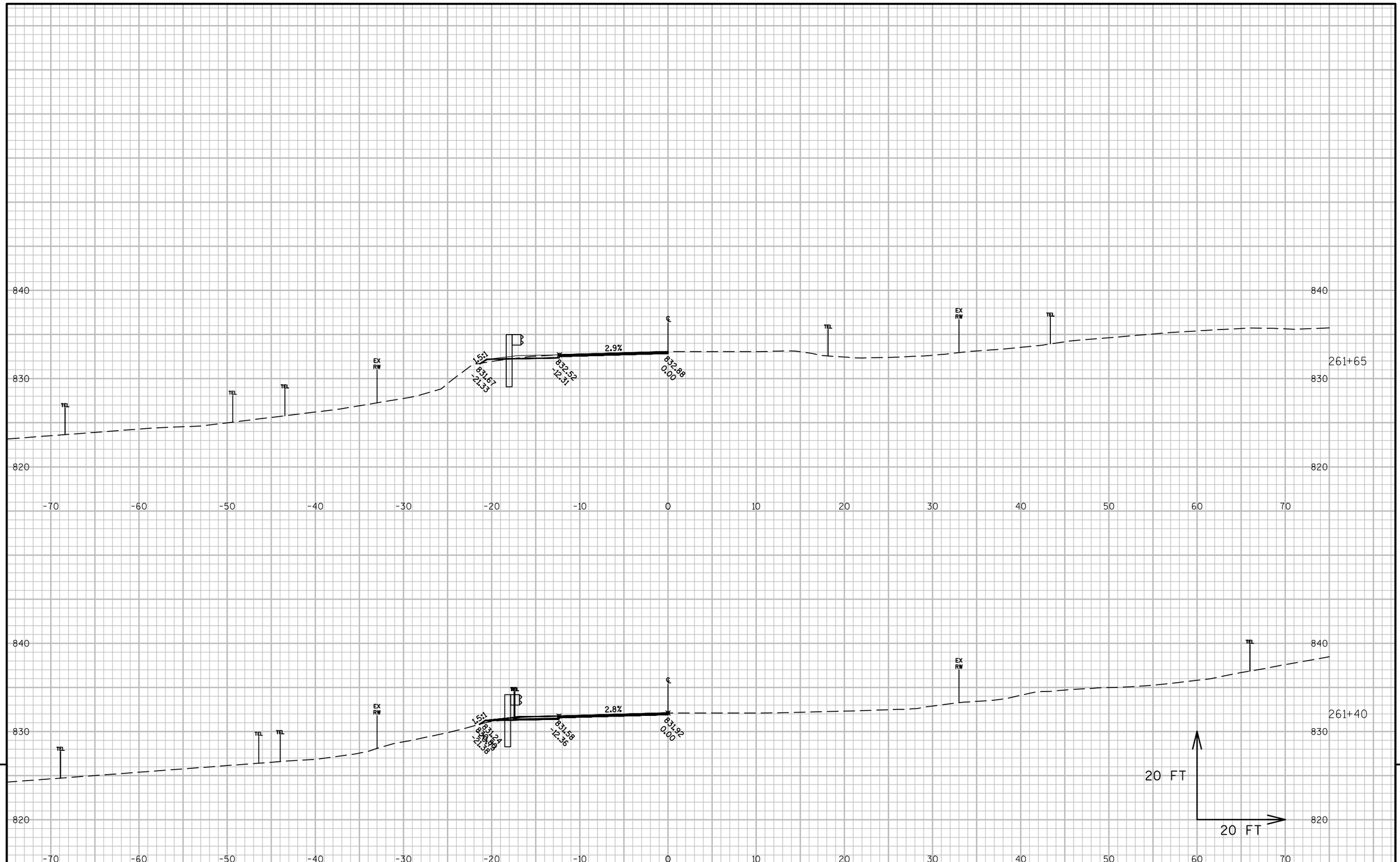
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 254	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (35)

PLOT DATE : 6/21/2018 4:48 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

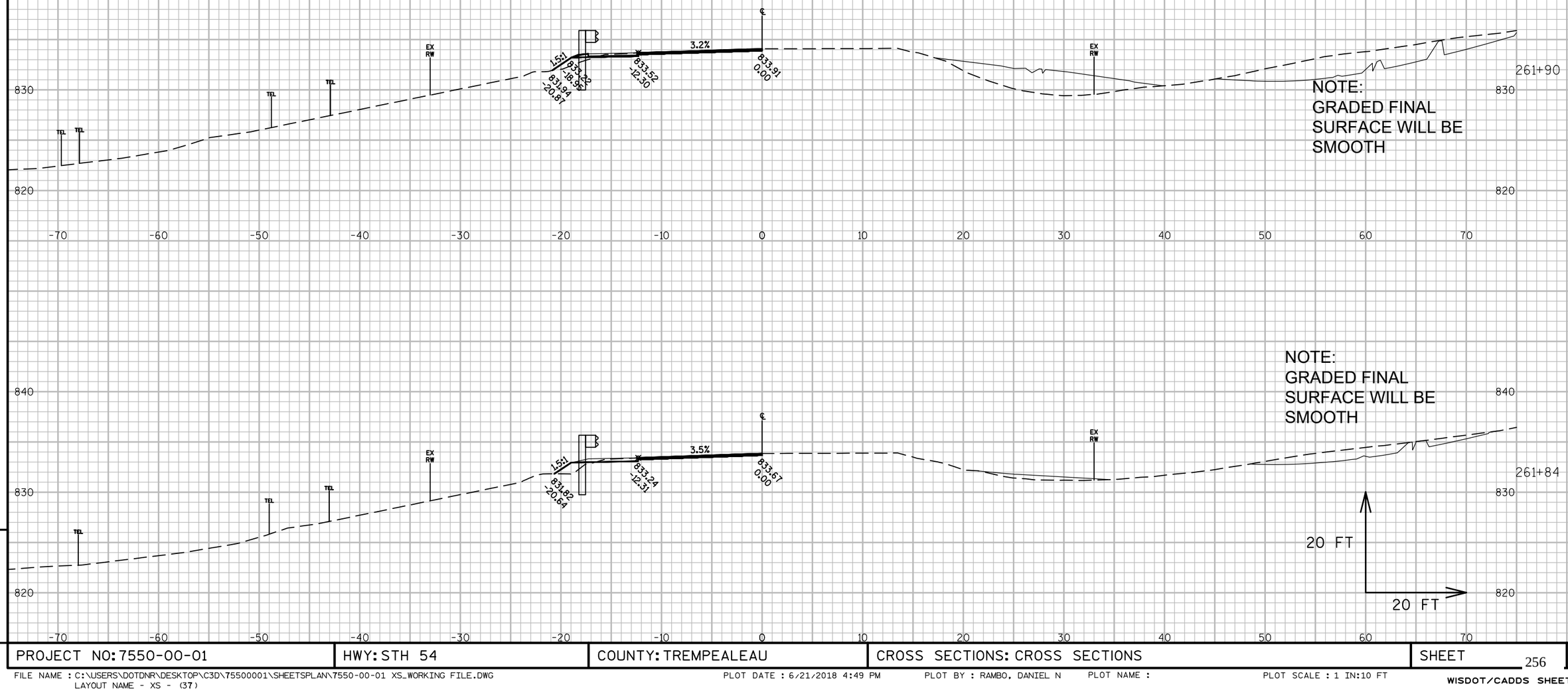
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 255	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (36)

PLOT DATE : 6/21/2018 4:48 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



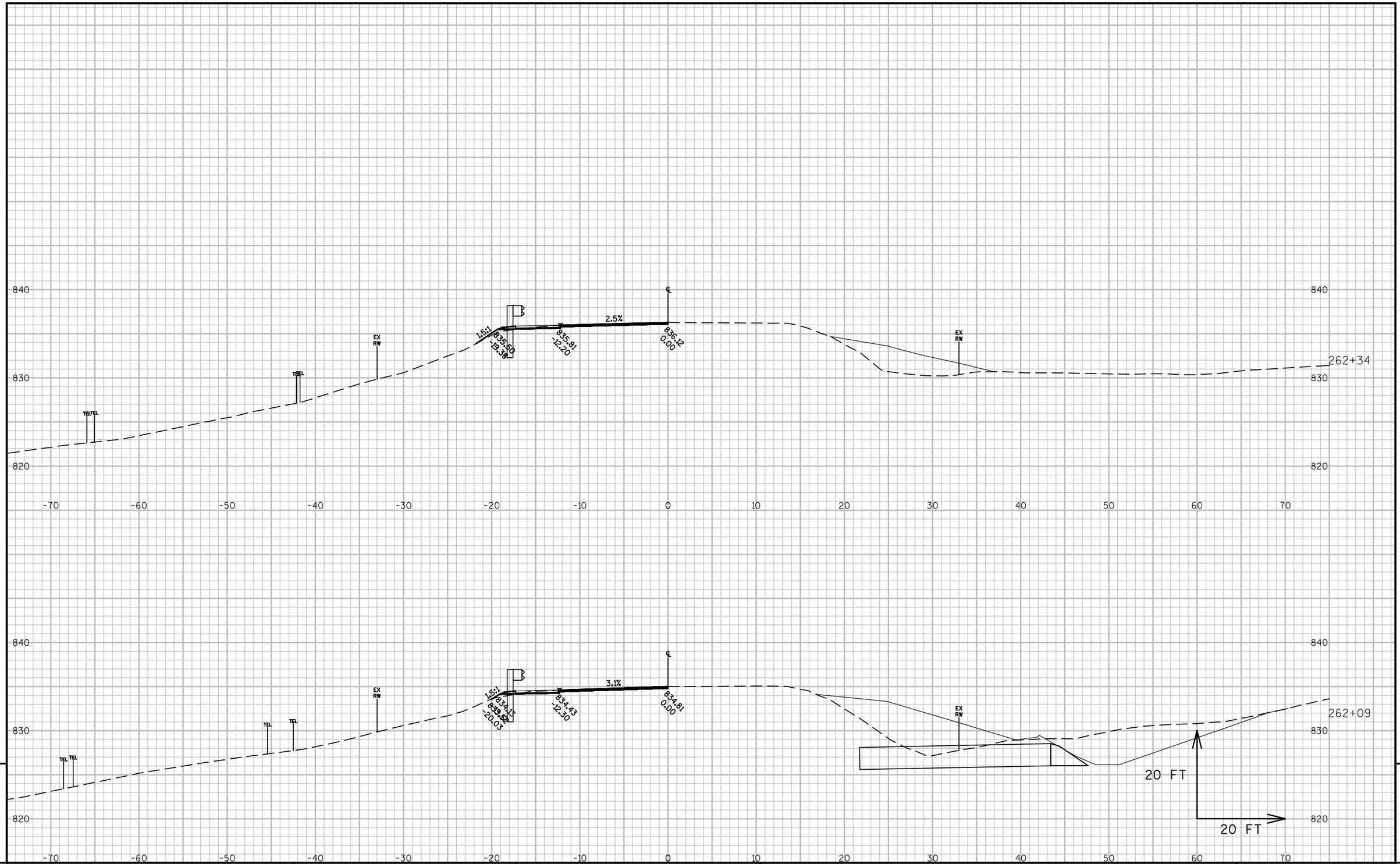
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 256	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (37)

PLOT DATE : 6/21/2018 4:49 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

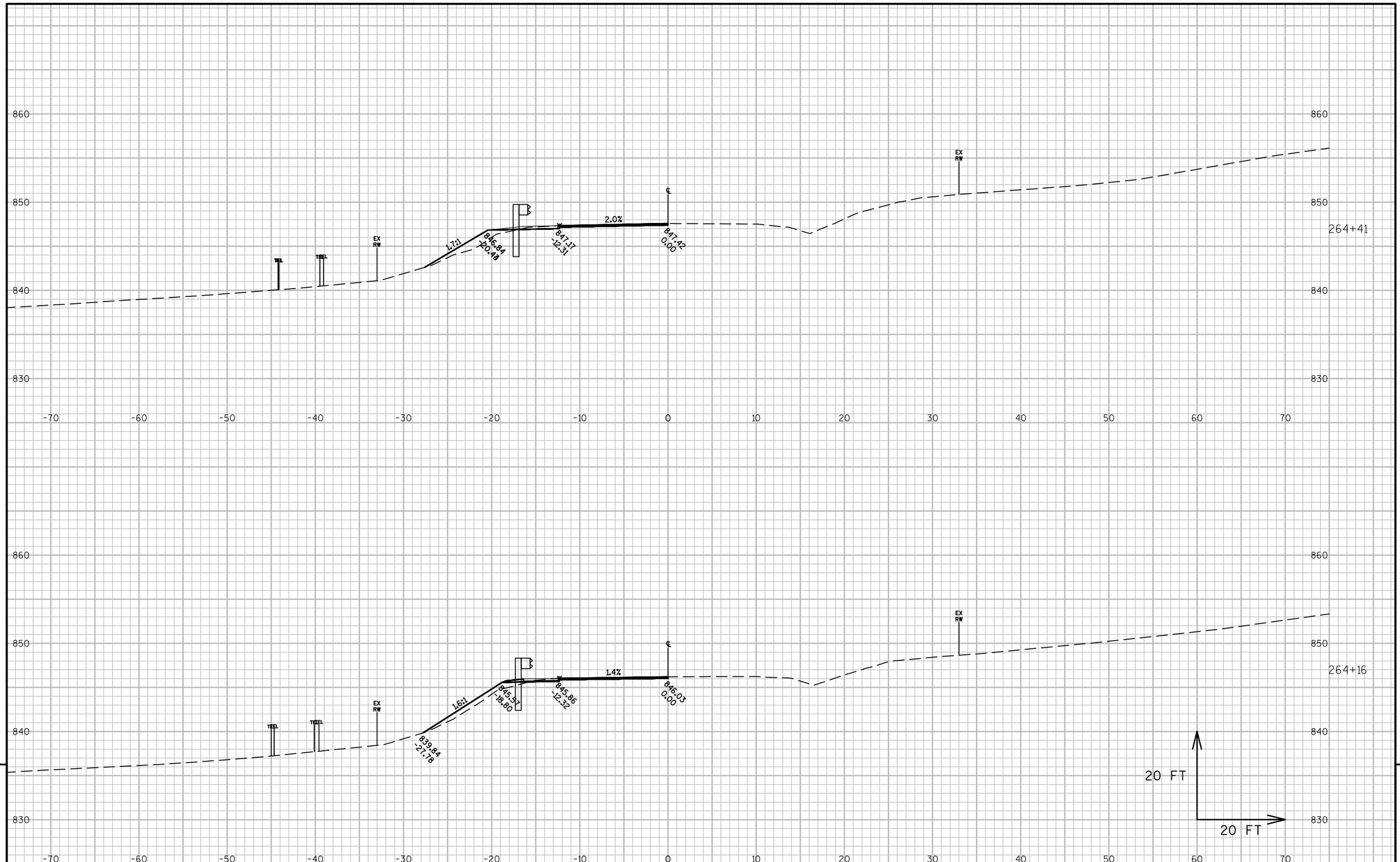
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 257	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (38)

PLOT DATE : 6/21/2018 4:50 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



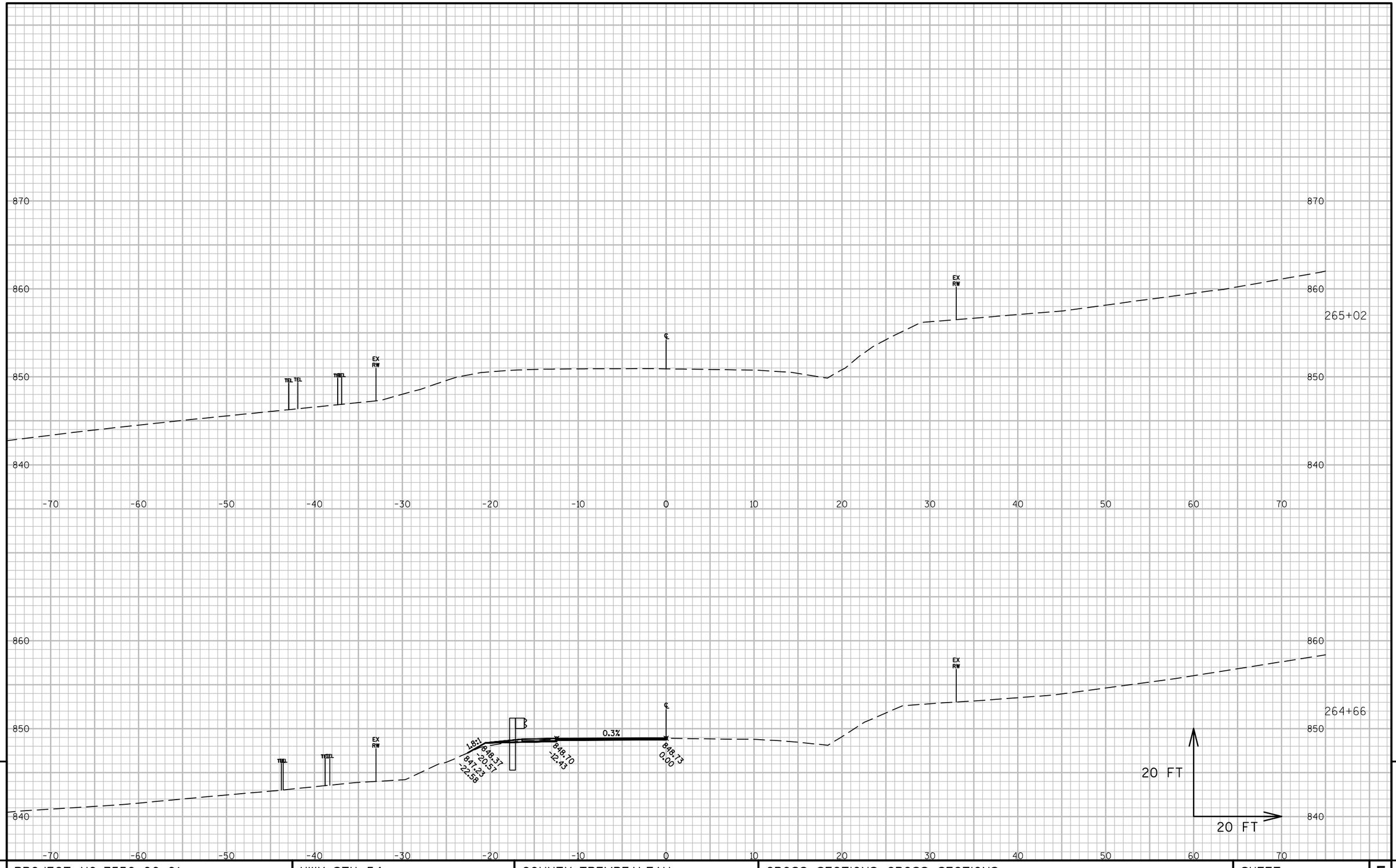
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 258	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (39)

PLOT DATE : 6/21/2018 4:51 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 259	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (40)

PLOT DATE : 6/21/2018 4:52 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 260	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (41)

PLOT DATE : 6/21/2018 4:52 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

910

910

900

890

880

870

860

269+11

EX RW

EX RW

℄

2.0%

3.3%

876.25
-18.77

875.00
-10.42

874.65
0.00

20 FT

20 FT

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 261	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (42)

PLOT DATE : 6/21/2018 4:53 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

910

900

890

880

870

860

269+50

EX RW

EX RW

2.5%

℄

876.88
-11.19

876.60
0.00

20 FT

20 FT

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 262	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (43)

PLOT DATE : 6/21/2018 4:54 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

910

910

900

890

880

870

860

269+75

EX RW

EX RW

℄

0.7%

877.88
-11.22

877.81
0.00

877.45
-11.80

2.0%

20 FT

20 FT

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

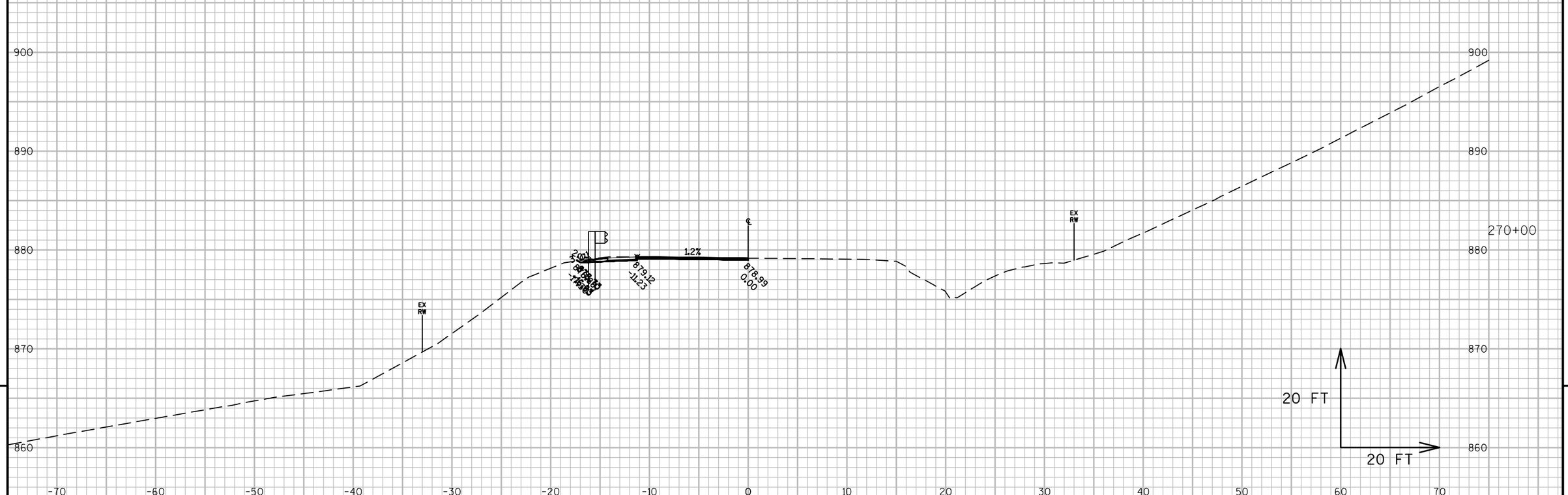
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 263	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (44)

PLOT DATE : 6/21/2018 4:55 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 264	E

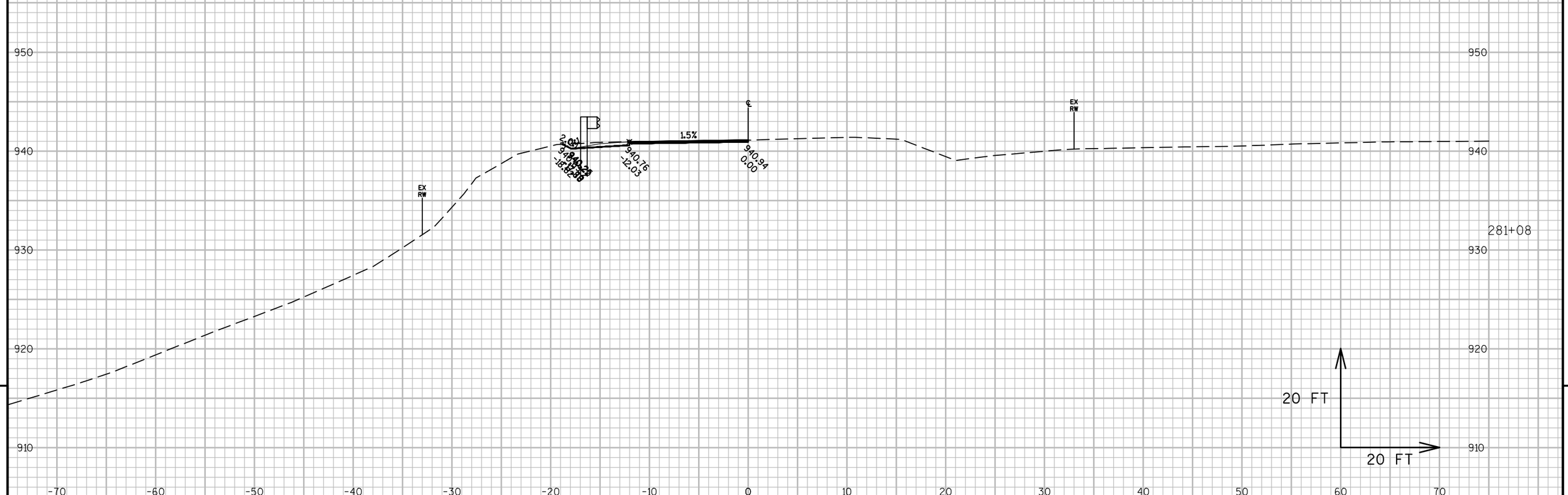
FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (45)

PLOT DATE : 6/21/2018 4:56 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 265	E



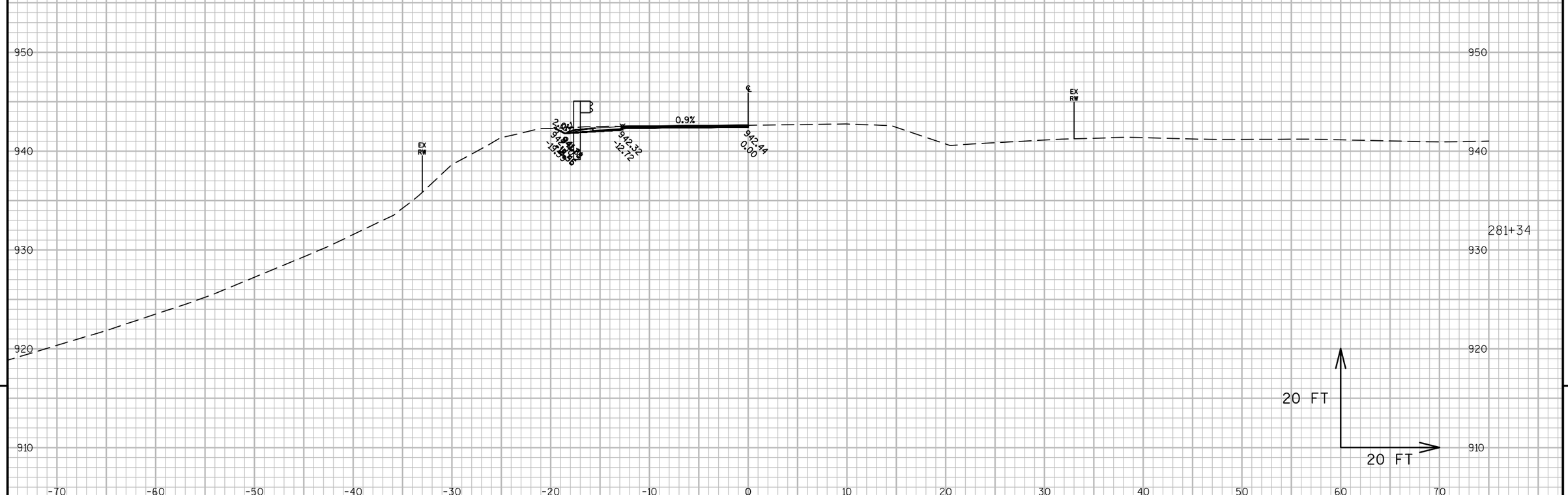
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 266	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (47)

PLOT DATE : 6/21/2018 4:57 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



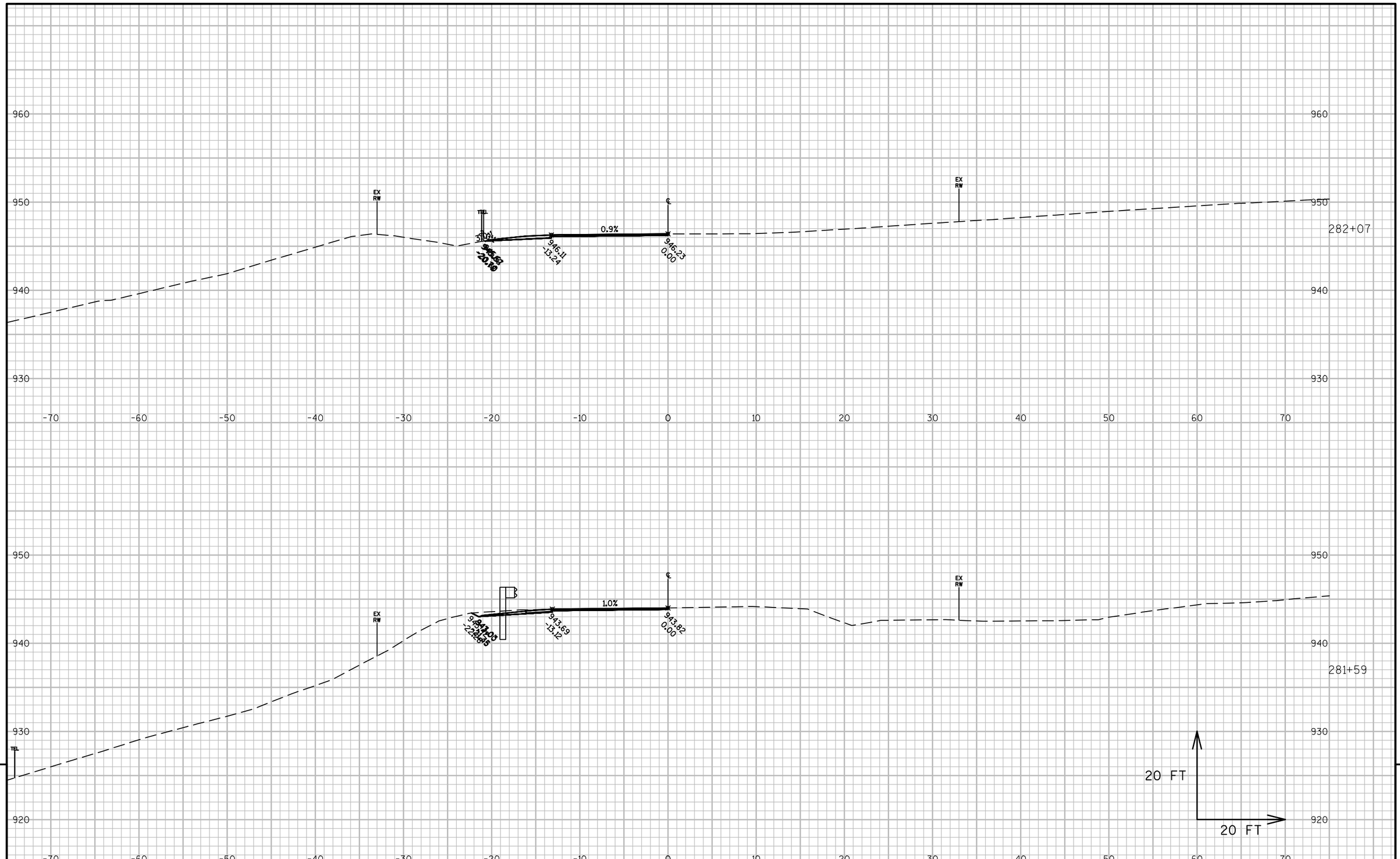
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 267	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (48)

PLOT DATE : 6/21/2018 4:58 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



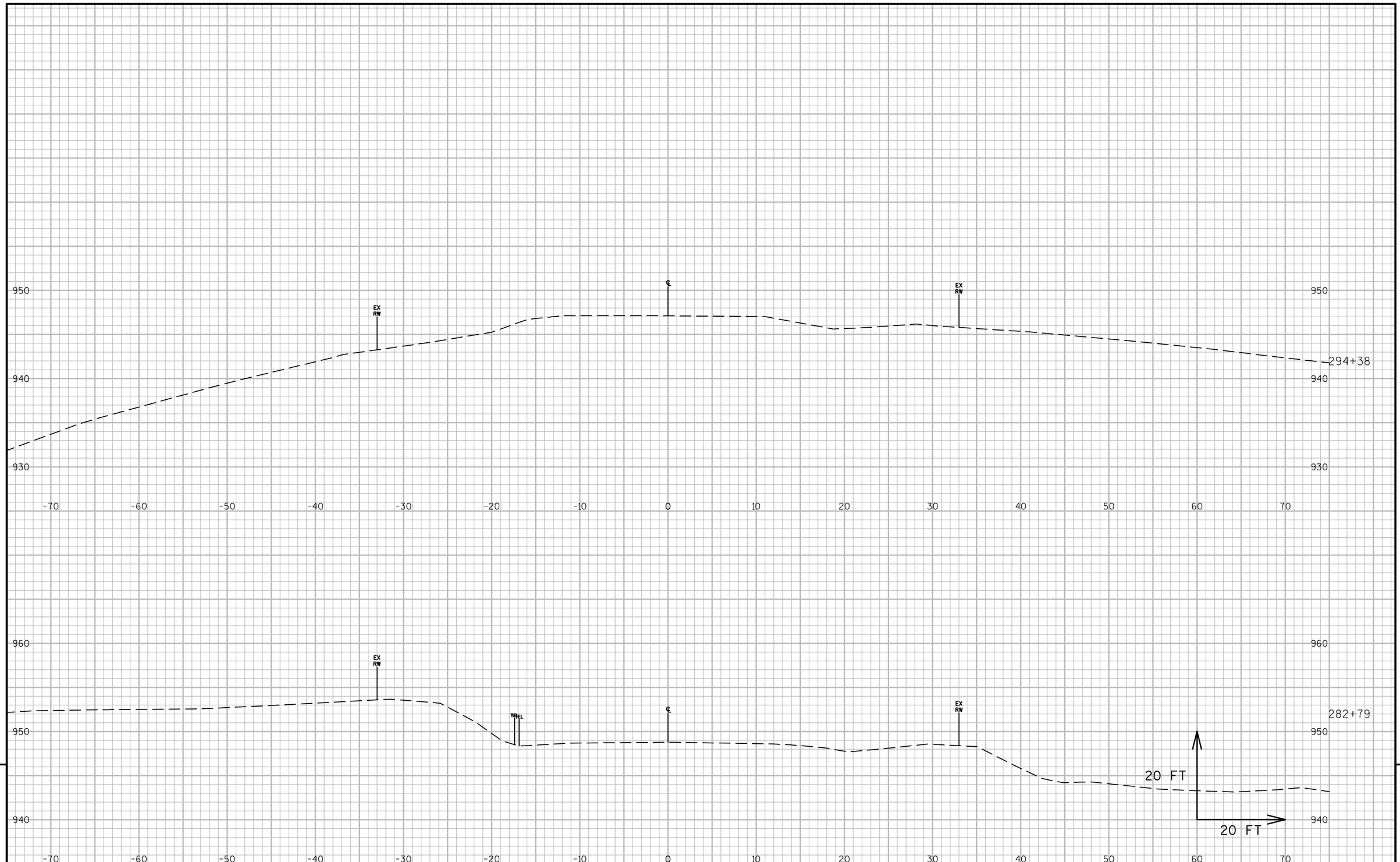
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 268	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (49)

PLOT DATE : 6/21/2018 4:59 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

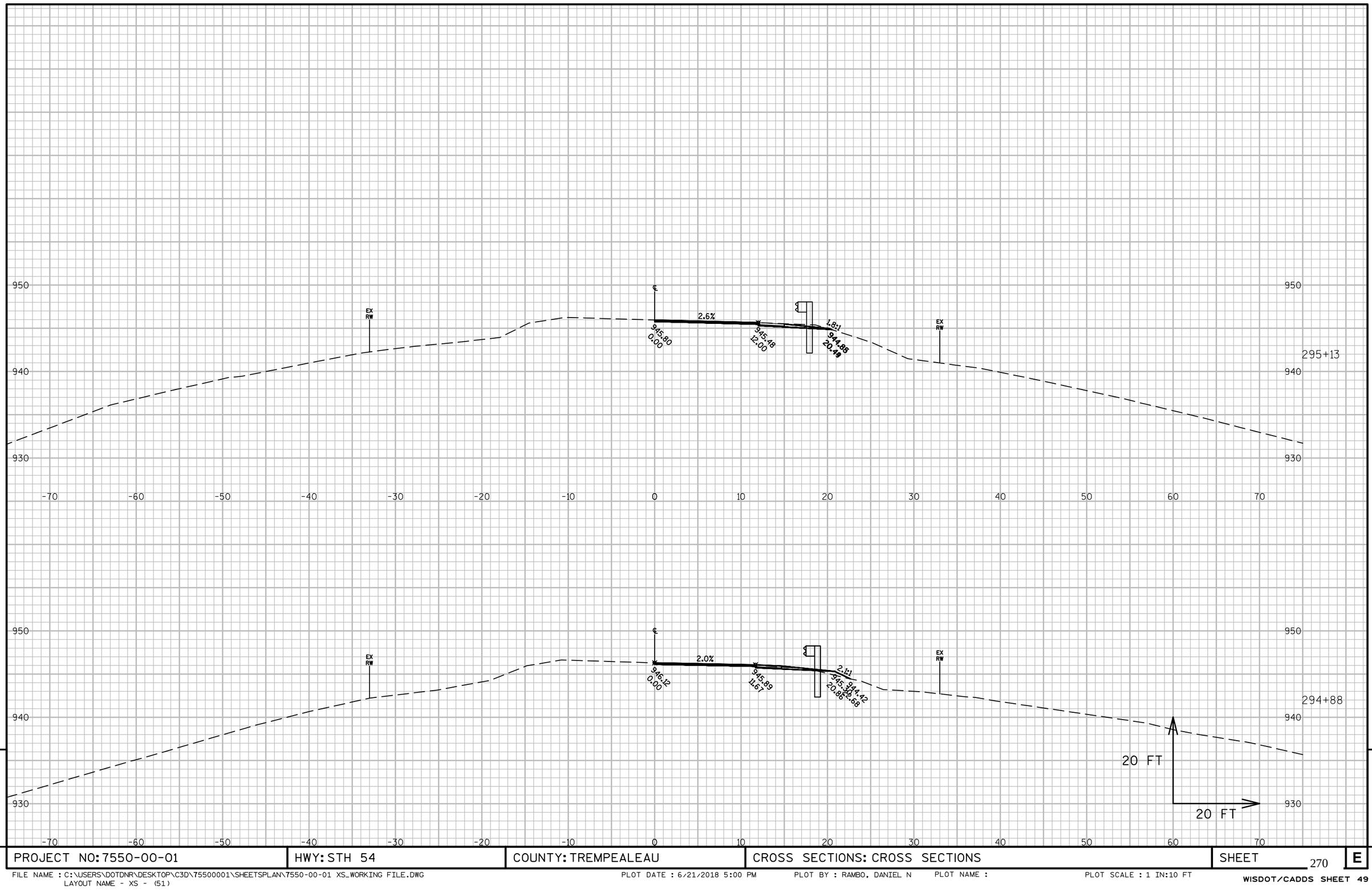
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 269	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (50)

PLOT DATE : 6/21/2018 5:00 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



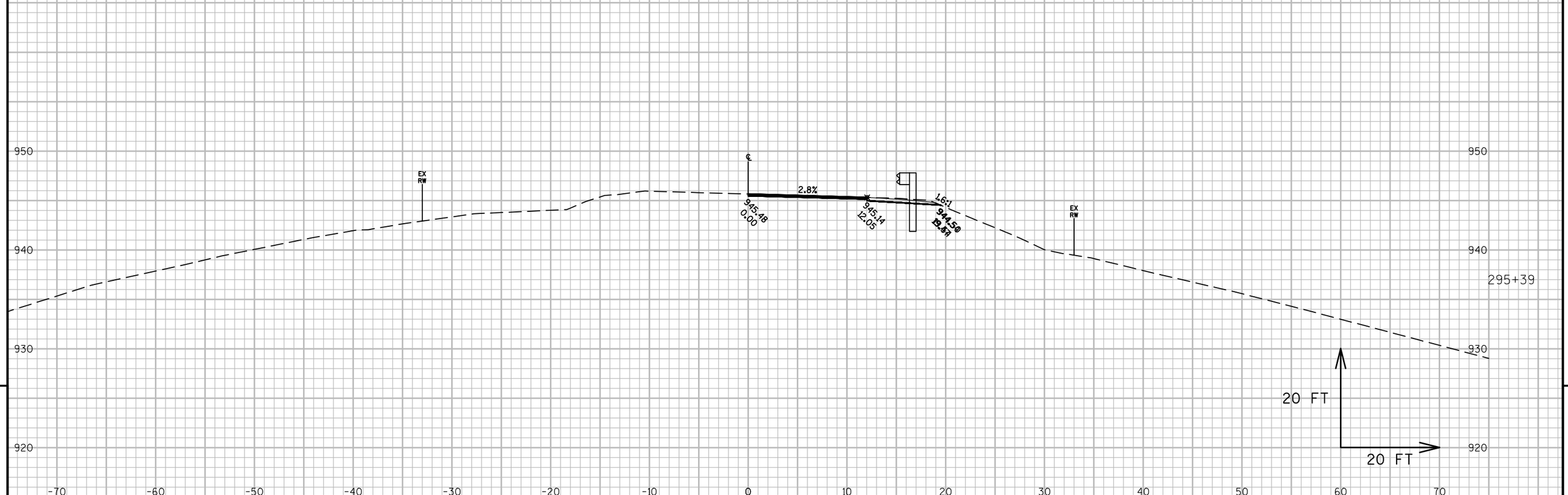
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 270	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (51)

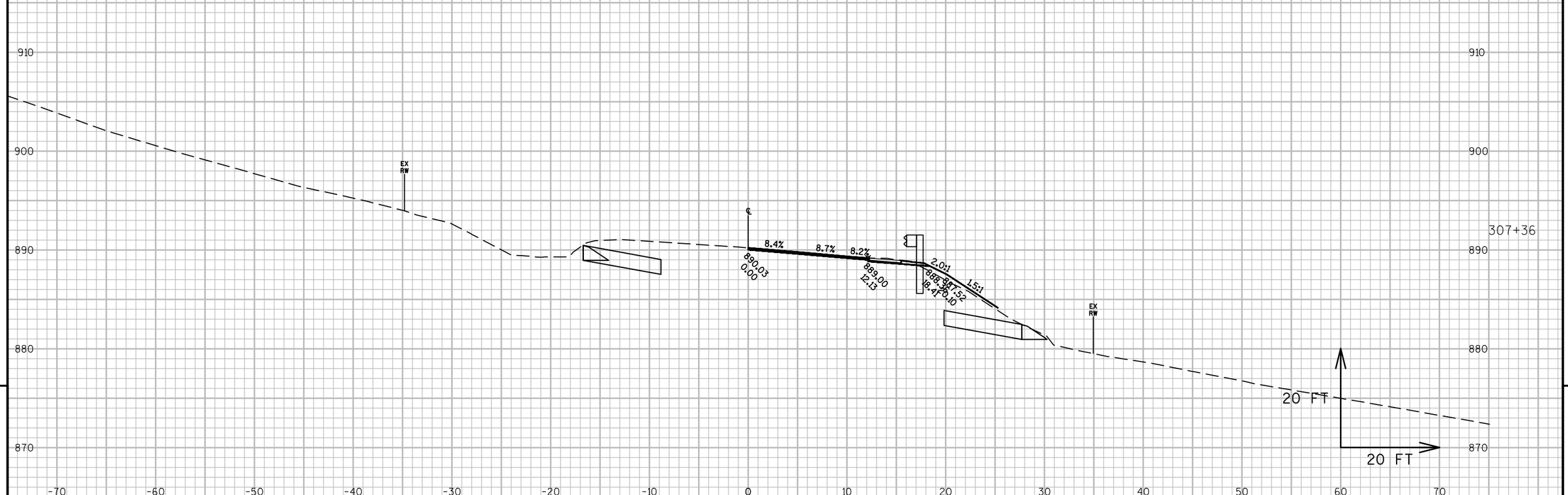
PLOT DATE : 6/21/2018 5:00 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 271	E



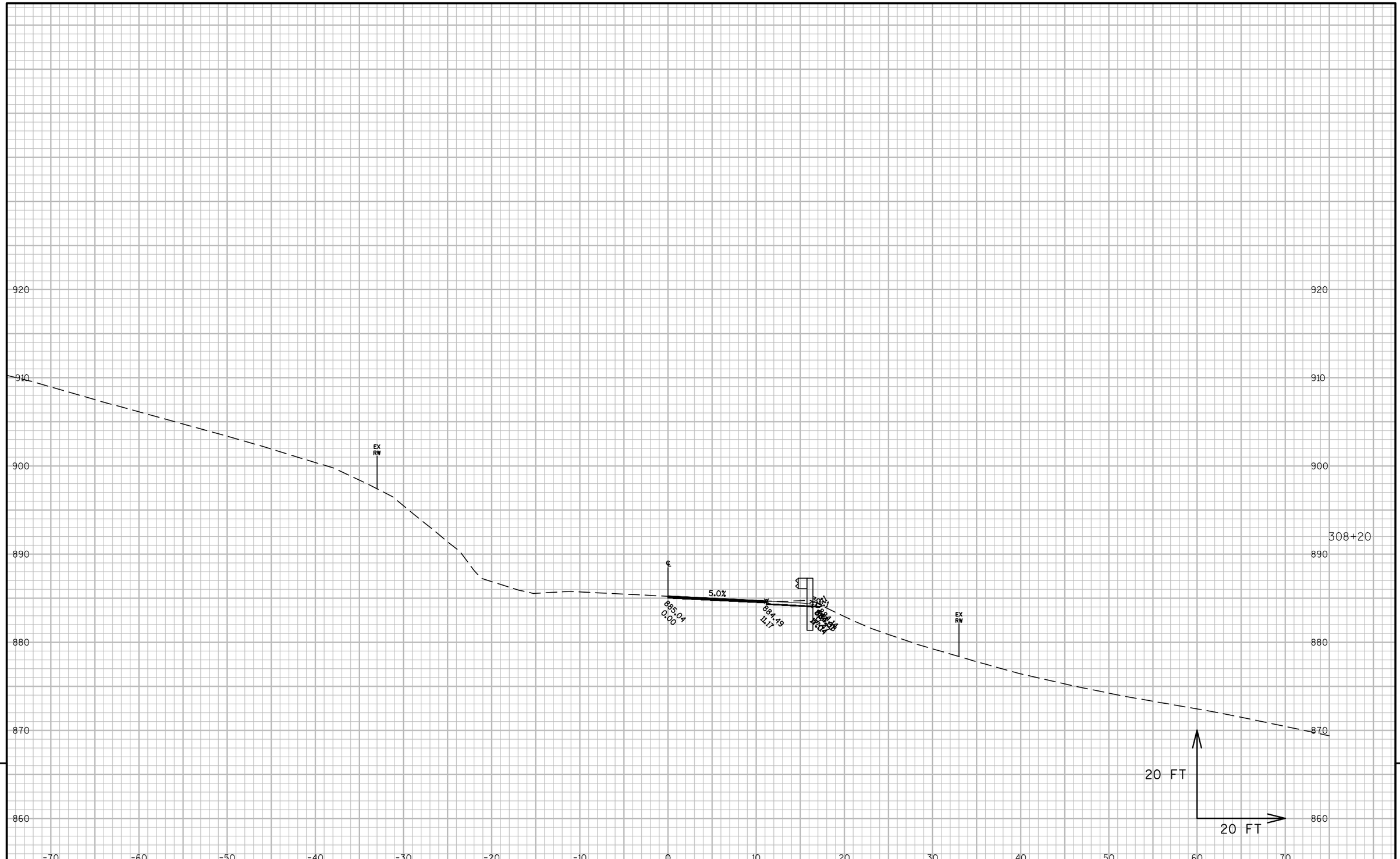
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 272 E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (53)

PLOT DATE : 6/21/2018 5:02 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 273	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (54)

PLOT DATE : 6/21/2018 5:03 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

910

900

890

880

870

860

EX RW

℄

4.7%

883.47
0.00

882.96
10.81

EX RW

308+46

20 FT

20 FT

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

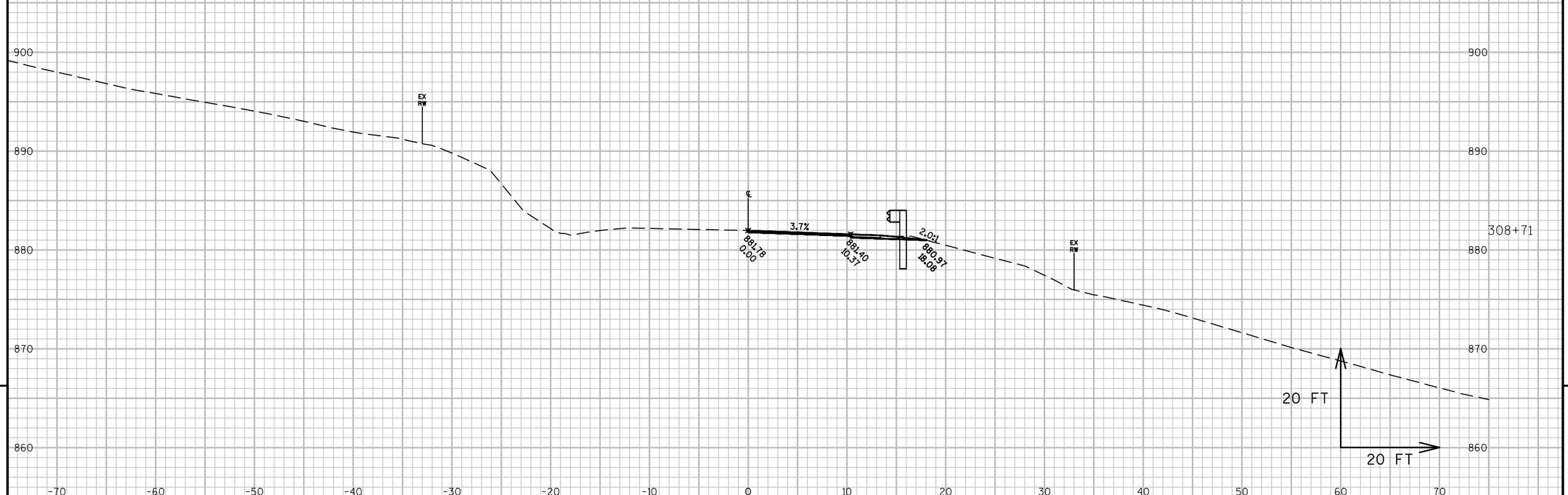
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 274	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (55)

PLOT DATE : 6/21/2018 5:04 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



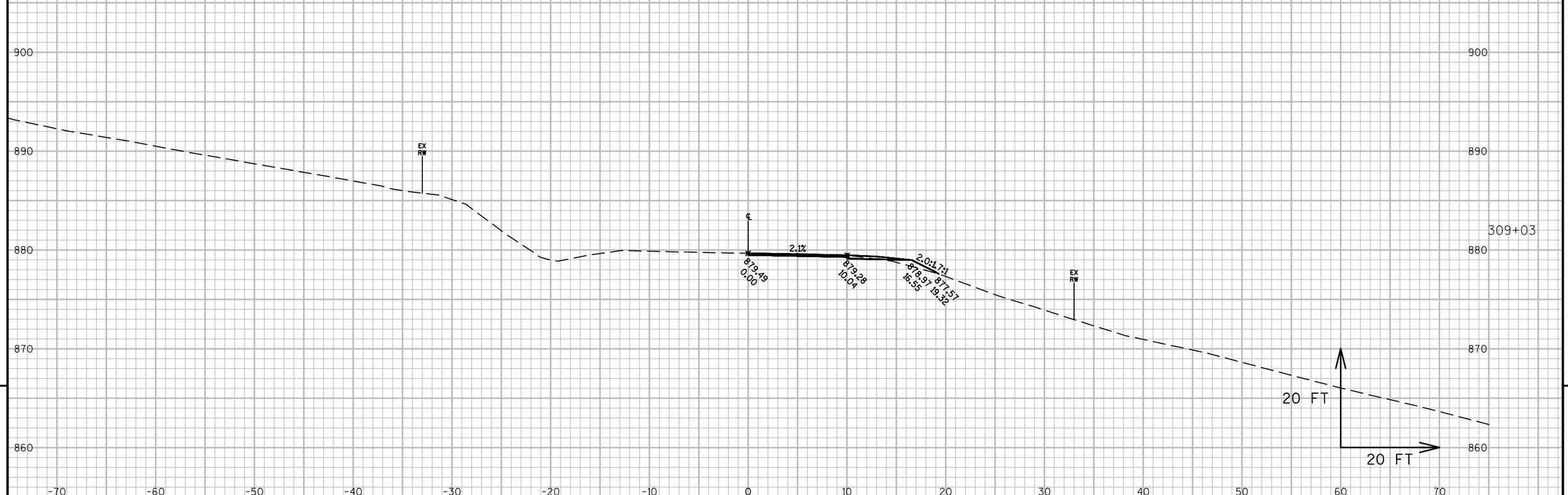
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 275	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (56)

PLOT DATE : 6/21/2018 5:05 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 276	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (57)

PLOT DATE : 6/21/2018 5:06 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

9

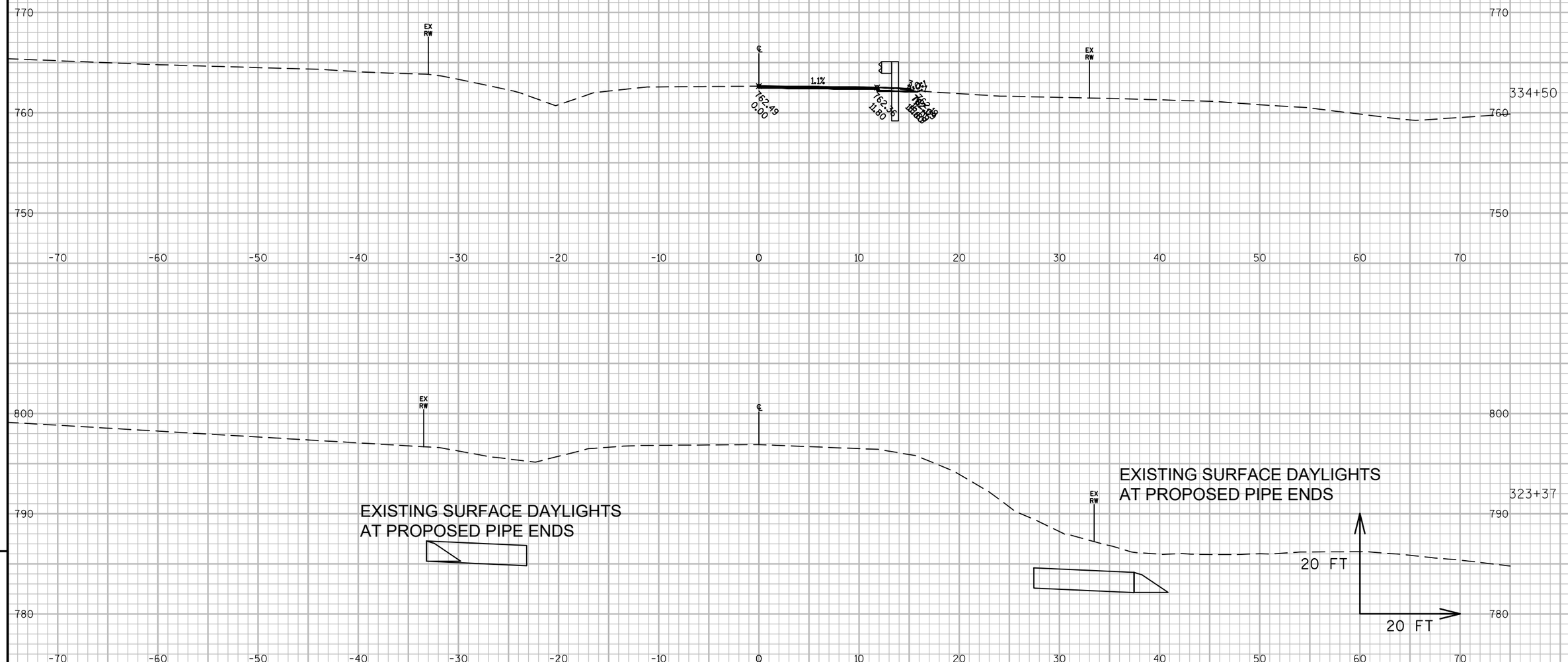
PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 277	E

9

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (58)

PLOT DATE : 6/21/2018 5:06 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



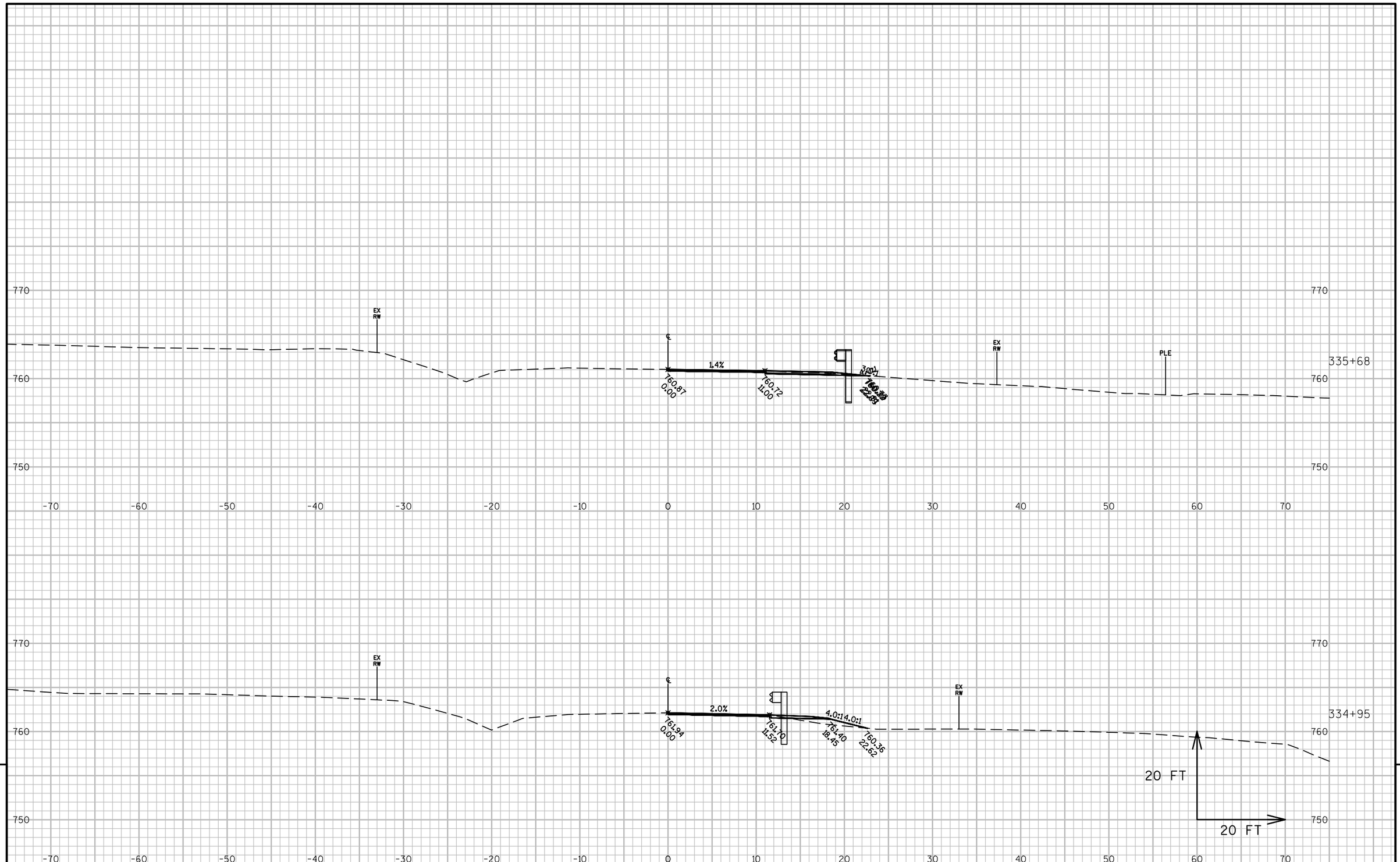
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 278	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (59)

PLOT DATE : 6/21/2018 5:07 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

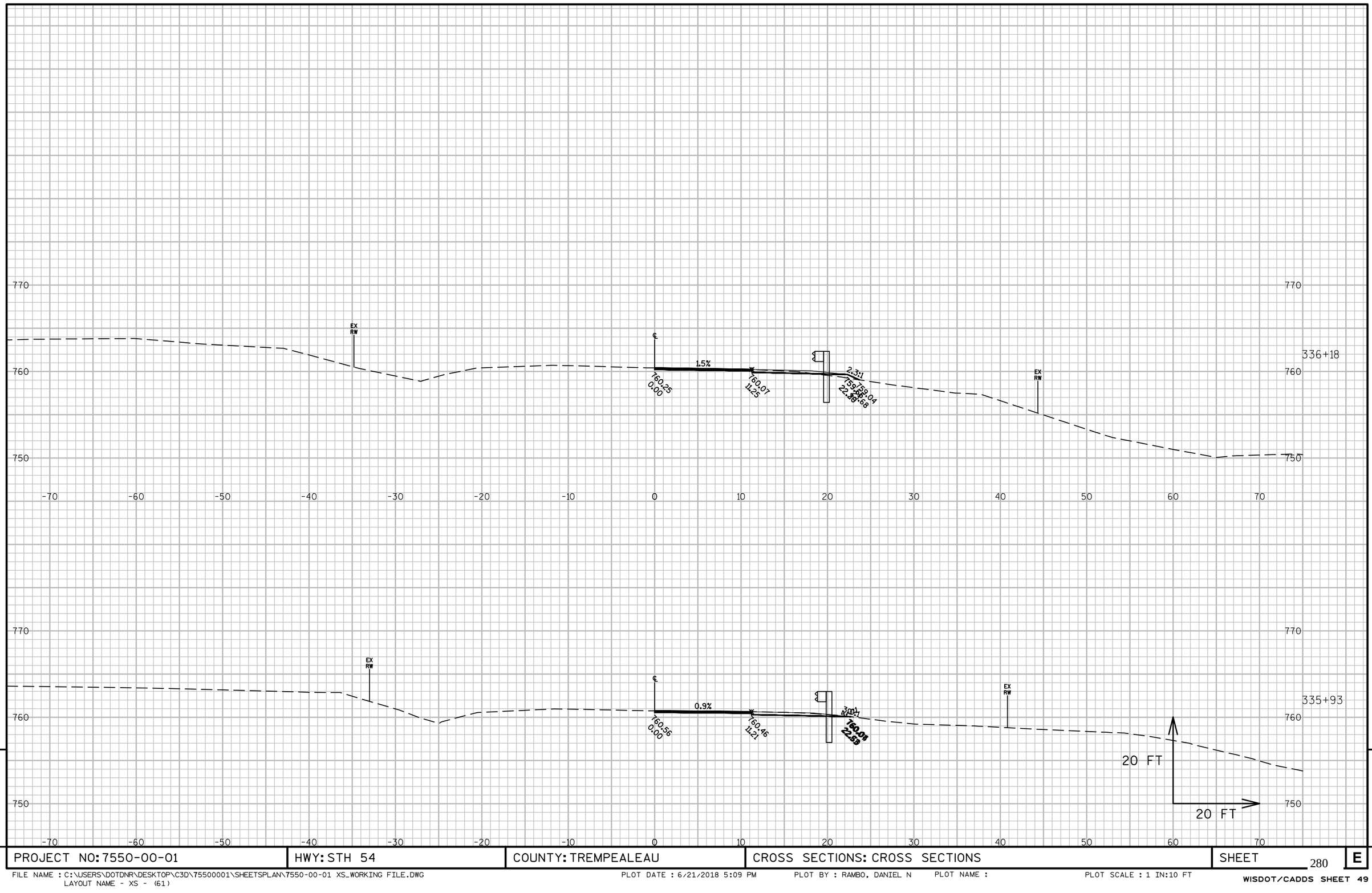
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 279	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (60)

PLOT DATE : 6/21/2018 5:08 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



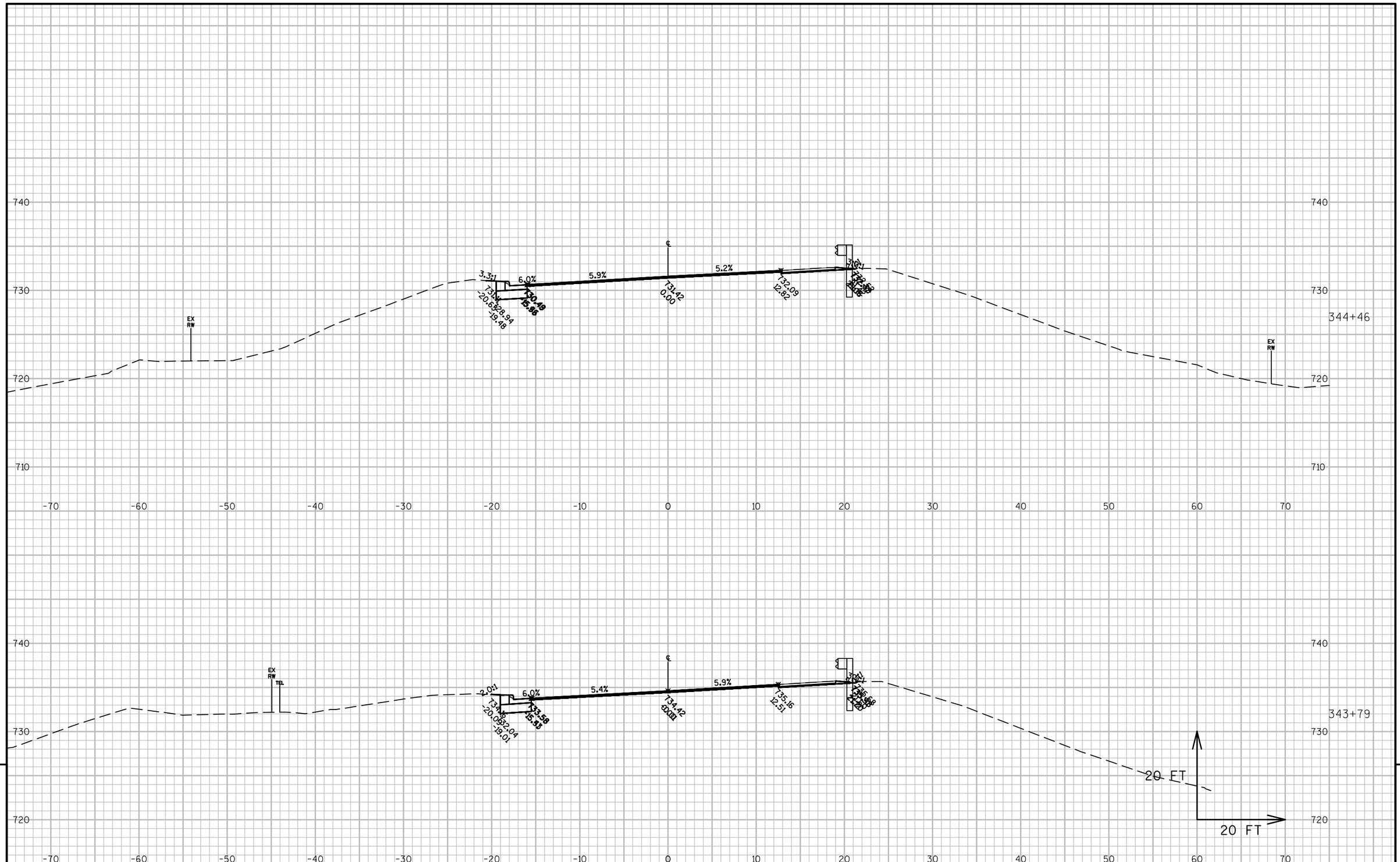
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 280	E

9

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (61)

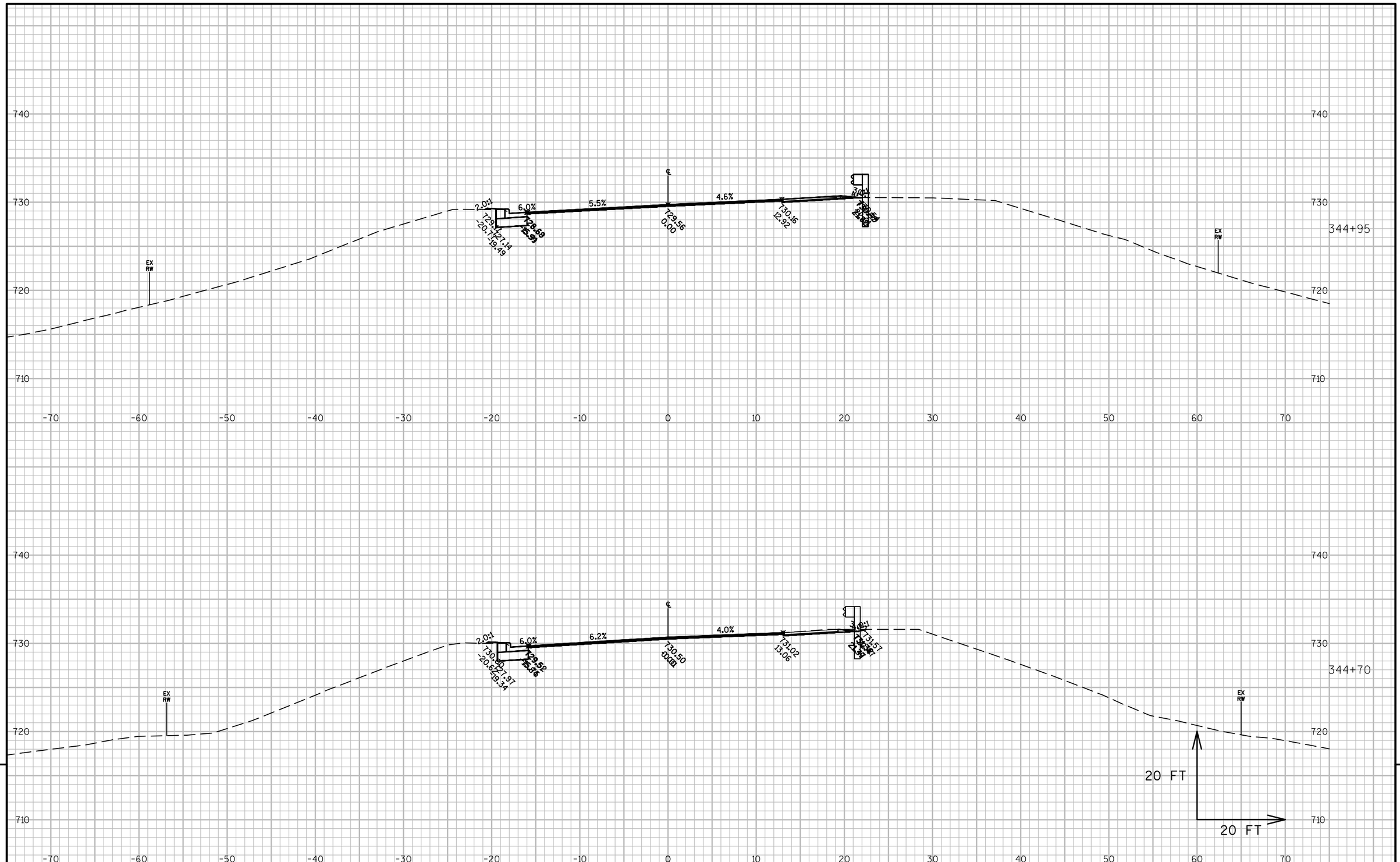
PLOT DATE : 6/21/2018 5:09 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

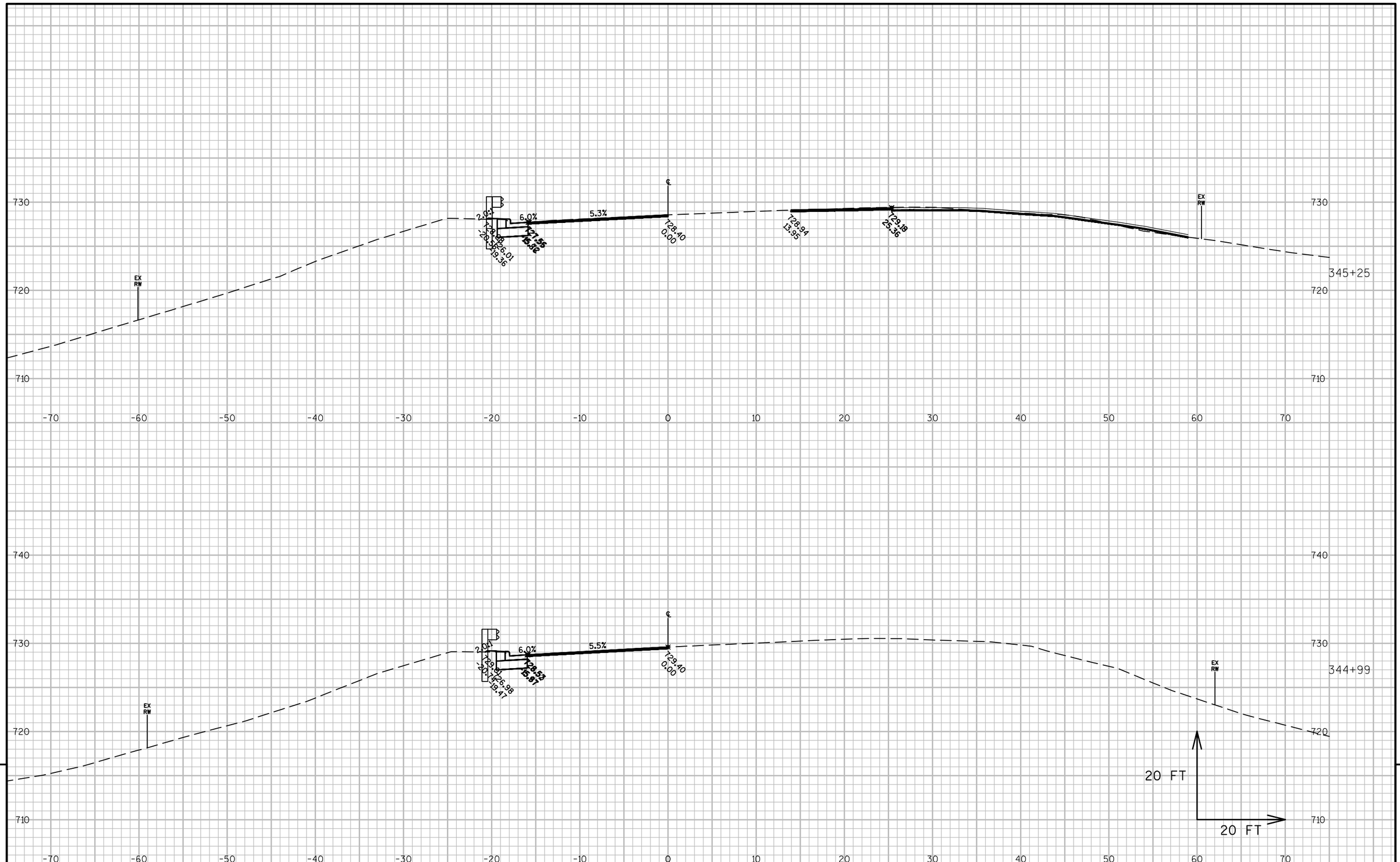
PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 281	E



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 282	E



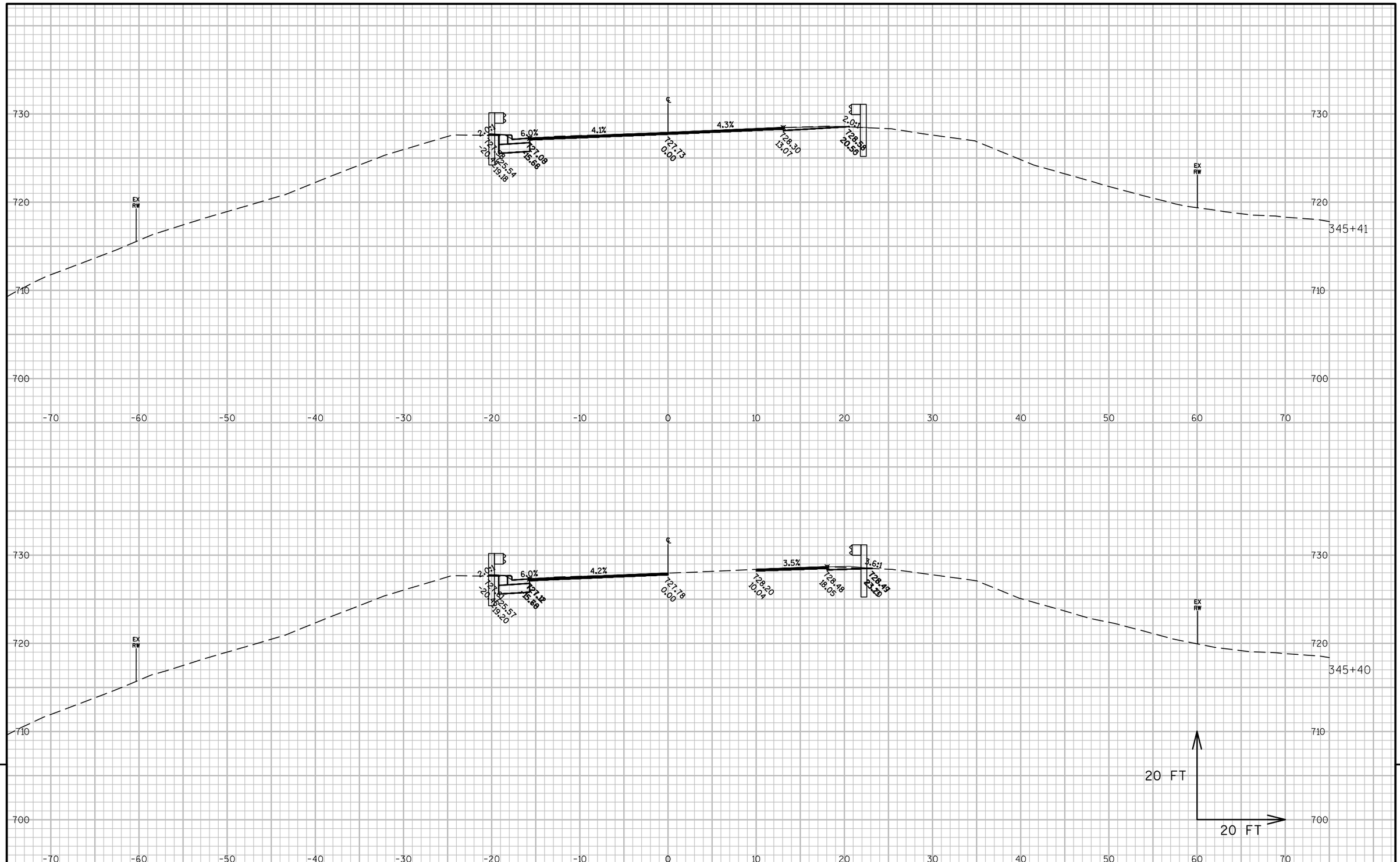
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 283	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (64)

PLOT DATE : 6/21/2018 5:11 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



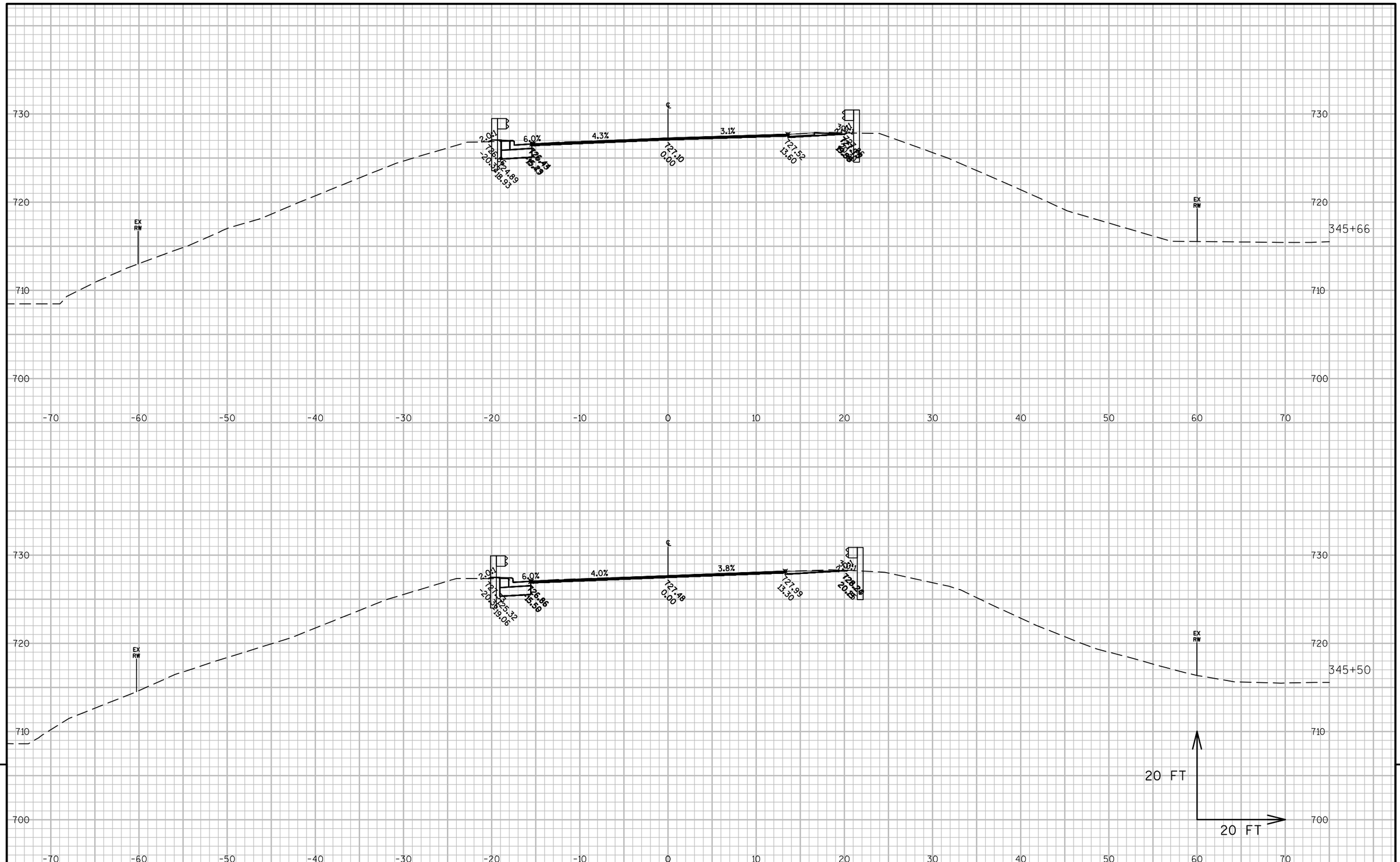
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 284	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (65)

PLOT DATE : 6/21/2018 5:12 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



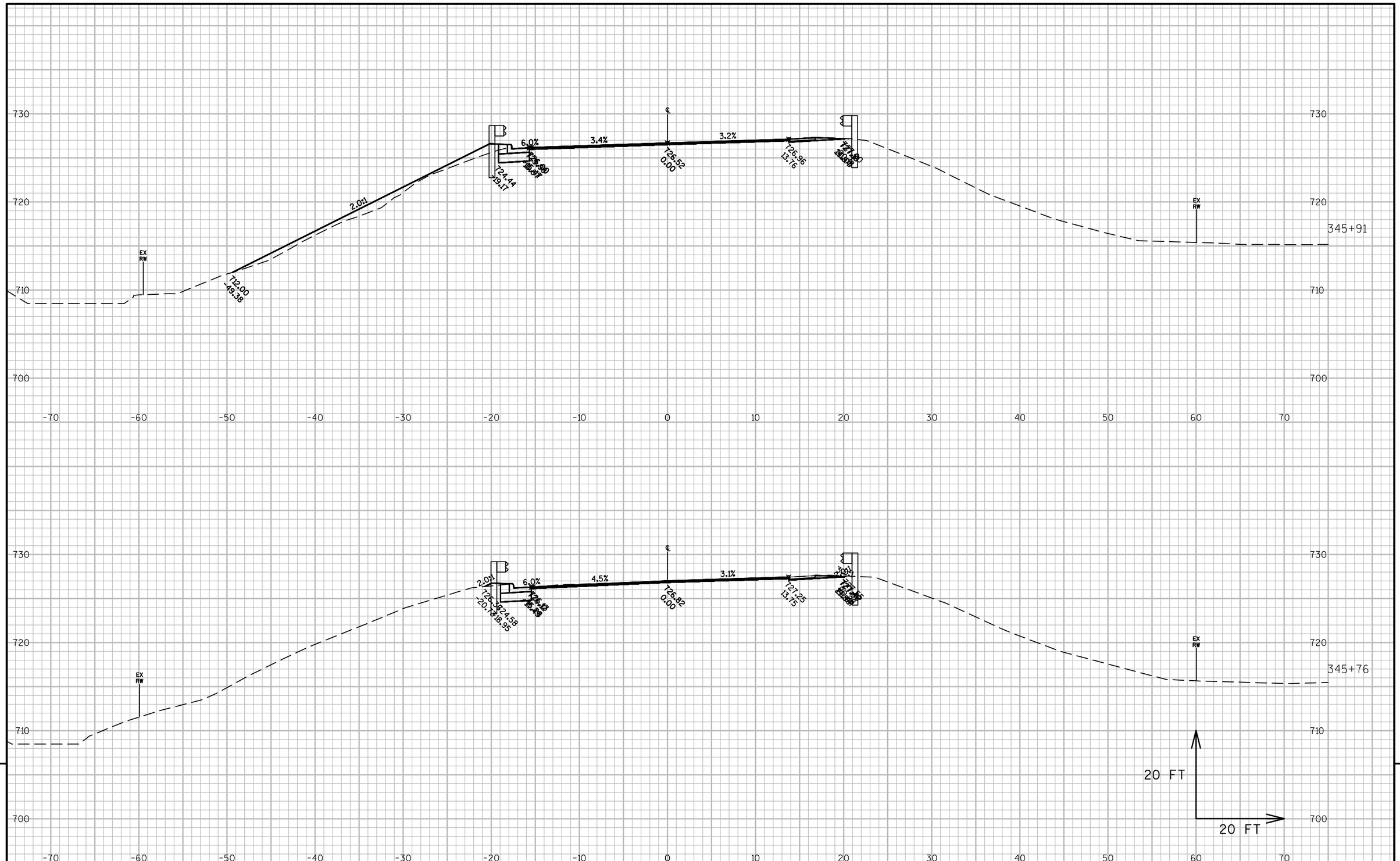
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 285	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (66)

PLOT DATE : 6/21/2018 5:13 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

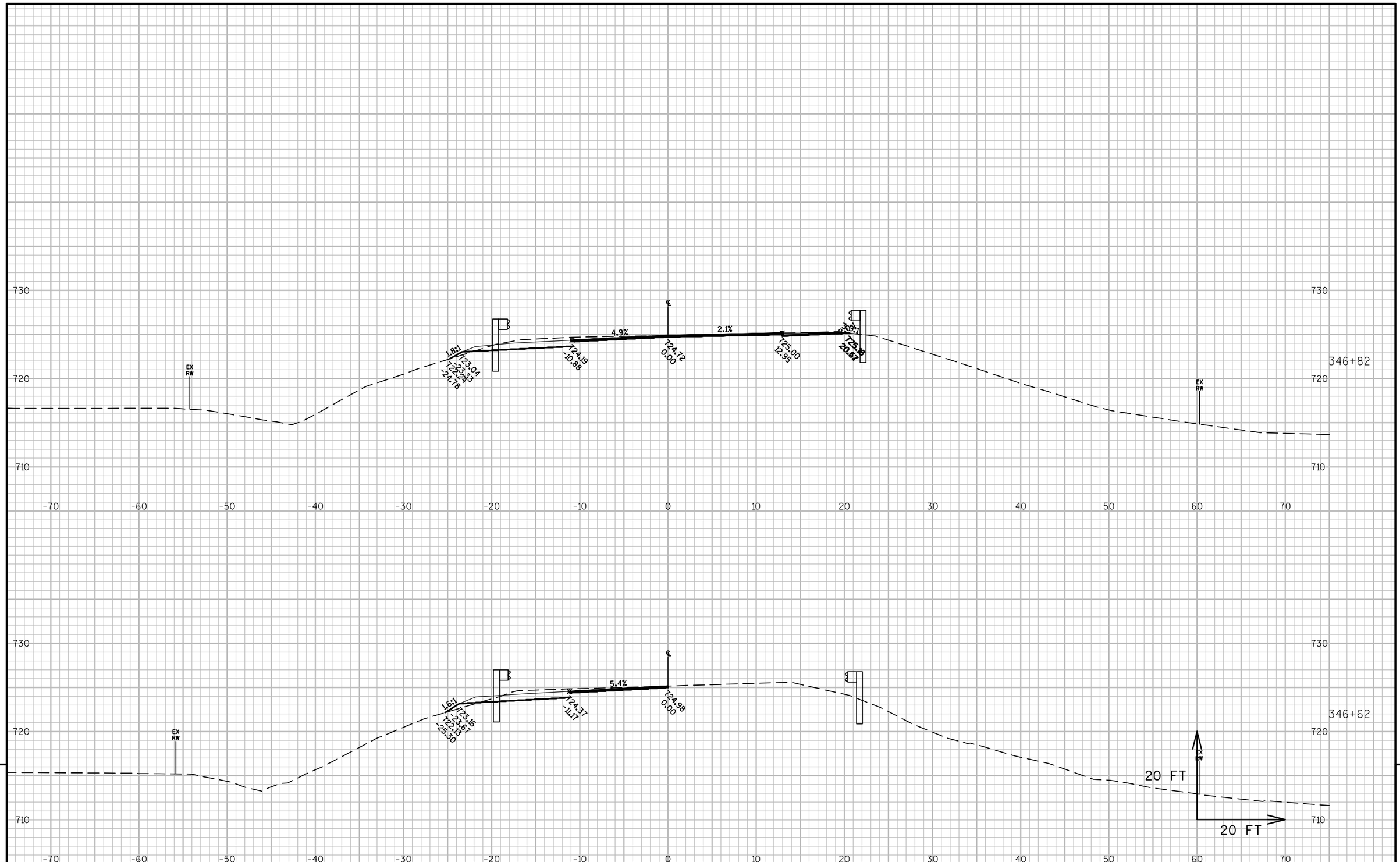
PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 286	E

9

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (67)

PLOT DATE : 6/21/2018 5:14 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

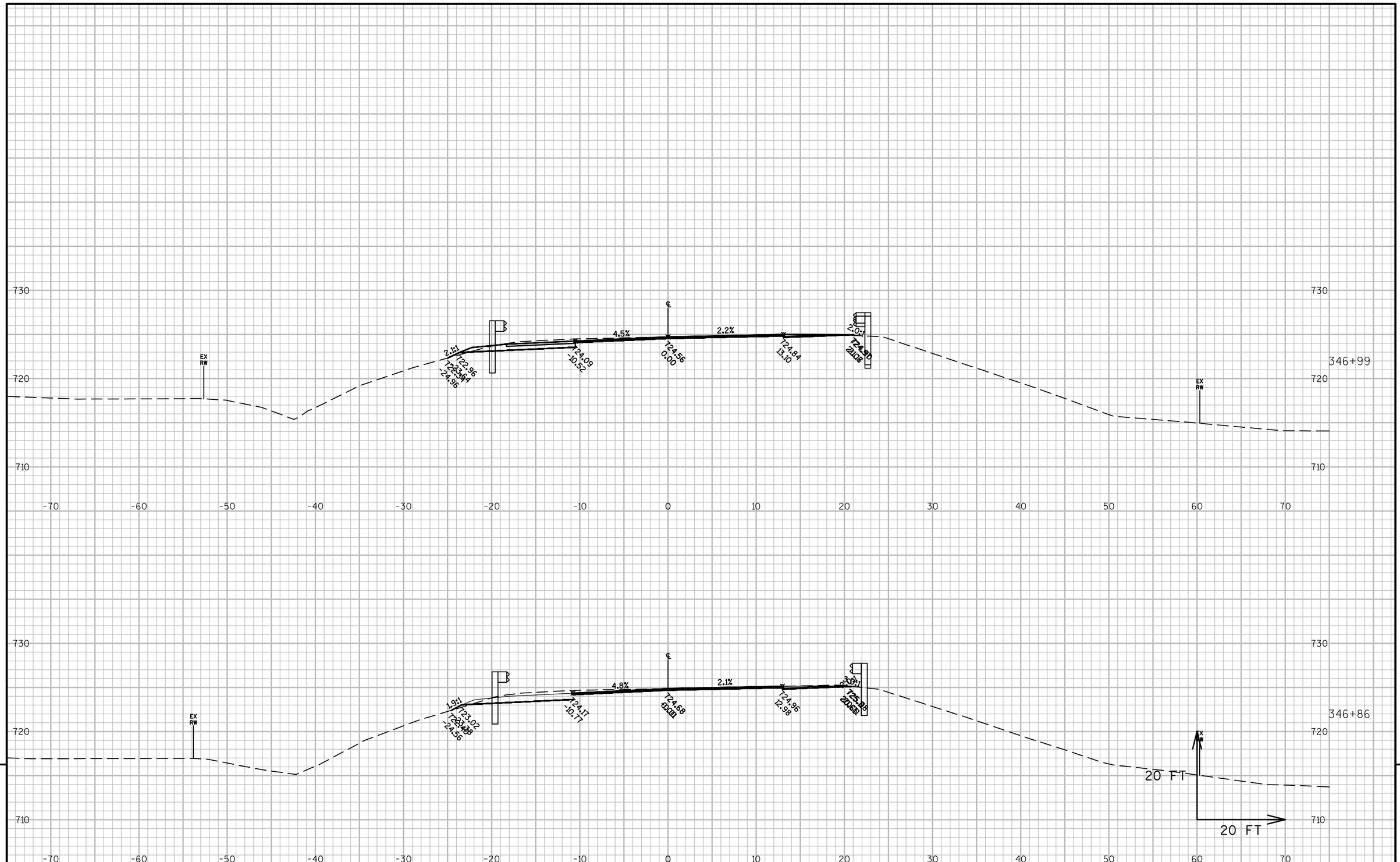
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 287	E



9

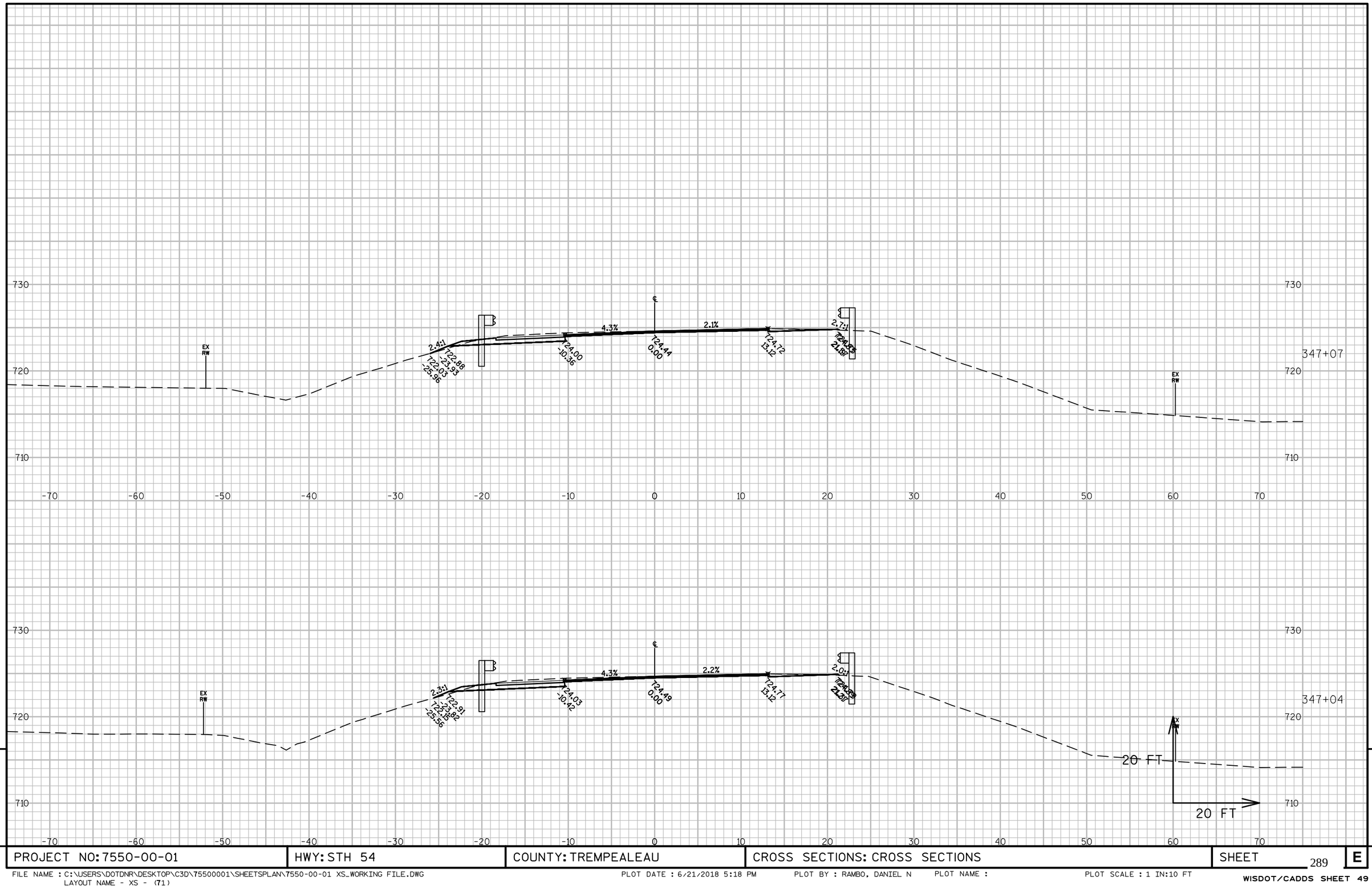
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 288	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (70)

PLOT DATE : 6/21/2018 5:17 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

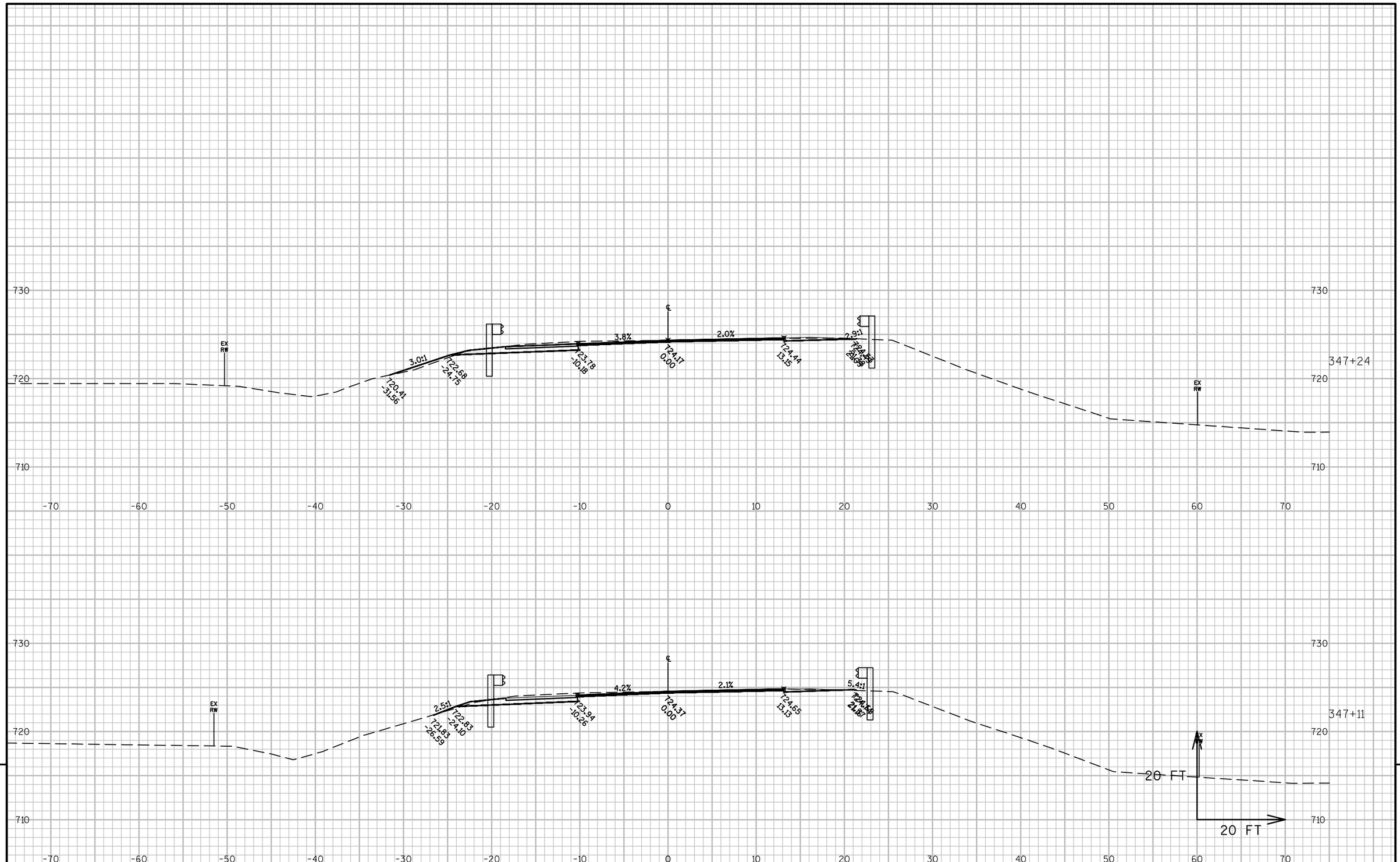


PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 289	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (71)

PLOT DATE : 6/21/2018 5:18 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

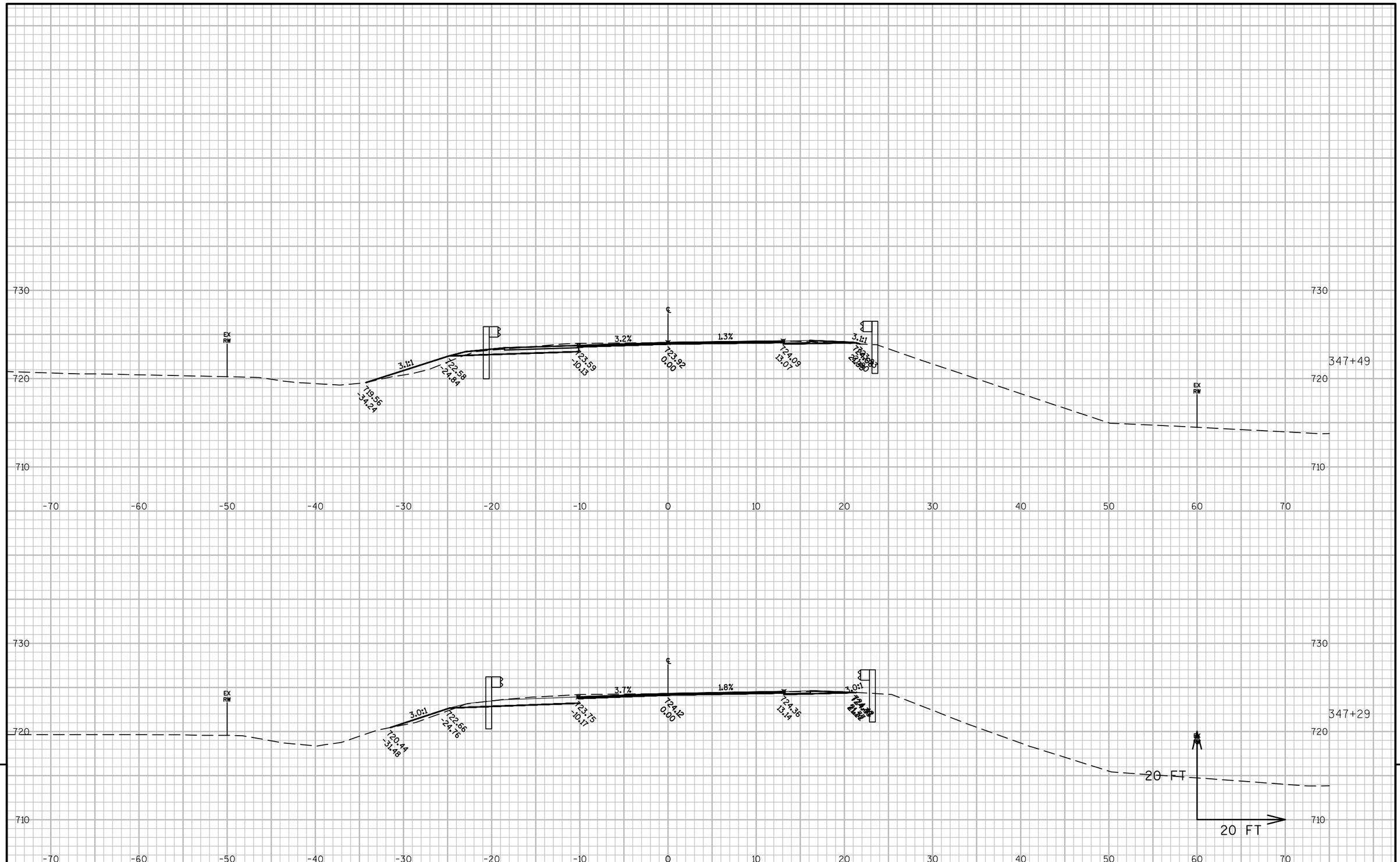
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 290	E



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 291	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (73)

PLOT DATE : 6/21/2018 5:19 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

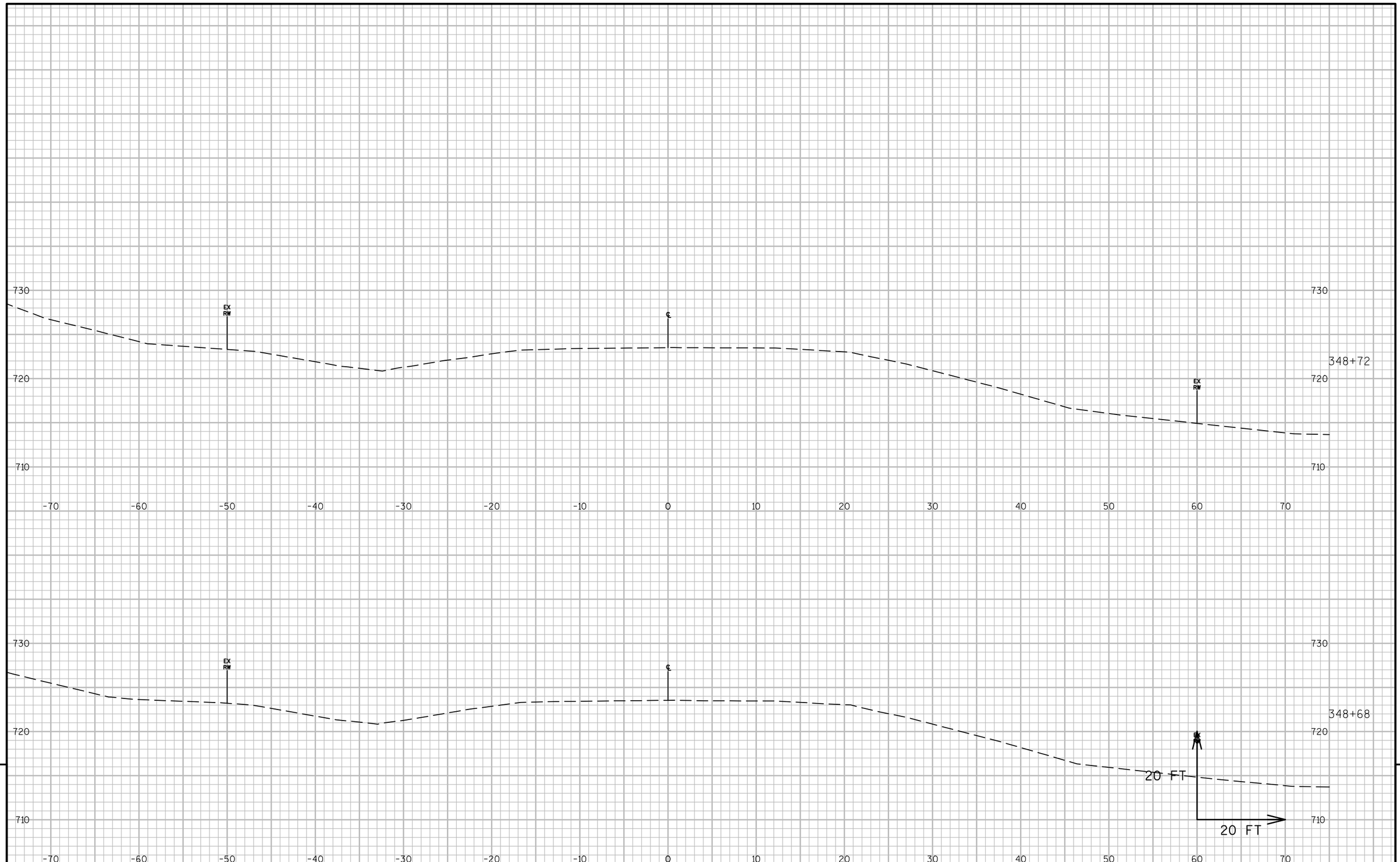
WISDOT/CADDS SHEET 49

730
720
710
730
720
710
730
720
710
730
720
710
EX RW
℄
EX RW
EX RW
℄
℄
3.1%
3.1%
1.2%
3.1%
3.1%
719.76 -33.56
722.55 -24.77
723.56 -10.13
723.87 0.00
724.03 13.05
724.08 20.06
348+31
347+54
20 FT
20 FT
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

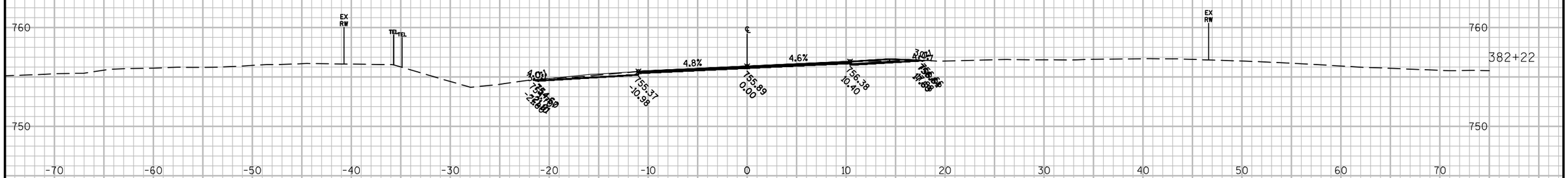
PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 292	E



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 293	E



9

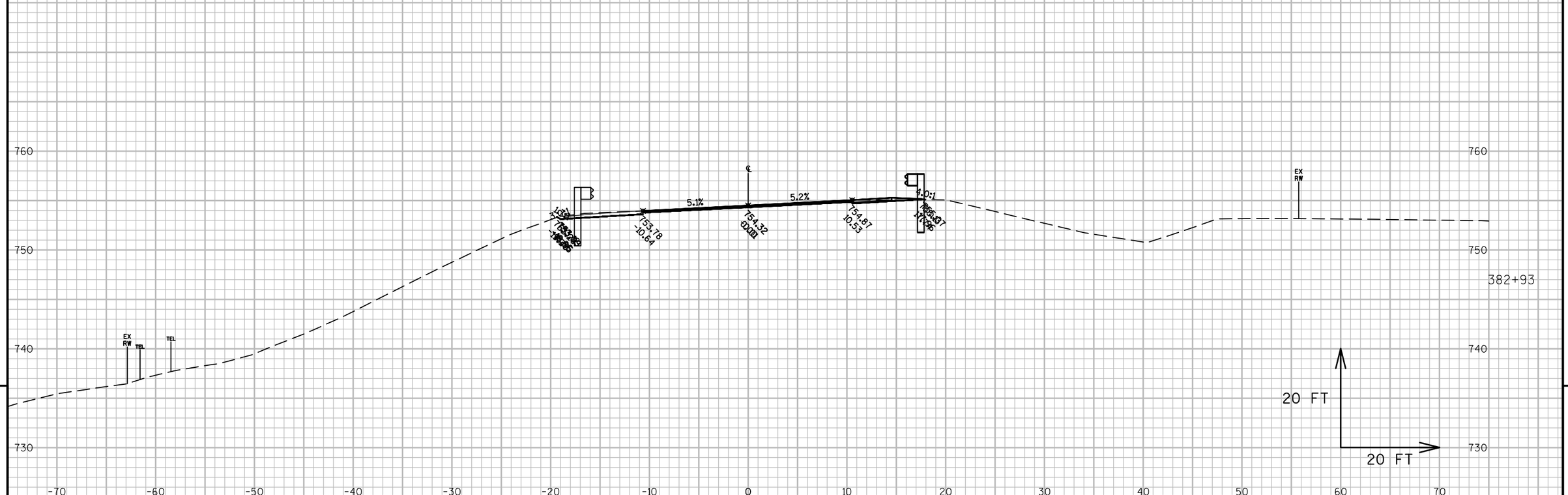
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 294	E

760
750
740
730
760
750
740
730
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
EX RW
TEL
TEL
TEL
EX RW
5.5%
5.0%
4.0:1
753.98 -10.62
754.57 0.00
755.10 10.59
755.36 11.78
5.2%
5.8%
4.0:1
754.51 -10.74
755.06 0.00
755.67 10.52
755.80 11.26
382+82
382+57
20 FT
20 FT
9
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 295 E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (77)
PLOT DATE : 6/21/2018 5:23 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 296	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (78)

PLOT DATE : 6/21/2018 5:24 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

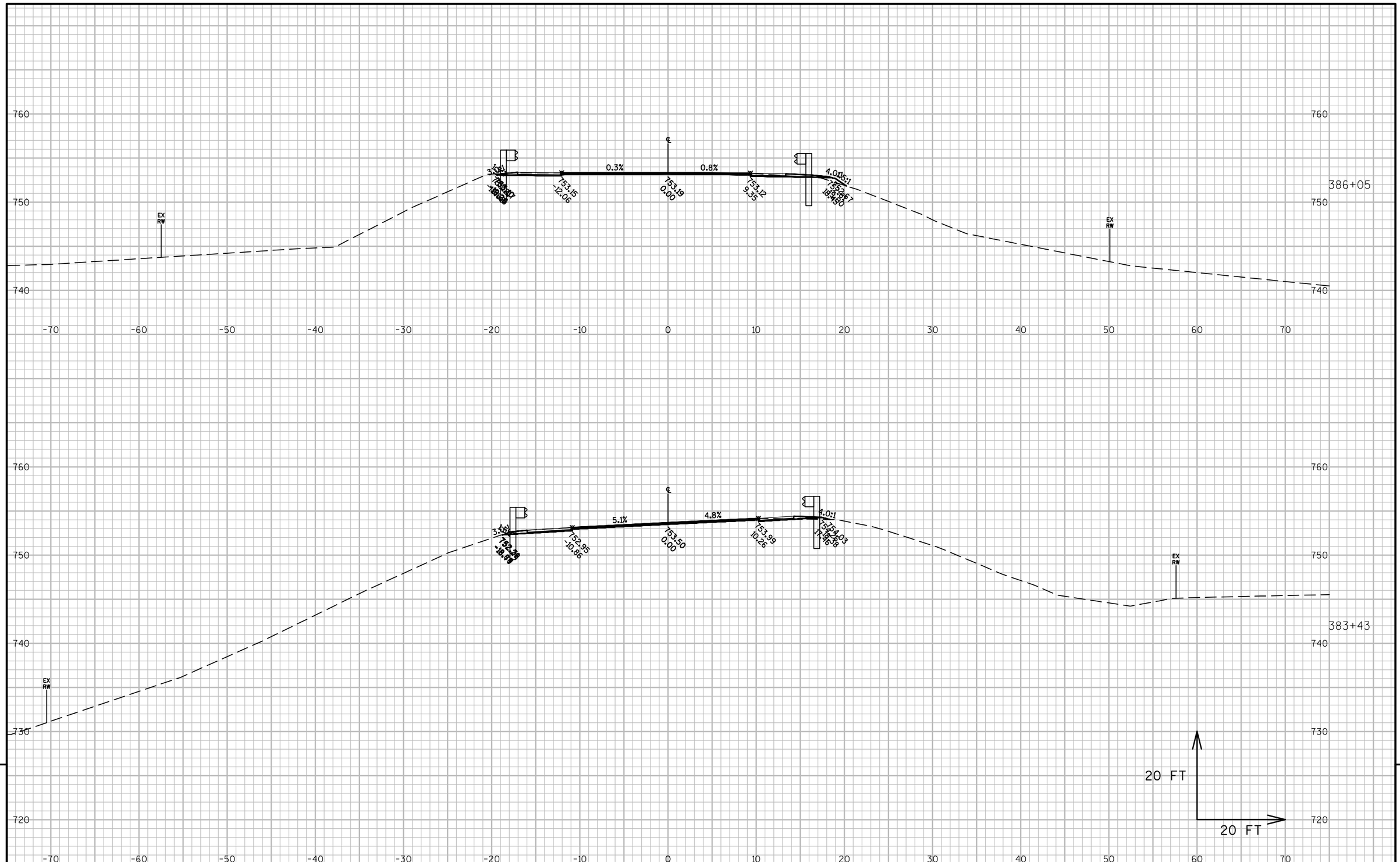
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 297	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (79)

PLOT DATE : 6/21/2018 5:25 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

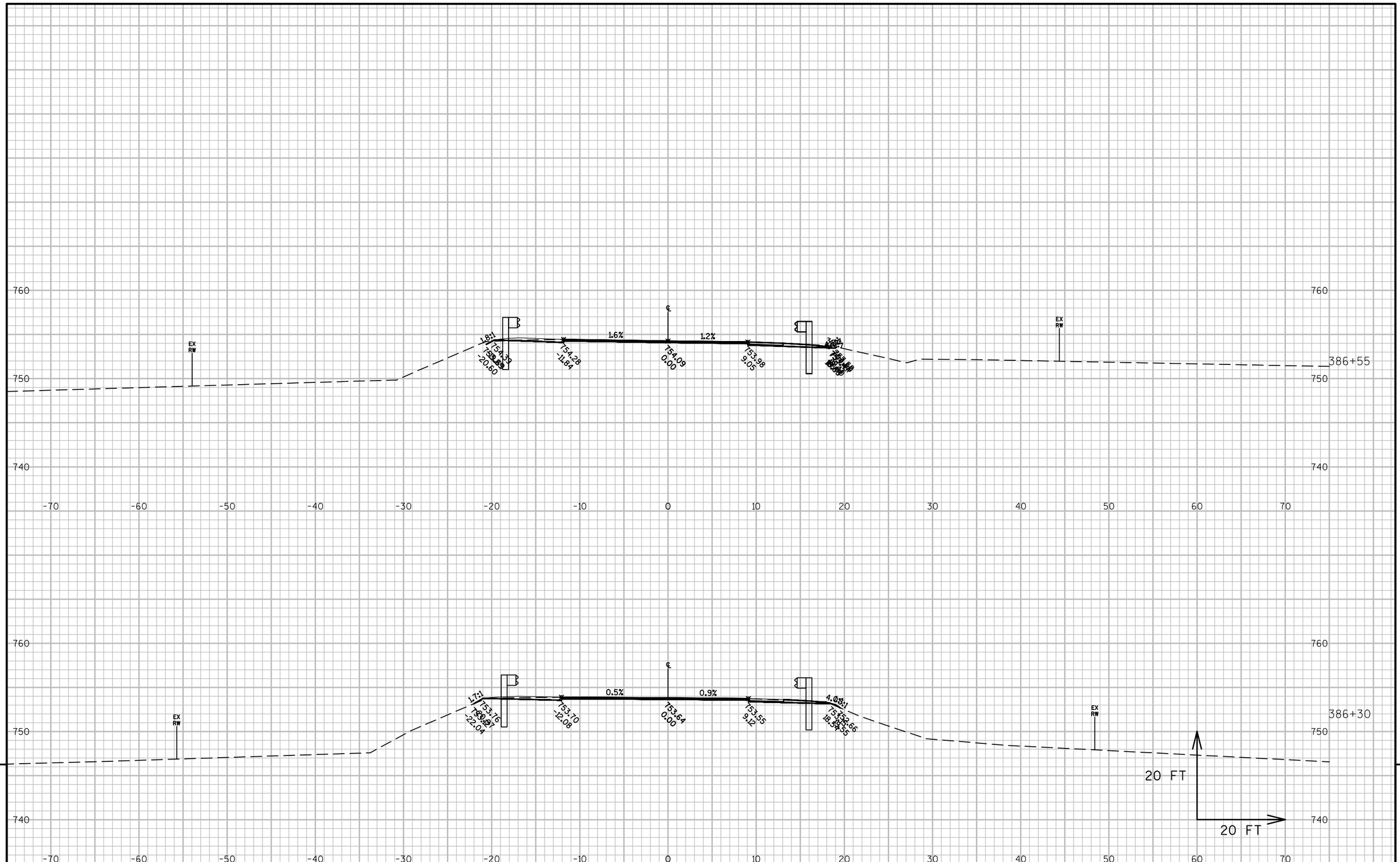
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 298 E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (80)

PLOT DATE : 6/21/2018 5:26 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

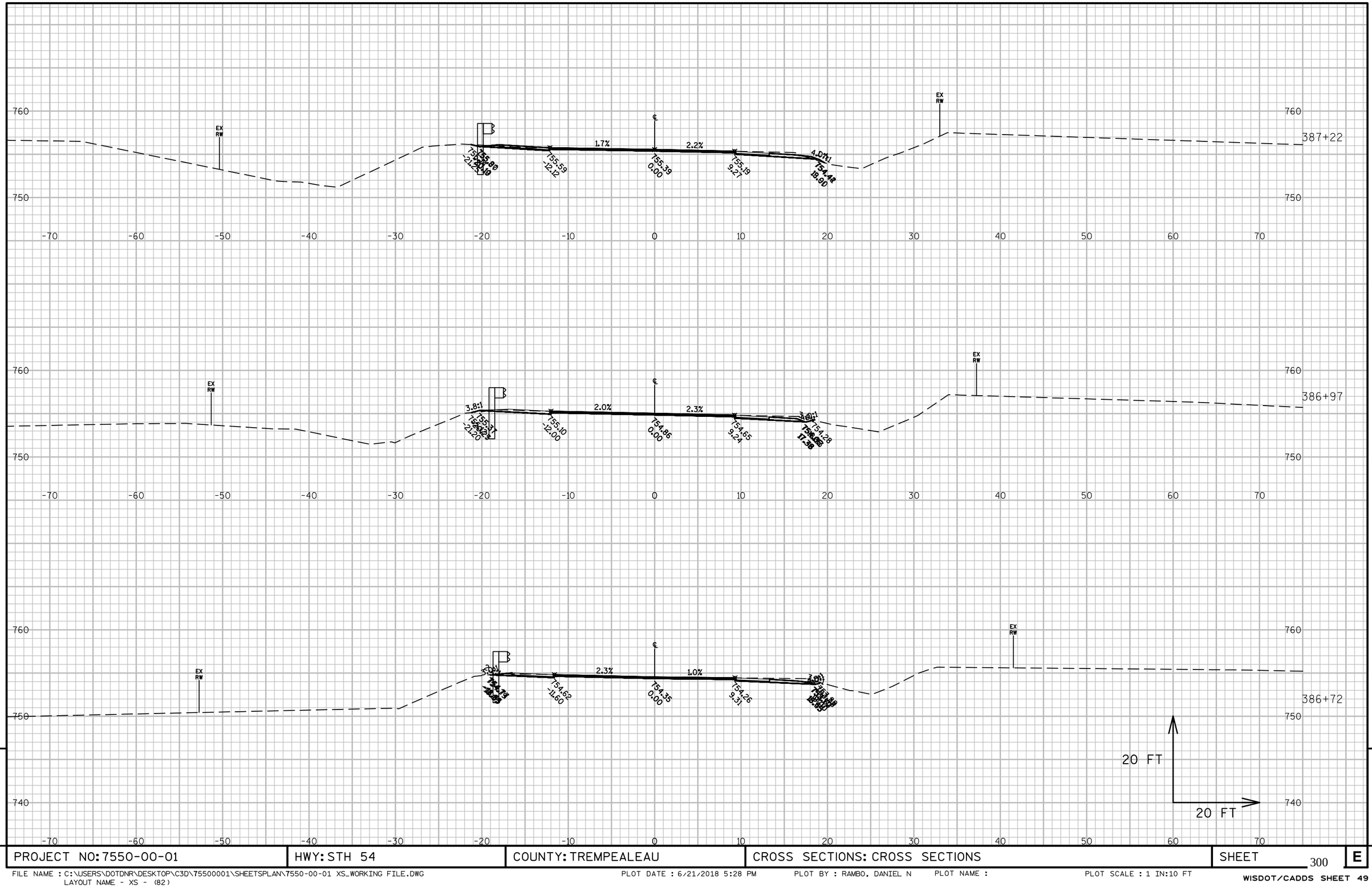
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 299	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (81)

PLOT DATE : 6/21/2018 5:27 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

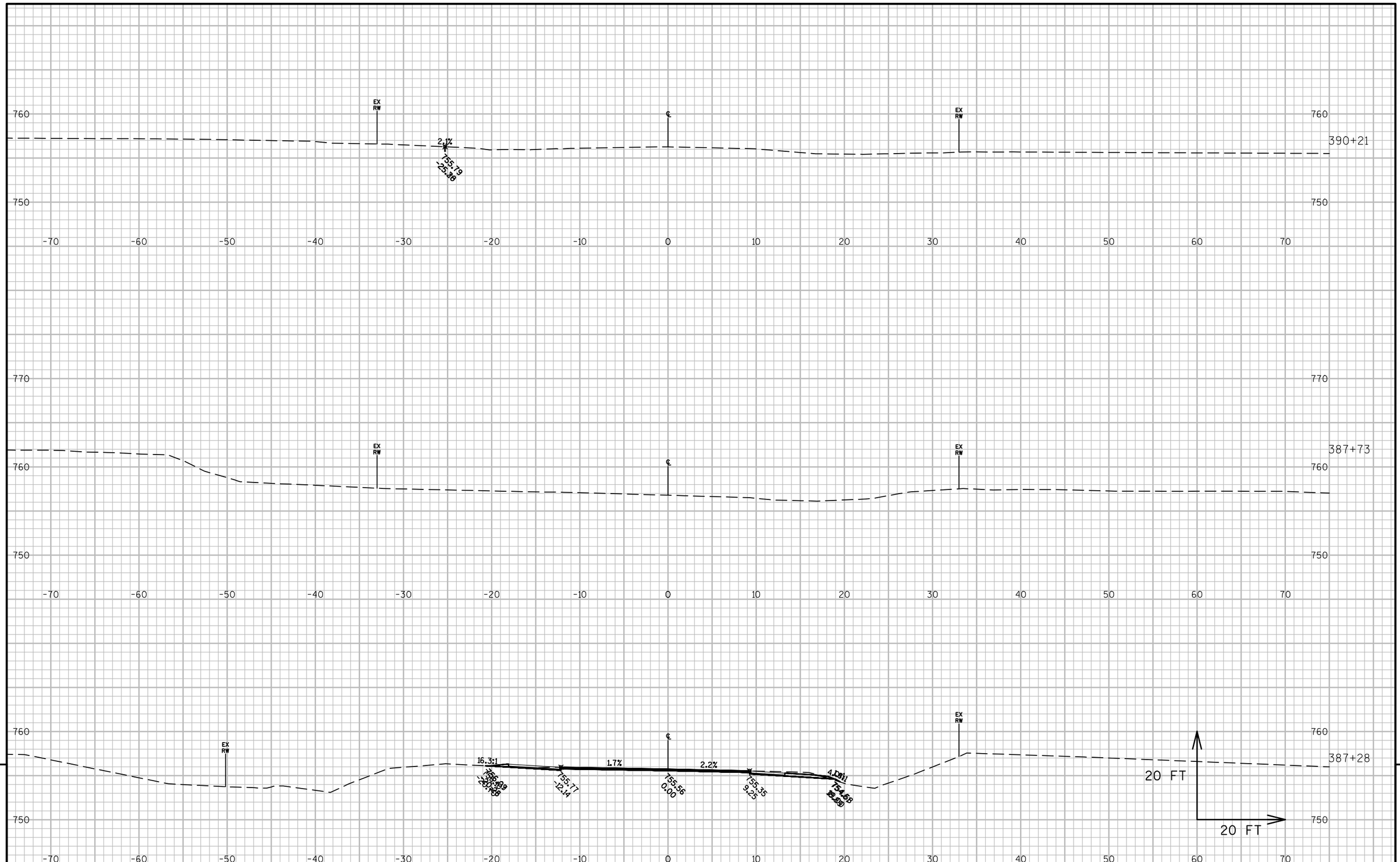


9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 300	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (82)
PLOT DATE : 6/21/2018 5:28 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 301	E

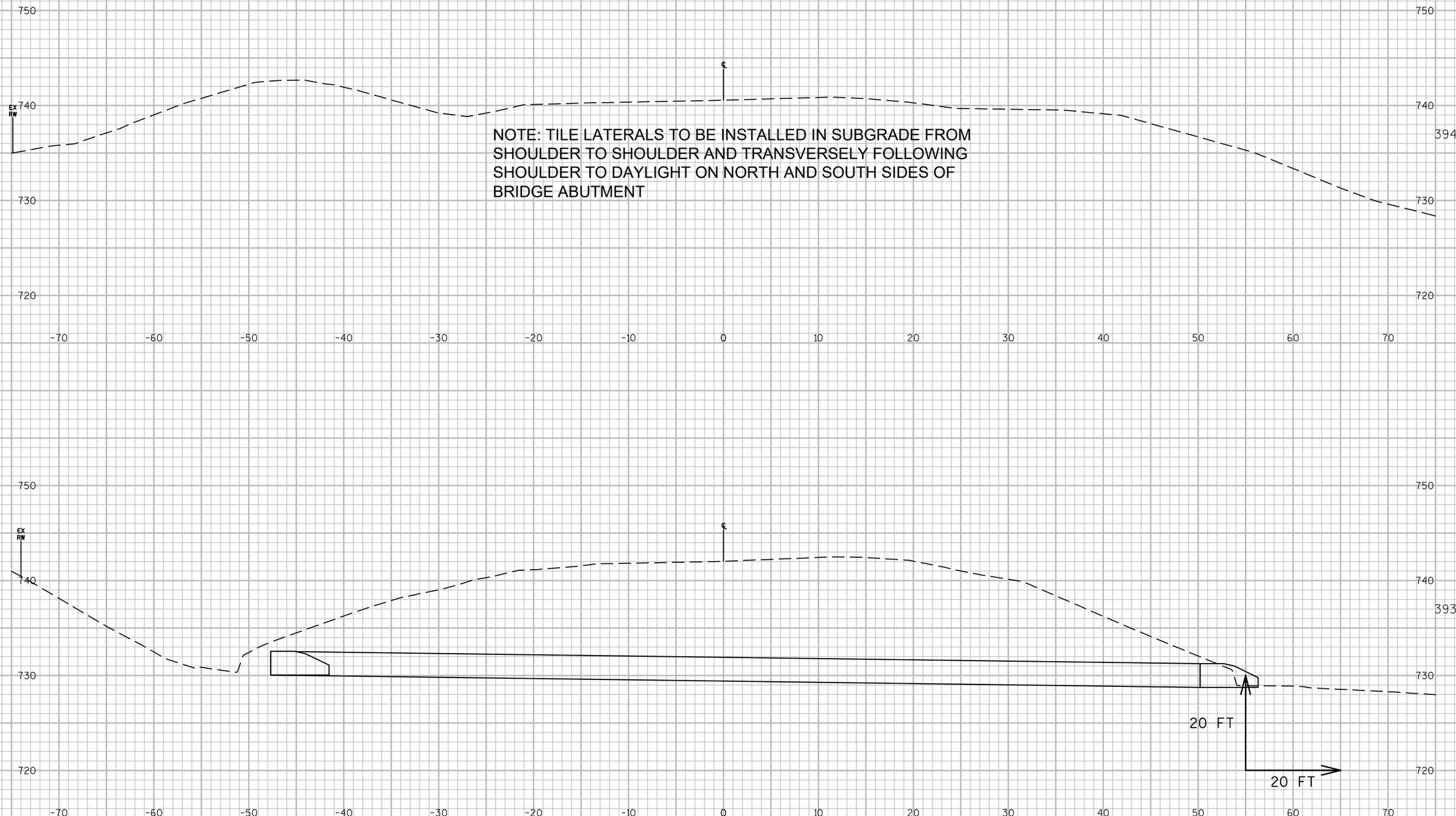
FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (83)
PLOT DATE : 6/21/2018 5:29 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49

760
750
740
730
EX RW
3.2%
752.22
-43.98
℄
392+32
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
EX RW
2.1%
755.29
-45.18
754.77
-40.59
GRADING FOR SIGHT DISTANCE
℄
EX RW
391+41
20 FT
20 FT

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 302	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (84)
PLOT DATE : 6/21/2018 5:30 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



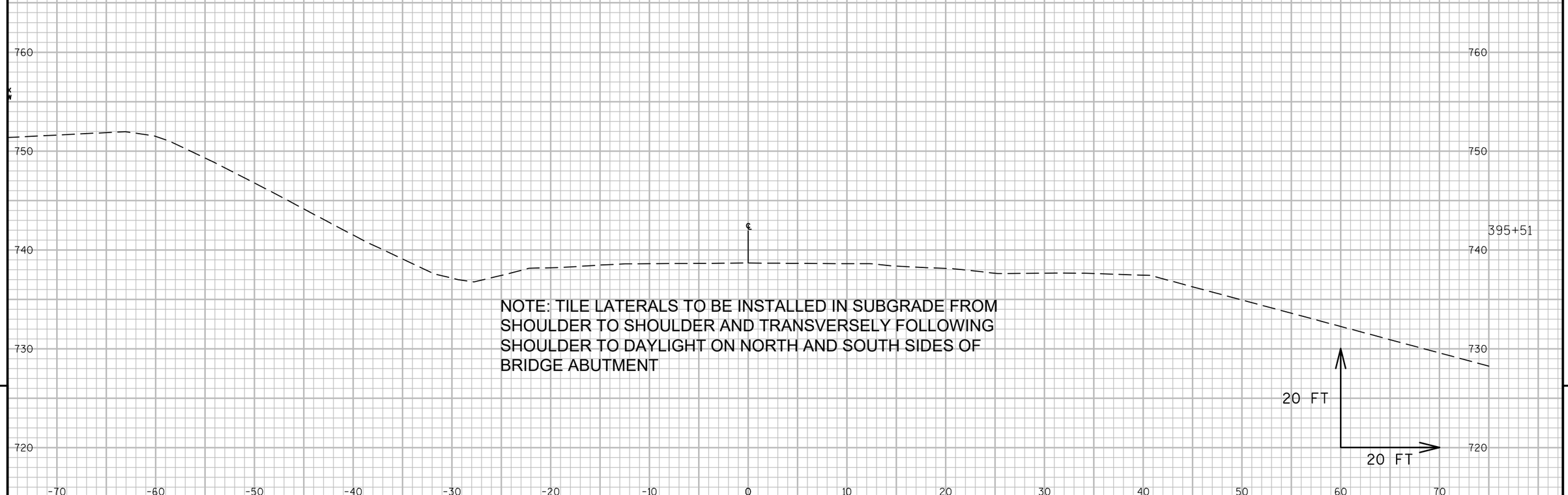
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 303	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (85)

PLOT DATE : 6/21/2018 5:30 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



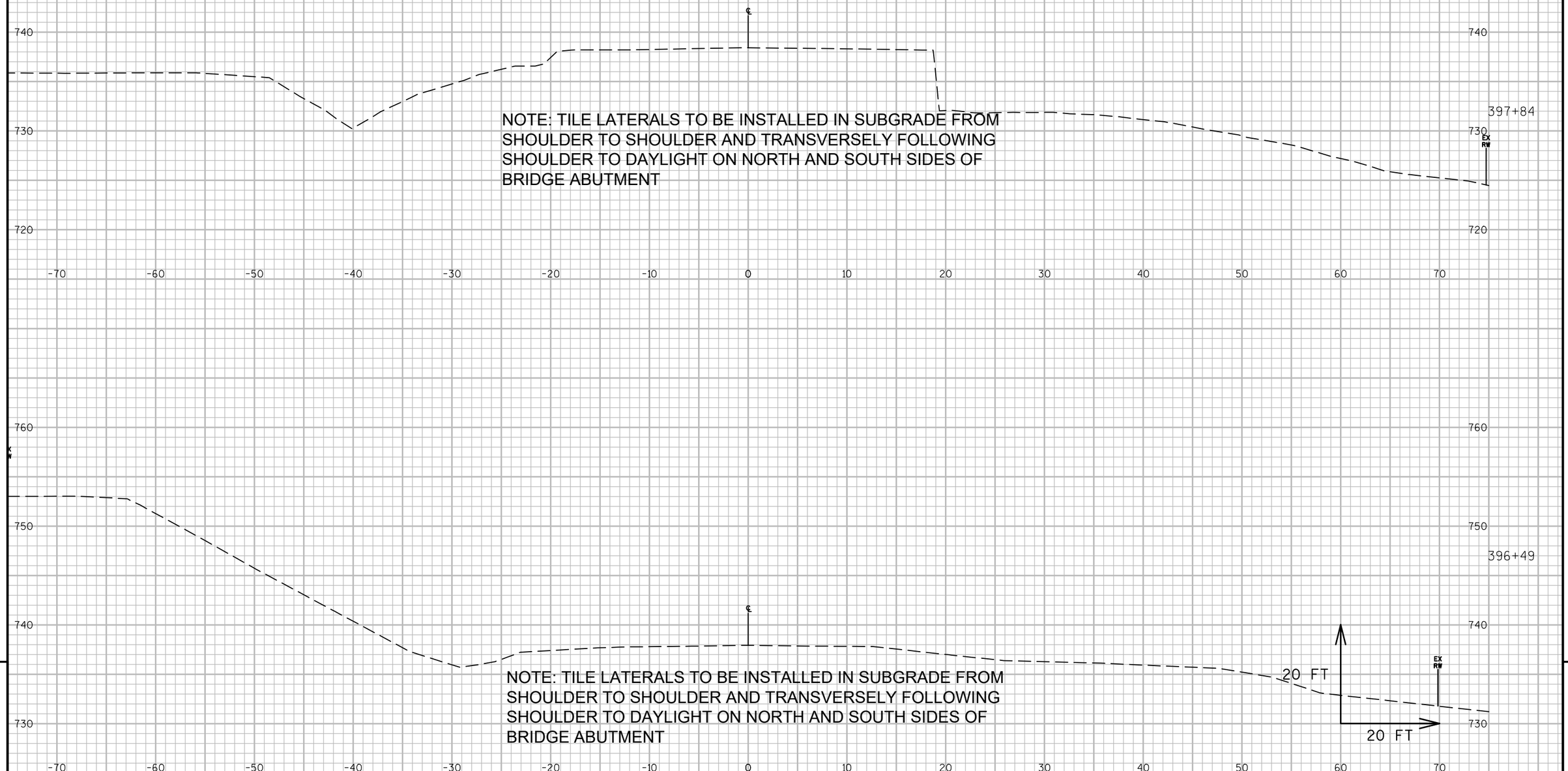
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 304	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (86)

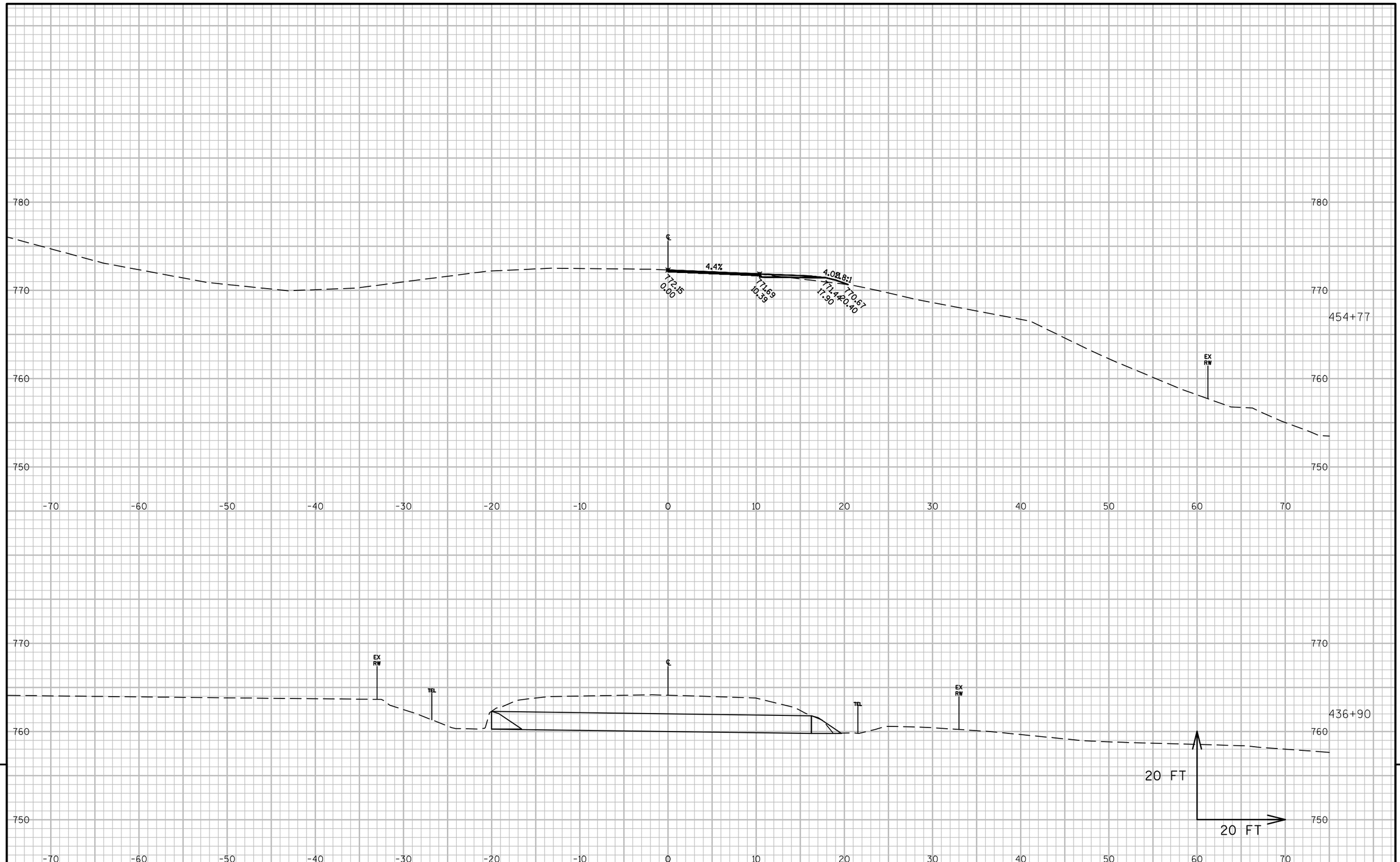
PLOT DATE : 6/21/2018 5:31 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9 9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 305	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (87)
PLOT DATE : 6/21/2018 5:32 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

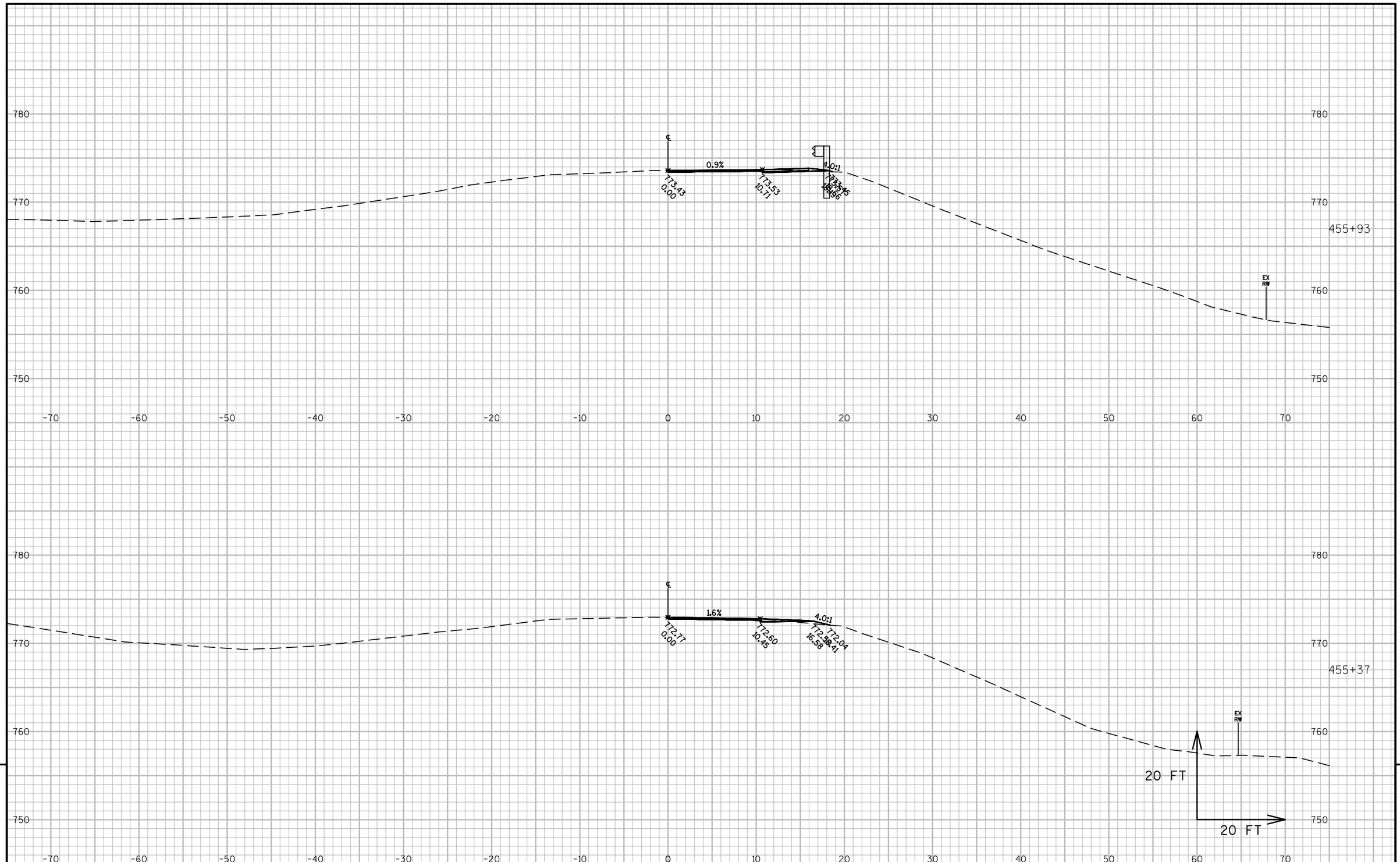


PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 306 E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (88)

PLOT DATE : 6/21/2018 5:33 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

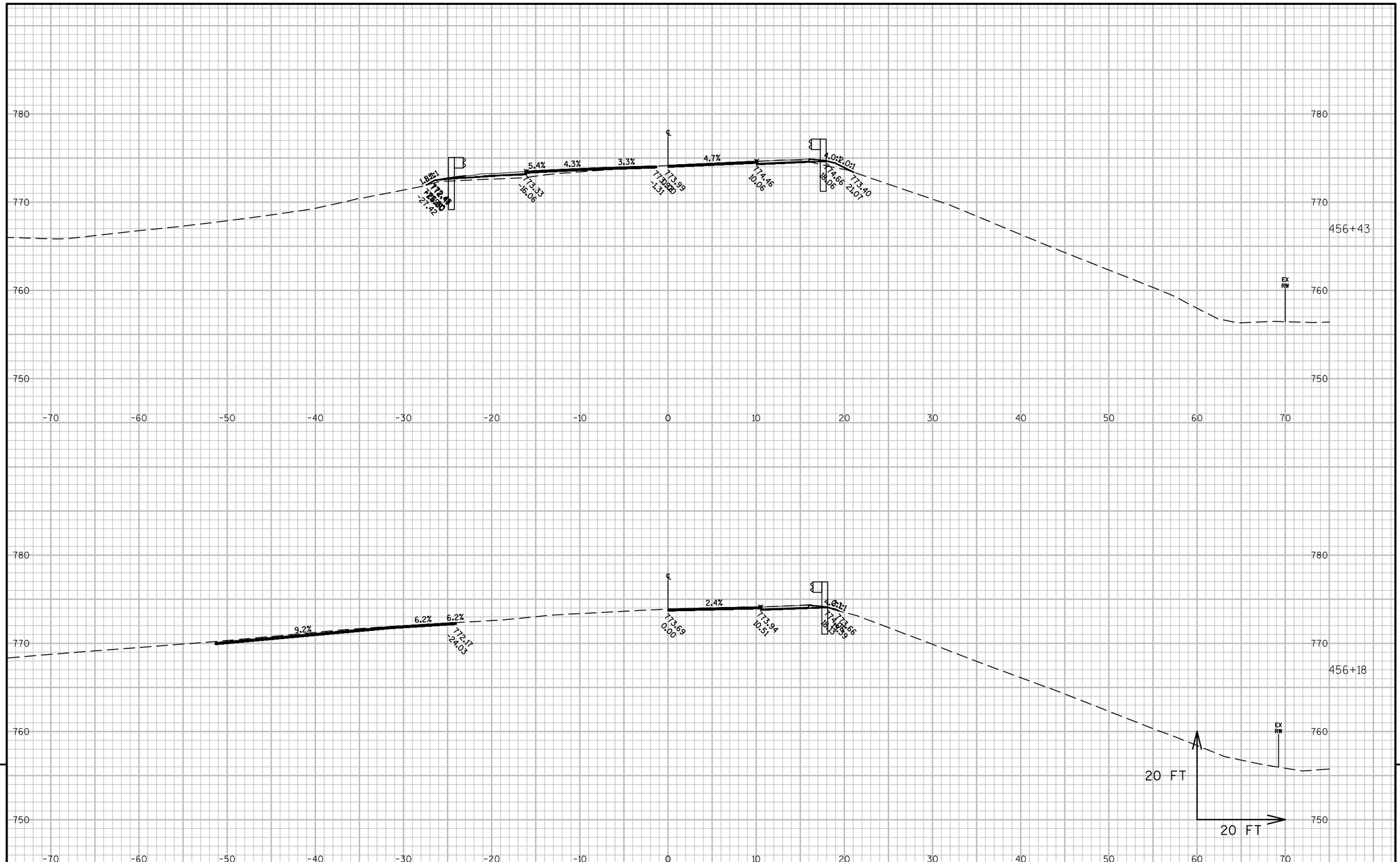
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 307	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (89)

PLOT DATE : 6/21/2018 5:34 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

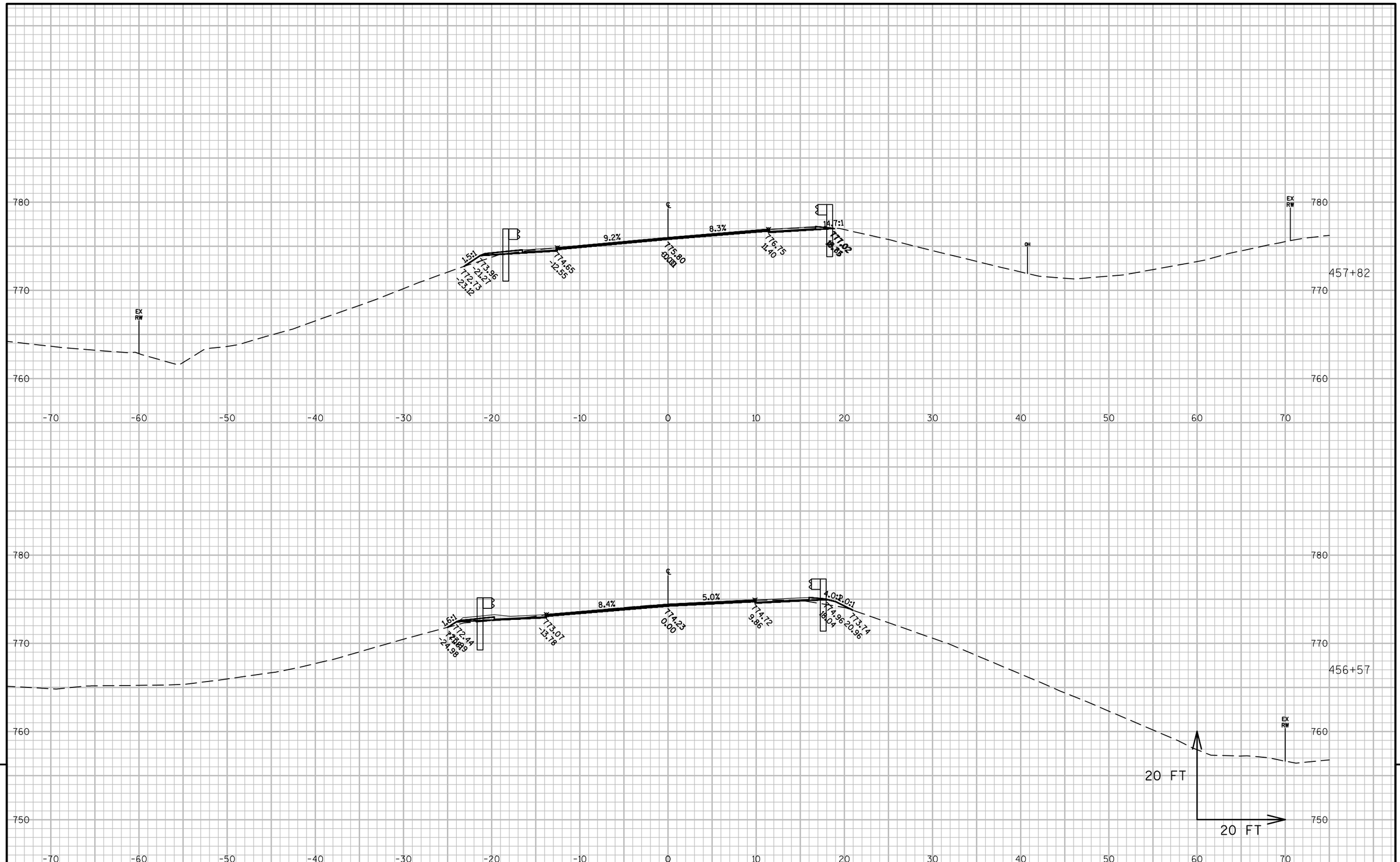
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 308	E



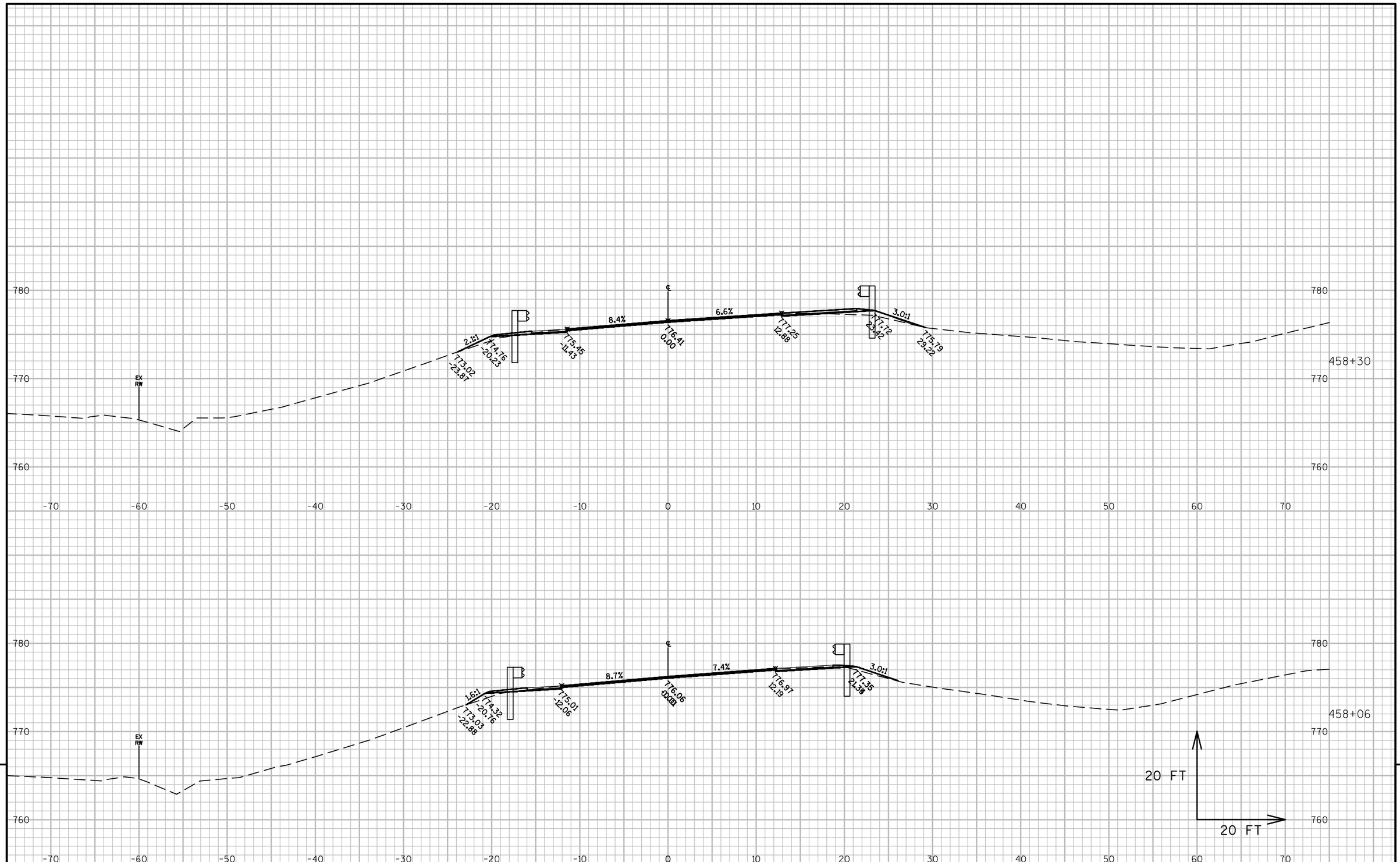
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 309	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (91)

PLOT DATE : 6/21/2018 5:36 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



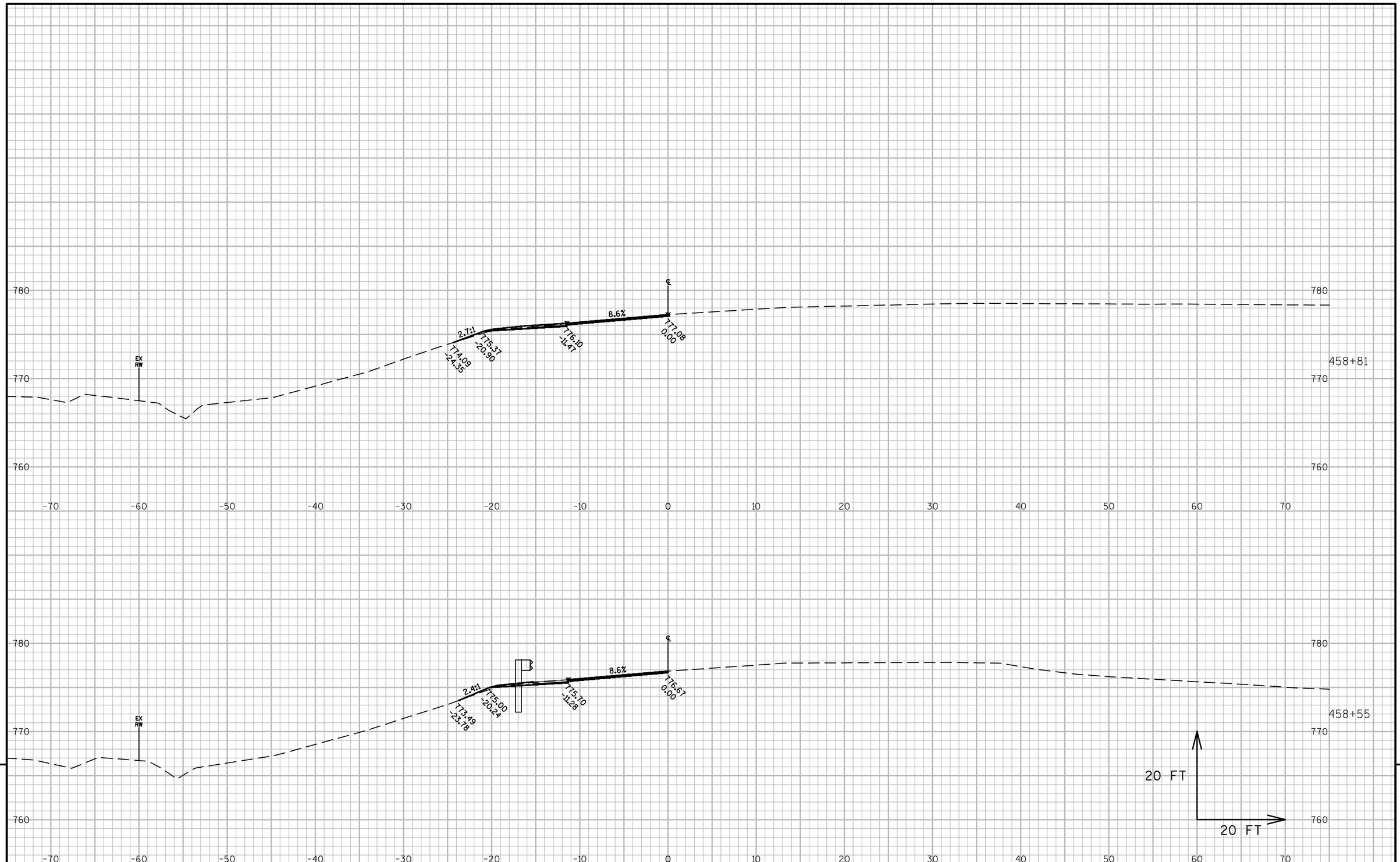
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 310	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (92)

PLOT DATE : 6/21/2018 5:37 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



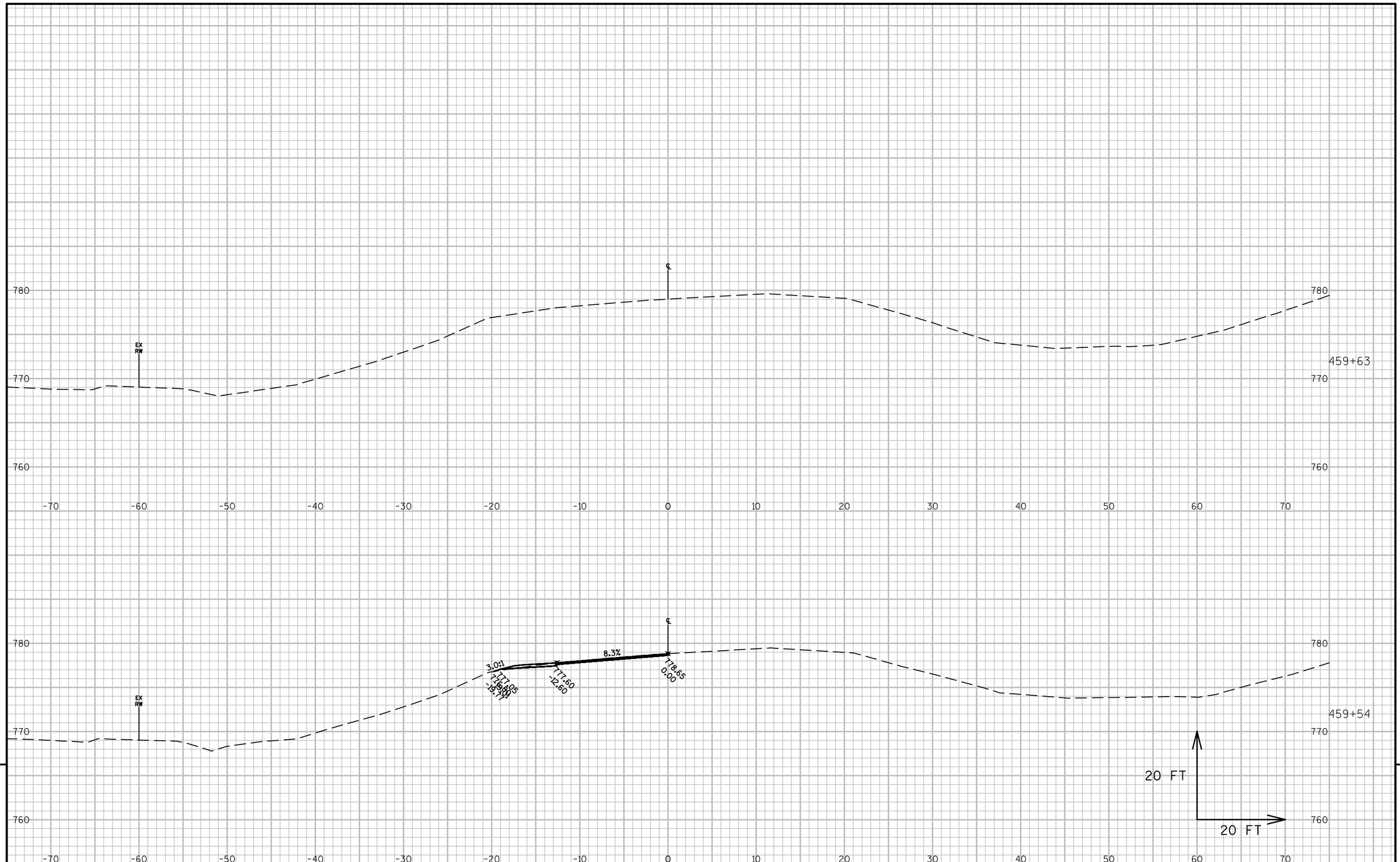
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 311	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (93)

PLOT DATE : 6/21/2018 5:38 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 312	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (94)

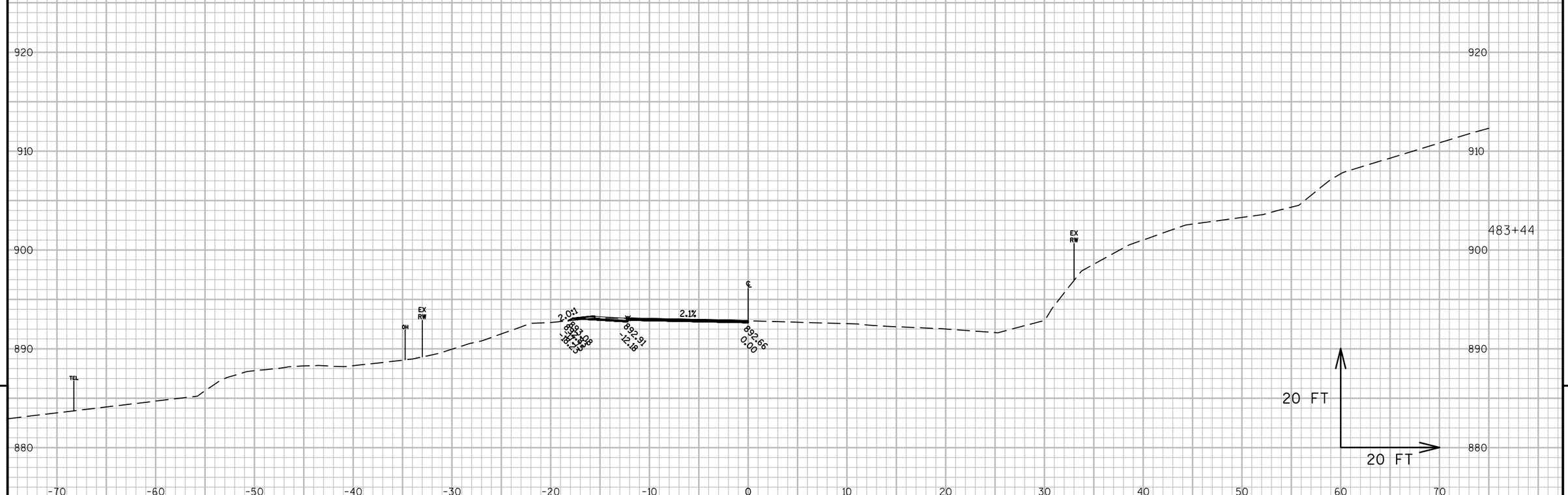
PLOT DATE : 6/21/2018 5:39 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 313	E



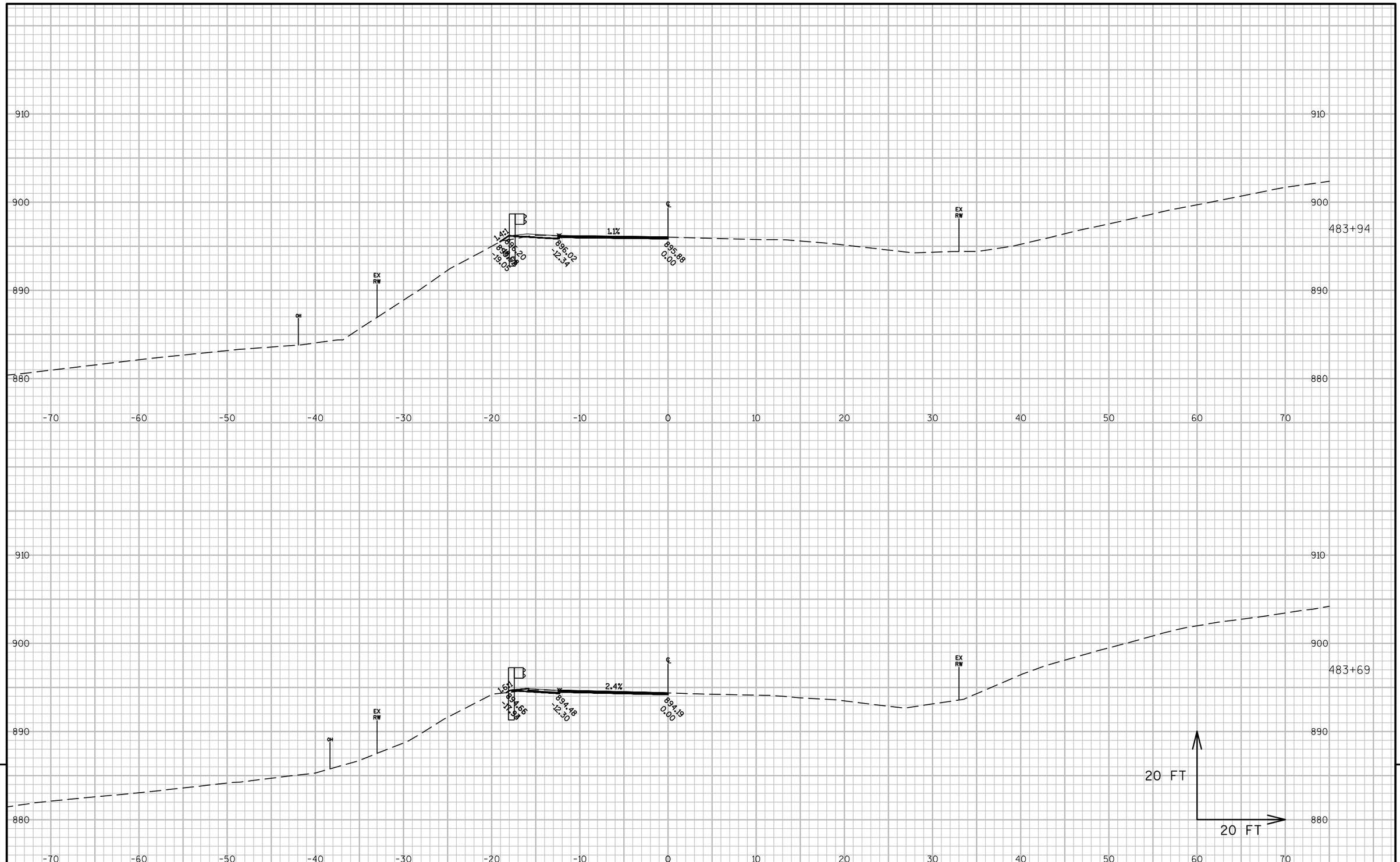
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 314	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (96)

PLOT DATE : 6/21/2018 5:41 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 315	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (97)

PLOT DATE : 6/21/2018 5:42 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

980
970
960
950
940
930
920
910
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

493+39

489+28

TEL
CH
EX RW
EX RW
EX RW
EX RW
℄
℄
2.8%
5.1%
5.1%
5.0%
12:1
963.78
-18.23
963.61
-11.25
963.30
0.00
930.42
-22.52
932.89
-14.48
933.62
0.00
926.07
-30.20
20 FT
20 FT

9

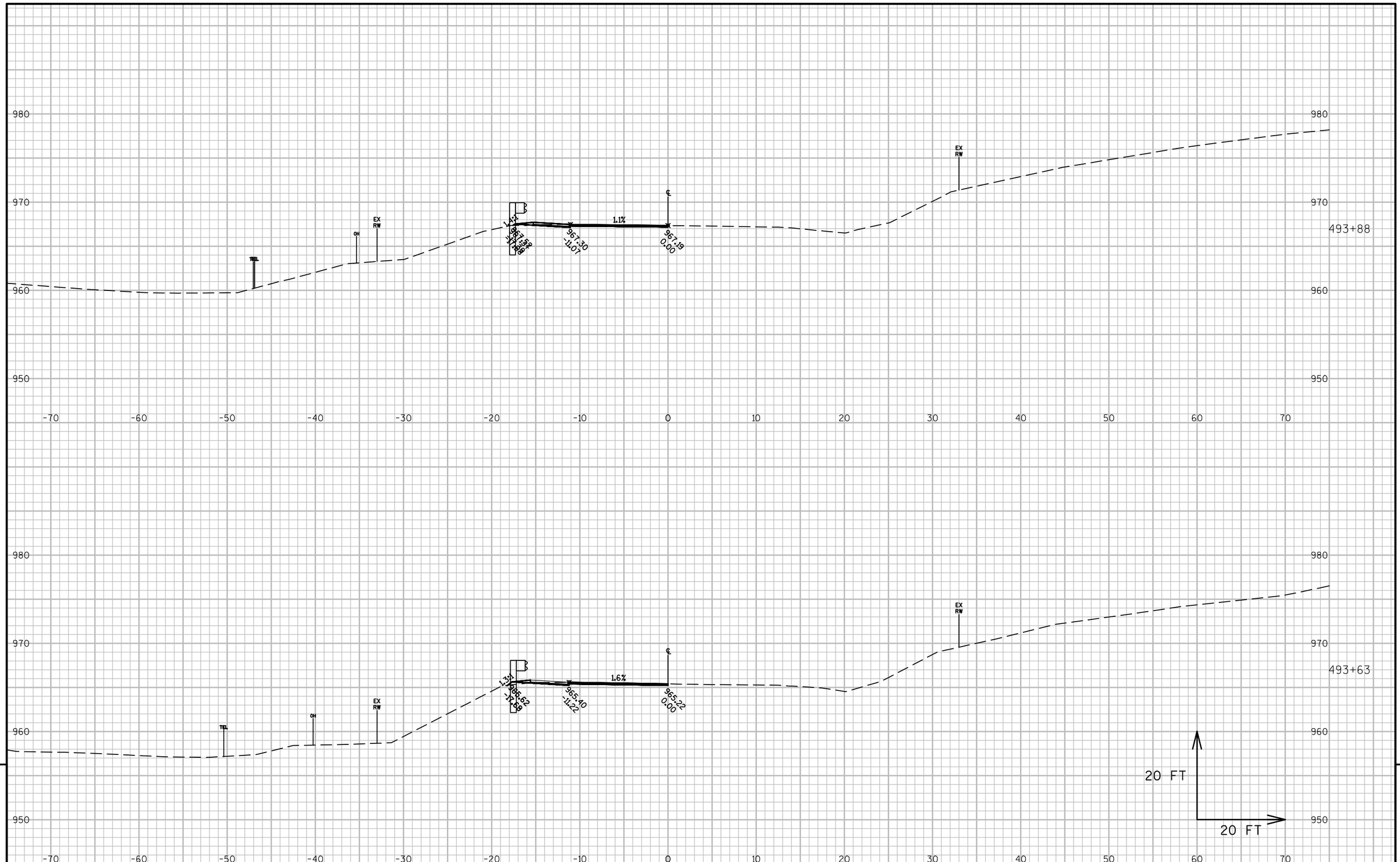
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 316	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (98)

PLOT DATE : 6/21/2018 5:43 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

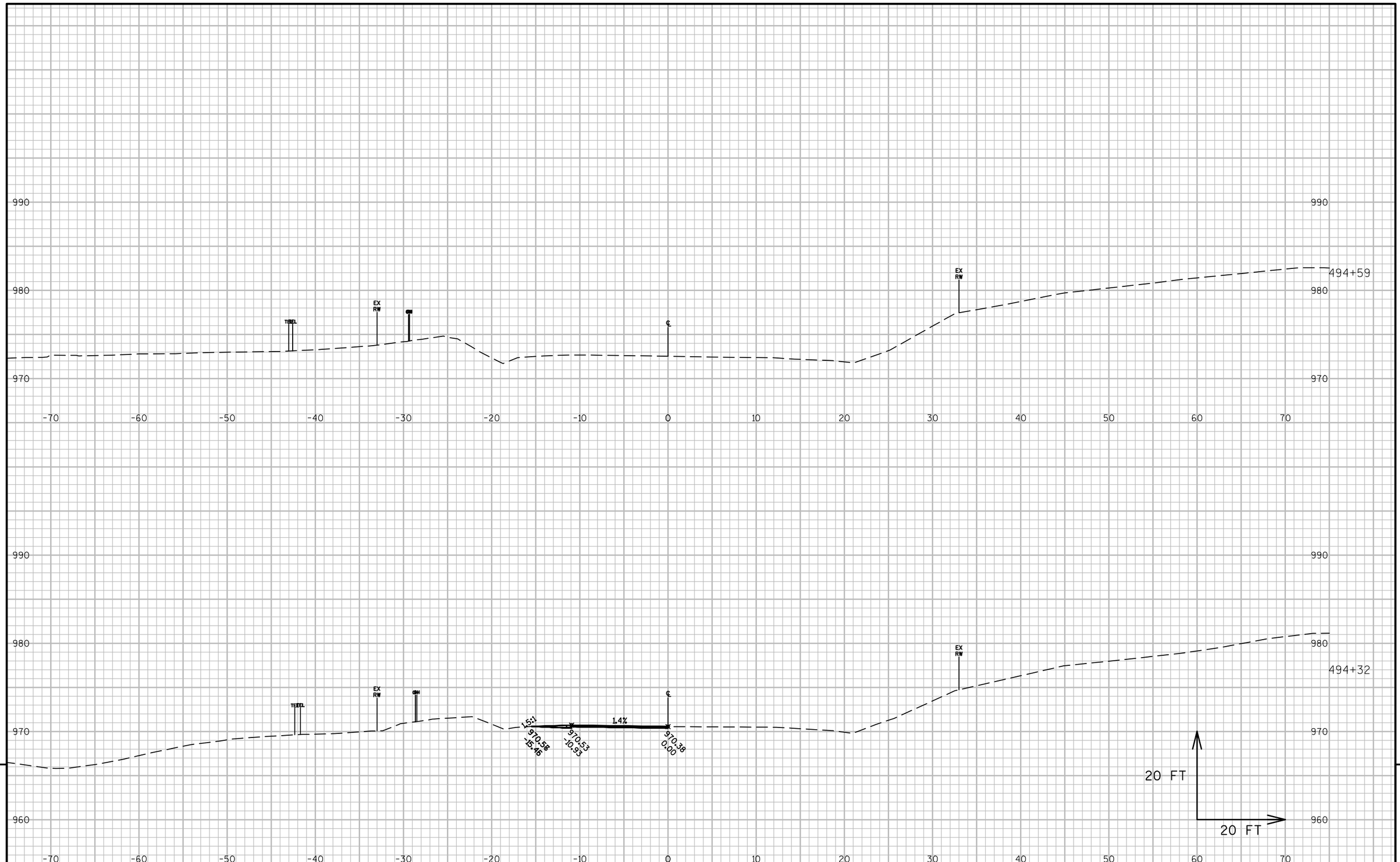


PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 317	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (99)

PLOT DATE : 6/21/2018 5:44 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

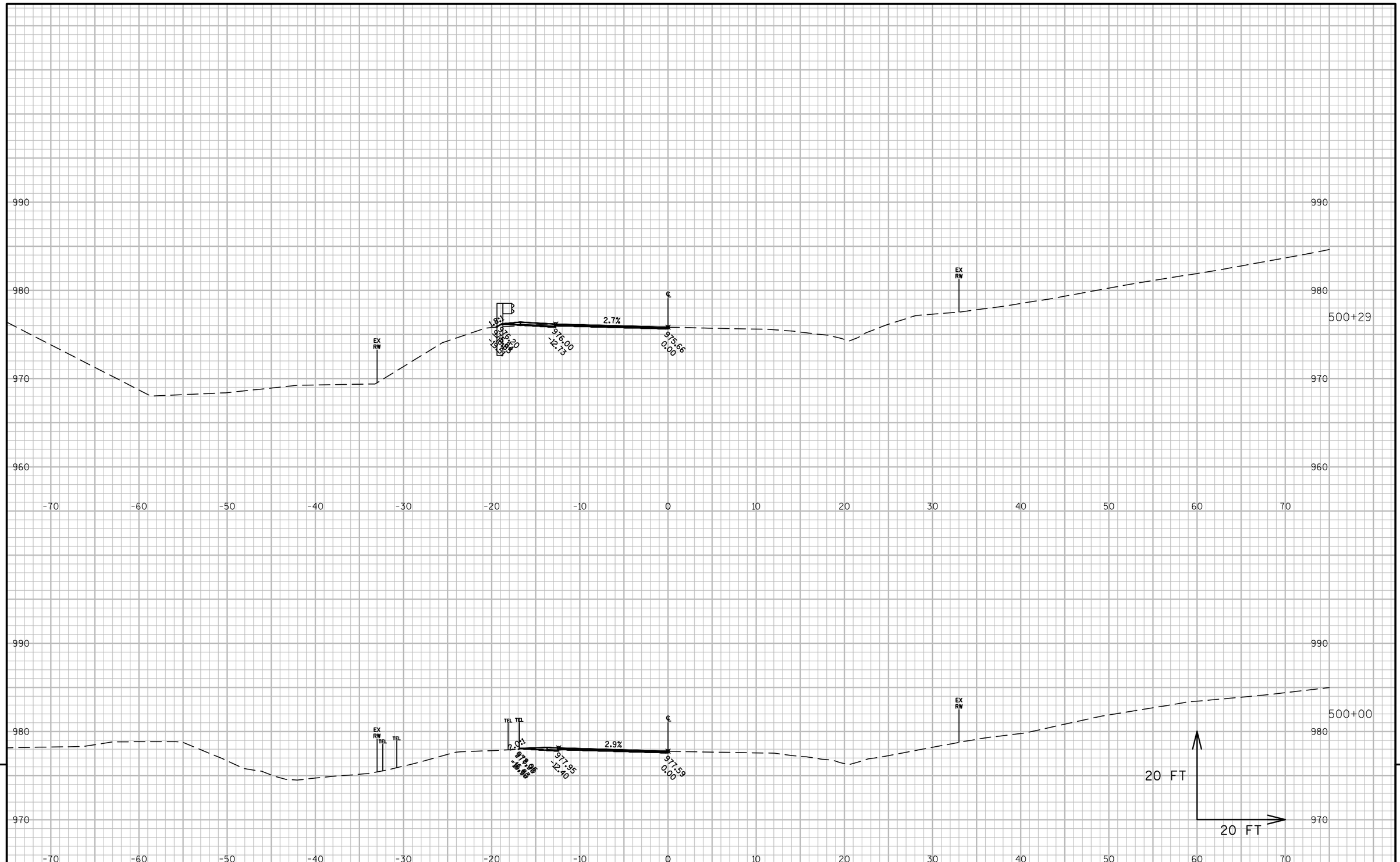
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 318	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (100)

PLOT DATE : 6/21/2018 5:45 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

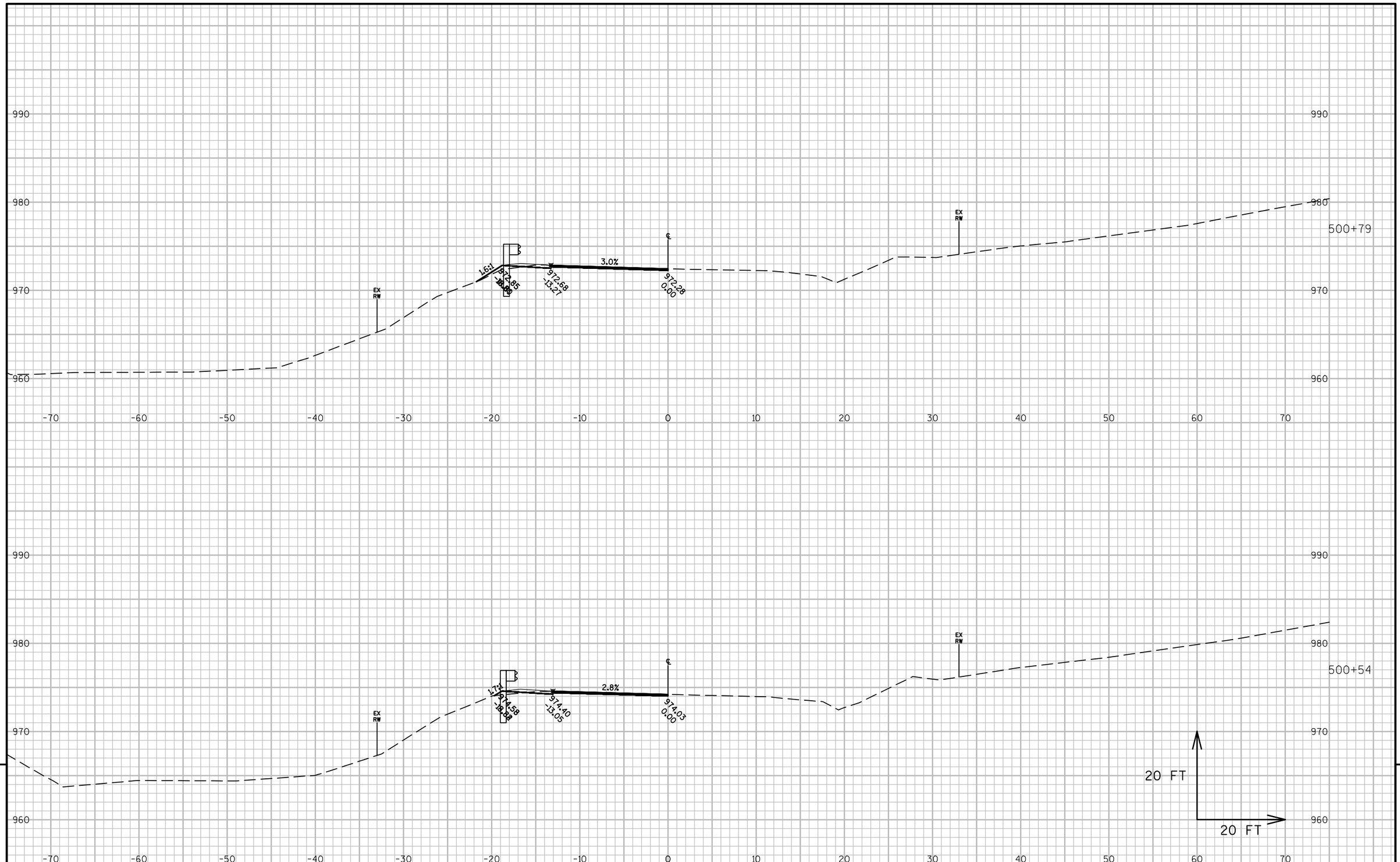
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 319	E



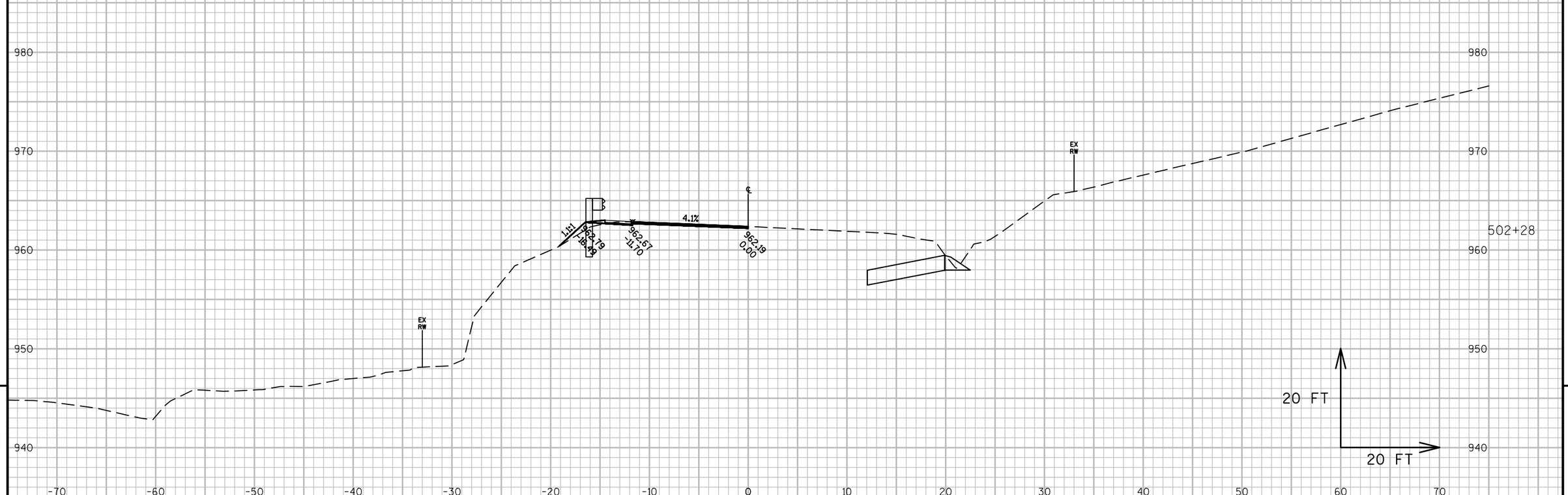
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 320	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (102)

PLOT DATE : 6/21/2018 5:47 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 321	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (103)

PLOT DATE : 6/21/2018 5:48 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

960
950
940
930
920
910
900

EX RW
1:4%
946.48
-19.38
936.66
-14.13
1.1%
936.51
0.00
EX RW

506+06

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

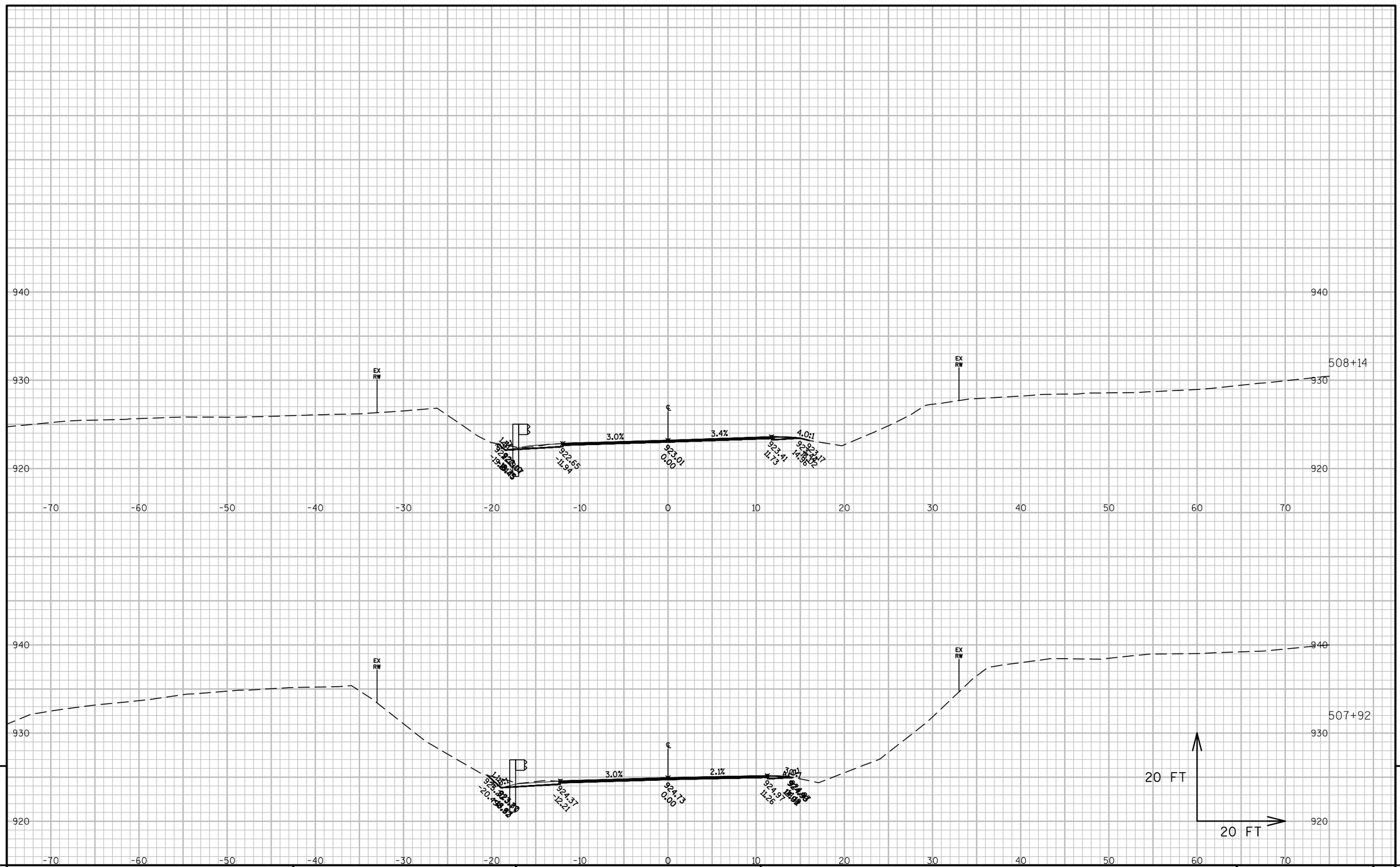
20 FT
20 FT

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 322	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (104)

PLOT DATE : 6/21/2018 5:49 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



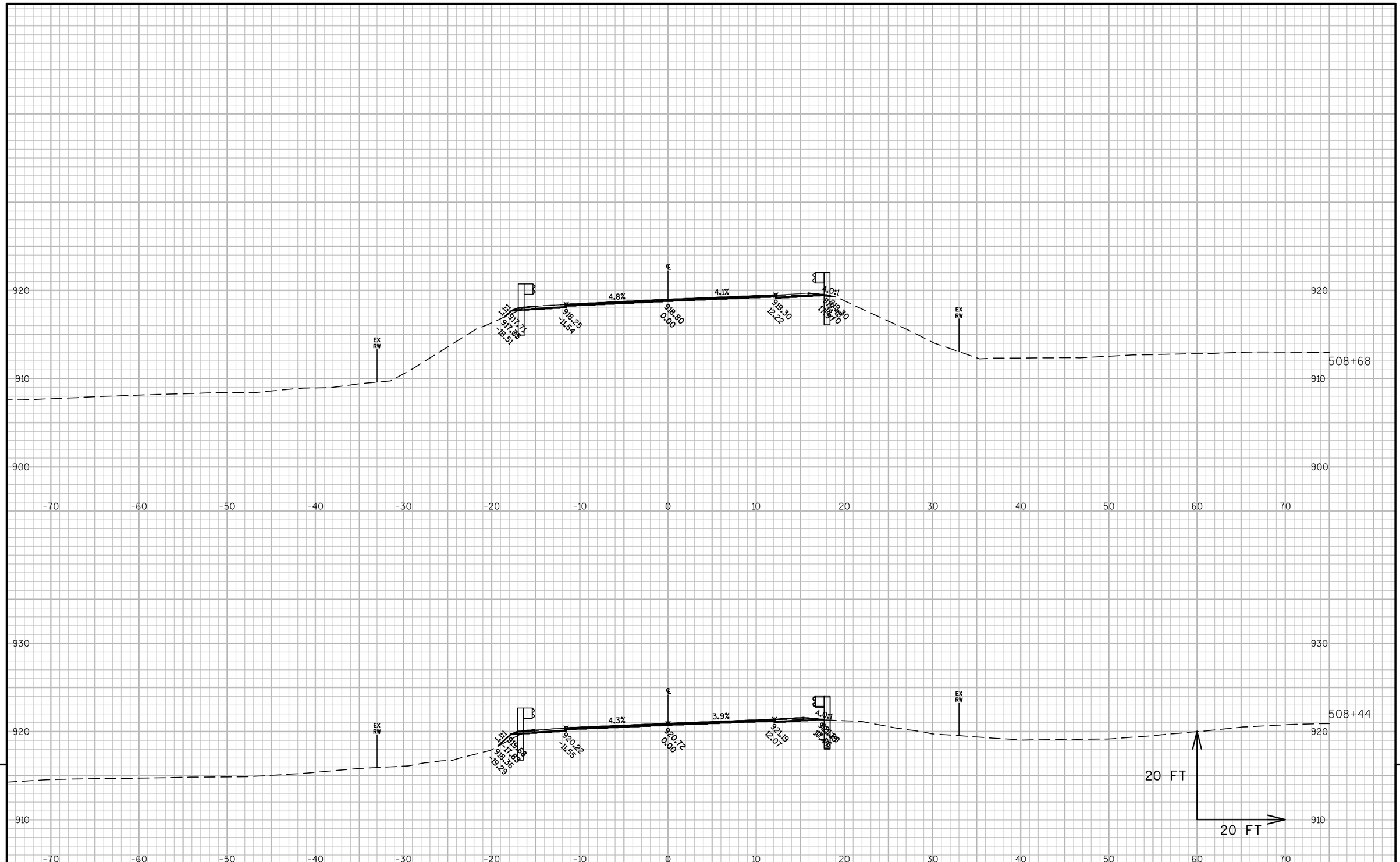
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 323	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (105)

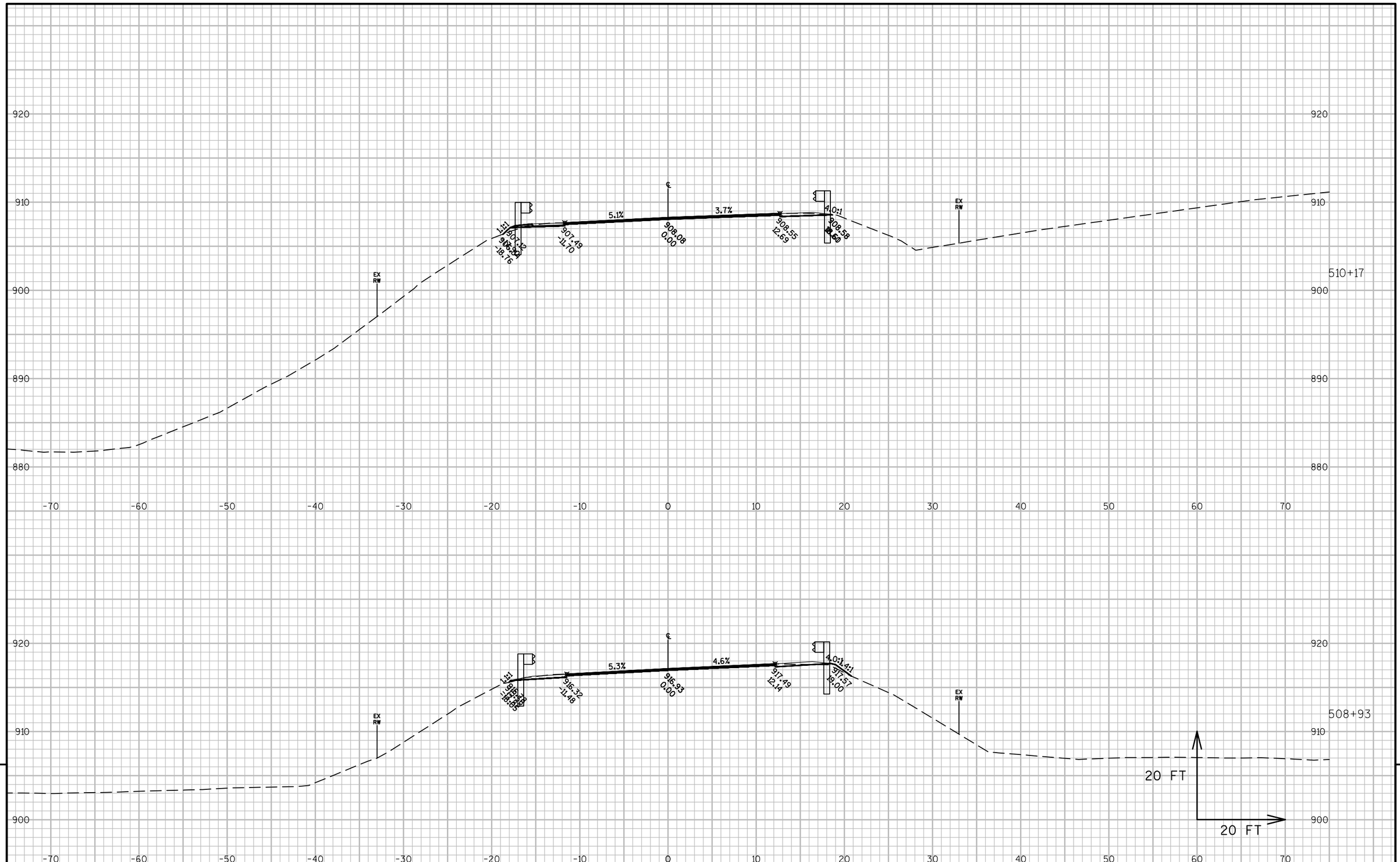
PLOT DATE : 6/21/2018 5:50 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 324	E



9

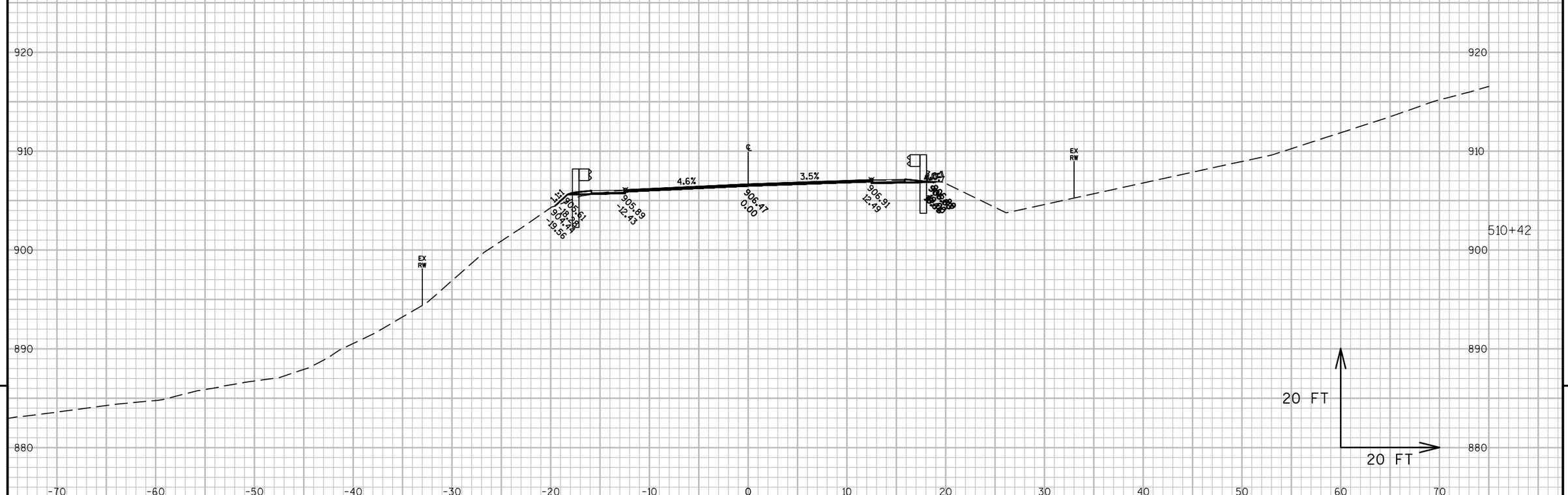
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 325	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (107)

PLOT DATE : 6/21/2018 5:52 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

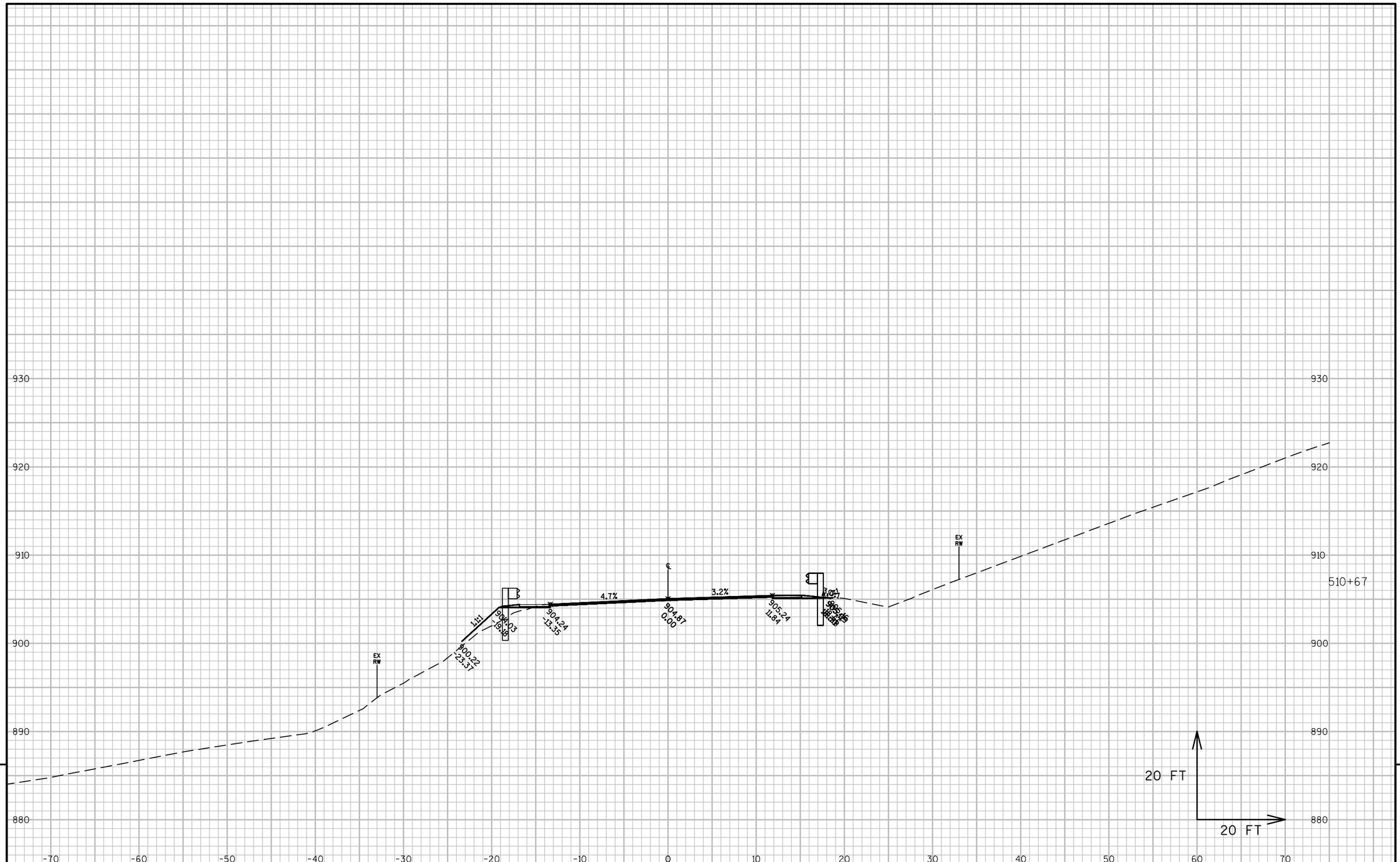
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 326	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (108)

PLOT DATE : 6/21/2018 5:53 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



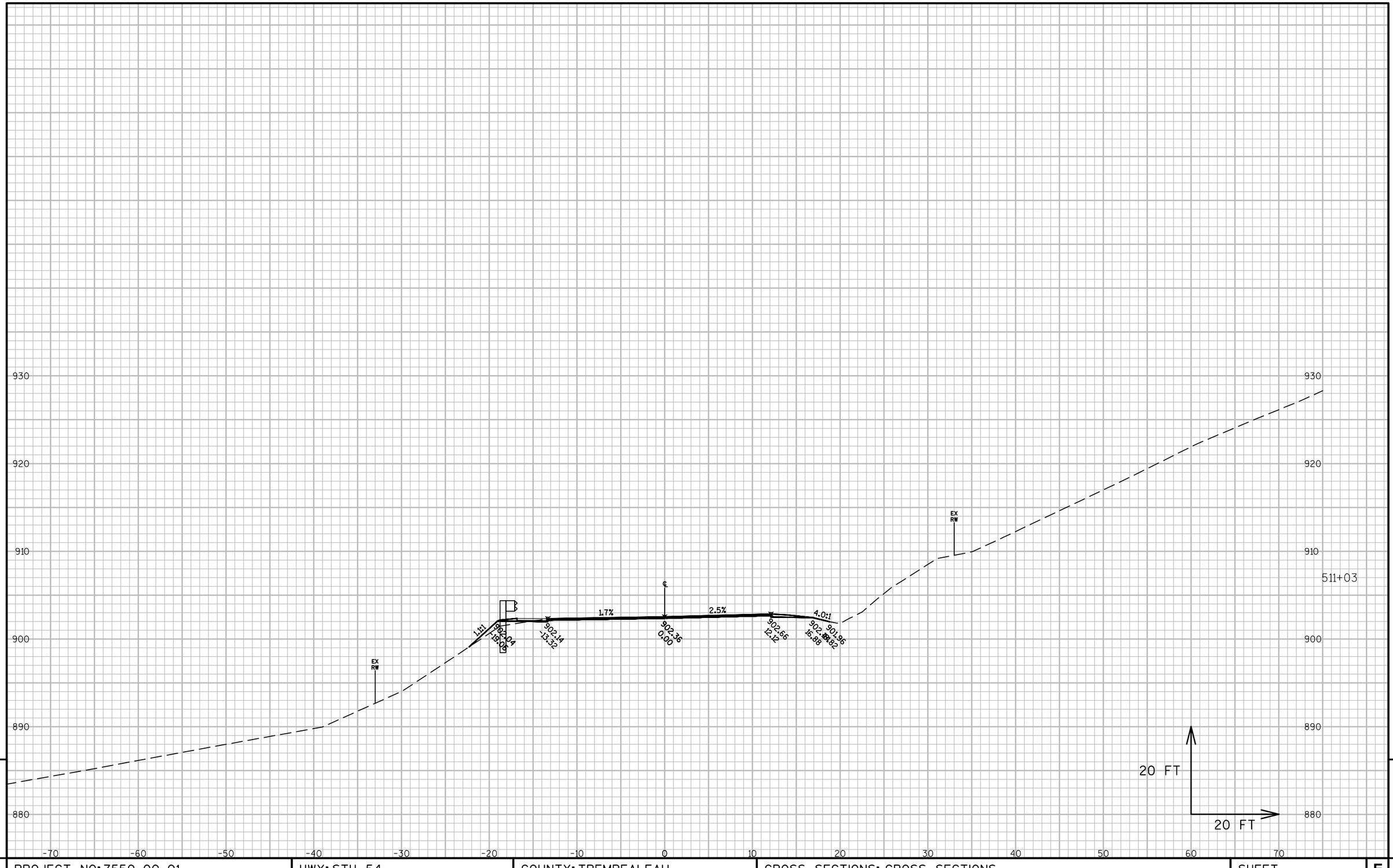
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 327	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (109)

PLOT DATE : 6/21/2018 5:54 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



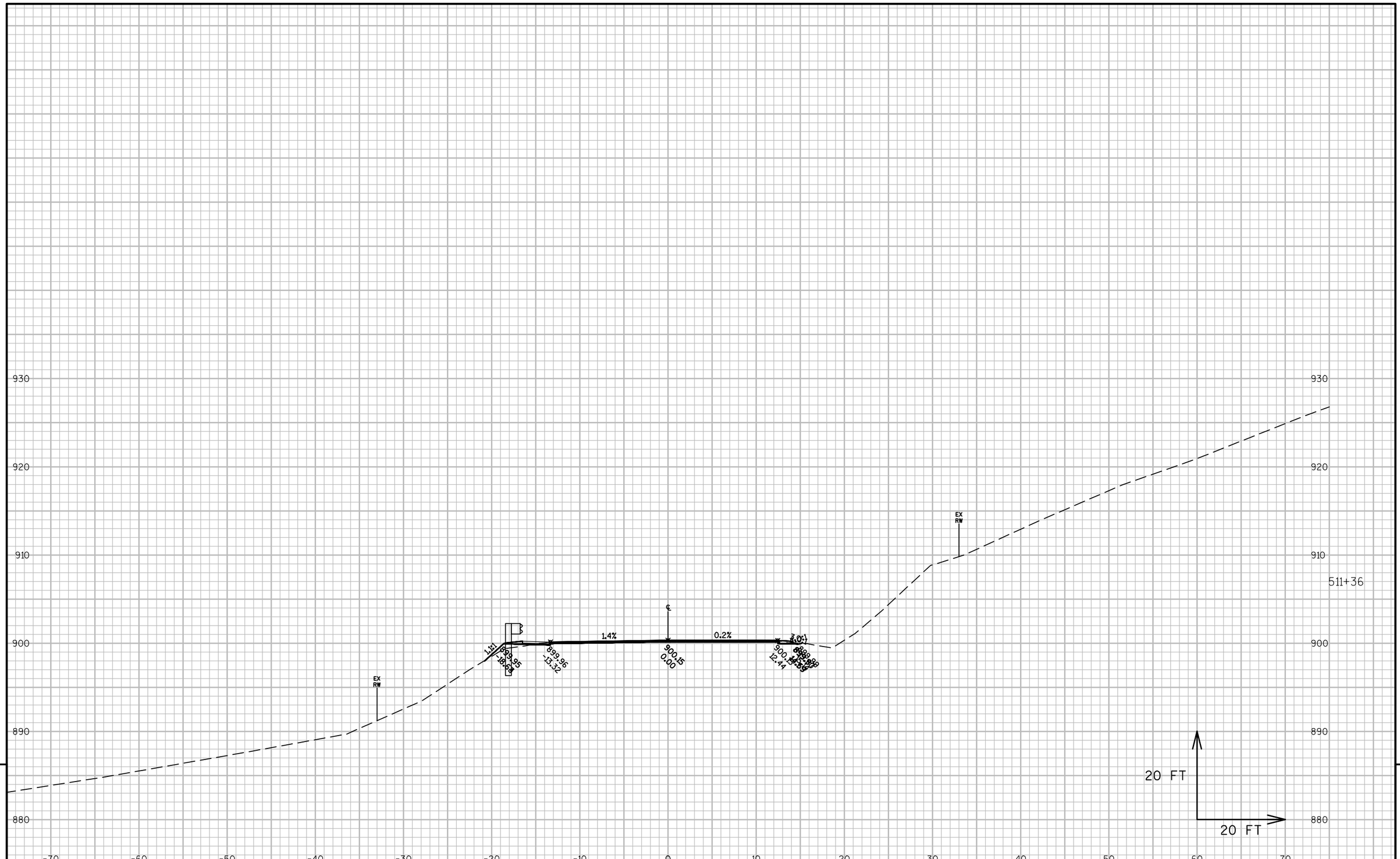
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 328	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (110)

PLOT DATE : 6/21/2018 5:55 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

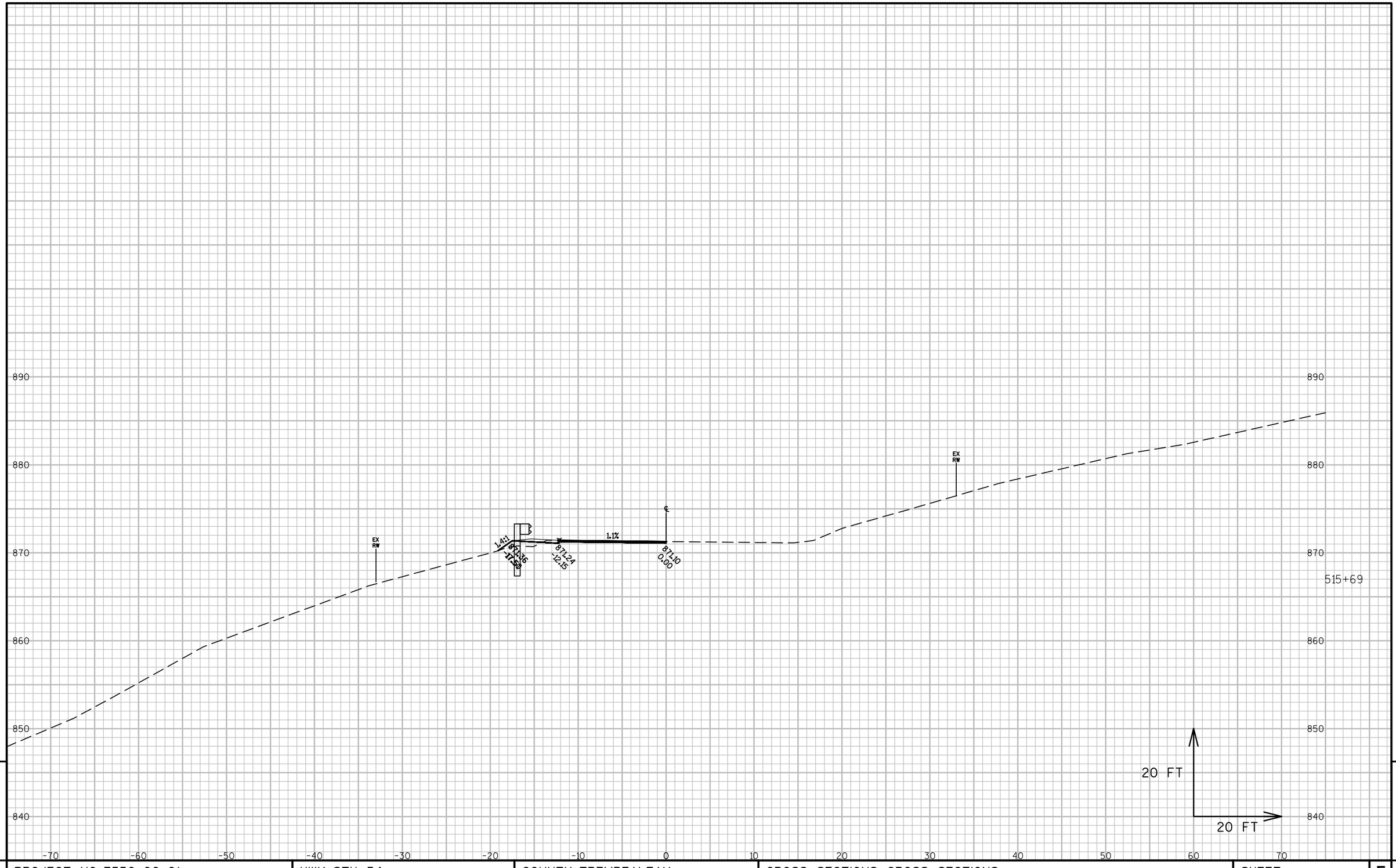
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 329	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (111)

PLOT DATE : 6/21/2018 5:56 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



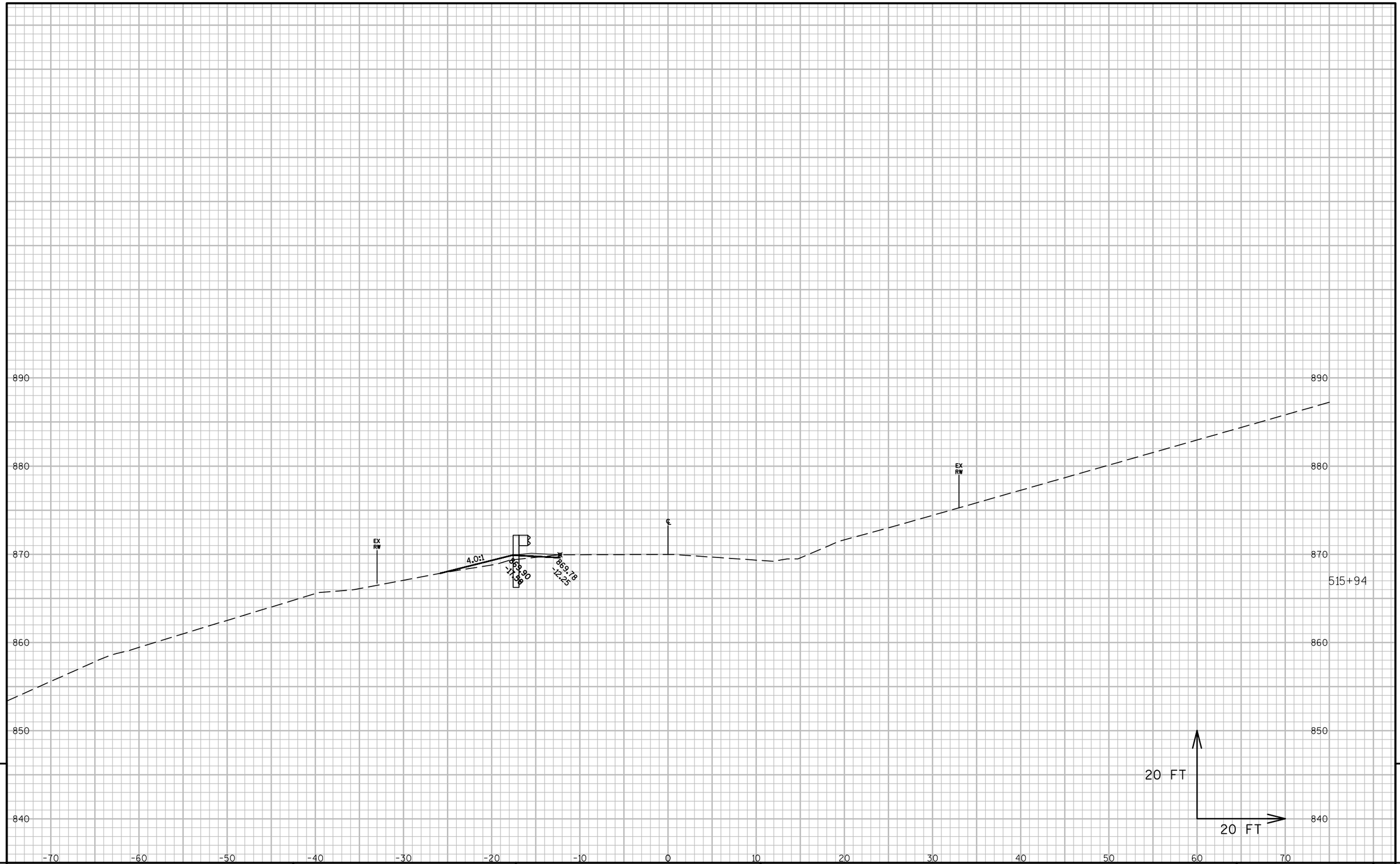
9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 330	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (112)

PLOT DATE : 6/21/2018 5:57 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 331	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (113)

PLOT DATE : 6/21/2018 5:58 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

890
880
870
860
850
840

EX RW
4.0:1
862.57
-40.05
864.16
-1.10
868.04
-12.38
℄
EX RW
890
880
870
860
850
840
516+18

20 FT
20 FT

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 332	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (114)

PLOT DATE : 6/21/2018 5:59 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

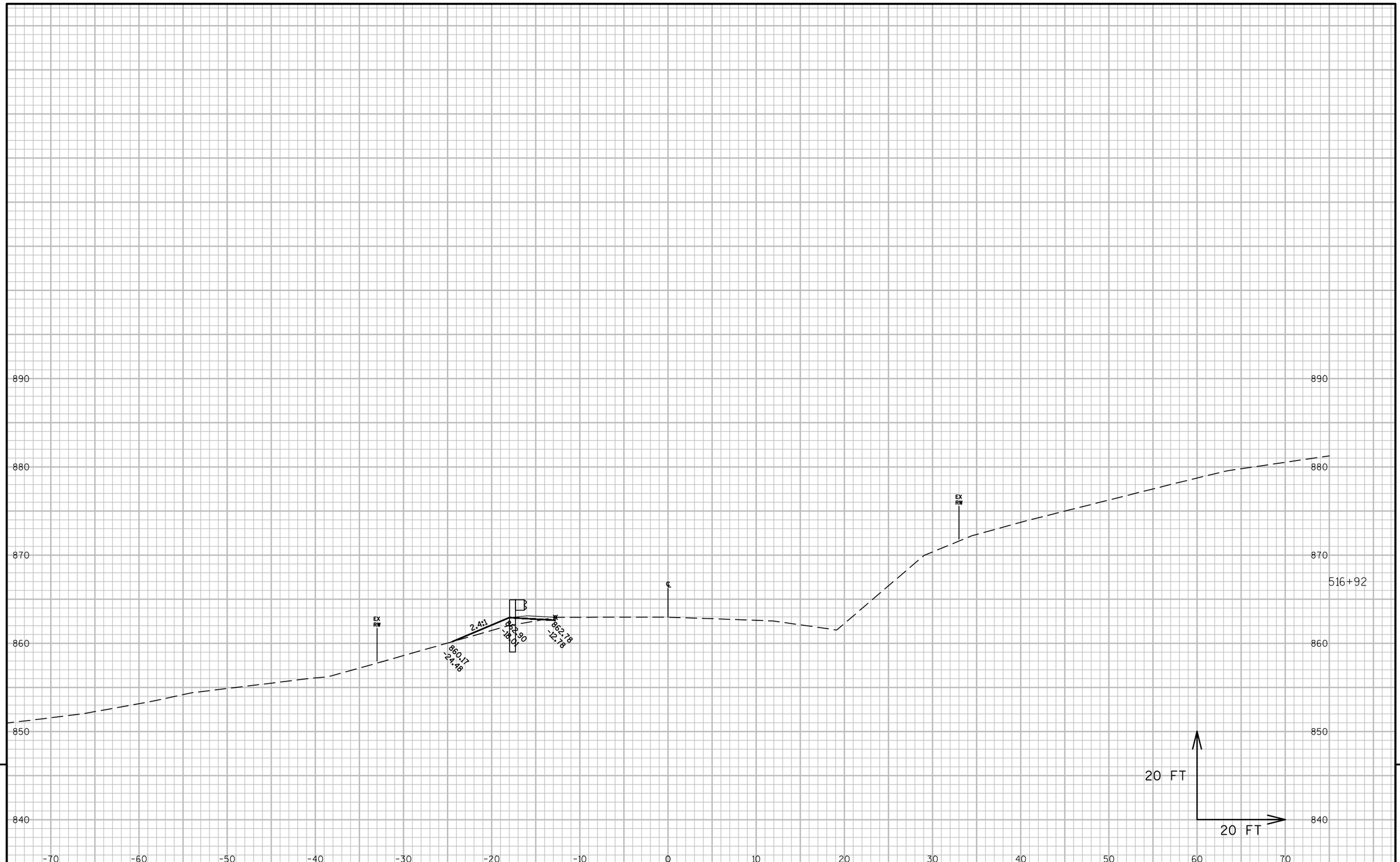
890
880
870
860
850
840
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
EX RW
EX RW
℄
864.71
864.76
864.63
-19.36
-12.67
516+68
20 FT
20 FT

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 333	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (115)

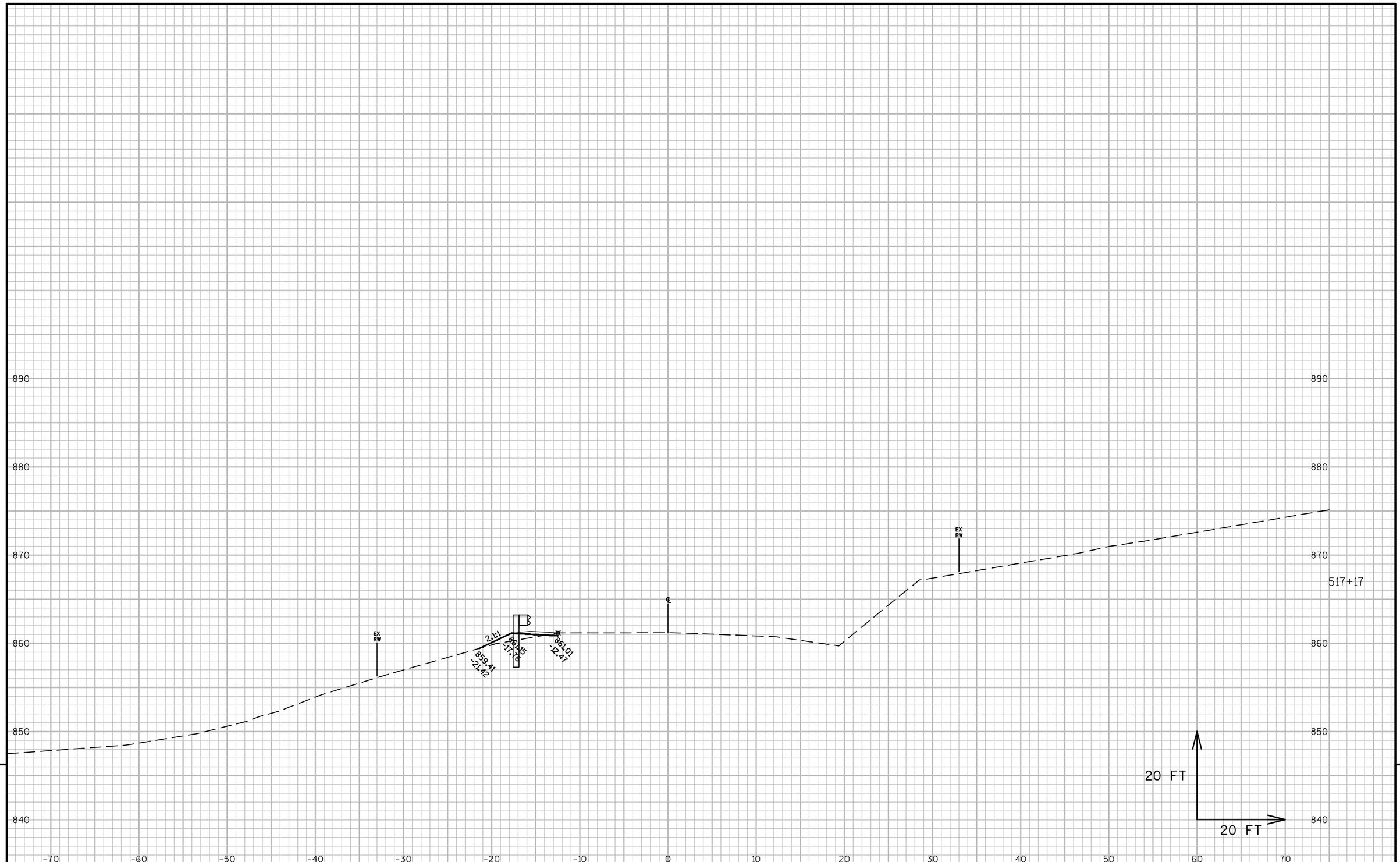
PLOT DATE : 6/21/2018 6:00 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 334	E



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 335	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (117)

PLOT DATE : 6/21/2018 6:02 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

870

860

850

840

830

820

EX RW

1.57
-10.54
-2.53
-10.96

852.38
-10.96

℄

EX RW

518+34

20 FT

20 FT

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

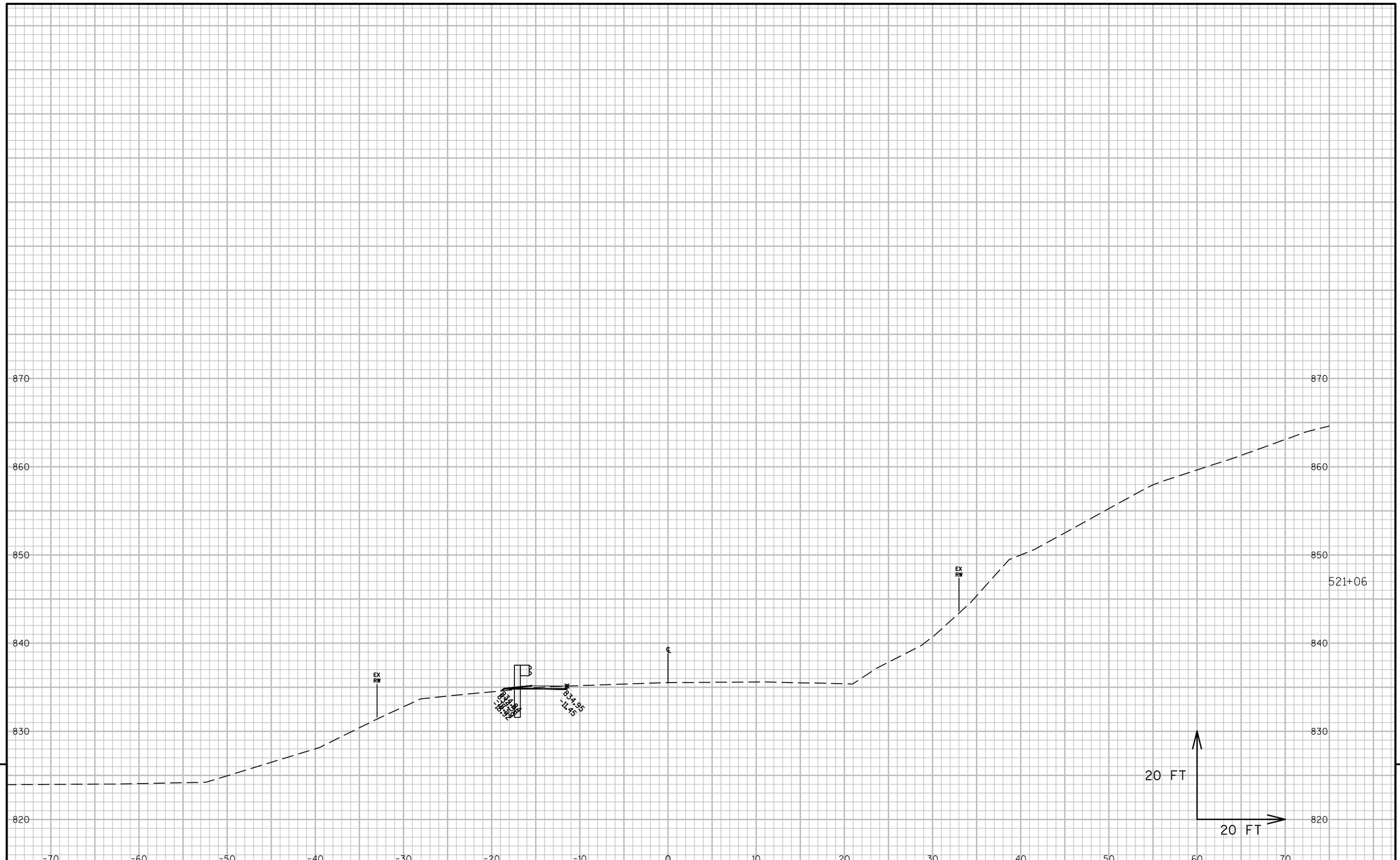
9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 336	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (118)

PLOT DATE : 6/21/2018 6:03 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7550-00-01	HWY: STH 54	COUNTY: TREMPEALEAU	CROSS SECTIONS: CROSS SECTIONS	SHEET 337	E

FILE NAME : C:\USERS\DOTDNR\DESKTOP\C3D\75500001\SHEETSPLAN\7550-00-01 XS_WORKING FILE.DWG
LAYOUT NAME - XS - (119)
PLOT DATE : 6/21/2018 6:04 PM PLOT BY : RAMBO, DANIEL N PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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