

MADISON
PROJECT ID: 1206-06-79
WITH: N/A
COUNTY: DANE

DECEMBER 2020

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 Plot
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 = 1310

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MADISON - CAMBRIDGE

WHITNEY WAY TO IH 39/90

USH 12

DANE COUNTY

STATE PROJECT NUMBER
1206-06-79

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1206-06-79	WISC 2021019	1

02

WISCONSIN

Map of Wisconsin with project location highlighted in Dane County.

N

DESIGN DESIGNATION

USH 12/18

A.A.D.T. (2016)	=	122,130 - 141,140
A.A.D.T. (2036)	=	139,650 - 164,190
D.H.V. (2036)	=	13,686 - 15,926
D.D.	=	54/46
T.	=	6.2% - 8.0%
DESIGN SPEED	=	60 MPH
ESALS	=	11,900,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
COMMUNICATION OVERHEAD	
COMMUNICATION UNDERGROUND	
ELECTRIC OVERHEAD	
ELECTRIC UNDERGROUND	
GAS	
SANITARY SEWER	
EXISTING STORM SEWER	
PROPOSED STORM SEWER	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

BEGIN PROJECT

STA 512CL+86.25

X = 805944.4448

Y = 468361.5626

BEGIN CONSTRUCTION

STA 411CL+47.50

X = 797067.2088

Y = 472677.7482

END PROJECT

STA 938CL+17.65

X = 847727.7184

Y = 472840.9296

END CONSTRUCTION

STA 11EB+48.05

X = 848646.7846

Y = 472478.8136

Map showing project location in Dane County, Wisconsin, near Lake Monona and Lake Waubesa. Includes labels for Brewood Hills, Wingra, Nine Springs, McFarlan, and Sunnyside. Shows USH 12 and various local roads like T-6-N, T-7-N, R-9-E, R-10-E, and T-10-E. Includes a scale bar for 0 to 1.0 miles.

LAYOUT
SCALE 0 1.0 MI.

TOTAL NET LENGTH OF USH 12 MADISON BELTLINE CENTERLINE = 9.974 MI.

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

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD (2012).

ORIGINAL PLANS PREPARED BY

HNTB

10 W. MIFFLIN STREET
SUITE 300
MADISON, WI 53703
(608) 259-0045

WISCONSIN PROFESSIONAL ENGINEER

NICHOLAS E. BENNETT

E-43352-6

MADISON, WI

8/11/2020 (Date)

(Signature)

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	OES
Designer	HNTB
Project Manager	DEREK POTTER
Regional Examiner	SW REGION
Regional Supervisor	BRENDA SCHOENFELD
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 7/31/2020

(Signature)

E

FILE NAME : J:\66034\1206-06-79 HSR\1\cds\010101_+1.dgn PLOT DATE : 7/23/2020 2:36:38 PM PLOT BY : rpwilliams PLOT NAME : PLOT SCALE : 10560:1 WISDOT/CADDS SHEET 10

ANR PIPELINE COMPANY - GAS/PETROLEUM
TODD BRISTER
W3925 PIPELINE LN
EDEN, WI 53019
(920) 477-2235
TODD_BRISTER@TRANSCANADA.COM

AT&T WISCONSIN – COMMUNICATION
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316 W. WASHINGTON AVE
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W 234 N 2000 RIDGEVIEW PARKWAY CT
P.O. BOX 47
WAUKESHA, WI 53187-0047
(262) 506-6814
AMARCINIAK@ATCLLC.COM

ASTREA - COMMUNICATION
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ASTREA.CONSTRUCTION@ASTREA.CONNECT.COM

CHARTER COMMUNICATIONS
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CITY OF MADISON ENGINEERING – SEWER
GREG FRIES
210 MARTIN LUTHER KING JR. BLVD, RM 115
MADISON, WI 53703
(608) 266-4751
GFRIES@CITYOFMADISON.COM

CITY OF MONONA - SEWER AND WATER
DAN STEPHANY
5211 SCHLUTER RD
MONONA, WI 53716
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DSTEPHANY@CI.MONONA.WI.US

EXTENET SYSTEMS - COMMUNICATION
EXTENET SYSTEMS NOC
3030 WARRENVILLE RD, STE 340
LISLE, IL 60532
(866) 892-5327
NOC@EXTENETSYSTEMS.COM

UTILITY CONTACTS

MADISON GAS AND ELECTRIC - ELECTRIC
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MADISON GAS AND ELECTRIC – GAS/PETROLEUM
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WORKPLANS@MGE.COM

MADISON METROPOLITAN SEWERAGE DISTRICT
ERIC HJELLEN
1610 MOORLAND RD
MADISON, WI 53713
(608) 222-1202
ERICH@MADSEWER.ORG

MADISON WATER UTILITY - WATER
ADAM WIEDERHOEFT
119 E OLIN AVE
MADISON, WI 53713-1431
(608) 266-9121
AWIEDERHOEFT@MADISONWATER.ORG

MCI - COMMUNICATION
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STEVEN.KLICKE@VERIZON.COM

OAKRIDGE SANITARY DISTRICT
RENEE SCHWASS
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PAETEC – COMMUNICATION
MARY BETH FISHER
13935 BISHOPS DR
BROOKFIELD, WI 53005
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TDS METROCOM LLC - COMMUNICATION
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DIGGERSHOTLINE

Dial 811 or (800) 242-8511

www.DiggersHotline.com

DNR AREA LIAISON

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ERIC.HEGGELUND@WISCONSIN.GOV

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DESIGN CONTACT

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NBENNETT@HNTB.COM

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- REMOVAL PLAN
- PLAN DETAILS
- FTMS PLAN
- EROSION CONTROL
- STORM SEWER
- SIGNING REMOVAL PLAN
- PERMANENT SIGNING PLAN
- LIGHTING PLAN
- PAVEMENT MARKINGS
- TRAFFIC CONTROL
- DETOUR ROUTES
- ALIGNMENT DETAILS

GENERAL NOTES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY ANY OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT THE CONTRACTOR'S EXPENSE OR AS OTHERWISE DIRECTED BY THE FIELD ENGINEER. DISTURBED AREAS ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED, AND EMATTED AS DIRECTED BY THE FIELD ENGINEER.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL OR EQUIPMENT WITHIN WETLANDS OR PROTECTED AREAS IS NOT ALLOWED. WETLAND BOUNDARIES ARE SHOWN ON PLAN SHEETS.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

REMOVING CONCRETE INCLUDES ANY MESH OR REINFORCEMENT THAT MAY BE PART OF THE PAVEMENT STRUCTURE. EXISTING PAVEMENT DEPTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD.

BASE PATCHING CONCRETE OVERNIGHT AND CONCRETE PAVEMENT REPAIR AND REPLACEMENT OVERNIGHT JOINT LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

REMOVING PAVEMENT BUTT JOINTS AT BRIDGES SHALL NOT EXTEND INTO CONCRETE PAVEMENT APPROACH SLABS.

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

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

TACK COAT APPLICATION RATES ARE ESTIMATED AT 0.07 GALLONS PER SY BETWEEN THE EXISTING CONCRETE PAVEMENT AND THE 2-INCH ASPHALT OVERLAY AND BETWEEN THE MILLED ASPHALT SURFACE AND THE 2-INCH ASPHALT OVERLAY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PAVEMENT MAINTENANCE REPAIRS ON USH 12 MAINLINE LANES, AUXILIARY LANES, AND RAMPS DURING CONSTRUCTION. PAVEMENT REPAIR AND TRAFFIC CONTROL ITEMS WILL BE PAID UNDER THEIR RESPECTIVE BID ITEMS.

EMBANKMENT FOR EAT GRADING LOCATIONS IS QUANTIFIED AS BASE AGGREGATE DENSE 3/4-INCH.

COLLECT AND DISPOSE OF ALL DEBRIS GENERATED BY WORK OPERATIONS. SWEEPING OF CLOSED LANES PRIOR TO RE-OPENING IS REQUIRED AT ALL LOCATIONS WHERE REMOVAL WORK IS BEING PERFORMED. DO NOT ALLOW DEBRI TO IMPEDE DRAINAGE BENEATH TEMPORARY CONCRETE BARRIER.

REMOVAL OF EXISTING UNDERDRAIN IS INCIDENTAL TO EXCAVATION COMMON.

ALIGNMENT IDENTIFIERS	
CL	USH 12
EB	USH 12 EB
FHSE	USH 12 EB ENTRANCE FROM FISH HATCHERY
FHSW	USH 12 EB EXIT TO SB FISH HATCHERY
STNE	USH 12 WB EXT RAMP TO SEMINOLE HIGHWAY
TDNE	USH 12 WB EXT TO TODD DRIVE
TDNF	TODD DRIVE WB EXIT RAMP
TDNG	TODD DRIVE WB EXIT RAMP
TDNH	TODD DRIVE WB EXIT RAMP
TDSE	USH 12 EB ENTRANCE RAMP FROM TODD DRIVE

PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS	COMMENTS
4 HT 58-28 V	7.5"	2" UPPER LAYER 2.5" MIDDLE LAYER 3" LOWER LAYER	OUTSIDE SHOULDER WIDENINGS FROM TODD DRIVE TO FISH HATCHERY
4 HT 58-28 V	5.5"	2.5" UPPER LAYER 3" LOWER LAYER	CRASH INVESTIGATION SITES, RAMPS, AND EB USH 12 EXIT LANE TO NB FISH HATCHERY
ASPHALTIC SURFACE	5"	2.5" UPPER LAYER 2.5" LOWER LAYER	PIPE CROSSINGS INSTALLATION
4 HT 58-28 V	4"	2" UPPER LAYER 2" LOWER LAYER	MEDIAN AND OUTSIDE SHOULDERS
4 HT 58-28 V	4" to 3"	2" UPPER LAYER 2" TO 1" LEVELING LAYER	OUTSIDE SHOULDERS EAST OF FISH HATCHERY
4 HT 58-28 V	3"	3" UPPER LAYER	RAMP SHOULDERS
4 HT 58-28 V	2"	2" UPPER LAYER	TRAVEL LANES
4 HT 58-28 V	1.75"	1.75" UPPER LAYER	MILL AND OVERLAY LOCATIONS

PLAN PROFESSIONAL ENGINEER STAMPS

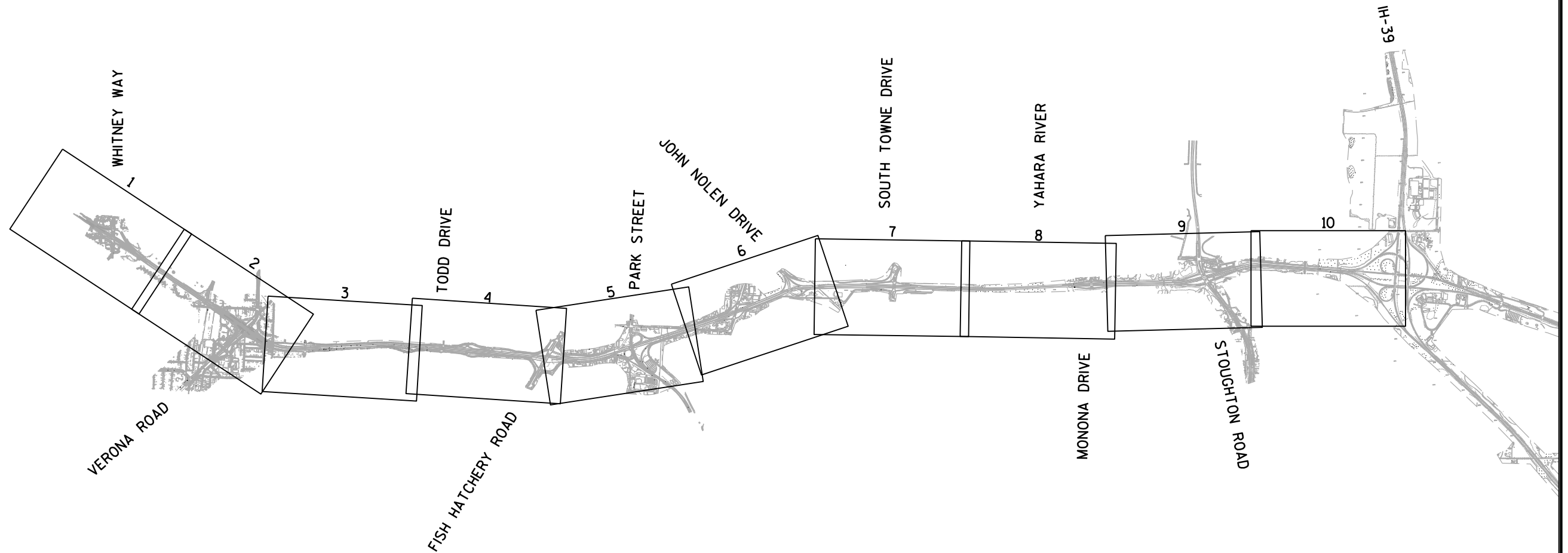
ORIGINAL PLANS PREPARED BY STRAND ASSOCIATES, INC. FOR THE FOLLOWING DESIGN:

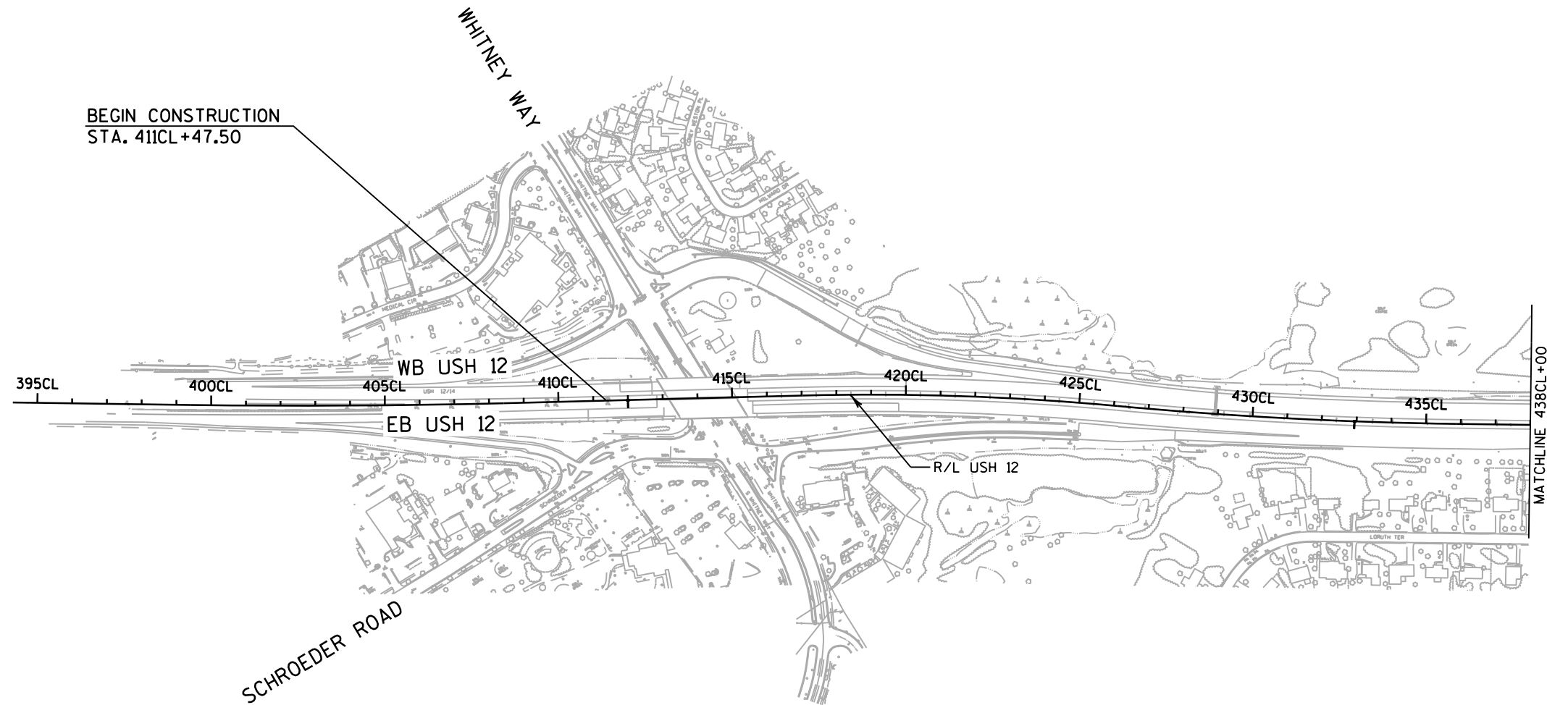
STORM SEWER PLANS
FTMS PLANS

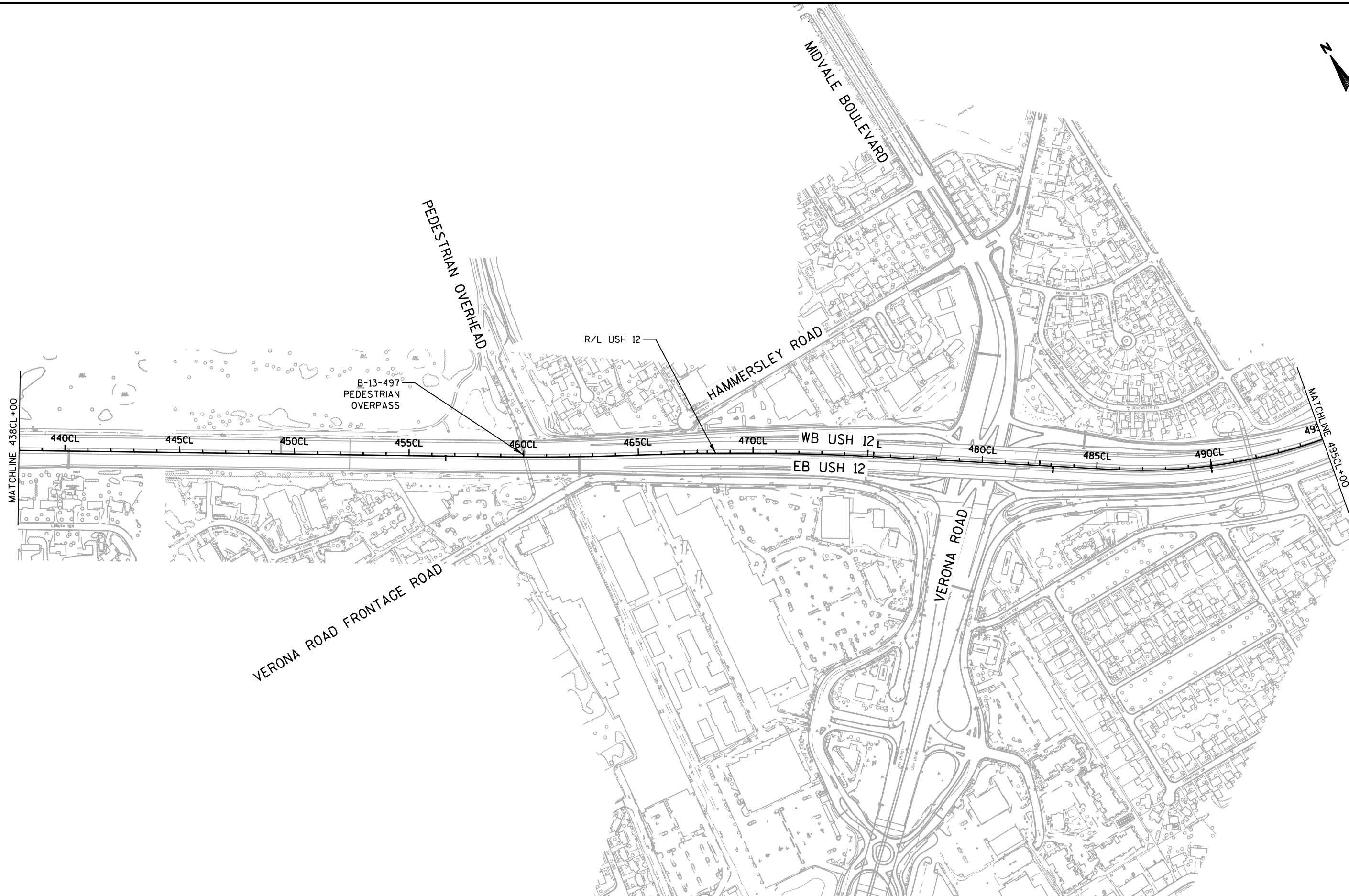
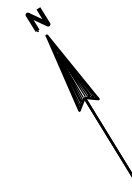
PROFESSIONAL ENGINEER STAMPS ARE INCLUDED ON THE FIRST PAGE OF THE RESPECTIVE DESIGN PLANS.

ABBREVIATIONS

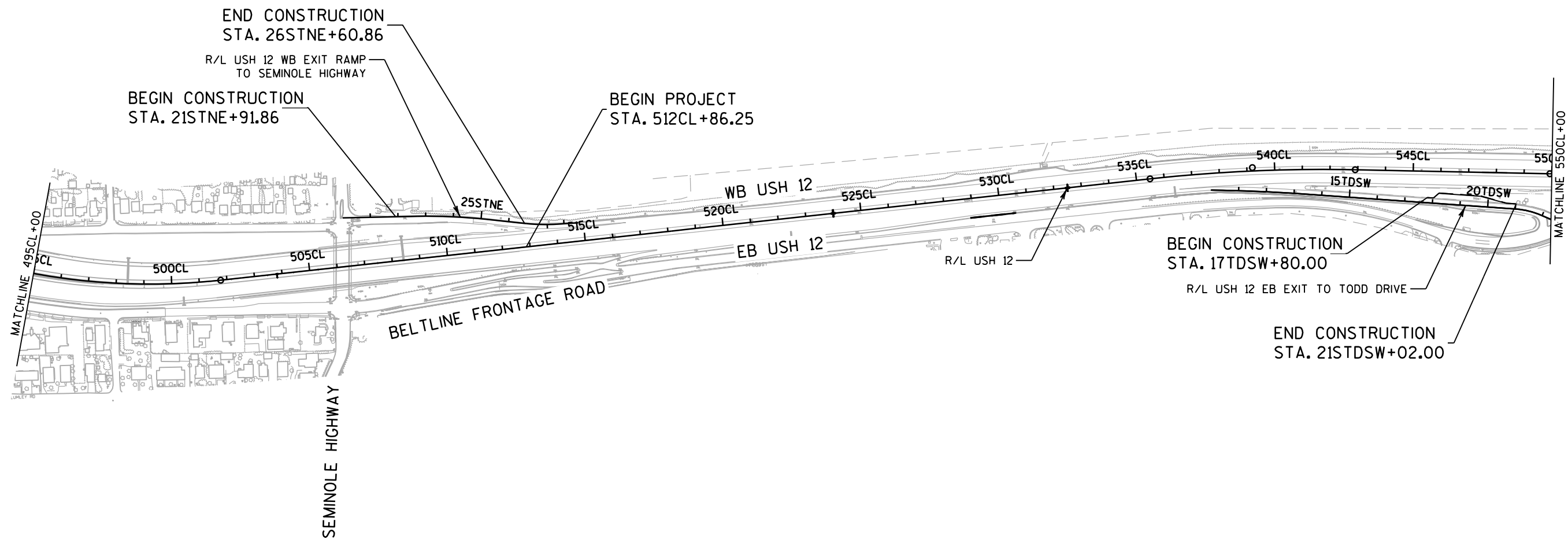
AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CULVERT PIPE CORRUGATED METAL
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
EAT	ENERGY ABSORBING TERMINAL
ETW	EDGE OF TRAVELED WAY
FE	FIELD ENTRANCE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RRSP	RAILROAD SPIKE
RT	RIGHT
SALV	SALVAGED
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COARSE
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWINGS
SE	SUPER ELEVATION
SF	SQUARE FOOT
SHLDR	SHOULDER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT

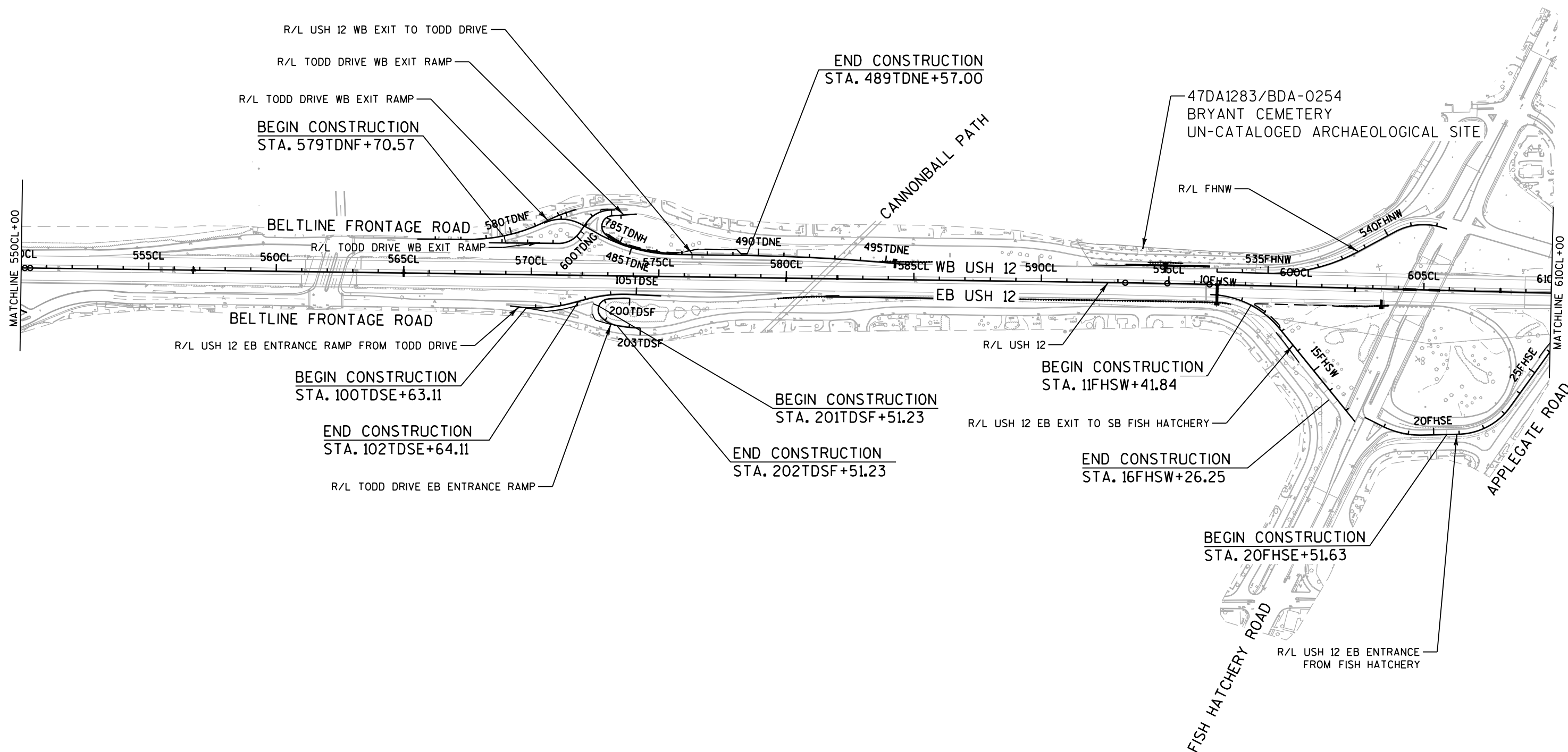


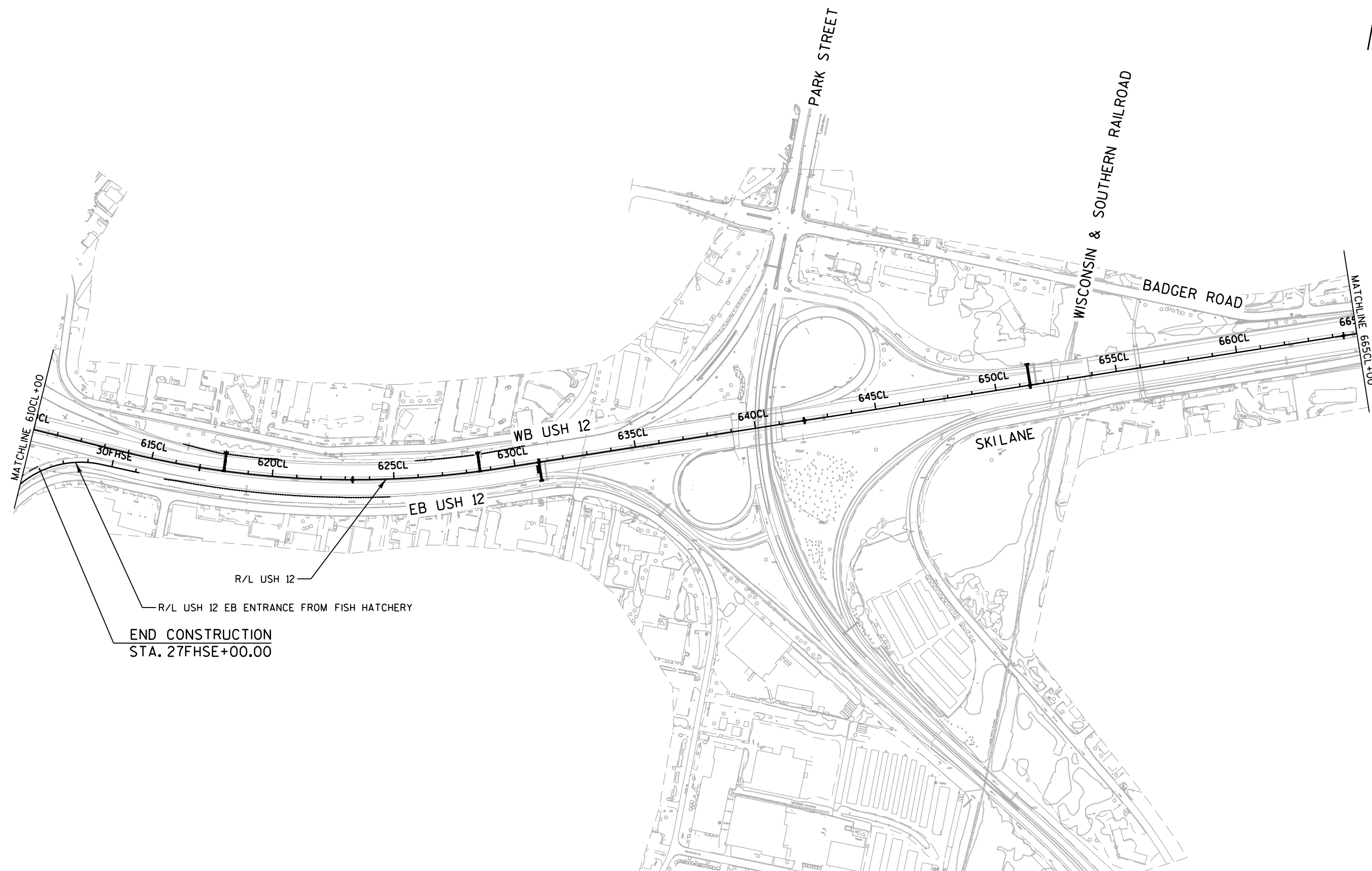


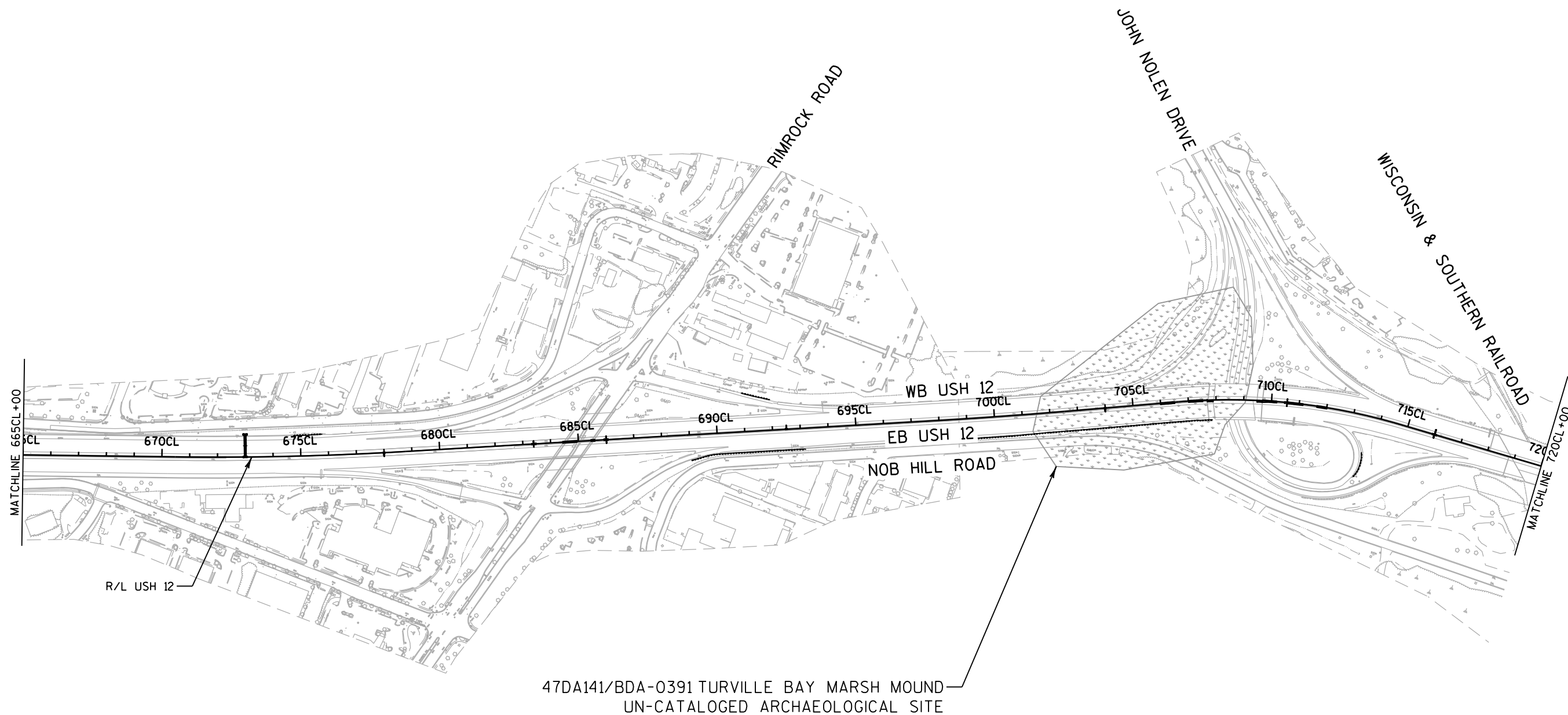


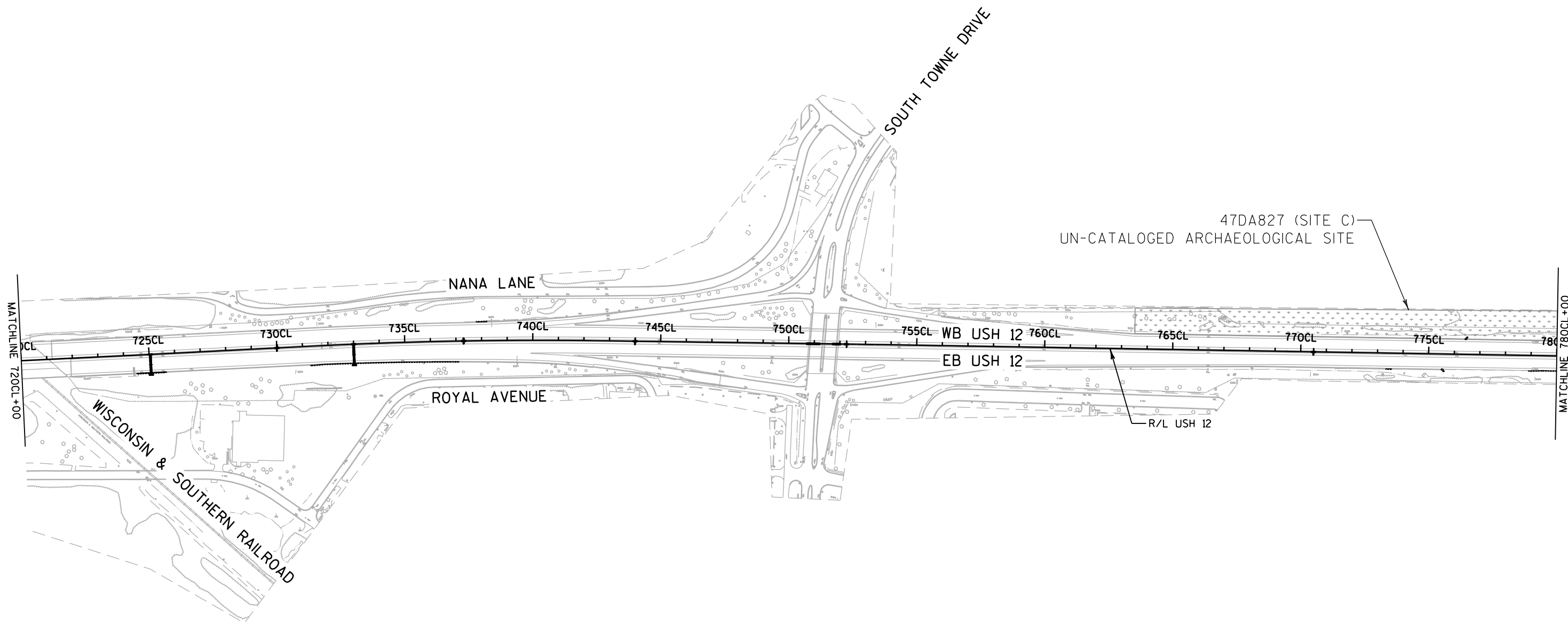
PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	PROJECT OVERVIEW	SHEET 6	E
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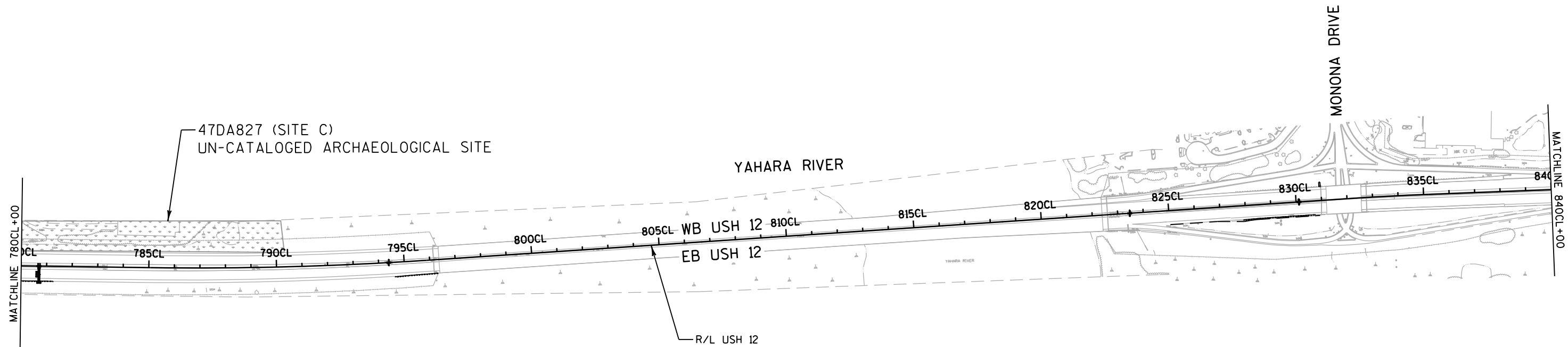


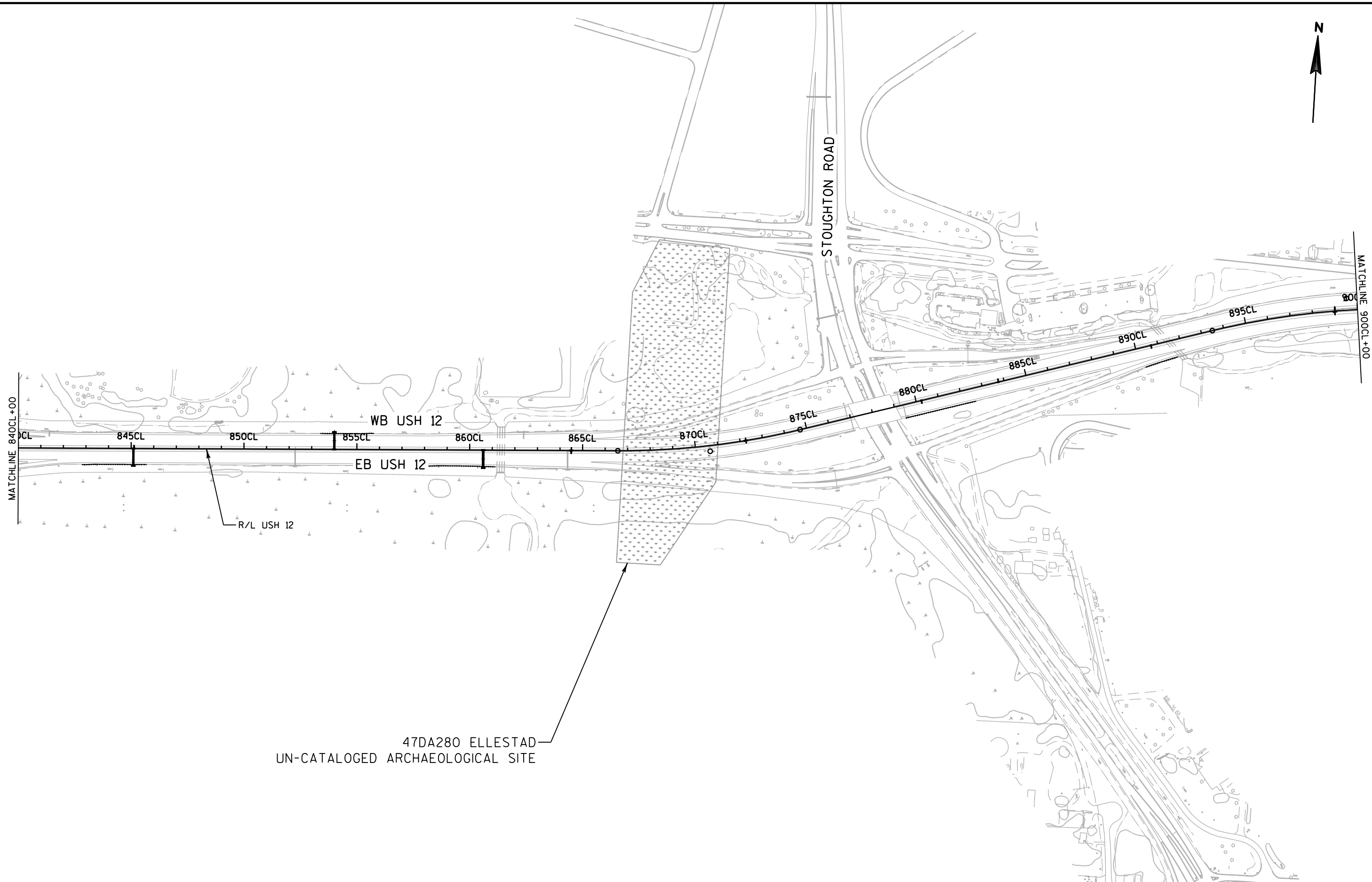




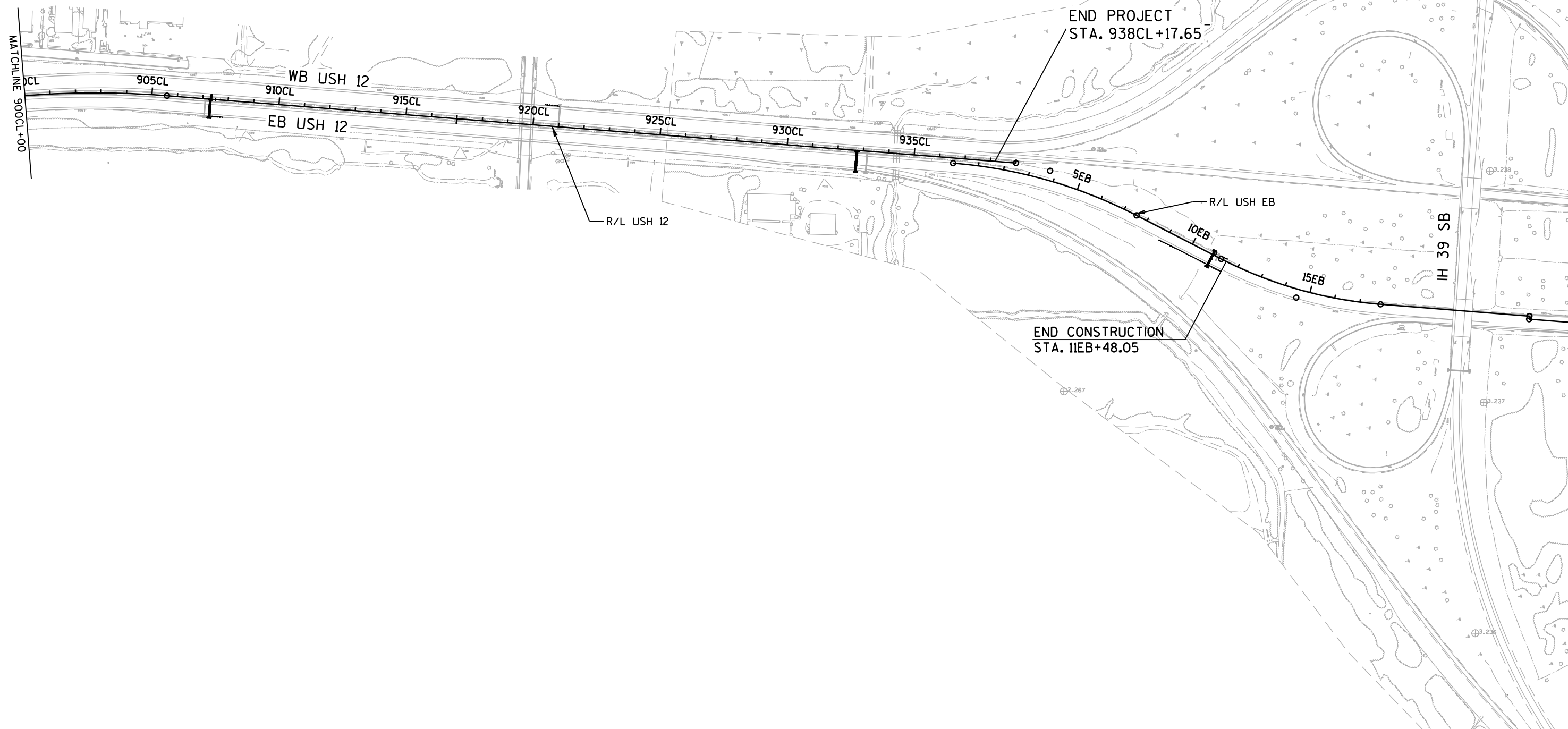


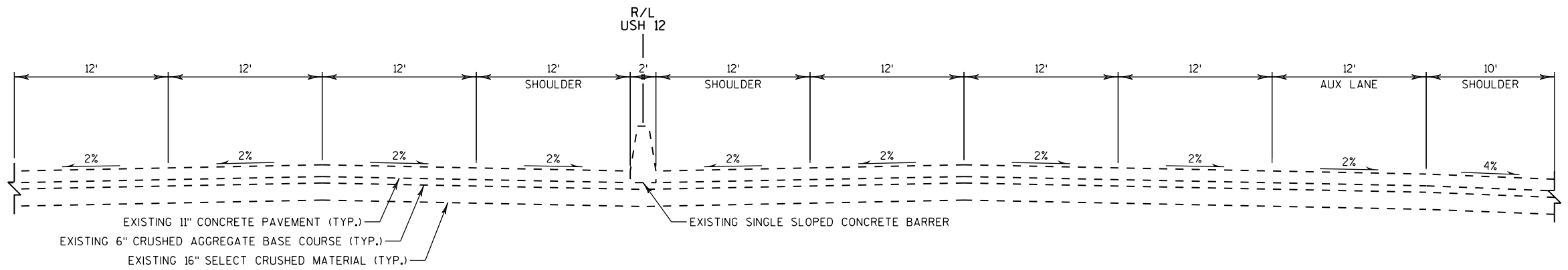






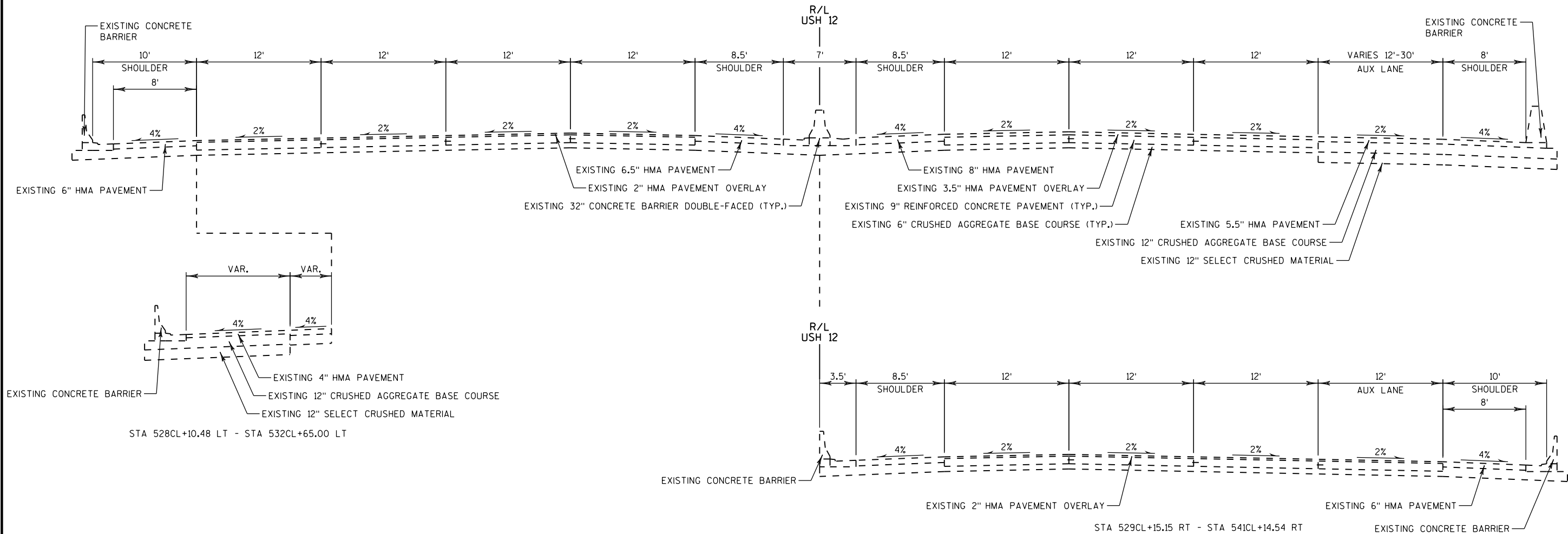
47DA280 ELLESTAD
UN-CATALOGED ARCHAEOLOGICAL SITE





TYPICAL EXISTING SECTION

WHITNEY WAY TO SEMINOLE HIGHWAY
STA 508CL+00.00 RT - STA 512CL+86.25 RT
STA 461CL+00.00 LT - STA 477CL+57.79 LT
STA 482CL+55.52 LT - STA 512CL+86.25 LT

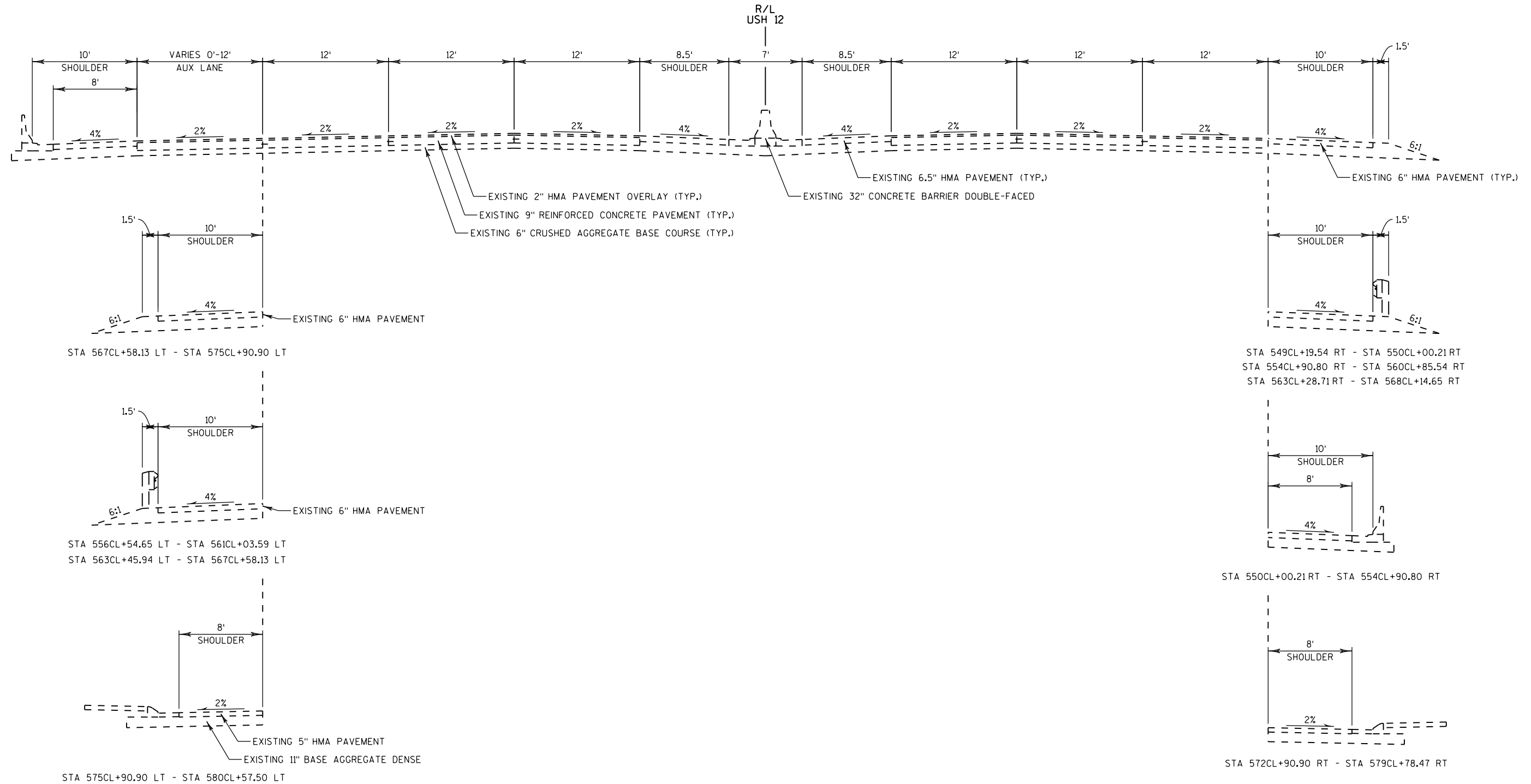


TYPICAL EXISTING SECTION

SEMINOLE HIGHWAY TO TODD DRIVE EB EXIT RAMP
STA 512CL+86.25 RT - STA 541CL+14.54 RT
STA 512CL+86.25 LT - STA 541CL+14.54 LT

NOTE:
TYPICAL EXISTING SECTIONS IN SUPERELEVATION NOT SHOWN, SEE CROSS SECTIONS FOR MEDIAN SHOULDER AND
TRAVELED WAY LANES SUPERELEVATION CROSS SLOPES.

EXISTING SUPERELEVATION IS BASED ON EXISTING CONSTRUCTION PLANS, CONTRACTOR TO FIELD VERIFY.



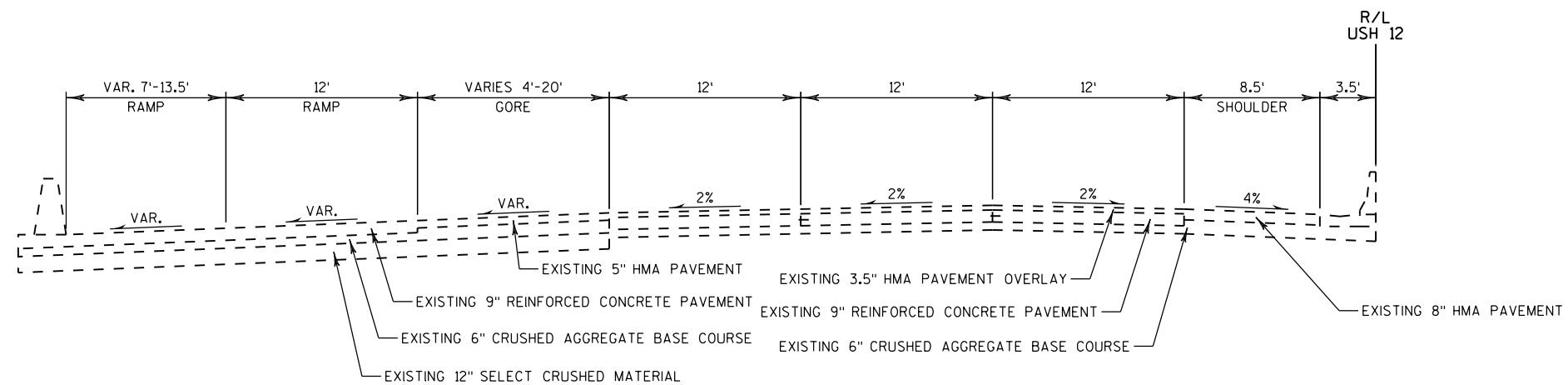
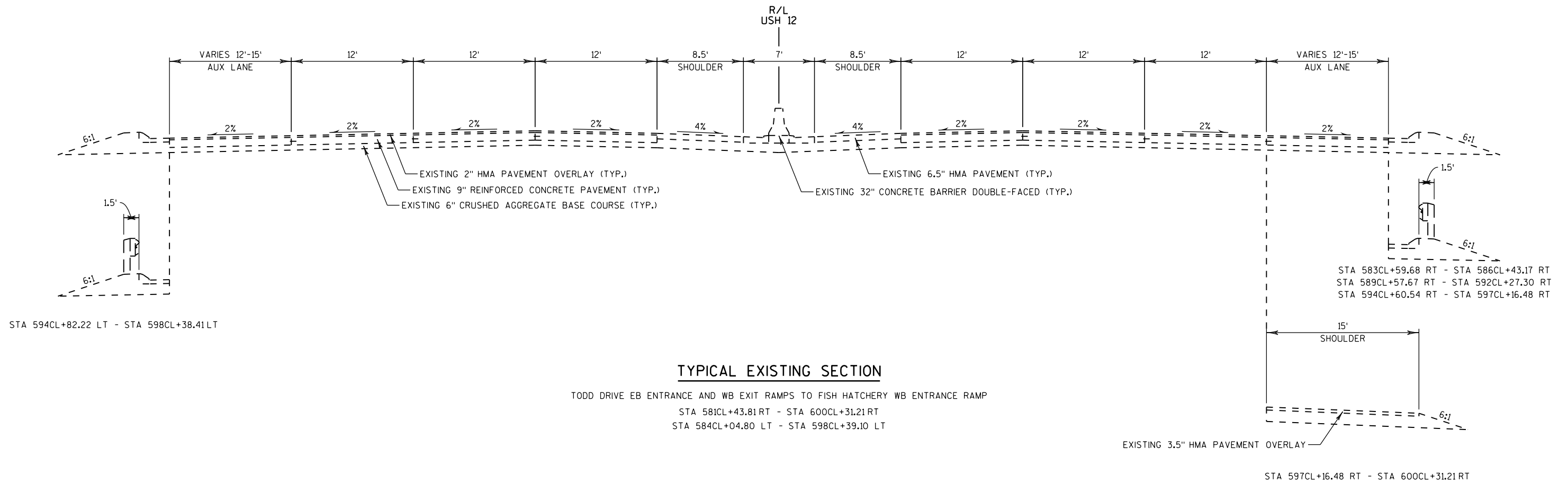
TYPICAL EXISTING SECTION

TODD DRIVE EB EXIT RAMP TO TODD DRIVE EB ENTRANCE AND WB EXIT RAMP

STA 541CL+14.86 RT - STA 560CL+85.54 RT
STA 563CL+28.71 RT - STA 579CL+78.47 RT
STA 541CL+14.86 LT - STA 561CL+03.59 LT
STA 563CL+45.94 LT - STA 580CL+57.50 LT

NOTE:
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TYPICAL EXISTING SECTION

FISH HATCHERY WB ENTRANCE RAMP

STA 598CL+39.10 LT - STA 600CL+44.81 LT

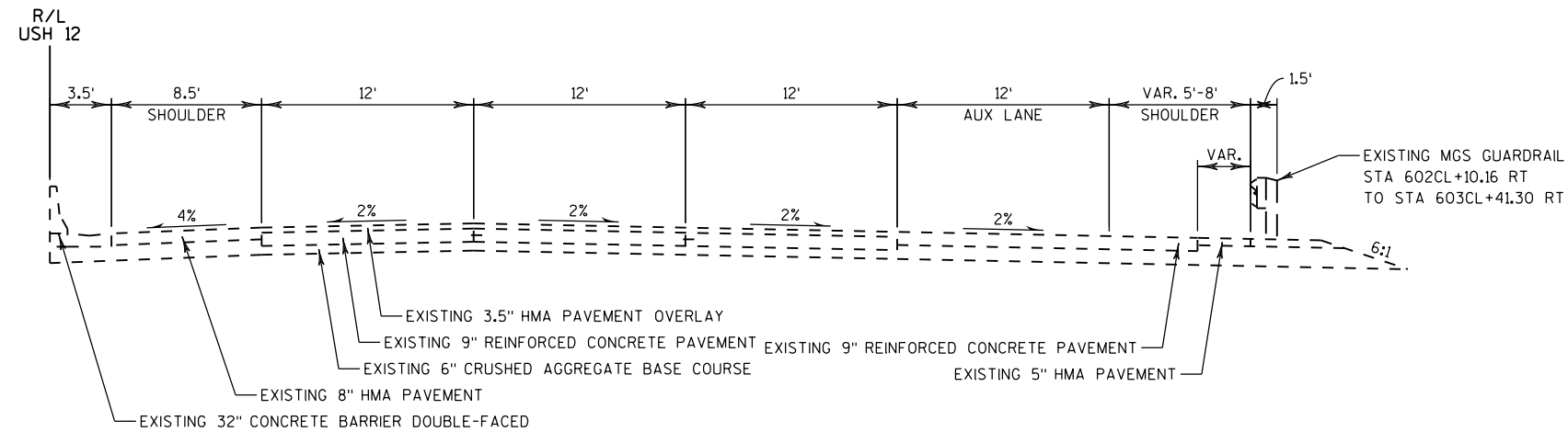
NOTE:

TYPICAL EXISTING SECTIONS IN SUPERELEVATION NOT SHOWN, SEE CROSS SECTIONS FOR MEDIAN SHOULDER AND TRAVELED WAY LANES SUPERELEVATION CROSS SLOPES.

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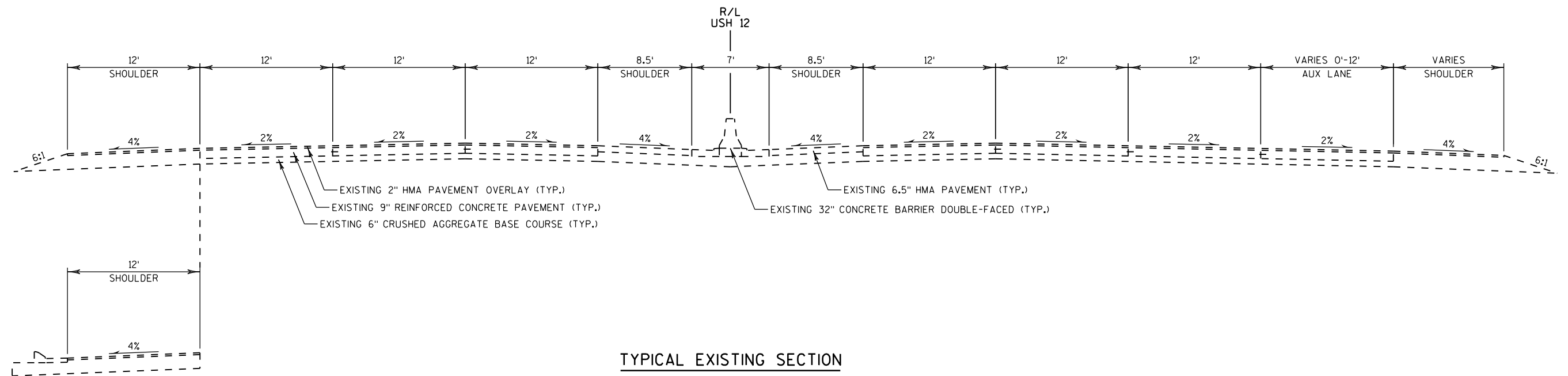
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2 |



TYPICAL EXISTING SECTION

FISH HATCHERY EB TO NB EXIT RAMP
STA 600CL+31.21 RT - STA 603CL+41.30 RT

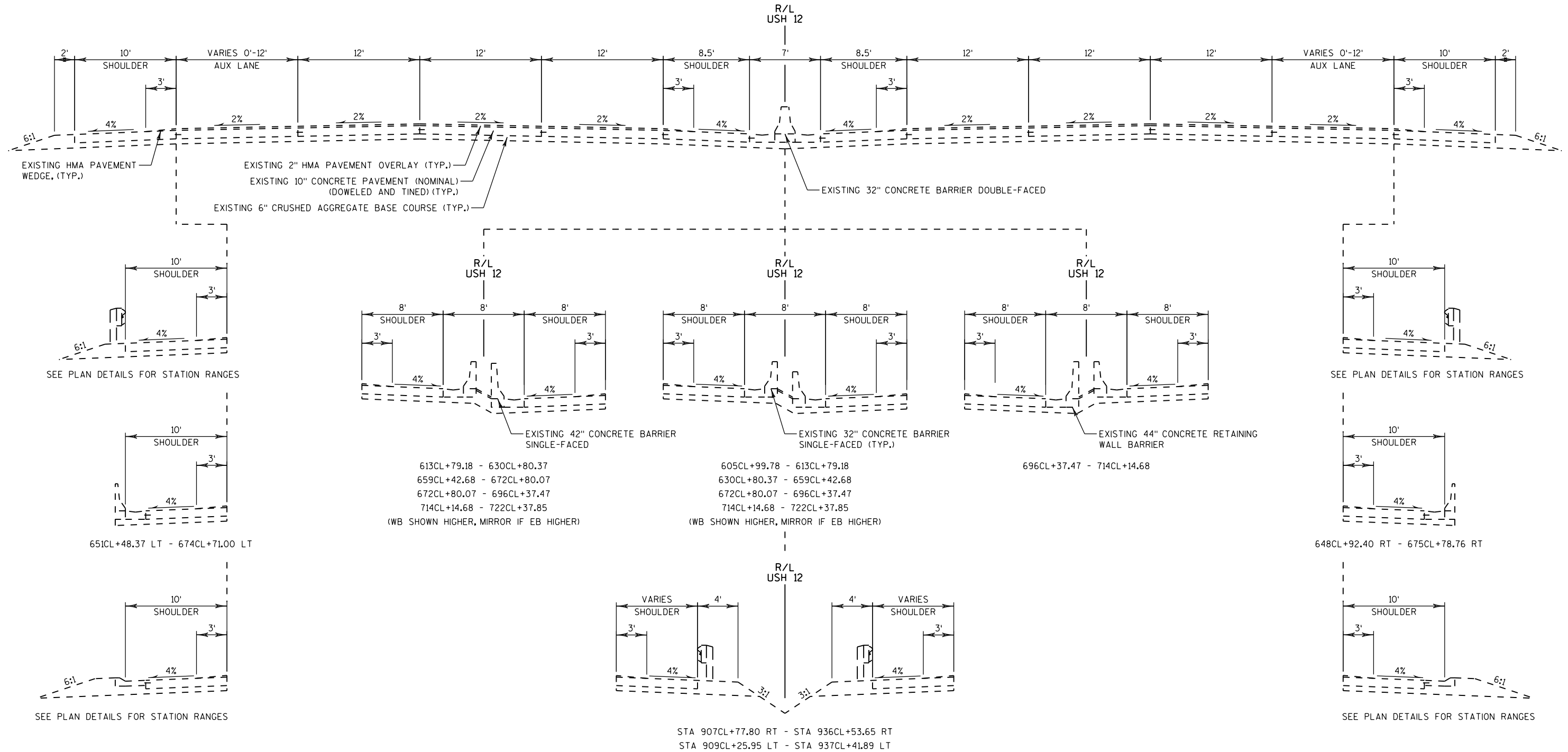


TYPICAL EXISTING SECTION

FISH HATCHERY EB TO NB EXIT RAMP TO FISH HATCHERY ROAD
STA 603CL+41.30 RT - STA 608CL+96.34 RT
STA 600CL+44.11LT - STA 608CL+96.34 LT

NOTE:
TYPICAL EXISTING SECTIONS IN SUPERELEVATION NOT SHOWN, SEE CROSS SECTIONS FOR MEDIAN SHOULDER AND
TRAVELED WAY LANES SUPERELEVATION CROSS SLOPES.

EXISTING SUPERELEVATION IS BASED ON EXISTING CONSTRUCTION PLANS, CONTRACTOR TO FIELD VERIFY.



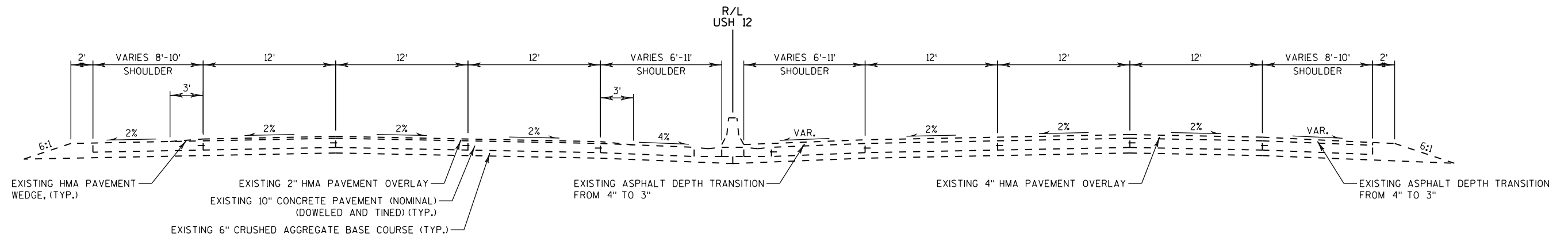
TYPICAL EXISTING SECTION

FISH HATCHERY ROAD TO IH-39

STA 608CL+96.34 RT - STA 638CL+32.04 LT	STA 608CL+96.34 LT - STA 638CL+39.57 LT
STA 641CL+72.42 RT - STA 651CL+44.98 RT	STA 641CL+81.15 LT - STA 651CL+72.33 LT
STA 653CL+35.71 RT - STA 706CL+98.33 RT	STA 654CL+57.07 LT - STA 707CL+02.40 LT
STA 710CL+33.33 RT - STA 718CL+09.57 RT	STA 710CL+37.28 LT - STA 717CL+36.64 LT
STA 722CL+57.03 RT - STA 775CL+65.00 RT	STA 721CL+84.51 LT - STA 795CL+35.54 LT
STA 823CL+37.82 RT - STA 830CL+26.81 RT	STA 823CL+39.44 LT - STA 830CL+12.62 LT
STA 833CL+43.85 RT - STA 876CL+27.67 RT	STA 833CL+44.91 LT - STA 876CL+13.64 LT
STA 880CL+07.12 RT - STA 936CL+53.65 RT	STA 879CL+93.19 LT - STA 937CL+41.89 LT

NOTE:
TYPICAL EXISTING SECTIONS IN SUPERELEVATION NOT SHOWN, SEE CROSS SECTIONS FOR
MEDIAN SHOULDER AND TRAVELED WAY LANES SUPERELEVATION CROSS SLOPES.

EXISTING SUPERELEVATION IS BASED ON EXISTING CONSTRUCTION PLANS, CONTRACTOR TO FIELD VERIFY.



TYPICAL EXISTING SECTION

EB USH 12/18 TEST OVERLAY SECTION
STA 775CL+65.00 RT - 795CL+88.66 RT

NOTE:

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EXISTING SUPERELEVATION IS BASED ON EXISTING CONSTRUCTION PLANS, CONTRACTOR TO FIELD VERIFY.

PROJECT NO: 1206-06-79

HWY: USH 12

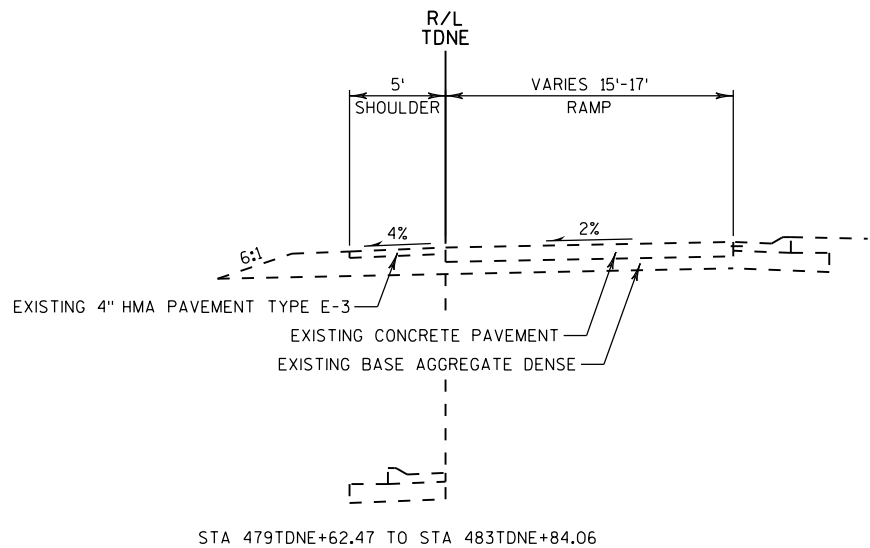
COUNTY: DANE

TYPICAL SECTIONS: EXISTING

SHEET

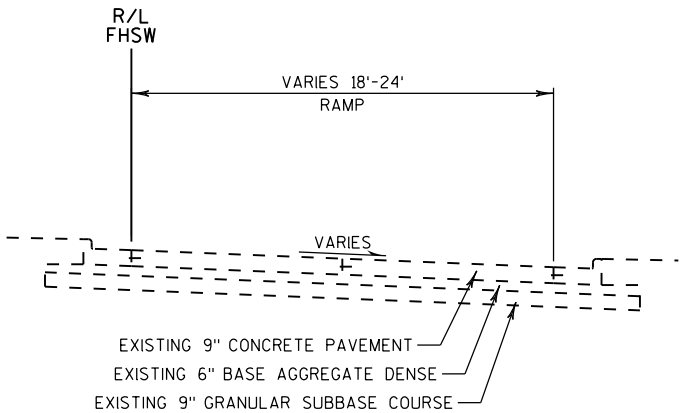
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E



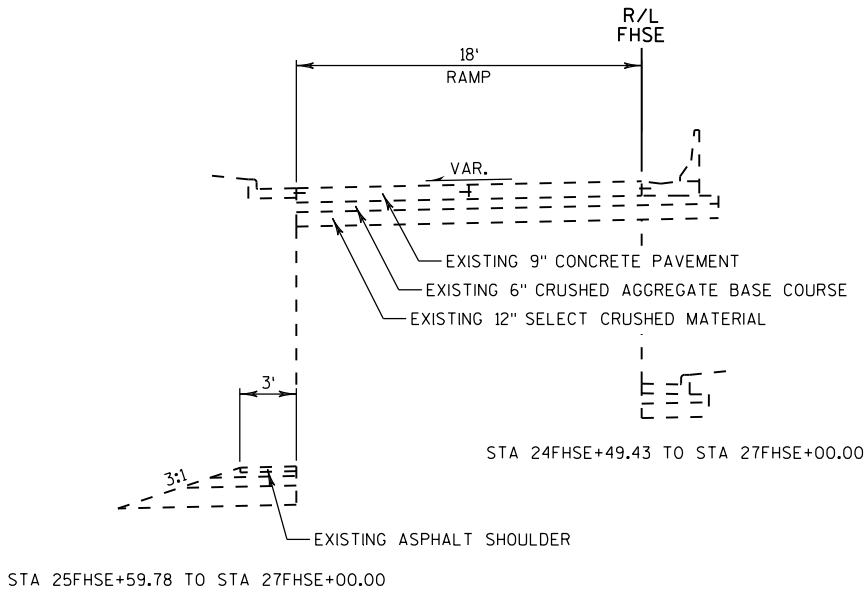
TYPICAL EXISTING SECTION

TODD DRIVE WB EXIT RAMP
STA 479TDNE+62.47 TO STA 487TDNE+40.00



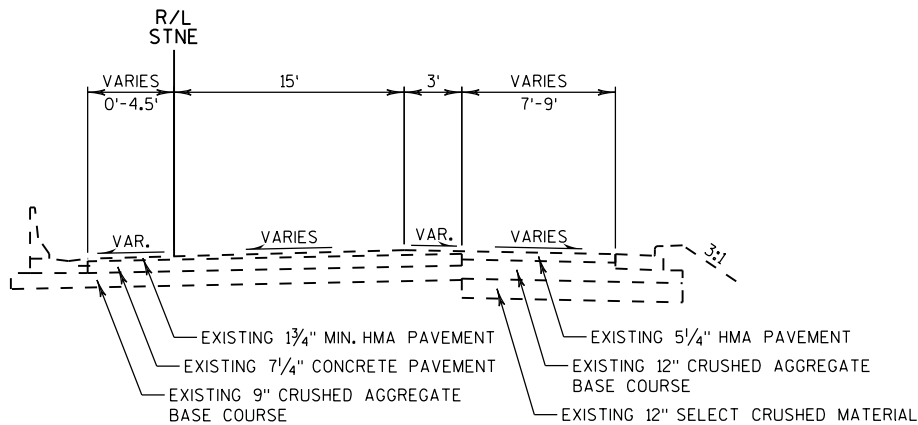
TYPICAL EXISTING SECTION

FISH HATCHERY EB TO SB EXIT RAMP
STA 11FHSW+38.85 TO STA 15FHSW+43.35



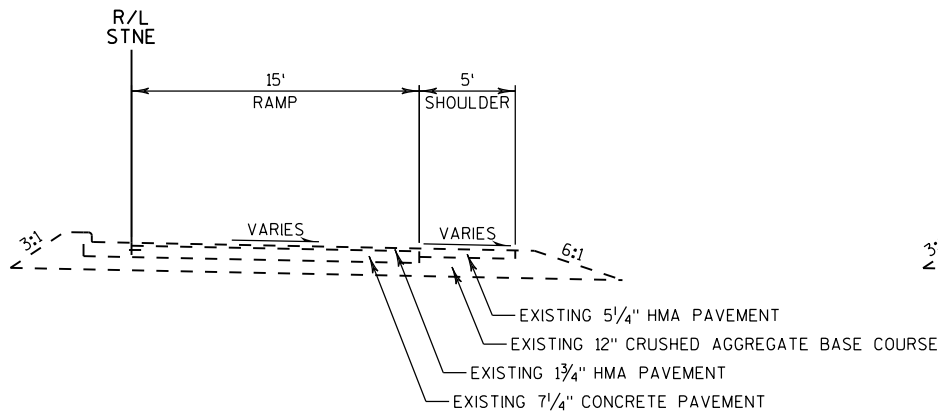
TYPICAL EXISTING SECTION

FISH HATCHERY EB ENTRANCE RAMP
STA 20FHSE+51.63 TO STA 27FHSE+00.00



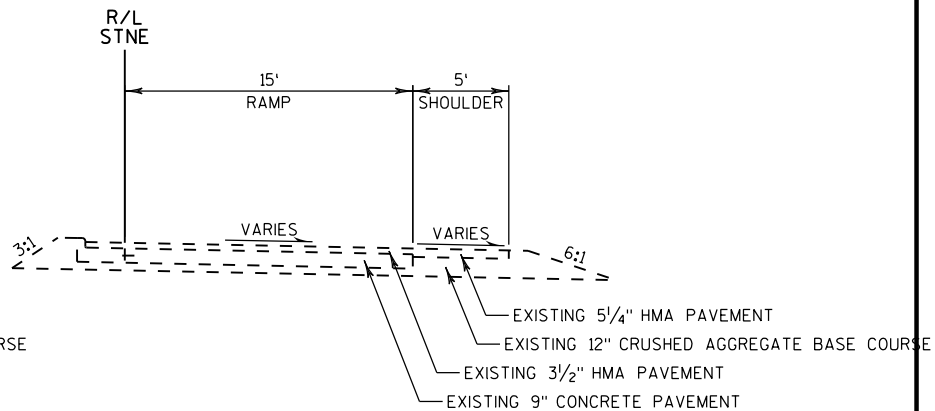
TYPICAL EXISTING SECTION

SEMINOLE HIGHWAY WB EXIT RAMP
STA 21STNE+91.86 TO STA 23STNE+80.00



TYPICAL EXISTING SECTION

SEMINOLE HIGHWAY WB EXIT RAMP
STA 23STNE+80.00 TO STA 24STNE+73.00



TYPICAL EXISTING SECTION

SEMINOLE HIGHWAY WB EXIT RAMP
STA 24STNE+73.00 TO STA 26STNE+60.86

NOTE:
TYPICAL EXISTING SECTIONS IN SUPERELEVATION NOT SHOWN, SEE CROSS SECTIONS FOR
MEDIAN SHOULDER AND TRAVELED WAY LANES SUPERELEVATION CROSS SLOPES.

EXISTING SUPERELEVATION IS BASED ON EXISTING CONSTRUCTION PLANS, CONTRACTOR TO FIELD VERIFY.

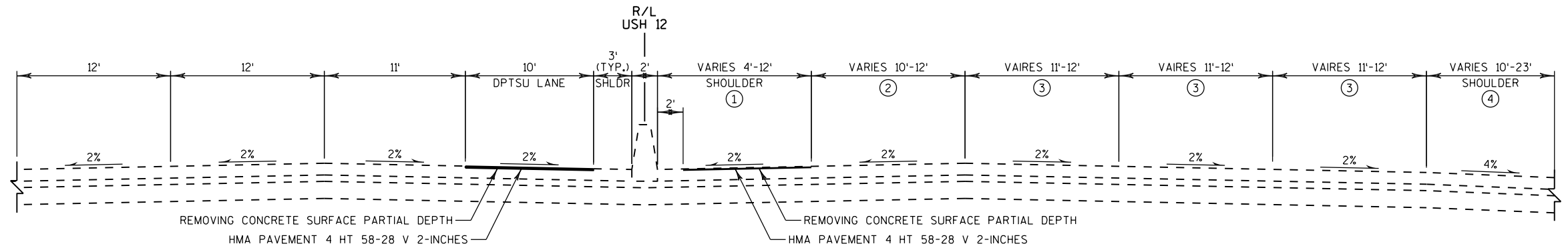
2

- ① VARIES 12' - STA 508CL+00.00 RT
TO 4' - STA 515CL+20.00 RT
- ② VARIES 12' - STA 508CL+00.00 RT
TO 10' - STA 515CL+20.00 RT
- ③ VARIES 12' - STA 508CL+00.00 RT
TO 11' - STA 515CL+20.00 RT
- ④ VARIES 10' - STA 508CL+00.00 RT
TO 23' - STA 515CL+20.00 RT
- ⑤ 0' - STA 515CL+20.00 RT
TO STA 519CL+31.21 RT

12' - STA 519CL+31.21 RT
TO 541CL+14.86 RT
- ⑥ 23' - STA 515CL+20.00 RT
TO STA 519CL+31.21 RT

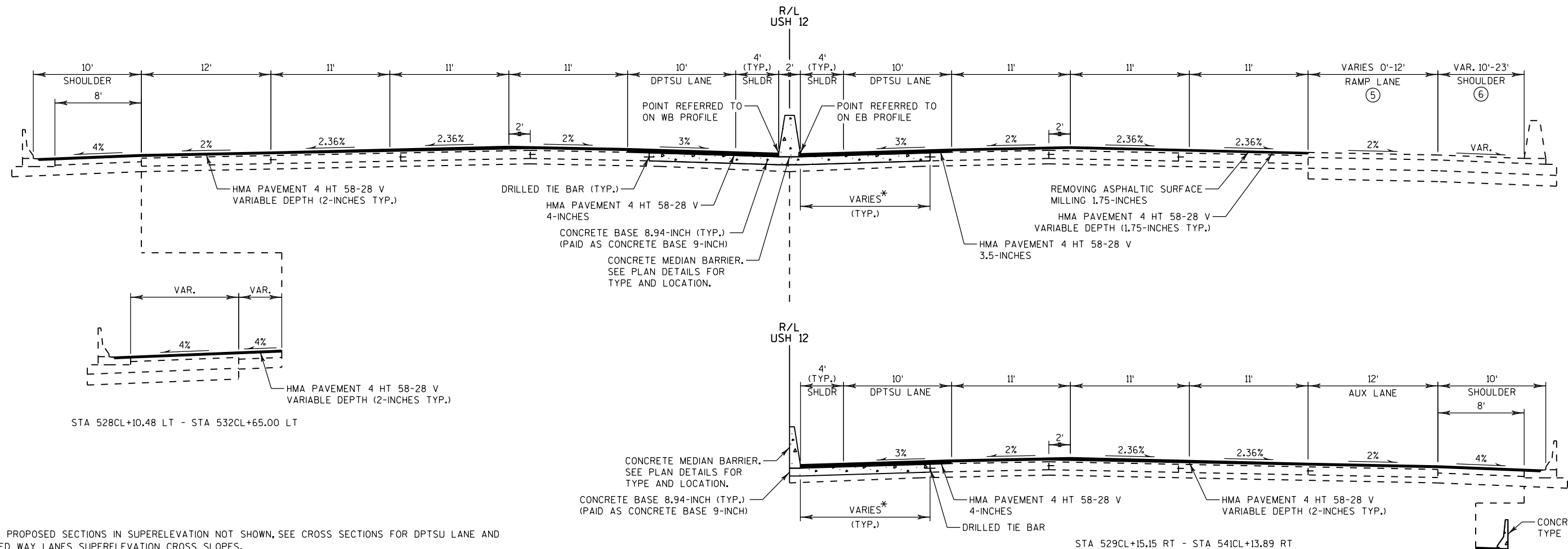
22' - STA 519CL+31.21 RT
TO STA 525CL+53.88 RT

VARIES 22' - STA 525CL+53.88 RT
TO 10' - STA 541CL+14.86 RT



TYPICAL PROPOSED SECTION

WHITNEY WAY TO SEMINOLE HIGHWAY
STA 508CL+00.00 RT - STA 512CL+86.25 RT
STA 461CL+00.00 LT - STA 477CL+57.79 LT
STA 482CL+55.52 LT - STA 512CL+86.25 LT



TYPICAL PROPOSED SECTION

SEMINOLE HIGHWAY TO TODD DRIVE EB EXIT RAMP
STA 512CL+86.25 RT - STA 541CL+14.86 RT
STA 512CL+86.25 LT - STA 541CL+14.86 LT

STA 528CL+90.00 RT - STA 530CL+55.00 RT

*SEE REMOVALS PLANS FOR SAWCUT LIMITS.

PROJECT NO:1206-06-79

HWY: USH 12

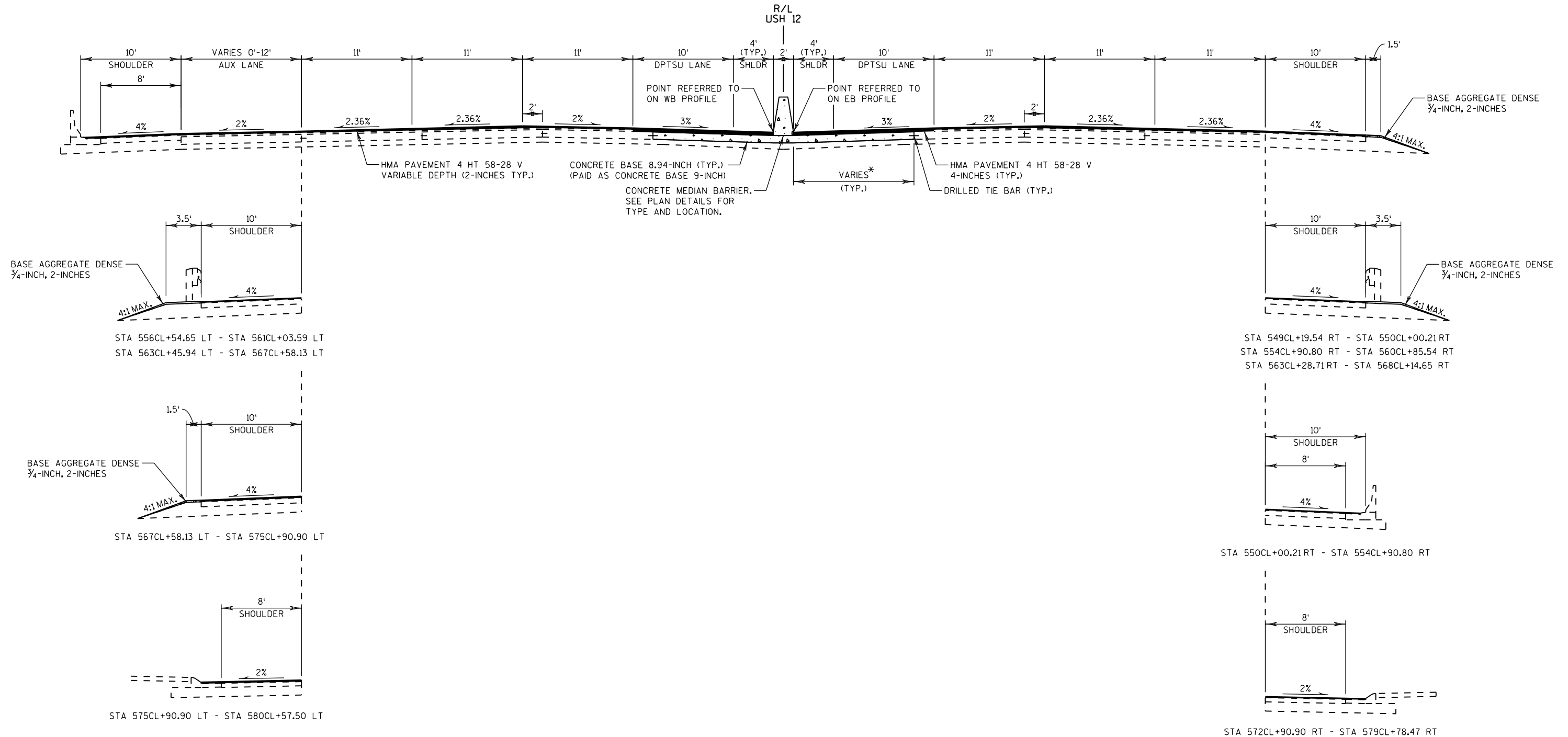
COUNTY: DANE

TYPICAL SECTIONS: PROPOSED

SHEET

22

E



NOTE:
TYPICAL PROPOSED SECTIONS IN SUPERELEVATION NOT SHOWN, SEE CROSS SECTIONS FOR DPTSU LANE AND TRAVELED WAY LANES SUPERELEVATION CROSS SLOPES.

EXISTING SUPERELEVATION IS BASED ON EXISTING CONSTRUCTION PLANS, CONTRACTOR TO FIELD VERIFY.

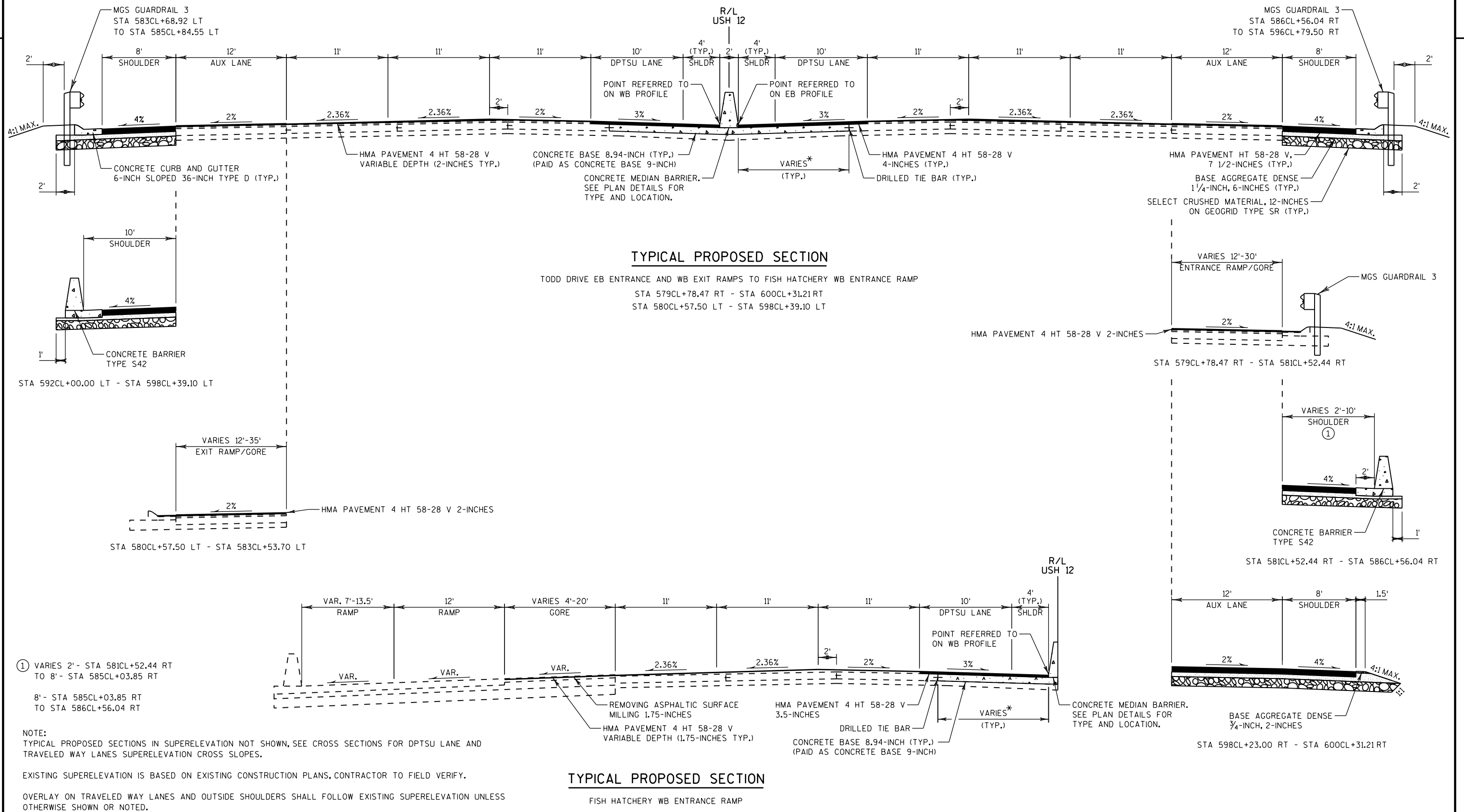
OVERLAY ON TRAVELED WAY LANES AND OUTSIDE SHOULDERS SHALL FOLLOW EXISTING SUPERELEVATION UNLESS OTHERWISE SHOWN OR NOTED.

TYPICAL PROPOSED SECTION

TODD DRIVE EB EXIT RAMP TO TODD DRIVE EB ENTRANCE AND WB EXIT RAMP

STA 541CL+14.86 RT - STA 560CL+85.54 RT
STA 563CL+28.71 RT - STA 579CL+78.47 RT
STA 541CL+14.86 LT - STA 561CL+03.59 LT
STA 563CL+45.94 LT - STA 580CL+57.50 LT

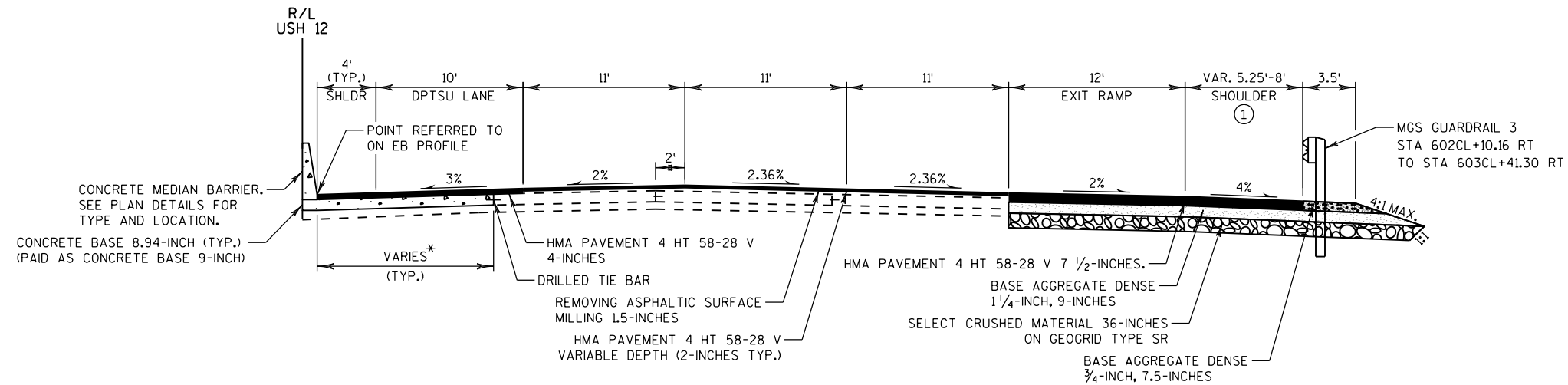
*SEE REMOVALS PLANS FOR SAWCUT LIMITS.



NOTE:
TYPICAL PROPOSED SECTIONS IN SUPERELEVATION NOT SHOWN, SEE CROSS SECTIONS FOR DPTSU LANE AND
TRAVELED WAY LANES SUPERELEVATION CROSS SLOPES.

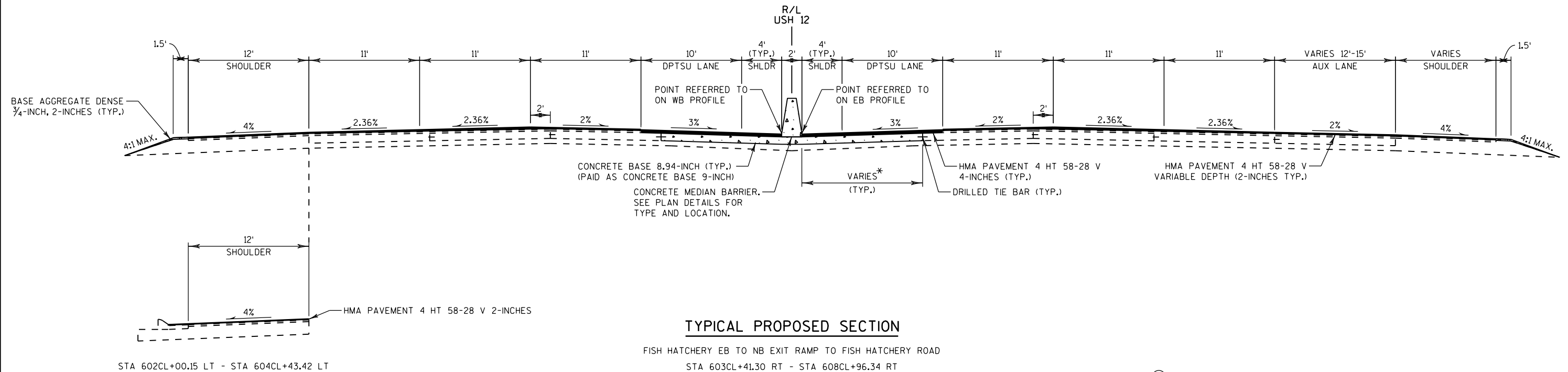
EXISTING SUPERELEVATION IS BASED ON EXISTING CONSTRUCTION PLANS, CONTRACTOR TO FIELD VERIFY.

OVERLAY ON TRAVELED WAY LANES AND OUTSIDE SHOULDERS SHALL FOLLOW EXISTING SUPERELEVATION UNLESS
OTHERWISE SHOWN OR NOTED.



TYPICAL PROPOSED SECTION

FISH HATCHERY EB TO NB EXIT RAMP
STA 600CL+31.21 RT - STA 603CL+41.30 RT



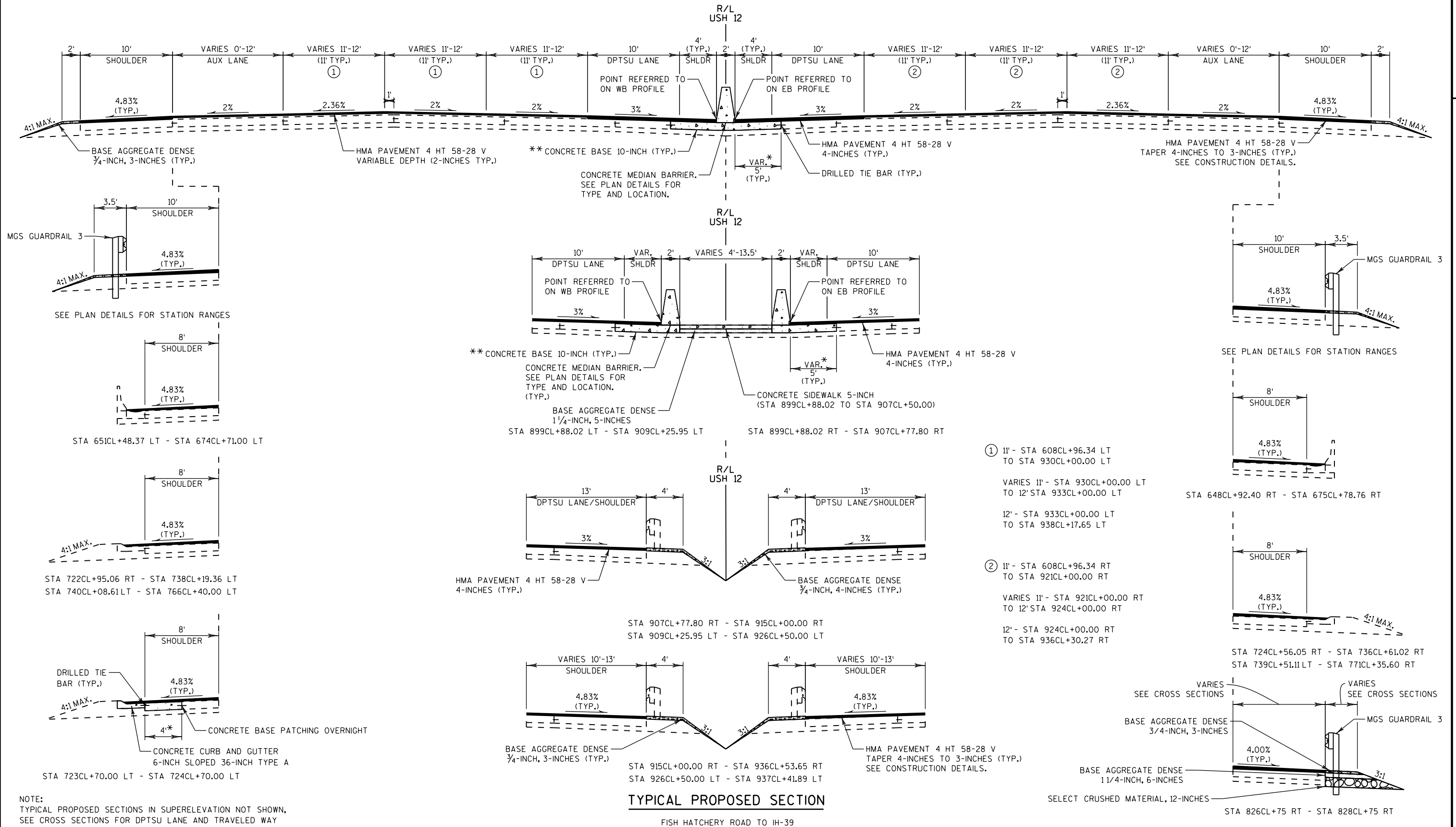
TYPICAL PROPOSED SECTION

FISH HATCHERY EB TO NB EXIT RAMP TO FISH HATCHERY ROAD
STA 603CL+41.30 RT - STA 608CL+96.34 RT
STA 600CL+44.11 LT - STA 608CL+96.34 LT

① 8'- STA 600CL+31.21 RT
TO STA 602CL+99.73 RT

VARIES 8'- STA 602CL+99.73 RT
TO 5.25' STA 603CL+41.30 RT

*SEE REMOVALS PLANS FOR SAWCUT LIMITS.



NOTE:
TYPICAL PROPOSED SECTIONS IN SUPERELEVATION NOT SHOWN,
SEE CROSS SECTIONS FOR DPTSU LANE AND TRAVELED WAY
LANES SUPERELEVATION CROSS SLOPES.
EXISTING SUPERELEVATION IS BASED ON EXISTING CONSTRUCTION
PLANS, CONTRACTOR TO FIELD VERIFY.
OVERLAY ON TRAVELED WAY LANES AND OUTSIDE SHOULDERS SHALL
FOLLOW EXISTING SUPERELEVATION UNLESS OTHERWISE SHOWN OR NOTED.

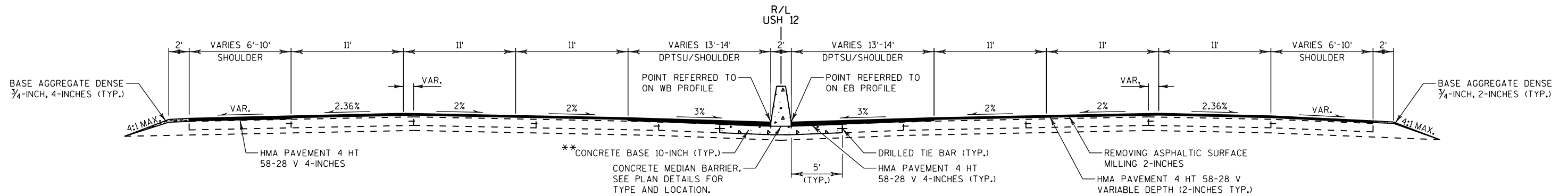
STA 608CL+96.34 RT - STA 638CL+32.04 RT
STA 641CL+72.42 RT - STA 651CL+44.98 RT
STA 653CL+35.71 RT - STA 706CL+98.33 RT
STA 710CL+33.33 RT - STA 718CL+09.57 RT

STA 722CL+57.03 RT - STA 774CL+90.00 RT
STA 823CL+37.82 RT - STA 830CL+26.81 RT
STA 833CL+43.85 RT - STA 876CL+27.67 RT
STA 880CL+07.12 RT - STA 936CL+30.27 RT

STA 608CL+96.34 LT - STA 638CL+39.57 LT
STA 641CL+81.15 LT - STA 651CL+72.33 LT
STA 654CL+57.07 LT - STA 707CL+02.40 LT
STA 710CL+37.28 LT - STA 717CL+36.64 LT

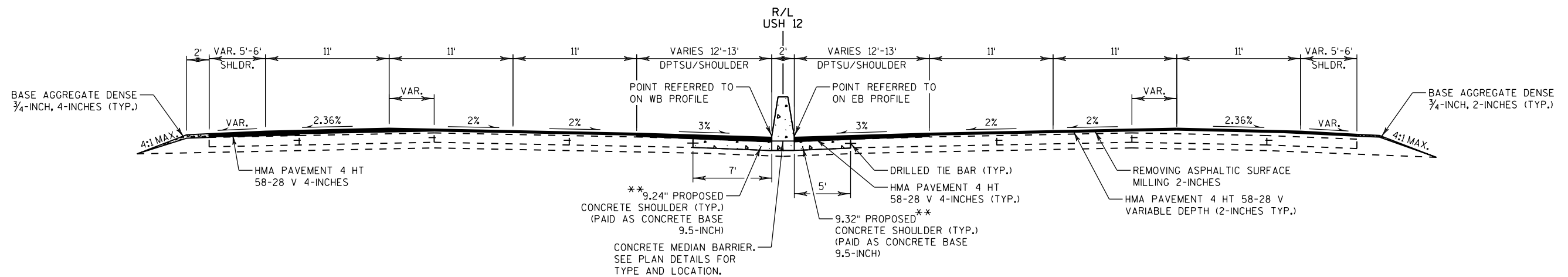
STA 721CL+84.51 LT - STA 795CL+35.54 LT
STA 823CL+39.44 LT - STA 830CL+12.62 LT
STA 833CL+44.91 LT - STA 876CL+13.64 LT
STA 879CL+93.19 LT - STA 938CL+17.65 LT

* SEE REMOVALS PLANS FOR SAWCUT LIMITS.
** CONCRETE MEDIAN SHOULDER SLOPE
TO MATCH EXISTING SHOULDER SLOPE



TYPICAL PROPOSED SECTION

EB USH 12/18 TEST OVERLAY SECTION
STA 774CL+90.00 RT - STA 794CL+50.00 RT
STA 774CL+90.00 LT - STA 794CL+50.00 LT



TYPICAL PROPOSED SECTION

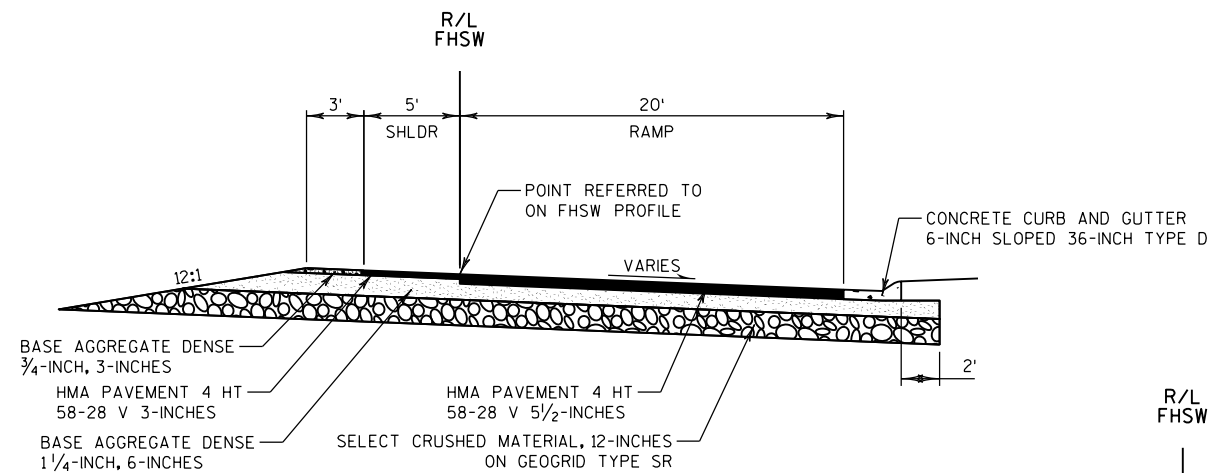
EB USH 12/18 TEST OVERLAY SECTION
STA 794CL+50.00 RT - STA 795CL+88.66 RT
STA 794CL+50.00 LT - STA 795CL+88.66 LT

NOTE:
TYPICAL PROPOSED SECTIONS IN SUPERELEVATION NOT SHOWN, SEE CROSS SECTIONS FOR DPTSU LANE AND TRAVELED WAY LANES SUPERELEVATION CROSS SLOPES.

EXISTING SUPERELEVATION IS BASED ON EXISTING CONSTRUCTION PLANS, CONTRACTOR TO FIELD VERIFY.

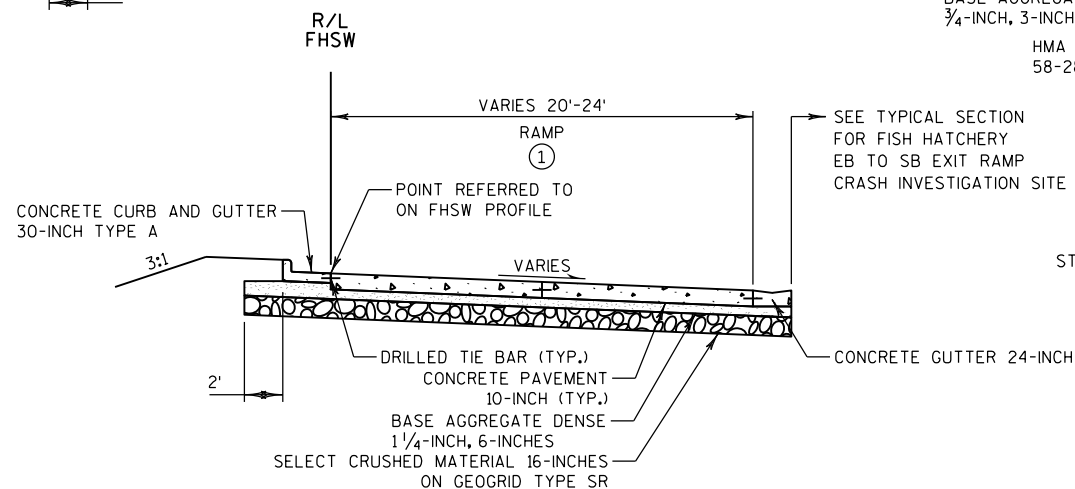
OVERLAY ON TRAVELED WAY LANES AND OUTSIDE SHOULDERS SHALL FOLLOW EXISTING SUPERELEVATION UNLESS OTHERWISE SHOWN OR NOTED.

** CONCRETE MEDIAN SHOULDER SLOPE TO MATCH EXISTING SHOULDER SLOPE



TYPICAL PROPOSED SECTION

FISH HATCHERY EB TO SB EXIT RAMP
STA 11FHSW+41.84 TO STA 12FHSW+16.84



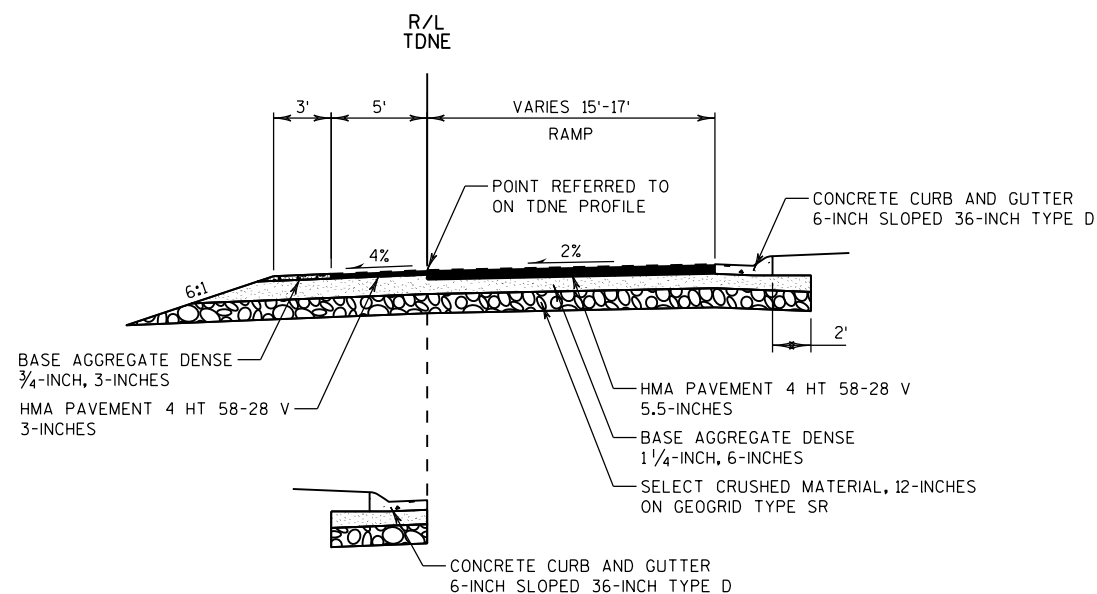
TYPICAL PROPOSED SECTION

FISH HATCHERY EB TO SB EXIT RAMP
STA 13FHSW+39.17 TO STA 15FHSW+43.35

① VARIES 20' - STA 12FHSW+89.59 TO 24' STA 14FHSW+40.00

24' - STA 14FHSW+40.00 TO STA 15FHSW+43.35

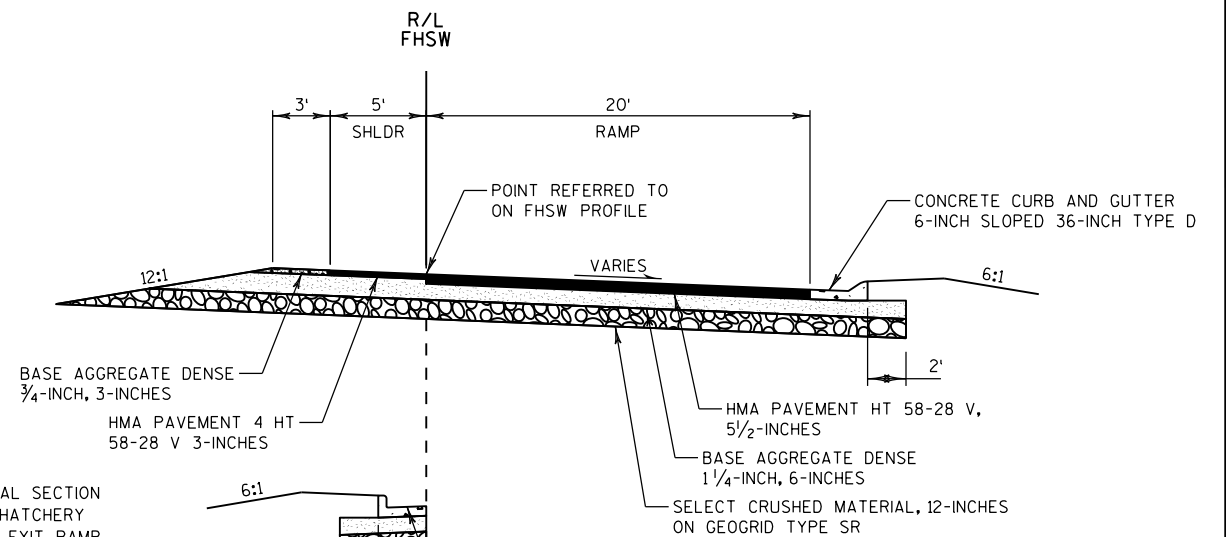
NOTE:
TYPICAL PROPOSED SECTIONS IN SUPERELEVATION NOT SHOWN, SEE CROSS SECTIONS FOR DPTSU LANE AND TRAVELED WAY LANES SUPERELEVATION CROSS SLOPES. EXISTING SUPERELEVATION IS BASED ON EXISTING CONSTRUCTION PLANS, CONTRACTOR TO FIELD VERIFY. OVERLAY ON TRAVELED WAY LANES AND OUTSIDE SHOULDERS SHALL FOLLOW EXISTING SUPERELEVATION UNLESS OTHERWISE SHOWN OR NOTED.



STA 479TDNE+62.47 TO STA 483TDNE+84.06

TYPICAL PROPOSED SECTION

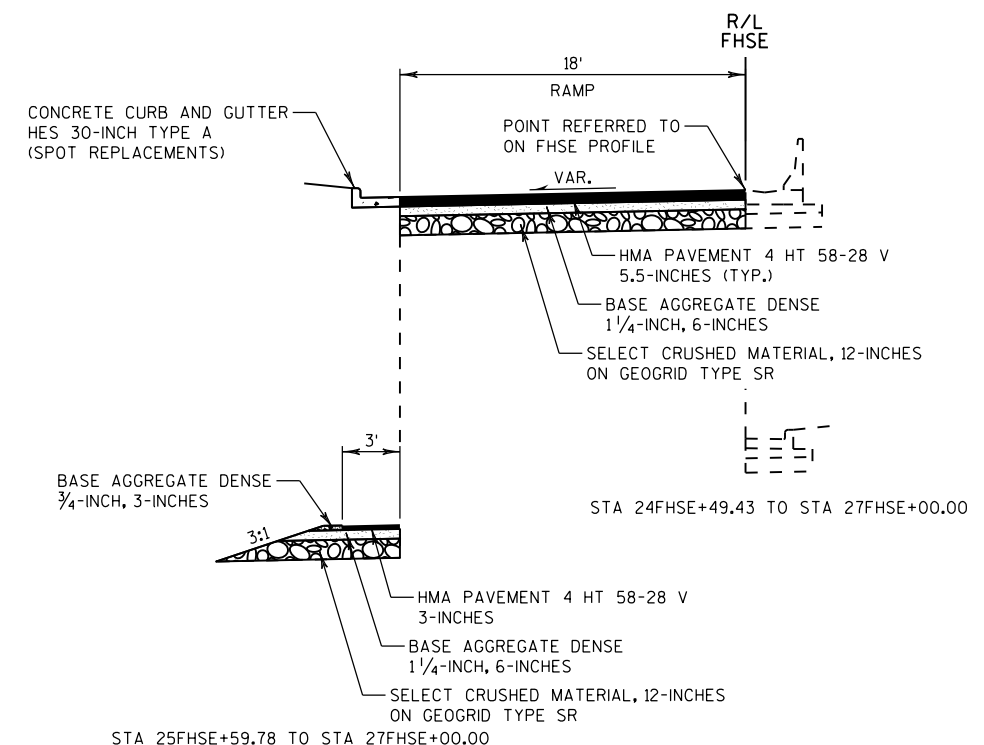
TODD DRIVE WB EXIT RAMP
STA 479TDNE+62.47 TO STA 483TDNE+84.06



STA 12FHSW+87.16 TO STA 13FHSW+39.17

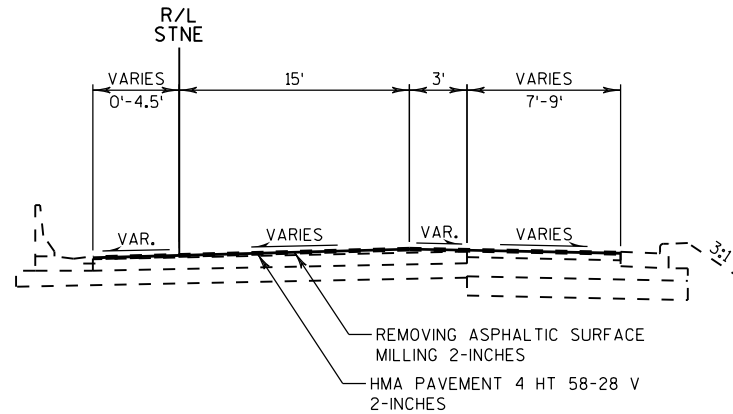
TYPICAL PROPOSED SECTION

FISH HATCHERY EB TO SB EXIT RAMP
STA 12FHSW+16.84 TO STA 13FHSW+39.17



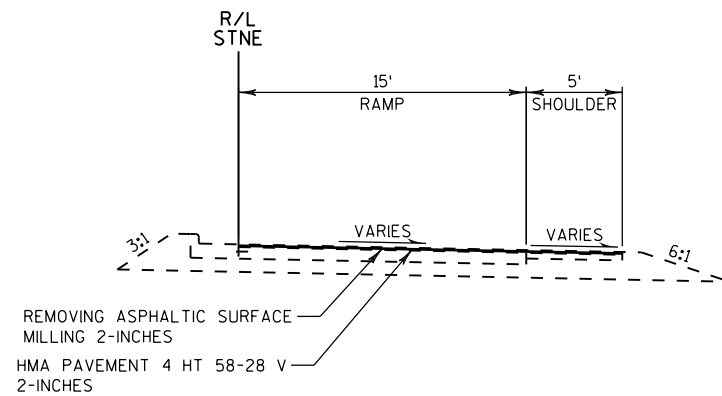
TYPICAL PROPOSED SECTION

FISH HATCHERY EB ENTRANCE RAMP
STA 20FHSE+51.63 TO STA 27FHSE+00.00



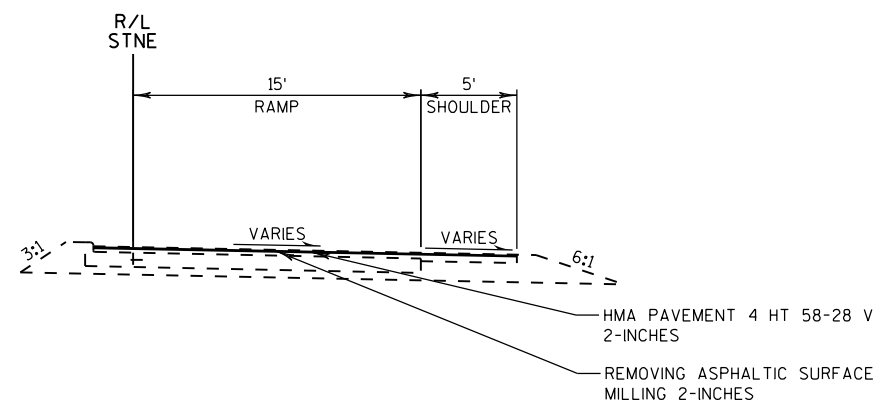
TYPICAL PROPOSED SECTION

SEMINOLE HIGHWAY WB EXIT RAMP
STA 21STNE+91.86 TO STA 23STNE+80.00



TYPICAL PROPOSED SECTION

SEMINOLE HIGHWAY WB EXIT RAMP
STA 23STNE+80.00 TO STA 24STNE+73.00



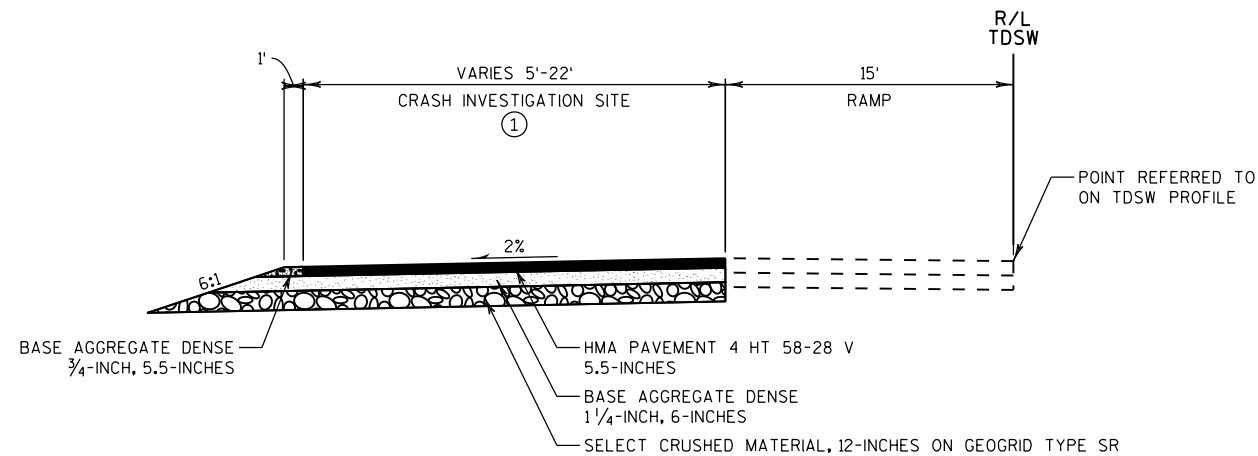
TYPICAL PROPOSED SECTION

SEMINOLE HIGHWAY WB EXIT RAMP
STA 24STNE+73.00 TO STA 26STNE+60.86

NOTE:
TYPICAL PROPOSED SECTIONS IN SUPERELEVATION NOT SHOWN, SEE CROSS SECTIONS FOR DPTSU LANE AND
TRAVELED WAY LANES SUPERELEVATION CROSS SLOPES.

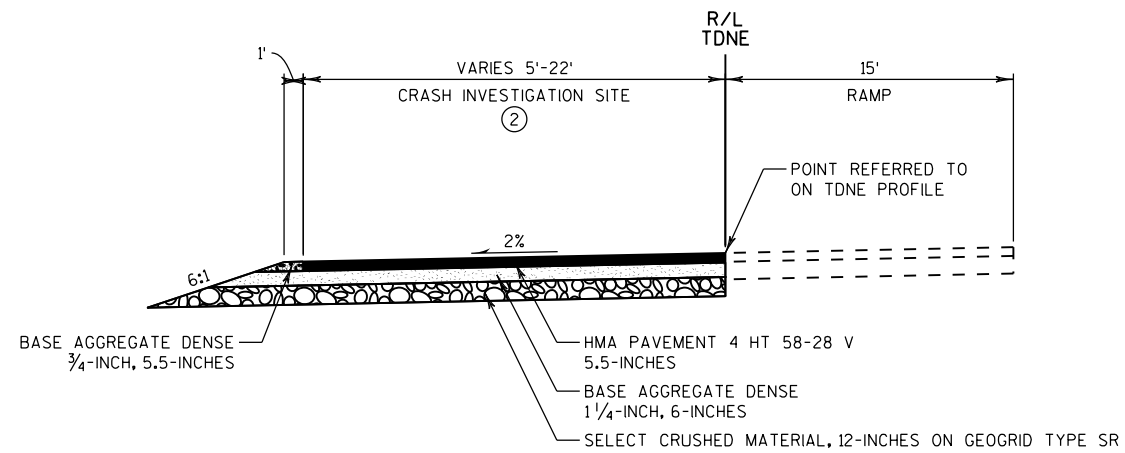
EXISTING SUPERELEVATION IS BASED ON EXISTING CONSTRUCTION PLANS, CONTRACTOR TO FIELD VERIFY.

OVERLAY ON TRAVELED WAY LANES AND OUTSIDE SHOULDERS SHALL FOLLOW EXISTING SUPERELEVATION UNLESS
OTHERWISE SHOWN OR NOTED.



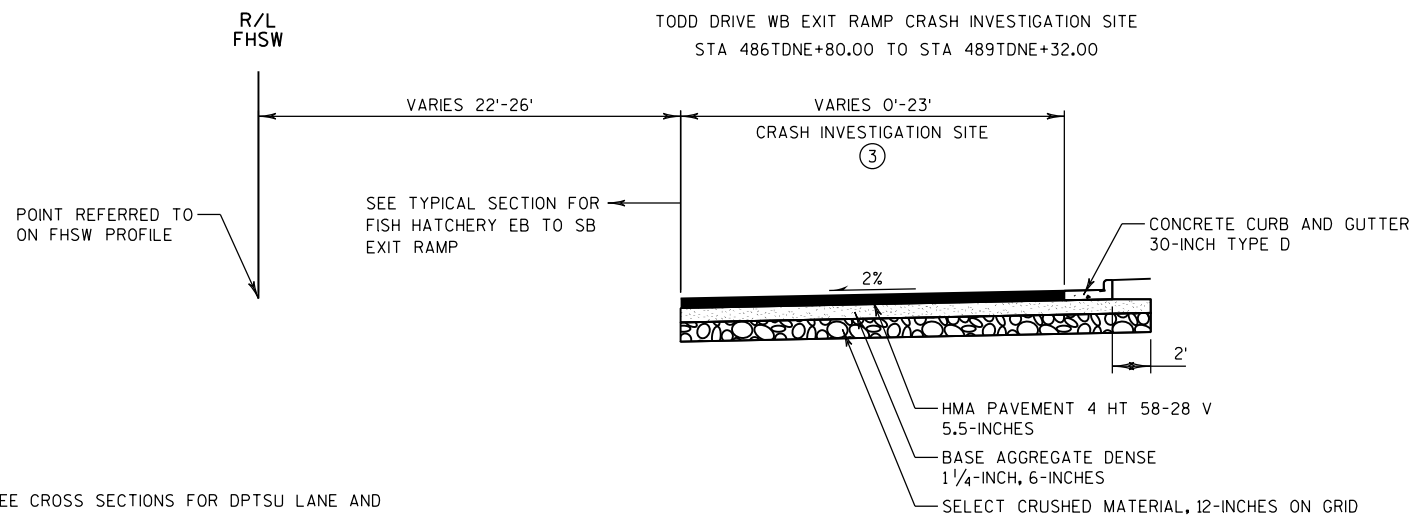
TYPICAL PROPOSED SECTION

TODD DRIVE EB EXIT RAMP CRASH INVESTIGATION SITE
STA 18TDSW+03.00 TO STA 20TDSW+67.00



TYPICAL PROPOSED SECTION

TODD DRIVE WB EXIT RAMP CRASH INVESTIGATION SITE
STA 486TDNE+80.00 TO STA 489TDNE+32.00



TYPICAL PROPOSED SECTION

FISH HATCHERY EB TO SB EXIT RAMP CRASH INVESTIGATION SITE
STA 13FHSW+44.33 TO STA 16FHSW+15.92

① VARIES 5'- STA 18TDSW+03.00
TO 22' STA 18TDSW+22.00

22'- STA 18TDSW+22.00
TO STA 19TDSW+72.00

VARIES 22'- STA 19TDSW+72.00
TO 5' STA 20TDSW+67.00

② VARIES 5'- STA 486TDNE+80.00
TO 22' STA 487TDNE+65.00

22'- STA 487TDNE+65.00
TO STA 489TDNE+15.00

VARIES 22'- STA 489TDNE+15.00
TO 5' STA 489TDNE+32.00

③ VARIES 2'- STA 13FHSW+44.33
TO 23' STA 13FHSW+66.00

VARIES 23'- STA 13FHSW+66.00
TO 20' STA 14FHSW+40.00

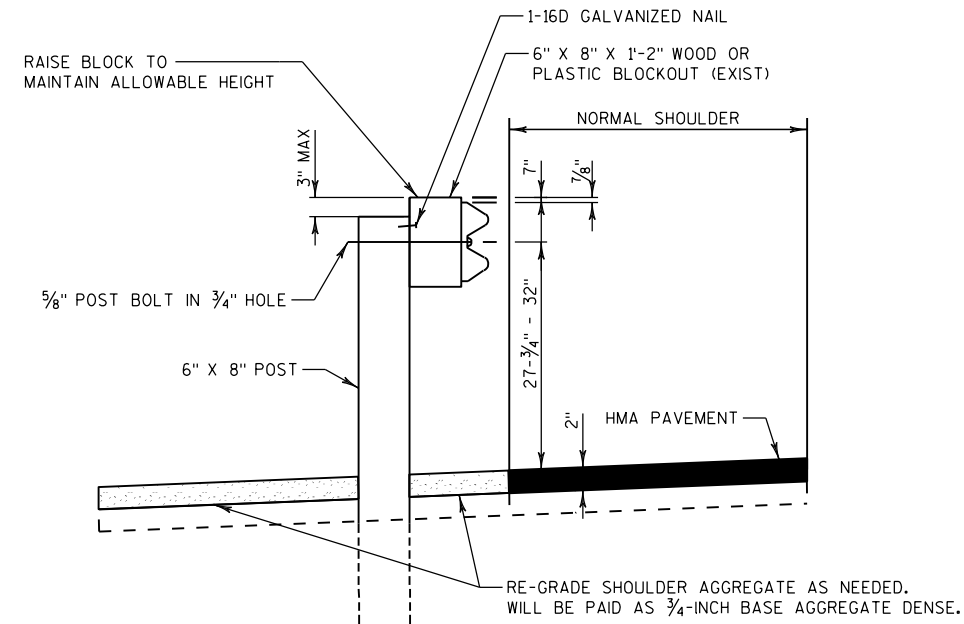
20'- STA 14FHSW+40.00
TO STA 15FHSW+16.00

VARIES 20'- STA 15FHSW+16.00
TO 0' STA 16FHSW+15.92

NOTE:
TYPICAL PROPOSED SECTIONS IN SUPERELEVATION NOT SHOWN, SEE CROSS SECTIONS FOR DPTSU LANE AND
TRAVELED WAY LANES SUPERELEVATION CROSS SLOPES.

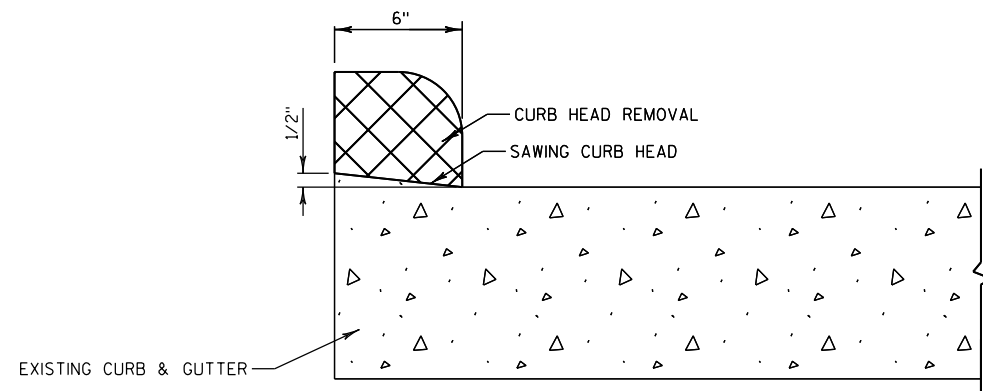
EXISTING SUPERELEVATION IS BASED ON EXISTING CONSTRUCTION PLANS, CONTRACTOR TO FIELD VERIFY.

OVERLAY ON TRAVELED WAY LANES AND OUTSIDE SHOULDERS SHALL FOLLOW EXISTING SUPERELEVATION UNLESS
OTHERWISE SHOWN OR NOTED.



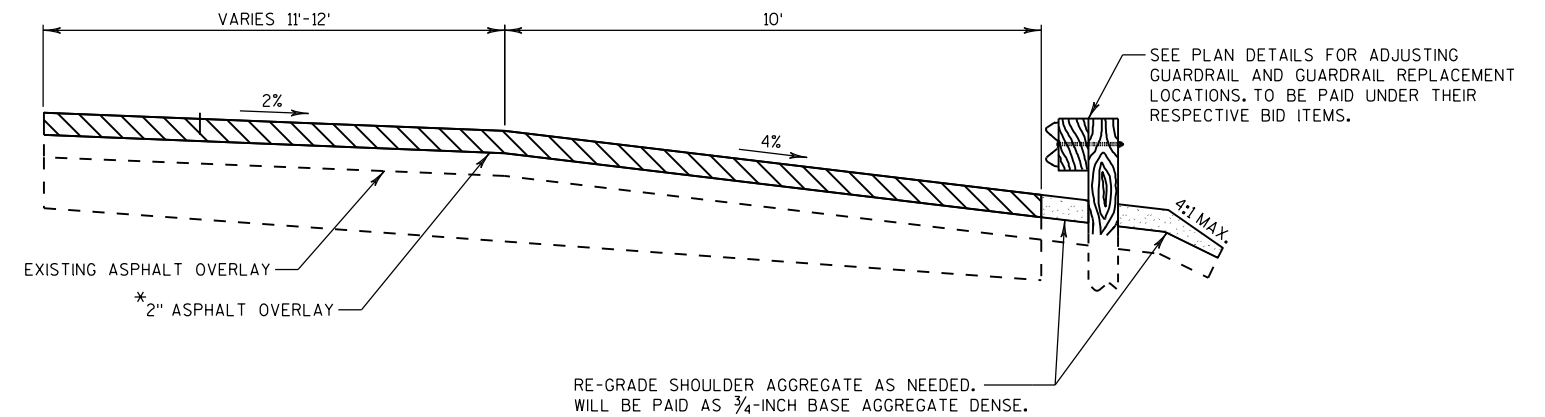
DETAIL OF ADJUSTING STEEL PLATE BEAMGUARD PREVIOUSLY ADJUSTED

STA 549CL+19 TO STA 550CL+00, RT



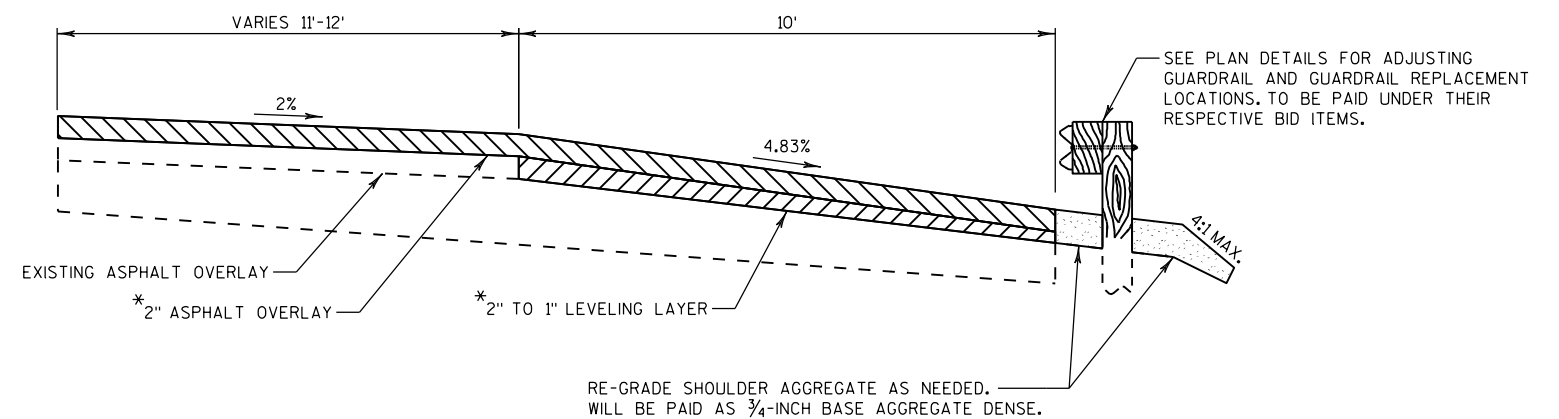
SECTION VIEW

SAWING CURB HEAD



**DETAIL OF PROPOSED SHOULDER
PAVING AT GUARDRAIL**

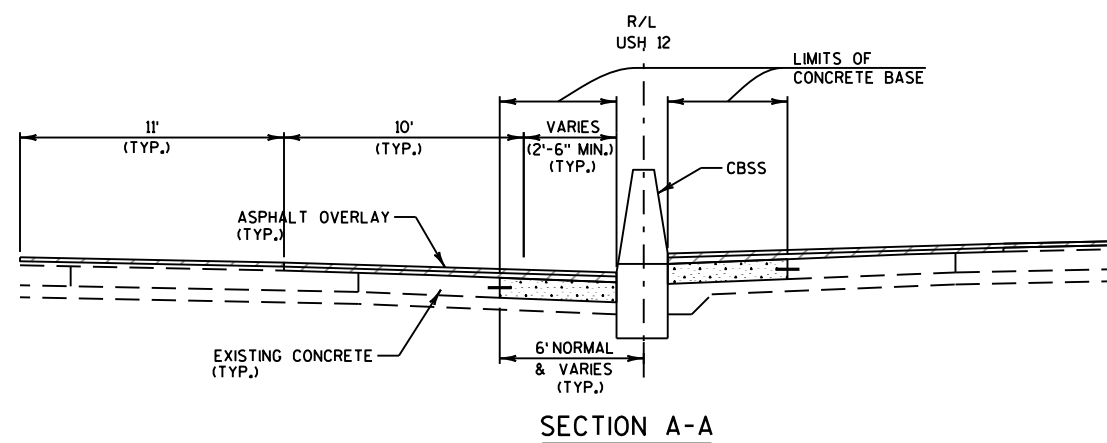
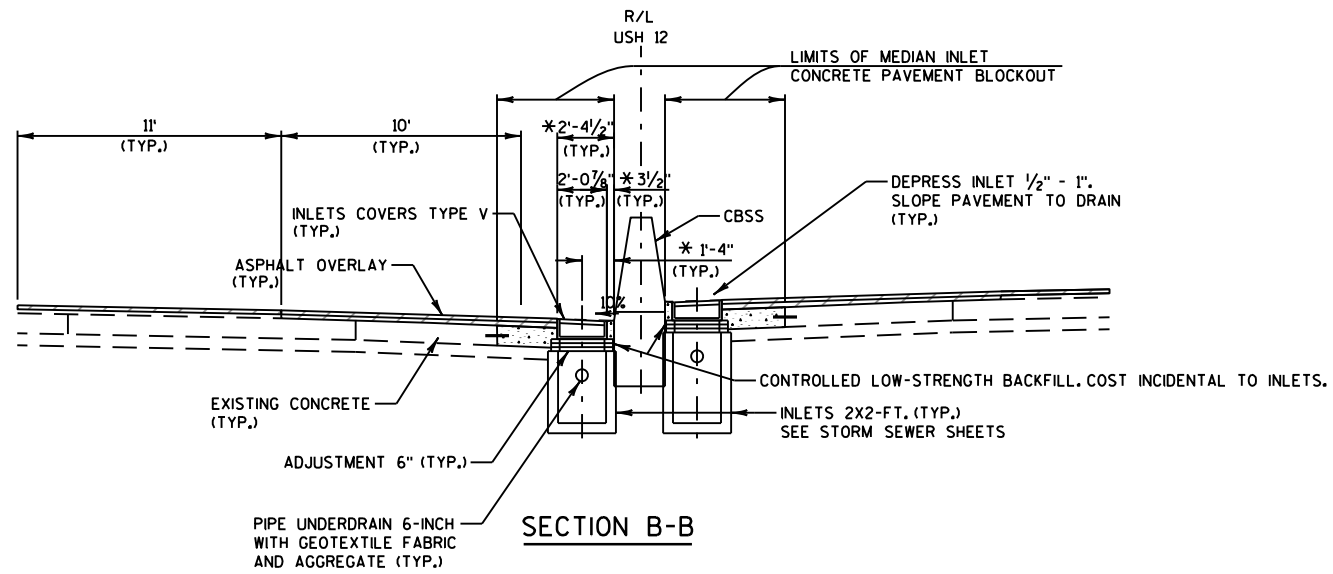
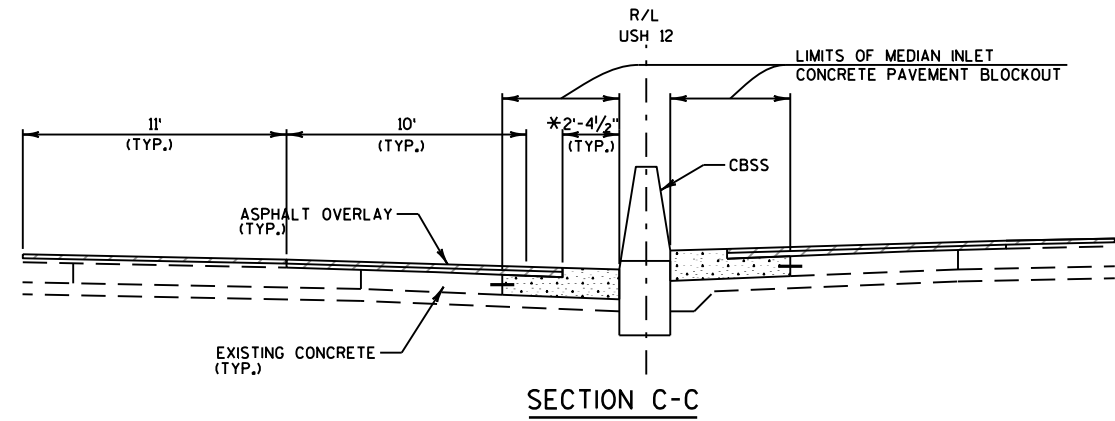
SEMINOLE HIGHWAY TO FISH HATCHERY ROAD



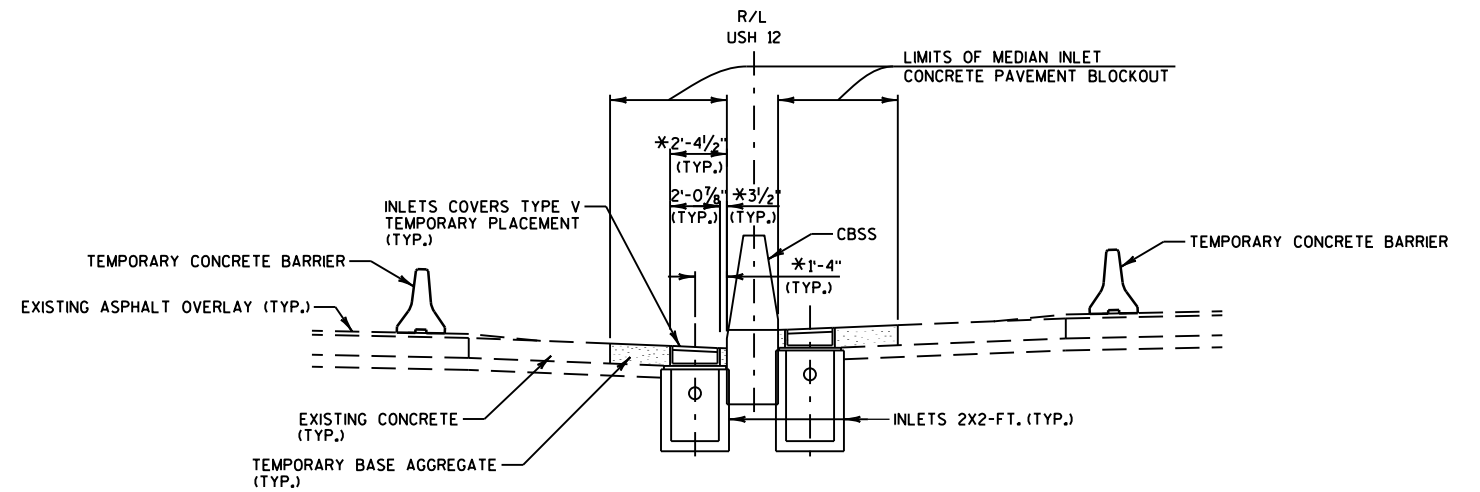
**DETAIL OF PROPOSED SHOULDER
PAVING AT GUARDRAIL**

FISH HATCHERY ROAD TO I-39/90

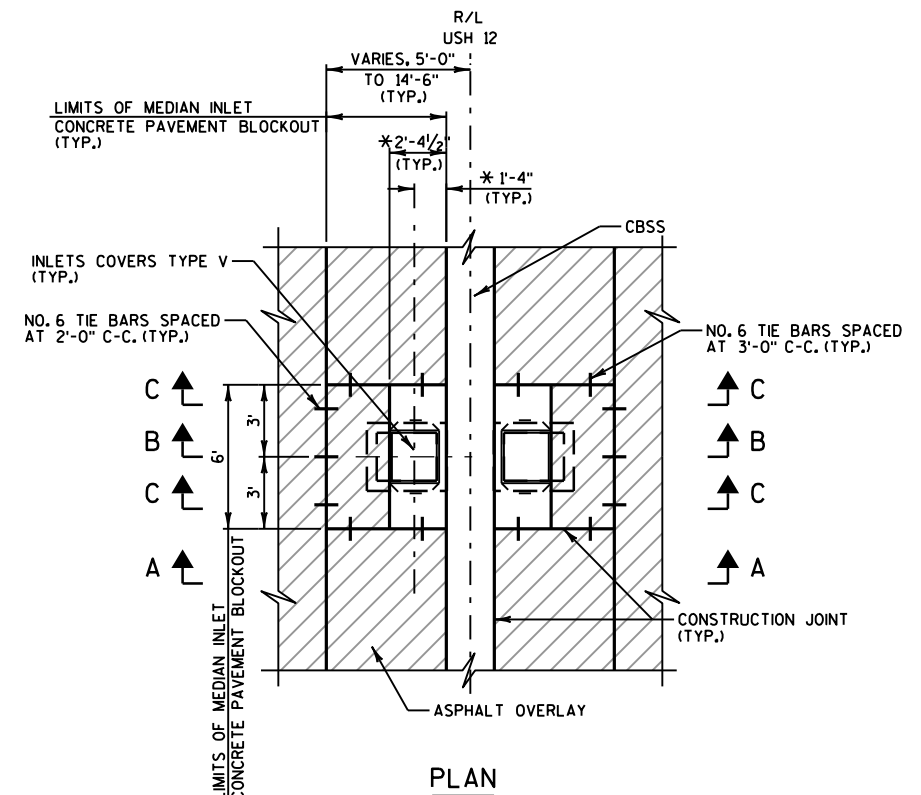
*HMA PAVEMENT TO CONSIST OF:
2" HMA PAVEMENT 4 HT 58-28 V



MEDIAN INLET CONCRETE PAVEMENT BLOCKOUT DETAIL
AT INLETS 2X2-FT. (TYP.)



SECTION B-B (TEMPORARY CONDITION)

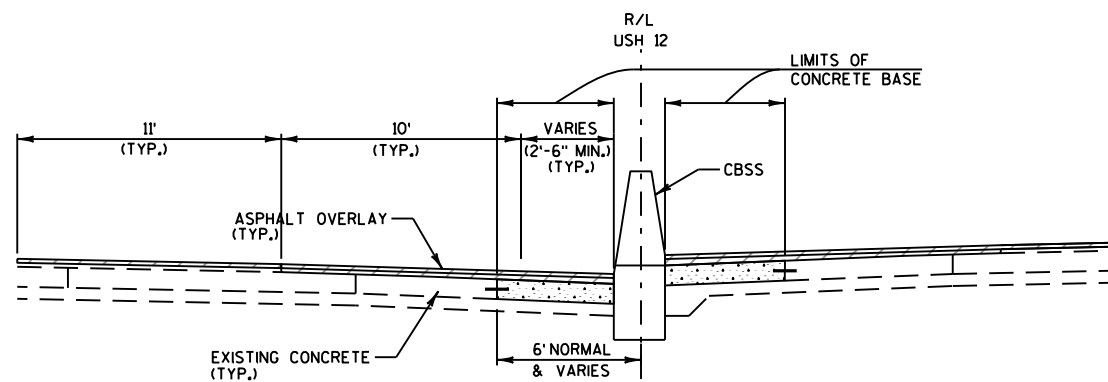
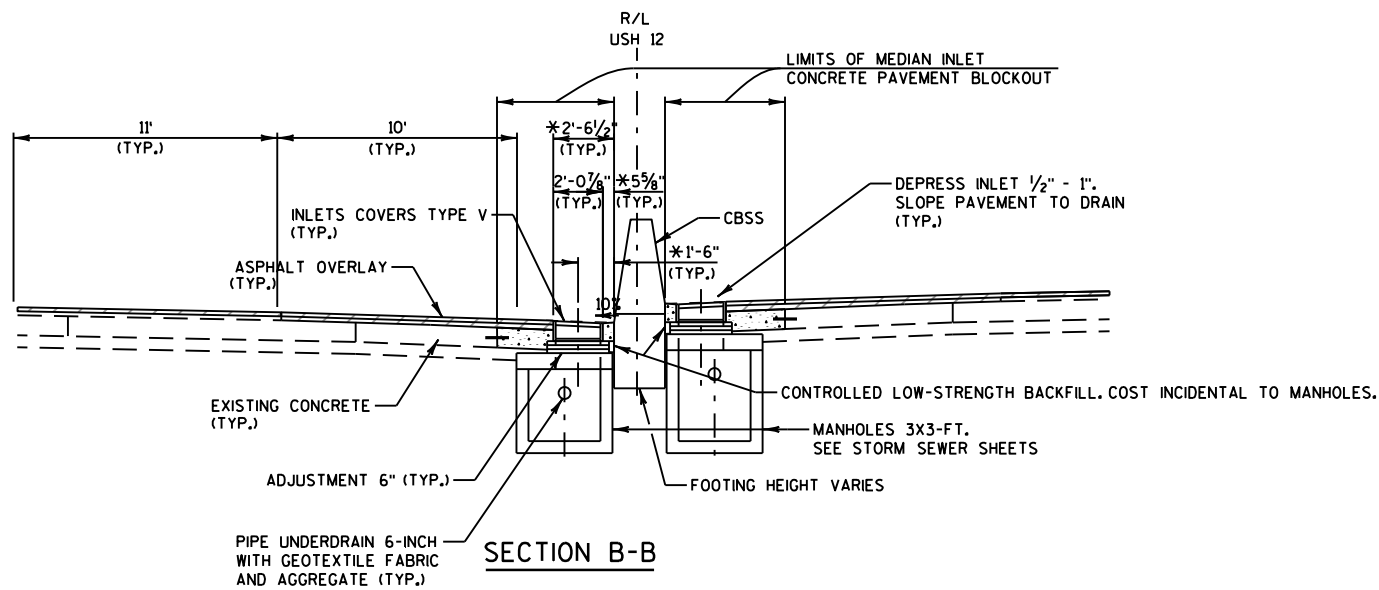
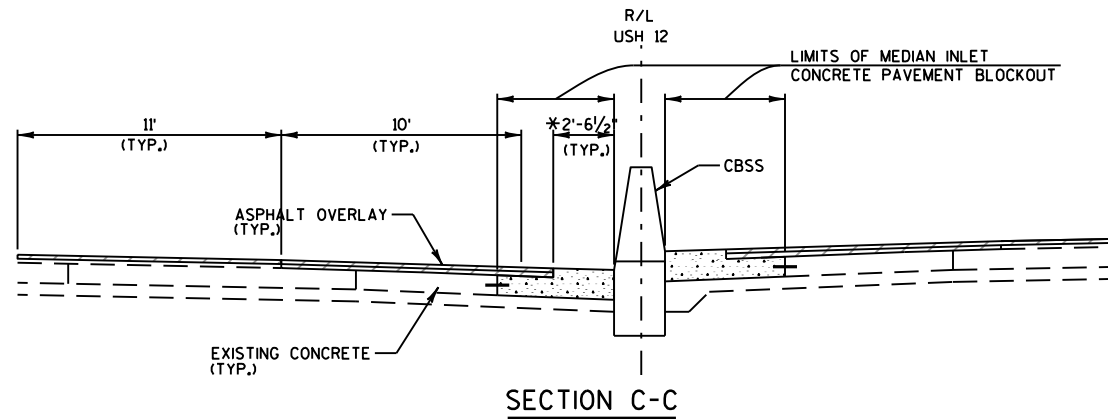


LEGEND

* VARIES, SEE STORM SEWER TABLES FOR INLET GRATE AND STRUCTURE OFFSETS.

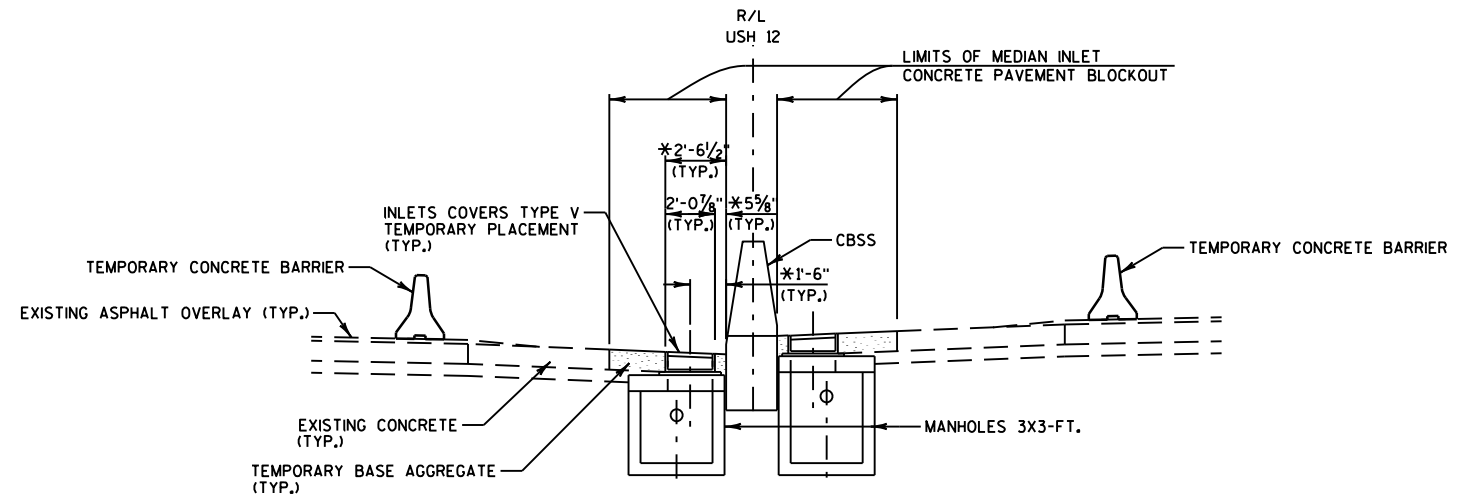
NOTES

TIE BARS, CONCRETE PAVEMENT, TEMPORARY BASE COURSE AND SAW CUTS, IF NEEDED, ARE INCIDENTAL TO MEDIAN INLET CONCRETE PAVEMENT BLOCKOUT.

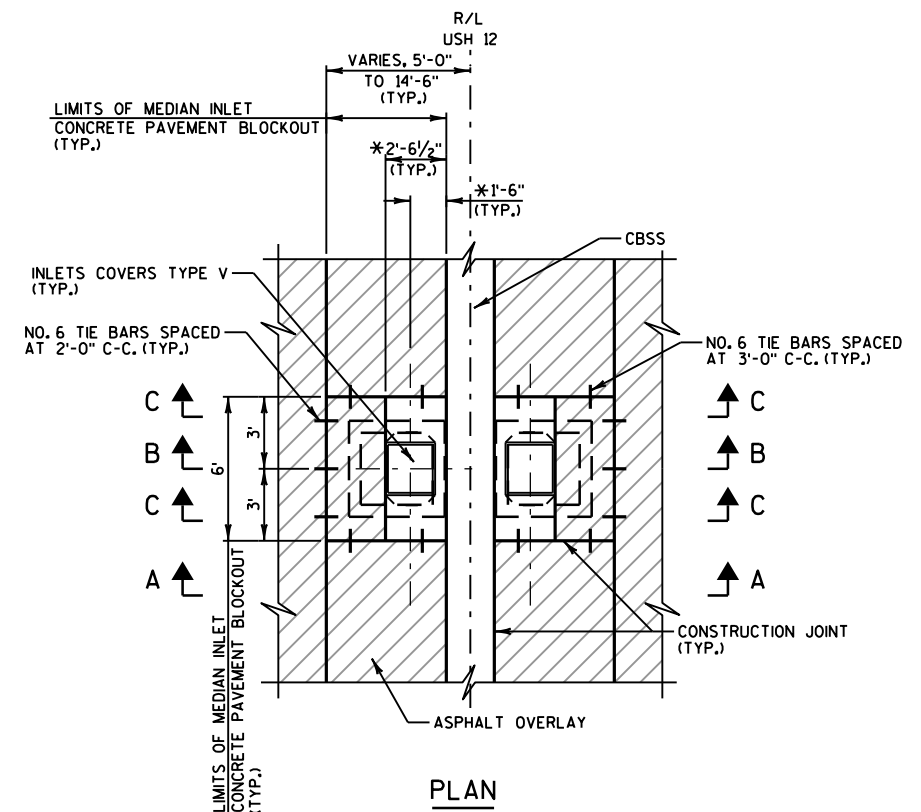


SECTION A-A

MEDIAN INLET CONCRETE PAVEMENT BLOCKOUT DETAIL (AT MANHOLES 3X3-FT.)



SECTION B-B (TEMPORARY CONDITION)



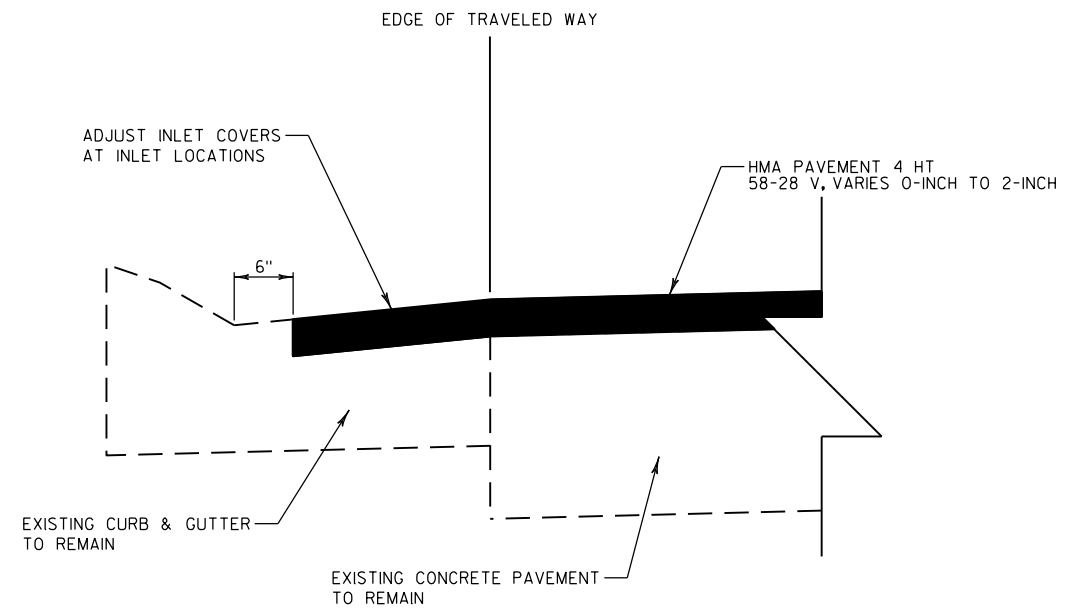
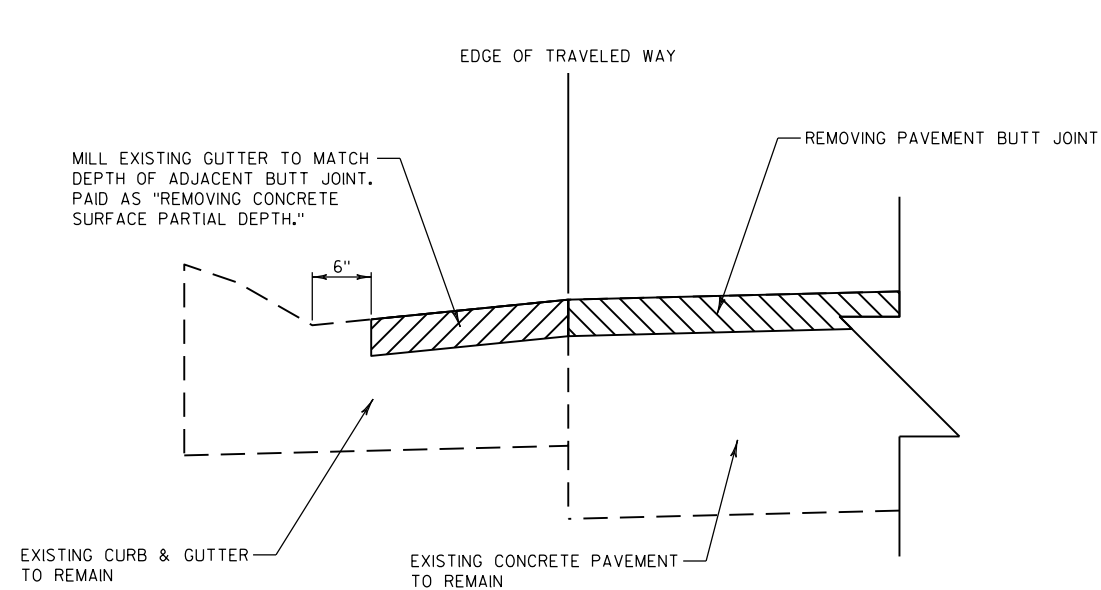
LEGEND

* VARIES, SEE STORM SEWER TABLES FOR INLET GRATE AND STRUCTURE OFFSETS.

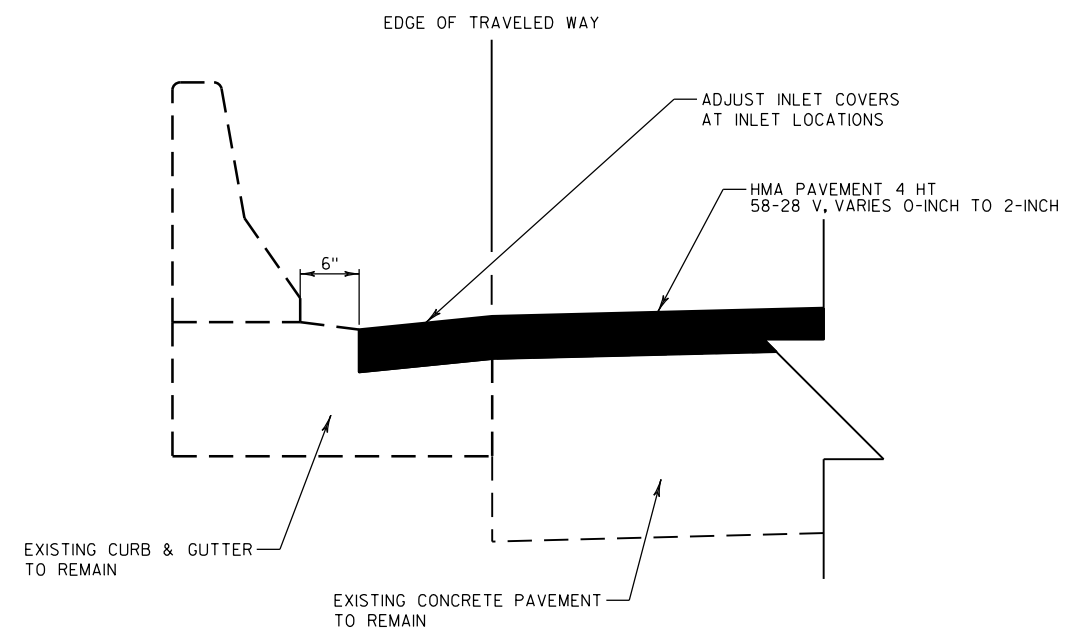
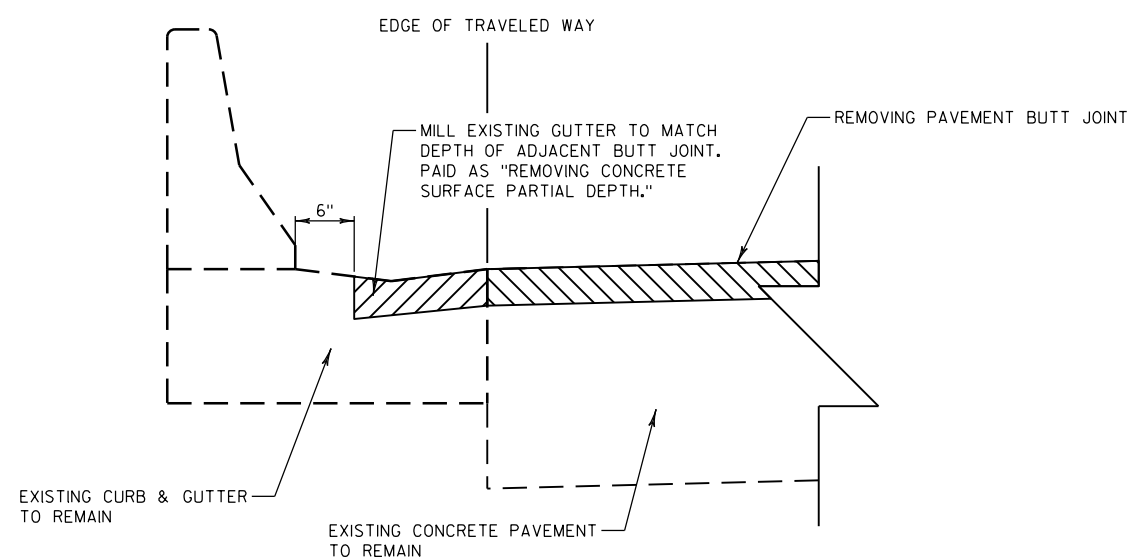
NOTES

TIE BARS, CONCRETE PAVEMENT, TEMPORARY BASE COURSE AND SAW CUTS, IF NEEDED, ARE INCIDENTAL TO MEDIAN INLET CONCRETE PAVEMENT BLOCKOUT.

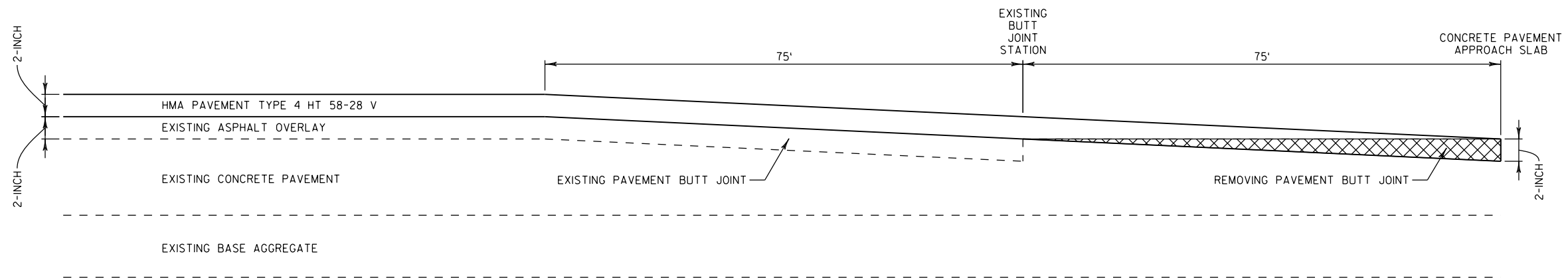




GUTTER MILLING AND ASPHALT OVERLAY AT CURB & GUTTER ADJACENT TO BUTT JOINT

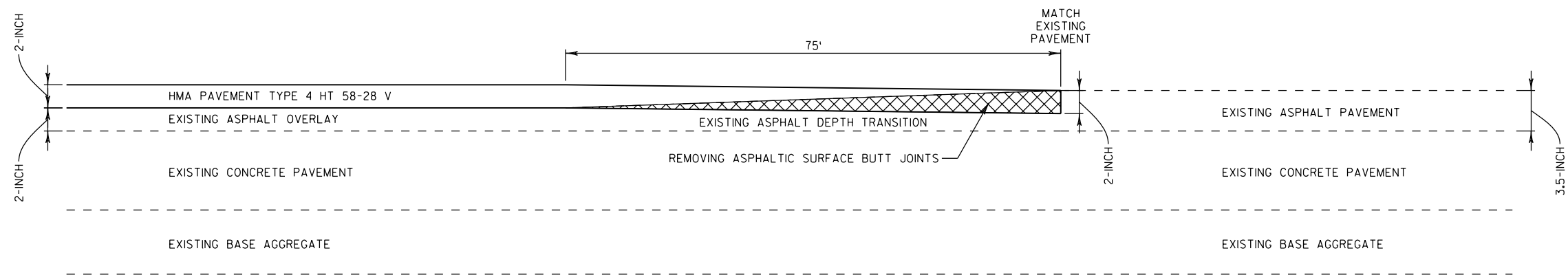


GUTTER MILLING AND ASPHALT OVERLAY AT CONCRETE BARRIER ADJACENT TO BUTT JOINT



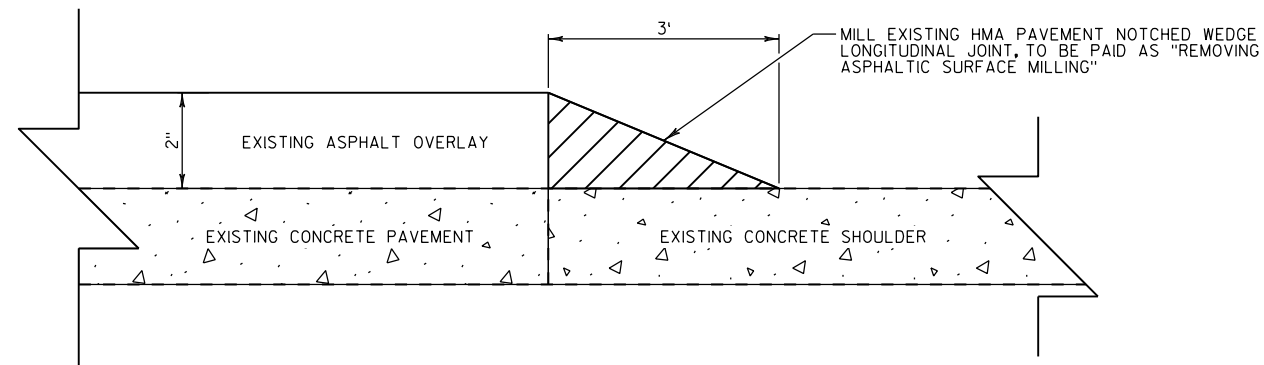
BUTT JOINT DETAIL (CONCRETE PAVEMENT MATCH) - EAST OF FISH HATCHERY ROAD

NO SCALE



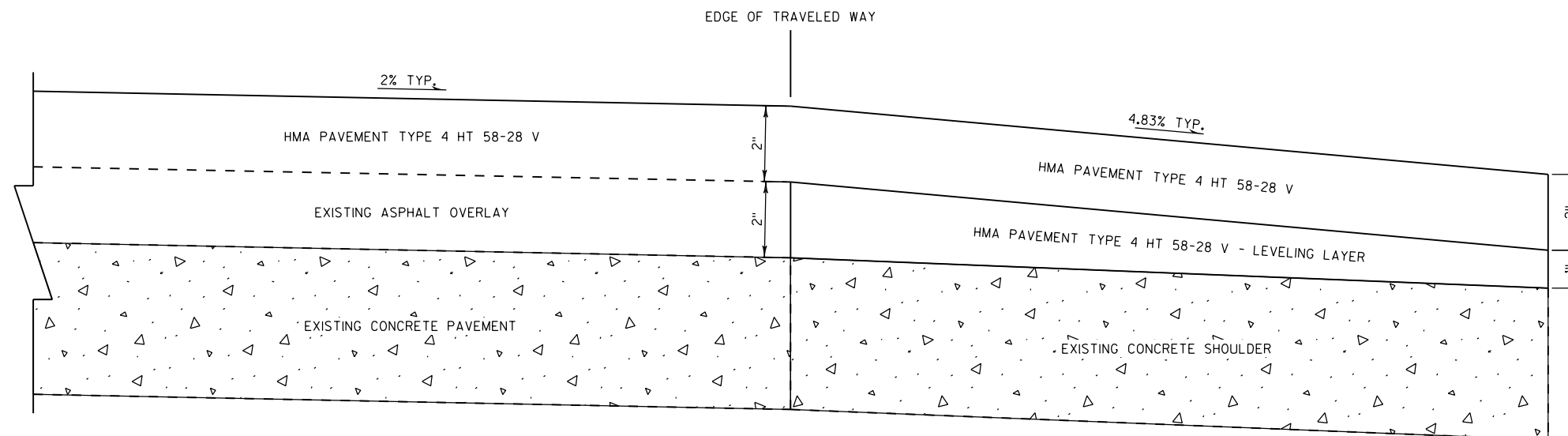
BUTT JOINT AT ASPHALT DEPTH TRANSITIONS - WEST OF FISH HATCHERY ROAD

NO SCALE



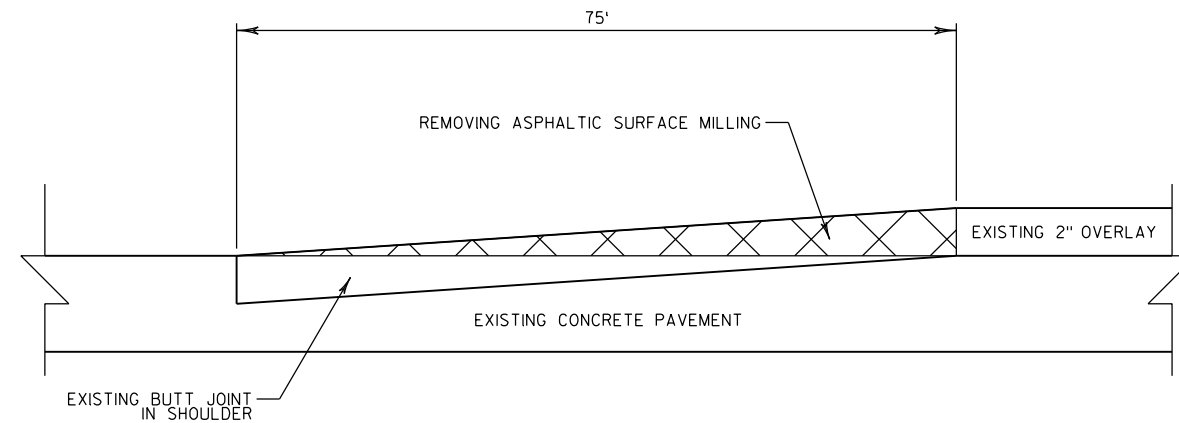
REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING

NO SCALE

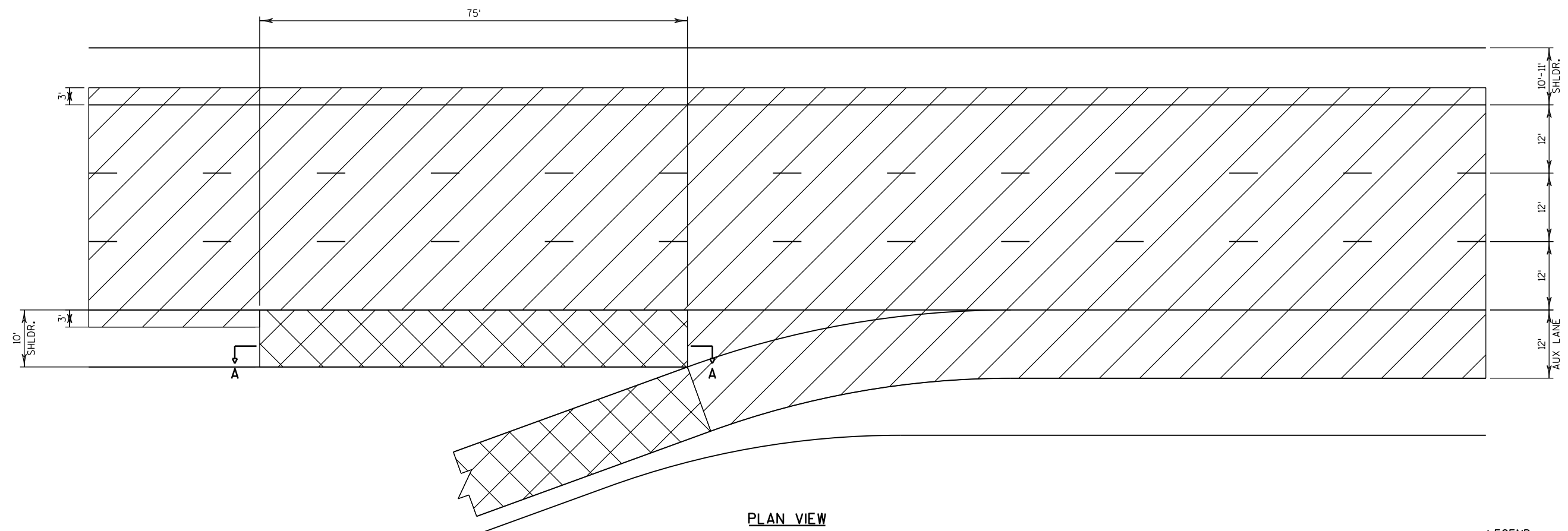


OUTSIDE SHOULDER ASPHALT DEPTH TRANSITIONS

FISH HATCHERY ROAD TO I-39/90
NO SCALE

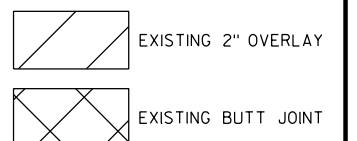
**ELEVATION VIEW**

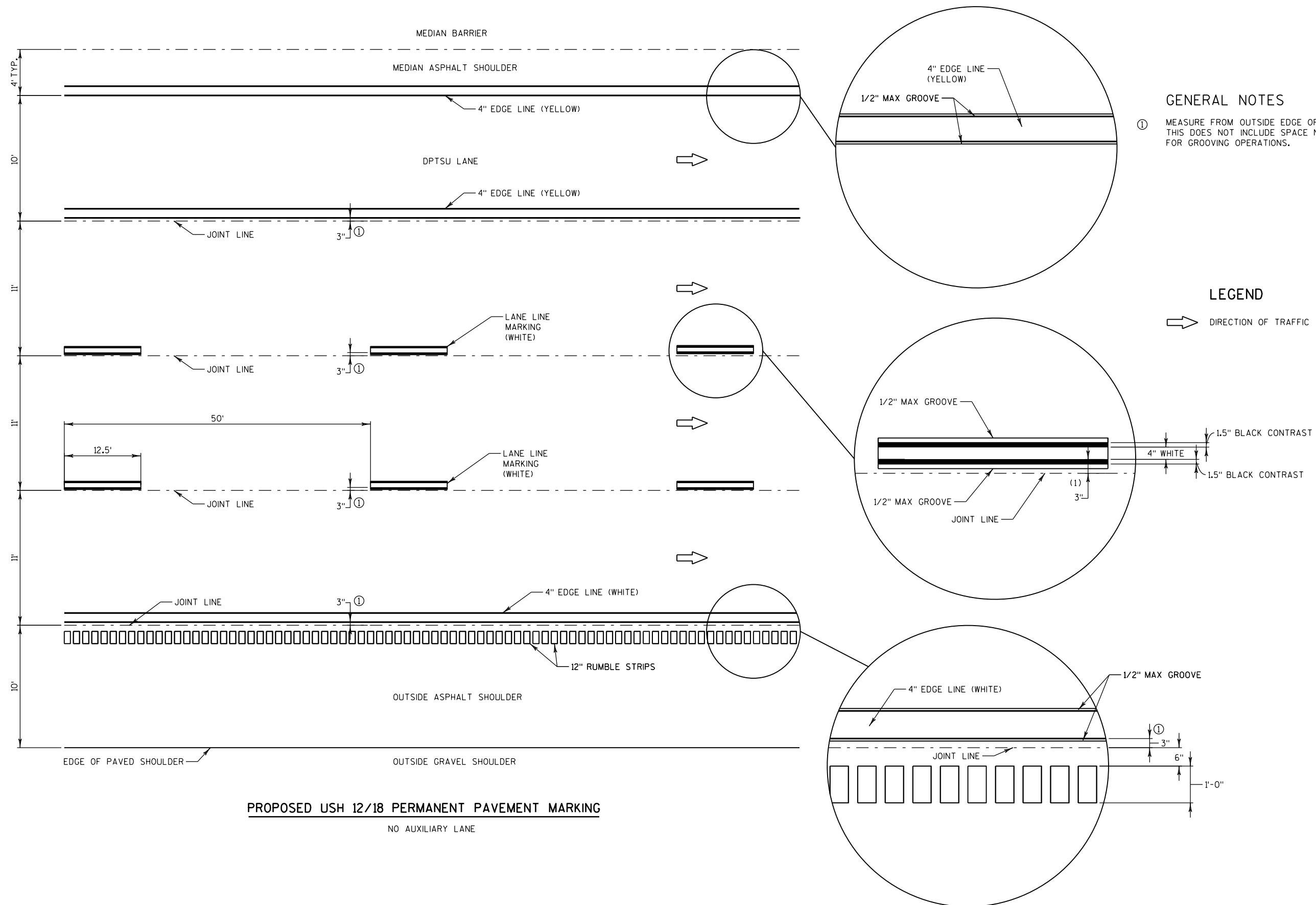
SECTION A-A

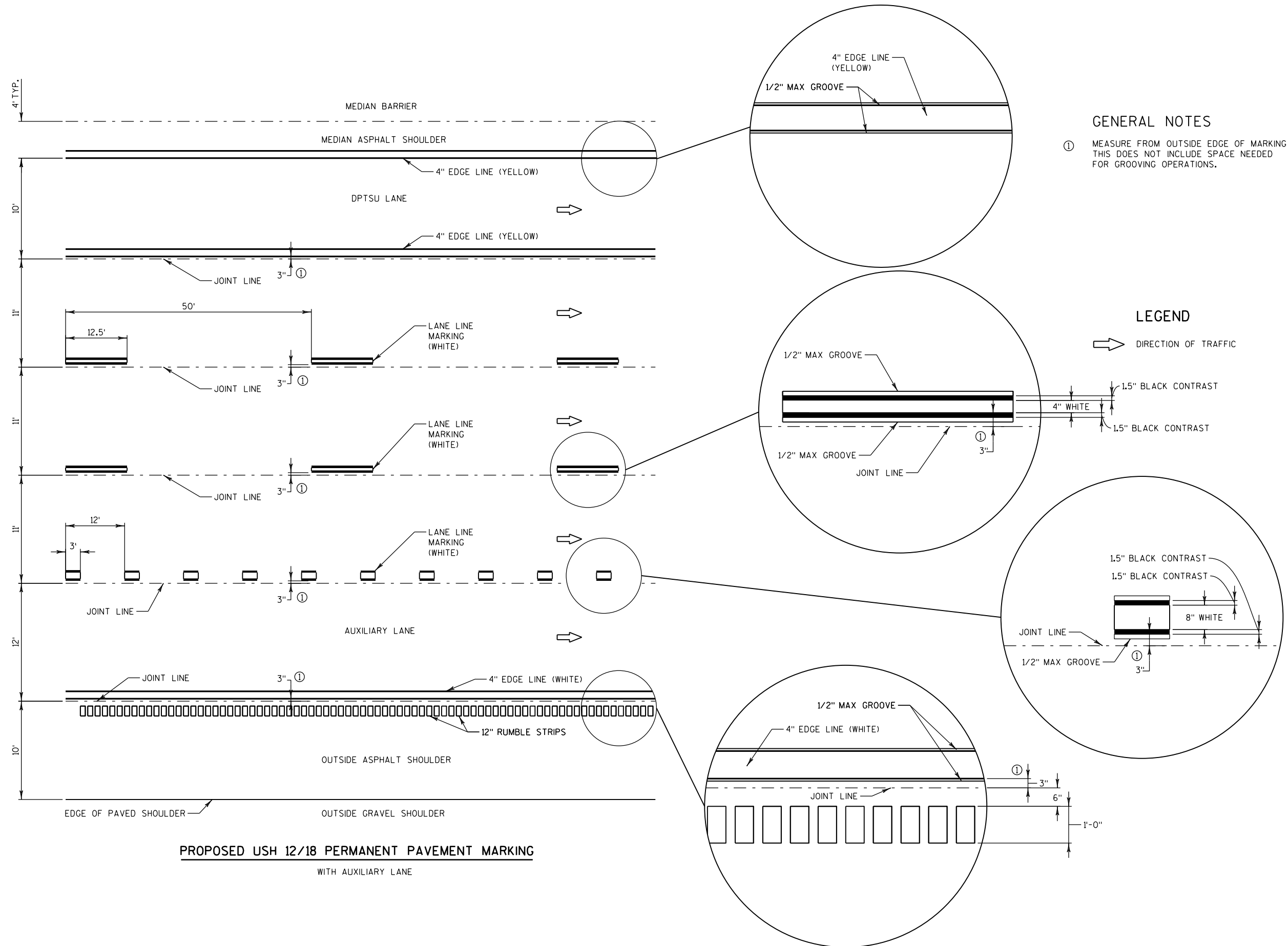
**PLAN VIEW**

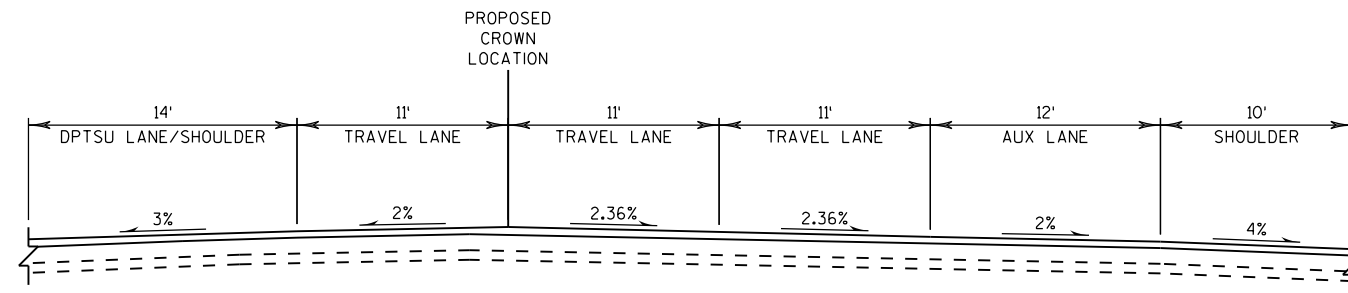
**REMOVING ASPHALTIC SURFACE MILLING
FOR EXISTING SHOULDER BUTT JOINTS**

FISH HATCHERY ROAD TO I-39/90

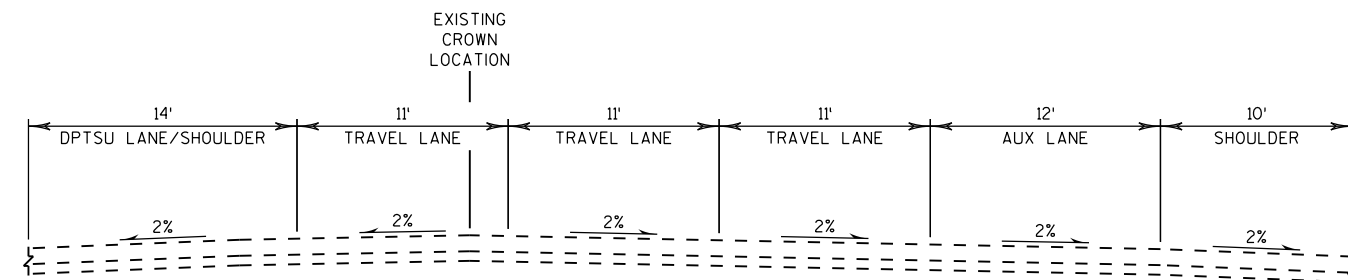
LEGEND



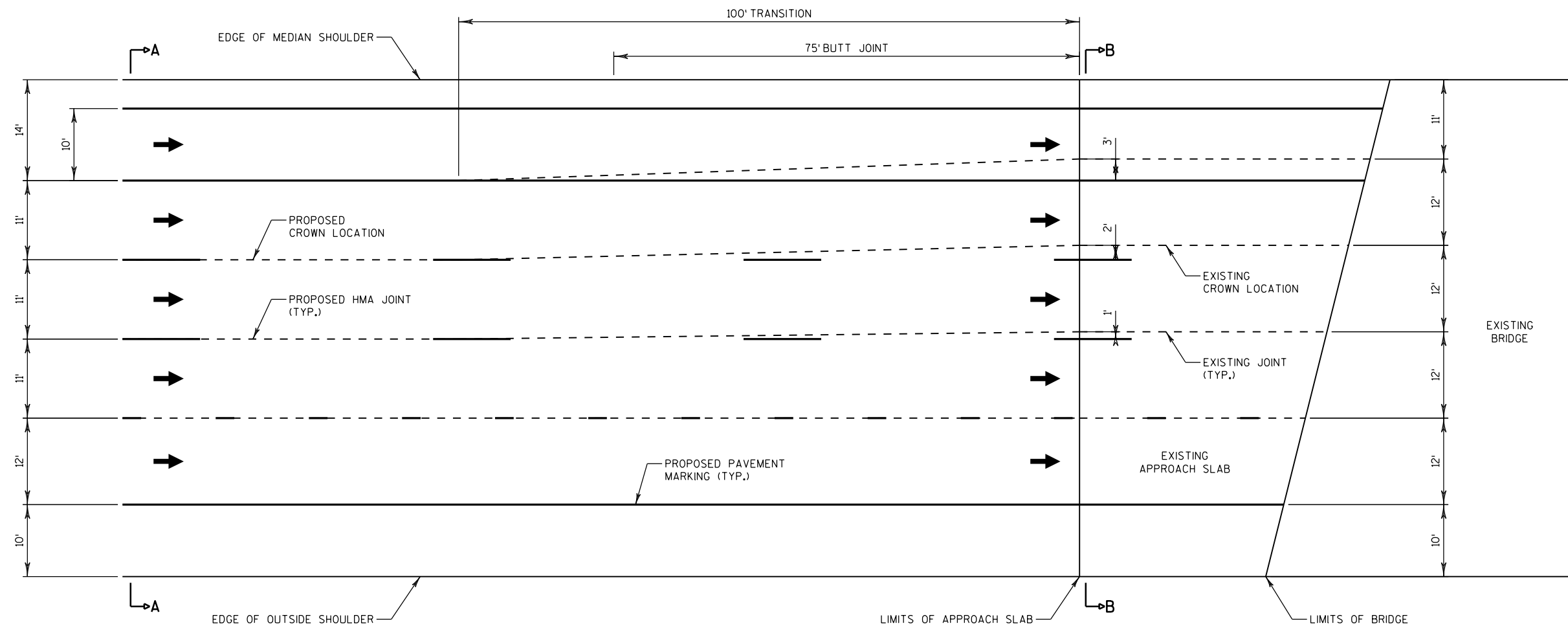




SECTION (A-A)



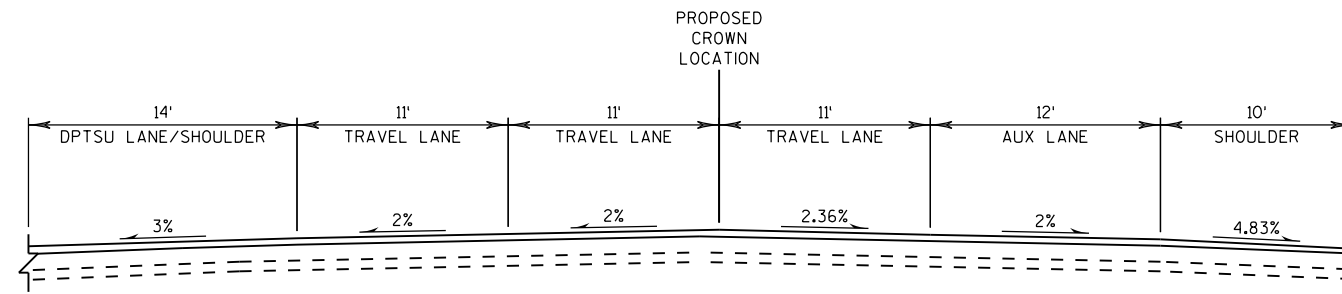
SECTION (B-B)



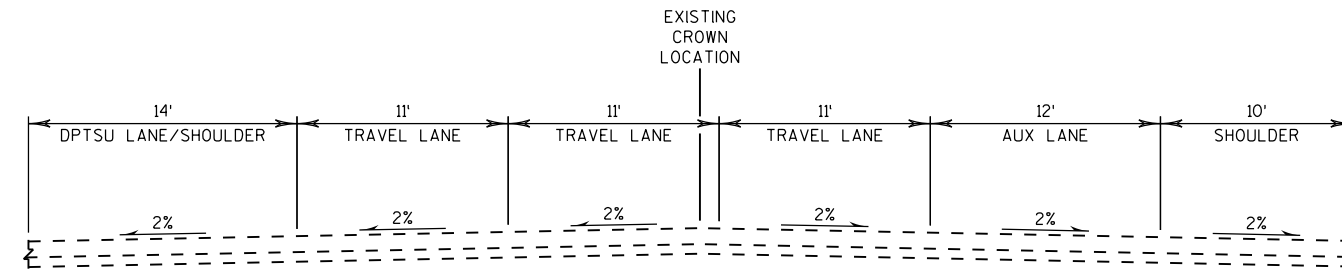
PLAN VIEW

TYPICAL CROWN SHIFT DETAIL

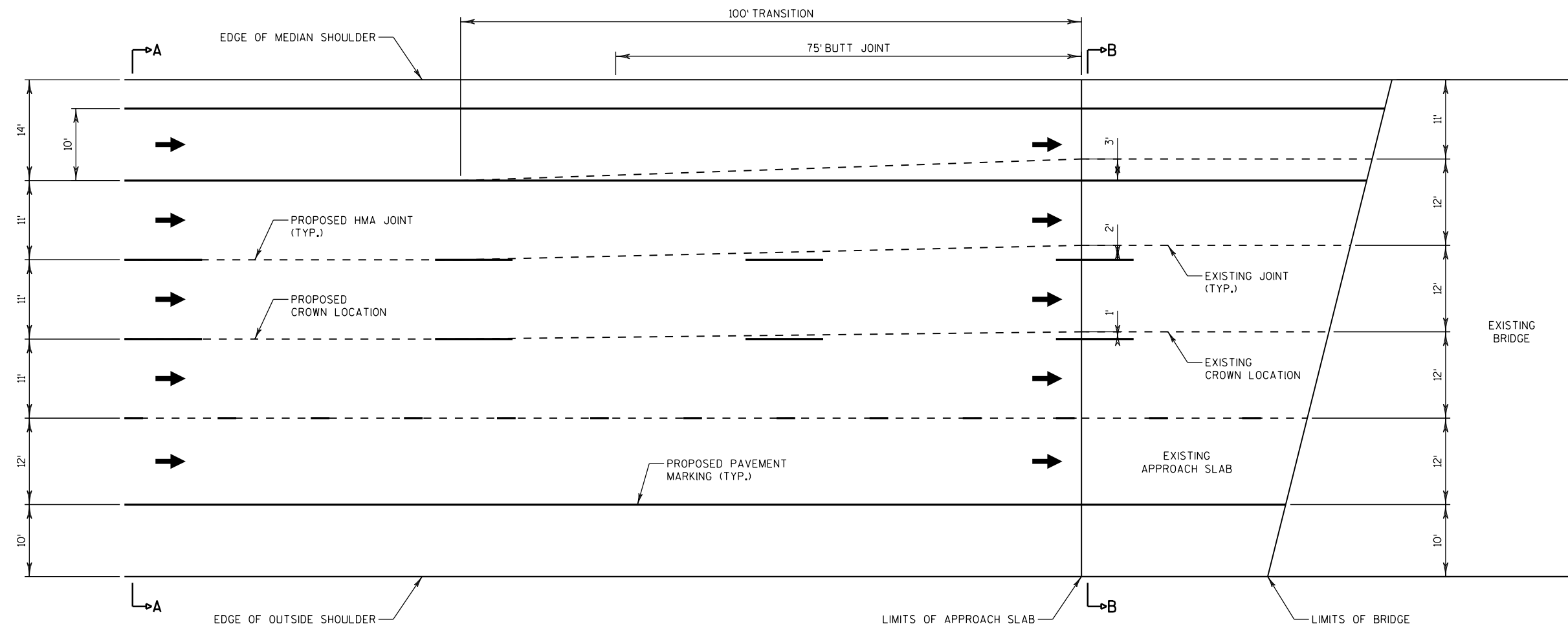
SEMINOLE HIGHWAY TO FISH HATCHERY ROAD
(EB SHOWN, WB SIMILAR)



SECTION (A-A)



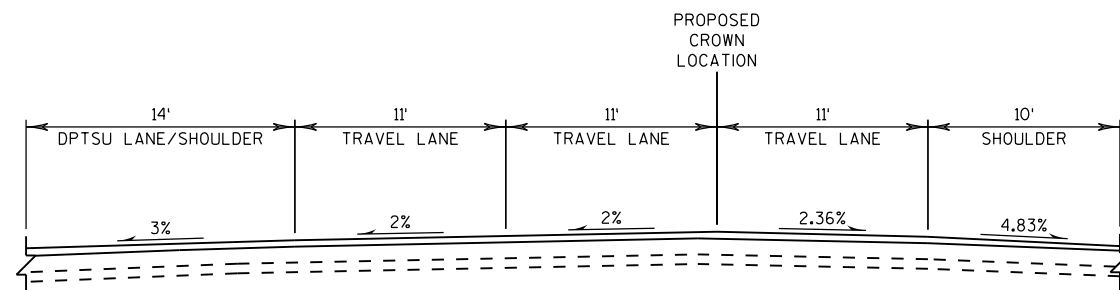
SECTION (B-B)



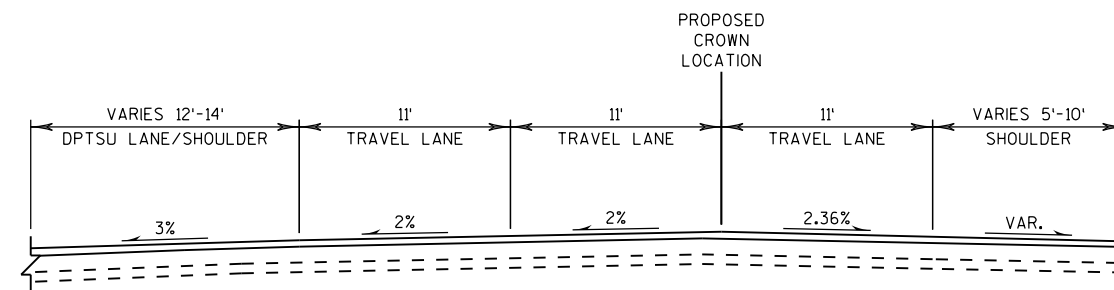
PLAN VIEW

TYPICAL CROWN SHIFT DETAIL

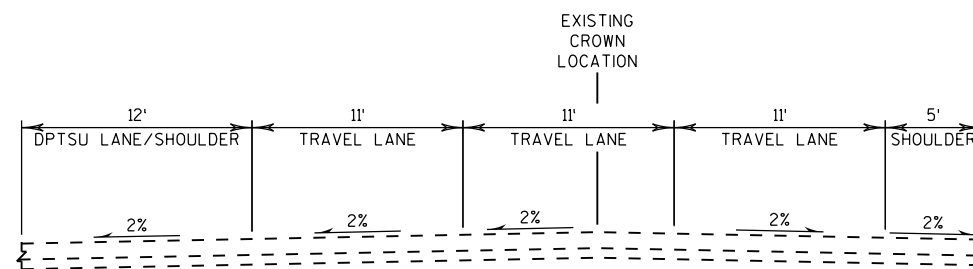
FISH HATCHERY ROAD TO I-39/90
(EB SHOWN, WB SIMILAR)



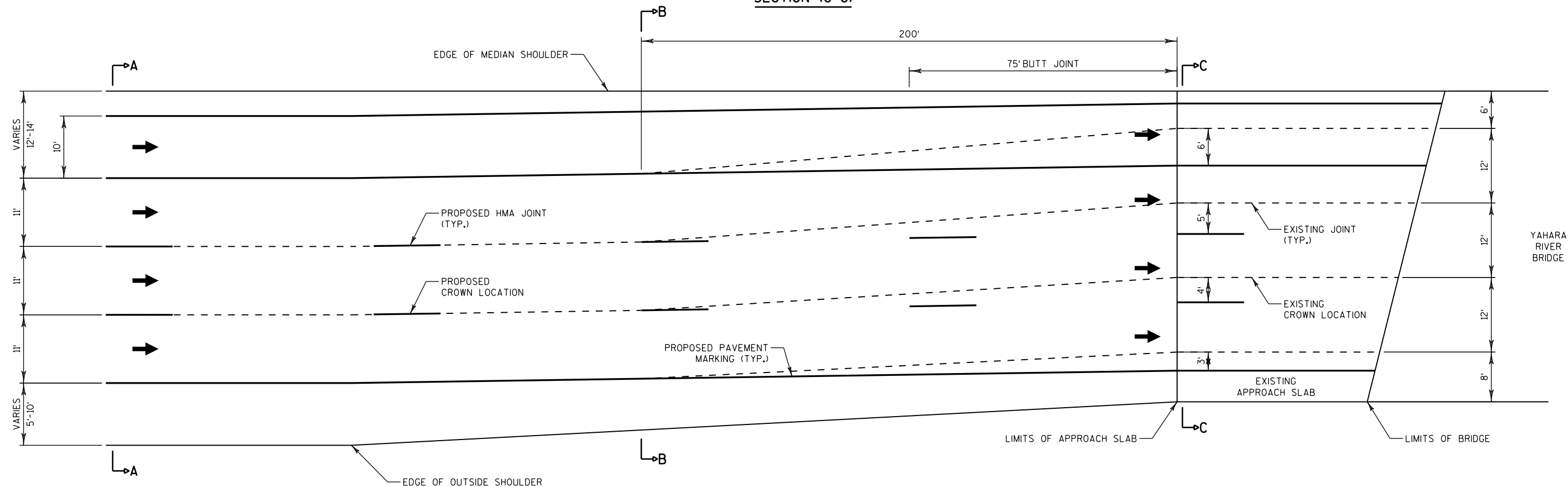
SECTION (A-A)



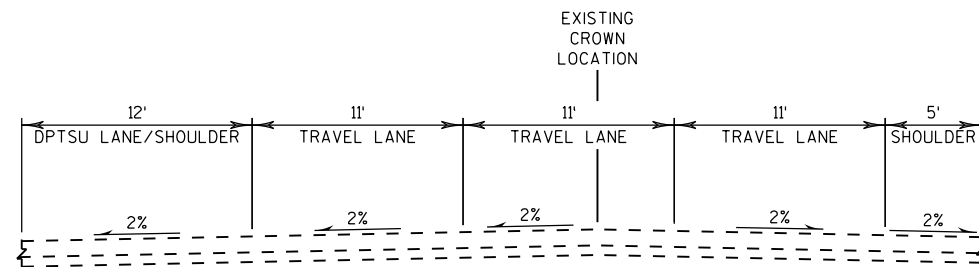
SECTION (B-B)



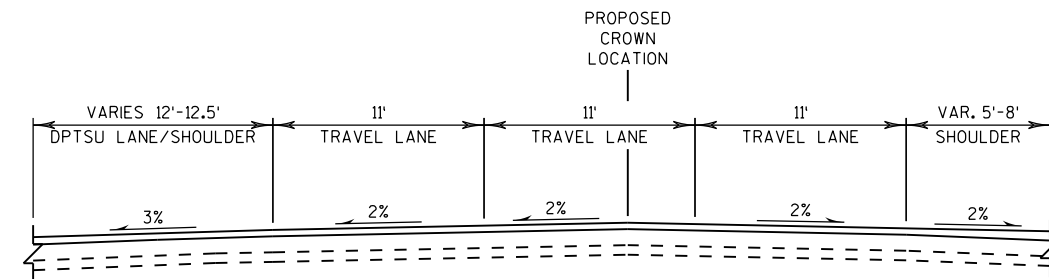
SECTION (C-C)



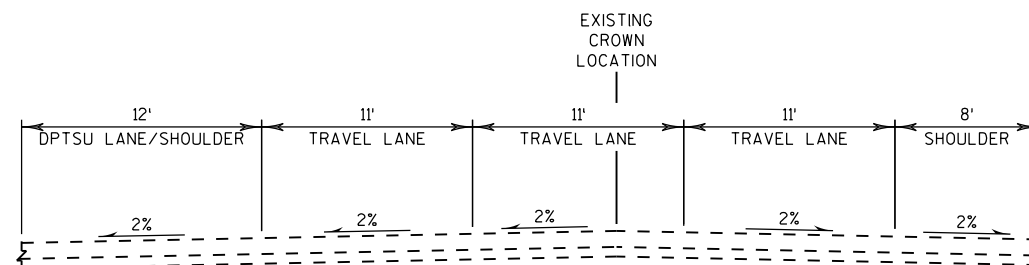
PLAN VIEW
TYPICAL CROWN SHIFT DETAIL
WEST END OF YAHARA RIVER BRIDGE
(EB SHOWN, WB SIMILAR)



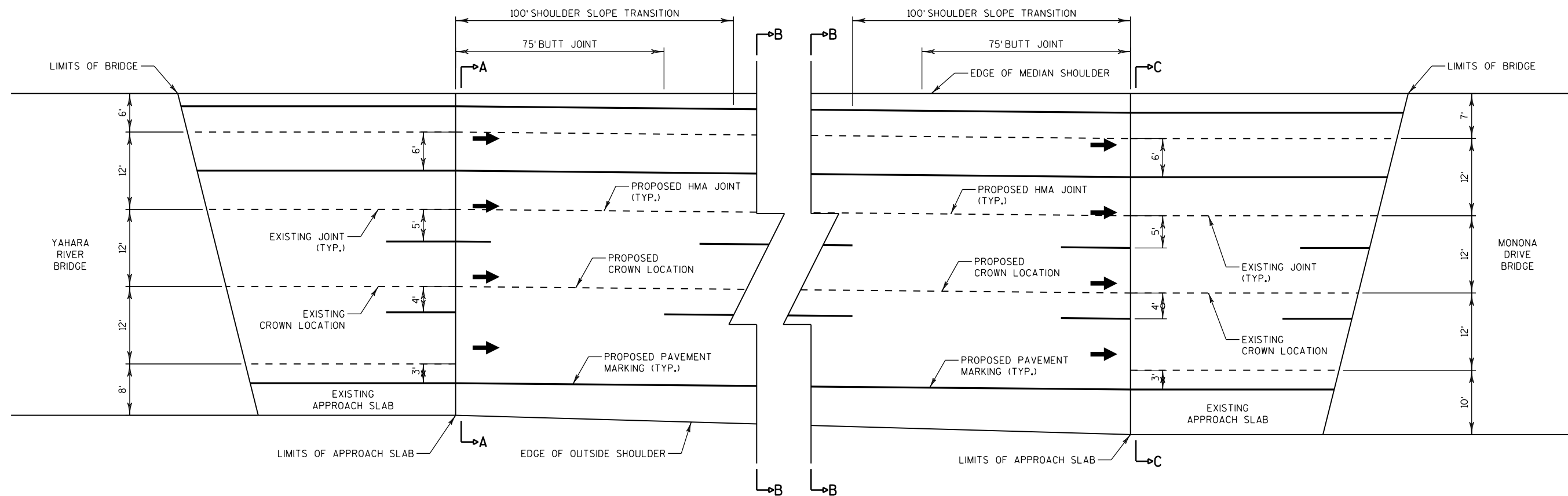
SECTION (A-A)



SECTION (B-B)



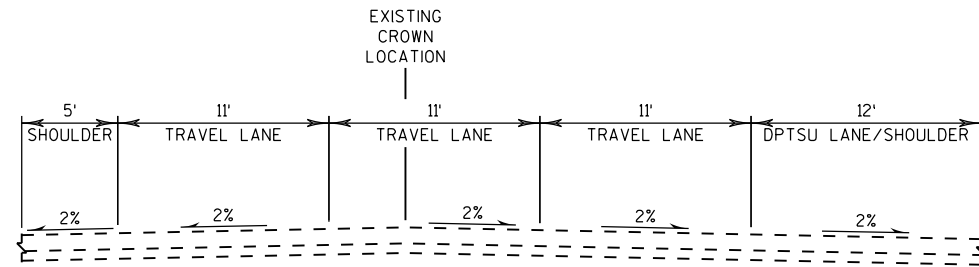
SECTION (C-C)



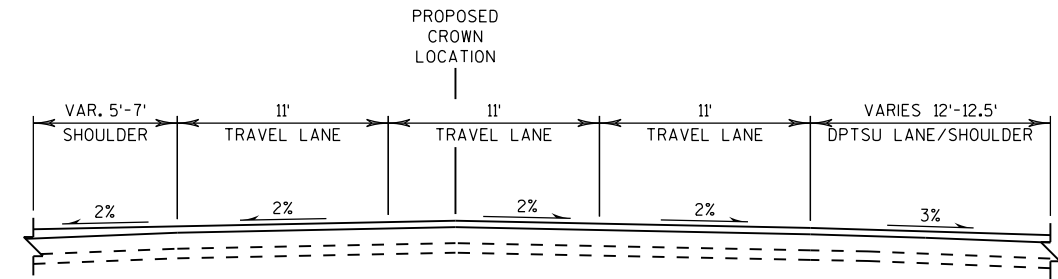
PLAN VIEW

TYPICAL CROWN SHIFT DETAIL

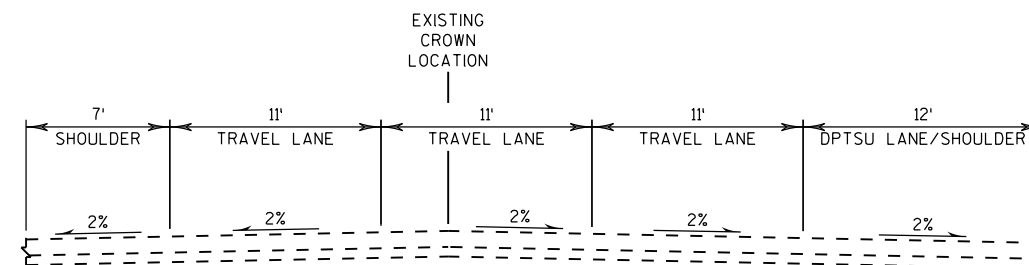
EAST END OF YAHARA RIVER BRIDGE TO WEST END OF MONONA DRIVE BRIDGE - EB



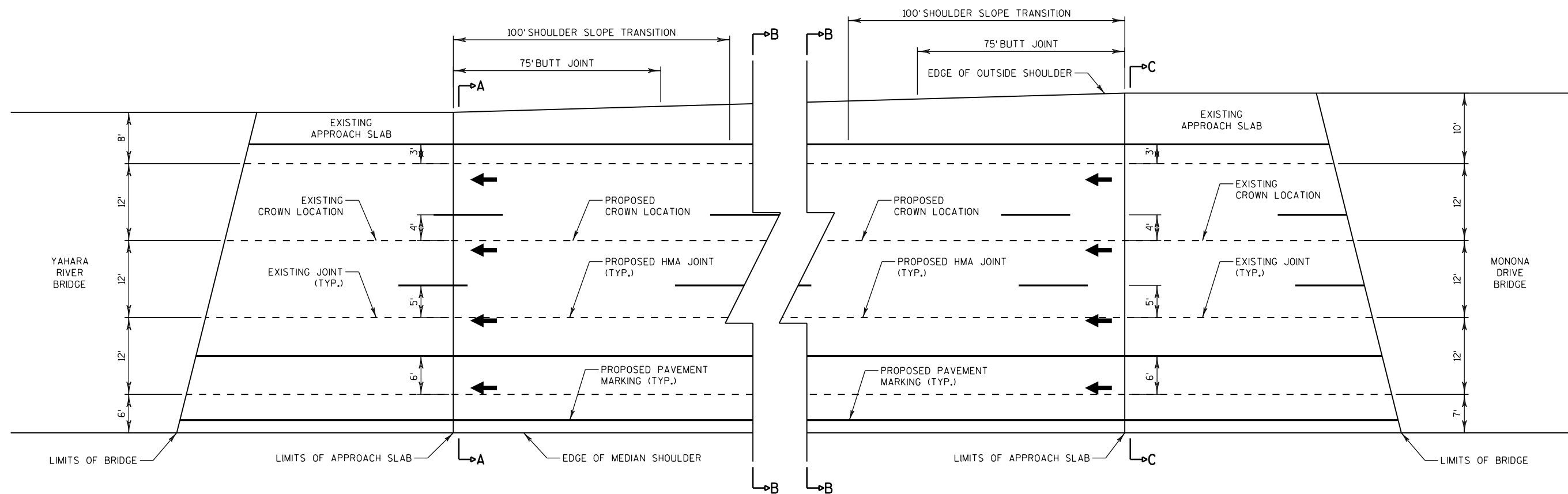
SECTION (A-A)



SECTION (B-B)



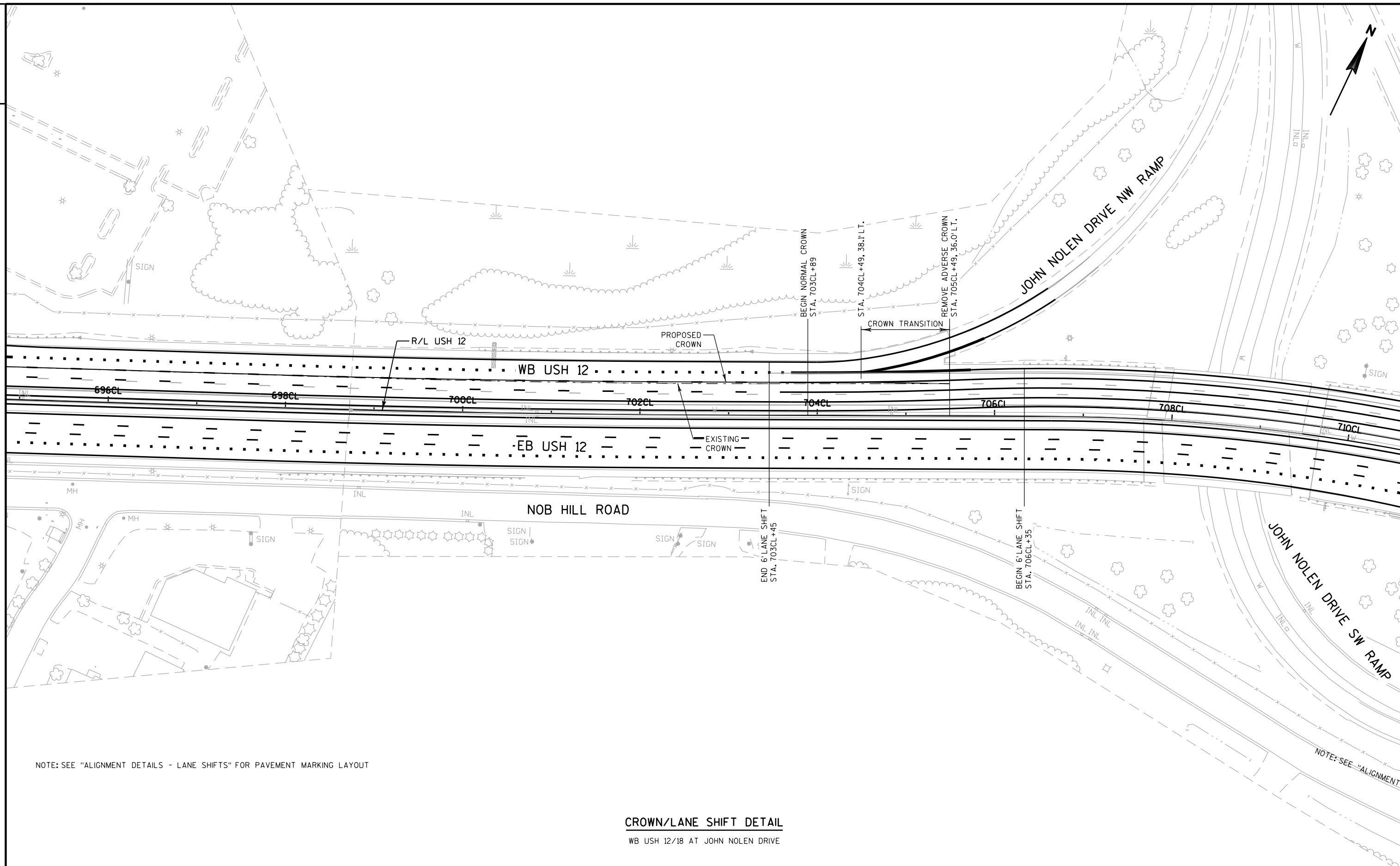
SECTION (C-C)

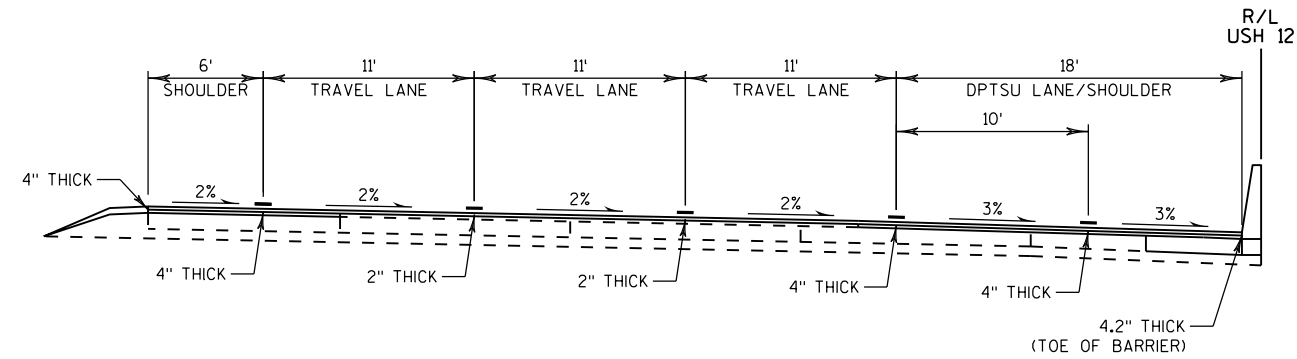


PLAN VIEW

TYPICAL CROWN SHIFT DETAIL

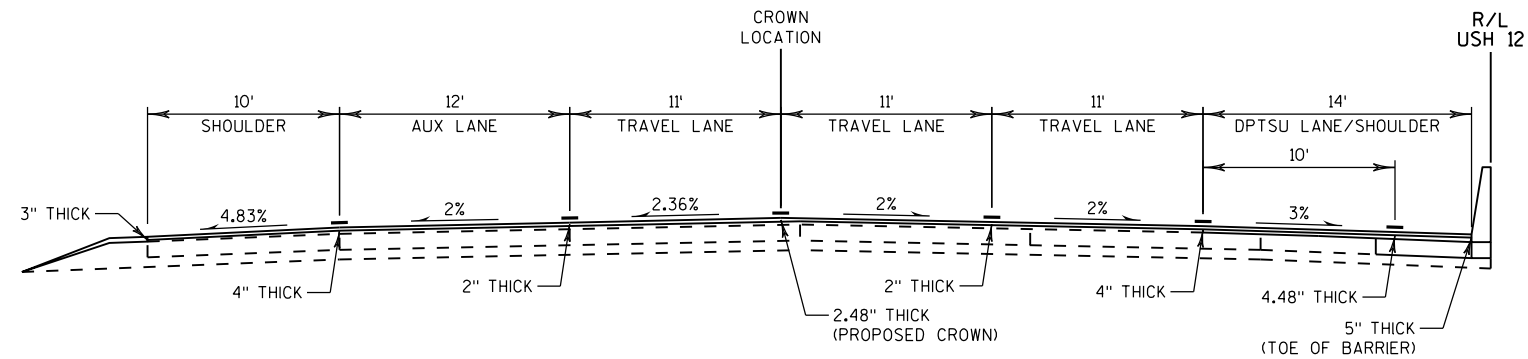
EAST END OF YAHARA RIVER BRIDGE TO WEST END OF MONONA DRIVE BRIDGE - WB





PROPOSED TYPICAL SECTION

STA. 705CL+49.00 LT.



PROPOSED TYPICAL SECTION

STA. 703CL+45.00 LT.

CROWN/LANE SHIFT DETAIL

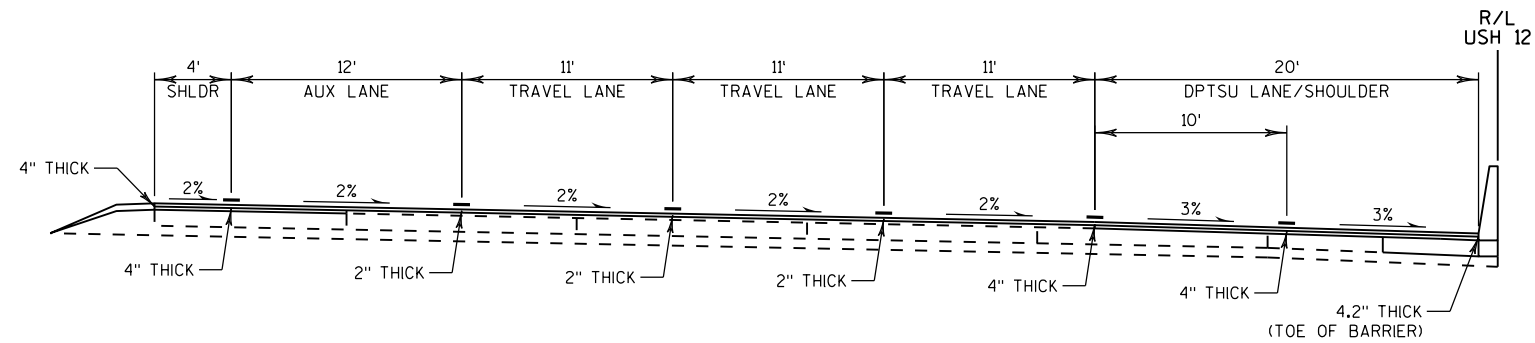
WB USH 12/18 AT JOHN NOLEN DRIVE

2

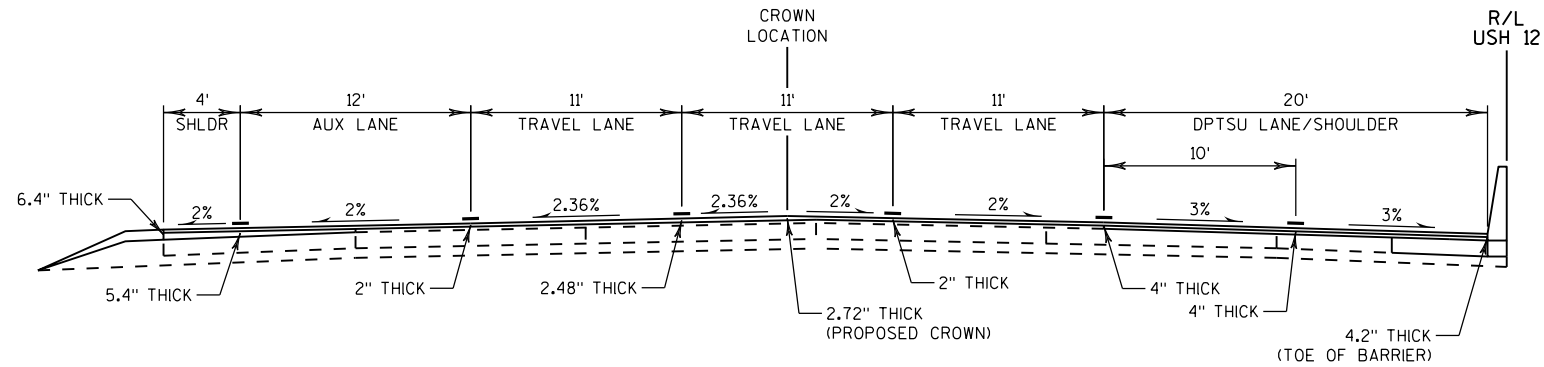


1	2
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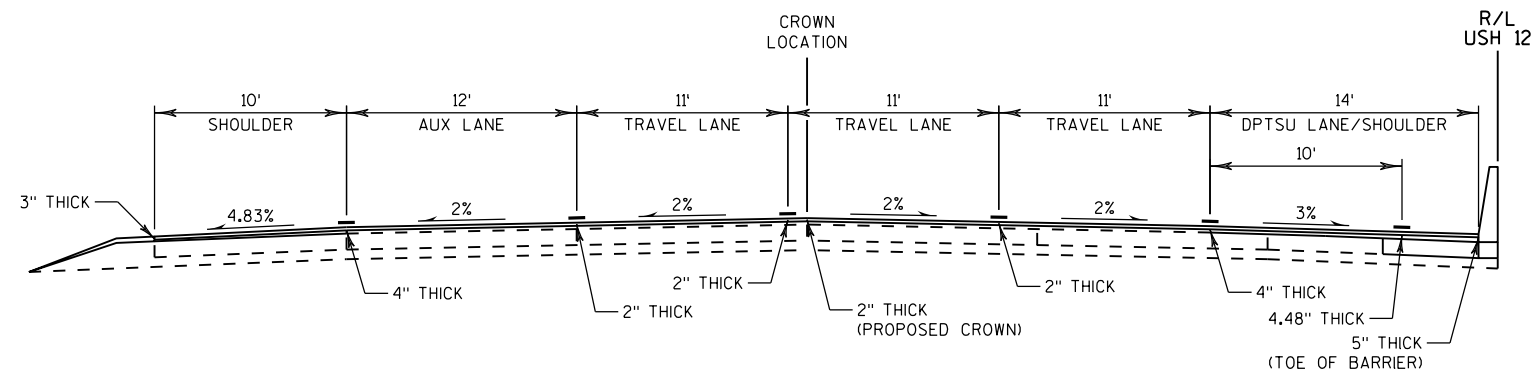
WISDOT/CADDS SHEET 42

**PROPOSED TYPICAL SECTION**

STA. 714CL+86.00 LT.

**PROPOSED TYPICAL SECTION**

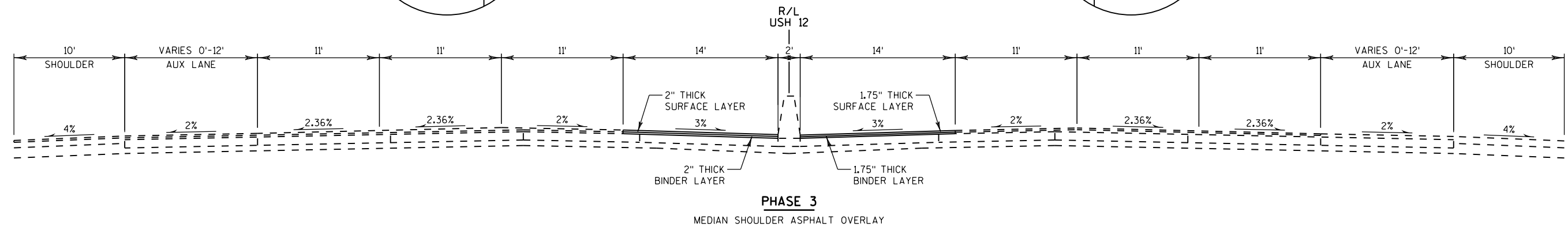
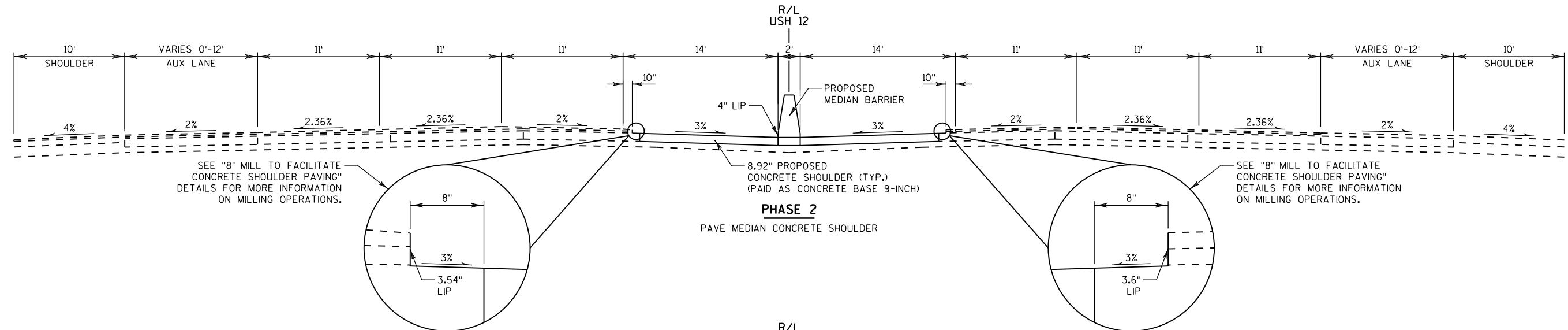
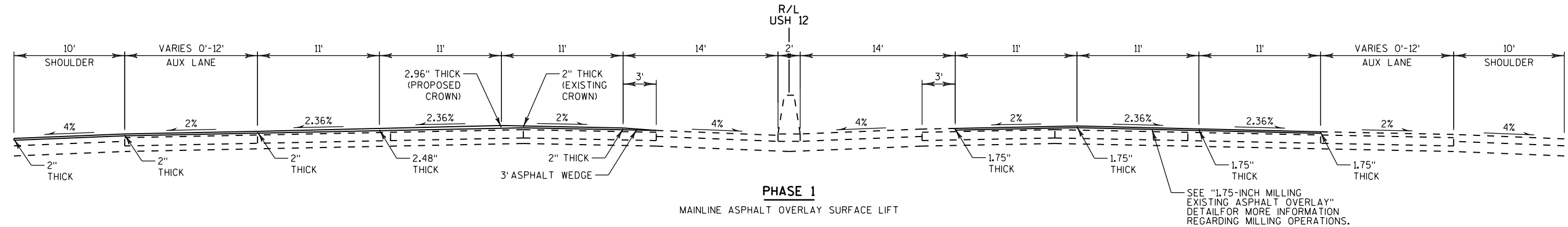
STA. 717CL+05.00 LT.

**PROPOSED TYPICAL SECTION**

STA. 721CL+36.50 LT.

CROWN/LANE SHIFT DETAIL

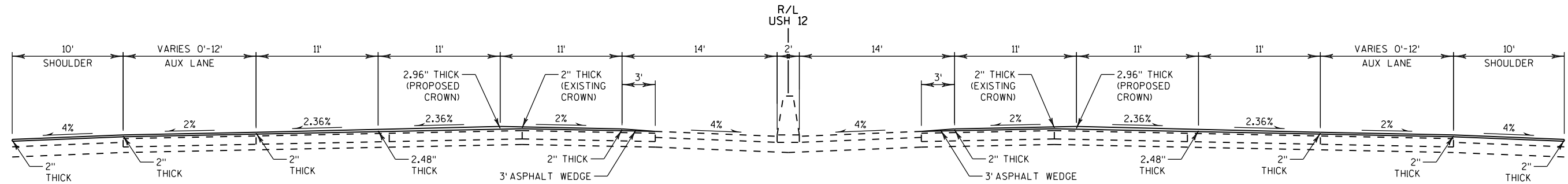
WB USH 12/18 AT JOHN NOLEN DRIVE

**NOTES:**

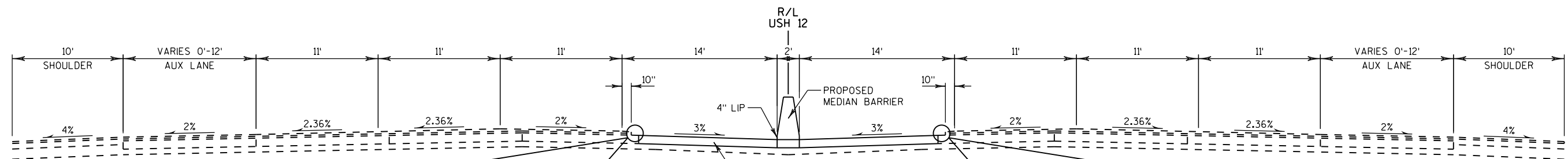
1. GENERAL PURPOSE LANES, AUXILIARY LANES, AND OUTSIDE SHOULDERS MUST HAVE HMA SURFACE LIFT MILLED AND/OR PAVED PRIOR TO RECONSTRUCTING MEDIAN.
2. CONCRETE BARRIER TEMPORARY PRECAST TO BE PLACED 1'(TYP.) FROM EDGE OF PAVEMENT REMOVAL.

ASPHALT OVERLAY - SEMINOLE TO FISH HATCHERY (SHIFT CROWN 2')

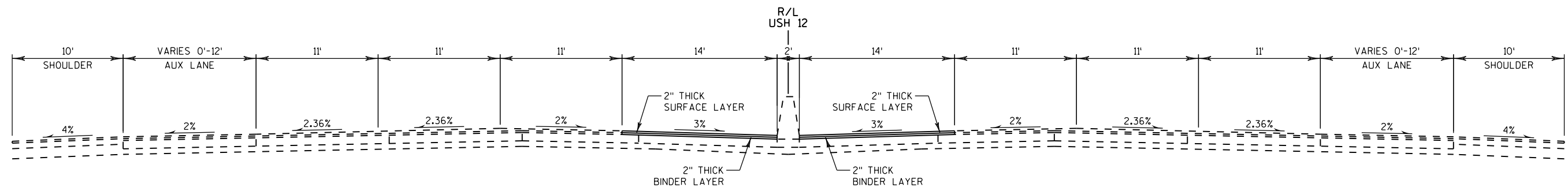
STA 515CL+65.75 - STA 529CL+18.74



PHASE 1
MAINLINE ASPHALT OVERLAY SURFACE LIFT



PHASE 2
PAVE MEDIAN CONCRETE SHOULDER



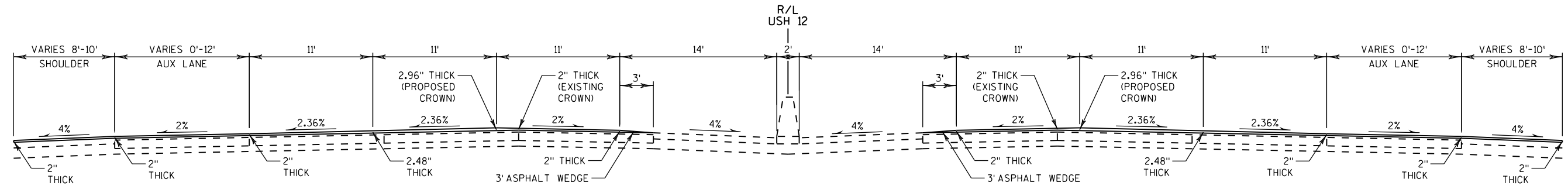
PHASE 3
MEDIAN SHOULDER ASPHALT OVERLAY

ASPHALT OVERLAY - SEMINOLE TO FISH HATCHERY (SHIFT CROWN 2')

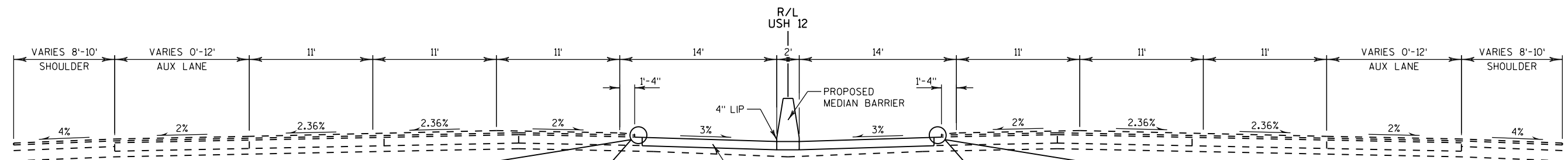
STA 529CL+18.74 - STA 547CL+00.00

NOTES:

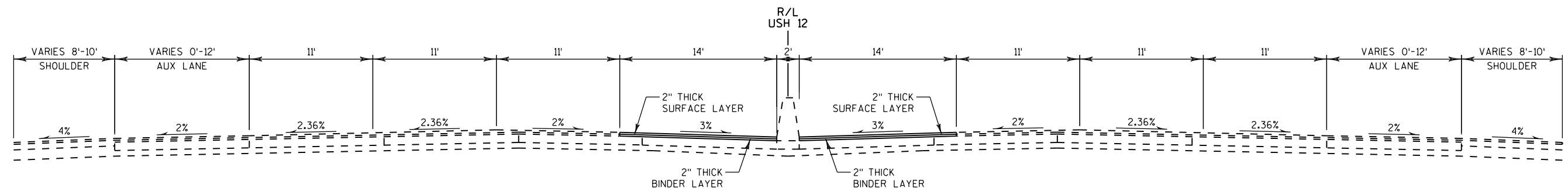
1. GENERAL PURPOSE LANES, AUXILIARY LANES, AND OUTSIDE SHOULDERS MUST HAVE HMA SURFACE LIFT MILLED AND/OR PAVED PRIOR TO RECONSTRUCTING MEDIAN.
2. CONCRETE BARRIER TEMPORARY PRECAST TO BE PLACED 1'(TYP.) FROM EDGE OF PAVEMENT REMOVAL.



PHASE 1
MAINLINE ASPHALT OVERLAY SURFACE LIFT



PHASE 2
PAVE MEDIAN CONCRETE SHOULDER



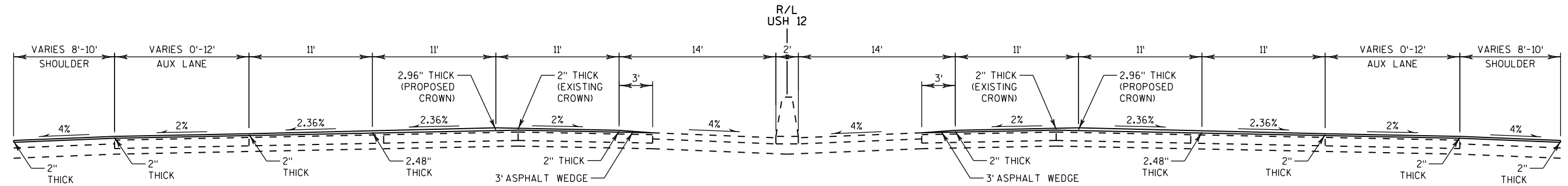
PHASE 3
MEDIAN SHOULDER ASPHALT OVERLAY

ASPHALT OVERLAY - SEMINOLE TO FISH HATCHERY (SHIFT CROWN 2')

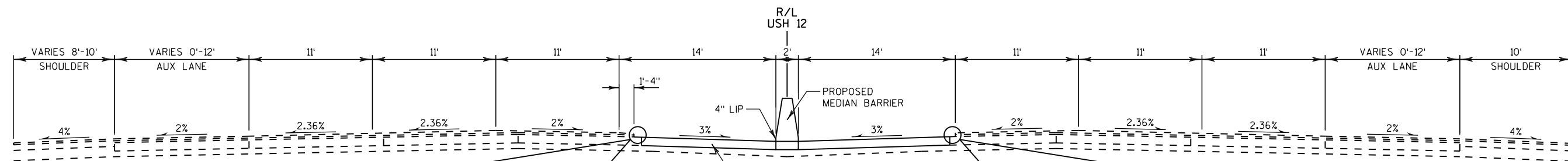
STA 547CL+00.00 - STA 593CL+00.00
STA 602CL+50.00 - STA 608CL+96.46

NOTES:

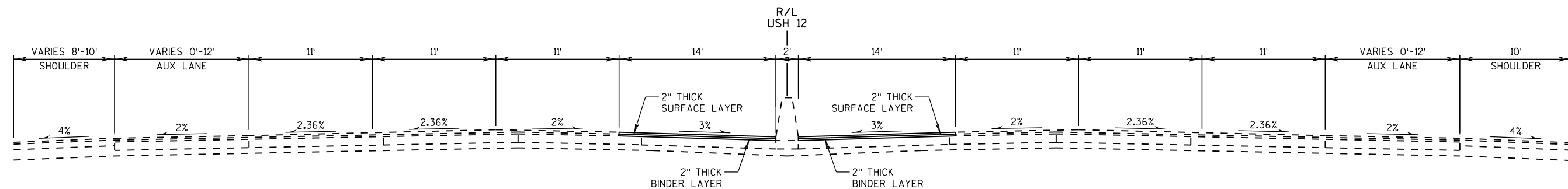
1. GENERAL PURPOSE LANES, AUXILIARY LANES, AND OUTSIDE SHOULDERS MUST HAVE HMA SURFACE LIFT MILLED AND/OR PAVED PRIOR TO RECONSTRUCTING MEDIAN.
2. CONCRETE BARRIER TEMPORARY PRECAST TO BE PLACED 1' (TYP.) FROM EDGE OF PAVEMENT REMOVAL.



PHASE 1
MAINLINE ASPHALT OVERLAY SURFACE LIFT



PHASE 2
PAVE MEDIAN CONCRETE SHOULDER



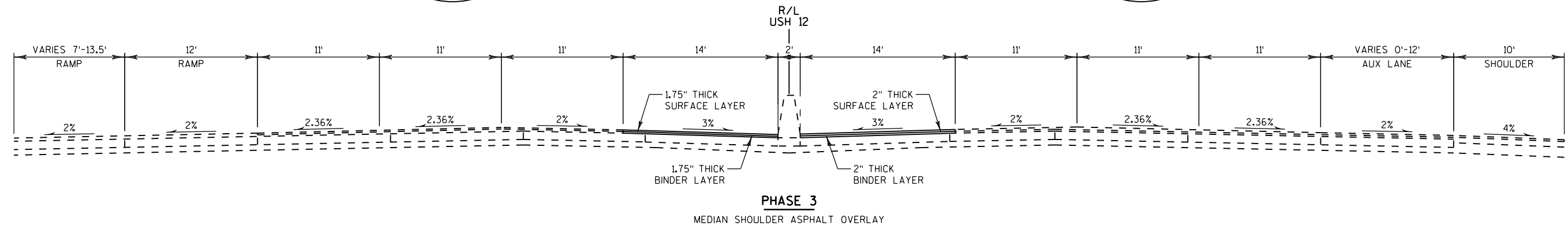
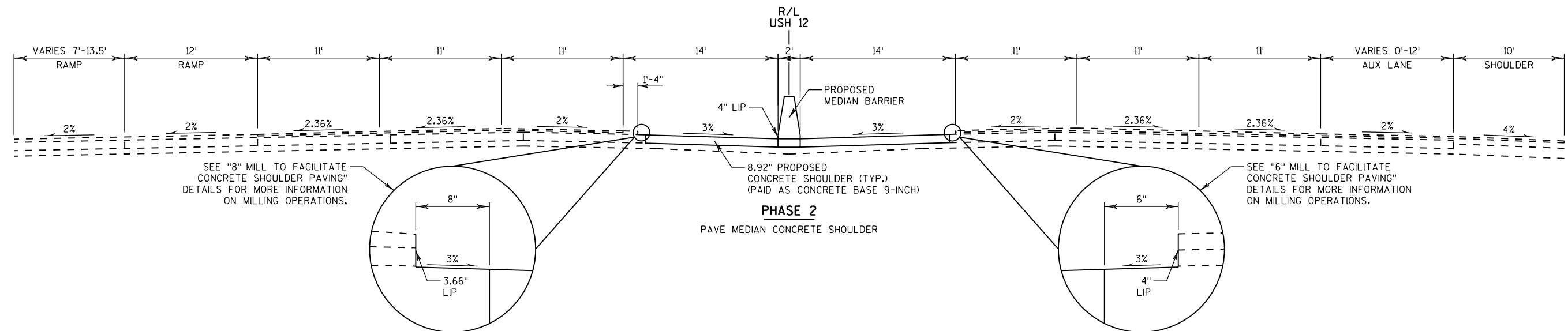
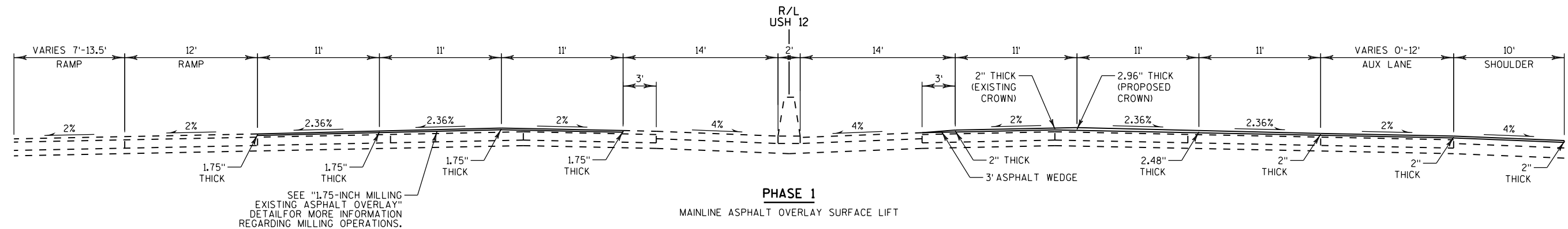
PHASE 3
MEDIAN SHOULDER ASPHALT OVERLAY

ASPHALT OVERLAY - SEMINOLE TO FISH HATCHERY (SHIFT CROWN 2')

STA 593CL+00.00 - STA 598CL+39.22
STA 600CL+44.89 - STA 602CL+50.00

NOTES:

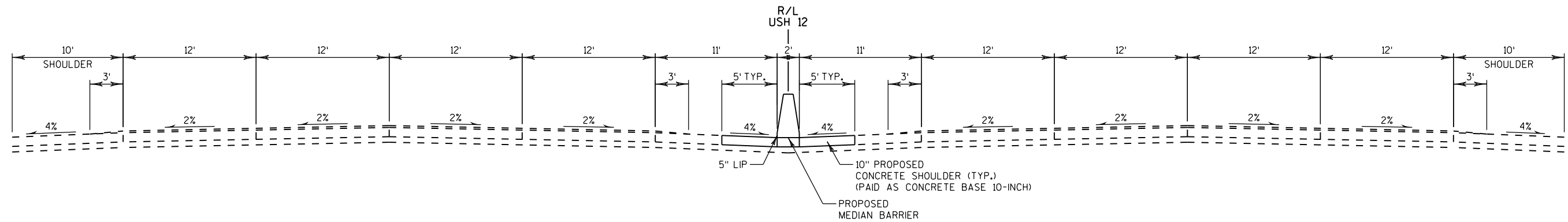
1. GENERAL PURPOSE LANES, AUXILIARY LANES, AND OUTSIDE SHOULDERS MUST HAVE HMA SURFACE LIFT MILLED AND/OR PAVED PRIOR TO RECONSTRUCTING MEDIAN.
2. CONCRETE BARRIER TEMPORARY PRECAST TO BE PLACED 1' (TYP.) FROM EDGE OF PAVEMENT REMOVAL.

**NOTES:**

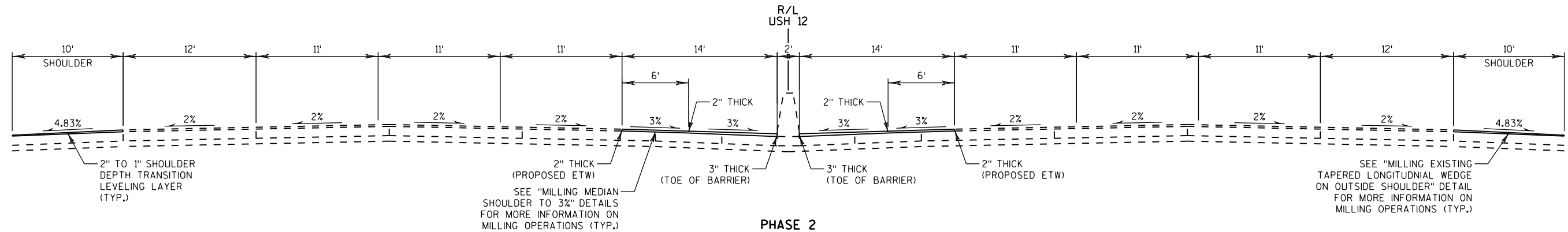
1. GENERAL PURPOSE LANES, AUXILIARY LANES, AND OUTSIDE SHOULDERS MUST HAVE HMA SURFACE LIFT MILLED AND/OR PAVED PRIOR TO RECONSTRUCTING MEDIAN.
2. CONCRETE BARRIER TEMPORARY PRECAST TO BE PLACED 1'(TYP.) FROM EDGE OF PAVEMENT REMOVAL.

ASPHALT OVERLAY - SEMINOLE TO FISH HATCHERY (SHIFT CROWN 2')

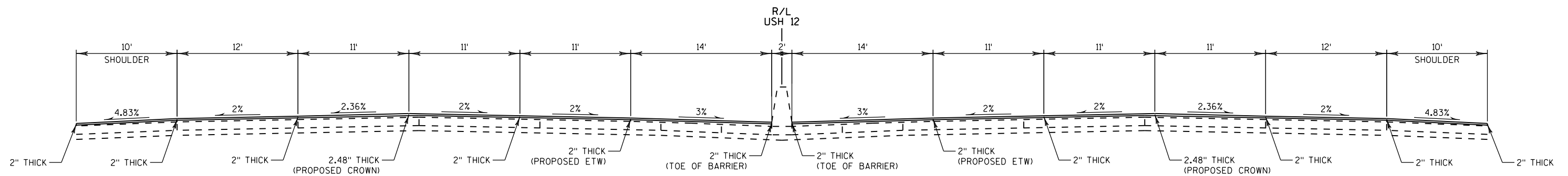
STA 598CL+39.22 - STA 600CL+44.89



PHASE 1
PAVE MEDIAN CONCRETE SHOULDER

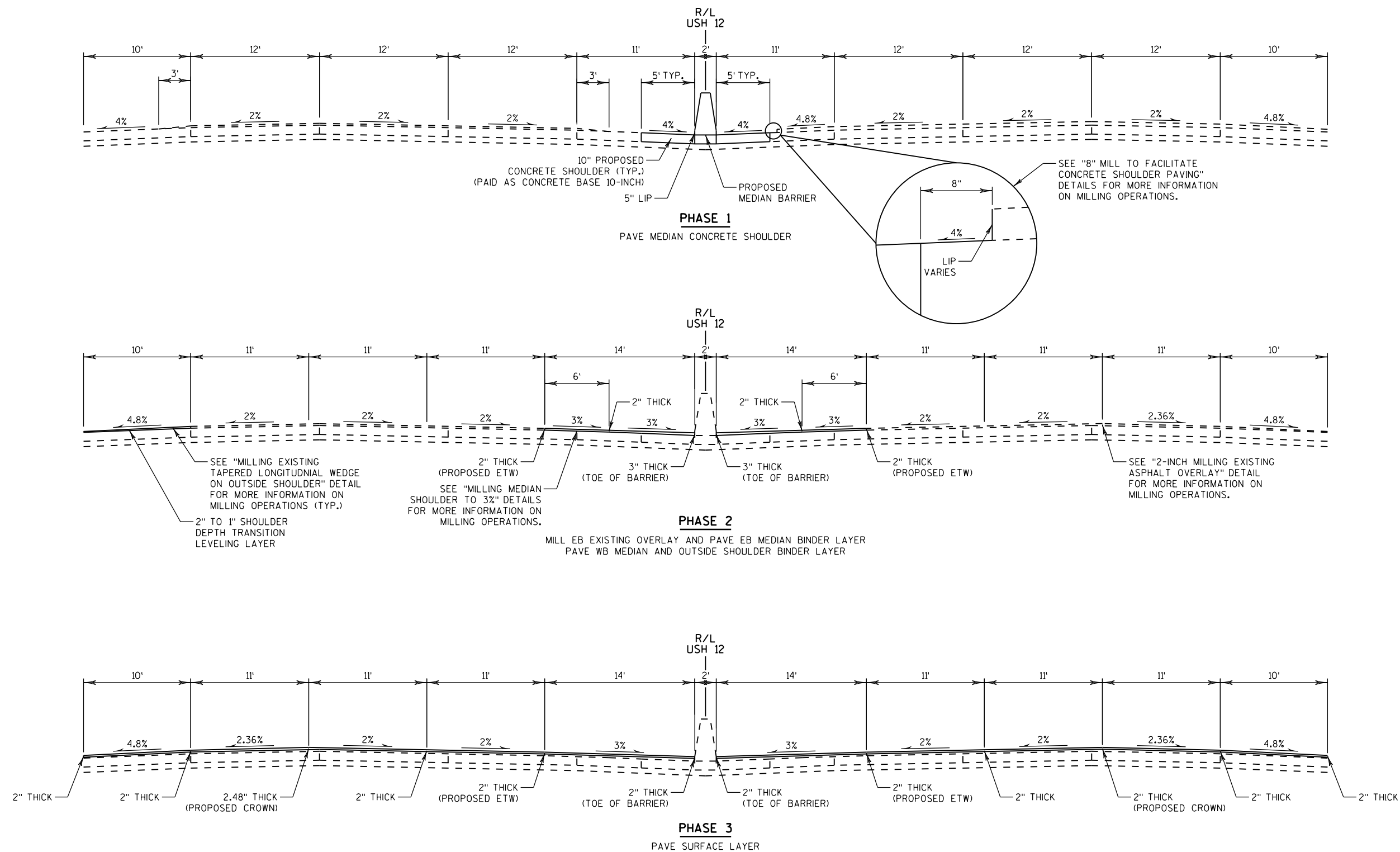


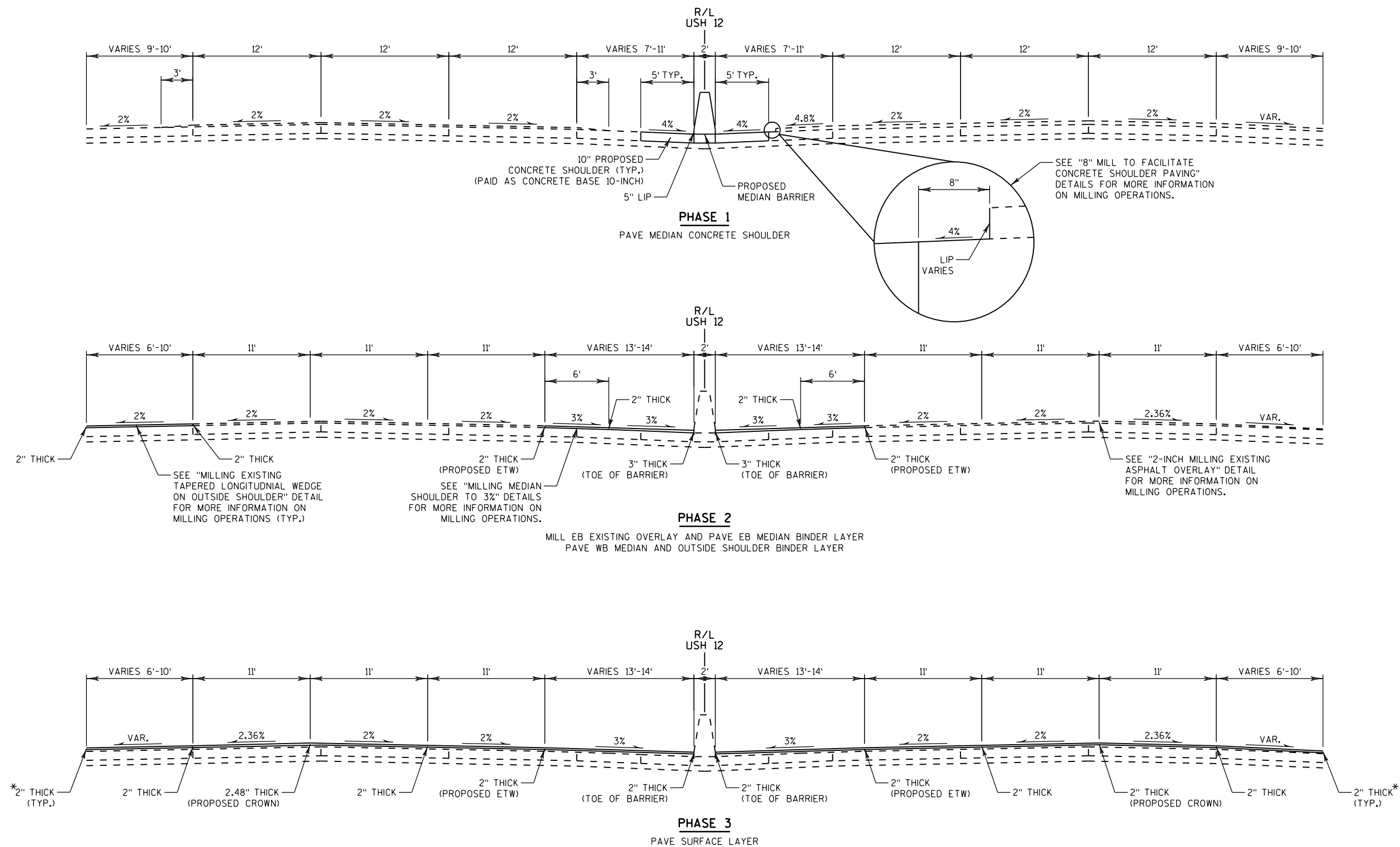
PHASE 2
PAVE MEDIAN AND OUTSIDE SHOULDER BINDER LIFT



PHASE 3
PAVE SURFACE LIFT

ASPHALT OVERLAY - FISH HATCHERY TO I90 (SHIFT CROWN 1')

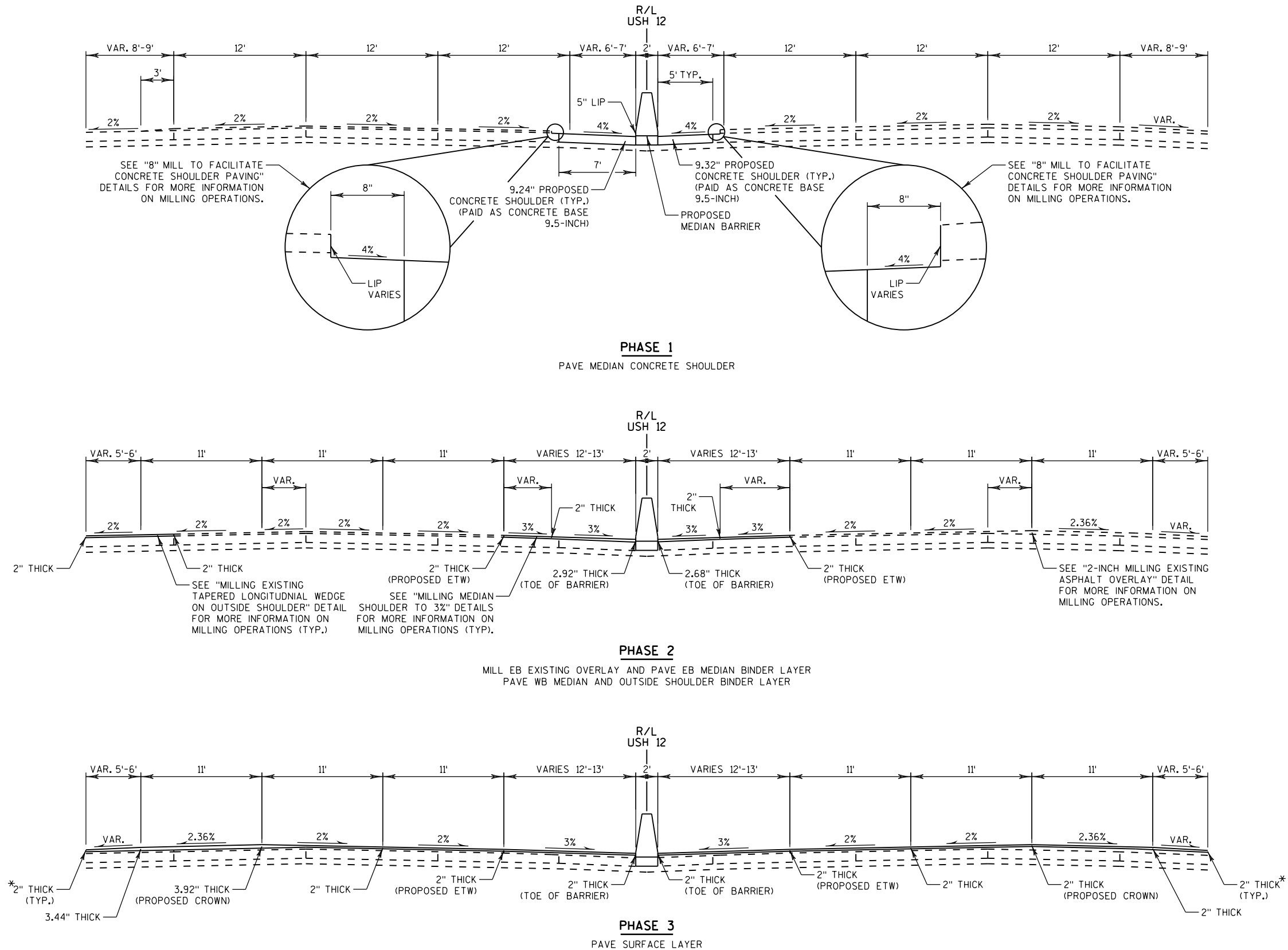


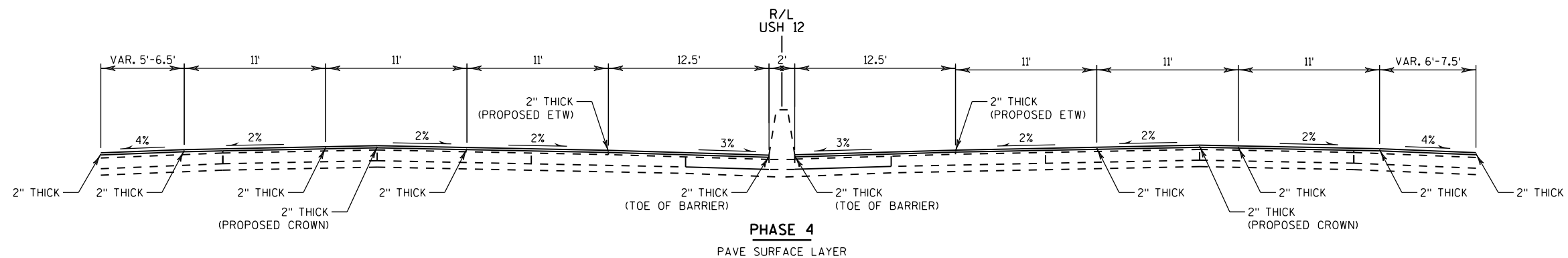
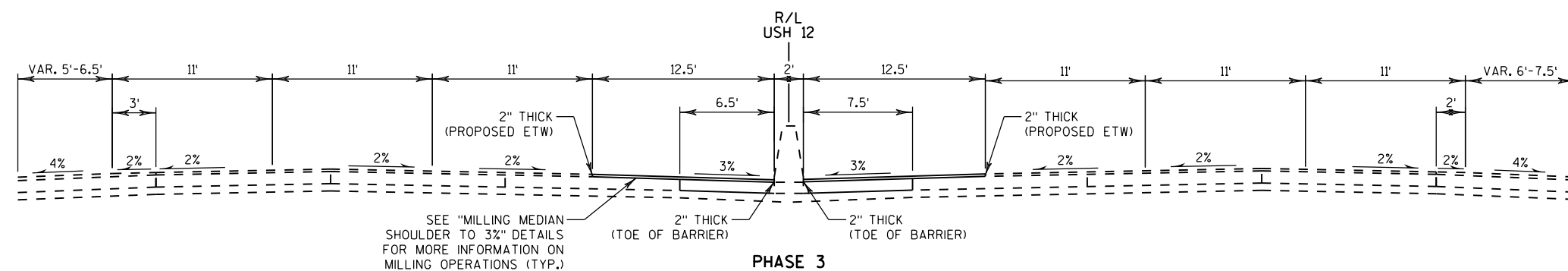
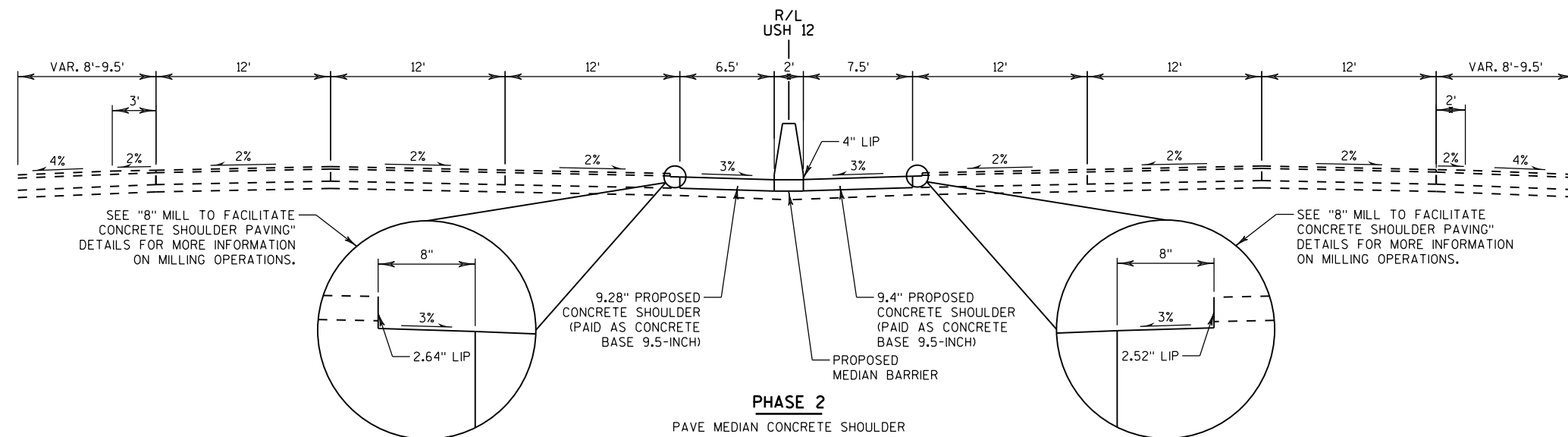
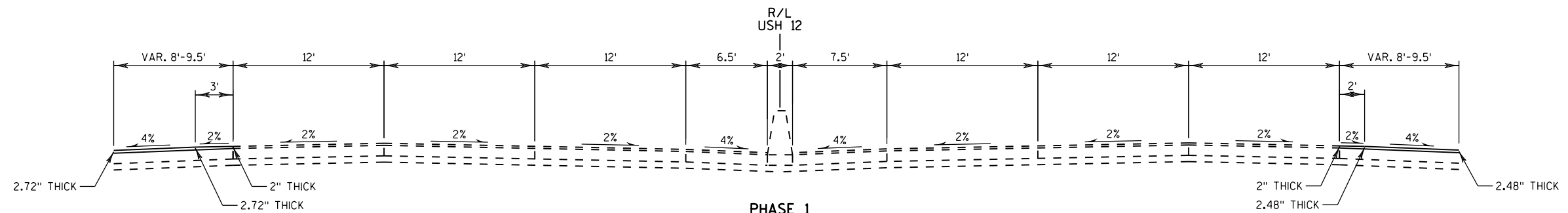


ASPHALT OVERLAY - EB USH 12/18 TEST OVERLAY SEGMENT (SHIFT CROWN 1')

STA 779CL+00.00 - STA 794CL+50.00

*THICKNESS NEEDS TO VARY TO PROVIDE ACCEPTABLE SHOULDER CROSS SLOPE.





ASPHALT OVERLAY - YAHARA RIVER BRIDGE TO MONONA DRIVE (NO CROWN SHIFT)

PROJECT NO: 1206-06-79

HWY: USH 12

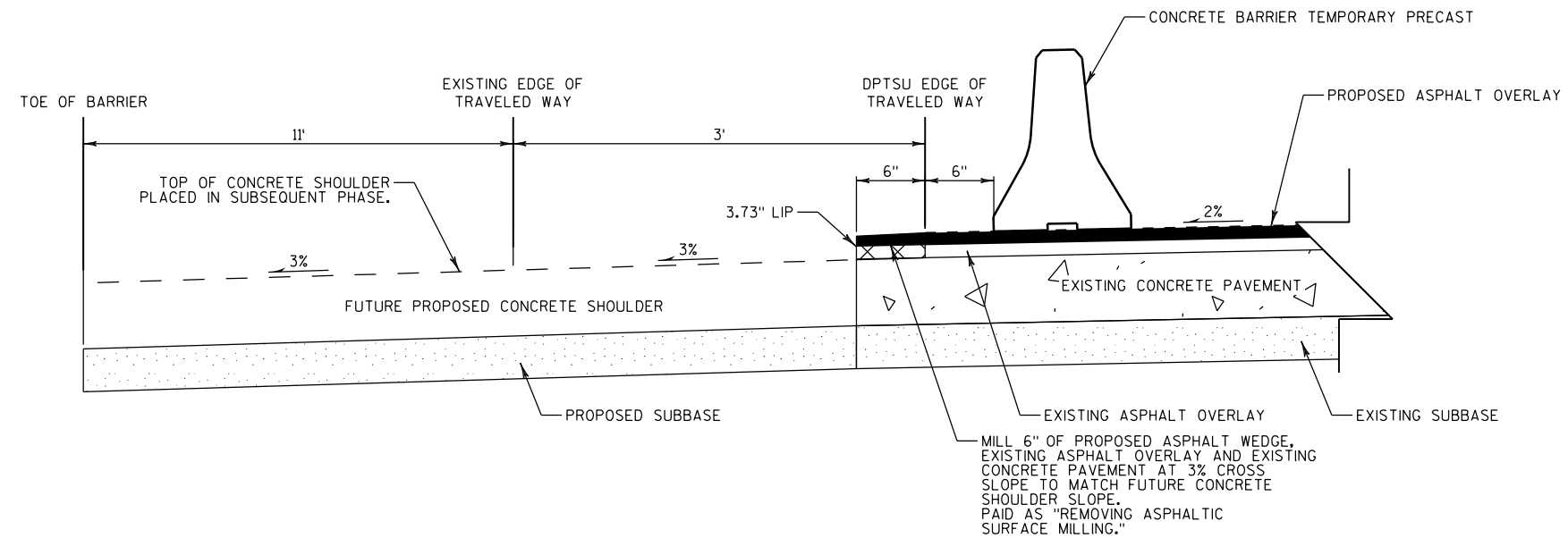
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CONSTRUCTION DETAILS

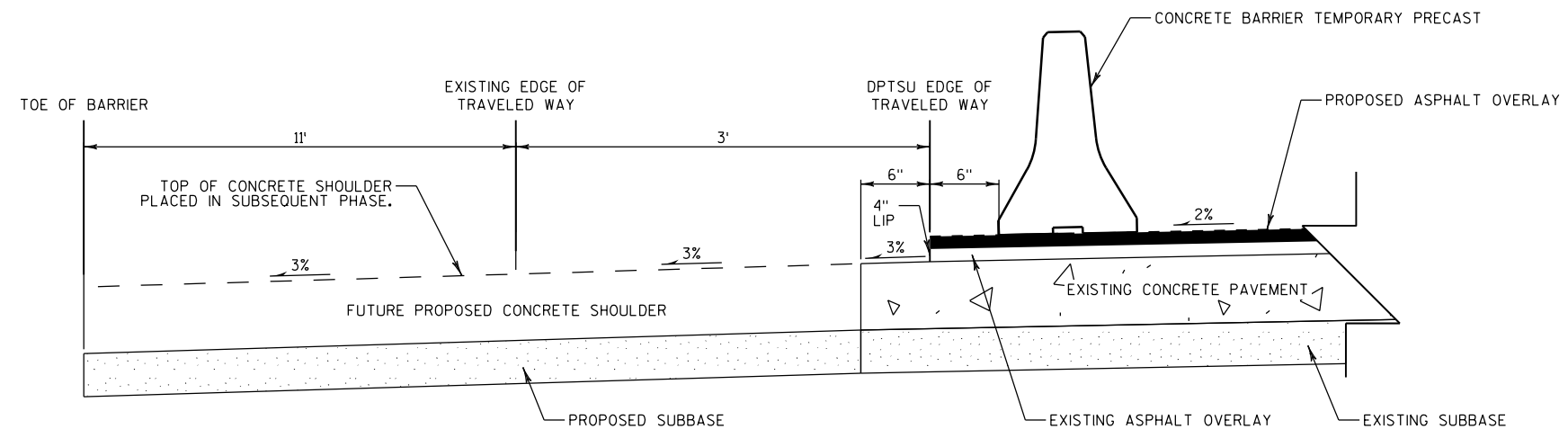
SHEET

59

E



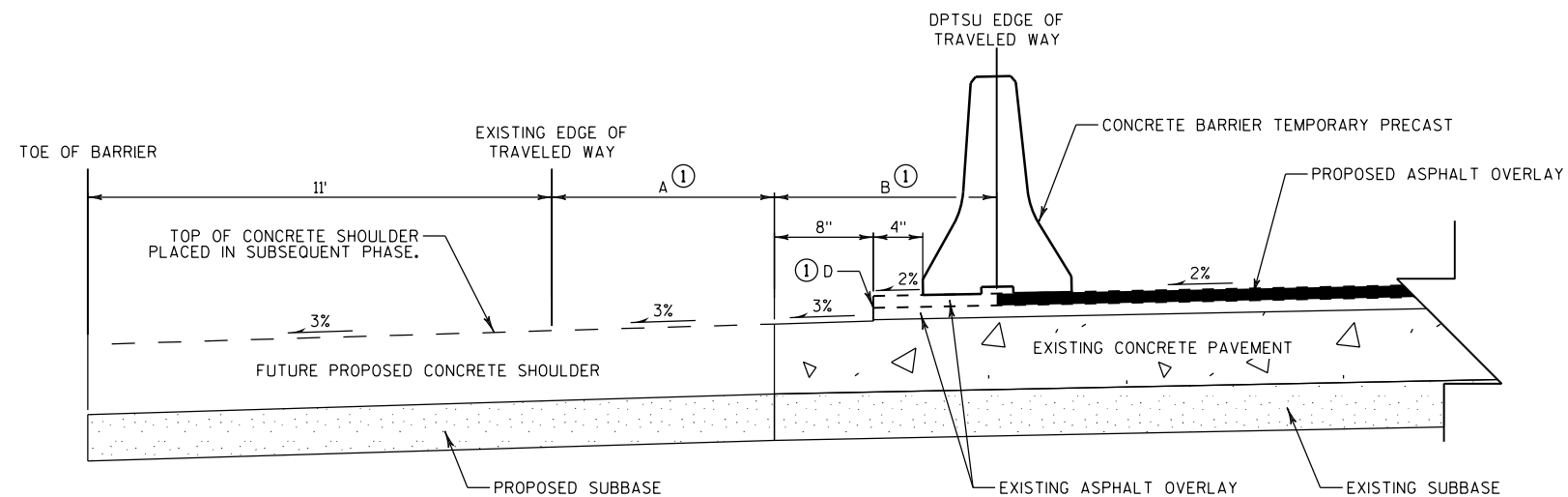
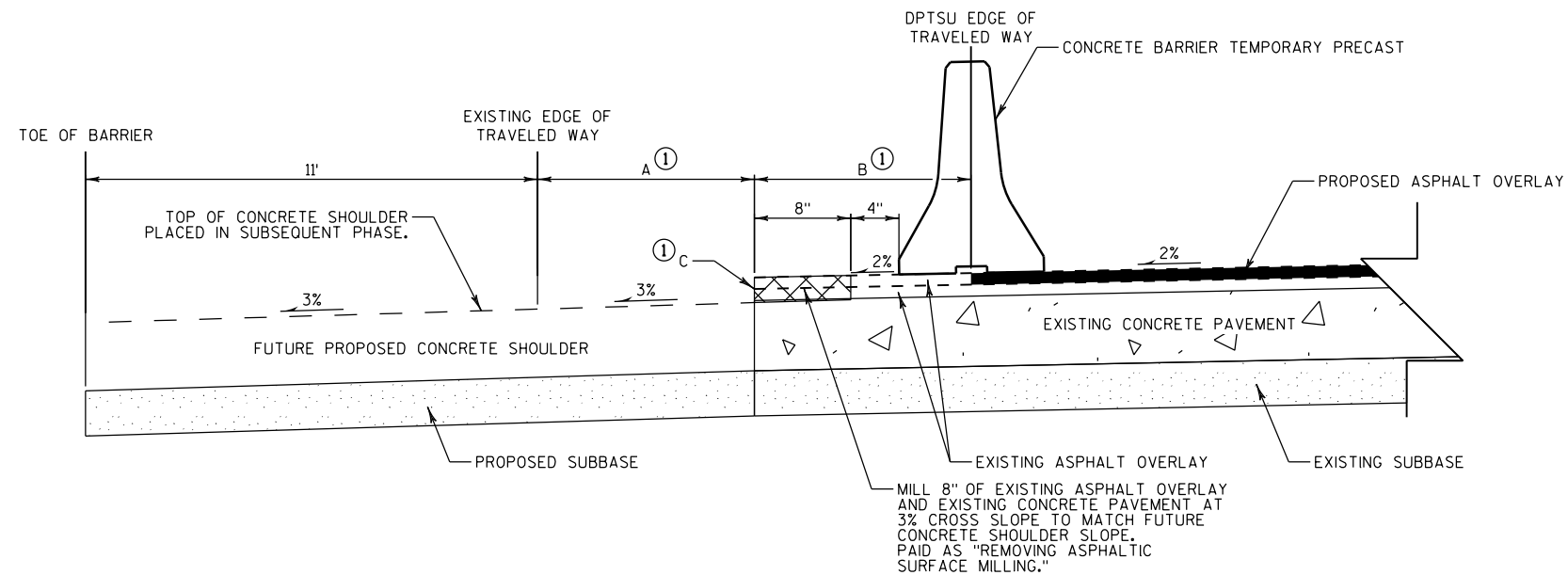
EXISTING CONDITION



POST-MILLING CONDITION

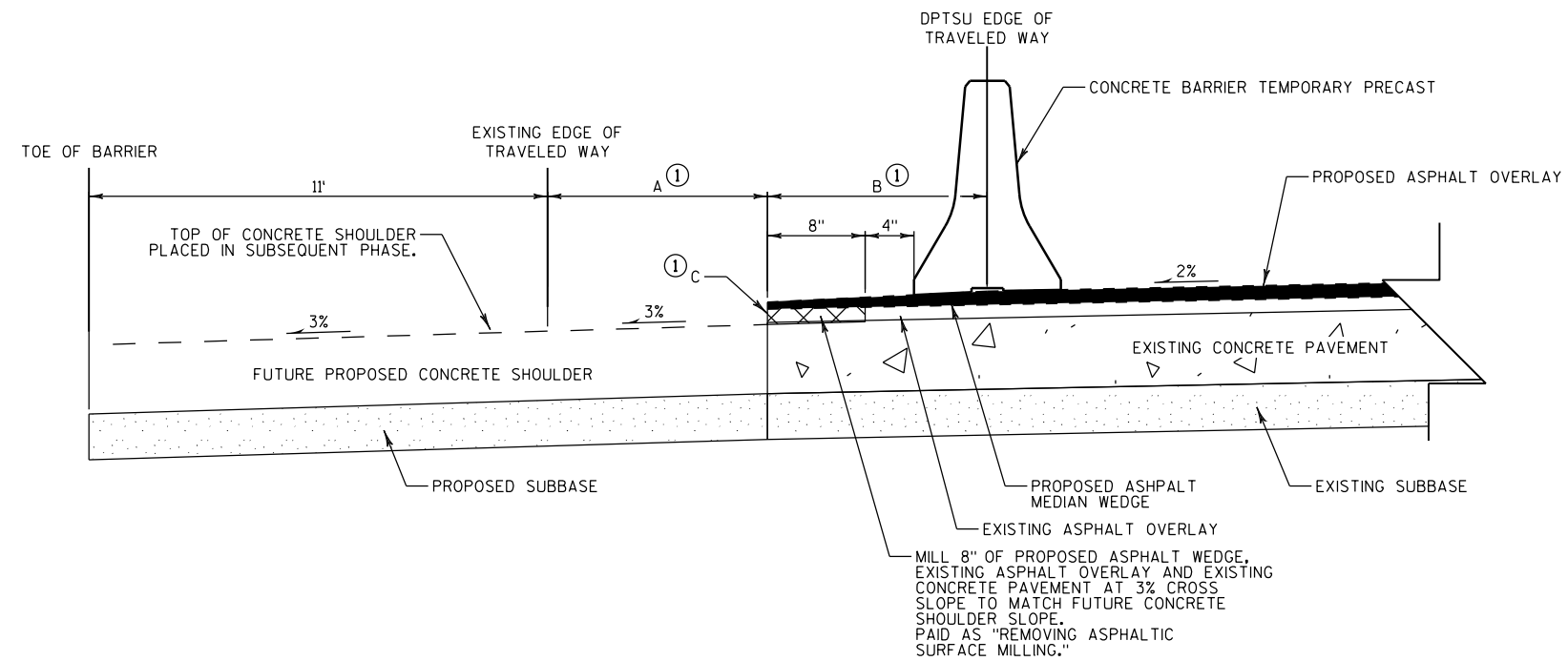
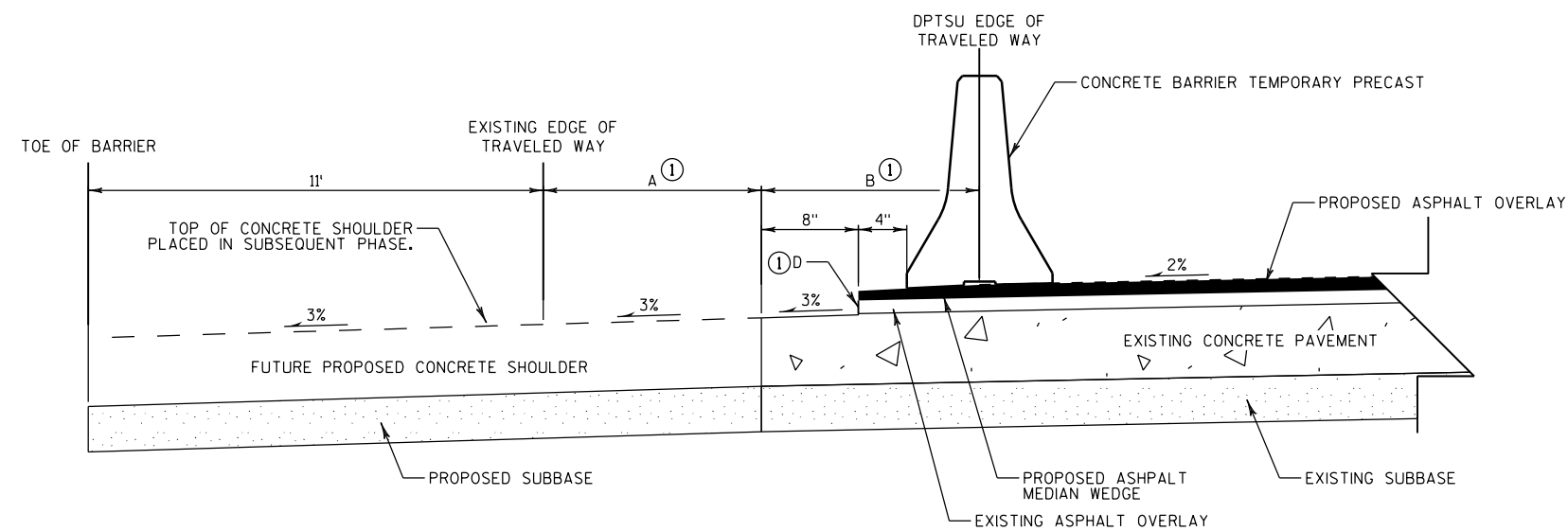
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SEMINOLE TO FISH HATCHERY - 2-INCH OVERLAY
STA 593CL+00.00 - STA 602CL+50.00, RT

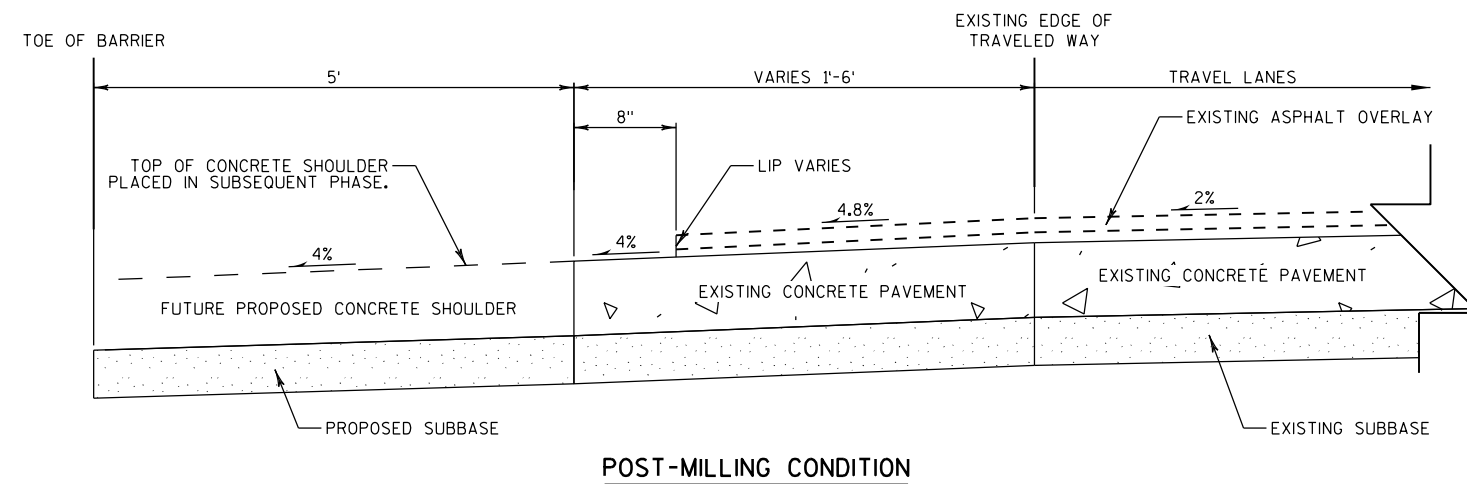
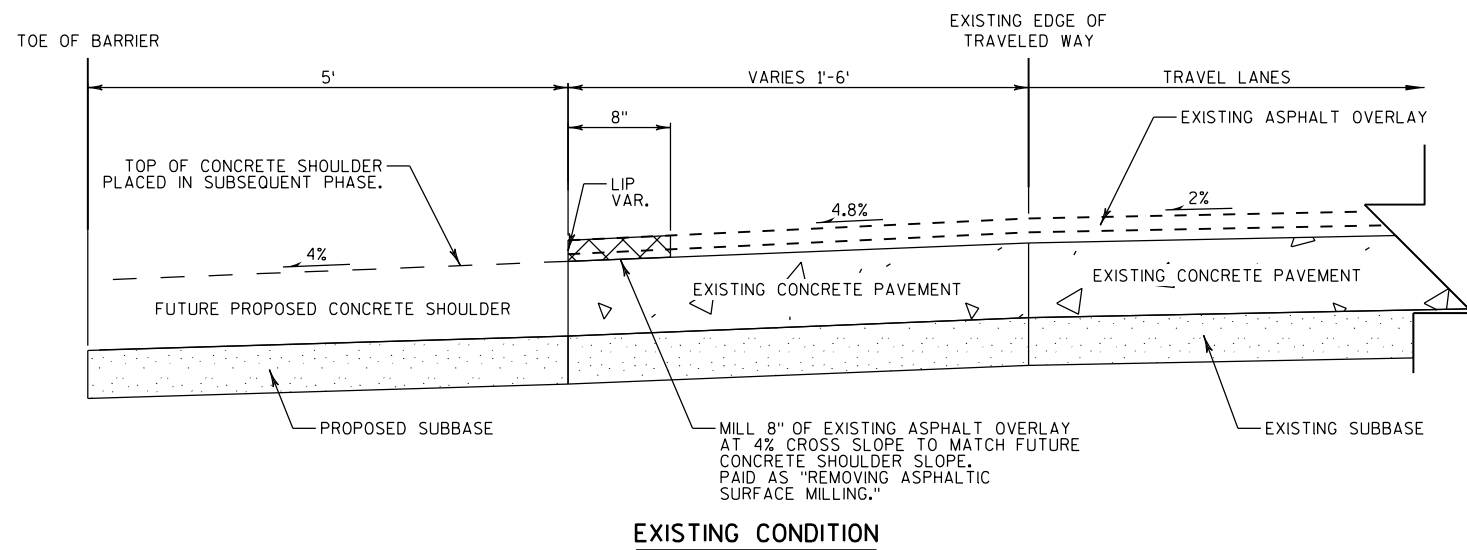


8" MILL TO FACILITATE CONCRETE SHOULDER PAVING

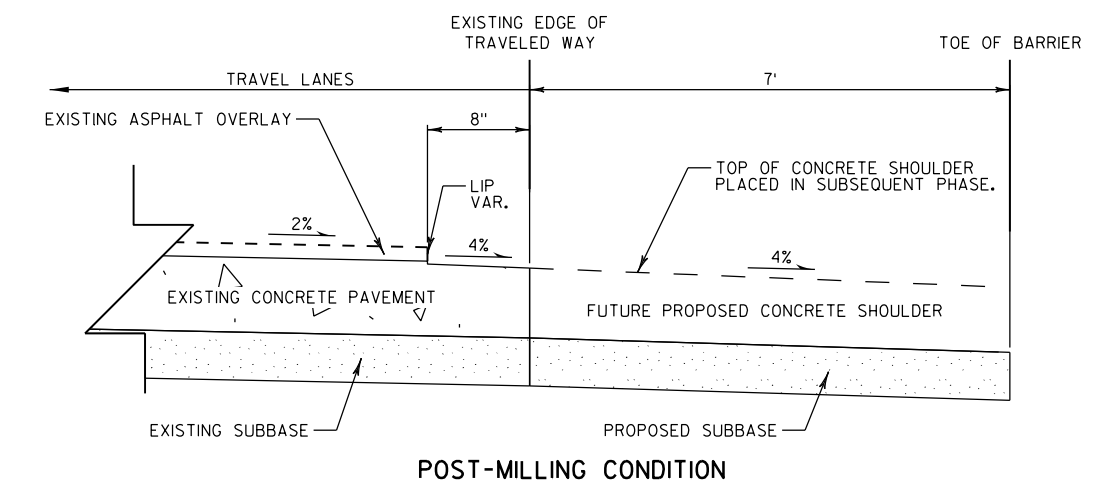
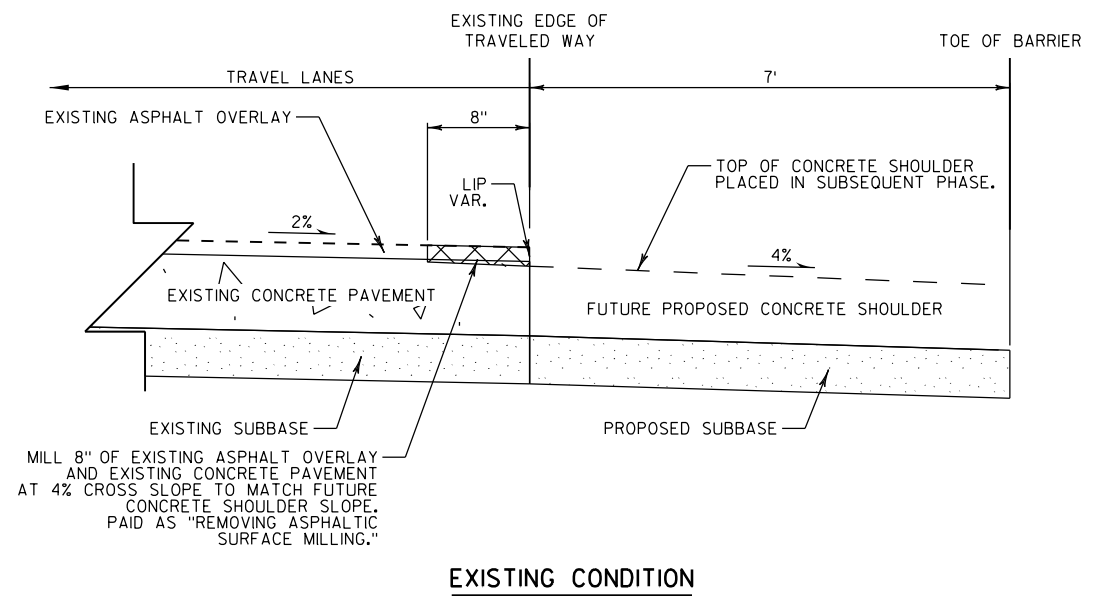
SEMINOLE TO FISH HATCHERY - 1.75-INCH MILL AND OVERLAY
 STA 598CL+39.22 - STA 600CL+44.89, LT. STA 515CL+65.75 - STA 529CL+18.74, RT.
 (EB SHOWN, WB SIMILAR)

EXISTING CONDITIONPOST-MILLING CONDITION8" MILL TO FACILITATE CONCRETE SHOULDER PAVING

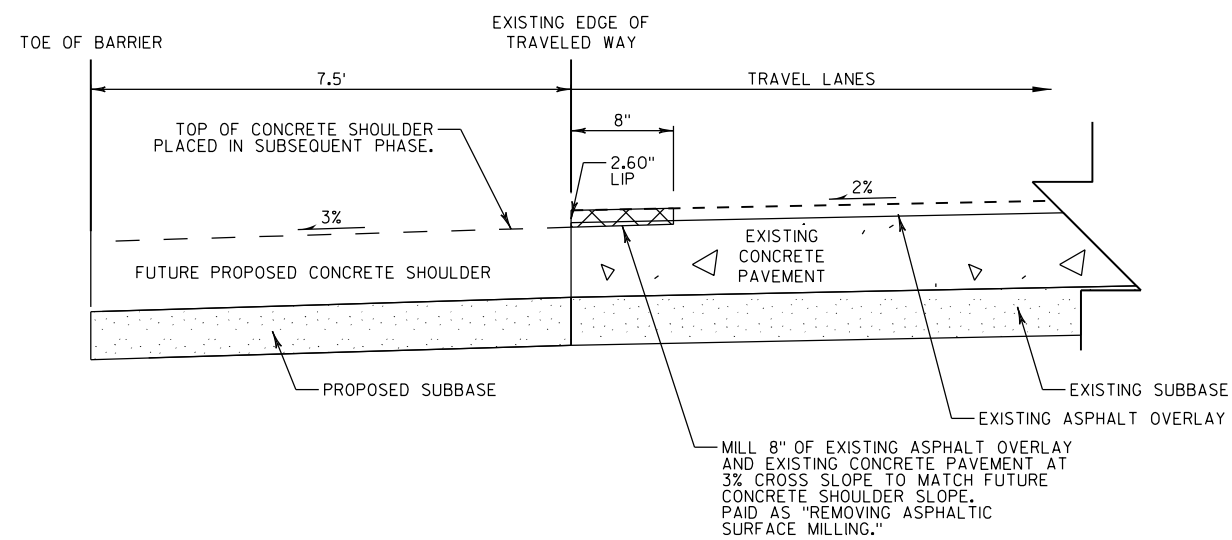
SEMINOLE TO FISH HATCHERY - 2-INCH OVERLAY
STA 515CL+65.75 - STA 598CL+39.22, LT. STA 529CL+18.74 - STA 593CL+00.00, RT.
STA 600CL+44.89 - STA 608CL+96.46, LT. STA 602CL+50.00 - STA 608CL+96.46, RT.
(EB SHOWN, WB SIMILAR)

**8" MILL TO FACILITATE CONCRETE SHOULDER PAVING**

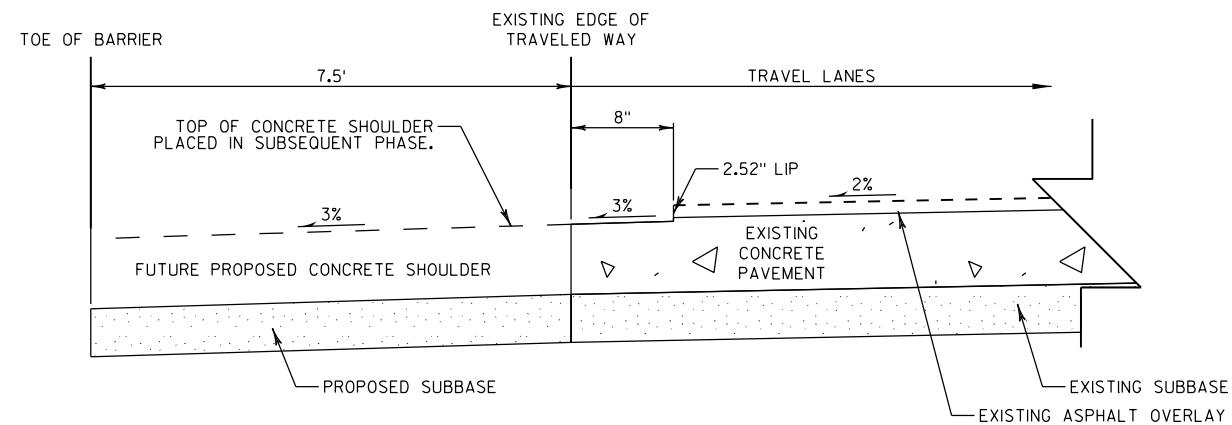
TEST OVERLAY SEGMENT
STA 775CL+65.00 - STA 795CL+88.66, RT.

**8" MILL TO FACILITATE CONCRETE SHOULDER PAVING**

TEST OVERLAY SEGMENT
STA 794CL+50.00 - STA 795CL+88.66, LT.



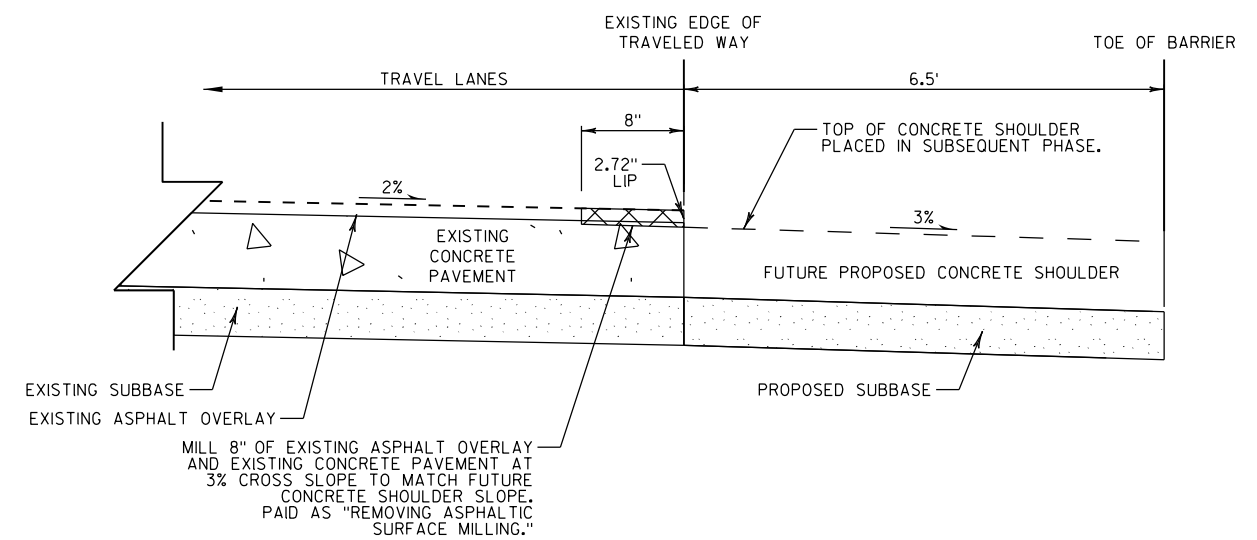
EXISTING CONDITION



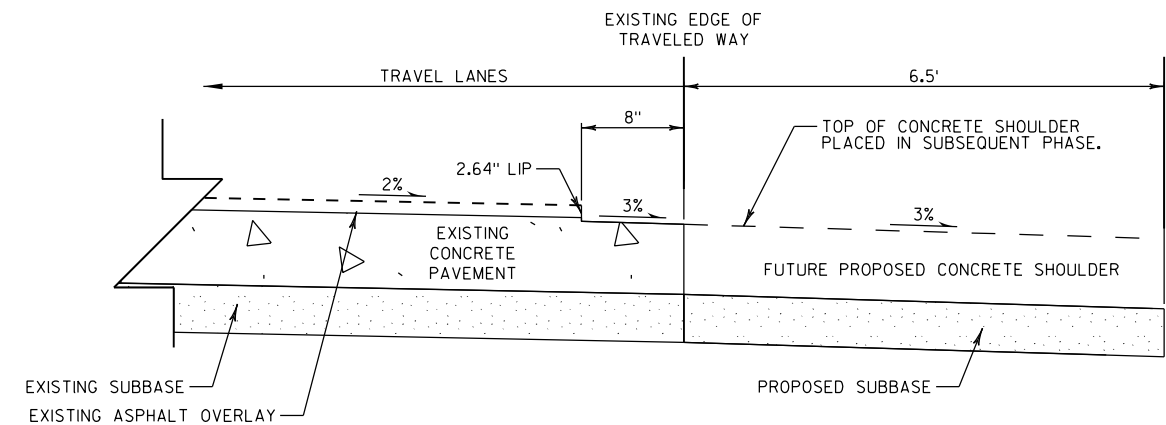
POST-MILLING CONDITION

8" MILL TO FACILITATE CONCRETE SHOULDER PAVING

YAHARA RIVER BRIDGE TO MONONA DRIVE - EB



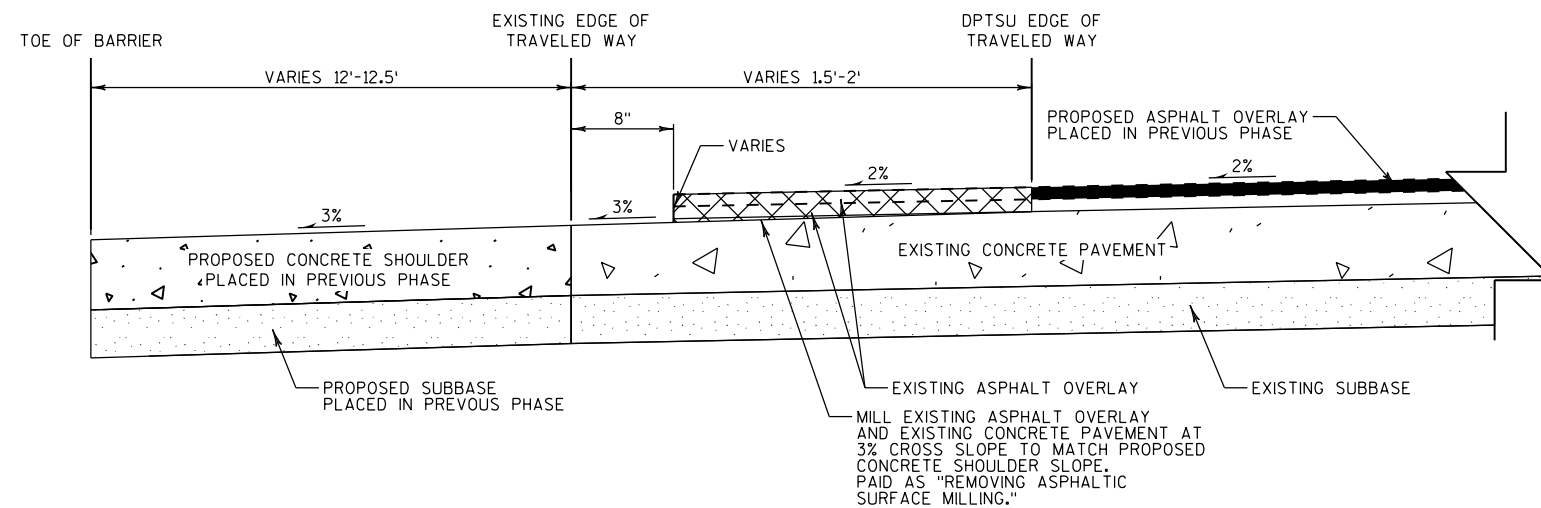
EXISTING CONDITION



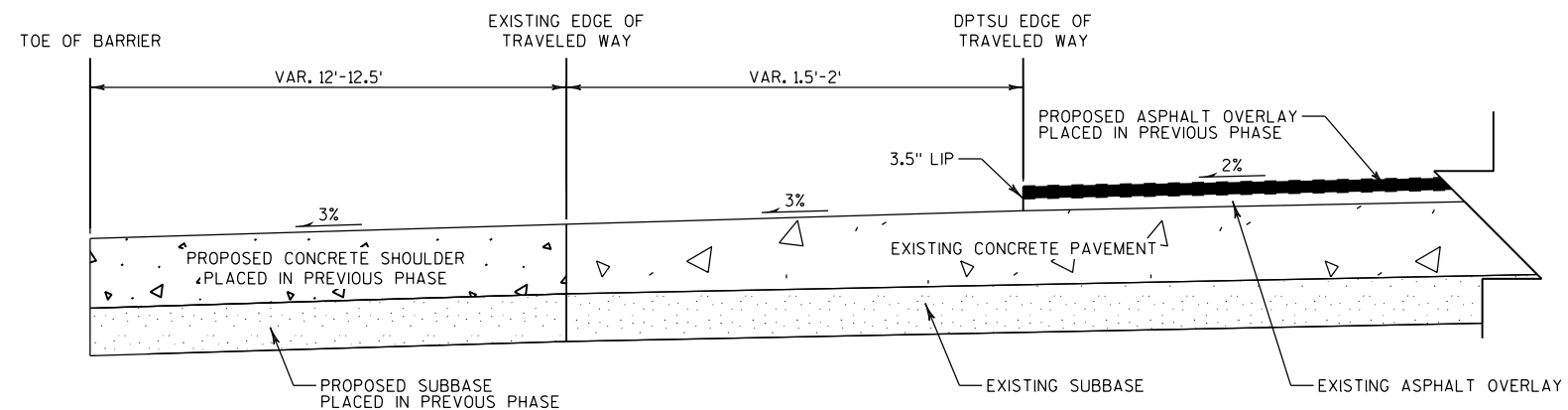
POST-MILLING CONDITION

8" MILL TO FACILITATE CONCRETE SHOULDER PAVING

YAHARA RIVER BRIDGE TO MONONA DRIVE - WB



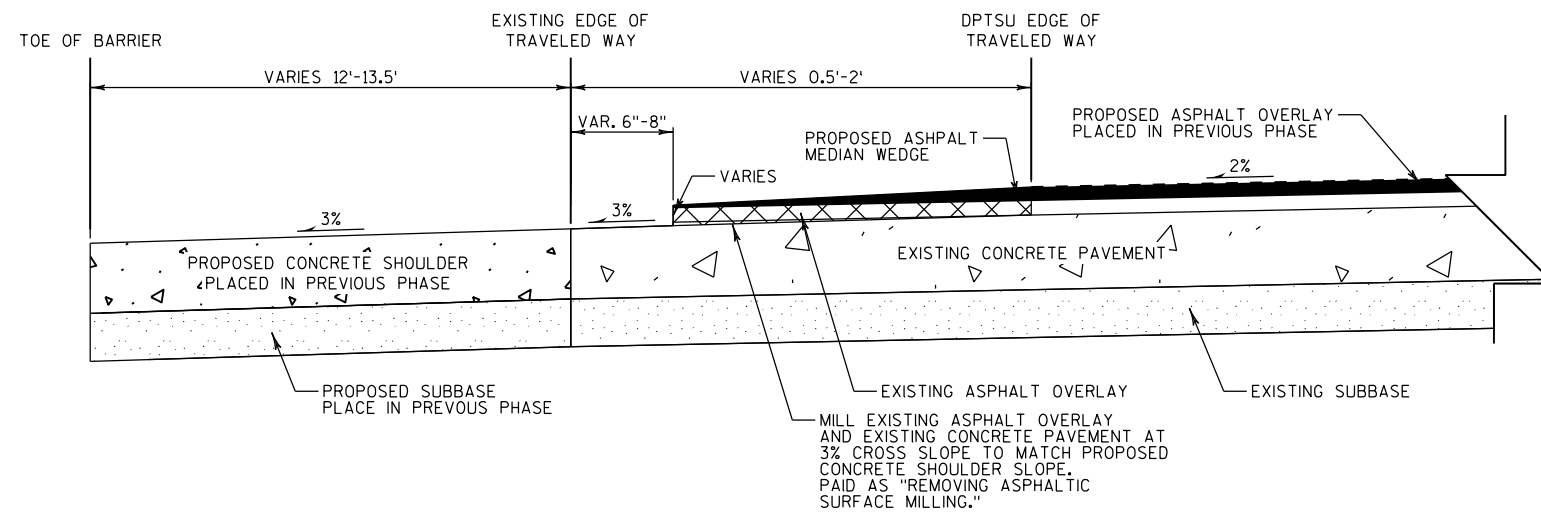
PRE-MILLING CONDITION



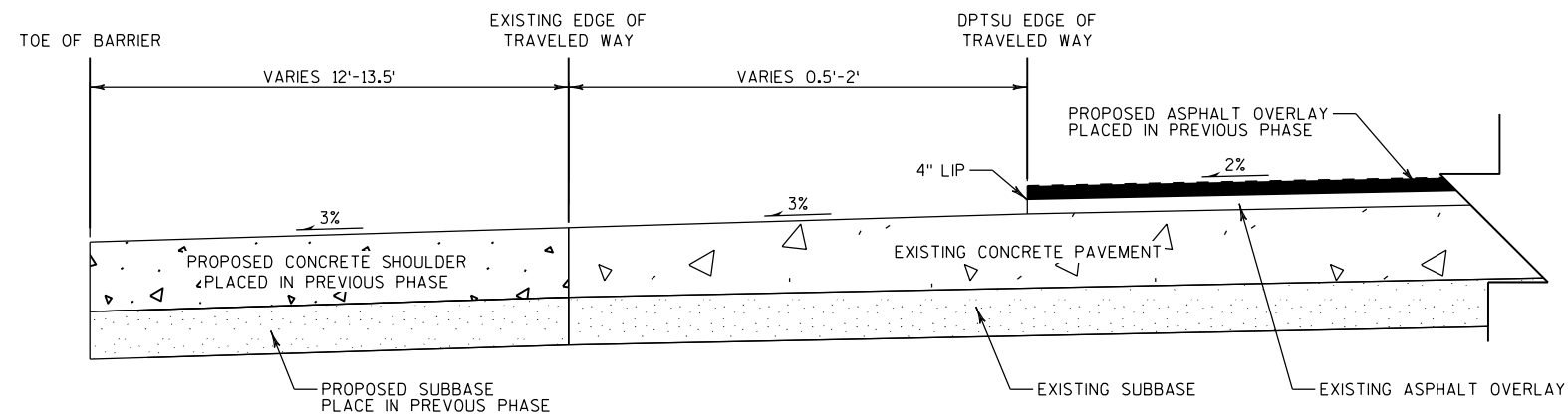
POST-MILLING CONDITION

MILLING MEDIAN SHOULDER TO 3%

SEMINOLE TO FISH HATCHERY - 1.75-INCH MILL AND OVERLAY
 STA 598CL+39.22 - STA 600CL+44.89, LT. STA 515CL+65.75 - STA 529CL+18.74, RT.
 (EB SHOWN, WB SIMILAR)



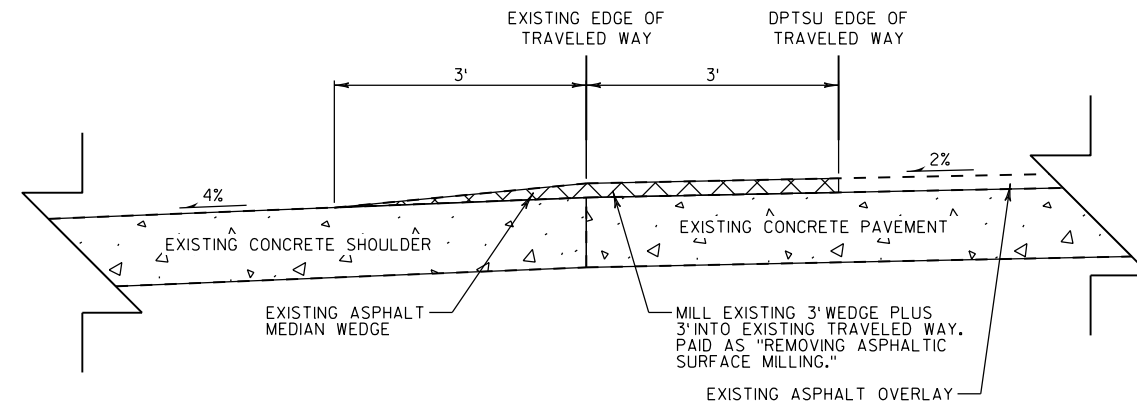
PRE-MILLING CONDITION



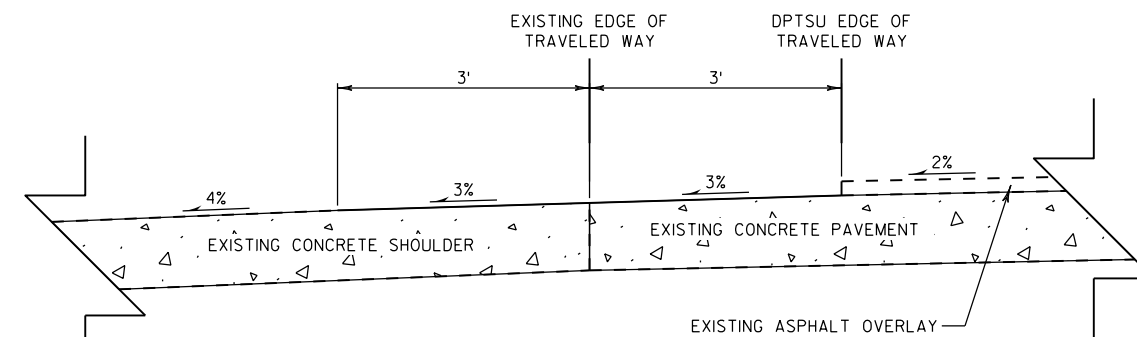
POST-MILLING CONDITION

MILLING MEDIAN SHOULDER TO 3%

SEMINOLE TO FISH HATCHERY - 2-INCH OVERLAY
STA 515CL+65.75 - STA 598CL+39.22, LT. STA 529CL+18.74 - STA 608CL+96.46, RT.
STA 600CL+44.89 - STA 608CL+96.46, LT.
(EB SHOWN, WB SIMILAR)



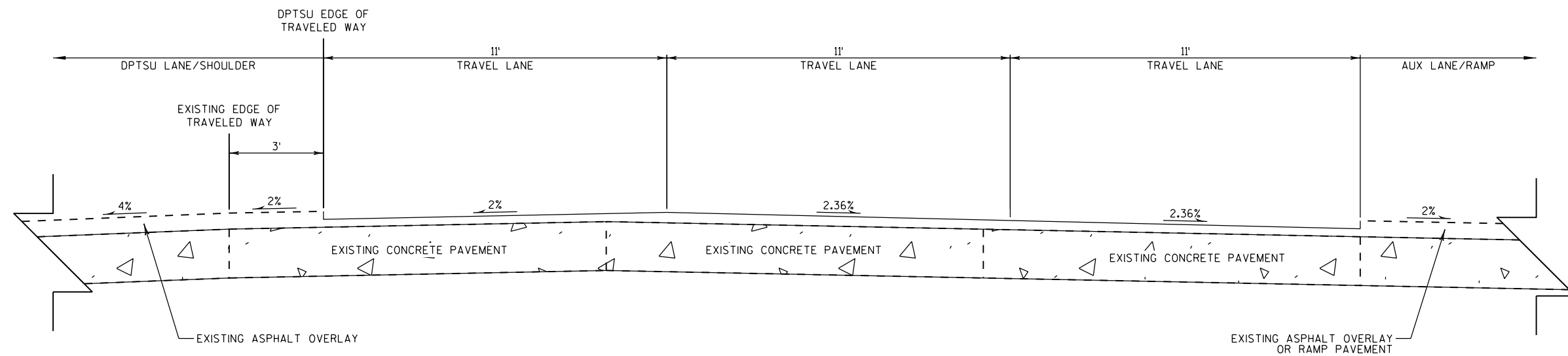
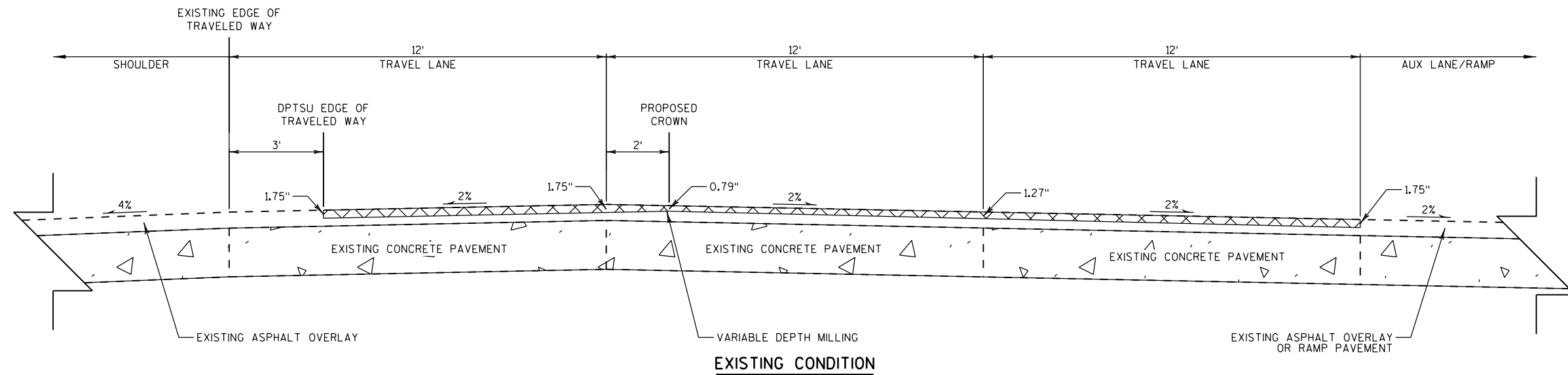
EXISTING CONDITION



POST-MILLING CONDITION

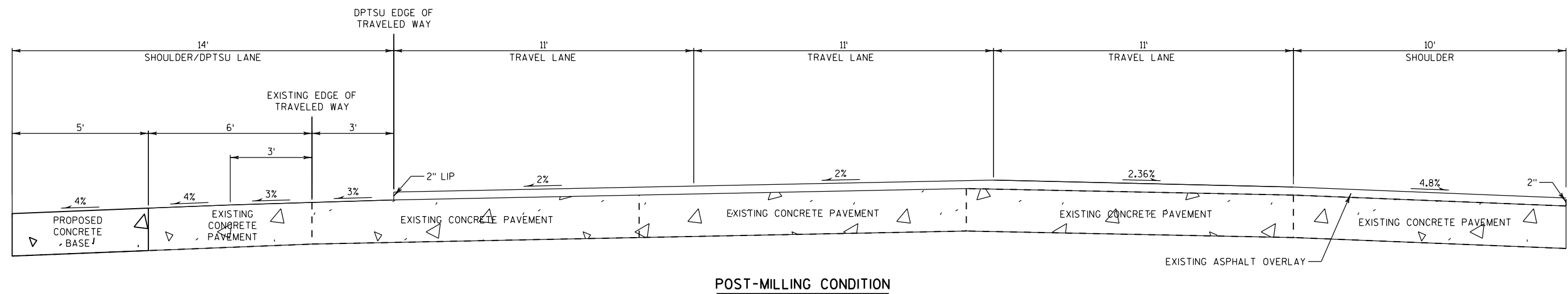
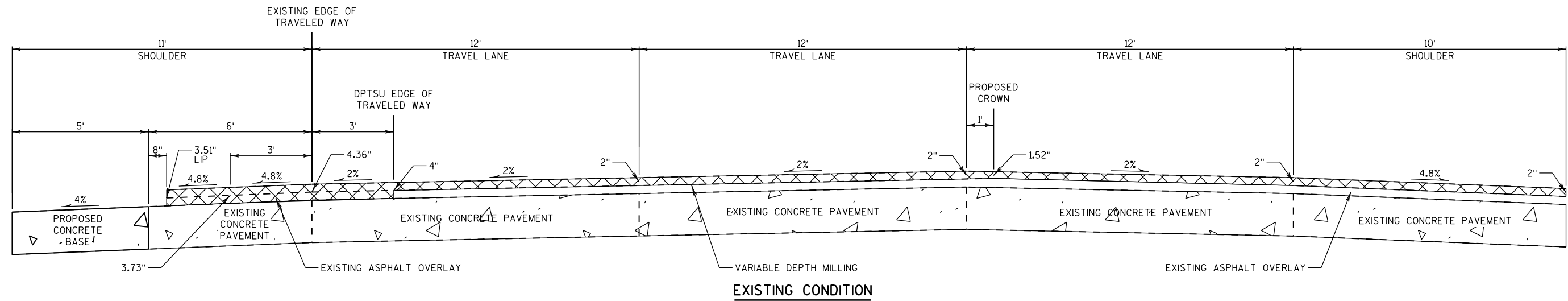
MILLING MEDIAN SHOULDER TO 3%

FISH HATCHERY TO IH-39
(EB SHOWN, WB SIMILAR)



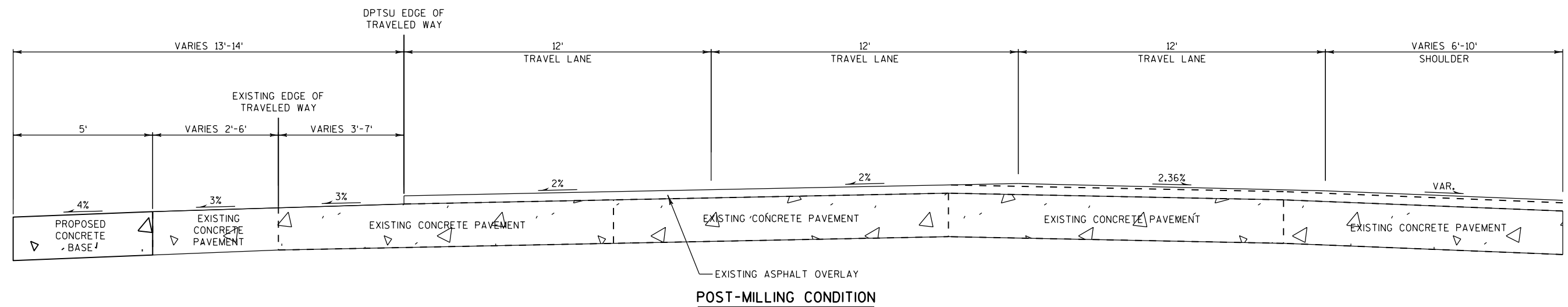
1.75-INCH MILLING EXISTING ASPHALT OVERLAY

SEMINOLE TO FISH HATCHERY - 1.75-INCH MILL AND OVERLAY
 STA 598CL+39.22 - STA 600CL+44.89, L.T. STA 515CL+65.75 - STA 529CL+18.74, RT.
 (EB SHOWN, WB SIMILAR)

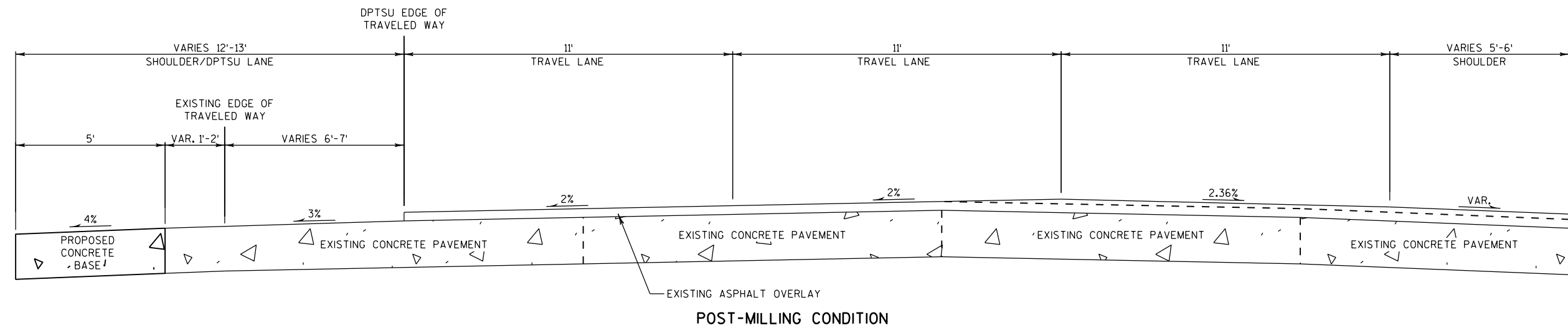
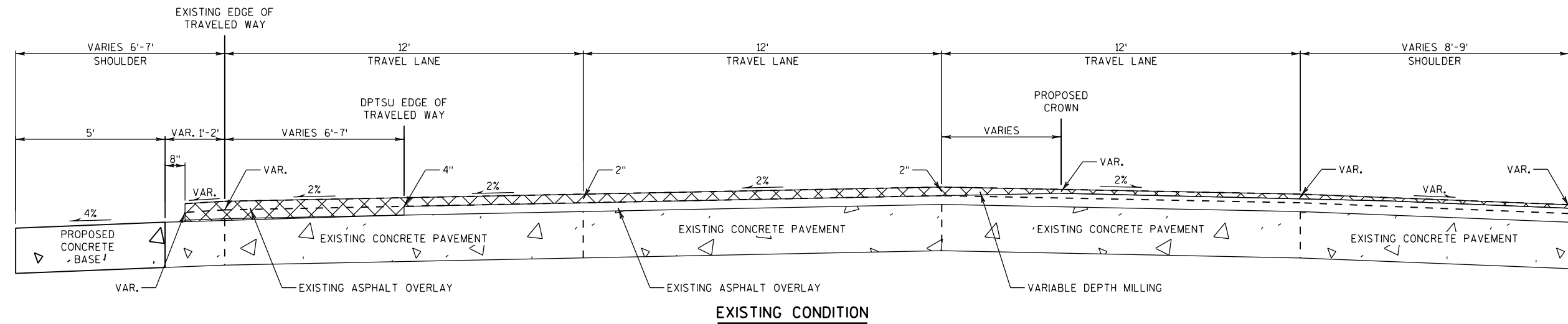


2-INCH MILLING EXISTING ASPHALT OVERLAY

TEST OVERLAY SEGMENT
STA 775CL+65.00 TO STA 779CL+00.00, EB.

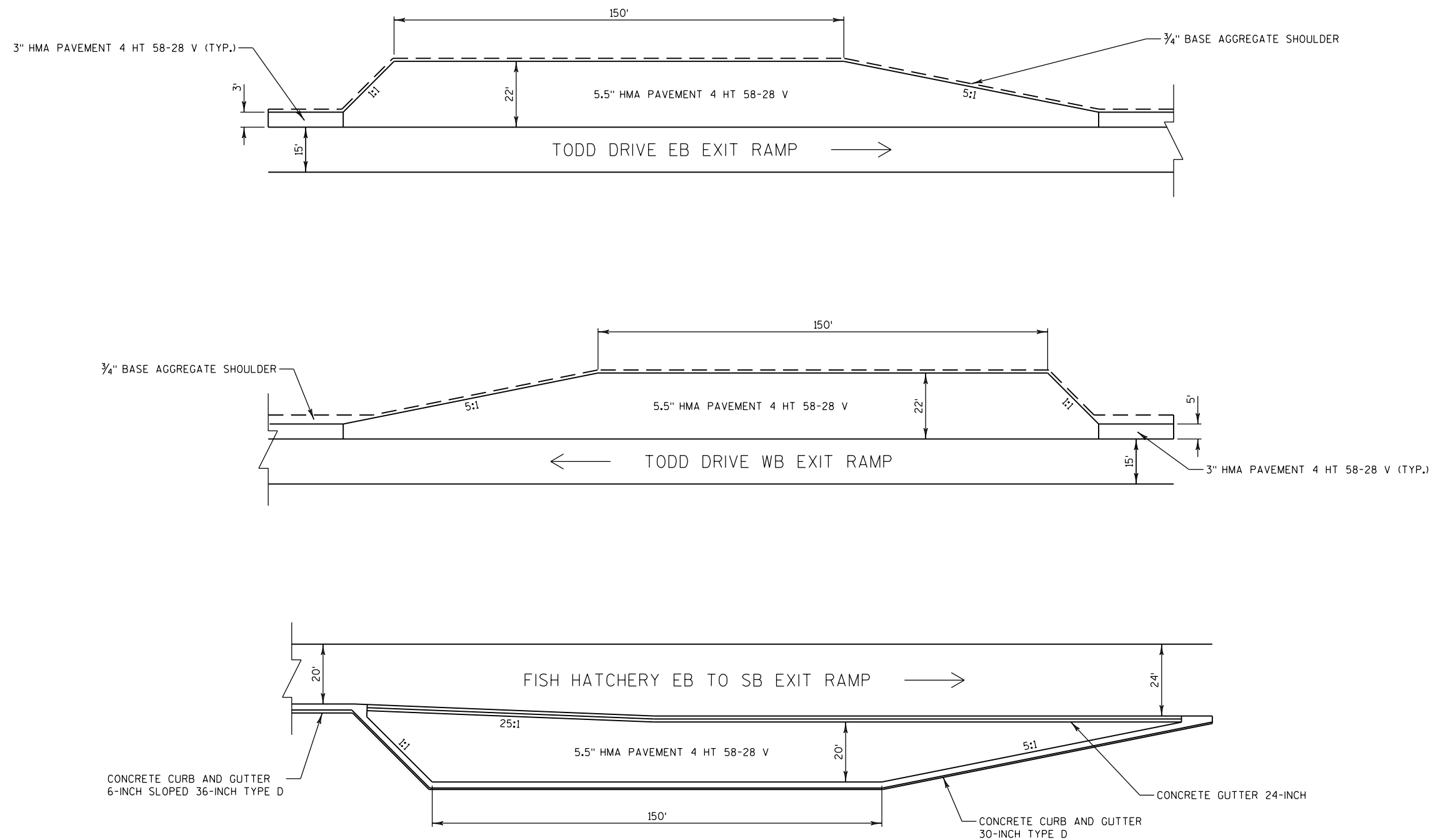


TEST OVERLAY SEGMENT
STA 779CL+00.00 TO STA 794CL+00.00, EB.

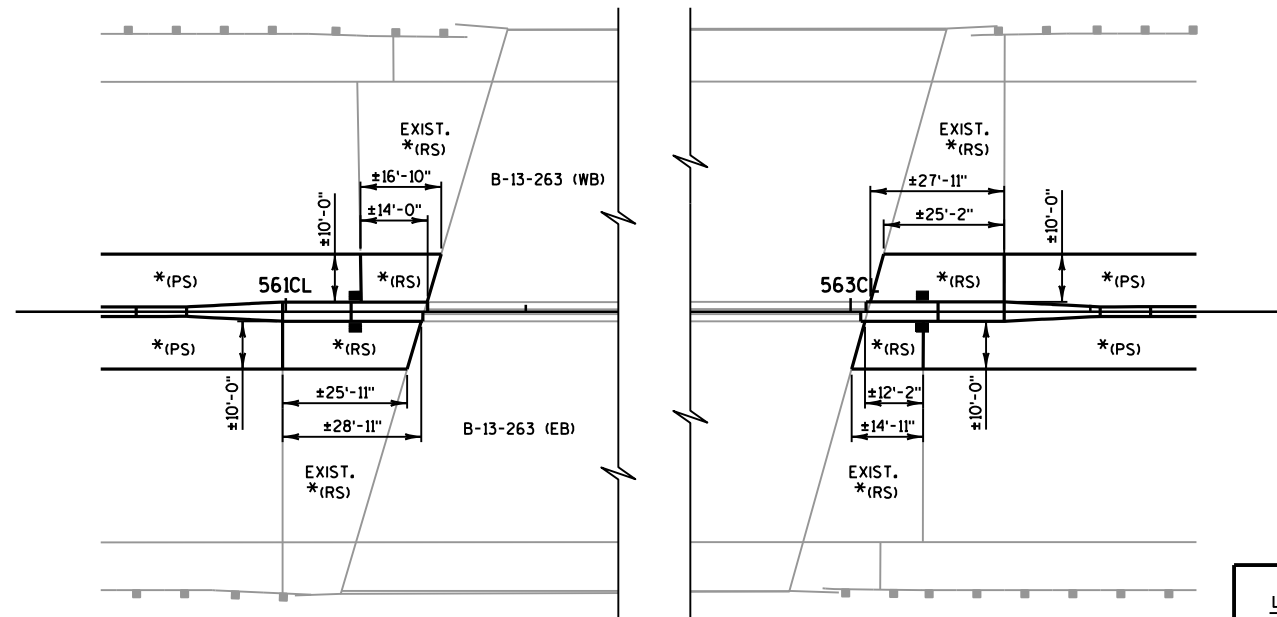


2-INCH MILLING EXISTING ASPHALT OVERLAY

TEST OVERLAY SEGMENT
STA 794CL+00.00 TO STA 795CL+88.66, EB.



CRASH INVESTIGATION SITES LAYOUT



CONCRETE PAVEMENT APPROACH SLAB HES DETAIL
(AT TODD DRIVE BRIDGE)

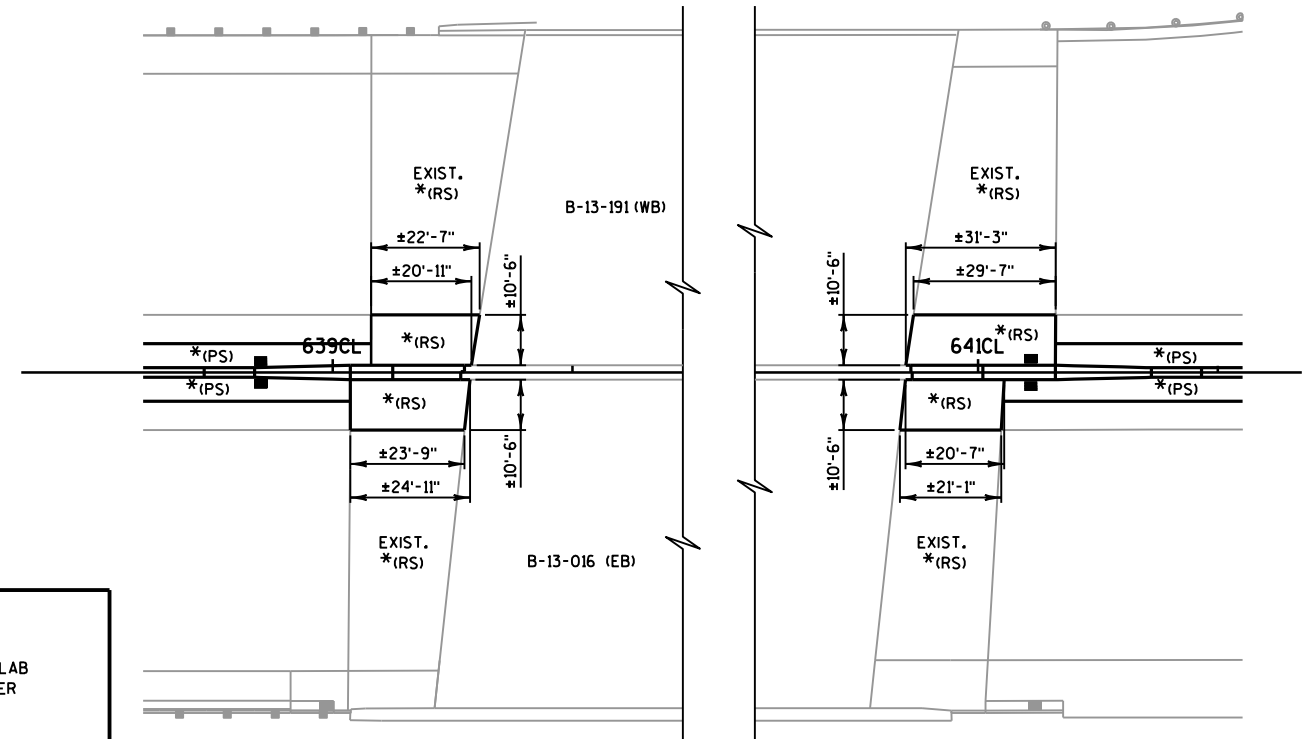
LEGEND

* (RS) = REINFORCED CONCRETE SLAB
* (PS) = PAVED CONCRETE SHOULDER
■ = INLETS COVERS TYPE V

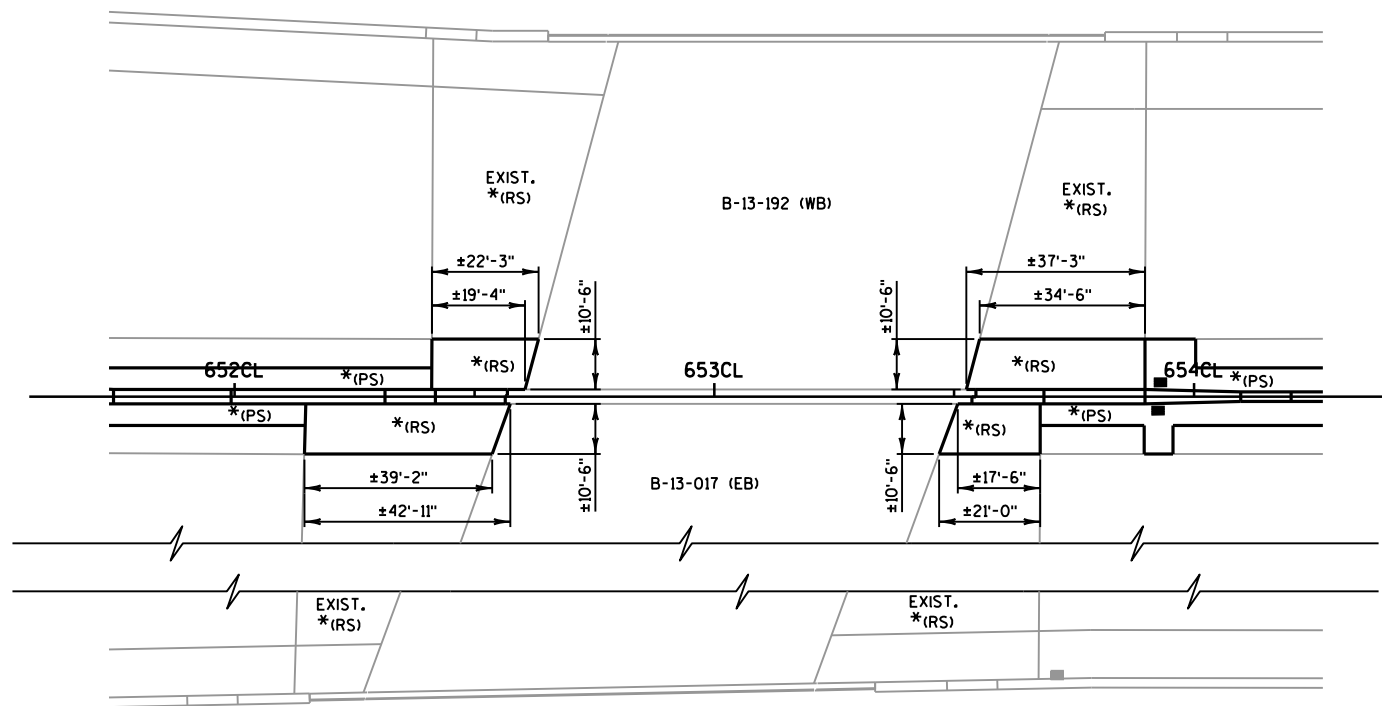
NOTES

CONTRACTOR TO FIELD VERIFY EXISTING CONCRETE PAVEMENT DIMENSIONS.

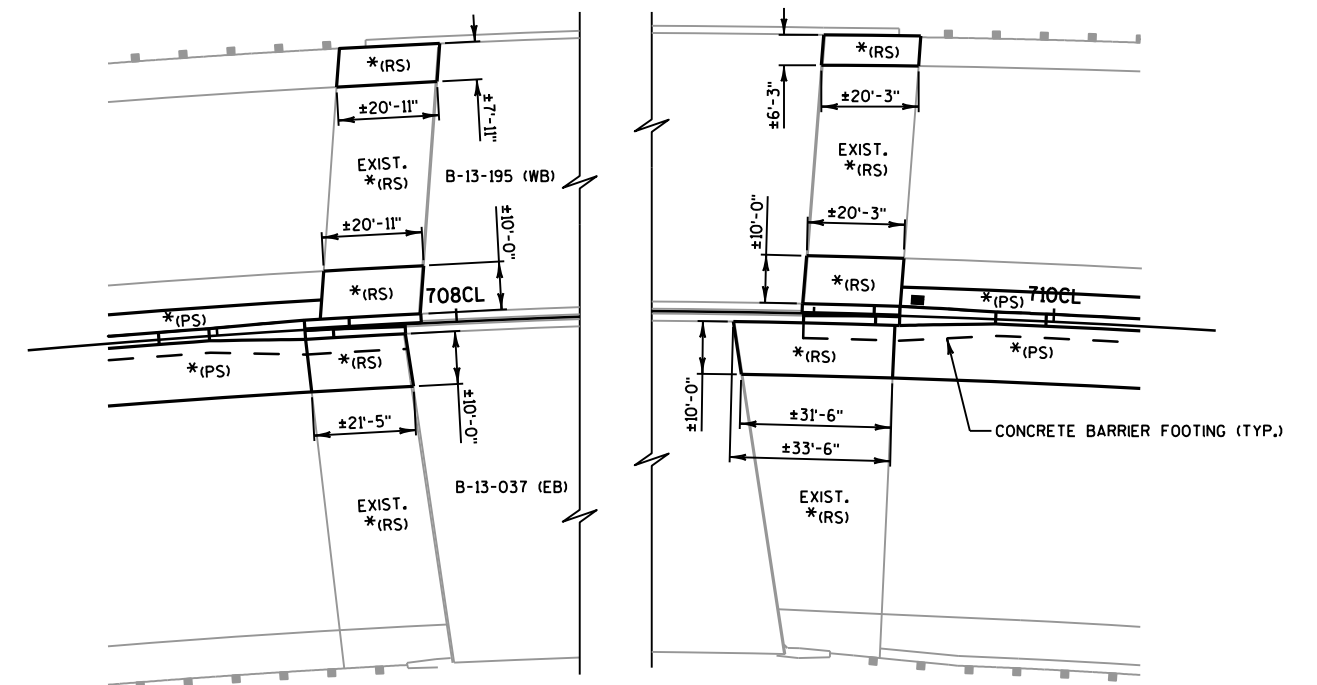
SEE SDD "CONCRETE PAVEMENT APPROACH SLAB" FOR ADDITIONAL DETAILS NOT SHOWN.



CONCRETE PAVEMENT APPROACH SLAB HES DETAIL
(AT PARK STREET BRIDGES)

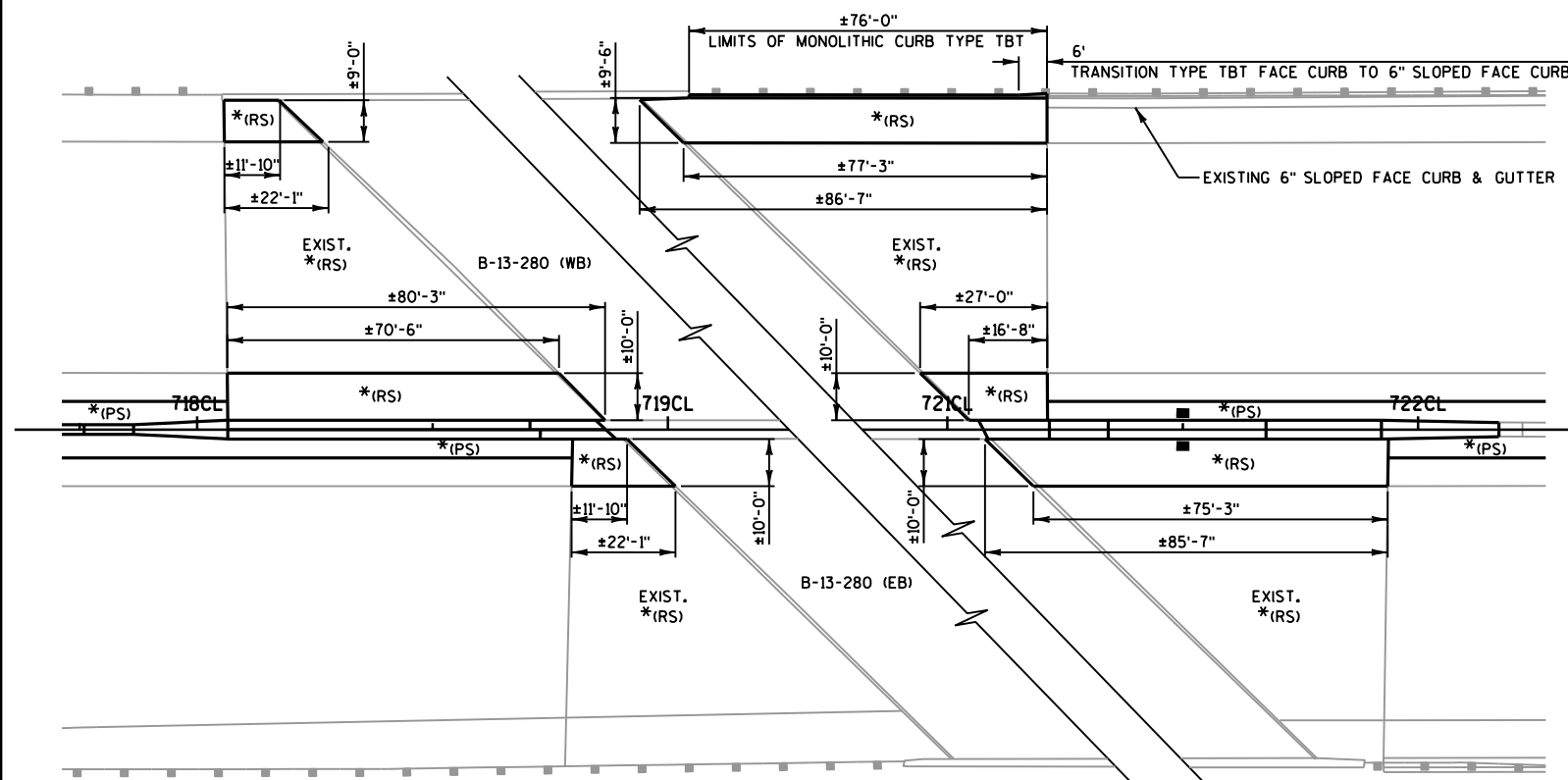


CONCRETE PAVEMENT APPROACH SLAB HES DETAIL
(AT RAILROAD BRIDGES)



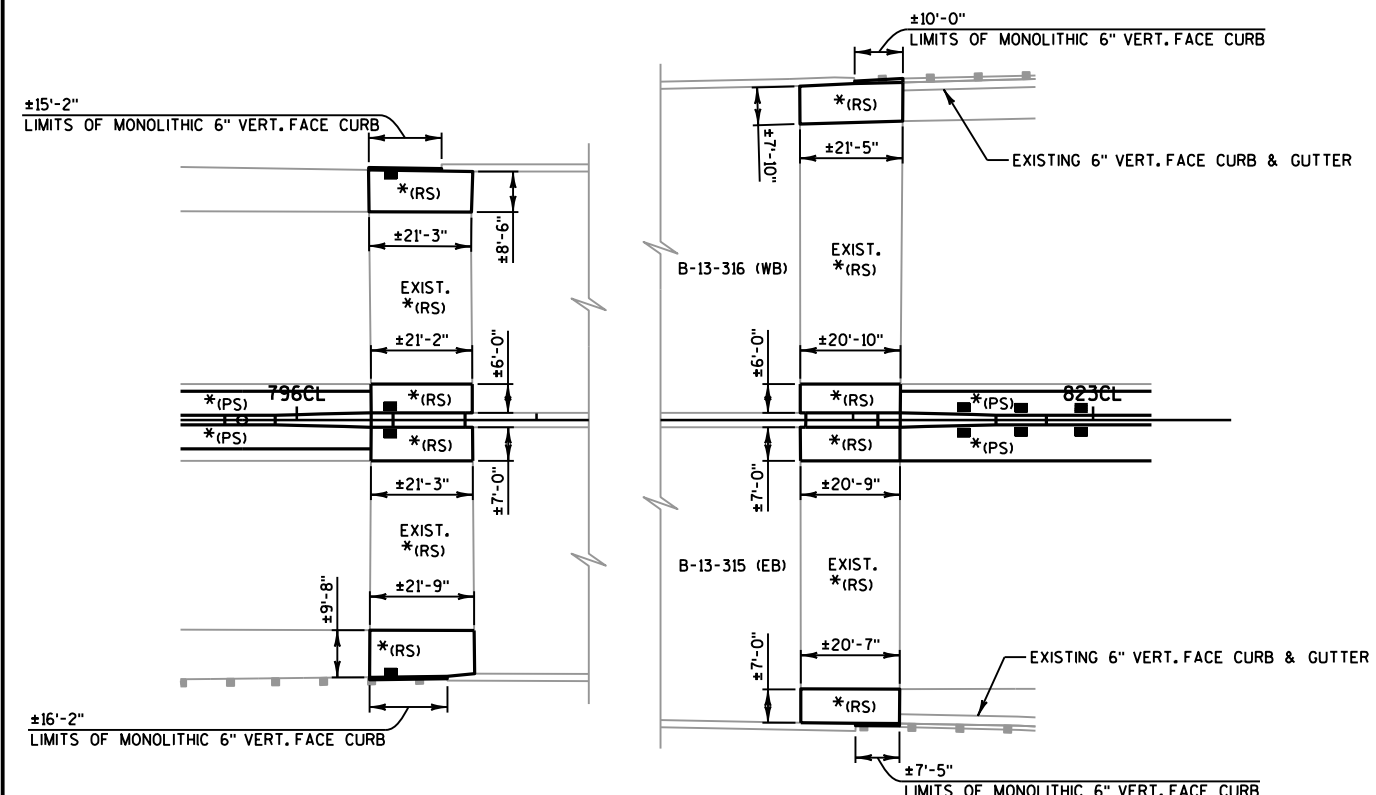
CONCRETE PAVEMENT APPROACH SLAB HES DETAIL
(AT JOHN NOLEN DRIVE BRIDGES)

2

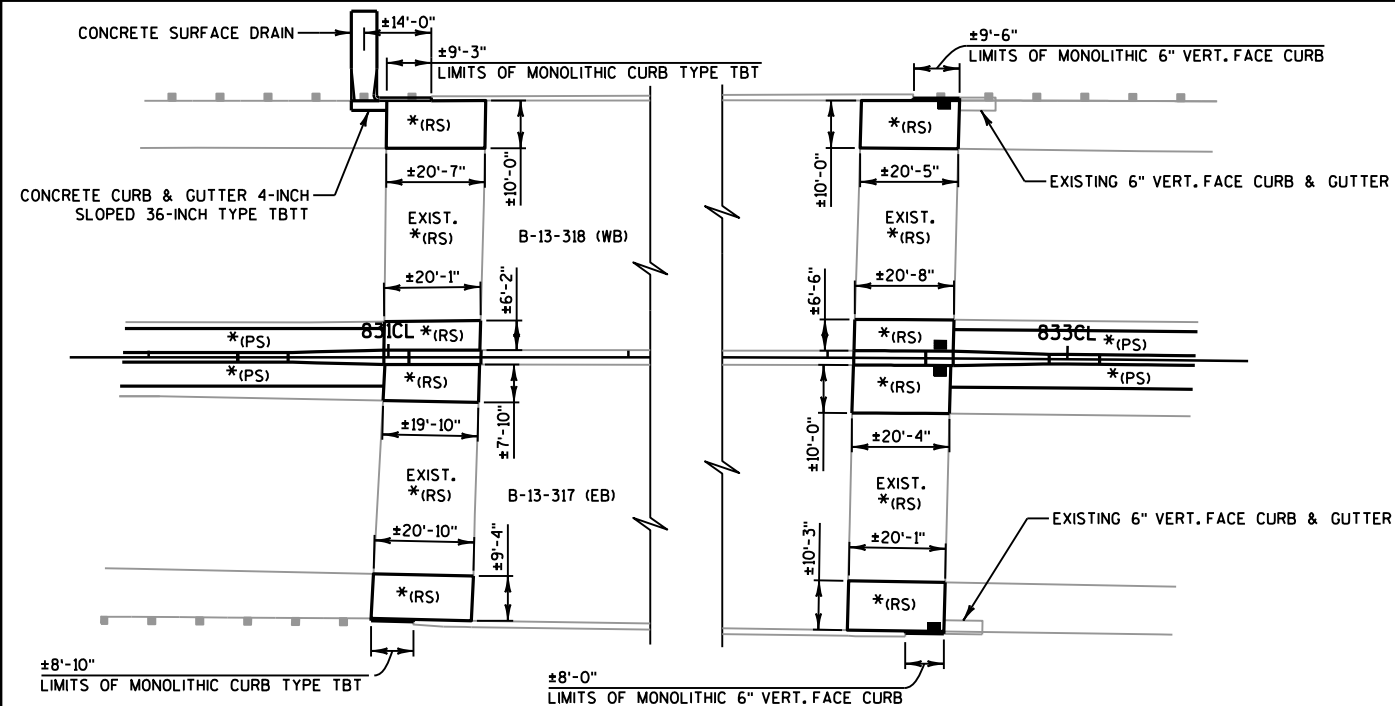


CONCRETE PAVEMENT APPROACH SLAB HES DETAIL
(AT RAILROAD BRIDGE)

2



CONCRETE PAVEMENT APPROACH SLAB HES DETAIL
(AT YAHARA RIVER BRIDGES)



CONCRETE PAVEMENT APPROACH SLAB HES DETAIL
(AT MONONA DRIVE BRIDGES)

LEGEND

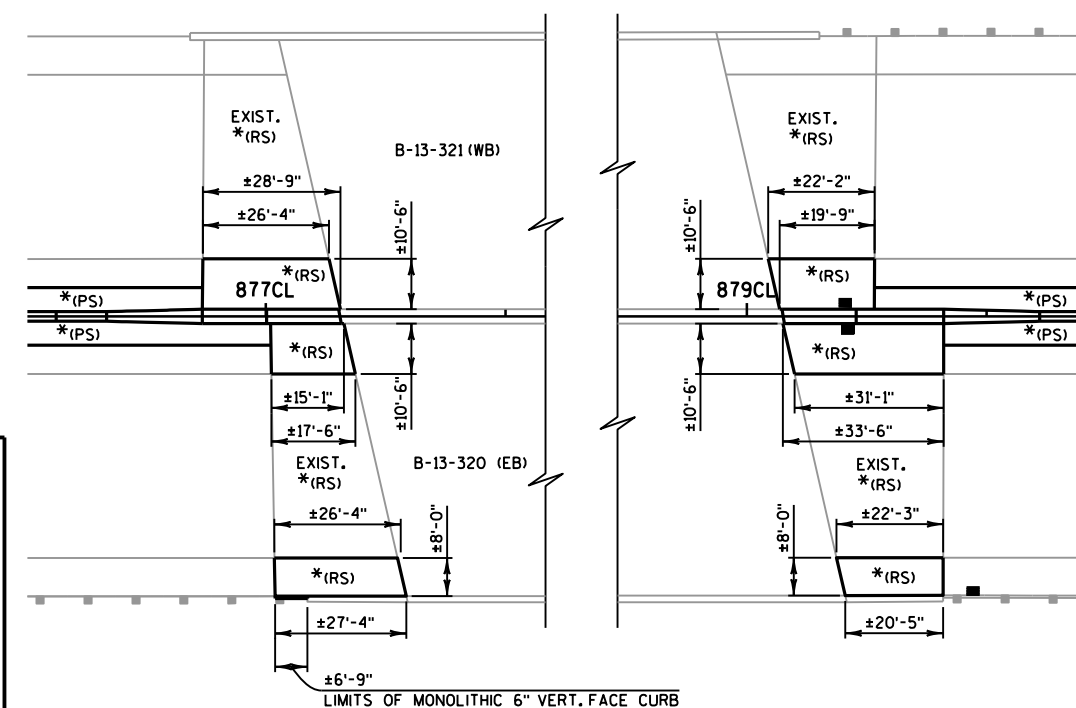
* (RS) = REINFORCED CONCRETE SLAB
* (PS) = PAVED CONCRETE SHOULDER
■ = INLETS COVERS TYPE V

NOTES

CONTRACTOR TO FIELD VERIFY EXISTING
CONCRETE PAVEMENT DIMENSIONS.

SEE SDD "CONCRETE PAVEMENT APPROACH
SLAB" FOR ADDITIONAL DETAILS NOT SHOWN.

MONOLITHIC 6" VERTICAL FACED CURB AND
MONOLITHIC TYPE TBT TO BE INCIDENTAL
TO BID ITEM CONCRETE PAVEMENT APPROACH
SLAB.



CONCRETE PAVEMENT APPROACH SLAB HES DETAIL
(AT STOUGHTON ROAD BRIDGES)

PROJECT NO:1206-06-79

HWY: USH 12

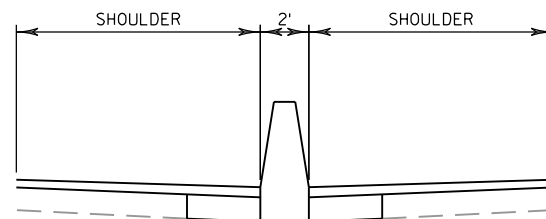
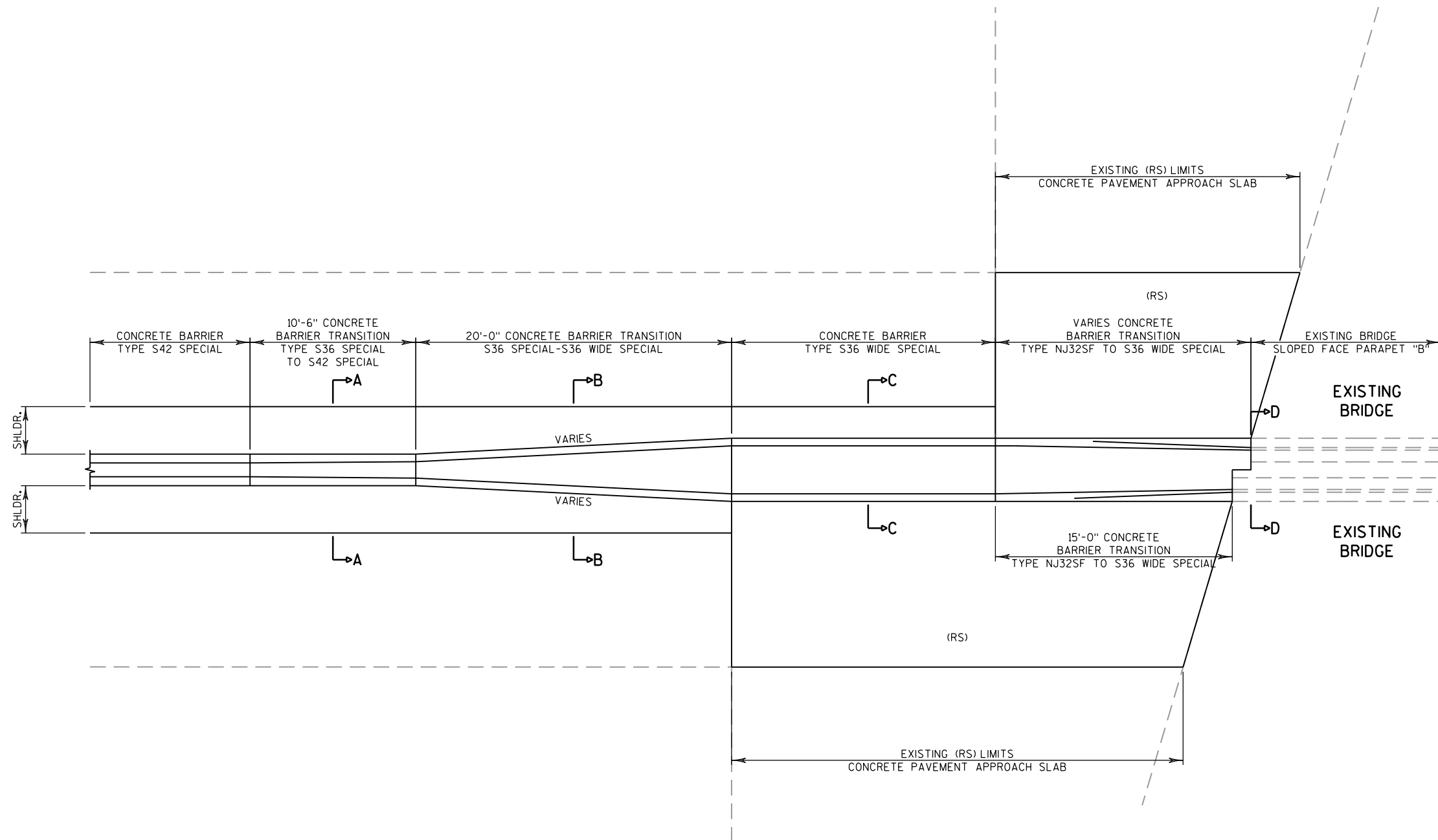
COUNTY: DANE

CONSTRUCTION DETAILS

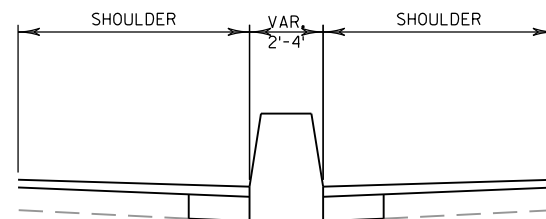
SHEET

74

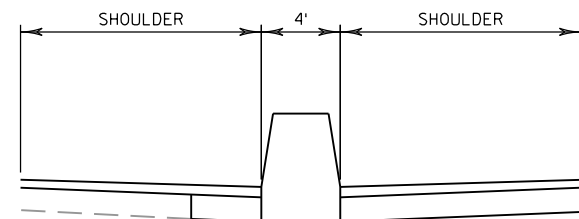
E



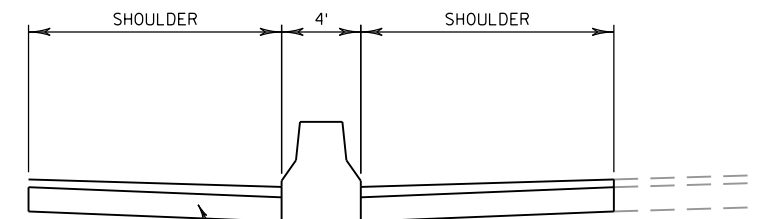
SECTION A-A



SECTION B-B



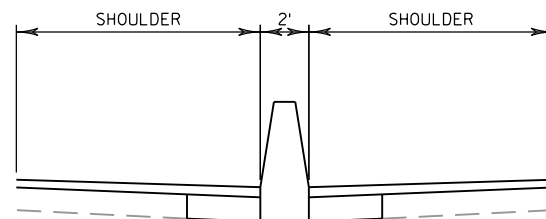
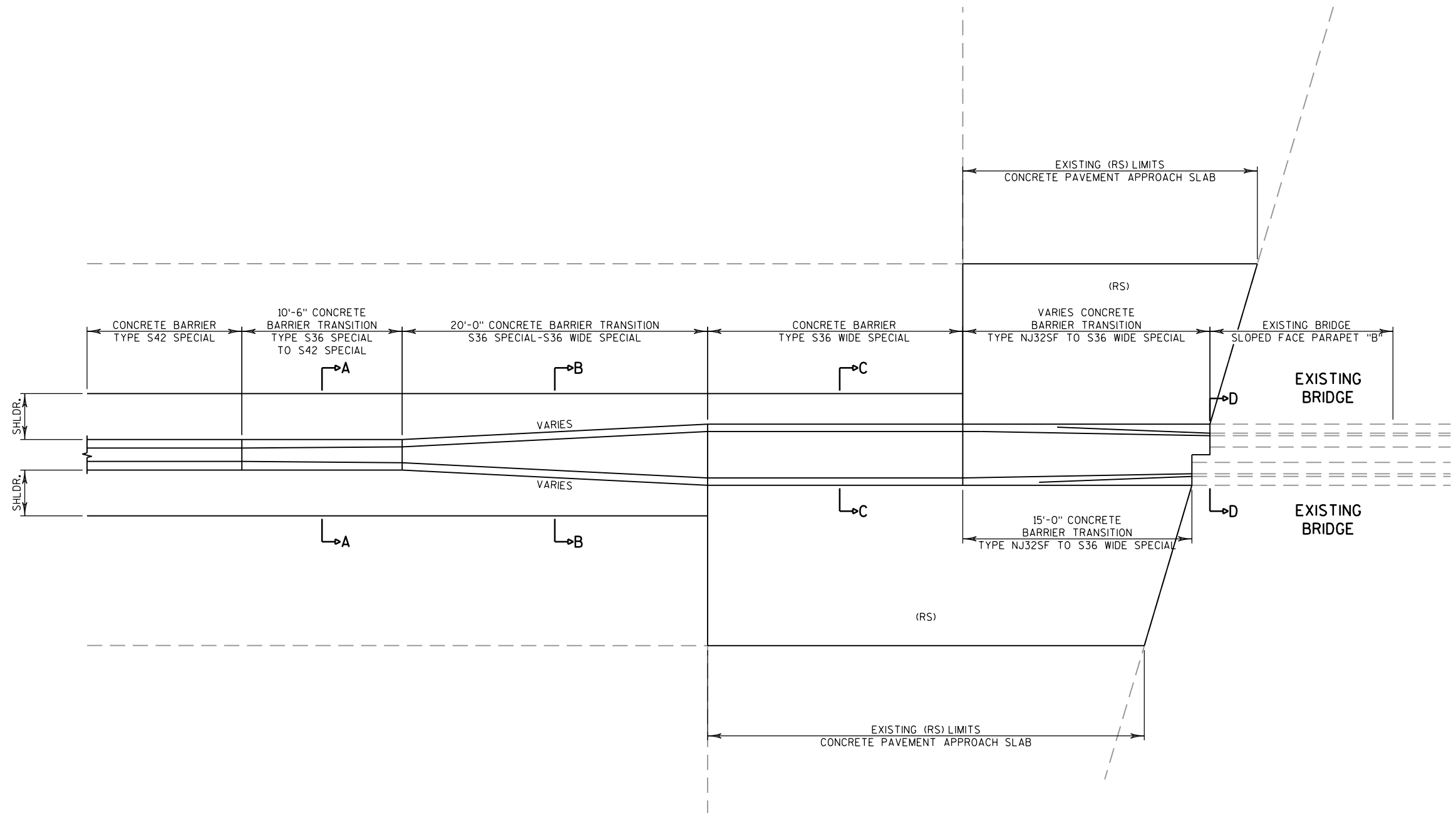
SECTION C-C



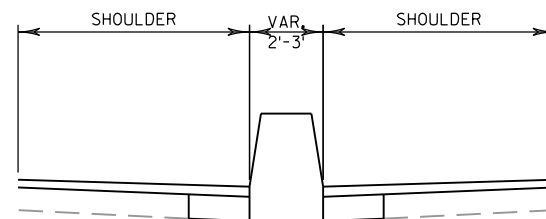
SECTION D-D

CONCRETE BARRIER TRANSITIONS AT EXISTING BRIDGES

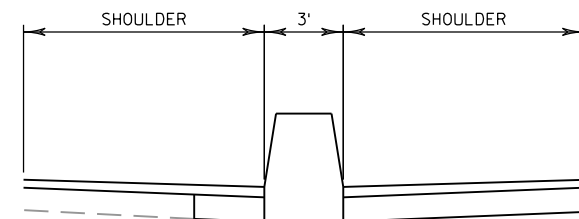
TODD DRIVE BRIDGE



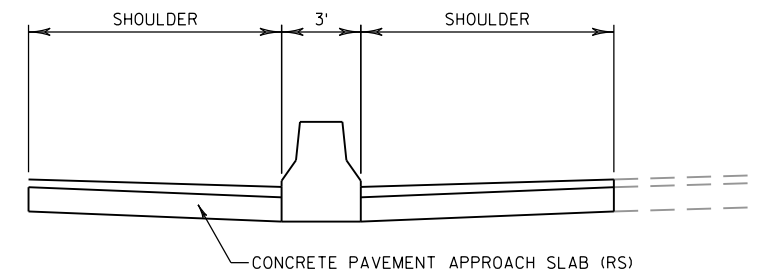
SECTION A-A



SECTION B-B



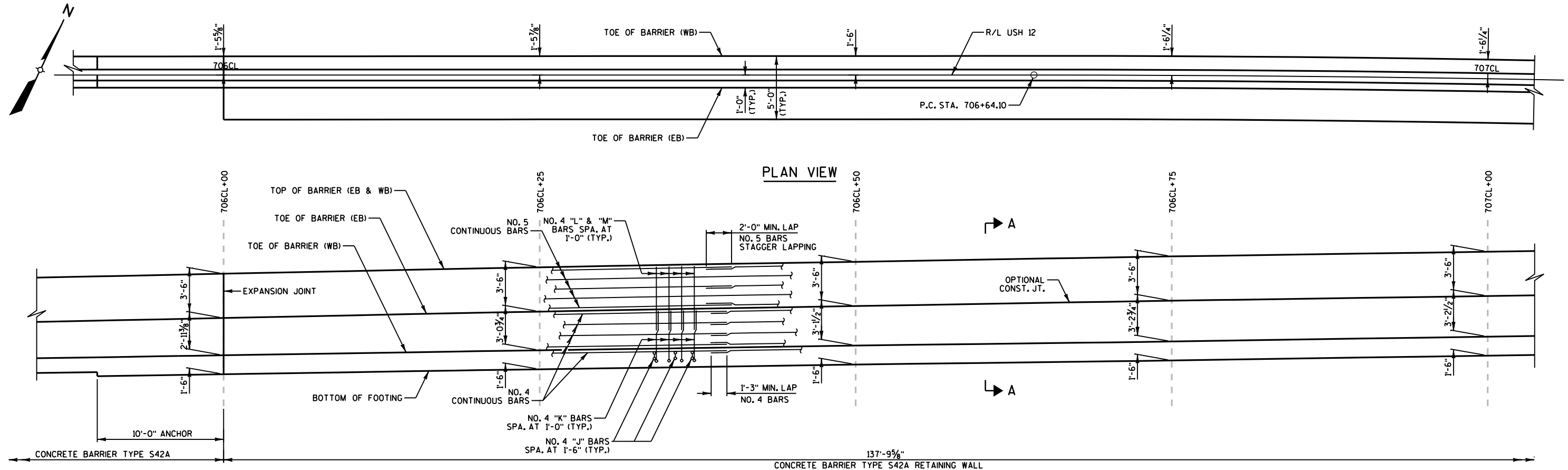
SECTION C-C



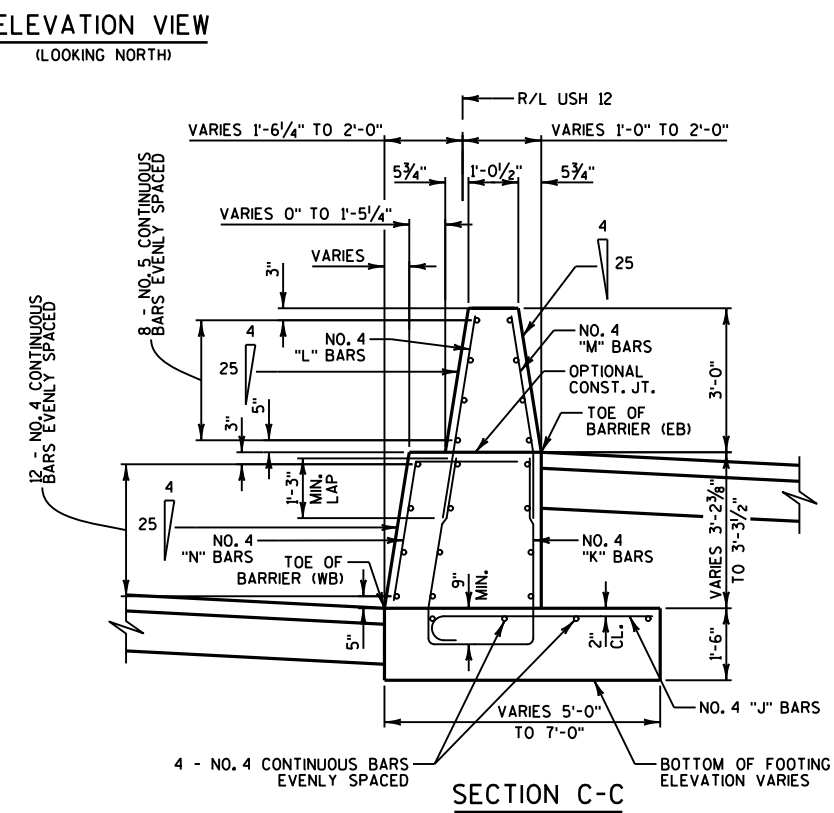
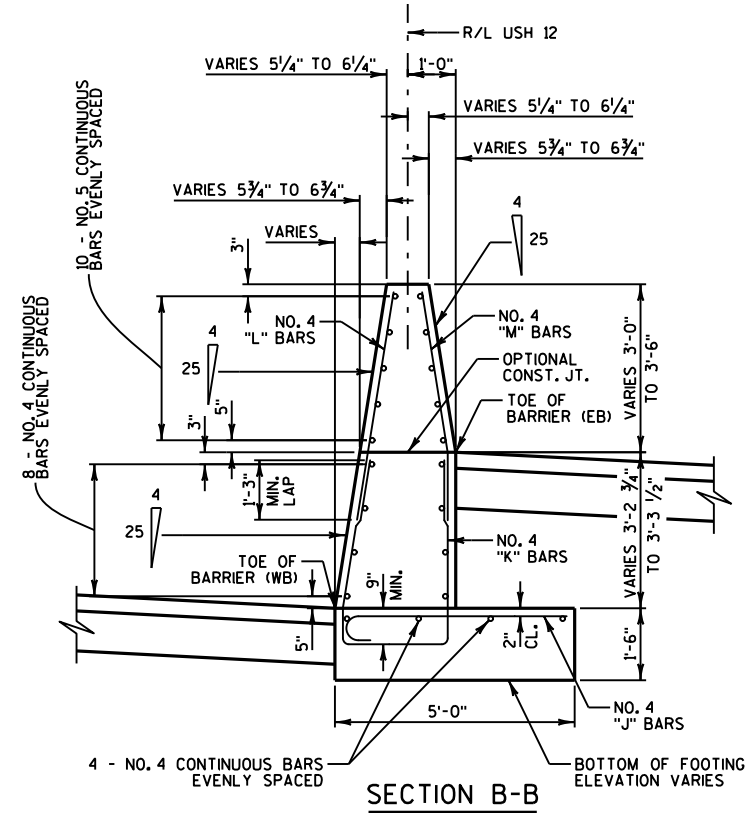
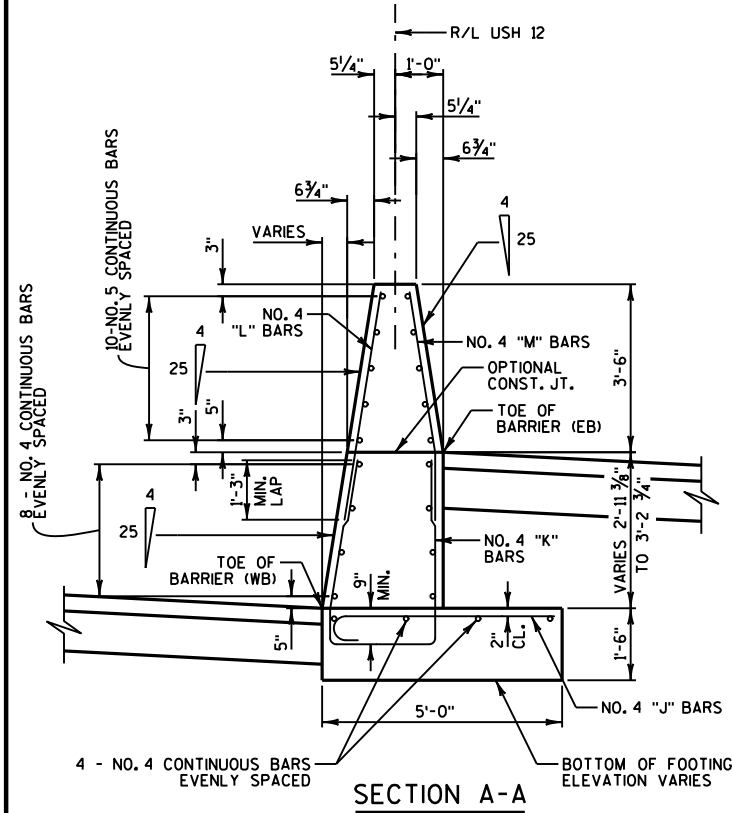
SECTION D-D

CONCRETE BARRIER TRANSITIONS AT EXISTING BRIDGES

PARK STREET, PARK STREET RAILROAD, YAHARA RIVER, MONONA DRIVE, AND STOUGHTON ROAD BRIDGES



ELEVATION VIEW
(LOOKING NORTH)



MEDIAN RETAINING BARRIER - SEGMENT A

(STA. 760CL+00 - STA. 707CL+92.61)

GENERAL NOTES

FOR TOE OF BARRIER ELEVATIONS,
SEE PLAN DETAILS - CONCRETE PAVEMENT SHEETS

CONSTRUCT PER STANDARD SPECIFICATION 603.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD
SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP
EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP
OF 2'-0" FOR NO. 5 BARS AND 1'-3" FOR NO. 4 BARS.
BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.

WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE
OPERATIONS EXTEND LONGITUDINAL STEEL 3 FEET BEYOND
SLIP FORMING CUT-OFF POINT. EXPOSED STEEL INTO NEXT
POURS REINFORCEMENT. LAP TO BE FIRMLY TIED.

COLD-JOINTS MAY BE USED BETWEEN ANCHORS INSTALLATIONS.
WHEN A COLD-JOINT IS NEEDED, 3 FEET OF LAP OF
LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.



SECTION J-J

8 - NO. 4 CONTINUOUS BARS
EVENLY SPACED

11 - NO. 5 CONTINUOUS BARS
EVENLY SPACED

VARIES

3"

1'-0"

3"

9"

9"

4

25

NO. 4 "R" BARS

NO. 4 "S" BARS

OPTIONAL
CONST. JT.

TOE OF
BARRIER (EB)

4'-8"

5"

1'-3"

MIN. LAP

3"

TOE OF
BARRIER (WB)

9"

MIN.

NO. 4 "K" BARS

VARIES 2'-10 7/8"
TO 3'-2"

1'-6"

2" CL.

5'-0"

NO. 4 "J" BARS

4 - NO. 4 CONTINUOUS BARS
EVENLY SPACED

BOTTOM OF FOOTING
ELEVATION VARIES

R/L USH 12

COLD-JOINTS MAY BE USED BETWEEN ANCHORS INSTALLATIONS.
WHEN A COLD-JOINT IS NEEDED, 3 FEET OF LAP OF
LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.

(STA. 710CL+62.91 - STA. 712CL+00)

2

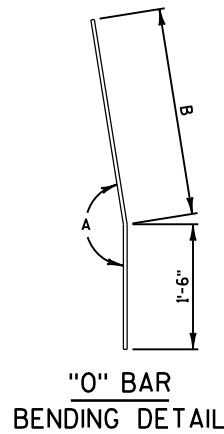
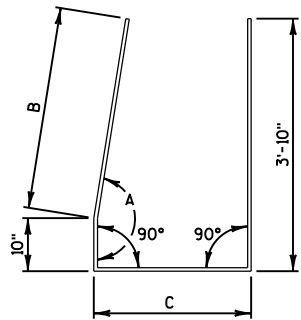
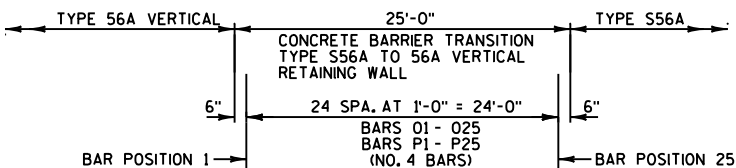


MEDIAN RETAINING BARRIER - SEGMENT C, CONTINUED
(STA. 710CL+62.91 - STA. 712CL+00)

**"O" BAR CHART
BAR POSITIONS**

1 - 25

BAR	A	B
O1	180°	4'-6"
O2	179°	4'-6"
O3	179°	4'-6"
O4	178°	4'-6"
O5	178°	4'-6"
O6	178°	4'-6"
O7	177°	4'-6 ¹ / ₄ "
O8	177°	4'-6 ¹ / ₄ "
O9	176°	4'-6 ¹ / ₄ "
O10	176°	4'-6 ¹ / ₄ "
O11	176°	4'-6 ¹ / ₄ "
O12	175°	4'-6 ¹ / ₄ "
O13	175°	4'-6 ¹ / ₄ "
O14	174°	4'-6 ¹ / ₂ "
O15	174°	4'-6 ¹ / ₂ "
O16	174°	4'-6 ¹ / ₂ "
O17	173°	4'-6 ¹ / ₂ "
O18	173°	4'-6 ¹ / ₂ "
O19	172°	4'-6 ¹ / ₂ "
O20	172°	4'-6 ¹ / ₂ "
O21	172°	4'-6 ¹ / ₂ "
O22	171°	4'-6 ¹ / ₂ "
O23	171°	4'-6 ³ / ₄ "
O24	171°	4'-6 ³ / ₄ "
O25	171°	4'-6 ³ / ₄ "

**"O" BAR
BENDING DETAIL****"P" BAR
BENDING DETAIL****"O" & "P" BAR SPACING & BAR POSITIONS 1 - 25**(SEE SECTION H-H)
EAST SIDE OF SIGN STRUCTURE SHOWN, WEST SIDE OPPOSITE HAND**"P" BAR CHART
BAR POSITIONS**

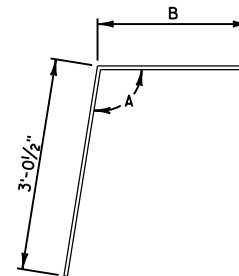
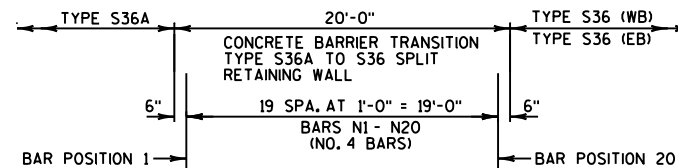
1 - 25

BAR	A	B	C
P1	180°	3'-0"	2'-10 ³ / ₄ "
P2	179°	3'-0"	2'-10 ¹ / ₂ "
P3	179°	3'-0"	2'-10"
P4	178°	3'-0"	2'-9 ³ / ₄ "
P5	178°	3'-0"	2'-9 ³ / ₄ "
P6	178°	3'-0"	2'-9"
P7	177°	3'-0 ¹ / ₄ "	2'-8 ³ / ₄ "
P8	177°	3'-0 ¹ / ₄ "	2'-8 ¹ / ₄ "
P9	176°	3'-0 ¹ / ₄ "	2'-8"
P10	176°	3'-0 ¹ / ₄ "	2'-7 ¹ / ₂ "
P11	176°	3'-0 ¹ / ₄ "	2'-7 ¹ / ₄ "
P12	175°	3'-0 ¹ / ₄ "	2'-6 ³ / ₄ "
P13	175°	3'-0 ¹ / ₄ "	2'-6 ¹ / ₂ "
P14	174°	3'-0 ¹ / ₄ "	2'-6 ¹ / ₄ "
P15	174°	3'-0 ¹ / ₂ "	2'-5 ³ / ₄ "
P16	174°	3'-0 ¹ / ₂ "	2'-5 ¹ / ₂ "
P17	173°	3'-0 ¹ / ₂ "	2'-5"
P18	173°	3'-0 ¹ / ₂ "	2'-4 ³ / ₄ "
P19	172°	3'-0 ¹ / ₂ "	2'-4 ¹ / ₄ "
P20	172°	3'-0 ¹ / ₂ "	2'-4"
P21	172°	3'-0 ¹ / ₂ "	2'-3 ³ / ₄ "
P22	171°	3'-0 ¹ / ₂ "	2'-3 ¹ / ₄ "
P23	171°	3'-0 ³ / ₄ "	2'-3"
P24	171°	3'-0 ³ / ₄ "	2'-2 ¹ / ₂ "
P25	171°	3'-0 ³ / ₄ "	2'-2 ¹ / ₄ "

**"N" BAR CHART
BAR POSITIONS**

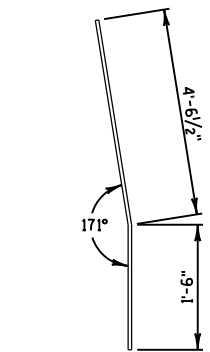
1 - 20

BAR	A	B
N1	100°	1'-7 ³ / ₄ "
N2	100°	1'-8 ³ / ₄ "
N3	100°	1'-9 ³ / ₄ "
N4	100°	1'-10 ¹ / ₂ "
N5	100°	1'-11 ¹ / ₂ "
N6	100°	2'-0 ¹ / ₄ "
N7	100°	2'-1 ¹ / ₄ "
N8	100°	2'-2"
N9	100°	2'-3"
N10	100°	2'-3 ³ / ₄ "
N11	100°	2'-4 ³ / ₄ "
N12	100°	2'-5 ³ / ₄ "
N13	100°	2'-6 ¹ / ₂ "
N14	100°	2'-7 ¹ / ₂ "
N15	100°	2'-8 ¹ / ₄ "
N16	100°	2'-9 ¹ / ₄ "
N17	100°	2'-10"
N18	100°	2'-11"
N19	100°	2'-11 ³ / ₄ "
N20	100°	3'-0 ³ / ₄ "

**"N" BAR
BENDING DETAIL****"N" BAR SPACING & BAR POSITIONS 1 - 20**

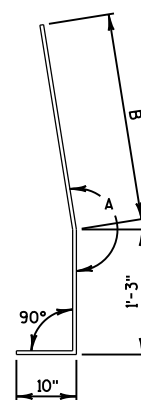
(SEE SECTION C-C)

WEST TRANSITION SHOWN, EAST TRANSITION OPPOSITE HAND

**"S" BAR
BENDING DETAIL****"D" BAR CHART
BAR POSITIONS**

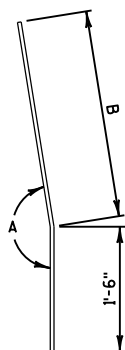
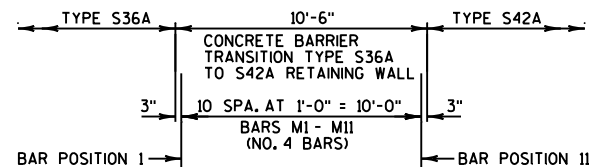
9 - 15

BAR	A	B
D9	169°	2'-8"
D10	169°	2'-8 ¹ / ₄ "
D11	170°	2'-8 ¹ / ₂ "
D12	170°	2'-8 ³ / ₄ "
D13	170°	2'-9"
D14	171°	2'-9 ¹ / ₄ "
D15	171°	2'-9 ¹ / ₂ "

**"D" BAR
BENDING DETAIL****"M" BAR CHART
BAR POSITIONS**

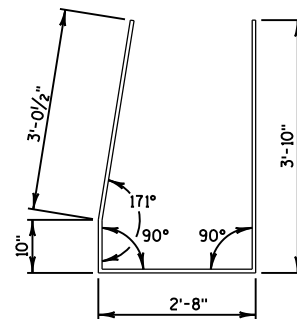
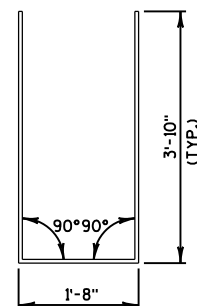
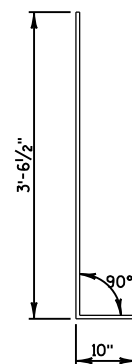
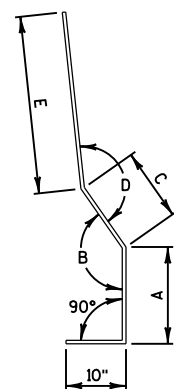
1 - 11

BAR	A	B
M1	171°	2'-10 ¹ / ₂ "
M2	171°	2'-11"
M3	171°	2'-11 ¹ / ₂ "
M4	171°	3'-0 ¹ / ₄ "
M5	171°	3'-0 ³ / ₄ "
M6	171°	3'-1 ¹ / ₂ "
M7	171°	3'-2"
M8	171°	3'-2 ³ / ₄ "
M9	171°	3'-3 ¹ / ₄ "
M10	171°	3'-4"
M11	171°	3'-4 ¹ / ₂ "

**"M" BAR
BENDING DETAIL****"M" BAR SPACING & BAR POSITIONS 1 - 11**

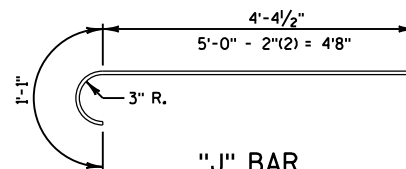
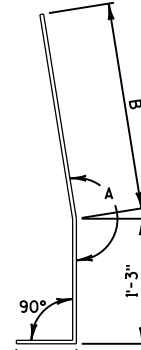
(SEE SECTION B-B)

EAST SIDE OF SIGN STRUCTURE SHOWN, WEST SIDE OPPOSITE HAND

**"K" BAR
BENDING DETAIL****"F" BAR
BENDING DETAIL****"A" BAR
BENDING DETAIL****"B" BAR
BENDING DETAIL****POSITIONS 1 - 15 (WB)
POSITIONS 1 - 2 (EB)****"B" BAR CHART
BAR POSITIONS**

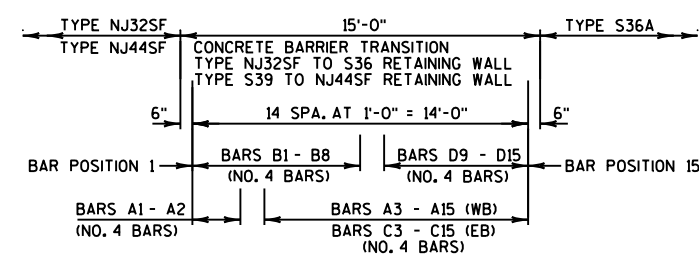
1 - 8

BAR	A	B	C	D	E
B1	1'-2 ¹ / ₄ "	148°	1'-1 ¹ / ₄ "	154°	1'-5 ¹ / ₂ "
B2	1'-2 ¹ / ₄ "	151°	1'-1"	158°	1'-6"
B3	1'-2"	154°	1'-0 ³ / ₄ "	161°	1'-6 ¹ / ₂ "
B4	1'-2"	156°	1'-0 ¹ / ₂ "	164°	1'-7"
B5	1'-1 ¹ / ₂ "	159°	1'-0 ¹ / ₄ "	167°	1'-7"
B6	1'-1 ¹ / ₂ "	161°	1'-0 ¹ / ₄ "	170°	1'-8"
B7	1'-1 ¹ / ₂ "	163°	1'-0 ¹ / ₄ "	173°	1'-8"
B8	1'-1 ¹ / ₂ "	165°	1'-0 ¹ / ₄ "	176°	1'-8"

**"J" BAR
BENDING DETAIL****"C" BAR
BENDING DETAIL****"C" BAR CHART
BAR POSITIONS**

3 - 15

BAR	A	B
C3	178°	2'-6"
C4	178°	2'-6 ¹ / ₄ "
C5	177°	2'-6 ¹ / ₂ "
C6	177°	2'-6 ³ / ₄ "
C7	176°	2'-7"
C8	176°	2'-7 ¹ / ₄ "
C9	175°	2'-7 ¹ / ₂ "
C10	175°	2'-8"
C11	174°	2'-8 ¹ / ₄ "
C12	174°	2'-8 ³ / ₄ "
C13	173°	2'-9"
C14	172°	2'-9 ¹ / ₄ "
C15	171°	2'-9 ¹ / ₂ "

**"B" & "C" BAR SPACING & BAR POSITIONS 1 - 15**

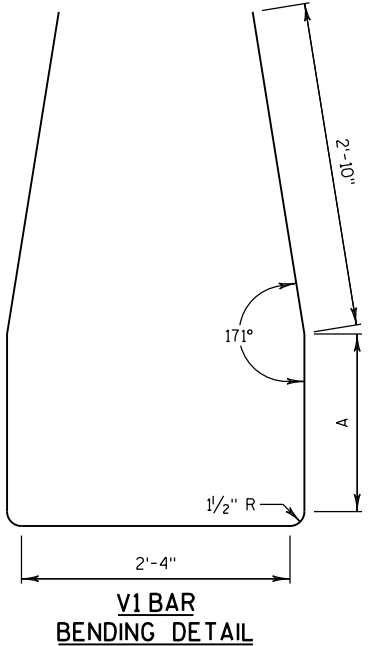
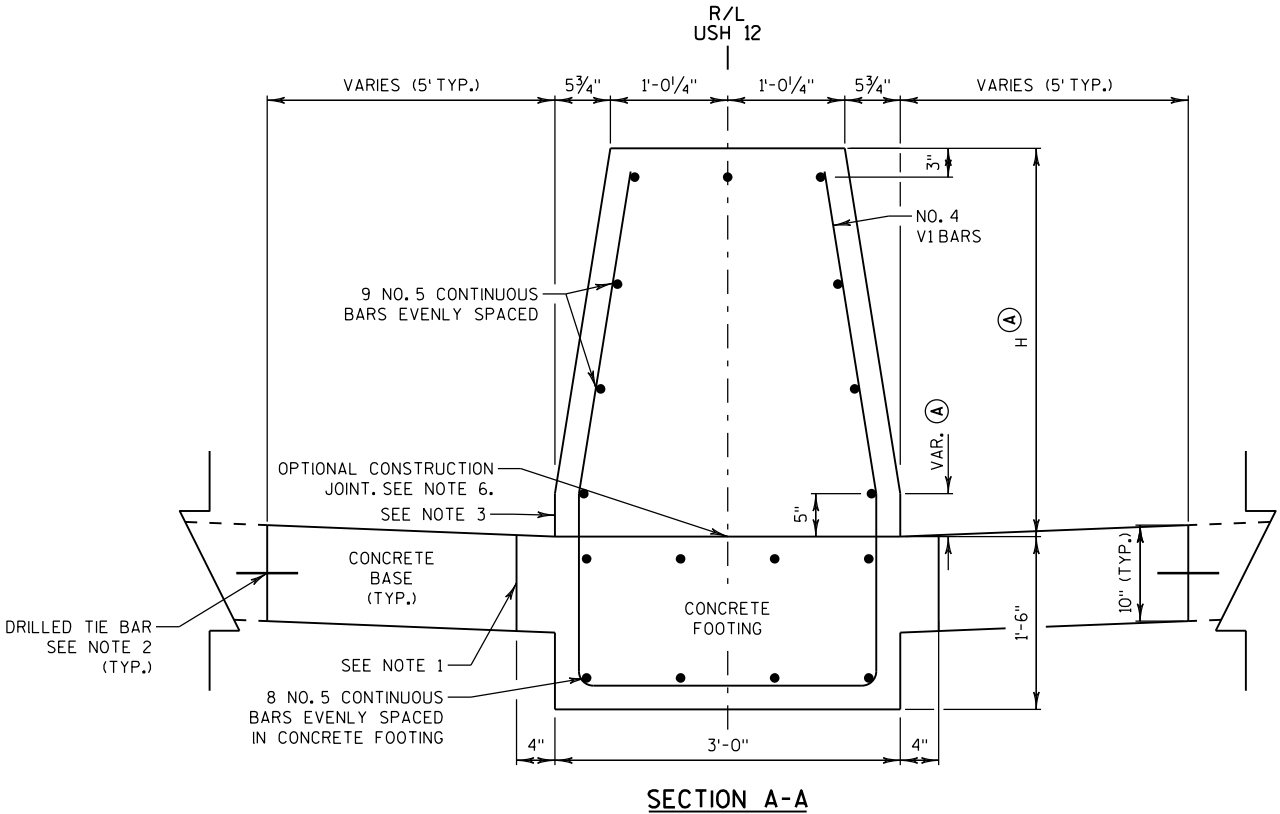
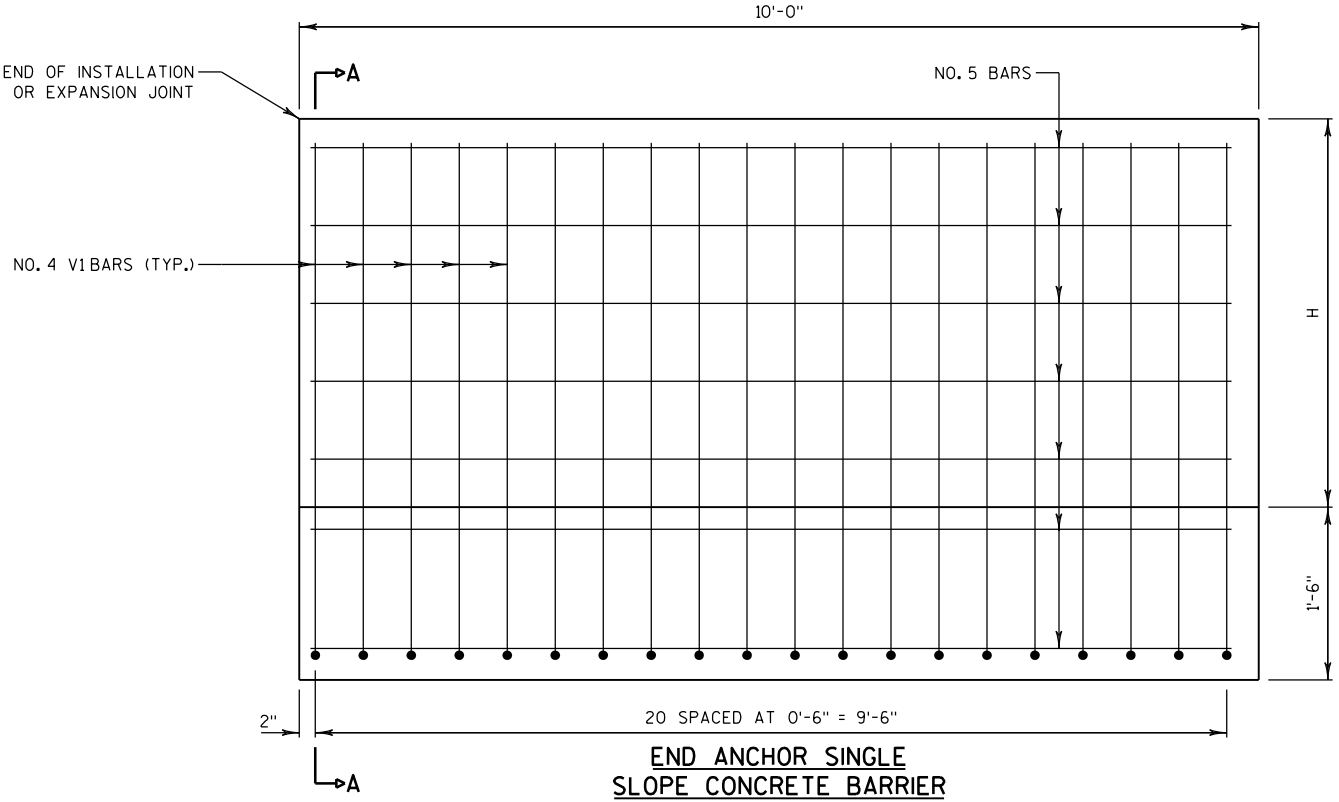
(SEE SECTION E-E & SECTION F-F)

EAST SIDE OF SIGN STRUCTURE SHOWN, WEST SIDE OPPOSITE HAND

MEDIAN RETAINING BARRIER - BAR CHARTS, BAR POSITIONS, & BAR BENDING DETAILS

NOTES:

- 1. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWCUT SHALL BE 4" FROM TOE OF BARRIER WALL. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
- 2. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.
- 3. VARIABLE HEIGHT LIP AT BASE OF BARRIER ACCOUNTS FOR DEPTH OF ASPHALT OVERLAY TO BE PLACED ON TOP OF CONCRETE BASE.
- 4. SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC BARRIER LOCATIONS.
- 5. SEE S.D.D. "CONCRETE BARRIER SINGLE SLOPE (CBSS)" FOR ADDITIONAL DETAILS.
- 6. MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 X 8" @ 2'-0".
- 7. CONSTRUCT PER SECTION 603 OF THE STANDARD SPECIFICATIONS.
- 8. 4,000 PSICONCRETE AIR ENTRAINMENT PER SECTION 501 OF THE STANDARD SPECIFICATIONS.
- 9. USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
- 10. THE NUMBER IN THE BAR DISIGNATION REPRESENTS THE BAR'S LOCATION.
- 11. 2" CLEAR COVER TYPICAL.

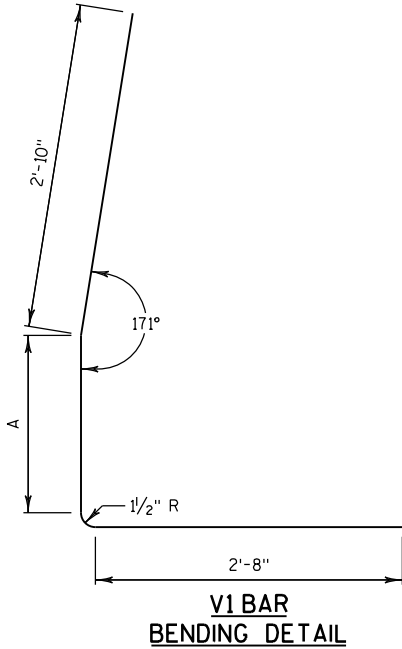
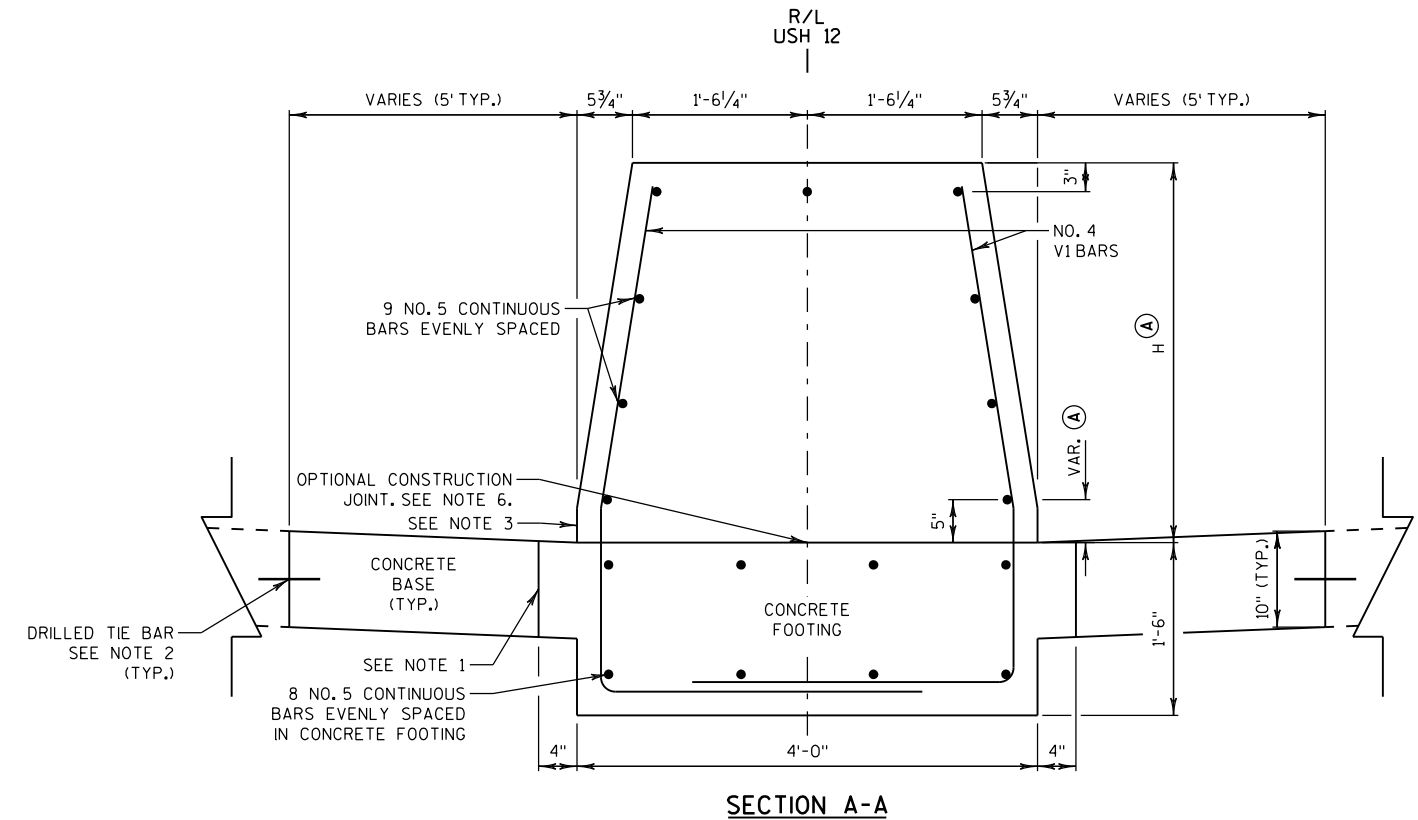
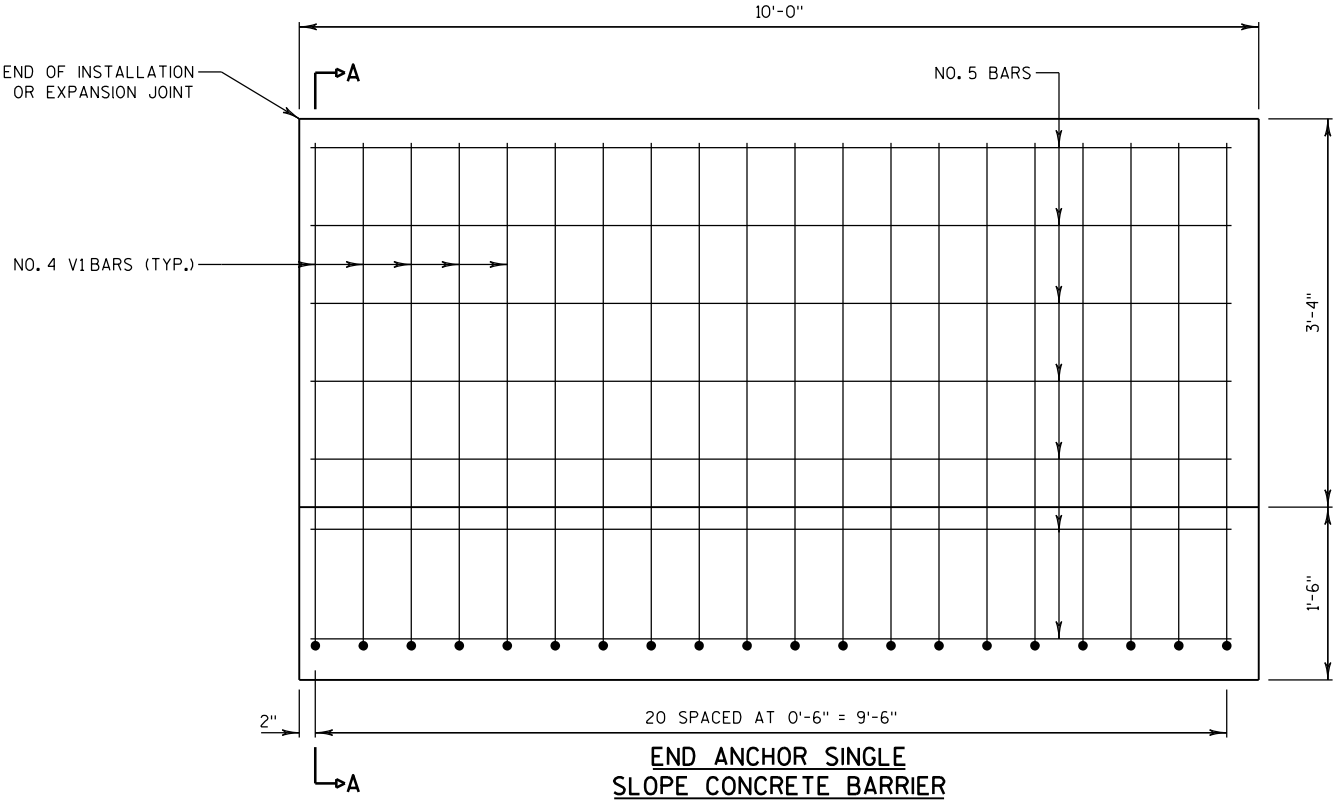


H BARRIER HEIGHT	A LENGTH
3'-4"	1'-8"
3'-5"	1'-9"

STATION RANGE	LIP HEIGHT	BARRIER HEIGHT (H)
STA 515CL+65.75 - STA 608CL+96.43	4"	3'-4"
STA 608CL+96.43 - STA 795CL+88.66	5"	3'-5"
STA 822CL+40.12 - STA 831CL+19.26	4"	3'-4"
STA 832CL+96.18 - STA 909CL+26.43	5"	3'-5"

NOTES:

- 1. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. SAWCUT SHALL BE 4" FROM TOE OF BARRIER WALL. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
- 2. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.
- 3. VARIABLE HEIGHT LIP AT BASE OF BARRIER ACCOUNTS FOR DEPTH OF ASPHALT OVERLAY TO BE PLACED ON TOP OF CONCRETE BASE.
- 4. SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC BARRIER LOCATIONS.
- 5. SEE S.D.D. "CONCRETE BARRIER SINGLE SLOPE (CBSS)" FOR ADDITIONAL DETAILS.
- 6. MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 X 8" @ 2'-0".
- 7. CONSTRUCT PER SECTION 603 OF THE STANDARD SPECIFICATIONS.
- 8. 4,000 PSICONCRETE AIR ENTRAINMENT PER SECTION 501 OF THE STANDARD SPECIFICATIONS.
- 9. USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
- 10. THE NUMBER IN THE BAR DISIGNATION REPRESENTS THE BAR'S LOCATION.
- 11. 2" CLEAR COVER TYPICAL.

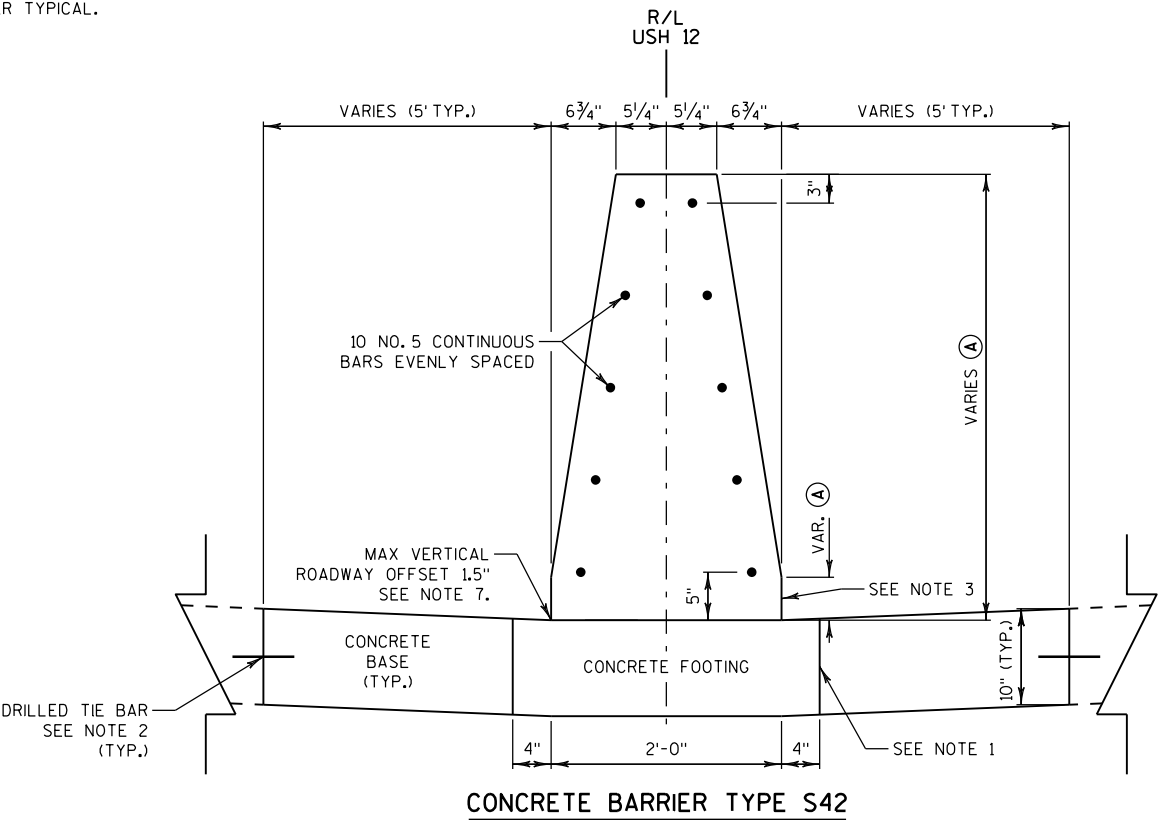


H BARRIER HEIGHT	A LENGTH
3'-4"	1'-8"
3'-5"	1'-9"

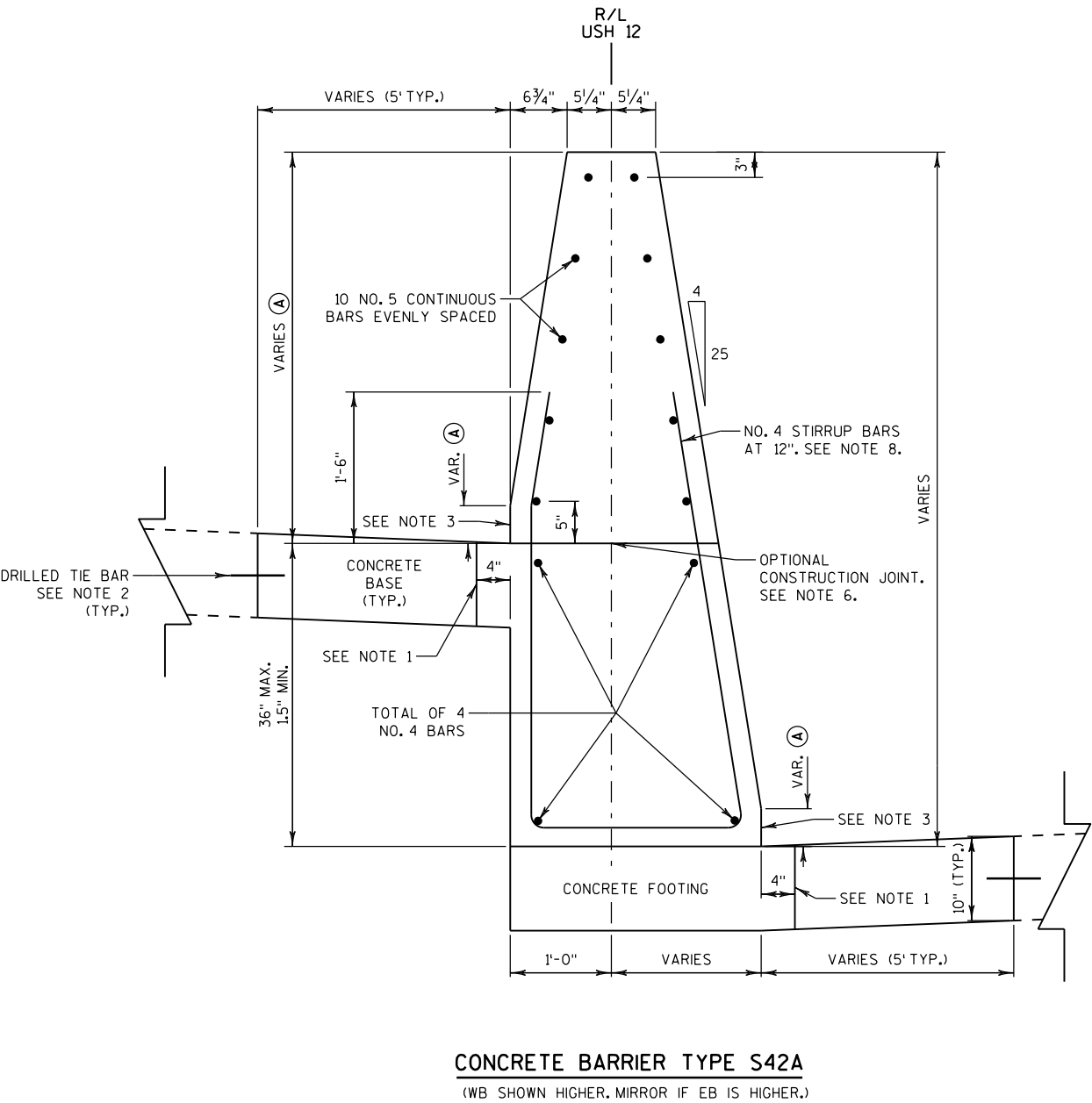
STATION RANGE	LIP HEIGHT	BARRIER HEIGHT (H)
STA 515CL+65.75 - STA 608CL+96.43	4"	3'-4"
STA 608CL+96.43 - STA 795CL+88.66	5"	3'-5"
STA 822CL+40.12 - STA 831CL+19.26	4"	3'-4"
STA 832CL+96.18 - STA 909CL+26.43	5"	3'-5"

NOTES:

- 1. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. SAWCUT SHALL BE 4" FROM TOE OF BARRIER WALL. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
- 2. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.
- 3. VARIABLE HEIGHT LIP AT BASE OF BARRIER ACCOUNTS FOR DEPTH OF ASPHALT OVERLAY TO BE PLACED ON TOP OF CONCRETE BASE.
- 4. SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC BARRIER LOCATIONS.
- 5. SEE S.D.D. "CONCRETE BARRIER SINGLE SLOPE (CBSS)" FOR ADDITIONAL DETAILS.
- 6. MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
- 7. WHERE VERTICAL ROADWAY OFFSET OF GREATER THAN 1 1/2", USE TYPE A.
- 8. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
- 9. CONSTRUCT PER SECTION 603 OF THE STANDARD SPECIFICATIONS.
- 10. 4,000 PSICONCRETE AIR ENTRAINMENT PER SECTION 501 OF THE STANDARD SPECIFICATIONS.
- 11. USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
- 12. THE NUMBER IN THE BAR DISIGNATION REPRESENTS THE BAR'S LOCATION.
- 13. 2" CLEAR COVER TYPICAL.

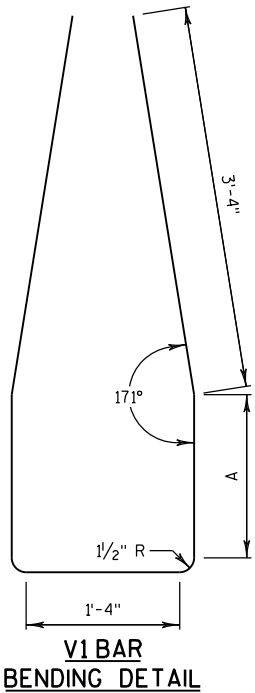
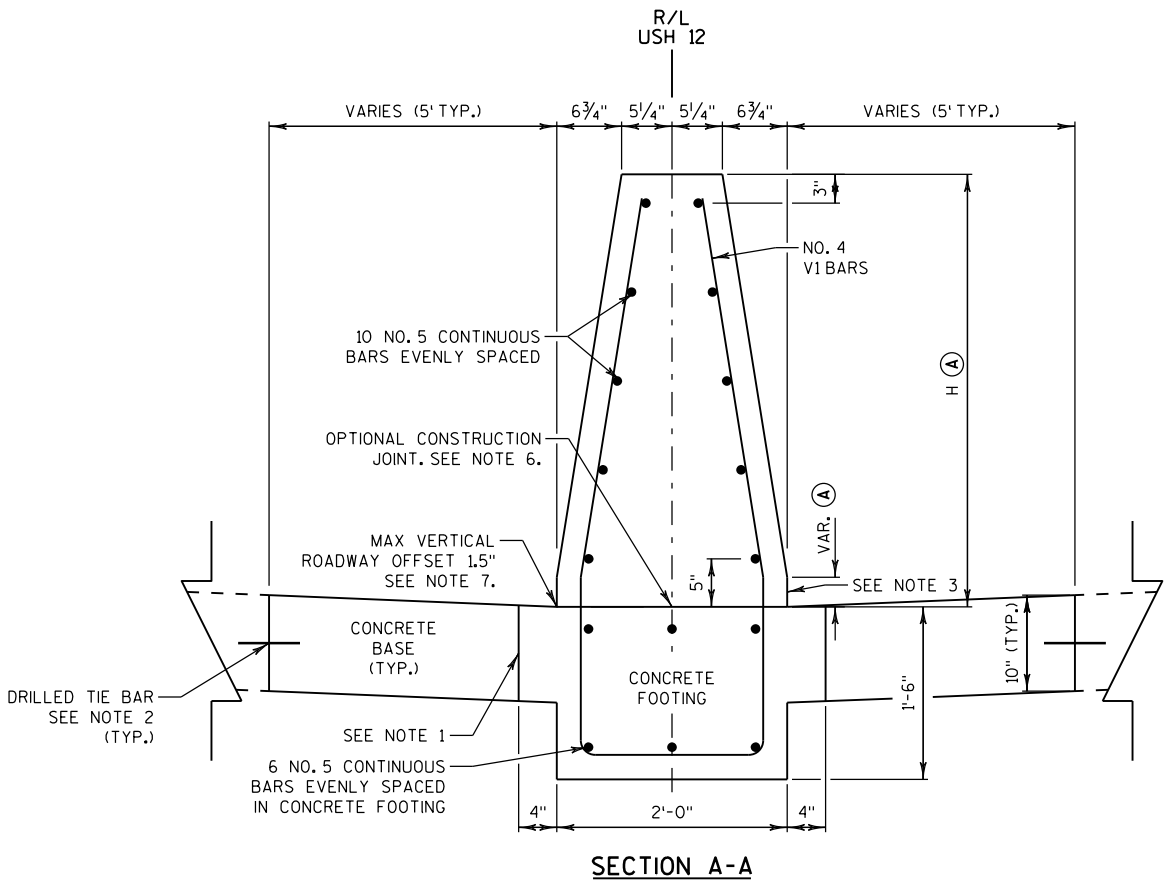
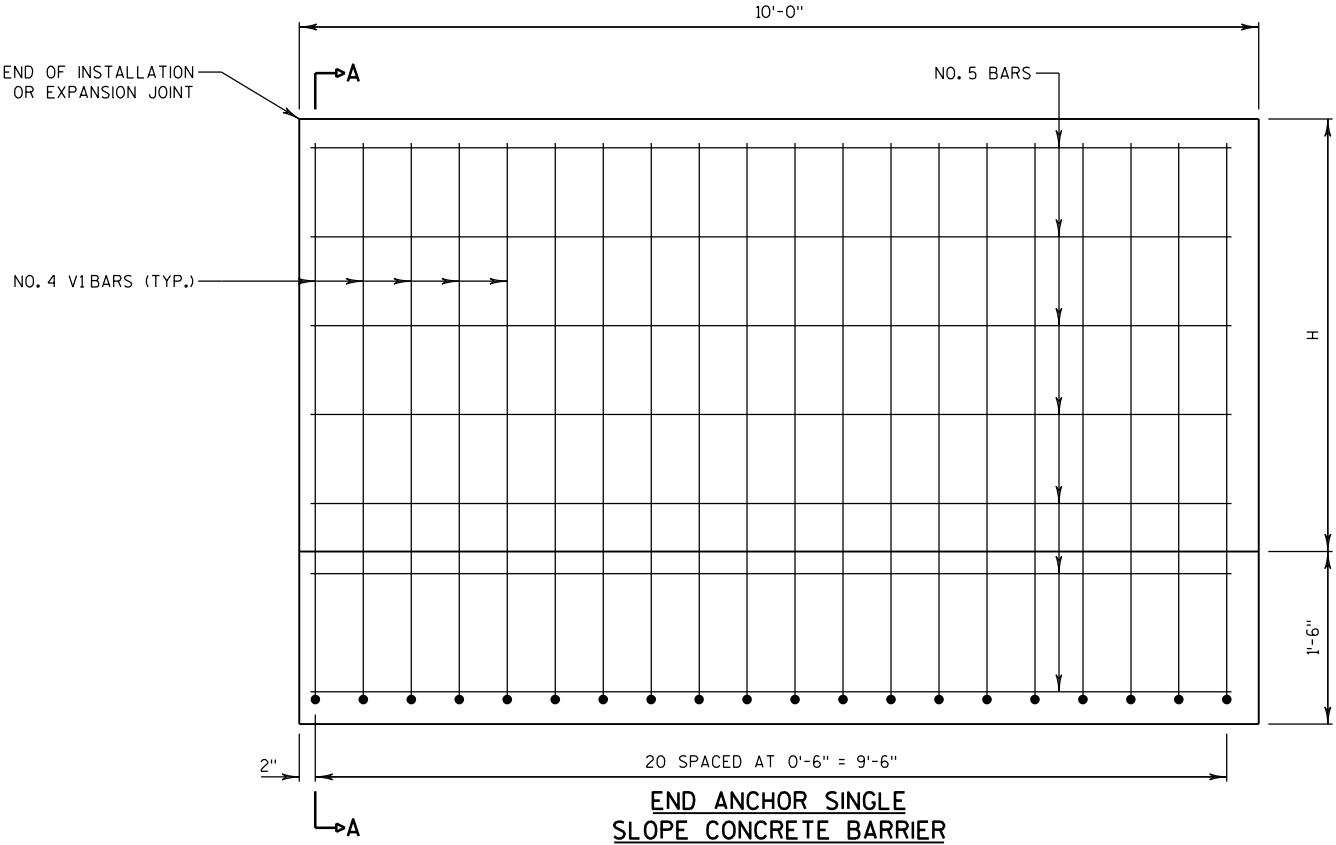


STATION RANGE		LIP HEIGHT	BARRIER HEIGHT
STA 515CL+65.75 - STA 608CL+96.43		4"	3'-10"
STA 608CL+96.43 - STA 795CL+88.66		5"	3'-11"
STA 822CL+40.12 - STA 831CL+19.26		4"	3'-10"
STA 832CL+96.18 - STA 909CL+26.43		5"	3'-11"



NOTES:

- 1. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. SAWCUT SHALL BE 4" FROM TOE OF BARRIER WALL. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
- 2. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.
- 3. VARIABLE HEIGHT LIP AT BASE OF BARRIER ACCOUNTS FOR DEPTH OF ASPHALT OVERLAY TO BE PLACED ON TOP OF CONCRETE BASE.
- 4. SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC BARRIER LOCATIONS.
- 5. SEE S.D.D. "CONCRETE BARRIER SINGLE SLOPE (CBSS)" FOR ADDITIONAL DETAILS.
- 6. MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
- 7. WHERE VERTICAL ROADWAY OFFSET OF GREATER THAN 1 1/2", USE TYPE A.
- 8. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
- 9. CONSTRUCT PER SECTION 603 OF THE STANDARD SPECIFICATIONS.
- 10. 4,000 PSICONCRETE AIR ENTRAINMENT PER SECTION 501 OF THE STANDARD SPECIFICATIONS.
- 11. USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
- 12. THE NUMBER IN THE BAR DISIGNATION REPRESENTS THE BAR'S LOCATION.
- 13. 2" CLEAR COVER TYPICAL.



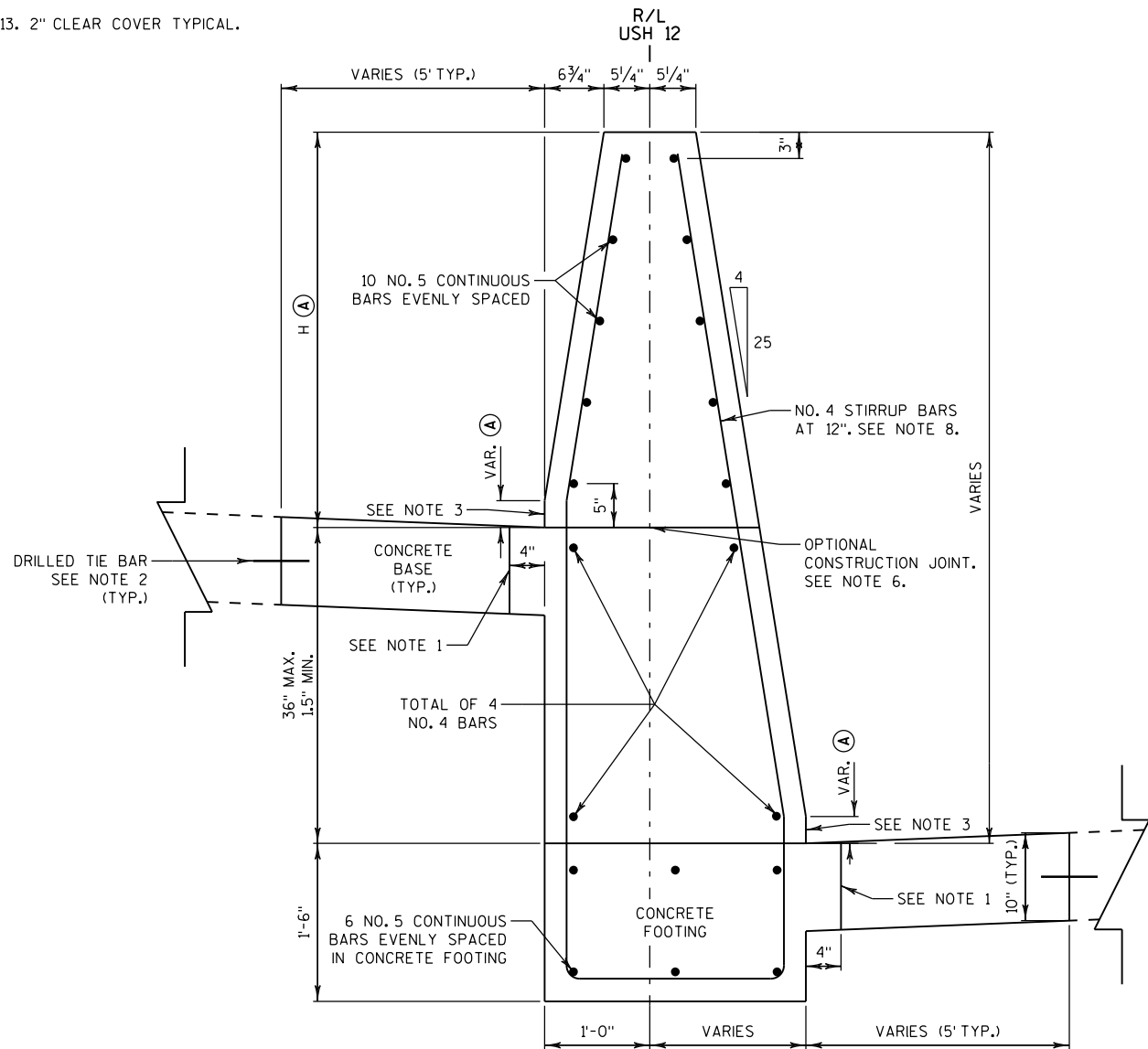
H BARRIER HEIGHT	A LENGTH
3'-10"	1'-8"
3'-11"	1'-9"

STATION RANGE	LIP HEIGHT	BARRIER HEIGHT
STA 515CL+65.75 - STA 608CL+96.43	4"	3'-10"
STA 608CL+96.43 - STA 795CL+88.66	5"	3'-11"
STA 822CL+40.12 - STA 831CL+19.26	4"	3'-10"
STA 832CL+96.18 - STA 909CL+26.43	5"	3'-11"

2

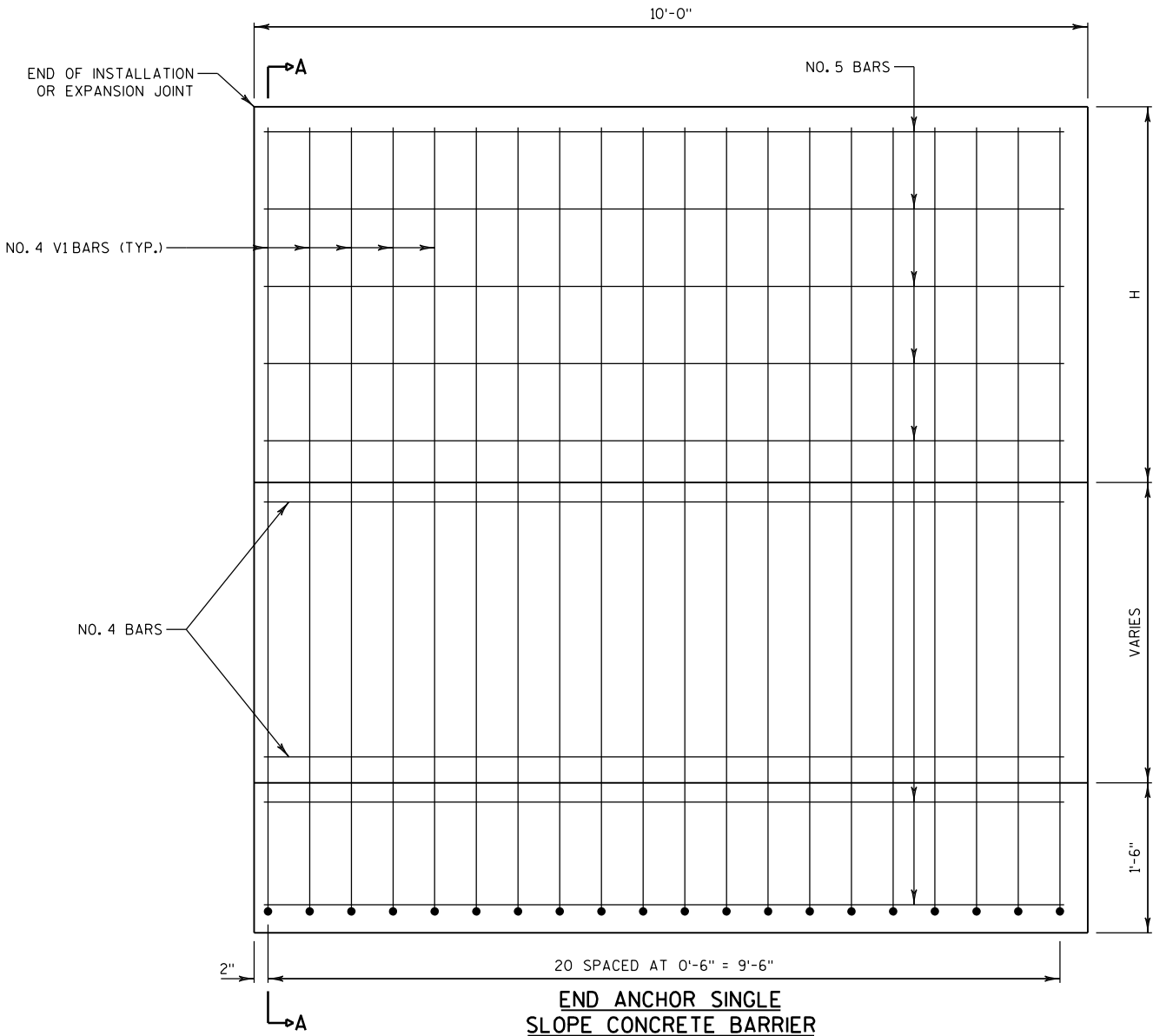
NOTES:

- CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. SAWCUT SHALL BE 4" FROM TOE OF BARRIER WALL. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
2. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.
3. VARIABLE HEIGHT LIP AT BASE OF BARRIER ACCOUNTS FOR DEPTH OF ASPHALT OVERLAY TO BE PLACED ON TOP OF CONCRETE BASE.
4. SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC BARRIER LOCATIONS.
5. SEE S.D.D. "CONCRETE BARRIER SINGLE SLOPE (CBSS)" FOR ADDITIONAL DETAILS.
6. MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
7. WHERE VERTICAL ROADWAY OFFSET OF GREATER THAN 1 1/2", USE TYPE A.
8. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
9. CONSTRUCT PER SECTION 603 OF THE STANDARD SPECIFICATIONS.
10. 4,000 PSI CONCRETE AIR ENTRAINMENT PER SECTION 501 OF THE STANDARD SPECIFICATIONS.
11. USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
12. THE NUMBER IN THE BAR DESIGNATION REPRESENTS THE BAR'S LOCATION.
13. 2" CLEAR COVER TYPICAL.



SECTION A-A
(WB SHOWN HIGHER. MIRROR IF EB IS HIGHER.)

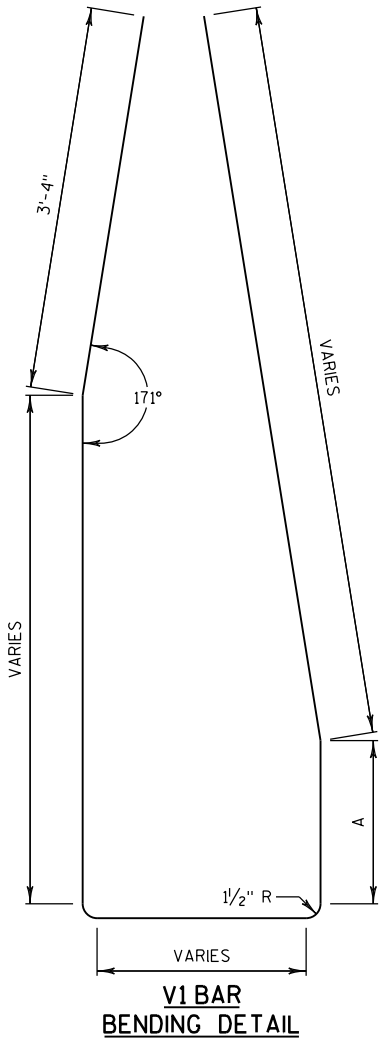
CONCRETE BARRIER TYPE S42A END ANCHOR



END ANCHOR SINGLE
SLOPE CONCRETE BARRIER

STATION RANGE	LIP HEIGHT	BARRIER HEIGHT
STA 515CL+65.75 - STA 608CL+96.43	4"	3'-10"
STA 608CL+96.43 - STA 795CL+88.66	5"	3'-11"
STA 822CL+40.12 - STA 831CL+19.26	4"	3'-10"
STA 832CL+96.18 - STA 909CL+26.43	5"	3'-11"

H BARRIER HEIGHT	A LENGTH
3'-10"	1'-8"
3'-11"	1'-9"

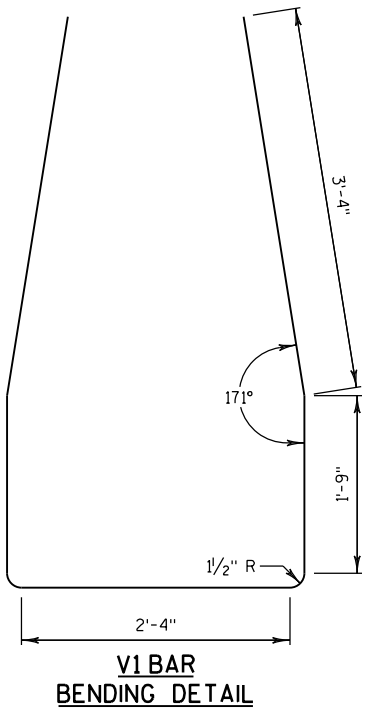
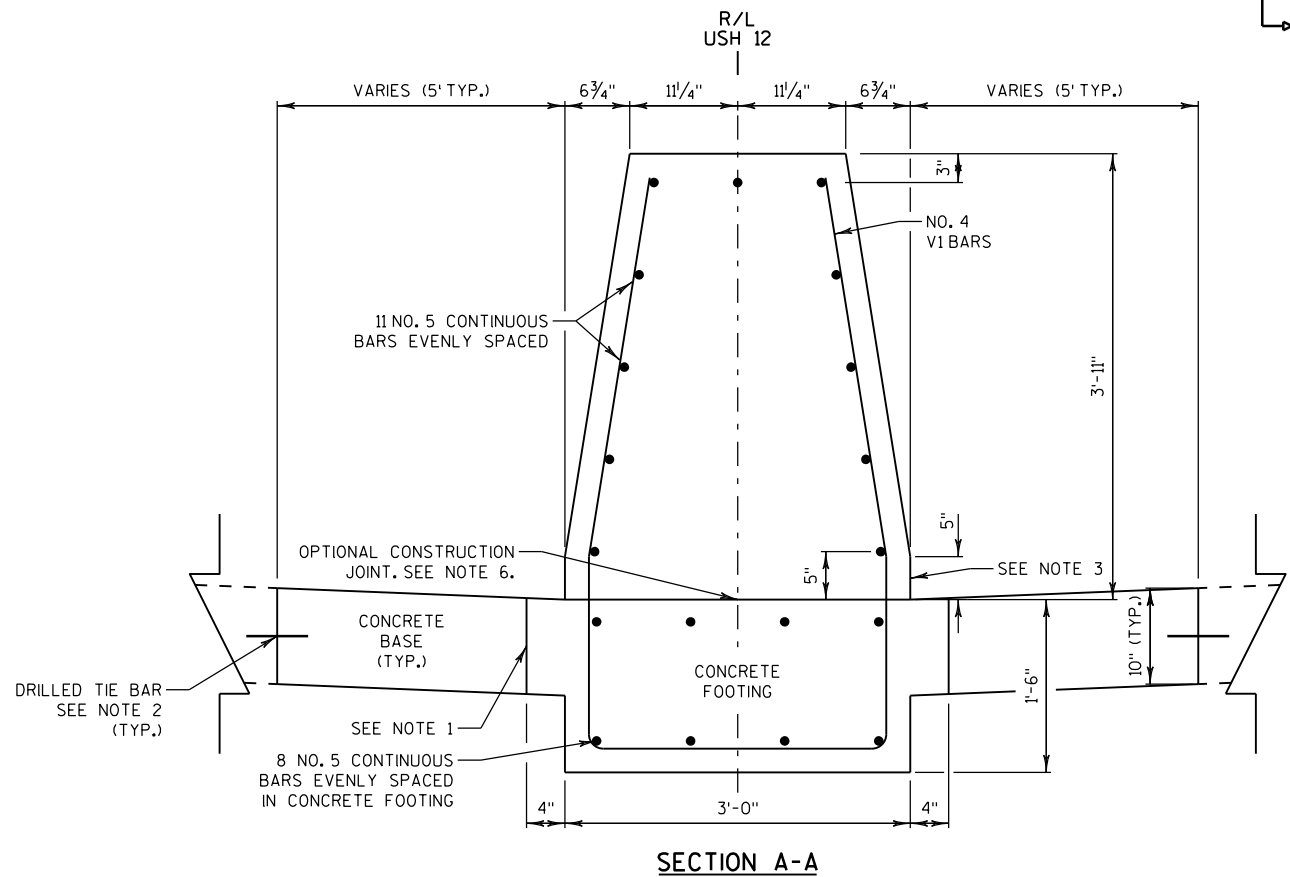
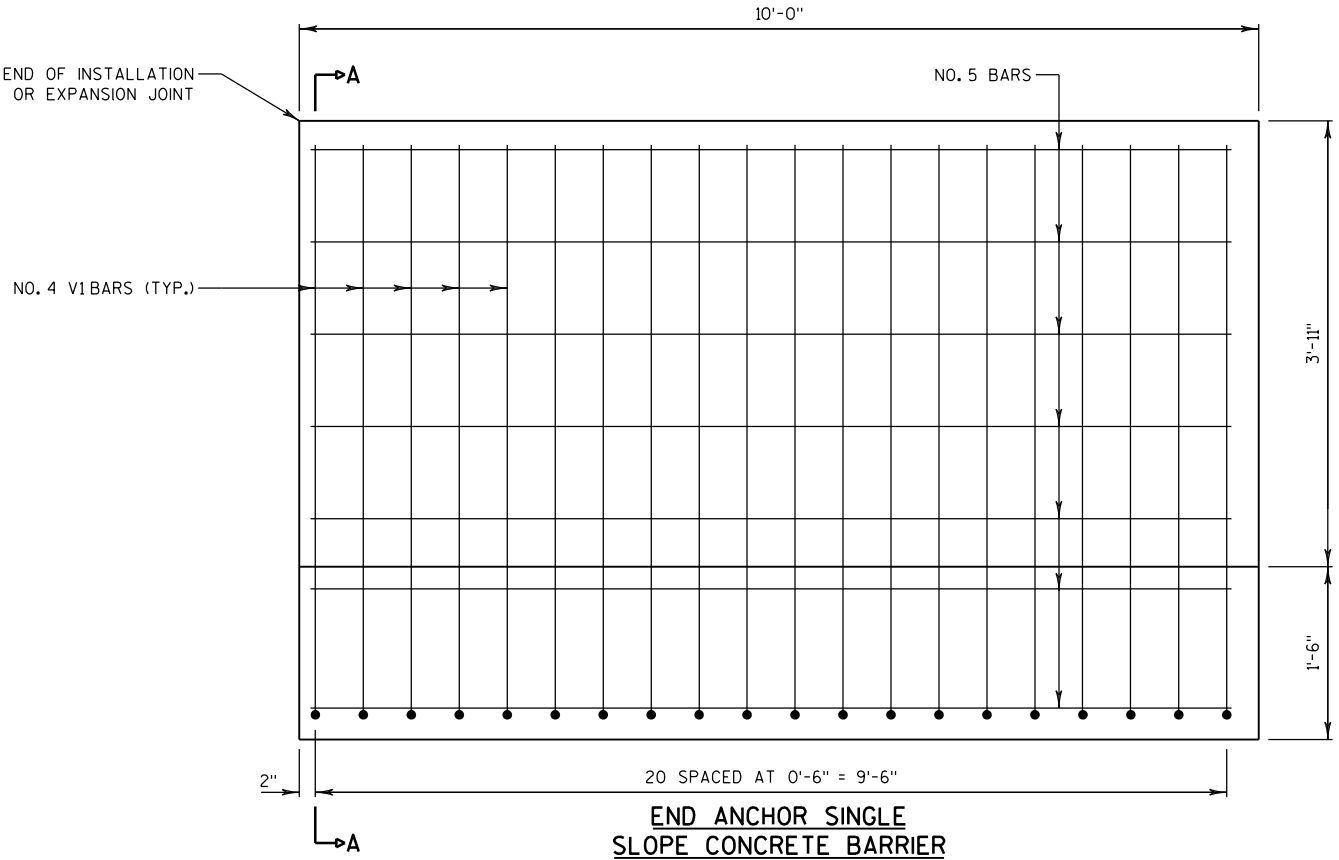


V1 BAR
BENDING DETAIL

2

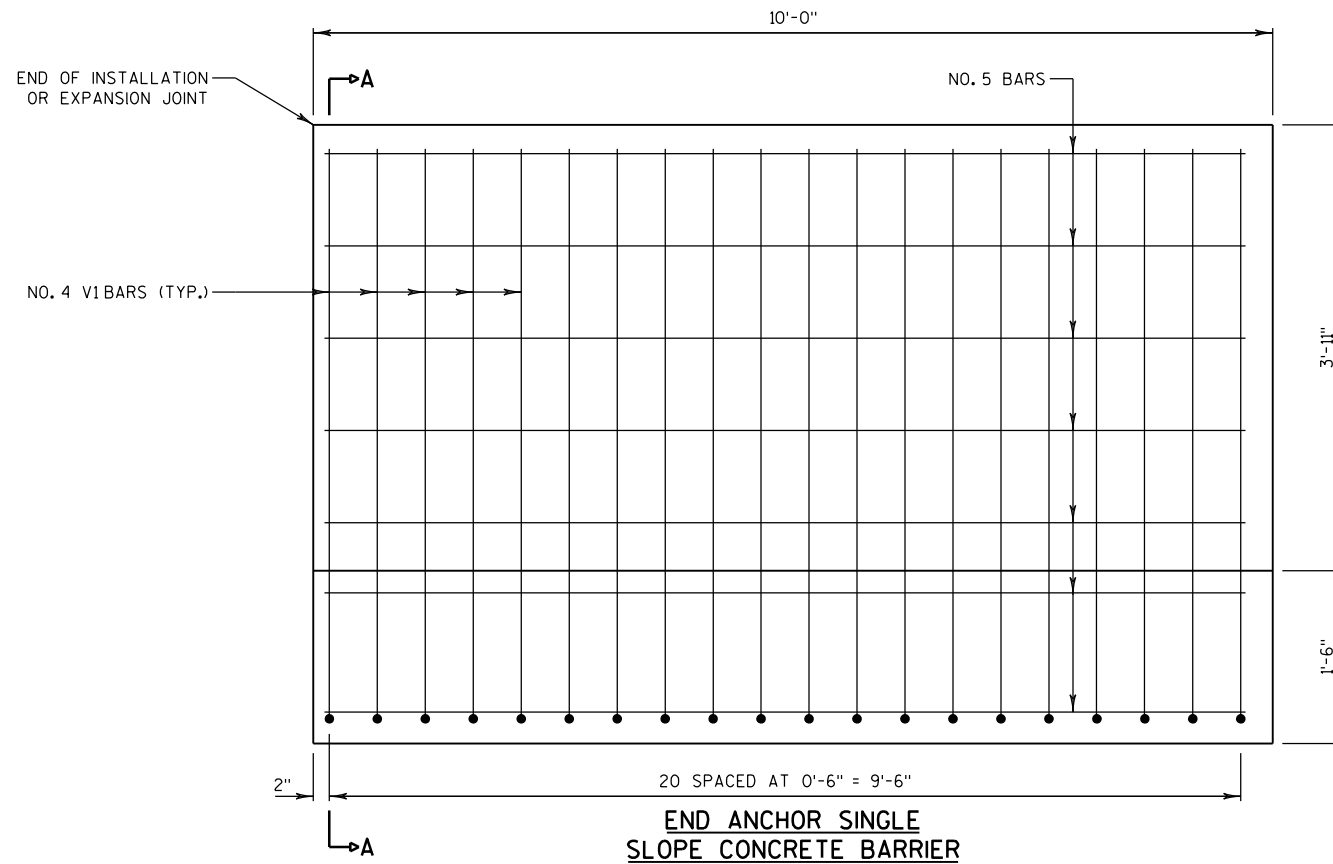
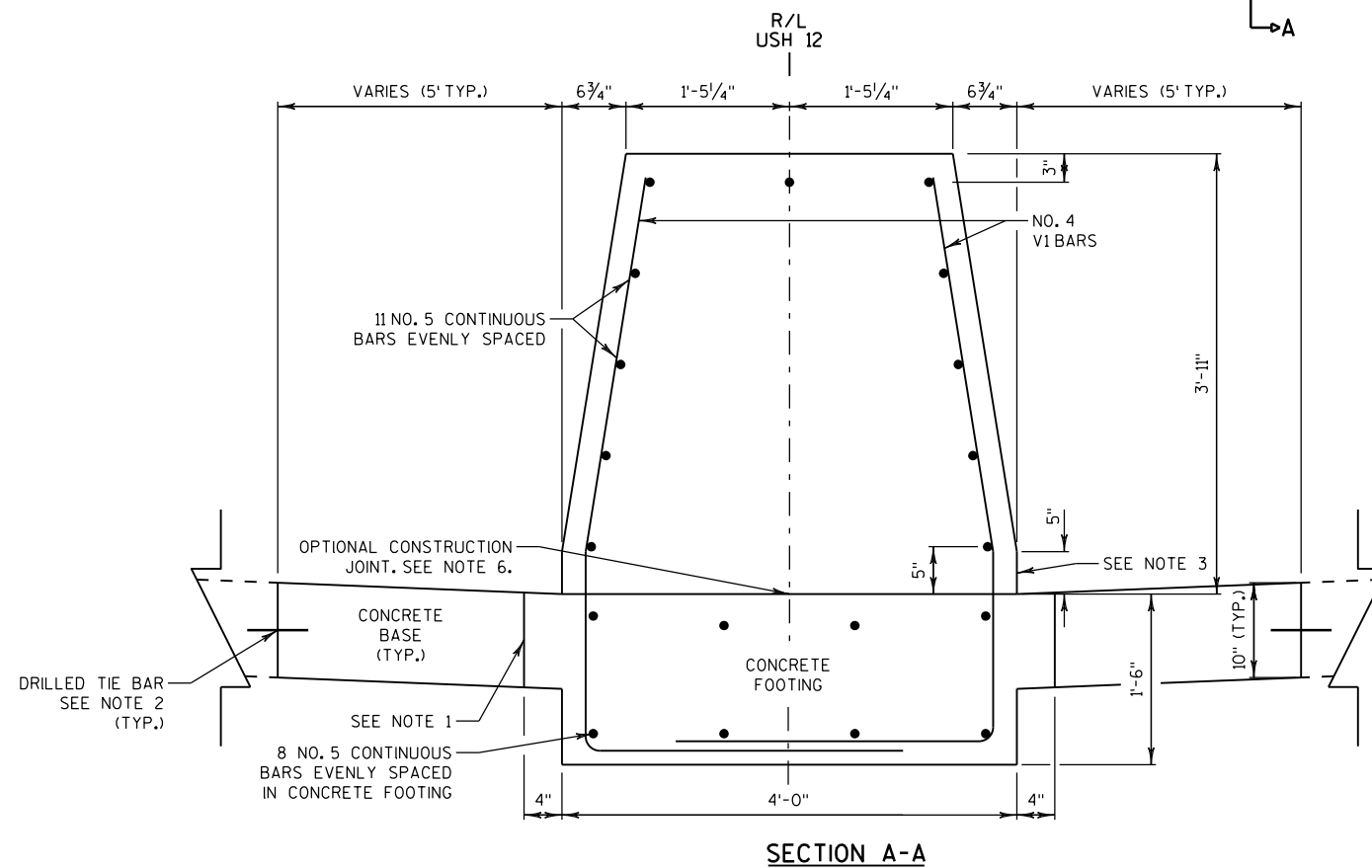
NOTES:

- 1. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWCUT SHALL BE 4" FROM TOE OF BARRIER WALL. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
- 2. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.
- 3. 5" LIP AT BASE OF BARRIER ACCOUNTS FOR DEPTH OF ASPHALT OVERLAY TO BE PLACED ON TOP OF CONCRETE BASE.
- 4. SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC BARRIER LOCATIONS.
- 5. SEE S.D.D. "CONCRETE BARRIER SINGLE SLOPE (CBSS)" FOR ADDITIONAL DETAILS.
- 6. MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
- 7. CONSTRUCT PER SECTION 603 OF THE STANDARD SPECIFICATIONS.
- 8. 4,000 PSICONCRETE AIR ENTRAINMENT PER SECTION 501 OF THE STANDARD SPECIFICATIONS.
- 9. USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
- 10. THE NUMBER IN THE BAR DISIGNATION REPRESENTS THE BAR'S LOCATION.
- 11. 2" CLEAR COVER TYPICAL.



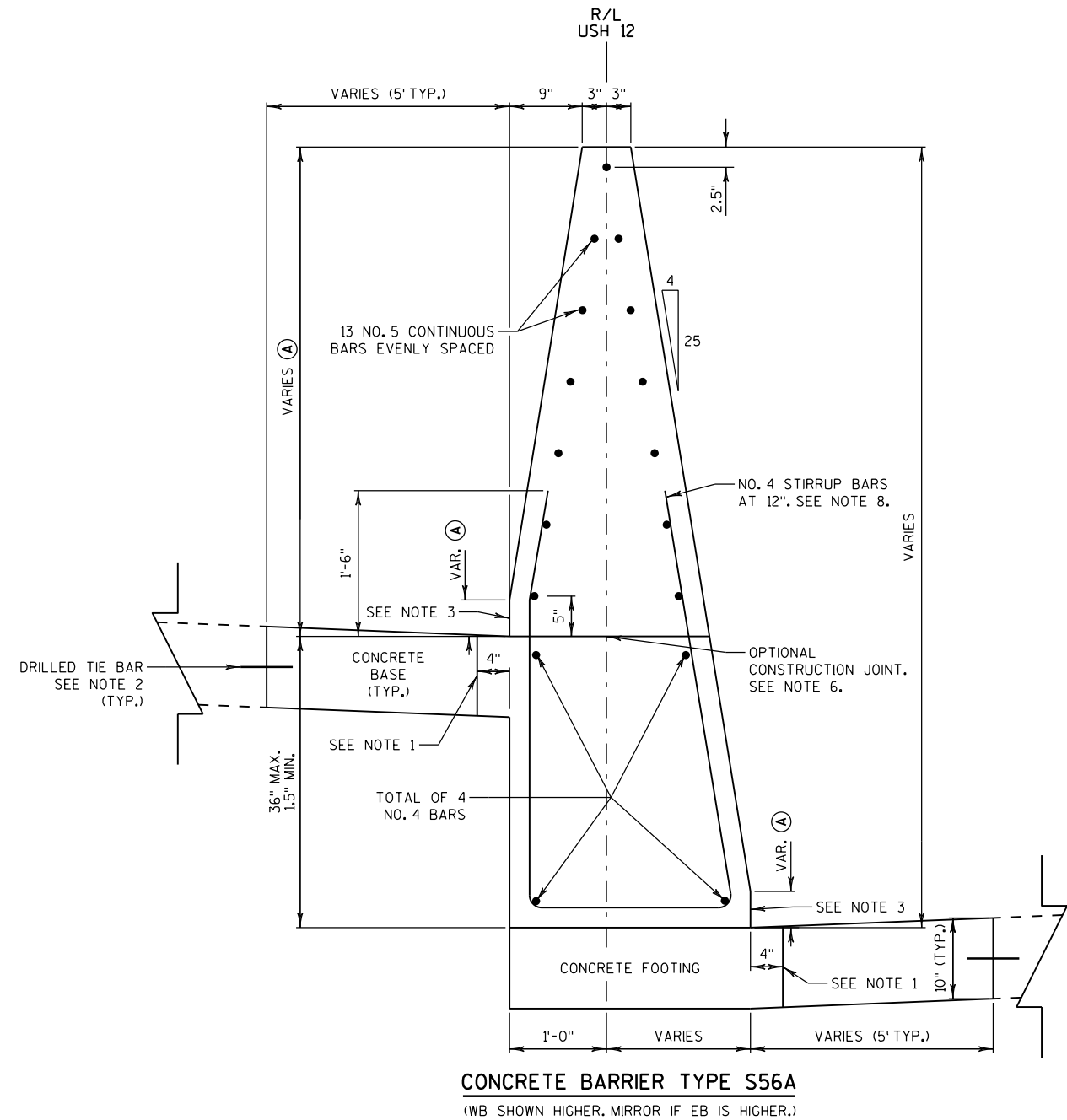
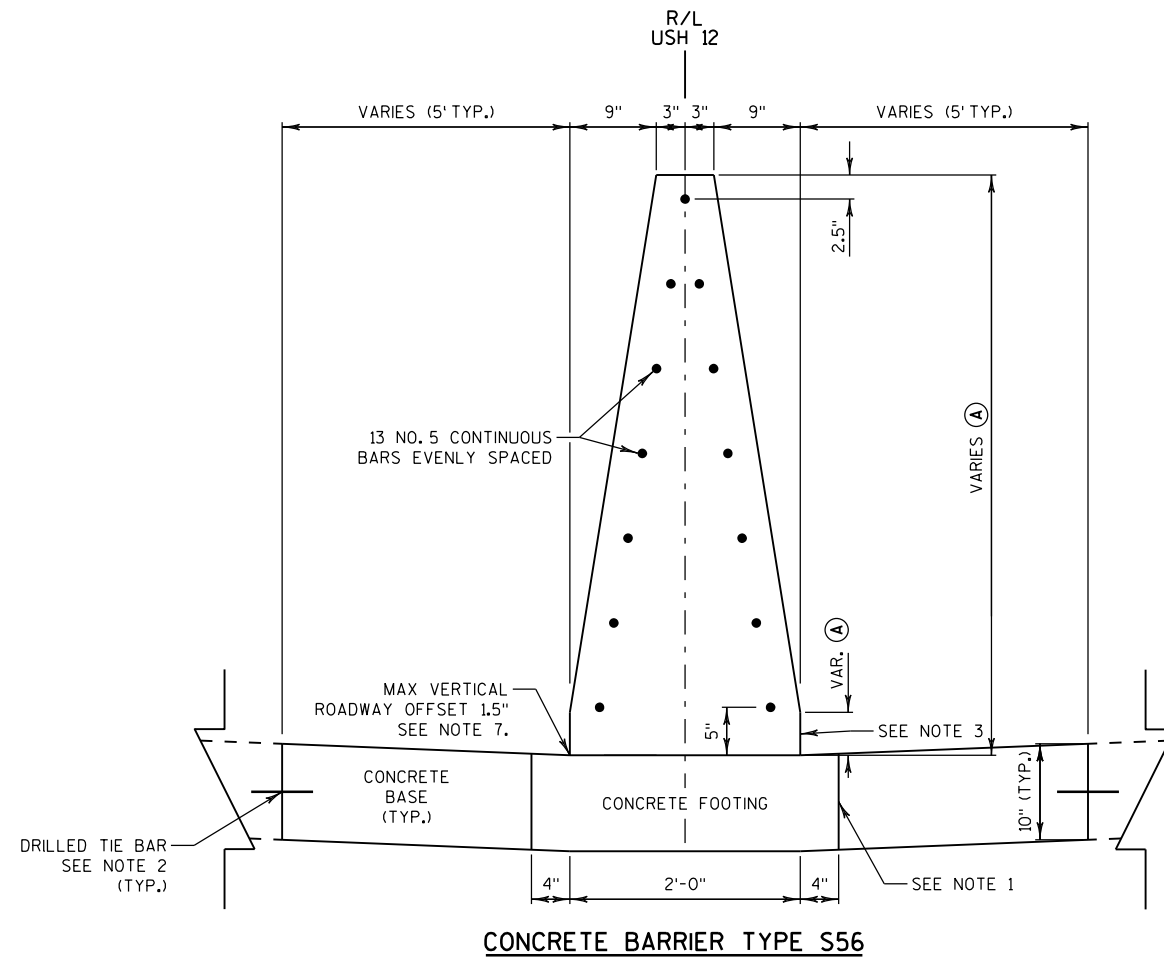
NOTES:

1. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. SAWCUT SHALL BE 4" FROM TOE OF BARRIER WALL. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
2. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.
3. 5" LIP AT BASE OF BARRIER ACCOUNTS FOR DEPTH OF ASPHALT OVERLAY TO BE PLACED ON TOP OF CONCRETE BASE.
4. SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC BARRIER LOCATIONS.
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7. CONSTRUCT PER SECTION 603 OF THE STANDARD SPECIFICATIONS.
8. 4,000 PSI CONCRETE AIR ENTRAINMENT PER SECTION 501 OF THE STANDARD SPECIFICATIONS.
9. USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
10. THE NUMBER IN THE BAR DISIGNATION REPRESENTS THE BAR'S LOCATION.
11. 2" CLEAR COVER TYPICAL.



NOTES:

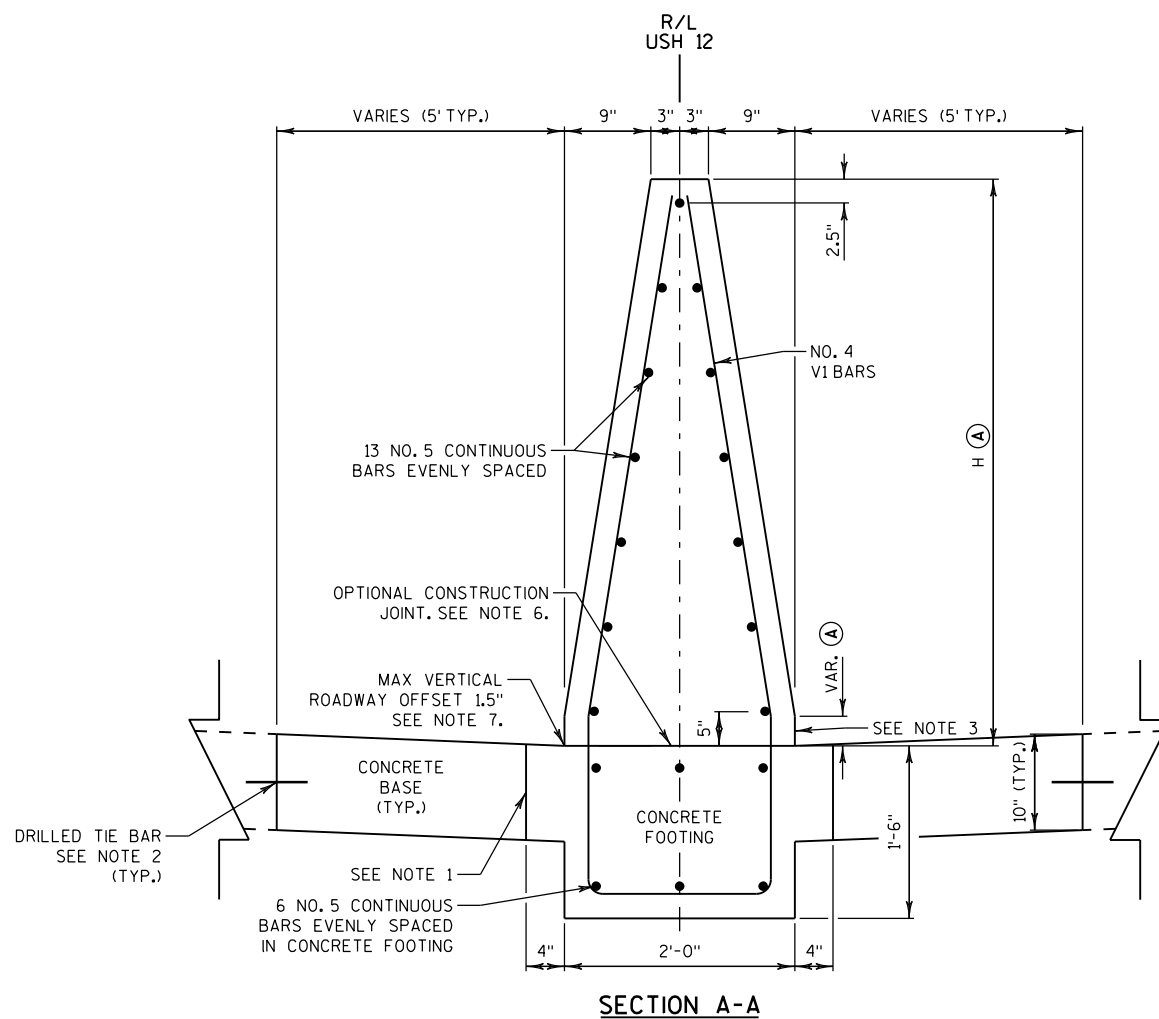
1. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. SAWCUT SHALL BE 4" FROM TOE OF BARRIER WALL. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
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5. SEE S.D.D. "CONCRETE BARRIER SINGLE SLOPE (CBSS)" FOR ADDITIONAL DETAILS.
6. MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
7. WHERE VERTICAL ROADWAY OFFSET OF GREATER THAN 1 1/2", USE TYPE A.
8. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
9. CONSTRUCT PER SECTION 603 OF THE STANDARD SPECIFICATIONS.
10. 4,000 PSICONCRETE AIR ENTRAINMENT PER SECTION 501 OF THE STANDARD SPECIFICATIONS.
11. USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
12. THE NUMBER IN THE BAR DISIGNATION REPRESENTS THE BAR'S LOCATION.
13. 2" CLEAR COVER TYPICAL.



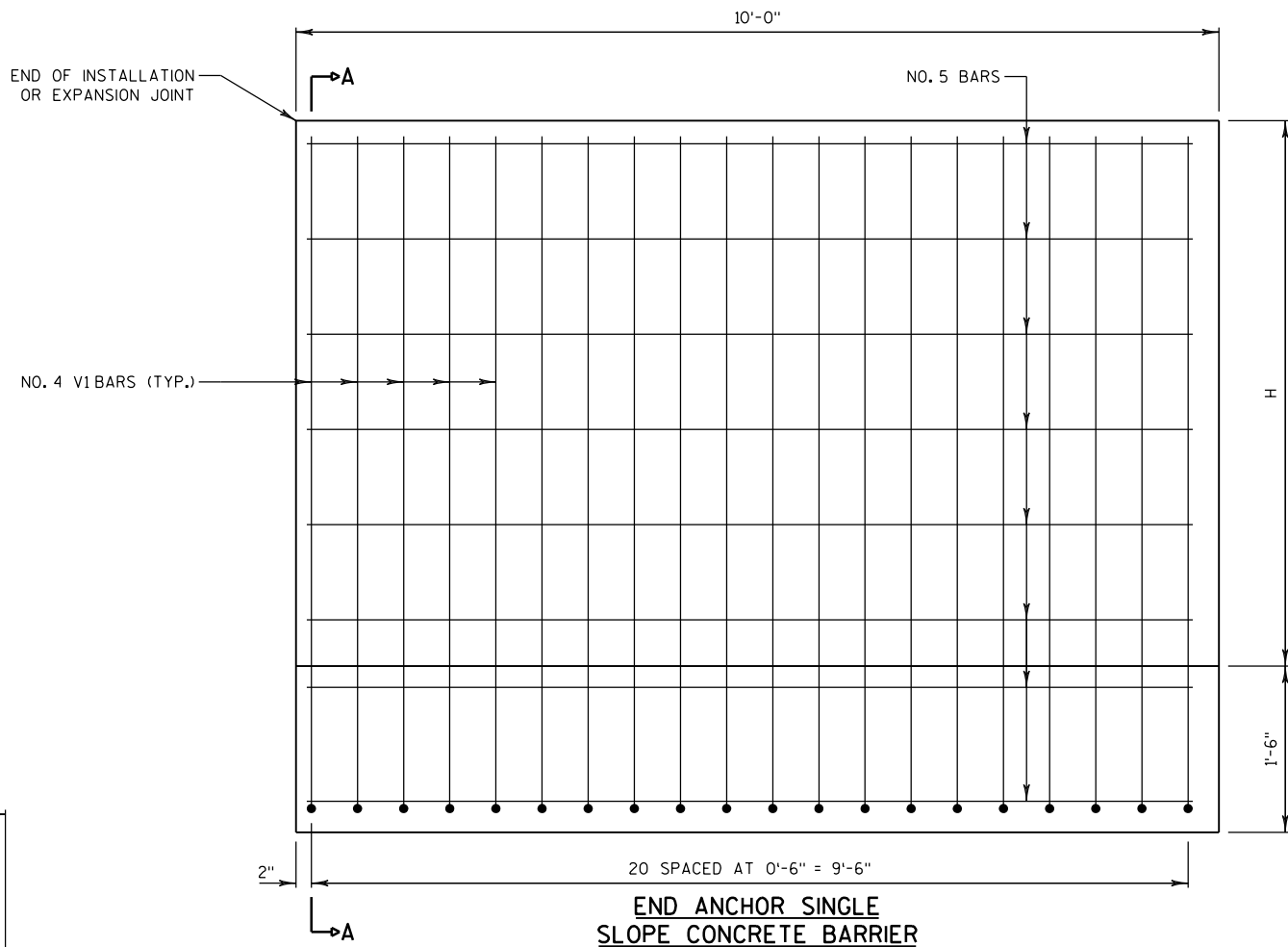
2

NOTES:

1. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. SAWCUT SHALL BE 4" FROM TOE OF BARRIER WALL. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
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9. CONSTRUCT PER SECTION 603 OF THE STANDARD SPECIFICATIONS.
10. 4,000 PSI CONCRETE AIR ENTRAINMENT PER SECTION 501 OF THE STANDARD SPECIFICATIONS.
11. USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
12. THE NUMBER IN THE BAR DESIGNATION REPRESENTS THE BAR'S LOCATION.
13. 2" CLEAR COVER TYPICAL.



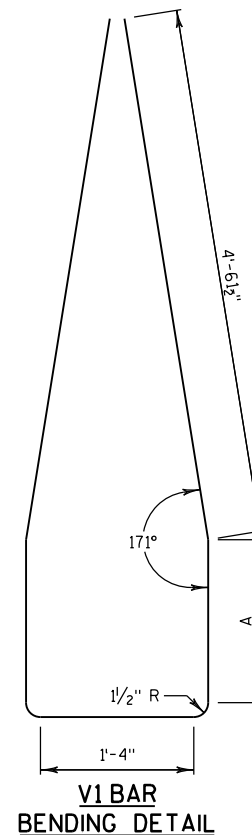
SECTION A-A



END ANCHOR SINGLE
SLOPE CONCRETE BARRIER

STATION RANGE	LIP HEIGHT	BARRIER HEIGHT
STA 515CL+65.75 - STA 608CL+96.43	4"	5'-0"
STA 608CL+96.43 - STA 795CL+88.66	5"	5'-1"
STA 822CL+40.12 - STA 831CL+19.26	4"	5'-0"
STA 832CL+96.18 - STA 909CL+26.43	5"	5'-1"

H BARRIER HEIGHT	A LENGTH
5'-0"	1'-8"
5'-1"	1'-9"

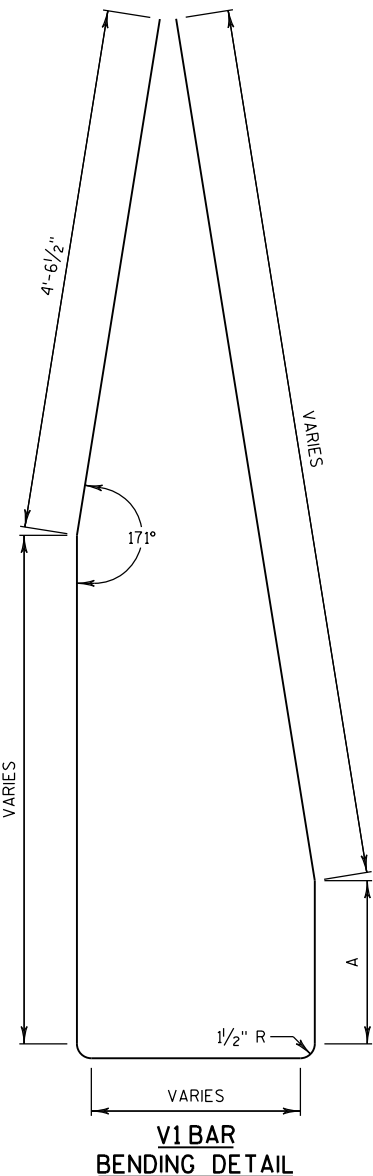
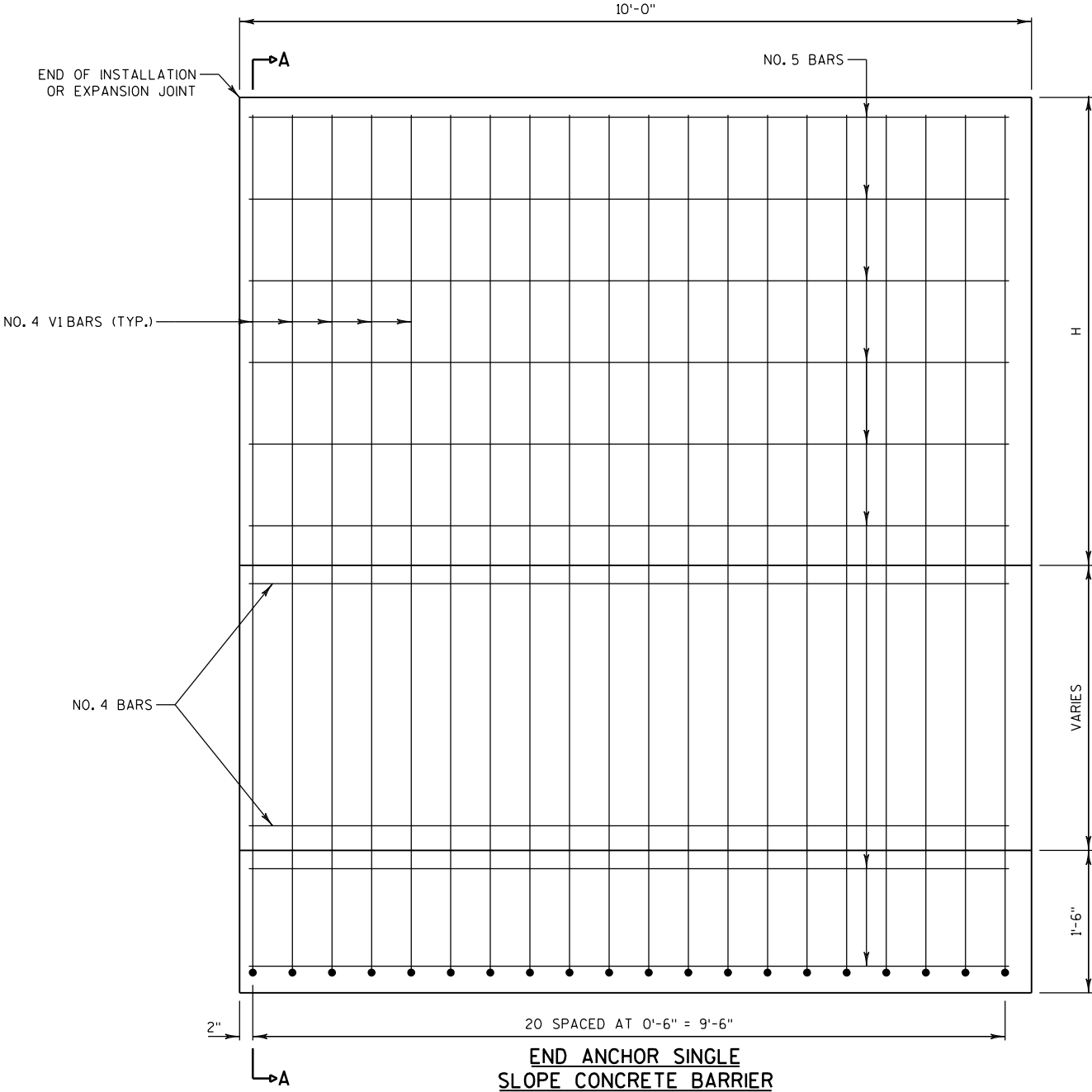
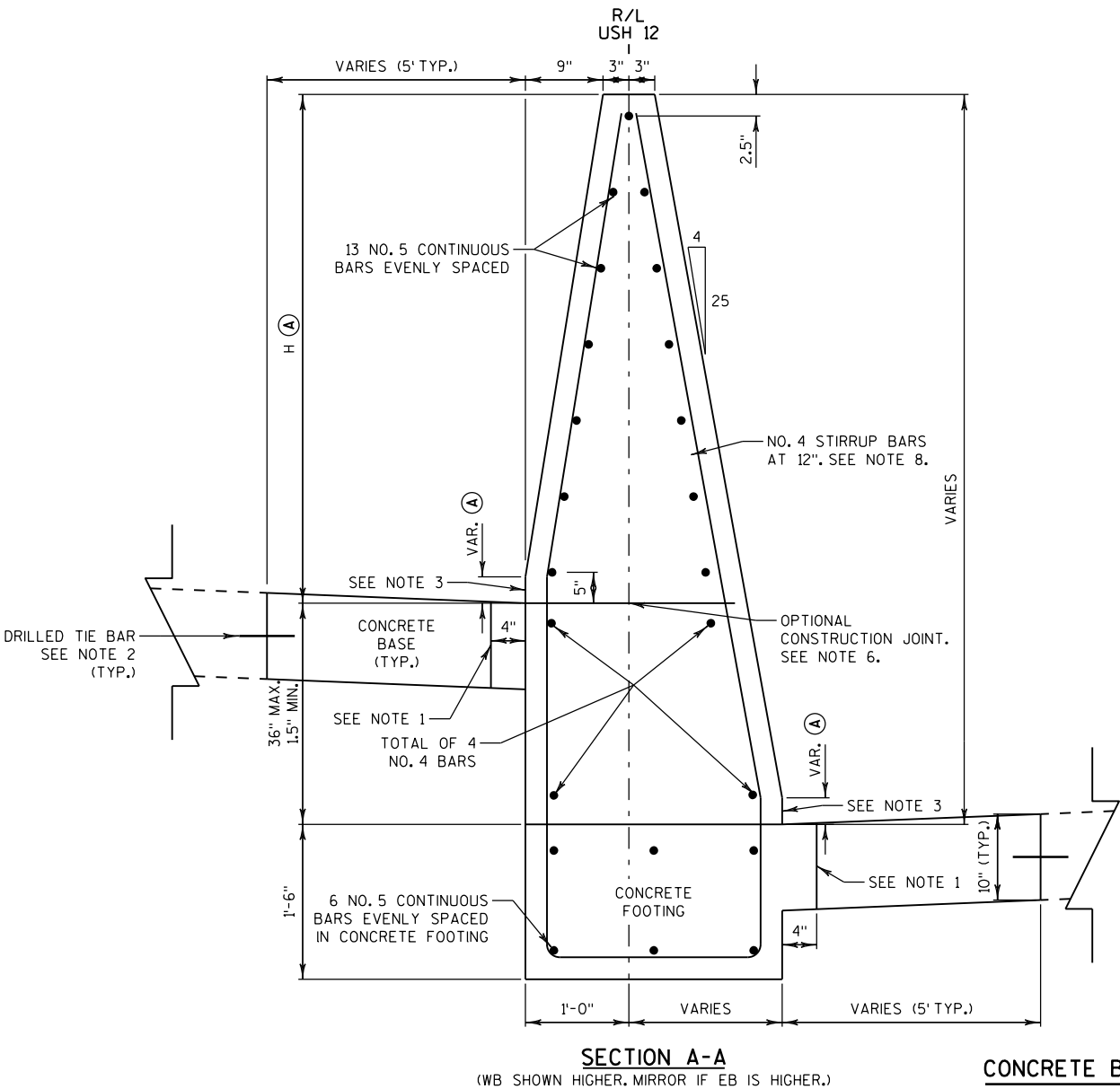


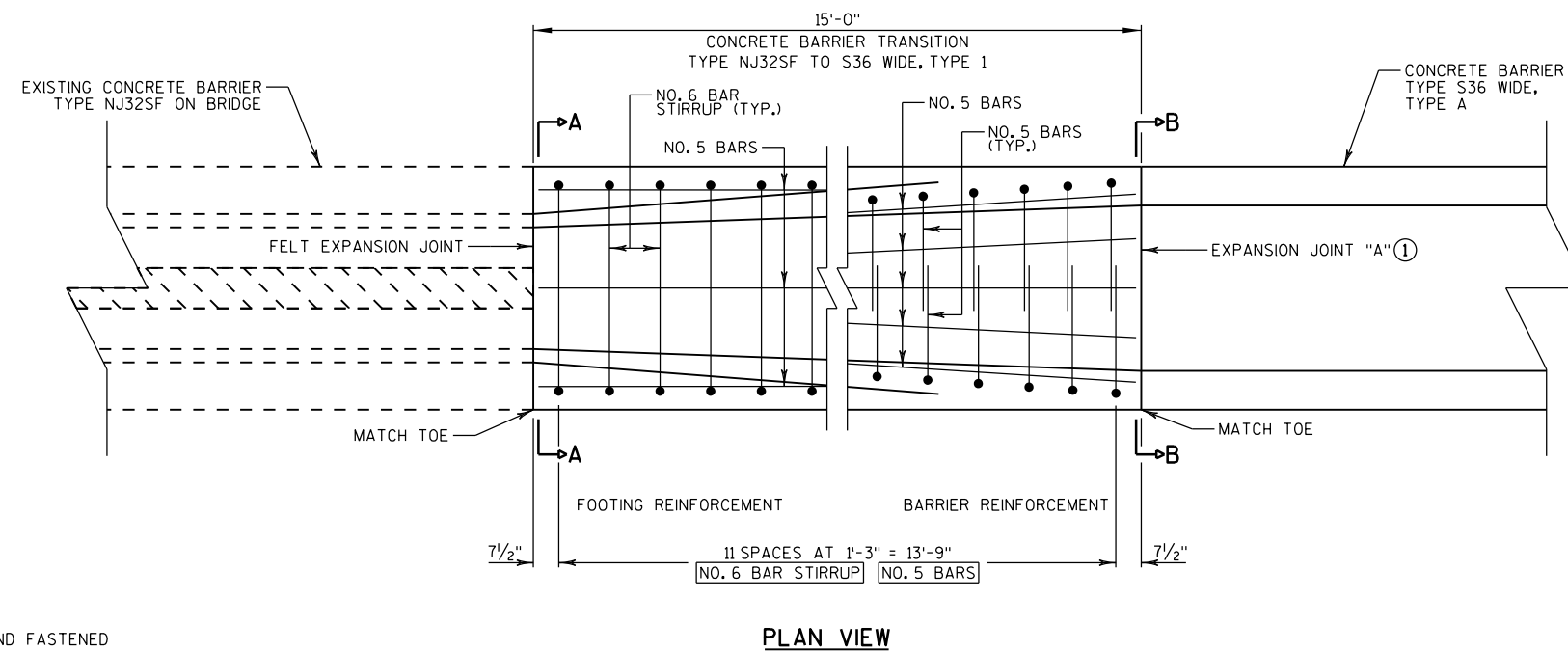
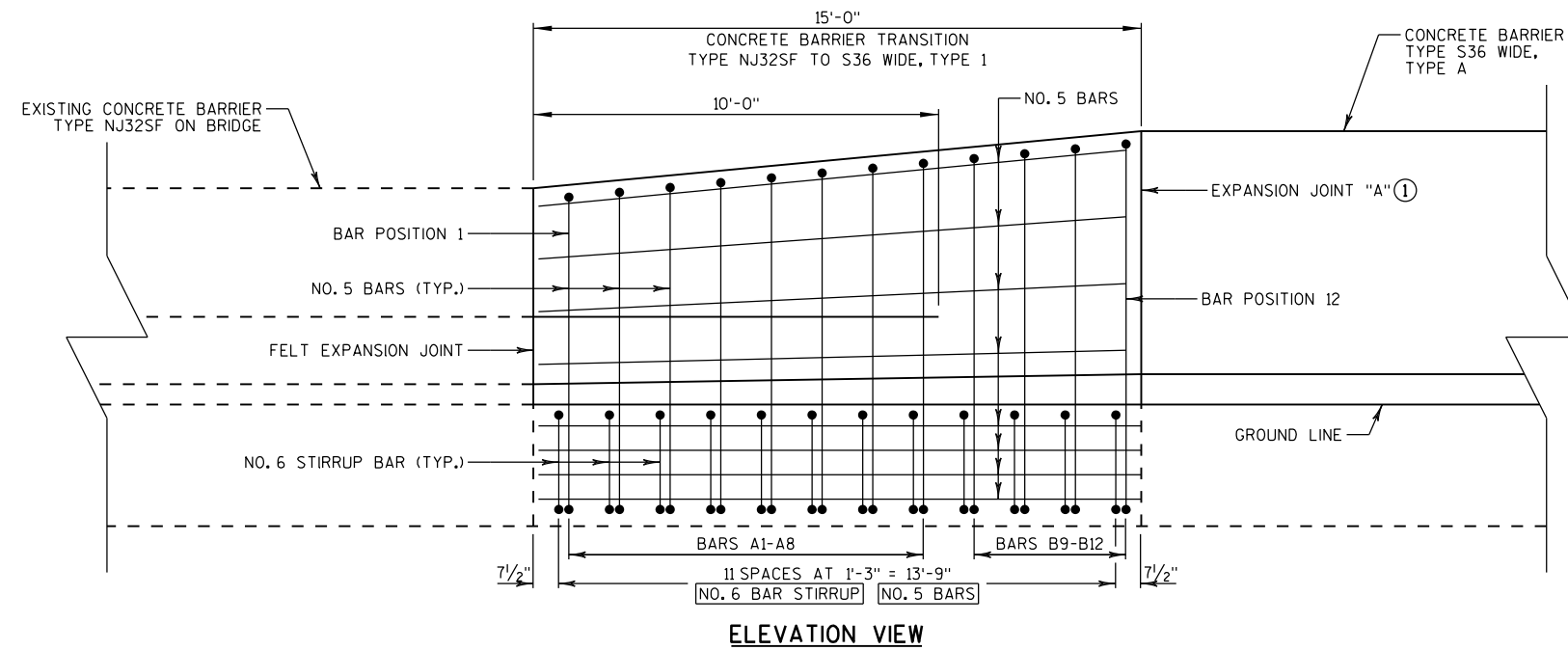
V1 BAR
BENDING DETAIL

2

NOTES:

- 1. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. SAWCUT SHALL BE 4" FROM TOE OF BARRIER WALL. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
- 2. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.
- 3. VARIABLE HEIGHT LIP AT BASE OF BARRIER ACCOUNTS FOR DEPTH OF ASPHALT OVERLAY TO BE PLACED ON TOP OF CONCRETE BASE.
- 4. SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC BARRIER LOCATIONS.
- 5. SEE S.D.D. "CONCRETE BARRIER SINGLE SLOPE (CBSS)" FOR ADDITIONAL DETAILS.
- 6. MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
- 7. WHERE VERTICAL ROADWAY OFFSET OF GREATER THAN 1/2", USE TYPE A.
- 8. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
- 9. CONSTRUCT PER SECTION 603 OF THE STANDARD SPECIFICATIONS.
- 10. 4,000 PSICONCRETE AIR ENTRAINMENT PER SECTION 501 OF THE STANDARD SPECIFICATIONS.
- 11. USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
- 12. THE NUMBER IN THE BAR DISIGNATION REPRESENTS THE BAR'S LOCATION.
- 13. 2" CLEAR COVER TYPICAL.



**NOTES:**

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

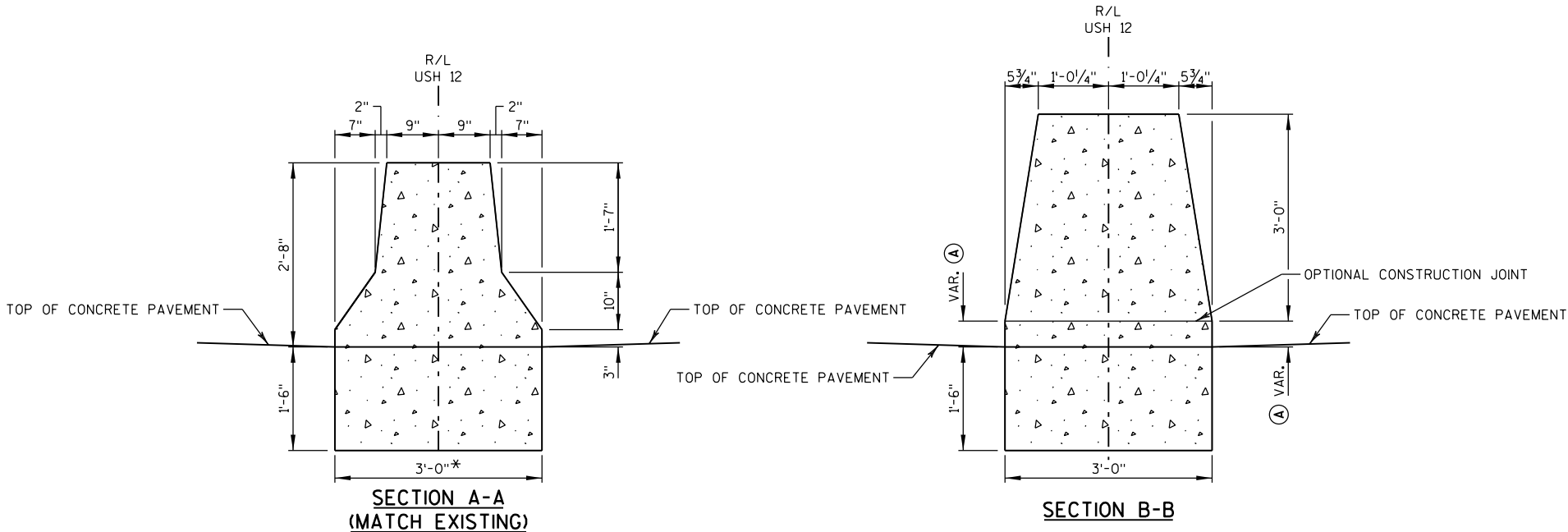
2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 1

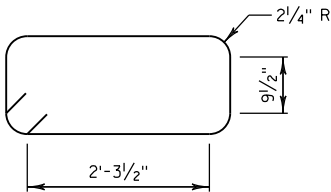
NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.
- *VERIFY EXISTING TYPE NJ32SF CONCRETE BARRIER DIMENSIONS PRIOR TO FABRICATING BARS. ADJUST BAR BEND DIMENSIONS AS REQUIRED TO PROVIDE 2" CLEAR COVER.



BAR	A		B	C	D	E
	4" LIP	5" LIP				
A1	1'-6"	1'-6"	146°-20'	156°-40'	1'-10"	11"
A2	1'-6"	1'-6"	149°-25'	159°-45'	1'-10"	11 1/2"
A3	1'-6 1/2"	1'-6 1/2"	152°-40'	162°-55'	1'-10 1/2"	1'-0"
A4	1'-6 1/2"	1'-7"	155°-40'	165°-30'	1'-11"	1'-1"
A5	1'-6 1/2"	1'-7"	158°-30'	167°-55'	1'-11"	1'-1 1/2"
A6	1'-6 1/2"	1'-7 1/2"	161°-45'	172°-0'	1'-11 1/2"	1'-2"
A7	1'-7"	1'-8"	164°-25'	175°-05'	2'-0"	1'-2 1/2"
A8	1'-7"	1'-8"	167°-30'	179°-0'	2'-0"	1'-3"

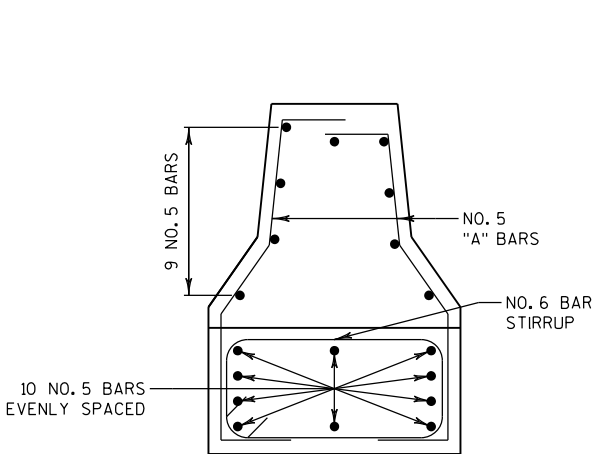
BAR CHART
BAR POSITIONS A1-A8



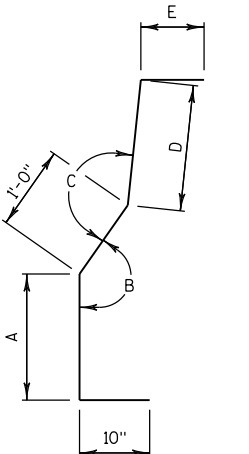
STIRRUP BAR
BENDING DETAIL

BAR	A		B	C	D
	4" LIP	5" LIP			
B9	1'-7 1/2"	1'-8 1/2"	168°-45'	2'-8 1/2"	1'-3 1/2"
B10	1'-7 1/2"	1'-8 1/2"	169°-30'	2'-9"	1'-4 1/4"
B11	1'-8"	1'-9"	170°-15'	2'-9 1/2"	1'-4 3/4"
B12	1'-8"	1'-9"	170°-40'	2'-10"	1'-5 1/2"

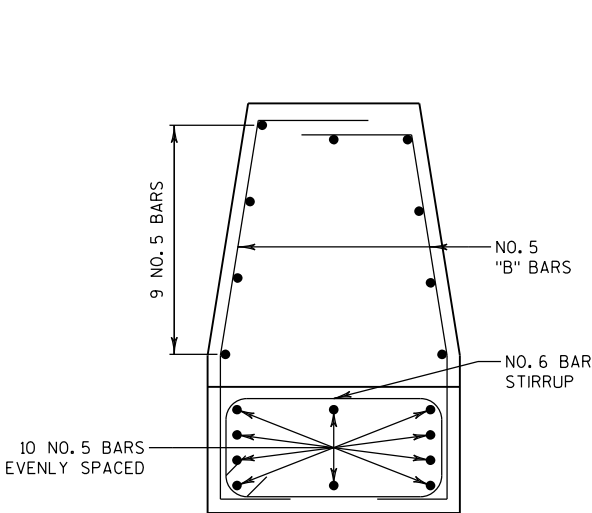
BAR CHART
BAR POSITIONS B9-B12



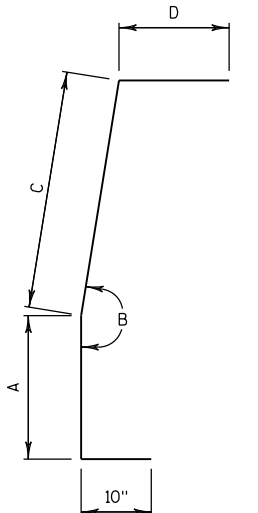
BAR DETAIL
BAR POSITIONS A1-A8



BAR DETAIL
FOR BARS A1-A8



BAR DETAIL
BAR POSITIONS B9-B12



BAR DETAIL
FOR BARS B9-B12

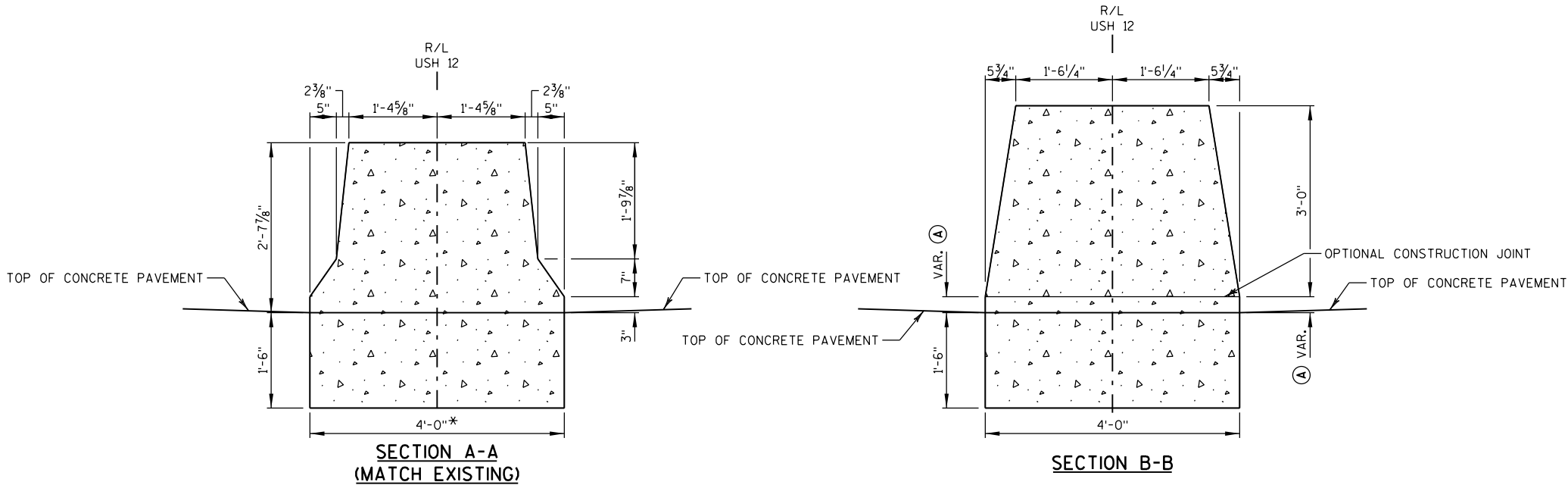
CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 1

STATION RANGE		LIP HEIGHT
STA 515CL+65.75 - STA 608CL+96.43		4"
STA 608CL+96.43 - STA 795CL+88.66		5"
STA 822CL+40.12 - STA 831CL+19.26		4"
STA 832CL+96.18 - STA 909CL+26.43		5"

NOTES:

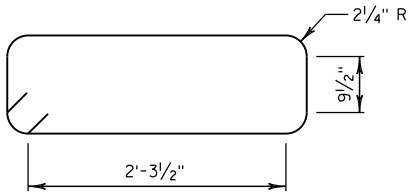
- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.

*VERIFY EXISTING TYPE NJ32SF CONCRETE BARRIER DIMENSIONS PRIOR TO FABRICATING BARS. ADJUST BAR BEND DIMENSIONS AS REQUIRED TO PROVIDE 2" CLEAR COVER.



BAR	A		B	C	D	E
	4" LIP	5" LIP				
A1	1'-6"	1'-6"	146°-20'	156°-40'	2'-0 1/2"	2'-2 1/4"
A2	1'-6"	1'-6"	149°-25'	159°-45'	2'-0 1/2"	2'-2 1/2"
A3	1'-6 1/2"	1'-6 1/2"	152°-40'	162°-55'	2'-1"	2'-3"
A4	1'-6 1/2"	1'-7"	155°-40'	165°-30'	2'-1 1/2"	2'-3 1/4"
A5	1'-6 1/2"	1'-7"	158°-30'	167°-55'	2'-1 1/2"	2'-3 1/2"
A6	1'-6 1/2"	1'-7 1/2"	161°-45'	172°-0'	2'-2"	2'-3 3/4"
A7	1'-7"	1'-8"	164°-25'	175°-05'	2'-2 1/2"	2'-4"
A8	1'-7"	1'-8"	167°-30'	179°-0'	2'-2 1/2"	2'-4 1/4"

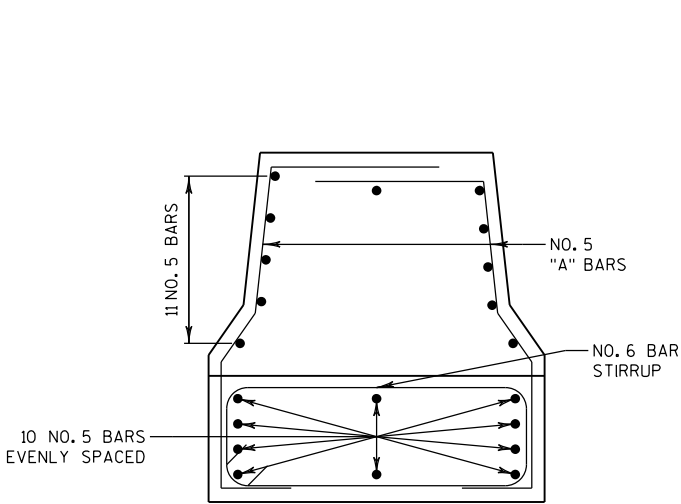
BAR CHART
BAR POSITIONS A1-A8



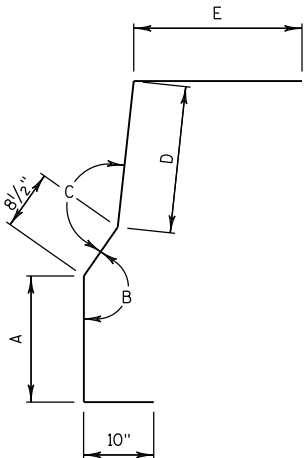
STIRRUP BAR
BENDING DETAIL

BAR	A		B	C	D
	4" LIP	5" LIP			
B9	1'-7 1/2"	1'-8 1/2"	168°-45'	2'-11"	2'-4 1/2"
B10	1'-7 1/2"	1'-8 1/2"	169°-30'	2'-11 1/2"	2'-4 3/4"
B11	1'-8"	1'-9"	170°-15'	3'-0"	2'-5"
B12	1'-8"	1'-9"	170°-40'	3'-0 1/2"	2'-5 1/2"

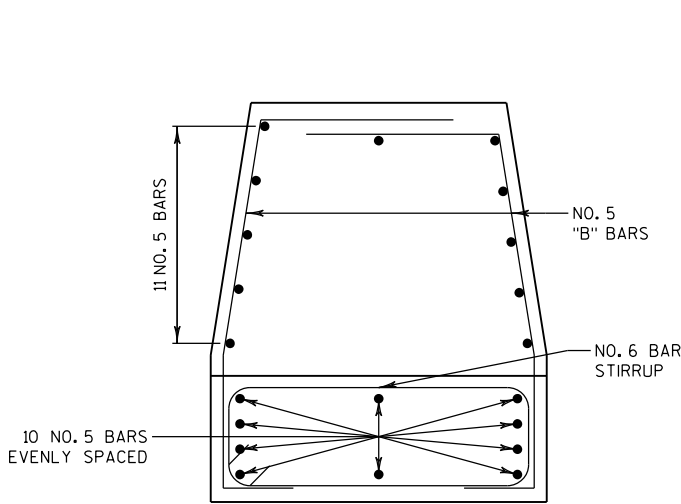
BAR CHART
BAR POSITIONS B9-B12



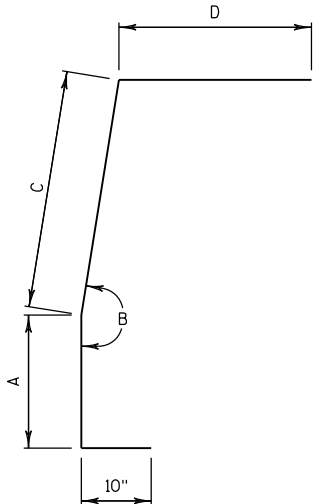
BAR DETAIL
BAR POSITIONS A1-A8



BAR DETAIL
FOR BARS A1-A8



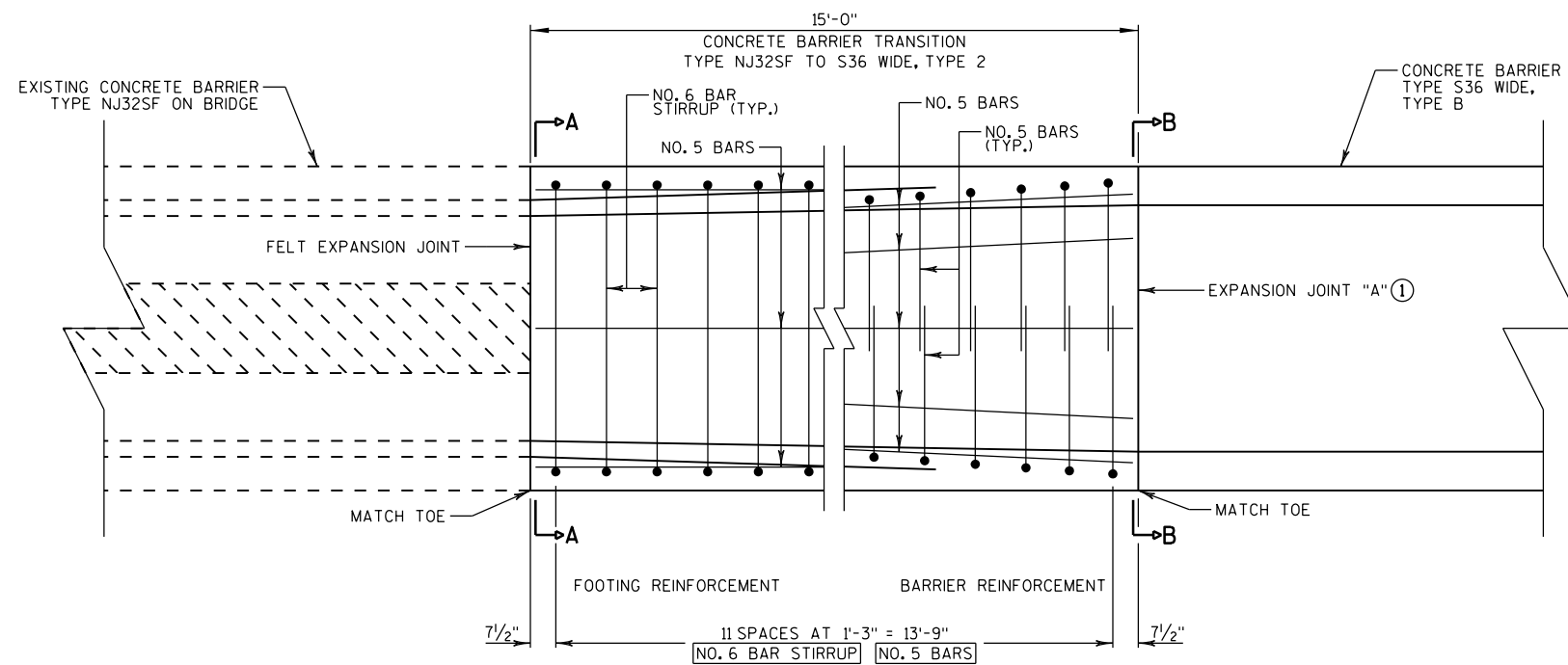
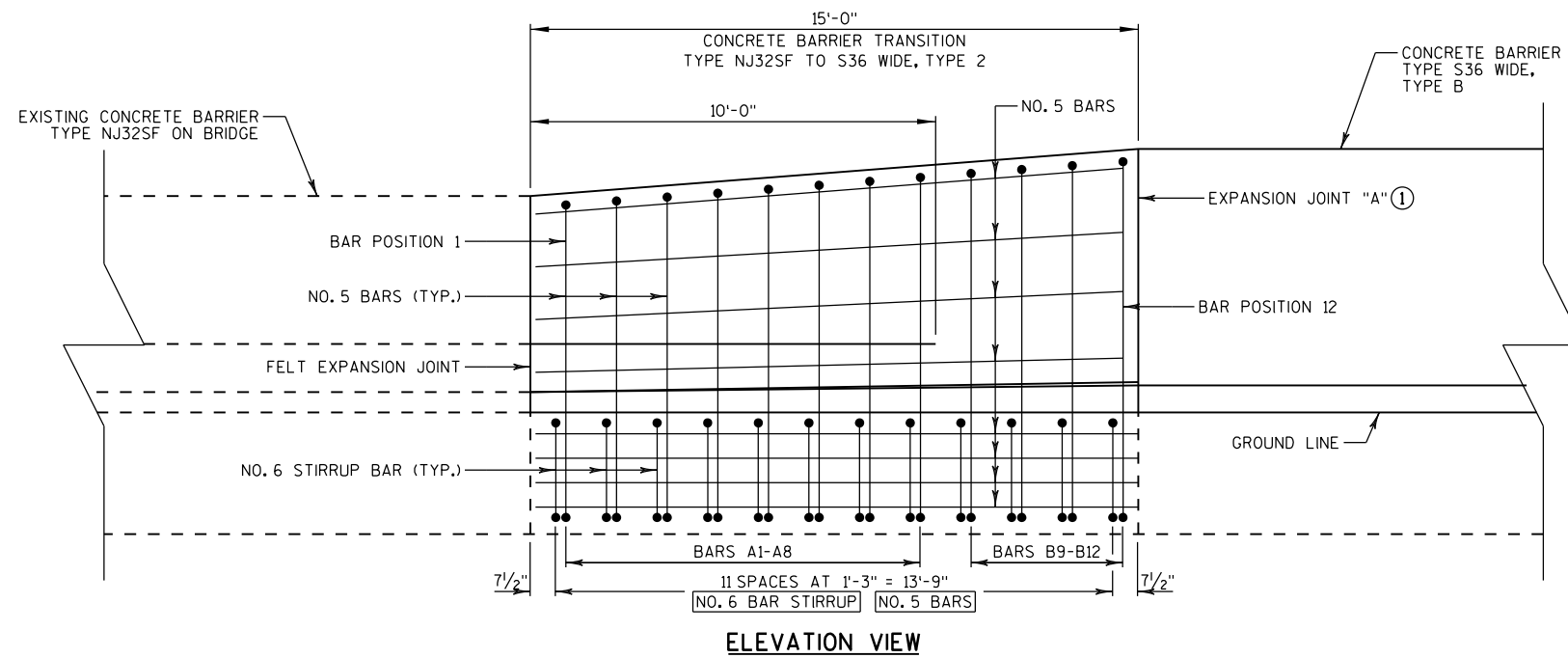
BAR DETAIL
BAR POSITIONS B9-B12



BAR DETAIL
FOR BARS B9-B12

CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 2

STATION RANGE		LIP HEIGHT
STA 515CL+65.75 - STA 608CL+96.43		4"
STA 608CL+96.43 - STA 795CL+88.66		5"
STA 822CL+40.12 - STA 831CL+19.26		4"
STA 832CL+96.18 - STA 909CL+26.43		5"



NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

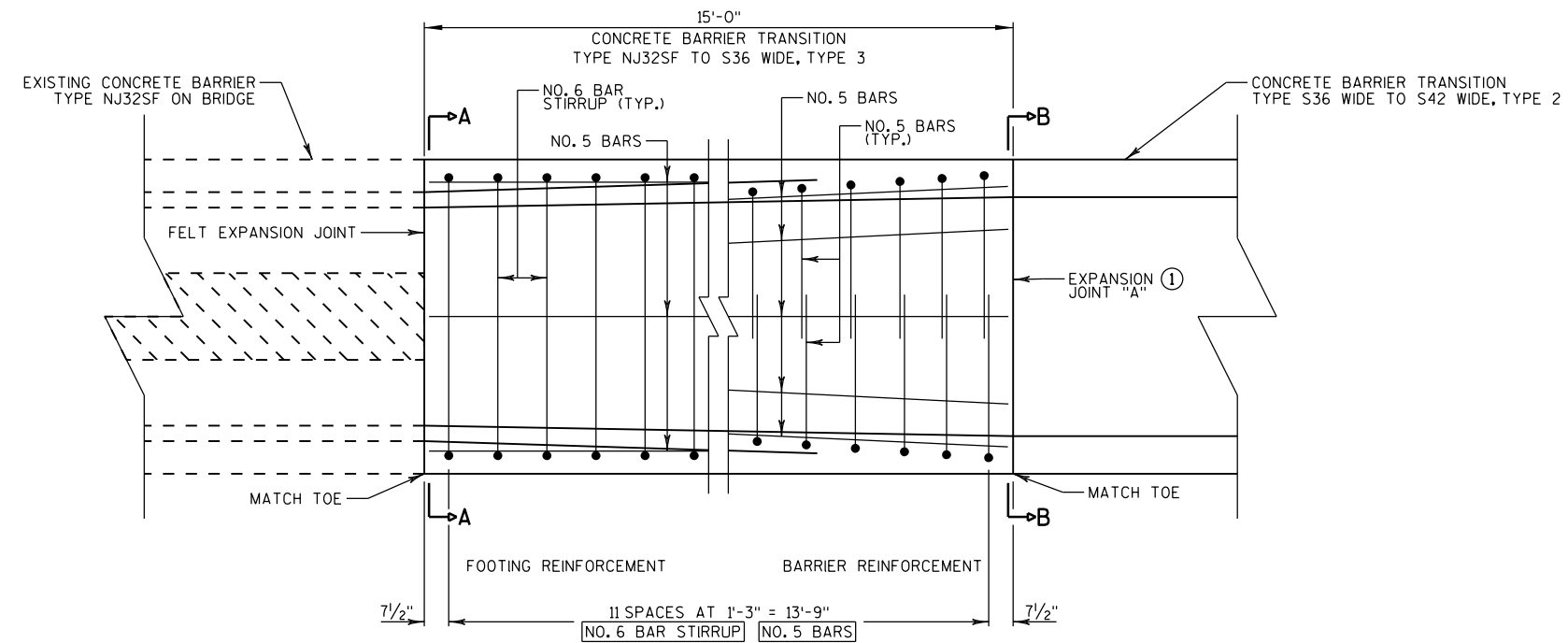
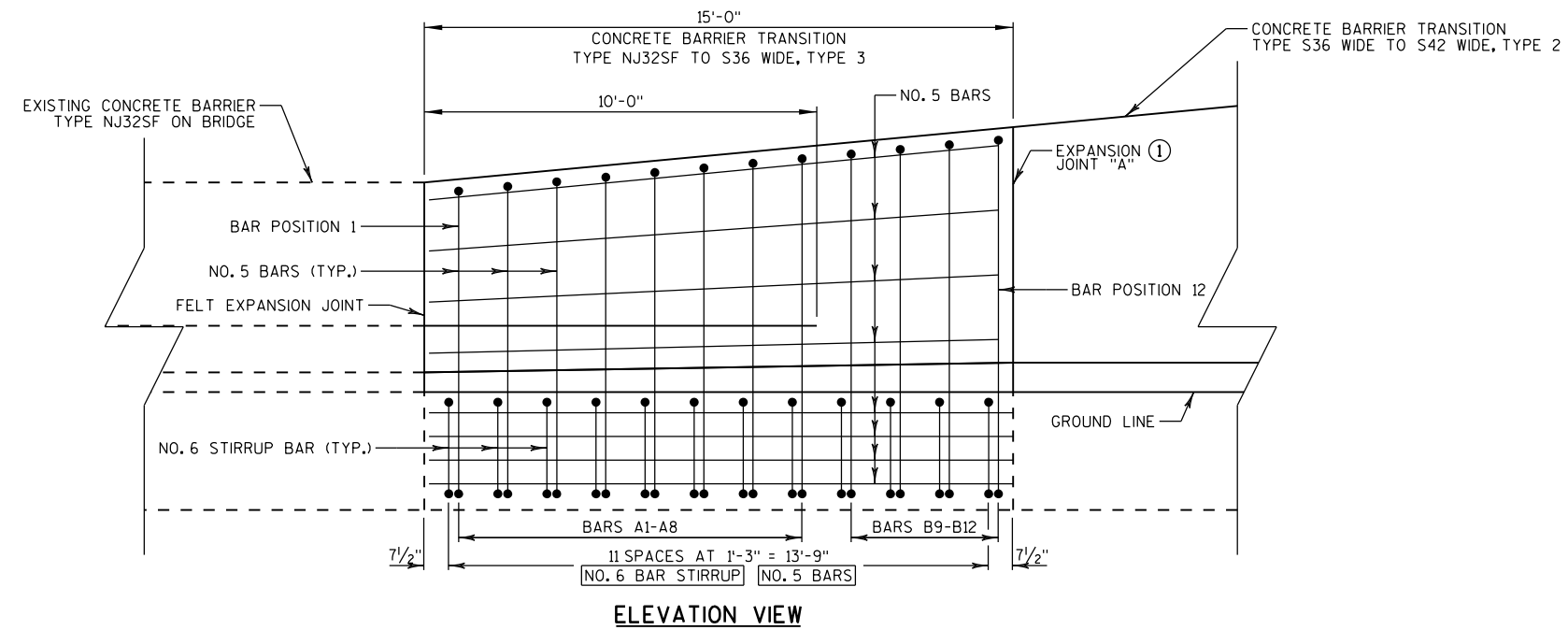
SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

**NOTES:**

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PS/CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

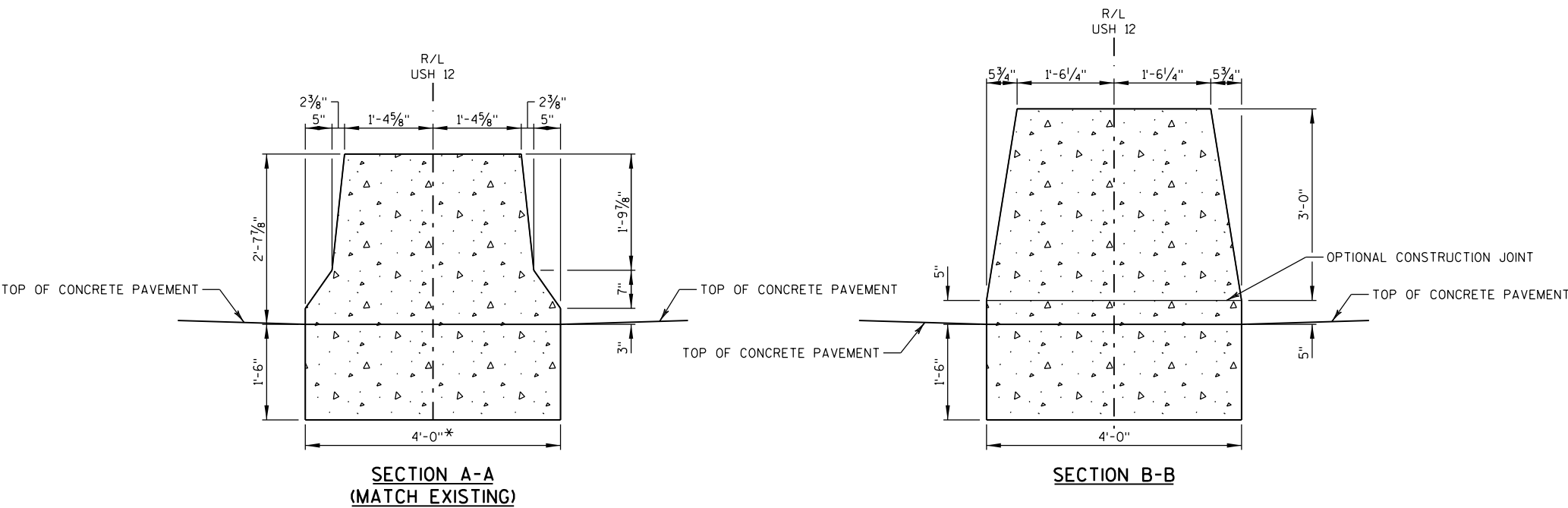
USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

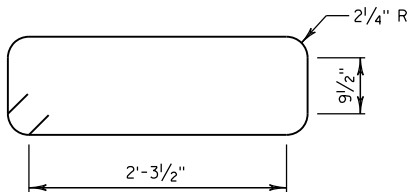
NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.
- *VERIFY EXISTING TYPE NJ32SF CONCRETE BARRIER DIMENSIONS PRIOR TO FABRICATING BARS. ADJUST BAR BEND DIMENSIONS AS REQUIRED TO PROVIDE 2" CLEAR COVER.



BAR	A	B	C	D	E
A1	1'-6"	146°-20'	156°-40'	2'-0 1/2"	2'-2 1/4"
A2	1'-6"	149°-25'	159°-45'	2'-0 1/2"	2'-2 1/2"
A3	1'-6 1/2"	152°-40'	162°-55'	2'-1"	2'-3"
A4	1'-7"	155°-40'	165°-30'	2'-1 1/2"	2'-3 1/4"
A5	1'-7"	158°-30'	167°-55'	2'-1 1/2"	2'-3 1/2"
A6	1'-7 1/2"	161°-45'	172°-0'	2'-2"	2'-3 3/4"
A7	1'-8"	164°-25'	175°-05'	2'-2 1/2"	2'-4"
A8	1'-8"	167°-30'	179°-0'	2'-2 1/2"	2'-4 1/4"

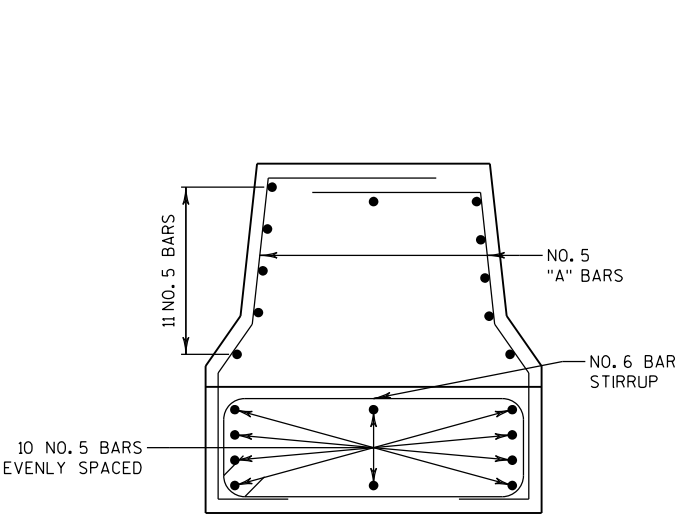
BAR CHART
BAR POSITIONS A1-A8



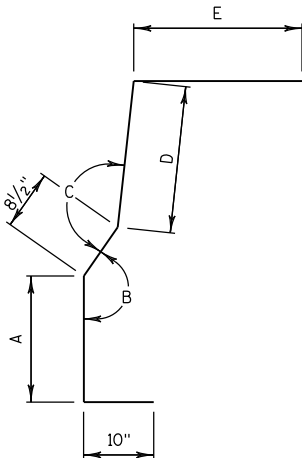
STIRRUP BAR
BENDING DETAIL

BAR	A	B	C	D
B9	1'-8 1/2"	168°-45'	2'-11"	2'-4 1/2"
B10	1'-8 1/2"	169°-30'	2'-11 1/2"	2'-4 3/4"
B11	1'-9"	170°-15'	3'-0"	2'-5"
B12	1'-9"	170°-40'	3'-0 1/2"	2'-5 1/2"

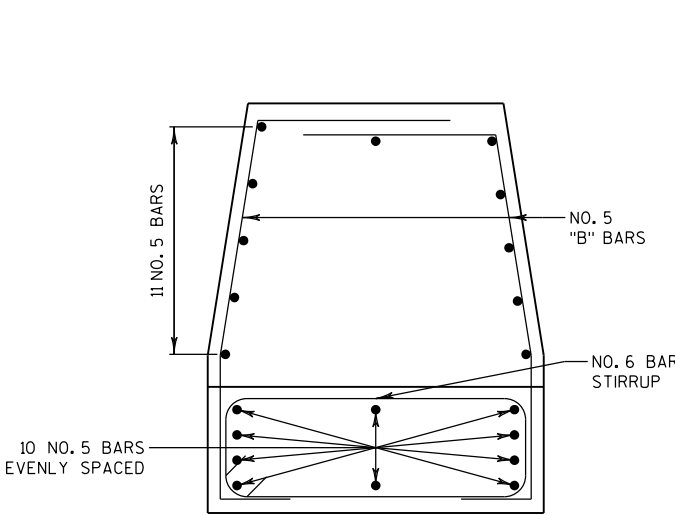
BAR CHART
BAR POSITIONS B9-B12



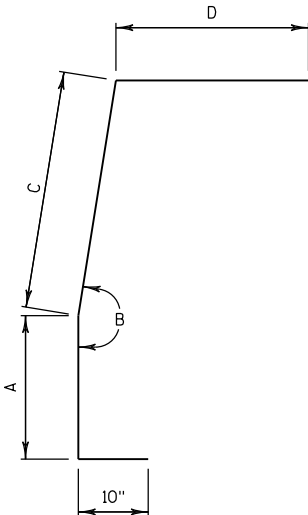
BAR DETAIL
BAR POSITIONS A1-A8



BAR DETAIL
FOR BARS A1-A8

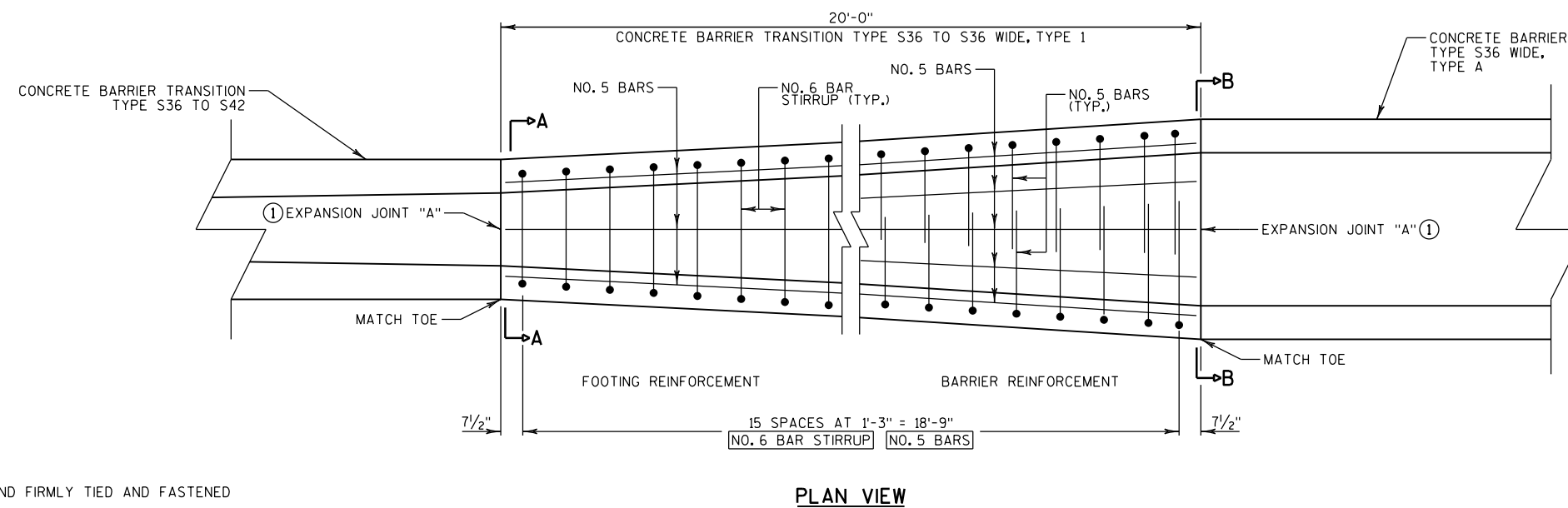
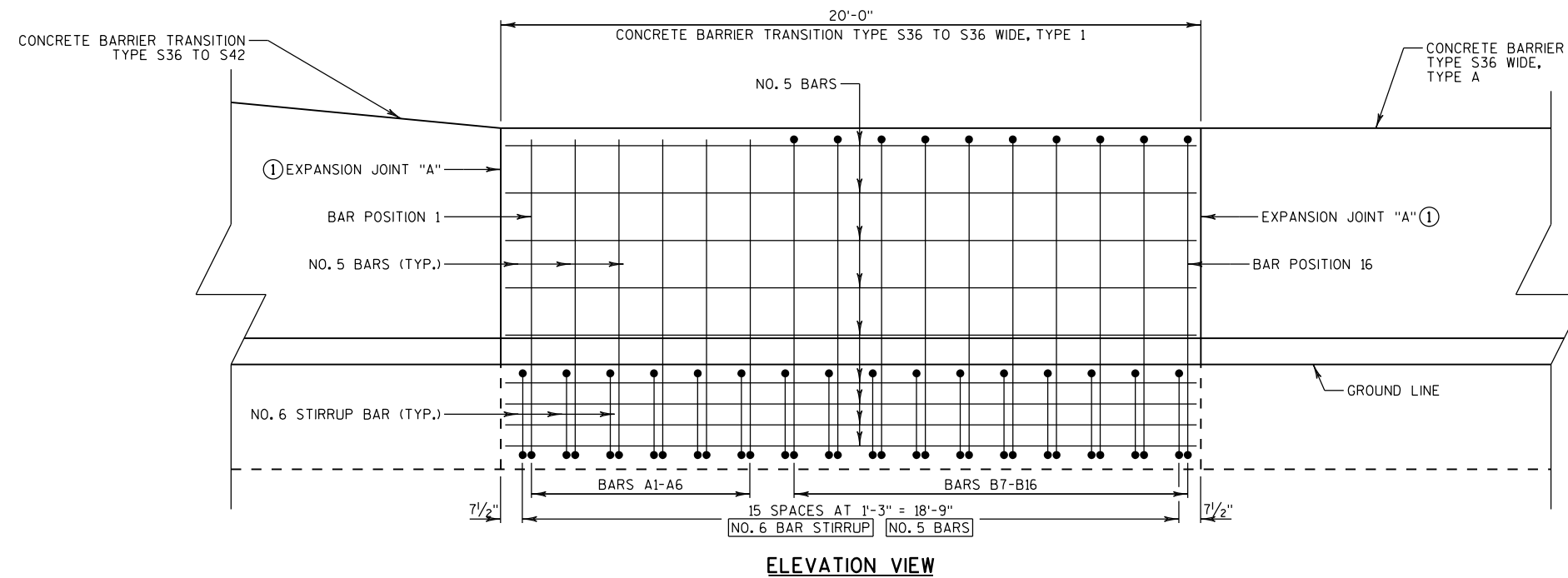


BAR DETAIL
BAR POSITIONS B9-B12



BAR DETAIL
FOR BARS B9-B12

CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 3

**NOTES:**

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

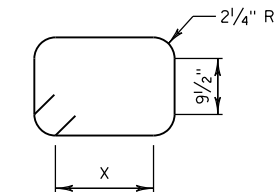
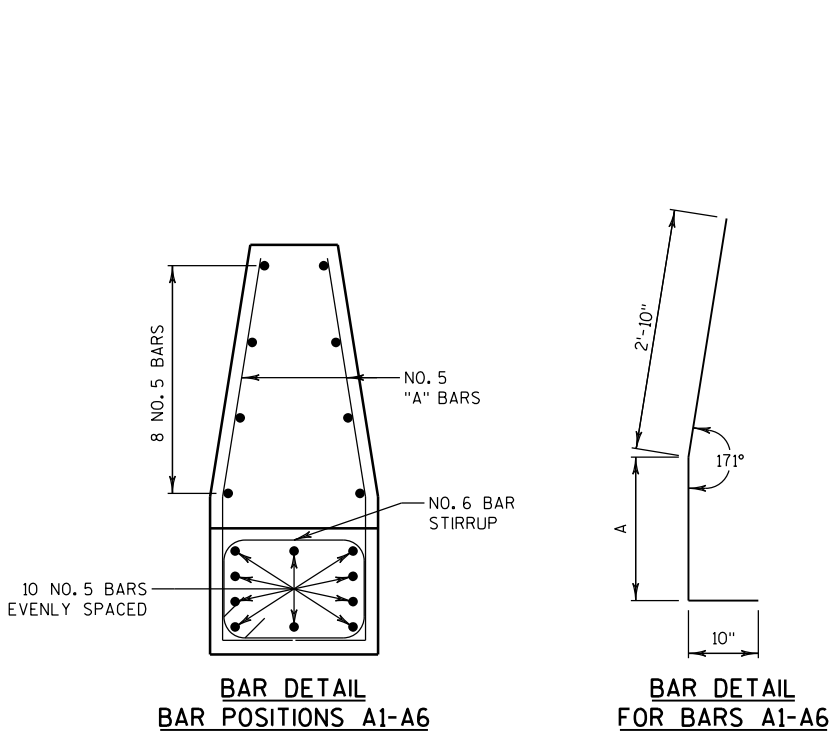
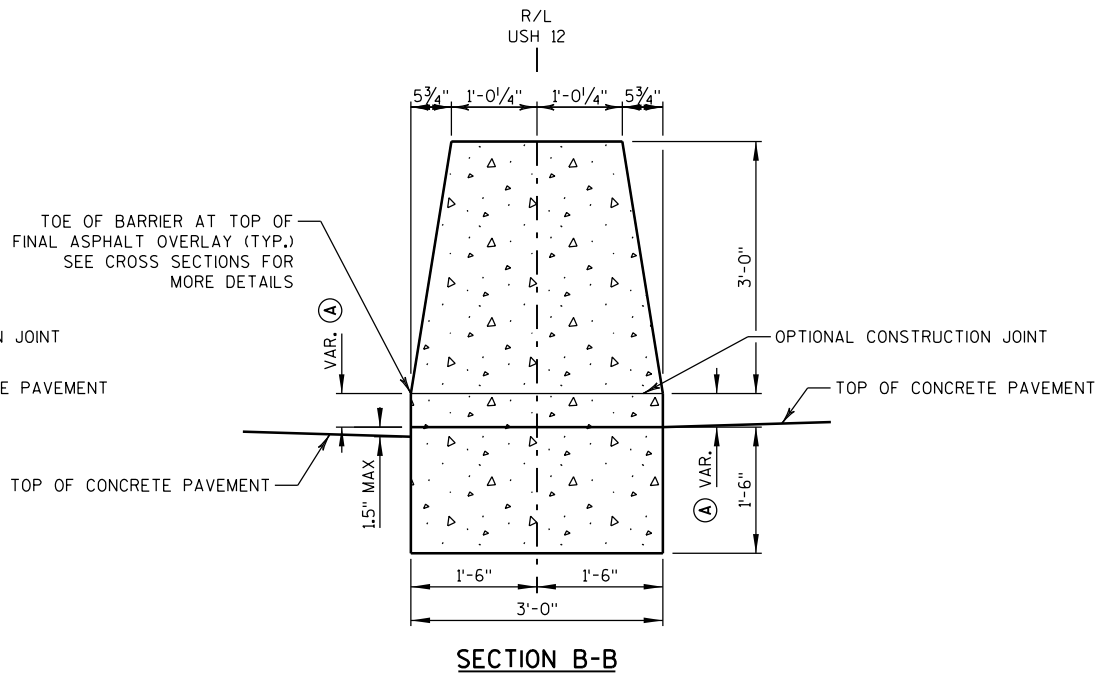
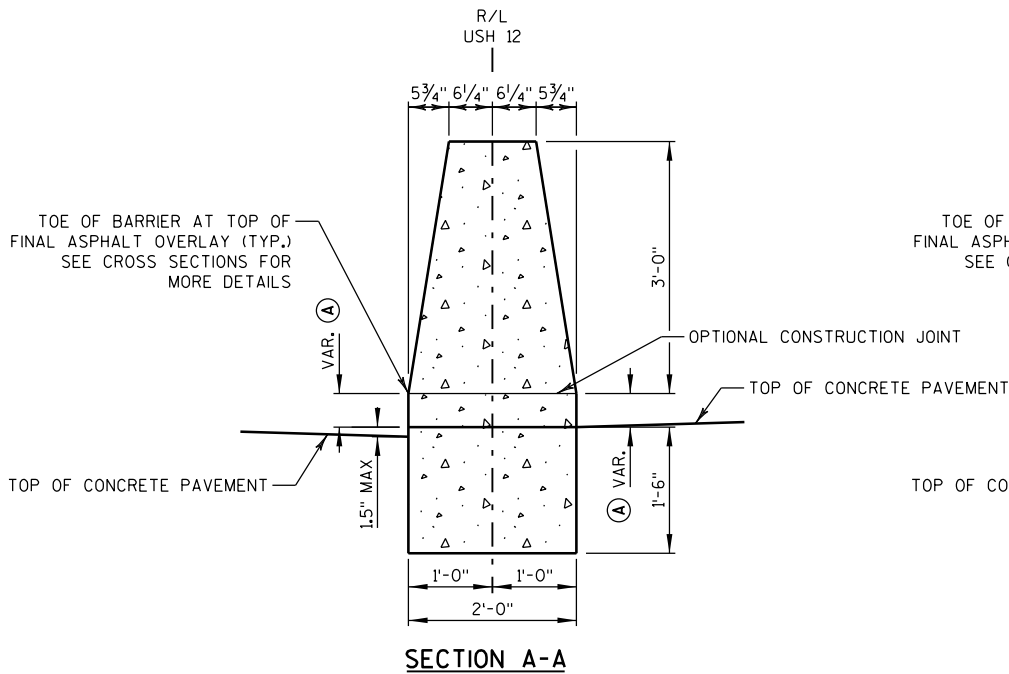
2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 1

NOTES:

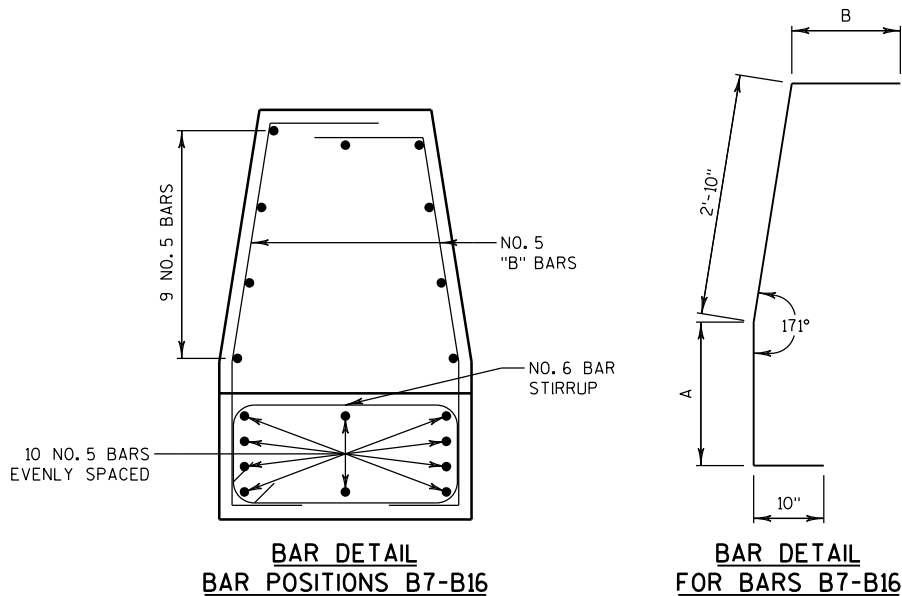
- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.



STIRRUP BAR BENDING DETAIL
X VARIES 1'-3 1/2" TO 2'-3 1/2" OVER 16 BARS.

LIP HEIGHT	A
4"	1'-8"
5"	1'-9"

BAR CHART
BAR POSITIONS A1-A6



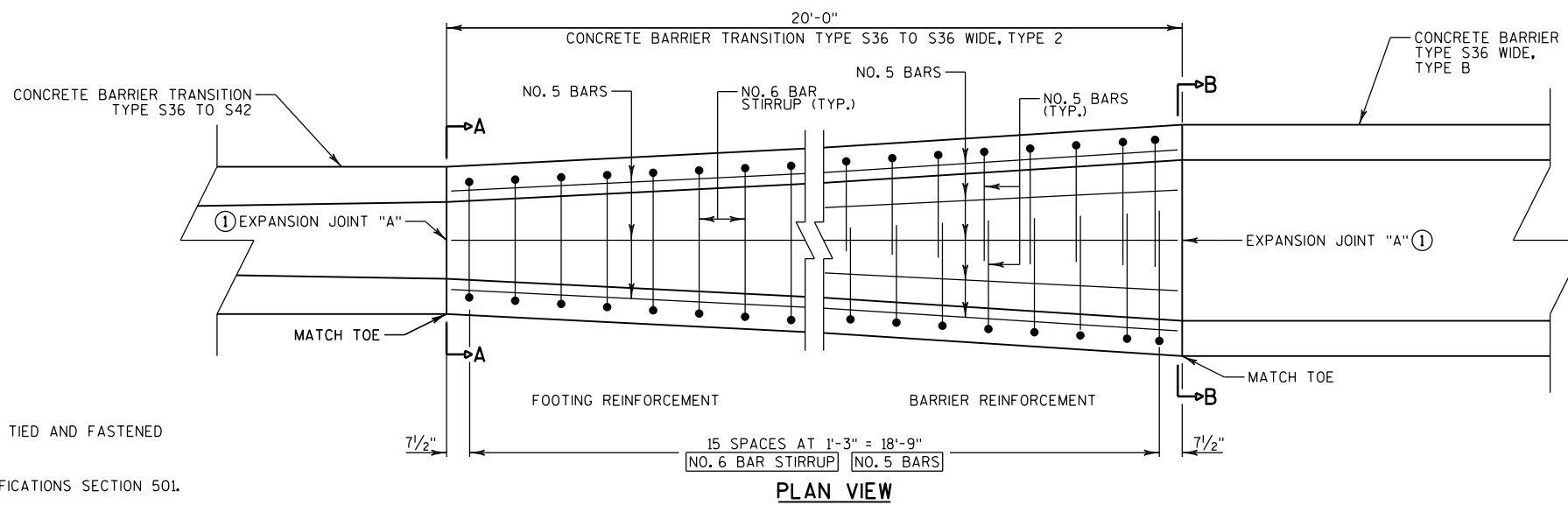
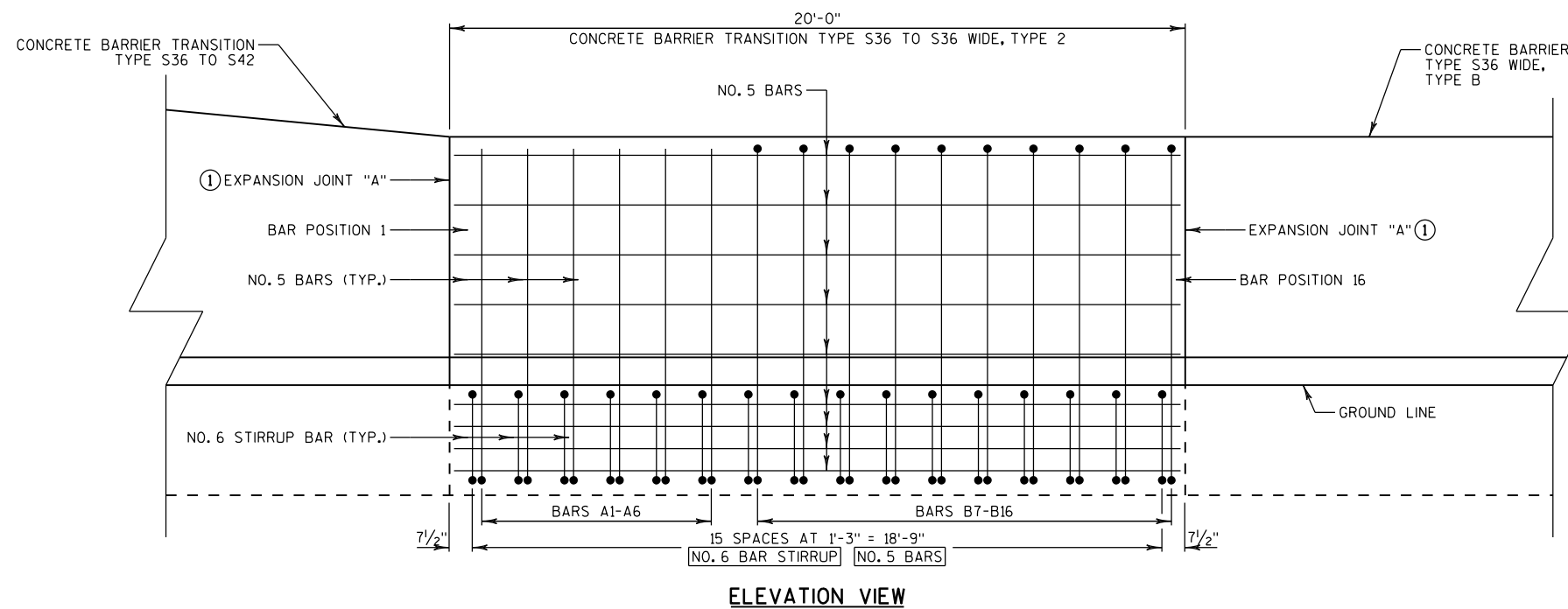
LIP HEIGHT	A
4"	1'-8"
5"	1'-9"

BAR	B
B7	1'-0 1/4"
B8	1'-2"
B9	1'-2 3/4"
B10	1'-3 1/2"
B11	1'-4 1/4"
B12	1'-5"
B13	1'-5 3/4"
B14	1'-6 1/2"
B15	1'-7 1/4"
B16	1'-8"

BAR CHART
BAR POSITIONS B7-B16

CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 1

STATION RANGE		LIP HEIGHT
STA 515CL+65.75 - STA 608CL+96.43		4"
STA 608CL+96.43 - STA 795CL+88.66		5"
STA 822CL+40.12 - STA 831CL+19.26		4"
STA 832CL+96.18 - STA 909CL+26.43		5"

**NOTES:**

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

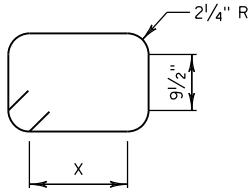
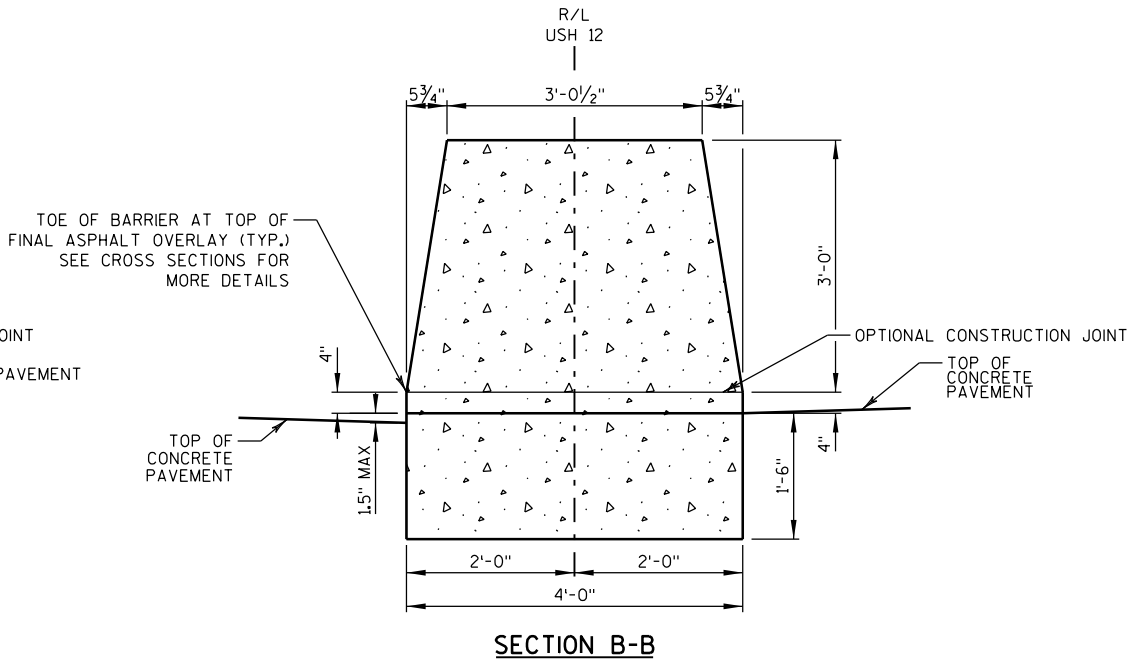
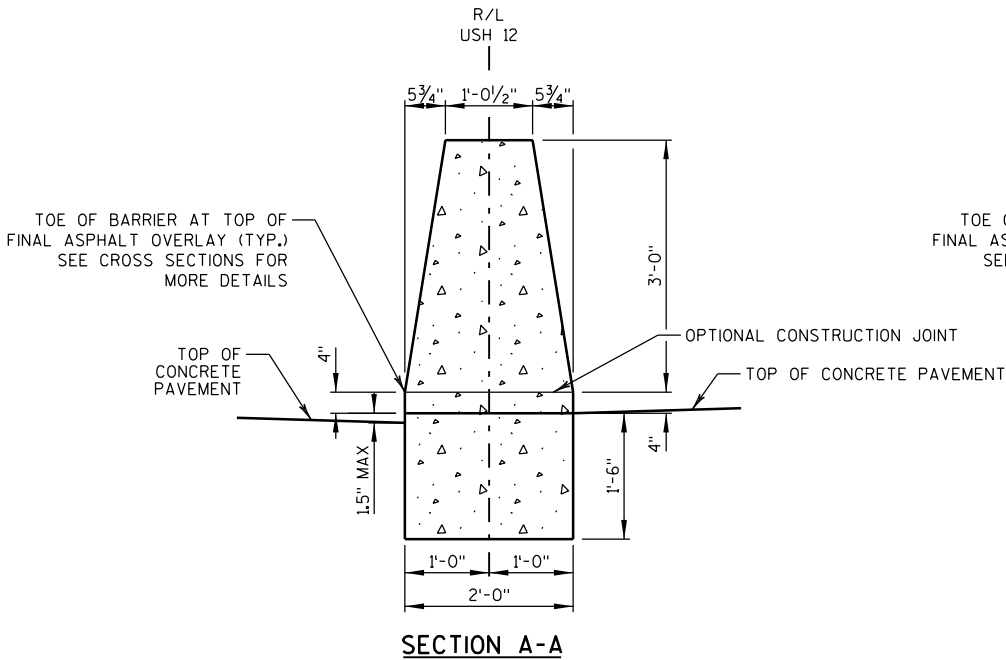
2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 2

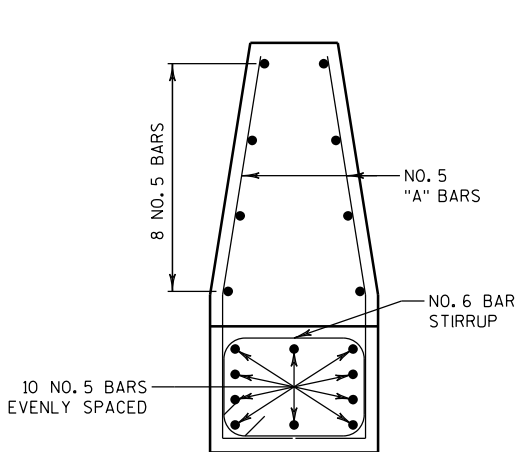
NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.

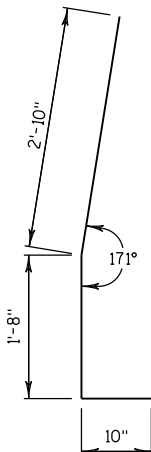


STIRRUP BAR BENDING DETAIL

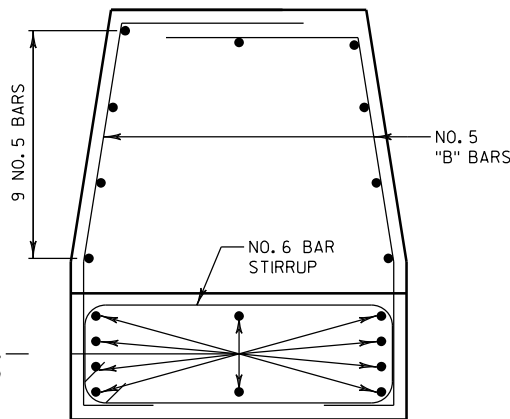
X VARIES 1'-3 1/2" TO 3'-3 1/2" OVER 16 BARS.



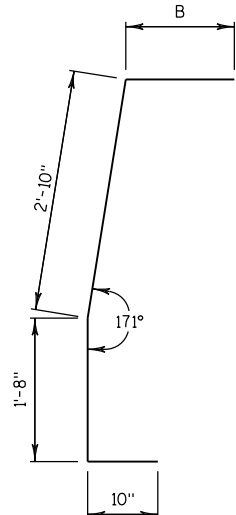
BAR DETAIL
BAR POSITIONS A1-A6



BAR DETAIL
FOR BARS A1-A6



BAR DETAIL
BAR POSITIONS B7-B16

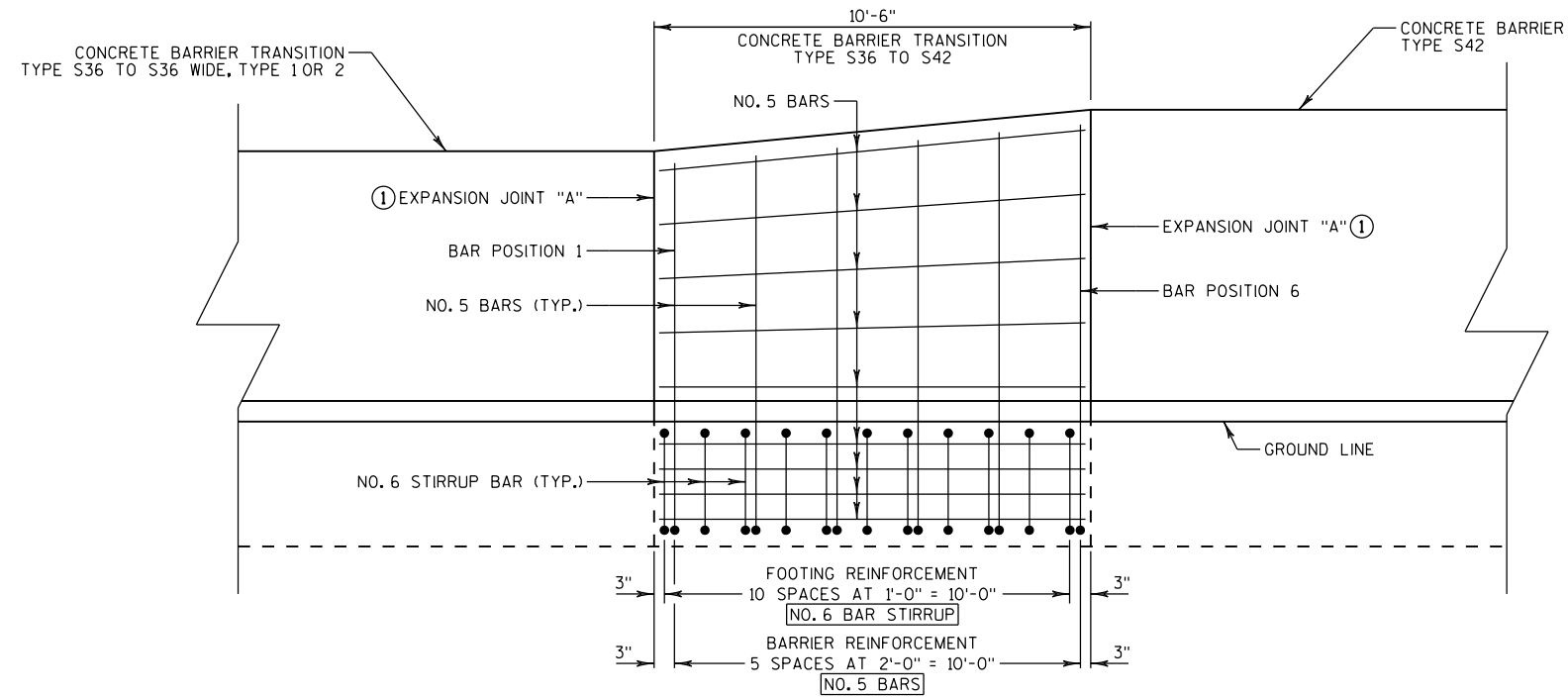


BAR DETAIL
FOR BARS B7-B16

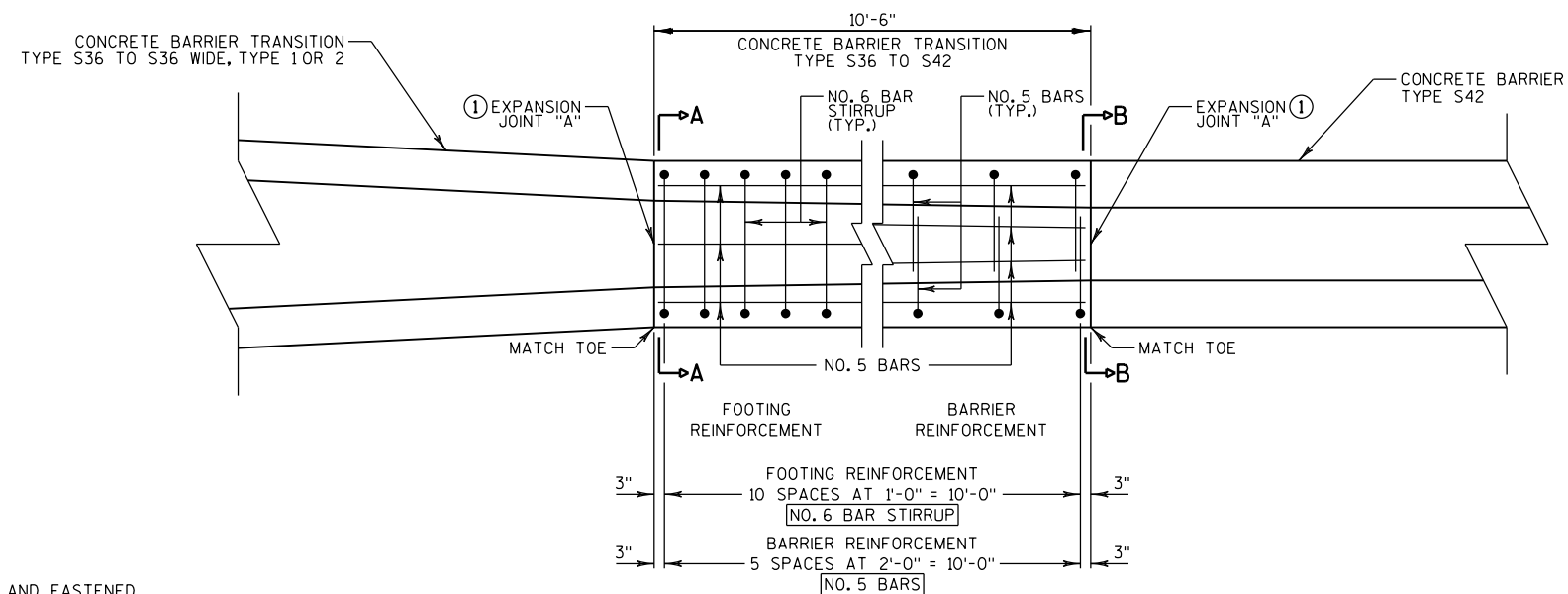
BAR	B
B7	1'-6 1/4"
B8	1'-7 3/4"
B9	1'-9 1/4"
B10	1'-10 3/4"
B11	2'-0 1/4"
B12	2'-1 3/4"
B13	2'-3 1/4"
B14	2'-4 3/4"
B15	2'-6 1/4"
B16	2'-7 3/4"

BAR CHART
BAR POSITIONS B7-B16

CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 2



ELEVATION VIEW



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S36 TO S42

2

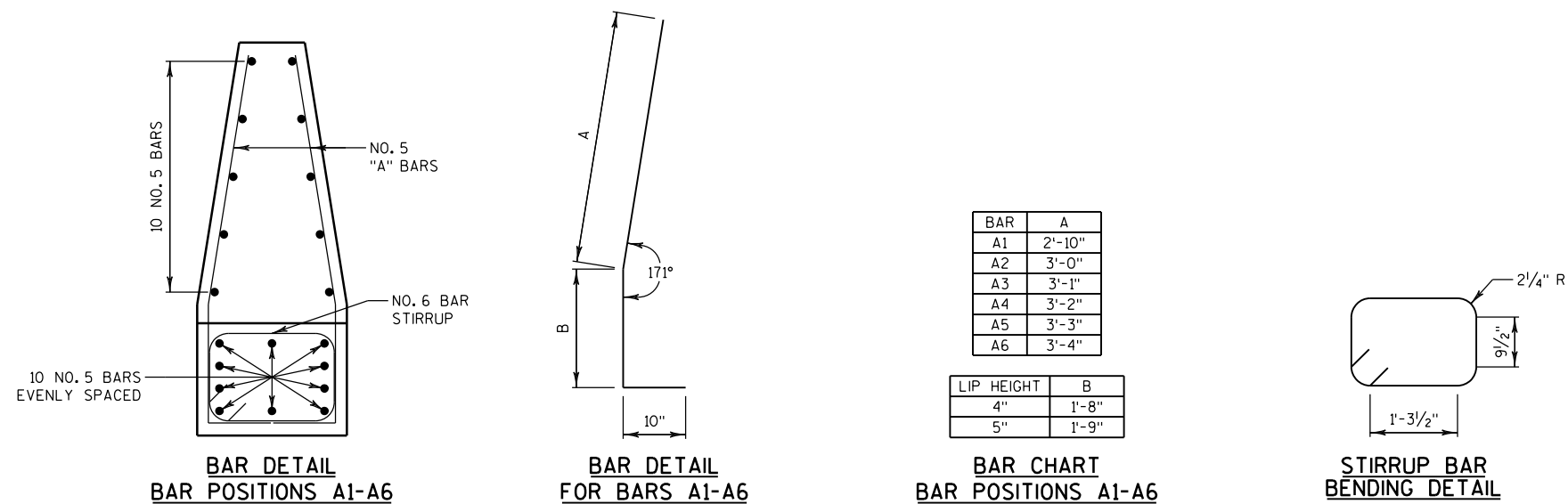
SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

A

STATION RANGE	LIP HEIGHT
STA 515CL+65.75 - STA 608CL+96.43	4"
STA 608CL+96.43 - STA 795CL+88.66	5"
STA 822CL+40.12 - STA 831CL+19.26	4"
STA 832CL+96.18 - STA 909CL+26.43	5"

2



PROJECT NO: 1206-06-79

HWY: USH 12

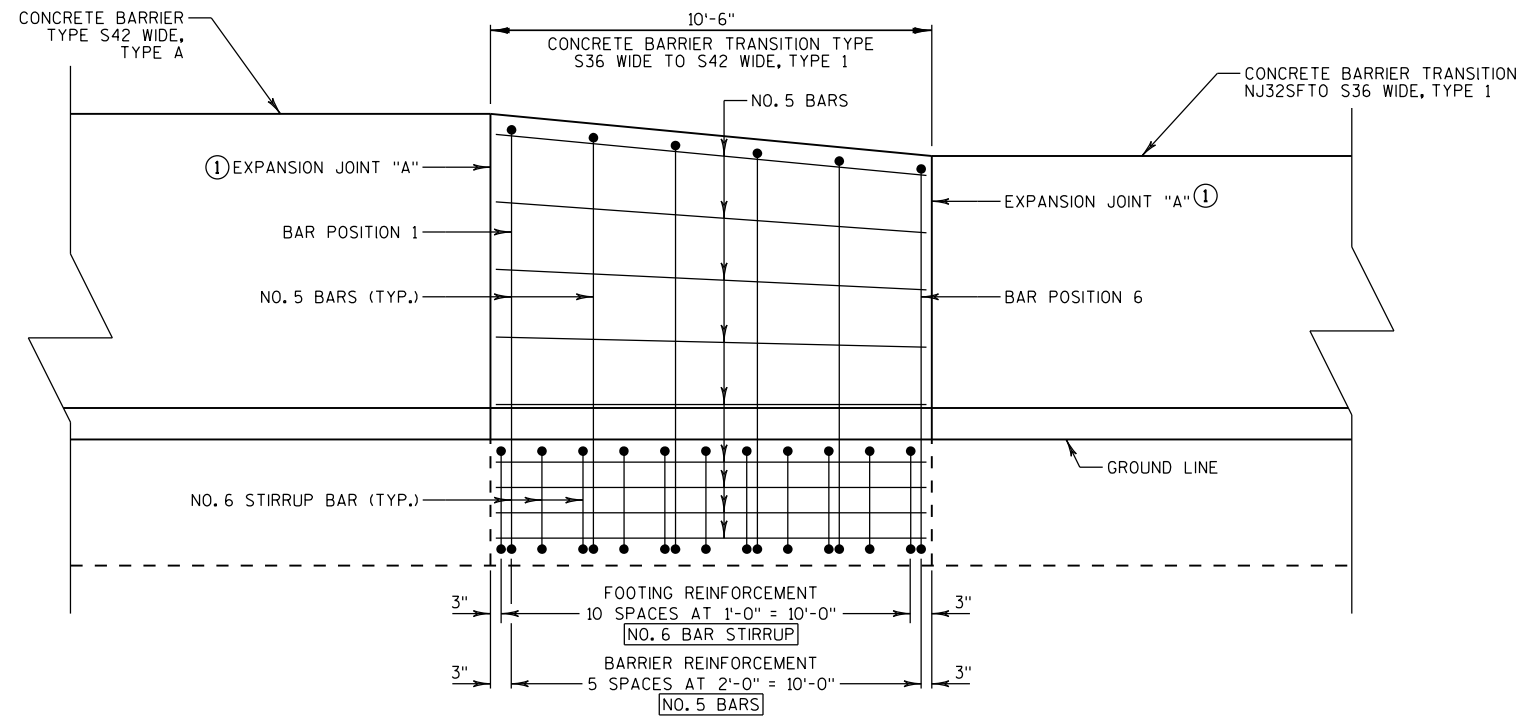
COUNTY: DANE

CONSTRUCTION DETAILS

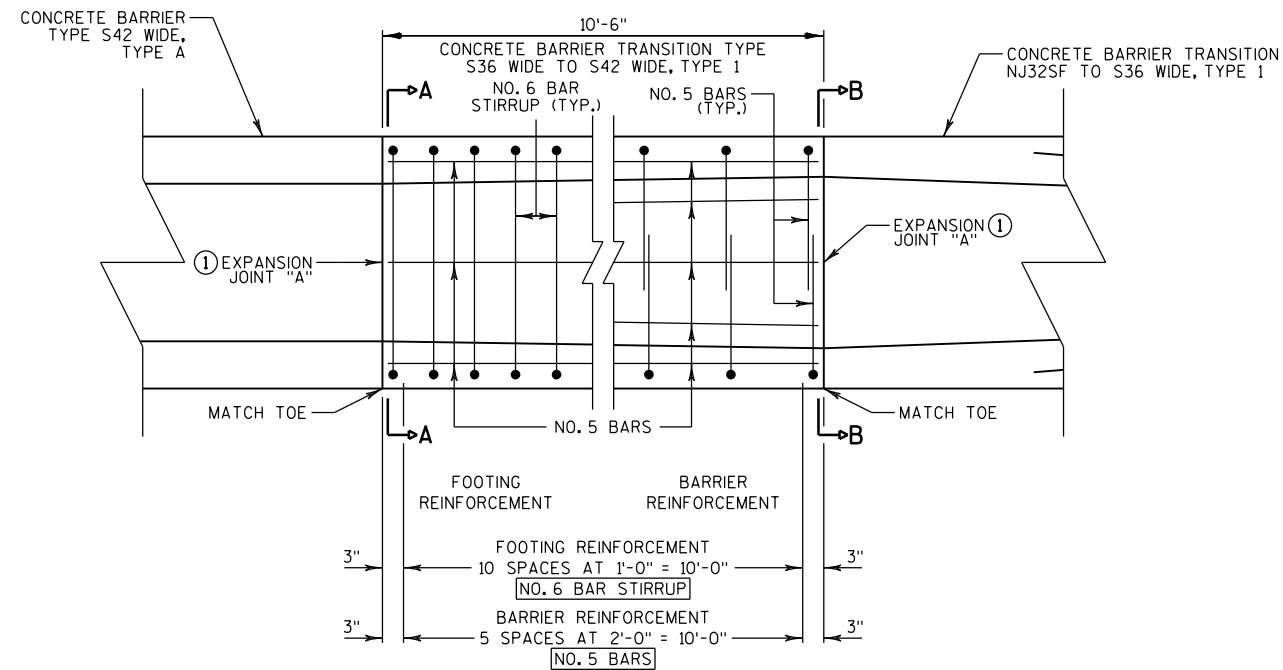
SHEET

04

E



ELEVATION VIEW



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

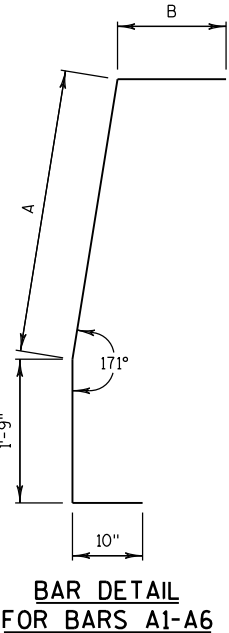
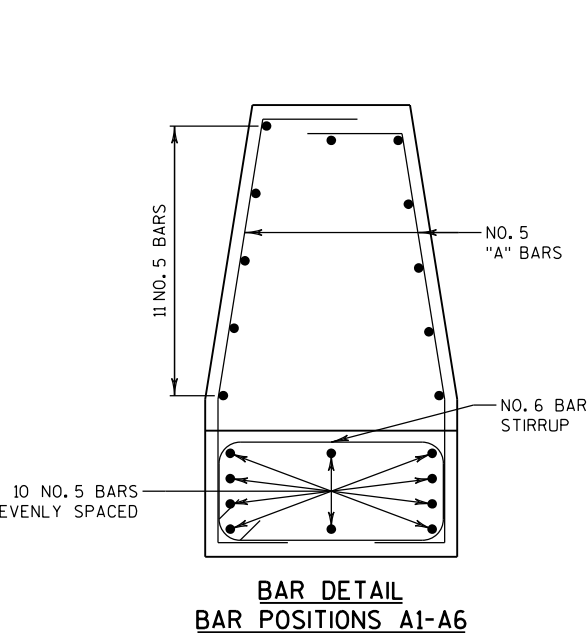
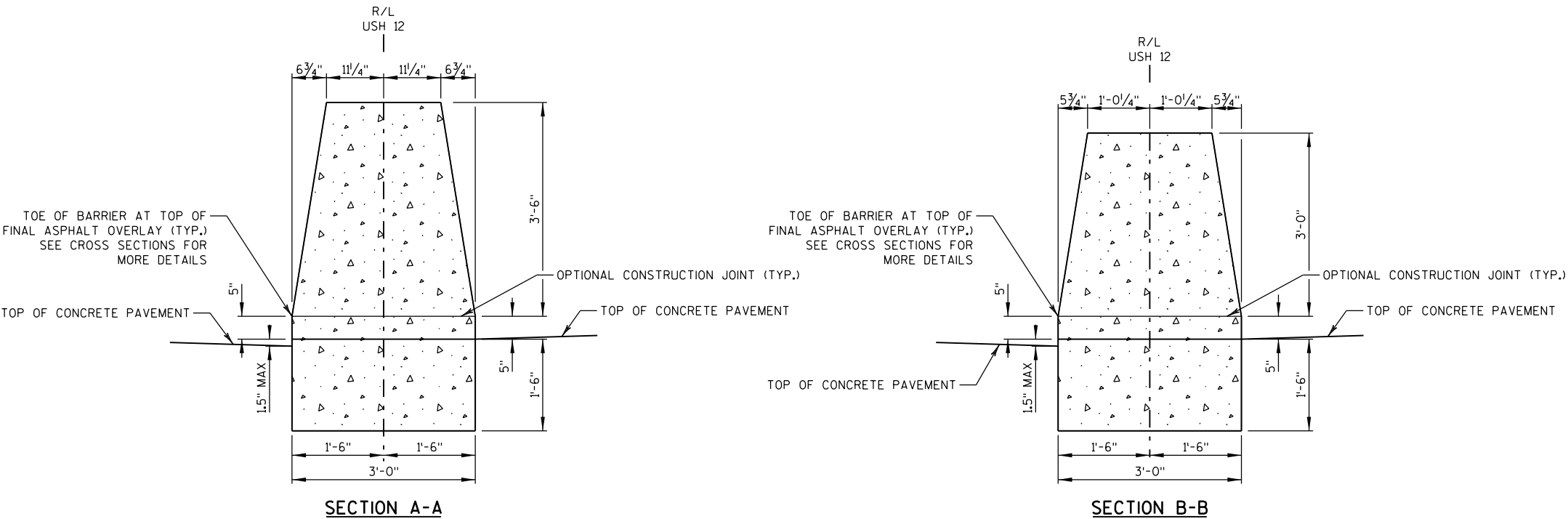
2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S36 WIDE TO S42 WIDE, TYPE 1

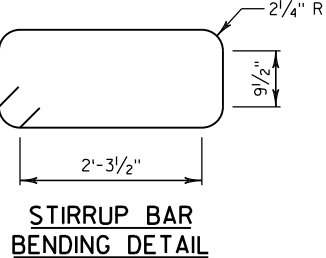
NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.

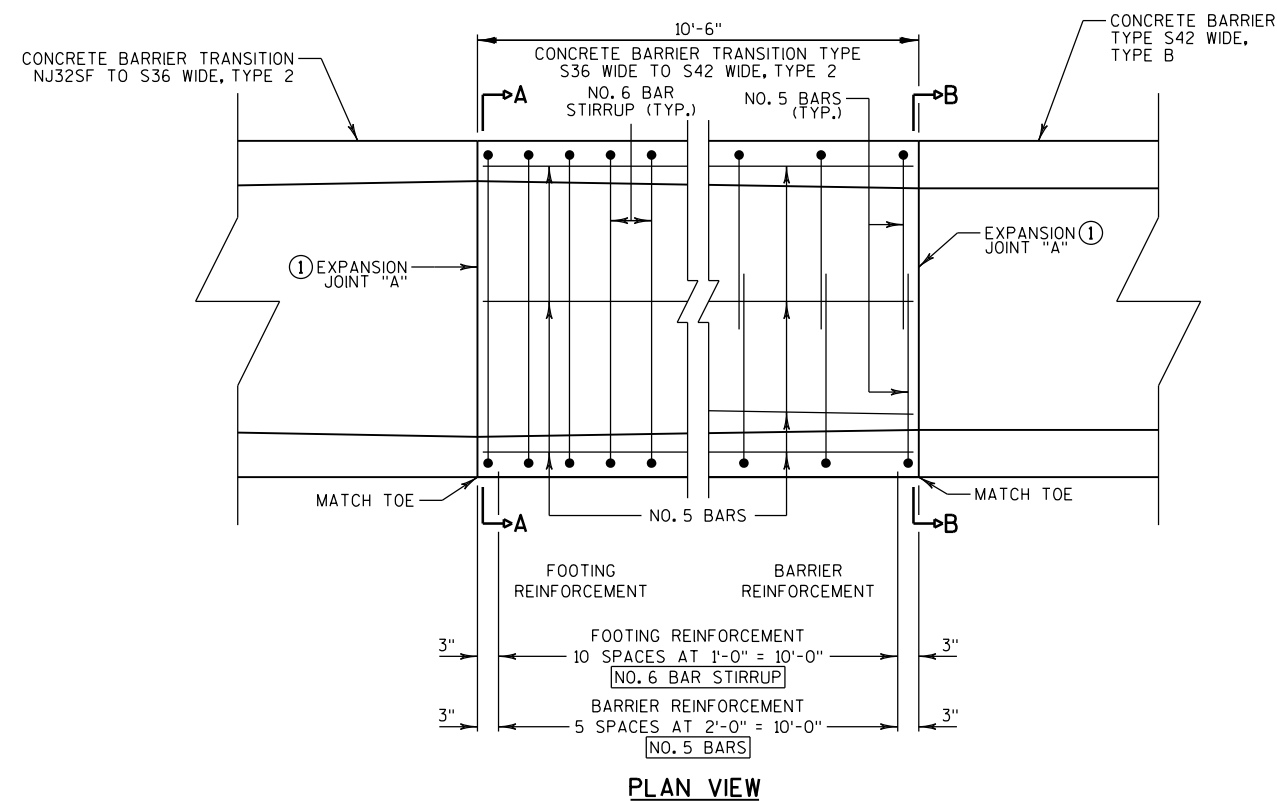
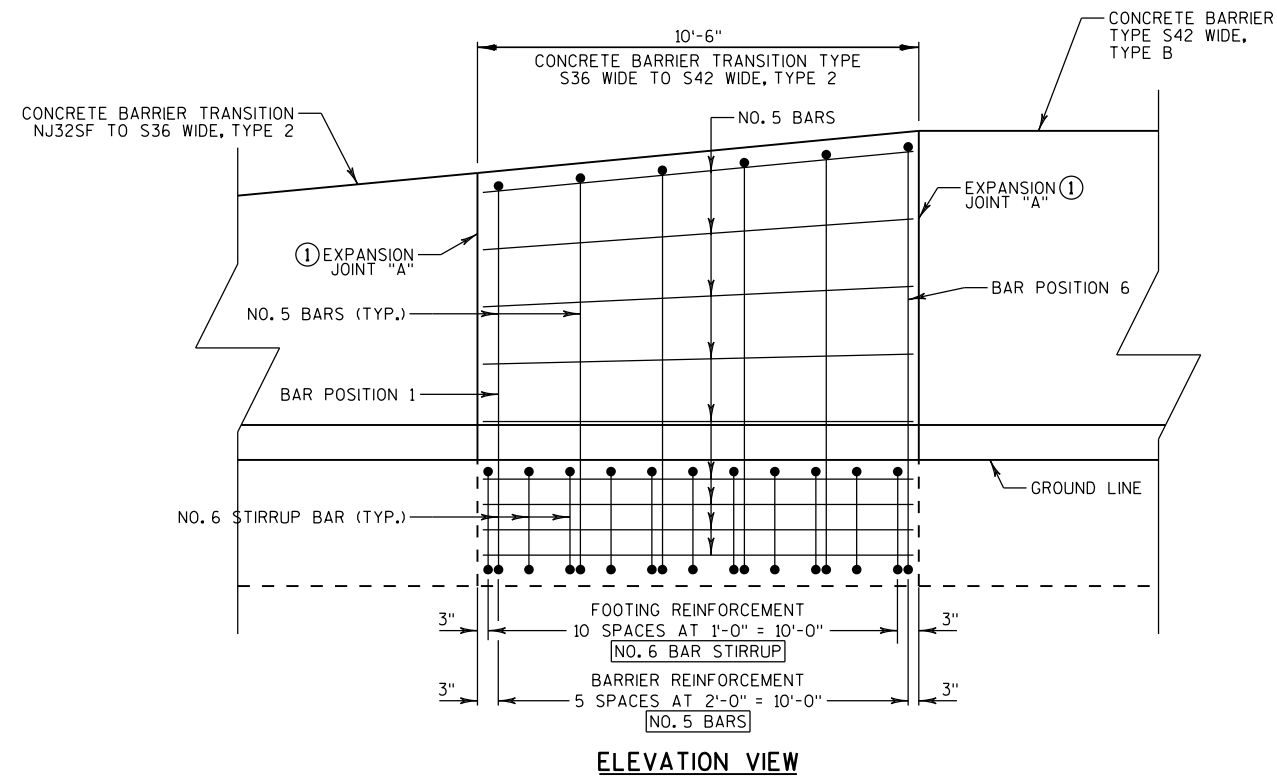


BAR	A	B
A1	3'-4"	1'-3 1/2"
A2	3'-3"	1'-4"
A3	3'-2"	1'-4 1/2"
A4	3'-1"	1'-4 3/4"
A5	3'-0"	1'-5"
A6	2'-10"	1'-5 1/2"

BAR CHART
BAR POSITIONS A1-A6



CONCRETE BARRIER TRANSITION TYPE S36 WIDE TO S42 WIDE, TYPE 1

**NOTES:**

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PS/CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

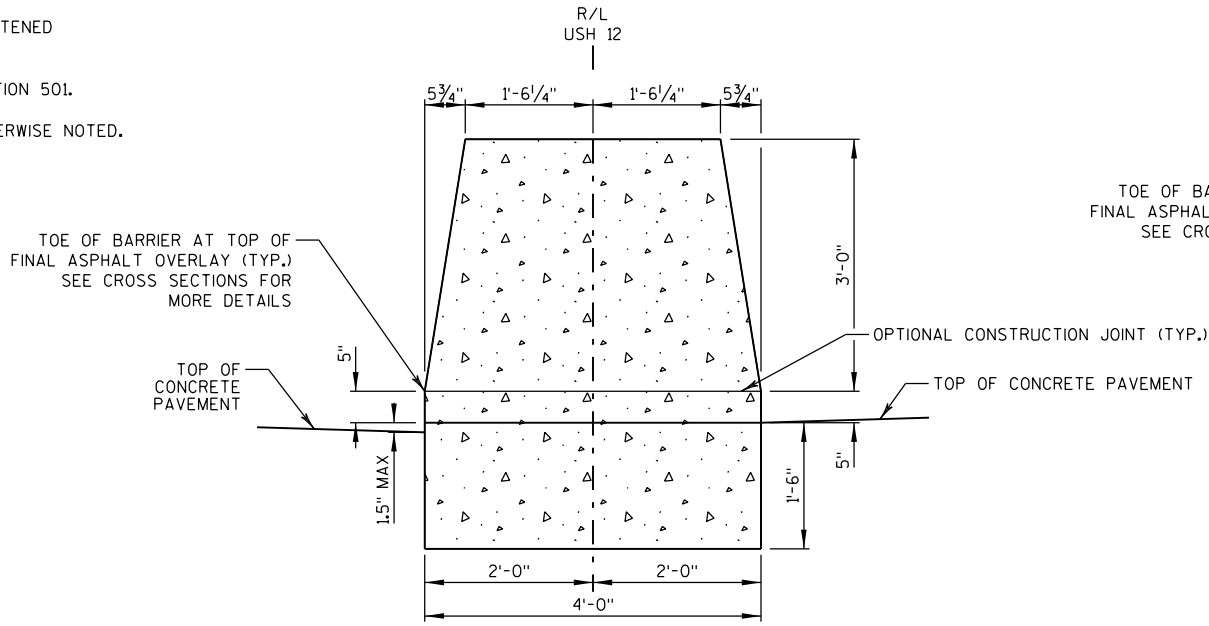
2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

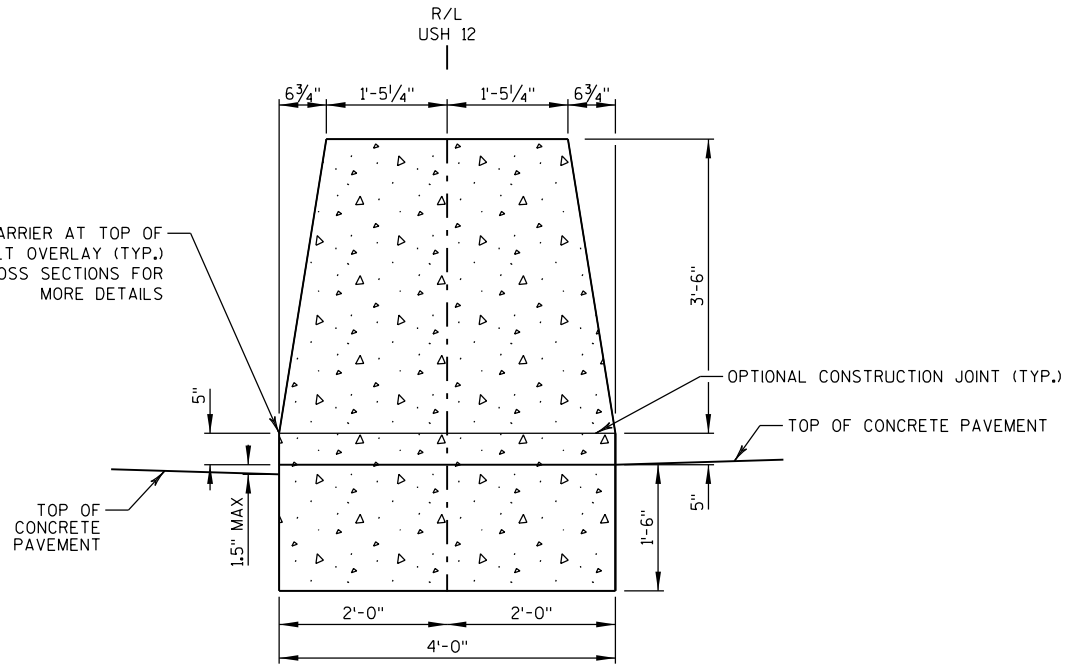
CONCRETE BARRIER TRANSITION TYPE S36 WIDE TO S42 WIDE, TYPE 2

NOTES:

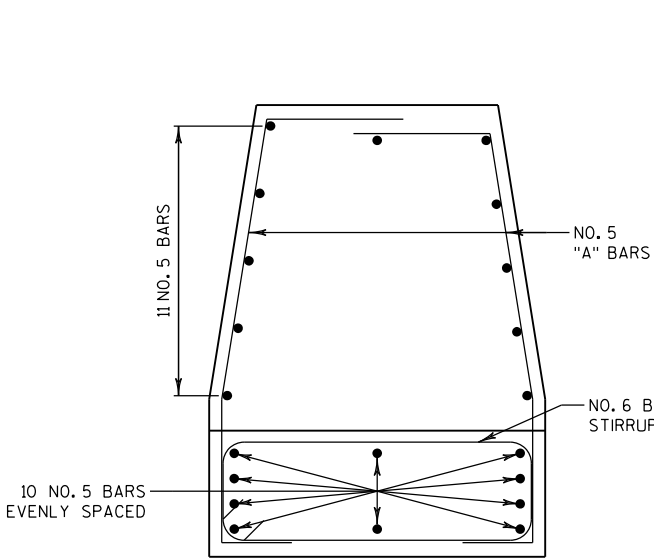
- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.



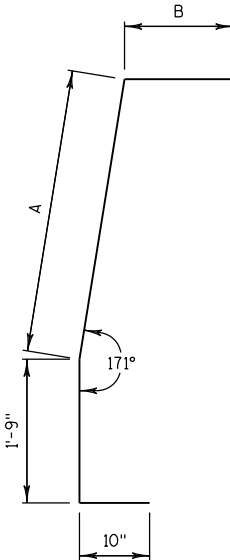
SECTION A-A



SECTION B-B



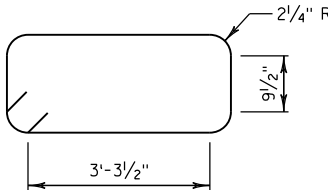
BAR DETAIL
BAR POSITIONS A1-A6



BAR DETAIL
FOR BARS A1-A6

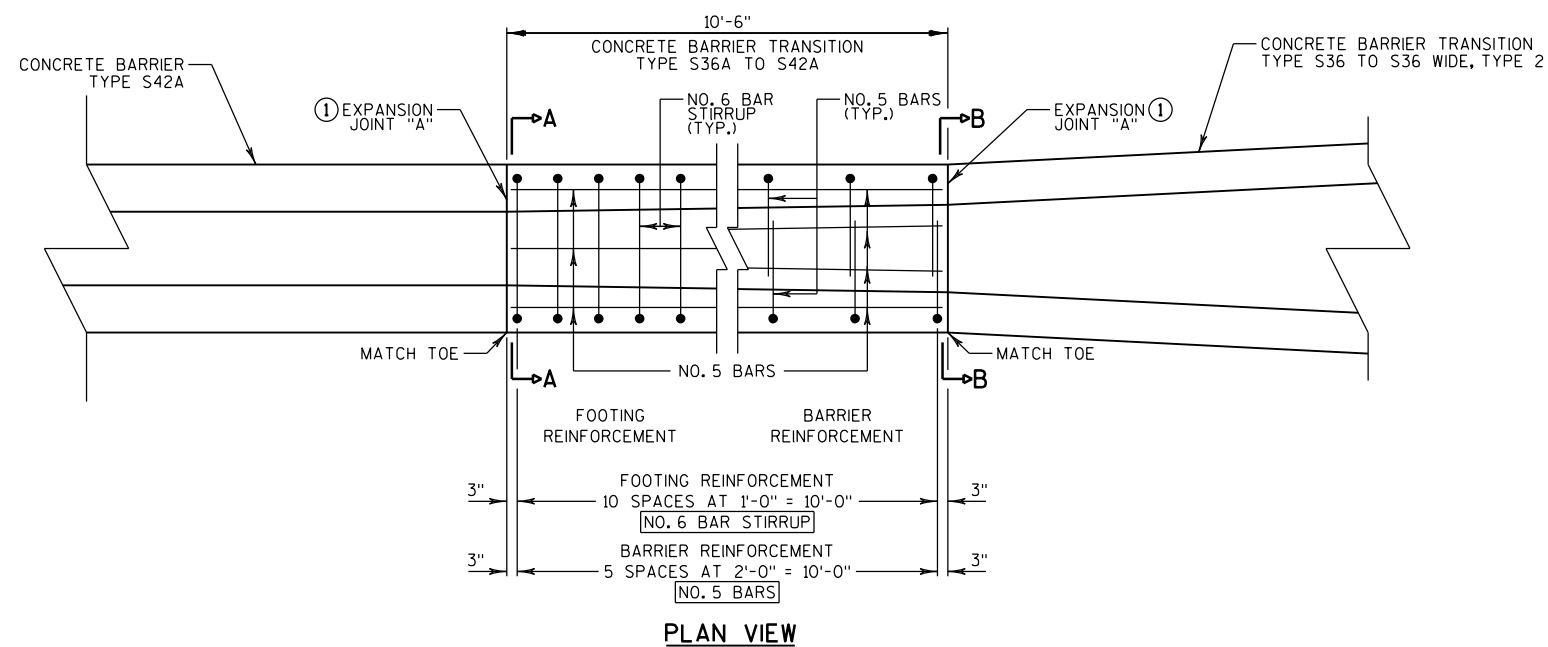
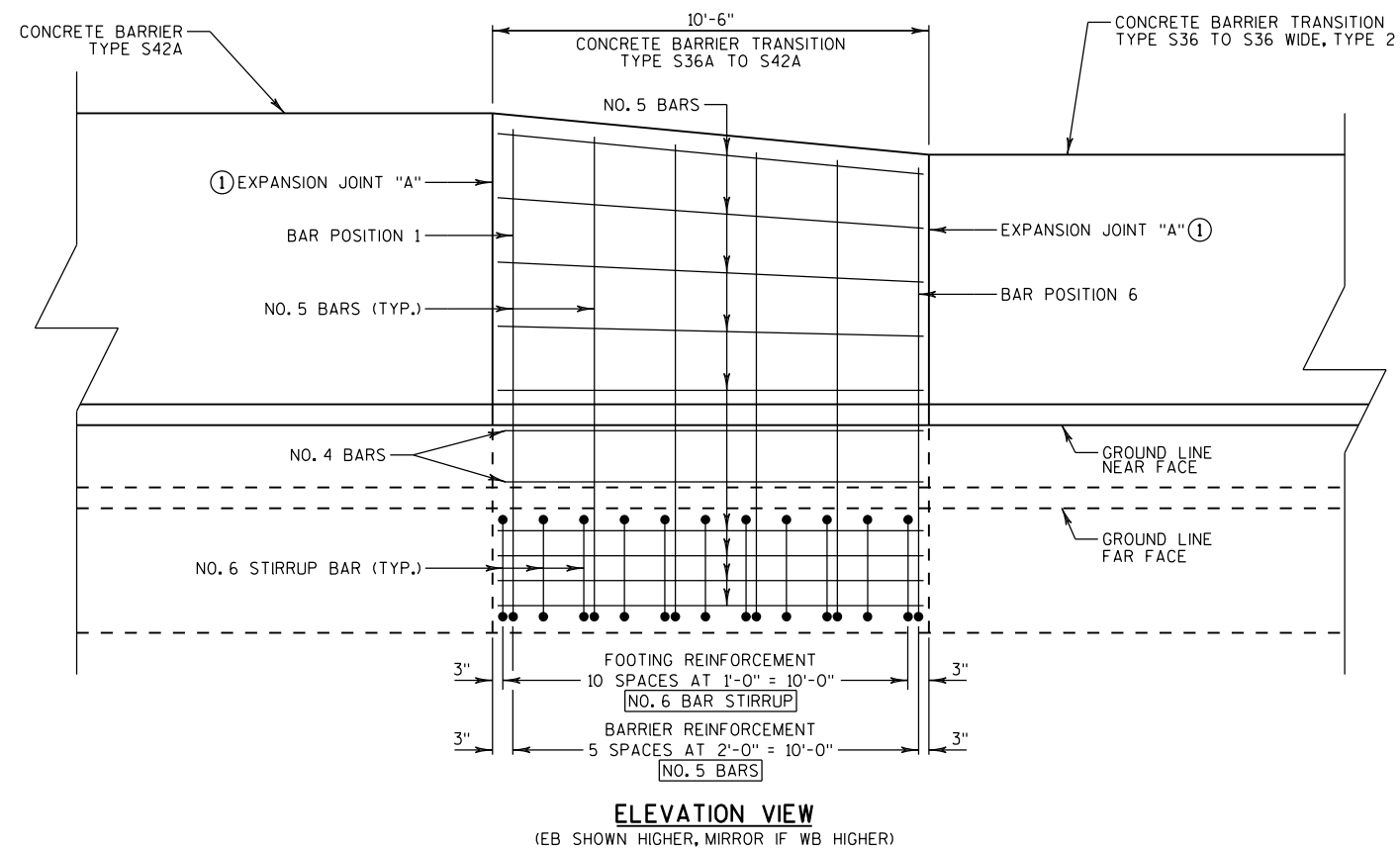
BAR	A	B
A1	2'-10"	2'-5 1/2"
A2	3'-0"	2'-5"
A3	3'-1"	2'-4 3/4"
A4	3'-2"	2'-4 1/2"
A5	3'-3"	2'-4"
A6	3'-4"	2'-3 1/2"

BAR CHART
BAR POSITIONS A1-A6



STIRRUP BAR
BENDING DETAIL

CONCRETE BARRIER TRANSITION TYPE S36 WIDE TO S42 WIDE, TYPE 2

**NOTES:**

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

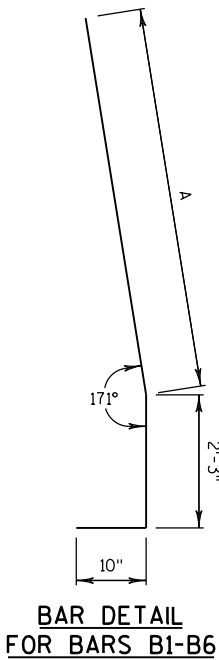
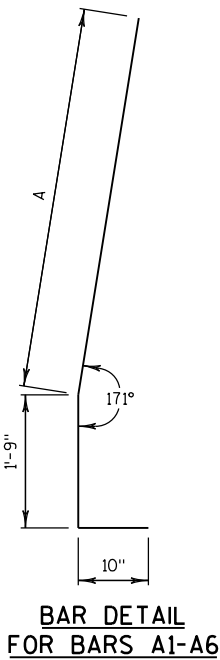
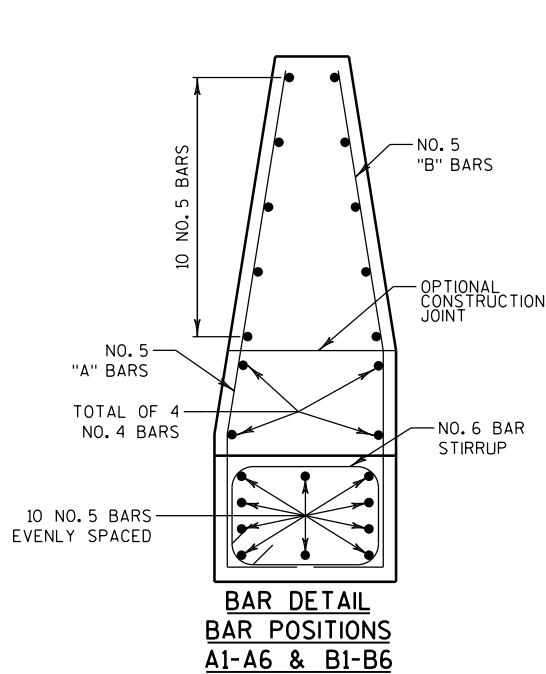
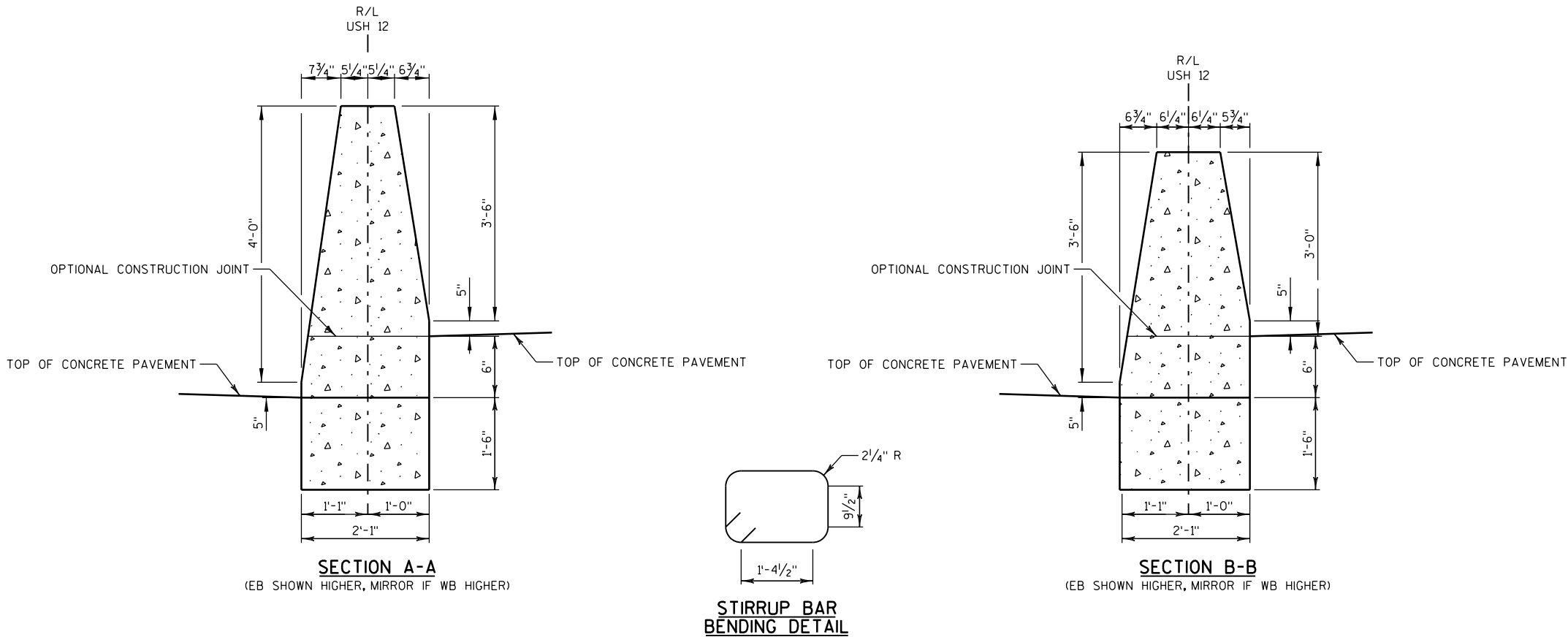
2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S36A TO S42A

NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.



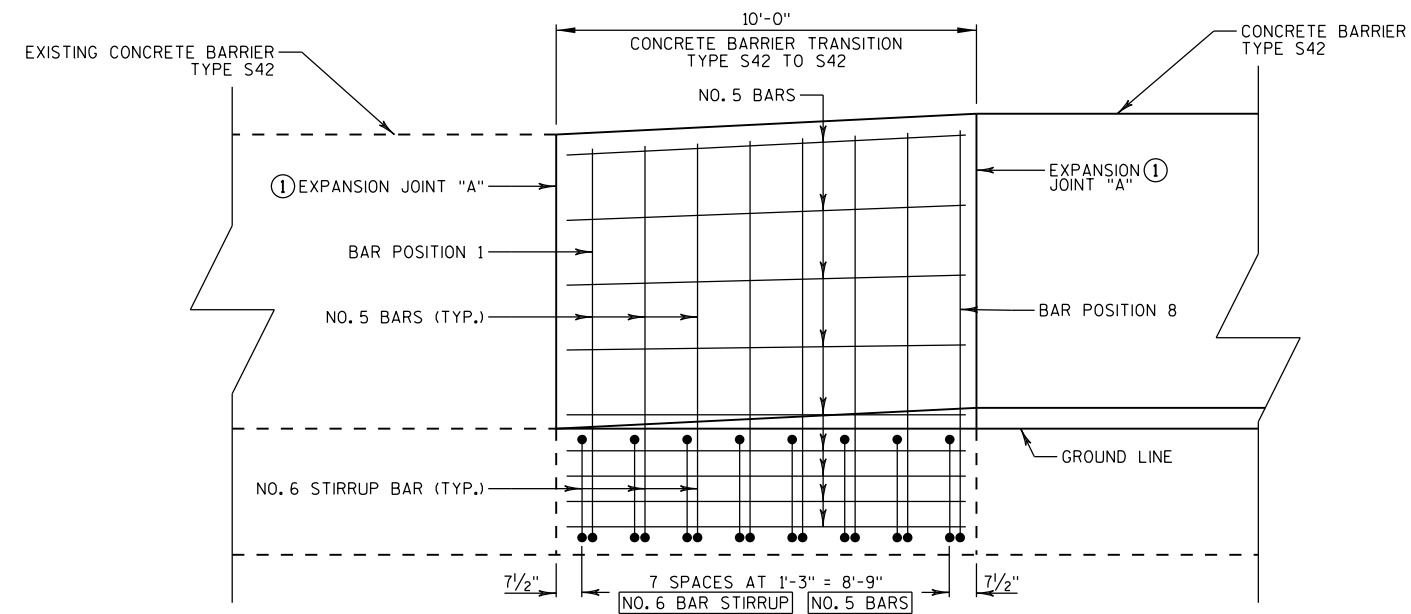
BAR CHART
BAR POSITIONS A1-A6

BAR	A
A1	3'-10"
A2	3'-9"
A3	3'-8"
A4	3'-7"
A5	3'-6"
A6	3'-4"

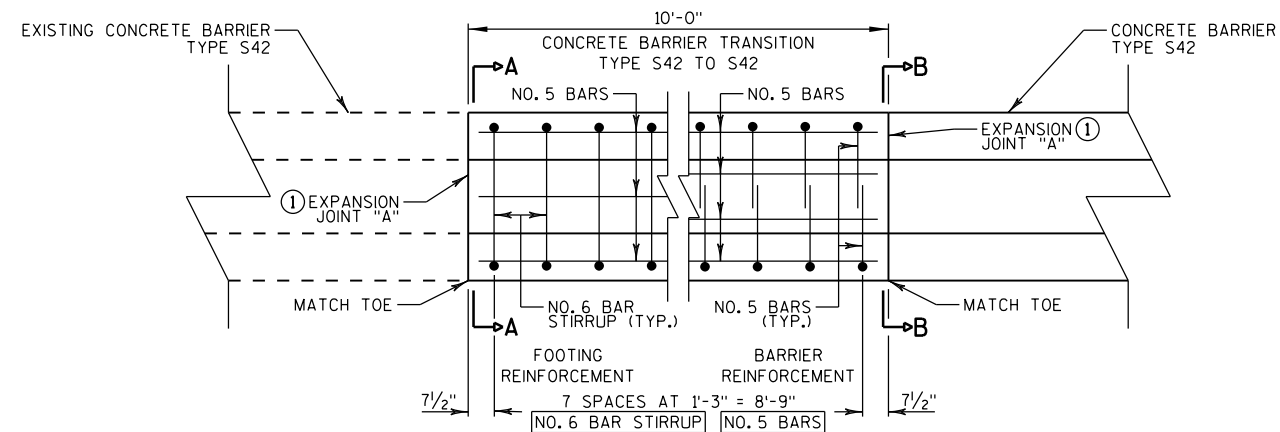
BAR CHART
BAR POSITIONS B1-B6

BAR	A
B1	3'-4"
B2	3'-3"
B3	3'-2"
B4	3'-1"
B5	3'-0"
B6	2'-10"

CONCRETE BARRIER TRANSITION TYPE S36A TO S42A



ELEVATION VIEW



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S42 TO S42

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

CONSTRUCTION DETAILS

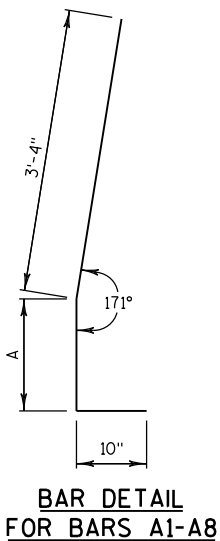
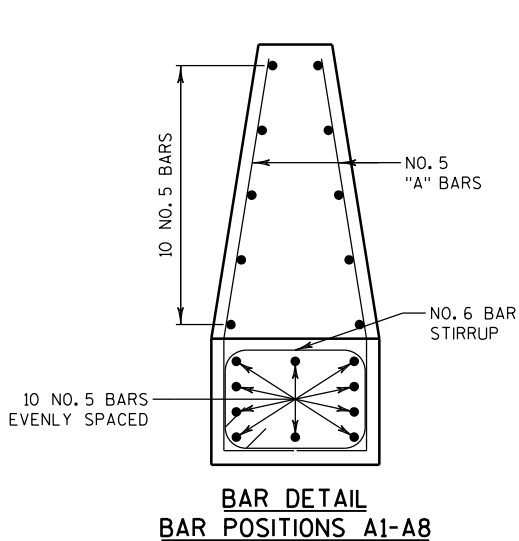
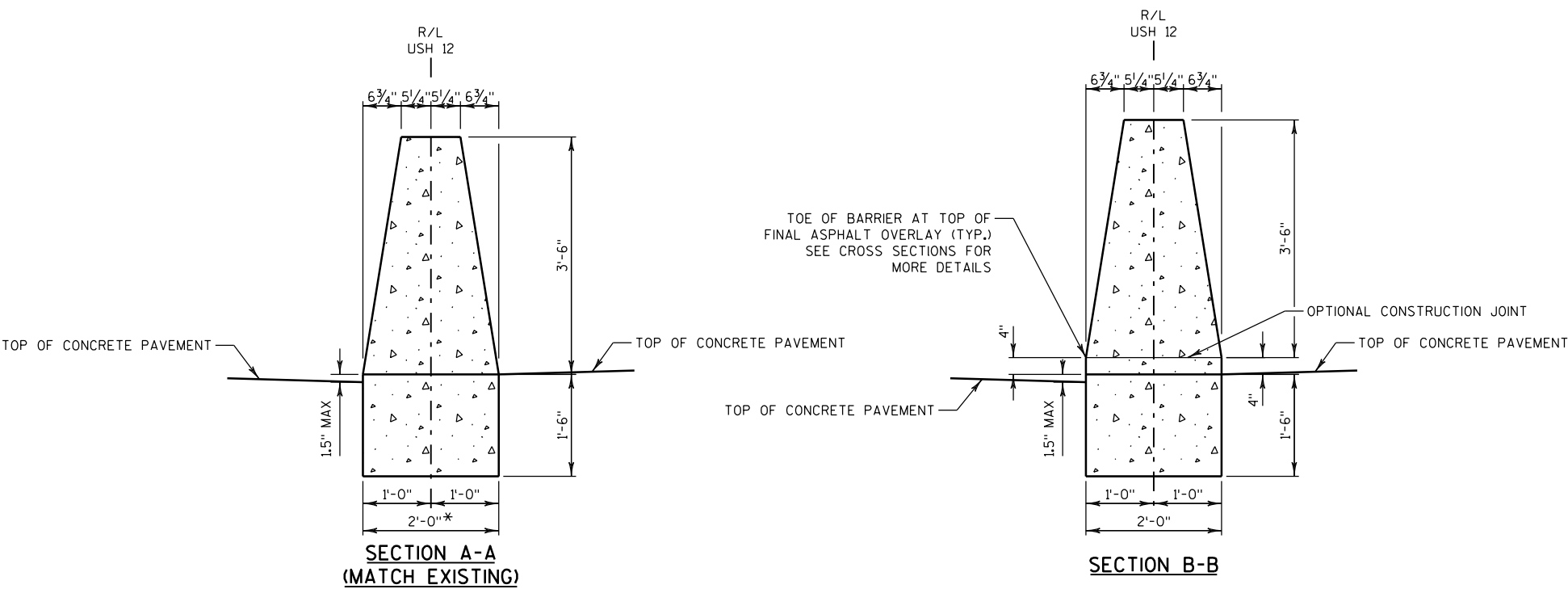
SHEET

111

E

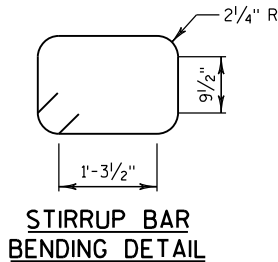
NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.
- *VERIFY EXISTING CONCRETE BARRIER TYPE S42 DIMENSIONS PRIOR TO FABRICATING BARS. ADJUST BAR BEND DIMENSIONS AS REQUIRED TO PROVIDE 2" CLEAR COVER.

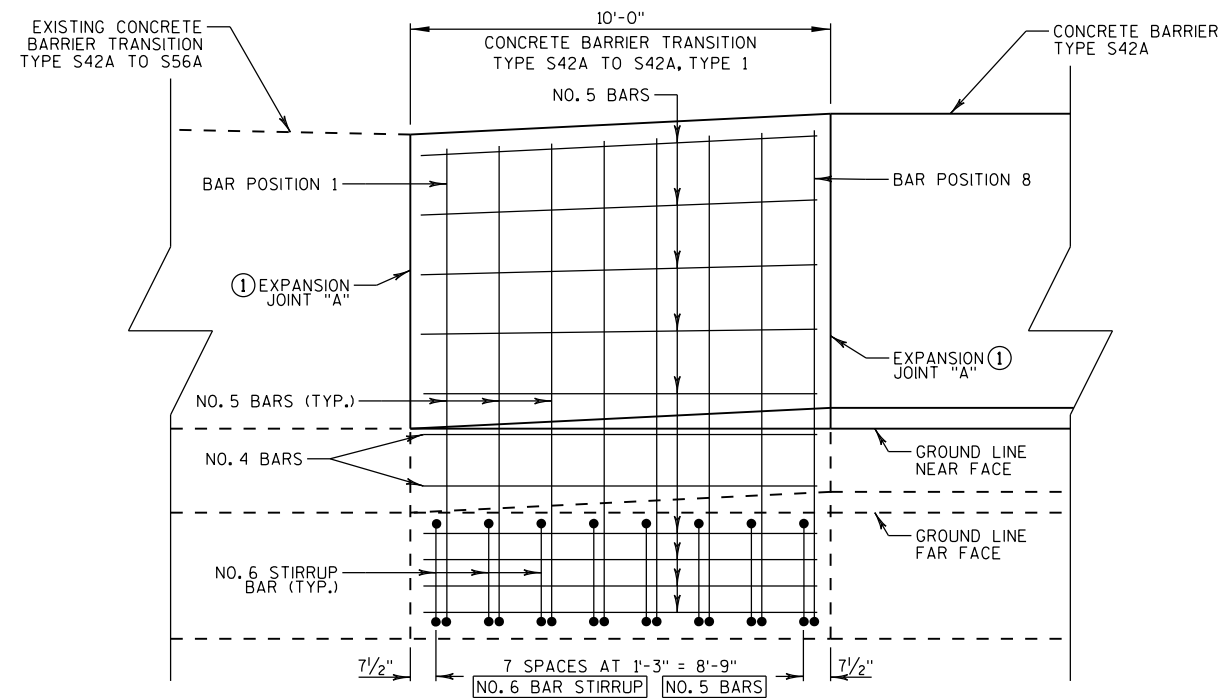


BAR	A
A1	1'-4 1/4"
A2	1'-4 3/4"
A3	1'-5 1/4"
A4	1'-5 3/4"
A5	1'-6 1/4"
A6	1'-6 3/4"
A7	1'-7 1/4"
A8	1'-7 3/4"

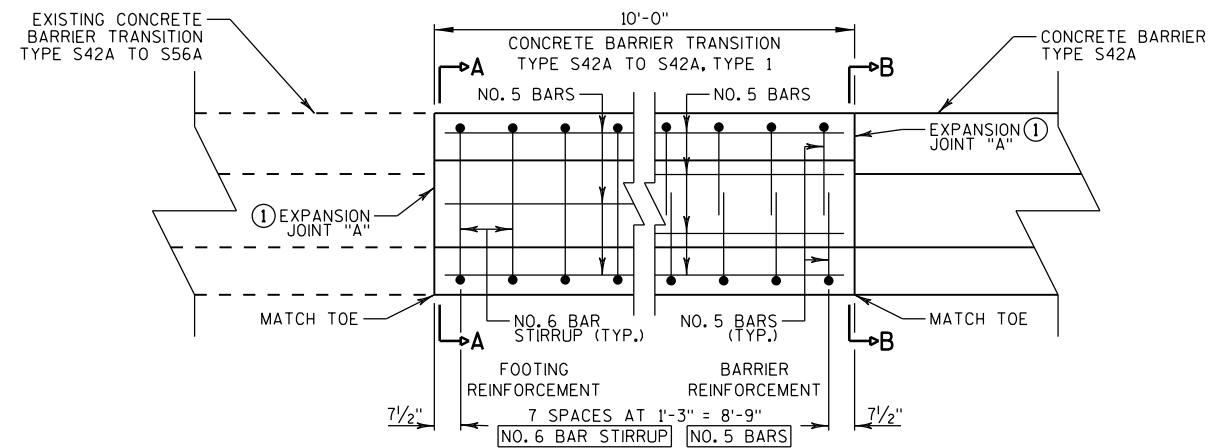
BAR CHART
BAR POSITIONS A1-A8



CONCRETE BARRIER TRANSITION TYPE S42 TO S42



ELEVATION VIEW
(EB SHOWN HIGHER, MIRROR IF WB HIGHER)



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S42A TO S42A, TYPE 1

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

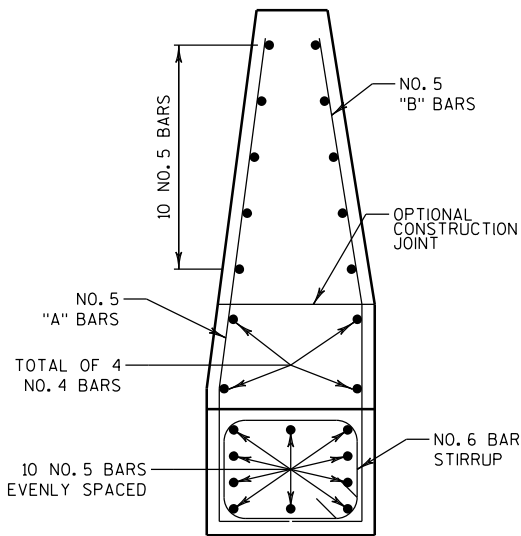
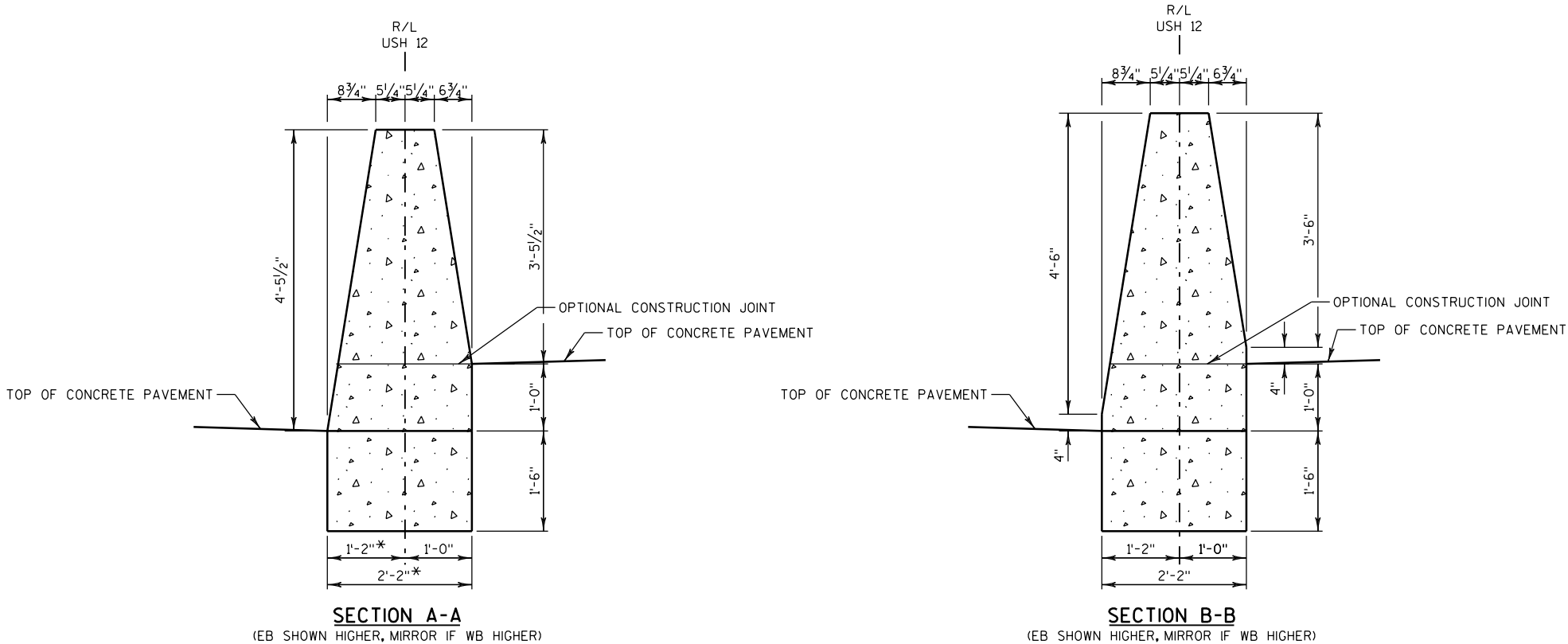
SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

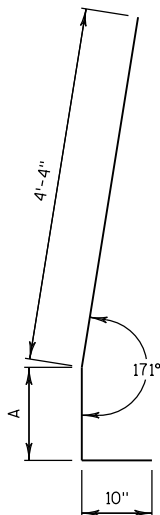
USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

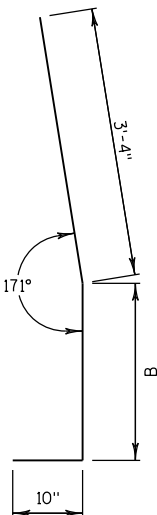
*VERIFY EXISTING CONCRETE BARRIER TRANSITION TYPE S42A TO S56A DIMENSIONS PRIOR TO FABRICATING BARS. ADJUST BAR BEND DIMENSIONS AS REQUIRED TO PROVIDE 2" CLEAR COVER.



BAR DETAIL
BAR POSITIONS
A1-A8 & B1-B8



BAR DETAIL
FOR BARS A1-A8



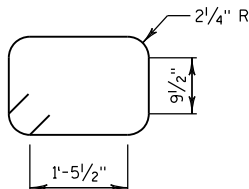
BAR DETAIL
FOR BARS B1-B8

BAR	A
A1	1'-4"
A2	1'-4 1/2"
A3	1'-5"
A4	1'-5 1/2"
A5	1'-6"
A6	1'-6 1/2"
A7	1'-7"
A8	1'-7 1/2"

BAR CHART
BAR POSITIONS A1-A8

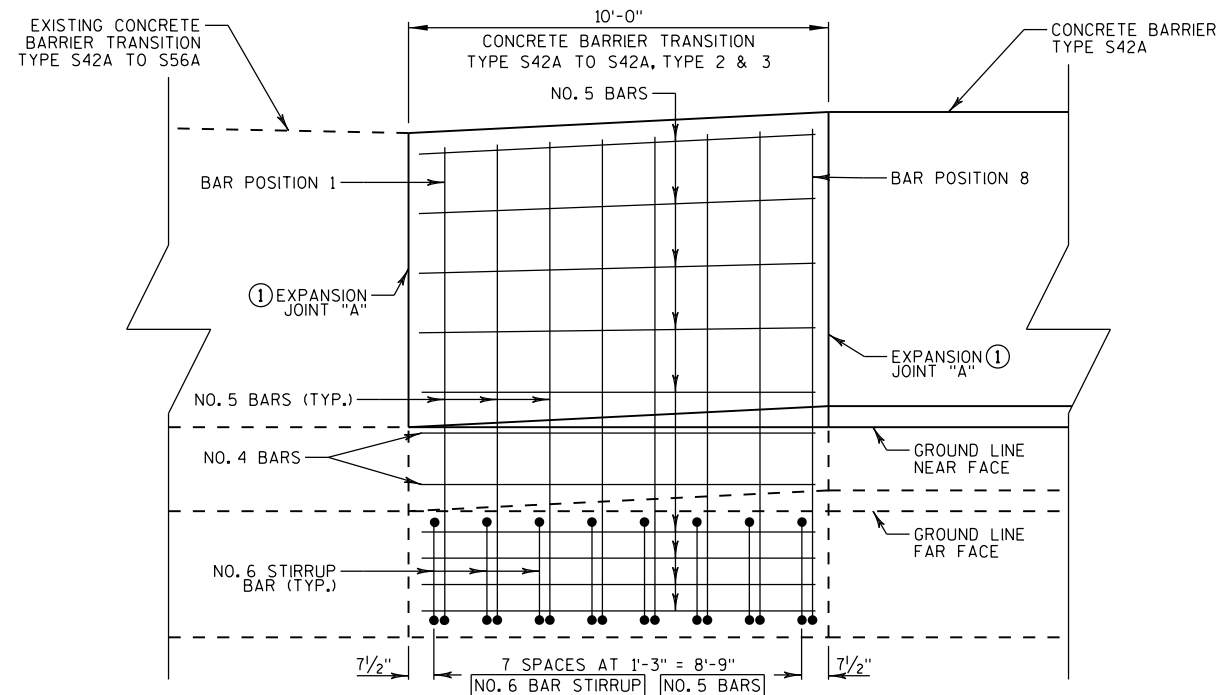
BAR	B
B1	2'-4"
B2	2'-4 1/2"
B3	2'-5"
B4	2'-5 1/2"
B5	2'-6"
B6	2'-6 1/2"
B7	2'-7"
B8	2'-7 1/2"

BAR CHART
BAR POSITIONS B1-B8

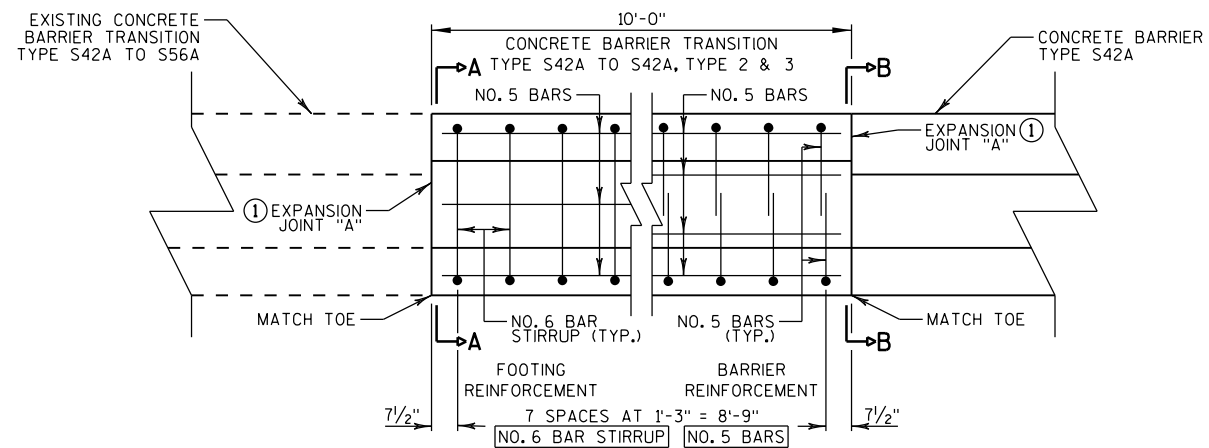


STIRRUP BAR
BENDING DETAIL

CONCRETE BARRIER TRANSITION TYPE S42A TO S42A, TYPE 1



ELEVATION VIEW
(WB SHOWN HIGHER, MIRROR IF EB HIGHER)



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S42A TO S42A, TYPE 2 & 3

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

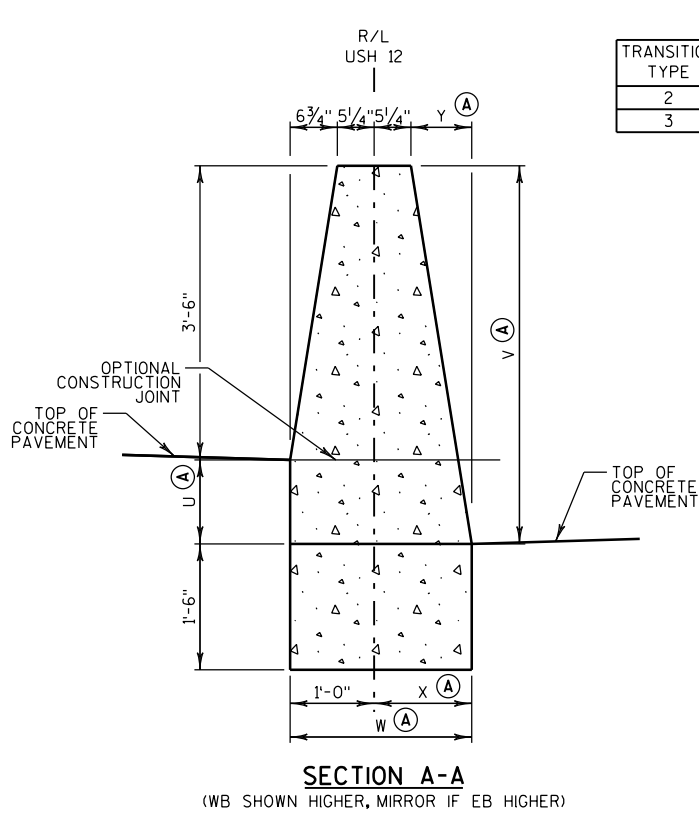
SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PS/CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

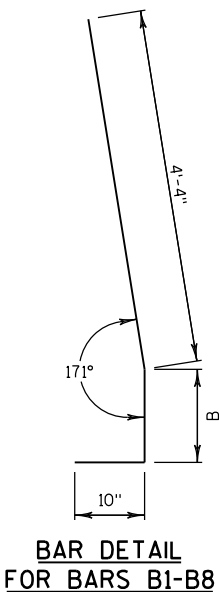
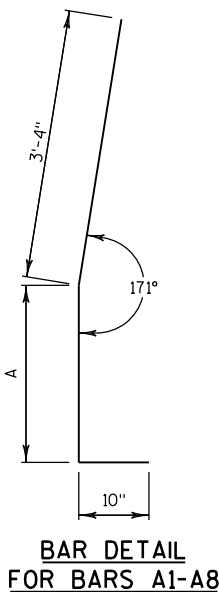
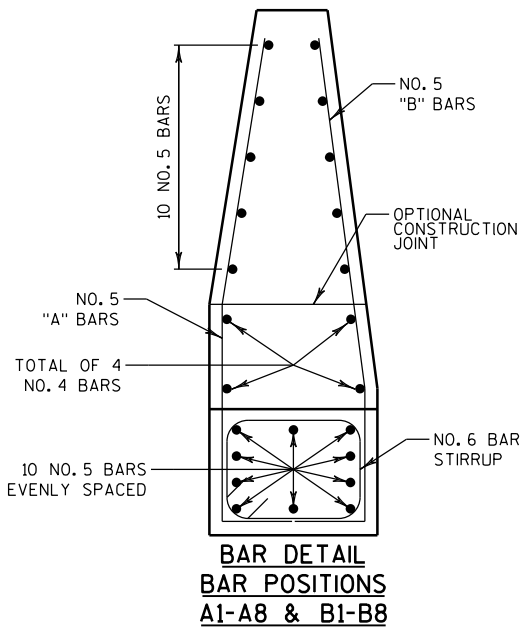
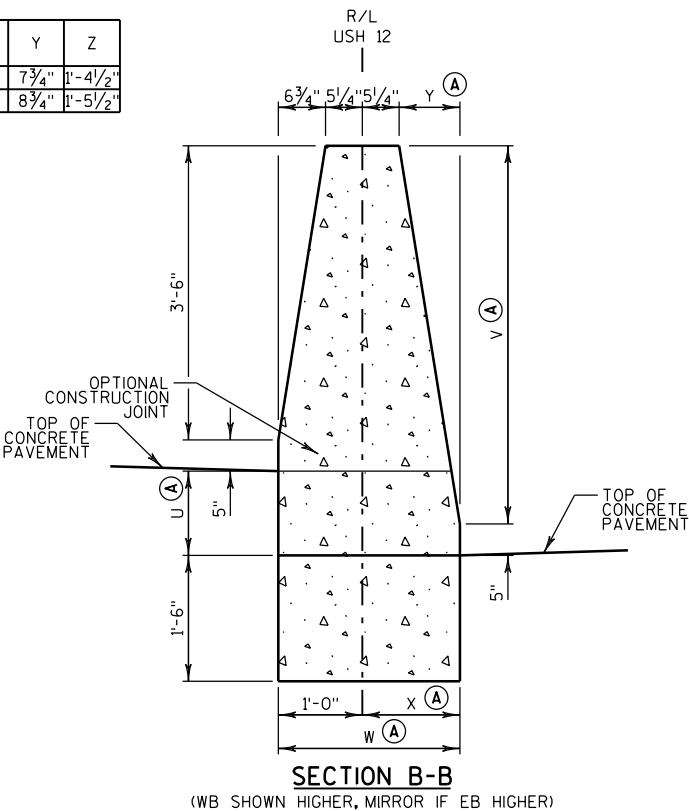
USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

*VERIFY EXISTING CONCRETE BARRIER TRANSITION TYPE S42A TO S56A DIMENSIONS PRIOR TO FABRICATING BARS. ADJUST BAR BEND DIMENSIONS AS REQUIRED TO PROVIDE 2" CLEAR COVER.



TRANSITION TYPE	(A)					
	U	V	W	X	Y	Z
2	6"	4'-0"	2'-1"	1'-1"	7 3/4"	1'-4 1/2"
3	12"	4'-6"	2'-2"	1'-2"	8 3/4"	1'-5 1/2"

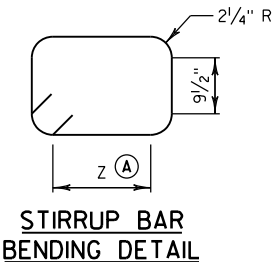


BAR	A	
	TYPE 2	TYPE 3
A1	1'-10"	2'-4"
A2	1'-10 3/4"	2'-4 3/4"
A3	1'-11 1/2"	2'-5 1/2"
A4	2'-0"	2'-6"
A5	2'-0 3/4"	2'-6 3/4"
A6	2'-1 1/2"	2'-7 1/2"
A7	2'-2"	2'-8"
A8	2'-2 1/2"	2'-8 1/2"

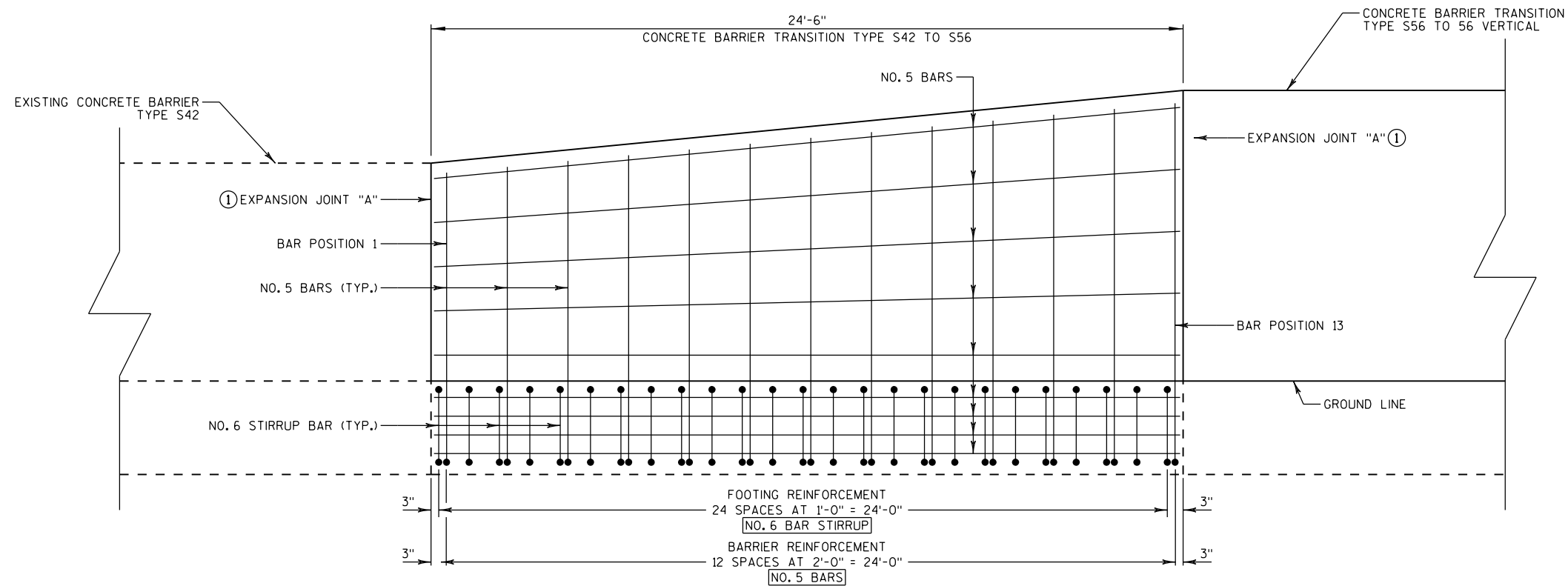
BAR CHART
BAR POSITIONS A1-A8

BAR	B
B1	1'-4"
B2	1'-4 3/4"
B3	1'-5 1/2"
B4	1'-6"
B5	1'-6 3/4"
B6	1'-7 1/2"
B7	1'-8"
B8	1'-8 1/2"

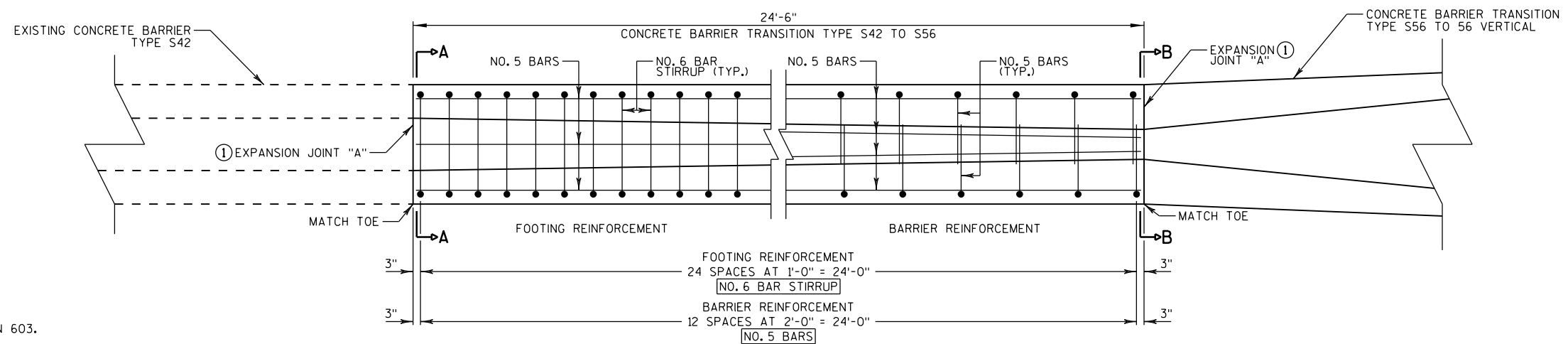
BAR CHART
BAR POSITIONS B1-B8



CONCRETE BARRIER TRANSITION TYPE S42A TO S42A, TYPE 2 & 3



ELEVATION VIEW



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S42 TO S56

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

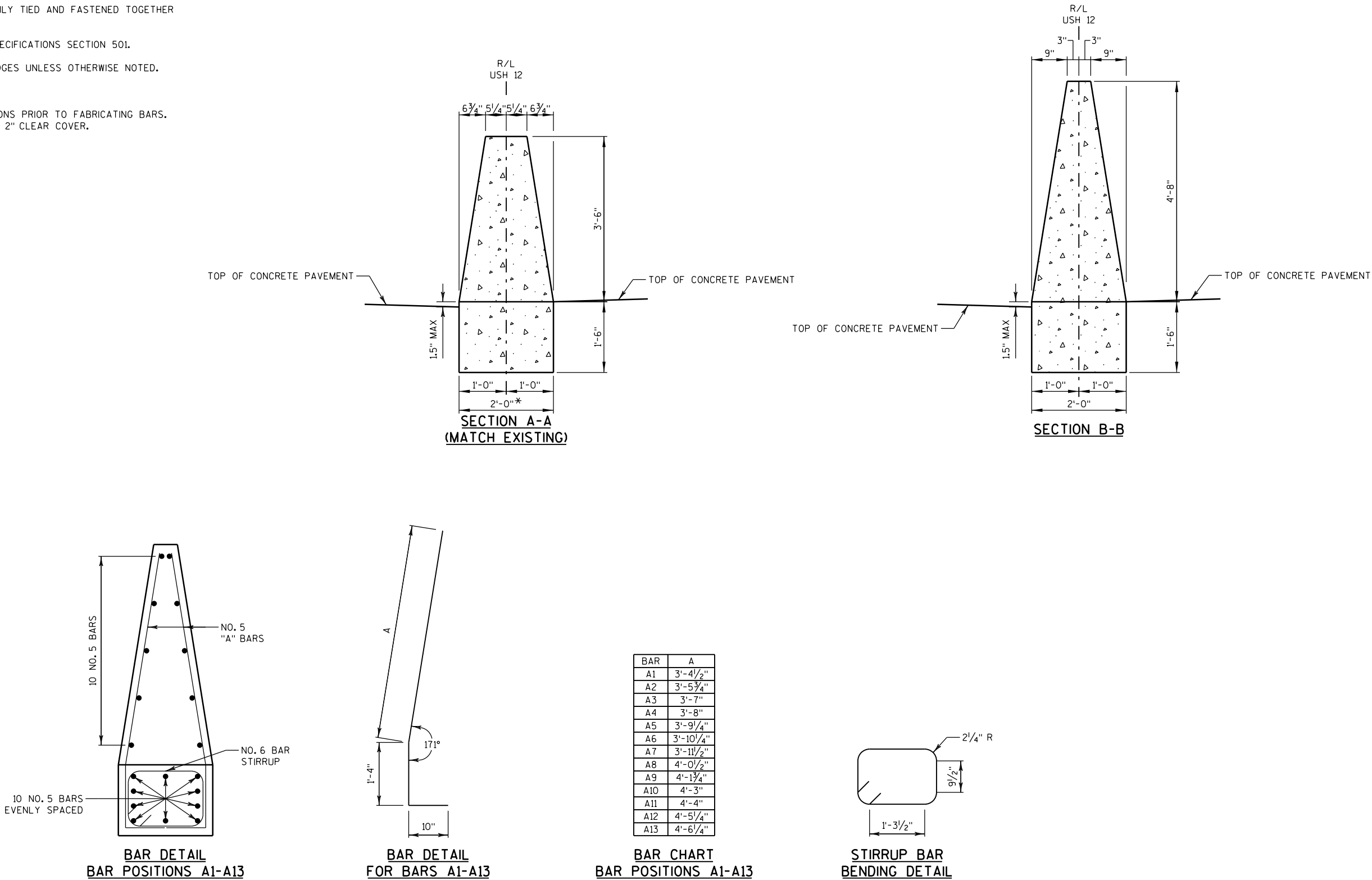
SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

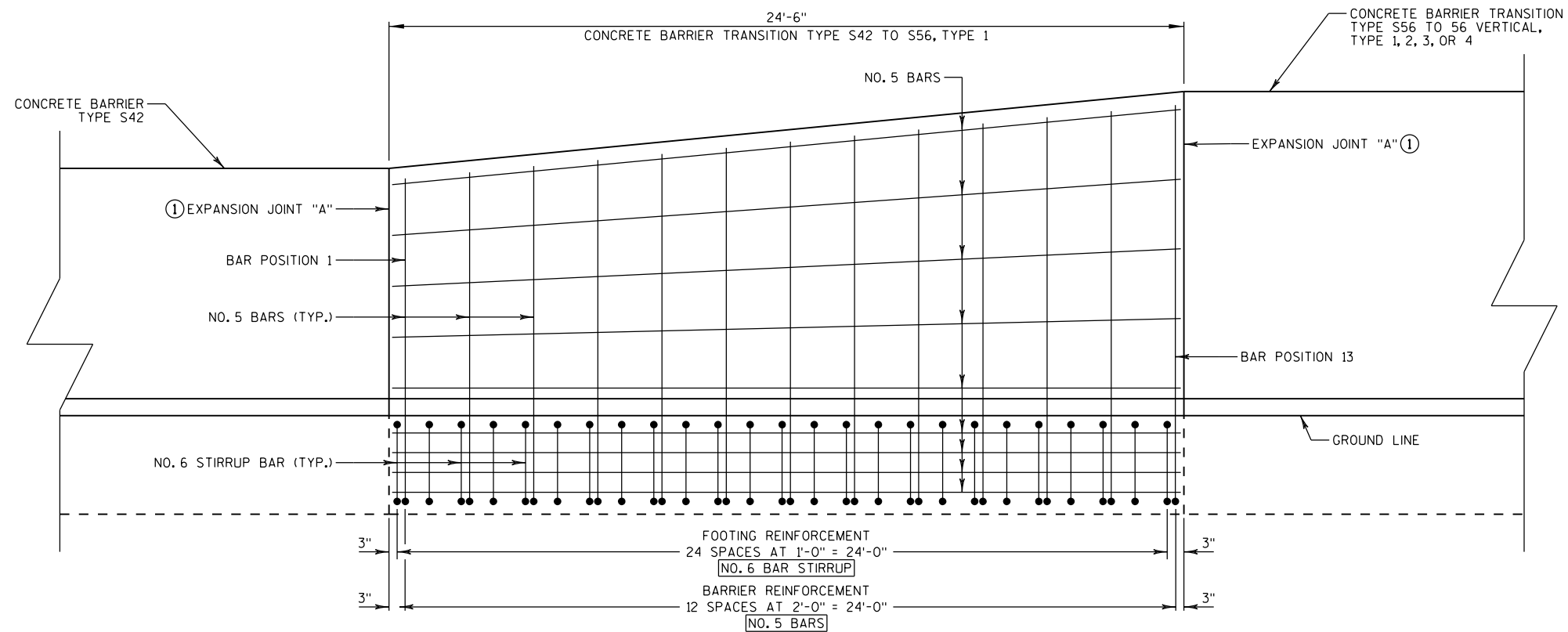
USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

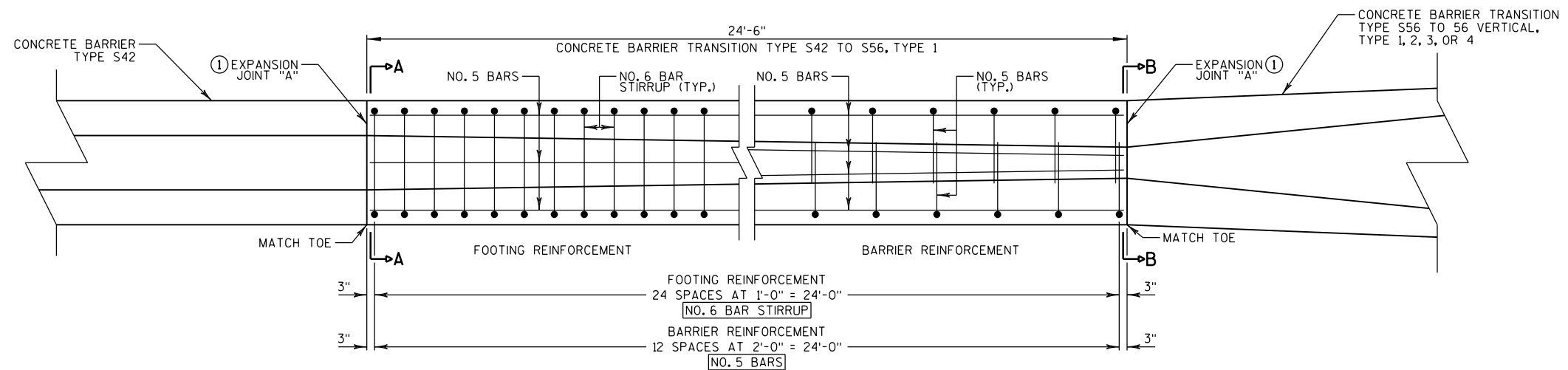
*VERIFY EXISTING CONCRETE BARRIER TYPE S42 DIMENSIONS PRIOR TO FABRICATING BARS.
ADJUST BAR BEND DIMENSIONS AS REQUIRED TO PROVIDE 2" CLEAR COVER.



CONCRETE BARRIER TRANSITION TYPE S42 TO S56



ELEVATION VIEW



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1

NOTES:

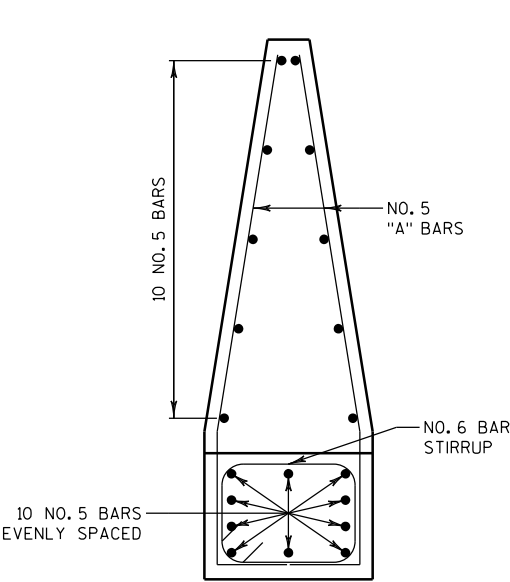
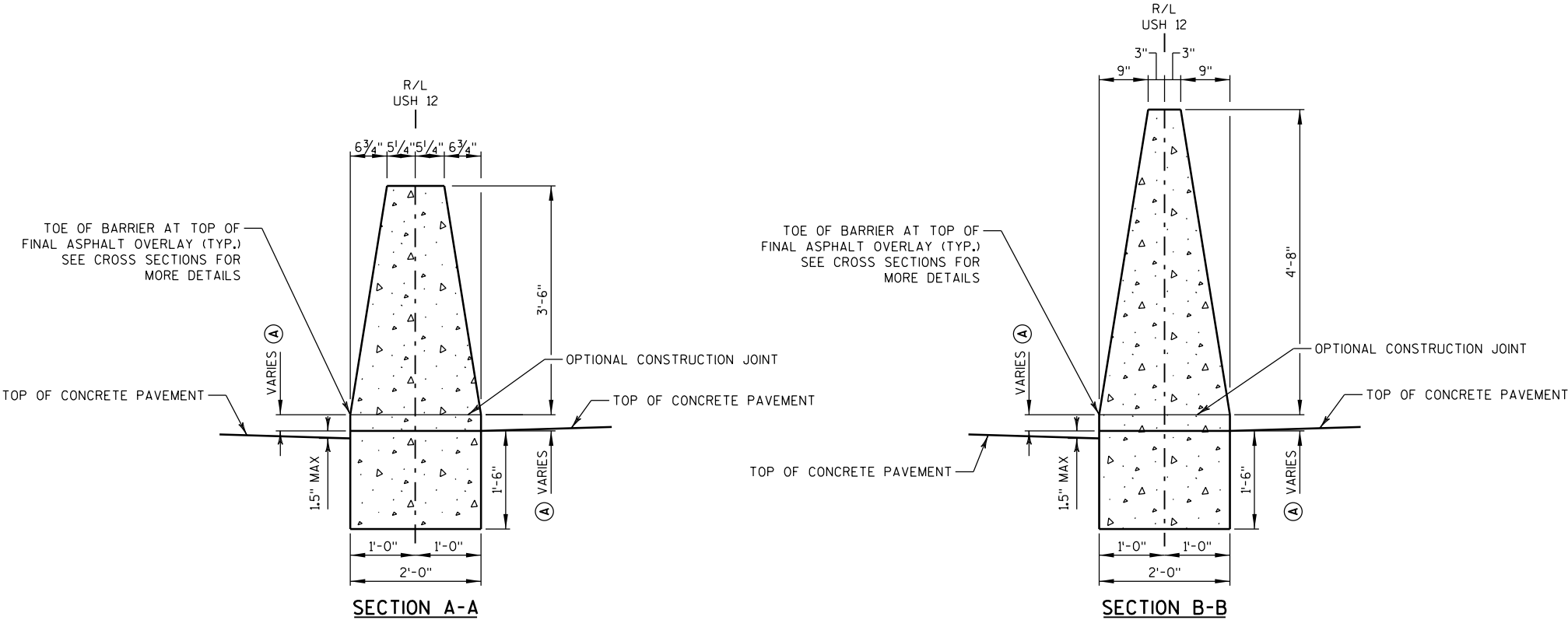
CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

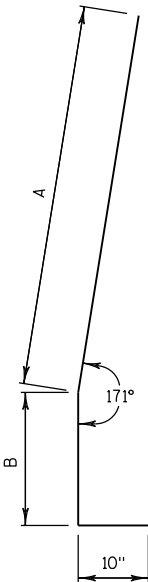
4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.



**BAR DETAIL
BAR POSITIONS A1-A13**

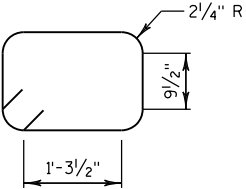


**BAR DETAIL
FOR BARS A1-A13**

BAR	A
A1	3'-4 1/2"
A2	3'-5 3/4"
A3	3'-7"
A4	3'-8"
A5	3'-9 1/4"
A6	3'-10 1/4"
A7	3'-11 1/2"
A8	4'-0 1/2"
A9	4'-1 3/4"
A10	4'-3"
A11	4'-4"
A12	4'-5 1/4"
A13	4'-6 1/4"

LIP HEIGHT	B
4"	1'-8"
5"	1'-9"

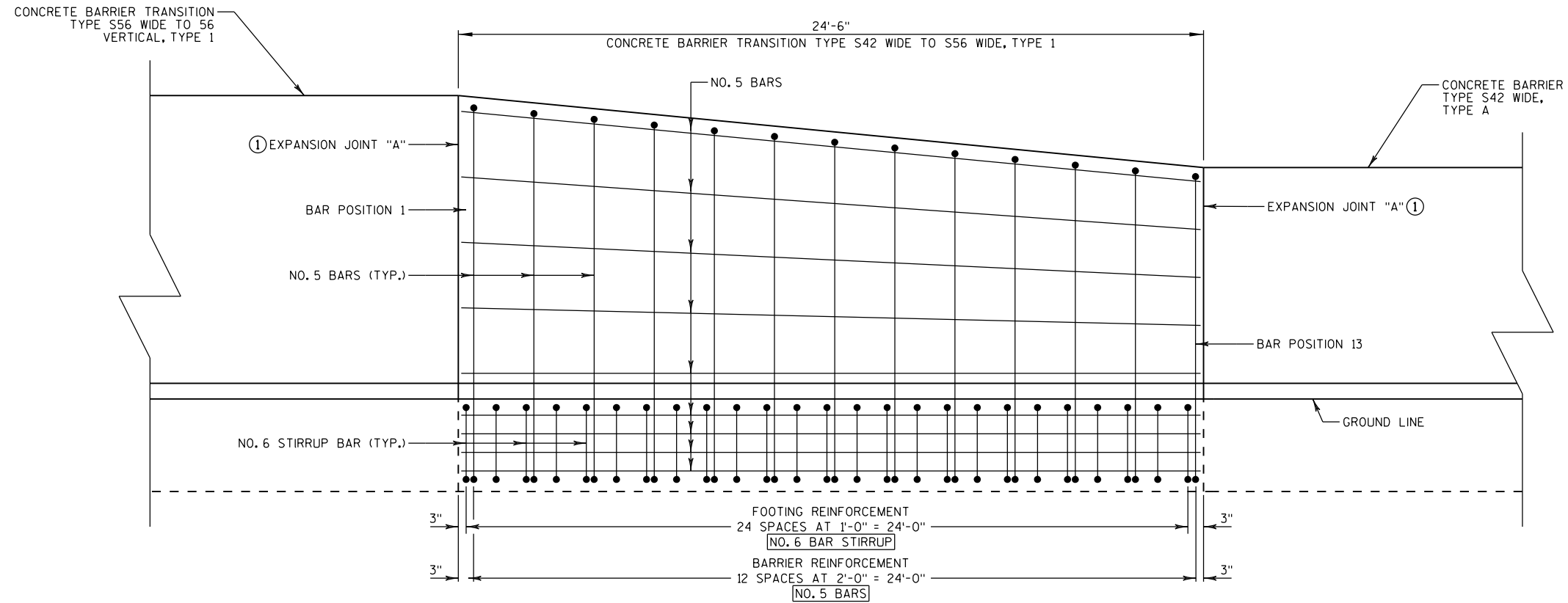
**BAR CHART
BAR POSITIONS A1-A13**



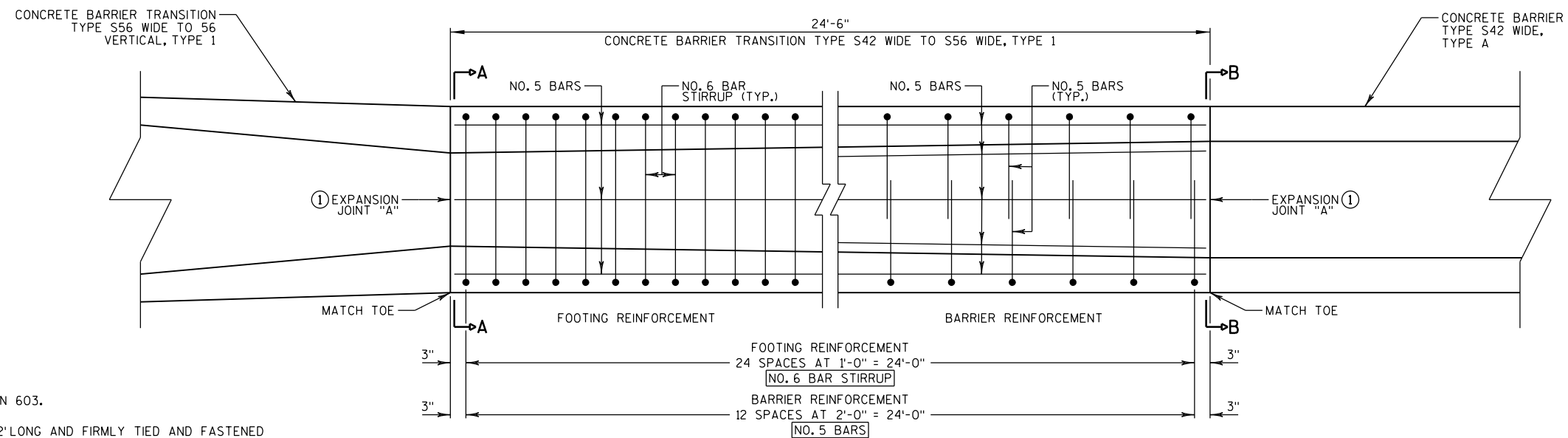
**STIRRUP BAR
BENDING DETAIL**

CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1

STATION RANGE	LIP HEIGHT
STA 515CL+65.75 - STA 608CL+96.43	4"
STA 608CL+96.43 - STA 795CL+88.66	5"
STA 822CL+40.12 - STA 831CL+19.26	4"
STA 832CL+96.18 - STA 909CL+26.43	5"



ELEVATION VIEW



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

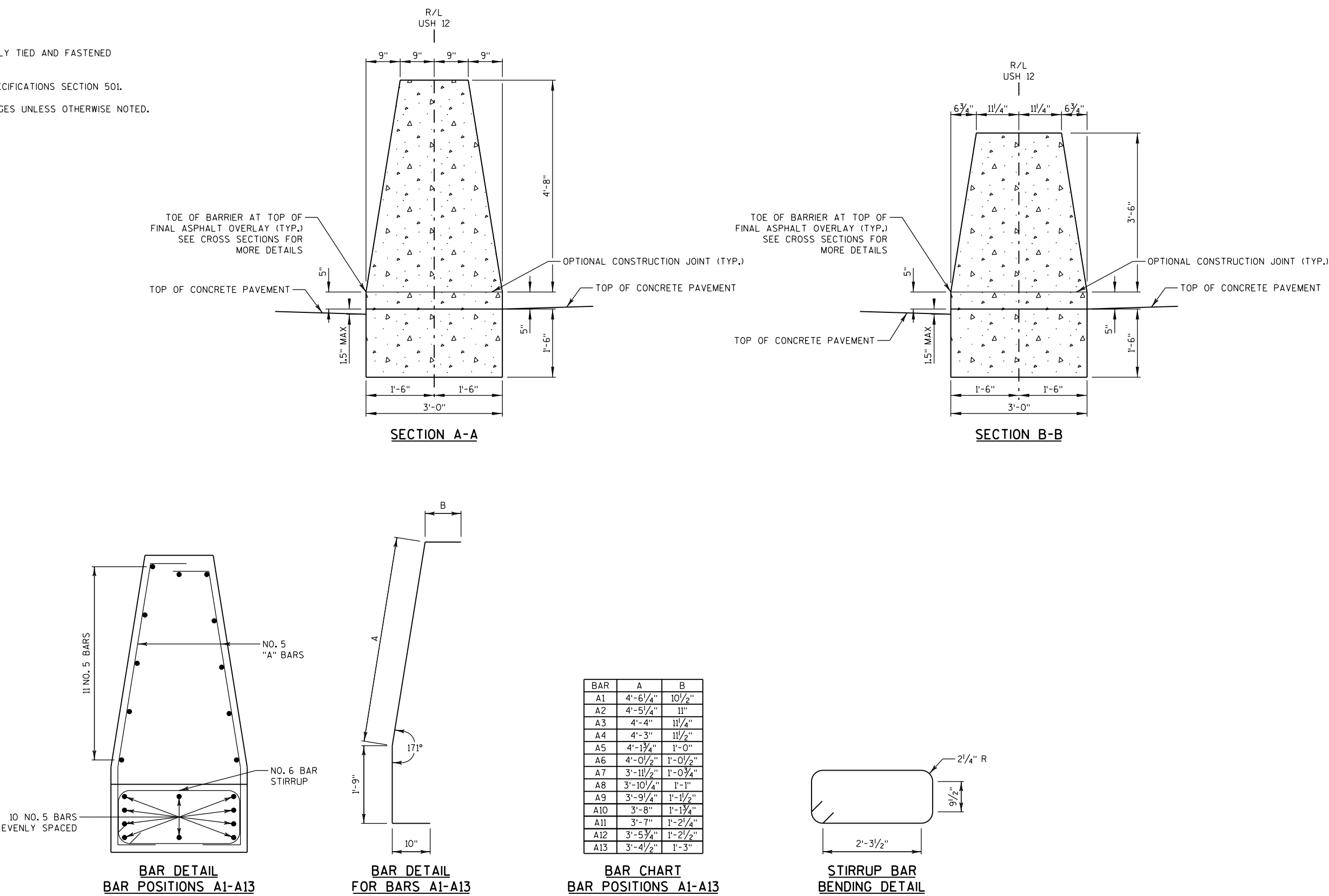
2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

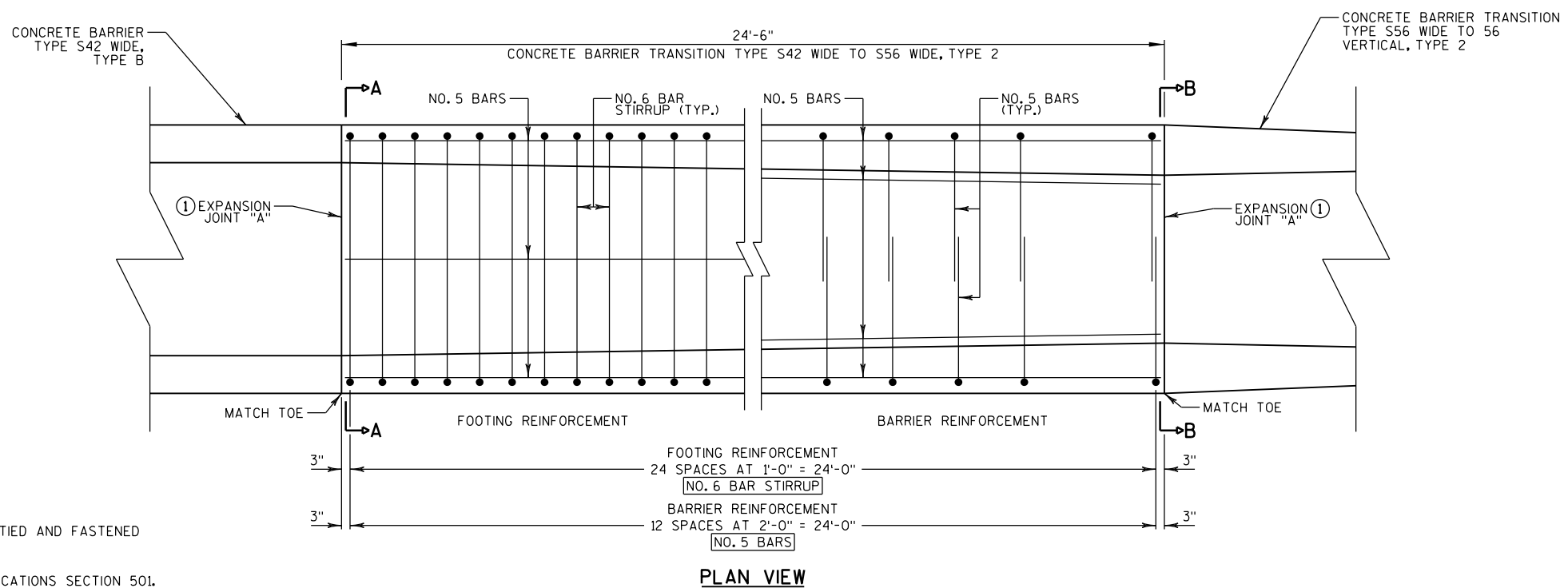
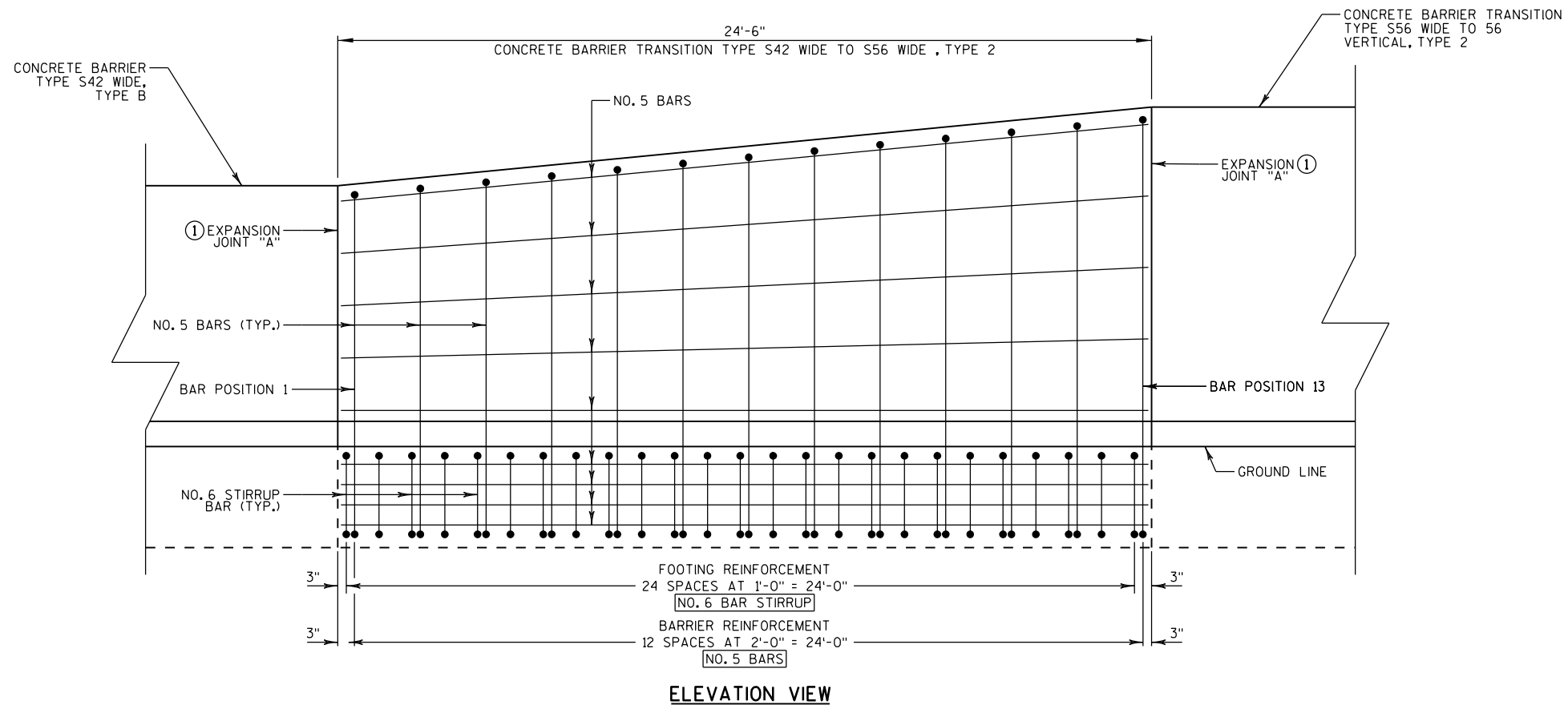
CONCRETE BARRIER TRANSITION TYPE S42 WIDE TO S56 WIDE, TYPE 1

NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.



CONCRETE BARRIER TRANSITION TYPE S42 WIDE TO S56 WIDE, TYPE 1

**NOTES:**

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

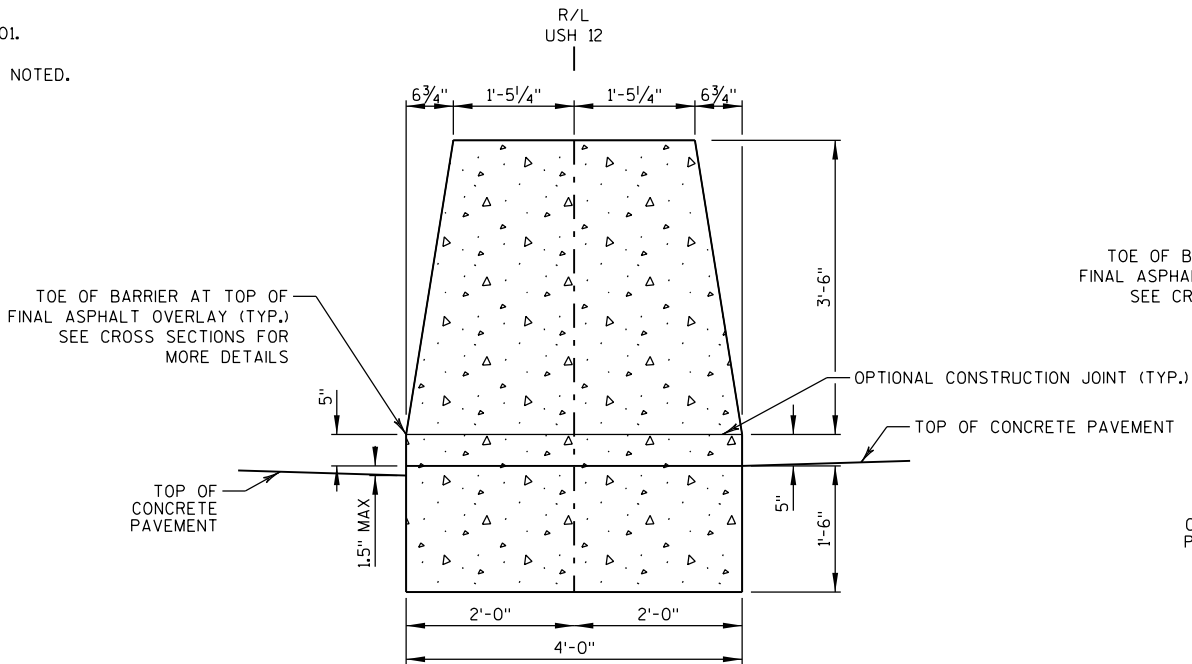
2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

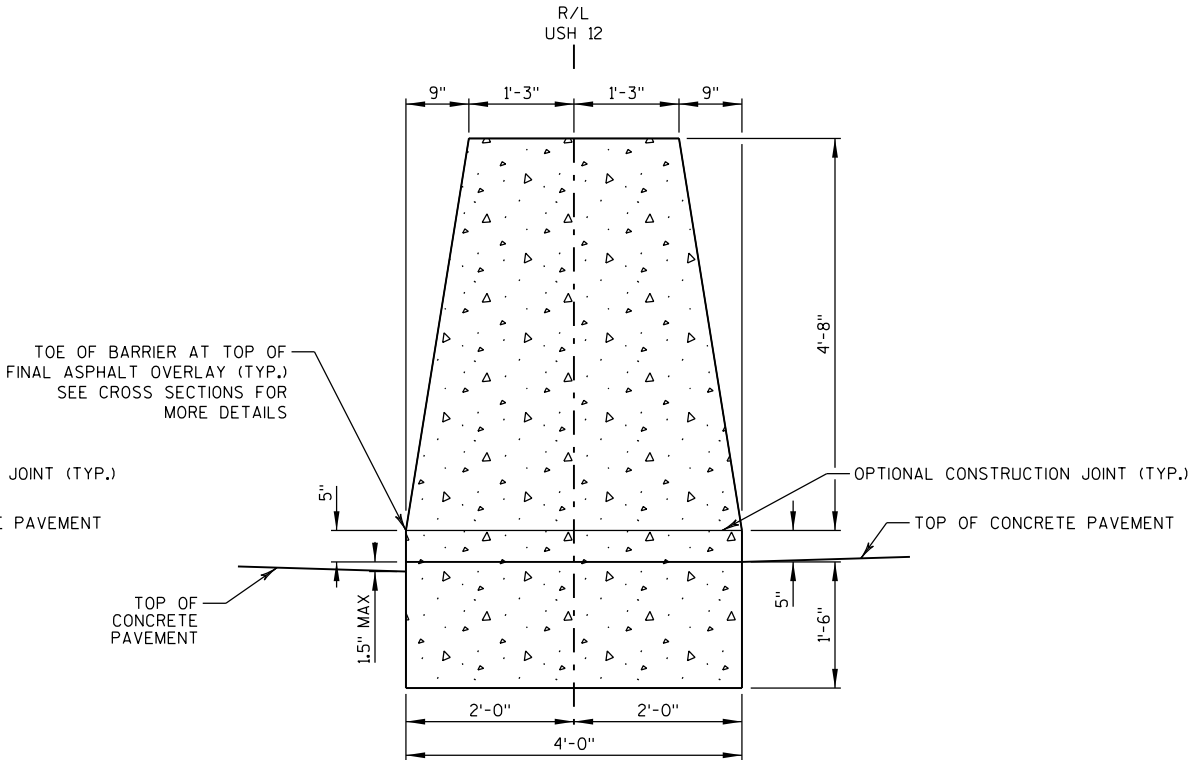
CONCRETE BARRIER TRANSITION TYPE S42 WIDE TO S56 WIDE, TYPE 2

NOTES:

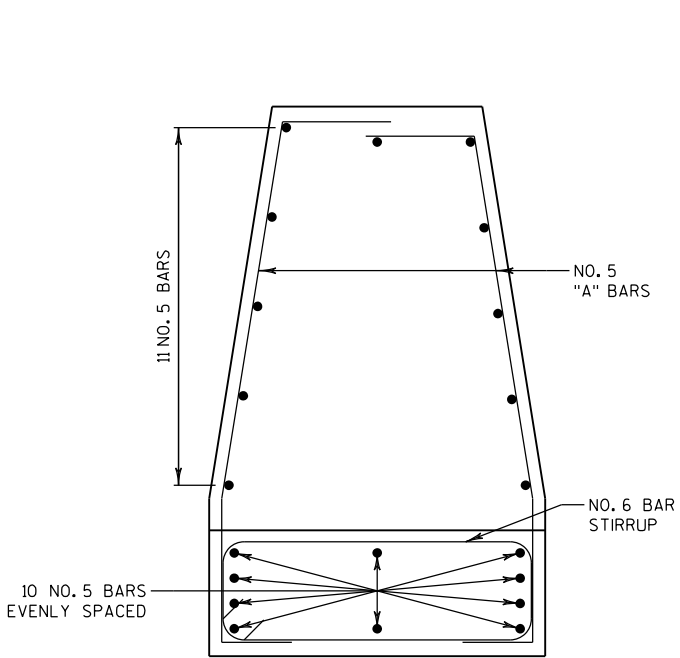
- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.



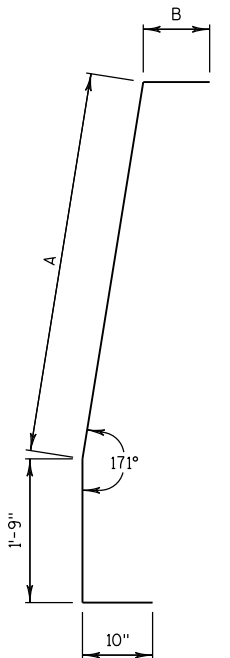
SECTION A-A



SECTION B-B



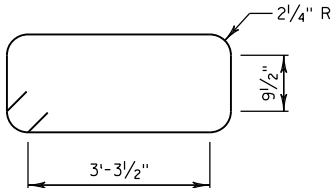
BAR DETAIL
BAR POSITIONS A1-A13



BAR DETAIL
FOR BARS A1-A13

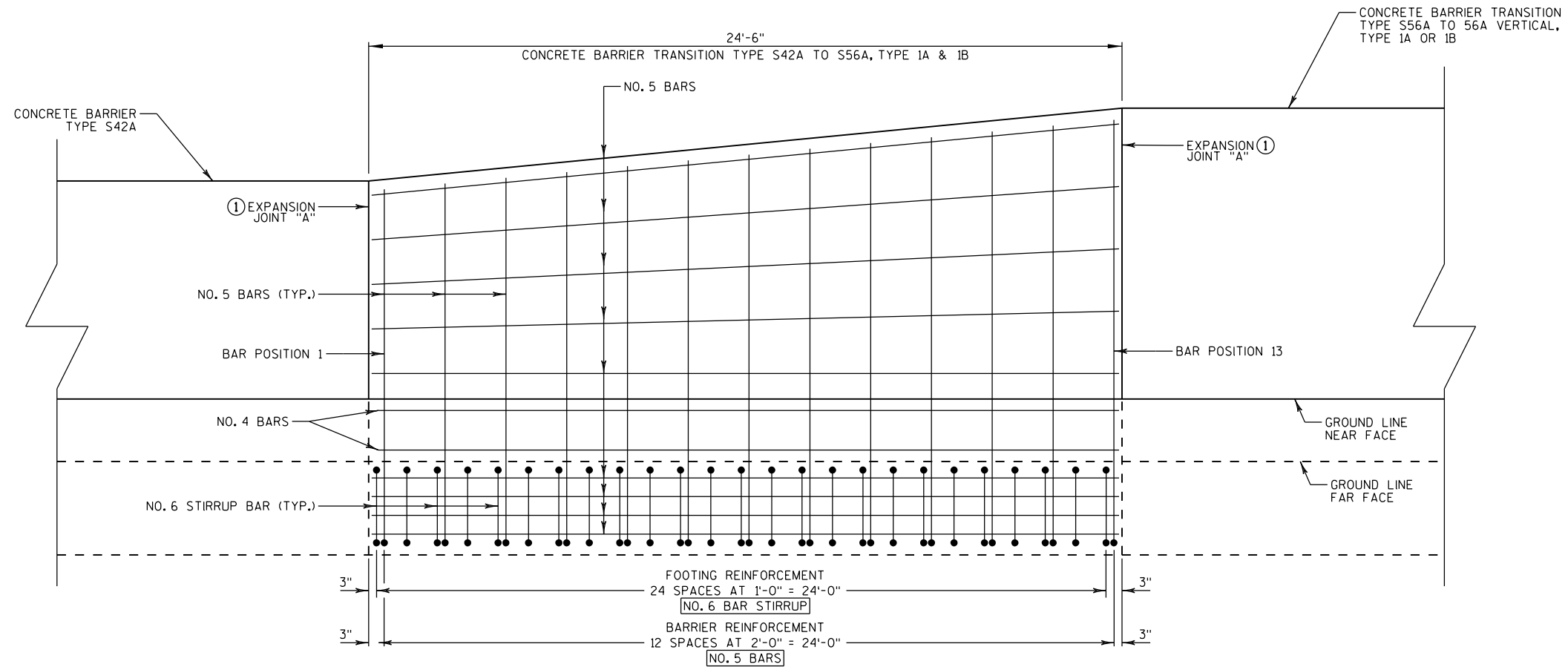
BAR	A	B
A1	3'-4 1/2"	2'-3"
A2	3'-5 3/4"	2'-2 1/2"
A3	3'-7"	2'-2 1/4"
A4	3'-8"	2'-1 3/4"
A5	3'-9 1/4"	2'-1 1/2"
A6	3'-10 1/4"	2'-1"
A7	3'-11 1/2"	2'-0 3/4"
A8	4'-0 1/2"	2'-0 1/2"
A9	4'-1 3/4"	2'-0"
A10	4'-3"	1'-11 1/2"
A11	4'-4"	1'-11 1/4"
A12	4'-5 1/4"	1'-11"
A13	4'-6 1/4"	1'-10 1/2"

BAR CHART
BAR POSITIONS A1-A13

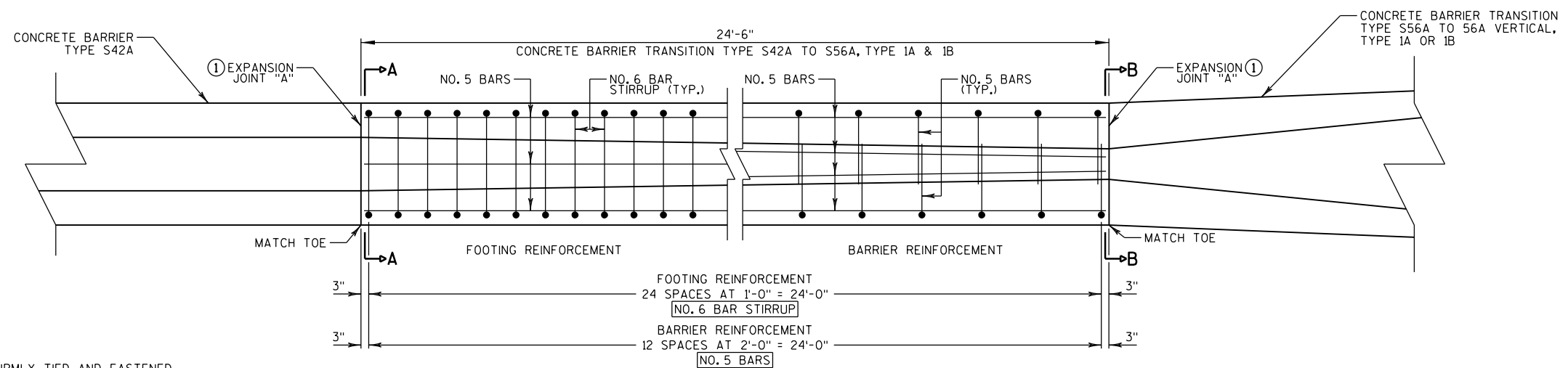


STIRRUP BAR
BENDING DETAIL

CONCRETE BARRIER TRANSITION TYPE S42 WIDE TO S56 WIDE, TYPE 2



ELEVATION VIEW
(EB SHOWN HIGHER, MIRROR IF WB HIGHER)



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

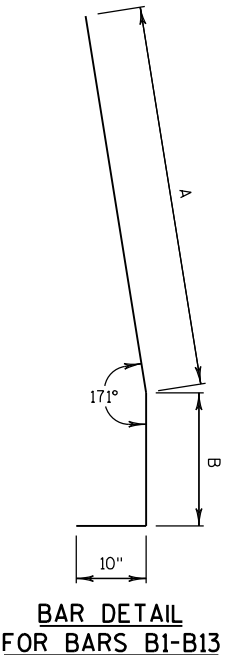
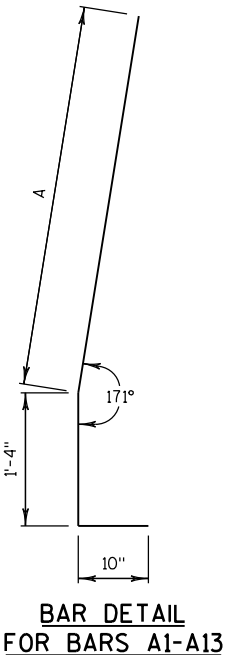
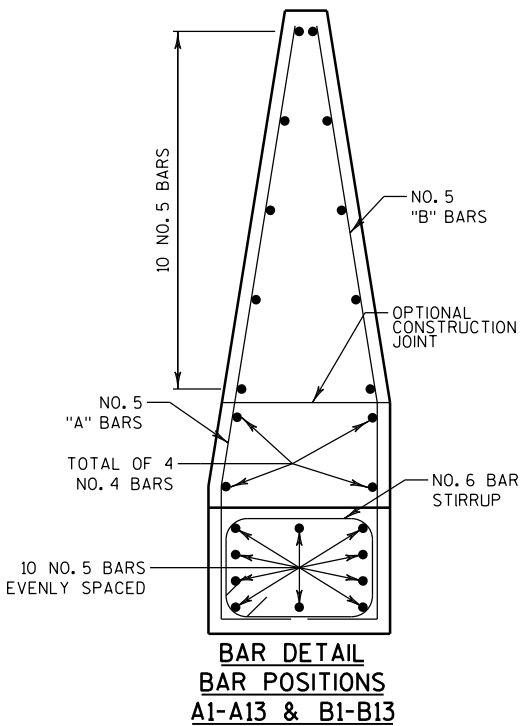
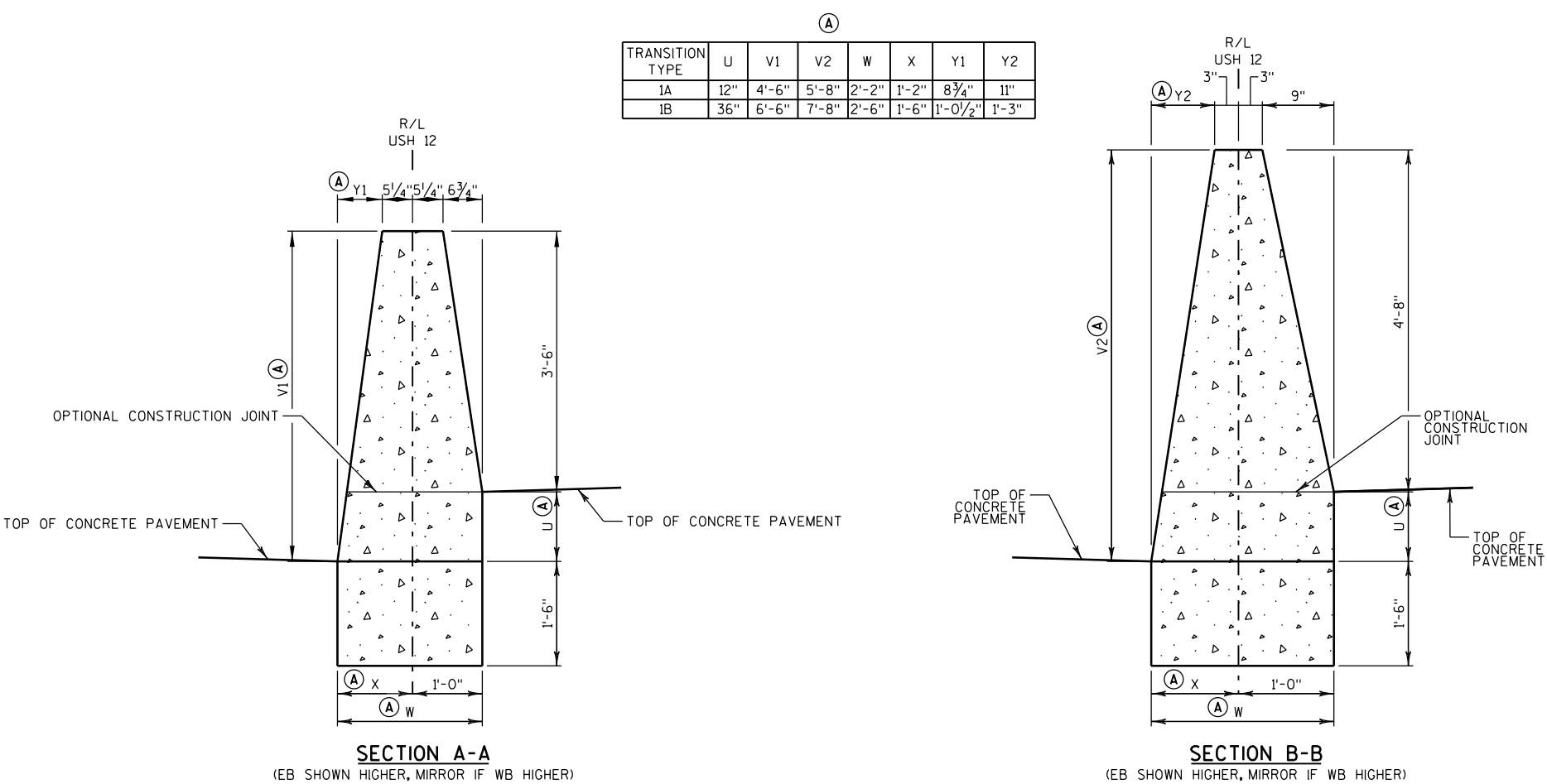
2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1A & 1B

NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.



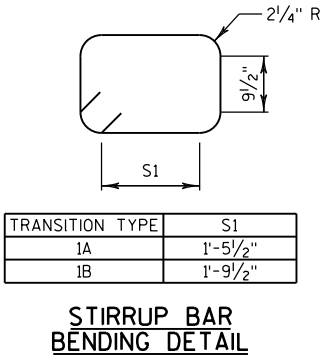
BAR	A	
	TYPE 1A	TYPE 1B
A1	4'-4 1/2"	6'-4 1/2"
A2	4'-5 3/4"	6'-5 3/4"
A3	4'-7"	6'-7"
A4	4'-8"	6'-8"
A5	4'-9 1/4"	6'-9 1/4"
A6	4'-10 1/4"	6'-10 1/4"
A7	4'-11 1/2"	6'-11 1/2"
A8	5'-0 1/2"	7'-0 1/2"
A9	5'-1 3/4"	7'-1 3/4"
A10	5'-3"	7'-3"
A11	5'-4"	7'-4"
A12	5'-5 1/4"	7'-5 1/4"
A13	5'-6 1/4"	7'-6 1/4"

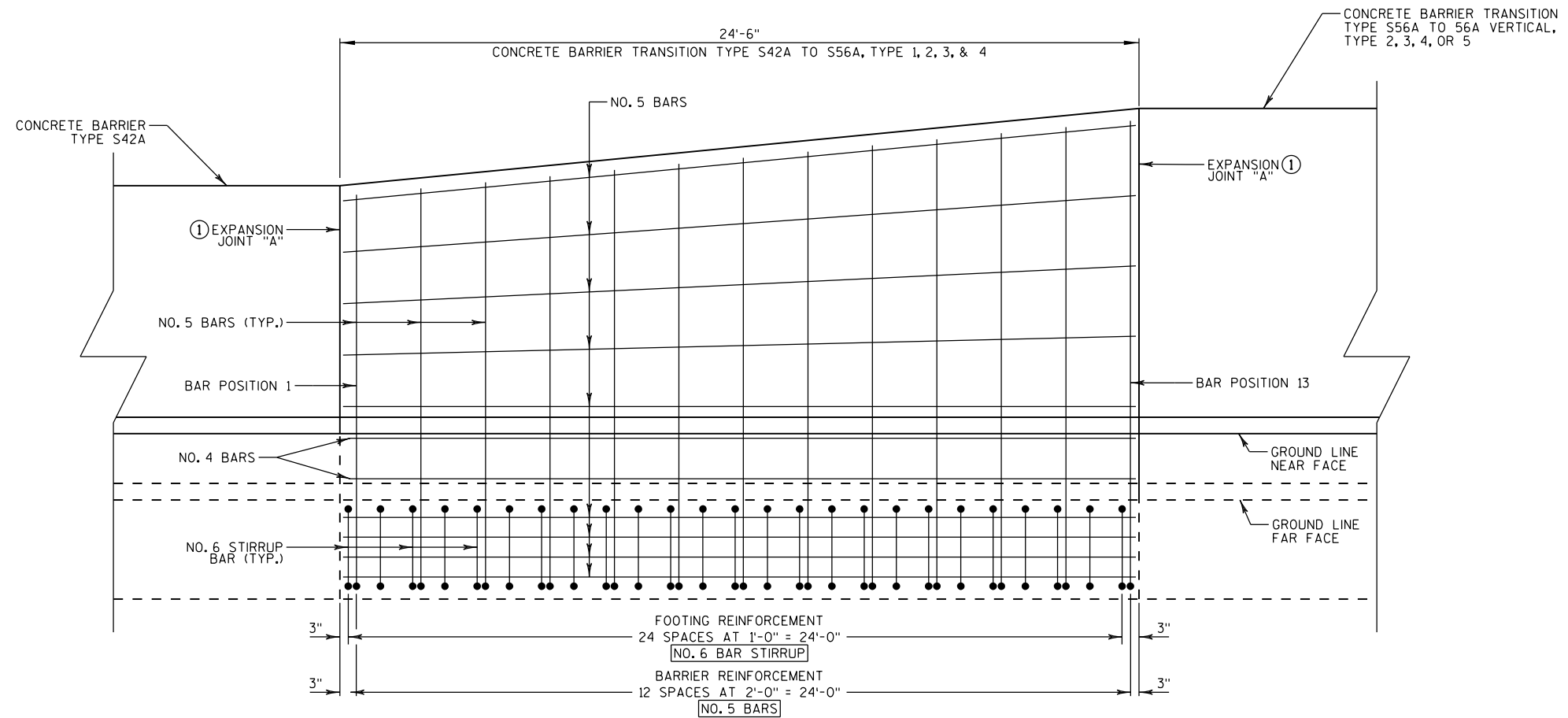
BAR CHART
BAR POSITIONS A1-A13

BAR	A
B1	3'-4 1/2"
B2	3'-5 3/4"
B3	3'-7"
B4	3'-8"
B5	3'-9 1/4"
B6	3'-10 1/4"
B7	3'-11 1/2"
B8	4'-0 1/2"
B9	4'-1 3/4"
B10	4'-3"
B11	4'-4"
B12	4'-5 1/4"
B13	4'-6 1/4"

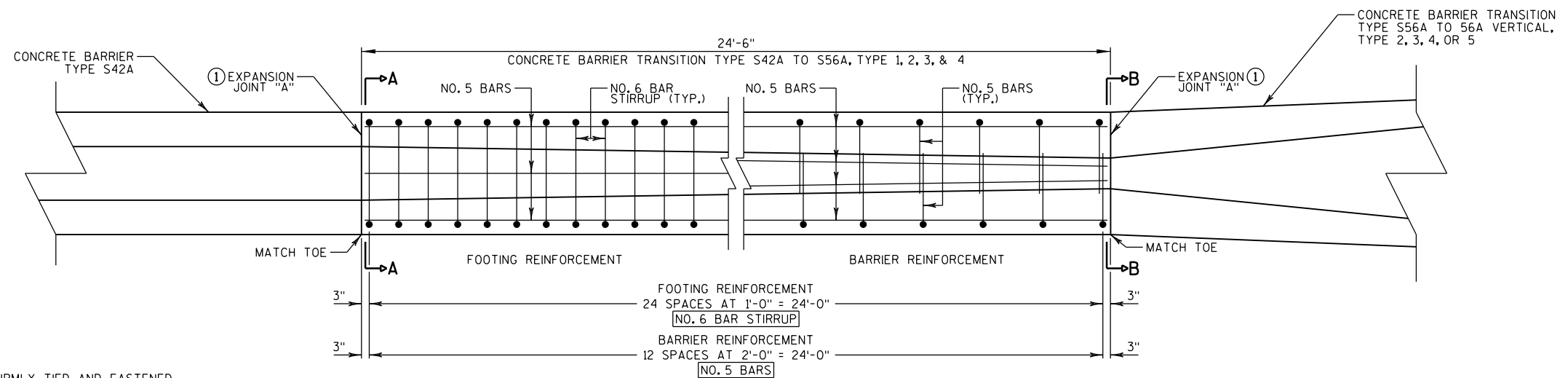
TRANSITION TYPE	B
1A	2"-4"
1B	4'-4"

**BAR CHART
BAR POSITIONS B1-B13**





ELEVATION VIEW
(EB SHOWN HIGHER, MIRROR IF WB HIGHER)



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1, 2, 3, & 4

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PS/CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

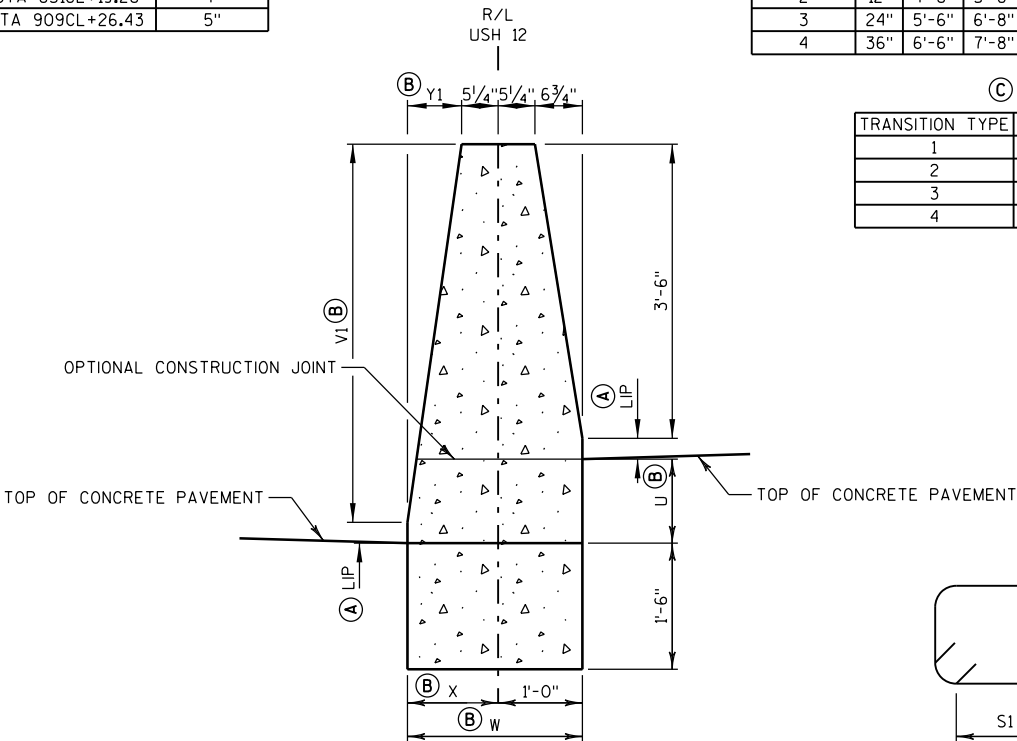
USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

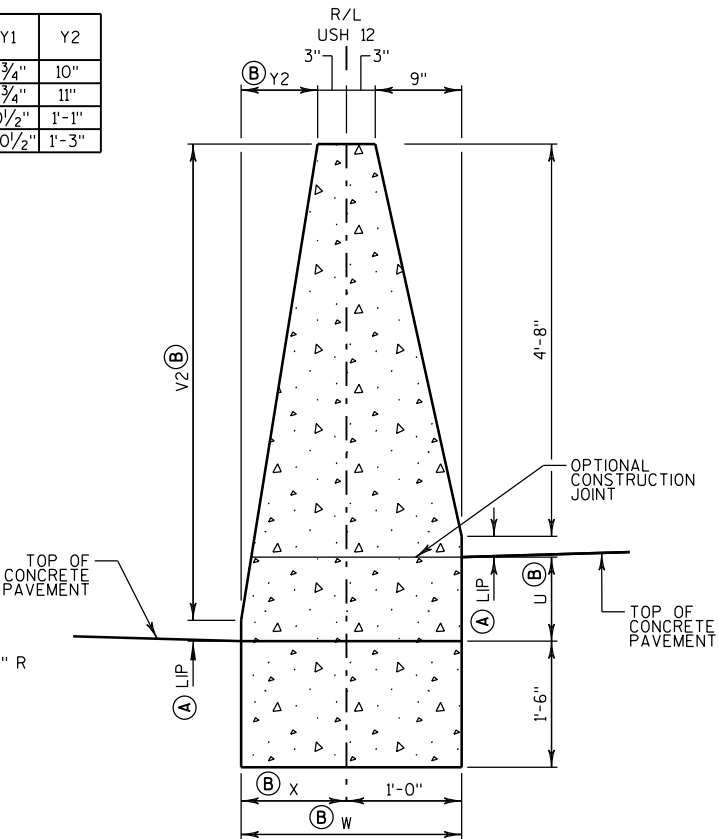
STATION RANGE		LIP HEIGHT
STA 515CL+65.75 - STA 608CL+96.43		4"
STA 608CL+96.43 - STA 795CL+88.66		5"
STA 822CL+40.12 - STA 831CL+19.26		4"
STA 832CL+96.18 - STA 909CL+26.43		5"

TRANSITION TYPE	B						
	U	V1	V2	W	X	Y1	Y2
1	6"	4'-0"	5'-2"	2'-1"	1'-1"	7 3/4"	10"
2	12"	4'-6"	5'-8"	2'-2"	1'-2"	8 3/4"	11"
3	24"	5'-6"	6'-8"	2'-4"	1'-4"	10 1/2"	1'-1"
4	36"	6'-6"	7'-8"	2'-6"	1'-6"	1'-0 1/2"	1'-3"

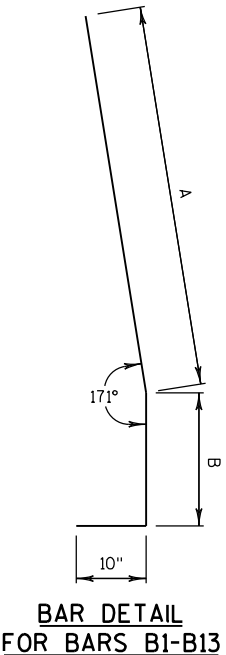
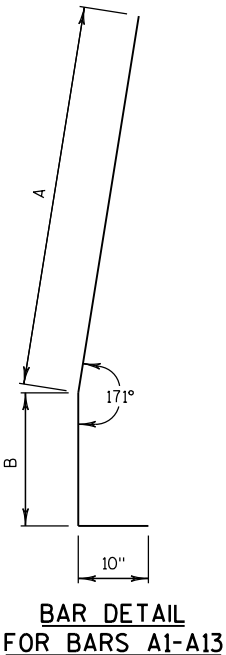
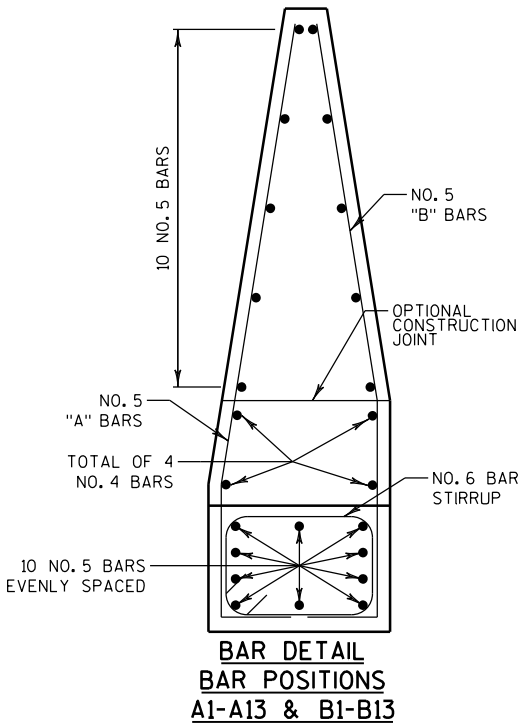
TRANSITION TYPE	C	
	S1	
1	1'-4 1/2"	
2	1'-5 1/2"	
3	1'-7 1/2"	
4	1'-9 1/2"	



SECTION A-A
(EB SHOWN HIGHER, MIRROR IF WB HIGHER)



SECTION B-B
(EB SHOWN HIGHER, MIRROR IF WB HIGHER)



BAR	A			
	TYPE 1	TYPE 2	TYPE 3	TYPE 4
A1	3'-10 1/2"	4'-4 1/2"	5'-4 1/2"	6'-4 1/2"
A2	3'-11 3/4"	4'-5 3/4"	5'-5 3/4"	6'-5 3/4"
A3	4'-1"	4'-7"	5'-7"	6'-7"
A4	4'-2"	4'-8"	5'-8"	6'-8"
A5	4'-3 1/4"	4'-9 1/4"	5'-9 1/4"	6'-9 1/4"
A6	4'-4 1/4"	4'-10 1/4"	5'-10 1/4"	6'-10 1/4"
A7	4'-5 1/2"	4'-11 1/2"	5'-11 1/2"	6'-11 1/2"
A8	4'-6 1/2"	5'-0 1/2"	6'-0 1/2"	7'-0 1/2"
A9	4'-7 3/4"	5'-1 3/4"	6'-1 3/4"	7'-1 3/4"
A10	4'-9"	5'-3"	6'-3"	7'-3"
A11	4'-10"	5'-4"	6'-4"	7'-4"
A12	4'-11 1/4"	5'-5 1/4"	6'-5 1/4"	7'-5 1/4"
A13	5'-0 1/4"	5'-6 1/4"	6'-6 1/4"	7'-6 1/4"

LIP HEIGHT	B
4"	1'-8"
5"	1'-9"

BAR CHART
BAR POSITIONS A1-A13

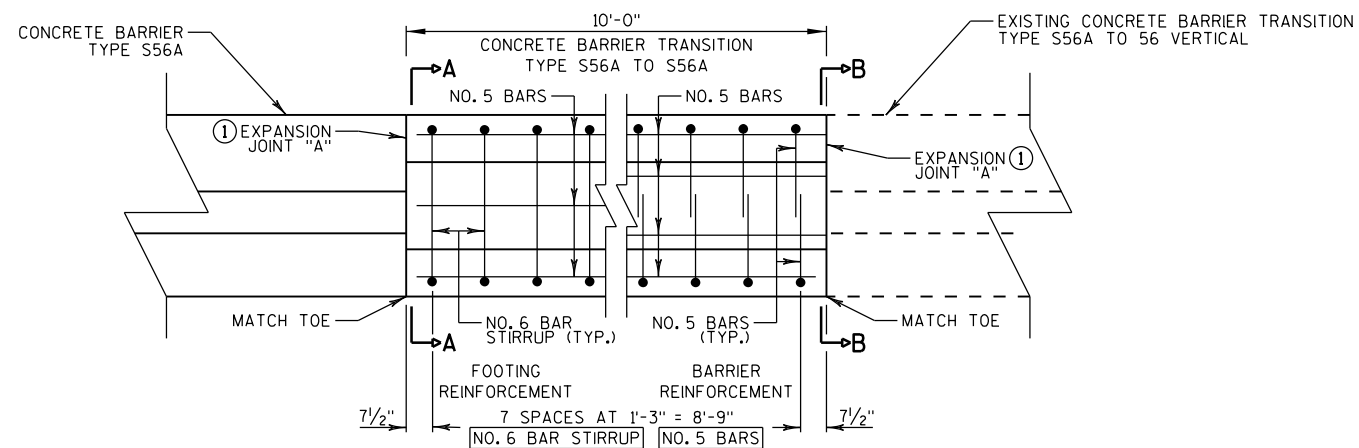
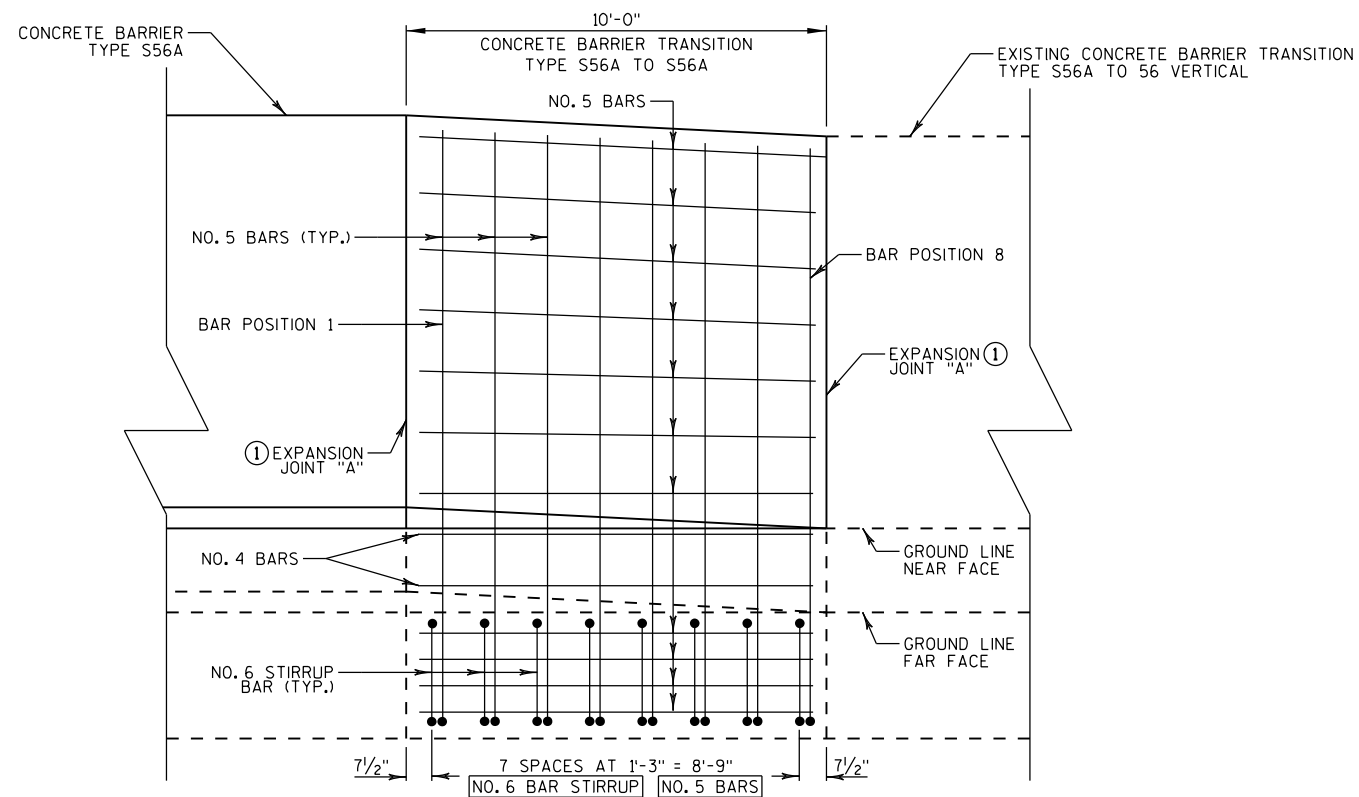
BAR	A
B1	3'-4 1/2"
B2	3'-5 3/4"
B3	3'-7"
B4	3'-8"
B5	3'-9 1/4"
B6	3'-10 1/4"
B7	3'-11 1/2"
B8	4'-0 1/2"
B9	4'-1 3/4"
B10	4'-3"
B11	4'-4"
B12	4'-5 1/4"
B13	4'-6 1/4"

TRANSITION TYPE	B
1	2'-2"
2	2'-8"
3	3'-8"
4	4'-8"

*NOTE: ADD 1" TO DIM. "B" BARS WHEN USING 5" LIP.

BAR CHART
BAR POSITIONS B1-B13

CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1, 2, 3, & 4



PLAN VIEW

CONCRETE BARRIER TRANSITION TYPE S56A TO S56A

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

NOTES:
CONSTRUCT PER STANDARD SPECIFICATION 603.

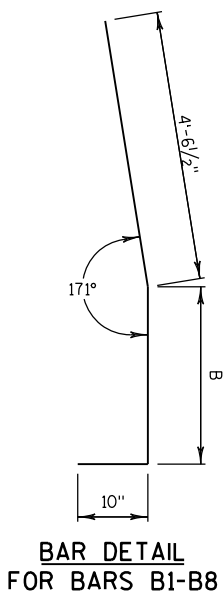
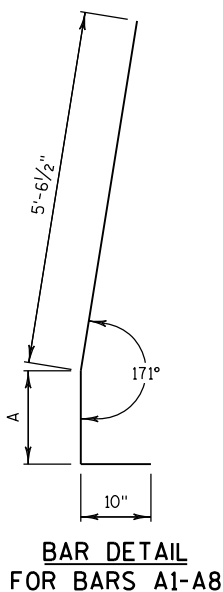
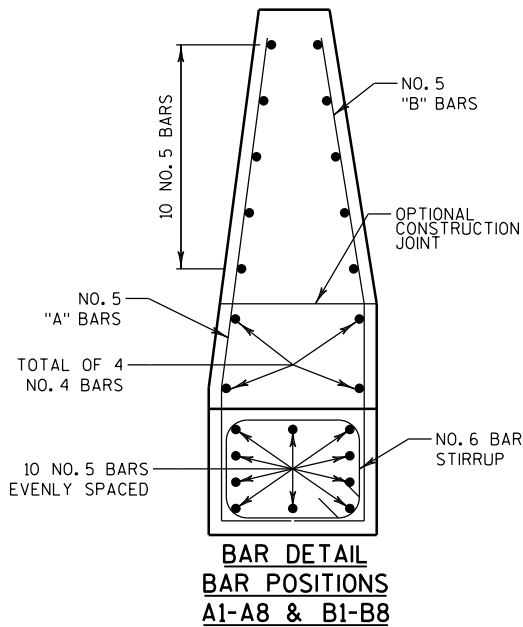
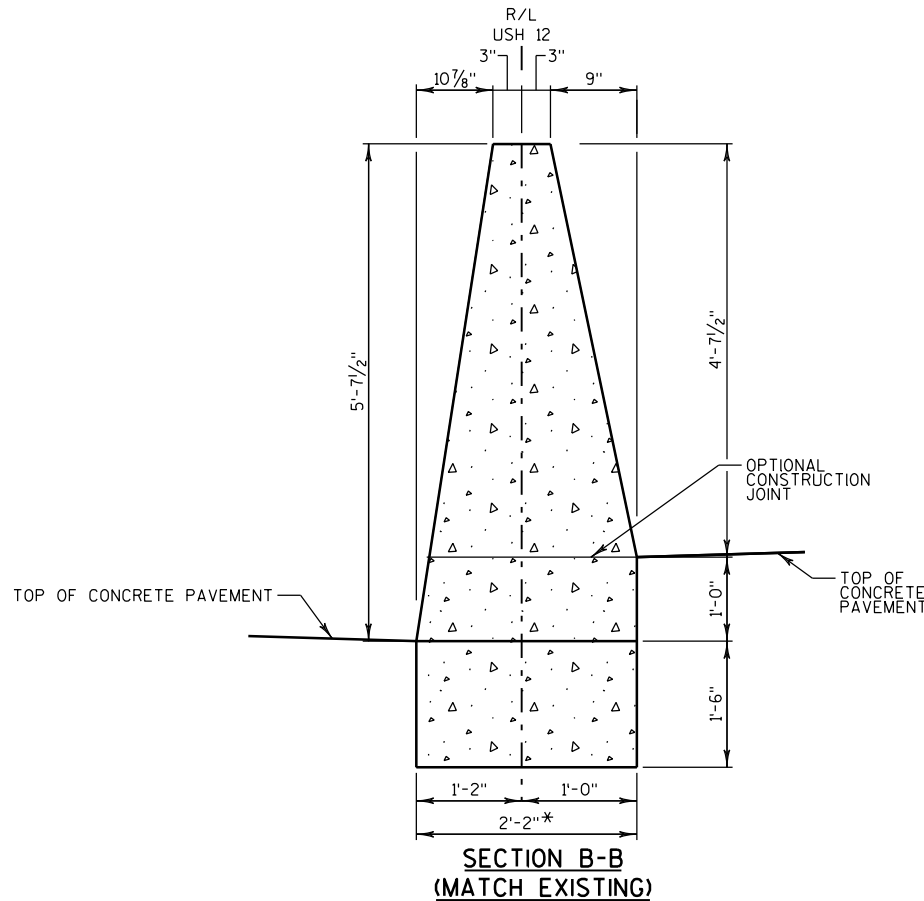
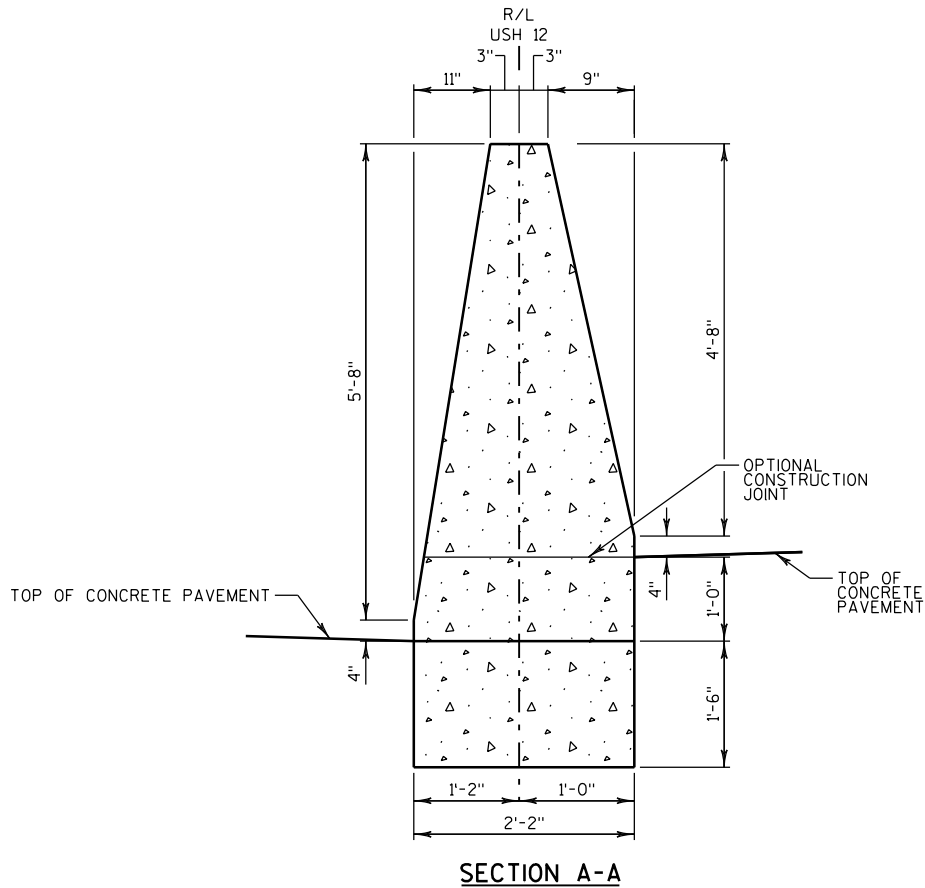
SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

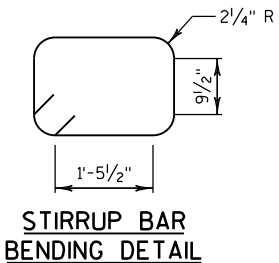
2" CLEAR COVER TYPICAL.

*VERIFY EXISTING CONCRETE BARRIER TRANSITION TYPE S56A TO S6 VERTICAL DIMENSIONS PRIOR TO FABRICATING BARS. ADJUST BAR BEND DIMENSIONS AS REQUIRED TO PROVIDE 2" CLEAR COVER.

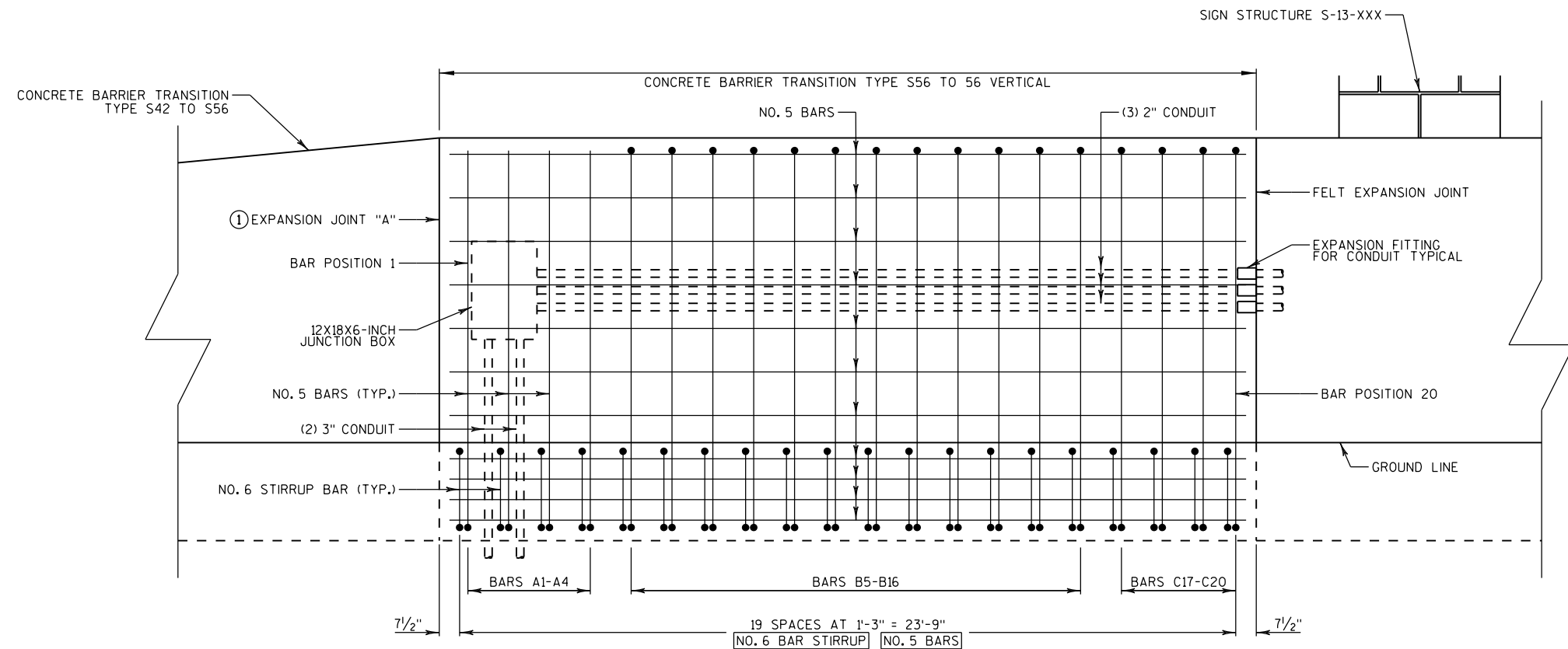


BAR	A
A1	1'-4"
A2	1'-4 1/2"
A3	1'-5"
A4	1'-5 1/2"
A5	1'-6"
A6	1'-6 1/2"
A7	1'-7"
A8	1'-7 1/2"

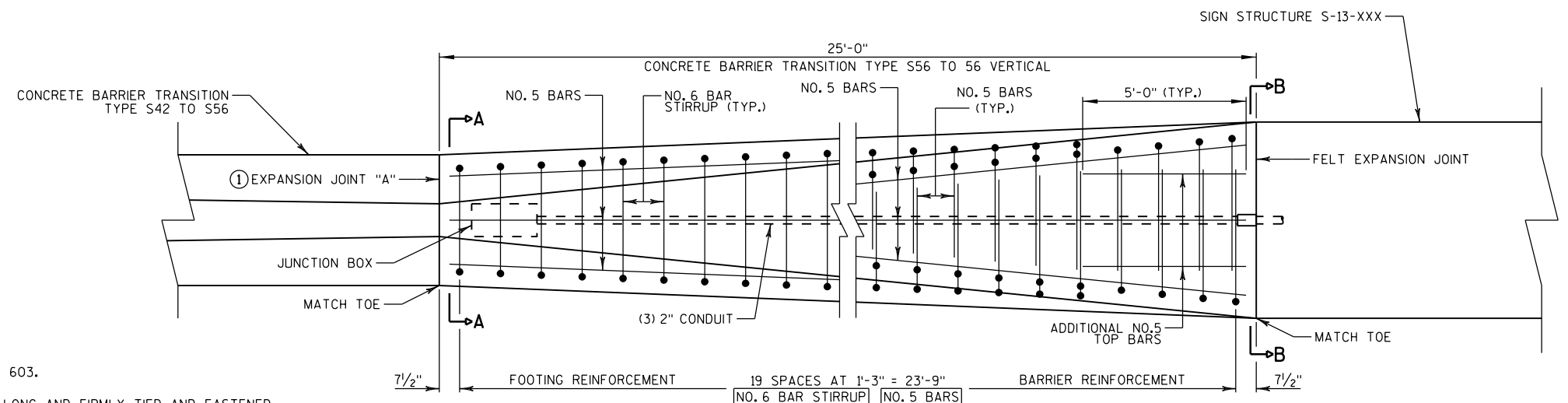
BAR	B
B1	2'-4"
B2	2'-4 1/2"
B3	2'-5"
B4	2'-5 1/2"
B5	2'-6"
B6	2'-6 1/2"
B7	2'-7"
B8	2'-7 1/2"



CONCRETE BARRIER TRANSITION TYPE S56A TO S56A



ELEVATION VIEW



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC SIGN STRUCTURE LOCATIONS AND CONDUIT REQUIREMENTS.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S56 TO S56 VERTICAL

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

131

E

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

BAR	A
A1	171°-5'
A2	171°-30'
A3	172°-0'
A4	172°-25'

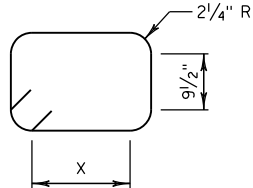
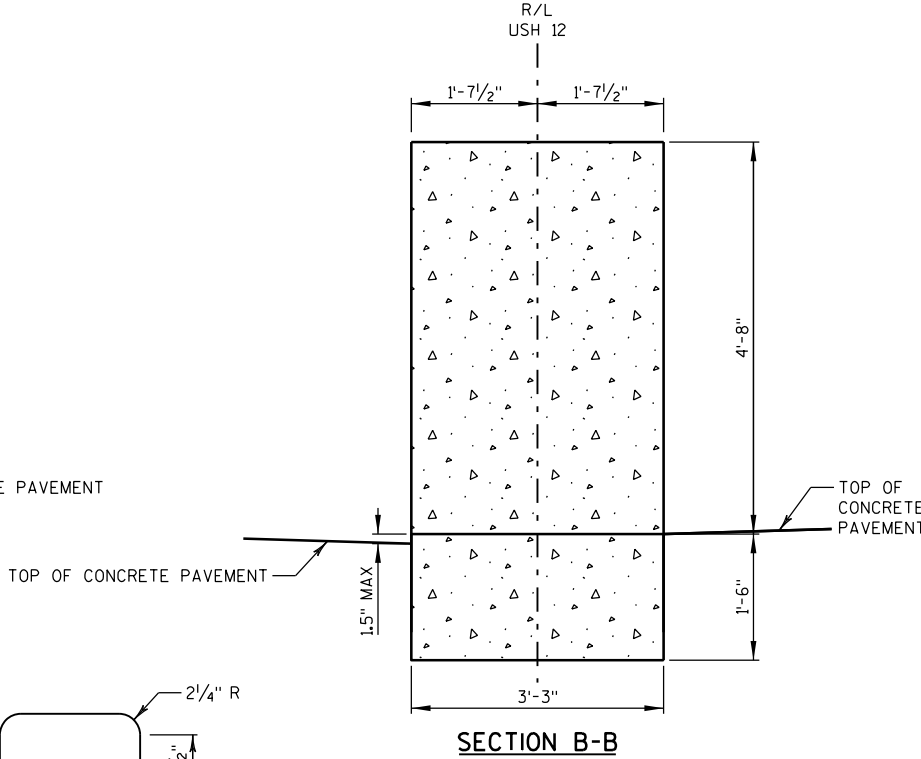
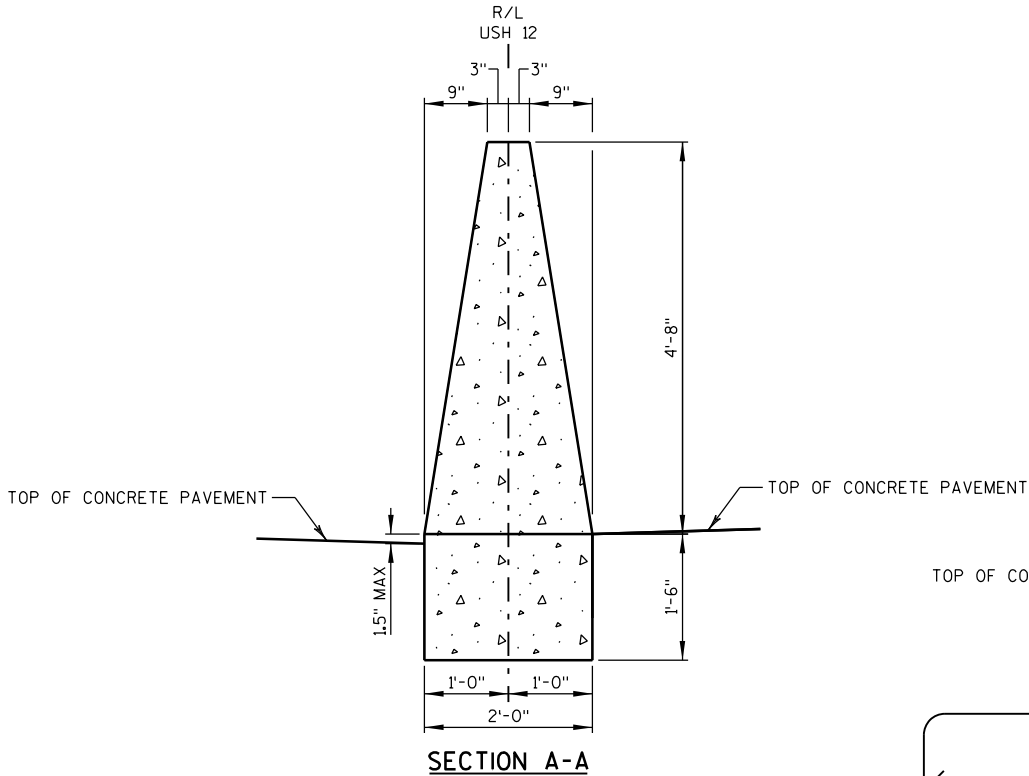
BAR CHART
BAR POSITIONS A1-A4

BAR	A	B	C
B5	172°-50'	4'-6"	6"
B6	173°-20'	4'-6"	8"
B7	173°-45'	4'-6"	10"
B8	174°-15'	4'-6"	1'-0"
B9	174°-40'	4'-5 1/2"	1'-2"
B10	175°-10'	4'-5 1/2"	1'-3"
B11	175°-35'	4'-5 1/2"	1'-4"
B12	176°-5'	4'-5 1/2"	1'-5"
B13	176°-30'	4'-5 1/2"	1'-7"
B14	177°-0'	4'-5 1/2"	1'-9"
B15	177°-30'	4'-5 1/2"	1'-11"
B16	177°-55'	4'-5 1/2"	2'-1"

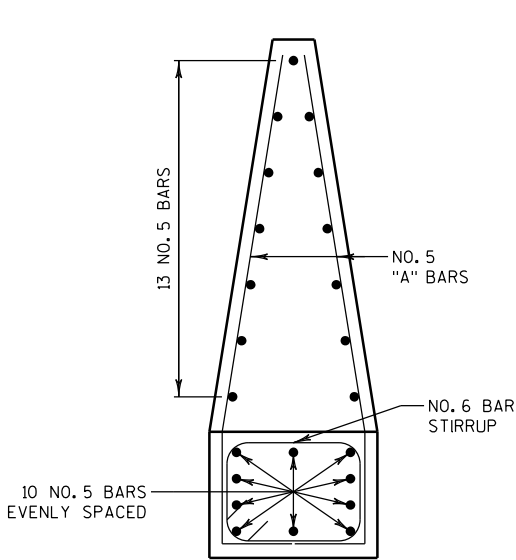
BAR CHART
BAR POSITIONS B5-B16

BAR	A
C17	88°40'
C18	89°-5'
C19	89°-25'
C20	89°-50'

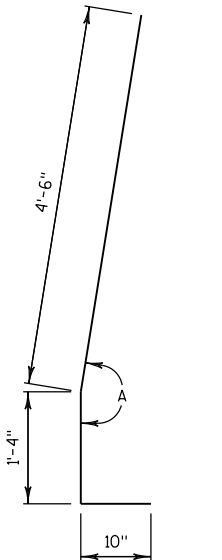
BAR CHART
BAR POSITIONS C17-C20



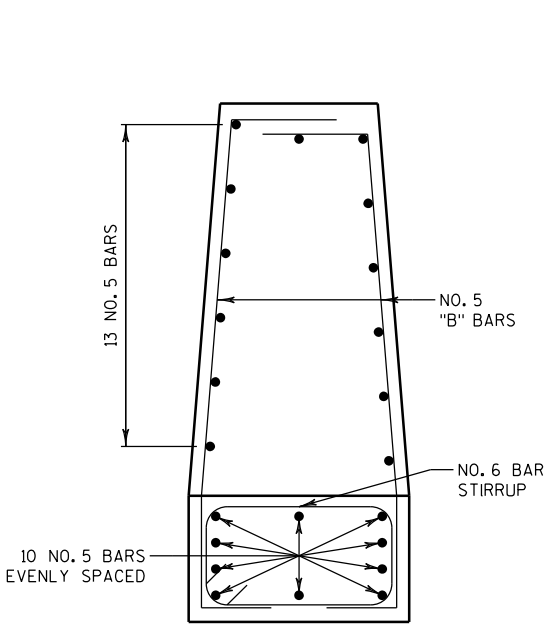
STIRRUP BAR
BENDING DETAIL
X VARIES 1'-3 1/2" TO 2'-6 1/2"
OVER 20 BARS.



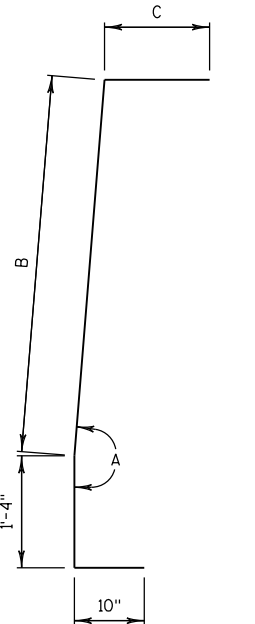
BAR DETAIL
BAR POSITIONS A1-A4



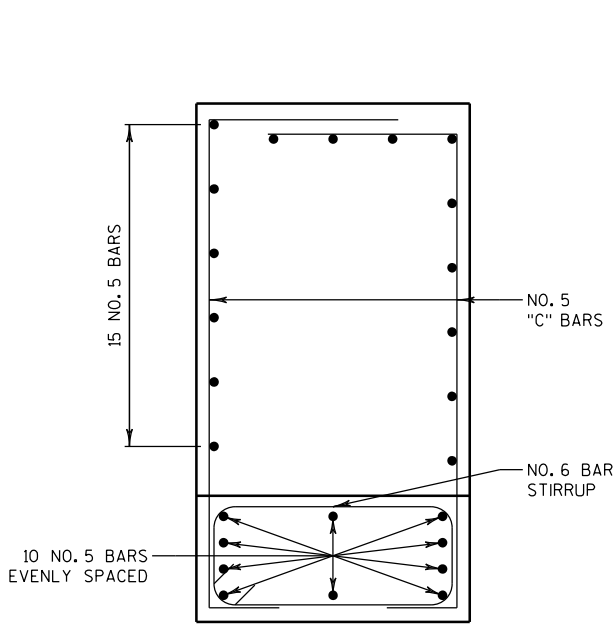
BAR DETAIL
FOR BARS A1-A4



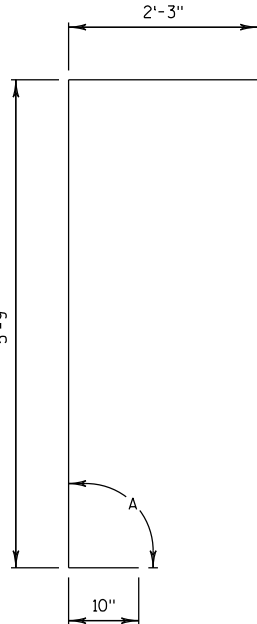
BAR DETAIL
BAR POSITIONS B5-B16



BAR DETAIL
FOR BARS B5-B16

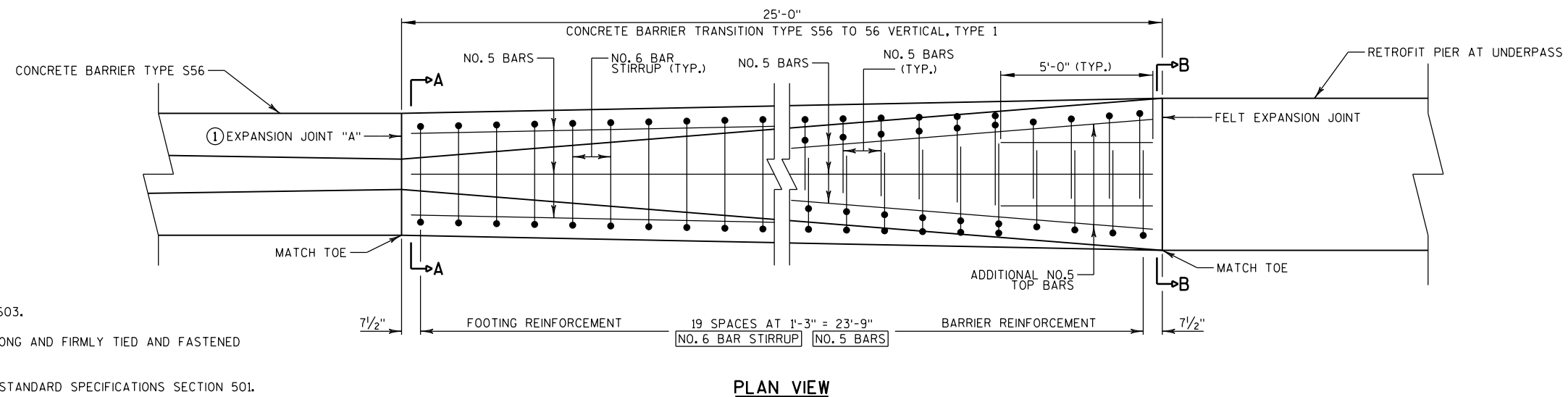
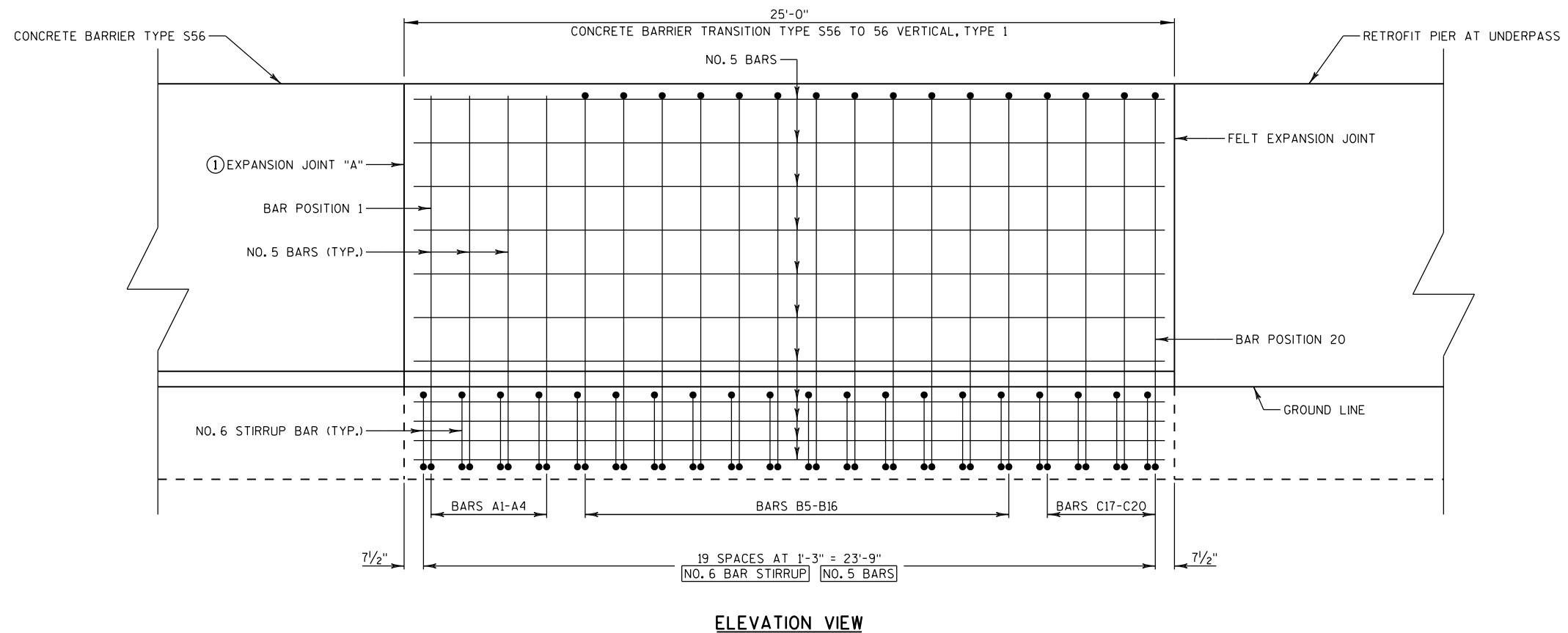


BAR DETAIL
BAR POSITIONS C17-C20



BAR DETAIL
FOR BARS C17-C20

CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL

**NOTES:**

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PS/CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 1

NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.

BAR	A
A1	171°-5'
A2	171°-30'
A3	172°-0'
A4	172°-25'

LIP HEIGHT	B
4"	1'-8"
5"	1'-9"

BAR CHART
BAR POSITIONS A1-A4

BAR	A	C	D
B5	172°-50'	4'-6"	6"
B6	173°-20'	4'-6"	6 1/2"
B7	173°-45'	4'-6"	7 1/2"
B8	174°-15'	4'-6"	8 1/2"
B9	174°-40'	4'-5 1/2"	9 1/2"
B10	175°-10'	4'-5 1/2"	10 1/2"
B11	175°-35'	4'-5 1/2"	11 1/2"
B12	176°-5'	4'-5 1/2"	1'-0 1/2"
B13	176°-30'	4'-5 1/2"	1'-1 1/2"
B14	177°-0'	4'-5 1/2"	1'-2 1/2"
B15	177°-30'	4'-5 1/2"	1'-3 1/2"
B16	177°-55'	4'-5 1/2"	1'-4"

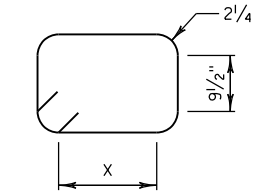
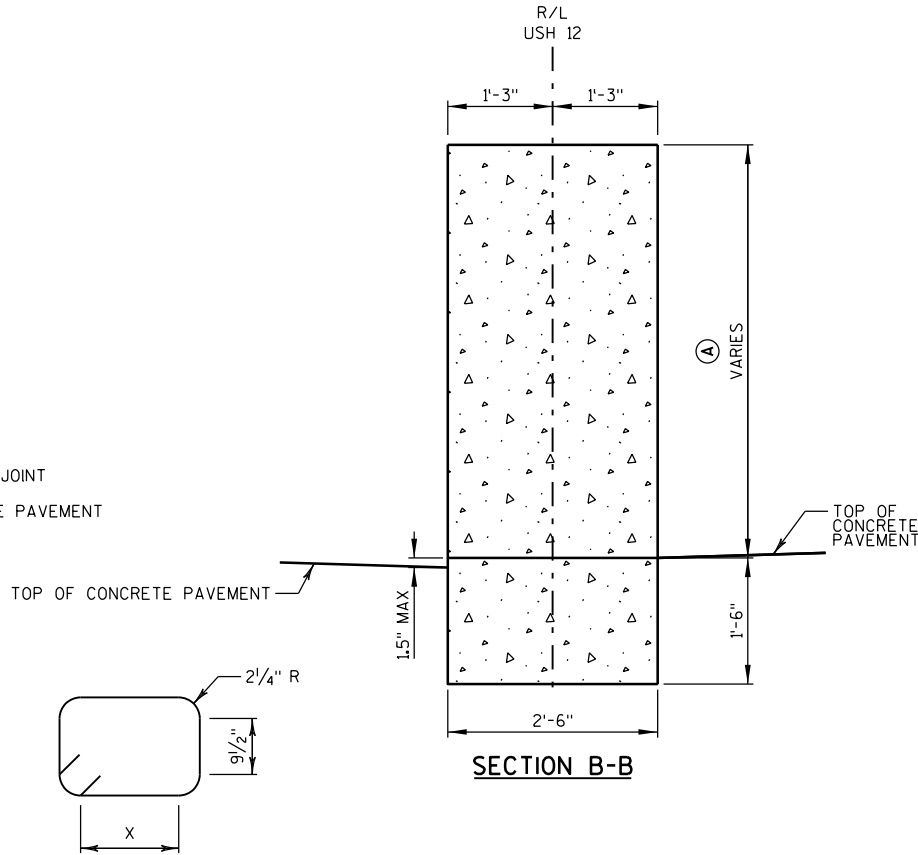
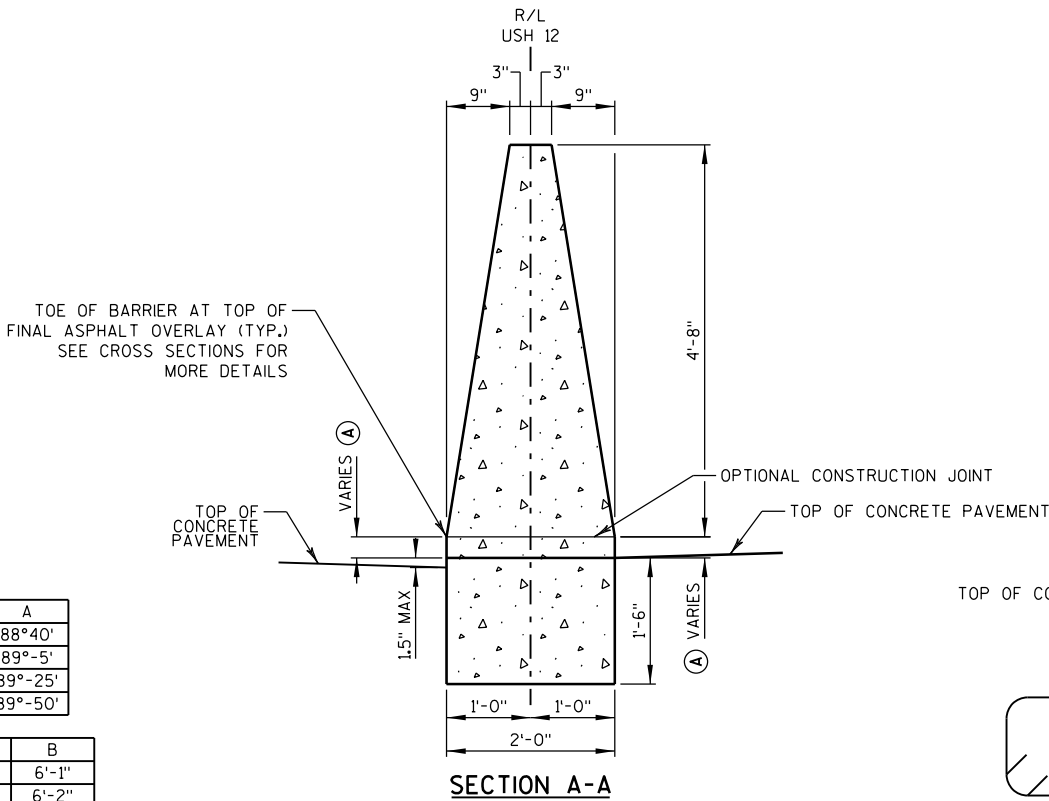
LIP HEIGHT	B
4"	1'-8"
5"	1'-9"

BAR CHART
BAR POSITIONS B5-B16

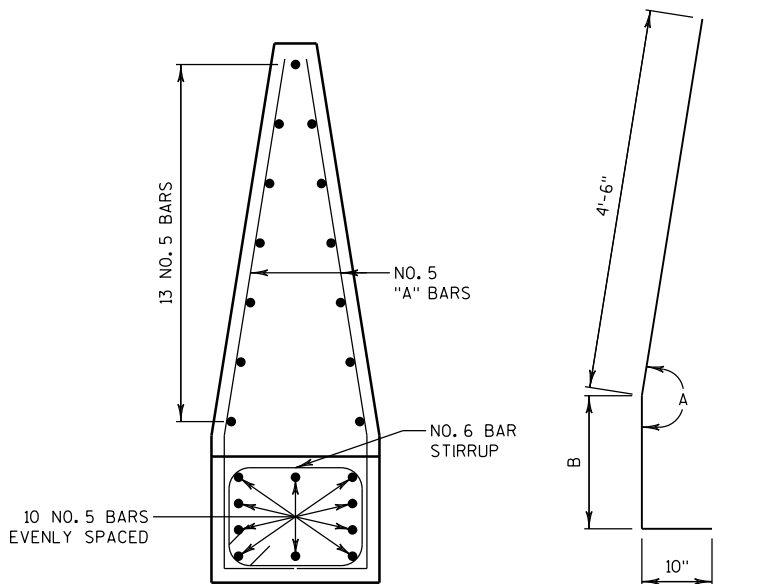
BAR	A
C17	88°40'
C18	89°-5'
C19	89°-25'
C20	89°-50'

LIP HEIGHT	B
4"	6'-1"
5"	6'-2"

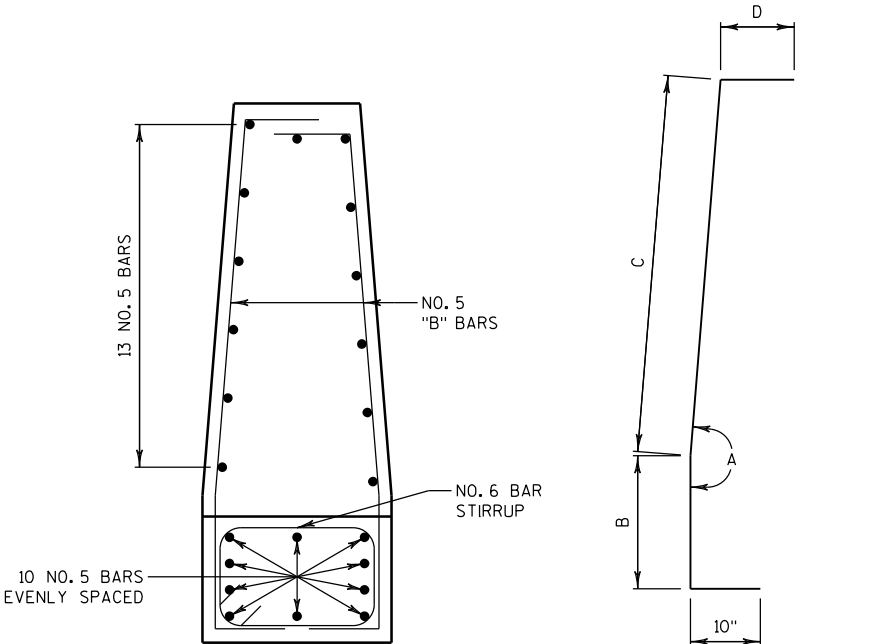
BAR CHART
BAR POSITIONS C17-C20



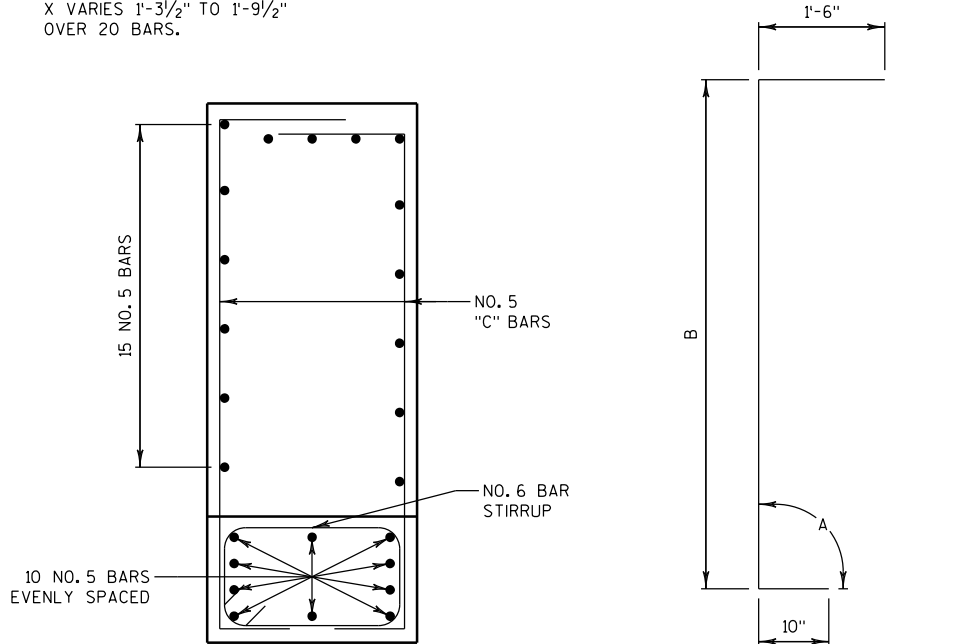
STIRRUP BAR
BENDING DETAIL
X VARIES 1'-3 1/2" TO 1'-9 1/2"
OVER 20 BARS.



BAR DETAIL
BAR POSITIONS A1-A4



BAR DETAIL
BAR POSITIONS B5-B16

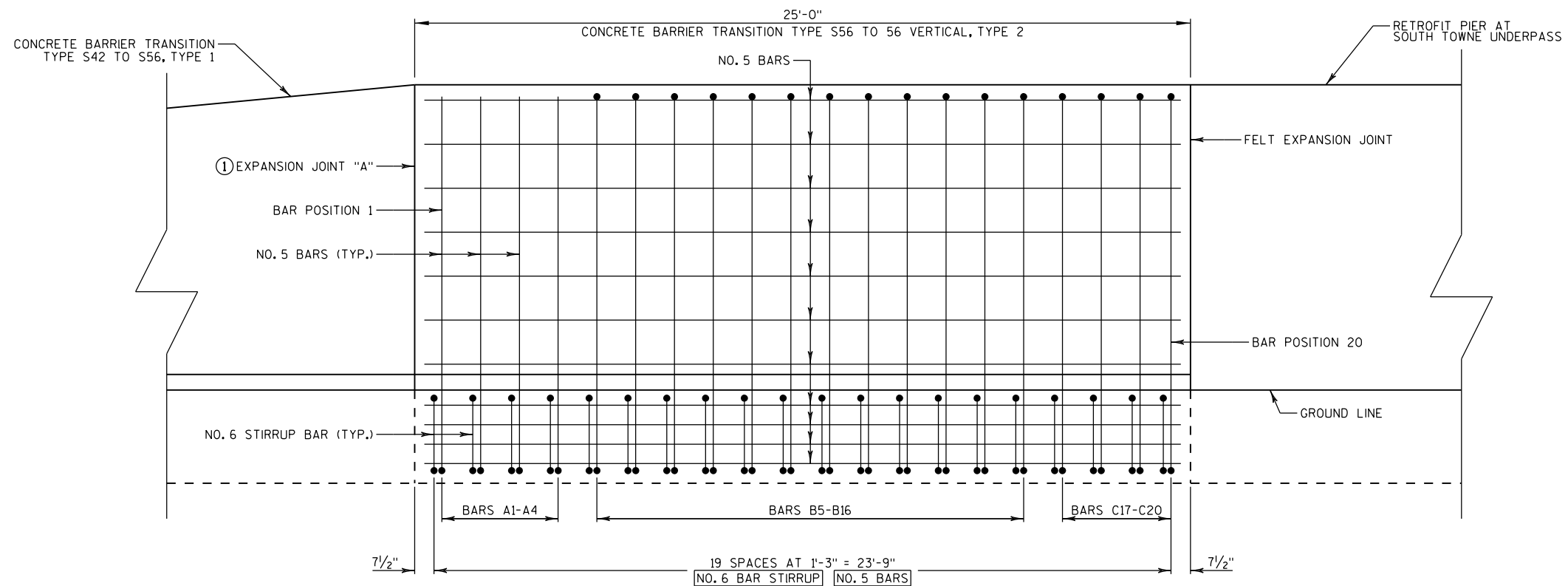


BAR DETAIL
BAR POSITIONS C17-C20

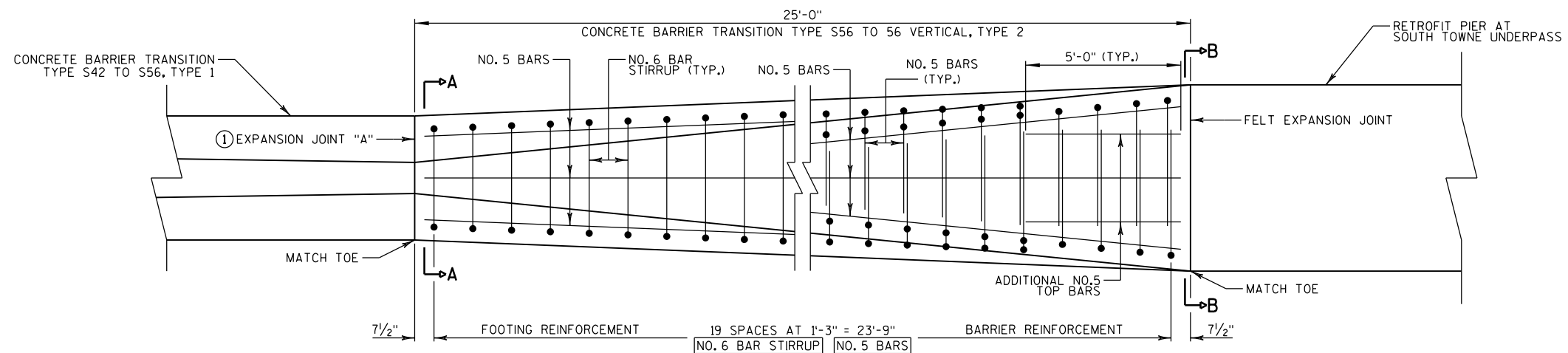
BAR DETAIL
FOR BARS C17-C20

CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 1

STATION RANGE	LIP HEIGHT	BARRIER HEIGHT
STA 515CL+65.75 - STA 608CL+96.43	4"	5'-0"
STA 608CL+96.43 - STA 795CL+88.66	5"	5'-1"
STA 822CL+40.12 - STA 831CL+19.26	4"	5'-0"
STA 832CL+96.18 - STA 909CL+26.43	5"	5'-1"



ELEVATION VIEW



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 2

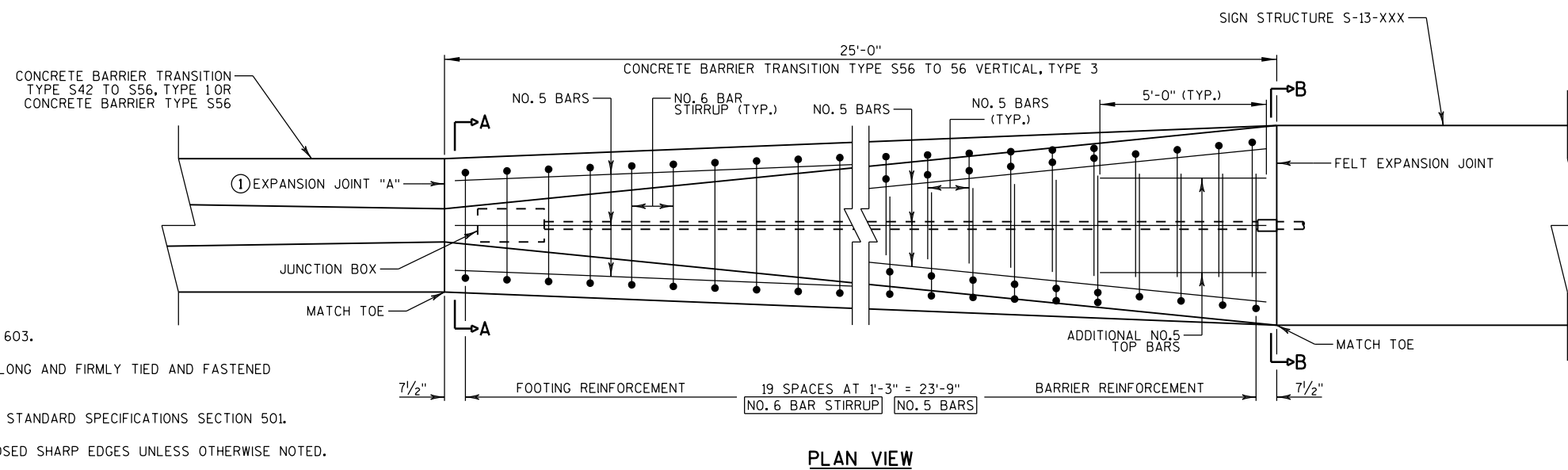
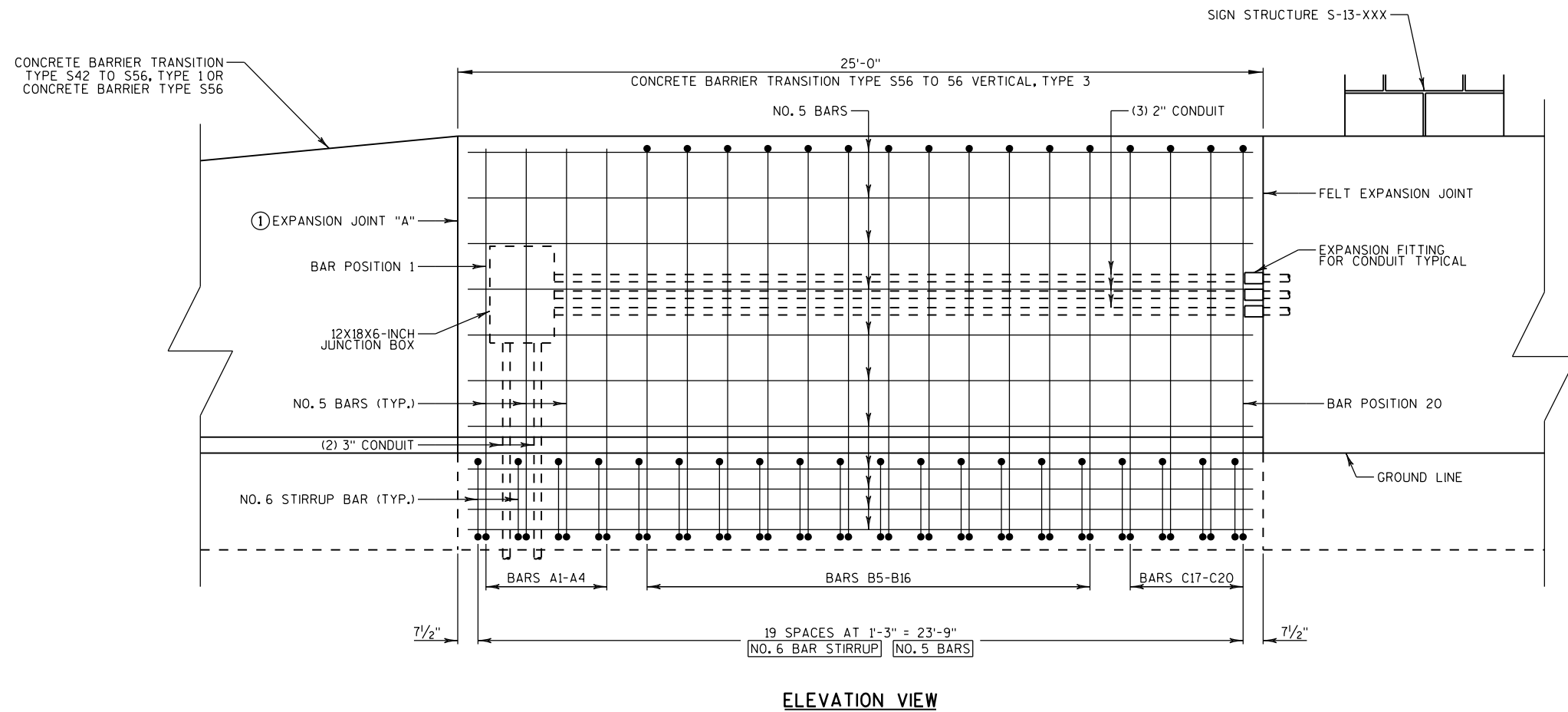
2

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2

3



NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC SIGN STRUCTURE LOCATIONS AND CONDUIT REQUIREMENTS.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

137

E

NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PS/CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.

BAR	A
A1	171°-5'
A2	171°-30'
A3	172°-0'
A4	172°-25'

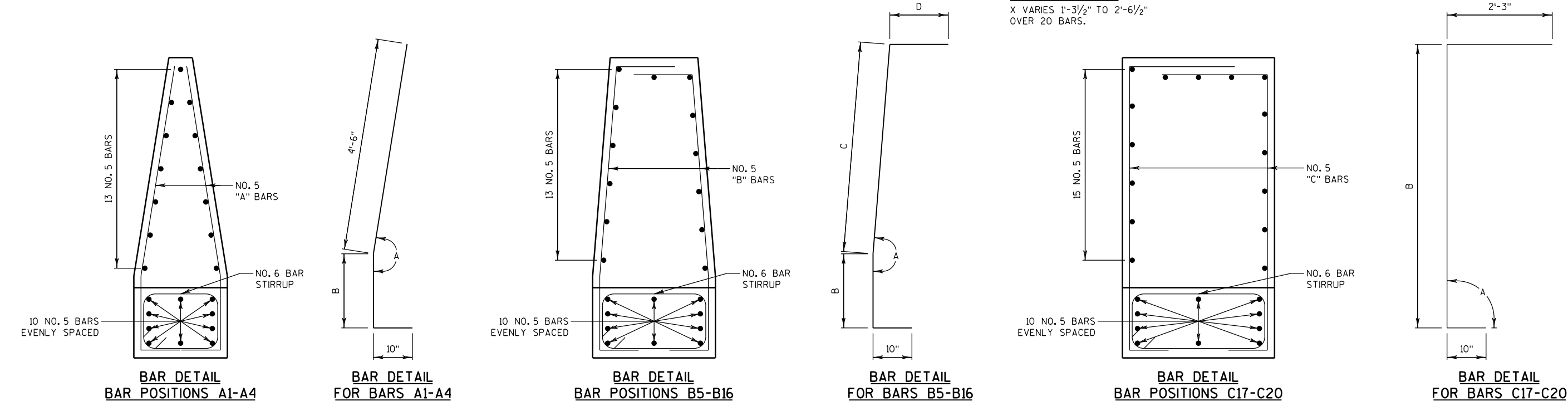
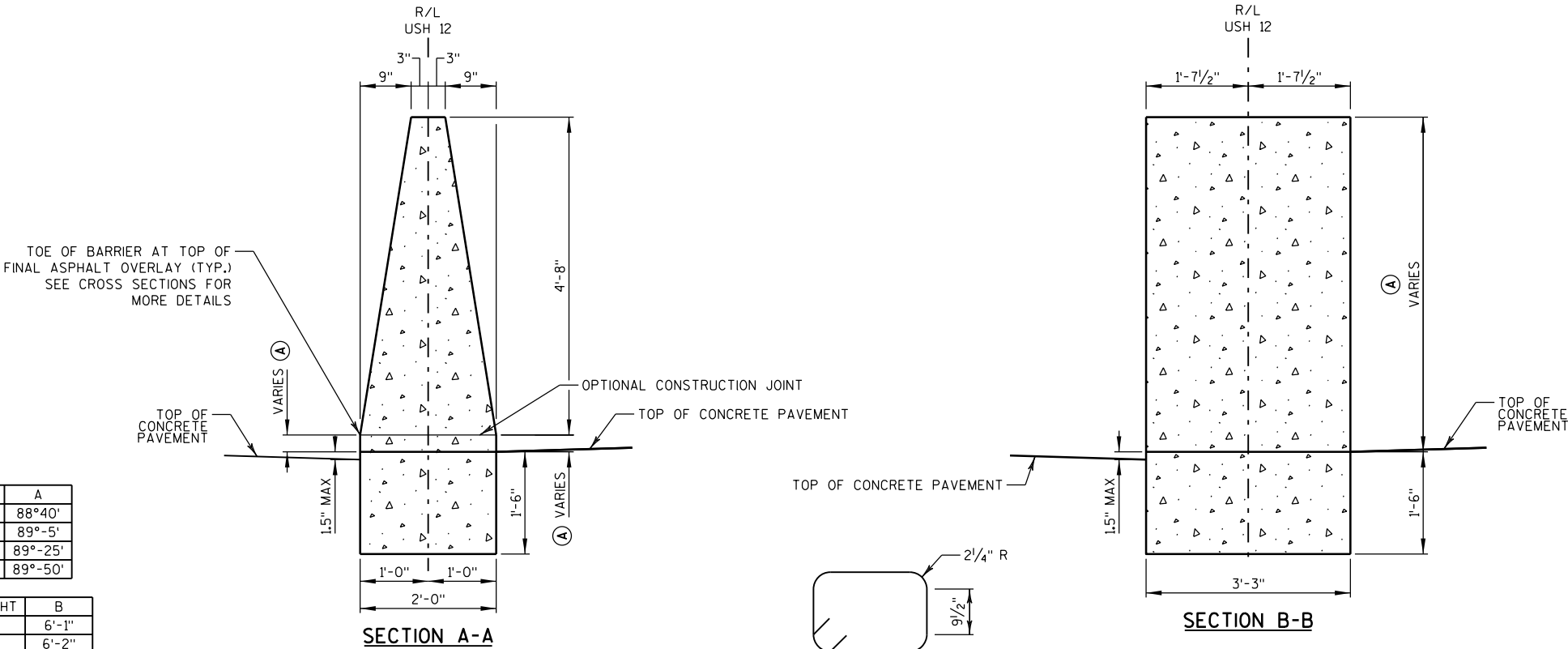
BAR CHART
BAR POSITIONS A1-A4

BAR	A	C	D
B5	172°-50'	4'-6"	6"
B6	173°-20'	4'-6"	8"
B7	173°-45'	4'-6"	10"
B8	174°-15'	4'-6"	1'-0"
B9	174°-40'	4'-5 1/2"	1'-2"
B10	175°-10'	4'-5 1/2"	1'-3"
B11	175°-35'	4'-5 1/2"	1'-4"
B12	176°-5'	4'-5 1/2"	1'-5"
B13	176°-30'	4'-5 1/2"	1'-7"
B14	177°-0'	4'-5 1/2"	1'-9"
B15	177°-30'	4'-5 1/2"	1'-11"
B16	177°-55'	4'-5 1/2"	2'-1"

BAR CHART
BAR POSITIONS B5-B16

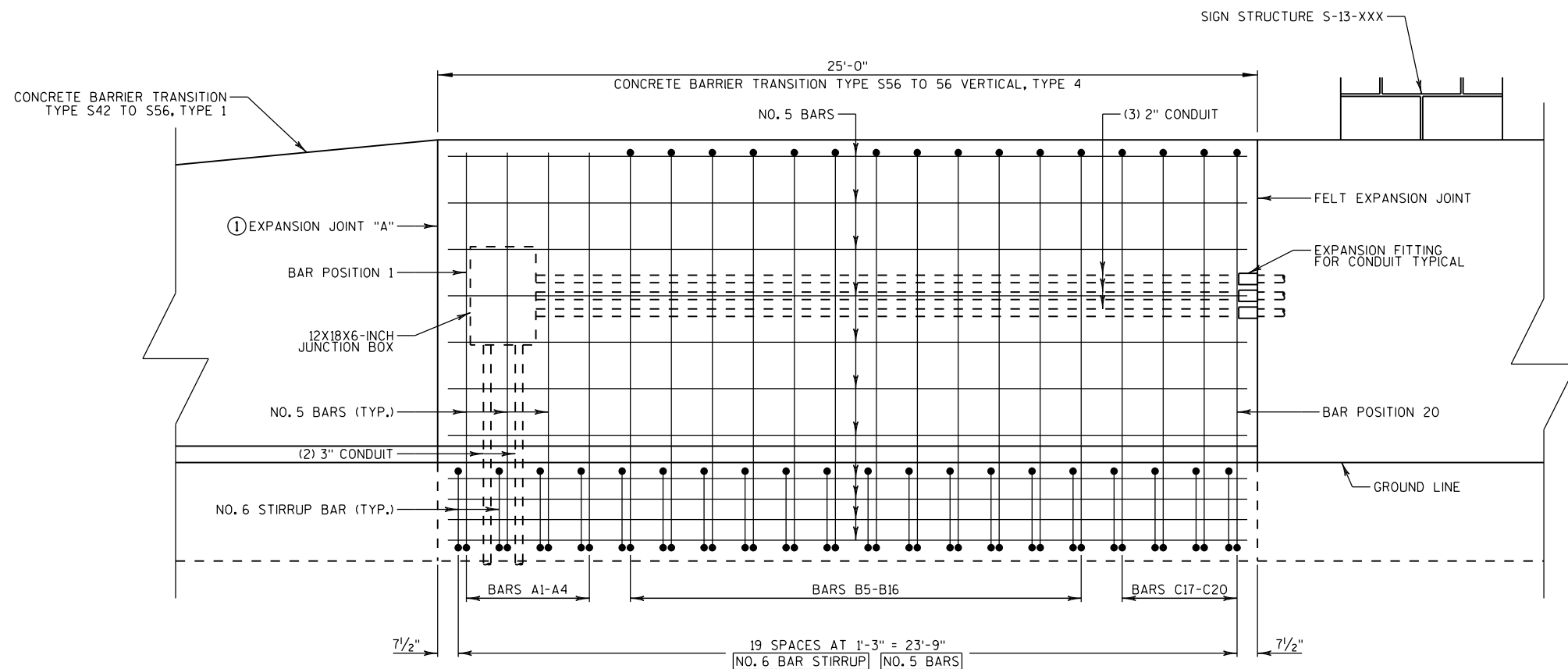
BAR	A
C17	88°40'
C18	89°-5'
C19	89°-25'
C20	89°-50'

BAR CHART
BAR POSITIONS C17-C20

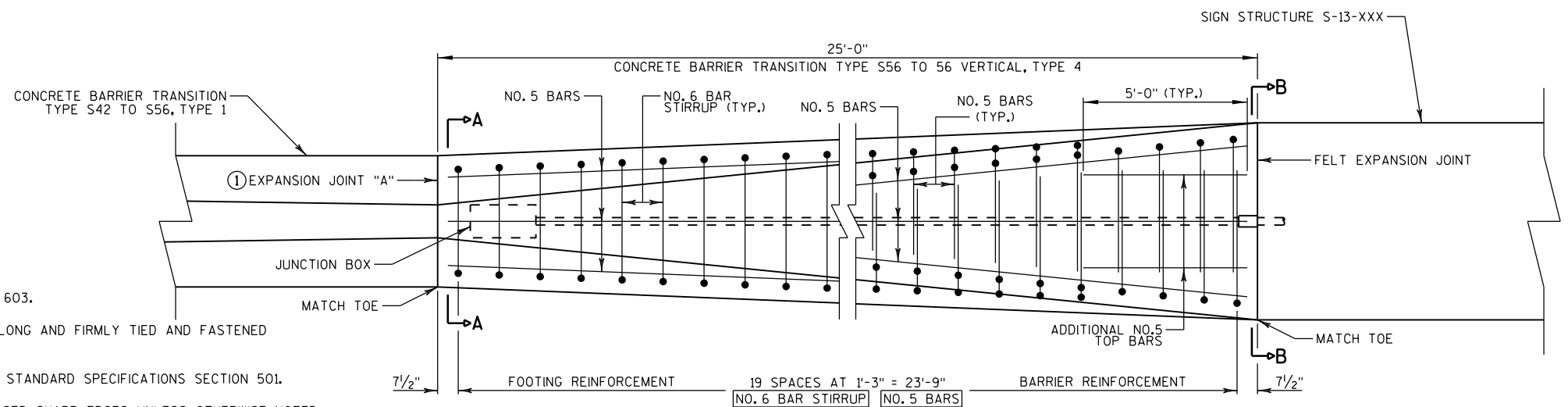


CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3

STATION RANGE	LIP HEIGHT	BARRIER HEIGHT
STA 515CL+65.75 - STA 608CL+96.43	4"	5'-0"
STA 608CL+96.43 - STA 795CL+88.66	5"	5'-1"
STA 822CL+40.12 - STA 831CL+19.26	4"	5'-0"
STA 832CL+96.18 - STA 909CL+26.43	5"	5'-1"



ELEVATION VIEW



PLAN VIEW

CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 4

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC SIGN STRUCTURE LOCATIONS AND CONDUIT REQUIREMENTS.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.

BAR	A
A1	171°-5'
A2	171°-30'
A3	172°-0'
A4	172°-25'

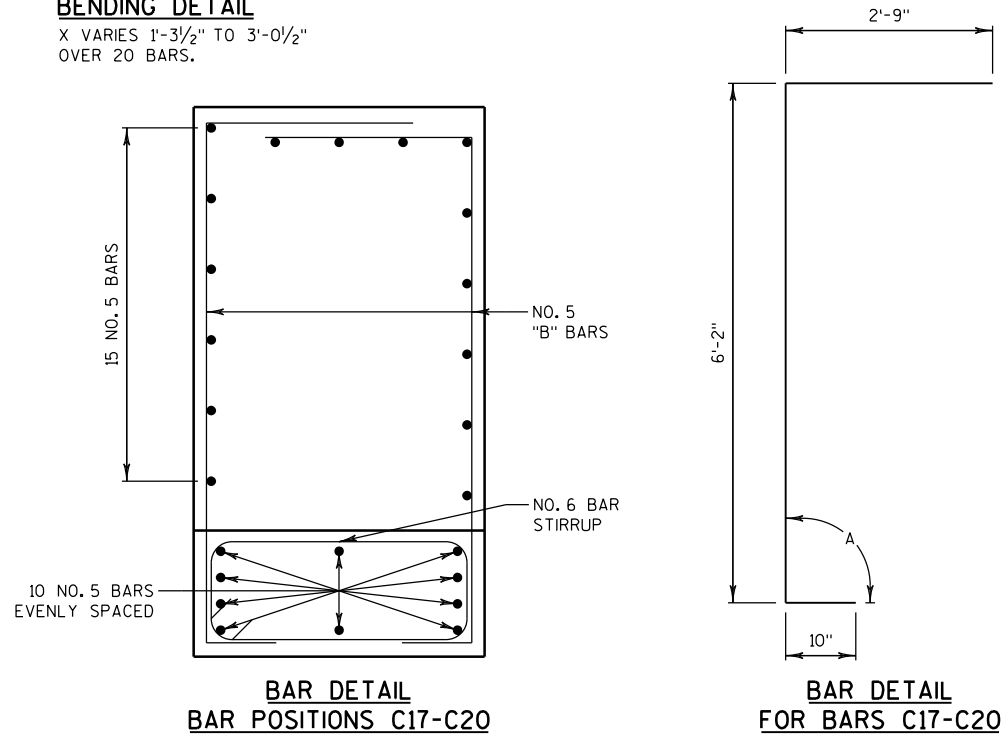
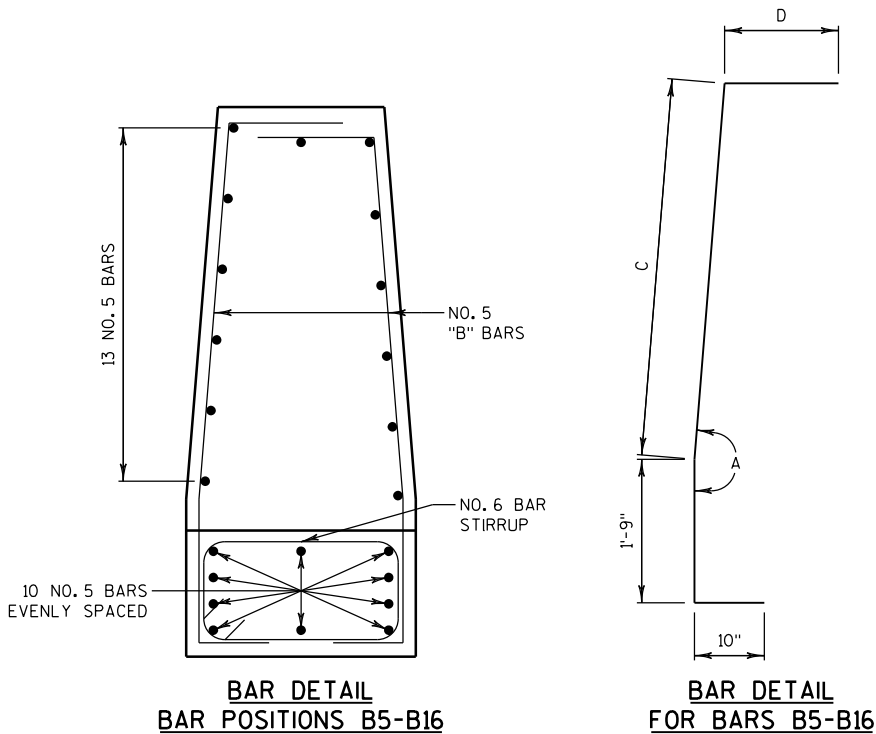
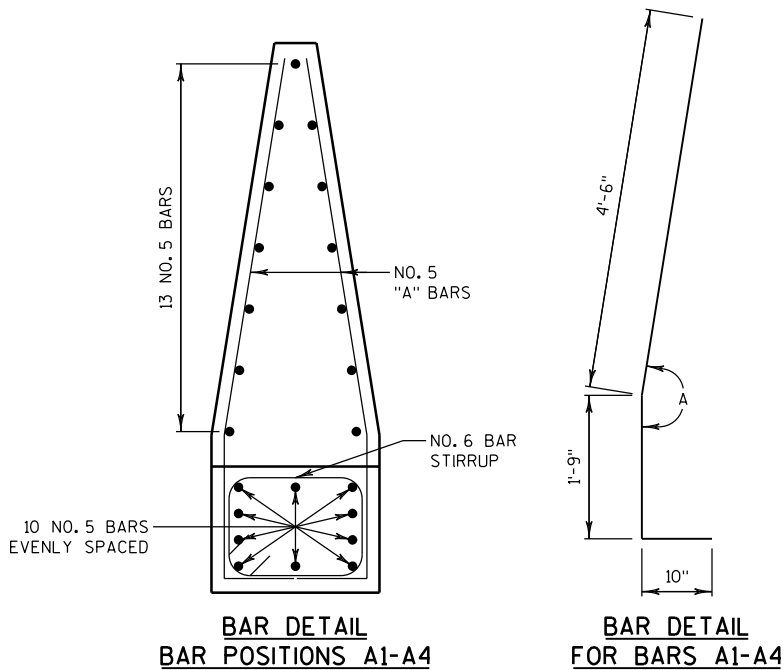
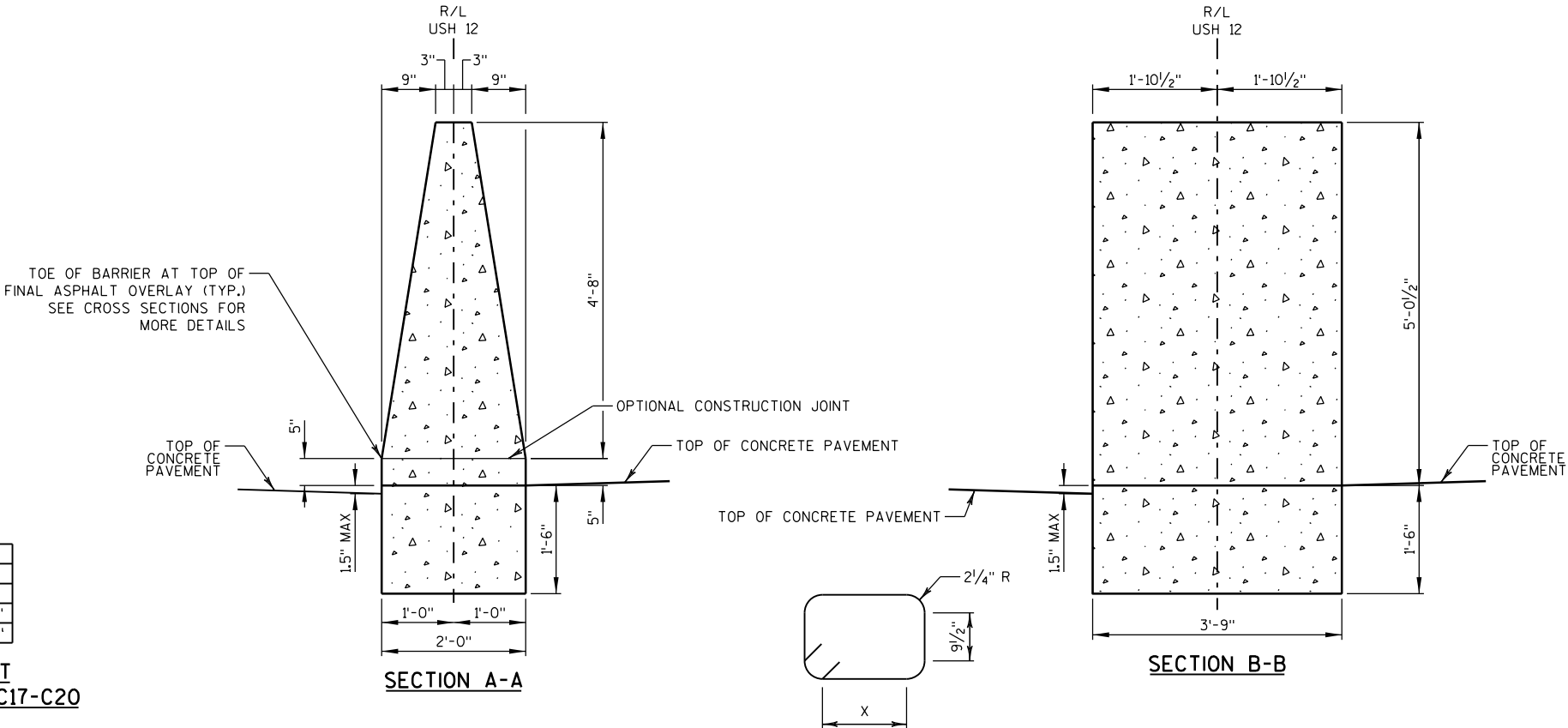
BAR CHART
BAR POSITIONS A1-A4

BAR	A	C	D
B5	172°-50'	4'-6"	6"
B6	173°-20'	4'-6"	8 1/2"
B7	173°-45'	4'-6"	11"
B8	174°-15'	4'-6"	1'-1 1/2"
B9	174°-40'	4'-5 1/2"	1'-3 1/2"
B10	175°-10'	4'-5 1/2"	1'-5 1/2"
B11	175°-35'	4'-5 1/2"	1'-7 1/2"
B12	176°-5'	4'-5 1/2"	1'-9 1/2"
B13	176°-30'	4'-5 1/2"	1'-11 1/2"
B14	177°-0'	4'-5 1/2"	2'-2"
B15	177°-30'	4'-5 1/2"	2'-5 1/2"
B16	177°-55'	4'-5 1/2"	2'-7"

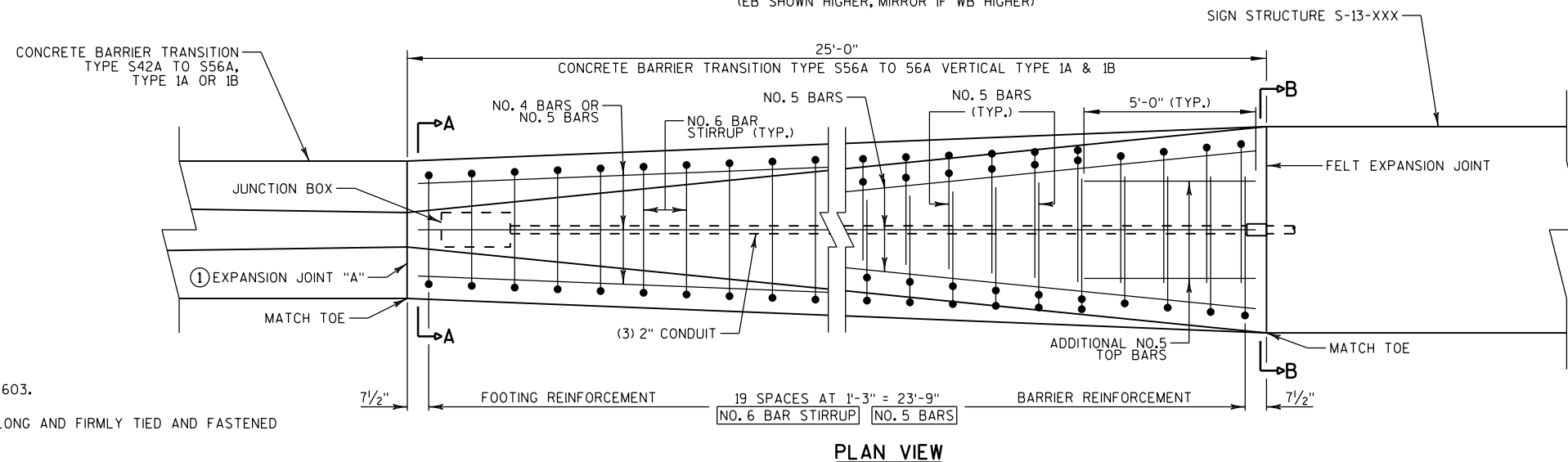
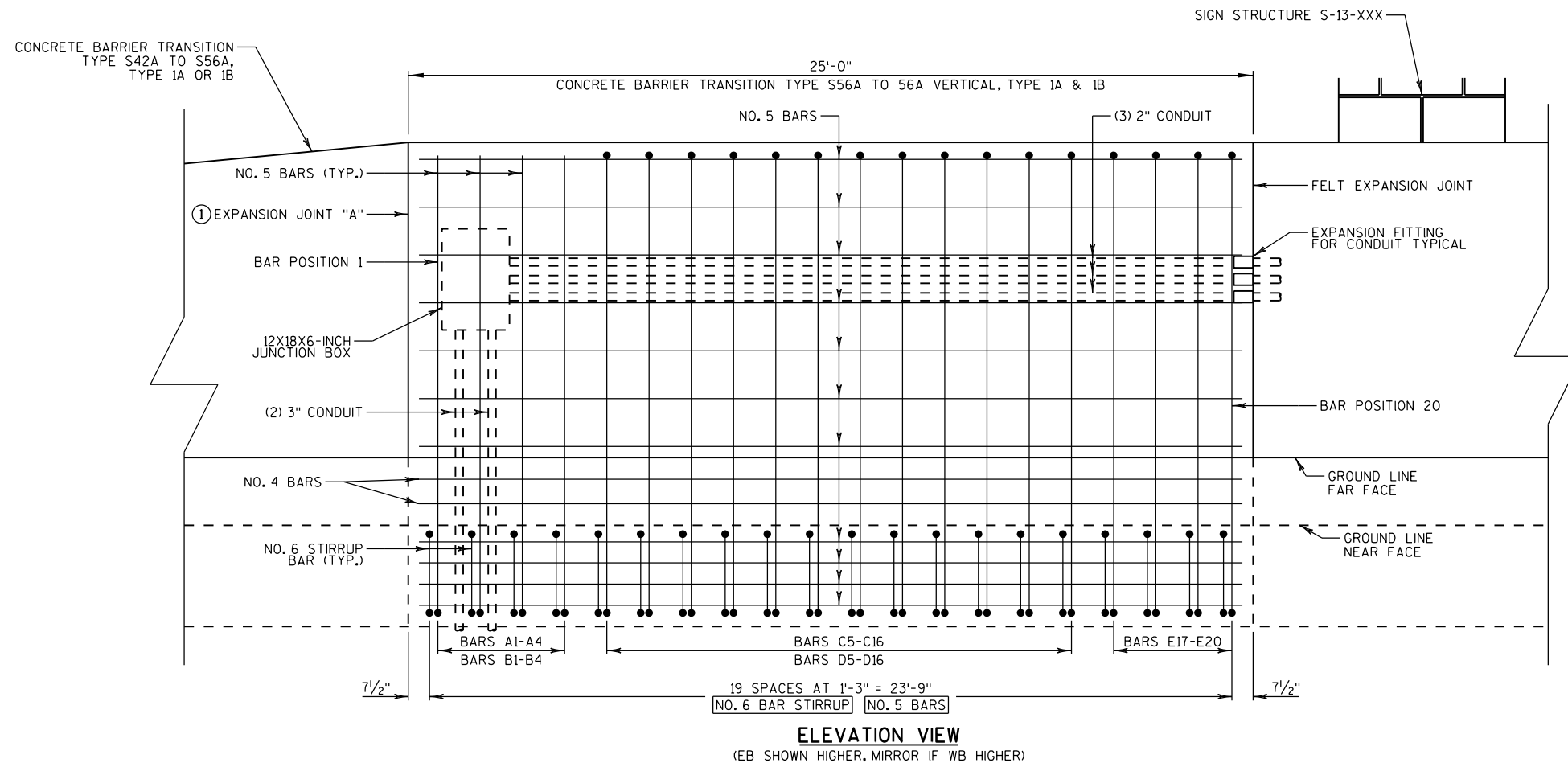
BAR CHART
BAR POSITIONS B5-B16

BAR	A
C17	88°40'
C18	89°-5'
C19	89°-25'
C20	89°-50'

BAR CHART
BAR POSITIONS C17-C20



CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 4

**NOTES:**

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC SIGN STRUCTURE LOCATIONS AND CONDUIT REQUIREMENTS.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 1A & 1B**PROJECT NO: 1206-06-79****HWY: USH 12****COUNTY: DANE****CONSTRUCTION DETAILS****SHEET**

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FILE NAME : \\madw00\ingrproj\66034\1206-06-79 HSR\1\cds\021001_cd.dgn

PLOT DATE : 9/29/2020 1:45:31 PM

PLOT BY : cjustman

PLOT NAME :

PLOT SCALE : 200:1

WISDOT/CADDs SHEET 42

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

BAR	A	B	D	E	
				TYPE 1A	TYPE 1B
C5	172°-50'	N/A	6"	5'-6"	7'-6"
C6	173°-20'		8"		
C7	173°-45'		10"		
C8	174°-15'		1'-0"		
C9	174°-40'	N/A	1'-2"	5'-5 1/2"	7'-5 1/2"
C10	175°-10'		1'-3"		
C11	175°-35'		1'-4"		
C12	176°-5'		1'-5"		
C13	176°-30'		1'-7"		
C14	177°-0'		1'-9"		
C15	177°-30'		1'-11"		
C16	177°-55'		2'-1"		
D5	172°-50'	4'-6"	6"	2'-4"	4'-4"
D6	173°-20'	4'-6"	8"		
D7	173°-45'	4'-6"	10"		
D8	174°-15'	4'-6"	1'-0"		
D9	174°-40'	4'-5 1/2"	1'-2"		
D10	175°-10'	4'-5 1/2"	1'-3"		
D11	175°-35'	4'-5 1/2"	1'-4"		
D12	176°-5'	4'-5 1/2"	1'-5"		
D13	176°-30'	4'-5 1/2"	1'-7"		
D14	177°-0'	4'-5 1/2"	1'-9"		
D15	177°-30'	4'-5 1/2"	1'-11"		
D16	177°-55'	4'-5 1/2"	2'-1"		

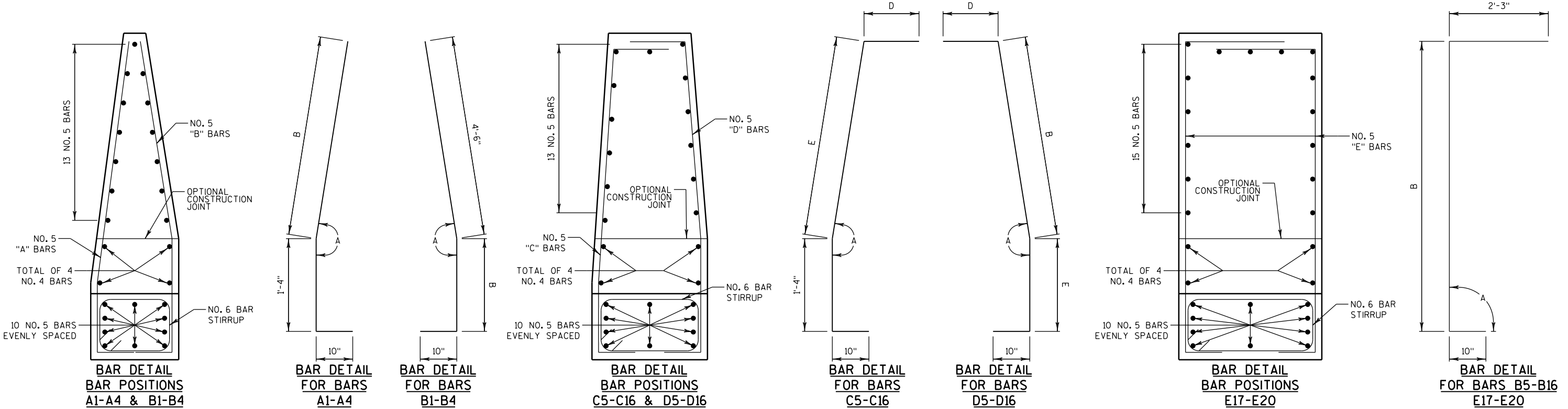
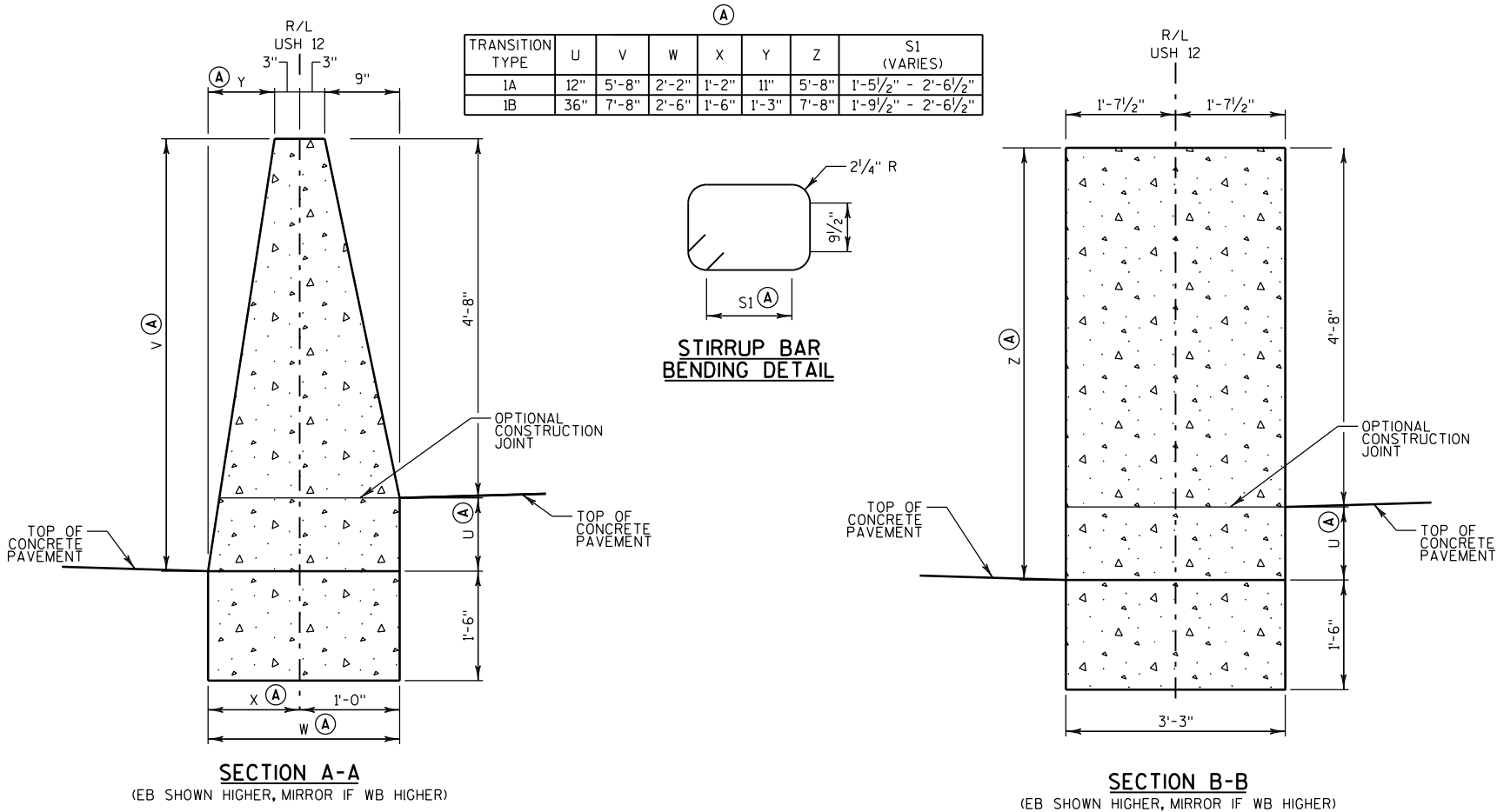
BAR CHART
BAR POSITIONS C5-C16 & D5-D16

BAR	A	B	
		TYPE 1A	TYPE 1B
A1	171°-5'	5'-6"	7'-6"
A2	171°-30'		
A3	172°-0'		
A4	172°-25'		
B1	171°-5'	2'-4"	4'-4"
B2	171°-30'		
B3	172°-0'		
B4	172°-25'		

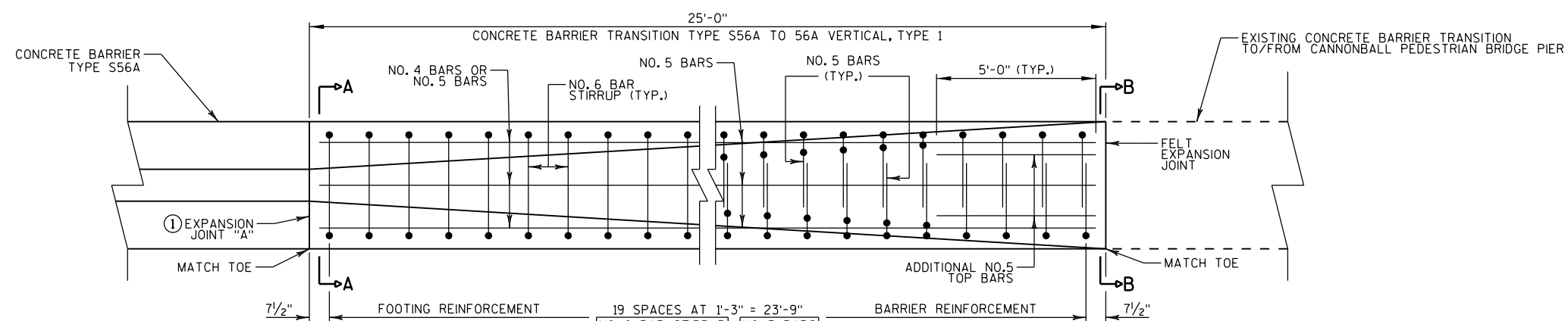
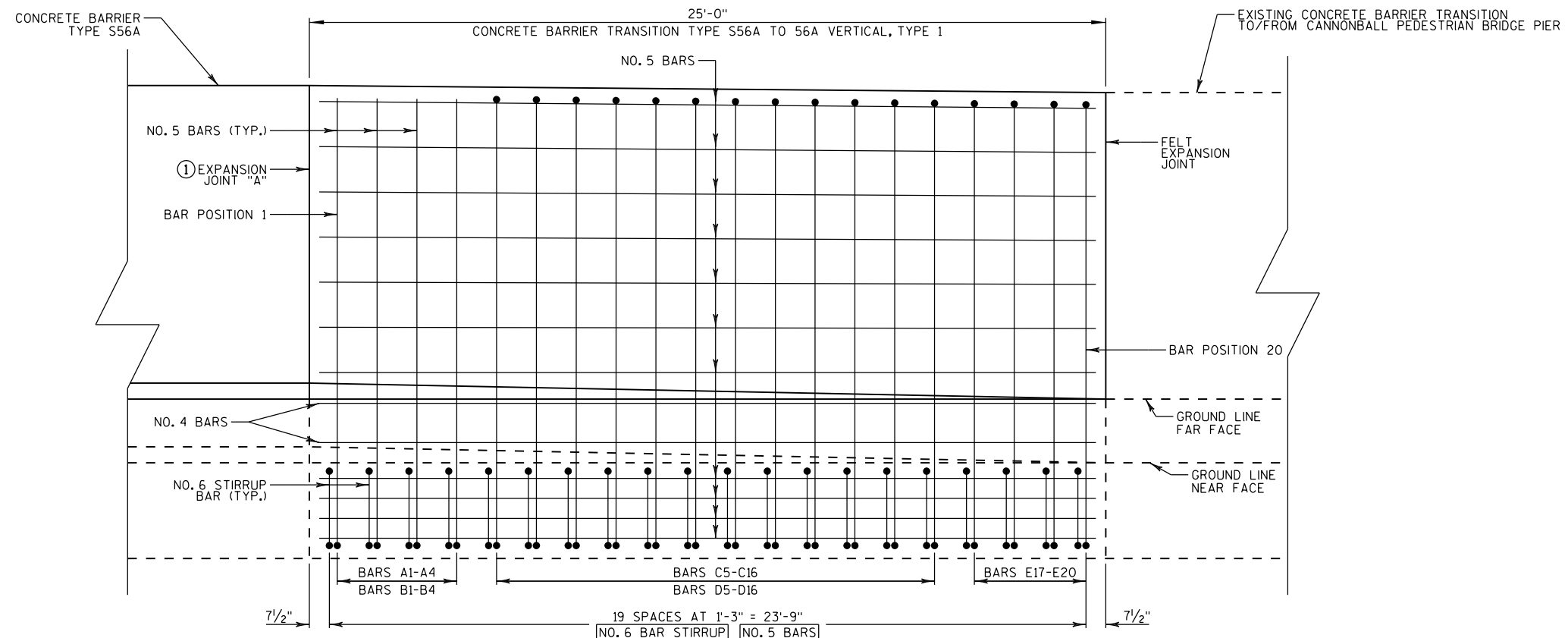
BAR CHART
BAR POSITIONS A1-A4 & B1-B4

BAR	A	B	
		TYPE 1A	TYPE 1B
E17	88°40'	6'-10"	8'-10"
E18	89°-5'		
E19	89°-25'		
E20	89°-50'		

BAR CHART
BAR POSITIONS E17-E20



CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 1A & 1B

**NOTES:**

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 1

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

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NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

*VERIFY EXISTING CONCRETE BARRIER TRANSITION TYPE S56A TO 56 VERTICAL DIMENSIONS PRIOR TO FABRICATING BARS.
ADJUST BAR BEND DIMENSIONS AS REQUIRED TO PROVIDE 2" CLEAR COVER.

BAR	A	B	C
C5	172°-50'	4'-6"	6"
C6	173°-20'	4'-6"	7"
C7	173°-45'	4'-6"	7 3/4"
C8	174°-15'	4'-6"	8 3/4"
C9	174°-40'	4'-5 1/2"	9 1/2"
C10	175°-10'	4'-5 1/2"	10 1/2"
C11	175°-35'	4'-5 1/2"	11 1/2"
C12	176°-5'	4'-5 1/2"	1'-0 1/4"
C13	176°-30'	4'-5 1/2"	1'-1 1/4"
C14	177°-0'	4'-5 1/2"	1'-2"
C15	177°-30'	4'-5 1/2"	1'-3"
C16	177°-55'	4'-5 1/2"	1'-4"
D5	172°-50'	6'-6"	6"
D6	173°-20'	6'-6"	7"
D7	173°-45'	6'-6"	7 3/4"
D8	174°-15'	6'-6"	8 3/4"
D9	174°-40'	6'-5 1/2"	9 1/2"
D10	175°-10'	6'-5 1/2"	10 1/2"
D11	175°-35'	6'-5 1/2"	11 1/2"
D12	176°-5'	6'-5 1/2"	1'-0 1/4"
D13	176°-30'	6'-5 1/2"	1'-1 1/4"
D14	177°-0'	6'-5 1/2"	1'-2"
D15	177°-30'	6'-5 1/2"	1'-3"
D16	177°-55'	6'-5 1/2"	1'-4"

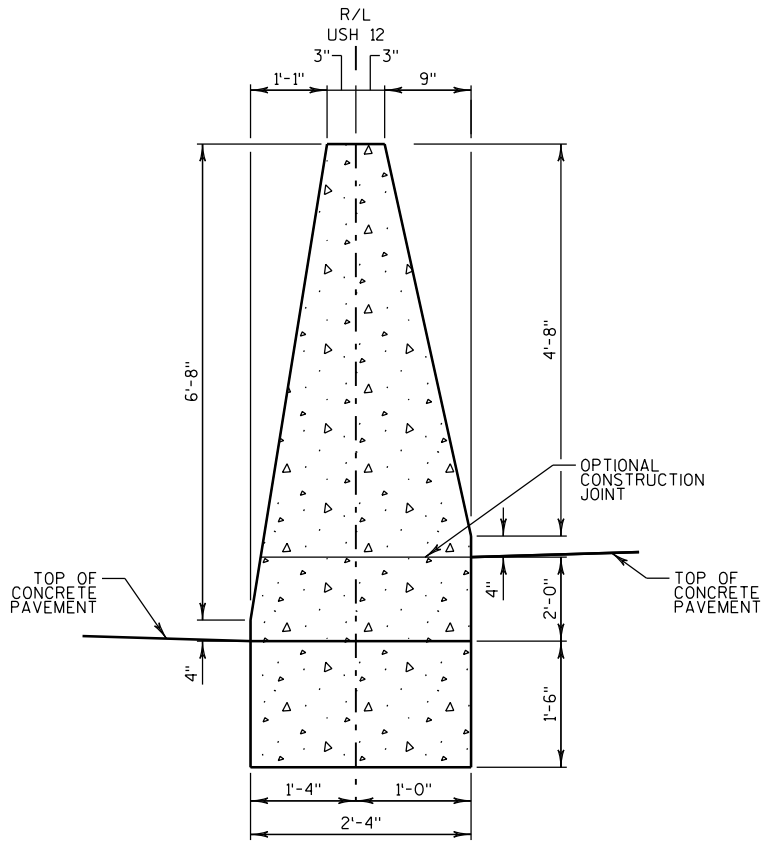
BAR CHART
BAR POSITIONS
C5-C16 & D5-D16

BAR	A
A1	171°-5'
A2	171°-30'
A3	172°-0'
A4	172°-25'
B1	171°-5'
B2	171°-30'
B3	172°-0'
B4	172°-25'

BAR CHART
BAR POSITIONS
A1-A4 & B1-B4

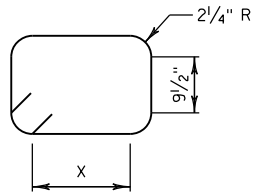
BAR	A
E17	88°-40'
E18	89°-5'
E19	89°-25'
E20	89°-50'

BAR CHART
BAR POSITIONS E17-E20



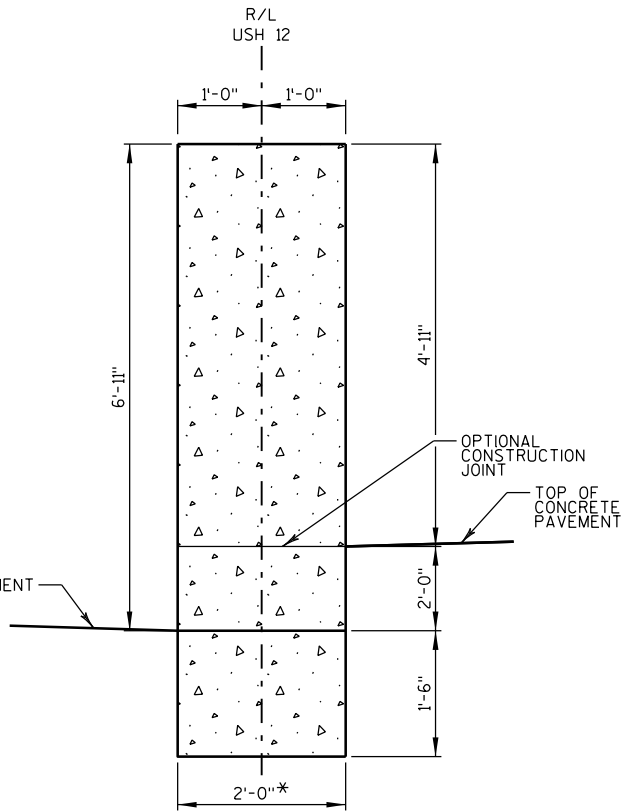
SECTION A-A

(EB SHOWN HIGHER, MIRROR IF WB HIGHER)



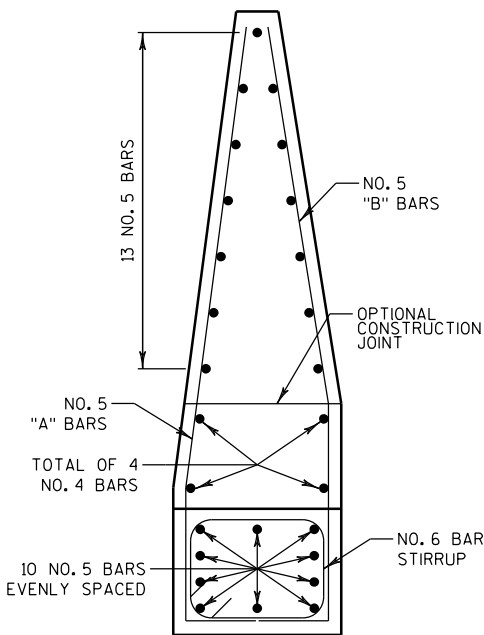
STIRRUP BAR
BENDING DETAIL

X VARIES 1'-3 1/2" TO 1'-7 1/2"
OVER 20 BARS.

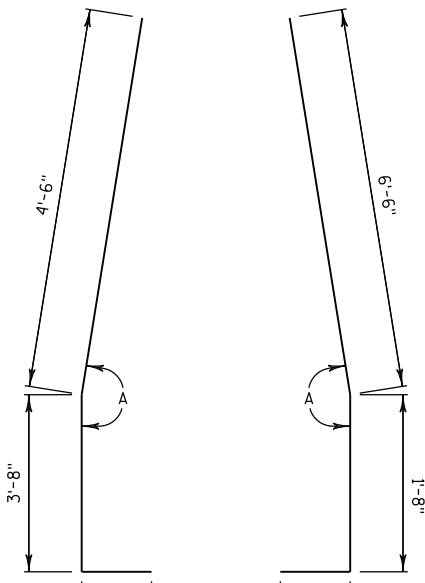


SECTION B-B
(MATCH EXISTING)

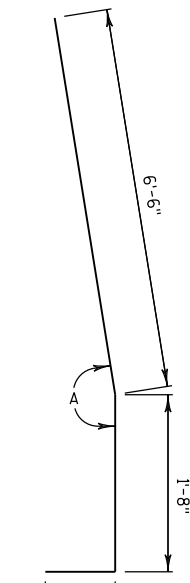
(EB SHOWN HIGHER, MIRROR IF WB HIGHER)



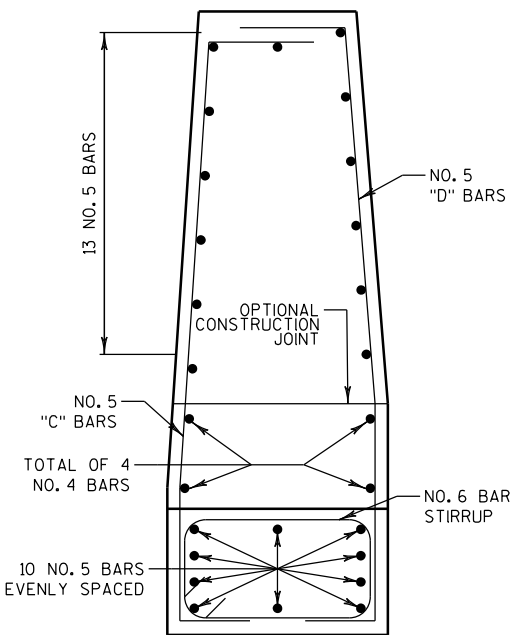
BAR DETAIL
BAR POSITIONS
A1-A4 & B1-B4



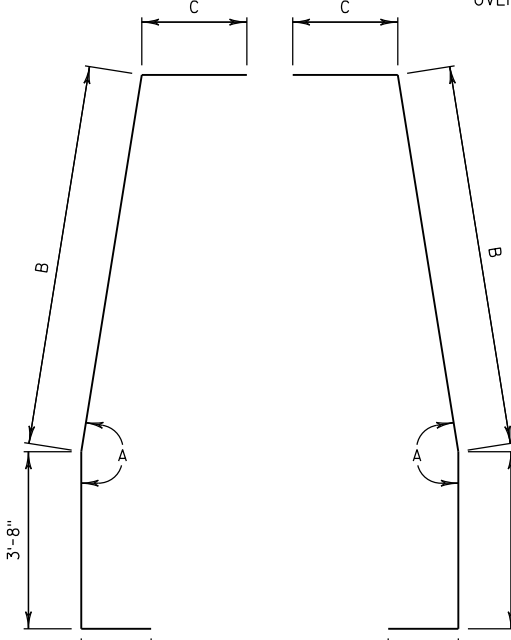
BAR DETAIL
FOR BARS
A1-A4



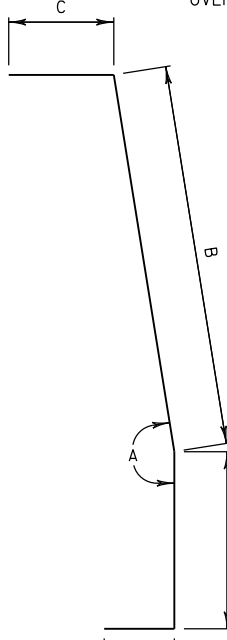
BAR DETAIL
FOR BARS
B1-B4



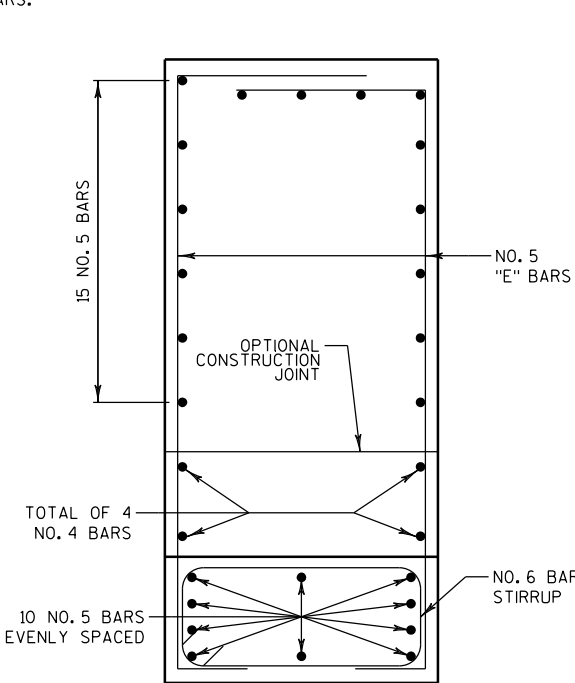
BAR DETAIL
BAR POSITIONS
C5-C16 & D5-D16



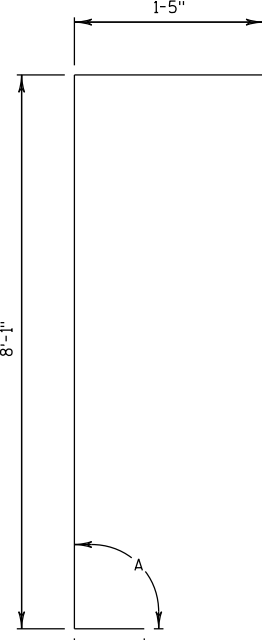
BAR DETAIL
FOR BARS
C5-C16



BAR DETAIL
FOR BARS
D5-D16

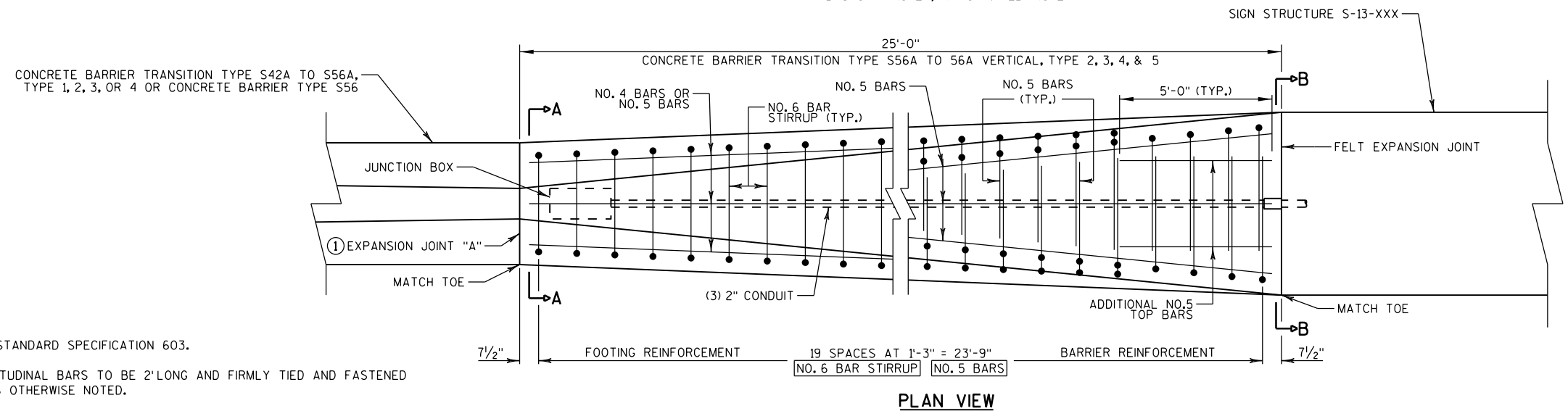
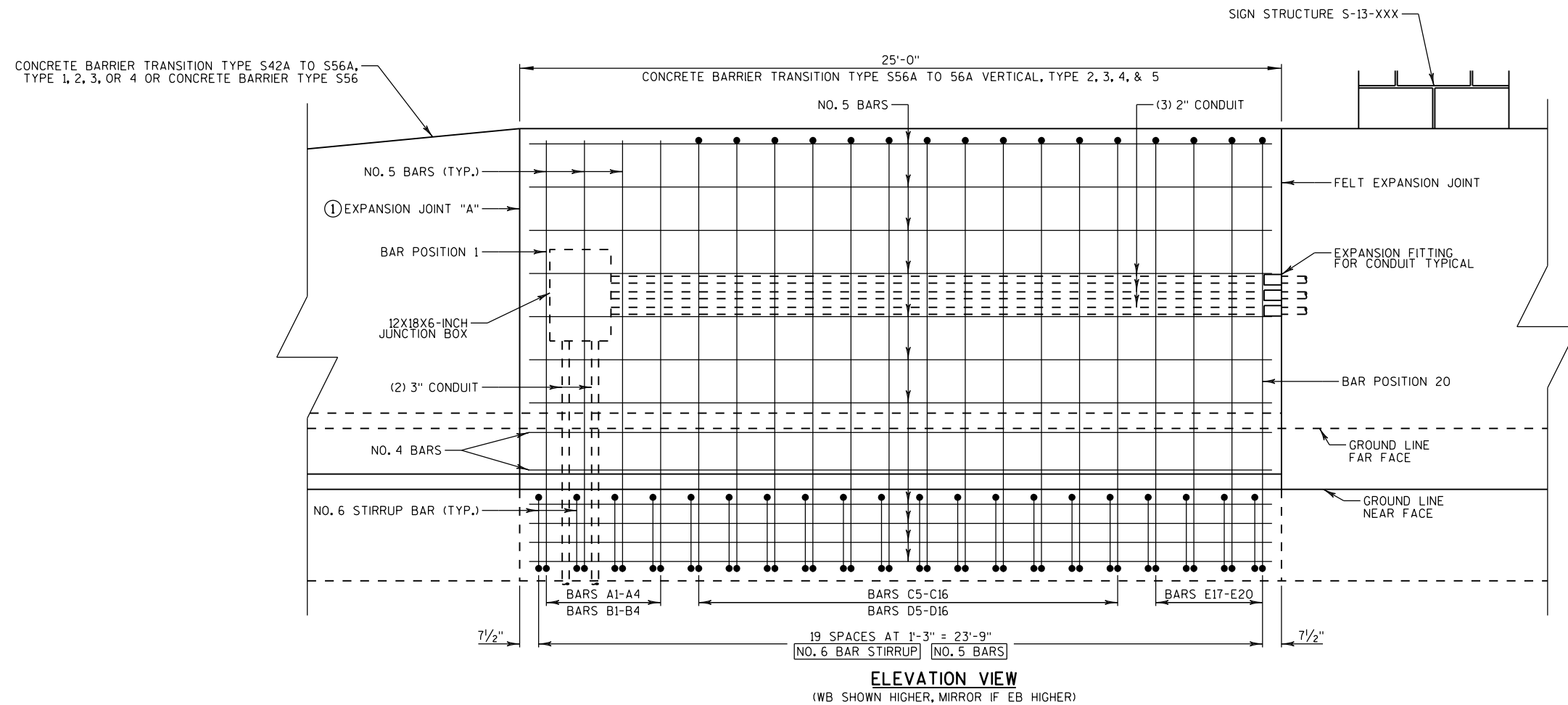


BAR DETAIL
BAR POSITIONS
E17-E20



BAR DETAIL
FOR BARS B5-B16
E17-E20

CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 1

**NOTES:**

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC SIGN STRUCTURE LOCATIONS AND CONDUIT REQUIREMENTS.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 2, 3, 4, & 5

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

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NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PS/CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

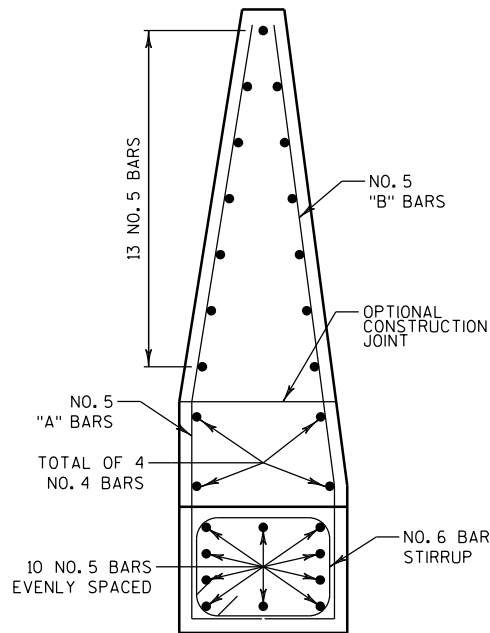
USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

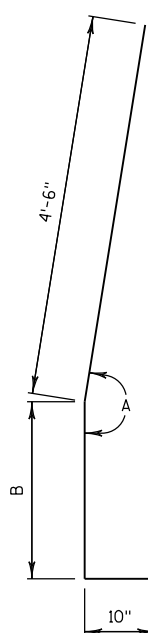
BAR	A	B	D	E			
				TYPE 2	TYPE 3	TYPE 4	TYPE 5
C5	172°-50'	4'-6"	6"	2'-2"	2'-8"	3'-8"	4'-8"
C6	173°-20'	4'-6"	8"				
C7	173°-45'	4'-6"	10"				
C8	174°-15'	4'-6"	1'-0"				
C9	174°-40'	4'-5 1/2"	1'-2"				
C10	175°-10'	4'-5 1/2"	1'-3"				
C11	175°-35'	4'-5 1/2"	1'-4"				
C12	176°-5'	4'-5 1/2"	1'-5"				
C13	176°-30'	4'-5 1/2"	1'-7"				
C14	177°-0'	4'-5 1/2"	1'-9"				
C15	177°-30'	4'-5 1/2"	1'-11"	4'-11 1/2"	5'-5 1/2"	6'-5 1/2"	7'-5 1/2"
C16	177°-55'	4'-5 1/2"	2'-1"				
D5	172°-50'	N/A	6"				
D6	173°-20'		8"				
D7	173°-45'		10"				
D8	174°-15'		1'-0"				
D9	174°-40'		1'-2"				
D10	175°-10'		1'-3"				
D11	175°-35'		1'-4"				
D12	176°-5'		1'-5"				
D13	176°-30'		1'-7"				
D14	177°-0'		1'-9"				
D15	177°-30'		1'-11"				
D16	177°-55'		2'-1"				

*NOTE: ADD 1" TO DIM. "E" OF "C" BARS WHEN USING 5" LIP.

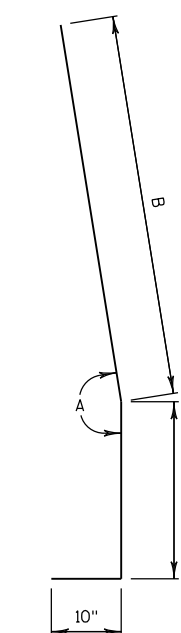
BAR CHART
BAR POSITIONS
C5-C16 & D5-D16



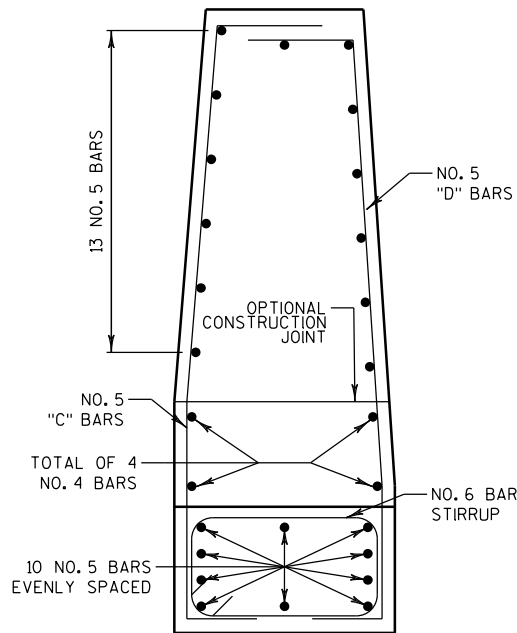
BAR DETAIL
BAR POSITIONS
A1-A4 & B1-B4



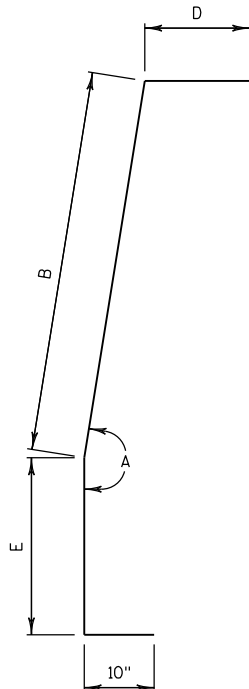
BAR DETAIL
FOR BARS
A1-A4



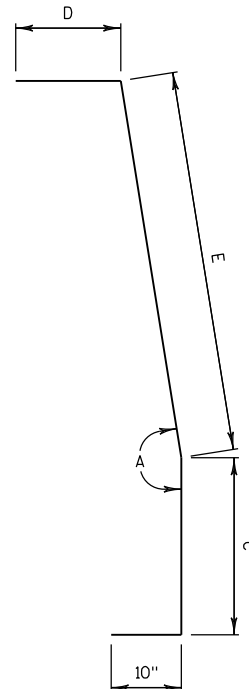
BAR DETAIL
FOR BARS
B1-B4



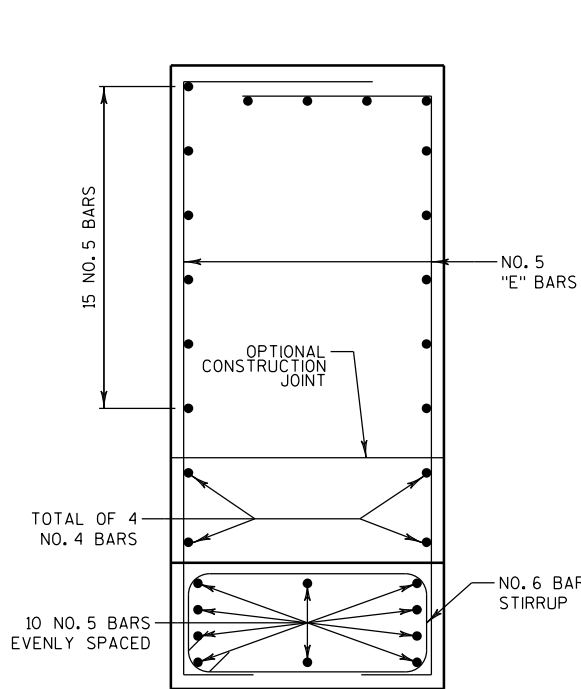
BAR DETAIL
BAR POSITIONS
C5-C16 & D5-D16



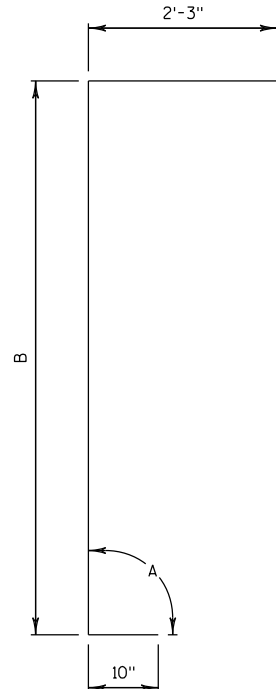
BAR DETAIL
FOR BARS
C5-C16



BAR DETAIL
FOR BARS
D5-D16



BAR DETAIL
BAR POSITIONS
E17-E20



BAR DETAIL
FOR BARS
B5-B16
E17-E20

STATION RANGE	LIP HEIGHT	BARRIER HEIGHT
STA 515CL+65.75 - STA 608CL+96.43	4"	5'-0"
STA 608CL+96.43 - STA 795CL+88.66	5"	5'-1"
STA 822CL+40.12 - STA 831CL+19.26	4"	5'-0"
STA 832CL+96.18 - STA 909CL+26.43	5"	5'-1"

BAR	A	B			
		TYPE 2	TYPE 3	TYPE 4	TYPE 5
A1	171°-5'	2'-2"	2'-8"	3'-8"	4'-8"
A2	171°-30'				
A3	172°-0'				
A4	172°-25'				
B1	171°-5'	5'-0"	5'-6"	6'-6"	7'-6"
B2	171°-30'				
B3	172°-0'				
B4	172°-25'				

*NOTE: ADD 1" TO DIM. "B" OF "A" BARS WHEN USING 5" LIP.

BAR CHART
BAR POSITIONS A1-A4 & B1-B4

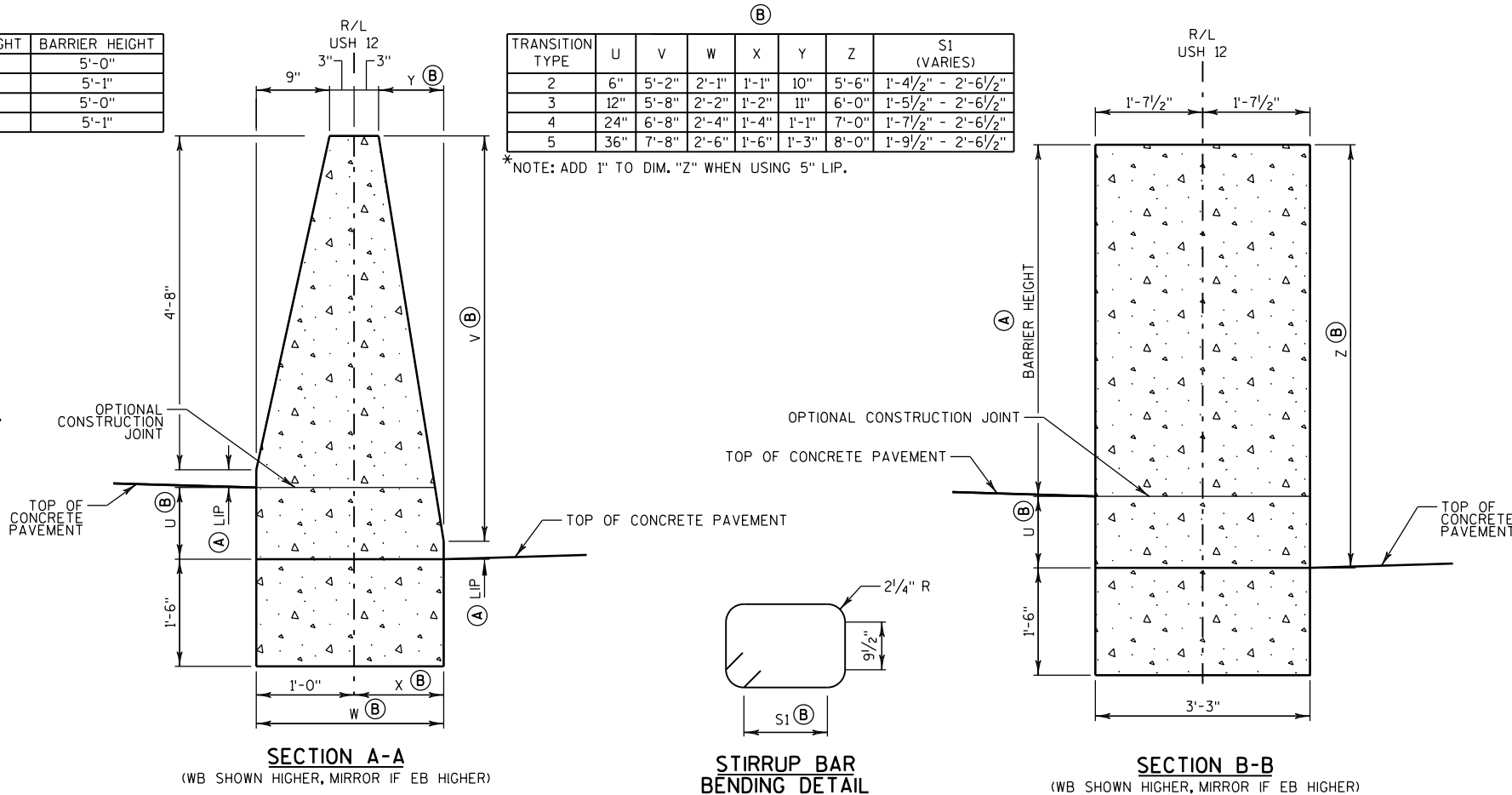
LIP HEIGHT	C
4"	1'-8"
5"	1'-9"

BAR CHART
BAR POSITIONS B1-B4 & D5-D16

BAR	A	B			
		TYPE 2	TYPE 3	TYPE 4	TYPE 5
E17	88°40'	6'-8"	7'-2"	8'-2"	9'-2"
E18	89°-5'				
E19	89°-25'				
E20	89°-50'				

*NOTE: ADD 1" TO DIM. "B" WHEN USING 5" LIP.

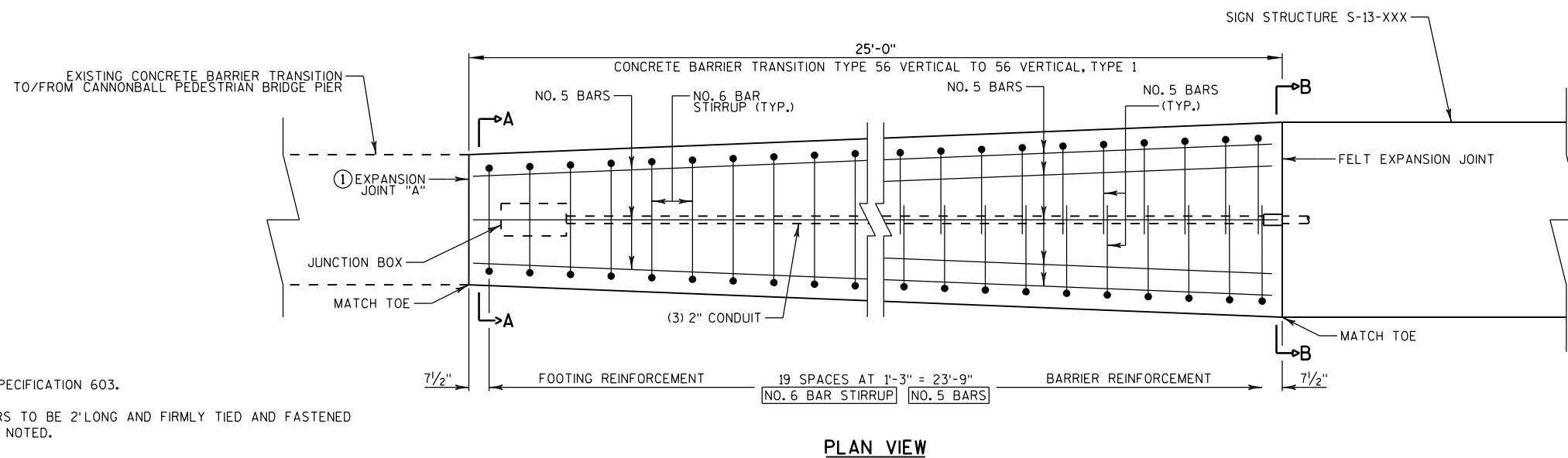
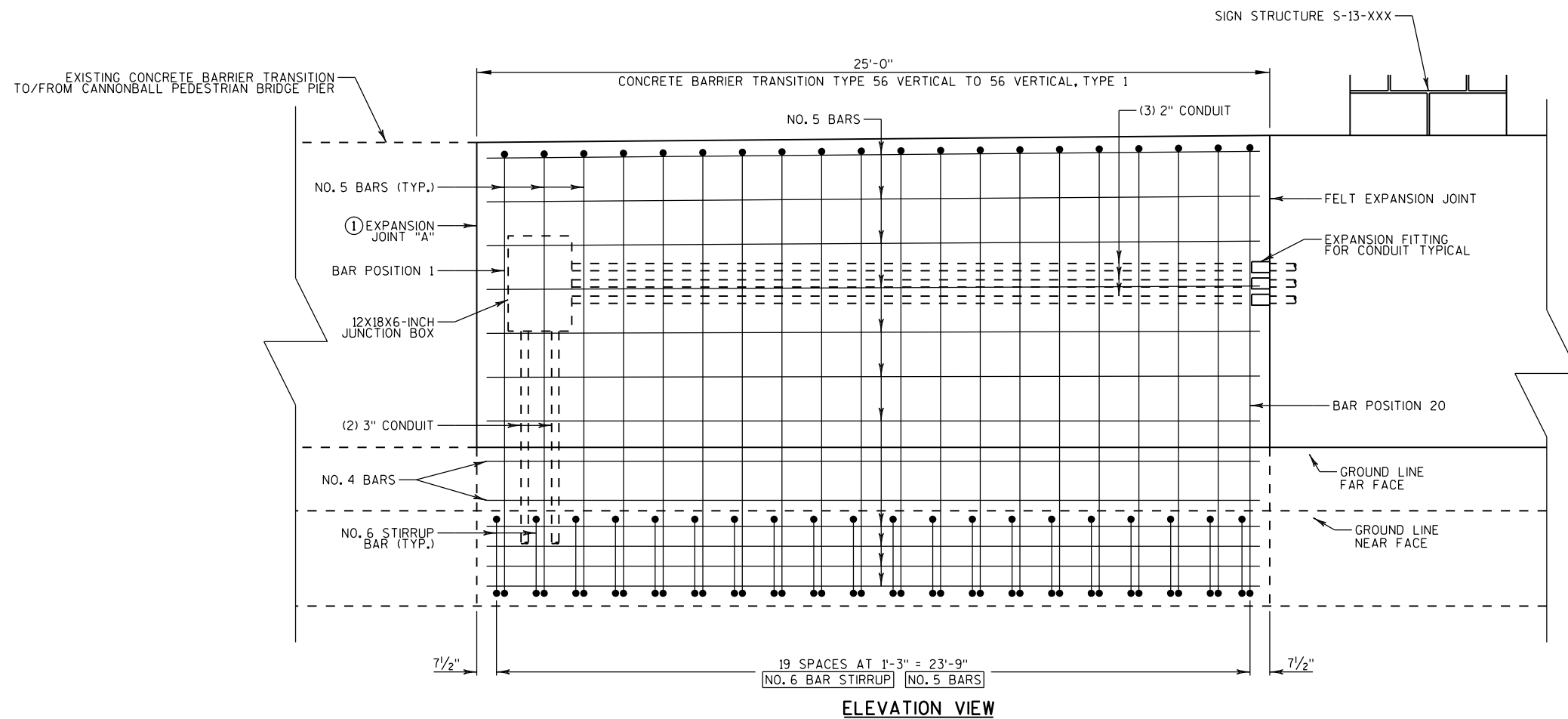
BAR CHART
BAR POSITIONS E17-E20



SECTION A-A
(WB SHOWN HIGHER, MIRROR IF EB HIGHER)

STIRRUP BAR
BENDING DETAIL

SECTION B-B
(WB SHOWN HIGHER, MIRROR IF EB HIGHER)



NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PS/CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

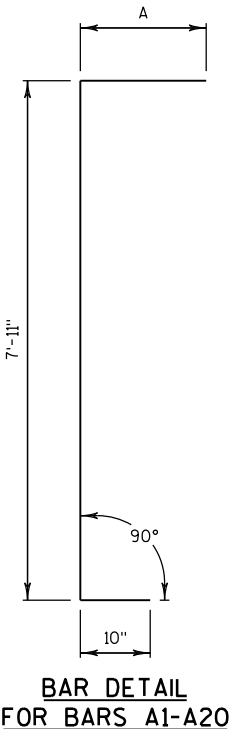
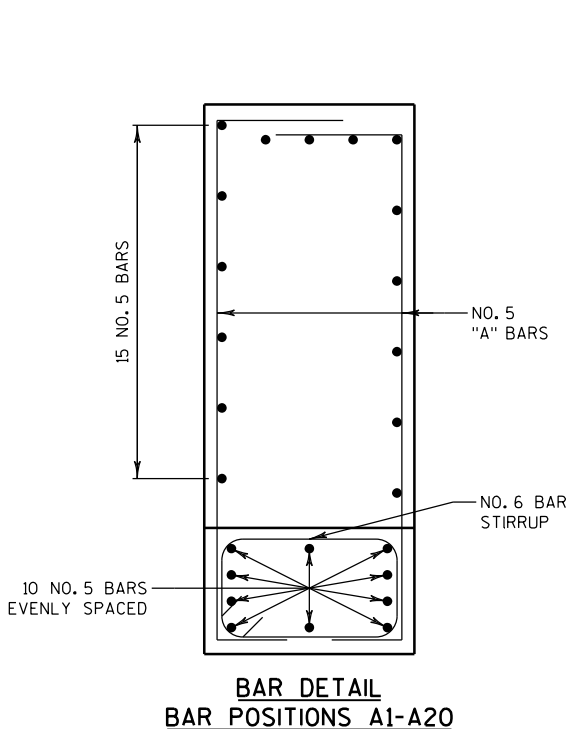
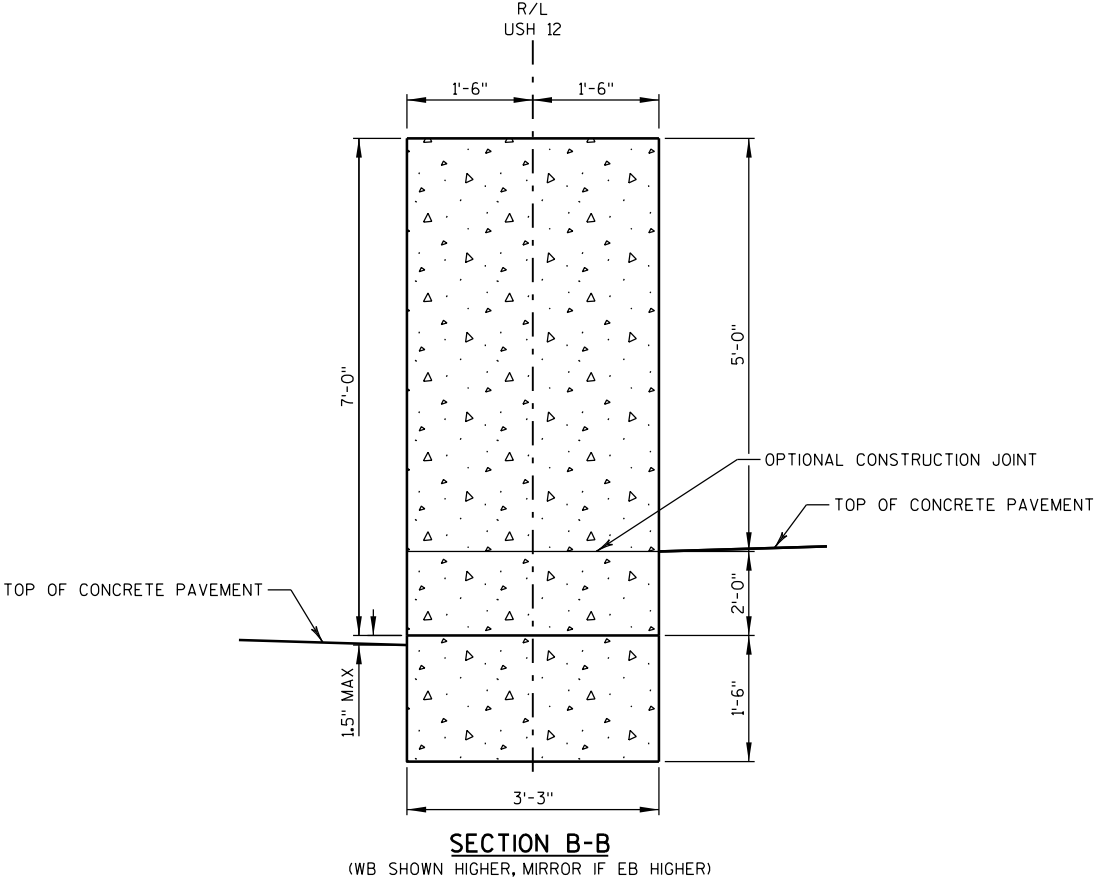
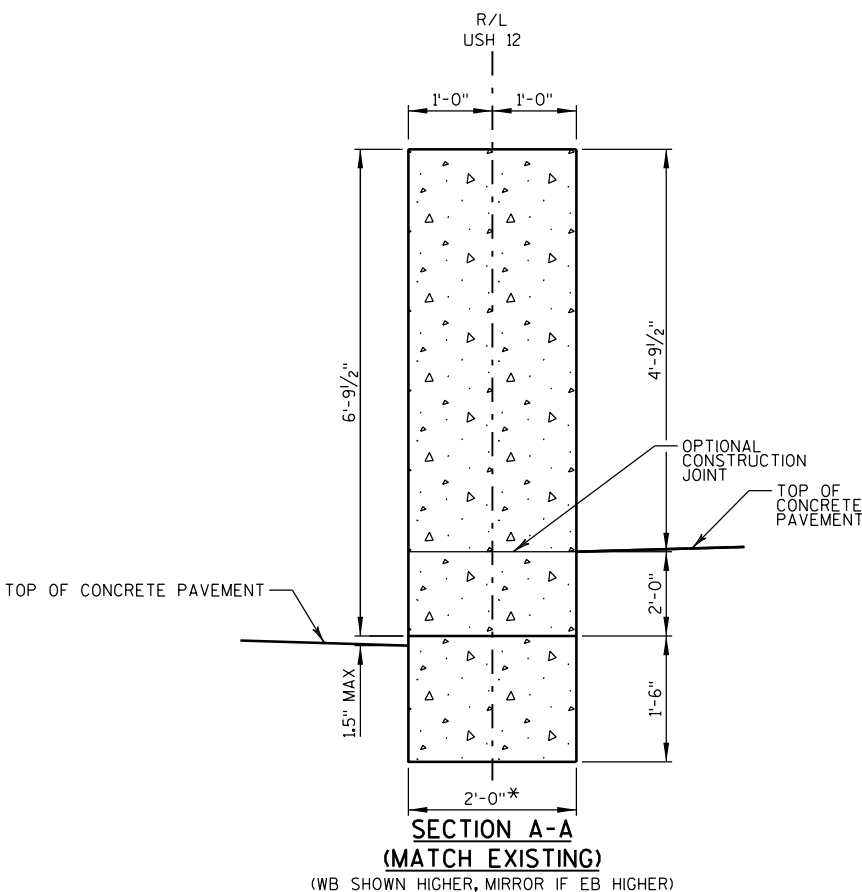
SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC SIGN STRUCTURE LOCATIONS AND CONDUIT REQUIREMENTS.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

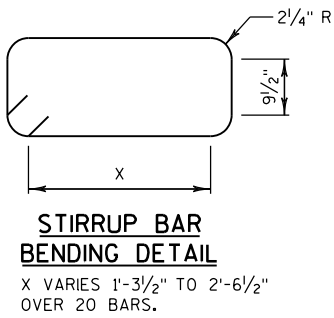
CONCRETE BARRIER TRANSITION TYPE 56 VERTICAL TO 56 VERTICAL, TYPE 1

NOTES:

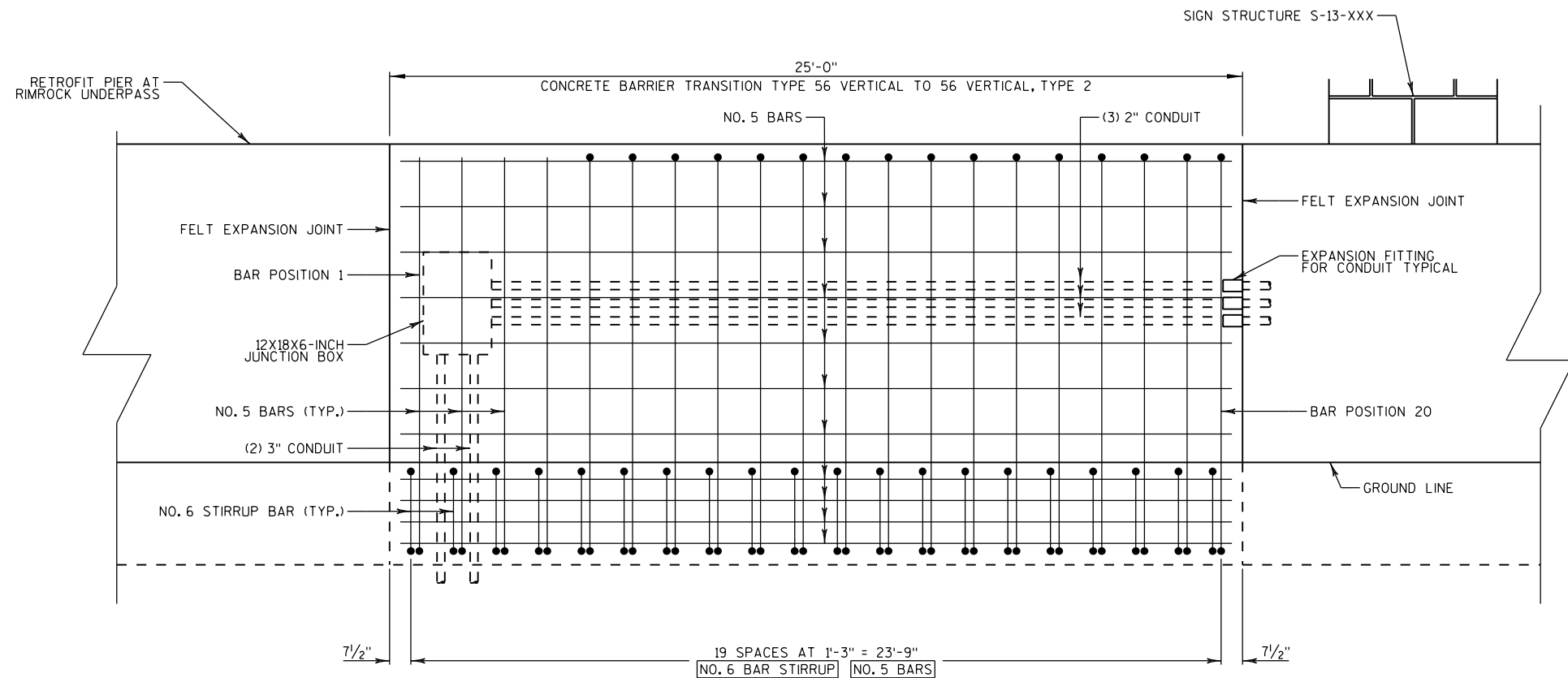
- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.



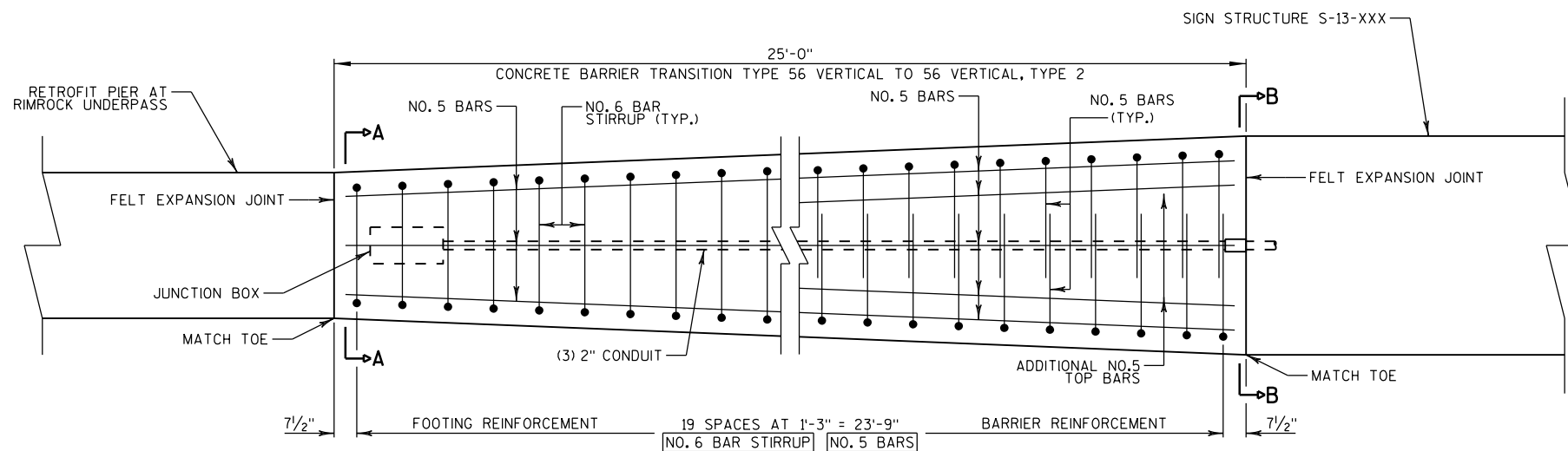
BAR	A
A1	1'-9"
A2	1'-9 1/2"
A3	1'-9 1/2"
A4	1'-10"
A5	1'-10 1/4"
A6	1'-10 1/2"
A7	1'-11"
A8	1'-11"
A9	1'-11 1/2"
A10	1'-11 3/4"
A11	2'-0"
A12	2'-0 1/2"
A13	2'-0 1/2"
A14	2'-1"
A15	2'-1 1/4"
A16	2'-1 1/2"
A17	2'-2"
A18	2'-2"
A19	2'-2 1/2"
A20	2'-3"



CONCRETE BARRIER TRANSITION TYPE 56 VERTICAL TO 56 VERTICAL, TYPE 1



ELEVATION VIEW



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PS/CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

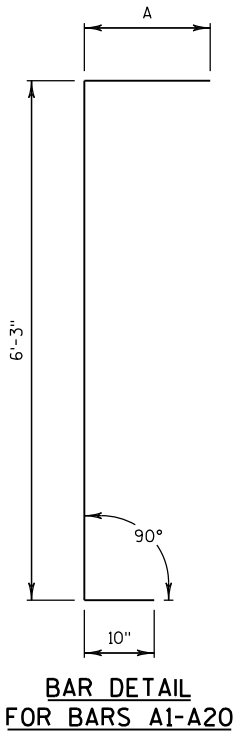
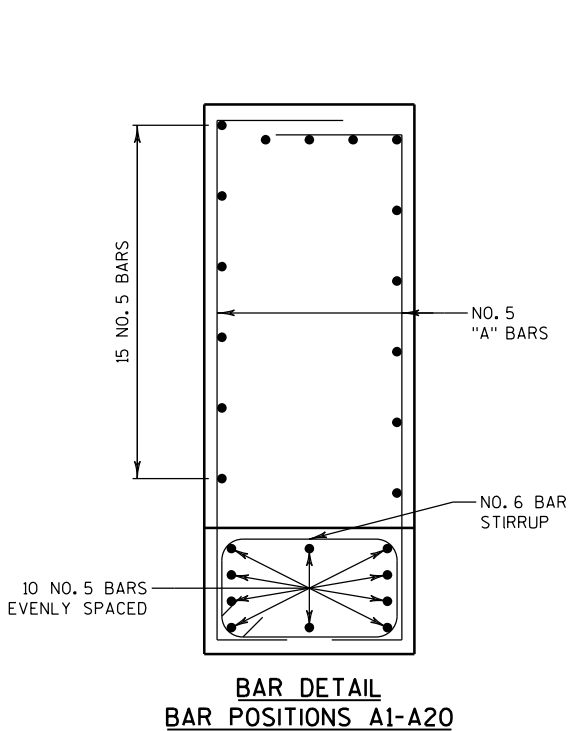
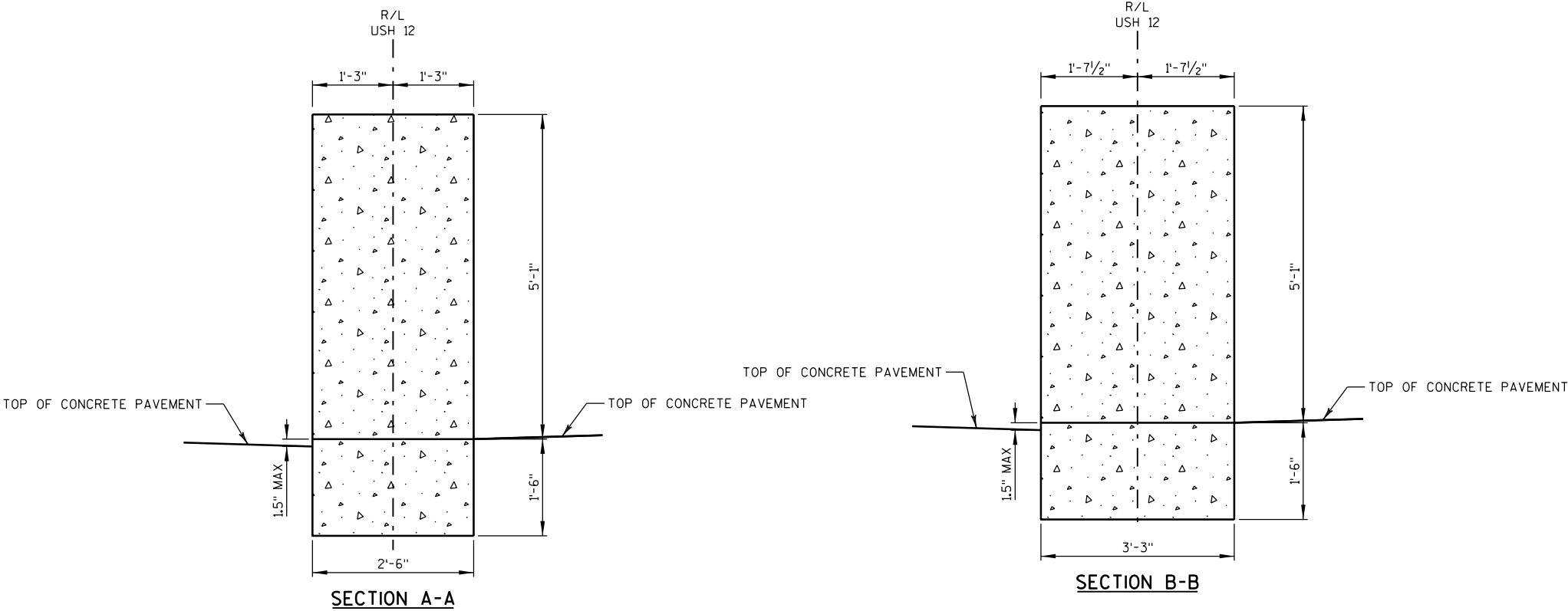
2" CLEAR COVER TYPICAL.

SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC SIGN STRUCTURE LOCATIONS AND CONDUIT REQUIREMENTS.

CONCRETE BARRIER TRANSITION TYPE 56 VERTICAL TO 56 VERTICAL, TYPE 2

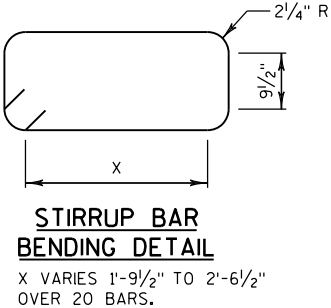
NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.

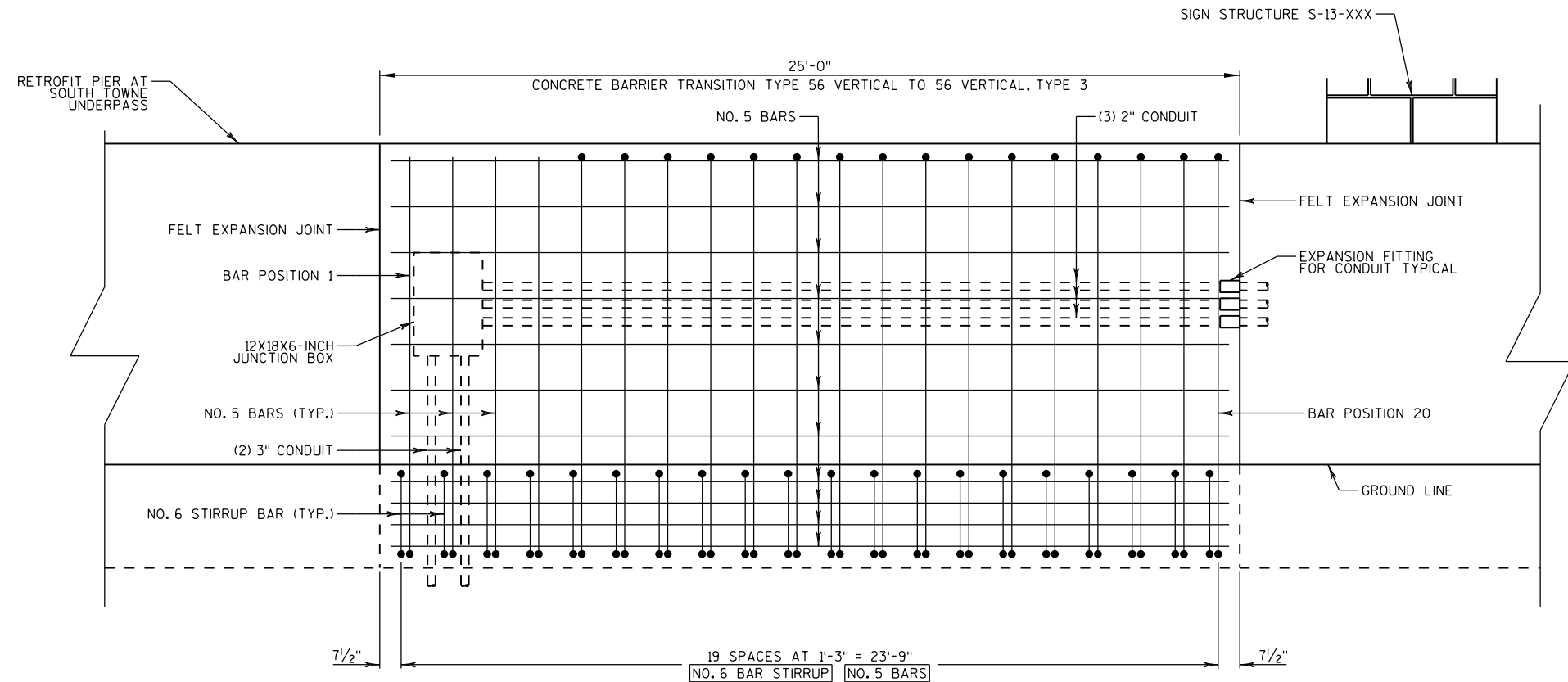


BAR	A
A1	1'-6"
A2	1'-6 1/2"
A3	1'-7"
A4	1'-7 1/2"
A5	1'-7 3/4"
A6	1'-8 1/4"
A7	1'-8 3/4"
A8	1'-9 1/4"
A9	1'-9 3/4"
A10	1'-10 1/4"
A11	1'-10 3/4"
A12	1'-11 1/4"
A13	1'-11 1/2"
A14	2'-0 1/4"
A15	2'-0 1/2"
A16	2'-1"
A17	2'-1 1/2"
A18	2'-2"
A19	2'-2 1/2"
A20	2'-3"

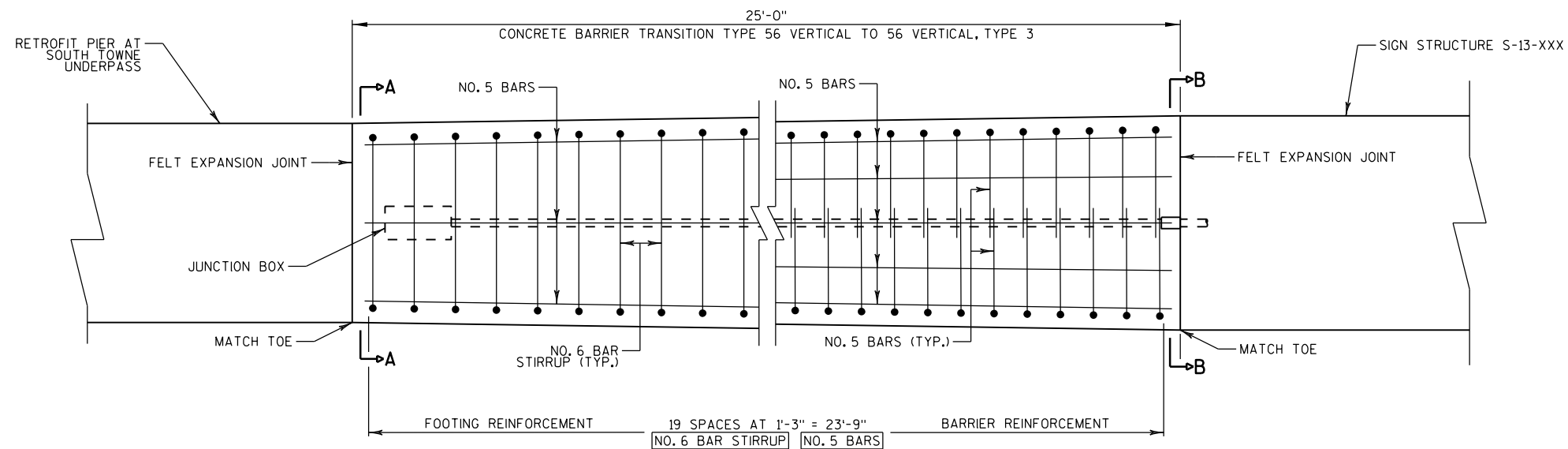
BAR CHART
BAR POSITIONS A1-A20



CONCRETE BARRIER TRANSITION TYPE 56 VERTICAL TO 56 VERTICAL, TYPE 2



ELEVATION VIEW



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

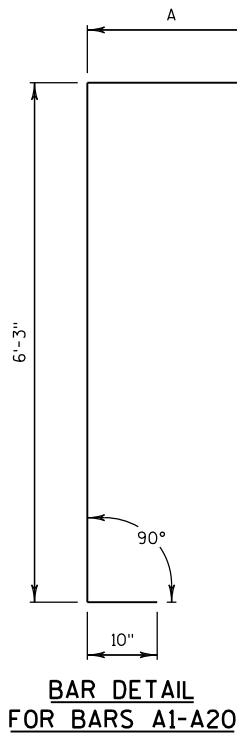
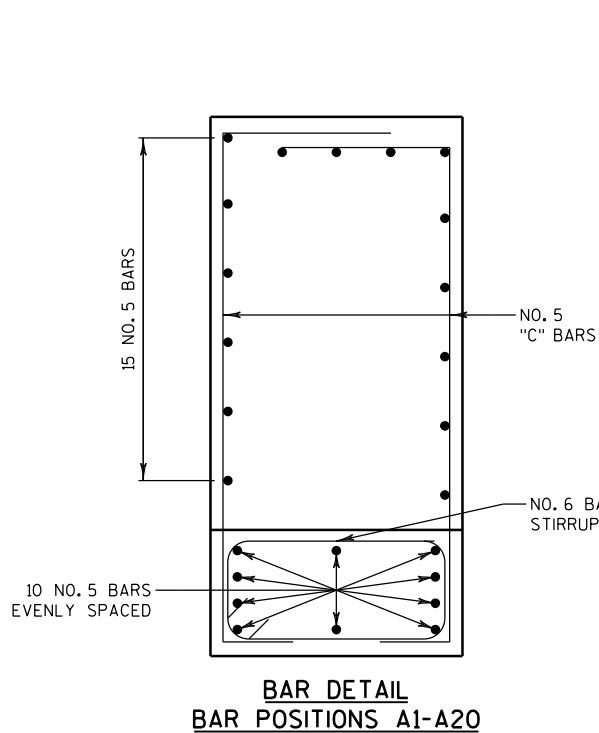
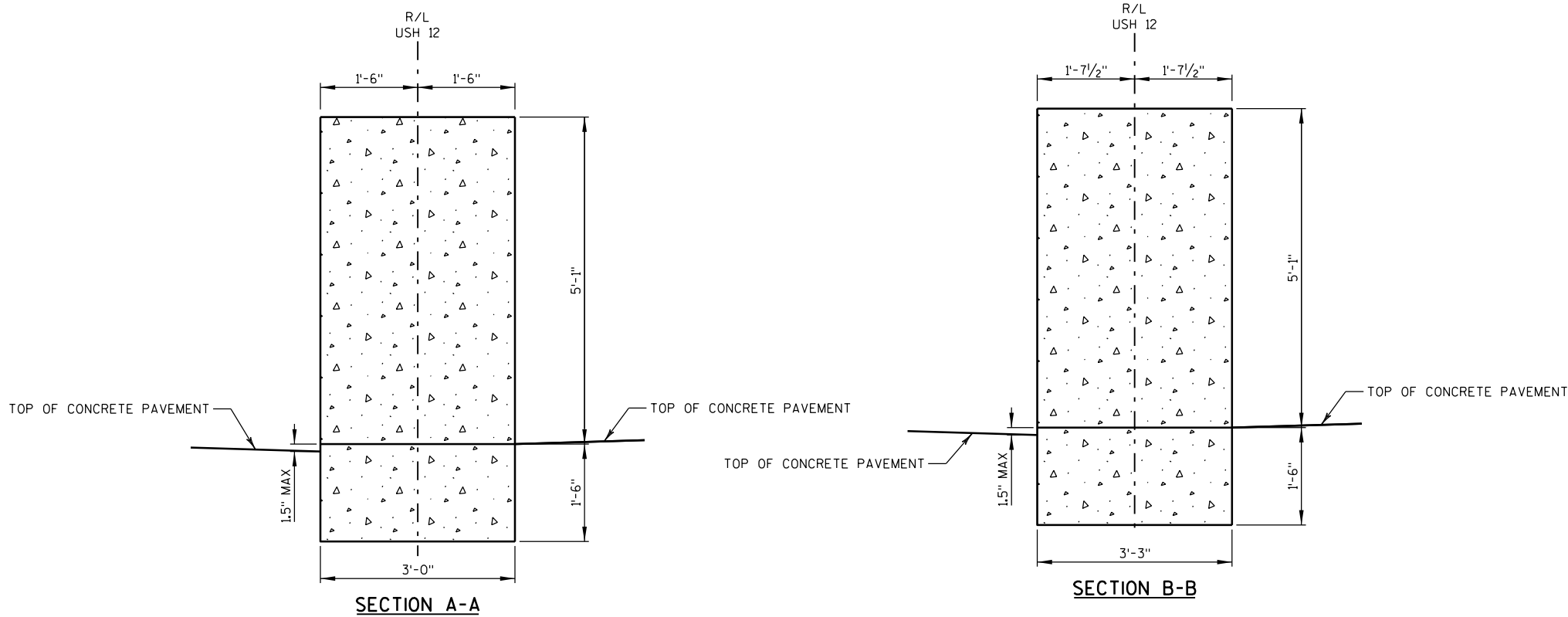
2" CLEAR COVER TYPICAL.

SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC SIGN STRUCTURE LOCATIONS AND CONDUIT REQUIREMENTS.

CONCRETE BARRIER TRANSITION TYPE 56 VERTICAL TO 56 VERTICAL, TYPE 3

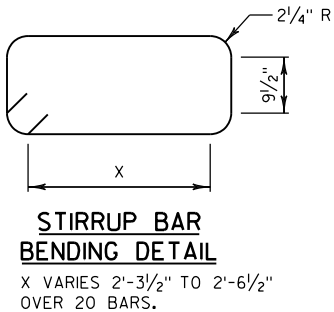
NOTES:

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.

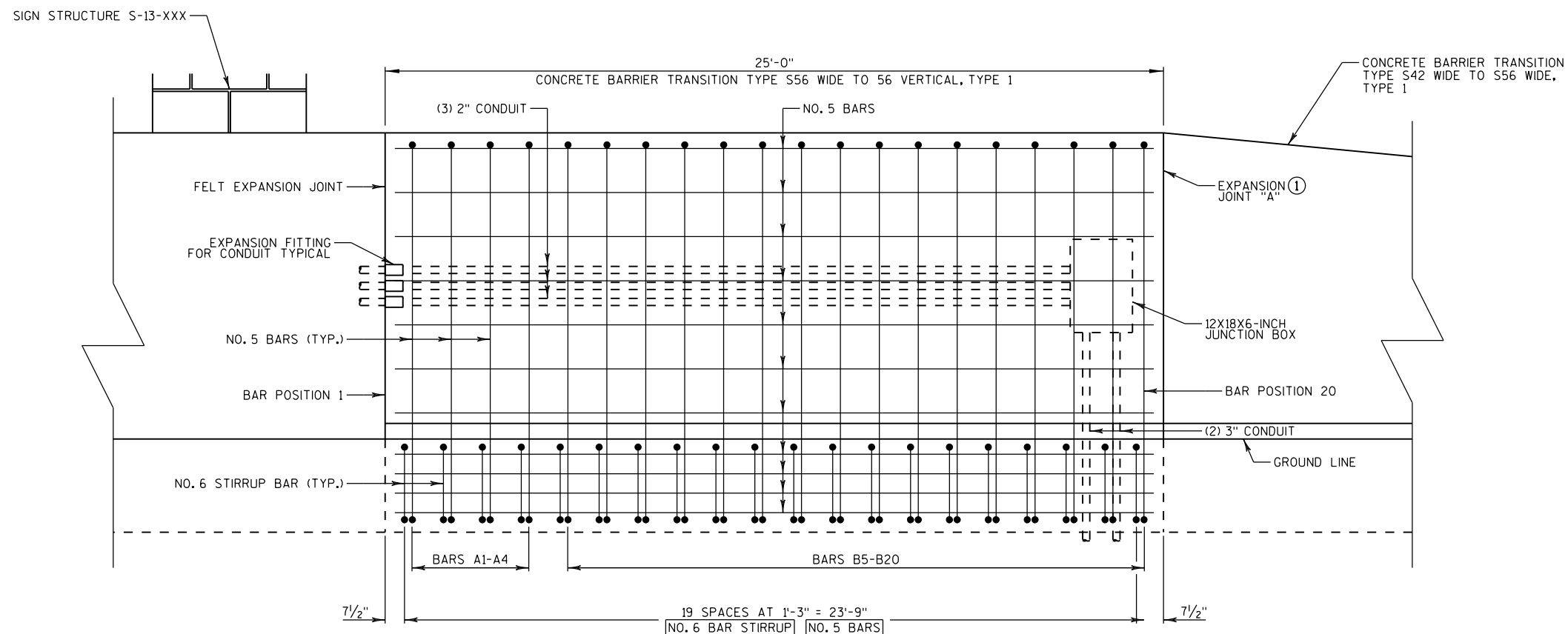


BAR	A
A1	2'-0"
A2	2'-0 1/4"
A3	2'-0 1/4"
A4	2'-0 1/2"
A5	2'-0 1/2"
A6	2'-0 3/4"
A7	2'-1"
A8	2'-1"
A9	2'-1 1/4"
A10	2'-1 1/2"
A11	2'-1 1/2"
A12	2'-1 3/4"
A13	2'-1 3/4"
A14	2'-2"
A15	2'-2 1/4"
A16	2'-2 1/4"
A17	2'-2 1/2"
A18	2'-2 1/2"
A19	2'-2 3/4"
A20	2'-3"

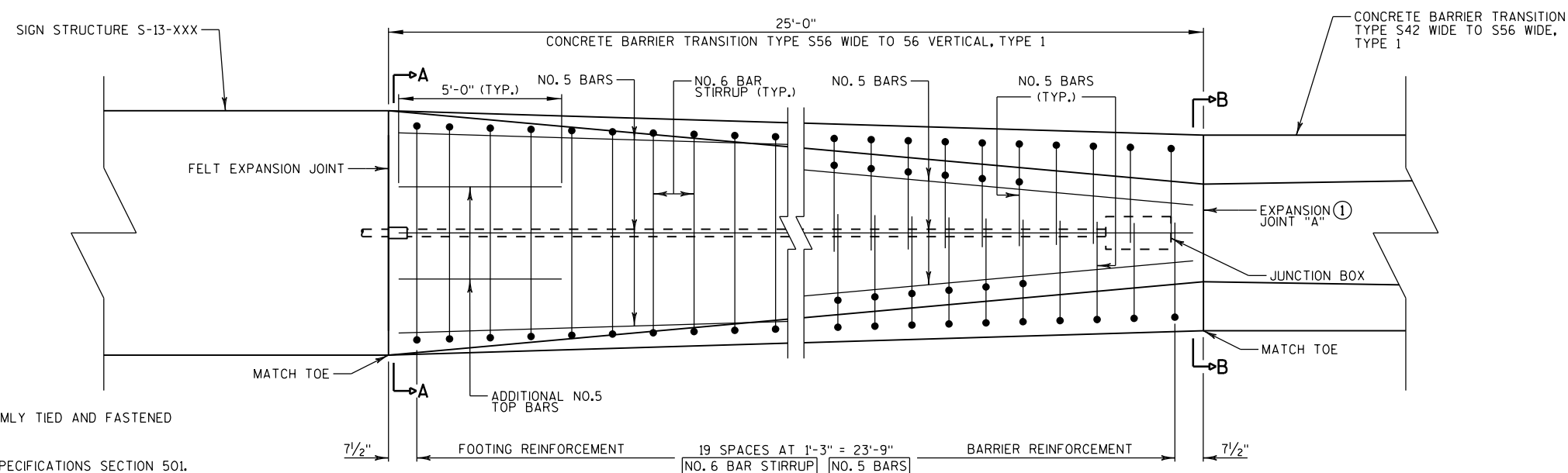
BAR CHART
BAR POSITIONS A1-A20



CONCRETE BARRIER TRANSITION TYPE 56 VERTICAL TO 56 VERTICAL, TYPE 3



ELEVATION VIEW



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC SIGN STRUCTURE LOCATIONS AND CONDUIT REQUIREMENTS.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S56 WIDE TO 56 VERTICAL, TYPE 1

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PS/CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

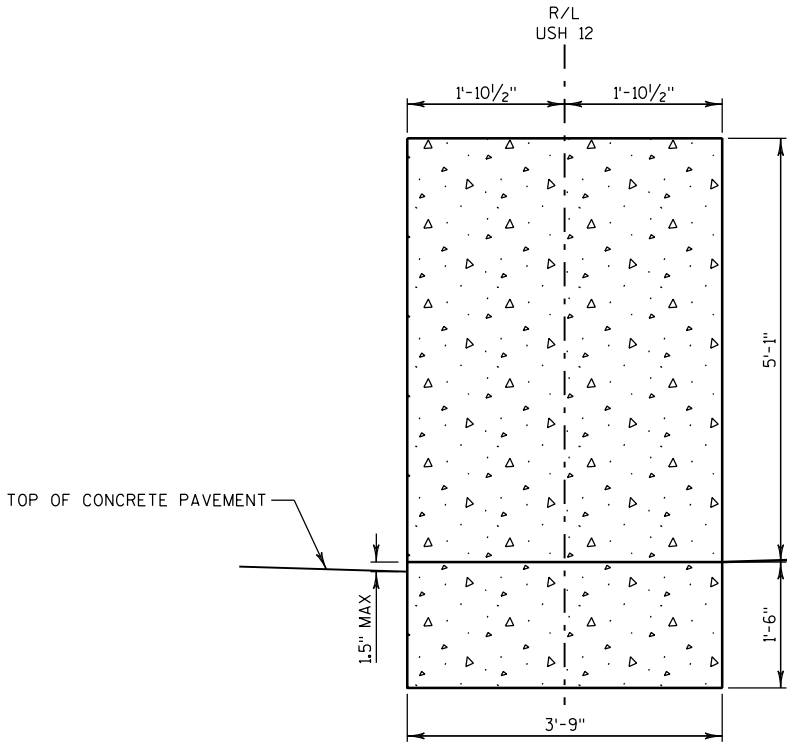
2" CLEAR COVER TYPICAL.

BAR	A
A1	89°-50'
A2	89°-25'
A3	89°-5'
A4	88°40'

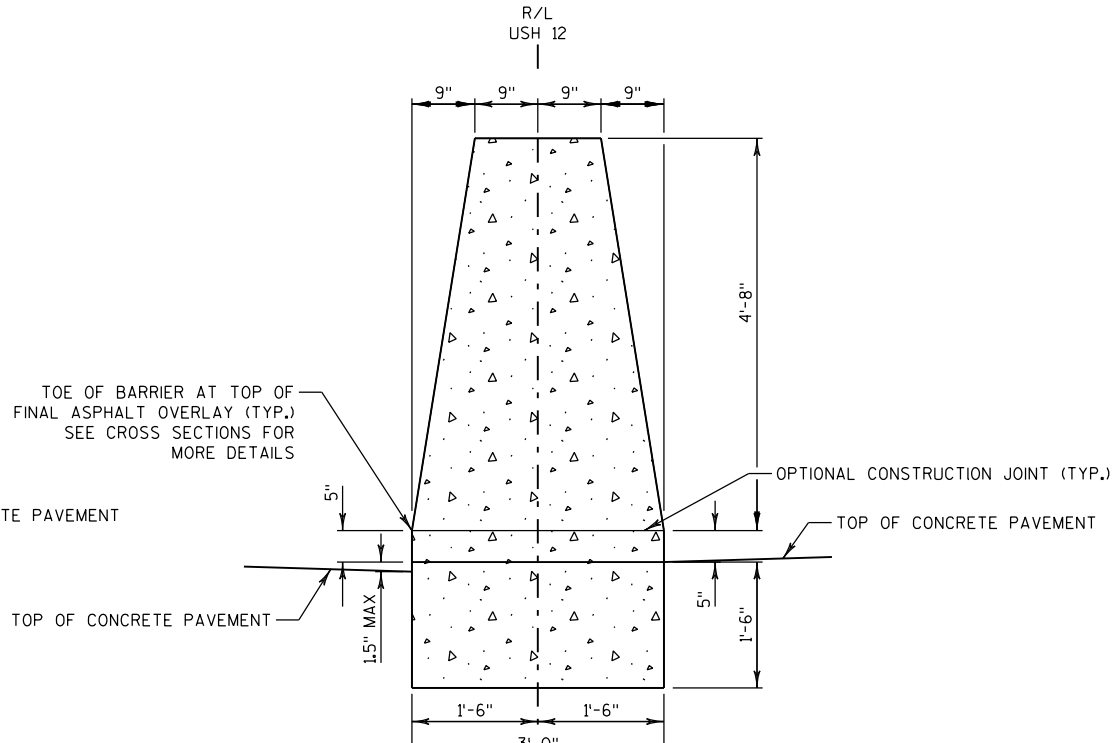
BAR CHART
BAR POSITIONS A1-A4

BAR	A	B
B5	4'-5 1/2"	2'-9"
B6	4'-5 1/2"	2'-7 1/2"
B7	4'-5 1/2"	2'-6"
B8	4'-5 1/2"	2'-4 1/2"
B9	4'-5 1/2"	2'-3"
B10	4'-5 1/2"	2'-1 1/2"
B11	4'-5 1/2"	2'-0"
B12	4'-5 1/2"	1'-10 1/2"
B13	4'-6"	1'-8 1/2"
B14	4'-6"	1'-6 1/2"
B15	4'-6"	1'-5"
B16	4'-6"	1'-3 1/2"
B17	4'-6"	1'-2"
B18	4'-6"	1'-0 1/2"
B19	4'-6"	11"
B20	4'-6"	9 1/2"

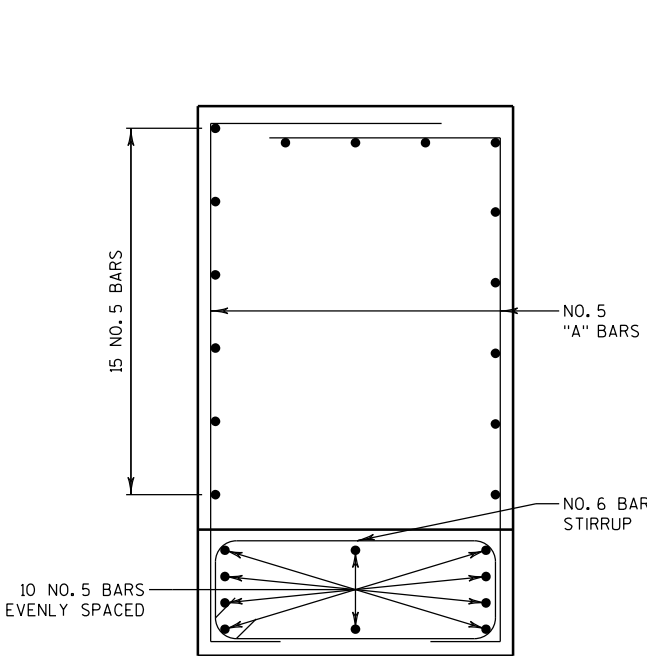
BAR CHART
BAR POSITIONS B5-B20



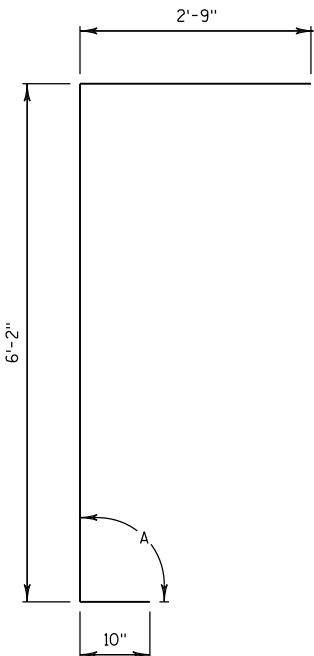
SECTION A-A



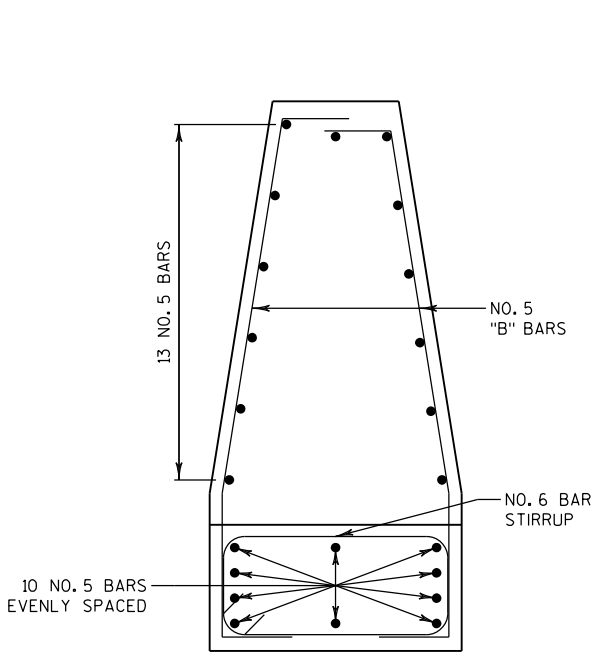
SECTION B-B



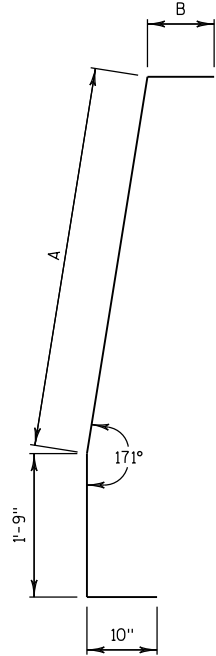
BAR DETAIL
BAR POSITIONS A1-A4



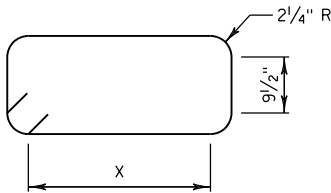
BAR DETAIL
FOR BARS A1-A4



BAR DETAIL
BAR POSITIONS B5-B20

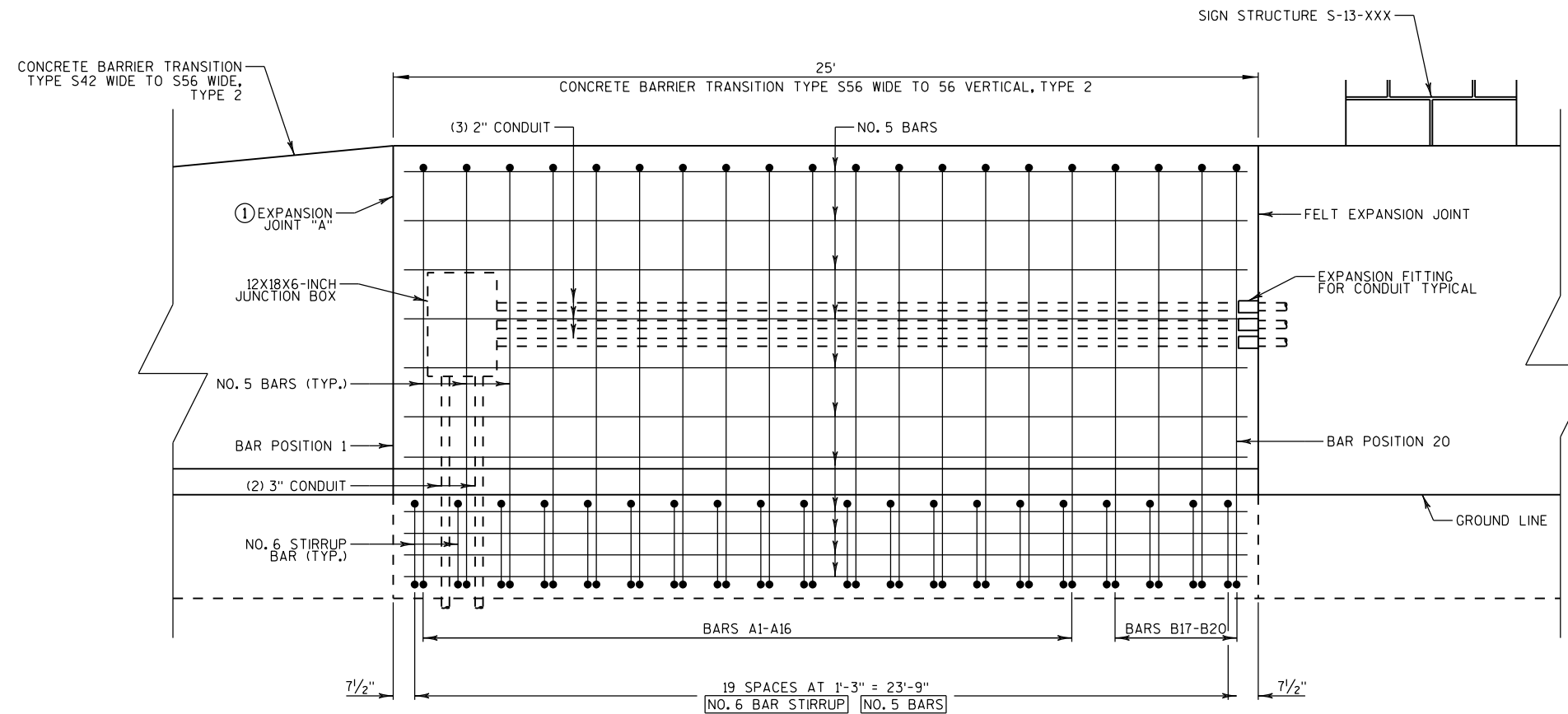


BAR DETAIL
FOR BARS B5-B20

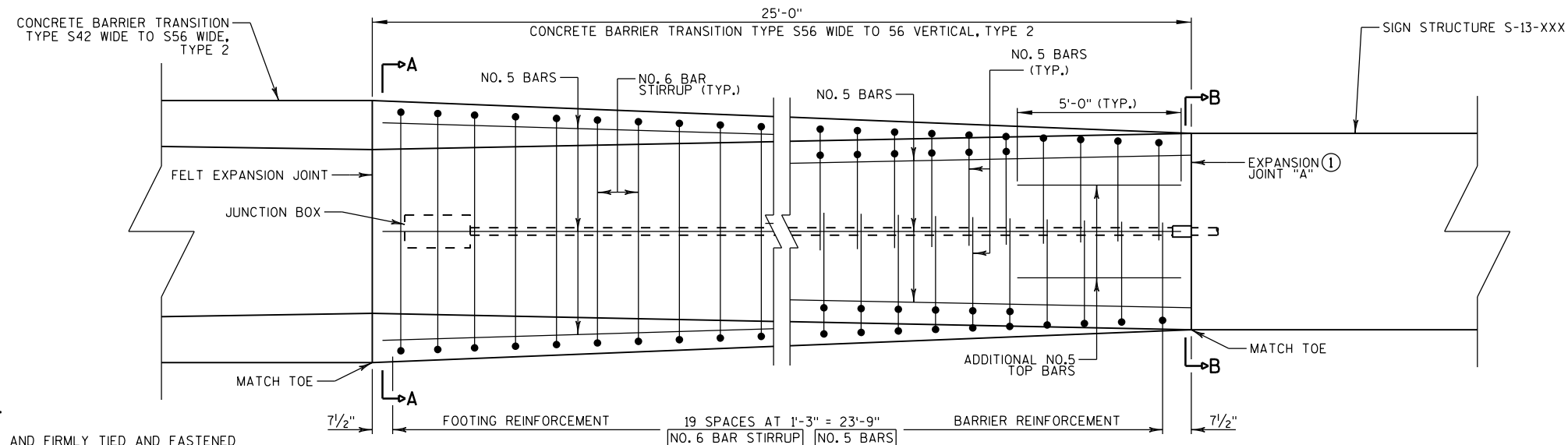


STIRRUP BAR
BENDING DETAIL
X VARIES 2'-3 1/2" TO 3'-0 1/2"
OVER 20 BARS.

CONCRETE BARRIER TRANSITION TYPE S56 WIDE TO 56 VERTICAL, TYPE 1



ELEVATION VIEW



PLAN VIEW

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE $\frac{3}{4}$ " BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

SEE TABLES ON PLAN DETAIL SHEETS FOR SPECIFIC SIGN STRUCTURE LOCATIONS AND CONDUIT REQUIREMENTS.

① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

CONCRETE BARRIER TRANSITION TYPE S56 WIDE TO 56 VERTICAL, TYPE 2

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

155

E

NOTES:

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSICONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

2" CLEAR COVER TYPICAL.

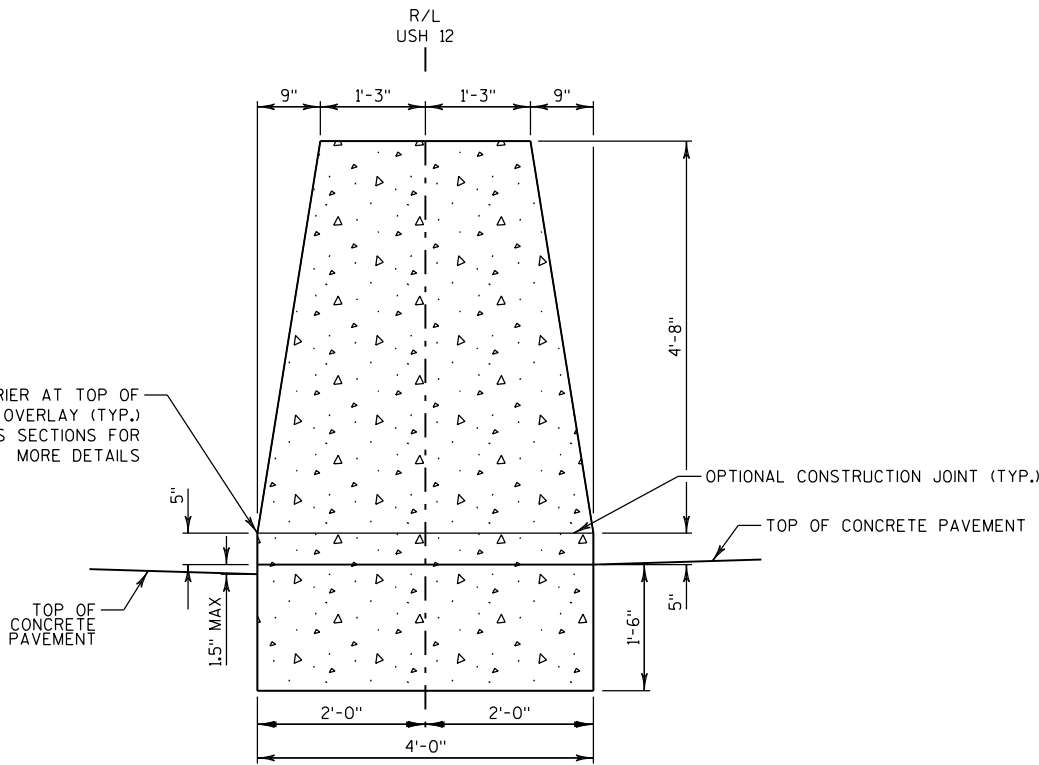
BAR	A	B
A1	4'-6"	1'-7 1/2"
A2	4'-6"	1'-7 3/4"
A3	4'-6"	1'-8"
A4	4'-6"	1'-8 1/2"
A5	4'-6"	1'-8 3/4"
A6	4'-6"	1'-9"
A7	4'-6"	1'-9 1/4"
A8	4'-6"	1'-9 1/2"
A9	4'-5 1/2"	1'-10"
A10	4'-5 1/2"	1'-10 1/4"
A11	4'-5 1/2"	1'-10 1/2"
A12	4'-5 1/2"	1'-10 3/4"
A13	4'-5 1/2"	1'-11"
A14	4'-5 1/2"	1'-11 1/2"
A15	4'-5 1/2"	1'-11 3/4"
A16	4'-5 1/2"	2'-0"

BAR CHART
BAR POSITIONS A1-A16

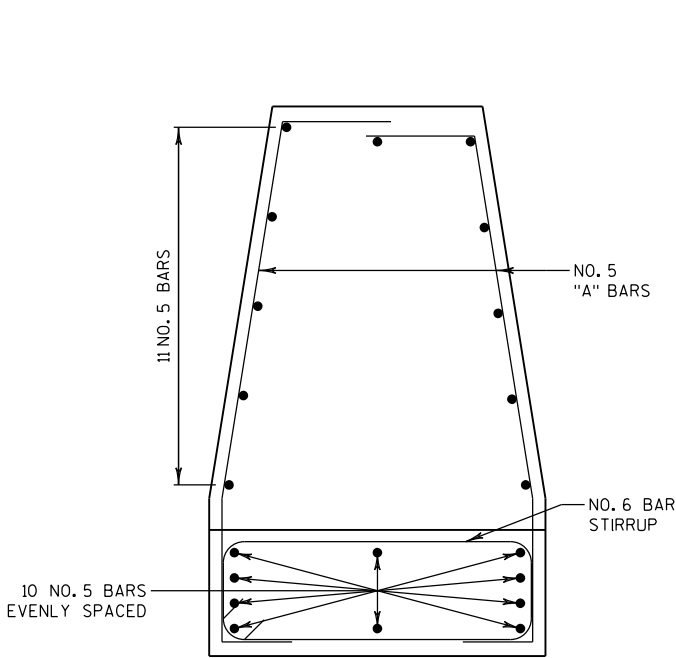
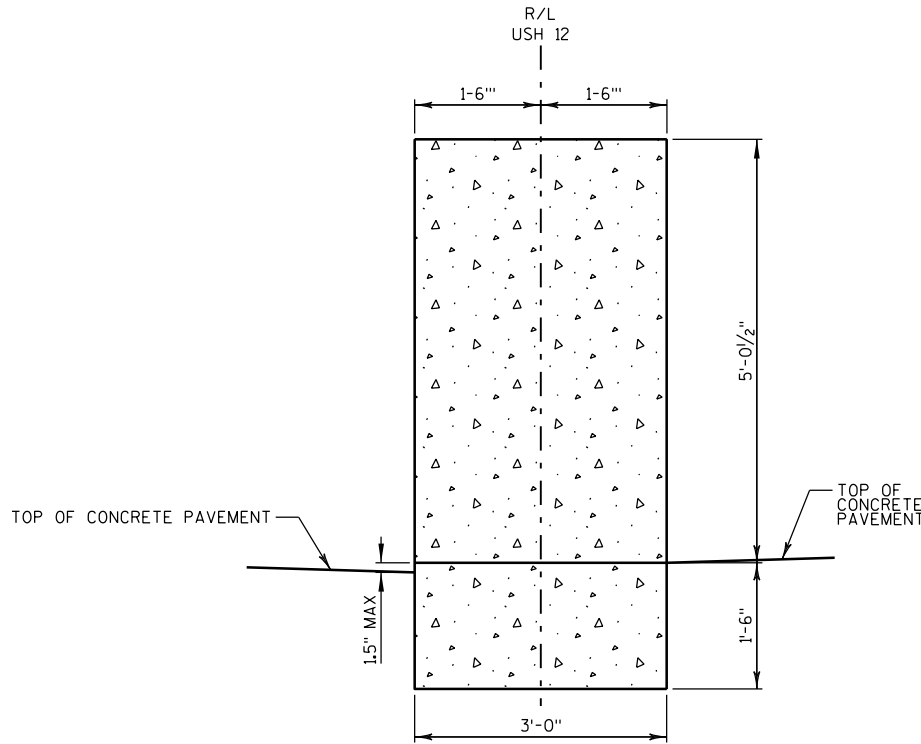
BAR	A
B17	89°-50'
B18	89°-25'
B19	89°-5'
B20	88°40'

BAR CHART
BAR POSITIONS B17-B20

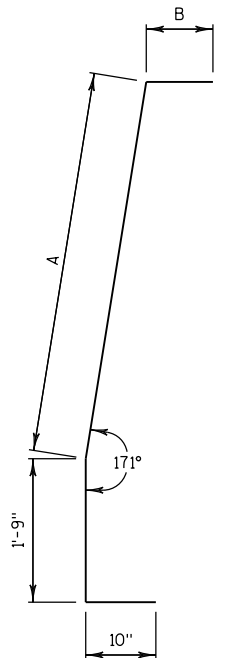
TOE OF BARRIER AT TOP OF
FINAL ASPHALT OVERLAY (TYP.)
SEE CROSS SECTIONS FOR
MORE DETAILS



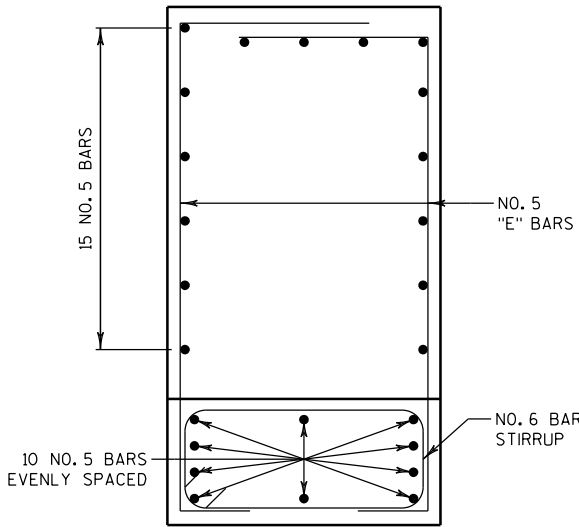
SECTION A-A



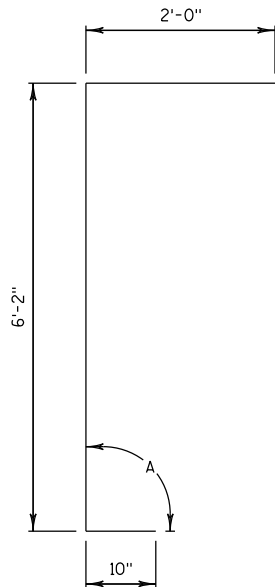
BAR DETAIL
BAR POSITIONS A1-A16



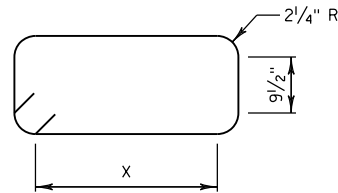
BAR DETAIL
FOR BARS A1-A16



BAR DETAIL
BAR POSITIONS B17-B20



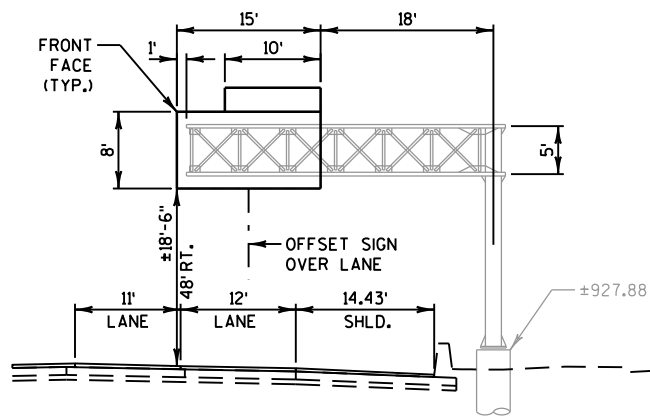
BAR DETAIL
FOR BARS B17-B20



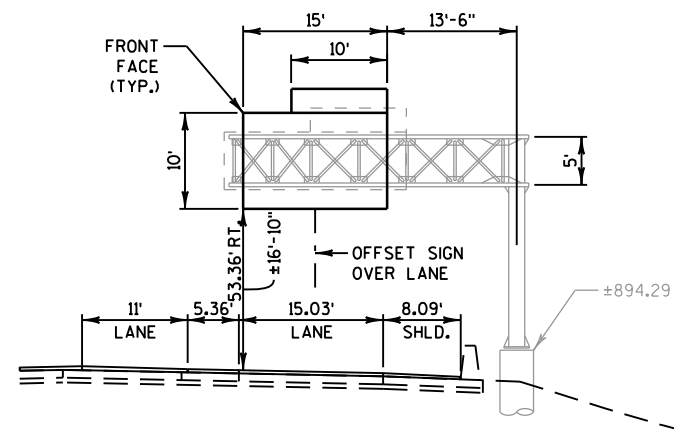
STIRRUP BAR
BENDING DETAIL
X VARIES 2'-3 1/2" TO 3'-3 1/2"
OVER 20 BARS.

CONCRETE BARRIER TRANSITION TYPE S56 WIDE TO 56 VERTICAL, TYPE 2

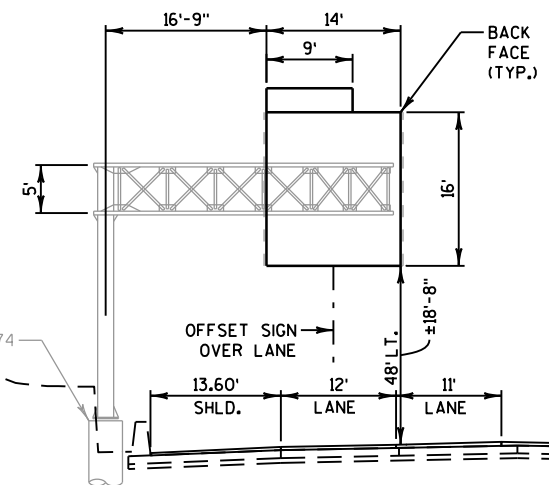
2

**EXISTING S-13-280**

(STA. 662CL+00, RT.)

**EXISTING S-13-281**

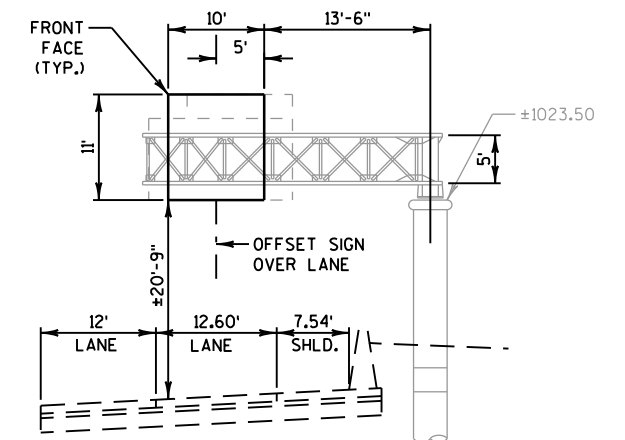
(STA. 675CL+69, RT.)

**EXISTING S-13-283**

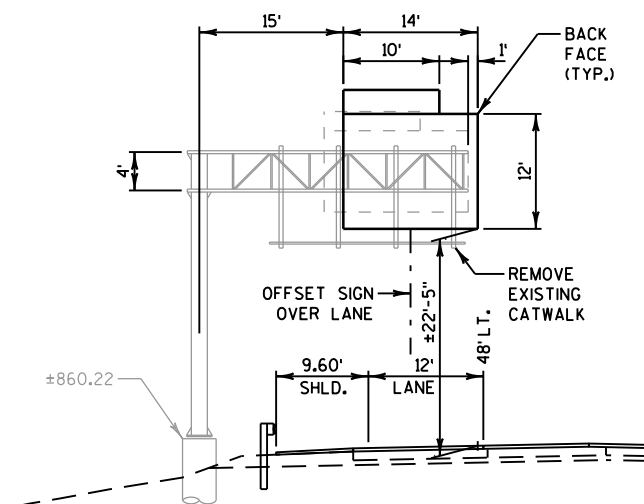
(STA. 664CL+75, LT.)

NOTES

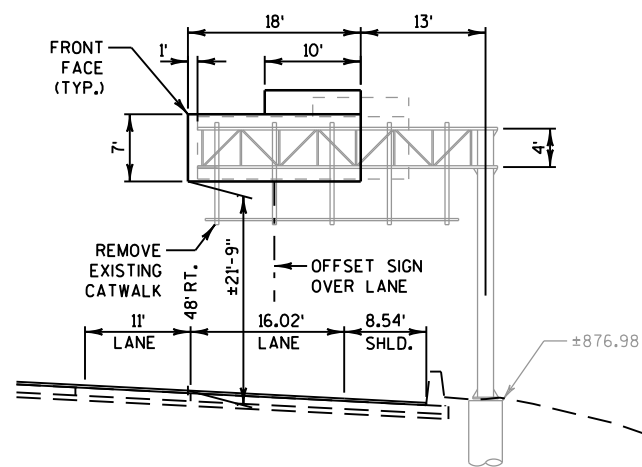
SEE PERMANENT SIGNING PLANS FOR SIGN INFORMATION.
CONTRACTOR TO FIELD VERIFY EXISTING DIMENSIONS.

**EXISTING S-13-374**

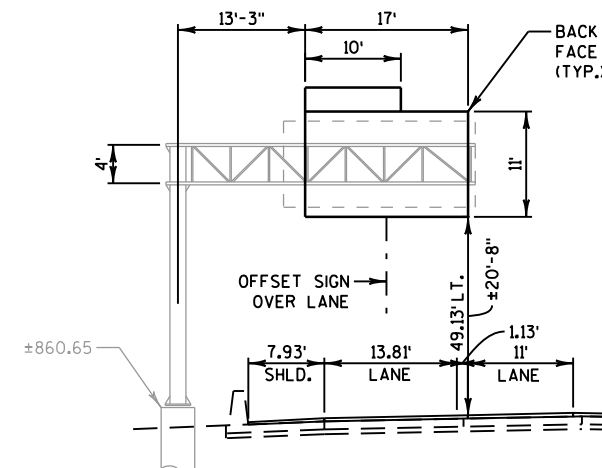
(STA. 500CL+42.50, RT.)

**EXISTING S-13-071**

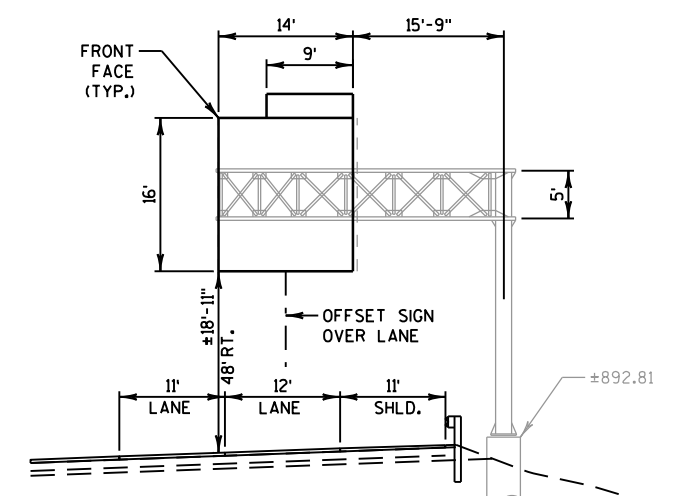
(STA. 700CL+35, LT.)

**EXISTING S-13-072**

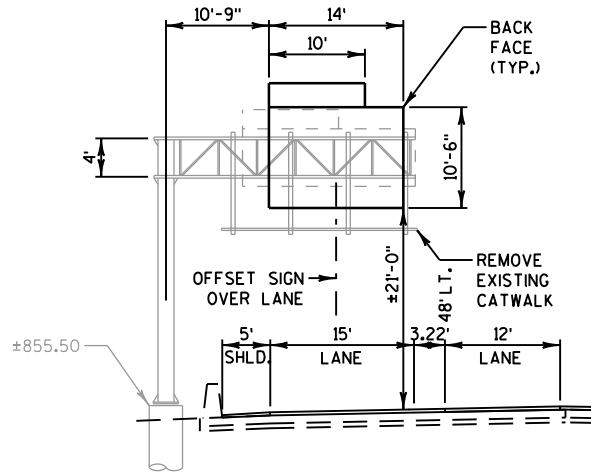
(STA. 710CL+88, RT.)

**EXISTING S-13-159**

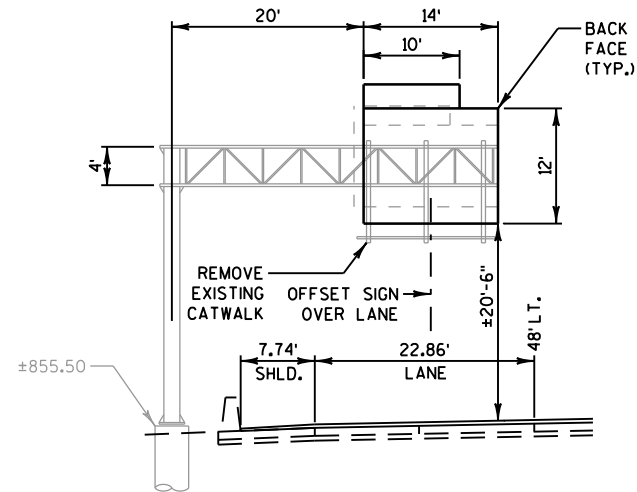
(STA. 890CL+15, LT.)

**EXISTING S-13-279**

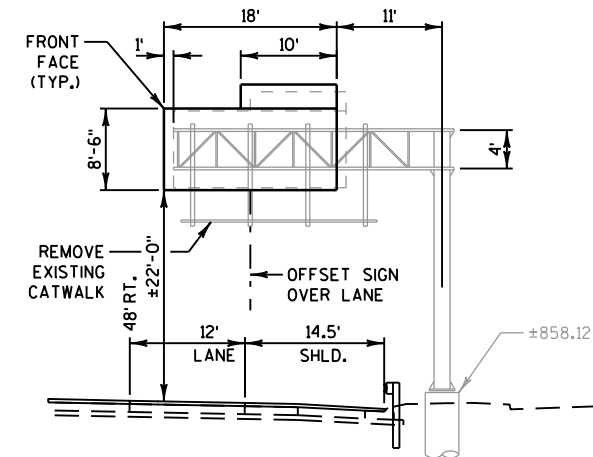
(STA. 619CL+00, RT.)

**EXISTING S-13-042**

(STA. 841CL+38, LT.)

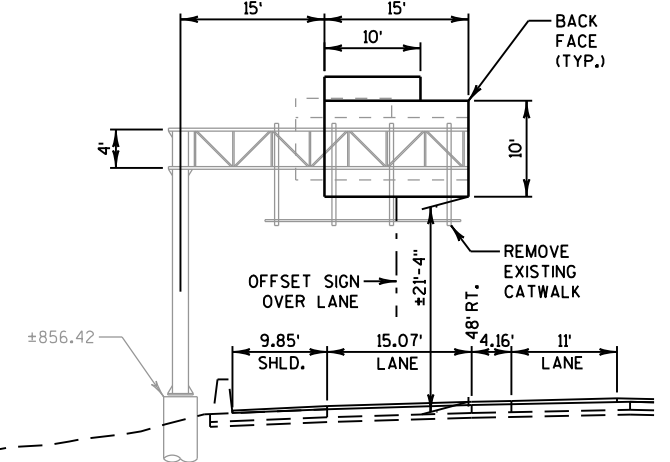
**EXISTING S-13-046**

(STA. 862CL+40, LT.)

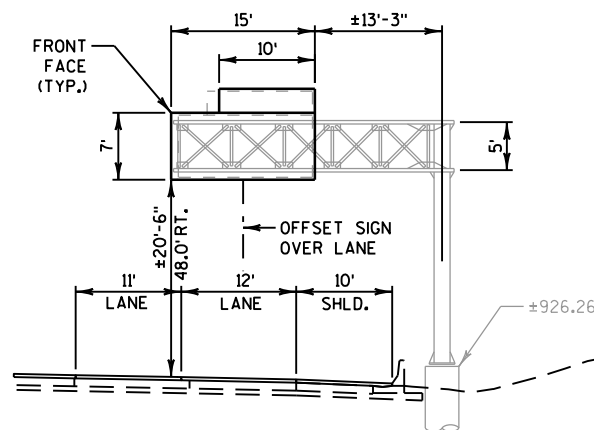
**EXISTING S-13-068**

(STA. 692CL+65, RT.)

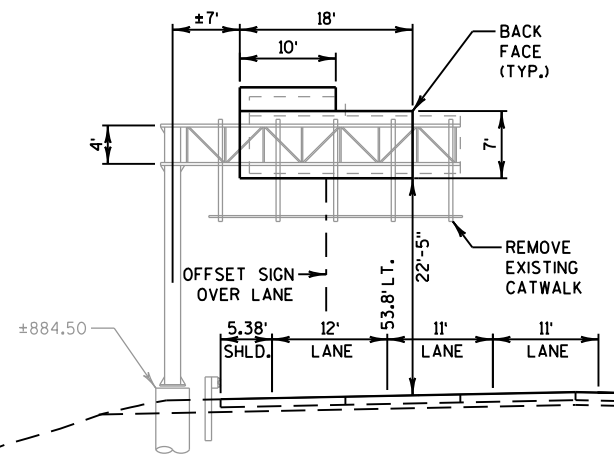
NOTES
SEE PERMANENT SIGNING PLANS FOR SIGN INFORMATION.
CONTRACTOR TO FIELD VERIFY EXISTING DIMENSIONS.

**EXISTING S-13-069**

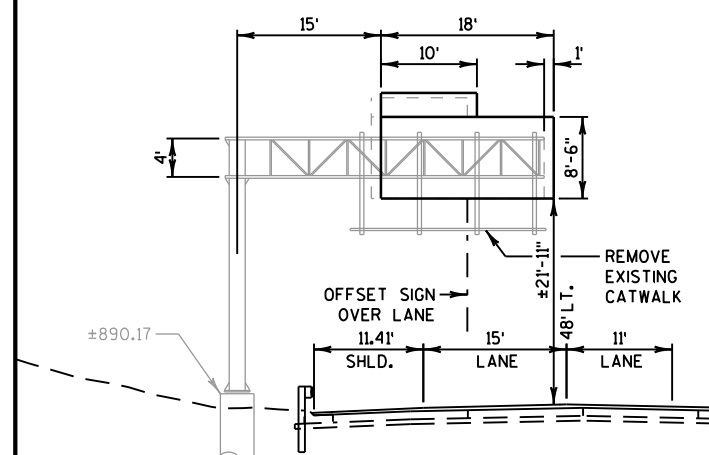
(STA. 693CL+85, LT.)

**EXISTING S-13-220**

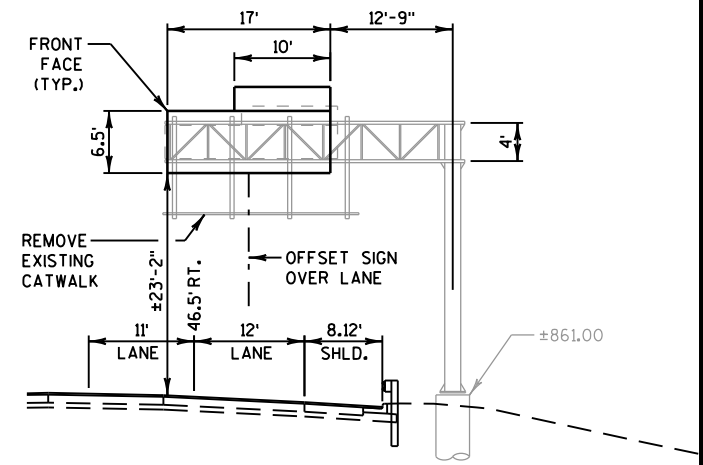
(STA. 536CL+00, RT.)

**EXISTING S-13-36**

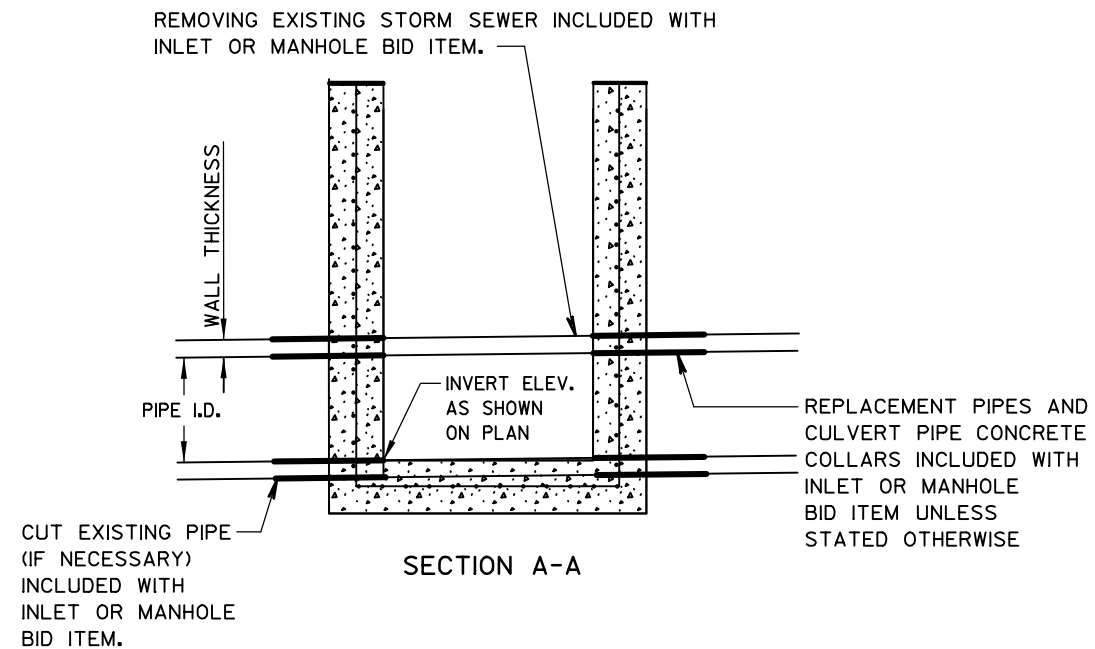
(STA. 717CL+90, LT.)

**EXISTING S-13-040**

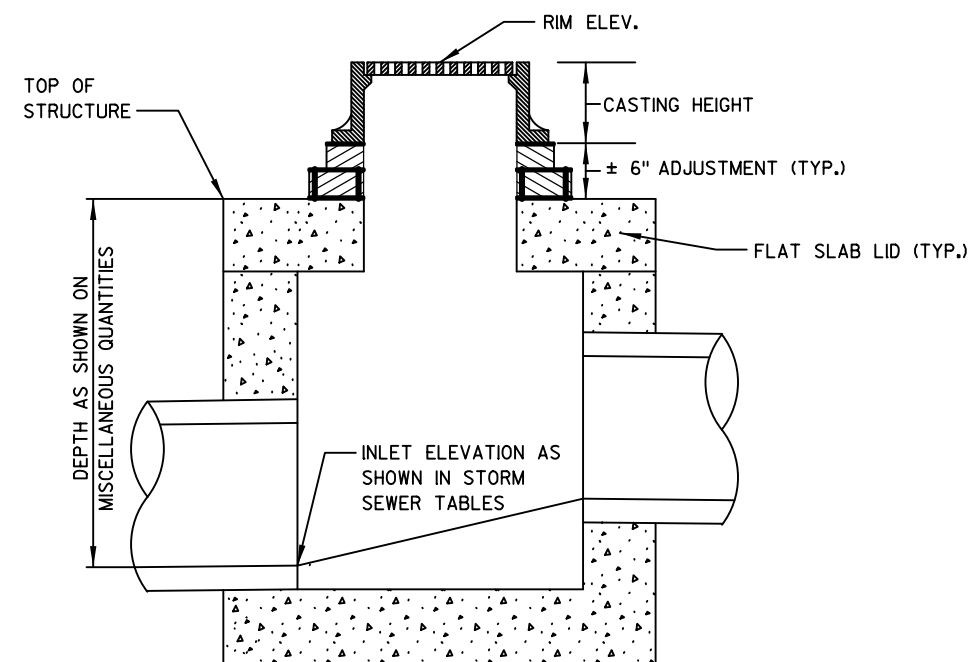
(STA. 738CL+40, LT.)

**EXISTING S-13-041**

(STA. 823CL+37, RT.)

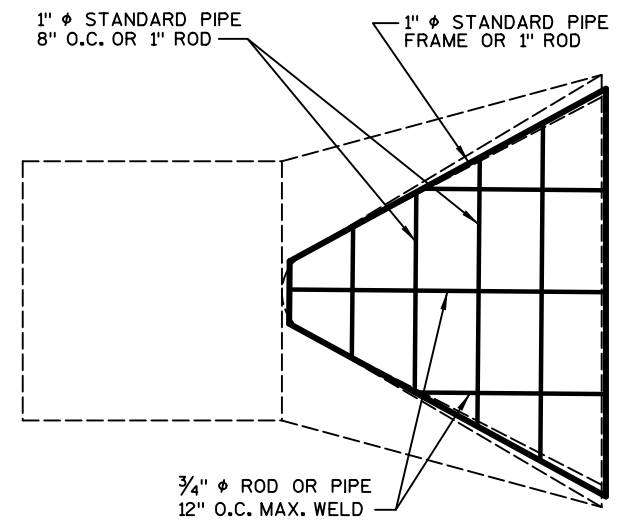
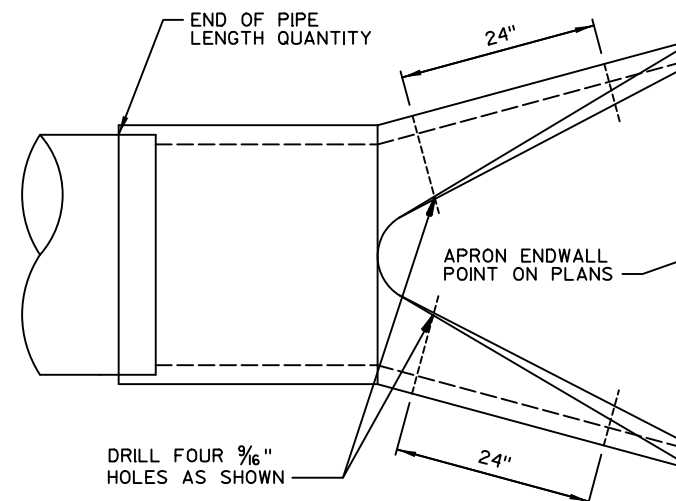


DETAIL FOR INCIDENTAL ITEMS FOR INLETS AND MANHOLES IN A 'SADDLE CONDITION'

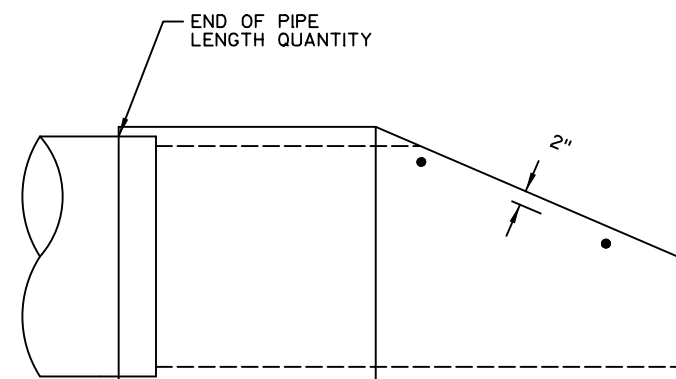


NOTE:
RIM ELEVATION IS AT
FLOW LINE

DETAIL FOR COMPUTING STRUCTURE ELEVATIONS

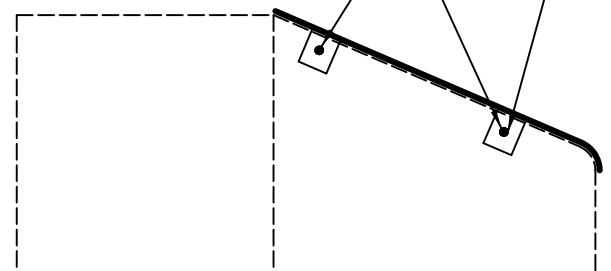


AT EACH PIPE

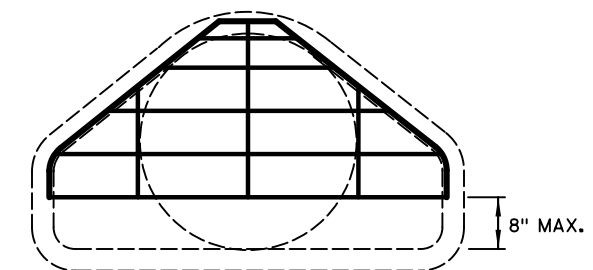


6" X 4" X 1/4" ANGLES (4 REQ'D.) WELD TO FRAME PROVIDE 3/16" HOLE IN EACH

BOLT GRATE TO CONCRETE ENDWALL WITH FOUR 3/8" X 6" MACHINE BOLTS PLACE NUTS INSIDE

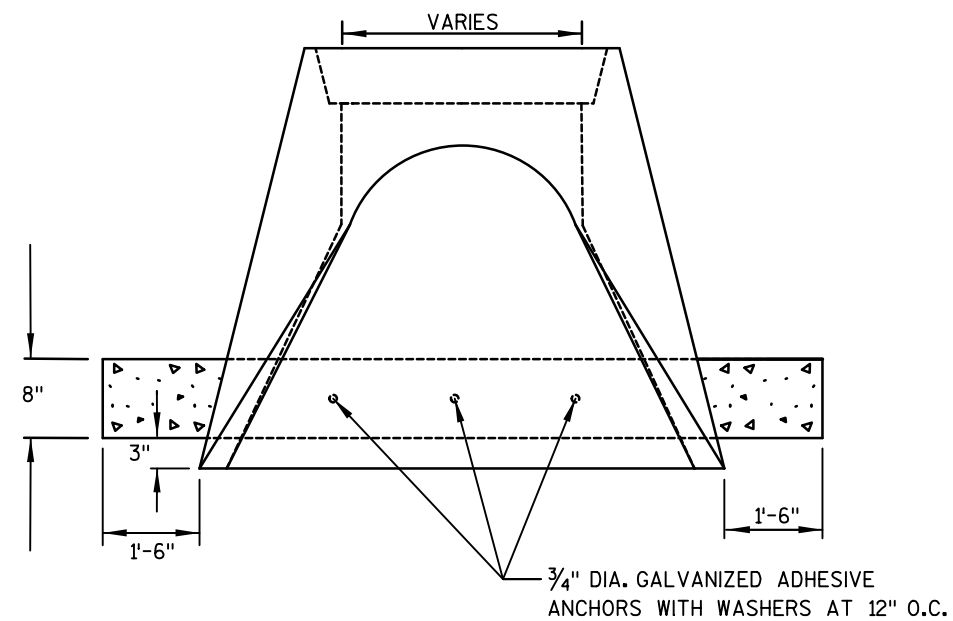


SEE CONSTRUCTION DETAIL FOR CONCRETE CUTOFF WALL (NOT SHOWN IN THIS DETAIL)

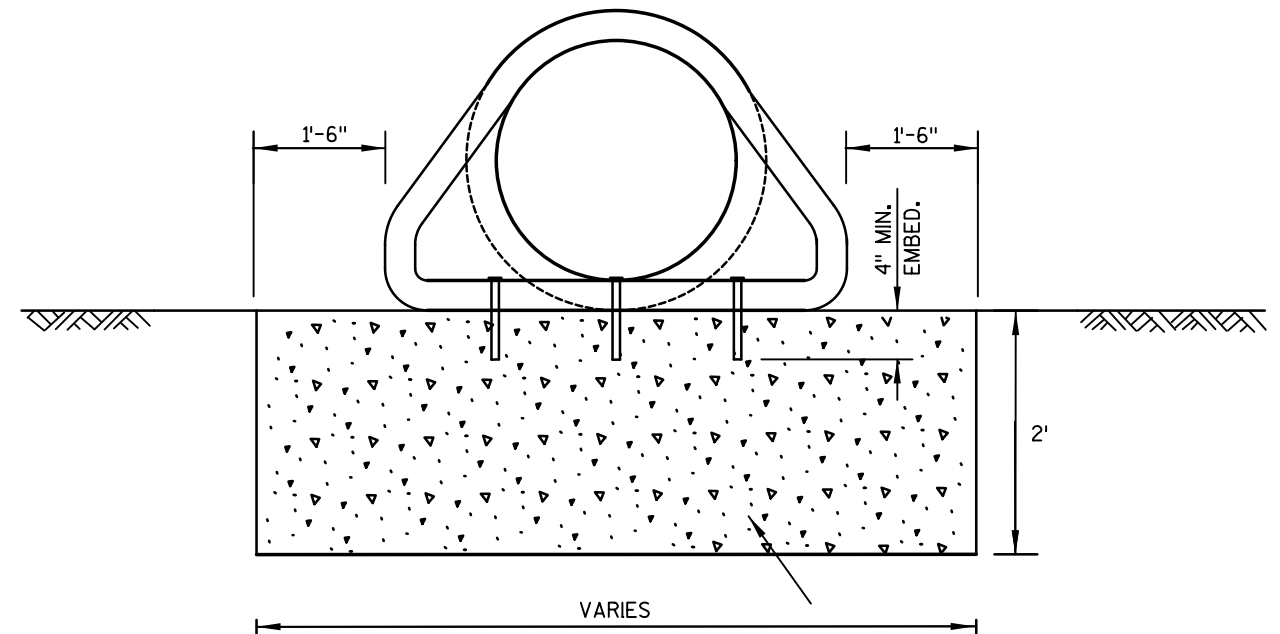


APRON ENDWALL AND PIPE GRATE DETAILS

2



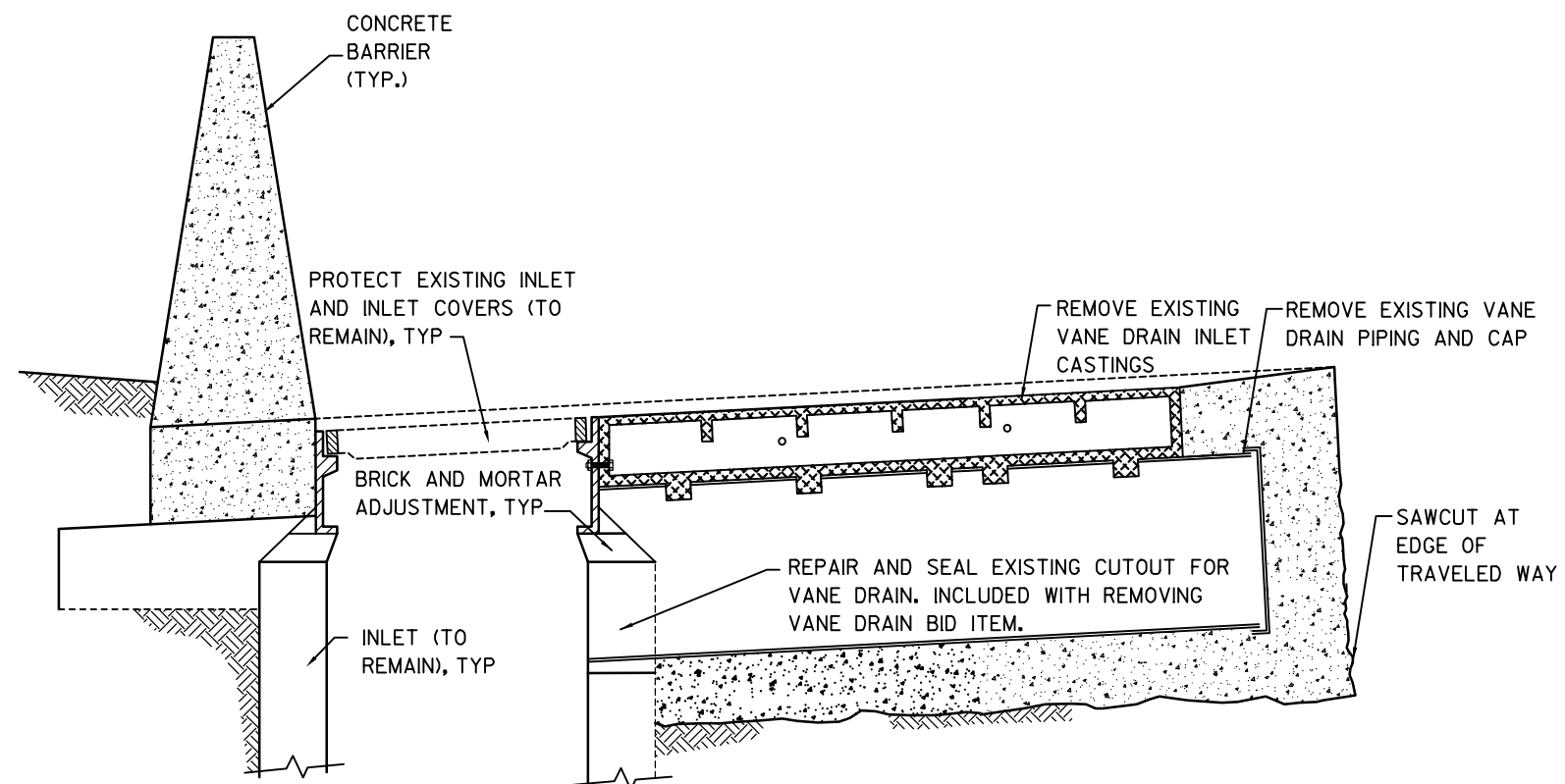
PLAN VIEW



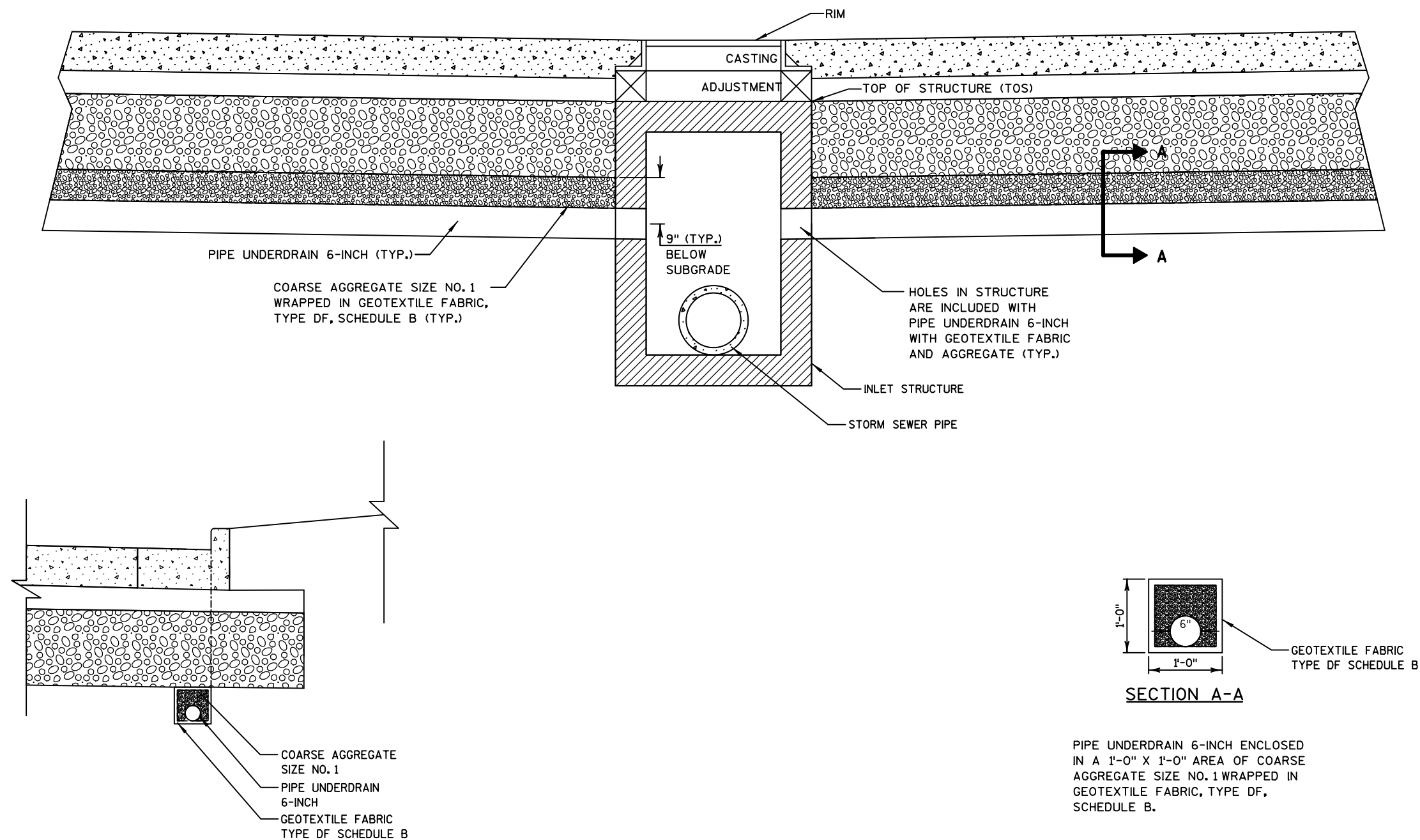
PROFILE VIEW

CONCRETE CUTOFF WALL
WITH #4 @ 12" EACH WAY
CENTERED

CONCRETE CUTOFF WALL



REMOVING VANE DRAIN DETAIL



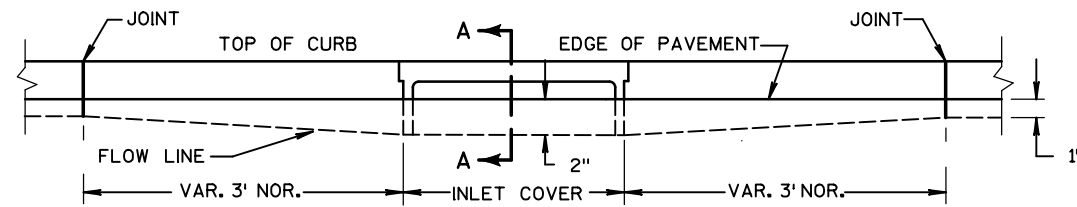
PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE
FABRIC AND AGGREGATE DETAIL

NOTES:

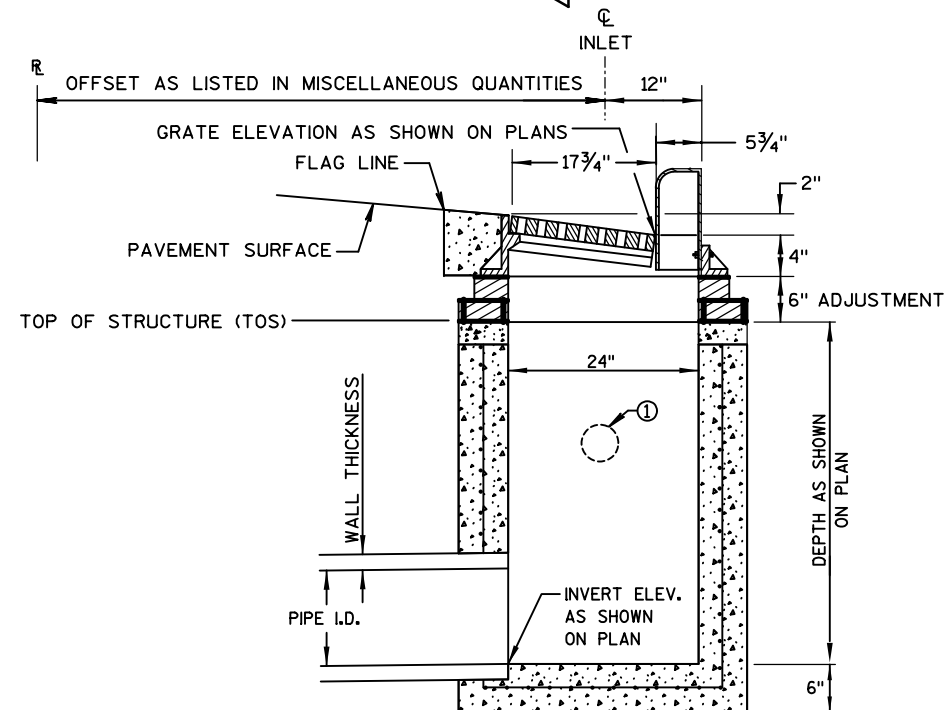
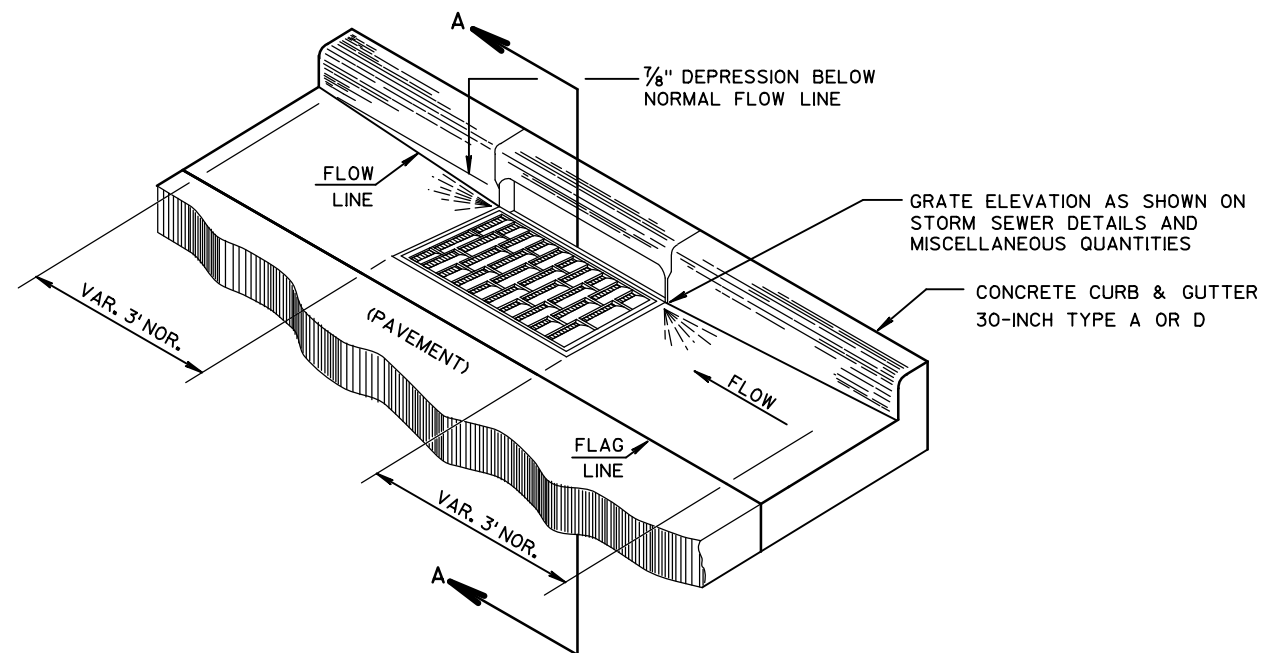
PIPE UNDERDRAIN IS TO BE DISCHARGED INTO A STORM SEWER STRUCTURE.

GEOTEXTILE FABRIC TYPE DF SCHEDULE B AND COURSE AGGREGATE SIZE NO. 1
ARE INCIDENTAL TO BID ITEM 'PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE'

2



ELEVATION



SEE S.D.D. INLETS 4-FT DIA.
AND INLETS 2x3-FT FOR
ADDITIONAL INFORMATION.

① PIPE UNDERDRAIN 6-INCH WITH
GEOTEXTILE FABRIC AND AGGREGATE
SEE MISCELLANEOUS QUANTITIES
FOR LOCATIONS.

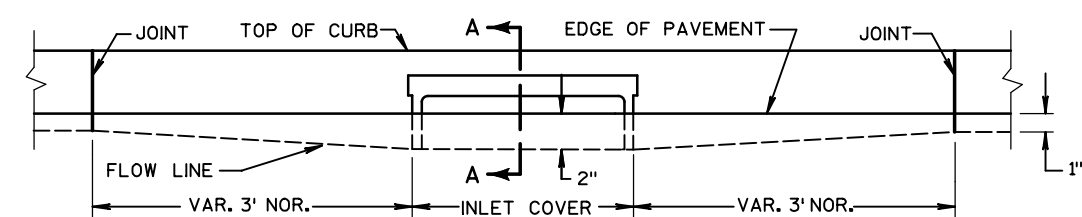
SECTION A-A

NOT A BID ITEM

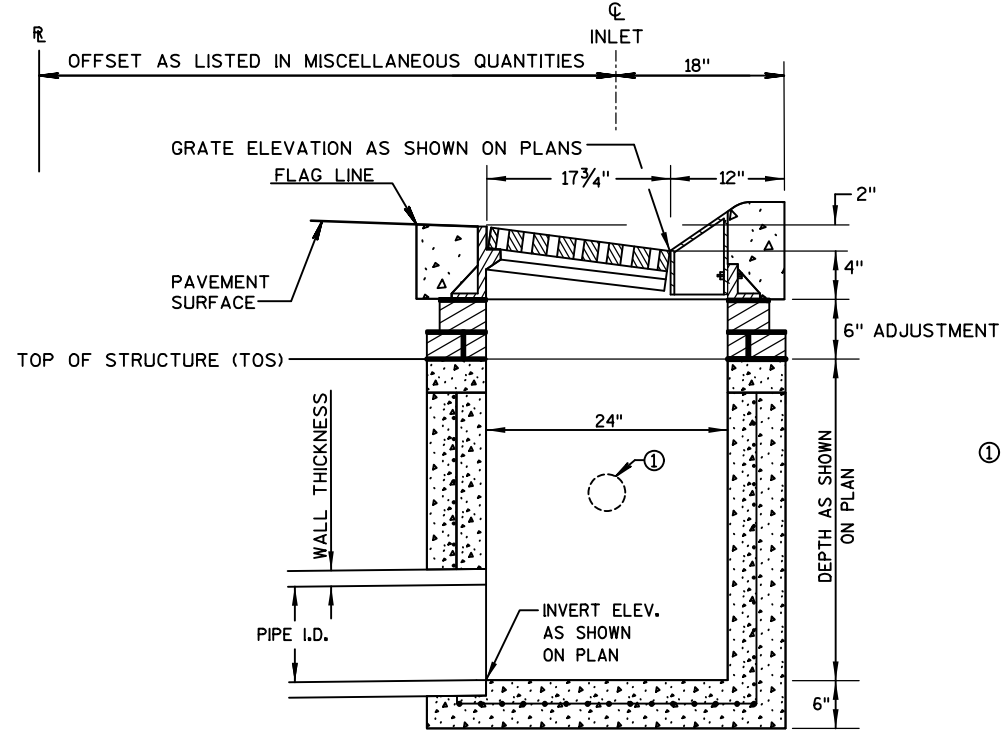
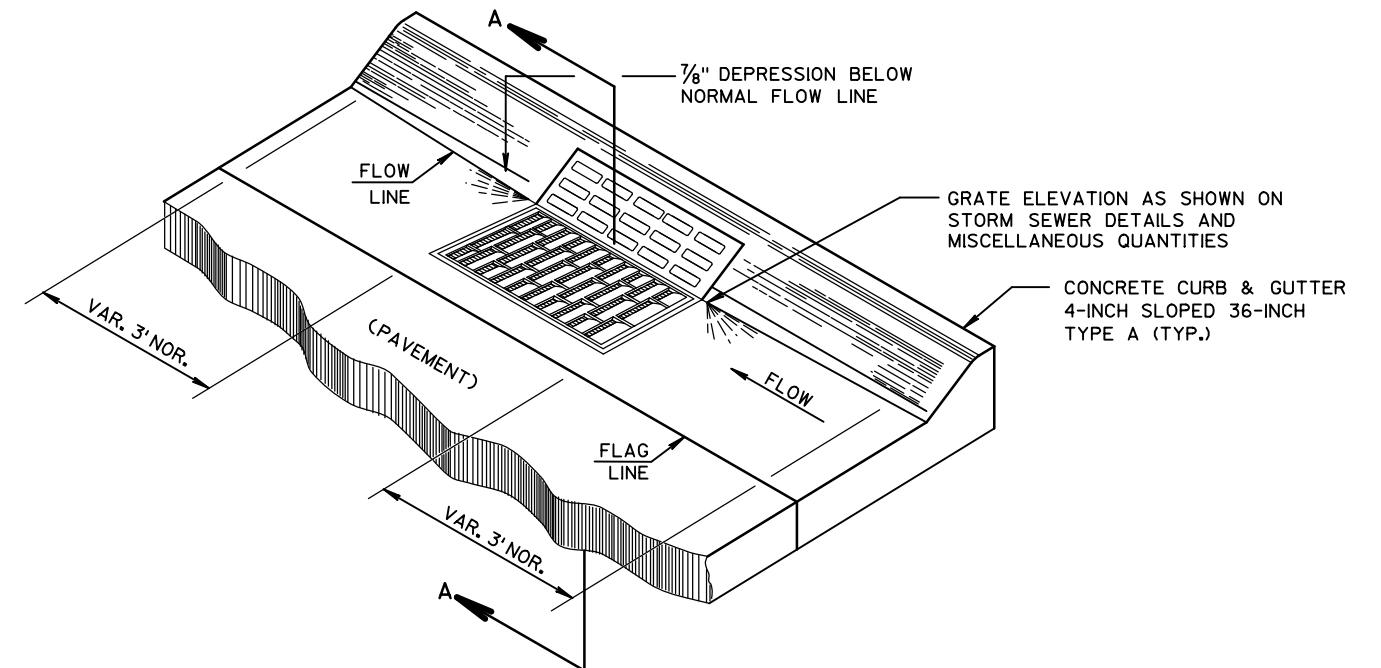
(INLETS 2x3-FT WITH COVERS TYPE H SHOWN)

CONCRETE CURB AND GUTTER 30-INCH TYPE A OR D AT INLETS

2



ELEVATION



SEE S.D.D. INLETS 4-FT DIA.
AND INLETS 2x3-FT FOR
ADDITIONAL INFORMATION.

① PIPE UNDERDRAIN 6-INCH WITH
GEOTEXTILE FABRIC AND AGGREGATE
SEE MISCELLANEOUS QUANTITIES
FOR LOCATIONS.

SECTION A-A

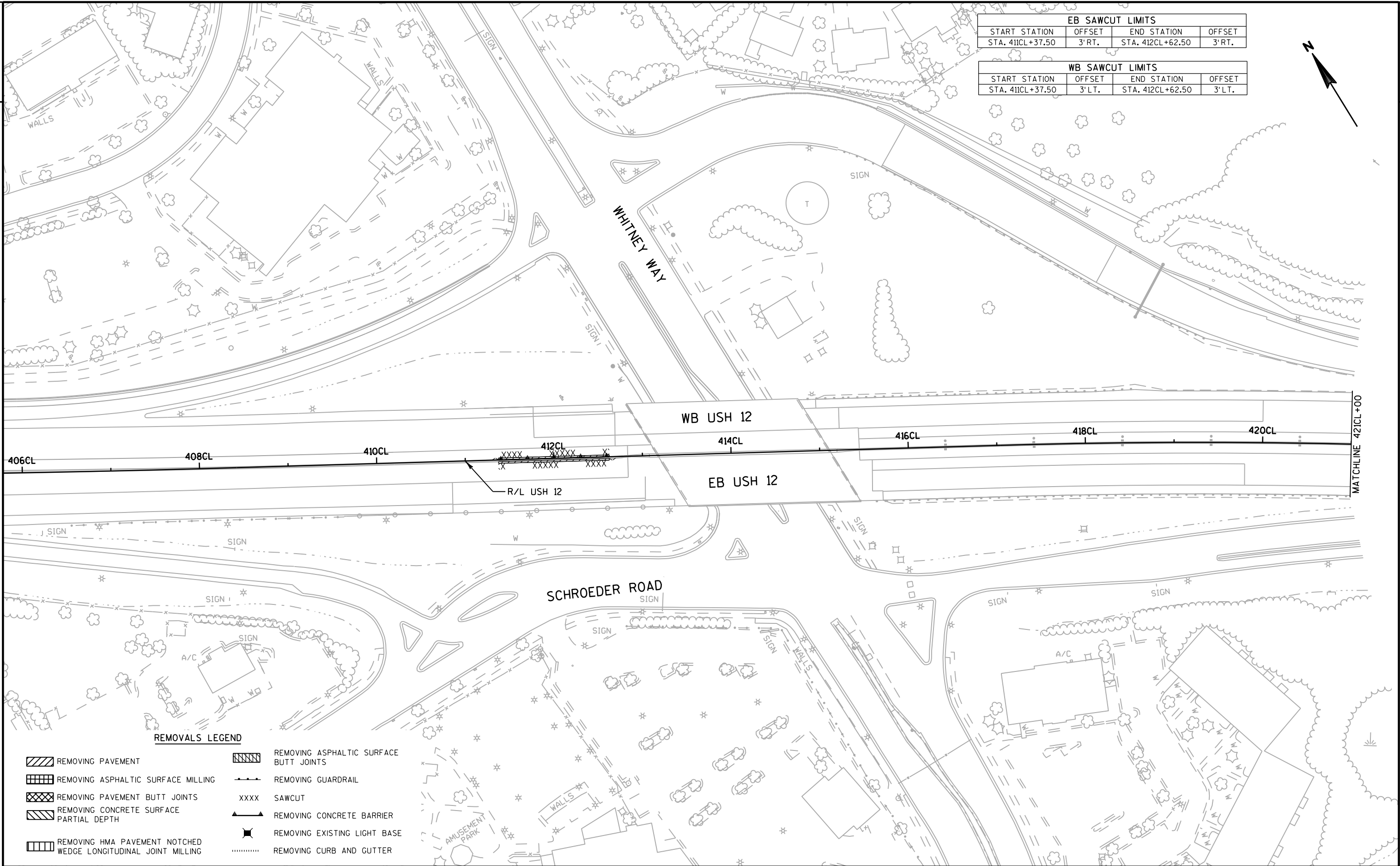
NOT A BID ITEM

(INLET 2x3-FT WITH COVERS TYPE HM SHOWN)

**DETAIL OF CONCRETE CURB AND GUTTER 4-INCH OR
6-INCH SLOPED 36-INCH TYPE A (TYP.) AT INLETS**

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 411CL+37.50	3' RT.	STA. 412CL+62.50	3' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 411CL+37.50	3' LT.	STA. 412CL+62.50	3' LT.

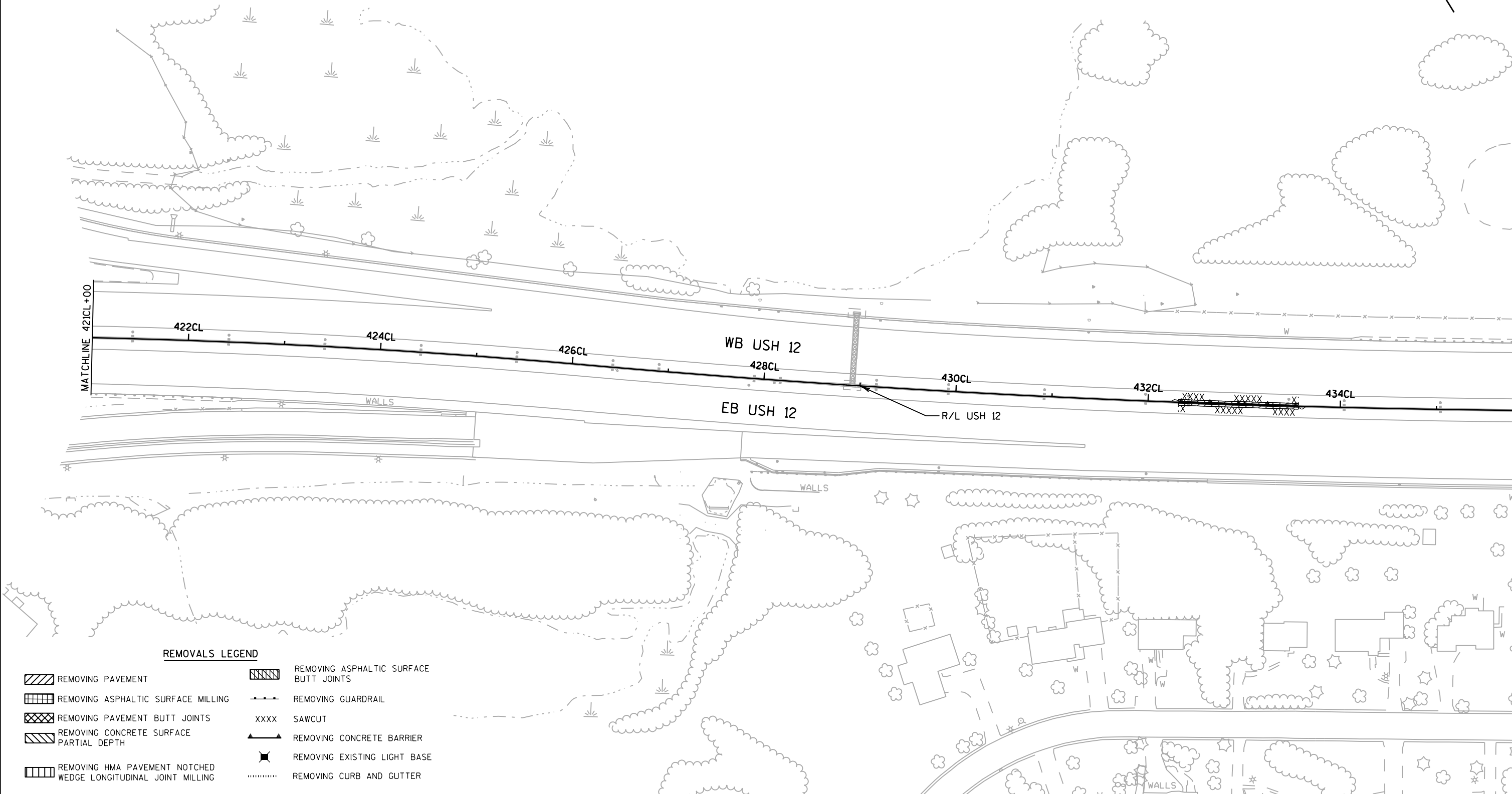


REMOVALS LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING GUARDRAIL
- SAWCUT
- REMOVING CONCRETE BARRIER
- REMOVING EXISTING LIGHT BASE
- REMOVING CURB AND GUTTER

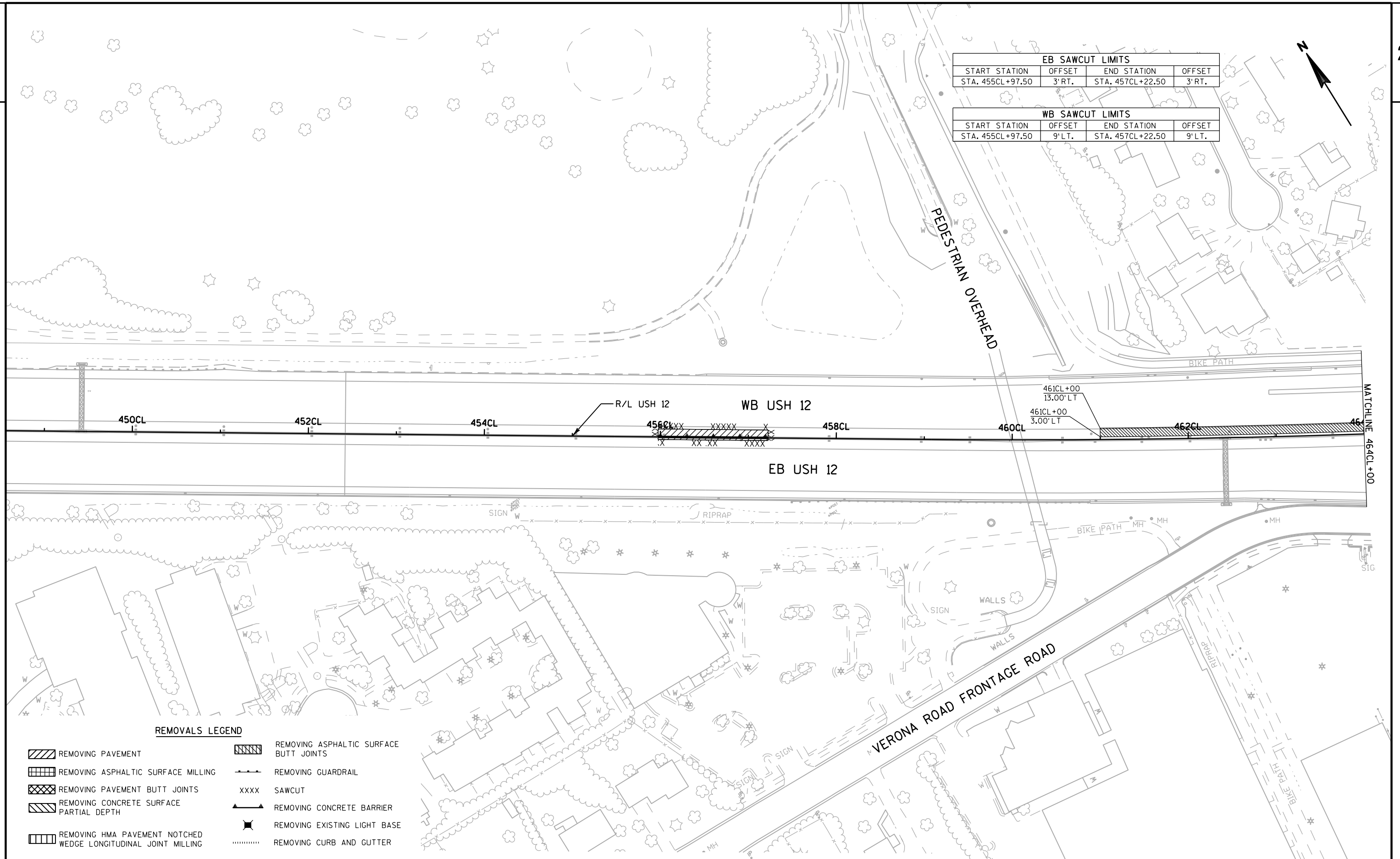
EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 432CL+31.52	3' RT.	STA. 433CL+56.48	3' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 432CL+31.49	3' LT.	STA. 433CL+56.51	3' LT.



REMOVALS LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING GUARDRAIL
- SAWCUT
- REMOVING CONCRETE BARRIER
- REMOVING EXISTING LIGHT BASE
- REMOVING CURB AND GUTTER



EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 455CL+97.50	3' RT.	STA. 457CL+22.50	3' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 455CL+97.50	9' LT.	STA. 457CL+22.50	9' LT.

REMOVALS LEGEND

- | | |
|--|--|
| REMOVING PAVEMENT | REMOVING ASPHALTIC SURFACE BUTT JOINTS |
| REMOVING ASPHALTIC SURFACE MILLING | REMOVING GUARDRAIL |
| REMOVING PAVEMENT BUTT JOINTS | SAWCUT |
| REMOVING CONCRETE SURFACE PARTIAL DEPTH | REMOVING CONCRETE BARRIER |
| REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING | REMOVING EXISTING LIGHT BASE |
| | REMOVING CURB AND GUTTER |

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 466CL+94.54	4.1' LT.	STA. 468CL+19.48	5' LT.



MATCHLINE 464CL+00

MATCHLINE 478CL+00

R/L USH 12

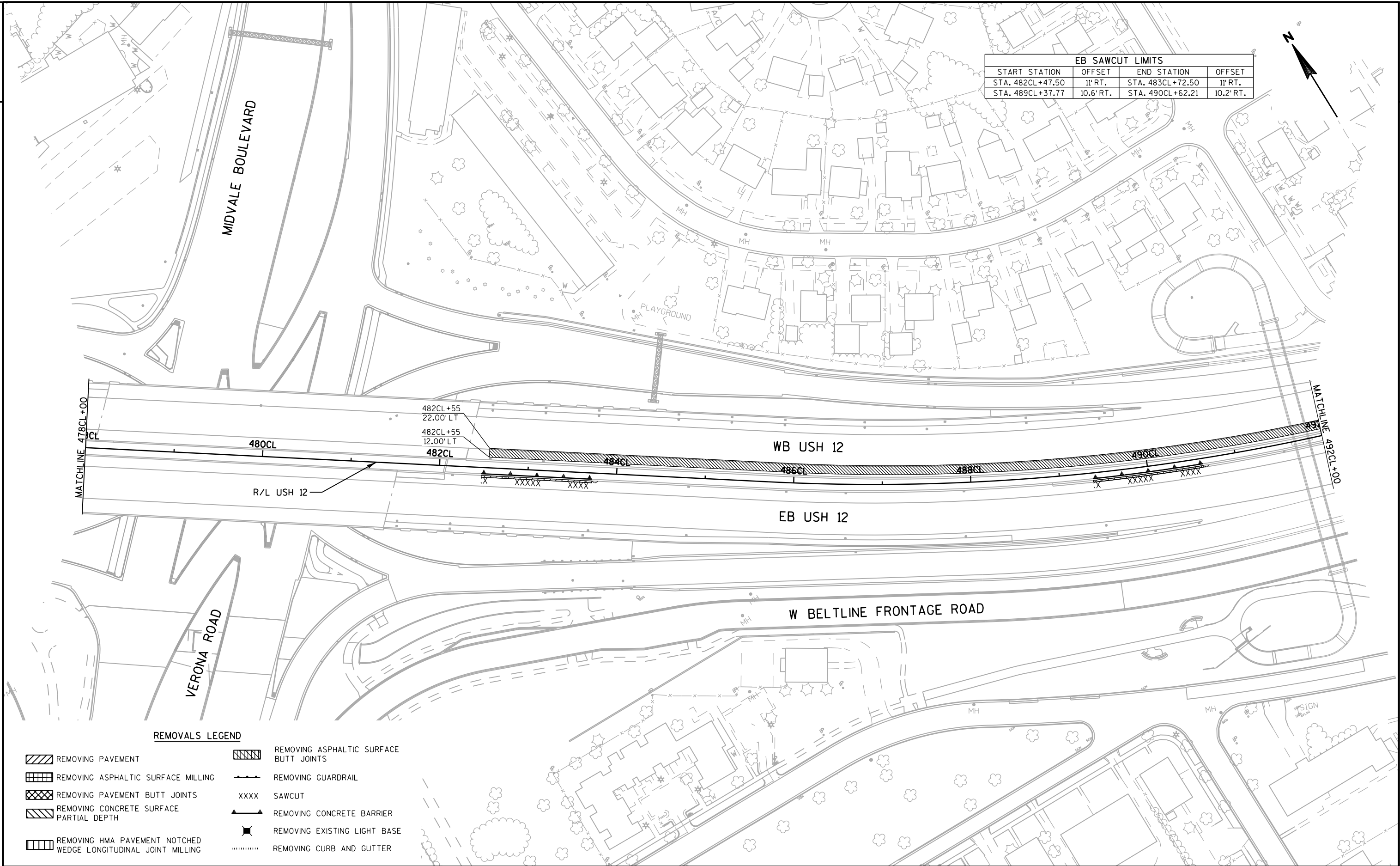
WB USH 12

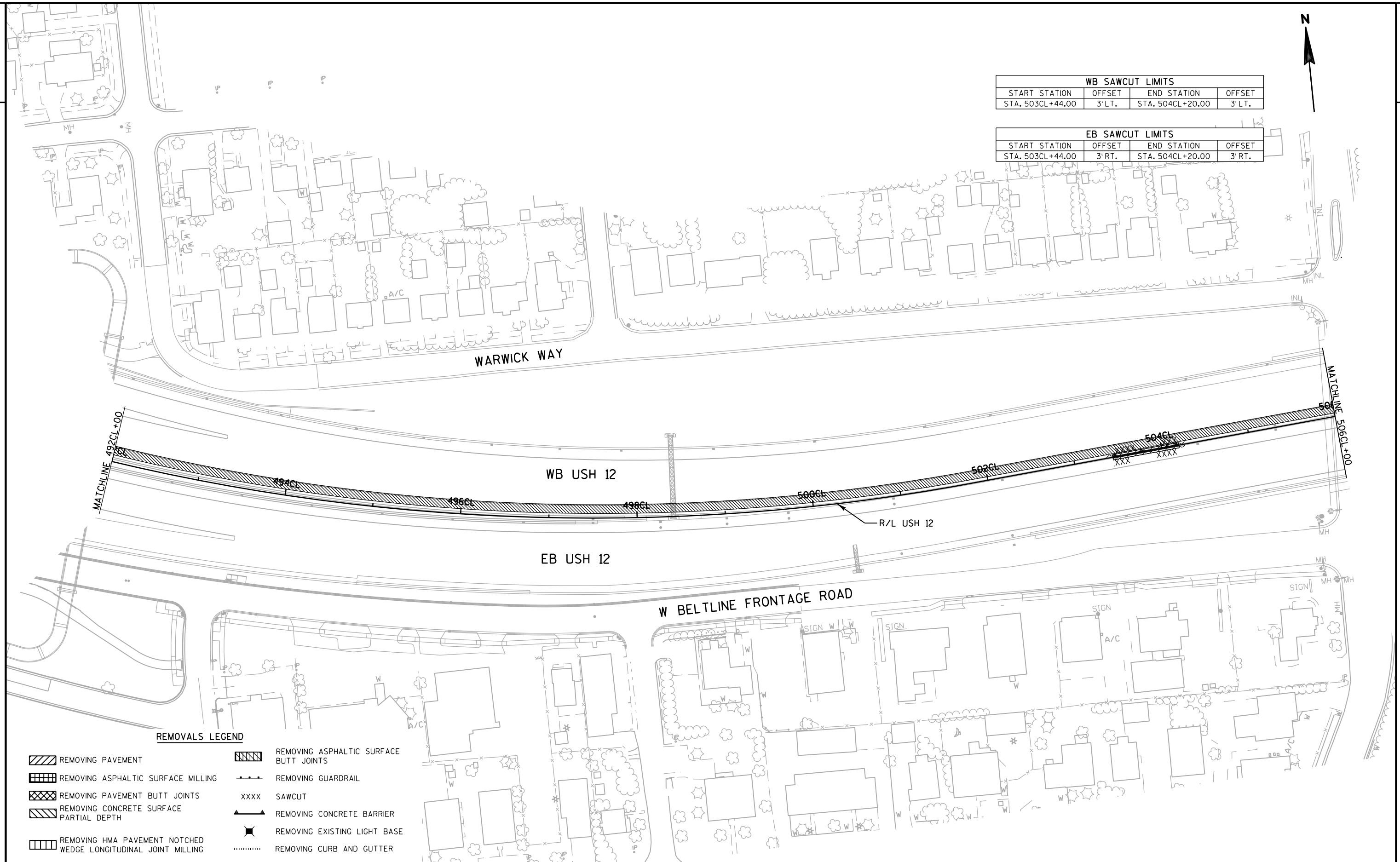
EB USH 12

VERONA ROAD FRONTAGE ROAD

REMOVALS LEGEND

- REMOVING PAVEMENT
-
- REMOVING ASPHALTIC SURFACE BUTT JOINTS





WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 503CL+44.00	3' LT.	STA. 504CL+20.00	3' LT.

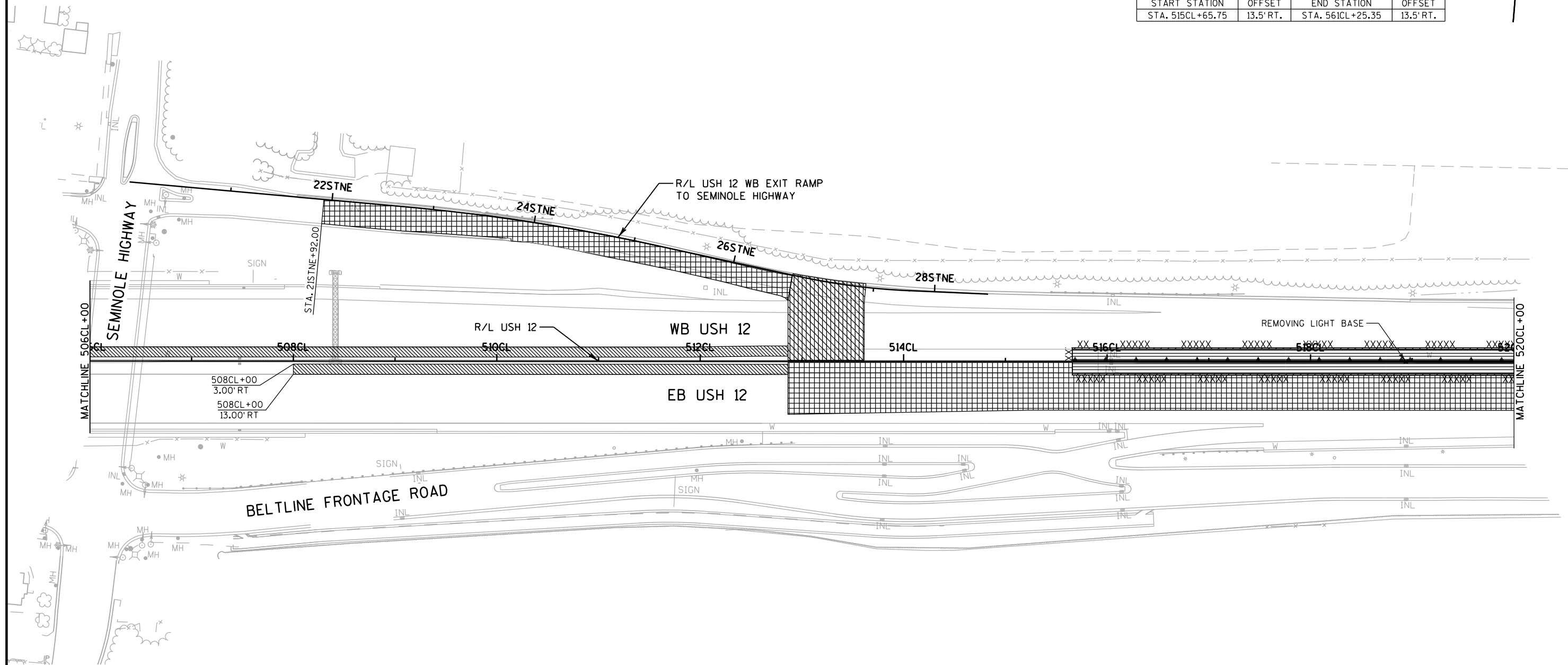
EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 503CL+44.00	3' RT.	STA. 504CL+20.00	3' RT.

REMOVALS LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING
- REMOVING GUARDRAIL
- SAWCUT
- REMOVING CONCRETE BARRIER
- REMOVING EXISTING LIGHT BASE
- REMOVING CURB AND GUTTER

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 515CL+65.75	13.5' LT.	STA. 561CL+32.39	13.5' LT.

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 515CL+65.75	13.5' RT.	STA. 561CL+25.35	13.5' RT.

**REMOVALS LEGEND**

REMOVING ASPHALTIC SURFACE (QUANTITY PAID UNDER BID ITEM "EXCAVATION COMMON")	REMOVING ASPHALTIC SURFACE BUTT JOINTS
REMOVING PAVEMENT	REMOVING GUARDRAIL
REMOVING ASPHALTIC SURFACE MILLING	SAWCUT
REMOVING PAVEMENT BUTT JOINTS	REMOVING CONCRETE BARRIER
REMOVING CONCRETE SURFACE PARTIAL DEPTH	REMOVING EXISTING LIGHT BASE
REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING	REMOVING CURB AND GUTTER

PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

REMOVALS PLAN

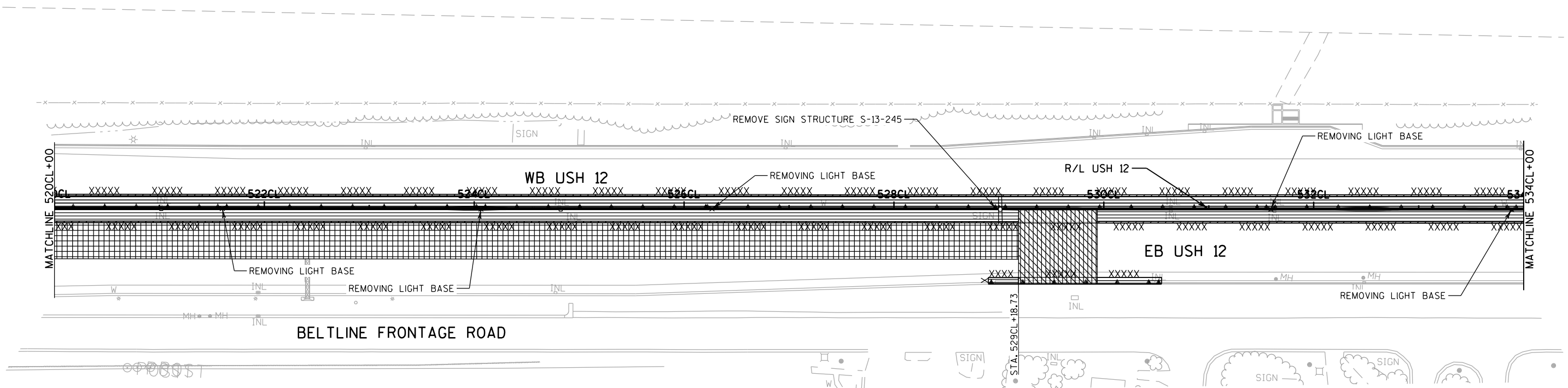
SHEET

169

E

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 515CL+65.75	13.5' LT.	STA. 547CL+00.00	13.5' LT.

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 515CL+65.75	13.5' RT.	STA. 547CL+00.00	13.5' RT.
STA. 528CL+90.00	65.3' RT.	STA. 530CL+55.00	65.2' RT.



REMOVALS LEGEND

- REMOVING ASPHALTIC SURFACE
(QUANTITY PAID UNDER BID ITEM
"EXCAVATION COMMON")
- REMOVING ASPHALTIC SURFACE
BUTT JOINTS
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE
PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED
WEDGE LONGITUDINAL JOINT MILLING

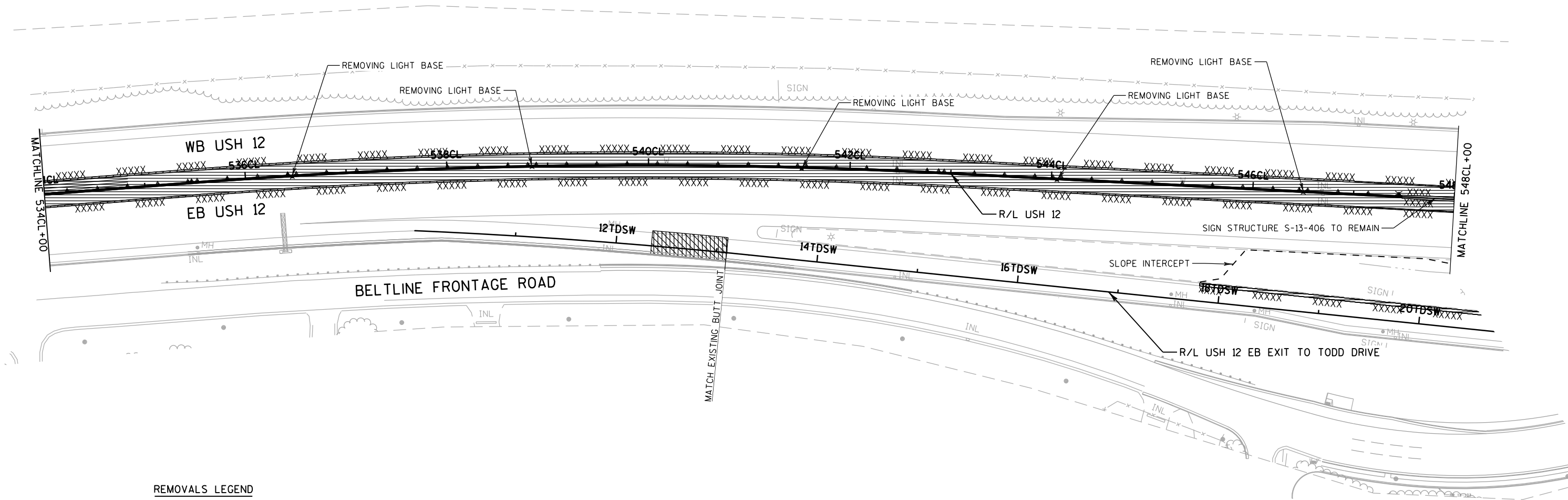
REMOVING GUARDRAILSAWCUTREMOVING CONCRETE BARRIERREMOVING EXISTING LIGHT BASEREMOVING CURB AND GUTTER



WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 515CL+65.75	13.5' LT.	STA. 547CL+00.00	13.5' LT.
STA. 547CL+00.00	13' LT.	STA. 561CL+32.39	13' LT.
STA. 547CL+48.10	1.5' LT.	STA. 547CL+73.10	2' LT.
STA. 547CL+73.10	2' LT.	STA. 547CL+89.10	2' LT.
STA. 547CL+89.10	2' LT.	STA. 548CL+14.10	1.5' LT.

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 515CL+65.75	13.5' RT.	STA. 547CL+00.00	13.5' RT.
STA. 547CL+00.00	13' RT.	STA. 561CL+25.35	13.5' RT.
STA. 547CL+48.10	1.5' RT.	STA. 547CL+73.10	2' RT.
STA. 547CL+73.10	2' RT.	STA. 547CL+89.10	2' RT.
STA. 547CL+89.10	2' RT.	STA. 548CL+14.10	1.5' RT.

TODD DRIVE EB EXIT RAMP SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 17TDSW+80.00	15' LT.	STA. 21TDSW+01.87	14.75' LT.



REMOVALS LEGEND

- REMOVING ASPHALTIC SURFACE
(QUANTITY PAID UNDER BID ITEM
"EXCAVATION COMMON")
- REMOVING ASPHALTIC SURFACE
MILLING
- REMOVING PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE
PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED
WEDGE LONGITUDINAL JOINT MILLING

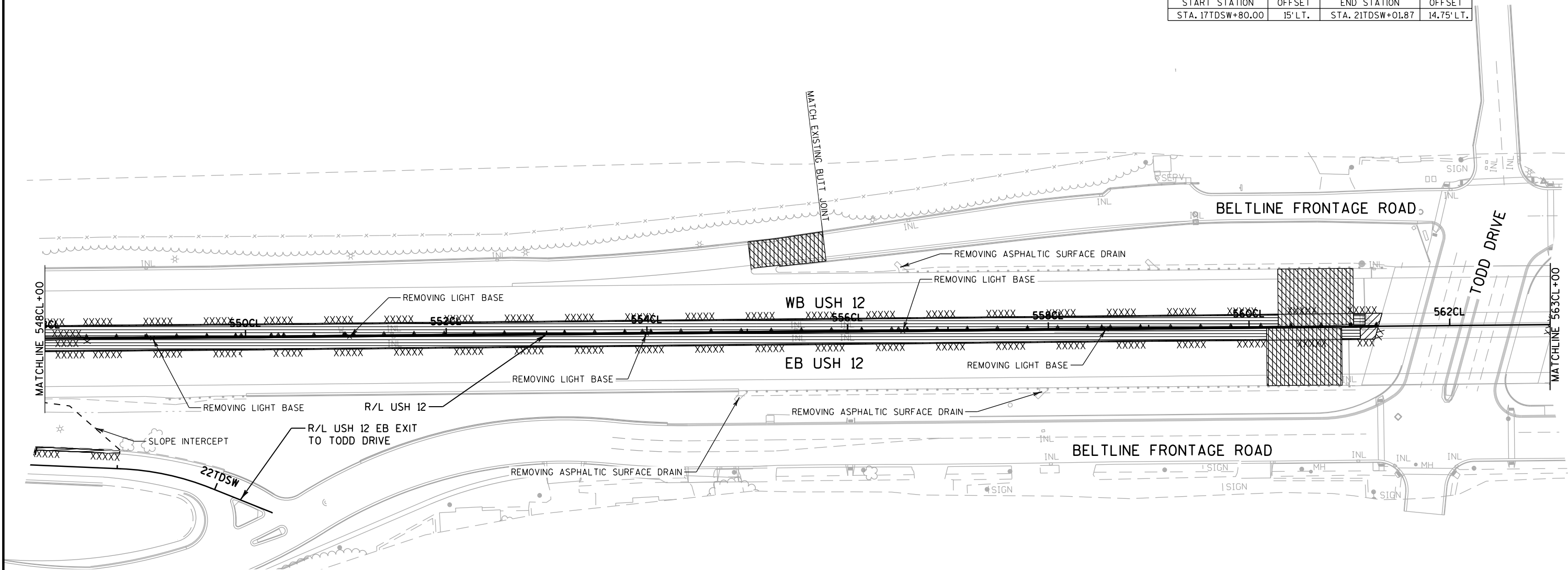
REMOVING ASPHALTIC SURFACE
BUTT JOINTSREMOVING GUARDRAILSAWCUTREMOVING CONCRETE BARRIERREMOVING EXISTING LIGHT BASEREMOVING CURB AND GUTTER



WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 547CL+00.00	13' LT.	STA. 561CL+32.39	13' LT.
STA. 547CL+89.10	2' LT.	STA. 548CL+14.10	1.5' LT.
STA. 548CL+14.10	1.5' LT.	STA. 548CL+38.60	1.5' LT.

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 547CL+00.00	13' RT.	STA. 561CL+25.35	13.5' RT.
STA. 547CL+89.10	2' RT.	STA. 548CL+14.10	1.5' RT.
STA. 548CL+14.10	1.5' RT.	STA. 548CL+38.60	1.5' RT.

TODD DRIVE EB EXIT RAMP SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 17TDSW+80.00	15' LT.	STA. 21TDSW+01.87	14.75' LT.



REMOVALS LEGEND

- REMOVING ASPHALTIC SURFACE
(QUANTITY PAID UNDER BID ITEM
"EXCAVATION COMMON")
- REMOVING ASPHALTIC SURFACE
BUTT JOINTS
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE
PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED
WEDGE LONGITUDINAL JOINT MILLING

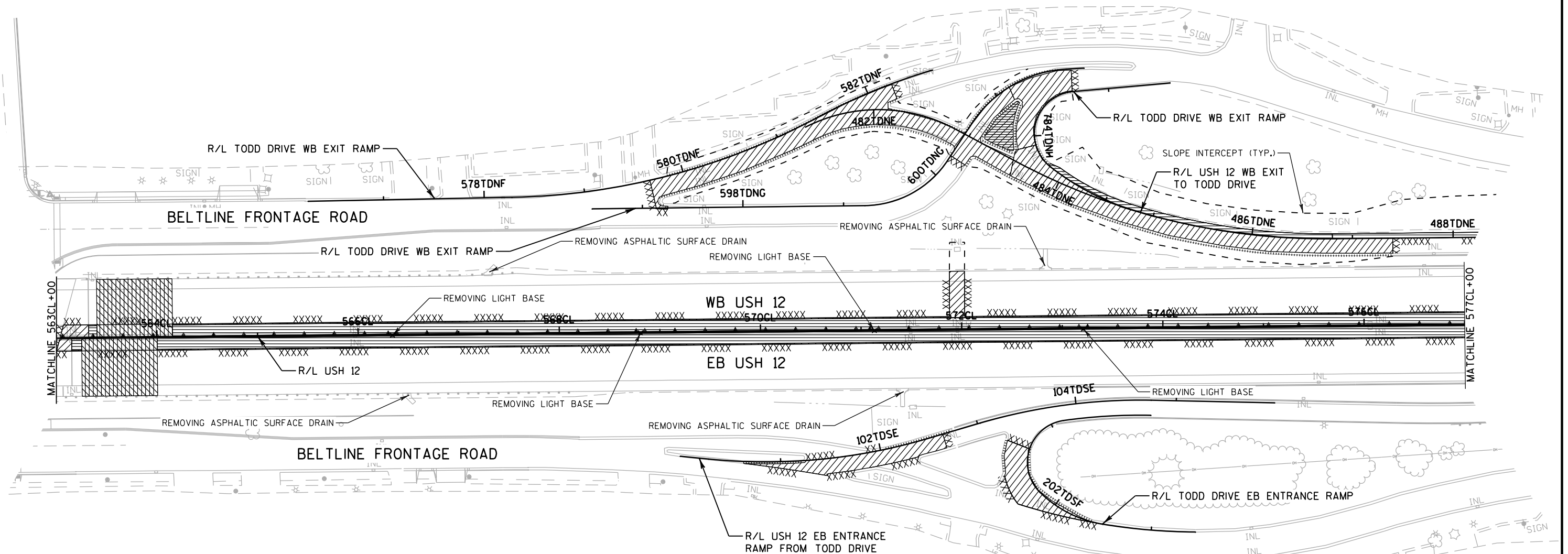
REMOVING GUARDRAILREMOVING CONCRETE BARRIERREMOVING EXISTING LIGHT BASEREMOVING CURB AND GUTTER

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA.563CL+06.94	13'LT.	STA. 571CL+88.08	13'LT.
STA. 571CL+88.08	58'LT.	STA. 572CL+03.08	58'LT.
STA. 572CL+03.08	13'LT.	STA. 608L+96.40	13'LT.

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 563CL+00.00	13'RT.	STA. 593CL+00.00	13'RT.

TODD DRIVE WB EXIT RAMP SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 597TDNG+07.72	28.24'LT.	STA. 597TDNG+14.02	.72'RT.
STA. 597TDNG+14.02	.72'RT.	STA. 597TDNG+25.15	1.21'RT.
STA. 597TDNG+25.15	1.21'RT.	STA. 597TDNG+25.28	1.79'LT.
STA. 600TDNG+24.47	0.0'RT.	STA. 600TDNG+24.47	17'RT.
STA. 601TDNG+79.82	1.23'RT.	STA. 601TDNG+79.68	21.78'RT.
STA. 582TDNF+29.78	.85'RT.	STA. 582TDNF+29.78	16'RT.
STA. 487TDNE+40.00	0.0'RT.	STA. 487TDNE+40.00	15'RT.
STA. 487TDNE+40.00	0.0'RT.	STA. 489TDNE+57.00	0.0'RT.

TODD DRIVE EB ENTRANCE RAMP SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 100TDSE+63.11	2'RT.	STA. 101TDSE+44.95	16.92'RT.
STA. 101TDSE+25.54	0.0'LT.	STA. 101TDSE+97.02	0.0'LT.
STA. 101TDSE+44.95	16.92'RT.	STA. 101TDSE+45.49	15'RT.
STA. 101TDSE+45.49	15'RT.	STA. 102TDSE+35.11	15'RT.
STA. 102TDSE+64.10	0.0'LT.	STA. 102TDSE+64.13	15'RT.
STA. 201TDSF+32.75	24'RT.	STA. 201TDSF+33.40	0.9'RT.
STA. 201TDSF+55.51	24'RT.	STA. 201TDSF+75.58	24'RT.
STA. 201TDSF+75.58	24'RT.	STA. 202TDSF+51.13	0.0'RT.
STA. 202TDSF+51.13	0.0'RT.	STA. 202TDSF+51.23	.28'LT.



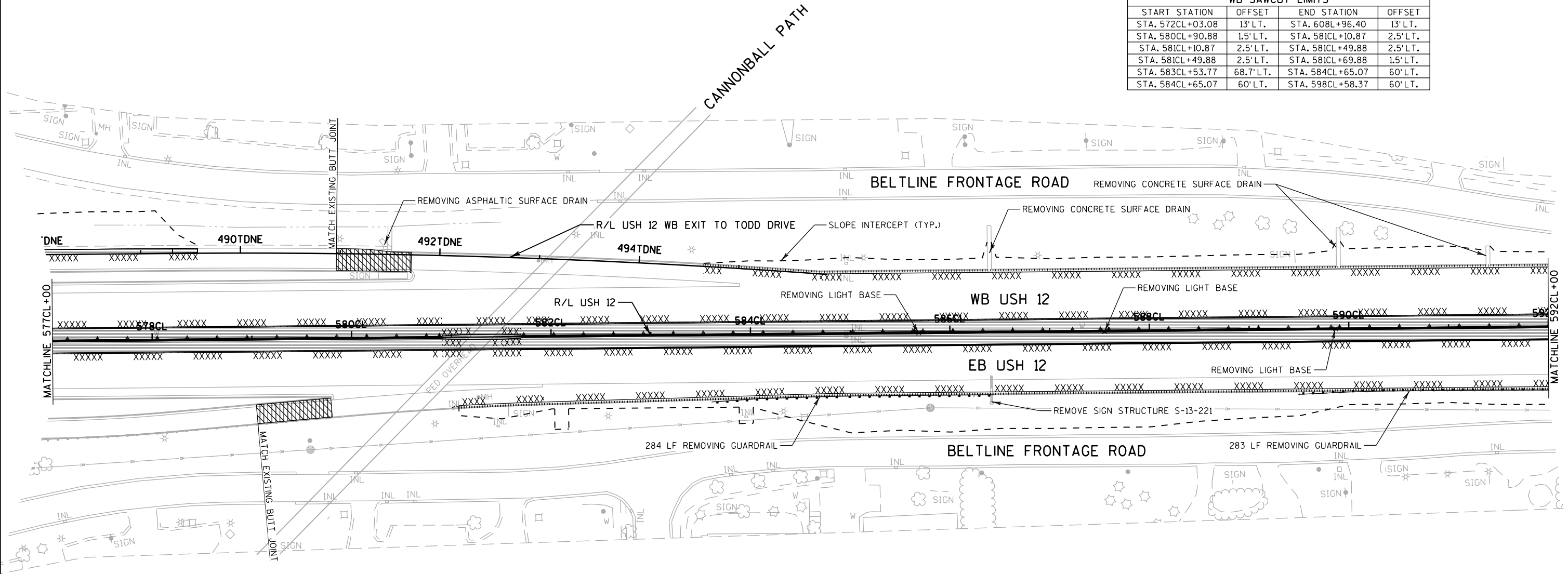
REMOVALS LEGEND

REMOVING ASPHALTIC SURFACE (QUANTITY PAID UNDER BID ITEM "EXCAVATION COMMON")	REMOVING ASPHALTIC SURFACE BUTT JOINTS
REMOVING PAVEMENT	REMOVING GUARDRAIL
REMOVING ASPHALTIC SURFACE MILLING	XXXX SAWCUT
REMOVING PAVEMENT BUTT JOINTS	REMOVING CONCRETE BARRIER
REMOVING CONCRETE SURFACE PARTIAL DEPTH	REMOVING EXISTING LIGHT BASE
REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING	REMOVING CURB AND GUTTER
	REMOVING CONCRETE SIDEWALK

TODD DRIVE WB EXIT RAMP SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 487TDNE+40.00	0.0' RT.	STA. 489TDNE+57.00	0.0' RT.

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 563CL+00.00	13' RT.	STA. 593CL+00.00	13' RT.
STA. 580CL+90.88	1.5' RT.	STA. 581CL+10.87	2.5' RT.
STA. 581CL+06.97	68.6' RT.	STA. 584CL+91.10	60' RT.
STA. 581CL+10.87	2.5' RT.	STA. 581CL+49.88	2.5' RT.
STA. 581CL+49.88	2.5' RT.	STA. 581CL+69.88	1.5' RT.
STA. 584CL+91.10	60' RT.	STA. 596CL+64.45	60' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 572CL+03.08	13' LT.	STA. 608L+96.40	13' LT.
STA. 580CL+90.88	1.5' LT.	STA. 581CL+10.87	2.5' LT.
STA. 581CL+10.87	2.5' LT.	STA. 581CL+49.88	2.5' LT.
STA. 581CL+49.88	2.5' LT.	STA. 581CL+69.88	1.5' LT.
STA. 583CL+53.77	68.7' LT.	STA. 584CL+65.07	60' LT.
STA. 584CL+65.07	60' LT.	STA. 598CL+58.37	60' LT.



REMOVALS LEGEND

- REMOVING ASPHALTIC SURFACE
(QUANTITY PAID UNDER BID ITEM
"EXCAVATION COMMON")

REMOVING ASPHALTIC SURFACE
BUTT JOINTS

REMOVING PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING

REMOVING PAVEMENT BUTT JOINTS

REMOVING CONCRETE SURFACE
PARTIAL DEPTH

REMOVING HMA PAVEMENT NOTCHED
WEDGE LONGITUDINAL JOINT MILLING
- REMOVING GUARDRAIL

SAWCUT

REMOVING CONCRETE BARRIER

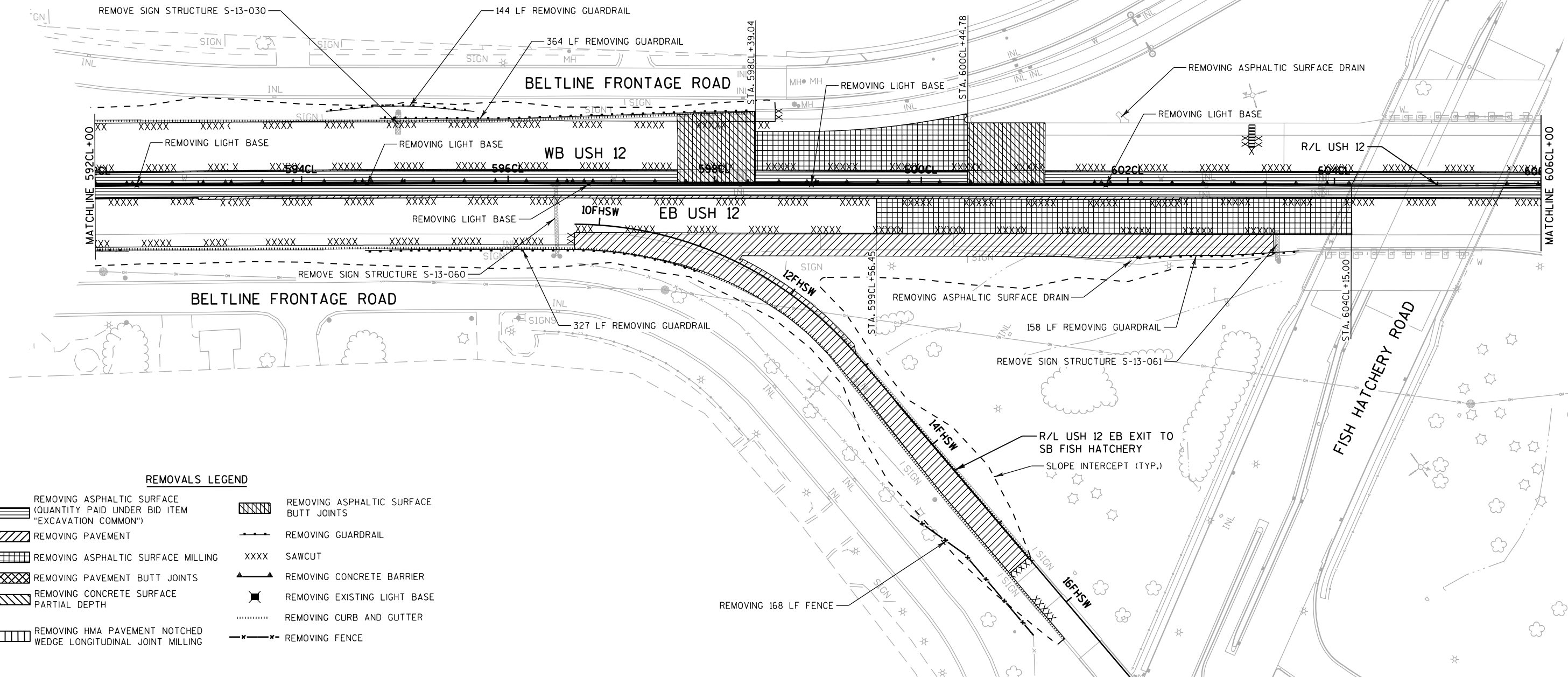
REMOVING EXISTING LIGHT BASE

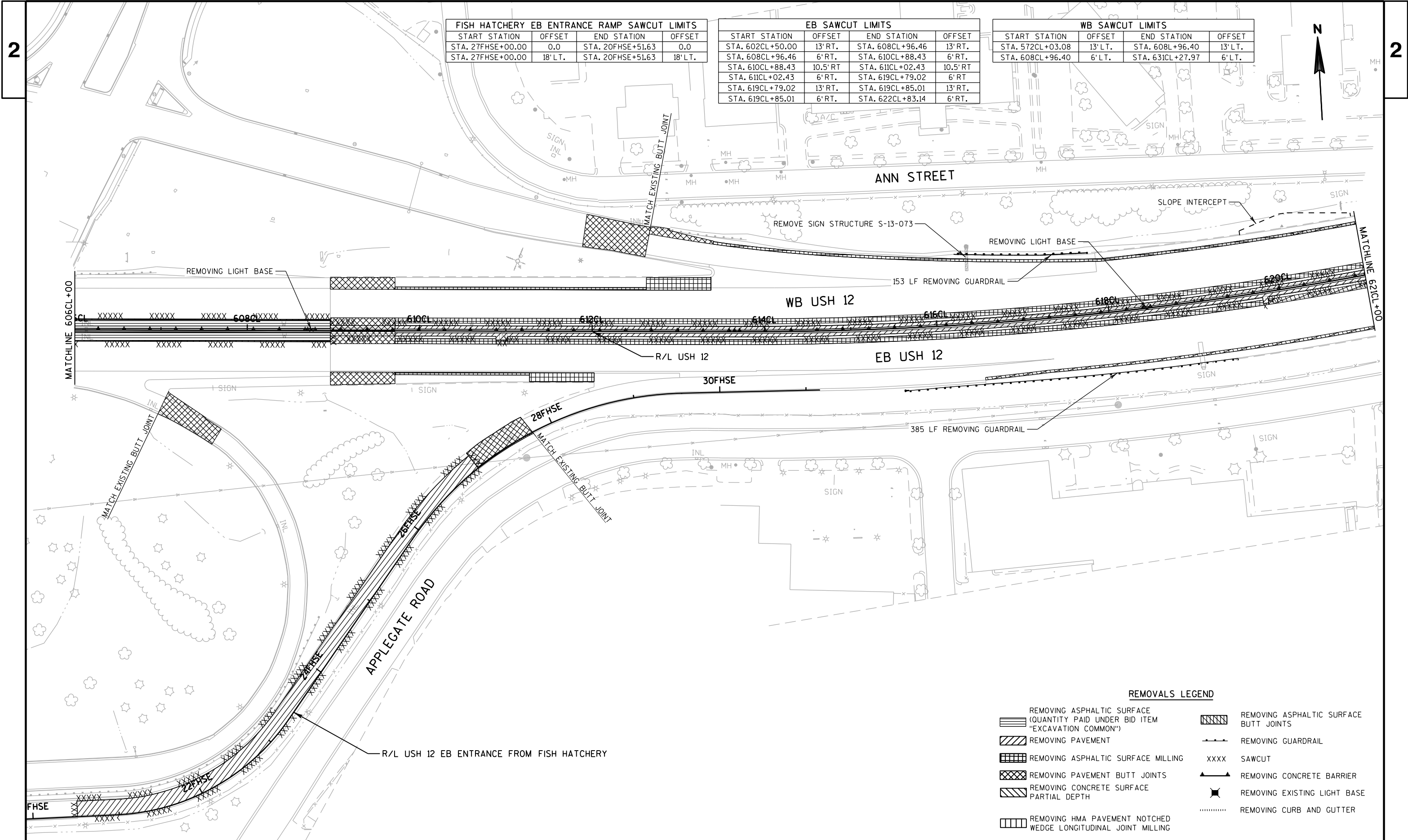
REMOVING CURB AND GUTTER

FISH HATCHERY EB TO SB EXIT RAMP SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 15FHSW+43.35	24' RT.	STA. 16FHSW+26.25	24' RT.

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 563CL+00.00	13' RT.	STA. 593CL+00.00	13' RT.
STA. 584CL+91.10	60' RT.	STA. 596CL+64.45	60' RT.
STA. 596CL+64.45	48' RT.	STA. 603CL+41.42	48' RT.
STA. 593CL+00.00	14.5' RT.	STA. 602CL+50.00	14.5' RT.
STA. 602CL+50.00	13' RT.	STA. 608CL+96.46	13' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 572CL+03.08	13' LT.	STA. 608L+96.40	13' LT.
STA. 584CL+65.07	60' LT.	STA. 598CL+58.37	60' LT.
STA. 603CL+17.00	36' LT.	STA. 603CL+17.00	58' LT.
STA. 603CL+23.00	36' LT.	STA. 603CL+23.00	58' LT.





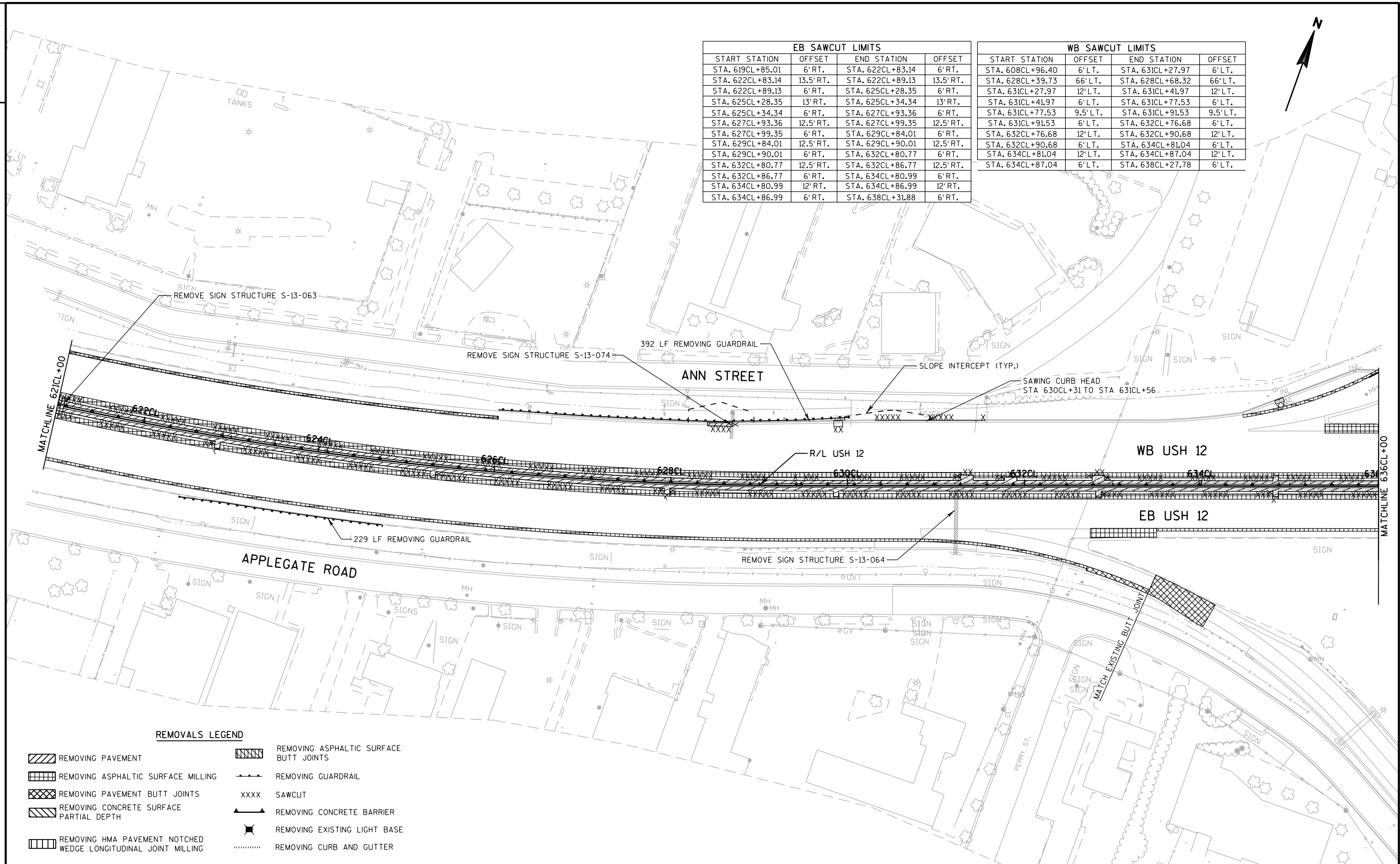
FISH HATCHERY EB ENTRANCE RAMP SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 27FHSE+00.00	0.0	STA. 20FHSE+51.63	0.0
STA. 27FHSE+00.00	18' LT.	STA. 20FHSE+51.63	18' LT.

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 602CL+50.00	13' RT.	STA. 608CL+96.46	13' RT.
STA. 608CL+96.46	6' RT.	STA. 610CL+88.43	6' RT.
STA. 610CL+88.43	10.5' RT	STA. 611CL+02.43	10.5' RT
STA. 611CL+02.43	6' RT.	STA. 619CL+79.02	6' RT.
STA. 619CL+79.02	13' RT.	STA. 619CL+85.01	13' RT.
STA. 619CL+85.01	6' RT.	STA. 622CL+83.14	6' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 572CL+03.08	13' LT.	STA. 608L+96.40	13' LT.
STA. 608CL+96.40	6' LT.	STA. 631CL+27.97	6' LT.

REMOVALS LEGEND

- REMOVING ASPHALTIC SURFACE
(QUANTITY PAID UNDER BID ITEM
"EXCAVATION COMMON")
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE
PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED
WEDGE LONGITUDINAL JOINT MILLING
- REMOVING ASPHALTIC SURFACE
BUTT JOINTS
- REMOVING GUARDRAIL
- SAWCUT
- REMOVING CONCRETE BARRIER
- REMOVING EXISTING LIGHT BASE
- REMOVING CURB AND GUTTER

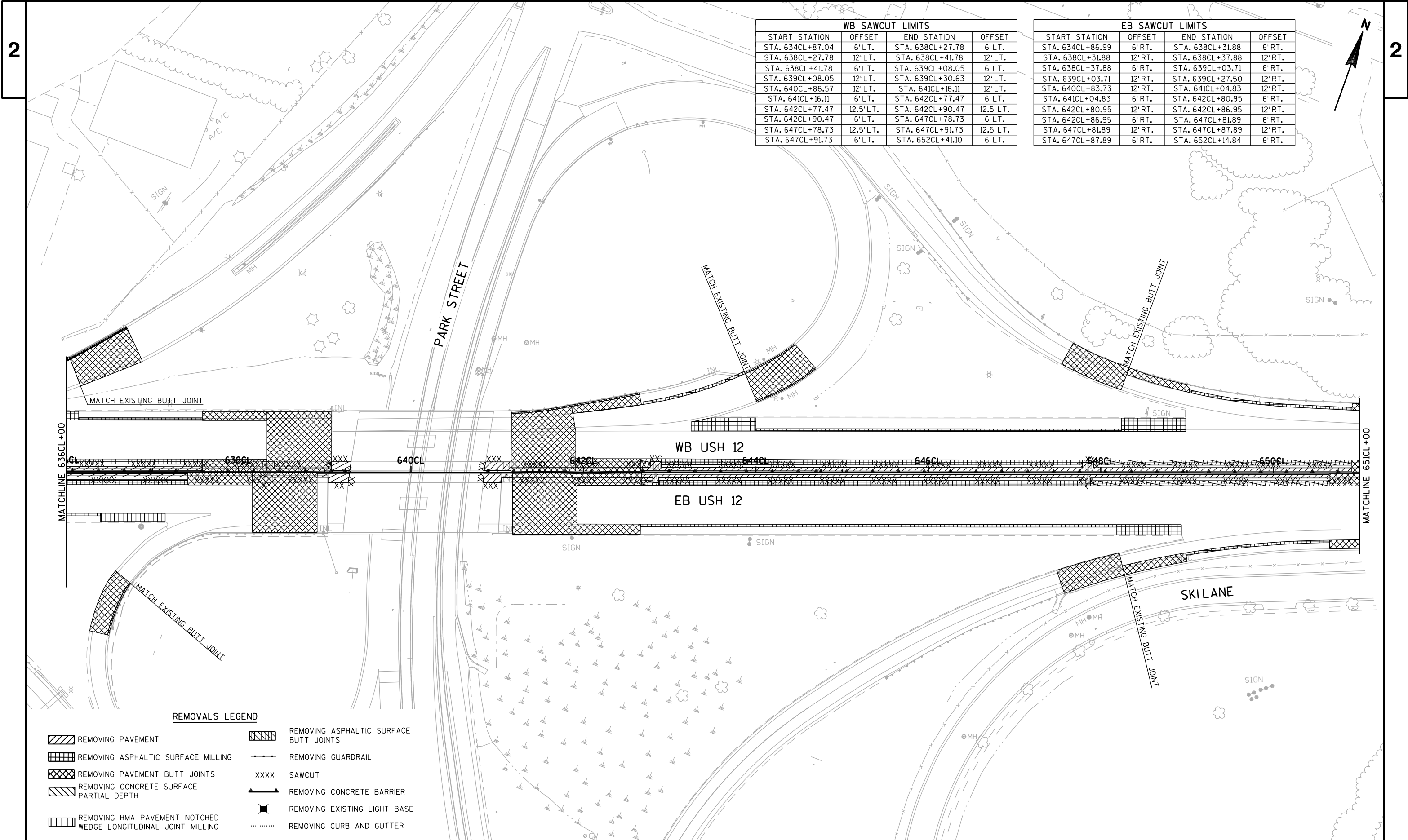


EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 619CL+85.01	6' RT.	STA. 622CL+83.14	6' RT.
STA. 622CL+83.14	13.5' RT.	STA. 622CL+89.13	13.5' RT.
STA. 622CL+89.13	6' RT.	STA. 625CL+28.35	6' RT.
STA. 625CL+28.35	13' RT.	STA. 625CL+34.34	13' RT.
STA. 625CL+34.34	6' RT.	STA. 627CL+93.36	6' RT.
STA. 627CL+93.36	12.5' RT.	STA. 627CL+99.35	12.5' RT.
STA. 627CL+99.35	6' RT.	STA. 629CL+84.01	6' RT.
STA. 629CL+84.01	12.5' RT.	STA. 629CL+90.01	12.5' RT.
STA. 629CL+90.01	6' RT.	STA. 632CL+80.77	6' RT.
STA. 632CL+80.77	12.5' RT.	STA. 632CL+86.77	12.5' RT.
STA. 632CL+86.77	6' RT.	STA. 634CL+80.99	6' RT.
STA. 634CL+80.99	12' RT.	STA. 634CL+86.99	12' RT.
STA. 634CL+86.99	6' RT.	STA. 638CL+31.88	6' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 608CL+96.40	6' LT.	STA. 631CL+27.97	6' LT.
STA. 628CL+39.73	66' LT.	STA. 628CL+68.32	66' LT.
STA. 631CL+27.97	12' LT.	STA. 631CL+41.97	12' LT.
STA. 631CL+41.97	6' LT.	STA. 631CL+77.53	6' LT.
STA. 631CL+77.53	9.5' LT.	STA. 631CL+91.53	9.5' LT.
STA. 631CL+91.53	6' LT.	STA. 632CL+76.68	6' LT.
STA. 632CL+76.68	12' LT.	STA. 632CL+90.68	12' LT.
STA. 632CL+90.68	6' LT.	STA. 634CL+81.04	6' LT.
STA. 634CL+81.04	12' LT.	STA. 634CL+87.04	12' LT.
STA. 634CL+87.04	6' LT.	STA. 638CL+27.78	6' LT.

REMOVALS LEGEND

- | | |
|--|--|
| REMOVING PAVEMENT | REMOVING ASPHALTIC SURFACE BUTT JOINTS |
| REMOVING ASPHALTIC SURFACE MILLING | REMOVING GUARDRAIL |
| REMOVING PAVEMENT BUTT JOINTS | SAWCUT |
| REMOVING CONCRETE SURFACE PARTIAL DEPTH | REMOVING CONCRETE BARRIER |
| REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING | REMOVING EXISTING LIGHT BASE |
| | REMOVING CURB AND GUTTER |



WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 634CL+87.04	6' LT.	STA. 638CL+27.78	6' LT.
STA. 638CL+27.78	12' LT.	STA. 638CL+41.78	12' LT.
STA. 638CL+41.78	6' LT.	STA. 639CL+08.05	6' LT.
STA. 639CL+08.05	12' LT.	STA. 639CL+30.63	12' LT.
STA. 640CL+86.57	12' LT.	STA. 641CL+16.11	12' LT.
STA. 641CL+16.11	6' LT.	STA. 642CL+77.47	6' LT.
STA. 642CL+77.47	12.5' LT.	STA. 642CL+90.47	12.5' LT.
STA. 642CL+90.47	6' LT.	STA. 647CL+78.73	6' LT.
STA. 647CL+78.73	12.5' LT.	STA. 647CL+91.73	12.5' LT.
STA. 647CL+91.73	6' LT.	STA. 652CL+41.10	6' LT.

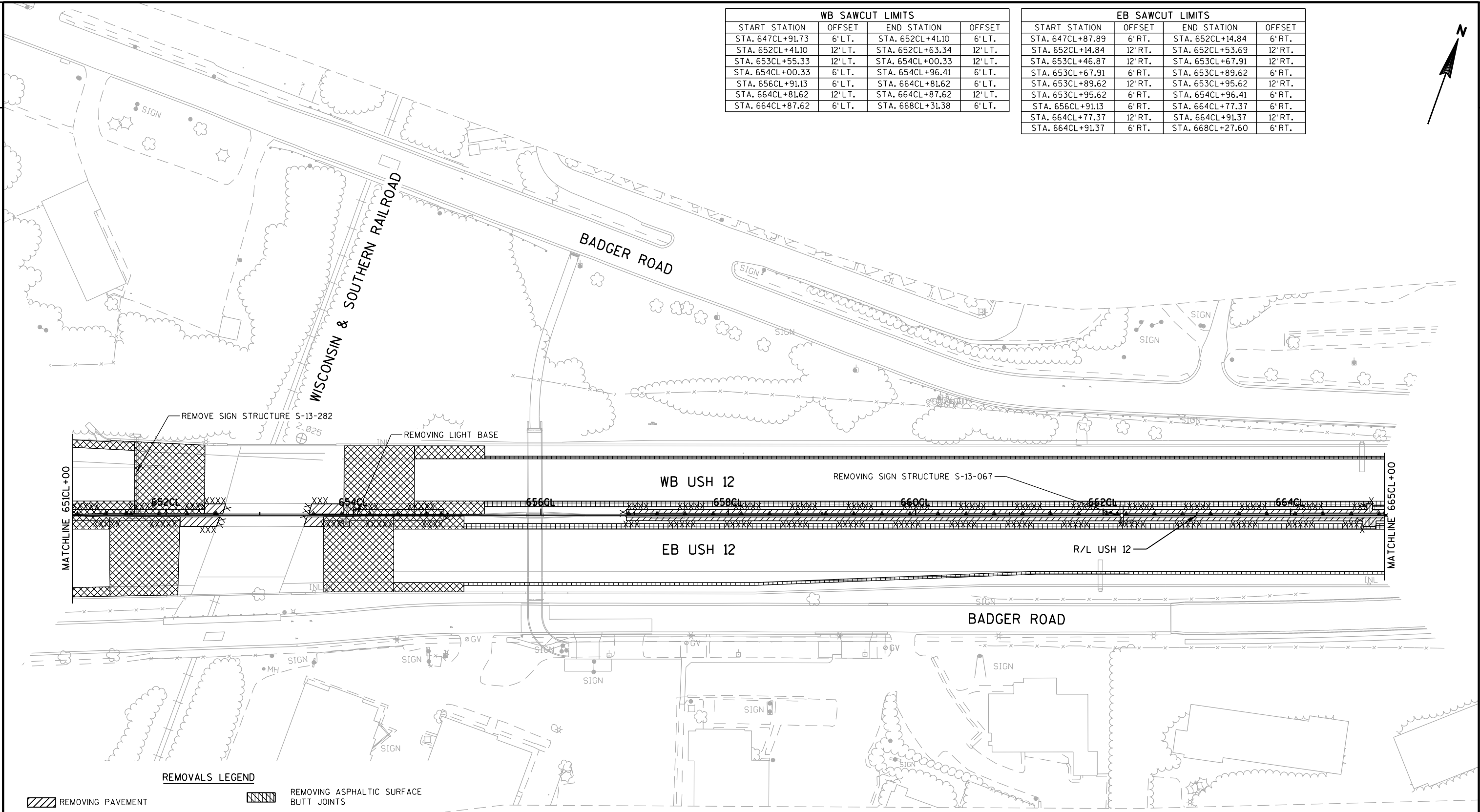
EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 634CL+86.99	6' RT.	STA. 638CL+31.88	6' RT.
STA. 638CL+31.88	12' RT.	STA. 638CL+37.88	12' RT.
STA. 638CL+37.88	6' RT.	STA. 639CL+03.71	6' RT.
STA. 639CL+03.71	12' RT.	STA. 639CL+27.50	12' RT.
STA. 640CL+83.73	12' RT.	STA. 641CL+04.83	12' RT.
STA. 641CL+04.83	6' RT.	STA. 642CL+80.95	6' RT.
STA. 642CL+80.95	12' RT.	STA. 642CL+86.95	12' RT.
STA. 642CL+86.95	6' RT.	STA. 647CL+81.89	6' RT.
STA. 647CL+81.89	12' RT.	STA. 647CL+87.89	12' RT.
STA. 647CL+87.89	6' RT.	STA. 652CL+14.84	6' RT.

REMOVALS LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING GUARDRAIL
- REMOVING PAVEMENT BUTT JOINTS
- XXXX SAWCUT
- REMOVING CONCRETE SURFACE PARTIAL DEPTH
- REMOVING CONCRETE BARRIER
- REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING
- REMOVING EXISTING LIGHT BASE
- REMOVING CURB AND GUTTER

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 647CL+91.73	6' LT.	STA. 652CL+41.10	6' LT.
STA. 652CL+41.10	12' LT.	STA. 652CL+63.34	12' LT.
STA. 653CL+55.33	12' LT.	STA. 654CL+00.33	12' LT.
STA. 654CL+00.33	6' LT.	STA. 654CL+96.41	6' LT.
STA. 656CL+91.13	6' LT.	STA. 664CL+81.62	6' LT.
STA. 664CL+81.62	12' LT.	STA. 664CL+87.62	12' LT.
STA. 664CL+87.62	6' LT.	STA. 668CL+31.38	6' LT.

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 647CL+87.89	6' RT.	STA. 652CL+14.84	6' RT.
STA. 652CL+14.84	12' RT.	STA. 652CL+53.69	12' RT.
STA. 653CL+46.87	12' RT.	STA. 653CL+67.91	12' RT.
STA. 653CL+67.91	6' RT.	STA. 653CL+89.62	6' RT.
STA. 653CL+89.62	12' RT.	STA. 653CL+95.62	12' RT.
STA. 653CL+95.62	6' RT.	STA. 654CL+96.41	6' RT.
STA. 656CL+91.13	6' RT.	STA. 664CL+77.37	6' RT.
STA. 664CL+77.37	12' RT.	STA. 664CL+91.37	12' RT.
STA. 664CL+91.37	6' RT.	STA. 668CL+27.60	6' RT.

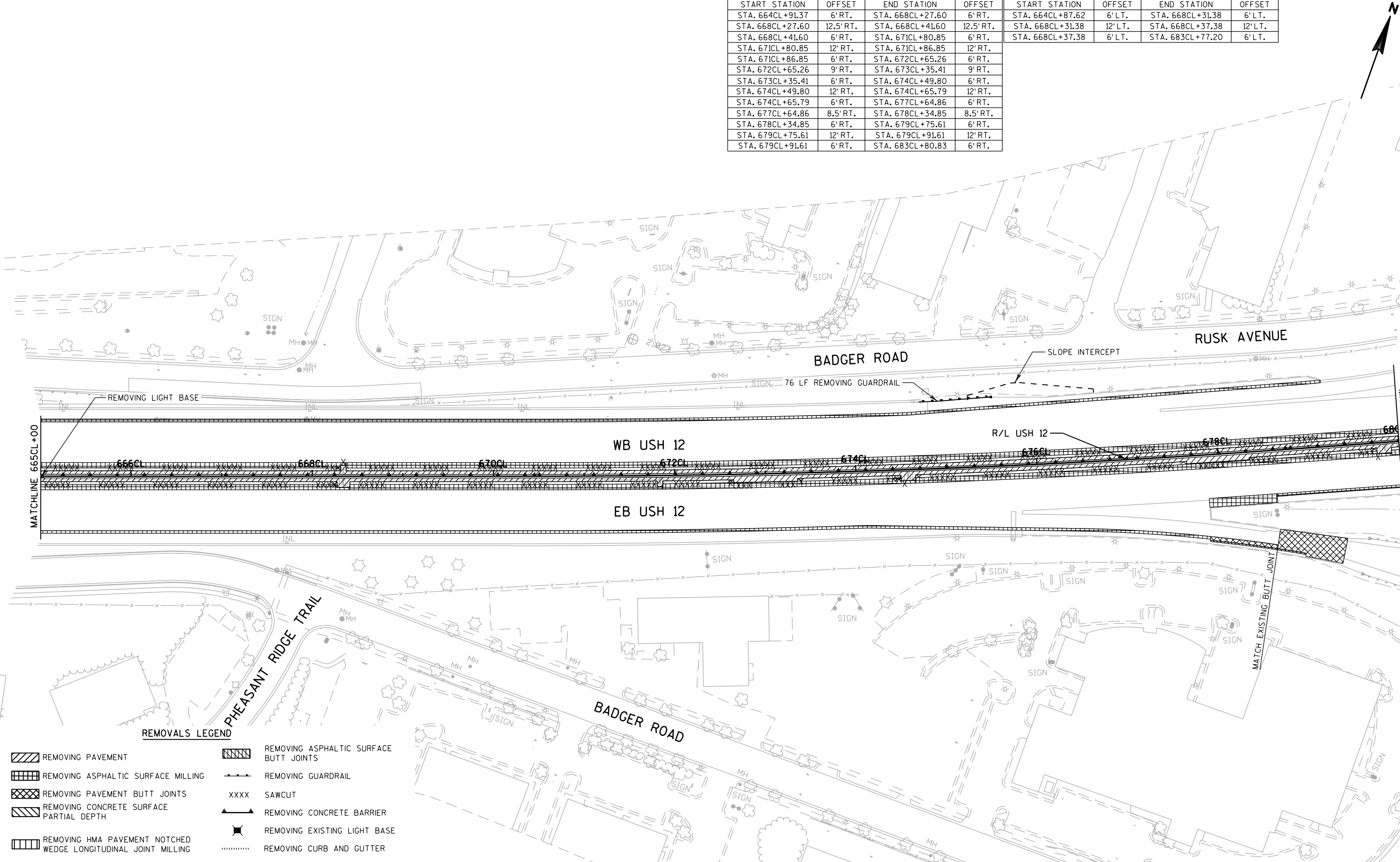


REMOVALS LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTSREMOVING GUARDRAILSAWCUTREMOVING CONCRETE BARRIERREMOVING EXISTING LIGHT BASEREMOVING CURB AND GUTTER

EB SAWCUT LIMITS				WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET	START STATION	OFFSET	END STATION	OFFSET
STA. 664CL+91.37	6'RT.	STA. 668CL+27.60	6'RT.	STA. 664CL+87.62	6'LT.	STA. 668CL+31.38	6'LT.
STA. 668CL+27.60	12.5'RT.	STA. 668CL+41.60	12.5'RT.	STA. 668CL+31.38	12'LT.	STA. 668CL+37.38	12'LT.
STA. 668CL+41.60	6'RT.	STA. 671CL+80.85	6'RT.	STA. 668CL+37.38	6'LT.	STA. 683CL+77.20	6'LT.
STA. 671CL+80.85	12'RT.	STA. 671CL+86.85	12'RT.				
STA. 671CL+86.85	6'RT.	STA. 672CL+65.26	6'RT.				
STA. 672CL+65.26	9'RT.	STA. 673CL+35.41	9'RT.				
STA. 673CL+35.41	6'RT.	STA. 674CL+49.80	6'RT.				
STA. 674CL+49.80	12'RT.	STA. 674CL+65.79	12'RT.				
STA. 674CL+65.79	6'RT.	STA. 677CL+64.86	6'RT.				
STA. 677CL+64.86	8.5'RT.	STA. 678CL+34.85	8.5'RT.				
STA. 678CL+34.85	6'RT.	STA. 679CL+75.61	6'RT.				
STA. 679CL+75.61	12'RT.	STA. 679CL+91.61	12'RT.				
STA. 679CL+91.61	6'RT.	STA. 683CL+80.83	6'RT.				

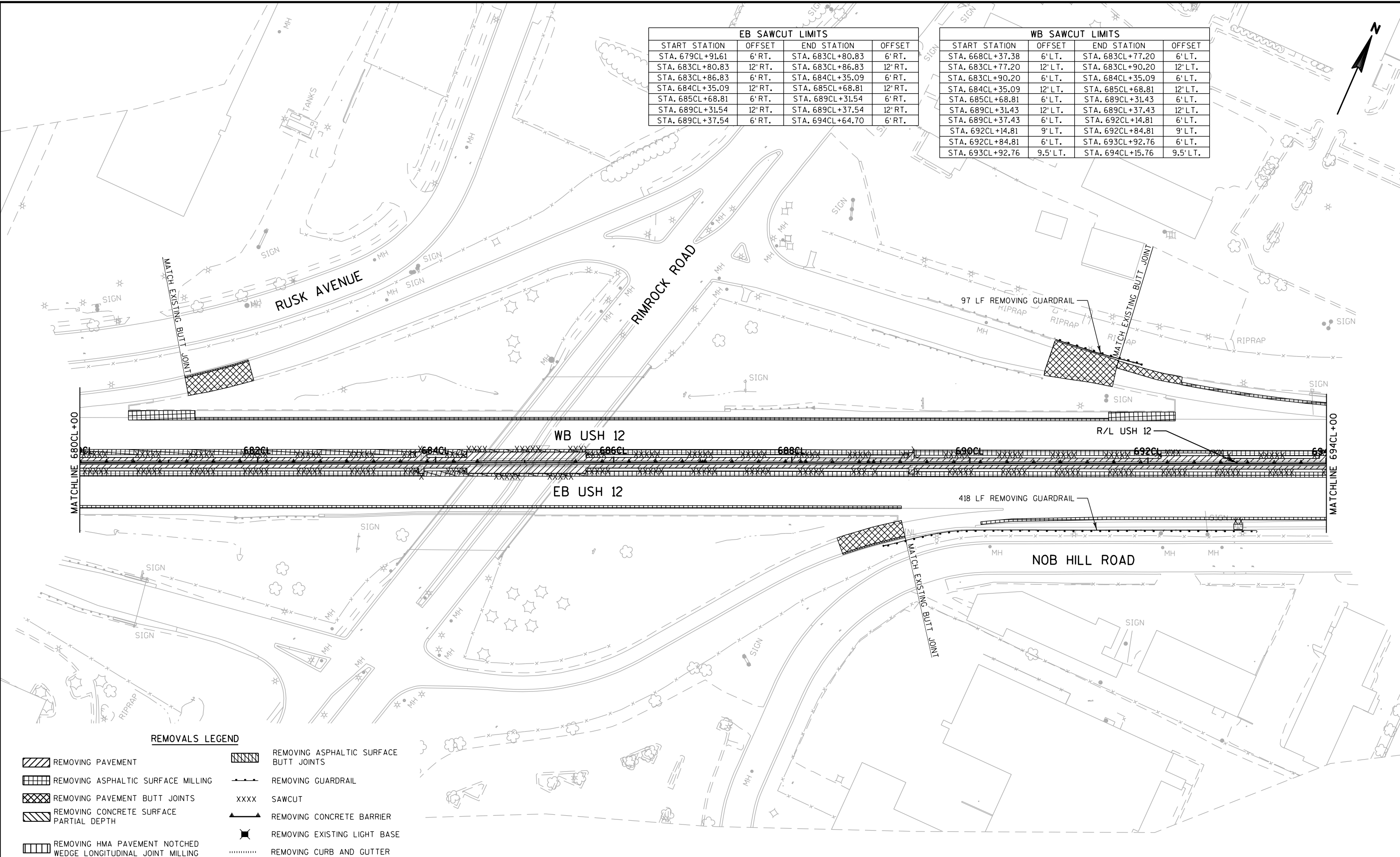


REMOVALS LEGEND

- REMOVING PAVEMENT
-
- REMOVING ASPHALTIC SURFACE BUTT JOINTS

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 679CL+91.61	6' RT.	STA. 683CL+80.83	6' RT.
STA. 683CL+80.83	12' RT.	STA. 683CL+86.83	12' RT.
STA. 683CL+86.83	6' RT.	STA. 684CL+35.09	6' RT.
STA. 684CL+35.09	12' RT.	STA. 685CL+68.81	12' RT.
STA. 685CL+68.81	6' RT.	STA. 689CL+31.54	6' RT.
STA. 689CL+31.54	12' RT.	STA. 689CL+37.54	12' RT.
STA. 689CL+37.54	6' RT.	STA. 694CL+64.70	6' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 668CL+37.38	6' LT.	STA. 683CL+77.20	6' LT.
STA. 683CL+77.20	12' LT.	STA. 683CL+90.20	12' LT.
STA. 683CL+90.20	6' LT.	STA. 684CL+35.09	6' LT.
STA. 684CL+35.09	12' LT.	STA. 685CL+68.81	12' LT.
STA. 685CL+68.81	6' LT.	STA. 689CL+31.43	6' LT.
STA. 689CL+31.43	12' LT.	STA. 689CL+37.43	12' LT.
STA. 689CL+37.43	6' LT.	STA. 692CL+14.81	6' LT.
STA. 692CL+14.81	9' LT.	STA. 692CL+84.81	9' LT.
STA. 692CL+84.81	6' LT.	STA. 693CL+92.76	6' LT.
STA. 693CL+92.76	9.5' LT.	STA. 694CL+15.76	9.5' LT.

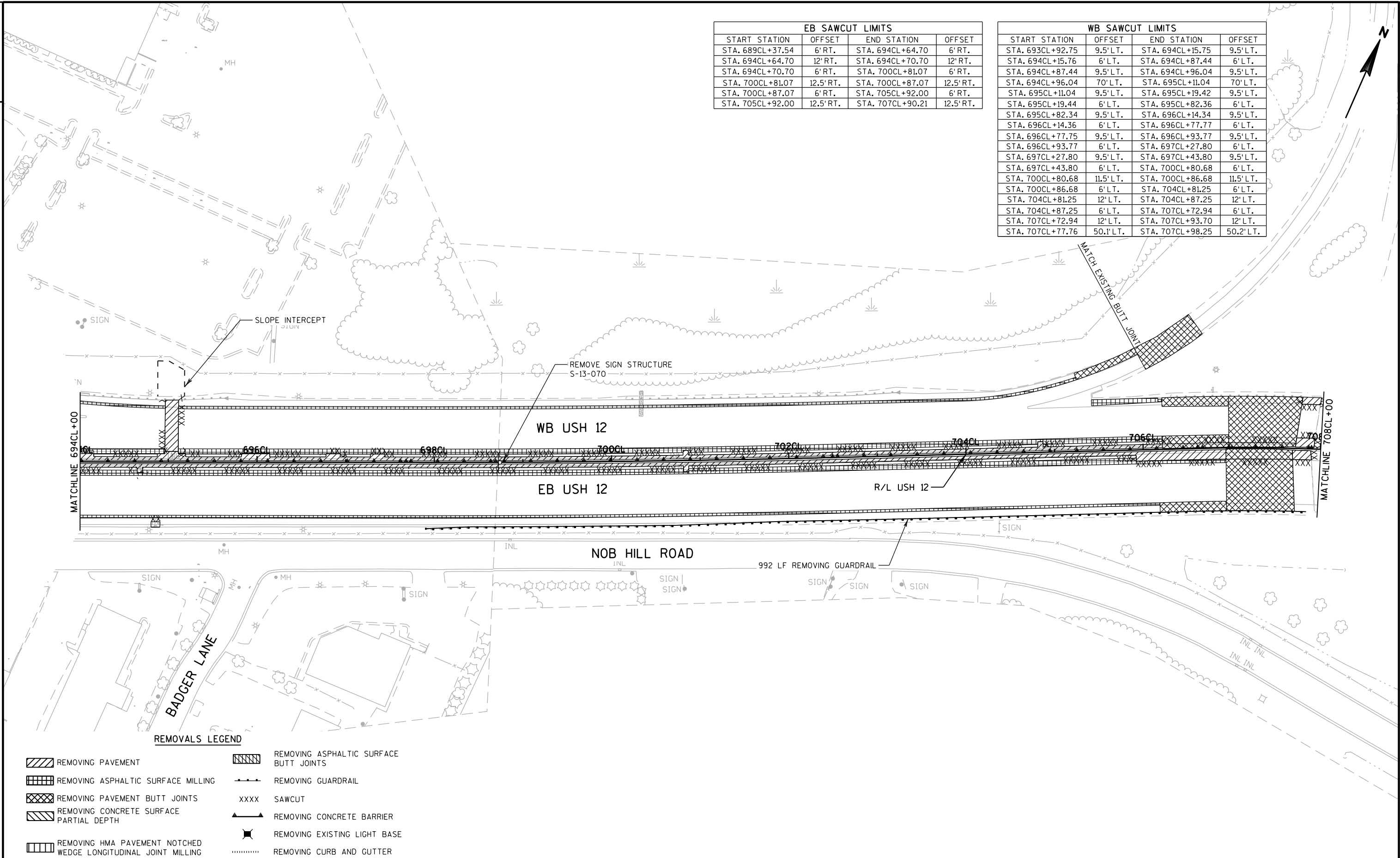


REMOVALS LEGEND

- REMOVING PAVEMENT
-
- REMOVING ASPHALTIC SURFACE MILLING

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 689CL+37.54	6' RT.	STA. 694CL+64.70	6' RT.
STA. 694CL+64.70	12' RT.	STA. 694CL+70.70	12' RT.
STA. 694CL+70.70	6' RT.	STA. 700CL+81.07	6' RT.
STA. 700CL+81.07	12.5' RT.	STA. 700CL+87.07	12.5' RT.
STA. 700CL+87.07	6' RT.	STA. 705CL+92.00	6' RT.
STA. 705CL+92.00	12.5' RT.	STA. 707CL+90.21	12.5' RT.

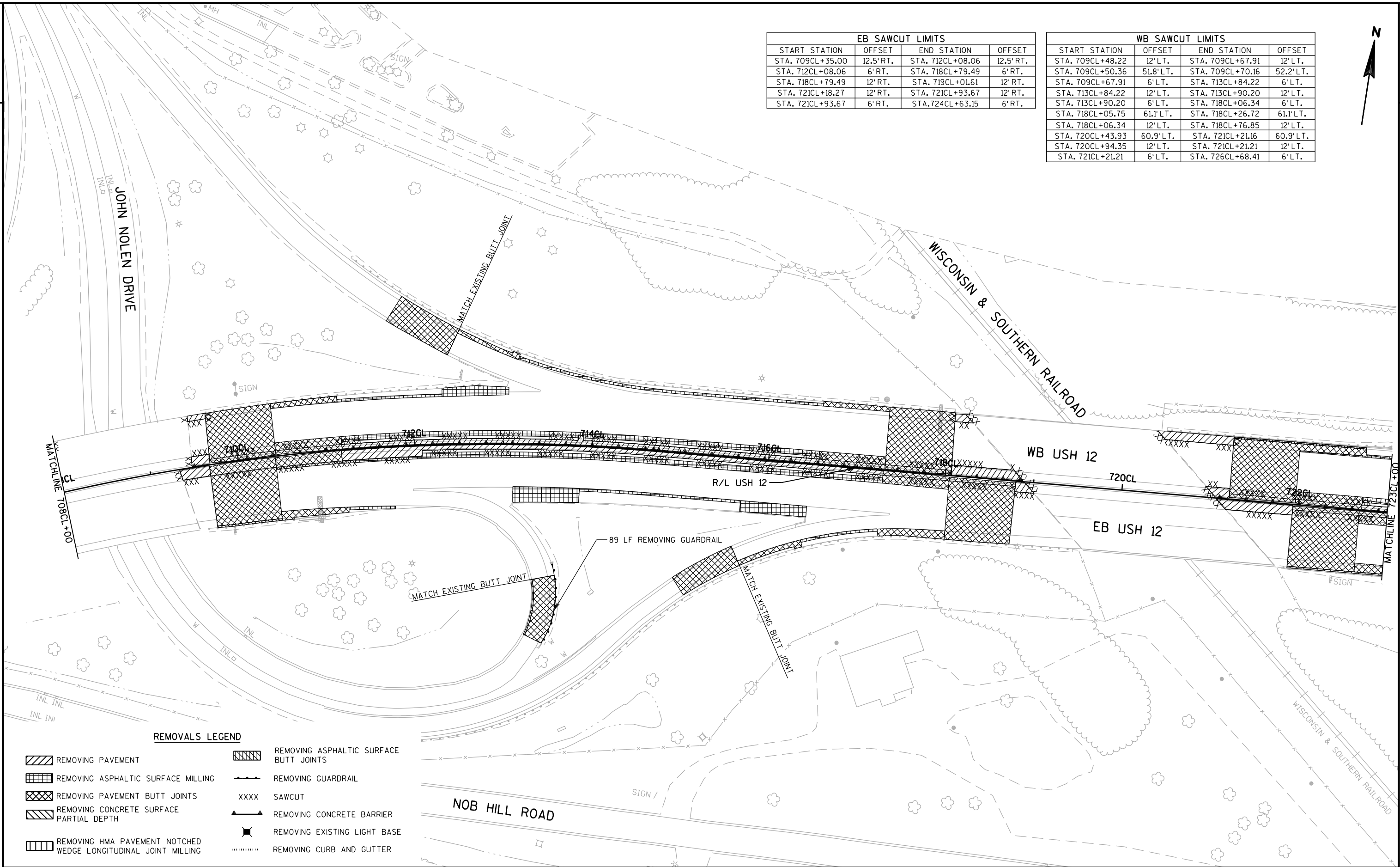
WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 693CL+92.75	9.5' LT.	STA. 694CL+15.75	9.5' LT.
STA. 694CL+15.76	6' LT.	STA. 694CL+87.44	6' LT.
STA. 694CL+87.44	9.5' LT.	STA. 694CL+96.04	9.5' LT.
STA. 694CL+96.04	70' LT.	STA. 695CL+11.04	70' LT.
STA. 695CL+11.04	9.5' LT.	STA. 695CL+19.42	9.5' LT.
STA. 695CL+19.44	6' LT.	STA. 695CL+82.36	6' LT.
STA. 695CL+82.34	9.5' LT.	STA. 696CL+14.34	9.5' LT.
STA. 696CL+14.36	6' LT.	STA. 696CL+77.77	6' LT.
STA. 696CL+77.75	9.5' LT.	STA. 696CL+93.77	9.5' LT.
STA. 696CL+93.77	6' LT.	STA. 697CL+27.80	6' LT.
STA. 697CL+27.80	9.5' LT.	STA. 697CL+43.80	9.5' LT.
STA. 697CL+43.80	6' LT.	STA. 700CL+80.68	6' LT.
STA. 700CL+80.68	11.5' LT.	STA. 700CL+86.68	11.5' LT.
STA. 700CL+86.68	6' LT.	STA. 704CL+81.25	6' LT.
STA. 704CL+81.25	12' LT.	STA. 704CL+87.25	12' LT.
STA. 704CL+87.25	6' LT.	STA. 707CL+72.94	6' LT.
STA. 707CL+72.94	12' LT.	STA. 707CL+93.70	12' LT.
STA. 707CL+77.76	50.1' LT.	STA. 707CL+98.25	50.2' LT.





EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 709CL+35.00	12.5' RT.	STA. 712CL+08.06	12.5' RT.
STA. 712CL+08.06	6' RT.	STA. 718CL+79.49	6' RT.
STA. 718CL+79.49	12' RT.	STA. 719CL+01.61	12' RT.
STA. 721CL+18.27	12' RT.	STA. 721CL+93.67	12' RT.
STA. 721CL+93.67	6' RT.	STA. 724CL+63.15	6' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 709CL+48.22	12' LT.	STA. 709CL+67.91	12' LT.
STA. 709CL+50.36	51.8' LT.	STA. 709CL+70.16	52.2' LT.
STA. 709CL+67.91	6' LT.	STA. 713CL+84.22	6' LT.
STA. 713CL+84.22	12' LT.	STA. 713CL+90.20	12' LT.
STA. 713CL+90.20	6' LT.	STA. 718CL+06.34	6' LT.
STA. 718CL+05.75	61.1' LT.	STA. 718CL+26.72	61.1' LT.
STA. 718CL+06.34	12' LT.	STA. 718CL+76.85	12' LT.
STA. 720CL+43.93	60.9' LT.	STA. 721CL+21.16	60.9' LT.
STA. 720CL+94.35	12' LT.	STA. 721CL+21.21	12' LT.
STA. 721CL+21.21	6' LT.	STA. 726CL+68.41	6' LT.

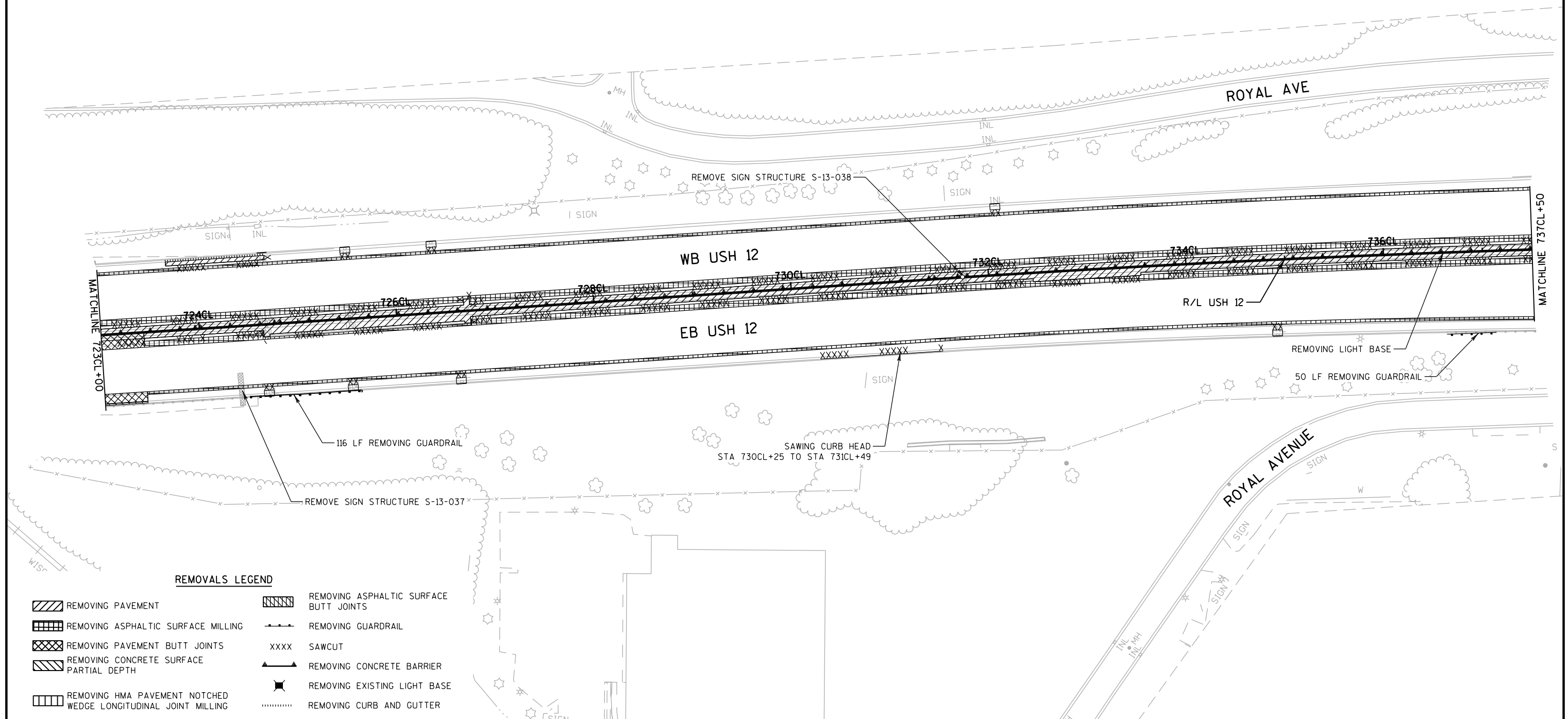


REMOVALS LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING GUARDRAIL
- REMOVING CONCRETE BARRIER
- REMOVING EXISTING LIGHT BASE
- REMOVING CURB AND GUTTER
- SAWCUT
- REMOVING CONCRETE BARRIER
- REMOVING EXISTING LIGHT BASE
- REMOVING CURB AND GUTTER

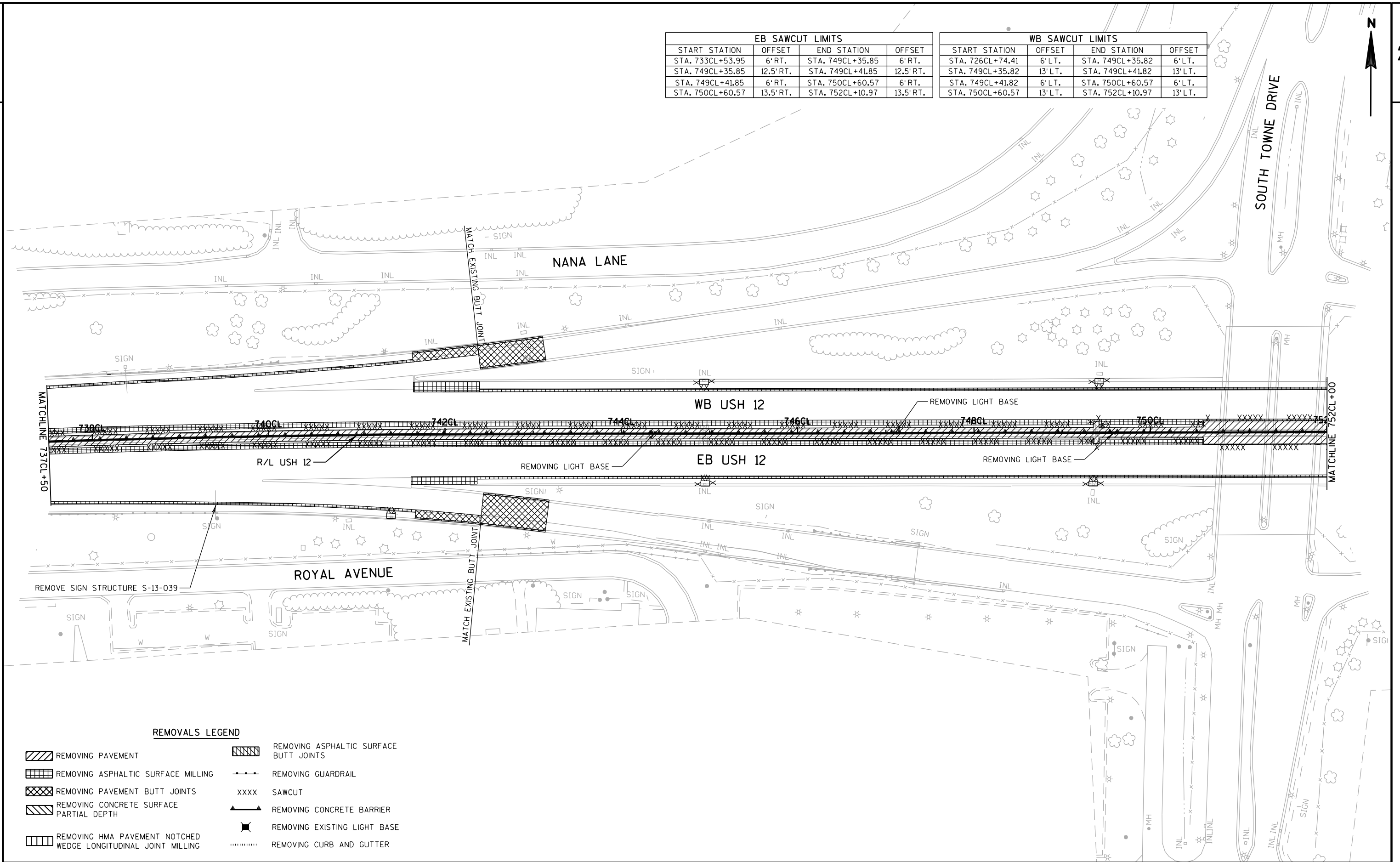
EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 721CL+93.67	6'RT.	STA. 724CL+65.00	6'RT.
STA. 724CL+65.00	12.5'RT.	STA. 724CL+71.00	12.5'RT.
STA. 724CL+71.00	10'RT.	STA. 724CL+68.50	10'RT.
STA. 726CL+68.50	12.5'RT.	STA. 726CL+74.50	12'RT.
STA. 726CL+74.50	6'RT.	STA. 732CL+45.00	6'RT.
STA. 732CL+45.00	9'RT.	STA. 733CL+53.95	9'RT.
STA. 733CL+53.95	6'RT.	STA. 749CL+35.85	6'RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 721CL+21.21	6'LT.	STA. 726CL+68.41	6'LT.
STA. 723CL+70.00	65'LT.	STA. 724CL+70.00	65'LT.
STA. 726CL+68.41	12'LT.	STA. 726CL+74.41	12'LT.
STA. 726CL+74.41	6'LT.	STA. 749CL+35.82	6'LT.



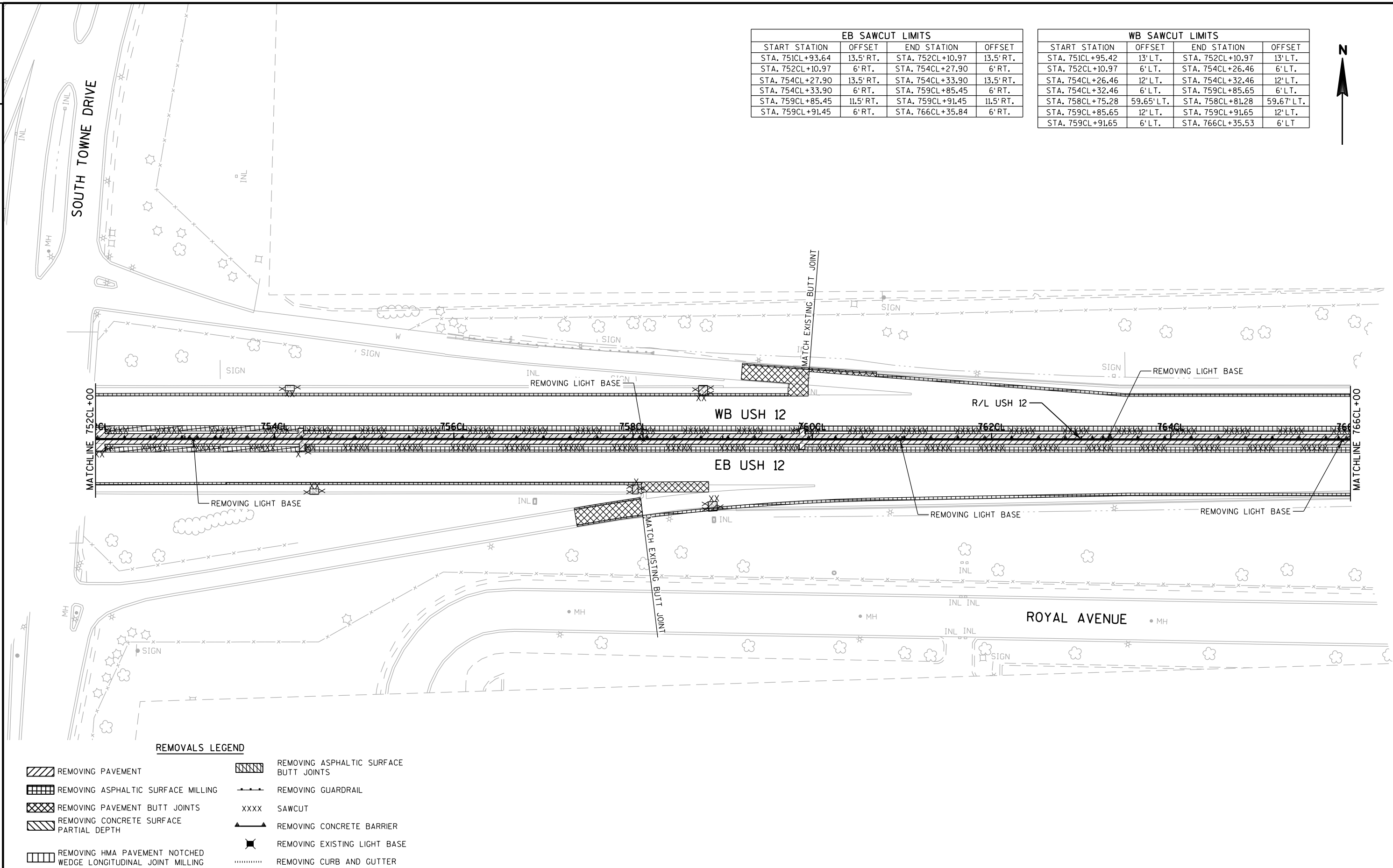
EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 733CL+53.95	6' RT.	STA. 749CL+35.85	6' RT.
STA. 749CL+35.85	12.5' RT.	STA. 749CL+41.85	12.5' RT.
STA. 749CL+41.85	6' RT.	STA. 750CL+60.57	6' RT.
STA. 750CL+60.57	13.5' RT.	STA. 752CL+10.97	13.5' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 726CL+74.41	6' LT.	STA. 749CL+35.82	6' LT.
STA. 749CL+35.82	13' LT.	STA. 749CL+41.82	13' LT.
STA. 749CL+41.82	6' LT.	STA. 750CL+60.57	6' LT.
STA. 750CL+60.57	13' LT.	STA. 752CL+10.97	13' LT.



REMOVALS LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING GUARDRAIL
- SAWCUT
- REMOVING CONCRETE BARRIER
- REMOVING EXISTING LIGHT BASE
- REMOVING CURB AND GUTTER



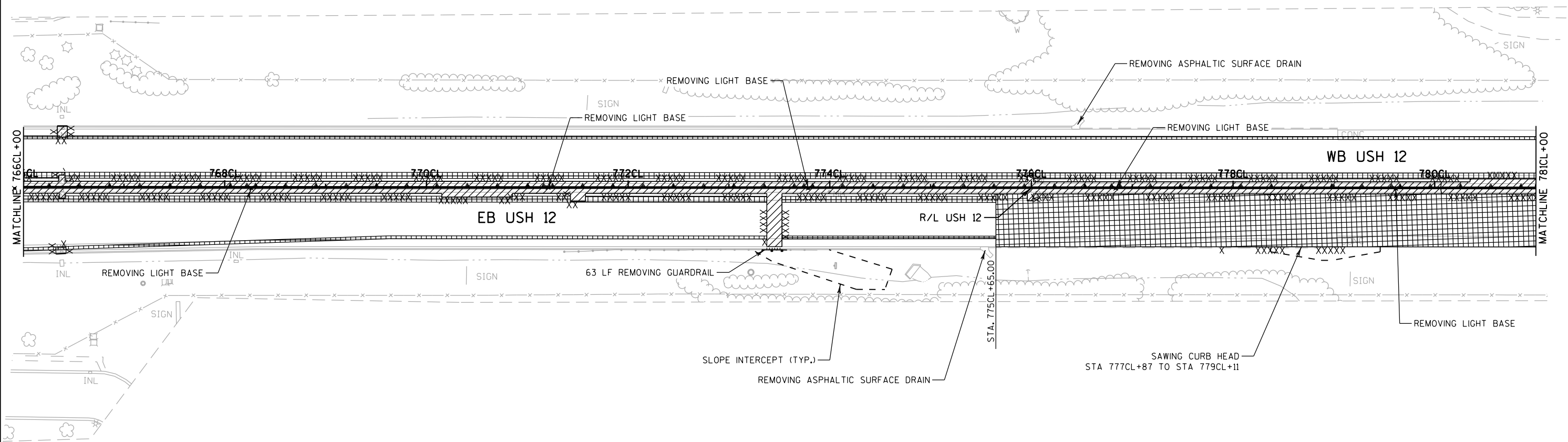
EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 751CL+93.64	13.5' RT.	STA. 752CL+10.97	13.5' RT.
STA. 752CL+10.97	6' RT.	STA. 754CL+27.90	6' RT.
STA. 754CL+27.90	13.5' RT.	STA. 754CL+33.90	13.5' RT.
STA. 754CL+33.90	6' RT.	STA. 759CL+85.45	6' RT.
STA. 759CL+85.45	11.5' RT.	STA. 759CL+91.45	11.5' RT.
STA. 759CL+91.45	6' RT.	STA. 766CL+35.84	6' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 751CL+95.42	13' LT.	STA. 752CL+10.97	13' LT.
STA. 752CL+10.97	6' LT.	STA. 754CL+26.46	6' LT.
STA. 754CL+26.46	12' LT.	STA. 754CL+32.46	12' LT.
STA. 754CL+32.46	6' LT.	STA. 759CL+85.65	6' LT.
STA. 758CL+75.28	59.65' LT.	STA. 758CL+81.28	59.67' LT.
STA. 759CL+85.65	12' LT.	STA. 759CL+91.65	12' LT.
STA. 759CL+91.65	6' LT.	STA. 766CL+35.53	6' LT.



EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 759CL+91.43	6' RT.	STA. 766CL+35.84	6' RT.
STA. 766CL+35.84	11' RT.	STA. 766CL+41.84	11' RT.
STA. 766CL+41.84	6' RT.	STA. 770CL+15.19	6' RT.
STA. 770CL+15.20	9.5' RT.	STA. 770CL+85.20	9.5' RT.
STA. 770CL+85.18	6' RT.	STA. 771CL+42.75	6' RT.
STA. 771CL+42.75	13.5' RT.	STA. 771CL+57.75	13.5' RT.
STA. 771CL+57.75	6' RT.	STA. 773CL+37.66	6' RT.
STA. 773CL+37.66	58.6' RT.	STA. 773CL+52.66	58.6' RT.
STA. 773CL+52.66	6' RT.	STA. 775CL+95.81	6' RT.
STA. 775CL+95.81	13' RT.	STA. 776CL+01.81	13' RT.
STA. 776CL+01.81	6' RT.	STA. 783CL+33.92	6' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 759CL+91.63	6' LT.	STA. 766CL+35.53	6' LT.
STA. 766CL+35.53	12' LT.	STA. 766CL+41.55	12' LT.
STA. 766CL+36.28	60.69' LT	STA. 766CL+42.27	60.69' LT.
STA. 766CL+41.55	6' LT.	STA. 775CL+95.89	6' LT.
STA. 775CL+95.89	12' LT.	STA. 776CL+01.89	12' LT.
STA. 776CL+01.89	6' LT.	STA. 780CL+35.00	6' LT.
STA. 780CL+35.00	9' LT.	STA. 781CL+15.00	9' LT.



- REMOVALS LEGEND
- REMOVING PAVEMENT

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVING ASPHALTIC SURFACE MILLING

REMOVING PAVEMENT BUTT JOINTS

REMOVING CONCRETE SURFACE PARTIAL DEPTH

REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVING GUARDRAIL

XXXX

SAWCUT

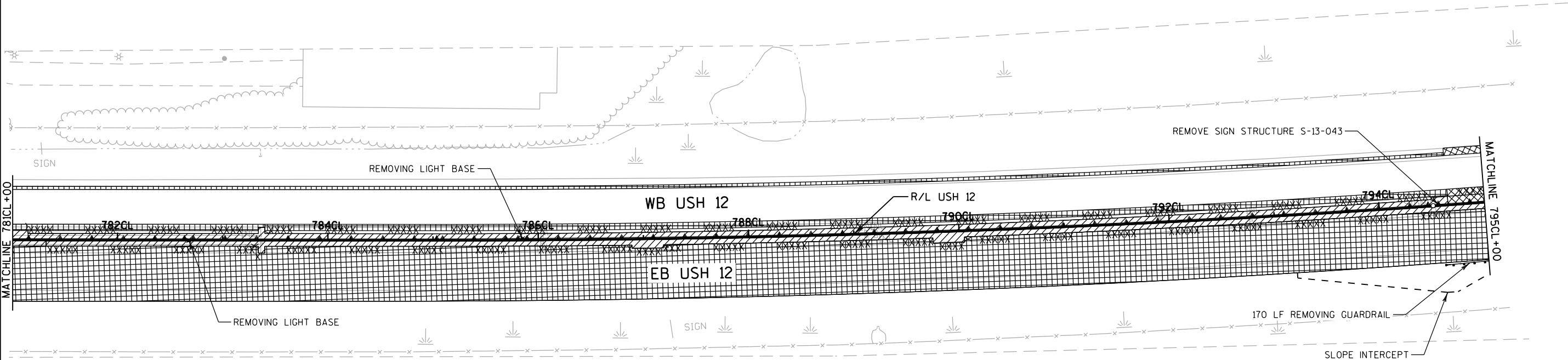
REMOVING CONCRETE BARRIER

REMOVING EXISTING LIGHT BASE

REMOVING CURB AND GUTTER

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 776CL+01.81	6' RT.	STA. 783CL+33.92	6' RT.
STA. 783CL+33.92	12.5' RT.	STA. 783CL+39.92	12.5' RT.
STA. 783CL+39.92	6' RT.	STA. 786CL+89.00	6' RT.
STA. 786CL+89.00	9' RT.	STA. 787CL+19.00	9' RT.
STA. 787CL+19.00	6' RT.	STA. 789CL+75.00	6' RT.
STA. 789CL+75.00	11' RT.	STA. 790CL+05.00	11' RT.
STA. 790CL+05.00	6' RT.	STA. 796CL+15.49	6' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA.780CL+35.00	9' LT.	STA. 781CL+15.00	9' LT.
STA.781CL+15.00	6' LT.	STA. 783CL+34.03	6' LT.
STA. 783CL+34.03	12' LT.	STA. 783CL+40.03	12' LT.
STA. 783CL+40.03	6' LT.	STA. 794CL+50.00	6' LT.
STA. 794CL+50.00	8' LT.	STA. 796CL+36.55	8' LT.



REMOVALS LEGEND

-  REMOVING PAVEMENT

 REMOVING ASPHALTIC SURFACE MILLING

 REMOVING PAVEMENT BUTT JOINTS

 REMOVING CONCRETE SURFACE PARTIAL DEPTH

 REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING
-  REMOVING ASPHALTIC SURFACE BUTT JOINTS

 REMOVING GUARDRAIL

XXXX

SAWCUT

 REMOVING CONCRETE BARRIER

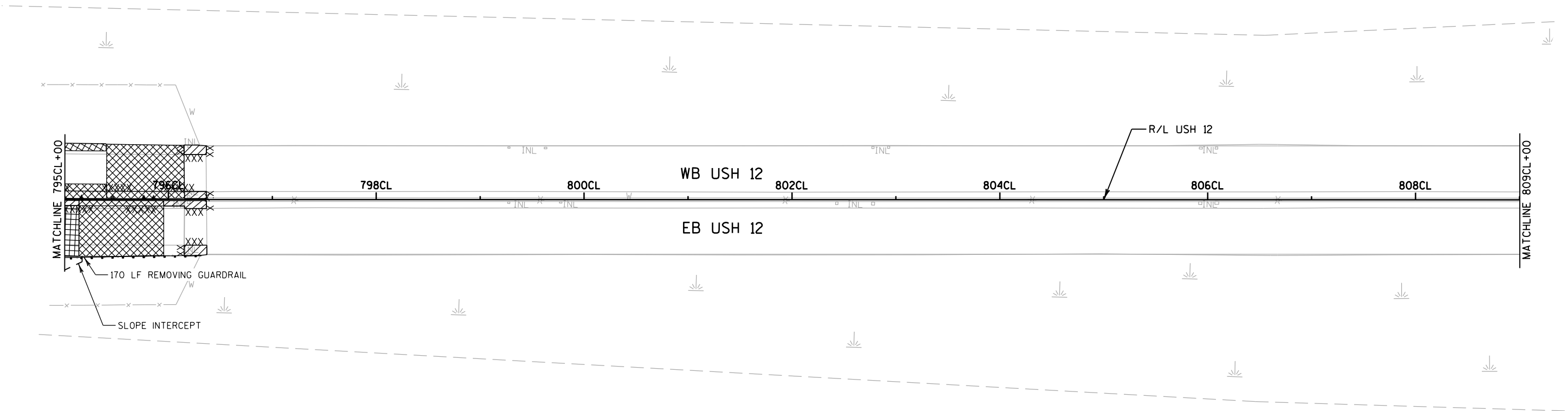
 REMOVING EXISTING LIGHT BASE

 REMOVING CURB AND GUTTER



EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 790CL+05.00	6' RT.	STA. 796CL+15.49	6' RT.
STA. 796CL+15.23	43.8' RT.	STA. 796CL+36.99	43.9' RT.
STA. 796CL+15.49	8.5' RT.	STA. 796CL+36.66	8.5' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 794CL+50.00	8' LT.	STA. 796CL+35.55	8' LT.
STA. 796CL+15.07	43.4' LT.	STA. 796CL+36.40	43.3' LT.

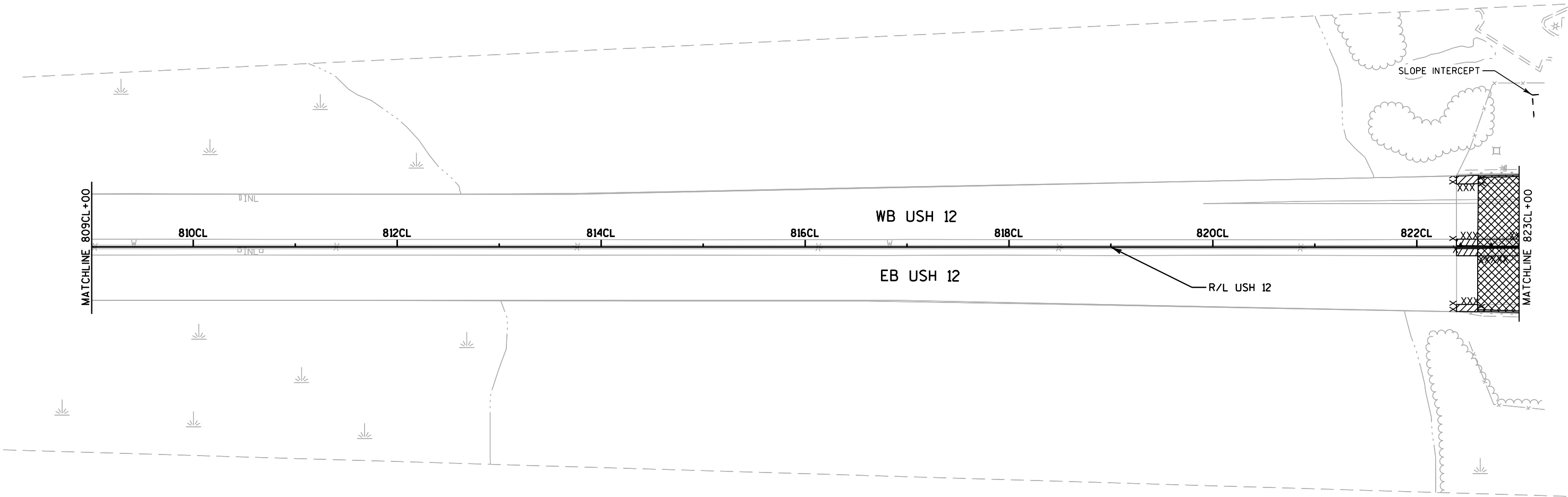


REMOVALS LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING GUARDRAIL
- SAWCUT
- REMOVING CONCRETE BARRIER
- REMOVING EXISTING LIGHT BASE
- REMOVING CURB AND GUTTER

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 822CL+38.98	8.5' RT.	STA. 830CL+50.00	8.5' RT.
STA. 822CL+39.07	56.1' RT.	STA. 822CL+59.68	56.1' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 822CL+38.90	61.7' LT.	STA. 822CL+60.30	62.3' LT.
STA. 822CL+38.96	8' LT.	STA. 831CL+19.26	8' LT.



REMOVALS LEGEND

-  REMOVING PAVEMENT

 REMOVING ASPHALTIC SURFACE BUTT JOINTS

 REMOVING ASPHALTIC SURFACE MILLING

 REMOVING PAVEMENT BUTT JOINTS

 REMOVING CONCRETE SURFACE PARTIAL DEPTH

 REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING
-  REMOVING ASPHALTIC SURFACE BUTT JOINTS

 REMOVING GUARDRAIL

 SAWCUT

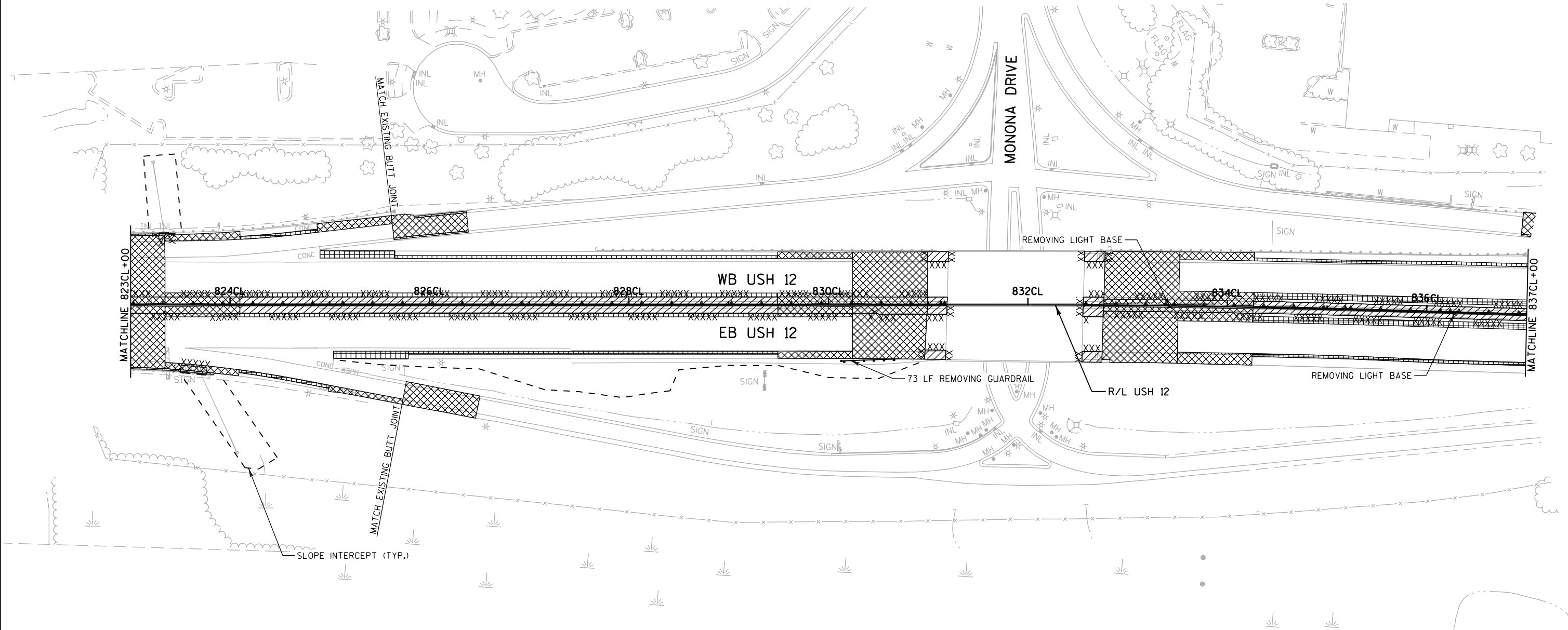
 REMOVING CONCRETE BARRIER

 REMOVING EXISTING LIGHT BASE

 REMOVING CURB AND GUTTER

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 822CL+38.98	8.5' RT.	STA. 823CL+65.00	8.5' RT.
STA. 823CL+65.00	9' RT.	STA. 823CL+95.00	9' RT.
STA. 823CL+95.00	8.5' RT.	STA. 830CL+50.00	8.5' RT.
STA. 830CL+50.00	9.5' RT.	STA. 831CL+18.76	9.5' RT.
STA. 830CL+96.91	45.1' RT.	STA. 831CL+17.72	45.6' RT.
STA. 830CL+98.92	9' RT.	STA. 831CL+18.78	9' RT.
STA. 832CL+54.64	46.5' RT.	STA. 832CL+74.80	46.7' RT.
STA. 832CL+55.22	11.5' RT.	STA. 832CL+75.56	11.5' RT.
STA. 832CL+75.56	6' RT.	STA. 837CL+86.22	6' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 822CL+38.96	8' LT.	STA. 831CL+19.26	8' LT.
STA. 830CL+99.54	43.6' LT.	STA. 831CL+20.14	43.6' LT.
STA. 832CL+55.61	8' LT.	STA. 832CL+76.18	8' LT.
STA. 832CL+56.57	43.8' LT.	STA. 832CL+76.98	43.7' LT.
STA. 832CL+76.18	6' LT.	STA. 837CL+86.11	6' LT.

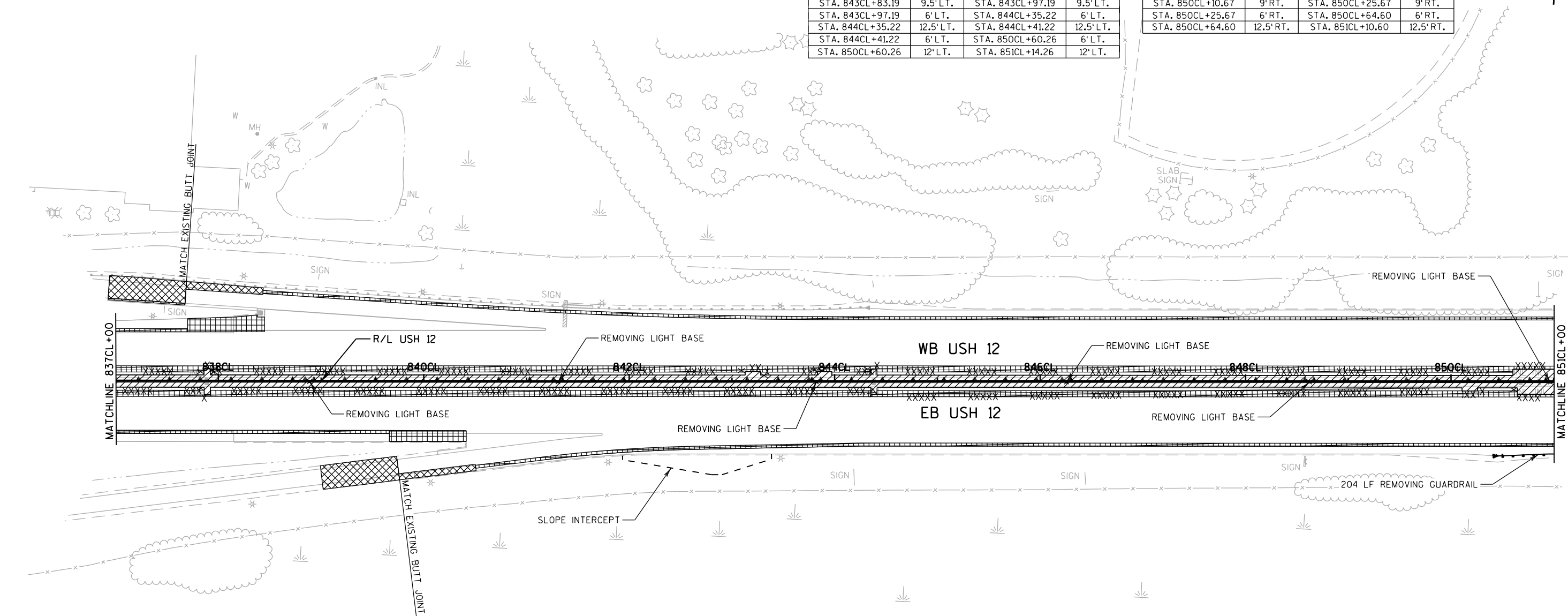


REMOVALS LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE SURFACE PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING GUARDRAIL
- REMOVING CONCRETE BARRIER
- REMOVING EXISTING LIGHT BASE
- REMOVING CURB AND GUTTER
- SAWCUT
- REMOVING CONCRETE BARRIER
- REMOVING EXISTING LIGHT BASE
- REMOVING CURB AND GUTTER

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 832CL+76.18	6' LT.	STA. 837CL+86.11	6' LT.
STA. 837CL+86.11	12' LT.	STA. 837CL+92.11	12' LT.
STA. 837CL+92.11	6' LT.	STA. 843CL+12.73	6' LT.
STA. 843CL+12.73	9.5' LT.	STA. 843CL+27.73	9.5' LT.
STA. 843CL+27.73	6' LT.	STA. 843CL+83.19	6' LT.
STA. 843CL+83.19	9.5' LT.	STA. 843CL+97.19	9.5' LT.
STA. 844CL+35.22	12.5' LT.	STA. 844CL+41.22	12.5' LT.
STA. 844CL+41.22	6' LT.	STA. 850CL+60.26	6' LT.
STA. 850CL+60.26	12' LT.	STA. 851CL+14.26	12' LT.

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 832CL+75.56	6' RT.	STA. 837CL+86.22	6' RT.
STA. 837CL+86.22	13' RT.	STA. 837CL+92.22	13' RT.
STA. 837CL+92.22	6' RT.	STA. 844CL+35.27	6' RT.
STA. 844CL+35.27	12.5' RT.	STA. 844CL+41.27	12.5' RT.
STA. 844CL+41.27	6' RT.	STA. 850CL+10.67	6' RT.
STA. 850CL+10.67	9' RT.	STA. 850CL+25.67	9' RT.
STA. 850CL+25.67	6' RT.	STA. 850CL+64.60	6' RT.
STA. 850CL+64.60	12.5' RT.	STA. 851CL+10.60	12.5' RT.

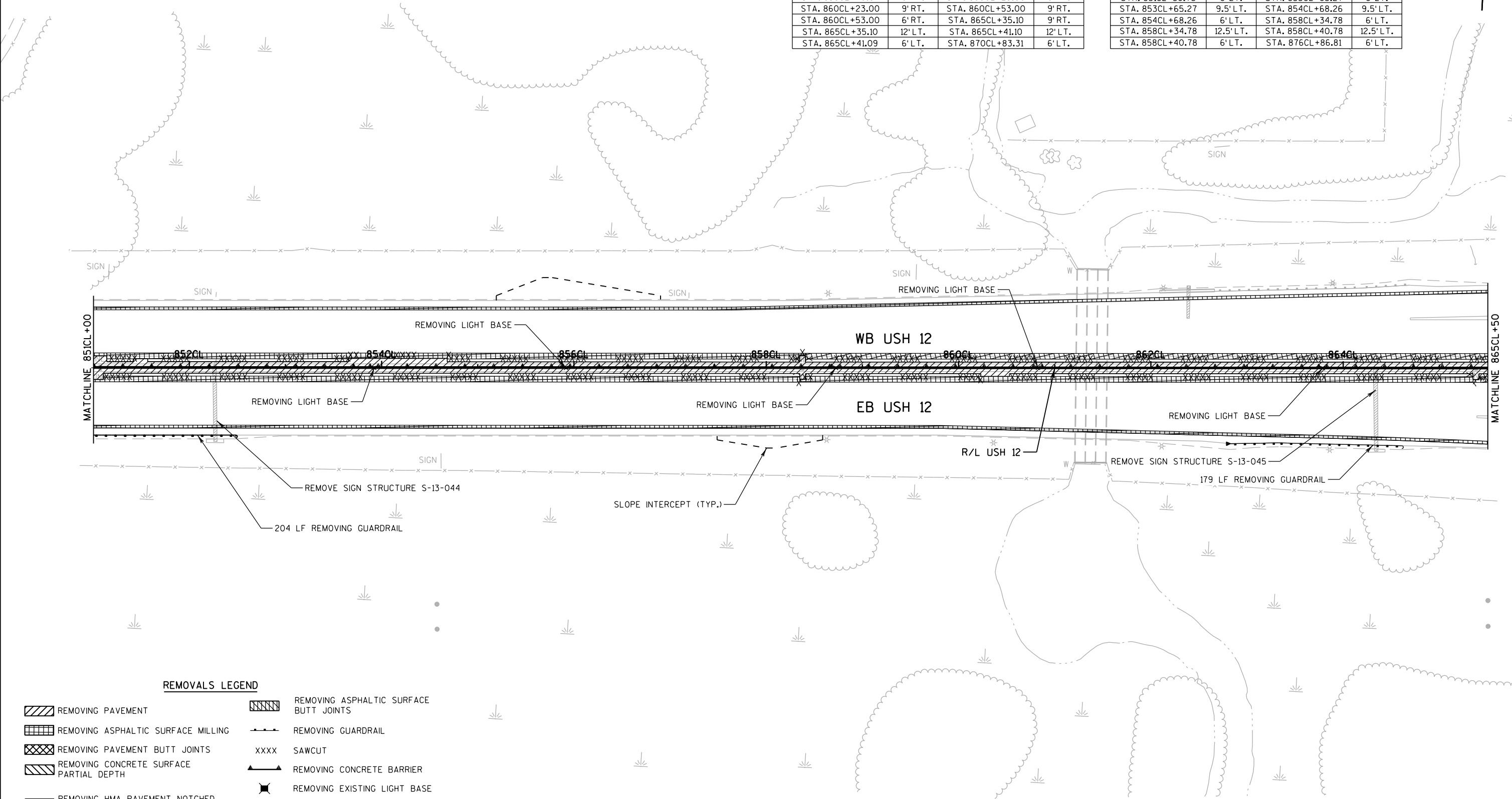


REMOVALS LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING PAVEMENT BUTT JOINTS
- REMOVING CONCRETE SURFACE PARTIAL DEPTH
- REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING GUARDRAIL
- SAWCUT
- REMOVING CONCRETE BARRIER
- REMOVING EXISTING LIGHT BASE
- REMOVING CURB AND GUTTER

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 850CL+64.60	12.5' RT.	STA. 851CL+10.60	12.5' RT.
STA. 851CL+10.60	6' RT.	STA. 858CL+34.87	6' RT.
STA. 858CL+34.87	12' RT.	STA. 858CL+40.87	12' RT.
STA. 858CL+40.87	6' RT.	STA. 860CL+23.00	6' RT.
STA. 860CL+23.00	9' RT.	STA. 860CL+53.00	9' RT.
STA. 860CL+53.00	6' RT.	STA. 865CL+35.10	9' RT.
STA. 865CL+35.10	12' LT.	STA. 865CL+41.10	12' LT.
STA. 865CL+41.09	6' LT.	STA. 870CL+83.31	6' LT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 850CL+60.26	12' LT.	STA. 851CL+14.26	12' LT.
STA. 851CL+14.26	6' LT.	STA. 851CL+41.75	6' LT.
STA. 851CL+41.75	9' LT.	STA. 851CL+56.75	9' LT.
STA. 851CL+56.75	6' LT.	STA. 853CL+65.27	6' LT.
STA. 853CL+65.27	9.5' LT.	STA. 854CL+68.26	9.5' LT.
STA. 854CL+68.26	6' LT.	STA. 858CL+34.78	6' LT.
STA. 858CL+34.78	12.5' LT.	STA. 858CL+40.78	12.5' LT.
STA. 858CL+40.78	6' LT.	STA. 876CL+86.81	6' LT.

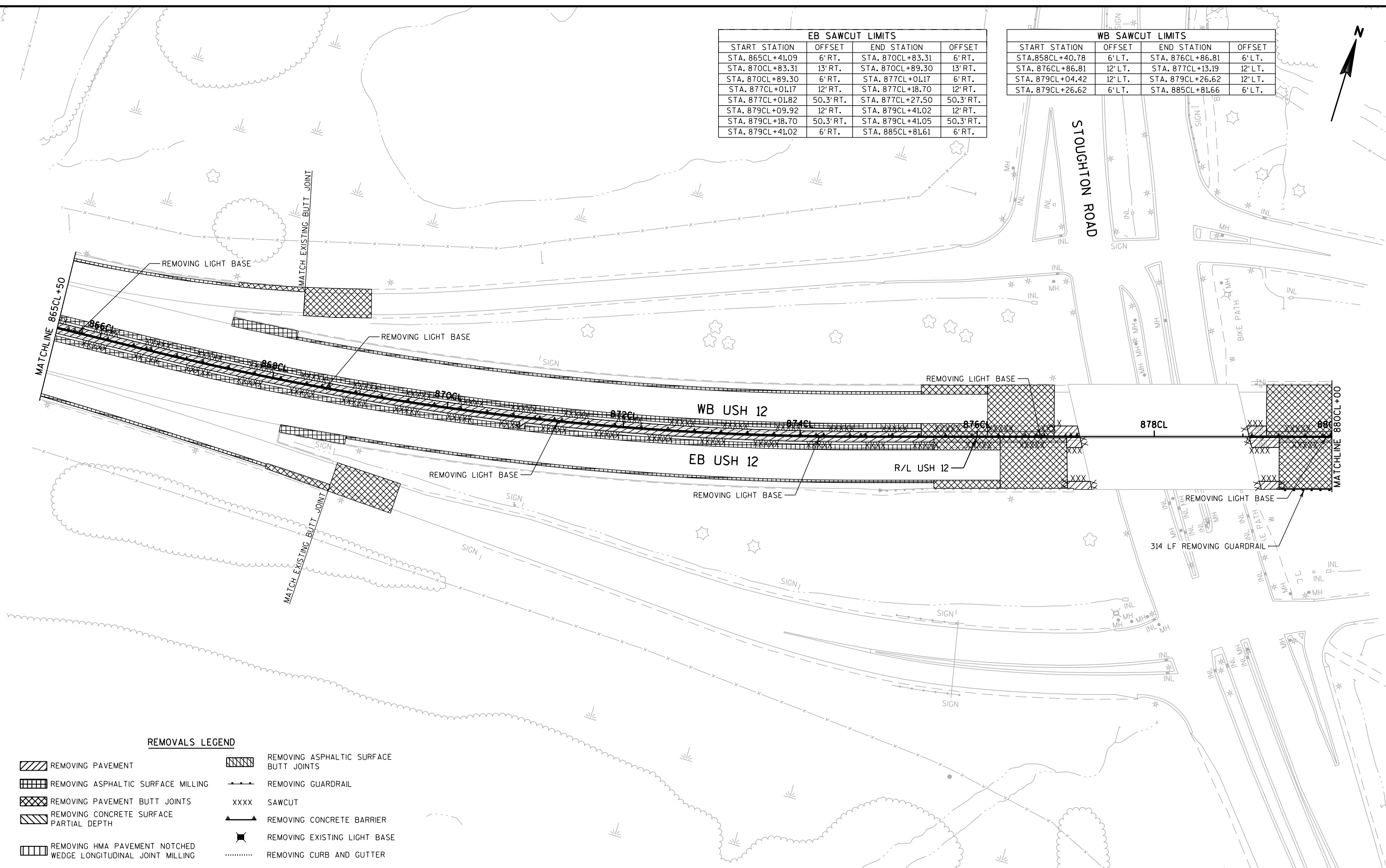


REMOVALS LEGEND

- REMOVING PAVEMENT
-
- REMOVING ASPHALTIC SURFACE BUTT JOINTS

EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 865CL+41.09	6' RT.	STA. 870CL+83.31	6' RT.
STA. 870CL+83.31	13' RT.	STA. 870CL+89.30	13' RT.
STA. 870CL+89.30	6' RT.	STA. 877CL+01.17	6' RT.
STA. 877CL+01.17	12' RT.	STA. 877CL+18.70	12' RT.
STA. 877CL+01.82	50.3' RT.	STA. 877CL+27.50	50.3' RT.
STA. 879CL+09.92	12' RT.	STA. 879CL+41.02	12' RT.
STA. 879CL+18.70	50.3' RT.	STA. 879CL+41.05	50.3' RT.
STA. 879CL+41.02	6' RT.	STA. 885CL+81.61	6' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 858CL+40.78	6' LT.	STA. 876CL+86.81	6' LT.
STA. 876CL+86.81	12' LT.	STA. 877CL+13.19	12' LT.
STA. 879CL+04.42	12' LT.	STA. 879CL+26.62	12' LT.
STA. 879CL+26.62	6' LT.	STA. 885CL+81.66	6' LT.



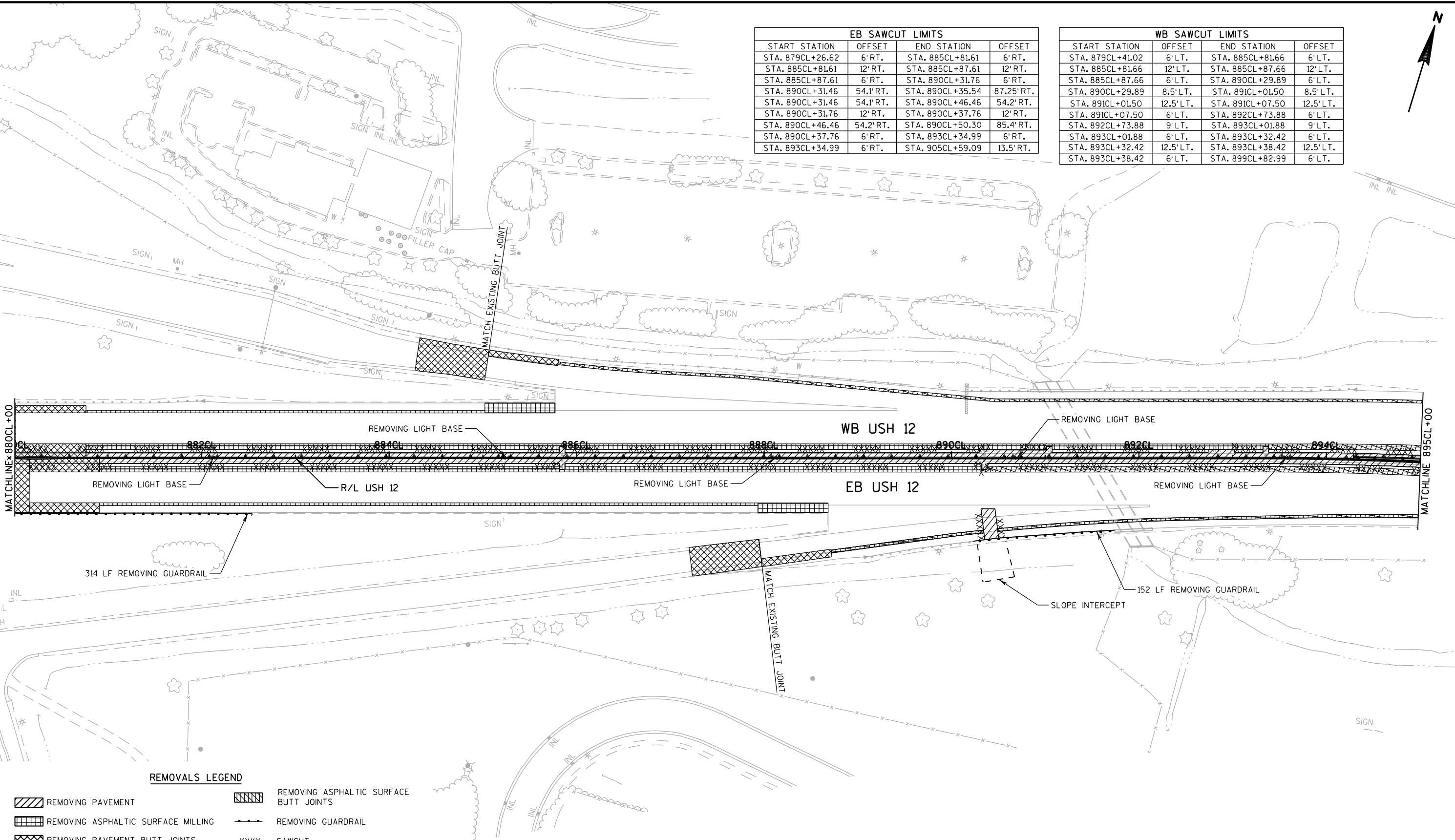
REMOVALS LEGEND

- REMOVING PAVEMENT
-
- REMOVING ASPHALTIC SURFACE BUTT JOINTS



EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 879CL+26.62	6' RT.	STA. 885CL+81.61	6' RT.
STA. 885CL+81.61	12' RT.	STA. 885CL+87.61	12' RT.
STA. 885CL+87.61	6' RT.	STA. 890CL+31.76	6' RT.
STA. 890CL+31.46	54.1' RT.	STA. 890CL+35.54	87.25' RT.
STA. 890CL+31.46	54.1' RT.	STA. 890CL+46.46	54.2' RT.
STA. 890CL+31.76	12' RT.	STA. 890CL+37.76	12' RT.
STA. 890CL+46.46	54.2' RT.	STA. 890CL+50.30	85.4' RT.
STA. 890CL+37.76	6' RT.	STA. 893CL+34.99	6' RT.
STA. 893CL+34.99	6' RT.	STA. 905CL+59.09	13.5' RT.

WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 879CL+41.02	6' LT.	STA. 885CL+81.66	6' LT.
STA. 885CL+81.66	12' LT.	STA. 885CL+87.66	12' LT.
STA. 885CL+87.66	6' LT.	STA. 890CL+29.89	6' LT.
STA. 890CL+29.89	8.5' LT.	STA. 891CL+01.50	8.5' LT.
STA. 891CL+01.50	12.5' LT.	STA. 891CL+07.50	12.5' LT.
STA. 891CL+07.50	6' LT.	STA. 892CL+73.88	6' LT.
STA. 892CL+73.88	9' LT.	STA. 893CL+01.88	9' LT.
STA. 893CL+01.88	6' LT.	STA. 893CL+32.42	6' LT.
STA. 893CL+32.42	12.5' LT.	STA. 893CL+38.42	12.5' LT.
STA. 893CL+38.42	6' LT.	STA. 899CL+82.99	6' LT.



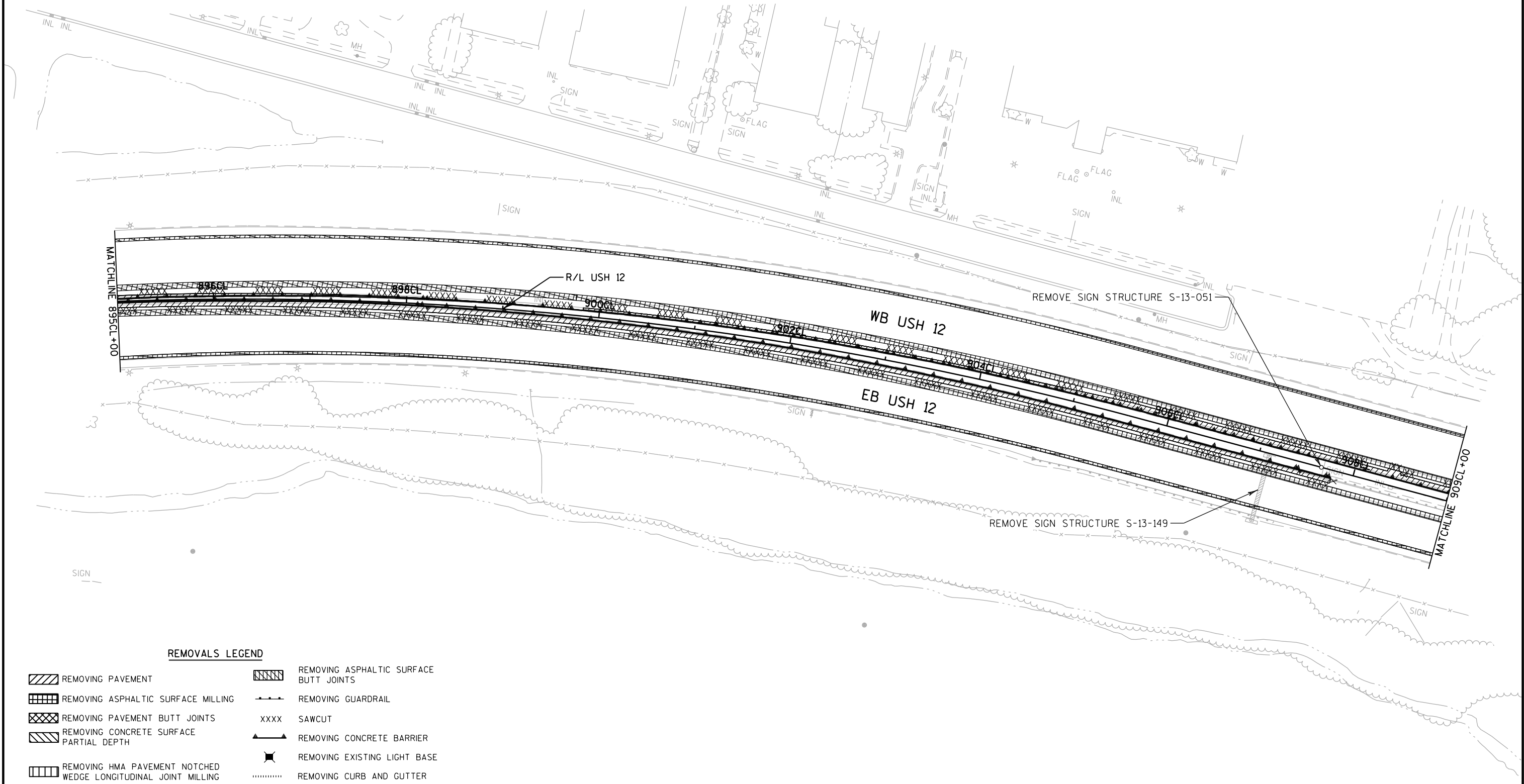
REMOVALS LEGEND

- | | | | |
|--|--|--|--|
| | REMOVING PAVEMENT | | REMOVING ASPHALTIC SURFACE BUTT JOINTS |
| | REMOVING ASPHALTIC SURFACE MILLING | | REMOVING GUARDRAIL |
| | REMOVING PAVEMENT BUTT JOINTS | | SAWCUT |
| | REMOVING CONCRETE SURFACE PARTIAL DEPTH | | REMOVING CONCRETE BARRIER |
| | REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING | | REMOVING EXISTING LIGHT BASE |
| | | | REMOVING CURB AND GUTTER |



WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 893CL+38.42	6' LT.	STA. 899CL+82.99	6' LT.
STA. 899CL+82.99	8.5' LT.	STA. 905CL+59.09	14' LT.
STA. 905CL+59.09	14' LT.	STA. 908CL+33.16	14' LT.
STA. 908CL+33.16	17' LT.	STA. 908CL+47.16	17' LT.
STA. 908CL+47.16	14' LT.	STA. 909CL+26.50	14' LT.

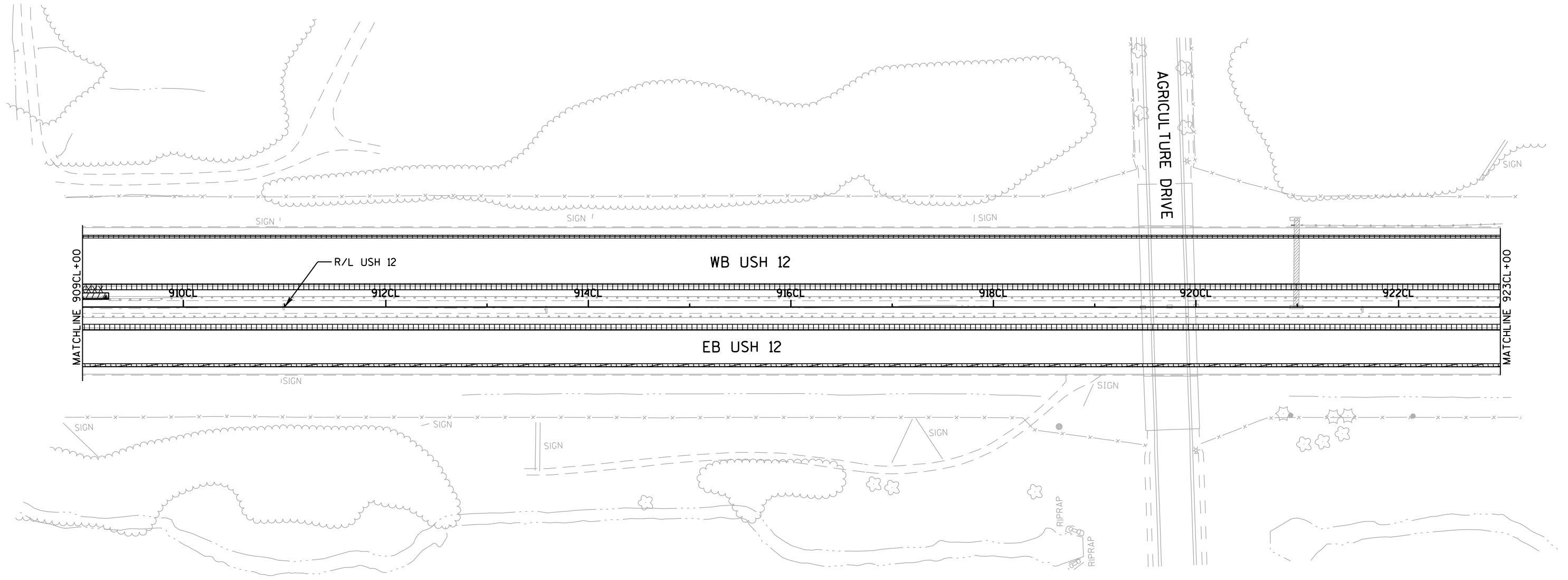
EB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 893CL+34.99	6' RT.	STA. 905CL+59.09	13.5' RT.
STA. 905CL+59.09	13.5' RT.	STA. 907CL+78.27	13.5' RT.



REMOVALS LEGEND

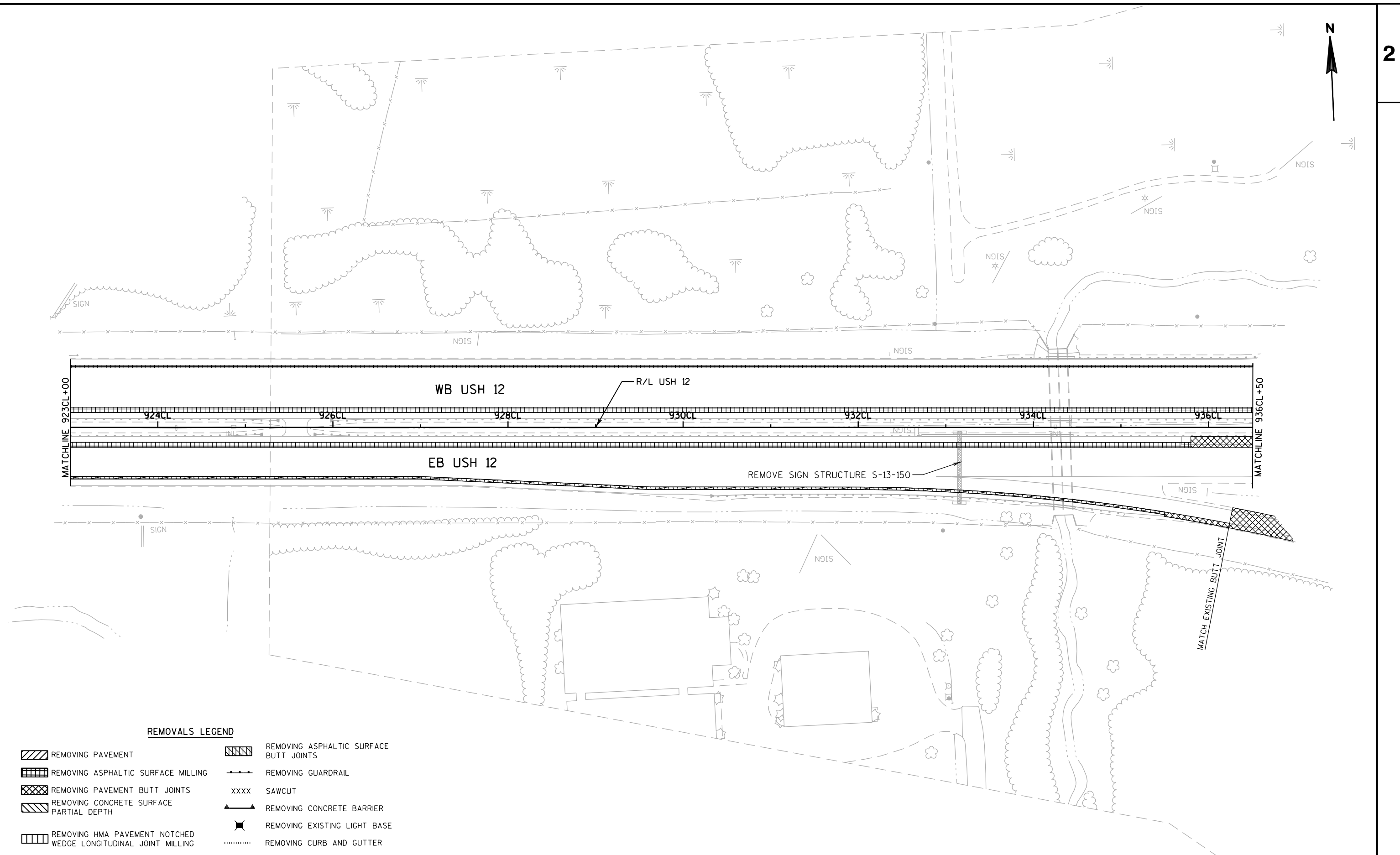
- REMOVING PAVEMENT
-
- REMOVING ASPHALTIC SURFACE BUTT JOINTS

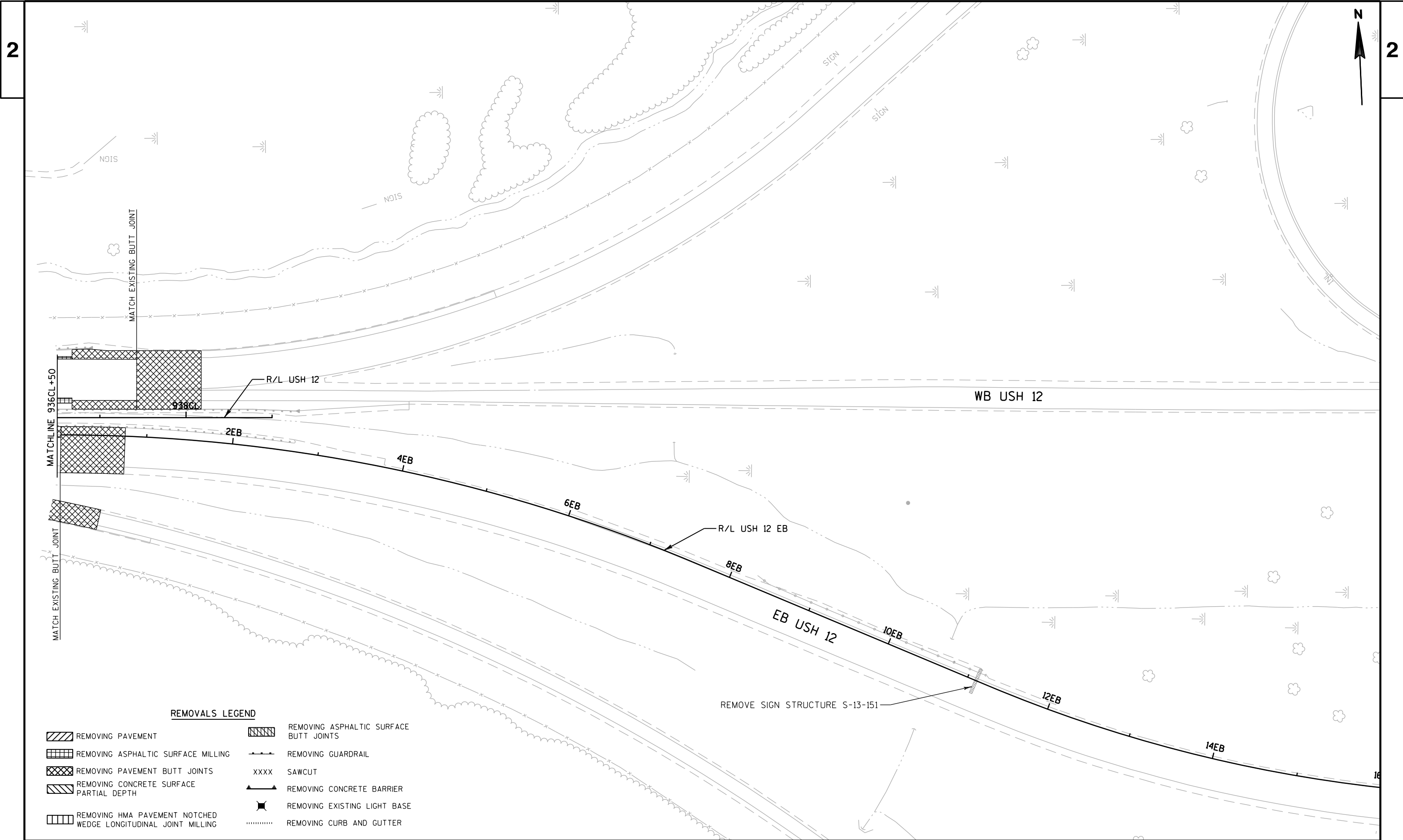
WB SAWCUT LIMITS			
START STATION	OFFSET	END STATION	OFFSET
STA. 908CL+47.16	14' LT.	STA. 909CL+26.50	14' LT.



REMOVALS LEGEND

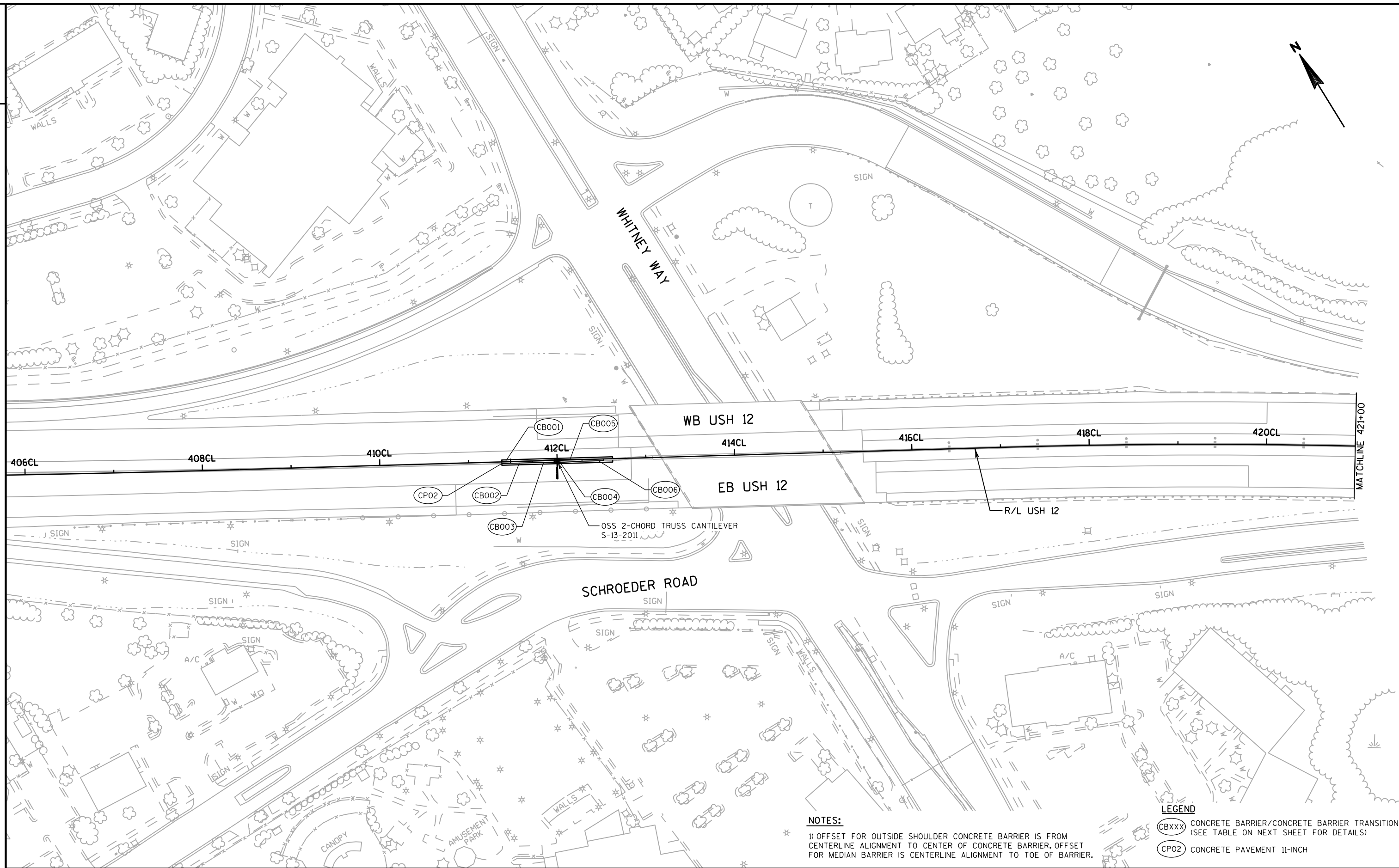
- REMOVING PAVEMENT
-
- REMOVING ASPHALTIC SURFACE MILLING





2

2



PROJECT NO:1206-06-79	HWY:USH 12	COUNTY:DANE	PLAN DETAILS - CONCRETE PAVEMENT	SHEET 200	E
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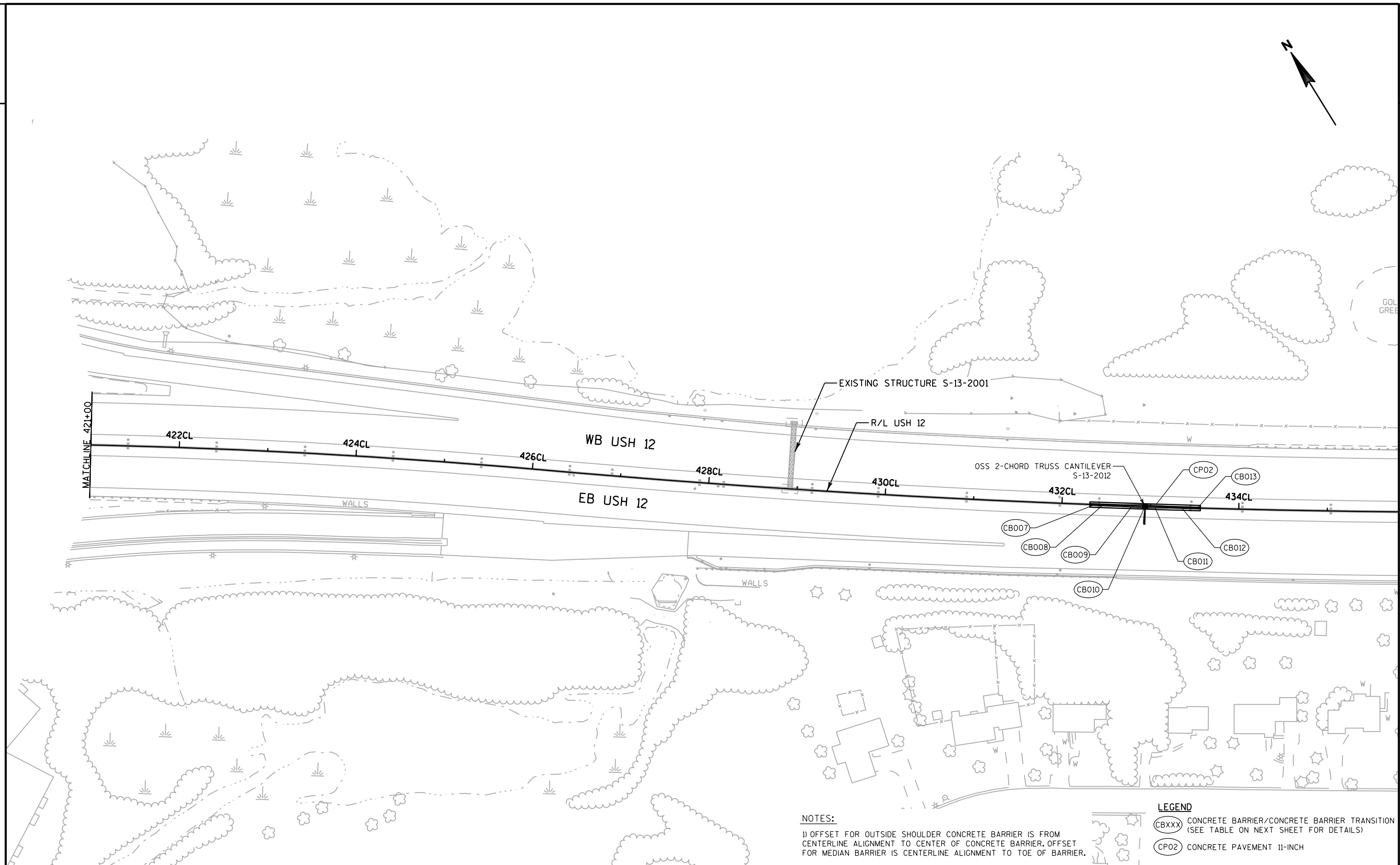
FILE NAME : \\madw00\ingrproj\66034\1206-06-79 HSR\1\1\cds\021202_pd.dgn PLOT DATE : 7/31/2020 3:13:30 PM PLOT BY : cjustman PLOT NAME : PLOT SCALE : 100:1 WISDOT/CADD SHEET 1

WISDOT/CADDS SHEET 4

GENERAL NOTES	
NOTE 1	CONTRACTOR TO MATCH EXISTING TOE OF BARRIER ELEVATION
NOTE 2	CONTRACTOR TO CONSTRUCT TOE OF BARRIER AT AN ELEVATION THAT PROVIDES POSTIVE LONGITUDINAL DRAINAGE AND PROPER SHOULDER SLOPE.

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB001	0.20' LT , NOTE 1	-	0.20' LT , NOTE 2				10.00	CONCRETE BARRIER TYPE S42
	411CL+37.50	-	411CL+47.50					
	1.80' RT , NOTE 1	-	1.80' RT , NOTE 2					
CB002	0.20' LT , NOTE 2	-	0.20' LT , NOTE 2				24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56
	411CL+47.50	-	411CL+72.00					
	1.80' RT , NOTE 2	-	1.80' RT , NOTE 2					
CB003	0.20' LT , NOTE 2	-	0.82' LT , NOTE 2				25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL
	411CL+72.00	-	411CL+97.00					
	1.80' RT , NOTE 2	-	2.43' RT , NOTE 2					
CB004	0.82' LT , NOTE 2	-	0.82' LT , NOTE 2				6.00	S-13-2011 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 412CL+00)
	411CL+97.00	-	412CL+03.00					
	2.43' RT , NOTE 2	-	2.43' RT , NOTE 2					
CB005	0.82' LT , NOTE 2	-	0.19' LT , NOTE 2				25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL
	412CL+03.00	-	412CL+28.00					
	2.43' RT , NOTE 2	-	1.81' RT , NOTE 2					
CB006	0.19' LT , NOTE 2	-	0.19' LT , NOTE 1				24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56
	412CL+28.00	-	412CL+52.50					
	1.81' RT , NOTE 2	-	1.81' RT , NOTE 1					
	412CL+52.50	-	432CL+31.50				1,979.00	EXISTING CONCRETE BARRIER



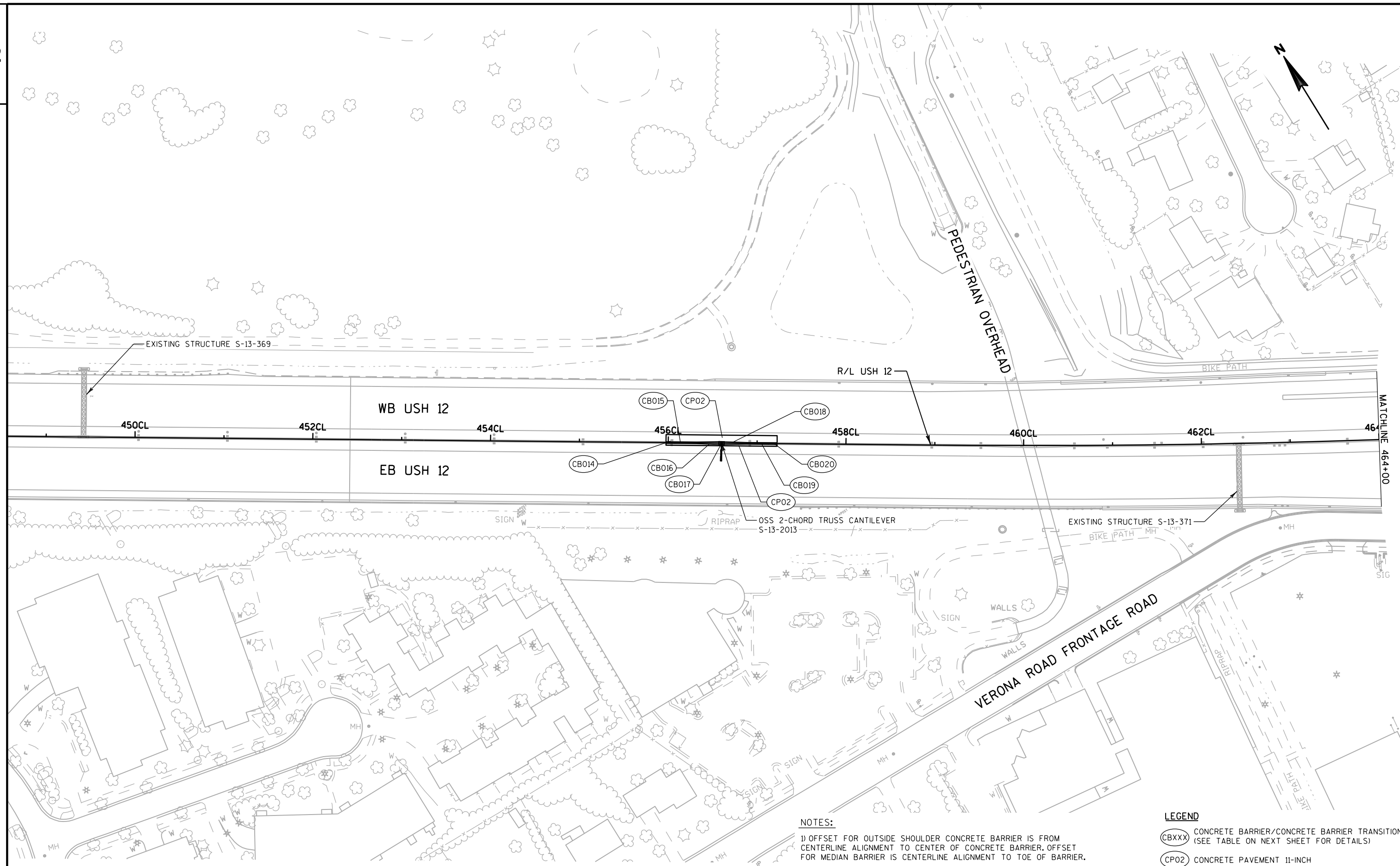
GENERAL NOTES	
NOTE 1	CONTRACTOR TO MATCH EXISTING TOE OF BARRIER ELEVATION
NOTE 2	CONTRACTOR TO CONSTRUCT TOE OF BARRIER AT AN ELEVATION THAT PROVIDES POSTIVE LONGITUDINAL DRAINAGE AND PROPER SHOULDER SLOPE.

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
		412CL+52.50	-	432CL+31.50			1,979.00	EXISTING CONCRETE BARRIER
CB007	1.00' LT , NOTE 1	-	1.00' LT , NOTE 2				10.00	CONCRETE BARRIER TYPE S42A
	432CL+31.50	-	432CL+41.50					
	1.00' RT , NOTE 1	-	1.00' RT , NOTE 2					
CB008	1.00' LT , NOTE 2	-	1.00' LT , NOTE 2				24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1A
	432CL+41.50	-	432CL+66.00					
	1.00' RT , NOTE 2	-	1.00' RT , NOTE 2					
CB009	1.00' LT , NOTE 2	-	1.63' LT , NOTE 2				25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL , TYPE 1A
	432CL+66.00	-	432CL+91.00					
	1.00' RT , NOTE 2	-	1.62' RT , NOTE 2					
CB010	1.63' LT , NOTE 2	-	1.63' LT , NOTE 2				6.00	S-13-2012 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 432CL+94)
	432CL+91.00	-	432CL+97.00					
	1.62' RT , NOTE 2	-	1.62' RT , NOTE 2					
CB011	1.63' LT , NOTE 2	-	1.00' LT , NOTE 2				25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL , TYPE 1A
	432CL+97.00	-	433CL+22.00					
	1.62' RT , NOTE 2	-	1.00' RT , NOTE 2					
CB012	1.00' LT , NOTE 2	-	1.00' LT , NOTE 2				24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1A
	433CL+22.00	-	433CL+46.50					
	1.00' RT , NOTE 2	-	1.00' RT , NOTE 2					
CB013	1.00' LT , NOTE 2	-	1.00' LT , NOTE 1				10.00	CONCRETE BARRIER TYPE S42A
	433CL+46.50	-	433CL+56.50					
	1.00' RT , NOTE 2	-	1.00' RT , NOTE 1					
		433CL+56.50	-	455CL+97.50			2,241.00	EXISTING CONCRETE BARRIER

2

2



PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

PLAN DETAILS - CONCRETE PAVEMENT

SHEET	304	E
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E

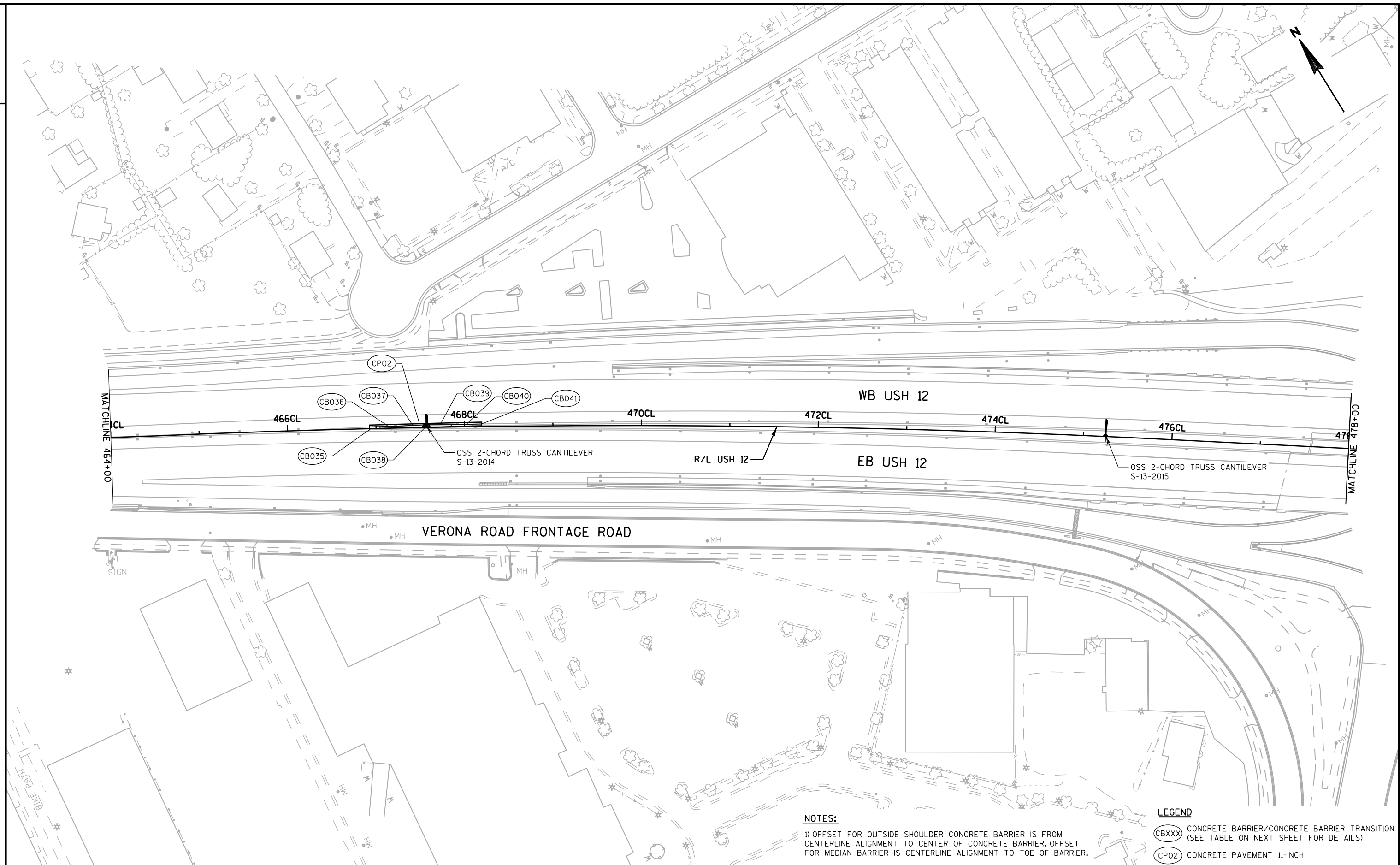
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WISDOT/CADDS SHEET 42

GENERAL NOTES	
NOTE 1	CONTRACTOR TO MATCH EXISTING TOE OF BARRIER ELEVATION
NOTE 2	CONTRACTOR TO CONSTRUCT TOE OF BARRIER AT AN ELEVATION THAT PROVIDES POSTIVE LONGITUDINAL DRAINAGE AND PROPER SHOULDER SLOPE.

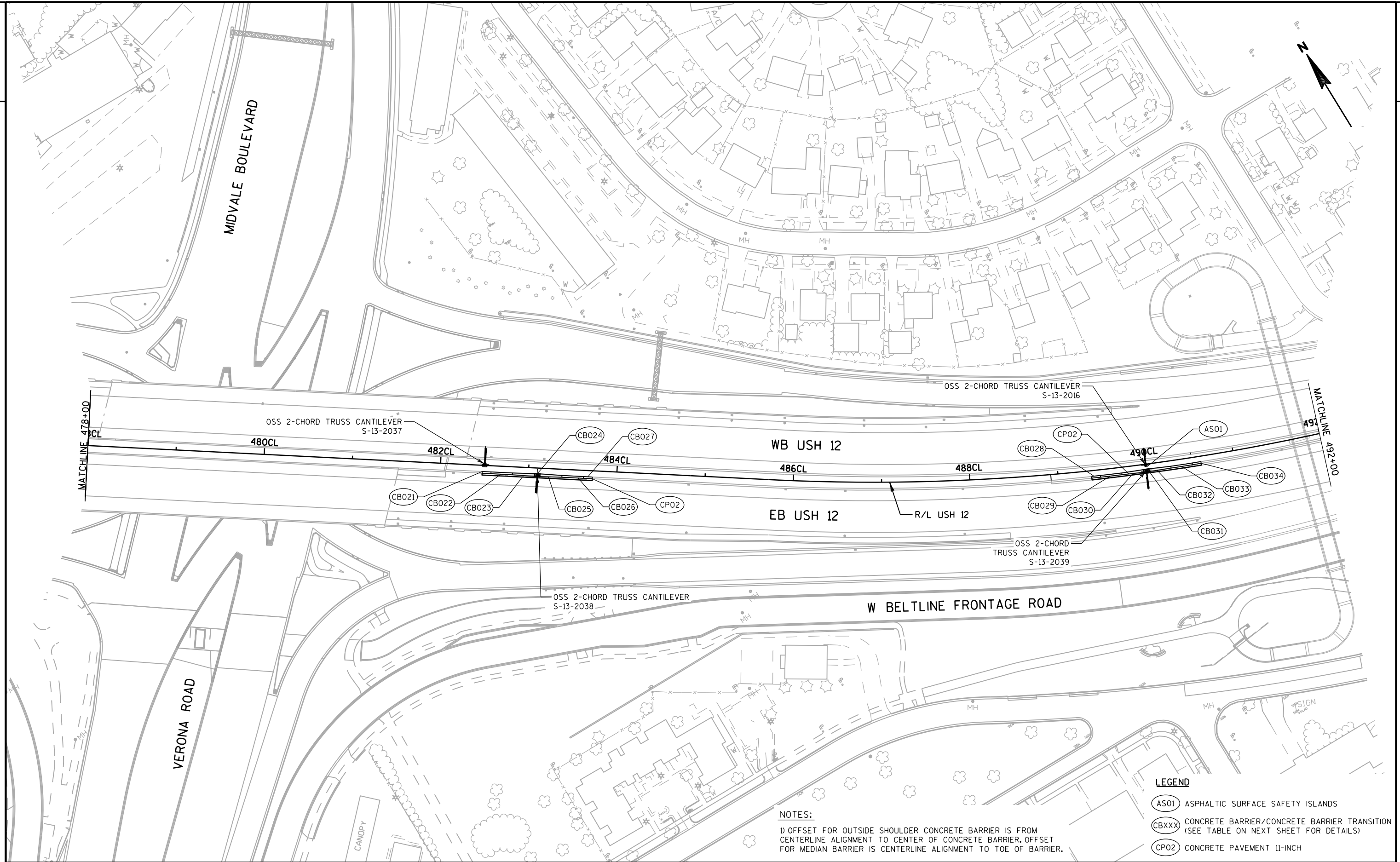
TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
		433CL+56.50	-	455CL+97.50			2,241.00	EXISTING CONCRETE BARRIER
CB014	1.34' LT ,	EL 1008.96	-	1.34' LT ,	EL 1008.67		10.00	CONCRETE BARRIER TYPE S42A
	455CL+97.50		-	456CL+07.50				
	1.00' RT ,	EL 1011.05	-	1.00' RT ,	EL 1010.76			
CB015	1.34' LT ,	EL 1008.67	-	1.34' LT ,	EL 1007.95		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1B
	456CL+07.50		-	456CL+32.00				
	1.00' RT ,	EL 1010.76	-	1.00' RT ,	EL 1010.06			
CB016	1.34' LT ,	EL 1007.95	-	1.63' LT ,	EL 1007.20		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 1B
	456CL+32.00		-	456CL+57.00				
	1.00' RT ,	EL 1010.06	-	1.62' RT ,	EL 1009.33			
CB017	1.63' LT ,	EL 1007.20	-	1.63' LT ,	EL 1007.02		6.00	S-13-2013 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 456CL+60)
	456CL+57.00		-	456CL+63.00				
	1.62' RT ,	EL 1009.33	-	1.62' RT ,	EL 1009.15			
CB018	1.63' LT ,	EL 1007.02	-	1.34' LT ,	EL 1006.27		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 1B
	456CL+63.00		-	456CL+88.00				
	1.62' RT ,	EL 1009.15	-	1.00' RT ,	EL 1008.39			
CB019	1.34' LT ,	EL 1006.27	-	1.34' LT ,	EL 1005.53		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1B
	456CL+88.00		-	457CL+12.50				
	1.00' RT ,	EL 1008.39	-	1.00' RT ,	EL 1007.65			
CB020	1.34' LT ,	EL 1005.53	-	1.34' LT ,	EL 1005.23		10.00	CONCRETE BARRIER TYPE S42A
	457CL+12.50		-	457CL+22.50				
	1.00' RT ,	EL 1007.65	-	1.00' RT ,	EL 1007.35			
		457CL+22.50	-	466CL+92.64			970.14	EXISTING CONCRETE BARRIER



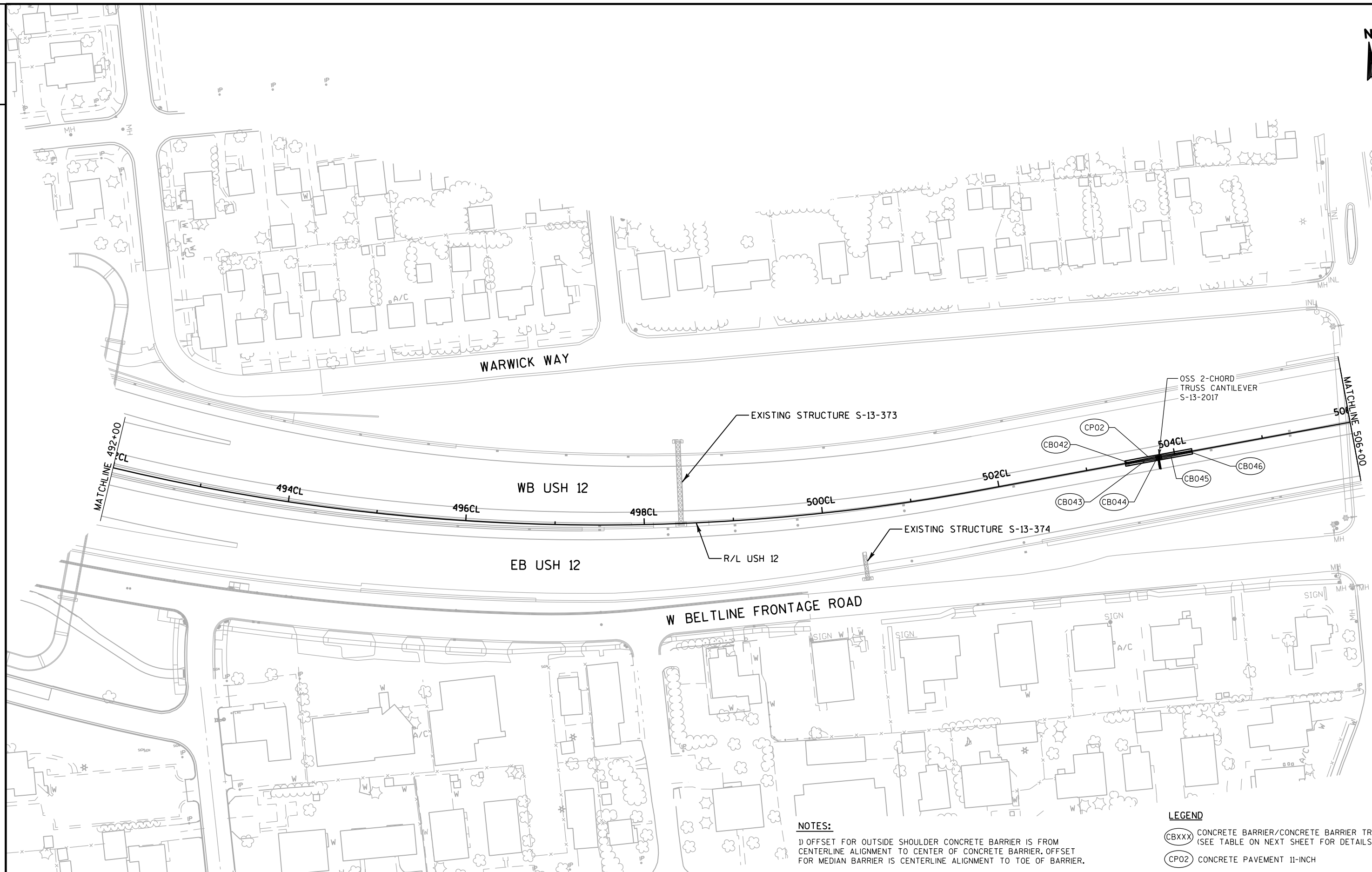
TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
	WB BARRIER SPLIT AT STA 466CL+92.64							
	466CL+92.64	-		482CL+47.50			1,554.86	EXISTING CONCRETE BARRIER
CB035	1.98' LT , EL 1000.42			2.06' LT , EL 1000.53			10.00	CONCRETE BARRIER TYPE S42
	466CL+94.50	-		467CL+04.50				
CB036	2.06' LT , EL 1000.53			2.25' LT , EL 1000.79			24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56
	467CL+04.50	-		467CL+29.00				
CB037	2.25' LT , EL 1000.79	-		2.44' LT , EL 1001.08			25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL
	467CL+29.00	-		467CL+54.00				
CB038	2.44' LT , EL 1001.08	-		2.48' LT , EL 1001.17			6.00	S-13-2014 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 467CL+57)
	467CL+54.00	-		467CL+60.00				
CB039	2.48' LT , EL 1001.17	-		2.68' LT , EL 1001.47			25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL
	467CL+60.00	-		467CL+85.00				
CB040	2.68' LT , EL 1001.47	-		2.86' LT , EL 1001.82			24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56
	467CL+85.00	-		468CL+09.50				
CB041	2.86' LT , EL 1001.82	-		2.94' LT , EL 1001.96			10.00	CONCRETE BARRIER TYPE S42
	468CL+09.50	-		468CL+19.50				
	468CL+19.50	-		498CL+10.35			2,990.85	EXISTING CONCRETE BARRIER
	END BARRIER SPLIT AT STA 498CL+10.35							



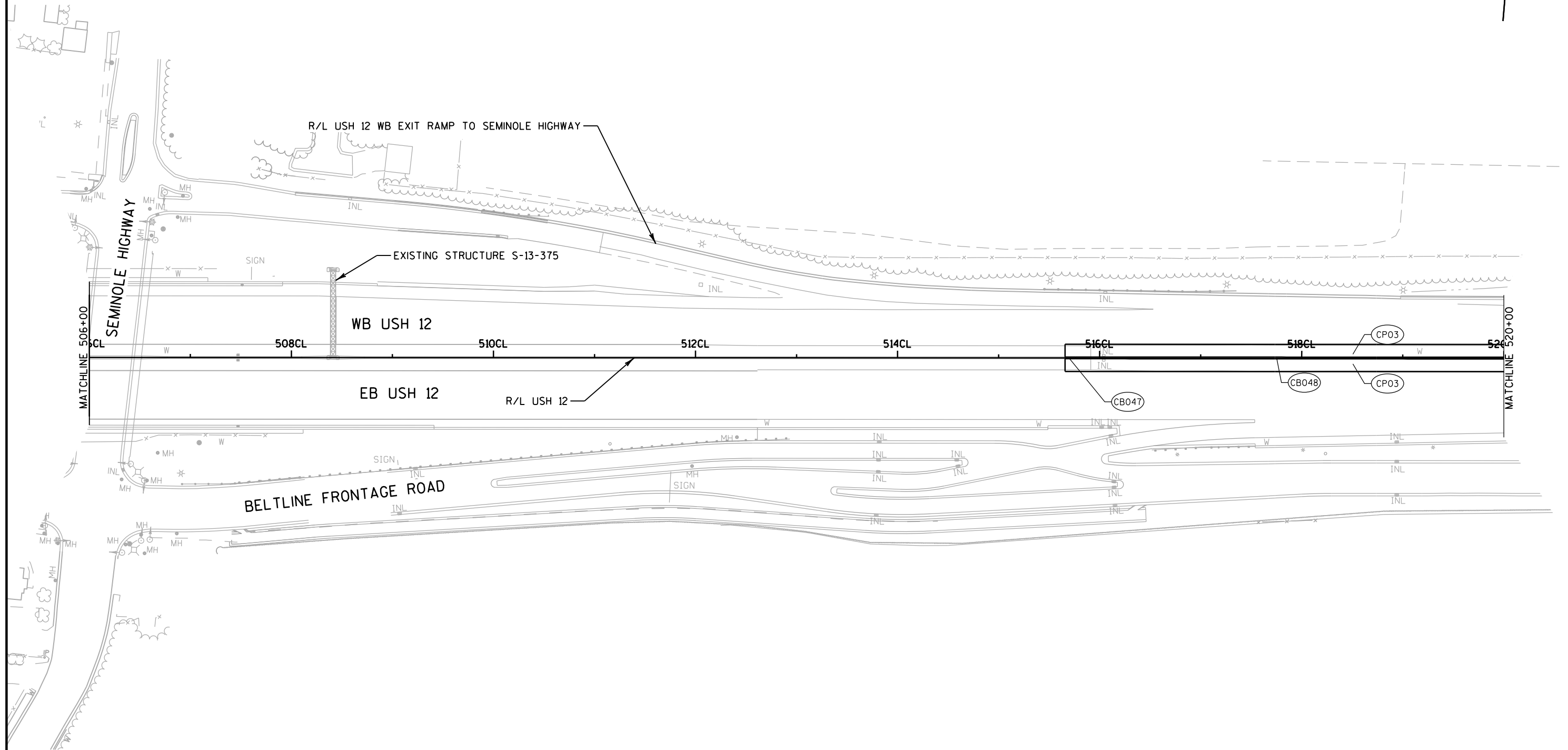
TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
EB BARRIER SPLIT AT STA 466CL+92.64								
CB021	466CL+92.64	-	482CL+47.50				1,554.86	EXISTING CONCRETE BARRIER
	482CL+47.50	-	482CL+57.50				10.00	CONCRETE BARRIER TYPE S42
	9.00' RT , EL 1026.18	-	8.99' RT , EL 1026.03					
CB022	482CL+57.50	-	482CL+82.00				24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56
	8.99' RT , EL 1026.03	-	9.00' RT , EL 1025.62					
CB023	482CL+82.00	-	483CL+07.00				25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL
	9.00' RT , EL 1025.62	-	8.99' RT , EL 1025.16					
CB024	483CL+07.00	-	483CL+13.00				6.00	S-13-2038 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 483CL+10)
	8.99' RT , EL 1025.16	-	9.00' RT , EL 1025.05					
CB025	483CL+13.00	-	483CL+38.00				25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL
	9.00' RT , EL 1025.05	-	9.00' RT , EL 1024.54					
CB026	483CL+38.00	-	483CL+62.50				24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56
	9.00' RT , EL 1024.54	-	9.00' RT , EL 1024.00					
CB027	483CL+62.50	-	483CL+72.50				10.00	CONCRETE BARRIER TYPE S42
	9.00' RT , EL 1024.00	-	9.00' RT , EL 1023.77					
CB028	483CL+72.50	-	489CL+37.50				565.00	EXISTING CONCRETE BARRIER
	489CL+37.50	-	489CL+47.50				10.00	CONCRETE BARRIER TYPE S42
	8.53' RT , EL 1008.84	-	8.51' RT , EL 1008.67					
CB029	489CL+47.50	-	489CL+72.00				24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56
	8.51' RT , EL 1008.67	-	8.45' RT , EL 1008.26					
CB030	489CL+72.00	-	489CL+97.00				25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL
	8.45' RT , EL 1008.26	-	8.38' RT , EL 1007.88					
CB031	489CL+97.00	-	490CL+03.00				6.00	S-13-2039 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 490+00)
	8.38' RT , EL 1007.88	-	8.36' RT , EL 1007.79					
CB032	490CL+03.00	-	490CL+28.00				25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL
	8.36' RT , EL 1007.79	-	8.29' RT , EL 1007.44					
CB033	490CL+28.00	-	490CL+52.50				24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56
	8.29' RT , EL 1007.44	-	8.21' RT , EL 1007.11					
CB034	490CL+52.50	-	490CL+62.50				10.00	CONCRETE BARRIER TYPE S42
	8.21' RT , EL 1007.11	-	8.18' RT , EL 1006.99					
	490CL+62.50	-	498CL+10.35				747.85	EXISTING CONCRETE BARRIER



TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
	END BARRIER SPLIT AT STA 498CL+10.35							
	498CL+10.35	-	503CL+44.00				533.65	EXISTING CONCRETE BARRIER
CB042	1.00' LT , EL 9963.06	-	1.00' LT , EL 995.82				10.00	CONCRETE BARRIER TYPE S56
	503CL+44.00	-	503CL+54.00					
	1.02' RT , EL 995.95	-	1.01' RT , EL 995.76					
CB043	1.00' LT , EL 995.82	-	1.63' LT , EL 995.28				25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL
	503CL+54.00	-	503CL+79.00					
	1.01' RT , EL 995.76	-	1.62' RT , EL 995.29					
CB044	1.63' LT , EL 995.28	-	1.63' LT , EL 995.16				6.00	S-13-2017 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 503+82)
	503CL+79.00	-	503CL+85.00					
	1.62' RT , EL 995.29	-	1.62' RT , EL 995.18					
CB045	1.63' LT , EL 995.16	-	1.00' LT , EL 994.69				25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL
	503CL+85.00	-	504CL+10.00					
	1.62' RT , EL 995.18	-	1.00' RT , EL 994.69					
CB046	1.00' LT , EL 994.69	-	1.00' LT , EL 994.49				10.00	CONCRETE BARRIER TYPE S56
	504CL+10.00	-	504CL+20.00					
	1.00' RT , EL 994.69	-	1.00' RT , EL 994.49					
	504CL+20.00	-	515CL+65.75				1,145.75	EXISTING CONCRETE BARRIER



NOTES:

1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER, OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

LEGEND

- (CBXXX) CONCRETE BARRIER/CONCRETE BARRIER TRANSITION (SEE TABLE ON NEXT SHEET FOR DETAILS)
- (CP03) CONCRETE BASE 9-INCH

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

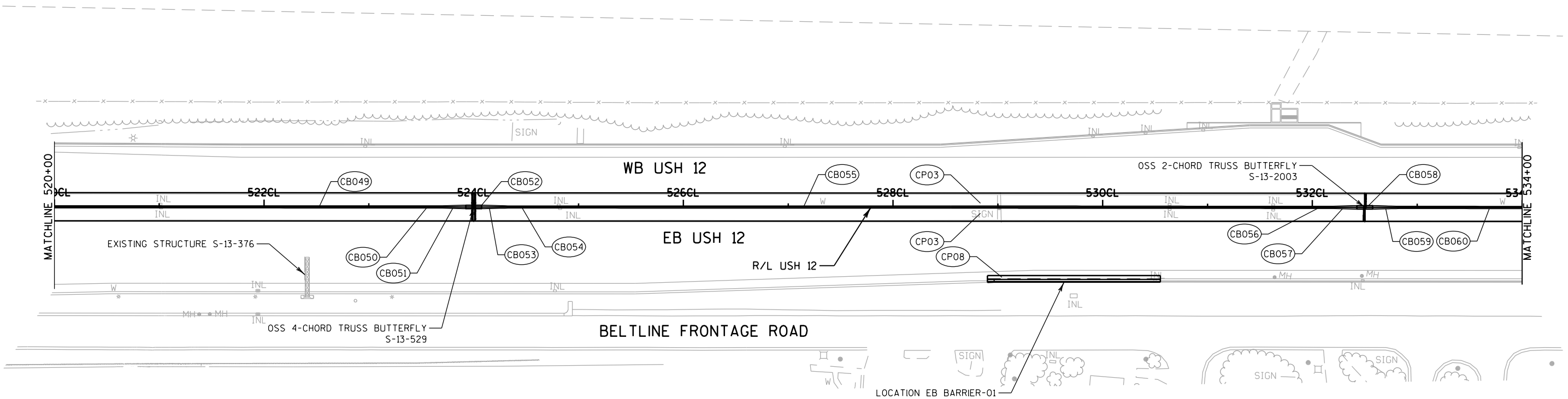
POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
		504CL+20.00	-		515CL+65.75		1,145.75	EXISTING CONCRETE BARRIER
CB047	1.00' LT ,	EL 972.92	-	1.00' LT ,	EL 972.52		10.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S42
		515CL+65.75	-		515CL+76.25			
	1.01' RT ,	EL 972.87	-	1.01' RT ,	EL 972.46			
CB048	1.00' LT ,	EL 972.52	-	1.00' LT ,	EL 942.84		123.75	CONCRETE BARRIER TYPE S42
		515CL+76.25	-		517CL+00.00			
	1.01' RT ,	EL 972.46	-	1.02' RT ,	EL 942.68			
CB049	1.00' LT ,	EL 972.52	-	1.00' LT ,	EL 942.84		643.00	CONCRETE BARRIER TYPE S42A
		517CL+00.00	-		523CL+43.00			
	1.00' RT ,	EL 972.46	-	1.02' RT ,	EL 942.68			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
516+00	971.29	971.27	-3.76%	-1.00	971.61	-0.06	971.55	1.01	-3.84%
516+50	969.4	969.35	-3.78%	-1.00	969.73	-0.10	969.63	1.02	-3.86%
517+00	967.51	967.42	-3.80%	-1.00	967.84	-0.14	967.70	1.02	-3.88%
517+50	965.61	965.48	-3.80%	-1.00	965.94	-0.18	965.76	1.03	-3.88%
518+00	963.71	963.54	-3.92%	-1.00	964.04	-0.22	963.82	1.03	-3.88%
518+50	961.75	961.6	-3.90%	-1.00	962.08	-0.20	961.88	1.03	-3.88%
519+00	959.8	959.66	-3.90%	-1.00	960.13	-0.19	959.94	1.03	-3.88%
519+50	957.85	957.72	-3.96%	-1.00	958.18	-0.18	958.00	1.03	-3.92%
520+00	955.87	955.77	-3.92%	-1.00	956.20	-0.16	956.04	1.02	-3.90%



EB BARRIER-01					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CONCRETE BARRIER TYPE NJ32SF	528CL+90.0	70.0' RT	530CL+55.0	70.0' RT	153.5



NOTES:
1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER. OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

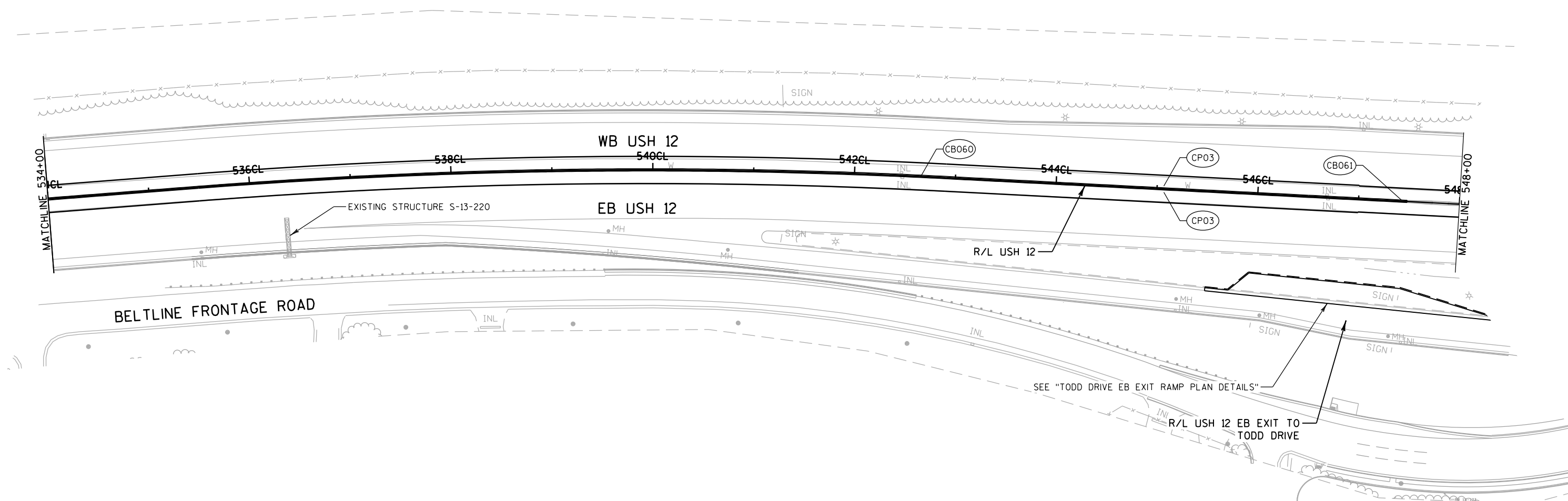
LEGEND	
(CBXXX)	CONCRETE BARRIER/CONCRETE BARRIER TRANSITION (SEE TABLE ON NEXT SHEET FOR DETAILS)
(CP03)	CONCRETE BASE 9-INCH
(CP08)	BASE PATCHING CONCRETE OVERNIGHT

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB048	1.00' LT ,	EL 972.52	-	1.00' LT ,	EL 942.84		123.75	CONCRETE BARRIER TYPE S42
	515CL+76.25		-	517CL+00.00				
	1.01' RT ,	EL 972.46	-	1.02' RT ,	EL 942.68			
CB049	1.00' LT ,	EL 972.52	-	1.00' LT ,	EL 942.84		643.00	CONCRETE BARRIER TYPE S42A
	517CL+00.00		-	523CL+43.00				
	1.00' RT ,	EL 972.46	-	1.02' RT ,	EL 942.68			
CB050	1.00' LT ,	EL 942.84	-	1.00' LT ,	EL 941.91		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	523CL+43.00		-	523CL+67.50				
	1.02' RT ,	EL 942.68	-	1.03' RT ,	EL 941.74			
CB051	1.00' LT ,	EL 941.91	-	1.63' LT ,	EL 940.98		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 2
	523CL+67.50		-	523CL+92.50				
	1.03' RT ,	EL 941.74	-	1.63' RT ,	EL 940.80			
CB052	1.63' LT ,	EL 940.98	-	1.63' LT ,	EL 940.42		15.00	S-13-529 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 524CL+00)
	523CL+92.50		-	524CL+07.50				
	1.63' RT ,	EL 940.80	-	1.63' RT ,	EL 940.22			
CB053	1.63' LT ,	EL 940.42	-	1.00' LT ,	EL 939.44		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 2
	524CL+07.50		-	524CL+32.50				
	1.63' RT ,	EL 940.22	-	1.03' RT ,	EL 939.24			
CB054	1.00' LT ,	EL 939.44	-	1.00' LT ,	EL 938.50		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	524CL+32.50		-	524CL+57.00				
	1.03' RT ,	EL 939.24	-	1.03' RT ,	EL 938.30			
CB055	1.00' LT ,	EL 938.50	-	1.00' LT ,	EL 923.09		736.00	CONCRETE BARRIER TYPE S42A
	524CL+57.00		-	531CL+93.00				
	1.03' RT ,	EL 938.30	-	1.06' RT ,	EL 922.74			
CB056	1.00' LT ,	EL 923.09	-	1.00' LT ,	EL 923.23		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	531CL+93.00		-	532CL+17.50				
	1.06' RT ,	EL 922.74	-	1.06' RT ,	EL 922.84			
CB057	1.00' LT ,	EL 923.23	-	1.62' LT ,	EL 923.42		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 2
	532CL+17.50		-	532CL+42.50				
	1.06' RT ,	EL 922.84	-	1.63' RT ,	EL 922.95			
CB058	1.62' LT ,	EL 923.42	-	1.63' LT ,	EL 923.52		15.00	S-13-2003 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 532CL+50)
	532CL+42.50		-	532CL+57.50				
	1.63' RT ,	EL 922.95	-	1.63' RT ,	EL 923.01			
CB059	1.63' LT ,	EL 923.52	-	1.00' LT ,	EL 923.67		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 3
	532CL+57.50		-	532CL+82.50				
	1.63' RT ,	EL 923.01	-	1.09' RT ,	EL 923.12			
CB060	1.00' LT ,	EL 923.67	-	1.10' LT ,	EL 910.40		1,455.60	CONCRETE BARRIER TYPE S56A
	532CL+82.50		-	547CL+38.10				
	1.09' RT ,	EL 923.12	-	1.00' RT ,	EL 911.02			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
520+00	955.87	955.77	-3.92%	-1.00	956.20	-0.16	956.04	1.02	-3.90%
520+50	953.91	953.82	-3.86%	-1.00	954.24	-0.15	954.09	1.02	-3.84%
521+00	951.98	951.89	-3.88%	-1.00	952.31	-0.14	952.17	1.02	-3.86%
521+50	950.04	949.96	-3.88%	-1.00	950.37	-0.13	950.24	1.02	-4.00%
522+00	948.1	947.97	-3.96%	-1.00	948.43	-0.19	948.24	1.03	-3.96%
522+50	946.13	945.99	-3.90%	-1.00	946.45	-0.19	946.26	1.03	-3.84%
523+00	944.17	944.06	-3.86%	-1.00	944.50	-0.16	944.34	1.03	-3.86%
523+50	942.24	942.14	-3.74%	-1.00	942.57	-0.16	942.41	1.02	-3.80%
524+00	940.37	940.23	-3.86%	-1.63	940.70	-0.19	940.51	1.63	-3.88%
524+50	938.45	938.29	-3.82%	-1.00	938.77	-0.20	938.57	1.03	-3.80%
525+00	936.53	936.39	-3.84%	-1.00	936.86	-0.19	936.67	1.03	-3.80%
525+50	934.61	934.49	-3.84%	-1.00	934.94	-0.17	934.77	1.03	-3.76%
526+00	932.69	932.62	-3.88%	-1.00	933.02	-0.13	932.89	1.02	-3.70%
526+50	930.75	930.77	-3.72%	-1.00	931.08	-0.04	931.04	1.01	-3.20%
527+00	928.89	929.16	-3.46%	-1.04	929.22	0.22	929.44	1.00	-3.00%
527+50	927.16	927.67	-2.88%	-1.07	927.49	0.45	927.94	1.00	-2.60%
528+00	925.72	926.36	-2.54%	-1.09	926.05	0.59	926.64	1.00	-2.20%
528+50	924.45	925.26	-1.88%	-1.12	924.78	0.76	925.54	1.00	-2.04%
529+00	923.52	924.25	-1.46%	-1.11	923.84	0.68	924.52	1.00	-1.32%
529+50	922.78	923.56	-0.80%	-1.12	923.11	0.75	923.86	1.00	-1.18%
530+00	922.39	922.94	-0.38%	-1.09	922.71	0.56	923.27	1.00	-0.70%
530+50	922.2	922.6	0.30%	-1.06	922.52	0.40	922.92	1.00	-0.46%
531+00	922.35	922.36	0.40%	-1.00	922.67	0.02	922.69	1.00	-0.06%
531+50	922.54	922.33	0.52%	-1.00	922.87	-0.21	922.66	1.03	0.22%
532+00	922.8	922.44	0.68%	-1.00	923.13	-0.36	922.77	1.06	0.42%
532+50	923.14	922.65	0.62%	-1.63	923.47	-0.49	922.98	1.63	0.48%
533+00	923.46	922.89	0.54%	-1.00	923.78	-0.56	923.22	1.09	0.56%
533+50	923.73	923.17	0.52%	-1.00	924.05	-0.55	923.50	1.09	0.68%
534+00	923.99	923.51	0.54%	-1.00	924.31	-0.47	923.84	1.08	1.14%

**NOTES:**

1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER. OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

LEGEND

- (CBXXX) CONCRETE BARRIER/CONCRETE BARRIER TRANSITION
(SEE TABLE ON NEXT SHEET FOR DETAILS)
- (CP03) CONCRETE BASE 9-INCH

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB060	1.00'	LT ,	EL 923.67	-	1.10'	LT ,	EL 910.40	CONCRETE BARRIER TYPE S56A
	532CL+82.50	-			547CL+38.10		1,455.60	
	1.09'	RT ,	EL 923.12	-	1.00'	RT ,	EL 911.02	
CB061	1.10'	LT ,	EL 910.40	-	1.10'	LT ,	EL 910.40	CONCRETE BARRIER TRANSITION TYPE S56A TO S56A
	547CL+38.10	-			547CL+48.10		10.00	
	1.00'	RT ,	EL 911.02	-	1.00'	RT ,	EL 911.02	
	547CL+48.10	-			548CL+38.60		90.50	EXISTING DMS SIGN STRUCTURE S-13-406

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
534+00	923.99	923.51	0.54%	-1.00	924.31	-0.47	923.84	1.08	1.14%
534+50	924.25	924.07	0.52%	-1.00	924.58	-0.17	924.41	1.03	1.10%
535+00	924.52	924.62	0.52%	-1.02	924.84	0.12	924.96	1.00	0.94%
535+50	924.77	925.09	0.50%	-1.05	925.10	0.33	925.43	1.00	0.72%
536+00	925.02	925.44	0.48%	-1.07	925.35	0.44	925.79	1.00	0.58%
536+50	925.27	925.74	0.36%	-1.08	925.59	0.49	926.08	1.00	0.46%
537+00	925.44	925.96	0.18%	-1.09	925.77	0.54	926.31	1.00	0.28%
537+50	925.54	926.11	0.04%	-1.09	925.86	0.59	926.45	1.00	0.14%
538+00	925.55	926.18	-0.28%	-1.10	925.88	0.64	926.52	1.00	-0.08%
538+50	925.42	926.14	-0.54%	-1.12	925.74	0.74	926.48	1.00	-0.34%
539+00	925.14	925.96	-0.80%	-1.13	925.47	0.84	926.31	1.00	-0.62%
539+50	924.74	925.66	-1.06%	-1.15	925.07	0.93	926.00	1.00	-0.86%
540+00	924.22	925.22	-1.40%	-1.16	924.54	1.03	925.57	1.00	-1.22%
540+50	923.51	924.62	-1.60%	-1.18	923.84	1.12	924.96	1.00	-1.40%
541+00	922.71	923.92	-1.76%	-1.20	923.04	1.22	924.26	1.00	-1.56%
541+50	921.83	923.14	-1.92%	-1.21	922.16	1.32	923.48	1.00	-1.70%
542+00	920.87	922.28	-2.02%	-1.23	921.20	1.43	922.63	1.00	-2.04%
542+50	919.86	921.27	-1.94%	-1.23	920.19	1.42	921.61	1.00	-2.36%
543+00	918.89	920.09	-1.96%	-1.19	919.22	1.21	920.43	1.00	-2.52%
543+50	917.91	918.83	-1.98%	-1.15	918.24	0.93	919.17	1.00	-2.62%
544+00	916.92	917.54	-2.02%	-1.10	917.25	0.61	917.86	1.00	-2.18%
544+50	915.91	916.45	-2.02%	-1.09	916.24	0.53	916.77	1.00	-2.14%
545+00	914.9	915.38	-2.00%	-1.08	915.23	0.47	915.70	1.00	-1.98%
545+50	913.9	914.38	-2.02%	-1.08	914.23	0.48	914.71	1.00	-1.94%
546+00	912.89	913.41	-2.04%	-1.08	913.22	0.52	913.74	1.00	-1.96%
546+50	911.87	912.43	-2.04%	-1.09	912.20	0.56	912.76	1.00	-1.96%
547+00	910.85	911.45	-2.04%	-1.10	911.18	0.60	911.78	1.00	-1.98%
547+50	909.84	910.47	-2.00%	-1.13	910.16	0.63	910.79	1.04	-1.96%
548+00	908.84	909.48	-2.02%	-1.33	909.16	0.65	909.81	1.28	-2.00%

2



(CBXXX) CONCRETE BARRIER/CONCRETE BARRIER TRANSITION
 (SEE TABLE ON NEXT SHEET FOR DETAILS)
 (CP03) CONCRETE BASE 9-INCH
 (CP07) CONCRETE PAVEMENT APPROACH SLAB HES

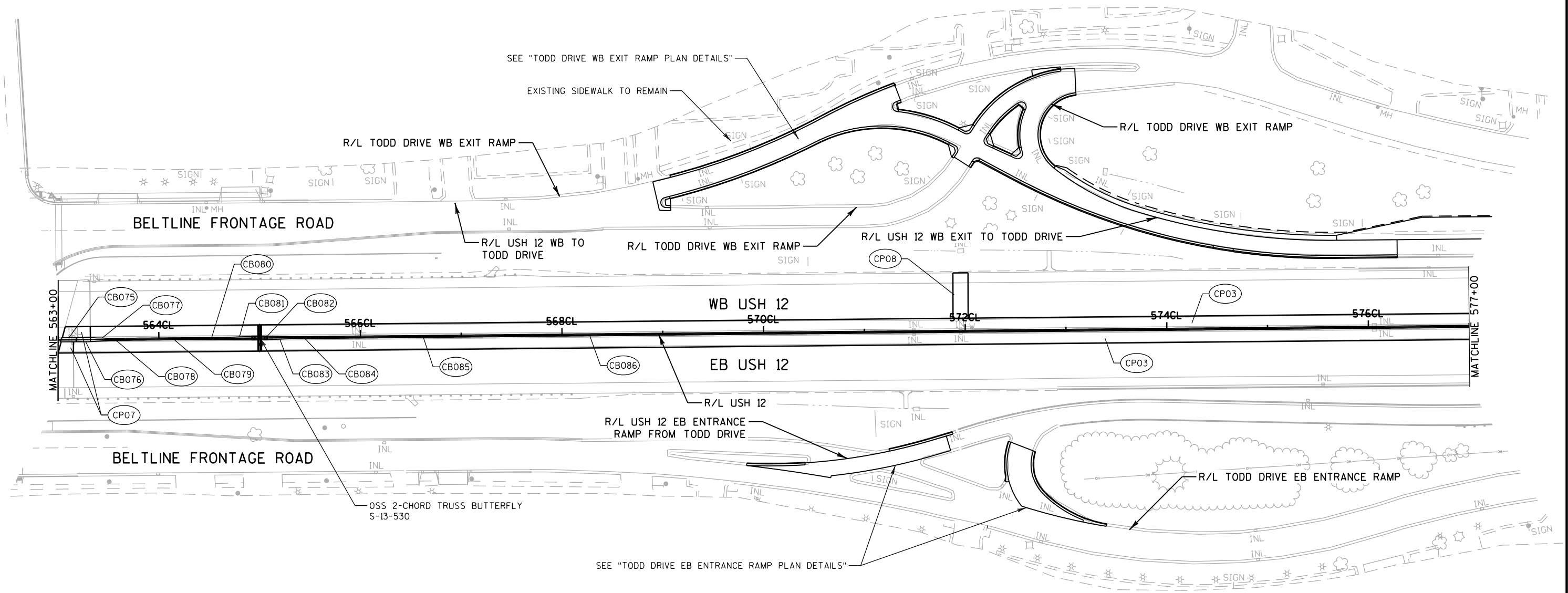
1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER. OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
		547CL+48.10	-	548CL+38.60			90.50	EXISTING DMS SIGN STRUCTURE S-13-406
CB062		1.11' LT , EL 908.38	-	1.11' LT , EL 908.18			10.00	CONCRETE BARRIER TRANSITION TYPE S42A TO S42A, TYPE 1
		548CL+38.60	-	548CL+48.60				
		1.00' RT , EL 909.03	-	1.00' RT , EL 908.84				
CB063		1.11' LT , EL 908.18	-	1.03' LT , EL 896.54			751.40	CONCRETE BARRIER TYPE S42A
		548CL+48.60	-	556CL+00.00				
		1.00' RT , EL 908.84	-	1.00' RT , EL 896.73				
CB064		1.03' LT , EL 896.54	-	1.00' LT , EL 896.68			18.00	CONCRETE BARRIER TYPE S42
		556CL+00.00	-	556CL+18.00				
		1.00' RT , EL 896.73	-	1.00' RT , EL 896.66				
CB065		1.00' LT , EL 896.68	-	1.00' LT , EL 896.88			24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
		556CL+18.00	-	556CL+42.50				
		1.00' RT , EL 896.66	-	1.00' RT , EL 896.87				
CB066		1.00' LT , EL 896.88	-	1.63' LT , EL 897.11			25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
		556CL+42.50	-	556CL+67.50				
		1.00' RT , EL 896.87	-	1.63' RT , EL 897.11				
CB067		1.63' LT , EL 897.11	-	1.63' LT , EL 897.24			15.00	S-13-2004 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 556CL+75)
		556CL+67.50	-	556CL+82.50				
		1.63' RT , EL 897.11	-	1.63' RT , EL 897.23				
CB068		1.63' LT , EL 897.24	-	1.00' LT , EL 897.49			25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
		556CL+82.50	-	557CL+07.50				
		1.63' RT , EL 897.23	-	1.00' RT , EL 897.48				
CB069		1.00' LT , EL 897.49	-	1.00' LT , EL 897.88			24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
		557CL+07.50	-	557CL+32.00				
		1.00' RT , EL 897.48	-	1.00' RT , EL 897.87				
CB070		1.00' LT , EL 897.88	-	1.00' LT , EL 902.14			336.82	CONCRETE BARRIER TYPE S42
		557CL+32.00	-	560CL+68.82				
		1.00' RT , EL 897.87	-	1.00' RT , EL 902.13				
CB071		1.00' LT , EL 902.14	-	1.00' LT , EL 902.23			10.50	CONCRETE BARRIER TRANSITION TYPE S36 TO S42
		560CL+68.82	-	560CL+79.32				
		1.00' RT , EL 902.13	-	1.00' RT , EL 902.26				
CB072		1.00' LT , EL 902.23	-	2.01' LT , EL 902.47			20.00	CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 2
		560CL+79.32	-	560CL+99.32				
		1.00' RT , EL 902.26	-	2.00' RT , EL 902.51				
CB073		2.01' LT , EL 902.47	-	2.00' LT , EL 902.50			14.27	CONCRETE BARRIER TYPE S36 WIDE, TYPE B
		560CL+99.32	-	561CL+13.59				
		2.00' RT , EL 902.51	-	2.00' RT , EL 902.52				
CB074		2.00' LT , EL 902.50	-	2.00' LT , EL 902.50			15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 2
		561CL+13.59	-	561CL+28.59				
		2.00' RT , EL 902.52	-	2.00' RT , EL 902.52				
		561CL+28.59	-	563CL+03.23			174.64	EXISTING TODD DRIVE BRIDGE B-13-263 (EB & WB)

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
548+00	908.84	909.48	-2.02%	-1.33	909.16	0.65	909.81	1.28	-2.00%
548+50	907.83	908.49	-2.04%	-1.11	908.15	0.66	908.81	1.00	-1.98%
549+00	906.81	907.49	-2.04%	-1.11	907.13	0.69	907.82	1.00	-2.00%
549+50	905.79	906.5	-2.02%	-1.11	906.11	0.71	906.82	1.00	-1.92%
550+00	904.78	905.54	-2.02%	-1.12	905.10	0.76	905.86	1.00	-1.92%
550+50	903.77	904.58	-1.98%	-1.13	904.09	0.81	904.90	1.00	-1.94%
551+00	902.78	903.61	-1.98%	-1.13	903.10	0.83	903.93	1.00	-1.90%
551+50	901.79	902.66	-1.98%	-1.14	902.11	0.87	902.98	1.00	-1.88%
552+00	900.8	901.72	-2.00%	-1.15	901.12	0.92	902.04	1.00	-1.96%
552+50	899.8	900.74	-2.00%	-1.15	900.12	0.94	901.06	1.00	-1.98%
553+00	898.8	899.75	-1.72%	-1.15	899.12	0.95	900.07	1.00	-1.88%
553+50	897.94	898.81	-1.62%	-1.14	898.26	0.87	899.13	1.00	-1.86%
554+00	897.13	897.88	-0.90%	-1.12	897.45	0.75	898.20	1.00	-1.28%
554+50	896.68	897.24	-0.82%	-1.09	897.00	0.56	897.56	1.00	-1.08%
555+00	896.27	896.7	-0.10%	-1.07	896.59	0.43	897.02	1.00	-0.58%
555+50	896.22	896.41	-0.04%	-1.03	896.54	0.19	896.73	1.00	-0.20%
556+00	896.2	896.31	0.86%	-1.02	896.52	0.11	896.63	1.00	0.62%
556+50	896.63	896.62	0.84%	-1.19	896.95	-0.01	896.94	1.19	0.86%
557+00	897.05	897.05	1.62%	-1.19	897.37	0.00	897.37	1.19	1.56%
557+50	897.86	897.83	1.62%	-1.00	898.18	-0.03	898.15	1.00	1.58%
558+00	898.67	898.62	1.48%	-1.00	898.99	-0.05	898.94	1.01	1.60%
558+50	899.41	899.42	1.46%	-1.00	899.73	0.01	899.74	1.00	1.60%
559+00	900.14	900.22	1.22%	-1.01	900.46	0.08	900.54	1.00	0.98%
559+50	900.75	900.71	1.22%	-1.00	901.07	-0.04	901.03	1.01	0.96%
560+00	901.36	901.19	0.68%	-1.00	901.68	-0.17	901.51	1.03	0.86%
560+50	901.71	901.64	0.92%	-1.00	902.02	-0.08	901.94	1.01	1.16%
561+00	902.19	902.52		-2.01	902.48	0.04	902.52	2.00	
EXISTING TODD DRIVE BRIDGE B-13-263 (EB & WB)									
562+50	902.31	902.36	-0.42%	-2.01	902.31	0.05	902.36	2.00	-0.30%
563+00	902.1	902.21	-1.08%	-2.02	902.10	0.11	902.21	2.00	-1.26%



(CBXXX) CONCRETE BARRIER/CONCRETE BARRIER TRANSITION
(SEE TABLE ON NEXT SHEET FOR DETAILS)

(CP03) CONCRETE BASE 9-INCH

(CP07) CONCRETE PAVEMENT APPROACH SLAB HES

(CP08) BASE PATCHING CONCRETE OVERNIGHT

1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER. OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
		561CL+28.59	-	563CL+03.23			174.64	EXISTING TODD DRIVE BRIDGE B-13-263 (EB & WB)
CB075	2.02' LT ,	EL 902.07	-	2.02' LT ,	EL 901.93		15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 2
	563CL+03.23		-	563CL+18.23				
	2.00' RT ,	EL 902.18	-	2.00' RT ,	EL 902.02			
CB076	2.02' LT ,	EL 901.93	-	2.01' LT ,	EL 901.79		13.83	CONCRETE BARRIER TYPE S36 WIDE, TYPE B
	563CL+18.23		-	563CL+32.06				
	2.00' RT ,	EL 902.02	-	2.00' RT ,	EL 901.85			
CB077	2.01' LT ,	EL 901.79	-	1.00' LT ,	EL 901.52		20.00	CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 2
	563CL+32.06		-	563CL+52.06				
	2.00' RT ,	EL 901.85	-	1.00' RT ,	EL 901.54			
CB078	1.00' LT ,	EL 901.52	-	1.01' LT ,	EL 901.38		10.50	CONCRETE BARRIER TRANSITION TYPE S36 TO S42
	563CL+52.06		-	563CL+62.56				
	1.00' RT ,	EL 901.54	-	1.00' RT ,	EL 901.43			
CB079	1.01' LT ,	EL 901.38	-	1.01' LT ,	EL 900.45		80.44	CONCRETE BARRIER TYPE S42
	563CL+62.56		-	564CL+43.00				
	1.00' RT ,	EL 901.43	-	1.00' RT ,	EL 900.51			
CB080	1.01' LT ,	EL 900.45	-	1.01' LT ,	EL 900.13		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	564CL+43.00		-	564CL+67.50				
	1.00' RT ,	EL 900.51	-	1.00' RT ,	EL 900.19			
CB081	1.01' LT ,	EL 900.13	-	1.63' LT ,	EL 899.81		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	564CL+67.50		-	564CL+92.50				
	1.00' RT ,	EL 900.19	-	1.63' RT ,	EL 899.89			
CB082	1.63' LT ,	EL 899.81	-	1.63' LT ,	EL 899.59		15.00	S-13-530 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 565CL+00)
	564CL+92.50		-	565CL+07.50				
	1.63' RT ,	EL 899.89	-	1.63' RT ,	EL 899.65			
CB083	1.63' LT ,	EL 899.59	-	1.01' LT ,	EL 899.12		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	565CL+07.50		-	565CL+32.50				
	1.63' RT ,	EL 899.65	-	1.00' RT ,	EL 899.16			
CB084	1.01' LT ,	EL 899.12	-	1.00' LT ,	EL 898.68		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	565CL+32.50		-	565CL+57.00				
	1.00' RT ,	EL 899.16	-	1.00' RT ,	EL 898.70			
CB085	1.00' LT ,	EL 898.68	-	1.02' LT ,	EL 895.46		143.00	CONCRETE BARRIER TYPE S42
	565CL+57.00		-	567CL+00.00				
	1.00' RT ,	EL 898.70	-	1.00' RT ,	EL 895.59			
CB086	1.02' LT ,	EL 895.46	-	1.30' LT ,	EL 893.88		1,247.50	CONCRETE BARRIER TYPE S42A
	567CL+00.00		-	579CL+47.50				
	1.00' RT ,	EL 895.59	-	1.00' RT ,	EL 895.77			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

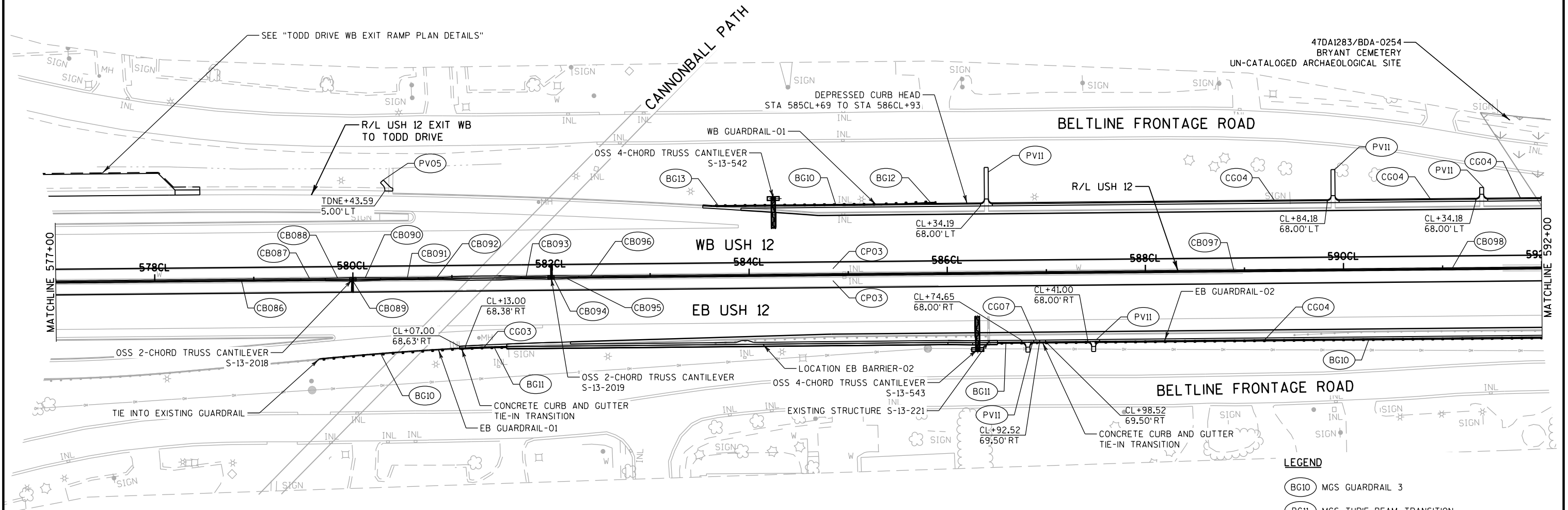
STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
563+00	902.1	902.21	-1.08%	-2.02	902.10	0.11	902.21	2.00	-1.26%
563+50	901.26	901.29	-1.12%	-1.11	901.56	0.02	901.58	1.10	-1.02%
564+00	900.69	900.75	-1.28%	-1.01	901.00	0.07	901.07	1.00	-1.30%
564+50	900.03	900.1	-1.28%	-1.01	900.36	0.06	900.42	1.00	-1.26%
565+00	899.39	899.47	-1.84%	-1.63	899.72	0.07	899.79	1.63	-1.92%
565+50	898.48	898.51	-1.84%	-1.00	898.80	0.03	898.83	1.00	-1.92%
566+00	897.56	897.55	-2.42%	-1.00	897.88	-0.01	897.87	1.00	-2.28%
566+50	896.35	896.41	-2.42%	-1.01	896.67	0.06	896.73	1.00	-2.28%
567+00	895.14	895.27	-2.78%	-1.02	895.46	0.13	895.59	1.00	-2.62%
567+50	893.75	893.96	-2.80%	-1.03	894.07	0.21	894.28	1.00	-2.62%
568+00	892.35	892.64	-2.60%	-1.05	892.67	0.30	892.97	1.00	-2.74%
568+50	891.05	891.27	-2.60%	-1.04	891.37	0.23	891.60	1.00	-2.74%
569+00	889.75	889.9	-1.88%	-1.03	890.07	0.16	890.23	1.00	-1.92%
569+50	888.8	888.95	-1.88%	-1.02	889.13	0.14	889.27	1.00	-1.88%
570+00	887.87	888.01	-0.94%	-1.02	888.19	0.14	888.33	1.00	-0.96%
570+50	887.4	887.52	-0.92%	-1.02	887.72	0.13	887.85	1.00	-0.98%
571+00	886.94	887.04	-0.06%	-1.02	887.26	0.10	887.36	1.00	-0.02%
571+50	886.91	887.02	0.02%	-1.02	887.23	0.12	887.35	1.00	0.02%
572+00	886.92	887.04	0.62%	-1.02	887.24	0.12	887.36	1.00	0.82%
572+50	887.23	887.45	0.62%	-1.04	887.55	0.22	887.77	1.00	0.82%
573+00	887.54	887.86	0.84%	-1.05	887.86	0.32	888.18	1.00	0.98%
573+50	887.96	888.35	0.84%	-1.06	888.28	0.39	888.67	1.00	0.98%
574+00	888.38	888.84	0.88%	-1.07	888.70	0.46	889.16	1.00	0.86%
574+50	888.82	889.27	0.90%	-1.07	889.14	0.45	889.59	1.00	0.86%
575+00	889.27	889.7	0.82%	-1.07	889.59	0.43	890.02	1.00	1.22%
575+50	889.68	890.31	0.82%	-1.10	890.00	0.63	890.63	1.00	1.24%
576+00	890.09	890.93	0.94%	-1.13	890.41	0.84	891.25	1.00	1.12%
576+50	890.56	891.48	0.94%	-1.15	890.88	0.93	891.81	1.00	1.10%
577+00	891.03	892.04	0.98%	-1.16	891.35	1.01	892.36	1.00	1.40%

WB GUARDRAIL-01					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	583CL+71.5		70.4'IT		--
MGS GUARDRAIL 3	583CL+71.5	70.4'LT	585CL+34.0	70.4'LT	162.5
MGS GUARDRAIL TERMINAL EAT	585CL+34.0	70.4'LT	585CL+87.2	72.4'LT	53.2

EB GUARDRAIL-01					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL 3	579CL+65.4	80.0'RT	581CL+15.3	70.3'RT	150
MGS THRIE BEAM TRANSITION	581CL+15.3	70.3'RT	581CL+54.7	69.5'RT	39.4

EB GUARDRAIL-02					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	586CL+50.0	70.0'RT	586CL+89.4	70.0'RT	39.4
MGS GUARDRAIL 3	586CL+89.4	70.0'RT	595CL+65.0	70.0'RT	875

EB BARRIER-02					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CONCRETE BARRIER TYPE S42	581CL+54.7	70.5'RT	586CL+50.0	71.0'RT	495.3

**LEGEND**

- (BG10) MGS GUARDRAIL 3
- (BG11) MGS THRIE BEAM TRANSITION
- (BG12) MGS GUARDRAIL TERMINAL EAT
- (BG13) MGS GUARDRAIL TERMINAL TYPE 2
- (CBXXX) CONCRETE BARRIER/CONCRETE BARRIER TRANSITION
(SEE TABLE ON NEXT SHEET FOR DETAILS)
- (CG03) CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE A
- (CG04) CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D
- (CG07) CONCRETE CURB AND GUTTER
36-INCH TBT
- (CP03) CONCRETE BASE 9-INCH
- (PV05) ASPHALTIC FLUME
- (PV11) CONCRETE SURFACE DRAINS

NOTES:

1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER. OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB086	1.02' LT ,	EL 895.46	-	1.30' LT ,	EL 893.88		1,247.50	CONCRETE BARRIER TYPE S42A
	567CL+00.00		-	579CL+47.50				
	1.00' RT ,	EL 895.59	-	1.00' RT ,	EL 895.77			
CB087	1.30' LT ,	EL 893.88	-	1.30' LT ,	EL 894.15		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 3
	579CL+47.50		-	579CL+72.00				
	1.00' RT ,	EL 895.77	-	1.00' RT ,	EL 896.04			
CB088	1.30' LT ,	EL 894.15	-	1.63' LT ,	EL 894.43		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 4
	579CL+72.00		-	579CL+97.00				
	1.00' RT ,	EL 896.04	-	1.63' RT ,	EL 896.30			
CB089	1.63' LT ,	EL 894.43	-	1.63' LT ,	EL 894.48		6.00	S-13-2018 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 580CL+00)
	579CL+97.00		-	580CL+03.00				
	1.63' RT ,	EL 896.30	-	1.63' RT ,	EL 896.33			
CB090	1.63' LT ,	EL 894.48	-	1.28' LT ,	EL 894.68		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 4
	580CL+03.00		-	580CL+28.00				
	1.63' RT ,	EL 896.33	-	1.00' RT ,	EL 896.44			
CB091	1.28' LT ,	EL 894.68	-	1.26' LT ,	EL 895.00		37.88	CONCRETE BARRIER TYPE S56A
	580CL+28.00		-	580CL+65.88				
	1.00' RT ,	EL 896.44	-	1.00' RT ,	EL 896.63			
CB092	1.26' LT ,	EL 895.00	-	1.26' LT ,	EL 895.00		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 1
	580CL+65.88		-	580CL+90.88				
	1.00' RT ,	EL 896.63	-	1.00' RT ,	EL 896.63			
	580CL+90.88		-	581CL+69.50			78.62	CANNONBALL PEDESTRIAN BRIDGE PIER B-13-661
CB093	1.25' LT ,	EL 895.82	-	1.63' LT ,	EL 896.03		27.50	CONCRETE BARRIER TRANSITION TYPE S6 VERTICAL TO S6 VERTICAL, TYPE 1
	581CL+69.50		-	581CL+97.00				
	1.00' RT ,	EL 897.38	-	1.63' RT ,	EL 897.61			
CB094	1.63' LT ,	EL 896.03	-	1.63' LT ,	EL 896.09		6.00	S-13-2019 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 582CL+00)
	581CL+97.00		-	582CL+03.00				
	1.63' RT ,	EL 897.61	-	1.63' RT ,	EL 897.64			
CB095	1.63' LT ,	EL 896.09	-	1.23' LT ,	EL 896.32		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 4
	582CL+03.00		-	582CL+28.00				
	1.63' RT ,	EL 897.64	-	1.00' RT ,	EL 897.76			
CB096	1.23' LT ,	EL 896.32	-	1.22' LT ,	EL 896.56		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 3
	582CL+28.00		-	582CL+52.50				
	1.00' RT ,	EL 897.76	-	1.00' RT ,	EL 897.91			
CB097	1.22' LT ,	EL 896.56	-	1.02' LT ,	EL 901.57		847.50	CONCRETE BARRIER TYPE S42A
	582CL+52.50		-	591CL+00.00				
	1.00' RT ,	EL 897.91	-	1.00' RT ,	EL 901.70			
CB098	1.02' LT ,	EL 901.57	-	1.00' LT ,	EL 898.94		533.50	CONCRETE BARRIER TYPE S42
	591CL+00.00		-	596CL+33.50				
	1.00' RT ,	EL 901.70	-	1.00' RT ,	EL 898.80			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
577+00	891.03	892.04	0.98%	-1.16	891.35	1.01	892.36	1.00	1.40%
577+50	891.52	892.74	1.00%	-1.20	891.84	1.22	893.06	1.00	1.42%
578+00	892.02	893.45	1.02%	-1.23	892.34	1.43	893.77	1.00	1.48%
578+50	892.53	894.19	1.02%	-1.27	892.85	1.66	894.51	1.00	1.48%
579+00	893.03	894.92	1.10%	-1.30	893.36	1.89	895.25	1.00	1.10%
579+50	893.59	895.48	1.10%	-1.30	893.91	1.89	895.80	1.00	1.04%
580+00	894.14	896	0.82%	-1.63	894.46	1.86	896.32	1.63	0.46%
580+50	894.54	896.23	0.86%	-1.27	894.87	1.68	896.55	1.00	0.56%
581+00	894.97	896.51	0.78%	-1.59	895.30	1.53	896.83	1.46	0.84%
581+50	895.37	896.93	0.74%	-2.00	895.69	1.56	897.25	1.99	0.74%
582+00	895.73	897.3	0.94%	-1.63	896.06	1.56	897.62	1.63	0.54%
582+50	896.21	897.57	0.98%	-1.22	896.53	1.36	897.89	1.00	0.56%
583+00	896.7	897.85	0.74%	-1.18	897.02	1.15	898.17	1.00	0.44%
583+50	897.07	898.07	0.74%	-1.16	897.39	1.00	898.39	1.00	0.46%
584+00	897.44	898.3	0.86%	-1.14	897.76	0.86	898.62	1.00	0.64%
584+50	897.86	898.61	0.86%	-1.12	898.19	0.75	898.94	1.00	0.64%
585+00	898.29	898.93	0.82%	-1.10	898.62	0.64	899.26	1.00	0.68%
585+50	898.7	899.28	0.82%	-1.09	899.03	0.57	899.60	1.00	0.68%
586+00	899.11	899.62	0.80%	-1.08	899.44	0.50	899.94	1.00	0.74%
586+50	899.52	899.99	0.80%	-1.08	899.84	0.47	900.31	1.00	0.72%
587+00	899.92	900.35	0.64%	-1.07	900.24	0.43	900.67	1.00	0.54%
587+50	900.24	900.61	0.64%	-1.06	900.56	0.38	900.94	1.00	0.50%
588+00	900.56	900.87	0.40%	-1.05	900.88	0.31	901.19	1.00	0.38%
588+50	900.76	901.05	0.40%	-1.05	901.08	0.30	901.38	1.00	0.34%
589+00	900.96	901.23	0.26%	-1.04	901.28	0.27	901.55	1.00	0.14%
589+50	901.09	901.3	0.24%	-1.03	901.41	0.21	901.62	1.00	0.14%
590+00	901.21	901.37	0.08%	-1.02	901.53	0.16	901.69	1.00	0.02%
590+50	901.24	901.38	0.06%	-1.02	901.57	0.13	901.70	1.00	-0.02%
591+00	901.27	901.37	-0.24%	-1.02	901.60	0.09	901.69	1.00	-0.28%
591+50	901.16	901.23	-0.22%	-1.01	901.48	0.07	901.55	1.00	-0.28%
592+00	901.05	901.08	-0.38%	-1.01	901.37	0.04	901.41	1.00	-0.38%

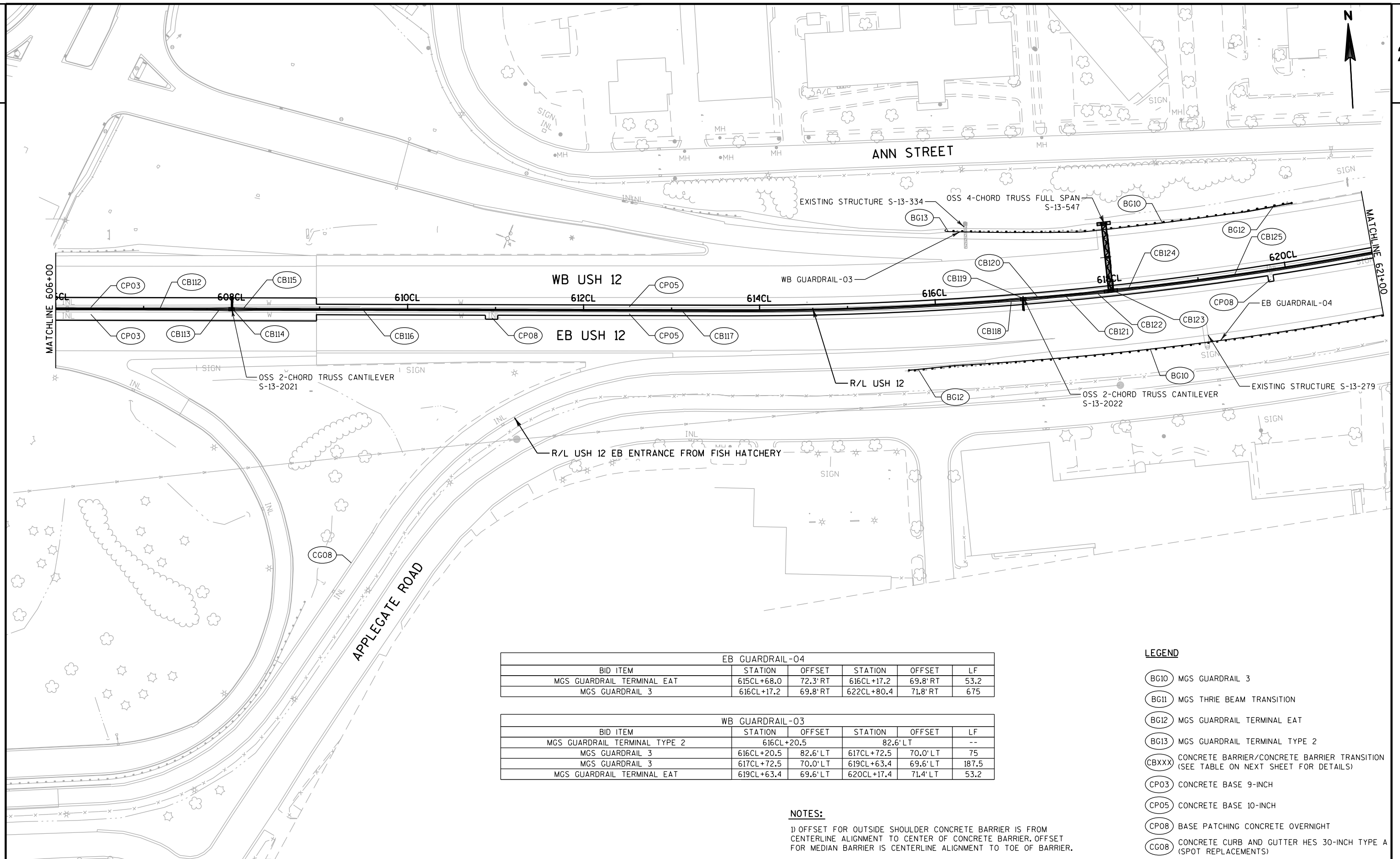
WISDOT/CADDS SHEET 42

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB098	1.02'	LT , EL 901.57	-	1.00'	LT , EL 898.94		533.50	CONCRETE BARRIER TYPE S42
	591CL+00.00		-	596CL+33.50				
	1.00'	RT , EL 901.70	-	1.00'	RT , EL 898.80			
CB099	1.00'	LT , EL 898.94	-	1.00'	LT , EL 898.02		24.00	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	596CL+33.50		-	596CL+57.50				
	1.00'	RT , EL 898.80	-	1.02'	RT , EL 897.90			
CB100	1.00'	LT , EL 898.02	-	1.63'	LT , EL 897.76		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
	596CL+57.50		-	596CL+82.50				
	1.02'	RT , EL 897.90	-	1.63'	RT , EL 897.66			
CB101	1.63'	LT , EL 897.76	-	1.63'	LT , EL 897.60		15.00	S-13-546 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 596CL+27)
	596CL+82.50		-	596CL+97.50				
	1.63'	RT , EL 897.66	-	1.63'	RT , EL 897.50			
CB102	1.63'	LT , EL 897.60	-	1.00'	LT , EL 897.31		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
	596CL+97.50		-	597CL+22.50				
	1.63'	RT , EL 897.50	-	1.02'	RT , EL 897.21			
CB103	1.00'	LT , EL 897.31	-	1.00'	LT , EL 897.04		24.00	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	597CL+22.50		-	597CL+46.50				
	1.02'	RT , EL 897.21	-	1.02'	RT , EL 896.94			
CB104	1.00'	LT , EL 897.04	-	1.00'	LT , EL 892.25		431.00	CONCRETE BARRIER TYPE S42
	597CL+46.50		-	601CL+77.50				
	1.02'	RT , EL 896.94	-	1.01'	RT , EL 892.17			
CB105	1.00'	LT , EL 892.25	-	1.00'	LT , EL 891.97		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	601CL+77.50		-	602CL+02.00				
	1.01'	RT , EL 892.17	-	1.01'	RT , EL 891.91			
CB106	1.00'	LT , EL 891.97	-	1.63'	LT , EL 891.71		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
	602CL+02.00		-	602CL+27.00				
	1.01'	RT , EL 891.91	-	1.63'	RT , EL 891.65			
CB107	1.63'	LT , EL 891.71	-	1.63'	LT , EL 891.65		6.00	S-13-2020 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 602CL+30)
	602CL+27.00		-	602CL+33.00				
	1.63'	RT , EL 891.65	-	1.63'	RT , EL 891.58			
CB108	1.63'	LT , EL 891.65	-	1.00'	LT , EL 891.36		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
	602CL+33.00		-	602CL+58.00				
	1.63'	RT , EL 891.58	-	1.01'	RT , EL 891.28			
CB109	1.00'	LT , EL 891.36	-	1.00'	LT , EL 889.81		135.80	CONCRETE BARRIER TYPE S56
	602CL+58.00		-	603CL+93.80				
	1.01'	RT , EL 891.28	-	1.00'	RT , EL 889.82			
CB110	1.00'	LT , EL 889.81	-	1.00'	LT , EL 889.81		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 1
	603CL+93.80		-	604CL+18.80				
	1.00'	RT , EL 889.82	-	1.00'	RT , EL 889.82			
	604CL+18.80		-	605CL+61.14			142.34	FISH HATCHERY ROAD BRIDGE B-13-083 UNDERPASS RETROFIT PIER
CB111	1.25'	LT , EL 888.99	-	1.00'	LT , EL 888.93		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 1
	605CL+61.14		-	605CL+86.14				
	1.25'	RT , EL 888.99	-	1.00'	RT , EL 888.93			
CB112	1.00'	LT , EL 888.93	-	1.00'	LT , EL 888.93		185.86	CONCRETE BARRIER TYPE S56
	605CL+86.14		-	607CL+72.00				
	1.00'	RT , EL 888.93	-	1.00'	RT , EL 888.93			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
592+00	901.05	901.08	-0.38%	-1.01	901.37	0.04	901.41	1.00	-0.38%
592+50	900.86	900.89	-0.36%	-1.01	901.18	0.04	901.22	1.00	-0.42%
593+00	900.68	900.68	-0.56%	-1.00	901.00	0.01	901.01	1.00	-0.68%
593+50	900.39	900.33	-0.58%	-1.00	900.72	-0.05	900.67	1.01	-0.68%
594+00	900.11	899.99	-0.82%	-1.00	900.43	-0.10	900.33	1.02	-0.84%
594+50	899.7	899.58	-0.84%	-1.00	900.02	-0.11	899.91	1.02	-0.82%
595+00	899.28	899.16	-0.94%	-1.00	899.60	-0.10	899.50	1.02	-1.00%
595+50	898.81	898.66	-0.96%	-1.00	899.13	-0.13	899.00	1.02	-1.00%
596+00	898.33	898.16	-1.10%	-1.00	898.65	-0.15	898.50	1.03	-1.04%
596+50	897.78	897.64	-1.06%	-1.00	898.10	-0.12	897.98	1.02	-1.02%
597+00	897.25	897.14	-1.12%	-1.56	897.57	-0.10	897.47	1.56	-1.12%
597+50	896.69	896.57	-1.14%	-1.00	897.01	-0.10	896.91	1.02	-1.12%
598+00	896.15	896.02	-1.14%	-1.00	896.44	-0.09	896.35	1.01	-1.14%
598+50	895.59	895.44	-1.10%	-1.00	895.87	-0.09	895.78	1.01	-1.14%
599+00	895.04	894.87	-1.10%	-1.00	895.32	-0.11	895.21	1.02	-1.10%
599+50	894.49	894.32	-1.12%	-1.00	894.77	-0.11	894.66	1.02	-1.08%
600+00	893.94	893.79	-1.10%	-1.00	894.21	-0.09	894.12	1.01	-1.12%
600+50	893.39	893.22	-1.04%	-1.00	893.66	-0.10	893.56	1.02	-1.14%
601+00	892.83	892.66	-1.14%	-1.00	893.14	-0.15	892.99	1.02	-1.06%
601+50	892.25	892.12	-1.16%	-1.00	892.57	-0.11	892.46	1.02	-1.06%
602+00	891.67	891.59	-1.08%	-1.00	891.99	-0.06	891.93	1.01	-1.12%
602+50	891.13	891.05	-1.10%	-1.20	891.45	-0.08	891.37	1.21	-1.12%
603+00	890.58	890.48	-1.16%	-1.00	890.90	-0.09	890.81	1.02	-1.06%
603+50	889.99	889.96	-1.16%	-1.00	890.32	-0.04	890.28	1.01	-1.04%
604+00	889.41	889.44	-0.66%	-1.06	889.74	0.02	889.76	1.06	-0.68%
604+50	889.08	889.1	-0.54%	-1.25	889.41	0.01	889.42	1.25	-0.52%
605+00	888.82	888.84	-0.26%	-1.25	889.14	0.02	889.16	1.25	-0.30%
605+50	888.68	888.69	-0.24%	-1.25	889.01	0.00	889.01	1.25	-0.20%
606+00	888.56	888.59	0.14%	-1.00	888.89	0.02	888.91	1.00	0.04%



TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

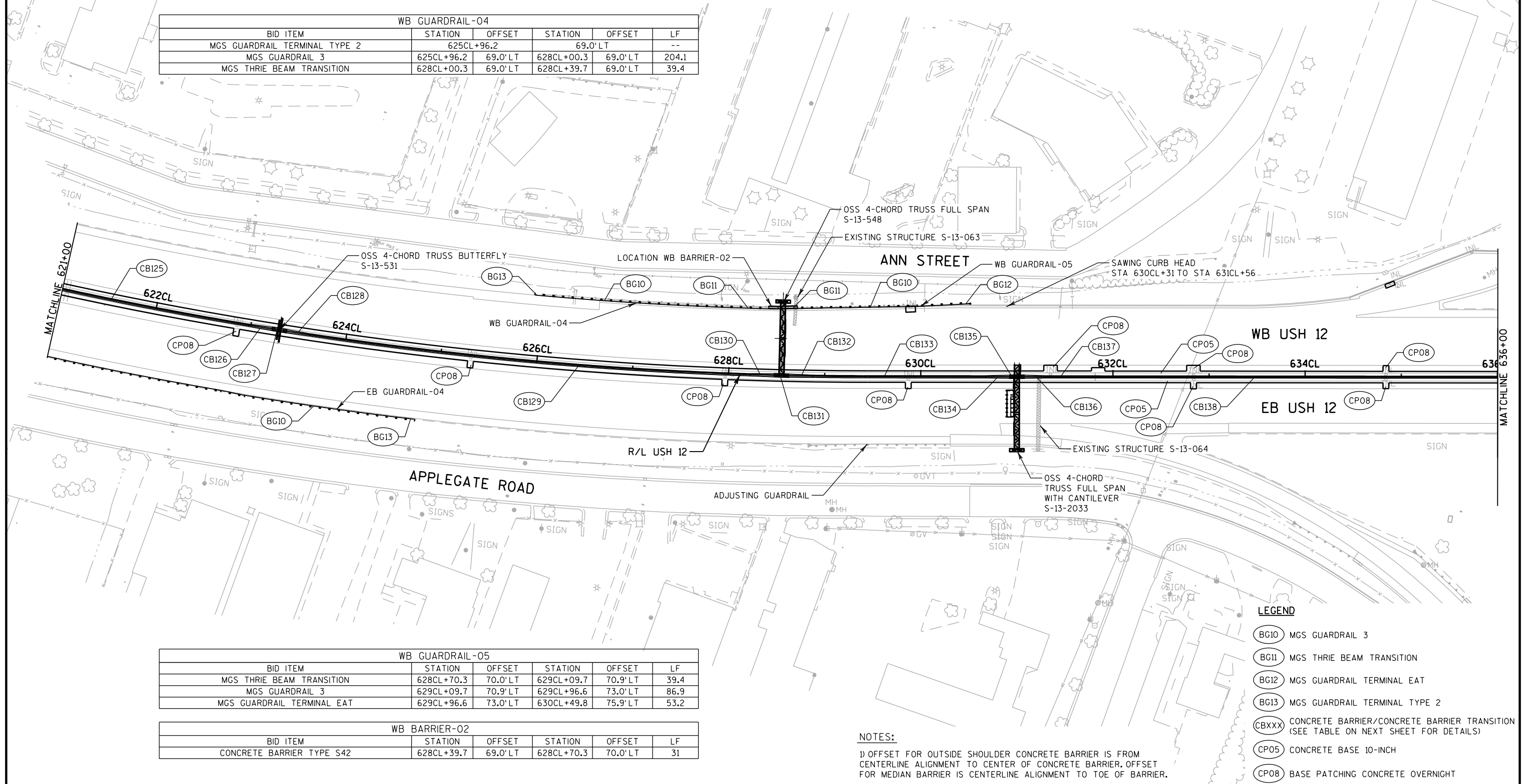
POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB112	1.00' LT	EL 888.93	-	1.00' LT	EL 888.93		185.86	CONCRETE BARRIER TYPE S56
	605CL+86.14		-	607CL+72.00				
	1.00' RT	EL 888.93	-	1.00' RT	EL 888.93			
CB113	1.00' LT	EL 888.93	-	1.63' LT	EL 889.19		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	607CL+72.00		-	607CL+97.00				
	1.00' RT	EL 888.93	-	1.63' RT	EL 889.20			
CB114	1.63' LT	EL 889.19	-	1.63' LT	EL 889.20		6.00	S-13-2021 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 608CL+00)
	607CL+97.00		-	608CL+03.00				
	1.63' RT	EL 889.20	-	1.63' RT	EL 889.21			
CB115	1.63' LT	EL 889.20	-	1.00' LT	EL 889.19		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	608CL+03.00		-	608CL+28.00				
	1.63' RT	EL 889.21	-	1.00' RT	EL 889.19			
CB116	1.00' LT	EL 889.19	-	1.00' LT	EL 889.73		222.00	CONCRETE BARRIER TYPE S56
	608CL+28.00		-	610CL+50.00				
	1.00' RT	EL 889.19	-	1.03' RT	EL 889.57			
CB117	1.00' LT	EL 889.73	-	1.00' LT	EL 891.86		622.00	CONCRETE BARRIER TYPE S56A
	610CL+50.00		-	616CL+72.00				
	1.03' RT	EL 889.57	-	1.35' RT	EL 889.68			
CB118	1.00' LT	EL 891.86	-	1.63' LT	EL 891.81		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 5
	616CL+72.00		-	616CL+97.00				
	1.35' RT	EL 889.68	-	1.63' RT	EL 889.67			
CB119	1.63' LT	EL 891.81	-	1.63' LT	EL 891.80		6.00	S-13-2022 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 617CL+00)
	616CL+97.00		-	617CL+03.00				
	1.63' RT	EL 889.67	-	1.63' RT	EL 889.67			
CB120	1.63' LT	EL 891.80	-	1.03' LT	EL 891.79		24.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 5
	617CL+03.00		-	617CL+27.00				
	1.63' RT	EL 889.67	-	1.35' RT	EL 889.65			
CB121	1.03' LT	EL 891.79	-	1.00' LT	EL 891.73		40.50	CONCRETE BARRIER TYPE S56A
	617CL+27.00		-	617CL+67.50				
	1.35' RT	EL 889.65	-	1.33' RT	EL 889.65			
CB122	1.00' LT	EL 891.73	-	1.63' LT	EL 891.66		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 5
	617CL+67.50		-	617CL+92.50				
	1.33' RT	EL 889.65	-	1.63' RT	EL 889.66			
CB123	1.63' LT	EL 891.66	-	1.63' LT	EL 891.64		15.00	S-13-547 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 618CL+00)
	617CL+92.50		-	618CL+07.50				
	1.63' RT	EL 889.66	-	1.63' RT	EL 889.64			
CB124	1.63' LT	EL 891.64	-	1.00' LT	EL 891.63		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 5
	618CL+07.50		-	618CL+32.50				
	1.63' RT	EL 889.64	-	1.33' RT	EL 889.60			
CB125	1.00' LT	EL 891.63	-	1.00' LT	EL 890.86		465.00	CONCRETE BARRIER TYPE S56A
	618CL+32.50		-	622CL+97.50				
	1.33' RT	EL 889.60	-	1.32' RT	EL 888.88			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		GRADE TO NEXT STA.
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	
606+00	888.56	888.59	0.14%	-1.00	888.89	0.02	888.91	1.00	0.04%
606+50	888.64	888.61	0.22%	-1.00	888.96	-0.03	888.93	1.01	0.16%
607+00	888.75	888.69	0.12%	-1.00	889.07	-0.06	889.01	1.01	0.18%
607+50	888.8	888.78	0.14%	-1.00	889.13	-0.03	889.10	1.00	0.22%
608+00	888.87	888.88	0.06%	-1.63	889.20	0.01	889.21	1.63	0.00%
608+50	888.86	888.84	0.40%	-1.00	889.23	-0.02	889.21	1.00	0.36%
609+00	888.88	888.87	0.16%	-1.00	889.43	-0.04	889.39	1.01	0.18%
609+50	889.04	889.06	0.14%	-1.00	889.51	-0.03	889.48	1.01	0.16%
610+00	889.14	889.18	0.30%	-1.00	889.58	-0.02	889.56	1.00	0.02%
610+50	889.29	889.18	0.32%	-1.00	889.73	-0.16	889.57	1.03	0.02%
611+00	889.44	889.2	0.22%	-1.00	889.89	-0.31	889.58	1.05	0.16%
611+50	889.55	889.29	0.24%	-1.00	890.00	-0.34	889.66	1.05	0.18%
612+00	889.66	889.38	0.62%	-1.00	890.12	-0.37	889.75	1.06	0.04%
612+50	890	889.41	0.94%	-1.00	890.43	-0.66	889.77	1.10	0.06%
613+00	890.55	889.44	0.74%	-1.00	890.90	-1.10	889.80	1.18	0.00%
613+50	890.93	889.44	0.68%	-1.00	891.27	-1.47	889.80	1.24	0.00%
614+00	891.28	889.44	0.60%	-1.00	891.61	-1.81	889.80	1.29	-0.12%
614+50	891.58	889.38	0.16%	-1.00	891.91	-2.17	889.74	1.35	-0.06%
615+00	891.66	889.35	-0.04%	-1.00	891.99	-2.28	889.71	1.37	0.06%
615+50	891.63	889.38	-0.14%	-1.00	891.97	-2.23	889.74	1.36	0.04%
616+00	891.56	889.4	-0.06%	-1.00	891.90	-2.14	889.76	1.34	-0.12%
616+50	891.54	889.34	-0.14%	-1.00	891.87	-2.17	889.70	1.35	-0.06%
617+00	891.47	889.31	-0.08%	-1.63	891.80	-2.13	889.67	1.63	-0.04%
617+50	891.42	889.28	-0.22%	-1.00	891.76	-2.11	889.65	1.34	0.00%
618+00	891.31	889.28	-0.08%	-1.63	891.65	-2.00	889.65	1.63	-0.16%
618+50	891.27	889.2	-0.16%	-1.00	891.61	-2.04	889.57	1.33	-0.16%
619+00	891.2	889.12	-0.14%	-1.00	891.53	-2.04	889.49	1.33	-0.18%
619+50	891.12	889.03	-0.18%	-1.00	891.46	-2.06	889.40	1.33	-0.16%
620+00	891.04	888.95	-0.18%	-1.00	891.37	-2.05	889.32	1.33	-0.06%
620+50	890.94	888.92	-0.18%	-1.00	891.28	-1.99	889.29	1.32	-0.14%
621+00	890.86	888.85	-0.16%	-1.00	891.19	-1.97	889.22	1.32	-0.18%
621+50	890.77	888.77	-0.16%	-1.00	891.11	-1.98	889.13	1.32	-0.20%
622+00	890.69	888.66	-0.18%	-1.00	891.03	-2.00	889.03	1.32	-0.16%

EB GUARDRAIL-04					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL 3	616CL+17.2	69.8' RT	622CL+80.4	71.8' RT	675
MGS GUARDRAIL 3	622CL+80.4	71.8' RT	623CL+04.9	72.8' RT	25
MGS GUARDRAIL 3	623CL+04.9	72.8' RT	624CL+76.7	72.7' RT	175
MGS GUARDRAIL TERMINAL TYPE 2	624CL+76.7		72.7' RT		--

WB GUARDRAIL-04					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	625CL+96.2		69.0' LT		--
MGS GUARDRAIL 3	625CL+96.2	69.0' LT	628CL+00.3	69.0' LT	204.1
MGS THRIE BEAM TRANSITION	628CL+00.3	69.0' LT	628CL+39.7	69.0' LT	39.4

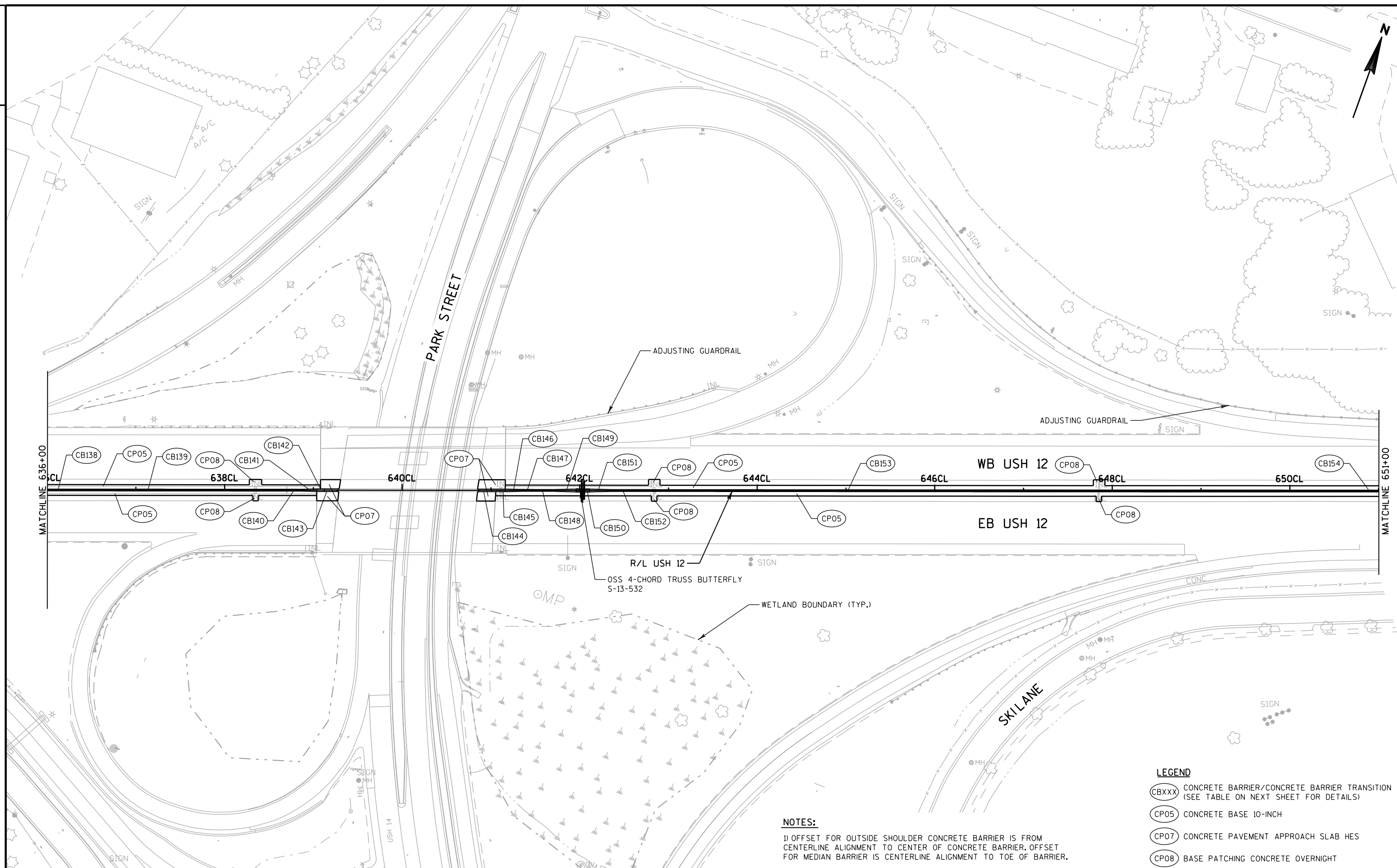


TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB125	1.00' LT ,	EL 891.63	-	1.00' LT ,	EL 890.86		465.00	CONCRETE BARRIER TYPE S56A
	618CL+32.50		-	622CL+97.50				
	1.33' RT ,	EL 889.60	-	1.32' RT ,	EL 888.88			
CB126	1.00' LT ,	EL 890.86	-	1.63' LT ,	EL 890.80		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 4
	622CL+97.50		-	623CL+22.50				
	1.32' RT ,	EL 888.88	-	1.63' RT ,	EL 888.86			
CB127	1.63' LT ,	EL 890.80	-	1.63' LT ,	EL 890.77		15.00	S-13-531 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 623CL+30)
	623CL+22.50		-	623CL+37.50				
	1.63' RT ,	EL 888.86	-	1.63' RT ,	EL 888.84			
CB128	1.63' LT ,	EL 890.77	-	1.00' LT ,	EL 890.76		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 4
	623CL+37.50		-	623CL+62.50				
	1.63' RT ,	EL 888.84	-	1.32' RT ,	EL 888.79			
CB129	1.00' LT ,	EL 890.76	-	1.00' LT ,	EL 890.73		460.00	CONCRETE BARRIER TYPE S56A
	623CL+62.50		-	628CL+22.50				
	1.32' RT ,	EL 888.79	-	1.34' RT ,	EL 888.60			
CB130	1.00' LT ,	EL 890.73	-	1.63' LT ,	EL 890.71		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 5
	628CL+22.50		-	628CL+47.50				
	1.34' RT ,	EL 888.60	-	1.63' RT ,	EL 888.63			
CB131	1.63' LT ,	EL 890.71	-	1.63' LT ,	EL 890.72		15.00	S-13-548 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.628+55)
	628CL+47.50		-	628CL+62.50				
	1.63' RT ,	EL 888.63	-	1.63' RT ,	EL 888.64			
CB132	1.63' LT ,	EL 890.72	-	1.00' LT ,	EL 890.72		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 5
	628CL+62.50		-	628CL+87.50				
	1.63' RT ,	EL 888.64	-	1.34' RT ,	EL 888.64			
CB133	1.00' LT ,	EL 890.72	-	1.00' LT ,	EL 890.17		180.00	CONCRETE BARRIER TYPE S56A
	628CL+87.50		-	630CL+67.50				
	1.34' RT ,	EL 888.64	-	1.23' RT ,	EL 888.72			
CB134	1.00' LT ,	EL 890.17	-	1.63' LT ,	EL 890.08		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 4
	630CL+67.50		-	630CL+92.50				
	1.23' RT ,	EL 888.72	-	1.63' RT ,	EL 888.77			
CB135	1.63' LT ,	EL 890.08	-	1.63' LT ,	EL 890.01		15.00	S-13-2033 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 631CL+00)
	630CL+92.50		-	631CL+07.50				
	1.63' RT ,	EL 888.77	-	1.63' RT ,	EL 888.79			
CB136	1.63' LT ,	EL 890.01	-	1.00' LT ,	EL 889.98		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 4
	631CL+07.50		-	631CL+32.50				
	1.63' RT ,	EL 888.79	-	1.19' RT ,	EL 888.81			
CB137	1.00' LT ,	EL 889.98	-	1.00' LT ,	EL 889.98		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 3
	631CL+32.50		-	631CL+57.00				
	1.19' RT ,	EL 888.81	-	1.18' RT ,	EL 888.84			
CB138	1.00' LT ,	EL 889.98	-	1.00' LT ,	EL 890.01		493.00	CONCRETE BARRIER TYPE S42A
	631CL+57.00		-	636CL+50.00				
	1.18' RT ,	EL 888.84	-	1.01' RT ,	EL 889.96			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		GRADE TO NEXT STA.
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	
622+00	890.69	888.66	-0.18%	-1.00	891.03	-2.00	889.03	1.32	-0.16%
622+50	890.61	888.58	-0.18%	-1.00	890.94	-1.99	888.95	1.32	-0.14%
623+00	890.52	888.51	-0.18%	-1.06	890.85	-1.97	888.88	1.35	-0.12%
623+50	890.43	888.45	-0.10%	-1.31	890.76	-1.94	888.82	1.47	-0.14%
624+00	890.38	888.38	0.00%	-1.00	890.71	-1.96	888.75	1.32	-0.10%
624+50	890.38	888.34	-0.06%	-1.00	890.71	-2.01	888.70	1.32	-0.08%
625+00	890.35	888.3	-0.12%	-1.00	890.68	-2.02	888.66	1.32	-0.06%
625+50	890.28	888.27	-0.18%	-1.00	890.62	-1.99	888.63	1.32	-0.06%
626+00	890.2	888.23	-0.04%	-1.00	890.53	-1.93	888.60	1.31	-0.08%
626+50	890.18	888.19	0.06%	-1.00	890.51	-1.95	888.56	1.31	-0.04%
627+00	890.21	888.17	0.14%	-1.00	890.54	-2.00	888.54	1.32	0.00%
627+50	890.28	888.17	0.20%	-1.00	890.61	-2.07	888.54	1.33	0.06%
628+00	890.38	888.21	0.00%	-1.00	890.71	-2.14	888.57	1.34	0.12%
628+50	890.38	888.27	-0.04%	-1.63	890.71	-2.08	888.63	1.63	0.02%
629+00	890.37	888.26	-0.26%	-1.00	890.69	-2.05	888.64	1.33	0.00%
629+50	890.23	888.23	-0.28%	-1.00	890.56	-1.92	888.64	1.31	-0.06%
630+00	890.1	888.2	-0.34%	-1.00	890.42	-1.81	888.61	1.29	0.16%
630+50	889.91	888.28	-0.42%	-1.00	890.25	-1.56	888.69	1.25	0.18%
631+00	889.66	888.37	-0.12%	-1.63	890.04	-1.26	888.78	1.63	0.10%
631+50	889.58	888.41	0.00%	-1.00	889.98	-1.15	888.83	1.19	0.14%
632+00	889.58	888.48	0.02%	-1.00	889.98	-1.08	888.90	1.17	0.16%
632+50	889.58	888.56	0.02%	-1.00	889.99	-1.01	888.98	1.16	0.16%
633+00	889.6	888.64	0.06%	-1.00	890.00	-0.94	889.06	1.15	0.18%
633+50	889.63	888.74	0.02%	-1.00	890.03	-0.88	889.15	1.14	0.20%
634+00	889.64	888.84	-0.04%	-1.00	890.04	-0.79	889.25	1.13	0.26%
634+50	889.62	888.96	-0.04%	-1.00	890.02	-0.64	889.38	1.10	0.28%
635+00	889.6	889.1	-0.02%	-1.00	890.00	-0.48	889.52	1.08	0.34%
635+50	889.59	889.28	0.00%	-1.00	889.99	-0.30	889.69	1.05	0.30%
636+00	889.59	889.43	0.04%	-1.00	889.99	-0.15	889.84	1.02	0.24%

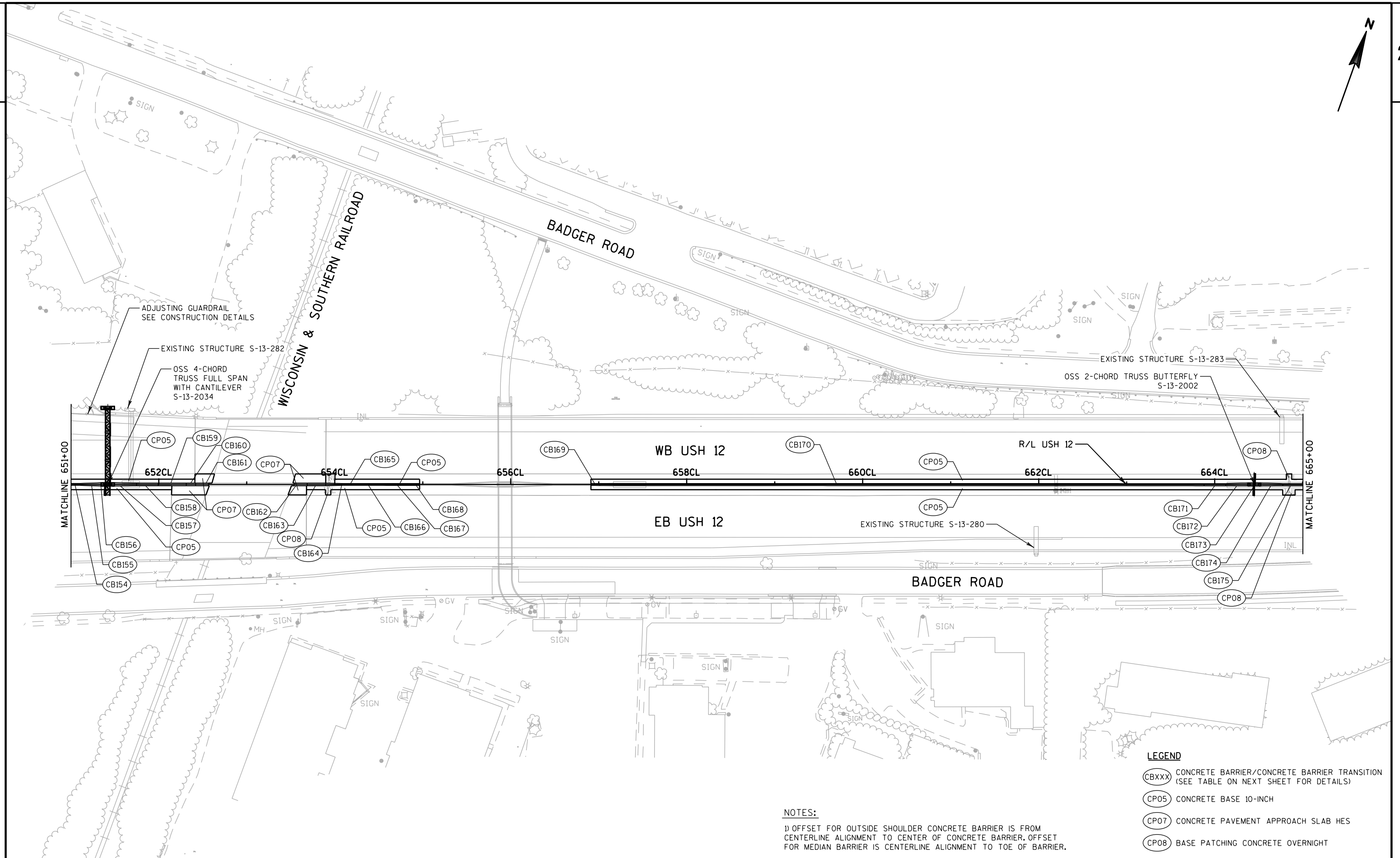


TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB138	1.00' LT , EL 889.98	-	1.00' LT , EL 890.01				493.00	CONCRETE BARRIER TYPE S42A
	631CL+57.00	-	636CL+50.00					
	1.18' RT , EL 888.84	-	1.01' RT , EL 889.96					
CB139	1.00' LT , EL 890.01	-	1.01' LT , EL 890.38				223.21	CONCRETE BARRIER TYPE S42
	636CL+50.00	-	638CL+73.21					
	1.01' RT , EL 889.96	-	1.00' RT , EL 890.45					
CB140	1.01' LT , EL 890.38	-	1.02' LT , EL 890.41				10.50	CONCRETE BARRIER TRANSITION TYPE S36 TO S42
	638CL+73.21	-	638CL+83.71					
	1.00' RT , EL 890.45	-	1.00' RT , EL 890.51					
CB141	1.02' LT , EL 890.41	-	1.51' LT , EL 890.55				20.00	CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 1
	638CL+83.71	-	639CL+03.71					
	1.00' RT , EL 890.51	-	1.50' RT , EL 890.62					
CB142	1.51' LT , EL 890.55	-	1.51' LT , EL 890.59				8.79	CONCRETE BARRIER TYPE S36 WIDE, TYPE A
	639CL+03.71	-	639CL+12.50					
	1.50' RT , EL 890.62	-	1.50' RT , EL 890.64					
CB143	1.51' LT , EL 890.59	-	1.51' LT , EL 890.59				15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 1
	639CL+12.50	-	639CL+27.50					
	1.50' RT , EL 890.64	-	1.50' RT , EL 890.64					
	639CL+27.50	-	640CL+85.99				158.49	EXISTING PARK STREET BRIDGE B-13-16 (EB) / B-13-191 (WB)
CB144	1.50' LT , EL 891.17	-	1.50' LT , EL 891.19				15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 1
	640CL+85.99	-	641CL+00.99					
	1.50' RT , EL 891.19	-	1.50' RT , EL 891.21					
CB145	1.50' LT , EL 891.19	-	1.50' LT , EL 891.21				15.12	CONCRETE BARRIER TYPE S36 WIDE, TYPE A
	641CL+00.99	-	641CL+16.11					
	1.50' RT , EL 891.21	-	1.50' RT , EL 891.22					
CB146	1.50' LT , EL 891.21	-	1.00' LT , EL 891.18				20.00	CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 1
	641CL+16.11	-	641CL+36.11					
	1.50' RT , EL 891.22	-	1.00' RT , EL 891.20					
CB147	1.00' LT , EL 891.18	-	1.01' LT , EL 891.17				10.50	CONCRETE BARRIER TRANSITION TYPE S36 TO S42
	641CL+36.11	-	641CL+46.61					
	1.00' RT , EL 891.20	-	1.00' RT , EL 891.25					
CB148	1.01' LT , EL 891.17	-	1.01' LT , EL 891.26				24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	641CL+46.61	-	641CL+71.11					
	1.00' RT , EL 891.25	-	1.00' RT , EL 891.35					
CB149	1.01' LT , EL 891.26	-	1.63' LT , EL 891.39				25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
	641CL+71.11	-	641CL+96.11					
	1.00' RT , EL 891.35	-	1.62' RT , EL 891.48					
CB150	1.63' LT , EL 891.39	-	1.63' LT , EL 891.45				15.00	S-13-532 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 642CL+03.61)
	641CL+96.11	-	642CL+11.11					
	1.62' RT , EL 891.48	-	1.63' RT , EL 891.55					
CB151	1.63' LT , EL 891.45	-	1.01' LT , EL 891.55				25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
	642CL+11.11	-	642CL+36.11					
	1.63' RT , EL 891.55	-	1.00' RT , EL 891.64					
CB152	1.01' LT , EL 891.55	-	1.01' LT , EL 891.66				24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	642CL+36.11	-	642CL+60.61					
	1.00' RT , EL 891.64	-	1.00' RT , EL 891.74					
CB153	1.01' LT , EL 891.66	-	1.00' LT , EL 909.66				824.14	CONCRETE BARRIER TYPE S42
	642CL+60.61	-	650CL+84.75					
	1.00' RT , EL 891.74	-	1.02' RT , EL 909.54					
CB154	1.00' LT , EL 909.66	-	1.00' LT , EL 910.37				24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	650CL+84.75	-	651CL+09.25					
	1.02' RT , EL 909.54	-	1.02' RT , EL 910.23					

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY					
	WB	EB	WB			ELEVATION DELTA	EB	
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET
636+00	889.59	889.43	0.04%	-1.00	889.99	-0.15	889.84	1.02
636+50	889.6	889.55	0.14%	-1.00	890.01	-0.05	889.96	1.01
637+00	889.67	889.67	0.32%	-1.00	890.08	0.00	890.08	1.00
637+50	889.84	889.78	0.12%	-1.00	890.24	-0.05	890.19	1.01
638+00	890	889.94	0.10%	-1.00	890.30	-0.05	890.25	1.01
638+50	890.16	890.19	0.34%	-1.00	890.35	0.03	890.38	1.00
639+00	890.34	890.4	0.42%	-1.42	890.52	0.08	890.60	1.41
639+50	890.72	890.73		-1.50	890.73	0.00	890.73	1.50
EXISTING PARK STREET BRIDGE B-13-16 (EB) / B-13-191 (WB)								
640+50	891.06	891.06	0.26%	-1.50	891.06	0.00	891.06	1.50
641+00	891.19	891.21	0.00%	-1.50	891.19	0.03	891.22	1.50
641+50	891.03	891.08	0.42%	-1.01	891.19	0.07	891.26	1.00
642+00	891.14	891.22	0.42%	-1.63	891.40	0.10	891.50	1.63
642+50	891.23	891.31	0.42%	-1.01	891.61	0.09	891.70	1.00
643+00	891.4	891.46	0.56%	-1.01	891.82	0.05	891.87	1.00
643+50	891.69	891.71	0.76%	-1.00	892.10	0.01	892.11	1.00
644+00	892.06	892.06	1.06%	-1.00	892.48	-0.02	892.46	1.00
644+50	892.6	892.59	1.34%	-1.00	893.01	-0.02	892.99	1.00
645+00	893.26	893.26	1.78%	-1.00	893.68	-0.01	893.67	1.00
645+50	894.16	894.18	2.02%	-1.00	894.57	0.01	894.58	1.00
646+00	895.16	895.19	2.40%	-1.00	895.58	0.01	895.59	1.00
646+50	896.36	896.36	2.60%	-1.00	896.78	-0.02	896.76	1.00
647+00	897.66	897.63	2.96%	-1.00	898.08	-0.04	898.04	1.01
647+50	899.14	899.09	2.96%	-1.00	899.56	-0.07	899.49	1.01
648+00	900.63	900.56	3.02%	-1.00	901.04	-0.08	900.96	1.01
648+50	902.14	902.06	2.98%	-1.00	902.55	-0.09	902.46	1.01
649+00	903.63	903.56	2.92%	-1.00	904.04	-0.07	903.97	1.01
649+50	905.08	905.07	3.00%	-1.00	905.50	-0.03	905.47	1.00
650+00	906.58	906.58	3.14%	-1.00	907.00	-0.02	906.98	1.00
650+50	908.15	908.11	3.08%	-1.00	908.57	-0.05	908.52	1.01
651+00	909.71	909.64	2.90%	-1.00	910.11	-0.14	909.97	1.02



TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET STATION ELEV	OFFSET STATION ELEV	LENGTH (FEET)	BARRIER TYPE
CB154	1.00' LT , EL 909.66	- 1.00' LT , EL 910.37	24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	650CL+84.75	- 651CL+09.25		
	1.02' RT , EL 909.54	- 1.02' RT , EL 910.23		
CB155	1.00' LT , EL 910.37	- 1.87' LT , EL 911.11	25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 4
	651CL+09.25	- 651CL+34.25		
	1.02' RT , EL 910.23	- 1.88' RT , EL 910.96		
CB156	1.87' LT , EL 911.11	- 1.87' LT , EL 911.55	15.50	S-13-2034 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.651CL+42)
	651CL+34.25	- 651CL+49.75		
	1.88' RT , EL 910.96	- 1.88' RT , EL 911.39		
CB157	1.87' LT , EL 911.55	- 1.50' LT , EL 912.26	25.00	CONCRETE BARRIER TRANSITION TYPE S56 WIDE TO 56 VERTICAL, TYPE 1
	651CL+49.75	- 651CL+74.75		
	1.88' RT , EL 911.39	- 1.53' RT , EL 912.09		
CB158	1.50' LT , EL 912.26	- 1.50' LT , EL 912.93	24.50	CONCRETE BARRIER TRANSITION TYPE S42 WIDE TO S56 WIDE, TYPE 1
	651CL+74.75	- 651CL+99.25		
	1.53' RT , EL 912.09	- 1.51' RT , EL 912.84		
CB159	1.50' LT , EL 912.93	- 1.50' LT , EL 913.89	32.09	CONCRETE BARRIER TYPE S42 WIDE, TYPE A
	651CL+99.25	- 652CL+31.34		
	1.51' RT , EL 912.84	- 1.51' RT , EL 913.85		
CB160	1.50' LT , EL 913.89	- 1.50' LT , EL 914.22	10.50	CONCRETE BARRIER TRANSITION TYPE S36 WIDE TO S42 WIDE, TYPE 1
	652CL+31.34	- 652CL+41.84		
	1.51' RT , EL 913.85	- 1.51' RT , EL 914.17		
CB161	1.50' LT , EL 914.22	- 1.50' LT , EL 914.22	15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 1
	652CL+41.84	- 652CL+56.84		
	1.51' RT , EL 914.17	- 1.51' RT , EL 914.17		
	652CL+56.84	- 653CL+53.69	96.85	EXISTING RAILROAD BRIDGE B-13-17 (EB) / B-13-192 (WB)
CB162	1.50' LT , EL 917.56	- 1.50' LT , EL 918.01	15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 1
	653CL+53.69	- 653CL+68.69		
	1.50' RT , EL 917.56	- 1.50' RT , EL 918.01		
CB163	1.50' LT , EL 918.01	- 1.50' LT , EL 918.64	21.07	CONCRETE BARRIER TYPE S36 WIDE, TYPE A
	653CL+68.69	- 653CL+89.76		
	1.50' RT , EL 918.01	- 1.51' RT , EL 918.57		
CB164	1.50' LT , EL 918.64	- 1.00' LT , EL 919.16	20.00	CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 1
	653CL+89.76	- 654CL+09.76		
	1.51' RT , EL 918.57	- 1.01' RT , EL 919.10		

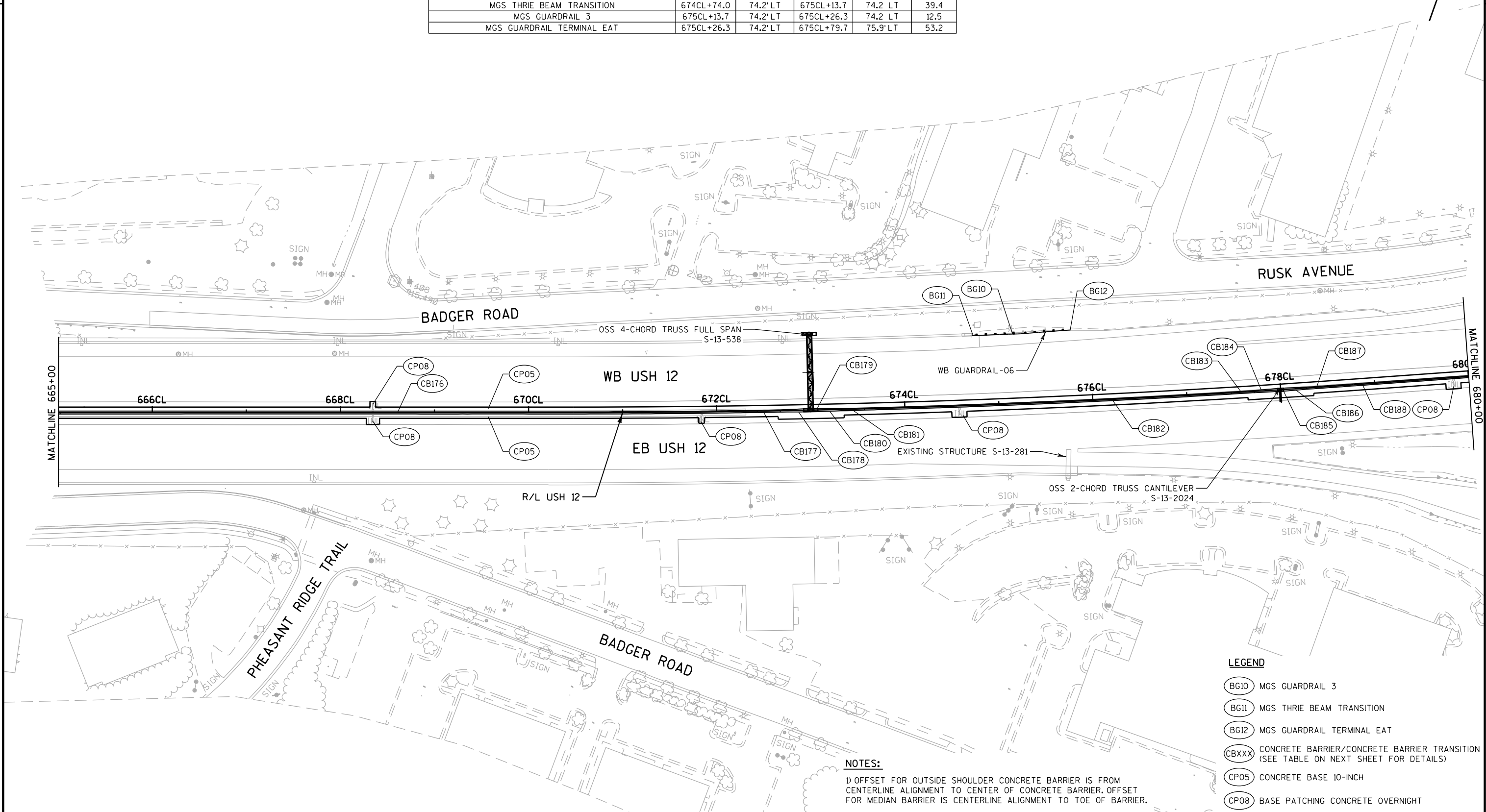
TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
651+00	909.71	909.64	2.90%	-1.00	910.11	-0.14	909.97	1.02	2.86%
651+50	911.29	911.19	2.78%	-1.87	911.56	-0.16	911.40	1.87	2.92%
652+00	912.78	912.69	3.02%	-1.50	912.95	-0.09	912.86	1.51	3.12%
652+50	914.46	914.42		-1.50	914.46	-0.04	914.42	1.51	
EXISTING RAILROAD BRIDGE B-13-17 (EB) / B-13-192 (WB)									
653+50	917.45	917.45	2.92%	-1.50	917.45	0.00	917.45	1.50	2.76%
654+00	918.72	918.68	2.94%	-1.50	918.91	-0.08	918.83	1.26	2.86%
654+50	920.17	920	2.98%	-1.24	920.38	-0.12	920.26	1.02	2.72%
655+00	921.54	921.25	2.66%	-1.00	921.87	-0.25	921.62	1.04	2.32%
655+50	922.8	922.37	2.36%	-1.00	923.20	-0.42	922.78	1.76	2.06%
656+00	923.99	923.42	1.84%	-1.71	924.38	-0.57	923.81	3.25	1.54%
656+50	924.89	924.16	1.78%	-3.25	925.30	-0.72	924.58	1.12	1.46%
657+00	925.78	924.89	1.46%	-1.00	926.19	-0.88	925.31	1.14	1.12%
657+50	926.51	925.44	1.24%	-1.00	926.92	-1.05	925.87	1.17	0.96%
658+00	927.13	925.92	0.88%	-1.00	927.54	-1.19	926.35	1.19	0.70%
658+50	927.57	926.28	0.72%	-1.00	927.98	-1.28	926.70	1.21	0.48%
659+00	927.94	926.52	0.46%	-1.00	928.34	-1.40	926.94	1.23	0.14%
659+50	928.17	926.6	0.20%	-1.00	928.57	-1.56	927.01	1.25	0.02%
660+00	928.27	926.61	-0.22%	-1.00	928.67	-1.65	927.02	1.27	-0.24%
660+50	928.16	926.48	-0.38%	-1.00	928.56	-1.66	926.90	1.27	-0.46%
661+00	927.96	926.25	-0.70%	-1.00	928.37	-1.70	926.67	1.27	-1.02%
661+50	927.62	925.75	-0.86%	-1.00	928.02	-1.86	926.16	1.30	-1.12%
662+00	927.18	925.19	-1.16%	-1.00	927.59	-1.99	925.60	1.32	-1.32%
662+50	926.61	924.53	-1.36%	-1.00	927.01	-2.07	924.94	1.33	-1.50%
663+00	925.93	923.78	-1.72%	-1.00	926.33	-2.14	924.19	1.34	-1.80%
663+50	925.07	922.88	-2.00%	-1.00	925.47	-2.18	923.29	1.35	-2.10%
664+00	924.07	921.84	-2.36%	-1.00	924.47	-2.23	922.24	1.36	-2.40%
664+50	922.89	920.64	-2.52%	-1.00	923.29	-2.25	921.04	1.63	-2.52%
665+00	921.63	919.38	-2.60%	-1.63	922.03	-2.25	919.78	1.36	-2.58%

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET STATION ELEV		LENGTH (FEET)	BARRIER TYPE
CB165	1.00' LT , EL 919.16	- 1.00' LT , EL 919.45	10.50	CONCRETE BARRIER TRANSITION TYPE S36 TO S42
	654CL+09.76	- 654CL+20.26		
	1.01' RT , EL 919.10	- 1.01' RT , EL 919.40		
CB166	1.00' LT , EL 919.45	- 1.00' LT , EL 921.50	34.74	CONCRETE BARRIER TYPE S42
	654CL+20.26	- 654CL+55.00		
	1.01' RT , EL 919.40	- 1.00' RT , EL 921.30		
CB167	1.00' LT , EL 919.45	- 1.00' LT , EL 921.50	31.41	CONCRETE BARRIER TYPE S42A
	654CL+55.00	- 654CL+86.41		
	1.00' RT , EL 919.40	- 1.03' RT , EL 921.30		
CB168	1.00' LT , EL 921.50	- 1.00' LT , EL 921.50	10.00	CONCRETE BARRIER TRANSITION TYPE S42A TO S42A, TYPE 2
	654CL+86.41	- 654CL+96.41		
	1.00' RT , EL 921.30	- 1.00' RT , EL 921.30		
	654CL+96.41	- 656CL+91.13	194.72	BADGER PEDESTRIAN BRIDGE PIER B-13-616
CB169	1.00' LT , EL 926.06	- 1.00' LT , EL 926.21	10.00	CONCRETE BARRIER TRANSITION TYPE S42A TO S42A, TYPE 3
	656CL+91.13	- 657CL+01.13		
	1.14' RT , EL 925.21	- 1.14' RT , EL 925.32		
CB170	1.00' LT , EL 926.21	- 1.00' LT , EL 924.76	686.87	CONCRETE BARRIER TYPE S42A
	657CL+01.13	- 663CL+88.00		
	1.14' RT , EL 925.32	- 1.36' RT , EL 922.53		
CB171	1.00' LT , EL 924.76	- 1.00' LT , EL 924.17	24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 4
	663CL+88.00	- 664CL+12.50		
	1.36' RT , EL 922.53	- 1.36' RT , EL 921.94		
CB172	1.00' LT , EL 924.17	- 1.63' LT , EL 923.59	25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 5
	664CL+12.50	- 664CL+37.50		
	1.36' RT , EL 921.94	- 1.63' RT , EL 921.34		
CB173	1.63' LT , EL 923.59	- 1.62' LT , EL 923.23	15.00	S-13-2002 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 664CL+45)
	664CL+37.50	- 664CL+52.50		
	1.63' RT , EL 921.34	- 1.63' RT , EL 920.98		
CB174	1.62' LT , EL 923.23	- 1.00' LT , EL 922.61	25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 5
	664CL+52.50	- 664CL+77.50		
	1.63' RT , EL 920.98	- 1.36' RT , EL 920.36		
CB175	1.00' LT , EL 922.61	- 1.00' LT , EL 921.98	24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 4
	664CL+77.50	- 665CL+02.00		
	1.36' RT , EL 920.36	- 1.36' RT , EL 919.73		

WB GUARDRAIL-06					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	674CL+74.0	74.2' LT	675CL+13.7	74.2 LT	39.4
MGS GUARDRAIL 3	675CL+13.7	74.2' LT	675CL+26.3	74.2 LT	12.5
MGS GUARDRAIL TERMINAL EAT	675CL+26.3	74.2' LT	675CL+79.7	75.9' LT	53.2



TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB176	1.00' LT	EL 921.98	-	1.00' LT	EL 902.08		741.00	CONCRETE BARRIER TYPE S42A
	665CL+02.00		-	672CL+43.00				
	1.36' RT	EL 919.73	-	1.30' RT	EL 900.20			
CB177	1.00' LT	EL 902.08	-	1.00' LT	EL 901.41		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 3
	672CL+43.00		-	672CL+67.50				
	1.30' RT	EL 900.20	-	1.30' RT	EL 899.55			
CB178	1.00' LT	EL 901.41	-	1.62' LT	EL 900.73		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 4
	672CL+67.50		-	672CL+92.50				
	1.30' RT	EL 899.55	-	1.63' RT	EL 898.92			
CB179	1.62' LT	EL 900.73	-	1.62' LT	EL 900.33		15.00	S-13-538 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 673CL+00)
	672CL+92.50		-	673CL+07.50				
	1.63' RT	EL 898.92	-	1.63' RT	EL 898.53			
CB180	1.62' LT	EL 900.33	-	1.00' LT	EL 899.69		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 4
	673CL+07.50		-	673CL+32.50				
	1.63' RT	EL 898.53	-	1.29' RT	EL 897.87			
CB181	1.00' LT	EL 899.69	-	1.00' LT	EL 899.04		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 3
	673CL+32.50		-	673CL+57.00				
	1.29' RT	EL 897.87	-	1.29' RT	EL 897.23			
CB182	1.00' LT	EL 899.04	-	1.00' LT	EL 888.86		390.50	CONCRETE BARRIER TYPE S42A
	673CL+57.00		-	677CL+47.50				
	1.29' RT	EL 897.23	-	1.28' RT	EL 887.12			
CB183	1.00' LT	EL 888.86	-	1.00' LT	EL 888.17		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 3
	677CL+47.50		-	677CL+72.00				
	1.28' RT	EL 887.12	-	1.27' RT	EL 886.49			
CB184	1.00' LT	EL 888.17	-	1.62' LT	EL 887.46		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 4
	677CL+72.00		-	677CL+97.00				
	1.27' RT	EL 886.49	-	1.63' RT	EL 885.86			
CB185	1.62' LT	EL 887.46	-	1.62' LT	EL 887.29		6.00	S-13-2024 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 678CL+00)
	677CL+97.00		-	678CL+03.00				
	1.63' RT	EL 885.86	-	1.63' RT	EL 885.70			
CB186	1.62' LT	EL 887.29	-	1.00' LT	EL 886.59		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 4
	678CL+03.00		-	678CL+28.00				
	1.63' RT	EL 885.70	-	1.24' RT	EL 885.06			
CB187	1.00' LT	EL 886.59	-	1.00' LT	EL 885.83		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 3
	678CL+28.00		-	678CL+52.50				
	1.24' RT	EL 885.06	-	1.22' RT	EL 884.45			
CB188	1.00' LT	EL 885.83	-	1.00' LT	EL 873.61		430.50	CONCRETE BARRIER TYPE S42A
	678CL+52.50		-	682CL+83.00				
	1.22' RT	EL 884.45	-	1.04' RT	EL 873.38			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

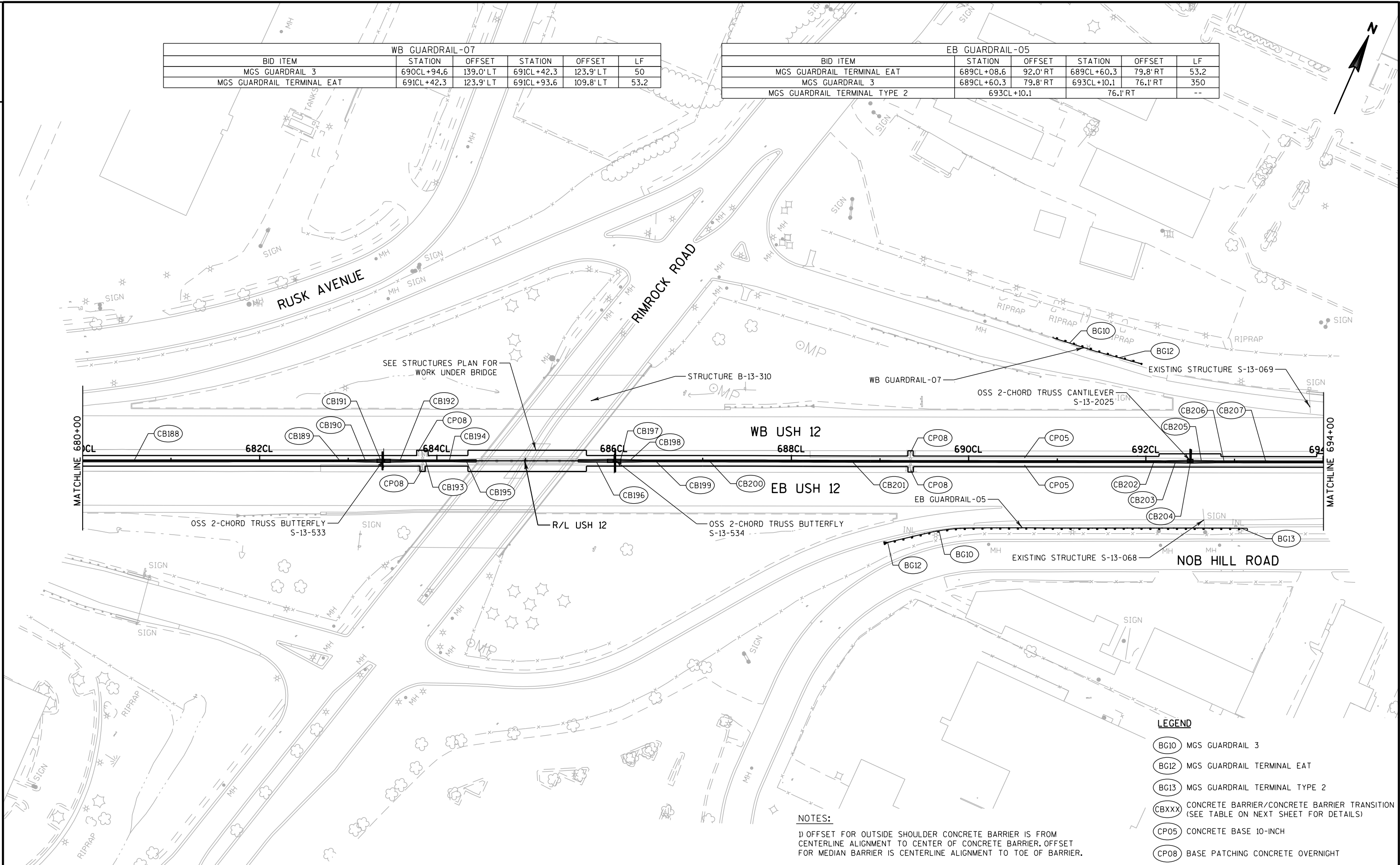
STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
665+00	921.63	919.38	-2.60%	-1.63	922.03	-2.25	919.78	1.36	-2.58%
665+50	920.33	918.09	-2.74%	-1.00	920.73	-2.24	918.49	1.36	-2.60%
666+00	918.96	916.78	-3.00%	-1.00	919.36	-2.17	917.19	1.35	-2.64%
666+50	917.46	915.46	-2.96%	-1.00	917.86	-1.99	915.87	1.32	-2.70%
667+00	915.98	914.10	-2.88%	-1.00	916.38	-1.86	914.52	1.30	-2.76%
667+50	914.54	912.72	-2.84%	-1.00	914.94	-1.80	913.14	1.29	-2.70%
668+00	913.11	911.38	-2.80%	-1.00	913.52	-1.73	911.79	1.28	-2.64%
668+50	911.72	910.06	-2.76%	-1.00	912.12	-1.65	910.47	1.29	-2.58%
669+00	910.34	908.76	-2.34%	-1.00	910.74	-1.56	909.18	1.31	-2.58%
669+50	909.22	907.48	-2.36%	-1.00	909.57	-1.68	907.89	1.30	-2.60%
670+00	908.05	906.18	-2.42%	-1.00	908.39	-1.80	906.59	1.30	-2.60%
670+50	906.85	904.88	-2.60%	-1.00	907.18	-1.89	905.29	1.30	-2.62%
671+00	905.54	903.57	-2.62%	-1.00	905.88	-1.90	903.98	1.31	-2.64%
671+50	904.24	902.25	-2.66%	-1.00	904.57	-1.91	902.66	1.31	-2.64%
672+00	902.91	900.93	-2.70%	-1.00	903.24	-1.90	901.34	1.31	-2.66%
672+50	901.55	899.61	-2.72%	-1.00	901.89	-1.88	900.01	1.30	-2.58%
673+00	900.20	898.32	-2.60%	-1.00	900.53	-1.81	898.72	1.63	-2.62%
673+50	898.90	897.01	-2.64%	-1.63	899.23	-1.82	897.41	1.29	-2.60%
674+00	897.58	895.71	-2.64%	-1.00	897.91	-1.80	896.11	1.29	-2.60%
674+50	896.26	894.41	-2.62%	-1.00	896.59	-1.78	894.81	1.29	-2.58%
675+00	894.95	893.13	-2.58%	-1.00	895.28	-1.76	893.52	1.28	-2.58%
675+50	893.65	891.84	-2.56%	-1.00	893.99	-1.76	892.23	1.28	-2.48%
676+00	892.38	890.60	-2.48%	-1.00	892.71	-1.72	890.99	1.28	-2.52%
676+50	891.14	889.34	-2.58%	-1.00	891.47	-1.74	889.73	1.28	-2.72%
677+00	889.84	887.98	-2.78%	-1.00	890.18	-1.81	888.37	1.29	-2.62%
677+50	888.45	886.67	-2.84%	-1.00	888.79	-1.73	887.06	1.28	-2.56%
678+00	887.04	885.39	-2.92%	-1.00	887.37	-1.59	885.78	1.63	-2.54%
678+50	885.57	884.12	-3.12%	-1.63	885.91	-1.40	884.51	1.22	-2.54%
679+00	884.01	882.85	-3.28%	-1.00	884.35	-1.11	883.24	1.19	-2.64%
679+50	882.33	881.53	-3.14%	-1.00	882.71	-0.79	881.92	1.17	-2.62%
680+00	880.72	880.22	-2.80%	-1.00	881.14	-0.53	880.61	1.14	-2.56%

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB199	1.01' LT ,	EL 864.81	-	1.01' LT ,	EL 864.27		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	686CL+32.50		-	686CL+57.00				
	1.00' RT ,	EL 864.86	-	1.00' RT ,	EL 864.33			
CB200	1.01' LT ,	EL 864.27	-	1.02' LT ,	EL 862.42		93.00	CONCRETE BARRIER TYPE S42
	686CL+57.00		-	687CL+50.00				
	1.00' RT ,	EL 864.33	-	1.00' RT ,	EL 862.56			
CB201	1.02' LT ,	EL 862.42	-	1.09' LT ,	EL 856.44		447.50	CONCRETE BARRIER TYPE S42A
	687CL+50.00		-	691CL+97.50				
	1.00' RT ,	EL 862.56	-	1.00' RT ,	EL 857.03			
CB202	1.09' LT ,	EL 856.44	-	1.09' LT ,	EL 856.26		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 2
	691CL+97.50		-	692CL+22.00				
	1.00' RT ,	EL 857.03	-	1.00' RT ,	EL 856.83			
CB203	1.09' LT ,	EL 856.26	-	1.63' LT ,	EL 856.09		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 3
	692CL+22.00		-	692CL+47.00				
	1.00' RT ,	EL 856.83	-	1.63' RT ,	EL 856.75			
CB204	1.63' LT ,	EL 856.09	-	1.63' LT ,	EL 856.05		6.00	S-13-2025 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.692CL+50)
	692CL+47.00		-	692CL+53.00				
	1.63' RT ,	EL 856.75	-	1.63' RT ,	EL 856.73			
CB205	1.63' LT ,	EL 856.05	-	1.12' LT ,	EL 855.87		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 3
	692CL+53.00		-	692CL+78.00				
	1.63' RT ,	EL 856.73	-	1.00' RT ,	EL 856.62			
CB206	1.12' LT ,	EL 855.87	-	1.12' LT ,	EL 855.75		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 2
	692CL+78.00		-	693CL+02.50				
	1.00' RT ,	EL 856.62	-	1.00' RT ,	EL 856.53			
CB207	1.12' LT ,	EL 855.75	-	1.25' LT ,	EL 864.20		1,045.00	CONCRETE BARRIER TYPE S42A
	693CL+02.50		-	703CL+47.50				
	1.00' RT ,	EL 856.53	-	1.00' RT ,	EL 865.78			

WB GUARDRAIL-07					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL 3	690CL+94.6	139.0' LT	691CL+42.3	123.9' LT	50
MGS GUARDRAIL TERMINAL EAT	691CL+42.3	123.9' LT	691CL+93.6	109.8' LT	53.2

EB GUARDRAIL-05					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	689CL+08.6	92.0' RT	689CL+60.3	79.8' RT	53.2
MGS GUARDRAIL 3	689CL+60.3	79.8' RT	693CL+10.1	76.1' RT	350
MGS GUARDRAIL TERMINAL TYPE 2	693CL+10.1		76.1' RT		--



NOTES:
1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER. OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

- LEGEND
- BG10 MGS GUARDRAIL 3
 - BG12 MGS GUARDRAIL TERMINAL EAT
 - BG13 MGS GUARDRAIL TERMINAL TYPE 2
 - CBXXX CONCRETE BARRIER/CONCRETE BARRIER TRANSITION (SEE TABLE ON NEXT SHEET FOR DETAILS)
 - CP05 CONCRETE BASE 10-INCH
 - CP08 BASE PATCHING CONCRETE OVERNIGHT

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET STATION ELEV	OFFSET STATION ELEV	LENGTH (FEET)	BARRIER TYPE
CB188	1.00' LT , EL 885.83	- 1.00' LT , EL 873.61	430.50	CONCRETE BARRIER TYPE S42A
	678CL+52.50	- 682CL+83.00		
	1.22' RT , EL 884.45	- 1.04' RT , EL 873.38		
CB189	1.00' LT , EL 873.61	- 1.00' LT , EL 872.97	24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	682CL+83.00	- 683CL+07.50		
	1.04' RT , EL 873.38	- 1.04' RT , EL 872.75		
CB190	1.00' LT , EL 872.97	- 1.63' LT , EL 872.34	25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 2
	683CL+07.50	- 683CL+32.50		
	1.04' RT , EL 872.75	- 1.63' RT , EL 872.12		
CB191	1.63' LT , EL 872.34	- 1.63' LT , EL 871.95	15.00	S-13-533 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 683CL+40)
	683CL+32.50	- 683CL+47.50		
	1.63' RT , EL 872.12	- 1.63' RT , EL 871.74		
CB192	1.63' LT , EL 871.95	- 1.00' LT , EL 871.27	25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 2
	683CL+47.50	- 683CL+72.50		
	1.63' RT , EL 871.74	- 1.03' RT , EL 871.07		
CB193	1.00' LT , EL 871.27	- 1.00' LT , EL 870.50	27.50	CONCRETE BARRIER TYPE S56A
	683CL+72.50	- 684CL+00.00		
	1.03' RT , EL 871.07	- 1.02' RT , EL 870.36		
CB194	1.00' LT , EL 870.50	- 1.00' LT , EL 869.95	19.59	CONCRETE BARRIER TYPE S56
	684CL+00.00	- 684CL+19.59		
	1.02' RT , EL 870.36	- 1.02' RT , EL 869.85		
CB195	1.00' LT , EL 869.95	- 1.00' LT , EL 869.95	25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 1
	684CL+19.59	- 684CL+44.59		
	1.02' RT , EL 869.85	- 1.02' RT , EL 869.85		
	684CL+44.59	- 685CL+59.00	114.41	RIMROCK ROAD BRIDGE B-13-310 UNDERPASS RETROFIT PIER
CB196	1.27' LT , EL 866.46	- 1.63' LT , EL 865.71	33.50	CONCRETE BARRIER TRANSITION TYPE S6 VERTICAL TO S6 VERTICAL, TYPE 2
	685CL+59.00	- 685CL+92.50		
	1.27' RT , EL 866.47	- 1.63' RT , EL 865.74		
CB197	1.63' LT , EL 865.71	- 1.63' LT , EL 865.38	15.00	S-13-534 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 686CL+00)
	685CL+92.50	- 686CL+07.50		
	1.63' RT , EL 865.74	- 1.63' RT , EL 865.42		
CB198	1.63' LT , EL 865.38	- 1.01' LT , EL 864.81	25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
	686CL+07.50	- 686CL+32.50		
	1.63' RT , EL 865.42	- 1.00' RT , EL 864.86		

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
680+00	880.72	880.22	-2.80%	-1.00	881.14	-0.53	880.61	1.14	-2.56%
680+50	879.32	878.93	-2.70%	-1.00	879.74	-0.41	879.33	1.08	-2.54%
681+00	877.97	877.66	-2.62%	-1.00	878.39	-0.33	878.06	1.05	-2.56%
681+50	876.66	876.38	-2.62%	-1.00	877.08	-0.30	876.78	1.05	-2.54%
682+00	875.35	875.11	-2.60%	-1.00	875.77	-0.26	875.51	1.04	-2.56%
682+50	874.05	873.83	-2.60%	-1.00	874.47	-0.24	874.23	1.04	-2.58%
683+00	872.75	872.54	-2.58%	-1.00	873.17	-0.23	872.94	1.04	-2.54%
683+50	871.47	871.27	-2.76%	-1.00	871.88	-0.21	871.67	1.57	-2.62%
684+00	870.09	869.95	-2.74%	-1.56	870.50	-0.14	870.36	1.02	-2.52%
684+50	868.72	868.69	-2.44%	-1.00	869.13	-0.03	869.10	1.25	-2.40%
685+00	867.50	867.49	-2.44%	-1.25	867.91	-0.01	867.90	1.25	-2.42%
685+50	866.28	866.28	-2.28%	-1.25	866.69	0.00	866.69	1.25	-2.22%
686+00	865.15	865.17	-2.26%	-1.25	865.55	0.03	865.58	1.63	-2.20%
686+50	864.02	864.07	-2.06%	-1.63	864.42	0.06	864.48	1.00	-1.96%
687+00	862.99	863.09	-1.94%	-1.01	863.39	0.11	863.50	1.00	-1.88%
687+50	862.02	862.15	-1.78%	-1.02	862.42	0.14	862.56	1.00	-1.66%
688+00	861.13	861.32	-1.64%	-1.02	861.53	0.20	861.73	1.00	-1.62%
688+50	860.31	860.50	-1.54%	-1.03	860.71	0.21	860.92	1.00	-1.46%
689+00	859.54	859.77	-1.48%	-1.03	859.94	0.25	860.19	1.00	-1.42%
689+50	858.80	859.06	-1.34%	-1.04	859.20	0.28	859.48	1.00	-1.20%
690+00	858.13	858.47	-1.24%	-1.04	858.53	0.35	858.88	1.00	-1.12%
690+50	857.50	857.91	-1.12%	-1.06	857.91	0.41	858.32	1.00	-0.94%
691+00	856.95	857.44	-1.00%	-1.07	857.35	0.50	857.85	1.00	-0.88%
691+50	856.44	856.99	-0.86%	-1.08	856.85	0.56	857.41	1.00	-0.80%
692+00	856.02	856.59	-0.70%	-1.09	856.42	0.59	857.01	1.00	-0.54%
692+50	855.67	856.34	-0.60%	-1.09	856.07	0.67	856.74	1.63	-0.40%
693+00	855.36	856.13	-0.48%	-1.63	855.77	0.77	856.54	1.00	-0.32%
693+50	855.13	855.97	-0.30%	-1.12	855.53	0.85	856.38	1.00	-0.28%
694+00	854.98	855.83	-0.18%	-1.14	855.38	0.86	856.24	1.00	-0.12%

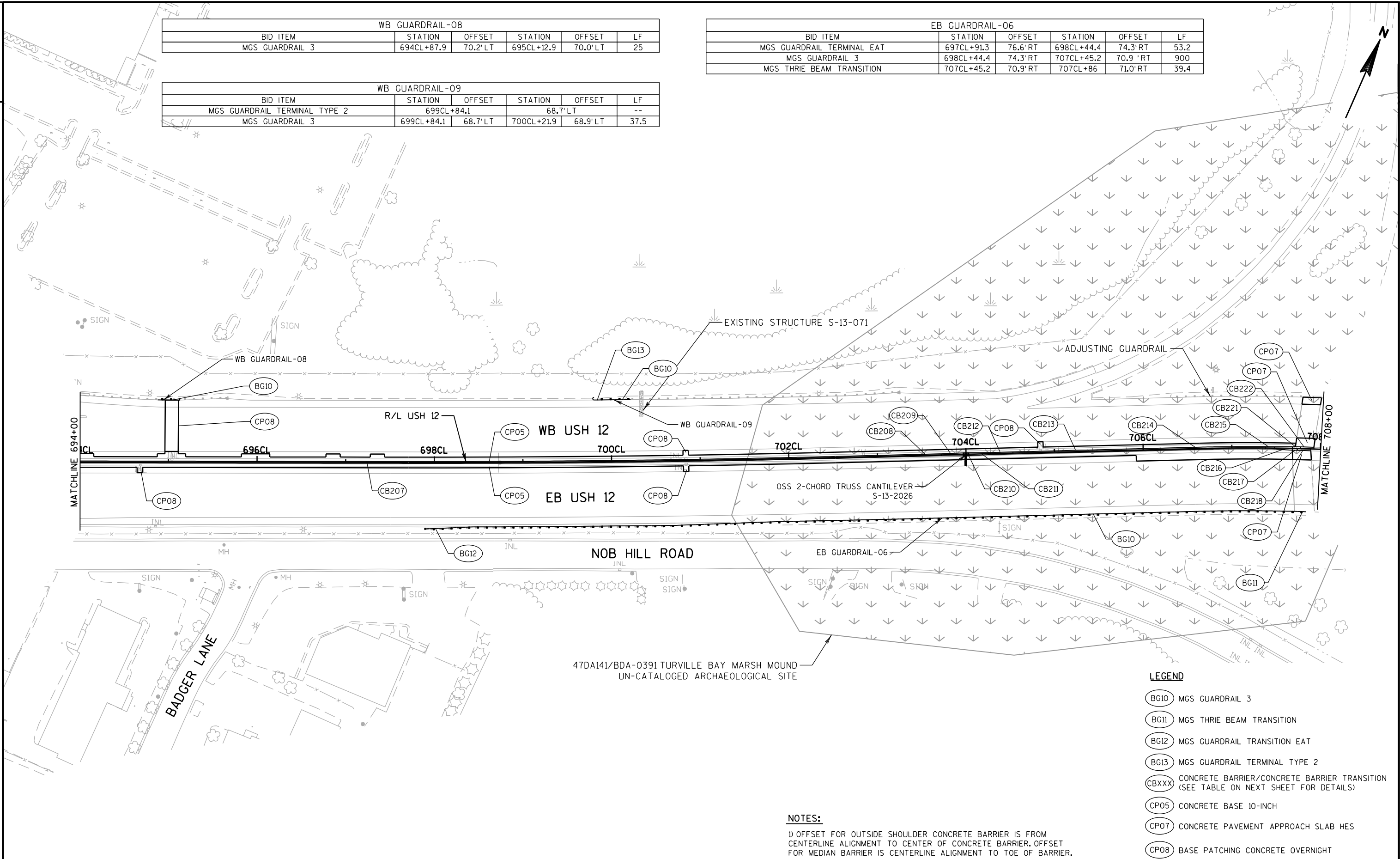
TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB199	1.01' LT ,	EL 864.81	-	1.01' LT ,	EL 864.27		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	686CL+32.50		-	686CL+57.00				
	1.00' RT ,	EL 864.86	-	1.00' RT ,	EL 864.33			
CB200	1.01' LT ,	EL 864.27	-	1.02' LT ,	EL 862.42		93.00	CONCRETE BARRIER TYPE S42
	686CL+57.00		-	687CL+50.00				
	1.00' RT ,	EL 864.33	-	1.00' RT ,	EL 862.56			
CB201	1.02' LT ,	EL 862.42	-	1.09' LT ,	EL 856.44		447.50	CONCRETE BARRIER TYPE S42A
	687CL+50.00		-	691CL+97.50				
	1.00' RT ,	EL 862.56	-	1.00' RT ,	EL 857.03			
CB202	1.09' LT ,	EL 856.44	-	1.09' LT ,	EL 856.26		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 2
	691CL+97.50		-	692CL+22.00				
	1.00' RT ,	EL 857.03	-	1.00' RT ,	EL 856.83			
CB203	1.09' LT ,	EL 856.26	-	1.63' LT ,	EL 856.09		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 3
	692CL+22.00		-	692CL+47.00				
	1.00' RT ,	EL 856.83	-	1.63' RT ,	EL 856.75			
CB204	1.63' LT ,	EL 856.09	-	1.63' LT ,	EL 856.05		6.00	S-13-2025 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.692CL+50)
	692CL+47.00		-	692CL+53.00				
	1.63' RT ,	EL 856.75	-	1.63' RT ,	EL 856.73			
CB205	1.63' LT ,	EL 856.05	-	1.12' LT ,	EL 855.87		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 3
	692CL+53.00		-	692CL+78.00				
	1.63' RT ,	EL 856.73	-	1.00' RT ,	EL 856.62			
CB206	1.12' LT ,	EL 855.87	-	1.12' LT ,	EL 855.75		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 2
	692CL+78.00		-	693CL+02.50				
	1.00' RT ,	EL 856.62	-	1.00' RT ,	EL 856.53			
CB207	1.12' LT ,	EL 855.75	-	1.25' LT ,	EL 864.20		1,045.00	CONCRETE BARRIER TYPE S42A
	693CL+02.50		-	703CL+47.50				
	1.00' RT ,	EL 856.53	-	1.00' RT ,	EL 865.78			

WB GUARDRAIL-08					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL 3	694CL+87.9	70.2' LT	695CL+12.9	70.0' LT	25

WB GUARDRAIL-09					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	699CL+84.1		68.7' LT		--
MGS GUARDRAIL 3	699CL+84.1	68.7' LT	700CL+21.9	68.9' LT	37.5

EB GUARDRAIL-06					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	697CL+91.3	76.6' RT	698CL+44.4	74.3' RT	53.2
MGS GUARDRAIL 3	698CL+44.4	74.3' RT	707CL+45.2	70.9 'RT	900
MGS THRIE BEAM TRANSITION	707CL+45.2	70.9' RT	707CL+86	71.0' RT	39.4

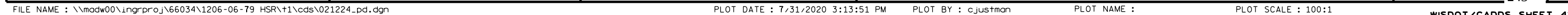


TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET STATION	ELEV	OFFSET STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB207	1.12' LT ,	EL 855.75	-	1.25' LT ,	EL 864.20	CONCRETE BARRIER TYPE S42A
	693CL+02.50		-	703CL+47.50		
	1.00' RT ,	EL 856.53	-	1.00' RT ,	EL 865.78	
CB208	1.25' LT ,	EL 864.20	-	1.26' LT ,	EL 864.68	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 3
	703CL+47.50		-	703CL+72.00		
	1.00' RT ,	EL 865.78	-	1.00' RT ,	EL 866.30	
CB209	1.26' LT ,	EL 864.68	-	1.63' LT ,	EL 865.18	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 4
	703CL+72.00		-	703CL+97.00		
	1.00' RT ,	EL 866.30	-	1.62' RT ,	EL 866.89	
CB210	1.63' LT ,	EL 865.18	-	1.63' LT ,	EL 865.29	S-13-2026 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.704CL+00)
	703CL+97.00		-	704CL+03.00		
	1.62' RT ,	EL 866.89	-	1.63' RT ,	EL 867.05	
CB211	1.63' LT ,	EL 865.29	-	1.31' LT ,	EL 865.76	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 4
	704CL+03.00		-	704CL+28.00		
	1.63' RT ,	EL 867.05	-	1.00' RT ,	EL 867.68	
CB212	1.31' LT ,	EL 865.76	-	1.34' LT ,	EL 866.21	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 4
	704CL+28.00		-	704CL+52.50		
	1.00' RT ,	EL 867.68	-	1.00' RT ,	EL 868.32	
CB213	1.34' LT ,	EL 866.21	-	1.47' LT ,	EL 868.66	CONCRETE BARRIER TYPE S42A
	704CL+52.50		-	706CL+00.00		
	1.00' RT ,	EL 868.32	-	1.00' RT ,	EL 871.60	
CB214	1.47' LT ,	EL 868.66	-	1.52' LT ,	EL 870.69	CONCRETE BARRIER TYPE S42A RETAINING WALL
	706CL+00.00		-	707CL+37.80		
	1.00' RT ,	EL 871.60	-	1.00' RT ,	EL 873.92	
CB215	1.52' LT ,	EL 870.69	-	1.52' LT ,	EL 870.84	CONCRETE BARRIER TRANSITION TYPE S36A TO S42A RETAINING WALL
	707CL+37.80		-	707CL+48.30		
	1.00' RT ,	EL 873.92	-	1.00' RT ,	EL 874.08	
CB216	1.52' LT ,	EL 870.84	-	2.00' LT ,	EL 871.15	CONCRETE BARRIER TRANSITION TYPE S36A TO S36 SPLIT RETAINING WALL
	707CL+48.30		-	707CL+68.30		
	1.00' RT ,	EL 874.08	-	2.00' RT ,	EL 874.35	
	EB BARRIER SPLIT AT 707CL+68.30					
CB217	707CL+68.30		-	707CL+74.23		CONCRETE BARRIER TYPE S36 RETAINING WALL
	2.00' RT ,	EL 874.35	-	2.00' RT ,	EL 874.46	
CB218	707CL+74.23		-	707CL+89.23		CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 RETAINING WALL
	2.00' RT ,	EL 874.46	-	2.00' RT ,	EL 874.46	
	707CL+89.23		-	709CL+47.88		EXISTING JOHN NOLEN DRIVE BRIDGE B-13-37 (EB) / B-13-195 (WB)
CB219	709CL+47.88		-	709CL+62.88		CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 RETAINING WALL
	2.00' RT ,	EL 877.21	-	2.00' RT ,	EL 877.42	
CB220	709CL+62.88		-	709CL+67.91		CONCRETE BARRIER TYPE S36 RETAINING WALL
	2.00' RT ,	EL 877.42	-	2.00' RT ,	EL 877.49	
	WB BARRIER SPLIT AT 707CL+68.30					
CB221	2.00' LT	EL 871.15	-	2.00' LT	EL 871.30	CONCRETE BARRIER TYPE S39 RETAINING WALL
	707CL+68.30		-	707CL+77.61		
CB222	2.00' LT	EL 871.30	-	2.00' LT	EL 871.30	CONCRETE BARRIER TRANSITION TYPE S39 TO NJ44SF RETAINING WALL
	707CL+77.61		-	707CL+92.61		
	707CL+92.61		-	709CL+47.52		EXISTING JOHN NOLEN DRIVE BRIDGE B-13-37 (EB) / B-13-195 (WB)
CB223	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	CONCRETE BARRIER TRANSITION TYPE S39 TO NJ44SF RETAINING WALL
	709CL+47.52		-	709CL+62.52		
CB224	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	CONCRETE BARRIER TYPE S39 RETAINING WALL
	709CL+62.52		-	709CL+67.91		
	END BARRIER SPLIT AT 709CL+67.91					

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
694+00	854.98	855.83	-0.18%	-1.14	855.38	0.86	856.24	1.00	-0.12%
694+50	854.89	855.77	-0.08%	-1.14	855.29	0.89	856.18	1.00	-0.06%
695+00	854.85	855.74	0.00%	-1.14	855.25	0.90	856.15	1.00	0.18%
695+50	854.85	855.84	0.18%	-1.14	855.25	0.99	856.24	1.00	0.24%
696+00	854.94	855.96	0.34%	-1.16	855.34	1.02	856.36	1.00	0.40%
696+50	855.1	856.15	0.44%	-1.16	855.51	1.05	856.56	1.00	0.42%
697+00	855.33	856.36	0.56%	-1.17	855.73	1.04	856.77	1.00	0.68%
697+50	855.6	856.71	0.70%	-1.17	856.01	1.10	857.11	1.00	0.74%
698+00	855.95	857.08	0.82%	-1.18	856.36	1.12	857.48	1.00	0.94%
698+50	856.36	857.54	0.96%	-1.18	856.77	1.18	857.95	1.00	0.98%
699+00	856.85	858.04	1.08%	-1.19	857.25	1.19	858.44	1.00	1.22%
699+50	857.39	858.64	1.20%	-1.19	857.79	1.26	859.05	1.00	1.26%
700+00	857.99	859.28	1.28%	-1.20	858.39	1.29	859.68	1.00	1.38%
700+50	858.64	859.96	1.46%	-1.21	859.03	1.34	860.37	1.00	1.50%
701+00	859.37	860.71	1.56%	-1.21	859.76	1.36	861.12	1.00	1.66%
701+50	860.16	861.54	1.70%	-1.22	860.54	1.41	861.95	1.00	1.78%
702+00	861.01	862.42	1.80%	-1.23	861.39	1.45	862.84	1.00	1.84%
702+50	861.91	863.34	1.92%	-1.23	862.29	1.47	863.76	1.00	2.04%
703+00	862.86	864.36	2.00%	-1.24	863.25	1.53	864.78	1.00	2.10%
703+50	863.86	865.41	1.96%	-1.25	864.25	1.58	865.83	1.00	2.28%
704+00	864.84	866.56	1.86%	-1.25	865.23	1.74	866.97	1.63	2.58%
704+50	865.77	867.9	1.80%	-1.63	866.16	2.10	868.26	1.00	2.34%
705+00	866.67	869.1	1.70%	-1.34	867.06	2.37	869.43	1.00	2.26%
705+50	867.55	870.22	1.50%	-1.38	867.91	2.65	870.56	1.00	2.08%
706+00	868.31	871.27	1.54%	-1.42	868.66	2.94	871.60	1.00	1.90%
706+50	869.08	872.28	1.40%	-1.47	869.43	3.12	872.55	1.00	1.58%
707+00	869.97	873.19	1.48%	-1.50	870.13	3.21	873.34	1.00	1.54%
707+50	870.82	874.06	1.56%	-1.52	870.87	3.24	874.11	1.08	1.66%
708+00	871.65	874.94	1.52%	-1.56	871.65	3.29	874.94	2.00	1.70%



TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
		707CL+89.23	-	709CL+47.88			158.65	EXISTING JOHN NOLEN DRIVE BRIDGE B-13-37 (EB) / B-13-195 (WB)
CB219		709CL+47.88	-	709CL+62.88			15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 RETAINING WALL
		2.00' RT , EL 877.21	-	2.00' RT , EL 877.42				
CB220		709CL+62.88	-	709CL+67.91			5.03	CONCRETE BARRIER TYPE S36 RETAINING WALL
		2.00' RT , EL 877.42	-	2.00' RT , EL 877.49				
WB BARRIER SPLIT AT 707CL+68.30								
CB221		2.00' LT EL 871.15	-	2.00' LT EL 871.30			9.31	CONCRETE BARRIER TYPE S39 RETAINING WALL
		707CL+68.30	-	707CL+77.61				
CB222		2.00' LT EL 871.30	-	2.00' LT EL 871.30			15.00	CONCRETE BARRIER TRANSITION TYPE S39 TO NJ44SF RETAINING WALL
		707CL+77.61	-	707CL+92.61				
		707CL+92.61	-	709CL+47.52			154.91	EXISTING JOHN NOLEN DRIVE BRIDGE B-13-37 (EB) / B-13-195 (WB)
CB223		2.00' LT EL 873.90	-	2.00' LT EL 874.14			15.00	CONCRETE BARRIER TRANSITION TYPE S39 TO NJ44SF RETAINING WALL
		709CL+47.52	-	709CL+62.52				
CB224		2.00' LT EL 874.14	-	2.00' LT EL 874.23			5.39	CONCRETE BARRIER TYPE S39 RETAINING WALL
		709CL+62.52	-	709CL+67.91				
END BARRIER SPLIT AT 709CL+67.91								
CB225		2.00' LT EL 874.23	-	1.53' LT EL 874.57			20.00	CONCRETE BARRIER TRANSITION TYPE S36A TO S36 SPLIT RETAINING WALL
		709CL+67.91	-	709CL+87.91				
		2.00' RT EL 877.49	-	1.00' RT EL 877.87				
CB226		1.53' LT EL 874.57	-	1.52' LT EL 874.77			10.50	CONCRETE BARRIER TRANSITION TYPE S36A TO S42A RETAINING WALL
		709CL+87.91	-	709CL+98.41				
		1.00' RT EL 877.87	-	1.00' RT EL 878.03				
CB227		1.52' LT EL 874.77	-	1.51' LT EL 875.23			24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A RETAINING WALL
		709CL+98.41	-	710CL+22.91				
		1.00' RT EL 878.03	-	1.00' RT EL 878.43				
CB228		1.51' LT EL 875.23	-	1.63' LT EL 875.70			25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL RETAINING WALL
		710CL+22.91	-	710CL+47.91				
		1.00' RT EL 878.43	-	1.63' RT EL 878.85				
CB229		1.63' LT EL 875.70	-	1.63' LT EL 875.97			15.00	S-13-535 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.710CL+55.41)
		710CL+47.91	-	710CL+62.91				
		1.63' RT EL 878.85	-	1.63' RT EL 879.12				
CB230		1.63' LT EL 875.97	-	1.51' LT EL 876.42			25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL RETAINING WALL
		710CL+62.91	-	710CL+87.91				
		1.63' RT EL 879.12	-	1.00' RT EL 879.59				
CB231		1.51' LT EL 876.42	-	1.47' LT , EL 878.30			112.09	CONCRETE BARRIER TYPE S56A RETAINING WALL
		710CL+87.91	-	712CL+00.00				
		1.00' RT EL 879.59	-	1.00' RT , EL 881.20				
CB232		1.47' LT , EL 878.30	-	1.12' LT , EL 882.85			367.50	CONCRETE BARRIER TYPE S56A
		712CL+00.00	-	715CL+67.50				
		1.00' RT , EL 881.20	-	1.00' RT , EL 883.61				
CB233		1.12' LT , EL 882.85	-	1.62' LT , EL 882.99			25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 3
		715CL+67.50	-	715CL+92.50				
		1.00' RT , EL 883.61	-	1.62' RT , EL 883.61				
CB234		1.62' LT , EL 882.99	-	1.62' LT , EL 883.07			15.00	S-13-2005 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.716CL+00)
		715CL+92.50	-	716CL+07.50				
		1.62' RT , EL 883.61	-	1.62' RT , EL 883.59				
CB235		1.62' LT , EL 883.07	-	1.06' LT , EL 883.18			25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 3
		716CL+07.50	-	716CL+32.50				
		1.62' RT , EL 883.59	-	1.00' RT , EL 883.55				
CB236		1.06' LT , EL 883.18	-	1.05' LT , EL 883.27			24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
		716CL+32.50	-	716CL+57.00				
		1.00' RT , EL 883.55	-	1.00' RT , EL 883.56				

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

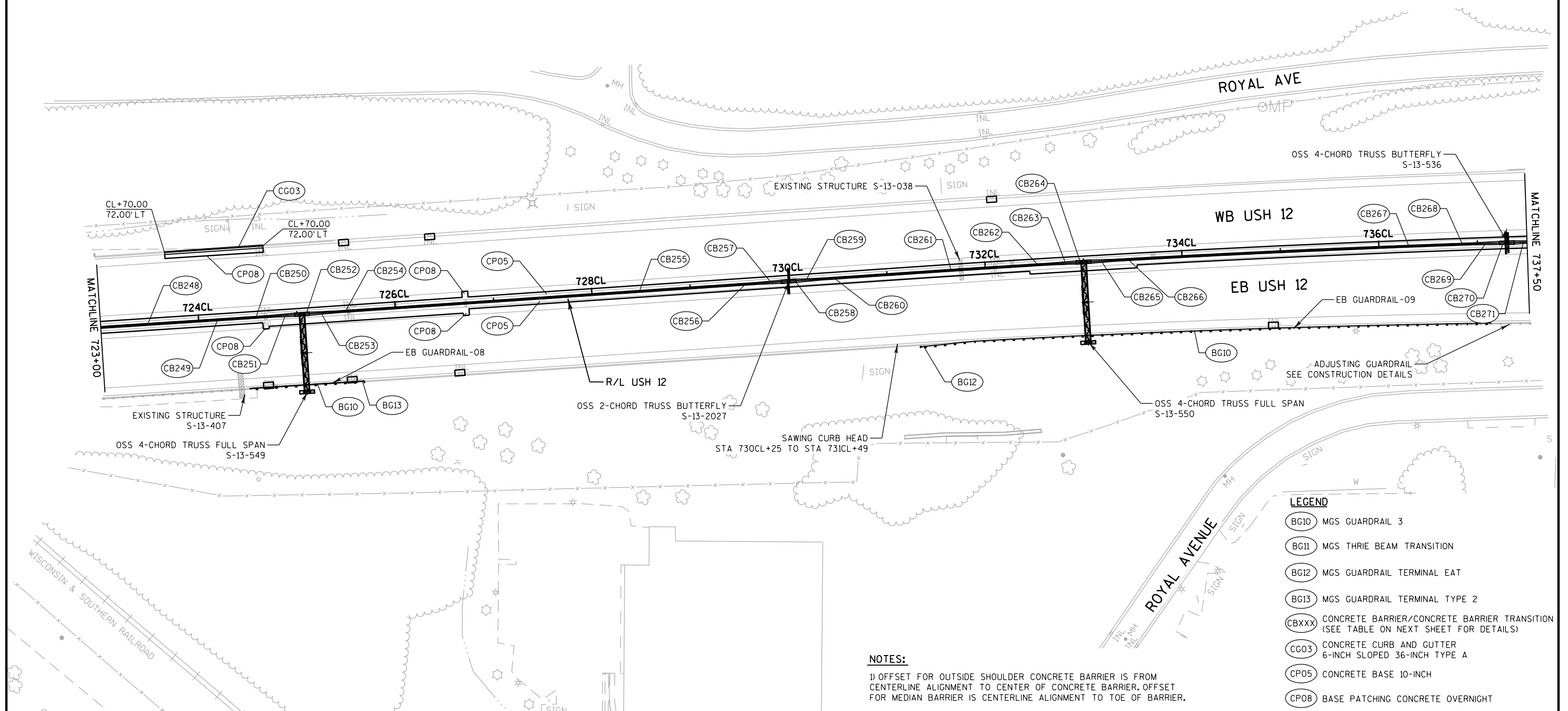
STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		GRADE TO NEXT STA.
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	
708+00	871.65	874.94	1.52%	-1.56	871.65	3.29	874.94	2.00	1.70%
708+50	872.41	875.79		-2.00	872.41	3.38	875.79	2.00	
EXISTING JOHN NOLEN DRIVE BRIDGE B-13-37 (EB) / B-13-195 (WB)									
709+50	873.94	877.24	1.72%	-2.00	873.94	3.30	877.24	2.00	1.64%
710+00	874.73	877.98	1.88%	-1.52	874.80	3.26	878.06	1.00	1.66%
710+50	875.56	878.71	1.80%	-1.63	875.74	3.15	878.89	1.62	1.80%
711+00	876.34	879.5	1.68%	-1.51	876.64	3.15	879.79	1.00	1.50%
711+50	877.15	880.21	1.64%	-1.49	877.48	3.06	880.54	1.00	1.32%
712+00	877.96	880.87	1.60%	-1.47	878.30	2.90	881.20	1.00	1.24%
712+50	878.77	881.48	1.50%	-1.44	879.10	2.72	881.82	1.00	1.06%
713+00	879.51	882.02	1.36%	-1.40	879.85	2.50	882.35	1.00	0.88%
713+50	880.2	882.45	1.42%	-1.36	880.53	2.26	882.79	1.00	0.48%
714+00	880.85	882.7	1.10%	-1.29	881.24	1.79	883.03	1.00	0.50%
714+50	881.48	882.95	1.08%	-1.24	881.79	1.49	883.28	1.00	0.46%
715+00	881.99	883.18	0.86%	-1.19	882.33	1.18	883.51	1.00	0.16%
715+50	882.41	883.25	0.54%	-1.13	882.76	0.83	883.59	1.00	0.02%
716+00	882.7	883.24	0.44%	-1.62	883.03	0.57	883.60	1.62	-0.12%
716+50	882.91	883.15	0.14%	-1.05	883.25	0.29	883.54	1.00	0.24%
717+00	883.08	883.27	0.02%	-1.06	883.32	0.34	883.66	1.00	0.08%
717+50	883.22	883.34	0.10%	-1.06	883.33	0.37	883.70	1.00	-0.16%
718+00	883.24	883.38	0.04%	-1.69	883.38	0.24	883.62	1.68	-0.32%
718+50	883.4	883.34	-0.02%	-2.00	883.40	0.06	883.46	2.00	-0.10%
719+00	883.39	883.41	-0.08%	-2.00	883.39	0.02	883.41	2.00	-0.26%
719+50	883.35	883.28	-0.26%	-2.00	883.35	-0.07	883.28	2.01	-0.24%
720+00	883.21	883.15		-2.00	883.22	-0.06	883.16	2.01	
EXISTING RAILROAD BRIDGE B-13-280 (EB & WB)									
720+50	883.04	882.99	-0.58%	-2.00	883.04	-0.05	882.99	2.00	-0.56%
721+00	882.75	882.71	-0.70%	-2.00	882.75	-0.04	882.71	2.00	-0.62%
721+50	882.3	882.4	-0.40%	-2.00	882.40	0.00	882.40	2.00	-0.82%
722+00	882	881.8	-0.40%	-1.84	882.20	-0.21	881.99	1.84	-0.74%
722+50	881.69	881.41	-0.44%	-1.17	882.00	-0.38	881.62	1.21	-0.26%
723+00	881.42	881.16	-0.58%	-1.00	881.78	-0.29	881.49	1.05	-0.32%

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB236	1.06' LT ,	EL 883.18	-	1.05' LT ,	EL 883.27		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	716CL+32.50		-	716CL+57.00				
	1.00' RT ,	EL 883.55	-	1.00' RT ,	EL 883.56			
CB237	1.05' LT ,	EL 883.27	-	1.07' LT ,	883.27		118.98	CONCRETE BARRIER TYPE S42A
	716CL+57.00		-	717CL+75.98				
	1.00' RT ,	EL 883.56	-	1.00' RT ,	883.68			
CB238	1.07' LT ,	883.27	-	1.05' LT ,	EL 883.31		10.50	CONCRETE BARRIER TRANSITION TYPE S36A TO S42A
	717CL+75.98		-	717CL+86.48				
	1.00' RT ,	883.68	-	1.00' RT ,	EL 883.64			
CB239	1.05' LT ,	EL 883.31	-	1.98' LT ,	EL 883.41		20.00	CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 2
	717CL+86.48		-	718CL+06.48				
	1.00' RT ,	EL 883.64	-	1.98' RT ,	EL 883.61			
CB240	1.98' LT ,	EL 883.41	-	2.00' LT ,	EL 883.39		65.32	CONCRETE BARRIER TYPE S36 WIDE, TYPE B
	718CL+06.48		-	718CL+71.80				
	1.98' RT ,	EL 883.61	-	2.00' RT ,	EL 883.47			
CB241	2.00' LT ,	EL 883.39	-	2.00' LT ,	EL 883.39		15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 2
	718CL+71.80		-	718CL+86.80				
	2.00' RT ,	EL 883.47	-	2.00' RT ,	EL 883.47			
	718CL+86.80		-	721CL+06.63		219.83	EXISTING RAILROAD BRIDGE B-13-280 (EB & WB)	
CB242	2.00' LT ,	EL 882.71	-	2.00' LT ,	EL 882.63		15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 3
	721CL+06.63		-	721CL+21.63				
	2.00' RT ,	EL 882.67	-	2.00' RT ,	EL 882.58			
CB243	2.00' LT ,	EL 882.63	-	2.00' LT ,	EL 882.54		10.50	CONCRETE BARRIER TRANSITION TYPE S36 WIDE TO S42 WIDE, TYPE 2
	721CL+21.63		-	721CL+32.13				
	2.00' RT ,	EL 882.58	-	2.00' RT ,	EL 882.52			
CB244	2.00' LT ,	EL 882.54	-	2.00' LT ,	EL 882.33		35.53	CONCRETE BARRIER TYPE S42 WIDE, TYPE B
	721CL+32.13		-	721CL+67.66				
	2.00' RT ,	EL 882.52	-	2.00' RT ,	EL 882.26			
CB245	2.00' LT ,	EL 882.33	-	2.00' LT ,	EL 882.24		24.50	CONCRETE BARRIER TRANSITION TYPE S42 WIDE TO S56 WIDE, TYPE 2
	721CL+67.66		-	721CL+92.16				
	2.00' RT ,	EL 882.26	-	2.00' RT ,	EL 882.07			
CB246	2.00' LT ,	EL 882.24	-	1.50' LT ,	EL 882.24		25.00	CONCRETE BARRIER TRANSITION TYPE S56 WIDE TO 56 VERTICAL, TYPE 2
	721CL+92.16		-	722CL+17.16				
	2.00' RT ,	EL 882.07	-	1.50' RT ,	EL 882.07			
	722CL+17.16		-	722CL+82.85		65.69	EXISTING DMS SIGN STRUCTURE S-13-407	
CB247	1.00' LT ,	EL 881.87	-	1.00' LT ,	EL 881.82		10.00	CONCRETE BARRIER TRANSITION TYPE S42A TO S42A, TYPE 2
	722CL+82.85		-	722CL+92.85				
	1.05' RT ,	EL 881.53	-	1.05' RT ,	EL 881.51			
CB248	1.00' LT ,	EL 881.82	-	1.00' LT ,	EL 881.82		107.15	CONCRETE BARRIER TYPE S42A
	722CL+92.85		-	724CL+00.00				
	1.05' RT ,	EL 881.51	-	1.05' RT ,	EL 881.51			

EB GUARDRAIL-08					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL 3	724CL+46.9	71.6' RT	725CL+59.3	71.8' RT	112.5
MGS GUARDRAIL TERMINAL TYPE 2	725CL+59.3	71.8' RT			--

EB GUARDRAIL-09					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	731CL+30.9	75.4' RT	731CL+84.2	73.3' RT	53.2
MGS GUARDRAIL 3	731CL+84.2	73.3' RT	736CL+86.5	80.5' RT	500
MGS GUARDRAIL 3	736CL+86.5	80.5' RT	737CL+11.6	81.0' RT	25



TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB248	1.00' LT ,	EL 881.82	-	1.00' LT ,	EL 881.82		107.15	CONCRETE BARRIER TYPE S42A
	722CL+92.85		-	724CL+00.00				
	1.05' RT ,	EL 881.51	-	1.05' RT ,	EL 881.51			
CB249	1.00' LT ,	EL 881.82	-	1.00' LT ,	EL 880.84		48.00	CONCRETE BARRIER TYPE S42
	724CL+00.00		-	724CL+48.00				
	1.05' RT ,	EL 881.51	-	1.01' RT ,	EL 880.80			
CB250	1.00' LT ,	EL 880.84	-	1.00' LT ,	EL 880.76		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	724CL+48.00		-	724CL+72.50				
	1.01' RT ,	EL 880.80	-	1.00' RT ,	EL 880.73			
CB251	1.00' LT ,	EL 880.76	-	1.62' LT ,	EL 880.69		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
	724CL+72.50		-	724CL+97.50				
	1.00' RT ,	EL 880.73	-	1.62' RT ,	EL 880.68			
CB252	1.62' LT ,	EL 880.69	-	1.62' LT ,	EL 880.64		15.00	S-13-549 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.725CL+05)
	724CL+97.50		-	725CL+12.50				
	1.62' RT ,	EL 880.68	-	1.63' RT ,	EL 880.64			
CB253	1.62' LT ,	EL 880.64	-	1.00' LT ,	EL 880.54		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
	725CL+12.50		-	725CL+37.50				
	1.63' RT ,	EL 880.64	-	1.00' RT ,	EL 880.55			
CB254	1.00' LT ,	EL 880.54	-	1.00' LT ,	EL 880.57		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	725CL+37.50		-	725CL+62.00				
	1.00' RT ,	EL 880.55	-	1.00' RT ,	EL 880.58			
CB255	1.00' LT ,	EL 880.57	-	1.00' LT ,	EL 882.48		381.00	CONCRETE BARRIER TYPE S42
	725CL+62.00		-	729CL+43.00				
	1.00' RT ,	EL 880.58	-	1.00' RT ,	EL 882.46			
CB256	1.00' LT ,	EL 882.48	-	1.00' LT ,	EL 882.65		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	729CL+43.00		-	729CL+67.50				
	1.00' RT ,	EL 882.46	-	1.01' RT ,	EL 882.59			
CB257	1.00' LT ,	EL 882.65	-	1.63' LT ,	EL 882.83		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
	729CL+67.50		-	729CL+92.50				
	1.01' RT ,	EL 882.59	-	1.62' RT ,	EL 882.74			
CB258	1.63' LT ,	EL 882.83	-	1.63' LT ,	EL 882.93		15.00	S-13-2027 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.730CL+00)
	729CL+92.50		-	730CL+07.50				
	1.62' RT ,	EL 882.74	-	1.63' RT ,	EL 882.86			
CB259	1.63' LT ,	EL 882.93	-	1.00' LT ,	EL 883.08		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
	730CL+07.50		-	730CL+32.50				
	1.63' RT ,	EL 882.86	-	1.01' RT ,	EL 883.04			
CB260	1.00' LT ,	EL 883.08	-	1.00' LT ,	EL 883.25		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	730CL+32.50		-	730CL+57.00				
	1.01' RT ,	EL 883.04	-	1.01' RT ,	EL 883.21			

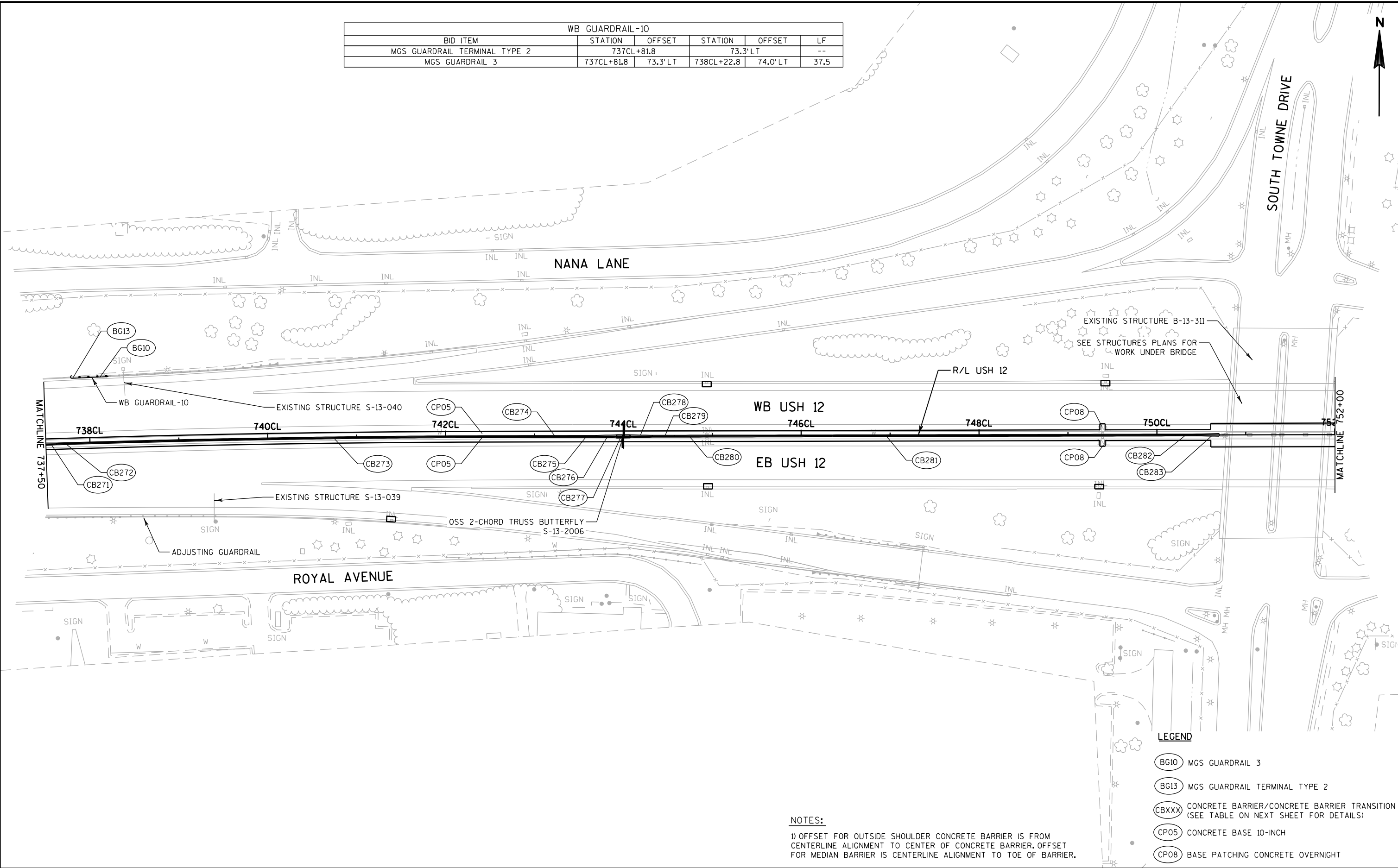
TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		GRADE TO NEXT STA.
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	
723+00	881.42	881.16	-0.58%	-1.00	881.78	-0.29	881.49	1.05	-0.32%
723+50	881.13	880.91	-0.70%	-1.00	881.49	-0.16	881.33	1.03	-0.58%
724+00	880.78	880.63	-0.60%	-1.00	881.14	-0.10	881.04	1.02	-0.50%
724+50	880.47	880.38	-0.32%	-1.00	880.84	-0.05	880.79	1.01	-0.24%
725+00	880.32	880.26	-0.24%	-1.62	880.68	-0.01	880.67	1.63	-0.22%
725+50	880.19	880.15	0.14%	-1.00	880.56	0.00	880.56	1.00	0.18%
726+00	880.27	880.23	0.26%	-1.00	880.63	0.02	880.65	1.00	0.24%
726+50	880.4	880.36	0.60%	-1.00	880.76	0.01	880.77	1.00	0.52%
727+00	880.7	880.61	0.60%	-1.00	881.06	-0.03	881.03	1.01	0.54%
727+50	881	880.88	0.64%	-1.00	881.36	-0.06	881.30	1.01	0.66%
728+00	881.31	881.21	0.60%	-1.00	881.68	-0.05	881.63	1.01	0.60%
728+50	881.61	881.51	0.54%	-1.00	881.98	-0.05	881.93	1.01	0.48%
729+00	881.88	881.74	0.56%	-1.00	882.25	-0.08	882.17	1.01	0.66%
729+50	882.16	882.08	0.70%	-1.00	882.53	-0.03	882.50	1.01	0.60%
730+00	882.53	882.38	0.64%	-1.63	882.88	-0.08	882.80	1.62	0.72%
730+50	882.84	882.75	0.68%	-1.00	883.20	-0.04	883.16	1.01	0.62%
731+00	883.18	883.05	0.66%	-1.00	883.54	-0.07	883.47	1.01	0.62%
731+50	883.51	883.35	0.62%	-1.00	883.87	-0.09	883.78	1.02	0.62%
732+00	883.81	883.66	0.60%	-1.00	884.18	-0.09	884.09	1.01	0.76%
732+50	884.12	884.04	0.68%	-1.00	884.48	-0.01	884.47	1.00	0.74%
733+00	884.47	884.42	0.62%	-1.63	884.82	0.02	884.84	1.62	0.56%
733+50	884.76	884.7	0.62%	-1.00	885.13	-0.01	885.12	1.00	0.64%
734+00	885.07	885.02	0.64%	-1.00	885.44	0.00	885.44	1.00	0.68%
734+50	885.39	885.36	0.70%	-1.00	885.76	0.02	885.78	1.00	0.68%
735+00	885.74	885.7	0.64%	-1.00	886.11	0.01	886.12	1.00	0.66%
735+50	886.06	886.03	0.52%	-1.00	886.43	0.02	886.45	1.00	0.64%
736+00	886.31	886.35	0.54%	-1.01	886.69	0.08	886.77	1.00	0.64%
736+50	886.58	886.67	0.62%	-1.02	886.96	0.13	887.09	1.00	0.62%
737+00	886.9	886.99	0.60%	-1.08	887.27	0.13	887.40	1.06	0.62%
737+50	887.2	887.3	0.46%	-1.32	887.57	0.14	887.71	1.31	0.46%

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB260	1.00' LT ,	EL 883.08	-	1.00' LT ,	EL 883.25		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	730CL+32.50		-	730CL+57.00				
	1.01' RT ,	EL 883.04	-	1.01' RT ,	EL 883.21			
CB261	1.00' LT ,	EL 883.25	-	1.00' LT ,	EL 884.43		186.00	CONCRETE BARRIER TYPE S42
	730CL+57.00		-	732CL+43.00				
	1.01' RT ,	EL 883.21	-	1.00' RT ,	EL 884.42			
CB262	1.00' LT ,	EL 884.43	-	1.00' LT ,	EL 884.59		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	732CL+43.00		-	732CL+67.50				
	1.00' RT ,	EL 884.42	-	1.00' RT ,	EL 884.60			
CB263	1.00' LT ,	EL 884.59	-	1.62' LT ,	EL 884.78		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	732CL+67.50		-	732CL+92.50				
	1.00' RT ,	EL 884.60	-	1.62' RT ,	EL 884.79			
CB264	1.62' LT ,	EL 884.78	-	1.63' LT ,	EL 884.87		15.00	S-13-550 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.733CL+00)
	732CL+92.50		-	733CL+07.50				
	1.62' RT ,	EL 884.79	-	1.63' RT ,	EL 884.88			
CB265	1.63' LT ,	EL 884.87	-	1.00' LT ,	EL 885.02		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	733CL+07.50		-	733CL+32.50				
	1.63' RT ,	EL 884.88	-	1.00' RT ,	EL 885.01			
CB266	1.00' LT ,	EL 885.02	-	1.00' LT ,	EL 885.17		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	733CL+32.50		-	733CL+57.00				
	1.00' RT ,	EL 885.01	-	1.00' RT ,	EL 885.16			
CB267	1.00' LT ,	EL 885.17	-	1.02' LT ,	EL 887.10		316.00	CONCRETE BARRIER TYPE S42
	733CL+57.00		-	736CL+73.00				
	1.00' RT ,	EL 885.16	-	1.00' RT ,	EL 887.23			
CB268	1.02' LT ,	EL 887.10	-	1.02' LT ,	EL 887.25		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	736CL+73.00		-	736CL+97.50				
	1.00' RT ,	EL 887.23	-	1.00' RT ,	EL 887.38			
CB269	1.02' LT ,	EL 887.25	-	1.62' LT ,	EL 887.43		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	736CL+97.50		-	737CL+22.50				
	1.00' RT ,	EL 887.38	-	1.62' RT ,	EL 887.55			
CB270	1.62' LT ,	EL 887.43	-	1.62' LT ,	EL 887.52		15.00	S-13-536 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.737CL+30)
	737CL+22.50		-	737CL+37.50				
	1.62' RT ,	EL 887.55	-	1.63' RT ,	EL 887.64			
CB271	1.62' LT ,	EL 887.52	-	1.02' LT ,	EL 887.62		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	737CL+37.50		-	737CL+62.50				
	1.63' RT ,	EL 887.64	-	1.00' RT ,	EL 887.77			

WB GUARDRAIL-10					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	737CL+81.8		733' LT		--
MGS GUARDRAIL 3	737CL+81.8	73.3' LT	738CL+22.8	74.0' LT	37.5

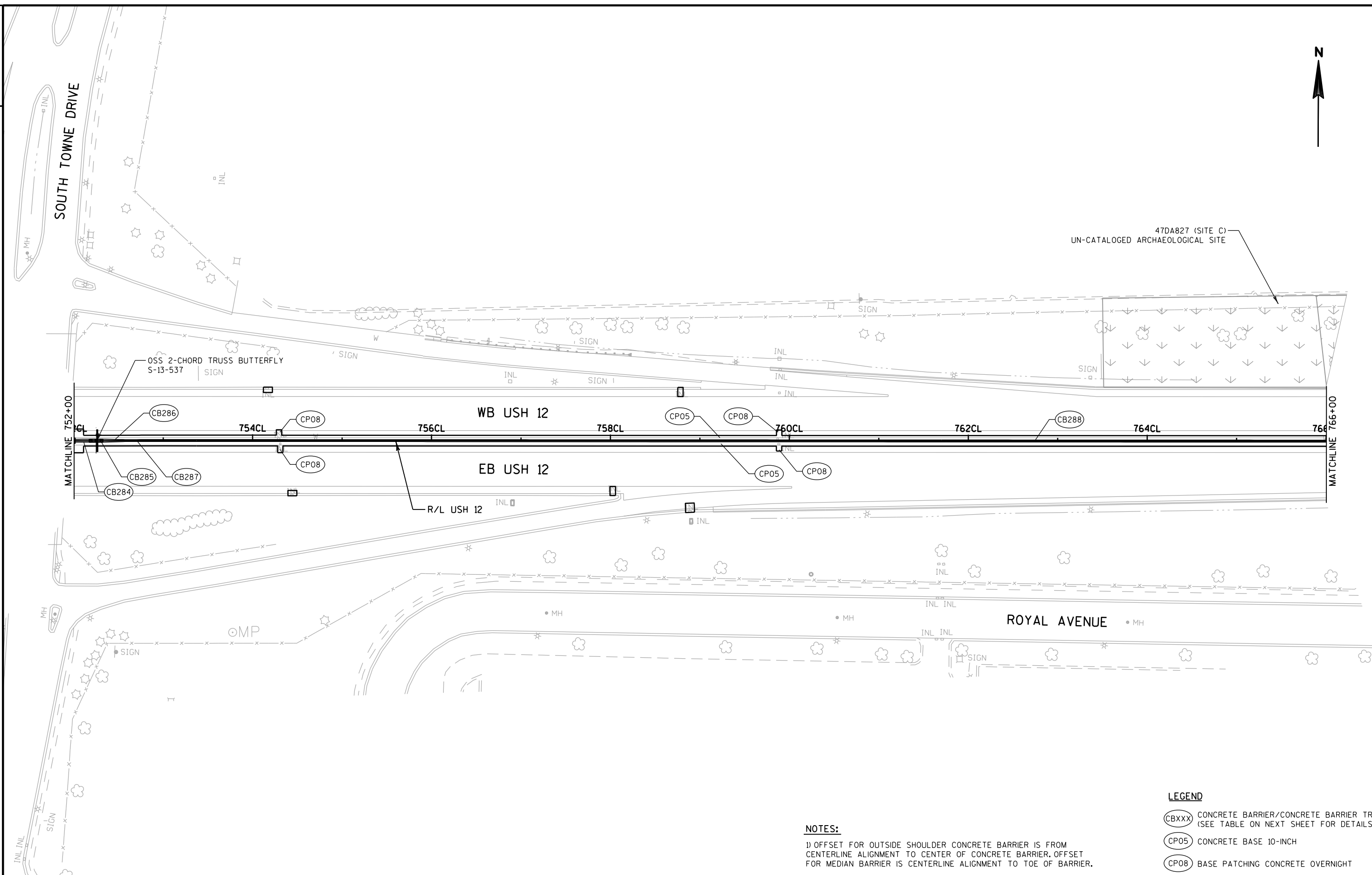


TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB271	1.62' LT ,	EL 887.52	-	1.02' LT ,	EL 887.62		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	737CL+37.50		-	737CL+62.50				
	1.63' RT ,	EL 887.64	-	1.00' RT ,	EL 887.77			
CB272	1.02' LT ,	EL 887.62	-	1.02' LT ,	EL 887.74		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	737CL+62.50		-	737CL+87.00				
	1.00' RT ,	EL 887.77	-	1.00' RT ,	EL 887.89			
CB273	1.02' LT ,	EL 887.74	-	1.03' LT ,	EL 883.94		513.00	CONCRETE BARRIER TYPE S42
	737CL+87.00		-	743CL+00.00				
	1.00' RT ,	EL 887.89	-	1.00' RT ,	EL 884.13			
CB274	1.03' LT ,	EL 883.94	-	1.03' LT ,	EL 883.14		43.00	CONCRETE BARRIER TYPE S42A
	743CL+00.00		-	743CL+43.00				
	1.00' RT ,	EL 884.13	-	1.00' RT ,	EL 883.36			
CB275	1.03' LT ,	EL 883.14	-	1.05' LT ,	EL 882.62		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	743CL+43.00		-	743CL+67.50				
	1.00' RT ,	EL 883.36	-	1.00' RT ,	EL 882.96			
CB276	1.05' LT ,	EL 882.62	-	1.63' LT ,	EL 882.03		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 3
	743CL+67.50		-	743CL+92.50				
	1.00' RT ,	EL 882.96	-	1.62' RT ,	EL 882.62			
CB277	1.63' LT ,	EL 882.03	-	1.63' LT ,	EL 881.67		15.00	S-13-2006 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.744CL+00)
	743CL+92.50		-	744CL+07.50				
	1.62' RT ,	EL 882.62	-	1.62' RT ,	EL 882.41			
CB278	1.63' LT ,	EL 881.67	-	1.16' LT ,	EL 881.04		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 3
	744CL+07.50		-	744CL+32.50				
	1.62' RT ,	EL 882.41	-	1.00' RT ,	EL 882.03			
CB279	1.16' LT ,	EL 881.04	-	1.14' LT ,	EL 880.44		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 2
	744CL+32.50		-	744CL+57.00				
	1.00' RT ,	EL 882.03	-	1.00' RT ,	EL 881.33			
CB280	1.14' LT ,	EL 880.44	-	1.09' LT ,	EL 879.22		143.00	CONCRETE BARRIER TYPE S42A
	744CL+57.00		-	746CL+00.00				
	1.00' RT ,	EL 881.33	-	1.00' RT ,	EL 879.76			
CB281	1.09' LT ,	EL 879.22	-	1.00' LT ,	EL 866.63		420.56	CONCRETE BARRIER TYPE S42
	746CL+00.00		-	750CL+20.56				
	1.00' RT ,	EL 879.76	-	1.01' RT ,	EL 866.59			
CB282	1.00' LT ,	EL 866.63	-	1.00' LT ,	EL 866.34		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	750CL+20.56		-	750CL+45.06				
	1.01' RT ,	EL 866.59	-	1.00' RT ,	EL 866.31			
CB283	1.00' LT ,	EL 866.34	-	1.50' LT ,	EL 866.13		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 2
	750CL+45.06		-	750CL+70.06				
	1.00' RT ,	EL 866.31	-	1.50' RT ,	EL 866.10			
	750CL+70.06		-	752CL+01.50			131.44	SOUTH TOWNE DRIVE BRIDGE B-13-311 UNDERPASS RETROFIT PIER

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
737+50	887.2	887.3	0.46%	-1.32	887.57	0.14	887.71	1.31	0.46%
738+00	887.43	887.53	0.38%	-1.02	887.80	0.14	887.94	1.00	0.30%
738+50	887.61	887.67	0.00%	-1.02	887.99	0.10	888.09	1.00	0.20%
739+00	887.61	887.77	-0.12%	-1.03	887.99	0.20	888.19	1.00	-0.30%
739+50	887.54	887.63	-0.50%	-1.02	887.93	0.11	888.04	1.00	-0.52%
740+00	887.29	887.37	-0.60%	-1.02	887.68	0.10	887.78	1.00	-0.52%
740+50	886.99	887.12	-0.94%	-1.02	887.38	0.14	887.52	1.00	-1.02%
741+00	886.51	886.61	-1.06%	-1.02	886.91	0.10	887.01	1.00	-1.10%
741+50	885.98	886.07	-1.46%	-1.01	886.38	0.08	886.46	1.00	-1.44%
742+00	885.23	885.35	-1.54%	-1.01	885.65	0.09	885.74	1.00	-1.48%
742+50	884.44	884.62	-1.88%	-1.02	884.88	0.12	885.00	1.00	-1.74%
743+00	883.5	883.74	-1.86%	-1.03	883.94	0.19	884.13	1.00	-1.80%
743+50	882.56	882.84	-2.32%	-1.04	883.01	0.22	883.23	1.00	-1.42%
744+00	881.4	882.13	-2.46%	-1.63	881.85	0.67	882.52	1.63	-1.86%
744+50	880.17	881.19	-2.80%	-1.16	880.62	0.97	881.59	1.00	-3.66%
745+00	878.77	879.36	-2.84%	-1.09	879.22	0.54	879.76	1.00	-3.64%
745+50	877.35	877.53	-2.94%	-1.02	877.80	0.14	877.94	1.00	-3.08%
746+00	875.88	875.99	-2.96%	-1.01	876.33	0.07	876.40	1.00	-3.02%
746+50	874.41	874.49	-2.92%	-1.01	874.85	0.04	874.89	1.00	-2.94%
747+00	872.95	873.01	-2.92%	-1.00	873.39	0.03	873.42	1.00	-2.94%
747+50	871.49	871.54	-2.60%	-1.00	871.93	0.02	871.95	1.00	-2.64%
748+00	870.19	870.22	-2.60%	-1.00	870.63	0.00	870.63	1.00	-2.58%
748+50	868.89	868.93	-1.88%	-1.00	869.33	0.01	869.34	1.00	-1.94%
749+00	867.95	867.96	-1.78%	-1.00	868.39	-0.02	868.37	1.00	-1.86%
749+50	867.07	867.02	-1.26%	-1.00	867.50	-0.06	867.44	1.01	-1.24%
750+00	866.45	866.4	-1.18%	-1.00	866.87	-0.05	866.82	1.01	-1.12%
750+50	865.88	865.83	-0.68%	-1.10	866.28	-0.02	866.26	1.10	-0.74%
751+00	865.53	865.47	-0.64%	-1.50	865.94	-0.05	865.89	1.50	-0.70%
751+50	865.21	865.12	-0.64%	-1.50	865.62	-0.08	865.54	1.50	-0.60%
752+00	864.89	864.81	-0.66%	-1.50	865.30	-0.06	865.24	1.50	-0.62%



TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

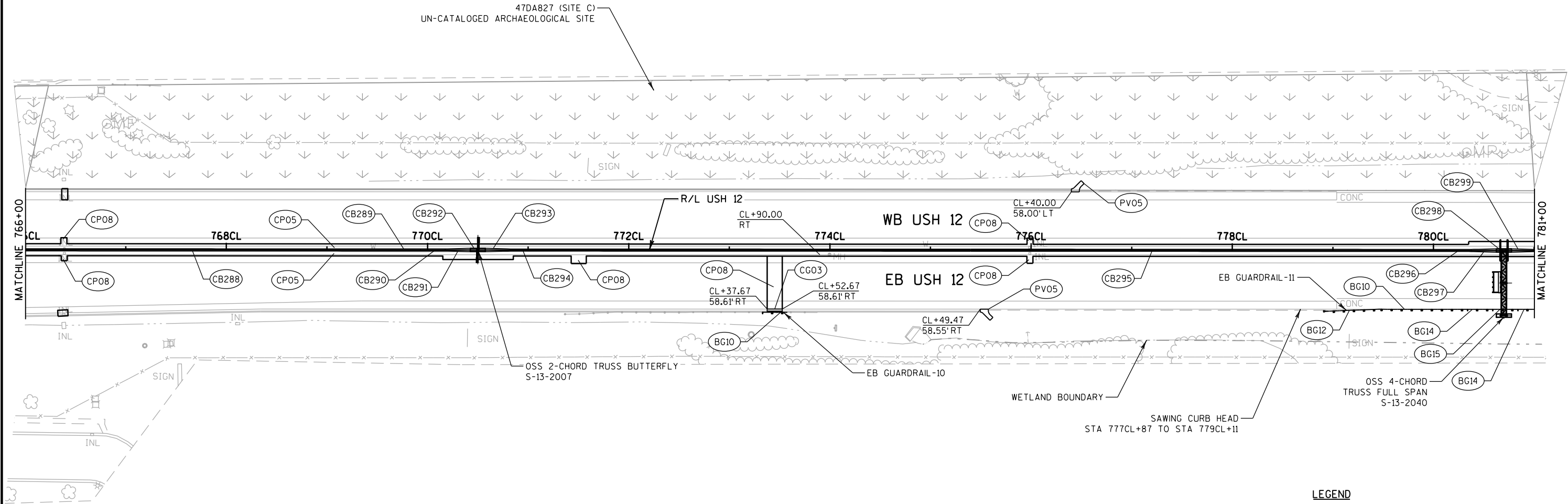
POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB284		750CL+70.06	-		752CL+01.50		131.44	SOUTH TOWNE DRIVE BRIDGE B-13-311 UNDERPASS RETROFIT PIER
	1.50' LT ,	EL 865.29	-	1.63' LT ,	EL 865.19		16.00	CONCRETE BARRIER TRANSITION TYPE S6 VERTICAL TO S6 VERTICAL, TYPE 3
	1.50' RT ,	EL 865.23	-	1.62' RT ,	EL 865.14			
CB285	1.63' LT ,	EL 865.19	-	1.63' LT ,	EL 865.09		15.00	S-13-537 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 752CL+25)
	1.62' RT ,	EL 865.14	-	1.62' RT ,	EL 865.05			
CB286	1.63' LT ,	EL 865.09	-	1.00' LT ,	EL 864.92		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 3
	1.62' RT ,	EL 865.05	-	1.01' RT ,	EL 864.88			
CB287	1.00' LT ,	EL 864.92	-	1.00' LT ,	EL 864.80		25.00	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	1.01' RT ,	EL 864.88	-	1.01' RT ,	EL 864.77			
CB288	1.00' LT ,	EL 864.80	-	1.00' LT ,	EL 858.70		1,667.50	CONCRETE BARRIER TYPE S42
	1.01' RT ,	EL 864.77	-	1.00' RT ,	EL 858.57			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		GRADE TO NEXT STA.
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	
752+00	864.89	864.81	-0.66%	-1.50	865.30	-0.06	865.24	1.50	-0.62%
752+50	864.55	864.49	-0.50%	-1.19	864.97	-0.04	864.93	1.19	-0.50%
753+00	864.3	864.24	-0.48%	-1.00	864.72	-0.04	864.68	1.01	-0.44%
753+50	864.07	864.02	-0.36%	-1.00	864.48	-0.02	864.46	1.00	-0.40%
754+00	863.89	863.82	-0.36%	-1.00	864.30	-0.04	864.26	1.01	-0.38%
754+50	863.71	863.63	-0.34%	-1.00	864.12	-0.05	864.07	1.01	-0.32%
755+00	863.55	863.47	-0.34%	-1.00	863.95	-0.04	863.91	1.01	-0.30%
755+50	863.38	863.32	-0.32%	-1.00	863.78	-0.02	863.76	1.00	-0.34%
756+00	863.22	863.15	-0.32%	-1.00	863.62	-0.03	863.59	1.00	-0.34%
756+50	863.06	862.98	-0.36%	-1.00	863.46	-0.04	863.42	1.01	-0.34%
757+00	862.88	862.81	-0.34%	-1.00	863.28	-0.03	863.25	1.01	-0.36%
757+50	862.71	862.63	-0.30%	-1.00	863.11	-0.04	863.07	1.01	-0.36%
758+00	862.56	862.45	-0.32%	-1.00	862.96	-0.07	862.89	1.01	-0.36%
758+50	862.4	862.27	-0.38%	-1.00	862.80	-0.09	862.71	1.01	-0.34%
759+00	862.21	862.1	-0.34%	-1.00	862.61	-0.07	862.54	1.01	-0.36%
759+50	862.03	861.91	-0.30%	-1.00	862.44	-0.08	862.36	1.01	-0.40%
760+00	861.88	861.71	-0.34%	-1.00	862.29	-0.13	862.16	1.02	-0.38%
760+50	861.72	861.52	-0.42%	-1.00	862.12	-0.15	861.97	1.02	-0.34%
761+00	861.51	861.35	-0.38%	-1.00	861.91	-0.11	861.80	1.02	-0.34%
761+50	861.31	861.18	-0.36%	-1.00	861.72	-0.09	861.63	1.01	-0.36%
762+00	861.13	861.01	-0.34%	-1.00	861.54	-0.09	861.45	1.01	-0.36%
762+50	860.96	860.83	-0.32%	-1.00	861.37	-0.10	861.27	1.02	-0.36%
763+00	860.81	860.65	-0.34%	-1.00	861.21	-0.12	861.09	1.02	-0.36%
763+50	860.64	860.47	-0.42%	-1.00	861.04	-0.13	860.91	1.02	-0.38%
764+00	860.42	860.27	-0.42%	-1.00	860.83	-0.11	860.72	1.02	-0.38%
764+50	860.22	860.08	-0.36%	-1.00	860.62	-0.09	860.53	1.01	-0.36%
765+00	860.04	859.91	-0.36%	-1.00	860.44	-0.09	860.35	1.02	-0.36%
765+50	859.85	859.73	-0.40%	-1.00	860.26	-0.09	860.17	1.01	-0.32%
766+00	859.66	859.57	-0.36%	-1.00	860.06	-0.05	860.01	1.01	-0.46%

EB GUARDRAIL -10					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL 3	773CL+32.62	61.8' RT	773CL+57.8	62.0' RT	25

EB GUARDRAIL -11					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	778CL+92.9	60.5' RT	779CL+46.0	58.4' RT	53.2
MGS GUARDRAIL 3	779CL+46.0	58.4' RT	780CL+33.5	58.5' RT	87.5
MGS GUARDRAIL 3 HS	780CL+33.5	58.5' RT	780CL+58.5	58.5' RT	25
MGS GUARDRAIL 3 OS	780CL+58.5	58.5' RT	780CL+83.5	58.4' RT	25
MGS GUARDRAIL 3 HS	780CL+83.5	58.4' RT	781CL+08.5	58.4' RT	25



- LEGEND**
- BG10 MGS GUARDRAIL 3
 - BG12 MGS GUARDRAIL TERMINAL EAT
 - BG14 MGS GUARDRAIL 3 HS
 - BG15 MGS GUARDRAIL 3 OS
 - CBXXX CONCRETE BARRIER/CONCRETE BARRIER TRANSITION (SEE TABLE ON NEXT SHEET FOR DETAILS)
 - CG03 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
 - CP05 CONCRETE BASE 10-INCH
 - CP08 BASE PATCHING CONCRETE OVERNIGHT
 - PV05 ASPHALTIC FLUME

NOTES:
1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER. OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

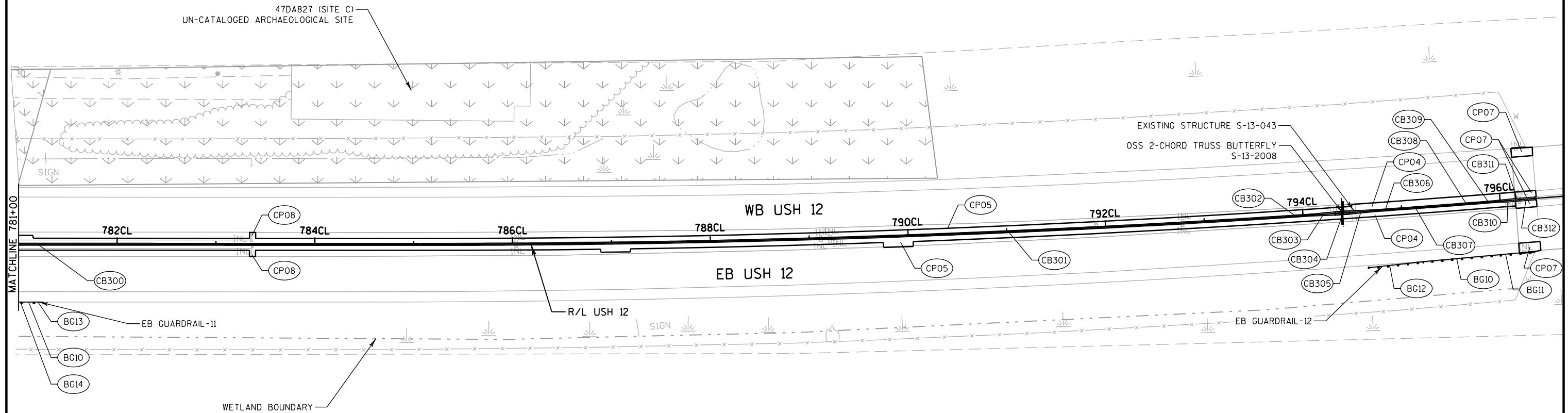
POINT NO.	OFFSET STATION ELEV	OFFSET STATION ELEV	LENGTH (FEET)	BARRIER TYPE
CB288	1.00' LT , EL 864.80	- 1.00' LT , EL 858.70	1,667.50	CONCRETE BARRIER TYPE S42
	752CL+82.50	- 769CL+50.00		
	1.01' RT , EL 864.77	- 1.00' RT , EL 858.57		
CB289	1.00' LT , EL 864.80	- 1.00' LT , EL 858.70	43.00	CONCRETE BARRIER TYPE S42A
	769CL+50.00	- 769CL+93.00		
	1.00' RT , EL 864.77	- 1.02' RT , EL 858.57		
CB290	1.00' LT , EL 858.70	- 1.00' LT , EL 858.61	24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	769CL+93.00	- 770CL+17.50		
	1.02' RT , EL 858.57	- 1.03' RT , EL 858.45		
CB291	1.00' LT , EL 858.61	- 1.62' LT , EL 858.54	25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 2
	770CL+17.50	- 770CL+42.50		
	1.03' RT , EL 858.45	- 1.62' RT , EL 858.35		
CB292	1.62' LT , EL 858.54	- 1.63' LT , EL 858.49	15.00	S-13-2007 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.770CL+50)
	770CL+42.50	- 770CL+57.50		
	1.62' RT , EL 858.35	- 1.62' RT , EL 858.31		
CB293	1.63' LT , EL 858.49	- 1.00' LT , EL 858.38	25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 2
	770CL+57.50	- 770CL+82.50		
	1.62' RT , EL 858.31	- 1.02' RT , EL 858.23		
CB294	1.00' LT , EL 858.38	- 1.00' LT , EL 858.30	24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	770CL+82.50	- 771CL+07.00		
	1.02' RT , EL 858.23	- 1.02' RT , EL 858.15		
CB295	1.00' LT , EL 858.30	- 1.04' LT , EL 854.96	906.00	CONCRETE BARRIER TYPE S42A
	771CL+07.00	- 780CL+13.00		
	1.02' RT , EL 858.15	- 1.00' RT , EL 855.21		
CB296	1.04' LT , EL 854.96	- 1.04' LT , EL 854.86	24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	780CL+13.00	- 780CL+37.50		
	1.00' RT , EL 855.21	- 1.00' RT , EL 855.14		
CB297	1.04' LT , EL 854.86	- 1.62' LT , EL 854.77	25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 2
	780CL+37.50	- 780CL+62.50		
	1.00' RT , EL 855.14	- 1.62' RT , EL 855.07		
CB298	1.62' LT , EL 854.77	- 1.62' LT , EL 854.71	15.00	S-13-2040 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.780CL+70)
	780CL+62.50	- 780CL+77.50		
	1.62' RT , EL 855.07	- 1.63' RT , EL 855.02		
CB299	1.62' LT , EL 854.71	- 1.05' LT , EL 854.58	25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 2
	780CL+77.50	- 781CL+02.50		
	1.63' RT , EL 855.02	- 1.00' RT , EL 854.91		

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
766+00	859.66	859.57	-0.36%	-1.00	860.06	-0.05	860.01	1.01	-0.46%
766+50	859.47	859.35	-0.30%	-1.00	859.88	-0.10	859.78	1.02	-0.42%
767+00	859.32	859.14	-0.36%	-1.00	859.73	-0.16	859.57	1.03	-0.28%
767+50	859.15	859	-0.40%	-1.00	859.55	-0.12	859.43	1.02	-0.38%
768+00	858.95	858.81	-0.36%	-1.00	859.35	-0.11	859.24	1.02	-0.32%
768+50	858.77	858.65	-0.30%	-1.00	859.17	-0.09	859.08	1.01	-0.34%
769+00	858.62	858.48	-0.30%	-1.00	859.02	-0.11	858.91	1.02	-0.36%
769+50	858.46	858.3	-0.38%	-1.00	858.87	-0.14	858.73	1.02	-0.38%
770+00	858.27	858.11	-0.34%	-1.00	858.68	-0.14	858.54	1.02	-0.42%
770+50	858.11	857.9	-0.38%	-1.62	858.51	-0.18	858.33	1.63	-0.28%
771+00	857.92	857.75	-0.34%	-1.00	858.32	-0.13	858.19	1.02	-0.44%
771+50	857.74	857.54	-0.40%	-1.00	858.15	-0.18	857.97	1.03	-0.34%
772+00	857.55	857.37	-0.40%	-1.00	857.95	-0.15	857.80	1.03	-0.36%
772+50	857.35	857.19	-0.44%	-1.00	857.75	-0.13	857.62	1.02	-0.44%
773+00	857.12	856.98	-0.42%	-1.00	857.53	-0.13	857.40	1.02	-0.36%
773+50	856.92	856.79	-0.32%	-1.00	857.32	-0.10	857.22	1.02	-0.38%
774+00	856.76	856.59	-0.34%	-1.00	857.16	-0.13	857.03	1.02	-0.34%
774+50	856.59	856.42	-0.40%	-1.00	856.99	-0.13	856.86	1.02	-0.36%
775+00	856.38	856.25	-0.42%	-1.00	856.79	-0.11	856.68	1.02	-0.34%
775+50	856.18	856.09	-0.38%	-1.00	856.58	-0.07	856.51	1.01	-0.16%
776+00	855.98	856.01	-0.36%	-1.01	856.39	0.04	856.43	1.00	-0.16%
776+50	855.8	855.93	-0.28%	-1.02	856.21	0.14	856.35	1.00	-0.18%
777+00	855.66	855.84	-0.32%	-1.03	856.07	0.19	856.26	1.00	-0.20%
777+50	855.51	855.74	-0.38%	-1.04	855.91	0.25	856.16	1.00	-0.34%
778+00	855.32	855.56	-0.38%	-1.04	855.72	0.27	855.99	1.00	-0.38%
778+50	855.13	855.38	-0.32%	-1.04	855.53	0.27	855.80	1.00	-0.42%
779+00	854.97	855.17	-0.34%	-1.04	855.37	0.22	855.59	1.00	-0.40%
779+50	854.81	854.97	-0.38%	-1.03	855.20	0.19	855.39	1.00	-0.28%
780+00	854.61	854.83	-0.38%	-1.04	855.01	0.24	855.25	1.00	-0.30%
780+50	854.42	854.69	-0.46%	-1.33	854.82	0.28	855.10	1.31	-0.36%
781+00	854.19	854.5	-0.40%	-1.11	854.59	0.33	854.92	1.06	-0.34%

EB GUARDRAIL-11					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL 3 HS	780CL+83.5	58.4' RT	781CL+08.5	58.4' RT	25
MGS GUARDRAIL 3	781CL+08.5	58.4' RT	781CL+21.0	58.4' RT	12.5
MGS GUARDRAIL TERMINAL TYPE 2	781CL+21.0		58.4' RT		--

EB GUARDRAIL-12					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	794CL+64.4	57.0' RT	795CL+17.2	54.9' RT	53.2
MGS GUARDRAIL 3	795CL+17.2	54.9' RT	795CL+91.9	53.9' RT	75
MGS THRIE BEAM TRANSITION	795CL+91.9	53.9' RT	796CL+31.3	53.5' RT	39.4



- LEGEND**
- BG10 MGS GUARDRAIL 3
 - BG11 MGS THRIE BEAM TRANSITION
 - BG12 MGS GUARDRAIL TERMINAL EAT
 - BG13 MGS GUARDRAIL TERMINAL TYPE 2
 - BG14 MGS GUARDRAIL 3 HS
 - CBXXX CONCRETE BARRIER/CONCRETE BARRIER TRANSITION (SEE TABLE ON NEXT SHEET FOR DETAILS)
 - CP04 CONCRETE BASE 9.5-INCH
 - CP05 CONCRETE BASE 10-INCH
 - CP07 CONCRETE PAVEMENT APPROACH SLAB HES
 - CP08 BASE PATCHING CONCRETE OVERNIGHT

NOTES:
1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER. OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

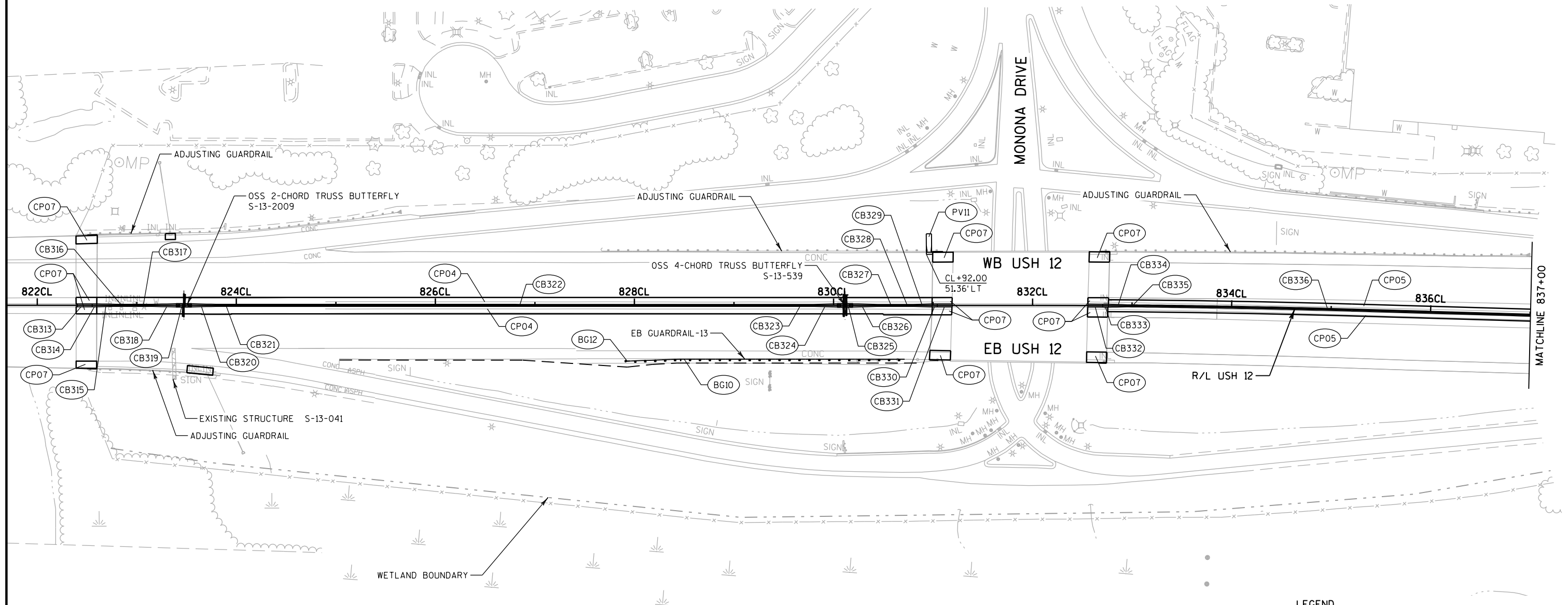
TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB301	1.06' LT ,	EL 854.47	-	1.05' LT ,	EL 853.42		1,256.00	CONCRETE BARRIER TYPE S42A
	781CL+27.00		-	793CL+83.00				
	1.00' RT ,	EL 854.83	-	1.00' RT ,	EL 853.73			
CB302	1.05' LT ,	EL 853.42	-	1.05' LT ,	EL 853.53		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	793CL+83.00		-	794CL+07.50				
	1.00' RT ,	EL 853.73	-	1.00' RT ,	EL 853.85			
CB303	1.05' LT ,	EL 853.53	-	1.63' LT ,	EL 853.67		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 2
	794CL+07.50		-	794CL+32.50				
	1.00' RT ,	EL 853.85	-	1.62' RT ,	EL 853.99			
CB304	1.63' LT ,	EL 853.67	-	1.62' LT ,	EL 853.74		15.00	S-13-2008 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.794CL+40)
	794CL+32.50		-	794CL+47.50				
	1.62' RT ,	EL 853.99	-	1.62' RT ,	EL 854.03			
CB305	1.62' LT ,	EL 853.74	-	1.04' LT ,	EL 853.81		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 2
	794CL+47.50		-	794CL+72.50				
	1.62' RT ,	EL 854.03	-	1.00' RT ,	EL 854.03			
CB306	1.04' LT ,	EL 853.81	-	1.02' LT ,	EL 853.86		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	794CL+72.50		-	794CL+97.00				
	1.00' RT ,	EL 854.03	-	1.00' RT ,	EL 854.01			
CB307	1.02' LT ,	EL 853.86	-	1.00' LT ,	EL 853.98		53.00	CONCRETE BARRIER TYPE S42A
	794CL+97.00		-	795CL+50.00				
	1.00' RT ,	EL 854.01	-	1.00' RT ,	EL 854.00			
CB308	1.00' LT ,	EL 853.98	-	1.00' LT ,	EL 854.11		34.96	CONCRETE BARRIER TYPE S42
	795CL+50.00		-	795CL+84.96				
	1.00' RT ,	EL 854.00	-	1.00' RT ,	EL 854.10			
CB309	1.00' LT ,	EL 854.11	-	1.00' LT ,	EL 854.19		10.53	CONCRETE BARRIER TRANSITION TYPE S36 TO S42
	795CL+84.96		-	795CL+95.49				
	1.00' RT ,	EL 854.10	-	1.00' RT ,	EL 854.16			
CB310	1.00' LT ,	EL 854.19	-	1.50' LT ,	EL 854.36		20.00	CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 1
	795CL+95.49		-	796CL+15.49				
	1.00' RT ,	EL 854.16	-	1.50' RT ,	EL 854.32			
CB311	1.50' LT ,	EL 854.36	-	1.50' LT ,	EL 854.38		4.56	CONCRETE BARRIER TYPE S36 WIDE, TYPE A
	796CL+15.49		-	796CL+20.05				
	1.50' RT ,	EL 854.32	-	1.51' RT ,	EL 854.35			
CB312	1.50' LT ,	EL 854.38	-	1.50' LT ,	EL 854.38		15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 1
	796CL+20.05		-	796CL+35.05				
	1.51' RT ,	EL 854.35	-	1.51' RT ,	EL 854.35			
	796CL+35.05		-	822CL+40.11			2,605.06	EXISTING YAHARA RIVER BRIDGE B-13-315 (EB) / B-13-316 (WB)

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
781+00	854.19	854.5	-0.40%	-1.11	854.59	0.33	854.92	1.06	-0.34%
781+50	853.99	854.33	-0.28%	-1.06	854.39	0.36	854.75	1.00	-0.34%
782+00	853.85	854.16	-0.32%	-1.05	854.25	0.33	854.58	1.00	-0.34%
782+50	853.69	853.99	-0.46%	-1.05	854.09	0.32	854.41	1.00	-0.40%
783+00	853.45	853.79	-0.44%	-1.06	853.86	0.35	854.21	1.00	-0.40%
783+50	853.23	853.59	-0.36%	-1.06	853.64	0.37	854.01	1.00	-0.40%
784+00	853.06	853.39	-0.36%	-1.05	853.46	0.35	853.81	1.00	-0.40%
784+50	852.88	853.19	-0.40%	-1.05	853.28	0.33	853.61	1.00	-0.40%
785+00	852.67	853	-0.40%	-1.05	853.08	0.33	853.41	1.00	-0.38%
785+50	852.48	852.81	-0.30%	-1.06	852.88	0.34	853.22	1.00	-0.30%
786+00	852.33	852.66	-0.34%	-1.05	852.73	0.34	853.07	1.00	-0.32%
786+50	852.17	852.51	-0.36%	-1.06	852.56	0.35	852.91	1.00	-0.30%
787+00	851.99	852.36	-0.38%	-1.06	852.38	0.38	852.76	1.00	-0.34%
787+50	851.8	852.19	-0.28%	-1.06	852.19	0.40	852.59	1.00	-0.38%
788+00	851.66	852.01	-0.18%	-1.06	852.05	0.35	852.40	1.00	-0.20%
788+50	851.58	851.91	-0.04%	-1.05	851.96	0.34	852.30	1.00	-0.04%
789+00	851.56	851.9	0.08%	-1.06	851.94	0.34	852.28	1.00	0.12%
789+50	851.6	851.95	0.22%	-1.06	851.98	0.36	852.34	1.00	0.08%
790+00	851.72	852	0.28%	-1.05	852.09	0.29	852.38	1.00	0.20%
790+50	851.86	852.1	0.30%	-1.04	852.23	0.25	852.48	1.00	0.30%
791+00	852.02	852.26	0.38%	-1.04	852.38	0.25	852.63	1.00	0.38%
791+50	852.21	852.45	0.40%	-1.04	852.57	0.25	852.82	1.00	0.38%
792+00	852.41	852.64	0.36%	-1.04	852.77	0.24	853.01	1.00	0.36%
792+50	852.59	852.82	0.30%	-1.04	852.95	0.24	853.19	1.00	0.38%
793+00	852.75	853.01	0.30%	-1.04	853.10	0.28	853.38	1.00	0.38%
793+50	852.91	853.21	0.50%	-1.05	853.25	0.32	853.57	1.00	0.50%
794+00	853.16	853.46	0.48%	-1.05	853.50	0.32	853.82	1.00	0.42%
794+50	853.41	853.68	0.26%	-1.57	853.74	0.29	854.03	1.56	-0.04%
795+00	853.61	853.73	0.22%	-1.02	853.87	0.14	854.01	1.00	-0.02%
795+50	853.83	853.83	0.50%	-1.00	853.98	0.02	854.00	1.00	0.40%
796+00	854.13	854.09	0.62%	-1.11	854.23	-0.03	854.20	1.12	0.60%
796+50	854.54	854.5		-1.50	854.54	-0.04	854.50	1.51	
EXISTING YAHARA RIVER BRIDGE B-13-315 (EB) / B-13-316 (WB)									

EB GUARDRAIL-13					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	827CL+92.7	56.0' RT	828CL+45.9	54.0' RT	53.2
MGS GUARDRAIL 3	828CL+45.9	54.0' RT	830CL+70.9	54.1' RT	225

**LEGEND**

- BG10 MGS GUARDRAIL 3
- BG12 MGS GUARDRAIL TERMINAL EAT
- CBXXX CONCRETE BARRIER/CONCRETE BARRIER TRANSITION
(SEE TABLE ON NEXT SHEET FOR DETAILS)
- CP04 CONCRETE BASE 9.5-INCH
- CP05 CONCRETE BASE 10-INCH
- CP07 CONCRETE PAVEMENT APPROACH SLAB HES
- PV11 CONCRETE SURFACE DRAINS

NOTES:

1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER. OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

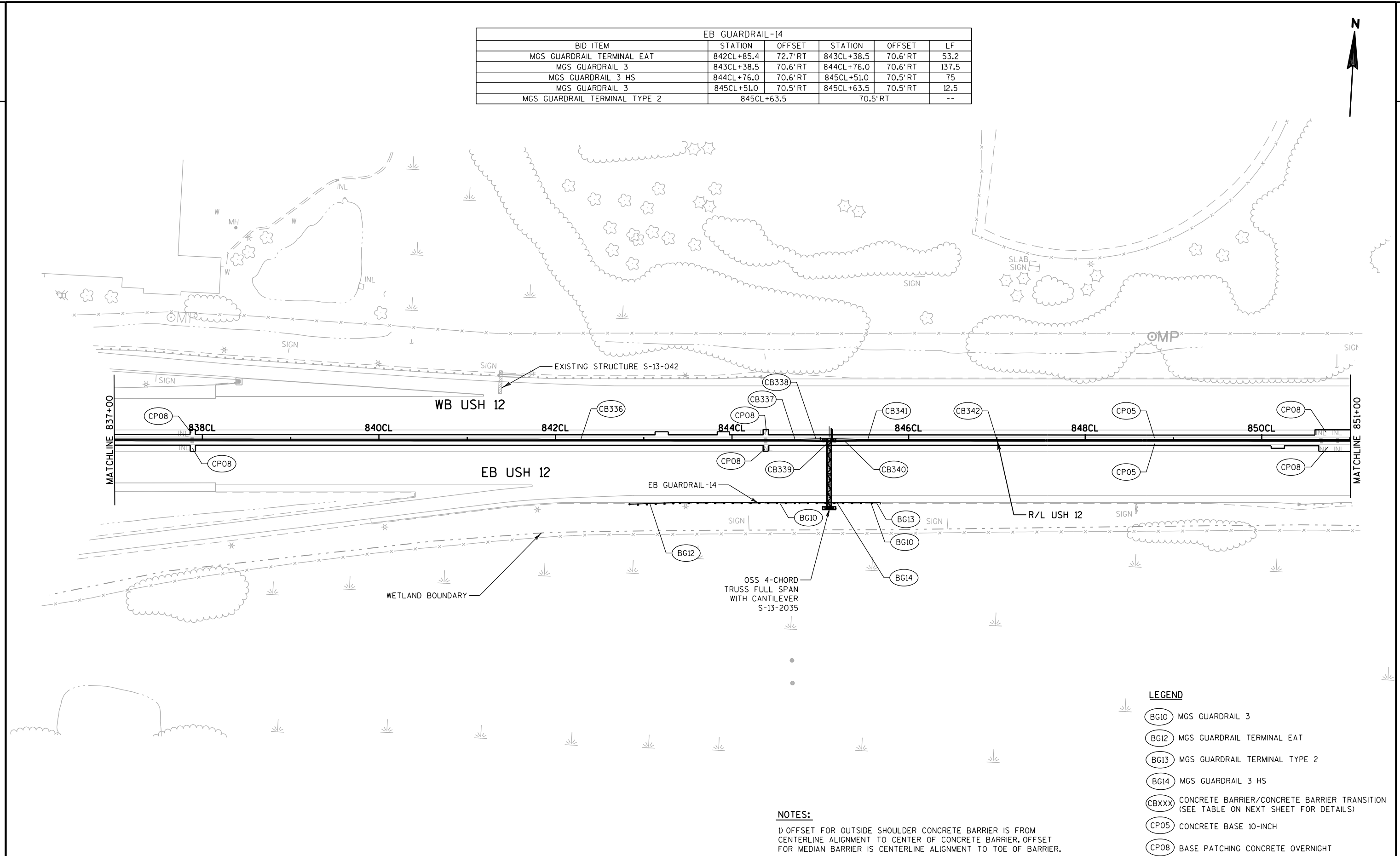
POINT NO.	OFFSET STATION ELEV	OFFSET STATION ELEV	LENGTH (FEET)	BARRIER TYPE
CB313	1.50' LT , EL 860.65	- 1.50' LT , EL 860.61	15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 1
	822CL+40.11	- 822CL+55.11		
	1.50' RT , EL 860.66	- 1.50' RT , EL 860.62		
CB314	1.50' LT , EL 860.61	- 1.50' LT , EL 860.60	4.67	CONCRETE BARRIER TYPE S36 WIDE, TYPE A
	822CL+55.11	- 822CL+59.78		
	1.50' RT , EL 860.62	- 1.50' RT , EL 860.61		
CB315	1.50' LT , EL 860.60	- 1.00' LT , EL 860.50	20.00	CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 1
	822CL+59.78	- 822CL+79.78		
	1.50' RT , EL 860.61	- 1.00' RT , EL 860.52		
CB316	1.00' LT , EL 860.50	- 1.00' LT , EL 860.45	10.50	CONCRETE BARRIER TRANSITION TYPE S36 TO S42
	822CL+79.78	- 822CL+90.28		
	1.00' RT , EL 860.52	- 1.00' RT , EL 860.47		
CB317	1.00' LT , EL 860.45	- 1.01' LT , EL 860.44	24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	822CL+90.28	- 823CL+14.78		
	1.00' RT , EL 860.47	- 1.00' RT , EL 860.47		
CB318	1.01' LT , EL 860.44	- 1.62' LT , EL 860.45	25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	823CL+14.78	- 823CL+39.78		
	1.00' RT , EL 860.47	- 1.62' RT , EL 860.49		
CB319	1.62' LT , EL 860.45	- 1.63' LT , EL 860.62	15.00	S-13-2009 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.823CL+47.28)
	823CL+39.78	- 823CL+54.78		
	1.62' RT , EL 860.49	- 1.63' RT , EL 860.66		
CB320	1.63' LT , EL 860.62	- 1.01' LT , EL 860.87	25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	823CL+54.78	- 823CL+79.78		
	1.63' RT , EL 860.66	- 1.00' RT , EL 860.91		
CB321	1.01' LT , EL 860.87	- 1.00' LT , EL 861.14	24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	823CL+79.78	- 824CL+04.28		
	1.00' RT , EL 860.91	- 1.00' RT , EL 861.17		
CB322	1.00' LT , EL 861.14	- 1.00' LT , EL 870.35	550.28	CONCRETE BARRIER TYPE S42
	824CL+04.28	- 829CL+54.56		
	1.00' RT , EL 861.17	- 1.00' RT , EL 870.36		
CB323	1.00' LT , EL 870.35	- 1.00' LT , EL 870.39	24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	829CL+54.56	- 829CL+79.06		
	1.00' RT , EL 870.36	- 1.00' RT , EL 870.42		
CB324	1.00' LT , EL 870.39	- 1.62' LT , EL 870.46	25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	829CL+79.06	- 830CL+04.06		
	1.00' RT , EL 870.42	- 1.62' RT , EL 870.50		
CB325	1.62' LT , EL 870.46	- 1.63' LT , EL 870.49	15.00	S-13-539 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.830CL+11.56)
	830CL+04.06	- 830CL+19.06		
	1.62' RT , EL 870.50	- 1.63' RT , EL 870.54		

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
EXISTING YAHARA RIVER BRIDGE B-13-315 (EB) / B-13-316 (WB)									
822+50	860.62	860.63	-0.36%	-1.50	860.62	0.01	860.63	1.50	-0.32%
823+00	860.34	860.38	0.24%	-1.00	860.44	0.03	860.47	1.00	0.26%
823+50	860.36	860.41	1.08%	-1.63	860.56	0.04	860.60	1.63	1.04%
824+00	860.78	860.81	1.10%	-1.00	861.10	0.02	861.12	1.00	1.10%
824+50	861.31	861.33	1.76%	-1.00	861.65	0.02	861.67	1.00	1.76%
825+00	862.19	862.22	1.90%	-1.00	862.53	0.02	862.55	1.00	1.92%
825+50	863.14	863.17	2.36%	-1.00	863.48	0.03	863.51	1.00	2.42%
826+00	864.32	864.38	2.30%	-1.01	864.66	0.06	864.72	1.00	2.34%
826+50	865.47	865.55	2.10%	-1.01	865.81	0.08	865.89	1.00	2.06%
827+00	866.52	866.58	1.98%	-1.01	866.86	0.06	866.92	1.00	1.94%
827+50	867.51	867.56	1.56%	-1.01	867.85	0.04	867.89	1.00	1.58%
828+00	868.29	868.34	1.44%	-1.01	868.63	0.05	868.68	1.00	1.42%
828+50	869.01	869.05	1.06%	-1.01	869.35	0.04	869.39	1.00	1.02%
829+00	869.54	869.56	0.92%	-1.00	869.88	0.02	869.90	1.00	0.90%
829+50	870.01	870.01	0.22%	-1.00	870.34	0.01	870.35	1.00	0.28%
830+00	870.23	870.26	0.10%	-1.52	870.45	0.04	870.49	1.52	0.12%
830+50	870.38	870.42	0.18%	-1.01	870.50	0.05	870.55	1.00	0.06%
831+00	870.59	870.58	-0.04%	-1.50	870.59	-0.01	870.58	1.50	-0.10%
831+50	870.57	870.53		-1.50	870.57	-0.04	870.53	1.50	
EXISTING MONONA DRIVE BRIDGE B-13-317 (EB) / B-13-318 (WB)									
833+00	869.16	869.07	-1.14%	-1.00	869.26	-0.03	869.23	1.00	-1.16%
833+50	868.51	868.4	-1.34%	-1.00	868.69	-0.04	868.65	1.01	-1.38%
834+00	867.72	867.59	-1.58%	-1.00	868.02	-0.06	867.96	1.01	-1.58%
834+50	866.86	866.74	-2.14%	-1.00	867.23	-0.06	867.17	1.01	-2.12%
835+00	865.78	865.68	-2.22%	-1.00	866.16	-0.05	866.11	1.01	-2.20%
835+50	864.66	864.58	-2.54%	-1.00	865.05	-0.04	865.01	1.01	-2.48%
836+00	863.38	863.34	-2.54%	-1.00	863.78	-0.01	863.77	1.00	-2.48%
836+50	862.12	862.11	-2.50%	-1.00	862.51	0.02	862.53	1.00	-2.42%
837+00	860.86	860.9	-2.46%	-1.01	861.26	0.06	861.32	1.00	-2.38%

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB326	1.63' LT	EL 870.49	-	1.01' LT	EL 870.50		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S56 VERTICAL, TYPE 3
	830CL+19.06		-	830CL+44.06				
	1.63' RT	EL 870.54	-	1.00' RT	EL 870.56			
CB327	1.01' LT	EL 870.50	-	1.00' LT	EL 870.48		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	830CL+44.06		-	830CL+68.56				
	1.00' RT	EL 870.56	-	1.00' RT	EL 870.51			
CB328	1.00' LT	EL 870.48	-	1.00' LT	EL 870.51		10.50	CONCRETE BARRIER TRANSITION TYPE S36 TO S42
	830CL+68.56		-	830CL+79.06				
	1.00' RT	EL 870.51	-	1.00' RT	EL 870.53			
CB329	1.00' LT	EL 870.51	-	1.50' LT	EL 870.59		20.00	CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 1
	830CL+79.06		-	830CL+99.06				
	1.00' RT	EL 870.53	-	1.50' RT	EL 870.58			
CB330	1.50' LT	EL 870.59	-	1.50' LT	EL 870.59		5.20	CONCRETE BARRIER TYPE S36 WIDE, TYPE A
	830CL+99.06		-	831CL+04.26				
	1.50' RT	EL 870.58	-	1.50' RT	EL 870.58			
CB331	1.50' LT	EL 870.59	-	1.50' LT	EL 870.59		15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 1
	831CL+04.26		-	831CL+19.26				
	1.50' RT	EL 870.58	-	1.50' RT	EL 870.58			
	831CL+19.26		-	832CL+55.45			136.19	EXISTING MONONA DRIVE BRIDGE B-13-317 (EB) / B-13-318 (WB)
CB332	1.50' LT	EL 869.86	-	1.50' LT	EL 869.68		15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 1
	832CL+55.45		-	832CL+70.45				
	1.50' RT	EL 869.85	-	1.50' RT	EL 869.65			
CB333	1.50' LT	EL 869.68	-	1.50' LT	EL 869.60		5.73	CONCRETE BARRIER TYPE S36 WIDE, TYPE A
	832CL+70.45		-	832CL+76.18				
	1.50' RT	EL 869.65	-	1.50' RT	EL 869.58			
CB334	1.50' LT	EL 869.60	-	1.00' LT	EL 869.31		20.00	CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 1
	832CL+76.18		-	832CL+96.18				
	1.50' RT	EL 869.58	-	1.01' RT	EL 869.28			
CB335	1.00' LT	EL 869.31	-	1.00' LT	EL 869.16		10.50	CONCRETE BARRIER TRANSITION TYPE S36 TO S42
	832CL+96.18		-	833CL+06.68				
	1.01' RT	EL 869.28	-	1.01' RT	EL 869.13			
CB336	1.00' LT	EL 869.16	-	1.01' LT	EL 853.28		1,146.32	CONCRETE BARRIER TYPE S42
	833CL+06.68		-	844CL+53.00				
	1.01' RT	EL 869.13	-	1.00' RT	EL 853.32			
CB337	1.01' LT	EL 853.28	-	1.01' LT	EL 853.19		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	844CL+53.00		-	844CL+77.50				
	1.00' RT	EL 853.32	-	1.00' RT	EL 853.23			



TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

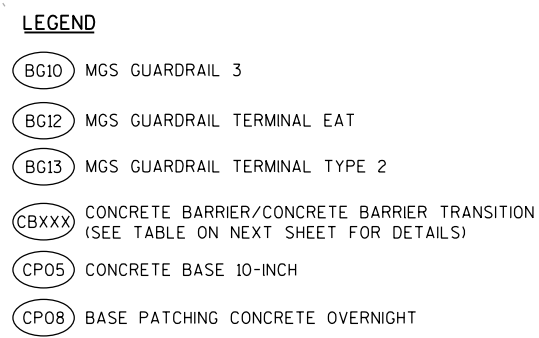
POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB336	1.00' LT ,	EL 869.16	-	1.01' LT ,	EL 853.28		1,146.32	CONCRETE BARRIER TYPE S42
	833CL+06.68		-	844CL+53.00				
	1.01' RT ,	EL 869.13	-	1.00' RT ,	EL 853.32			
CB337	1.01' LT ,	EL 853.28	-	1.01' LT ,	EL 853.19		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	844CL+53.00		-	844CL+77.50				
	1.00' RT ,	EL 853.32	-	1.00' RT ,	EL 853.23			
CB338	1.01' LT ,	EL 853.19	-	1.62' LT ,	EL 853.12		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	844CL+77.50		-	845CL+02.50				
	1.00' RT ,	EL 853.23	-	1.62' RT ,	EL 853.16			
CB339	1.62' LT ,	EL 853.12	-	1.63' LT ,	EL 853.07		15.00	S-13-2035 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.845CL+10)
	845CL+02.50		-	845CL+17.50				
	1.62' RT ,	EL 853.16	-	1.63' RT ,	EL 853.11			
CB340	1.63' LT ,	EL 853.07	-	1.01' LT ,	EL 852.96		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	845CL+17.50		-	845CL+42.50				
	1.63' RT ,	EL 853.11	-	1.00' RT ,	EL 853.00			
CB341	1.01' LT ,	EL 852.96	-	1.01' LT ,	EL 852.85		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	845CL+42.50		-	845CL+67.00				
	1.00' RT ,	EL 853.00	-	1.00' RT ,	EL 852.90			
CB342	1.01' LT ,	EL 852.85	-	1.02' LT ,	EL 851.79		776.00	CONCRETE BARRIER TYPE S42
	845CL+67.00		-	853CL+43.00				
	1.00' RT ,	EL 852.90	-	1.00' RT ,	EL 851.89			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
837+00	860.86	860.9	-2.46%	-1.01	861.26	0.06	861.32	1.00	-2.38%
837+50	859.63	859.71	-2.18%	-1.02	860.03	0.10	860.13	1.00	-2.26%
838+00	858.54	858.58	-2.08%	-1.01	858.94	0.06	859.00	1.00	-2.12%
838+50	857.5	857.52	-1.66%	-1.01	857.90	0.04	857.94	1.00	-1.68%
839+00	856.67	856.68	-1.56%	-1.00	857.07	0.03	857.10	1.00	-1.56%
839+50	855.89	855.89	-1.18%	-1.00	856.29	0.03	856.32	1.00	-1.20%
840+00	855.3	855.3	-1.06%	-1.00	855.70	0.02	855.72	1.00	-1.06%
840+50	854.77	854.77	-0.68%	-1.00	855.17	0.02	855.19	1.00	-0.60%
841+00	854.43	854.46	-0.60%	-1.01	854.83	0.06	854.89	1.00	-0.58%
841+50	854.13	854.18	-0.40%	-1.01	854.53	0.07	854.60	1.00	-0.44%
842+00	853.93	853.96	-0.38%	-1.01	854.33	0.05	854.38	1.00	-0.44%
842+50	853.73	853.74	-0.36%	-1.00	854.14	0.02	854.16	1.00	-0.44%
843+00	853.56	853.52	-0.38%	-1.00	853.96	-0.02	853.94	1.00	-0.44%
843+50	853.37	853.3	-0.50%	-1.00	853.77	-0.05	853.72	1.01	-0.40%
844+00	853.12	853.1	-0.46%	-1.00	853.52	0.00	853.52	1.00	-0.38%
844+50	852.88	852.91	-0.32%	-1.01	853.29	0.04	853.33	1.00	-0.32%
845+00	852.73	852.75	-0.42%	-1.56	853.13	0.04	853.17	1.56	-0.40%
845+50	852.52	852.55	-0.42%	-1.01	852.92	0.05	852.97	1.00	-0.42%
846+00	852.3	852.33	-0.44%	-1.01	852.71	0.05	852.76	1.00	-0.44%
846+50	852.09	852.12	-0.38%	-1.01	852.49	0.05	852.54	1.00	-0.40%
847+00	851.9	851.92	-0.38%	-1.01	852.30	0.04	852.34	1.00	-0.42%
847+50	851.7	851.72	-0.44%	-1.00	852.11	0.02	852.13	1.00	-0.34%
848+00	851.48	851.54	-0.42%	-1.01	851.89	0.07	851.96	1.00	-0.36%
848+50	851.27	851.36	-0.40%	-1.02	851.68	0.10	851.78	1.00	-0.44%
849+00	851.07	851.15	-0.40%	-1.01	851.48	0.08	851.56	1.00	-0.40%
849+50	850.88	850.94	-0.32%	-1.01	851.28	0.08	851.36	1.00	-0.36%
850+00	850.71	850.76	-0.26%	-1.01	851.12	0.06	851.18	1.00	-0.30%
850+50	850.58	850.62	0.00%	-1.01	850.99	0.04	851.03	1.00	0.04%
851+00	850.58	850.63	0.08%	-1.01	850.99	0.06	851.05	1.00	0.12%

2

EB GUARDRAIL-15					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	858CL+05.4	72.0' RT	858CL+58.7	70.0' RT	53.2
MGS GUARDRAIL 3	858CL+58.7	70.0' RT	861CL+12.3	73.3' RT	250
MGS GUARDRAIL TERMINAL TYPE 2	861CL+12.3		73.3' RT		--



NOTES:

1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER, OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

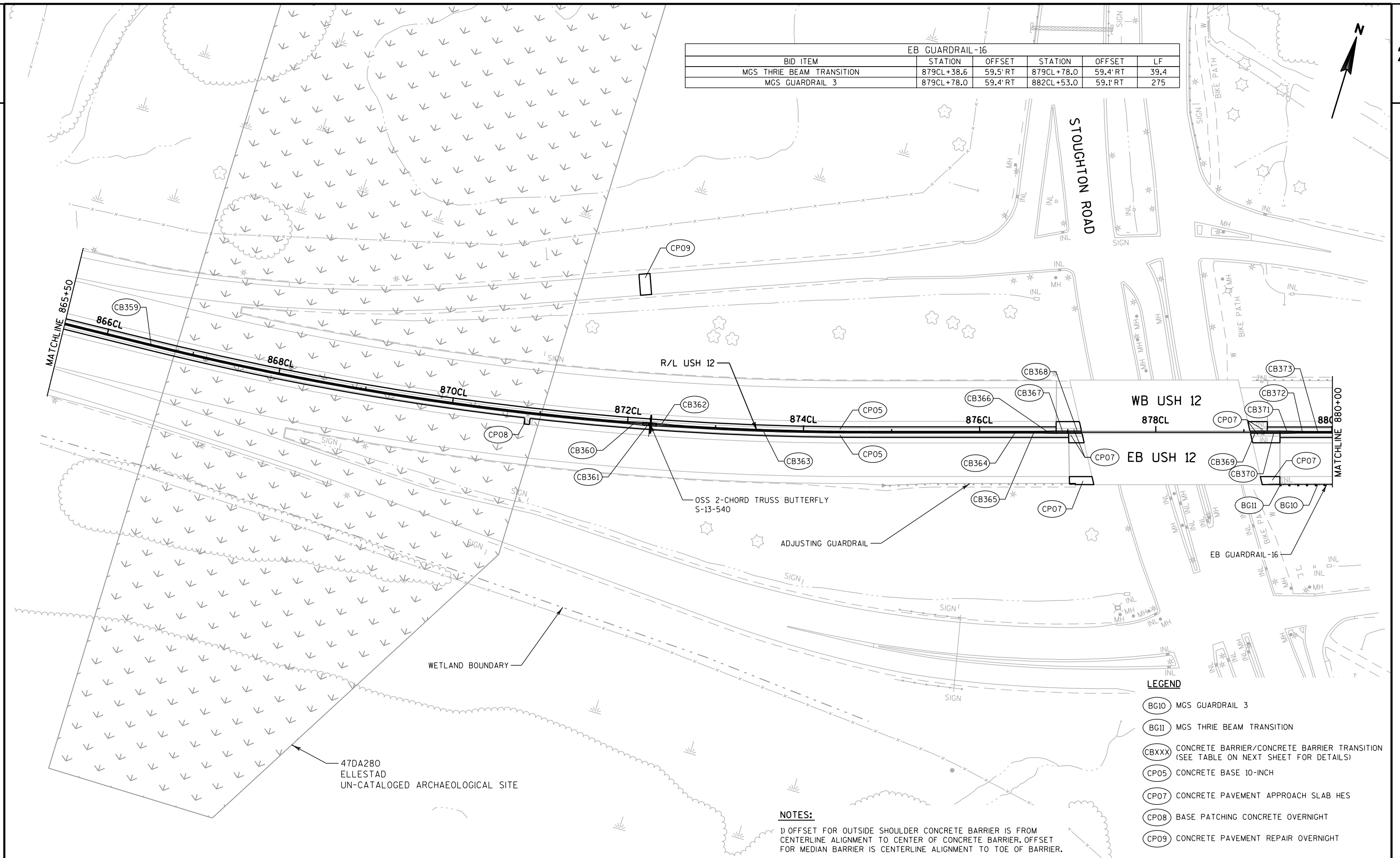
TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET STATION	ELEV	OFFSET STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB342	1.01' LT , EL 852.85	-	1.02' LT , EL 851.79		776.00	CONCRETE BARRIER TYPE S42
	845CL+67.00	-	853CL+43.00			
	1.00' RT , EL 852.90	-	1.00' RT , EL 851.89			
CB343	1.02' LT , EL 851.79	-	1.02' LT , EL 851.89		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	853CL+43.00	-	853CL+67.50			
	1.00' RT , EL 851.89	-	1.00' RT , EL 851.99			
CB344	1.02' LT , EL 851.89	-	1.62' LT , EL 852.01		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	853CL+67.50	-	853CL+92.50			
	1.00' RT , EL 851.99	-	1.62' RT , EL 852.10			
CB345	1.62' LT , EL 852.01	-	1.63' LT , EL 852.07		15.00	S-13-541 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.854CL+00)
	853CL+92.50	-	854CL+07.50			
	1.62' RT , EL 852.10	-	1.63' RT , EL 852.15			
CB346	1.63' LT , EL 852.07	-	1.01' LT , EL 852.16		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	854CL+07.50	-	854CL+32.50			
	1.63' RT , EL 852.15	-	1.00' RT , EL 852.23			
CB347	1.01' LT , EL 852.16	-	1.01' LT , EL 852.25		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	854CL+32.50	-	854CL+57.00			
	1.00' RT , EL 852.23	-	1.00' RT , EL 852.33			
CB348	1.01' LT , EL 852.25	-	1.01' LT , EL 854.47		546.00	CONCRETE BARRIER TYPE S42
	854CL+57.00	-	860CL+03.00			
	1.00' RT , EL 852.33	-	1.00' RT , EL 854.55			
CB349	1.01' LT , EL 854.47	-	1.01' LT , EL 854.56		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	860CL+03.00	-	860CL+27.50			
	1.00' RT , EL 854.55	-	1.00' RT , EL 854.65			
CB350	1.01' LT , EL 854.56	-	1.62' LT , EL 854.68		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	860CL+27.50	-	860CL+52.50			
	1.00' RT , EL 854.65	-	1.62' RT , EL 854.76			
CB351	1.62' LT , EL 854.68	-	1.63' LT , EL 854.75		15.00	S-13-551 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.860CL+60)
	860CL+52.50	-	860CL+67.50			
	1.62' RT , EL 854.76	-	1.63' RT , EL 854.82			
CB352	1.63' LT , EL 854.75	-	1.01' LT , EL 854.84		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	860CL+67.50	-	860CL+92.50			
	1.63' RT , EL 854.82	-	1.00' RT , EL 854.90			
CB353	1.01' LT , EL 854.84	-	1.01' LT , EL 854.94		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	860CL+92.50	-	861CL+17.00			
	1.00' RT , EL 854.90	-	1.00' RT , EL 855.00			
CB354	1.01' LT , EL 854.94	-	1.00' LT , EL 856.34		276.00	CONCRETE BARRIER TYPE S42
	861CL+17.00	-	863CL+93.00			
	1.00' RT , EL 855.00	-	1.00' RT , EL 856.33			
CB355	1.00' LT , EL 856.34	-	1.00' LT , EL 856.52		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	863CL+93.00	-	864CL+17.50			
	1.00' RT , EL 856.33	-	1.00' RT , EL 856.51			
CB356	1.00' LT , EL 856.52	-	1.62' LT , EL 856.73		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	864CL+17.50	-	864CL+42.50			
	1.00' RT , EL 856.51	-	1.62' RT , EL 856.73			
CB357	1.62' LT , EL 856.73	-	1.63' LT , EL 856.88		15.00	S-13-2010 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.864CL+50)
	864CL+42.50	-	864CL+57.50			
	1.62' RT , EL 856.73	-	1.63' RT , EL 856.91			
CB358	1.63' LT , EL 856.88	-	1.01' LT , EL 857.11		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	864CL+57.50	-	864CL+82.50			
	1.63' RT , EL 856.91	-	1.00' RT , EL 857.17			
CB359	1.01' LT , EL 857.11	-	1.01' LT , EL 872.76		710.00	CONCRETE BARRIER TYPE S56
	864CL+82.50	-	871CL+92.50			
	1.00' RT , EL 857.17	-	1.00' RT , EL 872.81			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		GRADE TO NEXT STA.
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	
851+00	850.58	850.63	0.08%	-1.01	850.99	0.06	851.05	1.00	0.12%
851+50	850.62	850.69	0.40%	-1.01	851.03	0.08	851.11	1.00	0.48%
852+00	850.82	850.93	0.40%	-1.02	851.23	0.12	851.35	1.00	0.44%
852+50	851.02	851.16	0.38%	-1.02	851.43	0.14	851.57	1.00	0.34%
853+00	851.21	851.33	0.38%	-1.02	851.62	0.12	851.74	1.00	0.36%
853+50	851.4	851.51	0.46%	-1.02	851.81	0.11	851.92	1.00	0.42%
854+00	851.64	851.72	0.36%	-1.63	852.04	0.09	852.13	1.63	0.34%
854+50	851.81	851.88	0.40%	-1.01	852.22	0.08	852.30	1.00	0.38%
855+00	852.01	852.08	0.38%	-1.01	852.42	0.07	852.49	1.00	0.42%
855+50	852.2	852.29	0.36%	-1.01	852.61	0.09	852.70	1.00	0.44%
856+00	852.38	852.51	0.40%	-1.02	852.79	0.13	852.92	1.00	0.42%
856+50	852.57	852.72	0.44%	-1.02	852.99	0.14	853.13	1.00	0.34%
857+00	852.8	852.89	0.46%	-1.01	853.21	0.09	853.30	1.00	0.34%
857+50	853.02	853.06	0.42%	-1.00	853.44	0.03	853.47	1.00	0.38%
858+00	853.23	853.25	0.42%	-1.00	853.65	0.01	853.66	1.00	0.40%
858+50	853.45	853.45	0.42%	-1.00	853.86	0.00	853.86	1.00	0.50%
859+00	853.66	853.7	0.42%	-1.01	854.07	0.04	854.11	1.00	0.46%
859+50	853.87	853.93	0.36%	-1.01	854.28	0.06	854.34	1.00	0.40%
860+00	854.05	854.13	0.42%	-1.01	854.46	0.08	854.54	1.00	0.42%
860+50	854.26	854.35	0.40%	-1.56	854.67	0.08	854.75	1.56	0.36%
861+00	854.46	854.53	0.44%	-1.01	854.87	0.06	854.93	1.00	0.42%
861+50	854.67	854.73	0.42%	-1.01	855.09	0.05	855.14	1.00	0.40%
862+00	854.89	854.93	0.46%	-1.01	855.30	0.04	855.34	1.00	0.40%
862+50	855.11	855.14	0.48%	-1.00	855.53	0.01	855.54	1.00	0.42%
863+00	855.35	855.35	0.52%	-1.00	855.77	-0.02	855.75	1.00	0.50%
863+50	855.62	855.6	0.72%	-1.00	856.03	-0.03	856.00	1.01	0.76%
864+00	855.98	855.97	0.82%	-1.00	856.39	-0.01	856.38	1.00	0.88%
864+50	856.39	856.42	1.04%	-1.63	856.80	0.02	856.82	1.63	1.12%
865+00	856.92	856.97	1.52%	-1.01	857.32	0.06	857.38	1.00	1.26%
865+50	857.73	857.61	1.66%	-1.00	858.08	-0.07	858.01	1.01	1.66%

EB GUARDRAIL -16					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	879CL+38.6	59.5' RT	879CL+78.0	59.4' RT	39.4
MGS GUARDRAIL 3	879CL+78.0	59.4' RT	882CL+53.0	59.1' RT	275



TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

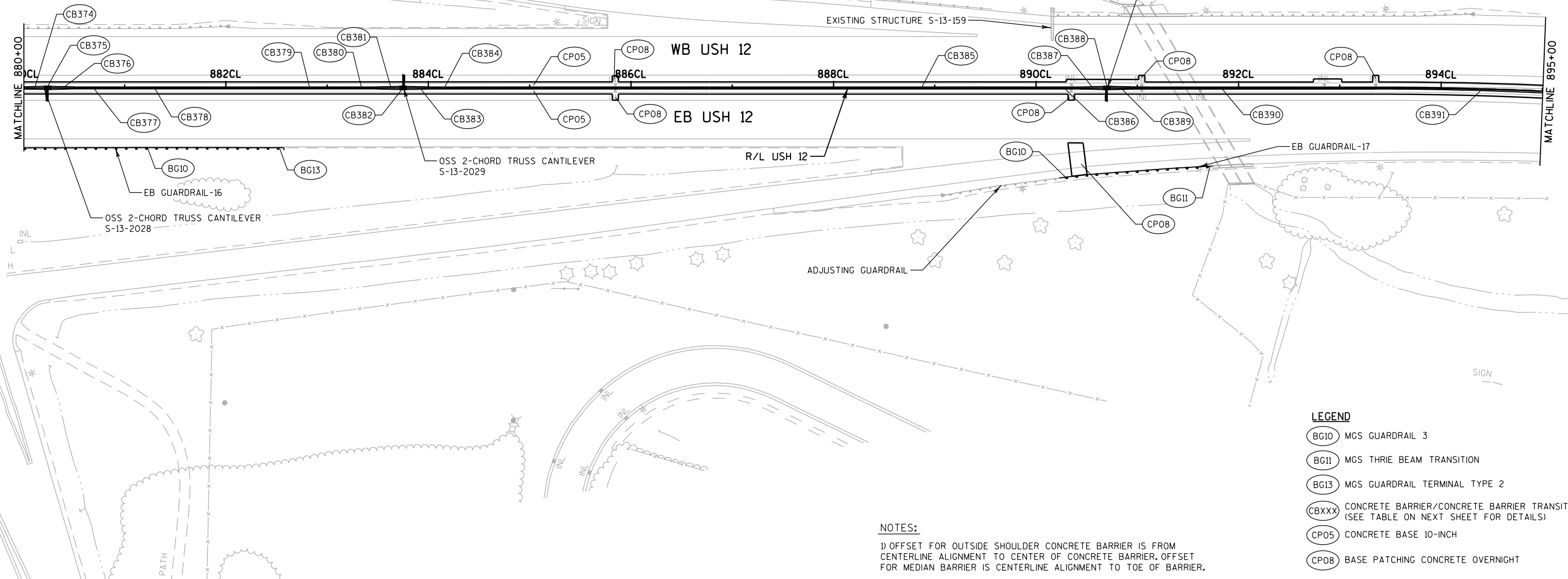
POINT NO.	OFFSET STATION	ELEV	OFFSET STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB359	1.01' LT , EL 857.11	-	1.01' LT , EL 872.76		710.00	CONCRETE BARRIER TYPE S56
	864CL+82.50	-	871CL+92.50			
	1.00' RT , EL 857.17	-	1.00' RT , EL 872.81			
CB360	1.01' LT , EL 872.76	-	1.62' LT , EL 873.23		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	871CL+92.50	-	872CL+17.50			
	1.00' RT , EL 872.81	-	1.62' RT , EL 873.35			
CB361	1.62' LT , EL 873.23	-	1.63' LT , EL 873.51		15.00	S-13-540 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.872CL+25)
	872CL+17.50	-	872CL+32.50			
	1.62' RT , EL 873.35	-	1.62' RT , EL 873.66			
CB362	1.63' LT , EL 873.51	-	1.01' LT , EL 874.00		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	872CL+32.50	-	872CL+57.50			
	1.62' RT , EL 873.66	-	1.00' RT , EL 874.07			
CB363	1.01' LT , EL 874.00	-	1.02' LT , EL 876.79		374.31	CONCRETE BARRIER TYPE S56
	872CL+57.50	-	876CL+31.81			
	1.00' RT , EL 874.07	-	1.00' RT , EL 876.90			
CB364	1.02' LT , EL 876.79	-	1.02' LT , EL 876.66		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	876CL+31.81	-	876CL+56.31			
	1.00' RT , EL 876.90	-	1.00' RT , EL 876.78			
CB365	1.02' LT , EL 876.66	-	1.01' LT , EL 876.67		10.50	CONCRETE BARRIER TRANSITION TYPE S36 TO S42
	876CL+56.31	-	876CL+66.81			
	1.00' RT , EL 876.78	-	1.00' RT , EL 876.72			
CB366	1.01' LT , EL 876.67	-	1.50' LT , EL 876.70		20.00	CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 1
	876CL+66.81	-	876CL+86.81			
	1.00' RT , EL 876.72	-	1.50' RT , EL 876.69			
CB367	1.50' LT , EL 876.70	-	1.51' LT , EL 876.66		13.36	CONCRETE BARRIER TYPE S36 WIDE, TYPE A
	876CL+86.81	-	877CL+00.17			
	1.50' RT , EL 876.69	-	1.50' RT , EL 876.71			
CB368	1.51' LT , EL 876.66	-	1.51' LT , EL 876.66		15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 1
	877CL+00.17	-	877CL+15.17			
	1.50' RT , EL 876.71	-	1.50' RT , EL 876.71			
	877CL+15.17	-	879CL+07.80		192.63	EXISTING STOUGHTON ROAD BRIDGE B-13-320 (WB) / B-13-321 (EB)
CB369	1.50' LT , EL 874.44	-	1.50' LT , EL 874.19		15.00	CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 WIDE, TYPE 1
	879CL+07.80	-	879CL+22.80			
	1.50' RT , EL 874.53	-	1.50' RT , EL 874.29			
CB370	1.50' LT , EL 874.19	-	1.50' LT , EL 873.84		18.22	CONCRETE BARRIER TYPE S36 WIDE, TYPE A
	879CL+22.80	-	879CL+41.02			
	1.50' RT , EL 874.29	-	1.50' RT , EL 873.97			
CB371	1.50' LT , EL 873.84	-	1.01' LT , EL 873.42		20.00	CONCRETE BARRIER TRANSITION TYPE S36 TO S36 WIDE, TYPE 1
	879CL+41.02	-	879CL+61.02			
	1.50' RT , EL 873.97	-	1.00' RT , EL 873.50			
CB372	1.01' LT , EL 873.42	-	1.00' LT , EL 873.25		10.50	CONCRETE BARRIER TRANSITION TYPE S36 TO S42
	879CL+61.02	-	879CL+71.52			
	1.00' RT , EL 873.50	-	1.00' RT , EL 873.27			
CB373	1.00' LT , EL 873.25	-	1.00' LT , EL 872.83		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	879CL+71.52	-	879CL+96.02			
	1.00' RT , EL 873.27	-	1.00' RT , EL 872.83			
CB374	1.00' LT , EL 872.83	-	1.62' LT , EL 872.43		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	879CL+96.02	-	880CL+21.02			
	1.00' RT , EL 872.83	-	1.62' RT , EL 872.40			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
865+50	857.73	857.61	1.66%	-1.00	858.08	-0.07	858.01	1.01	1.66%
866+00	858.57	858.44	1.60%	-1.00	858.91	-0.07	858.84	1.01	1.68%
866+50	859.38	859.29	1.86%	-1.00	859.71	-0.03	859.68	1.00	1.90%
867+00	860.31	860.27	2.04%	-1.00	860.64	-0.01	860.63	1.00	2.04%
867+50	861.33	861.32	2.14%	-1.00	861.66	-0.01	861.65	1.00	2.22%
868+00	862.4	862.42	2.44%	-1.00	862.73	0.03	862.76	1.00	2.38%
868+50	863.62	863.61	2.62%	-1.00	863.95	0.00	863.95	1.00	2.64%
869+00	864.93	864.94	2.64%	-1.00	865.26	0.01	865.27	1.00	2.70%
869+50	866.24	866.29	2.64%	-1.01	866.58	0.04	866.62	1.00	2.76%
870+00	867.57	867.66	2.70%	-1.02	867.90	0.10	868.00	1.00	2.76%
870+50	868.92	869.05	2.72%	-1.02	869.25	0.13	869.38	1.00	2.58%
871+00	870.28	870.34	2.44%	-1.01	870.61	0.06	870.67	1.00	2.40%
871+50	871.5	871.53	2.16%	-1.01	871.83	0.04	871.87	1.00	2.22%
872+00	872.57	872.64	1.90%	-1.19	872.91	0.07	872.98	1.19	1.94%
872+50	873.52	873.62	1.76%	-1.20	873.86	0.09	873.95	1.19	1.60%
873+00	874.41	874.42	1.54%	-1.00	874.74	0.01	874.75	1.00	1.44%
873+50	875.17	875.14	1.30%	-1.00	875.51	-0.04	875.47	1.01	1.26%
874+00	875.82	875.77	0.82%	-1.00	876.16	-0.06	876.10	1.01	1.04%
874+50	876.23	876.24	0.56%	-1.01	876.57	0.05	876.62	1.00	0.58%
875+00	876.52	876.5	0.44%	-1.01	876.85	0.06	876.91	1.00	0.32%
875+50	876.74	876.69	-0.32%	-1.00	877.07	0.00	877.07	1.00	-0.20%
876+00	876.65	876.7	-0.46%	-1.01	876.91	0.06	876.97	1.00	-0.32%
876+50	876.49	876.66	-0.04%	-1.02	876.68	0.13	876.81	1.00	-0.20%
877+00	876.66	876.5	-0.36%	-1.51	876.66	0.05	876.71	1.50	-0.48%
877+50	876.48	876.46		-1.50	876.48	-0.01	876.47	1.50	
EXISTING STOUGHTON ROAD BRIDGE B-13-320 (WB) / B-13-321 (EB)									
879+00	874.57	874.65	-1.84%	-1.50	874.57	0.09	874.66	1.50	-1.80%
879+50	873.49	873.57	-1.76%	-1.28	873.65	0.11	873.76	1.28	-2.00%
880+00	872.53	872.55	-1.84%	-1.10	872.77	-0.01	872.76	1.10	-1.96%

EB GUARDRAIL-16					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL 3	879CL+78.0	59.4' RT	882CL+53.0	59.1' RT	275
MGS GUARDRAIL TERMINAL TYPE 2	882CL+53.0	73.3' RT		--	--

EB GUARDRAIL-17					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL 3	890CL+22.9	88.9' RT	891CL+35.0	79.3' RT	112.5
MGS THRIE BEAM TRANSITION	891CL+35.0	79.3' RT	891CL+74.3	77.0' RT	39.4



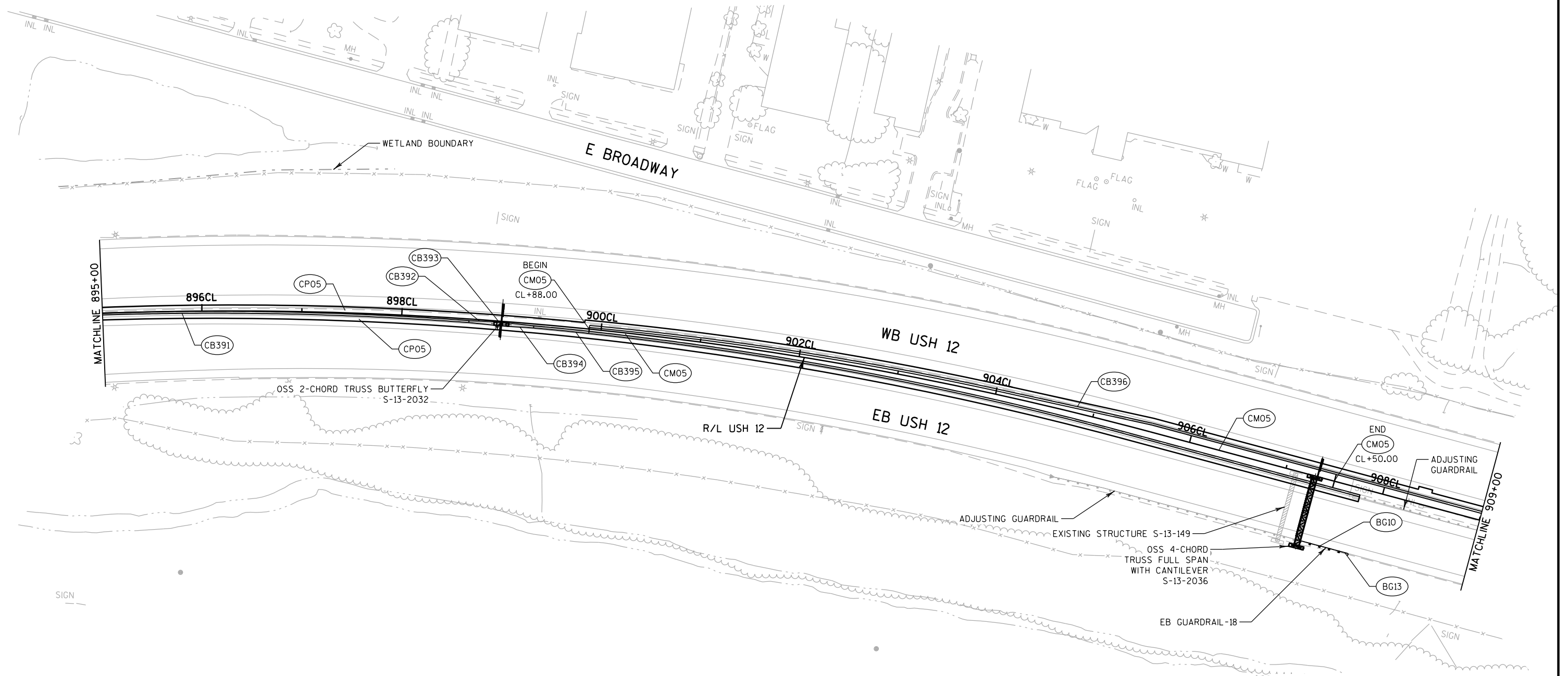
TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET STATION	ELEV	OFFSET STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB374	1.00' LT , EL 872.83	-	1.62' LT , EL 872.43		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	879CL+96.02	-	880CL+21.02			
	1.00' RT , EL 872.83	-	1.62' RT , EL 872.40			
CB375	1.62' LT , EL 872.43	-	1.63' LT , EL 872.33		6.00	S-13-2028 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.880CL+24.02)
	880CL+21.02	-	880CL+27.02			
	1.62' RT , EL 872.40	-	1.63' RT , EL 872.29			
CB376	1.63' LT , EL 872.33	-	1.00' LT , EL 871.81		25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	880CL+27.02	-	880CL+52.02			
	1.63' RT , EL 872.29	-	1.01' RT , EL 871.73			
CB377	1.00' LT , EL 871.81	-	1.00' LT , EL 871.26		24.50	CONCRETE BARRIER TRANSITION TYPE S42 TO S56, TYPE 1
	880CL+52.02	-	880CL+76.52			
	1.01' RT , EL 871.73	-	1.02' RT , EL 871.16			
CB378	1.00' LT , EL 871.26	-	1.00' LT , EL 866.77		173.48	CONCRETE BARRIER TYPE S42
	880CL+76.52	-	882CL+50.00			
	1.02' RT , EL 871.16	-	1.02' RT , EL 866.68			
CB379	1.00' LT , EL 866.77	-	1.00' LT , EL 864.88		72.50	CONCRETE BARRIER TYPE S42A
	882CL+50.00	-	883CL+22.50			
	1.02' RT , EL 866.68	-	1.03' RT , EL 864.69			
CB380	1.00' LT , EL 864.88	-	1.00' LT , EL 864.28		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	883CL+22.50	-	883CL+47.00			
	1.03' RT , EL 864.69	-	1.03' RT , EL 864.07			
CB381	1.00' LT , EL 864.28	-	1.62' LT , EL 863.74		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 2
	883CL+47.00	-	883CL+72.00			
	1.03' RT , EL 864.07	-	1.62' RT , EL 863.52			
CB382	1.62' LT , EL 863.74	-	1.63' LT , EL 863.60		6.00	S-13-2029 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.883CL+75)
	883CL+72.00	-	883CL+78.00			
	1.62' RT , EL 863.52	-	1.63' RT , EL 863.39			
CB383	1.63' LT , EL 863.60	-	1.00' LT , EL 863.02		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 2
	883CL+78.00	-	884CL+03.00			
	1.63' RT , EL 863.39	-	1.03' RT , EL 862.81			
CB384	1.00' LT , EL 863.02	-	1.00' LT , EL 862.46		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	884CL+03.00	-	884CL+27.50			
	1.03' RT , EL 862.81	-	1.03' RT , EL 862.25			
CB385	1.00' LT , EL 862.46	-	1.00' LT , EL 859.06		590.00	CONCRETE BARRIER TYPE S42A
	884CL+27.50	-	890CL+17.50			
	1.03' RT , EL 862.25	-	1.04' RT , EL 858.82			
CB386	1.00' LT , EL 859.06	-	1.00' LT , EL 859.01		24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	890CL+17.50	-	890CL+42.00			
	1.04' RT , EL 858.82	-	1.04' RT , EL 858.75			
CB387	1.00' LT , EL 859.01	-	1.62' LT , EL 859.02		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 2
	890CL+42.00	-	890CL+67.00			
	1.04' RT , EL 858.75	-	1.62' RT , EL 858.75			
CB388	1.62' LT , EL 859.02	-	1.63' LT , EL 859.02		6.00	S-13-2030 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.890CL+70)
	890CL+67.00	-	890CL+73.00			
	1.62' RT , EL 858.75	-	1.63' RT , EL 858.74			
CB389	1.63' LT , EL 859.02	-	1.00' LT , EL 858.98		25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO 56A VERTICAL, TYPE 2
	890CL+73.00	-	890CL+98.00			
	1.63' RT , EL 858.74	-	1.05' RT , EL 858.70			
CB390	1.00' LT , EL 858.99	-	1.00' LT , EL 859.29		237.00	CONCRETE BARRIER TYPE S56A
	890CL+98.00	-	893CL+35.00			
	1.05' RT , EL 858.71	-	1.00' RT , EL 859.26			
	EB BARRIER SPLIT AT 893CL+35.00					
CB391	893CL+35.00	-	898CL+67.50		532.50	CONCRETE BARRIER TYPE S56
	1.00' RT , EL 859.26	-	3.66' RT , EL 860.64			

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
880+00	872.53	872.55	-1.84%	-1.10	872.77	-0.01	872.76	1.10	-1.96%
880+50	871.5	871.46	-2.34%	-1.05	871.85	-0.07	871.78	1.06	-2.38%
881+00	870.27	870.18	-2.50%	-1.00	870.68	-0.09	870.59	1.01	-2.56%
881+50	869.01	868.89	-2.66%	-1.00	869.43	-0.12	869.31	1.02	-2.62%
882+00	867.68	867.59	-2.66%	-1.00	868.10	-0.10	868.00	1.02	-2.64%
882+50	866.36	866.27	-2.60%	-1.00	866.77	-0.09	866.68	1.02	-2.74%
883+00	865.06	864.9	-2.50%	-1.00	865.47	-0.16	865.31	1.03	-2.60%
883+50	863.8	863.6	-2.26%	-1.07	864.22	-0.21	864.01	1.10	-2.26%
884+00	862.67	862.47	-2.06%	-1.08	863.09	-0.21	862.88	1.11	-2.06%
884+50	861.65	861.44	-1.48%	-1.00	862.06	-0.21	861.85	1.03	-1.50%
885+00	860.9	860.69	-1.24%	-1.00	861.32	-0.22	861.10	1.03	-1.34%
885+50	860.29	860.02	-0.56%	-1.00	860.70	-0.27	860.43	1.04	-0.76%
886+00	860.01	859.64	-0.54%	-1.00	860.42	-0.37	860.05	1.06	-0.26%
886+50	859.74	859.51	-0.46%	-1.00	860.15	-0.23	859.92	1.04	-0.34%
887+00	859.5	859.34	-0.42%	-1.00	859.92	-0.17	859.75	1.03	-0.34%
887+50	859.29	859.17	-0.28%	-1.00	859.71	-0.13	859.58	1.02	-0.34%
888+00	859.16	859.01	-0.26%	-1.00	859.57	-0.16	859.41	1.02	-0.30%
888+50	859.03	858.85	-0.22%	-1.00	859.44	-0.18	859.26	1.03	-0.22%
889+00	858.92	858.74	-0.22%	-1.00	859.33	-0.18	859.15	1.03	-0.24%
889+50	858.81	858.62	-0.24%	-1.00	859.22	-0.19	859.03	1.03	-0.32%
890+00	858.69	858.46	-0.16%	-1.00	859.10	-0.23	858.87	1.04	-0.24%
890+50	858.6	858.35	-0.08%	-1.20	859.02	-0.27	858.75	1.23	-0.10%
891+00	858.56	858.29	0.00%	-1.00	858.98	-0.28	858.70	1.05	-0.08%
891+50	858.56	858.25	0.14%	-1.00	858.98	-0.32	858.66	1.05	0.30%
892+00	858.63	858.45	0.16%	-1.00	859.05	-0.24	858.81	1.04	0.34%
892+50	858.71	858.65	0.18%	-1.00	859.13	-0.15	858.98	1.02	0.32%
893+00	858.8	858.81	0.18%	-1.00	859.22	-0.08	859.14	1.01	0.36%
893+50	858.89	858.99	0.10%	-0.97	859.31	0.01	859.32	1.03	0.42%
894+00	858.98	859.2	0.04%	-0.78	859.36	0.17	859.53	1.24	0.12%
894+50	859.05	859.25	0.24%	-0.57	859.38	0.21	859.59	1.47	0.12%
895+00	859.16	859.32	0.26%	-0.33	859.50	0.15	859.65	1.70	0.20%

EB GUARDRAIL-18					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL 3	907CL+27.5	66.3' RT	907CL+77.5	66.3' RT	50
MGS GUARDRAIL TERMINAL TYPE 2	907CL+77.5		66.3' RT		--



LEGEND

- (BG10) MGS GUARDRAIL 3
- (BG13) MGS GUARDRAIL TERMINAL TYPE 2
- (CBXXX) CONCRETE BARRIER/CONCRETE BARRIER TRANSITION
(SEE TABLE ON NEXT SHEET FOR DETAILS)
- (CM05) CONCRETE SIDEWALK 5-INCH
- (CP05) CONCRETE BASE 10-INCH

NOTES:

- 1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER, OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

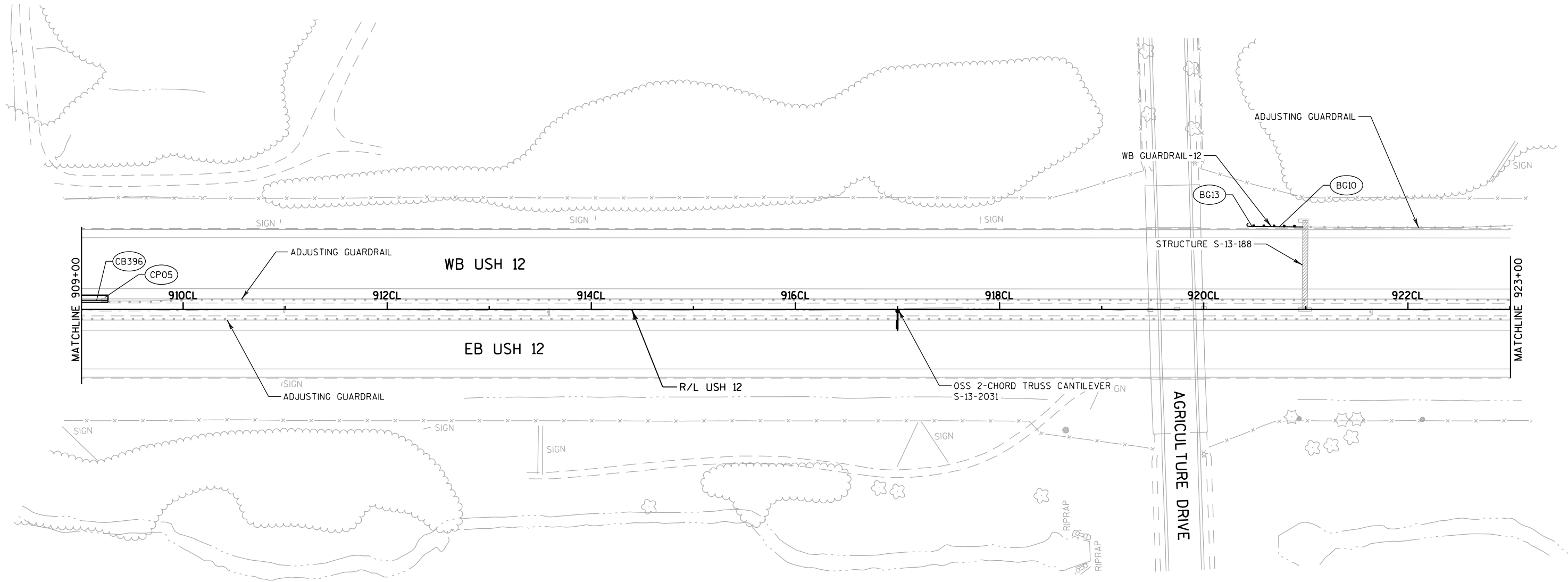
TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB391		893CL+35.00	-	898CL+67.50			532.50	CONCRETE BARRIER TYPE S56
	1.00' RT ,	EL 859.26	-	3.66' RT ,	EL 860.64			
CB392		898CL+67.50	-	898CL+92.50			25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	3.66' RT ,	EL 860.64	-	4.44' RT ,	EL 860.67			
CB393		898CL+92.50	-	899CL+07.50			15.00	S-13-2032 SIGN STRUCTURE COLUMN AND FOUNDATION (STA.899CL+00)
	4.44' RT ,	EL 860.67	-	4.53' RT ,	EL 860.73			
CB394		899CL+07.50	-	899CL+32.50			25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL, TYPE 3
	4.53' RT ,	EL 860.73	-	4.06' RT ,	EL 860.86			
CB395		899CL+32.50	-	907CL+78.26			845.76	CONCRETE BARRIER TYPE S56
	4.06' RT ,	EL 860.86	-	4.41' RT ,	EL 861.21			
	WB BARRIER SPLIT AT 899CL+87.99							
CB396		2.31' LT ,	EL 860.58	-	2.31' LT ,	EL 860.58	938.43	CONCRETE BARRIER TYPE S56
		899CL+87.99	-		909CL+26.42			
	END MEDIAN CONCRETE BARRIER AT 909CL+26.42							

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

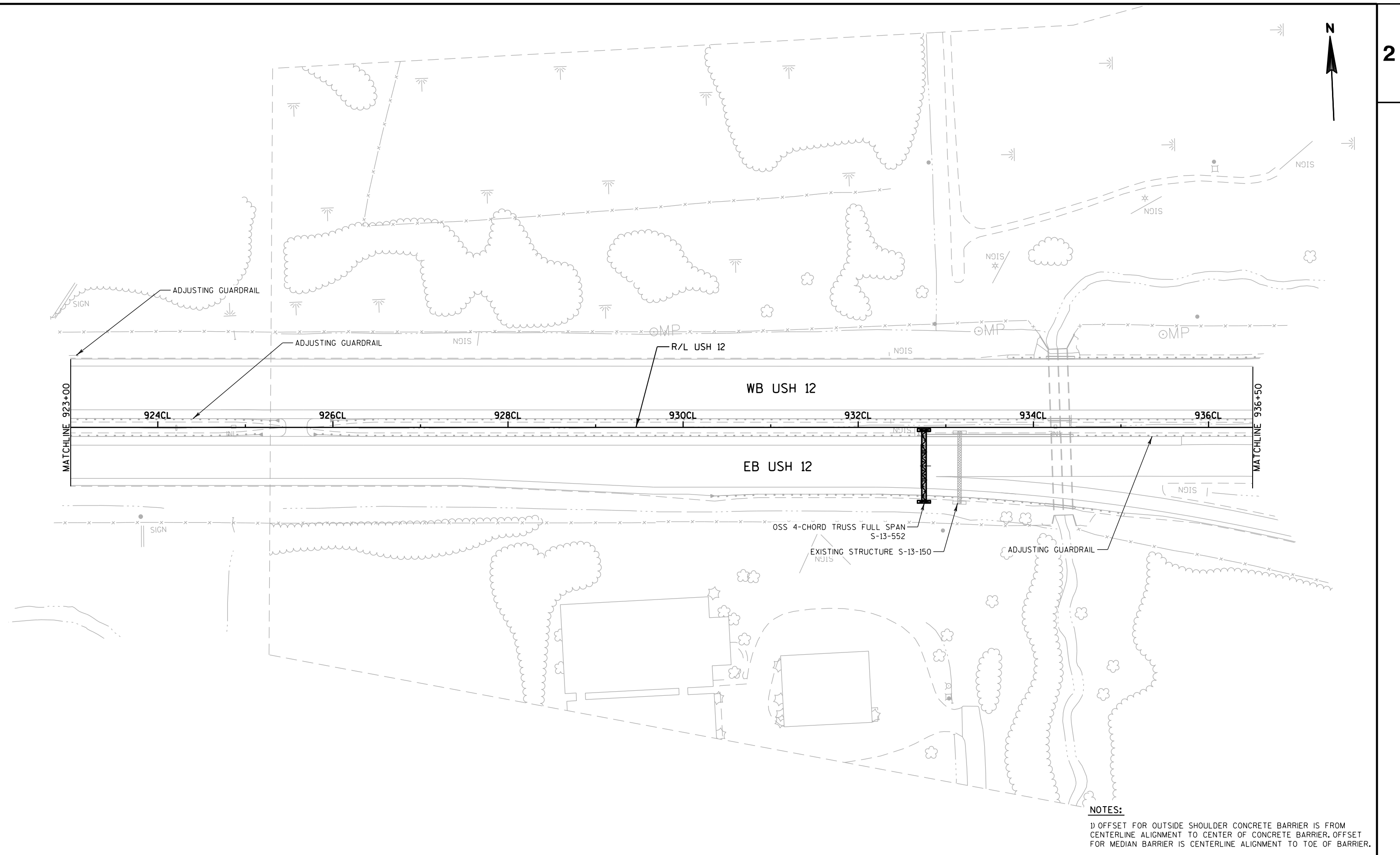
STATION	TOP OF CONCRETE BASE		TOP OF FINAL ASPHALT OVERLAY						
	WB	EB	WB			ELEVATION DELTA	EB		
	ELEVATION	ELEVATION	GRADE TO NEXT STA.	OFFSET	ELEVATION		ELEVATION	OFFSET	GRADE TO NEXT STA.
895+00	859.16	859.32	0.26%	-0.33	859.50	0.15	859.65	1.70	0.20%
895+50	859.3	859.42	0.32%	-0.08	859.63	0.12	859.75	1.94	0.28%
896+00	859.46	859.56	0.24%	0.17	859.79	0.10	859.89	2.18	0.36%
896+50	859.58	859.73	0.06%	0.42	859.91	0.16	860.07	2.44	0.30%
897+00	859.61	859.89	0.16%	0.66	859.94	0.28	860.22	2.71	0.30%
897+50	859.69	860.03	0.24%	0.93	860.02	0.35	860.37	2.98	0.26%
898+00	859.81	860.17	0.30%	1.21	860.14	0.36	860.50	3.27	0.22%
898+50	859.96	860.28	0.26%	1.51	860.29	0.32	860.61	3.56	0.18%
899+00	860.08	860.37	0.16%	1.24	860.42	0.28	860.70	4.49	0.52%
899+50	860.17	860.62		2.10	860.50	0.46	860.96	4.17	
START DUAL BARRIER									
900+00	860.52	860.97	0.24%	-3.67	860.85	0.45	861.30	4.49	0.88%
900+50	860.64	861.4	0.18%	-4.02	860.97	0.77	861.74	4.82	0.70%
901+00	860.73	861.76	0.22%	-4.33	861.06	1.03	862.09	5.15	0.66%
901+50	860.83	862.09	0.22%	-4.61	861.17	1.25	862.42	5.50	0.62%
902+00	860.94	862.39	0.30%	-4.84	861.28	1.45	862.73	5.85	0.54%
902+50	861.09	862.67	0.36%	-5.05	861.43	1.57	863.00	6.21	0.40%
903+00	861.28	862.87	0.32%	-5.21	861.61	1.59	863.20	6.58	0.28%
903+50	861.43	863.01	0.24%	-5.34	861.77	1.57	863.34	6.96	0.18%
904+00	861.55	863.1	0.16%	-5.44	861.89	1.54	863.43	7.34	0.04%
904+50	861.64	863.12	0.08%	-5.79	861.97	1.48	863.45	7.74	-0.30%
905+00	861.67	862.97	0.14%	-6.84	862.01	1.29	863.30	8.14	-0.40%
905+50	861.71	862.77	0.08%	-8.59	862.08	1.02	863.10	8.49	-0.50%
906+00	861.71	862.52	-0.04%	-9.00	862.12	0.73	862.85	8.50	-0.64%
906+50	861.69	862.17	0.02%	-9.00	862.10	0.43	862.53	8.50	-0.58%
907+00	861.7	861.83	0.04%	-9.00	862.11	0.13	862.24	8.50	-0.06%
907+50	861.72	861.79	0.16%	-9.00	862.13	0.08	862.21	8.50	-0.02%
908+00	861.8	861.78	0.24%	-9.00	862.21	-0.01	862.20	8.50	
908+50	861.92		0.24%	-9.00	862.33				
909+00	862.04			-9.00	862.45				

WB GUARDRAIL-12					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	920CL+47.4		81.3' LT		--
MGS GUARDRAIL 3	920CL+47.4	81.3' LT	920CL+97.4	80.8' LT	50



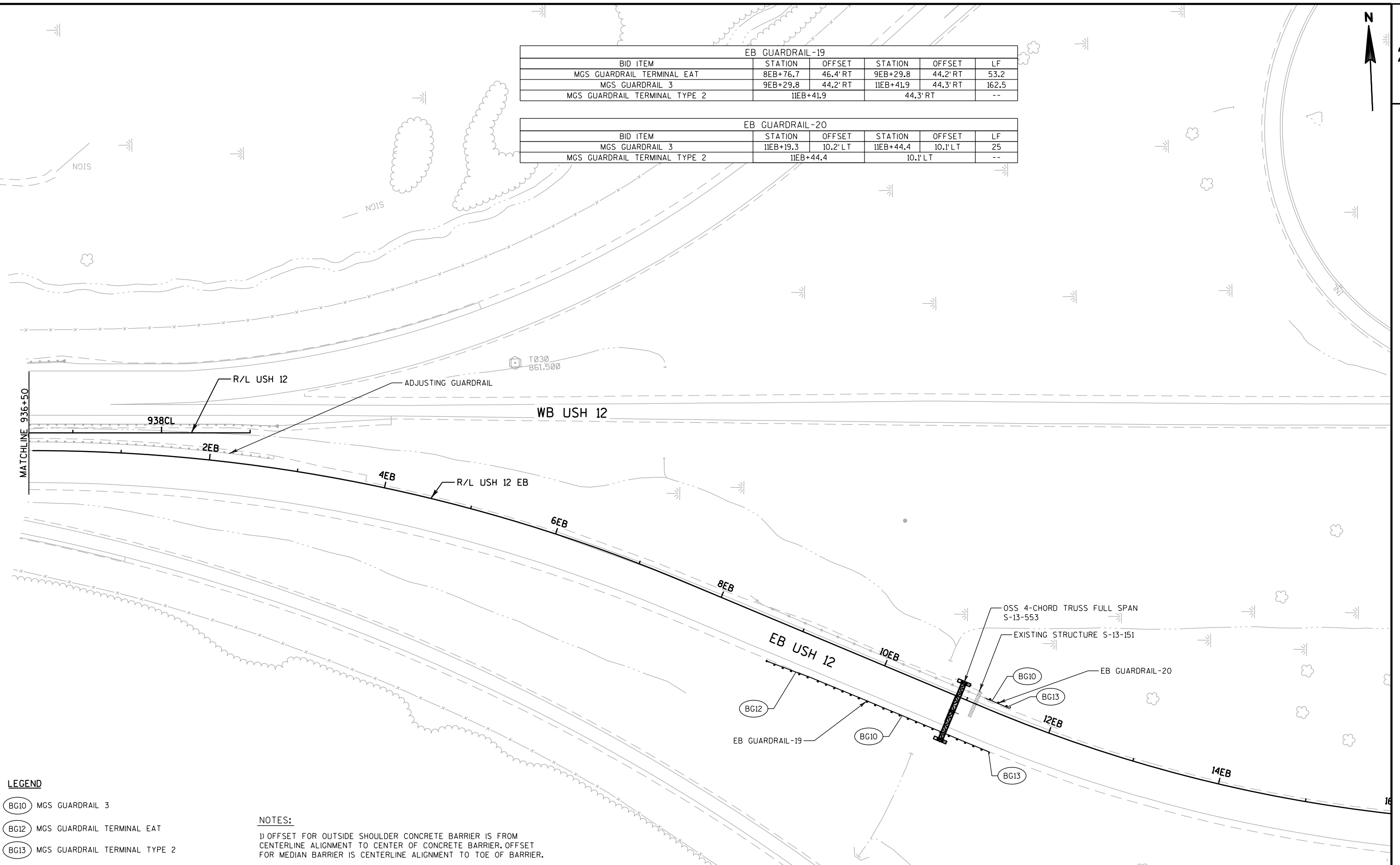
NOTES:
1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER. OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

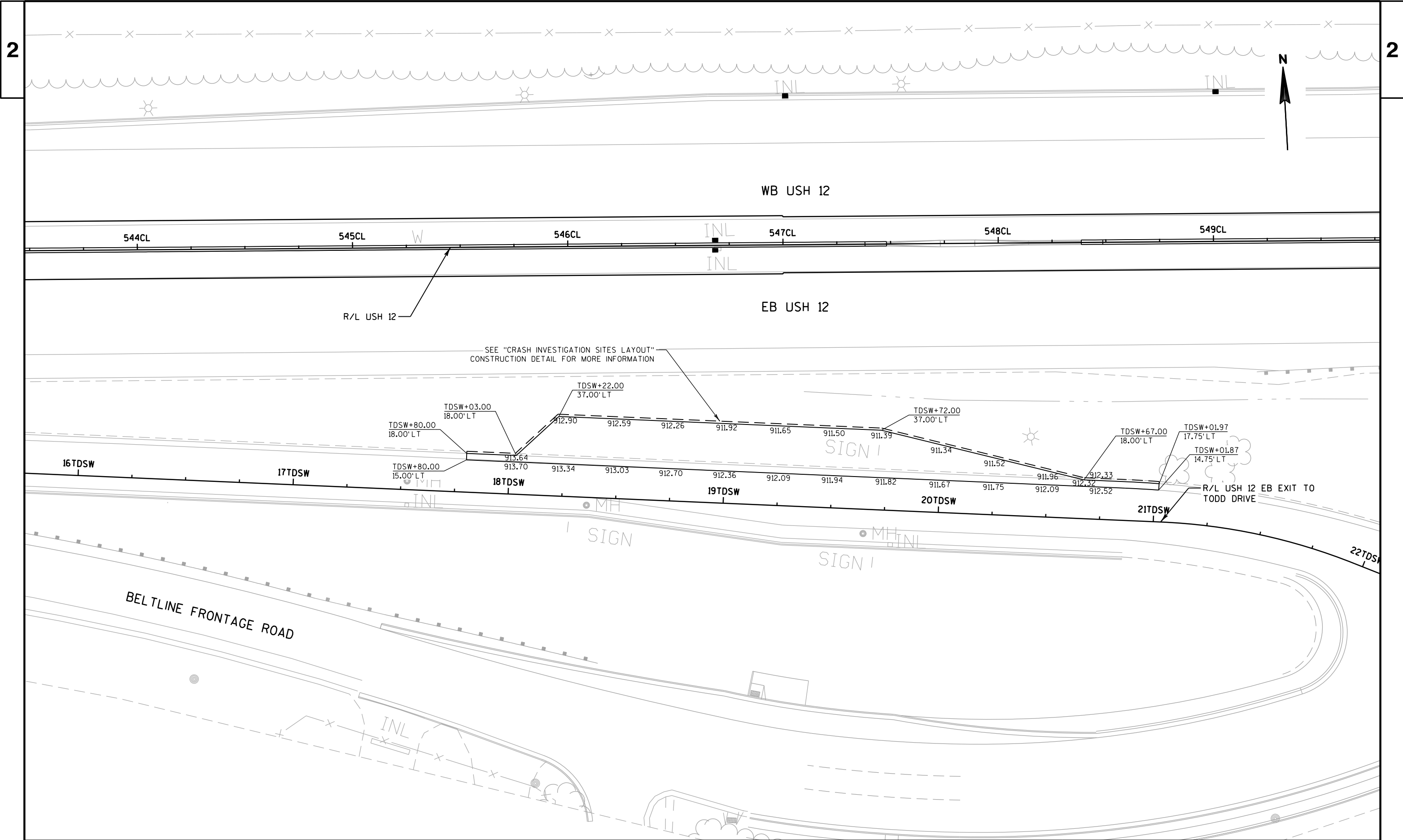
- LEGEND
- BG10 MGS GUARDRAIL 3
 - BG13 MGS GUARDRAIL TERMINAL TYPE 2
 - CBXXX CONCRETE BARRIER/CONCRETE BARRIER TRANSITION (SEE TABLE ON NEXT SHEET FOR DETAILS)
 - CP05 CONCRETE BASE 10-INCH



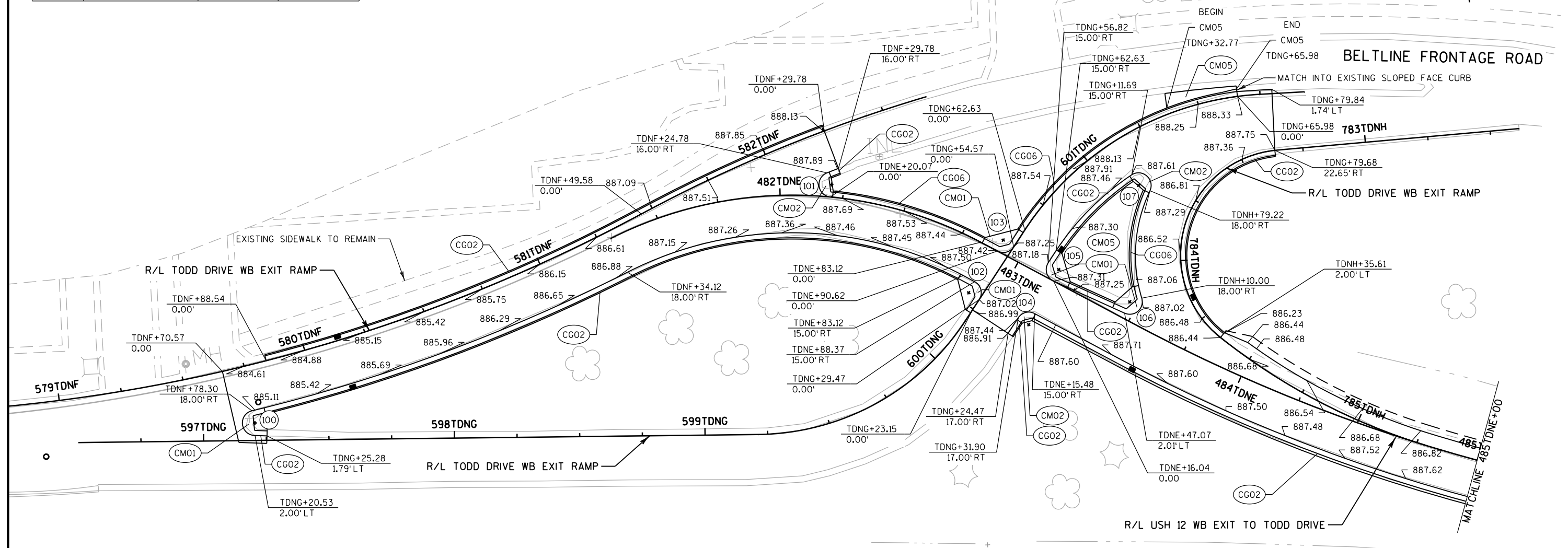
EB GUARDRAIL-19					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	8EB+76.7	46.4' RT	9EB+29.8	44.2' RT	53.2
MGS GUARDRAIL 3	9EB+29.8	44.2' RT	11EB+41.9	44.3' RT	162.5
MGS GUARDRAIL TERMINAL TYPE 2	11EB+41.9		44.3' RT		--

EB GUARDRAIL-20					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL 3	11EB+19.3	10.2' LT	11EB+44.4	10.1' LT	25
MGS GUARDRAIL TERMINAL TYPE 2	11EB+44.4		10.1' LT		--





RADIUS TABLE (CENTER OF RADIUS)			
POINT	STATION	OFFSET	RADIUS
100	597TDNG+20.53	7.00' LT	5.00'
101	482TDNE+20.07	5.00' LT	5.00'
102	482TDNE+88.37	20.00' RT	5.00'
103	482TDNE+90.62	5.00' LT	5.00'
104	483TDNE+15.48	20.00' RT	5.00'
105	483TDNE+15.72	5.00' LT	5.00'
106	483TDNE+46.74	7.00' LT	5.00'
107	783TDNH+79.22	23.00' RT	5.00'



LEGEND

- CG02 CONCRETE CURB AND GUTTER
30-INCH TYPE D
- CG06 CONCRETE CURB AND GUTTER
30-INCH TYPE D REVERSE SLOPE
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM05 CONCRETE SIDEWALK 5-INCH
- PV05 ASPHALTIC FLUME

WB USH 12

R/L USH 12

569CL

570CL

571CL

572CL

573CL

574CL

EB USH 12

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PLAN DETAILS - TODD DRIVE WB EXIT RAMP

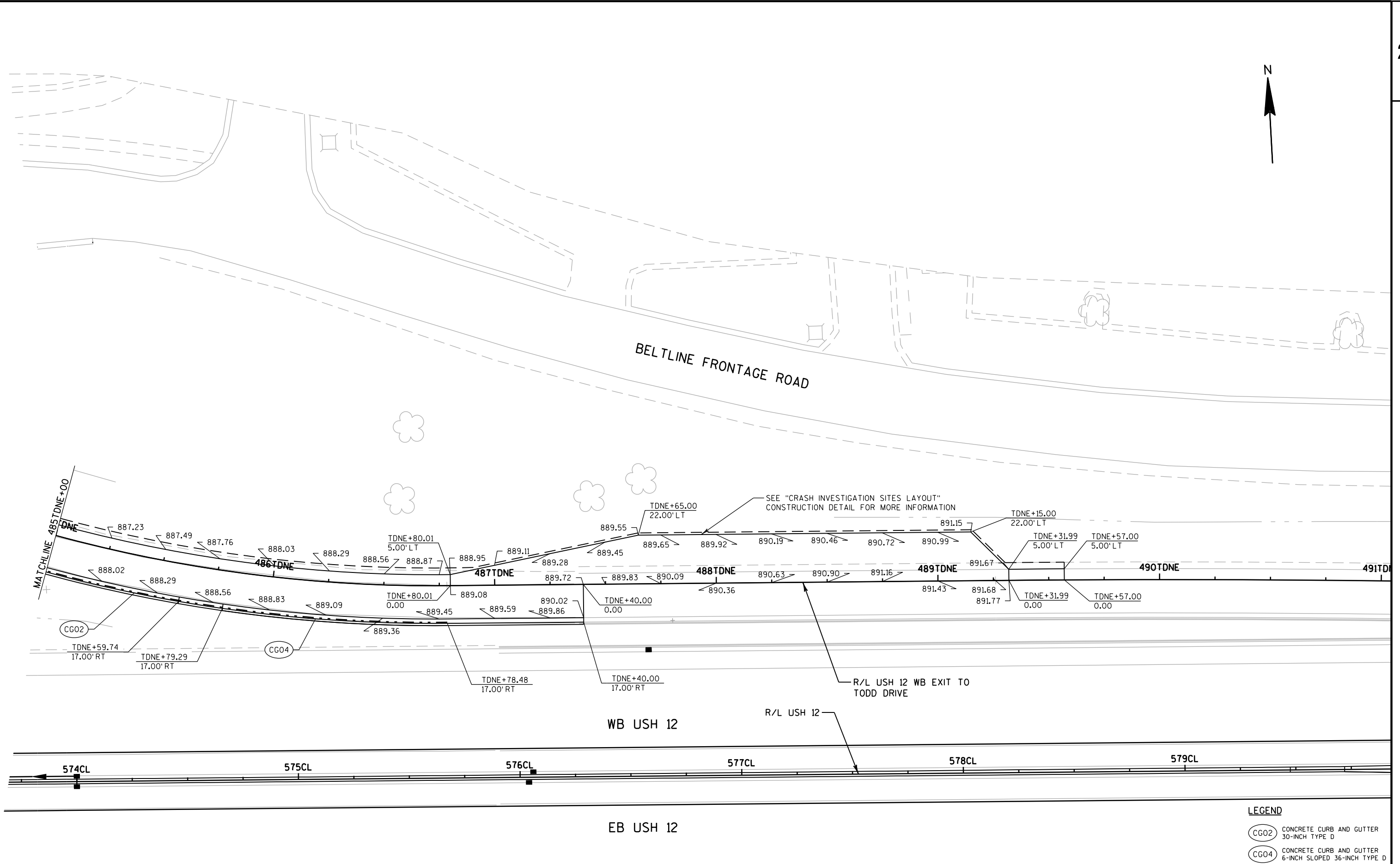
SHEET

274

E

2

2



PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

PLAN DETAILS - TODD DRIVE WB EXIT RAMP

SHEET	275	E
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E

WISDOT/CADDS SHEET 42

2

2

WB USH 12

R/L USH 12

569CL

570CL

571CL

INL
INLINL
INL

572CL

573CL

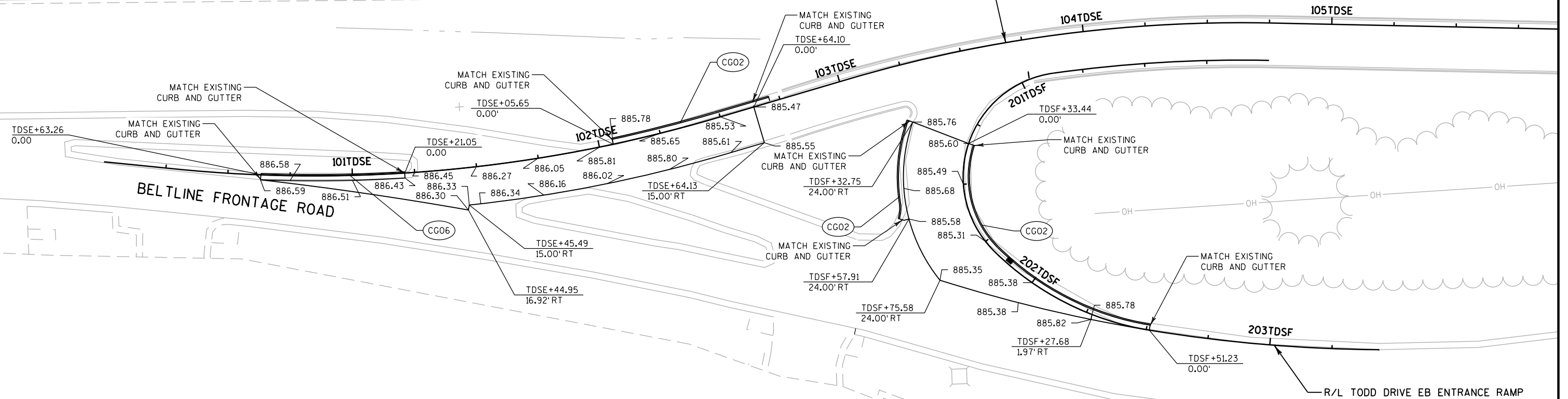
574CL

575CL

EB USH 12



R/L USH 12 EB ENTRANCE RAMP FROM TODD DRIVE



LEGEND

- CG02 CONCRETE CURB AND GUTTER
30-INCH TYPE D
- CG06 CONCRETE CURB AND GUTTER
30-INCH TYPE D REVERSE SLOPE

PROJECT NO: 1206-06-79

HWY: USH 12

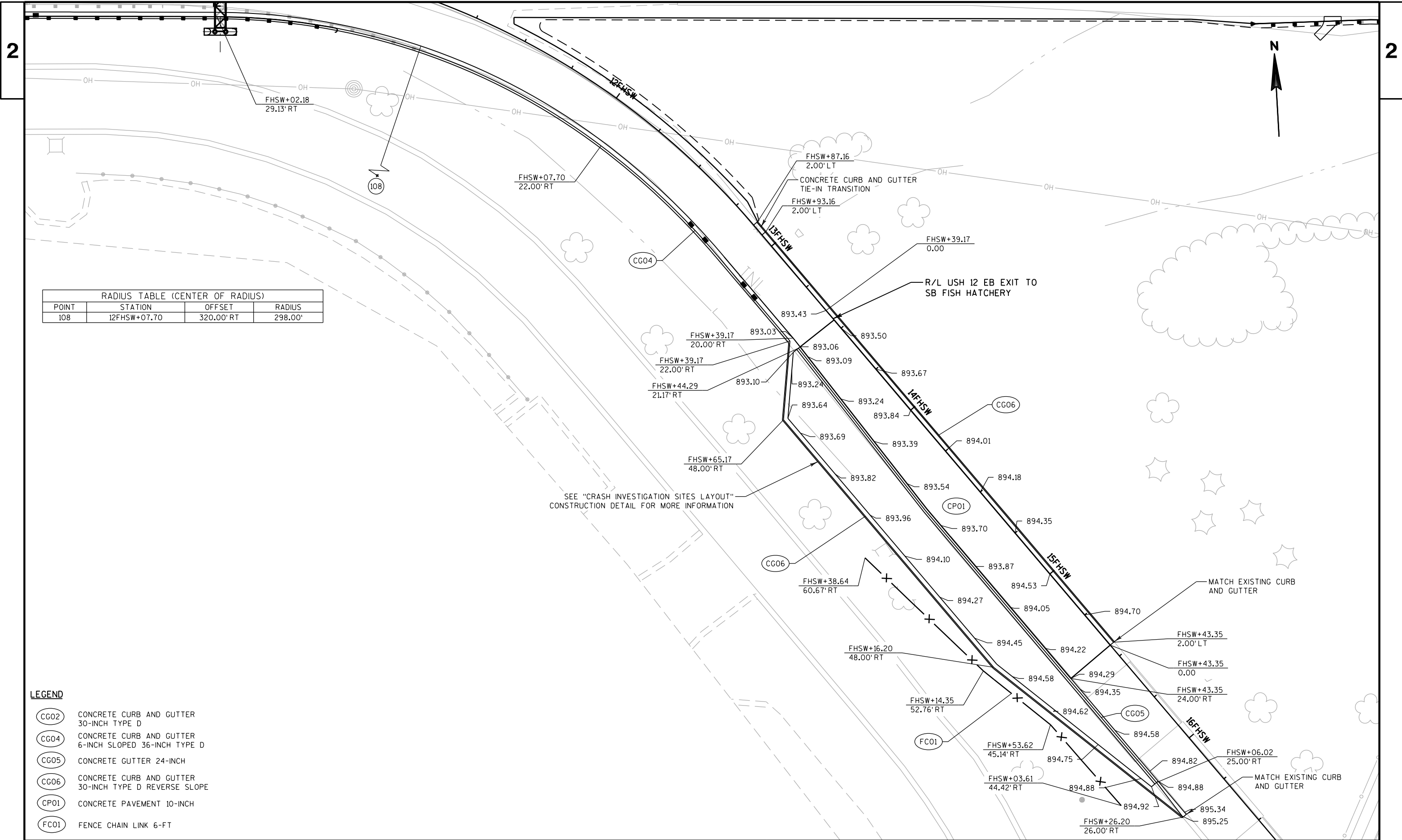
COUNTY: DANE

PLAN DETAILS - TODD DRIVE EB ENTRANCE RAMP

SHEET

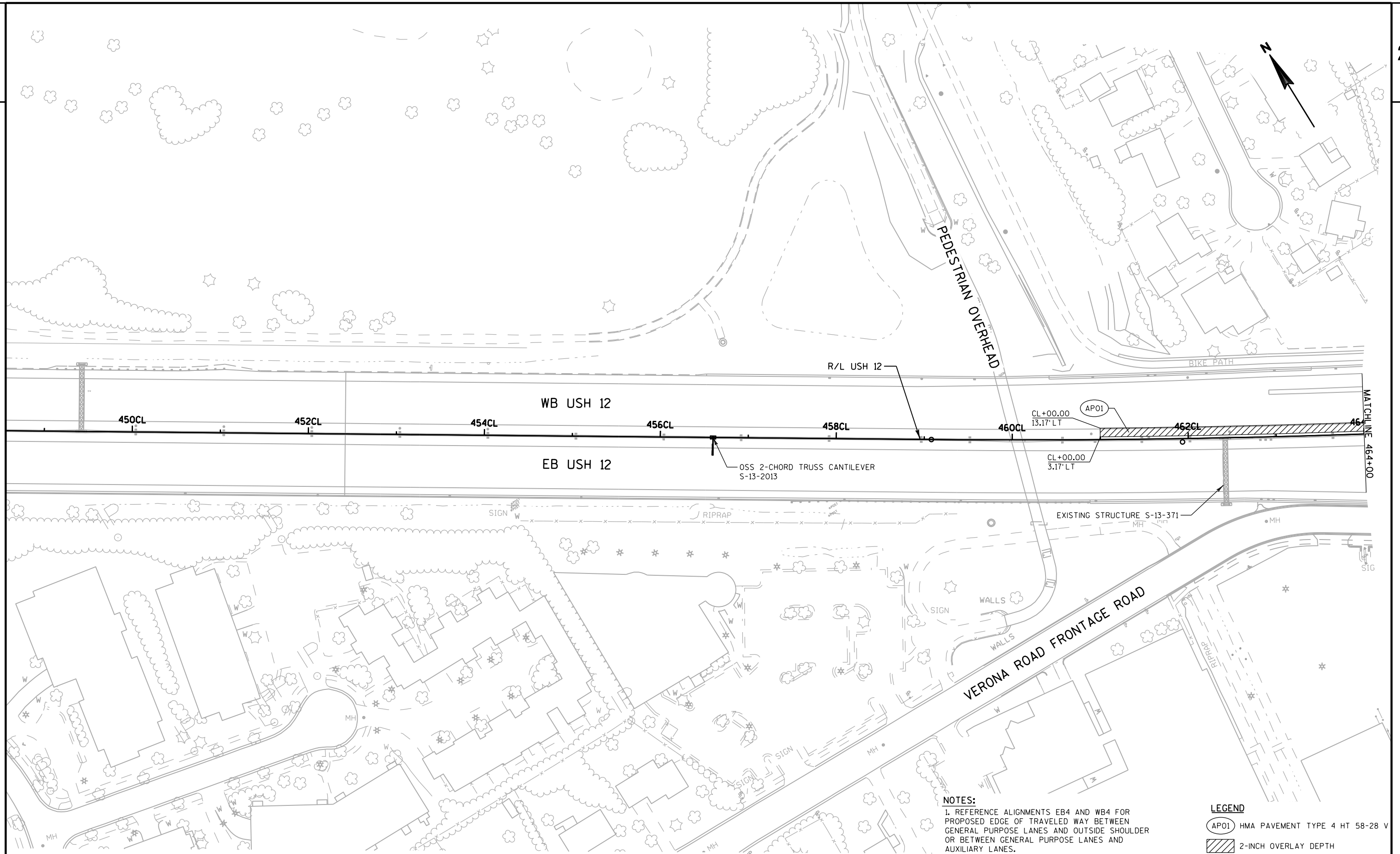
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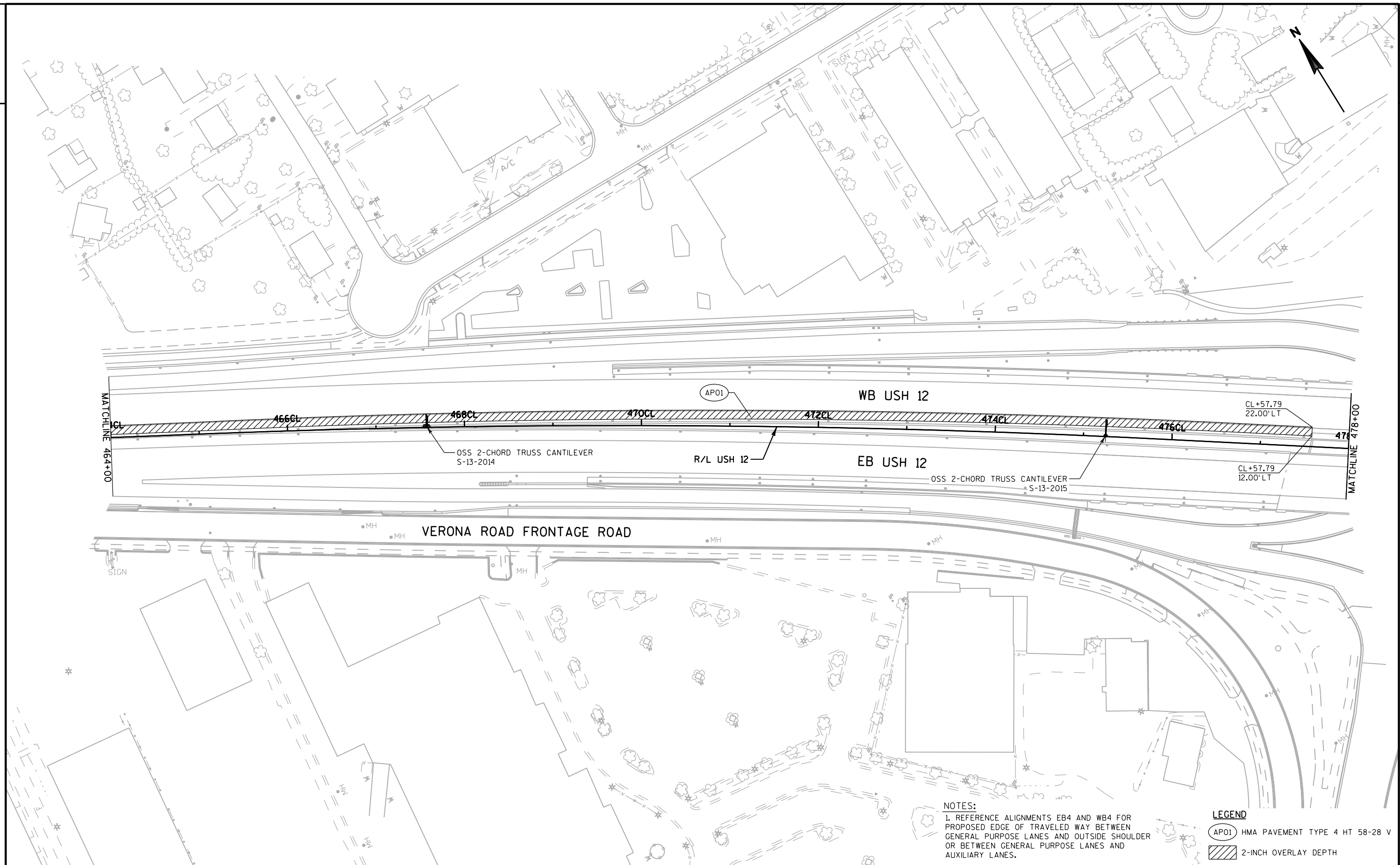
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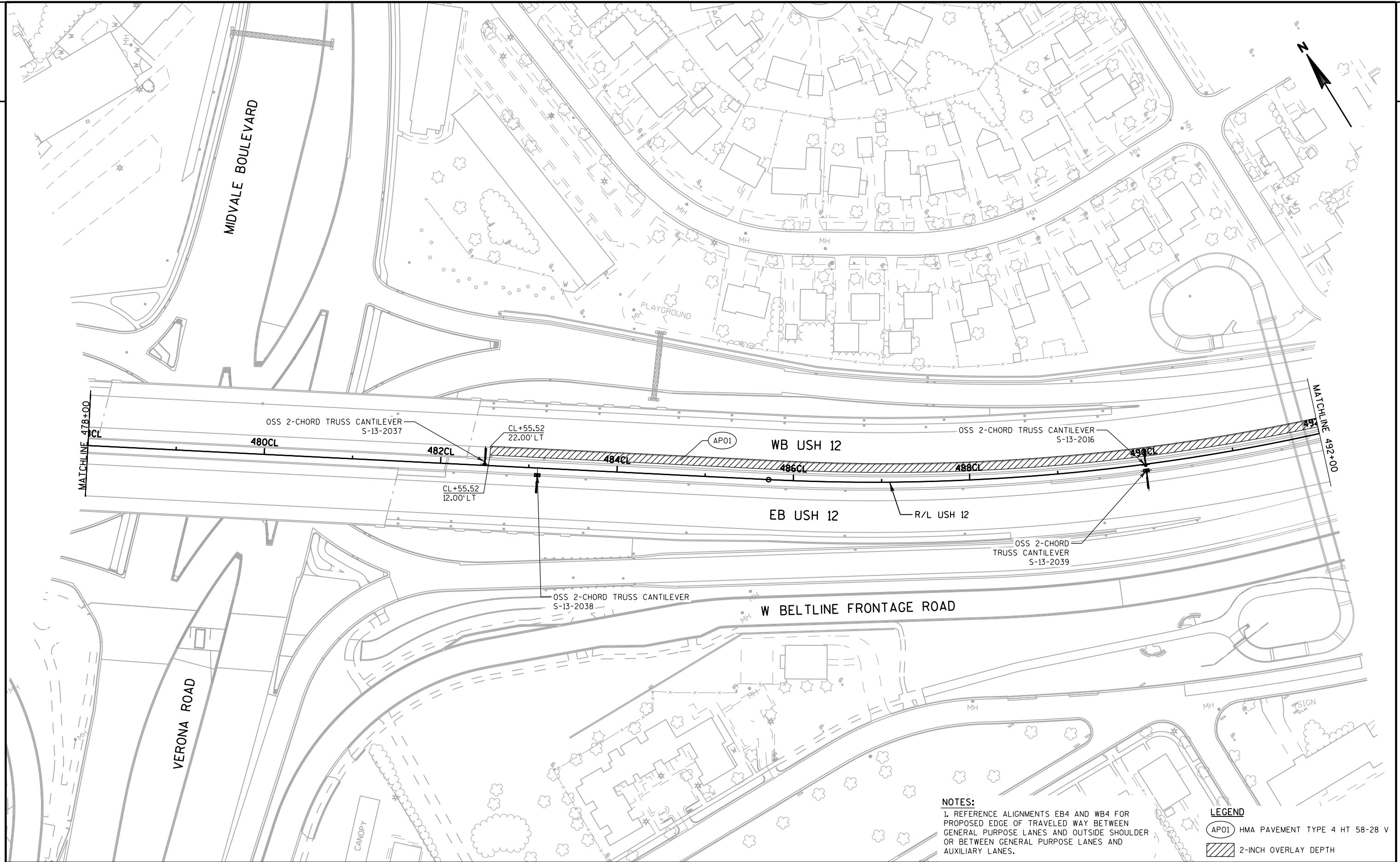


RADIUS TABLE (CENTER OF RADIUS)			
POINT	STATION	OFFSET	RADIUS
108	12FHSW+07.70	320.00' RT	298.00'

- LEGEND**
- CG02 CONCRETE CURB AND GUTTER 30-INCH TYPE D
 - CG04 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
 - CG05 CONCRETE GUTTER 24-INCH
 - CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE D REVERSE SLOPE
 - CP01 CONCRETE PAVEMENT 10-INCH
 - FC01 FENCE CHAIN LINK 6-FT





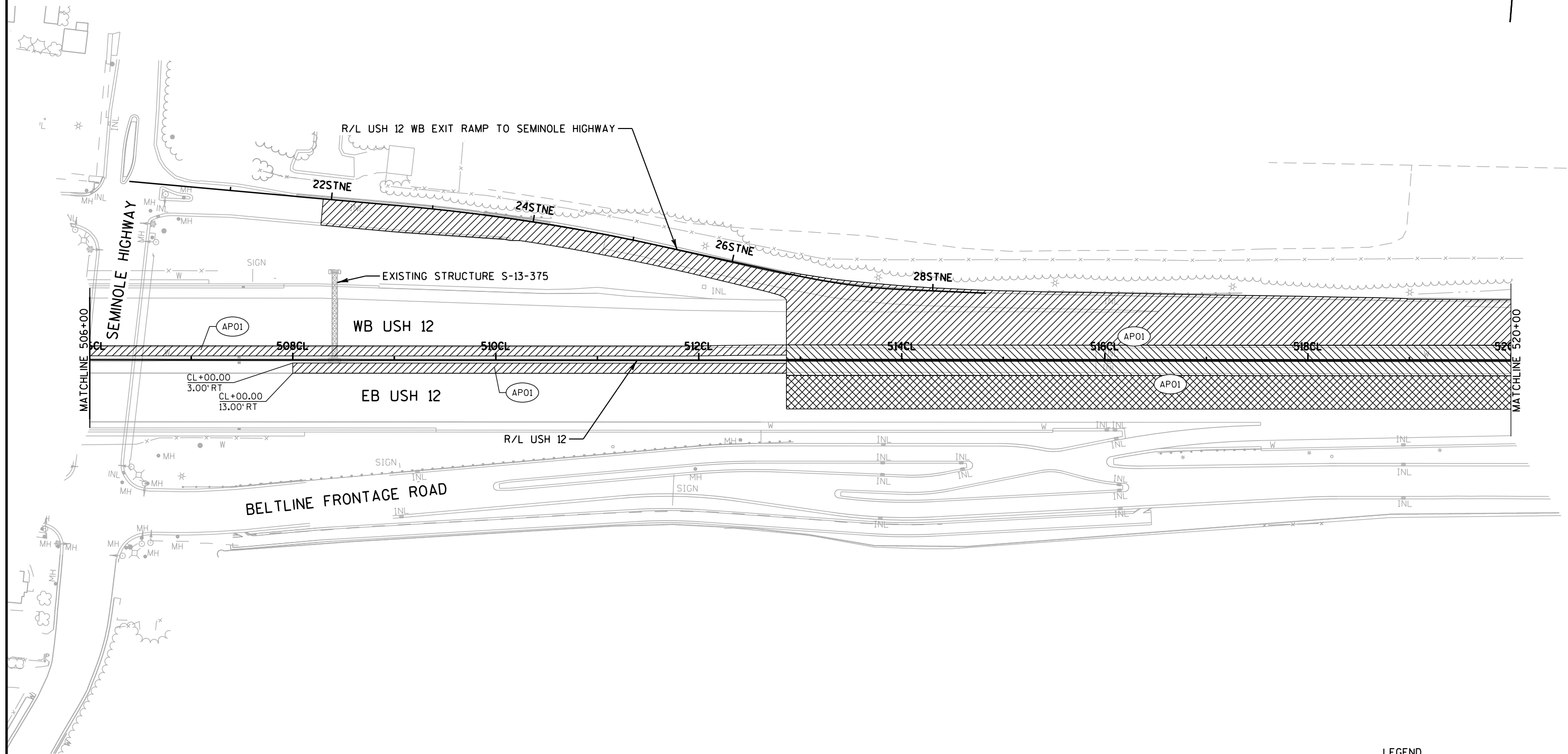


2



281

WISDOT/CADDS SHEET 42

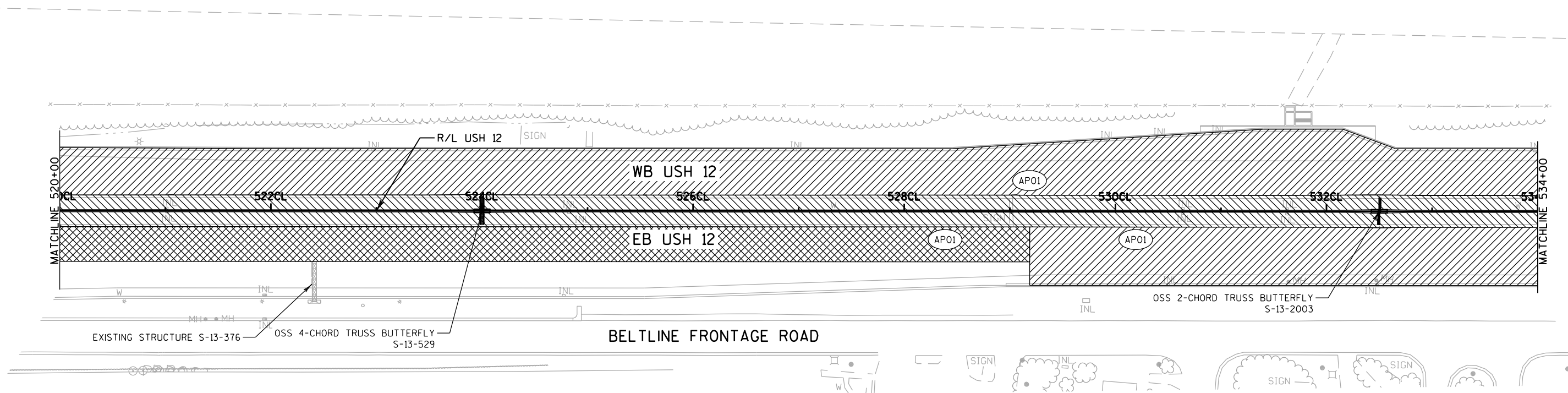


LEGEND

- AP01 HMA PAVEMENT TYPE 4 HT 58-28 V
- 1.75-INCH OVERLAY DEPTH
- 2-INCH OVERLAY DEPTH
- 4-INCH OVERLAY DEPTH

NOTES:

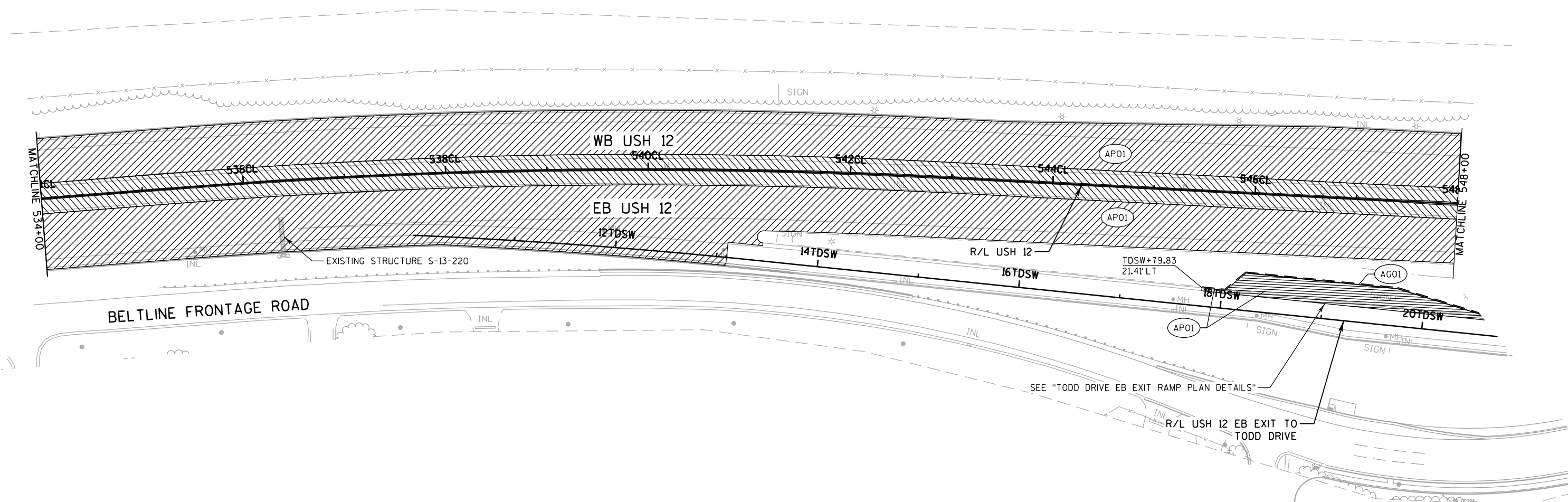
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.



LEGEND

- AP01 HMA PAVEMENT TYPE 4 HT 58-28 V
- 1.75-INCH OVERLAY DEPTH
- 2-INCH OVERLAY DEPTH
- 4-INCH OVERLAY DEPTH

NOTES:
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.

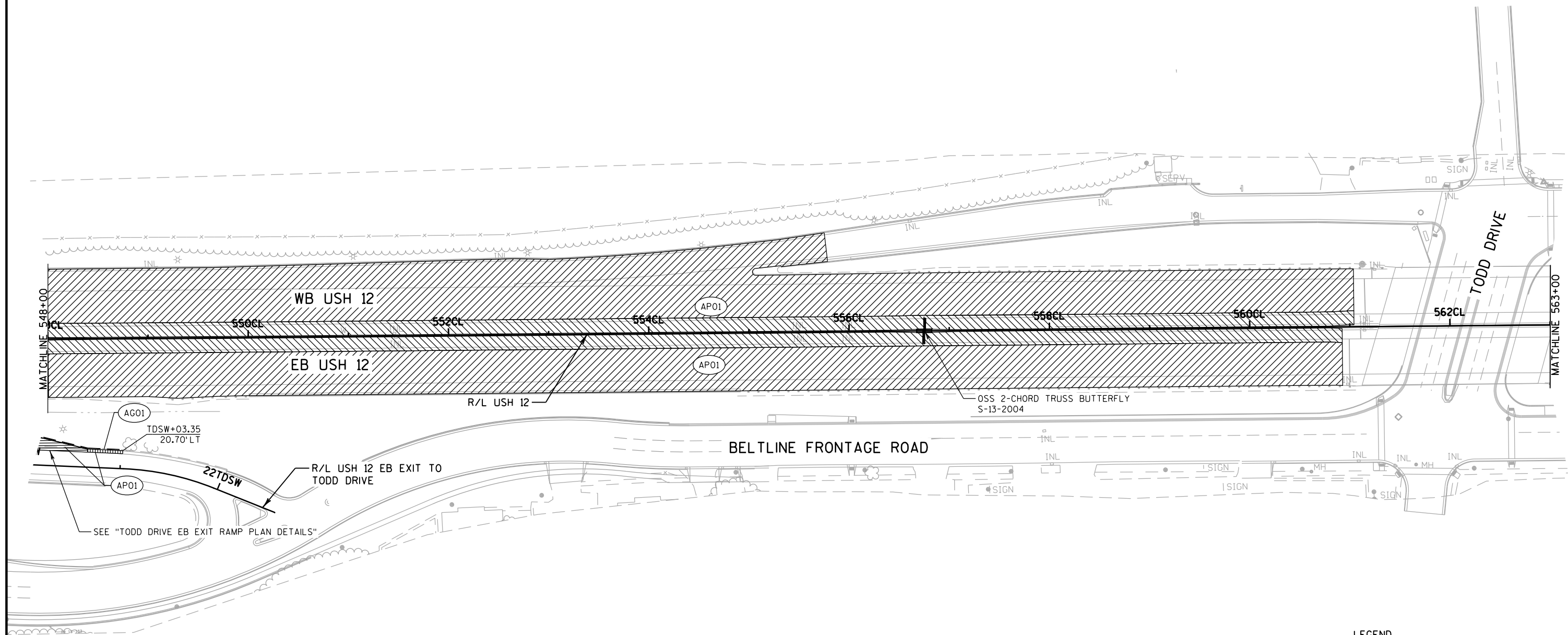


LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP01 HMA PAVEMENT TYPE 4 HT 58-28 V
- 2-INCH OVERLAY DEPTH
- 3-INCH ASPHALT SHOULDER
- 4-INCH OVERLAY DEPTH
- 5.5-INCH ASPHALT PAVEMENT

NOTES:

1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.



LEGEND

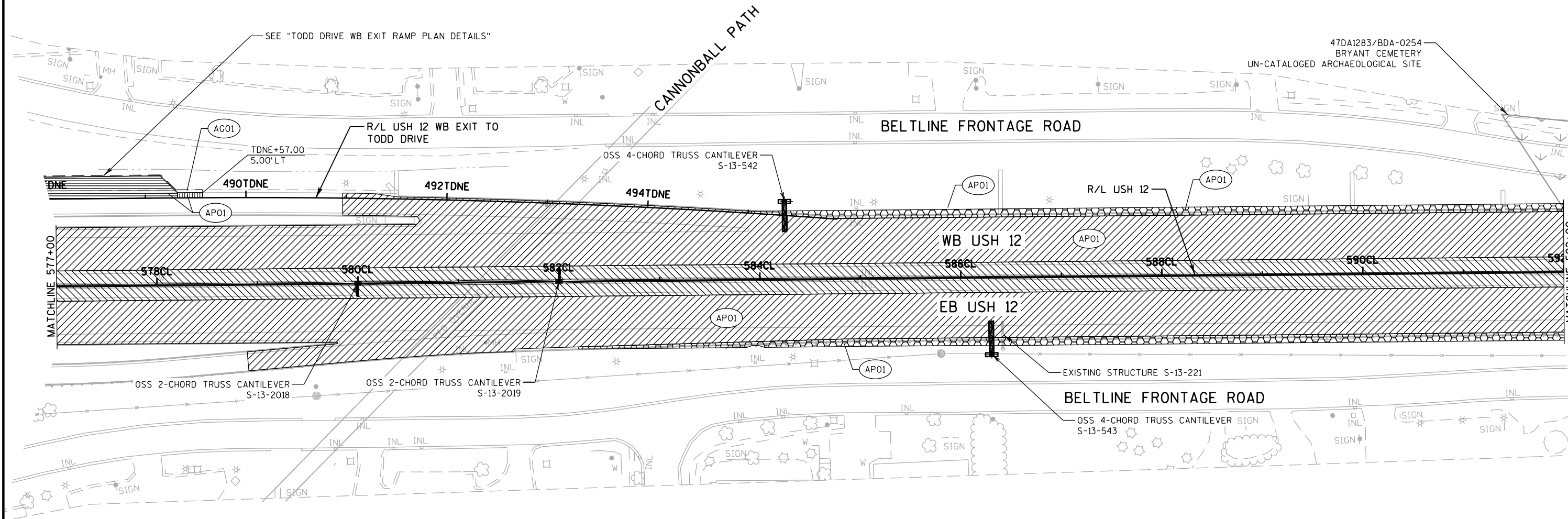
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP01 HMA PAVEMENT TYPE 4 HT 58-28 V
- 2-INCH OVERLAY DEPTH
- 3-INCH ASPHALT SHOULDER
- 4-INCH OVERLAY DEPTH
- 5.5-INCH ASPHALT PAVEMENT

NOTES:
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.



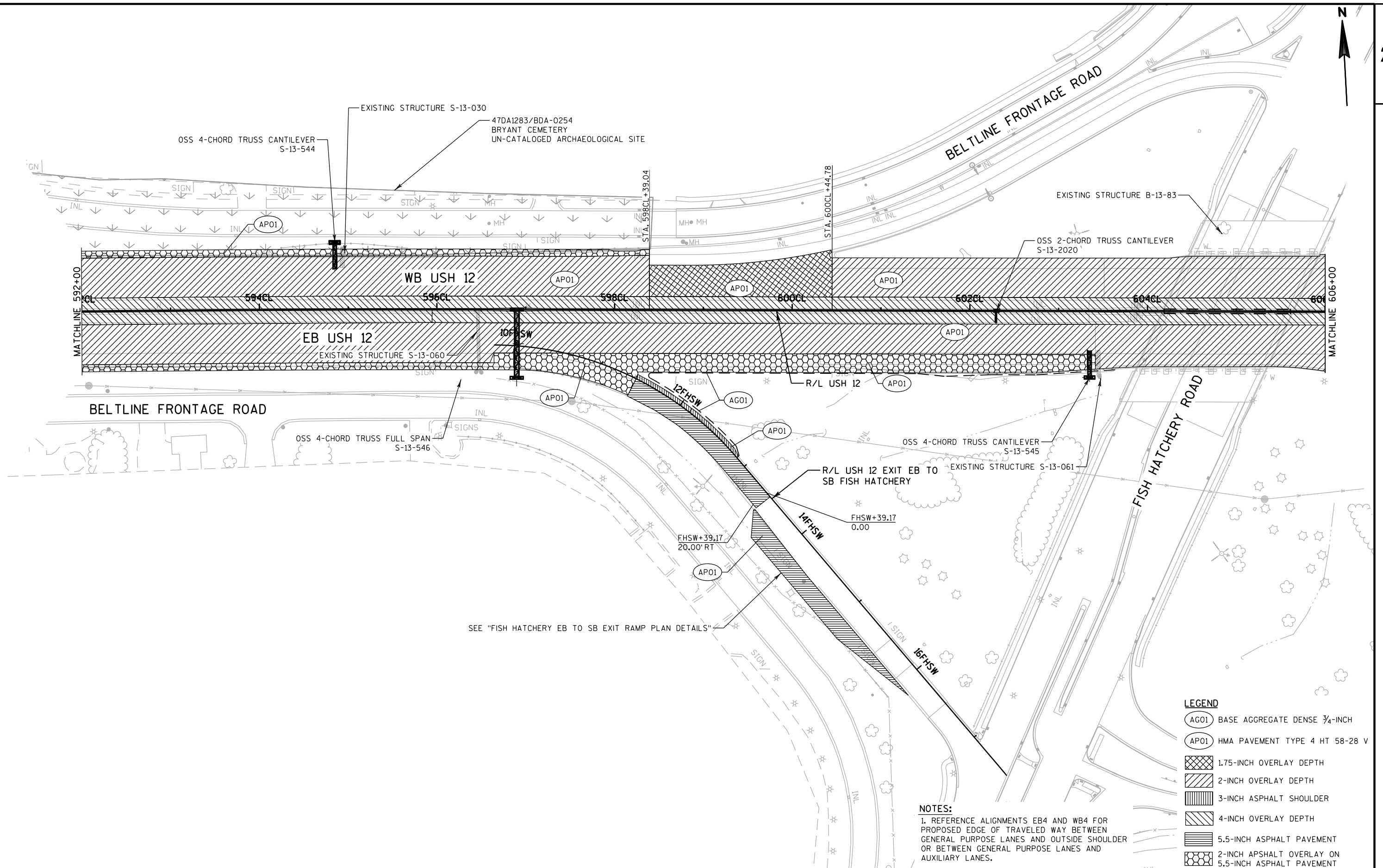
AG01	BASE AGGREGATE DENSE ¾-INCH
AP01	HMA PAVEMENT TYPE 4 HT 58-28 V
	2-INCH OVERLAY DEPTH
	3-INCH ASPHALT SHOULDER
	4-INCH OVERLAY DEPTH
	5.5-INCH ASPHALT PAVEMENT

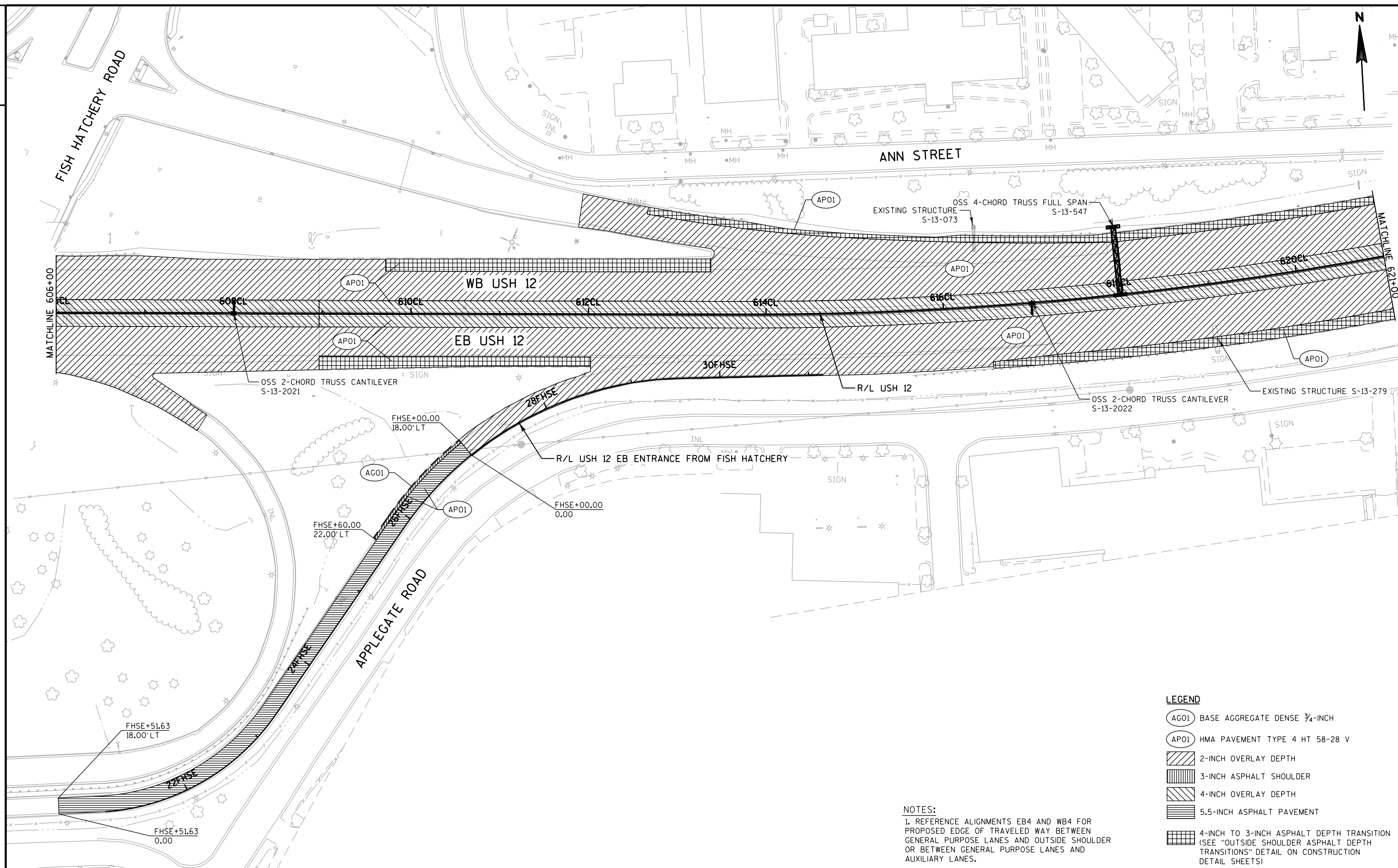
NOTES:

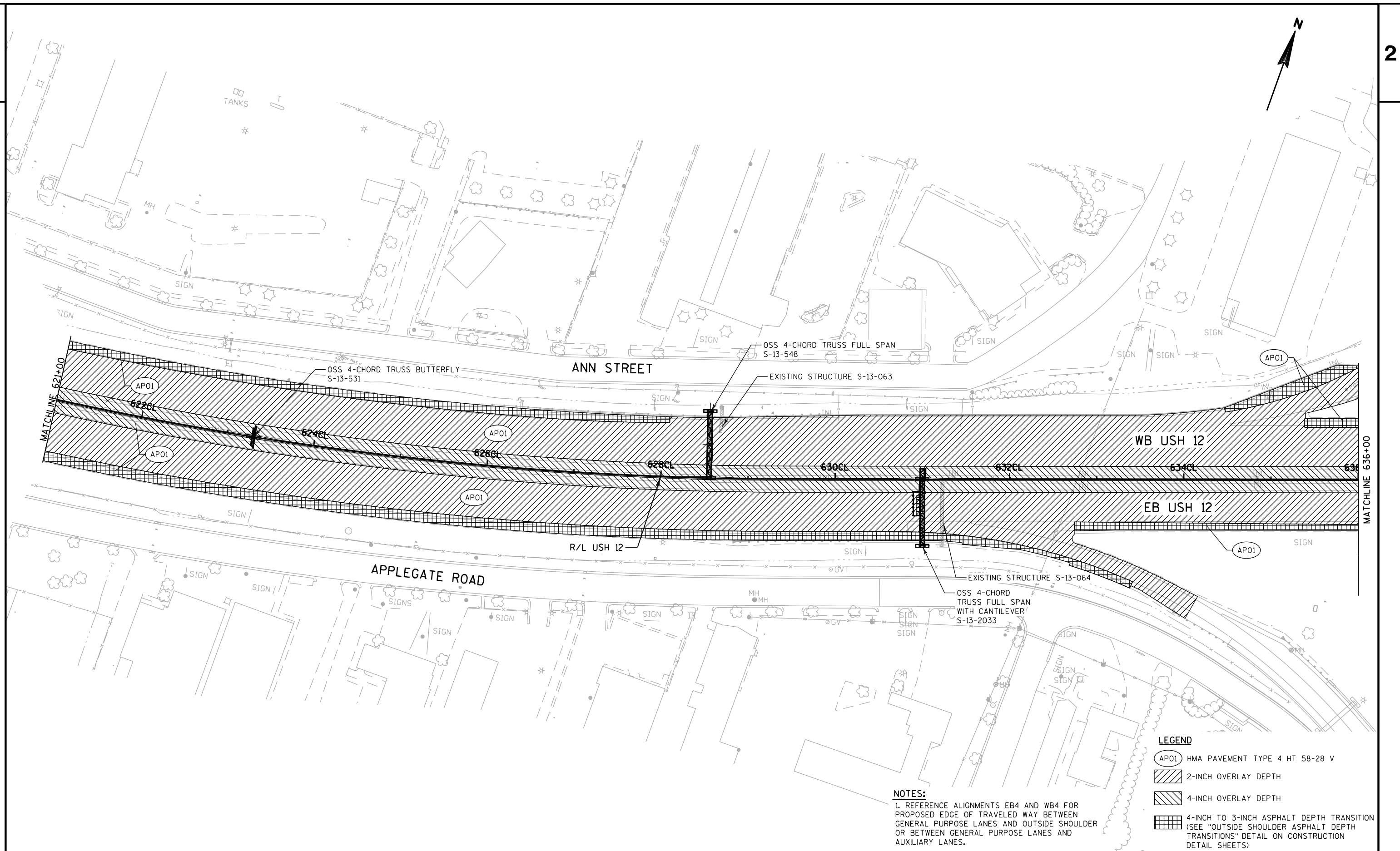


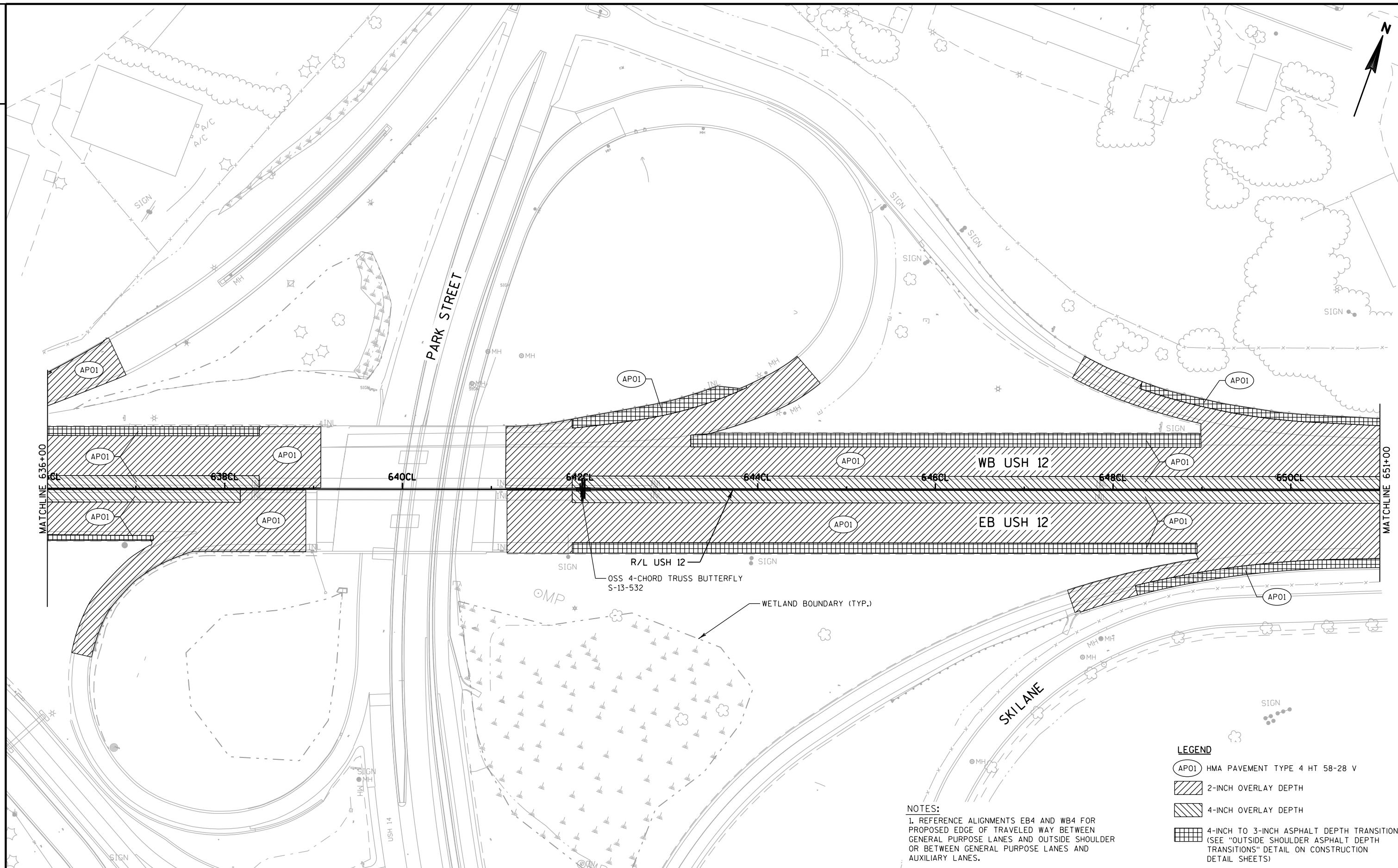
- LEGEND**
- AG01 BASE AGGREGATE DENSE 3/4-INCH
 - AP01 HMA PAVEMENT TYPE 4 HT 58-28 V
 - 2-INCH OVERLAY DEPTH
 - 3-INCH ASPHALT SHOULDER
 - 4-INCH OVERLAY DEPTH
 - 2-INCH ASPHALT OVERLAY ON 5.5-INCH ASPHALT PAVEMENT

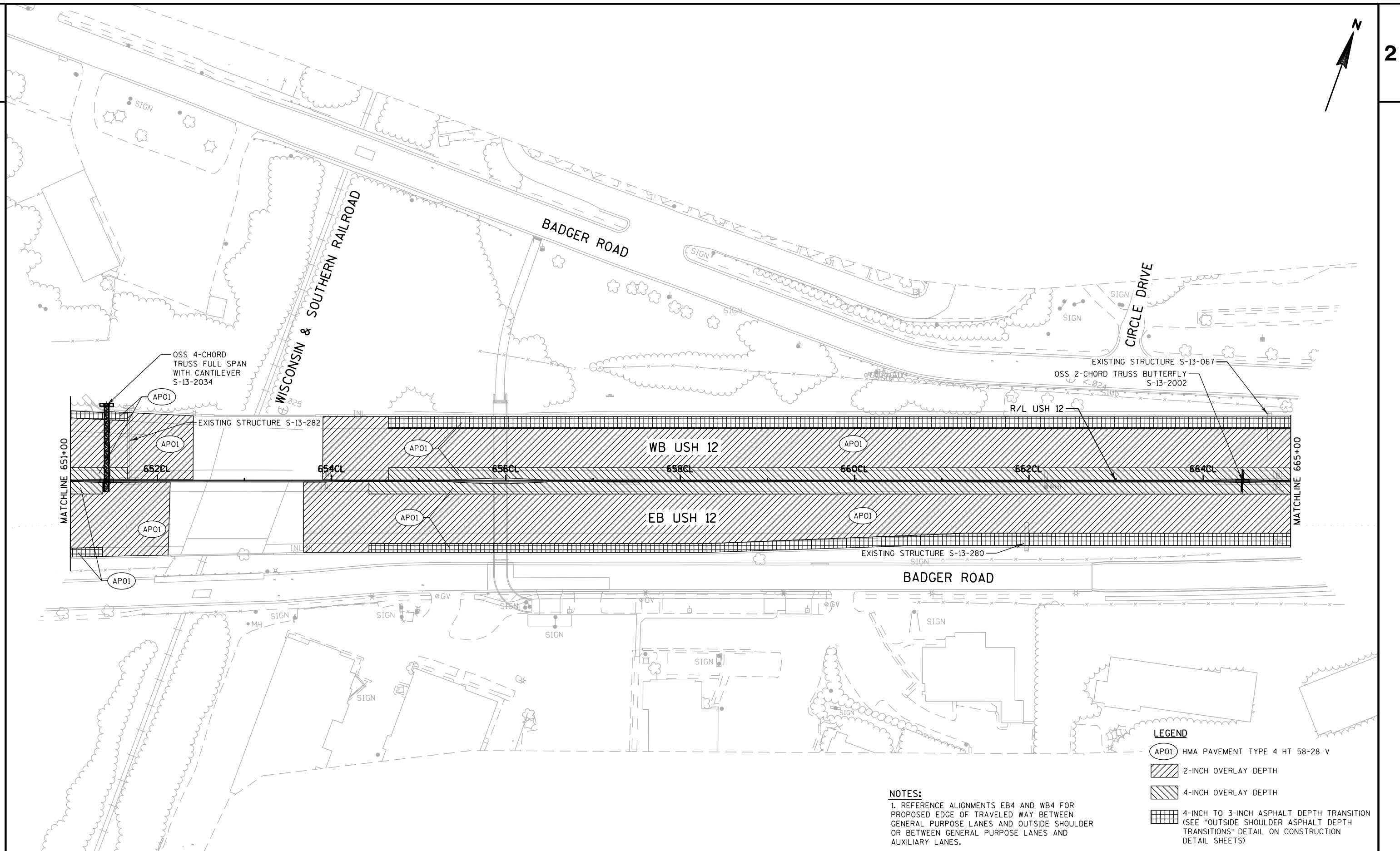
NOTES:
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.

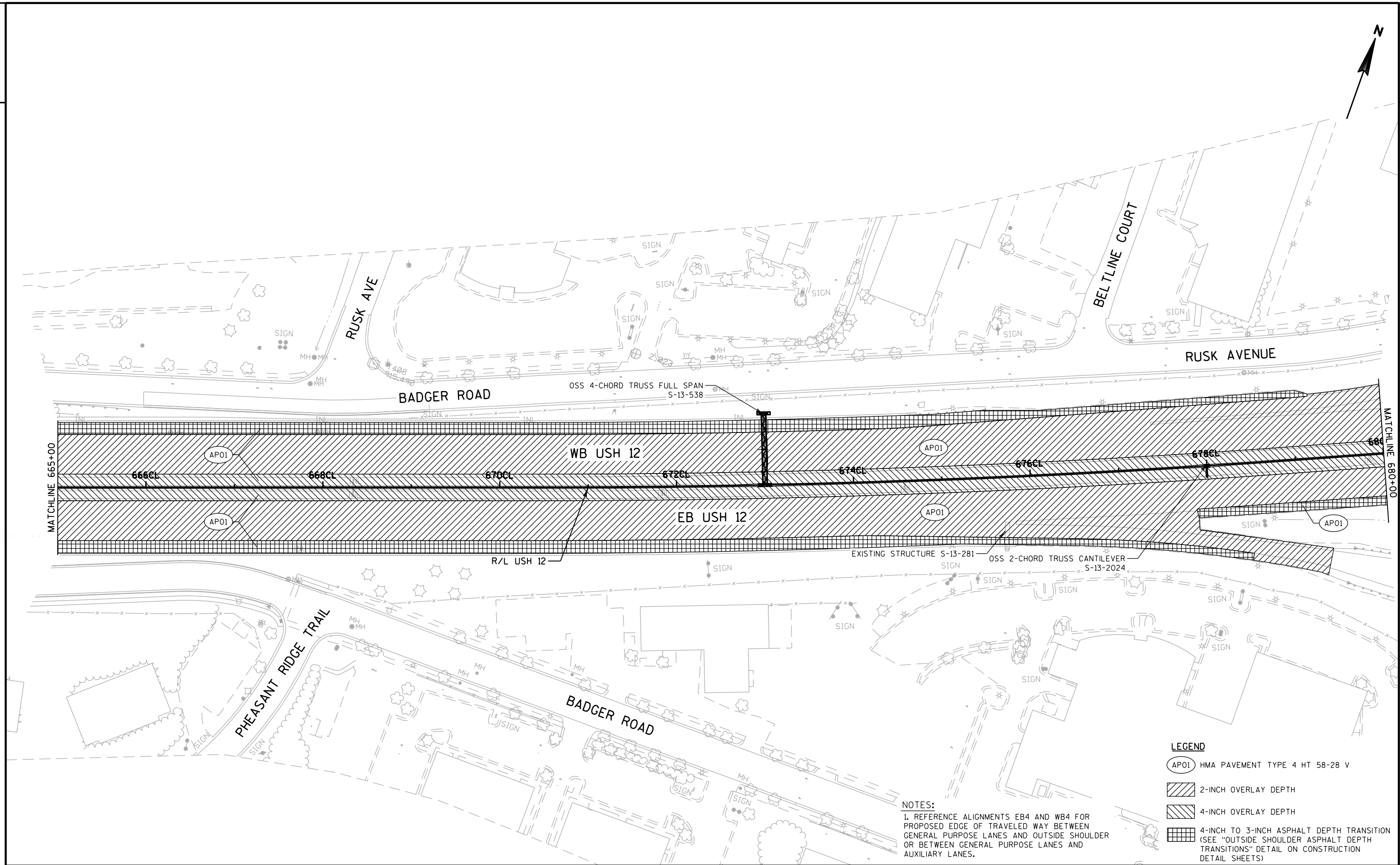


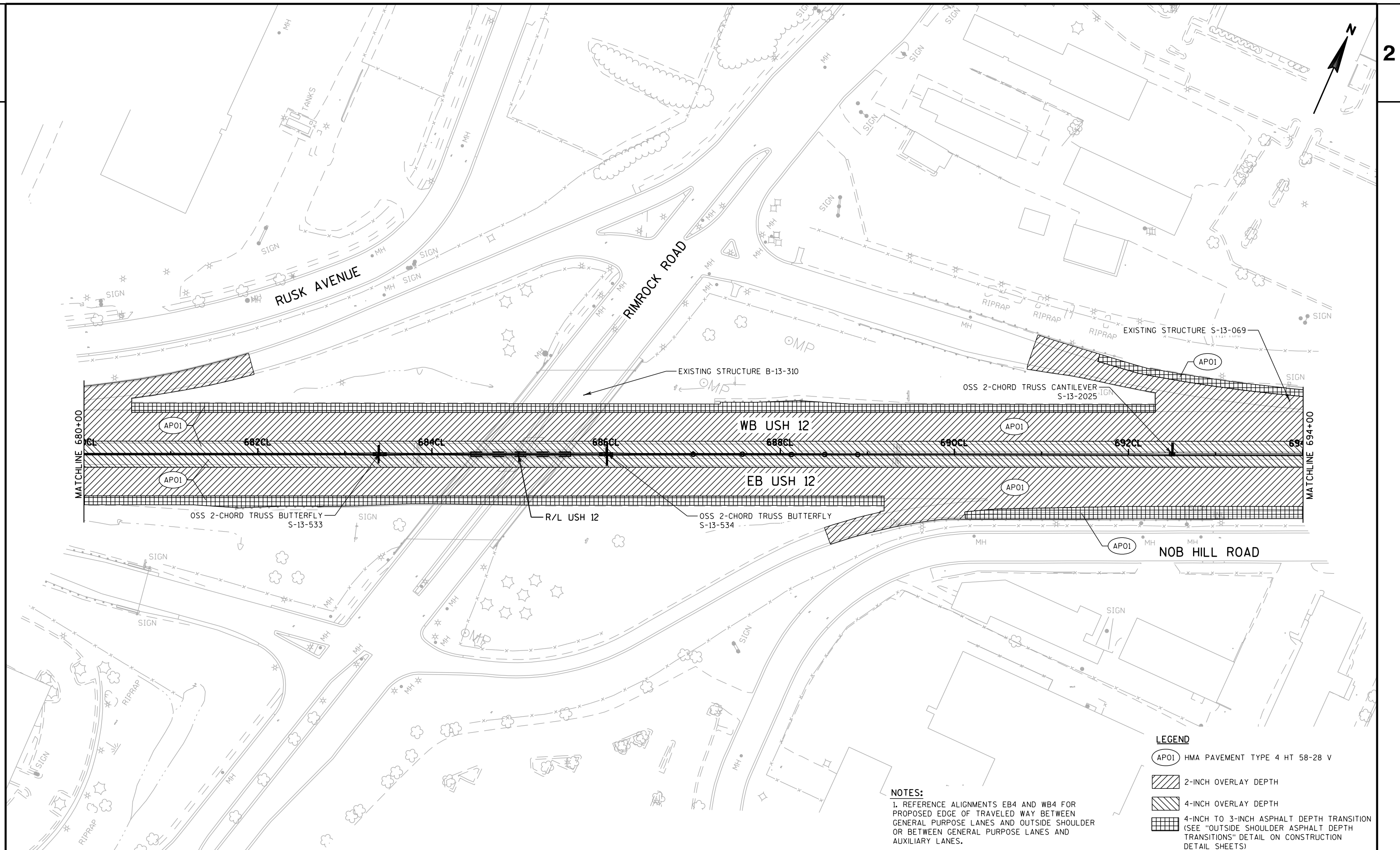




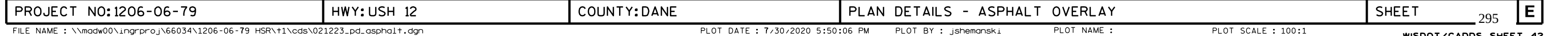




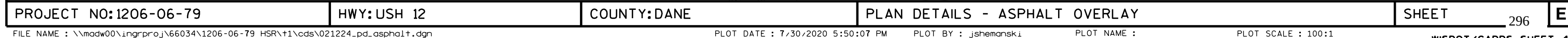


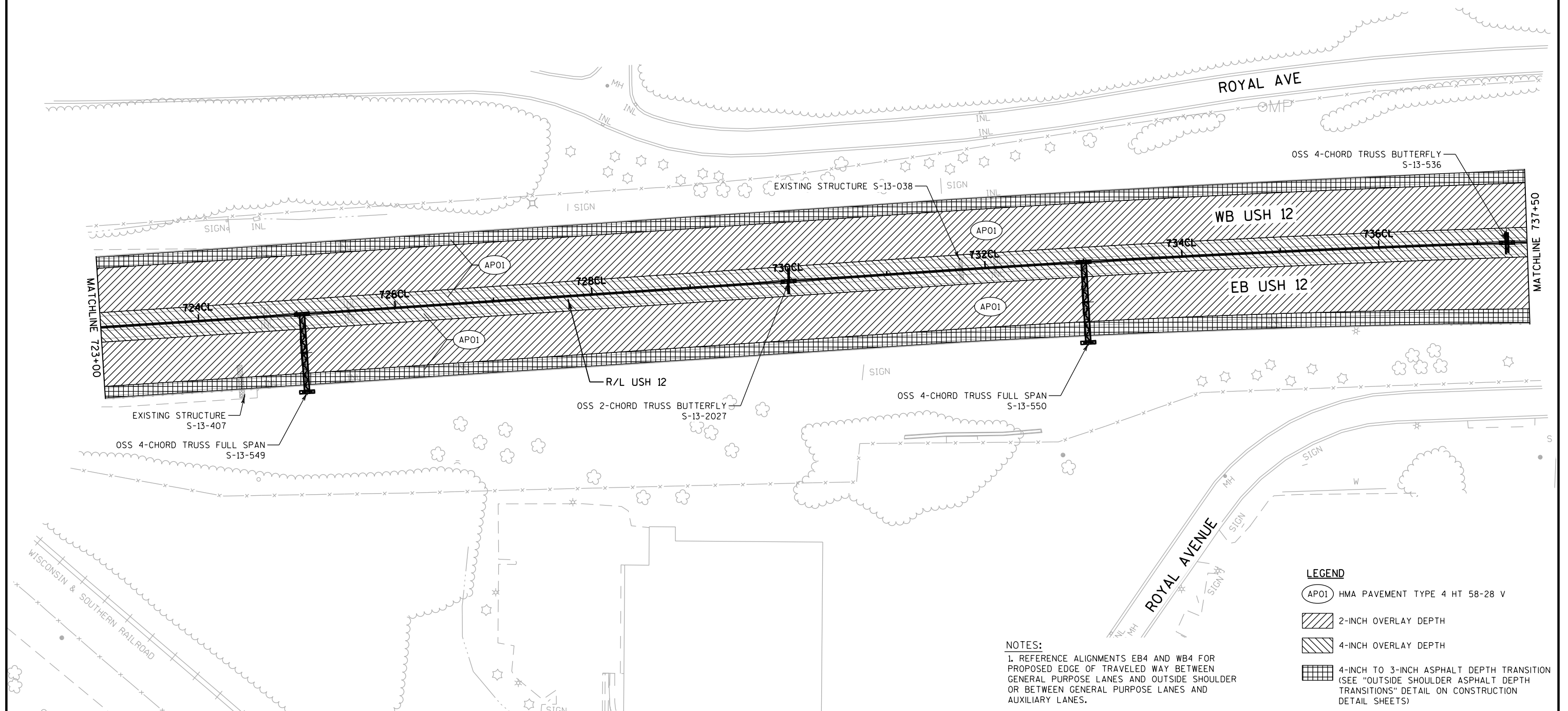


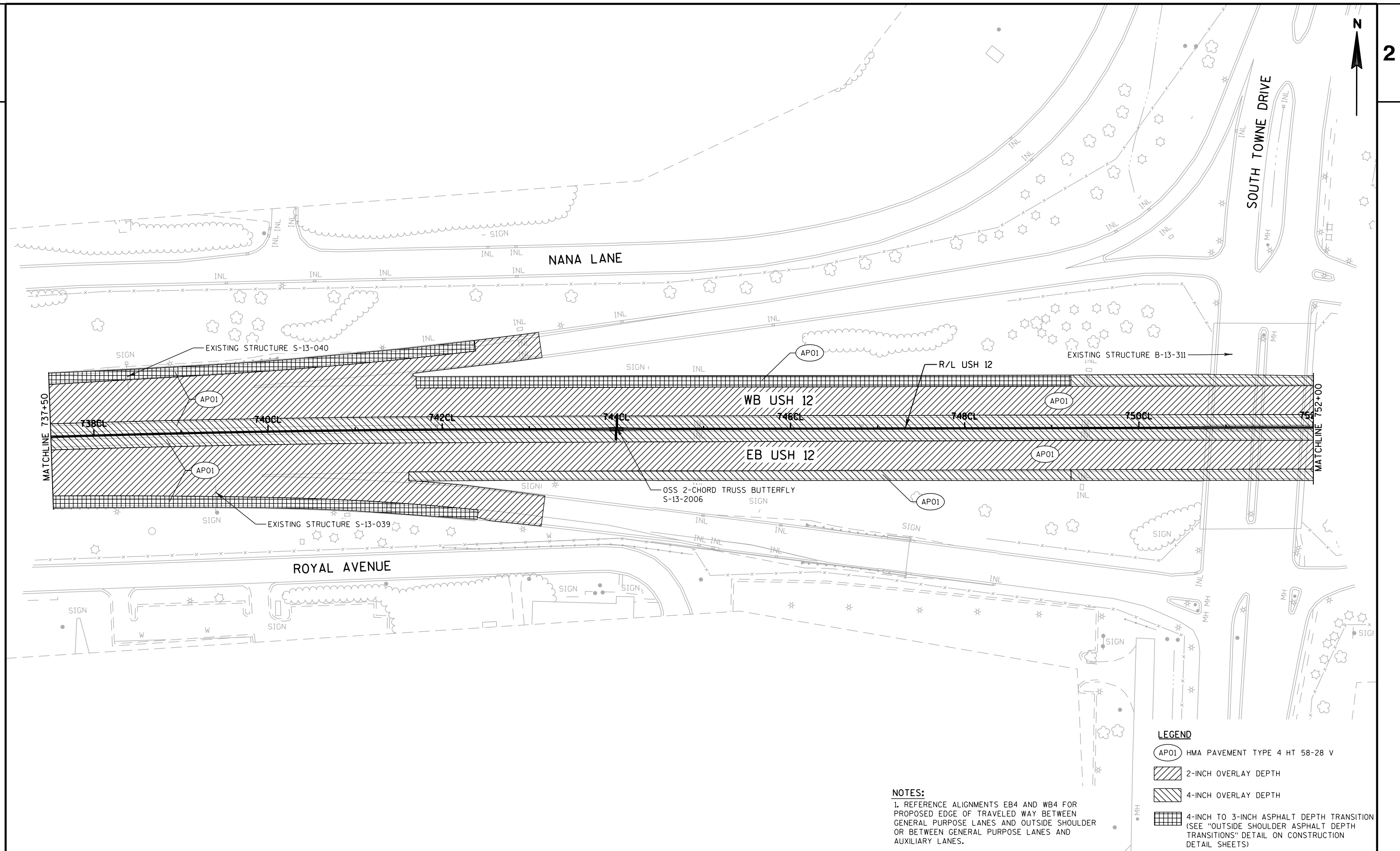
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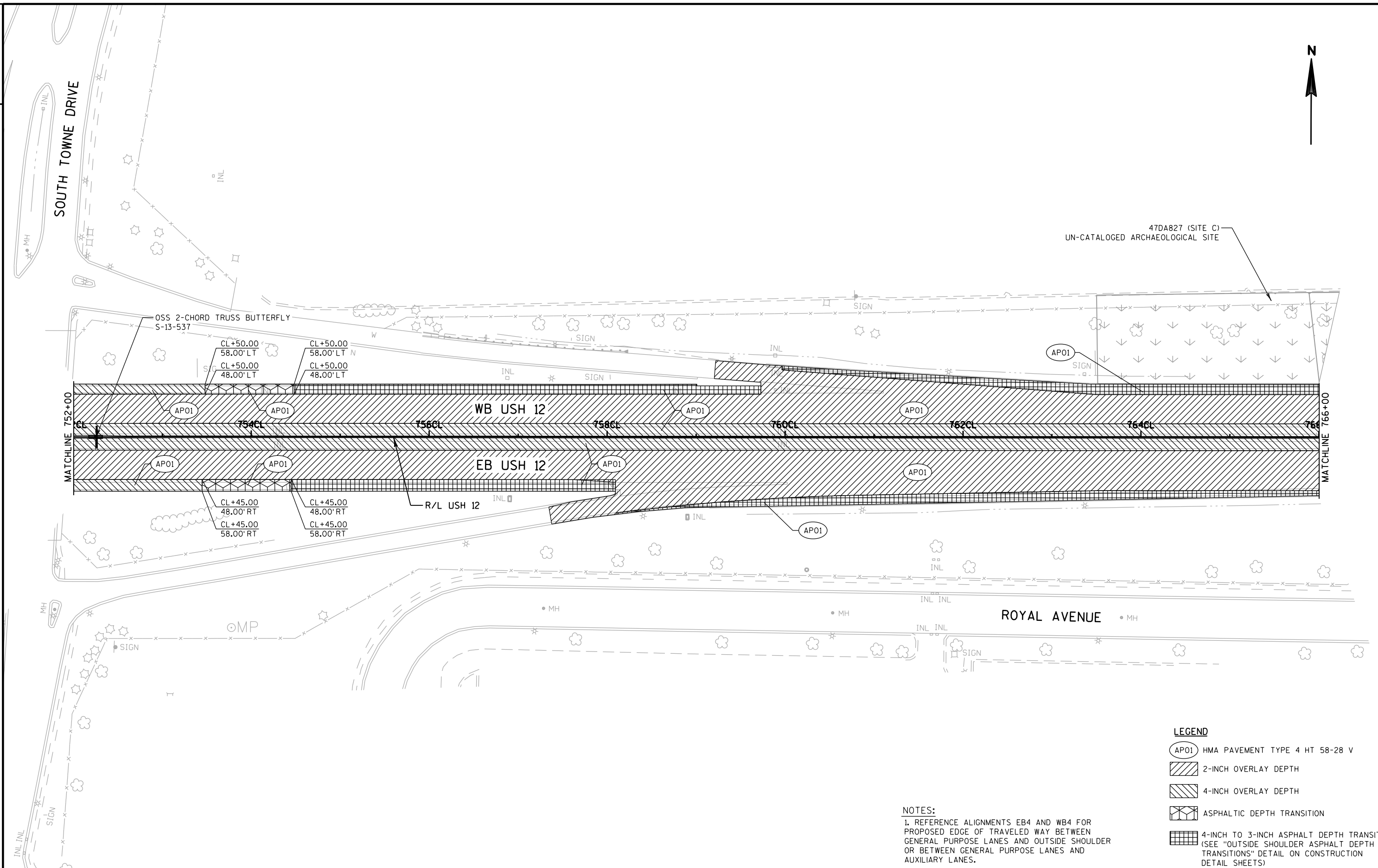


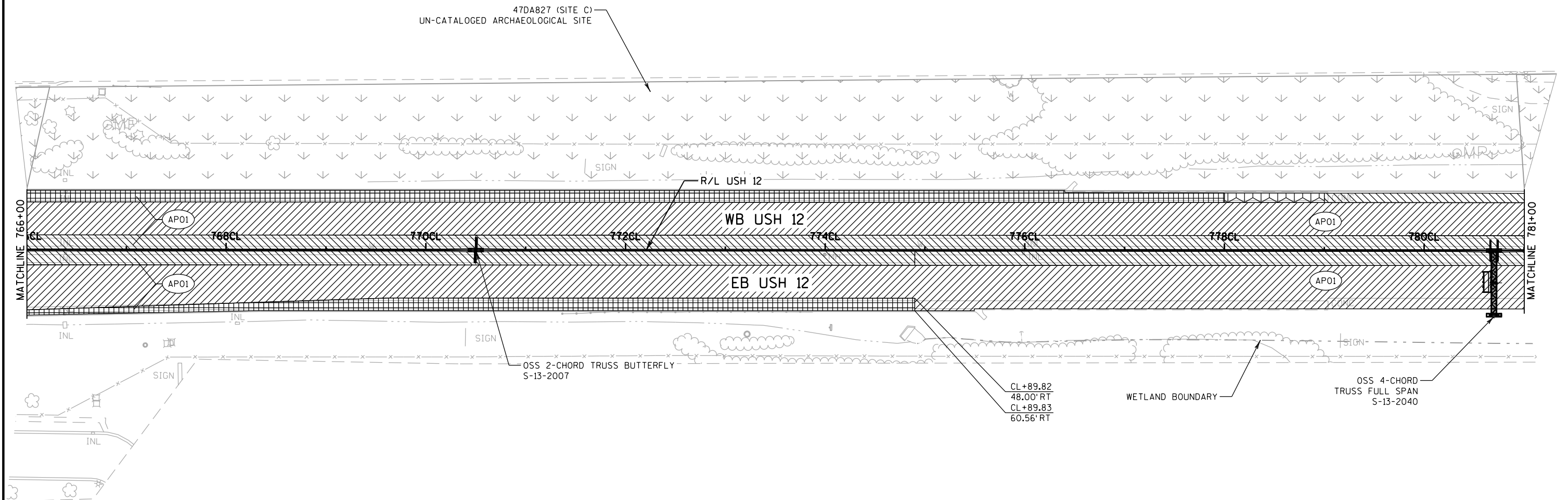
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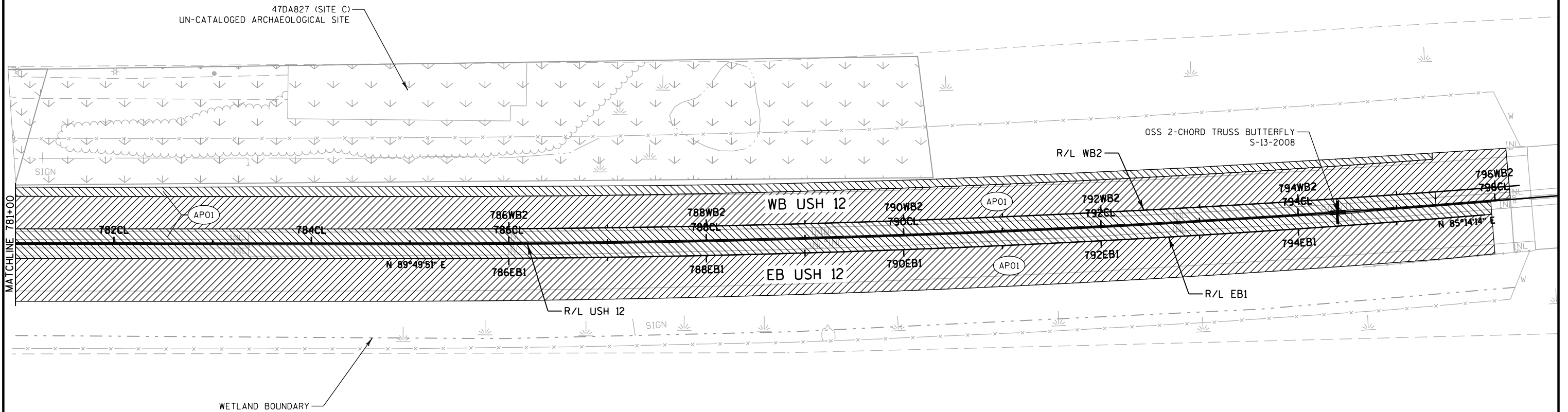


**LEGEND**

AP01 HMA PAVEMENT TYPE 4 HT 58-28 V

 2-INCH OVERLAY DEPTH 4-INCH OVERLAY DEPTH ASPHALTIC DEPTH TRANSITION 4-INCH TO 3-INCH ASPHALT DEPTH TRANSITION
(SEE "OUTSIDE SHOULDER ASPHALT DEPTH TRANSITIONS" DETAIL ON CONSTRUCTION
DETAIL SHEETS)**NOTES:**

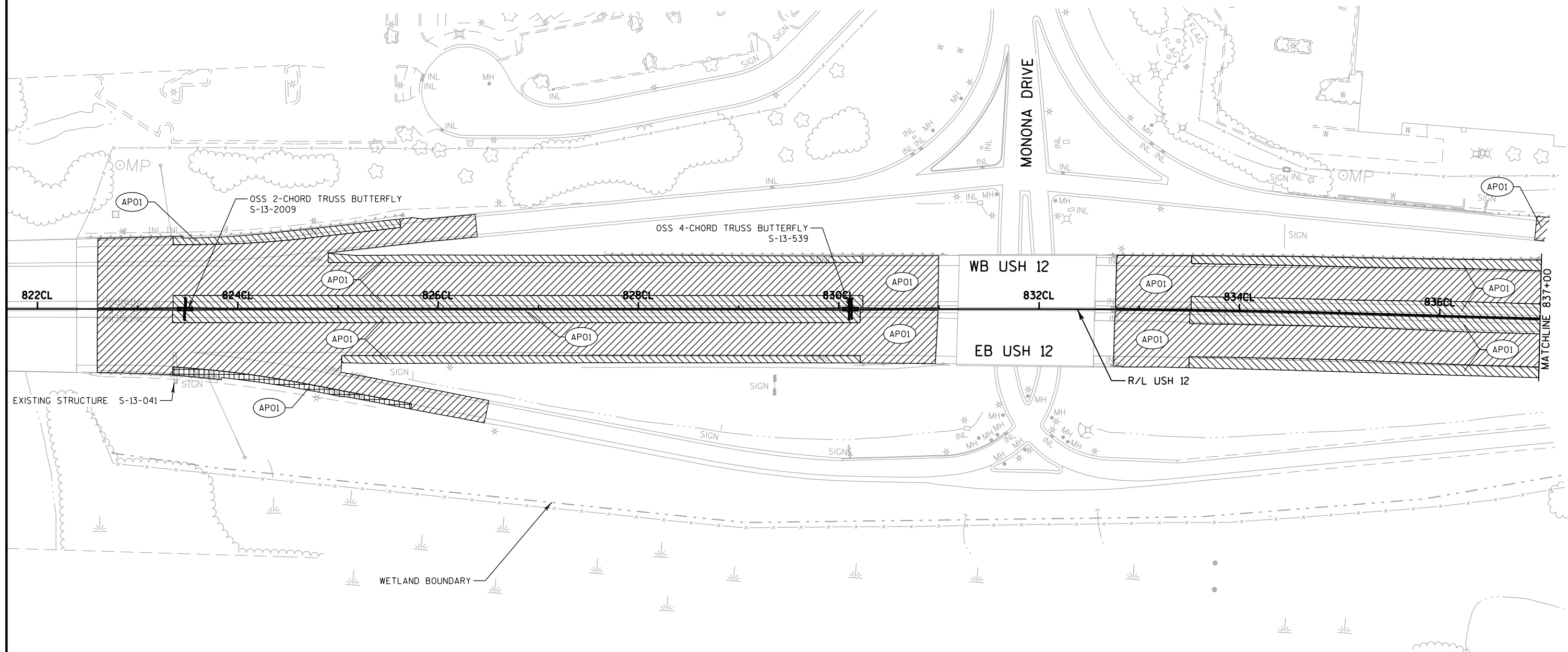
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR
PROPOSED EDGE OF TRAVELED WAY BETWEEN
GENERAL PURPOSE LANES AND OUTSIDE SHOULDER
OR BETWEEN GENERAL PURPOSE LANES AND
AUXILIARY LANES.



LEGEND

- AP01 HMA PAVEMENT TYPE 4 HT 58-28 V
- 2-INCH OVERLAY DEPTH
- 4-INCH OVERLAY DEPTH
- 4-INCH TO 3-INCH ASPHALT DEPTH TRANSITION (SEE "OUTSIDE SHOULDER ASPHALT DEPTH TRANSITIONS" DETAIL ON CONSTRUCTION DETAIL SHEETS)

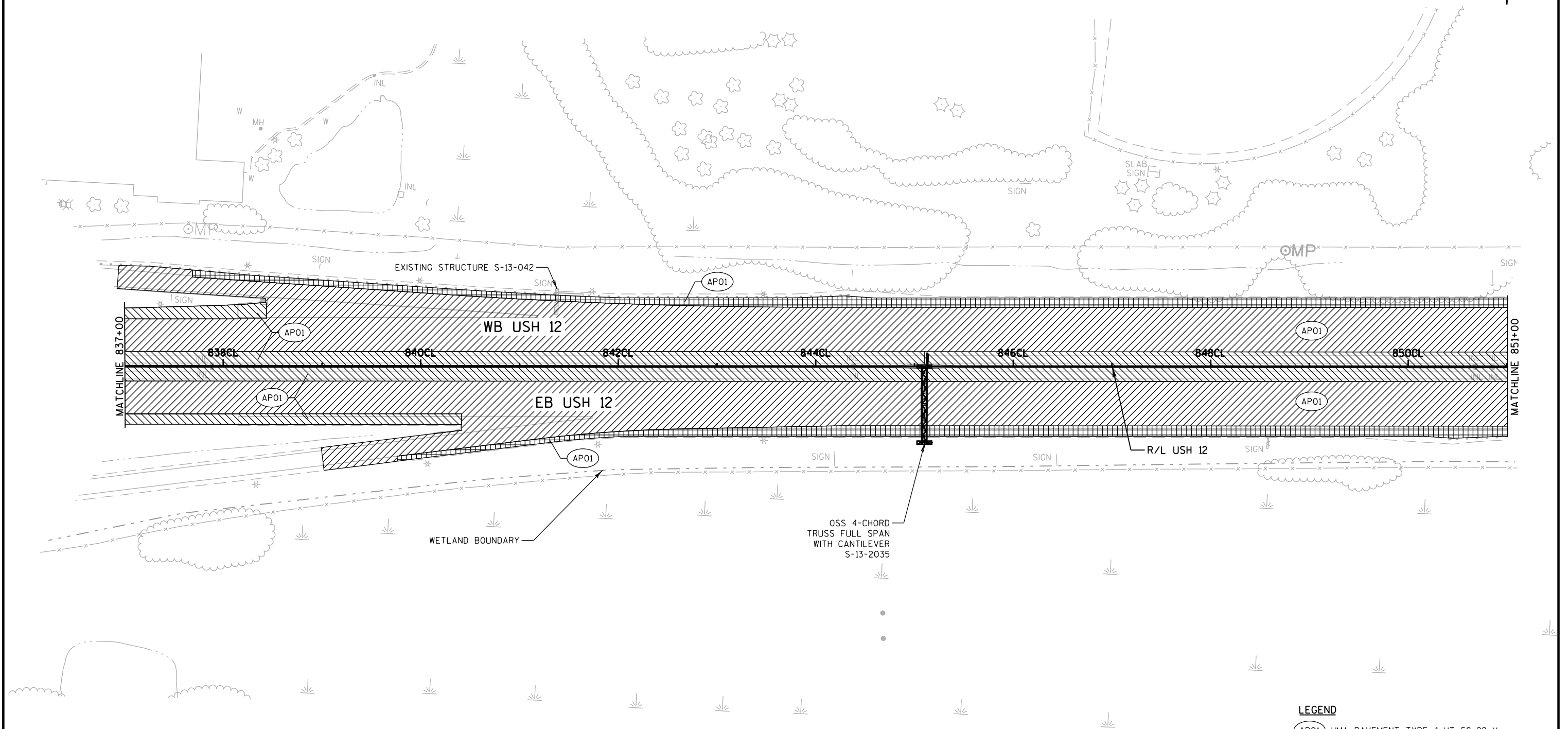
NOTES:
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.



LEGEND

- AP01 HMA PAVEMENT TYPE 4 HT 58-28 V
- [Hatched Box] 2-INCH OVERLAY DEPTH
- [Hatched Box] 4-INCH OVERLAY DEPTH
- [Grid Box] 4-INCH TO 3-INCH ASPHALT DEPTH TRANSITION (SEE "OUTSIDE SHOULDER ASPHALT DEPTH TRANSITIONS" DETAIL ON CONSTRUCTION DETAIL SHEETS)

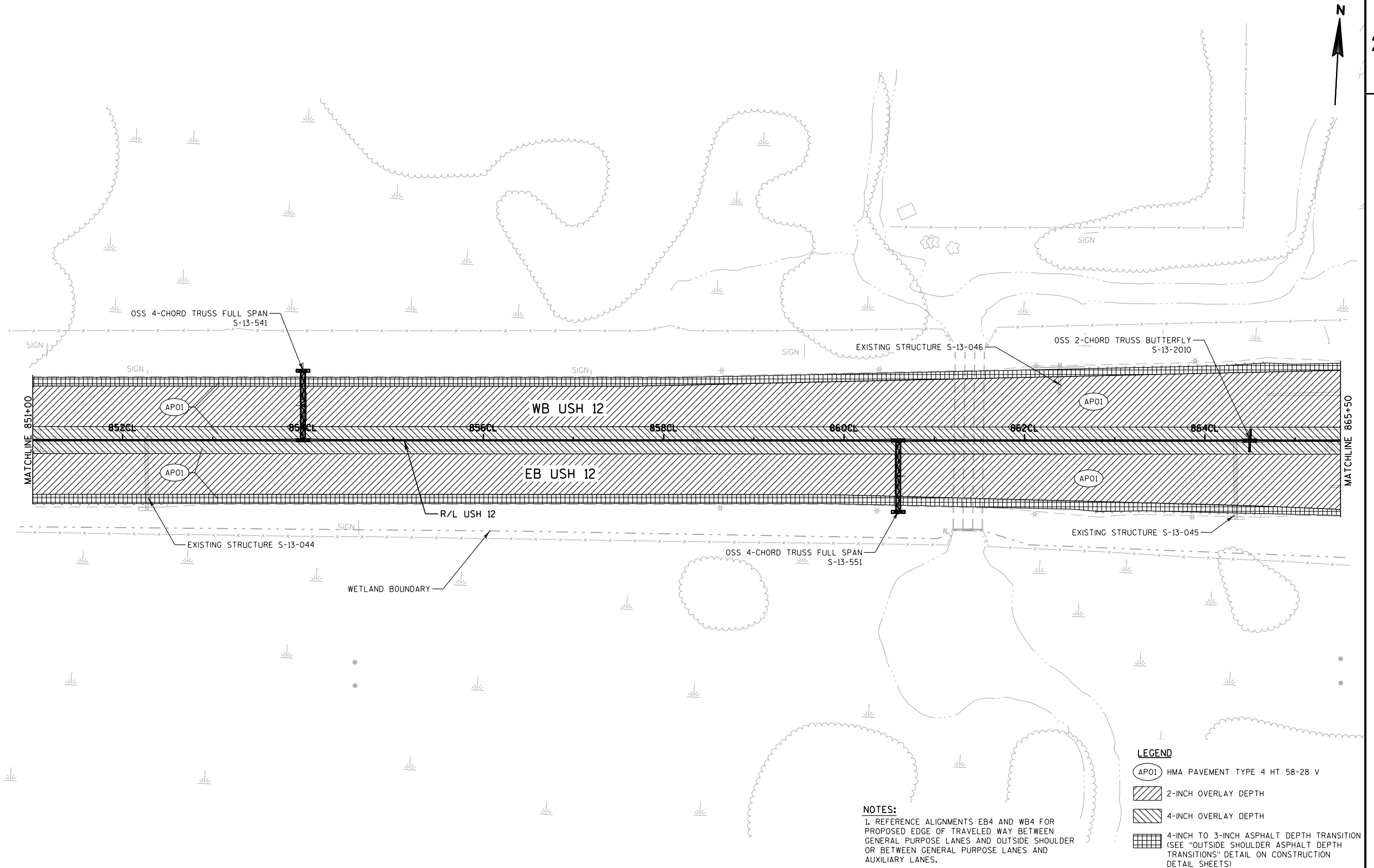
NOTES:
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.

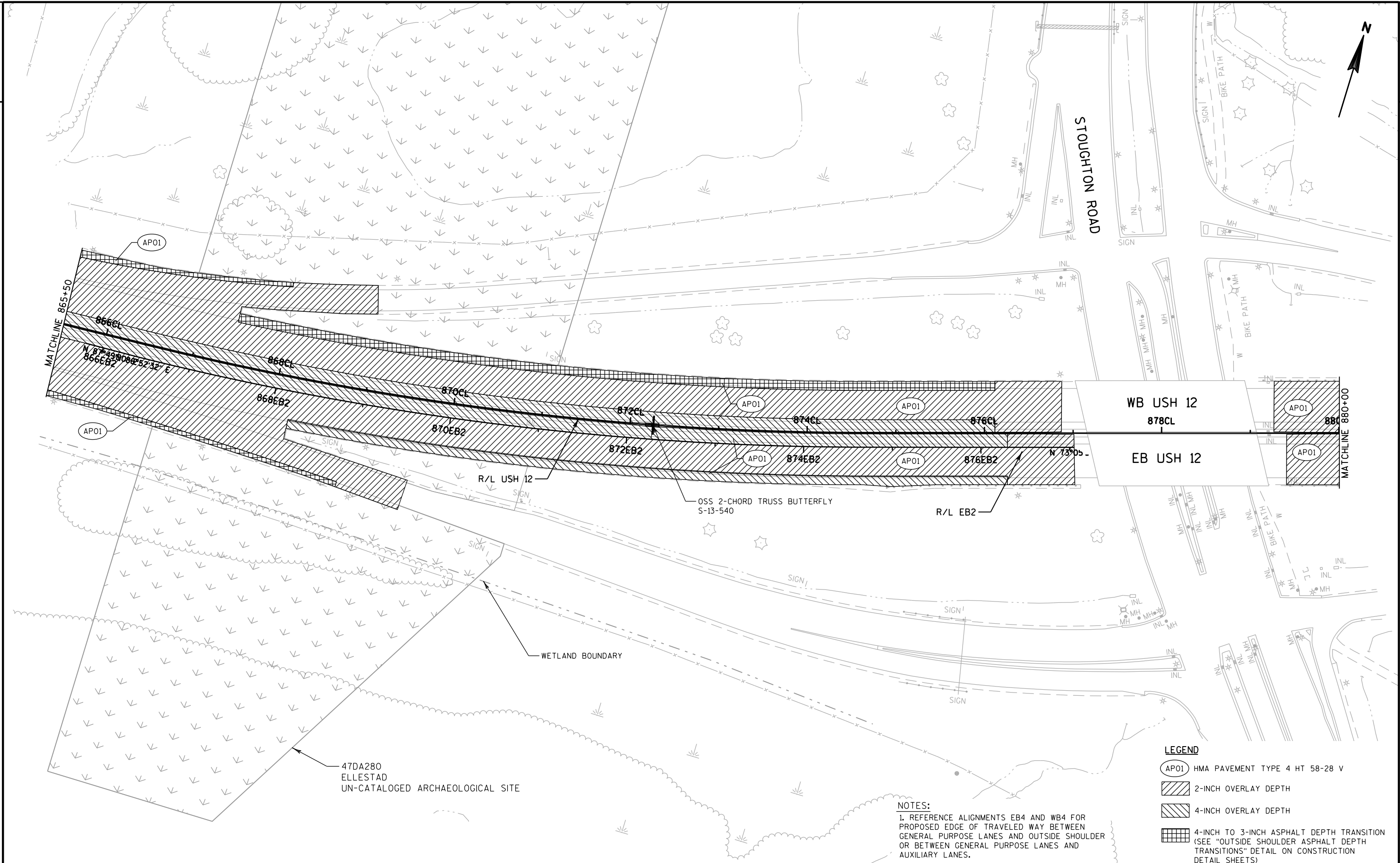


LEGEND

- AP01 HMA PAVEMENT TYPE 4 HT 58-28 V
- 2-INCH OVERLAY DEPTH
- 4-INCH OVERLAY DEPTH
- 4-INCH TO 3-INCH ASPHALT DEPTH TRANSITION (SEE "OUTSIDE SHOULDER ASPHALT DEPTH TRANSITIONS" DETAIL ON CONSTRUCTION DETAIL SHEETS)

NOTES:
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.

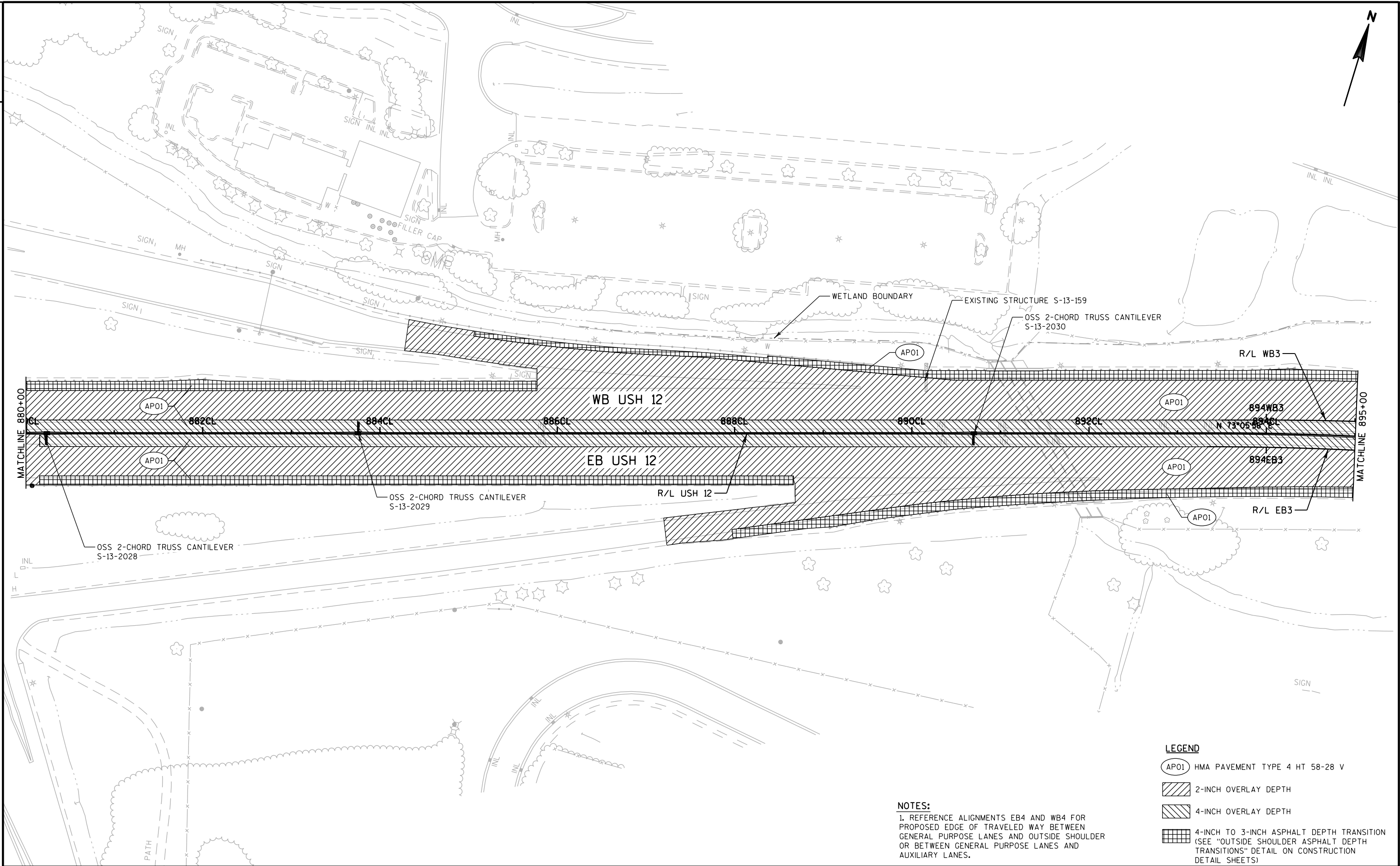




LEGEND

- AP01 HMA PAVEMENT TYPE 4 HT 58-28 V
- 2-INCH OVERLAY DEPTH
- 4-INCH OVERLAY DEPTH
- 4-INCH TO 3-INCH ASPHALT DEPTH TRANSITION (SEE "OUTSIDE SHOULDER ASPHALT DEPTH TRANSITIONS" DETAIL ON CONSTRUCTION DETAIL SHEETS)

NOTES:
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.



LEGEND

AP01 HMA PAVEMENT TYPE 4 HT 58-28 V

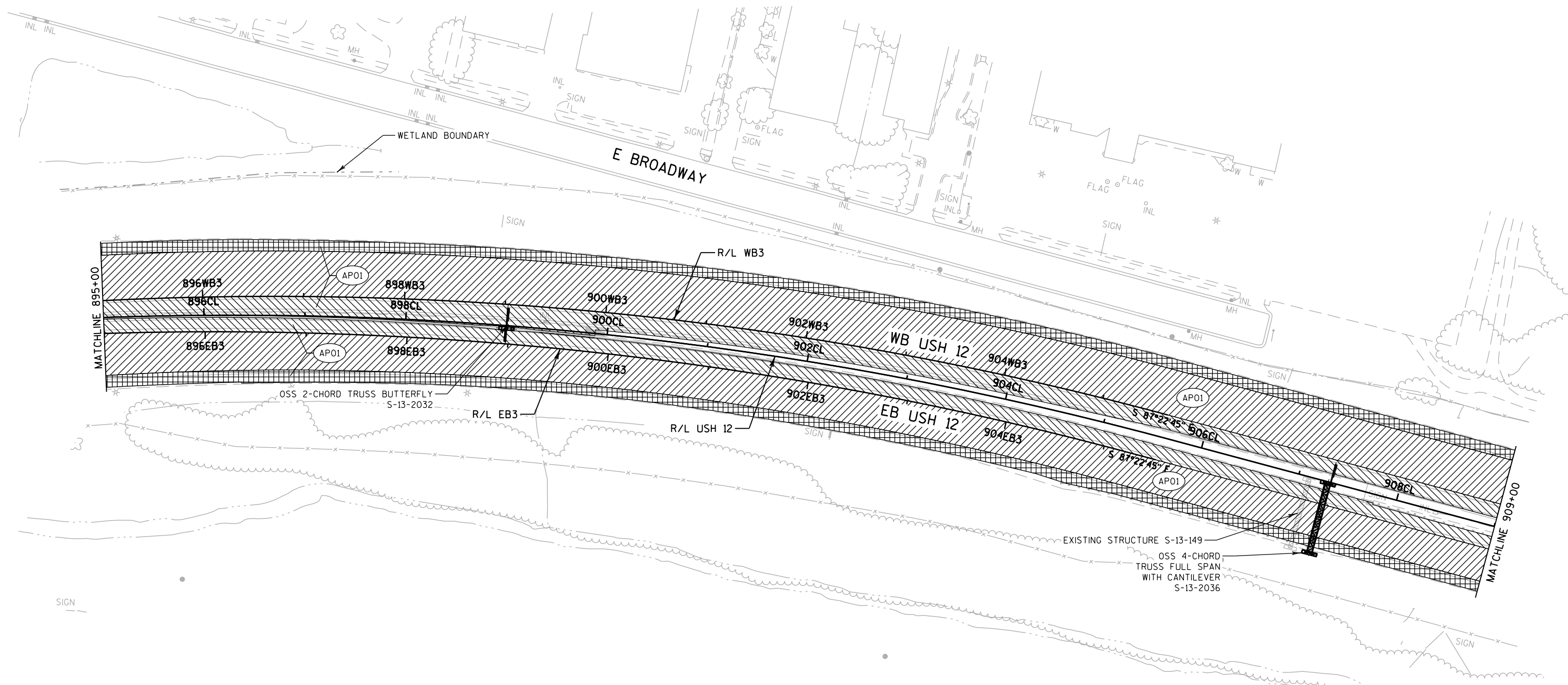
2-INCH OVERLAY DEPTH

4-INCH OVERLAY DEPTH

4-INCH TO 3-INCH ASPHALT DEPTH TRANSITION (SEE "OUTSIDE SHOULDER ASPHALT DEPTH TRANSITIONS" DETAIL ON CONSTRUCTION DETAIL SHEETS)

NOTES:

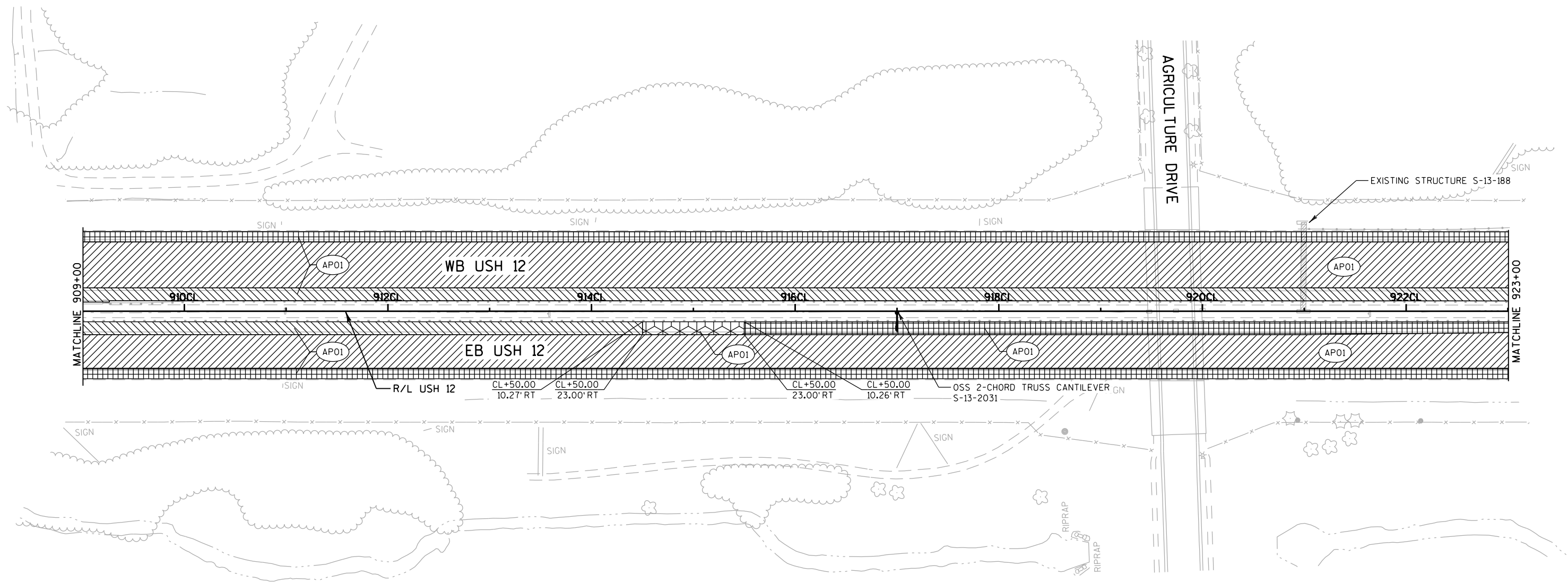
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.



LEGEND

- AP01 HMA PAVEMENT TYPE 4 HT 58-28 V
- 2-INCH OVERLAY DEPTH
- 4-INCH OVERLAY DEPTH
- 4-INCH TO 3-INCH ASPHALT DEPTH TRANSITION (SEE "OUTSIDE SHOULDER ASPHALT DEPTH TRANSITIONS" DETAIL ON CONSTRUCTION DETAIL SHEETS)

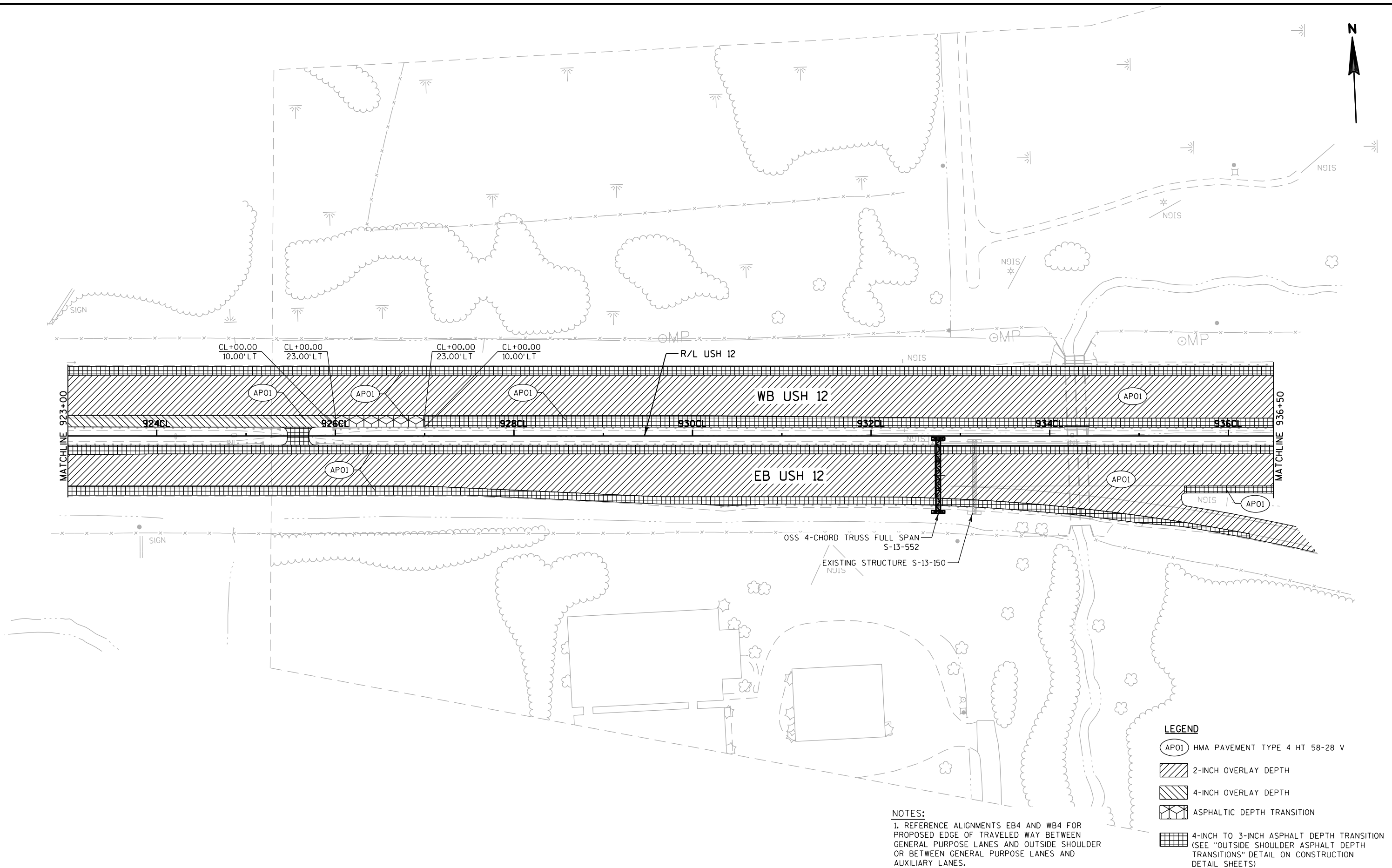
NOTES:
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.



LEGEND

- AP01 HMA PAVEMENT TYPE 4 HT 58-28 V
- [Hatched Box] 2-INCH OVERLAY DEPTH
- [Cross-hatched Box] 4-INCH OVERLAY DEPTH
- [Diagonal Lines] ASPHALTIC DEPTH TRANSITION
- [Grid Box] 4-INCH TO 3-INCH ASPHALT DEPTH TRANSITION (SEE "OUTSIDE SHOULDER ASPHALT DEPTH TRANSITIONS" DETAIL ON CONSTRUCTION DETAIL SHEETS)

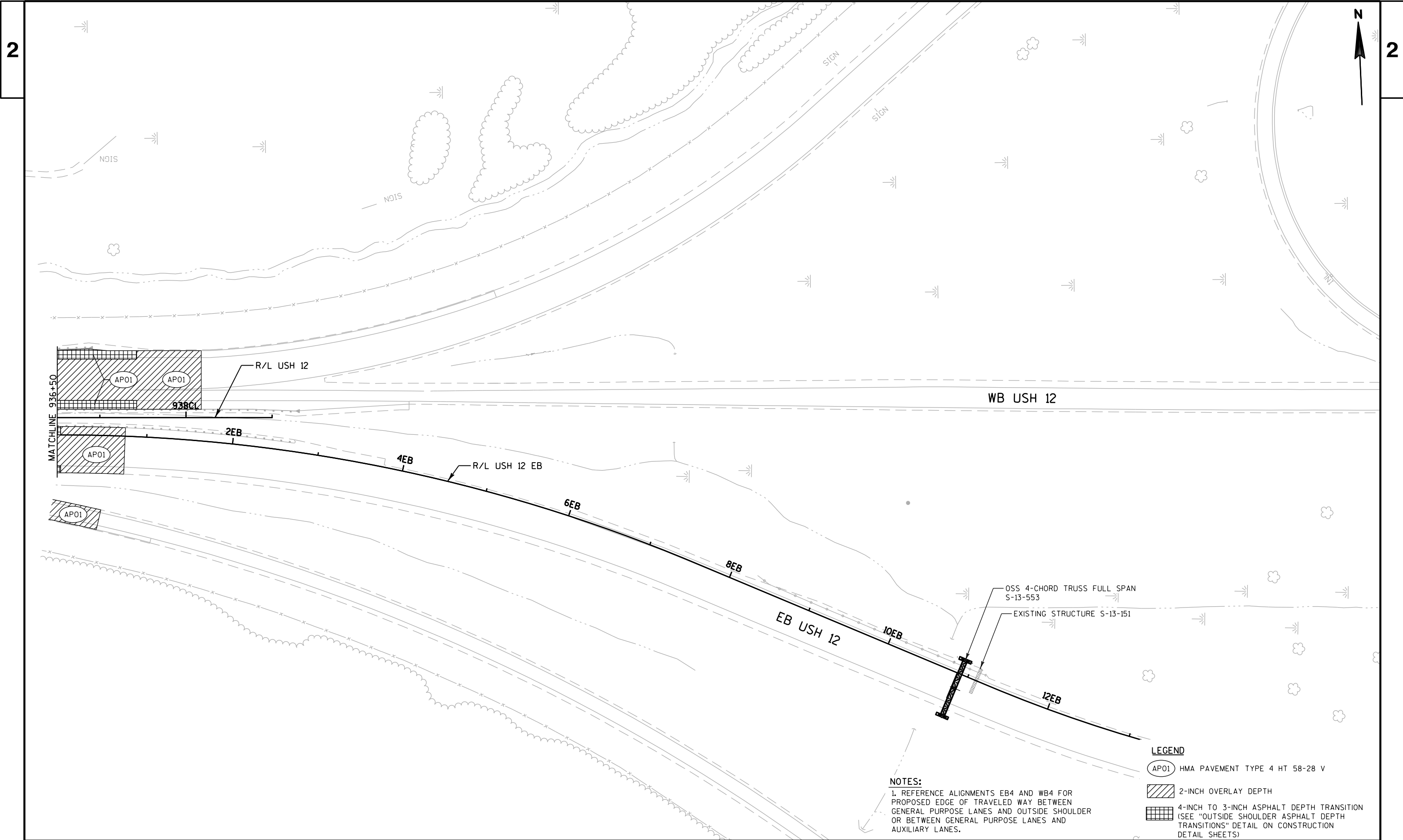
NOTES:
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.



LEGEND

- AP01 HMA PAVEMENT TYPE 4 HT 58-28 V
- 2-INCH OVERLAY DEPTH
- 4-INCH OVERLAY DEPTH
- ASPHALTIC DEPTH TRANSITION
- 4-INCH TO 3-INCH ASPHALT DEPTH TRANSITION (SEE "OUTSIDE SHOULDER ASPHALT DEPTH TRANSITIONS" DETAIL ON CONSTRUCTION DETAIL SHEETS)

NOTES:
1. REFERENCE ALIGNMENTS EB4 AND WB4 FOR PROPOSED EDGE OF TRAVELED WAY BETWEEN GENERAL PURPOSE LANES AND OUTSIDE SHOULDER OR BETWEEN GENERAL PURPOSE LANES AND AUXILIARY LANES.



PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PLAN DETAILS - ASPHALT OVERLAY

SHEET

310

E

FILE NAME : \\madw00\ingrproj\66034\1206-06-79 HSR\1\cds\021240_pd_asphalt.dgn

PLOT DATE : 7/30/2020 5:50:20 PM

PLOT BY : jshemanski

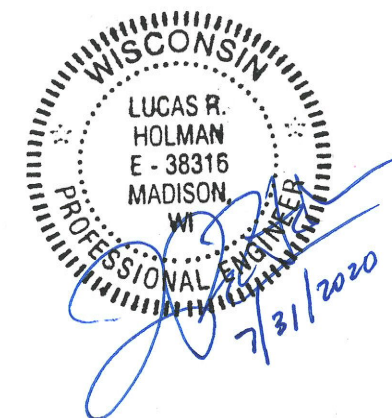
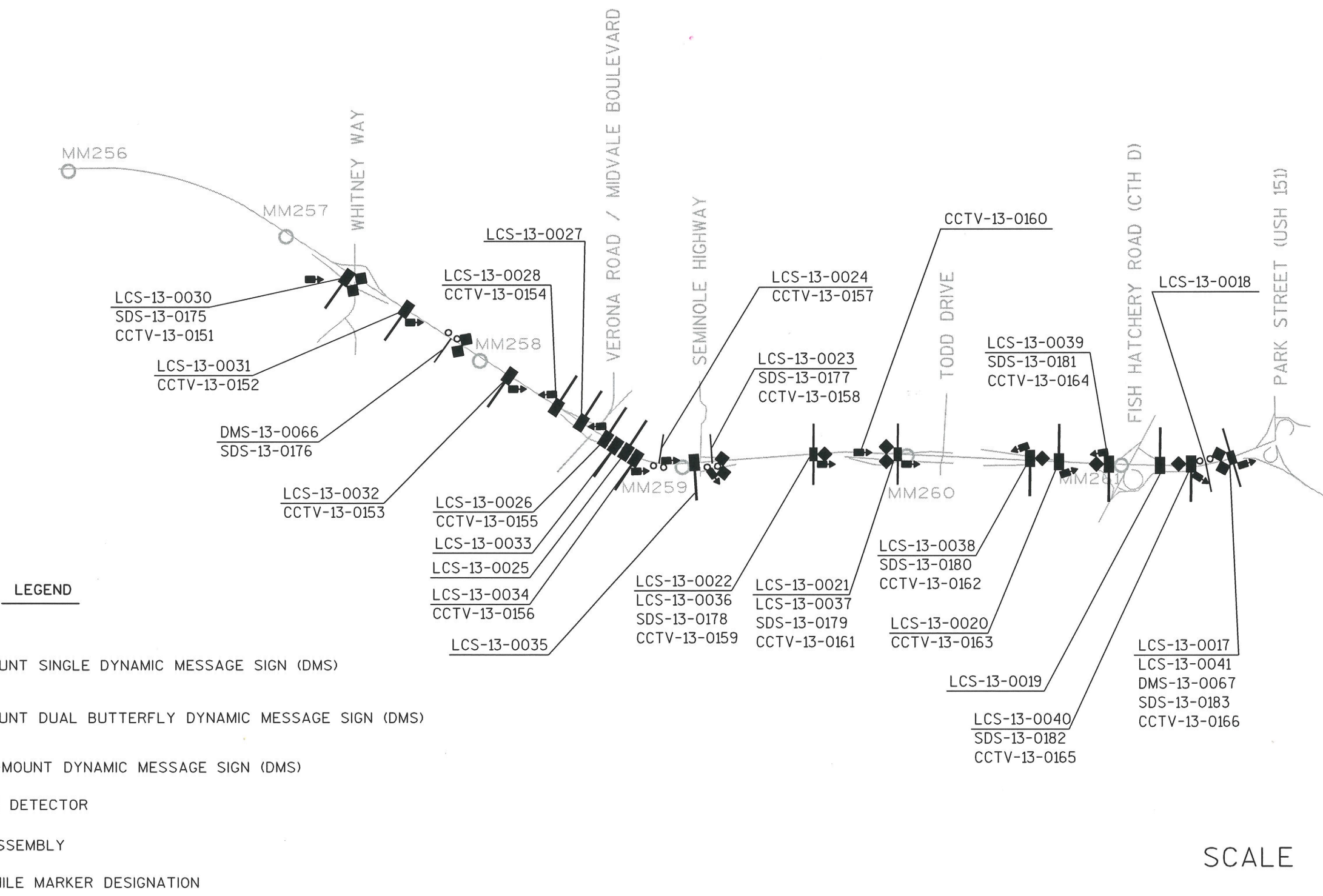
PLOT NAME :

PLOT SCALE : 100:1

WISDOT/CADDs SHEET 42

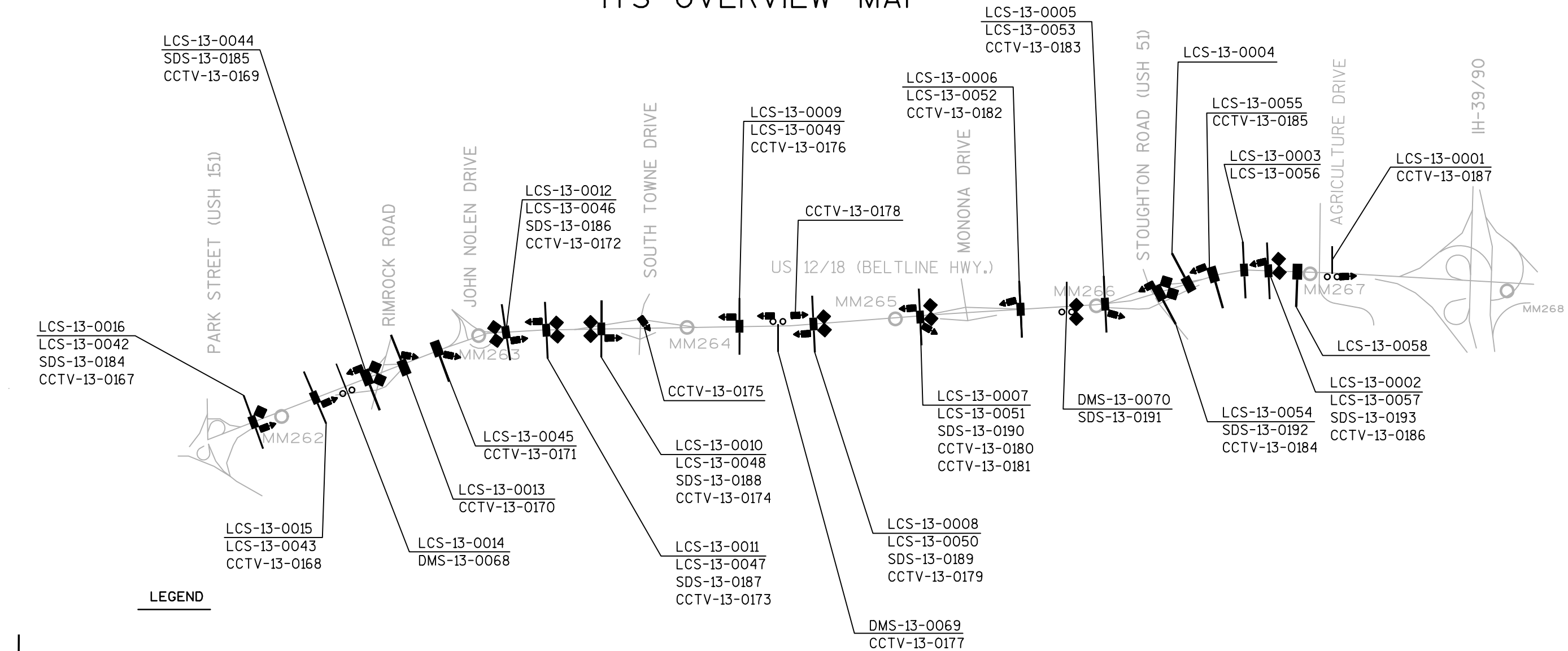


USH 12/14 (BELTLINE HWY) - MADISON DYNAMIC PART-TIME SHOULDER USE (DPTSU) ITS OVERVIEW MAP



SCALE 0 0.5 1 MILE

USH 12/14 (BELTLINE HWY) - MADISON DYNAMIC PART-TIME SHOULDER USE (DPTSU) ITS OVERVIEW MAP



LEGEND

- MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
- MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
- OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
- MICROWAVE DETECTOR
- CAMERA ASSEMBLY
- EXISTING MILE MARKER DESIGNATION





-----	FIBER PAIR, UNLESS OTHERWISE NOTED
-----  -----	FIBER OPTIC CABLE - SM
-----  -----	FACTORY TERMINATED FIBER OPTIC CABLE (1,000 FOOT) - SM
-----  -----	FIBER OPTIC CABLE - 72-CT MAINLINE
-----  -----	FIELD SPLICE LOCATION
	COMMUNICATION SPLICE VAULT

NOTES

SM = SINGLE MODE FIBER OPTIC
SFP = SMALL FORM-FACTOR PLUGGABLE
GRAYSHADE REPRESENTS EXISTING

USH 12/14 (BELTLINE HWY) - MADISON
DYNAMIC PART-TIME SHOULDER USE (DPTSU)
ITS COMMUNICATION OVERVIEW

LEGEND

- FIBER PAIR, UNLESS OTHERWISE NOTED
- (XX-CT)--- FIBER OPTIC CABLE - SM
- (4-CT)--- FACTORY TERMINATED FIBER OPTIC CABLE (1,000 FOOT) - SM
- (X)--- FIBER OPTIC CABLE - 72-CT MAINLINE
- FIELD SPLICE LOCATION
- [v] COMMUNICATION SPLICE VAULT

NOTES

SM = SINGLE MODE FIBER OPTIC
SFP = SMALL FORM-FACTOR PLUGGABLE
GRAYSHADE REPRESENTS EXISTING

RIMROCK ROAD

JOHN NOLEN DRIVE

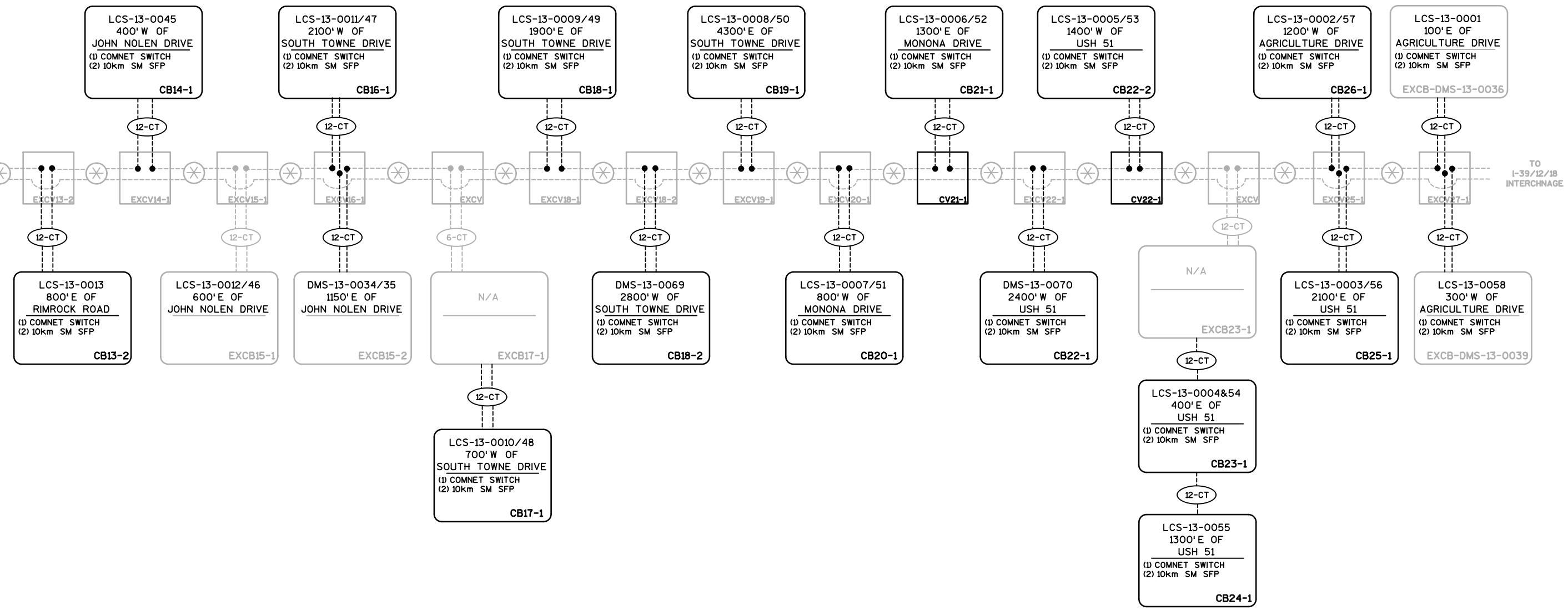
SOUTH TOWNE DRIVE

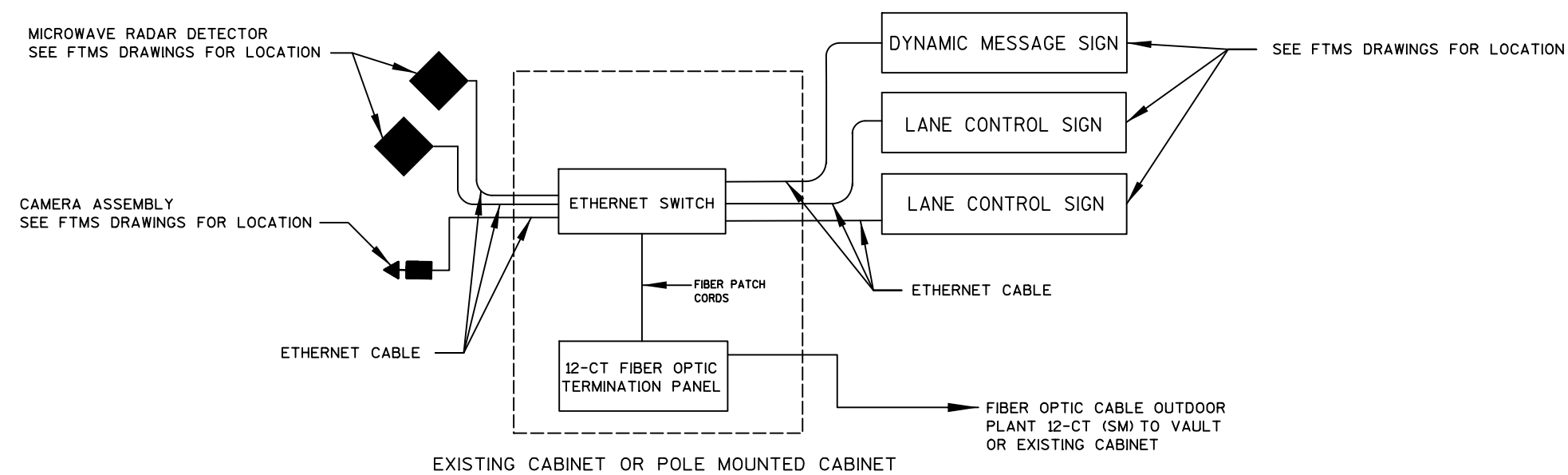
MONONA DRIVE

USH 51

AC DRIVE

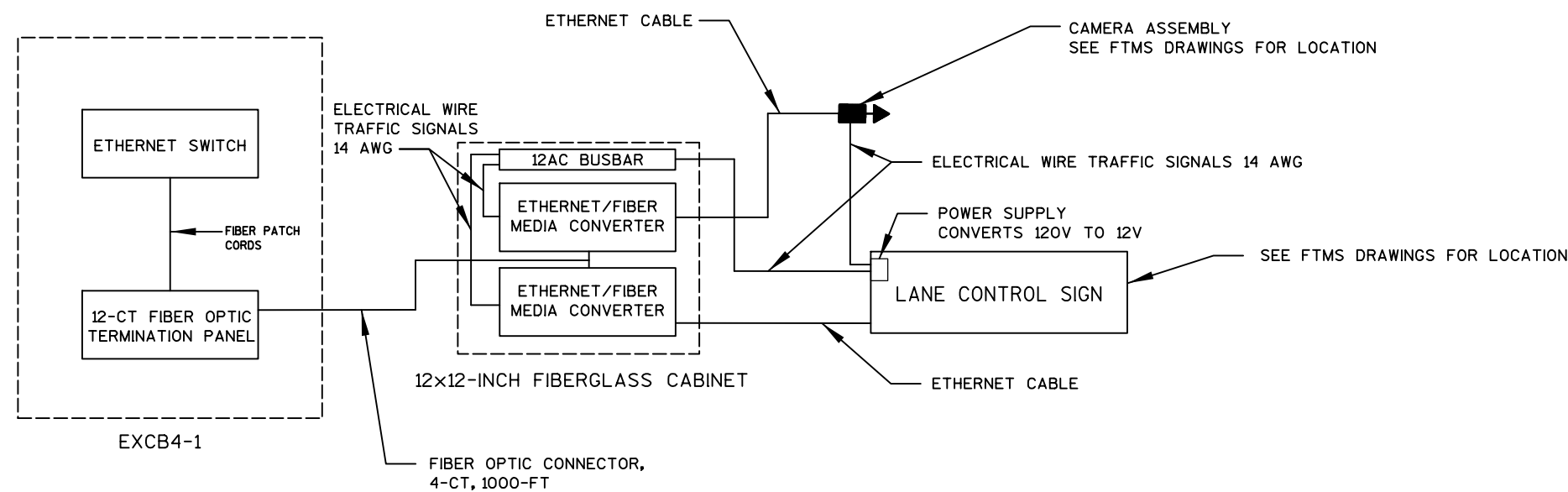
MATCHLINE





CABINET DETAIL

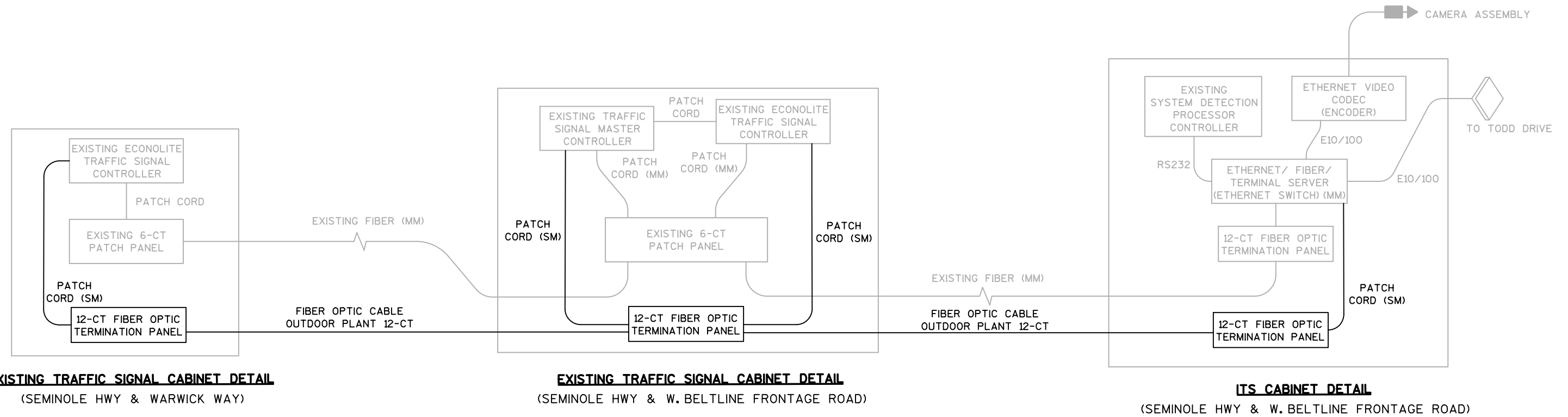
ALL LOCATIONS EXCEPT AT VERONA ROAD (LCS-13-0026, LCS-13-0027, LCS-13-0033)



VERONA ROAD CABINET DETAIL

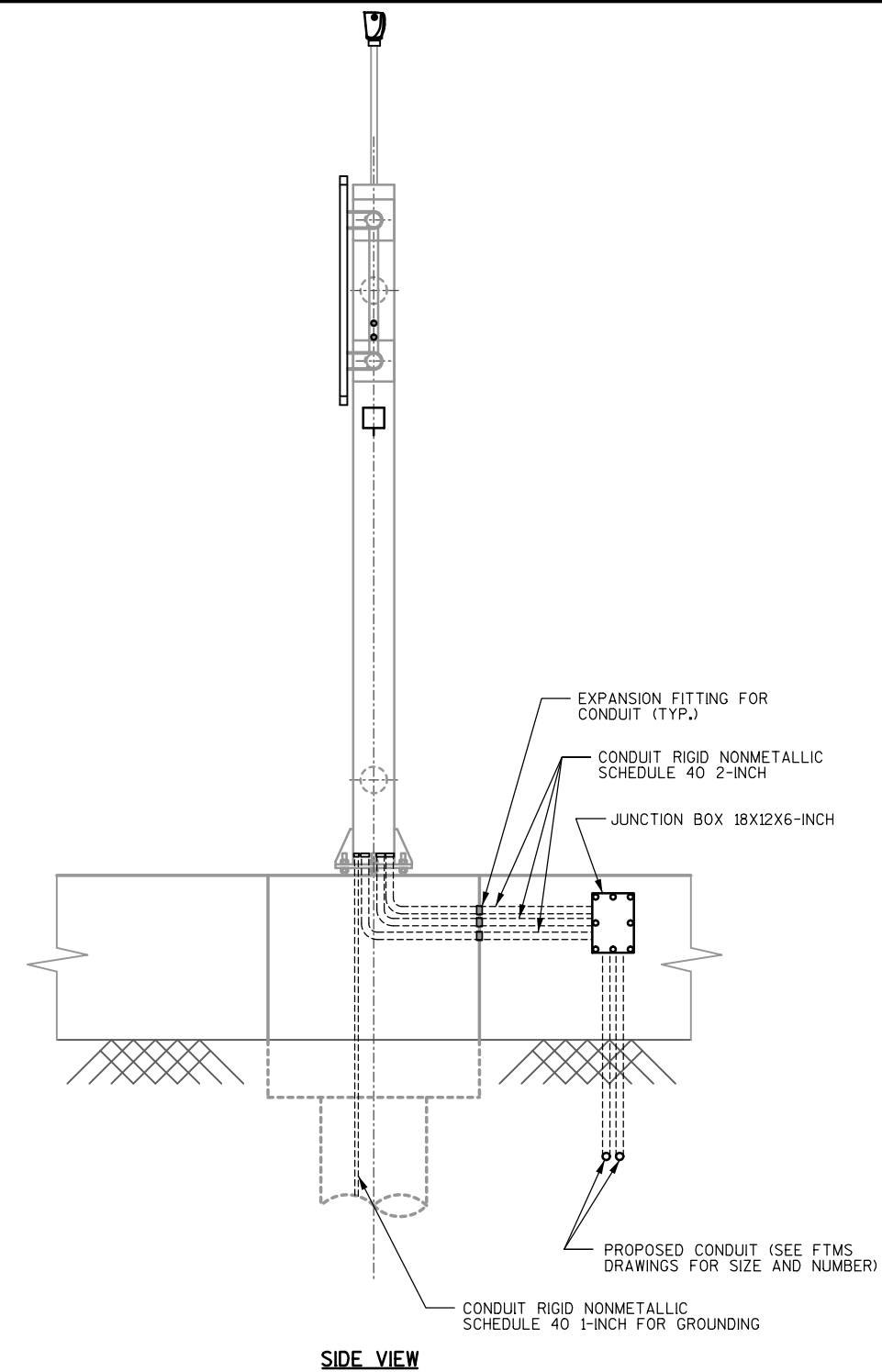
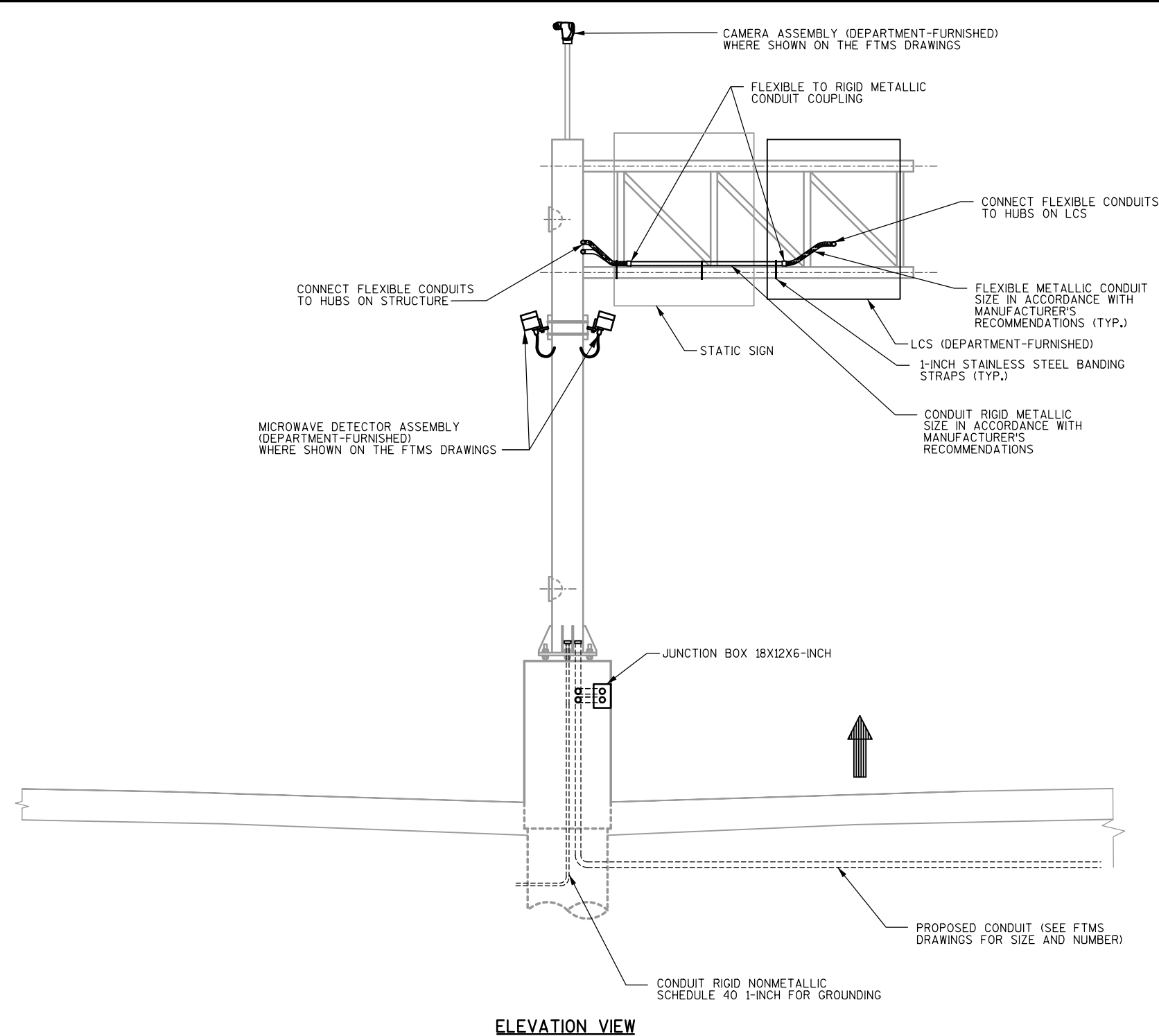
LCS-13-0026, LCS-13-0027, LCS-13-0033

NOTES
ALL FIBER OPTIC ON THIS PROJECT
IS SINGLE-MODE FIBER (SM) UNLESS
OTHERWISE NOTED.

**NOTES**

ALL RS 232/485, FIBER PATCH CORDS AND E10/100 (ETHERNET) CABLES ARE INCIDENTAL TO BID ITEMS.

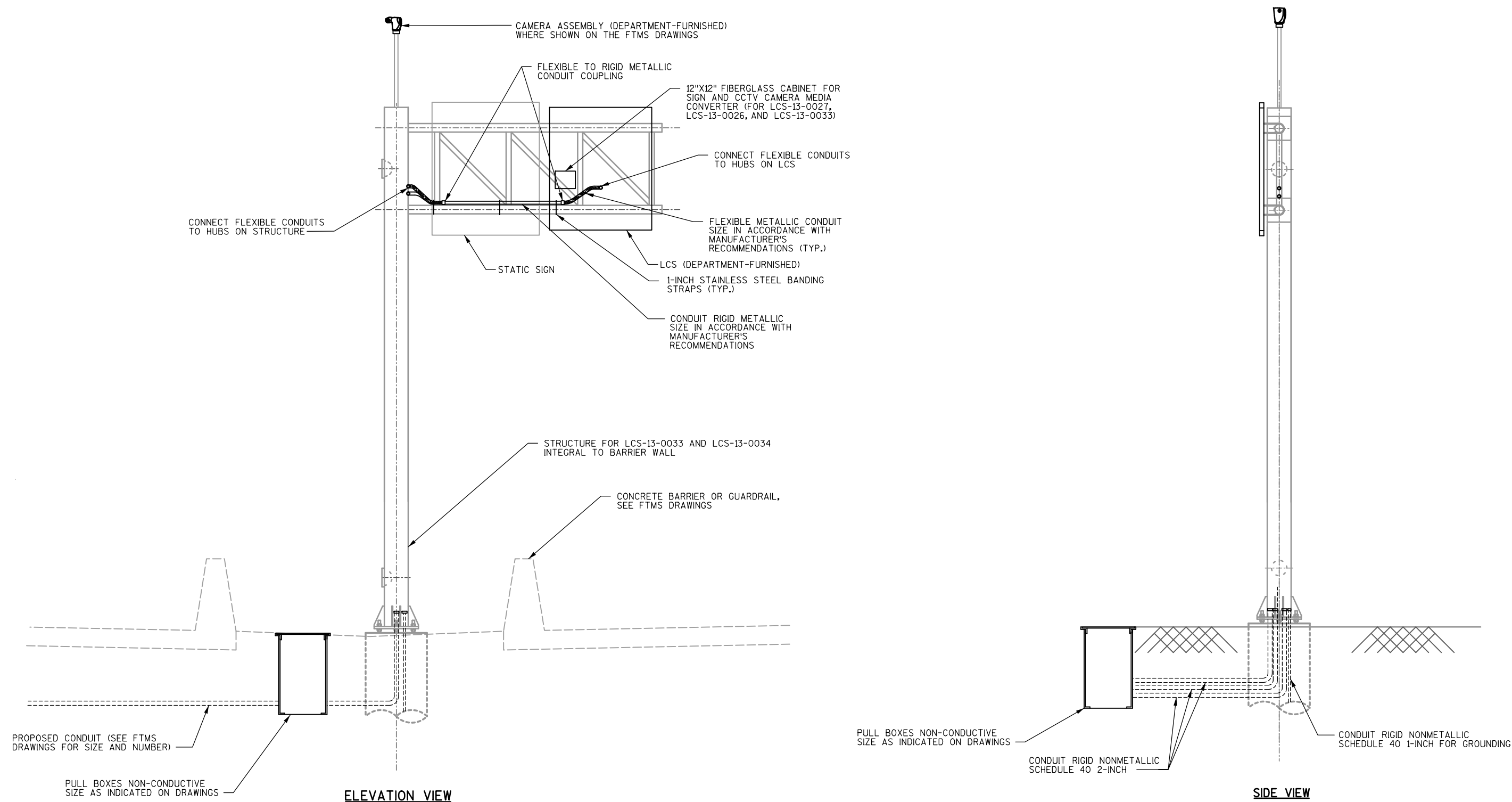
ALL FIBER OPTIC ON THIS PROJECT IS SINGLE-MODE FIBER (SM), UNLESS OTHERWISE NOTED.



CANTILEVER LCS CONDUIT DETAIL

(TYP. OF LCS-13-0004, LCS-13-0013, LCS-13-0019, LCS-13-0020, LCS-13-0028, LCS-13-0030, LCS-13-0031, LCS-13-0032, LCS-13-0035, LCS-13-0038, LCS-13-0039, LCS-13-0040, LCS-13-0044, LCS-13-0045, LCS-13-0054, LCS-13-0055)

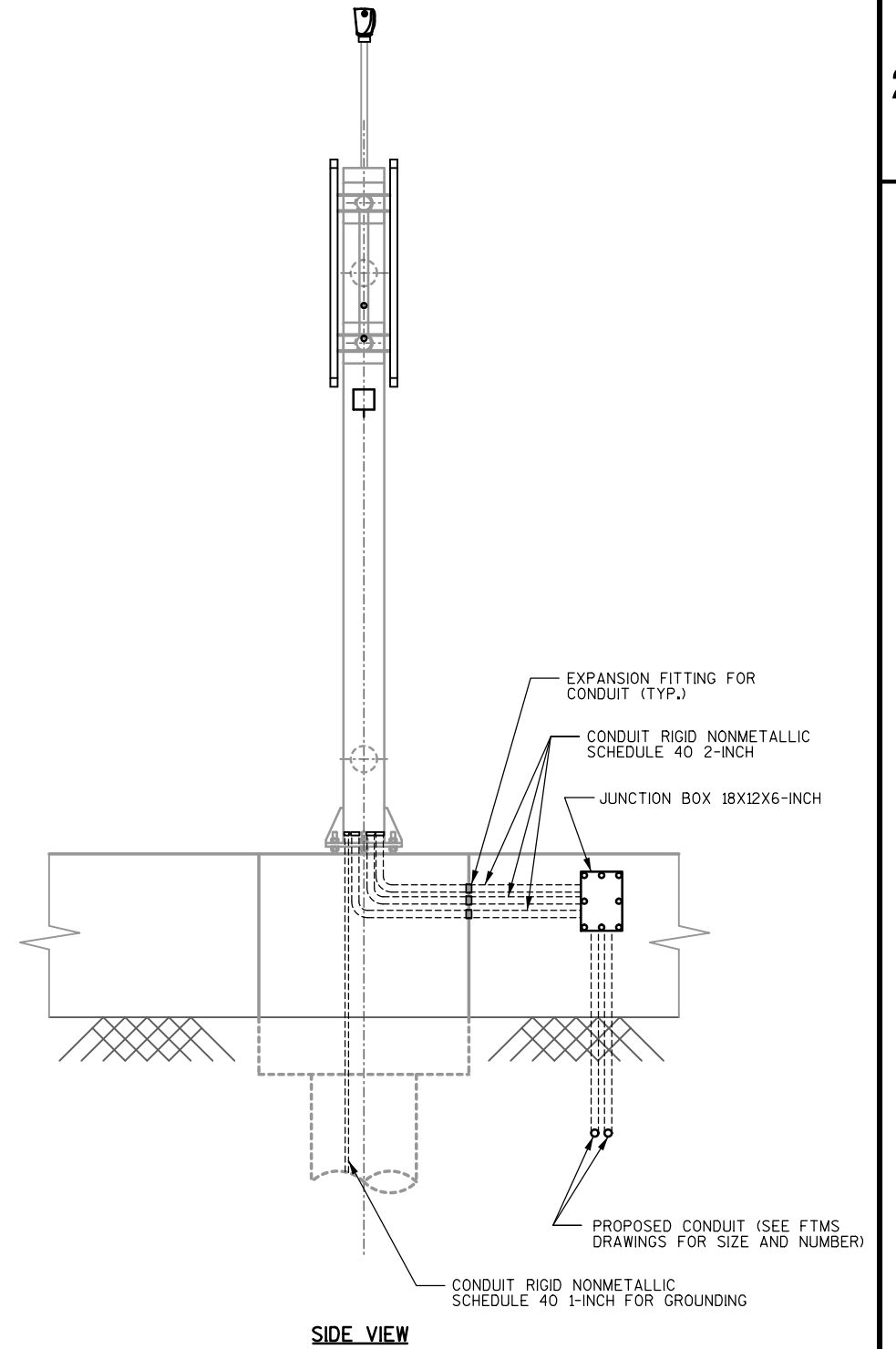
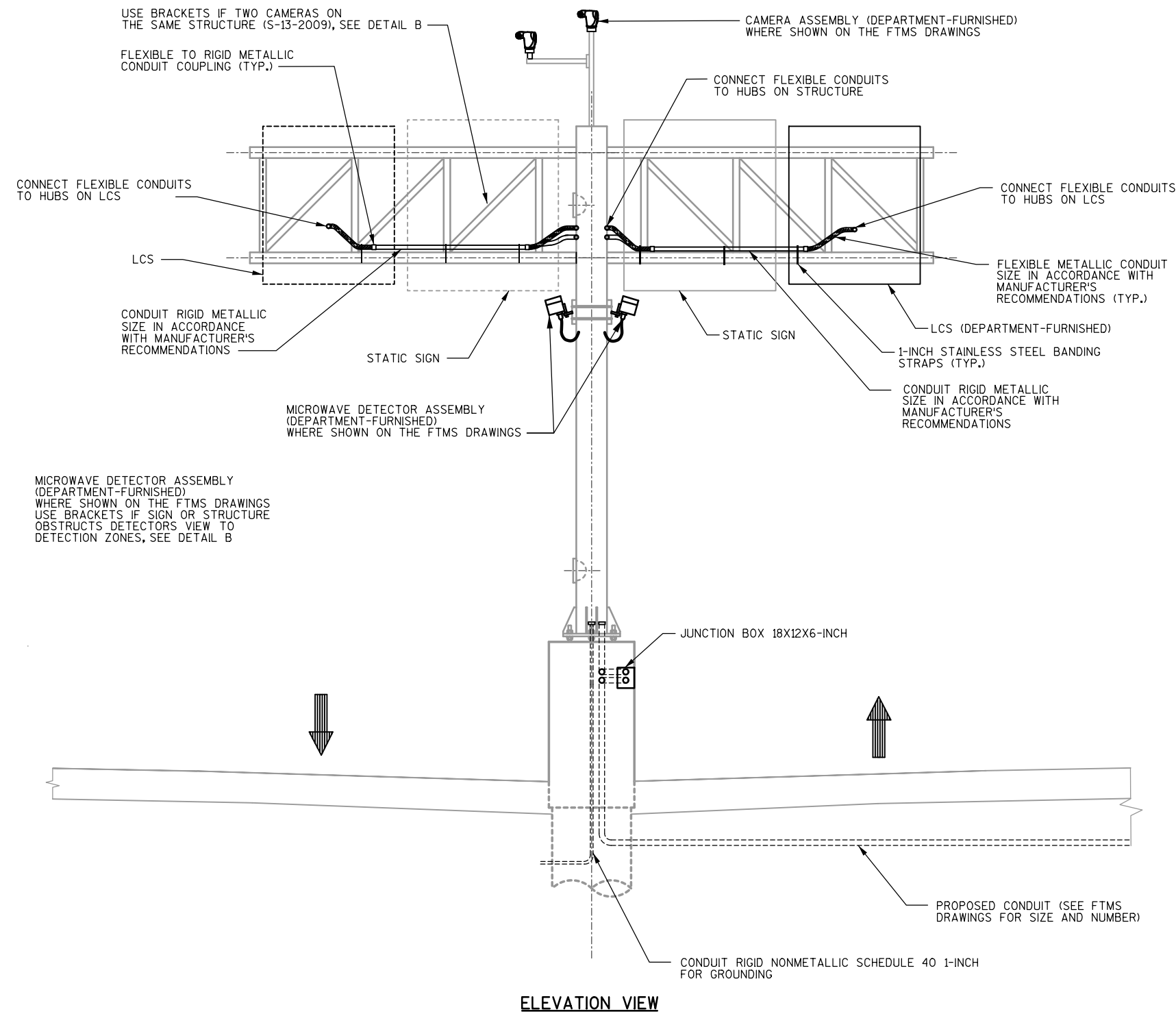
NOTE: NOT TO SCALE



CANTILEVER LCS CONDUIT DETAIL

(TYP. OF LCS-13-0025, LCS-13-0026, LCS-13-0027, LCS-13-0033, LCS-13-0034, AND LCS-13-0058)

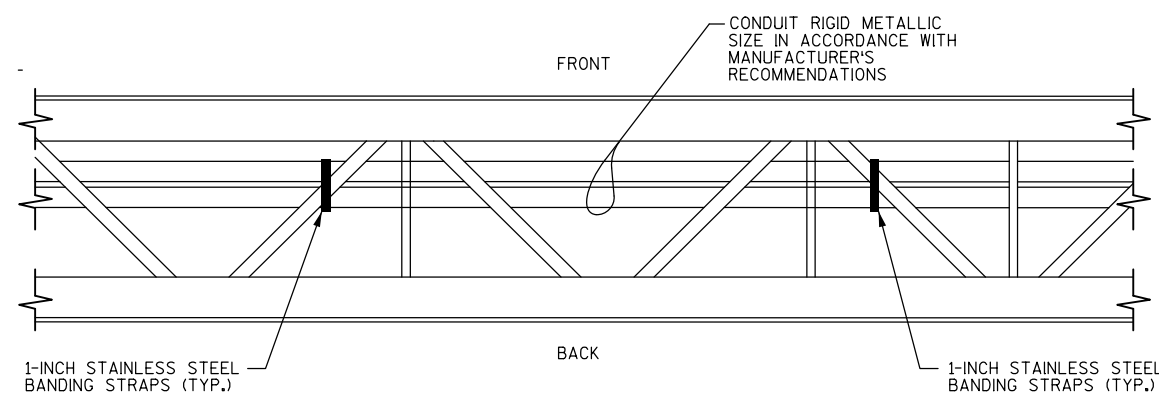
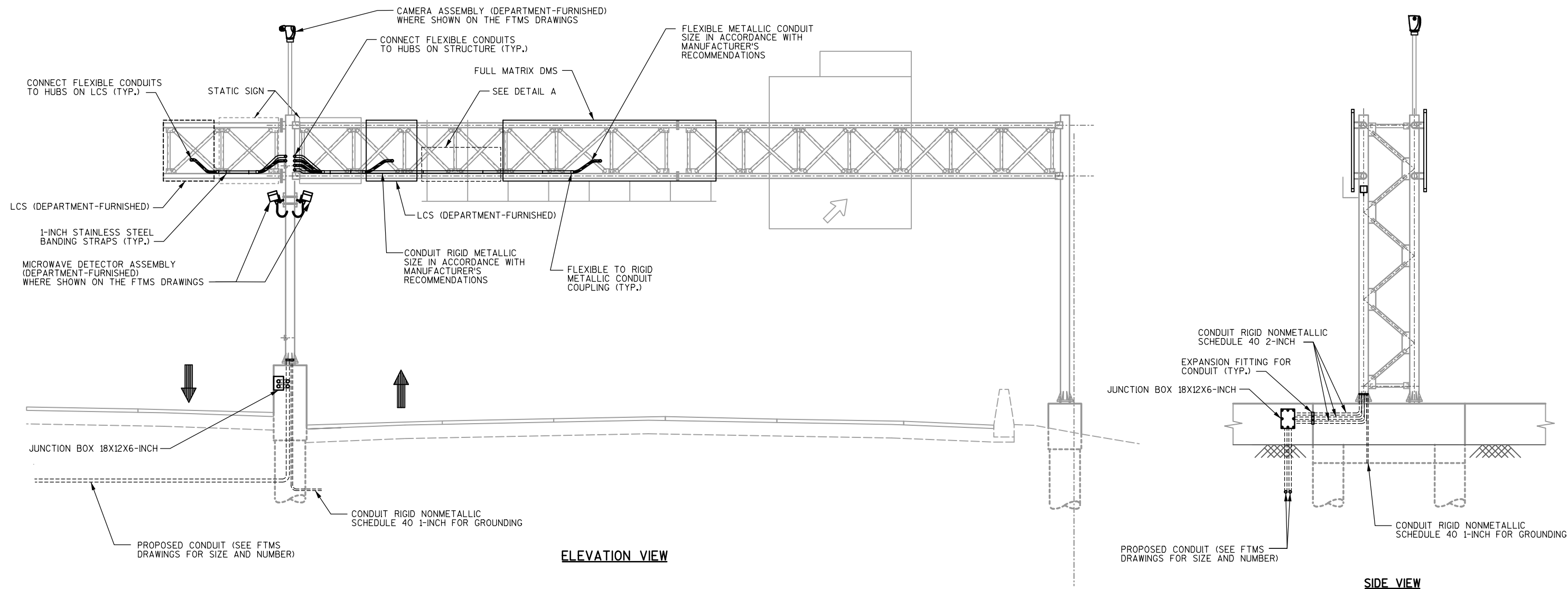
NOTE: NOT TO SCALE



BUTTERFLY LCS CONDUIT DETAIL

(TYP. OF LCS-13-0022/LCS-13-0036, LCS-13-0021/LCS-13-0037, LCS-13-0015/LCS-13-0043, LCS-13-0012/LCS-13-0046, LCS-13-0011/LCS-13-0047, LCS-13-0010/LCS-13-0048, LCS-13-0009/LCS-13-0049, LCS-13-0008/LCS-13-0050, LCS-13-0007/LCS-13-0051, LCS-13-0005/LCS-13-0053, LCS-13-0003/LCS-13-0056)

NOTE: NOT TO SCALE

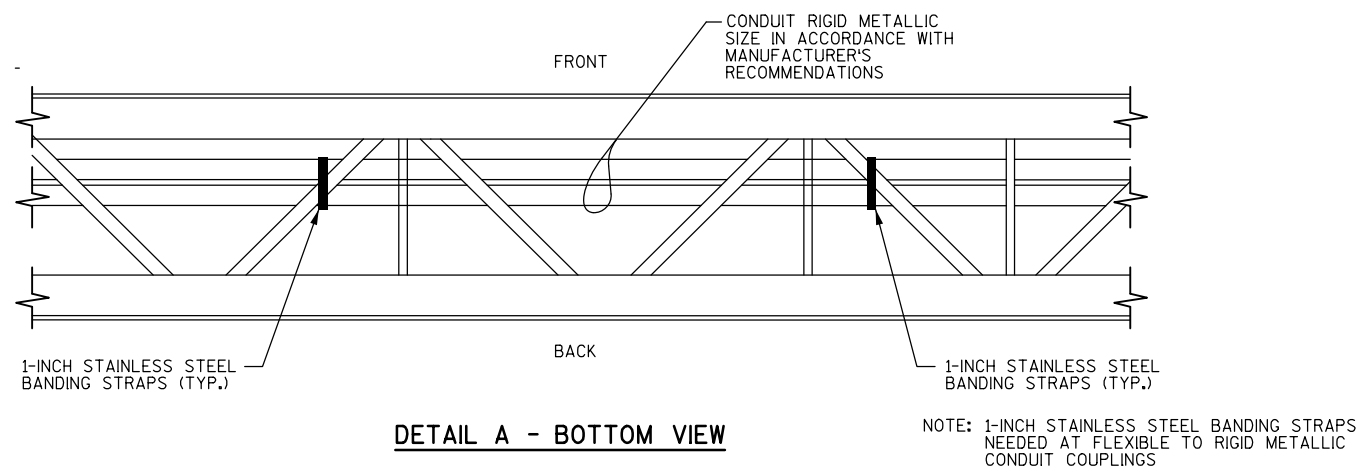
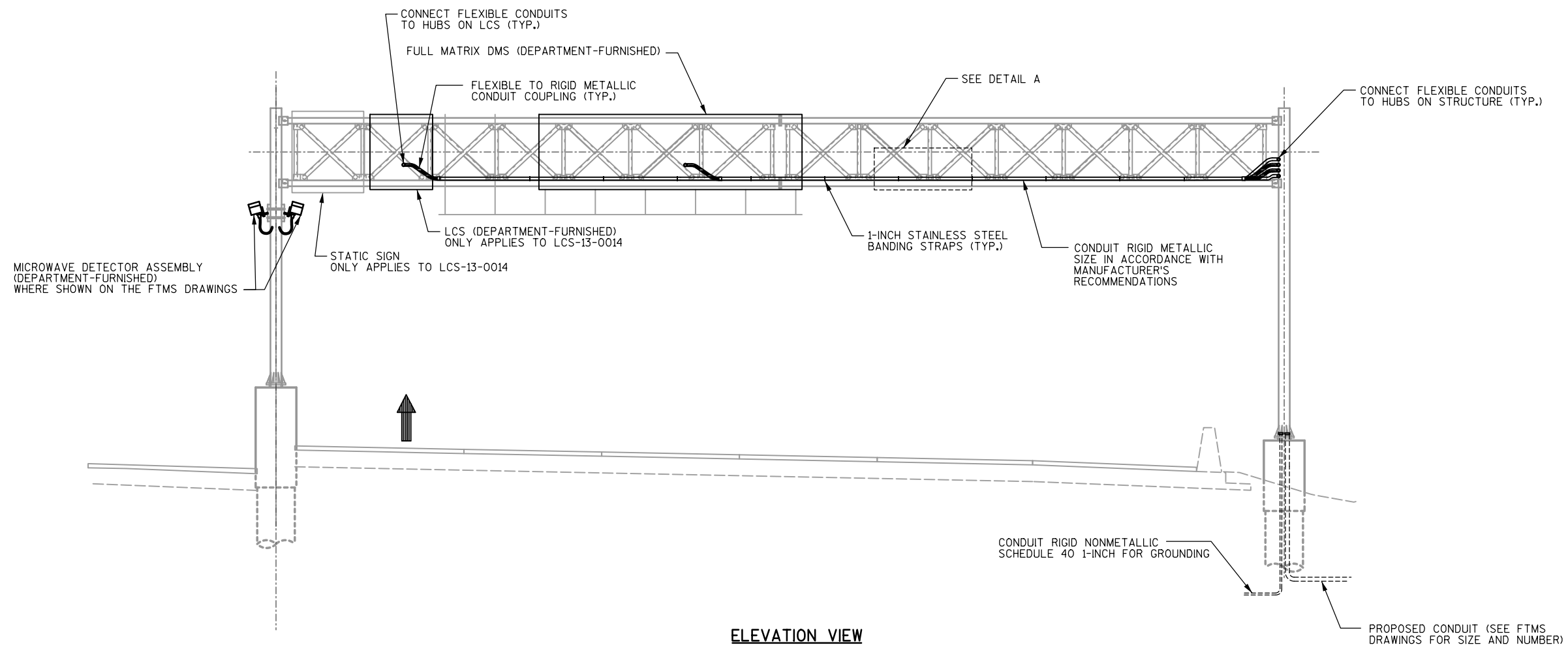


NOTE: 1-INCH STAINLESS STEEL BANDING STRAPS NEEDED AT FLEXIBLE TO RIGID METALLIC CONDUIT COUPLINGS

NOTE: NOT TO SCALE

OVERHEAD FREEWAY DMS FULL MATRIX AND LCS CONDUIT DETAIL

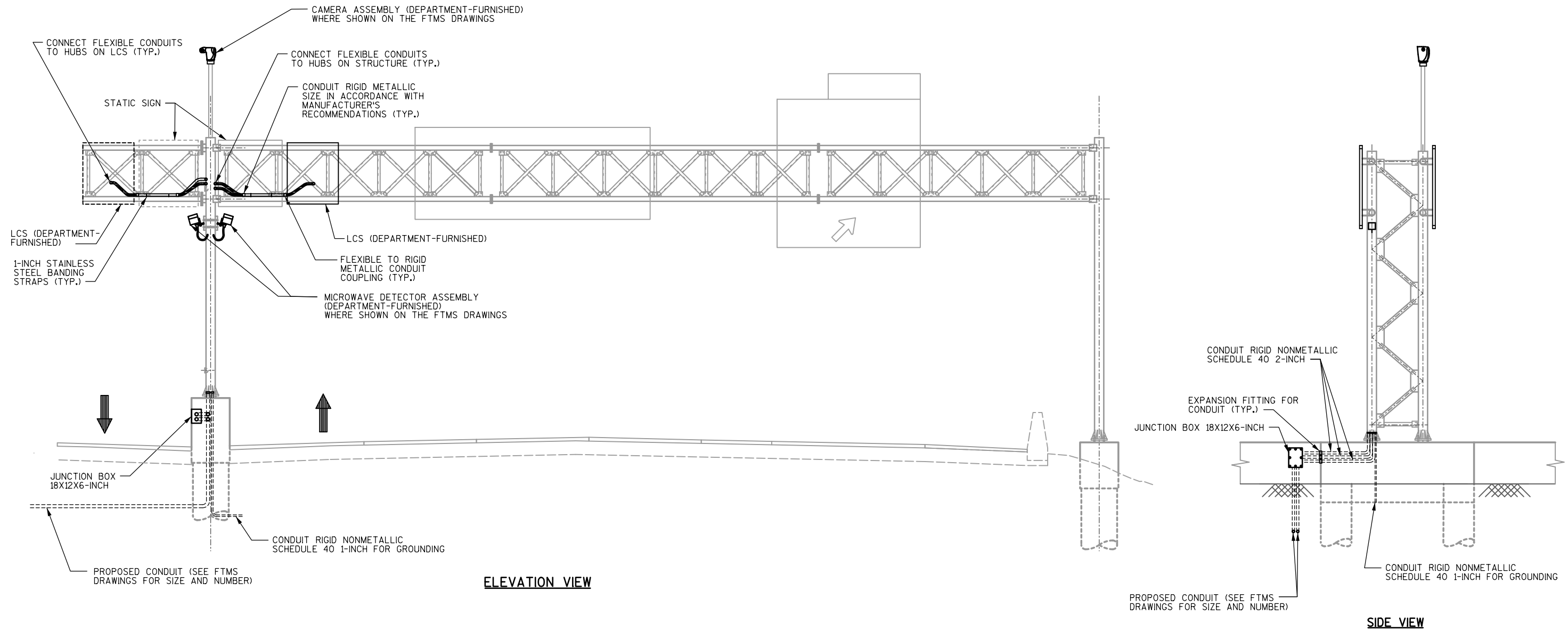
(LCS-13-0017/LCS-13-0041/SUPPLEMENTAL DMS-13-0067)



NOTE: NOT TO SCALE

OVERHEAD FREEWAY DMS FULL MATRIX AND LCS CONDUIT DETAIL

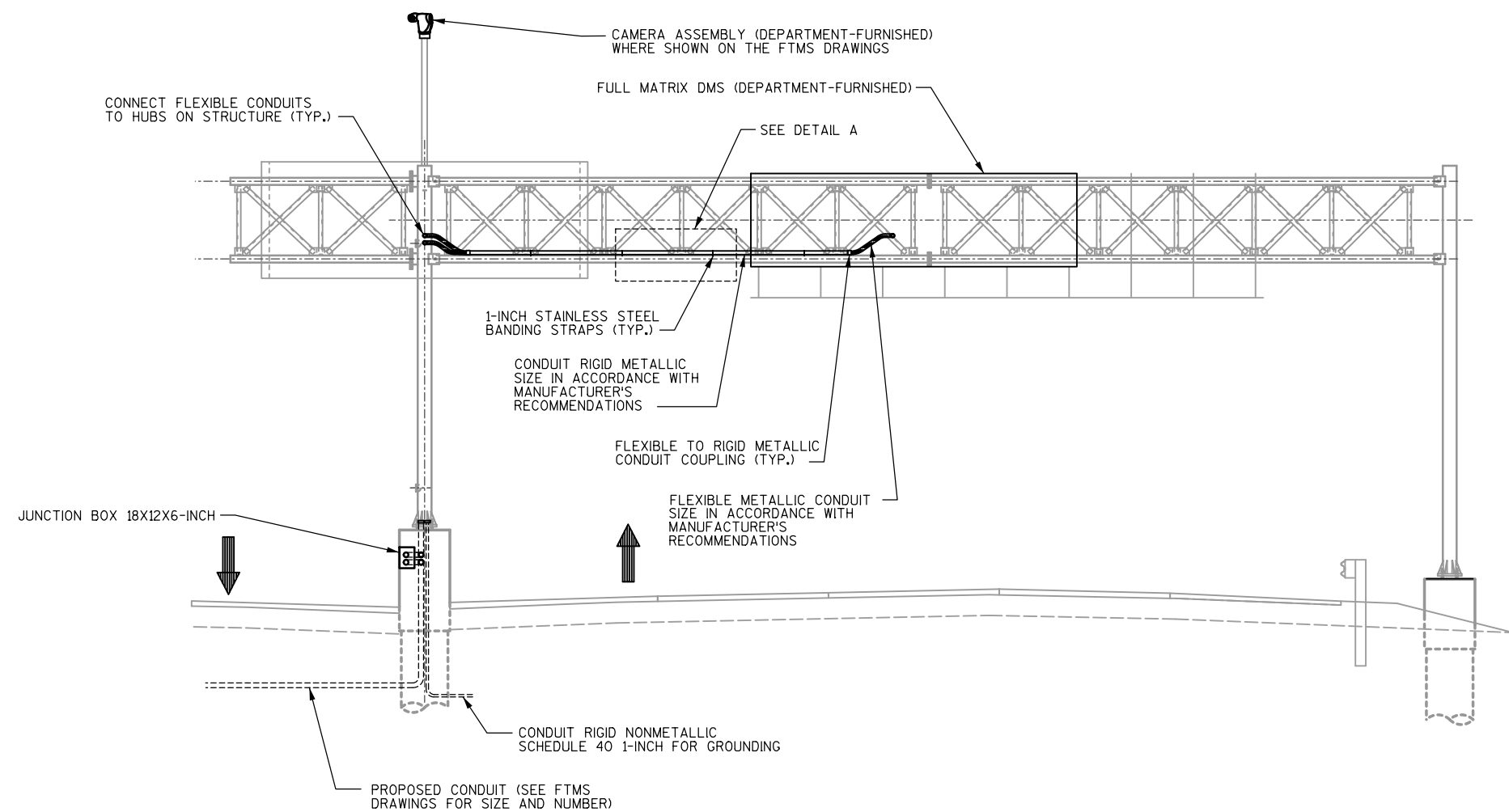
(LCS-13-0014/SUPPLEMENTAL DMS-13-0068, AND SUPPLEMENTAL DMS-13-0070)



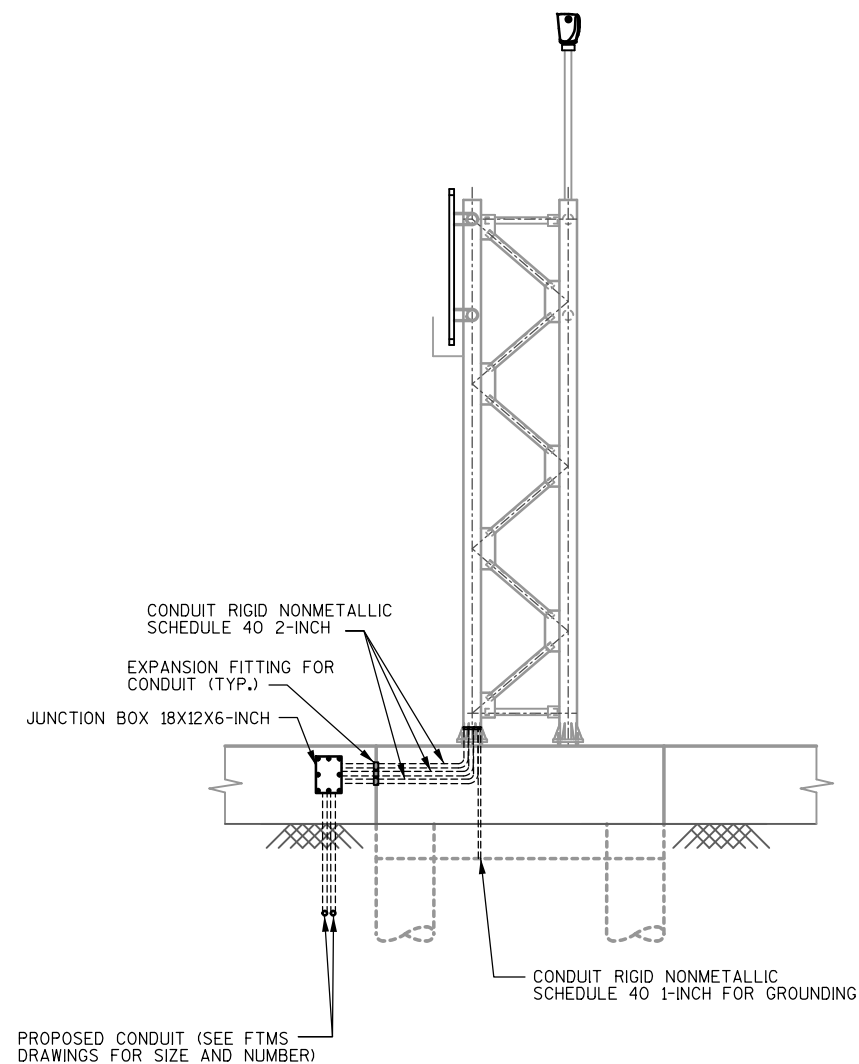
OVERHEAD LCS CONDUIT DETAIL

(TYP. OF LCS-13-0016/LCS-13-0042 AND LCS-13-0006/LCS-13-0052)

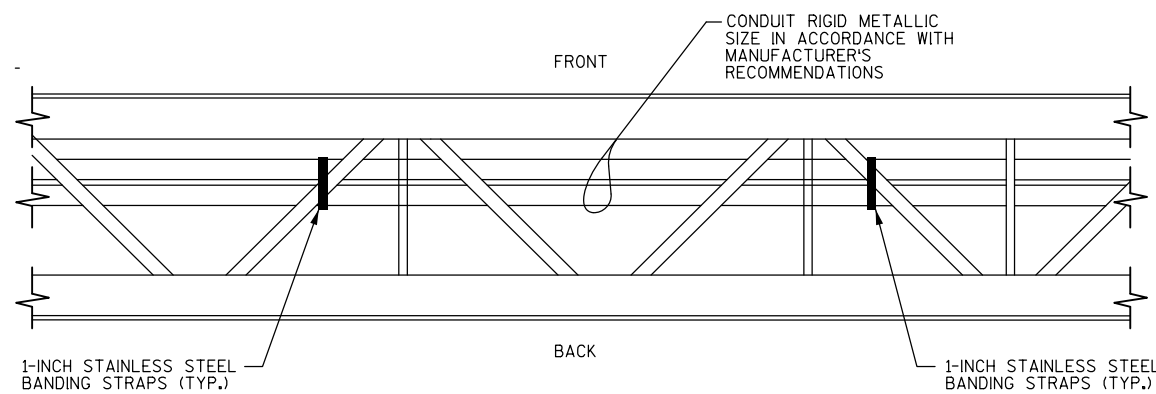
NOTE: NOT TO SCALE



ELEVATION VIEW



SIDE VIEW



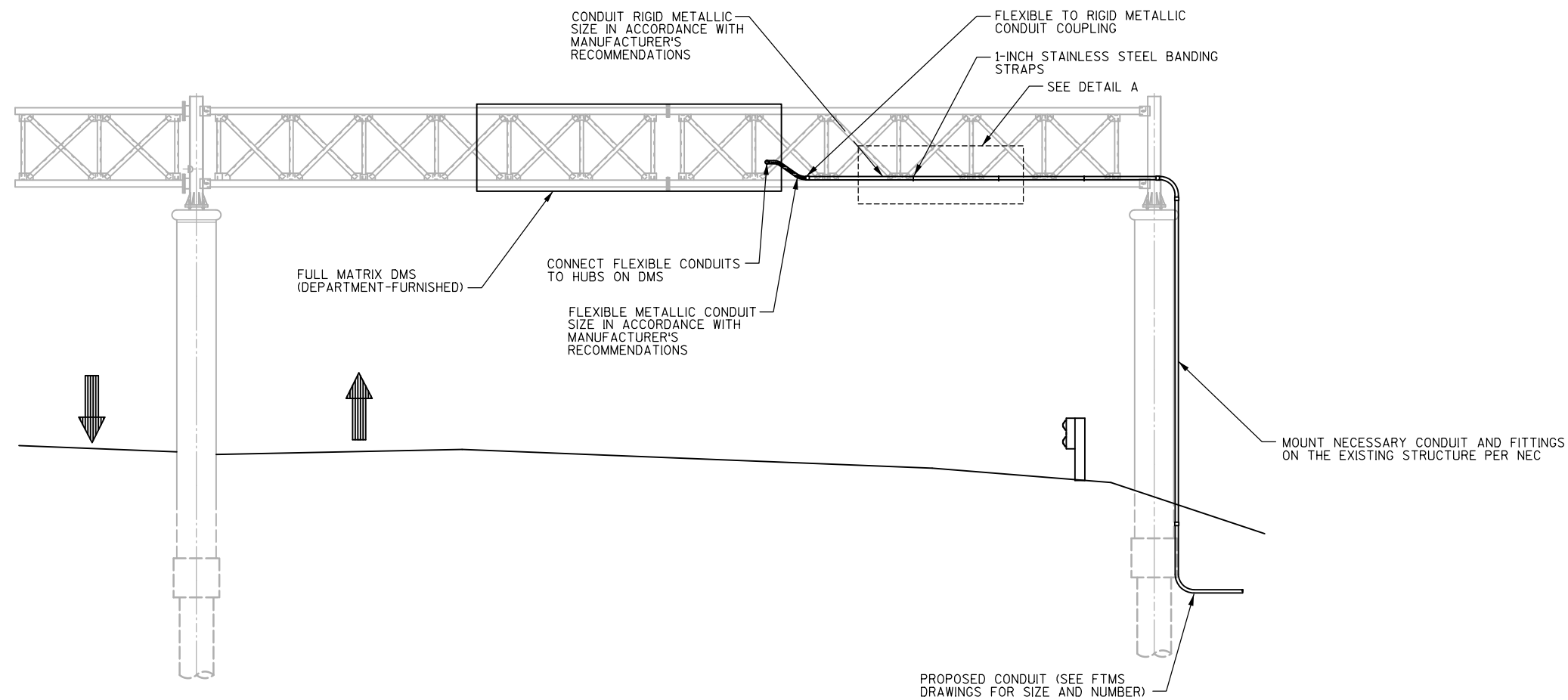
DETAIL A - BOTTOM VIEW

NOTE: 1-INCH STAINLESS STEEL BANDING STRAPS
NEEDED AT FLEXIBLE TO RIGID METALLIC
CONDUIT COUPLINGS

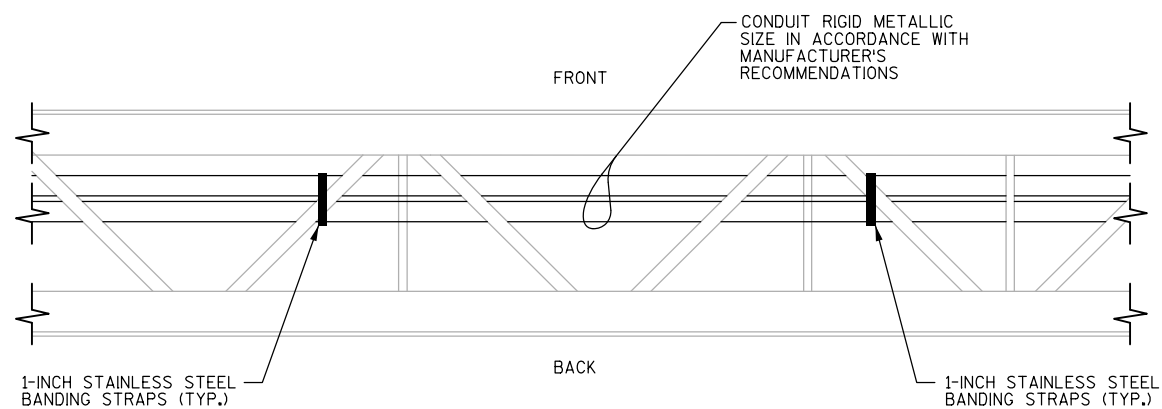
OVERHEAD FREEWAY DMS FULL MATRIX CONDUIT DETAIL

(SUPPLEMENTAL DMS-13-0069)

NOTE: NOT TO SCALE



ELEVATION VIEW



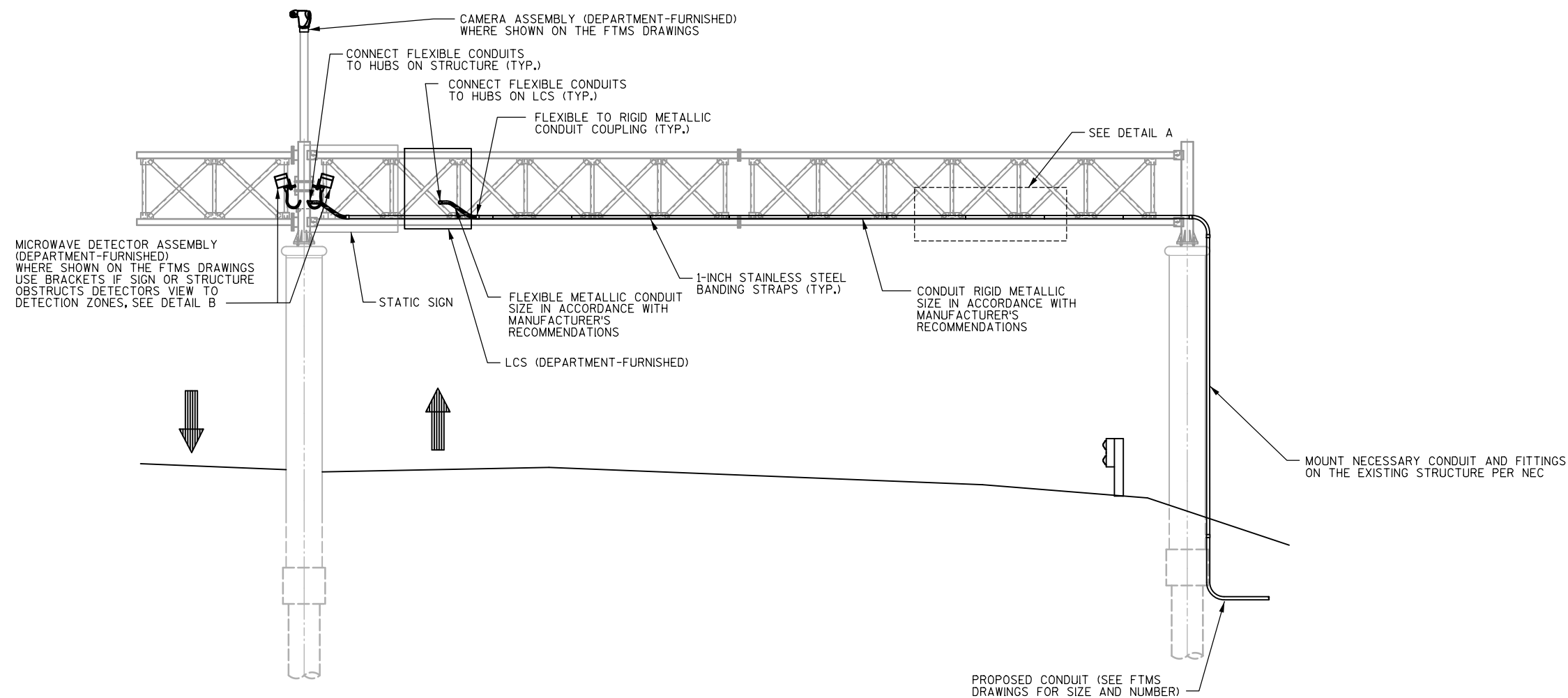
DETAIL A - BOTTOM VIEW

NOTE: 1-INCH STAINLESS STEEL BANDING STRAPS
NEEDED AT FLEXIBLE TO RIGID METALLIC
CONDUIT COUPLINGS

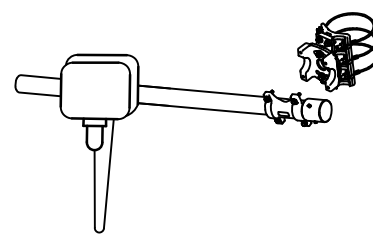
OVERHEAD FULL MATRIX DMS CONDUIT DETAIL

(SUPPLEMENTAL DMS-13-0066)

NOTE: NOT TO SCALE

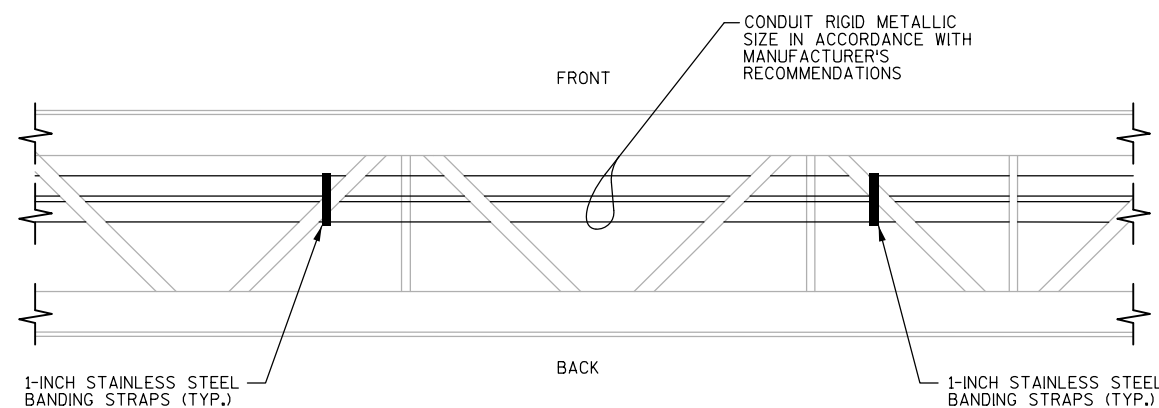


ELEVATION VIEW



DETAIL B - SIDE VIEW

(MICROWAVE BRACKETS DETAIL)



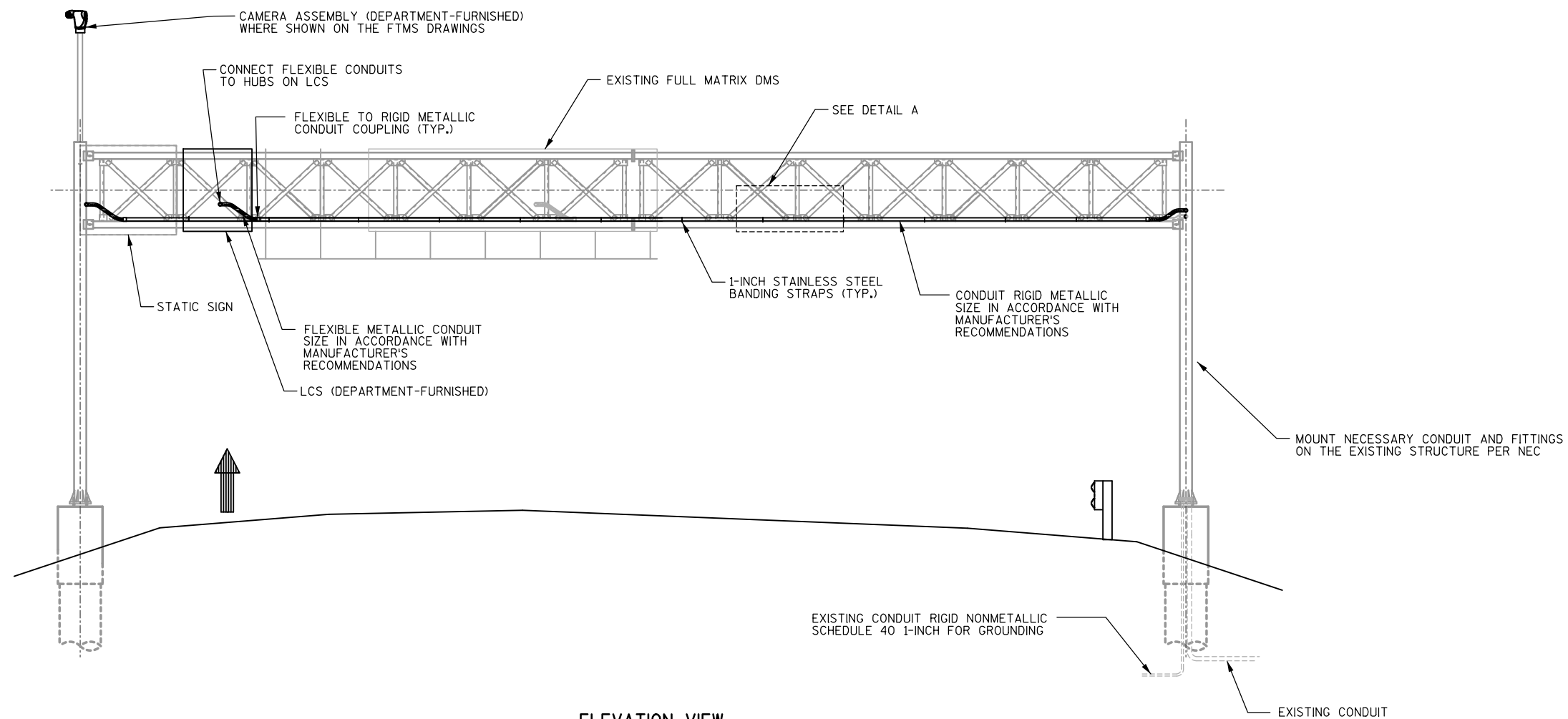
DETAIL A - BOTTOM VIEW

NOTE: 1-INCH STAINLESS STEEL BANDING STRAPS
NEEDED AT FLEXIBLE TO RIGID METALLIC
CONDUIT COUPLINGS

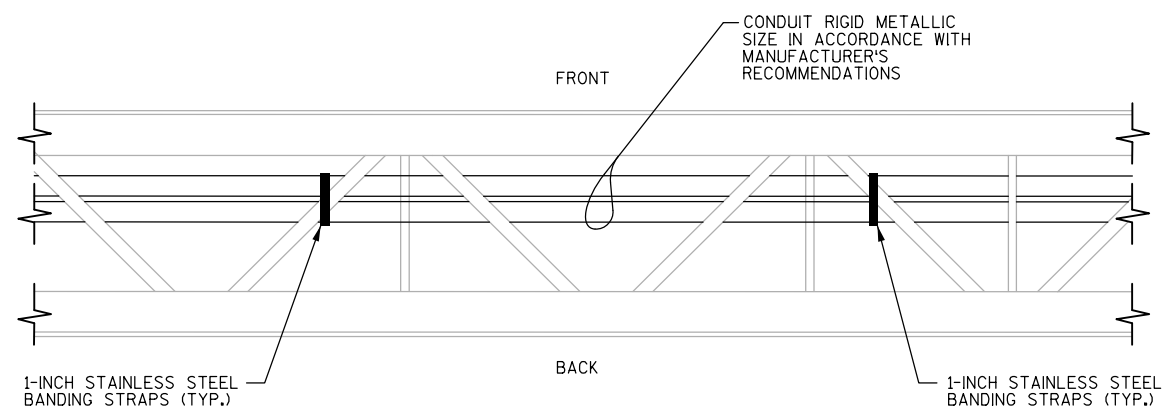
EXISTING OVERHEAD LCS CONDUIT DETAIL

(LCS-13-0024 AND LCS-13-0023)

NOTE: NOT TO SCALE



ELEVATION VIEW



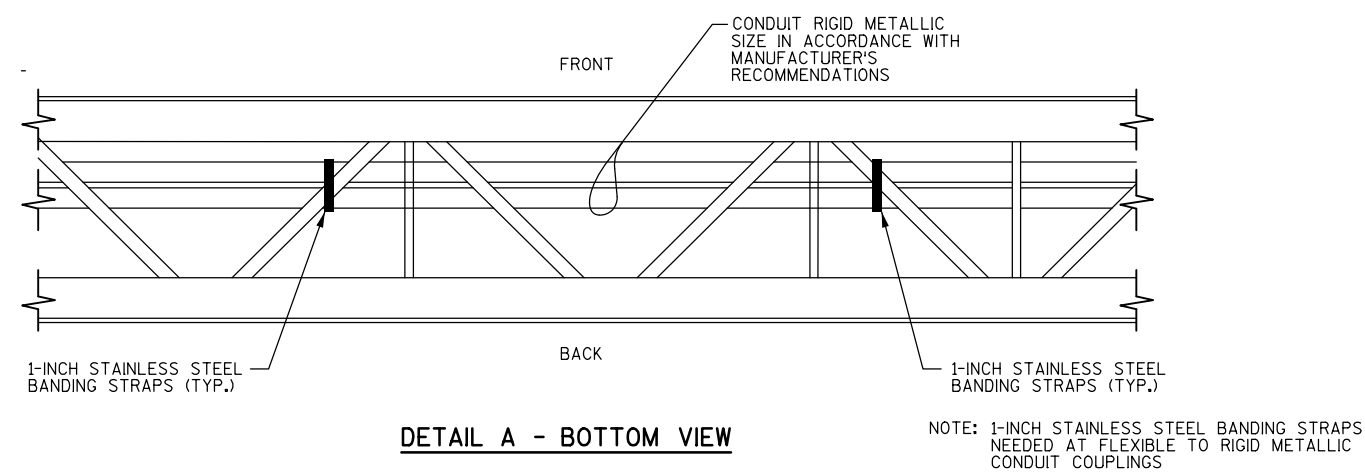
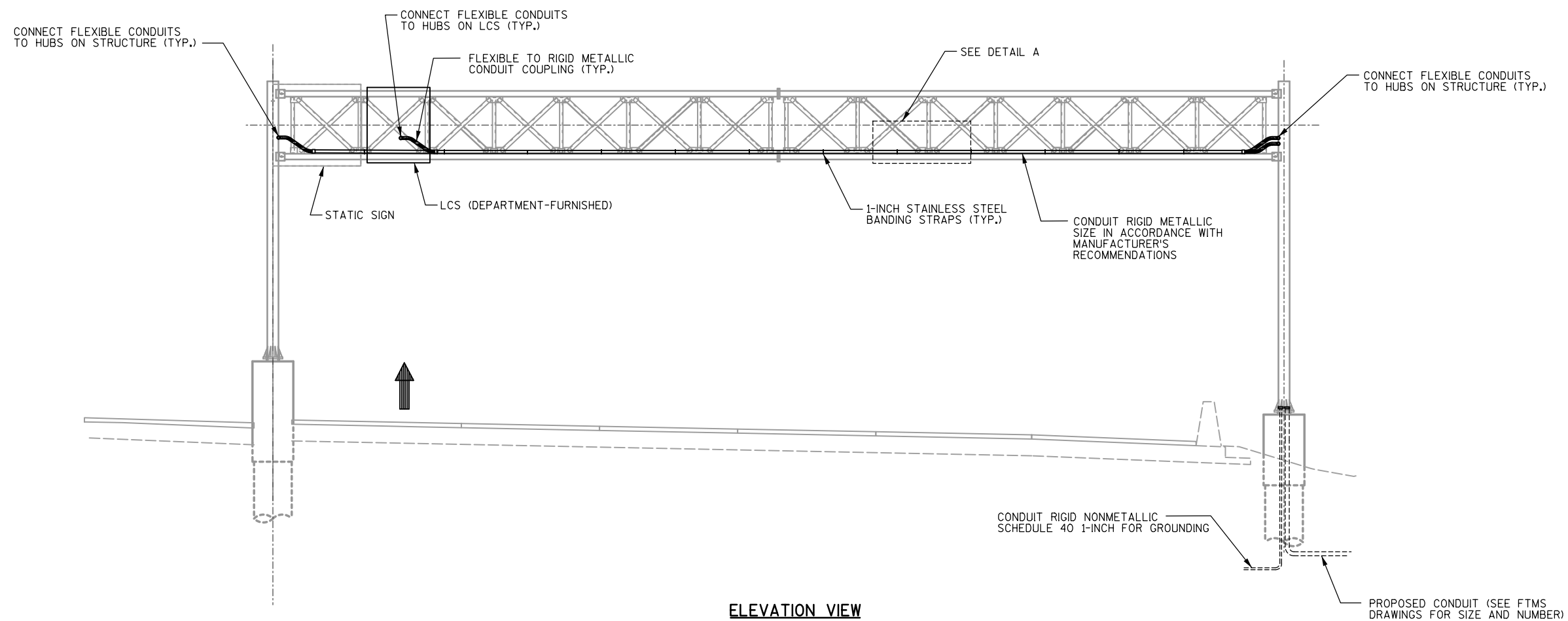
DETAIL A - BOTTOM VIEW

NOTE: 1-INCH STAINLESS STEEL BANDING STRAPS
NEEDED AT FLEXIBLE TO RIGID METALLIC
CONDUIT COUPLINGS

EXISTING OVERHEAD LCS CONDUIT DETAIL

(LCS-13-0001)

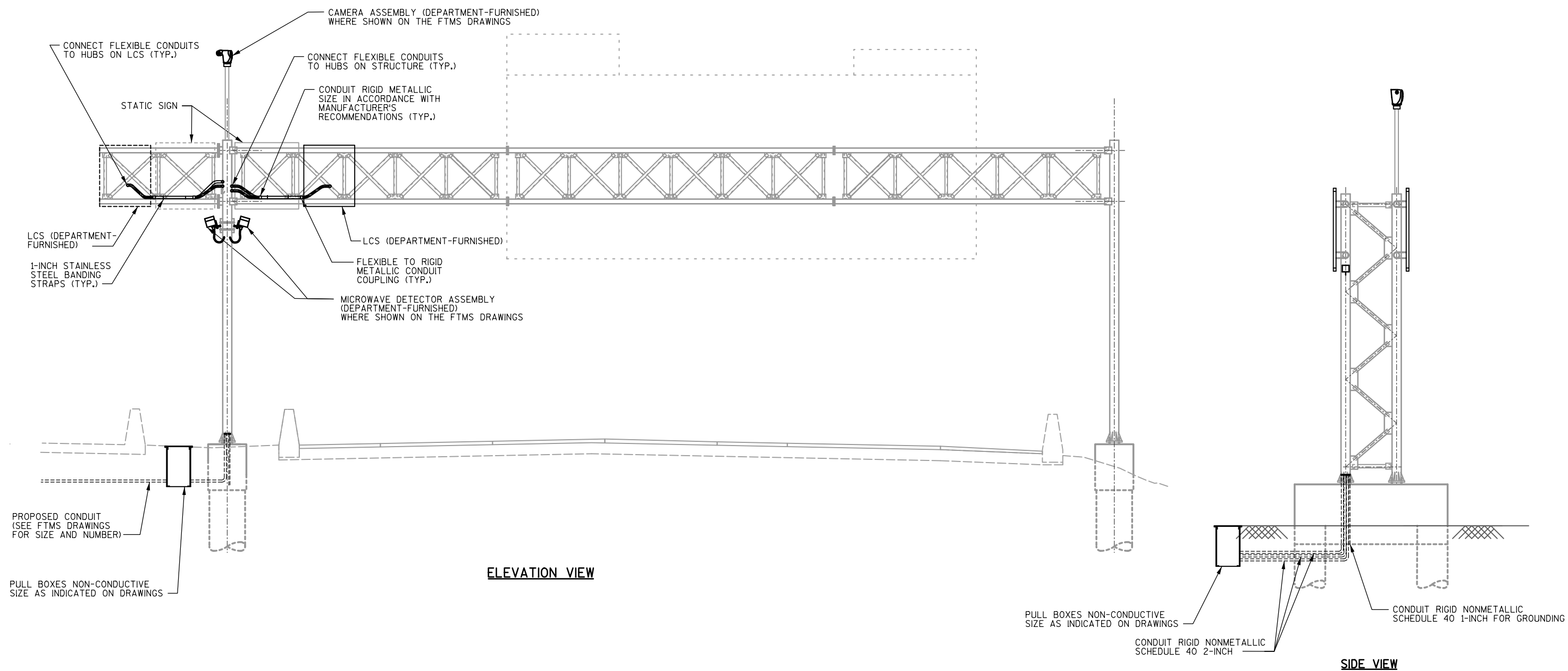
NOTE: NOT TO SCALE



OVERHEAD LCS CONDUIT DETAIL

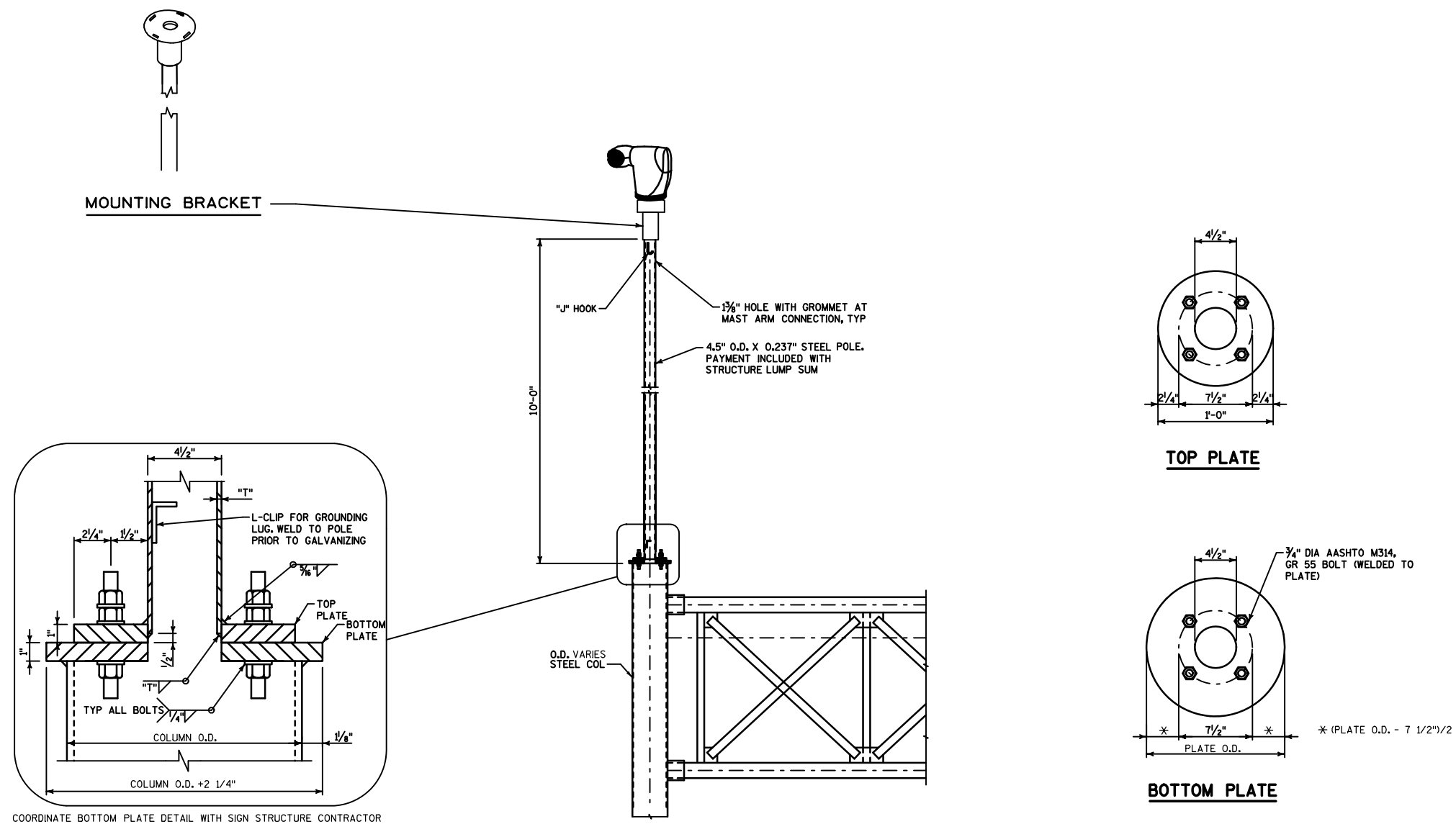
LCS-13-0018

NOTE: NOT TO SCALE

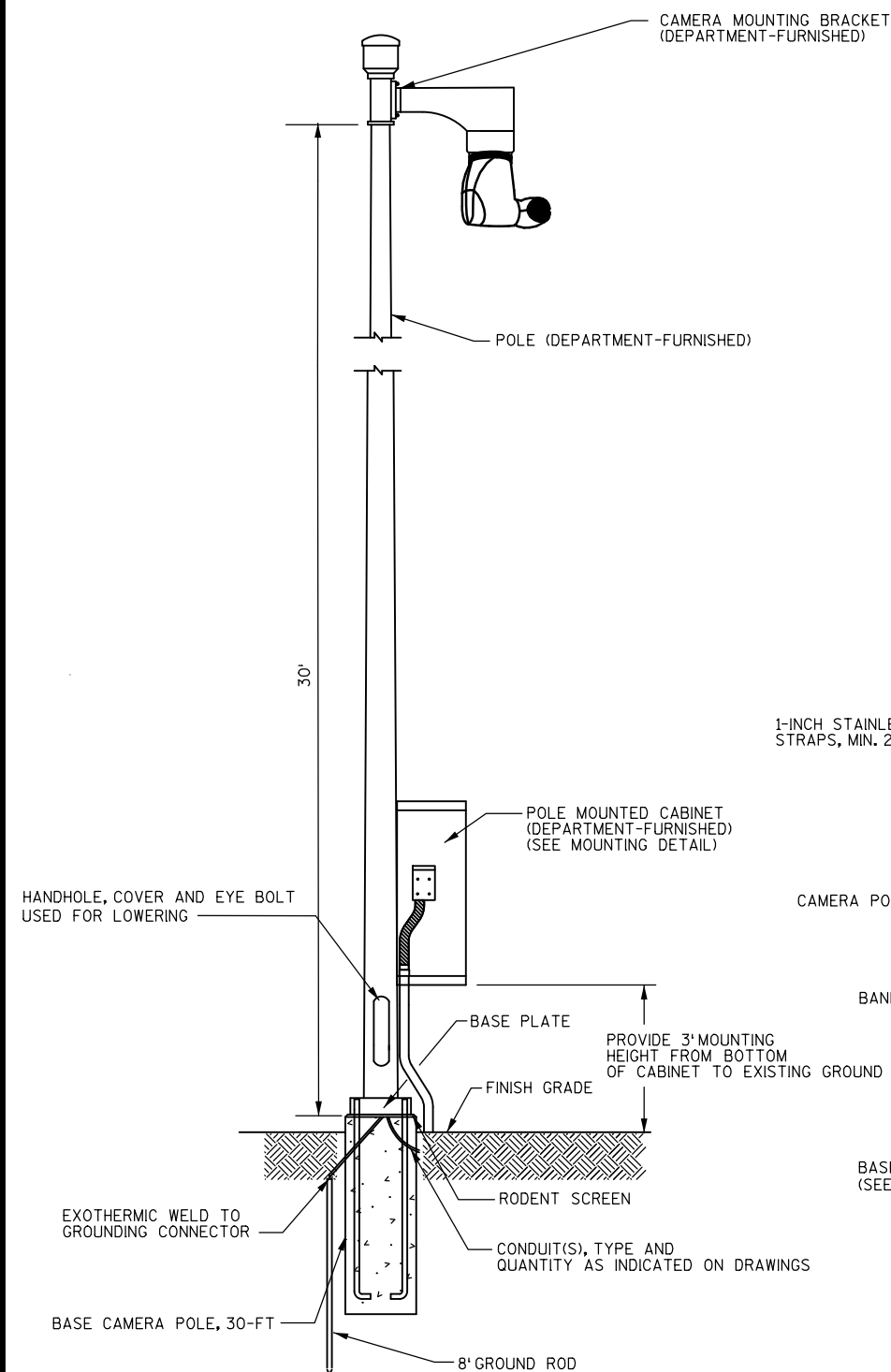


OVERHEAD LCS CONDUIT DETAIL

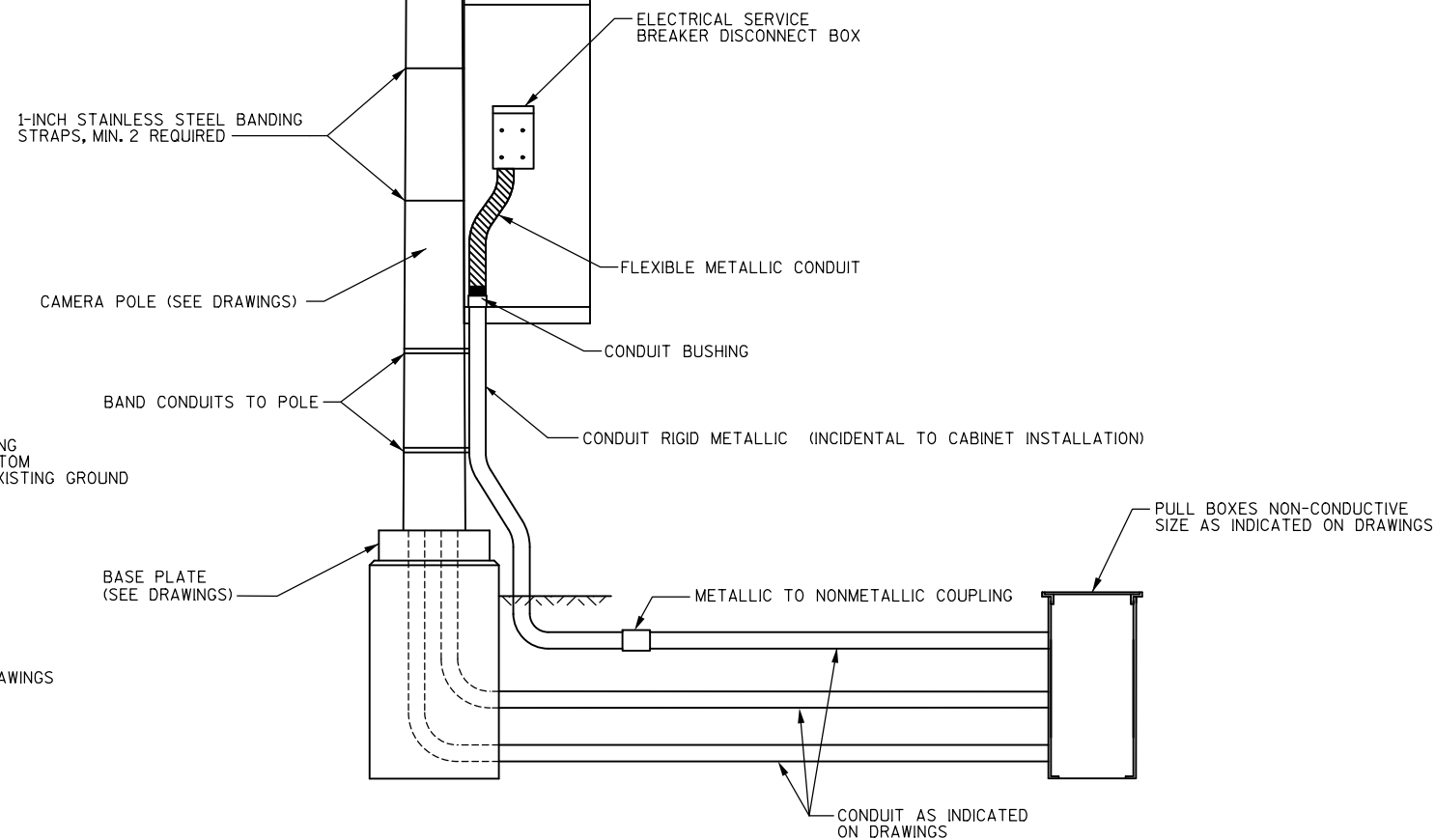
(LCS-13-0002/LCS-13-0057)



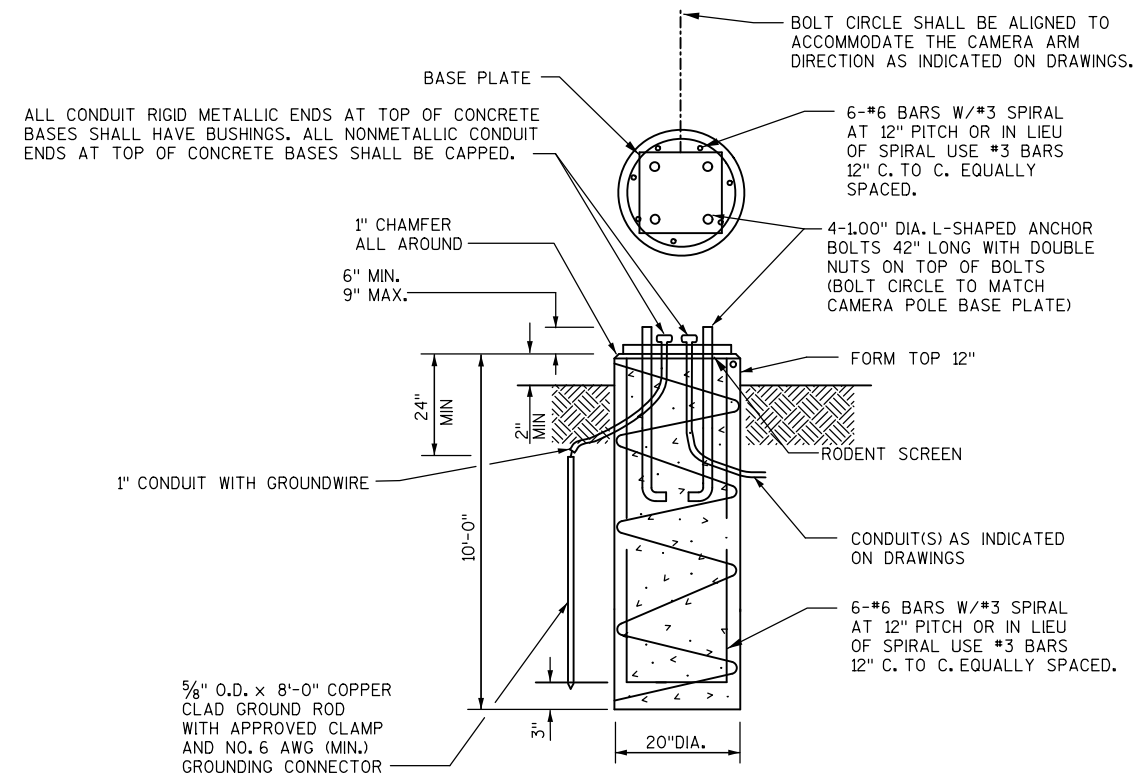
NOT TO SCALE



CAMERA POLE, WITH CAMERA LOWERING HARDWARE



INSTALL MOUNTED CABINET ON CAMERA POLE (POLE MOUNTED CABINET)

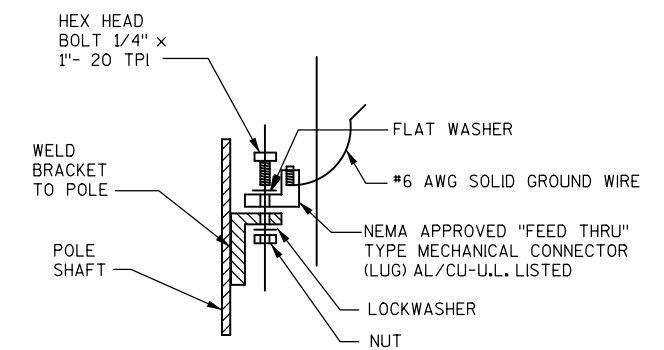


MATERIALS DATA

CONCRETE	$f'_c = 3,500$ psi
HIGH STRENGTH BAR STEEL REINFORCEMENT	$f_y = 60,000$ psi

BASE CAMERA POLE, 30-FT

NOT TO SCALE



FIELD INSTALLED GROUNDING LUG

NOTES

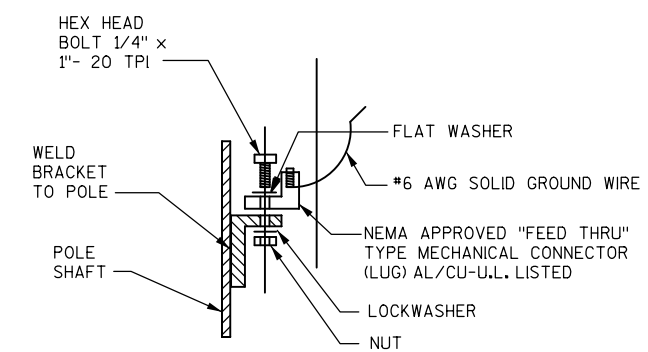
- ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL
- POLE DRAWINGS SHOWN FOR BIDDING INFORMATION PURPOSES ONLY. POLES WILL BE DEPARTMENT FURNISHED. BASE CAMERA POLE 30 AND 50 FEET TO BE CONSTRUCTED PER SECTION 672 OF THE STANDARD SPECIFICATIONS.
- CONFIRM BOLT PATTERN OF CAMERA POLE PRIOR TO CONSTRUCTION OF CONCRETE BASE.
- INSTALL GROUNDING LUG AS SHOWN



CONCRETE	$f'_c=3,500 \text{ psi}$
HIGH STRENGTH BAR STEEL REINFORCEMENT	$f_y = 60,000 \text{ psi}$

BASE CAMERA POLE, 50-FT

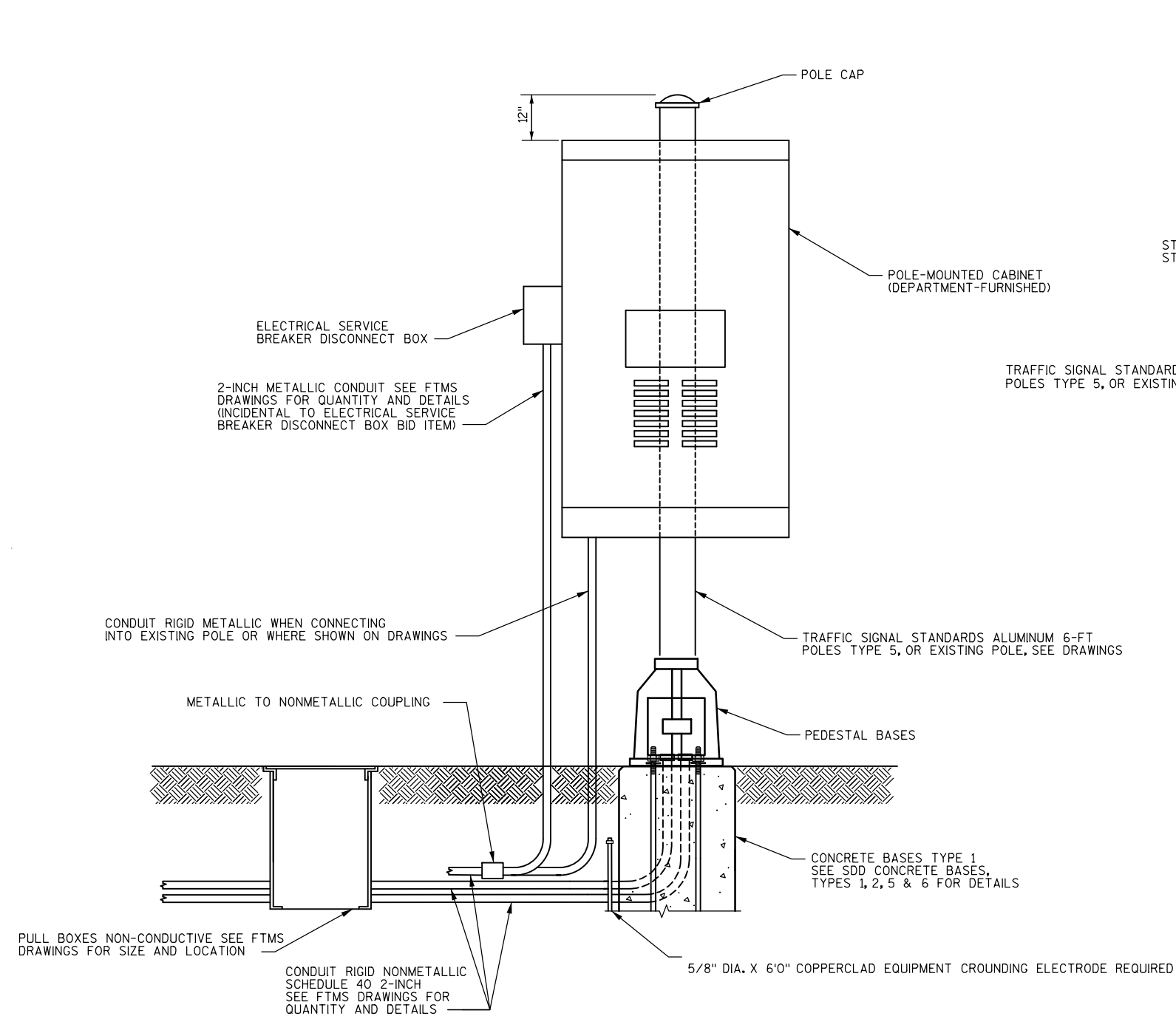
NOT TO SCALE



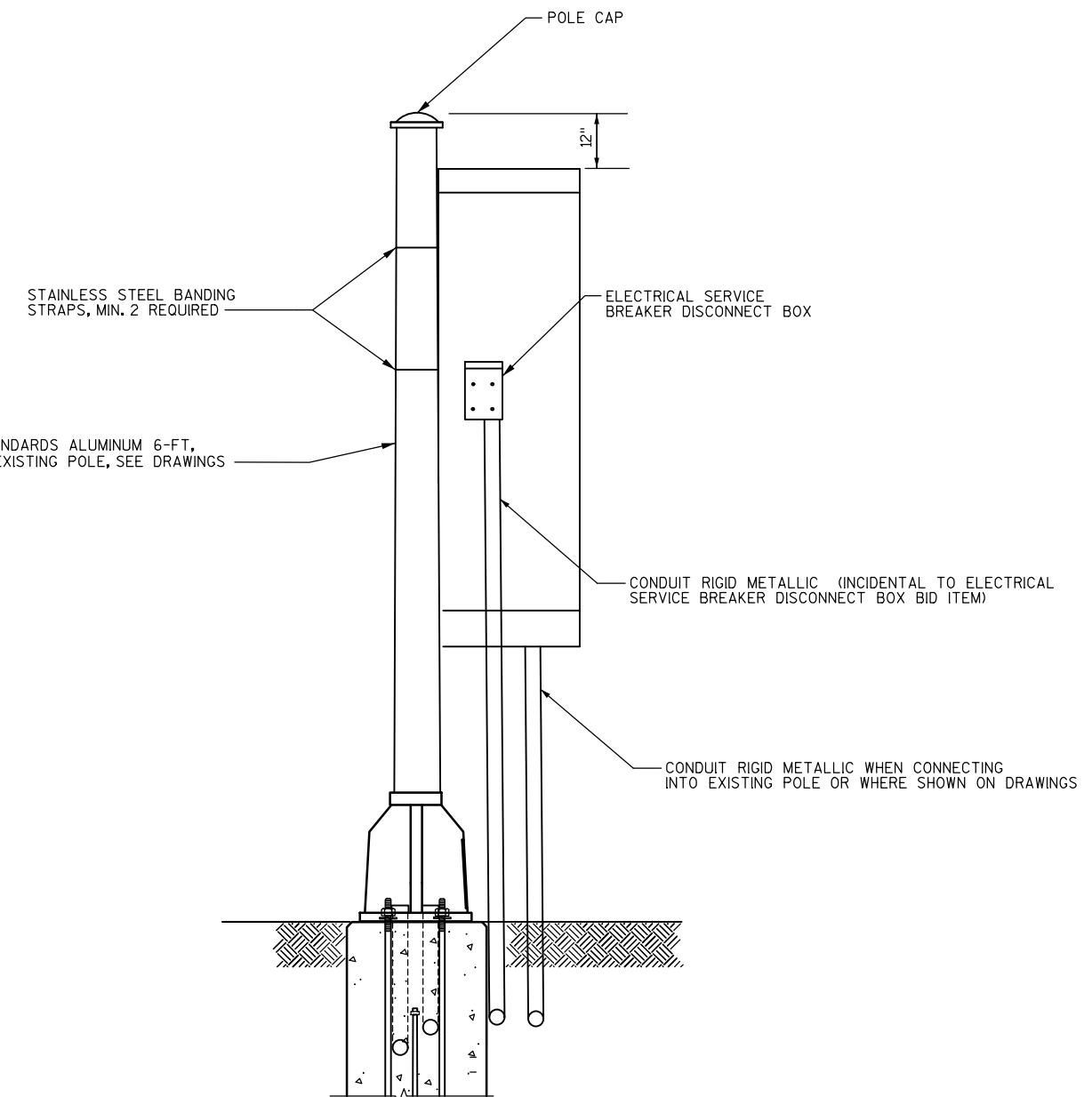
FIELD INSTALLED GROUNDING LUG

NOTES

1. ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL
2. POLE DRAWINGS SHOWN FOR BIDDING INFORMATION PURPOSES ONLY. POLES WILL BE DEPARTMENT FURNISHED. BASE CAMERA POLE 30 AND 50-FEET TO BE CONSTRUCTED PER SECTION 672 OF THE STANDARD SPECIFICATIONS.
3. CONFIRM BOLT PATTERN OF CAMERA POLE PRIOR TO CONSTRUCTION OF CONCRETE BASE.
4. INSTALL GROUNDING LUG AS SHOWN

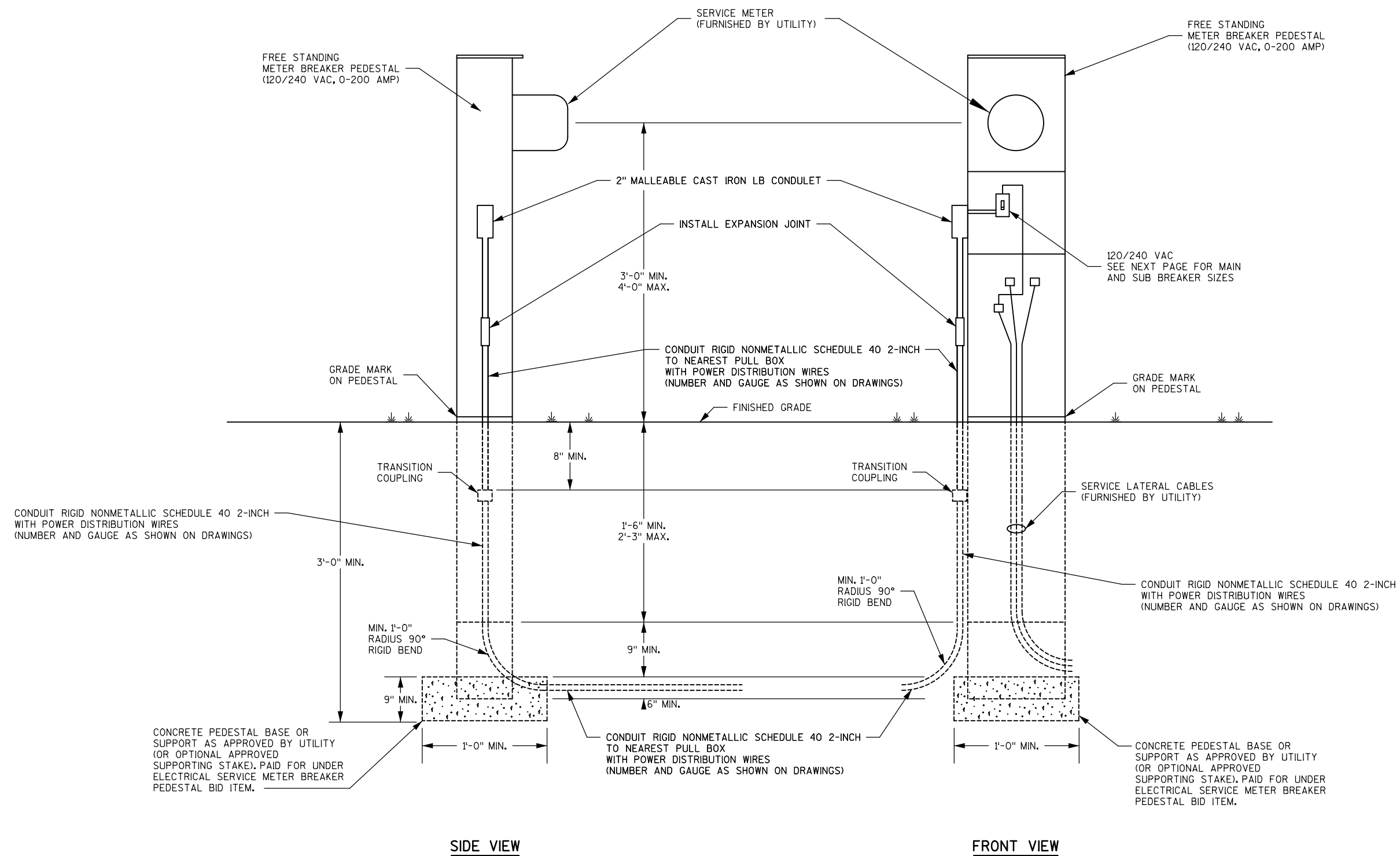


INSTALL POLE MOUNTED CABINET (FRONT VIEW)



INSTALL POLE MOUNTED CABINET (SIDE VIEW)

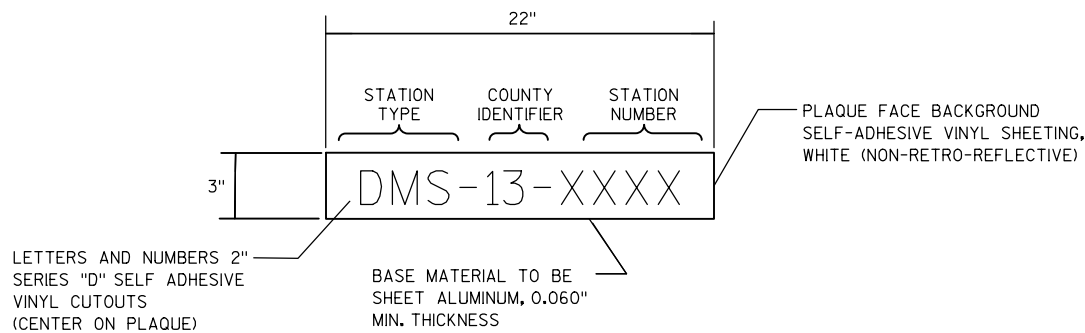
NOTE: NOT TO SCALE



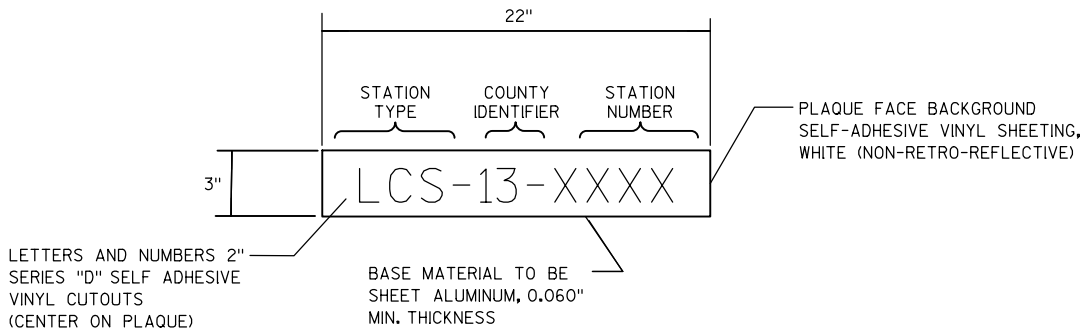
NOTE: NOT TO SCALE

Breaker Disconnect Box							Meter Breaker Pedestal		
Location	Main	Cabinet	LCS	LCS	LCS	DMS	Location	Main	Sub
CB1-1	100A	20A	20A	---	---	---	MB1-1	200A	100A
CB2-1	100A	20A	20A	---	---	---	MB2-1	200A	100A
CB2-2	100A	20A	---	---	---	50A	MB2-2	200A	100A
CB3-1	100A	20A	20A	---	---	---	MB3-1	200A	100A
CB3-2	100A	20A	20A	---	---	---	MB3-2	200A	100A
EXCB4-1	100A	20A	20A	20A	20A	---	---	N/A	100A
CB4-2	100A	20A	20A	20A	---	---	MB4-2	200A	100A
CB4-3	100A	20A	20A	---	---	---	MB4-3	200A	100A
CB5-1	100A	20A	20A	---	---	---	EXMB5-1	N/A	100A
CB5-3	100A	20A	20A	---	---	---	EXCB5-2	N/A	100A
CB6-1	100A	20A	20A	20A	---	---	MB6-1	200A	100A
CB7-1	60A	20A	20A	20A	---	---	EXCB7-2	N/A	60A
CB8-1	100A	20A	20A	20A	---	---	MB8-1	200A	100A
CB9-2	60A	20A	20A	---	---	---	EXMB9-1	N/A	60A
CB9-3	40A	20A	20A	---	---	---	EXMB9-1	N/A	60A
CB10-1	100A	20A	20A	20A	---	---	MB10-1	200A	100A
CB11-1	100A	20A	20A	20A	---	50A	MB11-1	200A	100A
CB12-1	100A	20A	20A	20A	---	---	MB12-1	200A	100A
CB12-2	100A	20A	20A	20A	---	---	MB12-2	200A	100A
CB13-1	100A	20A	20A	---	---	50A	MB13-1	200A	100A
CB13-3	100A	20A	20A	---	---	---	MB13-1	200A	60A
CB13-2	100A	20A	20A	---	---	---	MB13-2	200A	100A
CB14-1	100A	20A	20A	---	---	---	MB14-1	200A	100A
EXCB15-1	100A	20A	20A	20A	---	---	---	N/A	100A
CB16-1	100A	20A	20A	20A	---	---	EXMB16-1	N/A	100A
CB17-1	100A	20A	20A	20A	---	---	EXMB17-1	N/A	100A
CB18-1	100A	20A	20A	20A	---	---	MB18-1	200A	100A
CB18-2	100A	20A	---	---	---	50A	MB18-2	200A	100A
CB19-1	100A	20A	20A	20A	---	---	MB19-1	200A	100A
CB20-1	100A	20A	20A	20A	---	---	MB20-1	200A	100A
CB21-1	100A	20A	20A	20A	---	---	MB21-1	200A	100A
CB22-1	100A	20A	---	---	---	50A	MB22-1	200A	100A
CB22-2	100A	20A	20A	20A	---	---	MB22-2	200A	100A
CB23-1	100A	20A	20A	20A	---	---	MB23-1	200A	100A
CB24-1	100A	20A	20A	---	---	---	MB24-1	200A	100A
CB25-1	100A	20A	20A	20A	---	---	MB25-1	200A	100A
CB26-1	100A	20A	20A	20A	---	---	MB26-1	200A	100A
EXCB-DMS-13-0039	100A	20A	20A	20A	---	---	---	N/A	100A

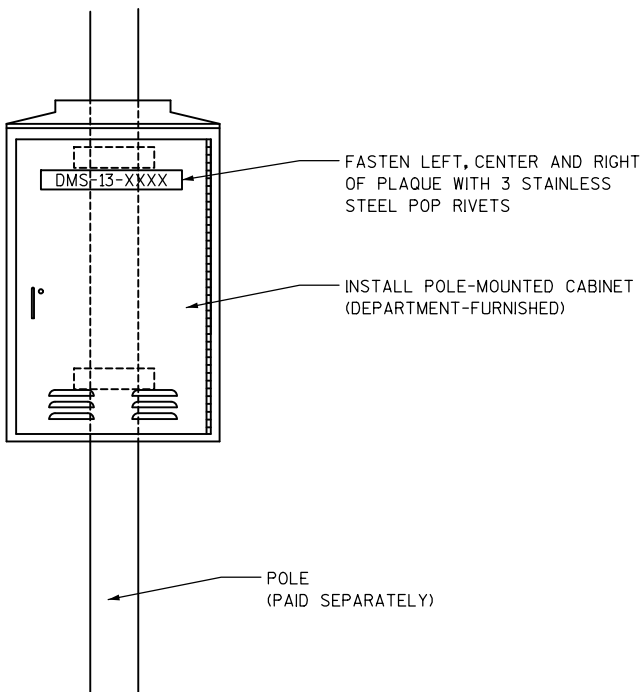
NOT TO SCALE



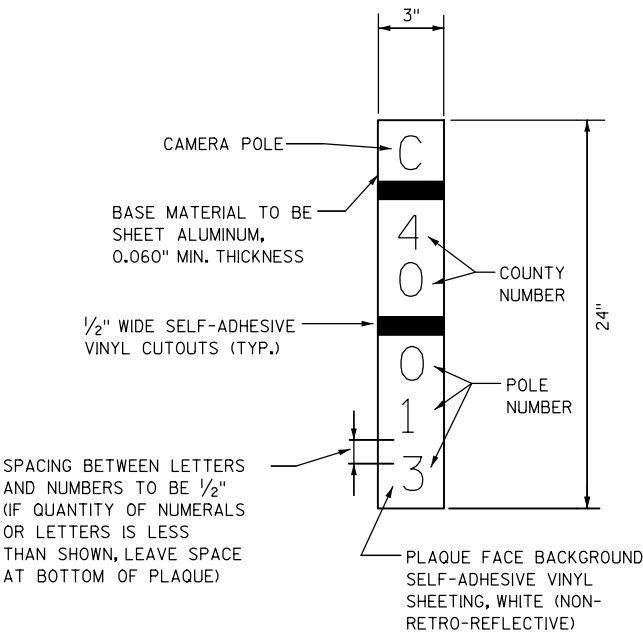
CONTROL CABINET IDENTIFICATION PLAQUE DETAIL FULL MATRIX DMS



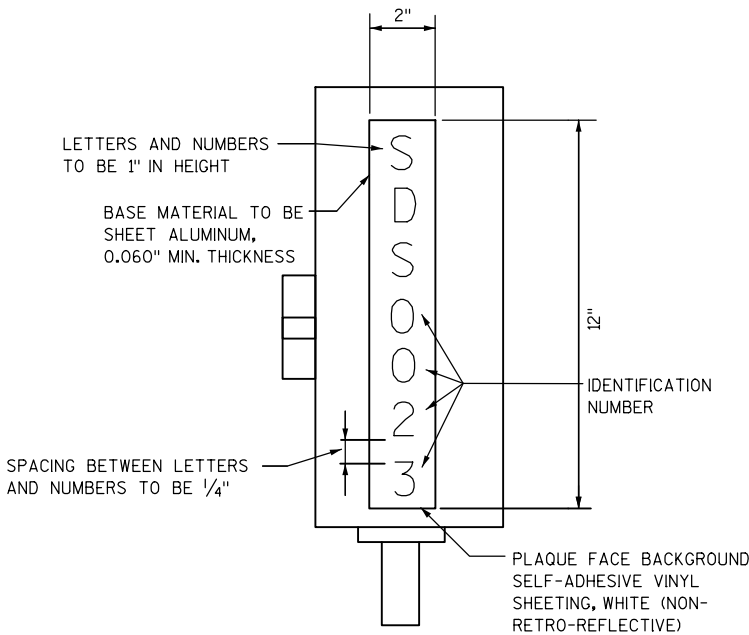
CONTROL CABINET IDENTIFICATION PLAQUE DETAIL LCS



CONTROL CABINET IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS
(TYPICAL ALL CONTROL CABINETS)



CAMERA POLE IDENTIFICATION PLAQUE DETAIL



MICROWAVE DETECTOR FIELD
CABINET IDENTIFICATION PLAQUE DETAIL

LEGEND STATION TYPE

- RM - RAMP METER
- CCTV - CLOSED CIRCUIT TELEVISION
- ATR - AUTOMATIC TRAFFIC RECORDER
- SDS - SYSTEM DETECTOR STATION
- MD - MICROWAVE DETECTOR
- DMS - DYNAMIC MESSAGE SIGN
- LCS - LANE CONTROL SIGN

CONTROL CABINET NOTES

- 1) TWO PLAQUES PER DEVICE AT EACH LOCATION.
- 2) FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.
- 3) FASTEN ONE PLAQUE ON SIDE FACING LOCAL STREET. IF NO LOCAL STREET NEARBY, OR IF SUCH LOCATION COINCIDES WITH LOCATION OF PLAQUE IN NOTE 2, FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.
- 4) COUNTY NUMBER NOT REQUIRED ON RAMP METER CABINETS.

PLAQUES SEQUENCE IDENTIFICATION

2



GENERAL NOTES

PROVIDE VAULT WITH OPEN BASE.

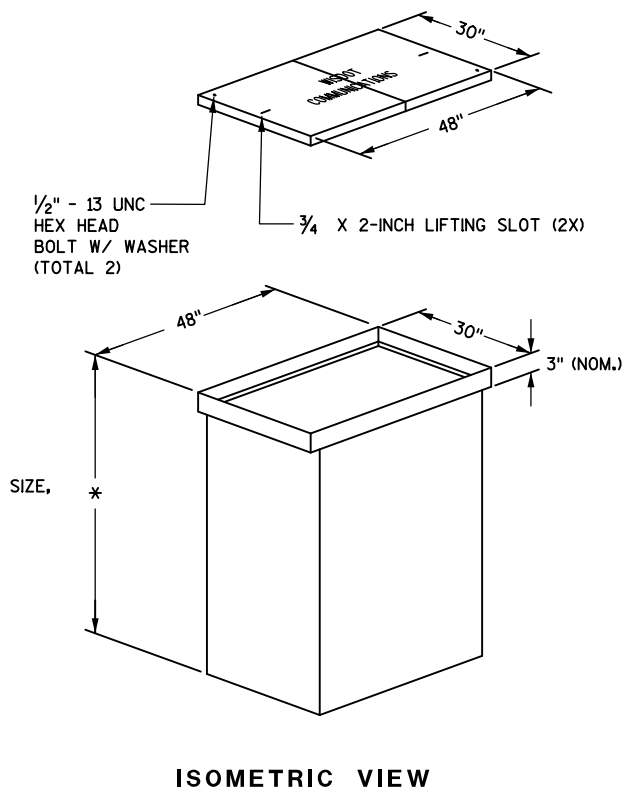
COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH
DRIVEN AT TIME OF PLACEMENT.

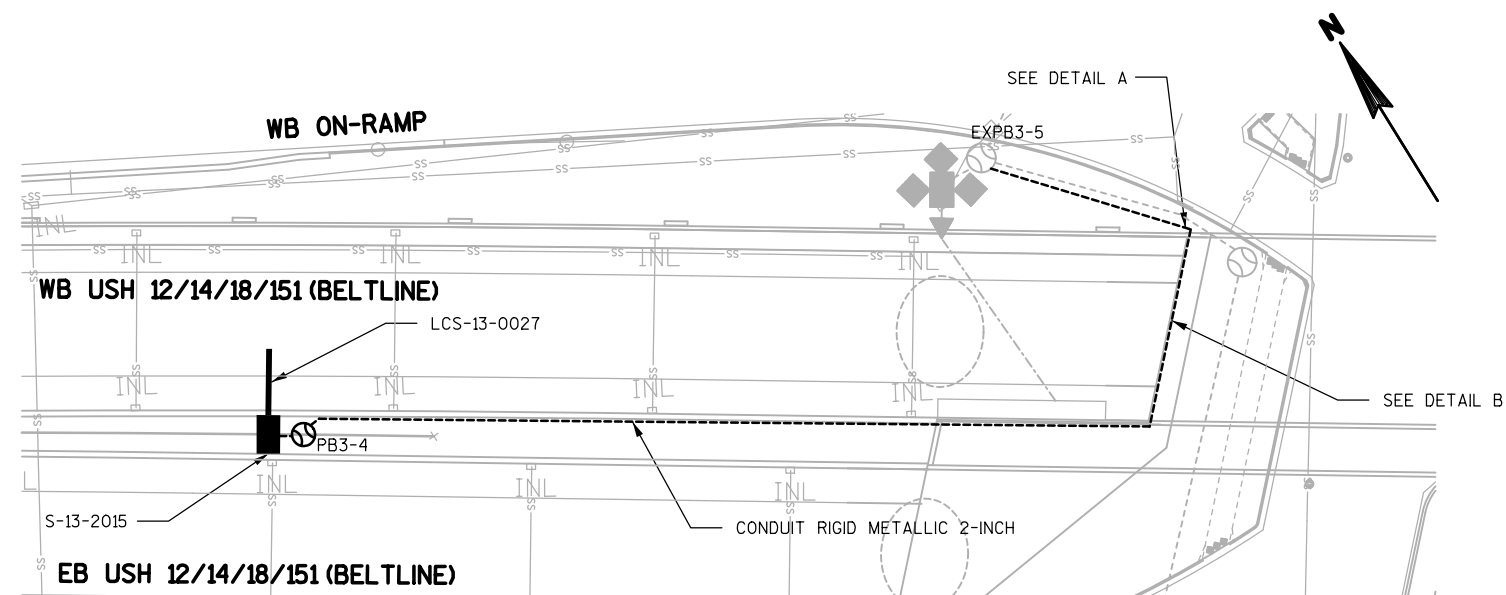
VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

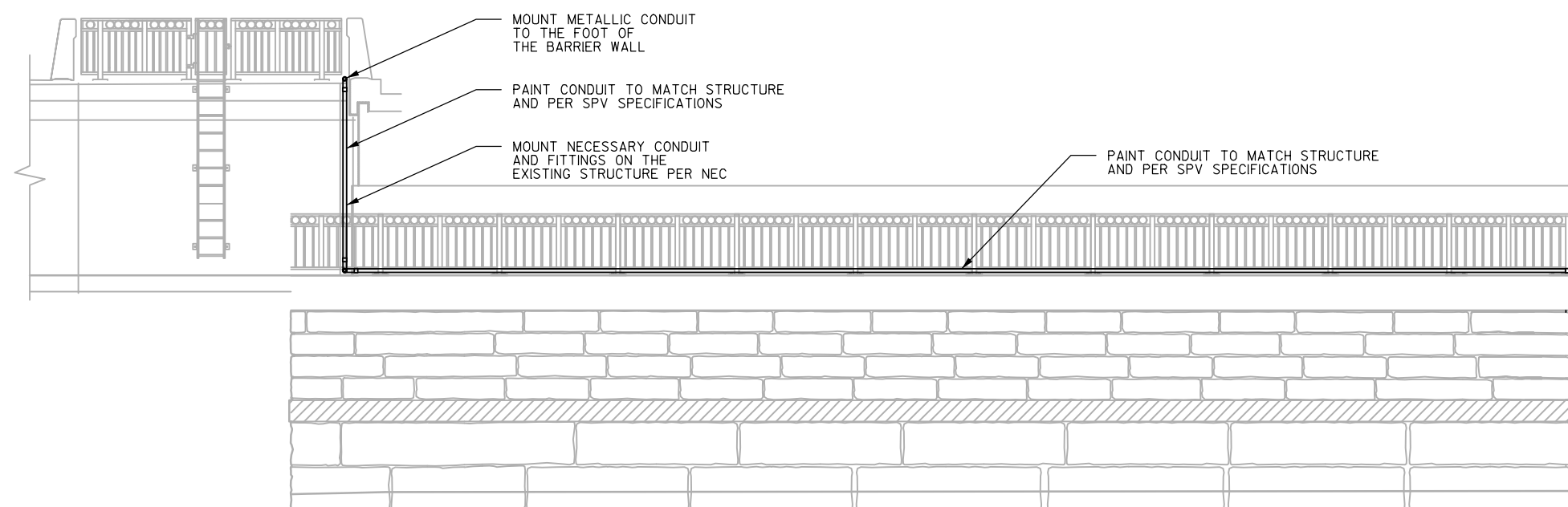
VAULT IS TO BE CUT TO SIZE, EXISTING CONDUIT DEPTH VARIES.
ADJUST DEPTH OF VAULT TO ACCOMODATE PLACEMENT.



* VAULT IS TO BE CUT TO SIZE,
EXISTING CONDUIT DEPTH

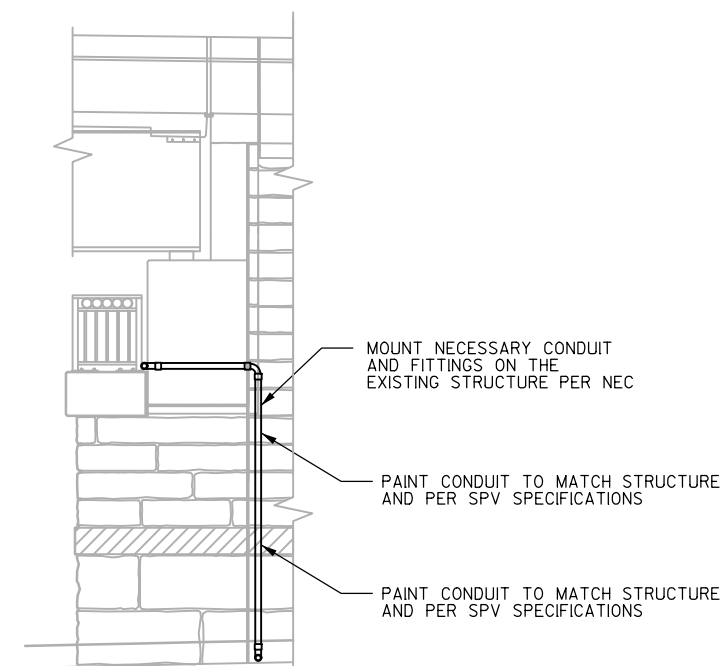


PLAN VIEW



ELEVATION VIEW

(LOOKING WEST - DETAIL B)



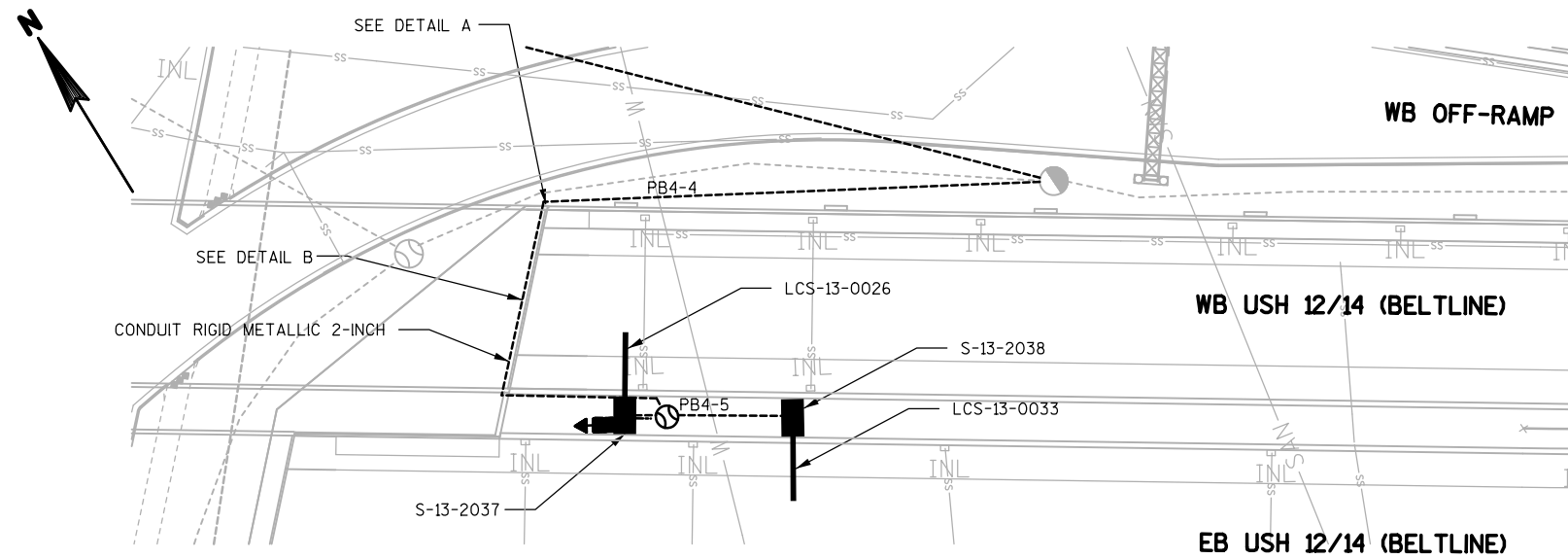
ELEVATION VIEW

(LOOKING SOUTH - DETAIL A)

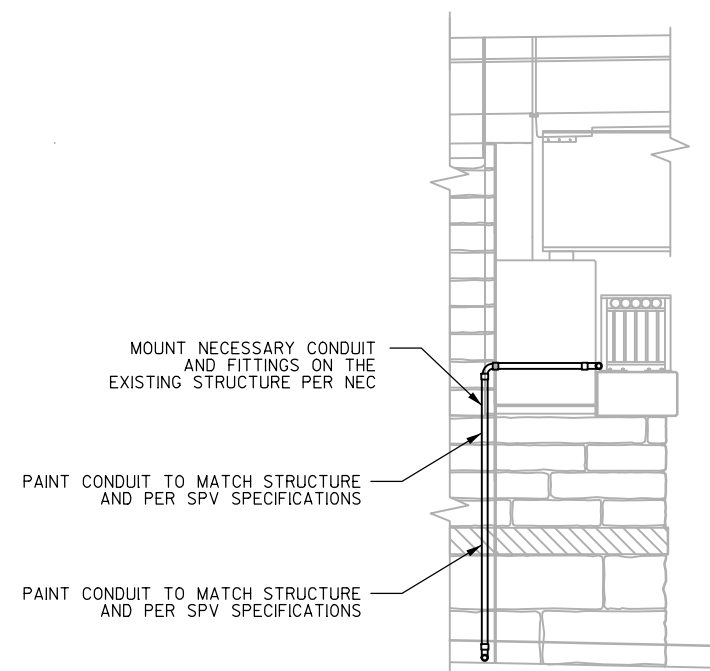
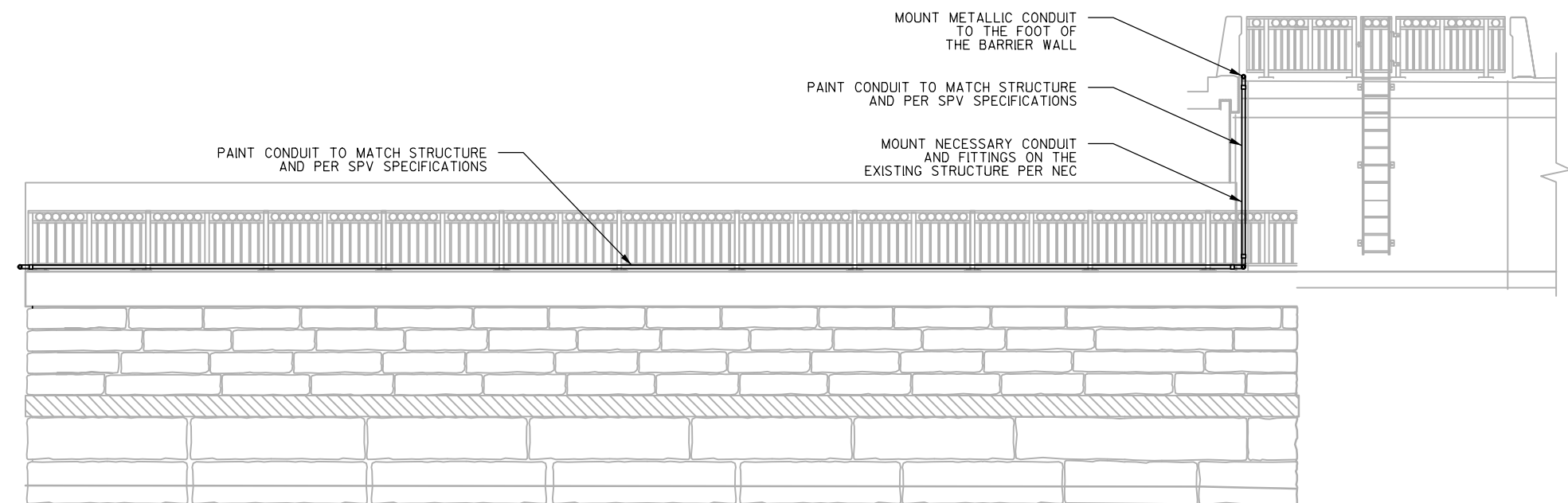
CONDUIT ROUTING VERONA ROAD WEST DETAIL

(LCS-13-0027)

NOTE: NOT TO SCALE



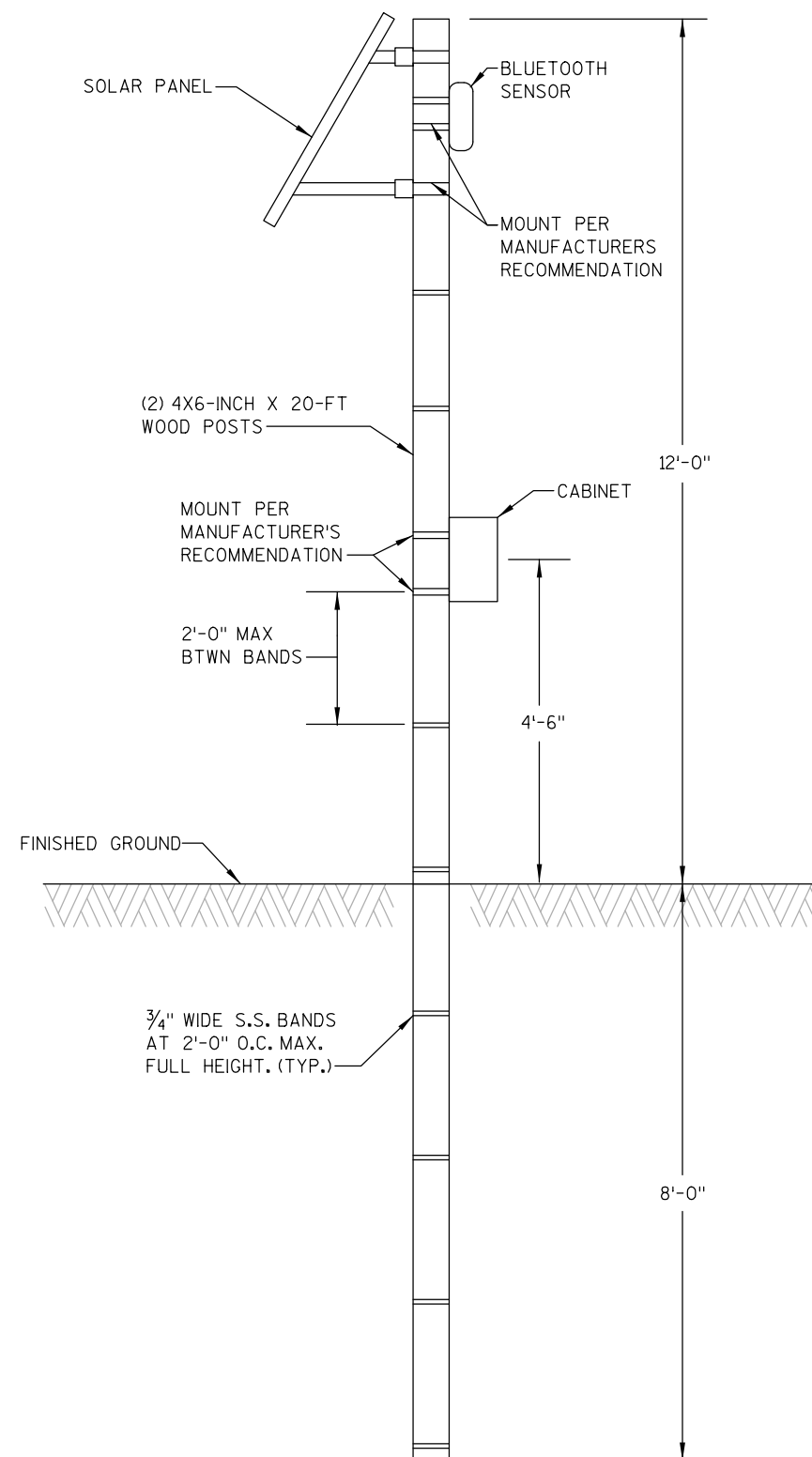
PLAN VIEW

ELEVATION VIEW
(LOOKING SOUTH - DETAIL A)ELEVATION VIEW
(LOOKING EAST - DETAIL B)

CONDUIT ROUTING VERONA ROAD EAST DETAIL

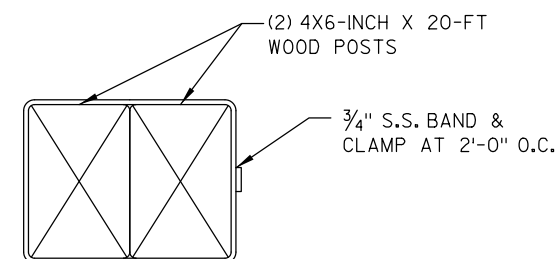
(LCS-13-0026 AND LCS-13-0033)

NOTE: NOT TO SCALE



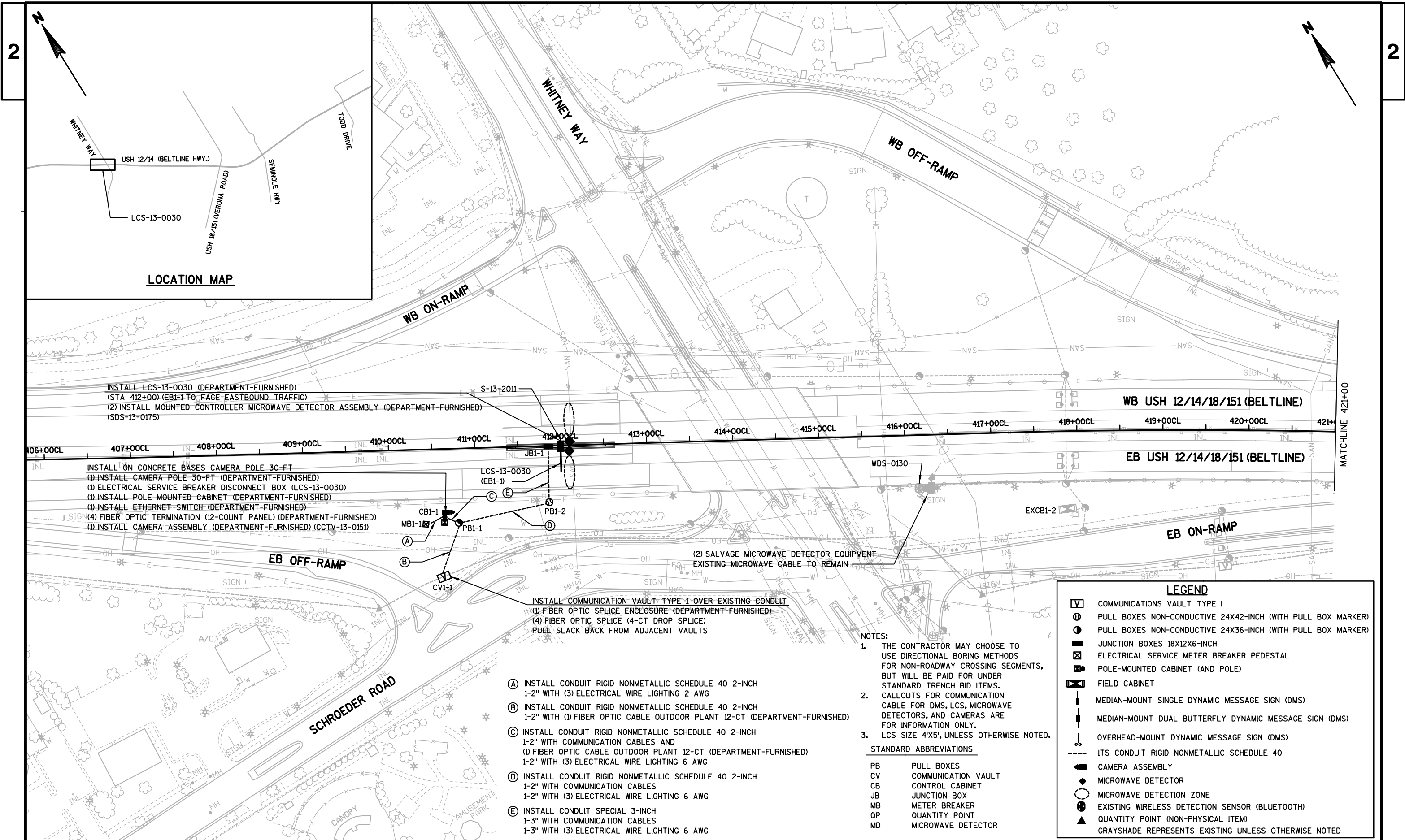
POST SECTION

BLUETOOTH DETECTOR ASSEMBLY - DURING CONSTRUCTION



POST DETAIL

NOTES: PROVIDE STRUCTURAL GRADE PRESSURE TREATED POSTS IN ACCORDANCE WITH SECTION 634 OF THE STANDARD SPECIFICATIONS. POSTS SHALL HAVE A MINIMUM ALLOWABLE BENDING STRESS OF 1200 PSI.



INSTALL LCS-13-0030 (DEPARTMENT-FURNISHED)
(STA 412+00) (EB1-1 TO FACE EASTBOUND TRAFFIC)
(2) INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY (DEPARTMENT-FURNISHED)
(SDS-13-0175)

INSTALL ON CONCRETE BASES CAMERA POLE 30-FT
(1) INSTALL CAMERA POLE 30-FT (DEPARTMENT-FURNISHED)
(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LCS-13-0030)
(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
(1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)
(4) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)
(1) INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED) (CCTV-13-0151)

INSTALL COMMUNICATION VAULT TYPE 1 OVER EXISTING CONDUIT
(1) FIBER OPTIC SPLICE ENCLOSURE (DEPARTMENT-FURNISHED)
(4) FIBER OPTIC SPLICE (4-CT DROP SPLICE)
PULL SLACK BACK FROM ADJACENT VAULTS

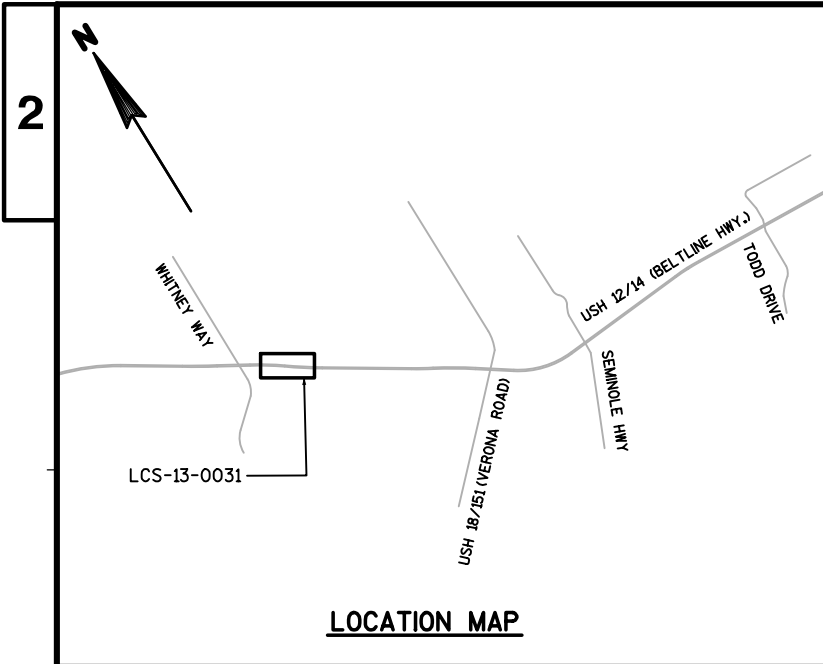
- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (C) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (E) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH COMMUNICATION CABLES 1-3" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG

- NOTES:
1. THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
 2. CALLOUTS FOR COMMUNICATION CABLE FOR DMS, LCS, MICROWAVE DETECTORS, AND CAMERAS ARE FOR INFORMATION ONLY.
 3. LCS SIZE 4'X5', UNLESS OTHERWISE NOTED.

STANDARD ABBREVIATIONS

PB	PULL BOXES
CV	COMMUNICATION VAULT
CB	CONTROL CABINET
JB	JUNCTION BOX
MB	METER BREAKER
QP	QUANTITY POINT
MD	MICROWAVE DETECTOR

LEGEND	
	COMMUNICATIONS VAULT TYPE 1
	PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
	PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
	JUNCTION BOXES 18X12X6-INCH
	ELECTRICAL SERVICE METER BREAKER PEDESTAL
	POLE-MOUNTED CABINET (AND POLE)
	FIELD CABINET
	MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
	MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
	OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
	ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
	CAMERA ASSEMBLY
	MICROWAVE DETECTOR
	MICROWAVE DETECTION ZONE
	EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
	QUANTITY POINT (NON-PHYSICAL ITEM)
	GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED



- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
- (C) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH COMMUNICATION CABLES 1-3" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)

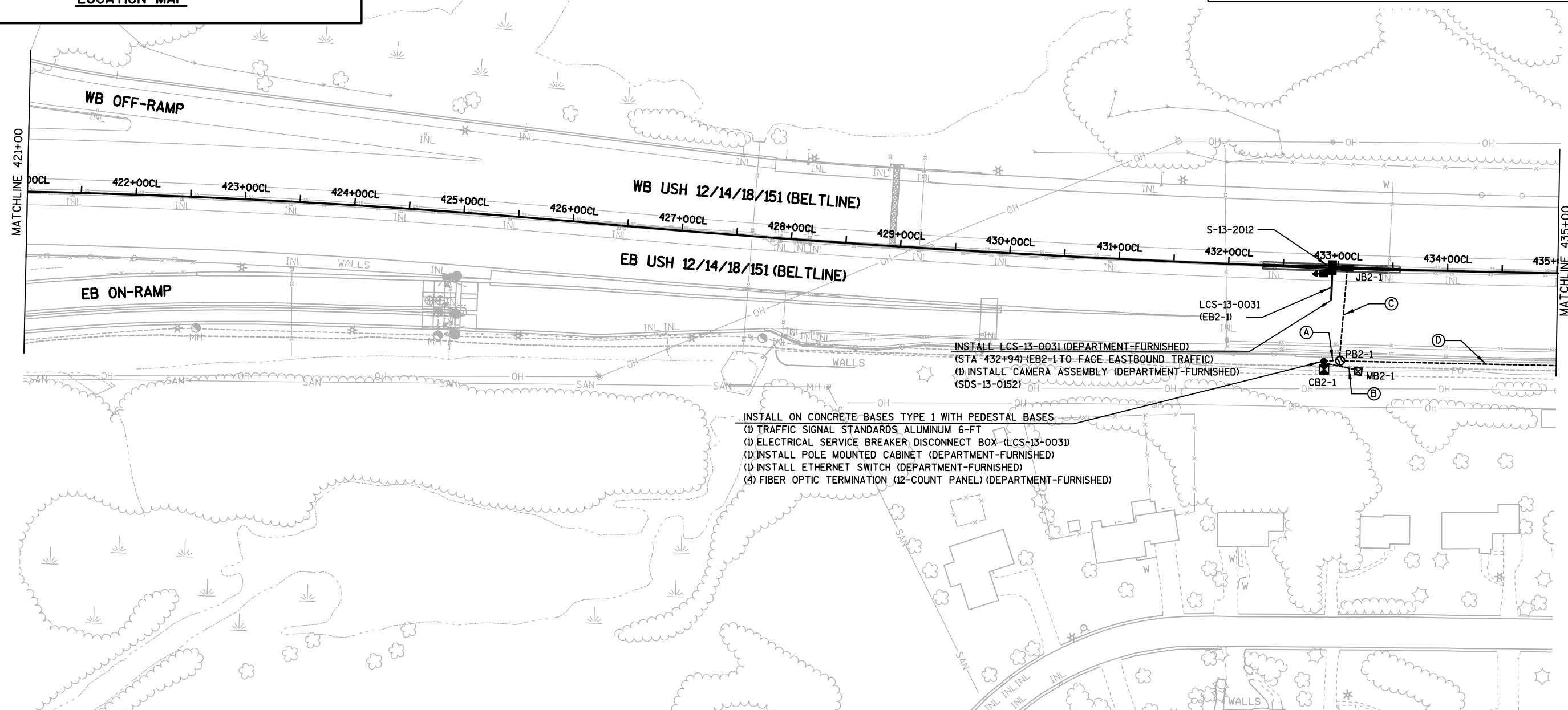
- NOTES:
- THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
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LEGEND

	COMMUNICATIONS VAULT TYPE I
	PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
	PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
	JUNCTION BOXES 18X12X6-INCH
	ELECTRICAL SERVICE METER BREAKER PEDESTAL
	POLE-MOUNTED CABINET (AND POLE)
	FIELD CABINET
	MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
	MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
	OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
	ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
	CAMERA ASSEMBLY
	MICROWAVE DETECTOR
	MICROWAVE DETECTION ZONE
	EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
	QUANTITY POINT (NON-PHYSICAL ITEM)
	GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED



PROJECT NO: 1206-06-79

HWY: USH 12

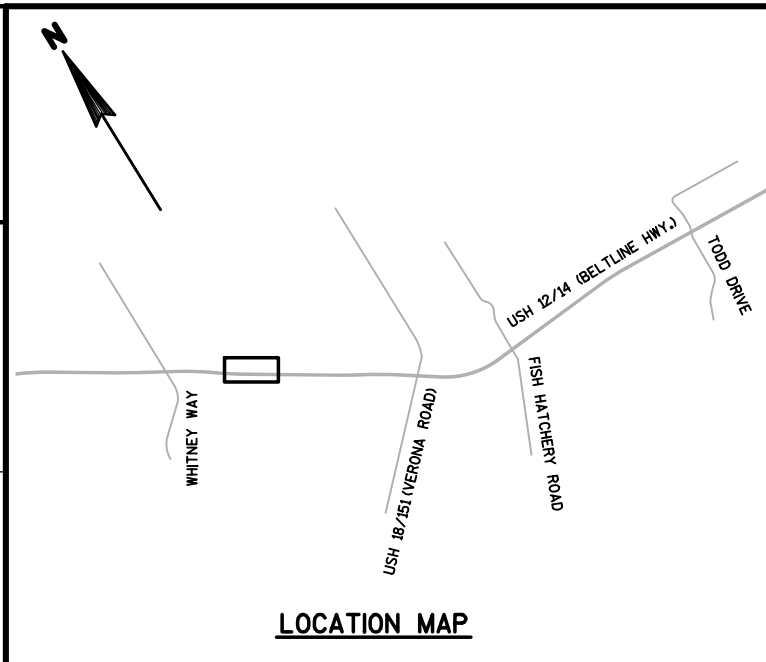
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FTMS

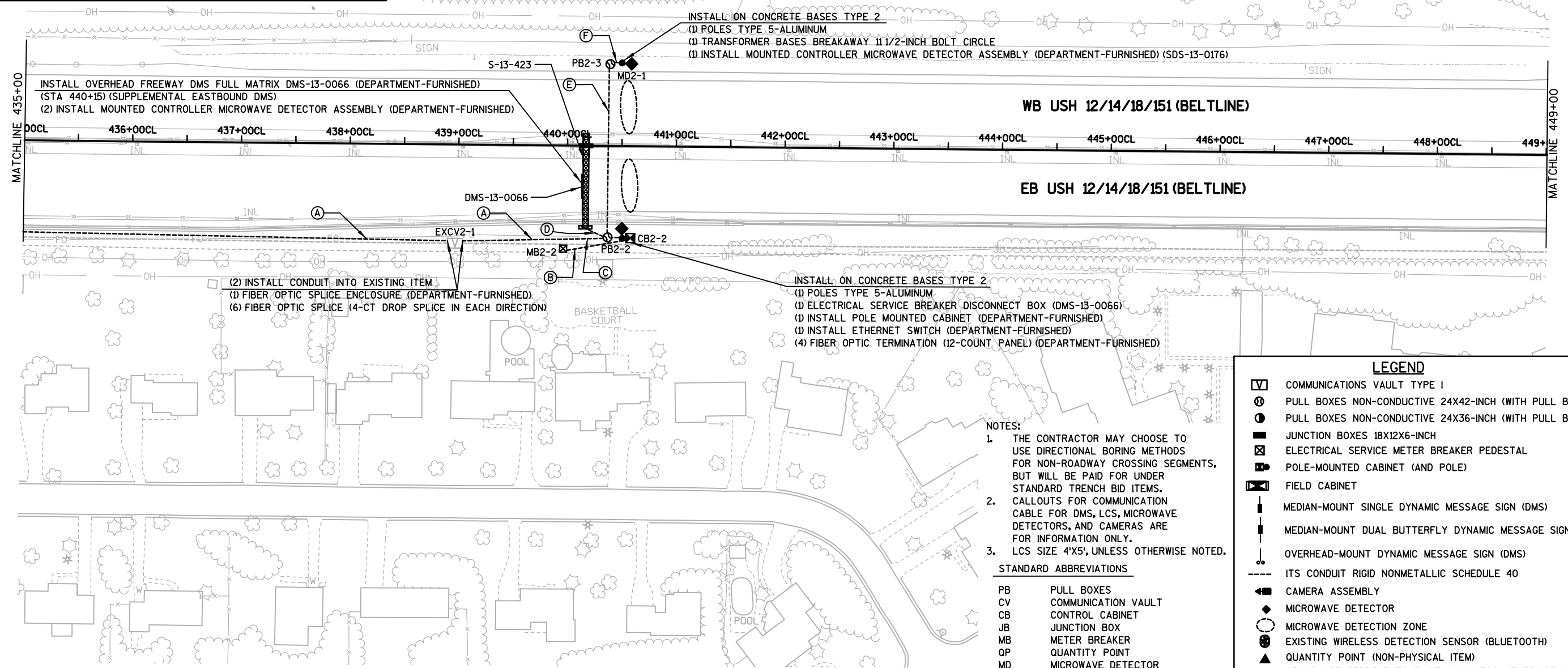
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- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (4) ELECTRICAL WIRE LIGHTING 2 AWG
- (C) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH COMMUNICATION CABLES AND
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
1-2" WITH (4) ELECTRICAL WIRE LIGHTING 6 AWG
- (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH COMMUNICATION CABLES
1-2" WITH (4) ELECTRICAL WIRE LIGHTING 6 AWG
- (E) INSTALL CONDUIT SPECIAL 3-INCH
1-3" WITH CABLE MICROWAVE DETECTOR
- (F) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-3" WITH CABLE MICROWAVE DETECTOR



LEGEND

	COMMUNICATIONS VAULT TYPE I
	PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
	PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
	JUNCTION BOXES 18X12X6-INCH
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	POLE-MOUNTED CABINET (AND POLE)
	FIELD CABINET
	MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
	MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
	OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
	ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
	CAMERA ASSEMBLY
	MICROWAVE DETECTOR
	MICROWAVE DETECTION ZONE
	EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
	QUANTITY POINT (NON-PHYSICAL ITEM)
	GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

PROJECT NO: 1206-06-79

HWY: USH 12

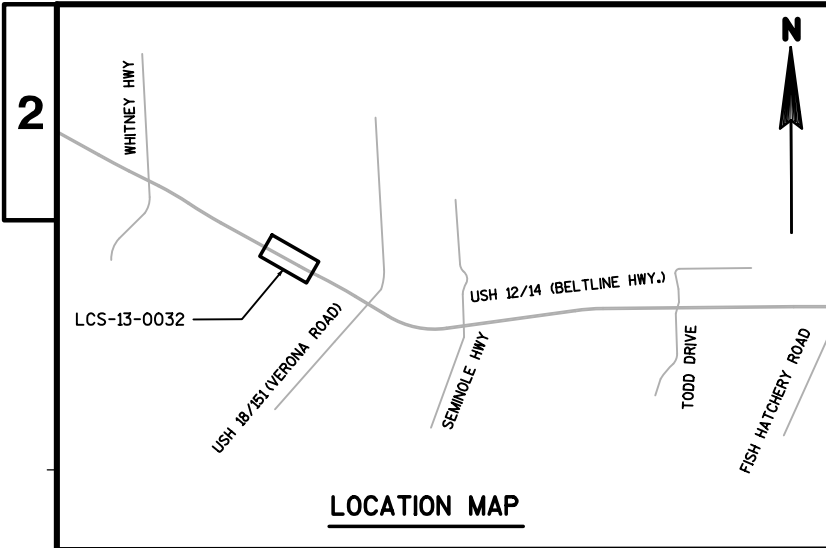
COUNTY: DANE

FTMS

SHEET

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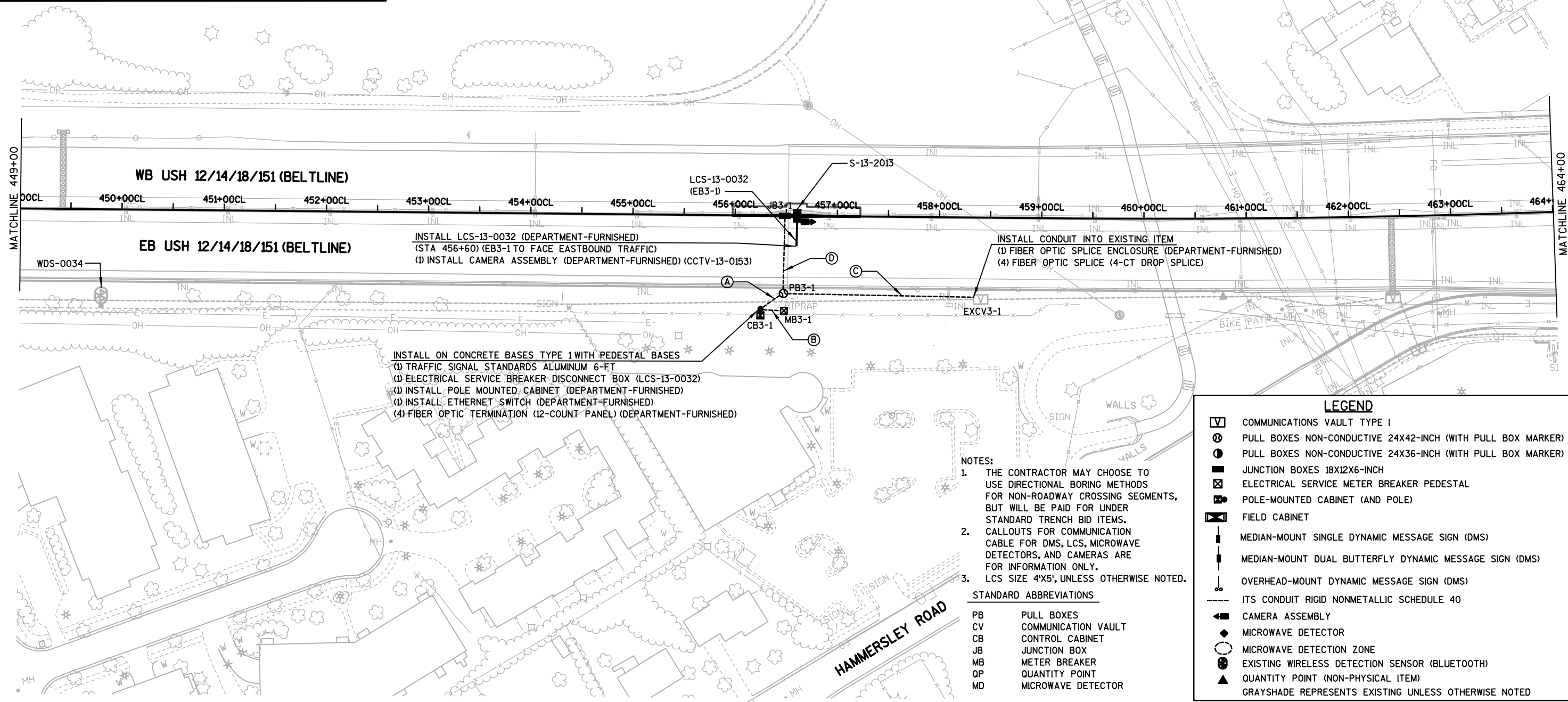
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- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
- (C) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (D) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH COMMUNICATION CABLES 1-3" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG

COURSE

SOUTHWEST COMPUTER PATH



PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

FTMS

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E

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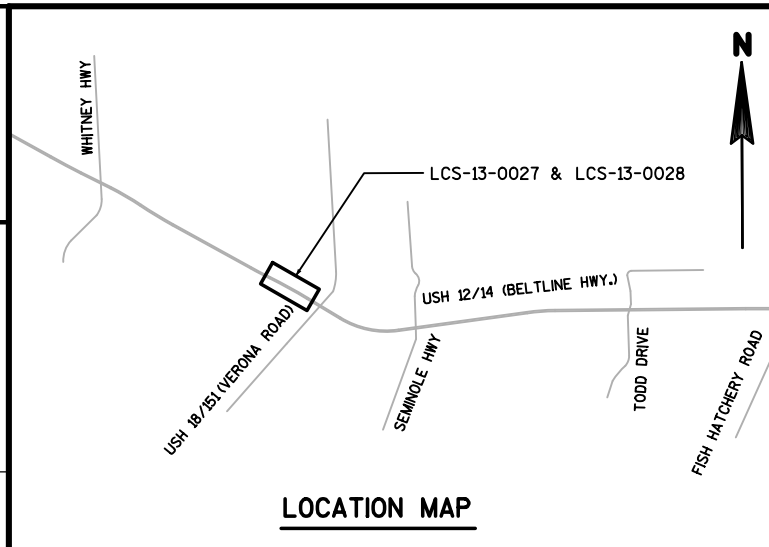
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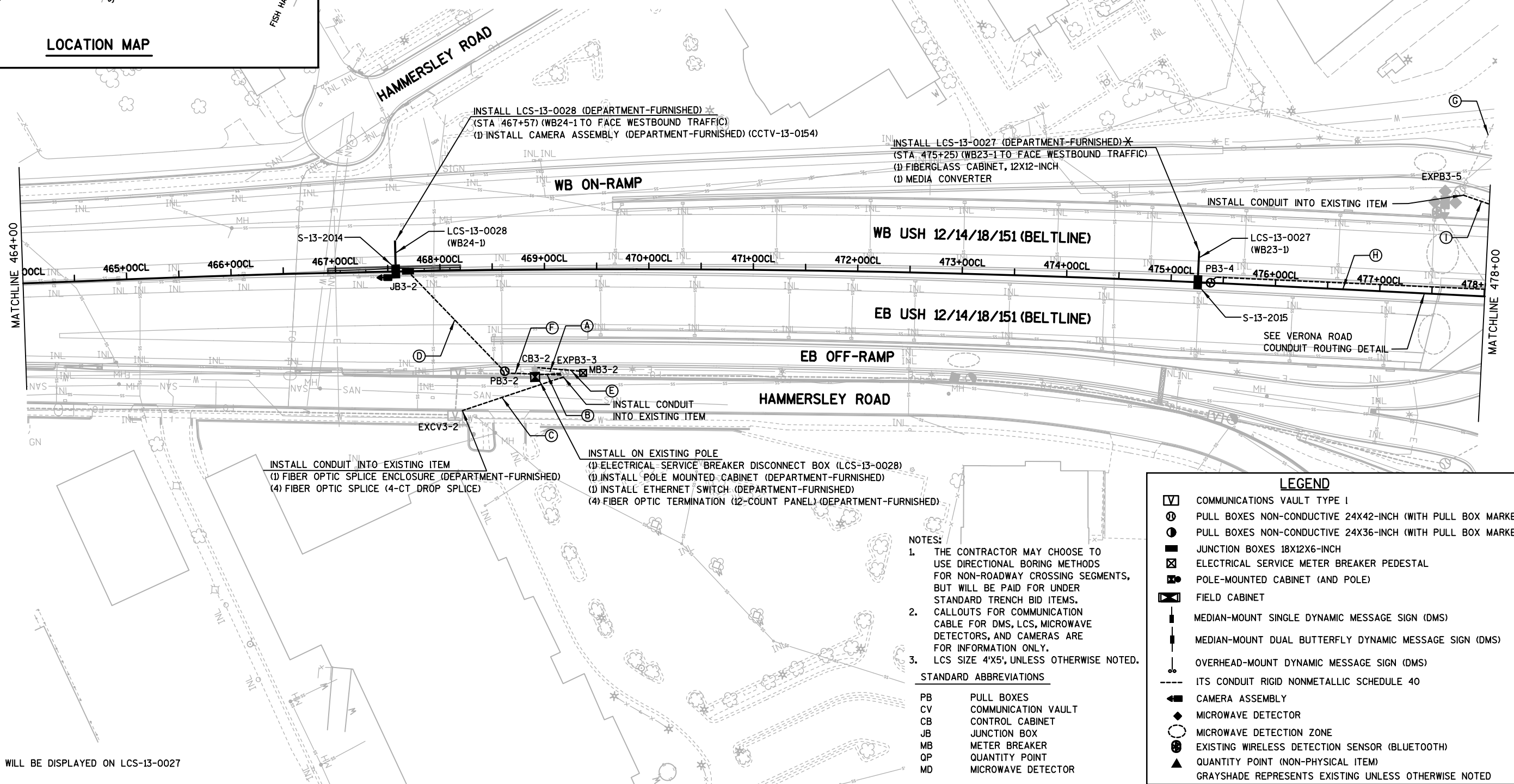
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- | | |
|---|---|
| <p>(A) INSTALL INTO EXISTING CONDUIT TO REMAIN
(1) COMMUNICATION CABLES AND
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)</p> <p>(B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" INTO CABINET WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG</p> <p>(C) INSTALL CONDUIT SPECIAL 2-INCH
1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)</p> <p>(D) INSTALL CONDUIT SPECIAL 3-INCH
1-3" WITH COMMUNICATION CABLES
1-3" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG</p> <p>(E) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG</p> <p>(F) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" INTO CABINET WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
1-2" WITH COMMUNICATION CABLES</p> | <p>(G) INSTALL INTO EXISTING CONDUIT TO REMAIN
(1) FIBER OPTIC CONNECTOR, 4-CT, 1000-FT
(3) ELECTRICAL WIRE LIGHTING 4 AWG</p> <p>(H) INSTALL CONDUIT RIGID METALLIC 2-INCH
1-2" WITH (1) FIBER OPTIC CONNECTOR, 4-CT, 1000-FT
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 4 AWG</p> <p>(I) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (1) FIBER OPTIC CONNECTOR, 4-CT, 1000-FT
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 4 AWG</p> |
|---|---|



*  W4-2L WILL BE DISPLAYED ON LCS-13-0027

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

FTMS

SHEET

344



LOCATION MAP

LEGEND

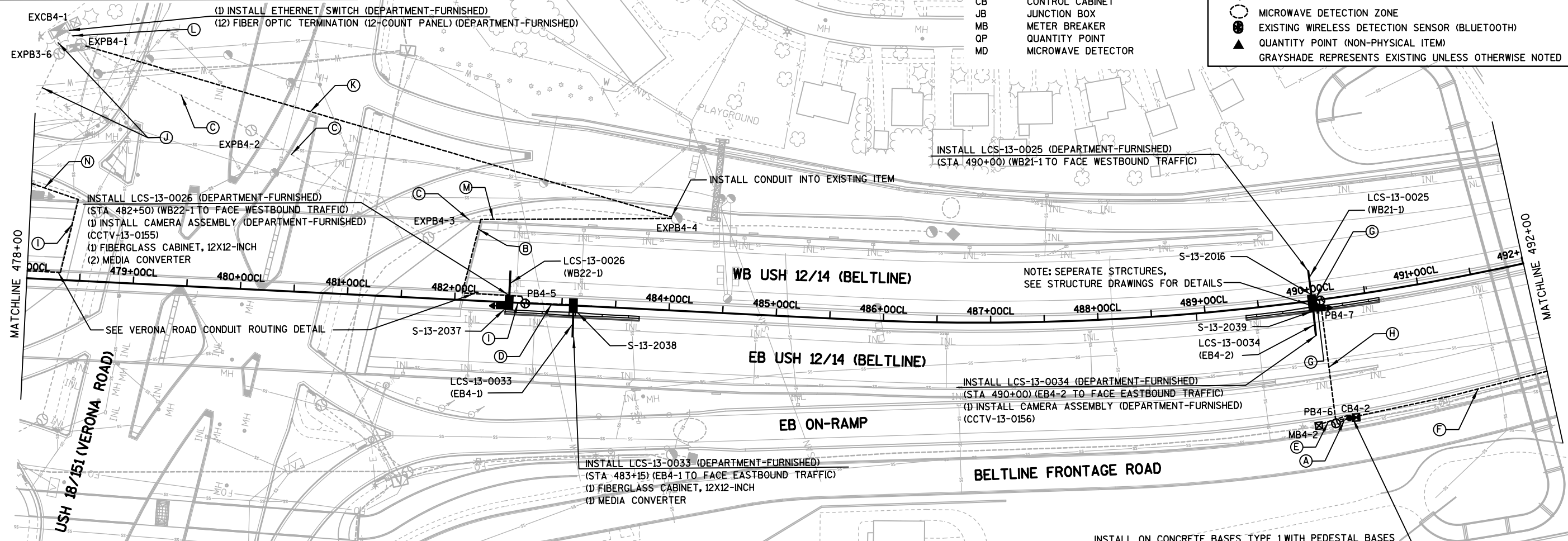
	COMMUNICATIONS VAULT TYPE I
	PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
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	MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
	OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
	ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
	CAMERA ASSEMBLY
	MICROWAVE DETECTOR
	MICROWAVE DETECTION ZONE
	EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
	QUANTITY POINT (NON-PHYSICAL ITEM)
	GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

NOTES:

1. THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
2. CALLOUTS FOR COMMUNICATION CABLE FOR DMS, LCS, MICROWAVE DETECTORS, AND CAMERAS ARE FOR INFORMATION ONLY.
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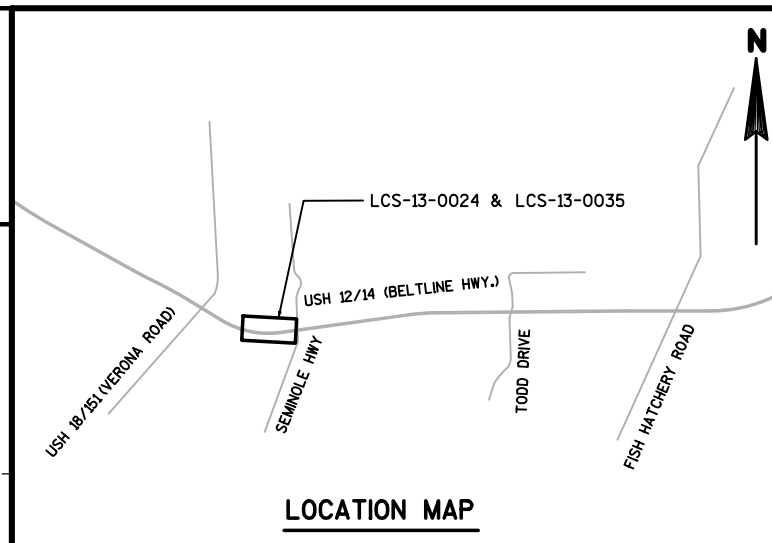


- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-2" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (B) INSTALL CONDUIT RIGID METALLIC 2-INCH 1-2" WITH (2) FIBER OPTIC CONNECTOR, 4-CT, 1000-FT 1-2" WITH (6) ELECTRICAL WIRE LIGHTING 4 AWG
- (C) INSTALL INTO EXISTING CONDUIT TO REMAIN (2) FIBER OPTIC CONNECTOR, 4-CT, 1000-FT
- (D) INSTALL CONDUIT RIGID METALLIC 2-INCH 1-2" WITH (1) FIBER OPTIC CONNECTOR, 4-CT, 1000-FT 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 4 AWG
- (E) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG

- (F) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (G) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (H) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH COMMUNICATION CABLES 1-3" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (I) INSTALL CONDUIT RIGID METALLIC 2-INCH 1-2" WITH (1) FIBER OPTIC CONNECTOR, 4-CT, 1000-FT 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 4 AWG
- (J) INSTALL INTO EXISTING CONDUIT TO REMAIN (1) FIBER OPTIC CONNECTOR, 4-CT, 1000-FT AND (3) ELECTRICAL WIRE LIGHTING 4 AWG

- (K) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH (6) ELECTRICAL WIRE LIGHTING 4 AWG
- (L) INSTALL INTO EXISTING CONDUIT TO REMAIN (6) ELECTRICAL WIRE LIGHTING 4 AWG AND (2) 4-COUNT FIBER OPTIC CONNECTOR 1000-FT
- (M) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (2) FIBER OPTIC CONNECTOR, 4-CT, 1000-FT 1-2" WITH (6) ELECTRICAL WIRE LIGHTING 4 AWG
- (N) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CONNECTOR, 4-CT, 1000-FT 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 4 AWG

- INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES
- (1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT
- (1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LCS-13-0025/LCS-13-0034)
- (1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
- (1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)
- (4) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)



LOCATION MAP



NOTES:

- THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
- CALLOUTS FOR COMMUNICATION CABLE FOR DMS, LCS, MICROWAVE DETECTORS, AND CAMERAS ARE FOR INFORMATION ONLY.
- LCS SIZE 4'X5', UNLESS OTHERWISE NOTED.

STANDARD ABBREVIATIONS

PB	PULL BOXES
CV	COMMUNICATION VAULT
CB	CONTROL CABINET
JB	JUNCTION BOX
MB	METER BREAKER
QP	QUANTITY POINT
MD	MICROWAVE DETECTOR

LEGEND

[V]	COMMUNICATIONS VAULT TYPE I
⊕	PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
⊙	PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
■	JUNCTION BOXES 18X12X6-INCH
⊠	ELECTRICAL SERVICE METER BREAKER PEDESTAL
⊞	POLE-MOUNTED CABINET (AND POLE)
⊞	FIELD CABINET
— —	MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
— —	MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
— —	OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
---	ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
◀	CAMERA ASSEMBLY
◆	MICROWAVE DETECTOR
○	MICROWAVE DETECTION ZONE
⊕	EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
▲	QUANTITY POINT (NON-PHYSICAL ITEM)
---	GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES
(1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT
(1) ELECTRICAL SERVICE BREAKER-DISCONNECT BOX (LCS-13-0024)
(1) INSTALL POLE-MOUNTED CABINET (DEPARTMENT-FURNISHED)
(1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)
(4) INSTALL FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)

INSTALL CONDUIT INTO EXISTING ITEM
(1) FIBER OPTIC SPLICE ENCLOSURE (DEPARTMENT-FURNISHED)
(4) FIBER OPTIC SPLICE (4-CT DROP SPLICE)

INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES
(1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT
(1) ELECTRICAL SERVICE BREAKER-DISCONNECT BOX (LCS-13-0035)
(1) INSTALL POLE-MOUNTED CABINET (DEPARTMENT-FURNISHED)
(1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)
(4) INSTALL FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)

INSTALL CONDUIT INTO EXISTING ITEM
(1) FIBER OPTIC SPLICE ENCLOSURE (DEPARTMENT-FURNISHED)
(4) FIBER OPTIC SPLICE (4-CT DROP SPLICE)

INSTALL LCS-13-0024 (DEPARTMENT-FURNISHED)
(STA 498+41) (WB20-1 TO FACE WESTBOUND TRAFFIC)
(1) INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED) (CCTV-13-0157)

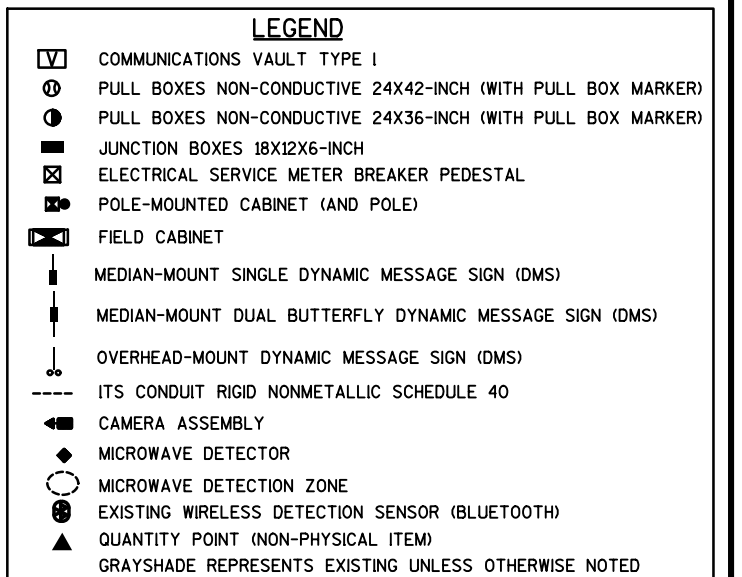
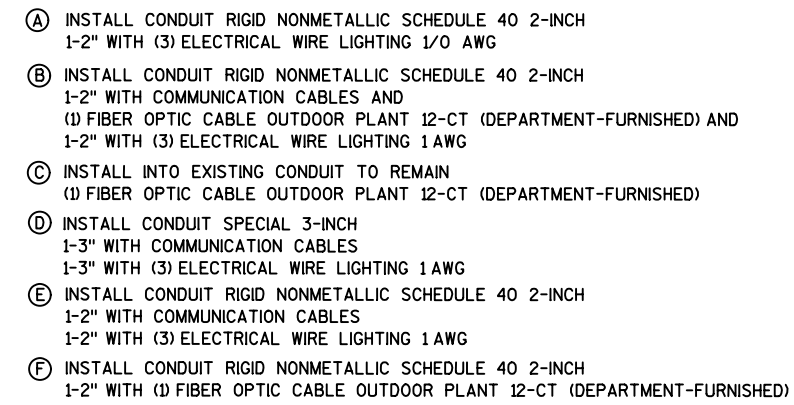
INSTALL LCS-13-0035 (DEPARTMENT-FURNISHED)
(STA 503+82) (EB5-1 TO FACE EASTBOUND TRAFFIC)

(4) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)

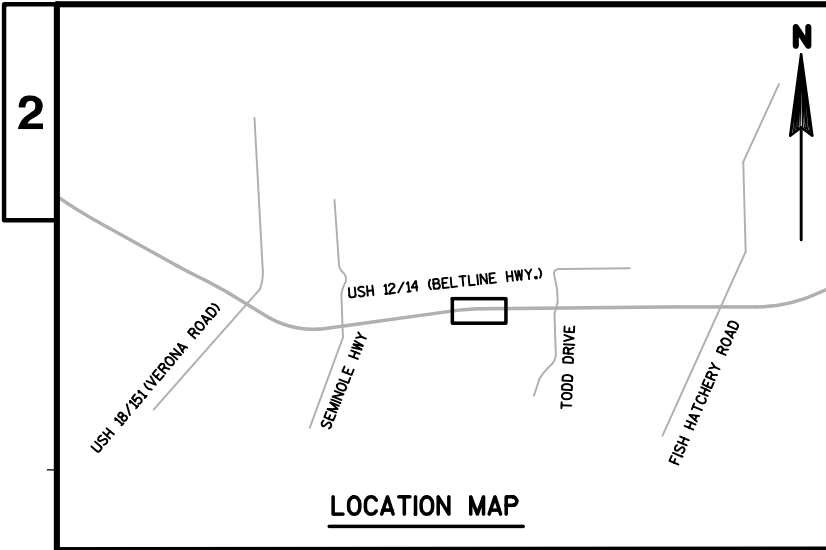
INSTALL CONDUIT INTO EXISTING ITEM
(1) FIBER OPTIC SPLICE ENCLOSURE (DEPARTMENT-FURNISHED)
(4) FIBER OPTIC SPLICE (4-CT DROP SPLICE)

- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (C) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (D) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH COMMUNICATION CABLES 1-3" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG

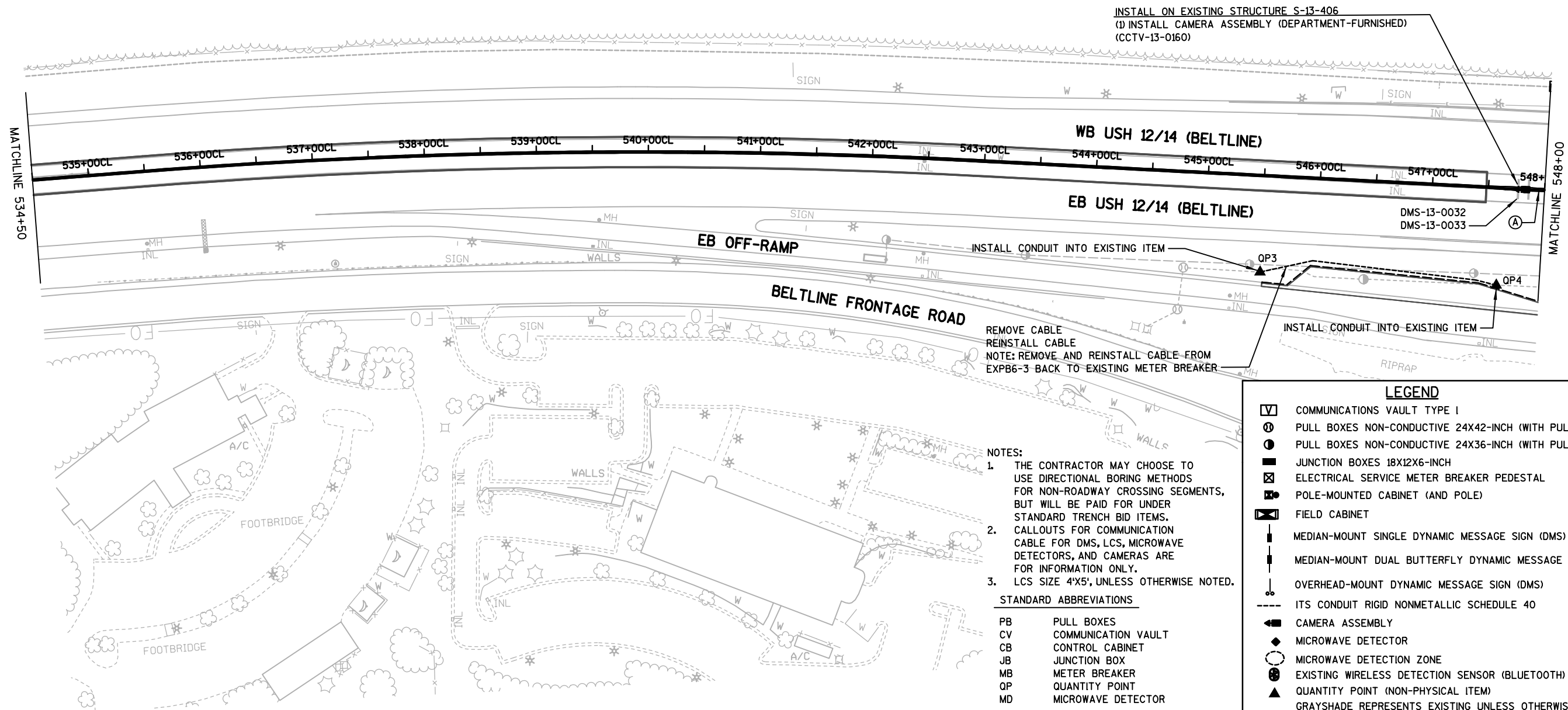
- (E) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
- (F) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (G) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (H) INSTALL INTO EXISTING CONDUIT TO REMAIN (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)



PB	PULL BOXES
CV	COMMUNICATION VAULT
CB	CONTROL CABINET
JB	JUNCTION BOX
MB	METER BREAKER
QP	QUANTITY POINT
MD	MICROWAVE DETECTOR



Ⓐ INSTALL INTO EXISTING CONDUIT TO REMAIN
COMMUNICATION CABLES



PROJECT NO: 1206-06-79

HWY: USH 12

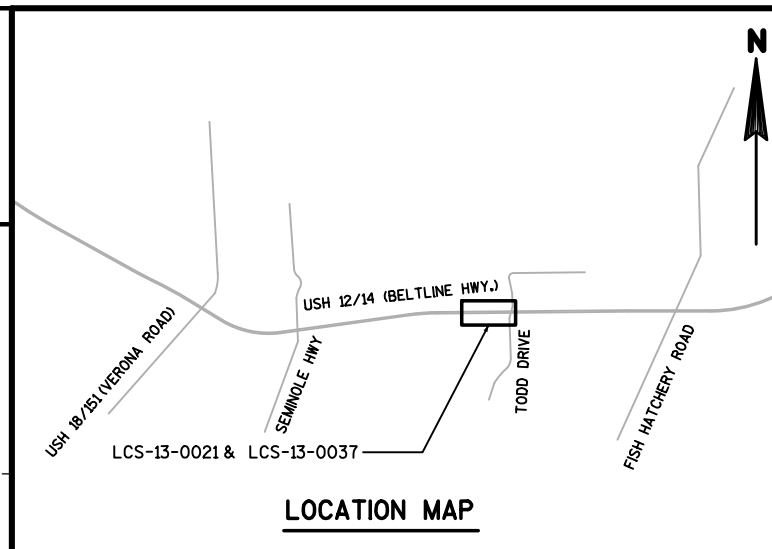
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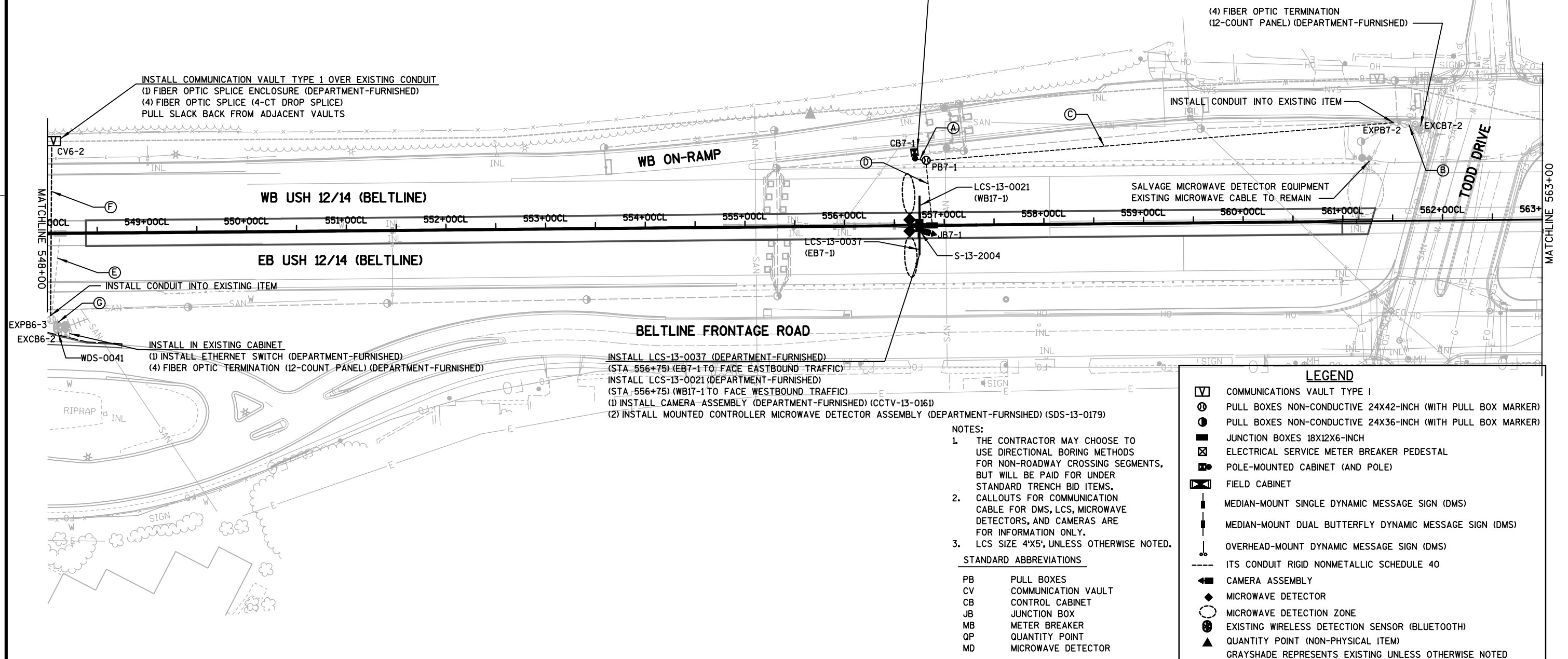
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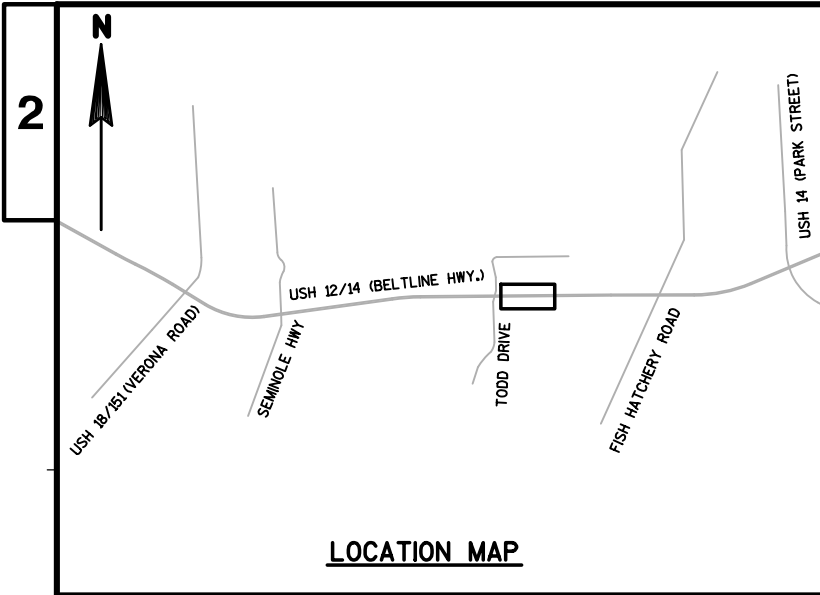
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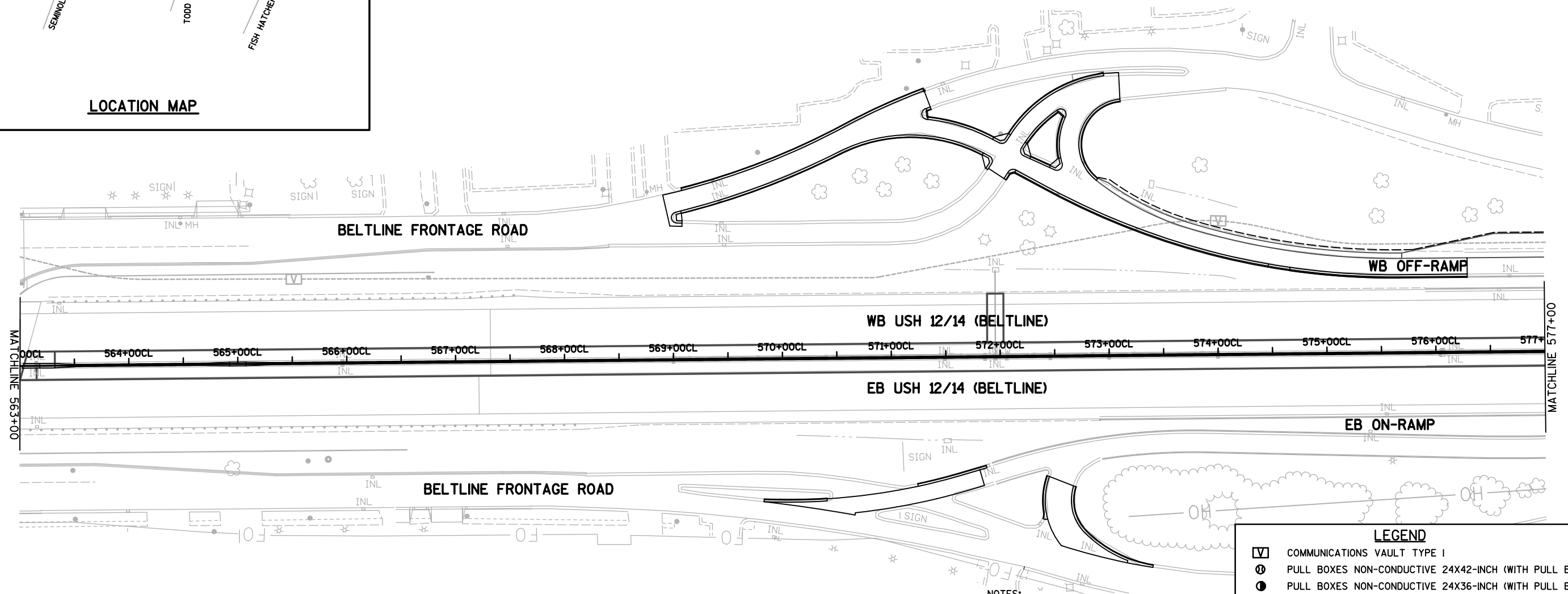
LOCATION MAP

- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH COMMUNICATION CABLES AND
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 1/0 AWG
1-2" WITH (6) ELECTRICAL WIRE LIGHTING 1 AWG
- (B) INSTALL INTO EXISTING CONDUIT TO REMAIN
(3) ELECTRICAL WIRE LIGHTING 1/0 AWG AND
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (C) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 1/0 AWG
- (D) INSTALL CONDUIT SPECIAL 3-INCH
1-3" WITH COMMUNICATION CABLES
1-3" WITH (6) ELECTRICAL WIRE LIGHTING 1 AWG
- (E) INSTALL INTO EXISTING CONDUIT TO REMAIN
COMMUNICATION CABLES
- (F) INSTALL CONDUIT SPECIAL 3-INCH
1-3" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
1-3" WITH (6) ELECTRICAL WIRE LIGHTING 1 AWG
- (G) INSTALL INTO EXISTING CONDUIT TO REMAIN
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
AND COMMUNICATION CABLES





FOR INFORMATION PURPOSES ONLY.



- NOTES:
1. THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS. CALLOUTS FOR COMMUNICATION CABLE FOR DMS, LCS, MICROWAVE DETECTORS, AND CAMERAS ARE FOR INFORMATION ONLY.
 2. LCS SIZE 4'X5', UNLESS OTHERWISE NOTED.

STANDARD ABBREVIATIONS

PB	PULL BOXES
CV	COMMUNICATION VAULT
CB	CONTROL CABINET
JB	JUNCTION BOX
MB	METER BREAKER
QP	QUANTITY POINT
MD	MICROWAVE DETECTOR

LEGEND

	COMMUNICATIONS VAULT TYPE I
	PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
	PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
	JUNCTION BOXES 18X12X6-INCH
	ELECTRICAL SERVICE METER BREAKER PEDESTAL
	POLE-MOUNTED CABINET (AND POLE)
	FIELD CABINET
	MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
	MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
	OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
	ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
	CAMERA ASSEMBLY
	MICROWAVE DETECTOR
	MICROWAVE DETECTION ZONE
	EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
	QUANTITY POINT (NON-PHYSICAL ITEM)
	GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

FTMS

SHEET

351

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FILE NAME : S:\MAD\4500--4599\4561\001\Drawings\CAD\Plan\021421_fm.dgn

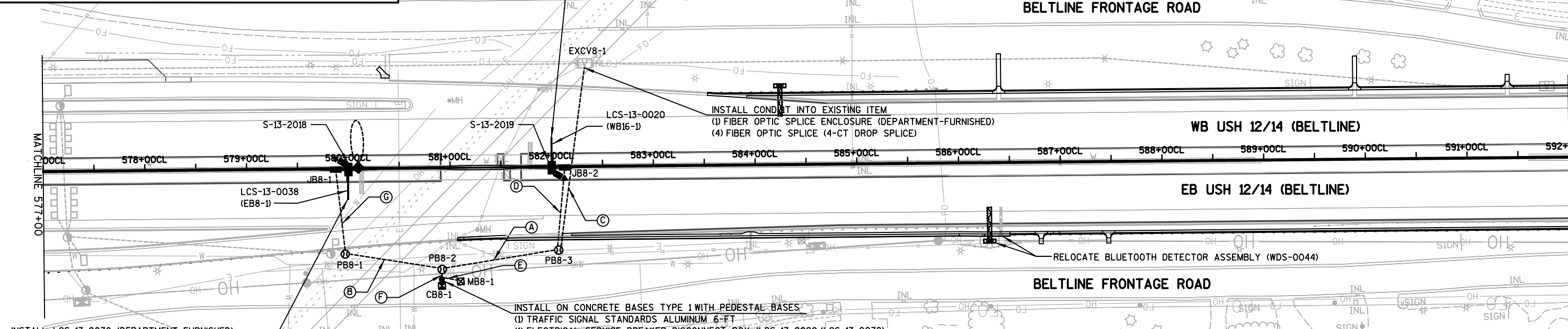
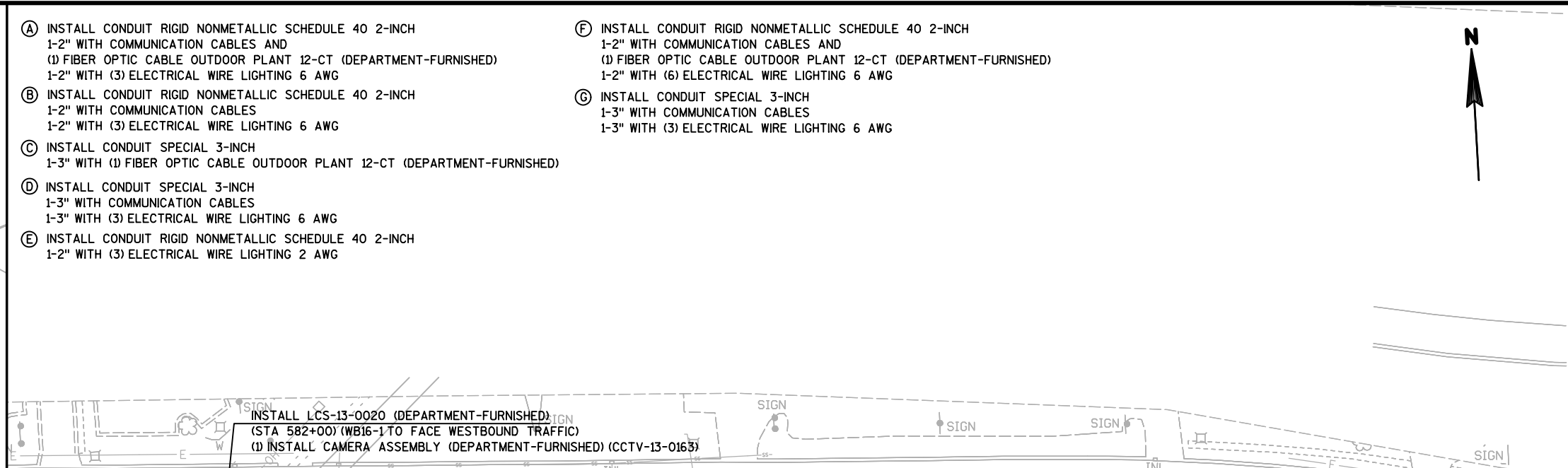
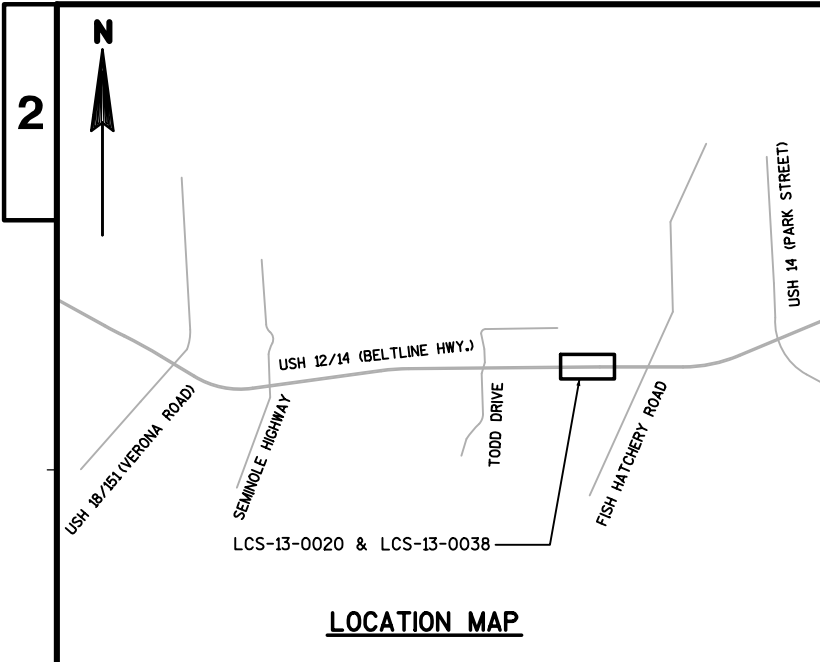
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WISDOT/CADDs SHEET 42



INSTALL LCS-13-0038 (DEPARTMENT-FURNISHED)
(STA 580+00) (EB8-1) TO FACE EASTBOUND TRAFFIC
(1) INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED) (CCTV-13-0162)
(1) INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY (DEPARTMENT-FURNISHED) (SDS-13-0180)

INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES
(1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT
(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LCS-13-0020/LCS-13-0038)
(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
(1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)
(4) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)

INSTALL LCS-13-0020 (DEPARTMENT-FURNISHED)
(STA 582+00) (WB16-1) TO FACE WESTBOUND TRAFFIC
(1) INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED) (CCTV-13-0163)

INSTALL CONDUIT INTO EXISTING ITEM
(1) FIBER OPTIC SPLICER ENCLOSURE (DEPARTMENT-FURNISHED)
(4) FIBER OPTIC SPLICER (4-CT DROP SPLICER)

NOTES:

- THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
- CALLOUTS FOR COMMUNICATION CABLE FOR DMS, LCS, MICROWAVE DETECTORS, AND CAMERAS ARE FOR INFORMATION ONLY.
- LCS SIZE 4'X5', UNLESS OTHERWISE NOTED.

STANDARD ABBREVIATIONS

PB	PULL BOXES
CV	COMMUNICATION VAULT
CB	CONTROL CABINET
JB	JUNCTION BOX
MB	METER BREAKER
QP	QUANTITY POINT
MD	MICROWAVE DETECTOR

LEGEND

[Symbol]	COMMUNICATIONS VAULT TYPE I
[Symbol]	PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
[Symbol]	PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
[Symbol]	JUNCTION BOXES 18X12X6-INCH
[Symbol]	ELECTRICAL SERVICE METER BREAKER PEDESTAL
[Symbol]	POLE-MOUNTED CABINET (AND POLE)
[Symbol]	FIELD CABINET
[Symbol]	MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
[Symbol]	MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
[Symbol]	OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
[Symbol]	ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
[Symbol]	CAMERA ASSEMBLY
[Symbol]	MICROWAVE DETECTOR
[Symbol]	MICROWAVE DETECTION ZONE
[Symbol]	EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
[Symbol]	QUANTITY POINT (NON-PHYSICAL ITEM)
[Symbol]	GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

2

- INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES
- (1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT
 - (1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LCS-13-0039)
 - (1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
 - (1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)
 - (2) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)

INSTALL CONDUIT INTO EXISTING ITEM

INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES

- (1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT
- (1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LCS-13-0039)
- (1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
- (1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)
- (2) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)

SALVAGE MICROWAVE DETECTOR ASSEMBLY
(1) REMOVING EXISTING POLE
(1) REMOVING CONCRETE BASES
EXISTING MICROWAVE CABLE TO REMAIN

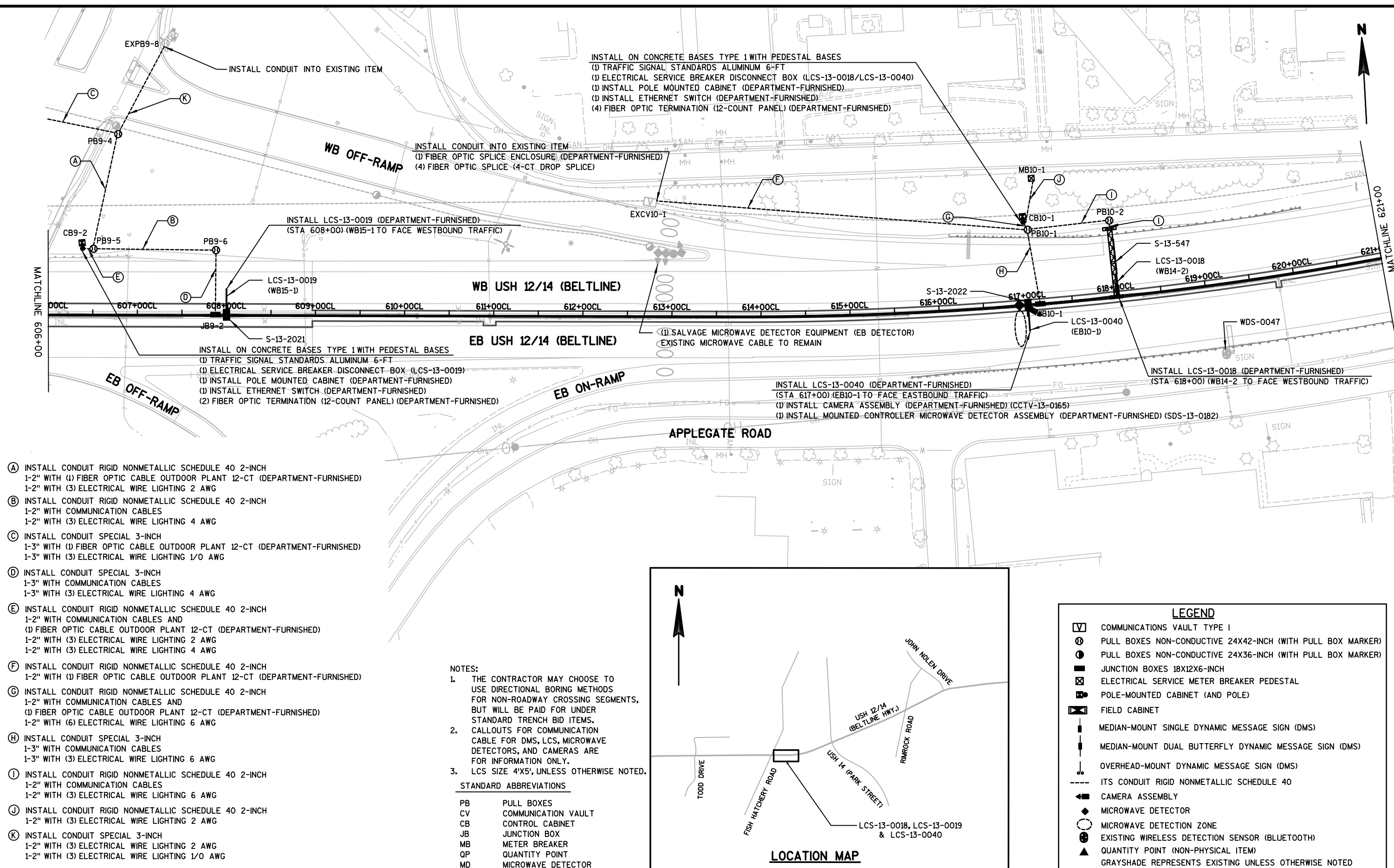
PB	PULL BOXES
CV	COMMUNICATION VAULT
CB	CONTROL CABINET
JB	JUNCTION BOX
MB	METER BREAKER
QP	QUANTITY POINT
MD	MICROWAVE DETECTOR

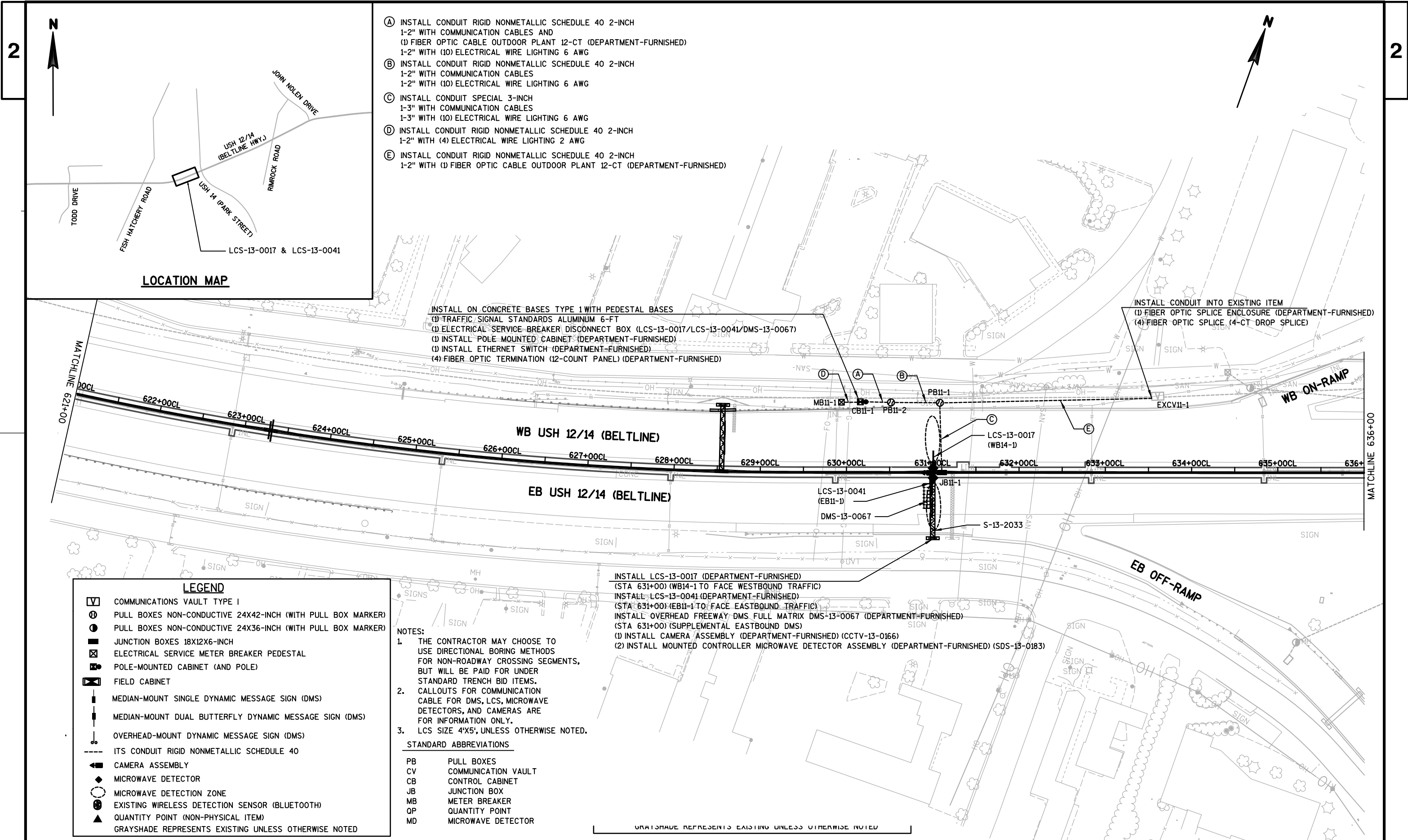
	COMMUNICATIONS VAULT TYPE I
	PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
	PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
	JUNCTION BOXES 18X12X6-INCH
	ELECTRICAL SERVICE METER BREAKER PEDESTAL
	POLE-MOUNTED CABINET (AND POLE)
	FIELD CABINET
	MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
	MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
	OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
	ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
	CAMERA ASSEMBLY
	MICROWAVE DETECTOR
	MICROWAVE DETECTION ZONE
	EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
	QUANTITY POINT (NON-PHYSICAL ITEM)
	GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

PB	PULL BOXES
CV	COMMUNICATION VAULT
CB	CONTROL CABINET
JB	JUNCTION BOX
MB	METER BREAKER
QP	QUANTITY POINT
MD	MICROWAVE DETECTOR

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PLOT SCALE : \$\$.....plot*scale.....\$\$ WISDOT/CADDs SHEET 42





LOCATION MAP

- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-2" WITH (10) ELECTRICAL WIRE LIGHTING 6 AWG
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES 1-2" WITH (10) ELECTRICAL WIRE LIGHTING 6 AWG
- (C) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH COMMUNICATION CABLES 1-3" WITH (10) ELECTRICAL WIRE LIGHTING 6 AWG
- (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (4) ELECTRICAL WIRE LIGHTING 2 AWG
- (E) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)

INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES

(1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT

(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LCS-13-0017/LCS-13-0041/DMS-13-0067)

(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)

(1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)

(4) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)

INSTALL CONDUIT INTO EXISTING ITEM

(1) FIBER OPTIC SPLICE ENCLOSURE (DEPARTMENT-FURNISHED)

(4) FIBER OPTIC SPLICE (4-CT DROP SPLICE)

LEGEND

- COMMUNICATIONS VAULT TYPE I
- PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
- PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
- JUNCTION BOXES 18X12X6-INCH
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- POLE-MOUNTED CABINET (AND POLE)
- FIELD CABINET
- MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
- MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
- OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
- ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
- CAMERA ASSEMBLY
- MICROWAVE DETECTOR
- MICROWAVE DETECTION ZONE
- EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
- QUANTITY POINT (NON-PHYSICAL ITEM)
- GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

NOTES:

1. THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS. CALLOUTS FOR COMMUNICATION CABLE FOR DMS, LCS, MICROWAVE DETECTORS, AND CAMERAS ARE FOR INFORMATION ONLY.
2. LCS SIZE 4'X5', UNLESS OTHERWISE NOTED.
3. STANDARD ABBREVIATIONS

PB	PULL BOXES
CV	COMMUNICATION VAULT
CB	CONTROL CABINET
JB	JUNCTION BOX
MB	METER BREAKER
OP	QUANTITY POINT
MD	MICROWAVE DETECTOR

INSTALL LCS-13-0017 (DEPARTMENT-FURNISHED) (STA 631+00) (WB14-1 TO FACE WESTBOUND TRAFFIC)

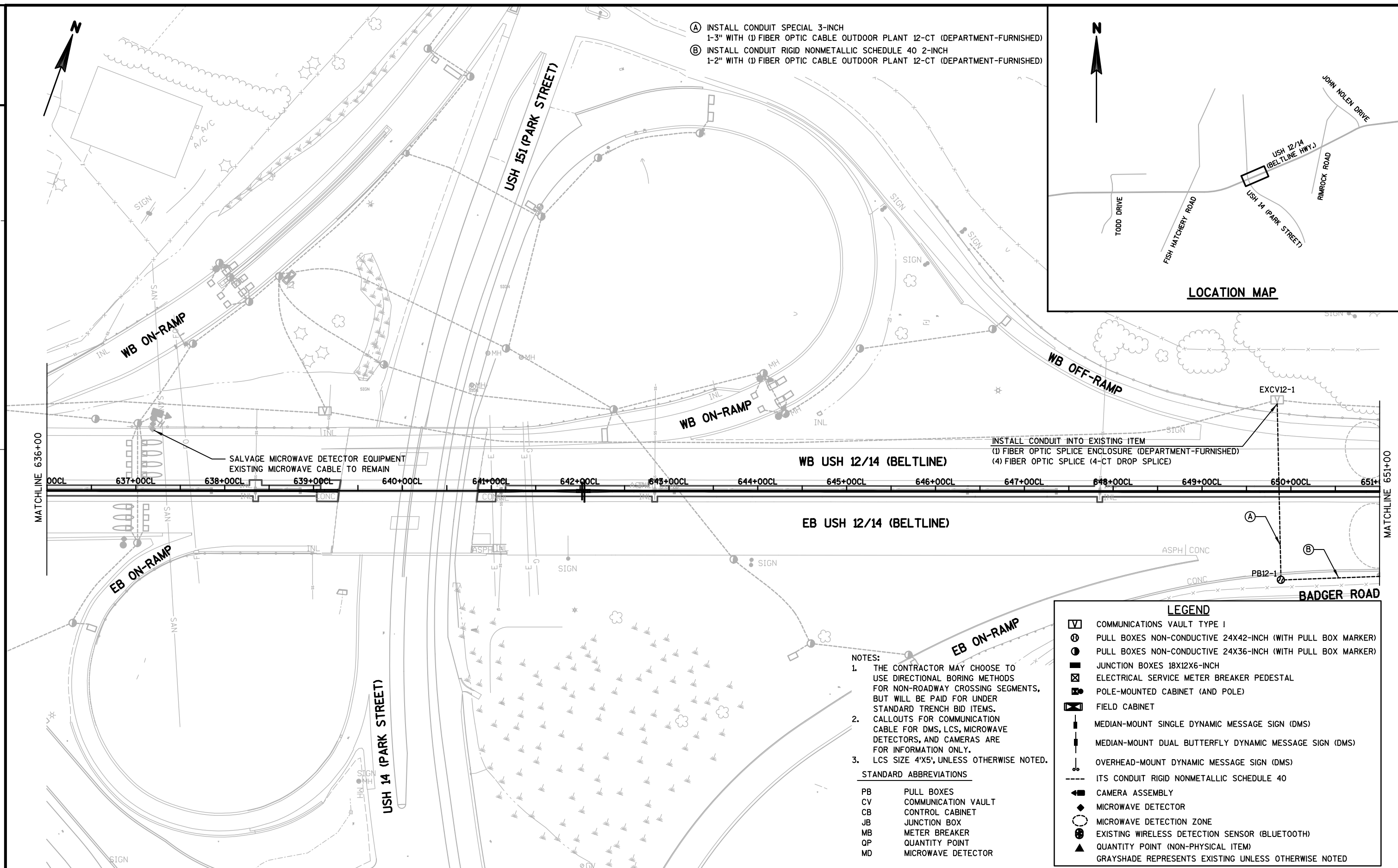
INSTALL LCS-13-0041 (DEPARTMENT-FURNISHED) (STA 631+00) (EB11-1 TO FACE EASTBOUND TRAFFIC)

INSTALL OVERHEAD FREEWAY DMS FULL MATRIX DMS-13-0067 (DEPARTMENT-FURNISHED) (STA 631+00) (SUPPLEMENTAL EASTBOUND DMS)

(1) INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED) (CCTV-13-0166)

(2) INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY (DEPARTMENT-FURNISHED) (SDS-13-0183)

GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED



2

- (A) INSTALL CONDUIT INTO EXISTING CONDUIT TO REMAIN
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) AND
COMMUNICATION CABLES
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
- (C) INSTALL CONDUIT SPECIAL 3-INCH
1-3" WITH COMMUNICATION CABLES
1-3" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (E) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH COMMUNICATION CABLES AND
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
1-2" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (F) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
- (G) INSTALL CONDUIT SPECIAL 3-INCH
1-3" WITH COMMUNICATION CABLES
1-3" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (H) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG

NOTES:

1. THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
2. CALLOUTS FOR COMMUNICATION CABLE FOR DMS, LCS, MICROWAVE DETECTORS, AND CAMERAS ARE FOR INFORMATION ONLY.
3. LCS SIZE 4'X5', UNLESS OTHERWISE NOTED.

STANDARD ABBREVIATIONS

PB	PULL BOXES
CV	COMMUNICATION VAULT
CB	CONTROL CABINET
JB	JUNCTION BOX
MB	METER BREAKER
QP	QUANTITY POINT
MD	MICROWAVE DETECTOR

LEGEND

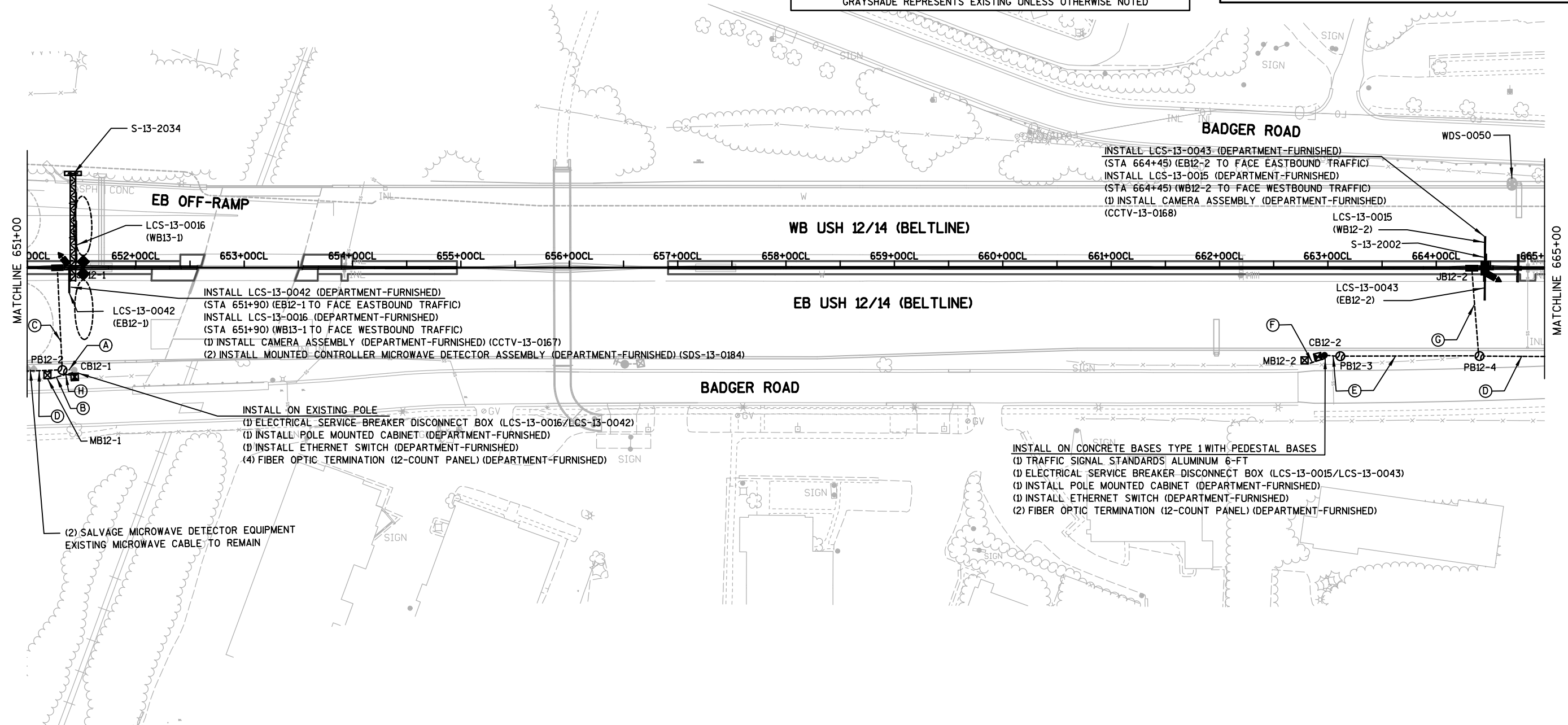
- | | |
|--|---|
| | COMMUNICATIONS VAULT TYPE I |
| | PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER) |
| | PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER) |
| | JUNCTION BOXES 18X12X6-INCH |
| | ELECTRICAL SERVICE METER BREAKER PEDESTAL |
| | POLE-MOUNTED CABINET (AND POLE) |
| | FIELD CABINET |
| | MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS) |
| | MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS) |
| | OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS) |
| | ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40 |
| | CAMERA ASSEMBLY |
| | MICROWAVE DETECTOR |
| | MICROWAVE DETECTION ZONE |
| | EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH) |
| | QUANTITY POINT (NON-PHYSICAL ITEM) |
| | GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED |



LCS-13-0016, LCS-13-0042,
LCS-13-0015, & LCS-13-0043-

2 |

LOCATION MAP



PROJECT NO: 1206-06-79

HWY: USH 12

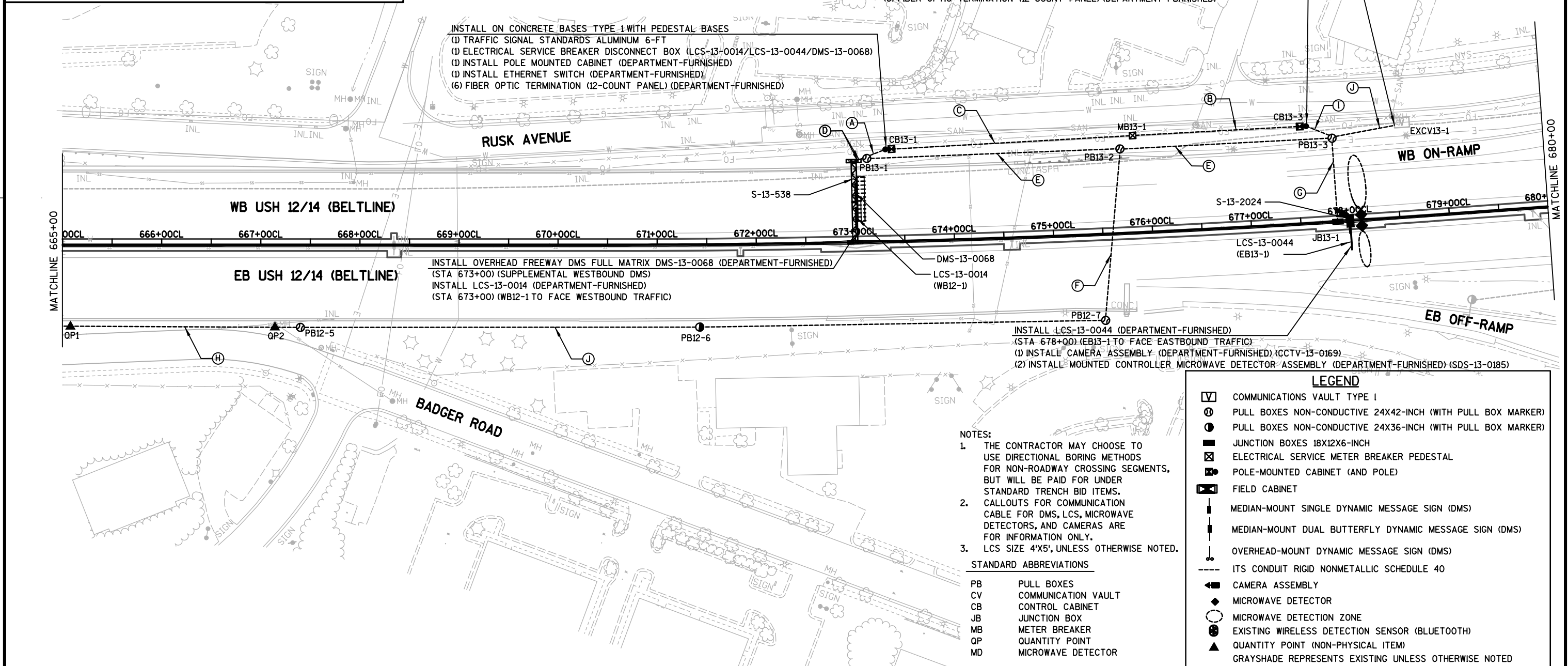
COUNTY: DANE

FTMS

SHEET

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2

N

LCS-13-0013

JOHN NOLEN DRIVE

USH 12/14 (BELTLINE HWY.)

SOUTH TOWNE DRIVE

RIMROCK ROAD

USH 14 (PARK STREET)

FISH HATCHERY ROAD

LOCATION MAP

(A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
 1-2" WITH COMMUNICATION CABLES AND
 (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
 (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
 (C) INSTALL CONDUIT SPECIAL 3-INCH
 1-3" WITH COMMUNICATION CABLES
 1-3" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
 (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
 (E) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
 1-2" WITH COMMUNICATION CABLES AND
 (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG

The site plan shows a utility layout with various features labeled. A north arrow is located in the upper right corner. Key labels include 'EXCV13-2' with an arrow pointing to a specific location, 'SAN' (sanitary) lines, 'W' (water) lines, and 'FOG' (flood gas). There are also several 'SIGN' markers and 'MH' (manhole) locations. The plan includes building footprints, parking areas, and landscaping elements like trees and shrubs. A dashed line indicates a boundary or path.

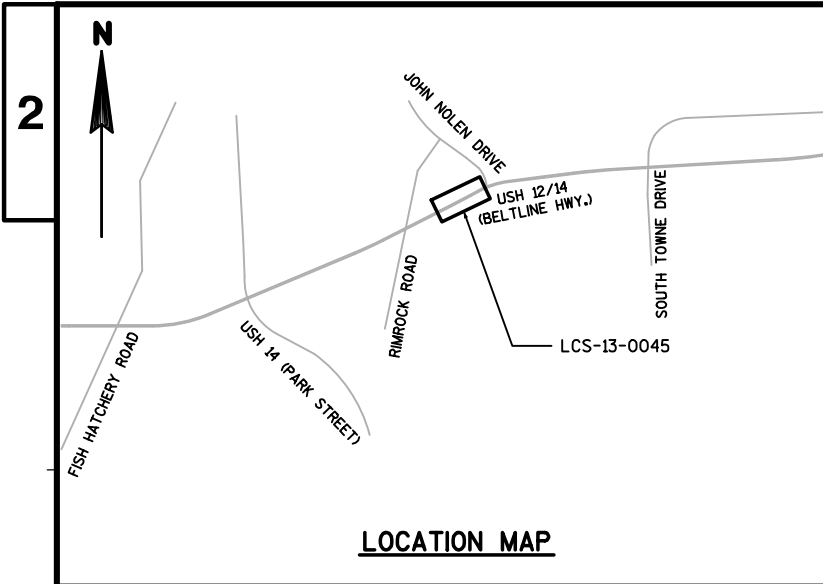
Plan view of a highway interchange. The main road runs horizontally with stationing from 680+00 to 683+00. A vertical road intersects from the bottom. Key features include:

- WB ON-RAMP:** Located at the top, merging onto the main road.
- EB OFF-RAMP:** Located in the middle, branching off to the right.
- Stationing:** 680+00, 681+00CL, 682+00CL, 683+00.
- Labels:** SIGN, SAN, NL, FO, E, CONC, RI, MH, R, O.
- Features:** Trees, clouds, stars, and various road markings.

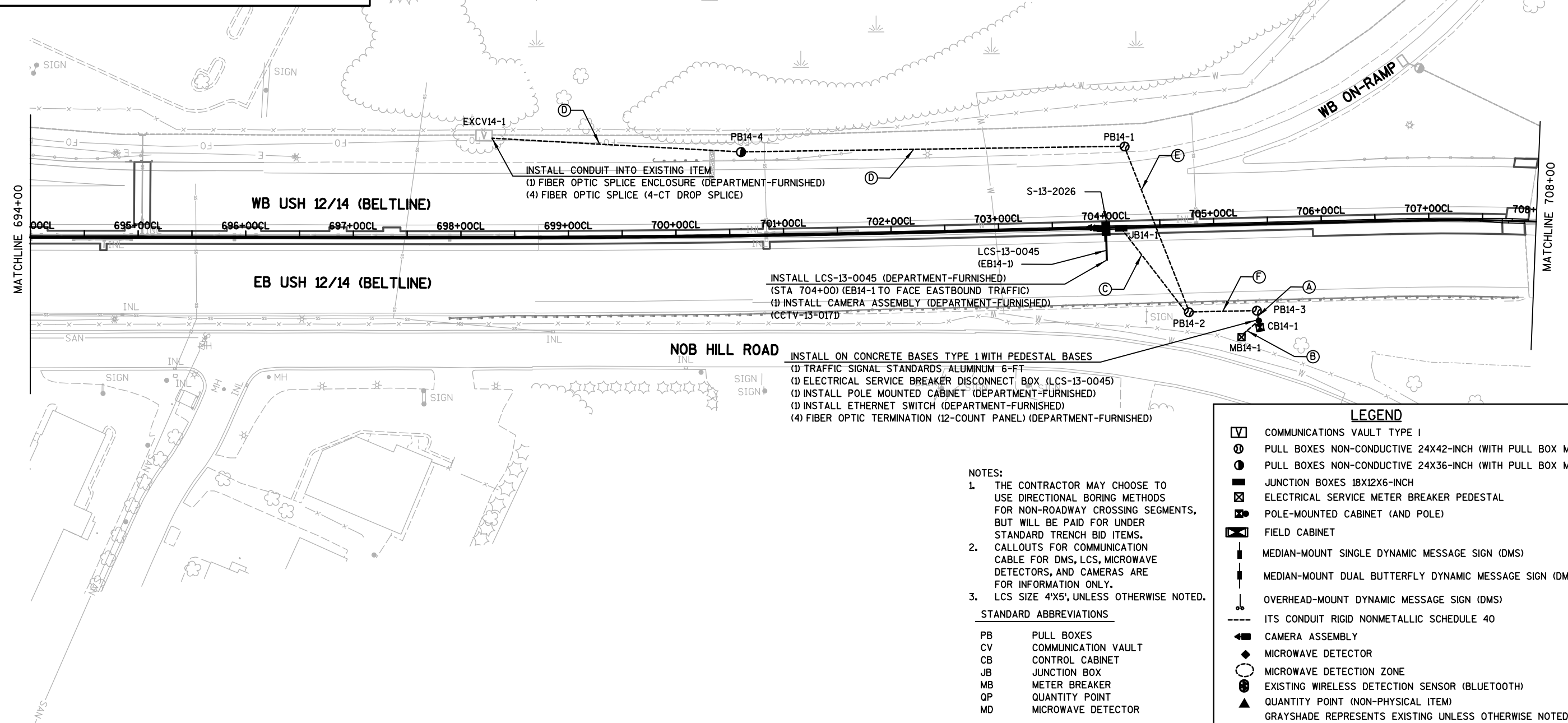
-
- WB OFF-RAMP**
- INSTALL CONDUIT INTO EXISTING ITEM
(1) FIBER OPTIC SPlice ENCLOSURE (DEPARTMENT-FURNISHED)
(4) FIBER OPTIC SPlice (4-CT DROP SPlice)
- INSTALL LCS-13-0013 (DEPARTMENT-FURNISHED)
(STA 692+50) (WB11-1 TO FACE WESTBOUND TRAFFIC)
(1) INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED)
(CCTV-13-0170)
- SALVAGE MICROWAVE DETECTOR EQUIPMENT
EXISTING MICROWAVE CABLE TO REMAIN
- WB USH 12/14 (BELTLINE)**
- EB USH 12/14 (BELTLINE)**
- RIMROCK ROAD**
- NOB HILL ROAD**
- EB ON-RAMP**
- INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES
(1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT
(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LCS-13-0013)
(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
(1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)
(4) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)
- 684+00CL 685+00CL 686+00CL 687+00CL 688+00CL 689+00CL 690+00CL 691+00CL 692+00CL 693+00CL 694+00CL
- 694+00 MATCHLINE
- LEGEND**
- [V] COMMUNICATIONS VAULT TYPE 1
[O] PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
[O] PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
[X] JUNCTION BOXES 18X12X6-INCH
[E] ELECTRICAL SERVICE METER BREAKER PEDESTAL
[C] POLE-MOUNTED CABINET (AND POLE)
[F] FIELD CABINET
[D] MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
[D] MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
[O] OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
[---] ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
[C] CAMERA ASSEMBLY
[M] MICROWAVE DETECTOR
[O] MICROWAVE DETECTION ZONE
[S] EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
[Q] QUANTITY POINT (NON-PHYSICAL ITEM)
GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED
- NOTES:**
1. THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
2. CALLOUTS FOR COMMUNICATION CABLE FOR DMS, LCS, MICROWAVE DETECTORS, AND CAMERAS ARE FOR INFORMATION ONLY.
3. LCS SIZE 4'X5', UNLESS OTHERWISE NOTED.
- STANDARD ABBREVIATIONS**
- PB PULL BOXES
CV COMMUNICATION VAULT
CB CONTROL CABINET
JB JUNCTION BOX
MB METER BREAKER
QP QUANTITY POINT
MD MICROWAVE DETECTOR

	COMMUNICATIONS VAULT TYPE I
	PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
	PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
	JUNCTION BOXES 18X12X6-INCH
	ELECTRICAL SERVICE METER BREAKER PEDESTAL
	POLE-MOUNTED CABINET (AND POLE)
	FIELD CABINET
	MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
	MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
	OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
	ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
	CAMERA ASSEMBLY
	MICROWAVE DETECTOR
	MICROWAVE DETECTION ZONE
	EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
	QUANTITY POINT (NON-PHYSICAL ITEM)
	GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

E |



- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH COMMUNICATION CABLES AND
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
- (C) INSTALL CONDUIT SPECIAL 3-INCH
1-3" WITH COMMUNICATION CABLES
1-3" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (E) INSTALL CONDUIT SPECIAL 3-INCH
1-3" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (F) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH COMMUNICATION CABLES AND
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG



PROJECT NO: 1206-06-79

HWY: USH 12

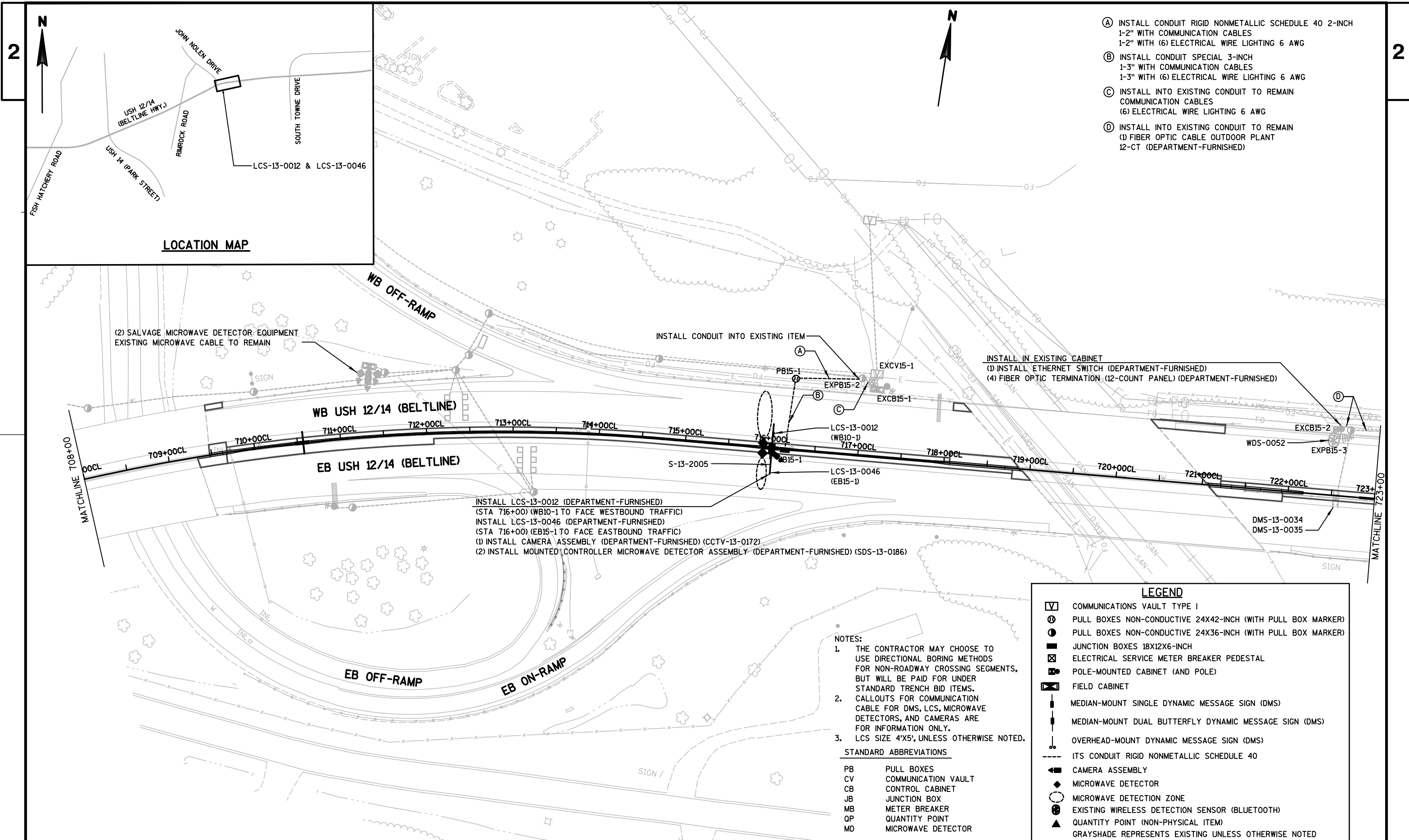
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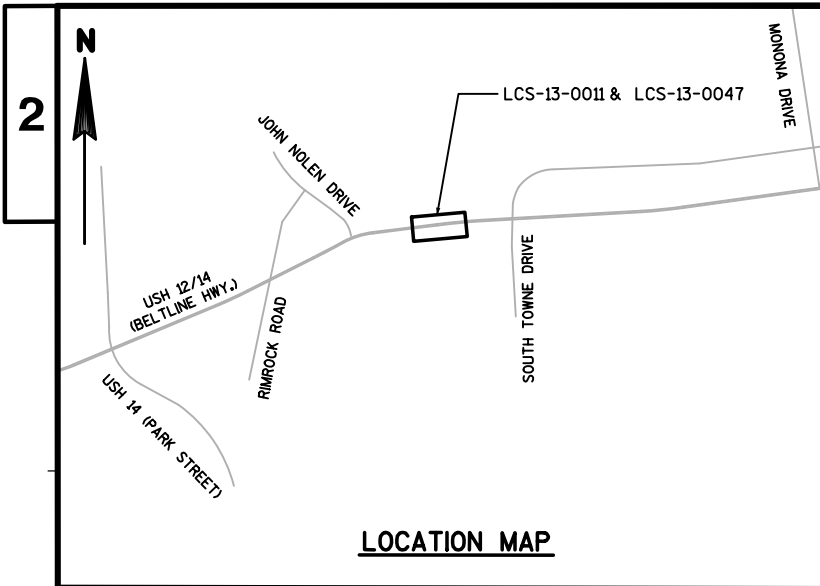
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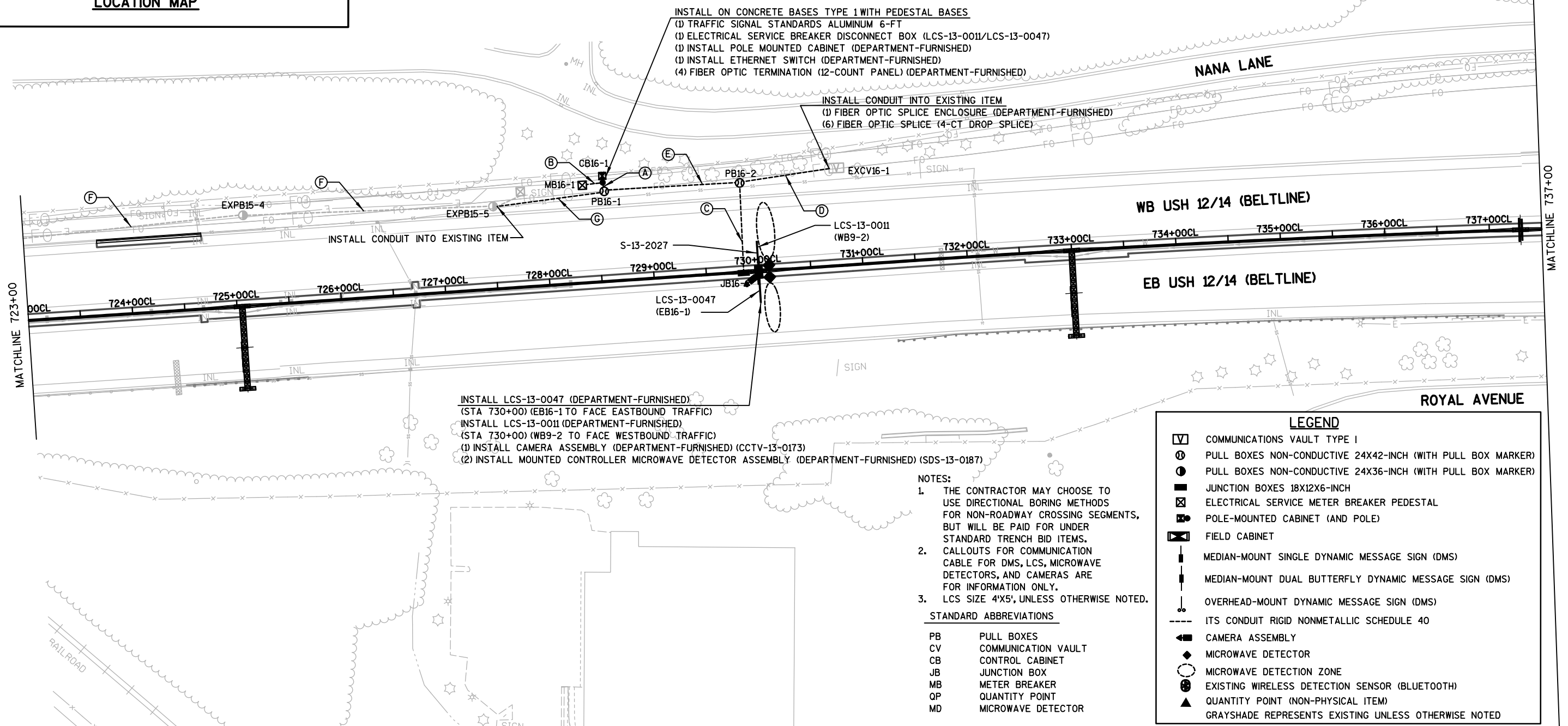
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E





- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH COMMUNICATION CABLES AND
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
1-2" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
- (C) INSTALL CONDUIT SPECIAL 3-INCH
1-3" WITH COMMUNICATION CABLES
1-3" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (2) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (E) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH COMMUNICATION CABLES AND
(2) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
1-2" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (F) INSTALL INTO EXISTING CONDUIT TO REMAIN
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (G) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)



PROJECT NO: 1206-06-79

HWY: USH 12

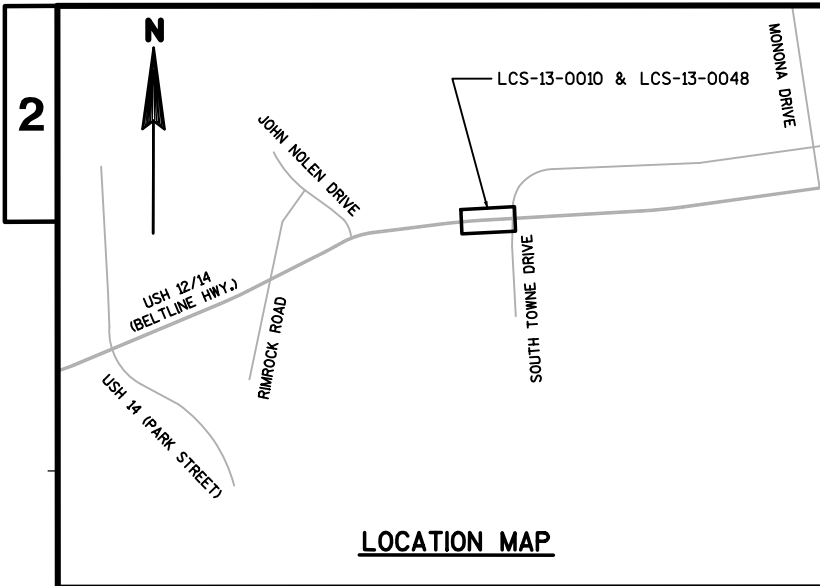
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FTMS

SHEET

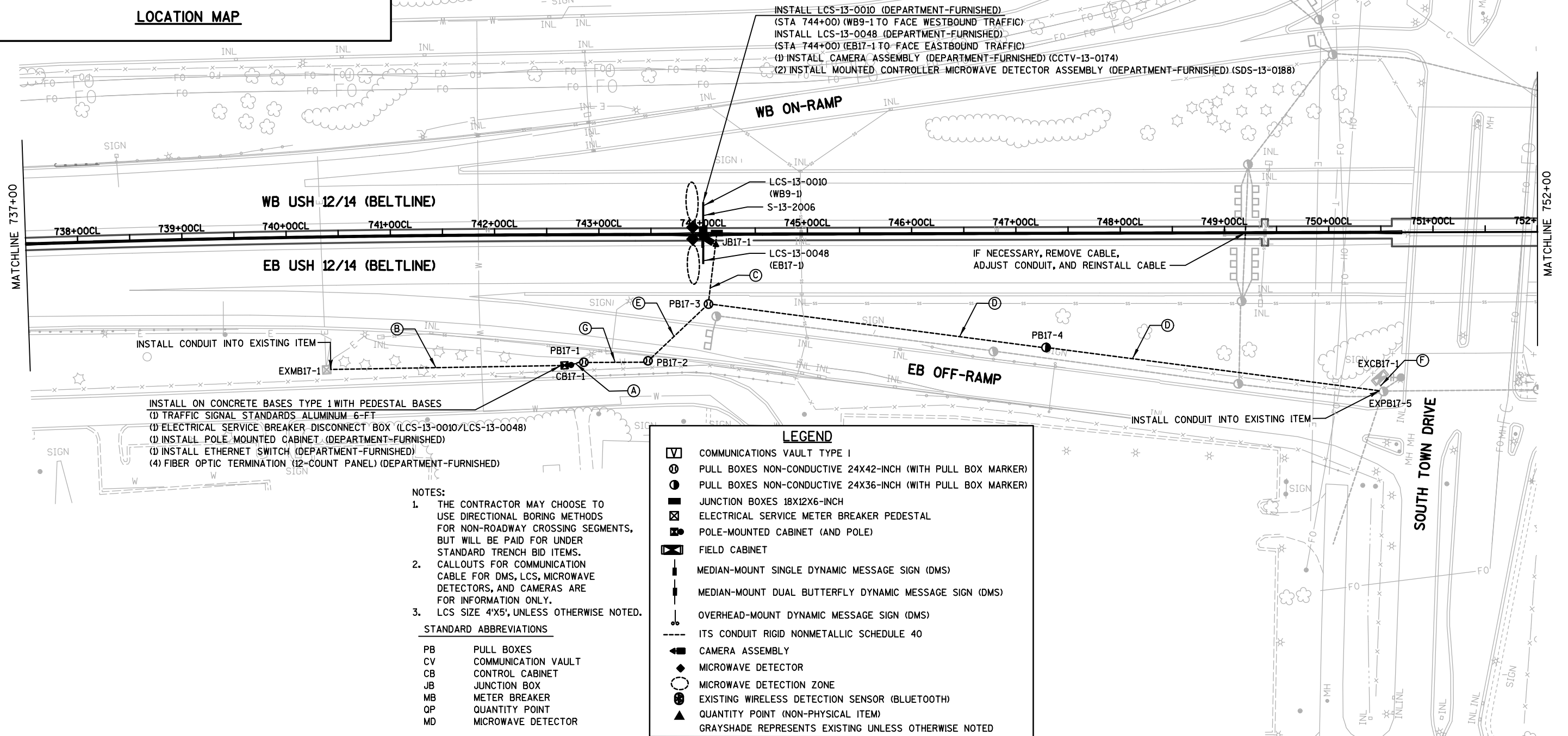
362

E



- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-2" WITH (6) ELECTRICAL WIRE LIGHTING 2 AWG
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 1/0 AWG
- (C) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH COMMUNICATION CABLES 1-3" WITH (6) ELECTRICAL WIRE LIGHTING 2 AWG
- (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)

- (E) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-3" WITH (6) ELECTRICAL WIRE LIGHTING 2 AWG
- (F) 1-3" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (G) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-2" WITH (6) ELECTRICAL WIRE LIGHTING 2 AWG



INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES
(1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT
(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LCS-13-0010/LCS-13-0048)
(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
(1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)
(4) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)

- NOTES:
- THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
 - CALLOUTS FOR COMMUNICATION CABLE FOR DMS, LCS, MICROWAVE DETECTORS, AND CAMERAS ARE FOR INFORMATION ONLY.
 - LCS SIZE 4'X5', UNLESS OTHERWISE NOTED.

STANDARD ABBREVIATIONS

PB PULL BOXES
CV COMMUNICATION VAULT
CB CONTROL CABINET
JB JUNCTION BOX
MB METER BREAKER
QP QUANTITY POINT
MD MICROWAVE DETECTOR

LEGEND

- [V] COMMUNICATIONS VAULT TYPE I
[O] PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
[●] PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
[■] JUNCTION BOXES 18X12X6-INCH
[⊠] ELECTRICAL SERVICE METER BREAKER PEDESTAL
[⊞] POLE-MOUNTED CABINET (AND POLE)
[⊞] FIELD CABINET
[—] MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
[—] MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
[—] OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
[---] ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
[◀] CAMERA ASSEMBLY
[◆] MICROWAVE DETECTOR
[○] MICROWAVE DETECTION ZONE
[●] EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
[▲] QUANTITY POINT (NON-PHYSICAL ITEM)
GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

PROJECT NO: 1206-06-79

HWY: USH 12

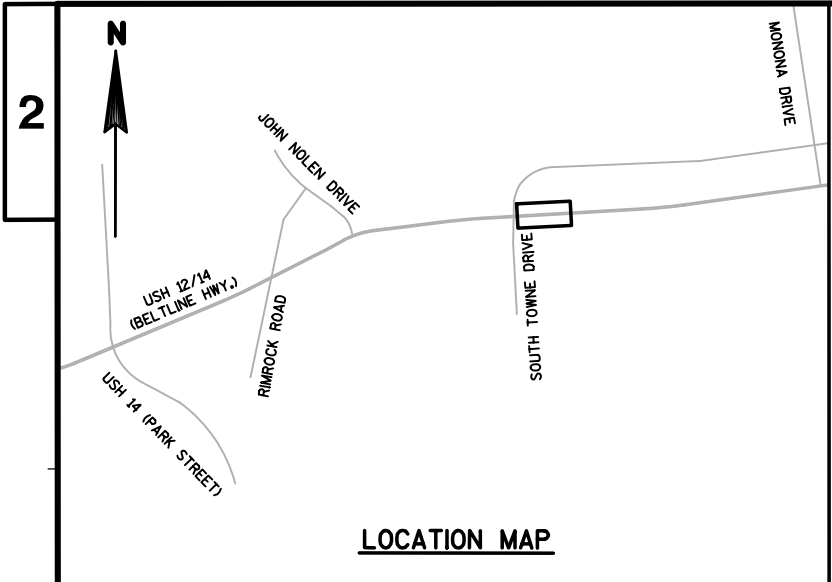
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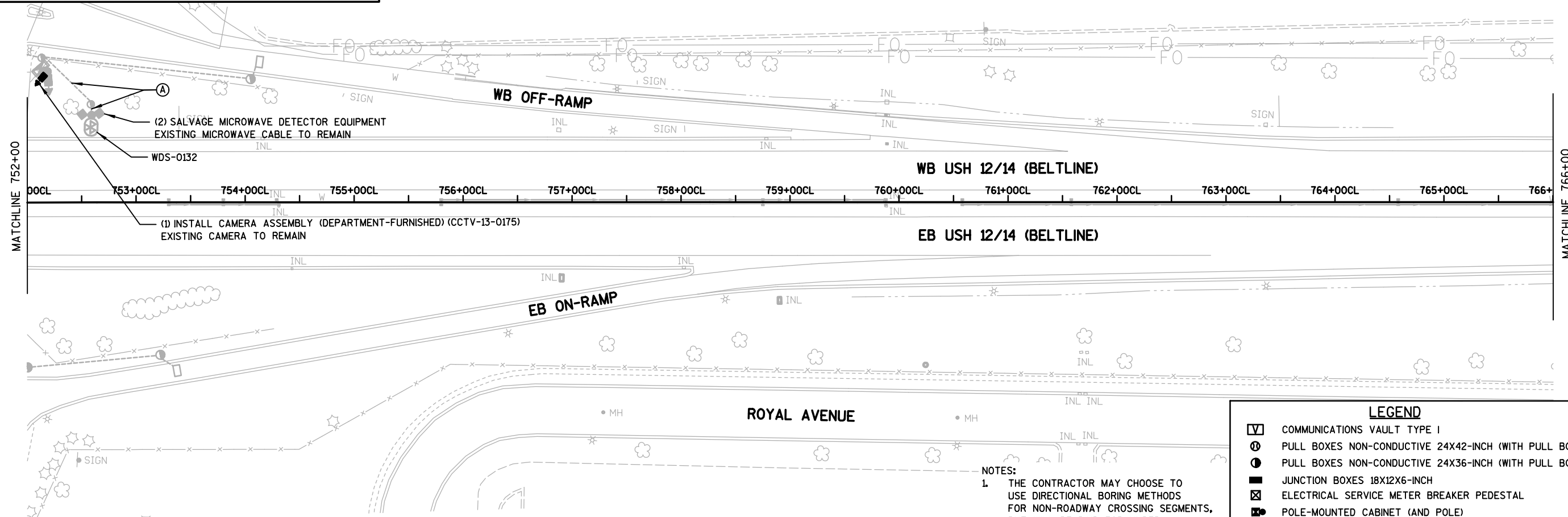
SHEET

363

E



Ⓐ INSTALL INTO EXISTING CONDUIT TO REMAIN
COMMUNICATION CABLES

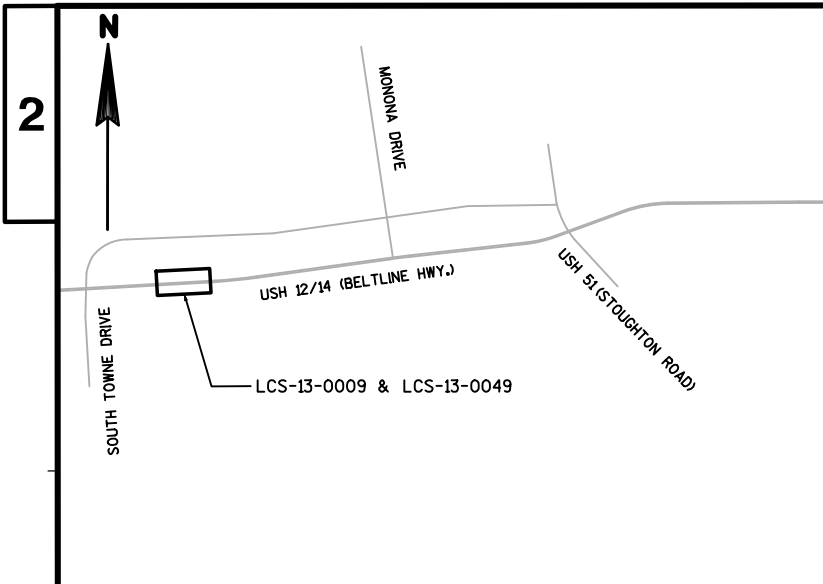


- NOTES:
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JB	JUNCTION BOX
MB	METER BREAKER
QP	QUANTITY POINT
MD	MICROWAVE DETECTOR

LEGEND	
	COMMUNICATIONS VAULT TYPE I
	PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
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	ELECTRICAL SERVICE METER BREAKER PEDESTAL
	POLE-MOUNTED CABINET (AND POLE)
	FIELD CABINET
	MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
	MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
	OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
	ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
	CAMERA ASSEMBLY
	MICROWAVE DETECTOR
	MICROWAVE DETECTION ZONE
	EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
	QUANTITY POINT (NON-PHYSICAL ITEM)
GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED	



- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-2" WITH (4) ELECTRICAL WIRE LIGHTING 6 AWG
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-2" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (C) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH COMMUNICATION CABLE 1-3" WITH (4) ELECTRICAL WIRE LIGHTING 6 AWG
- (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)

- (E) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH COMMUNICATION CABLES 1-3" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (F) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (4) ELECTRICAL WIRE LIGHTING 2 AWG
- (G) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG

INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES

(1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT

(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-13-0069)

(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)

(1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)

(4) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)

INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES

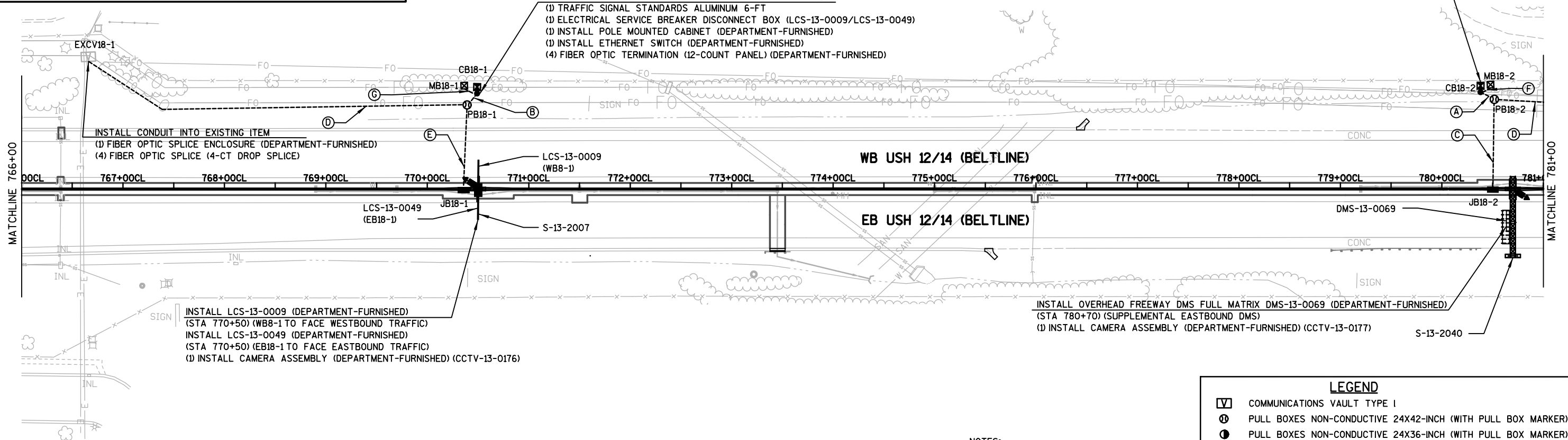
(1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT

(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LCS-13-0009/LCS-13-0049)

(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)

(1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)

(4) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)



INSTALL LCS-13-0009 (DEPARTMENT-FURNISHED) (STA 770+50) (WB8-1 TO FACE WESTBOUND TRAFFIC)

INSTALL LCS-13-0049 (DEPARTMENT-FURNISHED) (STA 770+50) (EB18-1 TO FACE EASTBOUND TRAFFIC)

(1) INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED) (CCTV-13-0176)

INSTALL OVERHEAD FREEWAY DMS FULL MATRIX DMS-13-0069 (DEPARTMENT-FURNISHED) (STA 780+70) (SUPPLEMENTAL EASTBOUND DMS)

(1) INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED) (CCTV-13-0177)

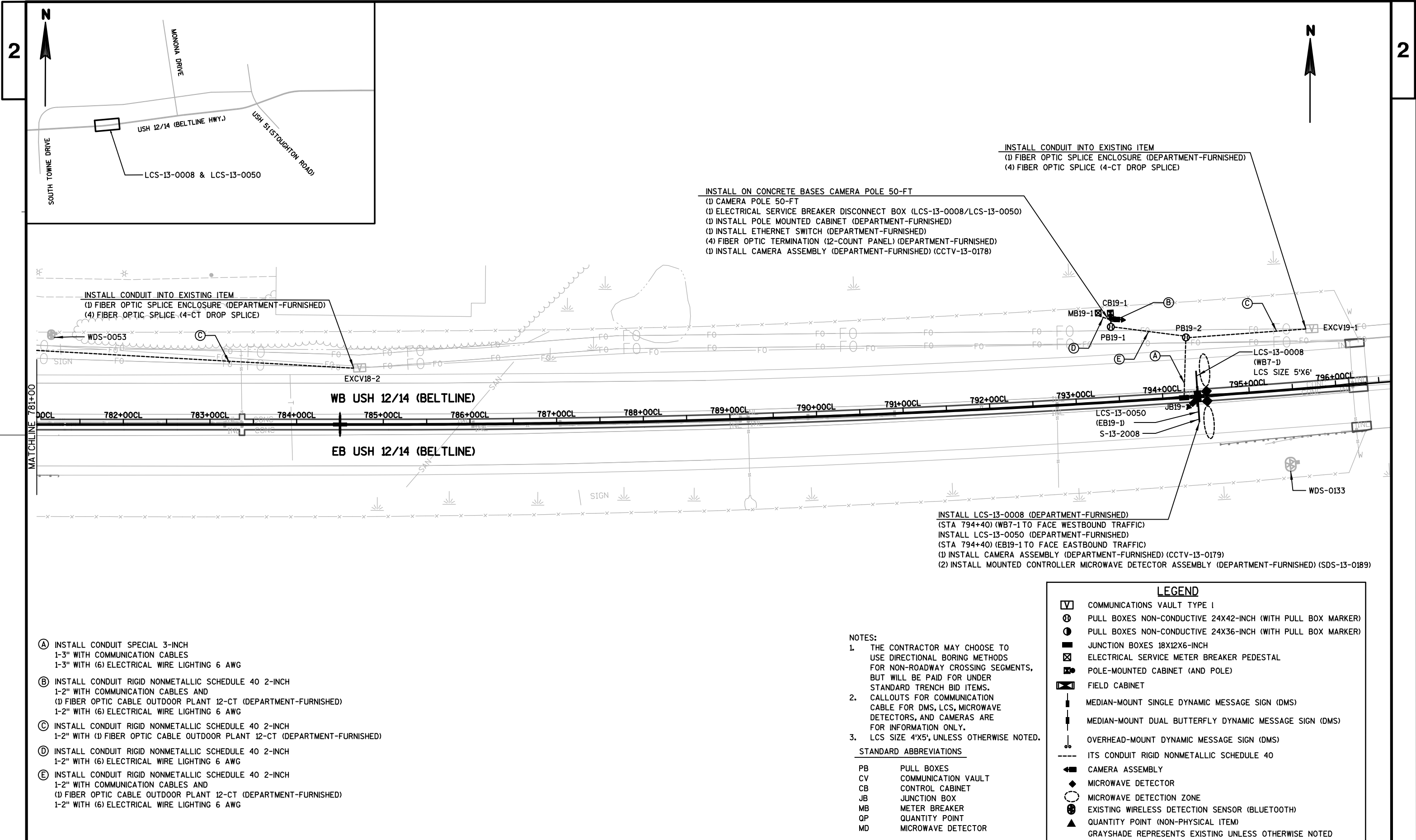
- NOTES:
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LEGEND

[V]	COMMUNICATIONS VAULT TYPE I
⊕	PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
⊙	PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
■	JUNCTION BOXES 18X12X6-INCH
⊠	ELECTRICAL SERVICE METER BREAKER PEDESTAL
⊞	POLE-MOUNTED CABINET (AND POLE)
⊞	FIELD CABINET
—	MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
—	MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
—	OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
---	ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
◀	CAMERA ASSEMBLY
◆	MICROWAVE DETECTOR
○	MICROWAVE DETECTION ZONE
⊗	EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
▲	QUANTITY POINT (NON-PHYSICAL ITEM)
GRAY SHADE	GRAY SHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

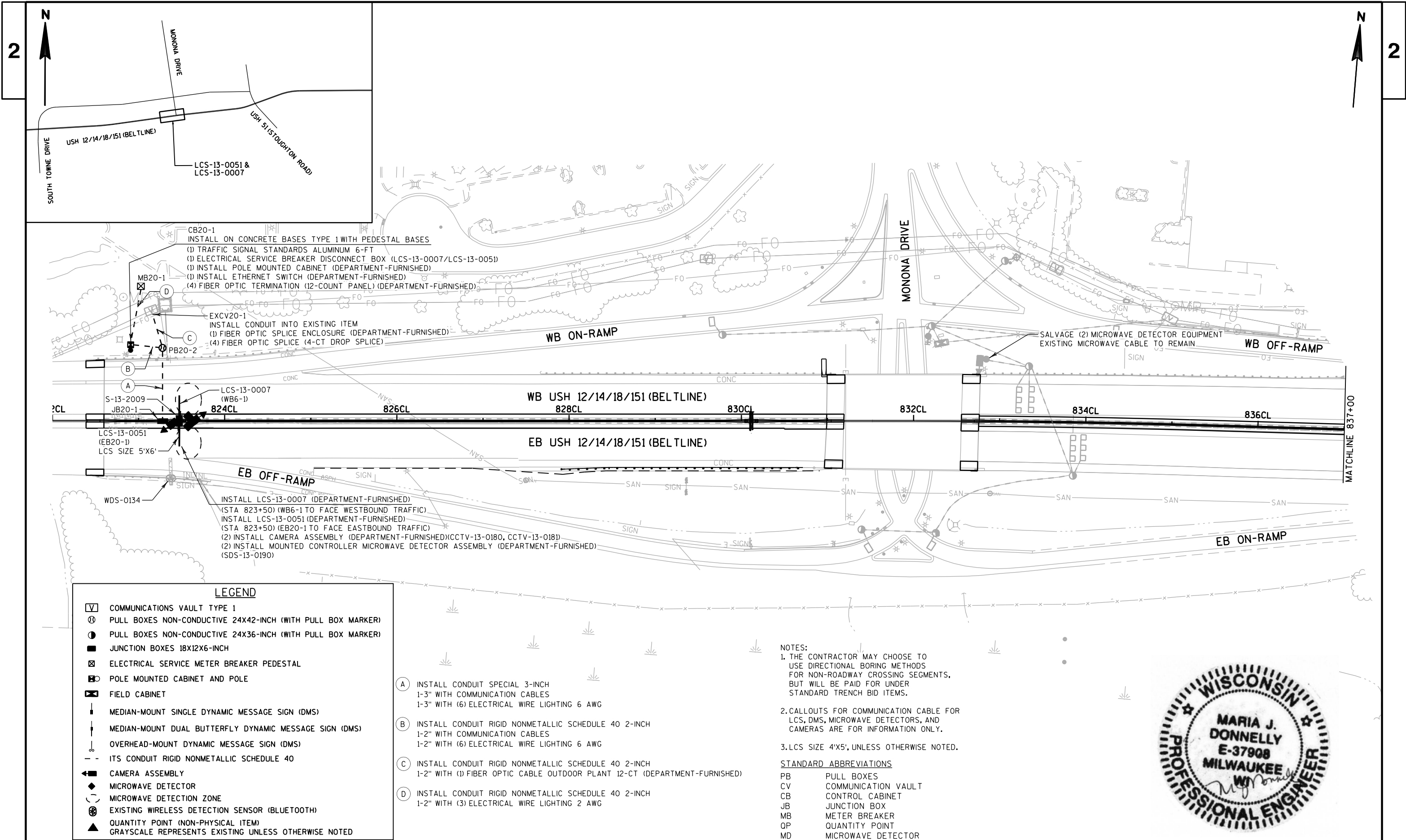


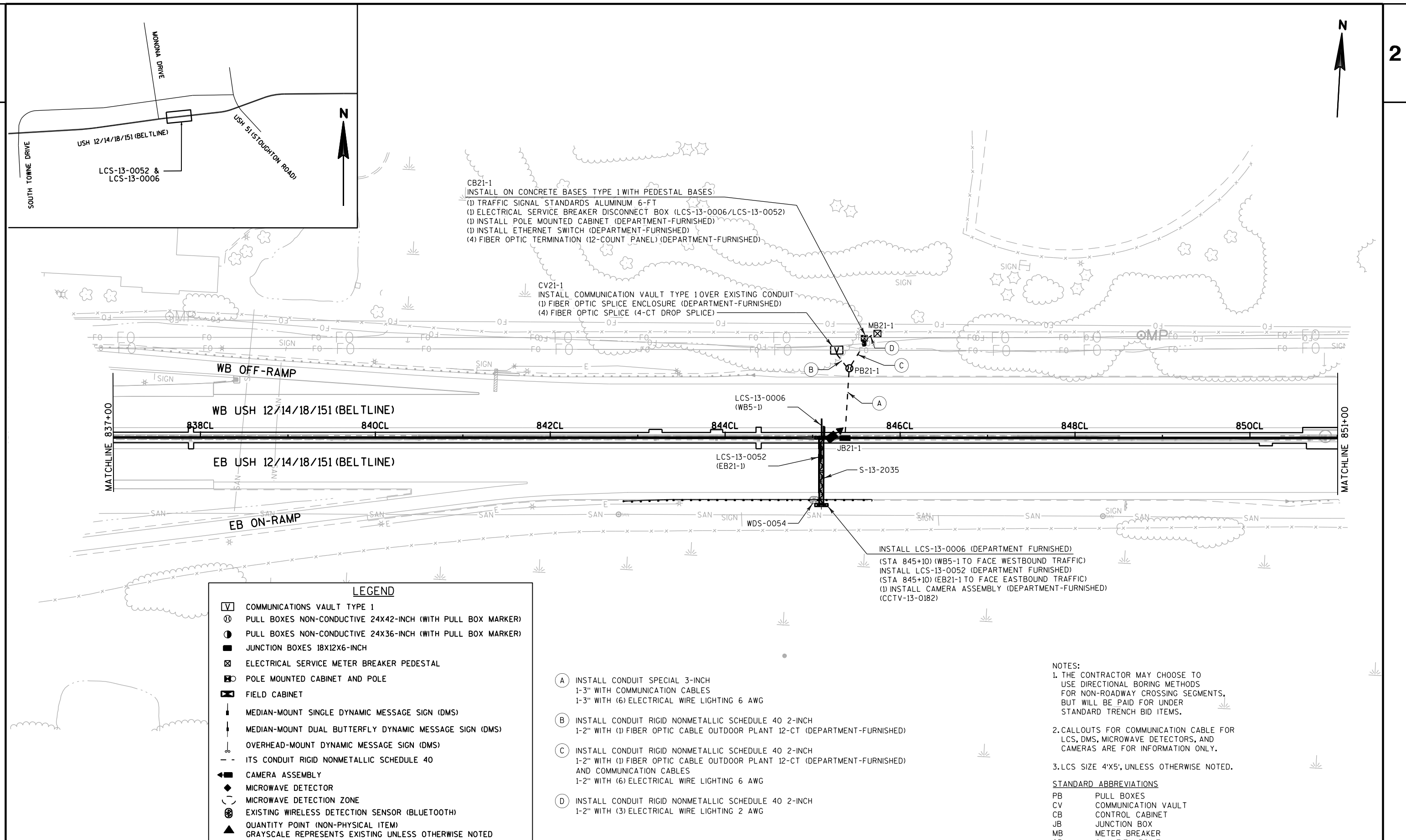
- (A) INSTALL CONDUIT SPECIAL 3-INCH
1-3" WITH COMMUNICATION CABLES
1-3" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH COMMUNICATION CABLES AND
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
1-2" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (C) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG
- (E) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH COMMUNICATION CABLES AND
(1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
1-2" WITH (6) ELECTRICAL WIRE LIGHTING 6 AWG

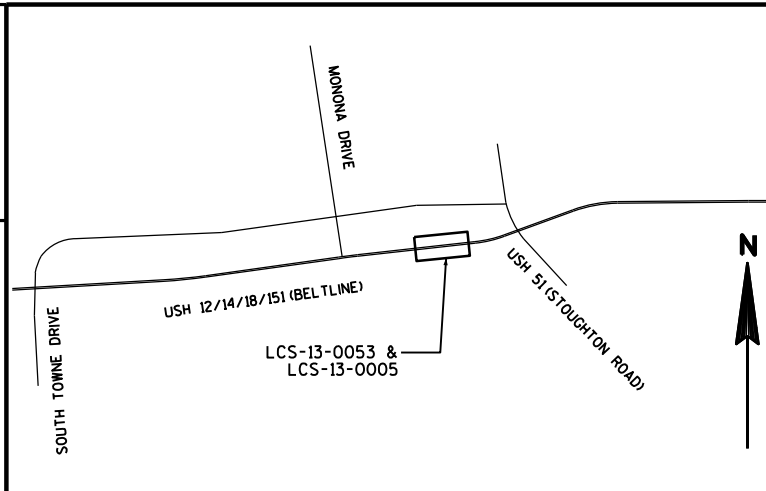
- NOTES:
- THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
 - CALLOUTS FOR COMMUNICATION CABLE FOR DMS, LCS, MICROWAVE DETECTORS, AND CAMERAS ARE FOR INFORMATION ONLY.
 - LCS SIZE 4'X5', UNLESS OTHERWISE NOTED.

STANDARD ABBREVIATIONS	
PB	PULL BOXES
CV	COMMUNICATION VAULT
CB	CONTROL CABINET
JB	JUNCTION BOX
MB	METER BREAKER
QP	QUANTITY POINT
MD	MICROWAVE DETECTOR

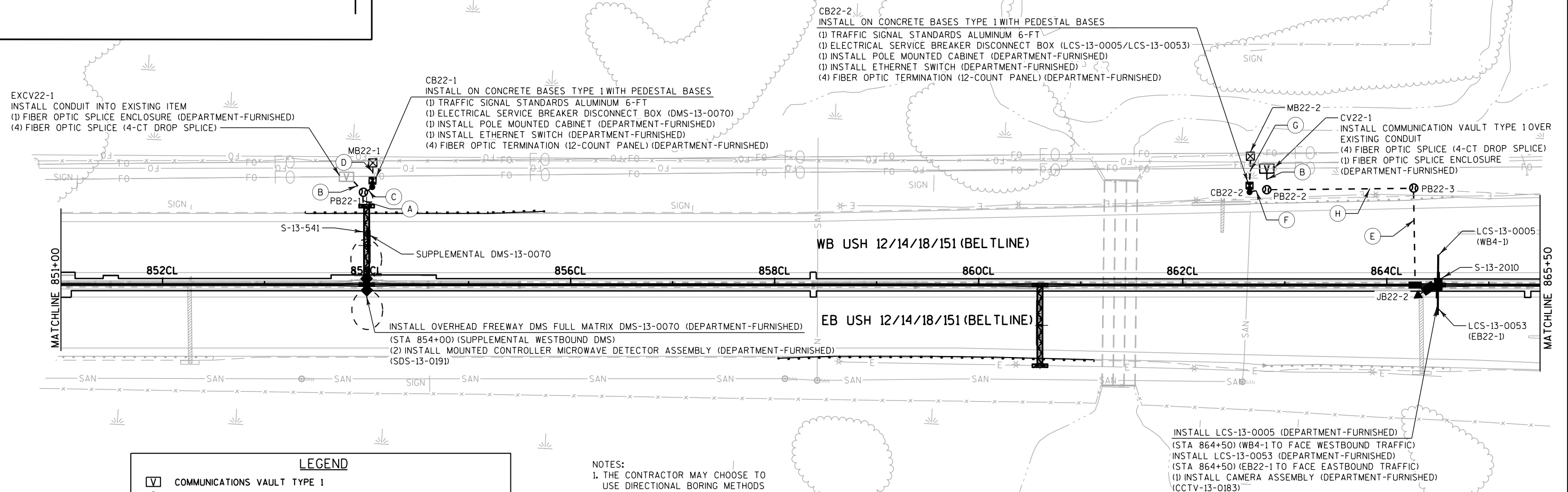
LEGEND	
	COMMUNICATIONS VAULT TYPE I
	PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
	PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
	JUNCTION BOXES 18X12X6-INCH
	ELECTRICAL SERVICE METER BREAKER PEDESTAL
	POLE-MOUNTED CABINET (AND POLE)
	FIELD CABINET
	MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
	MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
	OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
	ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
	CAMERA ASSEMBLY
	MICROWAVE DETECTOR
	MICROWAVE DETECTION ZONE
	EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
	QUANTITY POINT (NON-PHYSICAL ITEM)
	GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED







- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH COMMUNICATION CABLES
1-3" WITH (4) ELECTRICAL WIRE LIGHTING 6 AWG
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (C) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
AND COMMUNICATION CABLES
1-2" WITH (4) ELECTRICAL WIRE LIGHTING 6 AWG
- (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (4) ELECTRICAL WIRE LIGHTING 2 AWG
- (E) INSTALL CONDUIT SPECIAL 3-INCH
1-3" WITH COMMUNICATION CABLES
1-3" WITH (6) ELECTRICAL WIRE LIGHTING 4 AWG
- (F) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
AND COMMUNICATION CABLES
1-2" WITH (6) ELECTRICAL WIRE LIGHTING 4 AWG
- (G) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
- (H) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH COMMUNICATION CABLES
1-2" WITH (6) ELECTRICAL WIRE LIGHTING 4 AWG



LEGEND

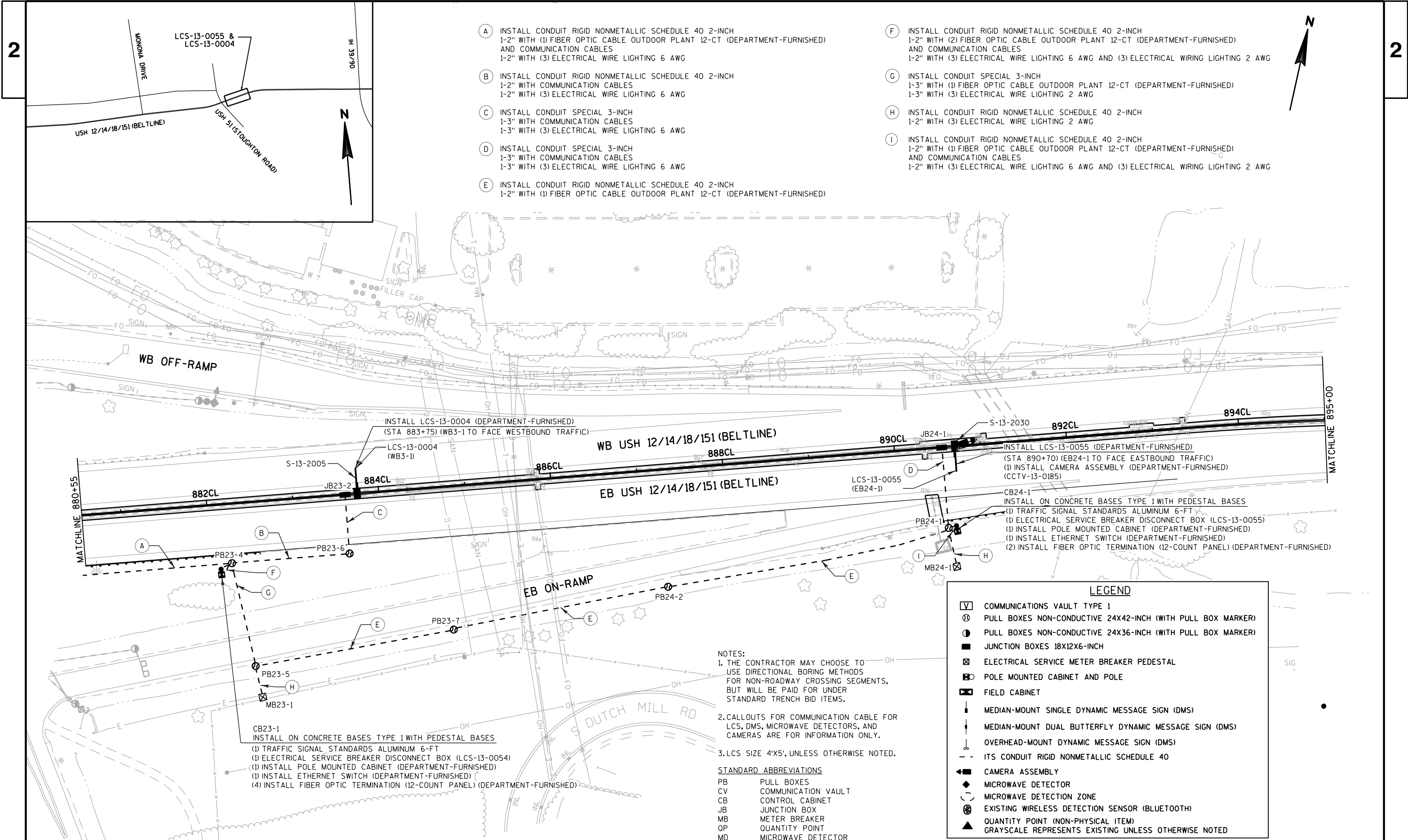
- COMMUNICATIONS VAULT TYPE 1
- PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
- PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
- JUNCTION BOXES 18X12X6-INCH
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- POLE MOUNTED CABINET AND POLE
- FIELD CABINET
- MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
- MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
- OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
- ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
- CAMERA ASSEMBLY
- MICROWAVE DETECTOR
- MICROWAVE DETECTION ZONE
- EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
- QUANTITY POINT (NON-PHYSICAL ITEM)
- GRAYSCALE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

NOTES:

- THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
- CALLOUTS FOR COMMUNICATION CABLE FOR LCS, DMS, MICROWAVE DETECTORS, AND CAMERAS ARE FOR INFORMATION ONLY.
- LCS SIZE 4'X5', UNLESS OTHERWISE NOTED.

STANDARD ABBREVIATIONS

- PB PULL BOXES
- CV COMMUNICATION VAULT
- CB CONTROL CABINET
- JB JUNCTION BOX
- MB METER BREAKER
- QP QUANTITY POINT
- MD MICROWAVE DETECTOR



- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) AND COMMUNICATION CABLES 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (C) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH COMMUNICATION CABLES 1-3" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (D) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH COMMUNICATION CABLES 1-3" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (E) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (F) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (2) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) AND COMMUNICATION CABLES 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG AND (3) ELECTRICAL WIRING LIGHTING 2 AWG
- (G) INSTALL CONDUIT SPECIAL 3-INCH 1-3" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) 1-3" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
- (H) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
- (I) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED) AND COMMUNICATION CABLES 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG AND (3) ELECTRICAL WIRING LIGHTING 2 AWG

INSTALL LCS-13-0004 (DEPARTMENT-FURNISHED)
(STA 883+75) (WB3-1 TO FACE WESTBOUND TRAFFIC)
LCS-13-0004 (WB3-1)

INSTALL LCS-13-0055 (DEPARTMENT-FURNISHED)
(STA 890+70) (EB24-1 TO FACE EASTBOUND TRAFFIC)
(1) INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED) (CCTV-13-0185)
CB24-1
INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES
(1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT
(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LCS-13-0055)
(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
(1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)
(2) INSTALL FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)

CB23-1
INSTALL ON CONCRETE BASES TYPE 1 WITH PEDESTAL BASES
(1) TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT
(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LCS-13-0054)
(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
(1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)
(4) INSTALL FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)

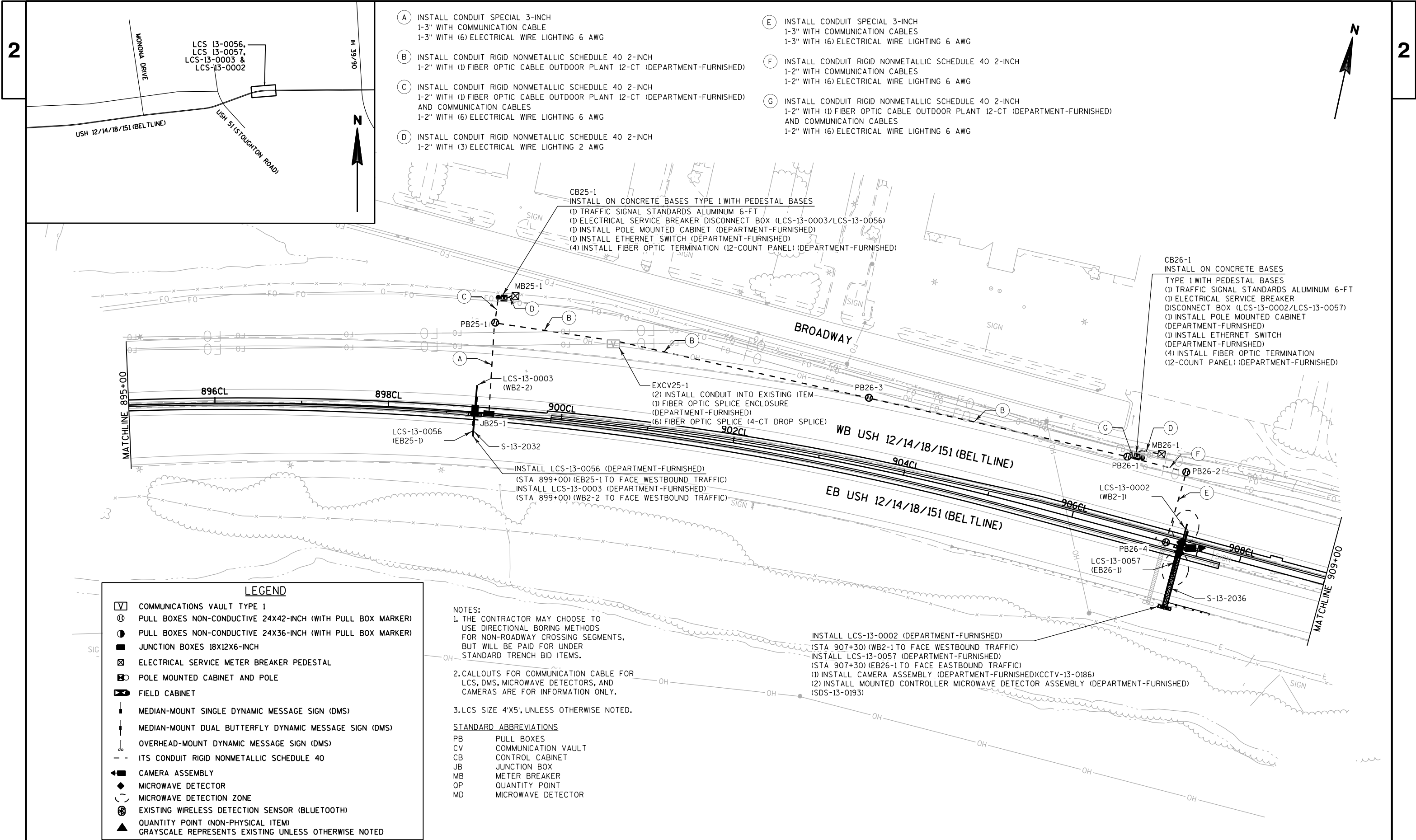
- NOTES:
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 - 3. LCS SIZE 4'X5', UNLESS OTHERWISE NOTED.

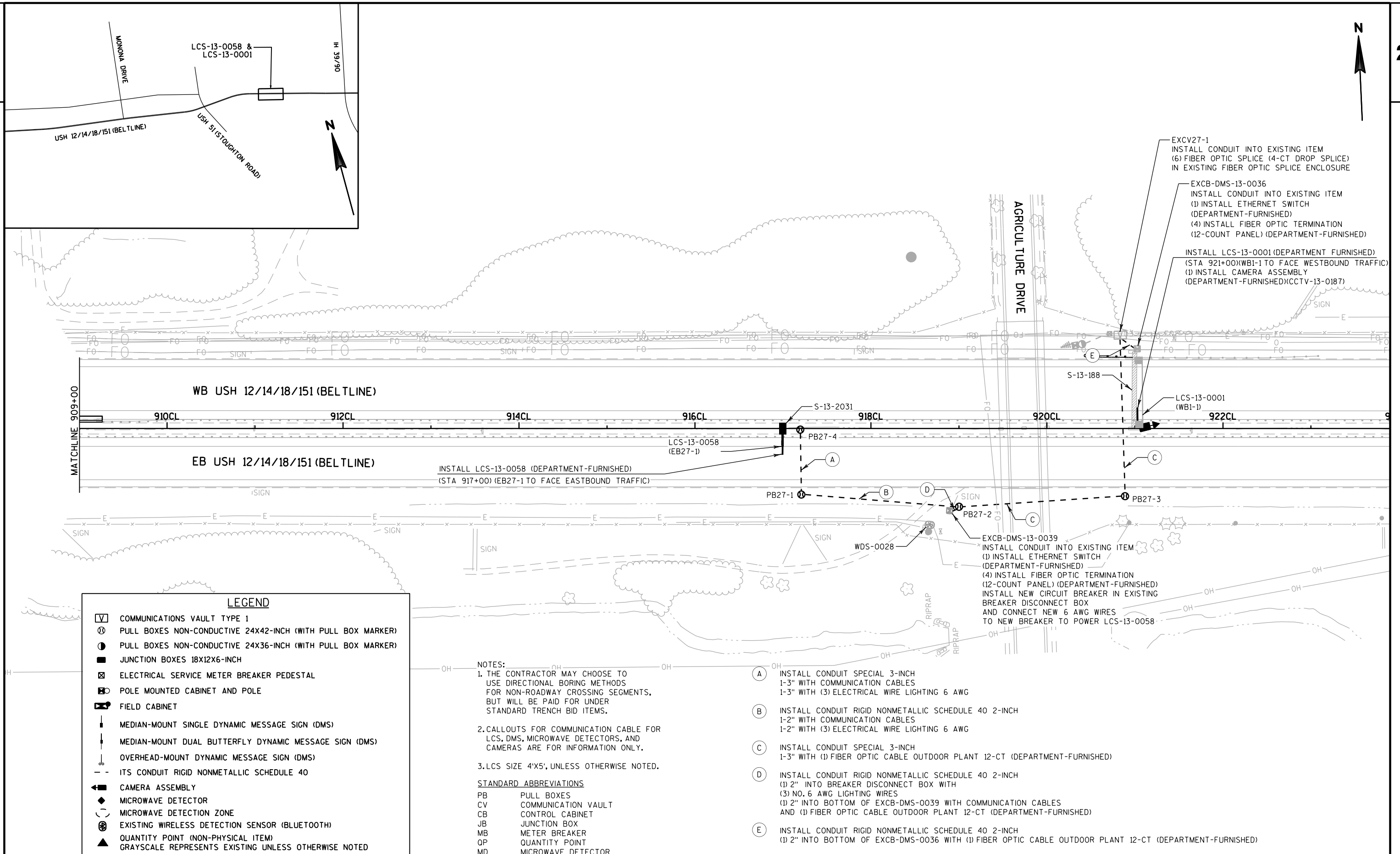
STANDARD ABBREVIATIONS

PB	PULL BOXES
CV	COMMUNICATION VAULT
CB	CONTROL CABINET
JB	JUNCTION BOX
MB	METER BREAKER
QP	QUANTITY POINT
MD	MICROWAVE DETECTOR

LEGEND

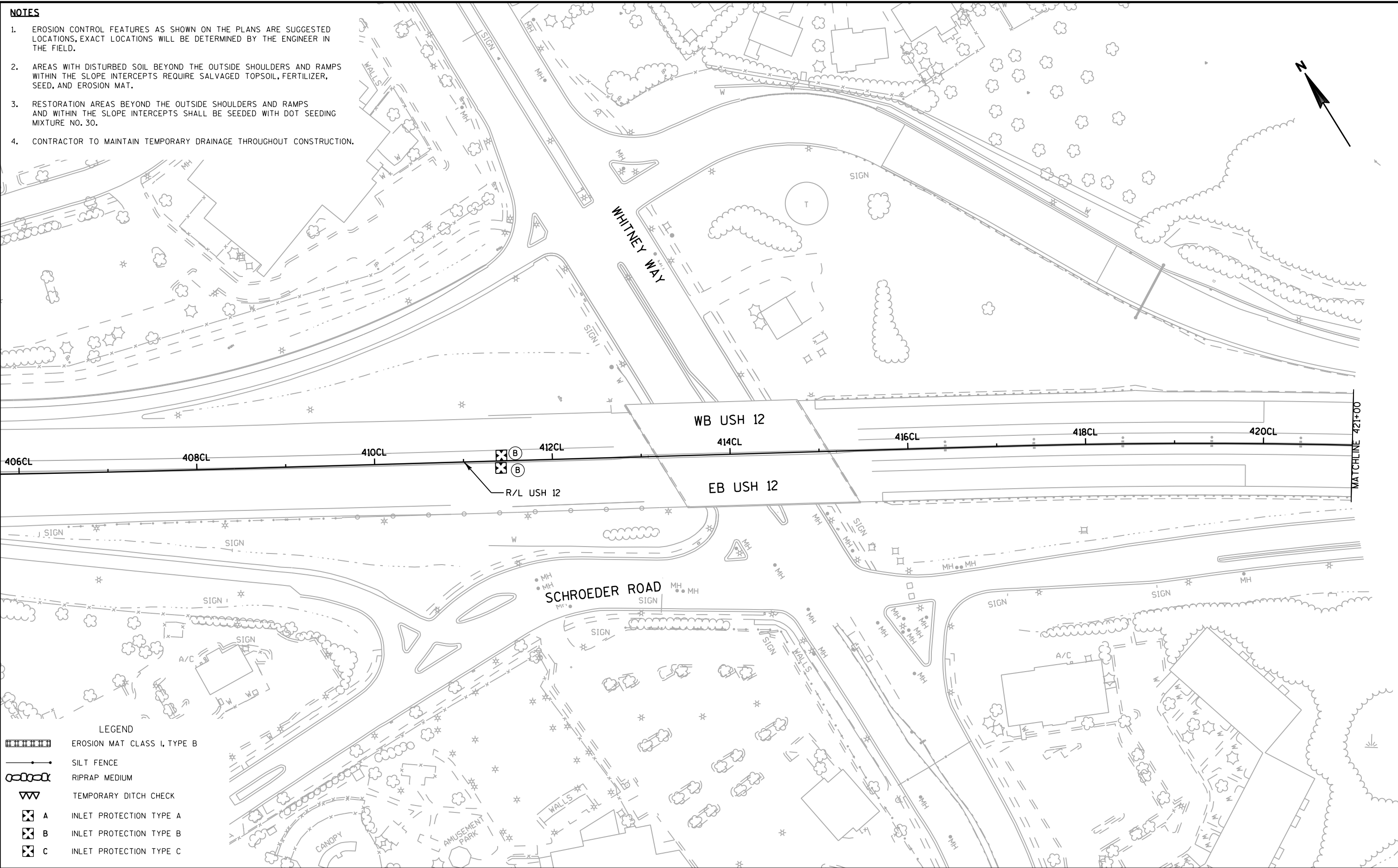
- ☐ COMMUNICATIONS VAULT TYPE 1
- ⊙ PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
- PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
- JUNCTION BOXES 18X12X6-INCH
- ⊠ ELECTRICAL SERVICE METER BREAKER PEDESTAL
- ⊞ POLE MOUNTED CABINET AND POLE
- ⊞ FIELD CABINET
- ┆ MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
- ┆ MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
- ┆ OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
- - ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
- ◀ CAMERA ASSEMBLY
- ◆ MICROWAVE DETECTOR
- MICROWAVE DETECTION ZONE
- ⊗ EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
- ▲ QUANTITY POINT (NON-PHYSICAL ITEM)
- Grayscale represents existing unless otherwise noted





NOTES

- 1. EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 2. AREAS WITH DISTURBED SOIL BEYOND THE OUTSIDE SHOULDERS AND RAMP WITHIN THE SLOPE INTERCEPTS REQUIRE SALVAGED TOPSOIL, FERTILIZER, SEED, AND EROSION MAT.
- 3. RESTORATION AREAS BEYOND THE OUTSIDE SHOULDERS AND RAMP AND WITHIN THE SLOPE INTERCEPTS SHALL BE SEEDED WITH DOT SEEDING MIXTURE NO. 30.
- 4. CONTRACTOR TO MAINTAIN TEMPORARY DRAINAGE THROUGHOUT CONSTRUCTION.



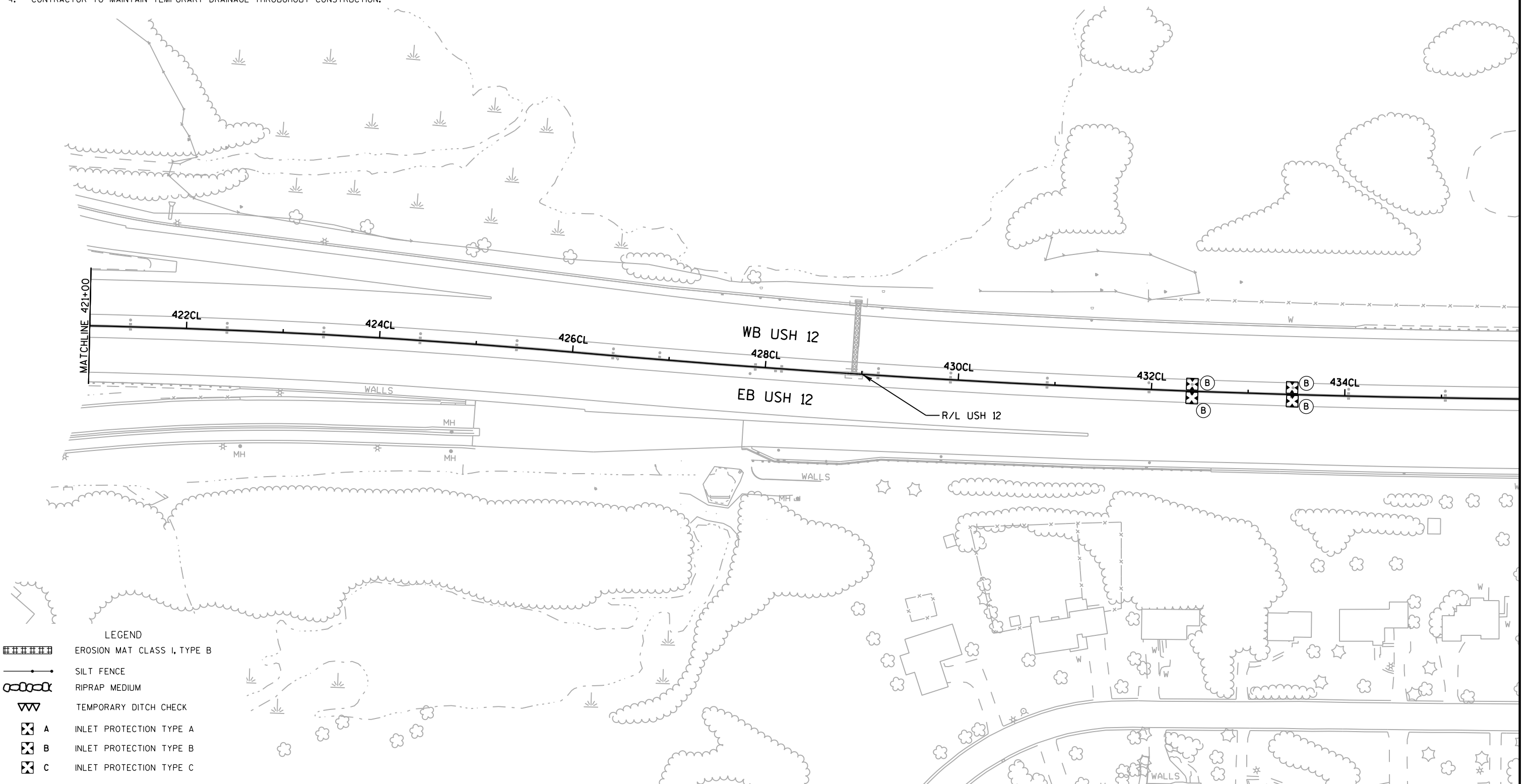
LEGEND

	EROSION MAT CLASS I, TYPE B
	SILT FENCE
	RIPRAP MEDIUM
	TEMPORARY DITCH CHECK
	INLET PROTECTION TYPE A
	INLET PROTECTION TYPE B
	INLET PROTECTION TYPE C

2

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4. CONTRACTOR TO MAINTAIN TEMPORARY DRAINAGE THROUGHOUT CONSTRUCTION.

2



PROJECT NO:1206-06-79

HWY: USH 12

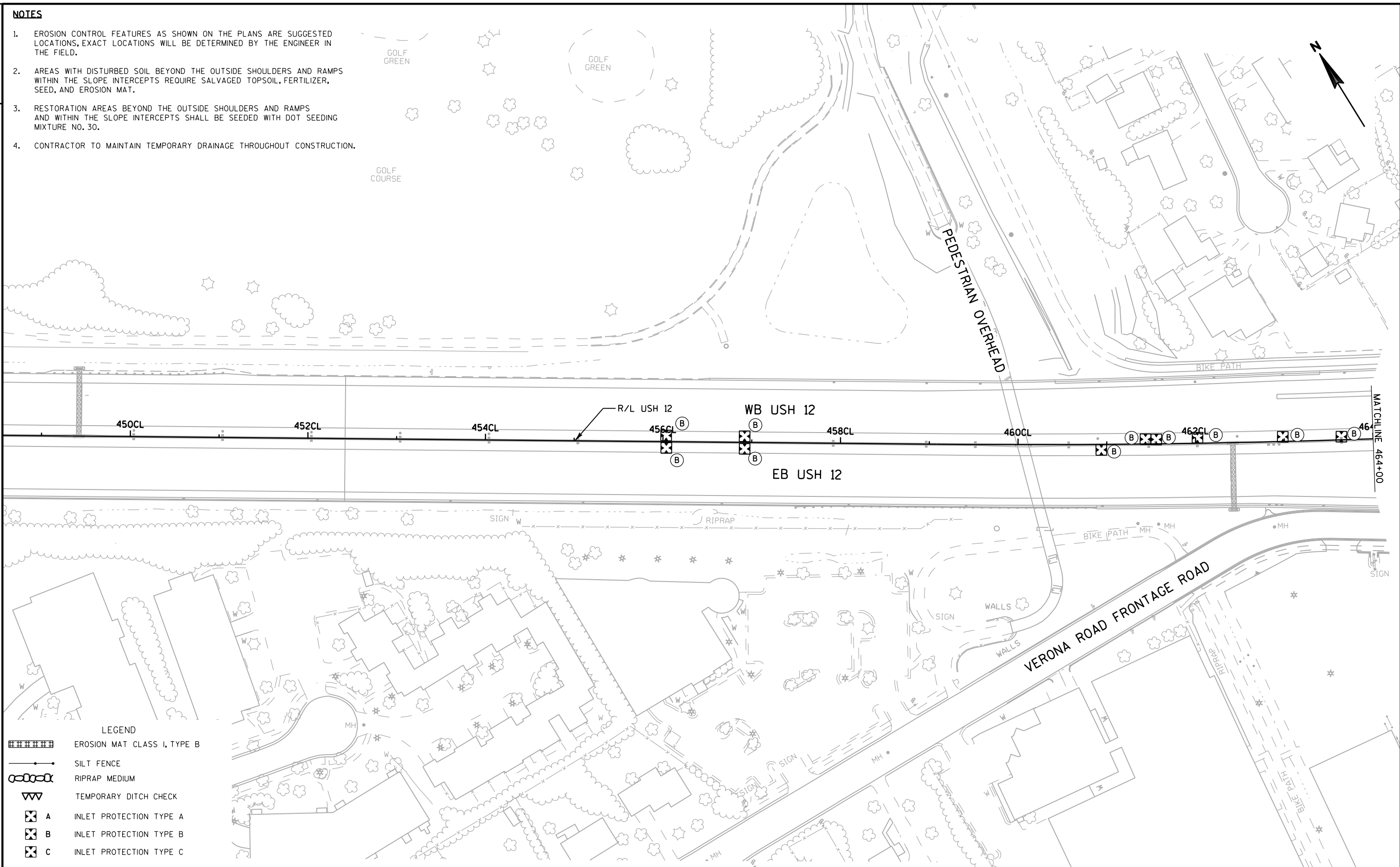
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EROSION CONTROL

SHEET	375	E
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NOTES

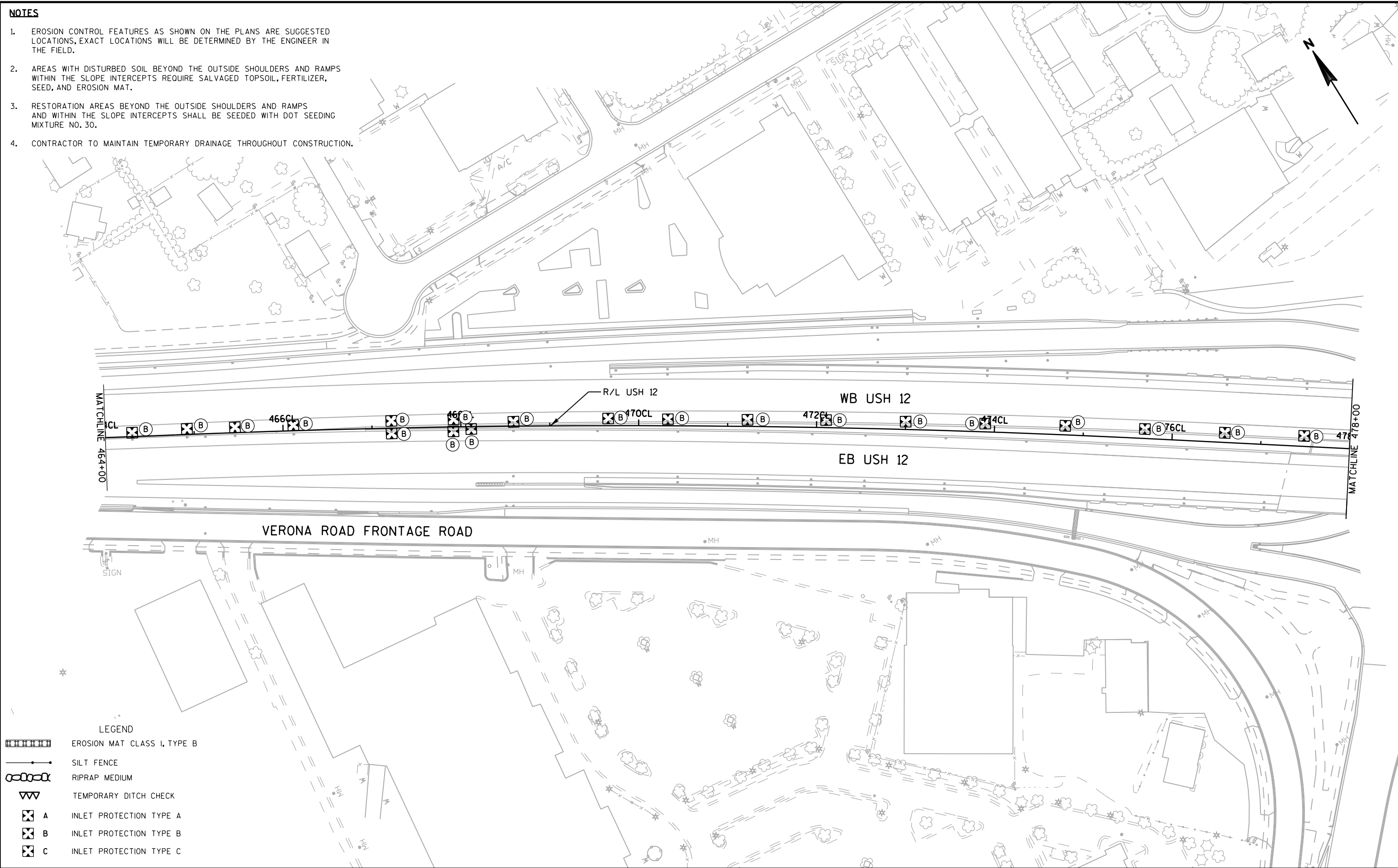
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4. CONTRACTOR TO MAINTAIN TEMPORARY DRAINAGE THROUGHOUT CONSTRUCTION.

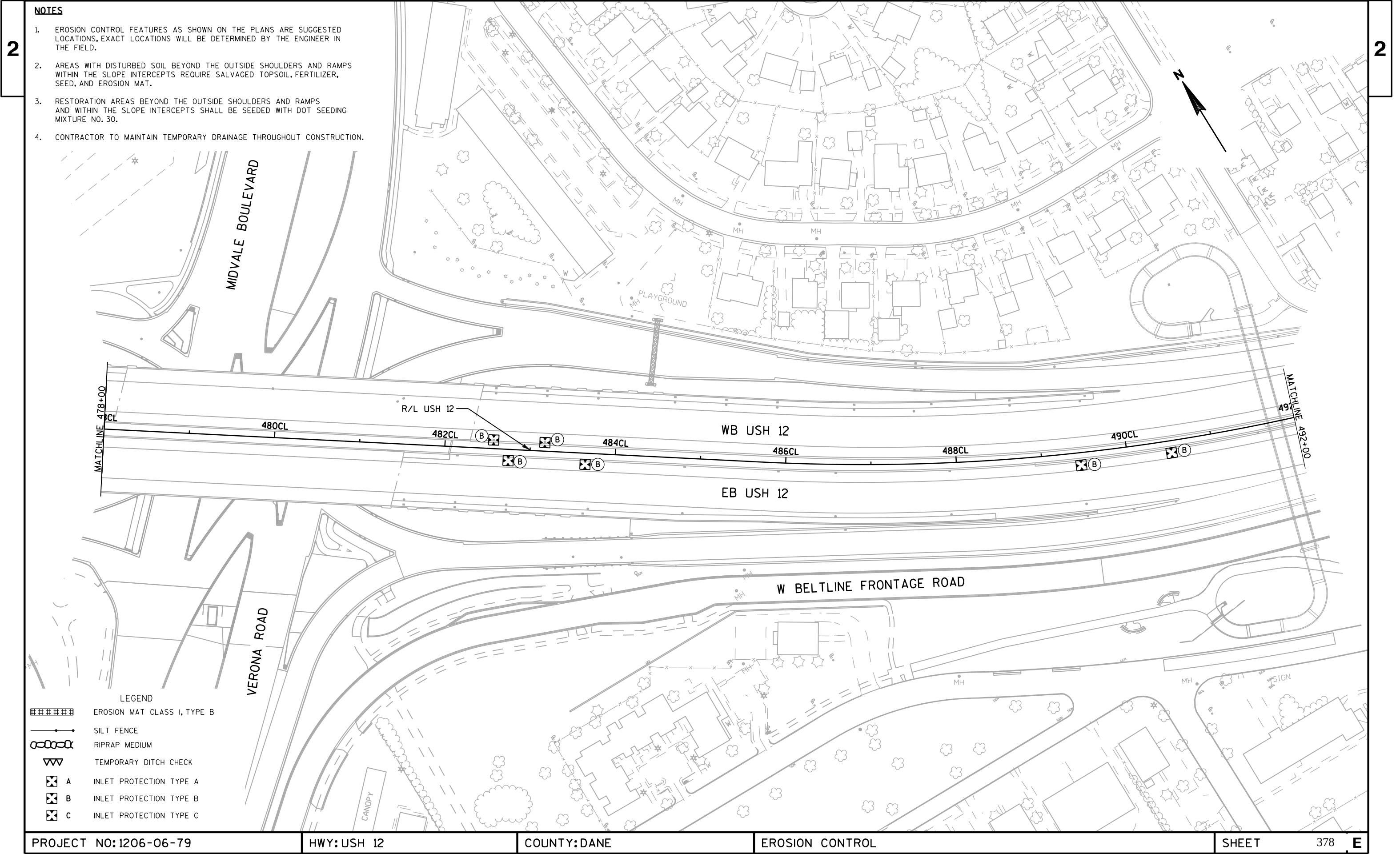


LEGEND	
	EROSION MAT CLASS I, TYPE B
	SILT FENCE
	RIPRAP MEDIUM
	TEMPORARY DITCH CHECK
	A INLET PROTECTION TYPE A
	B INLET PROTECTION TYPE B
	C INLET PROTECTION TYPE C

NOTES

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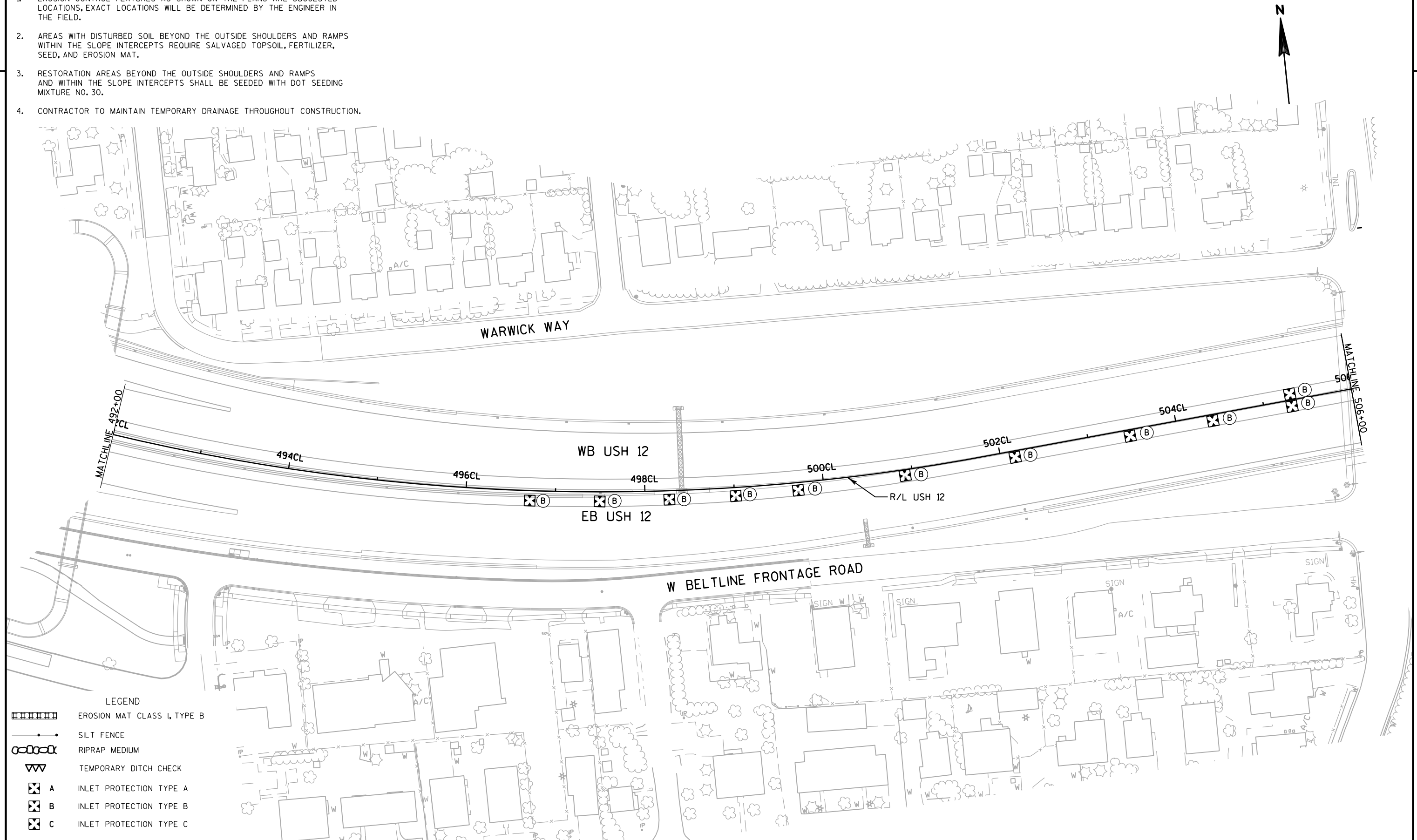




- LEGEND
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C

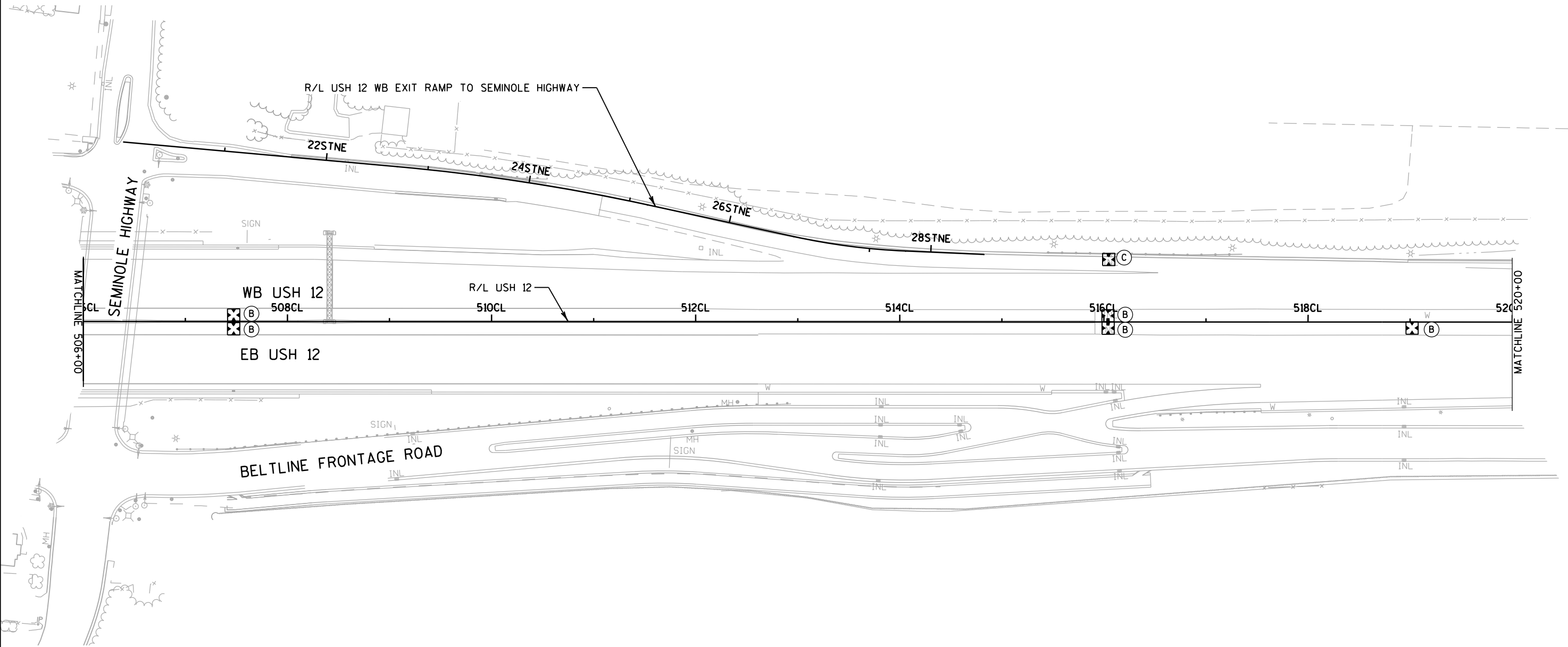
NOTES

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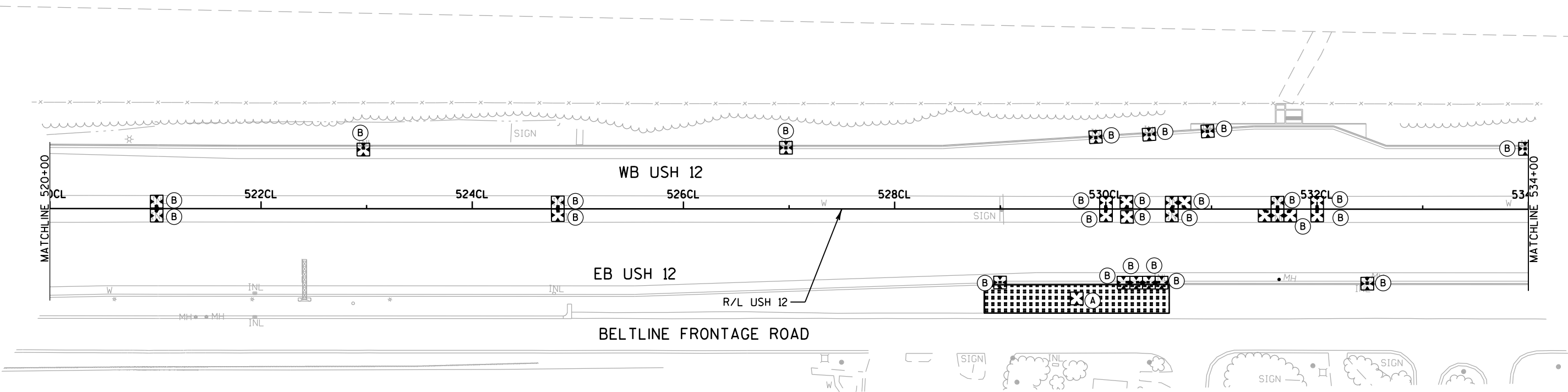


LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C

NOTES

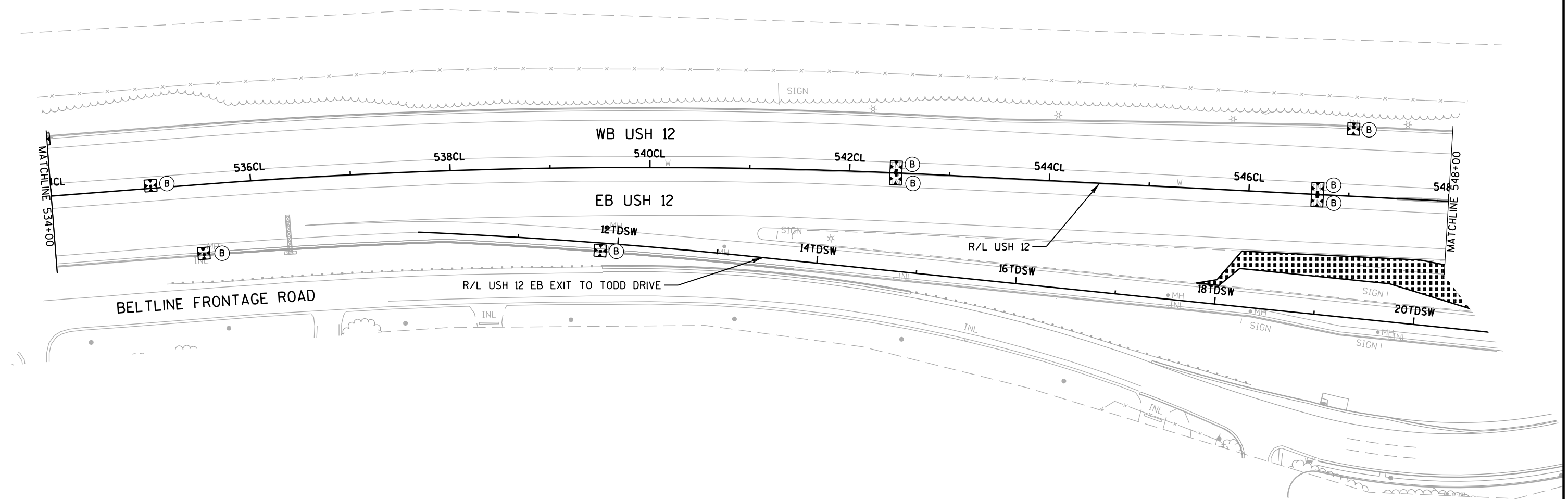
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- LEGEND
- EROSION MAT CLASS I, TYPE B
 - SILT FENCE
 - RIPRAP MEDIUM
 - TEMPORARY DITCH CHECK
 - A INLET PROTECTION TYPE A
 - B INLET PROTECTION TYPE B
 - C INLET PROTECTION TYPE C

NOTES

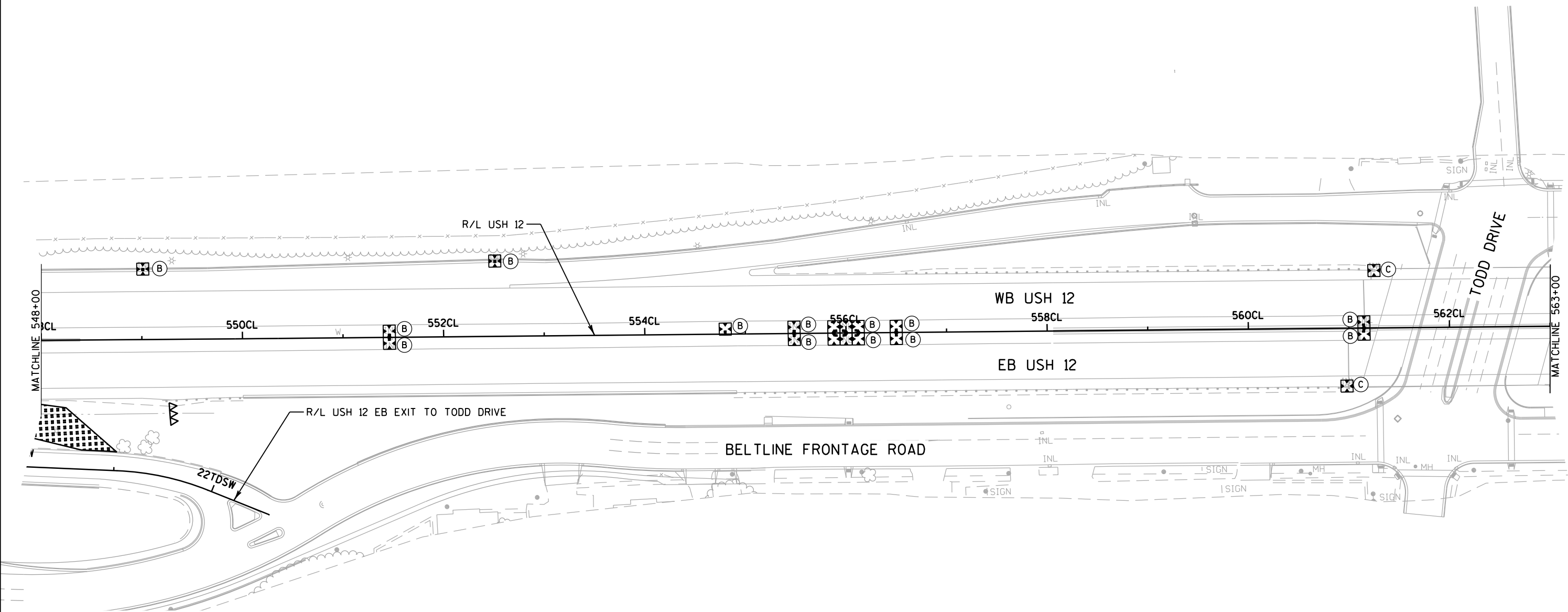
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LEGEND	
	EROSION MAT CLASS I, TYPE B
	SILT FENCE
	RIPRAP MEDIUM
	TEMPORARY DITCH CHECK
	INLET PROTECTION TYPE A
	INLET PROTECTION TYPE B
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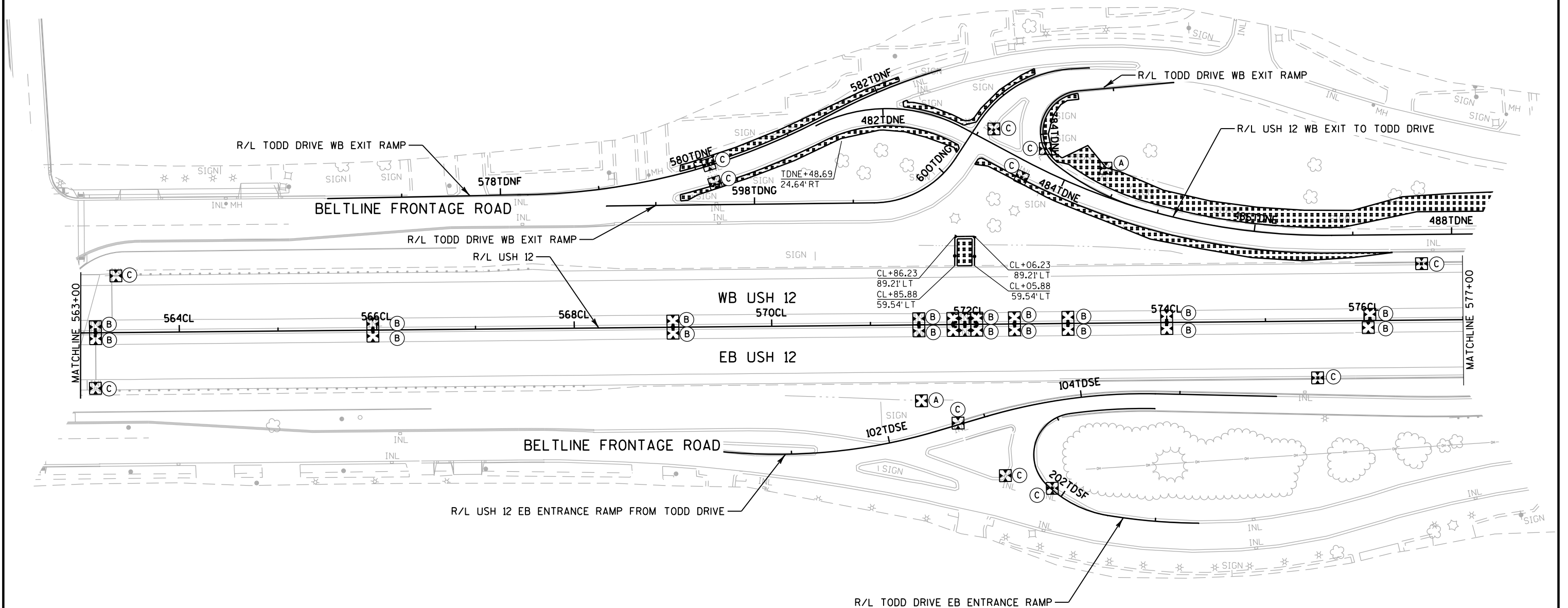


LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C

NOTES

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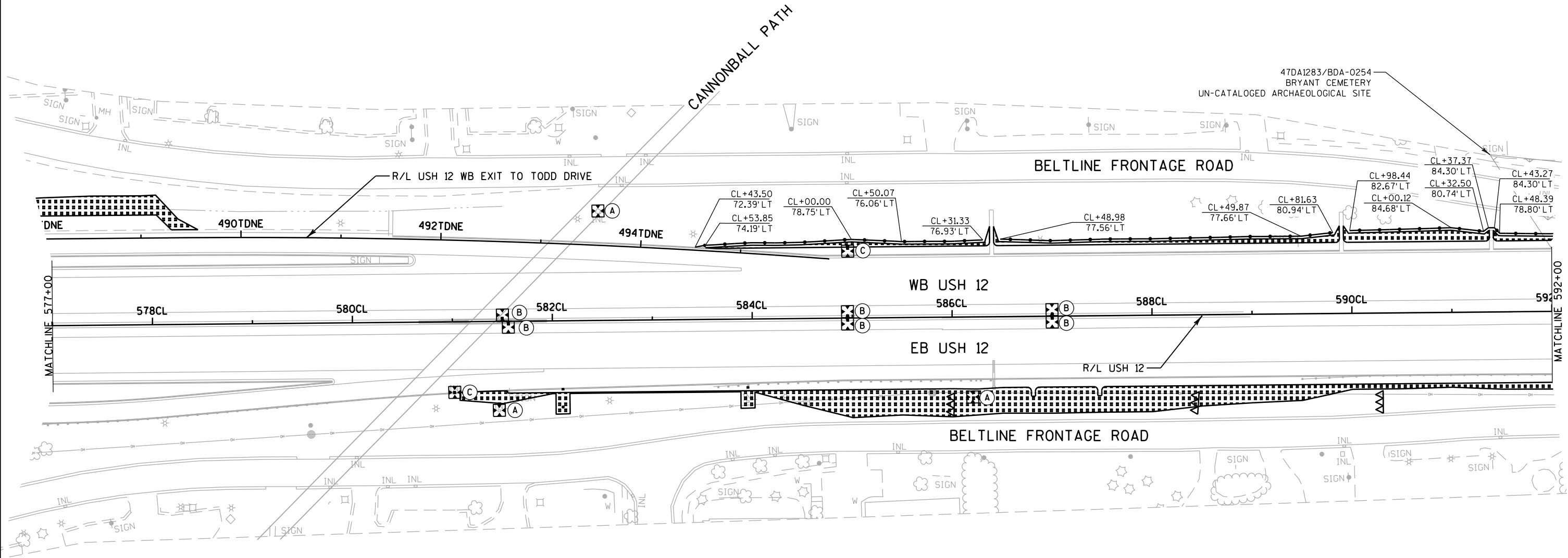


LEGEND

- | | |
|--|-----------------------------|
| | EROSION MAT CLASS I, TYPE B |
| | SILT FENCE |
| | RIPRAP MEDIUM |
| | TEMPORARY DITCH CHECK |
| | A INLET PROTECTION TYPE A |
| | B INLET PROTECTION TYPE B |
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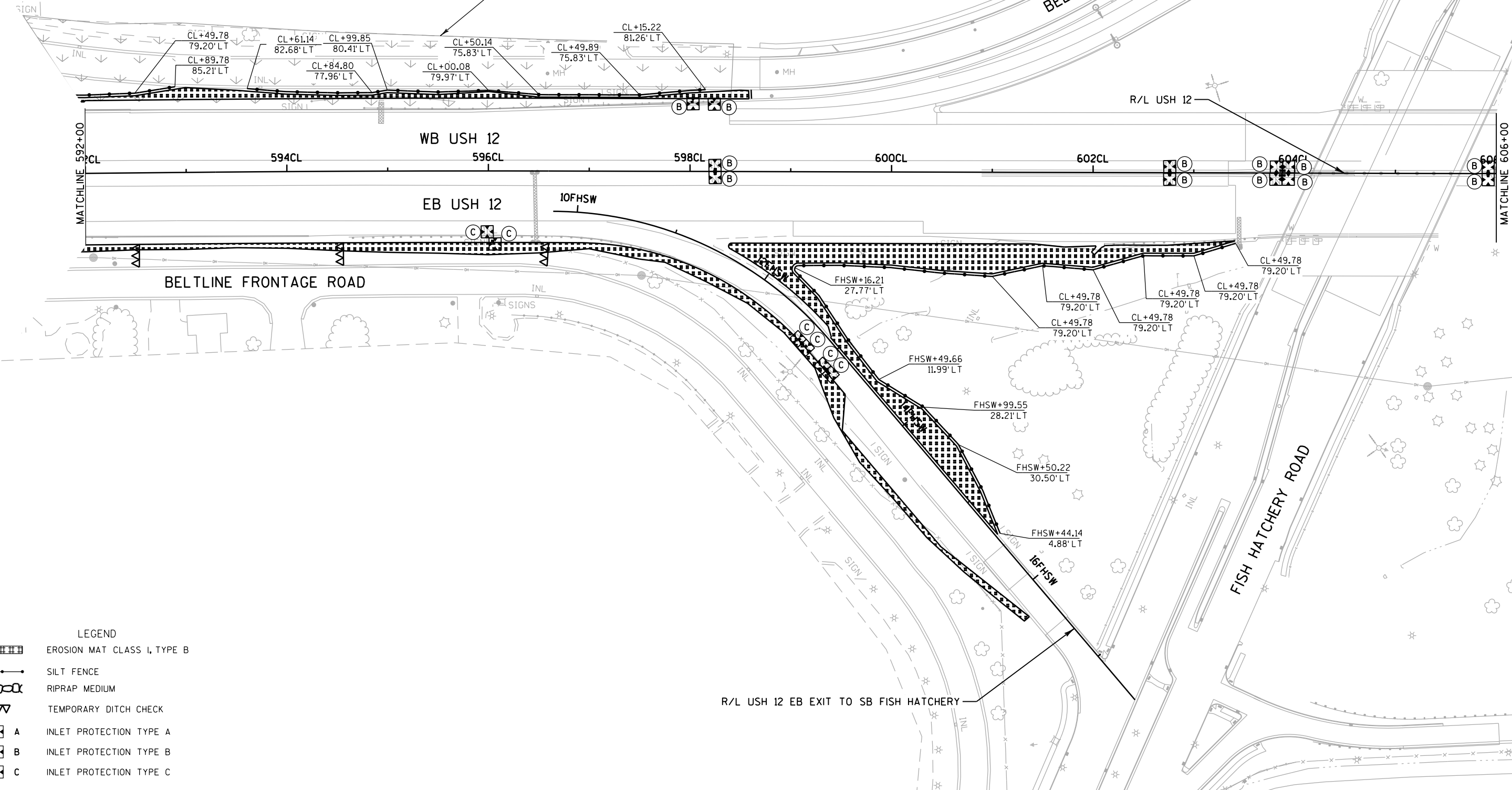


LEGEND	
	EROSION MAT CLASS I, TYPE B
	SILT FENCE
	RIPRAP MEDIUM
	TEMPORARY DITCH CHECK
	INLET PROTECTION TYPE A
	INLET PROTECTION TYPE B
	INLET PROTECTION TYPE C

NOTES

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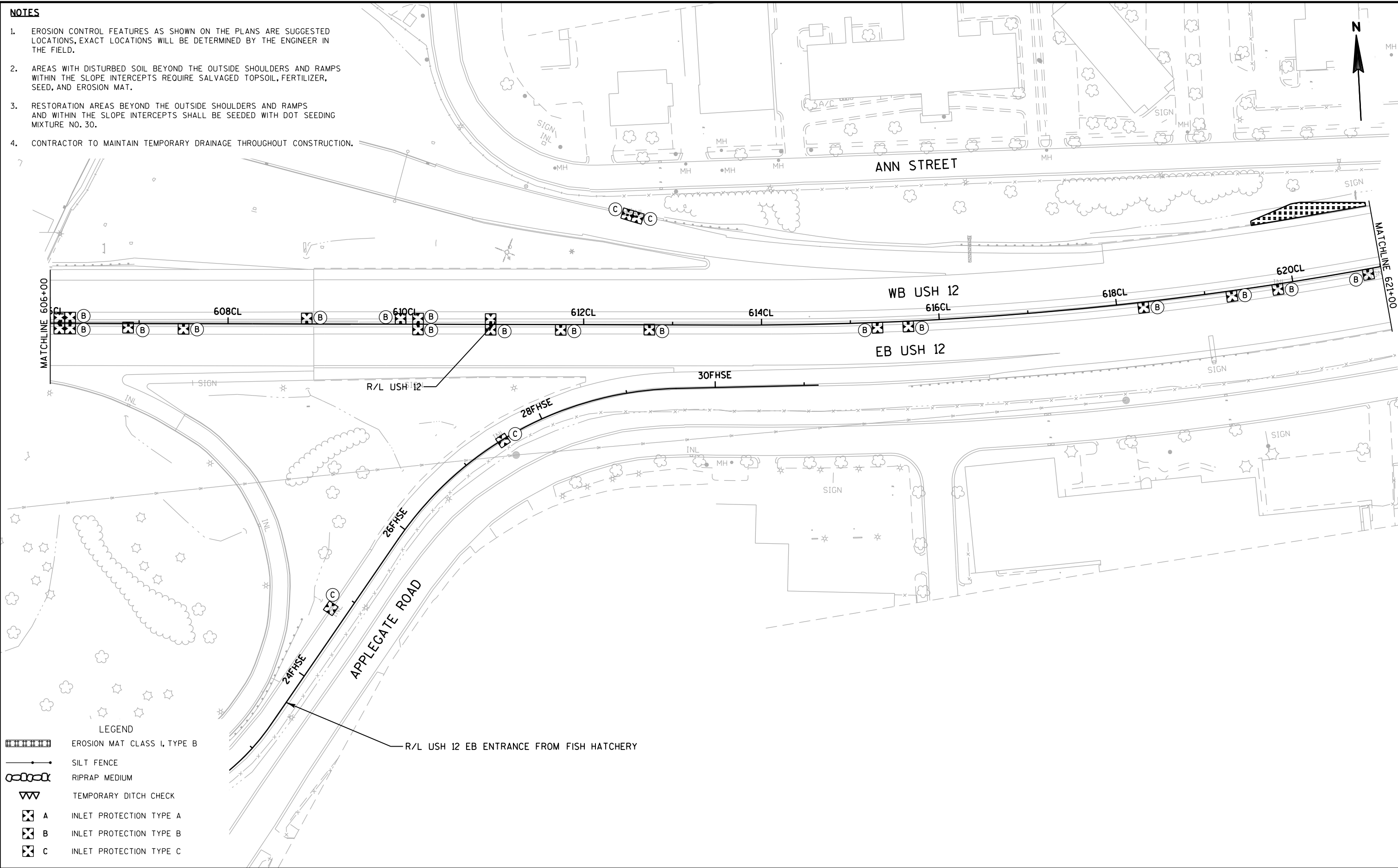
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BRYANT CEMETERY
UN-CATALOGED ARCHAEOLOGICAL SITE



- LEGEND
- EROSION MAT CLASS I, TYPE B
 - SILT FENCE
 - RIPRAP MEDIUM
 - TEMPORARY DITCH CHECK
 - A INLET PROTECTION TYPE A
 - B INLET PROTECTION TYPE B
 - C INLET PROTECTION TYPE C

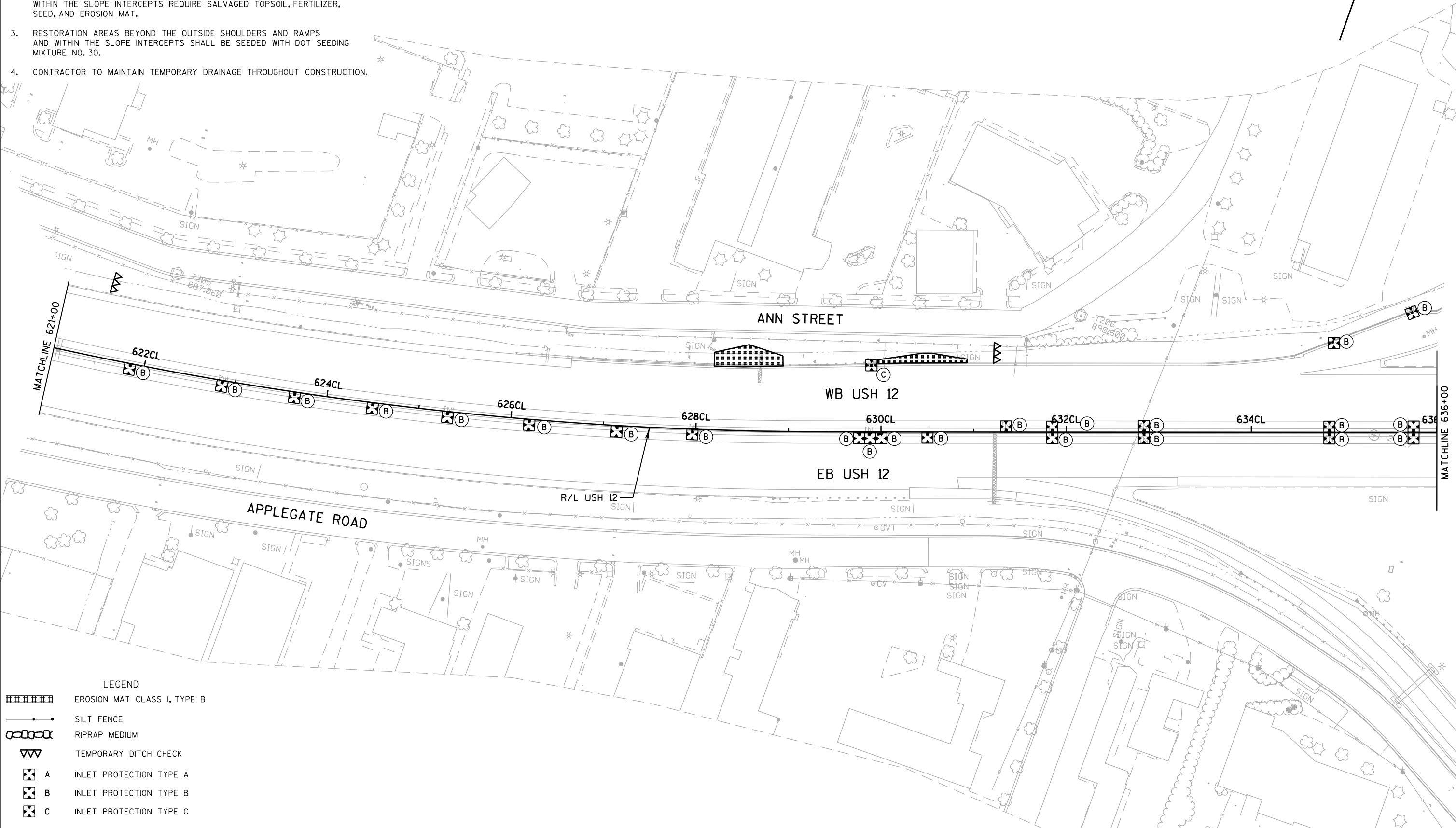
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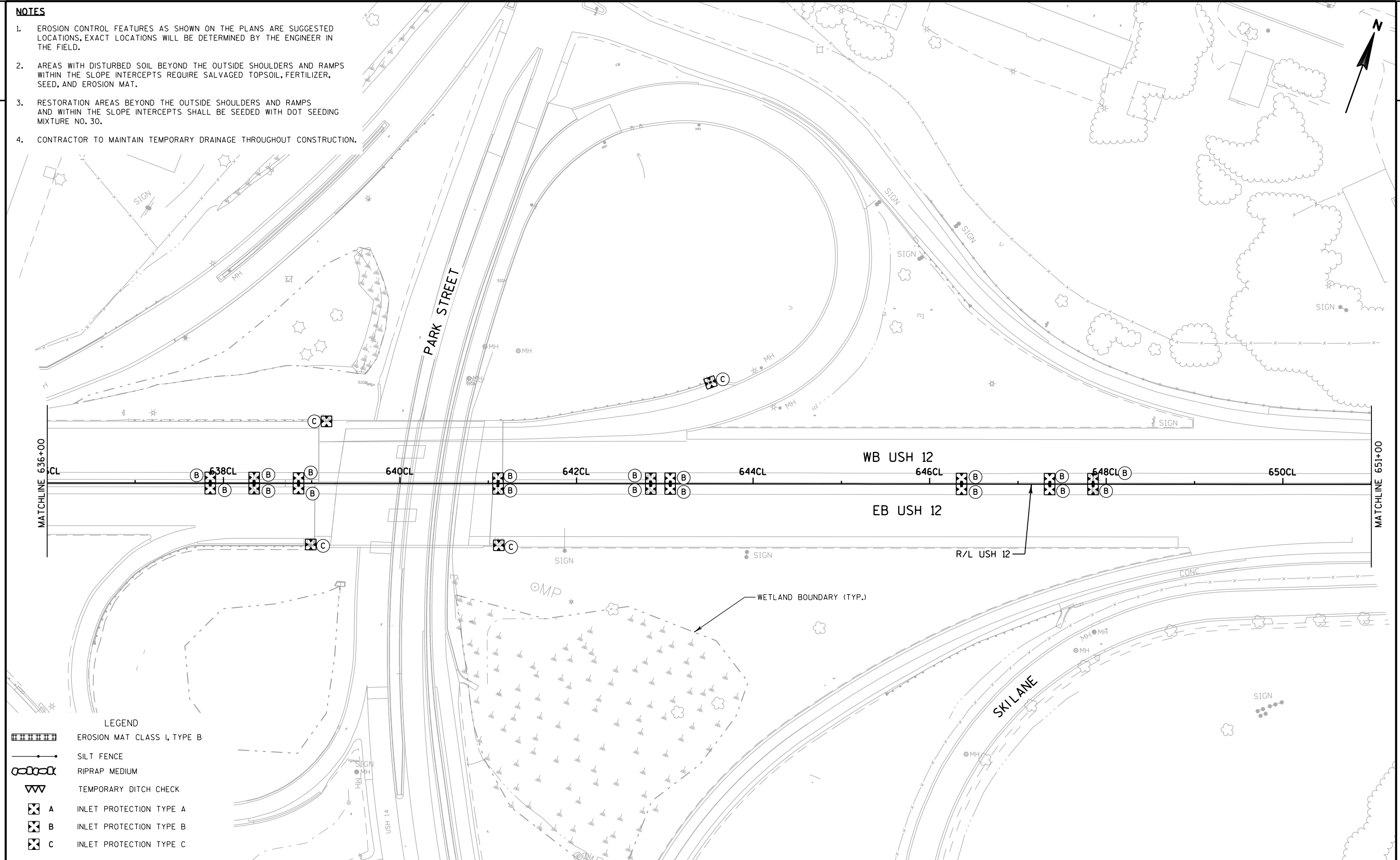
LEGEND	
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PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

EROSION CONTROL

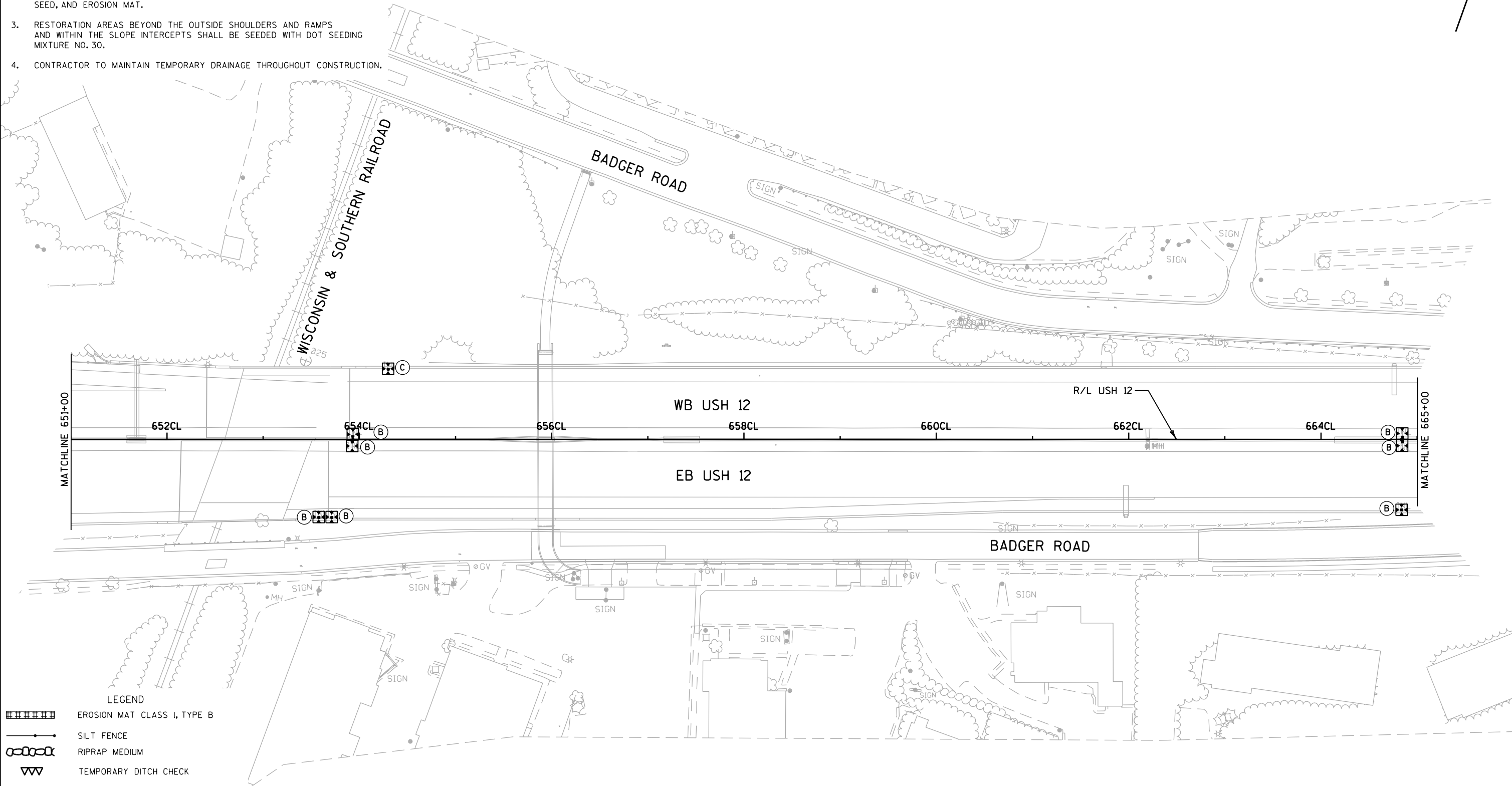
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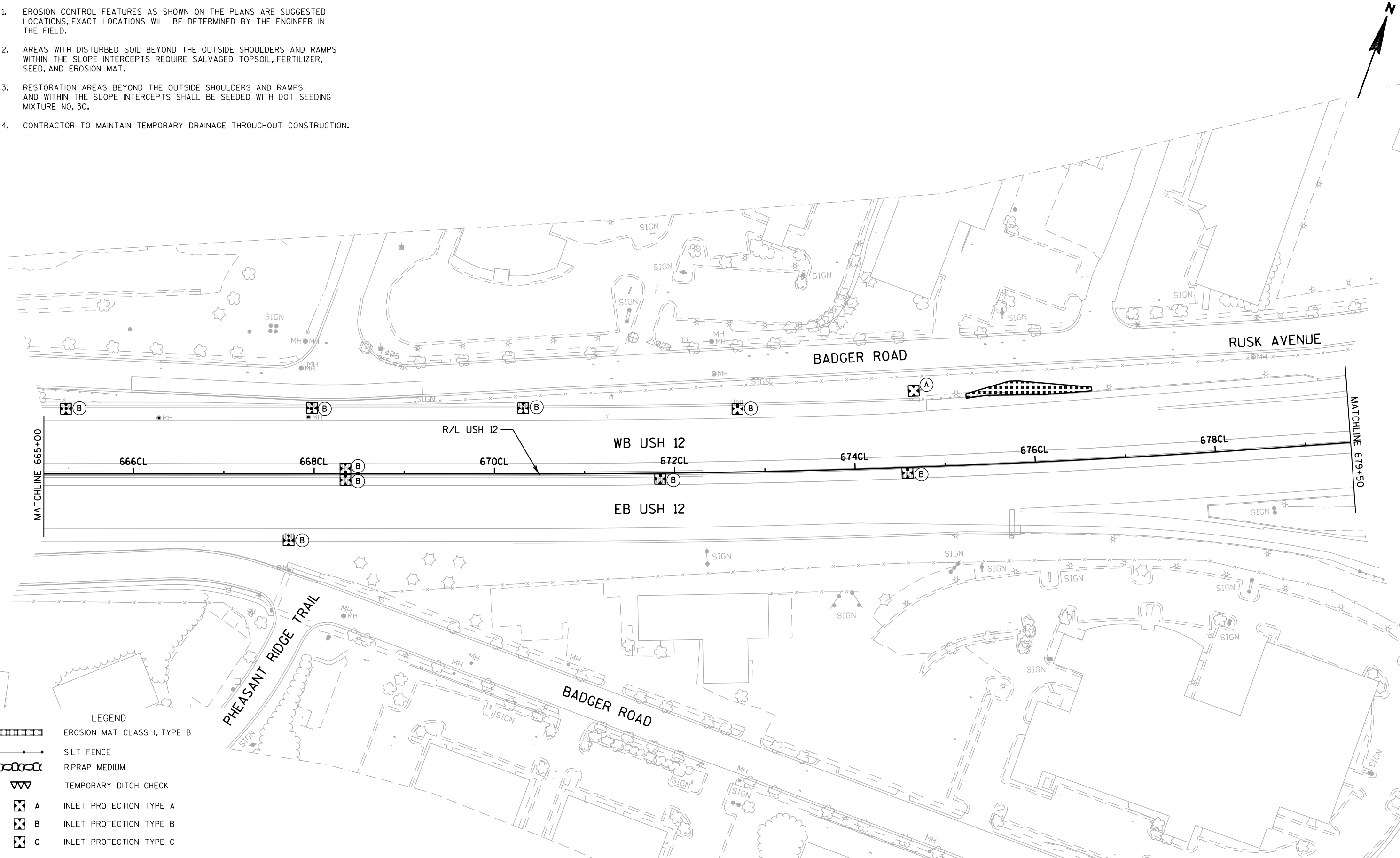
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	SILT FENCE
	RIPRAP MEDIUM
	TEMPORARY DITCH CHECK
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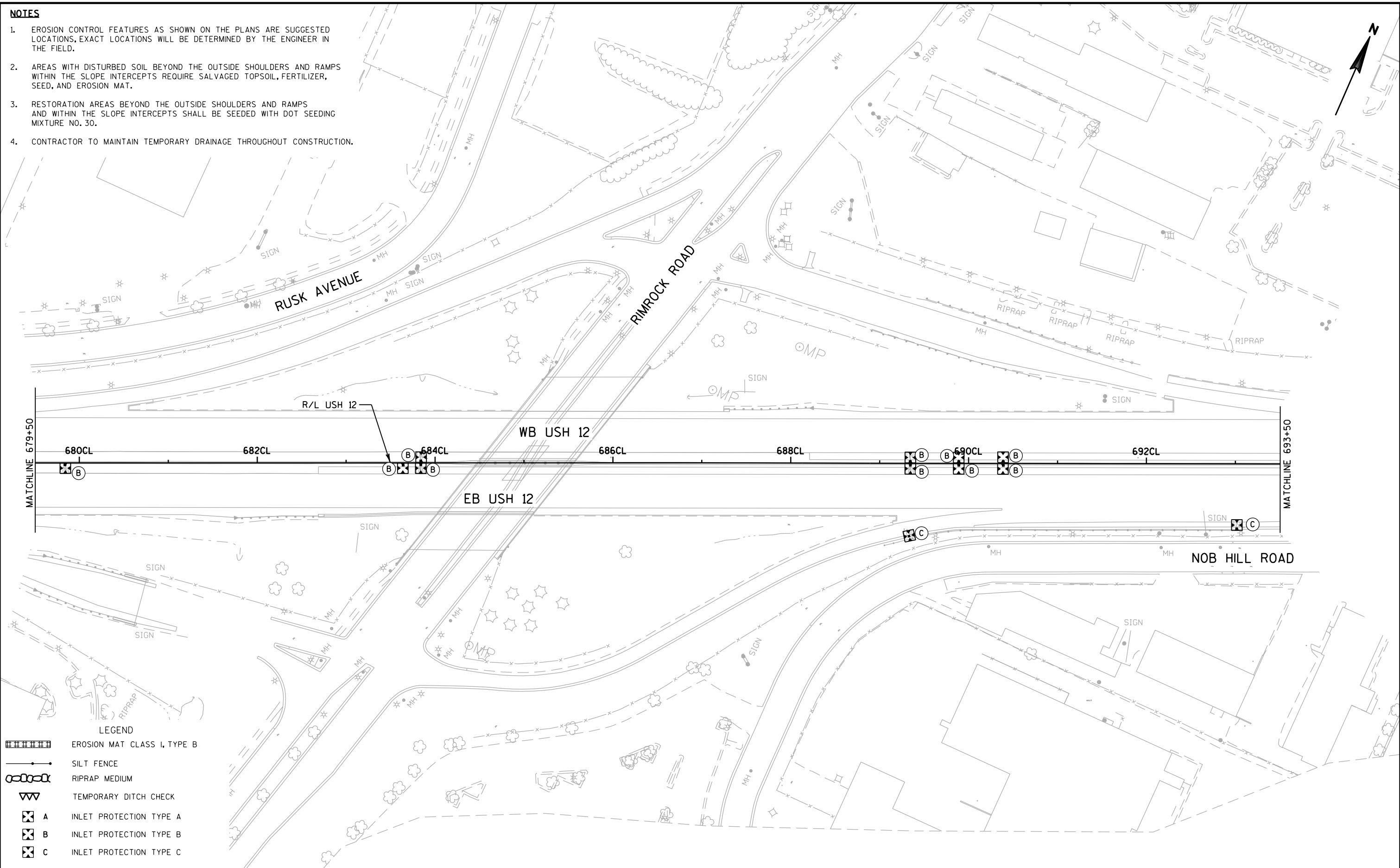
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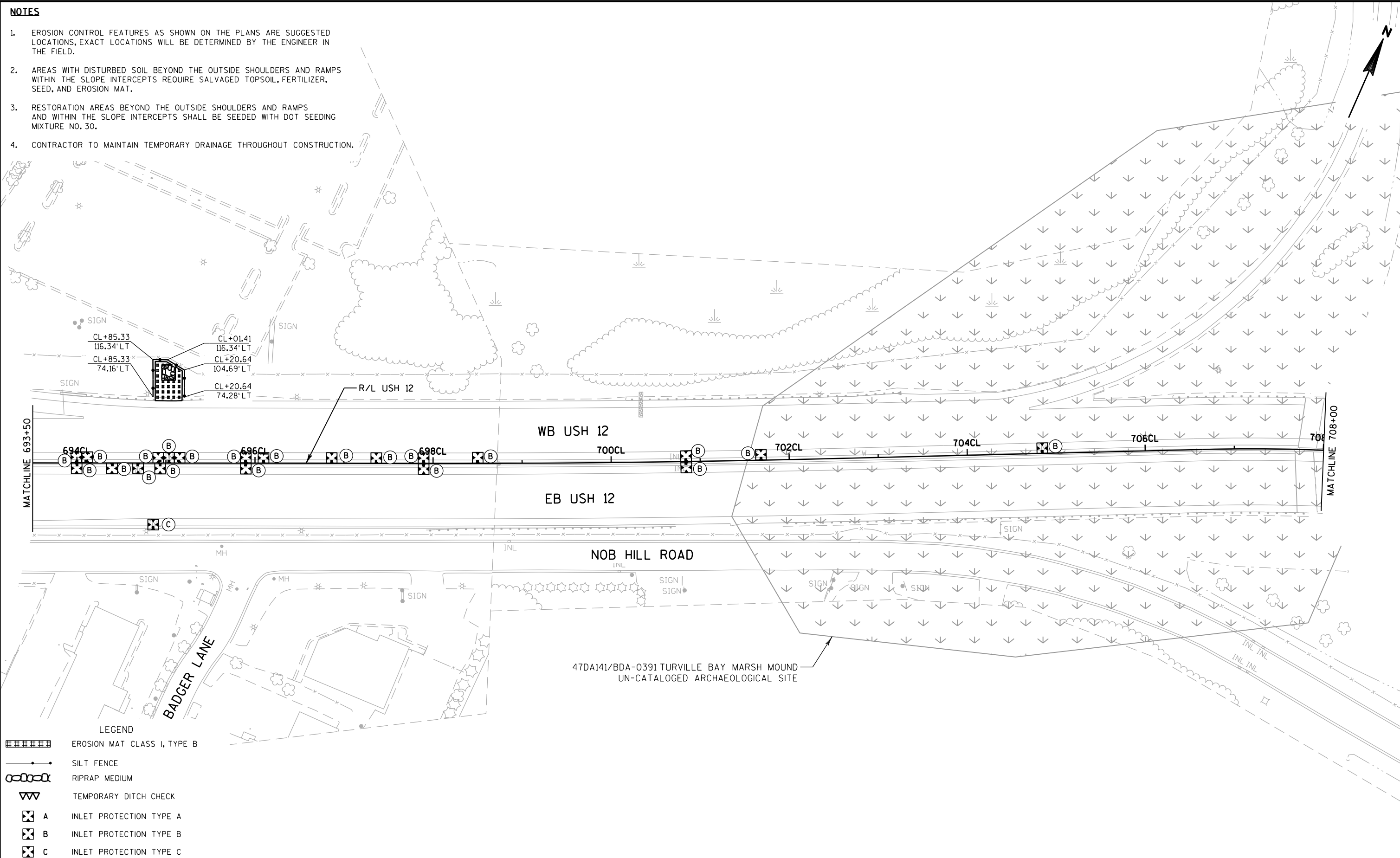


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PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

EROSION CONTROL

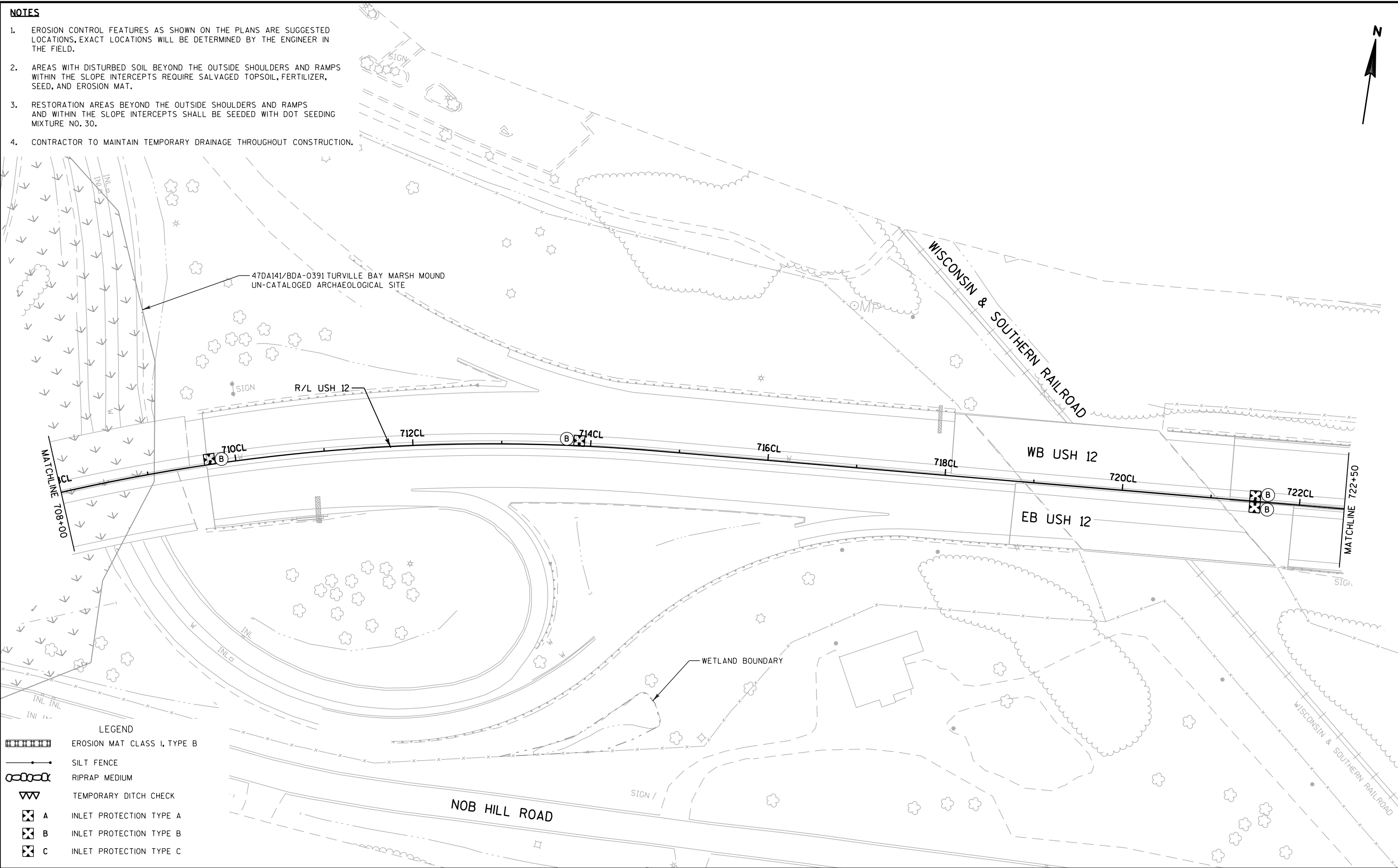
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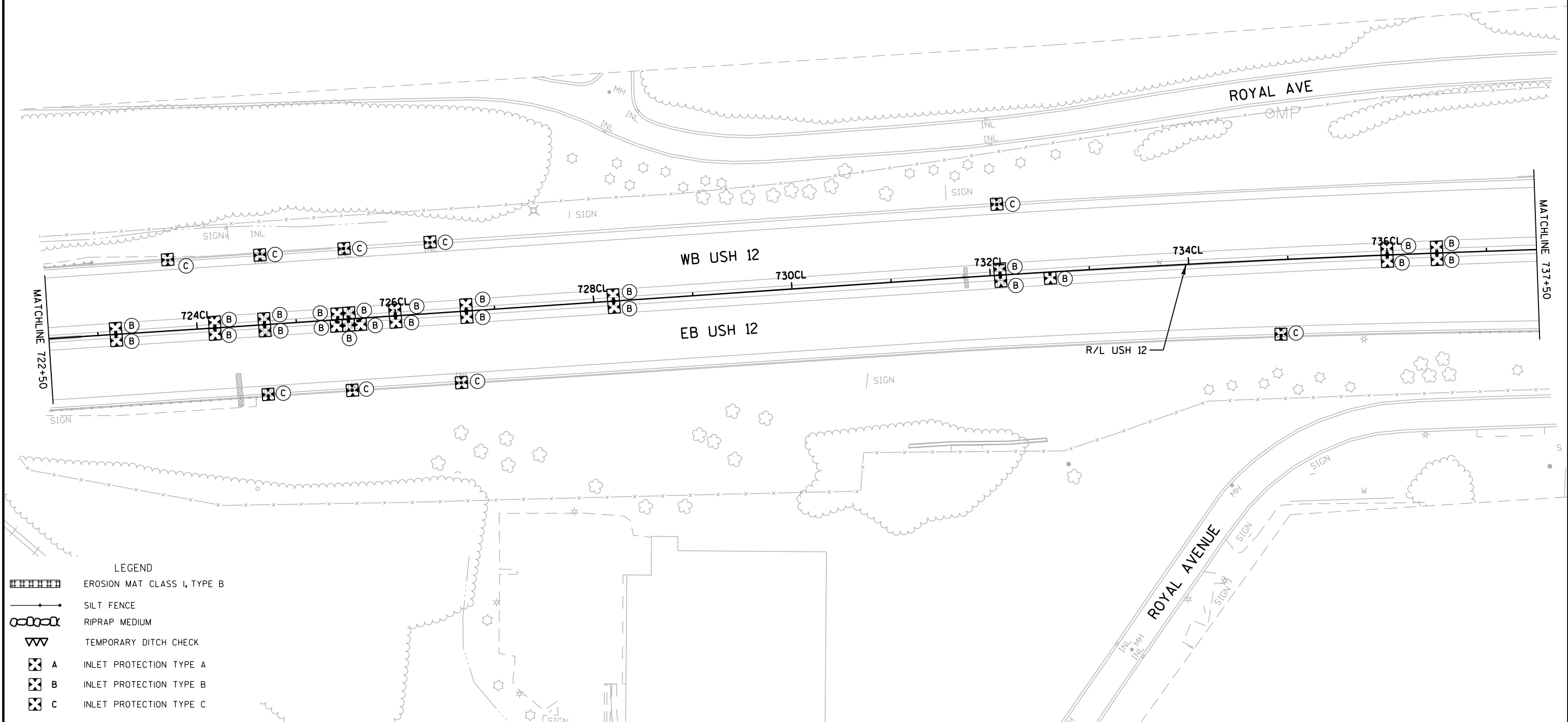
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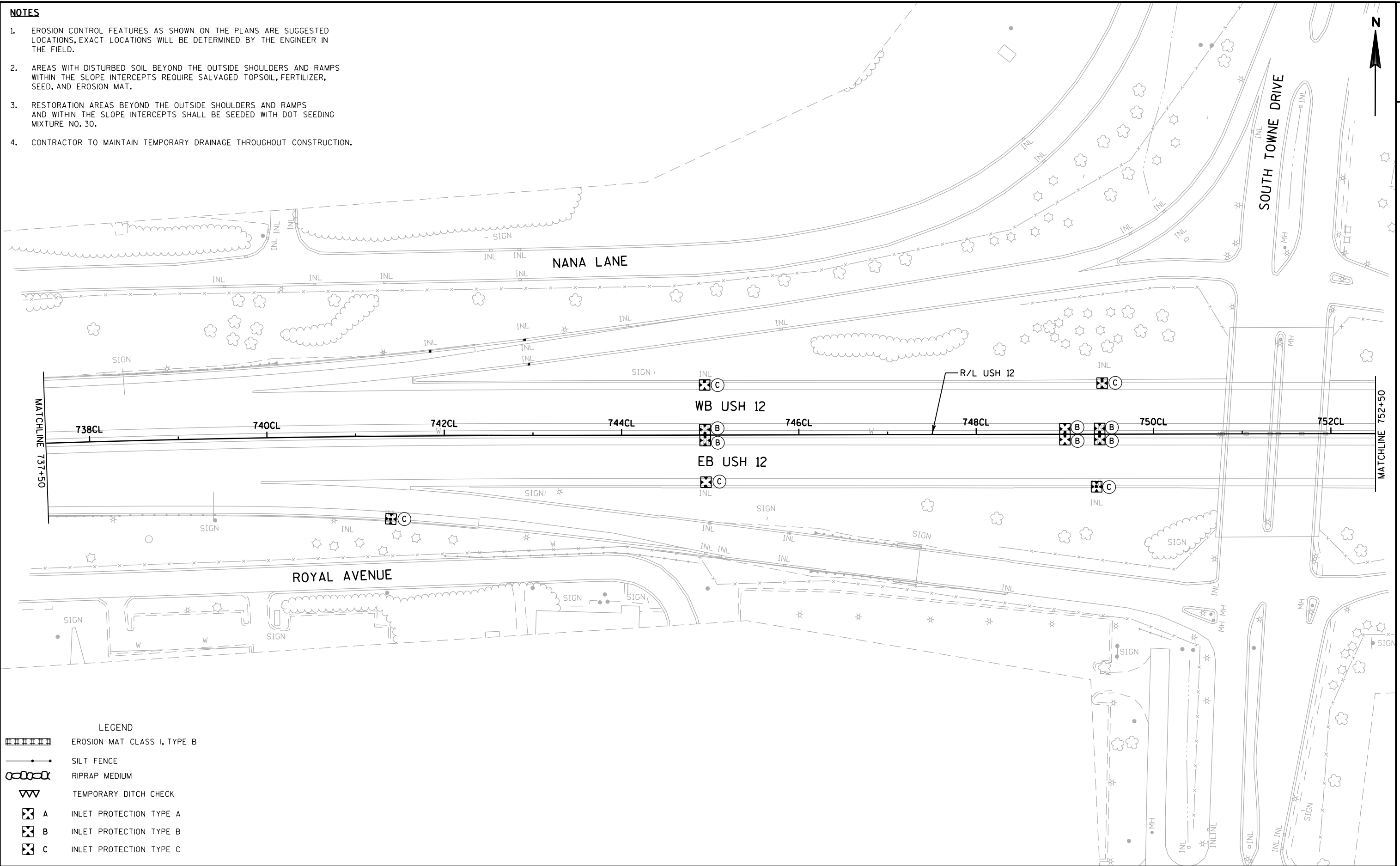
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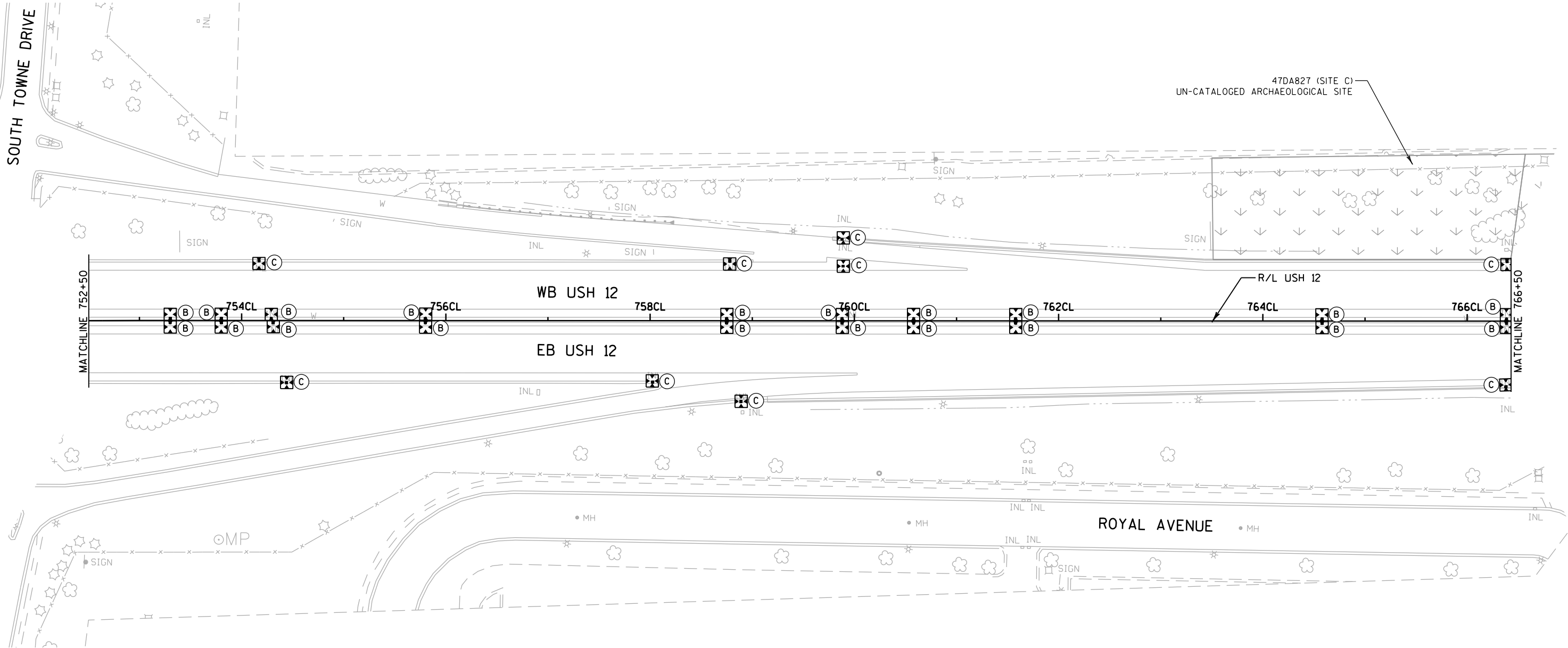
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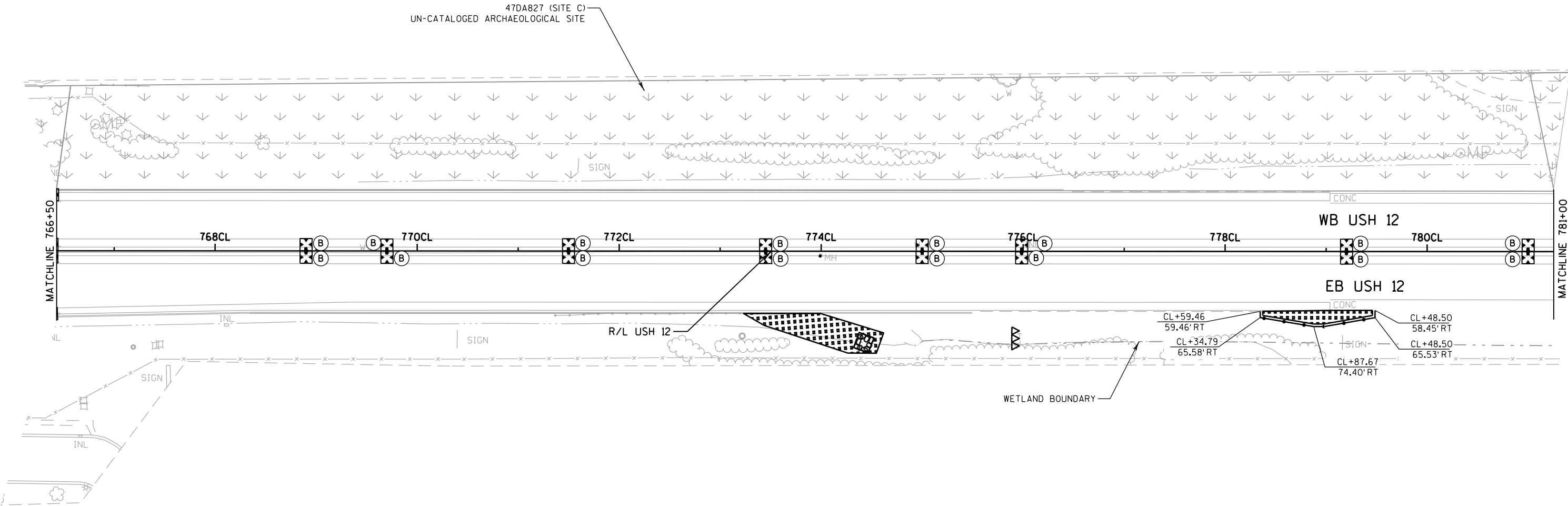


	EROSION MAT CLASS I, TYPE B
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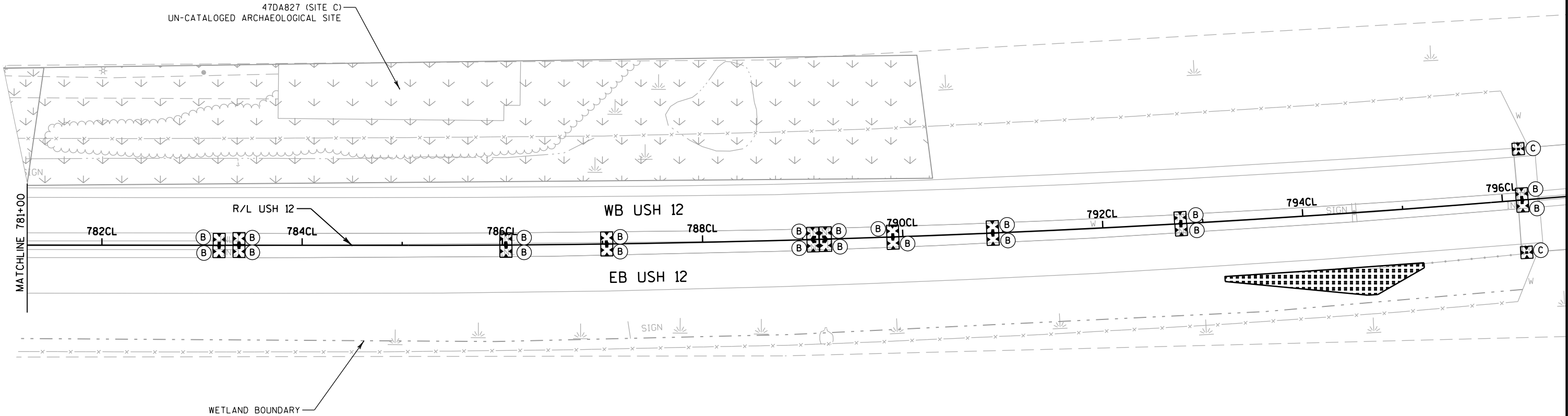
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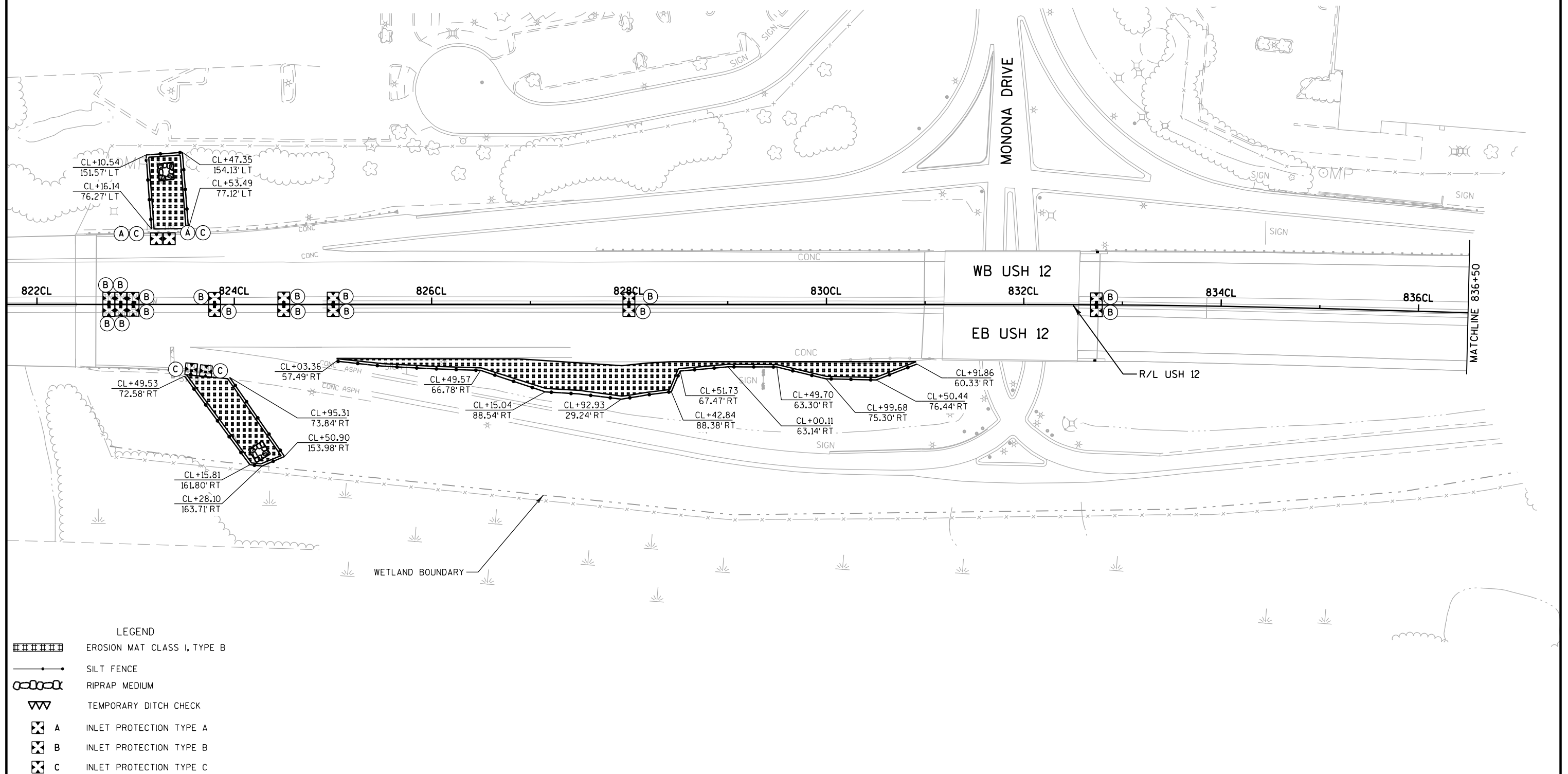
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PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

EROSION CONTROL

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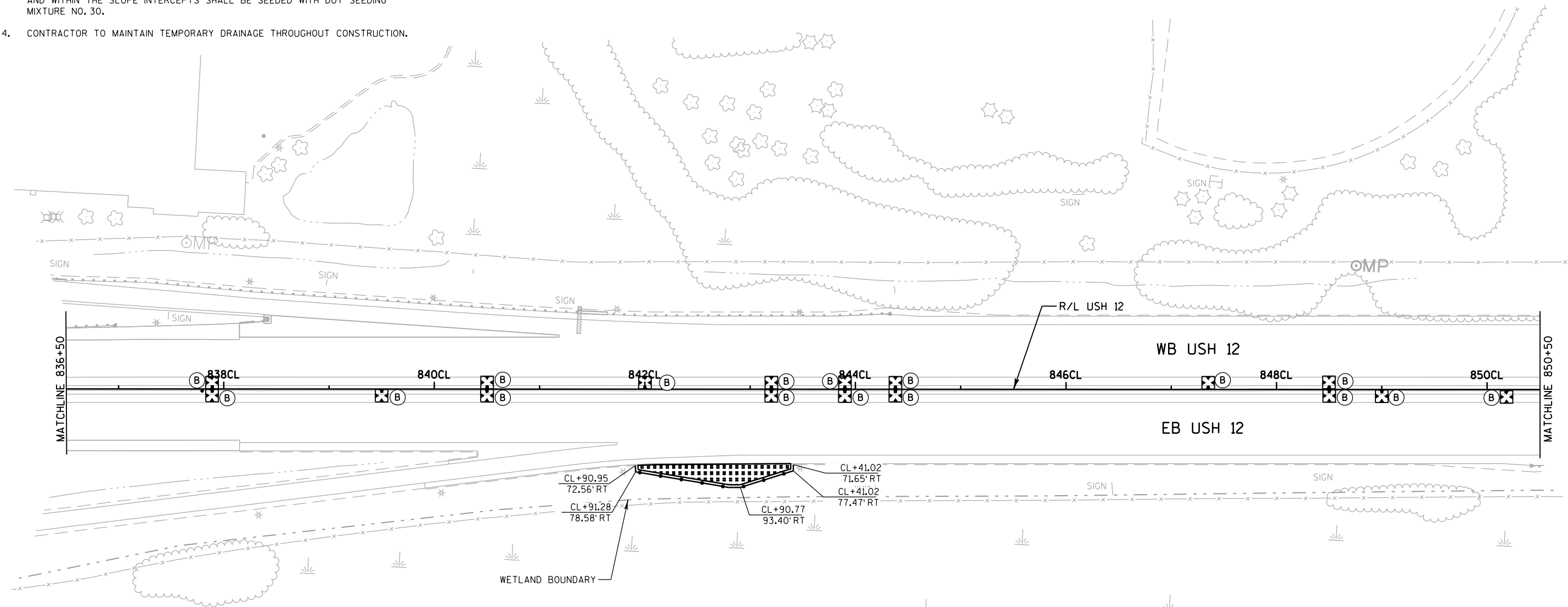
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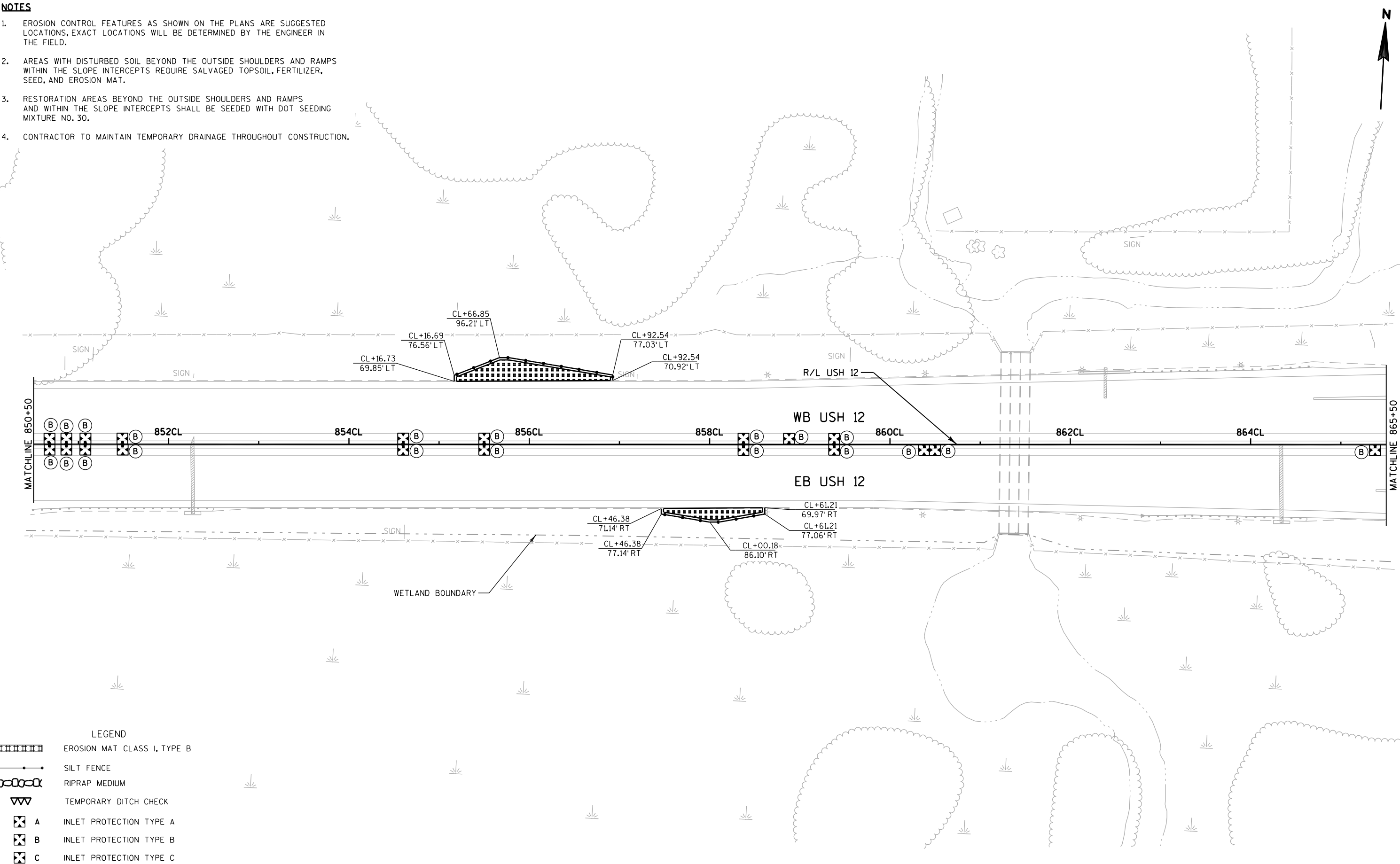
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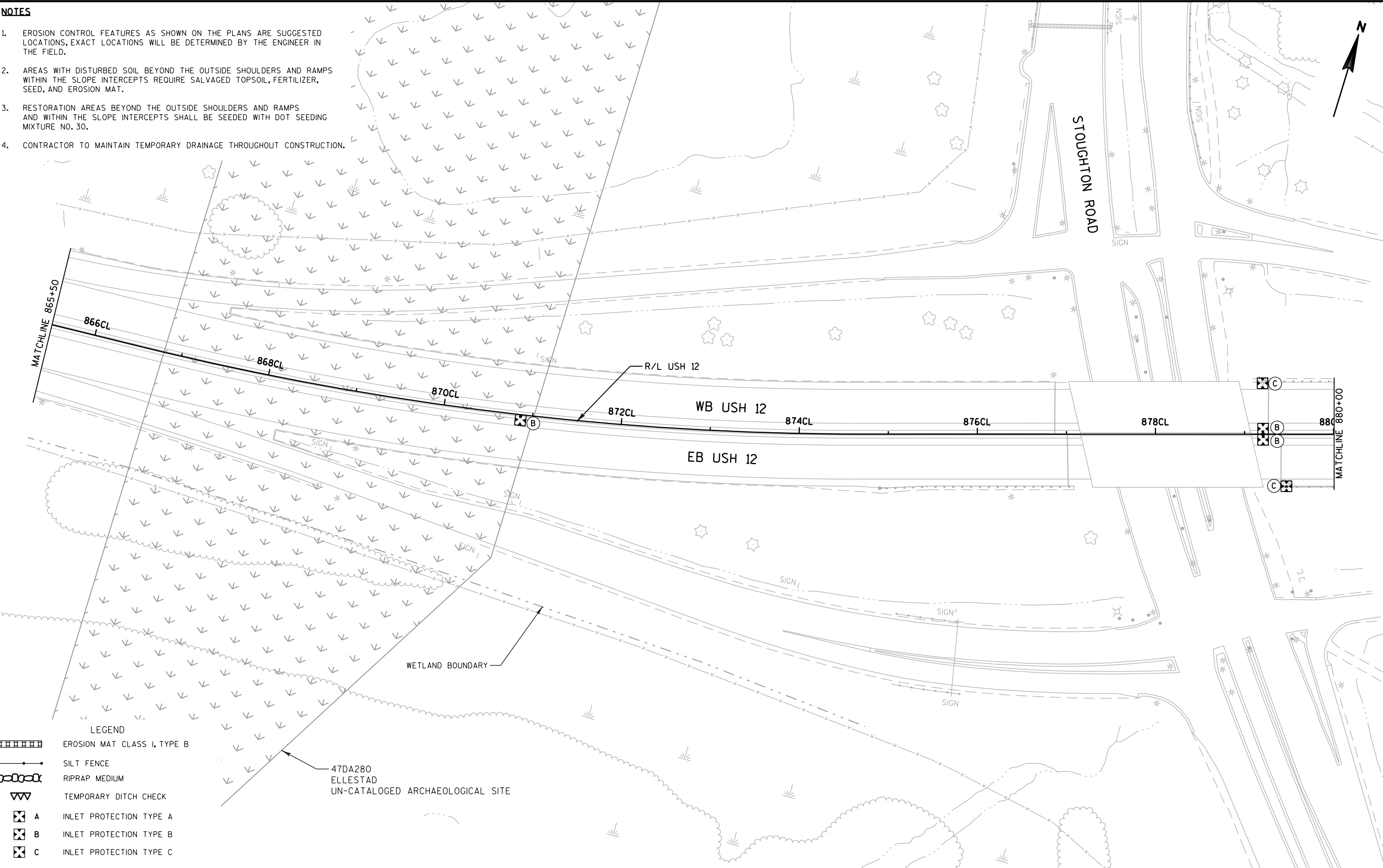
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PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

EROSION CONTROL

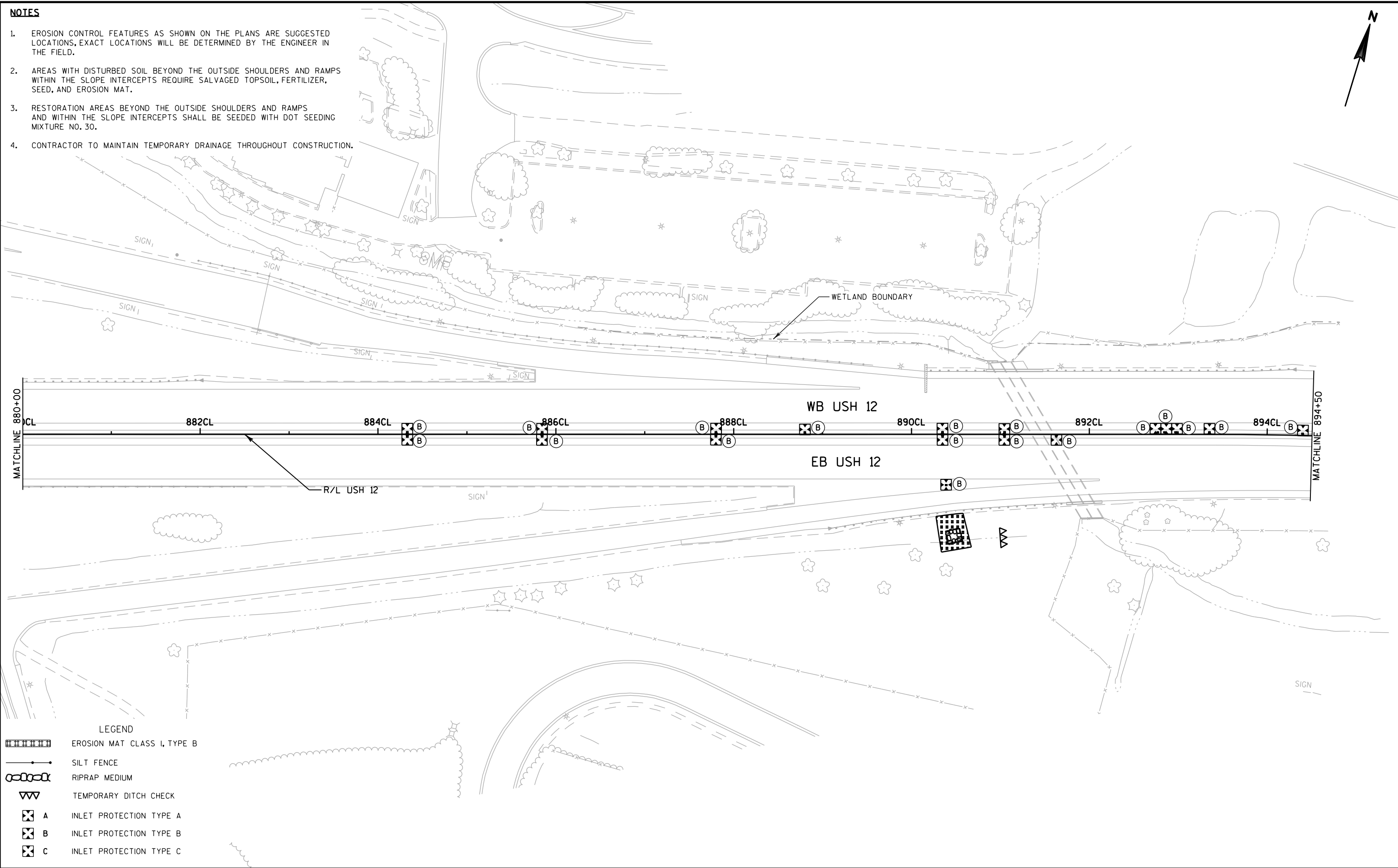
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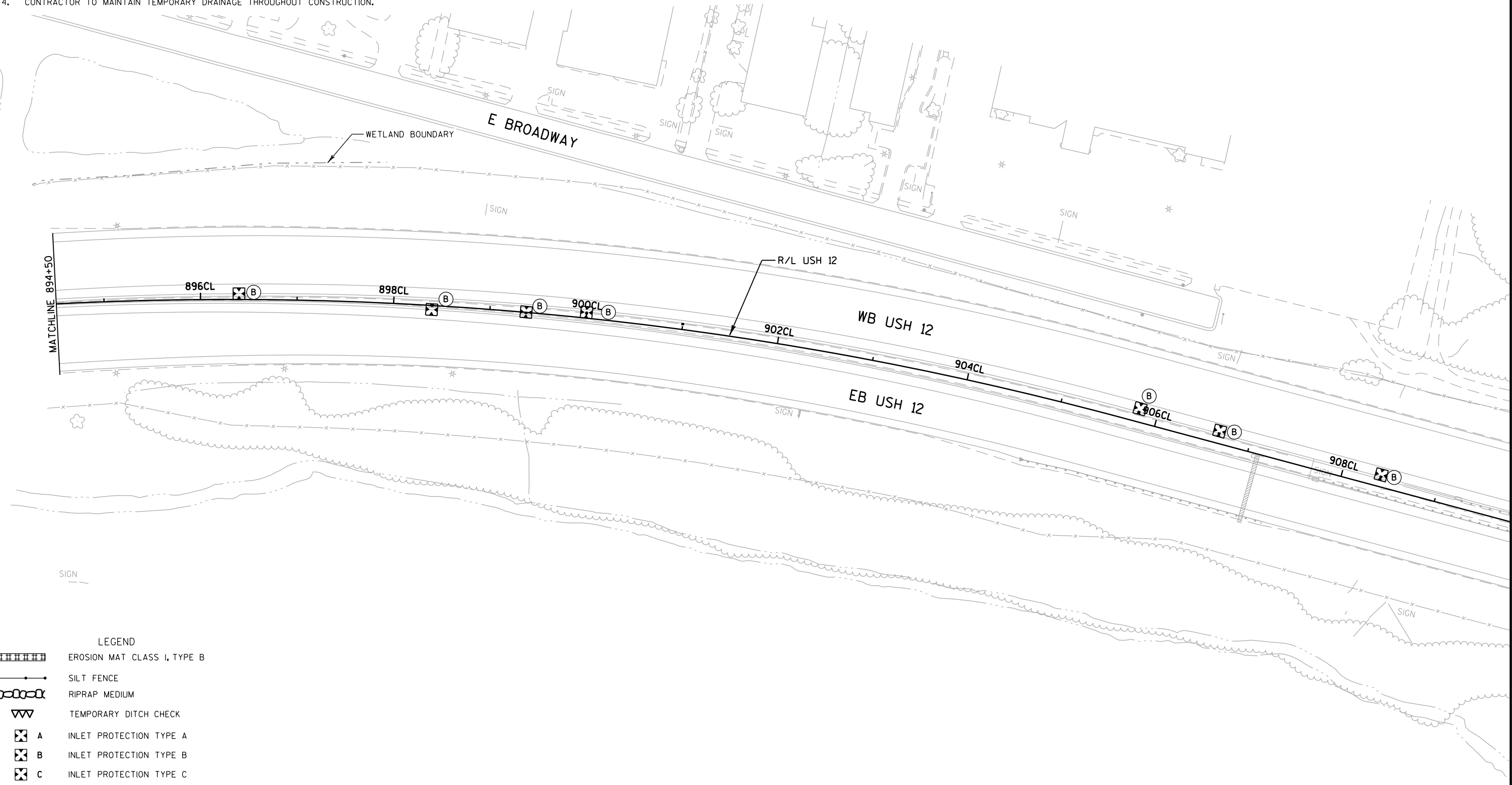
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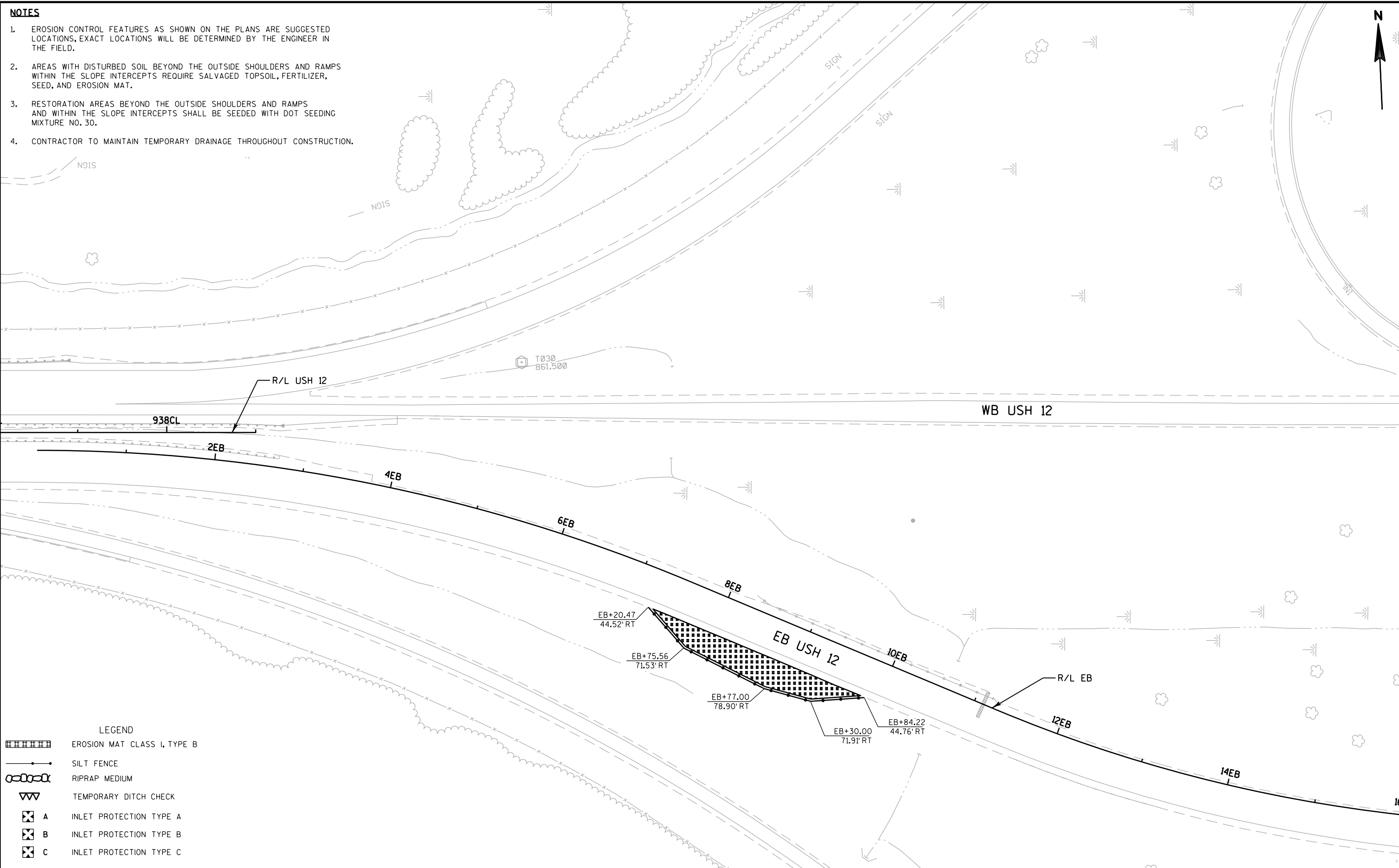
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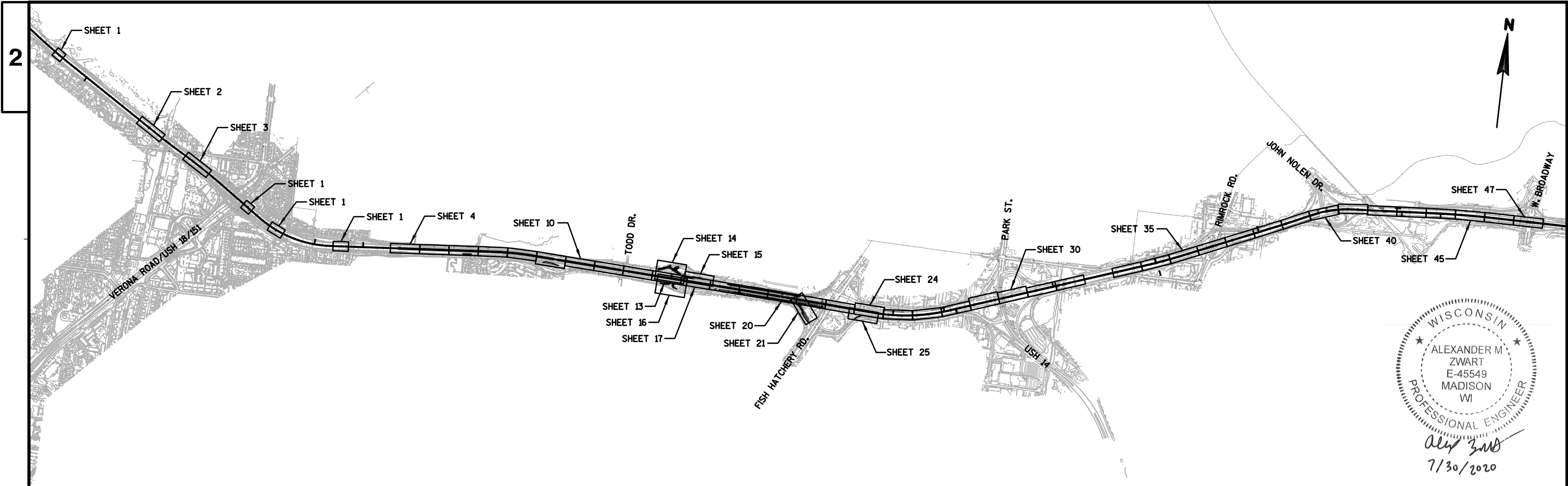
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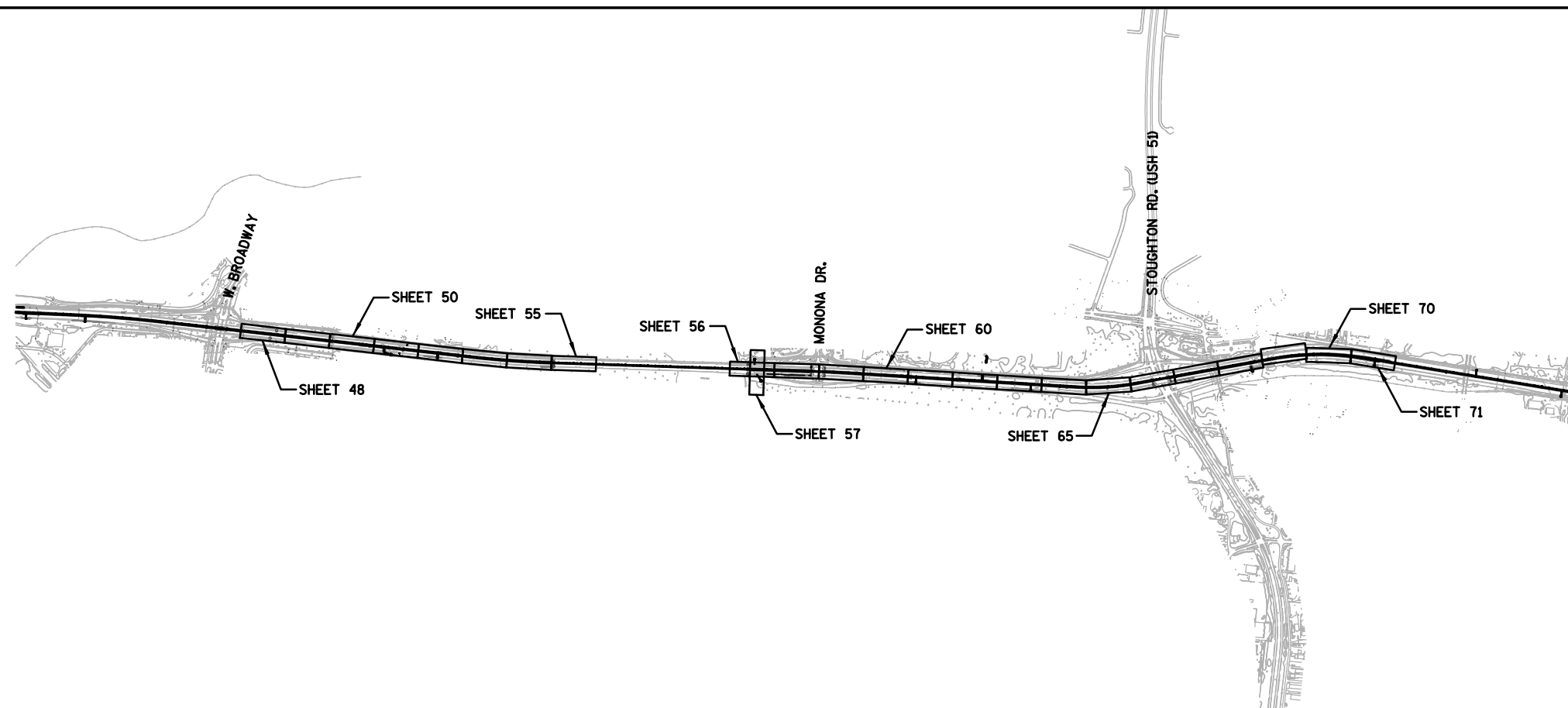
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WISCONSIN
 ★ ALEXANDER M. ZWART ★
 E-45549
 MADISON
 WI
 PROFESSIONAL ENGINEER
Alex Zwart
 7/30/2020



NOTE:
 STATION AND OFFSET AS SHOWN ON STORM
 SEWER TABLES IS FOR CENTER OF STRUCTURE.

PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

STORM SEWER OVERVIEW

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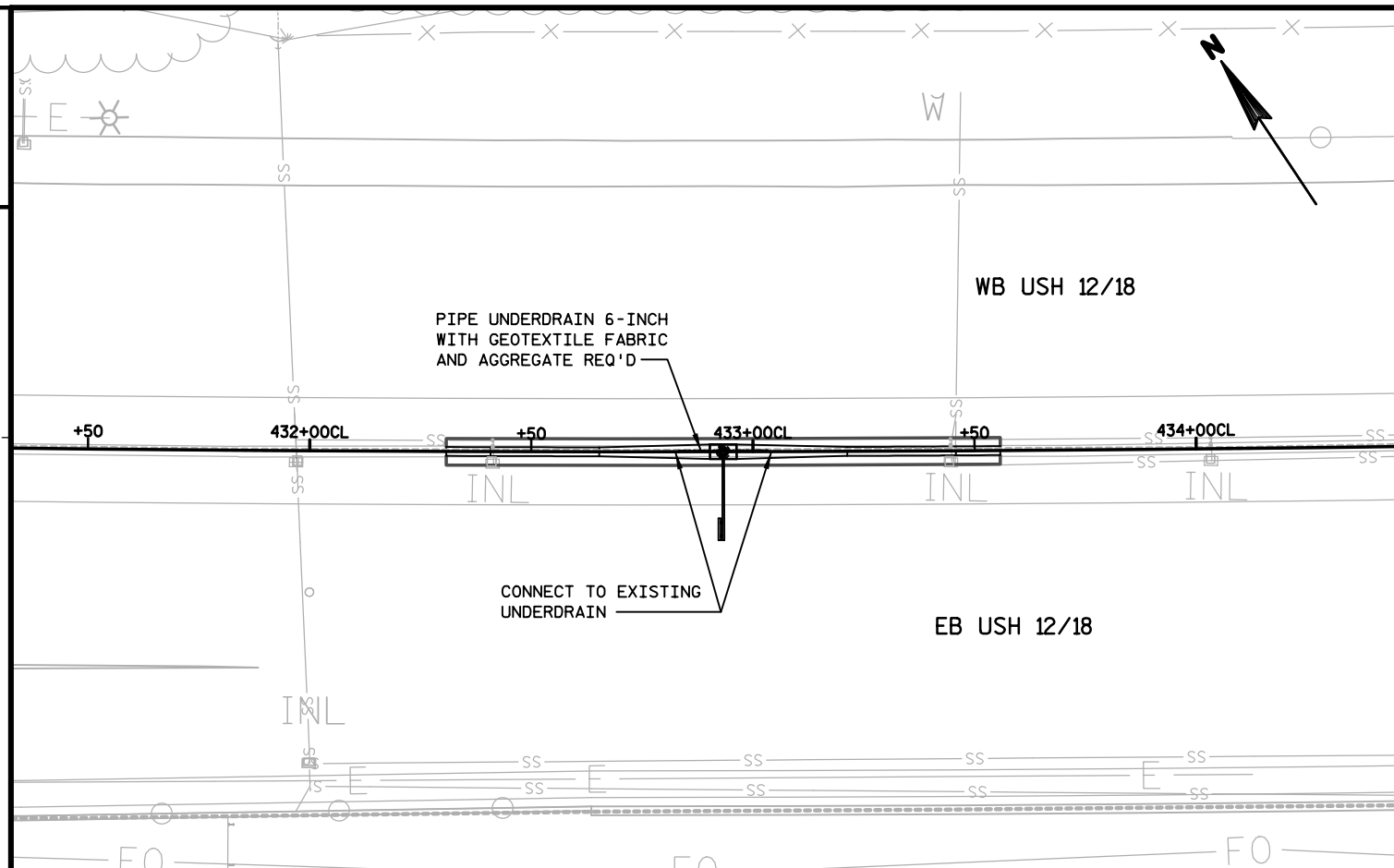
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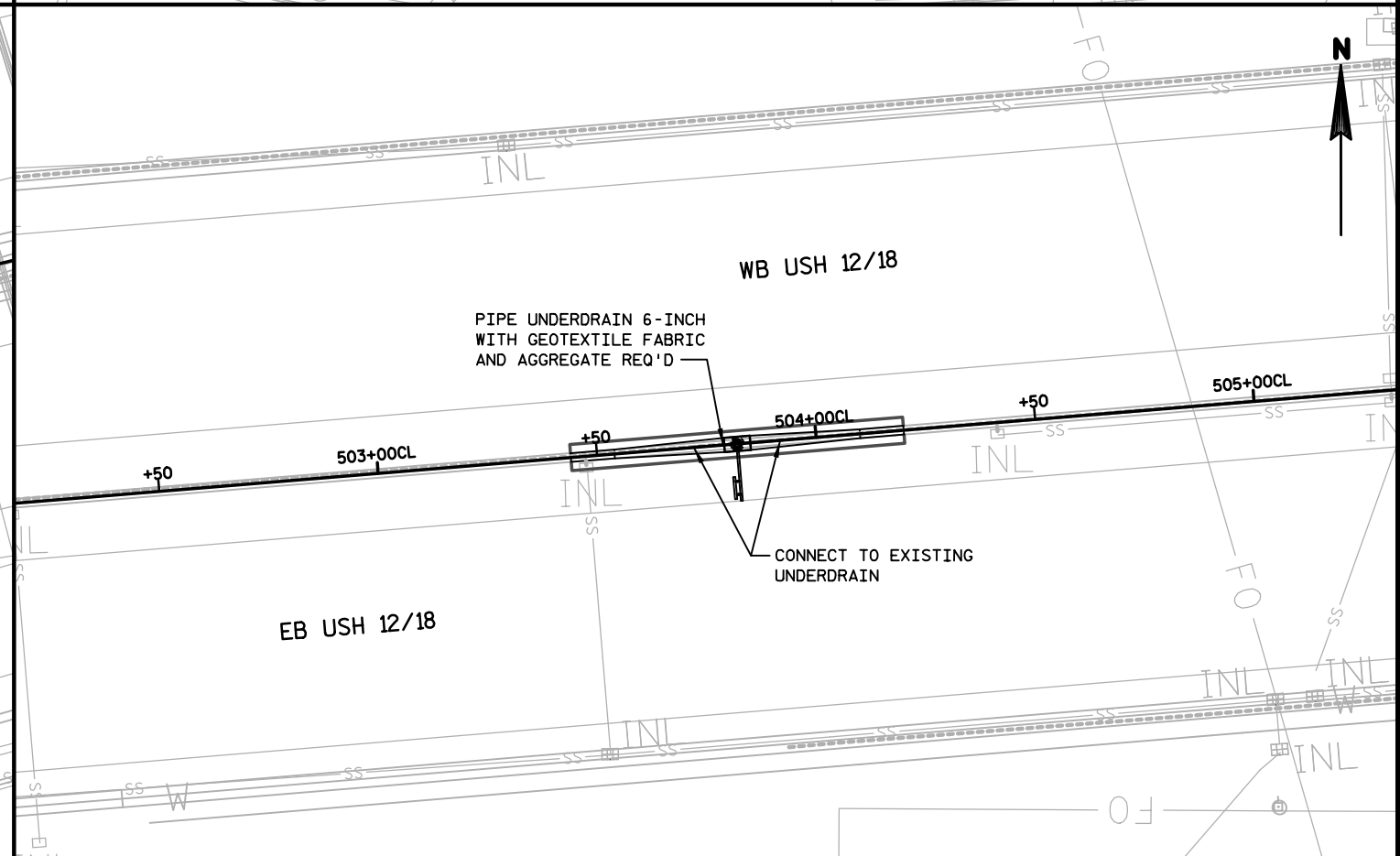
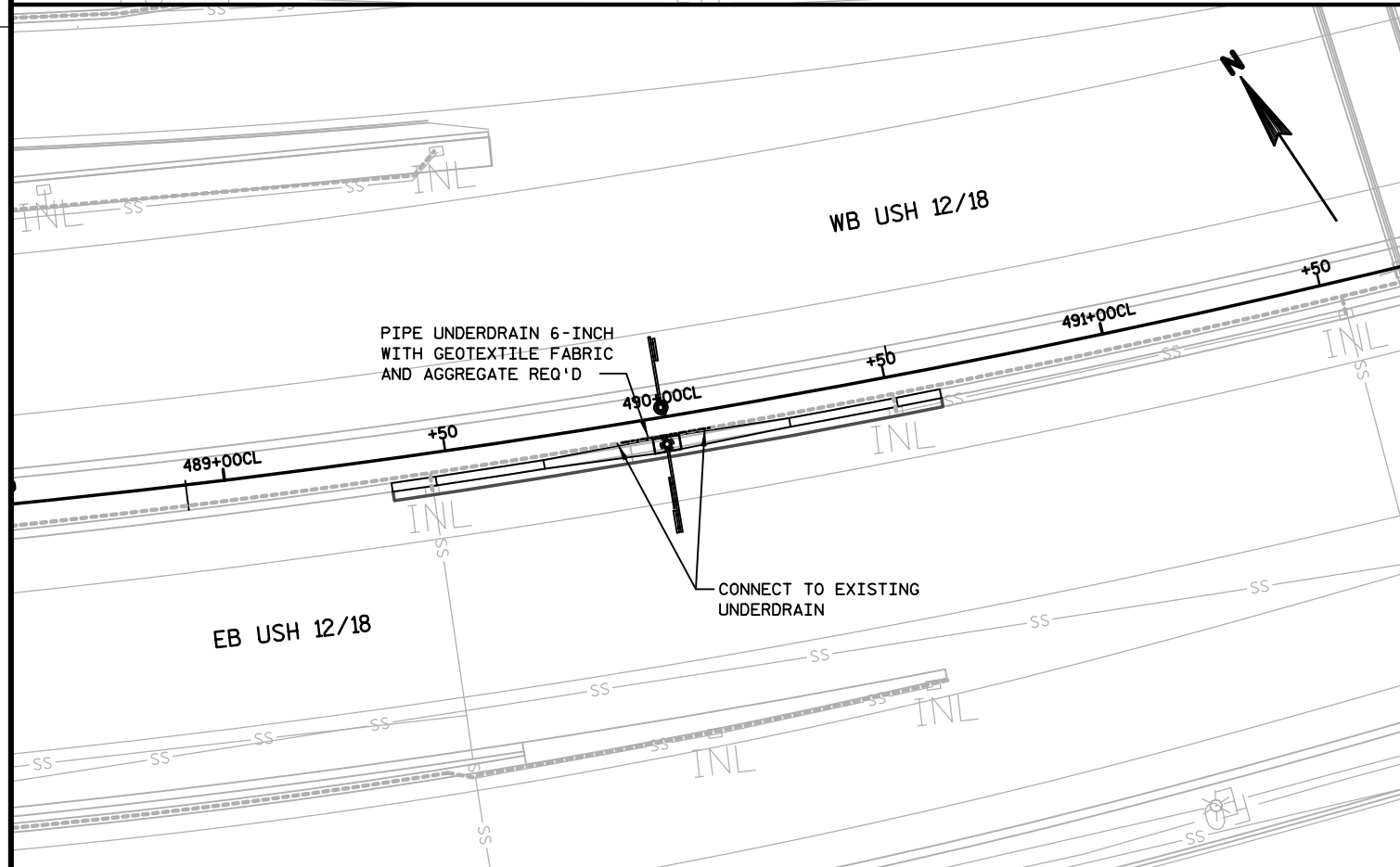
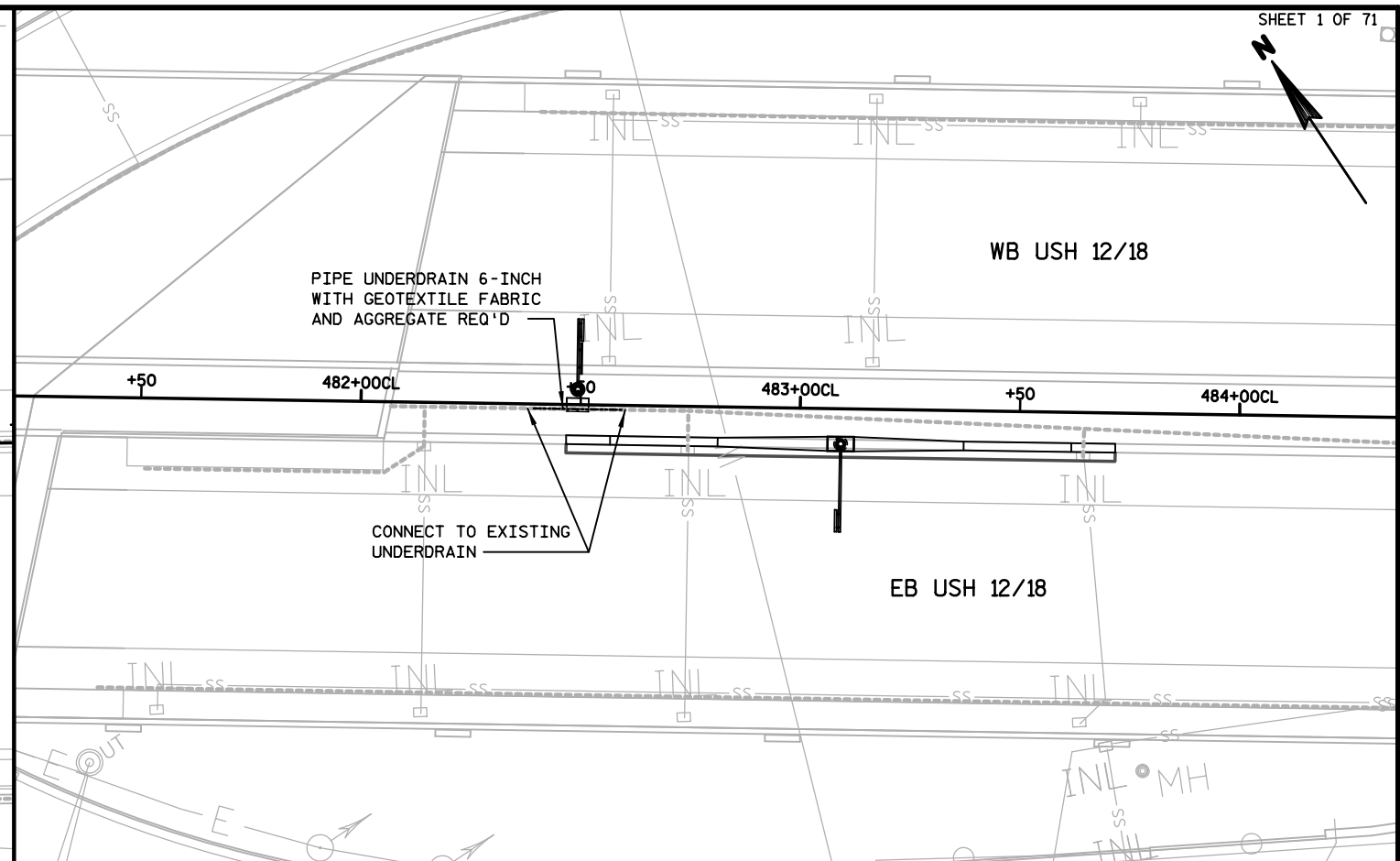
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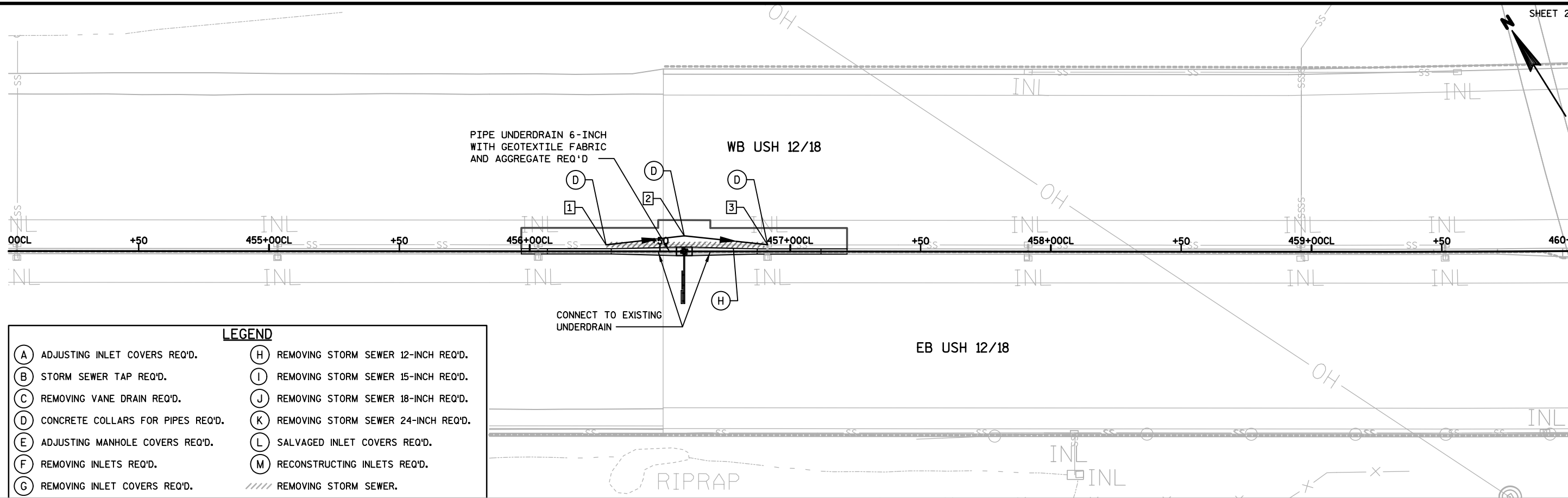
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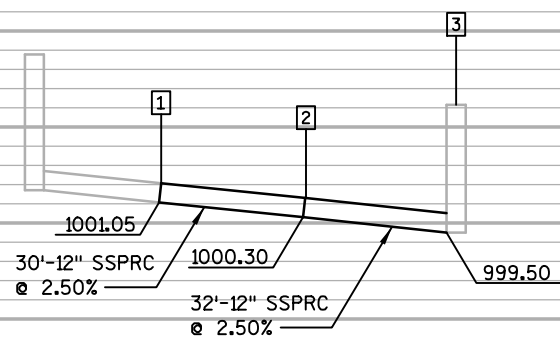
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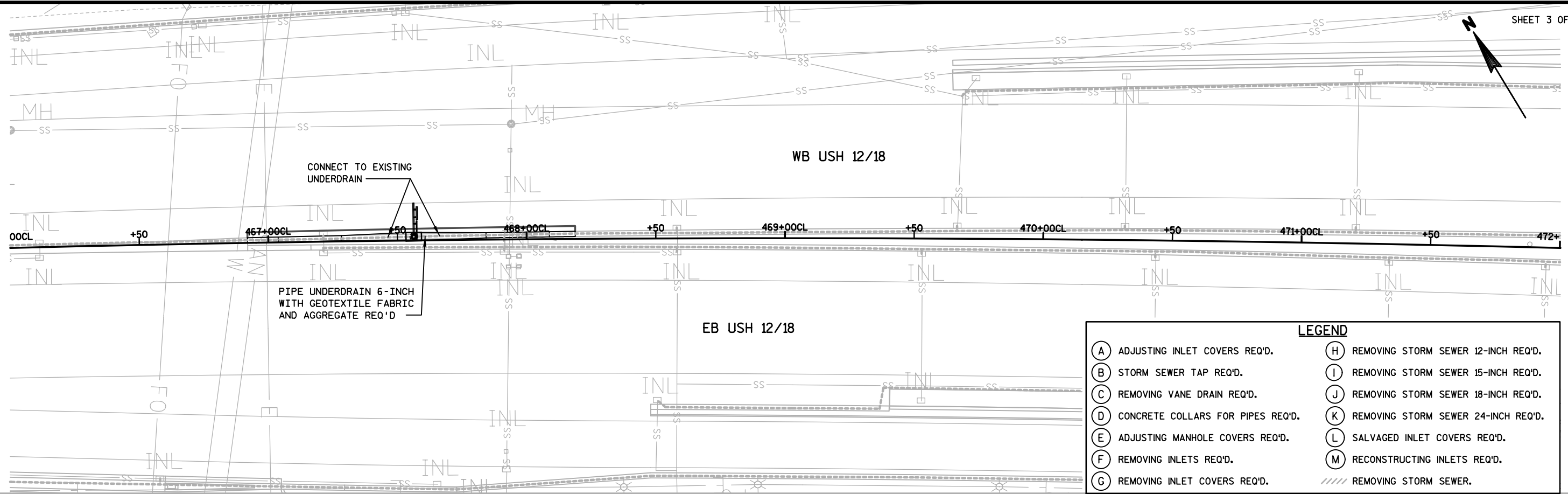




LEGEND

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|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |





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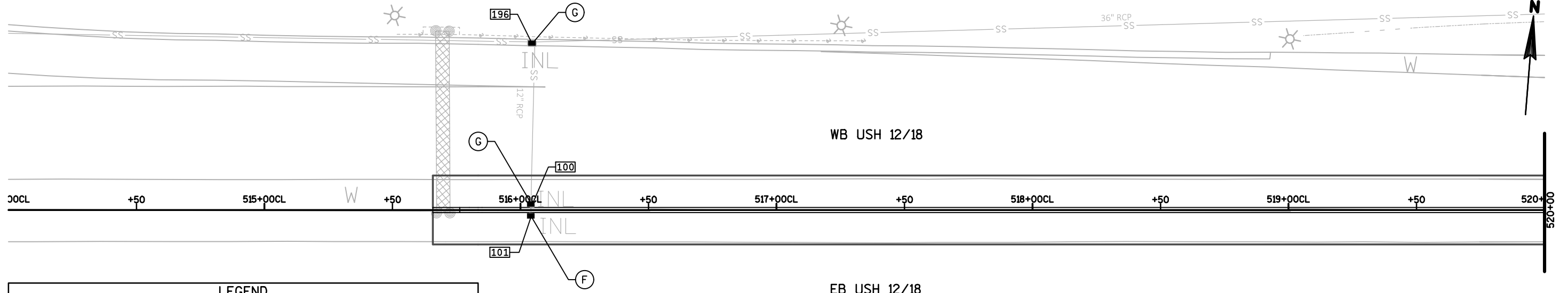
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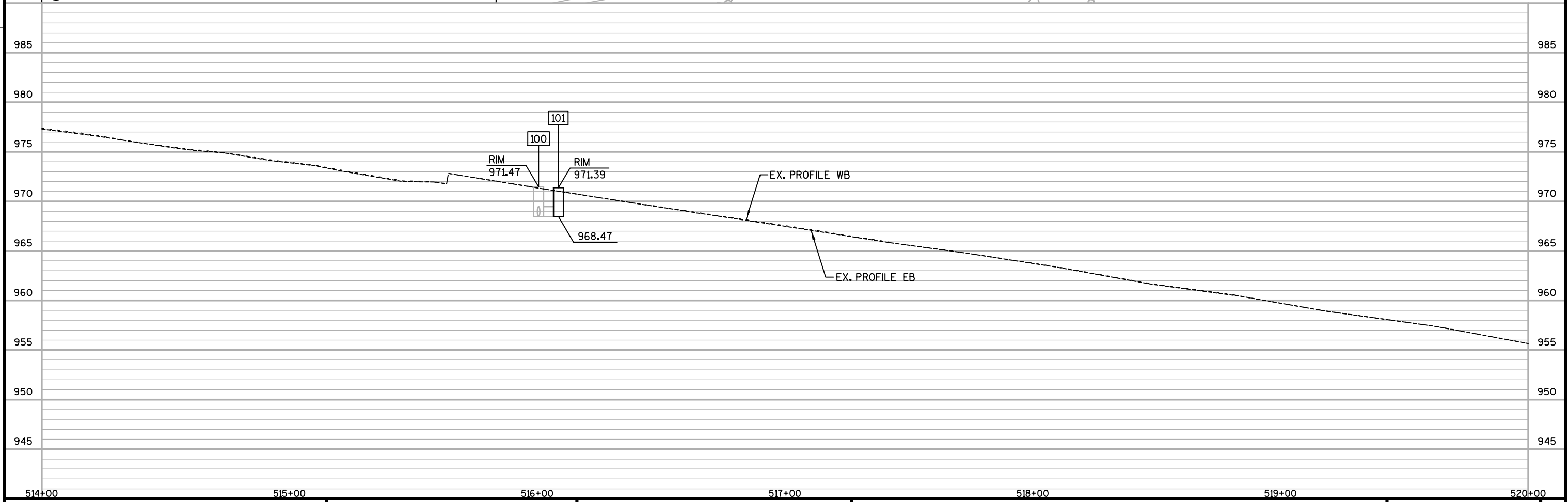
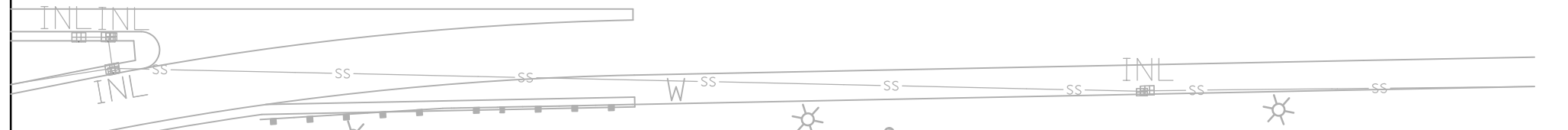
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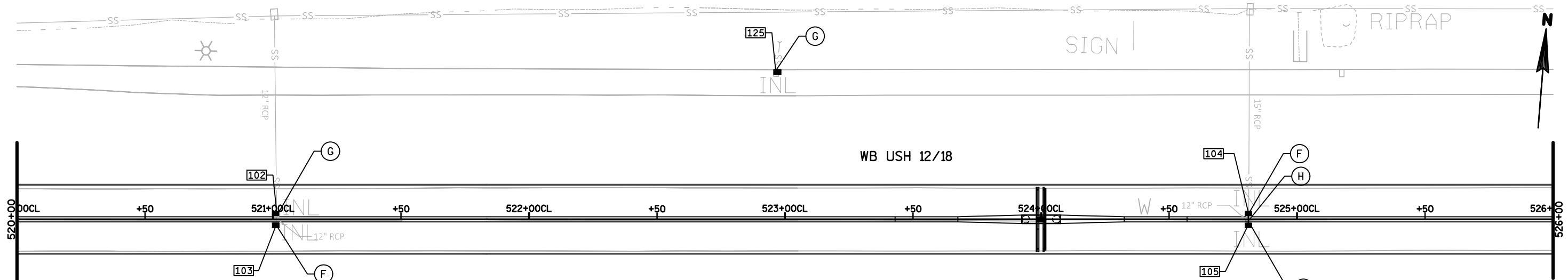


LEGEND	
(A) ADJUSTING INLET COVERS REQ'D.	(H) REMOVING STORM SEWER 12-INCH REQ'D.
(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.



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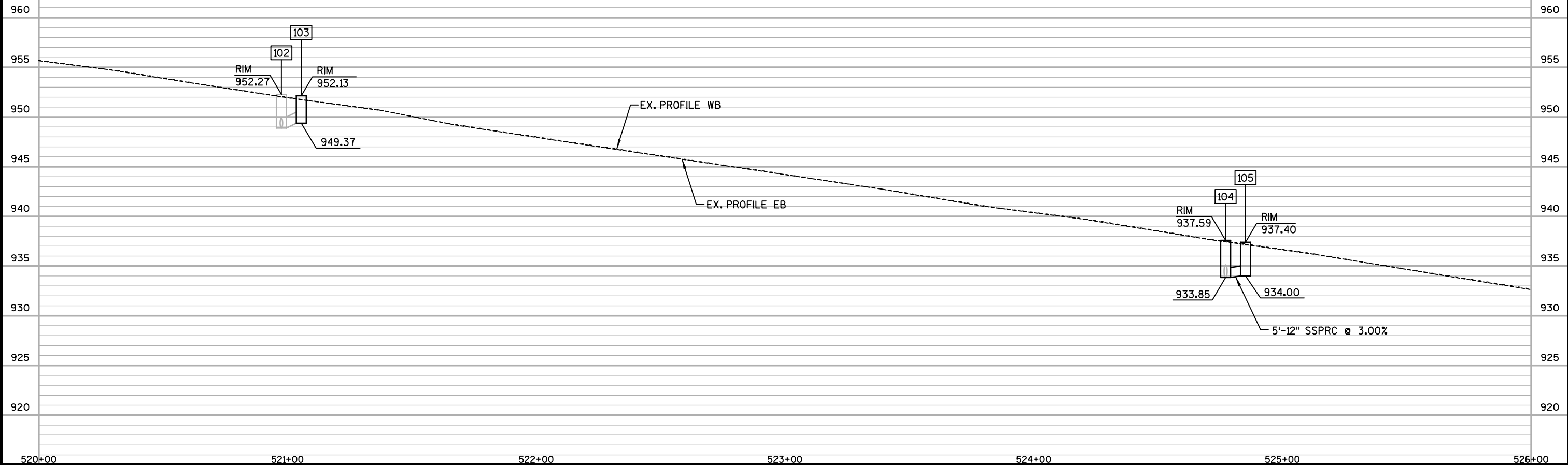
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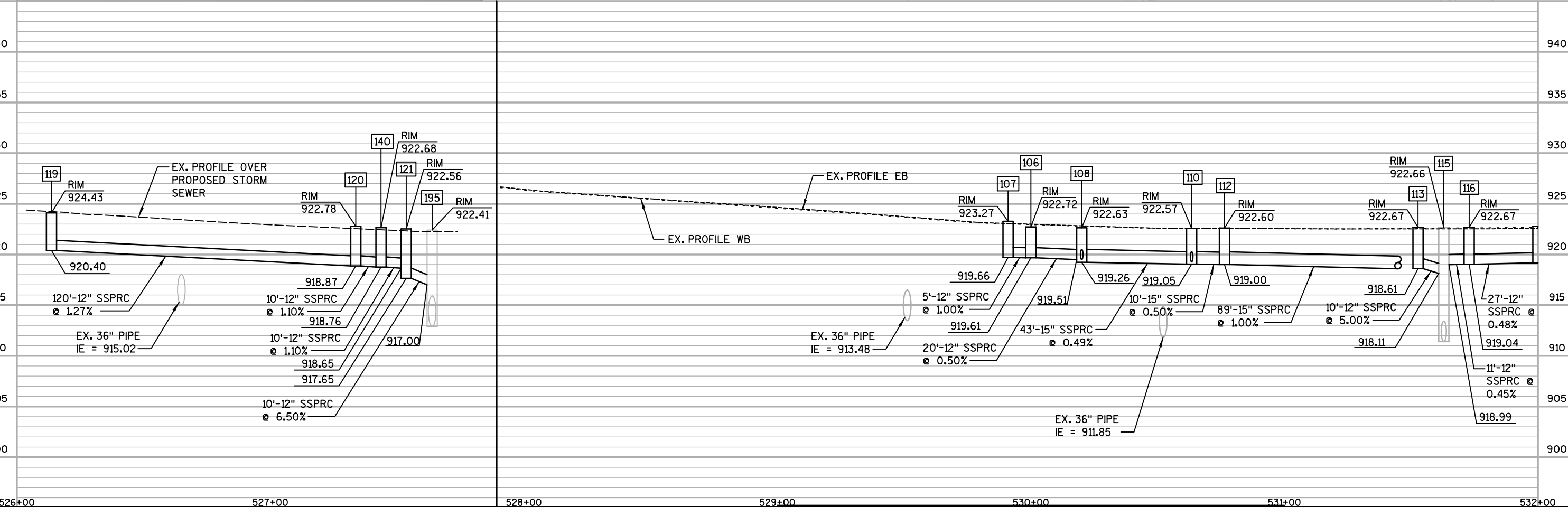
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|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |

INL

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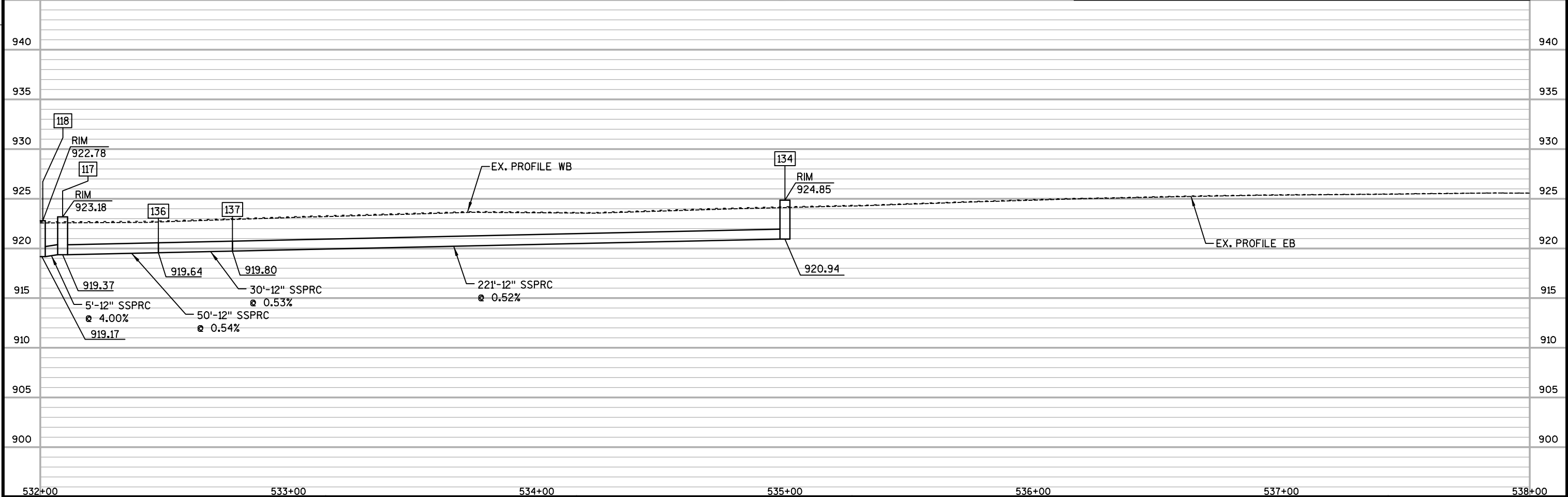
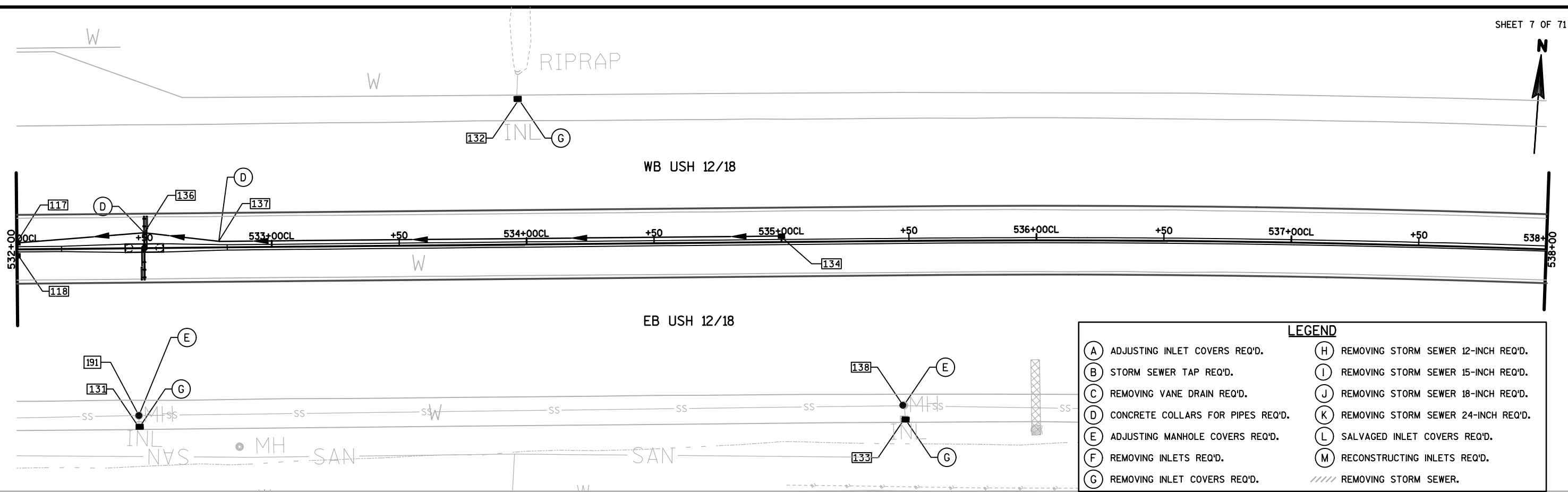
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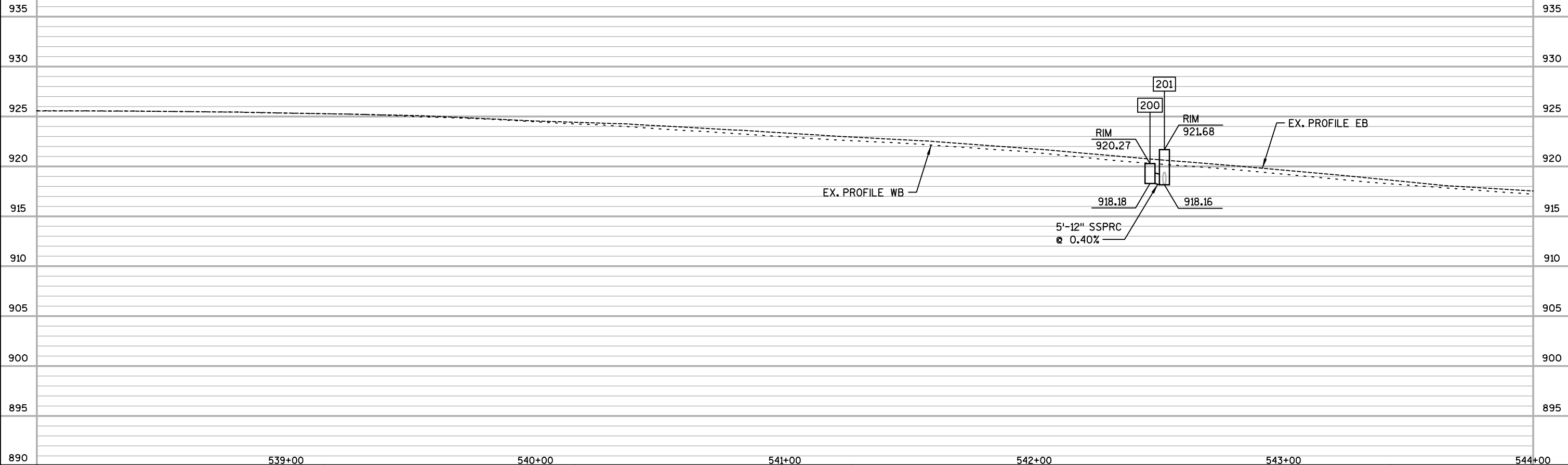
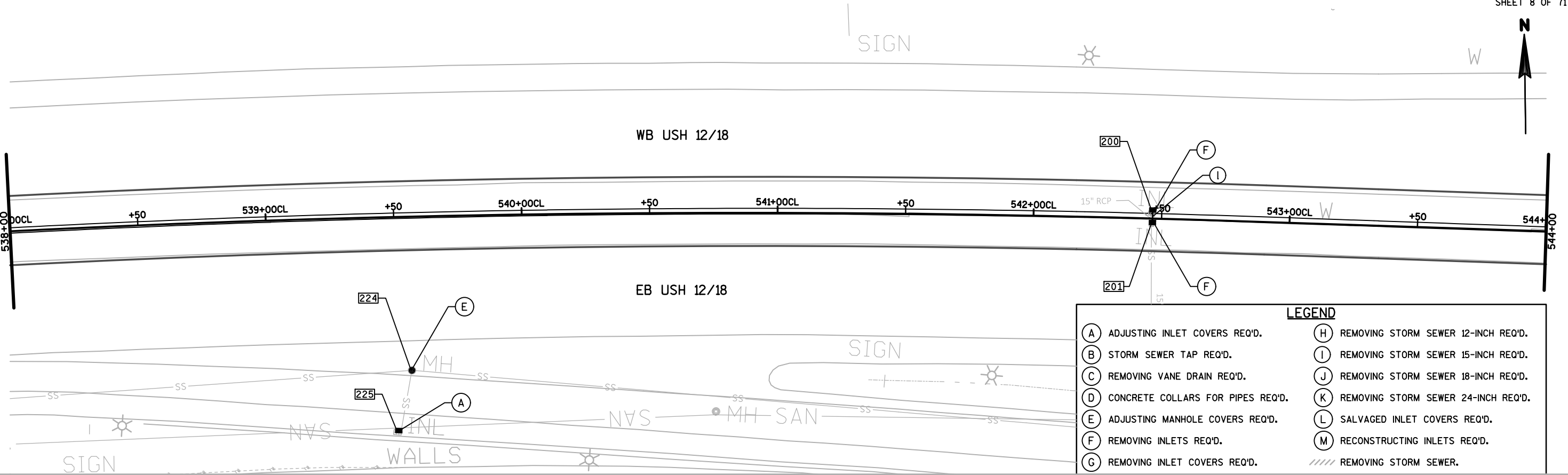
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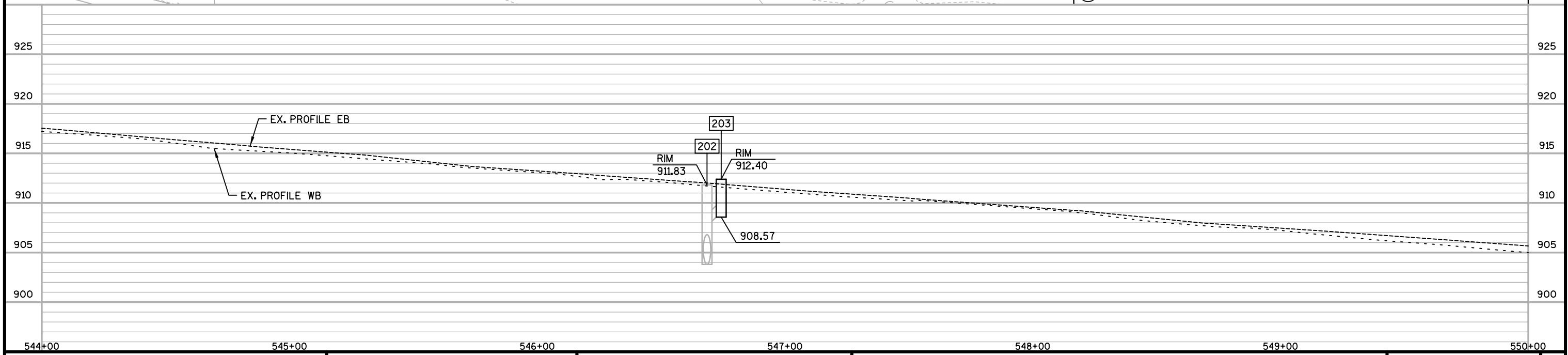
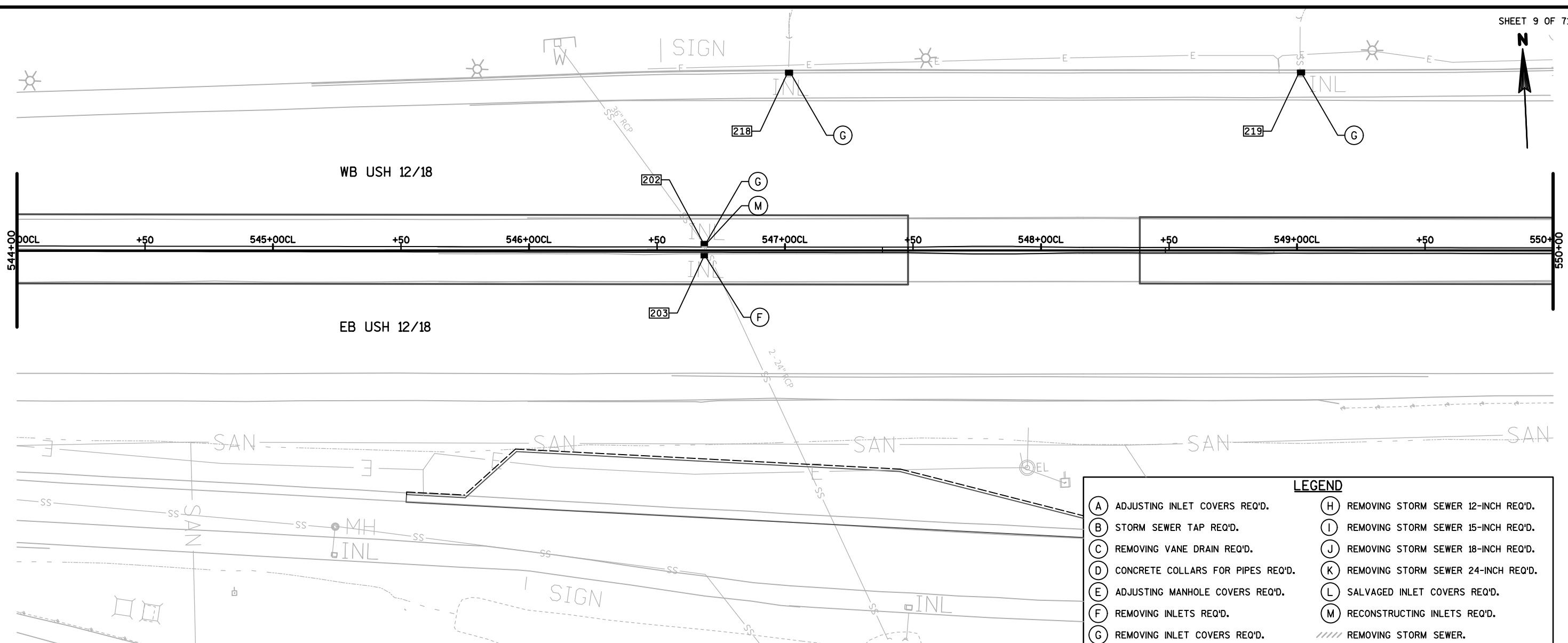
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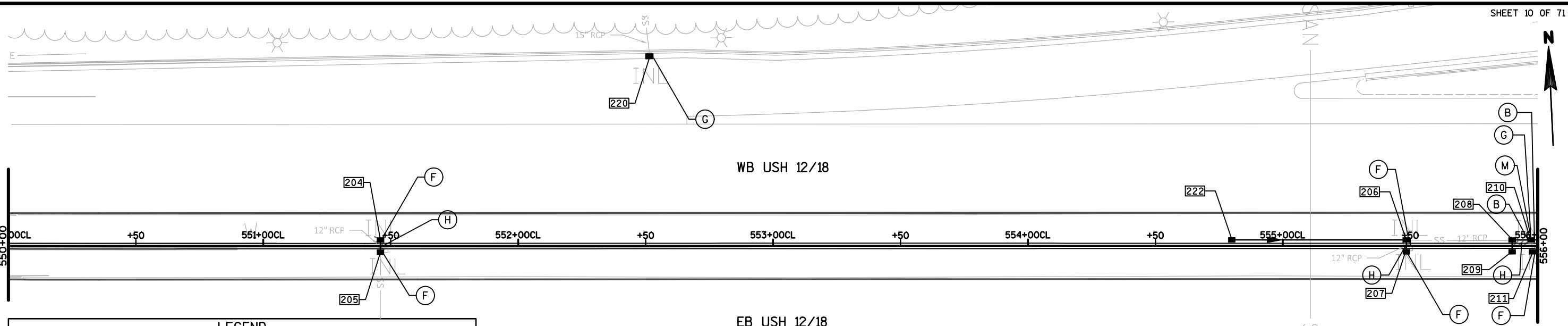




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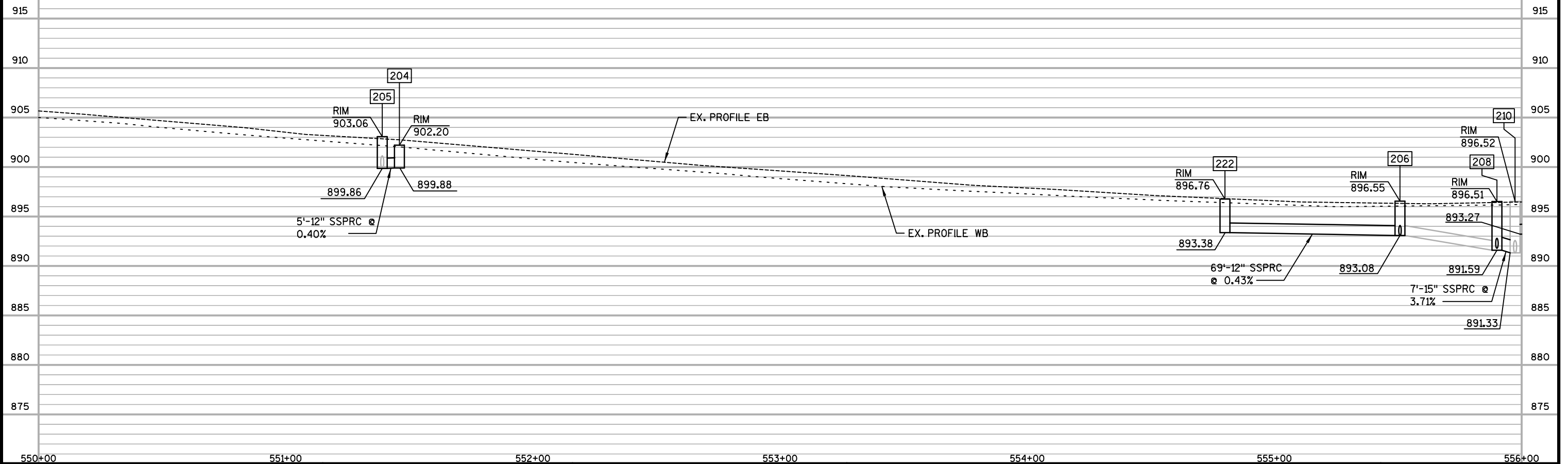
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SHEET 10 OF 71



LEGEND

- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |



PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

STORM SEWER

SHEET

417

E

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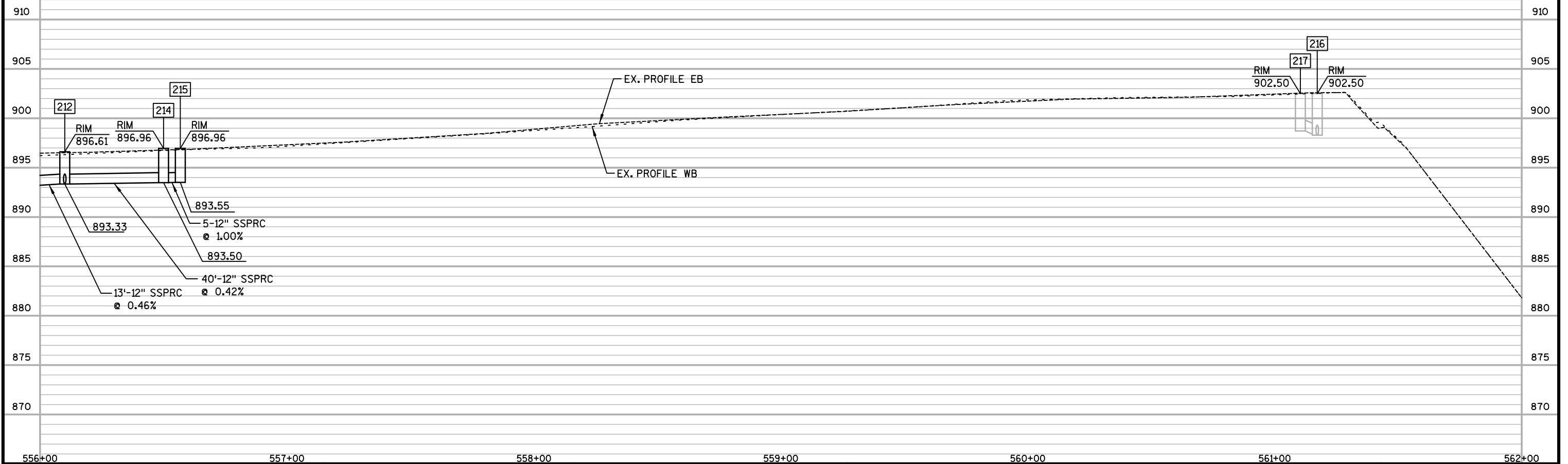
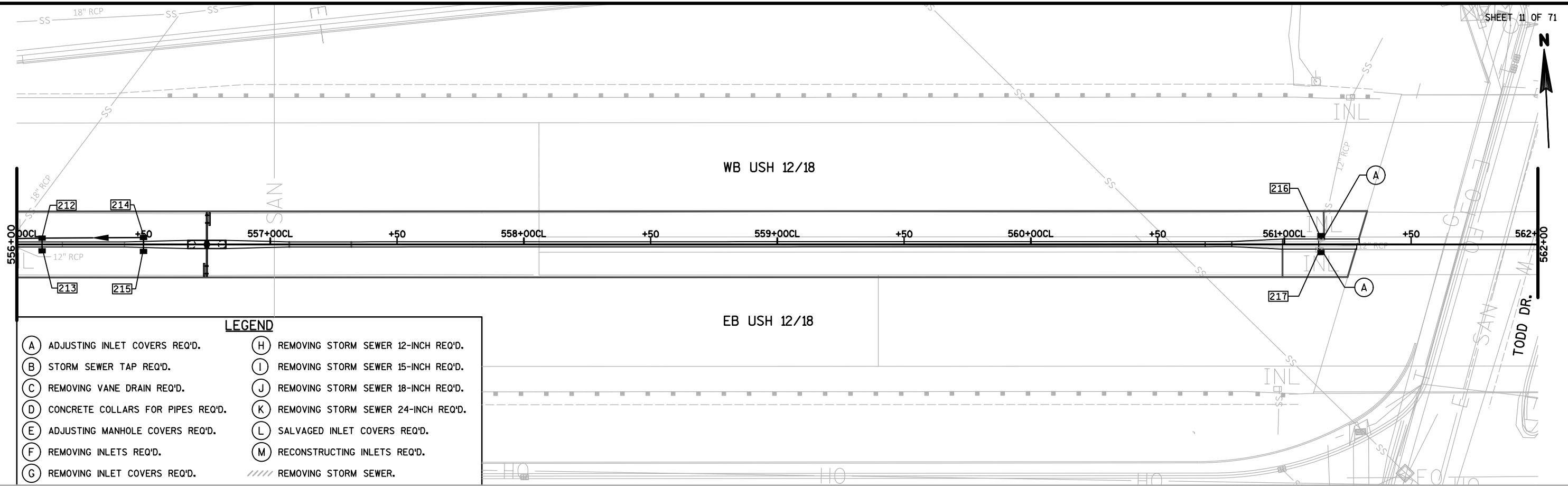
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WISDOT/CADDs SHEET 41

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PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

STORM SEWER

SHEET

418

E

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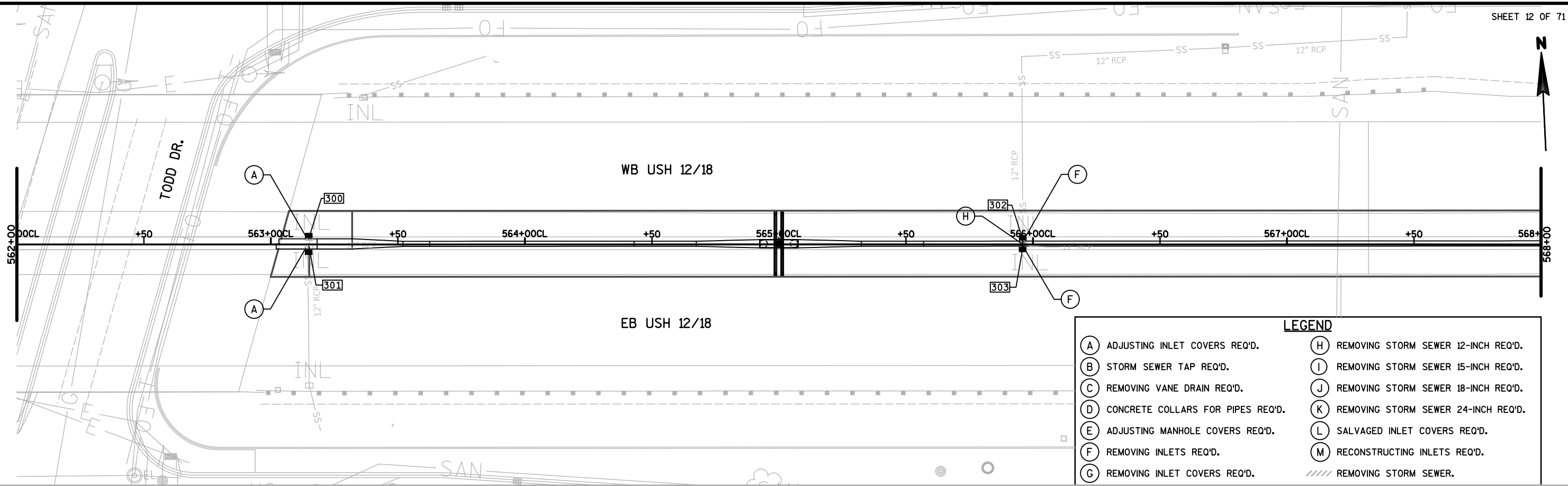
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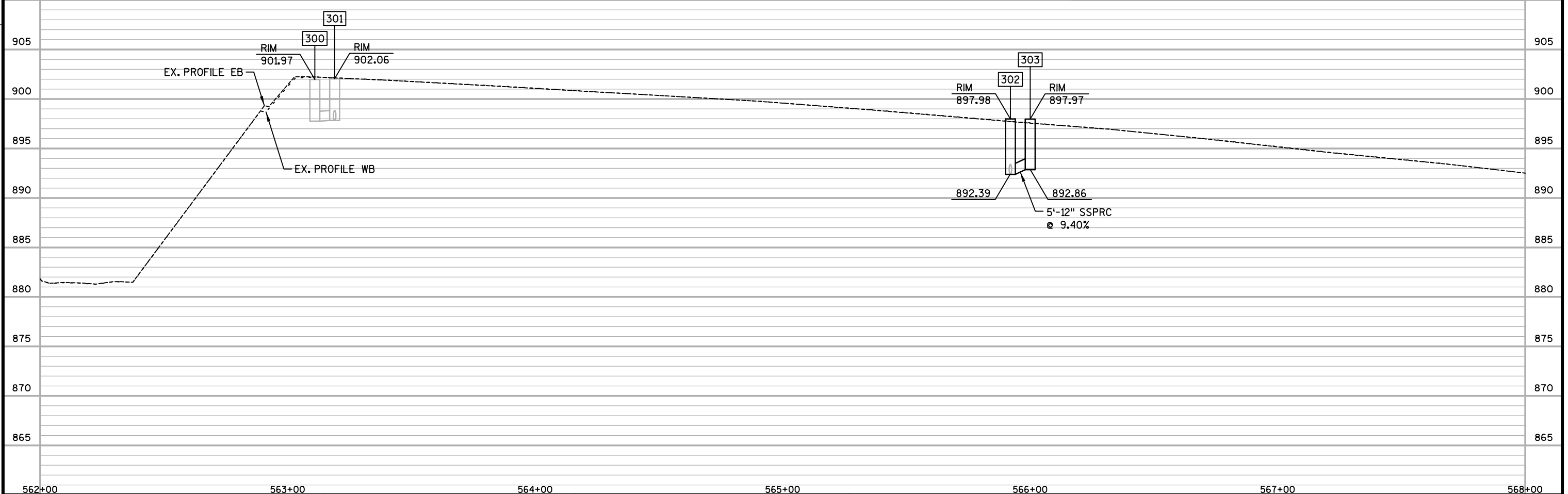
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SHEET 12 OF 71



LEGEND	
(A) ADJUSTING INLET COVERS REQ'D.	(H) REMOVING STORM SEWER 12-INCH REQ'D.
(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.



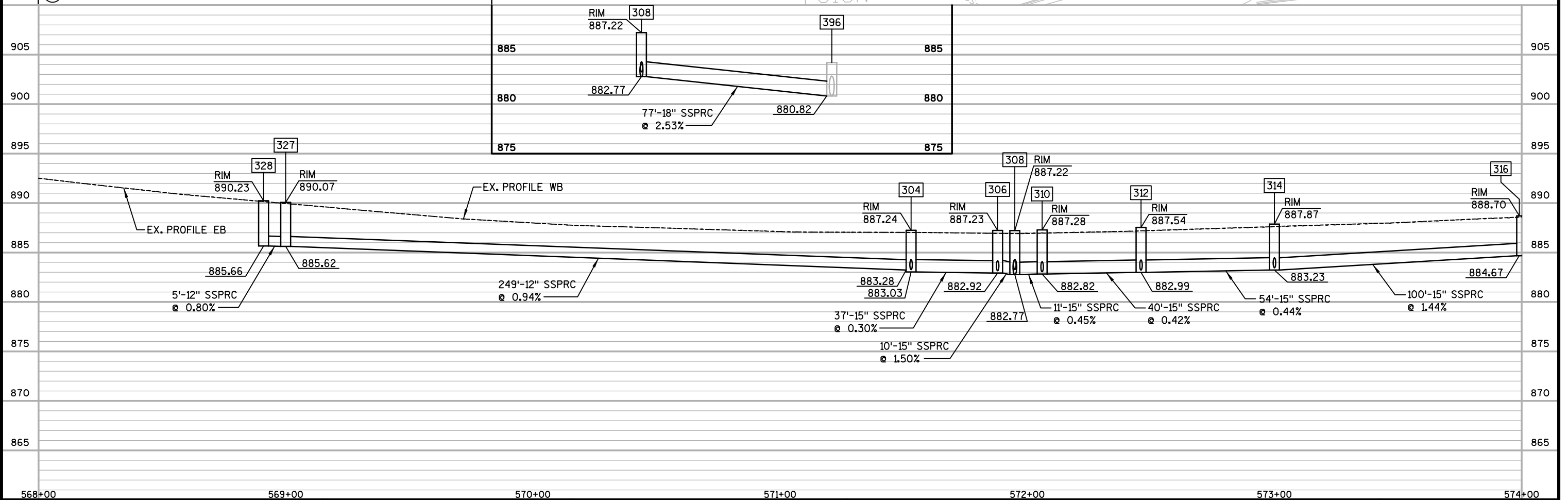


WB USH 12/18

EB USH 12/18

LEGEND

- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |



PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

STORM SEWER

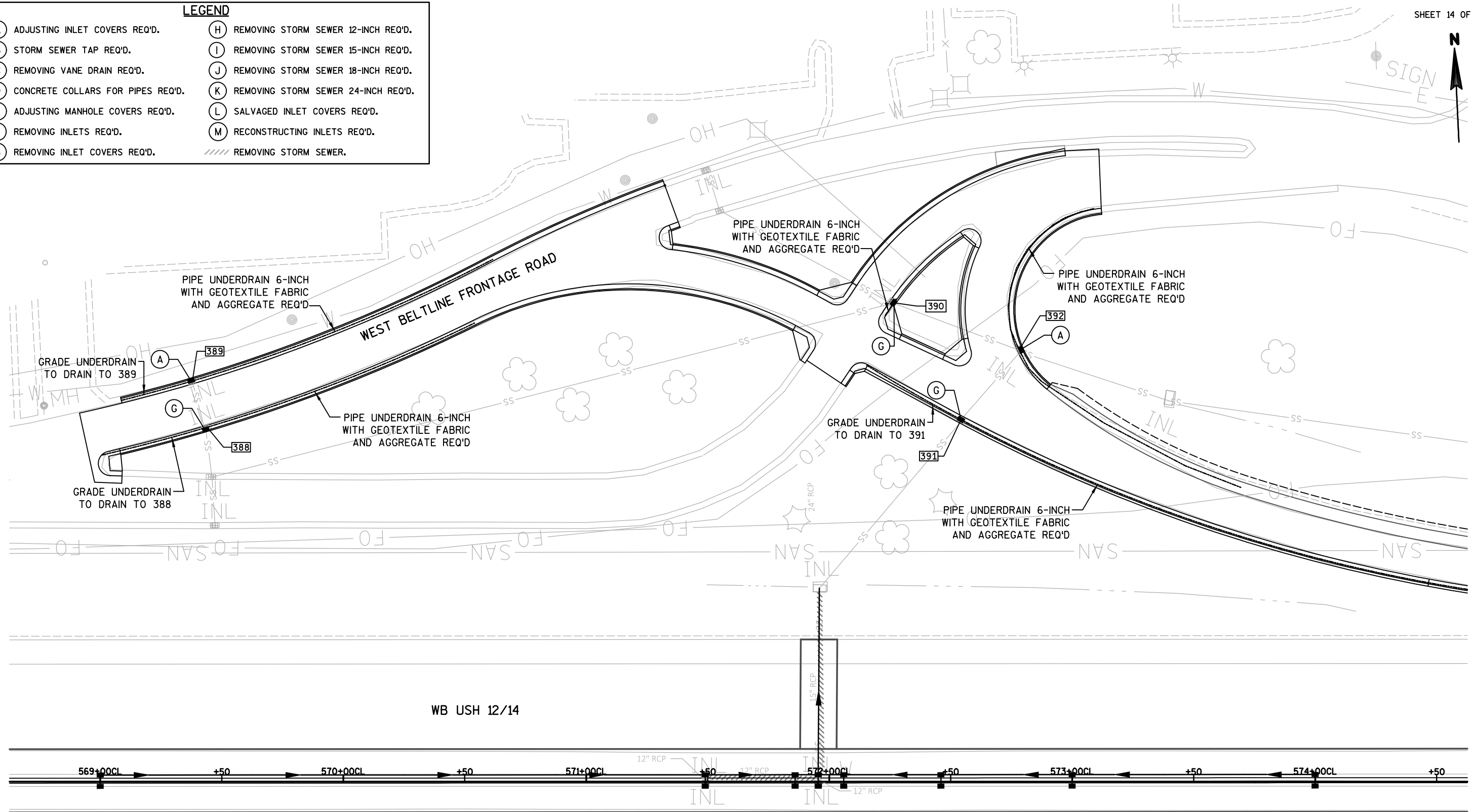
SHEET

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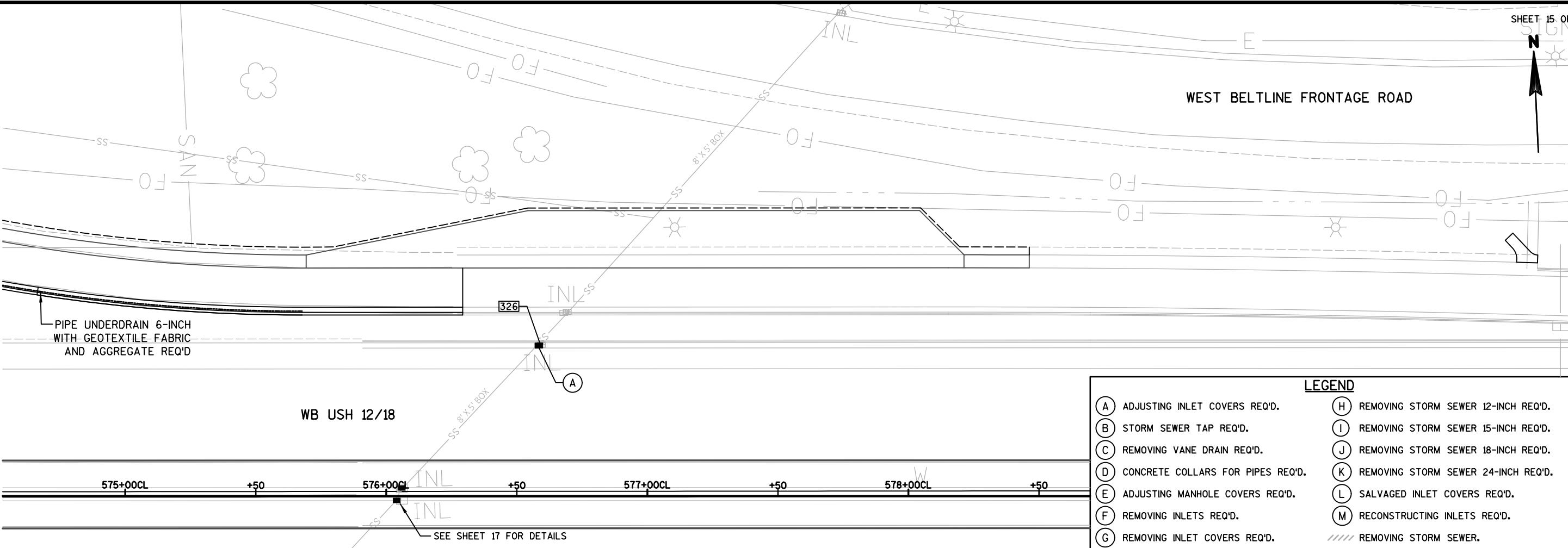


LEGEND	
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(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	////// REMOVING STORM SEWER.





WEST BELTLINE FRONTAGE ROAD

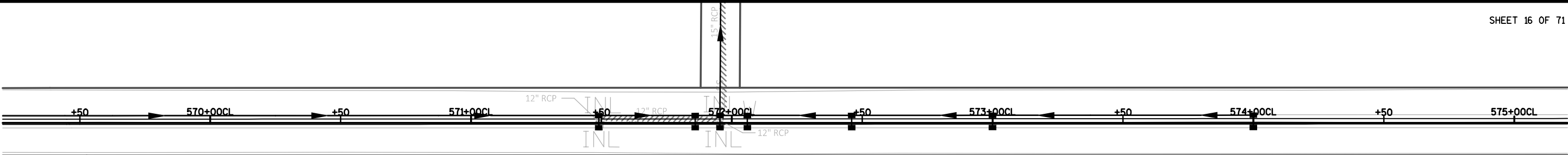


LEGEND	
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(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.

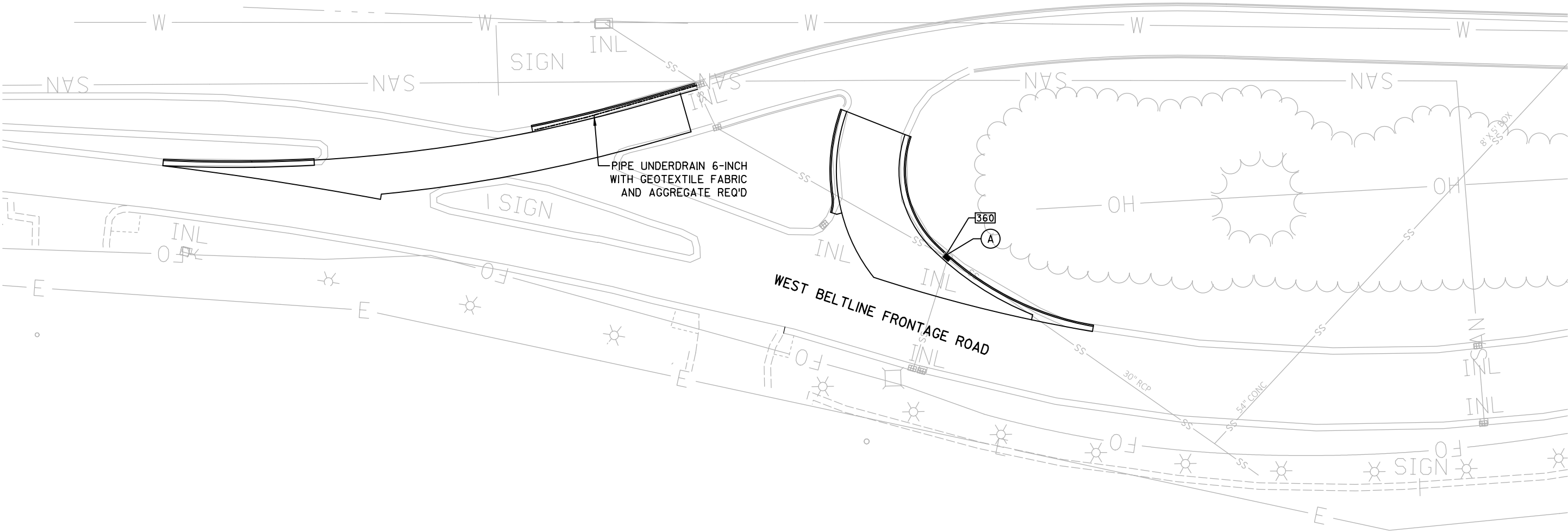


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EB USH 12/18



LEGEND

- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |

PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

STORM SEWER

SHEET

423

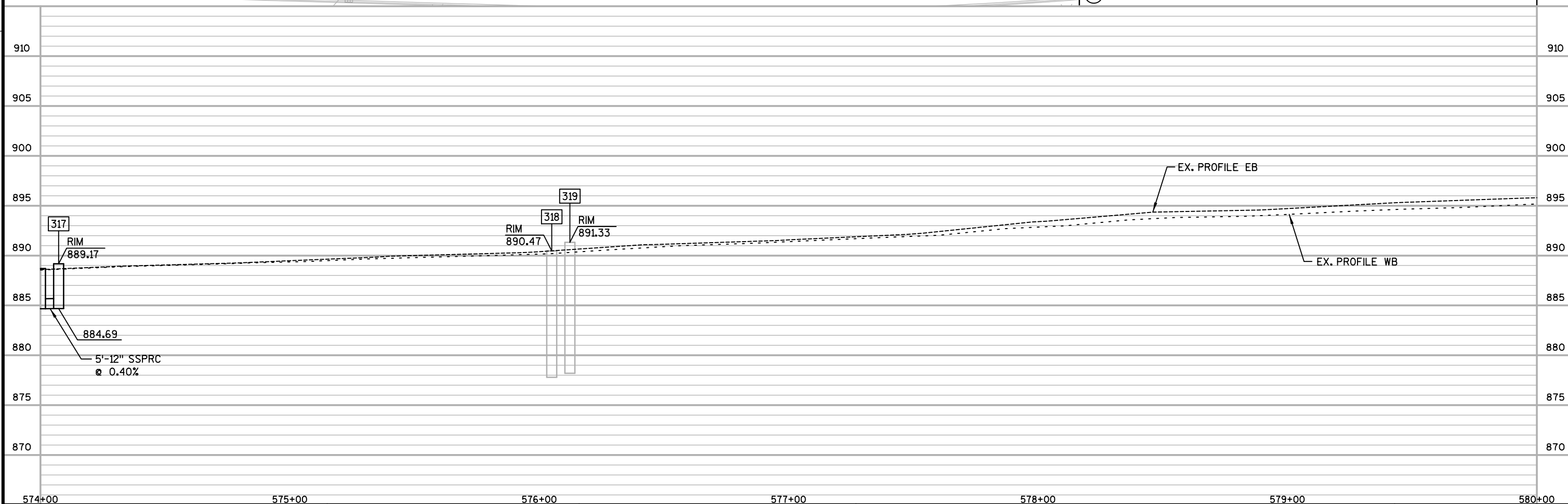
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WB USH 12/18

EB USH 12/18

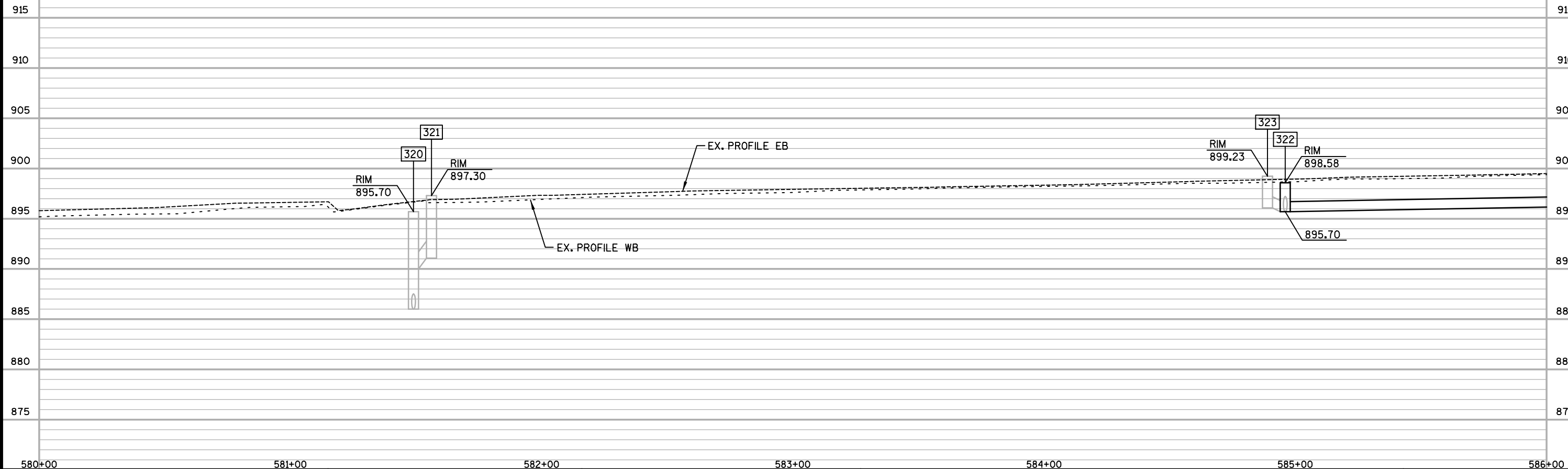
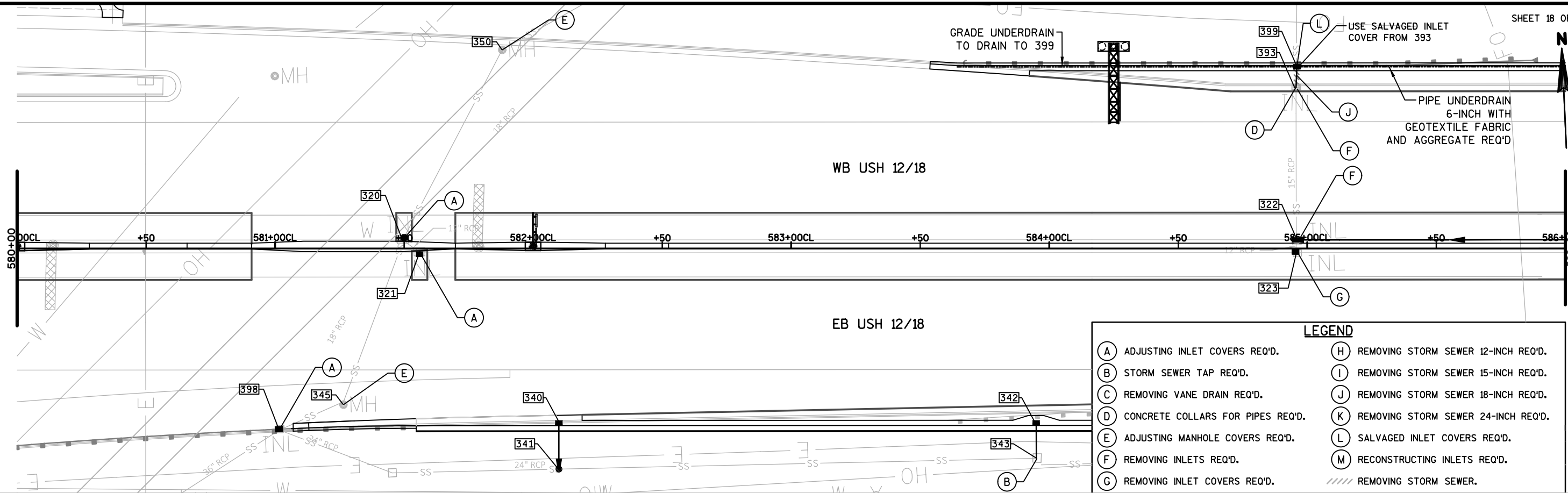
LEGEND	
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(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.



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SHEET 18 OF 71



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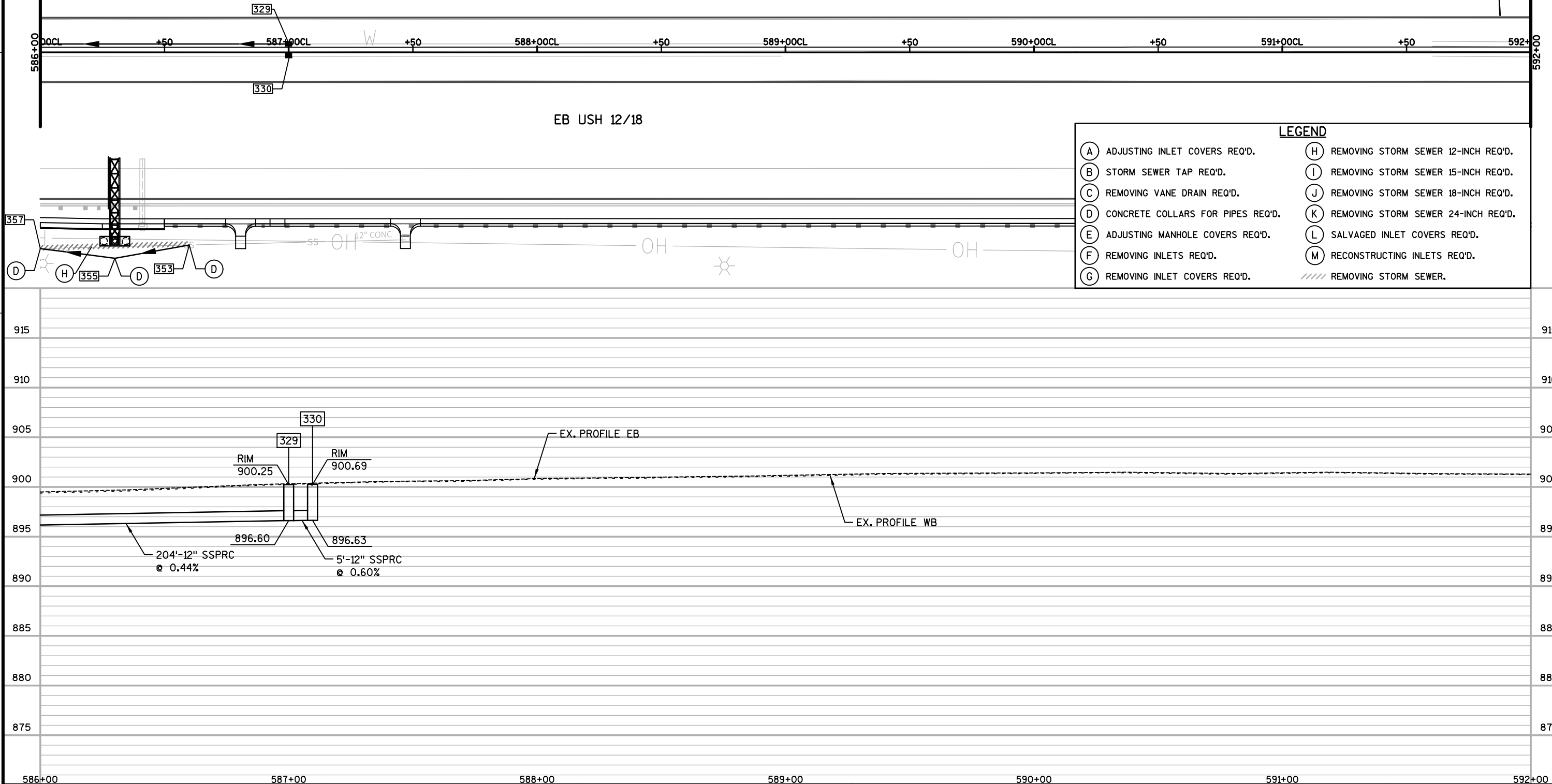
PIPE UNDERDRAIN 6-INCH
WITH GEOTEXTILE FABRIC
AND AGGREGATE REQ'D

WB USH 12/18



EB USH 12/18

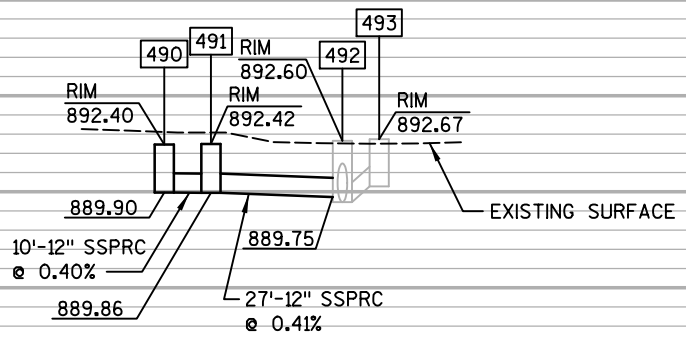
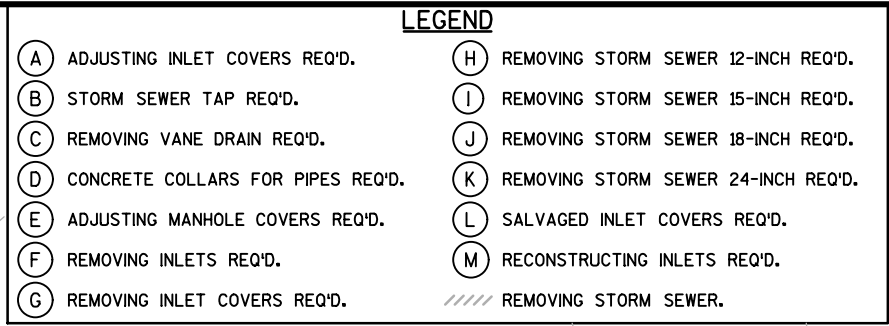
LEGEND	
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(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.



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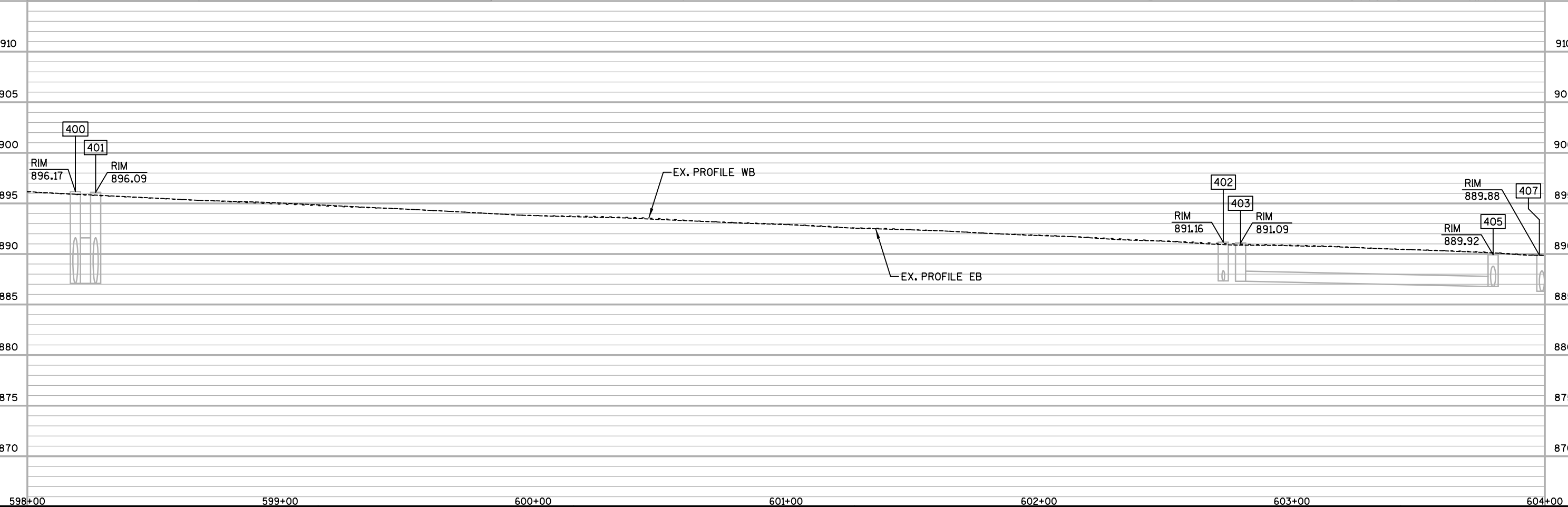
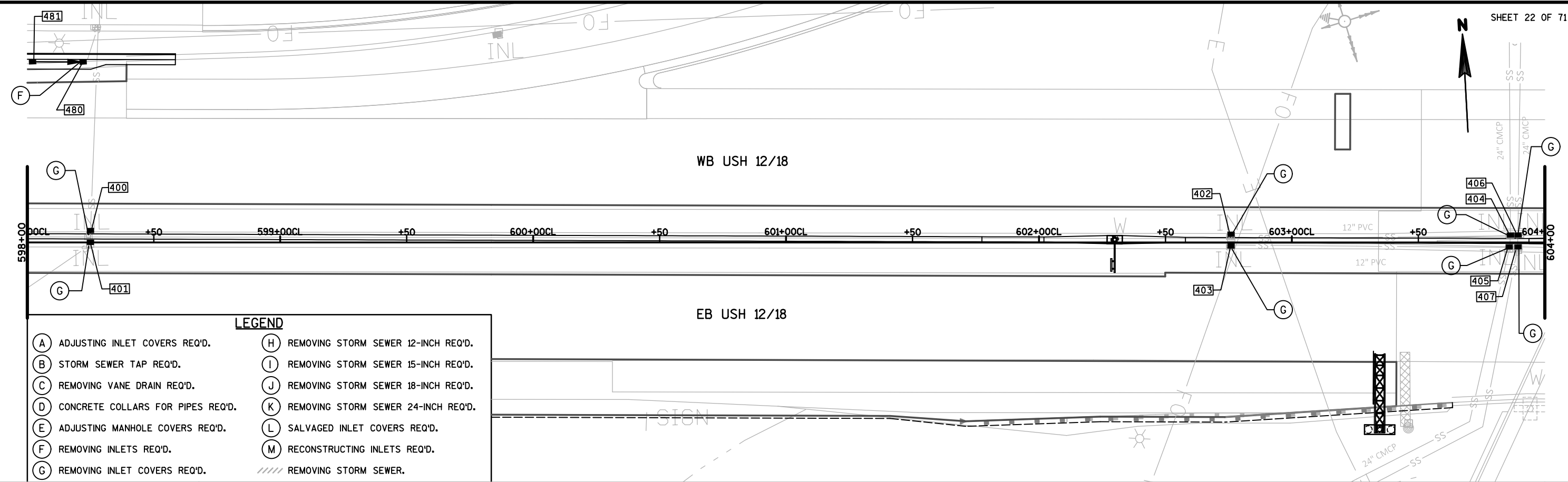
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(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.

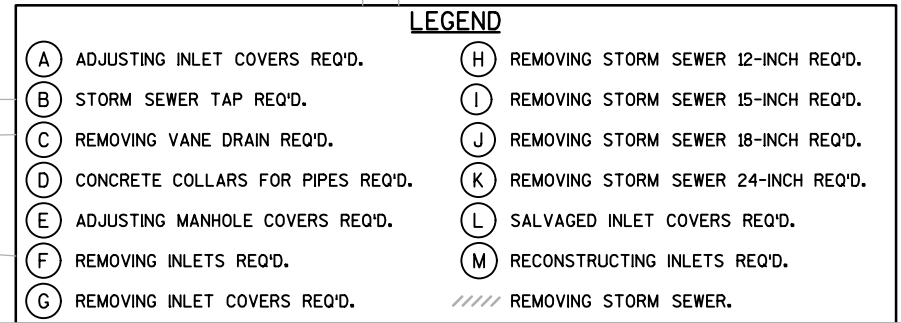




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WB FISH HATCHERY OFF RAMP

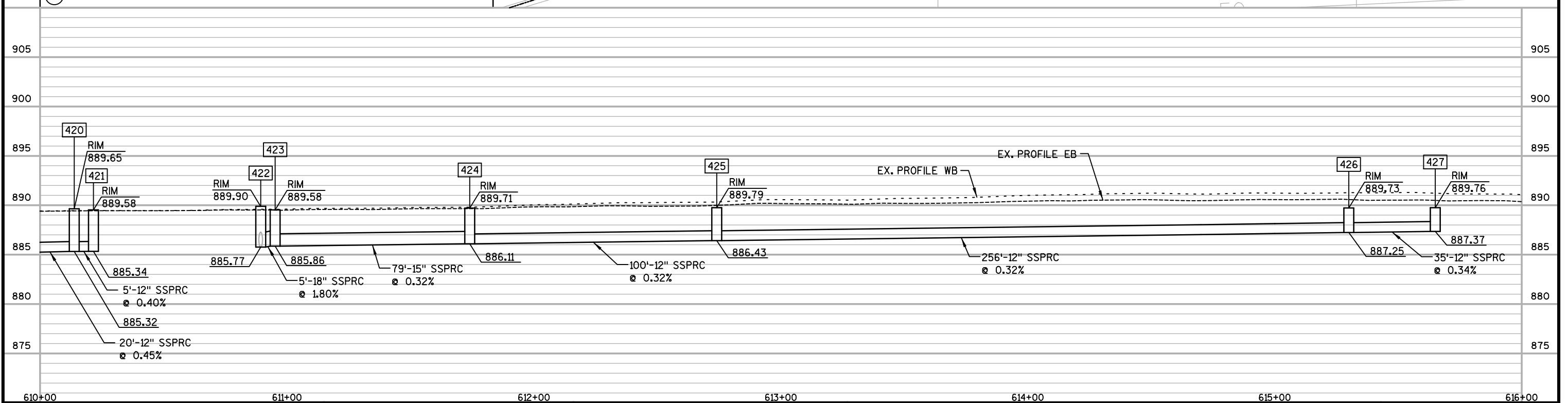
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WB USH 12/18

EB USH 12/18

LEGEND

- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |



PROJECT NO: 1206-06-79

HWY: USH 12

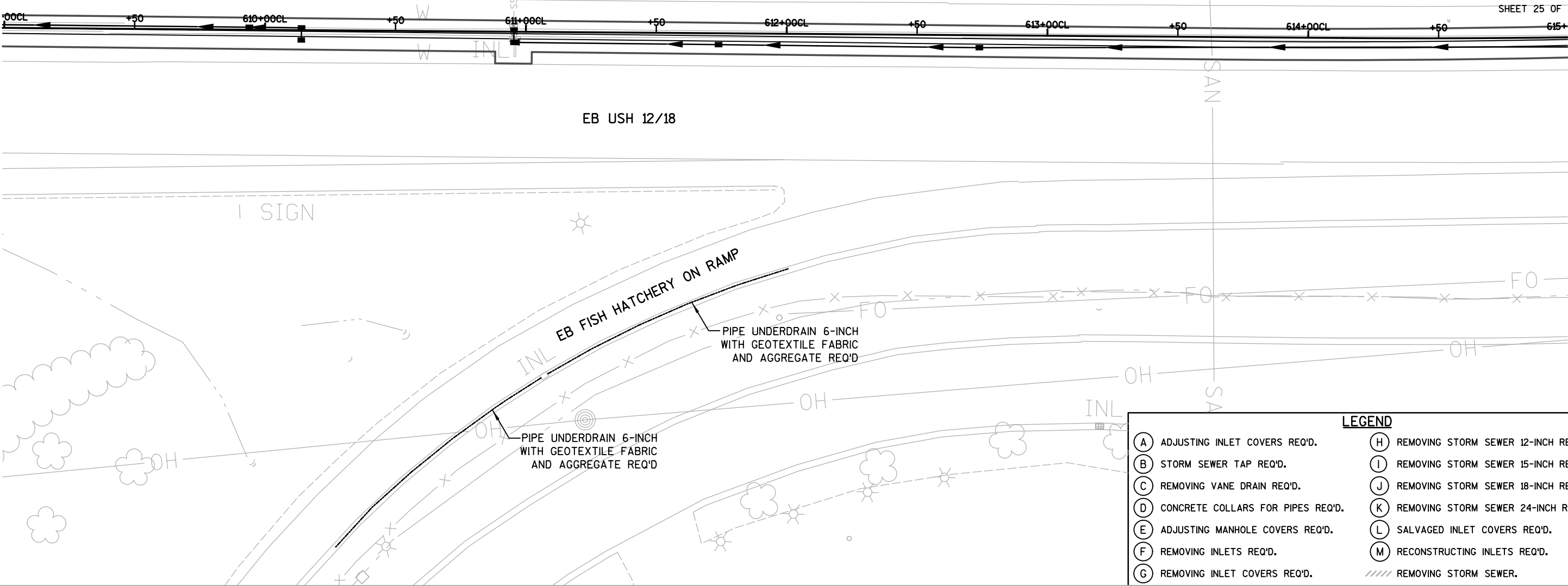
COUNTY: DANE

STORM SEWER

SHEET

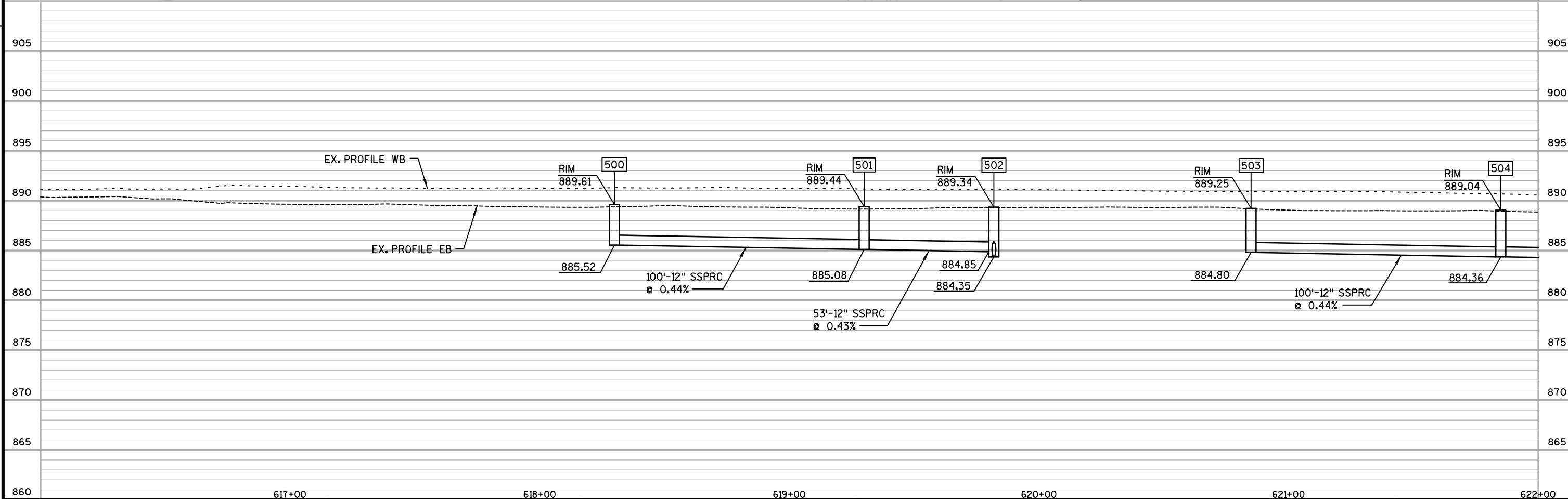
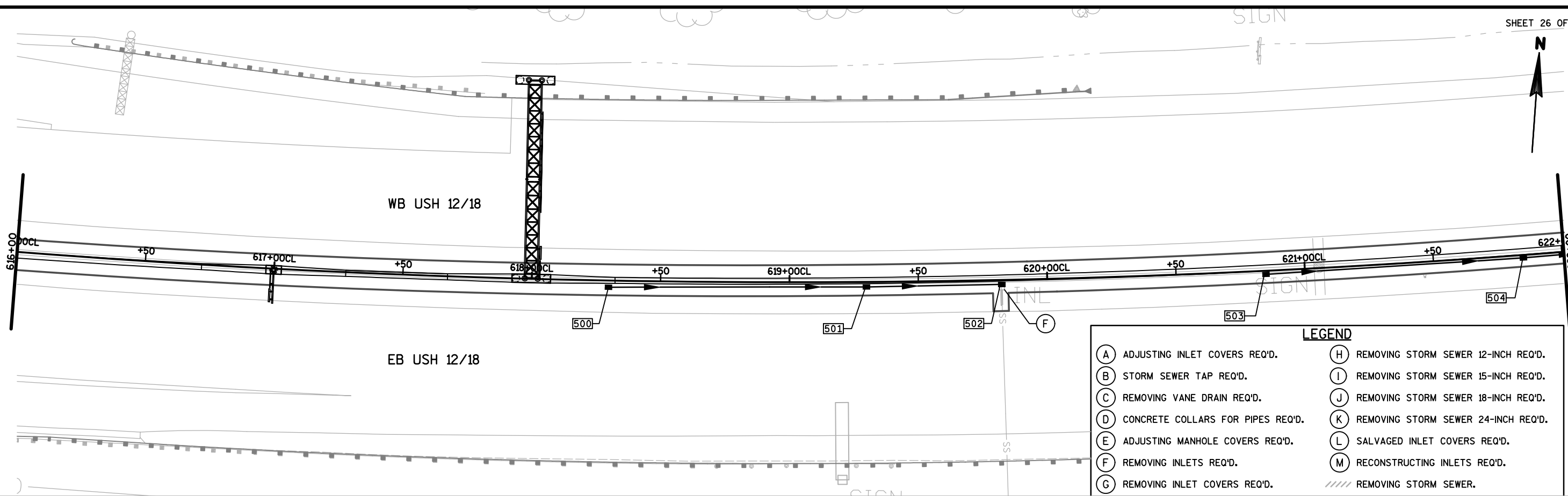
431

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- LEGEND**
- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |

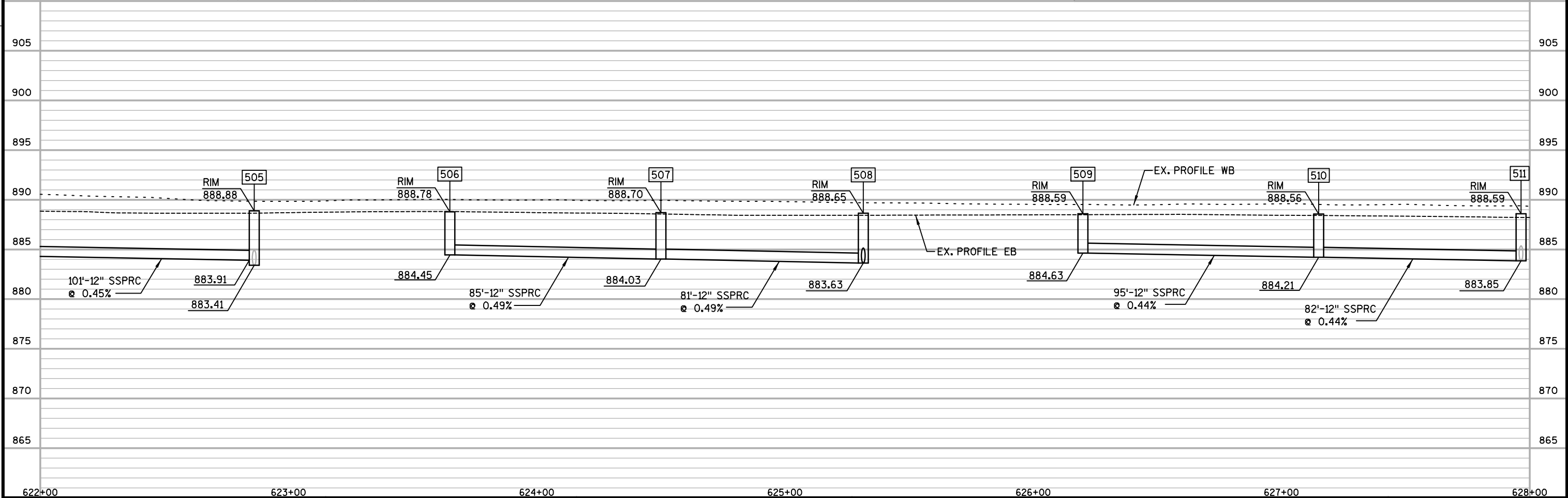
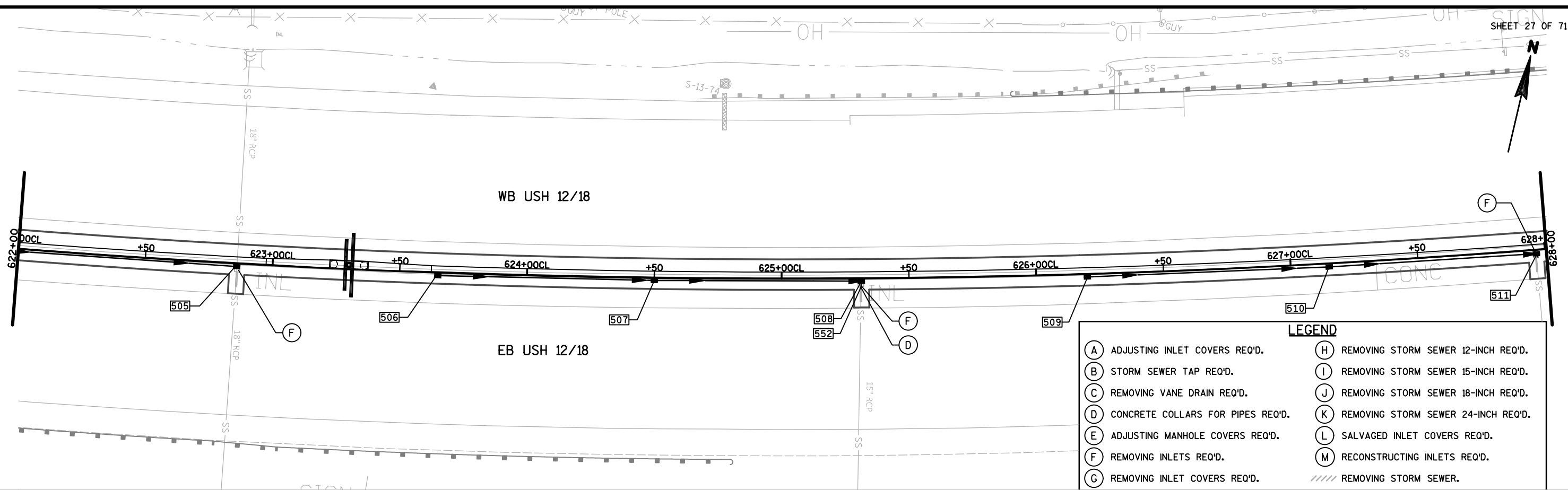
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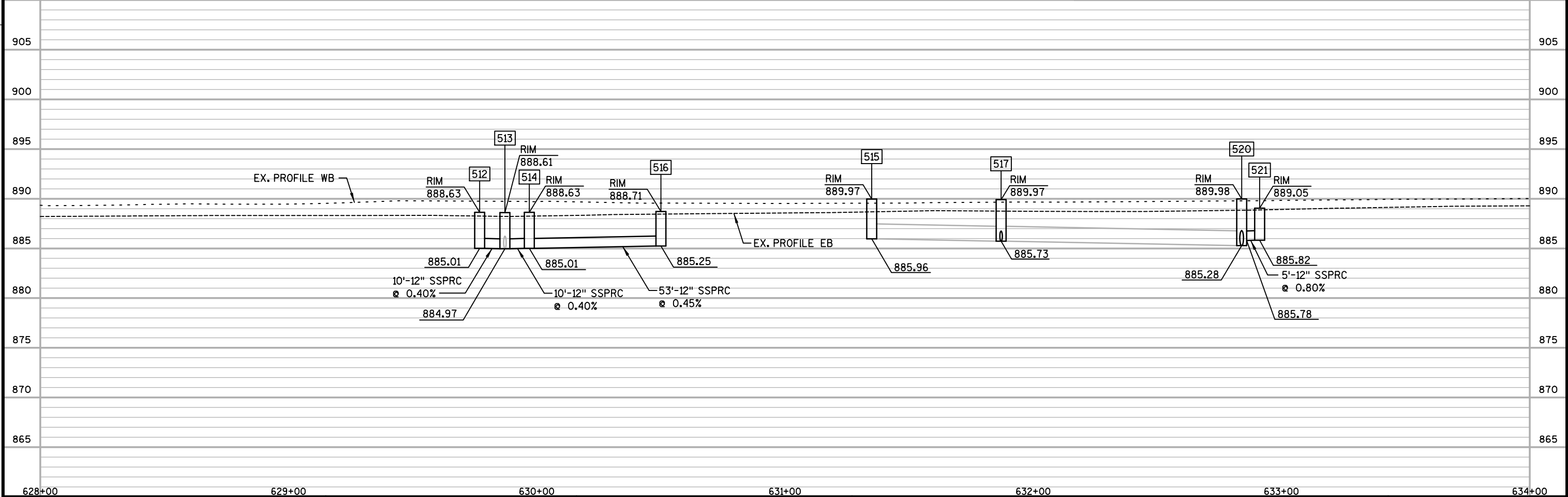
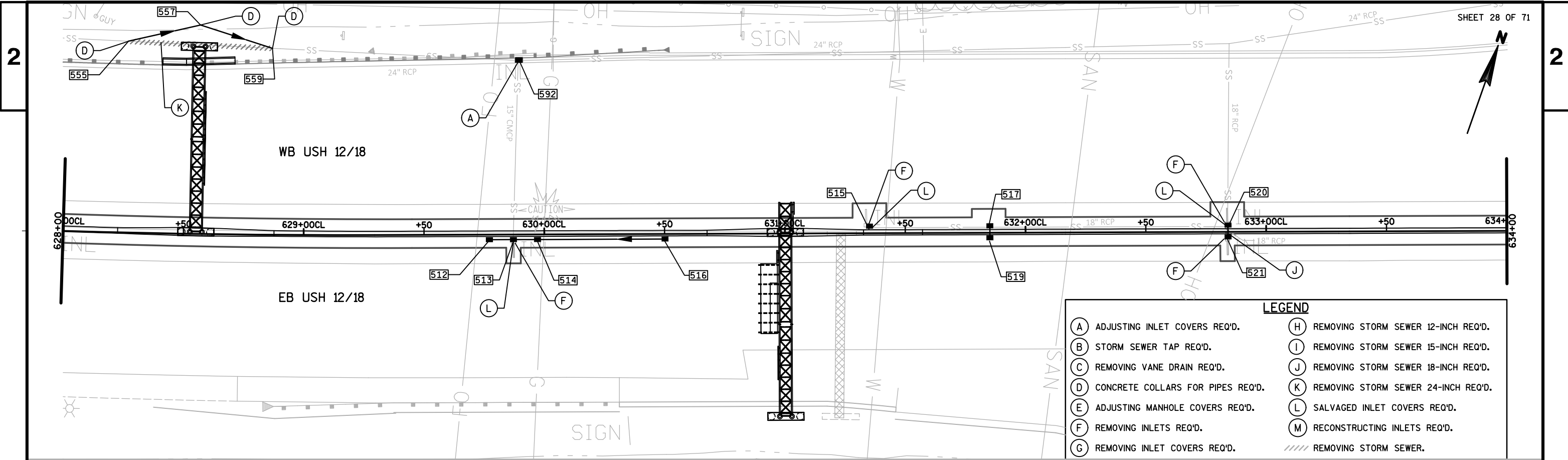
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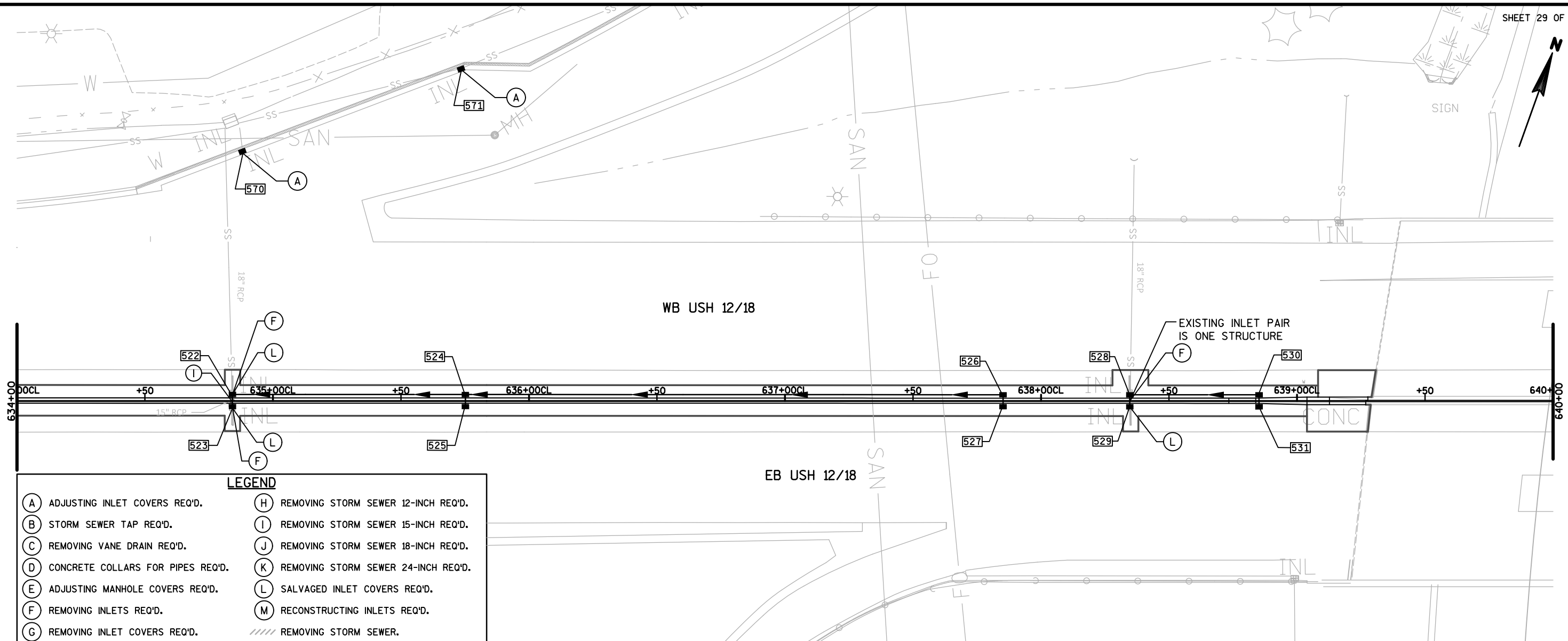
SHEET 27 OF 71



PROJECT NO: 1206-06-79 HWY: USH 12 COUNTY: DANE STORM SEWER SHEET 434

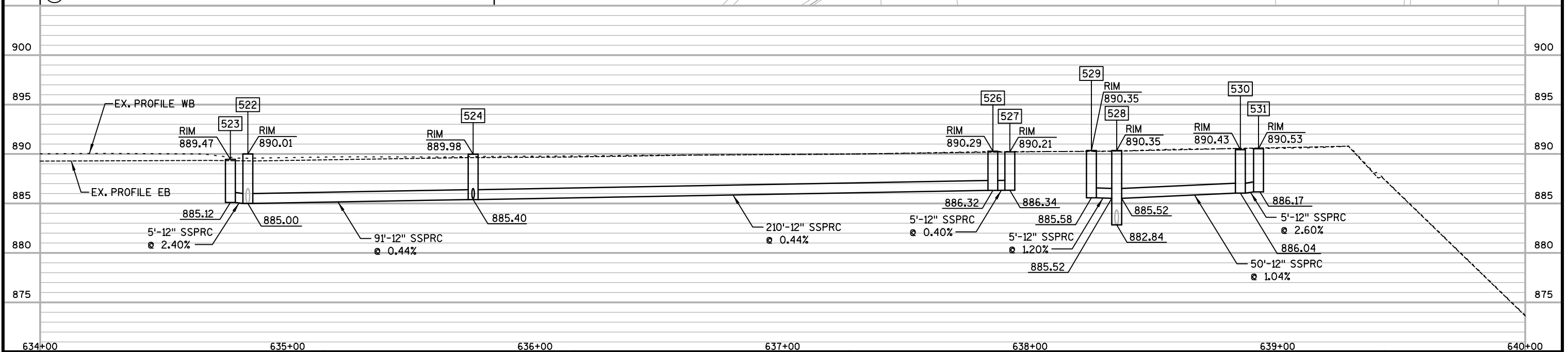
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LEGEND

- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |



PROJECT NO: 1206-06-79

HWY: USH 12

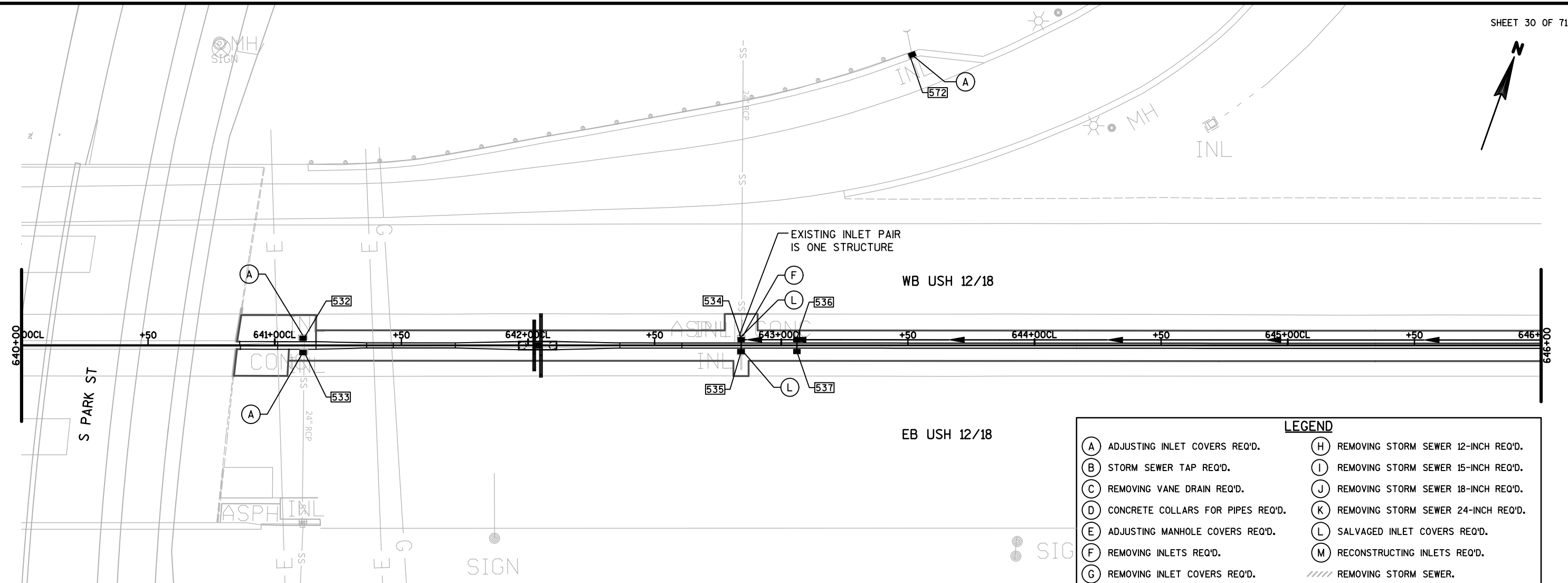
COUNTY: DANE

STORM SEWER

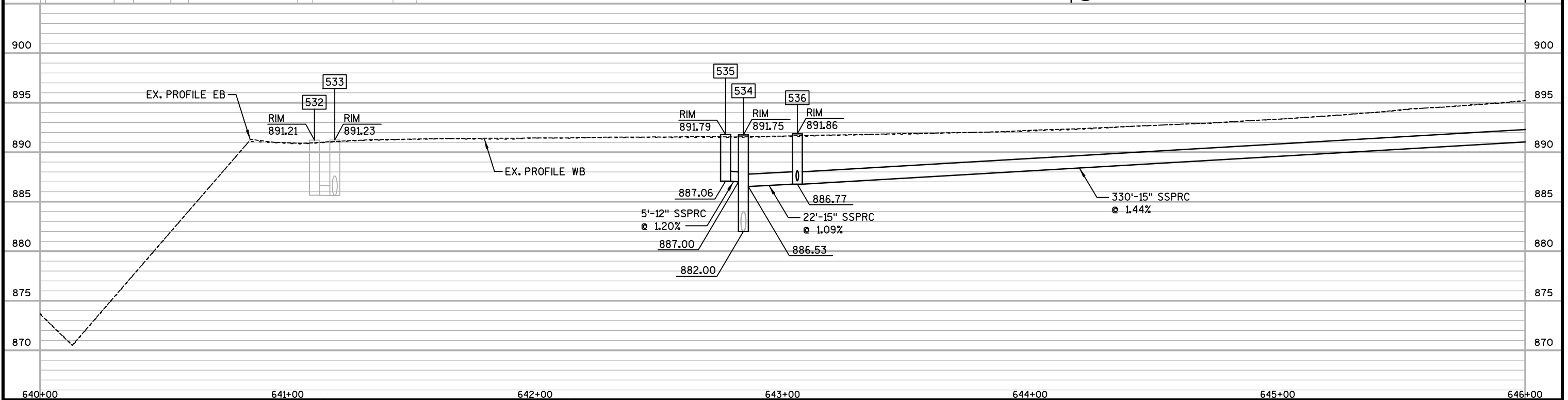
SHEET

436

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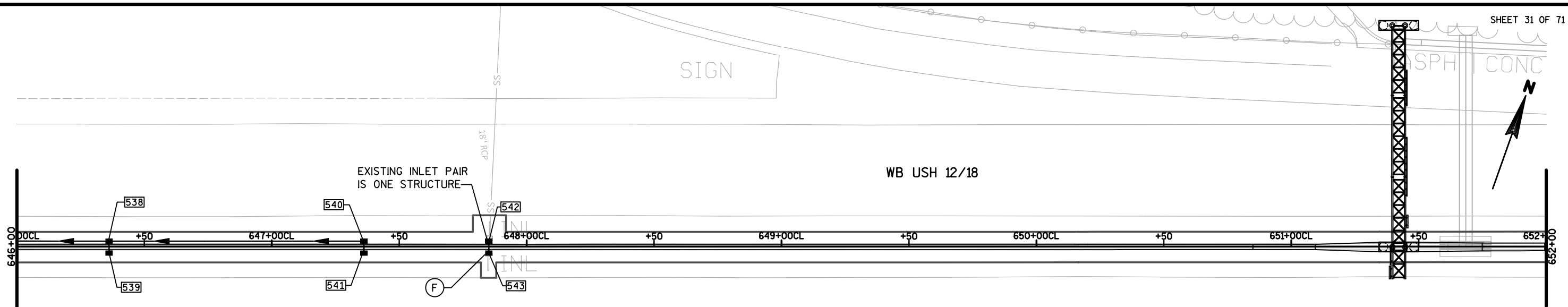


LEGEND	
(A) ADJUSTING INLET COVERS REQ'D.	(H) REMOVING STORM SEWER 12-INCH REQ'D.
(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.

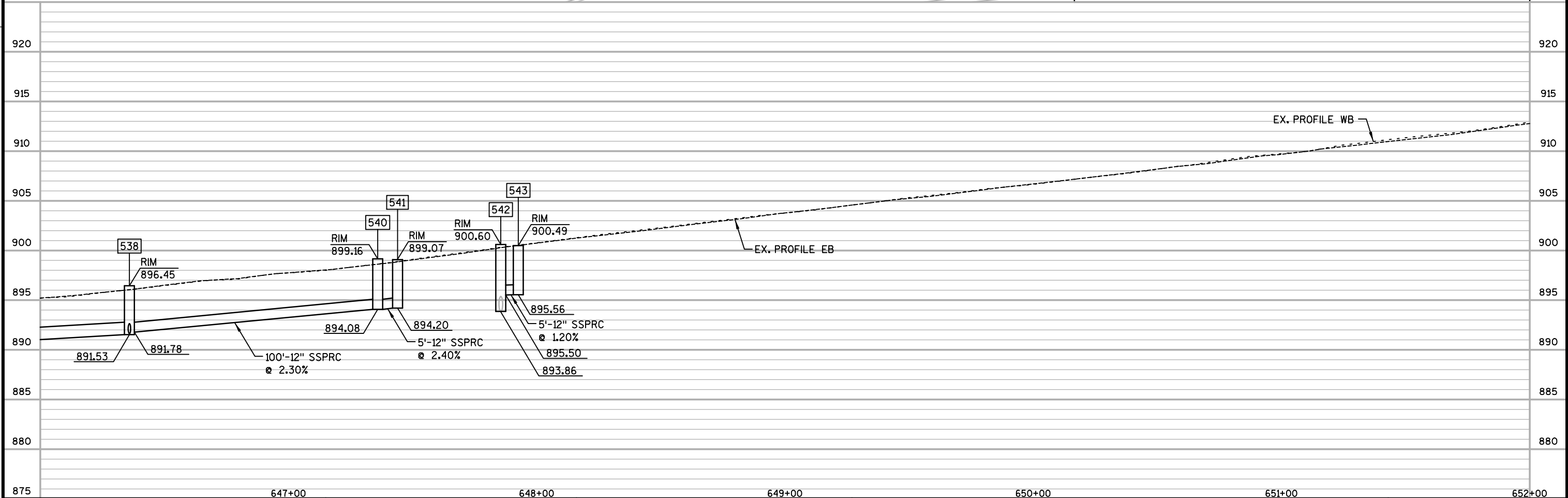


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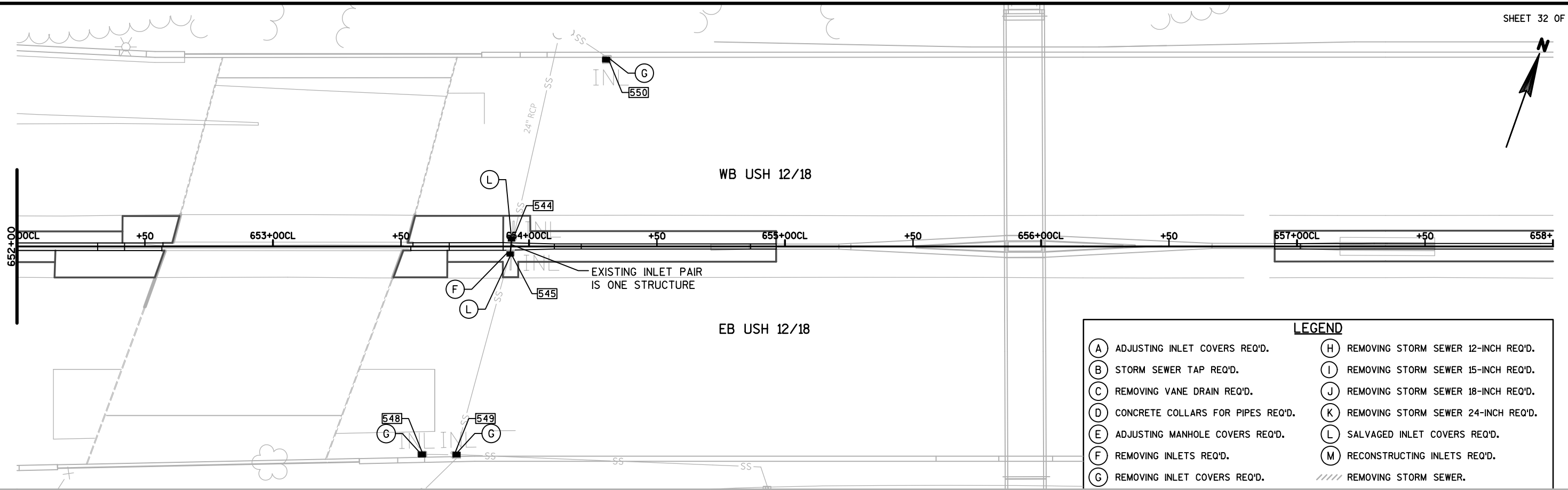


LEGEND	
(A) ADJUSTING INLET COVERS REQ'D.	(H) REMOVING STORM SEWER 12-INCH REQ'D.
(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.

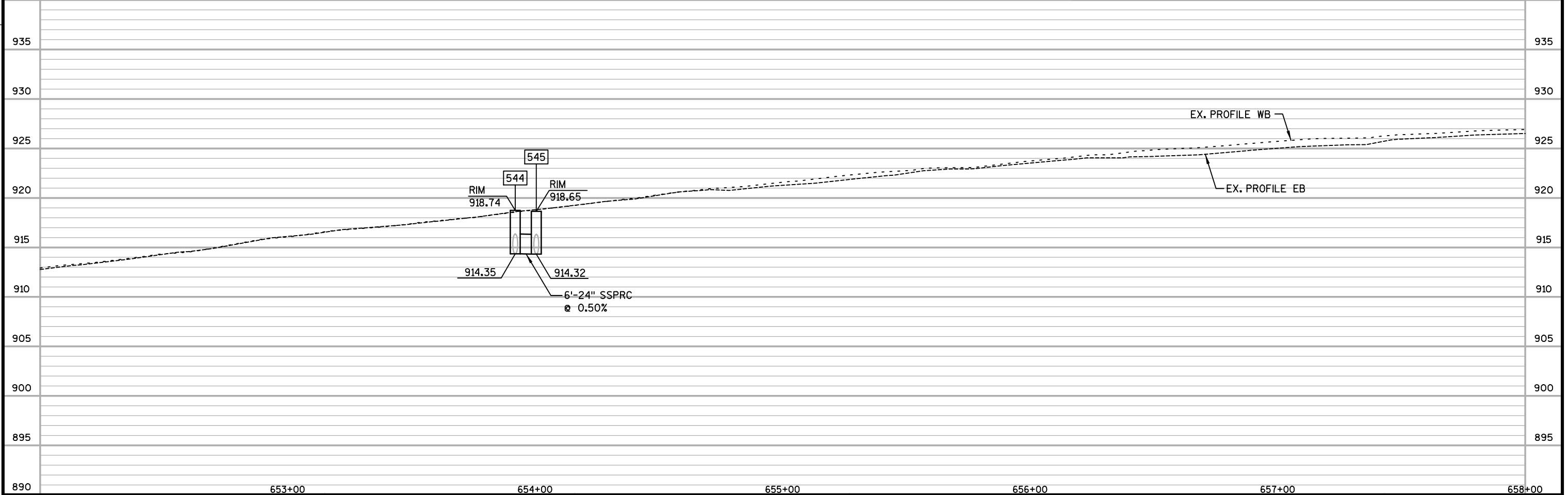


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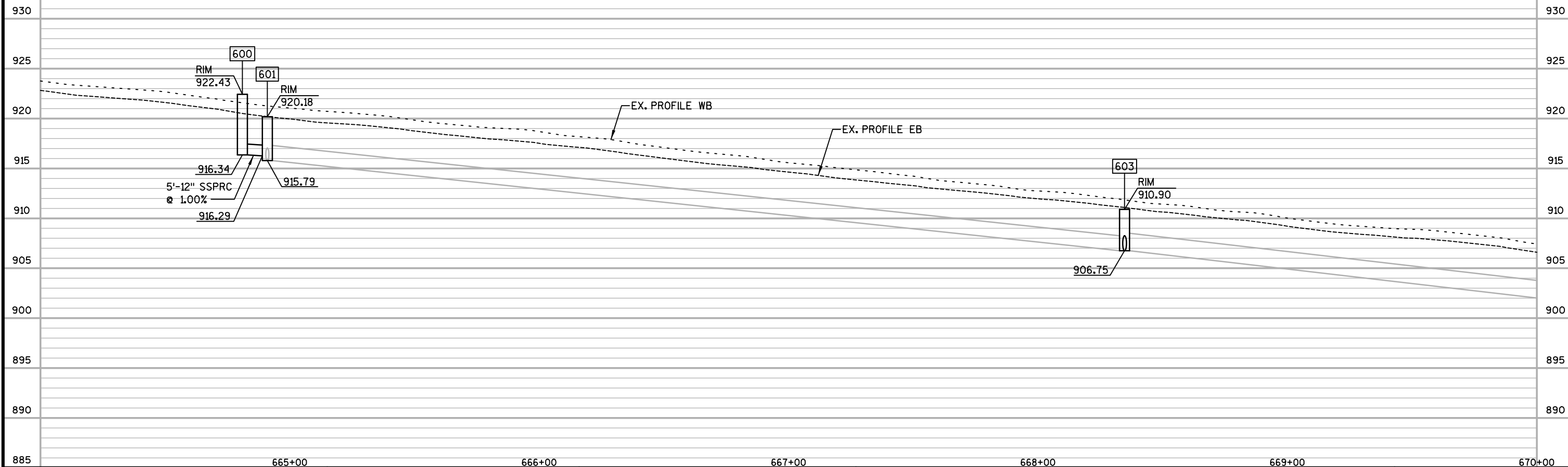
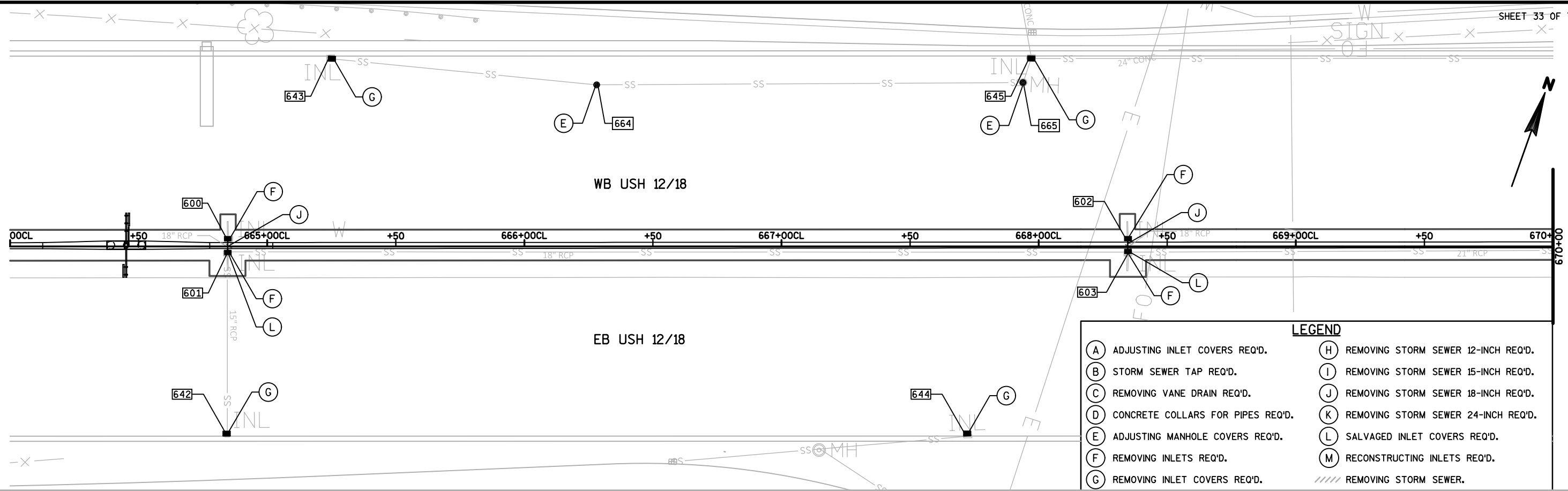


LEGEND	
(A) ADJUSTING INLET COVERS REQ'D.	(H) REMOVING STORM SEWER 12-INCH REQ'D.
(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	////// REMOVING STORM SEWER.



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PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

STORM SEWER

SHEET

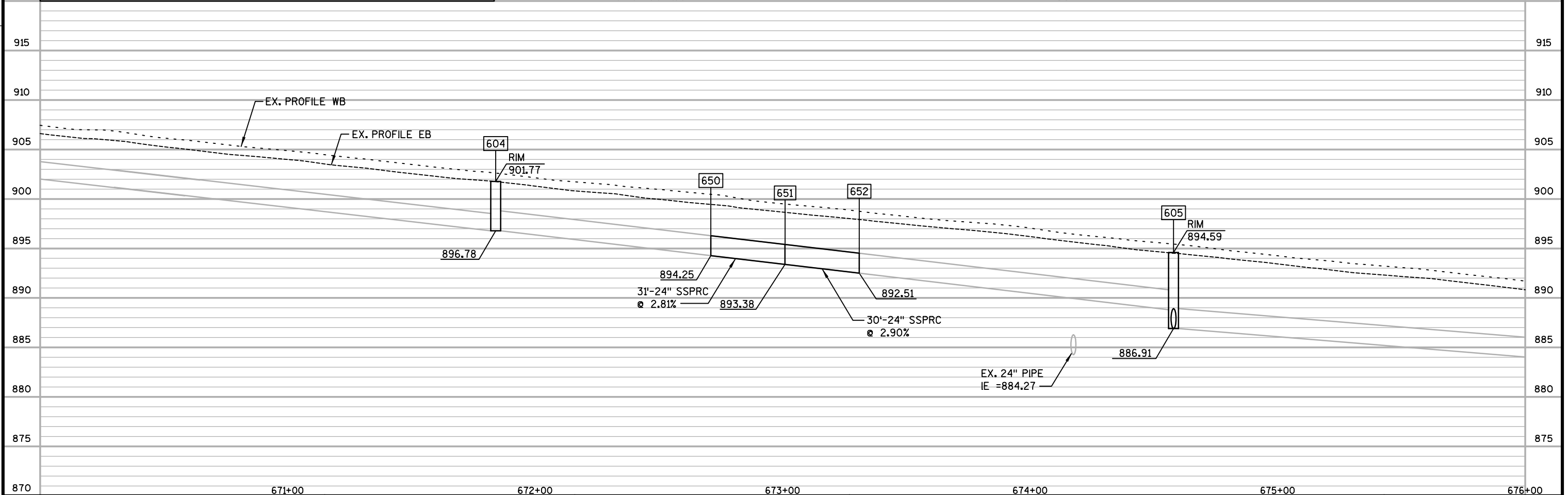
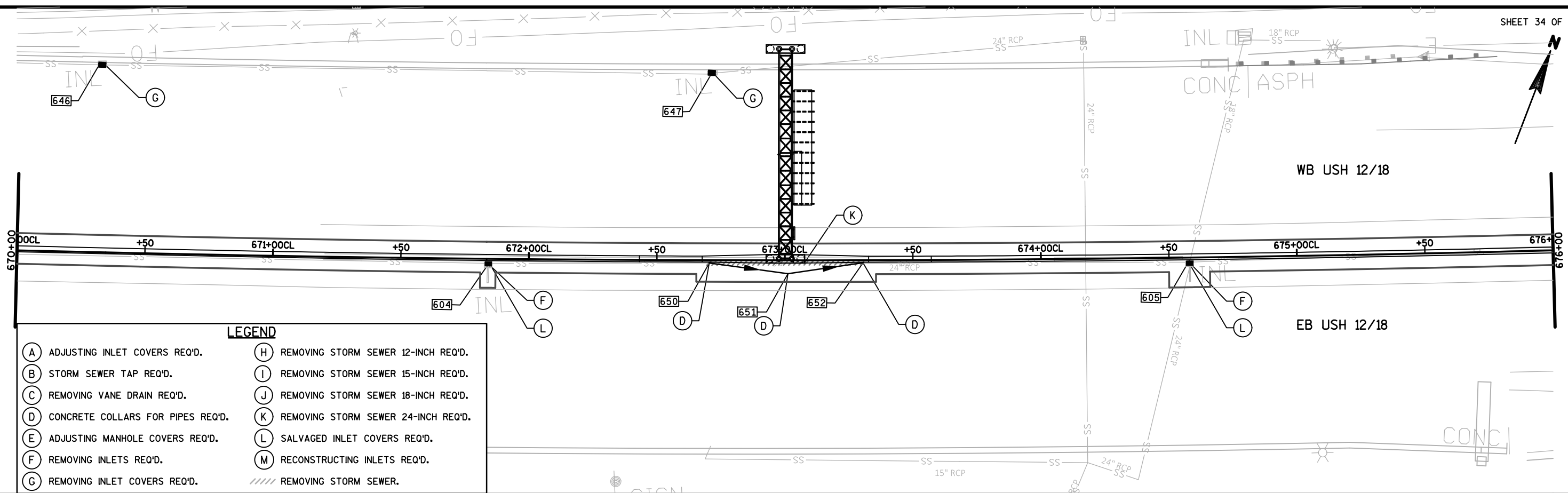
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SHEET 34 OF 71



PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	STORM SEWER	SHEET 441	E
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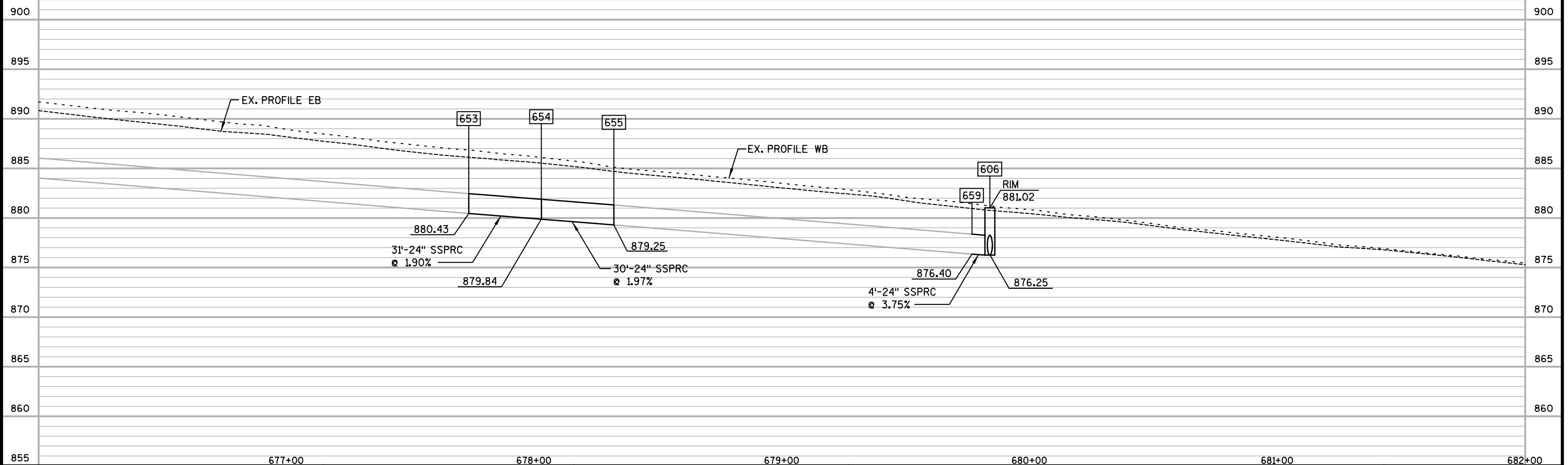
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WB USH 12/18

EB USH 12/18

LEGEND

- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |



PROJECT NO: 1206-06-79

HWY: USH 12

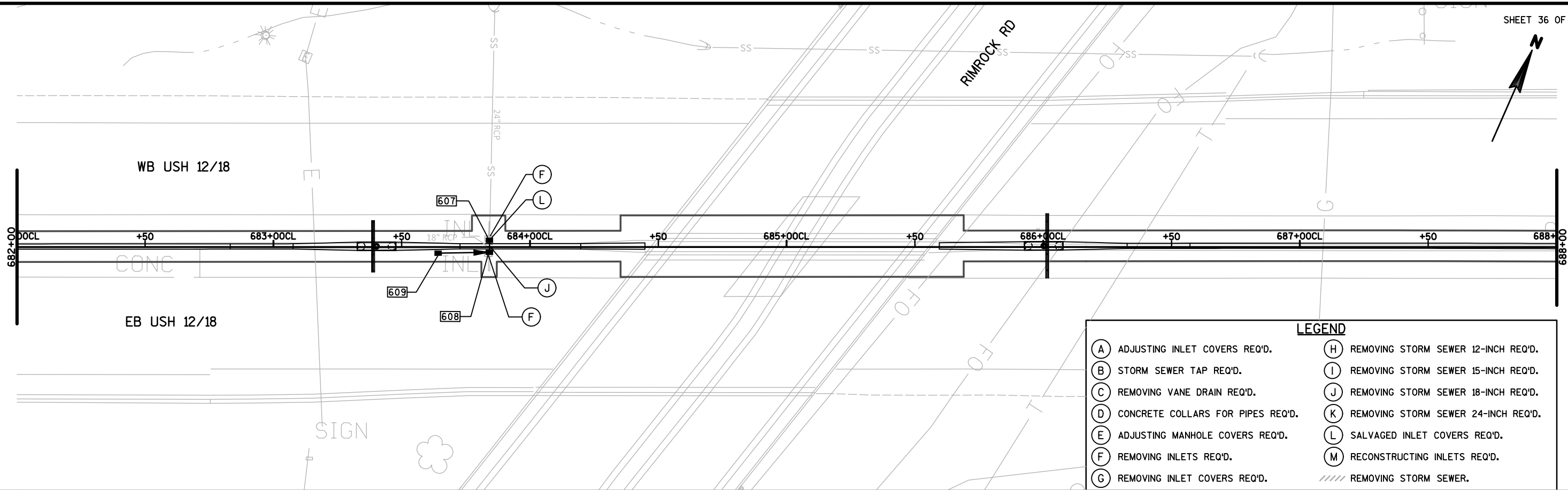
COUNTY: DANE

STORM SEWER

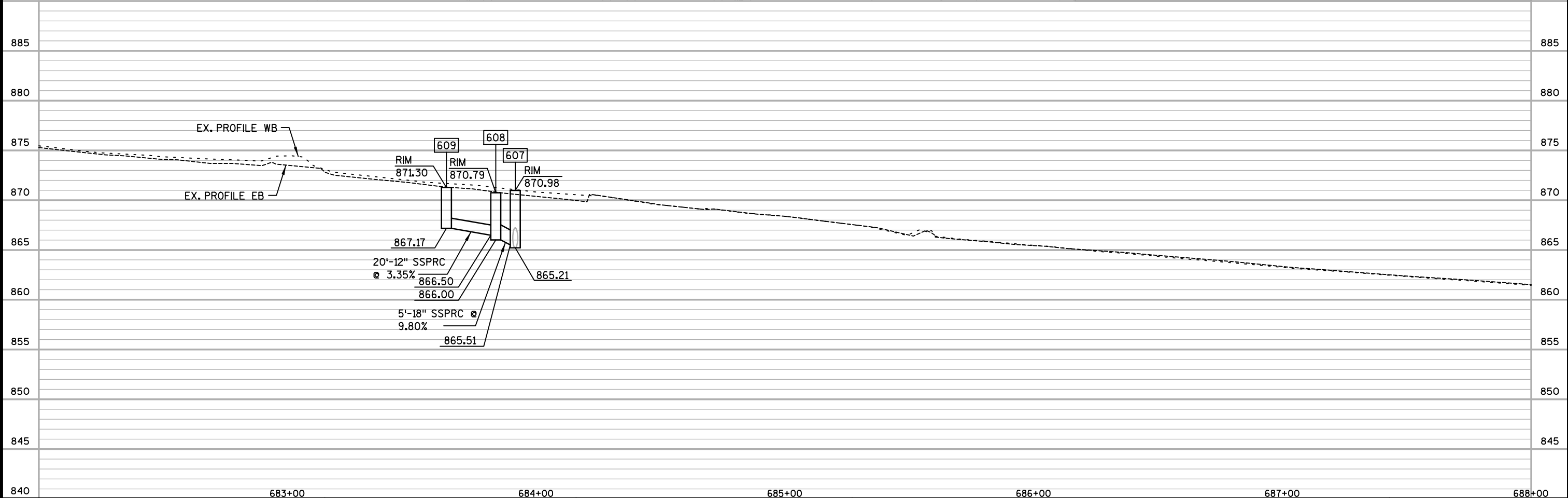
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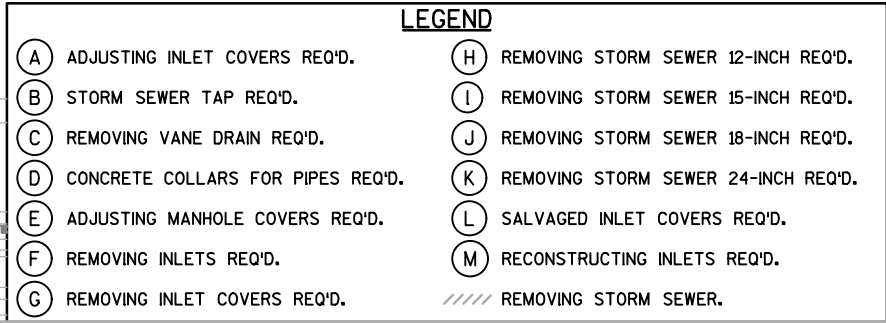
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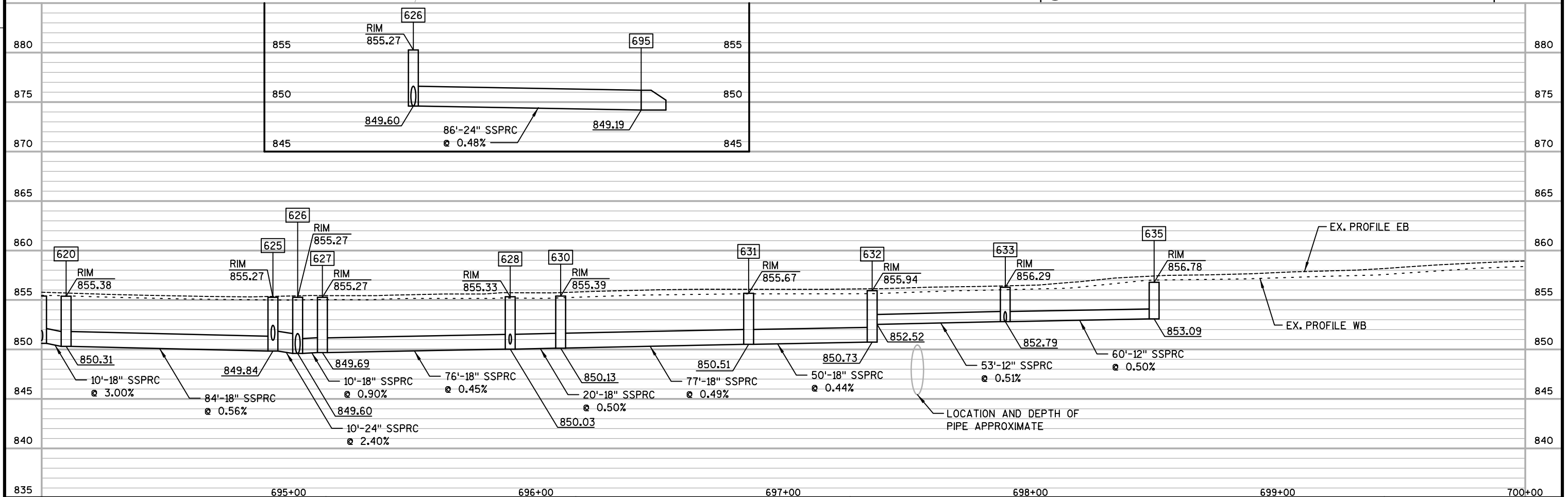
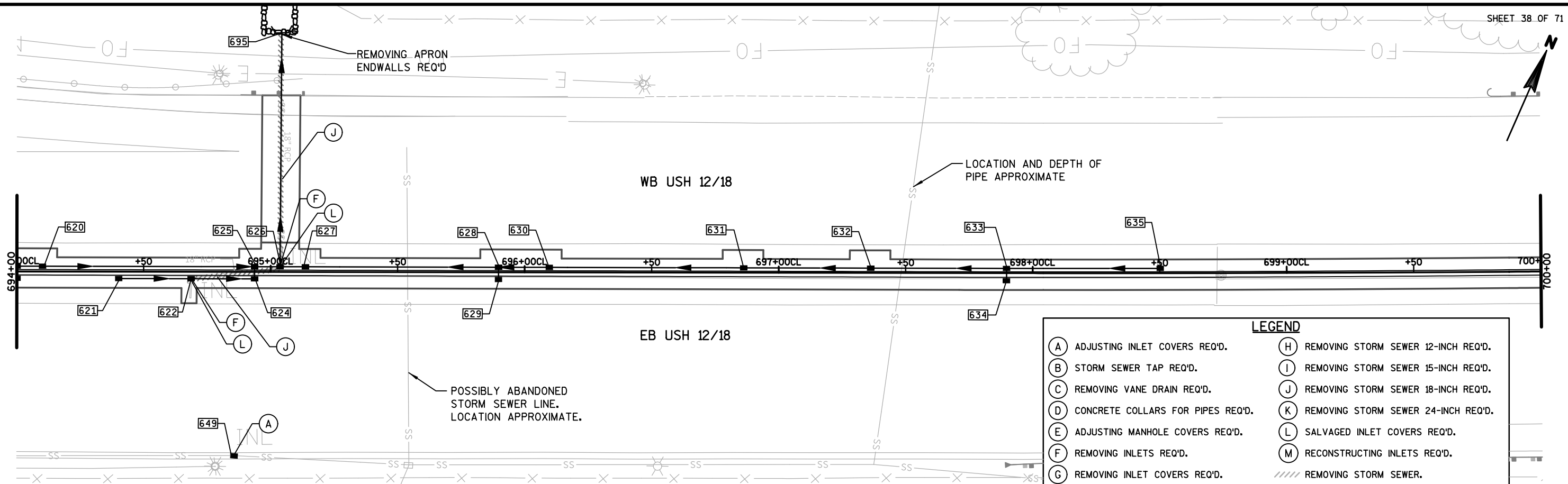
LEGEND	
(A) ADJUSTING INLET COVERS REQ'D.	(H) REMOVING STORM SEWER 12-INCH REQ'D.
(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.





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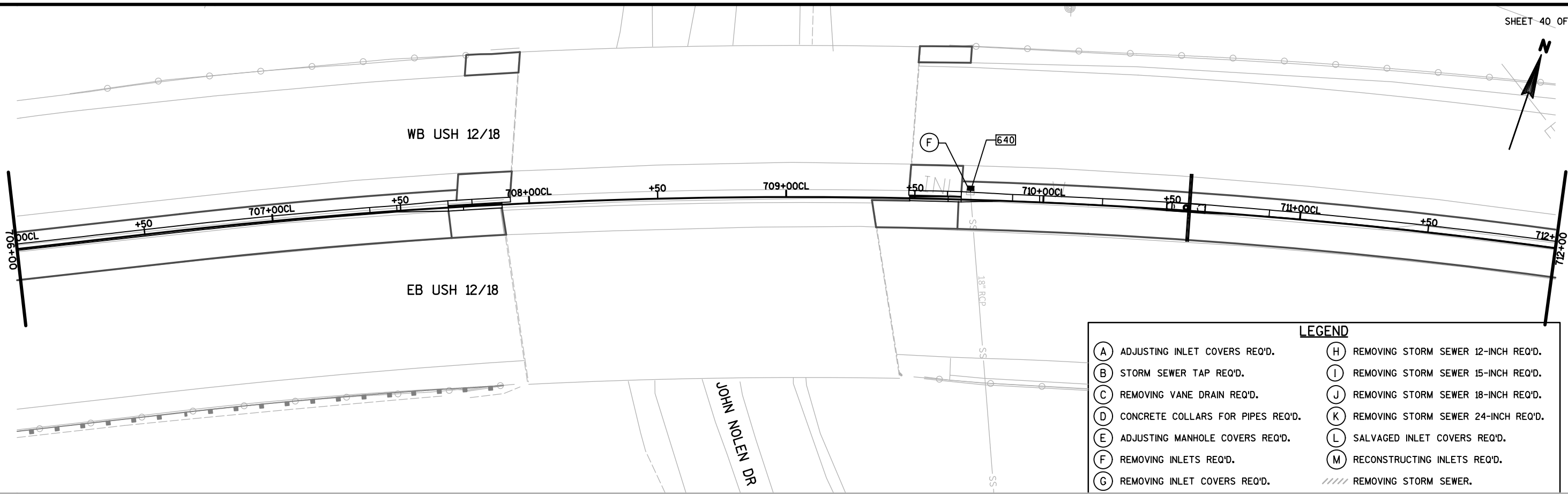
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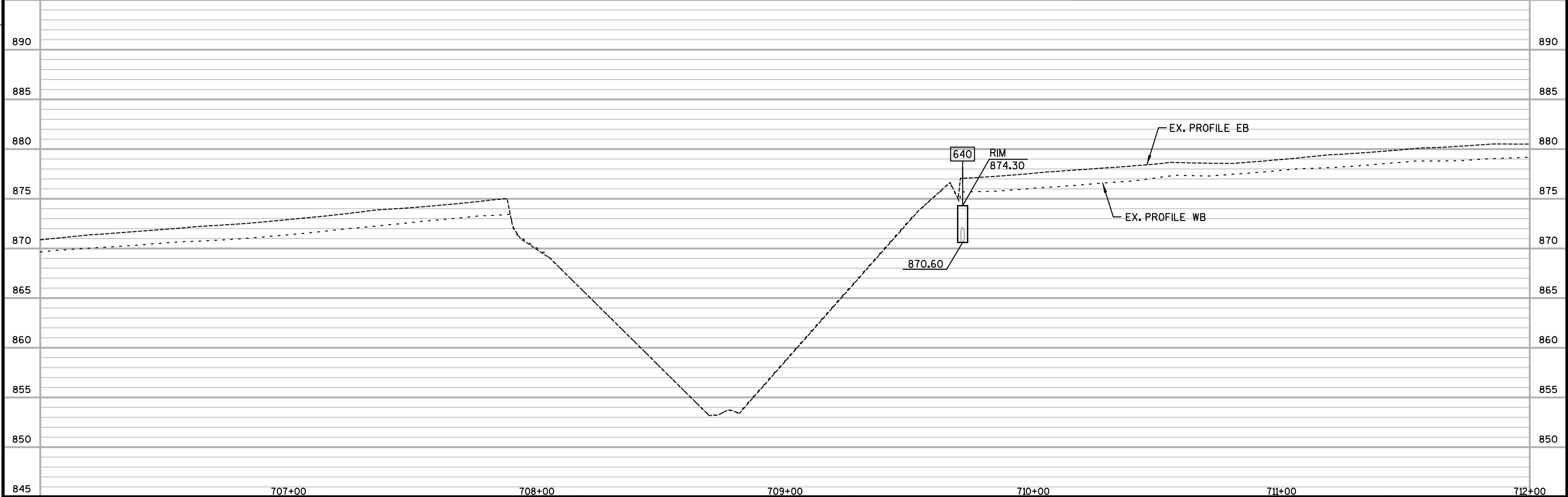


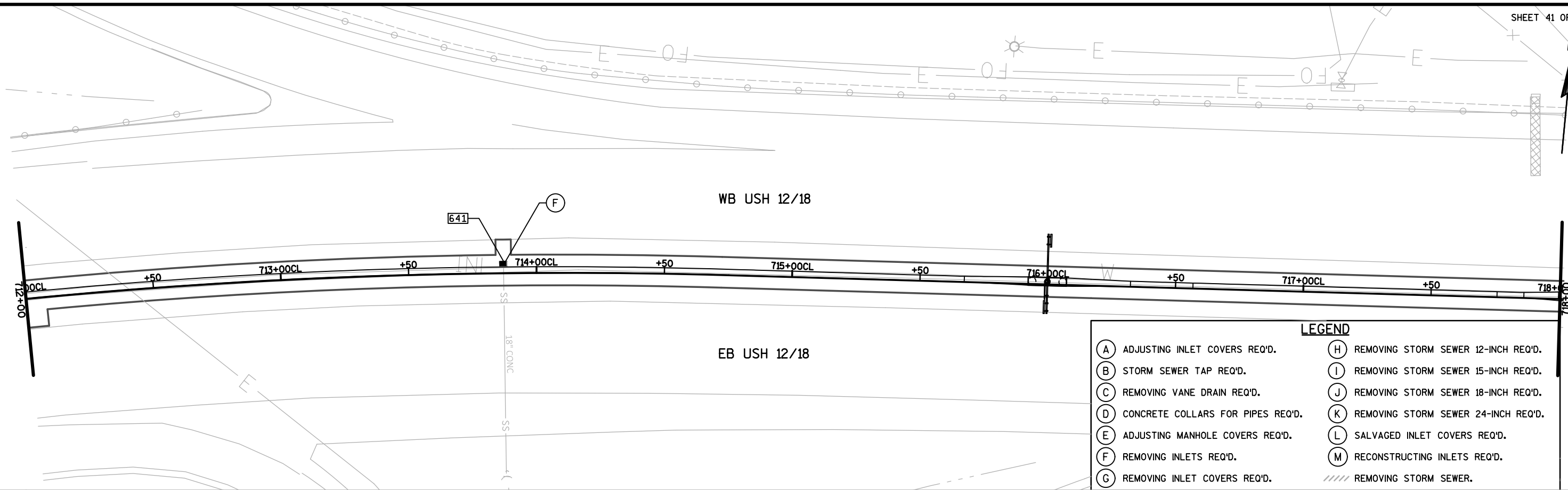
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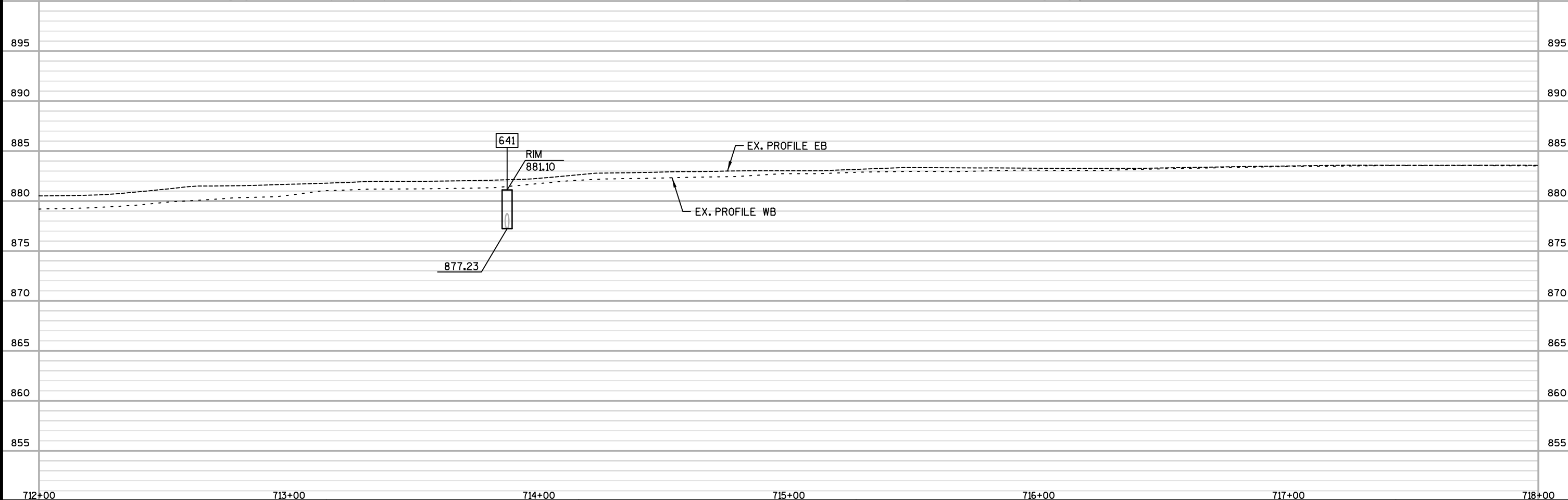


LEGEND	
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(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.



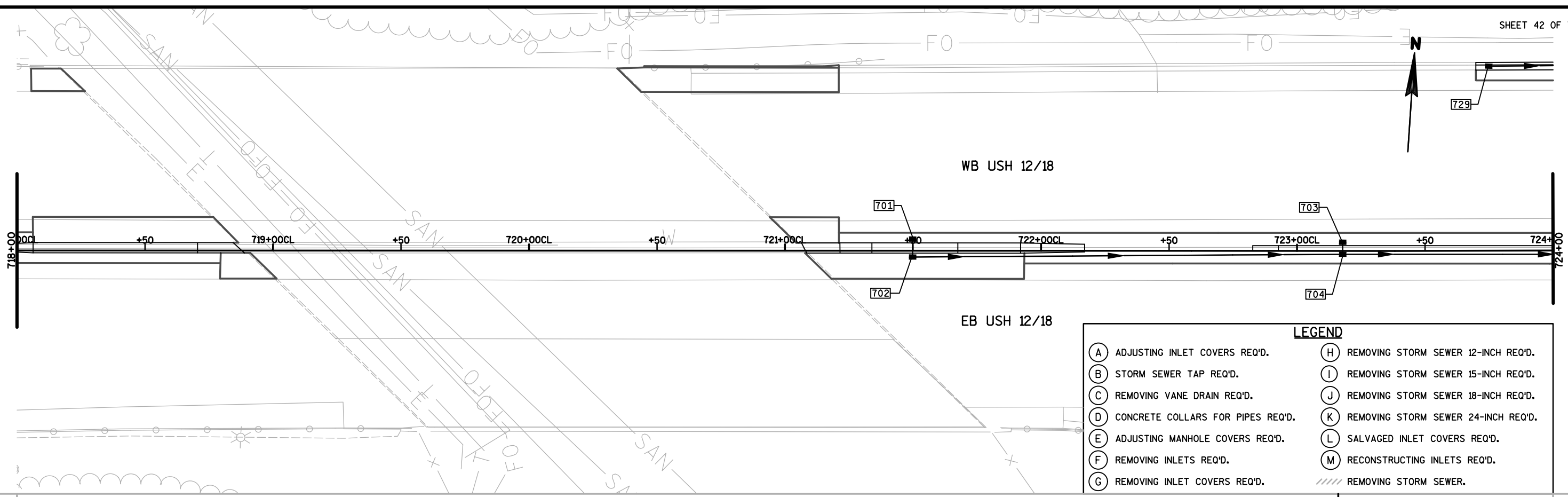


LEGEND	
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(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.

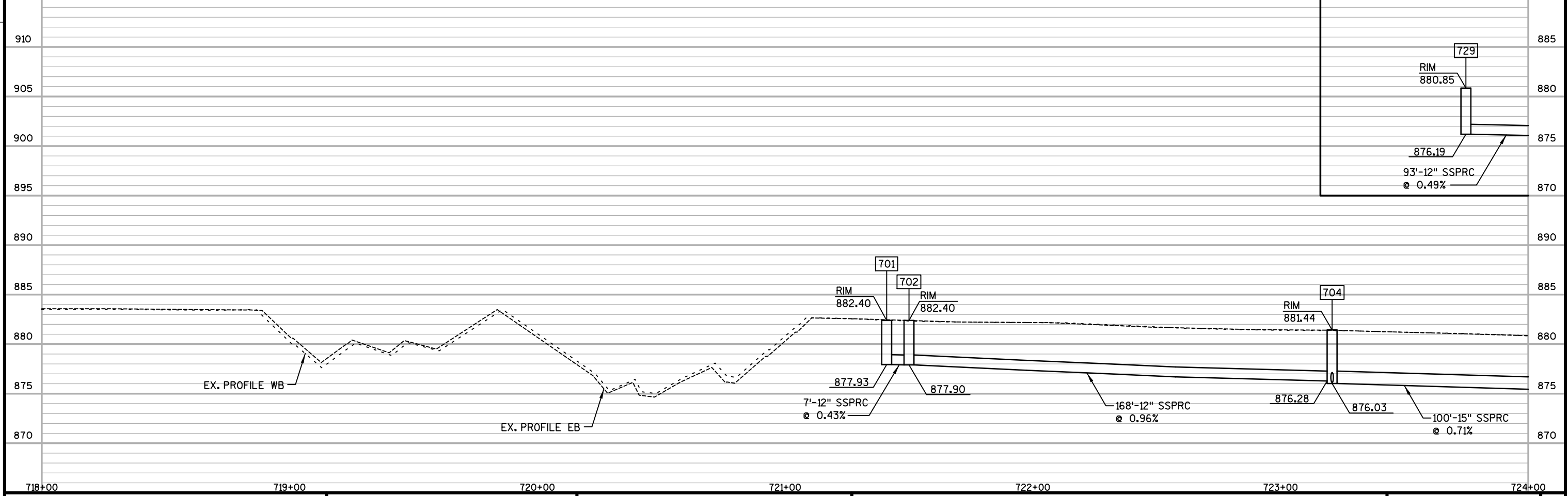


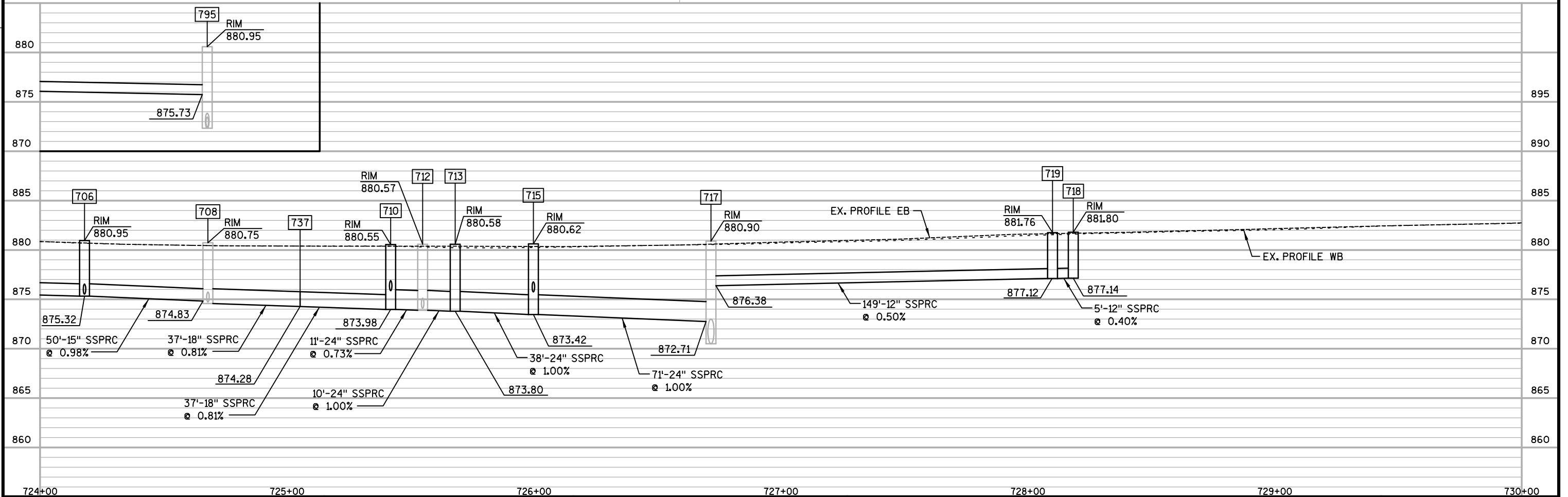
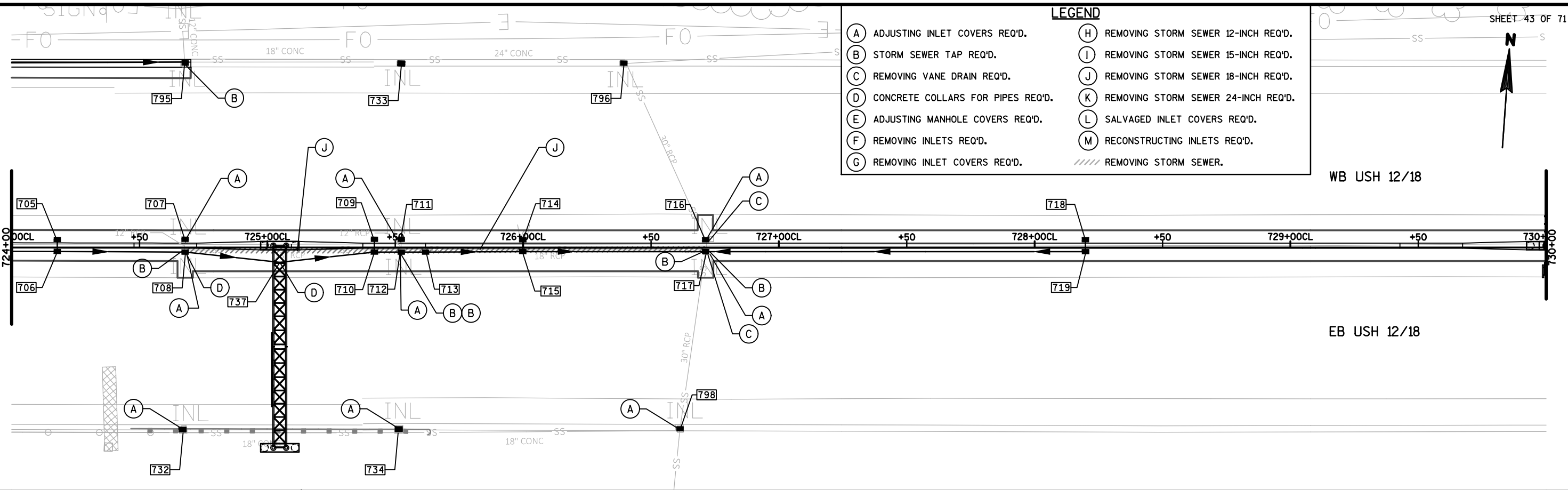
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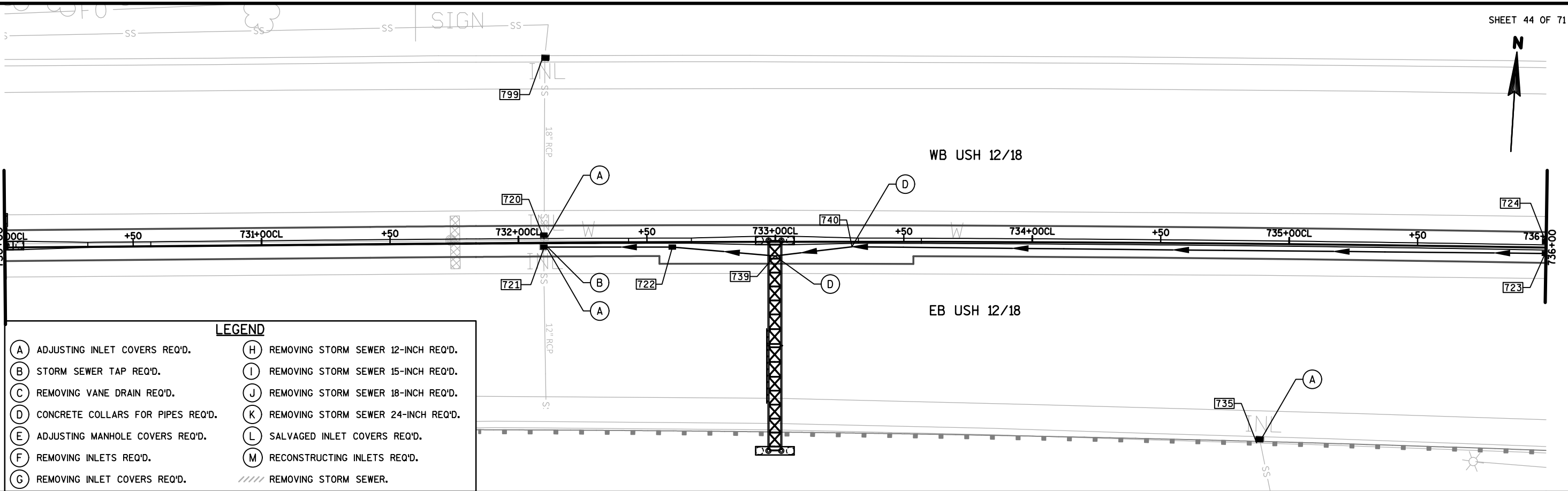
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- LEGEND**
- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |

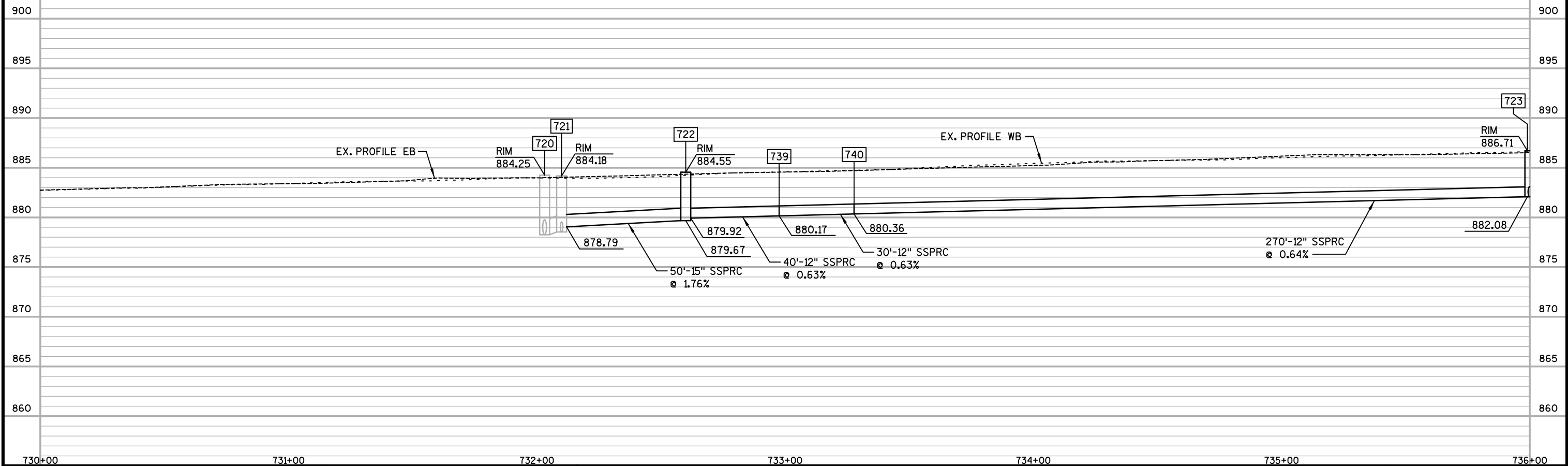






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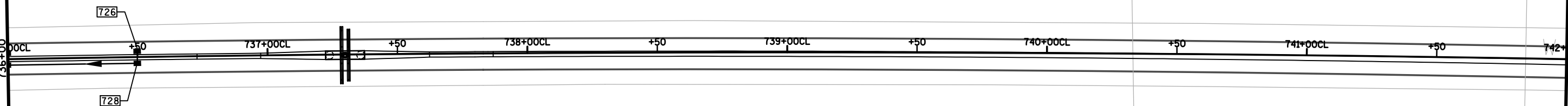
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|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |



SIGN

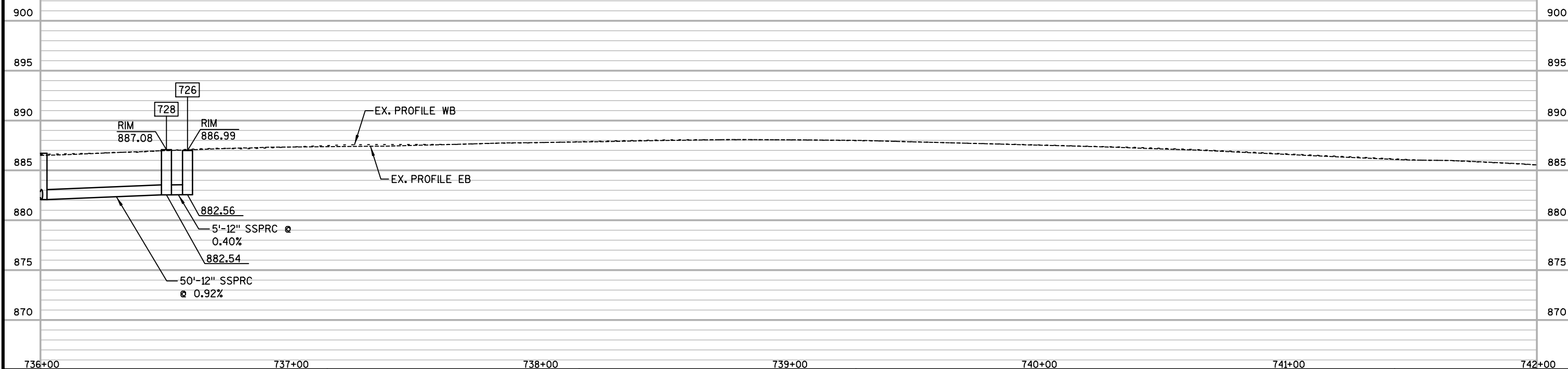
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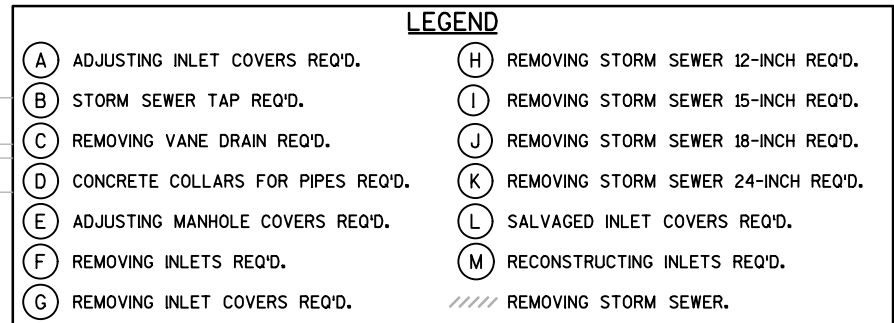
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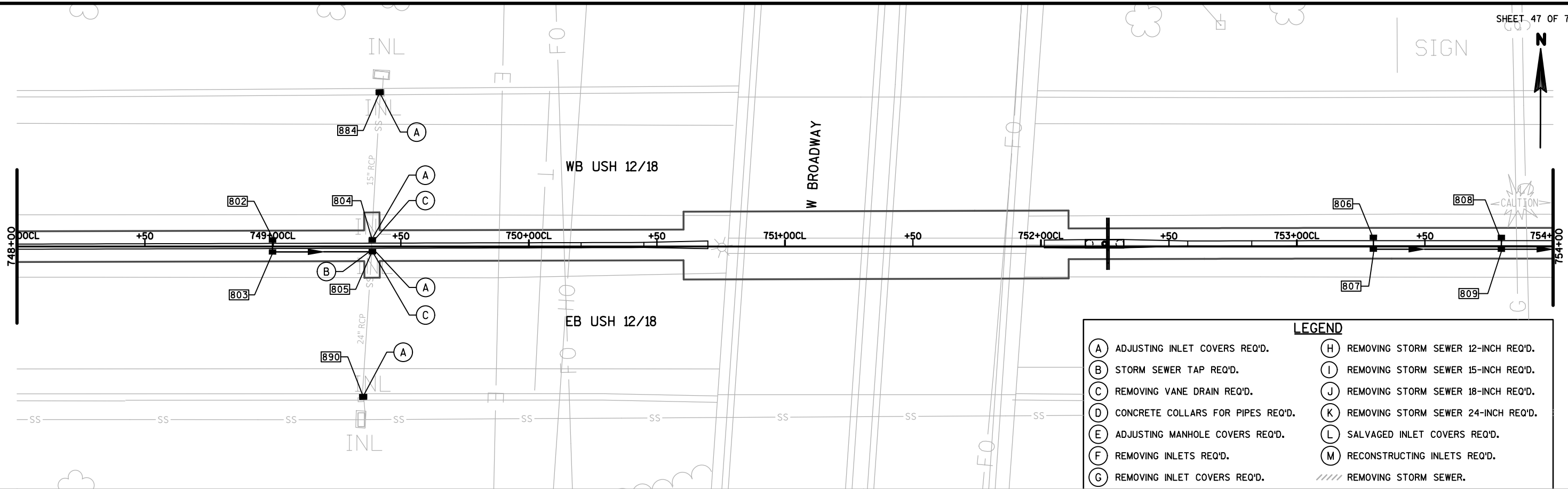
LEGEND

- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
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| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |

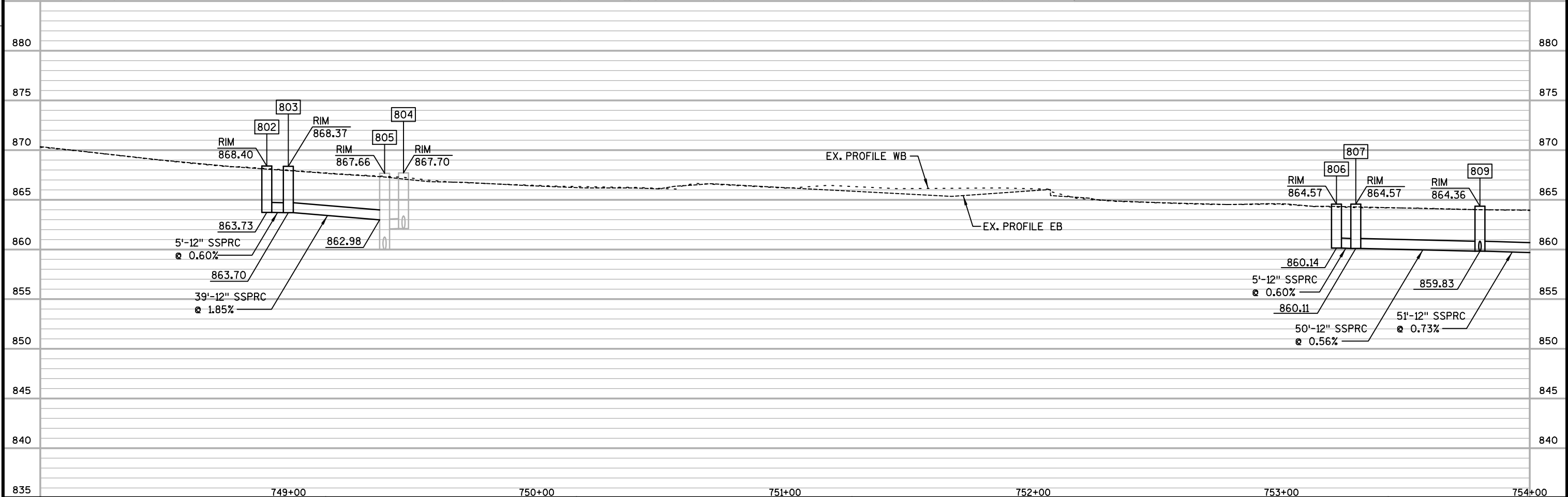




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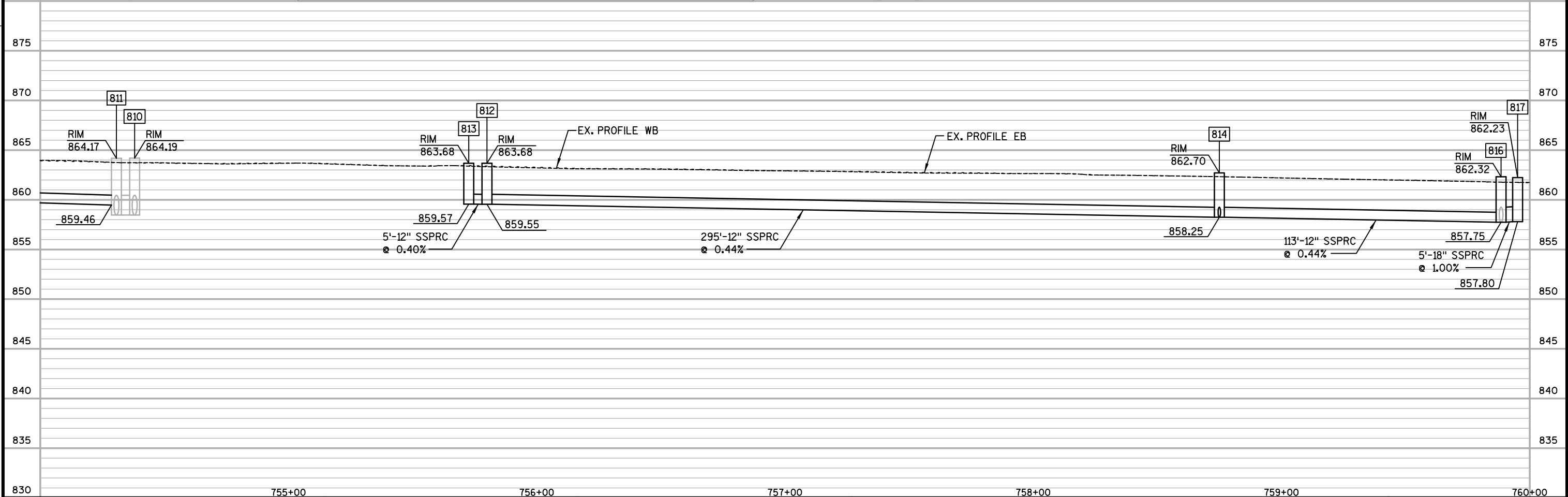
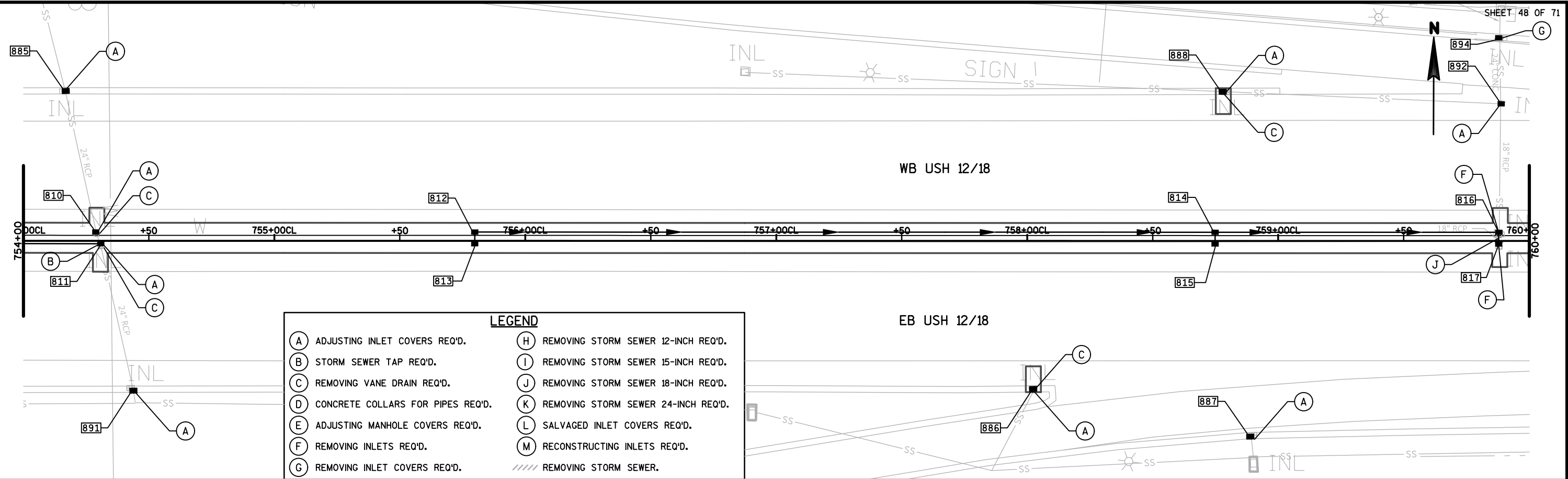


LEGEND	
(A) ADJUSTING INLET COVERS REQ'D.	(H) REMOVING STORM SEWER 12-INCH REQ'D.
(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.



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PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

STORM SEWER

SHEET

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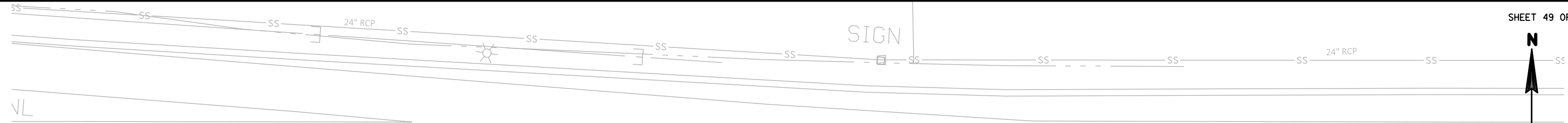
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PLOT NAME :

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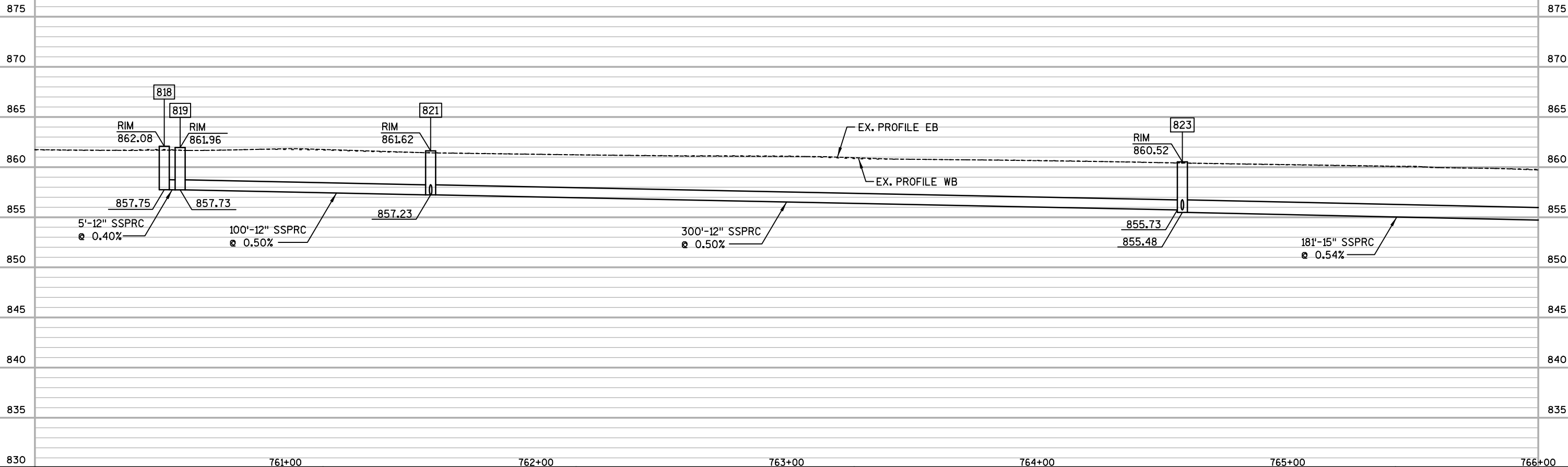


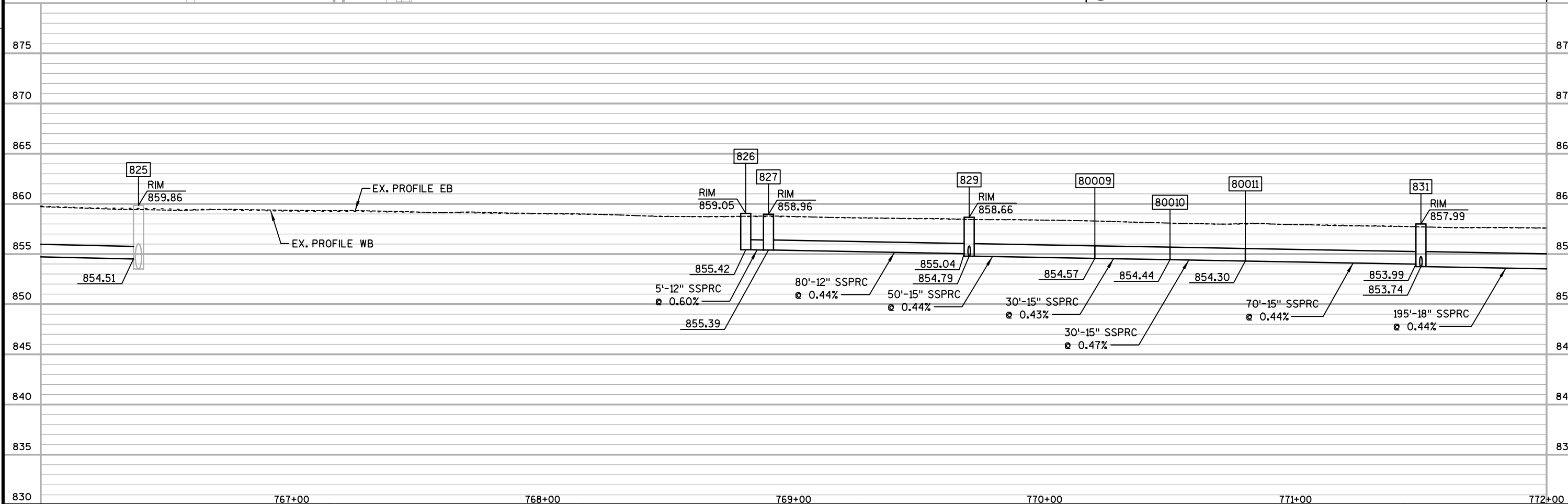
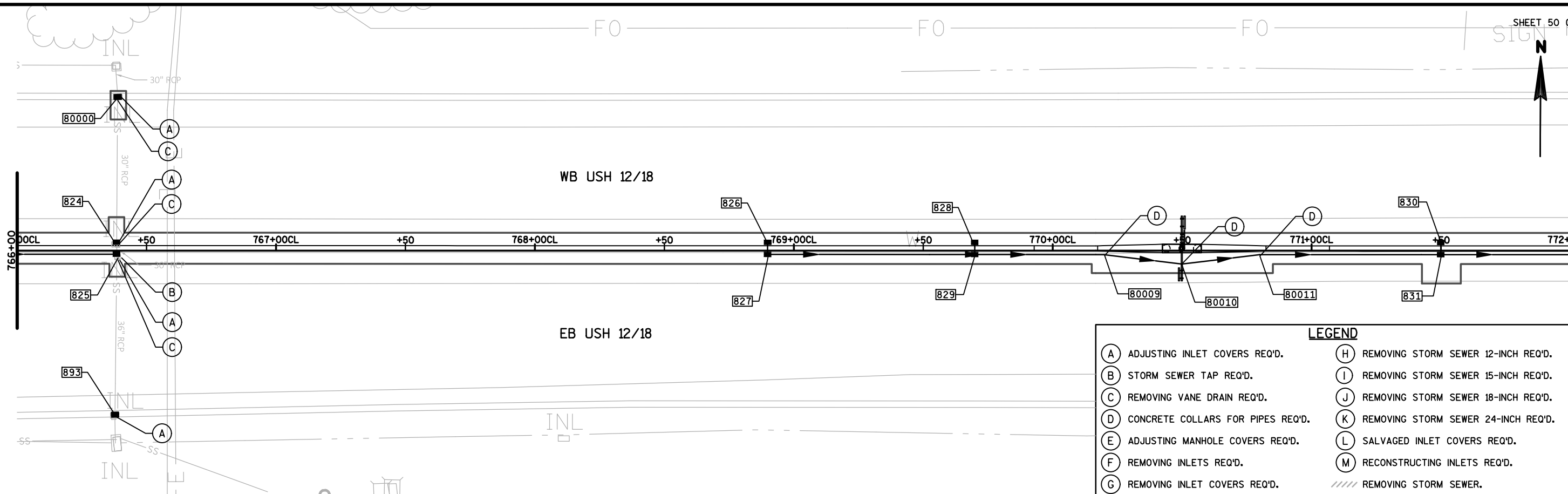
WB USH 12/18

EB USH 12/18

LEGEND

- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | ///// REMOVING STORM SEWER. |





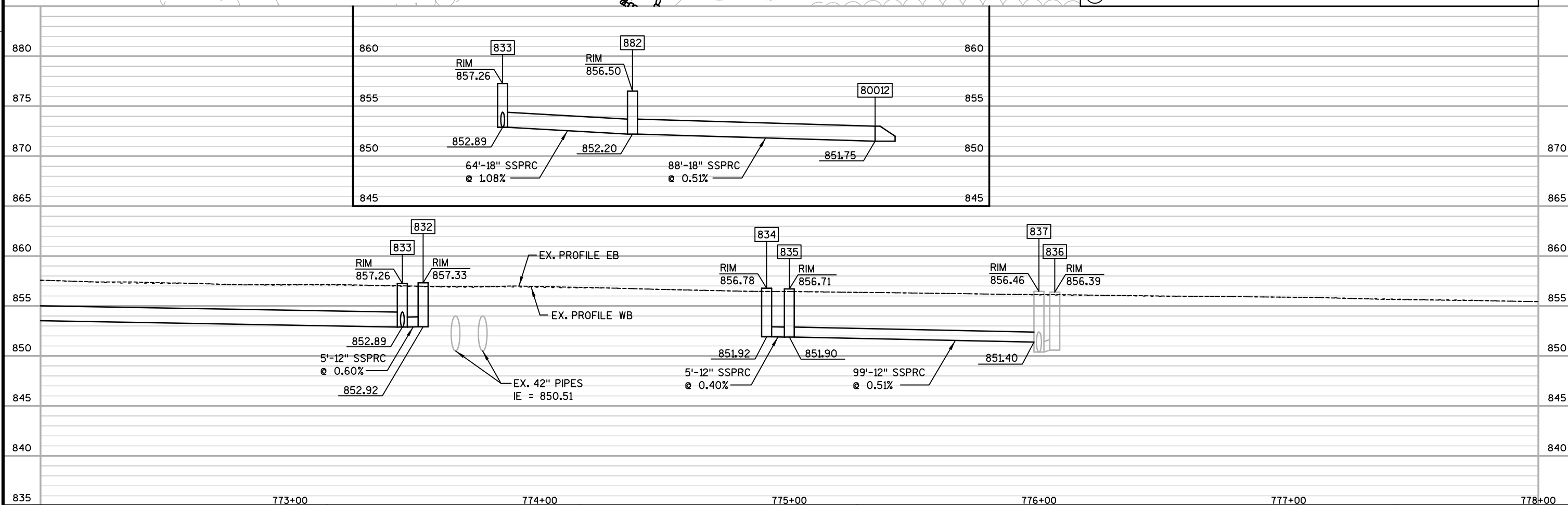


WB USH 12/18

EB USH 12/18

LEGEND

- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |



PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

STORM SEWER

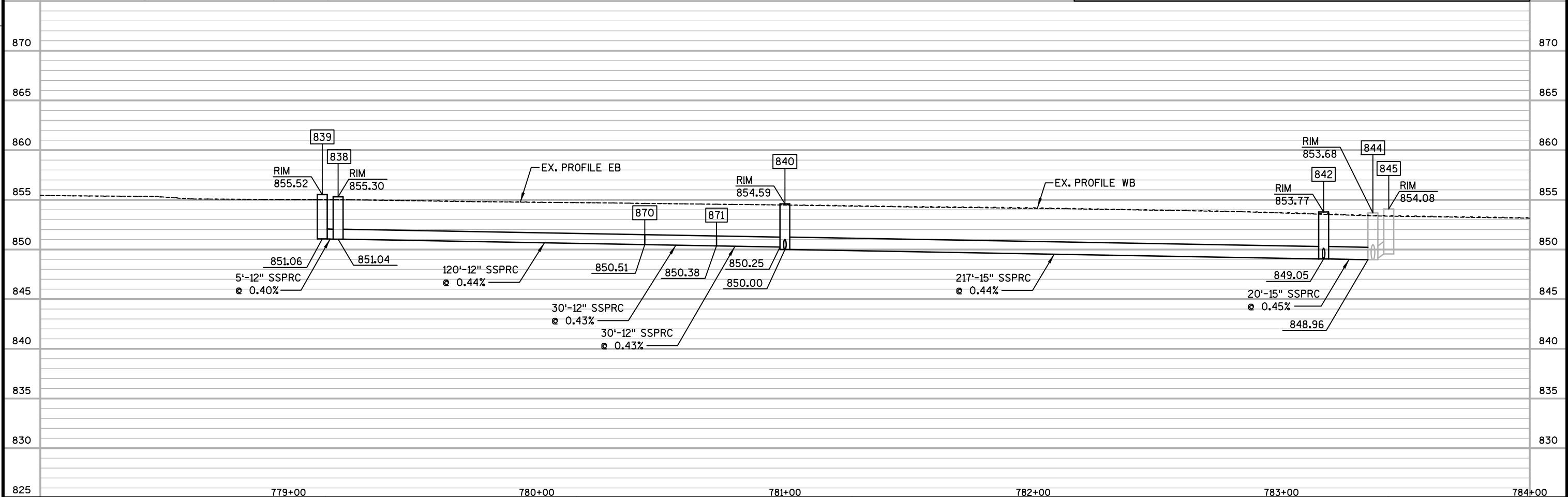
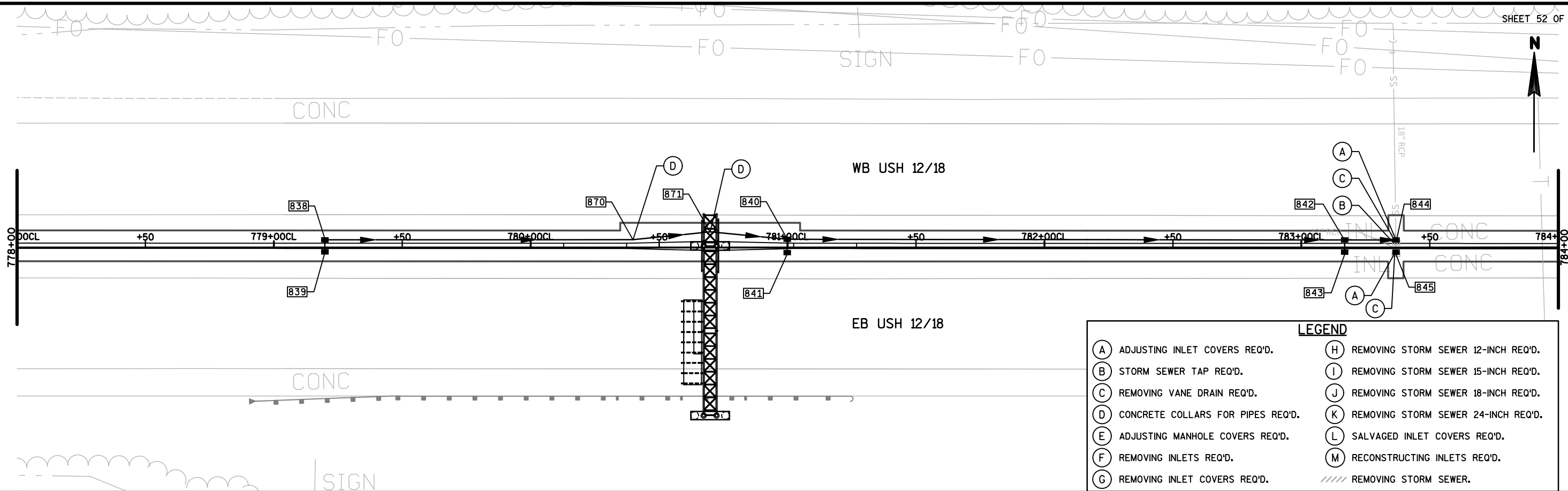
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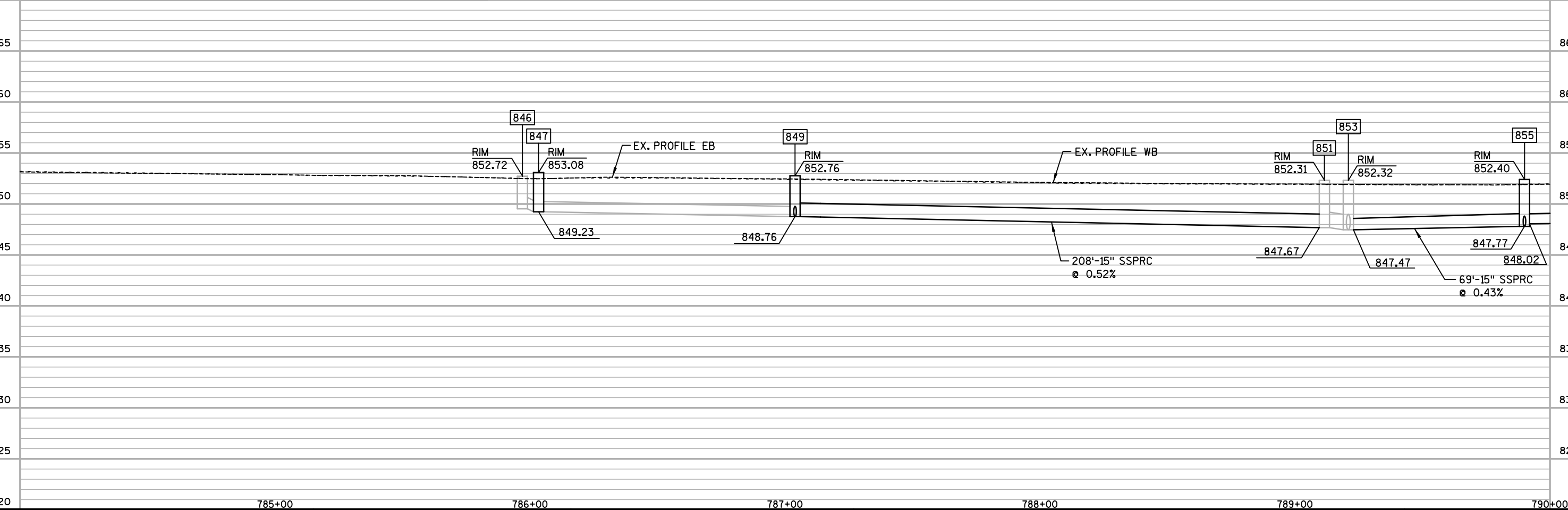
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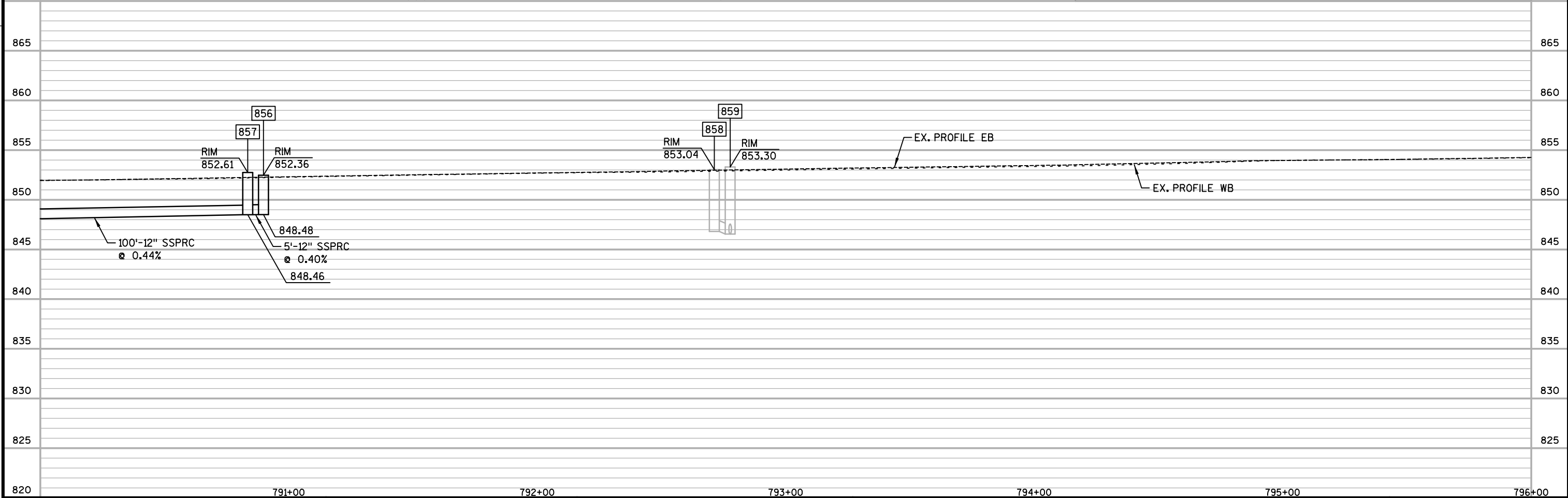
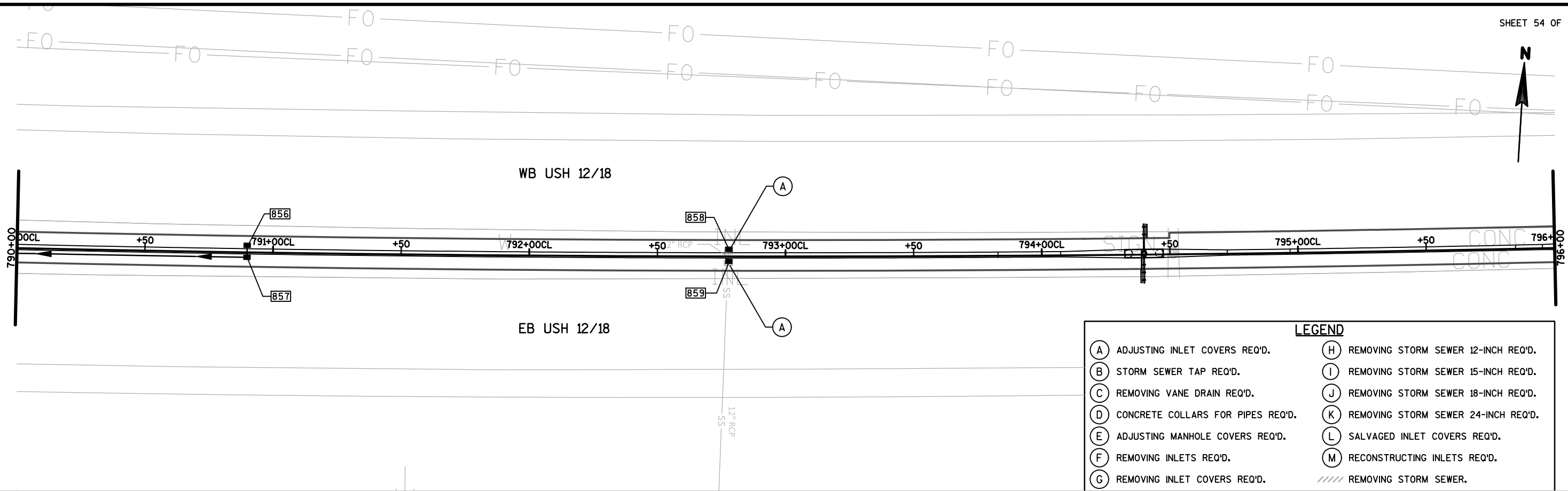
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PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

STORM SEWER

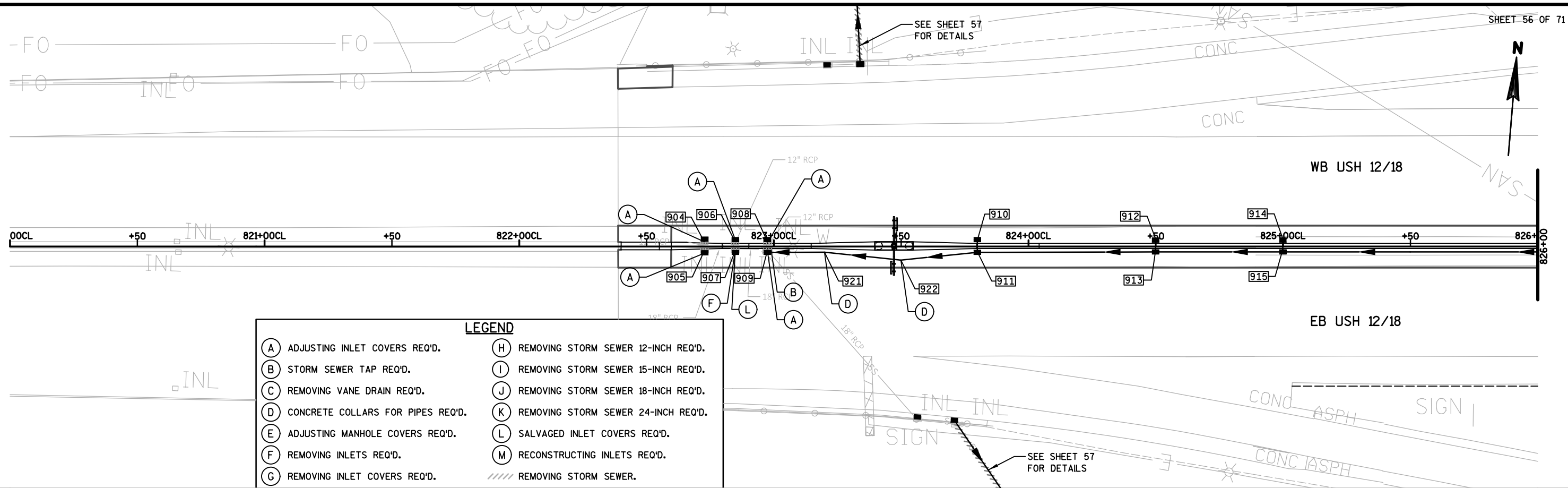
SHEET

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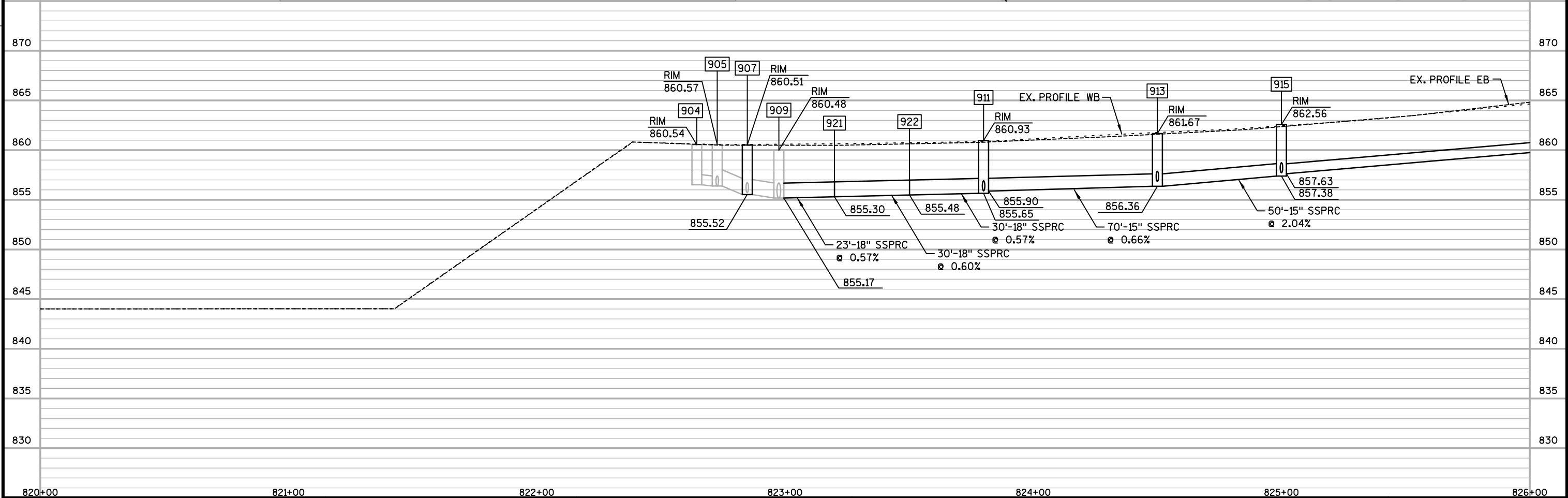
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LEGEND	
(A) ADJUSTING INLET COVERS REQ'D.	(H) REMOVING STORM SEWER 12-INCH REQ'D.
(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.

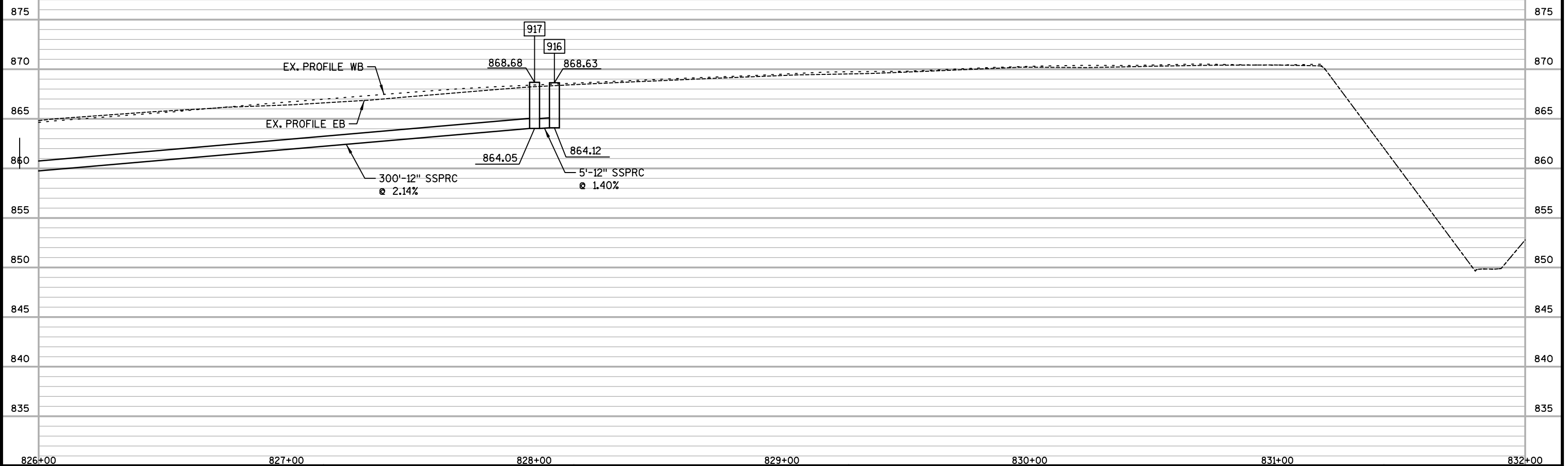




WB USH 12/18

EB USH 12/18

LEGEND	
(A) ADJUSTING INLET COVERS REQ'D.	(H) REMOVING STORM SEWER 12-INCH REQ'D.
(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.





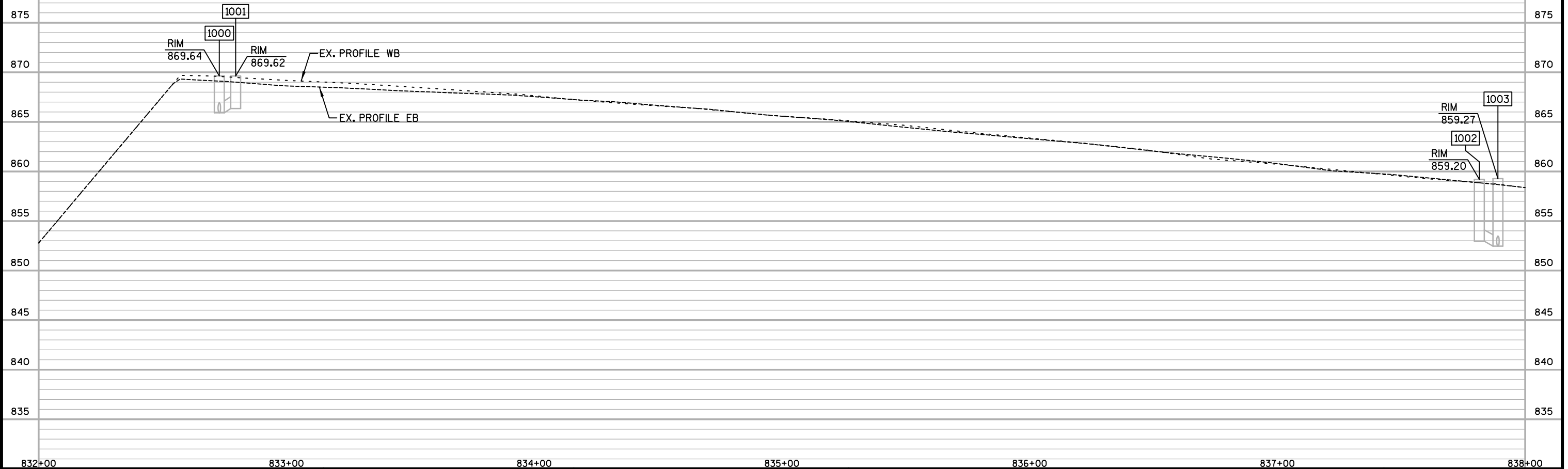
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WB USH 12/18

EB USH 12/18

LEGEND	
(A) ADJUSTING INLET COVERS REQ'D.	(H) REMOVING STORM SEWER 12-INCH REQ'D.
(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
(C) REMOVING VANE DRAIN REQ'D.	(J) REMOVING STORM SEWER 18-INCH REQ'D.
(D) CONCRETE COLLARS FOR PIPES REQ'D.	(K) REMOVING STORM SEWER 24-INCH REQ'D.
(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.



PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	STORM SEWER	SHEET 466	E
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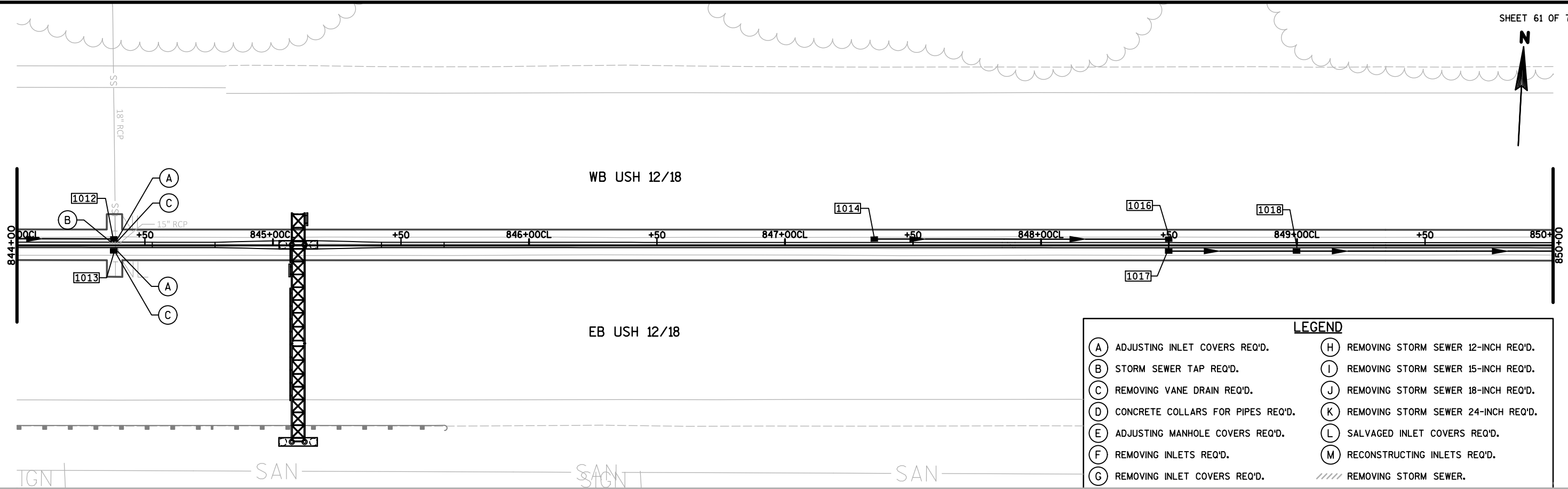


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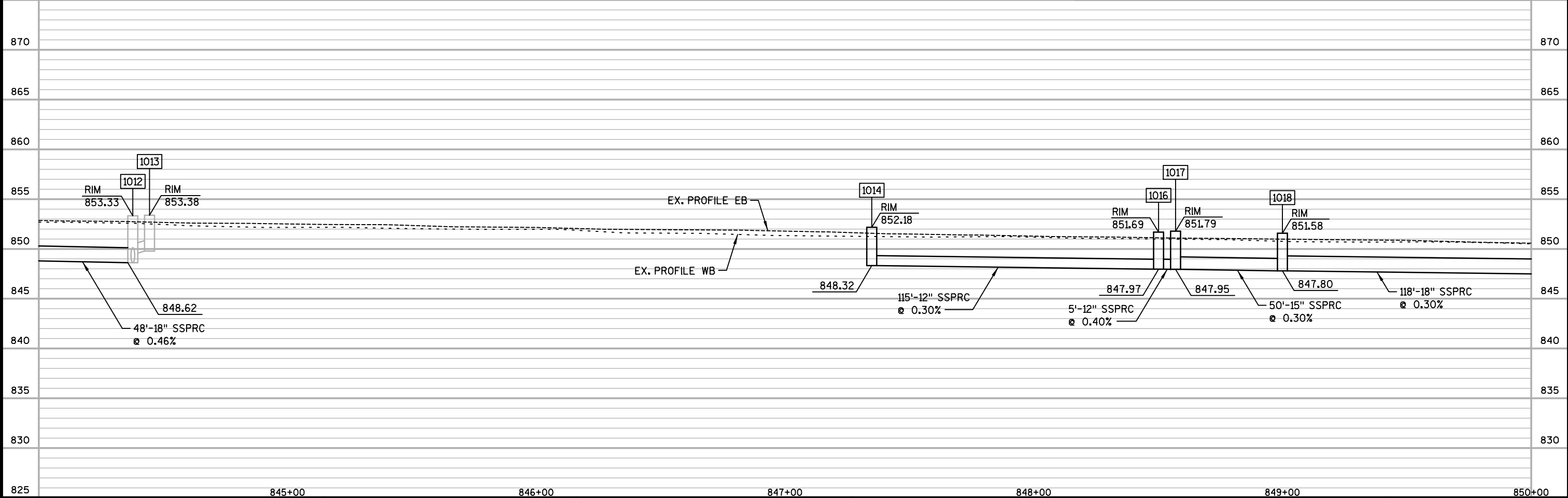


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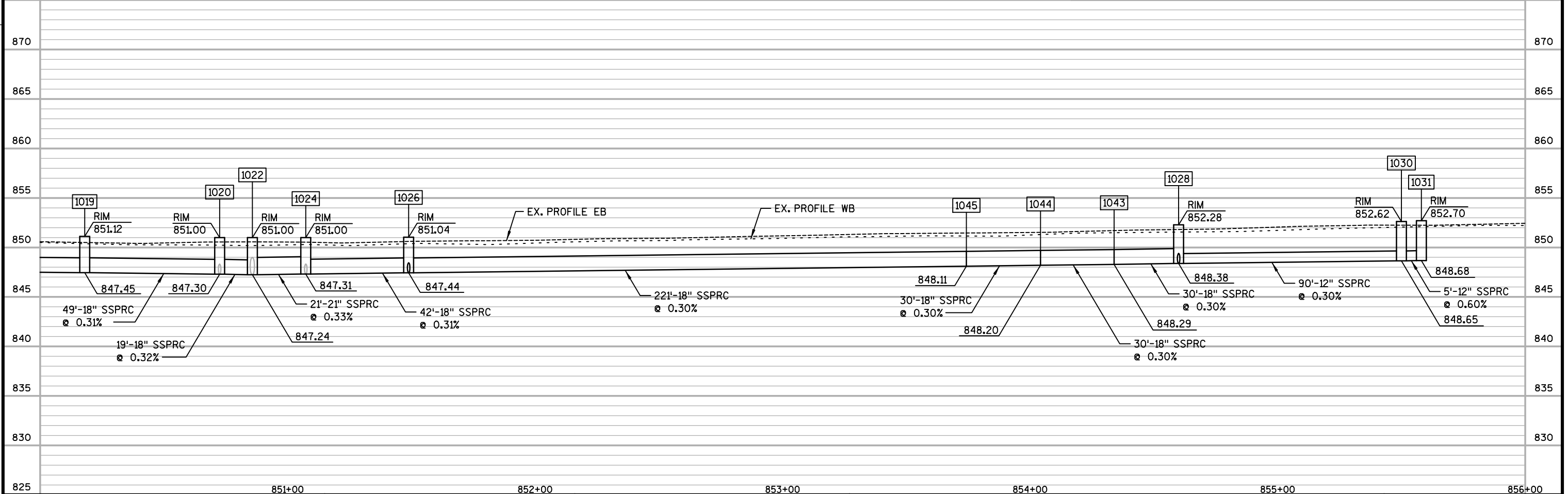
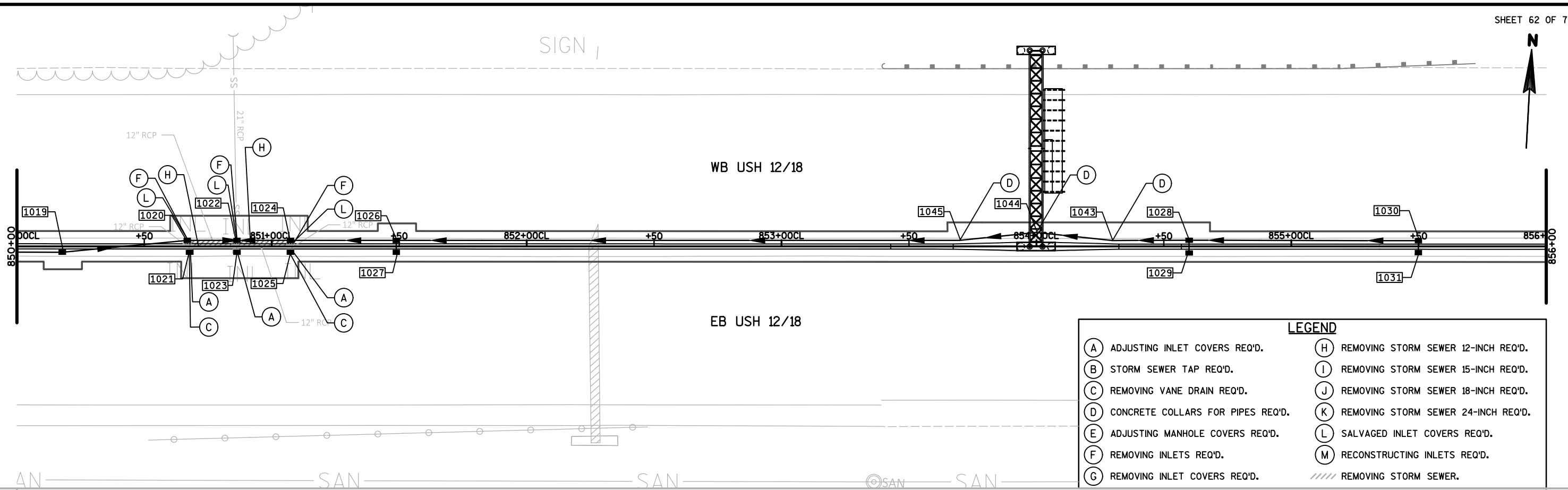


- | LEGEND | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |



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PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

STORM SEWER

SHEET

469

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SIGN 1



WB USH 12/18

EB USH 12/18

LEGEND

- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |

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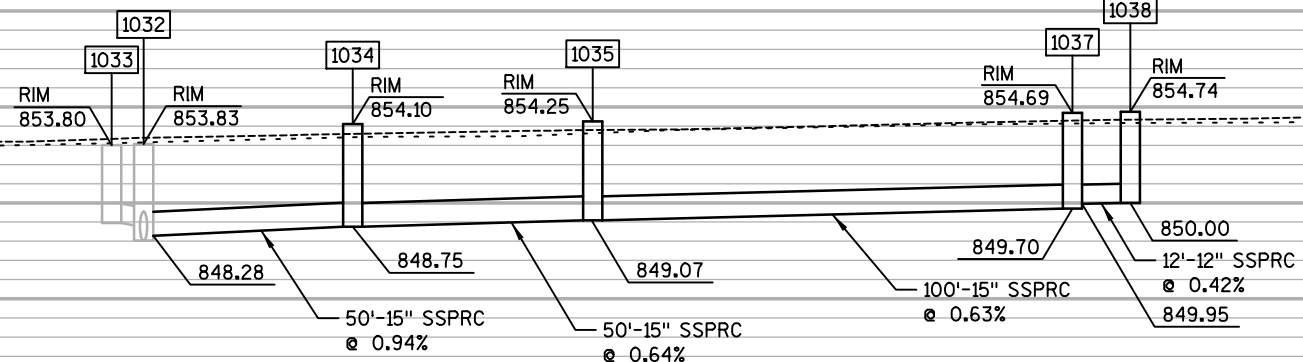
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EX. PROFILE WB

EX. PROFILE EB



PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

STORM SEWER

SHEET

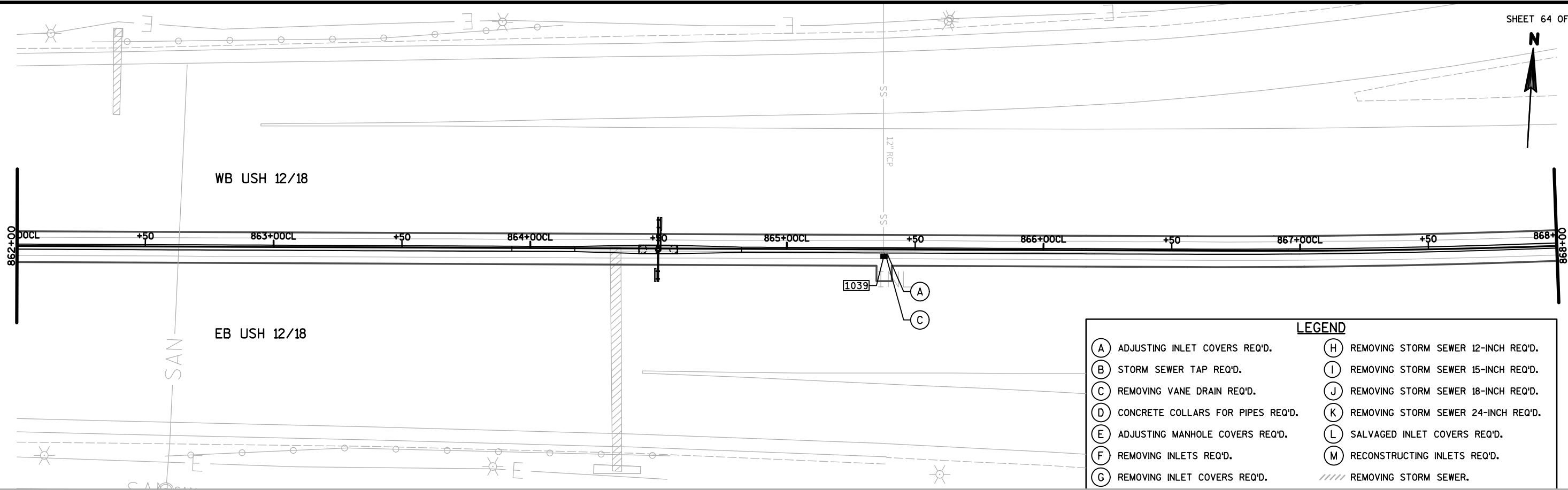
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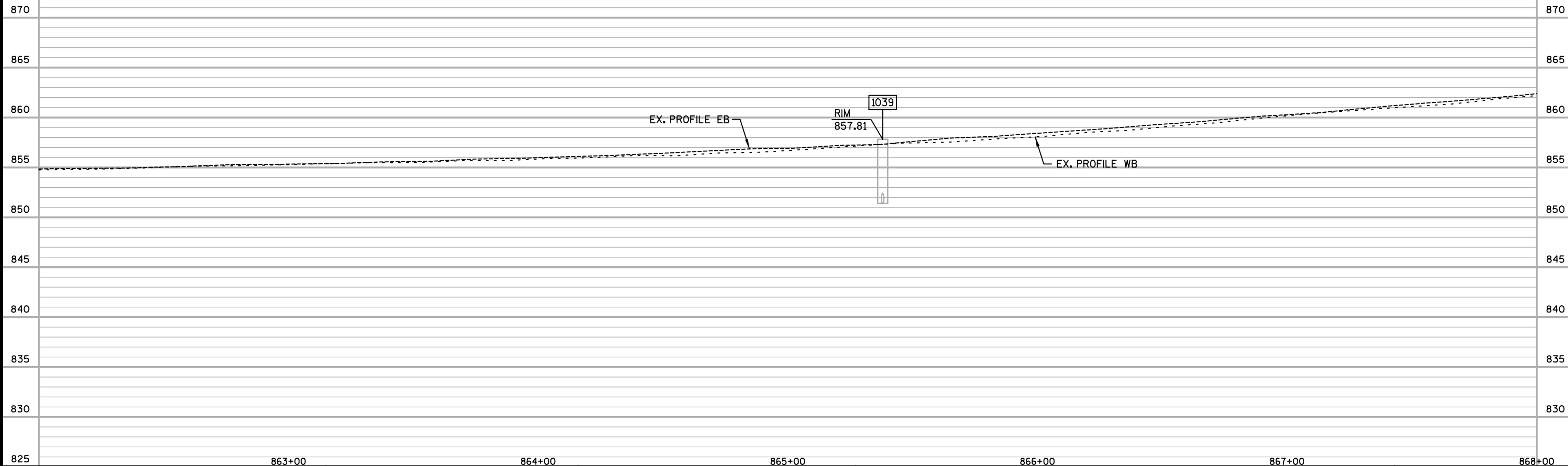


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- | LEGEND | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |

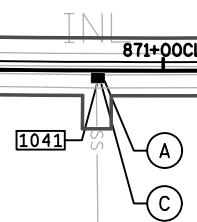


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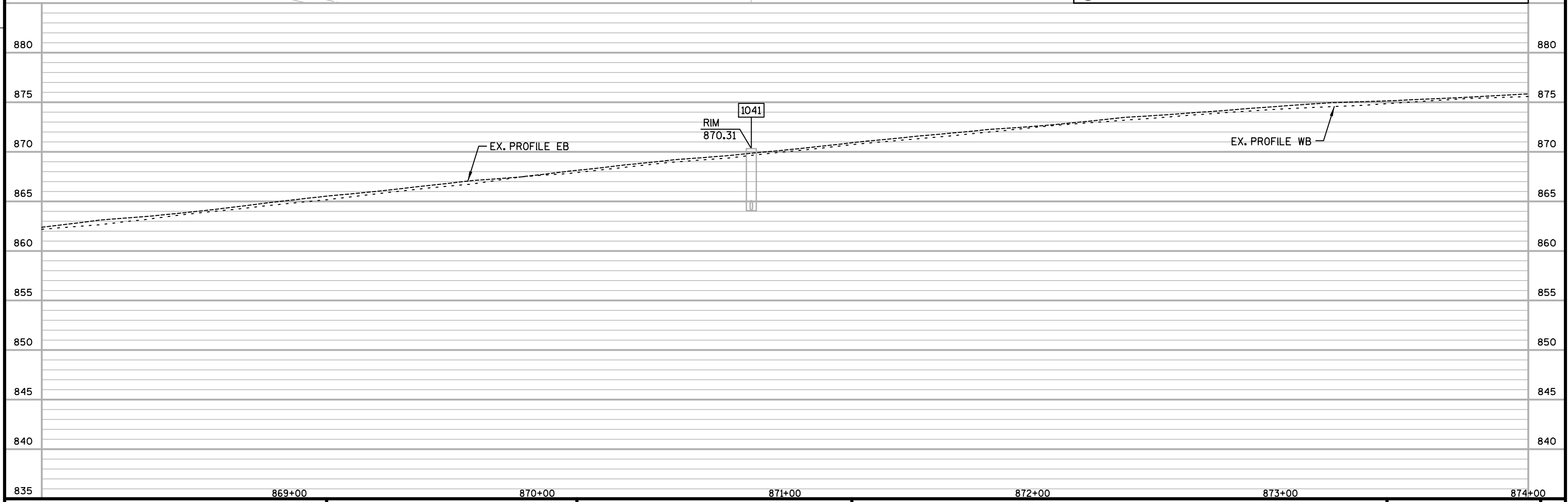
SIGN

WB USH 12/18

EB USH 12/18

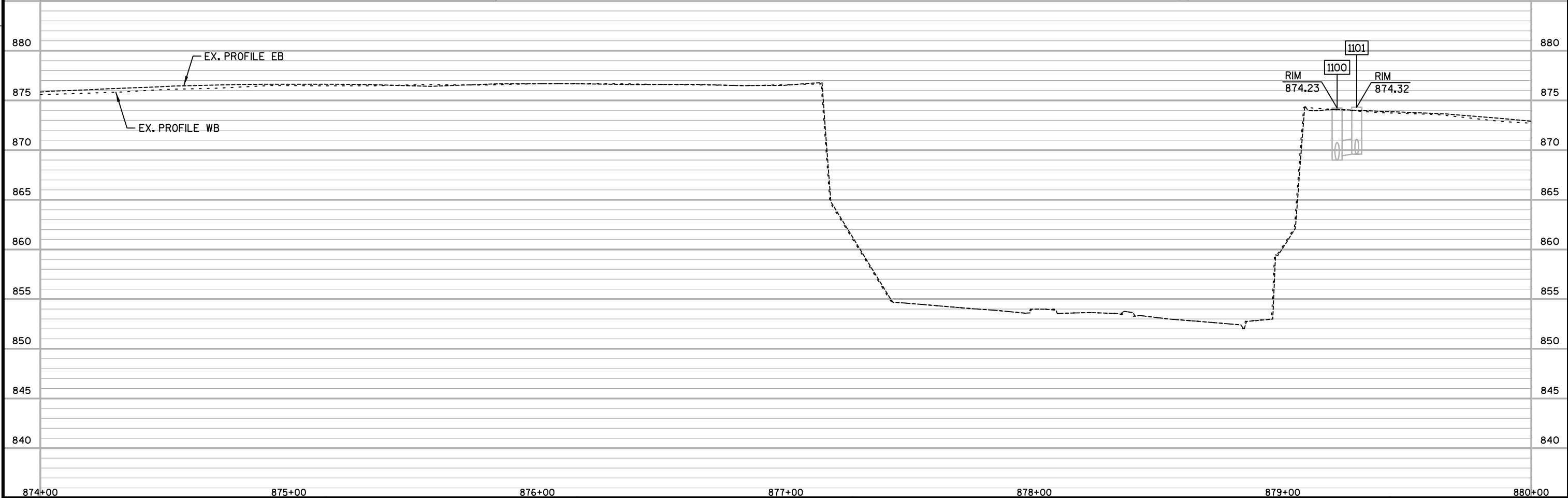
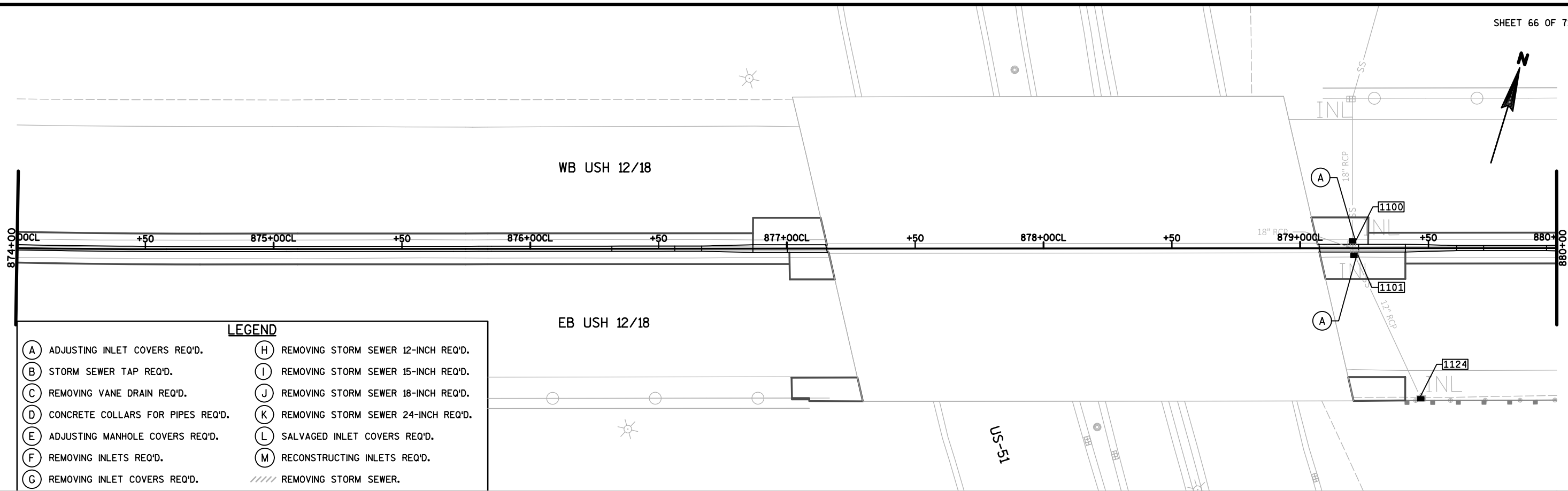


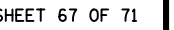
LEGEND	
(A) ADJUSTING INLET COVERS REQ'D.	(H) REMOVING STORM SEWER 12-INCH REQ'D.
(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
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(E) ADJUSTING MANHOLE COVERS REQ'D.	(L) SALVAGED INLET COVERS REQ'D.
(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	///// REMOVING STORM SEWER.

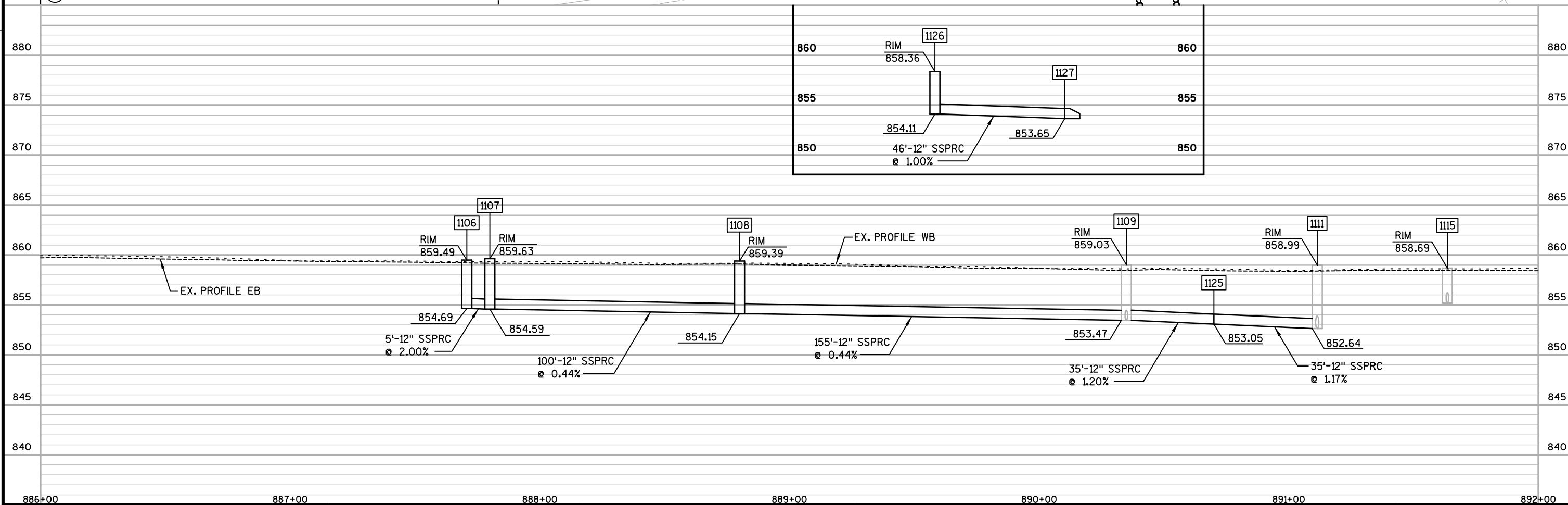
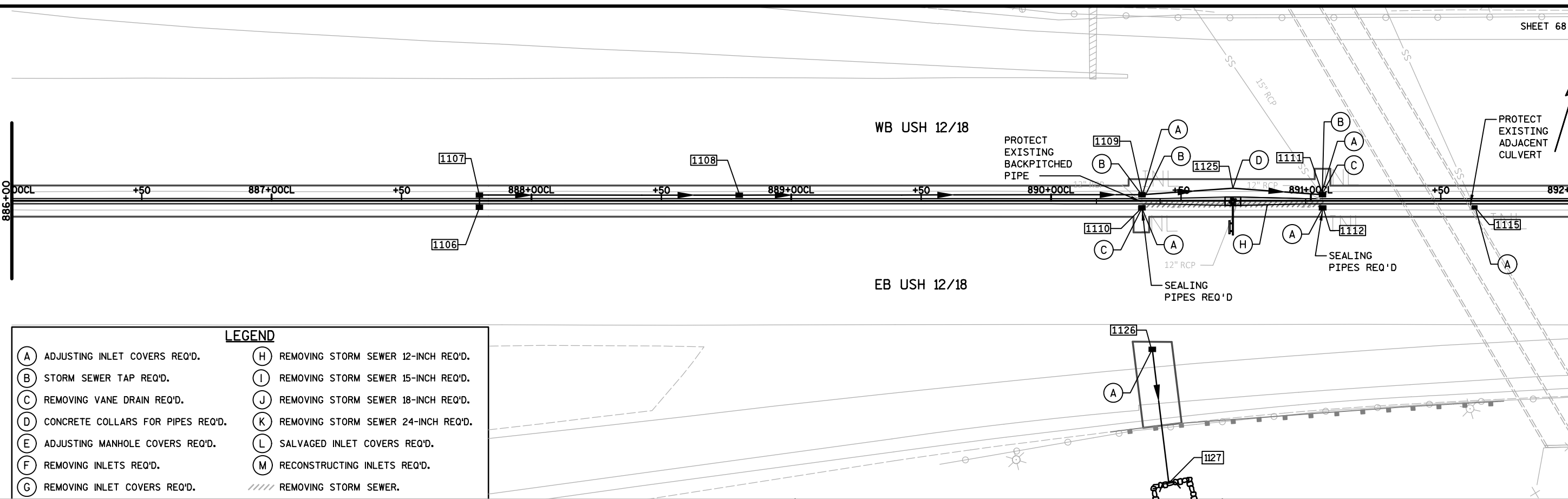


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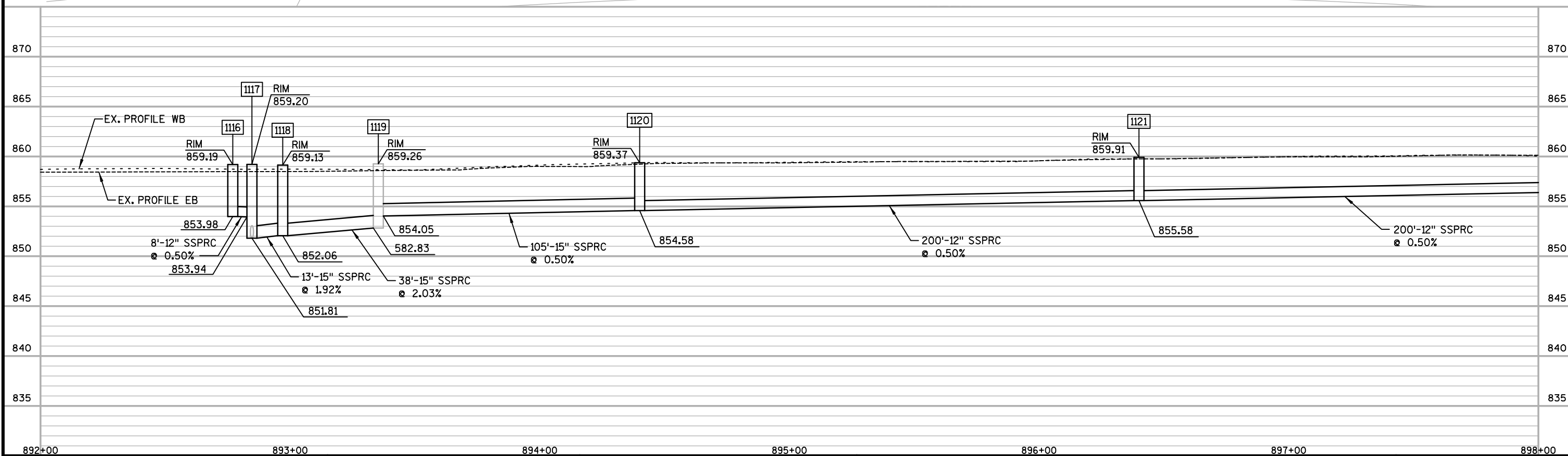


LEGEND

- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
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| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |

WB USH 12/18

EB USH 12/18



PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

STORM SEWER

SHEET

476

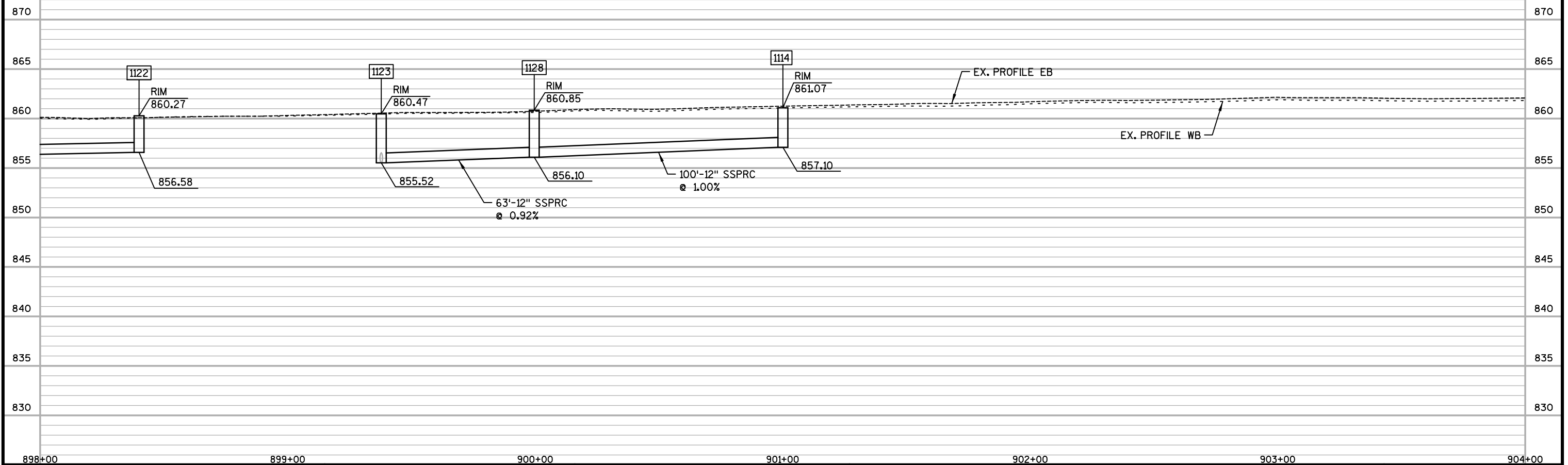
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WB USH 12/18

EB USH 12/18

LEGEND	
(A) ADJUSTING INLET COVERS REQ'D.	(H) REMOVING STORM SEWER 12-INCH REQ'D.
(B) STORM SEWER TAP REQ'D.	(I) REMOVING STORM SEWER 15-INCH REQ'D.
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(F) REMOVING INLETS REQ'D.	(M) RECONSTRUCTING INLETS REQ'D.
(G) REMOVING INLET COVERS REQ'D.	//// REMOVING STORM SEWER.



PROJECT NO: 1206-06-79 HWY: USH 12 COUNTY: DANE STORM SEWER SHEET 477

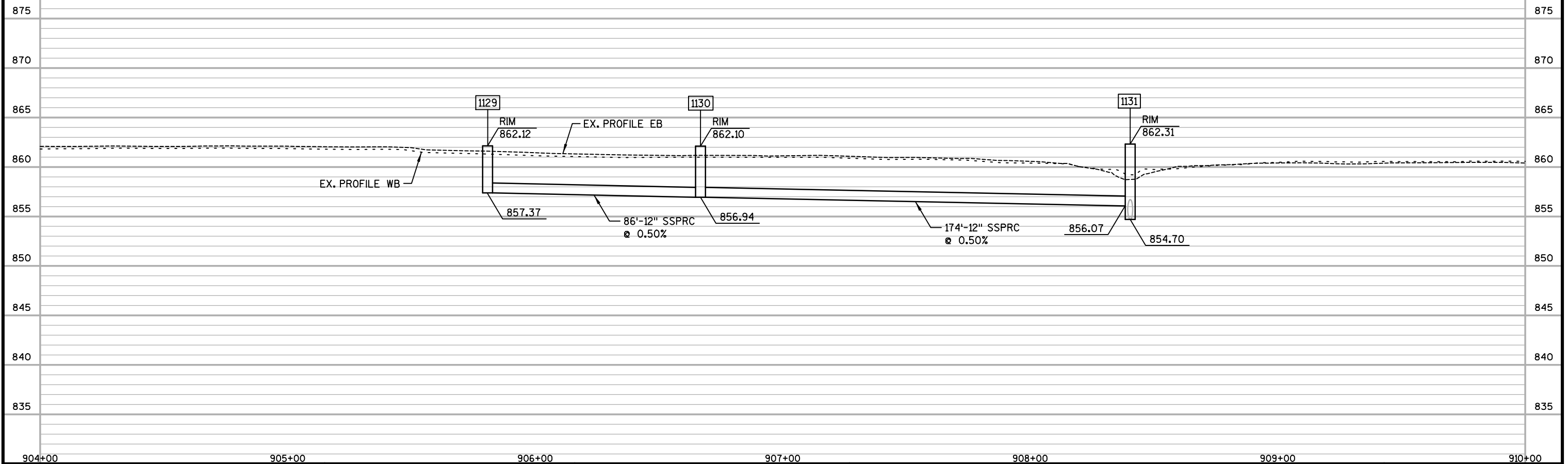


WB USH 12/18

EB USH 12/18

LEGEND

- | | |
|---------------------------------------|---|
| (A) ADJUSTING INLET COVERS REQ'D. | (H) REMOVING STORM SEWER 12-INCH REQ'D. |
| (B) STORM SEWER TAP REQ'D. | (I) REMOVING STORM SEWER 15-INCH REQ'D. |
| (C) REMOVING VANE DRAIN REQ'D. | (J) REMOVING STORM SEWER 18-INCH REQ'D. |
| (D) CONCRETE COLLARS FOR PIPES REQ'D. | (K) REMOVING STORM SEWER 24-INCH REQ'D. |
| (E) ADJUSTING MANHOLE COVERS REQ'D. | (L) SALVAGED INLET COVERS REQ'D. |
| (F) REMOVING INLETS REQ'D. | (M) RECONSTRUCTING INLETS REQ'D. |
| (G) REMOVING INLET COVERS REQ'D. | //// REMOVING STORM SEWER. |



PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	STORM SEWER	SHEET 478	E
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STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	NEW COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)		
1	456+30.0	2.5'LT	30.2	2	-	-	-	-	-	-	-	12	1001.05	1000.30	30	2.50%	CONCRETE COLLARS FOR PIPE REQ'D	
2	456+60.0	6.0'LT	32.1	3	-	-	-	-	-	-	-	12	1000.30	999.50	32	2.50%	CONCRETE COLLARS FOR PIPE REQ'D	
3	456+91.9	2.6'LT	-	-	-	-	-	-	-	-	-	-	999.50	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
100	516+04.0	2.3'LT	-	-	-	V	-	-	971.47	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
101	516+04.0	2.3'RT	-	-	2X2-FT	V	-	-	971.39	970.47	2.00	12	968.47	-	-	-	2-INCHES ADJUSTING RINGS REQ'D	
102	521+01.0	2.3'LT	-	-	-	V	-	-	952.27	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
103	521+01.0	2.3'RT	-	-	2X2-FT	V	-	-	952.13	951.21	1.84	12	949.37	-	-	-	2-INCHES ADJUSTING RINGS REQ'D	
104	524+81.0	2.3'LT	-	-	2X2.5-FT	BW	-	-	937.59	936.34	2.49	15	933.85	-	-	-		
105	524+81.0	2.4'RT	4.7	104	2X2-FT	V	-	-	937.40	936.15	2.15	12	934.00	933.85	5	3.00%		
106	530+00.0	2.4'LT	20.0	108	2X2-FT	V	-	-	922.72	921.47	1.86	12	919.61	919.51	20	0.50%		
107	530+00.0	2.3'RT	4.8	106	2X2-FT	V	-	-	923.27	922.02	2.36	12	919.66	919.61	5	1.00%		
108	530+20.0	2.4'LT	43.5	110	3-FT	V	-	-	922.63	921.71	2.45	15	919.26	919.05	43	0.49%	2 INCHES ADJ. RINGS REQ'D	
109	530+20.0	2.3'RT	4.7	108	2X2-FT	V	-	-	923.14	921.89	2.32	12	919.57	919.51	5	1.20%		
110	530+63.5	2.3'LT	10.0	112	3-FT	V	-	-	922.57	921.65	2.60	15	919.05	919.00	10	0.50%	2 INCHES ADJ. RINGS REQ'D	
111	530+63.4	2.6'RT	4.9	110	2X2-FT	V	-	-	922.84	921.59	2.24	12	919.35	919.30	5	1.00%		
112	530+73.5	2.4'LT	89.0	114	3-FT	V	-	-	922.60	921.68	2.68	15	919.00	918.11	89	1.00%	2 INCHES ADJ. RINGS REQ'D	
113	531+52.5	2.4'RT	10.0	115	2X2-FT	V	-	-	922.67	921.42	2.81	12	918.61	918.11	10	5.00%		
114	531+62.5	2.3'LT	-	-	-	V	-	-	922.94	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D; RECONSTRUCTING INLETS REQ'D; STORM SEWER TAP REQ'D	
115	531+62.5	2.4'RT	-	-	-	V	-	-	922.66	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D; RECONSTRUCTING INLETS REQ'D; STORM SEWER TAP REQ'D (2)	
116	531+73.0	2.4'RT	10.5	115	2X2-FT	V	-	-	922.67	921.42	2.38	12	919.04	918.99	11	0.45%		
117	532+00.0	2.5'LT	4.9	118	2X2-FT	V	-	-	923.18	921.93	2.56	12	919.37	919.17	5	4.00%		
118	532+00.0	2.4'RT	27.0	116	2X2-FT	V	-	-	922.78	921.53	2.36	12	919.17	919.04	27	0.48%		
119	529+00.0	69.3'RT	120.0	120	2X2-FT	V	-	-	924.43	923.18	2.78	12	920.40	918.87	120	1.27%		
120	530+20.0	69.3'RT	10.0	140	2X2-FT	V	-	-	922.78	921.53	2.66	12	918.87	918.76	10	1.10%		
121	530+40.0	69.3'RT	10.0	195	2X2-FT	V	-	-	922.56	921.31	3.66	12	917.65	917.00	10	6.50%		
125	522+97.0	57.5'LT	-	-	-	V	-	-	944.59	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
127	526+97.0	57.8'LT	-	-	-	V	-	-	929.08	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
128	529+90.5	67.5'LT	-	-	-	-	-	-	922.37	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
129	530+41.0	70.3'LT	-	-	-	-	-	-	922.10	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
130	530+96.0	73.5'LT	-	-	-	-	-	-	922.00	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
131	532+47.5	70.1'RT	-	-	-	V	-	-	922.78	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
132	533+97.0	57.1'LT	-	-	-	V	-	-	924.71	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
133	535+48.0	70.1'RT	-	-	-	V	-	-	924.00	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
134	535+00.0	2.3'LT	220.5	137	2X2-FT	V	-	-	924.85	923.60	2.66	12	920.94	919.80	221	0.52%		
136	532+50.0	6.0'LT	50.1	117	-	-	-	-	-	-	-	12	919.64	919.37	50	0.54%	CONCRETE COLLARS FOR PIPE REQ'D	
137	532+79.5	2.3'LT	29.7	136	-	-	-	-	-	-	-	12	919.80	919.64	30	0.53%	CONCRETE COLLARS FOR PIPE REQ'D	
138	535+47.4	64.5'RT	-	-	-	-	-	-	924.13	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D	
140	530+30.0	69.3'RT	10.1	121	2X2-FT	V	-	-	922.68	921.43	2.67	12	918.76	918.65	10	1.10%		
190	531+64.1	66.6'RT	-	-	-	-	-	-	922.34	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D	
191	532+47.2	65.7'RT	-	-	-	-	-	-	922.85	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D	
195	530+50.0	69.3'RT	-	-	-	V	-	-	922.41	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D; STORM SEWER TAP REQ'D	
196	516+04.5	65.3'LT	-	-	-	H	-	-	971.02	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
200	542+46.5	2.6'LT	4.9	201	2X2-FT	S	-	-	920.27	919.60	1.42	12	918.18	918.16	5	0.40%	2-INCHES ADJUSTING RINGS REQ'D	
201	542+46.5	2.3'RT	-	-	2X2.5-FT	BW	-	-	921.68	920.43	2.27	15	918.16	-	-	-		
202	546+68.5	2.4'LT	-	-	-	V	-	-	911.83	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D; RECONSTRUCTING INLETS REQ'D	
203	546+68.5	2.3'RT	-	-	2X2-FT	V	-	-	912.40	911.15	2.58	12	908.57	-	-	-		
204	551+46.0	2.5'LT	4.8	205	2X2-FT	S	-	-	902.20	901.53	1.65	12	899.88	899.86	5	0.40%	2-INCHES ADJUSTING RINGS REQ'D	
205	551+46.0	2.3'RT	-	-	2X2.5-FT	BW	-	-	903.06	901.81	1.95	15	899.86	-	-	-		
206	555+48.5	2.4'LT	-	-	2X2-FT	V	-	-	896.55	895.30	2.22	12	893.08	-	-	-		
207	555+48.5	2.3'RT	4.7	206	2X2-FT	V	-	-	896.75	895.50	2.29	12	893.21	893.08	5	2.60%		

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	NEW COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)		
208	555+90.0	2.4' LT	7.5	210	3-FT	V	-	-	896.51	895.26	3.67	15	891.59	891.33	7	3.71%		
209	555+90.0	2.3' RT	4.7	208	2X2-FT	V	-	-	896.67	895.42	3.42	12	892.00	891.59	5	8.20%		
210	555+97.5	2.4' LT	-	-	-	V	-	-	896.52	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D; RECONSTRUCTING INLETS REQ'D; STORM SEWER TAP REQ'D (2)	
211	555+98.0	2.3' RT	-	-	2X2-FT	V	-	-	896.64	895.39	3.49	12	891.90	-	-	-		
212	556+10.0	2.5' LT	12.5	210	2X2-FT	V	-	-	896.61	895.69	2.36	12	893.33	893.27	13	0.46%	2 INCHES ADJ. RINGS REQ'D	
213	556+10.0	2.5' RT	5.0	212	2X2-FT	V	-	-	896.63	895.38	2.02	12	893.36	893.33	5	0.60%		
214	556+50.0	2.7' LT	40.0	212	2X2-FT	V	-	-	896.96	895.71	2.21	12	893.50	893.33	40	0.42%		
215	556+50.0	2.7' RT	5.5	214	2X2-FT	V	-	-	896.96	895.71	2.16	12	893.55	893.50	5	1.00%		
216	561+14.5	3.3' LT	-	-	-	-	-	-	902.50	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
217	561+14.5	3.3' RT	-	-	-	-	-	-	902.50	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
218	547+01.5	69.2' LT	-	-	-	V	-	-	910.65	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
219	549+01.5	69.5' LT	-	-	-	V	-	-	906.56	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
220	552+51.5	74.4' LT	-	-	-	V	-	-	899.45	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
222	554+80.0	2.4' LT	68.5	206	2X2-FT	V	-	-	896.76	895.51	2.13	12	893.38	893.08	69	0.43%		
224	539+55.7	60.4' RT	-	-	-	-	-	-	924.45	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D	
225	539+49.9	83.8' RT	-	-	-	-	-	-	924.10	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
300	563+15.0	3.4' LT	-	-	-	-	-	-	901.97	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
301	563+15.0	3.3' RT	-	-	-	-	-	-	902.06	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
302	565+96.0	2.3' LT	-	-	2X2-FT	V	-	-	897.98	896.73	4.34	12	892.39	-	-	-		
303	565+96.0	2.3' RT	4.7	302	2X2-FT	V	-	-	897.97	896.72	3.86	12	892.86	892.39	5	9.40%		
304	571+49.0	2.4' LT	37.0	306	3-FT	V	-	-	887.24	885.99	2.96	15	883.03	882.92	37	0.30%		
305	571+49.0	2.3' RT	4.7	304	2X2-FT	V	-	-	887.35	886.10	2.80	12	883.30	883.28	5	0.40%		
306	571+86.0	2.4' LT	9.5	308	3-FT	V	-	-	887.23	885.98	3.06	15	882.92	882.77	10	1.50%		
307	571+86.0	2.3' RT	4.7	306	2X2-FT	V	-	-	887.35	886.10	2.90	12	883.20	883.17	5	0.60%		
308	571+95.5	2.9' LT	76.9	396	-	V	3X3-FT	-	887.22	885.97	3.20	18	882.77	880.82	77	2.53%	OFFSET CASTING REQ'D (STA 571+95.50, 2.4-FT LT)	
309	571+95.5	2.3' RT	4.7	308	2X2-FT	V	-	-	887.34	886.09	2.77	12	883.32	883.27	5	1.00%		
310	572+06.0	2.4' LT	10.5	308	3-FT	V	-	-	887.28	886.03	3.21	15	882.82	882.77	11	0.45%		
311	572+06.0	2.3' RT	4.7	310	2X2-FT	V	-	-	887.42	886.17	3.08	12	883.09	883.07	5	0.40%		
312	572+46.0	2.4' LT	40.0	310	3-FT	V	-	-	887.54	886.29	3.30	15	882.99	882.82	40	0.42%		
313	572+46.0	2.3' RT	4.7	312	2X2-FT	V	-	-	887.75	886.50	3.23	12	883.27	883.24	5	0.60%		
314	573+00.0	2.4' LT	54.0	312	3-FT	V	-	-	887.87	886.62	3.39	15	883.23	882.99	54	0.44%		
315	573+00.0	2.3' RT	4.7	314	2X2-FT	V	-	-	888.19	886.94	3.44	12	883.50	883.48	5	0.40%		
316	574+00.0	2.4' LT	100.0	314	3-FT	V	-	-	888.70	887.45	2.78	15	884.67	883.23	100	1.44%		
317	574+00.0	2.3' RT	4.7	316	2X2-FT	V	-	-	889.17	887.92	3.23	12	884.69	884.67	5	0.40%		
318	576+06.0	2.5' LT	-	-	-	V	-	-	890.47	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D; RECONSTRUCTING INLETS REQ'D	
319	576+04.0	2.3' RT	-	-	-	V	-	-	891.33	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D; RECONSTRUCTING INLETS REQ'D	
320	581+50.0	3.3' LT	-	-	-	-	-	-	895.70	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
321	581+56.0	3.0' RT	-	-	-	-	-	-	897.30	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
322	584+95.5	2.4' LT	-	-	2X2.5-FT	BW	-	-	898.58	897.66	1.96	15	895.70	-	-	-	EXISTING STORM SEWER (SOUTH 12" 895.70); 2 INCHES ADJ. RINGS REQ'D	
323	584+95.5	2.3' RT	-	-	-	V	-	-	899.23	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
325	575+52.5	57.6' RT	-	-	-	-	-	-	890.57	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
326	576+58.5	57.1' LT	-	-	-	-	-	-	891.17	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
327	569+00.0	2.4' LT	249.0	304	2X2-FT	V	-	-	890.07	888.82	3.20	12	885.62	883.28	249	0.94%		
328	569+00.0	2.3' RT	4.7	327	2X2-FT	V	-	-	890.23	888.98	3.32	12	885.66	885.62	5	0.80%		
329	587+00.0	2.4' LT	204.5	322	2X2-FT	V	-	-	900.25	899.00	2.40	12	896.60	895.70	204	0.44%		
330	587+00.0	2.3' RT	4.7	329	2X2-FT	V	-	-	900.69	899.44	2.81	12	896.63	896.60	5	0.60%		
340	582+10.0	68.5' RT	17.9	341	2X2-FT	V	-	-	897.17	895.92	2.51	12	893.41	893.23	18	1.00%		
341	582+10.0	86.4' RT	-	-	-	C	4-FT	-	897.22	895.97	4.74	24	891.23	-	-	-	EXISTING STORM SEWER (WEST AND EAST 24" 891.23)	
342	583+95.0	68.5' RT	13.6	343	2X2-FT	V	-	-	898.28	897.03	2.53	12	894.50	894.36	14	1.00%		
343	583+95.0	82.1' RT	-	-	-	-	-	-	-	-	-	-	894.36	-	-	-	STORM SEWER TAP REQ'D	

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	NEW COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)		
345	581+26.5	60.2' RT	-	-	-	-	-	-	896.84	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D	
350	581+88.0	76.2' LT	-	-	-	-	-	-	895.40	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D	
353	586+60.0	78.6' RT	30.4	355	-	-	-	-	-	-	-	12	896.03	895.80	30	0.77%	CONCRETE COLLARS FOR PIPE REQ'D	
355	586+30.0	83.9' RT	30.3	357	-	-	-	-	-	-	-	12	895.80	895.57	30	0.77%	CONCRETE COLLARS FOR PIPE REQ'D	
357	586+00.0	80.0' RT	-	-	-	-	-	-	-	-	-	-	895.57	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
360	572+82.5	166.4' RT	-	-	-	-	-	-	885.05	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
388	569+43.5	144.6' LT	-	-	-	H	-	-	885.35	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
389	569+37.5	164.7' LT	-	-	-	-	-	-	884.87	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
390	572+26.5	196.7' LT	-	-	-	H	-	-	886.94	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
391	572+54.3	148.6' LT	-	-	-	HM	-	-	887.22	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
392	572+79.0	177.3' LT	-	-	-	-	-	-	886.28	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
393	584+95.7	61.4' LT	9.0	399	-	-	-	-	-	-	-	15	895.03	894.94	9	1.00%	CONCRETE COLLARS FOR PIPE REQ'D	
396	571+96.0	79.2' LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (IF NECESSARY)	
398	581+01.5	70.8' RT	-	-	-	-	-	-	896.71	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
399	584+95.9	70.4' LT	-	-	2X3-FT	-	-	-	897.68	897.18	2.61	18	894.57	-	-	-	SALVAGING INLET COVERS REQ'D (FROM 584+95.66 61.0' LT); 2-INCHES ADJUSTING RINGS REQ'D	+2
400	598+25.0	2.3' LT	-	-	-	V	-	-	896.17	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
401	598+25.0	2.4' RT	-	-	-	V	-	-	896.09	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
402	602+76.0	2.3' LT	-	-	-	V	-	-	891.16	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
403	602+76.0	2.3' RT	-	-	-	V	-	-	891.09	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
404	603+86.5	2.3' LT	-	-	-	V	-	-	889.90	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
405	603+86.0	2.3' RT	-	-	-	V	-	-	889.92	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
406	603+89.5	2.3' LT	-	-	-	V	-	-	889.86	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
407	603+89.5	2.3' RT	-	-	-	V	-	-	889.88	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
408	605+92.0	2.3' LT	4.7	409	2X2-FT	V	-	-	888.91	887.99	2.19	12	885.80	885.78	5	0.40%	2 INCHES ADJ. RINGS REQ'D	
409	605+92.0	2.3' RT	20.0	411	2X2-FT	V	-	-	888.92	888.00	2.22	12	885.78	885.70	20	0.40%	2 INCHES ADJ. RINGS REQ'D	
410	606+12.0	2.3' LT	4.7	411	2X2-FT	-	-	-	888.88	887.96	2.20	12	885.76	885.70	5	1.20%	SALVAGING INLET COVERS REQ'D; 2 INCHES ADJ. RINGS REQ'D	
411	606+12.0	2.3' RT	10.0	413	3-FT	-	-	-	888.88	887.96	2.51	15	885.45	885.33	10	1.20%	SALVAGING INLET COVERS REQ'D; 2 INCHES ADJ. RINGS REQ'D	
412	606+22.0	2.3' LT	4.7	413	2X2-FT	V	-	-	888.90	887.65	2.05	12	885.60	885.58	5	0.40%		
413	606+22.0	2.3' RT	66.0	414	3-FT	V	-	-	888.90	887.65	2.32	15	885.33	884.89	66	0.67%		
414	606+88.0	2.3' RT	-	-	4-FT	V	-	-	889.01	887.76	3.62	24	884.14	-	-	-		
415	607+50.0	2.3' RT	62.0	414	2X2-FT	V	-	-	889.11	887.86	2.44	12	885.42	885.14	62	0.45%		
418	608+88.3	2.3' LT	-	-	4-FT	V	-	-	889.30	888.05	4.29	24	883.76	-	-	-	EXISTING STORM SEWER (NORTH AND SOUTH 24" 883.76)	
419	609+94.0	2.3' LT	105.8	418	2X2-FT	V	-	-	889.60	888.35	3.12	12	885.23	884.76	106	0.44%		
420	610+14.0	2.3' LT	20.0	419	2X2-FT	V	-	-	889.65	888.40	3.08	12	885.32	885.23	20	0.45%		
421	610+14.0	2.3' RT	4.7	420	2X2-FT	V	-	-	889.58	888.33	2.99	12	885.34	885.32	5	0.40%		
422	610+95.5	2.3' LT	-	-	2X2.5-FT	BW	-	-	889.90	888.65	2.88	18	885.77	-	-	-		
423	610+95.5	2.9' RT	4.7	422	-	-	3X3-FT	-	889.58	888.66	2.80	18	885.86	885.77	5	1.80%	SALVAGING INLET COVERS REQ'D; RECONNECT EXISTING UNDERDRAIN (EAST); OFFSET CASTING REQ'D (STA 610+95.50, 2.4-FT RT); 2 INCHES ADJ. RINGS REQ'D	+1
424	611+74.0	2.4' RT	78.5	423	3-FT	V	-	-	889.71	888.79	2.68	15	886.11	885.86	79	0.32%	2 INCHES ADJ. RINGS REQ'D	
425	612+74.0	2.5' RT	100.0	424	2X2-FT	V	-	-	889.79	888.54	2.11	12	886.43	886.11	100	0.32%		
426	615+30.0	2.7' RT	256.1	425	2X2-FT	S	-	-	889.73	889.06	1.81	12	887.25	886.43	256	0.32%	2 INCHES ADJ. RINGS REQ'D	
427	615+65.0	2.7' RT	35.0	426	2X2-FT	S	-	-	889.76	889.09	1.72	12	887.37	887.25	35	0.34%	2 INCHES ADJ. RINGS REQ'D	
431	596+04.0	69.5' RT	-	-	2X3-FT	HM	-	-	897.66	896.83	3.73	15	893.10	-	-	-		+2
433	606+88.0	6.2' RT	3.9	414	-	-	-	-	-	-	-	24	884.15	884.14	4	0.25%	CONCRETE COLLARS FOR PIPE REQ'D	
440	612+48.9	123.6' LT	-	-	-	-	-	-	887.50	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
441	612+59.1	121.6' LT	-	-	-	-	-	-	887.40	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
480	598+21.9	69.0' LT	-	-	2X2.5-FT	BW	-	-	895.75	894.83	2.35	15	892.48	-	-	-	2 INCHES ADJ. RINGS REQ'D	
481	598+01.9	69.0' LT	20.0	480	2X2-FT	V	-	-	896.05	894.80	2.22	12	892.58	892.48	20	0.50%		
490	599+09.1	166.1' RT	9.8	491	2X3-FT	HM-S	-	-	892.40	891.90	2.00	12	889.90	889.86	10	0.40%	2 INCHES ADJ. RINGS REQ'D	+1
491	599+15.7	173.3' RT	27.4	492	2X3-FT	HM-S	-	-	892.42	891.92	2.06	12	889.86	889.75	27	0.41%	2 INCHES ADJ. RINGS REQ'D	+1
492	599+33.6	194.0' RT	-	-	-	HM	-	-	892.60	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D; REMOVING INLET COVERS REQ'D	

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	NEW COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)		
493	599+38.6	199.8' RT	-	-	-	HM	-	-	892.67	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
500	618+30.0	2.9' RT	100.1	501	2X2-FT	V	-	-	889.61	888.36	2.84	12	885.52	885.08	100	0.44%		
501	619+30.0	2.7' RT	52.5	502	2X2-FT	V	-	-	889.44	888.19	3.11	12	885.08	884.85	53	0.43%		
502	619+82.5	2.7' RT	-	-	2X2.5-FT	BW	-	-	889.34	888.09	3.74	18	884.35	-	-	-	RECONNECT EXISTING UNDERDRAIN (WEST)	+1
503	620+85.0	2.7' RT	100.1	504	2X2-FT	V	-	-	889.25	888.00	3.20	12	884.80	884.36	100	0.44%		
504	621+85.0	2.7' RT	101.1	505	2X2-FT	V	-	-	889.04	887.79	3.43	12	884.36	883.91	101	0.45%		
505	622+86.0	2.8' RT	-	-	2X2.5-FT	BW	-	-	888.88	887.63	4.22	18	883.41	-	-	-	EXISTING STORM SEWER (NORTH AND SOUTH 18" 883.41)	
506	623+65.0	2.8' RT	85.1	507	2X2-FT	V	-	-	888.78	887.53	3.08	12	884.45	884.03	85	0.49%		
507	624+50.0	2.7' RT	81.3	508	2X2-FT	V	-	-	888.70	887.45	3.42	12	884.03	883.63	81	0.49%		
508	625+31.3	2.7' RT	2.3	552	2X2.5-FT	BW	-	-	888.65	887.40	3.77	15	883.63	883.59	2	2.00%		
509	626+20.0	2.6' RT	95.1	510	2X2-FT	V	-	-	888.59	887.34	2.71	12	884.63	884.21	95	0.44%		
510	627+15.0	2.7' RT	81.5	511	2X2-FT	V	-	-	888.56	887.31	3.10	12	884.21	883.85	82	0.44%		
511	627+96.5	2.7' RT	-	-	2X2.5-FT	BW	-	-	888.59	887.34	3.49	18	883.85	-	-	-		
512	629+77.0	2.6' RT	10.0	513	2X2-FT	V	-	-	888.63	887.38	2.37	12	885.01	884.97	10	0.40%		
513	629+87.0	2.6' RT	-	-	3-FT	-	-	-	888.61	887.69	2.72	15	884.97	-	-	-	SALVAGING INLET COVERS REQ'D; RECONNECT EXISTING UNDERDRAIN (EAST); 2 INCHES ADJ. RINGS REQ'D	+1
514	629+97.0	2.6' RT	10.0	513	2X2-FT	V	-	-	888.63	887.38	2.37	12	885.01	884.97	10	0.40%		
515	631+35.0	3.0' LT	-	-	-	-	3X3-FT	-	889.97	889.05	3.09	18	885.96	-	-	-	SALVAGING INLET COVERS REQ'D; RECONNECT EXISTING UNDERDRAIN (WEST); OFFSET CASTING REQ'D (STA 431+35, 2.5-FT LT); 2 INCHES ADJ. RINGS REQ'D	+1
516	630+50.0	2.6' RT	53.0	514	2X2-FT	V	-	-	888.71	887.46	2.21	12	885.25	885.01	53	0.45%		
517	631+85.0	3.0' LT	-	-	-	V	3X3-FT	-	889.97	888.72	2.99	18	885.73	-	-	-	OFFSET CASTING REQ'D (STA 631+85, 2.5-FT LT); EXISTING STORM SEWER (EAST AND WEST 18" 885.73)	
519	631+85.0	2.5' RT	5.0	517	2X2-FT	V	-	-	888.87	887.62	1.87	12	885.75	885.73	5	0.40%		
520	632+84.0	3.0' LT	-	-	-	-	3X3-FT	-	889.98	888.73	3.45	18	885.28	-	-	-	SALVAGING INLET COVERS REQ'D; OFFSET CASTING REQ'D (STA 632+84, 2.5-FT LT); EXISTING STORM SEWER (NORTH AND WEST 18" 885.28)	
521	632+84.0	2.5' RT	5.0	520	2X2-FT	V	-	-	889.05	887.80	1.98	12	885.82	885.78	5	0.80%	RECONNECT EXISTING UNDERDRAIN (EAST)	+1
522	634+84.0	2.3' LT	-	-	2X2.5-FT	BW	-	-	890.01	888.76	3.76	18	885.00	-	-	-	SALVAGING INLET COVERS REQ'D	
523	634+84.0	2.4' RT	4.8	522	2X2-FT	-	-	-	889.47	888.22	3.10	12	885.12	885.00	5	2.40%	SALVAGING INLET COVERS REQ'D; RECONNECT EXISTING UNDERDRAIN (EAST)	+1
524	635+75.0	2.3' LT	91.0	522	2X2-FT	V	-	-	889.98	888.73	3.33	12	885.40	885.00	91	0.44%		
525	635+75.0	2.4' RT	4.7	524	2X2-FT	V	-	-	889.79	888.54	3.12	12	885.42	885.40	5	0.40%		
526	637+85.0	2.3' LT	210.0	524	2X2-FT	V	-	-	890.29	889.04	2.72	12	886.32	885.40	210	0.44%		
527	637+85.0	2.3' RT	4.7	526	2X2-FT	V	-	-	890.21	888.96	2.62	12	886.34	886.32	5	0.40%		
528	638+34.5	2.3' LT	-	-	2X2.5-FT	BW	-	-	890.35	889.10	6.26	18	882.84	-	-	-		
529	638+34.5	2.3' RT	4.7	528	2X2-FT	V	-	-	890.35	889.10	3.52	12	885.58	885.52	5	1.20%	SALVAGING INLET COVERS REQ'D	
530	638+85.0	2.4' LT	50.5	528	2X2-FT	V	-	-	890.43	889.18	3.14	12	886.04	885.52	50	1.04%		
531	638+85.0	2.4' RT	4.7	530	2X2-FT	V	-	-	890.53	889.28	3.11	12	886.17	886.04	5	2.60%		
532	641+11.0	2.8' LT	-	-	-	-	-	-	891.21	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
533	641+11.0	2.8' RT	-	-	-	-	-	-	891.23	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
534	642+84.0	2.8' LT	-	-	-	-	3X3-FT	-	891.75	890.50	8.50	24	882.00	-	-	-	SALVAGING INLET COVERS REQ'D; OFFSET CASTING REQ'D (STA 642+84, 2.3-FT LT)	
535	642+84.0	2.3' RT	4.7	534	2X2-FT	V	-	-	891.79	890.54	3.48	12	887.06	887.00	5	1.20%	SALVAGING INLET COVERS REQ'D	
536	643+06.0	2.3' LT	22.0	534	3-FT	V	-	-	891.86	890.61	3.84	15	886.77	886.53	22	1.09%		
537	643+06.0	2.3' RT	4.7	536	2X2-FT	V	-	-	891.89	890.64	3.35	12	887.29	887.02	5	5.40%		
538	646+36.0	2.3' LT	330.0	536	3-FT	V	-	-	896.45	895.20	3.67	15	891.53	886.77	330	1.44%		
539	646+36.0	2.3' RT	4.7	538	2X2-FT	V	-	-	896.45	895.20	3.55	12	891.65	891.53	5	2.40%		
540	647+36.0	2.4' LT	100.0	538	2X2-FT	V	-	-	899.16	897.91	3.83	12	894.08	891.78	100	2.30%		
541	647+36.0	2.3' RT	4.7	540	2X2-FT	V	-	-	899.07	897.82	3.62	12	894.20	894.08	5	2.40%		
542	647+85.0	2.4' LT	-	-	2X2.5-FT	BW	-	-	900.60	899.35	5.49	18	893.86	-	-	-		
543	647+85.0	2.3' RT	4.7	542	2X2-FT	V	-	-	900.49	899.24	3.68	12	895.56	895.50	5	1.20%		
544	653+93.0	3.5' LT	5.9	545	-	-	3X3-FT	-	918.74	917.82	3.47	24	914.35	914.32	6	0.50%	SALVAGING INLET COVERS REQ'D; RECONNECT EXISTING UNDERDRAIN (WEST); OFFSET CASTING REQ'D (STA 653+93, 3.0-FT LT); 2 INCHES ADJ. RINGS REQ'D	+1
545	653+92.5	3.4' RT	-	-	-	-	3X3-FT	-	918.65	917.73	3.41	24	914.32	914.32	-	-	SALVAGING INLET COVERS REQ'D; OFFSET CASTING REQ'D (STA 653+92.50, 2.9-FT RT); 2 INCHES ADJ. RINGS REQ'D	
548	653+58.0	81.3' RT	-	-	-	V	-	-	917.75	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
549	653+71.5	81.3' RT	-	-	-	V	-	-	918.15	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
550	654+30.0	73.0' LT	-	-	-	V	-	-	920.08	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
552	625+31.1	5.0' RT	-	-	-	-	-	-	-	-	-	-	883.59	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	NEW COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)		
555	628+24.8	78.5' LT	30.8	557	-	-	-	-	-	-	-	24	883.12	883.02	31	0.32%	CONCRETE COLLARS FOR PIPE REQ'D	
557	628+55.3	86.0' LT	31.4	559	-	-	-	-	-	-	-	24	883.02	882.92	31	0.32%	CONCRETE COLLARS FOR PIPE REQ'D	
559	628+85.9	76.7' LT	-	-	-	-	-	-	-	-	-	24	882.92	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
570	634+87.8	97.3' LT	-	-	-	-	-	-	888.05	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
571	635+73.2	129.6' LT	-	-	-	-	-	-	886.50	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
572	643+51.5	114.9' LT	-	-	-	-	-	-	889.00	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
592	629+89.5	72.0' LT	-	-	-	-	-	-	889.31	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
600	664+84.5	2.5' LT	5.4	601	2X2-FT	V	-	-	922.43	921.18	4.84	12	916.34	916.29	5	1.00%	RECONNECT EXISTING UNDERDRAIN (EAST)	+1
601	664+84.5	3.4' RT	-	-	-	-	3X3-FT	-	920.18	918.93	3.14	18	915.79	-	-	-	SALVAGING INLET COVERS REQ'D; RECONNECT EXISTING UNDERDRAIN (SOUTH); EXISTING STORM SEWER (NORTH AND EAST 18" 915.79, SOUTH 15" 915.79); OFFSET CASTING REQ'D (STA 664+84.50, 2.9-FT RT)	+1
602	668+34.5	2.3' LT	-	-	2X2.5-FT	BW	-	-	912.64	911.39	3.72	18	907.67	-	-	-	RECONNECT EXISTING UNDERDRAIN (EAST)	+1
603	668+34.5	3.1' RT	-	-	-	-	3X3-FT	-	910.90	909.98	3.23	21	906.75	-	-	-	SALVAGING INLET COVERS REQ'D; EXISTING STORM SEWER (NORTH AND WEST 18" 906.75, EAST 21" 906.75); OFFSET CASTING REQ'D (STA 668+34.50, 2.6-FT RT); 2 INCHES ADJ. RINGS REQ'D	
604	671+84.0	2.6' RT	-	-	4-FT	-	-	-	901.77	900.52	3.74	24	896.78	-	-	-	SALVAGING INLET COVERS REQ'D; ; EXISTING STORM SEWER (WEST 21" 896.78, EAST 24" 896.78)	
605	674+58.0	2.6' RT	311.9	653	-	-	5-FT	-	894.59	893.34	6.43	24	886.91	-	-	-	EXISTING STORM SEWER (NORTH 18" 887.07, WEST 24" 888.81 EAST AND SOUTH 24" 886.91); SALVAGING INLET COVERS REQ'D; FLAT TOP SLAB REQ'D	
606	679+84.0	2.5' RT	3.9	660	4-FT	-	-	-	881.02	879.77	3.52	24	876.25	876.23	4	0.50%	SALVAGING INLET COVERS REQ'D; CONCRETE COLLARS FOR PIPE REQ'D (2)	
607	683+84.0	2.8' LT	-	-	-	-	3X3-FT	-	870.98	869.73	4.52	24	865.21	-	-	-	SALVAGING INLET COVERS REQ'D; RECONNECT EXISTING UNDERDRAIN (EAST); OFFSET CASTING REQ'D (STA 683+84, 2.3-FT LT)	+1
608	683+84.0	2.4' RT	4.7	607	2X2.5-FT	BW	-	-	870.79	869.54	3.54	18	866.00	865.51	5	9.80%		
609	683+64.0	2.7' RT	20.0	608	2X2-FT	V	-	-	871.30	870.05	2.88	12	867.17	866.50	20	3.35%		
610	689+34.5	2.4' LT	4.7	611	2X2.5-FT	BW	-	-	859.45	858.20	2.55	18	855.65	855.44	5	4.20%	RECONNECT EXISTING UNDERDRAIN (WEST)	+1
611	689+34.5	2.3' RT	-	-	2X2.5-FT	BW	-	-	859.66	858.41	2.97	18	855.44	-	-	-		
612	689+89.0	2.4' LT	50.0	614	2X2-FT	V	-	-	858.69	857.44	3.43	12	854.01	853.44	50	1.14%		
613	689+89.0	2.3' RT	4.7	612	2X2-FT	V	-	-	858.99	857.74	3.40	12	854.34	854.01	5	6.60%		
614	690+39.0	2.4' LT	181.0	656	3-FT	V	-	-	858.07	856.82	3.38	15	853.44	852.03	181	0.78%		
615	690+39.0	2.3' RT	4.7	614	2X2-FT	V	-	-	858.41	857.16	3.45	12	853.71	853.69	5	0.40%		
616	694+00.0	3.0' LT	10.0	620	-	V	3X3-FT	-	855.40	854.15	3.54	18	850.61	850.31	10	3.00%	OFFSET CASTING REQ'D (STA 694+00, 2.5-FT LT)	
617	694+00.0	2.3' RT	4.8	616	2X2-FT	V	-	-	856.22	854.97	3.40	12	851.57	851.19	5	7.60%		
620	694+10.0	2.5' LT	83.5	625	4-FT	V	-	-	855.38	854.13	3.82	18	850.31	849.84	84	0.56%		
621	694+40.0	2.3' RT	28.5	622	2X2-FT	V	-	-	856.17	854.92	3.69	12	851.23	851.09	28	0.50%		
622	694+68.5	2.3' RT	25.0	624	2X2-FT	-	-	-	856.15	854.90	3.81	12	851.09	850.96	25	0.52%	SALVAGING INLET COVERS REQ'D; RECONNECT EXISTING UNDERDRAIN (NORTHEAST)	+1
624	694+93.5	2.3' RT	4.8	625	2X2.5-FT	BW	-	-	856.15	854.90	3.94	18	850.96	850.93	5	0.60%		
625	694+93.5	3.0' LT	10.0	626	-	V	3X3-FT	-	855.27	854.02	4.18	24	849.84	849.60	10	2.40%	OFFSET CASTING REQ'D (STA 694+93.50, 2.5-FT LT)	
626	695+03.5	3.0' LT	86.1	695	-	-	3X3-FT	-	855.27	854.02	4.42	24	849.60	849.19	86	0.48%	SALVAGING INLET COVERS REQ'D; OFFSET CASTING REQ'D (STA 695+03.50, 2.5-FT LT)	
627	695+13.5	3.0' LT	10.0	626	-	V	3X3-FT	-	855.27	854.02	4.33	18	849.69	849.60	10	0.90%	OFFSET CASTING REQ'D (STA 695+13.50, 2.5-FT LT)	
628	695+89.5	3.0' LT	76.0	627	-	V	3X3-FT	-	855.33	854.08	4.05	18	850.03	849.69	76	0.45%	OFFSET CASTING REQ'D (STA 695+89.50, 2.5-FT LT)	
629	695+89.5	2.3' RT	4.8	628	2X2-FT	V	-	-	856.32	855.07	4.52	12	850.55	850.53	5	0.40%		
630	696+09.5	2.5' LT	20.0	628	4-FT	V	-	-	855.39	854.14	4.01	18	850.13	850.03	20	0.50%		
631	696+86.0	2.5' LT	76.5	630	4-FT	V	-	-	855.67	854.42	3.91	18	850.51	850.13	77	0.49%		
632	697+36.0	2.5' LT	50.0	631	4-FT	V	-	-	855.94	854.69	3.96	18	850.73	850.51	50	0.44%		
633	697+89.5	2.5' LT	53.5	632	2X2-FT	V	-	-	856.29	855.04	2.25	12	852.79	852.52	53	0.51%		
634	697+89.5	2.3' RT	4.8	633	2X2-FT	V	-	-	857.38	856.13	3.32	12	852.81	852.79	5	0.40%		
635	698+50.0	2.5' LT	60.5	633	2X2-FT	V	-	-	856.78	855.53	2.44	12	853.09	852.79	60	0.50%		
636	700+84.0	2.6' LT	-	-	2X2.5-FT	BW	-	-	859.50	858.25	3.63	18	854.62	-	-	-	RECONNECT EXISTING UNDERDRAIN (NORTHWEST)	+1
637	700+84.0	2.3' RT	4.9	636	2X2.5-FT	BW	-	-	860.87	859.62	4.26	18	855.36	855.00	5	7.20%	RECONNECT EXISTING UNDERDRAIN (SOUTHEAST)	+1
638	701+68.5	2.6' LT	84.5	636	2X2-FT	V	-	-	860.82	859.57	3.11	12	856.46	855.12	84	1.60%		
639	704+84.0	2.7' LT	-	-	2X2.5-FT	BW	-	-	866.77	865.52	3.92	18	861.60	-	-	-	RECONNECT EXISTING UNDERDRAIN (SOUTHEAST)	+1
640	709+71.5	3.4' LT	-	-	2X2.5-FT	BW	-	-	874.30	873.05	2.45	18	870.60	-	-	-	RECONNECT EXISTING UNDERDRAIN (EAST)	+1
641	713+87.0	2.6' LT	-	-	2X2.5-FT	BW	-	-	881.10	879.85	2.62	18	877.23	-	-	-	RECONNECT EXISTING UNDERDRAIN (EAST)	+1
642	664+84.0	73.4' RT	-	-	-	V	-	-	920.01	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
643	665+25.0	72.5' LT	-	-	-	V	-	-	921.03	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
644	667+72.0	73.5' RT	-	-	-	V	-	-	912.47	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
645	667+97.0	72.5' LT	-	-	-	V	-	-	912.92	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	

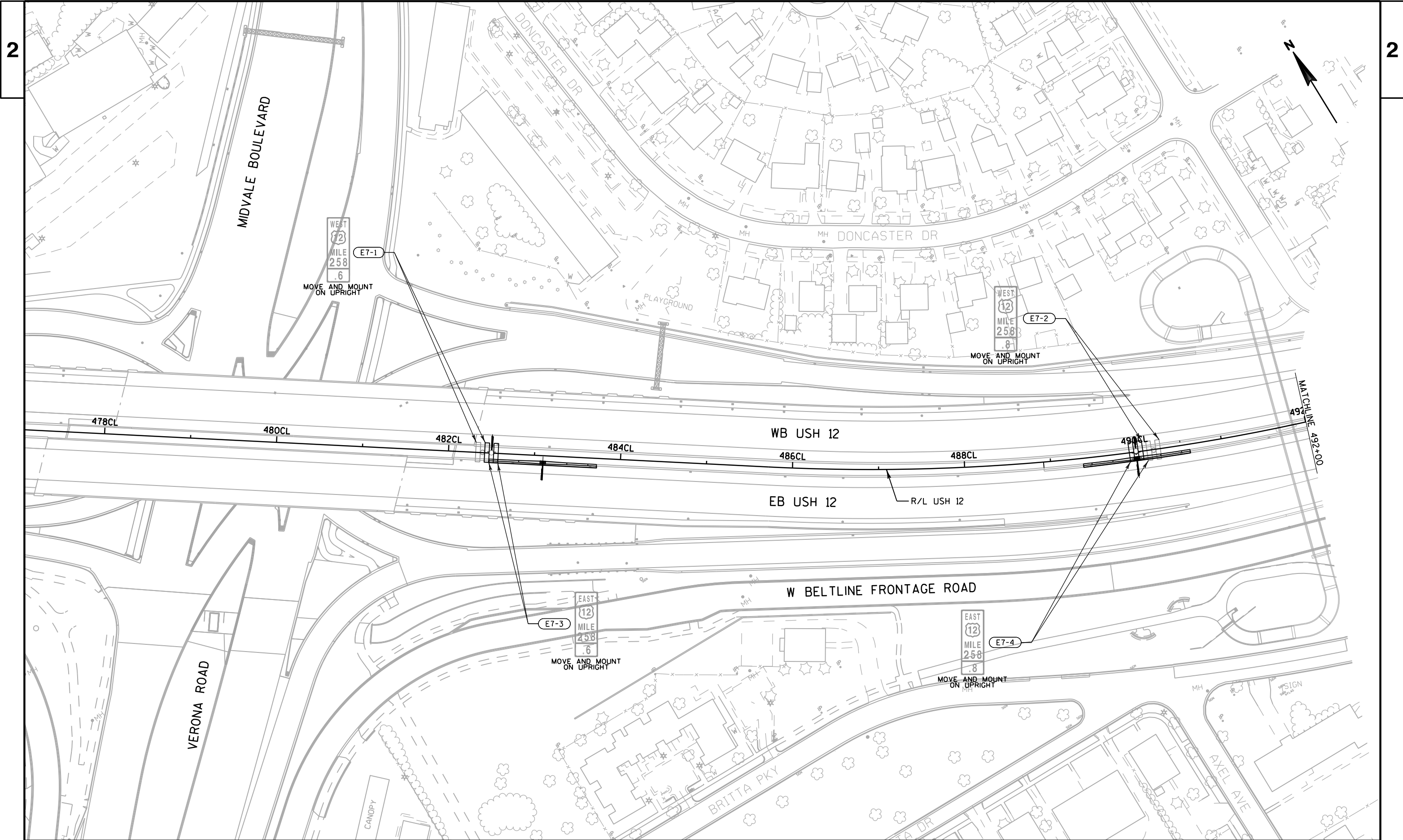
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	NEW COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)		
646	670+31.5	72.5' LT	-	-	-	V	-	-	905.86	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
647	672+71.0	72.6' LT	-	-	-	V	-	-	899.55	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
648	693+01.6	72.8' RT	-	-	-	-	-	-	856.45	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
649	694+85.6	72.1' RT	-	-	-	-	-	-	856.00	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
650	672+70.3	1.7' RT	31.0	651	-	-	-	-	-	-	-	24	894.25	893.38	31	2.81%	CONCRETE COLLARS FOR PIPE REQ'D	
651	673+01.0	5.8' RT	29.7	652	-	-	-	-	-	-	-	24	893.38	892.51	30	2.90%	CONCRETE COLLARS FOR PIPE REQ'D	
652	673+30.4	1.6' RT	-	-	-	-	-	-	-	-	-	24	892.51	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
653	677+69.9	0.8' LT	30.8	654	-	-	-	-	-	-	-	24	880.43	879.84	31	1.90%	CONCRETE COLLARS FOR PIPE REQ'D	
654	678+00.0	5.3' RT	30.4	655	-	-	-	-	-	-	-	24	879.84	879.25	30	1.97%	CONCRETE COLLARS FOR PIPE REQ'D	
655	678+29.9	0.4' LT	-	-	-	-	-	-	-	-	-	24	879.25	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
656	692+20.0	2.4' LT	30.2	657	-	-	-	-	-	-	-	15	852.03	851.79	30	0.80%	CONCRETE COLLARS FOR PIPE REQ'D	
657	692+50.0	6.1' LT	30.2	658	-	-	-	-	-	-	-	15	851.79	851.55	30	0.80%	CONCRETE COLLARS FOR PIPE REQ'D	
658	692+80.0	2.5' LT	120.0	616	-	-	-	-	-	-	-	15	851.55	850.61	120	0.78%	CONCRETE COLLARS FOR PIPE REQ'D	
659	679+80.1	1.5' RT	4.0	606	-	-	-	-	-	-	-	24	876.40	876.25	4	3.75%	CONCRETE COLLARS FOR PIPE REQ'D	
660	679+86.8	5.2' RT	-	-	-	-	-	-	-	-	-	24	876.23	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
664	666+28.0	62.3' LT	-	-	-	-	-	-	918.65	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D	
665	667+93.8	63.1' LT	-	-	-	-	-	-	913.50	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D	
694	689+33.1	81.9' RT	-	-	-	-	-	-	858.27	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
695	695+04.0	94.6' LT	-	-	-	-	-	-	-	-	-	24	849.19	-	-	-	APRON ENDWALLS FOR CPRC 24-INCH REQ'D	
701	721+50.0	3.5' LT	7.0	702	2X2-FT	V	-	-	882.40	881.15	3.22	12	877.93	877.90	7	0.43%		
702	721+50.0	3.5' RT	168.0	704	2X2-FT	V	-	-	882.40	881.15	3.25	12	877.90	876.28	168	0.96%		
703	723+18.0	2.3' LT	4.7	704	2X2-FT	V	-	-	881.69	880.44	3.51	12	876.93	876.91	5	0.40%		
704	723+18.0	2.4' RT	100.0	706	3-FT	V	-	-	881.44	880.19	4.16	15	876.03	875.32	100	0.71%		
705	724+18.0	2.3' LT	4.7	706	2X2-FT	V	-	-	881.02	879.77	4.19	12	875.58	875.57	5	0.20%		
706	724+18.0	2.4' RT	50.0	708	3-FT	V	-	-	880.95	879.70	4.38	15	875.32	874.83	50	0.98%		
707	724+68.0	2.5' LT	-	-	-	-	-	-	880.78	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
708	724+68.0	2.5' RT	37.2	737	-	-	-	-	880.75	-	-	18	874.58	874.28	37	0.81%	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D; CONCRETE COLLARS FOR PIPE REQ'D	
709	725+42.0	2.5' LT	5.0	710	2X2-FT	V	-	-	880.55	879.30	3.40	12	875.90	875.88	5	0.40%		
710	725+42.0	3.0' RT	10.5	712	-	V	3X3-FT	-	880.55	879.30	5.32	24	873.98	873.90	11	0.73%	OFFSET CASTING REQ'D (STA 725+42, 2.5-FT RT)	
711	725+52.5	2.5' LT	-	-	-	-	-	-	880.57	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
712	725+52.5	2.5' RT	9.5	713	-	-	-	-	880.57	-	-	24	873.90	873.80	10	1.00%	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D (2)	
713	725+62.0	3.0' RT	38.0	715	-	V	3X3-FT	-	880.58	879.33	5.53	24	873.80	873.42	38	1.00%	OFFSET CASTING REQ'D (STA 725+62, 2.5-FT RT)	
714	726+00.0	2.3' LT	4.7	715	2X2-FT	V	-	-	880.62	879.37	3.40	12	875.97	875.95	5	0.40%		
715	726+00.0	2.8' RT	71.5	717	-	V	3X3-FT	-	880.62	879.37	5.95	24	873.42	872.71	71	1.00%	OFFSET CASTING REQ'D (STA 526+00, 2.3-FT RT)	
716	726+71.5	2.3' LT	-	-	-	-	-	-	880.90	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D; PROTECT EXISTING UNDERDRAIN (NORTH)	
717	726+71.5	2.3' RT	-	-	-	-	-	-	880.90	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D(2); REMOVING VANE DRAIN REQ'D	
718	728+20.0	2.3' LT	4.7	719	2X2-FT	V	-	-	881.80	880.55	3.41	12	877.14	877.12	5	0.40%		
719	728+20.0	2.3' RT	148.5	717	2X2-FT	V	-	-	881.76	880.51	3.39	12	877.12	876.38	149	0.50%		
720	732+10.0	2.3' LT	-	-	-	-	-	-	884.25	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; PROTECT EXISTING UNDERDRAIN (SOUTH)	
721	732+10.0	2.3' RT	-	-	-	-	-	-	884.18	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D; PROTECT EXISTING UNDERDRAIN (SOUTH)	
722	732+60.0	3.0' RT	50.0	721	-	V	3X3-FT	-	884.55	883.30	3.63	15	879.67	878.79	50	1.76%	OFFSET CASTING REQ'D (STA 732+60, 2.5-FT RT)	
723	736+00.0	2.3' RT	269.9	740	2X2-FT	V	-	-	886.71	885.46	3.38	12	882.08	880.36	270	0.64%		
724	736+00.0	2.3' LT	4.7	723	2X2-FT	V	-	-	886.72	885.47	3.24	12	882.23	882.10	5	2.60%		
726	736+50.0	2.4' LT	4.7	728	2X2-FT	V	-	-	886.99	885.74	3.18	12	882.56	882.54	5	0.40%		
728	736+50.0	2.3' RT	50.0	723	2X2-FT	V	-	-	887.08	885.83	3.29	12	882.54	882.08	50	0.92%		
729	723+75.0	71.1' LT	92.8	795	2X3-FT	HM	-	-	880.85	880.02	3.83	12	876.19	875.73	93	0.49%		
732	724+67.0	71.9' RT	-	-	-	-	-	-	881.06	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
733	725+52.5	71.2' LT	-	-	-	HM	-	-	880.86	-	-	-	-	-	-	-		
734	725+51.5	71.7' RT	-	-	-	-	-	-	880.89	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
735	734+89.5	76.3' RT	-	-	-	-	-	-	885.85	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	NEW COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)		
736	741+38.5	93.6' RT	-	-	-	-	-	-	884.85	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
737	725+05.0	6.5' RT	37.2	710	-	-	-	-	-	-	-	18	874.28	873.98	37	0.81%	CONCRETE COLLARS FOR PIPE REQ'D	
739	733+00.0	6.0' RT	40.2	722	-	-	-	-	-	-	-	12	880.17	879.92	40	0.63%	CONCRETE COLLARS FOR PIPE REQ'D	
740	733+30.0	2.4' RT	30.2	739	-	-	-	-	-	-	-	12	880.36	880.17	30	0.63%	CONCRETE COLLARS FOR PIPE REQ'D	
790	741+84.5	95.3' LT	-	-	-	-	-	-	885.70	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
791	742+90.8	108.1' LT	-	-	-	-	-	-	885.40	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
792	742+95.6	80.3' LT	-	-	-	-	-	-	886.00	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
795	724+68.0	71.4' LT	-	-	-	HM	-	-	880.95	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D	
796	726+39.5	71.4' LT	-	-	-	HM	-	-	881.00	-	-	-	-	-	-	-		
798	726+61.4	72.3' RT	-	-	-	-	-	-	880.67	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
799	732+11.0	71.3' LT	-	-	-	HM	-	-	884.18	-	-	-	-	-	-	-		
800	744+94.0	2.4' LT	-	-	-	-	-	-	879.39	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
801	744+94.0	2.3' RT	-	-	-	-	-	-	879.98	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
802	749+00.0	2.3' LT	4.7	803	2X2-FT	V	-	-	868.40	867.15	3.42	12	863.73	863.70	5	0.60%		
803	749+00.0	2.3' RT	39.0	805	2X2-FT	V	-	-	868.37	867.12	3.42	12	863.70	862.98	39	1.85%		
804	749+39.0	2.3' LT	-	-	-	-	-	-	867.70	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D	
805	749+39.0	2.3' RT	-	-	-	-	-	-	867.66	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D; REMOVING VANE DRAIN REQ'D	
806	753+30.0	2.3' LT	4.7	807	2X2-FT	V	-	-	864.57	863.32	3.18	12	860.14	860.11	5	0.60%		
807	753+30.0	2.3' RT	50.0	809	2X2-FT	V	-	-	864.57	863.32	3.21	12	860.11	859.83	50	0.56%		
808	753+80.0	2.3' LT	4.7	809	2X2-FT	V	-	-	864.37	863.12	3.27	12	859.85	859.83	5	0.40%		
809	753+80.0	2.3' RT	51.0	811	2X2-FT	V	-	-	864.36	863.11	3.28	12	859.83	859.46	51	0.73%		
810	754+29.0	2.3' LT	-	-	-	-	-	-	864.19	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D	
811	754+31.0	2.3' RT	-	-	-	-	-	-	864.17	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D; REMOVING VANE DRAIN REQ'D	
812	755+80.0	2.3' LT	295.0	814	2X2-FT	V	-	-	863.68	862.43	2.88	12	859.55	858.25	295	0.44%		
813	755+80.0	2.3' RT	4.7	812	2X2-FT	V	-	-	863.68	862.43	2.86	12	859.57	859.55	5	0.40%		
814	758+75.0	2.3' LT	113.0	816	2X2-FT	V	-	-	862.70	861.45	3.20	12	858.25	857.75	113	0.44%		
815	758+75.0	2.3' RT	4.7	814	2X2-FT	V	-	-	862.65	861.40	3.13	12	858.27	858.25	5	0.40%		
816	759+88.0	2.3' LT	-	-	2X2.5-FT	BW	-	-	862.32	861.07	3.32	18	857.75	-	-	-		
817	759+88.0	2.4' RT	4.7	816	2X2.5-FT	BW	-	-	862.23	860.98	3.18	18	857.80	857.75	5	1.00%	EXISTING UNDERDRAIN (2) (SOUTH AND WEST)	+2
818	760+58.0	2.3' LT	4.7	819	2X2-FT	V	-	-	862.08	860.83	3.08	12	857.75	857.73	5	0.40%		
819	760+58.0	2.4' RT	100.0	821	2X2-FT	V	-	-	861.96	860.71	2.98	12	857.73	857.23	100	0.50%		
820	761+58.0	2.3' LT	4.7	821	2X2-FT	V	-	-	861.68	860.43	3.18	12	857.25	857.23	5	0.40%		
821	761+58.0	2.3' RT	300.0	823	2X2-FT	V	-	-	861.62	860.37	3.14	12	857.23	855.73	300	0.50%		
822	764+58.0	2.3' LT	4.7	823	2X2-FT	V	-	-	860.59	859.34	3.59	12	855.75	855.73	5	0.40%		
823	764+58.0	2.4' RT	180.5	825	3-FT	V	-	-	860.52	859.27	3.79	15	855.48	854.51	181	0.54%		
824	766+38.5	2.3' LT	-	-	-	-	-	-	859.91	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D	
825	766+38.5	2.3' RT	-	-	-	-	-	-	859.86	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D; REMOVING VANE DRAIN REQ'D	
826	768+90.0	2.3' LT	4.7	827	2X2-FT	V	-	-	859.05	857.80	2.38	12	855.42	855.39	5	0.60%		
827	768+90.0	2.4' RT	80.0	829	2X2-FT	V	-	-	858.96	857.71	2.32	12	855.39	855.04	80	0.44%		
828	769+70.0	2.3' LT	4.7	829	2X2-FT	V	-	-	858.79	857.54	2.73	12	854.81	854.79	5	0.40%		
829	769+70.0	2.4' RT	50.0	80009	3-FT	V	-	-	858.66	857.41	2.62	15	854.79	854.57	50	0.44%		
830	771+50.0	2.3' LT	4.7	831	2X2-FT	V	-	-	858.14	856.89	3.12	12	853.77	853.74	5	0.60%		
831	771+50.0	2.9' RT	195.0	833	-	V	3X3-FT	-	857.99	856.74	3.00	18	853.74	852.89	195	0.44%	OFFSET CASTING REQ'D (STA 771+50, 2.4-FT RT)	
832	773+45.0	2.3' LT	4.7	833	2X2-FT	V	-	-	857.33	856.08	3.16	12	852.92	852.89	5	0.60%		
833	773+45.0	2.9' RT	64.3	882	-	V	3X3-FT	-	857.26	856.01	3.12	18	852.89	852.20	64	1.08%	OFFSET CASTING REQ'D (STA 773+45.50, 2.4-FT RT)	
834	775+00.0	2.3' LT	4.7	835	2X2-FT	V	-	-	856.78	855.53	3.61	12	851.92	851.90	5	0.40%		
835	775+00.0	2.4' RT	98.5	837	2X2-FT	V	-	-	856.71	855.46	3.56	12	851.90	851.40	99	0.51%		
836	775+98.5	2.3' LT	-	-	-	-	-	-	856.39	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D	
837	775+98.5	2.3' RT	-	-	-	-	-	-	856.46	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; CONCRETE COLLARS FOR PIPE REQ'D; REMOVING VANE DRAIN REQ'D; PROTECT EXISTING UNDERDRAIN (WEST)	
838	779+20.0	2.4' LT	120.0	870	2X2-FT	V	-	-	855.30	854.05	3.01	12	851.04	850.51	120	0.44%		

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	NEW COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)		
839	779+20.0	2.3' RT	4.7	838	2X2-FT	V	-	-	855.52	854.27	3.21	12	851.06	851.04	5	0.40%		
840	781+00.0	3.1' LT	217.0	842	-	V	3X3-FT	-	854.59	853.34	3.34	15	850.00	849.05	217	0.44%	OFFSET CASTING REQ'D (STA 781+00, 2.6-FT RT)	
841	781+00.0	2.6' RT	5.2	840	2X2-FT	V	-	-	854.95	853.70	3.67	12	850.03	850.00	5	0.60%		
842	783+17.0	2.4' LT	20.0	844	3-FT	V	-	-	853.77	852.52	3.47	15	849.05	848.96	20	0.45%		
843	783+17.0	2.3' RT	4.7	842	2X2-FT	V	-	-	854.16	852.91	3.84	12	849.07	849.05	5	0.40%		
844	783+37.0	2.4' LT	-	-	-	-	-	-	853.68	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D; REMOVING VANE DRAIN REQ'D	
845	783+37.0	2.3' RT	-	-	-	-	-	-	854.08	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D; PROTECT EXISTING UNDERDRAIN (WEST)	
846	786+03.5	2.4' LT	-	-	-	-	-	-	852.72	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
847	786+03.5	2.3' RT	-	-	2X2-FT	-	-	-	853.08	851.83	2.60	12	849.23	-	-	-	SALVAGING INLET COVERS REQ'D; EXISTING STORM SEWER (NORTH AND EAST 12" 849.23)	
848	787+04.0	2.4' LT	4.9	849	2X2-FT	V	-	-	852.37	851.12	2.34	12	848.78	848.76	5	0.40%		
849	787+04.0	3.0' RT	208.0	851	-	V	3X3-FT	-	852.76	851.51	2.75	15	848.76	847.67	208	0.52%	EXISTING STORM SEWER (WEST 12" 848.76); OFFSET CASTING REQ'D (STA 787+04, 2.5-FT RT)	
850	789+12.0	2.4' LT	-	-	-	-	-	-	851.94	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
851	789+12.0	2.3' RT	-	-	-	V	-	-	852.31	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D; REMOVING INLET COVERS REQ'D	
852	789+21.0	2.4' LT	-	-	-	-	-	-	851.94	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
853	789+21.0	2.3' RT	-	-	-	-	-	-	852.32	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D; PROTECT EXISTING UNDERDRAIN (EAST)	
854	789+90.0	2.4' LT	4.9	855	2X2-FT	V	-	-	852.07	850.82	3.03	12	847.79	847.77	5	0.40%		
855	789+90.0	3.0' RT	69.0	853	-	V	3X3-FT	-	852.40	851.15	3.38	15	847.77	847.47	69	0.43%	OFFSET CASTING REQ'D (STA 789+90, 2.5-FT RT)	
856	790+90.0	2.4' LT	4.7	857	2X2-FT	V	-	-	852.36	851.11	2.63	12	848.48	848.46	5	0.40%		
857	790+90.0	2.3' RT	100.0	855	2X2-FT	V	-	-	852.61	851.36	2.90	12	848.46	848.02	100	0.44%		
858	792+78.0	2.4' LT	-	-	-	-	-	-	853.04	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
859	792+78.0	2.3' RT	-	-	-	-	-	-	853.30	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; PROTECT EXISTING UNDERDRAIN (SOUTH)	
860	796+19.5	2.8' LT	-	-	-	-	-	-	854.39	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
861	796+19.5	2.8' RT	-	-	-	-	-	-	854.36	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
870	780+40.0	2.4' LT	30.2	871	-	-	-	-	-	-	-	12	850.51	850.38	30	0.43%	CONCRETE COLLARS FOR PIPE REQ'D	
871	780+70.0	5.5' LT	30.1	840	-	-	-	-	-	-	-	12	850.38	850.25	30	0.43%	CONCRETE COLLARS FOR PIPE REQ'D	
882	773+45.0	66.6' RT	87.6	80012	-	-	4-FT	J-S	856.50	855.25	3.05	18	852.20	851.75	88	0.51%		
883	744+93.5	60.2' LT	-	-	-	-	-	-	879.47	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
884	749+42.0	60.0' LT	-	-	-	-	-	-	867.44	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
885	754+17.0	58.4' LT	-	-	-	-	-	-	864.18	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
886	758+02.5	60.1' RT	-	-	-	-	-	-	863.04	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D	
887	758+89.0	79.0' RT	-	-	-	-	-	-	861.31	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
888	758+78.0	58.3' LT	-	-	-	-	-	-	862.35	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D	
889	744+94.5	57.7' RT	-	-	-	-	-	-	879.35	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
890	749+35.3	59.1' RT	-	-	-	-	-	-	867.67	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
891	754+43.5	60.8' RT	-	-	-	-	-	-	863.86	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
892	759+89.0	53.5' LT	-	-	-	-	-	-	862.47	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
893	766+38.0	64.2' RT	-	-	-	-	-	-	859.67	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
894	759+88.0	79.8' LT	-	-	-	HM	-	-	862.54	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
899	796+20.0	51.8' RT	-	-	-	S	-	-	854.17	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
80000	766+39.0	58.4' LT	-	-	-	-	-	-	859.65	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D	
80001	796+20.0	51.0' LT	-	-	-	S	-	-	854.18	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
80009	770+20.0	2.4' RT	30.2	80010	-	-	-	-	-	-	-	15	854.57	854.44	30	0.43%	CONCRETE COLLARS FOR PIPE REQ'D	
80010	770+50.0	6.0' RT	30.2	80011	-	-	-	-	-	-	-	15	854.44	854.30	30	0.47%	CONCRETE COLLARS FOR PIPE REQ'D	
80011	770+80.0	2.4' RT	70.0	831	-	-	-	-	-	-	-	15	854.30	853.99	70	0.44%	CONCRETE COLLARS FOR PIPE REQ'D	
80012	774+36.0	88.4' RT	-	-	-	-	-	-	-	-	-	18	851.75	-	-	-	APRON ENDWALLS FOR CPRC 18-INCH REQ'D	
80013	773+98.3	5.9' RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D	
904	822+73.0	2.7' LT	-	-	-	-	-	-	860.54	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
905	822+73.0	2.7' RT	-	-	-	-	-	-	860.57	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
906	822+85.0	2.5' LT	-	-	-	-	-	-	860.47	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; PROTECT EXISTING UNDERDRAIN (WEST)	
907	822+85.0	3.0' RT	-	-	-	-	3X3-FT	-	860.51	859.26	3.74	18	855.52	-	-	-	SALVAGING INLET COVERS REQ'D; EXISTING UNDERDRAIN (WEST); EXISTING STORM SEWER(WEST AND EAST 18" 855.52, NORTH 12" 855.72); OFFSET CASTING REQ'D (STA 822+85, 2.5-FT RT)	+1

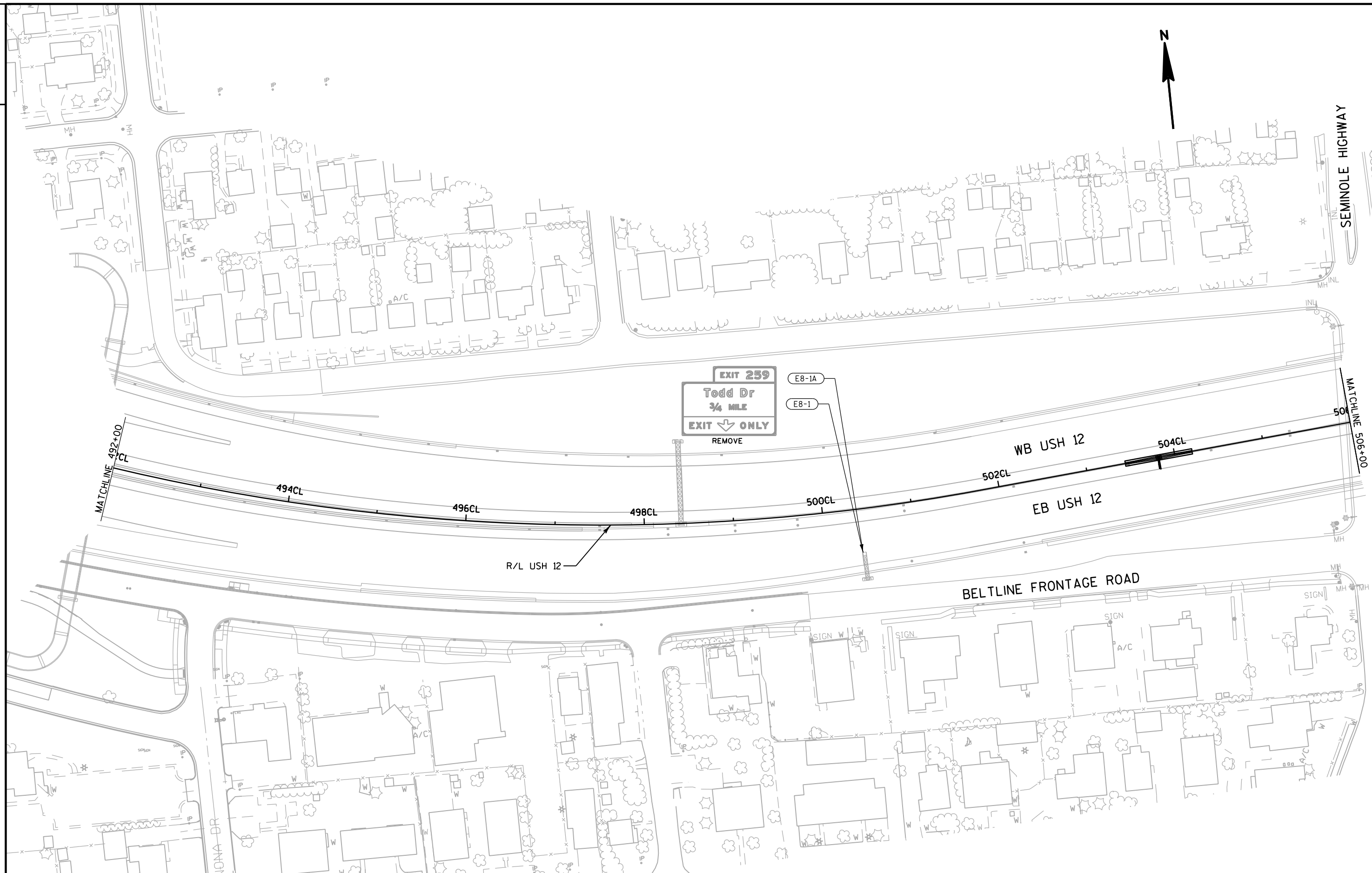
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	NEW COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)		
908	822+97.5	2.5' LT	-	-	-	-	-	-	860.46	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
909	822+97.5	2.5' RT	-	-	-	-	-	-	860.48	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D	
910	823+80.0	2.5' LT	5.0	911	2X2-FT	V	-	-	860.89	859.64	3.71	12	855.93	855.90	5	0.60%		
911	823+80.0	3.0' RT	30.1	922	-	V	3X3-FT	-	860.93	859.68	4.03	18	855.65	855.48	30	0.57%	OFFSET CASTING REQ'D (STA 823+80, 2.5-FT RT)	
912	824+50.0	2.3' LT	4.7	913	2X2-FT	V	-	-	861.66	860.41	3.56	12	856.85	856.61	5	4.80%		
913	824+50.0	2.3' RT	70.0	911	3-FT	V	-	-	861.67	860.42	4.06	15	856.36	855.90	70	0.66%		
914	825+00.0	2.3' LT	4.7	915	2X2-FT	V	-	-	862.54	861.29	3.75	12	857.54	857.38	5	3.20%		
915	825+00.0	2.3' RT	50.0	913	3-FT	V	-	-	862.56	861.31	3.93	15	857.38	856.36	50	2.04%		
916	828+00.0	2.3' LT	4.7	917	2X2-FT	V	-	-	868.63	867.38	3.26	12	864.12	864.05	5	1.40%		
917	828+00.0	2.3' RT	300.0	915	2X2-FT	V	-	-	868.68	867.43	3.38	12	864.05	857.63	300	2.14%		
918	823+21.0	71.1' LT	-	-	-	-	-	-	860.36	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
919	823+34.0	71.4' LT	51.2	998	-	-	-	-	860.30	-	-	18	853.65	852.81	51	1.65%	ADJUSTING INLET COVERS REQ'D; CONCRETE COLLARS FOR PIPE REQ'D	
920	823+71.0	68.4' RT	86.3	997	-	-	-	-	859.23	-	-	24	853.30	849.00	86	5.00%	ADJUSTING INLET COVERS REQ'D; CONCRETE COLLARS FOR PIPE REQ'D	
921	823+20.0	2.5' RT	22.5	909	-	-	-	-	-	-	-	18	855.30	855.17	23	0.57%	CONCRETE COLLARS FOR PIPE REQ'D	
922	823+50.0	5.5' RT	30.2	921	-	-	-	-	-	-	-	18	855.48	855.30	30	0.60%	CONCRETE COLLARS FOR PIPE REQ'D	
997	824+22.9	144.7' RT	-	-	-	-	-	-	-	-	-	24	849.00	-	-	-	APRON ENDWALLS FOR CPRC 24-INCH REQ'D	
998	823+31.1	128.5' LT	-	-	-	-	-	-	-	-	-	18	852.81	-	-	-	APRON ENDWALLS FOR CPRC 18-INCH REQ'D	
999	823+56.5	67.1' RT	-	-	-	-	-	-	859.33	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
1000	832+73.5	2.8' LT	-	-	-	-	-	-	869.64	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
1001	832+73.5	2.8' RT	-	-	-	-	-	-	869.62	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
1002	837+89.0	2.3' LT	-	-	-	-	-	-	859.20	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D	
1003	837+89.0	2.3' RT	-	-	-	-	-	-	859.27	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D; PROTECT EXISTING UNDERDRAIN (EAST)	
1004	839+50.0	2.3' RT	100.0	1006	2X2-FT	V	-	-	856.33	855.08	3.78	12	851.30	850.86	100	0.44%		
1005	840+50.0	2.3' LT	150.0	1007	3-FT	V	-	-	855.17	853.92	3.34	15	850.58	849.92	150	0.44%		
1006	840+50.0	2.3' RT	4.7	1005	2X2-FT	V	-	-	855.21	853.96	3.10	12	850.86	850.83	5	0.60%		
1007	842+00.0	2.3' LT	120.0	1008	3-FT	V	-	-	854.33	853.08	3.16	15	849.92	849.39	120	0.44%		
1008	843+20.0	2.8' LT	70.0	1010	-	V	3X3-FT	-	853.91	852.66	3.52	18	849.14	848.84	70	0.43%	OFFSET CASTING REQ'D (STA 843+20, 2.3-FT LT)	
1009	843+20.0	2.3' RT	4.7	1008	2X2-FT	V	-	-	853.86	852.61	2.95	12	849.66	849.64	5	0.40%		
1010	843+90.0	2.8' LT	48.0	1012	-	V	3X3-FT	-	853.58	852.33	3.49	18	848.84	848.62	48	0.46%	OFFSET CASTING REQ'D (STA 843+90, 2.3-FT LT)	
1011	843+90.0	2.3' RT	4.7	1010	2X2-FT	V	-	-	853.58	852.33	2.98	12	849.35	849.34	5	0.20%		
1012	844+38.0	2.3' LT	-	-	-	-	-	-	853.33	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D; REMOVING VANE DRAIN REQ'D	
1013	844+38.0	2.3' RT	-	-	-	-	-	-	853.38	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D; PROTECT EXISTING UNDERDRAIN (EAST)	
1014	847+35.0	2.3' LT	115.0	1016	2X2-FT	V	-	-	852.18	850.93	2.61	12	848.32	847.97	115	0.30%		
1016	848+50.0	2.3' LT	4.6	1017	2X2-FT	V	-	-	851.69	850.44	2.47	12	847.97	847.95	5	0.40%		
1017	848+50.0	2.3' RT	50.0	1018	3-FT	V	-	-	851.79	850.54	2.59	15	847.95	847.80	50	0.30%		
1018	849+00.0	2.3' RT	118.0	1019	4-FT	V	-	-	851.58	850.33	2.53	18	847.80	847.45	118	0.30%		
1019	850+18.0	2.3' RT	49.2	1020	4-FT	V	-	-	851.12	849.87	2.42	18	847.45	847.30	49	0.31%		
1020	850+67.0	2.8' LT	19.5	1022	-	-	3X3-FT	-	851.00	850.08	2.78	18	847.30	847.24	19	0.32%	SALVAGING INLET COVERS REQ'D; EXISTING STORM SEWER (SOUTH 12" 847.53); OFFSET CASTING REQ'D (STA 850+67, 2.3-FT LT); 2 INCHES ADJ. RINGS REQ'D	
1021	850+68.0	2.3' RT	-	-	-	-	-	-	851.05	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D	
1022	850+86.5	2.8' LT	-	-	-	-	3X3-FT	-	851.00	850.08	2.84	21	847.24	-	-	-	SALVAGING INLET COVERS REQ'D; EXISTING UNDERDRAIN (EAST); EXISTING STORM SEWER (SOUTH 12" 847.64); OFFSET CASTING REQ'D (STA 850+86, 2.3-FT LT); 2 INCHES ADJ. RINGS REQ'D	+1
1023	850+86.5	2.3' RT	-	-	-	-	-	-	851.05	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; PROTECT EXISTING UNDERDRAIN (EAST)	
1024	851+07.5	2.8' LT	21.0	1022	-	-	3X3-FT	-	851.00	850.08	2.77	21	847.31	847.24	21	0.33%	SALVAGING INLET COVERS REQ'D; EXISTING STORM SEWER (SOUTH 12" 847.86); OFFSET CASTING REQ'D (STA 851+07.50, 2.3-FT LT); 2 INCHES ADJ. RINGS REQ'D	
1025	851+07.5	2.3' RT	-	-	-	-	-	-	851.06	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D	
1026	851+49.0	2.8' LT	41.5	1024	-	V	3X3-FT	-	851.04	850.12	2.68	18	847.44	847.31	42	0.31%	OFFSET CASTING REQ'D (STA 851+49, 2.3-FT LT); 2 INCHES ADJ. RINGS REQ'D	
1027	851+49.0	2.3' RT	4.7	1026	2X2-FT	V	-	-	851.11	849.86	2.39	12	847.47	847.44	5	0.60%		
1028	854+60.0	3.0' LT	30.0	1043	-	V	3X3-FT	-	852.28	851.36	2.98	18	848.38	848.29	30	0.30%	OFFSET CASTING REQ'D (STA 854+60, 2.5-FT LT); 2 INCHES ADJ. RINGS REQ'D	
1029	854+60.0	2.5' RT	5.0	1028	2X2-FT	V	-	-	852.34	851.09	2.68	12	848.41	848.38	5	0.60%		
1030	855+50.0	2.3' LT	90.0	1028	2X2-FT	V	-	-	852.62	851.37	2.72	12	848.65	848.38	90	0.30%		
1031	855+50.0	2.3' RT	4.7	1030	2X2-FT	V	-	-	852.70	851.78	3.10	12	848.68	848.65	5	0.60%		
1032	858+37.5	2.3' LT	-	-	-	-	-	-	853.83	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D; REMOVING VANE DRAIN REQ'D	

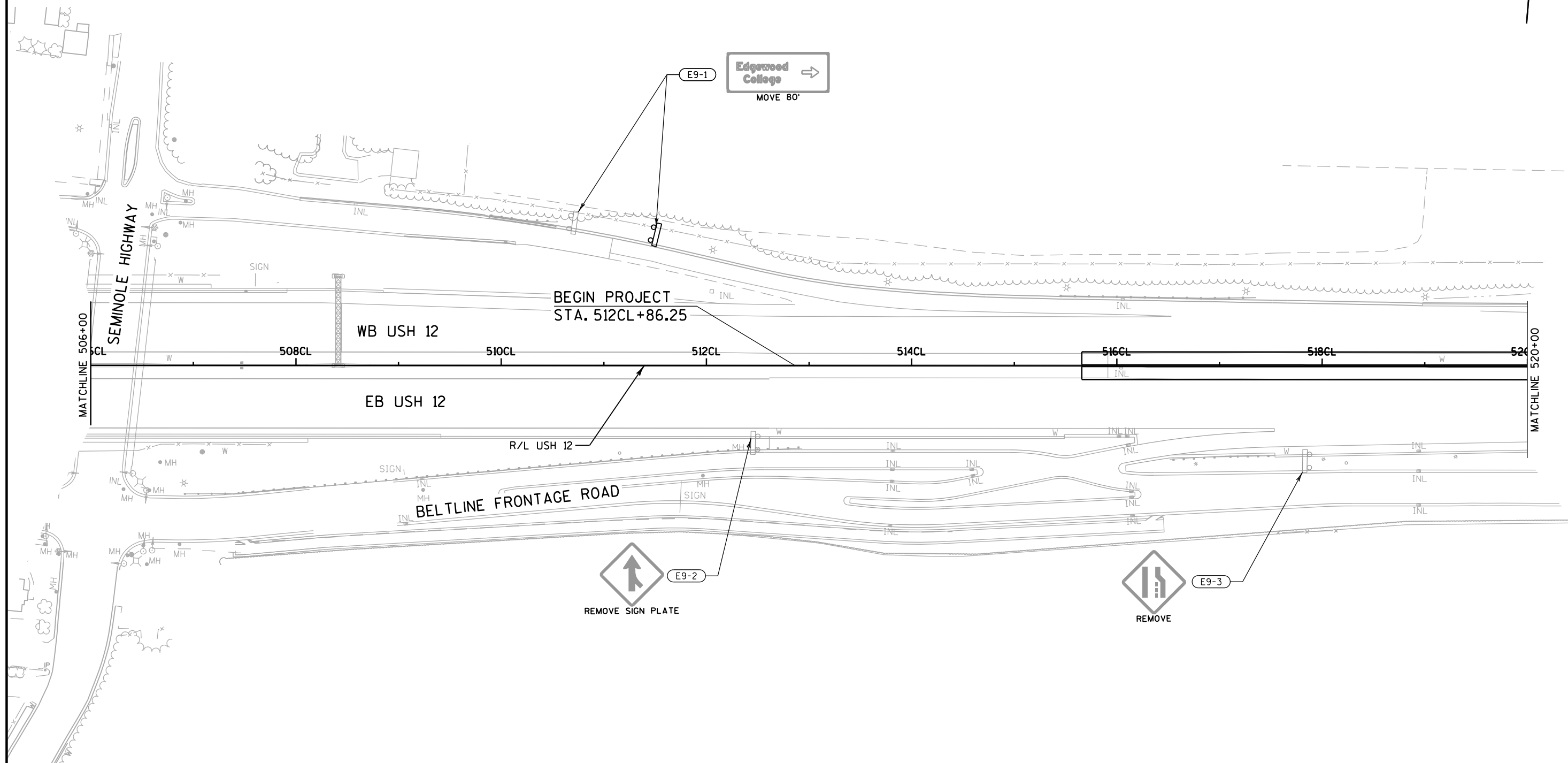
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	NEW COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)		
1033	858+37.5	2.3' RT	-	-	-	-	-	-	853.80	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D; PROTECT EXISTING UNDERDRAIN (EAST)	
1034	858+88.0	2.3' LT	50.5	1032	3-FT	V	-	-	854.10	852.85	4.10	15	848.75	848.28	50	0.94%		
1035	859+38.0	2.3' LT	50.0	1034	3-FT	V	-	-	854.25	853.00	3.93	15	849.07	848.75	50	0.64%		
1036	859+38.0	2.3' RT	4.7	1035	2X2-FT	V	-	-	854.30	853.05	3.69	12	849.36	849.32	5	0.80%		
1037	860+38.0	3.3' RT	100.1	1035	-	V	3X3-FT	-	854.69	853.44	3.74	15	849.70	849.07	100	0.63%	OFFSET CASTING REQ'D (STA 860+38, 2.8-FT RT)	
1038	860+50.0	3.1' RT	12.0	1037	2X2-FT	V	-	-	854.74	853.49	3.49	12	850.00	849.95	12	0.42%		
1039	865+38.0	2.3' RT	-	-	-	-	-	-	857.81	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D; PROTECT EXISTING UNDERDRAIN (EAST)	
1041	870+86.5	2.3' RT	-	-	-	-	-	-	870.31	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D; PROTECT EXISTING UNDERDRAIN (EAST)	
1042	832+72.9	57.3' RT	-	-	-	S	-	-	869.55	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
1043	854+30.0	2.4' LT	30.2	1044	-	-	-	-	-	-	-	18	848.29	848.20	30	0.30%	CONCRETE COLLARS FOR PIPE REQ'D	
1044	854+00.0	5.5' LT	30.2	1045	-	-	-	-	-	-	-	18	848.20	848.11	30	0.30%	CONCRETE COLLARS FOR PIPE REQ'D	
1045	853+70.0	2.4' LT	221.0	1026	-	-	-	-	-	-	-	18	848.11	847.44	221	0.30%	CONCRETE COLLARS FOR PIPE REQ'D	
1046	837+79.5	2.3' RT	-	-	-	-	-	-	859.50	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D	
1093	832+74.2	53.5' LT	-	-	-	S	-	-	869.56	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
1100	879+20.5	2.8' LT	-	-	-	-	-	-	874.23	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
1101	879+21.0	2.8' RT	-	-	-	-	-	-	874.32	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
1102	884+33.0	2.5' LT	5.0	1103	2X2-FT	V	-	-	862.35	861.10	3.09	12	858.01	857.99	5	0.40%		
1103	884+33.0	2.5' RT	151.5	1105	2X2-FT	V	-	-	862.14	860.89	2.90	12	857.99	855.96	152	1.34%		
1104	885+84.5	2.3' LT	-	-	-	-	-	-	860.52	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D	
1105	885+84.5	2.4' RT	-	-	-	-	-	-	860.11	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D; REMOVING VANE DRAIN REQ'D; PROTECT EXISTING UNDERDRAIN (WEST)	
1106	887+80.0	2.4' RT	4.7	1107	2X2-FT	V	-	-	859.49	858.24	3.55	12	854.69	854.59	5	2.00%		
1107	887+80.0	2.3' LT	100.0	1108	2X2-FT	V	-	-	859.63	858.38	3.79	12	854.59	854.15	100	0.44%		
1108	888+80.0	2.3' LT	155.0	1109	2X2-FT	V	-	-	859.39	858.14	3.99	12	854.15	853.47	155	0.44%		
1109	890+35.0	2.5' LT	35.1	1125	-	-	-	-	859.03	-	-	12	853.47	853.05	35	1.20%	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D (2); PROTECT EXISTING UNDERDRAIN (WEST)	
1110	890+35.0	2.5' RT	-	-	-	-	-	-	858.78	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; REMOVING VANE DRAIN REQ'D; SEALING PIPES REQ'D	
1111	891+04.5	2.5' LT	-	-	-	-	-	-	858.99	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D; REMOVING VANE DRAIN REQ'D	
1112	891+04.5	2.6' RT	-	-	-	-	-	-	858.71	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; SEALING PIPES REQ'D	
1114	901+00.0	5.7' LT	100.1	1128	2X2-FT	V	-	-	861.07	859.82	2.72	12	857.10	856.10	100	1.00%		
1115	891+63.0	2.4' RT	-	-	-	-	-	-	858.69	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D	
1116	892+77.0	2.3' LT	7.5	1117	2X2-FT	V	-	-	859.19	857.94	3.96	12	853.98	853.94	8	0.50%		
1117	892+84.5	2.3' LT	-	-	4-FT	-	-	-	859.20	857.95	6.14	15	851.81	-	-	-	SALVAGING INLET COVERS REQ'D	
1118	892+97.0	2.3' LT	12.5	1117	3-FT	V	-	-	859.13	857.88	5.82	15	852.06	851.81	13	1.92%		
1119	893+35.0	2.3' LT	38.0	1118	-	-	-	-	859.26	-	-	15	852.83	852.06	38	2.03%	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D (2); REMOVING VANE DRAIN REQ'D	
1120	894+40.0	1.9' LT	105.0	1119	3-FT	V	-	-	859.37	858.12	3.54	15	854.58	854.05	105	0.50%		
1121	896+40.0	1.0' LT	200.1	1120	2X2-FT	V	-	-	859.91	858.66	3.08	12	855.58	854.58	200	0.50%		
1122	898+40.0	0.1' RT	200.0	1121	2X2-FT	V	-	-	860.27	859.02	2.44	12	856.58	855.58	200	0.50%		
1123	899+37.5	0.5' RT	-	-	2X2-FT	-	-	-	860.47	859.22	3.70	12	855.52	-	-	-	SALVAGING INLET COVERS REQ'D (FROM STA. 899+37, 7.1' LT)	+1
1124	879+47.0	58.7' RT	-	-	-	S	-	-	873.96	-	-	-	-	-	-	-	REMOVING INLET COVERS REQ'D	
1125	890+70.0	5.0' LT	34.6	1111	-	-	-	-	-	-	-	12	853.05	852.64	35	1.17%	CONCRETE COLLARS FOR PIPE REQ'D	
1126	890+39.0	57.1' RT	45.9	1127	3-FT	C	-	-	858.36	857.11	3.00	12	854.11	853.65	46	1.00%	ADJUSTING INLET COVERS REQ'D (STAGING)	
1127	890+45.3	108.6' RT	-	-	-	-	-	-	-	-	-	12	853.65	-	-	-	APRON ENDWALLS FOR CPRC 12-INCH REQ'D	
1128	900+00.0	5.0' LT	62.8	1123	2X2-FT	V	-	-	860.85	859.60	3.50	12	856.10	855.52	63	0.92%		
1129	905+80.5	10.3' LT	86.0	1130	2X2-FT	V	-	-	862.12	860.87	3.50	12	857.37	856.94	86	0.50%		
1130	906+66.5	10.3' LT	173.5	1131	2X2-FT	V	-	-	862.10	860.85	3.91	12	856.94	856.07	174	0.50%		
1131	908+40.0	10.8' LT	-	-	-	V	3X3-FT	-	862.31	861.06	6.36	24	854.70	-	-	-	EXISTING STORM SEWER(NORTH AND SOUTH 24" 854.70); OFFSET CASTING REQ'D (STA 908+40.0, 10.3-FT LT)	



2

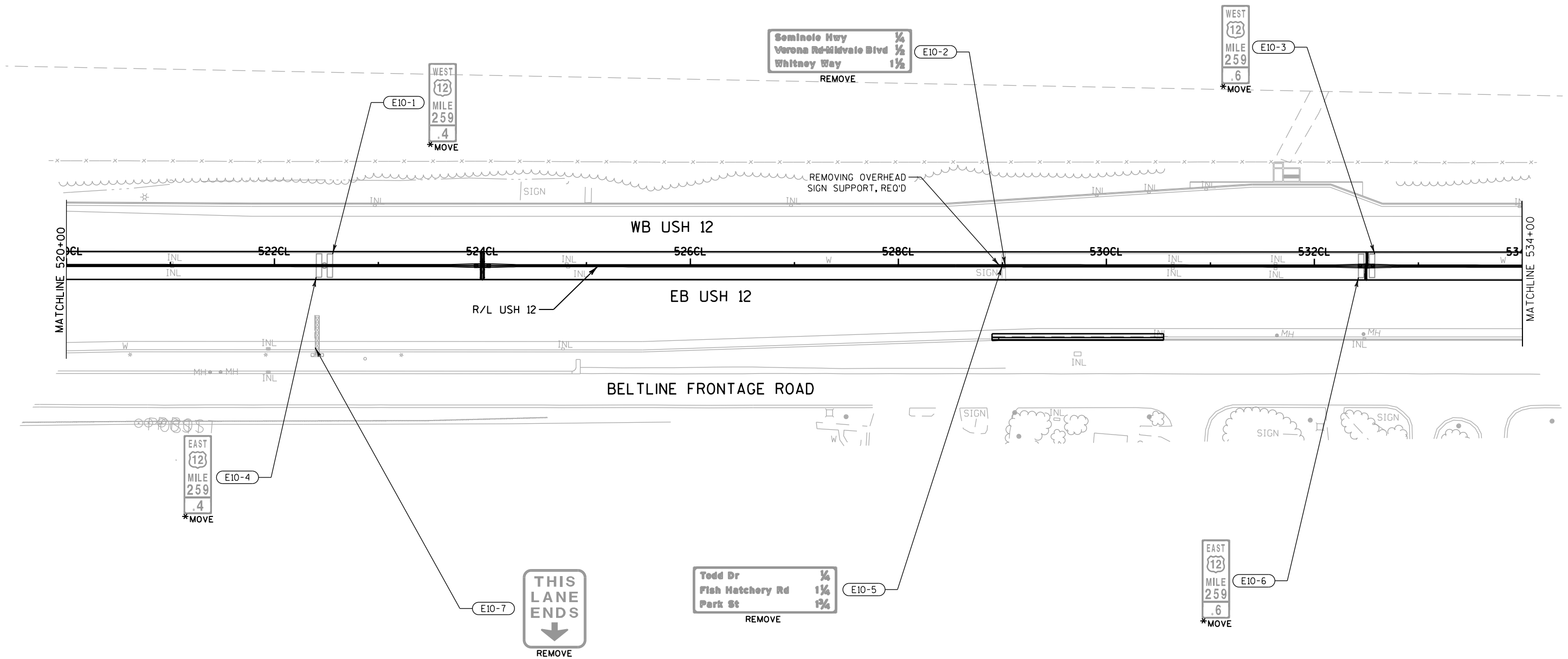
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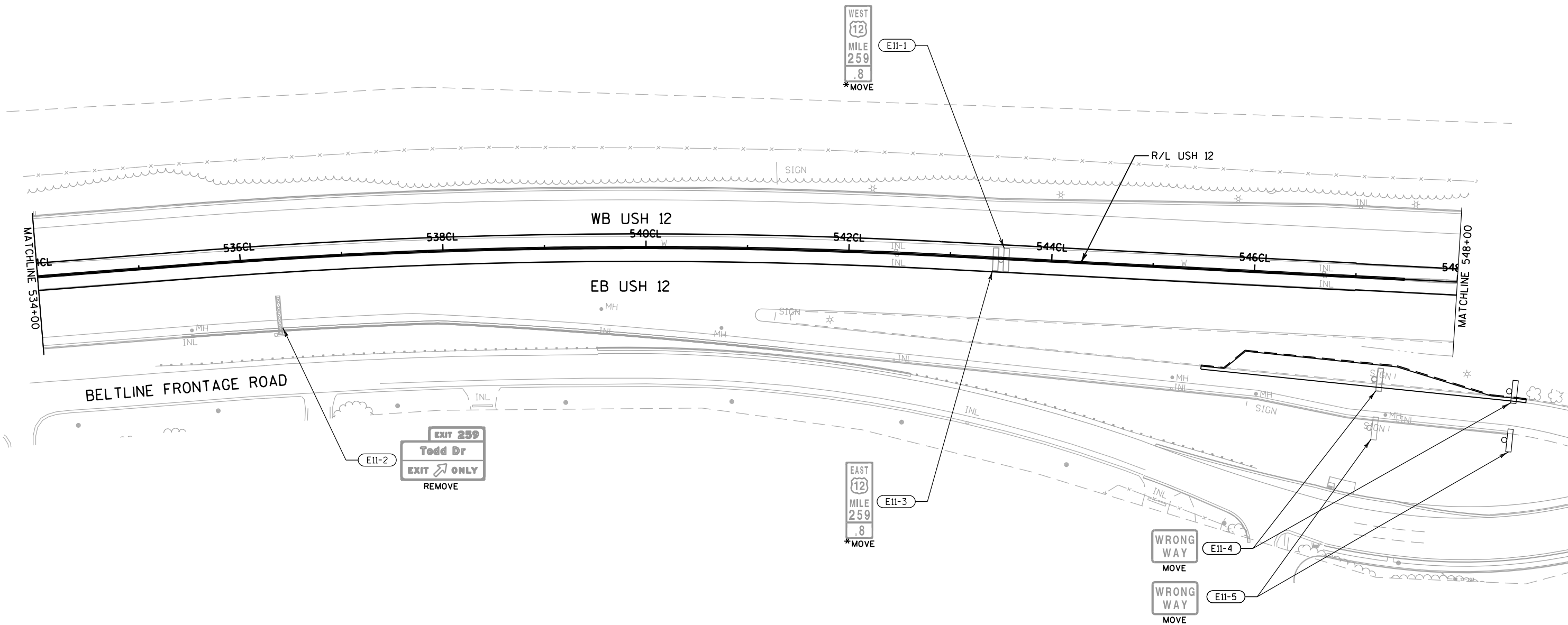


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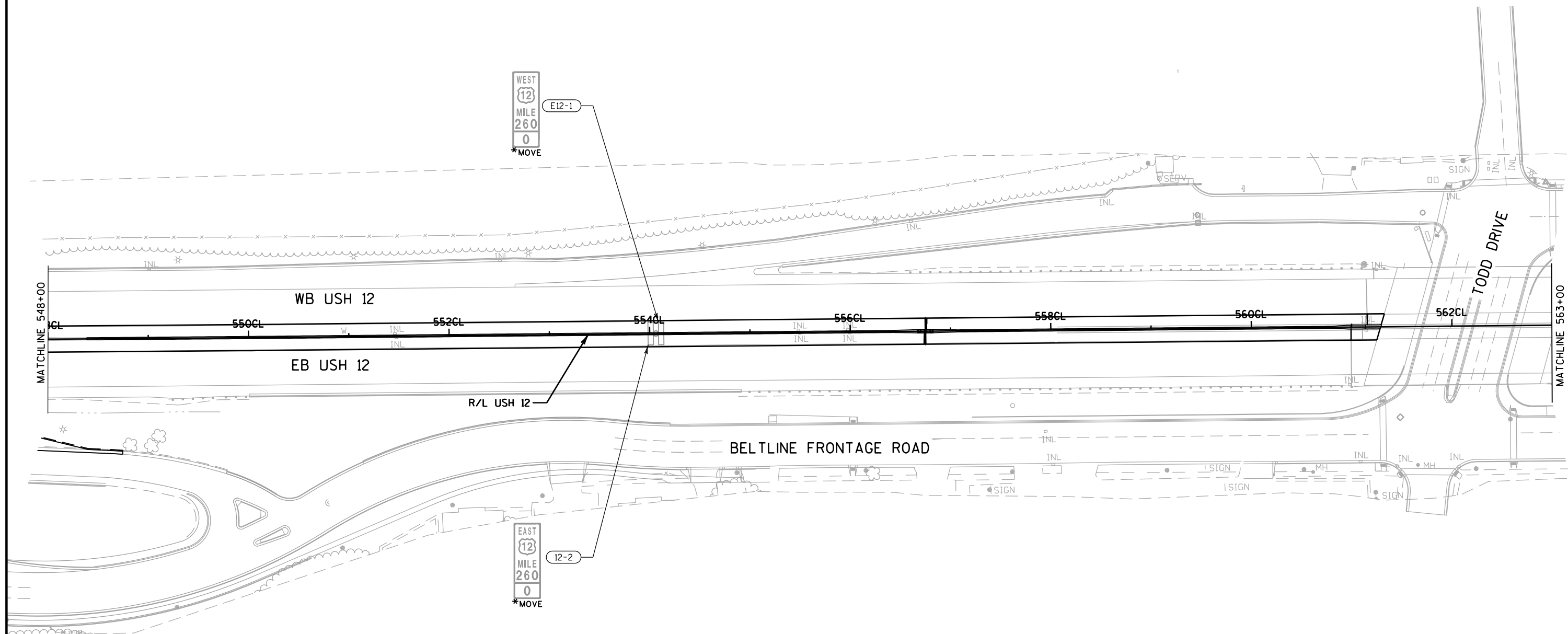
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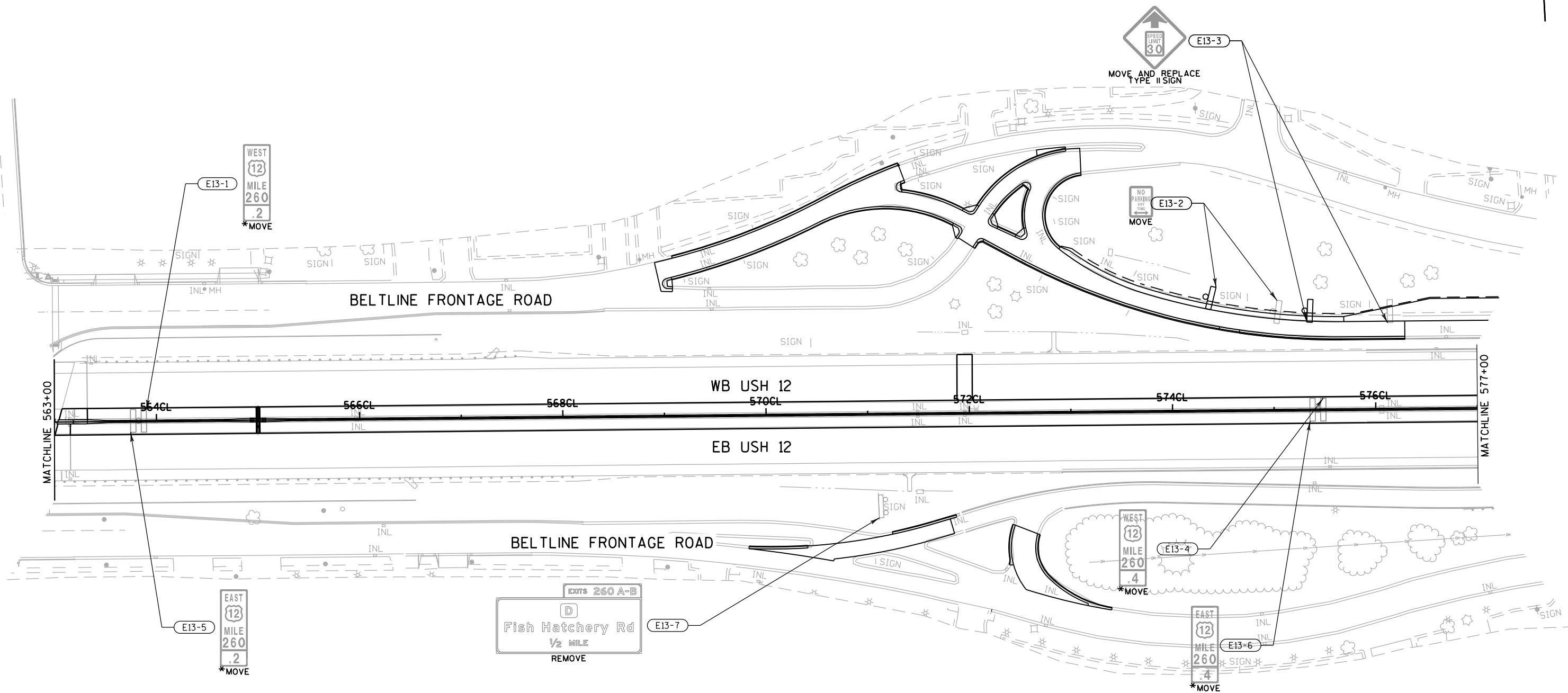


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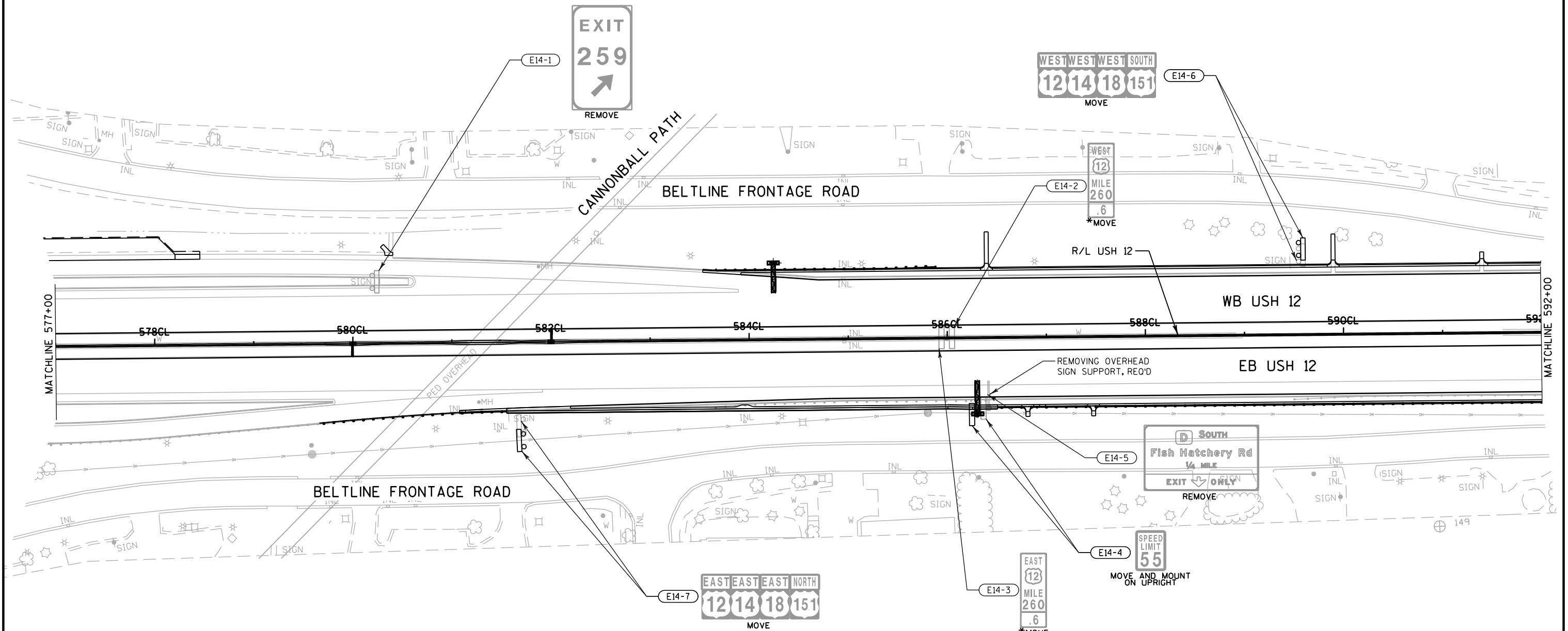
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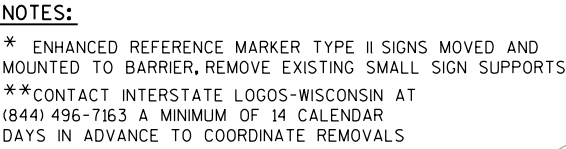
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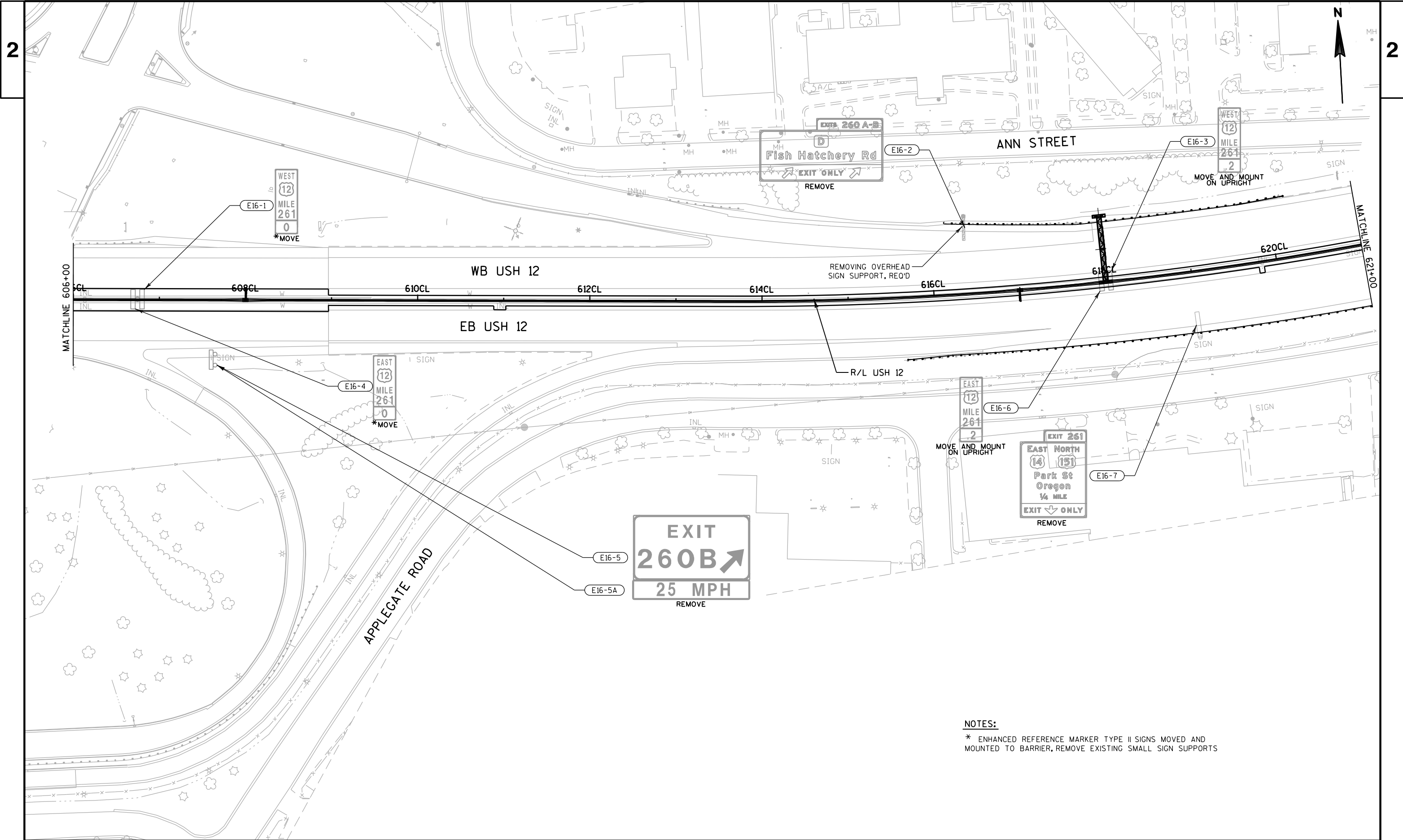


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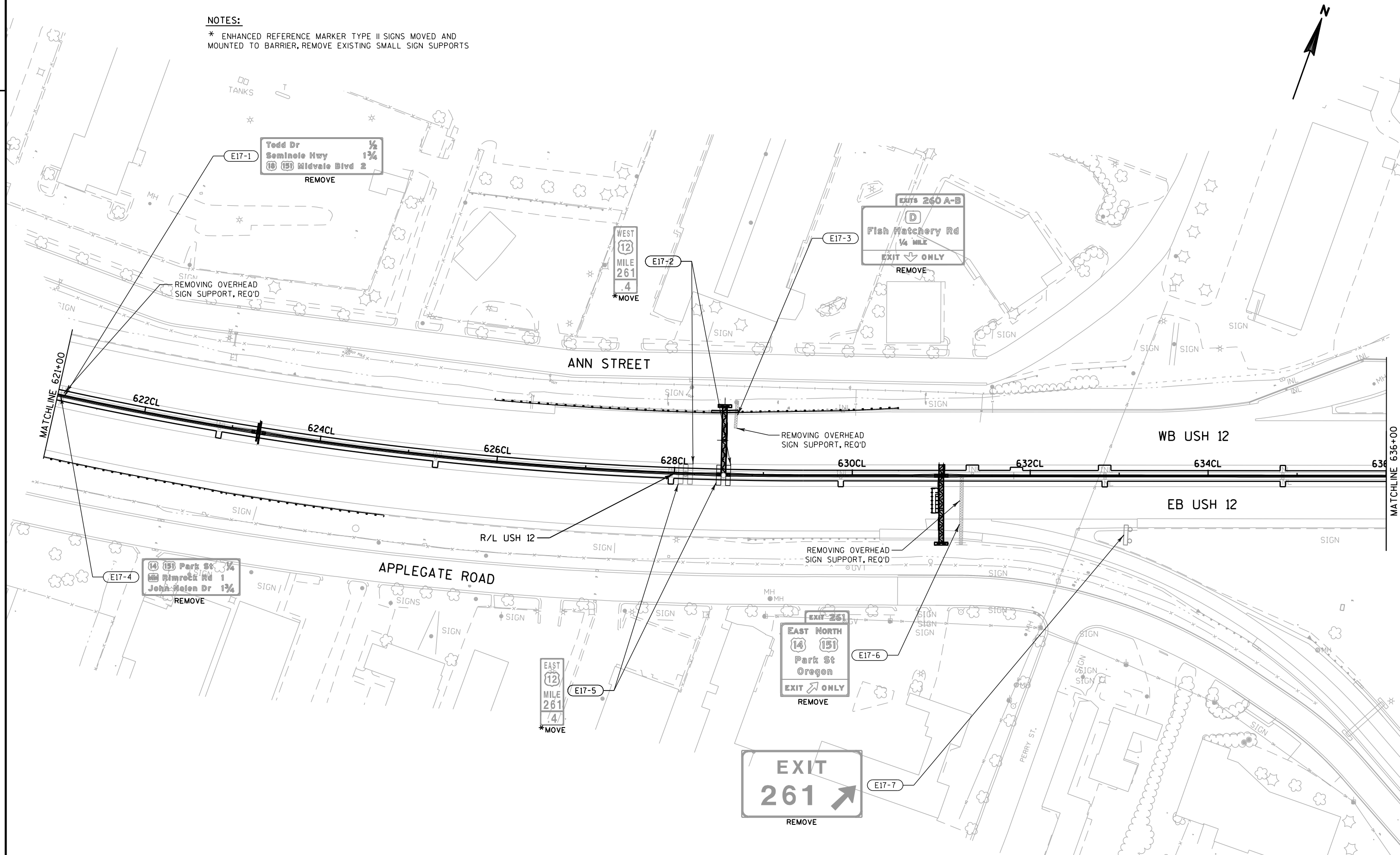




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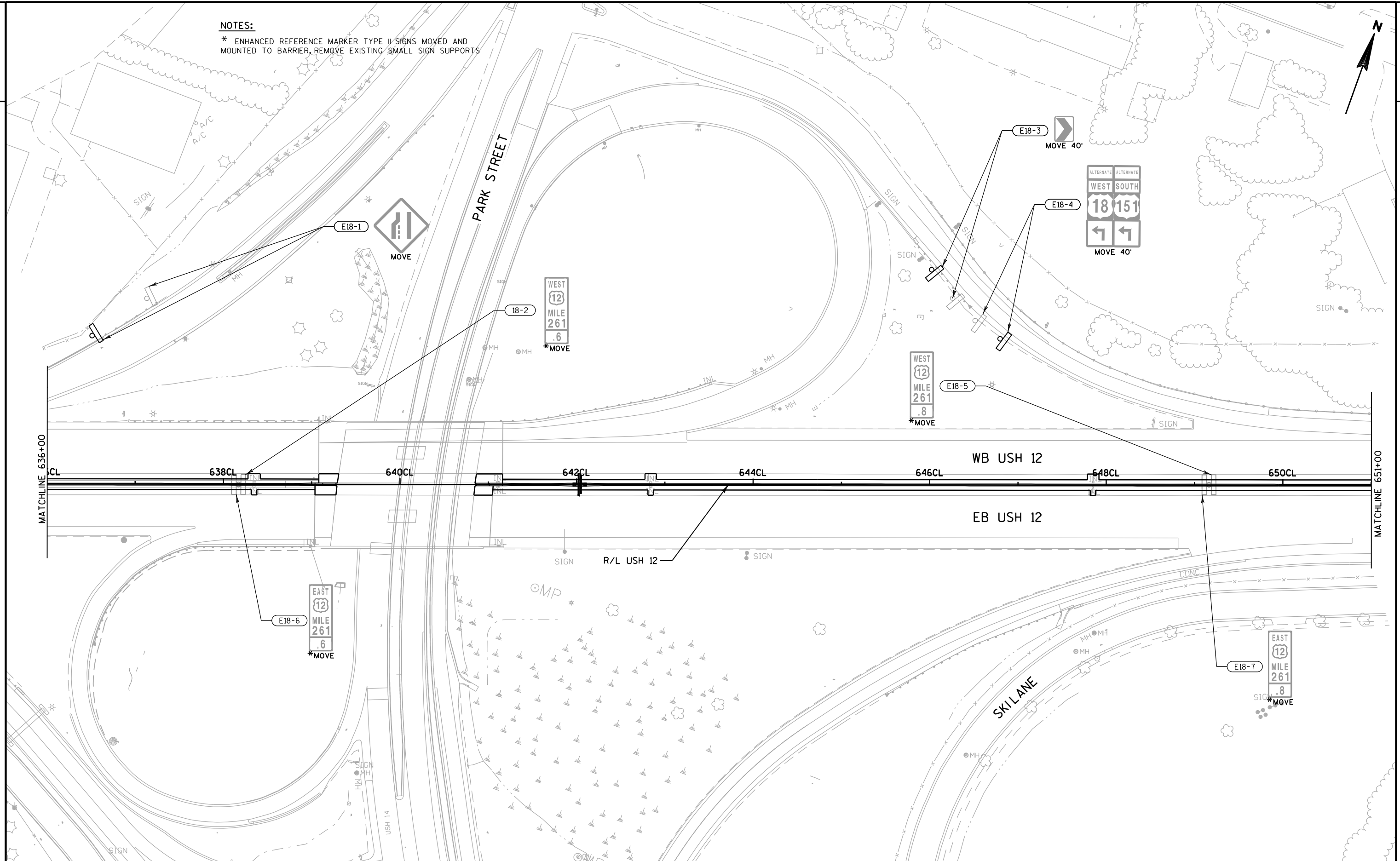
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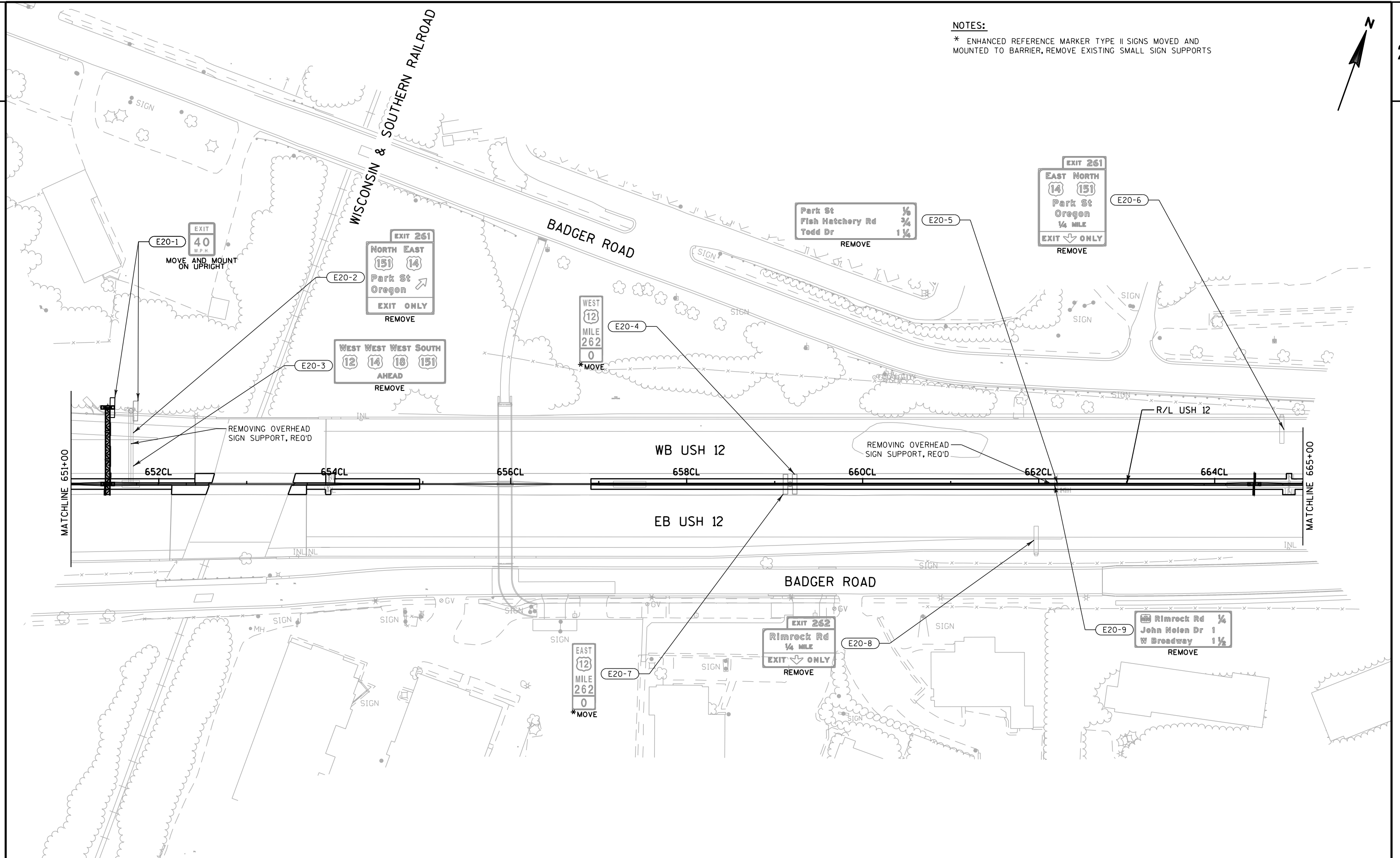
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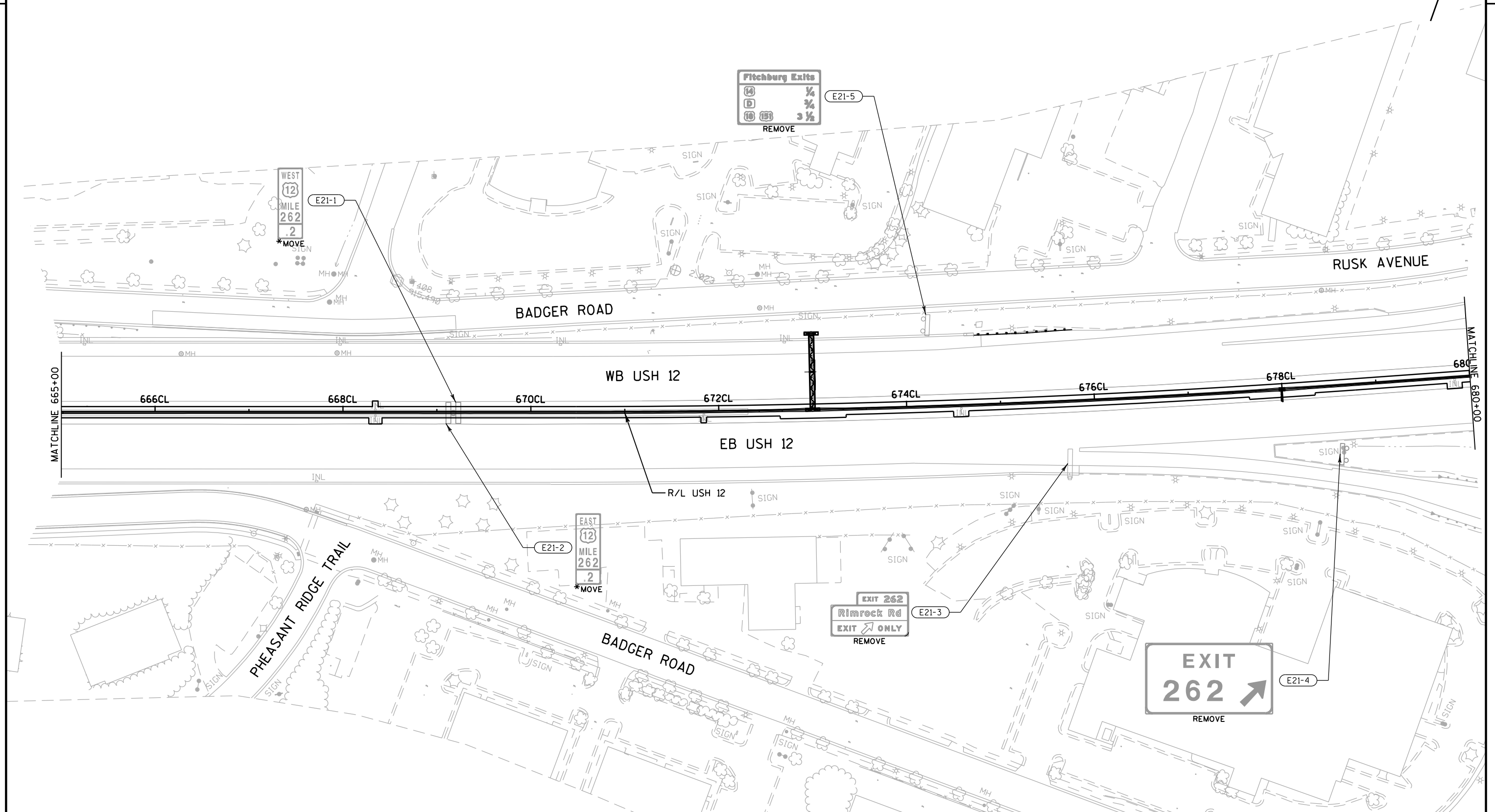


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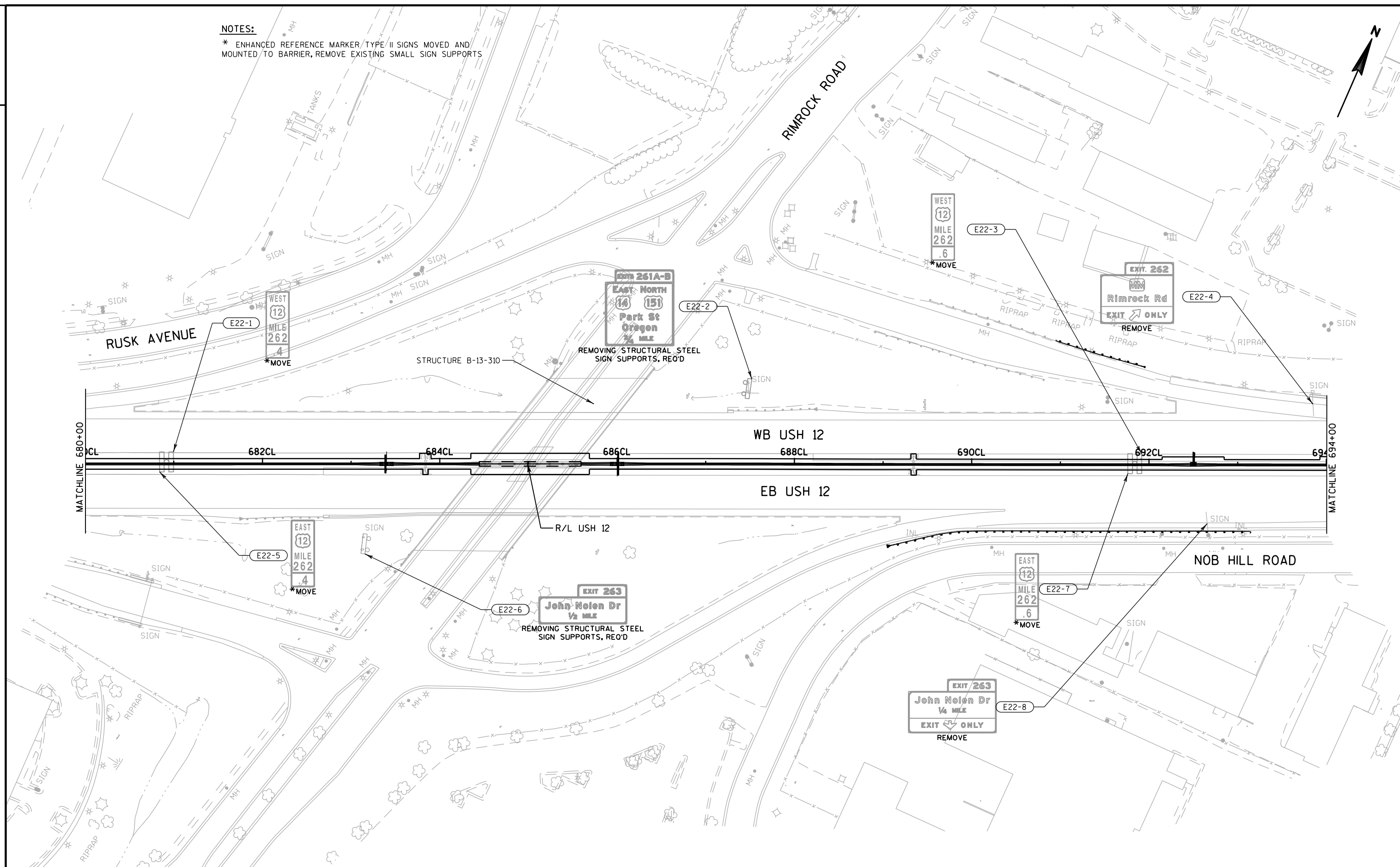


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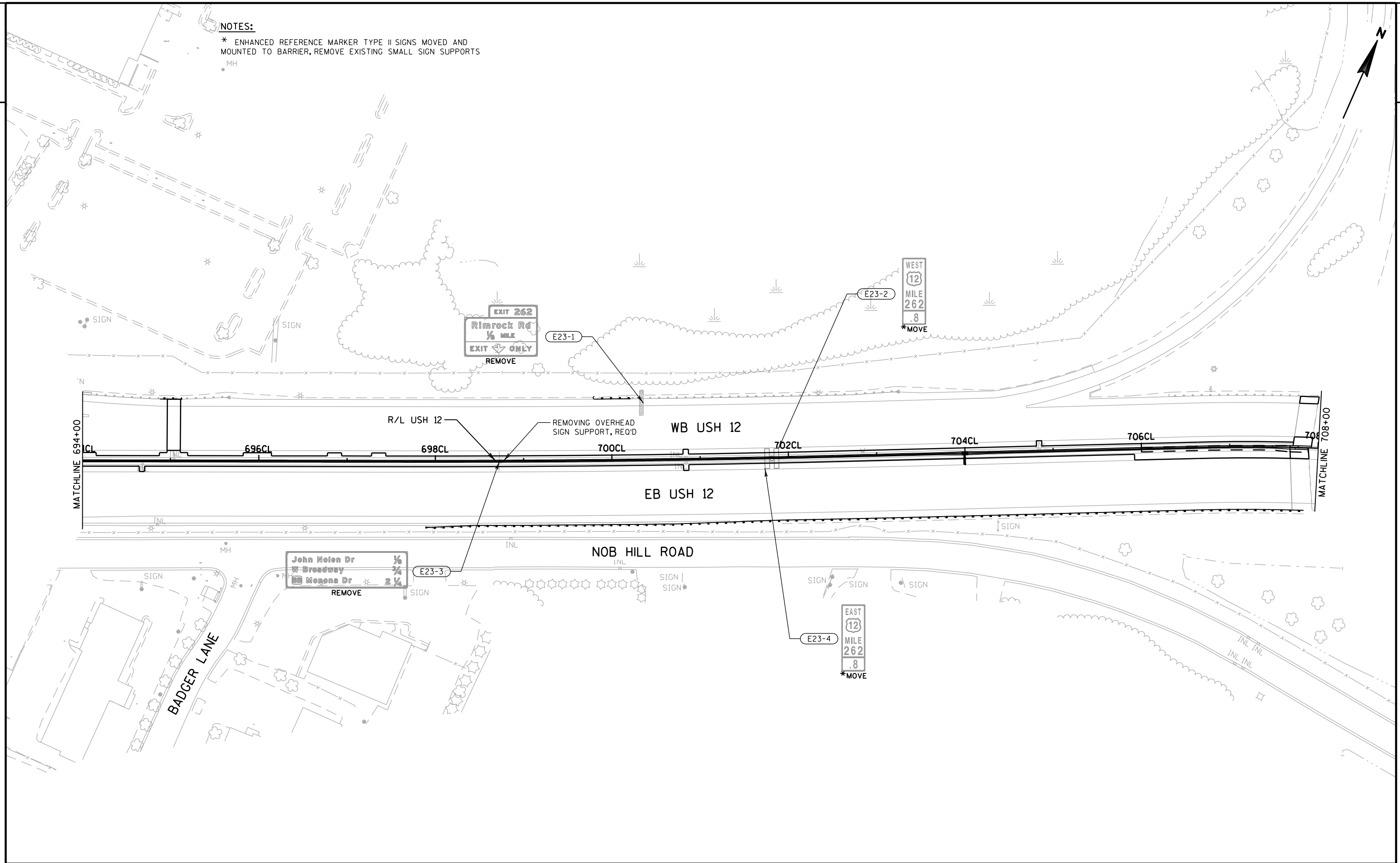
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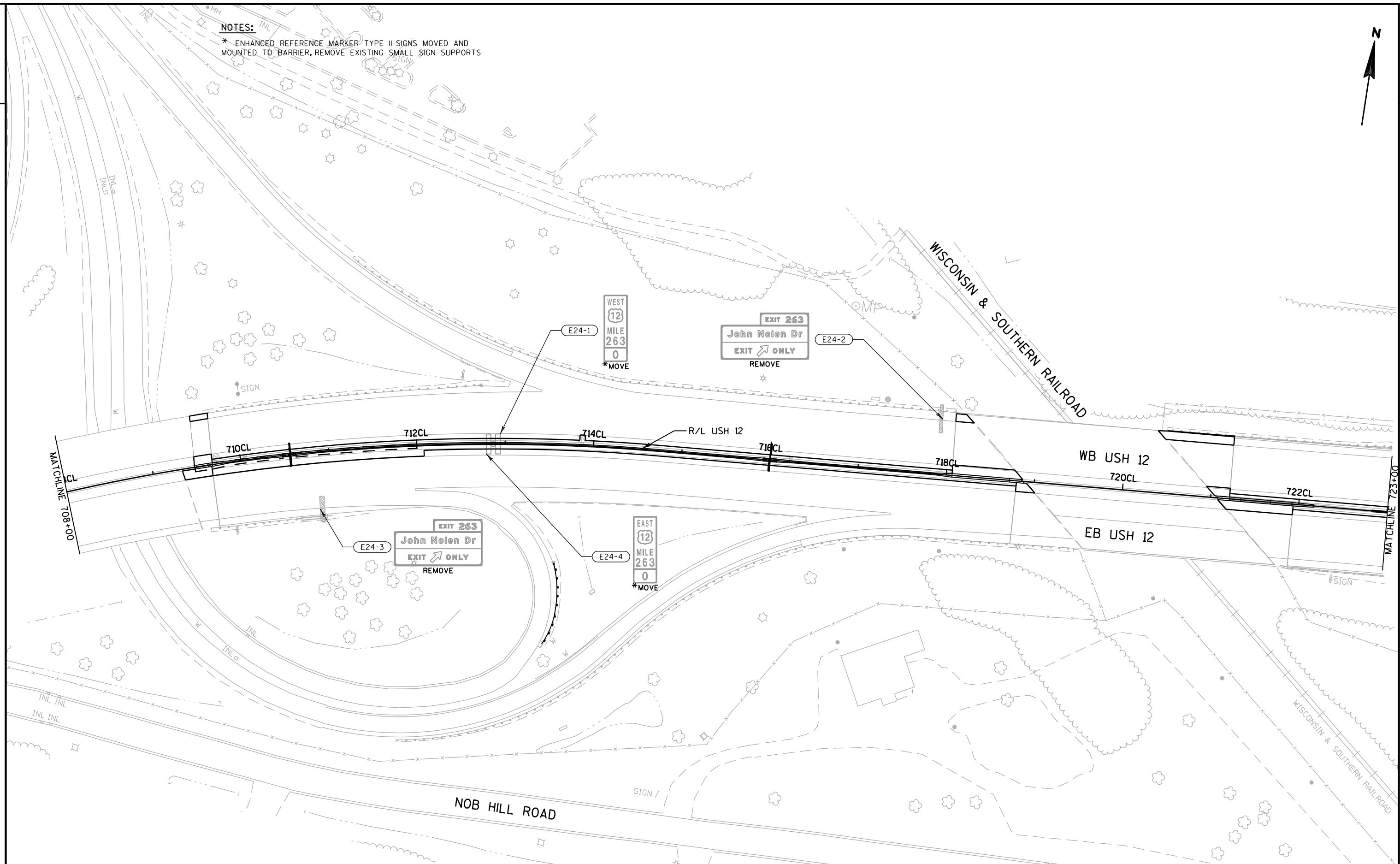


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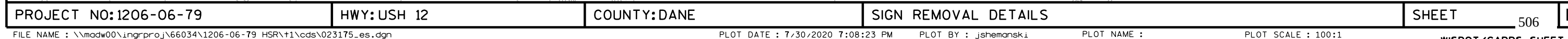
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 **CONTACT INTERSTATE LOGOS-WISCONSIN AT (844) 496-7163 A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO COORDINATE REMOVALS

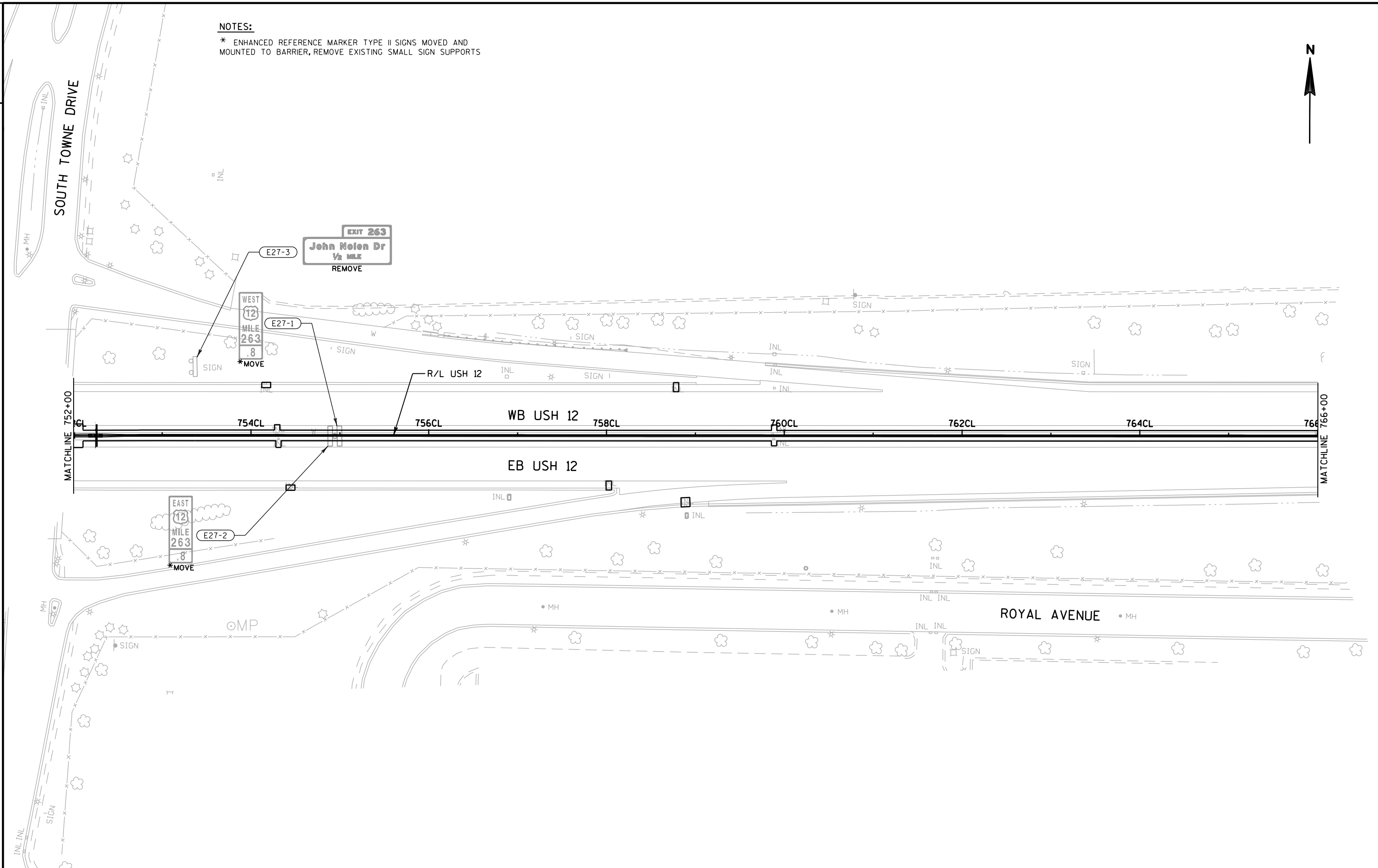


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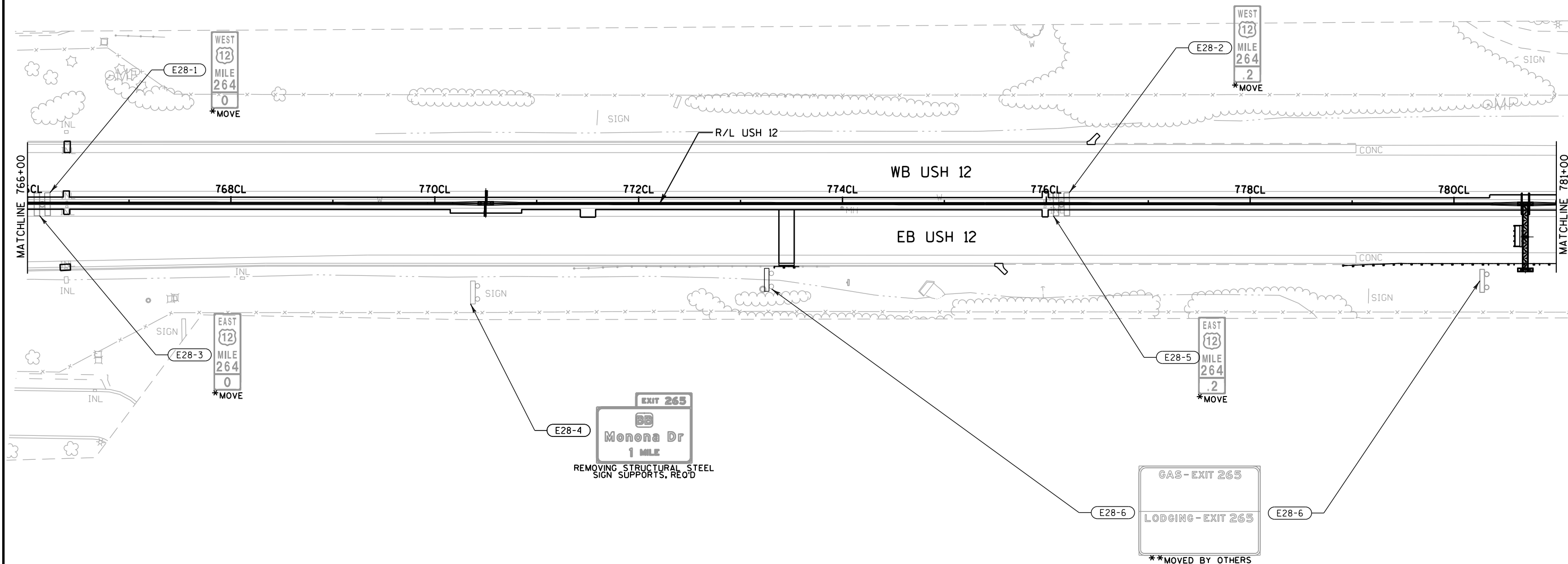
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PROJECT NO:1206-06-79	HWY:USH 12	COUNTY:DANE	SIGN REMOVAL DETAILS	SHEET 508	E
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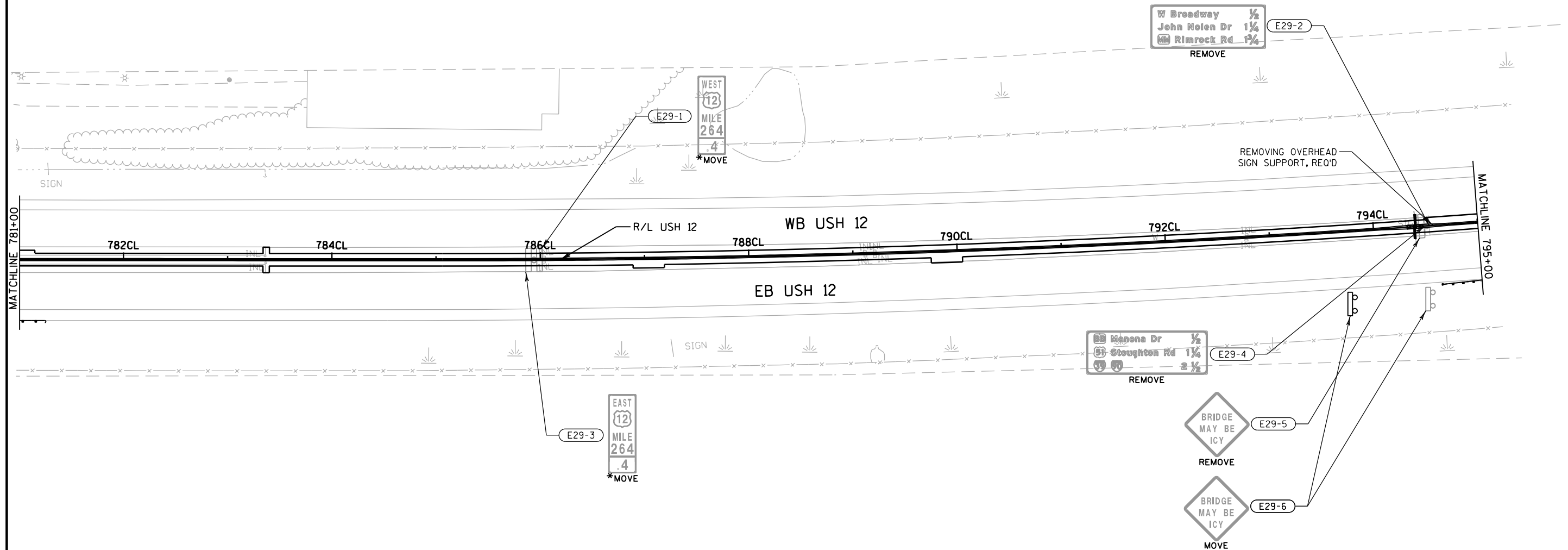
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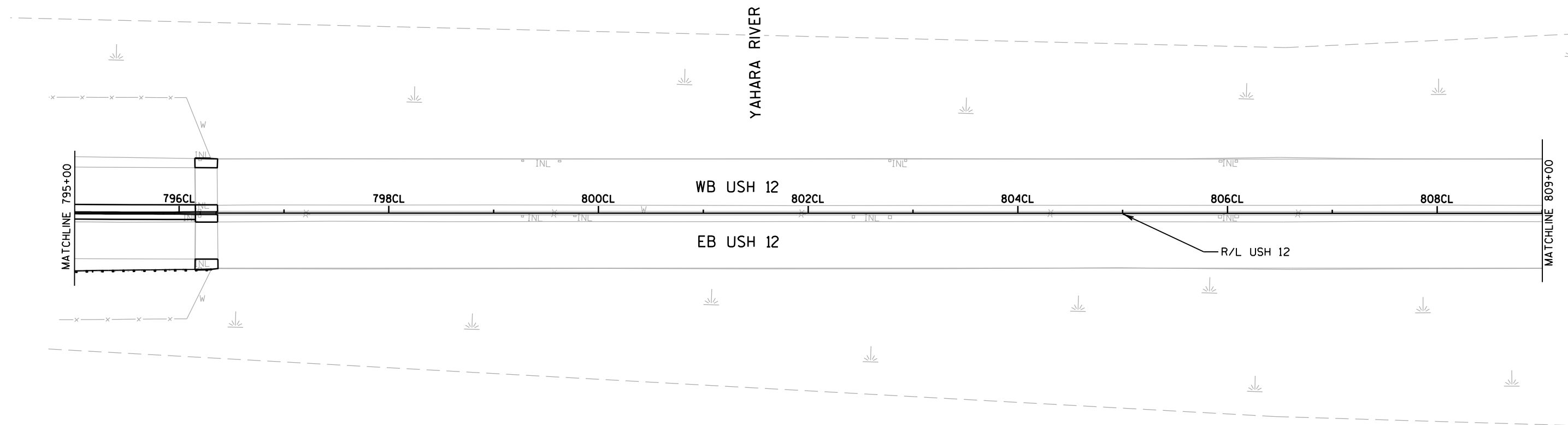
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**CONTACT INTERSTATE LOGOS-WISCONSIN AT (844) 496-7163 A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO COORDINATE REMOVALS



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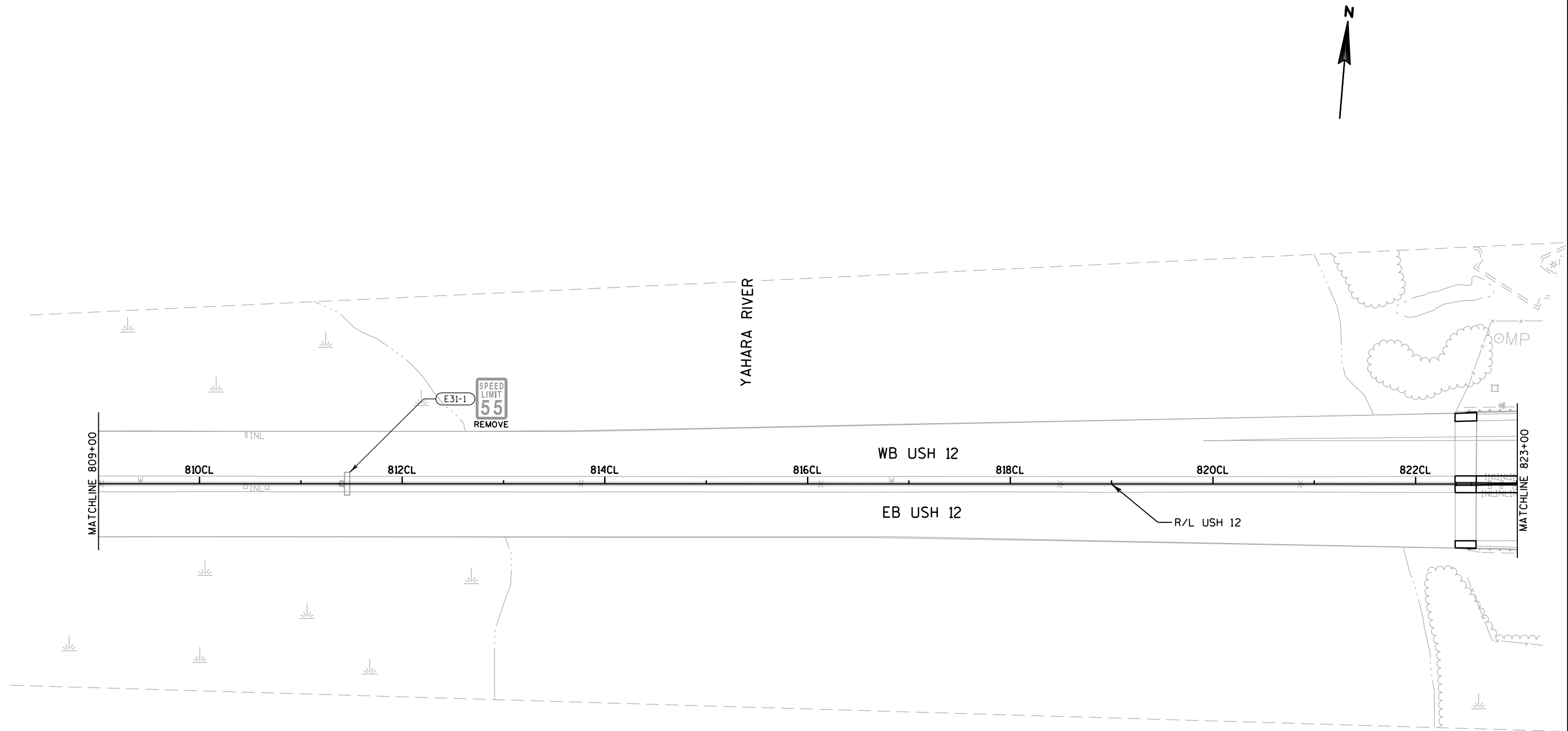
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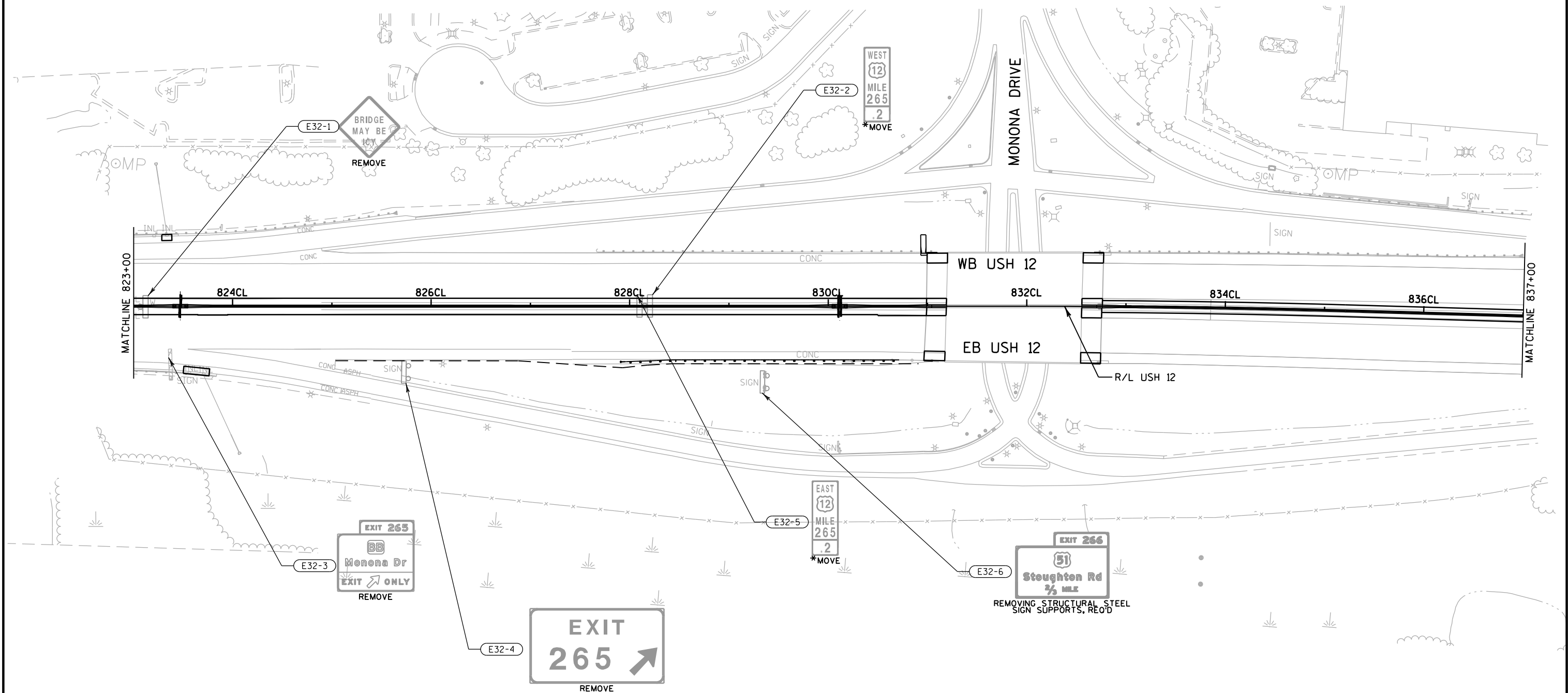
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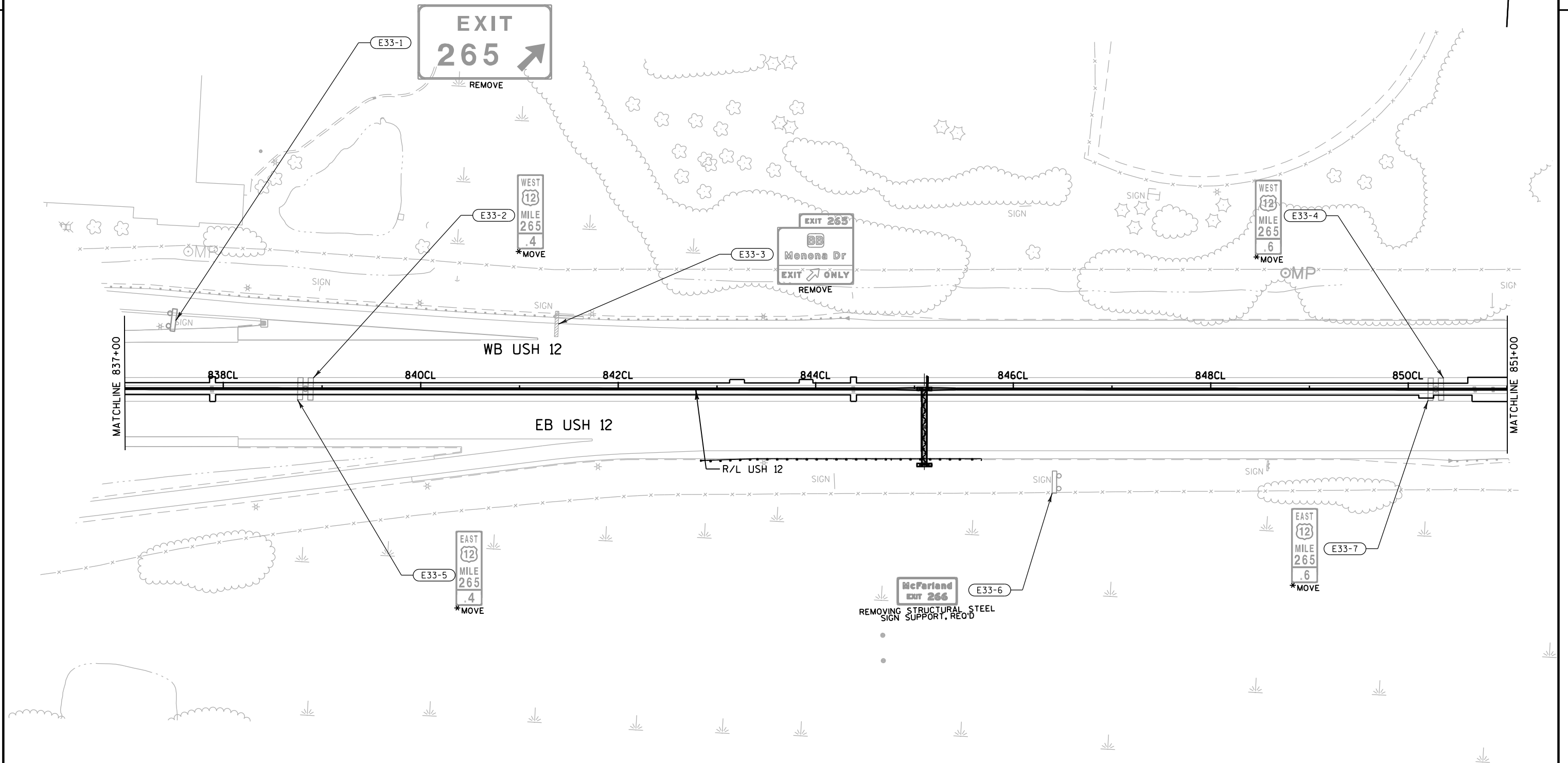
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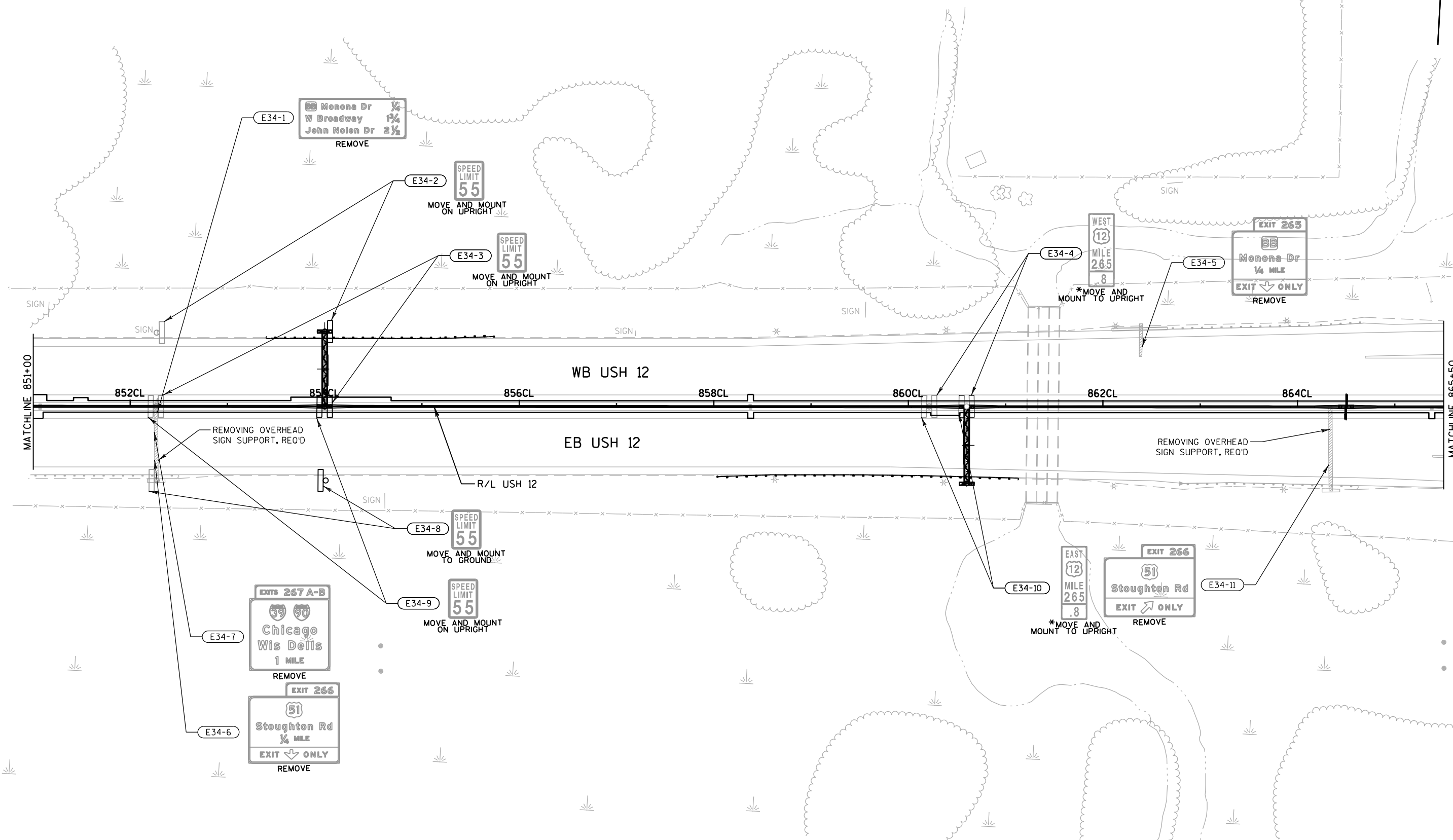
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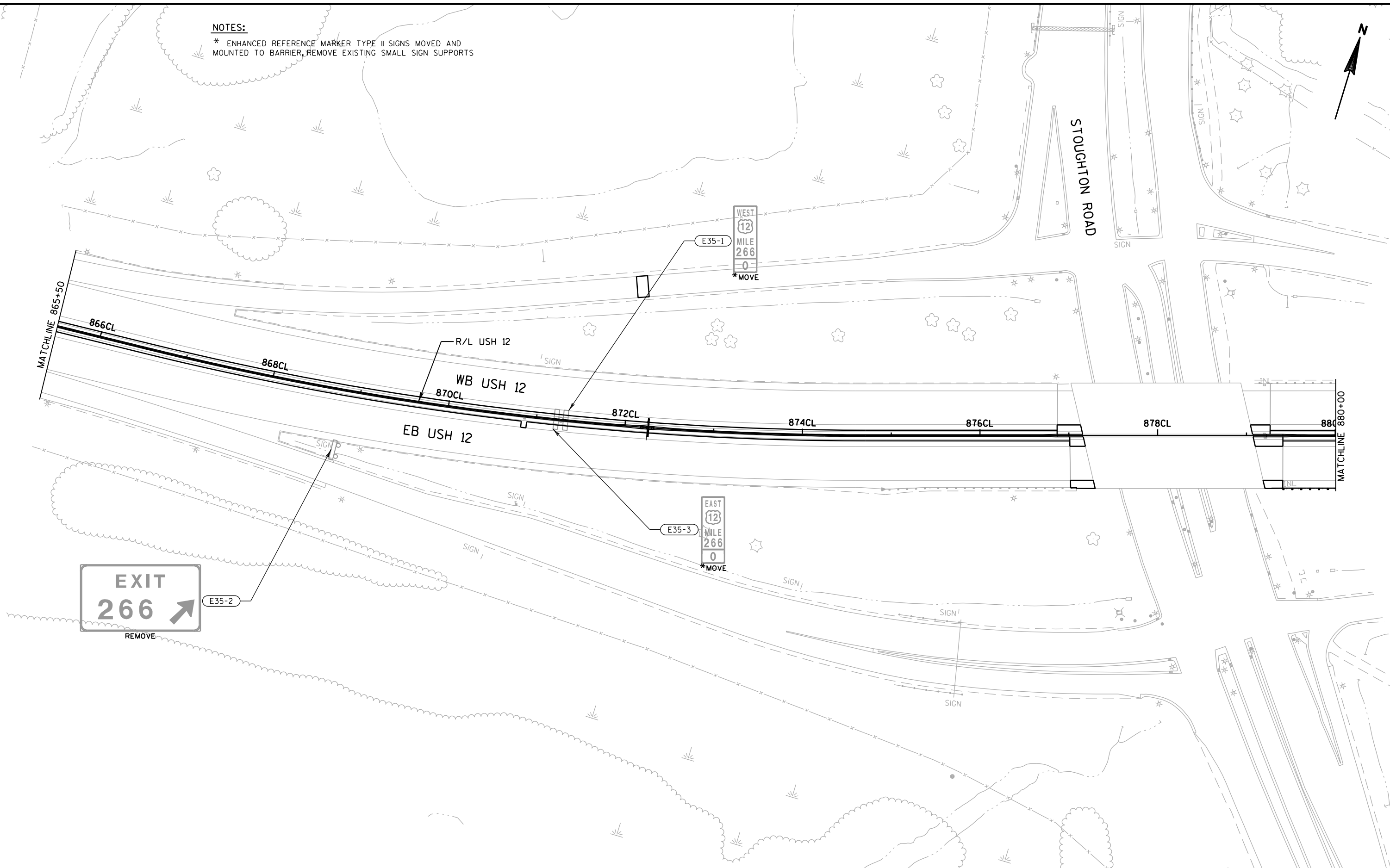
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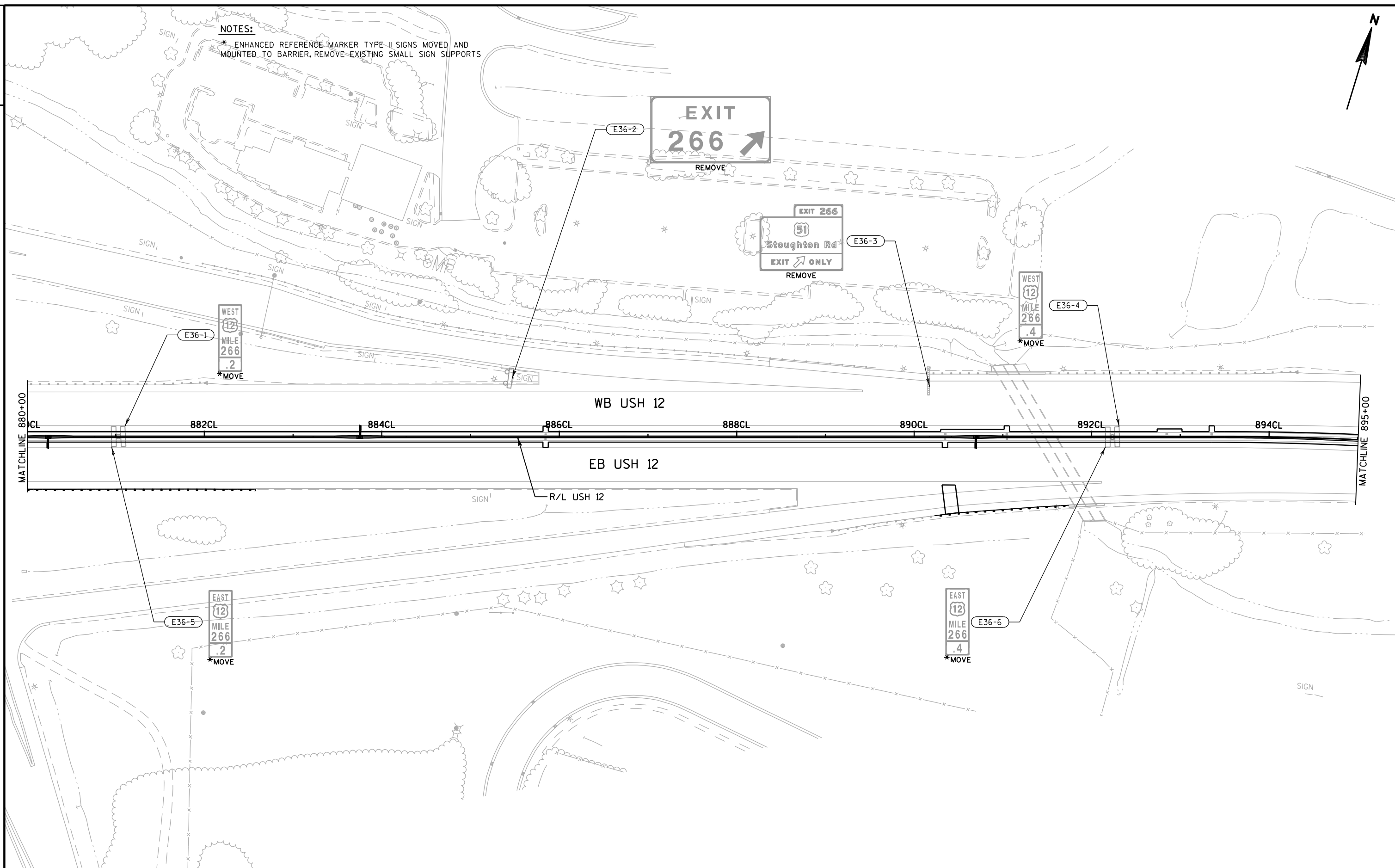
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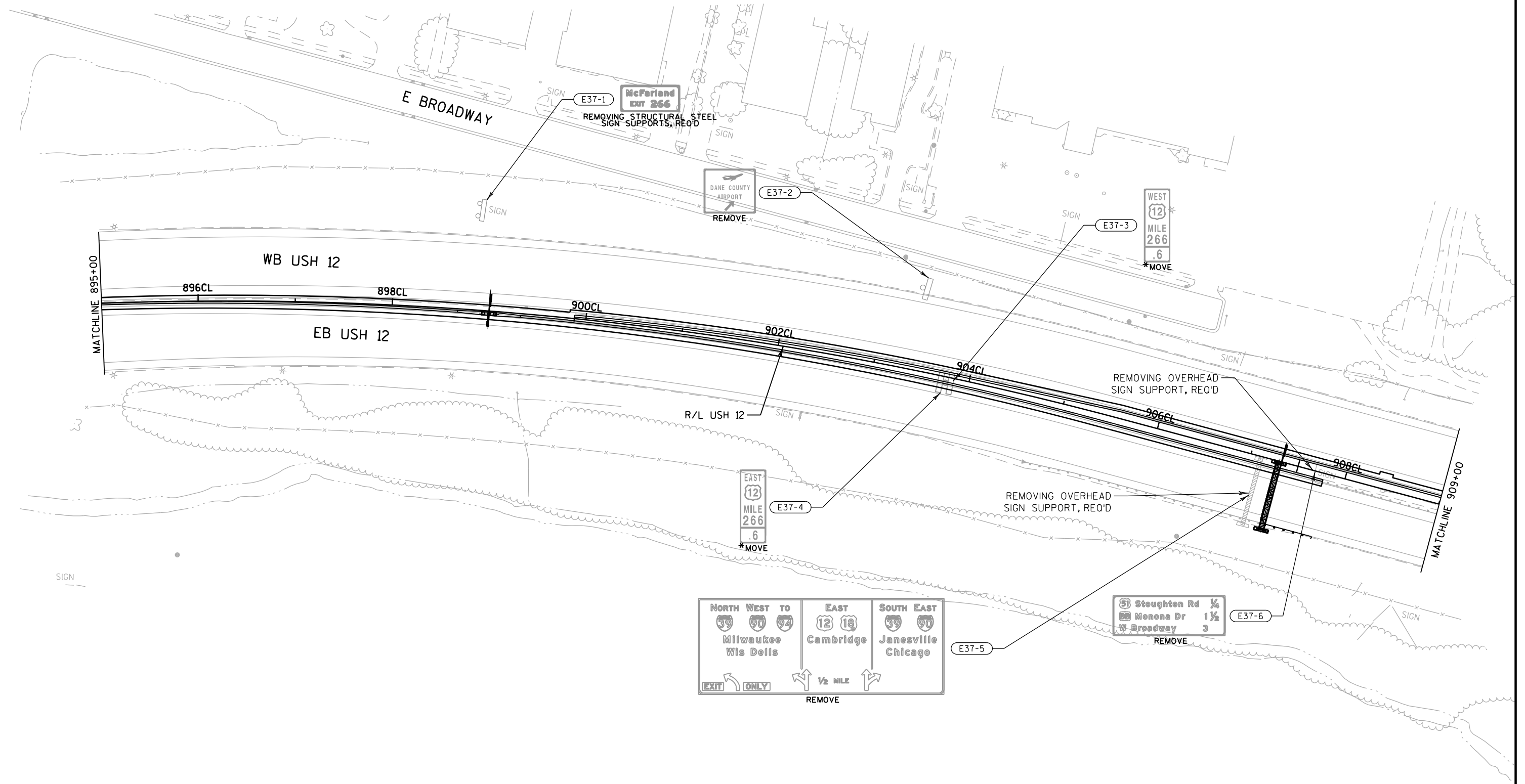
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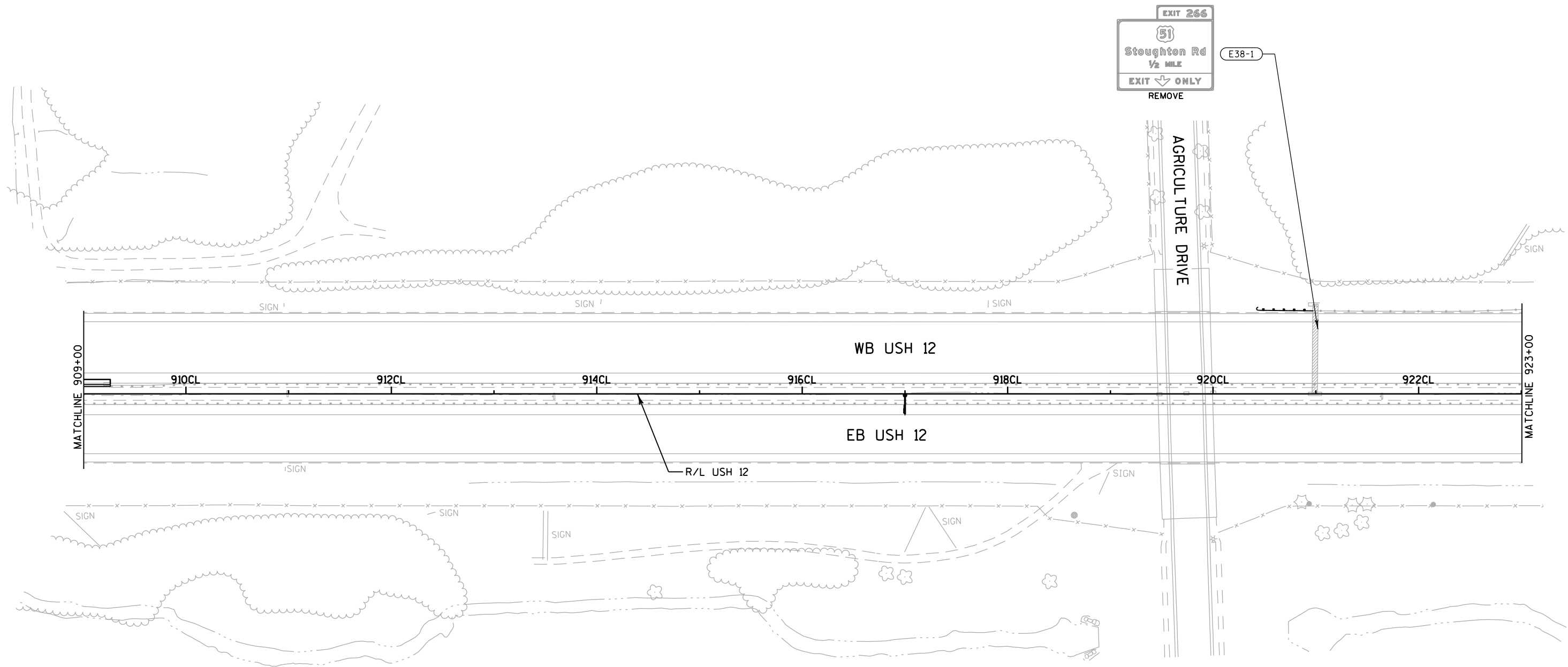


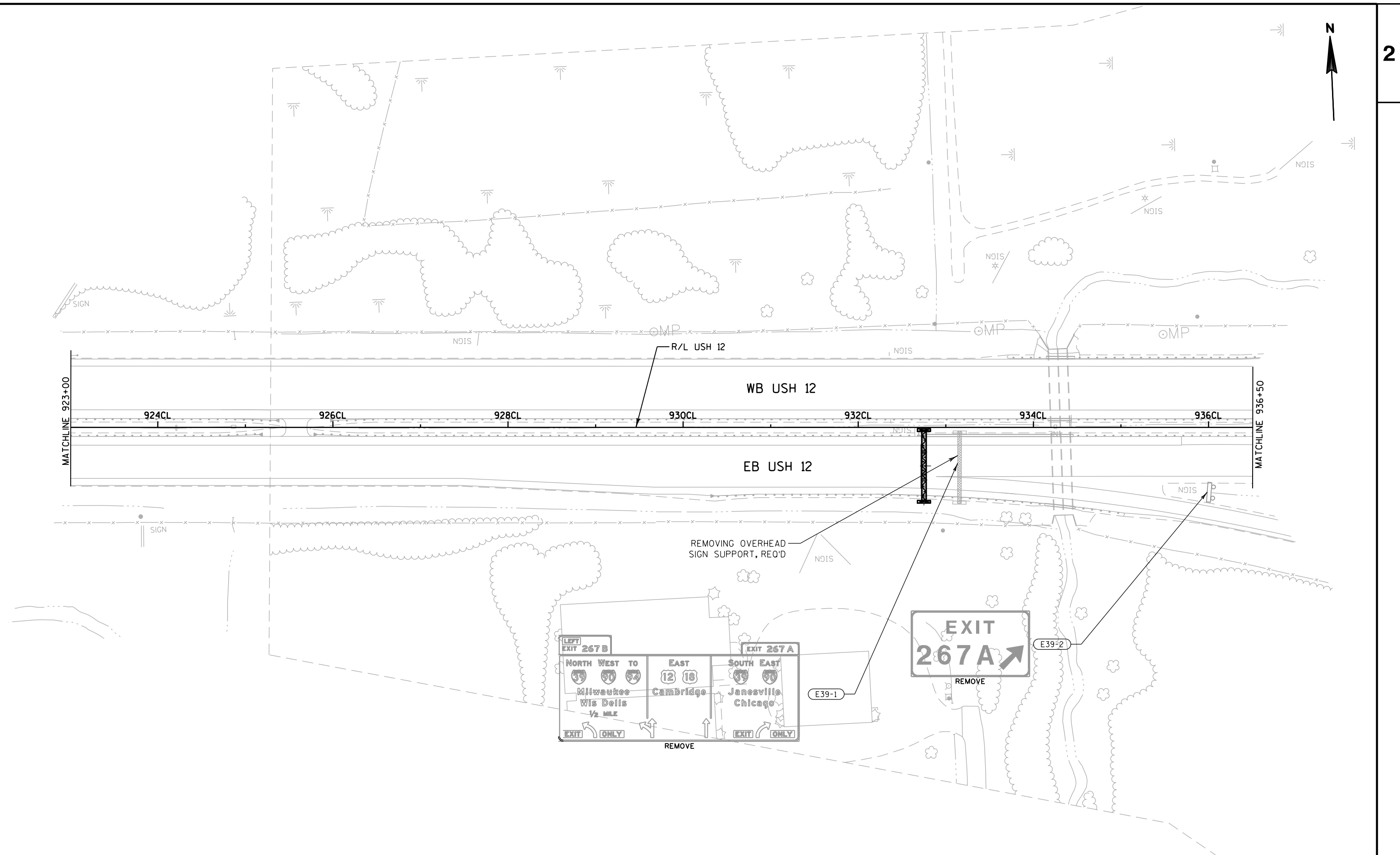


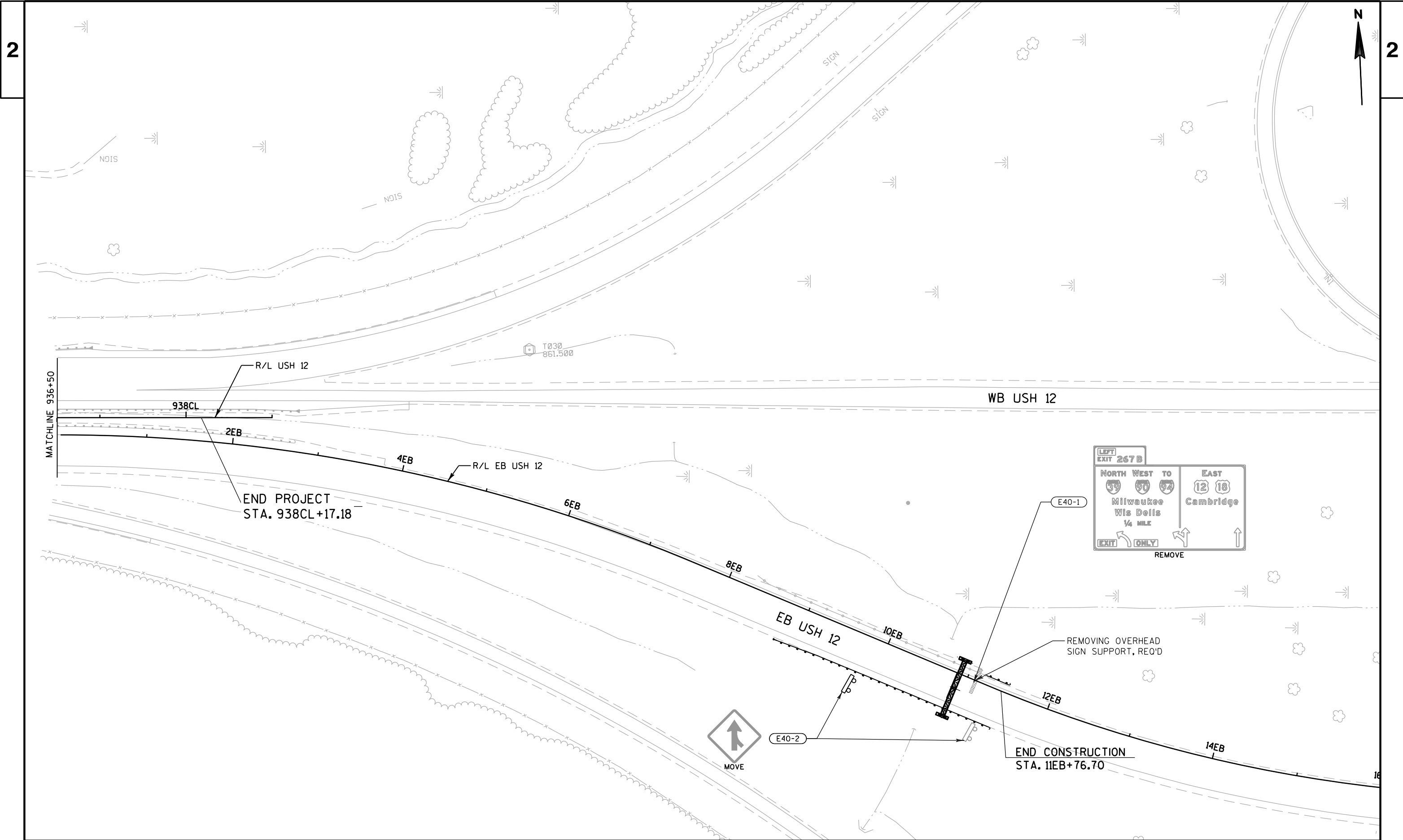
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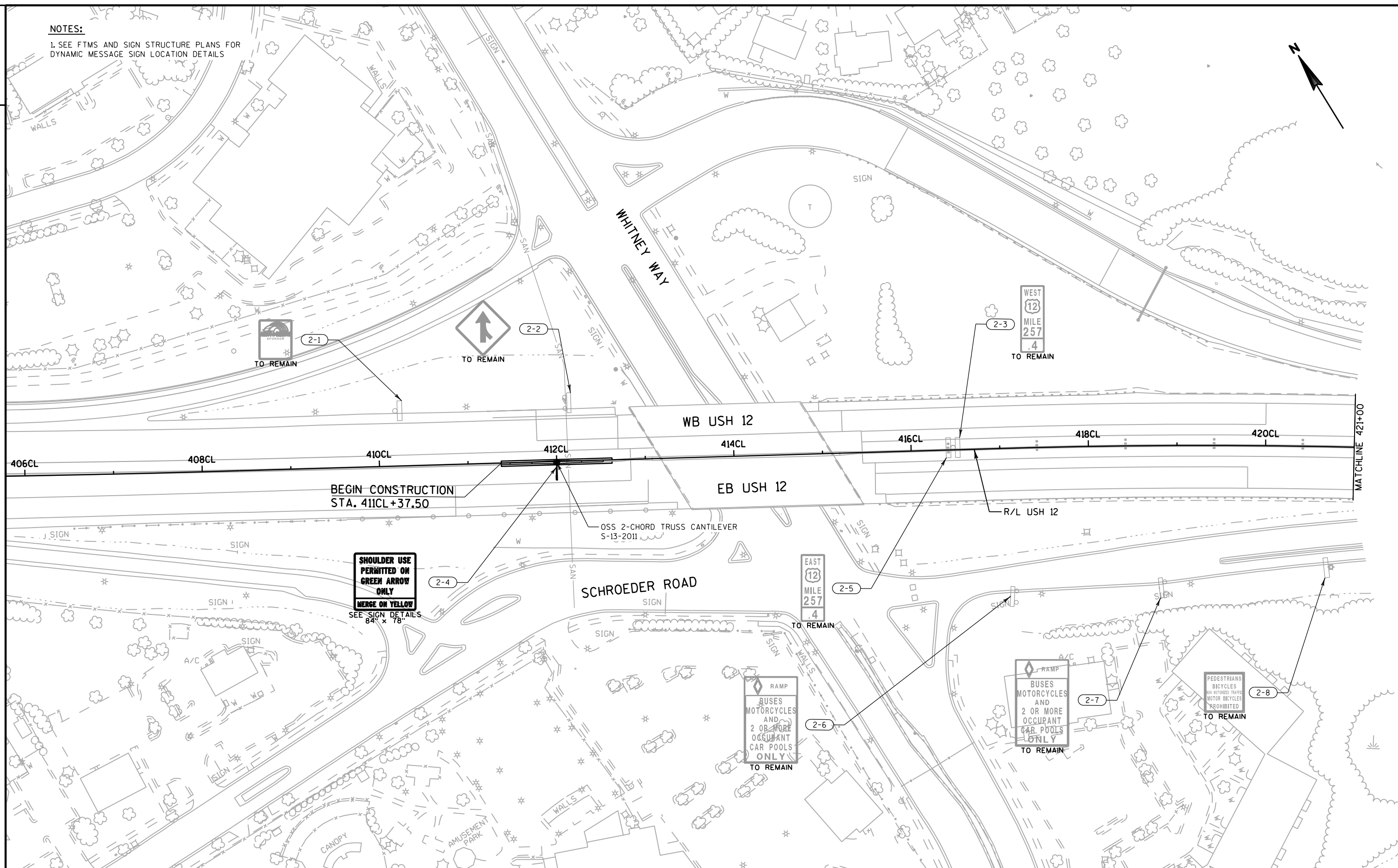




2

1. SEE FTMS AND SIGN STRUCTURE PLANS FOR DYNAMIC MESSAGE SIGN LOCATION DETAILS

2



PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

PERMANENT SIGNING

SHEET 522

E

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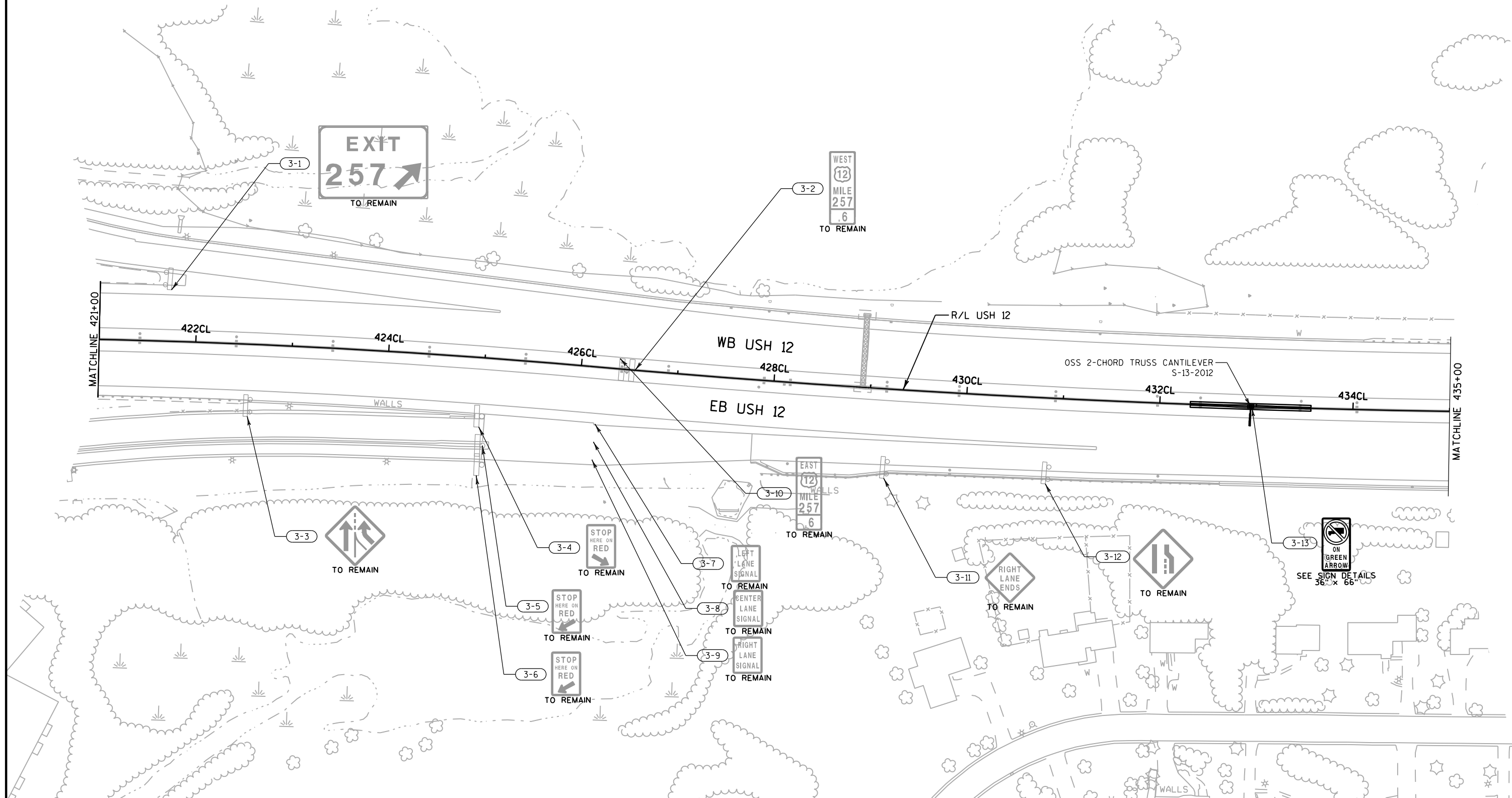
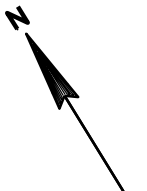
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PLOT BY : jshemanski PLOT NAME :

PLOT NAME : PLOT SCALE : 100:1

PLOT SCALE : 100:1

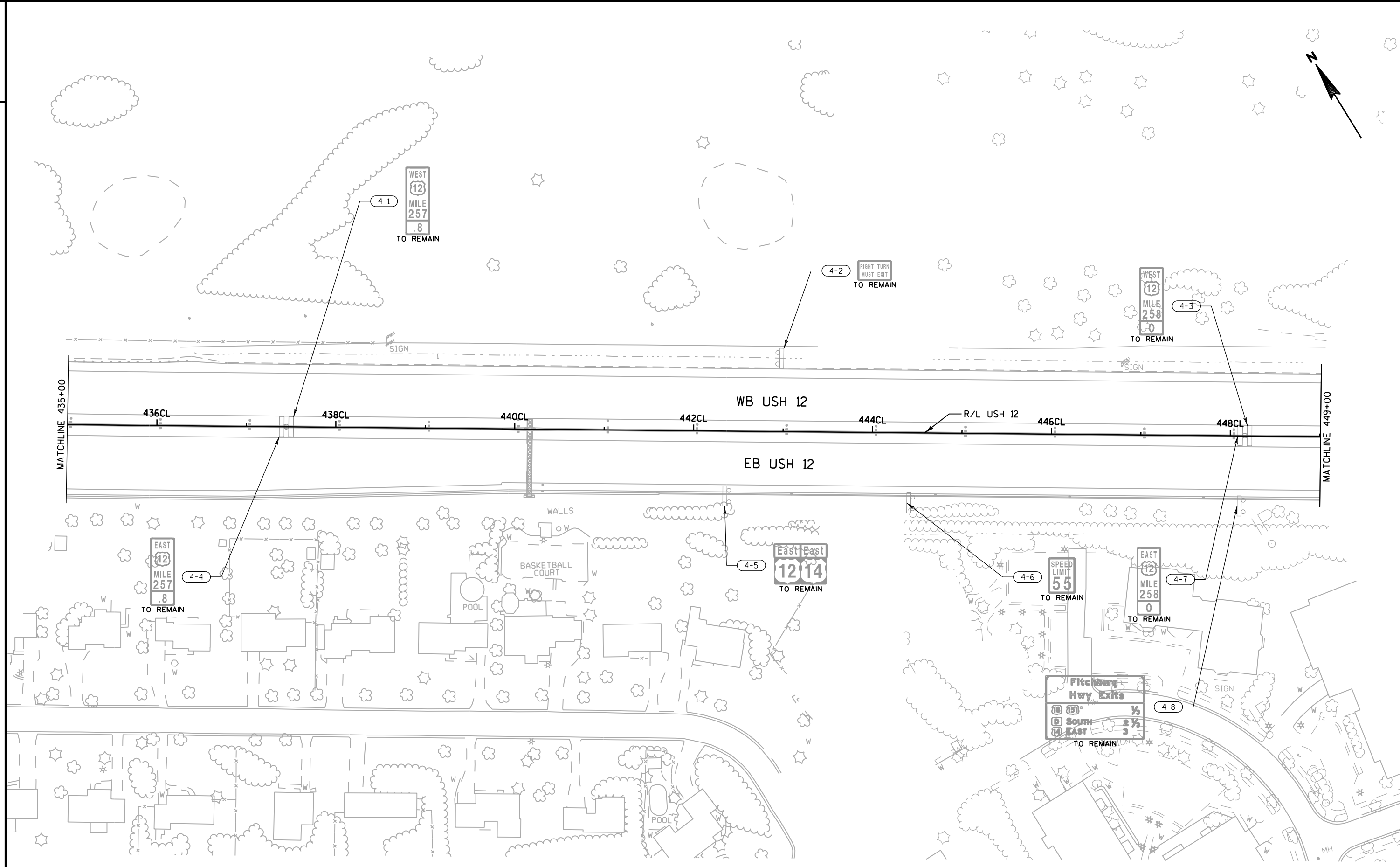
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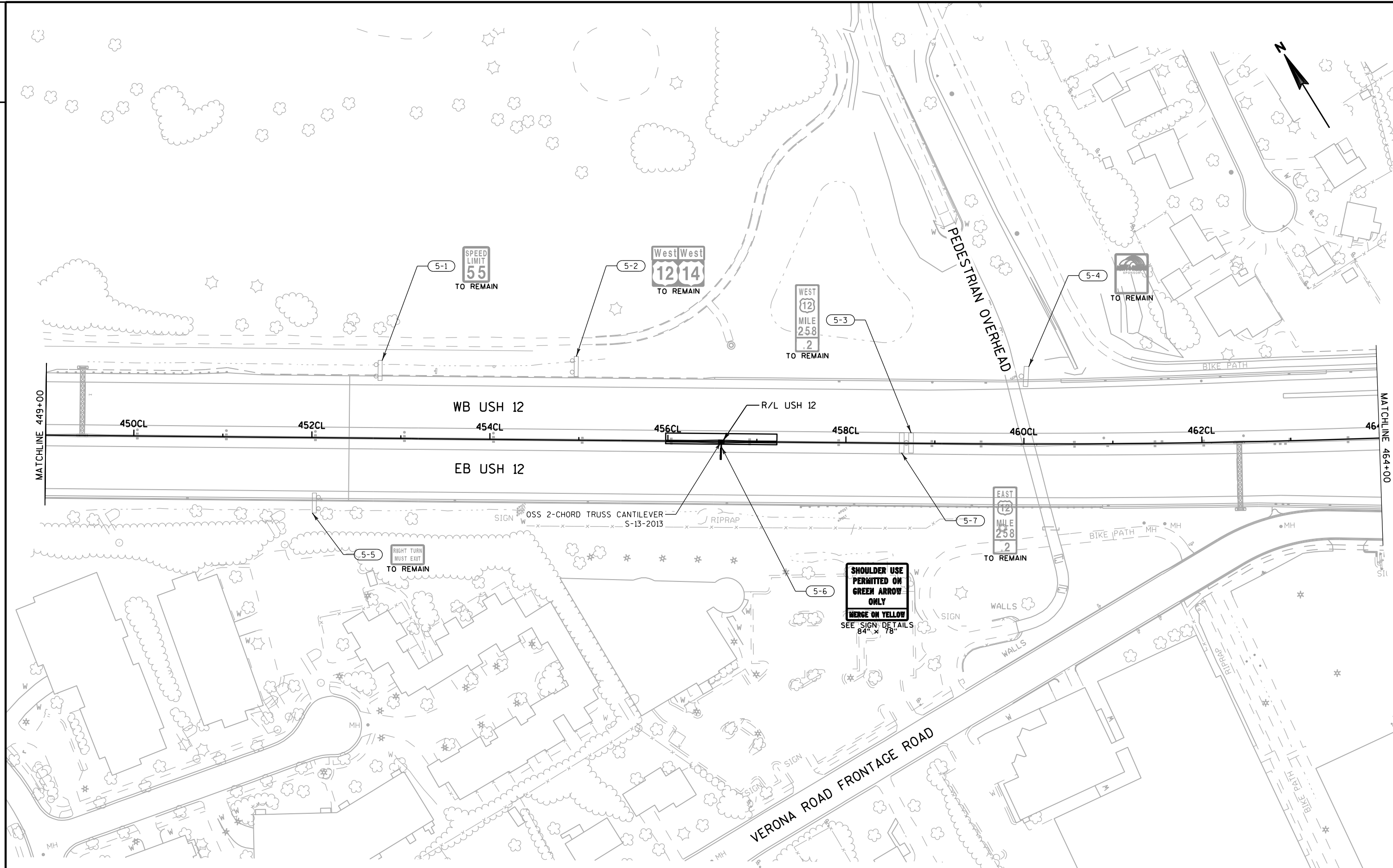


PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	PERMANENT SIGNING	SHEET 523	E
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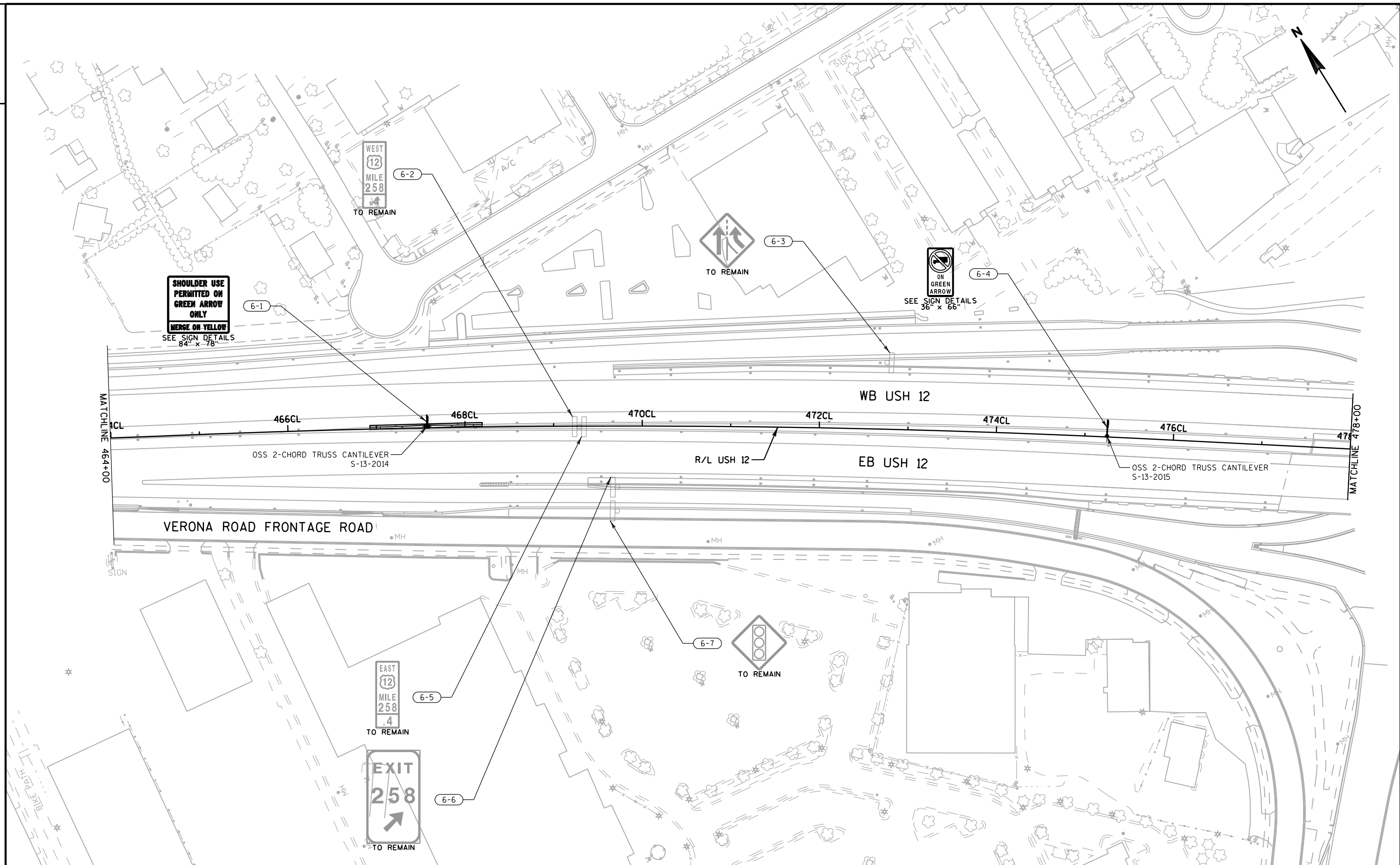
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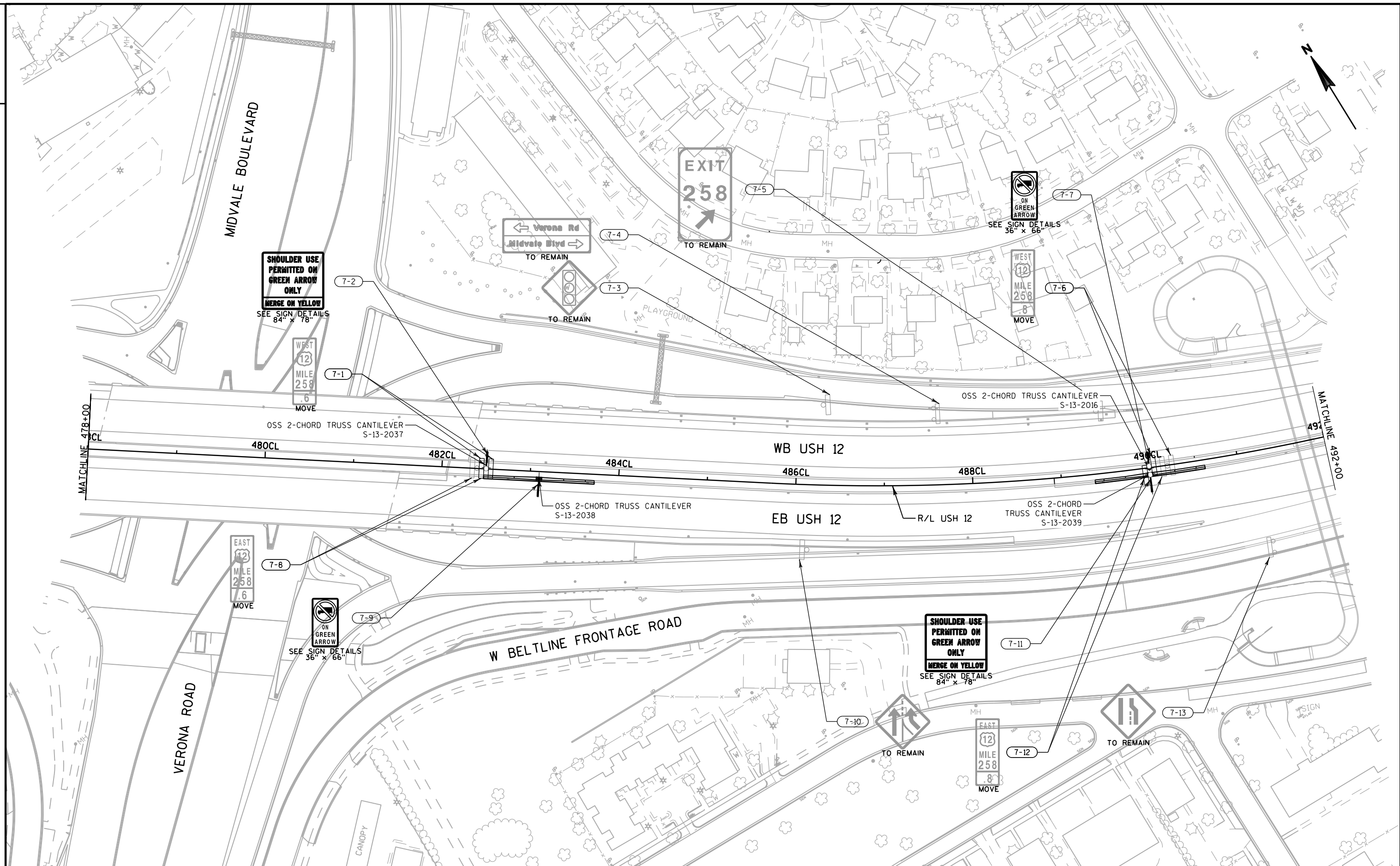


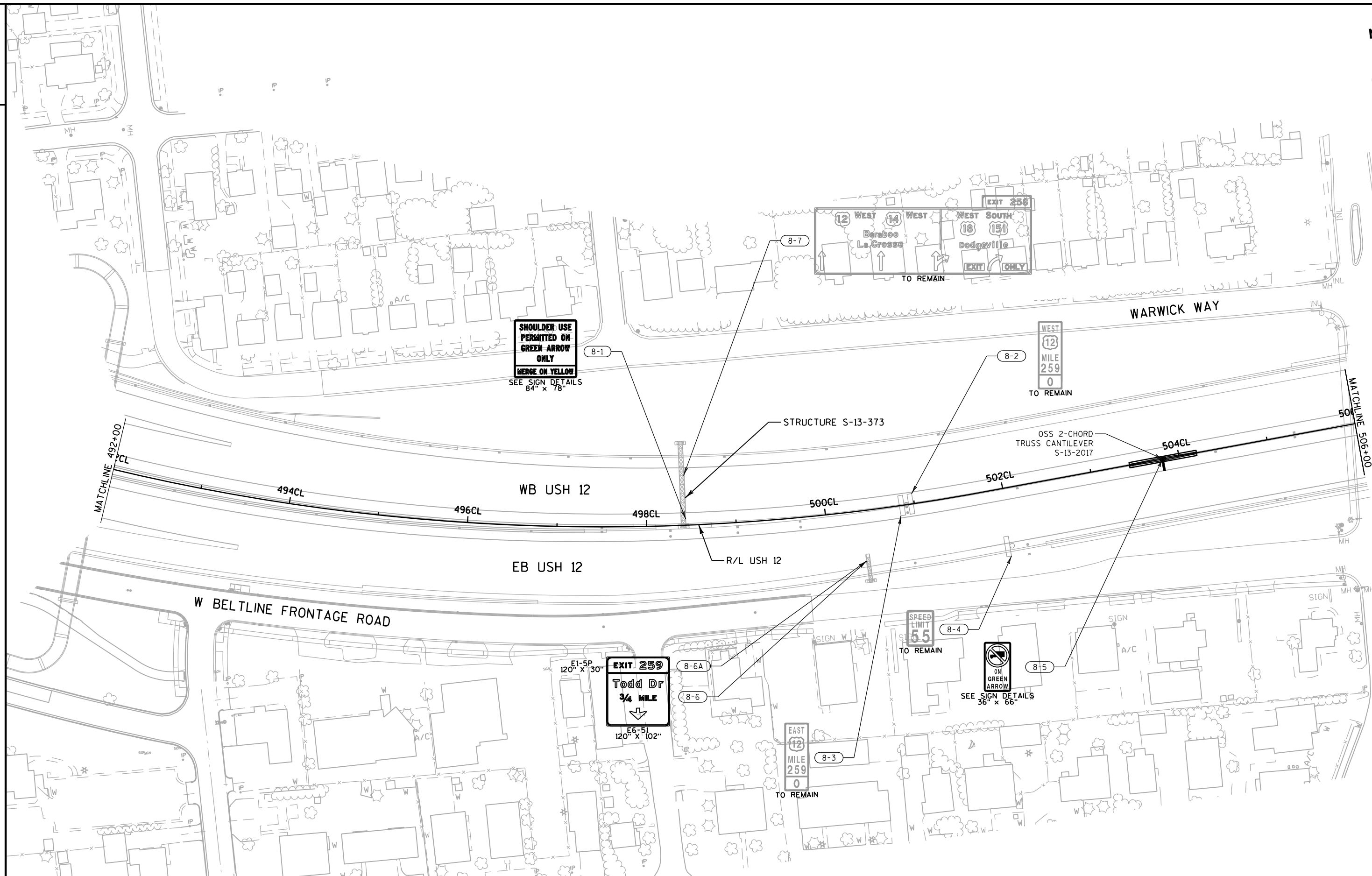


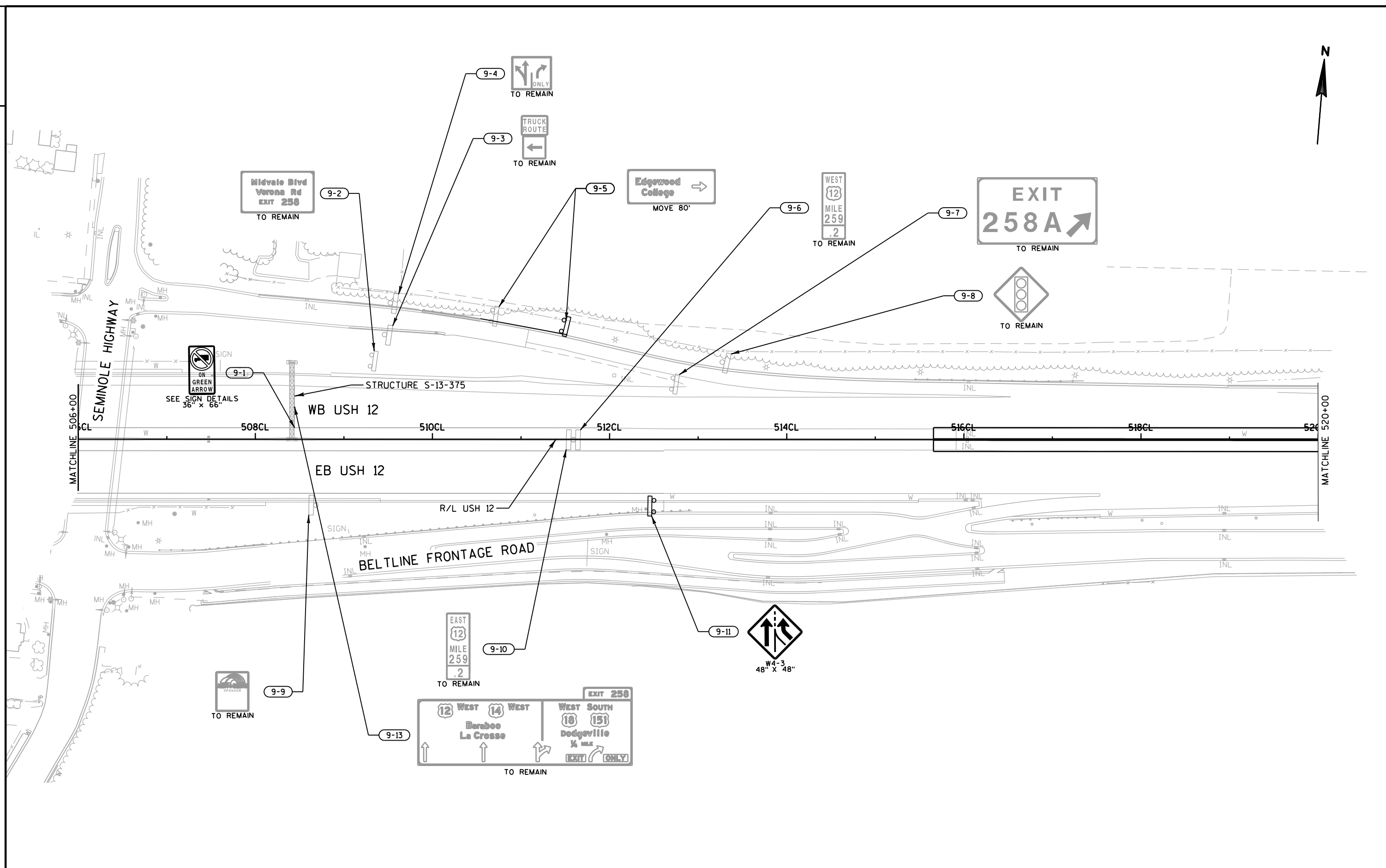
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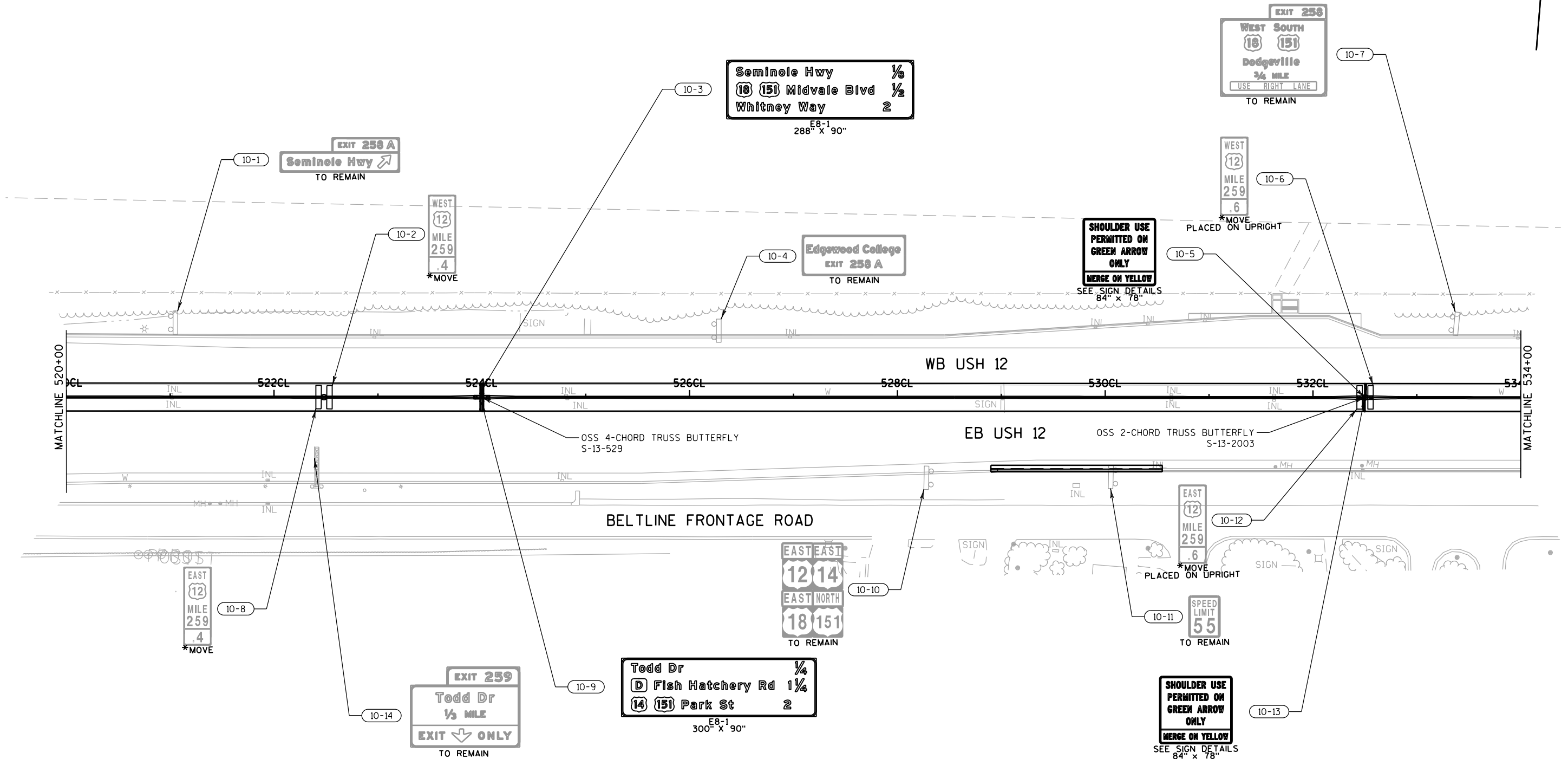




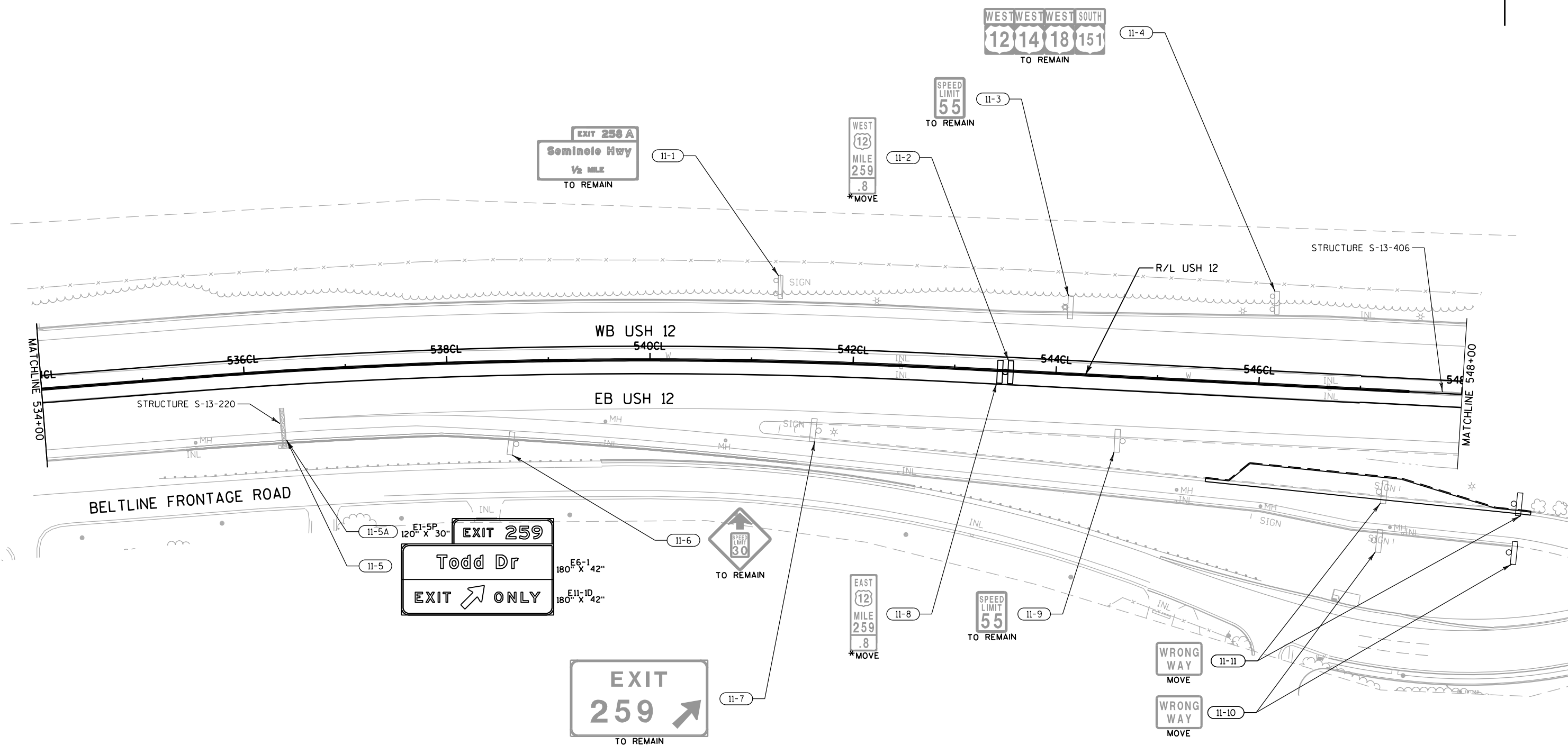


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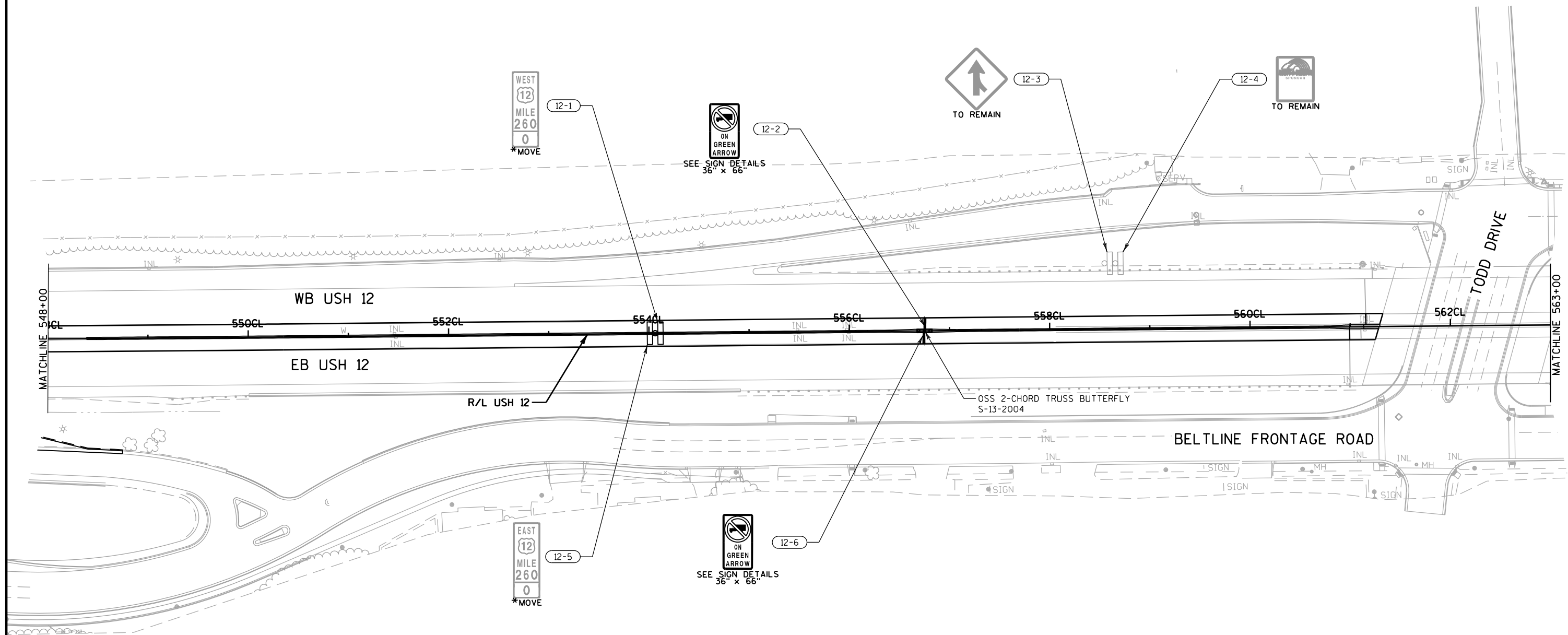
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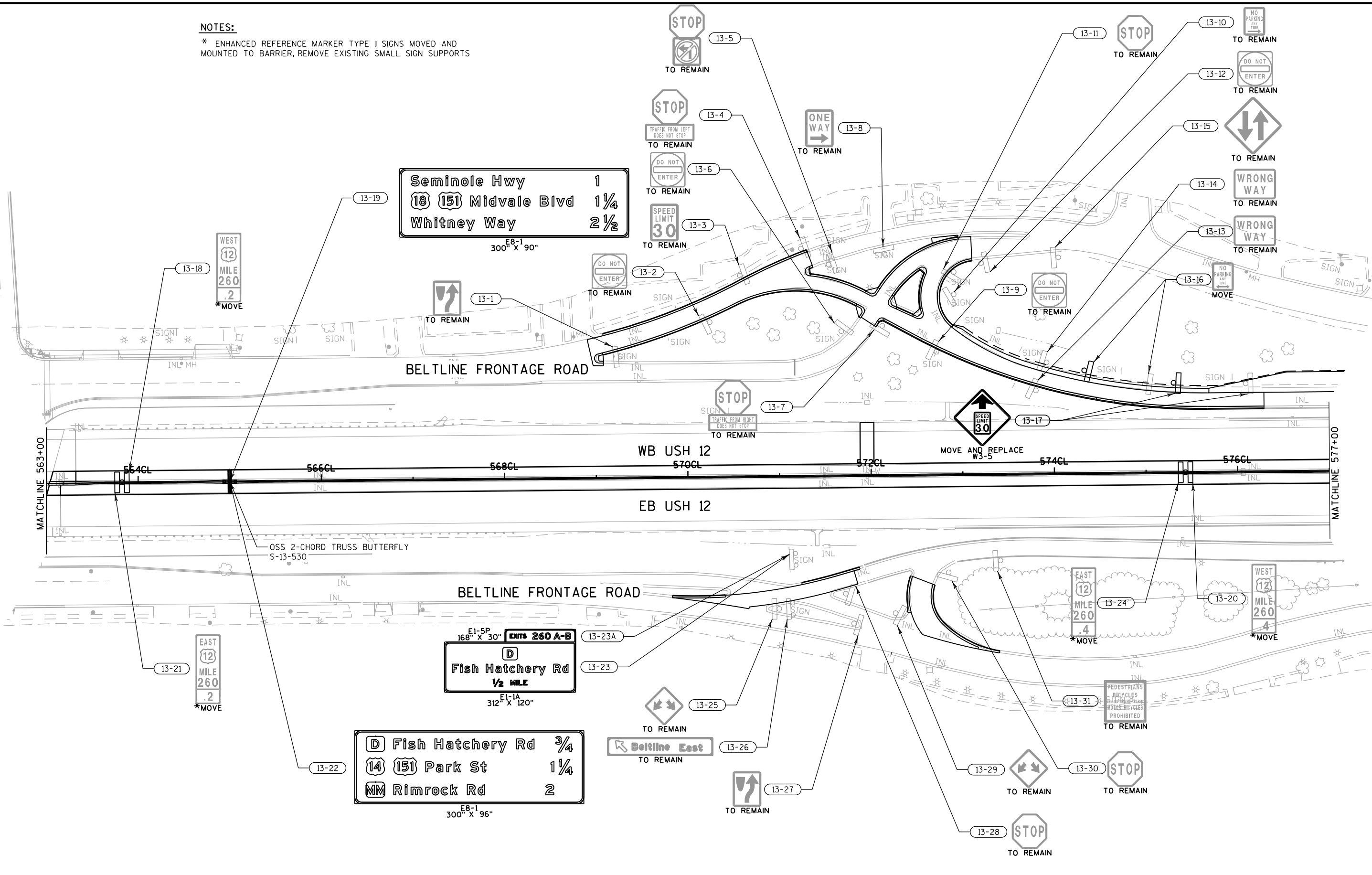
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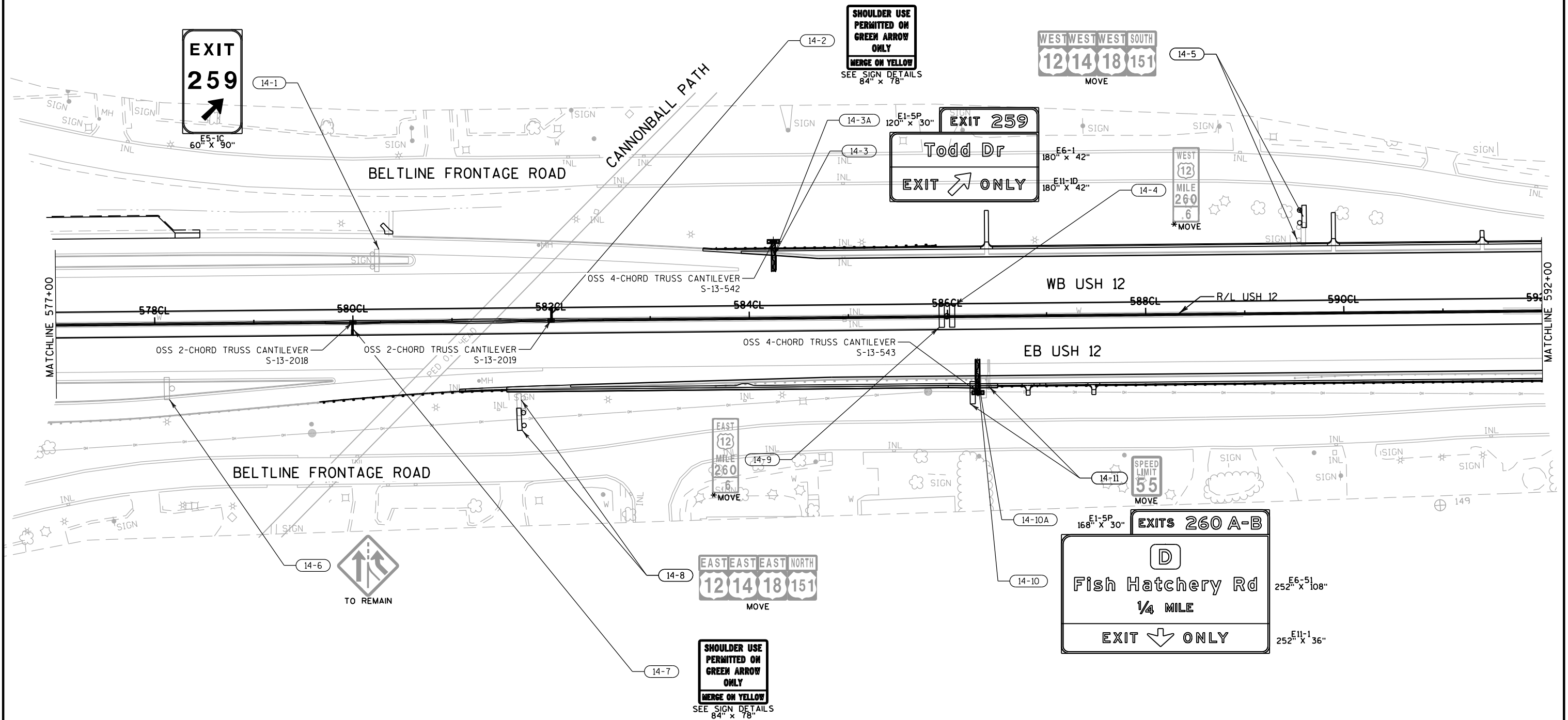


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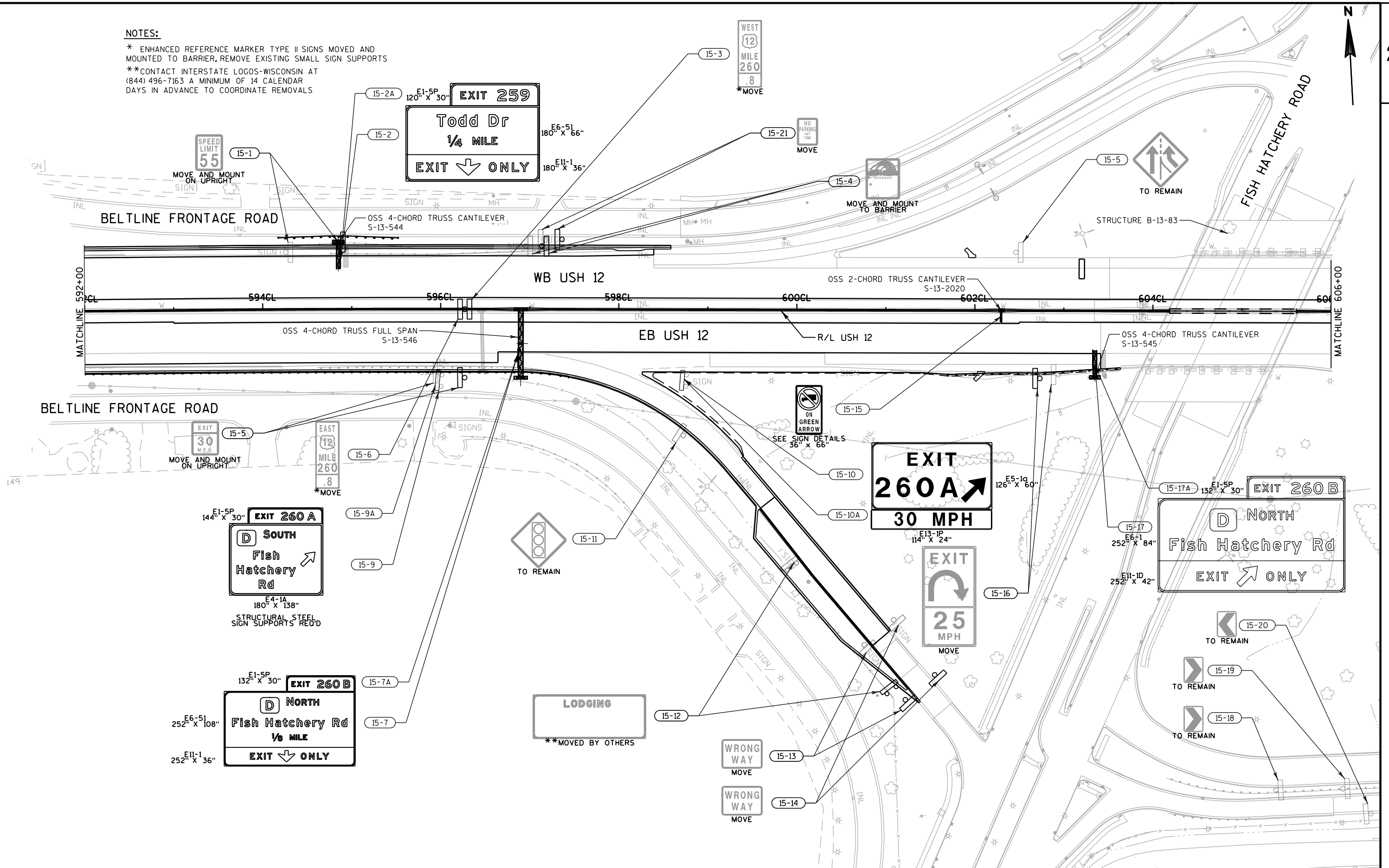
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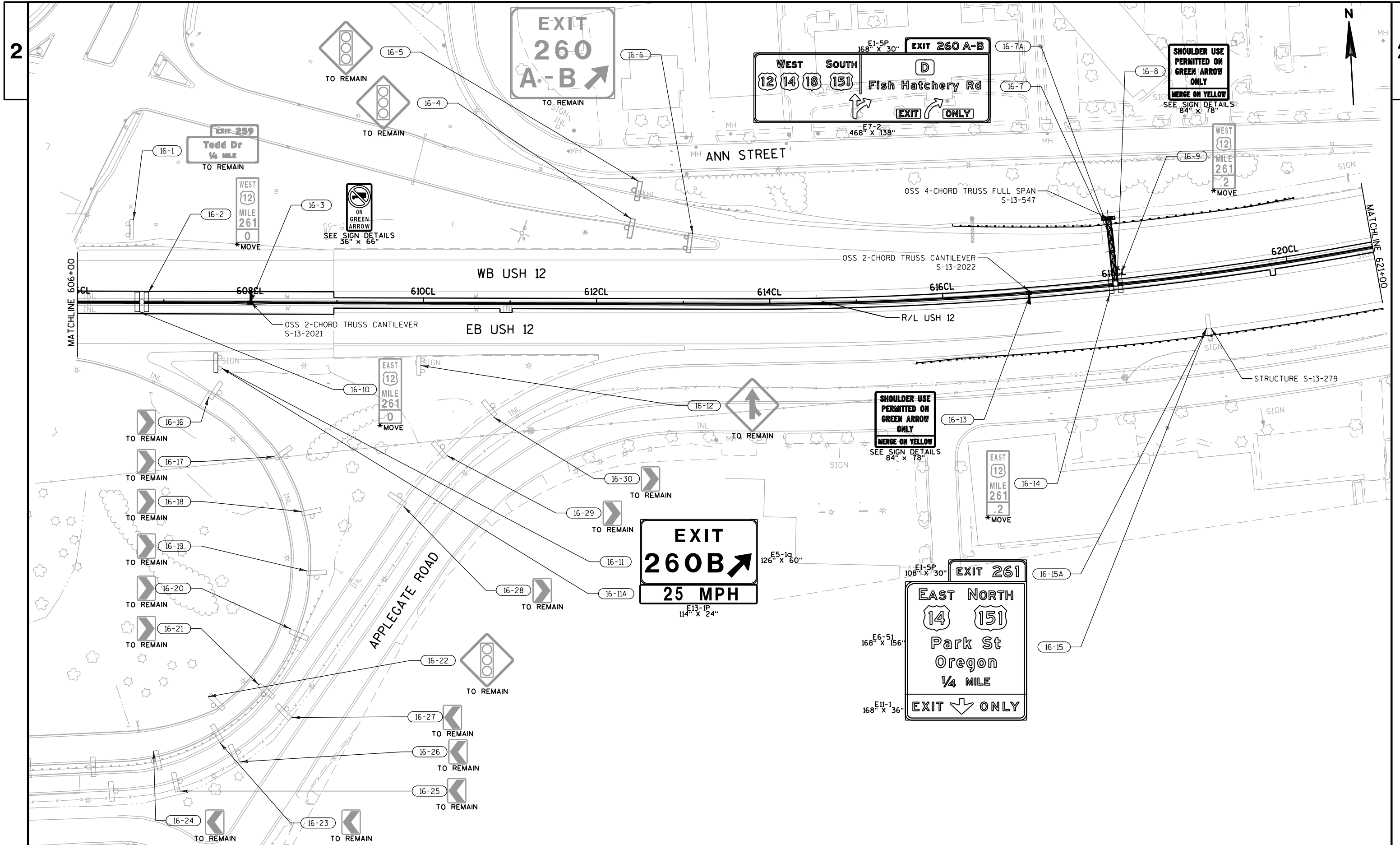
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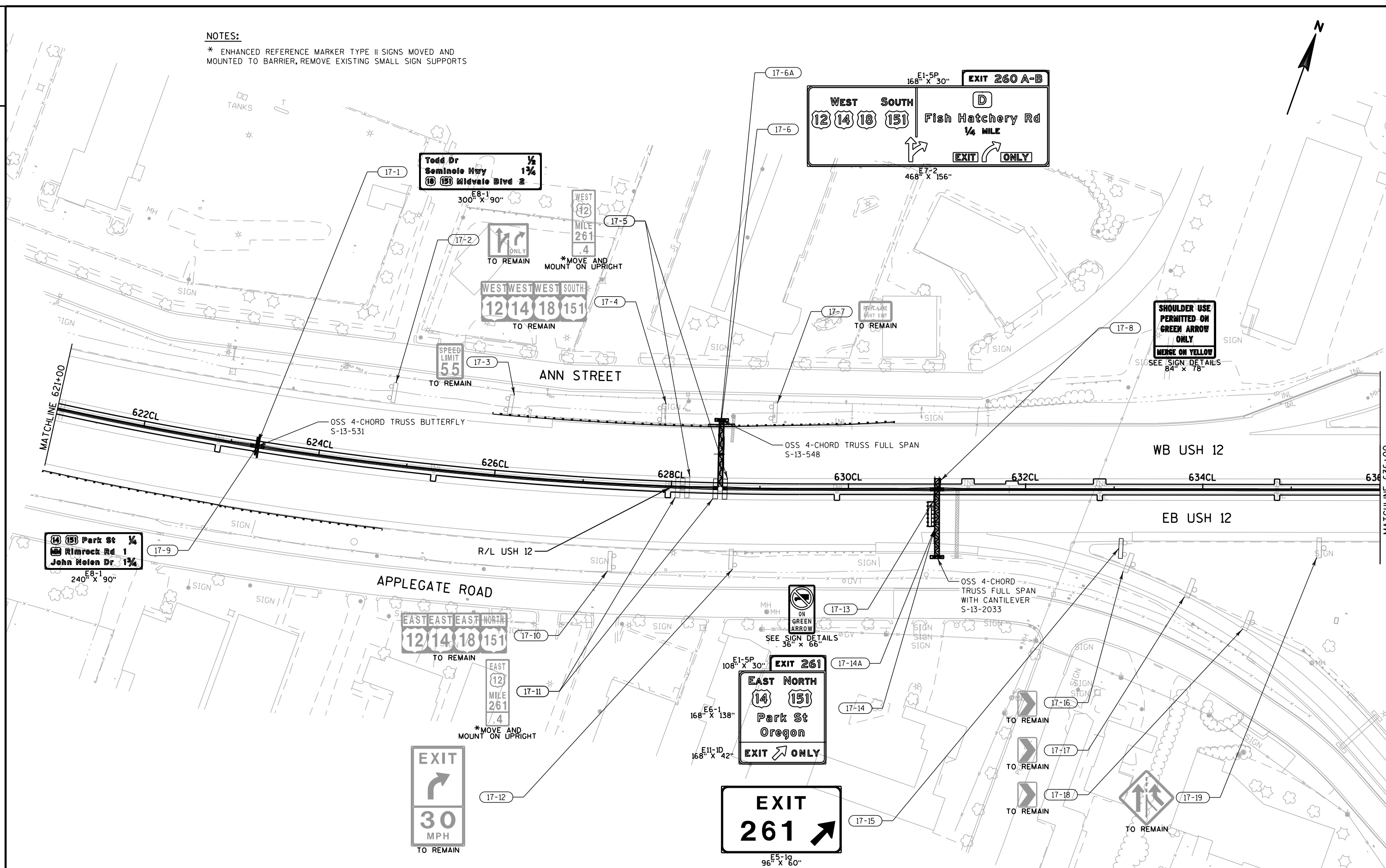
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**CONTACT INTERSTATE LOGOS-WISCONSIN AT (844) 496-7163 A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO COORDINATE REMOVALS



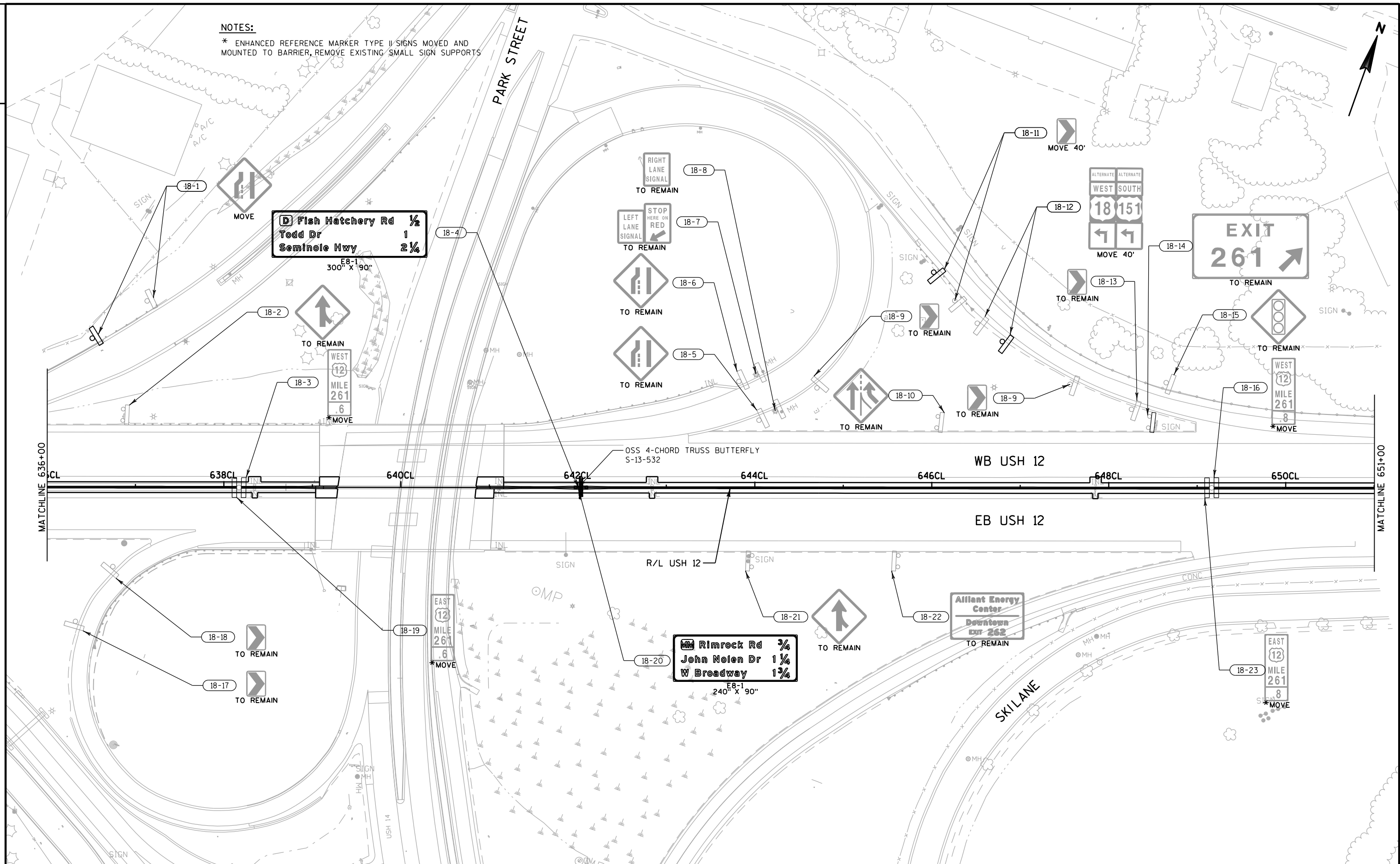


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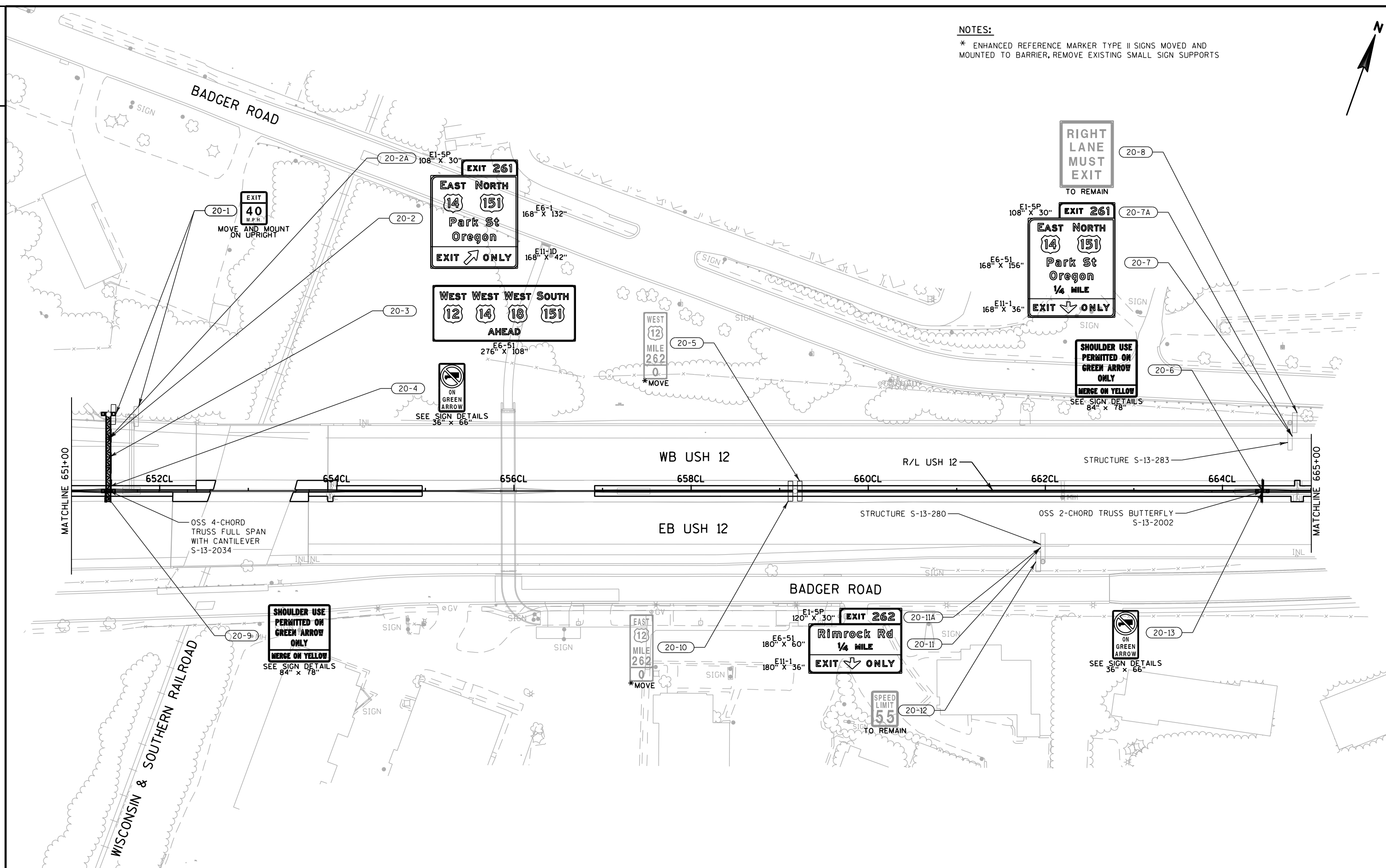


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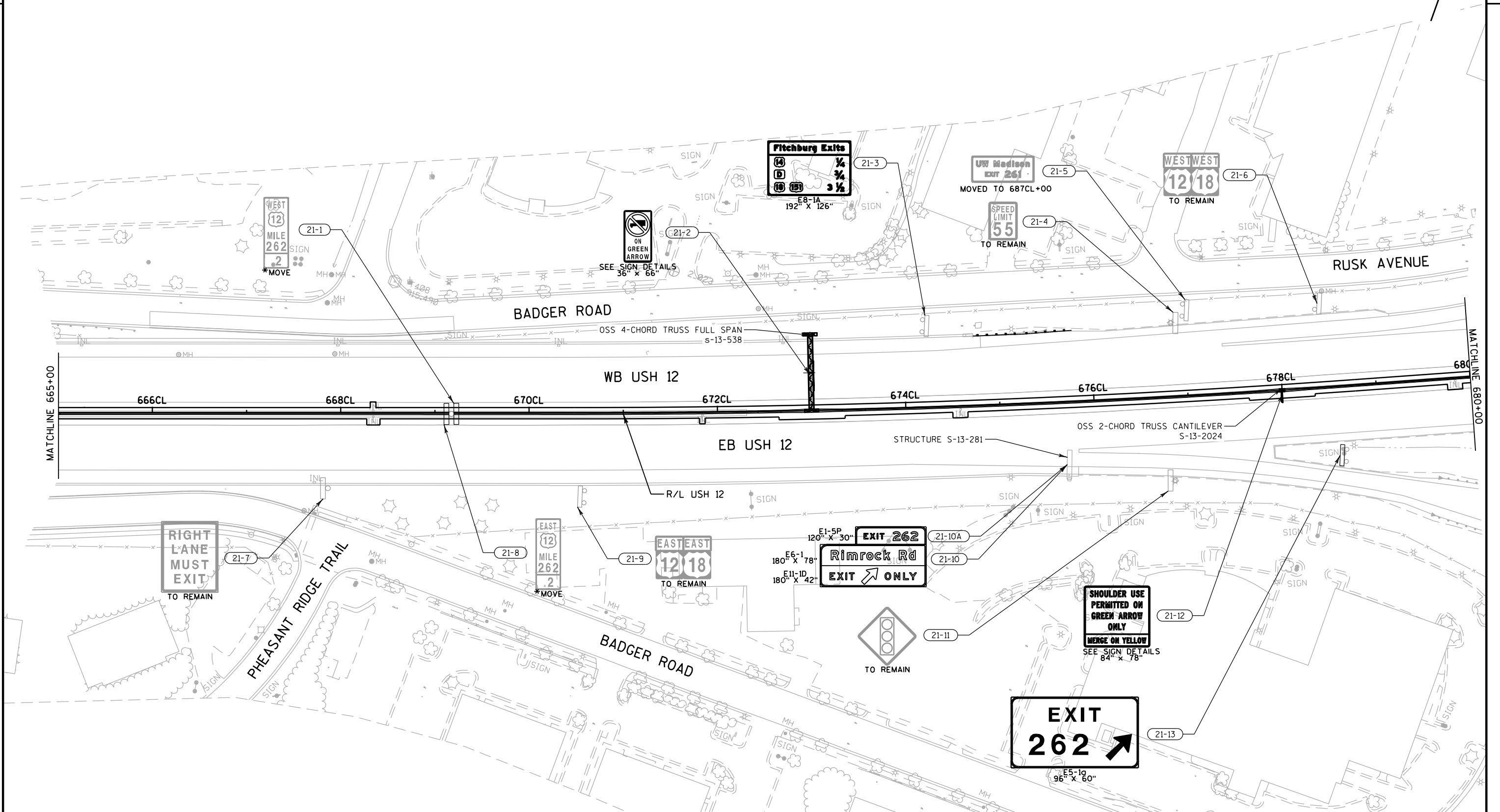
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PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	PERMANENT SIGNING	SHEET 539	E
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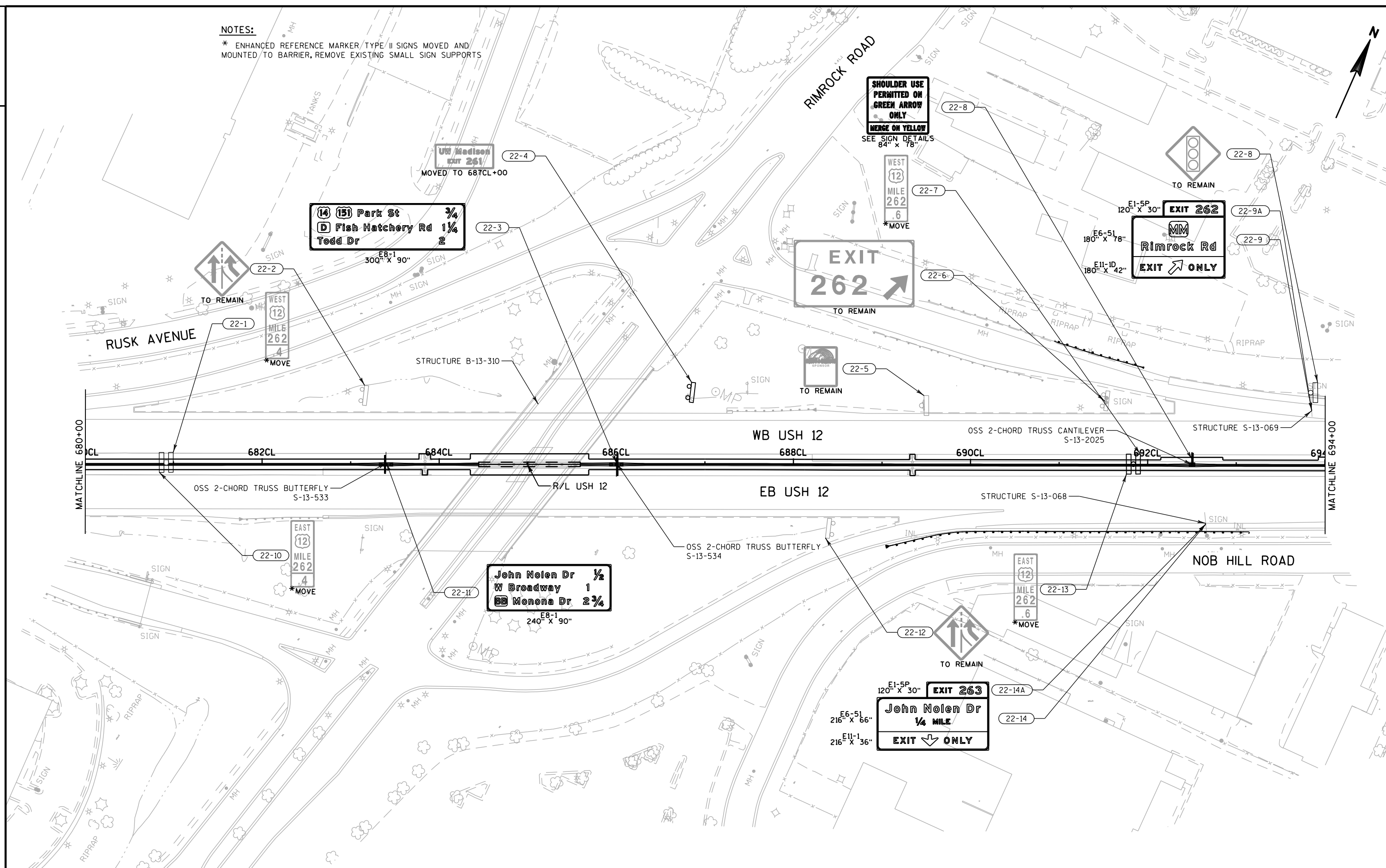
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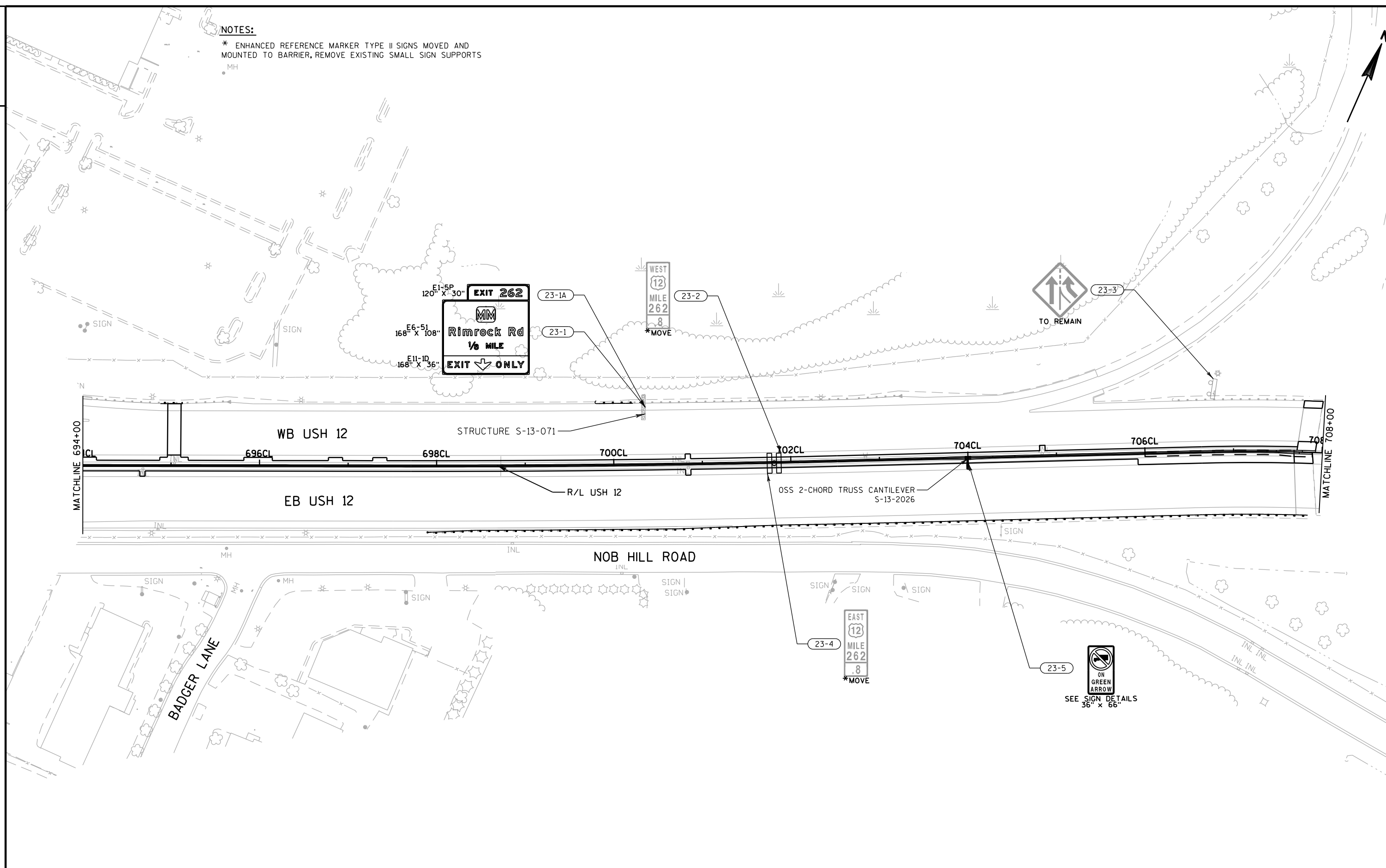
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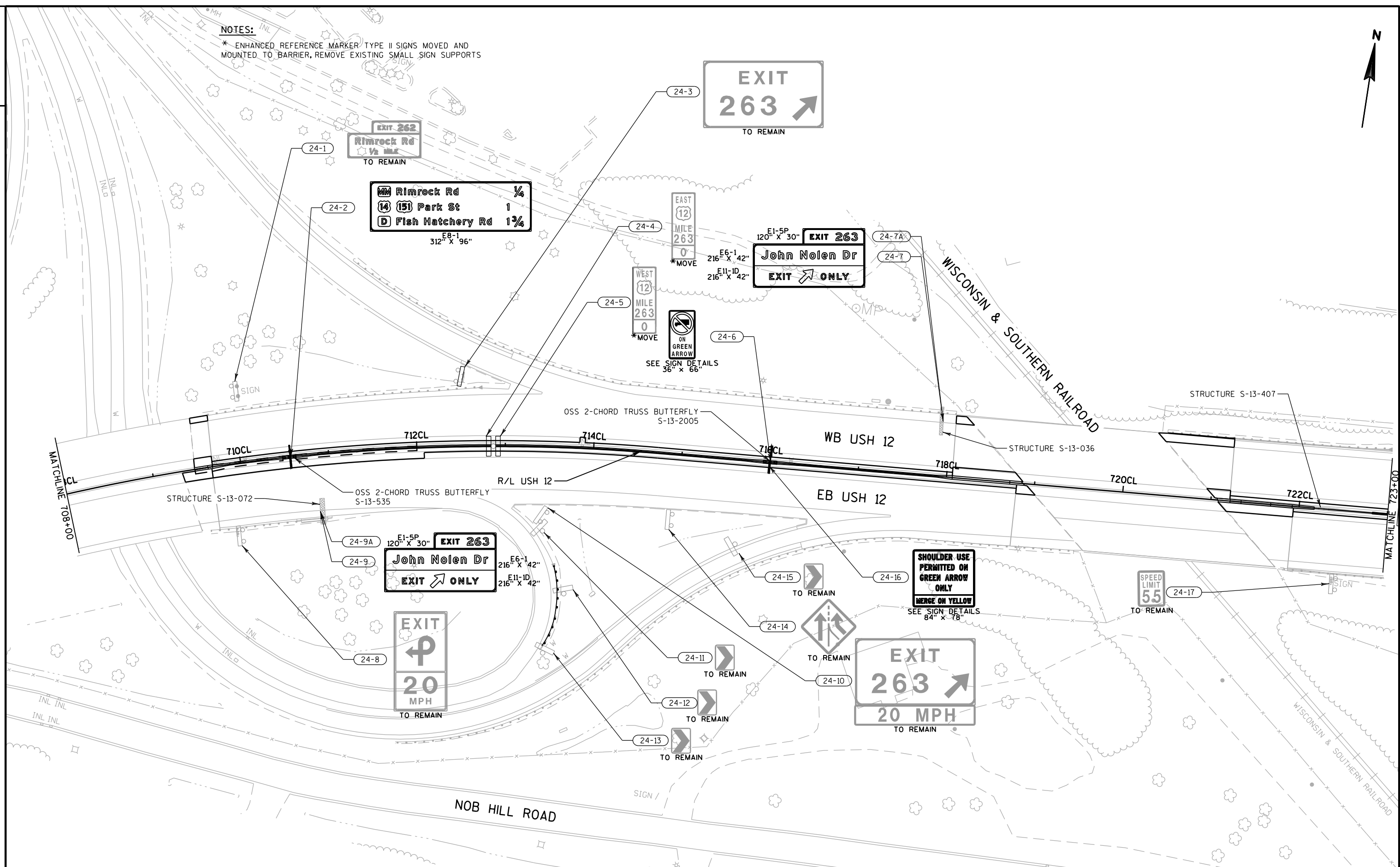
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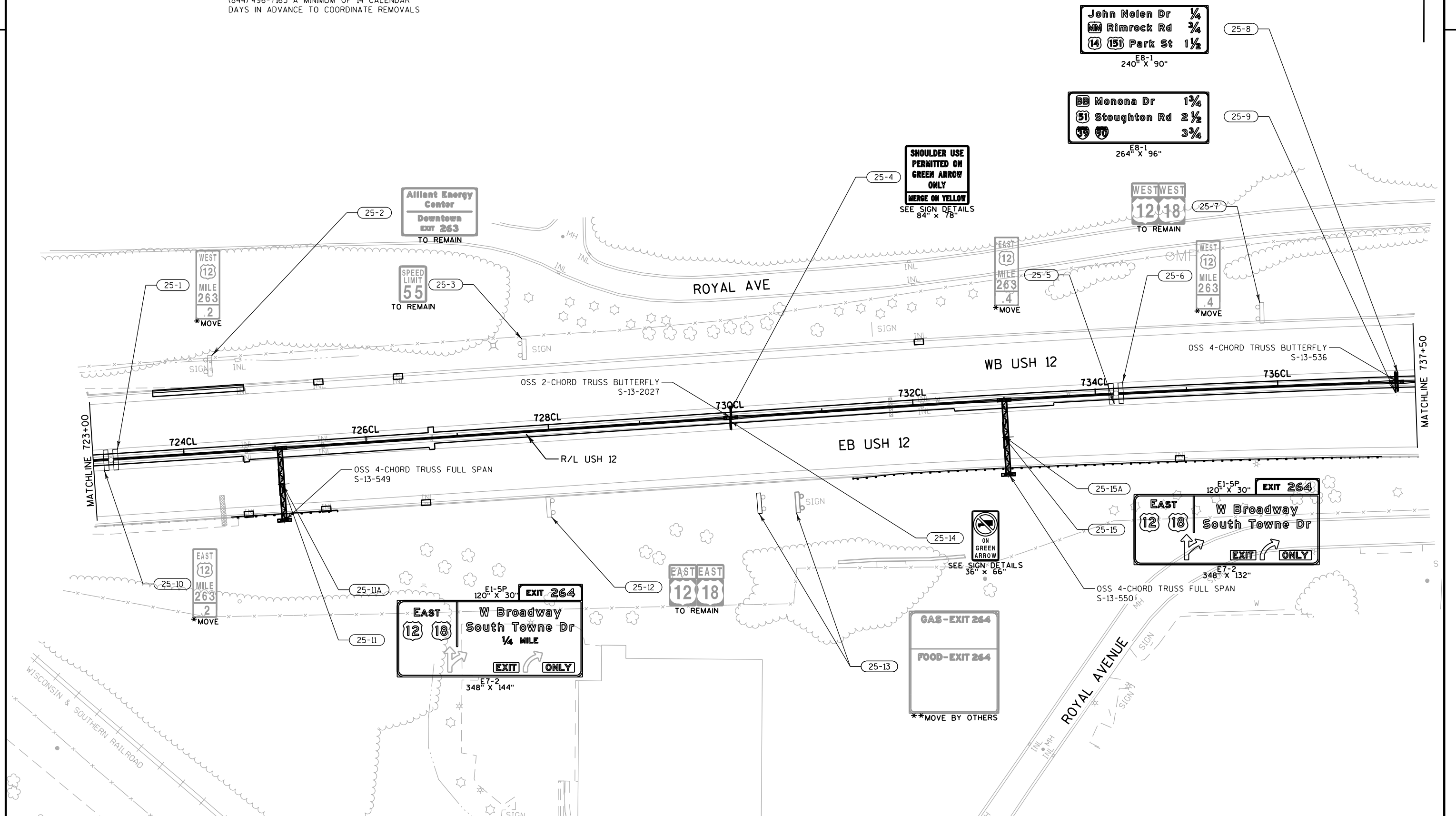


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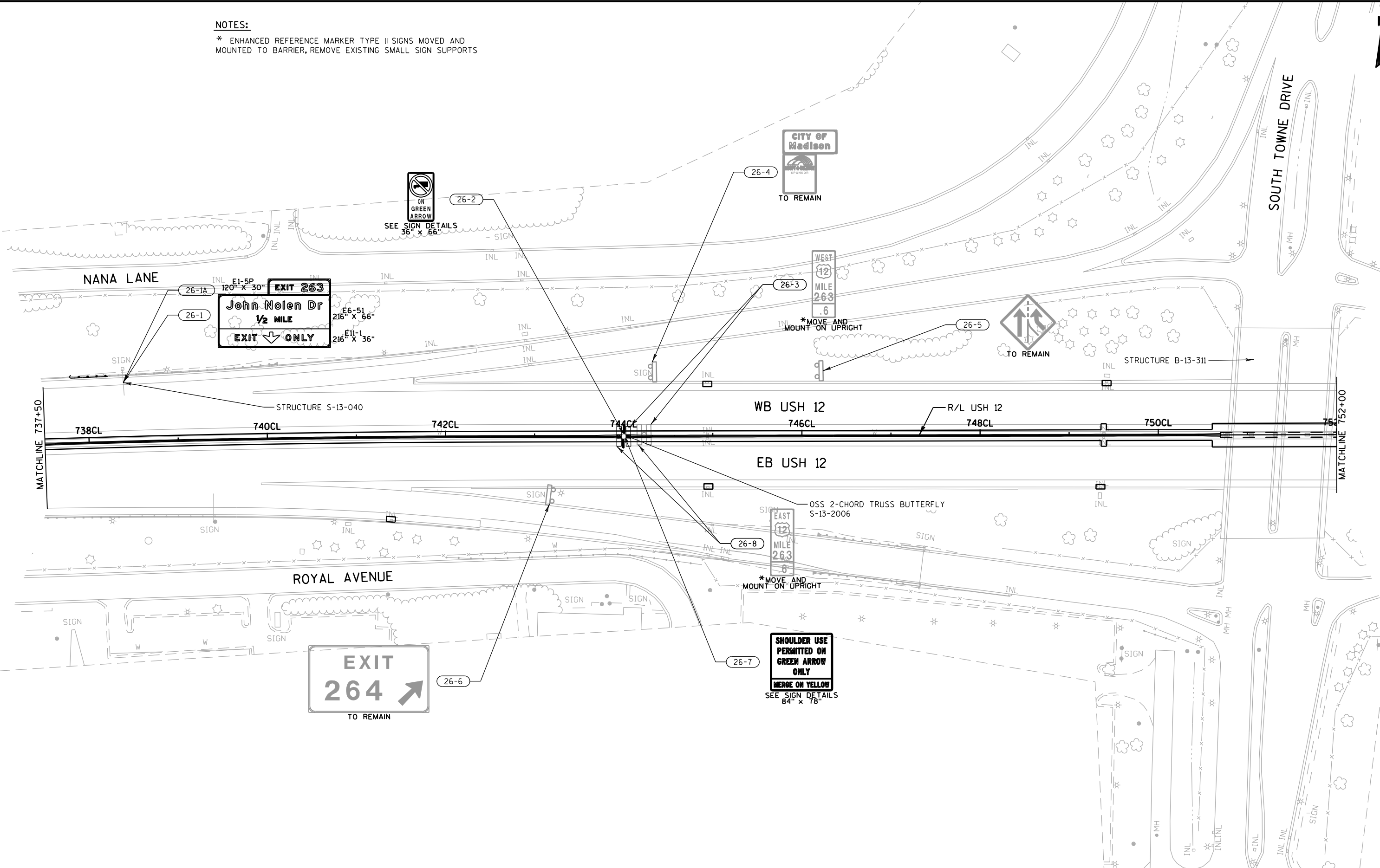


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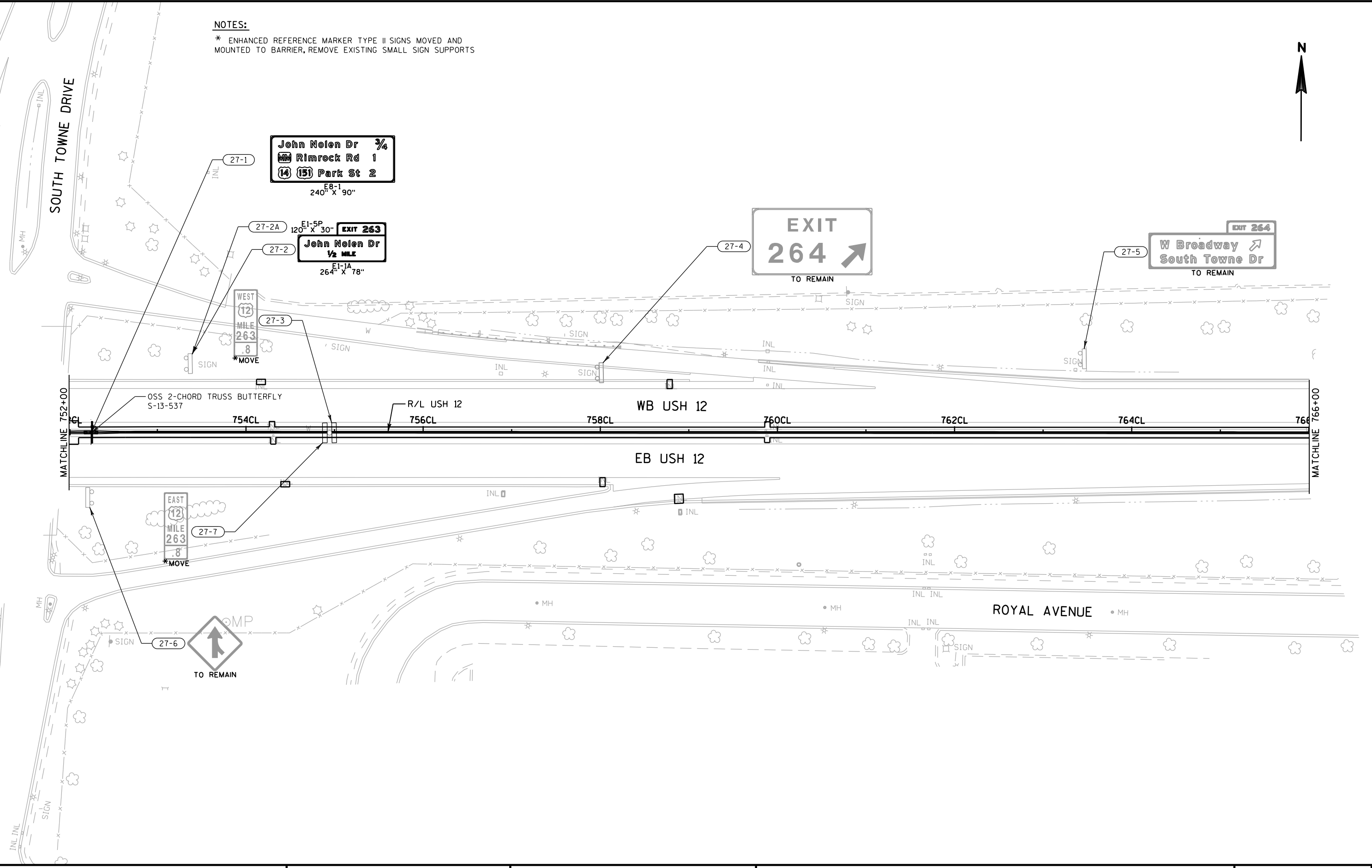


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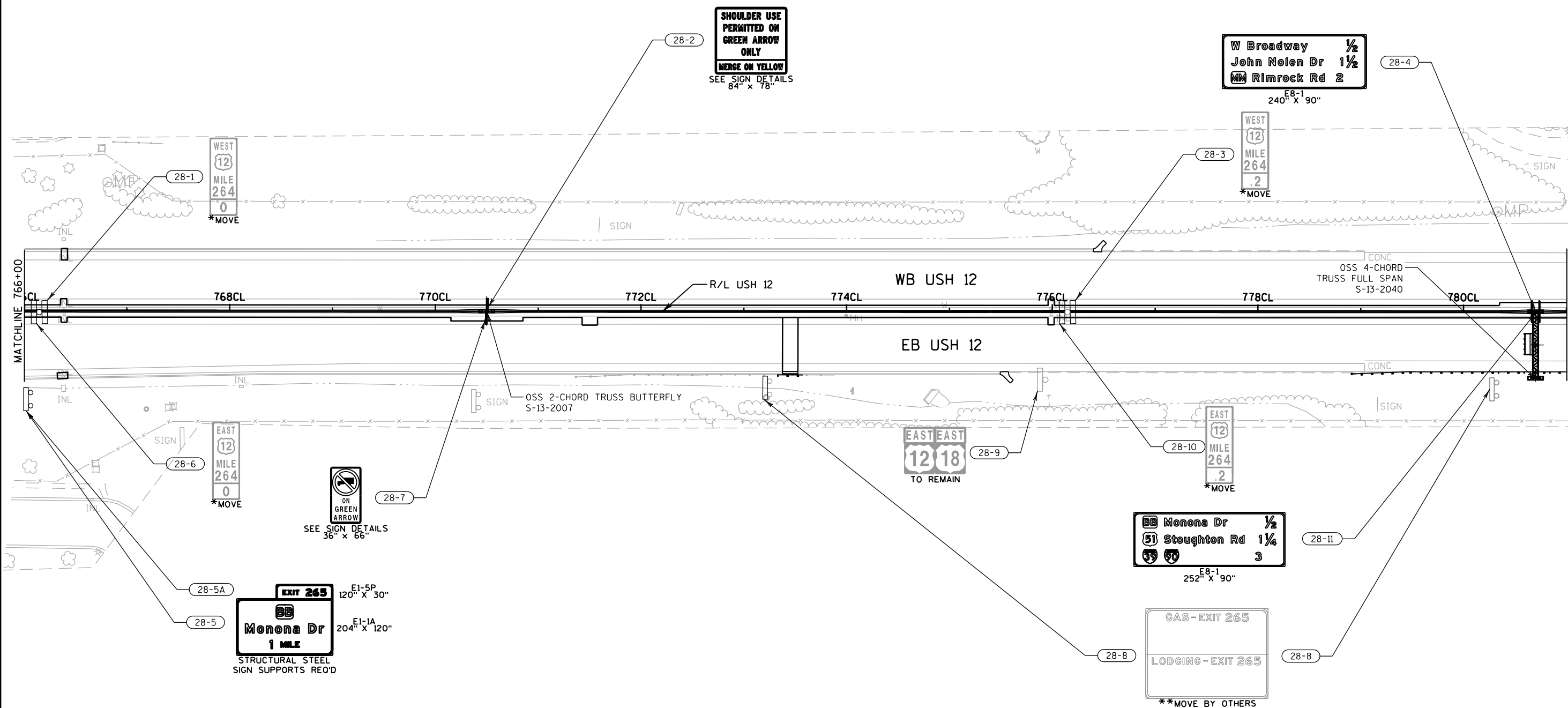


PROJECT NO:1206-06-79	HWY: USH 12	COUNTY:DANE	PERMANENT SIGNING	SHEET 545	E
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* ENHANCED REFERENCE MARKER TYPE II SIGNS MOVED AND MOUNTED TO BARRIER, REMOVE EXISTING SMALL SIGN SUPPORTS

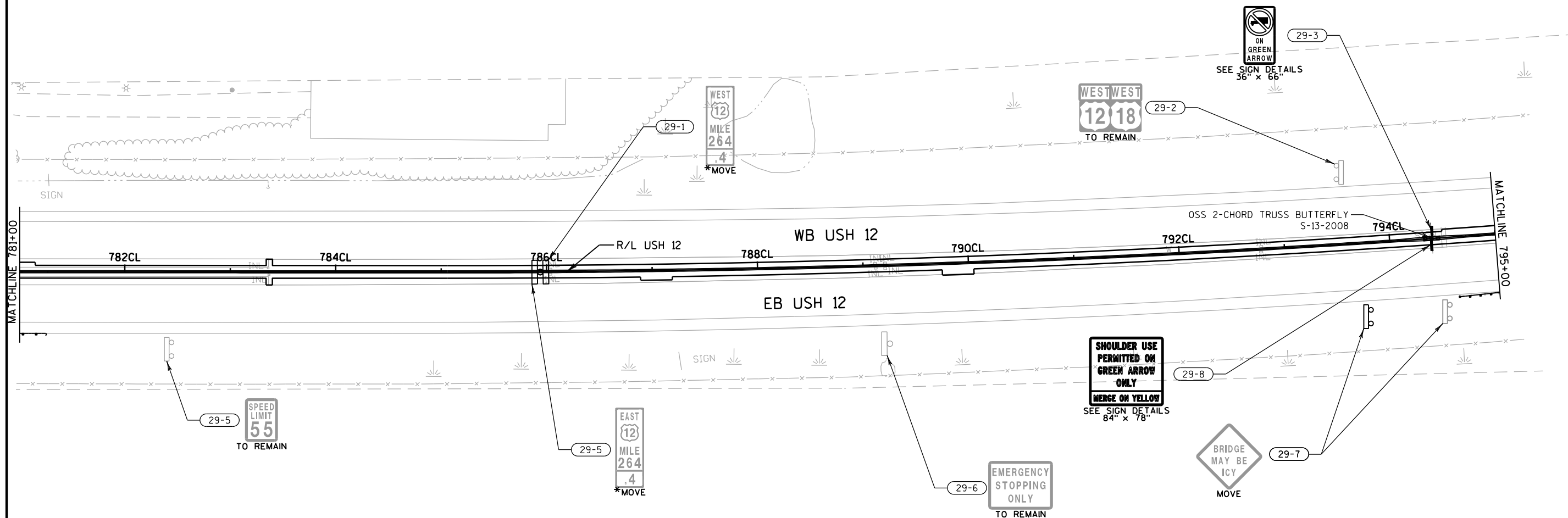


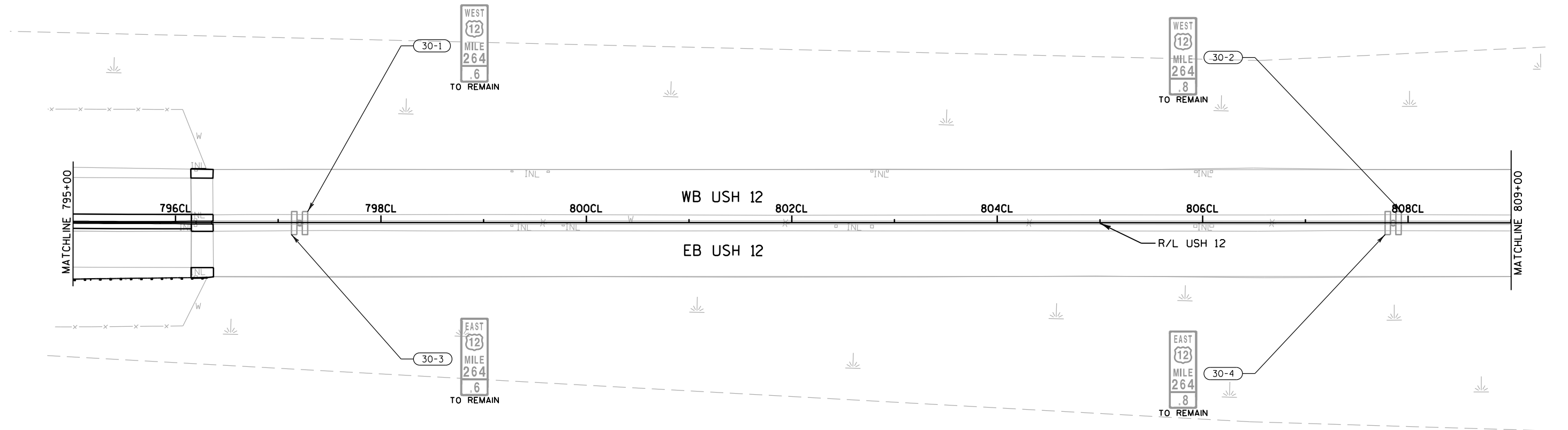
* ENHANCED REFERENCE MARKER TYPE II SIGNS MOVED AND MOUNTED TO BARRIER; REMOVE EXISTING SMALL SIGN SUPPORTS
**CONTACT INTERSTATE LOGOS-WISCONSIN AT (844) 496-7163 A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO COORDINATE REMOVALS

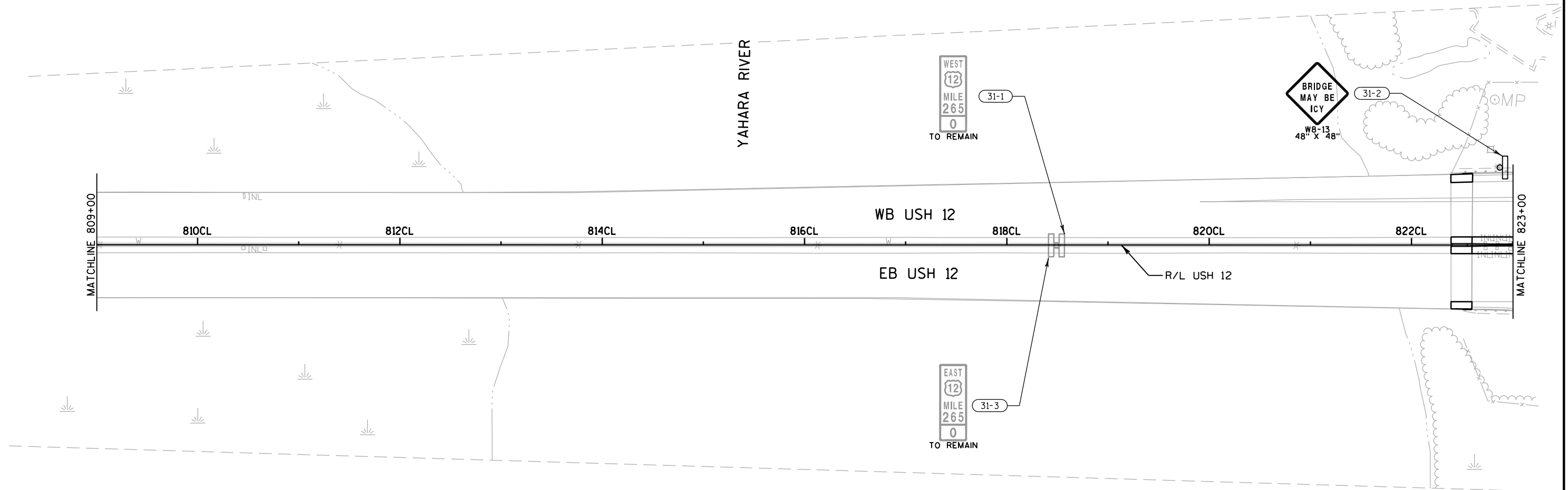


NOTES:

* ENHANCED REFERENCE MARKER TYPE II SIGNS MOVED AND MOUNTED TO BARRIER, REMOVE EXISTING SMALL SIGN SUPPORTS

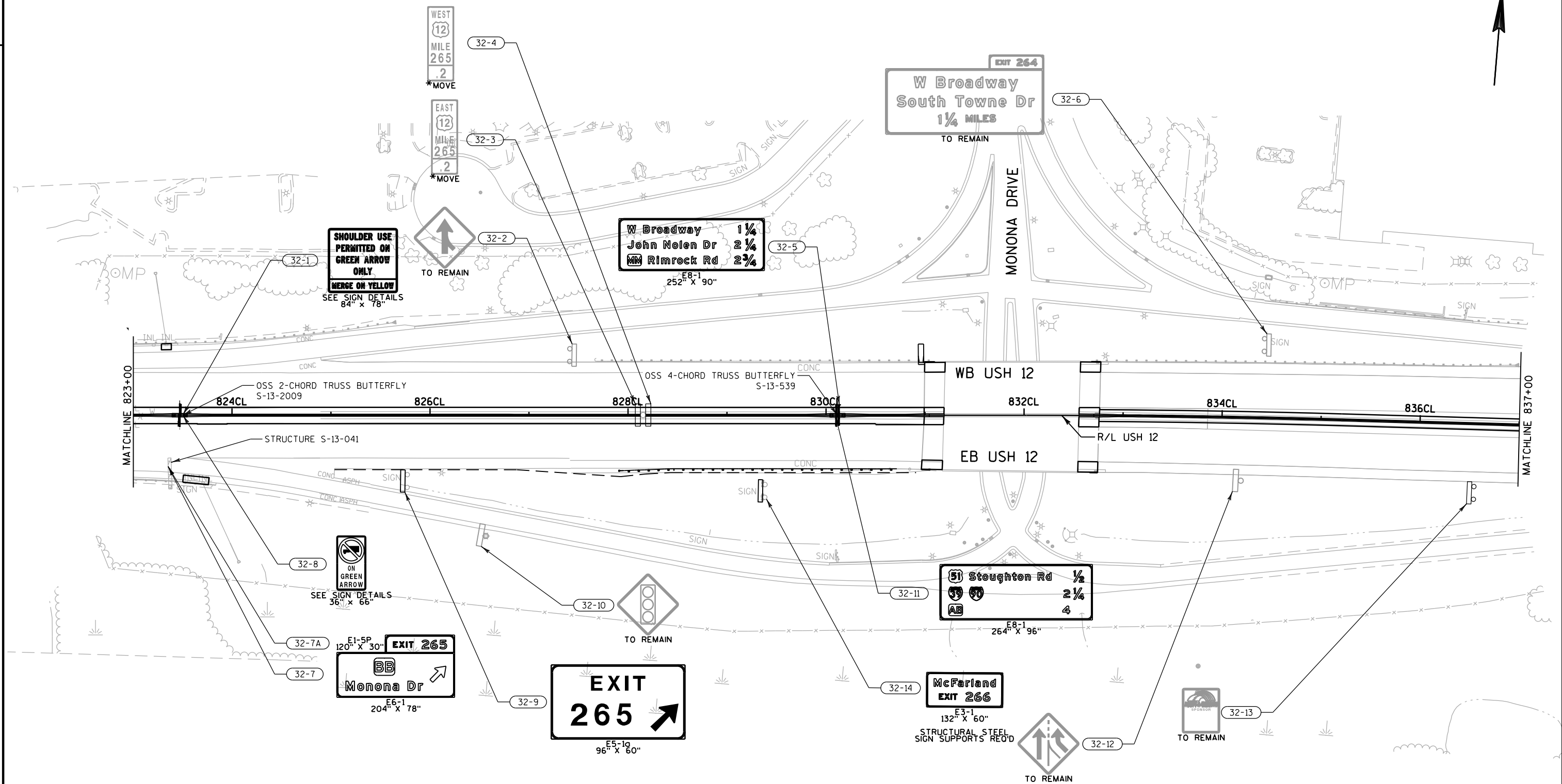






NOTES:

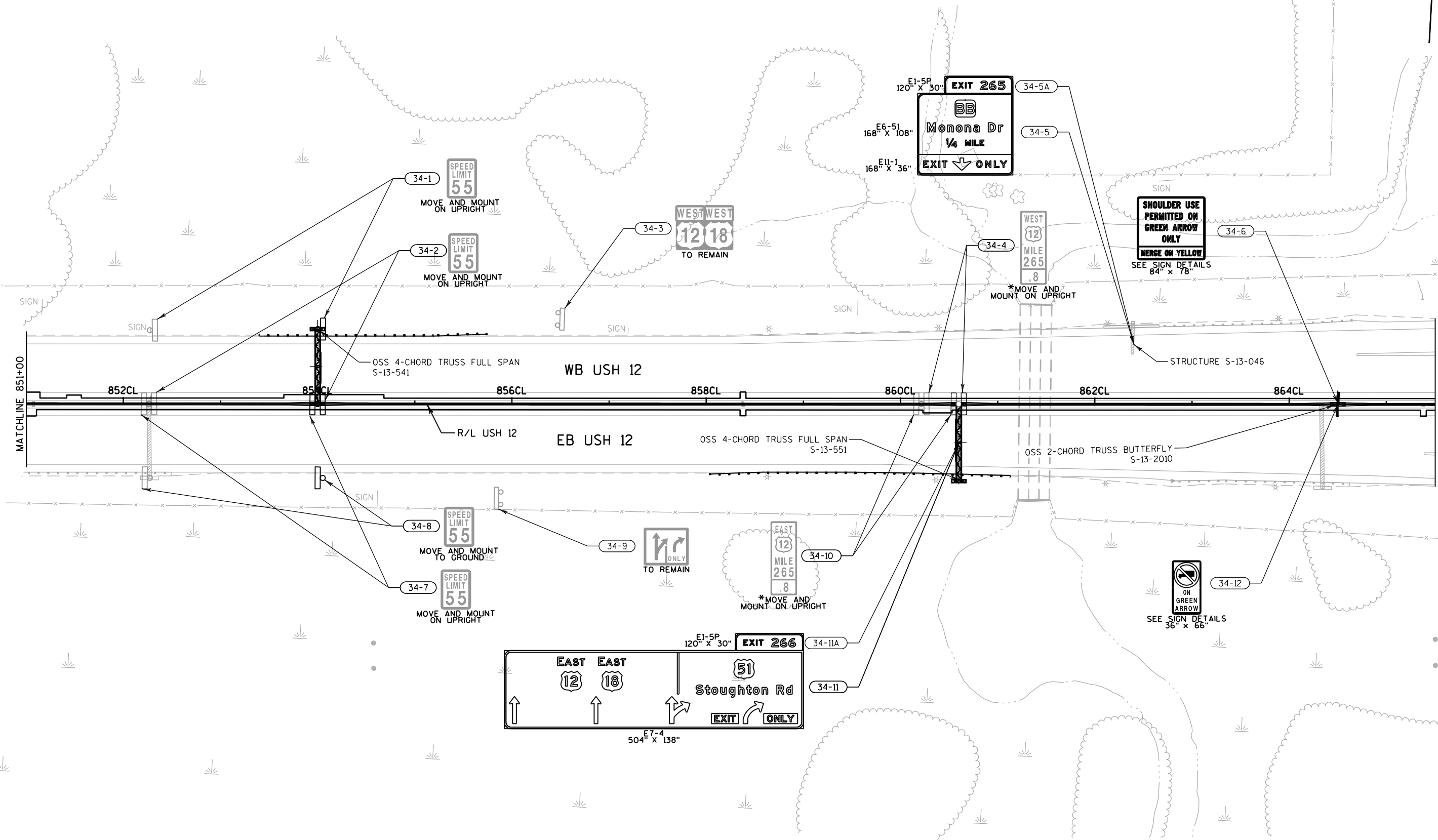
* ENHANCED REFERENCE MARKER TYPE II SIGNS MOVED AND MOUNTED TO BARRIER, REMOVE EXISTING SMALL SIGN SUPPORTS



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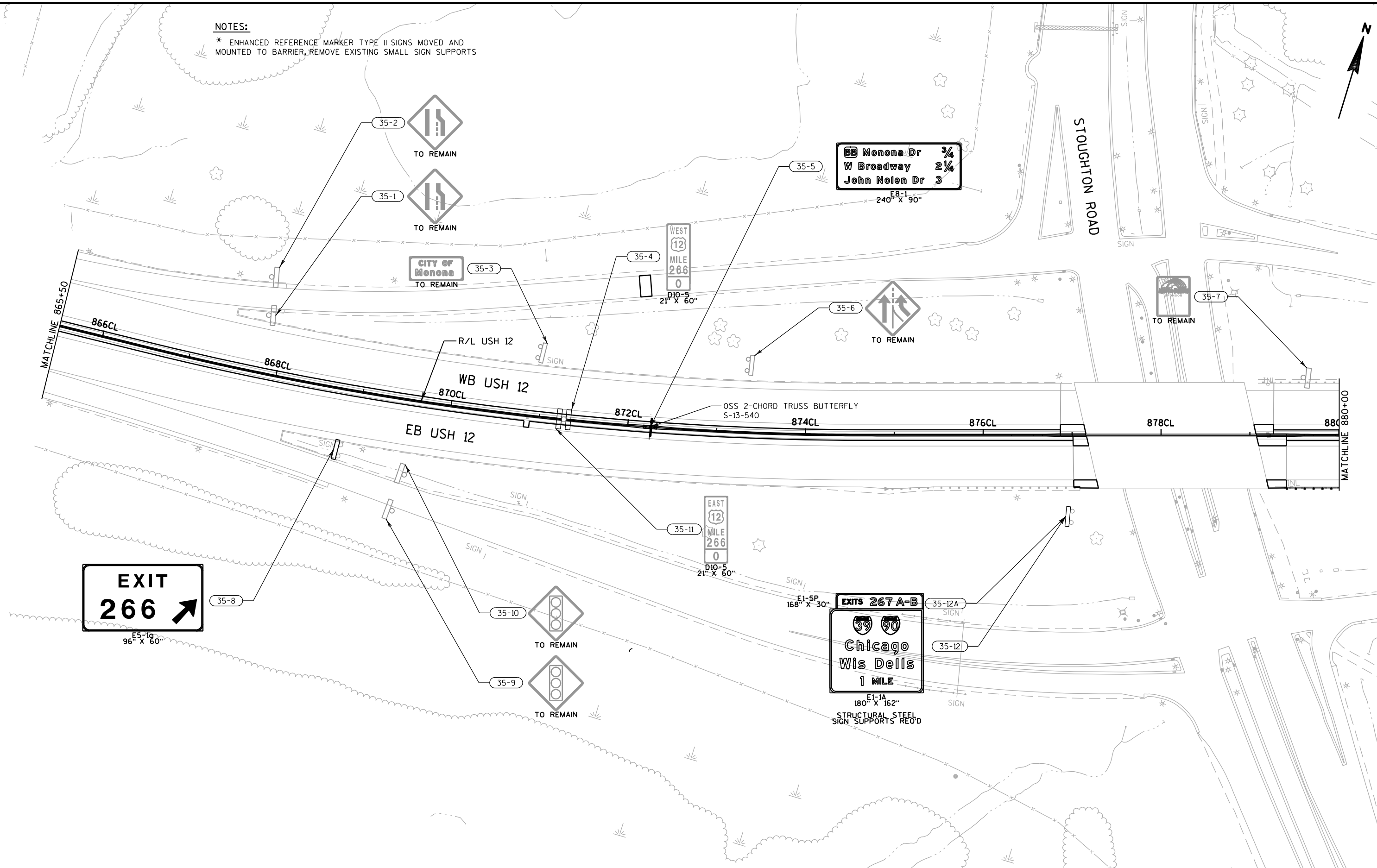


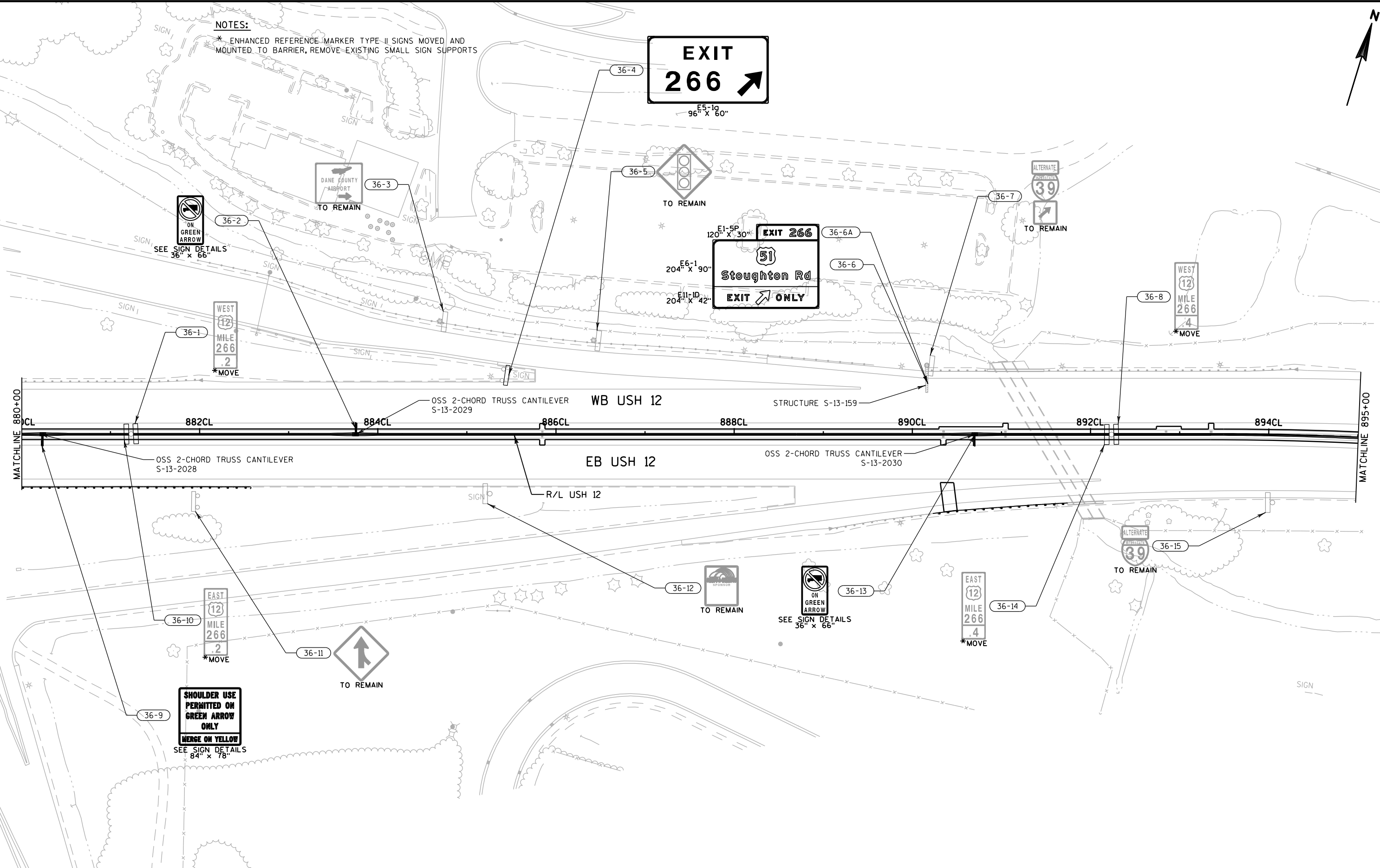
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* ENHANCED REFERENCE MARKER TYPE II SIGNS MOVED AND MOUNTED TO BARRIER, REMOVE EXISTING SMALL SIGN SUPPORTS



NOTES:

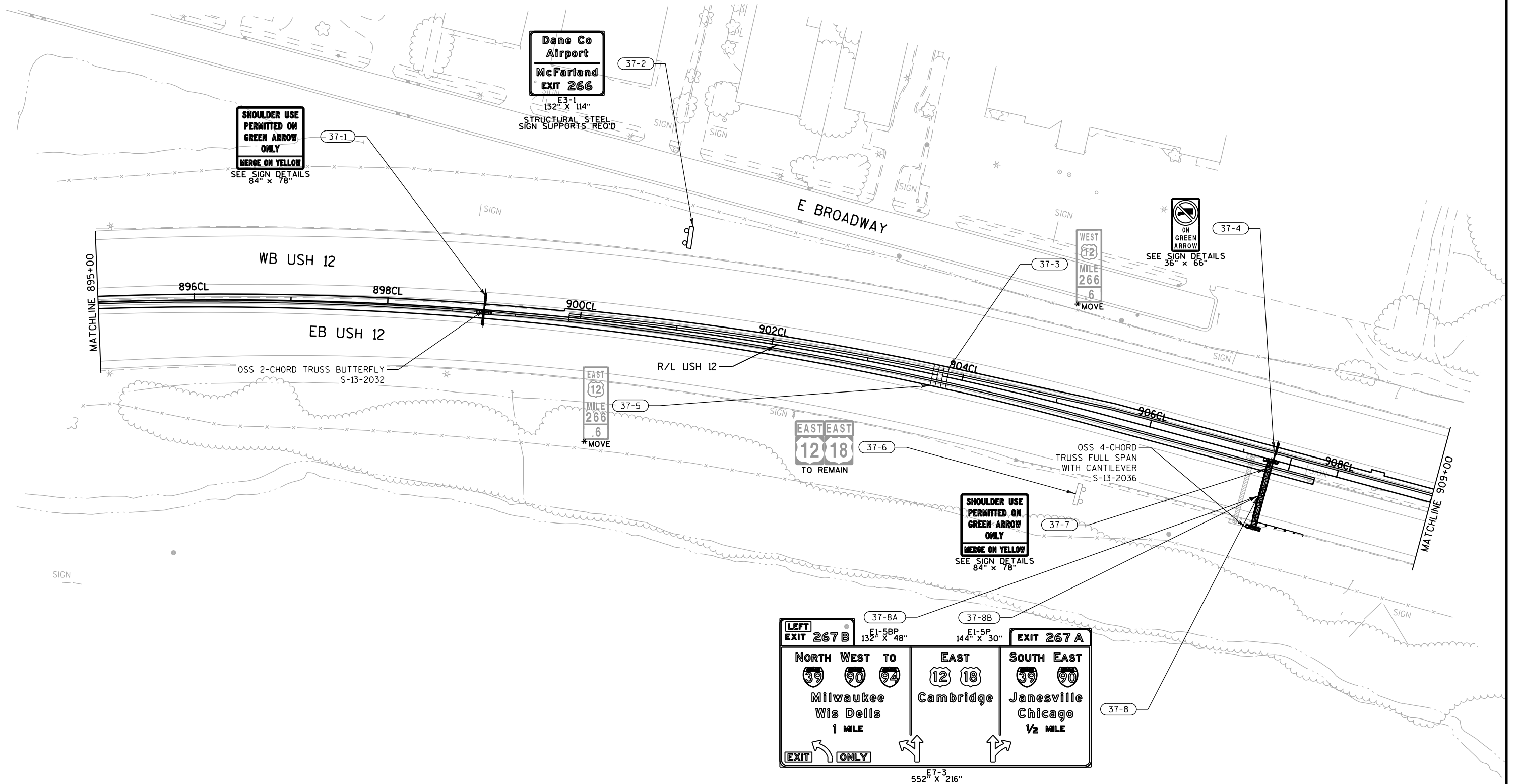
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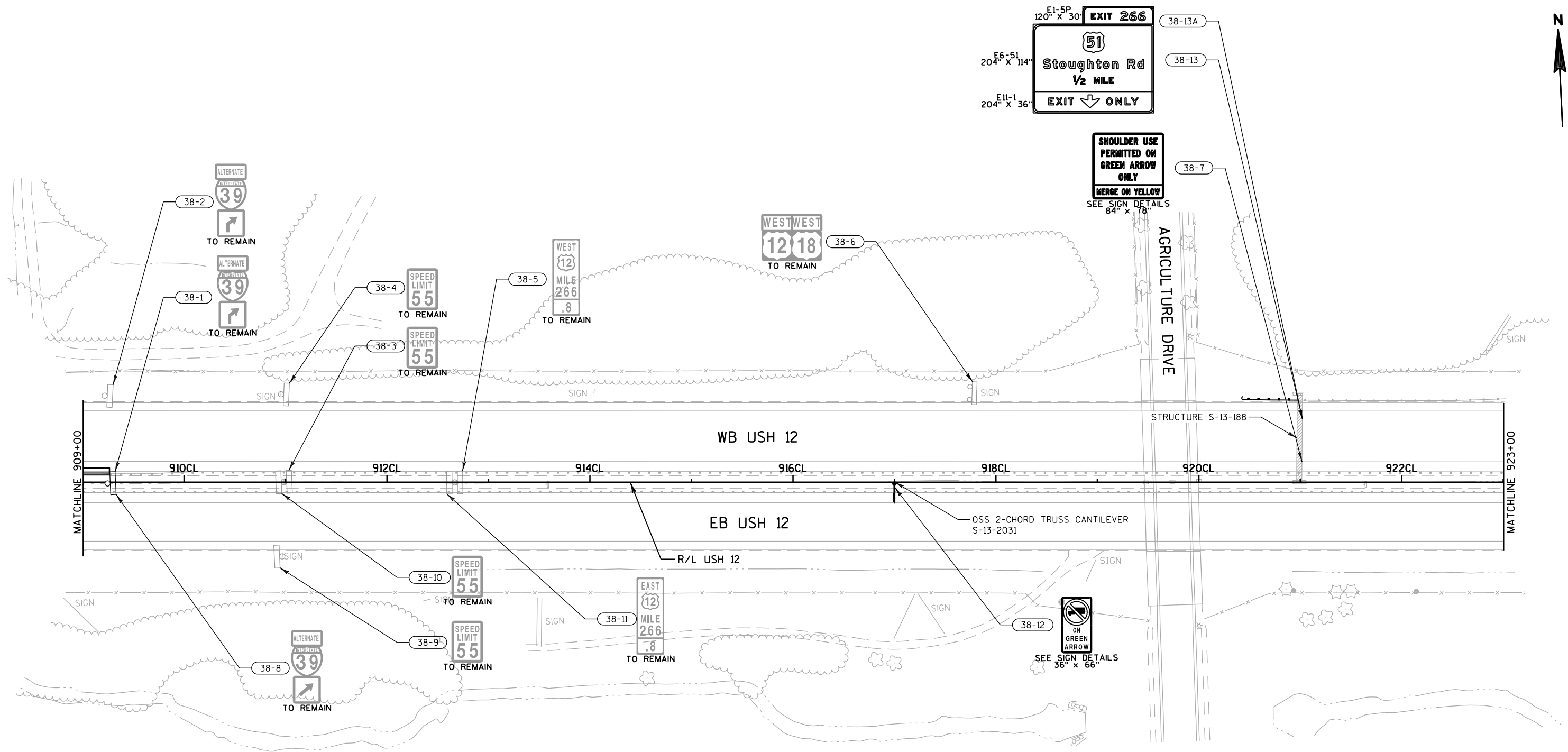


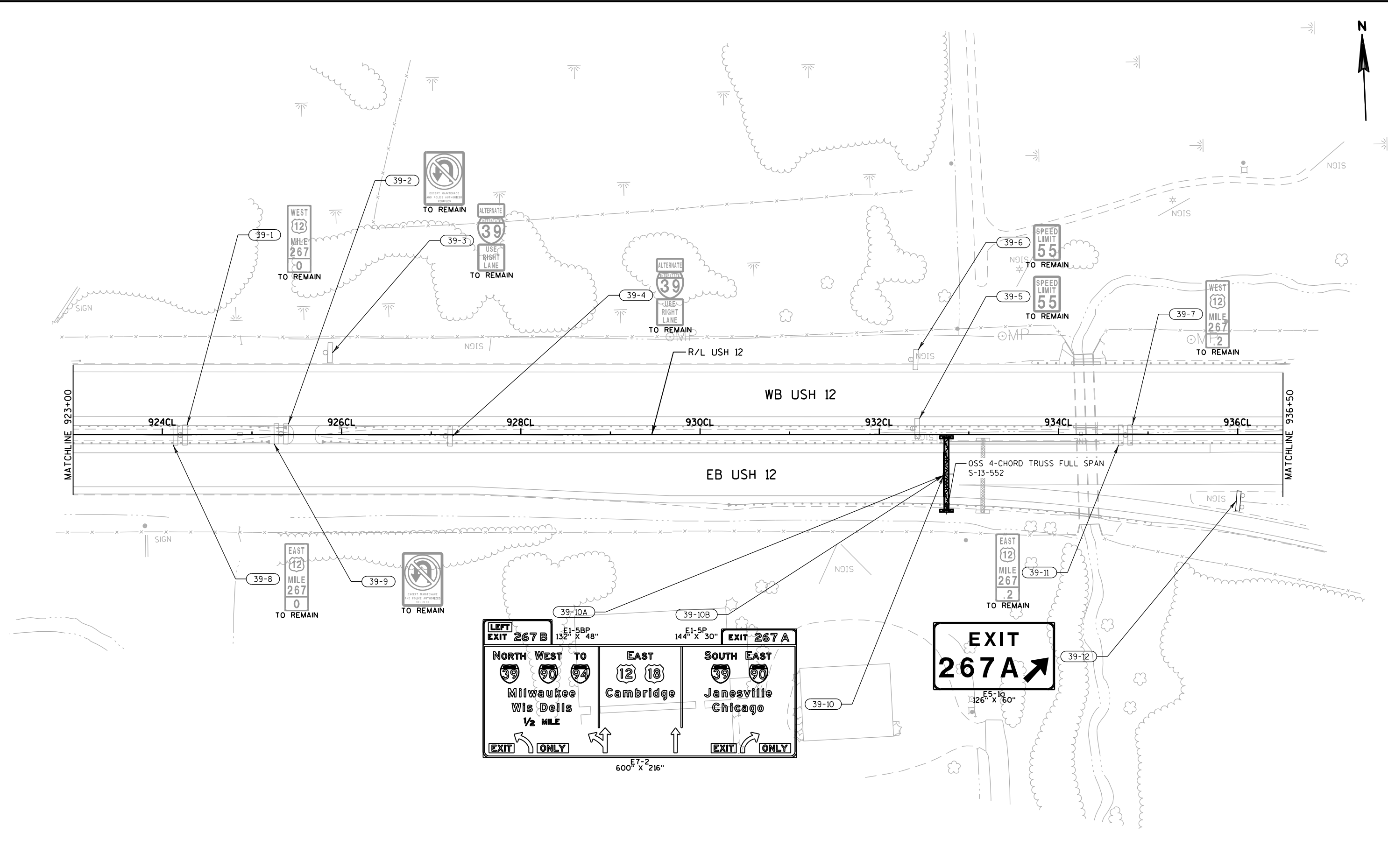


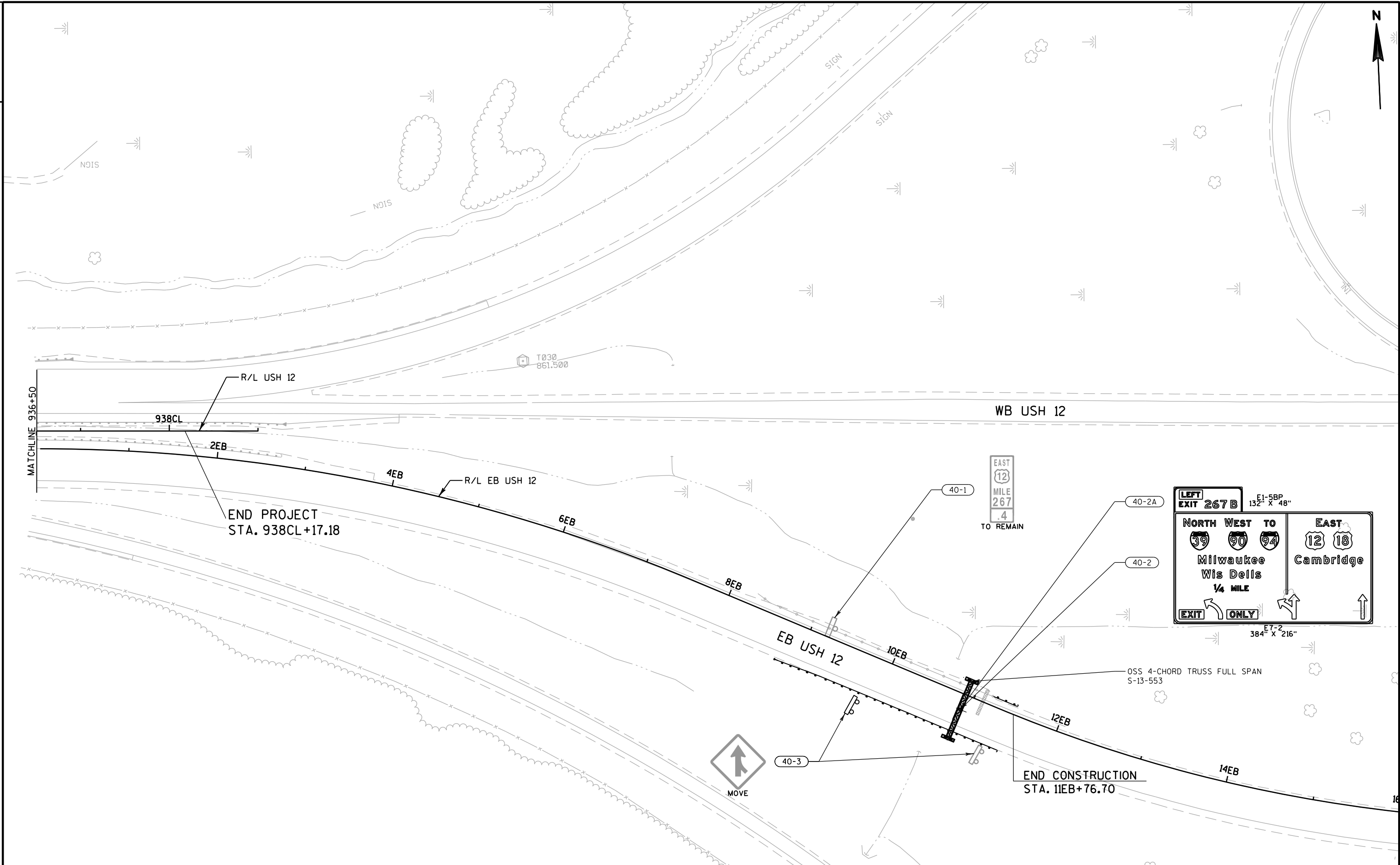
NOTES:

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PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	PERMANENT SIGNING	SHEET 559	E
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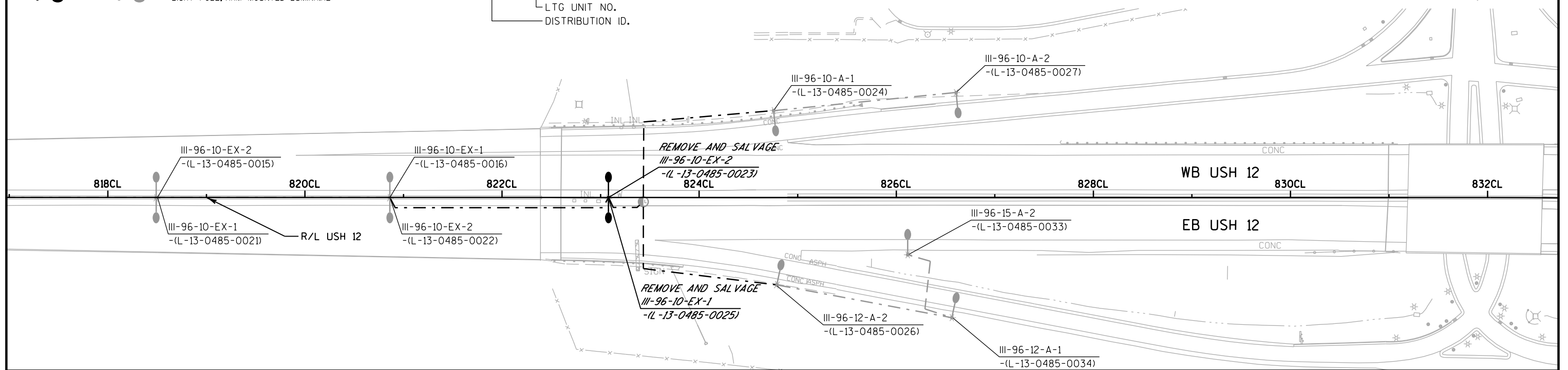
LIGHTING REMOVAL PLAN LEGEND

REMOVAL	EXISTING	
		PULL BOX
		CONDUCTORS IN CONDUIT (2" UNLESS OTHERWISE NOTED)
		CID (CABLE IN DUCT)
		LIGHT POLE, ARM MOUNTED LUMINAIRE

DISTRIBUTION TYPE
LAMP OR LED LAMP QUANTITY
MAST ARM BRACKET LENGTH (FT)
BASE TYPE
CIRCUIT NUMBER
LTG UNIT NO.
DISTRIBUTION ID.

LIGHTING REMOVAL GENERAL NOTES:

- A. DISCONNECT AND PULL BACK CID/CONDUCTORS (3"*) TO NEAREST POLE AND PULL BOX. EXISTING NON-METALLIC CONDUITS SHALL BE REUSED; CONTRACTOR MUST EXPOSE CONDUIT ENDS AND PROTECT IN-PLACE.
- B. REMOVE AND SALVAGE EXISTING LIGHT POLE (42'-0" LENGTH, 10 GAUGE), DUAL MAST ARMS (TRUSS STYLE, 10' SPAN, 2'-6" RISE, 2.38" DIAMETER), AND TWO LUMINAIRES (LED).

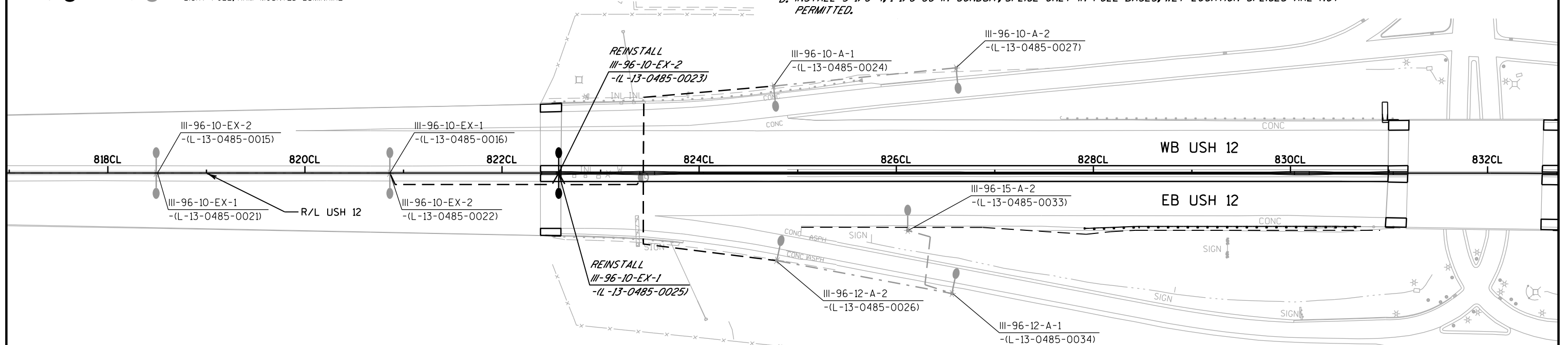


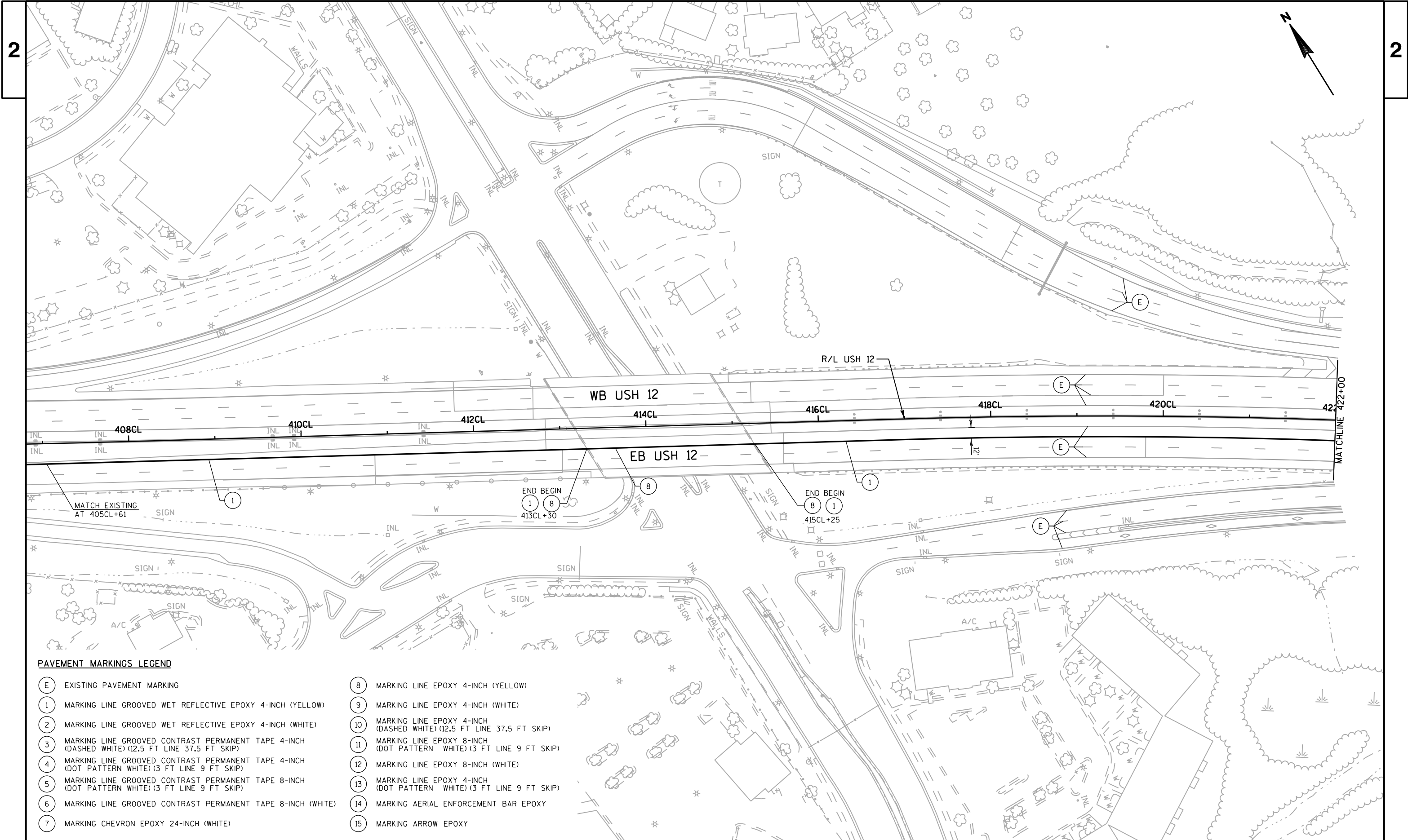
PROPOSED LIGHTING PLAN LEGEND

PROPOSED	EXISTING	
		PULL BOX
		CONDUCTORS IN CONDUIT (2" UNLESS OTHERWISE NOTED)
		CID (CABLE IN DUCT)
		LIGHT POLE, ARM MOUNTED LUMINAIRE

PROPOSED LIGHTING GENERAL NOTES:

- A. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE LIGHTING SYSTEM INSTALLATION WITH BRIDGE STRUCTURE, RETAINING WALL INSTALLATION, AND SIGN STRUCTURE INSTALLATION.
- B. CLEAN CONDUITS AND PULL BOX BEFORE INSTALLING SALVAGED POLE OR PULLING CABLE.
- C. REINSTALL SALVAGED POLE, ARMS AND LUMINAIRES AT STA 822CL+57.45.
- D. INSTALL 3-1/C*4; 1-1/C*6G IN CONDUIT; SPLICE ONLY IN POLE BASES, WET LOCATION SPLICES ARE NOT PERMITTED.





PAVEMENT MARKINGS LEGEND

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (4) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (12) MARKING LINE EPOXY 8-INCH (WHITE) |
| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

PAVEMENT MARKINGS

SHEET

561

E

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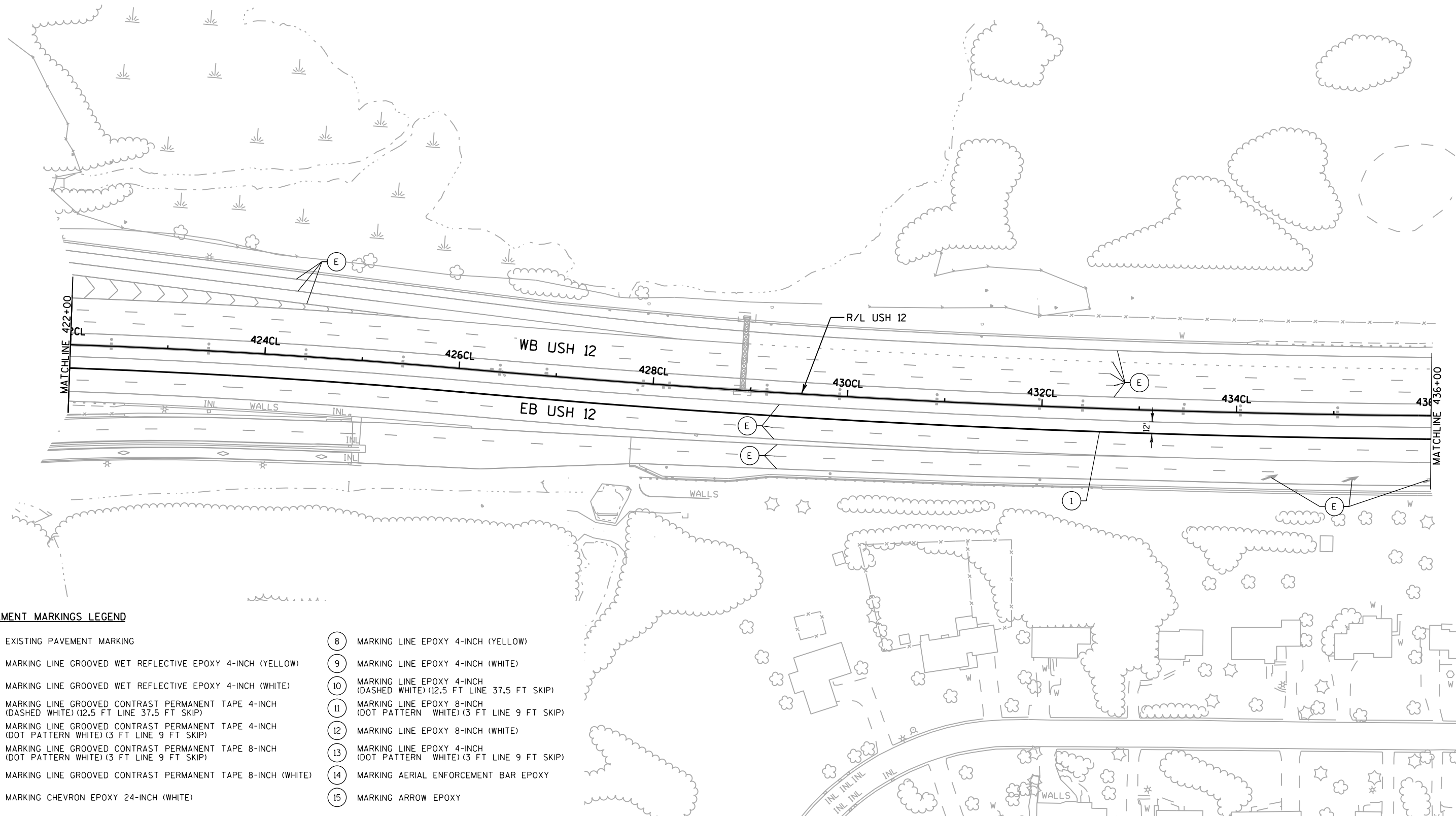
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PLOT BY : jshemanski

PLOT NAME :

PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
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| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

PROJECT NO: 1206-06-79

HWY: USH 12

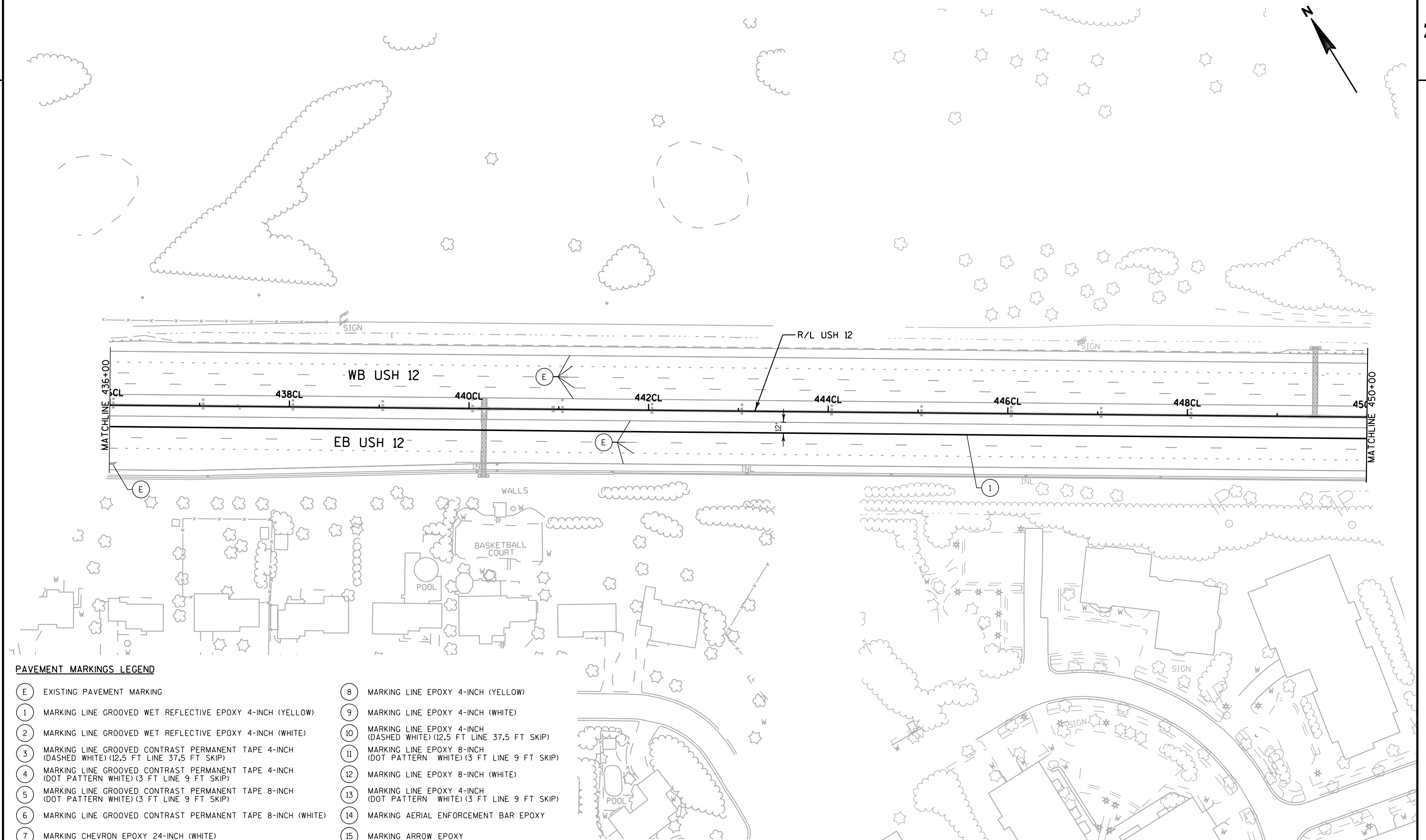
COUNTY: DANE

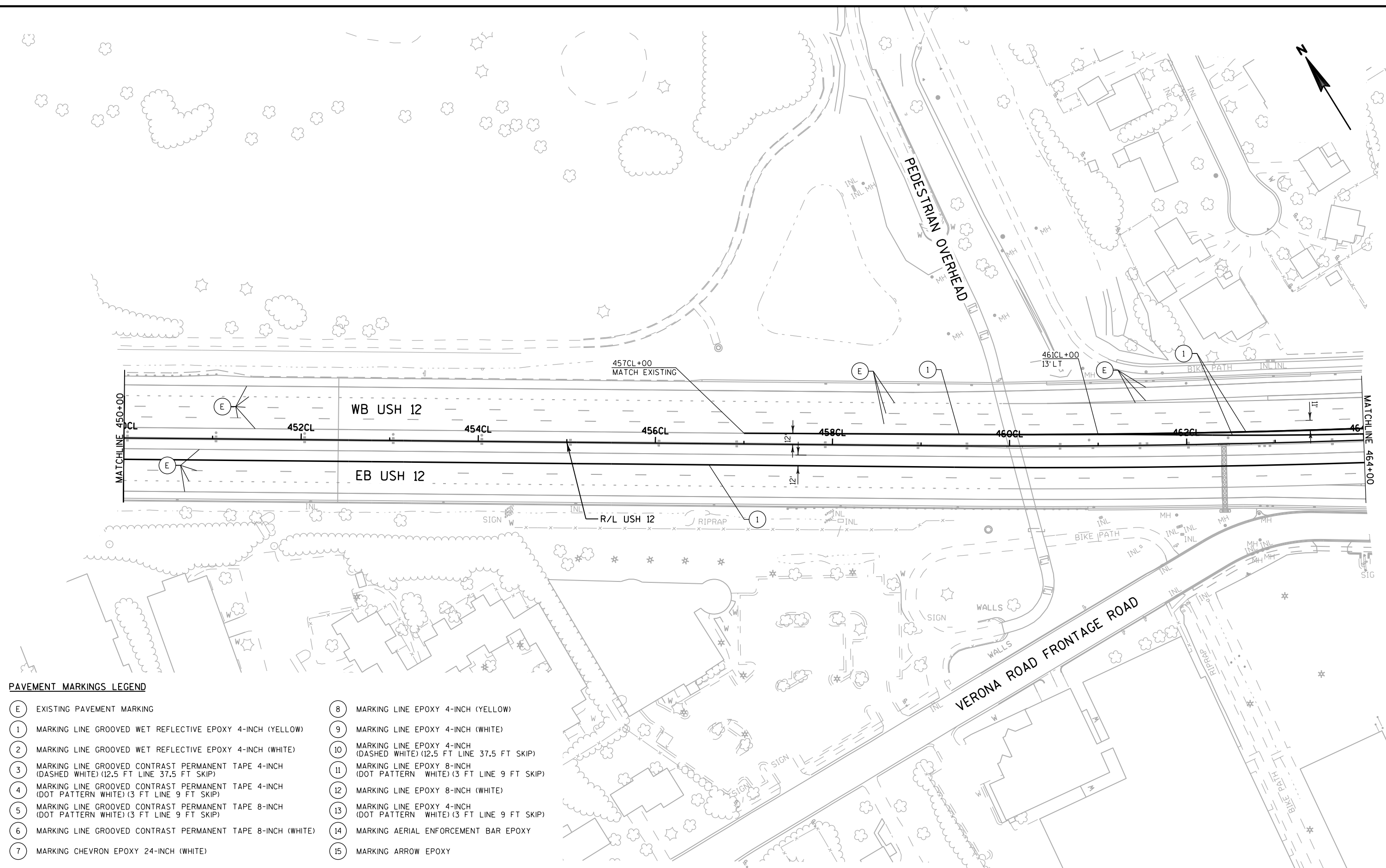
PAVEMENT MARKINGS

SHEET

562

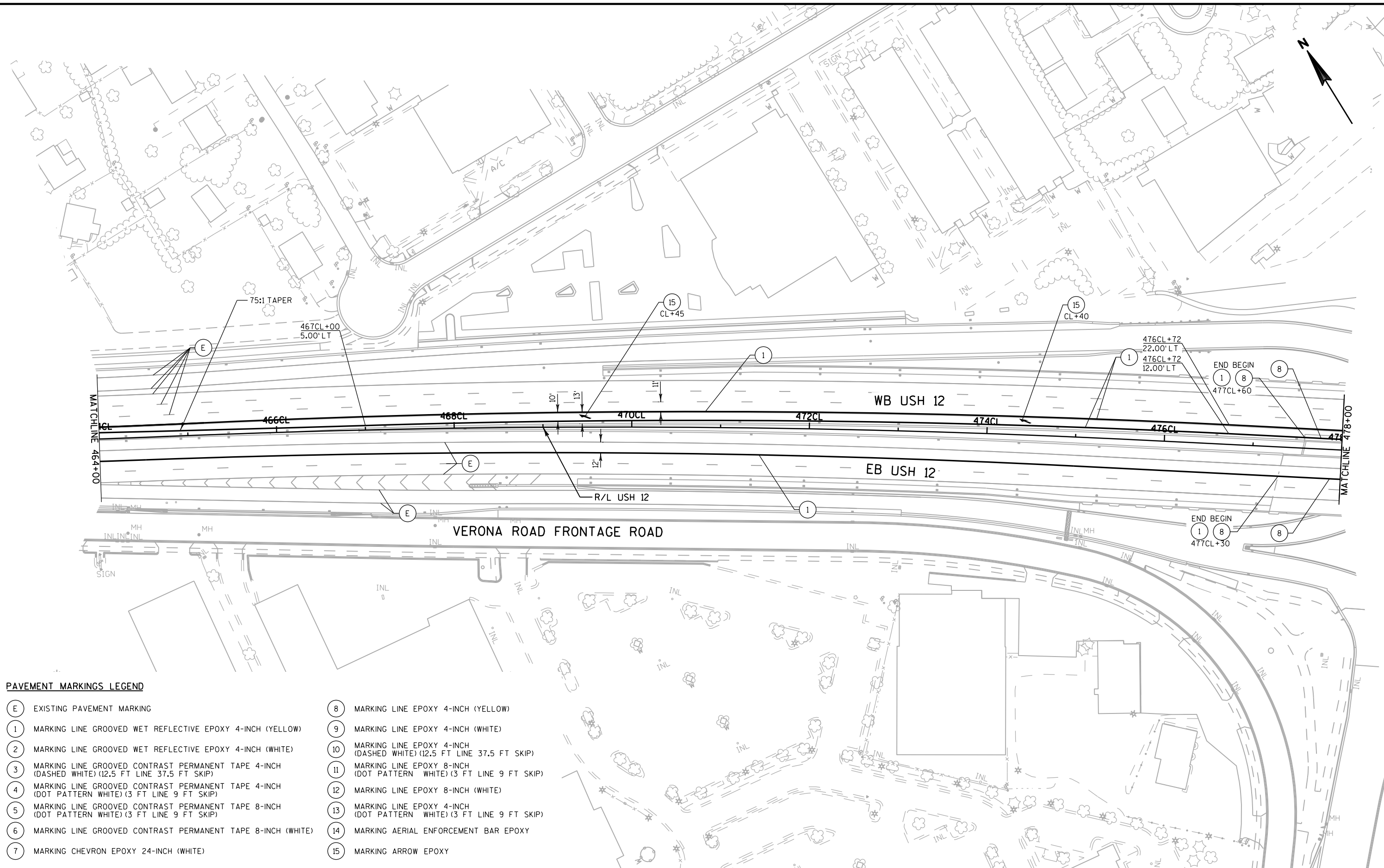
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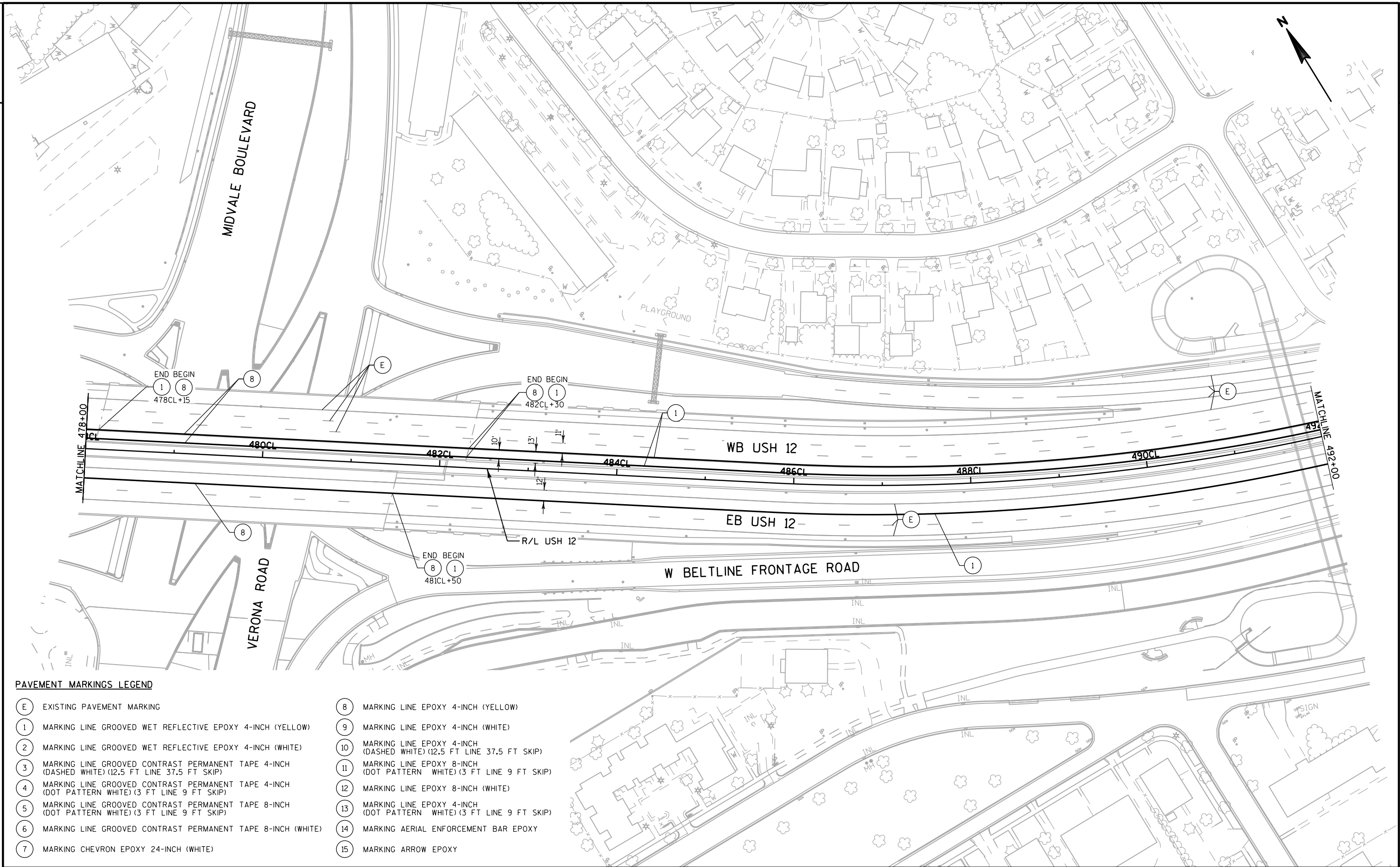
PAVEMENT MARKINGS LEGEND

- | | |
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| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |



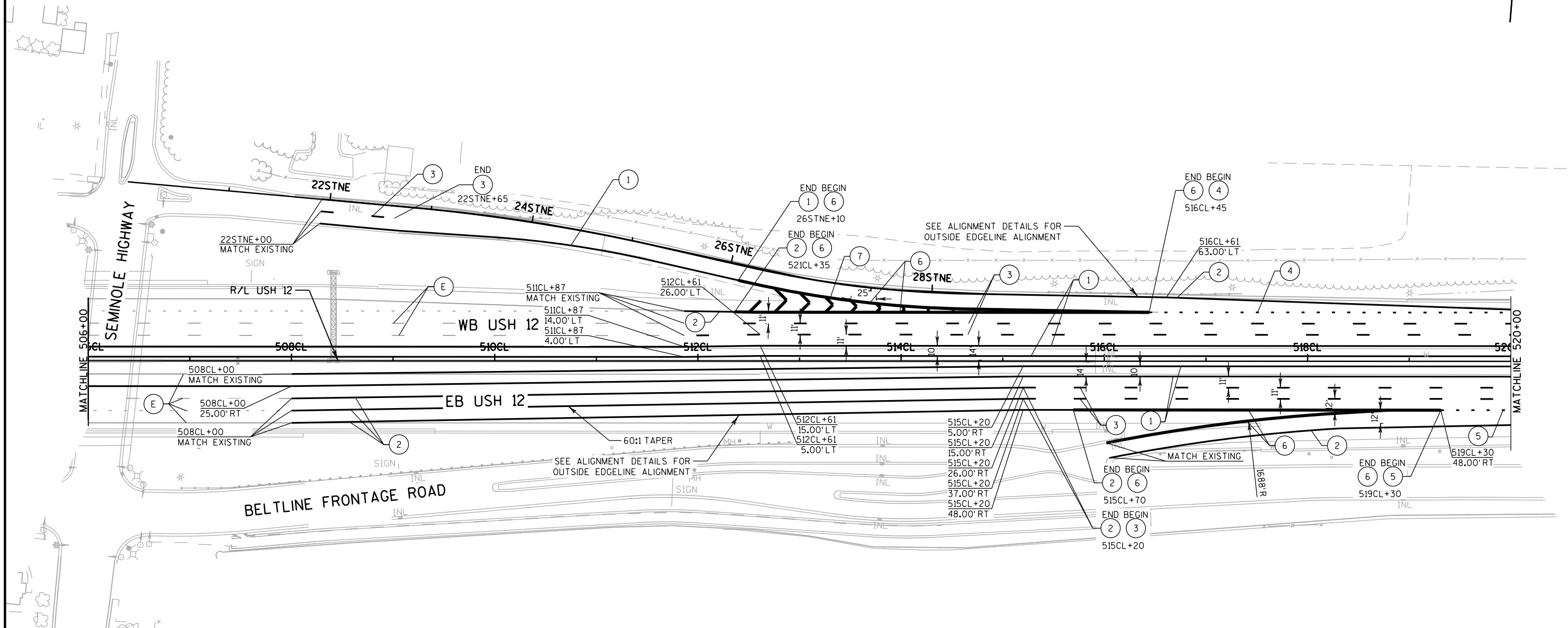
PAVEMENT MARKINGS LEGEND

- | | |
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| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

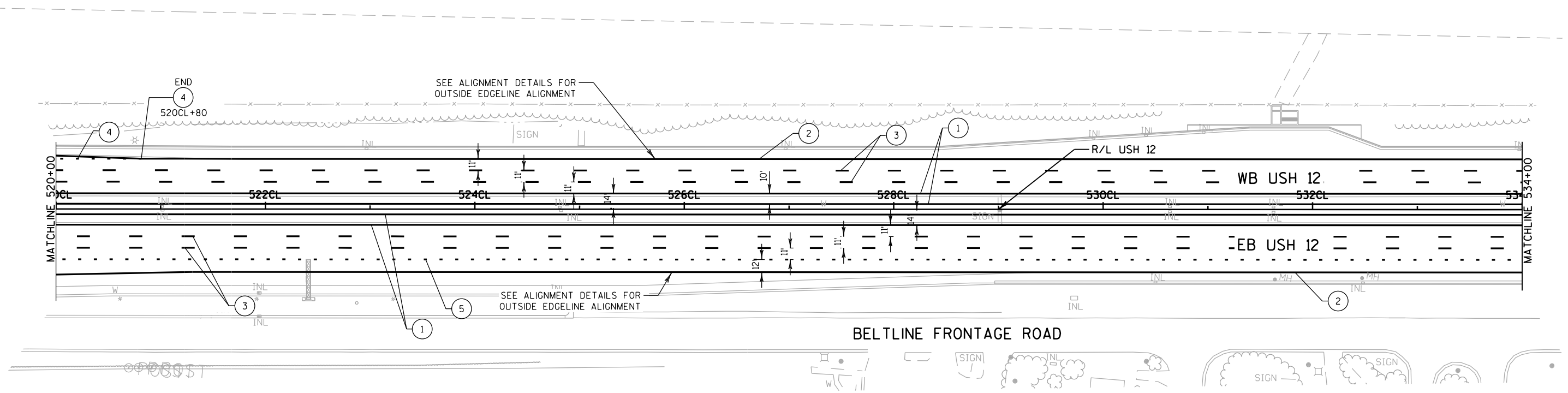


PAVEMENT MARKINGS LEGEND

- | | |
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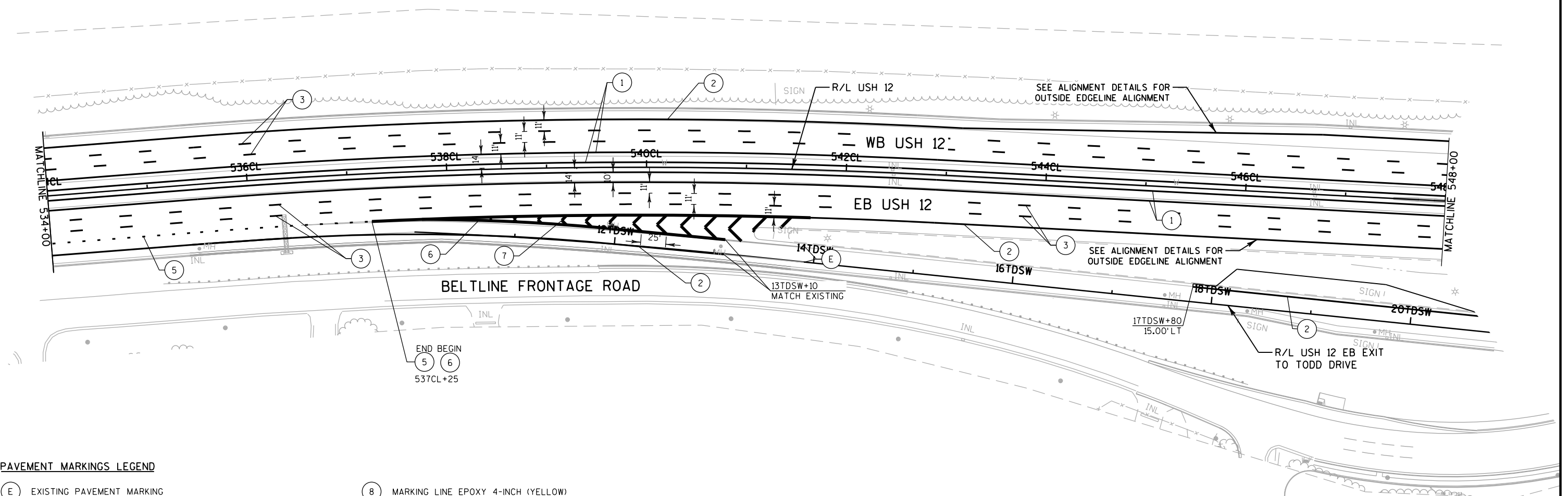
**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
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| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

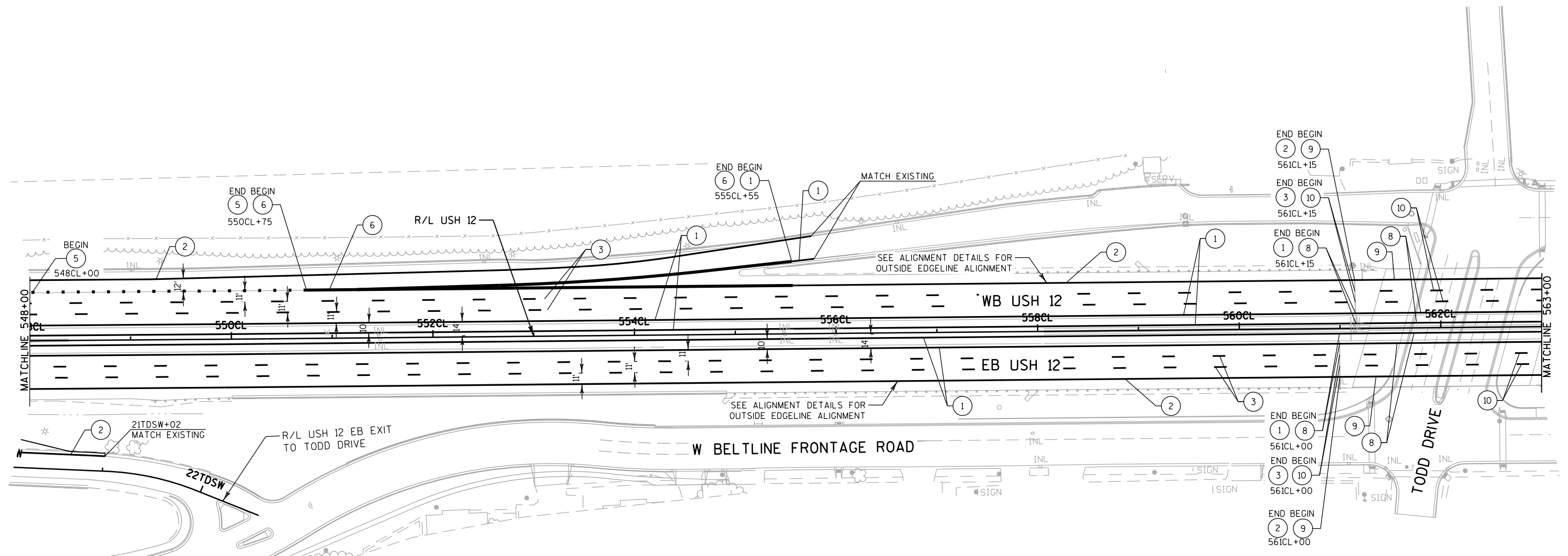


PAVEMENT MARKINGS LEGEND

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
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**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
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| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
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| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PAVEMENT MARKINGS

SHEET

571

E

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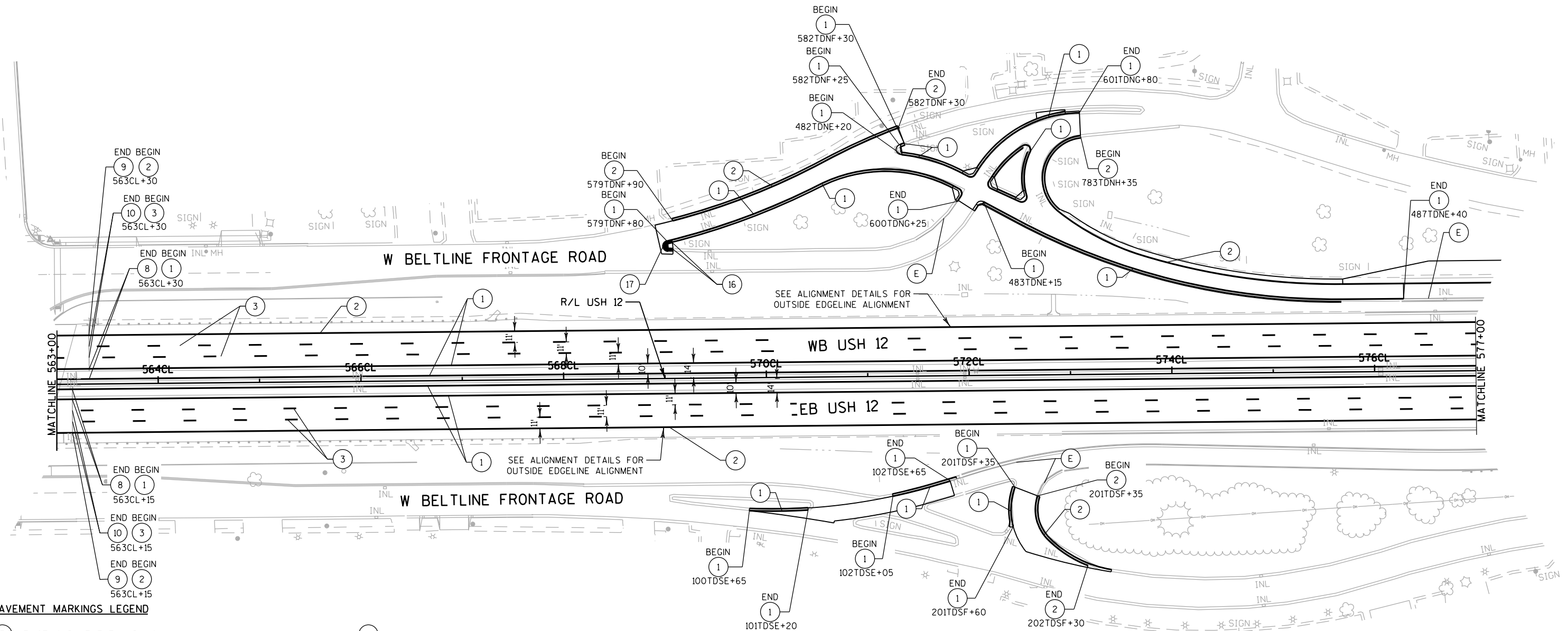
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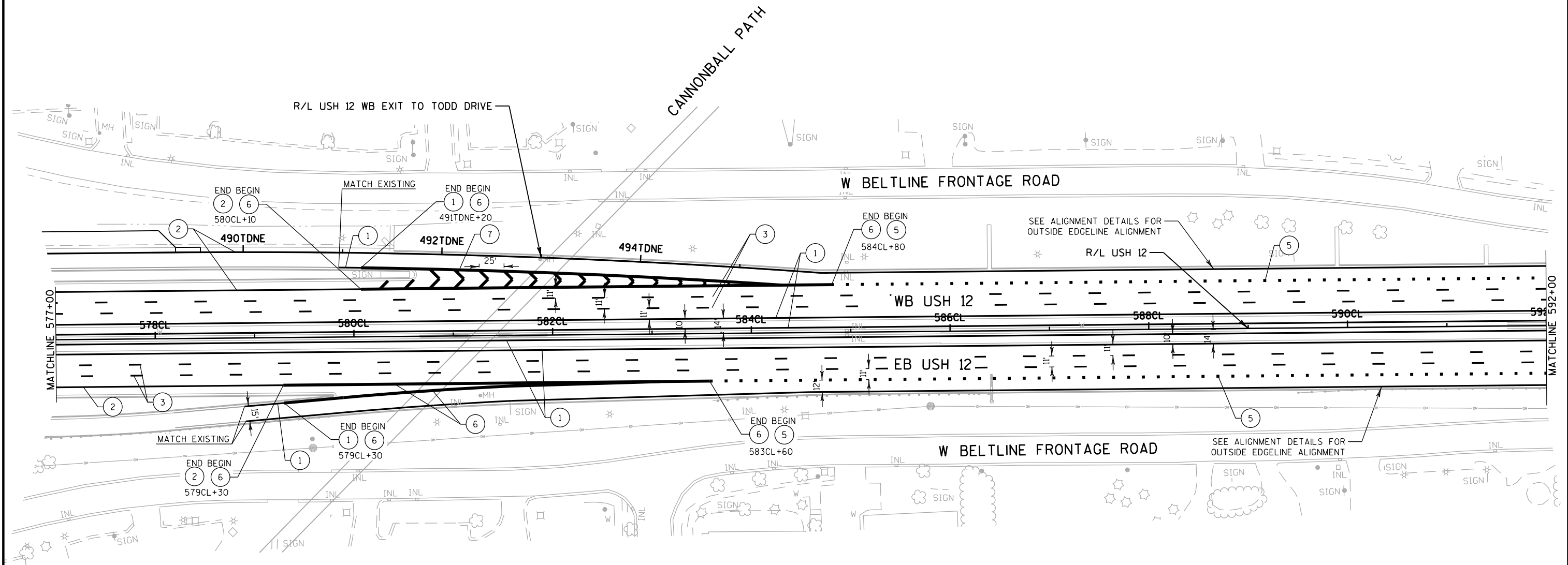
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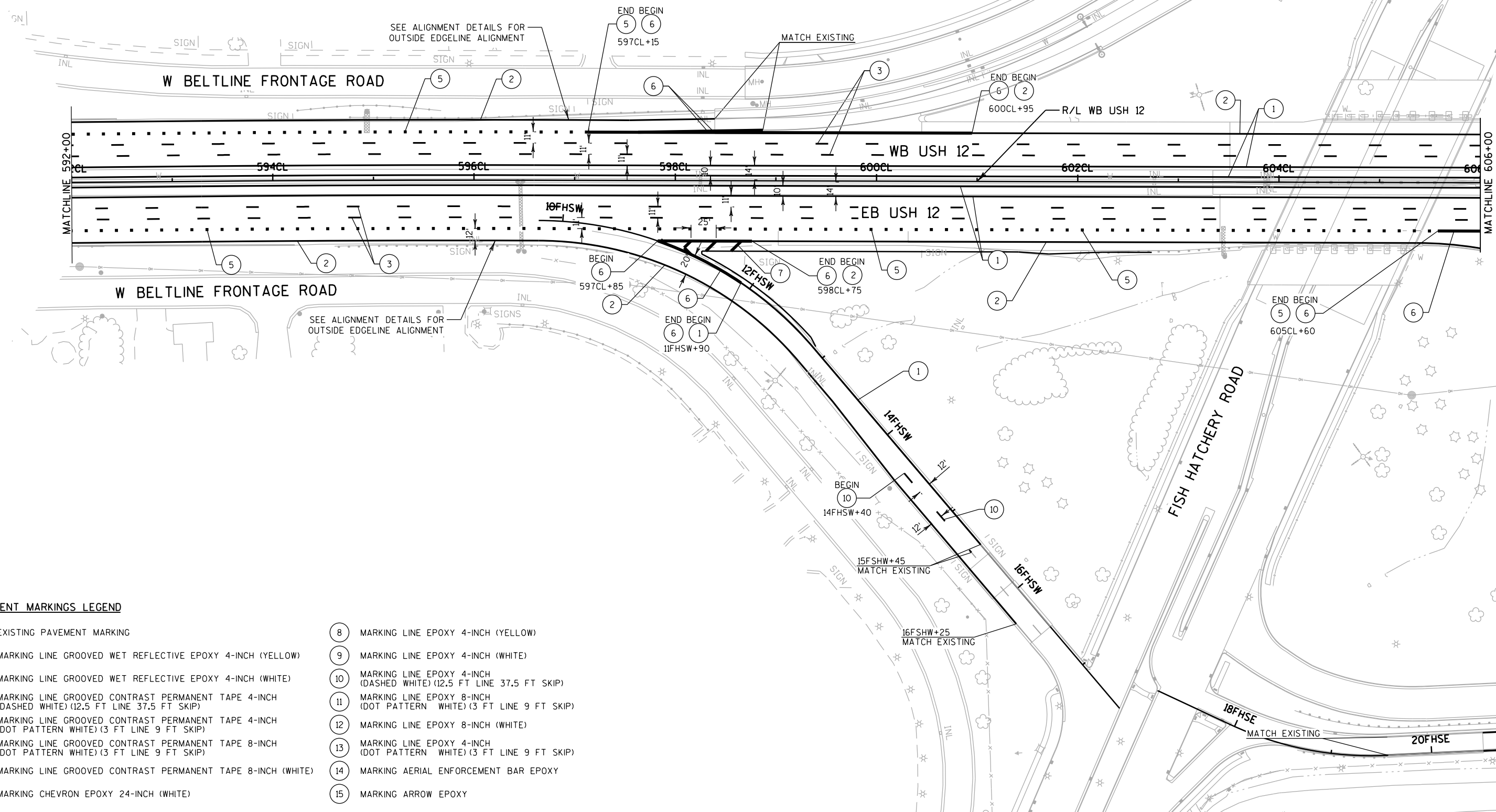
WISDOT/CADDs SHEET 42



1	EXISTING PAVEMENT MARKING	9	MARKING LINE EPOXY 4-INCH (WHITE)
2	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)	10	MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
3	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)	11	MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)	12	MARKING LINE EPOXY 8-INCH (WHITE)
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)	13	MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)	14	MARKING AERIAL ENFORCEMENT BAR EPOXY
7	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE)	15	MARKING ARROW EPOXY
8	MARKING CHEVRON EPOXY 24-INCH (WHITE)	16	MARKING CURB EPOXY (YELLOW)
9	MARKING LINE EPOXY 4-INCH (YELLOW)	17	MARKING ISLAND NOSE EPOXY (YELLOW)

**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (4) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (12) MARKING LINE EPOXY 8-INCH (WHITE) |
| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (4) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (12) MARKING LINE EPOXY 8-INCH (WHITE) |
| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PAVEMENT MARKINGS

SHEET

574

E

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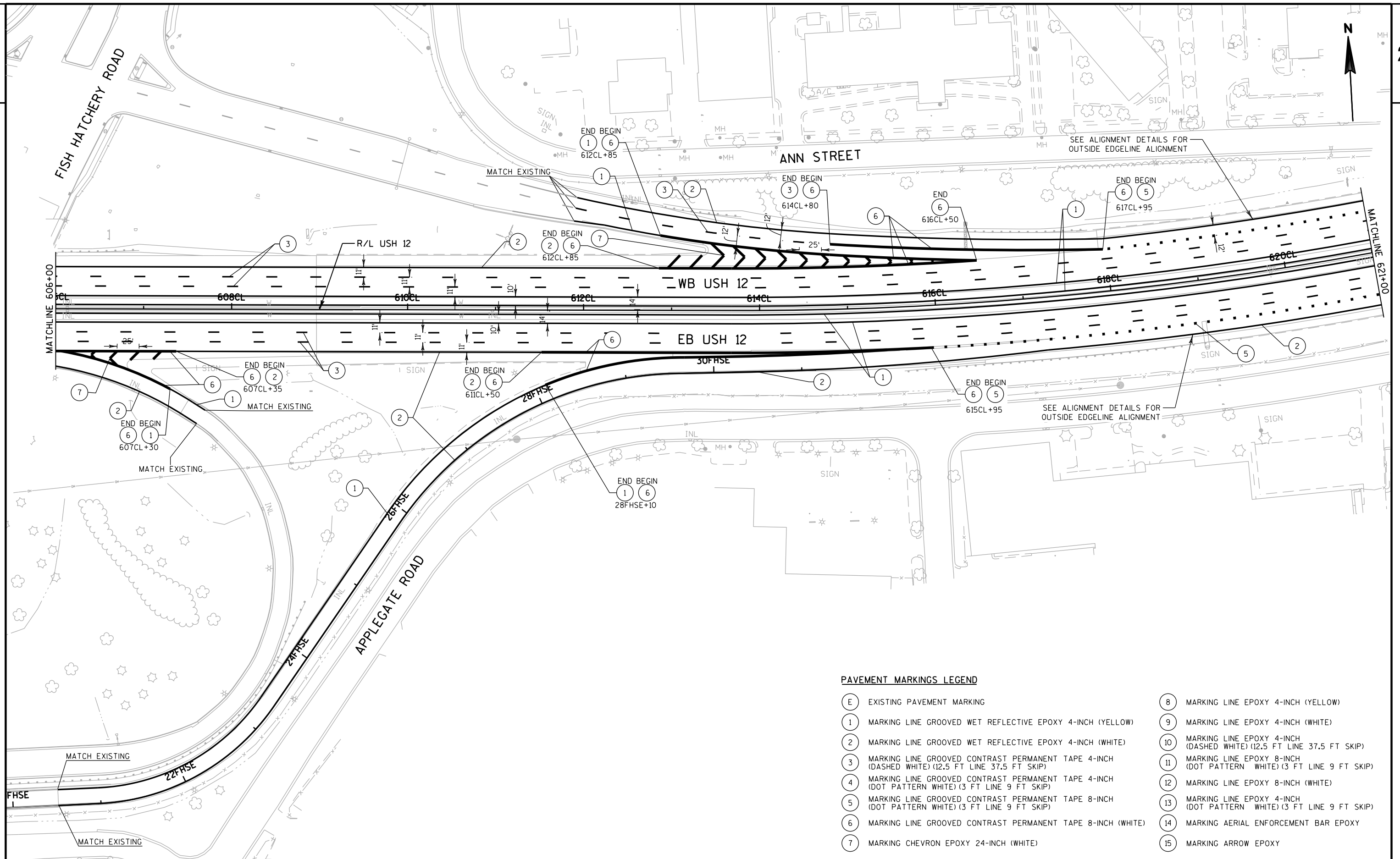
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PLOT BY : jshemanski

PLOT NAME :

PLOT SCALE : 100:1

WISDOT/CADDs SHEET 42



PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

PAVEMENT MARKINGS

SHEET

575

E

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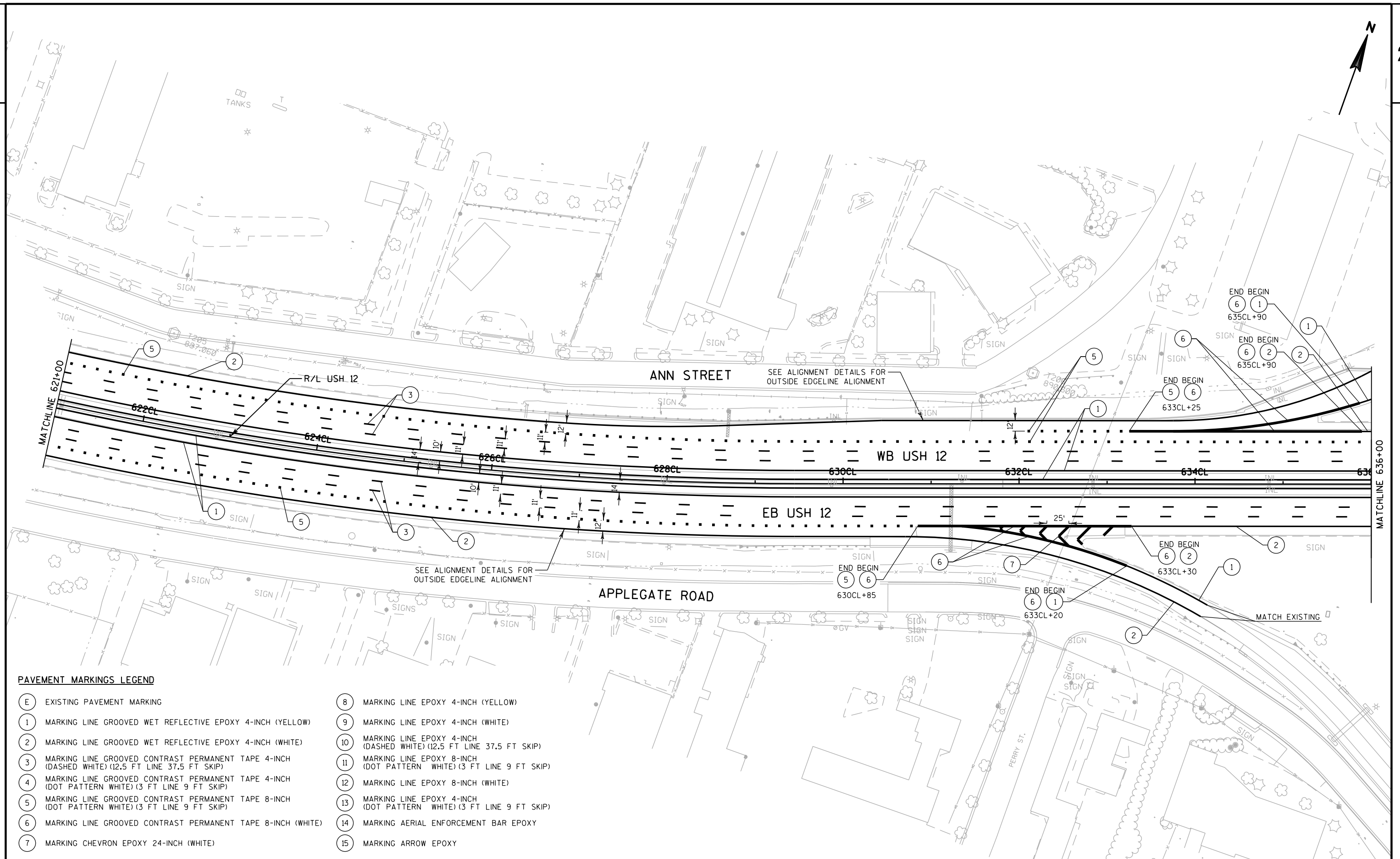
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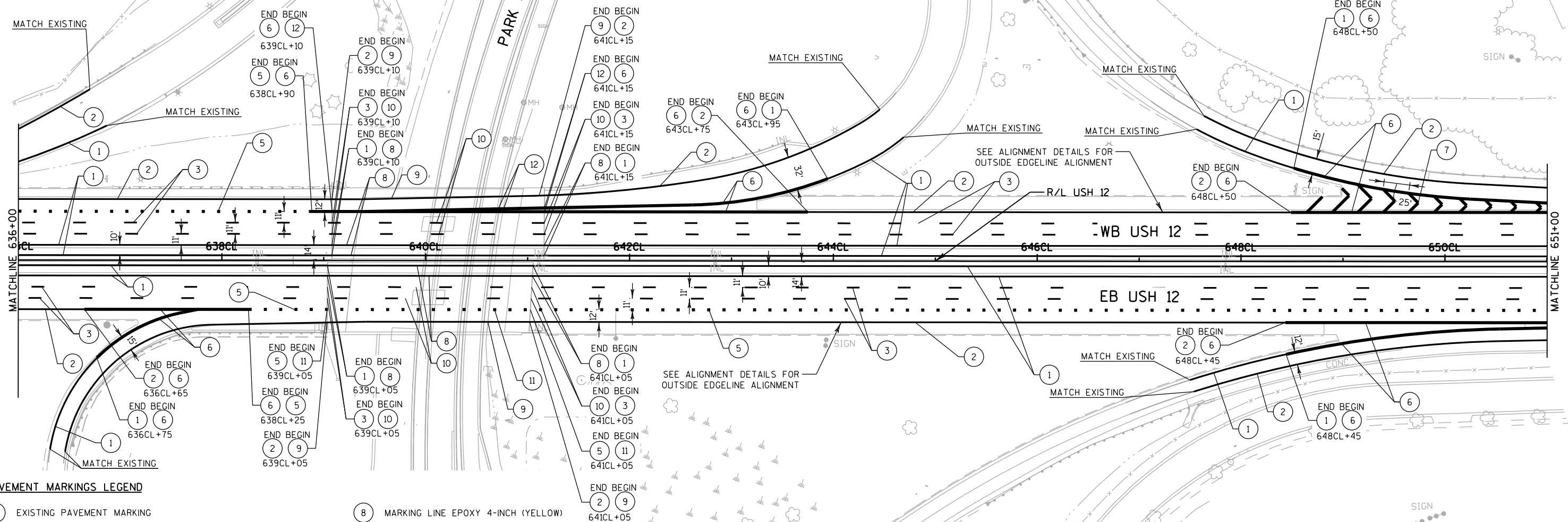
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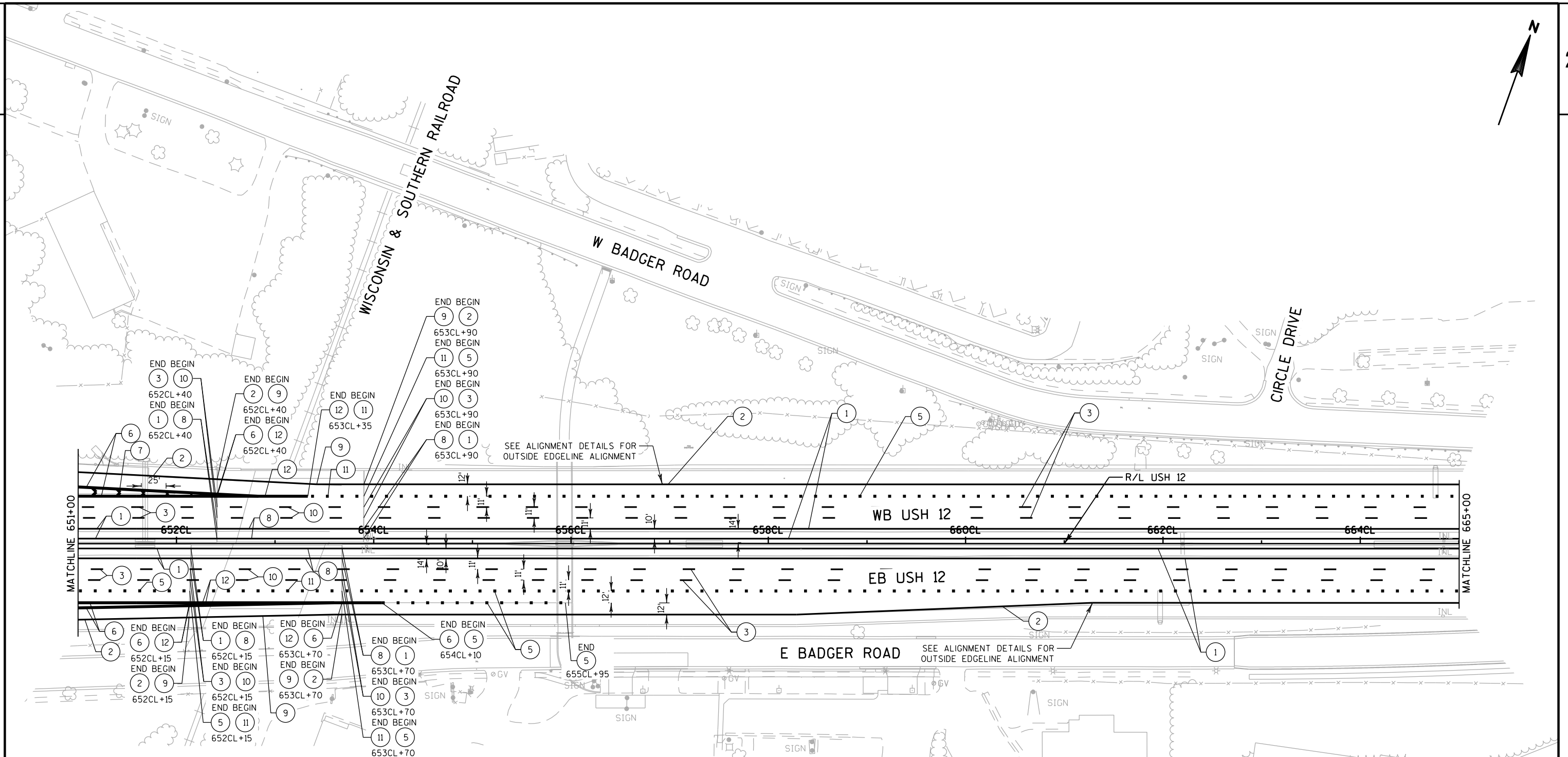
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PLOT SCALE : 100:1

WISDOT/CADDs SHEET 42





**PAVEMENT MARKINGS LEGEND**

E	EXISTING PAVEMENT MARKING	8	MARKING LINE EPOXY 4-INCH (YELLOW)
1	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)	9	MARKING LINE EPOXY 4-INCH (WHITE)
2	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)	10	MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)	11	MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)	12	MARKING LINE EPOXY 8-INCH (WHITE)
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)	13	MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE)	14	MARKING AERIAL ENFORCEMENT BAR EPOXY
7	MARKING CHEVRON EPOXY 24-INCH (WHITE)	15	MARKING ARROW EPOXY

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PAVEMENT MARKINGS

SHEET

578

E

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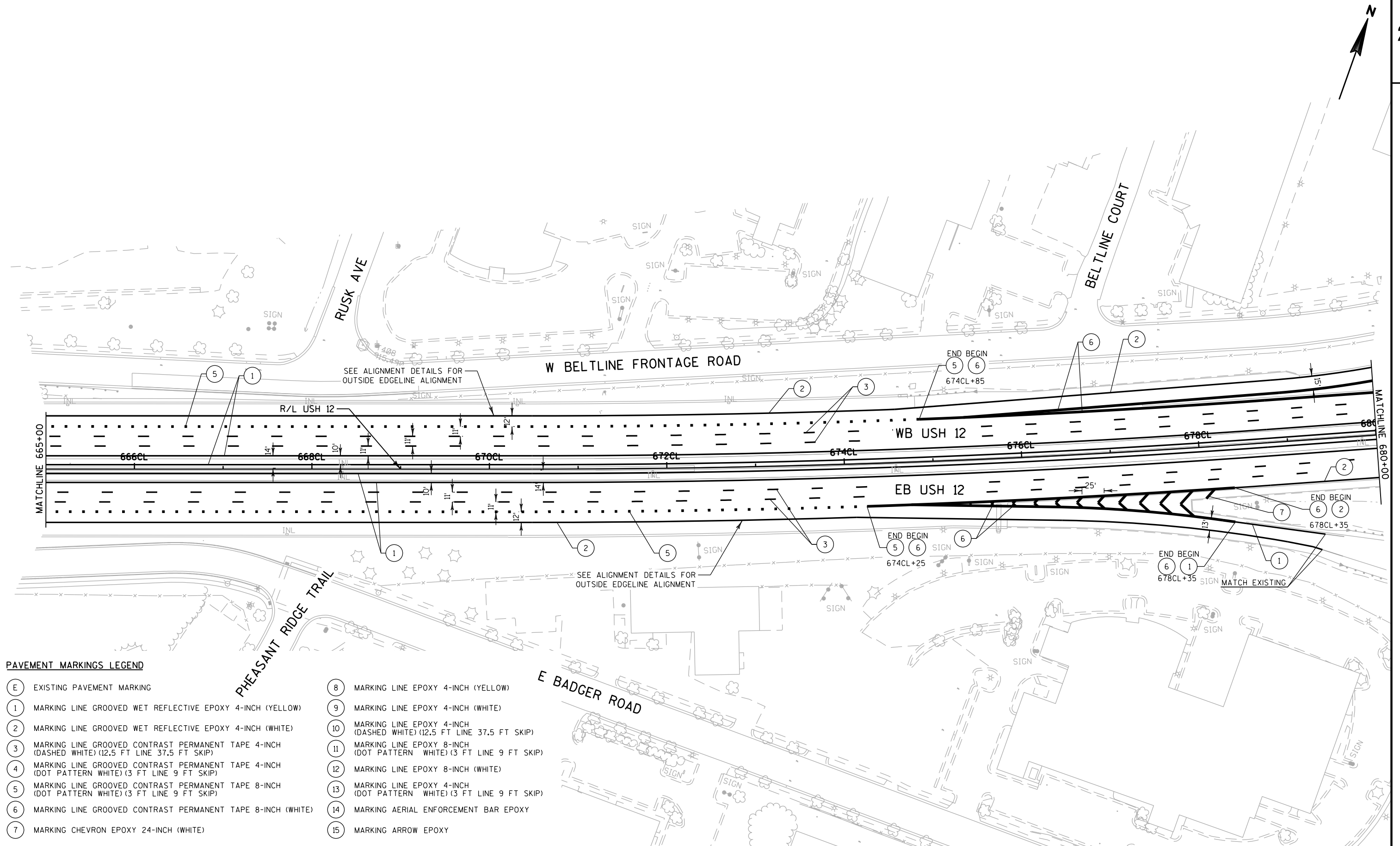
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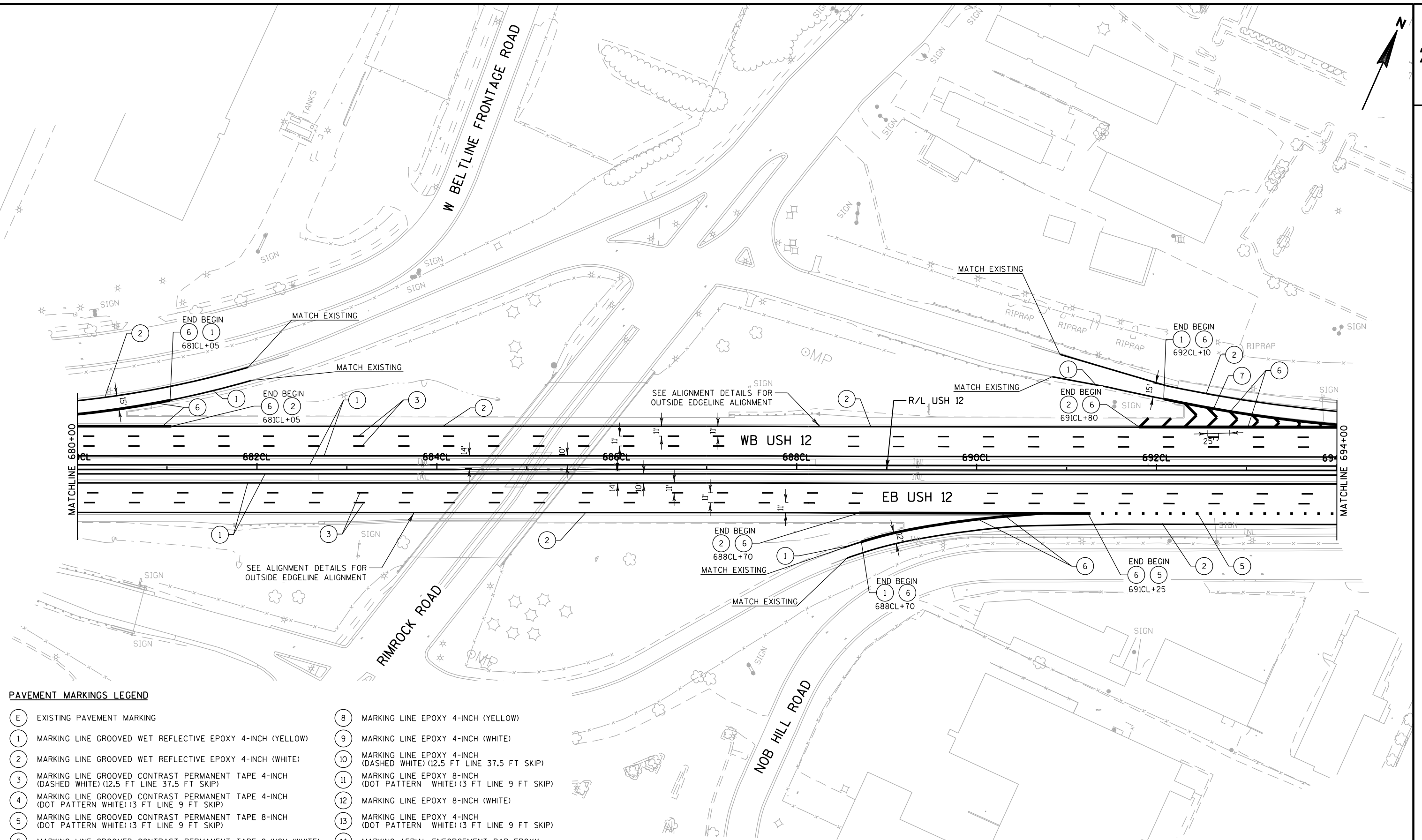
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PLOT NAME :

PLOT SCALE : 100:1

WISDOT/CADDs SHEET 42



**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (4) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (12) MARKING LINE EPOXY 8-INCH (WHITE) |
| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

PAVEMENT MARKINGS

SHEET

580

E

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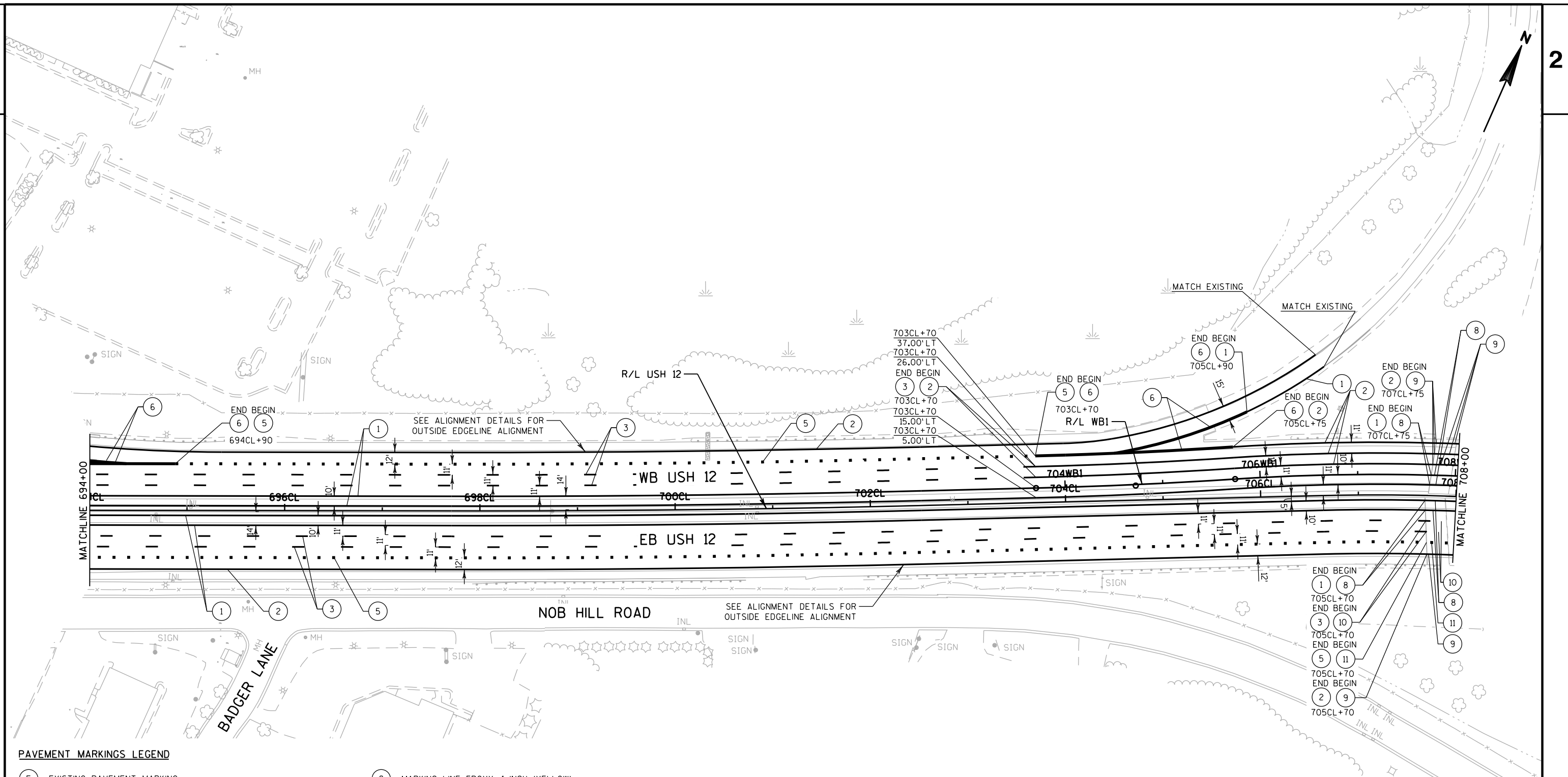
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PLOT NAME :

PLOT SCALE : 100:1

WISDOT/CADDs SHEET 42

**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (4) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (12) MARKING LINE EPOXY 8-INCH (WHITE) |
| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PAVEMENT MARKINGS

SHEET

581

E

FILE NAME : \\madw00\ingrproj\66034\1206-06-79 HSR\1\cds\024523.pm.dgn

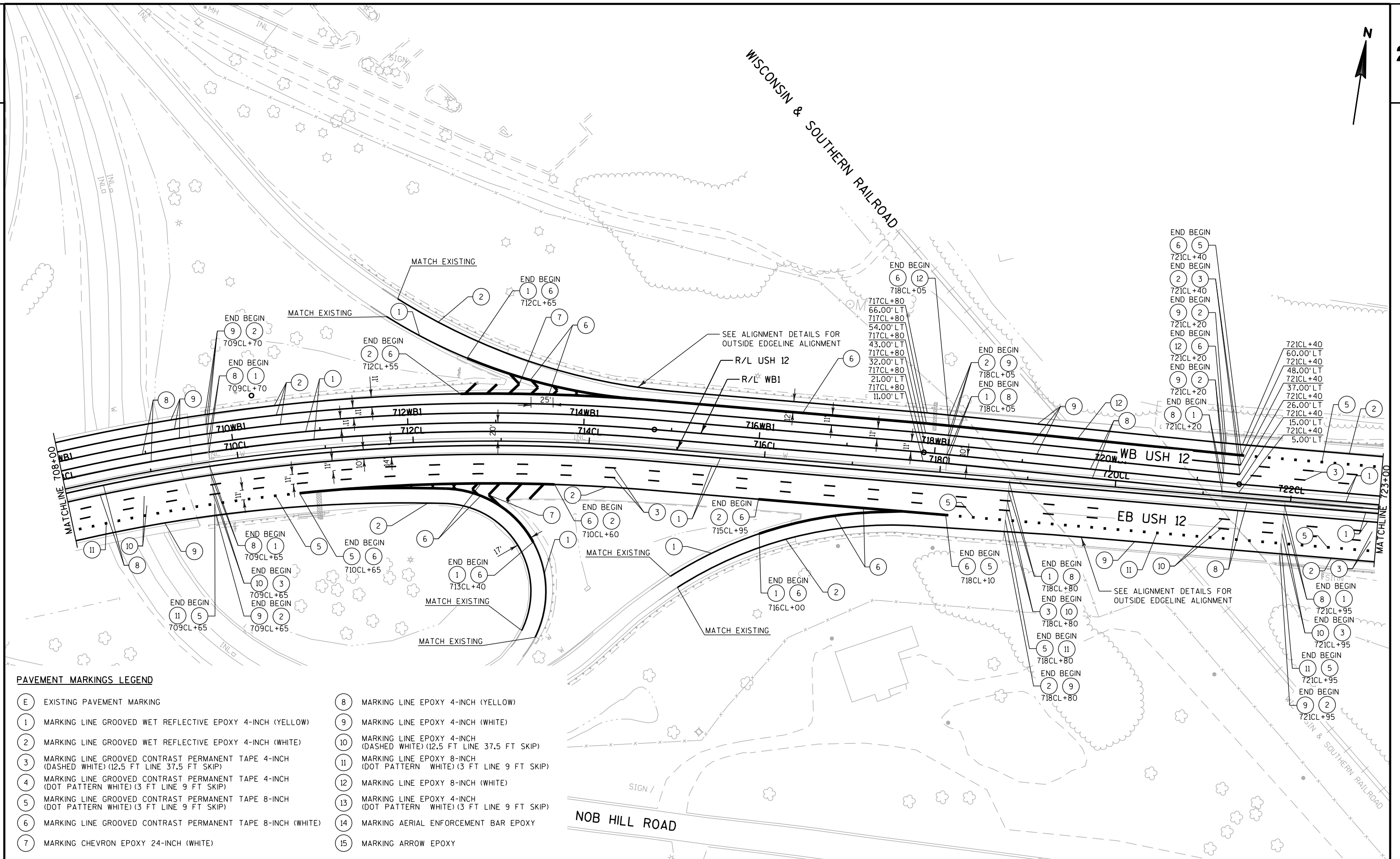
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PLOT NAME :

PLOT SCALE : 100:1

WISDOT/CADDs SHEET 42

**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (4) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (12) MARKING LINE EPOXY 8-INCH (WHITE) |
| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PAVEMENT MARKINGS

SHEET

582

E

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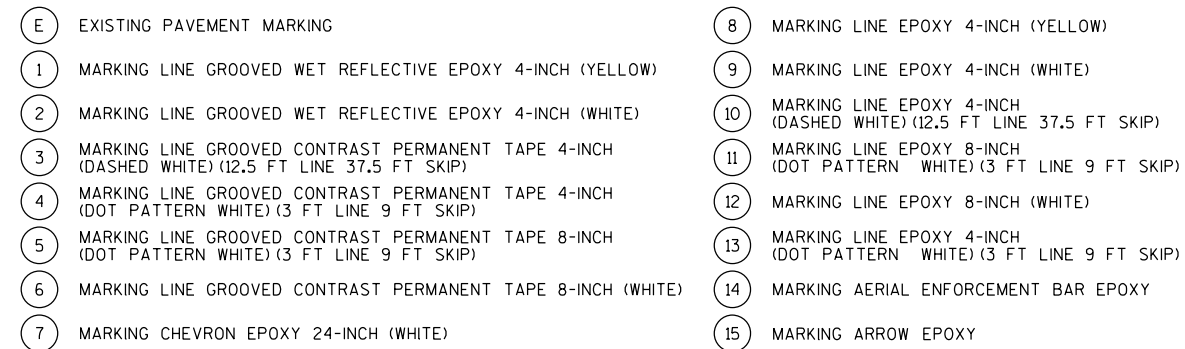
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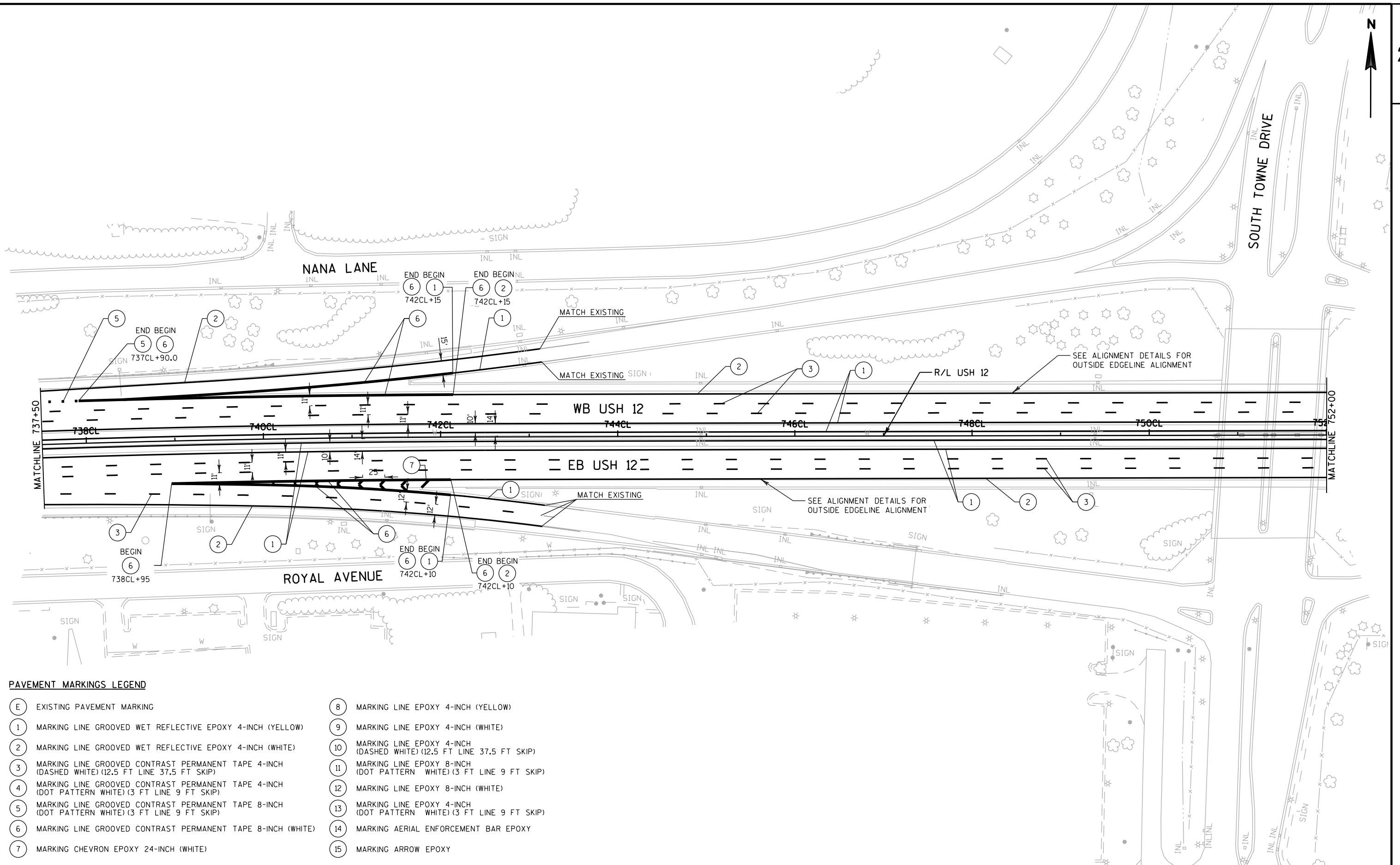
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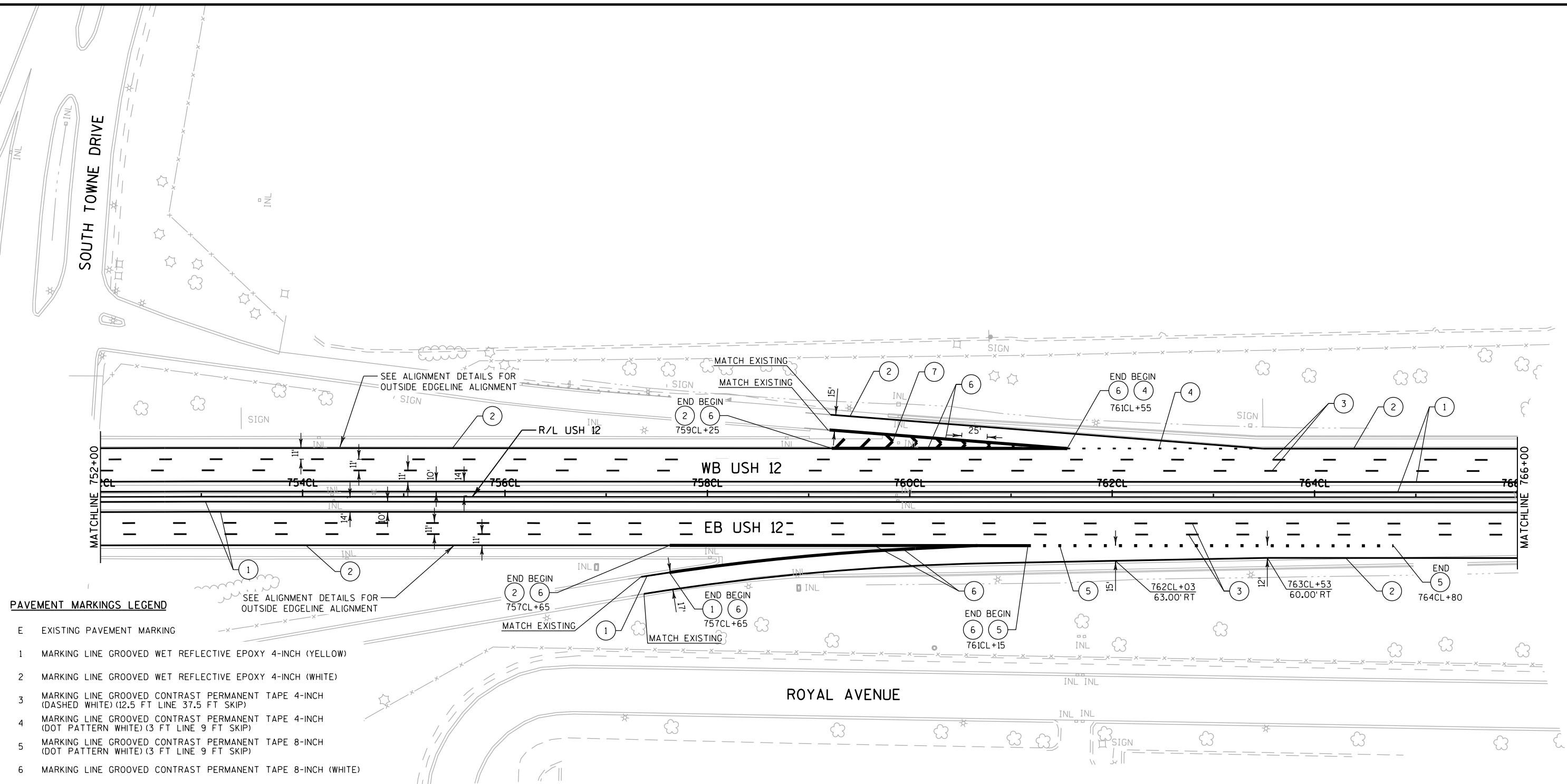
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WISDOT/CADDs SHEET 42





**PAVEMENT MARKINGS LEGEND**

- E EXISTING PAVEMENT MARKING
- 1 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)
- 2 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
- 3 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
- 4 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 5 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 6 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE)
- 7 MARKING CHEVRON EPOXY 24-INCH (WHITE)
- 8 MARKING LINE EPOXY 4-INCH (YELLOW)
- 9 MARKING LINE EPOXY 4-INCH (WHITE)
- 10 MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
- 11 MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 12 MARKING LINE EPOXY 8-INCH (WHITE)
- 13 MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 14 MARKING AERIAL ENFORCEMENT BAR EPOXY
- 15 MARKING ARROW EPOXY

PROJECT NO: 1206-06-79

HWY: USH 12

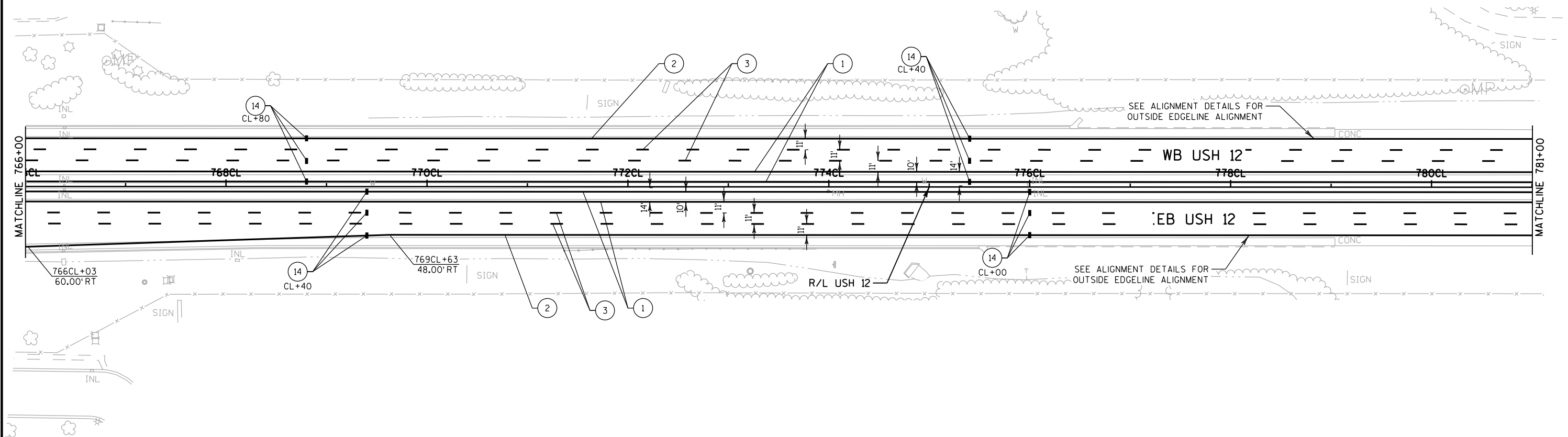
COUNTY: DANE

PAVEMENT MARKINGS

SHEET

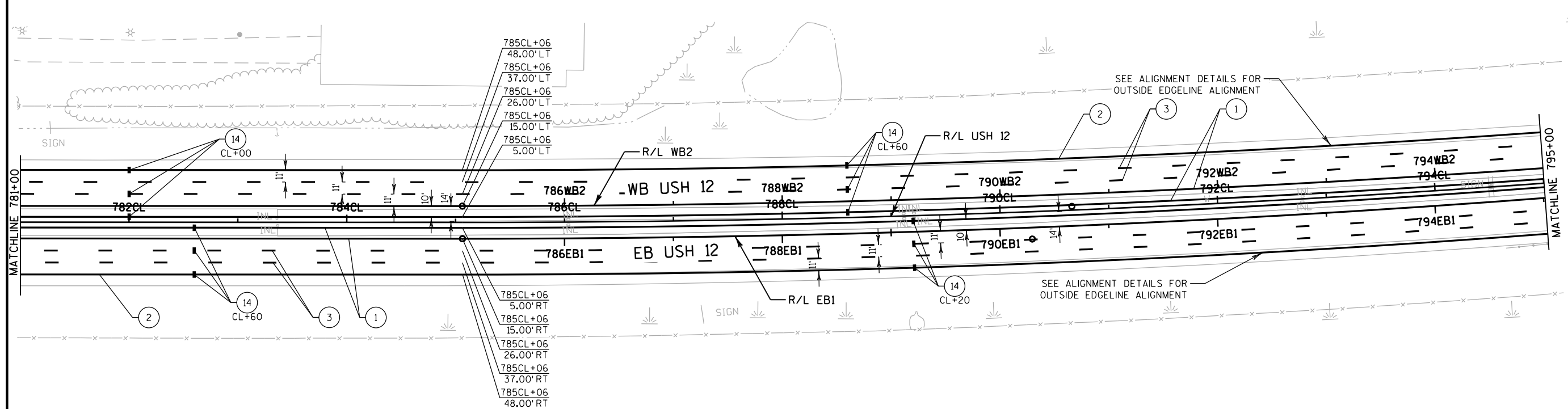
585

E



PAVEMENT MARKINGS LEGEND

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (4) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (12) MARKING LINE EPOXY 8-INCH (WHITE) |
| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (4) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (12) MARKING LINE EPOXY 8-INCH (WHITE) |
| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

PROJECT NO: 1206-06-79

HWY: USH 12

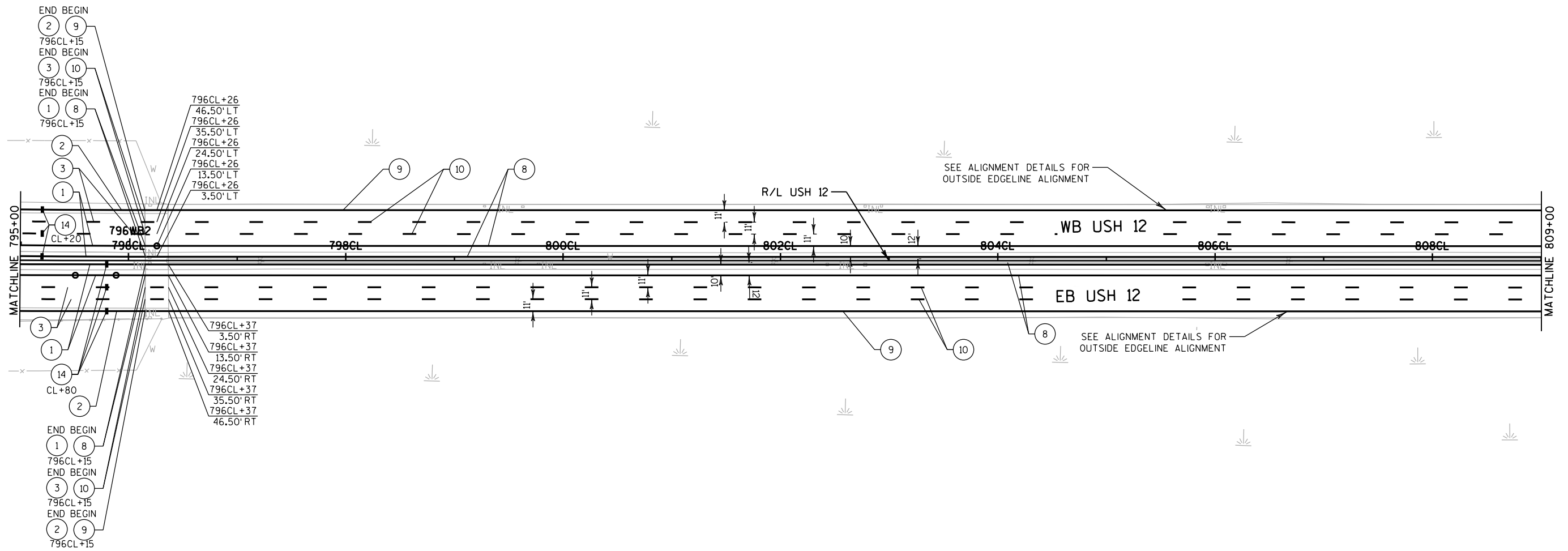
COUNTY: DANE

PAVEMENT MARKINGS

SHEET

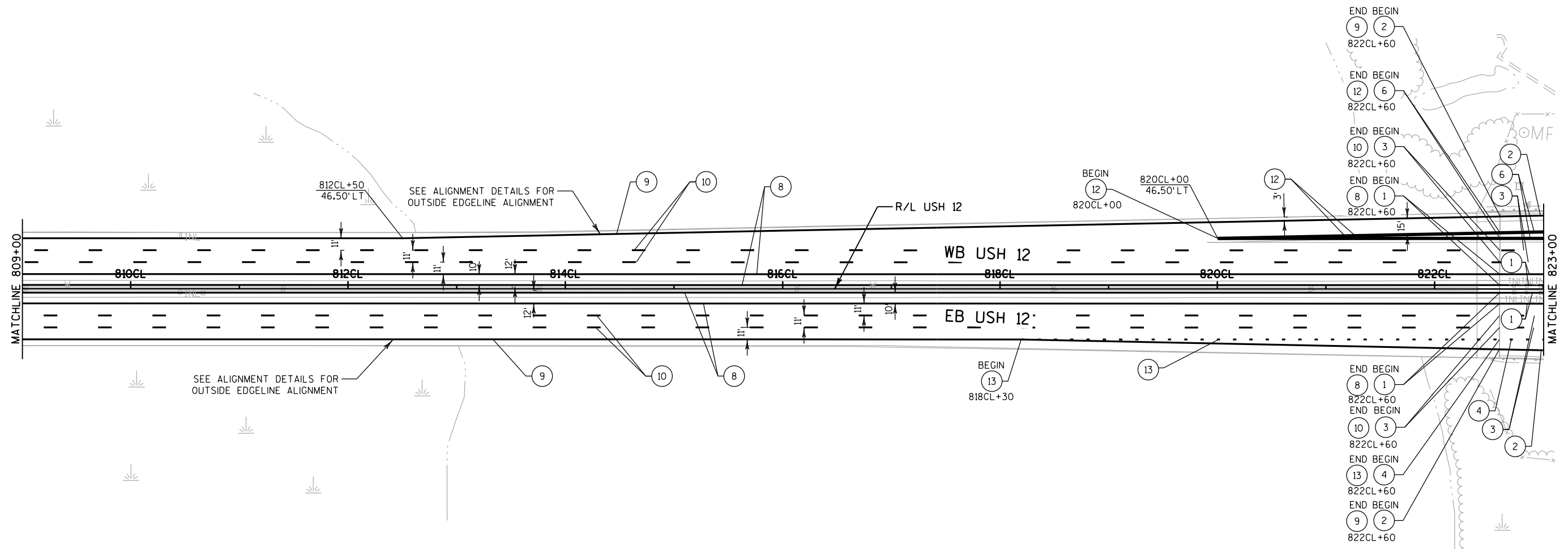
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E



PAVEMENT MARKINGS LEGEND

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (4) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (12) MARKING LINE EPOXY 8-INCH (WHITE) |
| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (4) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (12) MARKING LINE EPOXY 8-INCH (WHITE) |
| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PAVEMENT MARKINGS

SHEET

589

E

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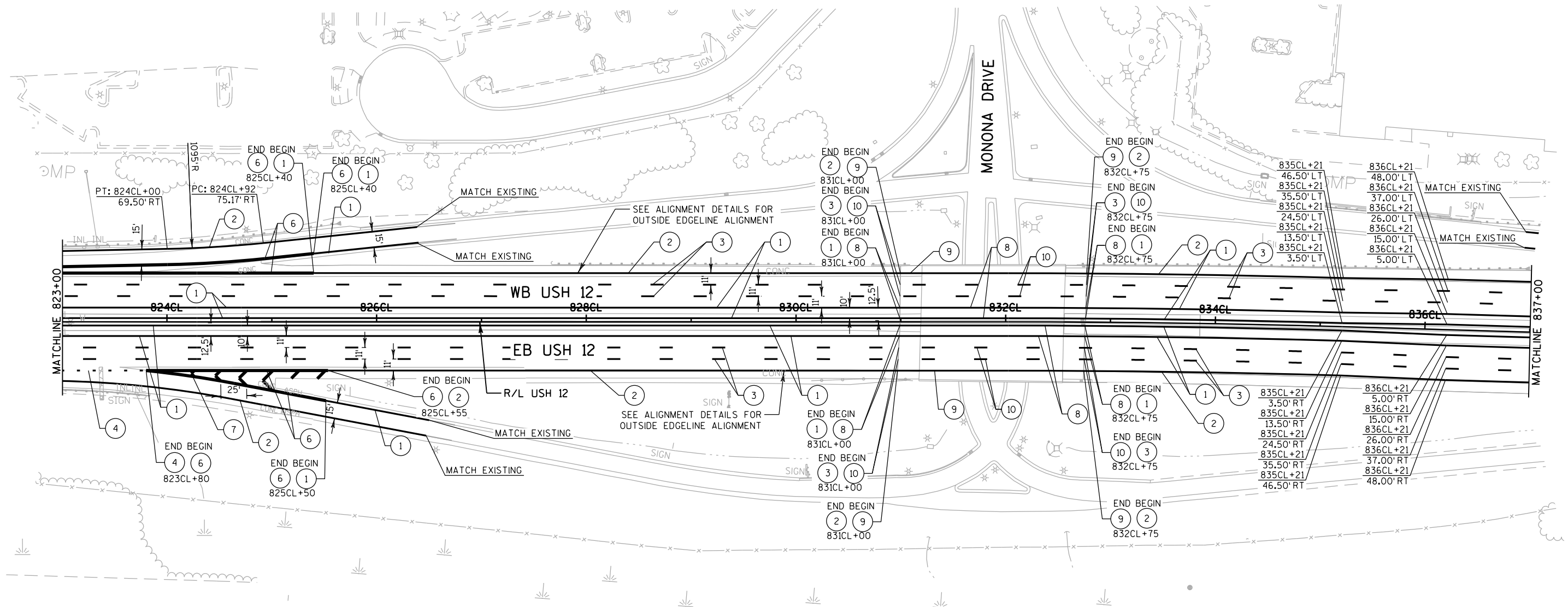
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PLOT BY : jshemanski

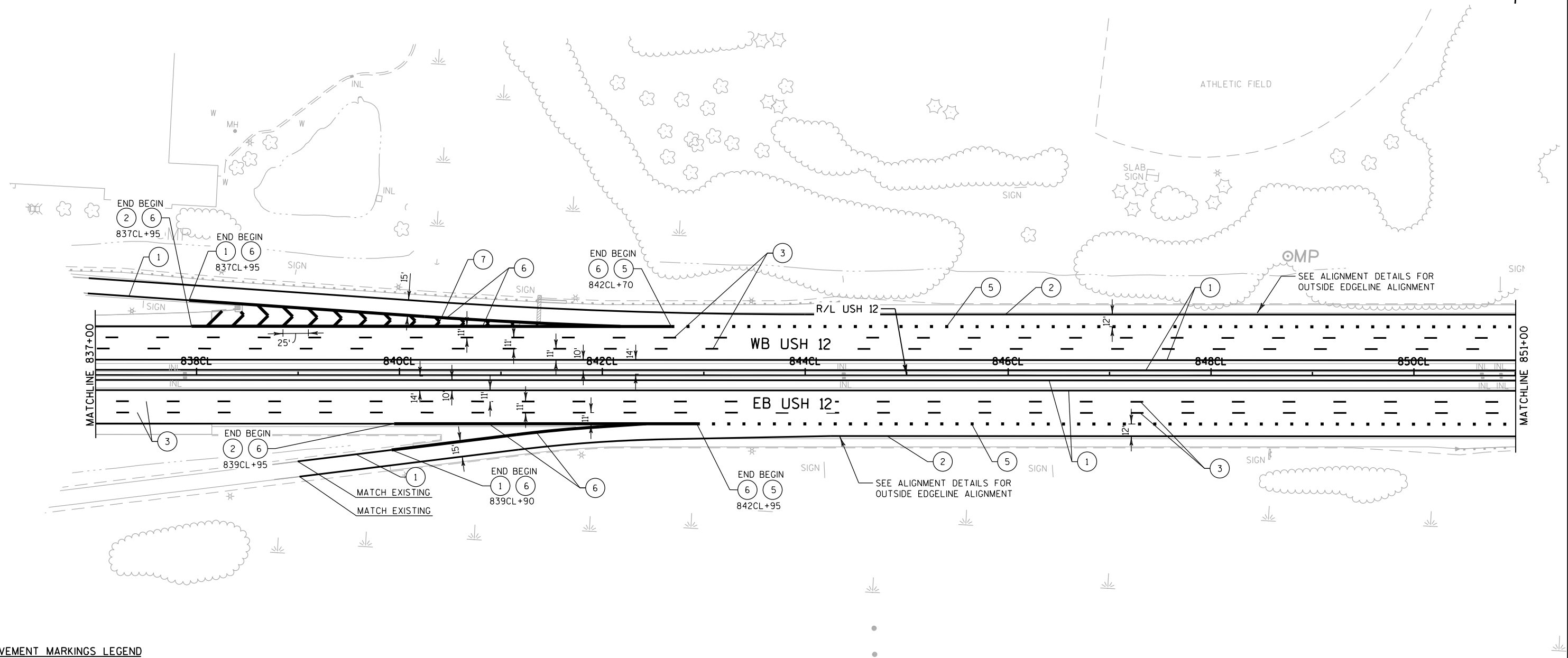
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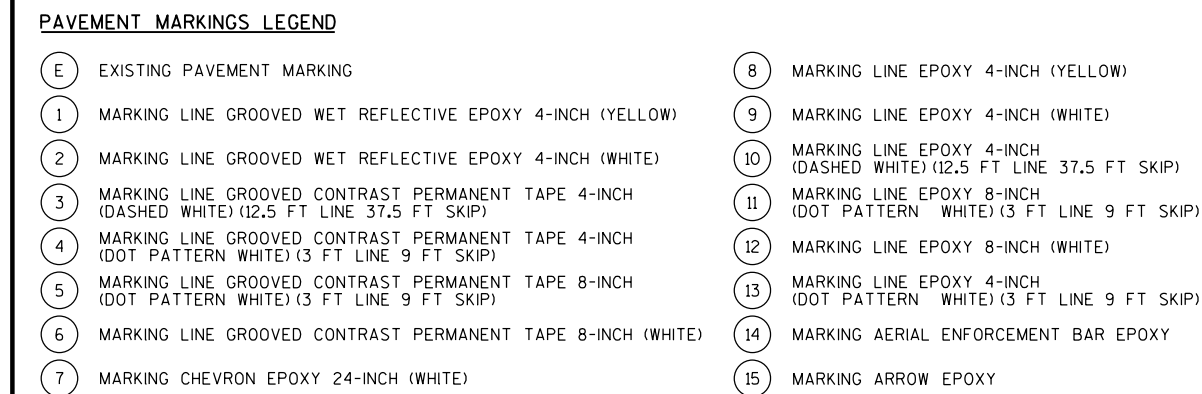
WISDOT/CADDs SHEET 42

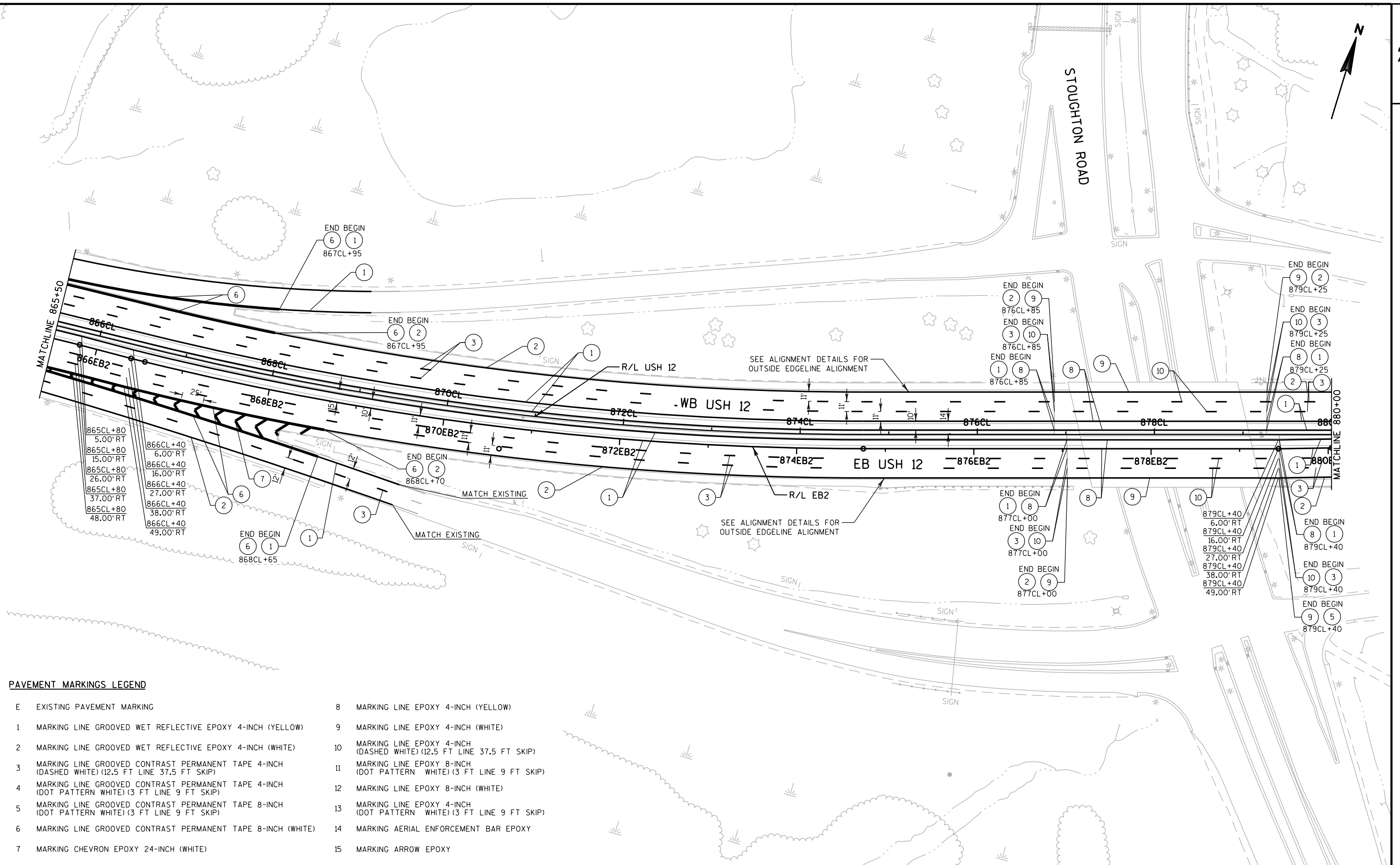
**PAVEMENT MARKINGS LEGEND**

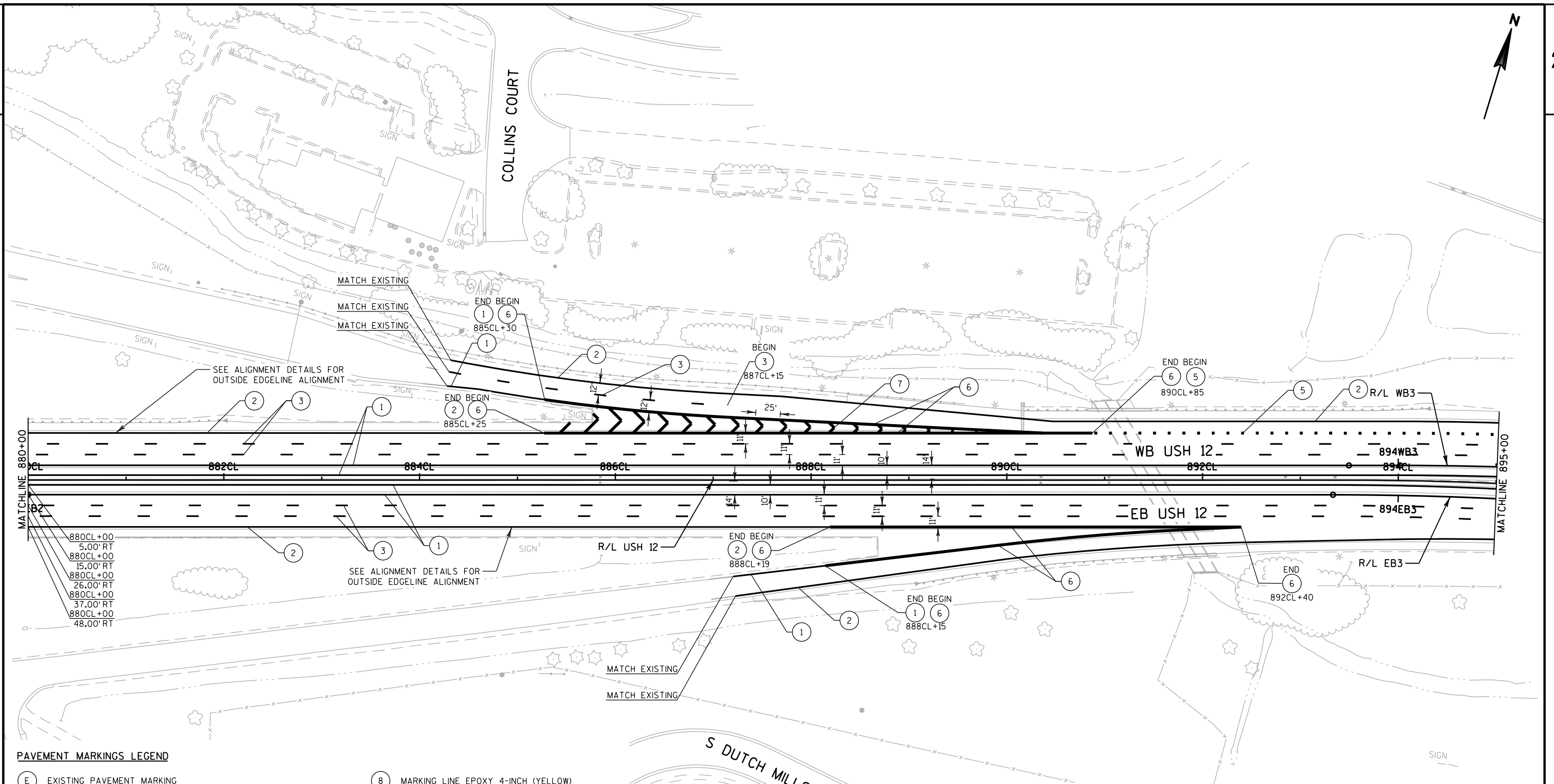
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|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (4) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (12) MARKING LINE EPOXY 8-INCH (WHITE) |
| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (4) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (12) MARKING LINE EPOXY 8-INCH (WHITE) |
| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

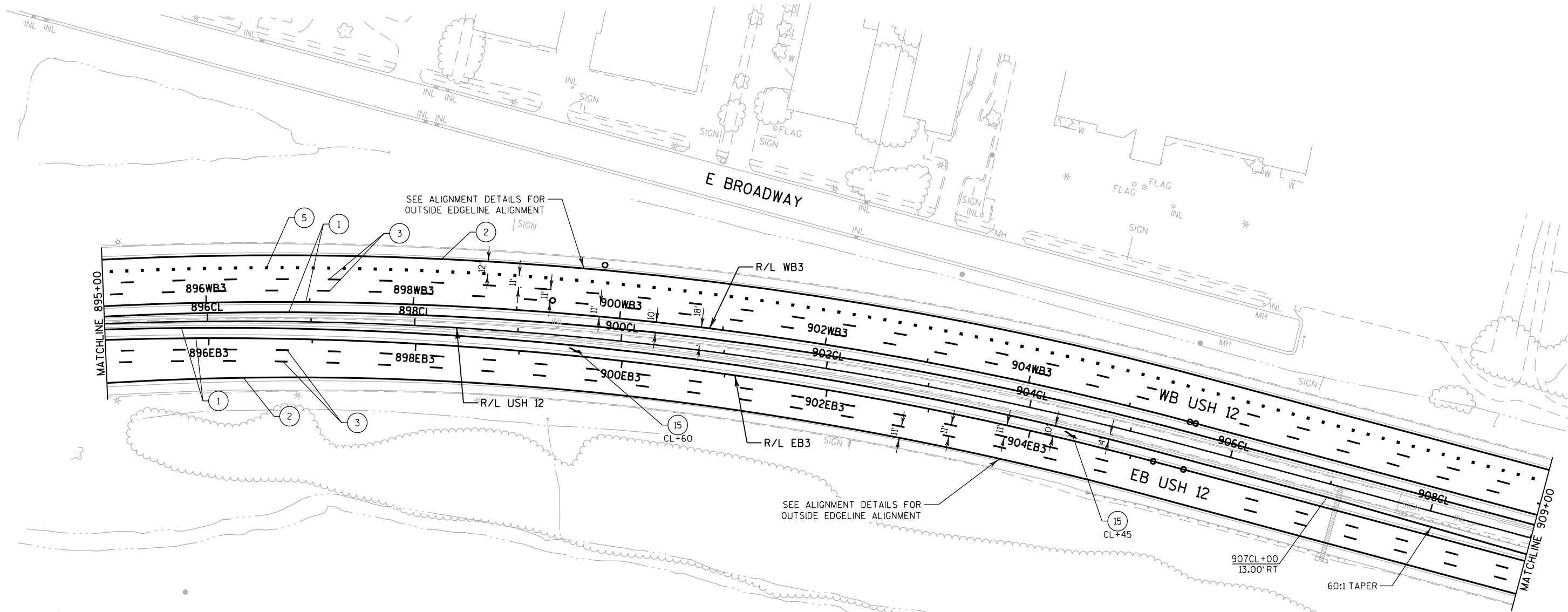






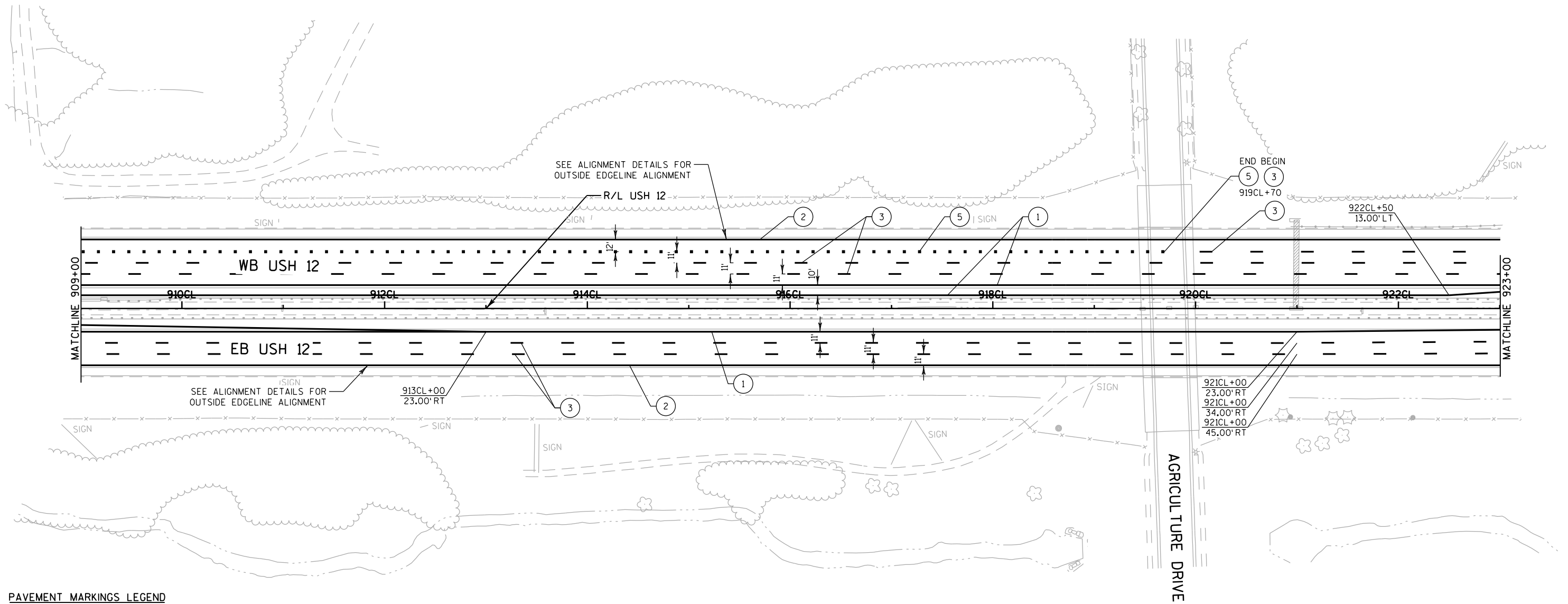
PAVEMENT MARKINGS LEGEND

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
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| (3) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | (11) MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
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| (5) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | (13) MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

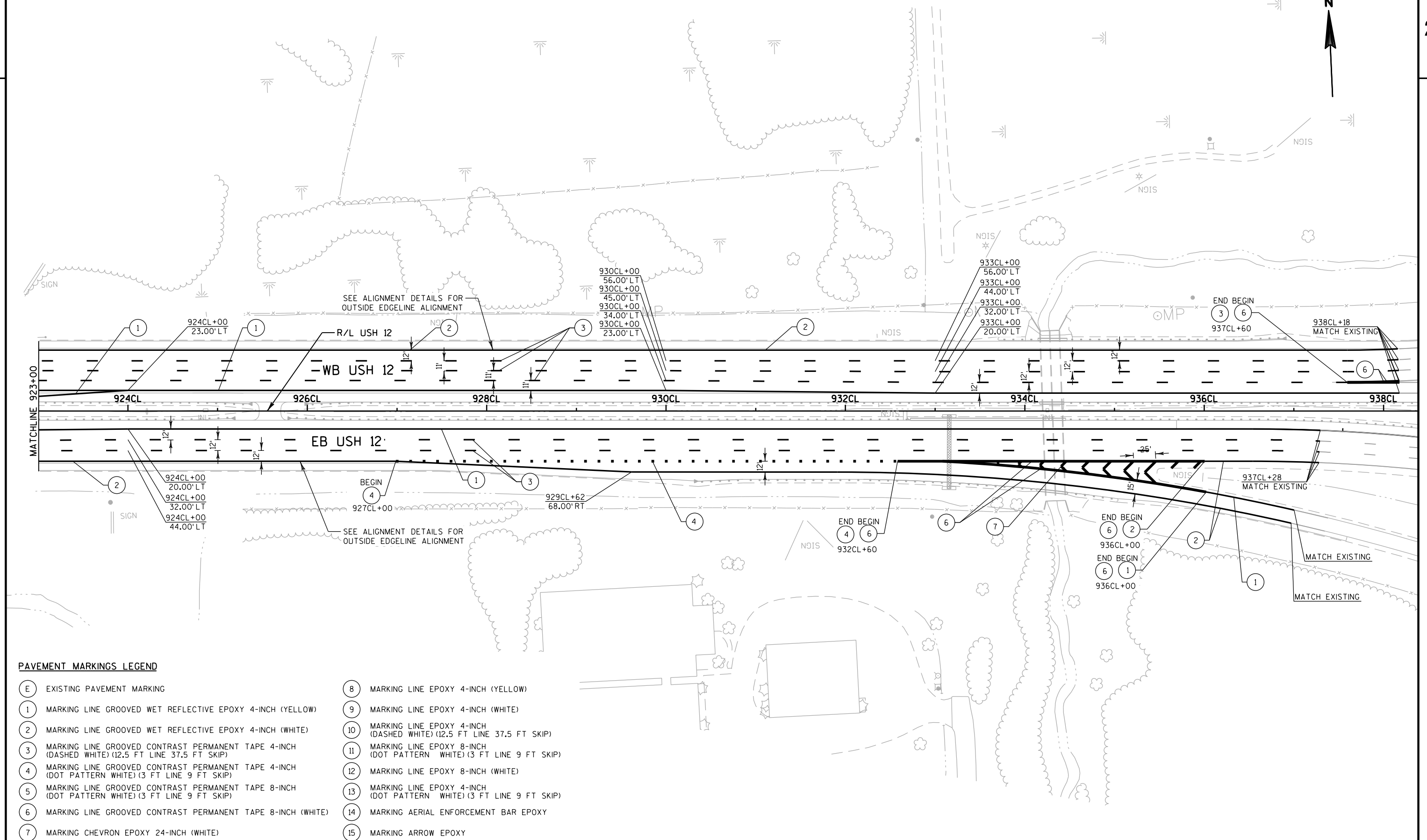


PAVEMENT MARKINGS LEGEND

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
| (2) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | (10) MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
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| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

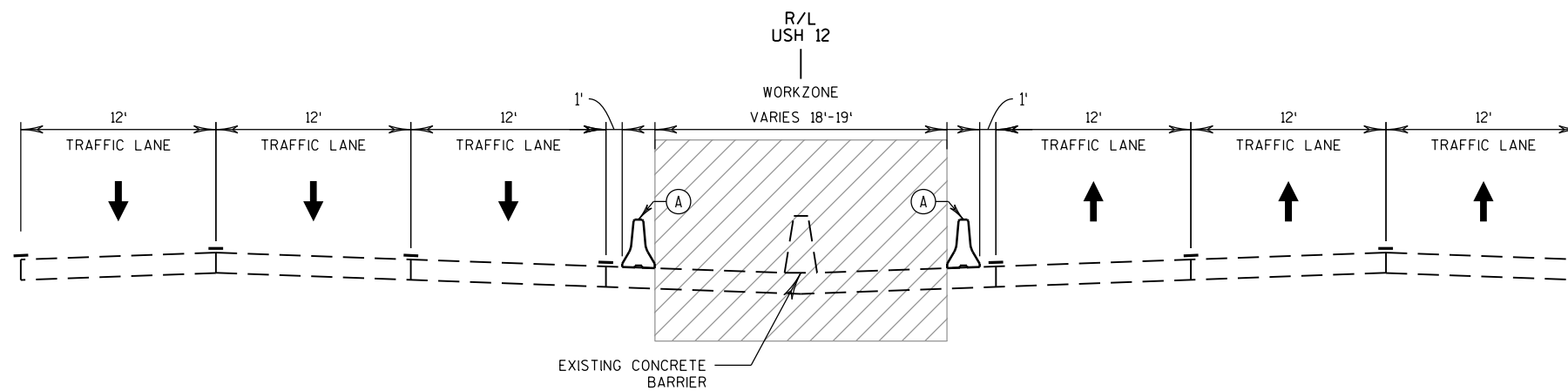
**PAVEMENT MARKINGS LEGEND**

- | | |
|--|---|
| (E) EXISTING PAVEMENT MARKING | (8) MARKING LINE EPOXY 4-INCH (YELLOW) |
| (1) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | (9) MARKING LINE EPOXY 4-INCH (WHITE) |
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| (6) MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | (14) MARKING AERIAL ENFORCEMENT BAR EPOXY |
| (7) MARKING CHEVRON EPOXY 24-INCH (WHITE) | (15) MARKING ARROW EPOXY |

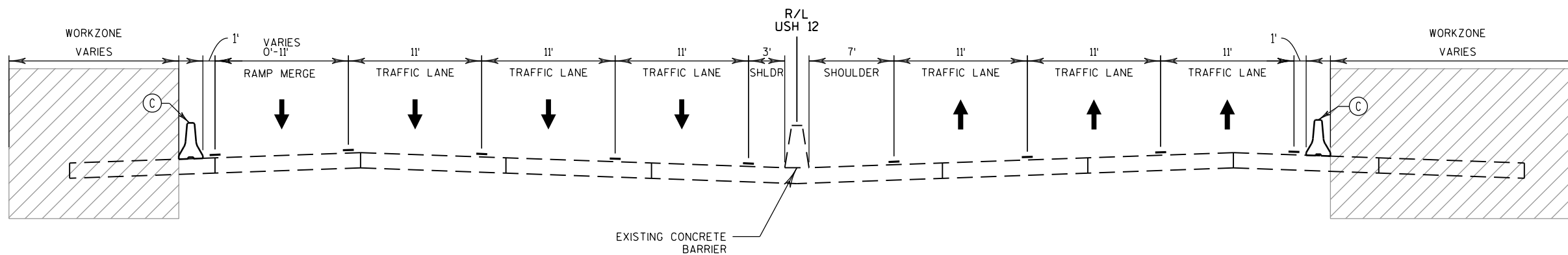


GENERAL NOTES FOR TRAFFIC CONTROL

- 1. STATIONING, DISTANCES AND OFFSETS FOR TRAFFIC CONTROL SIGNS SHOWN IN THE PLANS ARE APPROXIMATE. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGN DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- 2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 3. FOR NIGHTTIME OPERATION, ALL DRUMS IN TAPERS SHALL HAVE A TYPE C STEADY BURN WARNING LIGHT.
- 4. ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE A (LOW INTENSITY FLASHING) LIGHTS.
- 5. WORK AREAS SHOWN MAY NOT ILLUSTRATE ALL REMOVALS. SEE REMOVAL SHEETS FOR ADDITIONAL INFORMATION.
- 6. PAVEMENT MARKING THAT IS SHOWN SHADED ON TRAFFIC CONTROL PLANS ARE THERE FOR REFERENCE ONLY. PAVEMENT MARKING SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- 7. ALL PAVEMENT MARKING STATIONING IN TRAFFIC CONTROL PLANS HAVE THE PREFIX OF THE ALIGNMENT THAT IT IS MEASURED OFF OF, IN THE STATION CALLOUT.
- 8. STAGE 2 TEMPORARY MARKINGS TO MIMIC PROPOSED MARKING LOCATIONS EXCEPT FOR DESIGNATED SHIFTS AS SHOWN IN THE PLANS.
- 9. FOR ALL CONCRETE BARRIER TEMPORARY PRECAST, THERE WILL BE DELINEATORS ATTACHED PER STANDARD DETAIL DRAWING CONCRETE BARRIER TEMPORARY PRECAST 12'-6". PLACE REFLECTORS OF THE APPROPRIATE COLOR ON BOTH SIDES OF THE DELINEATOR.
- 10. SEE S.D.D. 15D12 "TRAFFIC CONTROL, LANE CLOSURE", S.D.D. 15D14 "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)" AND S.D.D. 15D27 "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H." FOR SHOULDER AND LANE CLOSURE DETAILS.
- 11. NUMBER, LOCATION, AND SPACING OF TRAFFIC CONTROL DEVICES AND SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- 12. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM "TRAFFIC CONTROL COVERING SIGNS TYPE 1 OR TYPE 2."
- 13. EXISTING LANE WIDTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD. VERIFY WIDTHS PRIOR TO SETTING TRAFFIC CONTROL TO ENSURE PROPER LANE WIDTHS ARE ACHIEVED.
- 14. TURNING TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE IS NOT ALLOWED.
- 15. TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- 16. SHOULDERS MAY BE CLOSED IF REQUIRED BY WORK OPERATIONS, BUT THE RIGHT AND LEFT SHOULDER MAY NOT BE CLOSED IN THE SAME AREA AT THE SAME TIME. ALL SHOULDER CLOSURES MUST PROVIDE TRAFFIC CONTROL DEVICES PER THE "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H." SDD.
- 17. AT THE CONCLUSION OF EACH NIGHT'S WORK PLACING AN ASPHALT OVERLAY, INCLUDE A NOTCHED WEDGE LONGITUDINAL JOINT FOR ALL DROPOFF CONDITIONS BETWEEN TRAVEL LANES OR BETWEEN TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER. DO NOT PLACE MARKING LINE EPOXY ON THE ASPHALT IF THE NOTCHED WEDGE LONGITUDINAL JOINT WILL BE REMOVED. IN THIS SCENARIO PLACE TEMPORARY MARKING LINE EPOXY ON THE NOTCHED WEDGE LONGITUDINAL JOINT AT THE EXISTING LANE OR EDGE OF PAVEMENT MARKING.



STAGING TYPICAL SECTION: STAGE 1A SIGN STRUCTURE REPLACEMENT

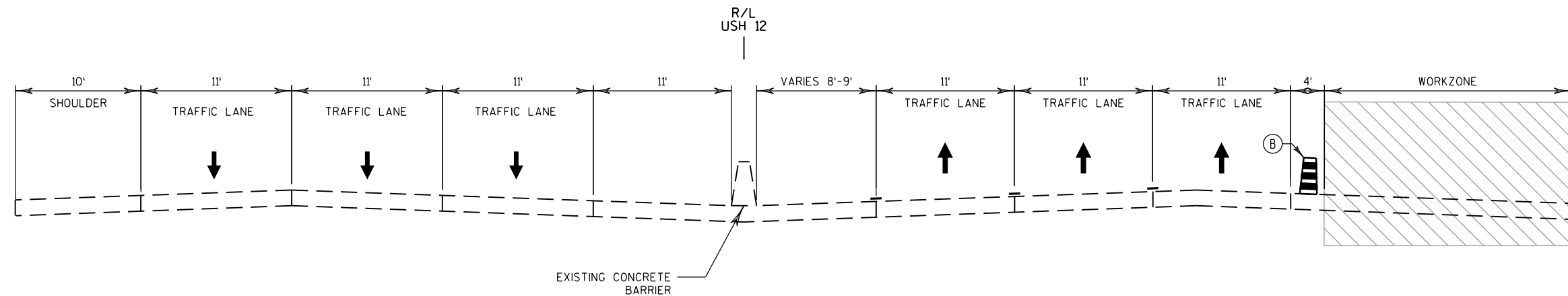


STAGING TYPICAL SECTION: STAGE 1A TODD DRIVE WIDENING

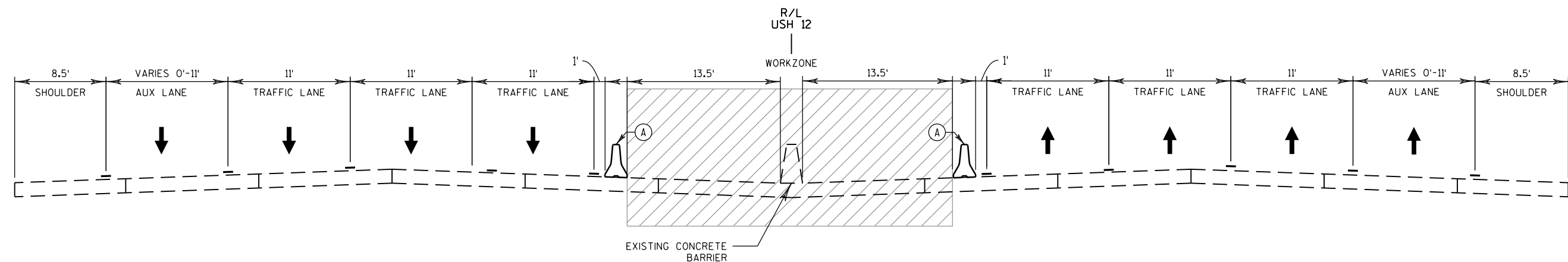
LEGEND

- Ⓐ CONCRETE BARRIER TEMPORARY PRECAST
Ⓒ CONCRETE BARRIER TEMPORARY PRECAST WITH GAWK SCREEN

↑ TRAFFIC FLOW



STAGE 1B FISH HATCHERY ROAD SE LOOP RAMP CLOSURE



STAGING TYPICAL SECTION: STAGE 2 MEDIAN SHOULDER CONSTRUCTION - SEMINOLE HIGHWAY TO FISH HATCHERY ROAD

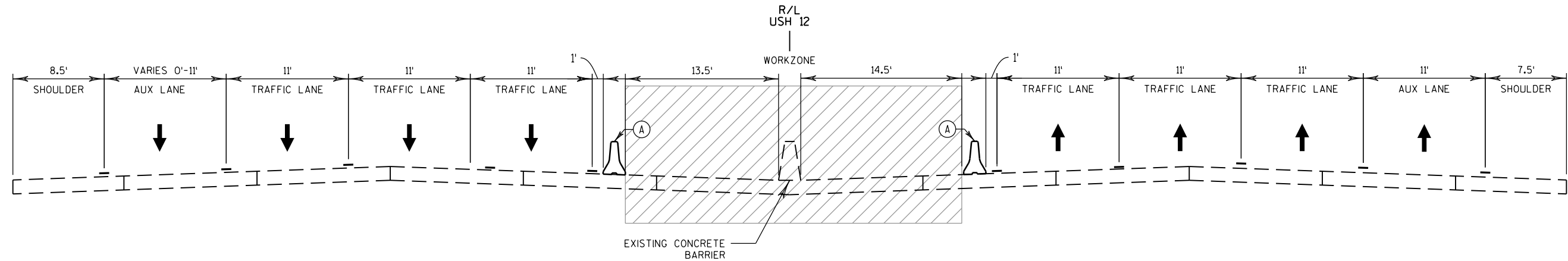
510CL+50 TO 592CL+75

LEGEND

(A) CONCRETE BARRIER TEMPORARY PRECAST

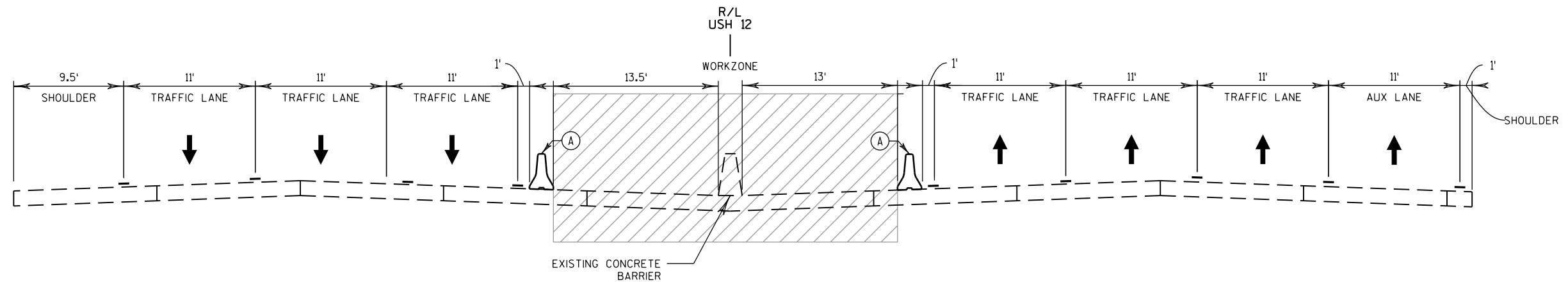
(B) DRUMS AT 25' SPACING

↑ TRAFFIC FLOW



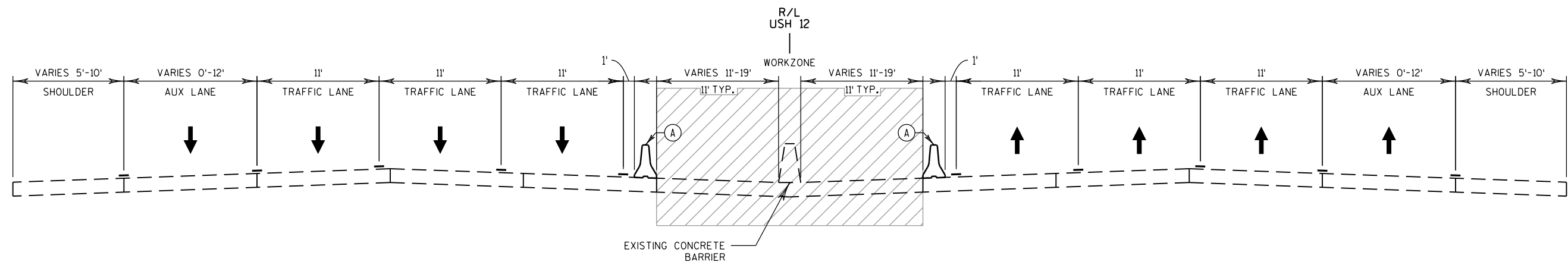
STAGING TYPICAL SECTION: STAGE 2 MEDIAN SHOULDER CONSTRUCTION - SEMINOLE HIGHWAY TO FISH HATCHERY ROAD

592CL+75 TO 603CL+60



STAGING TYPICAL SECTION: STAGE 2 MEDIAN SHOULDER CONSTRUCTION - FISH HATCHERY ROAD

603CL+60 TO 605CL+58



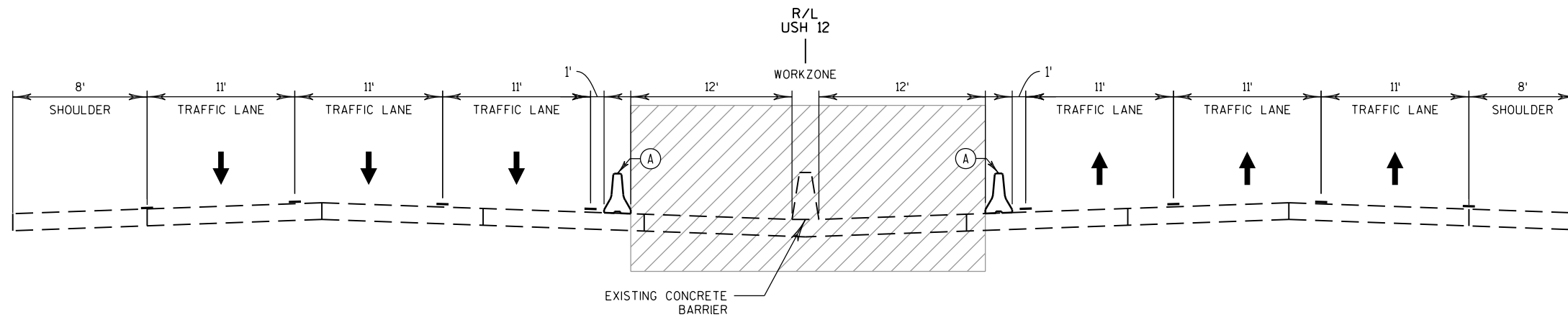
LEGEND

(A) CONCRETE BARRIER TEMPORARY PRECAST

↑ TRAFFIC FLOW

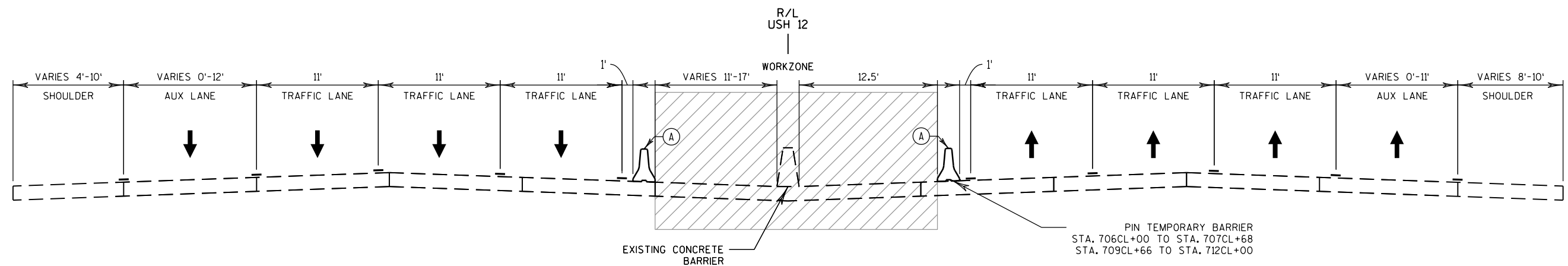
STAGING TYPICAL SECTION: STAGE 2 MEDIAN SHOULDER CONSTRUCTION - FISH HATCHERY ROAD TO I-90

605CL+58 TO 679CL+35
690CL+69 TO 700CL+07
756CL+56 TO 797CL+74
821CL+39 TO 910CL+76



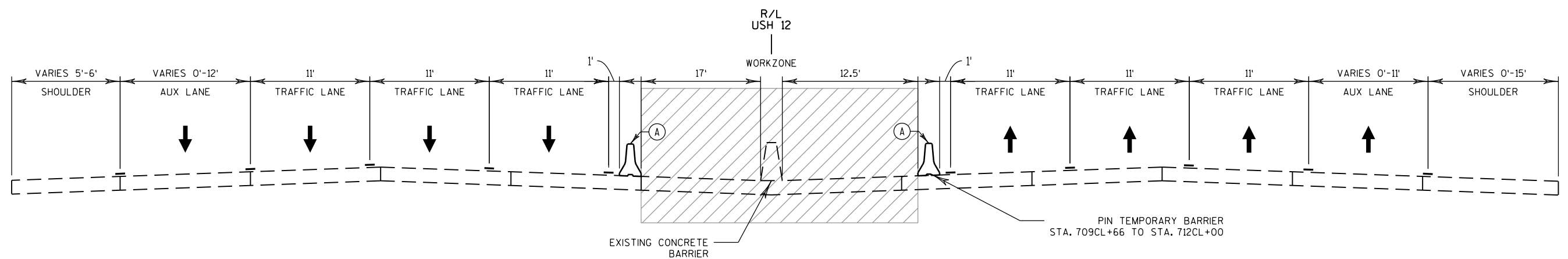
STAGING TYPICAL SECTION: STAGE 2 MEDIAN SHOULDER CONSTRUCTION - RIMROCK BRIDGE

679CL+35 TO 690CL+69



STAGING TYPICAL SECTION: STAGE 2 MEDIAN SHOULDER CONSTRUCTION

700CL+07 TO 710CL+66
717CL+40 TO 745CL+06



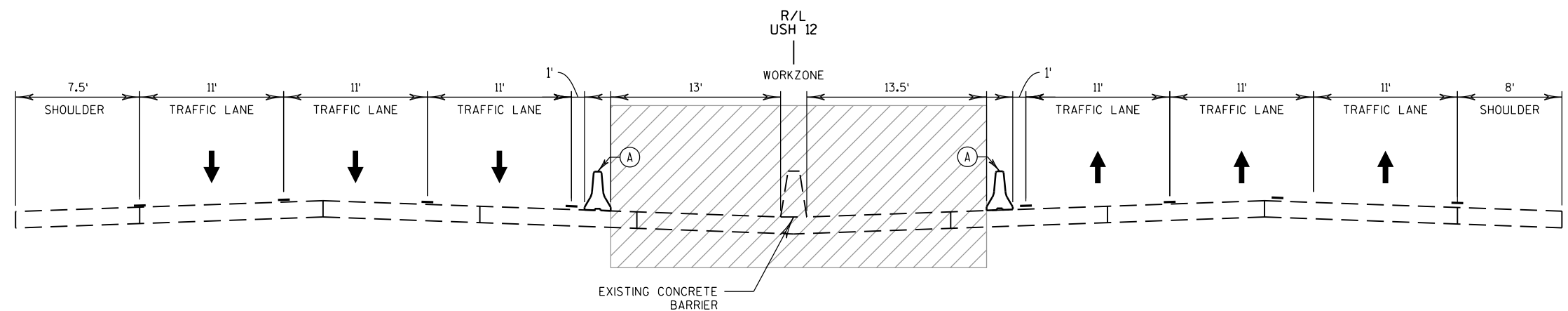
STAGING TYPICAL SECTION: STAGE 2 MEDIAN SHOULDER CONSTRUCTION

710CL+66 TO 717CL+40

LEGEND

(A) CONCRETE BARRIER TEMPORARY PRECAST

↑ TRAFFIC FLOW

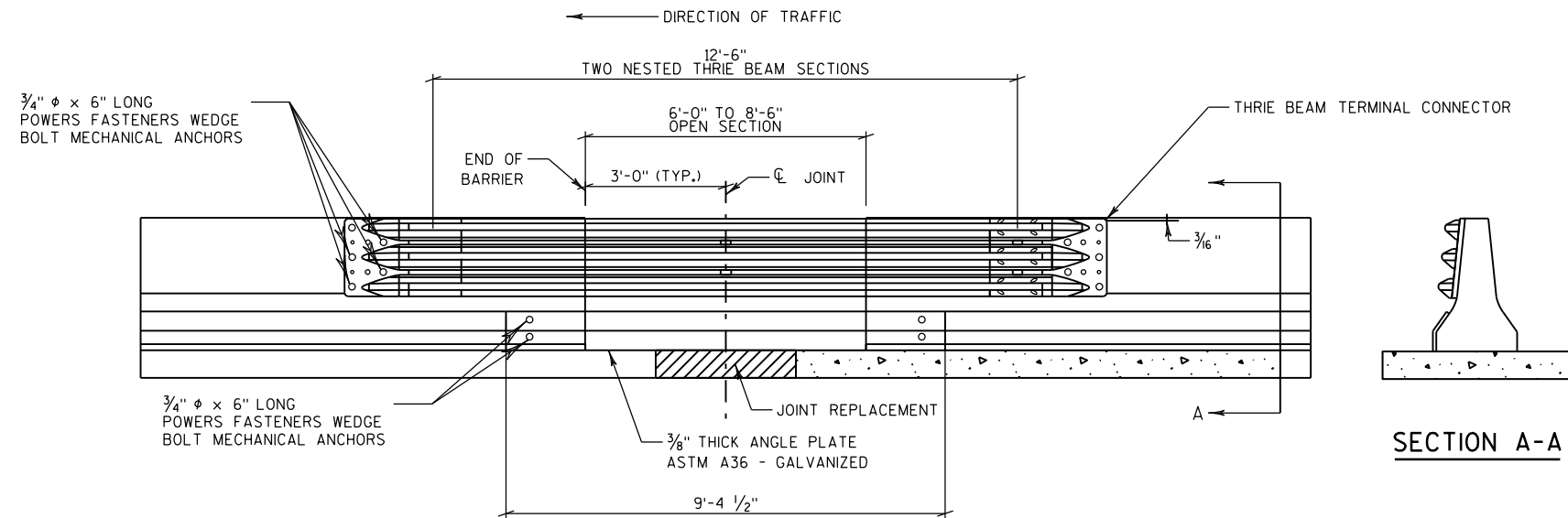


STAGING TYPICAL SECTION: STAGE 2 MEDIAN SHOULDER CONSTRUCTION - SOUTH TOWNE BRIDGE
745CL+06 TO 756CL+56

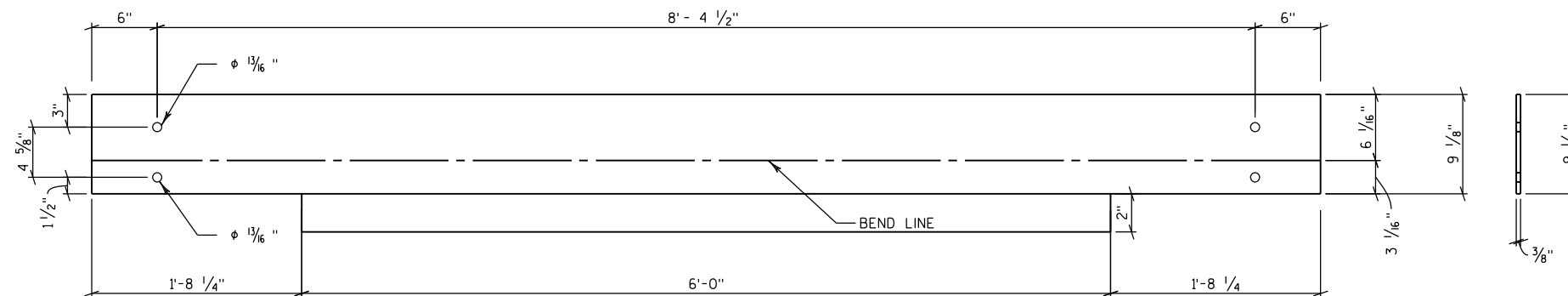
LEGEND

(A) CONCRETE BARRIER TEMPORARY PRECAST

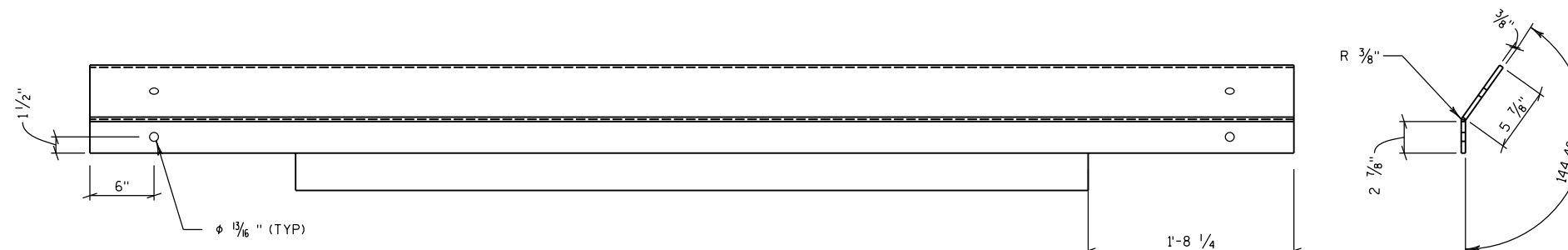
↑ TRAFFIC FLOW



TEMPORARY THRIE BEAM CONNECTION
N.T.S



ANGLED PLATE FLAT PLATE TEMPLATE
N.T.S



TEMPORARY THRIE BEAM CONNECTION-ANGLED PLATE DETAIL
N.T.S

WB USH 12/18

EB USH 12/18

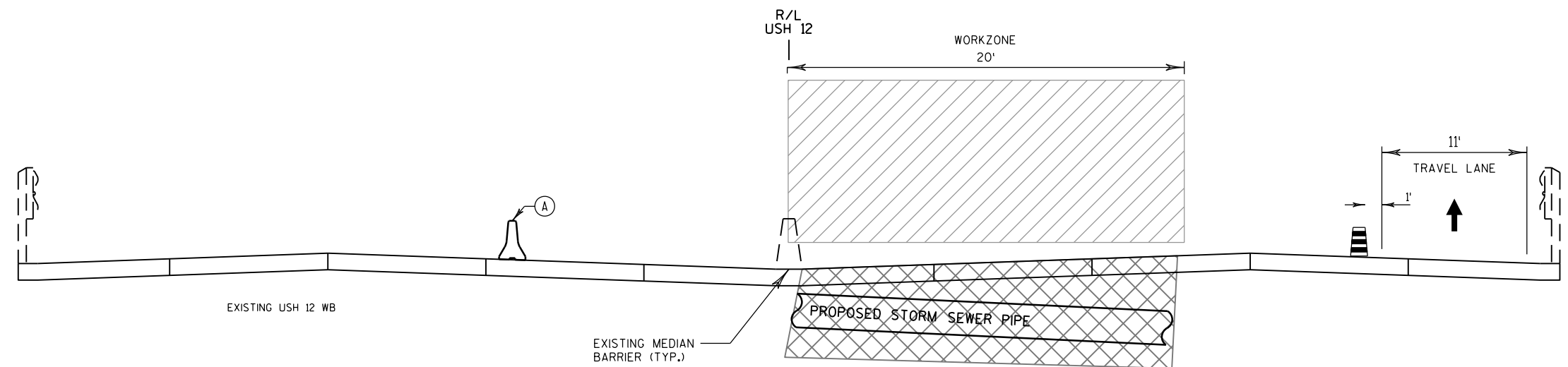
TRAFFIC CONTROL LEGEND

- ⌌ TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- ↓ TRAFFIC CONTROL BARRICADE TYPE III
- ⌌ TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- ⚡ TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- ➔ TRAFFIC FLOW ARROW

ONRAMP CLOSURE DETAIL

NOTES:

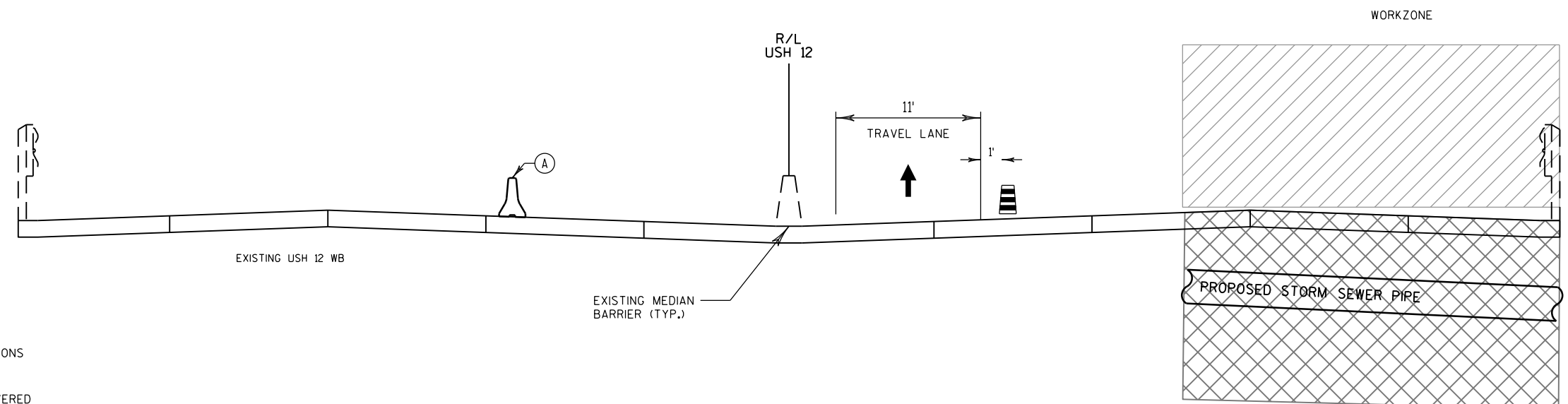
1. TRAFFIC CONTROL SHOWN IS FOR TYPICAL ONRAMP CLOSURE. ADJUST SIGN PLACEMENT AND TRAFFIC CONTROL DEVICES TO FIT THE SITE CONDITIONS AS DIRECTED BY THE ENGINEER.
2. COVER PERMANENT SIGNS IN CONFLICT WITH TRAFFIC CONTROL DEVICES, AS DIRECTED BY THE ENGINEER.



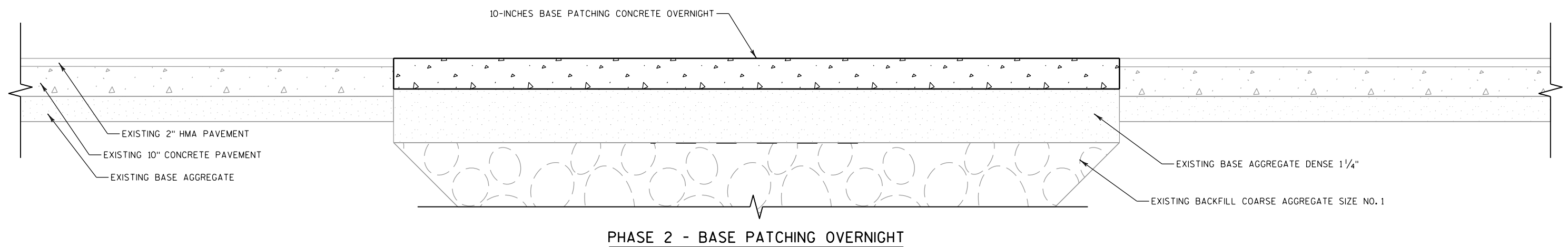
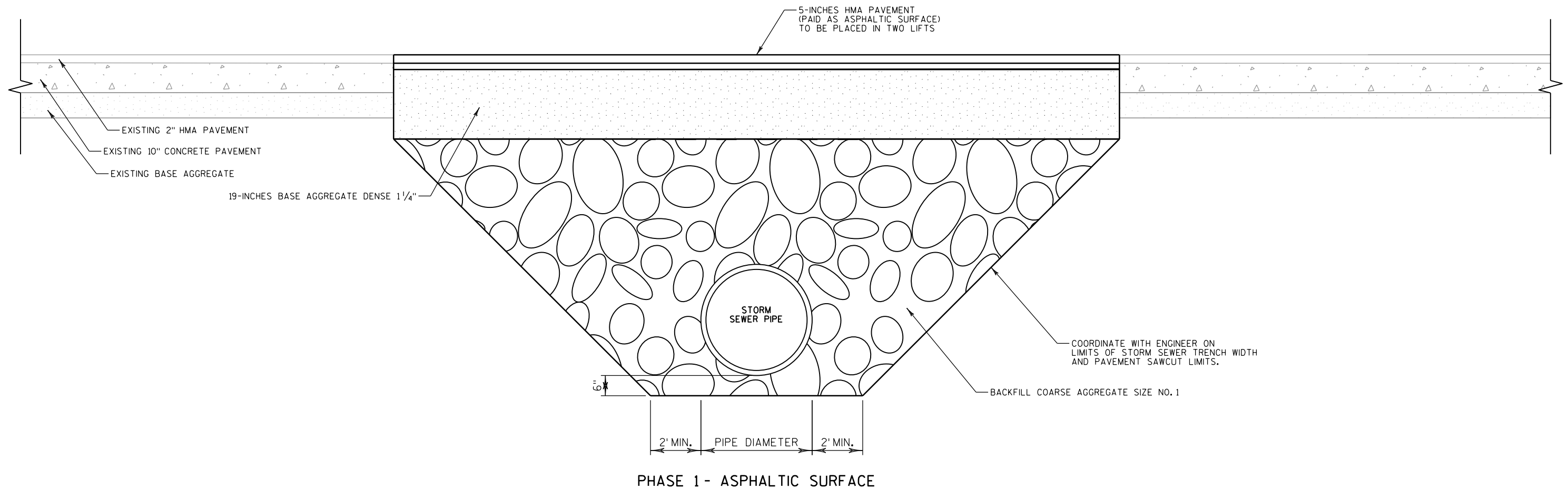
TYPICAL TWO-LANE NIGHT TIME CLOSURE
FOR STORM SEWER INSTALLATION NIGHT 1

NOTES:

- 1) THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- 2) ALL DRUMS IN TAPERS SHALL HAVE A WARNING LIGHT, TYPE C (STEADY BURN)
- 3) ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- 4) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 5) WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
- 6) ALL SHORT TERM LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL ARROWBOARDS AND DEVICES REMOVED BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.
- 7) UTILIZE NIGHT TIME CLOSURE FOR INSTALLATION OF STORM SEWER UNDER EXISTING PAVEMENT. HOURS FOR NIGHT TIME CLOSURE SHALL ADHERE TO THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
- 8) PIPE CROSSING INSTALLATIONS MUST BE COMPLETED PRIOR TO PLACING USH 12 HMA OVERLAY.

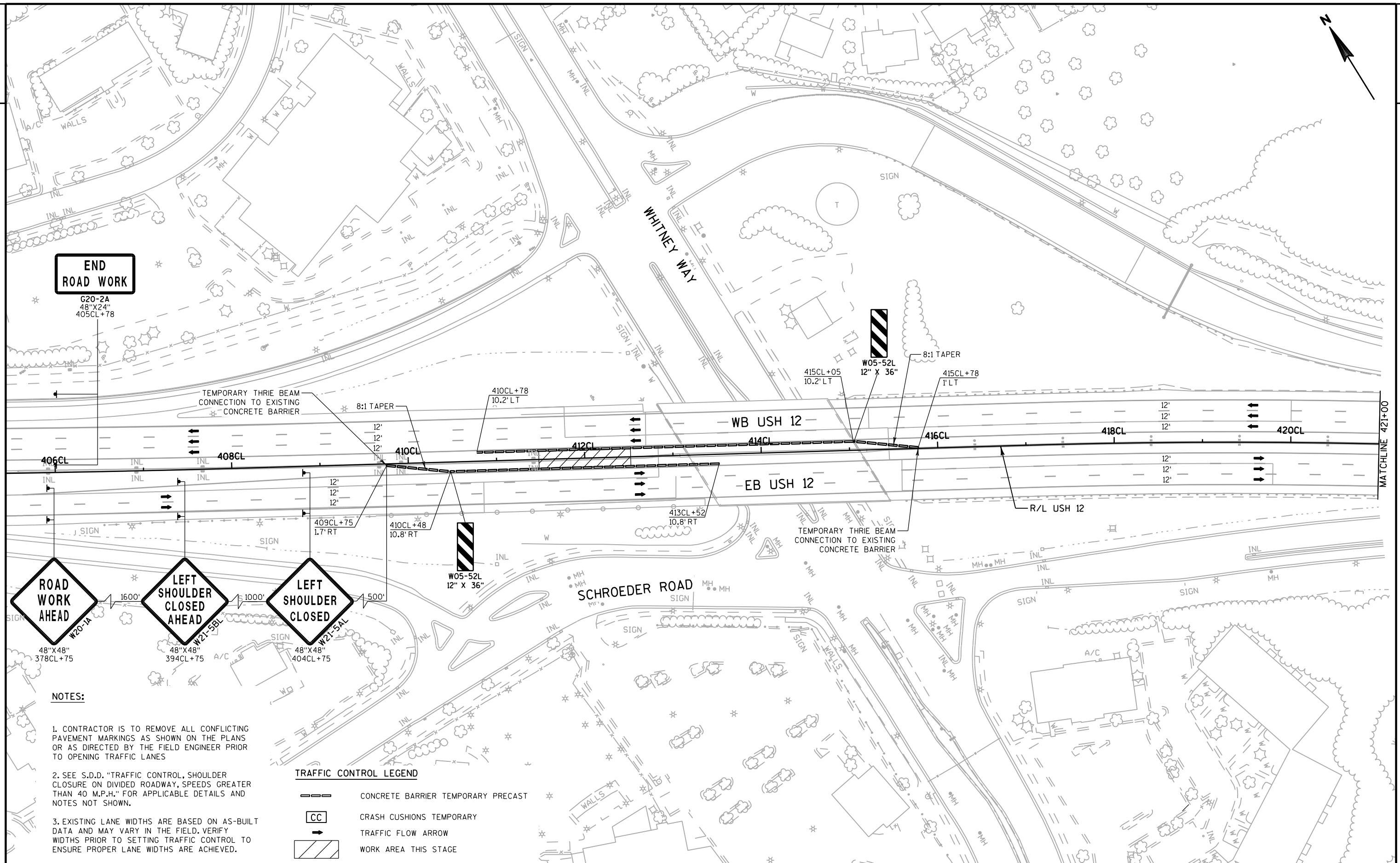


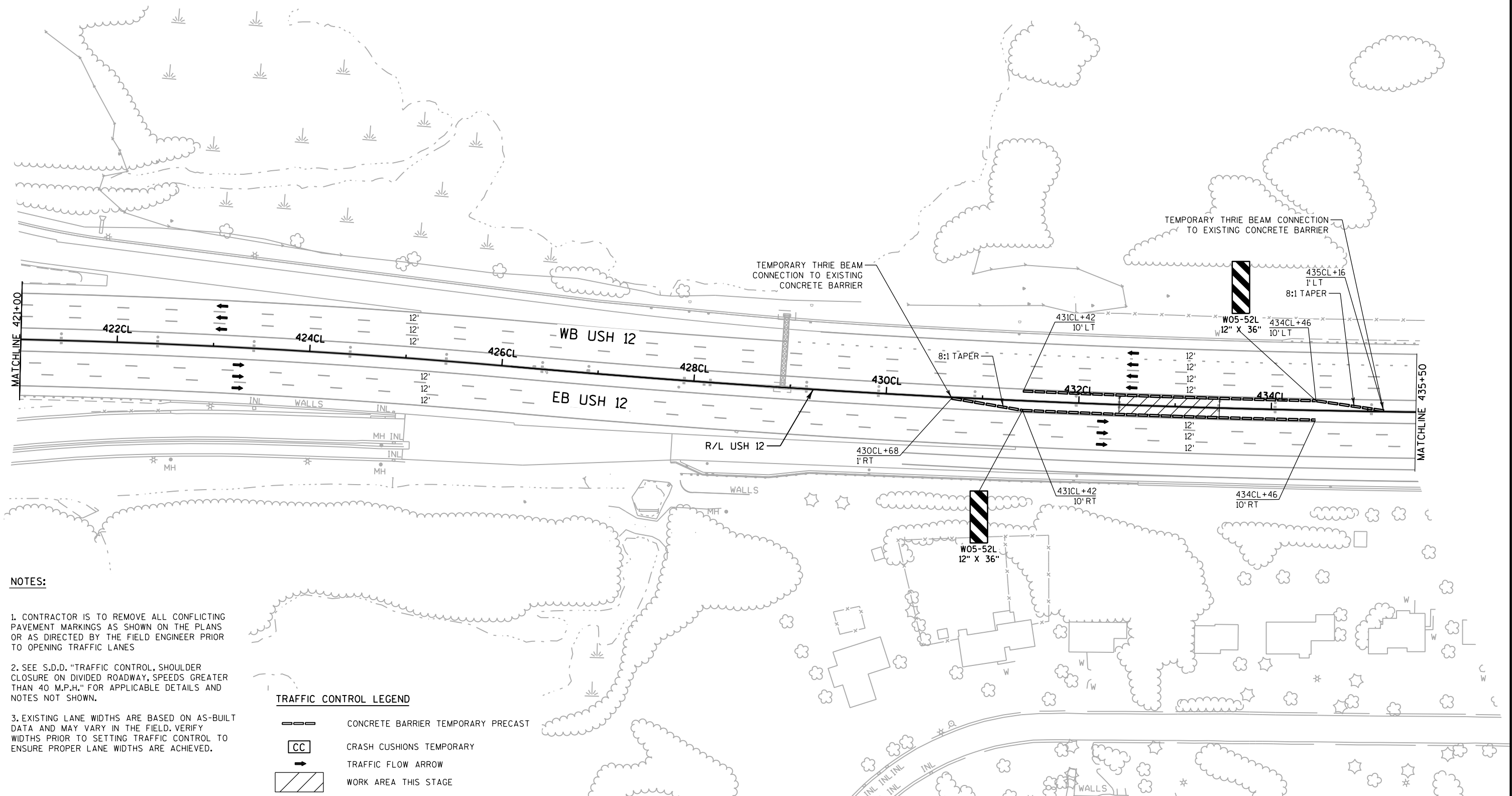
TYPICAL TWO-LANE NIGHT TIME CLOSURE
FOR STORM SEWER INSTALLATION NIGHT 2

**NOTES:**

- 1) ASPHALTIC SURFACE, BASE AGGREGATE DENSE, AND BACKFILL COARSE AGGREGATE WILL BE PAID FOR UNDER THEIR RESPECTIVE BID ITEMS.
- 2) PHASE 1 ASPHALTIC SURFACE TO BE PLACED ON NIGHTS OF STORM SEWER INSTALLATION.
PHASE 2 BASE PATCHING OVERNIGHT TO BE PLACED PRIOR TO SURFACE LIFT HMA OVERLAY.

**TYPICAL TWO-LANE NIGHT TIME CLOSURE
FOR STORM SEWER INSTALLATION**





NOTES:

- CONTRACTOR IS TO REMOVE ALL CONFLICTING PAVEMENT MARKINGS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE FIELD ENGINEER PRIOR TO OPENING TRAFFIC LANES
- SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H." FOR APPLICABLE DETAILS AND NOTES NOT SHOWN.
- EXISTING LANE WIDTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD. VERIFY WIDTHS PRIOR TO SETTING TRAFFIC CONTROL TO ENSURE PROPER LANE WIDTHS ARE ACHIEVED.

TRAFFIC CONTROL LEGEND

- | | |
|-----|------------------------------------|
| --- | CONCRETE BARRIER TEMPORARY PRECAST |
| CC | CRASH CUSHIONS TEMPORARY |
| → | TRAFFIC FLOW ARROW |
| ▨ | WORK AREA THIS STAGE |

PROJECT NO: 1206-06-79

HWY: USH 12

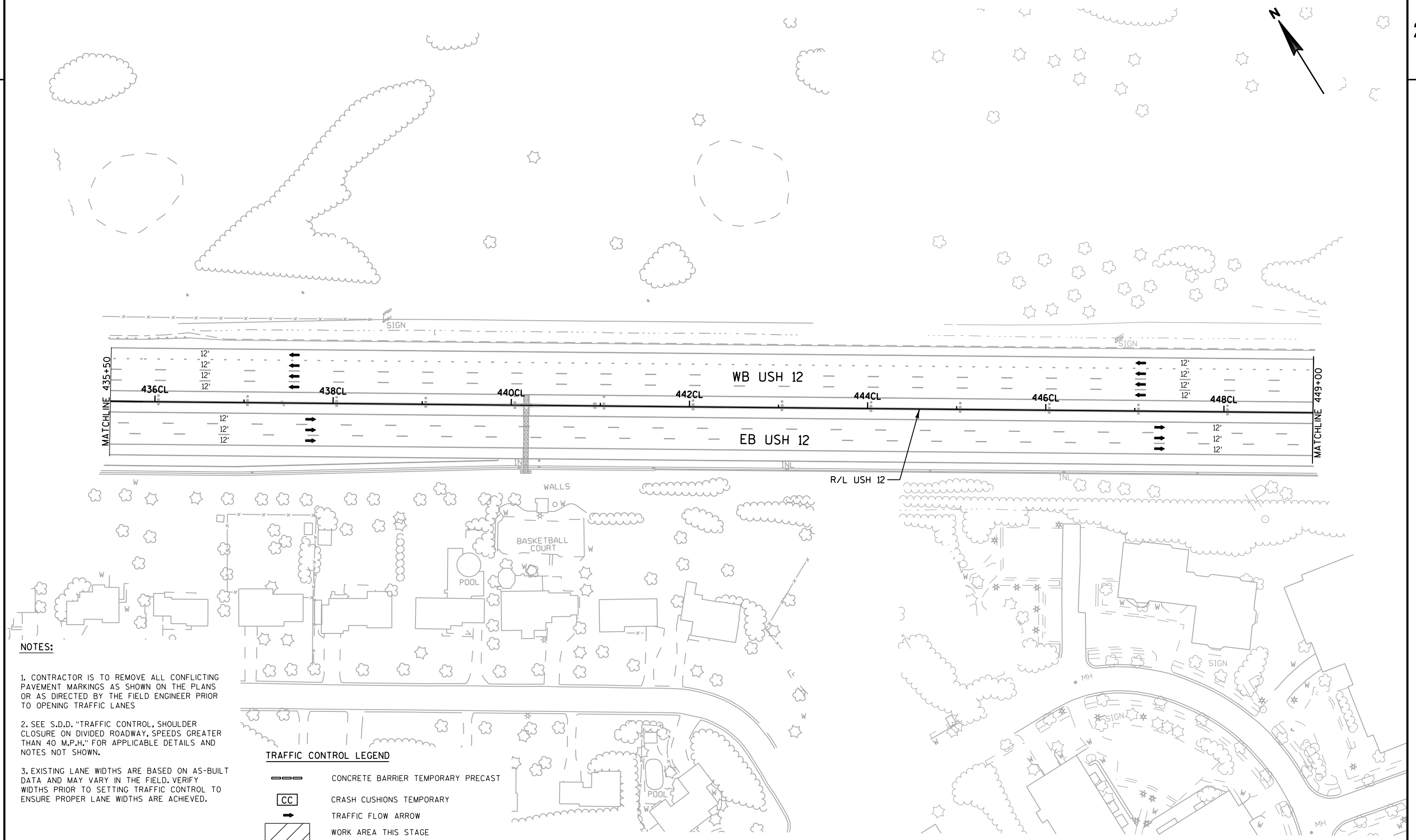
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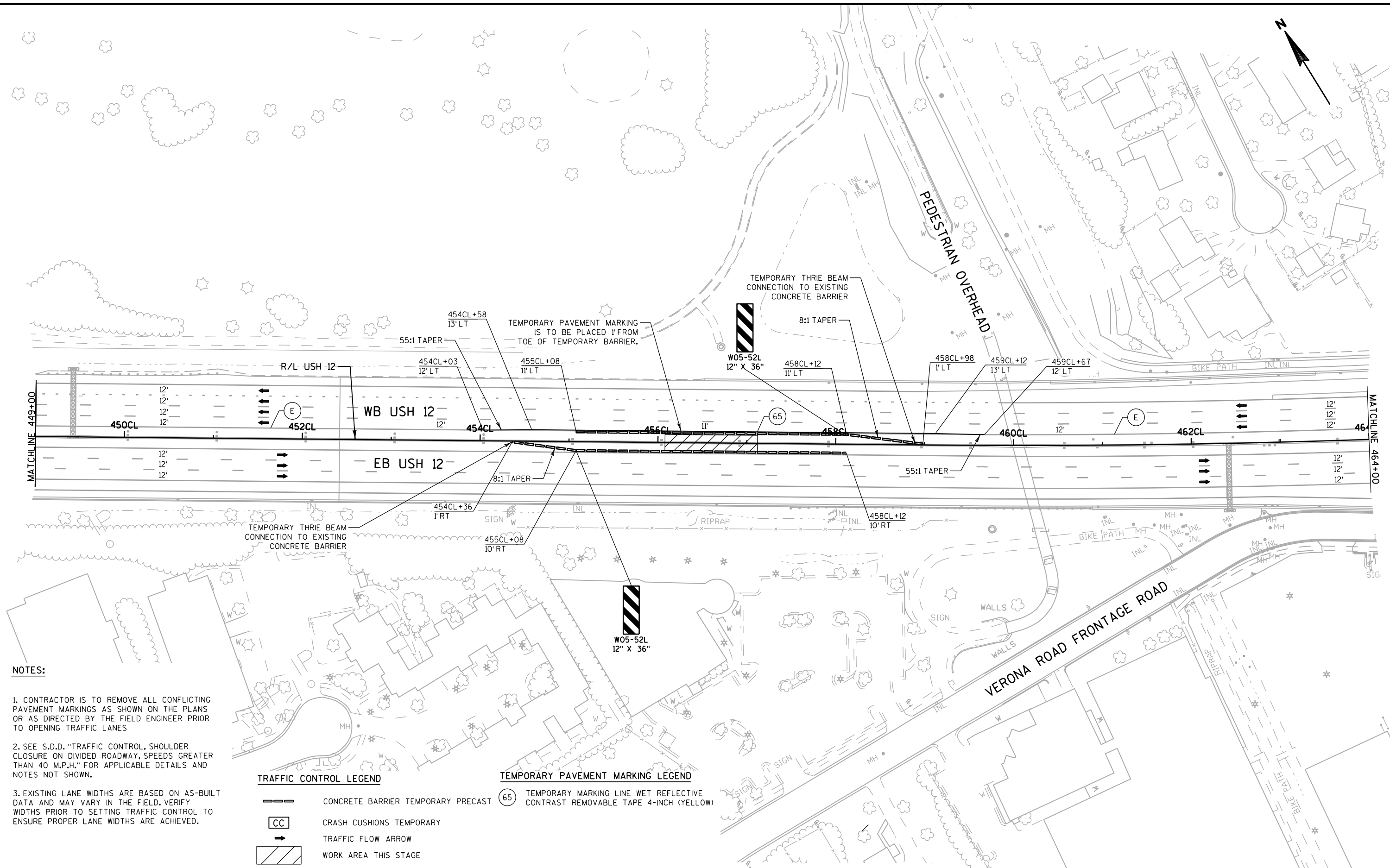
TRAFFIC CONTROL: STAGE 1A

SHEET

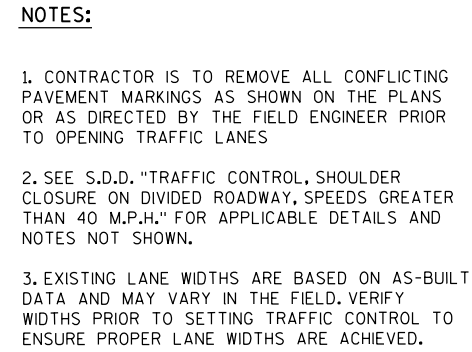
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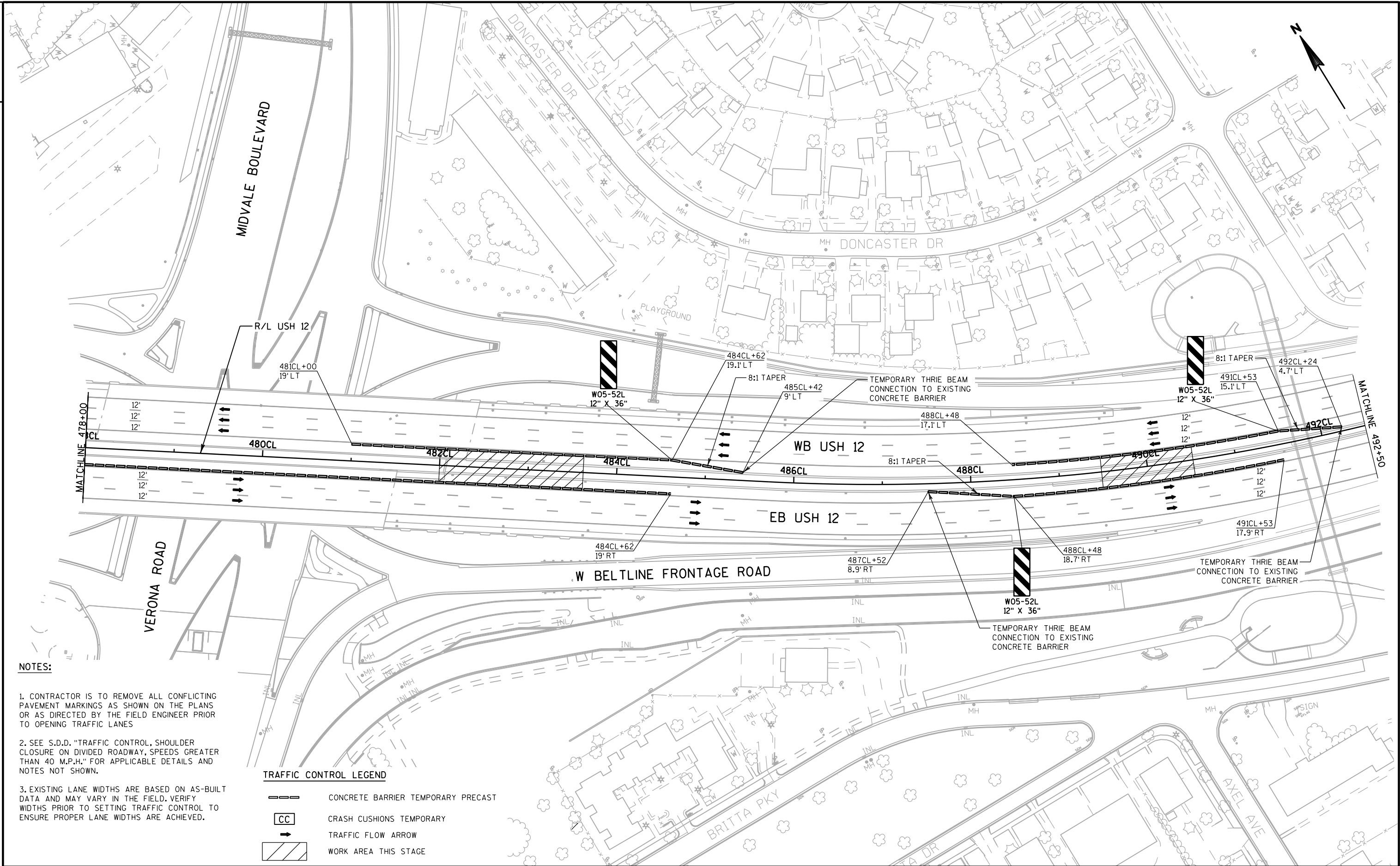




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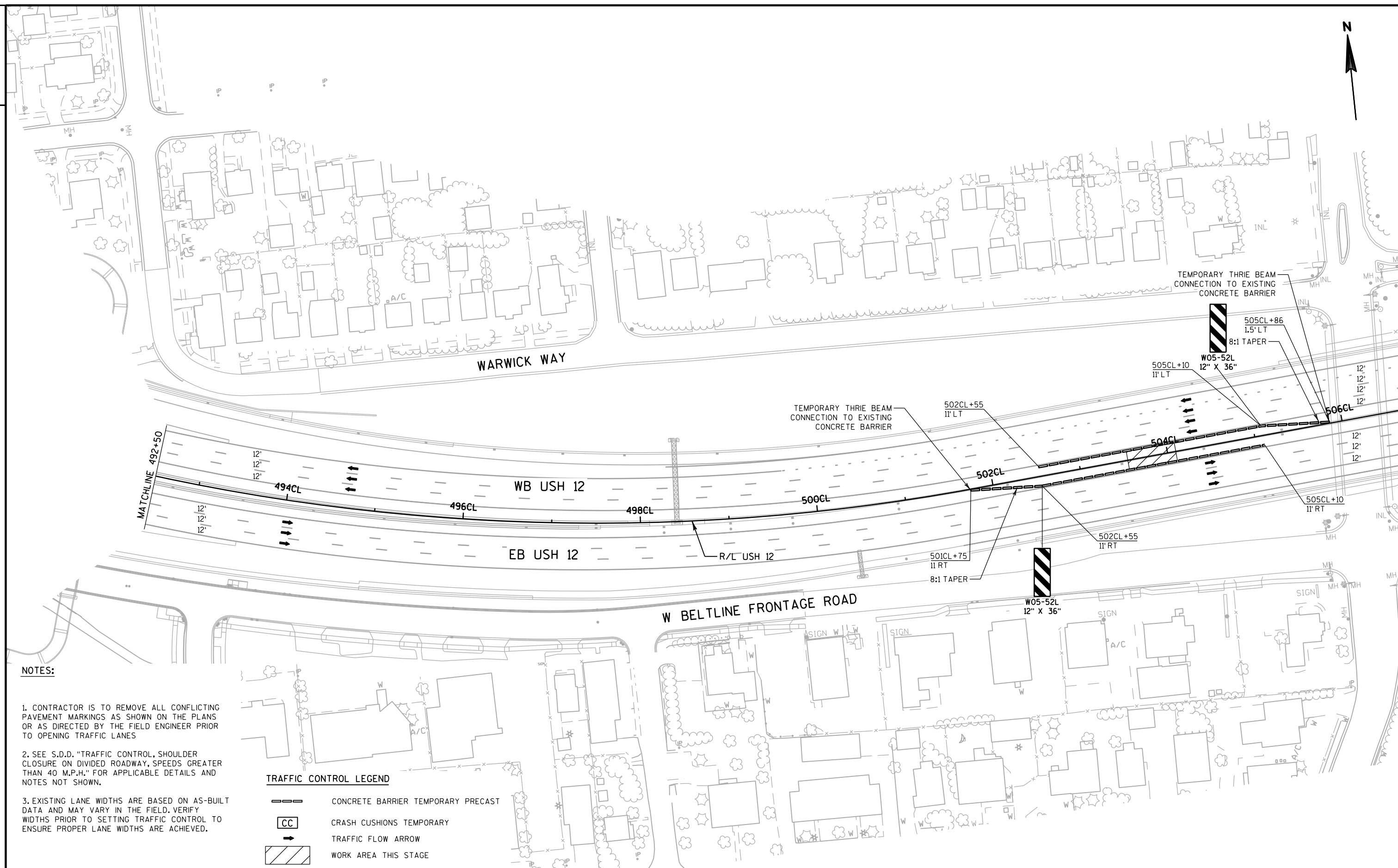


	CONCRETE BARRIER TEMPORARY PRECAST
	CRASH CUSHIONS TEMPORARY
	TRAFFIC FLOW ARROW
	WORK AREA THIS STAGE



- NOTES:
- 1. CONTRACTOR IS TO REMOVE ALL CONFLICTING PAVEMENT MARKINGS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE FIELD ENGINEER PRIOR TO OPENING TRAFFIC LANES
 - 2. SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H." FOR APPLICABLE DETAILS AND NOTES NOT SHOWN.
 - 3. EXISTING LANE WIDTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD. VERIFY WIDTHS PRIOR TO SETTING TRAFFIC CONTROL TO ENSURE PROPER LANE WIDTHS ARE ACHIEVED.

TRAFFIC CONTROL LEGEND	
	CONCRETE BARRIER TEMPORARY PRECAST
	CRASH CUSHIONS TEMPORARY
	TRAFFIC FLOW ARROW
	WORK AREA THIS STAGE



NOTES:

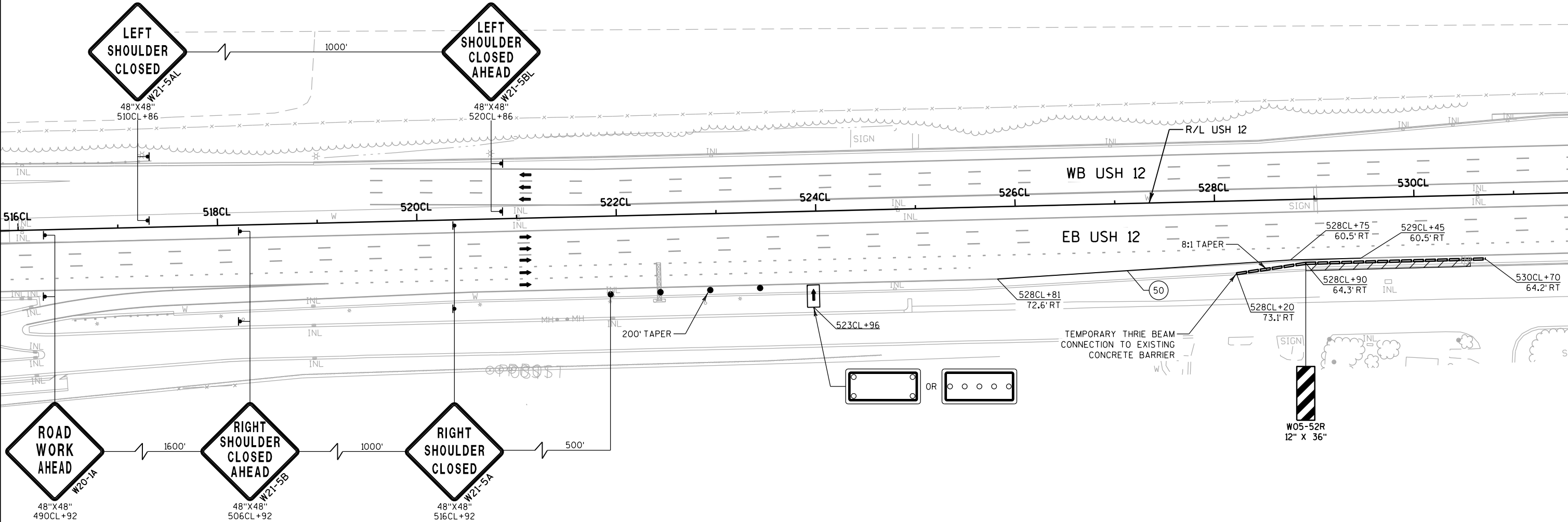
- 1. CONTRACTOR IS TO REMOVE ALL CONFLICTING PAVEMENT MARKINGS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE FIELD ENGINEER PRIOR TO OPENING TRAFFIC LANES
- 2. SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H." FOR APPLICABLE DETAILS AND NOTES NOT SHOWN.
- 3. EXISTING LANE WIDTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD. VERIFY WIDTHS PRIOR TO SETTING TRAFFIC CONTROL TO ENSURE PROPER LANE WIDTHS ARE ACHIEVED.

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE III BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY RAISED PAVEMENT MARKERS
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- ARROW BOARD
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)



TODD DRIVE

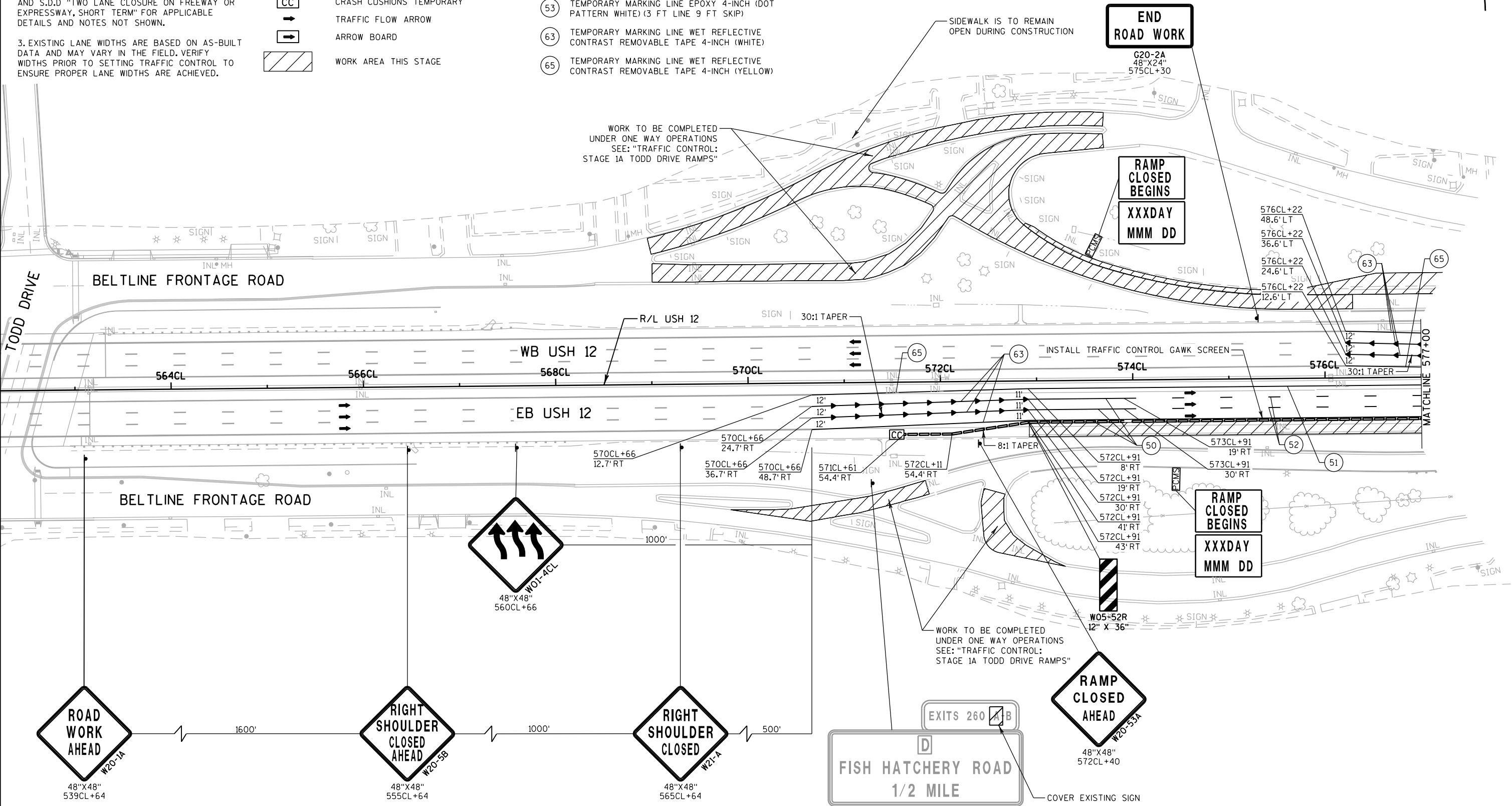
1. CONTRACTOR IS TO REMOVE ALL CONFLICTING PAVEMENT MARKINGS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE FIELD ENGINEER PRIOR TO OPENING TRAFFIC LANES

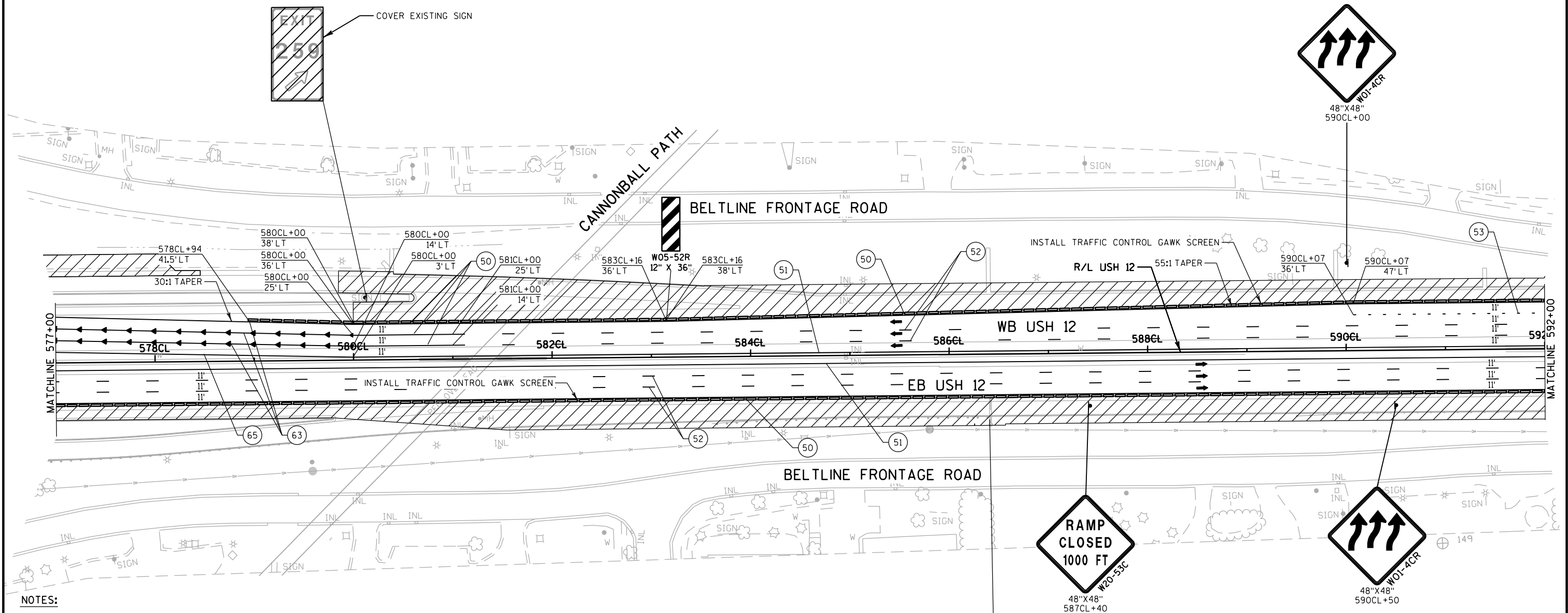
2. SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" AND S.D.D. "TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT TERM" FOR APPLICABLE DETAILS AND NOTES NOT SHOWN.

3. EXISTING LANE WIDTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD. VERIFY WIDTHS PRIOR TO SETTING TRAFFIC CONTROL TO ENSURE PROPER LANE WIDTHS ARE ACHIEVED.

	TYPE III BARRICADE WITH ATTACHED SIGN
	TYPE III BARRICADE
	CONCRETE BARRIER TEMPORARY PRECAST
	TEMPORARY RAISED PAVEMENT MARKERS
	CRASH CUSHIONS TEMPORARY
	TRAFFIC FLOW ARROW
	ARROW BOARD
	WORK AREA THIS STAGE

50	TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
51	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
52	TEMPORARY MARKING LINE EPOXY 4-INCH (DASHED-WHITE) (12.5 FT LINE 37.5 FT SKIP)
53	TEMPORARY MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
63	TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
65	TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)





NOTES:

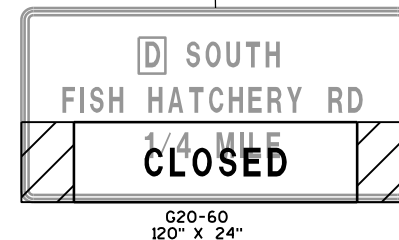
- CONTRACTOR IS TO REMOVE ALL CONFLICTING PAVEMENT MARKINGS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE FIELD ENGINEER PRIOR TO OPENING TRAFFIC LANES
- SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" AND S.D.D. "TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT TERM" FOR APPLICABLE DETAILS AND NOTES NOT SHOWN.
- EXISTING LANE WIDTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD. VERIFY WIDTHS PRIOR TO SETTING TRAFFIC CONTROL TO ENSURE PROPER LANE WIDTHS ARE ACHIEVED.

TRAFFIC CONTROL LEGEND

	TYPE III BARRICADE WITH ATTACHED SIGN
	TYPE III BARRICADE
	CONCRETE BARRIER TEMPORARY PRECAST
	TEMPORARY RAISED PAVEMENT MARKERS
	CRASH CUSHIONS TEMPORARY
	TRAFFIC FLOW ARROW
	WORK AREA THIS STAGE

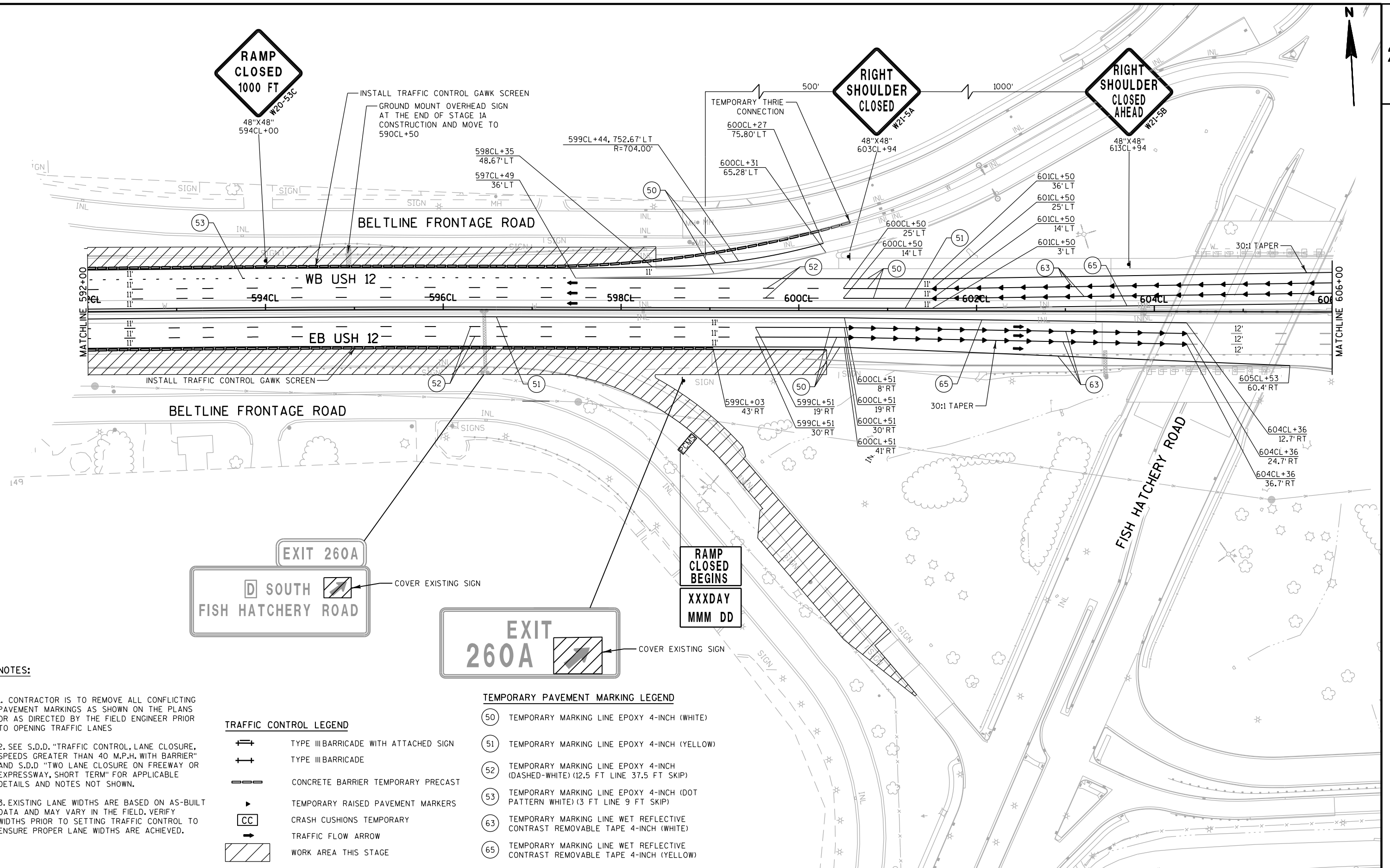
TEMPORARY PAVEMENT MARKING LEGEND

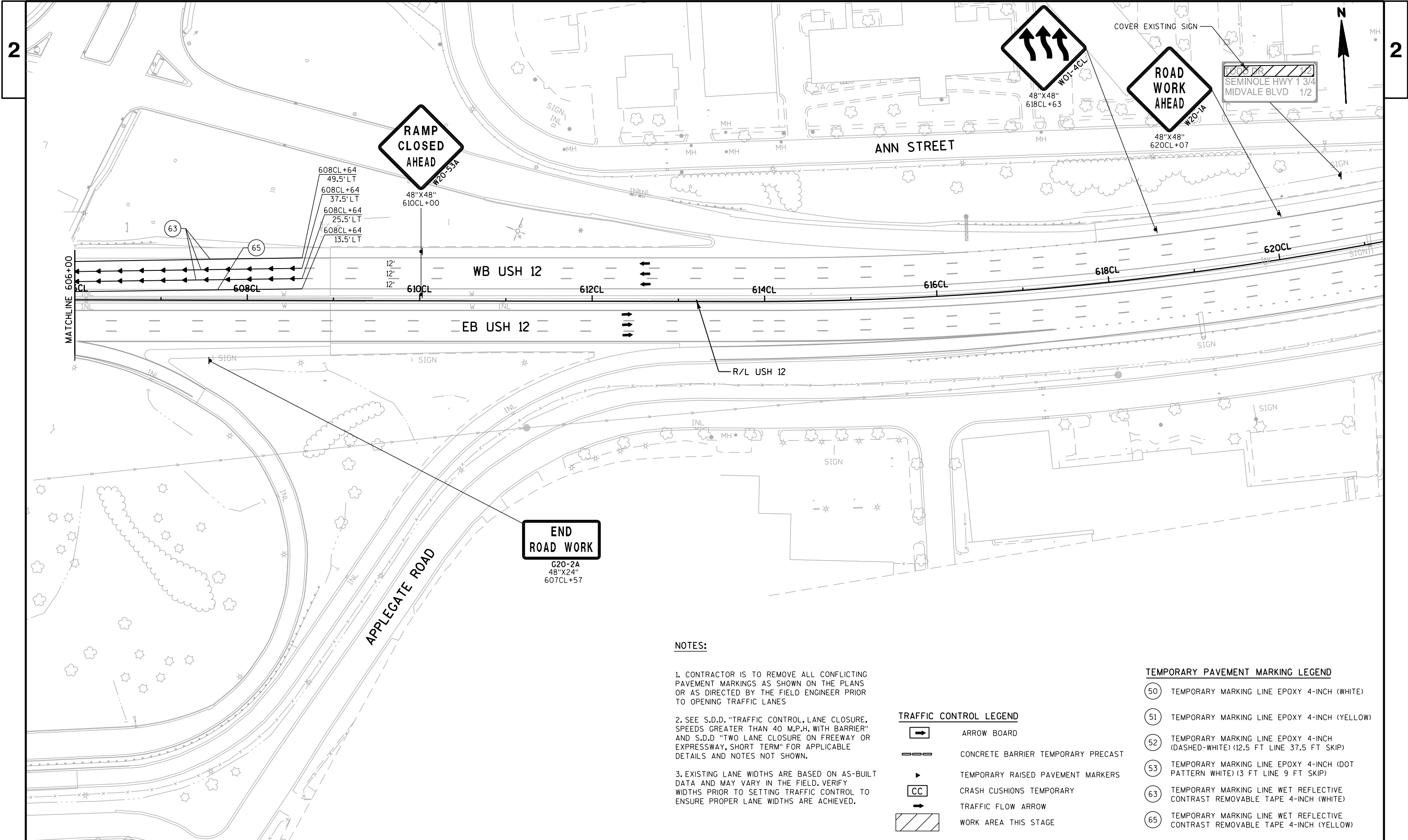
50	TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
51	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
52	TEMPORARY MARKING LINE EPOXY 4-INCH (DASHED-WHITE) (12.5 FT LINE 37.5 FT SKIP)
53	TEMPORARY MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
63	TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
65	TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)



PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN

COVER EXISTING SIGN





NOTES:

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TRAFFIC CONTROL LEGEND

- ARROW BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY RAISED PAVEMENT MARKERS
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
- TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
- TEMPORARY MARKING LINE EPOXY 4-INCH (DASHED-WHITE) (12.5 FT LINE 37.5 FT SKIP)
- TEMPORARY MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
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NOTES:

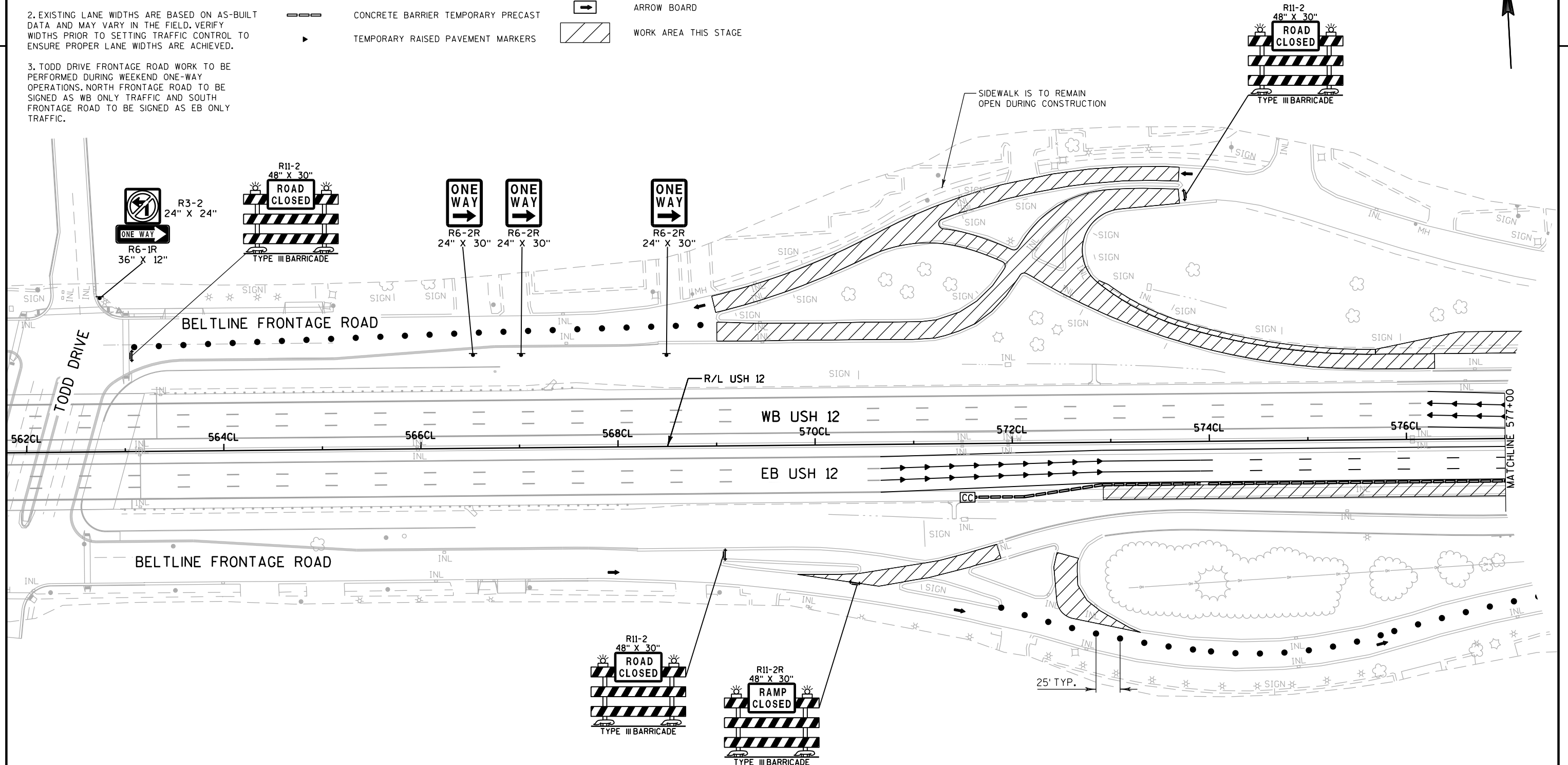
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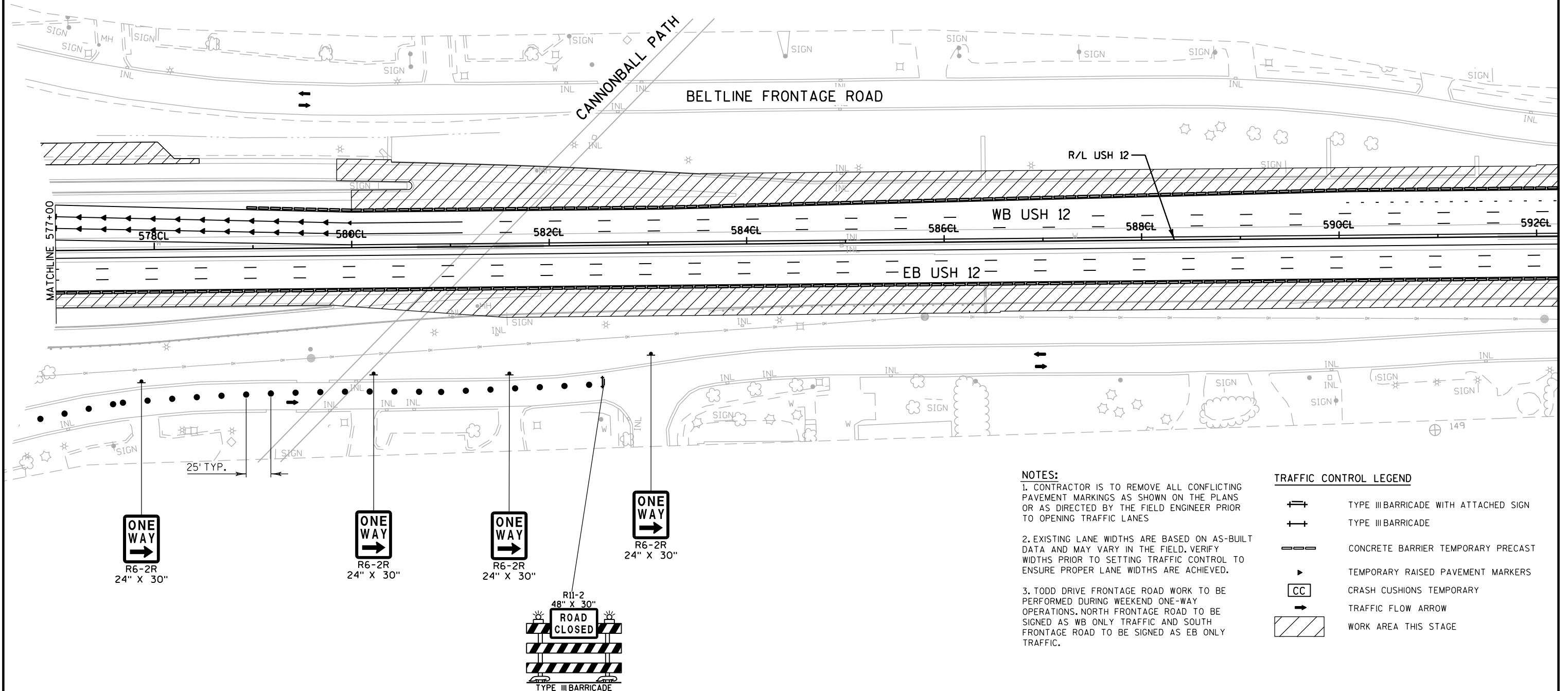
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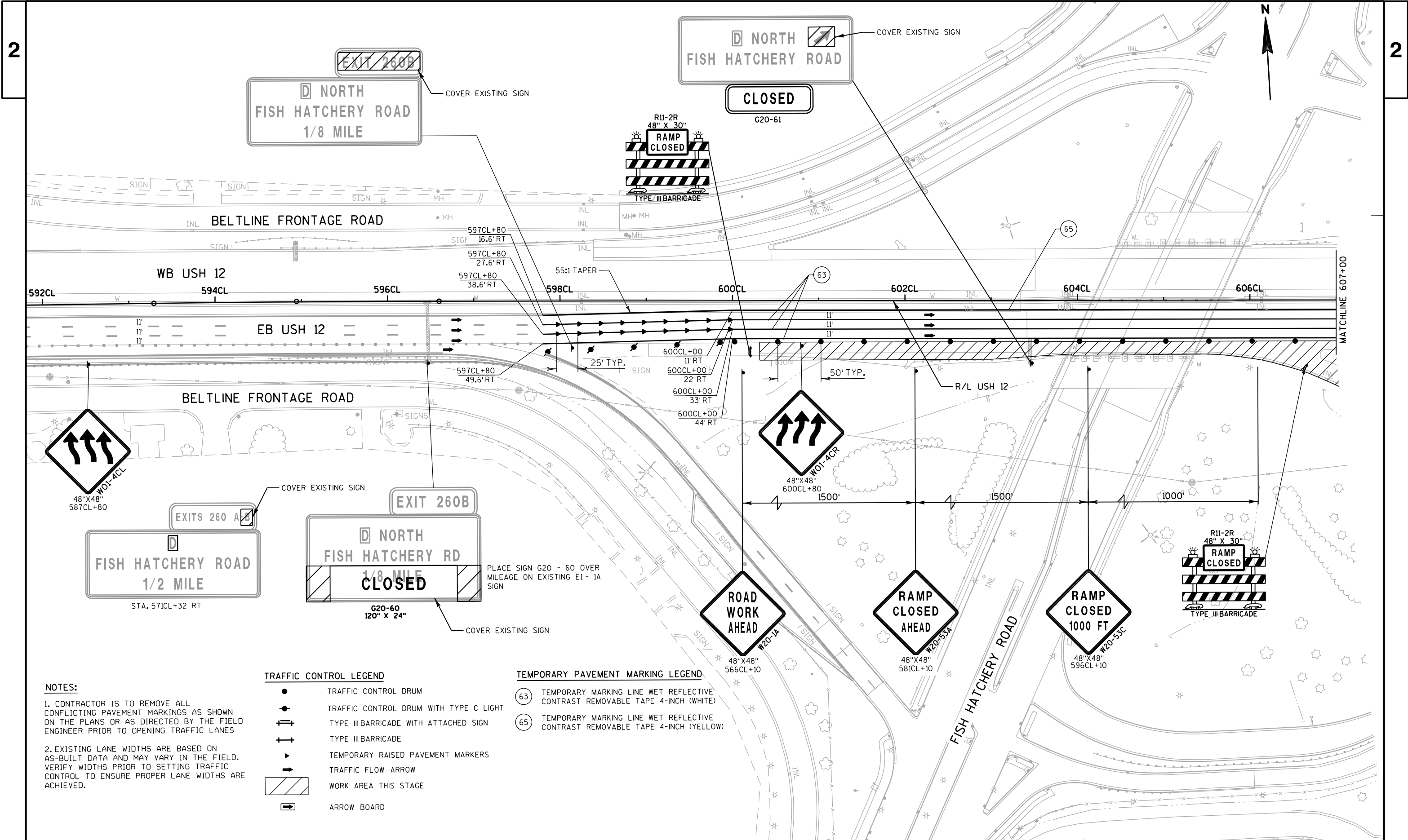
3. TODD DRIVE FRONTAGE ROAD WORK TO BE PERFORMED DURING WEEKEND ONE-WAY OPERATIONS. NORTH FRONTAGE ROAD TO BE SIGNED AS WB ONLY TRAFFIC AND SOUTH FRONTAGE ROAD TO BE SIGNED AS EB ONLY TRAFFIC.

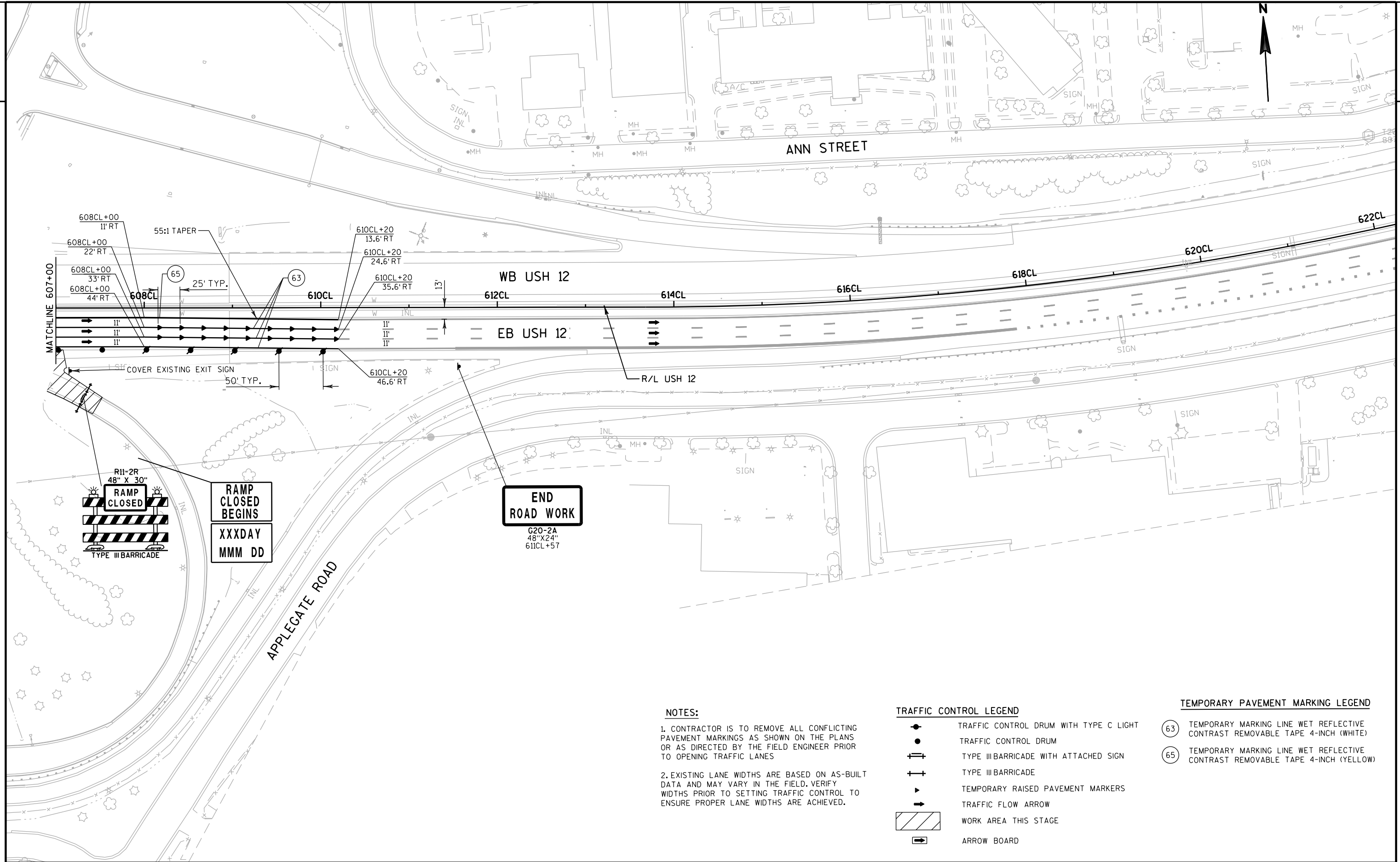
TRAFFIC CONTROL LEGEND

	TYPE III BARRICADE WITH ATTACHED SIGN		CRASH CUSHIONS TEMPORARY
	TYPE III BARRICADE		TRAFFIC FLOW ARROW
	CONCRETE BARRIER TEMPORARY PRECAST		ARROW BOARD
	TEMPORARY RAISED PAVEMENT MARKERS		WORK AREA THIS STAGE









NOTES:

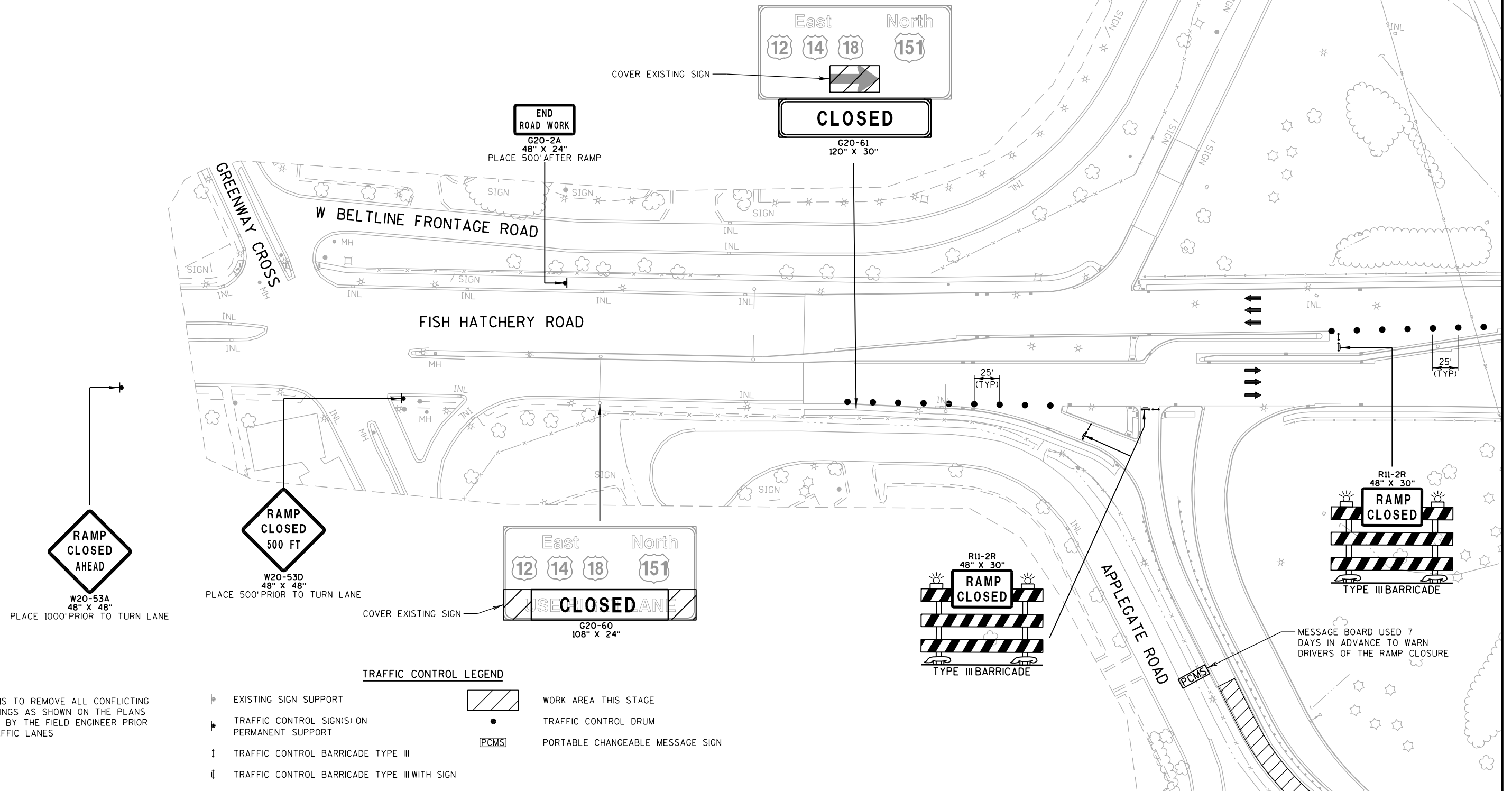
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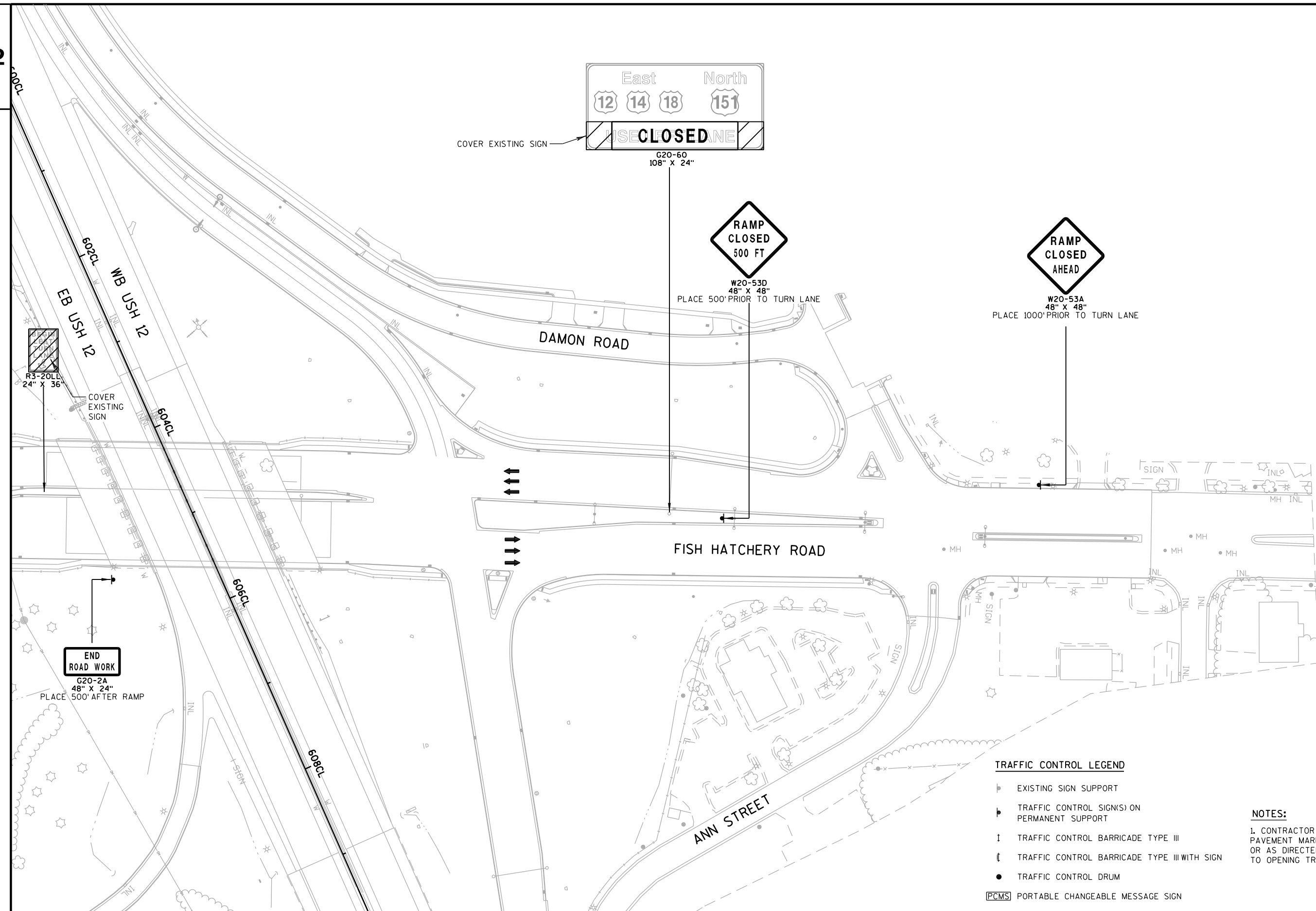
TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE III BARRICADE
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE
- ARROW BOARD

TEMPORARY PAVEMENT MARKING LEGEND

- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)

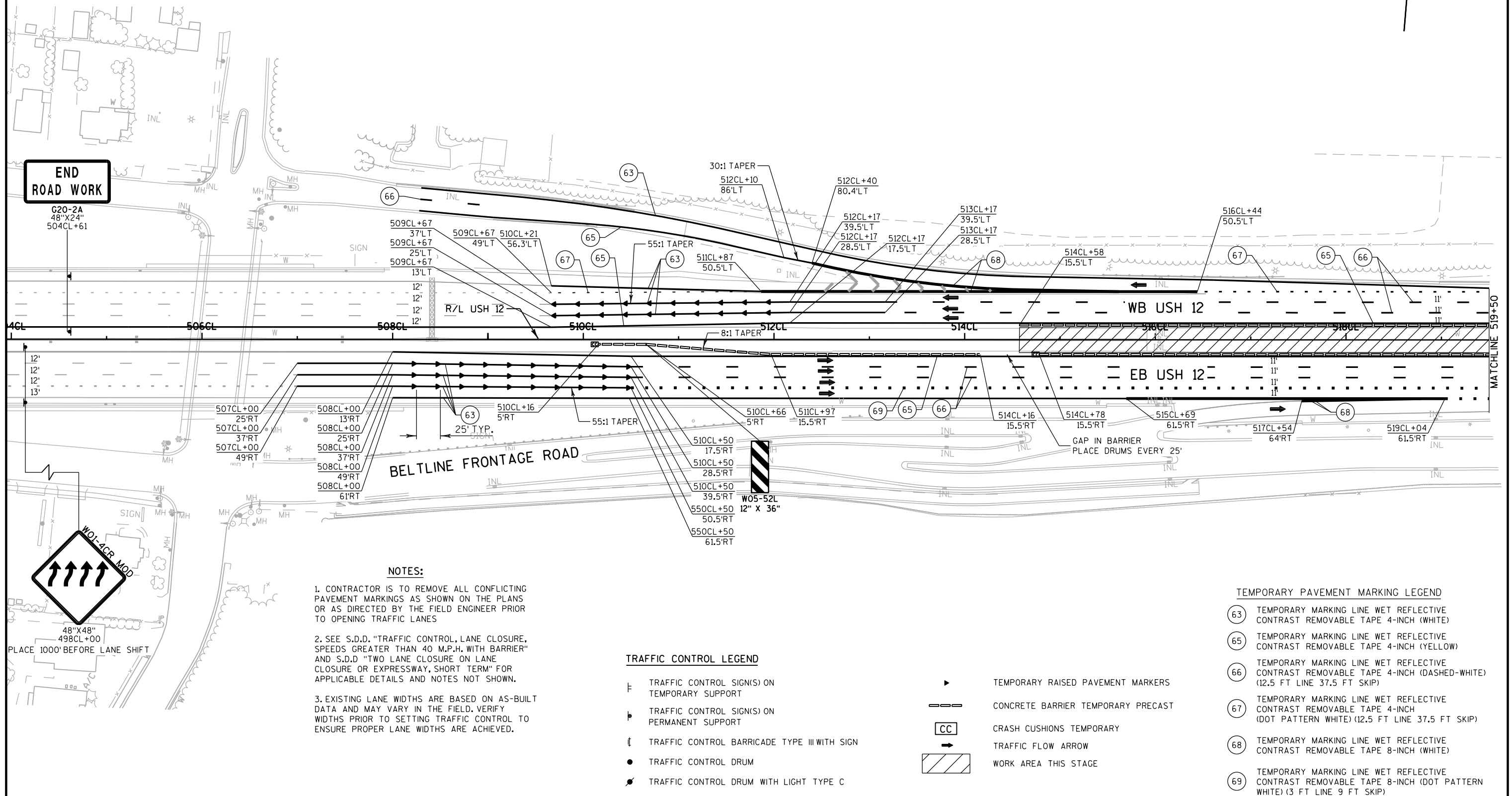


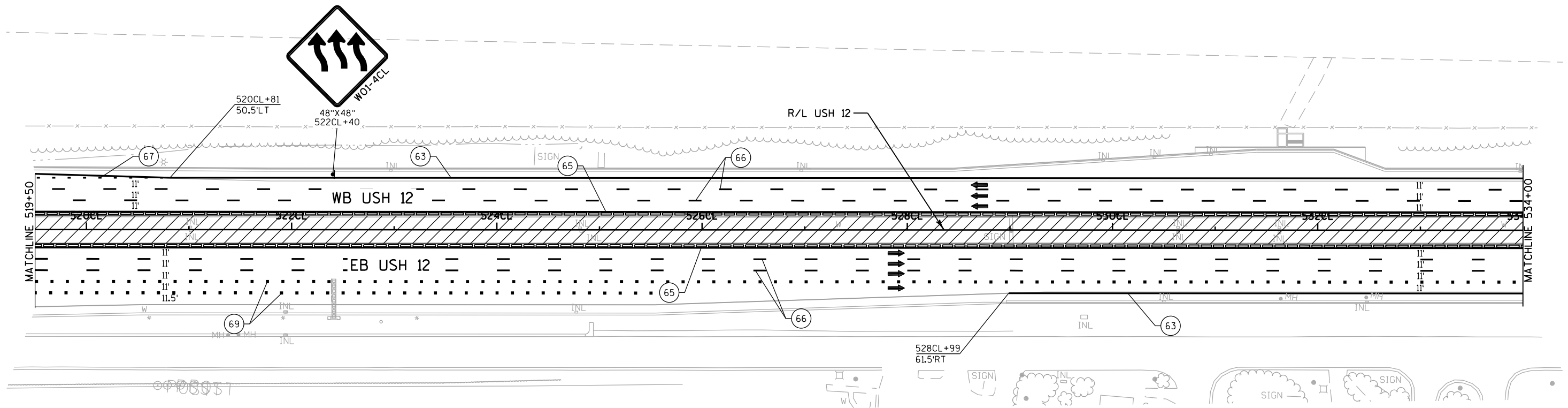
**TRAFFIC CONTROL LEGEND**

- EXISTING SIGN SUPPORT
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:

1. CONTRACTOR IS TO REMOVE ALL CONFLICTING PAVEMENT MARKINGS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE FIELD ENGINEER PRIOR TO OPENING TRAFFIC LANES





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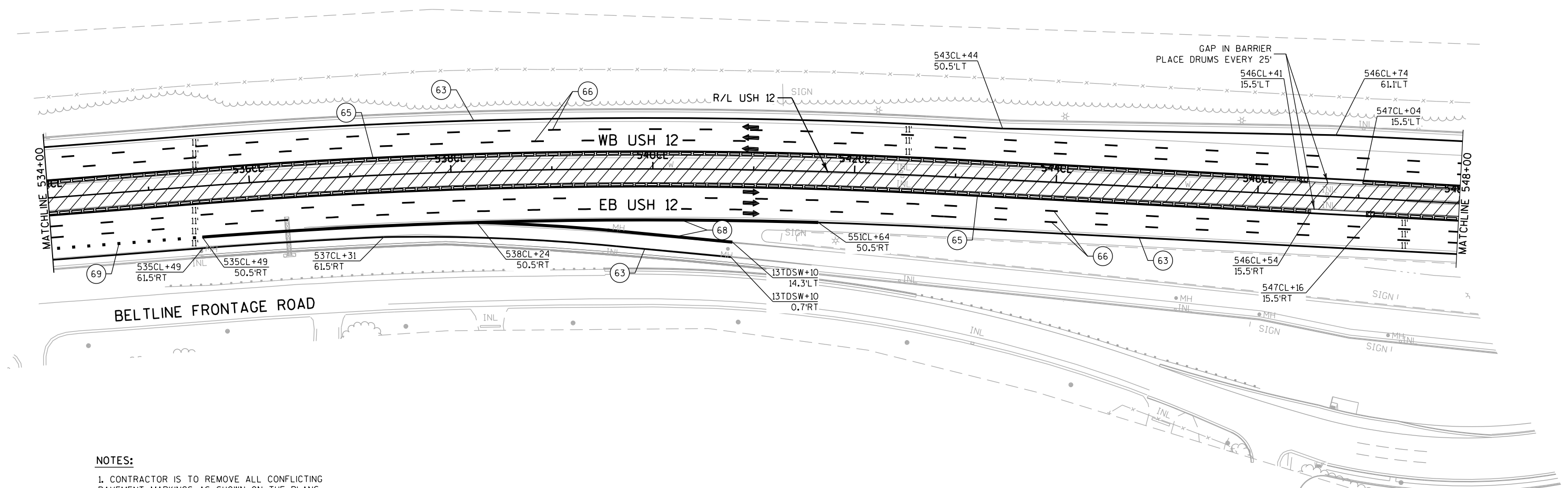
TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (DASHED-WHITE) (12.5 FT LINE 37.5 FT SKIP)
- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (DOT PATTERN WHITE) (12.5 FT LINE 37.5 FT SKIP)
- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

**NOTES:**

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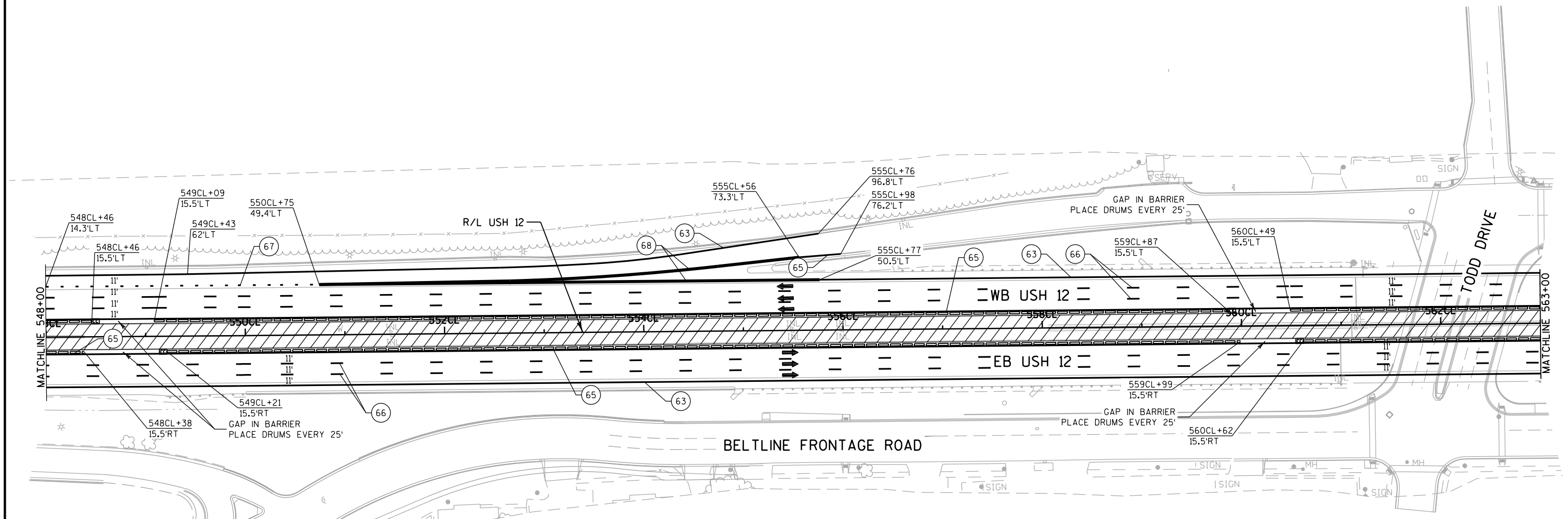
TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- 63 TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- 65 TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- 66 TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (DASHED-WHITE) (2.5 FT LINE 37.5 FT SKIP)
- 68 TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
- 69 TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

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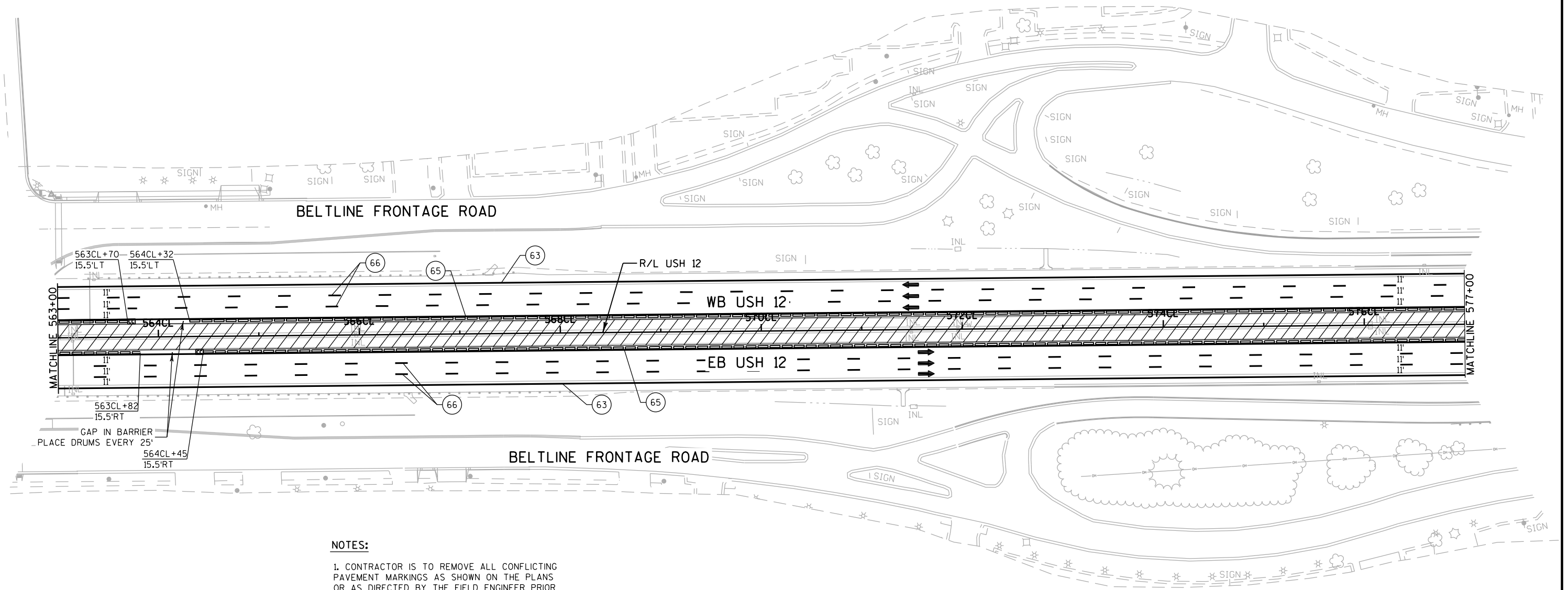
TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
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- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (DASHED-WHITE) (12.5 FT LINE 37.5 FT SKIP)
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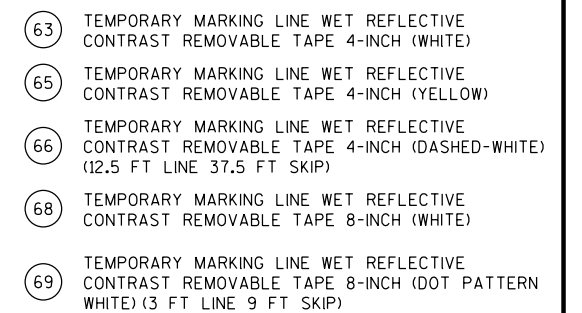
TRAFFIC CONTROL LEGEND

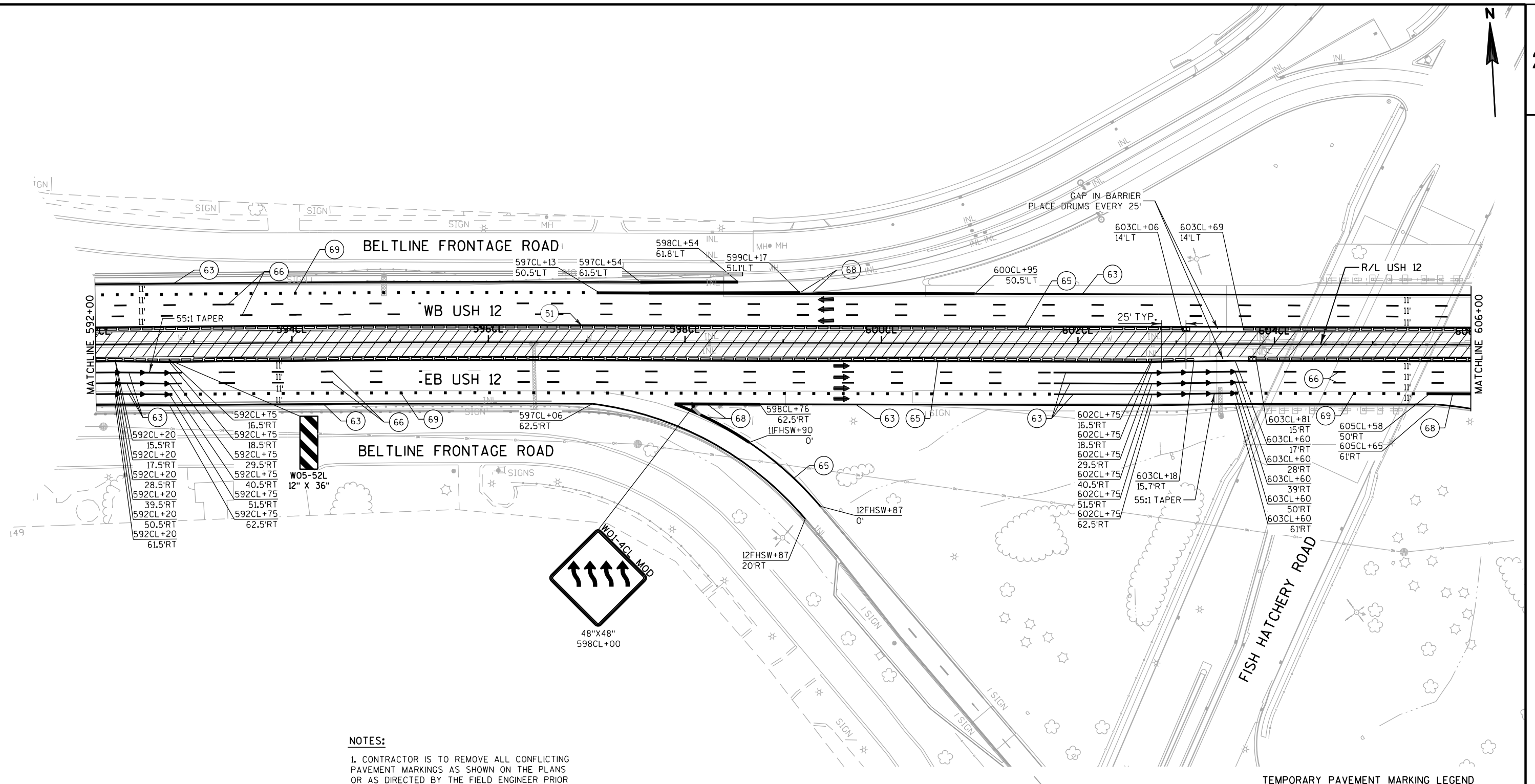
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (DASHED-WHITE) (12.5 FT LINE 37.5 FT SKIP)



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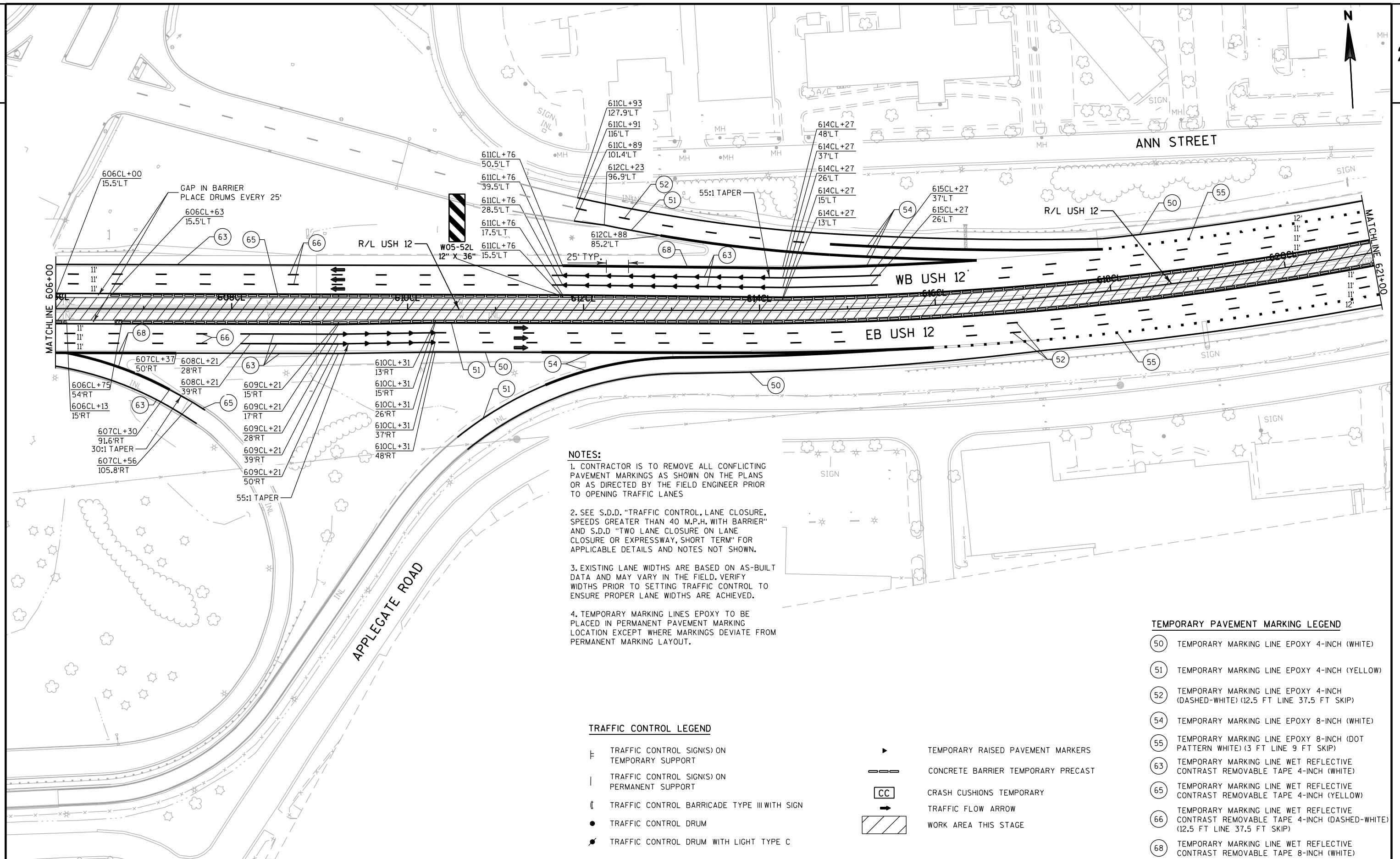
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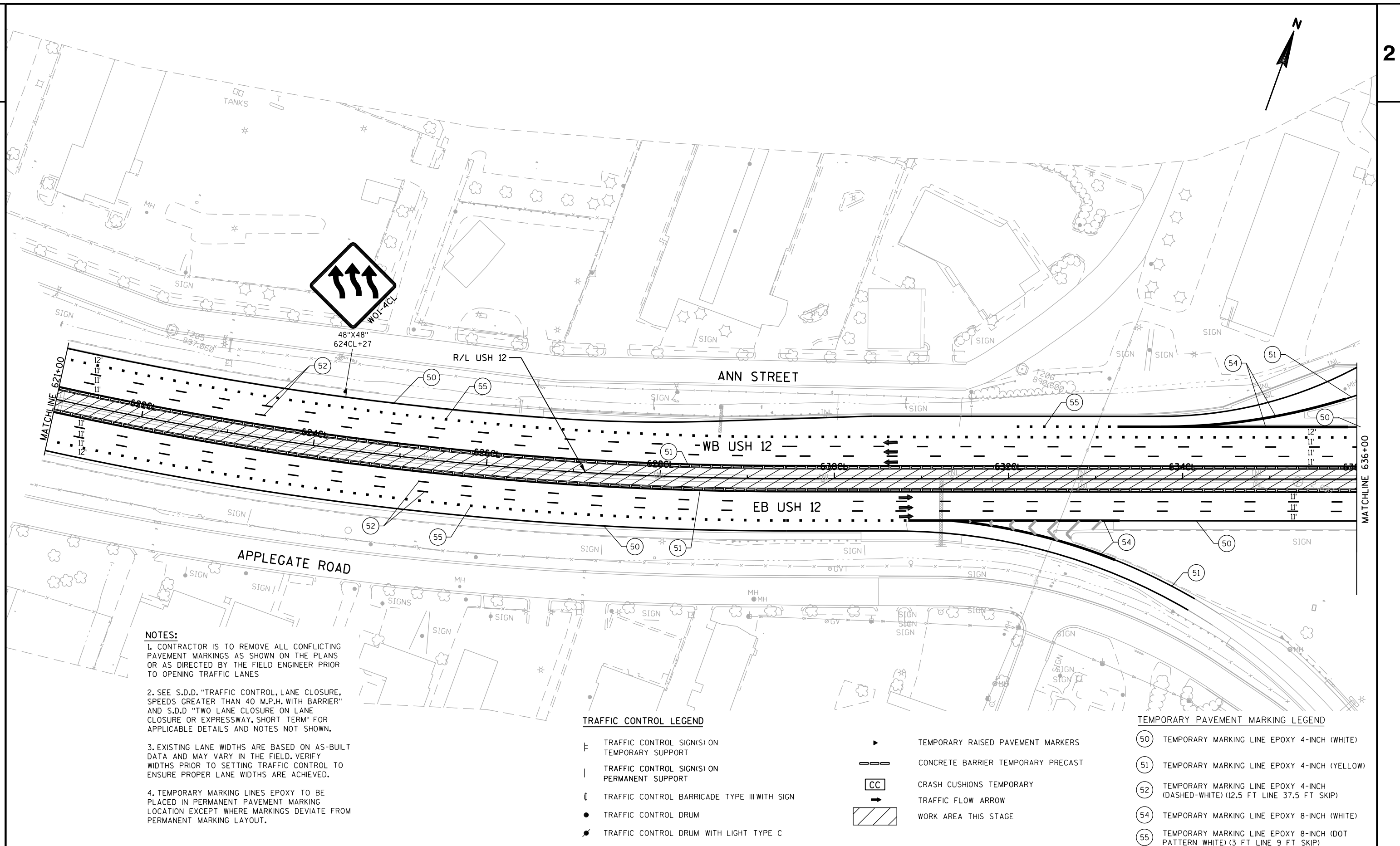
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- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
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NOTES:

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4. TEMPORARY MARKING LINES EPOXY TO BE PLACED IN PERMANENT PAVEMENT MARKING LOCATION EXCEPT WHERE MARKINGS DEVIATE FROM PERMANENT MARKING LAYOUT.

PARK STREET

WB USH 12.

EB USH 12

R/L USH 12

SKILANE

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- 50 TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
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- 52 TEMPORARY MARKING LINE EPOXY 4-INCH (DASHED-WHITE) (12.5 FT LINE 37.5 FT SKIP)
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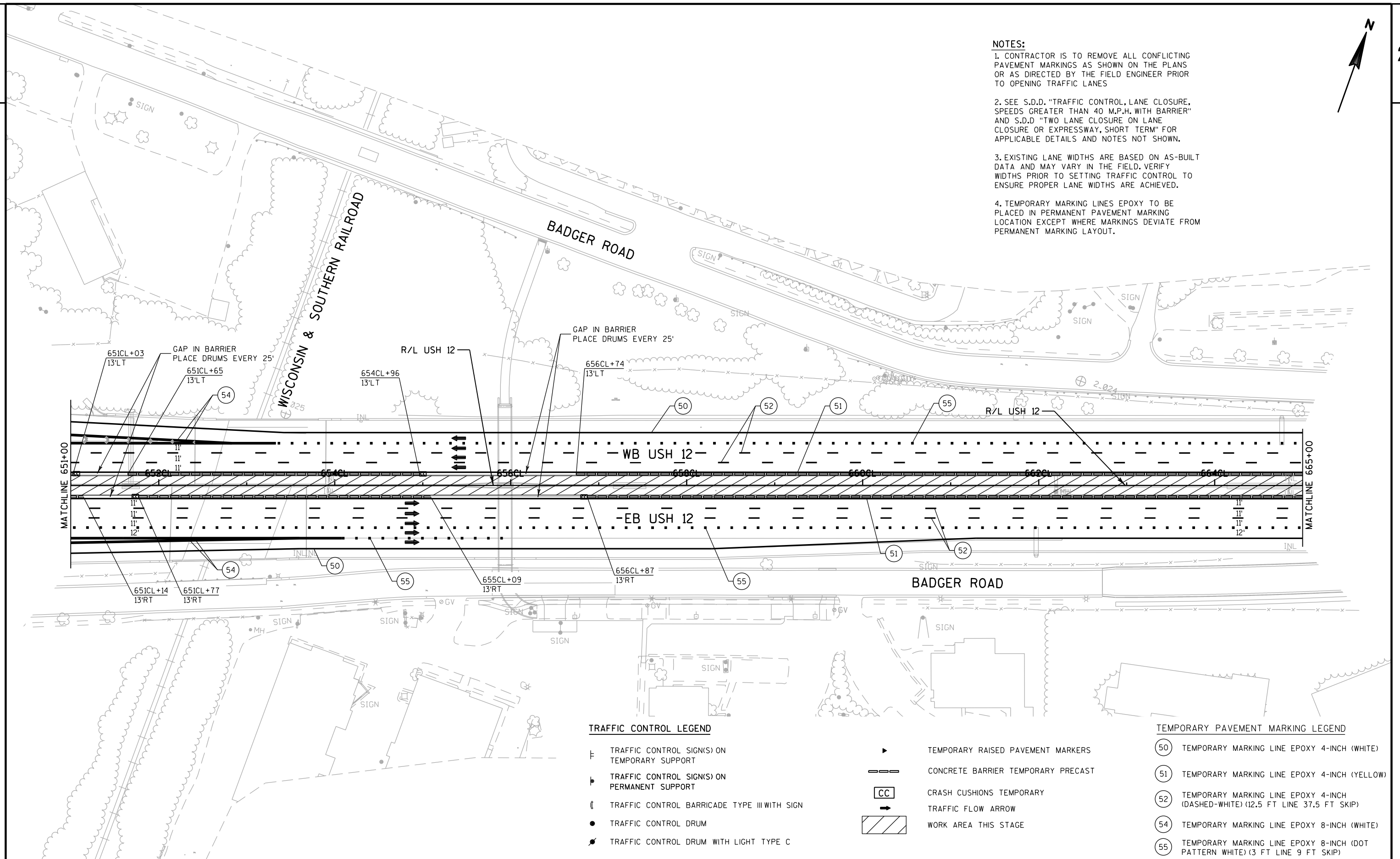
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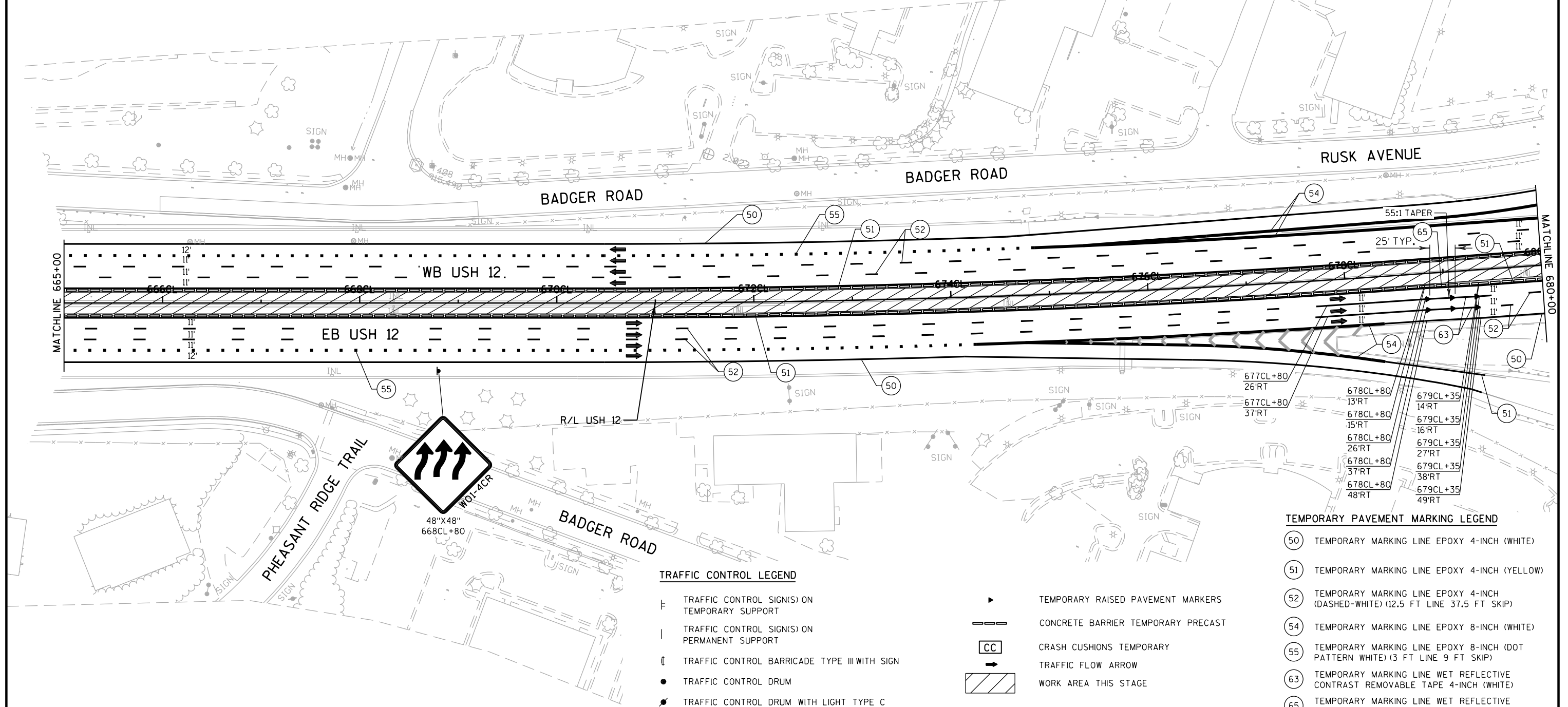
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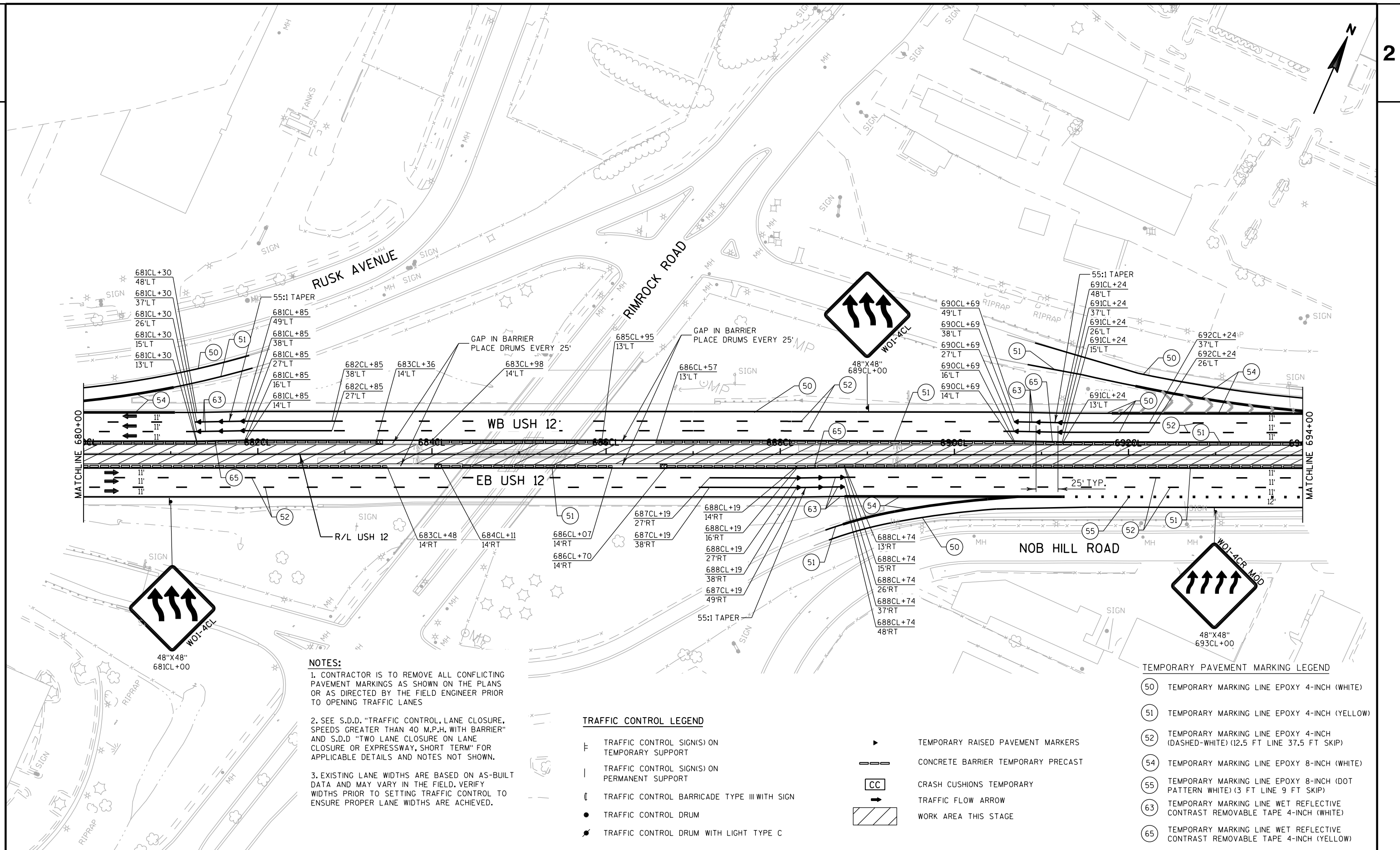
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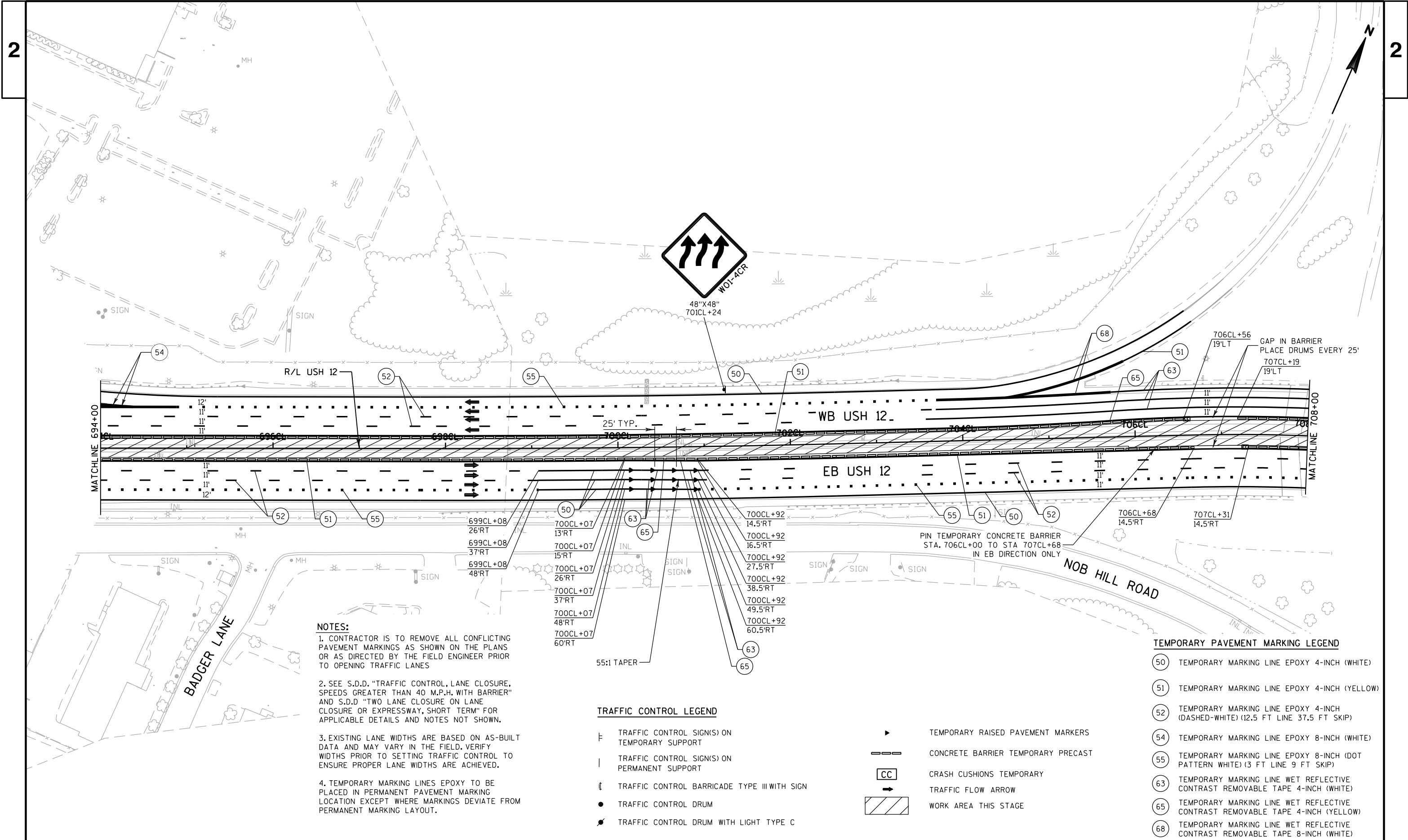
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TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- 50 TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
- 51 TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
- 52 TEMPORARY MARKING LINE EPOXY 4-INCH (DASHED-WHITE) (12.5 FT LINE 37.5 FT SKIP)
- 54 TEMPORARY MARKING LINE EPOXY 8-INCH (WHITE)
- 55 TEMPORARY MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 63 TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- 65 TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- 68 TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)

NOTES:

1. CONTRACTOR IS TO REMOVE ALL CONFLICTING PAVEMENT MARKINGS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE FIELD ENGINEER PRIOR TO OPENING TRAFFIC LANES

2. SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" AND S.D.D. "TWO LANE CLOSURE ON LANE CLOSURE OR EXPRESSWAY, SHORT TERM" FOR APPLICABLE DETAILS AND NOTES NOT SHOWN.

3. EXISTING LANE WIDTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD. VERIFY WIDTHS PRIOR TO SETTING TRAFFIC CONTROL TO ENSURE PROPER LANE WIDTHS ARE ACHIEVED.

4. TEMPORARY MARKING LINES EPOXY TO BE PLACED IN PERMANENT PAVEMENT MARKING LOCATION EXCEPT WHERE MARKINGS DEVIATE FROM PERMANENT MARKING LAYOUT.

PIN TEMPORARY CONCRETE BARRIER
STA. 709CL+66 TO STA. 712CL+00
IN EB DIRECTION ONLY

WISCONSIN & SOUTHERN RAILROAD

25' TYP.

R/L USH 12

WB USH 12

EB USH 12

NOB HILL ROAD

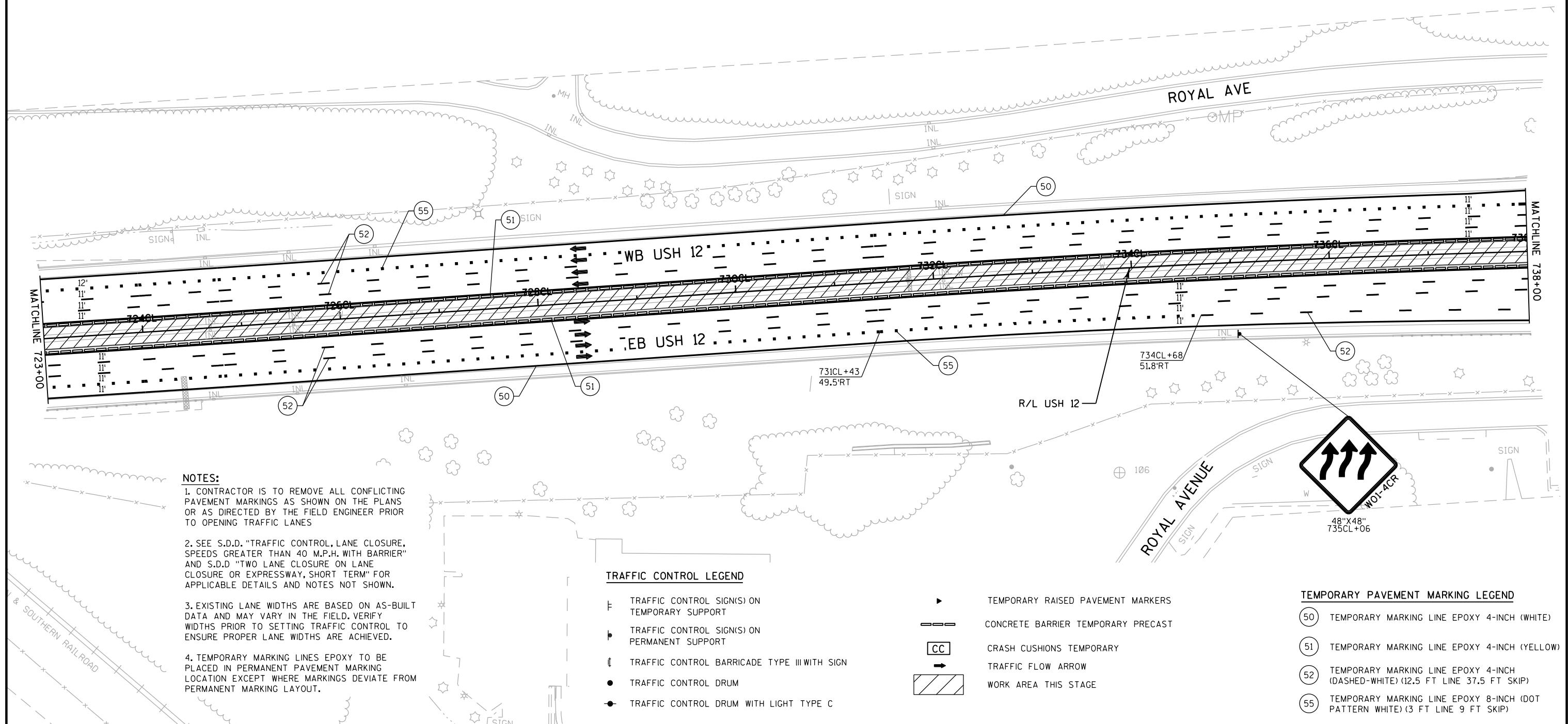
TRAFFIC CONTROL LEGEND

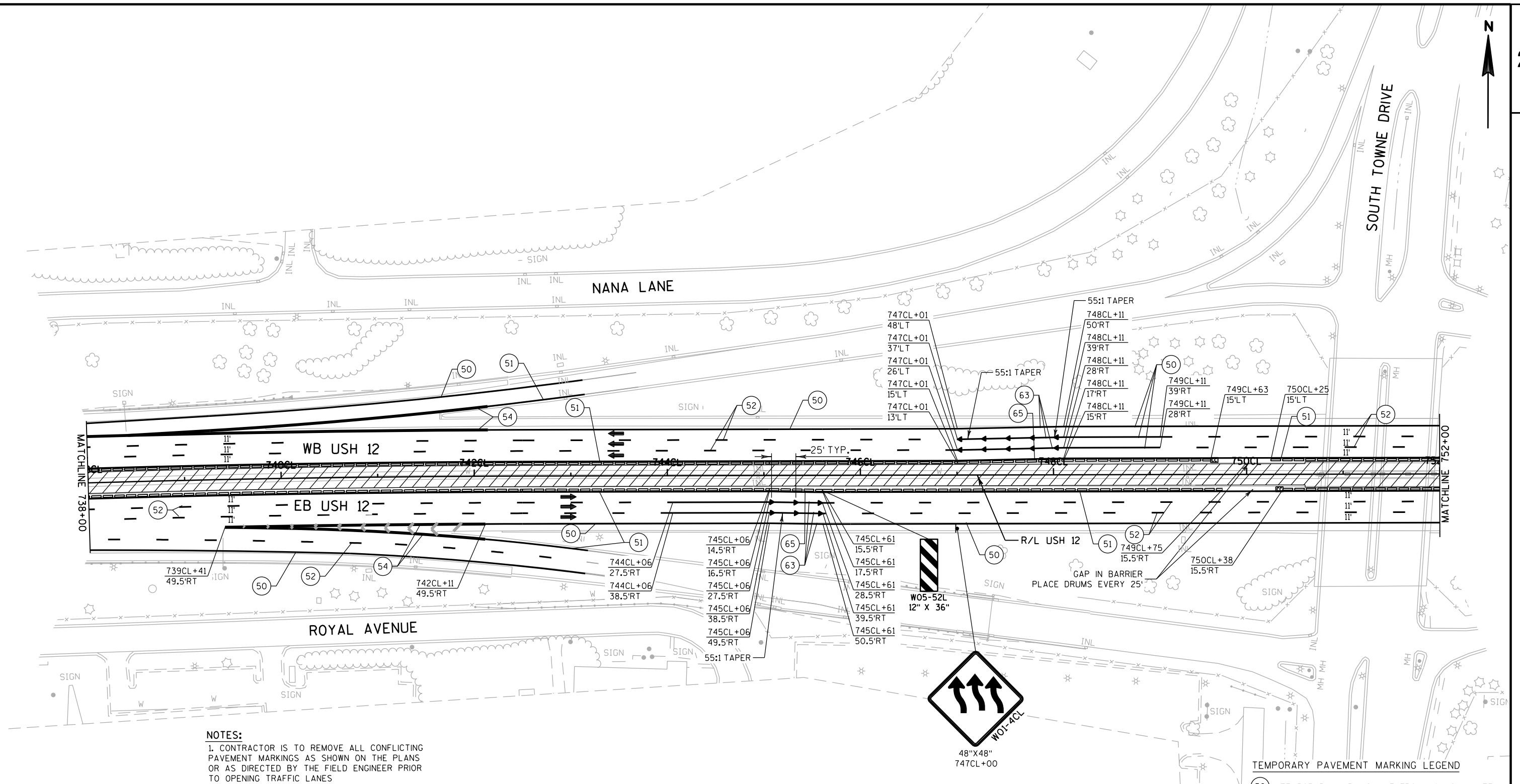
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
- TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
- TEMPORARY MARKING LINE EPOXY 4-INCH (DASHED-WHITE) (12.5 FT LINE 37.5 FT SKIP)
- TEMPORARY MARKING LINE EPOXY 8-INCH (WHITE)
- TEMPORARY MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)



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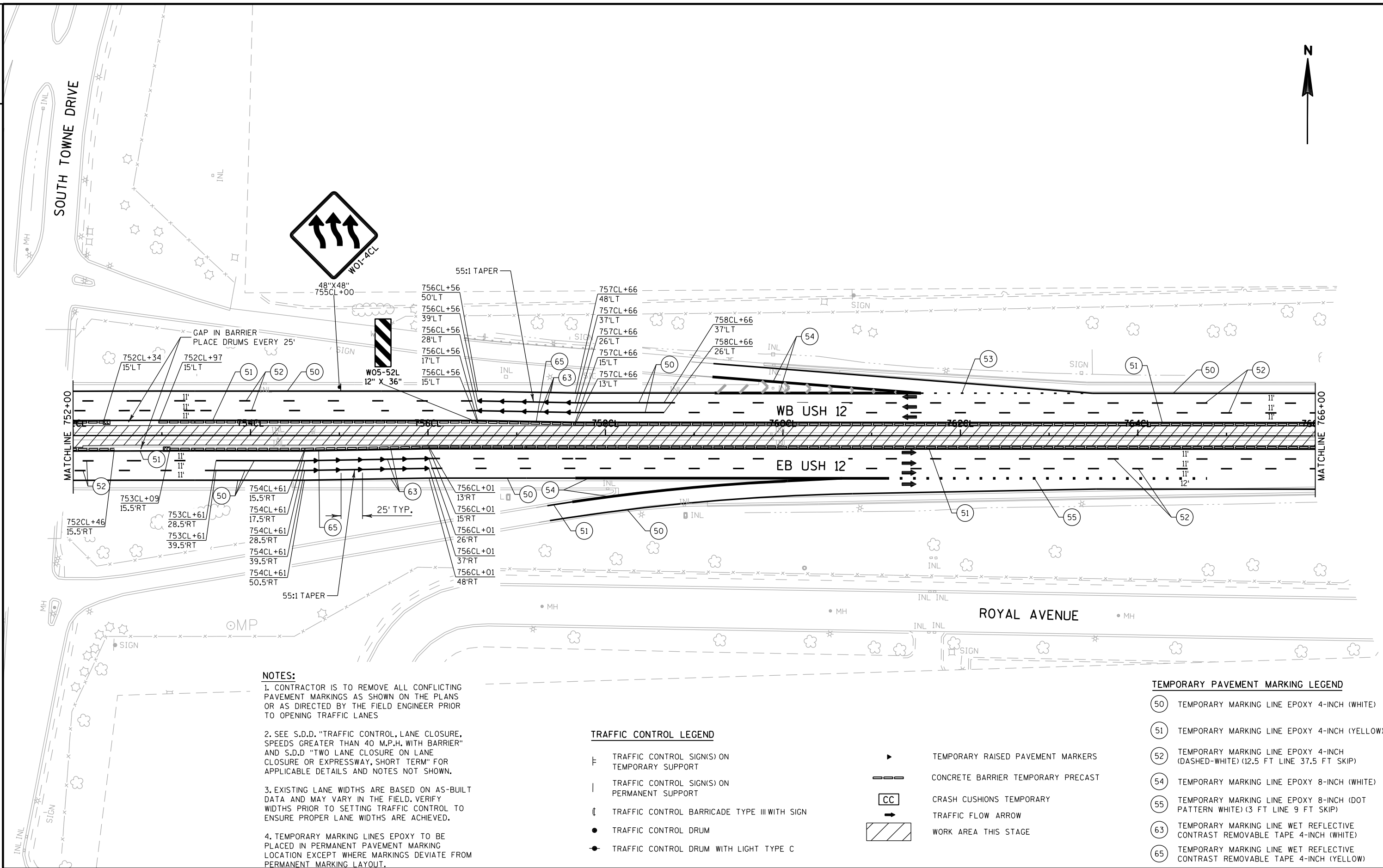
TRAFFIC CONTROL LEGEND

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- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

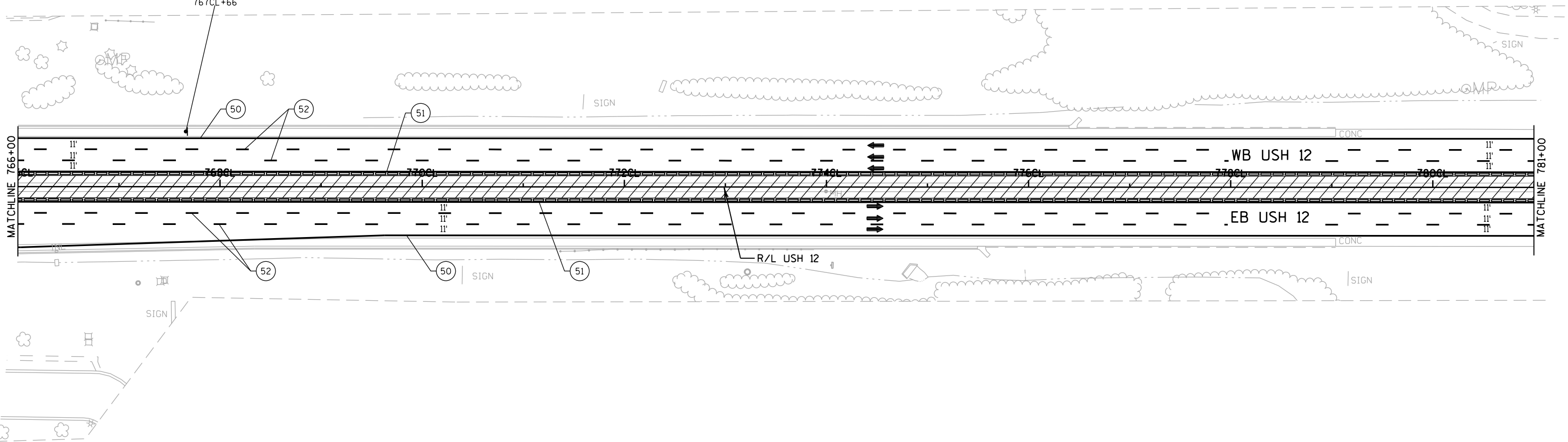
TEMPORARY PAVEMENT MARKING LEGEND

- 50 TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
- 51 TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
- 52 TEMPORARY MARKING LINE EPOXY 4-INCH (DASHED-WHITE) (12.5 FT LINE 37.5 FT SKIP)
- 54 TEMPORARY MARKING LINE EPOXY 8-INCH (WHITE)
- 63 TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- 65 TEMPORARY MARKING LINE WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)





48"X48"
767CL+66



NOTES:

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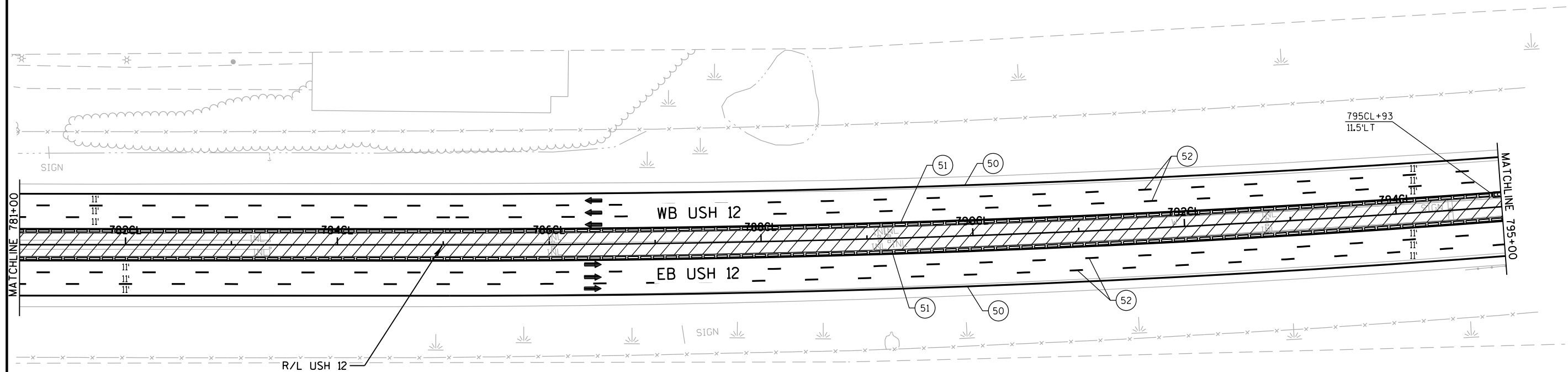
TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- (50) TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
- (51) TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
- (52) TEMPORARY MARKING LINE EPOXY 4-INCH (DASHED-WHITE) (12.5 FT LINE 37.5 FT SKIP)



NOTES:

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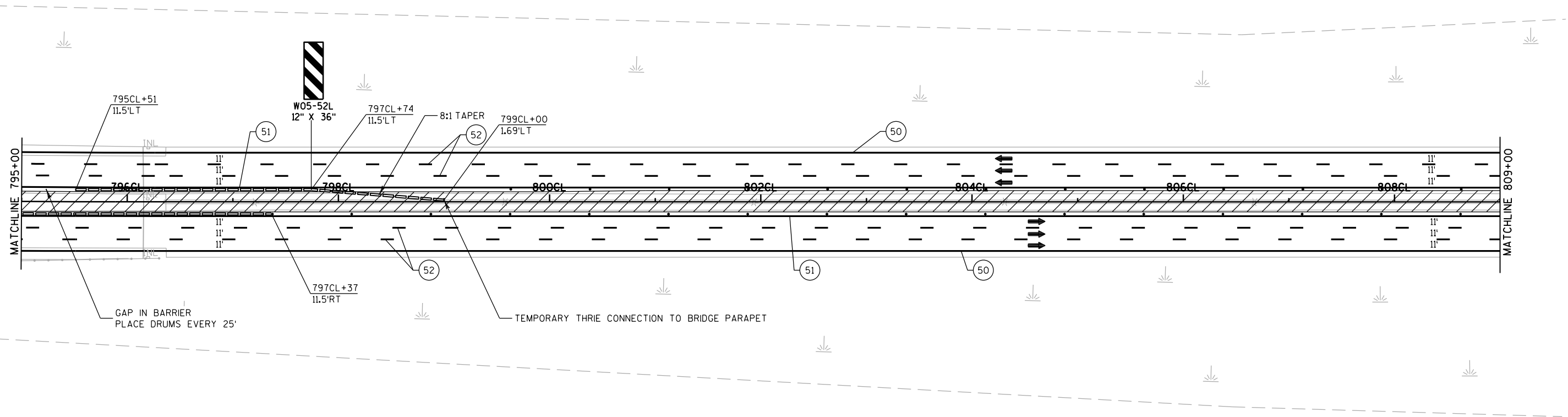
TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
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- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
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- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

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- TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
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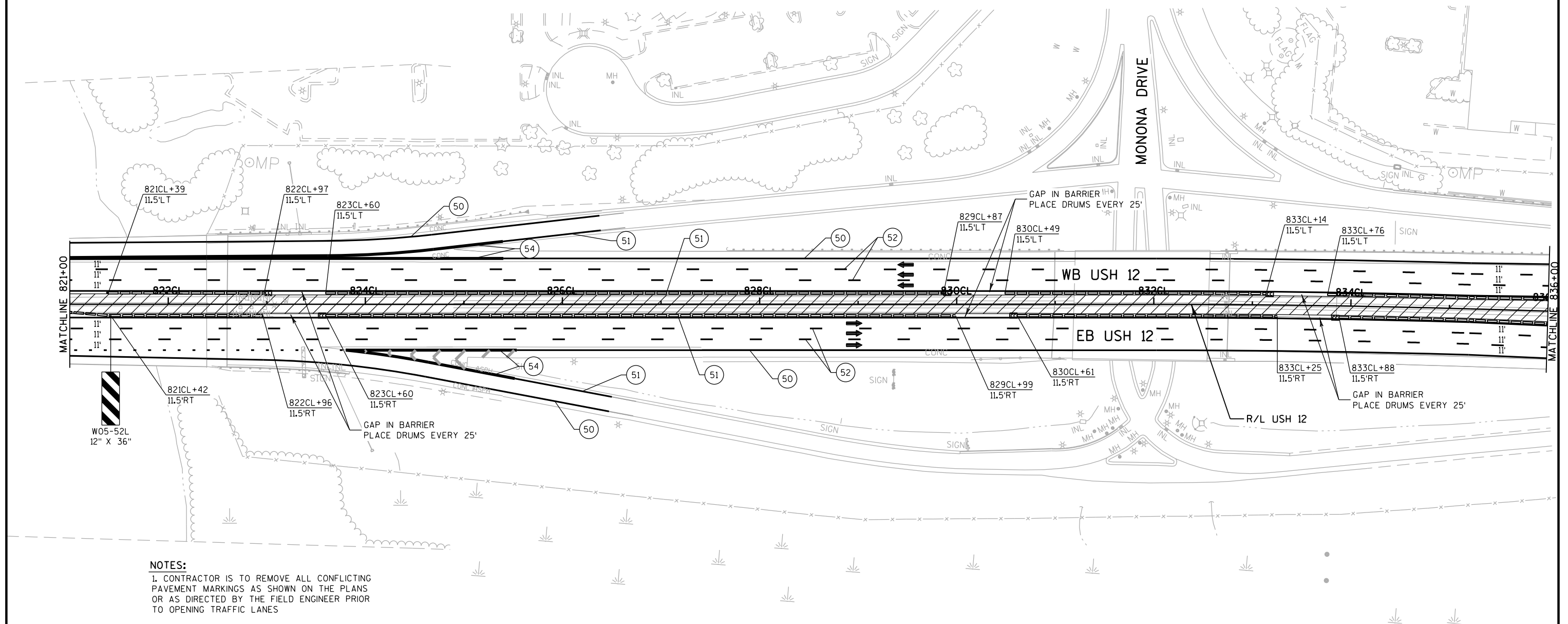
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- TEMPORARY RAISED PAVEMENT MARKERS
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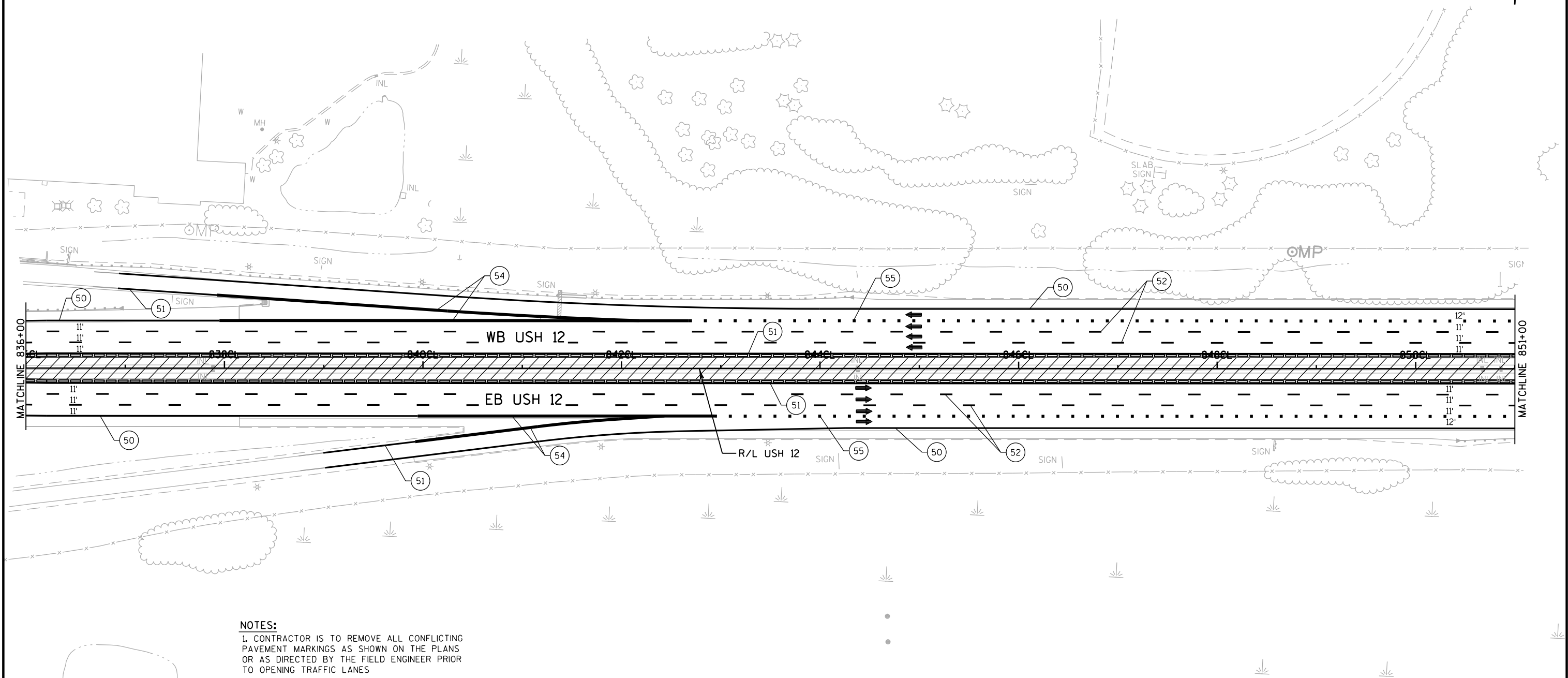
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- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- 50 TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
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- 54 TEMPORARY MARKING LINE EPOXY 8-INCH (WHITE)



NOTES:

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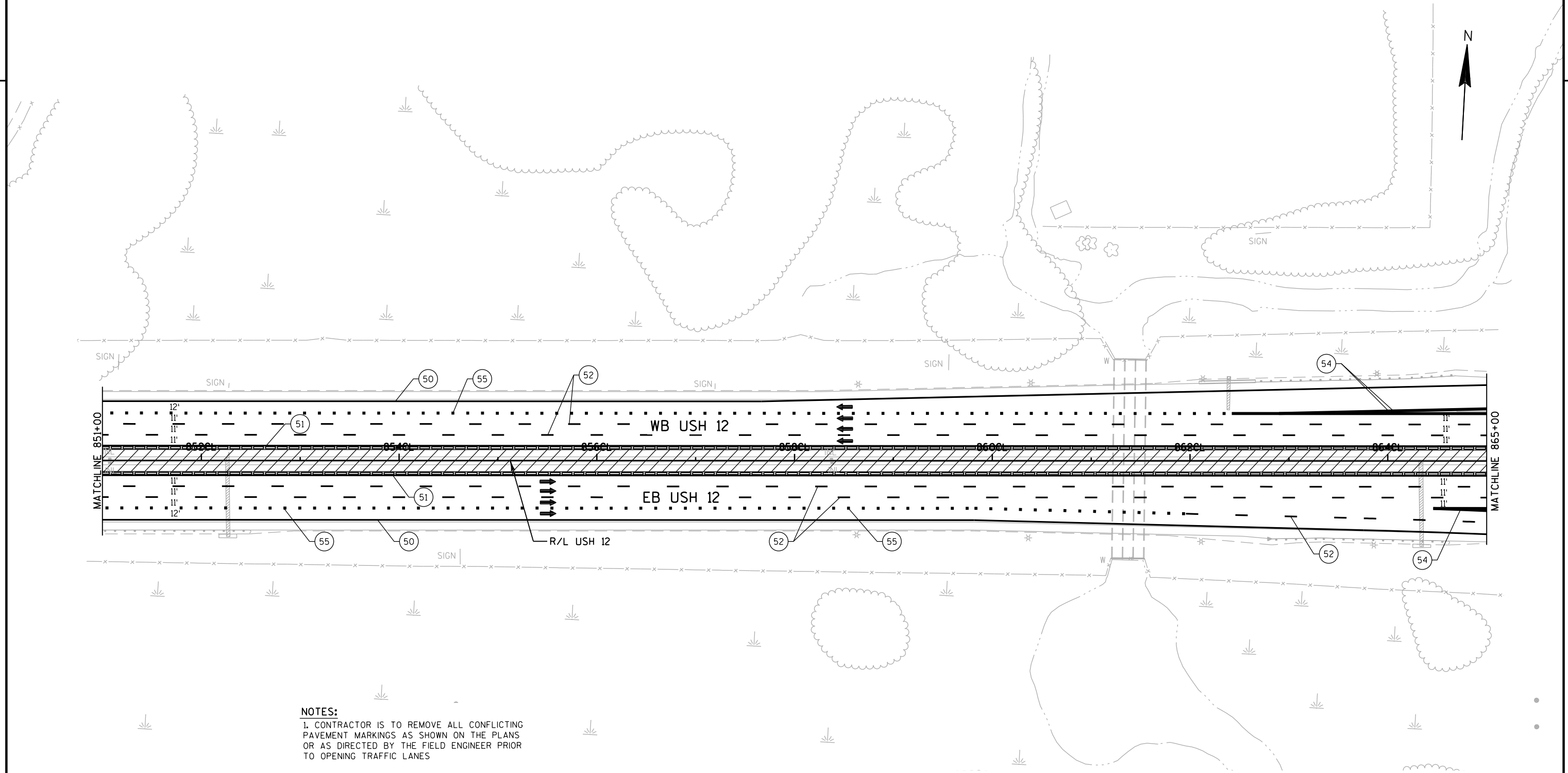
TRAFFIC CONTROL LEGEND

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- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

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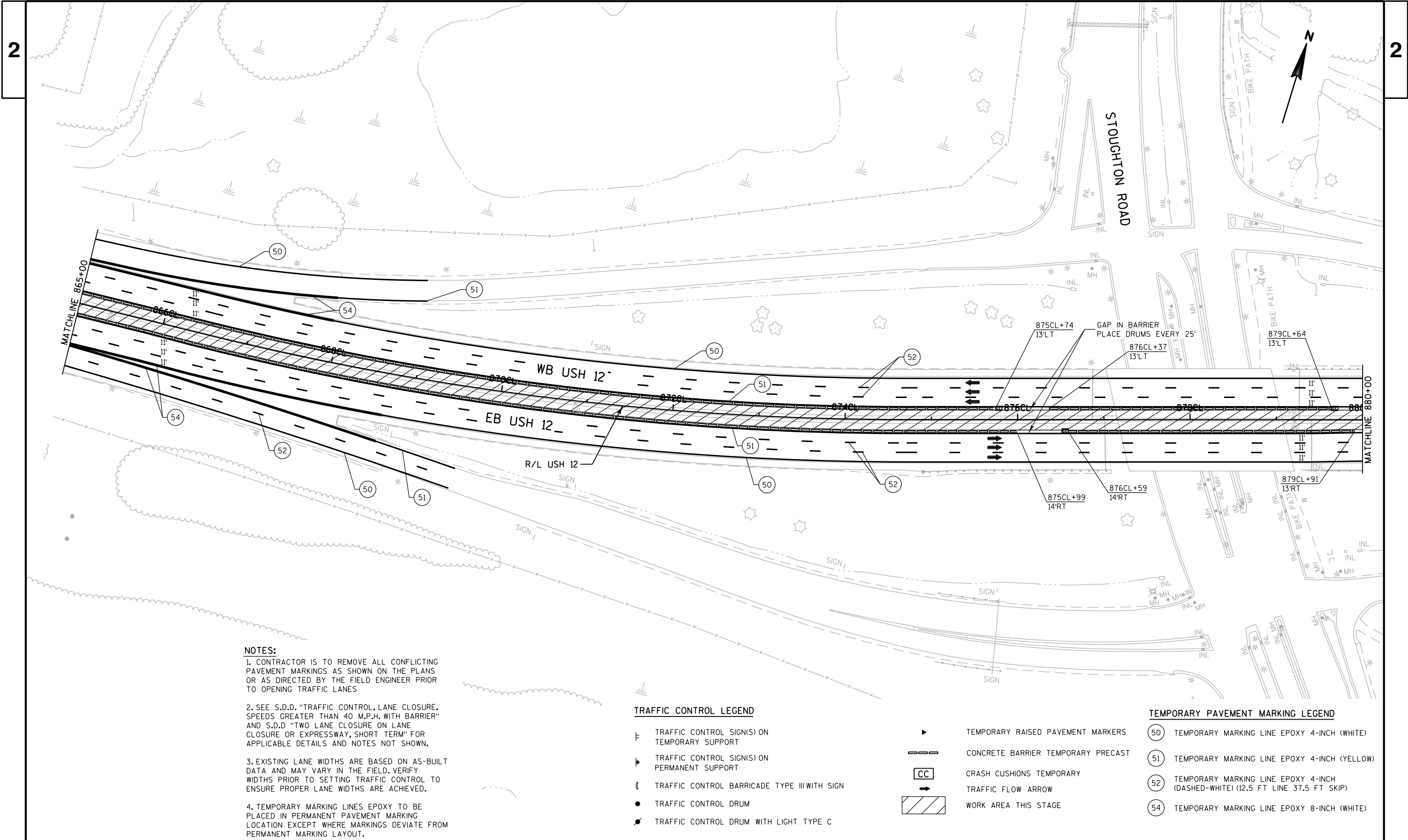


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 - 2. SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" AND S.D.D. "TWO LANE CLOSURE ON LANE CLOSURE OR EXPRESSWAY, SHORT TERM" FOR APPLICABLE DETAILS AND NOTES NOT SHOWN.
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 - TRAFFIC CONTROL DRUM
 - TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
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- WORK AREA THIS STAGE

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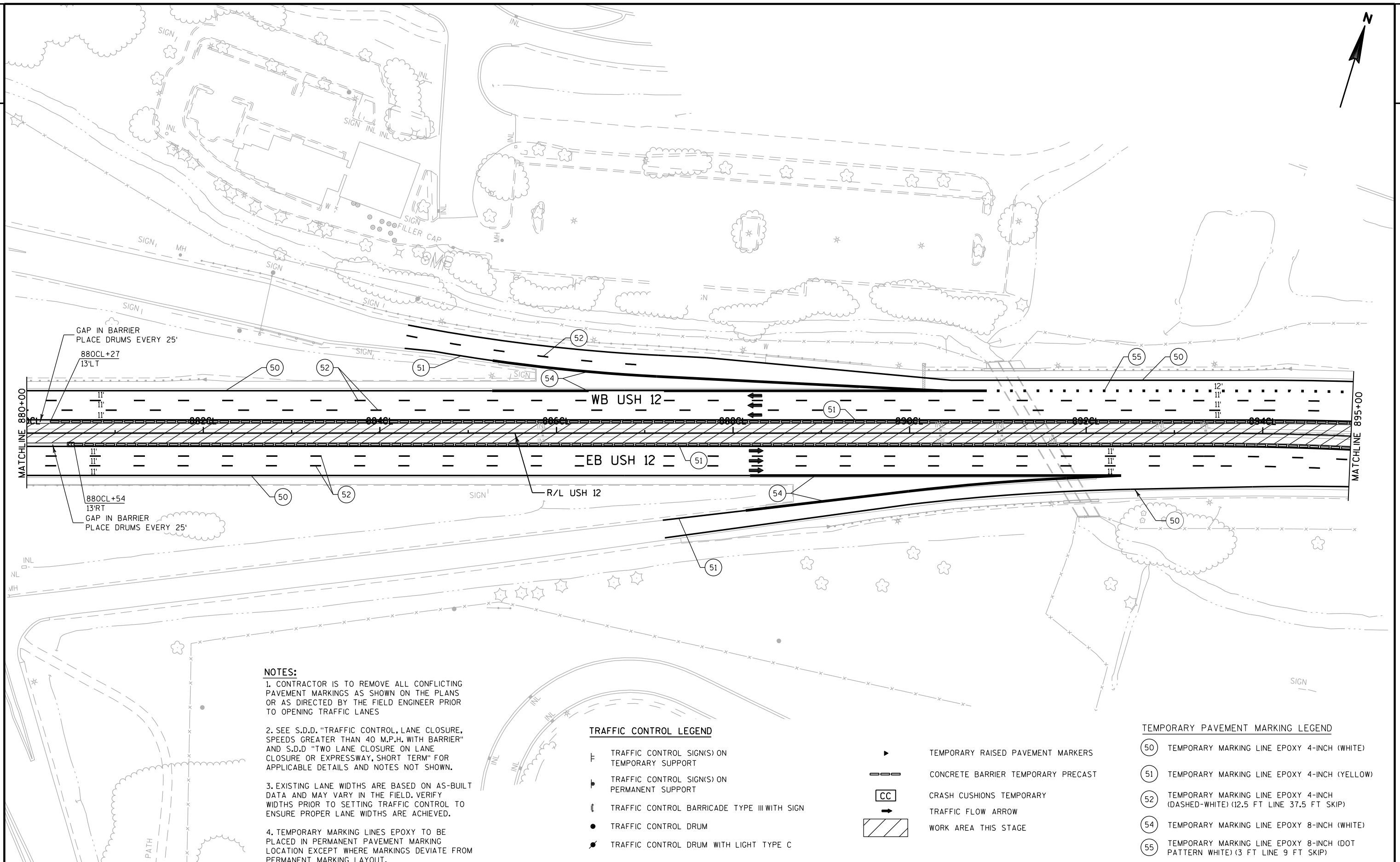
TRAFFIC CONTROL LEGEND

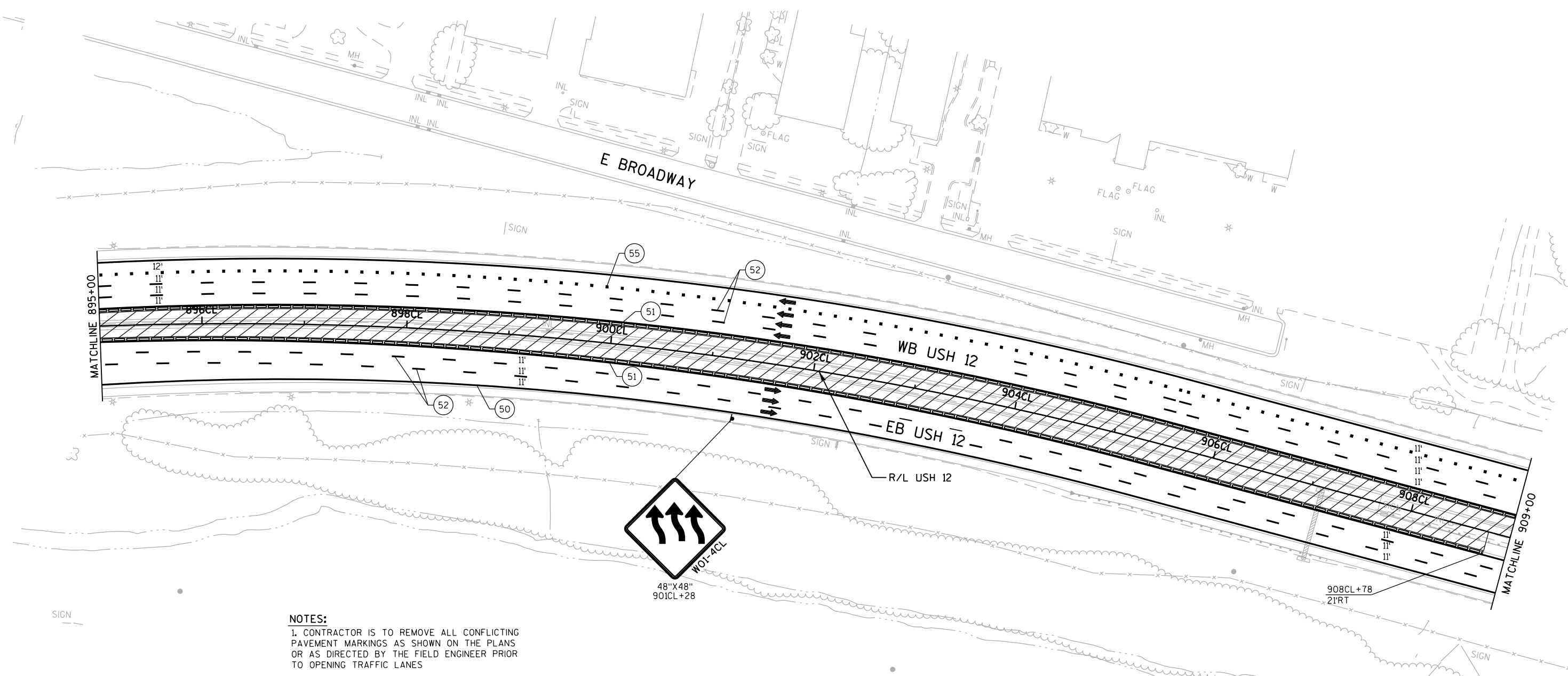
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
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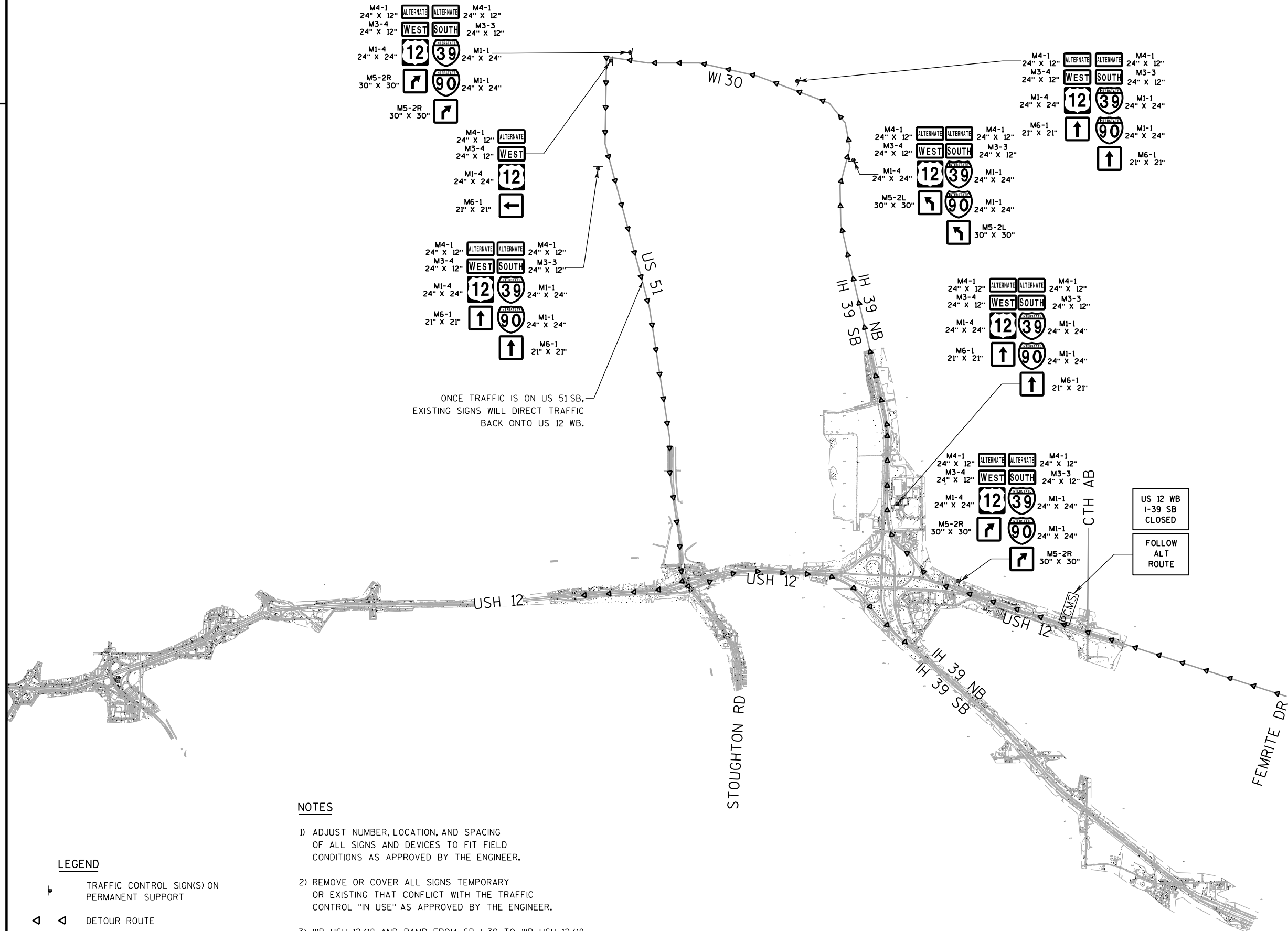
- TEMPORARY RAISED PAVEMENT MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK AREA THIS STAGE

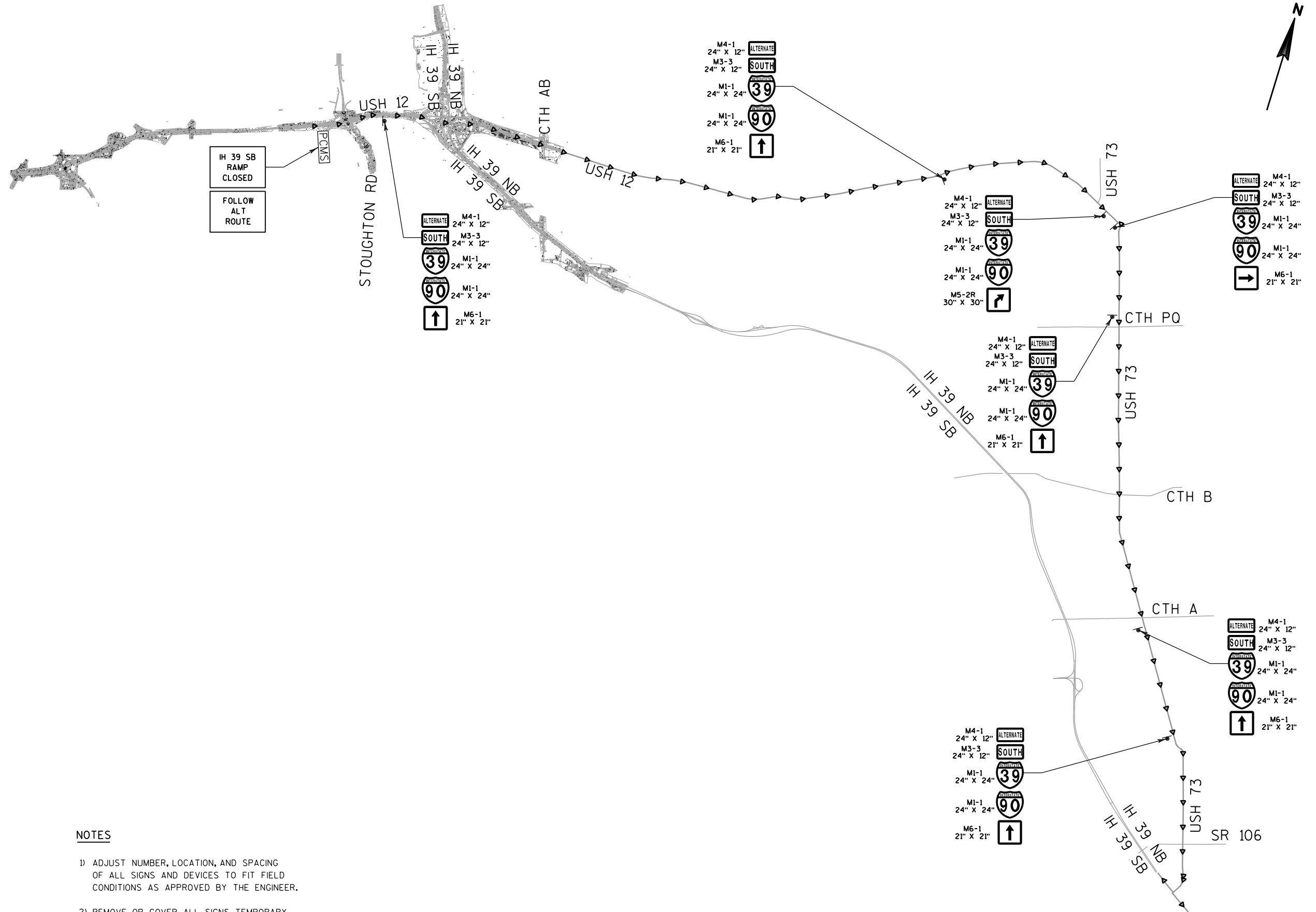
TEMPORARY PAVEMENT MARKING LEGEND

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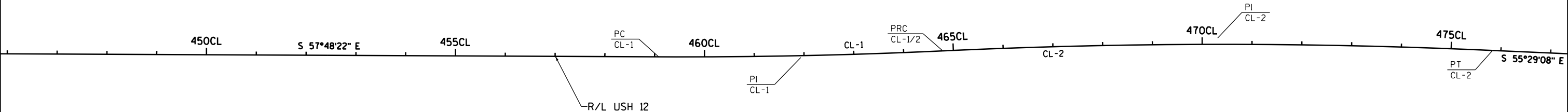
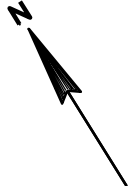
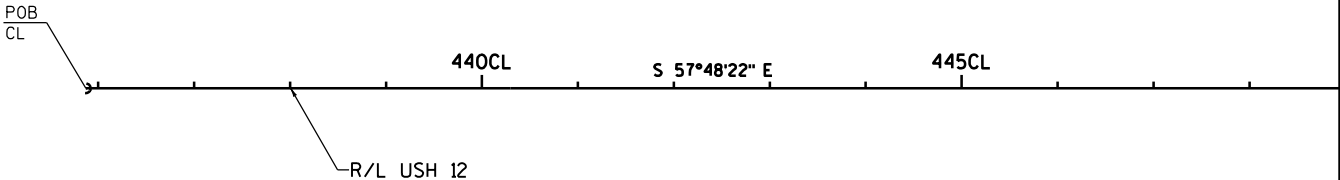
LEGEND

- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- DETOUR ROUTE
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES

- 1) ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- 2) REMOVE OR COVER ALL SIGNS TEMPORARY OR EXISTING THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER.

POINT OF BEGINNING: CL
PI= 435CL+87.16
X = 799111.43
Y = 471349.60
AH = S 57°48'22" E

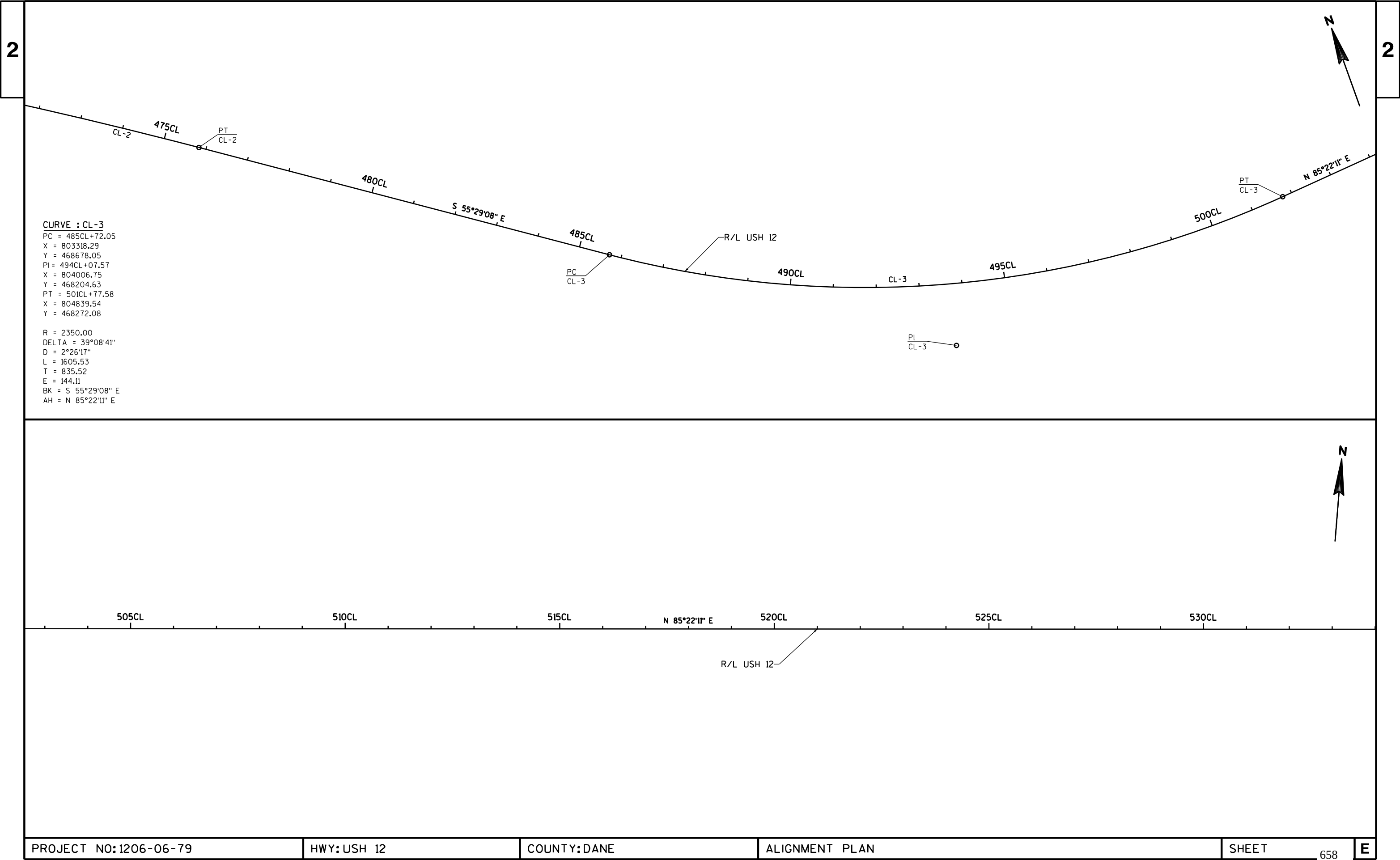


CURVE : CL-1
PC = 459CL+08.08
X = 801075.51
Y = 470113.04
PI = 461CL+93.49
X = 801317.03
Y = 469960.98
PRC = 464CL+78.78
X = 801566.04
Y = 469821.51

CURVE : CL-2
PRC = 464CL+78.78
X = 801566.04
Y = 469821.51
PI = 470CL+31.36
X = 802048.15
Y = 469551.46
PT = 475CL+83.17
X = 802503.47
Y = 469238.36

R = 11124.00
DELTA = 2°56'22"
D = 0°30'54"
L = 570.69
T = 285.41
E = 3.66
BK = S 57°48'22" E
AH = S 60°44'44" E

R = 12030.00
DELTA = 5°15'36"
D = 0°28'35"
L = 1104.39
T = 552.58
E = 12.68
BK = S 60°44'44" E
AH = S 55°29'08" E



CURVE : CL-3
PC = 485CL+72.05
X = 803318.29
Y = 468678.05
PI = 494CL+07.57
X = 804006.75
Y = 468204.63
PT = 501CL+77.58
X = 804839.54
Y = 468272.08

R = 2350.00
DELTA = 39°08'41"
D = 2°26'17"
L = 1605.53
T = 835.52
E = 144.11
BK = S 55°29'08" E
AH = N 85°22'11" E

505CL 510CL 515CL N 85°22'11" E 520CL 525CL 530CL

R/L USH 12

CURVE : CL-4

PC = 535CL+49.37

X = 808200.32

Y = 468544.26

PI= 539CL+20.47

X = 808570.21

Y = 468574.22

PT = 542CL+90.55

X = 808940.89

Y = 468556.38

CURVE : CL-5

PC = 549CL+92.90

X = 809642.43

Y = 468522.62

PI= 550CL+14.15

X = 809663.65

Y = 468521.60

PT = 550CL+35.39

X = 809684.87

Y = 468520.61

R = 5750.00

DELTA = 7°23'08"

D = 0°59'47"

L = 741.18

T = 371.10

E = 11.96

BK = N 85°22'11" E

AH = S 87°14'41" E

R = 25000.00

DELTA = 0°05'51"

D = 0°13'45"

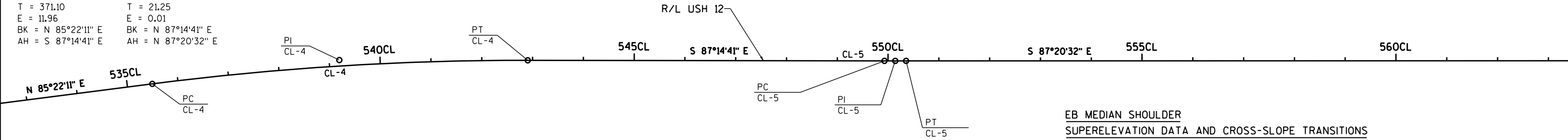
L = 42.49

T = 21.25

E = 0.01

BK = N 87°14'41" E

AH = N 87°20'32" E



WB MEDIAN SHOULDER

SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS

CURVE: CL-4

N.C.	534CL+08	-3%
N.C.	544CL+04	-3%

CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB

N.C.	560CL+74	-3%
END	561CL+04	-2%

EXISTING TODD DRIVE BRIDGE B-13-263 (EB & WB)

BEGIN	563CL+40	-2%
N.C.	563CL+70	-3%

EB MEDIAN SHOULDER

SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS

CURVE: CL-4

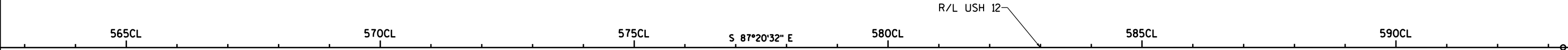
N.C.	534CL+08	-3%
R.O.	534CL+88	0%
F.S.	535CL+68	+2%
F.S.	542CL+44	+2%
R.O.	543CL+24	0%
N.C.	544CL+04	-3%

CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB

N.C.	560CL+62	-3%
END	560CL+92	-2%

EXISTING TODD DRIVE BRIDGE B-13-263 (EB & WB)

BEGIN	563CL+25	-2%
N.C.	563CL+55	-3%



CURVE : CL-6

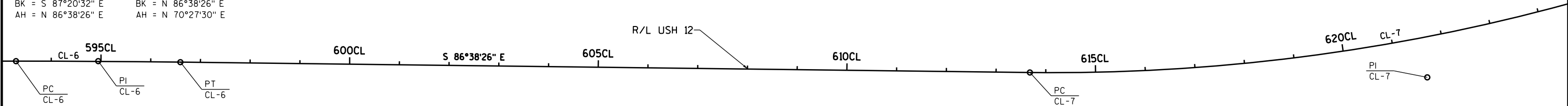
PC = 593CL+29.11
X = 813973.97
Y = 468321.51
PI = 594CL+94.42
X = 814139.10
Y = 468313.84
PT = 596CL+59.72
X = 814304.13
Y = 468304.15

R = 27000.00
DELTA = 0°42'06"
D = 0°12'44"
L = 330.61
T = 165.31
E = 0.51
BK = S 87°20'32" E
AH = N 86°38'26" E

CURVE : CL-7

PC = 613CL+68.02
X = 816009.49
Y = 468204.05
PI = 621CL+67.09
X = 816807.19
Y = 468157.22
PT = 629CL+44.83
X = 817560.23
Y = 468424.51

R = 3945.00
DELTA = 22°54'04"
D = 1°27'09"
L = 1576.81
T = 799.07
E = 80.11
BK = N 86°38'26" E
AH = N 70°27'30" E

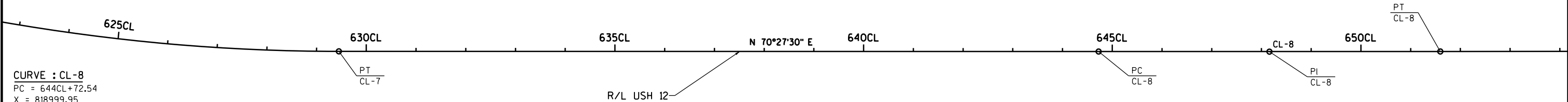


WB MEDIAN SHOULDER		
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS		
CURVE: CL-7		
N.C.	612CL+32	-3%
R.O.	613CL+12	0%
R.C.	613CL+92	+2%
F.S.	614CL+60	+3.7%
F.S.	628CL+81	+3.7%
R.C.	629CL+49	+2%
R.O.	630CL+29	0%
N.C.	631CL+09	-3%

EB MEDIAN SHOULDER		
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS		
CURVE: CL-7		
N.C.	613CL+92	-3%
F.S.	614CL+60	-3.7%
F.S.	628CL+81	-3.7%
N.C.	629CL+49	-3%

WB MEDIAN SHOULDER		
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS		
CURVE: CL-7		
N.C.	612CL+32	-3%
R.O.	613CL+12	0%
R.C.	613CL+92	+2%
F.S.	614CL+60	+3.7%
F.S.	628CL+81	+3.7%
R.C.	629CL+49	+2%
R.O.	630CL+29	0%
N.C.	631CL+09	-3%
CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB		
N.C.	638CL+78	-3%
END	639CL+08	-2%
EXISTING PARK STREET BRIDGE B-13-16 (EB) / B-13-191 (WB)		
BEGIN	641CL+16	-2%
N.C.	641CL+46	-3%
CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB		
N.C.	652CL+11	-3%
END	652CL+41	-2%
EXISTING RAILROAD BRIDGE B-13-17 (EB) / B-13-192 (WB)		
BEGIN	653CL+90	-2%
N.C.	654CL+20	-3%

EB MEDIAN SHOULDER		
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS		
CURVE: CL-7		
N.C.	613CL+92	-3%
F.S.	614CL+60	-3.7%
F.S.	628CL+81	-3.7%
N.C.	629CL+49	-3%
CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB		
N.C.	638CL+74	-3%
END	639CL+04	-2%
EXISTING PARK STREET BRIDGE B-13-16 (EB) / B-13-191 (WB)		
BEGIN	641CL+05	-2%
N.C.	641CL+35	-3%
CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB		
N.C.	651CL+85	-3%
END	652CL+15	-2%
EXISTING RAILROAD BRIDGE B-13-17 (EB) / B-13-192 (WB)		
BEGIN	653CL+68	-2%
N.C.	653CL+98	-3%



CURVE : CL-8

PC = 644CL+72.54
X = 818999.95
Y = 468935.51
PI = 648CL+16.10
X = 819323.71
Y = 469050.43
PT = 651CL+59.65
X = 819647.37
Y = 469165.65

R = 735000.00
DELTA = 0°03'13"
D = 0°00'28"
L = 687.11
T = 343.56
E = 0.08
BK = N 70°27'30" E
AH = N 70°24'17" E

CURVE : CL-9

PC = 670CL+48.03
X = 821426.38
Y = 469798.96
PI= 674CL+63.01
X = 821817.33
Y = 469938.13
PT = 678CL+77.63
X = 822197.28
Y = 470105.00

R = 11550.00
DELTA = 4°06'55"
D = 0°29'46"
L = 829.60
T = 414.98
E = 7.45
BK = N 70°24'17" E
AH = N 66°17'22" E

WB MEDIAN SHOULDER

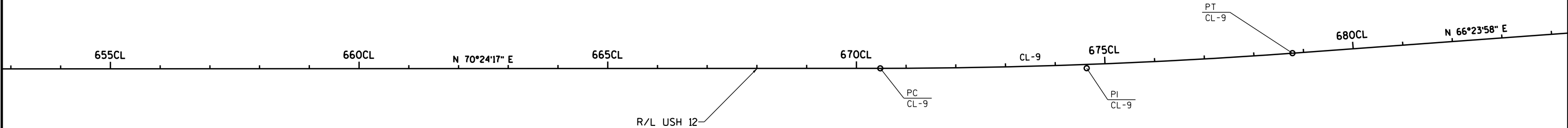
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS

CURVE: CL-9
N.C. 668CL+98 -3%
R.O. 669CL+78 0%
F.S. 670CL+58 +2%
F.S. 678CL+26 +2%
R.O. 679CL+06 0%
N.C. 679CL+86 -3%

EB MEDIAN SHOULDER

SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS

CURVE: CL-9
N.C. 668CL+98 -3%
N.C. 679CL+86 -3%



CURVE : CL-10

PC = 687CL+00.00
X = 822950.23
Y = 470435.69
PI= 687CL+56.45
X = 823001.91
Y = 470458.38
PRC = 688CL+12.89
X = 823053.70
Y = 470480.85

R = 25000.00
DELTA = 0°15'31"
D = 0°13'45"
L = 112.89
T = 56.45
E = 0.06
BK = N 66°17'22" E
AH = N 66°32'54" E

CURVE : CL-11

PRC = 688CL+12.89
X = 823053.70
Y = 470480.85
PI= 688CL+50.96
X = 823088.62
Y = 470496.00
PT = 688CL+89.02
X = 823123.49
Y = 470511.25

R = 25000.00
DELTA = 0°10'28"
D = 0°13'45"
L = 76.13
T = 38.07
E = 0.03
BK = N 66°32'54" E
AH = N 66°22'25" E

CURVE : CL-12

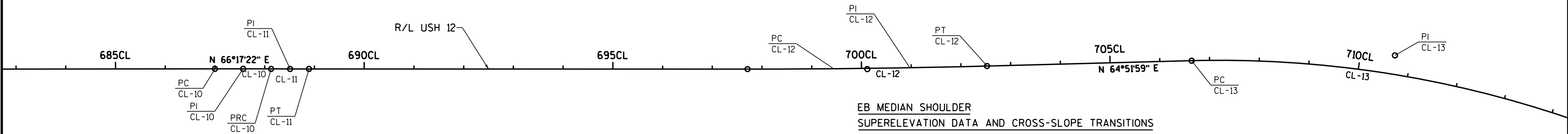
PC = 699CL+42.25
X = 824087.62
Y = 470935.21
PI= 700CL+97.48
X = 824229.75
Y = 470997.64
PT = 702CL+52.70
X = 824370.29
Y = 471063.57

R = 12500.00
DELTA = 1°25'23"
D = 0°27'30"
L = 310.45
T = 155.23
E = 0.96
BK = N 66°17'22" E
AH = N 64°51'59" E

CURVE : CL-13

PC = 706CL+64.10
X = 824742.72
Y = 471238.30
PI= 710CL+73.03
X = 825112.95
Y = 471411.99
PT = 714CL+72.59
X = 825520.95
Y = 471439.69

R = 2180.00
DELTA = 21°14'56"
D = 2°37'42"
L = 808.49
T = 408.94
E = 38.02
BK = N 64°51'59" E
AH = N 86°06'56" E



WB MEDIAN SHOULDER

SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS

CURVE: CL-13
N.C. 705CL+49 -3%
F.S. 706CL+73 -5.1%
EXISTING JOHN NOLEN DRIVE BRIDGE B-13-37 (EB) / B-13-195 (WB)
F.S. 713CL+62 -5.1%
N.C. 714CL+86 -3%

EB MEDIAN SHOULDER

SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS

CURVE: CL-13
N.C. 703CL+89 -3%
R.O. 704CL+69 0%
R.C. 705CL+49 +2%
F.S. 706CL+73 +5.1%
EXISTING JOHN NOLEN DRIVE BRIDGE B-13-37 (EB) / B-13-195 (WB)
F.S. 713CL+62 +5.1%
R.C. 714CL+86 +2%
R.O. 715CL+66 0%
N.C. 716CL+46 -3%

CURVE : CL-14
PC = 723CL+98.67
X = 826444.90
Y = 471502.43
PI = 724CL+38.91
X = 826485.05
Y = 471505.15
PT = 724CL+79.14
X = 826525.18
Y = 471508.01

CURVE : CL-15
PC = 731CL+42.51
X = 827186.87
Y = 471555.08
PI = 736CL+96.39
X = 827739.36
Y = 471594.38
PT = 742CL+49.89
X = 828293.24
Y = 471597.64

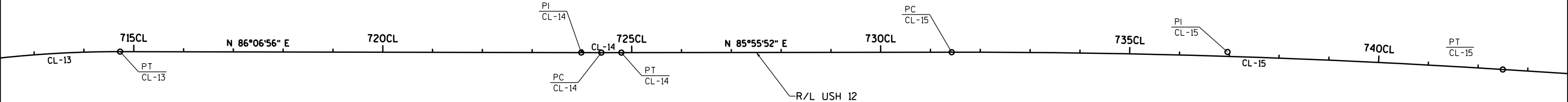
R = 25000.00
DELTA = 0°11'04"
D = 0°13'45"
L = 80.47
T = 40.23
E =0.03
BK = N 86°06'56" E
AH = N 85°55'52" E

WB MEDIAN SHOULDER
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS
CURVE: CL-13
N.C. 705CL+49 -3%
F.S. 706CL+73 -5.1%
EXISTING JOHN NOLEN DRIVE BRIDGE
B-13-37 (EB) / B-13-195 (WB)
F.S. 713CL+62 -5.1%
N.C. 714CL+86 -3%

CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB
N.C. 717CL+76 -3%
END 718CL+06 -2%
EXISTING RAILROAD BRIDGE B-13-280 (EB & WB)
BEGIN 721CL+21 -2%
N.C. 721CL+51 -3%

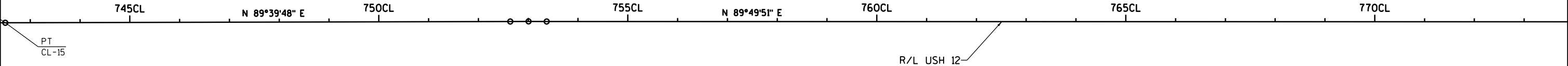
EB MEDIAN SHOULDER
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS
CURVE: CL-13
N.C. 703CL+89 -3%
R.O. 704CL+69 0%
R.C. 705CL+49 +2%
F.S. 706CL+73 +5.1%
EXISTING JOHN NOLEN DRIVE BRIDGE
B-13-37 (EB) / B-13-195 (WB)
F.S. 713CL+62 +5.1%
R.C. 714CL+86 +2%
R.O. 715CL+66 0%
N.C. 716CL+46 -3%

CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB
N.C. 718CL+50 -3%
END 718CL+80 -2%
EXISTING RAILROAD BRIDGE B-13-280 (EB & WB)
BEGIN 721CL+94 -2%
N.C. 722CL+24 -3%



CURVE : CL-16
PC = 752CL+64.00
X = 829307.35
Y = 471603.59
PI = 753CL+00.56
X = 829343.91
Y = 471603.81
PT = 753CL+37.12
X = 829380.47
Y = 471603.92

R = 25000.00
DELTA = 0°10'03"
D = 0°13'45"
L = 73.12
T = 36.56
E = 0.03
BK = N 89°39'48" E
AH = N 89°49'51" E

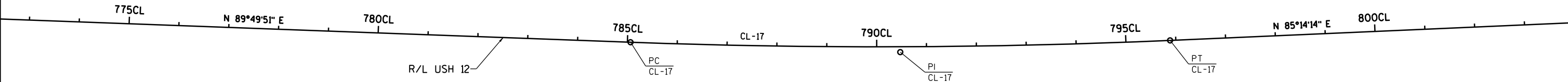


CURVE : CL-17
PC = 785CL+06.22
X = 832549.56
Y = 471613.27
PI = 790CL+47.71
X = 833091.03
Y = 471614.87
PT = 795CL+88.61
X = 833630.63
Y = 471659.83

R = 13500.00
DELTA = 4°35'37"
D = 0°25'28"
L = 1082.37
T = 541.47
E = 10.85
BK = N 89°49'51" E
AH = N 85°14'14" E

WB MEDIAN SHOULDER		
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS		
CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB		
N.C.	795CL+85	-3%
END	796CL+15	-2%
EXISTING YAHARA RIVER BRIDGE B-13-315 (EB) / B-13-316 (WB)		
BEGIN	822CL+60	-2%
N.C.	822CL+90	-3%

EB MEDIAN SHOULDER		
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS		
CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB		
N.C.	795CL+85	-3%
END	796CL+15	-2%
EXISTING YAHARA RIVER BRIDGE B-13-315 (EB) / B-13-316 (WB)		
BEGIN	822CL+60	-2%
N.C.	822CL+90	-3%



CURVE : CL-18
PC = 832CL+02.49
X = 837232.02
Y = 471960.10
PI = 833CL+61.72
X = 837390.70
Y = 471973.34
PT = 835CL+20.93
X = 837549.69
Y = 471982.01

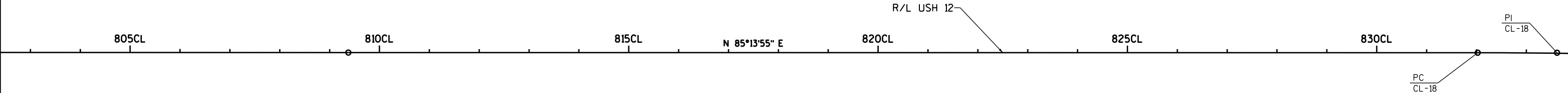
R = 11100.00
DELTA = 1°38'37"
D = 0°30'58"
L = 318.44
T = 159.23
E = 1.14
BK = N 85°13'55" E
AH = N 86°52'32" E

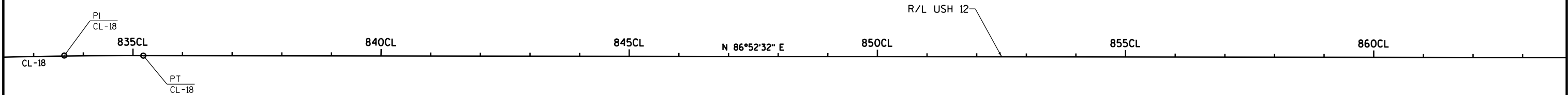
WB MEDIAN SHOULDER		
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS		
CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB		
N.C.	795CL+85	-3%
END	796CL+15	-2%
EXISTING YAHARA RIVER BRIDGE B-13-315 (EB) / B-13-316 (WB)		
BEGIN	822CL+60	-2%
N.C.	822CL+90	-3%

WB MEDIAN SHOULDER		
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS		
CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB		
N.C.	830CL+69	-3%
END	830CL+99	-2%
EXISTING MONONA DRIVE BRIDGE B-13-317 (EB) / B-13-318 (WB)		
BEGIN	832CL+76	-2%
N.C.	833CL+06	-3%

EB MEDIAN SHOULDER		
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS		
CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB		
N.C.	795CL+85	-3%
END	796CL+15	-2%
EXISTING YAHARA RIVER BRIDGE B-13-315 (EB) / B-13-316 (WB)		
BEGIN	822CL+60	-2%
N.C.	822CL+90	-3%

EB MEDIAN SHOULDER		
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS		
CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB		
N.C.	830CL+69	-3%
END	830CL+99	-2%
EXISTING MONONA DRIVE BRIDGE B-13-317 (EB) / B-13-318 (WB)		
BEGIN	832CL+76	-2%
N.C.	833CL+06	-3%





CURVE : CL-19

PC = 866CL+56.20
X = 840680.33
Y = 472152.90
PI = 870CL+65.74
X = 841089.26
Y = 472175.22
PT = 874CL+71.33
X = 841481.11
Y = 472294.28

R = 3390.00
DELTA = 13°46'37"
D = 1°41'25"
L = 815.13
T = 409.54
E = 24.65
BK = N 86°52'32" E
AH = N 73°05'56" E

WB MEDIAN SHOULDER

SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS

CURVE: CL-19

N.C.	864CL+90	-3%
R.O.	865CL+70	0%
R.C.	866CL+50	+2%
F.S.	867CL+30	+4%
F.S.	874CL+07	+4%
R.C.	874CL+87	+2%
R.O.	875CL+67	0%
N.S.	876CL+47	-3%

CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB

N.C.	876CL+57	-3%
END	876CL+87	-2%

EXISTING STOUGHTON ROAD BRIDGE B-13-320 (WB) / B-13-321 (EB)

BEGIN	879CL+27	-2%
N.C.	879CL+57	-3%

EB MEDIAN SHOULDER

SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS

CURVE: CL-19

N.C.	866CL+50	-3%
F.S.	867CL+30	-4%
F.S.	874CL+07	-4%
N.C.	874CL+87	-3%

CROSS-SLOPE TRANSITION TO BRIDGE APPROACH SLAB

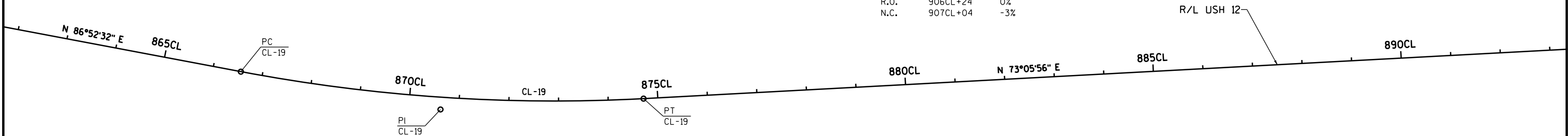
N.C.	876CL+71	-3%
END	877CL+01	-2%

EXISTING STOUGHTON ROAD BRIDGE B-13-320 (WB) / B-13-321 (EB)

BEGIN	879CL+41	-2%
N.C.	879CL+71	-3%

CURVE: CL-20

N.C.	891CL+55	-3%
R.O.	892CL+35	0%
R.C.	893CL+15	+2%
F.S.	893CL+95	+4%
F.S.	904CL+64	+4%
R.C.	905CL+44	+2%
R.O.	906CL+24	0%
N.C.	907CL+04	-3%

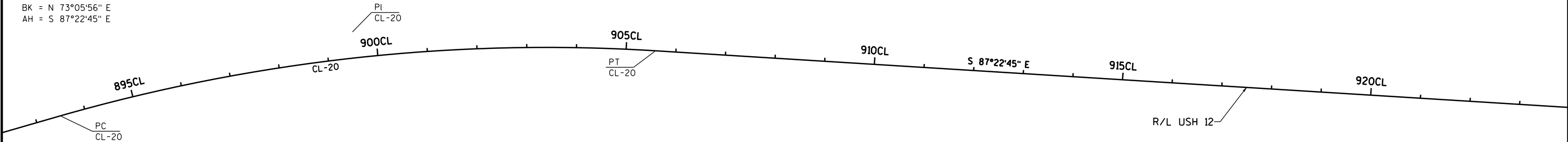


CURVE : CL-20
PC = 893CL+49.54
X = 843278.17
Y = 472840.31
PI = 899CL+60.24
X = 843862.50
Y = 473017.85
PT = 905CL+59.10
X = 844472.56
Y = 472989.93

R = 3550.00
DELTA = 19°31'19"
D = 1°36'50"
L = 1209.57
T = 610.70
E = 52.15
BK = N 73°05'56" E
AH = S 87°22'45" E

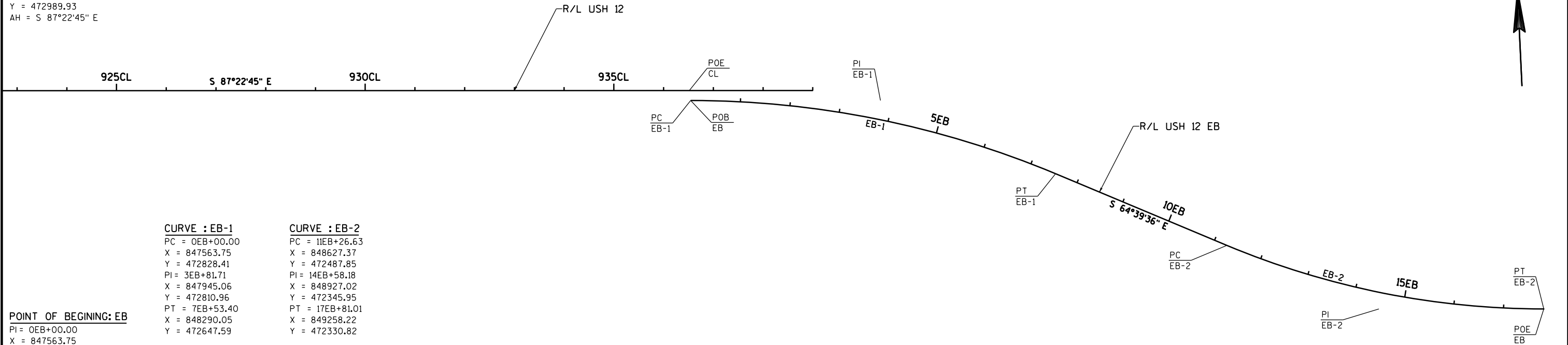
WB MEDIAN SHOULDER
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS
CURVE: CL-20
N.C. 893CL+66 -3%
F.S. 894CL+46 -4%
F.S. 905CL+05 -4%
N.C. 905CL+85 -3%

EB MEDIAN SHOULDER
SUPERELEVATION DATA AND CROSS-SLOPE TRANSITIONS
CURVE: CL-20
N.C. 891CL+55 -3%
R.O. 892CL+35 0%
R.C. 893CL+15 +2%
F.S. 893CL+95 +4%
F.S. 904CL+64 +4%
R.C. 905CL+44 +2%
R.O. 906CL+24 0%
N.C. 907CL+04 -3%



POINT OF ENDING: CL

PI = 905CL+59.09
X = 844472.56
Y = 472989.93
AH = S 87°22'45" E



POINT OF BEGINING: EB

PI = 0EB+00.00
X = 847563.75
Y = 472828.41
AH = S 87°22'45" E

POINT OF ENDING: EB

PI = 17EB+81.01
X = 849258.22
Y = 472330.82
AH = S 87°23'00" E

CURVE : EB-1
PC = 0EB+00.00
X = 847563.75
Y = 472828.41
PI = 3EB+81.71
X = 847945.06
Y = 472810.96
PT = 7EB+53.40
X = 848290.05
Y = 472647.59

R = 1900.00
DELTA = 22°43'09"
D = 3°00'56"
L = 753.40
T = 381.71
E = 37.96
BK = S 87°22'45" E
AH = S 64°39'36" E

CURVE : EB-2
PC = 11EB+26.63
X = 848627.37
Y = 472487.85
PI = 14EB+58.18
X = 848927.02
Y = 472345.95
PT = 17EB+81.01
X = 849258.22
Y = 472330.82

R = 1650.00
DELTA = 22°43'24"
D = 3°28'21"
L = 654.38
T = 331.55
E = 32.98
BK = S 64°39'36" E
AH = S 87°23'00" E

POINT OF BEGINNING : TDSW

POB = 10TDSW+00.00
X = 808419.02
Y = 468497.39
BK = S 87°43'02.20" E

POINT OF ENDING : TDSW

POE = 22TDSW+61.67
X = 809666.25
Y = 468346.27
AH = S 65°02'06.48" E

CURVE : TDSW-1

PC = 10TDSW+00.00
X = 808419.02
Y = 468497.39
PI = 11TDSW+66.19
X = 808585.08
Y = 468490.77
PT = 13TDSW+32.28
X = 808750.45
Y = 468474.38

CURVE : TDSW-2

PC = 21TDSW+03.43
X = 809517.85
Y = 468398.31
PI = 21TDSW+50.20
X = 809564.39
Y = 468393.69
PT = 21TDSW+87.22
X = 809598.70
Y = 468377.56

R = 5635.00

DELTA = 3°22'42.71"

D = 1°01'00.42"

L = 332.28

T = 166.19

E = 2.45

BK = S 87°43'02.20" E

AH = S 84°20'19.49" E

R = 275.00

DELTA = 19°18'13.01"

D = 20°50'05.38"

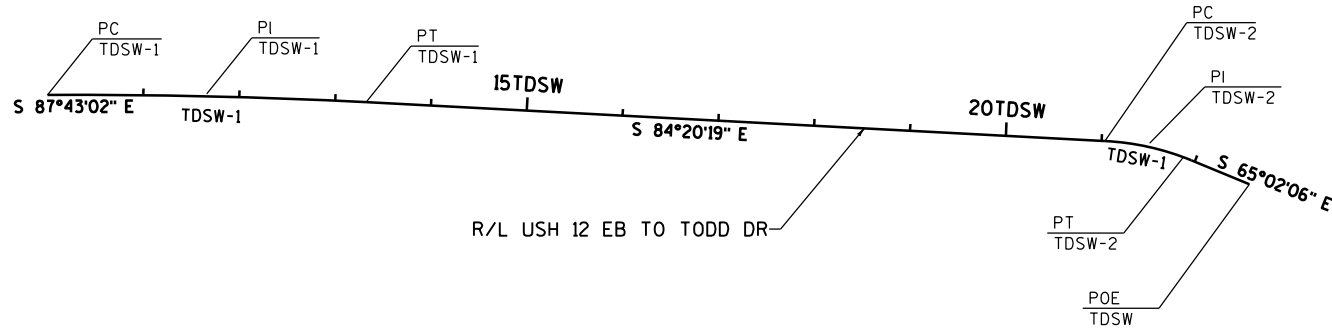
L = 92.65

T = 46.77

E = 3.95

BK = S 84°20'19.49" E

AH = S 65°02'06.48" E

POINT OF BEGINNING : TDNE

PC = 481DNE+29.59
X = 811703.45
Y = 468629.94
BK = N 66°16'19" E

POINT OF ENDING : TDNE

POE = 495TDNE+88.55
X = 813125.67
Y = 468420.38
AH = S 82°36'10.09" E

POINT OF BEGINNING : TDSE

POB = 100TDSE+00.00
X = 811560.81
Y = 468310.05
BK = S 81°06'04" E

POINT OF ENDING : TDSE

POE = 105TDSE+97.82
X = 812153.78
Y = 468330.10
AH = S 85°35'57" E

CURVE : TDNE-1

PC = 481TDNE+29.59
X = 811703.45
Y = 468629.94
PI = 482TDNE+12.85
X = 811779.66
Y = 468663.45
PT = 482TDNE+83.12
X = 811850.84
Y = 468620.25

R = 160.00

DELTA = 54°58'49"

D = 35°48'36"

L = 153.53

T = 83.26

E = 20.36

BK = N 66°16'19" E

AH = S 58°44'52" E

CURVE : TDNE-2

PC = 483TDNE+54.03
X = 811911.45
Y = 468583.47
PI = 485TDNE+19.71
X = 812053.10
Y = 468497.51
PCC = 486TDNE+78.48
X = 812218.60
Y = 468489.84

R = 650.00

DELTA = 28°36'00"

D = 8°48'53"

L = 324.46

T = 165.68

E = 20.78

BK = S 58°44'52" E

AH = S 87°20'52" E

CURVE : TDNE-3

PC = 489TDNE+26.02
X = 812465.88
Y = 468478.39
PI = 492TDNE+57.47
X = 812796.98
Y = 468463.05
PT = 495TDNE+88.55
X = 813125.67
Y = 468420.38

R = 8000.00

DELTA = 4°44'41.86"

D = 0°42'58.31"

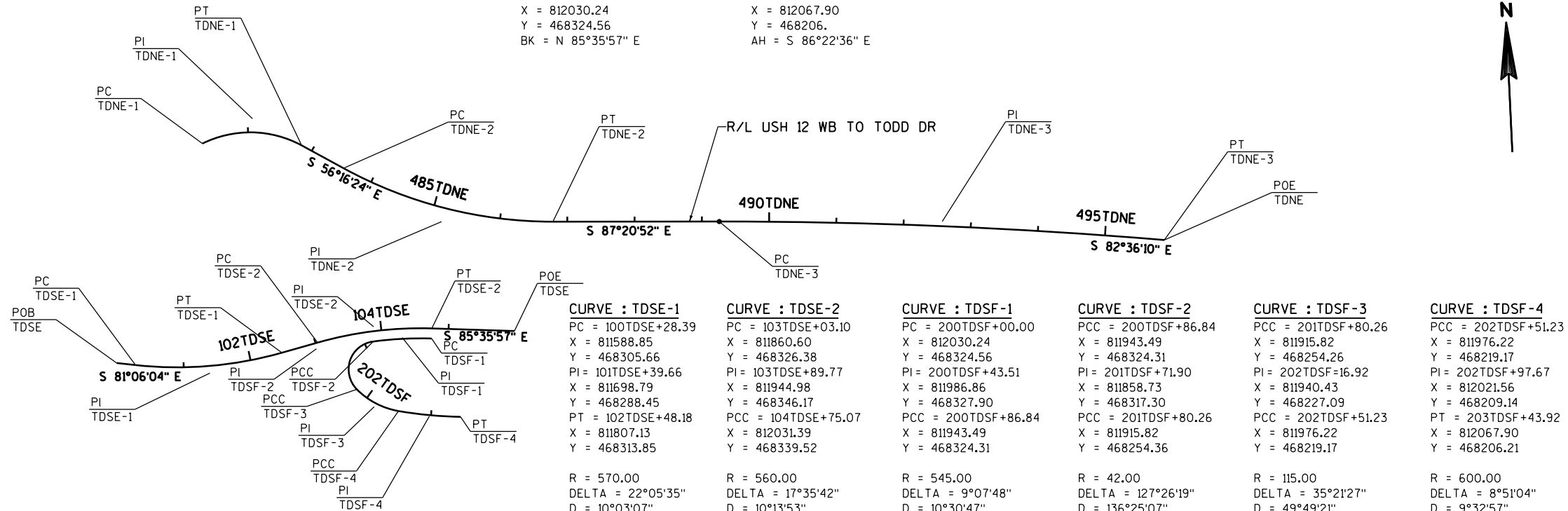
L = 662.52

T = 331.45

E = 6.86

BK = S 87°20'51.95" E

AH = S 82°36'10.09" E

CURVE : TDSE-1

PC = 100TDSE+28.39
X = 811588.85
Y = 468305.66
PI = 101TDSE+39.66
X = 811698.79
Y = 468288.45
PT = 102TDSE+48.18
X = 811807.13
Y = 468313.85

R = 570.00

DELTA = 22°05'35"

D = 10°03'07"

L = 219.79

T = 111.28

E = 10.76

BK = S 81°06'04" E

AH = N 76°48'21" E

CURVE : TDSE-2

PC = 103TDSE+03.10
X = 811860.60
Y = 468326.38
PI = 103TDSE+89.77
X = 811944.98
Y = 468346.17
PCC = 104TDSE+75.07
X = 812031.39
Y = 468339.52

R = 560.00

DELTA = 17°35'42"

D = 10°13'53"

L = 171.97

T = 86.67

E = 6.67

BK = N 76°48'21" E

AH = S 85°35'57" E

CURVE : TDSF-1

PC = 200TDSF+00.00
X = 812030.24
Y = 468324.56
PI = 200TDSF+43.51
X = 811986.86
Y = 468327.90
PCC = 200TDSF+86.84
X = 811943.49
Y = 468324.31

R = 545.00

DELTA = 9°07'48"

D = 10°30'47"

L = 86.84

T = 43.51

E = 1.73

BK = N 85°35'57" W

AH = S 85°16'15" W

CURVE : TDSF-2

PCC = 200TDSF+86.84
X = 811943.49
Y = 468324.31
PI = 201TDSF+71.90
X = 811858.73
Y = 468317.30
PCC = 201TDSF+80.26
X = 811915.82
Y = 468254.36

R = 42.00

DELTA = 127°26'19"

D = 136°25'07"

L = 93.42

T = 85.05

E = 52.86

BK = S 85°16'15" W

AH = S 42°10'04" E

CURVE : TDSF-3

PCC = 201TDSF+80.26
X = 811915.82
Y = 468254.26
PI = 202TDSF+16.92
X = 811940.43
Y = 468227.09
PCC = 202TDSF+51.23
X = 811976.22
Y = 468219.17

R = 115.00

DELTA = 35°21'27"

D = 49°49'21"

L = 70.97

T = 36.65

E = 5.70

BK = S 42°10'04" E

AH = S 77°31'31" E

CURVE : TDSF-4

PCC = 202TDSF+51.23
X = 811976.22
Y = 468219.17
PI = 202TDSF+97.67
X = 812021.56
Y = 468209.14
PT = 203TDSF+43.92
X = 812067.90
Y = 468206.21

R = 600.00

DELTA = 8°51'04"

D = 9°32'57"

L = 92.69

T = 46.44

E = 1.79

BK = S 77°31'31" E

AH = S 86°22'36" E

POINT OF BEGINNING : TDNF

POB = 576TDNF+29.44
X = 811205.57
Y = 468583.91
BK = S 87°54'17" E

POINT OF ENDING : TDNF

POE = 582TDNF+72.75
X = 811832.46
Y = 468679.45
AH = N 76°42'42" E

POINT OF BEGINNING : TDNG

POB = 596TDNG+50.08
X = 811487.09
Y = 468560.55
BK = S 87°28'50" E

POINT OF ENDING : TDNG

POE = 582TDNF+72.75
X = 811832.46
Y = 468679.45
AH = N 76°42'42" E

POINT OF BEGINNING : TDNH

POB = 782TDNH+38.47
X = 812067.72
Y = 468653.54
BK = S 88°06'33" W

POINT OF ENDING : TDNH

POE = 785TDNG+28.76
X = 812023.63
Y = 468529.35
AH = S 69°44'36" E



CURVE : TDNF-1

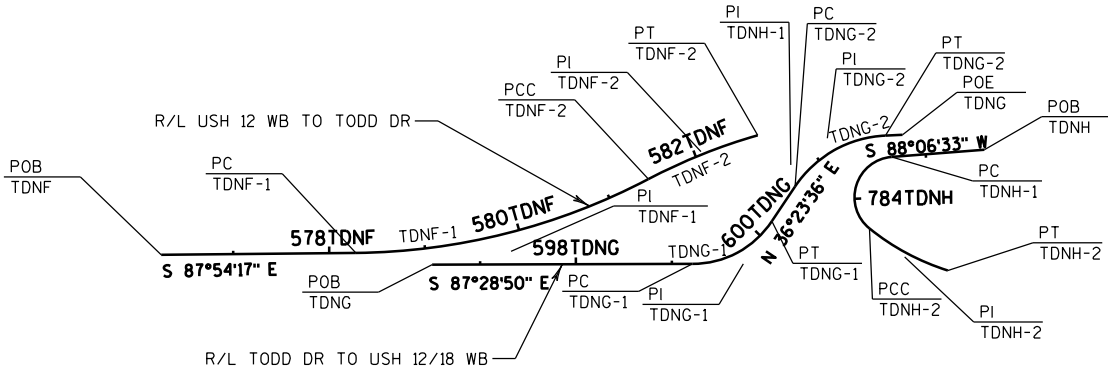
PC = 578TDNF+32.14
X = 811408.14
Y = 468576.50
PI= 579TDNF+93.90
X = 811569.78
Y = 468570.59
PCC = 581TDNF+49.58
X = 811716.32
Y = 468639.07

CURVE : TDNF-2

PCC = 581TDNF+49.58
X = 811716.32
Y = 468639.07
PI= 582TDNF+11.38
X = 811772.31
Y = 468665.24
PT = 582TDNF+72.75
X = 811832.46
Y = 468679.45

R = 670.00
DELTA = 27°08'44"
D = 8°33'06"
L = 317.43
T = 161.75
E = 19.25
BK = S 87°54'17" E
AH = N 64°56'59" E

R = 600.00
DELTA = 11°45'43"
D = 9°32'57"
L = 123.17
T = 61.80
E = 3.17
BK = N 64°56'59" E
AH = N 76°42'42" E



CURVE : TDNG-1

PC = 599TDNG+21.24
X = 811757.99
Y = 468548.63
PI= 599TDNG+74.55
X = 811811.25
Y = 468546.29
PT = 600TDNG+19.20
X = 811842.88
Y = 468589.20

CURVE : TDNG-2

PC = 600TDNG+62.63
X = 811868.65
Y = 468624.16
PI= 601TDNG+23.25
X = 811904.62
Y = 468672.96
PT = 601TDNG+74.90
X = 811965.24
Y = 468672.96

R = 100.00
DELTA = 56°07'34"
D = 57°17'45"
L = 97.96
T = 53.31
E = 13.32
BK = S 87°28'50" E
AH = N 36°23'36" E

R = 120.00
DELTA = 53°36'24"
D = 47°44'47"
L = 112.27
T = 60.63
E = 14.44
BK = N 36°23'36" E
AH = N 90°00'00" E

CURVE : TDNH-1

PC = 783TDNH+35.55
X = 811970.69
Y = 468650.33
PI= 784TDNG+40.84
X = 811865.46
Y = 468646.86
PCC = 784TDNG+35.61
X = 811944.19
Y = 468576.95

CURVE : TDNH-2

PCC = 784TDNG+35.61
X = 811944.19
Y = 468576.95
PI= 784TDNG+82.73
X = 811979.43
Y = 468545.66
PT = 785TDNG+28.76
X = 812023.63
Y = 468529.35

R = 42.00
DELTA = 136°30'15"
D = 136°25'07"
L = 100.06
T = 105.28
E = 71.35
BK = S 88°06'33" E
AH = S 48°23'42" E

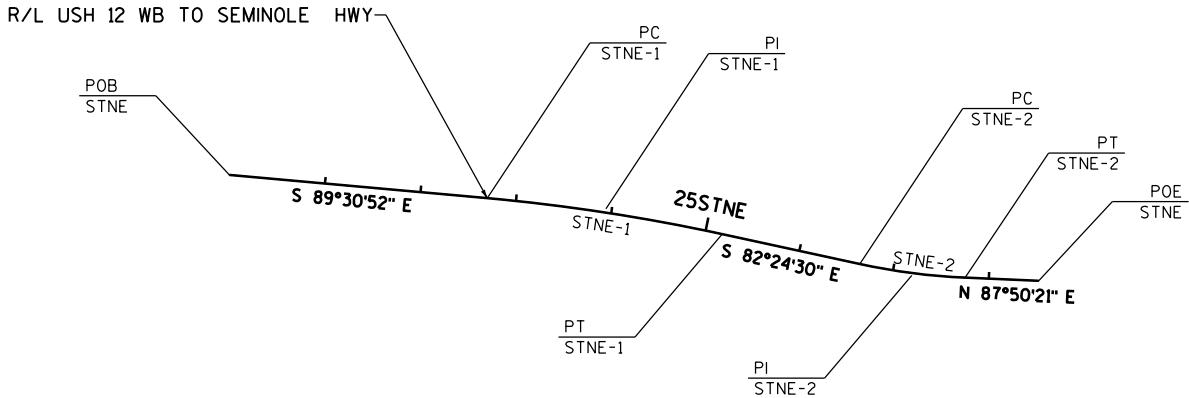
R = 250.00
DELTA = 21°20'54"
D = 22°55'06"
L = 93.15
T = 47.12
E = 4.40
BK = S 48°23'42" E
AH = S 69°44'36" E

POINT OF BEGINNING : STNE

POB = 20STNE+00.00
X = 805285.08
Y = 468484.72
BK = S 89°30'52" E

POINT OF ENDING : STNE

POE = 28STNE+52.06
X = 806134.76
Y = 468443.25
AH = N 87°50'21" E



CURVE : STNE-1

PC = 22STNE+69.79
X = 805554.86
Y = 468482.43
PI= 23STNE+93.97
X = 805679.04
Y = 468481.38
PT = 25STNE+17.84
X = 805947.62
Y = 805802.14

CURVE : STNE-2

PC = 26STNE+64.61
X = 806058.00
Y = 468440.35
PI= 27STNE+20.66
X = 806002.59
Y = 468438.26
PT = 27STNE+75.25
X = 805947.62
Y = 468445.58

R = 2000.00
DELTA = 7°06'22"
D = 2°51'53"
L = 248.05
T = 124.18
E = 3.85
BK = S 89°30'52" E
AH = S 82°24'30" E

R = 650.00
DELTA = 9°45'09"
D = 8°48'53"
L = 110.64
T = 55.45
E = 2.36
BK = S 82°24'30" E
AH = N 87°50'21" E

POINT OF BEGINNING : FHSW

POB = 9FHSW+77.62
X = 814307.05
Y = 468262.06
BK = S 86°46'40" E

POINT OF ENDING : FHSW

POE = 17FHSW+56.74
X = 814855.80
Y = 467747.44
AH = S 37°07'31" E

USH 12 EB TO FISH HATCHERY ROAD SB (FHSW)

SUPERELEVATION DATA

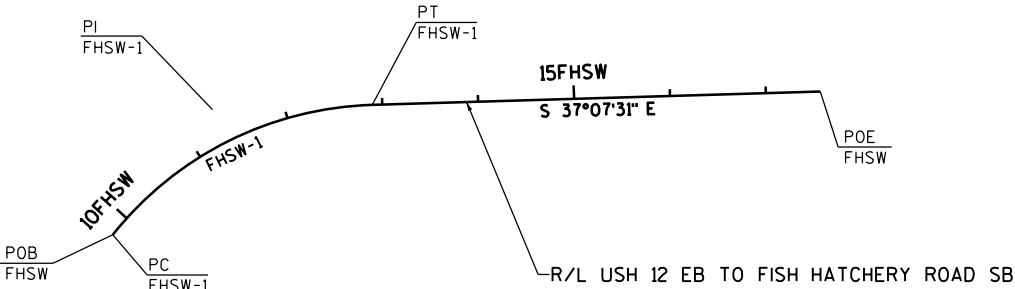
CURVE: FHSW-1			
F.S.	10FHSW+96	-6%	
F.S.	12FHSW+51	-6%	
N.C.	13FHSW+28	-2%	



CURVE : FHSW-1

PC = 9FHSW+76.04
X = 814306.44
Y = 468263.95
PI= 11FHSW+42.06
X = 814472.18
Y = 468254.22
PT = 12FHSW+87.16
X = 814572.38
Y = 468121.85

R = 360.00
DELTA = 49°30'55"
D = 15°54'56"
L = 311.11
T = 166.02
E = 36.44
BK = S 86°38'26" E
AH = S 37°07'31" E



POINT OF BEGINNING : FHSE

POB = 17FHSE+16.14
X = 814894.95
Y = 467762.63
BK = S 61°44'15" E

POINT OF ENDING : FHSE

POE = 31FHSE+15.77
X = 815941.50
Y = 468136.38
AH = S 88°10'03" E

POINT OF BEGINNING : FHS

POB = 08FHS+81.78
X = 815091.56
Y = 468196.71
BK = S 86°49'25" E

POINT OF ENDING : FHS

POE = 20FHS+79.62
X = 814935.65
Y = 467841.94
AH = N 51°44'16" W



CURVE : FHSE-1

PC = 17FHSE+95.07
X = 814964.47
Y = 467725.26
PI= 18FHSE+76.54
X = 815036.23
Y = 467686.68
PT = 19FHSE+54.82
X = 815117.70
Y = 467685.93

CURVE : FHSE-1

PC = 20FHSE+97.44
X = 815260.31
Y = 467684.62
PI= 22FHSE+24.64
X = 815387.51
Y = 467683.46
PT = 23FHSE+33.55
X = 815465.26
Y = 467784.13

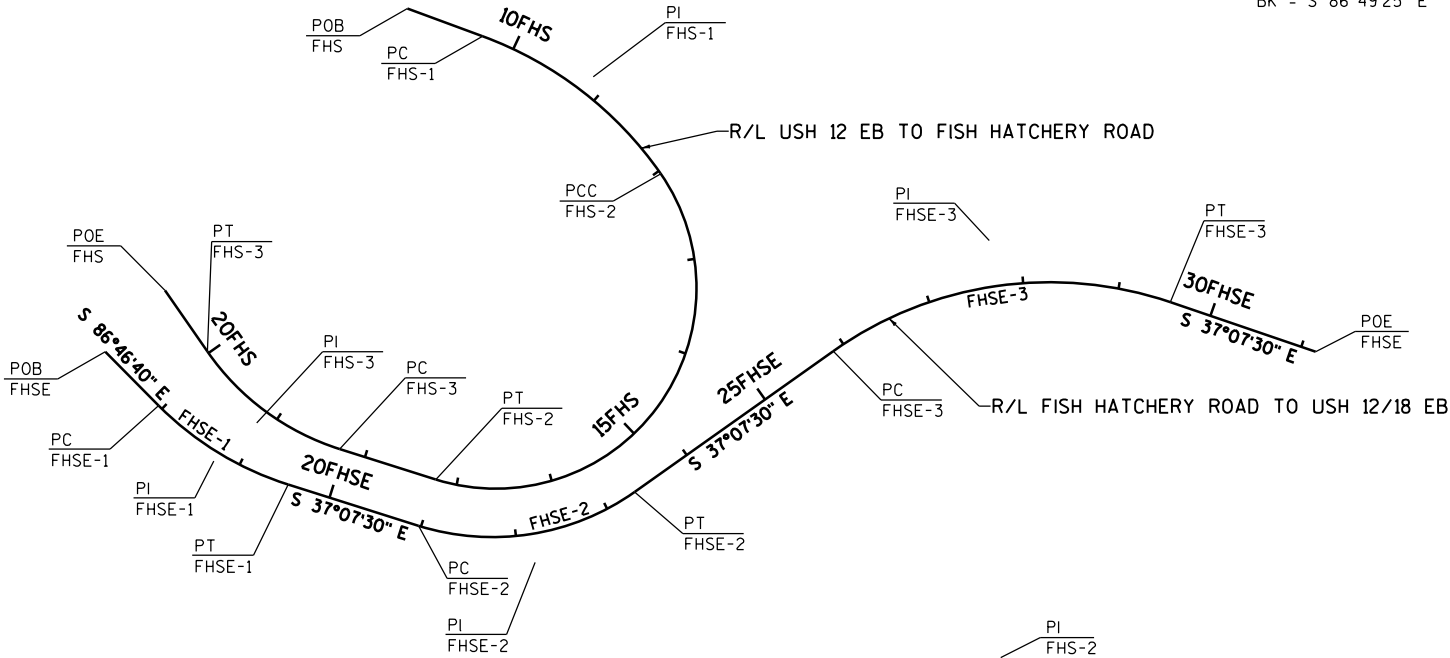
CURVE : FHSE-1

PC = 25FHSE+87.31
X = 815260.37
Y = 467984.96
PI= 27FHSE+86.68
X = 815742.23
Y = 468142.76
PT = 29FHSE+55.91
X = 815941.50
Y = 468136.38

R = 330.00
DELTA = 27°44'13"
D = 17°21'45"
L = 159.75
T = 81.47
E = 9.91
BK = S 61°44'17" E
AH = S 89°28'30" E

R = 256.00
DELTA = 52°50'44"
D = 22°22'52"
L = 236.12
T = 127.21
E = 29.86
BK = S 89°28'30" E
AH = N 37°40'46" E

R = 390.00
DELTA = 54°09'12"
D = 14°41'29"
L = 368.61
T = 199.37
E = 48.01
BK = N 37°40'46" E
AH = S 88°10'03" E



CURVE : FHS-1

PC = 09FHS+65.27
X = 815174.92
Y = 468192.09
PI= 10FHS+88.06
X = 815297.52
Y = 468185.28
PCC = 12FHS+03.18
X = 815394.11
Y = 468109.47

CURVE : FHS-2

PCC = 12FHS+03.18
X = 815394.11
Y = 468109.47
PI= 18FHSE+17.06
X = 815877.01
Y = 467730.45
PT = 17FHS+22.61
X = 815263.15
Y = 467736.08

CURVE : FHS-3

PC = 18FHS+27.59
X = 815158.17
Y = 467737.04
PI= 19FHS+18.16
X = 815067.61
Y = 467737.87
PT = 20FHS+02.13
X = 814996.50
Y = 467793.95

R = 390.00
DELTA = 34°57'08"
D = 14°41'29"
L = 237.91
T = 122.79
E = 18.87
BK = S 86°49'21" E
AH = S 51°52'19" E

R = 209.00
DELTA = 142°23'50"
D = 27°24'51"
L = 519.43
T = 613.88
E = 439.48
BK = S 51°52'19" E
AH = N 89°28'30" W

R = 265.00
DELTA = 37°44'10"
D = 21°37'16"
L = 174.54
T = 90.57
E = 15.05
BK = N 89°28'29" W
AH = N 51°44'19" W

POINT OF BEGINNING : WB1

PI = 703WB1+70.71
X = 824470.28
Y = 471127.05
AH = S 64°51'59.28" E

POINT OF ENDING : WB1

PI = 721WB1+48.44
X = 826185.83
Y = 471499.87
AH = N 87°04'13.15" E



CURVE : WB1-1

PC = 703WB1+70.71
X = 824470.28
Y = 471127.05
PI = 704WB1+72.79
X = 824562.69
Y = 471170.40
PRC = 705WB1+74.83
X = 824653.26
Y = 471217.49

R = 5000.00
DELTA = 2°20'20.73"
D = 1°08'45.30"
L = 204.12
T = 102.08
E = 1.04
BK = N 64°51'59.28" E
AH = S 62°31'38.55" E

CURVE : WB1-2

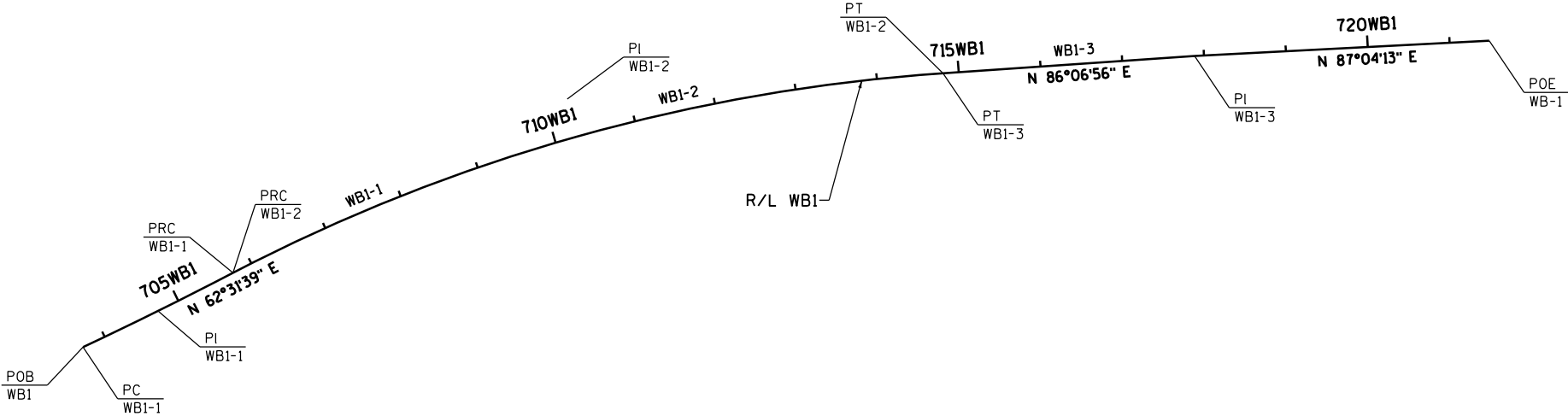
PRC = 705WB1+74.83
X = 824653.26
Y = 471217.49
PI = 710WB1+34.41
X = 825061.01
Y = 471429.51
PT = 714WB1+80.96
X = 825519.53
Y = 471460.64

R = 2201.00
DELTA = 23°35'17.16"
D = 2°36'11.41"
L = 906.13
T = 459.57
E = 47.47
BK = N 62°31'38.55" E
AH = N 86°06'55.72" E

LINE : WB1-3

PT = 714WB1+80.96
X = 825519.53
Y = 471460.64
PI = 717WB1+88.39
X = 825826.25
Y = 471481.47

L = 307.43
BK = N 86°06'55.72" E
AH = N 87°04'13.15" E



POINT OF BEGINNING : WB2

PI = 785WB2+06.10
X = 832549.39
Y = 471628.27
AH = S 89°49'51.17" E

POINT OF ENDING : WB2

PI = 796WB2+24.95
X = 833666.90
Y = 471676.40
AH = N 85°14'13.79" E

POINT OF BEGINNING : EB2

PI = 785EB2+06.22
X = 832549.60
Y = 471598.27
AH = S 89°49'51.17" E

POINT OF ENDING : EB2

PI = 795EB2+89.75
X = 833631.75
Y = 471646.38
AH = N 85°14'13.79" E



CURVE : WB2-1

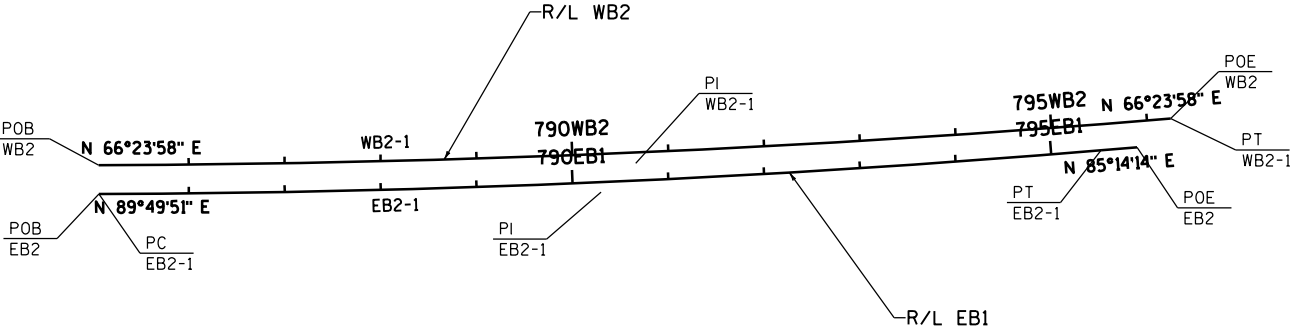
PC = 785WB2+06.10
X = 832549.39
Y = 471628.27
PI = 790WB2+65.52
X = 833109.11
Y = 471629.92
PT = 796WB2+24.95
X = 833666.90
Y = 471676.40

R = 13955.00
DELTA = 4°35'37.38"
D = 0°24'38.07"
L = 1118.85
T = 559.72
E = 11.22
BK = N 89°49'51.17" E
AH = N 85°14'13.79" E

CURVE : EB2-1

PC = 785EB2+06.34
X = 832549.72
Y = 471598.27
PI = 790EB2+29.57
X = 833072.95
Y = 471599.82
PT = 795EB2+52.23
X = 833594.36
Y = 471643.26

R = 13045.00
DELTA = 4°35'37.38"
D = 0°26'21.18"
L = 1045.89
T = 523.22
E = 10.49
BK = N 89°49'51.17" E
AH = S 85°14'13.79" E



POINT OF BEGINNING : EB3

PI= 865EB3+80.00
X = 840605.05
Y = 472133.76
AH = S 87°49'49.88" E

POINT OF ENDING : EB3

PI= 880WB3+03.75
X = 841991.19
Y = 472433.59
AH = N 72°08'38.30" E

LINE : EB3-1

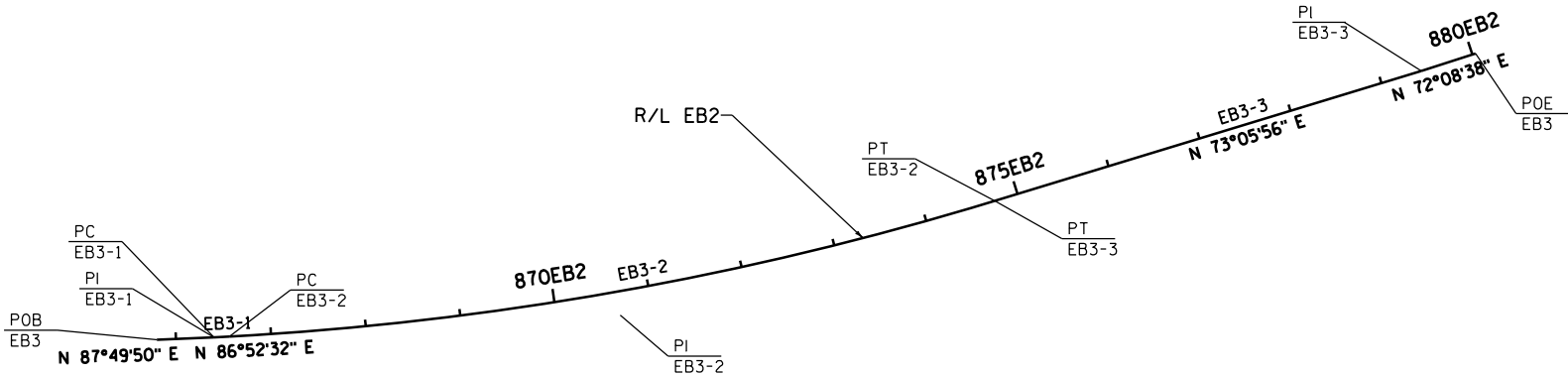
PI= 866EB3+40.01
X = 840665.02
Y = 472136.04
PC = 866EB3+56.21
X = 840681.20
Y = 472136.92
L = 16.20
BK = N 87°49'49.88" E
AH = S 86°52'32.46" E

CURVE : EB3-2

PC = 866EB3+56.21
X = 840681.20
Y = 472136.92
PI= 870EB3+67.69
X = 841092.06
Y = 472159.35
PT = 874EB3+75.19
X = 841485.76
Y = 472278.97
R = 3406.00
DELTA = 13°46'36.73"
D = 1°40'55.93"
L = 818.98
T = 411.47
E = 24.76
BK = N 86°52'32.46" E
AH = N 73°05'55.72" E

LINE : EB3-3

PT = 874EB3+75.19
X = 841485.76
Y = 472278.97
PI= 879EB3+43.74
X = 841934.07
Y = 472415.19
L = 468.55
BK = N 73°05'55.72" E
AH = N 72°08'38.30" E

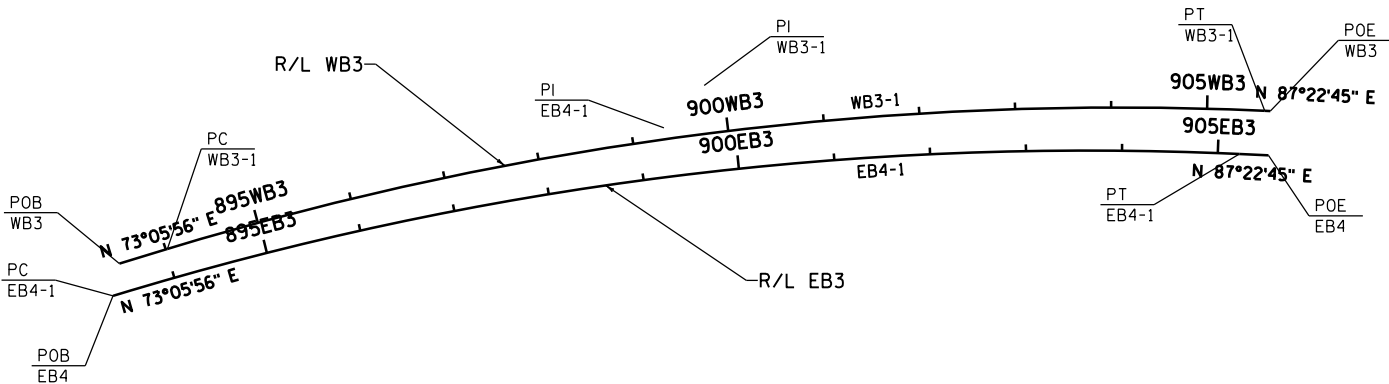


POINT OF BEGINNING : WB3

PI= 893WB3+49.52
X = 843273.81
Y = 472854.66
AH = S 73°05'55.72" E

POINT OF ENDING : WB3

PI= 905WB3+66.12
X = 844473.61
Y = 473012.91
AH = N 87°22'45.14" E



POINT OF BEGINNING : EB4

PI= 893EB4+33.32
X = 843267.03
Y = 472821.25
AH = S 73°05'55.72" E

POINT OF ENDING : EB4

PI= 905EB4+52.75
X = 844471.51
Y = 472966.95
AH = N 87°22'45.14" E

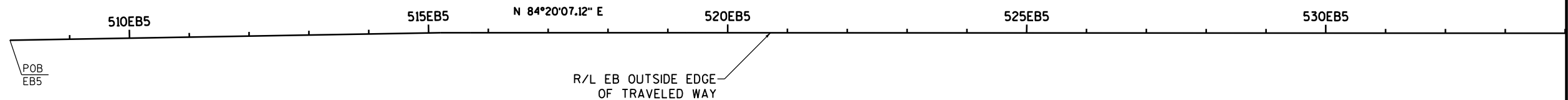
CURVE : WB3-1

PC = 894WB3+01.84
X = 843323.88
Y = 472869.87
PI= 899WB3+81.07
X = 843883.51
Y = 473039.92
PT = 905WB3+60.30
X = 844467.80
Y = 473013.17
R = 3400.00
DELTA = 19°31'19.13"
D = 1°41'06.61"
L = 1158.46
T = 584.90
E = 49.94
BK = N 73°05'55.72" E
AH = N 87°22'45.14" E

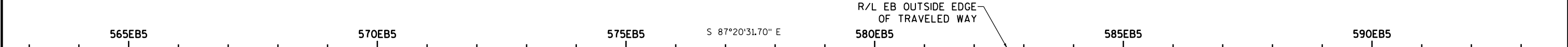
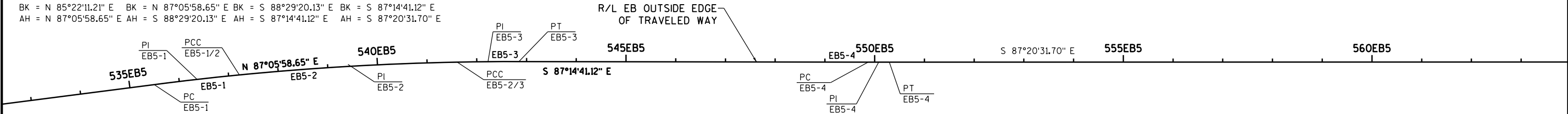
CURVE : EB4-1

PC = 893EB4+33.32
X = 843267.03
Y = 472821.25
PI= 899EB4+27.88
X = 843841.48
Y = 472995.79
PT = 905EB4+22.44
X = 844441.24
Y = 472968.34
R = 3490.00
DELTA = 19°31'19.13"
D = 1°38'30.17"
L = 1189.12
T = 600.38
E = 51.26
BK = N 73°05'55.72" E
AH = N 87°22'45.14" E

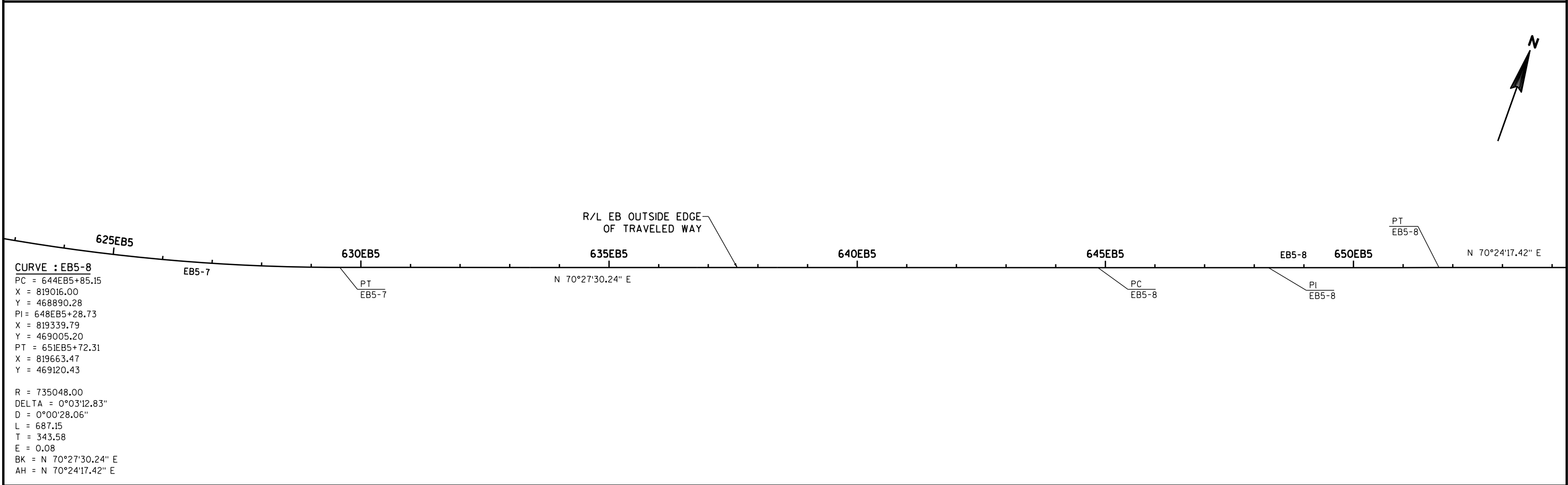
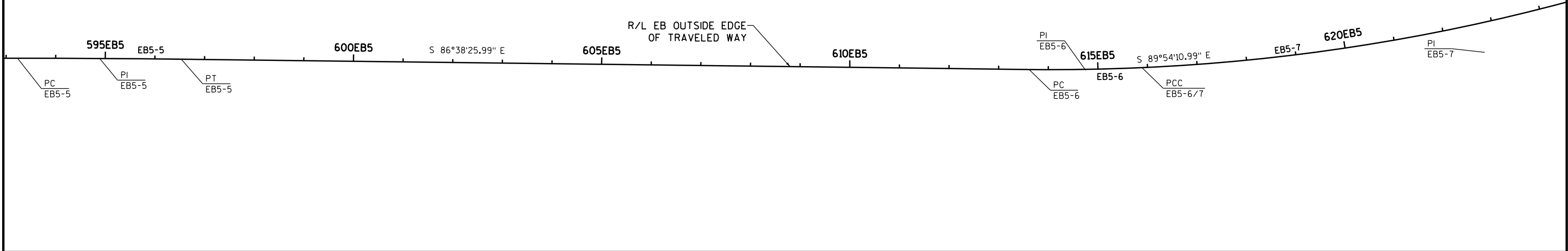
POINT OF BEGINING: EB5
POB = 508EB5+00.00
X = 805464.85
Y = 468261.52
AH = N 84°20'07.12" E



CURVE : EB5-1	CURVE : EB5-2	CURVE : EB5-3	CURVE : EB5-4
PC = 535EB5+49.49	PCC = 537EB5+21.64	PCC = 541EB5+60.66	PC = 549EB5+86.83
X = 808204.20	X = 808375.97	X = 808814.85	X = 809640.12
Y = 468496.42	Y = 468507.73	Y = 468513.05	Y = 468474.68
PI= 536EB5+35.57	PI= 539EB5+41.26	PI= 542EB5+22.57	PI= 550EB5+08.12
X = 808290.00	X = 808595.31	X = 808876.74	X = 809661.38
Y = 468503.37	Y = 468518.84	Y = 468511.41	Y = 468473.65
PCC = 537EB5+21.64	PCC = 541EB5+60.66	PT = 542EB5+84.48	PT = 550EB5+29.40
X = 808375.97	X = 808814.85	X = 808938.58	X = 809682.65
Y = 468507.73	Y = 468513.05	Y = 468508.44	Y = 468472.67
R = 5702.00	R = 5702.00	R = 5702.00	R = 25048.00
DELTA = 1°43'47.44"	DELTA = 4°24'41.21"	DELTA = 1°14'39.01"	DELTA = 0°05'50.58"
D = 1°00'17.41"	D = 1°00'17.41"	D = 1°00'17.41"	D = 0°13'43.48"
L = 172.15	L = 439.02	L = 123.82	L = 42.57
T = 86.08	T = 219.62	T = 61.91	T = 21.29
E = 0.65	E = 4.23	E = 0.34	E = 0.01
BK = N 85°22'11.21" E	BK = N 87°05'58.65" E	BK = S 88°29'20.13" E	BK = S 87°14'41.12" E
AH = N 87°05'58.65" E	AH = S 88°29'20.13" E	AH = S 87°14'41.12" E	AH = S 87°20'31.70" E



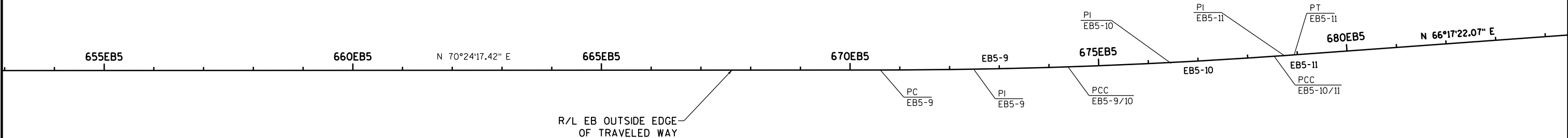
CURVE : EB5-5	CURVE : EB5-6	CURVE : EB5-7
PC = 593EB5+23.12	PC = 613EB5+61.44	PCC = 615EB5+88.81
X = 813971.75	X = 816006.68	X = 816233.91
Y = 468273.56	Y = 468156.13	Y = 468149.27
PI = 594EB5+88.13	PI = 614EB5+75.16	PI = 622EB5+79.90
X = 814136.58	X = 816120.19	X = 816925.00
Y = 468265.91	Y = 468149.47	Y = 468148.11
PT = 596EB5+53.15	PCC = 615EB5+88.81	PT = 629EB5+57.44
X = 814301.31	X = 816233.91	X = 817576.29
Y = 468256.24	Y = 468149.27	Y = 468379.27
R = 26952.00	R = 3993.00	R = 3993.00
DELTA = 0°42'05.71"	DELTA = 3°15'44.99"	DELTA = 19°38'18.77"
D = 0°12'45.30"	D = 1°26'05.66"	D = 1°26'05.66"
L = 330.03	L = 227.37	L = 1368.63
T = 165.02	T = 113.71	T = 691.09
E = 0.51	E = 1.62	E = 59.36
BK = S 87°20'31.70" E	BK = S 86°38'25.99" E	BK = S 89°54'10.99" E
AH = S 86°38'25.99" E	AH = S 89°54'10.99" E	AH = N 70°27'30.24" E



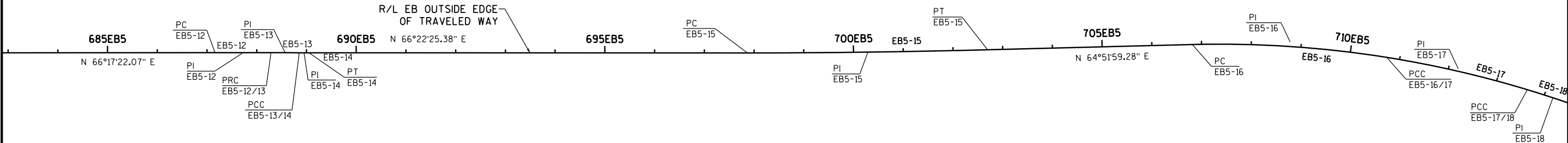
CURVE : EB5-8
PC = 644EB5+85.15
X = 819016.00
Y = 468890.28
PI = 648EB5+28.73
X = 819339.79
Y = 469005.20
PT = 651EB5+72.31
X = 819663.47
Y = 469120.43
R = 735048.00
DELTA = 0°03'12.83"
D = 0°00'28.06"
L = 687.15
T = 343.58
E = 0.08
BK = N 70°27'30.24" E
AH = N 70°24'17.42" E

PROJECT NO:1206-06-79	HWY:USH 12	COUNTY:DANE	ALIGNMENT PLAN - EB OUTSIDE EDGE OF TRAVELED WAY	SHEET 673	E
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CURVE : EB5-9	CURVE : EB5-10	CURVE : EB5-11
PC = 670EB5+60.68	PCC = 674EB5+38.32	PCC = 678EB5+53.26
X = 821442.48	X = 821796.12	X = 822179.50
Y = 469753.74	Y = 469886.15	Y = 470044.84
PI= 672EB5+49.52	PI= 676EB5+45.81	PI= 678EB5+73.50
X = 821620.38	X = 821989.23	X = 822198.50
Y = 469817.07	Y = 469962.07	Y = 470052.91
PCC = 674EB5+38.32	PCC = 678EB5+53.26	PT = 678EB5+93.73
X = 821796.12	X = 822179.50	X = 822216.58
Y = 469886.15	Y = 470044.84	Y = 470061.05
R = 11598.00	R = 11598.00	R = 11598.00
DELTA = 1°51'56.09"	DELTA = 2°02'59.51"	DELTA = 0°11'59.75"
D = 0°29'38.45"	D = 0°29'38.45"	D = 0°29'38.45"
L = 377.64	L = 414.94	L = 40.47
T = 188.84	T = 207.49	T = 20.24
E = 1.54	E = 1.86	E = 0.02
BK = N 70°24'17.42" E	BK = N 68°32'21.33" E	BK = N 66°29'21.82" E
AH = N 68°32'21.33" E	AH = N 66°29'21.82" E	AH = N 66°17'22.07" E



CURVE : EB5-12	CURVE : EB5-13	CURVE : EB5-14	CURVE : EB5-15	CURVE : EB5-16	CURVE : EB5-17	CURVE : EB5-18
PC = 687EB5+16.10	PRC = 688EB5+28.78	PCC = 688EB5+85.47	PC = 697EB5+86.91	PC = 706EB5+81.40	PCC = 710EB5+73.96	PCC = 713EB5+64.22
X = 822969.53	X = 823072.80	X = 823124.79	X = 823950.67	X = 824763.11	X = 825131.81	X = 825416.81
Y = 470391.74	Y = 470436.81	Y = 470459.43	Y = 470820.70	Y = 471194.84	Y = 471328.01	Y = 471381.77
PI= 687EB5+72.44	PI= 688EB5+57.12	PI= 688EB5+95.26	PI= 700EB5+28.26	PI= 708EB5+78.64	PI= 712EB5+19.31	PI= 714EB5+18.16
X = 823021.12	X = 823098.81	X = 823133.76	X = 824171.79	X = 824941.31	X = 825272.48	X = 825470.38
Y = 470414.39	Y = 470448.09	Y = 470463.35	Y = 470917.42	Y = 471278.44	Y = 471364.61	Y = 471388.15
PRC = 688EB5+28.78	PCC = 688EB5+85.47	PT = 689EB5+05.06	PT = 702EB5+69.58	PCC = 710EB5+73.96	PCC = 713EB5+64.22	PT = 714EB5+72.08
X = 823072.80	X = 823124.79	X = 823142.73	X = 824390.29	X = 825131.81	X = 825416.81	X = 825524.20
Y = 470436.81	Y = 470459.43	Y = 470467.28	Y = 471019.93	Y = 471328.01	Y = 471381.77	Y = 471391.80
R = 24952.00	R = 25048.00	R = 25048.00	R = 18348.00	R = 2132.00	R = 2132.00	R = 2132.00
DELTA = 0°15'31.43"	DELTA = 0°07'46.85"	DELTA = 0°02'41.27"	DELTA = 1°30'26.10"	DELTA = 10°32'59.30"	DELTA = 7°48'01.46"	DELTA = 2°53'55.68"
D = 0°13'46.65"	D = 0°13'43.48"	D = 0°13'43.48"	D = 0°18'44.18"	D = 2°41'14.71"	D = 0°18'44.18"	D = 2°41'14.71"
L = 112.68	L = 56.69	L = 19.58	L = 482.67	L = 392.56	L = 290.26	L = 107.87
T = 56.34	T = 28.35	T = 9.79	T = 241.35	T = 196.84	T = 145.35	T = 53.94
E = 0.06	E = 0.02	E = 0.00	E = 1.59	E = 9.07	E = 4.95	E = 0.68
BK = N 66°17'22.07" E	BK = N 66°32'53.51" E	BK = N 66°25'06.65" E	BK = N 66°22'25.38" E	BK = N 64°51'59.28" E	BK = N 75°24'58.58" E	BK = N 83°13'00.04" E
AH = N 66°32'53.51" E	AH = N 66°25'06.65" E	AH = N 66°22'25.38" E	AH = N 64°51'59.28" E	AH = N 75°24'58.58" E	AH = N 83°13'00.04" E	AH = N 86°06'55.72" E



CURVE : EB5-19

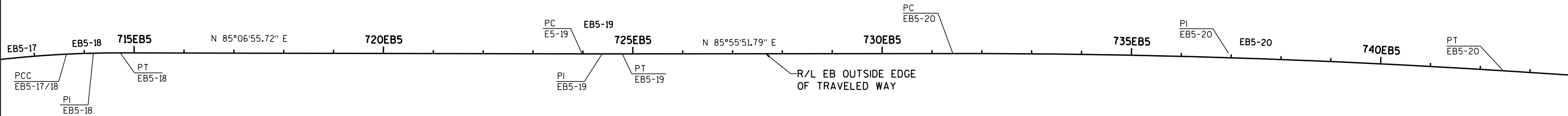
PC = 723EB5+98.17
X = 826448.16
Y = 471454.54
PI = 724EB5+38.48
X = 826488.38
Y = 471457.27
PT = 724EB5+78.79
X = 826528.59
Y = 471460.13

R = 25048.00
DELTA = 0°11'03.92"
D = 0°13'43.48"
L = 80.62
T = 40.31
E =0.03
BK = N 85°06'55.72" E
AH = N 85°55'51.79" E

CURVE : EB5-20

PC = 731EB5+42.15
X = 827190.28
Y = 471507.20
PI = 736EB5+94.47
X = 827741.21
Y = 471546.39
PT = 742EB5+46.41
X = 828293.52
Y = 471549.64

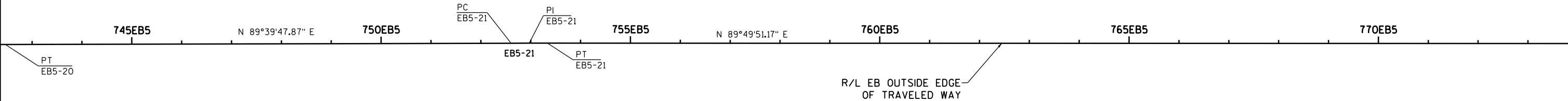
R = 16952.00
DELTA = 3°43'56.07"
D = 0°20'16.76"
L = 1104.25
T = 552.32
E = 9.00
BK = N 85°55'51.79" E
AH = N 89°39'47.87" E



CURVE : EB5-21

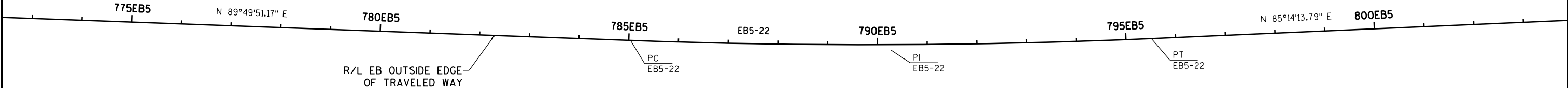
PC = 752EB5+60.53
X = 829307.63
Y = 471555.60
PI = 752EB5+97.03
X = 829344.12
Y = 471555.81
PT = 753EB5+33.52
X = 829380.61
Y = 471555.92

R = 24952.00
DELTA = 0°10'03.30"
D = 0°13'46.65"
L = 72.98
T = 36.49
E = 0.03
BK = N 89°39'47.87" E
AH = N 89°49'51.17" E



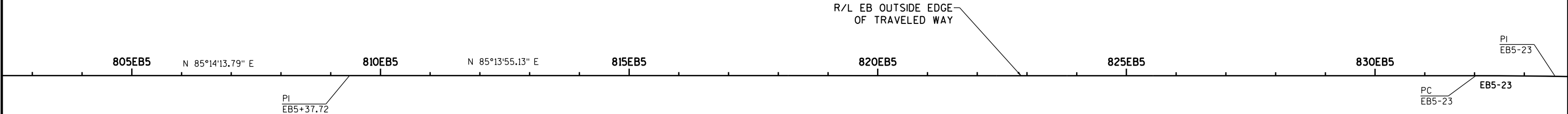
CURVE : EB5-22
PC = 785EB5+02.62
X = 832549.70
Y = 471565.27
PI = 790EB5+27.23
X = 833074.31
Y = 471566.82
PT = 795EB5+51.27
X = 833597.10
Y = 471610.37

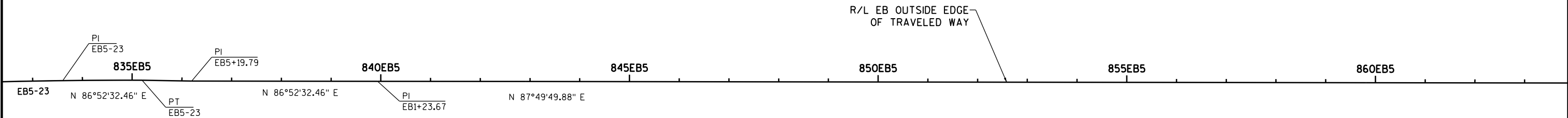
R = 13078.00
DELTA = 4°35'39.32"
D = 0°26'17.19"
L = 1048.66
T = 524.61
E = 10.52
BK = N 89°49'53.11" E
AH = N 85°14'13.79" E



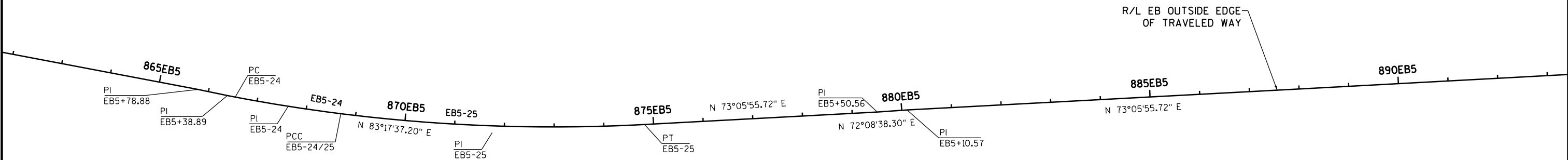
CURVE : EB5-23
PC = 832EB5+02.68
X = 837235.89
Y = 471913.76
PI = 833EB5+61.24
X = 837393.90
Y = 471926.94
PT = 835EB5+19.78
X = 837552.23
Y = 471935.58

R = 11053.50
DELTA = 1°38'37.33"
D = 0°31'06.06"
L = 317.10
T = 158.56
E = 1.14
BK = N 85°13'55.13" E
AH = N 86°52'32.46" E



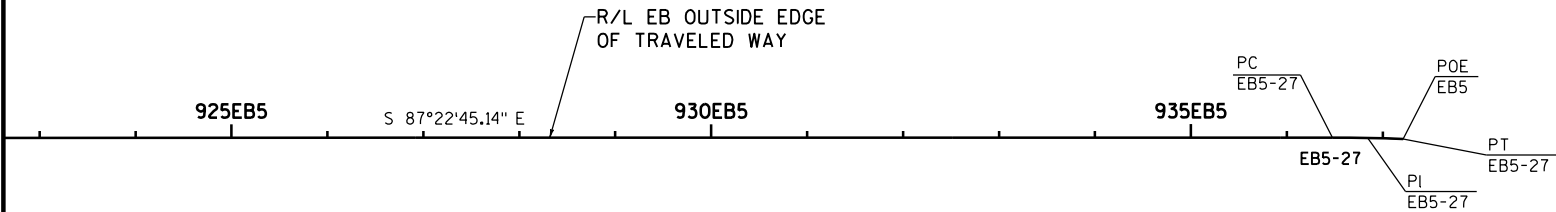
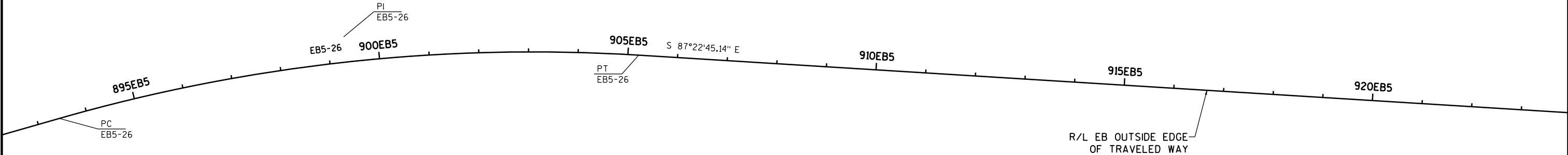


CURVE : EB5-24	CURVE : EB5-25
PC = 866EB5+55.09	PCC = 868EB5+70.09
X = 840683.00	X = 840897.17
Y = 472103.97	Y = 472122.39
PI = 867EB5+62.63	PI = 871EB5+76.86
X = 840790.37	X = 841201.84
Y = 472109.83	Y = 472158.21
PCC = 868EB5+70.09	PT = 874EB5+82.01
X = 840897.17	X = 841495.35
Y = 472122.39	Y = 472247.40
R = 3439.00	R = 3439.00
DELTA = 3°34'55.25"	DELTA = 10°11'41.48"
D = 1°39'57.81"	D = 1°39'57.81"
L = 215.00	L = 611.91
T = 107.53	T = 306.77
E = 1.68	E = 13.66
BK = N 86°52'32.46" E	BK = N 83°17'37.20" E
AH = N 83°17'37.20" E	AH = N 73°05'55.72" E



CURVE : EB5-26
PC = 893EB5+44.00
X = 843276.63
Y = 472789.67
PI = 899EB5+38.71
X = 843845.65
Y = 472962.57
PT = 905EB5+21.88
X = 844439.73
Y = 472935.37

R = 3457.00
DELTA = 19°31'19.13"
D = 1°39'26.58"
L = 1177.88
T = 594.70
E = 50.78
BK = N 73°05'55.72" E
AH = S 87°22'45.14" E

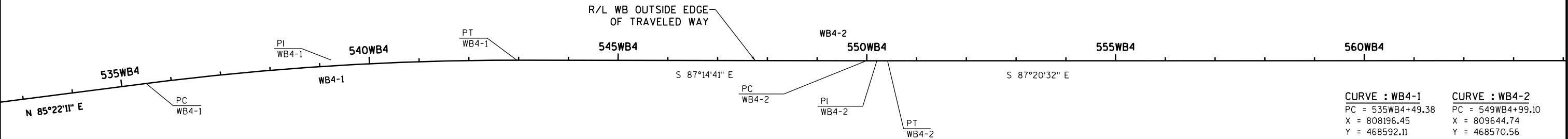
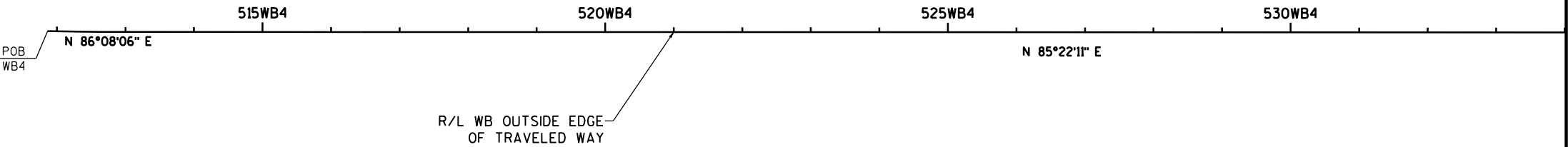


CURVE : EB5-27
PC = 936EB5+47.53
X = 847562.10
Y = 472792.45
PI = 936EB5+84.32
X = 847598.86
Y = 472790.77
PT = 937EB5+21.11
X = 847635.52
Y = 472787.64

POINT OF ENDING: EB5
POE = 937EB5+21.11
X = 847635.52
Y = 472787.64
AH = S 87°07'02.59" E

R = 1864.00
DELTA = 2°15'42.56"
D = 3°04'25.71"
L = 73.58
T = 36.80
E = 0.36
BK = S 87°22'45.14" E
AH = S 85°07'02.59" E

POINT OF BEGINNING: WB4
POB = 511WB4+86.54
X = 805841.25
Y = 468402.36
AH = N 86°08'07" E



CURVE : WB4-1	CURVE : WB4-2
PC = 535WB4+49.38	PC = 549WB4+99.10
X = 808196.45	X = 809644.74
Y = 468592.11	Y = 468570.56
PI= 539WB4+23.58	PI= 550WB4+20.30
X = 808569.43	X = 809665.92
Y = 468622.31	Y = 468569.55
PT = 542WB4+96.75	PT = 550WB4+41.51
X = 808943.20	X = 809687.10
Y = 468604.33	Y = 468568.56
R = 5798.00	R = 24952.00
DELTA = 7°23'08"	DELTA = 0°05'51"
D = 0°59'18"	D = 0°13'47"
L = 747.37	L = 42.41
T = 374.20	T = 21.20
E = 12.06	E = 0.01
BK = N 85°22'11" E	BK = S 87°14'41" E
AH = S 87°14'41" E	AH = S 87°20'32" E



565WB4

570WB4

575WB4

R/L WB OUTSIDE EDGE
OF TRAVELED WAY
580WB4

585WB4

590WB4

S 87°20'32" E

CURVE : WB4-3	CURVE : WB4-4	CURVE : WB4-5
PC = 593WB4+35.22	PC = 613WB4+74.72	PCC = 617WB4+97.41
X = 813976.20	X = 816012.30	X = 816434.77
Y = 468369.45	Y = 468251.97	Y = 468250.11
PI= 595WB4+00.83	PI= 615WB4+86.27	PI= 623WB4+68.92
X = 814141.62	X = 816223.49	X = 817005.58
Y = 468361.78	Y = 468239.57	Y = 468278.57
PT = 596WB4+66.43	PCC = 617WB4+97.41	PT = 629WB4+32.35
X = 814306.94	X = 816434.77	X = 817544.18
Y = 468352.07	Y = 468250.11	Y = 468469.74

R = 27048.00	R = 3897.00	R = 3897.00
DELTA = 0°42'06"	DELTA = 6°12'52"	DELTA = 16°41'11"
D = 0°12'43"	D = 1°28'13"	D = 1°28'13"
L = 331.20	L = 422.69	L = 1134.94
T = 165.60	T = 211.55	T = 571.52
E = 0.51	E = 5.74	E = 41.68
BK = S 87°20'32" E	BK = S 86°38'26" E	BK = N 87°08'42" E
AH = S 86°38'26" E	AH = N 87°08'42" E	AH = N 70°27'30" E

595WB4

600WB4

R/L WB OUTSIDE EDGE
OF TRAVELED WAY
605WB4

610WB4

615WB4

WB4-4

620WB4

WB4-5

PI
WB4-5

6



WB4-3
PC
WB4-3

PI
WB4-3

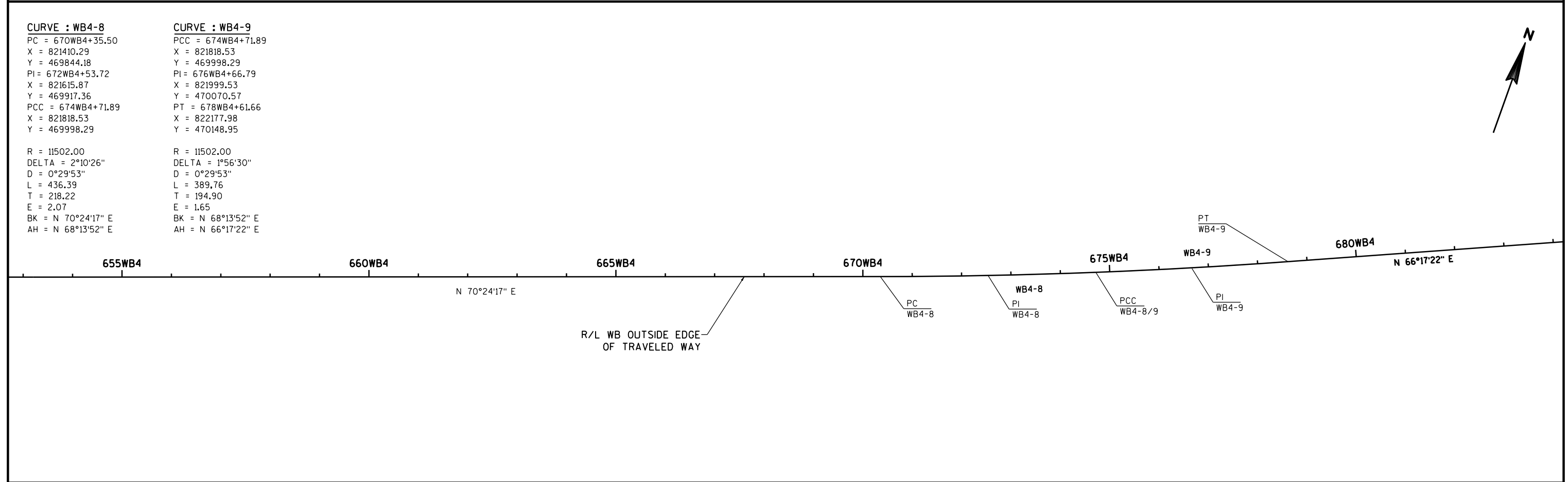
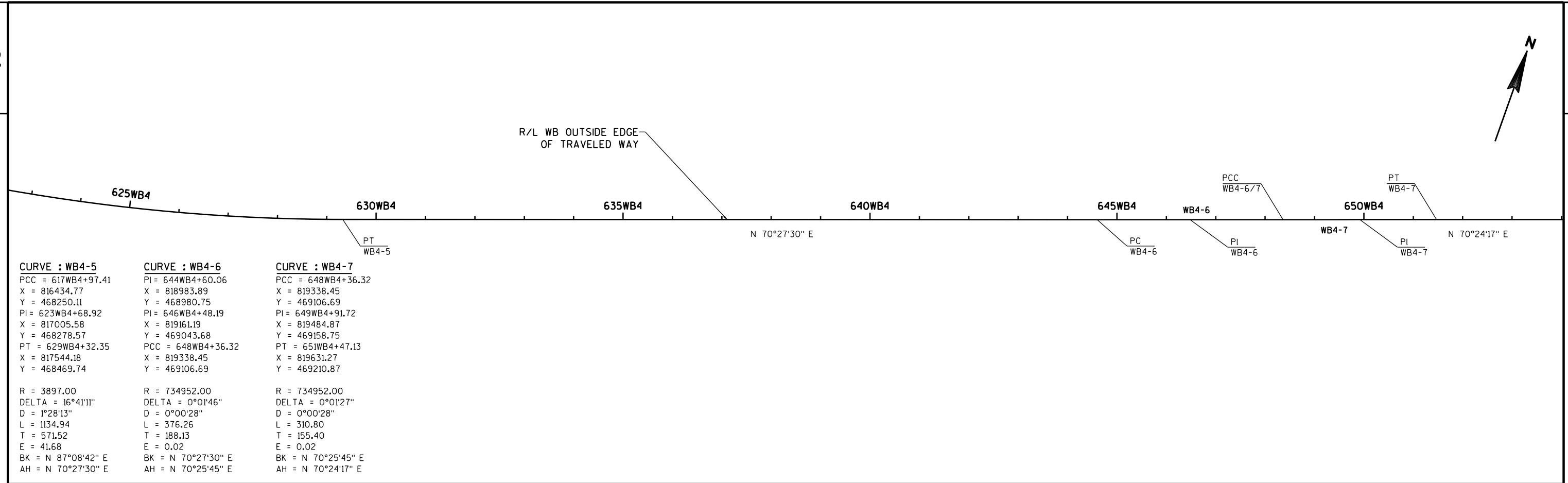
PT
WB4-3

S 86°38'26" E

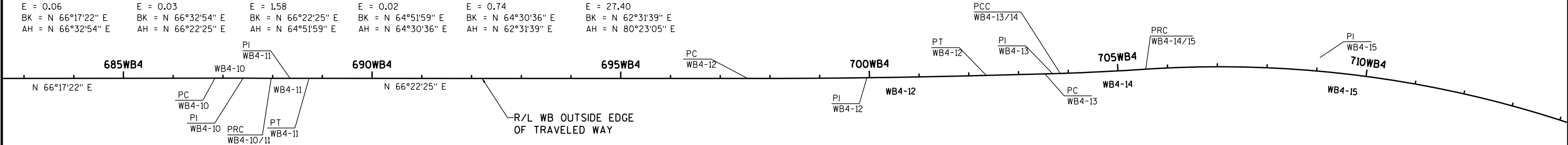
PC
WB4-4

PI
WB4-4

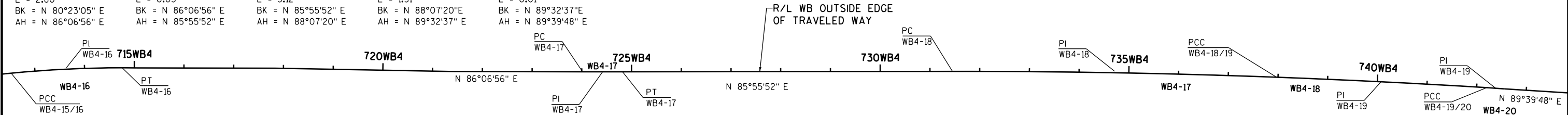
PCC
WB4-4/5



CURVE : WB4-10	CURVE : WB4-11	CURVE : WB4-12	CURVE : WB4-13	CURVE : WB4-14	CURVE : WB4-15
PC = 686WB4+84.03 X = 822930.93 Y = 470479.63 PI= 687WB4+40.58 X = 822982.71 Y = 470502.38 PRC = 687WB4+97.14 X = 823034.60 Y = 470524.88 R = 25048.00 DELTA = 0°15'31" D = 0°13'43" L = 113.11 T = 56.55 E = 0.06 BK = N 66°17'22" E AH = N 66°32'54" E	PRC = 687WB4+97.14 X = 823034.60 Y = 470524.88 PI= 688WB4+35.13 X = 823069.45 Y = 470540.00 PT = 688WB4+73.12 X = 823104.26 Y = 470555.23 R = 24952.00 DELTA = 0°10'28" D = 0°13'47" L = 75.98 T = 37.99 E = 0.03 BK = N 66°32'54" E AH = N 66°22'25" E	PC = 697WB4+54.98 X = 823912.20 Y = 470908.65 PI= 699WB4+95.06 X = 824132.16 Y = 471004.87 PT = 702WB4+35.12 X = 824349.51 Y = 471106.84 R = 18252.00 DELTA = 1°30'26" D = 0°18'50" L = 480.15 T = 240.09 E = 1.58 BK = N 66°22'25" E AH = N 64°51'59" E	PC = 703WB4+53.04 X = 824456.27 Y = 471156.92 PI= 703WB4+68.50 X = 824470.26 Y = 471163.49 PCC = 703WB4+83.95 X = 824484.21 Y = 471170.14 R = 4967.00 DELTA = 0°21'24" D = 1°09'13" L = 30.91 T = 15.46 E = 0.02 BK = N 64°51'59" E AH = N 64°30'36" E	PCC = 703WB4+83.95 X = 824484.21 Y = 471170.14 PI= 704WB4+69.89 X = 824561.79 Y = 471207.13 PRC = 705WB4+55.82 X = 824638.03 Y = 471246.77 R = 4967.00 DELTA = 1°58'57" D = 1°09'13" L = 171.86 T = 85.94 E = 0.74 BK = N 64°30'36" E AH = N 62°31'39" E	PRC = 705WB4+55.82 X = 824638.03 Y = 471246.77 PI= 709WB4+06.80 X = 824949.44 Y = 471408.69 PCC = 712WB4+52.09 X = 825295.49 Y = 471467.31 R = 2234.00 DELTA = 17°51'27" D = 2°33'53" L = 696.27 T = 350.98 E = 27.40 BK = N 62°31'39" E AH = N 80°23'05" E

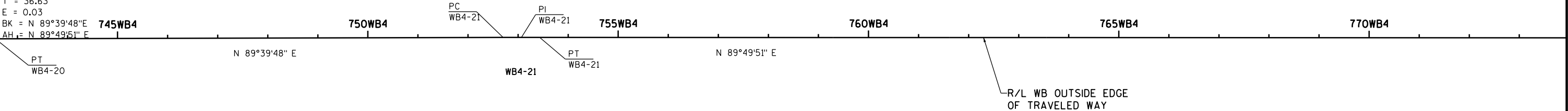


CURVE : WB4-16	CURVE : WB4-17	CURVE : WB4-18	CURVE : WB4-19	CURVE : WB4-20
PCC = 712WB4+52.09 X = 825295.49 Y = 471467.31 PI= 713WB4+63.90 X = 825405.73 Y = 471485.99 PT = 714WB4+75.53 X = 825517.29 Y = 471493.57 R = 2234.00 DELTA = 5°43'50" D = 2°33'53" L = 223.44 T = 111.81 E = 2.80 BK = N 80°23'05" E AH = N 86°06'56" E	PC = 724WB4+01.67 X = 826441.65 Y = 471550.32 PI= 724WB4+41.82 X = 826481.72 Y = 471553.04 PT = 724WB4+81.98 X = 826521.77 Y = 471555.89 R = 24952.00 DELTA = 0°11'04" D = 0°13'47" L = 80.32 T = 40.16 E = 0.03 BK = N 86°06'56" E AH = N 85°55'52" E	PC = 731WB4+45.34 X = 827183.47 Y = 471602.96 PI= 734WB4+71.37 X = 827508.67 Y = 471626.09 PCC = 737WB4+97.31 X = 827834.51 Y = 471636.77 R = 17048.00 DELTA = 2°11'28" D = 0°20'10" L = 651.96 T = 326.02 E = 3.12 BK = N 85°55'52" E AH = N 88°07'20" E	PCC = 737WB4+97.31 X = 827834.51 Y = 471636.77 PI= 740WB4+08.79 X = 828045.88 Y = 471643.70 PCC = 742WB4+20.25 X = 828257.36 Y = 471645.39 R = 17048.00 DELTA = 1°25'17" D = 0°20'10" L = 422.94 T = 211.48 E = 1.31 BK = N 88°07'20" E AH = N 89°32'37" E	PCC = 742WB4+20.25 X = 828257.36 Y = 471645.39 PI= 742WB4+38.05 X = 828275.16 Y = 471645.53 PT = 742WB4+55.85 X = 828292.96 Y = 471645.63 R = 17048.00 DELTA = 0°07'11" D = 0°20'10" L = 35.60 T = 17.80 E = 0.01 BK = N 89°32'37" E AH = N 89°39'48" E



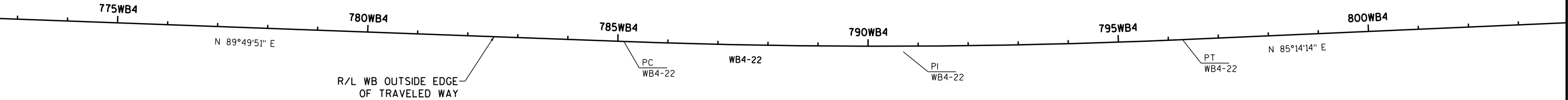
CURVE : WB4-21
PC = 752WB4+69.98
X = 829307.07
Y = 471651.59
PI= 753WB4+06.61
X = 829343.70
Y = 471651.81
PT = 753WB4+43.24
X = 829380.33
Y = 471651.92

R = 25048.00
DELTA = 0°10'03"
D = 0°13'43"
L = 73.26
T = 36.63
E = 0.03
BK = N 89°39'48"E
AH = N 89°49'51" E



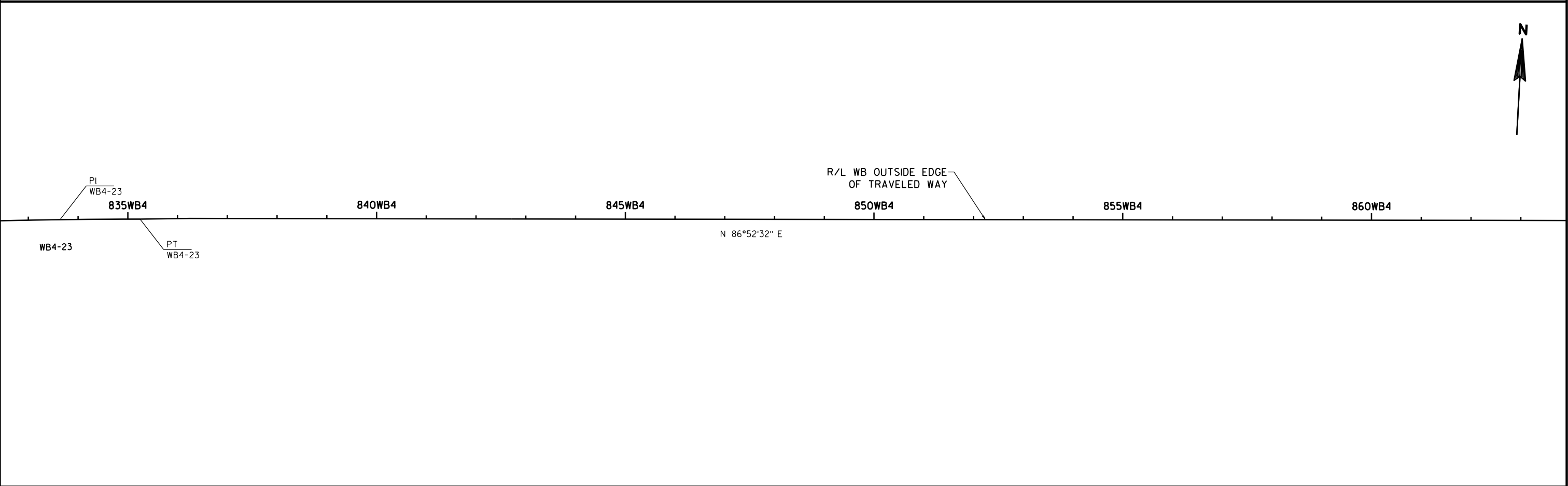
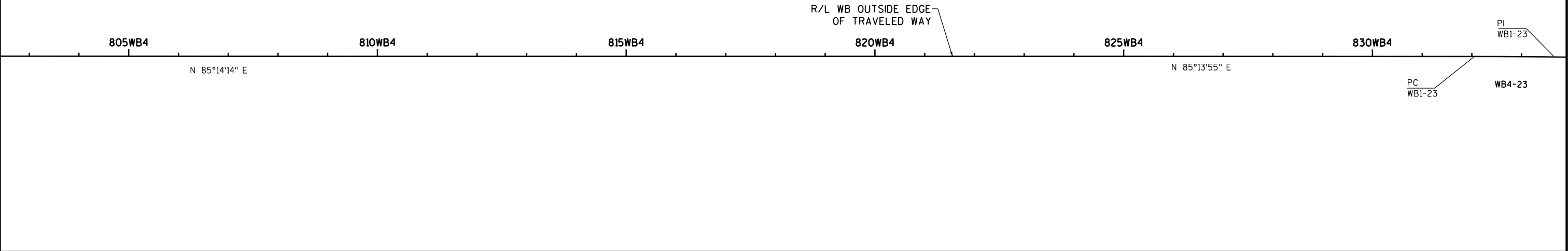
CURVE : WB4-22
PC = 785WB4+12.34
X = 832549.41
Y = 471661.27
PI= 790WB4+70.68
X = 833107.75
Y = 471662.92
PT = 796WB4+28.42
X = 833664.16
Y = 471709.28

R = 13922.00
DELTA = 4°35'36"
D = 0°24'42"
L = 1116.08
T = 558.34
E = 11.19
BK = N 89°49'49"E
AH = N 85°14'14" E



CURVE : WB4-23
PC = 832WB4+04.79
X = 837228.16
Y = 472006.44
PI = 833WB4+64.68
X = 837387.50
Y = 472019.73
PT = 835WB4+24.56
X = 837547.16
Y = 472028.44

R = 11146.00
DELTA = 1°38'37"
D = 0°30'50"
L = 319.77
T = 159.90
E = 1.15
BK = N 85°13'55"E
AH = N 86°52'32" E

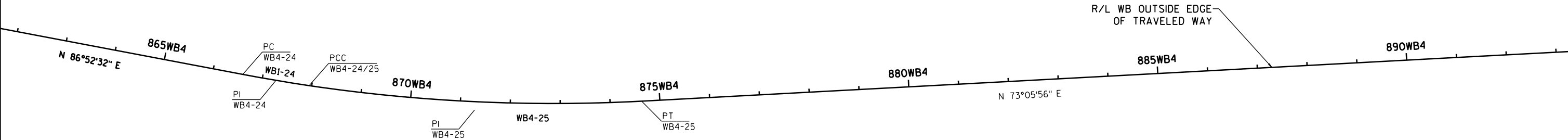


CURVE : WB4-24
PC = 866WB4+59.86
X = 840677.71
Y = 472200.82
PI = 867WB4+27.34
X = 840745.09
Y = 472204.50
PCC = 867WB4+94.80
X = 840812.26
Y = 472210.90

R = 3342.00
DELTA = 2°18'48"
D = 1°42'52"
L = 134.94
T = 67.48
E = 0.68
BK = N 86°52'32"E
AH = N 84°33'44" E

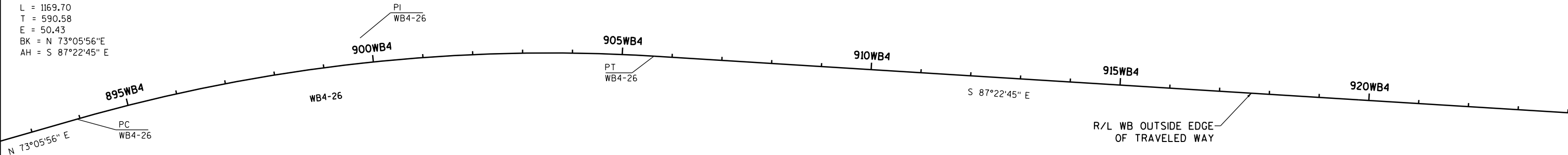
CURVE : WB4-25
PCC = 867WB4+94.80
X = 840812.26
Y = 472210.90
PI = 871WB4+30.25
X = 841146.20
Y = 472242.68
PT = 874WB4+63.45
X = 841467.15
Y = 472340.21

R = 3342.00
DELTA = 11°27'49"
D = 1°42'52"
L = 668.65
T = 335.45
E = 16.79
BK = N 84°33'44"E
AH = N 73°05'56" E



CURVE : WB4-26
PC = 893WB4+93.96
X = 843314.28
Y = 472901.45
PI = 899WB4+84.54
X = 843879.35
Y = 473073.14
PT = 905WB4+63.66
X = 844469.31
Y = 473046.14

R = 3433.00
DELTA = 19°31'19"
D = 1°40'08"
L = 1169.70
T = 590.58
E = 50.43
BK = N 73°05'56"E
AH = S 87°22'45" E





925WB4

930WB4

935WB4

R/L WB OUTSIDE EDGE
OF TRAVELED WAY

PC
WB4-27

POE
WB1

PI
WB4-27

PT
WB4-27

S 87°22'45" E

CURVE : WB4-27
PC = 937WB4+70.02
X = 847672.31
Y = 472899.52
PI = 937WB4+98.47
X = 847700.73
Y = 472898.22
PT = 938WB4+26.90
X = 847729.17
Y = 472898.31

R = 1166.27
DELTA = 2°47'40"
D = 4°54'46"
L = 56.88
T = 28.45
E = 0.35
BK = S 87°22'45"E
AH = N 89°49'35" E

POINT OF ENDING: WB4

POE = 938WB4+26.90
X = 847729.17
Y = 472898.31
AH = N 89°49'35" E

PRIMARY CONTROL

TYPE	NUMBER	Y=	X=	ELEV.	DESCRIPTION
HMOD	44	496212.574	838539.039	851.34	MON /BURKE
HMOD	55	495760.959	875706.237	901.56	MON /COTTAGE GROVE
HMOD	100	474515.977	846134.393	863.20	MANONA GPS
HMOD	101	455623.389	861061.179	861.36	PLEASANT SPRINGS GPS
HMOD	102	452157.755	841106.610	858.38	DUNN GPS
HMOD	103	461259.317	807725.716	936.34	FITCHBURG GPS
HMOD	104	453117.736	786609.658	953.53	VERONA GPS
HMOD	105	475269.522	789792.129	1080.00	MIDDLETON GPS
HMOD	106	468404.882	818883.520	873.90	DQ4630
HMOD	107	469273.724	820402.654	931.84	DQ4630

TYPE	NUMBER	Y=	X=	ELEV.	DESCRIPTION
CP / BM	109	468621.746	810606.213	886.24	BRASS CAP
CP / BM	110	471225.043	824881.760	871.38	ALUM MON
CP / BM	111	471402.114	825000.952	879.71	ALUM MON
CP / BM	112	471401.341	826004.118	886.03	ALUM MON
CP / BM	113	471549.567	826085.338	885.69	ALUM MON
CP / BM	114	471951.275	836271.754	863.19	ALUM MON
CP / BM	115	471947.079	836277.065	860.42	ALUM MON
CP / BM	116	472095.727	837643.478	855.57	ALUM MON
CP / BM	117	472019.974	837289.359	872.62	ALUM MON
CP / BM	118	472308.267	841730.755	879.78	ALUM MON
CP / BM	119	472311.821	841724.369	876.99	ALUM MON
CP / BM	120	472757.924	847329.398	861.23	BRASS CAP

TYPE	NUMBER	Y=	X=	ELEV.	DESCRIPTION
CP	108	468604.663	810949.671	880.47	MAG NAIL

SECONDARY CONTROL

TYPE	NUMBER	Y=	X=	ELEV.	DESCRIPTION
CP	500	471470.038	828127.856	892.43	8IN NAIL
CP	501	471449.446	827700.706	889.87	8IN NAIL
CP	502	471687.825	828935.986	872.03	8IN NAIL
CP	503	471700.989	828553.220	886.87	8IN NAIL
CP	507	471468.355	827055.379	882.94	8IN NAIL
CP	551	468376.061	809685.460	914.65	MAG SPIKE
CP	552	468361.015	809581.164	913.87	MAG NAIL IN HMA
CP	553	468349.318	816159.144	887.58	MAG SPIKE
CP	554	468324.377	815963.830	887.11	MAG SPIKE
CP	555	468623.873	818667.703	869.41	MAG NAIL
CP	556	468718.927	818795.242	869.88	MAG SPIKE
CP	557	468889.020	819097.746	893.62	MAG SPIKE
CP	558	468845.472	819201.081	893.28	MAG SPIKE
CP	559	472092.239	837116.685	851.33	MAG SPIKE
CP	560	472100.858	837242.201	851.39	MAG SPIKE
CP	561	471779.713	837230.045	850.96	MAG NAIL
CP	562	471774.276	837069.130	853.18	MAG NAIL
CP	563	472040.908	836980.263	853.75	MAG SPIKE
CP	564	471997.043	836576.701	860.33	MAG SPIKE
CP	565	471684.540	830081.514	862.13	MAG NAIL
CP	566	471675.333	830246.089	861.59	MAG NAIL
CP	567	471811.518	836584.164	860.09	MAG NAIL
CP	568	471826.086	836661.060	859.82	MAG NAIL
CP	592	468450.315	813709.214	896.70	MAG SPIKE
CP	593	468517.194	813570.273	896.88	MAG NAIL
CP	594	468527.732	813458.115	894.33	MAG NAIL
CP	600	471735.405	828210.470	891.25	8IN NAIL
CP	601	471687.856	827816.437	892.47	8IN NAIL
CP	610	471487.612	829484.479	874.24	8IN NAIL
CP	611	471694.184	831553.823	859.18	8IN NAIL
CP	612	471693.374	831032.698	863.05	8IN NAIL
CP	613	471716.255	830616.619	870.05	8IN NAIL
CP	614	471714.639	830199.160	867.08	8IN NAIL
CP	615	471689.495	829652.918	871.49	8IN NAIL
CP	616	471761.895	829927.818	866.03	8IN NAIL
CP	617	471471.105	830431.084	863.35	8IN NAIL
CP	618	471519.537	830868.233	862.47	8IN NAIL
CP	619	471522.564	831314.699	859.30	8IN NAIL
CP	660	468536.669	813187.659	895.46	MAG NAIL
CP	661	468550.870	812896.925	893.19	MAG NAIL

TYPE	NUMBER	Y=	X=	ELEV.	DESCRIPTION
CP	700	468224.855	813985.870	900.35	MAG NAIL
CP	701	468263.028	813843.427	901.38	MAG NAIL
CP	702	468241.064	813426.267	906.37	MAG NAIL
CP	703	468247.907	813276.365	905.38	MAG NAIL
CP	704	468253.648	813013.809	902.36	MAG NAIL
CP	705	472097.781	841144.221	864.37	MAG NAIL
CP	706	472049.138	841142.306	864.08	MAG NAIL
CP	707	472677.719	842470.883	859.26	MAG NAIL
CP	708	472712.532	842485.713	857.83	MAG NAIL
CP	1001	472448.114	851598.266	862.67	8IN NAIL
CP	1002	472652.292	851101.450	867.67	8IN NAIL
CP	1111	472585.284	851349.421	867.23	8IN NAIL
CP	1985	473030.032	845359.210	862.87	8IN NAIL
CP	1986	473045.540	845056.926	862.12	8IN NAIL
CP	2120	472243.123	840656.166	855.37	8IN NAIL
CP	2121	472212.007	840279.013	854.86	8IN NAIL
CP	2176	472235.374	840505.039	854.32	8IN NAIL
CP	5009	472928.872	845940.431	864.53	8IN NAIL
CP	5010	472926.232	845751.290	864.25	8IN NAIL

TYPE	NUMBER	Y=	X=	ELEV.	DESCRIPTION
CP / BM	2956	471549.275	826082.282	885.85	ALUM MON
CP / BM	4361	468679.697	818493.076	893.51	ALUM MON
CP / BM	4773	471222.841	824886.185	874.08	ALUM MON
CP / BM	5477	471401.561	826007.593	886.01	ALUM MON
CP / BM	5816	471902.170	837139.610	870.98	ALUM MON
CP / BM	6210	471420.875	826241.647	882.26	ALUM MON

Estimate Of Quantities

1206-06-79

Line	Item	Item Description	Unit	Total	Qty
0002	203.0200	Removing Old Structure (station) 04. 551WB+24	LS	1.000	1.000
0004	204.0100	Removing Concrete Pavement	SY	41,236.000	41,236.000
0006	204.0105	Removing Pavement Butt Joints	SY	31,087.000	31,087.000
0008	204.0109.S	Removing Concrete Surface Partial Depth	SF	57,122.000	57,122.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	5,184.000	5,184.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	80,980.000	80,980.000
0014	204.0150	Removing Curb & Gutter	LF	6,261.000	6,261.000
0016	204.0155	Removing Concrete Sidewalk	SY	105.000	105.000
0018	204.0157	Removing Concrete Barrier	LF	48,304.000	48,304.000
0020	204.0165	Removing Guardrail	LF	5,700.000	5,700.000
0022	204.0170	Removing Fence	LF	166.000	166.000
0024	204.0190	Removing Surface Drains	EACH	14.000	14.000
0026	204.0195	Removing Concrete Bases	EACH	83.000	83.000
0028	204.0220	Removing Inlets	EACH	68.000	68.000
0030	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	766.000	766.000
0032	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	95.000	95.000
0034	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	450.000	450.000
0036	204.0245	Removing Storm Sewer (size) 04. 24-Inch	LF	401.000	401.000
0038	204.0280	Sealing Pipes	EACH	2.000	2.000
0040	204.9060.S	Removing (item description) 01. Inlet Covers	EACH	46.000	46.000
0042	204.9060.S	Removing (item description) 02. Apron Endwalls	EACH	3.000	3.000
0044	204.9060.S	Removing (item description) 03. Vane Drains	EACH	30.000	30.000
0046	204.9060.S	Removing (item description) 04. Removing Existing Pole	EACH	2.000	2.000
0048	205.0100	Excavation Common	CY	33,453.000	33,453.000
0050	209.0300.S	Backfill Coarse Aggregate (size) 01. Size No. 1	CY	244.000	244.000
0052	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1206-06-79	LS	1.000	1.000
0054	211.0200	Prepare Foundation for Concrete Pavement (project) 01. 1206-06-79	LS	1.000	1.000
0056	211.0300	Prepare Foundation for Concrete Base (project) 01. 1206-06-79	LS	1.000	1.000
0058	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	37.000	37.000
0060	213.0100	Finishing Roadway (project) 01. 1206-06-79	EACH	1.000	1.000
0062	305.0110	Base Aggregate Dense 3/4-Inch	TON	6,200.000	6,200.000
0064	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	13,949.000	13,949.000
0066	305.0500	Shaping Shoulders	STA	20.000	20.000
0068	312.0110	Select Crushed Material	TON	11,652.000	11,652.000
0070	320.0155	Concrete Base 9-Inch	SY	27,233.000	27,233.000
0072	320.0160	Concrete Base 9 1/2-Inch	SY	1,737.000	1,737.000
0074	320.0165	Concrete Base 10-Inch	SY	35,341.000	35,341.000

Estimate Of Quantities

1206-06-79

Line	Item	Item Description	Unit	Total	Qty
0076	415.0100	Concrete Pavement 10-Inch	SY	525.000	525.000
0078	415.0110	Concrete Pavement 11-Inch	SY	579.000	579.000
0080	415.1410	Concrete Pavement Approach Slab HES	SY	1,392.000	1,392.000
0082	416.0610	Drilled Tie Bars	EACH	30,809.000	30,809.000
0084	416.0620	Drilled Dowel Bars	EACH	2,323.000	2,323.000
0086	416.1010	Concrete Surface Drains	CY	21.000	21.000
0088	455.0605	Tack Coat	GAL	58,832.000	58,832.000
0090	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0092	460.2000	Incentive Density HMA Pavement	DOL	31,004.000	31,004.000
0094	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	131,792.000	131,792.000
0096	460.2010	Incentive Air Voids HMA Pavement	DOL	36,099.000	36,099.000
0098	460.7624	HMA Pavement 4 HT 58-28 V	TON	97,871.000	97,871.000
0100	465.0105	Asphaltic Surface	TON	101.000	101.000
0102	465.0305	Asphaltic Surface Safety Islands	TON	32.000	32.000
0104	465.0315	Asphaltic Flumes	SY	35.000	35.000
0106	465.0400	Asphaltic Shoulder Rumble Strips	LF	72,905.000	72,905.000
0108	495.1000.S	Cold patch	TON	10.000	10.000
0110	502.0100	Concrete Masonry Bridges	CY	262.000	262.000
0112	502.3210	Pigmented Surface Sealer	SY	1,409.000	1,409.000
0114	502.4206	Adhesive Anchors No. 6 Bar	EACH	476.000	476.000
0116	502.4206	Adhesive Anchors No. 6 Bar 01. 12-Inch	EACH	168.000	168.000
0118	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	26,820.000	26,820.000
0120	509.1500	Concrete Surface Repair	SF	63.000	63.000
0122	511.1200	Temporary Shoring (structure) 35. S-13-2039	SF	570.000	570.000
0124	520.8000	Concrete Collars for Pipe	EACH	74.000	74.000
0126	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0128	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	2.000	2.000
0130	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0132	531.1100	Concrete Masonry Ancillary Structures Type NS	CY	1,415.000	1,415.000
0134	531.1140	Steel Reinforcement HS Ancillary Structures Type NS	LB	133,100.000	133,100.000
0136	531.1160	Steel Reinforcement HS Coated Ancillary Structures Type NS	LB	99,130.000	99,130.000
0138	531.2036	Drilling Shaft 36-Inch	LF	2,376.000	2,376.000
0140	531.2042	Drilling Shaft 42-Inch	LF	184.000	184.000
0142	531.5310	Foundation Single-Shaft Type TC-I (structure) 31. S-13-2015	EACH	1.000	1.000
0144	531.5310	Foundation Single-Shaft Type TC-I (structure) 32. S-13-2037	EACH	1.000	1.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0146	531.5310	Foundation Single-Shaft Type TC-I (structure) 34. S-13-2016	EACH	1.000	1.000
0148	531.5310	Foundation Single-Shaft Type TC-I (structure) 48. S-13-2031	EACH	1.000	1.000
0150	531.6010	Foundation Two-Shaft Type FC-I (structure) 49. S-13-542	EACH	1.000	1.000
0152	531.6010	Foundation Two-Shaft Type FC-I (structure) 50. S-13-544	EACH	1.000	1.000
0154	531.6010	Foundation Two-Shaft Type FC-I (structure) 51. S-13-545	EACH	1.000	1.000
0156	532.5020	Butterfly 2-Chord NS (structure) 05. S-13-2003	EACH	1.000	1.000
0158	532.5020	Butterfly 2-Chord NS (structure) 06. S-13-2004	EACH	1.000	1.000
0160	532.5020	Butterfly 2-Chord NS (structure) 07. S-13-2002	EACH	1.000	1.000
0162	532.5020	Butterfly 2-Chord NS (structure) 08. S-13-2005	EACH	1.000	1.000
0164	532.5020	Butterfly 2-Chord NS (structure) 09. S-13-2027	EACH	1.000	1.000
0166	532.5020	Butterfly 2-Chord NS (structure) 10. S-13-2006	EACH	1.000	1.000
0168	532.5020	Butterfly 2-Chord NS (structure) 11. S-13-2007	EACH	1.000	1.000
0170	532.5020	Butterfly 2-Chord NS (structure) 12. S-13-2008	EACH	1.000	1.000
0172	532.5020	Butterfly 2-Chord NS (structure) 13. S-13-2009	EACH	1.000	1.000
0174	532.5020	Butterfly 2-Chord NS (structure) 14. S-13-2010	EACH	1.000	1.000
0176	532.5020	Butterfly 2-Chord NS (structure) 15. S-13-2032	EACH	1.000	1.000
0178	532.5020	Butterfly 2-Chord NS (structure) 20. S-13-533	EACH	1.000	1.000
0180	532.5020	Butterfly 2-Chord NS (structure) 21. S-13-534	EACH	1.000	1.000
0182	532.5020	Butterfly 2-Chord NS (structure) 22. S-13-535	EACH	1.000	1.000
0184	532.5020	Butterfly 2-Chord NS (structure) 24. S-13-537	EACH	1.000	1.000
0186	532.5020	Butterfly 2-Chord NS (structure) 26. S-13-540	EACH	1.000	1.000
0188	532.5040	Butterfly 4-Chord NS (structure) 16. S-13-529	EACH	1.000	1.000
0190	532.5040	Butterfly 4-Chord NS (structure) 17. S-13-530	EACH	1.000	1.000
0192	532.5040	Butterfly 4-Chord NS (structure) 18. S-13-531	EACH	1.000	1.000
0194	532.5040	Butterfly 4-Chord NS (structure) 19. S-13-532	EACH	1.000	1.000
0196	532.5040	Butterfly 4-Chord NS (structure) 23. S-13-536	EACH	1.000	1.000
0198	532.5040	Butterfly 4-Chord NS (structure) 25.S-13-539	EACH	1.000	1.000
0200	532.5300	Truss Cantilever 2-Chord Type NS (structure) 27. S-13-2011	EACH	1.000	1.000
0202	532.5300	Truss Cantilever 2-Chord Type NS (structure) 28. S-13-2012	EACH	1.000	1.000
0204	532.5300	Truss Cantilever 2-Chord Type NS (structure) 29. S-13-2013	EACH	1.000	1.000
0206	532.5300	Truss Cantilever 2-Chord Type NS (structure) 30. S-13-2014	EACH	1.000	1.000
0208	532.5300	Truss Cantilever 2-Chord Type NS (structure) 31. S-13-2015	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0210	532.5300	Truss Cantilever 2-Chord Type NS (structure) 32. S-13-2037	EACH	1.000	1.000
0212	532.5300	Truss Cantilever 2-Chord Type NS (structure) 33. S-13-2038	EACH	1.000	1.000
0214	532.5300	Truss Cantilever 2-Chord Type NS (structure) 34. S-13-2016	EACH	1.000	1.000
0216	532.5300	Truss Cantilever 2-Chord Type NS (structure) 35. S-13-2039	EACH	1.000	1.000
0218	532.5300	Truss Cantilever 2-Chord Type NS (structure) 36.S-13-2017	EACH	1.000	1.000
0220	532.5300	Truss Cantilever 2-Chord Type NS (structure) 37. S-13-2018	EACH	1.000	1.000
0222	532.5300	Truss Cantilever 2-Chord Type NS (structure) 38. S-13-2019	EACH	1.000	1.000
0224	532.5300	Truss Cantilever 2-Chord Type NS (structure) 39. S-13-2020	EACH	1.000	1.000
0226	532.5300	Truss Cantilever 2-Chord Type NS (structure) 40. S-13-2021	EACH	1.000	1.000
0228	532.5300	Truss Cantilever 2-Chord Type NS (structure) 41. S-13-2022	EACH	1.000	1.000
0230	532.5300	Truss Cantilever 2-Chord Type NS (structure) 42. S-13-2024	EACH	1.000	1.000
0232	532.5300	Truss Cantilever 2-Chord Type NS (structure) 43. S-13-2025	EACH	1.000	1.000
0234	532.5300	Truss Cantilever 2-Chord Type NS (structure) 44. S-13-2026	EACH	1.000	1.000
0236	532.5300	Truss Cantilever 2-Chord Type NS (structure) 45. S-13-2028	EACH	1.000	1.000
0238	532.5300	Truss Cantilever 2-Chord Type NS (structure) 46. S-13-2029	EACH	1.000	1.000
0240	532.5300	Truss Cantilever 2-Chord Type NS (structure) 47. S-13-2030	EACH	1.000	1.000
0242	532.5300	Truss Cantilever 2-Chord Type NS (structure) 48. S-13-2031	EACH	1.000	1.000
0244	532.6000	Truss Cantilever 4-Chord Type NS (structure) 52. S-13-543	EACH	1.000	1.000
0246	532.6010	Truss Cantilever 4-Chord Type I (structure) 49. S-13-542	EACH	1.000	1.000
0248	532.6010	Truss Cantilever 4-Chord Type I (structure) 50. S-13-544	EACH	1.000	1.000
0250	532.6010	Truss Cantilever 4-Chord Type I (structure) 51. S-13-545	EACH	1.000	1.000
0252	532.6100	Truss Full Span 4-Chord Type NS (structure) 61. S-13-552	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0254	532.6100	Truss Full Span 4-Chord Type NS (structure) 62. S-13-553	EACH	1.000	1.000
0256	532.6100	Truss Full Span 4-Chord Type NS (structure) 63. S-13-2033	EACH	1.000	1.000
0258	532.6100	Truss Full Span 4-Chord Type NS (structure) 64. S-13-2034	EACH	1.000	1.000
0260	532.6100	Truss Full Span 4-Chord Type NS (structure) 65. S-13-2040	EACH	1.000	1.000
0262	532.6100	Truss Full Span 4-Chord Type NS (structure) 66. S-13-2035	EACH	1.000	1.000
0264	532.6100	Truss Full Span 4-Chord Type NS (structure) 67. S-13-2036	EACH	1.000	1.000
0266	532.6120	Truss Full Span 4-Chord Type II (structure) 53. S-13-546	EACH	1.000	1.000
0268	532.6120	Truss Full Span 4-Chord Type II (structure) 54. S-13-547	EACH	1.000	1.000
0270	532.6120	Truss Full Span 4-Chord Type II (structure) 55. S-13-548	EACH	1.000	1.000
0272	532.6120	Truss Full Span 4-Chord Type II (structure) 56. S-13-538	EACH	1.000	1.000
0274	532.6120	Truss Full Span 4-Chord Type II (structure) 57. S-13-549	EACH	1.000	1.000
0276	532.6120	Truss Full Span 4-Chord Type II (structure) 58.S-13-550	EACH	1.000	1.000
0278	532.6120	Truss Full Span 4-Chord Type II (structure) 59. S-13-541	EACH	1.000	1.000
0280	532.6120	Truss Full Span 4-Chord Type II (structure) 60. S-13-551	EACH	1.000	1.000
0282	601.0205	Concrete Gutter 24-Inch	LF	282.000	282.000
0284	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	376.000	376.000
0286	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,690.000	1,690.000
0288	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	120.000	120.000
0290	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	135.000	135.000
0292	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	2,342.000	2,342.000
0294	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	97.000	97.000
0296	602.0410	Concrete Sidewalk 5-Inch	SF	7,992.000	7,992.000
0298	603.0105	Concrete Barrier Single-Faced 32-Inch	LF	335.000	335.000
0300	603.1142	Concrete Barrier Type S42	LF	1,304.000	1,304.000
0302	603.1156	Concrete Barrier Type S56	LF	20.000	20.000
0304	603.1242	Concrete Barrier Type S42A	LF	40.000	40.000
0306	603.3559	Concrete Barrier Transition Type S42 to S56	EACH	8.000	8.000
0308	603.8000	Concrete Barrier Temporary Precast Delivered	LF	83,123.000	83,123.000

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Line	Item	Item Description	Unit	Total	Qty
0310	603.8125	Concrete Barrier Temporary Precast Installed	LF	88,123.000	88,123.000
0312	606.0200	Riprap Medium	CY	50.000	50.000
0314	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	8,045.000	8,045.000
0316	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	3,151.000	3,151.000
0318	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	1,646.000	1,646.000
0320	608.0421	Storm Sewer Pipe Reinforced Concrete Class IV 21-Inch	LF	21.000	21.000
0322	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	514.000	514.000
0324	611.0430	Reconstructing Inlets	EACH	6.000	6.000
0326	611.0535	Manhole Covers Type J-Special	EACH	1.000	1.000
0328	611.0610	Inlet Covers Type BW	EACH	25.000	25.000
0330	611.0612	Inlet Covers Type C	EACH	2.000	2.000
0332	611.0624	Inlet Covers Type H	EACH	3.000	3.000
0334	611.0627	Inlet Covers Type HM	EACH	10.000	10.000
0336	611.0636	Inlet Covers Type HM-S	EACH	2.000	2.000
0338	611.0651	Inlet Covers Type S	EACH	9.000	9.000
0340	611.0654	Inlet Covers Type V	EACH	254.000	254.000
0342	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000
0344	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0346	611.2033	Manholes 3x3-FT	EACH	36.000	36.000
0348	611.3003	Inlets 3-FT Diameter	EACH	32.000	32.000
0350	611.3004	Inlets 4-FT Diameter	EACH	11.000	11.000
0352	611.3220	Inlets 2x2-FT	EACH	168.000	168.000
0354	611.3225	Inlets 2x2.5-FT	EACH	25.000	25.000
0356	611.3230	Inlets 2x3-FT	EACH	5.000	5.000
0358	611.8110	Adjusting Manhole Covers	EACH	10.000	10.000
0360	611.8115	Adjusting Inlet Covers	EACH	108.000	108.000
0362	611.9710	Salvaged Inlet Covers	EACH	29.000	29.000
0364	611.9800.S	Pipe Grates	EACH	5.000	5.000
0366	614.0400	Adjusting Steel Plate Beam Guard	LF	7,871.000	7,871.000
0368	614.0905	Crash Cushions Temporary	EACH	60.000	60.000
0370	614.1100	MGS Guardrail Temporary Thrie Beam Transition	LF	213.000	213.000
0372	614.2300	MGS Guardrail 3	LF	6,691.000	6,691.000
0374	614.2310	MGS Guardrail 3 HS	LF	263.000	263.000
0376	614.2320	MGS Guardrail 3 QS	LF	50.000	50.000
0378	614.2500	MGS Thrie Beam Transition	LF	431.000	431.000
0380	614.2610	MGS Guardrail Terminal EAT	EACH	21.000	21.000

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Line	Item	Item Description	Unit	Total	Qty
0382	614.2620	MGS Guardrail Terminal Type 2	EACH	19.000	19.000
0384	616.0206	Fence Chain Link 6-FT	LF	166.000	166.000
0386	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1206-06-79	EACH	1.000	1.000
0388	619.1000	Mobilization	EACH	1.000	1.000
0390	620.0300	Concrete Median Sloped Nose	SF	695.000	695.000
0392	624.0100	Water	MGAL	599.000	599.000
0394	625.0500	Salvaged Topsoil	SY	16,677.000	16,677.000
0396	628.1504	Silt Fence	LF	7,164.000	7,164.000
0398	628.1520	Silt Fence Maintenance	LF	7,164.000	7,164.000
0400	628.1905	Mobilizations Erosion Control	EACH	18.000	18.000
0402	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0404	628.2004	Erosion Mat Class I Type B	SY	15,909.000	15,909.000
0406	628.7005	Inlet Protection Type A	EACH	6.000	6.000
0408	628.7010	Inlet Protection Type B	EACH	447.000	447.000
0410	628.7015	Inlet Protection Type C	EACH	69.000	69.000
0412	628.7504	Temporary Ditch Checks	LF	144.000	144.000
0414	629.0210	Fertilizer Type B	CWT	15.500	15.500
0416	630.0130	Seeding Mixture No. 30	LB	299.000	299.000
0418	633.1000	Delineators Barrier Wall	EACH	332.000	332.000
0420	633.5200	Markers Culvert End	EACH	5.000	5.000
0422	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	2.000	2.000
0424	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000
0426	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	13.000	13.000
0428	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	7.000	7.000
0430	634.0624	Posts Wood 4x6-Inch X 24-FT	EACH	6.000	6.000
0432	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	31.000	31.000
0434	635.0200	Sign Supports Structural Steel HS	LB	5,210.000	5,210.000
0436	636.0100	Sign Supports Concrete Masonry	CY	10.000	10.000
0438	636.0500	Sign Supports Steel Reinforcement	LB	1,326.000	1,326.000
0440	637.1220	Signs Type I Reflective SH	SF	14,809.500	14,809.500
0442	637.2210	Signs Type II Reflective H	SF	2,423.000	2,423.000
0444	637.2230	Signs Type II Reflective F	SF	48.000	48.000
0446	638.2101	Moving Signs Type I	EACH	1.000	1.000
0448	638.2102	Moving Signs Type II	EACH	103.000	103.000
0450	638.2601	Removing Signs Type I	EACH	60.000	60.000
0452	638.2602	Removing Signs Type II	EACH	110.000	110.000
0454	638.3000	Removing Small Sign Supports	EACH	68.000	68.000
0456	638.3100	Removing Structural Steel Sign Supports	EACH	10.000	10.000
0458	638.3150	Removing Overhead Sign Supports Cantilever	EACH	15.000	15.000

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Line	Item	Item Description	Unit	Total	Qty
		(structure) 01. S-13-XXX			
0460	638.3155	Removing Overhead Sign Supports Full Span (structure) 01. S-13-XXX	EACH	7.000	7.000
0462	638.4000	Moving Small Sign Supports	EACH	27.000	27.000
0464	642.5401	Field Office Type D	EACH	1.000	1.000
0466	643.0300	Traffic Control Drums	DAY	142,863.000	142,863.000
0468	643.0420	Traffic Control Barricades Type III	DAY	8,231.000	8,231.000
0470	643.0705	Traffic Control Warning Lights Type A	DAY	16,463.000	16,463.000
0472	643.0715	Traffic Control Warning Lights Type C	DAY	21,533.000	21,533.000
0474	643.0800	Traffic Control Arrow Boards	DAY	1,394.000	1,394.000
0476	643.0900	Traffic Control Signs	DAY	14,084.000	14,084.000
0478	643.0910	Traffic Control Covering Signs Type I	EACH	12.000	12.000
0480	643.0920	Traffic Control Covering Signs Type II	EACH	2.000	2.000
0482	643.1050	Traffic Control Signs PCMS	DAY	859.000	859.000
0484	643.1055.S	Truck or Trailer Mounted Attenuator	DAY	176.000	176.000
0486	643.5000	Traffic Control	EACH	1.000	1.000
0488	645.0120	Geotextile Type HR	SY	150.000	150.000
0490	645.0220	Geogrid Type SR	SY	14,918.000	14,918.000
0492	646.1020	Marking Line Epoxy 4-Inch	LF	32,153.000	32,153.000
0494	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	272,172.000	272,172.000
0496	646.1555	Marking Line Grooved Contrast Permanent Tape 4-Inch	LF	42,651.000	42,651.000
0498	646.3020	Marking Line Epoxy 8-Inch	LF	1,753.000	1,753.000
0500	646.3555	Marking Line Grooved Contrast Permanent Tape 8-Inch	LF	33,030.000	33,030.000
0502	646.5020	Marking Arrow Epoxy	EACH	4.000	4.000
0504	646.5420	Marking Aerial Enforcement Bar Epoxy	EACH	30.000	30.000
0506	646.7220	Marking Chevron Epoxy 24-Inch	LF	3,617.000	3,617.000
0508	646.8120	Marking Curb Epoxy	LF	10.000	10.000
0510	646.8220	Marking Island Nose Epoxy	EACH	1.000	1.000
0512	646.9000	Marking Removal Line 4-Inch	LF	47,199.000	47,199.000
0514	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	14,882.000	14,882.000
0516	646.9100	Marking Removal Line 8-Inch	LF	27,324.000	27,324.000
0518	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	1,289.000	1,289.000
0520	646.9200	Marking Removal Line Wide	LF	2,497.000	2,497.000
0522	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	356,603.000	356,603.000
0524	649.0220	Temporary Marking Line Epoxy 8-Inch	LF	54,891.000	54,891.000
0526	649.0760	Temporary Marking Raised Pavement Marker Type I	EACH	417.000	417.000
0528	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	19,617.000	19,617.000
0530	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	161.000	161.000
0532	652.0605	Conduit Special 2-Inch	LF	405.000	405.000
0534	652.0615	Conduit Special 3-Inch	LF	9,256.000	9,256.000

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Line	Item	Item Description	Unit	Total	Qty
0536	652.0700.S	Install Conduit into Existing Item	EACH	43.000	43.000
0538	653.0154	Pull Boxes Non-Conductive 24x36-Inch	EACH	5.000	5.000
0540	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	77.000	77.000
0542	653.0222	Junction Boxes 18x12x6-Inch	EACH	30.000	30.000
0544	654.0101	Concrete Bases Type 1	EACH	30.000	30.000
0546	654.0102	Concrete Bases Type 2	EACH	2.000	2.000
0548	654.1130	Concrete Bases Camera Pole 30-FT	EACH	1.000	1.000
0550	654.1150	Concrete Bases Camera Pole 50-FT	EACH	1.000	1.000
0552	655.0505	Electrical Wire Traffic Signals 14 AWG	LF	21,731.000	21,731.000
0554	655.0625	Electrical Wire Lighting 6 AWG	LF	26,315.000	26,315.000
0556	655.0630	Electrical Wire Lighting 4 AWG	LF	10,900.000	10,900.000
0558	655.0635	Electrical Wire Lighting 2 AWG	LF	7,136.000	7,136.000
0560	655.0640	Electrical Wire Lighting 1 AWG	LF	605.000	605.000
0562	655.0645	Electrical Wire Lighting 1/0 AWG	LF	4,905.000	4,905.000
0564	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. LCS-13-0030	LS	1.000	1.000
0566	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. LCS-13-0031	LS	1.000	1.000
0568	656.0200	Electrical Service Meter Breaker Pedestal (location) 03. DMS-13-0066	LS	1.000	1.000
0570	656.0200	Electrical Service Meter Breaker Pedestal (location) 04. LCS-13-0032	LS	1.000	1.000
0572	656.0200	Electrical Service Meter Breaker Pedestal (location) 05. LCS-13-0028	LS	1.000	1.000
0574	656.0200	Electrical Service Meter Breaker Pedestal (location) 06. LCS-13-0034/LCS-13-0025	LS	1.000	1.000
0576	656.0200	Electrical Service Meter Breaker Pedestal (location) 07. LCS-13-0024	LS	1.000	1.000
0578	656.0200	Electrical Service Meter Breaker Pedestal (location) 08. LCS-13-0036/LCS-13-0022	LS	1.000	1.000
0580	656.0200	Electrical Service Meter Breaker Pedestal (location) 09. LCS-13-0038	LS	1.000	1.000
0582	656.0200	Electrical Service Meter Breaker Pedestal (location) 10. LCS-13-0040	LS	1.000	1.000
0584	656.0200	Electrical Service Meter Breaker Pedestal (location) 11. LCS-13-0041/LCS-13-0017/DMS-13-0067	LS	1.000	1.000
0586	656.0200	Electrical Service Meter Breaker Pedestal (location) 12. LCS-13-0042/LCS-13-0016	LS	1.000	1.000
0588	656.0200	Electrical Service Meter Breaker Pedestal (location) 13. LCS-13-0043/LCS-13-0015	LS	1.000	1.000
0590	656.0200	Electrical Service Meter Breaker Pedestal (location) 14. LCS-13-0044	LS	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0592	656.0200	Electrical Service Meter Breaker Pedestal (location) 15. LCS-13-0013	LS	1.000	1.000
0594	656.0200	Electrical Service Meter Breaker Pedestal (location) 16. LCS-13-0045	LS	1.000	1.000
0596	656.0200	Electrical Service Meter Breaker Pedestal (location) 17. LCS-13-0047/LCS-13-0011	LS	1.000	1.000
0598	656.0200	Electrical Service Meter Breaker Pedestal (location) 18. LCS-13-0049/LCS-13-0009	LS	1.000	1.000
0600	656.0200	Electrical Service Meter Breaker Pedestal (location) 19. DMS-13-0069	LS	1.000	1.000
0602	656.0200	Electrical Service Meter Breaker Pedestal (location) 20. LCS-13-0050/LCS-13-0008	LS	1.000	1.000
0604	656.0200	Electrical Service Meter Breaker Pedestal (location) 21. LCS-13-0051/LCS-13-0007	LS	1.000	1.000
0606	656.0200	Electrical Service Meter Breaker Pedestal (location) 22. LCS-13-0052/LCS-13-0006	LS	1.000	1.000
0608	656.0200	Electrical Service Meter Breaker Pedestal (location) 23. DMS-13-0070	LS	1.000	1.000
0610	656.0200	Electrical Service Meter Breaker Pedestal (location) 24. LCS-13-0053/LCS-13-0005	LS	1.000	1.000
0612	656.0200	Electrical Service Meter Breaker Pedestal (location) 25. LCS-13-0054/LCS-13-0004	LS	1.000	1.000
0614	656.0200	Electrical Service Meter Breaker Pedestal (location) 26. LCS-13-0055	LS	1.000	1.000
0616	656.0200	Electrical Service Meter Breaker Pedestal (location) 27. LCS-13-0056/LCS-13-0003	LS	1.000	1.000
0618	656.0200	Electrical Service Meter Breaker Pedestal (location) 28. LCS-13-0057/LCS-13-0002	LS	1.000	1.000
0620	656.0500	Electrical Service Breaker Disconnect Box (location) 01. LCS-13-0030	LS	1.000	1.000
0622	656.0500	Electrical Service Breaker Disconnect Box (location) 02. LCS-13-0031	LS	1.000	1.000
0624	656.0500	Electrical Service Breaker Disconnect Box (location) 03. DMS-13-0066	LS	1.000	1.000
0626	656.0500	Electrical Service Breaker Disconnect Box (location) 04. LCS-13-0032	LS	1.000	1.000
0628	656.0500	Electrical Service Breaker Disconnect Box (location) 05. LCS-13-0028	LS	1.000	1.000
0630	656.0500	Electrical Service Breaker Disconnect Box (location) 06. LCS-13-0025	LS	1.000	1.000
0632	656.0500	Electrical Service Breaker Disconnect Box (location) 07. LCS-13-0024	LS	1.000	1.000
0634	656.0500	Electrical Service Breaker Disconnect Box (location) 08. LCS-13-0035	LS	1.000	1.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0636	656.0500	Electrical Service Breaker Disconnect Box (location) 09. LCS-13-0023	LS	1.000	1.000
0638	656.0500	Electrical Service Breaker Disconnect Box (location) 10. LCS-13-0036/LCS-13-0022	LS	1.000	1.000
0640	656.0500	Electrical Service Breaker Disconnect Box (location) 11. LCS-13-0037/LCS-13-0021	LS	1.000	1.000
0642	656.0500	Electrical Service Breaker Disconnect Box (location) 12. LCS-13-0038	LS	1.000	1.000
0644	656.0500	Electrical Service Breaker Disconnect Box (location) 13. LCS-13-0019	LS	1.000	1.000
0646	656.0500	Electrical Service Breaker Disconnect Box (location) 14. LCS-13-0039	LS	1.000	1.000
0648	656.0500	Electrical Service Breaker Disconnect Box (location) 15. LCS-13-0040	LS	1.000	1.000
0650	656.0500	Electrical Service Breaker Disconnect Box (location) 16. LCS-13-0041/LCS-13-0017	LS	1.000	1.000
0652	656.0500	Electrical Service Breaker Disconnect Box (location) 17. LCS-13-0042/LCS-13-0016	LS	1.000	1.000
0654	656.0500	Electrical Service Breaker Disconnect Box (location) 18. LCS-13-0043/LCS-13-0015	LS	1.000	1.000
0656	656.0500	Electrical Service Breaker Disconnect Box (location) 19. LCS-13-0014/DMS-13-0068	LS	1.000	1.000
0658	656.0500	Electrical Service Breaker Disconnect Box (location) 20. LCS-13-0013	LS	1.000	1.000
0660	656.0500	Electrical Service Breaker Disconnect Box (location) 21. LCS-13-0044	LS	1.000	1.000
0662	656.0500	Electrical Service Breaker Disconnect Box (location) 22. LCS-13-0045	LS	1.000	1.000
0664	656.0500	Electrical Service Breaker Disconnect Box (location) 23. LCS-13-0047/LCS-13-0011	LS	1.000	1.000
0666	656.0500	Electrical Service Breaker Disconnect Box (location) 24. LCS-13-0048/LCS-13-0010	LS	1.000	1.000
0668	656.0500	Electrical Service Breaker Disconnect Box (location) 25. LCS-13-0049/LCS-13-0009	LS	1.000	1.000
0670	656.0500	Electrical Service Breaker Disconnect Box (location) 26. DMS-13-0069	LS	1.000	1.000
0672	656.0500	Electrical Service Breaker Disconnect Box (location) 27. LCS-13-0050/LCS-13-0008	LS	1.000	1.000
0674	656.0500	Electrical Service Breaker Disconnect Box (location) 28. LCS-13-0051/LCS-13-0007	LS	1.000	1.000
0676	656.0500	Electrical Service Breaker Disconnect Box (location) 29. LCS-13-0052/LCS-13-0006	LS	1.000	1.000
0678	656.0500	Electrical Service Breaker Disconnect Box (location) 30. DMS-13-0070	LS	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0680	656.0500	Electrical Service Breaker Disconnect Box (location) 31. LCS-13-0053/LCS-13-0005	LS	1.000	1.000
0682	656.0500	Electrical Service Breaker Disconnect Box (location) 32. LCS-13-0054/LCS-13-0004	LS	1.000	1.000
0684	656.0500	Electrical Service Breaker Disconnect Box (location) 33. LCS-13-0055	LS	1.000	1.000
0686	656.0500	Electrical Service Breaker Disconnect Box (location) 34. LCS-13-0056/LCS-13-0003	LS	1.000	1.000
0688	656.0500	Electrical Service Breaker Disconnect Box (location) 35. LCS-13-0057/LCS-13-0002	LS	1.000	1.000
0690	657.0100	Pedestal Bases	EACH	29.000	29.000
0692	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	2.000	2.000
0694	657.0322	Poles Type 5-Aluminum	EACH	2.000	2.000
0696	670.0100	Field System Integrator	LS	1.000	1.000
0698	670.0200	ITS Documentation	LS	1.000	1.000
0700	673.0105	Communication Vault Type 1	EACH	4.000	4.000
0702	673.0200	Tracer Wire Marker Posts	EACH	4.000	4.000
0704	673.0225.S	Install Pole Mounted Cabinet	EACH	34.000	34.000
0706	674.0200	Cable Microwave Detector	LF	452.000	452.000
0708	674.0300	Remove Cable	LF	754.000	754.000
0710	674.0400	Reinstall Cable	LF	754.000	754.000
0712	675.0300	Install Mounted Controller Microwave Detector Assembly	EACH	34.000	34.000
0714	677.0130	Install Camera Pole 30-FT	EACH	1.000	1.000
0716	677.0150	Install Camera Pole 50-FT	EACH	1.000	1.000
0718	677.0200	Install Camera Assembly	EACH	37.000	37.000
0720	678.0012	Install Fiber Optic Cable Outdoor Plant 12-CT	LF	20,173.000	20,173.000
0722	678.0100.S	Install Overhead Freeway DMS Full Matrix	EACH	5.000	5.000
0724	678.0200	Fiber Optic Splice Enclosure	EACH	27.000	27.000
0726	678.0300	Fiber Optic Splice	EACH	120.000	120.000
0728	678.0400	Fiber Optic Termination	EACH	180.000	180.000
0730	678.0500	Communication System Testing	LS	1.000	1.000
0732	678.0600	Install Ethernet Switches	EACH	39.000	39.000
0734	690.0150	Sawing Asphalt	LF	1,301.000	1,301.000
0736	690.0250	Sawing Concrete	LF	86,842.000	86,842.000
0738	715.0415	Incentive Strength Concrete Pavement	DOL	319.000	319.000
0740	740.0440	Incentive IRI Ride	DOL	169,431.000	169,431.000
0742	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	4,500.000	4,500.000
0744	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	2,500.000	2,500.000
0746	SPV.0060	Special 01. Concrete Barrier Transition Type NJ32SF to S36 Retaining Wall	EACH	2.000	2.000

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Line	Item	Item Description	Unit	Total	Qty
0748	SPV.0060	Special 02. Concrete Barrier Transition Type NJ44SF to S39 Retaining Wall	EACH	2.000	2.000
0750	SPV.0060	Special 03. Concrete Barrier Transition Type NJ32SF to S36 Wide, Type 1	EACH	10.000	10.000
0752	SPV.0060	Special 04. Concrete Barrier Transition Type NJ32SF to S36 Wide, Type 2	EACH	3.000	3.000
0754	SPV.0060	Special 05. Concrete Barrier Transition Type NJ32SF to S36 Wide, Type 3	EACH	1.000	1.000
0756	SPV.0060	Special 06. Concrete Barrier Transition Type S36 to S36 Wide, Type 1	EACH	9.000	9.000
0758	SPV.0060	Special 07. Concrete Barrier Transition Type S36 to S36 Wide, Type 2	EACH	3.000	3.000
0760	SPV.0060	Special 08. Concrete Barrier Transition Type S36A to S36 Split Retaining Wall	EACH	2.000	2.000
0762	SPV.0060	Special 09. Concrete Barrier Transition Type S36 to S42	EACH	11.000	11.000
0764	SPV.0060	Special 10. Concrete Barrier Transition Type S36 Wide to S42 Wide, Type 1	EACH	1.000	1.000
0766	SPV.0060	Special 11. Concrete Barrier Transition Type S36 Wide to S42 Wide, Type 2	EACH	1.000	1.000
0768	SPV.0060	Special 12. Concrete Barrier Transition Type S36A to S42A	EACH	1.000	1.000
0770	SPV.0060	Special 13. Concrete Barrier Transition Type S36A to S42A Retaining Wall	EACH	2.000	2.000
0772	SPV.0060	Special 14. Concrete Barrier Transition Type S42 to S42	EACH	1.000	1.000
0774	SPV.0060	Special 15. Concrete Barrier Transition Type S42A to S42A, Type 1	EACH	1.000	1.000
0776	SPV.0060	Special 16. Concrete Barrier Transition Type S42A to S42A, Type 2	EACH	2.000	2.000
0778	SPV.0060	Special 17. Concrete Barrier Transition Type S42A to S42A, Type 3	EACH	1.000	1.000
0780	SPV.0060	Special 18. Concrete Barrier Transition Type S42 to S56, Type 1	EACH	35.000	35.000
0782	SPV.0060	Special 19. Concrete Barrier Transition Type S42 Wide to S56 Wide, Type 1	EACH	1.000	1.000
0784	SPV.0060	Special 20. Concrete Barrier Transition Type S42 Wide to S56 Wide, Type 2	EACH	1.000	1.000
0786	SPV.0060	Special 21. Concrete Barrier Transition Type S42A to S56A, Type 1A	EACH	2.000	2.000
0788	SPV.0060	Special 22. Concrete Barrier Transition Type S42A to S56A, Type 1B	EACH	2.000	2.000
0790	SPV.0060	Special 23. Concrete Barrier Transition Type S42A to S56A, Type 1	EACH	15.000	15.000
0792	SPV.0060	Special 24. Concrete Barrier Transition Type S42A to S56A, Type 2	EACH	3.000	3.000

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Line	Item	Item Description	Unit	Total	Qty
0794	SPV.0060	Special 25. Concrete Barrier Transition Type S42A to S56A, Type 3	EACH	8.000	8.000
0796	SPV.0060	Special 26. Concrete Barrier Transition Type S42A to S56A, Type 4	EACH	3.000	3.000
0798	SPV.0060	Special 27. Concrete Barrier Transition Type S42A to S56A Retaining Wall	EACH	1.000	1.000
0800	SPV.0060	Special 28. Concrete Barrier Transition Type S56A to S56A	EACH	1.000	1.000
0802	SPV.0060	Special 29. Concrete Barrier Transition Type S56 to 56 Vertical	EACH	10.000	10.000
0804	SPV.0060	Special 30. Concrete Barrier Transition Type S56 to 56 Vertical, Type 1	EACH	11.000	11.000
0806	SPV.0060	Special 31. Concrete Barrier Transition Type S56 to 56 Vertical, Type 2	EACH	1.000	1.000
0808	SPV.0060	Special 32. Concrete Barrier Transition Type S56 to 56 Vertical, Type 3	EACH	41.000	41.000
0810	SPV.0060	Special 33. Concrete Barrier Transition Type S56 to 56 Vertical, Type 4	EACH	1.000	1.000
0812	SPV.0060	Special 34. Concrete Barrier Transition Type S56A to 56A Vertical, Type 1A	EACH	2.000	2.000
0814	SPV.0060	Special 35. Concrete Barrier Transition Type S56A to 56A Vertical, Type 1B	EACH	2.000	2.000
0816	SPV.0060	Special 36. Concrete Barrier Transition Type S56A to 56A Vertical, Type 1	EACH	1.000	1.000
0818	SPV.0060	Special 37. Concrete Barrier Transition Type S56A to 56A Vertical, Type 2	EACH	15.000	15.000
0820	SPV.0060	Special 38. Concrete Barrier Transition Type S56A to 56A Vertical, Type 3	EACH	7.000	7.000
0822	SPV.0060	Special 39. Concrete Barrier Transition Type S56A to 56A Vertical, Type 4	EACH	13.000	13.000
0824	SPV.0060	Special 40. Concrete Barrier Transition Type S56A to 56A Vertical, Type 5	EACH	8.000	8.000
0826	SPV.0060	Special 41. Concrete Barrier Transition Type S56A to 56A Vertical Retaining Wall	EACH	2.000	2.000
0828	SPV.0060	Special 42. Concrete Barrier Transition Type 56 Vertical to 56 Vertical, Type 1	EACH	1.000	1.000
0830	SPV.0060	Special 43. Concrete Barrier Transition Type 56 Vertical to 56 Vertical, Type 2	EACH	1.000	1.000
0832	SPV.0060	Special 44. Concrete Barrier Transition Type 56 Vertical to 56 Vertical, Type 3	EACH	1.000	1.000
0834	SPV.0060	Special 45. Concrete Barrier Transition Type S56 Wide to 56 Vertical, Type 1	EACH	1.000	1.000
0836	SPV.0060	Special 46. Concrete Barrier Transition Type S56 Wide to 56 Vertical, Type 2	EACH	1.000	1.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0838	SPV.0060	Special 47. Repositioning Traffic Control Devices for Mainline Closures	EACH	226.000	226.000
0840	SPV.0060	Special 48. Traffic Control Close-Open Freeway Entrance Ramp	EACH	245.000	245.000
0842	SPV.0060	Special 49. Emergency Response to Traffic Incident Involving Concrete Barrier Temporary	EACH	12.000	12.000
0844	SPV.0060	Special 50. Emergency Response to Traffic Incident Involving Crash Cushion	EACH	12.000	12.000
0846	SPV.0060	Special 51. Emergency Response to Traffic Incident Involving Guard Rail or EAT	EACH	8.000	8.000
0848	SPV.0060	Special 52. Securing Structure Covers	EACH	20.000	20.000
0850	SPV.0060	Special 53. Storm Sewer Tap	EACH	31.000	31.000
0852	SPV.0060	Special 54. Concrete Cutoff Wall	EACH	5.000	5.000
0854	SPV.0060	Special 55. Connect Pipe Underdrain to Existing Structure	EACH	13.000	13.000
0856	SPV.0060	Special 56. Install Lane Control Sign (LCS)	EACH	57.000	57.000
0858	SPV.0060	Special 57. Traffic Signal Standards Aluminum 6-FT	EACH	30.000	30.000
0860	SPV.0060	Special 58. Salvage Microwave Detector Equipment	EACH	20.000	20.000
0862	SPV.0060	Special 59. Utility Line Opening (ULO)	EACH	10.000	10.000
0864	SPV.0060	Special 60. Fiber Optic Connector, 4-CT, 1000-FT	EACH	3.000	3.000
0866	SPV.0060	Special 61. Fiberglass Cabinet, 12x12-Inch	EACH	3.000	3.000
0868	SPV.0060	Special 62. Install Type I Vertical Sign Support	EACH	16.000	16.000
0870	SPV.0060	Special 63. Median Inlet Concrete Pavement Blockout	EACH	327.000	327.000
0872	SPV.0060	Special 64. Outside Shoulder Adjusting Inlets Pavement Replacement	EACH	31.000	31.000
0874	SPV.0060	Special 65. Baseline CPM Progress Schedule	EACH	1.000	1.000
0876	SPV.0060	Special 66. CPM Progress Schedule Updates and Accepted Revisions	EACH	7.000	7.000
0878	SPV.0060	Special 67. Remove Catwalk	EACH	9.000	9.000
0880	SPV.0090	Special 01. Concrete Barrier Type S36 Wide, Type A	LF	97.000	97.000
0882	SPV.0090	Special 02. Concrete Barrier Type S36 Wide, Type B	LF	93.000	93.000
0884	SPV.0090	Special 03. Concrete Barrier Type S42	LF	9,653.000	9,653.000
0886	SPV.0090	Special 04. Concrete Barrier Type S42A	LF	11,702.000	11,702.000
0888	SPV.0090	Special 05. Concrete Barrier Type S42 Wide, Type A	LF	525.000	525.000
0890	SPV.0090	Special 06. Concrete Barrier Type S42 Wide, Type B	LF	36.000	36.000
0892	SPV.0090	Special 07. Concrete Barrier Type S42A Retaining Wall	LF	138.000	138.000
0894	SPV.0090	Special 08. Concrete Barrier Type S56A Retaining Wall	LF	112.000	112.000
0896	SPV.0090	Special 09. Concrete Barrier Type S56	LF	3,964.000	3,964.000
0898	SPV.0090	Special 10. Concrete Barrier Type S56A	LF	3,793.000	3,793.000
0900	SPV.0090	Special 11. Traffic Control Gawk Screen Furnished	LF	4,912.000	4,912.000
0902	SPV.0090	Special 12. Traffic Control Gawk Screen Installed	LF	4,912.000	4,912.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0904	SPV.0090	Special 13. Temporary Marking Line Wet Reflective Contrast Removable Tape 4-Inch	LF	81,661.000	81,661.000
0906	SPV.0090	Special 14. Sawing Curb Head	LF	375.000	375.000
0908	SPV.0090	Special 15. Concrete Curb and Gutter HES 30-Inch Type A	LF	75.000	75.000
0910	SPV.0090	Special 16. Pipe Underdrain 6-Inch with Geotextile Fabric and Aggregate	LF	2,243.000	2,243.000
0912	SPV.0090	Special 17. Marking Line Epoxy Non-Reflective Black 6-Inch	LF	13,925.000	13,925.000
0914	SPV.0090	Special 18. Concrete Barrier Type S36 Retaining Wall	LF	11.000	11.000
0916	SPV.0090	Special 19. Concrete Barrier Type S39 Retaining Wall	LF	15.000	15.000
0918	SPV.0090	Special 20. Temporary Marking Line Wet Reflective Contrast Removable Tape 8-Inch	LF	8,789.000	8,789.000
0920	SPV.0105	Special 01. Survey Project 1206-06-79	LS	1.000	1.000
0922	SPV.0105	Special 02. Relocate Dual Arm, Median Mounted Lighting Unit	LS	1.000	1.000
0924	SPV.0105	Special 03. Conduit Routing (Verona Road East)	LS	1.000	1.000
0926	SPV.0105	Special 04. Conduit Routing (Verona Road West)	LS	1.000	1.000
0928	SPV.0105	Special 05. Install Catwalk	LS	1.000	1.000
0930	SPV.0105	Special 06. Relocate Bluetooth Detector Assembly	LS	1.000	1.000
0932	SPV.0165	Special 01. Fiber Wrap Reinforcing Non-Structural	SF	320.000	320.000
0934	SPV.0180	Special 01. Concrete Pavement Repair Overnight	SY	242.000	242.000
0936	SPV.0180	Special 02. Concrete Pavement Replacement Overnight	SY	300.000	300.000
0938	SPV.0180	Special 03. Base Patching Concrete Overnight	SY	2,784.000	2,784.000

REMOVING PAVEMENT													
						204.0100	204.0105	204.0109.S	204.0115	204.0120	205.0100	690.0150	690.0250
						REMOVING CONCRETE PAVEMENT	REMOVING PAVEMENT BUTT JOINTS	REMOVING CONCRETE SURFACE PARTIAL DEPTH	REMOVING ASPHALTIC SURFACE BUTT JOINTS	REMOVING ASPHALTIC SURFACE MILLING*	EXCAVATION COMMON*	SAWING ASPHALT	SAWING CONCRETE
CATEGORY	ROADWAY	DIRECTION	SEGMENT	STATION FROM	TO	SY	SY	SF	SY	SY	CY	LF	LF
STAGE 1A													
0010	USH 12	EB	WHITNEY WAY TO SEMINOLE HIGHWAY			155	--	--	--	--	--	--	725
		WB				211	--	--	--	--	--	--	608
0010	USH 12	EB	TODD DRIVE TO FISH HATCHERY ROAD			--	--	--	--	--	47	498	2,265
		WB				--	--	--	--	--	--	--	1,521
0010	USH 12	EB	OUTSIDE SHOULDER APPROACH SLABS			134	--	--	--	--	--	--	241
		WB				222	--	--	--	--	--	--	369
0010	USH 12	EB	TODD DRIVE EB ENTRANCE BRAID RAMP			483	--	--	--	--	--	416	--
	USH 12	WB	TODD DRIVE WB EXIT BRAID RAMP			1,957	--	--	--	--	88	325	--
	USH 12	EB	FISH HATCHERY EB TO SB EXIT RAMP CRASH INVESTIGATION SITE			2,748	--	--	--	--	--	--	112
STAGE 1A SUBTOTAL						5,910	--	--	--	--	135	1,239	5,841
STAGE 1C													
	USH 12	EB	FISH HATCHERY EB ENTRANCE RAMP			1,285	--	--	--	--	518	--	2,607
STAGE 1C SUBTOTAL						1,285	--	--	--	--	518	--	2,607
STAGE 2													
0010	USH 12	EB	WHITNEY WAY TO SEMINOLE HIGHWAY			--	--	--	--	--	--	--	--
		WB				--	--	--	--	--	--	--	--
0010	USH 12	EB	SEMINOLE HIGHWAY TO TODD DRIVE			679	--	--	--	842	1,486	--	4,675
		WB				692	--	--	--	842	1,518	--	4,684
0010	USH 12	EB	TODD DRIVE TO FISH HATCHERY ROAD			661	--	--	--	864	1,513	--	4,557
		WB				500	--	--	--	1,022	1,458	--	4,580
0010	USH 12	EB	FISH HATCHERY ROAD TO PARK STREET			1,431	--	--	--	--	748	--	3,167
		WB				1,435	--	--	--	--	--	--	3,266
0010	USH 12	EB	PARK STREET TO RAILROAD			593	--	--	--	--	131	--	1,227
		WB				596	--	--	--	--	131	--	1,236
0010	USH 12	EB	RAILROAD TO RIMROCK ROAD			1,417	--	--	--	--	326	--	3,032
		WB				1,357	--	--	--	--	326	--	2,963
0010	USH 12	EB	RIMROCK ROAD TO JOHN NOLEN DRIVE			1,156	--	--	--	--	248	--	2,295
		WB				1,098	--	--	--	--	248	--	2,355
0010	USH 12	EB	JOHN NOLEN DRIVE TO RAILROAD			716	--	--	--	--	106	--	1,003
		WB				582	--	--	--	--	106	--	980
0010	USH 12	EB	RAILROAD TO SOUTH TOWNE DRIVE			1,837	--	--	--	--	--	--	3,142
		WB				1,715	--	--	--	--	--	--	3,139
0010	USH 12	EB	SOUTH TOWNE DRIVE TO TEST OVERLAY			1,425	--	--	--	--	--	--	2,339
		WB				1,209	--	--	--	--	--	--	2,386
0010	USH 12	EB	TEST OVERLAY TO YAHARA RIVER BRIDGE			1,234	--	--	--	150	--	--	2,201
		WB				1,233	--	--	--	10	--	--	2,186
0010	USH 12	EB	YAHARA RIVER BRIDGE TO MONONA DRIVE			735	--	--	--	61	--	--	898
		WB				645	--	--	--	61	--	--	894
0010	USH 12	EB	MONONA DRIVE TO STOUGHTON ROAD			2,563	--	--	--	--	--	--	4,571
		WB				2,596	--	--	--	--	--	--	4,558
0010	USH 12	EB	STOUGHTON ROAD TO IH-39			1,660	--	--	--	--	--	--	2,952
		WB				1,354	--	--	--	--	--	--	3,099
STAGE 2 SUBTOTAL						31,119	--	--	--	3,852	8,345	--	72,387

REMOVING PAVEMENT (CONT.)

CATEGORY	ROADWAY	DIRECTION	SEGMENT	204.0100	204.0105	204.0109.S	204.0115	204.0120	205.0100	690.0150	690.0250
				REMOVING CONCRETE PAVEMENT	REMOVING PAVEMENT BUTT JOINTS	REMOVING CONCRETE SURFACE PARTIAL DEPTH	REMOVING ASPHALTIC SURFACE BUTT JOINTS	REMOVING ASPHALTIC SURFACE MILLING*	EXCAVATION COMMON*	SAWING ASPHALT	SAWING CONCRETE
				SY	SY	SF	SY	SY	CY	LF	LF
STAGE 3											
0010	USH 12	EB	WHITNEY WAY TO SEMINOLE HIGHWAY		--	--	3,832	--	--	--	--
		WB			--	--	46,811	--	--	--	--
0010	USH 12	EB	SEMINOLE HIGHWAY TO TODD DRIVE		--	--	--	1,244	6,701	--	--
		WB			--	--	--	1,367	1,113	--	--
0010	USH 12	EB	TODD DRIVE TO FISH HATCHERY ROAD		--	190	--	633	1,741	--	--
		WB			--	--	--	1,693	958	--	--
0010	USH 12	EB	FISH HATCHERY ROAD TO PARK STREET		--	1,537	323	--	2,784	--	--
		WB			--	1,662	113	--	2,739	--	--
0010	USH 12	EB	PARK STREET TO RAILROAD		--	2,007	--	--	866	--	--
		WB			--	2,177	444	--	1,050	--	--
0010	USH 12	EB	RAILROAD TO RIMROCK ROAD		--	1,115	160	--	2,997	--	--
		WB			--	1,020	111	--	2,947	--	--
0010	USH 12	EB	RIMROCK ROAD TO JOHN NOLEN DRIVE		--	826	109	--	2,096	--	--
		WB			--	1,364	--	--	2,115	--	--
0010	USH 12	EB	JOHN NOLEN DRIVE TO RAILROAD		--	1,969	243	--	727	--	--
		WB			--	1,703	--	--	600	--	--
0010	USH 12	EB	RAILROAD TO SOUTH TOWNE DRIVE		--	1,139	630	--	2,678	--	--
		WB			--	1,066	561	--	2,899	--	--
0010	USH 12	EB	SOUTH TOWNE DRIVE TO TEST OVERLAY		--	242	224	--	2,274	--	--
		WB			--	202	225	--	2,286	--	--
0010	USH 12	EB	TEST OVERLAY TO YAHARA RIVER BRIDGE		--	484	--	--	11,168	--	--
		WB			--	603	--	--	1,969	--	--
0010	USH 12	EB	YAHARA RIVER BRIDGE TO MONONA DRIVE		--	1,470	186	--	427	--	--
		WB			--	1,524	317	--	483	--	--
0010	USH 12	EB	MONONA DRIVE TO STOUGHTON ROAD		--	1,936	--	--	4,214	--	--
		WB			--	1,852	113	--	4,224	--	--
0010	USH 12	EB	STOUGHTON ROAD TO IH-39		--	1,789	--	--	5,520	--	--
		WB			--	1,730	--	--	5,696	--	--
STAGE 3 SUBTOTAL					--	29,607	54,402	4,937	73,272	--	--
UNDISTRIBUTED					1,916	1,480	2,720	247	3,856	450	62
PROJECT 1206-06-79 TOTALS					40,230	31,087	57,122	5,184	80,980	9,448	1,301

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVALS												
CATEGORY	ROADWAY	STATION			204.0150	204.0155	204.0157	204.0165	204.0170	204.0190	204.0195	
		FROM	TO	OFFSET	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	
					CURB & GUTTER*	CONCRETE SIDEWALK	CONCRETE	GUARDRAIL*	FENCE	SURFACE DRAINS	CONCRETE BASES	
					LF	SY	LF	LF	LF	EACH	EACH	
STAGE 1A												
0010	USH 12	411CL+38	-	412CL+63	RT	--	--	125	--	--	--	--
		432CL+32	-	433CL+57	RT	--	--	125	--	--	--	--
		455CL+98	-	457CL+23	RT	--	--	125	--	--	--	--
		466CL+95	-	468CL+20	RT	--	--	125	--	--	--	--
		482CL+48	-	483CL+73	RT	--	--	125	--	--	--	--
0010	USH 12	489CL+38	-	490CL+62	RT	--	--	125	--	--	--	--
		503CL+44	-	504CL+20	RT	--	--	76	--	--	--	--
		515CL+66	-	518CL+92	RT	--	--	326	--	--	--	--
		528CL+97	-	530CL+50	RT	154	--	--	--	--	--	--
		581CL+07	-	596CL+64	RT	1,556	--	--	--	--	--	--
0010	USH 12	583CL+54	-	598CL+39	LT	1,486	--	--	--	--	--	--
		583CL+60	-	586CL+44	RT	--	--	--	284	--	--	--
		589CL+49	-	592CL+32	RT	--	--	--	283	--	--	--
		594CL+24	-	595CL+67	LT	--	--	--	144	--	--	--
		594CL+61	-	596CL+64	RT	--	--	--	201	--	--	--
		594CL+76	-	598CL+39	LT	--	--	--	364	--	--	--
0010	TODD DRIVE EB ENTRANCE RAMP	100TDSE+63	-	101TDSE+20	RT	58	--	--	--	--	--	--
		102TDSE+06	-	102TDSE+71	RT	65	--	--	--	--	--	--
		201TDSF+33	-	201TDSF+53	RT	33	--	--	--	--	--	--
		201TDSF+32	-	202TDSF+40	RT	108	--	--	--	--	--	--
0010	TODD DRIVE WB EXIT RAMP	597TDNG+18	-	597TDNG+22	LT	4	--	--	--	--	--	--
		600TDNG+23	-	600TDNG+32	RT	8	105	--	--	--	--	--
		600TDNG+24	-	600TDNG+28	LT	5	--	--	--	--	--	--
		600TDNG+57	-	601TDNG+09	LT	47	--	--	--	--	--	--
		579TDNF+75	-	582TDNF+68	RT	305	--	--	--	--	--	--
0010	TODD DRIVE WB EXIT RAMP	579TDNF+89	-	582TDNF+25	LT	239	--	--	--	--	--	--
		482TDNF+22	-	582TDNF+27	RT	5	--	--	--	--	--	--
		482TDNE+18	-	482TDNE+91	LT/RT	73	--	--	--	--	--	--
		483TDNE+15	-	487TDNE+38	RT	433	--	--	--	--	--	--
		483TDNE+18	-	483TDNE+47	LT	31	--	--	--	--	--	--
0010	TODD DRIVE WB EXIT RAMP	783TDNH+36	-	784TDNH+32	LT/RT	100	--	--	--	--	--	--
		783TDNH+81	-	784TDNH+10	RT	44	--	--	--	--	--	--
0010	FISH HATCHERY EB TO SB EXIT RAMP	9FHSW+77	-	11FHSW+09	RT	--	--	--	125	--	--	--
		9FHSW+77	-	16FHSW+26	RT/LT	911	--	--	--	--	--	--
		14FHSW+39	-	16FHSW+04	RT	--	--	--	--	166	--	--
STAGE 1A SUBTOTAL					5,666	105	1,152	1,401	166	--	--	
STAGE 1B												
0010	USH 12	602CL+11	-	603CL+66	RT	--	--	--	155	--	--	--
STAGE 1B SUBTOTAL					--	--	--	155	--	--	--	--
STAGE 1C												
0010	USH 12	20FHSE+51.63	-	27FHSE+00	LT/RT	75	--	--	--	--	--	--
STAGE 1C SUBTOTAL					75	--	--	--	--	--	--	--

REMOVALS (CONT.)													
CATEGORY	ROADWAY	STATION			204.0150	204.0155	204.0157	204.0165	204.0170	204.0190	204.0195		
					REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING			
					CURB & GUTTER*	CONCRETE SIDEWALK	CONCRETE BARRIER*	GUARDRAIL*	FENCE	SURFACE DRAINS	CONCRETE BASES		
		FROM	TO	OFFSET	LF	SY	LF	LF	LF	EACH	EACH		
STAGE 2													
0010	USH 12	518CL+93		RT/LT	--	--	--	--	--	--	1		
		518CL+95	- 521CL+58	RT	--	--	263	--	--	--	--		
		521CL+60		RT/LT	--	--	--	--	--	--	1		
		521CL+61	- 524CL+05	RT	--	--	243	--	--	--	--		
		524CL+06		RT/LT	--	--	--	--	--	--	1		
0010	USH 12	524CL+08		RT	--	--	217	--	--	--	--		
		526CL+26		RT/LT	--	--	--	--	--	--	1		
		526CL+28		RT	--	--	271	--	--	--	--		
		529CL+00		RT/LT	--	--	--	--	--	--	1		
		529CL+03		RT	--	--	254	--	--	--	--		
0010	USH 12	531CL+59		RT/LT	--	--	--	--	--	--	1		
		531CL+61	- 533CL+87	RT	--	--	227	--	--	--	--		
		533CL+87		RT/LT	--	--	--	--	--	--	1		
		533CL+90	- 536CL+45	RT	--	--	255	--	--	--	--		
		536CL+45		RT/LT	--	--	--	--	--	--	1		
0010	USH 12	536CL+48		RT	--	--	235	--	--	--	--		
		538CL+84		RT/LT	--	--	--	--	--	--	1		
		538CL+86		RT	--	--	265	--	--	--	--		
		541CL+51		RT/LT	--	--	--	--	--	--	1		
		541CL+54		RT	--	--	250	--	--	--	--		
0010	USH 12	544CL+05		RT/LT	--	--	--	--	--	--	1		
		544CL+07	- 546CL+49	RT	--	--	242	--	--	--	--		
		546CL+50		RT/LT	--	--	--	--	--	--	1		
		546CL+52	- 547CL+48	RT	--	--	96	--	--	--	--		
		548CL+39		RT	--	--	67	--	--	--	--		
0010	USH 12	549CL+06		RT/LT	--	--	--	--	--	--	1		
		549CL+09	- 551CL+02	RT	--	--	193	--	--	--	--		
		551CL+04		RT/LT	--	--	--	--	--	--	1		
		551CL+05	- 553CL+96	RT	--	--	293	--	--	--	--		
		553CL+99		RT/LT	--	--	--	--	--	--	1		
0010	USH 12	554CL+01		RT	--	--	252	--	--	--	--		
		554CL+91		RT	--	--	--	--	--	1	--		
		556CL+53		LT	--	--	--	--	--	1	--		
		556CL+55		RT/LT	--	--	--	--	--	--	1		
		556CL+56		RT	--	--	200	--	--	--	--		
0010	USH 12	557CL+93		RT	--	--	--	--	--	1	--		
		558CL+58		RT/LT	--	--	--	--	--	--	1		
		558CL+59		RT	--	--	271	--	--	--	--		
		563CL+04	- 566CL+33	RT	--	--	329	--	--	--	--		
		566CL+34		RT/LT	--	--	--	--	--	--	1		
0010	USH 12	566CL+36		RT	--	--	244	--	--	--	--		
		566CL+50		RT	--	--	--	--	--	1	--		
		567CL+31		LT	--	--	--	--	--	1	--		
		568CL+80		RT/LT	--	--	--	--	--	--	1		
		568CL+82		RT	--	--	229	--	--	--	--		

REMOVALS (CONT.)											
CATEGORY	ROADWAY	STATION			204.0150	204.0155	204.0157	204.0165	204.0170	204.0190	204.0195
					REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING
					CURB & GUTTER*	CONCRETE SIDEWALK	CONCRETE BARRIER*	GUARDRAIL*	FENCE	SURFACE DRAINS	CONCRETE BASES
		FROM	TO	OFFSET	LF	SY	LF	LF	LF	EACH	EACH
0010	USH 12	571CL+13			RT/LT	--	--	--	--	--	1
		571CL+15 - 573CL+19			RT	--	--	205	--	--	--
		571CL+42			RT	--	--	--	--	1	--
		572CL+83			LT	--	--	--	--	1	--
		573CL+21			RT/LT	--	--	--	--	--	1
0010	USH 12	573CL+22			RT	--	--	769	--	--	--
		580CL+34			LT	--	--	--	--	1	--
		581CL+70			RT	--	--	397	--	--	--
		585CL+68			RT/LT	--	--	--	--	--	1
		585CL+70			RT	--	--	183	--	--	--
0010	USH 12	586CL+40			LT	--	--	--	--	1	--
		587CL+55			RT/LT	--	--	--	--	--	1
		587CL+57			RT	--	--	228	--	--	--
		589CL+88			LT	--	--	--	--	1	--
		589CL+86			RT/LT	--	--	--	--	--	1
0010	USH 12	589CL+88			RT	--	--	251	--	--	--
		591CL+38			LT	--	--	--	--	1	--
		592CL+40			RT/LT	--	--	--	--	--	1
		592CL+42 - 594CL+62			RT	--	--	220	--	--	--
		594CL+63			RT/LT	--	--	--	--	--	1
0010	USH 12	594CL+65			RT	--	--	211	--	--	--
		596CL+77			RT/LT	--	--	--	--	--	1
		596CL+79			RT	--	--	213	--	--	--
		598CL+94			RT/LT	--	--	--	--	--	1
		598CL+95			RT	--	--	282	--	--	--
0010	USH 12	601CL+78			RT/LT	--	--	--	--	--	1
		601CL+80 - 604CL+17			RT	--	--	237	--	--	--
		601CL+93			LT	--	--	--	--	1	--
		605CL+64 - 608CL+73			RT	--	--	309	--	--	--
		605CL+64			LT	--	--	309	--	--	--
0010	USH 12	608CL+74			RT/LT	--	--	--	--	--	1
		608CL+76 - 618CL+43			RT	--	--	967	--	--	--
		608CL+76			LT	--	--	967	--	--	--
		615CL+62 - 619CL+40			RT	--	--	--	385	--	--
		616CL+24			LT	--	--	--	153	--	--
0010	USH 12	618CL+44			RT/LT	--	--	--	--	--	1
		618CL+46 - 621CL+04			RT	--	--	258	--	--	--
		618CL+46			LT	--	--	258	--	--	--
		621CL+05			RT/LT	--	--	--	--	--	1
		621CL+07			RT	--	--	1,819	--	--	--
0010	USH 12	628CL+26			LT	--	--	1,819	--	--	--
		640CL+86 - 624CL+81			RT	--	--	--	229	--	--
		640CL+86			LT	--	--	--	251	--	--
		628CL+55 - 629CL+97			LT	--	--	--	141	--	--
		628CL+77			LT	30	--	--	--	--	--
0010	USH 12	640CL+07			RT	--	--	1,170	--	--	--

REMOVALS (CONT.)

CATEGORY	ROADWAY	STATION			204.0150		204.0155		204.0157		204.0165	204.0170	204.0190	204.0195
					REMOVING		REMOVING		REMOVING		REMOVING	REMOVING	REMOVING	REMOVING
					CURB & GUTTER*		CONCRETE SIDEWALK		CONCRETE BARRIER*		GUARDRAIL*	FENCE	SURFACE DRAINS	CONCRETE BASES
		FROM	TO	OFFSET	LF		SY		LF		LF	LF	EACH	EACH
0010	USH 12	640CL+07	- 652CL+56	LT	--		--		1,170	--	--	--	--	--
		653CL+55		RT	--		--		47	--	--	--	--	--
		653CL+55	- 654CL+02	LT	--		--		47	--	--	--	--	--
		654CL+03		RT/LT	--		--		--	--	--	--	--	1
		654CL+05		RT	--		--		92	--	--	--	--	--
0010	USH 12	654CL+05	- 654CL+96	LT	--		--		92	--	--	--	--	--
		656CL+91		RT	--		--		527	--	--	--	--	--
		656CL+91	- 662CL+18	LT	--		--		527	--	--	--	--	--
		662CL+19		LT/RT	--		--		--	--	--	--	--	1
		662CL+22		RT	--		--		277	--	--	--	--	--
0010	USH 12	662CL+22	- 664CL+99	LT	--		--		277	--	--	--	--	--
		665CL+00		RT/LT	--		--		--	--	--	--	--	1
		665CL+02	- 684CL+50	RT	--		--		1,947	--	--	--	--	--
		665CL+02	- 684CL+50	LT	--		--		1,947	--	--	--	--	--
		674CL+720	- 675CL+49	LT	--		--		--	76	--	--	--	--
0010	USH 12	685CL+54		RT	--		--		1,318	--	--	--	--	--
		685CL+54	- 698CL+72	LT	--		--		1,318	--	--	--	--	--
		689CL+05		RT	--		--		--	419	--	--	--	--
		690CL+96	- 691CL+74	LT	--		--		--	97	--	--	--	--
		697CL+92		RT	--		--		--	992	--	--	--	--
0010	USH 12	698CL+74		LT/RT	--		--		--	--	--	--	--	1
		698CL+76	- 707CL+93	RT	--		--		917	--	--	--	--	--
		698CL+76		LT	--		--		917	--	--	--	--	--
		709CL+48	- 718CL+87	RT	--		--		939	--	--	--	--	--
		709CL+48		LT	--		--		939	--	--	--	--	--
0010	USH 12	713CL+49		RT	--		--		--	89	--	--	--	--
		721CL+08	- 722CL+39	RT	--		--		131	--	--	--	--	--
		721CL+08		LT	--		--		131	--	--	--	--	--
		722CL+39	- 722CL+39	RT	--		--		933	--	--	--	--	--
		724CL+47		RT	--		--		--	113	--	--	--	--
0010	USH 12	731CL+73		RT	--		--		--	--	--	--	--	1
		731CL+76	- 736CL+59	RT	--		--		483	--	--	--	--	--
		736CL+60		LT	--		--		--	--	--	--	--	1
		736CL+61	- 737CL+12	RT	--		--		--	50	--	--	--	--
		736CL+62		RT	--		--		775	--	--	--	--	--
0010	USH 12	744CL+37		RT	--		--		--	--	--	--	--	1
		744CL+40	- 747CL+09	RT	--		--		269	--	--	--	--	--
		747CL+10		RT/LT	--		--		--	--	--	--	--	1
		747CL+12	- 749CL+57	RT	--		--		244	--	--	--	--	--
		749CL+57		LT	--		--		--	--	--	--	--	1
0010	USH 12	749CL+60		RT	--		--		186	--	--	--	--	--
		753CL+08		LT	--		--		--	--	--	--	--	1
		753CL+11		RT	--		--		499	--	--	--	--	--
		758CL+11		RT	--		--		--	--	--	--	--	1
		758CL+13		RT	--		--		283	--	--	--	--	--
0010	USH 12	760CL+98		RT/LT	--		--		--	--	--	--	--	1

REMOVALS (CONT.)											
CATEGORY	ROADWAY	STATION			204.0150	204.0155	204.0157	204.0165	204.0170	204.0190	204.0195
					REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING
					CURB & GUTTER*	CONCRETE SIDEWALK	CONCRETE BARRIER*	GUARDRAIL*	FENCE	SURFACE DRAINS	CONCRETE BASES
		FROM	TO	OFFSET	LF	SY	LF	LF	LF	EACH	EACH
0010	USH 12	760CL+99	- 763CL+27	RT	--	--	228	--	--	--	--
		763CL+28		LT	--	--	--	--	--	--	1
		763CL+30	- 765CL+90	RT	--	--	260	--	--	--	--
		765CL+91		RT	--	--	--	--	--	--	1
		765CL+93		RT	--	--	232	--	--	--	--
0010	USH 12	768CL+26		RT/LT	--	--	--	--	--	--	1
		768CL+28		RT	--	--	291	--	--	--	--
		771CL+21		RT	--	--	--	--	--	--	1
		771CL+22		RT	--	--	255	--	--	--	--
		773CL+79		LT	--	--	--	--	--	--	1
0010	USH 12	773CL+33	- 773CL+58	RT	--	--	--	25	--	--	--
		773CL+38	- 773CL+51	RT	15	--	--	--	--	--	--
		773CL+80	- 776CL+82	RT	--	--	302	--	--	--	--
		775CL+54		RT	--	--	--	--	--	1	--
		776CL+46		LT	--	--	--	--	--	1	--
0010	USH 12	776CL+84		RT	--	--	--	--	--	--	1
		776CL+85		RT	--	--	275	--	--	--	--
		779CL+61		LT	--	--	--	--	--	--	1
		779CL+63		RT	--	--	304	--	--	--	--
		782CL+68		RT	--	--	--	--	--	--	1
0010	USH 12	782CL+69		RT	--	--	314	--	--	--	--
		785CL+85		RT	--	--	--	--	--	--	1
		785CL+87	- 794CL+49	RT	--	--	863	--	--	--	--
		794CL+52		RT	--	--	--	--	--	--	1
		7794CL+53	- 795CL+89	RT	--	--	135	--	--	--	--
0010	USH 12	794CL+62		RT	--	--	--	170	--	--	--
		822CL+40		RT	--	--	879	--	--	--	--
		830CL+15	- 830CL+71	RT	--	--	--	56	--	--	--
		832CL+55		RT	--	--	85	--	--	--	--
		833CL+42		RT/LT	--	--	--	--	--	--	1
0010	USH 12	833CL+44		RT	--	--	283	--	--	--	--
		836CL+28		RT/LT	--	--	--	--	--	--	1
		836CL+30	- 838CL+87	RT	--	--	258	--	--	--	--
		838CL+89		RT/LT	--	--	--	--	--	--	1
		838CL+90	- 841CL+29	RT	--	--	239	--	--	--	--
0010	USH 12	841CL+31		RT/LT	--	--	--	--	--	--	1
		841CL+32		RT	--	--	249	--	--	--	--
		843CL+82		RT/LT	--	--	--	--	--	--	1
		843CL+84		RT	--	--	241	--	--	--	--
		846CL+25		RT/LT	--	--	--	--	--	--	1
0010	USH 12	846CL+27		RT	--	--	234	--	--	--	--
		848CL+62		RT/LT	--	--	--	--	--	--	1
		848CL+64	- 850CL+95	RT	--	--	231	--	--	--	--
		850CL+45		RT	--	--	--	203	--	--	--
		850CL+97		RT/LT	--	--	--	--	--	--	1
0010	USH 12	850CL+98		RT	--	--	293	--	--	--	--

3

3

REMOVALS (CONT.)											
CATEGORY	ROADWAY	STATION			204.0150	204.0155	204.0157	204.0165	204.0170	204.0190	204.0195
					REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	
					CURB & GUTTER*	CONCRETE SIDEWALK	CONCRETE BARRIER*	GUARDRAIL*	FENCE	SURFACE DRAINS	CONCRETE BASES
		FROM	TO	OFFSET	LF	SY	LF	LF	LF	EACH	EACH
0010	USH 12	853CL+92		RT/LT	--	--	--	--	--	--	1
		853CL+94	- 855CL+90	RT	--	--	197	--	--	--	--
		855CL+92		RT/LT	--	--	--	--	--	--	1
		855CL+93	- 858CL+71	RT	--	--	278	--	--	--	--
		858CL+72		RT/LT	--	--	--	--	--	--	1
0010	USH 12	858CL+74		RT	--	--	207	--	--	--	--
		860CL+83		LT/RT	--	--	--	--	--	--	1
		860CL+84		RT	--	--	293	--	--	--	--
		862CL+83	- 864CL+61	RT	--	--	--	178	--	--	--
		863CL+78		RT/LT	--	--	--	--	--	--	1
0010	USH 12	863CL+80		RT	--	--	193	--	--	--	--
		865CL+74		RT/LT	--	--	--	--	--	--	1
		865CL+76		RT	--	--	283	--	--	--	--
		868CL+61		RT/LT	--	--	--	--	--	--	1
		868CL+62		RT	--	--	262	--	--	--	--
0010	USH 12	871CL+26		RT/LT	--	--	--	--	--	--	1
		871CL+28	- 874CL+21	RT	--	--	293	--	--	--	--
		874CL+22		RT/LT	--	--	--	--	--	--	1
		874CL+24	- 876CL+70	RT	--	--	246	--	--	--	--
		876CL+71		LT/RT	--	--	--	--	--	--	1
0010	USH 12	876CL+73		RT	--	--	43	--	--	--	--
		879CL+08	- 879CL+93	RT	--	--	85	--	--	--	--
		879CL+39		RT	--	--	--	314	--	--	--
		879CL+95		RT/LT	--	--	--	--	--	--	1
		879CL+96		RT	--	--	215	--	--	--	--
0010	USH 12	882CL+12		RT/LT	--	--	--	--	--	--	1
		882CL+14	- 885CL+24	RT	--	--	310	--	--	--	--
		885CL+26		RT/LT	--	--	--	--	--	--	1
		885CL+27	- 888CL+11	RT	--	--	283	--	--	--	--
		888CL+12		RT/LT	--	--	--	--	--	--	1
0010	USH 12	888CL+14		RT	--	--	255	--	--	--	--
		890CL+69		RT/LT	--	--	--	--	--	--	1
		890CL+71		RT	--	--	284	--	--	--	--
		890CL+23	- 891CL+74	RT	--	--	--	152	--	--	--
		893CL+57		RT/LT	--	--	--	--	--	--	1
0010	USH 12	893CL+59		RT	--	--	33	--	--	--	--
		893CL+92	- 894CL+30	RT	--	--	38	--	--	--	1
		893CL+92		RT	--	--	38	--	--	--	1
		894CL+30	- 907CL+78	RT	--	--	1,348	--	--	--	--
		894CL+29		LT	--	--	1,499	--	--	--	--
		907CL+67		LT/RT	--	--	--	--	--	--	1
STAGE 2 SUBTOTALS					45	--	46,335	4,094	--	14	81

REMOVALS (CONT.)											
					204.0150	204.0155	204.0157	204.0165	204.0170	204.0190	204.0195
					REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING
					CURB & GUTTER*	CONCRETE SIDEWALK	CONCRETE	GUARDRAIL*	FENCE	SURFACE	CONCRETE
					LF	SY	LF	LF	LF	EACH	EACH
CATEGORY	ROADWAY	FROM	STATION TO	OFFSET	LF	SY	LF	LF	LF	EACH	EACH
STAGE 3											
0010	USH 12		723CL+70	LT	100	--	--	--	--	--	--
	OUTSIDE SHOULDER INLET ADJUSTMENTS				360	--	--	--	--	--	--
STAGE 3 SUBTOTAL					460	--	--	--	--	--	--
PROJECT 1206-06-79 TOTALS					6,246	105	47,488	5,650	166	14	81

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

Category	Division	From/To Station	Location	Excavation Common (CY)* (1) 205.0100		Fill (CY)	Mass Ordinate +/- (5)	Comment:
				Cut (CY) (2)	EBS (CY) (3)			
0010	1	515CL+76 - 909CL+26	CL (MEDIAN)	9,488	0	0	9,488	
		581CL+07 - 603CL+41	CL (EB OUTSIDE) A	3,544	945	42	4,447	
		824CL+50 - 830CL+50	CL (EB OUTSIDE) B	103	0	50	52	
		584CL+00 - 598CL+58	CL (WB OUTSIDE)	1,709	0	30	1,679	
		17TDSW+50 - 21TDSW+00	TDSW	643	0	0	643	
		11FHSW+00 - 16FHSW+26	FHSW	1,515	0	93	1,422	
		481TDNE+96 - 489TDNE+50	TDNE	1,511	0	20	1,491	
		579TDNF+80 - 582TDNF+30	TDNF	493	0	4	489	
		600TDNG+50 - 601TDNG+80	TDNG	190	0	1	189	
		783TDNH+36 - 784TDNH+36	TDNH	124	0	0	124	
		100TDSE+63 - 102TDSE+64	TDSE	223	0	0	223	
		201TDSF+33 - 202TDSF+51	TDSF	197	0	0	197	
	Project 1206-06-79 - Division 1 Subtotal			19,739	945	240	20,445	
	Project 1206-06-79 - Division 1 Total			20,684		240		
	Project 1206-06-79 Totals			20,684		240	20,445	
1) Excavation Common = Cut + EBS Excavation. Item number 205.0100. 2) Cut volume includes concrete and asphaltic surface material. 3) EBS Excavation to be backfilled with Select Crushed Material unless otherwise noted in plans. 4) The Mass Ordinate is calculated by division. A positive quantity indicates an excess of material within the Division and a negative quantity indicates a shortage of material within the Division. Structure Excavation is not included in this calculation. 5) Volume of fill shall be completed with excavated material, as approved by the Engineer, and shall be incidental to the cost of the excavation common. Mass Ordinate = Cut - Fill. The Mass Ordinate is for information purposes only as Common Excavation and Fill are not balanced for quantity purposes and does not guarantee the quality of Common Excavation, and if it can be reused onsite. All EBS material is assumed to be wasted offsite.								

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PREPARE FOUNDATION FOR CONCRETE PAVEMENT
(PROJECT 1206-06-79)

211.0200		
PREPARE FOUNDATION		
FOR		
CONCRETE PAVEMENT		
1206-06-79		
CATEGORY	ROADWAY	LS
0010	USH 12	1
PROJECT 1206-06-79 TOTAL		1

PREPARE FOUNDATION FOR ASPHALTIC PAVING
(PROJECT 1206-06-79)

211.0100		
PREPARE FOUNDATION		
FOR		
ASPHALTIC PAVING		
1206-06-79		
CATEGORY	ROADWAY	LS
0010	USH 12	1
PROJECT 1206-06-79 TOTAL		1

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS
(PROJECT 1206-06-79)

211.0400		
PREPARE FOUNDATION		
FOR		
ASPHALTIC SHOULDERS		
1206-06-79		
CATEGORY	ROADWAY	STA
0010	USH 12 EB	22
	USH 12 WB	15
PROJECT 1206-06-79 TOTAL		37

PREPARE FOUNDATION FOR CONCRETE BASE
(PROJECT 1206-06-79)

211.0300		
PREPARE FOUNDATION		
FOR		
CONCRETE BASE		
1206-06-79		
CATEGORY	ROADWAY	LS
0010	USH 12	1
PROJECT 1206-06-79 TOTAL		1

FINISHING ROADWAY
(PROJECT 1206-06-79)

213.0100		
FINISHING		
ROADWAY		
1206-06-79		
CATEGORY	ROADWAY	EACH
0010	USH 12	1
PROJECT 1206-06-79 TOTAL		1

BASE AGGREGATE DENSE												
CATEGORY	ROADWAY	STATION			305.0110	305.0120	305.0500	312.0110	624.0100	645.0220		
		FROM	TO	OFFSET	BASE AGGREGATE DENSE 3/4-INCH	BASE AGGREGATE DENSE 1 1/4-INCH*	SHAPING SHOULDERS	SELECT CRUSHED MATERIAL*	WATER	GEOGRID TYPE SR		
					TON	TON	STA	TON	MGAL	SY		
STAGE 1A												
0010	USH 12	581CL+07	-	600CL+31	RT	--	1,412	--	2,683	82	4,236	
		583CL+54	-	598CL+58	LT	--	624	--	1,185	36	1,871	
		541CL+50	-	549CL+20	RT	47	--	--	--	1	--	
		549CL+20	-	550CL+00	RT	7	--	--	--	1	--	
0010	USH 12	554CL+91	-	561CL+06	RT	53	--	--	--	1	--	
		556CL+55	-	561CL+38	LT	42	--	--	--	1	--	
		562CL+95	-	568CL+16	RT	45	--	--	--	1	--	
		563CL+25	-	567CL+58	LT	37	--	--	--	1	--	
0010	USH 12	567CL+25	-	575CL+91	LT	51	--	--	--	1	--	
		568CL+16	-	579CL+62	RT	70	--	--	--	1	--	
		600CL+45	-	602CL+01	LT	9	--	--	--	1	--	
		TODD DRIVE EB EXIT RAMP CRASH INVESTIGATION SITE	18TDSW+03	-	20TDSW+67	LT	28	178	--	338	11	534
		TODD DRIVE WB EXIT RAMP	579TDNF+71	-	487TDNF+40	RT/LT	--	887	--	1,685	51	2,661
0010	TODD DRIVE WB EXIT RAMP CRASH INVESTIGATION SITE	486TDNF+79	-	489TDNF+57	RT/LT	23	191	--	364	12	575	
	TODD DRIVE EB ENTRANCE RAMP	100TDSE+63	-	102TDSE+64	RT/LT	--	98	--	186	6	293	
		201TDSF+33	-	202TDSF+51	RT/LT	--	85	--	162	5	256	
	FISH HATCHERY EB TO SB EXIT RAMP	13FHSW+39	-	15FHSW+43	RT/LT	--	208	--	526	15	623	
	FISH HATCH EB OFF RAMP CRASH INVESTIGATION SITE	13FHSW+44	-	16FHSW+16	RT	--	232	--	440	13	695	
STAGE 1A SUBTOTAL					412	3,913	--	7,569	240	11,743		
STAGE 1B												
0010	FISH HATCHERY EB TO NB EXIT RAMP	600CL+31	-	603CL+41	RT	--	589	--	2,239	57	1,178	
STAGE 1B SUBTOTAL					--	589	--	2,239	57	1,178		
STAGE 1C												
0010	FISH HATCHERY EB ENTRANCE RAMP	20FHSE+52	-	27FHSE+27	RT/LT	--	428	--	814	25	1,285	
STAGE 1C SUBTOTAL					--	428	--	814	25	1,285		

BASE AGGREGATE DENSE (CONT.)											
CATEGORY	ROADWAY	STATION			305.0110	305.0120	305.0500	312.0110	624.0100	645.0220	
		FROM	TO	OFFSET	BASE AGGREGATE	BASE AGGREGATE	SHAPING	SELECT	WATER	GEOGRID	
					DENSE	DENSE		CRUSHED			
					3/4-INCH	1 1/4-INCH*	SHOULDERS	MATERIAL*	MGAL	TYPE SR	
					TON	TON	STA	TON		SY	
STAGE 2											
0010	USH 12	411CL+38	-	412CL+62	RT/LT	--	9	--	--	--	
		432CL+32	-	433CL+57	RT/LT	--	9	--	--	--	
		455CL+98	-	457CL+23	RT/LT	--	20	--	--	--	
		466CL+95	-	468CL+20	RT/LT	--	3	--	--	--	
		482CL+28	-	483CL+73	RT	--	6	--	--	--	
0010	USH 12	489CL+38	-	490CL+62	RT	--	6	--	--	--	
		503CL+44	-	504CL+20	RT/LT	--	6	--	--	--	
		515CL+66	-	547CL+48	RT/LT	--	841	--	--	17	--
		548CL+39	-	561CL+30	RT/LT	--	391	--	--	8	--
		563CL+02	-	580CL+91	RT/LT	--	530	--	--	11	--
0010	USH 12	581CL+70	-	639CL+31	RT/LT	--	1,229	--	--	25	--
		640CL+86	-	652CL+57	RT/LT	--	170	--	--	3	--
		653CL+54	-	654CL+94	RT/LT	--	18	--	--	--	--
		656CL+91	-	707CL+93	RT/LT	--	786	--	--	16	--
		709CL+48	-	718CL+89	RT/LT	--	151	--	--	3	--
0010	USH 12	721CL+07	-	796CL+35	RT/LT	--	1,140	--	--	23	--
		822CL+40	-	831CL+19	RT/LT	--	130	--	--	3	--
		832CL+55	-	877CL+16	RT/LT	--	673	--	--	13	--
		879CL+07	-	909CL+26	RT/LT	--	481	--	--	10	--
0010	USH 12	900CL+00	-	907CL+50	RT/LT	--	215	--	--	4	--
	USH 12 SUPERELEVATION SHOULDER CORRECTION	516CL+00	-	534CL+08	RT	--	8	--	--	--	--
		534CL+08	-	544CL+04	RT	--	29	--	--	1	--
		544CL+04	-	609CL+00	RT	--	30	--	--	1	--
		516CL+00	-	609CL+00	LT	--	43	--	--	1	--
STAGE 2 SUBTOTAL					--	6,925	--	--	139	--	

BASE AGGREGATE DENSE (CONT.)										
CATEGORY	ROADWAY	STATION			305.0110	305.0120	305.0500	312.0110	624.0100	645.0220
		FROM	TO	OFFSET	BASE AGGREGATE	BASE AGGREGATE	SHAPING	SELECT	WATER	GEOGRID
					DENSE	DENSE	SHOULDERS	CRUSHED		
					3/4-INCH	1 1/4-INCH*		MATERIAL*	MGAL	TYPE SR
					TON	TON	STA	TON		SY
STAGE 3										
0010	USH 12	603CL+42	-	607CL+59	RT	26		--	1	--
		604CL+44	-	608CL+96	LT	27		--	1	--
		607CL+12	-	608CL+97	RT	11		--	--	--
		608CL+96	-	613CL+37	LT	46		--	1	--
		608CL+97	-	612CL+02	RT	32		--	1	--
0010	USH 12	612CL+67	-	616CL+24	LT	37		--	1	--
		615CL+62	-	624CL+77	RT	80		--	2	--
		616CL+25	-	620CL+17	LT	33		--	1	--
		620CL+17	-	625CL+92	LT	133		--	3	--
		624CL+77	-	628CL+89	RT	44		--	1	--
0010	USH 12	625CL+96	-	630CL+50	LT	39		--	1	--
		628CL+89	-	630CL+31	RT	12		--	--	--
		631CL+46	-	632CL+70	RT	13		--	--	--
		632CL+69	-	633CL+37	RT	8		--	--	--
		633CL+20	-	637CL+10	RT	41		--	1	--
0010	USH 12	636CL+55	-	638CL+31	RT	20		--	--	--
		636CL+94	-	639CL+22	LT	20		--	--	--
		641CL+18	-	648CL+92	RT	81		--	2	--
		643CL+69	-	648CL+99	LT	55		--	1	--
		674CL+74	-	675CL+80	LT	66		--	1	--
0010	USH 12	675CL+80	-	679CL+19	LT	35		--	1	--
		675CL+80	-	678CL+48	RT	28		--	1	--
		678CL+18	-	681CL+79	RT	38		--	1	--
		680CL+68	-	684CL+74	LT	35		--	1	--
		681CL+78	-	682CL+69	RT	8		--	--	--
0010	USH 12	695CL+13	-	689CL+19	RT	42		--	1	--
		687CL+31	-	688CL+21	LT	8		--	--	--
		688CL+21	-	692CL+31	LT	43		--	1	--
		689CL+10	-	693CL+10	RT	35		--	1	--
		690CL+94	-	691CL+93	LT	9		--	--	--
0010	USH 12	691CL+92	-	693CL+81	LT	20		--	--	--
		694CL+11	-	699CL+81	LT	59		--	1	--
		697CL+91	-	707CL+86	RT	86		--	2	--
		699CL+81	-	703CL+23	LT	29		--	1	--
		703CL+23	-	705CL+69	LT	26		--	1	--
0010	USH 12	705CL+43	-	706CL+34	LT	9		--	--	--
		705CL+71	-	705CL+94	LT	3		--	--	--
		706CL+35	-	707CL+79	LT	13		--	--	--
		709CL+55	-	710CL+61	RT	9		--	--	--
		709CL+71	-	712CL+70	LT	27		--	1	--
0010	USH 12	711CL+94	-	717CL+31	LT	49		--	1	--
		713CL+08	-	713CL+60	RT	9		--	--	--

BASE AGGREGATE DENSE (CONT.)

CATEGORY	ROADWAY	STATION			305.0110	305.0120	305.0500	312.0110	624.0100	645.0220
					BASE AGGREGATE	BASE AGGREGATE	SHAPING	SELECT	WATER	GEOGRID
					DENSE	DENSE	SHOULDERS	CRUSHED		
		FROM	TO	OFFSET	3/4-INCH	1 1/4-INCH*	STA	MATERIAL*	MGAL	TYPE SR
		713CL+60	- 713CL+47	RT	8	--	--	--	--	--
		713CL+11	- 716CL+47	RT	35	--	--	--	1	--
		715CL+78	- 718CL+03	RT	20	--	--	--	--	--
0010	USH 12	715CL+82	- 716CL+41	RT	8	--	--	--	--	--
		721CL+21	- 722CL+95	LT	15	--	--	--	--	--
		721CL+89	- 725CL+63	RT	32	--	--	--	1	--
		731CL+31	- 739CL+52	RT	71	--	--	--	1	--
		737CL+82	- 740CL+09	LT	20	--	--	--	--	--
0010	USH 12	771CL+36	- 773CL+88	RT	22	--	--	--	--	--
		775CL+57	- 794CL+65	RT	226	--	--	--	5	--
		776CL+40	- 795CL+40	LT	198	--	--	--	4	--
		794CL+64	- 796CL+31	RT	90	--	--	--	2	--
		822CL+51	- 823CL+79	RT	11	--	--	--	--	--
0010	USH 12	822CL+60	- 825CL+61	LT	26	--	--	--	1	--
		823CL+84	- 825CL=72	RT	20	--	--	--	--	--
		825CL+06	- 827cl+93	RT	30	--	--	--	1	--
		825CL+18	- 827CL+68	LT	26	--	--	--	1	--
		825CL+62	- 826CL+37	LT	8	--	--	--	--	--
0010	USH 12	827CL+68	- 830CL+24	LT	22	--	--	--	--	--
		827CL+93	- 830CL+71	RT	24	--	--	--	--	--
		833CL+42	- 836CL+94	LT	30	--	--	--	1	--
		833CL+51	- 839CL+72	RT	65	--	--	--	1	--
		836CL+94	- 841CL+35	LT	38	--	--	--	1	--
0010	USH 12	839CL+77	- 850CL+46	RT	290	--	--	--	6	--
		841CL+65	- 844CL+29	LT	23	--	--	--	--	--
		844CL+29	- 853CL+41	LT	95	--	--	--	2	--
		850CL+45	- 852CL+49	RT	18	--	--	--	--	--
		852CL+49	- 858CL+81	RT	66	--	--	--	1	--
0010	USH 12	853CL+41	- 855CL+72	LT	20	--	--	--	--	--
		855CL+72	- 862CL+09	LT	191	--	--	--	4	--
		858CL+81	- 861CL+12	RT	34	--	--	--	1	--
		861CL+13	- 862CL+83	RT	18	--	--	--	--	--
		862CL+66	- 864CL+69	LT	17	--	--	--	--	--
0010	USH 12	862CL+83	- 864CL+61	RT	15	--	--	--	--	--
		864CL+61	- 868CL+84	RT	45	--	--	--	1	--
		864CL+69	- 868CL+93	LT	44	--	--	--	1	--
		867CL+84	- 876CL+12	LT	85	--	--	--	2	--

BASE AGGREGATE DENSE (CONT.)											
CATEGORY	ROADWAY	STATION			305.0110	305.0120	305.0500	312.0110	624.0100	645.0220	
		FROM	TO	OFFSET	BASE AGGREGATE	BASE AGGREGATE	SHAPING	SELECT	WATER	GEOGRID	
					DENSE	DENSE	SHOULDERS	CRUSHED			
					3/4-INCH	1 1/4-INCH*		MATERIAL*	MGAL	TYPE SR	
					TON	TON	STA	TON		SY	
0010	USH 12	868CL+43	-	874CL+93	RT	69	--	--	--	1	--
		874CL+94	-	876CL+26	RT	11	--	--	--	--	--
		879CL+27	-	881CL+99	LT	24	--	--	--	--	--
		879CL+39	-	882CL+57	RT	27	--	--	--	1	--
		881CL+99	-	885CL+75	LT	39	--	--	--	1	--
		882CL+57	-	888CL+66	RT	64	--	--	--	1	--
0010	USH 12	885CL+07	-	888CL+37	LT	29	--	--	--	1	--
		888CL+37	-	890CL+84	LT	21	--	--	--	--	--
		887CL+98	-	889CL+11	RT	12	--	--	--	--	--
		889CL+11	-	891CL+74	RT	23	--	--	--	--	--
		891CL+48	-	894CL+27	LT	24	--	--	--	--	--
0010	USH 12	892CL+14	-	904CL+76	RT	130	--	--	--	3	--
		894CL+27	-	920CL+44	LT	275	--	--	--	6	--
		904CL+77	-	907CL+81	RT	26	--	--	--	1	--
		907CL+78	-	915CL+00	RT	91	--	--	--	2	--
		915CL+00	-	936CL+54	RT	172	--	--	--	3	--
0010	USH 12	907CL+81	-	930CL+36	RT	235	--	--	--	5	--
		909CL+26	-	925CL+34	LT	204	--	--	--	4	--
		920CL+44	-	923CL+09	LT	23	--	--	--	--	--
		923CL+09	-	933CL+71	LT	111	--	--	--	2	--
		925CL+83	-	932CL+73	RT	117	--	--	--	2	--
0010	USH 12	926CL+02	-	934CL+17	LT	138	--	--	--	3	--
		930CL+36	-	934CL+13	RT	39	--	--	--	1	--
		933CL+72	-	934CL+15	LT	4	--	--	--	--	--
		934CL+44	-	937CL+41	LT	50	--	--	--	1	--
		934CL+46	-	936CL+54	RT	35	--	--	--	1	--
0010	USH 12	934CL+47	-	936CL+87	LT	21	--	--	--	--	--
		934CL+47	-	935CL+03	RT	5	--	--	--	--	--
		935CL+03	-	936CL+23	RT	13	--	--	--	--	--
		935CL+75	-	936CL+54	RT	8	--	--	--	--	--
		936CL+87	-	937CL+42	LT	6	--	--	--	--	--
STAGE 3 SUBTOTAL					5,493	--	--	--	109	--	
UNDISTRIBUTED					295	593	20	531	29	710	
PROJECT 1206-06-79 TOTALS					6,200	12,449	20	11,153	599	14,918	
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE											

CONCRETE BASE						320.0155	320.0160	320.0165
						CONCRETE	CONCRETE	CONCRETE
						BASE	BASE	BASE
						9-INCH	9.5-INCH	10-INCH
CATEGORY	ROADWAY	DIRECTION	SEGMENT	FROM	TO	SY	SY	SY
0010	USH 12	EB	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	- 561CL+04	6,589	--	--
		WB				6,541	--	--
0010	USH 12	EB	TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	- 608CL+97	6,744	--	--
		WB				6,566	--	--
0010	USH 12	EB	FISH HATCHERY ROAD TO PARK STREET	608CL+97	- 639CL+08	--	--	1,976
		WB				--	--	1,982
0010	USH 12	EB	PARK STREET TO RAILROAD	641CL+16	- 652CL+45	--	--	716
		WB				--	--	724
0010	USH 12	EB	RAILROAD TO RIMROCK ROAD	653CL+67	- 686CL+97	--	--	1,939
		WB				--	--	1,879
0010	USH 12	EB	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	- 707CL+83	--	--	1,577
		WB				--	--	1,528
0010	USH 12	EB	JOHN NOLEN DRIVE TO RAILROAD	709CL+66	- 718CL+78	--	--	754
		WB				--	--	548
0010	USH 12	EB	RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	- 752CL+00	--	--	2,034
		WB				--	--	1,943
0010	USH 12	EB	SOUTH TOWNE DRIVE TO TEST OVERLAY	752CL+00	- 775CL+65	--	--	1,461
		WB				--	--	1,433
0010	USH 12	EB	TEST OVERLAY TO YAHARA RIVER BRIDGE	775CL+65	- 795CL+15	--	77	1,366
		WB				--	117	1,366
0010	USH 12	EB	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	- 830CL+99	--	773	--
		WB				--	719	--
0010	USH 12	EB	MONONA DRIVE TO STOUGHTON ROAD	832CL+76	- 877CL+01	--	--	2,938
		WB				--	--	2,971
0010	USH 12	EB	STOUGHTON ROAD TO IH-39	879CL+27	- 938CL+17	--	--	2,054
		WB				--	--	2,114
PROJECT 1206-06-79 SUBTOTALS						26,440	1,686	33,303
UNDISTRIBUTED						793	51	999
PROJECT 1206-06-79 TOTALS						27,233	1,737	34,302

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PIPE CROSSINGS										
					204.0100	204.0150	204.0165	205.0100	209.0300.S	305.0120
					REMOVING CONCRETE PAVEMENT*	REMOVING CURB & GUTTER*	REMOVING GUARDRAIL*	EXCAVATION COMMON*	BACKFILL COARSE AGGREGATE SIZE NO. 1	BASE AGGREGATE DENSE 1 1/4-INCH*
CATEGORY	ROADWAY	STATION		OFFSET	SY	LF	LF	CY	CY	TON
FROM		TO								
PHASE 1										
0010	USH 12 EB	773CL+37.7	- 773CL+72.7	RT	96	15	25	118	78	116
	USH 12 WB	571CL+88.0	- 572CL+03.0	LT	95	--	--	93	60	96
		694CL+96.0	- 695CL+11.0	LT	113	--	25	111	71	115
	STOUGHTON ROAD EB ENTRANCE RAMP	890CL+31.5	- 890CL+46.5	RT	54	--	--	54	35	56
PHASE 1 SUBTOTAL					358	15	50	376	244	383
PHASE 2										
0010	USH 12 EB	773CL+37.7	- 773CL+72.7	RT	--	--	--	27	--	--
	USH 12 WB	571CL+88.0	- 572CL+03.0	LT	--	--	--	26	--	--
		694CL+96.0	- 695CL+11.0	LT	--	--	--	31	--	--
	STOUGHTON ROAD EB ENTRANCE RAMP	890CL+31.5	- 890CL+46.5	RT	--	--	--	15	--	--
PHASE 2 SUBTOTAL					--	--	--	99	--	--
PROJECT 1206-06-79 TOTALS					358	15	50	475	244	383

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PIPE CROSSINGS (CONT.)												
				416.0610	416.0620	455.0605	465.0105	601.0555	614.2300	690.0250	SPV.0180.03	
					DRILLED	DRILLED		CONCRETE				
					TIE	DOWEL	TACK	ASPHALTIC	CURB & GUTTER	MGS	SAWING	BASE PATCHING
		STATION		OFFSET	BARS*	BARS*	COAT*	SURFACE	6-INCH SLOPED	GUARDRAIL 3*	CONCRETE*	CONCRETE OVERNIGHT*
CATEGORY	ROADWAY	FROM	TO		EACH	EACH	GAL	TON	LF	LF	LF	SY
PHASE 1												
0010	USH 12 EB	773CL+37.7	- 773CL+72.7	RT	--	--	13	27	15	25	130	--
	USH 12 WB	571CL+88.0	- 572CL+03.0	LT	--	--	13	27	--	--	129	--
		694CL+96.0	- 695CL+11.0	LT	--	--	16	32	--	25	151	--
	STOUGHTON ROAD EB ENTRANCE RAMP	890CL+31.5	- 890CL+46.5	RT	--	--	8	15	--	--	80	--
PHASE 1 SUBTOTAL					--	--	50	101	15	50	490	--
PHASE 2												
0010	USH 12 EB	773CL+37.7	- 773CL+72.7	RT	--	104	--	--	--	--	156	96
	USH 12 WB	571CL+88.0	- 572CL+03.0	LT	--	73	--	--	--	--	129	95
		694CL+96.0	- 695CL+11.0	LT	--	120	--	--	--	--	151	113
	STOUGHTON ROAD EB ENTRANCE RAMP	890CL+31.5	- 890CL+46.5	RT	6	65	--	--	--	--	80	54
PHASE 2 SUBTOTAL					6	362	--	--			516	358
PROJECT 1206-06-79 TOTALS					6	362	50	101	15	50	1,006	358

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

RETROFIT PIERS

				204.0157	204.0100	205.0100	305.0120	312.0110	320.0165	416.0610	416.0620	690.0250
				REMOVING	REMOVING		BASE AGGREGATE	SELECT	CONCRETE	DRILLED	DRILLED	
				CONCRETE	CONCRETE	EXCAVATION	DENSE	CRUSHED	BASE	TIE	DOWEL	SAWING
				BARRIER*	PAVEMENT*	COMMON*	1 1/4-INCH*	MATERIAL *	10-INCH*	BARS*	BARS*	CONCRETE*
CATEGORY	ROADWAY	DIRECTION	UNDERPASS	LF	SY	CY	TON	TON	SY	EACH	EACH	LF
0010	USH 12/18	EB	FISH HATCHERY	142	--	609	195	87	186	57	--	166
		WB		142	--	609	195	87	186	57	--	166
0010	USH 12/18	EB	RIMROCK	115	137	469	157	70	137	46	22	136
		WB		115	137	469	157	70	137	46	22	136
0010	USH 12/18	EB	SOUTH TOWNE	131	175	391	180	80	175	53	24	155
		WB		131	168	391	180	80	168	53	23	154
PROJECT 1206-06-79 SUBTOTAL				777	617	2,938	1,063	475	989	312	91	914
UNDISTRIBUTED				39	31	147	53	24	49	16	5	46
PROJECT 1206-06-79 TOTALS				816	648	3,085	1,116	499	1,038	328	96	960

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONCRETE PAVEMENT							415.0100	415.0110	415.1410	416.0610	416.0620	
							CONCRETE PAVEMENT 10-INCH	CONCRETE PAVEMENT 11-INCH	CONCRETE PAVEMENT APPROACH SLAB HES	DRILLED TIE BARS*	DRILLED DOWEL BARS*	
CATEGORY	ROADWAY	DIRECTION	SEGMENT	STATION		FROM	TO	SY	SY	SY	EACH	EACH
STAGE 1A												
0010	USH 12	EB	WHITNEY WAY TO SEMINOLE HIGHWAY	410CL+47	-	512CL+86	--	272	--	380	42	
		WB					--	279	--	280	42	
0010	USH 12	EB	FISH HATCHERY EB TO SB EXIT RAMP	563CL+29	-	608CL+96	510	--		159	44	
STAGE 1A SUBTOTALS							510	551	--	819	128	
STAGE 2												
0010	USH 12	EB	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	--	--	46	1,273	13	
		WB					--	--	39	1,275	13	
0010	USH 12	EB	TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	--	--	37	2,332	33	
		WB					--	--	45	2,325	30	
0010	USH 12	EB	FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	--	--	28	1,213	121	
		WB					--	--	25	1,247	61	
0010	USH 12	EB	PARK STREET TO RAILROAD	641CL+16	-	652CL+45	--	--	72	468	36	
		WB					--	--	60	471	38	
0010	USH 12	EB	RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	--	--	22	1,161	118	
		WB					--	--	54	1,158	58	
0010	USH 12	EB	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	--	--	24	892	49	
		WB					--	--	41	896	96	
0010	USH 12	EB	JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	--	--	57	389	13	
		WB					--	--	136	389	39	
0010	USH 12	EB	RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	--	--	90	1,181	51	
		WB					--	--	111	1,261	50	
0010	USH 12	EB	SOUTH TOWNE DRIVE TO TEST OVERLAY	752CL+00	-	775CL+65	--	--	--	872	87	
		WB					--	--	--	880	86	
0010	USH 12	EB	TEST OVERLAY TO YAHARA RIVER BRIDGE	775CL+65	-	795CL+15	--	--	40	908	56	
		WB					--	--	36	907	41	
0010	USH 12	EB	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	--	--	72	368	19	
		WB					--	--	71	369	16	
0010	USH 12	EB	MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	--	--	92	1,804	120	
		WB					--	--	70	1,801	142	
0010	USH 12	EB	STOUGHTON ROAD TO IH-39	879CL+27	-	938CL+17	--	--	59	1,155	44	
		WB					--	--	24	1,210	64	
STAGE 2 SUBTOTALS							--	--	1,351	28,205	1,494	
UNDISTRIBUTED							15	28	41	1,451	243	
PROJECT 1206-06-79 TOTALS							525	579	1,392	30,475	1,865	
*ADDITIONAL QUANTITIES SHOW ELSEWHERE												

ASPHALT PAVEMENT							455.0605	460.7624	465.0400
CATEGORY	ROADWAY	DIRECTION	SEGMENT	STATION		TACK	HMA PAVEMENT	ASPHALTIC	
				FROM	TO	COAT*	4 HT 58-28 V	SHOULDER	
						GAL	TON	RUMBLE STRIPS	
								LF	
STAGE 1A									
0010	USH 12	EB	TODD DRIVE EB ENTRANCE BRAID RAMP	569CL+82	- 573CL+15	66	145	--	
		EB	TODD DRIVE EB EXIT RAMP CRASH INVESTIGATION SITE	545CL+52	- 548CL+74	75	165	--	
		WB	TODD DRIVE WB EXIT BRAID RAMP	598CL+91	- 576CL+29	285	629	--	
		WB	TODD DRIVE WB EXIT RAMP CRASH INVESTIGATION SITE	575CL+69	- 578CL+46	74	162	--	
0010		EB	TODD DRIVE TO FISH HATCHERY ROAD WIDENING	563CL+29	- 600CL+31	307	677	--	
		WB				175	384	--	
		EB	FISH HATCHERY EB TO SB EXIT RAMP CRASH INVESTIGATION SITE	599CL+54	- 601CL+32	131	288	--	
STAGE 1A SUBTOTALS						1,113	2,450	--	
STAGE 1B									
	USH 12	EB	FISH HATCHERY EB TO NB EXIT RAMP AUXILIARY LANE	600CL+32	- 603CL+42	99	217	--	
STAGE 1B SUBTOTALS						99	217	--	
STAGE 1C									
	USH 12	EB	FISH HATCHERY EB ENTRANCE RAMP	606CL+05	- 610CL+88	183	296	--	
STAGE 1C SUBTOTALS						183	296	--	
STAGE 3									
0010	USH 12	EB	WHITNEY WAY TO SEMINOLE DRIVE	461CL+00	- 512CL+86	30	48	2,597	
		WB				364	583	3,558	
0010	USH 12	EB	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	- 561CL+04	2,789	4,597	2,597	
		WB				3,090	5,326	3,558	
0010	USH 12	EB	TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	- 608CL+97	2,892	5,008	3,425	
		WB				2,802	4,814	3,292	
0010	USH 12	EB	FISH HATCHERY ROAD TO PARK STREET	608CL+97	- 639CL+08	2,172	3,574	2,311	
		WB				2,307	3,802	1,860	
0010	USH 12	EB	PARK STREET TO RAILROAD	641CL+16	- 652CL+45	889	1,454	861	
		WB				947	1,540	575	
0010	USH 12	EB	RAILROAD TO RIMROCK ROAD	653CL+67	- 686CL+97	2,452	3,982	2,635	
		WB				2,399	3,895	2,591	
0010	USH 12	EB	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	- 707CL+83	1,757	2,867	2,089	
		WB				1,701	2,787	1,756	
0010	USH 12	EB	JOHN NOLEN DRIVE TO RAILROAD	709CL+66	- 718CL+78	703	1,181	450	
		WB				649	1,102	555	
0010	USH 12	EB	RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	- 752CL+00	2,345	3,851	2,555	
		WB				2,276	3,698	2,731	
0010	USH 12	EB	SOUTH TOWNE DRIVE TO TEST OVERLAY	752CL+00	- 775CL+65	1,716	2,774	4,230	
		WB				1,640	2,638	3,990	
0010	USH 12	EB	TEST OVERLAY TO YAHARA RIVER BRIDGE	775CL+65	- 795CL+15	1,147	1,886	--	
		WB				1,240	2,387	--	
0010	USH 12	EB	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	- 830CL+99	524	859	593	
		WB				532	875	609	
0010	USH 12	EB	MONONA DRIVE TO STOUGHTON ROAD	832CL+76	- 877CL+01	3,256	5,397	3,268	
		WB				3,212	5,284	2,670	
0010	USH 12	EB	STOUGHTON ROAD TO IH-39	879CL+27	- 938CL+17	4,110	6,538	7,317	
		WB				4,647	7,500	6,760	
STAGE 3 SUBTOTALS						54,588	90,247	69,433	
UNDISTRIBUTED						2,799	4,661	3,472	
PROJECT 1206-06-79 TOTALS						58,782	97,871	72,905	
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE									

HMA PERCENT WITHIN LIMITS TEST TRIP				
		460.0105.S	460.0110.S	
		HMA	HMA	
		PERCENT WITHIN LIMITS (PWL)	PERCENT WITHIN LIMITS (PWL)	
		TEST STRIP	TEST STRIP	
		VOLUMETRICS	DENSITY	
CATEGORY	ROADWAY	EACH	EACH	
0010	USH 12	1	3	
PROJECT 1206-06-79 TOTALS		1	3	

ASPHALTIC SURFACE SAFETY ISLANDS		
465.0305		
ASPHALTIC SURFACE SAFETY ISLANDS		
CATEGORY	ROADWAY	TON
0010	USH 12	32
PROJECT 1206-06-79 TOTALS		32

COLD PATCH		
495.1000.S		
COLD PATCH 1206-06-79		
CATEGORY	ROADWAY	TON
0010	USH 12	10
PROJECT 1206-06-79 TOTAL		10

SURFACE DRAINS						
					416.1010	465.0315
					CONCRETE	
					SURFACE	ASPHALTIC
					DRAIN	FLUMES
CATEGORY	ROADWAY	FROM	TO	OFFSET	CY	SY
STAGE 1A						
0010	USH 12	586CL+34	586CL+46	LT	6	--
		586CL+75	586CL+87	RT	2	--
		587CL+41	587CL+53	RT	2	--
		589CL+84	589CL+96	LT	5	--
		591CL+34	591CL+46	LT	3	--
		830CL+92	530CL+98	LT	3	--
STAGE 1A SUBTOTAL					21	--
STAGE 2						
0010	USH 12	580CL+33	580CL+41	LT	--	7
		601CL+93	602CL+01	LT	--	7
		602CL+03	602CL+11	RT	--	7
		775CL+49	775CL+57	RT	--	7
		776CL+40	776CL+48	LT	--	7
STAGE 2 SUBTOTAL					--	35
PROJECT 1206-06-79 TOTALS					21	35

CURB AND GUTTER												
		601.0205	601.0409	601.0411	601.0551	601.0555	601.0557	601.0588	602.0410	620.0300	SPV.0090.14	SPV.0090.15
		CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE		CONCRETE
		GUTTER	CURB & GUTTER	CURB & GUTTER	CURB & GUTTER	CURB & GUTTER	CURB & GUTTER	CURB & GUTTER	CONCRETE	MEDIAN		CURB & GUTTER HES
		24-INCH	30-INCH	30-INCH	4-INCH SLOPED	6-INCH SLOPED	6-INCH SLOPED	4-INCH SLOPED	5-INCH	SLOPED	SAWING	30-INCH
		TYPE A	TYPE A	TYPE D	36-INCH TYPE A	36-INCH TYPE A*	36-INCH TYPE D	36-INCH TYPE TBT	NOSE	NOSE	CURB HEAD	TYPE A
CATEGORY	ROADWAY	LF	LF	LF	LF	LF	LF	LF	SF	SF	LF	LF
STAGE 1A												
0010	USH 12/18 EB	--	--	--	--	--	1,032	97	--	--	250	--
	USH 12/18 WB	--	--	--	--	--	800	--	--	--	125	--
	TODD DRIVE WB EXIT BRAID RAMP	--	--	1,114	--	--	163	--	1,040	695	--	--
	TODD DRIVE EB ENTRANCE BRAID RAMP	--	--	276	--	--	--	--	--	--	--	--
	FISH HATCHERY EB TO SB EXIT RAMP	282	256	300	--	--	346	--	--	--	--	--
STAGE 1A SUBTOTALS		282	256	1,690	--	--	2,342	97	1,040	695	375	--
STAGE 1C												
0010	FISH HATCHERY EB ENTRANCE RAMP	--	--	--	--	--	--	--	--	--	--	75
STAGE 1C SUBTOTALS		--	--	--	--	--	--	--	--	--	--	75
STAGE 3												
0010	OUTSIDE SHOULDER INLET ADJUSTMENTS	--	120	--	120	120	--	--	--	--	--	--
	900CL+00 - 907CL+50	--	--	--	--	--	--	--	6,952	--	--	--
STAGE 3 SUBTOTALS		--	120	--	120	120	--	--	6,952	--	--	--
PROJECT 1206-06-79 TOTALS		282	376	1,690	120	120	2,342	97	7,992	695	375	75
*ADDITIONAL QUANTITIES SHOW ELSEWHERE												

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CONCRETE BARRIER TEMPORARY PRECAST ITEMS								
CATEGORY	ROADWAY	DIRECTION	603.8000	603.8125	614.1100	SPV.0090.11	SPV.0090.12	COMMENTS
			CONCRETE BARRIER	CONCRETE BARRIER	MGS GUARDRAIL	TRAFFIC CONTROL	TRAFFIC CONTROL	
			TEMPORARY PRECAST	TEMPORARY PRECAST	TEMPORARY	GAWK SCREEN	GAWK SCREEN	
			DELIVERED	INSTALLED	THRIE BEAM TRANSITION	FURNISHED	INSTALLED	
			LF	LF	LF	LF	LF	
STAGE 1A								
0010	USH 12	EB	6,314	6,314	100	2,742	2,742	
		WB	5,235	5,235	113	2,169	2,169	
STAGE 1A SUBTOTAL			11,550	11,550	213	4,912	4,912	
STAGE 2								
0010	USH 12	EB	35,837	35,837	-	--	--	
		WB	35,736	35,736	--	--	--	PIN TEMPORARY CONCRETE BARRIER STA. 706CL+00 TO STA. 707CL+68 AND STA. 709CL+66 TO STA. 712CL+00 IN EB DIRECTION ONLY
STAGE 2 SUBTOTAL			71,573	71,573	--	--	--	
UNDISTRIBUTED			--	5,000	--	--	--	

3

CONCRETE BARRIER											
CATEGORY	ROADWAY	SEGMENT	STATION			603.0105	603.1142	603.1156	603.1242	603.3559	
						CONCRETE BARRIER				CONCRETE BARRIER	
						SINGLE-FACED	CONCRETE BARRIER	CONCRETE BARRIER	CONCRETE BARRIER	TRANSITION	
			FROM	TO	OFFSET	32-INCH	TYPE S42	TYPE S56	TYPE S42A	TYPE S42 TO S56	
						LF	LF	LF	LF	EACH	
STAGE 1A											
0010	USH 12	WHITNEY WAY TO SEMINOLE HIGHWAY	411CL+30	-	512CL+86	RT/LT	--	70	20	40	8
		SEMINOLE HIGHWAY TO TODD DRIVE	528CL+90	-	530CL+55	RT	155	--	--	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	495	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	658	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	31	--	--	--
STAGE 1A SUBTOTAL						155	1,254	20	40	8	
STAGE 2											
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	--	--	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	--	--	--	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	--	--	--	--
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	--	--	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	--	--	--	--
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	--	--	--	--	--
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	--	--	--	--	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	--	--	--	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	--	--	--
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--	--	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	--	--	--	--	--
		STOUGHTON ROAD TO IH-39	879CL+27	-	938CL+17	RT/LT	--	--	--	--	--
STAGE 2 SUBTOTAL						--	--	--	--	--	
STAGE 3											
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				180	50	--	--	--	
STAGE 3 SUBTOTAL						180	50	--	--	--	
PROJECT 1206-06-79 SUBTOTAL						335	1,304	20	40	8	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			633.1000	SPV.0090.01	SPV.0090.02	SPV.0090.03	SPV.0090.04	
						DELINEATORS	CONCRETE BARRIER	CONCRETE BARRIER	CONCRETE BARRIER	CONCRETE BARRIER	
						BARRIER	TYPE S36 WIDE,	TYPE S36 WIDE,			
						WALL	TYPE A	TYPE B			
FROM	TO	OFFSET	EACH	LF	LF	LF	LF	LF			
STAGE 1A											
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	2	--	--	--	
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	6	--	--	--	
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	8	--	--	--	
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	1	--	--	--	
STAGE 1A SUBTOTAL							17	--	--	--	--
STAGE 2											
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	42	--	14	479	2,130
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	36	--	14	1,188	2,095
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	29	9	--	--	223
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	10	15	--	824	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	25	21	--	35	2,280
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	20	--	--	93	1,640
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	8	--	65	--	119
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	23	--	--	1,865	293
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	41	5	--	1,702	2,258
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	7	10	--	550	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	39	19	--	2,744	--
		STOUGHTON ROAD TO IH-39	879CL+27	-	938CL+17	RT/LT	35	18	--	173	663
STAGE 2 SUBTOTAL							315	97	93	9,653	11,702
STAGE 3											
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS					--	--	--	--	--
STAGE 3 SUBTOTAL							--	--	--	--	--
PROJECT 1206-06-79 SUBTOTAL							332	97	93	9,653	11,702

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0090.05	SPV.0090.06	SPV.0090.07	SPV.0090.08	
						CONCRETE BARRIER	CONCRETE BARRIER	CONCRETE BARRIER	CONCRETE BARRIER	
						TYPE S42 WIDE, TYPE A	TYPE S42 WIDE, TYPE B	TYPE S42A RETAINING WALL	TYPE S56A RETAINING WALL	
						LF	LF	LF	LF	
STAGE 1A										
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	--	--	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--	--
STAGE 1A SUBTOTAL						--	--	--	--	
STAGE 2										
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	--	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	--	--	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	493	--	--	--
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	32	--	--	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	--	--	--
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	--	--	138	--
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	--	--	--	112
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	36	--	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	--	--
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	--	--	--	--
			879CL+27	-	938CL+17	RT/LT	--	--	--	--
STAGE 2 SUBTOTAL						525	36	138	112	
STAGE 3										
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--	--	
STAGE 3 SUBTOTAL						--	--	--	--	
PROJECT 1206-06-79 SUBTOTAL						525	36	138	112	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0090.09	SPV.0090.10	SPV.0090.18	SPV.0090.19	
						CONCRETE BARRIER	CONCRETE BARRIER	CONCRETE BARRIER	CONCRETE BARRIER	
						TYPE S56	TYPE S56A	TYPE S36	TYPE S39	
						LF	LF	LF	LF	
STAGE 1A										
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	--	--	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--	--
STAGE 1A SUBTOTAL						--	--	--	--	
STAGE 2										
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	1,456	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	136	38	--	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	408	1,668	--	--
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	--	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	20	28	--	--
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	--	--	6	9
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	--	368	5	5
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	--	--	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	--	--
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--	--
MONONA DRIVE TO STOUGHTON ROAD		832CL+76	-	877CL+01	RT/LT	1,084	--	--	--	
STOUGHTON ROAD TO IH-39		879CL+27	-	938CL+17	RT/LT	2,317	237	--	--	
STAGE 2 SUBTOTAL						3,964	3,793	11	15	
STAGE 3										
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--	--	
STAGE 3 SUBTOTAL						--	--	--	--	
PROJECT 1206-06-79 SUBTOTAL						3,964	3,793	11	15	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0060.01	SPV.0060.02	SPV.0060.03	
			FROM	TO	OFFSET	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	
						TYPE NJ32SF TO S36 RETAINING WALL	TYPE NJ44SF TO S39 RETAINING WALL	TYPE NJ32SF TO S36 WIDE, TYPE 1	
						EACH	EACH	EACH	
STAGE 1A									
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--
STAGE 1A SUBTOTAL						--	--	--	
STAGE 2									
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	--	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	--	1
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	2
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	--	1
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	1	1	--
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	1	1	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	--	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	1
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	2
MONONA DRIVE TO STOUGHTON ROAD		832CL+76	-	877CL+01	RT/LT	--	--	2	
STOUGHTON ROAD TO IH-39		879CL+27	-	938CL+17	RT/LT	--	--	1	
STAGE 2 SUBTOTAL						2	2	10	
STAGE 3									
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--	
STAGE 3 SUBTOTAL						--	--	--	
PROJECT 1206-06-79 SUBTOTAL						2	2	10	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0060.04	SPV.0060.05	SPV.0060.06
						CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION
						TYPE NJ32SF TO S36 WIDE,	TYPE NJ32SF TO S36 WIDE,	TYPE S36 TO S36 WIDE,
						TYPE 2	TYPE 3	TYPE 1
FROM	TO	OFFSET	EACH	EACH	EACH			
STAGE 1A								
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	- 512CL+86	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	- 604CL+00	RT	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	- 604CL+00	LT	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	- 640CL+00	LT	--	--	--
STAGE 1A SUBTOTAL						--	--	--
STAGE 2								
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	- 561CL+04	RT/LT	1	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	- 608CL+97	RT/LT	1	--	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	- 639CL+08	RT/LT	--	--	1
		PARK STREET TO RAILROAD	641CL+16	- 652CL+45	RT/LT	--	--	1
		RAILROAD TO RIMROCK ROAD	653CL+67	- 686CL+97	RT/LT	--	--	1
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	- 707CL+83	RT/LT	--	--	--
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	- 718CL+78	RT/LT	1	--	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	- 752CL+00	RT/LT	--	1	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	- 795CL+15	RT/LT	--	--	1
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	- 830CL+99	RT/LT	--	--	2
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	- 877CL+01	RT/LT	--	--	2
		STOUGHTON ROAD TO IH-39	879CL+27	- 938CL+17	RT/LT	--	--	1
STAGE 2 SUBTOTAL						3	1	9
STAGE 3								
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--
STAGE 3 SUBTOTAL						--	--	--
PROJECT 1206-06-79 SUBTOTAL						3	1	9

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION		FROM	TO	OFFSET	SPV.0060.07	SPV.0060.08	SPV.0060.09
								CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER
								TYPE S36 TO S36 WIDE, TYPE 2	TYPE S36A TO S36 SPLIT RETAINING WALL	TRANSITION TYPE S36 TO S42
								EACH	EACH	EACH
STAGE 1A										
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	--	--	--	
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--	
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--	
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--	
STAGE 1A SUBTOTAL							--	--	--	
STAGE 2										
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	1	--	1	
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	1	--	1	
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	--	1	
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	1	
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	--	1	
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	--	1	--	
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	1	1	--	
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	--	--	
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	1	
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	2	
MONONA DRIVE TO STOUGHTON ROAD		832CL+76	-	877CL+01	RT/LT	--	--	2		
STOUGHTON ROAD TO IH-39		879CL+27	-	938CL+17	RT/LT	--	--	1		
STAGE 2 SUBTOTAL							3	2	11	
STAGE 3										
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS						--	--	--
STAGE 3 SUBTOTAL							--	--	--	
PROJECT 1206-06-79 SUBTOTAL							3	2	11	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0060.10	SPV.0060.11	SPV.0060.12
						CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER
						TYPE S36 WIDE TO S42 WIDE,	TYPE S36 WIDE TO S42 WIDE,	TRANSITION TYPE
FROM	TO	OFFSET	TYPE 1	TYPE 2	S36A TO S42A			
EACH	EACH	EACH						
STAGE 1A								
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	- 512CL+86	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	- 604CL+00	RT	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	- 604CL+00	LT	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	- 640CL+00	LT	--	--	--
STAGE 1A SUBTOTAL						--	--	--
STAGE 2								
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	- 561CL+04	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	- 608CL+97	RT/LT	--	--	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	- 639CL+08	RT/LT	--	--	--
		PARK STREET TO RAILROAD	641CL+16	- 652CL+45	RT/LT	1	--	--
		RAILROAD TO RIMROCK ROAD	653CL+67	- 686CL+97	RT/LT	--	--	--
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	- 707CL+83	RT/LT	--	--	--
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	- 718CL+78	RT/LT	--	--	1
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	- 752CL+00	RT/LT	--	1	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	- 795CL+15	RT/LT	--	--	--
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	- 830CL+99	RT/LT	--	--	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	- 877CL+01	RT/LT	--	--	--
		STOUGHTON ROAD TO IH-39	879CL+27	- 938CL+17	RT/LT	--	--	--
STAGE 2 SUBTOTAL						1	1	1
STAGE 3								
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--
STAGE 3 SUBTOTAL						--	--	--
PROJECT 1206-06-79 SUBTOTAL						1	1	1

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0060.13	SPV.0060.14	SPV.0060.15	
						CONCRETE BARRIER TRANSITION	CONCRETE BARRIER	CONCRETE BARRIER TRANSITION	
						TYPE S36A TO S42A RETAINING WALL	TRANSITION TYPE S42 TO S42	TYPE S42A TO S42A, TYPE 1	
						EACH	EACH	EACH	
STAGE 1A									
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--
STAGE 1A SUBTOTAL						--	--	--	
STAGE 2									
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	1	1
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	--	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	--	--
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	--	--
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	1	--	--
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	1	--	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	--	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	--
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	--	--	--
		STOUGHTON ROAD TO IH-39	879CL+27	-	938CL+17	RT/LT	--	--	--
STAGE 2 SUBTOTAL						2	1	1	
STAGE 3									
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--	
STAGE 3 SUBTOTAL						--	--	--	
PROJECT 1206-06-79 SUBTOTAL						2	1	1	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0060.16	SPV.0060.17	SPV.0060.18	
			FROM	TO	OFFSET	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	
						TYPE S42A TO S42A, TYPE 2	TYPE S42A TO S42A, TYPE 3	TYPE S42 TO S56, TYPE 1	
						EACH	EACH	EACH	
STAGE 1A									
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--
STAGE 1A SUBTOTAL						--	--	--	
STAGE 2									
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	--	2
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	--	5
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	--	--
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	3
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	1	1	--
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	--	--	1
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	--	--	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	1	--	9
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	1
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	4
MONONA DRIVE TO STOUGHTON ROAD		832CL+76	-	877CL+01	RT/LT	--	--	8	
STOUGHTON ROAD TO IH-39		879CL+27	-	938CL+17	RT/LT	--	--	2	
STAGE 2 SUBTOTAL						2	1	35	
STAGE 3									
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--	
STAGE 3 SUBTOTAL						--	--	--	
PROJECT 1206-06-79 SUBTOTAL						2	1	35	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0060.19	SPV.0060.20	SPV.0060.21	
						CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	
						TYPE S42 WIDE TO S56 WIDE,	TYPE S42 WIDE TO S56 WIDE,	TYPE S42A TO S56A,	
						TYPE 1	TYPE 2	TYPE 1A	
						EACH	EACH	EACH	
STAGE 1A									
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	--	--	2
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--
STAGE 1A SUBTOTAL						--	--	2	
STAGE 2									
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	--	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	--	--
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	1	--	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	--	--
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	--	--	--
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	--	--	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	1	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	--
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	--	--	--
STAGE 2 SUBTOTAL						1	1	--	
STAGE 3									
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--	
STAGE 3 SUBTOTAL						--	--	--	
PROJECT 1206-06-79 SUBTOTAL						1	1	2	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION		OFFSET	SPV.0060.22	SPV.0060.23	SPV.0060.24	SPV.0060.25	
						CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	
						TYPE S42A TO S56A,	TYPE S42A TO S56A,	TYPE S42A TO S56A,	TYPE S42A TO S56A,	
						TYPE 1B	TYPE 1	TYPE 2	TYPE 3	
EACH	EACH	EACH	EACH							
STAGE 1A										
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	2	--	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--	--
STAGE 1A SUBTOTAL						2	--	--	--	
STAGE 2										
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	3	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	--	--	2
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	--	--	1
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	--	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	1	--	4
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	--	--	2	1
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	--	1	--	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	1	1	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	6	--	--
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	--	--	--	--
		STOUGHTON ROAD TO IH-39	879CL+27	-	938CL+17	RT/LT	--	3	--	--
STAGE 2 SUBTOTAL						--	15	3	8	
STAGE 3										
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--	--	
STAGE 3 SUBTOTAL						--	--	--	--	
PROJECT 1206-06-79 SUBTOTAL						2	15	3	8	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION		FROM	TO	OFFSET	SPV.0060.26	SPV.0060.27	SPV.0060.28
								CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER
								TYPE S42A TO S56A, TYPE 4	TYPE S42A TO S56A RETAINING WALL	TRANSITION TYPE S56A TO S56A
								EACH	EACH	EACH
STAGE 1A										
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	--	--	--	
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--	
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--	
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--	
STAGE 1A SUBTOTAL							--	--	--	
STAGE 2										
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	--	1	
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	--	--	
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	--	--	
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	--	
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	2	--	--	
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	1	--	--	
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	--	1	--	
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	--	--	
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	--	
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--	
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	--	--	--	
		STOUGHTON ROAD TO IH-39	879CL+27	-	938CL+17	RT/LT	--	--	--	
STAGE 2 SUBTOTAL							3	1	1	
STAGE 3										
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS						--	--	--
STAGE 3 SUBTOTAL							--	--	--	
PROJECT 1206-06-79 SUBTOTAL							3	1	1	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0060.29	SPV.0060.30	SPV.0060.31	
						CONCRETE BARRIER	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	
						TRANSITION	TYPE S56 TO 56 VERTICAL,	TYPE S56 TO 56 VERTICAL,	
						TYPE S56 TO 56 VERTICAL	TYPE 1	TYPE 2	
						EACH	EACH	EACH	
STAGE 1A									
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	10	8	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--
STAGE 1A SUBTOTAL						10	8	--	
STAGE 2									
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	1	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	1	--
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	1	--
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	--	--	--
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	--	--	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	--	1
0010	USH 12	SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	--
		YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	--	--	--
0010	USH 12	STOUGHTON ROAD TO IH-39	879CL+27	-	938CL+17	RT/LT	--	--	--
		STAGE 2 SUBTOTAL						--	3
STAGE 3									
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS					--	--	--
STAGE 3 SUBTOTAL						--	--	--	
PROJECT 1206-06-79 SUBTOTAL						10	11	1	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0060.32	SPV.0060.33	SPV.0060.34	
						CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	
						TYPE S56 TO 56 VERTICAL,	TYPE S56 TO 56 VERTICAL,	TYPE S56A TO 56A VERTICAL,	
						TYPE 3	TYPE 4	TYPE 1A	
FROM	TO	OFFSET	EACH	EACH	EACH				
STAGE 1A									
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	--	--	2
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--
STAGE 1A SUBTOTAL						--	--	2	
STAGE 2									
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	2	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	6	--	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	2	--	--
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	3	1	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	--	--
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	1	--	--
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	--	--	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	8	--	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	1	--	--
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	4	--	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	10	--	--
		STOUGHTON ROAD TO IH-39	879CL+27	-	938CL+17	RT/LT	4	--	--
STAGE 2 SUBTOTAL						41	1	--	
STAGE 3									
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--	
STAGE 3 SUBTOTAL						--	--	--	
PROJECT 1206-06-79 SUBTOTAL						41	1	2	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0060.35	SPV.0060.36	SPV.0060.37	
						CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	
						TYPE S56A TO 56A VERTICAL,	TYPE S56A TO 56A VERTICAL,	TYPE S56A TO 56A VERTICAL,	
						TYPE 1B	TYPE 1	TYPE 2	
						EACH	EACH	EACH	
STAGE 1A									
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	2	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--
STAGE 1A SUBTOTAL						2	--	--	
STAGE 2									
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	--	3
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	1	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	--	--
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	--	2
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	--	--	--
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	--	--	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	--	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	6
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	--	--	--
		STOUGHTON ROAD TO IH-39	879CL+27	-	938CL+17	RT/LT	--	--	4
STAGE 2 SUBTOTAL						--	1	15	
STAGE 3									
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--	
STAGE 3 SUBTOTAL						--	--	--	
PROJECT 1206-06-79 SUBTOTAL						2	1	15	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0060.38	SPV.0060.39	SPV.0060.40	
						CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	
						TYPE S56A TO 56A VERTICAL,	TYPE S56A TO 56A VERTICAL,	TYPE S56A TO 56A VERTICAL,	
						TYPE 3	TYPE 4	TYPE 5	
						EACH	EACH	EACH	
STAGE 1A									
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--
STAGE 1A SUBTOTAL						--	--	--	
STAGE 2									
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	1	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	3	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	4	6
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	4	2
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	2	2	--
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	2	--	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	2	--	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	--
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	--	--	--
		STOUGHTON ROAD TO IH-39	879CL+27	-	938CL+17	RT/LT	--	--	--
STAGE 2 SUBTOTAL						7	13	8	
STAGE 3									
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--	
STAGE 3 SUBTOTAL						--	--	--	
PROJECT 1206-06-79 SUBTOTAL						7	13	8	

CONCRETE BARRIER (CONT.)

CATEGORY	ROADWAY	SEGMENT	STATION			SPV.0060.41	SPV.0060.42	SPV.0060.43	
						CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER TRANSITION	
						TYPE S56A TO	TYPE 56 VERTICAL TO 56 VERTICAL,	TYPE 56 VERTICAL TO 56 VERTICAL,	
						56A VERTICAL RETAINING WALL	TYPE 1	TYPE 2	
						EACH	EACH	EACH	
STAGE 1A									
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--
STAGE 1A SUBTOTAL						--	--	--	
STAGE 2									
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	1	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	--	--
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	--	--
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	--	--	1
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	2	--	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	--	--
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	--
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	--	--	--
		STOUGHTON ROAD TO IH-39	879CL+27	-	938CL+17	RT/LT	--	--	--
STAGE 2 SUBTOTAL						2	1	1	
STAGE 3									
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--	
STAGE 3 SUBTOTAL						--	--	--	
PROJECT 1206-06-79 SUBTOTAL						2	1	1	

CONCRETE BARRIER (CONT.)

						SPV.0060.44	SPV.0060.45	SPV.0060.46	
						CONCRETE BARRIER TRANSITION TYPE 56 VERTICAL TO 56 VERTICAL,	CONCRETE BARRIER TRANSITION TYPE S56 WIDE TO 56 VERTICAL,	CONCRETE BARRIER TRANSITION TYPE S56 WIDE TO 56 VERTICAL,	
						TYPE 3	TYPE 1	TYPE 2	
CATEGORY	ROADWAY	SEGMENT	FROM	TO	OFFSET	EACH	EACH	EACH	
STAGE 1A									
0010	USH 12	WHITNEY WAY TO SEMINOLE DRIVE	411CL+30	-	512CL+86	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	--
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	--
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	--
STAGE 1A SUBTOTAL						--	--	--	
STAGE 2									
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	--	--
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	--	--
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	--	--
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	1	--
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	--	--
0010	USH 12	RIMROCK ROAD TO JOHN NOLEN DRIVE	686CL+97	-	707CL+83	RT/LT	--	--	--
		JOHN NOLEN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	--	--	--
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	--	1
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	1	--	--
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	--	--	--
		STOUGHTON ROAD TO IH-39	879CL+27	-	938CL+17	RT/LT	--	--	--
STAGE 2 SUBTOTAL						1	1	1	
STAGE 3									
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS				--	--	--	
STAGE 3 SUBTOTAL						--	--	--	
PROJECT 1206-06-79 SUBTOTAL						1	1	1	

CRASH CUSHION TEMPORARY ITEMS

					614.0905								
					CRASH		OBJECT	CRASH					CRASH
					CUSHIONS	BACK	MARKING	TEST	TRAFFIC		TRAFFIC	CUSHION	
					TEMPORARY	WIDTH	PATTERN	LEVEL	DIRECTION		LOCATION	SHIELDS	
CATEGORY	ROADWAY	DIRECTION	STATION	OFFSET	EACH	FT							
STAGE 1A													
0010	USH 12	EB			1	4	OM-3R (WO5-58M)	TL-3	UNIDIRECTIONAL	L	BLUNT END OF TEMPORARY BARRIER		
STAGE 1A SUBTOTAL					1								
STAGE 2													
0010	USH 12	EB			27	4	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	R	BLUNT END OF TEMPORARY BARRIER		
		WB			28	4	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	R	BLUNT END OF TEMPORARY BARRIER		
STAGE 2 SUBTOTAL					55								
UNDISTRIBUTED					4								

CHAIN LINK FENCE

616.0206 FENCE CHAIN LINK						6-FT
CATEGORY	ROADWAY	STATION FROM	TO	OFFSET		LF
STAGE 1A						
0010	FISH HATCHERY EB TO SB EXIT RAMP	14FHSW+39	- 16FHSW+04	RT		166
STAGE 1A SUBTOTALS						166
PROJECT 1206-06-79 TOTALS						166

MAINTENANCE AND REPAIR OF HAUL ROADS

618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS		
CATEGORY	ROADWAY	EACH
0010	USH 12 EB/WB	1
PROJECT 1206-06-79 TOTALS		1

MOBILIZATION

619.1000 MOBILIZATION		
CATEGORY	ROADWAY	EACH
0010	USH 12 EB/WB	1
PROJECT 1206-06-79 TOTALS		1

GUARDRAIL												
					614.0400	614.2300	614.2310	614.2320	614.2500	614.2610	614.2620	
					ADJUSTING	MGS	MGS	MGS	MGS	MGS	MGS	
					STEEL PLATE	GUARDRAIL 3*	GUARDRAIL 3 HS	GUARDRAIL 3 QS	THRIE BEAM	GUARDRAIL	GUARDRAIL	
STATION					BEAMGUARD	GUARDRAIL 3*	GUARDRAIL 3 HS	GUARDRAIL 3 QS	TRANSITION	TERMINAL EAT	TERMINAL TYPE 2	
CATEGORY	ROADWAY	FROM	TO	OFFSET	LF	LF	LF	LF	LF	EACH	EACH	
STAGE 3												
0010	USH 12/18	577CL+62 -	581CL+55	RT	--	153	--	--	39	--	--	
		549CL+19 -	550CL+00	RT	81	--	--	--	--	--	--	
		579CL+65 -	581CL+55	RT	--	150	--	--	39	--	--	
		583CL+71 -	585CL+90	LT	--	163	--	--	--	1	1	
		586CL+47 -	597CL+40	RT	--	888	138	25	39	--	1	
0010	USH 12/18	594CL+20 -	595CL+51	LT	--	50	--	--	--	2	--	
		601CL+71 -	603CL+64	RT	--	100	--	--	39	1	--	
		615CL+68 -	624CL+80	RT	--	875	--	--	--	1	1	
		616CL+21 -	620CL+17	LT	--	263	--	--	--	1	1	
		625CL+96 -	630CL+50	LT	--	238	--	--	78	1	1	
0010	USH 12/18	628CL+88	630CL+31	RT	144	--	--	--	--	--	--	
		641CL+13	643CL+51	LT	243	--	--	--	--	--	--	
		648CL+33	651CL+50	LT	321	--	--	--	--	--	--	
		674CL+74 -	675CL+80	LT	--	13	--	--	39	1	--	
		689CL+09 -	693CL+14	RT	--	350	--	--	--	1	1	
0010	USH 12/18	690CL+94 -	691CL+94	LT	--	50	--	--	--	1	--	
		694CL+88 -	695CL+13	LT	--	25	--	--	--	--	--	
		697CL+91 -	707CL+86	RT	--	900	--	--	39	1	--	
		699CL+81 -	700CL+22	LT	--	38	--	--	--	--	1	
		706CL+34 -	707CL+84	LT	154	--	--	--	--	--	--	
0010	USH 12/18	710CL+41 -	712CL+70	LT	236	--	--	--	--	--	--	
		711CL+43 -	718CL+05	LT	716	--	--	--	--	--	--	
		713CL+60 -	713CL+47	RT	--	--	--	--	39	1	--	
		715CL+19 -	719CL+50	RT	452	--	--	--	--	--	--	
		724CL+47 -	725CL+63	RT	--	113	--	--	--	--	1	
0010	USH 12/18	731CL+31 -	737CL+12	RT	--	525	--	--	--	1	--	
		737CL+12 -	739CL+52	RT	239	--	--	--	--	--	--	
		737CL+82 -	737CL+23	LT	--	38	--	--	--	--	1	
		778CL+93 -	781CL+25	RT	--	100	50	25	--	1	1	
		773CL+26 -	773CL+88	RT	--	63	--	--	--	--	1	
0010	USH 12/18	794CL+64 -	796CL+31	RT	--	75	--	--	39	1	--	
		822CL+47 -	825CL+61	LT	315	--	--	--	--	--	--	
		822CL+50	823CL+79	RT	128	--	--	--	--	--	--	
		827CL+68 -	831CL+09	RT	341	--	--	--	--	--	--	
		827CL+93 -	830CL+71	RT	--	225	--	--	--	1	--	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

GUARDRAIL (CONT.)											
					614.0400	614.2300	614.2310	614.2320	614.2500	614.2610	614.2620
					ADJUSTING				MGS	MGS	MGS
					STEEL PLATE	MGS	MGS	MGS	THRIE BEAM	GUARDRAIL	GUARDRAIL
					BEAMGUARD	GUARDRAIL 3*	GUARDRAIL 3 HS	GUARDRAIL 3 QS	TRANSITION	TERMINAL EAT	TERMINAL TYPE 2
CATEGORY	ROADWAY	STATION		OFFSET	LF	LF	LF	LF	LF	EACH	EACH
0010	USH 12/18	833CL+44 -	836CL+94	LT	352	--	--	--	--	--	--
		842CL+85 -	845CL+67	RT	--	150	75	--	--	1	1
		853CL+41 -	855CL+72	LT	--	175	--	--	--	1	1
		858CL+05 -	861CL+12	RT	--	250	--	--	--	1	1
		874CL+94 -	877CL+09	RT	215	--	--	--	--	--	--
0010	USH 12/18	879CL+39 -	882CL+57	RT	--	275	--	--	--	1	1
		885CL+07	889CL+57	LT	452	--	--	--	--	--	--
		889CL+11 -	890CL+23	RT	114	--	--	--	--	--	--
		890CL+23 -	891CL+74	RT	--	113	--	--	39	--	--
		904CL+77 -	907CL+28	RT	249	--	--	--	--	--	--
0010	USH 12/18	907CL+28 -	907CL+81	RT	--	50	--	--	--	--	1
		907CL+78 -	915CL+50	RT	772	--	--	--	--	--	--
		909CL+26 -	925CL+34	LT	1,613	--	--	--	--	--	--
		920CL+44 -	920CL+97	LT	--	50	--	--	--	--	1
		920CL+97 -	923CL+09	LT	212	--	--	--	--	--	--
0010	USH 12/18	933CL+71 -	934CL+15	LT	43	--	--	--	--	--	--
		934CL+46 -	936CL+54	RT	209	--	--	--	--	--	--
	USH 12/18 EB	0EB+00 -	2EB+70	RT	272	--	--	--	--	--	--
		8EB+77 -	11EB+45	RT	--	163	--	--	--	1	1
		11EB+19 -	11EB+48	LT	--	25	--	--	--	--	1
STAGE 3 SUBTOTALS					7,871	6,641	263	50	431	21	19
PROJECT 1206-06-79 TOTALS					7,871	6,641	263	50	431	21	19

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LANDSCAPING					625.0500	629.0210	630.0130
CATEGORY	ROADWAY	STATION	TO	STATION	SALVAGED	FERTILIZER	SEEDING
					TOPSOIL	TYPE B	MIXTURE NO. 30
					SY	CWT	LB
STAGE 1A							
0010	USH 12	581CL+05		596CL+64	2,038	1.50	37
		583CL+44		586CL+40	97	0.25	2
		586CL+40		589CL+90	146	0.25	3
		589CL+90		591CL+40	161	0.25	3
		591CL+40		598CL+60	382	0.25	7
0010	TODD EB EXIT CRASH INVESTIGATION SITE TODD WB EXIT BRAIDED RAMP	17TDSW+79		21TDSW+04	1,233	1.00	22
		579TDNF+82		581TDNF+34	79	0.25	1
		579TDNF+86		582TDNF+32	160	0.25	3
		481TDNE+30		482TDNF+90	80	0.25	1
		482TDNE+20		482TDNF+89	39	0.25	1
0010	FISH HATCHERY EB EXIT RAMP	483TDNE+12		487TDNE+40	301	0.25	5
		483TDNE+89		489TDNE+62	1,080	0.75	19
		600TDNG+60		601TDNG+39	40	0.25	1
		783TDNH+34		784TDNH+36	54	0.25	1
		9FHSW+76		16FHSW+29	480	0.50	9
		11FHSW+52		15FHSW+44	593	0.50	11
STAGE 1A SUBTOTAL					6,963	7.00	126
STAGE 1B							
0010		598CL+39		603CL+42	982	0.75	18
STAGE 1B SUBTOTAL					982	0.75	18
STAGE 3							
0010	USH 12	571CL+86		572CL+06	45	0.25	1
		619CL+10		621CL+70	627	0.50	11
		629CL+46		632CL+07	627	0.50	11
		674CL+75		677CL+32	621	0.50	11
		694CL+85		695CL+21	127	0.25	2
0010		729CL+75		732CL+40	646	0.50	12
		773CL+13		774CL+65	304	0.25	5
		777CL+39		780CL+02	624	0.50	11
		823CL+16		823CL+53	234	0.25	4
		823CL+50		824CL+51	359	0.25	6
0010		825CL+03		830CL+92	812	0.75	15
		842CL+05		844CL+69	624	0.50	11
		854CL+63		857CL+28	624	0.50	11
		857CL+63		859CL+89	624	0.50	11
		890CL+25		890CL+70	117	0.25	2
		7EB+20		9EB+84	626	0.50	11
STAGE 3 SUBTOTAL					7,641	6.75	135
UNDISTRIBUTED					1,091	1.00	20
PROJECT 1206-06-79 TOTALS					16,677	15.50	299

EROSION CONTROL												
					628.1504	628.1520	628.1905	628.1910	628.2004	628.7005	628.7010	628.7015
					SILT	SILT	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT			
					FENCE	FENCE	EROSION CONTROL	EROSION COTROL	CLASS I	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION
					LF	LF	EACH	EACH	TYPE B	TYPE A	TYPE B	TYPE C
CATEGORY	ROADWAY	STATION	FROM	TO	OFFSET	LF	LF	EACH	SY	EACH	EACH	EACH
STAGE 1A												
0010	USH 12	581CL+05	-	596CL+64	RT	1,575	1,575	--	--	2,038	--	--
		583CL+44	-	586CL+40	LT	326	326	--	--	97	--	--
		586CL+40	-	589CL+90	LT	398	398	--	--	146	--	--
		589CL+90	-	591CL+40	LT	170	170	--	--	161	--	--
		591CL+40	-	598CL+60	LT	734	734	--	--	382	--	--
0010	TODD EB EXIT CRASH INVESTIGATION SITE TODD WB EXIT BRAIDED RAMP	17TDSW+79	-	21TDSW+04	LT	--	--	--	--	795	--	--
		579TDNF+82	-	581TDNF+34	RT	--	--	--	--	79	--	--
		579TDNF+86	-	582TDNF+32	LT	--	--	--	--	160	--	--
		481TDNE+30	-	482TDNF+90	RT	--	--	--	--	80	--	--
		482TDNE+20	-	482TDNF+89	LT	--	--	--	--	39	--	--
0010	USH 12	483TDNE+12	-	487TDNE+40	RT	--	--	--	--	301	--	--
		483TDNE+89	-	489TDNE+62	LT	--	--	--	--	1,080	--	--
		600TDNG+60	-	601TDNG+39	RT	--	--	--	--	40	--	--
		783TDNH+34	-	784TDNH+36	RT	--	--	--	--	54	--	--
		FISH HATCHERY EB EXIT RAMP		9FHSW+76	-	16FHSW+29	RT	--	--	480	--	--
0010		11FHSW+52		15FHSW+44	LT	341	341	--	--	593	--	--
STAGE 1A SUBTOTAL						3,544	3,544	--	--	6,525	--	--
STAGE 1B												
	USH 12	598CL+39		603CL+42	RT	443	443	--	--	982	--	--
STAGE 1B SUBTOTAL						443	443	--	--	982	--	--
STAGE 2												
0010	USH 12	411CL+42			LT	--	--	--	--	--	1	--
		411CL+43			RT	--	--	--	--	--	1	--
		432CL+42			LT	--	--	--	--	--	1	--
		432CL+42			RT	--	--	--	--	--	1	--
		433CL+46			LT	--	--	--	--	--	1	--
0010	USH 12	433CL+46			RT	--	--	--	--	--	1	--
		456CL+04			LT	--	--	--	--	--	1	--
		456CL+04			RT	--	--	--	--	--	1	--
		456CL+92			LT	--	--	--	--	--	1	--
		456CL+92			RT	--	--	--	--	--	1	--
0010	USH 12	460CL+94			RT	--	--	--	--	--	1	--
		461CL+47			LT	--	--	--	--	--	1	--
		461CL+55			LT	--	--	--	--	--	1	--
		462CL+02			LT	--	--	--	--	--	1	--
		462CL+99			LT	--	--	--	--	--	1	--
0010	USH 12	463CL+64			LT	--	--	--	--	--	1	--
		464CL+30			LT	--	--	--	--	--	1	--
		464CL+92			LT	--	--	--	--	--	1	--
		465CL+45			LT	--	--	--	--	--	1	--

3

EROSION CONTROL (CONT.)															
					628.1504	628.1520	628.1905	628.1910	628.2004	628.7005	628.7010	628.7015	628.7504		
					SILT		MOBILIZATIONS		EROSION MAT		INLET PROTECTION		INLET PROTECTION		
					SILT	FENCE	MOBILIZATIONS	EMERGENCY	CLASS I	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	TEMPORARY		
					FENCE	MAINTENANCE	EROSION CONTROL	EROSION COTROL	TYPE B	TYPE A	TYPE B	TYPE C	DITCH CHECKS		
CATEGORY	ROADWAY	FROM	STATION	TO	OFFSET	LF	LF	EACH	EACH	SY	EACH	EACH	EACH	LF	
0010	USH 12	466CL+12	467CL+22	LT	--	--	--	--	--	--	--	1	--	--	
			467CL+22	RT	--	--	--	--	--	--	--	1	--	--	
			467CL+92	LT	--	--	--	--	--	--	--	1	--	--	
			467CL+92	RT	--	--	--	--	--	--	--	1	--	--	
			468CL+12	RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	468CL+59	469CL+67	LT	--	--	--	--	--	--	--	1	--	--	
			469CL+67	LT	--	--	--	--	--	--	--	1	--	--	
			470CL+32	LT	--	--	--	--	--	--	--	1	--	--	
			471CL+22	LT	--	--	--	--	--	--	--	1	--	--	
			472CL+11	LT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	473CL+00	473CL+90	LT	--	--	--	--	--	--	--	1	--	--	
			473CL+90	LT	--	--	--	--	--	--	--	1	--	--	
			474CL+79	LT	--	--	--	--	--	--	--	1	--	--	
			475CL+69	LT	--	--	--	--	--	--	--	1	--	--	
			476CL+59	LT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	477CL+49	482CL+57	LT	--	--	--	--	--	--	--	1	--	--	
			482CL+57	LT	--	--	--	--	--	--	--	1	--	--	
			482CL+75	RT	--	--	--	--	--	--	--	1	--	--	
			483CL+17	LT	--	--	--	--	--	--	--	1	--	--	
			483CL+65	RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	489CL+47	490CL+52	RT	--	--	--	--	--	--	--	1	--	--	
			490CL+52	RT	--	--	--	--	--	--	--	1	--	--	
			496CL+71	RT	--	--	--	--	--	--	--	1	--	--	
			497CL+50	RT	--	--	--	--	--	--	--	1	--	--	
			498CL+26	RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	499CL+01	499CL+71	RT	--	--	--	--	--	--	--	1	--	--	
			499CL+71	RT	--	--	--	--	--	--	--	1	--	--	
			500CL+91	RT	--	--	--	--	--	--	--	1	--	--	
			502CL+16	RT	--	--	--	--	--	--	--	1	--	--	
			503CL+47	RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	504CL+41	505CL+31	RT	--	--	--	--	--	--	--	1	--	--	
			505CL+31	LT	--	--	--	--	--	--	--	1	--	--	
			505CL+31	RT	--	--	--	--	--	--	--	1	--	--	
			507CL+47	LT	--	--	--	--	--	--	--	1	--	--	
			507CL+47	RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	516CL+04	516CL+04	LT	--	--	--	--	--	--	--	1	--	--	
			516CL+04	RT	--	--	--	--	--	--	--	1	--	--	
			516CL+05	LT	--	--	--	--	--	--	--	--	1	--	
			519CL+02	RT	--	--	--	--	--	--	--	1	--	--	
			521CL+01	LT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	521CL+01	522CL+97	RT	--	--	--	--	--	--	--	1	--	--	
			522CL+97	LT	--	--	--	--	--	--	--	1	--	--	
			524CL+81	LT	--	--	--	--	--	--	--	1	--	--	
			524CL+81	RT	--	--	--	--	--	--	--	1	--	--	
			526CL+97	LT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	529CL+00	529CL+72	RT	--	--	--	--	--	--	--	1	--	--	
			529CL+72	RT	--	--	--	--	--	1	--	--	--	--	
			529CL+90	LT	--	--	--	--	--	--	--	1	--	--	
			530CL+00	LT	--	--	--	--	--	--	--	1	--	--	
			530CL+00	RT	--	--	--	--	--	--	--	1	--	--	
PROJECT NO: 1206-06-79		HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES					SHEET: 751		E

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EROSION CONTROL (CONT.)															
					628.1504	628.1520	628.1905	628.1910	628.2004	628.7005	628.7010	628.7015	628.7504		
					SILT	SILT	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT						
					FENCE	FENCE	EROSION CONTROL	EROSION COTROL	CLASS I	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	TEMPORARY		
					LF	MAINTENANCE	EROSION CONTROL	EROSION COTROL	TYPE B	TYPE A	TYPE B	TYPE C	DITCH CHECKS		
CATEGORY	ROADWAY	FROM	TO	OFFSET	LF	LF	EACH	EACH	SY	EACH	EACH	EACH	LF		
0010	USH 12	530CL+16		RT	--	--	--	--	--	--	1	--	--		
		530CL+20		LT	--	--	--	--	--	--	1	--	--		
		530CL+20		RT	--	--	--	--	--	--	1	--	--		
		530CL+29		RT	--	--	--	--	--	--	1	--	--		
		530CL+40		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	530CL+41		LT	--	--	--	--	--	--	1	--	--		
		530CL+51		RT	--	--	--	--	--	--	1	--	--		
		530CL+63		LT	--	--	--	--	--	--	1	--	--		
		530CL+63		RT	--	--	--	--	--	--	1	--	--		
		530CL+73		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	530CL+96		LT	--	--	--	--	--	--	1	--	--		
		531CL+52		RT	--	--	--	--	--	--	1	--	--		
		531CL+62		LT	--	--	--	--	--	--	1	--	--		
		531CL+62		RT	--	--	--	--	--	--	1	--	--		
		531CL+73		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	532CL+00		LT	--	--	--	--	--	--	1	--	--		
		532CL+00		RT	--	--	--	--	--	--	1	--	--		
		532CL+47		RT	--	--	--	--	--	--	1	--	--		
		533CL+97		LT	--	--	--	--	--	--	1	--	--		
		535CL+48		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	535CL+00		LT	--	--	--	--	--	--	1	--	--		
		538CL+48		RT	--	--	--	--	--	--	1	--	--		
		539CL+50		RT	--	--	--	--	--	--	1	--	--		
		542CL+46		LT	--	--	--	--	--	--	1	--	--		
		542CL+46		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	546CL+68		LT	--	--	--	--	--	--	1	--	--		
		546CL+68		RT	--	--	--	--	--	--	1	--	--		
		547CL+01		LT	--	--	--	--	--	--	1	--	--		
		549CL+02		LT	--	--	--	--	--	--	1	--	--		
		551CL+46		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	551CL+46		RT	--	--	--	--	--	--	1	--	--		
		552CL+51		LT	--	--	--	--	--	--	1	--	--		
		554CL+80		LT	--	--	--	--	--	--	1	--	--		
		555CL+48		LT	--	--	--	--	--	--	1	--	--		
		555CL+48		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	555CL+90		LT	--	--	--	--	--	--	1	--	--		
		555CL+90		RT	--	--	--	--	--	--	1	--	--		
		555CL+97		LT	--	--	--	--	--	--	1	--	--		
		555CL+98		RT	--	--	--	--	--	--	1	--	--		
		556CL+10		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	556CL+10		RT	--	--	--	--	--	--	1	--	--		
		556CL+50		LT	--	--	--	--	--	--	1	--	--		
		556CL+50		RT	--	--	--	--	--	--	1	--	--		
		560CL+97		RT	--	--	--	--	--	--	--	1	--		
		561CL+15		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	561CL+15		LT	--	--	--	--	--	--	1	--	--		
		561CL+25		LT	--	--	--	--	--	--	--	1	--		
		563CL+14		RT	--	--	--	--	--	--	--	1	--		
		563CL+15		RT	--	--	--	--	--	--	1	--	--		
		563CL+15		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	563CL+36		LT	--	--	--	--	--	--	1	--			
PROJECT NO: 1206-06-79		HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES					SHEET: 752		E

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EROSION CONTROL (CONT.)														
					628.1504	628.1520	628.1905	628.1910	628.2004	628.7005	628.7010	628.7015	628.7504	
					SILT	SILT	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT					
					FENCE	FENCE	EROSION CONTROL	EROSION COTROL	CLASS I	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	TEMPORARY	
CATEGORY	ROADWAY	STATION	TO	OFFSET	LF	LF	EACH	EACH	TYPE B	TYPE A	TYPE B	TYPE C	DITCH CHECKS	
		FROM							SY	EACH	EACH	EACH	LF	
		565CL+96		LT	--	--	--	--	--	--	1	--	--	
		565CL+96		RT	--	--	--	--	--	--	1	--	--	
		569CL+00		LT	--	--	--	--	--	--	1	--	--	
		569CL+00		RT	--	--	--	--	--	--	1	--	--	
0010	USH 12	569CL+38		LT	--	--	--	--	--	--	--	1	--	
		569CL+43		LT	--	--	--	--	--	--	--	1	--	
		571CL+49		LT	--	--	--	--	--	--	1	--	--	
		571CL+49		RT	--	--	--	--	--	--	1	--	--	
		571CL+50		RT	--	--	--	--	--	1	--	--	--	
		571CL+86		LT	--	--	--	--	--	--	1	--	--	
0010	USH 12	571CL+86		RT	--	--	--	--	--	--	1	--	--	
		571CL+95		LT	--	--	--	--	--	--	1	--	--	
		571CL+95		RT	--	--	--	--	--	--	1	--	--	
		572CL+06		LT	--	--	--	--	--	--	1	--	--	
		572CL+06		RT	--	--	--	--	--	--	--	1	--	--
0010	USH 12	572CL+46		LT	--	--	--	--	--	--	1	--	--	
		572CL+46		RT	--	--	--	--	--	--	1	--	--	
		572CL+26		LT	--	--	--	--	--	--	--	1	--	
		572CL+36		RT	--	--	--	--	--	--	--	1	--	
		572CL+54		LT	--	--	--	--	--	--	--	--	1	--
0010	USH 12	572CL+78		LT	--	--	--	--	--	--	--	1	--	
		572CL+83		RT	--	--	--	--	--	--	--	1	--	
		573CL+00		LT	--	--	--	--	--	--	1	--	--	
		573CL+00		RT	--	--	--	--	--	--	1	--	--	
		573CL+40		LT	--	--	--	--	--	--	--	1	--	
0010	USH 12	574CL+00		LT	--	--	--	--	--	--	1	--	--	
		574CL+00		RT	--	--	--	--	--	--	1	--	--	
		575CL+52		RT	--	--	--	--	--	--	--	1	--	
		576CL+06		LT	--	--	--	--	--	--	1	--	--	
		576CL+04		RT	--	--	--	--	--	--	--	1	--	--
0010	USH 12	576CL+59		LT	--	--	--	--	--	--	--	1	--	
		581CL+02		RT	--	--	--	--	--	--	--	1	--	
		581CL+51		LT	--	--	--	--	--	--	1	--	--	
		581CL+56		RT	--	--	--	--	--	--	1	--	--	
		582CL+47		LT	--	--	--	--	--	1	--	--	--	
0010	USH 12	584CL+95		LT	--	--	--	--	--	--	1	--	--	
		584CL+95		RT	--	--	--	--	--	--	1	--	--	
		584CL+96		LT	--	--	--	--	--	--	--	1	--	
		595CL+98		RT	--	--	--	--	--	--	1	--	--	
		586CL+20		RT	--	--	--	--	--	1	--	--	--	
		587CL+00		LT	--	--	--	--	--	--	1	--	--	
0010	USH 12	587CL+00		RT	--	--	--	--	--	--	1	--	--	
		596CL+00		RT	--	--	--	--	--	--	--	1	--	
		596CL+04		RT	--	--	--	--	--	--	--	1	--	
		598CL+24		LT	--	--	--	--	--	--	1	--	--	
		598CL+25		LT	--	--	--	--	--	--	1	--	--	
0010	USH 12	598CL+25		RT	--	--	--	--	--	--	1	--	--	
		599CL+09		RT	--	--	--	--	--	--	--	1	--	
		599CL+15		RT	--	--	--	--	--	--	--	1	--	
		599CL+33		RT	--	--	--	--	--	--	--	1	--	
		599CL+38		RT	--	--	--	--	--	--	--	1	--	
PROJECT NO: 1206-06-79		HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES				SHEET: 753		E

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EROSION CONTROL (CONT.)															
					628.1504	628.1520	628.1905	628.1910	628.2004	628.7005	628.7010	628.7015	628.7504		
					SILT	SILT	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT						
					FENCE	FENCE	EROSION CONTROL	EROSION COTROL	CLASS I	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	TEMPORARY		
CATEGORY	ROADWAY	STATION	TO	OFFSET	LF	LF	EACH	EACH	SY	EACH	EACH	EACH	DITCH CHECKS		
		602CL+76		LT	--	--	--	--	--	--	1	--	--		
		602CL+76		RT	--	--	--	--	--	--	1	--	--		
		603CL+86		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	603CL+86		RT	--	--	--	--	--	--	1	--	--		
		603CL+89		LT	--	--	--	--	--	--	1	--	--		
		603CL+89		RT	--	--	--	--	--	--	1	--	--		
		605CL+92		LT	--	--	--	--	--	--	1	--	--		
		605CL+92		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	606CL+12		LT	--	--	--	--	--	--	1	--	--		
		606CL+12		RT	--	--	--	--	--	--	1	--	--		
		606CL+22		LT	--	--	--	--	--	--	1	--	--		
		606CL+22		RT	--	--	--	--	--	--	1	--	--		
		606CL+88		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	607CL+50		RT	--	--	--	--	--	--	1	--	--		
		608CL+88		LT	--	--	--	--	--	--	1	--	--		
		609CL+15		RT	--	--	--	--	--	--	--	1	--		
		609CL+94		LT	--	--	--	--	--	--	1	--	--		
		610CL+14		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	610CL+14		RT	--	--	--	--	--	--	1	--	--		
		610CL+95		LT	--	--	--	--	--	--	1	--	--		
		610CL+95		RT	--	--	--	--	--	--	1	--	--		
		611CL+09		RT	--	--	--	--	--	--	--	1	--		
		611CL+74		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	612CL+48		LT	--	--	--	--	--	--	--	1	--		
		612CL+60		LT	--	--	--	--	--	--	--	1	--		
		612CL+74		RT	--	--	--	--	--	--	1	--	--		
		615CL+30		RT	--	--	--	--	--	--	1	--	--		
		615CL+65		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	618CL+30		RT	--	--	--	--	--	--	1	--	--		
		619CL+30		RT	--	--	--	--	--	--	1	--	--		
		619CL+82		RT	--	--	--	--	--	--	1	--	--		
		620CL+85		RT	--	--	--	--	--	--	1	--	--		
		621CL+85		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	622CL+86		RT	--	--	--	--	--	--	1	--	--		
		623CL+65		RT	--	--	--	--	--	--	1	--	--		
		624CL+50		RT	--	--	--	--	--	--	1	--	--		
		625CL+31		RT	--	--	--	--	--	--	1	--	--		
		626CL+20		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	627CL+15		RT	--	--	--	--	--	--	1	--	--		
		627CL+96		RT	--	--	--	--	--	--	1	--	--		
		629CL+77		RT	--	--	--	--	--	--	1	--	--		
		629CL+87		RT	--	--	--	--	--	--	1	--	--		
		629CL+89		LT	--	--	--	--	--	--	--	1	--		
0010	USH 12	629CL+97		RT	--	--	--	--	--	--	1	--	--		
		631CL+35		LT	--	--	--	--	--	--	1	--	--		
		630CL+50		RT	--	--	--	--	--	--	1	--	--		
		631CL+85		LT	--	--	--	--	--	--	1	--	--		
		631CL+85		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	632CL+84		LT	--	--	--	--	--	--	1	--	--		
		632CL+84		RT	--	--	--	--	--	--	1	--	--		
		634CL+84		LT	--	--	--	--	--	--	1	--	--		
PROJECT NO: 1206-06-79		HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES					SHEET: 754		E

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EROSION CONTROL (CONT.)															
					628.1504	628.1520	628.1905	628.1910	628.2004	628.7005	628.7010	628.7015	628.7504		
					SILT	SILT	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT						
					FENCE	FENCE	EROSION CONTROL	EROSION COTROL	CLASS I	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	TEMPORARY		
CATEGORY	ROADWAY	STATION	TO	OFFSET	LF	LF	EACH	EACH	TYPE B	TYPE A	TYPE B	TYPE C	DITCH CHECKS		
		FROM							SY	EACH	EACH	EACH	LF		
0010	USH 12	634CL+84		RT	--	--	--	--	--	--	1	--	--		
		634CL+88		LT	--	--	--	--	--	--	1	--	--		
		635CL+73		LT	--	--	--	--	--	--	1	--	--		
		635CL+75		LT	--	--	--	--	--	--	1	--	--		
		635CL+75		RT	--	--	--	--	--	--	1	--	--		
		637CL+85		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	637CL+85		RT	--	--	--	--	--	--	1	--	--		
		638CL+34		LT	--	--	--	--	--	--	1	--	--		
		638CL+34		RT	--	--	--	--	--	--	1	--	--		
		638CL+85		LT	--	--	--	--	--	--	1	--	--		
		638CL+85		RT	--	--	--	--	--	--	1	--	--		
		638CL+98		RT	--	--	--	--	--	--	--	1	--		
0010	USH 12	639CL+16		LT	--	--	--	--	--	--	--	1	--		
		641CL+10		LT	--	--	--	--	--	--	1	--	--		
		641CL+10		RT	--	--	--	--	--	--	1	--	--		
		641CL+12		RT	--	--	--	--	--	--	--	1	--		
		642CL+84		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	642CL+84		RT	--	--	--	--	--	--	1	--	--		
		643CL+06		LT	--	--	--	--	--	--	1	--	--		
		643CL+06		RT	--	--	--	--	--	--	1	--	--		
		643CL+15		LT	--	--	--	--	--	--	--	1	--		
		646CL+36		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	646CL+36		RT	--	--	--	--	--	--	1	--	--		
		647CL+36		LT	--	--	--	--	--	--	1	--	--		
		647CL+36		RT	--	--	--	--	--	--	1	--	--		
		647CL+85		LT	--	--	--	--	--	--	1	--	--		
		647CL+85		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	653CL+58		RT	--	--	--	--	--	--	1	--	--		
		653CL+71		RT	--	--	--	--	--	--	1	--	--		
		653CL+93		LT	--	--	--	--	--	--	1	--	--		
		653CL+92		RT	--	--	--	--	--	--	1	--	--		
		654CL+30		LT	--	--	--	--	--	--	--	1	--		
0010	USH 12	664CL+84		LT	--	--	--	--	--	--	1	--	--		
		664CL+84		RT	--	--	--	--	--	--	1	--	--		
		664CL+84		RT	--	--	--	--	--	--	1	--	--		
		665CL+25		LT	--	--	--	--	--	--	1	--	--		
		667CL+72		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	667CL+97		LT	--	--	--	--	--	--	1	--	--		
		668CL+34		LT	--	--	--	--	--	--	1	--	--		
		668CL+34		RT	--	--	--	--	--	--	1	--	--		
		670CL+31		LT	--	--	--	--	--	--	1	--	--		
		671CL+84		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	672CL+71		LT	--	--	--	--	--	--	1	--	--		
		674CL+58		RT	--	--	--	--	--	--	1	--	--		
		674CL+64		LT	--	--	--	--	--	1	--	--	--		
		679CL+84		RT	--	--	--	--	--	--	1	--	--		
		683CL+84		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	683CL+84		RT	--	--	--	--	--	--	1	--	--		
		683CL+64		RT	--	--	--	--	--	--	1	--	--		
		689CL+33		RT	--	--	--	--	--	--	--	1	--		
		689CL+34		LT	--	--	--	--	--	--	1	--	--		
PROJECT NO: 1206-06-79		HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES					SHEET: 755		E

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EROSION CONTROL (CONT.)															
					628.1504	628.1520	628.1905	628.1910	628.2004	628.7005	628.7010	628.7015	628.7504		
					SILT	SILT	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT						
					FENCE	FENCE	EROSION CONTROL	EROSION COTROL	CLASS I	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	TEMPORARY		
					LF	MAINTENANCE	EROSION CONTROL	EROSION COTROL	TYPE B	TYPE A	TYPE B	TYPE C	DITCH CHECKS		
CATEGORY	ROADWAY	STATION	TO	OFFSET	LF	LF	EACH	EACH	SY	EACH	EACH	EACH	LF		
0010	USH 12	689CL+34		RT	--	--	--	--	--	--	1	--	--		
		689CL+89		LT	--	--	--	--	--	--	1	--	--		
		689CL+89		RT	--	--	--	--	--	--	1	--	--		
		690CL+39		LT	--	--	--	--	--	--	1	--	--		
		690CL+39		RT	--	--	--	--	--	--	1	--	--		
		693CL+01		RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	694CL+00		LT	--	--	--	--	--	--	1	--	--		
		694CL+00		RT	--	--	--	--	--	--	1	--	--		
		694CL+10		LT	--	--	--	--	--	--	1	--	--		
		694CL+40		RT	--	--	--	--	--	--	1	--	--		
		694CL+68		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	694CL+86		RT	--	--	--	--	--	--	--	1	--		
		694CL+93		RT	--	--	--	--	--	--	1	--	--		
		694CL+93		LT	--	--	--	--	--	--	1	--	--		
		695CL+03		LT	--	--	--	--	--	--	1	--	--		
		695CL+13		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	695CL+89		LT	--	--	--	--	--	--	1	--	--		
		695CL+89		RT	--	--	--	--	--	--	1	--	--		
		696CL+09		LT	--	--	--	--	--	--	1	--	--		
		696CL+86		LT	--	--	--	--	--	--	1	--	--		
		697CL+36		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	697CL+89		LT	--	--	--	--	--	--	1	--	--		
		697CL+89		RT	--	--	--	--	--	--	1	--	--		
		698CL+50		LT	--	--	--	--	--	--	1	--	--		
		700CL+84		LT	--	--	--	--	--	--	1	--	--		
		700CL+84		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	701CL+68		LT	--	--	--	--	--	--	1	--	--		
		704CL+84		LT	--	--	--	--	--	--	1	--	--		
		709CL+71		LT	--	--	--	--	--	--	1	--	--		
		713CL+87		LT	--	--	--	--	--	--	1	--	--		
		721CL+50		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	721CL+50		RT	--	--	--	--	--	--	1	--	--		
		723CL+18		LT	--	--	--	--	--	--	1	--	--		
		723CL+18		RT	--	--	--	--	--	--	1	--	--		
		724CL+18		LT	--	--	--	--	--	--	1	--	--		
		724CL+18		RT	--	--	--	--	--	--	1	--	--		
0010	USH 12	724CL+67		RT	--	--	--	--	--	--	--	1	--		
		724CL+68		RT	--	--	--	--	--	--	1	--	--		
		724CL+68		LT	--	--	--	--	--	--	1	--	--		
		724CL+68		LT	--	--	--	--	--	--	--	1	--		
		725CL+42		LT	--	--	--	--	--	--	1	--	--		
0010	USH 12	725CL+42		RT	--	--	--	--	--	--	1	--	--		
		725CL+52		LT	--	--	--	--	--	--	--	1	--		
		725CL+53		LT	--	--	--	--	--	--	1	--	--		
		725CL+53		RT	--	--	--	--	--	--	1	--	--		
		725CL+53		RT	--	--	--	--	--	--	--	1	--		
0010	USH 12	725CL+62		RT	--	--	--	--	--	--	1	--	--		
		726CL+00		LT	--	--	--	--	--	--	1	--	--		
		726CL+00		RT	--	--	--	--	--	--	1	--	--		
		726CL+40		LT	--	--	--	--	--	--	--	1	--		
		726CL+62		RT	--	--	--	--	--	--	--	1	--		
PROJECT NO: 1206-06-79		HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES					SHEET: 756		E

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EROSION CONTROL (CONT.)														
					628.1504	628.1520	628.1905	628.1910	628.2004	628.7005	628.7010	628.7015	628.7504	
					SILT FENCE	SILT FENCE	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	TEMPORARY	
					LF	LF	EROSION CONTROL	EROSION COTROL	CLASS I TYPE B	TYPE A	TYPE B	TYPE C	DITCH CHECKS	
CATEGORY	ROADWAY	STATION FROM TO	OFFSET		LF	LF	EACH	EACH	SY	EACH	EACH	EACH	LF	
0010	USH 12	726CL+70	LT	--	--	--	--	--	--	--	1	--	--	
		726CL+70	RT	--	--	--	--	--	--	--	1	--	--	
		728CL+20	LT	--	--	--	--	--	--	--	1	--	--	
		728CL+20	RT	--	--	--	--	--	--	--	1	--	--	
		732CL+10	RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	732CL+10	LT	--	--	--	--	--	--	--	1	--	--	
		732CL+11	LT	--	--	--	--	--	--	--	--	1	--	
		732CL+60	RT	--	--	--	--	--	--	--	1	--	--	
		734CL+89	RT	--	--	--	--	--	--	--	--	1	--	
		736CL+00	RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	736CL+00	LT	--	--	--	--	--	--	--	1	--	--	
		736CL+50	LT	--	--	--	--	--	--	--	1	--	--	
		736CL+50	RT	--	--	--	--	--	--	--	1	--	--	
		723CL+75	LT	--	--	--	--	--	--	--	1	--	--	
		741CL+39	RT	--	--	--	--	--	--	--	--	1	--	
0010	USH 12	744CL+93	LT	--	--	--	--	--	--	--	--	1	--	
		744CL+94	LT	--	--	--	--	--	--	--	1	--	--	
		744CL+94	RT	--	--	--	--	--	--	--	1	--	--	
		744CL+95	RT	--	--	--	--	--	--	--	--	1	--	
		749CL+00	LT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	749CL+00	RT	--	--	--	--	--	--	--	1	--	--	
		749CL+35	RT	--	--	--	--	--	--	--	--	1	--	
		749CL+39	LT	--	--	--	--	--	--	--	1	--	--	
		749CL+39	RT	--	--	--	--	--	--	--	1	--	--	
		749CL+42	LT	--	--	--	--	--	--	--	--	1	--	
0010	USH 12	753CL+30	LT	--	--	--	--	--	--	--	1	--	--	
		753CL+30	RT	--	--	--	--	--	--	--	1	--	--	
		753CL+80	LT	--	--	--	--	--	--	--	1	--	--	
		753CL+80	RT	--	--	--	--	--	--	--	1	--	--	
		754CL+17	LT	--	--	--	--	--	--	--	--	1	--	
0010	USH 12	754CL+29	LT	--	--	--	--	--	--	--	1	--	--	
		754CL+31	RT	--	--	--	--	--	--	--	1	--	--	
		754CL+44	RT	--	--	--	--	--	--	--	--	1	--	
		755CL+80	LT	--	--	--	--	--	--	--	1	--	--	
		755CL+80	RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	758CL+02	RT	--	--	--	--	--	--	--	--	1	--	
		758CL+75	LT	--	--	--	--	--	--	--	1	--	--	
		758CL+75	RT	--	--	--	--	--	--	--	1	--	--	
		758CL+78	LT	--	--	--	--	--	--	--	--	1	--	
		758CL+89	RT	--	--	--	--	--	--	--	--	1	--	
0010	USH 12	759CL+88	LT	--	--	--	--	--	--	--	1	--	--	
		759CL+88	RT	--	--	--	--	--	--	--	1	--	--	
		759CL+89	LT	--	--	--	--	--	--	--	--	1	--	
		759CL+89	LT	--	--	--	--	--	--	--	--	1	--	
		760CL+58	LT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	760CL+58	RT	--	--	--	--	--	--	--	1	--	--	
		761CL+58	LT	--	--	--	--	--	--	--	1	--	--	
		761CL+58	RT	--	--	--	--	--	--	--	1	--	--	
		764CL+58	LT	--	--	--	--	--	--	--	1	--	--	
		764CL+58	RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	766CL+38	RT	--	--	--	--	--	--	--	--	1	--	
PROJECT NO: 1206-06-79		HWY: USH 12		COUNTY: DANE			MISCELLANEOUS QUANTITIES					SHEET: 757		E

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EROSION CONTROL (CONT.)															
					628.1504	628.1520	628.1905	628.1910	628.2004	628.7005	628.7010	628.7015	628.7504		
					SILT	SILT	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT		INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	TEMPORARY	
					FENCE	FENCE	EROSION CONTROL	EROSION COTROL	CLASS I		TYPE A	TYPE B	TYPE C	DITCH CHECKS	
CATEGORY	ROADWAY	STATION	TO	OFFSET	LF	LF	EACH	EACH	SY	EACH	EACH	EACH	EACH	LF	
		766CL+38		LT	--	--	--	--	--	--	--	1	--	--	
		766CL+38		RT	--	--	--	--	--	--	--	1	--	--	
		766CL+39		LT	--	--	--	--	--	--	--	--	1	--	
		768CL+90		LT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	768CL+90		RT	--	--	--	--	--	--	1	--	--		
		769CL+70		LT	--	--	--	--	--	--	--	1	--	--	
		769CL+70		RT	--	--	--	--	--	--	--	1	--	--	
		771CL+50		LT	--	--	--	--	--	--	--	1	--	--	
		771CL+50		RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	773CL+45		LT	--	--	--	--	--	--	1	--	--		
		773CL+45		RT	--	--	--	--	--	--	--	1	--	--	
		775CL+00		LT	--	--	--	--	--	--	--	1	--	--	
		775CL+00		RT	--	--	--	--	--	--	--	1	--	--	
		775CL+98		RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	775CL+98		LT	--	--	--	--	--	--	1	--	--		
		779CL+20		LT	--	--	--	--	--	--	--	1	--	--	
		779CL+20		RT	--	--	--	--	--	--	--	1	--	--	
		781CL+00		LT	--	--	--	--	--	--	--	1	--	--	
		781CL+00		RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	783CL+17		LT	--	--	--	--	--	--	1	--	--		
		783CL+17		RT	--	--	--	--	--	--	--	1	--	--	
		783CL+37		LT	--	--	--	--	--	--	--	1	--	--	
		783CL+37		RT	--	--	--	--	--	--	--	1	--	--	
		786CL+03		LT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	786CL+03		RT	--	--	--	--	--	--	1	--	--		
		787CL+04		LT	--	--	--	--	--	--	--	1	--	--	
		787CL+04		RT	--	--	--	--	--	--	--	1	--	--	
		789CL+12		RT	--	--	--	--	--	--	--	1	--	--	
		789CL+12		LT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	789CL+21		RT	--	--	--	--	--	--	1	--	--		
		789CL+21		LT	--	--	--	--	--	--	--	1	--	--	
		789CL+90		LT	--	--	--	--	--	--	--	1	--	--	
		789CL+90		RT	--	--	--	--	--	--	--	1	--	--	
		790CL+90		LT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	790CL+90		RT	--	--	--	--	--	--	1	--	--		
		792CL+78		LT	--	--	--	--	--	--	--	1	--	--	
		792CL+78		RT	--	--	--	--	--	--	--	1	--	--	
		796CL+20		LT	--	--	--	--	--	--	--	1	--	--	
		796CL+20		RT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	796CL+20		LT	--	--	--	--	--	--	--	1	--		
		796CL+20		RT	--	--	--	--	--	--	--	--	1	--	
		822CL+73		LT	--	--	--	--	--	--	--	1	--	--	
		822CL+73		RT	--	--	--	--	--	--	--	1	--	--	
		822CL+85		LT	--	--	--	--	--	--	--	1	--	--	
0010	USH 12	822CL+85		RT	--	--	--	--	--	--	1	--	--		
		822CL+97		LT	--	--	--	--	--	--	--	1	--	--	
		822CL+97		RT	--	--	--	--	--	--	--	1	--	--	
		823CL+21		LT	--	--	--	--	--	--	--	--	1	--	
		823CL+34		LT	--	--	--	--	--	--	--	--	1	--	
0010	USH 12	823CL+57		RT	--	--	--	--	--	--	--	1	--		
		823CL+71		RT	--	--	--	--	--	--	--	--	1	--	
PROJECT NO: 1206-06-79		HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES					SHEET: 758		E

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EROSION CONTROL (CONT.)														
					628.1504	628.1520	628.1905	628.1910	628.2004	628.7005	628.7010	628.7015	628.7504	
					SILT	SILT	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT					
					FENCE	FENCE	EROSION CONTROL	EROSION COTROL	CLASS I	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	TEMPORARY	
					LF	LF	EACH	EACH	TYPE B	TYPE A	TYPE B	TYPE C	DITCH CHECKS	
CATEGORY	ROADWAY	STATION	TO	OFFSET	LF	LF	EACH	EACH	SY	EACH	EACH	EACH	LF	
0010	USH 12	823CL+80		LT	--	--	--	--	--	--	1	--	--	
		823CL+80		RT	--	--	--	--	--	--	1	--	--	
		824CL+50		LT	--	--	--	--	--	--	1	--	--	
		824CL+50		RT	--	--	--	--	--	--	1	--	--	
		825CL+00		LT	--	--	--	--	--	--	1	--	--	
		825CL+00		RT	--	--	--	--	--	--	1	--	--	
		828CL+00		LT	--	--	--	--	--	--	1	--	--	
0010	USH 12	828CL+00		RT	--	--	--	--	--	--	1	--	--	
		832CL+74		LT	--	--	--	--	--	--	1	--	--	
		832CL+74		RT	--	--	--	--	--	--	1	--	--	
		837CL+89		LT	--	--	--	--	--	--	1	--	--	
		837CL+89		RT	--	--	--	--	--	--	1	--	--	
		839CL+50		RT	--	--	--	--	--	--	1	--	--	
		840CL+50		LT	--	--	--	--	--	--	1	--	--	
0010	USH 12	840CL+50		RT	--	--	--	--	--	--	1	--	--	
		842CL+00		LT	--	--	--	--	--	--	1	--	--	
		843CL+20		LT	--	--	--	--	--	--	1	--	--	
		843CL+20		RT	--	--	--	--	--	--	1	--	--	
		843CL+90		LT	--	--	--	--	--	--	1	--	--	
		843CL+90		RT	--	--	--	--	--	--	1	--	--	
		844CL+38		LT	--	--	--	--	--	--	1	--	--	
0010	USH 12	844CL+38		RT	--	--	--	--	--	--	1	--	--	
		847CL+35		LT	--	--	--	--	--	--	1	--	--	
		848CL+50		LT	--	--	--	--	--	--	1	--	--	
		848CL+50		RT	--	--	--	--	--	--	1	--	--	
		849CL+00		RT	--	--	--	--	--	--	1	--	--	
		850CL+18		RT	--	--	--	--	--	--	1	--	--	
		850CL+67		LT	--	--	--	--	--	--	1	--	--	
0010	USH 12	850CL+68		RT	--	--	--	--	--	--	1	--	--	
		850CL+86		RT	--	--	--	--	--	--	1	--	--	
		850CL+86		LT	--	--	--	--	--	--	1	--	--	
		851CL+07		RT	--	--	--	--	--	--	1	--	--	
		851CL+07		LT	--	--	--	--	--	--	1	--	--	
		851CL+49		LT	--	--	--	--	--	--	1	--	--	
		851CL+49		RT	--	--	--	--	--	--	1	--	--	
0010	USH 12	854CL+60		LT	--	--	--	--	--	--	1	--	--	
		854CL+60		RT	--	--	--	--	--	--	1	--	--	
		855CL+50		LT	--	--	--	--	--	--	1	--	--	
		855CL+50		RT	--	--	--	--	--	--	1	--	--	
		858CL+38		RT	--	--	--	--	--	--	1	--	--	
		858CL+38		LT	--	--	--	--	--	--	1	--	--	
		858CL+88		LT	--	--	--	--	--	--	1	--	--	
0010	USH 12	859CL+38		LT	--	--	--	--	--	--	1	--	--	
		859CL+38		RT	--	--	--	--	--	--	1	--	--	
		860CL+38		RT	--	--	--	--	--	--	1	--	--	
		860CL+50		RT	--	--	--	--	--	--	1	--	--	
		865CL+38		RT	--	--	--	--	--	--	1	--	--	
		870CL+86		RT	--	--	--	--	--	--	1	--	--	
		879CL+20		LT	--	--	--	--	--	--	--	1	--	--
0010	USH 12	879CL+21		RT	--	--	--	--	--	--	1	--	--	
		879CL+21		LT	--	--	--	--	--	--	1	--	--	
PROJECT NO: 1206-06-79		HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES				SHEET: 759		E

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EROSION CONTROL (CONT.)														
				628.1504	628.1520	628.1905	628.1910	628.2004	628.7005	628.7010	628.7015	628.7504		
				SILT	SILT	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT						
				FENCE	FENCE	EROSION CONTROL	EROSION COTROL	CLASS I	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	TEMPORARY		
				LF	MAINTENANCE	EROSION CONTROL	EROSION COTROL	TYPE B	TYPE A	TYPE B	TYPE C	DITCH CHECKS		
CATEGORY	ROADWAY	STATION	TO	OFFSET	LF	LF	EACH	EACH	SY	EACH	EACH	EACH	LF	
0010	USH 12	879CL+47		RT	--	--	--	--	--	--	--	1	--	
		884CL+33		LT	--	--	--	--	--	--	1	--	--	
		884CL+33		RT	--	--	--	--	--	--	1	--	--	
		885CL+84		RT	--	--	--	--	--	--	1	--	--	
		885CL+84		LT	--	--	--	--	--	--	1	--	--	
		887CL+80		RT	--	--	--	--	--	--	1	--	--	
0010	USH 12	887CL+80		LT	--	--	--	--	--	--	1	--	--	
		888CL+80		LT	--	--	--	--	--	--	1	--	--	
		890CL+35		RT	--	--	--	--	--	--	1	--	--	
		890CL+35		LT	--	--	--	--	--	--	1	--	--	
		891CL+04		LT	--	--	--	--	--	--	1	--	--	
		891CL+04		RT	--	--	--	--	--	--	1	--	--	
0010	USH 12	891CL+63		RT	--	--	--	--	--	--	1	--	--	
		892CL+77		LT	--	--	--	--	--	--	1	--	--	
		892CL+84		LT	--	--	--	--	--	--	1	--	--	
		892CL+97		LT	--	--	--	--	--	--	1	--	--	
		893CL+35		LT	--	--	--	--	--	--	1	--	--	
0010	USH 12	894CL+40		LT	--	--	--	--	--	--	1	--	--	
		896CL+40		LT	--	--	--	--	--	--	1	--	--	
		898CL+40		RT	--	--	--	--	--	--	1	--	--	
		899CL+37		RT	--	--	--	--	--	--	1	--	--	
		900CL+00		LT	--	--	--	--	--	--	1	--	--	
0010	USH 12	905CL+80		LT	--	--	--	--	--	--	1	--	--	
		906CL+66		LT	--	--	--	--	--	--	1	--	--	
		908CL+40		LT	--	--	--	--	--	--	1	--	--	
STAGE 2 SUBTOTAL					--	--	--	--	5	432	66	--		
STAGE 3														
0010	USH 12	528CL+85	-	530CL+60	RT	--	--	--	--	522	--	--	--	
				549CL+26	RT	--	--	--	--	--	--	--	8	
		571CL+86	-	572CL+06	LT	79	79	--	--	45	--	--	--	
				574CL+84	LT	--	--	--	--	--	--	--	8	
				586CL+27	RT	--	--	--	--	--	--	--	8	
0010	USH 12	588CL+38			RT	--	--	--	--	--	--	--	8	
				590CL+41	RT	--	--	--	--	--	--	--	8	
				592CL+46	RT	--	--	--	--	--	--	--	8	
				594CL+46	RT	--	--	--	--	--	--	--	8	
				596CL+61	RT	--	--	--	--	--	--	--	8	
0010	USH 12	618CL+75			LT	--	--	--	--	--	--	--	8	
				619CL+10	LT	--	--	--	--	627	--	--	--	
				629CL+44	LT	--	--	--	--	--	--	--	8	
				629CL+46	LT	--	--	--	--	419	--	--	--	
				674CL+75	LT	--	--	--	--	508	--	--	--	
0010	USH 12	675CL+66			LT	--	--	--	--	--	--	--	8	
				694CL+85	LT	111	111	--	--	109	--	--	--	
				729CL+75	-	732CL+40	RT	277	277	646	--	--	--	
				773CL+13	RT	--	--	--	--	278	--	--	--	
				775CL+91	RT	--	--	--	--	--	--	--	8	
0010	USH 12	777CL+39	-	780CL+02	RT	276	276	--	--	624	--	--	--	
				823CL+16	LT	190	190	--	--	234	--	--	--	
				823CL+50	-	824CL+51	RT	251	251	351	--	--	--	
				825CL+03	RT	608	608	--	--	812	--	--	--	
PROJECT NO: 1206-06-79		HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES				SHEET: 760		E

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EROSION CONTROL (CONT.)														
					628.1504	628.1520	628.1905	628.1910	628.2004	628.7005	628.7010	628.7015	628.7504	
					SILT	SILT	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT					
					FENCE	FENCE	EROSION CONTROL	EROSION COTROL	CLASS I	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	TEMPORARY	
CATEGORY	ROADWAY	STATION	FROM	TO	OFFSET	LF	LF	EACH	EACH	SY	EACH	EACH	EACH	LF
0010	USH 12	842CL+05			RT	278	278	--	--	624	--	--	--	--
		854CL+63 - 857CL+28			LT	278	278	--	--	624	--	--	--	--
		857CL+63			RT	277	277	--	--	624	--	--	--	--
		890CL+25 - 890CL+70			RT	--	--	--	--	117	--	--	--	--
		890CL+98			RT	--	--	--	--	--	--	--	--	8
		7EB+20 - 9EB+84			RT	276	276	--	--	626	--	--	--	--
STAGE 3 SUBTOTAL						2,902	2,902	--	--	7,790	--	--	--	104
UNDISTRIBUTED						276	276	18	4	612	1	15	3	40

MOVING/REMOVING SIGN ITEMS													
			638.2601	638.2602	638.3000	638.3100	638.2101	638.2102	638.4000				
			REMOVING										
			REMOVING	REMOVING	REMOVING	STRUCTURAL	MOVING	MOVING	MOVING				
			SIGNS	SIGNS	SMALL SIGN	STEEL SIGN	SIGNS	SIGNS	SMALL SIGN	SIGN MOUNTED			
			TYPE I	TYPE II	SUPPORTS	SUPPORTS	TYPE I	TYPE II	SUPPORTS	ON SAME			
CATEGORY	SIGN	SIGN	TYPE I	TYPE II	SUPPORTS	SUPPORTS	TYPE I	TYPE II	SUPPORTS	SUPPORT AS			
	NUMBER	CODE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	COMMENTS			
0010													
	E7-1	D10-5	--	--	1	--	--	1	--	--	WB MILE 258.6		
	E7-2	D10-5	--	--	1	--	--	1	--	--	WB MILE 258.8		
	E7-3	D10-5	--	--	--	--	--	1	--	E7-1	EB MILE 258.6		
	E7-4	D10-5	--	--	--	--	--	1	--	E7-2	EB MILE 258.8		
	E8-1	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (OVERHEAD) (TODD DR 3/4 MI W/ARROW)		
	E9-1	D1-2	--	--	--	--	--	1	2	--	EDGWOOD COLLEGE (W/ARROW)		
	E9-2	W4-1	--	1	--	--	--	--	--	--	MERGE		
0010	E9-3	W4-2	--	1	2	--	--	--	--	--	LANE ENDS		
	E10-1	D10-5	--	--	1	--	--	1	--	--	WB MILE 259.4		
	E10-2	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (OVERHEAD) (SEMINOLE/MIDVALE/WHITNEY WAY)		
	E10-3	D10-5	--	--	1	--	--	1	--	--	WB MILE 259.6		
	E10-4	D10-5	--	--	--	--	--	1	--	E10-1	EB MILE 259.4		
0010	E10-5	E6-51	1	--	--	--	--	--	--	E10-2	ADVANCE EXIT GUIDE SIGN (OVERHEAD) (TODD/FISH HATCHERY/PARK ST)		
	E10-6	D10-5	--	--	--	--	--	1	--	E10-3	EB MILE 259.6		
	E10-7	W9-62	--	1	--	--	--	--	--	OVERHEAD SIGN SUPPORT	THIS LANE ENDS (W/ARROW)		
	E11-1	D10-5	--	--	1	--	--	1	--	--	WB MILE 259.8		
	E11-2	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (OVERHEAD) (TODD DR)		
	E11-3	D10-5	--	--	--	--	--	1	--	E11-1	EB MILE 259.8		
0010	E11-4	R5-1A	--	--	--	--	--	1	1	--	WRONG WAY		
	E11-5	R5-1A	--	--	--	--	--	1	1	--	WRONG WAY		
	E12-1	D10-5	--	--	1	--	--	1	--	--	WB MILE 260.0		
	E12-2	D10-5	--	--	--	--	--	1	--	E12-1	EB MILE 260.0		
	E13-1	D10-5	--	--	1	--	--	1	--	--	WB MILE 260.2		
0010	E13-2	R7-1D	--	--	--	--	--	1	1	--	NO PARKING ANY TIME (W/DOUBLE ARROW)		
	E13-3	W3-5	--	1	--	--	--	--	1	--	REDUCED SPEED LIMIT AHEAD		
	E13-4	D10-5	--	--	1	--	--	1	--	--	WB MILE 260.4		
	E13-5	D10-5	--	--	--	--	--	1	--	E13-1	EB MILE 260.2		
	E13-6	D10-5	--	--	--	--	--	1	--	E13-4	EB MILE 260.4		
0010	E13-7	E1-1A	1	--	--	--	--	--	--	--	ADVANCE EXIT GUIDE SIGN (FISH HATCHERY RD 1/2 MILE)		
	E14-1	E5-1C	--	1	--	--	--	--	--	--	EXIT 259 (W/ARROW)		
	E14-2	D10-5	--	--	1	--	--	1	--	--	WB MILE 260.6		
	E14-3	D10-5	--	--	--	--	--	1	--	E15-2	EB MILE 260.6		
	E14-4	R2-1	--	--	--	--	--	1	--	E14-5	SPEED LIMIT 55 MPH		
0010	E14-5	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (FISH HATCHERY 1/4 MILE)		
	E14-6	M1-4	--	--	--	--	--	4	3	--	U.S. ROUTE SIGNS (W12/W14/W18/S151)		
	E14-7	M1-4	--	--	--	--	--	4	3	--	U.S. ROUTE SIGNS (E12/E14/E18/N151)		
PROJECT NO: 1206-06-79				HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES		SHEET: 762	E

MOVING/REMOVING SIGN ITEMS (CONT.)														
			638.2601	638.2602	638.3000	638.3100	638.2101	638.2102	638.4000					
			REMOVING											
			REMOVING	REMOVING	REMOVING	STRUCTURAL	MOVING	MOVING	MOVING	SIGN MOUNTED				
			SIGNS	SIGNS	SMALL SIGN	STEEL SIGN	SIGNS	SIGNS	SMALL SIGN	ON SAME				
			TYPE I	TYPE II	SUPPORTS	SUPPORTS	TYPE I	TYPE II	SUPPORTS	SUPPORT AS				
CATEGORY	SIGN NUMBER	SIGN CODE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	COMMENTS				
0010	E15-2	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (TODD DR)			
	E15-3	D10-5	--	--	1	--	--	1	--	--	WB MILE 260.8			
	E15-4	E55-56	--	--	1	--	--	1	--	--	ADOPT A HIGHWAY			
	E15-5	W13-2	--	--	--	--	--	1	--	--	EXIT SPEED 30 MPH			
	E15-6	D10-5	--	--	--	--	--	1	--	E15-3	EB MILE 260.8			
	E15-7	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (FISH HATCHERY)			
0010	E15-8	E6-51	1	--	--	--	--	--	--	E15-7	ADVANCE EXIT GUIDE SIGN (FISH HATCHERY 1/8 MILE)			
	E15-9	E1-5B	--	1	--	--	--	--	--	--	EXIT 260A (W/ARROW)			
	E15-10	D9-9	--	--	--	--	--	--	--	--	SIGN, POST, AND BASE PROVIDED AND INSTALLED BY OTHERS			
	E15-11	R5-1A	--	--	--	--	--	1	1	--	WRONG WAY			
	E15-12	R5-1A	--	--	--	--	--	1	1	--	WRONG WAY			
	E15-13	W13-2A	--	--	--	--	--	1	2	--	EXIT SPEED 25 MPH			
0010	E15-14	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (FISH HATCHERY)			
	E15-15	R7-1	--	--	--	--	--	1	1	--	NO PARKING ANY TIME			
	E16-1	D10-5	--	--	1	--	--	1	--	--	WB MILE 261.0			
	E16-2	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (FISH HATCHERY)			
	E16-3	D10-5	--	--	1	--	--	1	--	--	WB MILE 261.2			
	E16-4	D10-5	--	--	--	--	--	1	--	E16-1	EB MILE 261.0			
0010	E16-5	E1-5B	--	1	--	--	--	--	--	--	EXIT 260B (W/ARROW)			
	E16-5A	E13-1P	1	--	--	--	--	--	--	E16-5	SPEED 25 MPH			
	E16-6	D10-5	--	--	--	--	--	1	--	E16-3	EB MILE 261.2			
	E16-7	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (PARK/OREGON 1/4 MILE)			
	E17-1	E6-51	1	--	1	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (TODD/SEMINOLE/MIDVALE)			
	0010	E17-2	D10-5	--	--	1	--	--	1	--	--	WB MILE 261.4		
E17-3		E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (FISH HATCHERY 1/4 MILE)			
E17-4		E6-51	1	--	--	--	--	--	--	E17-1	ADVANCE EXIT GUIDE SIGN (PARK ST/RIMROCK/JOHN NOLEN)			
E17-5		D10-5	--	--	--	--	--	1	--	E17-2	EB MILE 261.4			
E17-6		E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (PARK ST/OREGON)			
0010		E17-7	E1-5B	--	1	--	--	--	--	--	--	EXIT 261 (W/ARROW)		
	E18-1	W4-2	--	--	--	--	--	1	1	--	LANE ENDS			
	E18-2	D10-5	--	--	1	--	--	1	--	--	WB MILE 261.6			
	E18-3	W1-8	--	--	--	--	--	1	1	--	CHEVRON ALIGNMENT			
	E18-4	J1-2	--	--	--	--	--	1	2	--	ROUTE JUNCTION ASSEMBLY (ALTERNATE W18/S151)			
	0010	E18-5	D10-5	--	--	1	--	--	1	--	--	WB MILE 261.8		
PROJECT NO: 1206-06-79				HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES		SHEET:	763	E

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MOVING/REMOVING SIGN ITEMS (CONT.)											
			638.2601	638.2602	638.3000	638.3100	638.2101	638.2102	638.4000		
			REMOVING								
			REMOVING	REMOVING	REMOVING	STRUCTURAL	MOVING	MOVING	MOVING	SIGN MOUNTED	
			SIGNS	SIGNS	SMALL SIGN	STEEL SIGN	SIGNS	SIGNS	SMALL SIGN	ON SAME	
			TYPE I	TYPE II	SUPPORTS	SUPPORTS	TYPE I	TYPE II	SUPPORTS		
CATEGORY	SIGN NUMBER	SIGN CODE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	SUPPORT AS	COMMENTS
	E18-6	D10-5	--	--	--	--	--	1	--	E18-2	EB MILE 261.6
	E18-7	D10-5	--	--	--	--	--	1	--	E18-5	EB MILE 261.8
	E20-1	W13-2	--	--	--	--	--	1	--	20-2 (PLACED ON UPRIGHT)	EXIT SPEED 40 MPH
	E20-2	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (PARK ST/OREGON)
0010	E20-3	E6-51	1	--	--	--	--	--	--	E20-2	ADVANCE EXIT GUIDE SIGN (W12/W14/W18/S151)
	E20-4	D10-5	--	--	1	--	--	1	--	--	WB MILE 262.0
	E20-5	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (PARK ST/FISH HATCHERY/TODD)
	E20-6	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (PARK ST/OREGON)
	E20-7	D10-5	--	--	--	--	--	1	--	E20-4	EB MILE 262.0
0010	E20-8	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (RIMROCK RD 1/4 MILE)
	E20-9	E6-51	1	--	--	--	--	--	--	E20-5	ADVANCE EXIT GUIDE SIGN (RIMROCK RD/JOHN NOLEN/BROADWAY)
	E21-1	D10-5	--	--	1	--	--	1	--	--	WB MILE 262.2
	E21-2	D10-5	--	--	--	--	--	1	--	E21-1	EB MILE 262.2
	E21-3	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (RIMROCK RD)
0010	E21-4	E1-5B	--	1	--	--	--	--	--	--	EXIT 262 (W/ARROW)
	E21-5	E8-1A	1	--	--	--	--	--	--	--	ADVANCE EXIT GUIDE SIGN (FITCHBURG EXITS)
	E22-1	D10-5	--	--	1	--	--	1	--	--	WB MILE 262.4
	E22-2	E6-51	1	--	--	2	--	--	--	--	ADVANCE EXIT GUIDE SIGN (E14/N151/PARK ST/OREGON 3/4 MILE)
	E22-3	D10-5	--	--	1	--	--	1	--	--	WB MILE 262.6
0010	E22-4	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (RIMROCK RD)
	E22-5	D10-5	--	--	--	--	--	1	--	E22-1	EB MILE 262.4
	E22-6	E6-51	1	--	--	2	--	--	--	--	ADVANCE EXIT GUIDE SIGN (JOHN NOLEN DR 1/2 MILE))
	E22-7	D10-5	--	--	--	--	--	1	--	E22-3	EB MILE 262.6
	E22-8	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (JOHN NOLEN 1/4 MILE)
0010	E23-1	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (RIMROCK RD 1/8 MILE)
	E23-2	D10-5	--	--	1	--	--	1	--	--	WB MILE 262.8
	E23-3	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (JOHN NOLEN, BROADWAY, MONONA)
	E23-4	D10-5	--	--	--	--	--	1	--	E23-3	EB MILE 262.8
	E24-1	D10-5	--	--	1	--	--	1	--	--	WB MILE 263.0
0010	E24-2	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (JOHN NOLEN DR)
	E24-3	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (JOHN NOLEN DR)
	E24-4	D10-5	--	--	--	--	--	1	--	E24-1	EB MILE 263.0
	E25-1	D10-5	--	--	1	--	--	1	--	--	WB MILE 263.2
	E25-2	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (JOHN NOLEN/RIMROCK/PARK ST)
0010	E25-3	D10-5	--	--	1	--	--	1	--	--	WB MILE 263.4
	E25-4	D10-5	--	--	--	--	--	1	--	E25-1	EB MILE 263.2
PROJECT NO: 1206-06-79				HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES	
										SHEET: 764	
										E	

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MOVING/REMOVING SIGN ITEMS (CONT.)											
			638.2601	638.2602	638.3000	638.3100	638.2101	638.2102	638.4000		
						REMOVING					
			REMOVING	REMOVING	REMOVING	STRUCTURAL	MOVING	MOVING	MOVING		
	SIGN	SIGN	SIGNS	SIGNS	SMALL SIGN	STEEL SIGN	SIGNS	SIGNS	SMALL SIGN	SIGN MOUNTED	
			TYPE I	TYPE II	SUPPORTS	SUPPORTS	TYPE I	TYPE II	SUPPORTS	ON SAME	
CATEGORY	NUMBER	CODE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	SUPPORT AS COMMENTS	
	E25-5	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT ADVANCE EXIT GUIDE SIGN (W BROADWAY/SOUTH TOWNE 1/4 MILE)	
	E25-6	D9-18b	--	--	--	--	--	--	--	SIGN, POST, AND BASE PROVIDED AND INSTALLED BY OTHERS	
	E25-7	E6-51	1	--	--	--	--	--	--	E25-2 ADVANCE EXIT GUIDE SIGN (W BROADWAY/MONONA/STOUGHTON RD)	
0010	E25-8	D10-5	--	--	--	--	--	1	--	E25-3 EB MILE 263.4	
	E26-1	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT ADVANCE EXIT GUIDE SIGN (JOHN NOLEN DR 1/3 MILE)	
	E26-2	D10-5	--	--	1	--	--	1	--	-- WB MILE 263.6	
	E26-3	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT ADVANCE EXIT GUIDE SIGN (W BROADWAY/SOUTH TOWNE DR)	
	E26-5	D10-5	--	--	--	--	--	1	--	E26-2 EB MILE 263.6	
0010	E27-1	D10-5	--	--	1	--	--	1	--	-- WB MILE 263.8	
	E27-2	D10-5	--	--	--	--	--	1	--	E26-5 EB MILE 263.8	
	E27-3	E1-1A	1	--	--	--	--	--	--	-- ADVANCE EXIT GUIDE SIGN (JOHN NOLEN DR 1/2 MILE)	
	E28-1	D10-5	--	--	1	--	--	1	--	-- WB MILE 264.0	
	E28-2	D10-5	--	--	1	--	--	1	--	-- WB MILE 264.2	
0010	E28-3	D10-5	--	--	--	--	--	1	--	E28-1 EB MILE 264.0	
	E28-4	E6-51	1	--	--	2	--	--	--	-- ADVANCE EXIT GUIDE SIGN (MONONA DR 1 MILE))	
	E28-5	D10-5	--	--	--	--	--	1	--	E28-2 EB MILE 264.2	
	E28-6	D9-18b	--	--	--	--	--	--	--	-- SIGN, POST, AND BASE PROVIDED AND INSTALLED BY OTHERS	
	E29-1	D10-5	--	--	1	--	--	1	--	-- WB MILE 264.4	
0010	E29-2	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT ADVANCE EXIT GUIDE SIGN (W BROADWAY/JOHN NOLEN/RIMROCK RD)	
	E29-3	D10-5	--	--	--	--	--	1	--	E29-1 EB MILE 264.4	
	E29-4	E6-51	1	--	--	--	--	--	--	E29-2 ADVANCE EXIT GUIDE SIGN (MONONA/STOUGHTON RD/39/90)	
	E29-5	W8-13	--	--	--	--	--	1	--	E29-2 BRIDGE MAY BE ICY	
	E29-6	W8-13	--	--	--	--	--	1	2	-- BRIDGE MAY BE ICY	
0010	E31-1	R2-1	--	1	--	--	--	--	--	LIGHT POLE SPEED LIMIT 55 MPH	
	E32-1	W8-13	--	1	--	--	--	--	--	LIGHT POLE BRIDGE MAY BE ICY	
	E32-2	D10-5	--	--	1	--	--	1	--	-- WB MILE 265.2	
	E32-3	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT ADVANCE EXIT GUIDE SIGN (MONONA DR)	
	E32-4	E1-5B	--	1	--	--	--	--	--	-- EXIT 265 (W/ARROW)	
0010	E32-5	D10-5	--	--	--	--	--	1	--	E32-2 EB MILE 265.2	
	E32-6	E6-51	1	--	--	--	--	--	--	-- ADVANCE EXIT GUIDE SIGN (STOUGHTON RD 2/3 MILE))	
	E33-1	E1-5B	--	1	--	--	--	--	--	-- EXIT 265 (W/ARROW)	
	E33-2	D10-5	--	--	1	--	--	1	--	-- WB MILE 265.4	
	E33-3	E6-51	1	--	--	--	--	--	--	OVERHEAD SIGN SUPPORT ADVANCE EXIT GUIDE SIGN (MONONA DR)	
0010	E33-4	D10-5	--	--	1	--	--	1	--	-- WB MILE 265.6	
PROJECT NO: 1206-06-79				HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES	SHEET: 765
E											

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MOVING/REMOVING SIGN ITEMS (CONT.)											
		638.2601	638.2602	638.3000	638.3100	638.2101	638.2102	638.4000			
		REMOVING		REMOVING	STRUCTURAL	MOVING	MOVING	MOVING	SIGN MOUNTED		
		SIGNS	SIGNS	SMALL SIGN	STEEL SIGN	SIGNS	SIGNS	SMALL SIGN	ON SAME		
		TYPE I	TYPE II	SUPPORTS	SUPPORTS	TYPE I	TYPE II	SUPPORTS	SUPPORT AS		
CATEGORY	SIGN NUMBER	SIGN CODE	EACH	EACH	EACH	EACH	EACH	EACH	COMMENTS		
	E33-5	D10-5	--	--	--	--	1	--	E33-2	EB MILE 265.4	
	E33-6	E6-51	1	--	--	2	--	--	--	MCFARLAND EXT	
	E33-7	D10-5	--	--	--	--	1	--	E33-4	EB MILE 265.6	
	E34-1	E6-51	1	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (MONONA DR/W BROADWAY/JOHN NOLEN)	
0010	E34-2	R2-1	--	--	--	--	1	2	--	SPEED LIMIT 55 MPH	
	E34-3	R2-1	--	--	--	--	1	--	E34-1	SPEED LIMIT 55 MPH	
	E34-4	D10-5	--	--	1	--	1	--	--	WB MILE 265.8	
	E34-5	E6-51	1	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (MONONA DR 1/4 MILE)	
	E34-6	E6-51	1	--	--	--	--	--	E34-1	ADVANCE EXIT GUIDE SIGN (STOUGHTON ROAD 1/4 MILE)	
0010	E34-7	E6-51	1	--	--	--	--	--	E34-1	ADVANCE EXIT GUIDE SIGN (CHICAGO/WIS DELLS 1 MILE)	
	E34-8	R2-1	--	--	--	--	1	--	E34-1	SPEED LIMIT 55 MPH	
	E34-9	R2-1	--	--	--	--	1	--	E34-1	SPEED LIMIT 55 MPH	
	E341-0	D10-5	--	--	--	--	1	--	E34-4	EB MILE 265.8	
	E341-1	E6-51	1	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (STOUGHTON ROAD)	
0010	E35-1	D10-5	--	--	1	--	1	--	--	WB MILE 266.0	
	E35-2	E1-5B	--	1	--	--	--	--	--	EXT 266 (W/ARROW)	
	E35-3	D10-5	--	--	--	--	1	--	E35-1	EB MILE 266.0	
	E36-1	D10-5	--	--	1	--	1	--	--	WB MILE 266.2	
	E36-2	E1-5B	1	--	--	--	--	--	--	EXT 266 (W/ARROW)	
0010	E36-3	E6-51	1	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (STOUGHTON RD)	
	E36-4	D10-5	--	--	1	--	1	--	--	WB MILE 266.4	
	E36-5	D10-5	--	--	--	--	1	--	E36-1	EB MILE 266.2	
	E36-6	D10-5	--	--	--	--	1	--	E36-4	EB MILE 266.4	
	E37-1	E3-1	1	--	--	2	--	--	--	MCFARLAND EXT 266	
0010	E37-2	D9-52	1	2	--	--	--	--	--	DANE COUNTY AIRPORT (W/ARROW)	
	E37-3	D10-5	--	--	1	--	1	--	--	WB MILE 266.6	
	E37-4	D10-5	--	--	--	--	1	--	E37-3	EB MILE 266.6	
	E37-5	E6-51	1	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (N15/W90/TO94 MILWAUKEE/WIS DELLS, EAST 12/18 CAMBRIDGE, S39/E90 JANESVILLE/CHICAGO)	
	E37-6	E6-51	1	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (STOUGHTON/MONONA DR/W BROADWAY)	
0010	E38-1	E6-51	1	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (STOUGHTON RD 1/2 MILE)	
	E39-1	E6-51	1	--	--	--	--	--	OVERHEAD SIGN SUPPORT	ADVANCE EXIT GUIDE SIGN (MILWAUKEE/WIS DELLS 1/2 MILE, CAMBRIDGE, JANESVILLE/CHICAGO)	
	E39-2	E1-5B	--	1	--	--	--	--	--	EXT 267A (W/ARROW)	
	E40-1	E6-51	1	--	--	--	--	--	--	ADVANCE EXIT GUIDE SIGN (MILWAUKEE/WIS DELLS 1/4 MILE/CAMBRIDGE)	
	E40-2	W4-1	--	--	--	--	1	2	--	MERGE	
PROJECT 1206-06-79 TOTALS			60	17	48	10	1	103	27		
PROJECT NO: 1206-06-79				HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES	
										SHEET: 766	
										E	

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ALTERNATE ROUTE SIGNAGE							
CATEGORY	NIGHTTIME CLOSURE DETOURS	634.0618	634.0620	637.2210	638.2602	638.3000	COMMENTS
		POSTS WOOD 4x6-INCH	POSTS WOOD 4x6-INCH	SIGNS TYPE II REFLECTIVE	REMOVING	REMOVING	
		4X6-INCH x 18-FT	4X6-INCH x 20-FT	H*	SIGNS	SMALL SIGN	
				TYPE II	SUPPORTS		
		EACH	EACH	SF	EACH	EACH	
0010							
	US 12 WB CLOSURE DETOUR	7	6	175	58	13	SEE DETOUR SHEETS FOR SIGN PLATE DETAILS
	US 12 EB TO SB RAMP CLOSURE DETOUR	6	1	109	35	7	ALT ROUTE SIGNS TO BE REMOVED AT END OF CONTRACT
PROJECT 1206-06-79 TOTALS		13	7	284	93	20	
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE							

FIELD OFFICE TYPE D		
		642.5401
		FIELD
		OFFICE
		TYPE D
CATEGORY	ROADWAY	EACH
0010	USH 12	1
PROJECT 1206-06-79 TOTAL		1

PERMANENT SIGNING SUPPORT SUMMARY

												634.0812	634.0614	634.0616	634.0624			
												SIGN SIZE (W X H)	POSTS TUBULAR STEEL 2x2-INCH x 12-FT	POSTS WOOD 4x6-INCH 4X6-INCH x 14-FT	POSTS WOOD 4x6-INCH 4X6-INCH x 16-FT	POSTS WOOD 4x6-INCH 4X6-INCH x 24-FT		
CATEGORY	SIGN NUMBER	APPROX STA.	LOC.	SIGN CODE	SIGN MESSAGE	IN		EACH	EACH	EACH	EACH							
0010																		
	10-2	522CL+50	MEDIAN	D10-5	WB MILE 259.4	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL					
	10-6	532CL+50	MEDIAN	D10-5	WB MILE 259.6	21	X	60	--	--	--	--	MOUNT TO SIGN STRUCTURE SUPPORT					
	10-8	522CL+50	MEDIAN	D10-5	EB MILE 259.4	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 10-2					
	10-12	532CL+50	MEDIAN	D10-5	EB MILE 259.6	21	X	60	--	--	--	--	MOUNT TO SIGN STRUCTURE SUPPORT					
0010	11-2	543CL+50	MEDIAN	D10-5	WB MILE 259.8	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL					
	11-8	543CL+50	MEDIAN	D10-5	EB MILE 259.8	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 11-2					
	12-1	554CL+00	MEDIAN	D10-5	WB MILE 260.0	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL					
	12-5	554CL+00	MEDIAN	D10-5	EB MILE 260.0	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 12-1					
	13-17	486CL+50	LT	W3-5	REDUCED SPEED LIMIT AHEAD	48	X	48	--	--	--	--	MOVE AND REPLACE TYPE II SIGN					
0010	13-18	563CL+90	MEDIAN	D10-5	WB MILE 260.2	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL					
	13-20	575CL+50	MEDIAN	D10-5	WB MILE 260.4	21	X	60	1	--	--	--	SIGN MOUNTED TO BARRIER WALL					
	13-21	563CL+90	MEDIAN	D10-5	EB MILE 260.2	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 13-18					
	13-23A	571CL+00	RT	E1-5P	EXITS 260 A-B	168	X	30	--	--	--	--	SIGN MOUNTED ABOVE 13-23					
	13-23	571CL+00	RT	E1-1A	FISH HATCHERY 1/2 MILE	312	X	120	--	--	--	--	--					
0010	13-24	575CL+50	MEDIAN	D10-5	EB MILE 260.4	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 13-20					
	14-1	580CL+30	LT	E5-1C	EXT 259 (W/ARROW)	60	X	90	--	--	--	--	--					
	14-4	586CL+00	MEDIAN	D10-5	WB MILE 260.6	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL					
	14-9	586CL+00	MEDIAN	D10-5	EB MILE 260.6	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 14-4					
	E15-2	590CL+50	LT	E6-51	EXT 259, TODD DR 1/4 MILE, EXIT ONLY (W/ARROW)	180	X	132	--	--	--	6	GING MOVE UNTIL NEW OVERHEAD SIGNAGE FOR EXT					
0010	15-3	596CL+20	MEDIAN	D10-5	WB MILE 260.8	21	X	60	1	--	--	--	MOUNT TO STRUCTURE SIGN SUPPORT					
	15-4	597CL+00	LT	I55-56	ADOPT-A-HIGHWAY	30	X	36	--	1	--	--	SIGN MOUNTED TO BARRIER WALL					
	15-6	596CL+20	MEDIAN	D10-5	EB MILE 260.8	21	X	60	--	--	--	--	MOUNT TO STRUCTURE SIGN SUPPORT					
	15-9A	596CL+20	RT	E1-5P	EXIT 260A	144	X	30	--	--	--	--	SIGN MOUNTED ABOVE 15-9					
	15-9	596CL+20	RT	E4-1A	FISH HATCHERY RD (W/ARROW)	180	X	138	--	--	--	--	--					
0010	15-10	598CL+70	RT	E5-1a	EXIT 260A (W/ARROW)	126	X	60	--	--	--	--	--					
	15-10A	598CL+70	RT	E13-1P	30 MPH	114	X	24	--	--	--	--	SIGN MOUNTED BELOW 15-10					
	16-2	606CL+80	MEDIAN	E10-5	WB MILE 261.0	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL					
	16-9	618CL+00	MEDIAN	D10-5	WB MILE 261.2	21	X	60	--	--	--	--	MOUNT TO SIGN STRUCTURE SUPPORT					
	16-10	606CL+80	MEDIAN	D10-5	EB MILE 261.0	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 16-2					
0010	16-11A	607CL+60	RT	E5-1a	EXIT 260B (W/ARROW)	126	X	60	--	--	--	--	SIGN MOUNTED BELOW 16-11					
	16-11	607CL+60	RT	E13-1P	25 MPH	114	X	24	--	--	--	--	--					
	16-14	618CL+00	MEDIAN	D10-5	EB MILE 261.2	21	X	60	--	--	--	--	MOUNT TO SIGN STRUCTURE SUPPORT					
	17-5	628CL+10	MEDIAN	D10-5	WB MILE 261.4	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL					
	17-11	628CL+10	MEDIAN	D10-5	EB MILE 261.4	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 17-5					
0010	17-15	633CL+00	RT	E5-1a	EXT 261 (W/ARROW)	96	X	60	--	--	--	--	--					
	18-3	638CL+10	MEDIAN	E10-5	WB MILE 261.6	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL					
	18-16	649CL+10	MEDIAN	D10-5	WB MILE 261.8	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL					
	18-19	638CL+10	MEDIAN	D10-5	EB MILE 261.6	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 18-3					

PERMANENT SIGNING SUPPORT SUMMARY (CONT.)																
CATEGORY	SIGN NUMBER	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE		SIGN SIZE (W X H) IN	634.0812		634.0614		634.0616		634.0624		COMMENTS
								POSTS TUBULAR STEEL 2x2-INCH x 12-FT	EACH	POSTS WOOD 4x6-INCH 4X6-INCH x 14-FT	EACH	POSTS WOOD 4x6-INCH 4X6-INCH x 16-FT	EACH	POSTS WOOD 4x6-INCH 4X6-INCH x 24-FT	EACH	

0010	18-23	649CL+10	MEDIAN	D10-5	EB MILE 261.8	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 18-16
	20-5	659CL+10	MEDIAN	D10-5	WB MILE 262.0	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	20-10	659CL+10	MEDIAN	E10-5	EB MILE 262.0	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 20-5
	21-1	669CL+10	MEDIAN	D10-5	WB MILE 262.2	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	21-3	674CL+00	LT	E8-1A	CHBURG EXITS (14 1/4 MILE, D 3/4 MILE, 18/151 3 1/2 MILE	192	X	126	--	--	--	--	--
	21-8	669CL+10	MEDIAN	D10-5	EB MILE 262.2	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 21-1
0010	21-13	678CL+50	RT	E5-1a	EXT 262 (W/ARROW)	96	X	60	--	--	--	--	--
	22-1	681CL+00	MEDIAN	D10-5	WB MILE 262.4	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	22-7	691CL+90	MEDIAN	D10-5	WB MILE 262.6	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	22-10	681CL+00	MEDIAN	D10-5	EB MILE 262.4	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 22-1
	22-13	691CL+90	MEDIAN	D10-5	EB MILE 262.6	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 22-7
0010	23-2	701CL+90	MEDIAN	D10-5	WB MILE 262.8	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	23-4	701CL+90	MEDIAN	D10-5	EB MILE 262.8	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 23-2
	24-4	712CL+90	MEDIAN	D10-5	EB MILE 263.0	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	24-5	712CL+90	MEDIAN	D10-5	WB MILE 263.0	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 24-4
	25-1	723CL+10	MEDIAN	D10-5	WB MILE 263.2	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
0010	25-5	734CL+10	MEDIAN	D10-5	EB MILE 263.4	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	25-6	734CL+10	MEDIAN	D10-5	WB MILE 263.4	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 25-5
	25-10	723CL+10	MEDIAN	D10-5	EB MILE 263.2	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 25-1
	26-3	744CL+00	MEDIAN	D10-5	WB MILE 263.6	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	26-8	744CL+00	MEDIAN	D10-5	EB MILE 263.6	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 26-3
0010	27-2	753CL+50	LT	E1-1A	JOHN NOLEN DR 1/2 MILE	264	X	78	--	--	--	--	--
	27-3	755CL+00	MEDIAN	D10-5	WB MILE 263.8	21	X	60	1	--	--	--	SIGN MOUNTED TO BARRIER WALL
	27-7	755CL+00	MEDIAN	D10-5	EB MILE 263.8	21	X	60	--	--	--	--	SIGN MOUNTED TO SAME POST AS 27-7
	28-1	766CL+00	MEDIAN	D10-5	WB MILE 264.0	21	X	60	1	--	--	--	SIGN MOUNTED TO BARRIER WALL
	28-3	776CL+00	MEDIAN	D10-5	WB MILE 264.2	21	X	60	1	--	--	--	SIGN MOUNTED TO BARRIER WALL
0010	28-5	766CL+00	RT	E1-1A	MONONA DR 1 MILE	204	X	120	--	--	--	--	--
	28-6	766CL+00	MEDIAN	D10-5	EB MILE 264.0	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 28-1
	28-10	776CL+00	MEDIAN	D10-5	EB MILE 264.2	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 28-3
	29-1	786CL+00	MEDIAN	D10-5	WB MILE 264.4	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	29-5	786CL+00	MEDIAN	D10-5	EB MILE 264.4	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 29-1
0010	31-2	823CL+00	LT	W8-13	BRIDGE MAY BE ICY	48	X	48	--	1	--	--	--
	32-3	828CL+00	MEDIAN	D10-5	EB MILE 265.2	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	32-4	828CL+00	MEDIAN	D10-5	WB MILE 265.2	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 32-3
	32-9	825CL+70	RT	E5-1a	EXT 265 (W/ARROW)	96	X	60	--	--	--	--	--
	32-14	830CL+50	RT	E3-1	MCFARLAND EXIT 266	132	X	60	--	--	--	--	--
0010	33-1	837CL+50	LT	E5-1a	EXT 265 (W/ARROW)	96	X	60	--	--	--	--	--
	33-2	839CL+00	MEDIAN	D10-5	WB MILE 265.4	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	33-5	850CL+20	MEDIAN	D10-5	WB MILE 265.6	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	33-6	839CL+00	MEDIAN	D10-5	EB MILE 265.4	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 33-2

PROJECT NO: 1206-06-79			HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES			SHEET: 769		E
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PERMANENT SIGNING SUPPORT SUMMARY (CONT.)

CATEGORY	SIGN NUMBER	APPROX STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W X H)			634.0812	634.0614	634.0616	634.0624	COMMENTS
						IN	POSTS TUBULAR	POSTS WOOD 4x6-INCH	POSTS WOOD 4x6-INCH	POSTS WOOD 4x6-INCH			
							STEEL 2x2-INCH x 12-FT	4X6-INCH x 14-FT	4X6-INCH x 16-FT	4X6-INCH x 24-FT			
							EACH	EACH	EACH	EACH			
0010	33-11	850CL+20	MEDIAN	D10-5	EB MILE 265.6	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 33-5
	34-4	860CL+60	MEDIAN	D10-5	WB MILE 265.8	21	X	60	--	--	--	--	SIGN MOUNTED ON SIGN STRUCTURE SUPPORT
	34-5	862CL+50	LT	E6-51	MONONA DR 1/4 MILE	168	X	108	--	--	--	--	S-13-551
	34-8	854CL+00	RT	R2-1	SPEED LIMIT 55MPH	48	X	60	--	--	2	--	MOVE AND MOUNT TO GROUND
	34-10	860CL+60	MEDIAN	D10-5	EB MILE 265.8	21	X	60	--	--	--	--	SIGN MOUNTED ON SIGN STRUCTURE SUPPORT
0010	35-4	871CL+30	MEDIAN	D10-5	WB MILE 268.0	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	35-8	869CL+00	RT	E5-1a	EXIT 266 (W/ARROW)	96	X	60	--	--	--	--	--
	35-11	871CL+30	MEDIAN	D10-5	EB MILE 266.0	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 35-4
	36-1	881CL+20	MEDIAN	D10-5	WB MILE 266.2	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	36-4	885CL+50	LT	E5-1a	EXIT 266 (W/ARROW)	96	X	60	--	--	--	--	--
0010	36-8	892CL+20	MEDIAN	D10-5	WB MILE 266.4	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
	36-10	881CL+20	MEDIAN	D10-5	EB MILE 266.2	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 36-1
	36-14	892CL+20	MEDIAN	D10-5	EB MILE 266.4	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 36-8
	37-2	901CL+00	LT	E3-1	DANE CO AIRPORT/ MCFARLAND EXIT 266	132	X	114	--	--	--	--	--
	37-3	903CL+90	MEDIAN	D10-5	WB MILE 266.6	21	X	60	1	--	--	--	SIGN MOUNTED ON BARRIER WALL
0010	37-5	903CL+90	MEDIAN	D10-5	EB MILE 266.6	21	X	60	--	--	--	--	SIGN MOUNTED ON SAME POST AS 37-3
	39-12	936EB+00	RT	E5-1a	EXT 267A (W/ARROW)	126	X	60	--	--	--	--	--
PROJECT 1206-06-79 TOTALS									31	2	2	6	

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NUMBER	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W X H)			REMARKS
						IN			
0010	2-4	412CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2011
	3-13	433CL+00	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2012
	5-6	456CL+60	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2013
	6-1	467CL+60	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2014
	6-4	475CL+20	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2015
0010	7-2	482CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2037
	7-7	490CL+00	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2016
	7-9	483CL+10	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2038
	7-11	490CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2039
	8-1	498CL+40	LT	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	SIGN MOUNTED ON EXISTING STRUCTURE S-13-373
0010	8-5	503CL+90	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2017
	8-6A	500CL+30	RT	E1-5P	EXIT 259 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 8-6
	8-6	500CL+30	RT	E6-51	TODD DR 3/4 MILE (OVERHEAD) (W/ARROW)	120	X	102	SIGN MOUNTED ON EXISTING STRUCTURE S-13-374
	9-1	508CL+30	LT	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	SIGN MOUNTED ON EXISTING STRUCTURE S-13-375
	9-11	512CL+50	RT	W4-3	ADDED LANE	48	X	48	REPLACES EXISTING MERGE SIGN
	10-2	522CL+50	MEDIAN	D10-5	WB MILE 259.4	21	X	60	SIGN MOUNTED ON BARRIER WALL
0010	10-3	524CL+00	MEDIAN	E8-1	SEMINOLE 1/8 MILE/MIDVALE 1/2 MILE/WHITNEY 2 MILE (OVERHEAD)	288	X	90	S-13-529
	10-5	532CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2003
	10-6	532CL+50	MEDIAN	D10-5	WB MILE 259.6	21	X	60	MOUNT TO SIGN STRUCTURE SUPPORT
	10-8	522CL+50	MEDIAN	D10-5	EB MILE 259.4	21	X	60	SIGN MOUNTED ON SAME POST AS 10-2
	10-9	524CL+00	MEDIAN	E8-1	TODD DR 1/4 MILE/ FISH HATCH 1 1/4 MILE/ PARK ST 2 MILE (OVERHEAD)	300	X	90	S-13-529
0010	10-12	532CL+50	MEDIAN	D10-5	EB MILE 259.6	21	X	60	MOUNT TO SIGN STRUCTURE SUPPORT
	10-13	532CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2003
	11-2	543CL+50	MEDIAN	D10-5	WB MILE 259.8	21	X	60	SIGN MOUNTED ON BARRIER WALL
	11-5A	536CL+20	RT	E1-5P	EXIT 259 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 11-5
	11-5	536CL+20	RT	E6-1	TODD DR (OVERHEAD)	180	X	42	SIGN MOUNTED ON EXISTING STRUCTURE S-13-220
0010	11-5	536CL+20	RT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	180	X	42	SIGN MOUNTED BELOW 11-5
	11-8	543CL+50	MEDIAN	D10-5	EB MILE 259.8	21	X	60	SIGN MOUNTED ON SAME POST AS 11-2
	12-1	554CL+00	MEDIAN	D10-5	WB MILE 260.0	21	X	60	SIGN MOUNTED ON BARRIER WALL
	12-2	556CL+80	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2004
	12-5	554CL+00	MEDIAN	D10-5	EB MILE 260.0	21	X	60	SIGN MOUNTED ON SAME POST AS 12-1
0010	12-6	556CL+80	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2004
	13-17	486CL+50	LT	W3-5	REDUCED SPEED LIMIT AHEAD	48	X	48	MOVE AND REPLACE TYPE II SIGN
	13-18	563CL+90	MEDIAN	D10-5	WB MILE 260.2	21	X	60	SIGN MOUNTED ON BARRIER WALL
	13-19	565CL+00	MEDIAN	E8-1	SEMINOLE 1 MILE/MIDVALE 1 1/4 MILE/ WHITNEY 2 1/2 MILE (OVERHEAD)	300	X	90	S-13-530
	13-20	575CL+50	MEDIAN	D10-5	WB MILE 260.4	21	X	60	SIGN MOUNTED TO BARRIER WALL
0010	13-21	563CL+90	MEDIAN	D10-5	EB MILE 260.2	21	X	60	SIGN MOUNTED ON SAME POST AS 13-18
	13-22	564CL+50	MEDIAN	E8-1	FISH HATCHERY 3/4 MILE/PARK 1 1/4 MILE/ RIMROCK 2 MILE (OVERHEAD)	300	X	96	S-13-530
	13-23A	571CL+00	RT	E1-5P	EXITS 260 A-B	168	X	30	SIGN MOUNTED ABOVE 13-23
	13-23	571CL+00	RT	E1-1A	FISH HATCHERY 1/2 MILE	312	X	120	--
	13-24	575CL+50	MEDIAN	D10-5	EB MILE 260.4	21	X	60	SIGN MOUNTED ON SAME POST AS 13-20
0010	14-1	580CL+30	LT	E5-1C	EXIT 259 (W/ARROW)	60	X	90	--
	14-2	582CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2019
	14-3A	584CL+10	LT	E1-5P	EXIT 259 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 14-3
	14-3	584CL+10	LT	E6-1	TODD DR (OVERHEAD)	180	X	42	S-13-542
	14-3	584CL+10	LT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	180	X	42	SIGN MOUNTED BELOW 14-3
0010	14-4	586CL+00	MEDIAN	D10-5	WB MILE 260.6	21	X	60	SIGN MOUNTED ON BARRIER WALL
	14-7	580CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2018
	14-9	586CL+00	MEDIAN	D10-5	EB MILE 260.6	21	X	60	SIGN MOUNTED ON SAME POST AS 14-4
	14-10A	586CL+30	RT	E1-5P	EXIT 260 A-B (OVERHEAD)	168	X	30	SIGN MOUNTED ABOVE 14-10
	14-10	586CL+30	RT	E6-51	FISH HATCHERY RD 1/4 MILE (OVERHEAD)	252	X	108	S-13-543
0010	14-10	586CL+30	RT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	252	X	36	SIGN MOUNTED BELOW 14-10

PERMANENT SIGNING SUMMARY (CONT.)

				637.1220		637.2210		637.2230		635.0200		636.0100		636.0500			
				SIGNS TYPE I						SIGN SUPPORTS							
				REFLECTIVE		SIGNS TYPE II REFLECTIVE		STRUCTURAL		CONCRETE		STEEL					
SIGN		APPROX		SIGN		SH		H*		F		STEEL HS		MASONRY		REINFORCEMENT	
CATEGORY	NUMBER	STA.	LOC.	CODE	SF	SF	SF	LB	CY	LB	REMARKS						
0010	2-4	412CL+00	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2011						
	3-13	433CL+00	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2012						
	5-6	456CL+60	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2013						
	6-1	467CL+60	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2014						
	6-4	475CL+20	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2015						
0010	7-2	482CL+50	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2037						
	7-7	490CL+00	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2016						
	7-9	483CL+10	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2038						
	7-11	490CL+00	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2039						
	8-1	498CL+40	LT	SPECIAL DETAIL	--	45.5	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-373						
0010	8-5	503CL+90	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2017						
	8-6A	500CL+30	RT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 8-6						
	8-6	500CL+30	RT	E6-51	85	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-374						
	9-1	508CL+30	LT	SPECIAL DETAIL	--	16.5	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-375						
	9-11	512CL+50	RT	W4-3	--	--	16	--	--	--	REPLACES EXISTING MERGE SIGN						
	10-2	522CL+50	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL						
0010	10-3	524CL+00	MEDIAN	E8-1	180	--	--	--	--	--	S-13-529						
	10-5	532CL+50	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2003						
	10-6	532CL+50	MEDIAN	D10-5	--	--	--	--	--	--	MOUNT TO SIGN STRUCTURE SUPPORT						
	10-8	522CL+50	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 10-2						
	10-9	524CL+00	MEDIAN	E8-1	187.5	--	--	--	--	--	S-13-529						
0010	10-12	532CL+50	MEDIAN	D10-5	--	--	--	--	--	--	MOUNT TO SIGN STRUCTURE SUPPORT						
	10-13	532CL+50	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2003						
	11-2	543CL+50	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL						
	11-5A	536CL+20	RT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 11-5						
	11-5	536CL+20	RT	E6-1	52.5	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-220						
0010	11-5	536CL+20	RT	E11-1D	52.5	--	--	--	--	--	SIGN MOUNTED BELOW 11-5						
	11-8	543CL+50	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 11-2						
	12-1	554CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL						
	12-2	556CL+80	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2004						
	12-5	554CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 12-1						
0010	12-6	556CL+80	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2004						
	13-17	486CL+50	LT	W3-5	--	--	16	--	--	--	MOVE AND REPLACE TYPE II SIGN						
	13-18	563CL+90	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL						
	13-19	565CL+00	MEDIAN	E8-1	187.5	--	--	--	--	--	S-13-530						
	13-20	575CL+50	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED TO BARRIER WALL						
0010	13-21	563CL+90	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 13-18						
	13-22	564CL+50	MEDIAN	E8-1	200	--	--	--	--	--	S-13-530						
	13-23A	571CL+00	RT	E1-5P	35	--	--	--	--	--	SIGN MOUNTED ABOVE 13-23						
	13-23	571CL+00	RT	E1-1A	260	--	--	--	--	--	--						
	13-24	575CL+50	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 13-20						
0010	14-1	580CL+30	LT	E5-1C	--	37.5	--	--	--	--	--						
	14-2	582CL+00	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2019						
	14-3A	584CL+10	LT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 14-3						
	14-3	584CL+10	LT	E6-1	52.5	--	--	--	--	--	S-13-542						
	14-3	584CL+10	LT	E11-1D	52.5	--	--	--	--	--	SIGN MOUNTED BELOW 14-3						
0010	14-4	586CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL						
	14-7	580CL+00	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2018						
	14-9	586CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 14-4						
	14-10A	586CL+30	RT	E1-5P	35	--	--	--	--	--	SIGN MOUNTED ABOVE 14-10						
	14-10	586CL+30	RT	E6-51	189	--	--	--	--	--	S-13-543						
0010	14-10	586CL+30	RT	E11-1	63	--	--	--	--	--	SIGN MOUNTED BELOW 14-10						

PERMANENT SIGNING SUMMARY (CONT.)

CATEGORY	SIGN	APPROX.	LOC.	SIGN	SIGN MESSAGE	SIGN			REMARKS
	NUMBER	STA.		CODE		SIZE			
						(W X H)			
						IN			
	15-2A	594CL+90	LT	E1-5P	EXIT 259 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 15-2
	15-2	594CL+90	LT	E6-51	TODD DR 1/4 MILE (OVERHEAD)	180	X	66	S-13-544
	15-2	594CL+90	LT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	180	X	36	SIGN MOUNTED BELOW 15-2
	15-3	596CL+20	MEDIAN	D10-5	WB MILE 260.8	21	X	60	MOUNT TO STRUCTURE SIGN SUPPORT
0010	15-4	597CL+00	LT	I55-56	ADOPT-A-HIGHWAY	30	X	36	SIGN MOUNTED TO BARRIER WALL
	15-6	596CL+20	MEDIAN	D10-5	EB MILE 260.8	21	X	60	MOUNT TO STRUCTURE SIGN SUPPORT
	15-7A	596CL+20	RT	E1-5P	EXIT 260A (OVERHEAD)	132	X	30	SIGN MOUNTED ABOVE 15-7
	15-7	596CL+20	RT	E6-51	FISH HATCHERY RD 1/8 MILE (OVERHEAD)	252	X	108	S-13-546
	15-7	596CL+20	RT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	252	X	36	SIGN MOUNTED BELOW 15-7
	15-9A	596CL+00	RT	E1-5P	EXIT 260A	144	X	30	SIGN MOUNTED ABOVE 15-9
	15-9	596CL+00	RT	E4-1A	FISH HATCHERY RD (W/ARROW)	180	X	138	--
	15-10	598CL+70	RT	E5-1a	EXIT 260A (W/ARROW)	126	X	60	--
	15-10A	598CL+70	RT	E13-1P	30 MPH	114	X	24	SIGN MOUNTED BELOW 15-10
	15-15	602CL+20	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2020
	15-17A	603CL+30	RT	E1-5P	EXIT 260B (OVERHEAD)	132	X	30	SIGN MOUNTED ABOVE 15-17
	15-17	603CL+30	RT	E6-1	FISH HATCHERY ROAD (OVERHEAD)	252	X	84	S-13-545
	15-17	603CL+30	RT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	252	X	42	SIGN MOUNTED BELOW 15-17
	16-2	606CL+80	MEDIAN	E10-5	WB MILE 261.0	21	X	60	SIGN MOUNTED ON BARRIER WALL
	16-3	608CL+00	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2021
	16-7A	618CL+00	LT	E1-5P	EXIT 260 A-B (OVERHEAD)	168	X	30	SIGN MOUNTED ABOVE 16-7
	16-7	618CL+00	LT	E7-2	WEST 12/14/18, SOUTH 151, FISH HATCHERY EXIT ONLY (OVERHEAD)	468	X	138	S-13-547
	16-8	618CL+00	LT	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-547
	16-9	618CL+00	MEDIAN	D10-5	WB MILE 261.2	21	X	60	MOUNT TO SIGN STRUCTURE SUPPORT
	16-10	606CL+80	MEDIAN	D10-5	EB MILE 261.0	21	X	60	SIGN MOUNTED ON SAME POST AS 16-2
0010	16-11A	607CL+60	RT	E5-1a	EXIT 260B (W/ARROW)	126	X	60	SIGN MOUNTED BELOW 16-11
	16-11	607CL+60	RT	E13-1P	25 MPH	114	X	24	--
	16-13	617CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2022
	16-14	618CL+00	MEDIAN	D10-5	EB MILE 261.2	21	X	60	MOUNT TO SIGN STRUCTURE SUPPORT
	16-15A	619CL+00	RT	E1-5P	EXIT 261 (OVERHEAD)	108	X	30	SIGN MOUNTED ABOVE 16-15
	16-15	619CL+00	RT	E6-51	EAST 14, NORTH 151, PARK ST/OREGON 1/4 MILE (OVERHEAD)	168	X	156	SIGN MOUNTED ON EXISTING STRUCTURE S-13-279
	16-15	619CL+00	RT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	168	X	36	SIGN MOUNTED BELOW 16-5
	17-1	623CL+30	MEDIAN	E8-1	TODD DR 1/2 MILE/SEMINOLE 1 3/4 MILE/MIDVALE 2 MILE (OVERHEAD)	300	X	90	S-13-531
	17-5	628CL+10	MEDIAN	D10-5	WB MILE 261.4	21	X	60	SIGN MOUNTED ON BARRIER WALL
	17-6A	628CL+50	LT	E1-5P	EXIT 260 A-B (OVERHEAD)	168	X	30	SIGN MOUNTED ABOVE 17-6
	17-6	628CL+50	LT	E7-2	WEST 12/14/18, SOUTH 151, FISH HATCHERY 1/4 MILE EXIT ONLY (OVERHEAD)	468	X	156	S-13-548
	17-8	631CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2033
	17-9	623CL+30	MEDIAN	E8-1	PARK ST 1/4 MILE/RIMROCK RD 1 MILE/JOHN NOLEN DR 1 3/4 MILE (OVERHEAD)	240	X	90	S-13-531
	17-11	628CL+10	MEDIAN	D10-5	EB MILE 261.4	21	X	60	SIGN MOUNTED ON SAME POST AS 17-5
	17-13	631CL+00	RT	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2033
	17-14A	631CL+00	RT	E1-5P	EXIT 261 (OVERHEAD)	108	X	30	SIGN MOUNTED ABOVE 17-14
0010	17-14	631CL+00	RT	E6-1	EAST 14, NORTH 151, PARK ST/OREGON (OVERHEAD)	168	X	132	S-13-2033
	17-14	631CL+00	RT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	168	X	42	SIGN MOUNTED BELOW 17-14
	17-15	633CL+00	RT	E5-1a	EXIT 261 (W/ARROW)	96	X	60	--
	18-3	638CL+10	MEDIAN	E10-5	WB MILE 261.6	21	X	60	SIGN MOUNTED ON BARRIER WALL
0010	18-4	642CL+00	MEDIAN	E8-1	FISH HATCHERY 1/2 MILE/ TODD DR 1 MILE/ SEMINOLE 2 1/4 MILE (OVERHEAD)	300	X	90	S-13-532
	18-16	649CL+10	MEDIAN	D10-5	WB MILE 261.8	21	X	60	SIGN MOUNTED ON BARRIER WALL
	18-19	638CL+10	MEDIAN	D10-5	EB MILE 261.6	21	X	60	SIGN MOUNTED ON SAME POST AS 18-3
	18-20	642CL+00	MEDIAN	E8-1	RIMROCK RD 3/4 MILE/JOHN NOLEN DR 1 1/4 MILE/ W BROADWAY 1 3/4 MILE (OVERHEAD)	240	X	90	S-13-532
	18-23	649CL+10	MEDIAN	D10-5	EB MILE 261.8	21	X	60	SIGN MOUNTED ON SAME POST AS 18-16
	20-2A	651CL+50	LT	E1-5P	EXIT 261 (OVERHEAD)	108	X	30	SIGN MOUNTED ABOVE 20-2
	20-2	651CL+50	LT	E6-1	EAST 14, NORTH 151, PARK ST/ OREGON (OVERHEAD)	168	X	132	S-13-2034
	20-2	651CL+50	LT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	168	X	42	SIGN MOUNTED BELOW 20-2
0010	20-3	651CL+50	LT	E6-51	WEST 12/14/18, SOUTH 151 (OVERHEAD)	276	X	108	S-13-2034

PERMANENT SIGNING SUMMARY (CONT.)											
				637.1220	637.2210	637.2230	635.0200	636.0100	636.0500		
				SIGNS TYPE I	SIGNS TYPE II REFLECTIVE			SIGN SUPPORTS			
				REFLECTIVE				CONCRETE	STEEL		
					SH	H*	F	STRUCTURAL	MASONRY	REINFORCEMENT	
CATEGORY	SIGN NUMBER	APPROX. STA.	LOC.	SIGN CODE	SF	SF	SF	STEEL HS	CY	LB	REMARKS
	15-2A	594CL+90	LT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 15-2
	15-2	594CL+90	LT	E6-51	82.5	--	--	--	--	--	S-13-544
	15-2	594CL+90	LT	E11-1	45	--	--	--	--	--	SIGN MOUNTED BELOW 15-2
	15-3	596CL+20	MEDIAN	D10-5	--	--	--	--	--	--	MOUNT TO STRUCTURE SIGN SUPPORT
0010	15-4	597CL+00	LT	I55-56	--	--	--	--	--	--	SIGN MOUNTED TO BARRIER WALL
	15-6	596CL+20	MEDIAN	D10-5	--	--	--	--	--	--	MOUNT TO STRUCTURE SIGN SUPPORT
	15-7A	596CL+20	RT	E1-5P	27.5	--	--	--	--	--	SIGN MOUNTED ABOVE 15-7
	15-7	596CL+20	RT	E6-51	189	--	--	--	--	--	S-13-546
0010	15-7	596CL+20	RT	E11-1	63	--	--	--	--	--	SIGN MOUNTED BELOW 15-7
	15-9A	596CL+00	RT	E1-5P	30	--	--	--	--	--	SIGN MOUNTED ABOVE 15-9
	15-9	596CL+00	RT	E4-1A	172.5	--	--	1000.6	2	302	--
	15-10	598CL+70	RT	E5-1a	--	52.5	--	--	--	--	--
0010	15-10A	598CL+70	RT	E13-1P	--	19	--	--	--	--	SIGN MOUNTED BELOW 15-10
	15-15	602CL+20	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2020
	15-17A	603CL+30	RT	E1-5P	27.5	--	--	--	--	--	SIGN MOUNTED ABOVE 15-17
	15-17	603CL+30	RT	E6-1	147	--	--	--	--	--	S-13-545
0010	15-17	603CL+30	RT	E11-1D	73.5	--	--	--	--	--	SIGN MOUNTED BELOW 15-17
	16-2	606CL+80	MEDIAN	E10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL
	16-3	608CL+00	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2021
	16-7A	618CL+00	LT	E1-5P	35	--	--	--	--	--	SIGN MOUNTED ABOVE 16-7
0010	16-7	618CL+00	LT	E7-2	448.5	--	--	--	--	--	S-13-547
	16-8	618CL+00	LT	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-547
	16-9	618CL+00	MEDIAN	D10-5	--	--	--	--	--	--	MOUNT TO SIGN STRUCTURE SUPPORT
	16-10	606CL+80	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 16-2
0010	16-11A	607CL+60	RT	E5-1a	--	52.5	--	--	--	--	SIGN MOUNTED BELOW 16-11
	16-11	607CL+60	RT	E13-1P	19	--	--	--	--	--	--
	16-13	617CL+00	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2022
	16-14	618CL+00	MEDIAN	D10-5	--	--	--	--	--	--	MOUNT TO SIGN STRUCTURE SUPPORT
0010	16-15A	619CL+00	RT	E1-5P	22.5	--	--	--	--	--	SIGN MOUNTED ABOVE 16-15
	16-15	619CL+00	RT	E6-51	182	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-279
	16-15	619CL+00	RT	E11-1	42	--	--	--	--	--	SIGN MOUNTED BELOW 16-5
	17-1	623CL+30	MEDIAN	E8-1	187.5	--	--	--	--	--	S-13-531
0010	17-5	628CL+10	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL
	17-6A	628CL+50	LT	E1-5P	35	--	--	--	--	--	SIGN MOUNTED ABOVE 17-6
	17-6	628CL+50	LT	E7-2	507	--	--	--	--	--	S-13-548
	17-8	631CL+00	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2033
0010	17-9	623CL+30	MEDIAN	E8-1	150	--	--	--	--	--	S-13-531
	17-11	628CL+10	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 17-5
	17-13	631CL+00	RT	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2033
	17-14A	631CL+00	RT	E1-5P	22.5	--	--	--	--	--	SIGN MOUNTED ABOVE 17-14
0010	17-14	631CL+00	RT	E6-1	154	--	--	--	--	--	S-13-2033
	17-14	631CL+00	RT	E11-1D	49	--	--	--	--	--	SIGN MOUNTED BELOW 17-14
	17-15	633CL+00	RT	E5-1a	--	--	--	--	--	--	--
	18-3	638CL+10	MEDIAN	E10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL
0010	18-4	642CL+00	MEDIAN	E8-1	187.5	--	--	--	--	--	S-13-532
	18-16	649CL+10	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL
	18-19	638CL+10	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 18-3
	18-20	642CL+00	MEDIAN	E8-1	150	--	--	--	--	--	S-13-532
0010	18-23	649CL+10	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 18-16
	20-2A	651CL+50	LT	E1-5P	22.5	--	--	--	--	--	SIGN MOUNTED ABOVE 20-2
	20-2	651CL+50	LT	E6-1	154	--	--	--	--	--	S-13-2034
	20-2	651CL+50	LT	E11-1D	49	--	--	--	--	--	SIGN MOUNTED BELOW 20-2
	20-3	651CL+50	LT	E6-51	207	--	--	--	--	--	S-13-2034
PROJECT NO: 1206-06-79			HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES		
									SHEET: 774		
									E		

PERMANENT SIGNING SUMMARY (CONT.)

CATEGORY	SIGN NUMBER	APPROX STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W X H)			REMARKS
						IN			
0010	20-4	651CL+50	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2034
	20-5	659CL+10	MEDIAN	D10-5	WB MILE 262.0	21	X	60	SIGN MOUNTED ON BARRIER WALL
	20-6	664CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2002
	20-7A	664CL+90	LT	E1-5P	EXIT 261 (OVERHEAD)	108	X	30	SIGN MOUNTED ABOVE 20-7
	20-7	664CL+90	LT	E6-51	EAST 14, NORTH 151, PARK ST/OREGON 1/4 MILE (OVERHEAD)	168	X	156	SIGN MOUNTED ON EXISTING STRUCTURE S-13-283
0010	20-7	664CL+90	LT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	168	X	36	SIGN MOUNTED BELOW 20-7
	20-9	651CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2034
	20-10	659CL+10	MEDIAN	E10-5	EB MILE 262.0	21	X	60	SIGN MOUNTED ON SAME POST AS 20-5
	20-11A	662CL+00	RT	E1-5P	EXIT 262 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 20-11
	20-11	662CL+00	RT	E6-51	RIMROCK ROAD 1/4 MILE (OVERHEAD)	180	X	60	SIGN MOUNTED ON EXISTING STRUCTURE S-13-280
0010	20-11	662CL+00	RT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	180	X	36	SIGN MOUNTED BELOW 20-11
	20-13	664CL+50	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2002
	21-1	669CL+10	MEDIAN	D10-5	WB MILE 262.2	21	X	60	SIGN MOUNTED ON BARRIER WALL
	21-2	673CL+00	LT	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-538
	21-3	674CL+00	LT	E8-1A	FITCHBURG EXITS (14 1/4 MILE, D 3/4 MILE, 18/151 3 1/2 MILE)	192	X	126	--
0010	21-8	669CL+10	MEDIAN	D10-5	EB MILE 262.2	21	X	60	SIGN MOUNTED ON SAME POST AS 21-1
	21-10A	674CL+50	RT	E1-5P	EXIT 262 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 21-10
	21-10	674CL+50	RT	E6-1	RIMROCK ROAD (OVERHEAD)	180	X	78	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	21-10	674CL+50	RT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	180	X	42	SIGN MOUNTED BELOW 21-10
	21-12	678CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2024
0010	21-13	678CL+50	RT	E5-1a	EXIT 262 (W/ARROW)	96	X	60	--
	22-1	681CL+00	MEDIAN	D10-5	WB MILE 262.4	21	X	60	SIGN MOUNTED ON BARRIER WALL
	22-3	686CL+00	MEDIAN	E8-1	PARK ST 3/4 MILE/FISH HATCHERY RD 1 1/4 MILE/TODD DR 2 MILE (OVERHEAD)	300	X	90	S-13-534
	22-7	691CL+90	MEDIAN	D10-5	WB MILE 262.6	21	X	60	SIGN MOUNTED ON BARRIER WALL
	22-8	692CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2025
0010	22-9A	693CL+90	LT	E1-5P	EXIT 262 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 22-9
	22-9	693CL+90	LT	E6-51	RIMROCK ROAD (OVERHEAD)	180	X	78	SIGN MOUNTED ON EXISTING STRUCTURE S-13-069
	22-9	693CL+90	LT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	180	X	42	SIGN MOUNTED BELOW 22-9
	22-10	681CL+00	MEDIAN	D10-5	EB MILE 262.4	21	X	60	SIGN MOUNTED ON SAME POST AS 22-1
	22-11	683CL+50	MEDIAN	E8-1	JOHN NOLEN DR 1/2 MILE/W BROADWAY 1 MILE/MONONA DR 2 3/4 MILE (OVERHEAD)	240	X	90	S-13-533
0010	22-13	691CL+90	MEDIAN	D10-5	EB MILE 262.6	21	X	60	SIGN MOUNTED ON SAME POST AS 22-7
	22-14A	692CL+60	RT	E1-5P	EXIT 263 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 22-14
	22-14	692CL+60	RT	E6-51	JOHN NOLEN DR 1/4 MILE (OVERHEAD)	216	X	66	SIGN MOUNTED ON EXISTING STRUCTURE S-13-068
	22-14	692CL+60	RT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	216	X	36	SIGN MOUNTED BELOW 22-14
	23-1A	700CL+50	LT	E1-5P	EXIT 262 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 23-1
0010	23-1	700CL+50	LT	E6-51	RIMROCK RD 1/8 MILE (OVERHEAD)	168	X	108	SIGN MOUNTED ON EXISTING STRUCTURE S-13-071
	23-1	700CL+50	LT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	168	X	36	SIGN MOUNTED BELOW 23-1
	23-2	701CL+90	MEDIAN	D10-5	WB MILE 262.8	21	X	60	SIGN MOUNTED ON BARRIER WALL
	23-4	701CL+90	MEDIAN	D10-5	EB MILE 262.8	21	X	60	SIGN MOUNTED ON SAME POST AS 23-2
	23-5	704CL+00	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2026
0010	24-2	710CL+50	MEDIAN	E8-1	RIMROCK RD 1/4 MILE/PARK ST 1 MILE/FISH HATCHERY RD 1 3/4 MILE (OVERHEAD)	312	X	96	S-13-535
	24-4	712CL+90	MEDIAN	D10-5	EB MILE 263.0	21	X	60	SIGN MOUNTED ON BARRIER WALL
	24-5	712CL+90	MEDIAN	D10-5	WB MILE 263.0	21	X	60	SIGN MOUNTED ON SAME POST AS 24-4
	24-6	716CL+00	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2005
	24-7A	718CL+00	LT	E1-5P	EXIT 263 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 24-7
0010	24-7	718CL+00	LT	E6-1	JOHN NOLEN DR (OVERHEAD)	216	X	42	SIGN MOUNTED ON EXISTING STRUCTURE S-13-036
	24-7	718CL+00	LT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	216	X	42	SIGN MOUNTED BELOW 24-7
	24-9A	710CL+75	RT	E1-5P	EXIT 263 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 24-9
	24-9	710CL+75	RT	E6-1	JOHN NOLEN DR (OVERHEAD)	216	X	42	SIGN MOUNTED ON EXISTING STRUCTURE S-13-072
	24-9	710CL+75	RT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	216	X	42	SIGN MOUNTED BELOW 24-9
0010	24-16	716CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2005
	25-1	723CL+10	MEDIAN	D10-5	WB MILE 263.2	21	X	60	SIGN MOUNTED ON BARRIER WALL
	25-4	730CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2027
	25-5	734CL+10	MEDIAN	D10-5	EB MILE 263.4	21	X	60	SIGN MOUNTED ON BARRIER WALL

PERMANENT SIGNING SUMMARY (CONT.)													
					637.1220	637.2210	637.2230	635.0200	636.0100	636.0500			
					SIGNS TYPE I				SIGN SUPPORTS				
					REFLECTIVE	SIGNS TYPE II REFLECTIVE		STRUCTURAL	CONCRETE	STEEL			
					SH	H*	F	STEEL HS	MASONRY	REINFORCEMENT			
CATEGORY	SIGN NUMBER	APPROX. STA.	LOC.	SIGN CODE	SF	SF	SF	LB	CY	LB	REMARKS		
0010	20-4	651CL+50	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2034		
	20-5	659CL+10	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL		
	20-6	664CL+50	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2002		
	20-7A	664CL+90	LT	E1-5P	22.5	--	--	--	--	--	SIGN MOUNTED ABOVE 20-7		
	20-7	664CL+90	LT	E6-51	182	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-283		
0010	20-7	664CL+90	LT	E11-1	42	--	--	--	--	--	SIGN MOUNTED BELOW 20-7		
	20-9	651CL+50	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2034		
	20-10	659CL+10	MEDIAN	E10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 20-5		
	20-11A	662CL+00	RT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 20-11		
	20-11	662CL+00	RT	E6-51	75	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-280		
0010	20-11	662CL+00	RT	E11-1	45	--	--	--	--	--	SIGN MOUNTED BELOW 20-11		
	20-13	664CL+50	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2002		
	21-1	669CL+10	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL		
	21-2	673CL+00	LT	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-538		
	21-3	674CL+00	LT	E8-1A	168	--	--	--	--	--	--		
0010	21-8	669CL+10	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 21-1		
	21-10A	674CL+50	RT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 21-10		
	21-10	674CL+50	RT	E6-1	97.5	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281		
	21-10	674CL+50	RT	E11-1D	52.5	--	--	--	--	--	SIGN MOUNTED BELOW 21-10		
	21-12	678CL+00	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2024		
0010	21-13	678CL+50	RT	E5-1a	--	--	--	--	--	--	--		
	22-1	681CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL		
	22-3	686CL+00	MEDIAN	E8-1	187.5	--	--	--	--	--	S-13-534		
	22-7	691CL+90	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL		
	22-8	692CL+50	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2025		
0010	22-9A	693CL+90	LT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 22-9		
	22-9	693CL+90	LT	E6-51	97.5	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-069		
	22-9	693CL+90	LT	E11-1D	52.5	--	--	--	--	--	SIGN MOUNTED BELOW 22-9		
	22-10	681CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 22-1		
	22-11	683CL+50	MEDIAN	E8-1	150	--	--	--	--	--	S-13-533		
0010	22-13	691CL+90	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 22-7		
	22-14A	692CL+60	RT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 22-14		
	22-14	692CL+60	RT	E6-51	99	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-068		
	22-14	692CL+60	RT	E11-1	54	--	--	--	--	--	SIGN MOUNTED BELOW 22-14		
	23-1A	700CL+50	LT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 23-1		
0010	23-1	700CL+50	LT	E6-51	126	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-071		
	23-1	700CL+50	LT	E11-1D	42	--	--	--	--	--	SIGN MOUNTED BELOW 23-1		
	23-2	701CL+90	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL		
	23-4	701CL+90	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 23-2		
	23-5	704CL+00	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2026		
0010	24-2	710CL+50	MEDIAN	E8-1	208	--	--	--	--	--	S-13-535		
	24-4	712CL+90	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL		
	24-5	712CL+90	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 24-4		
	24-6	716CL+00	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2005		
	24-7A	718CL+00	LT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 24-7		
0010	24-7	718CL+00	LT	E6-1	63	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-036		
	24-7	718CL+00	LT	E11-1D	63	--	--	--	--	--	SIGN MOUNTED BELOW 24-7		
	24-9A	710CL+75	RT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 24-9		
	24-9	710CL+75	RT	E6-1	63	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-072		
	24-9	710CL+75	RT	E11-1D	63	--	--	--	--	--	SIGN MOUNTED BELOW 24-9		
0010	24-16	716CL+00	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2005		
	25-1	723CL+10	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL		
	25-4	730CL+00	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2027		
	25-5	734CL+10	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL		
	PROJECT NO: 1206-06-79			HWY: USH 12		COUNTY: DANE			MISCELLANEOUS QUANTITIES			SHEET: 776	

PERMANENT SIGNING SUMMARY (CONT.)

CATEGORY	SIGN NUMBER	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W X H)			REMARKS
						IN			
0010	25-6	734CL+10	MEDIAN	D10-5	WB MILE 263.4	21	X	60	SIGN MOUNTED ON SAME POST AS 25-5
	25-8	737CL+30	MEDIAN	E8-1	JOHN NOLEN 1/4 MILE/ RIMROCK RD 3/4 MILE/ PARK ST 1 1/2 MILE (OVERHEAD)	240	X	90	S-13-536
	25-9	737CL+30	MEDIAN	E8-1	MONONA DR 1 3/4 MILE/STOUGHTON RD 2 1/2 MILE/ 39/90 3 3/4 MILE (OVERHEAD)	264	X	96	S-13-536
	25-10	723CL+10	MEDIAN	D10-5	EB MILE 263.2	21	X	60	SIGN MOUNTED ON SAME POST AS 25-1
	25-11A	725CL+00	RT	E1-5P	EXIT 264 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 25-11
	25-11	725CL+00	RT	E7-2	EAST 12/18, W BROADWAY/SOUTH TOWNE DR 1/4 MILE (OVERHEAD)	348	X	144	S-31-549
0010	25-14	730CL+00	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2027
	25-15A	733CL+00	RT	E1-5P	EXIT 264 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE
	25-15	733CL+00	RT	E7-2	EAST 12/18, W BROADWAY/SOUTH TOWNE DR (OVERHEAD)	348	X	132	S-13-550
	26-1A	738CL+50	LT	E1-5P	EXIT 263 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 26-1
	26-1	738CL+50	LT	E6-51	JOHN NOLEN DR 1/2 MILE (OVERHEAD)	216	X	66	SIGN MOUNTED TO EXISTING STRUCTURE S-13-040
	26-1	738CL+50	LT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	216	X	36	SIGN MOUNTED BELOW 26-1
0010	26-2	744CL+00	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2006
	26-3	744CL+00	MEDIAN	D10-5	WB MILE 263.6	21	X	60	SIGN MOUNTED ON BARRIER WALL
	26-7	744CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2006
	26-8	744CL+00	MEDIAN	D10-5	EB MILE 263.6	21	X	60	SIGN MOUNTED ON SAME POST AS 26-3
	27-1	752CL+20	MEDIAN	E8-1	JOHN NOLEN DR 3/4 MILE (OVERHEAD)	240	X	90	S-13-537
	0010	27-2A	753CL+50	LT	E1-5P	EXIT 263 (OVERHEAD)	120	X	30
27-2		753CL+50	LT	E1-1A	JOHN NOLEN DR 1/2 MILE	264	X	78	--
27-3		755CL+00	MEDIAN	D10-5	WB MILE 263.8	21	X	60	SIGN MOUNTED TO BARRIER WALL
27-7		755CL+00	MEDIAN	D10-5	EB MILE 263.8	21	X	60	SIGN MOUNTED TO SAME POST AS 27-7
28-1		766CL+00	MEDIAN	D10-5	WB MILE 264.0	21	X	60	SIGN MOUNTED TO BARRIER WALL
0010		28-2	770CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78
	28-3	776CL+00	MEDIAN	D10-5	WB MILE 264.2	21	X	60	SIGN MOUNTED TO BARRIER WALL
	28-4	780CL+70	MEDIAN	E8-1	W BROADWAY 1/2 MILE/JOHN NOLEN DR 1 1/2 MILE/ RIMROCK RD 2 MILE (OVERHEAD)	240	X	90	S-13-2040
	28-5A	766CL+00	RT	E1-5P	EXIT 265 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 28-5
	28-5	766CL+00	RT	E1-1A	MONONA DR 1 MILE	204	X	120	--
	0010	28-6	766CL+00	MEDIAN	D10-5	EB MILE 264.0	21	X	60
28-7		770CL+50	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2007
28-10		776CL+00	MEDIAN	D10-5	EB MILE 264.2	21	X	60	SIGN MOUNTED ON SAME POST AS 28-3
28-11		780CL+70	MEDIAN	E8-1	MONONA DR 1/2 MILE/STOUGHTON RD 1 1/4 MILE/ 39/90 3 MILE (OVERHEAD)	252	X	90	S-13-2040
29-1		786CL+00	MEDIAN	D10-5	WB MILE 264.4	21	X	60	SIGN MOUNTED ON BARRIER WALL
0010		29-3	794CL+50	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66
	29-5	786CL+00	MEDIAN	D10-5	EB MILE 264.4	21	X	60	SIGN MOUNTED ON SAME POST AS 29-1
	29-8	794CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2008
	31-2	823CL+00	LT	W8-13	BRIDGE MAY BE ICY	48	X	48	--
	32-1	823CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2009
	32-3	828CL+00	MEDIAN	D10-5	EB MILE 265.2	21	X	60	SIGN MOUNTED ON BARRIER WALL
0010	32-4	828CL+00	MEDIAN	D10-5	WB MILE 265.2	21	X	60	SIGN MOUNTED ON SAME POST AS 32-3
	32-5	830CL+00	MEDIAN	E8-1	W BROADWAY 1 1/4 MILE/ JOHN NOLEN DR 2 1/4 MILE/ RIMROCK RD 2 3/4 MILE (OVERHEAD)	252	X	90	S-13-539
	32-7A	823CL+50	RT	E1-5P	EXIT 265 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 32-7
	32-7	823CL+50	RT	E6-1	MONONA DRIVE (W/ARROW) (OVERHEAD)	204	X	78	SIGN MOUNTED ON EXISTING STRUCTURE S-13-041
0010	32-8	823CL+50	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2009
	32-9	825CL+70	RT	E5-1a	EXIT 265 (W/ARROW)	96	X	60	--
	32-11	830CL+00	MEDIAN	E8-1	STOUGHTON RD 1/2 MILE/ 39/90 2 1/4 MILE/ AB 4 MILE (OVERHEAD)	264	X	96	S-13-539
	32-14	829CL+50	RT	E3-1	MCFARLAND EXIT 266	132	X	60	--
	33-1	837CL+50	LT	E5-1a	EXIT 265 (W/ARROW)	96	X	60	--
0010	33-2	839CL+00	MEDIAN	D10-5	WB MILE 264.4	21	X	60	SIGN MOUNTED ON BARRIER WALL
	33-3A	841CL+50	LT	E1-5P	EXIT 265 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 33-3
	33-3	841CL+50	LT	E6-1	MONONA DR (OVERHEAD)	168	X	84	SIGN MOUNTED ON EXISTING STRUCTURE S-13-042
	33-3	841CL+50	LT	E1-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	168	X	42	SIGN MOUNTED BELOW 33-3

PERMANENT SIGNING SUMMARY (CONT.)																	
				637.1220		637.2210		637.2230		635.0200		636.0100		636.0500			
				SIGNS TYPE I								SIGN SUPPORTS					
				REFLECTIVE		SIGNS TYPE II REFLECTIVE		STRUCTURAL				CONCRETE		STEEL			
				SH		H*		F		STEEL HS		MASONRY		REINFORCEMENT			
CATEGORY	SIGN NUMBER	APPROX. STA.	LOC.	SIGN CODE	SF	SF	SF	LB	CY	LB	REMARKS						
0010	25-6	734CL+10	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 25-5						
	25-8	737CL+30	MEDIAN	E8-1	150	--	--	--	--	--	S-13-536						
	25-9	737CL+30	MEDIAN	E8-1	176	--	--	--	--	--	S-13-536						
	25-10	723CL+10	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 25-1						
	25-11A	725CL+00	RT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 25-11						
	25-11	725CL+00	RT	E7-2	348	--	--	--	--	--	--	S-31-549					
0010	25-14	730CL+00	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2027						
	25-15A	733CL+00	RT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE						
	25-15	733CL+00	RT	E7-2	319	--	--	--	--	--	S-13-550						
	26-1A	738CL+50	LT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 26-1						
	26-1	738CL+50	LT	E6-51	99	--	--	--	--	--	SIGN MOUNTED TO EXISTING STRUCTURE S-13-040						
	26-1	738CL+50	LT	E11-1	54	--	--	--	--	--	SIGN MOUNTED BELOW 26-1						
0010	26-2	744CL+00	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2006						
	26-3	744CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL						
	26-7	744CL+00	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2006						
	26-8	744CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 26-3						
	27-1	752CL+20	MEDIAN	E8-1	150	--	--	--	--	--	S-13-537						
	0010	27-2A	753CL+50	LT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 27-2					
27-2		753CL+50	LT	E1-1A	143	--	--	--	--	--	--						
27-3		755CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED TO BARRIER WALL						
27-7		755CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED TO SAME POST AS 27-7						
28-1		766CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED TO BARRIER WALL						
0010		28-2	770CL+50	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2007					
	28-3	776CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED TO BARRIER WALL						
	28-4	780CL+70	MEDIAN	E8-1	150	--	--	--	--	--	S-13-2040						
	28-5A	766CL+00	RT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 28-5						
	28-5	766CL+00	RT	E1-1A	170	--	--	969.8	2	302	--						
	0010	28-6	766CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 28-1					
28-7		770CL+50	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2007						
28-10		776CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 28-3						
28-11		780CL+70	MEDIAN	E8-1	157.5	--	--	--	--	--	S-13-2040						
29-1		786CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL						
0010		29-3	794CL+50	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2008					
	29-5	786CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 29-1						
	29-8	794CL+50	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2008						
	31-2	823CL+00	LT	W8-13	--	--	16	--	--	--	--						
	32-1	823CL+50	MEDIAN	SPECIAL DETAIL	--	45.5	--	--	--	--	S-13-2009						
	32-3	828CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL						
0010	32-4	828CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON SAME POST AS 32-3						
	32-5	830CL+00	MEDIAN	E8-1	157.5	--	--	--	--	--	S-13-539						
	32-7A	823CL+50	RT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 32-7						
	32-7	823CL+50	RT	E6-1	110.5	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-041						
	0010	32-8	823CL+50	MEDIAN	SPECIAL DETAIL	--	16.5	--	--	--	--	S-13-2009					
		32-9	825CL+70	RT	E5-1a	--	40	--	--	--	--	--					
32-11		830CL+00	MEDIAN	E8-1	176	--	--	--	--	--	S-13-539						
32-14		829CL+50	RT	E3-1	55	--	--	632	1.6	142	--						
33-1		837CL+50	LT	E5-1a	--	40	--	--	--	--	--						
0010		33-2	839CL+00	MEDIAN	D10-5	--	--	--	--	--	--	SIGN MOUNTED ON BARRIER WALL					
	33-3A	841CL+50	LT	E1-5P	25	--	--	--	--	--	SIGN MOUNTED ABOVE 33-3						
	33-3	841CL+50	LT	E6-1	98	--	--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-042						
	33-3	841CL+50	LT	E1-1D	49	--	--	--	--	--	SIGN MOUNTED BELOW 33-3						
	PROJECT NO: 1206-06-79			HWY: USH 12			COUNTY: DANE			MISCELLANEOUS QUANTITIES					SHEET: 778		E

PERMANENT SIGNING SUMMARY (CONT.)						SIGN			
CATEGORY	SIGN NUMBER	APPROX STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIZE (W X H)			REMARKS
0010	33-4	845CL+00	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2035
	33-5	850CL+20	MEDIAN	D10-5	WB MILE 265.6	21	X	60	SIGN MOUNTED ON BARRIER WALL
	33-6	839CL+00	MEDIAN	D10-5	EB MILE 265.4	21	X	60	SIGN MOUNTED ON SAME POST AS 33-2
	33-8	845CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2035
	33-9A	845CL+00	RT	E1-5P	EXIT 266 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 33-9
0010	33-9	845CL+00	RT	E7-4	EAST 12/18, STOUGHTON RD 1/4 MILE (OVERHEAD)	504	X	162	S-13-2035
	33-11	850CL+20	MEDIAN	D10-5	EB MILE 265.6	21	X	60	SIGN MOUNTED ON SAME POST AS 33-5
	34-4	860CL+60	MEDIAN	D10-5	WB MILE 265.8	21	X	60	SIGN MOUNTED ON SIGN STRUCTURE SUPPORT
	34-5A	862CL+50	LT	E1-5P	EXIT 265 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 34-5
	34-5	862CL+50	LT	E6-51	MONONA DR 1/4 MILE	168	X	108	S-13-046
0010	34-5	862CL+50	LT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	168	X	36	SIGN MOUNTED BELOW 34-5
	34-6	864CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2010
	34-8	854CL+00	RT	R2-1	SPEED LIMIT 55MPH	48	X	60	MOVE AND MOUNT TO GROUND
	34-10	860CL+60	MEDIAN	D10-5	EB MILE 265.8	21	X	60	SIGN MOUNTED ON SIGN STRUCTURE SUPPORT
	34-11A	860CL+60	RT	E1-5P	EXIT 266 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 34-11
0010	34-11	860CL+60	RT	E7-4	EAST 12/18, STOUGHTON RD (OVERHEAD)	504	X	138	S-13-551
	34-12	864CL+50	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2010
	35-4	871CL+30	MEDIAN	D10-5	WB MILE 268.0	21	X	60	SIGN MOUNTED ON BARRIER WALL
	35-5	872CL+20	MEDIAN	E8-1	MONONA DR 3/4 MILE, W BROADWAY 2 1/4 MILE, JOHN NOLEN DR 3 MILE (OVERHEAD)	240	X	90	S-13-540
	35-8	869CL+00	RT	E5-1a	EXIT 266 (W/ARROW)	96	X	60	--
0010	35-11	871CL+30	MEDIAN	D10-5	EB MILE 266.0	21	X	60	SIGN MOUNTED ON SAME POST AS 35-4
	35-12A	877CL+00	RT	E1-5P	EXITS 267 A-B	168	X	30	SIGN MOUNTED ABOVE 35-12
	35-12	877CL+00	RT	E1-1A	CHICAGO/WIS DELLS 1 MILE	180	X	162	--
	36-1	881CL+20	MEDIAN	D10-5	WB MILE 266.2	21	X	60	SIGN MOUNTED ON BARRIER WALL
	36-2	883CL+80	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2029
0010	36-4	885CL+50	LT	E5-1a	EXIT 266 (W/ARROW)	96	X	60	--
	36-6A	890CL+20	LT	E1-5P	EXIT 266 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 36-6
	36-6	890CL+20	LT	E6-1	STOUGHTON RD (OVERHEAD)	204	X	90	SIGN MOUNTED TO EXISTING STRUCTURE S-13-159
	36-6	890CL+20	LT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	204	X	42	SIGN MOUNTED BELOW 36-6
	36-8	892CL+20	MEDIAN	D10-5	WB MILE 266.4	21	X	60	SIGN MOUNTED ON BARRIER WALL
0010	36-9	880CL+20	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2028
	36-10	881CL+20	MEDIAN	D10-5	EB MILE 266.2	21	X	60	SIGN MOUNTED ON SAME POST AS 36-1
	36-13	890CL+70	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2030
	36-14	892CL+20	MEDIAN	D10-5	EB MILE 266.4	21	X	60	SIGN MOUNTED ON SAME POST AS 36-8
	37-1	899CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2032
0010	37-2	901CL+00	LT	E3-1	DANE CO AIRPORT/ MCFARLAND EXIT 266	132	X	114	--
	37-3	903CL+90	MEDIAN	D10-5	WB MILE 266.6	21	X	60	SIGN MOUNTED ON BARRIER WALL
	37-4	907CL+30	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2036
	37-5	903CL+90	MEDIAN	D10-5	EB MILE 266.6	21	X	60	SIGN MOUNTED ON SAME POST AS 37-3
	37-7	907CL+30	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	S-13-2036
0010	37-8A	907CL+30	RT	E1-5BP	LEFT EXIT 267B (OVERHEAD)	132	X	48	SIGN MOUNTED ABOVE 37-8
	37-8B	907CL+30	RT	E1-5P	EXIT 267A (OVERHEAD)	144	X	30	SIGN MOUNTED ABOVE 37-8
	37-8	907CL+30	RT	E7-3	MILWAUKEE/WIS DELLS 1 MILE, EAST 12/18/CAMBRIDGE, SOUTH 39/EAST 90/JANESVILLE/CHI	552	X	216	S-13-2036
	38-7	921CL+00	LT	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78	SIGN MOUNTED ON EXISTING STRUCTURE S-13-188
	38-12	917CL+00	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66	S-13-2031
0010	38-13A	921CL+00	LT	E1-5P	EXIT 266 (OVERHEAD)	120	X	30	SIGN MOUNTED ABOVE 38-13
	38-13	921CL+00	LT	E6-51	STOUGHTON RD 1/2 MILE (OVERHEAD)	204	X	114	SIGN MOUNTED ON EXISTING STRUCTURE S-13-188
	38-13	921CL+00	LT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	204	X	36	SIGN MOUNTED BELOW 38-13
	39-10A	932CL+80	RT	E1-5BP	LEFT EXIT 267B (OVERHEAD)	132	X	48	SIGN MOUNTED ABOVE 39-10
	39-10B	932CL+80	RT	E1-5P	EXIT 267A (OVERHEAD)	144	X	30	SIGN MOUNTED ABOVE 39-10
0010	39-10	932CL+80	RT	E7-2	94/MILWAUKEE/WIS DELLS 1/2 MILE, EAST 12/18/CAMBRIDGE, SOUTH 39/EAST 90/JANESVILLE	600	X	216	S-13-552
	39-12	936CL+00	RT	E5-1a	EXIT 267A (W/ARROW)	126	X	60	--
	40-2A	011CL+00	LT/RT	E1-5BP	LEFT EXIT 267B (OVERHEAD)	132	X	48	SIGN MOUNTED ABOVE 40-2
	40-2	11EB+00	LT/RT	E7-2	NORTH 39/WEST 90/TO 94/MILWAUKEE/WIS DELLS 1/4 MILE, EAST 12/18/CAMBRIDGE	384	X	216	S-13-553
					(OVERHEAD)				

PROJECT 1206-06-79 TOTALS

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PERMANENT SIGNING SUMMARY (CONT.)

MANENT SIGNING SUMMARY (CONT.)					637.1220	637.2210	637.2230	635.0200	636.0100	636.0500	
					SIGNS TYPE I			SIGN SUPPORTS			
					REFLECTIVE	SIGNS TYPE II REFLECTIVE		STRUCTURAL	CONCRETE	STEEL	
					SH	H*	F	STEEL HS	MASONRY	REINFORCEMENT	
CATEGORY	SIGN NUMBER	APPROX STA.	LOC.	SIGN CODE	SF	SF	SF	LB	CY	LB	REMARKS
	33-4	845CL+00	MEDIAN	SPECIAL DETAIL	--		16.5	--	--	--	S-13-2035
0010	33-5	850CL+20	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON BARRIER WALL
	33-6	839CL+00	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON SAME POST AS 33-2
	33-8	845CL+00	MEDIAN	SPECIAL DETAIL	--		45.5	--	--	--	S-13-2035
	33-9A	845CL+00	RT	E1-5P	25		--	--	--	--	SIGN MOUNTED ABOVE 33-9
	33-9	845CL+00	RT	E7-4	567		--	--	--	--	S-13-2035
0010	33-11	850CL+20	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON SAME POST AS 33-5
	34-4	860CL+60	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON SIGN STRUCTURE SUPPORT
	34-5A	862CL+50	LT	E1-5P	25		--	--	--	--	SIGN MOUNTED ABOVE 34-5
	34-5	862CL+50	LT	E6-51	126		--	--	--	--	S-13-046
	34-5	862CL+50	LT	E11-1	42		--	--	--	--	SIGN MOUNTED BELOW 34-5
0010	34-6	864CL+50	MEDIAN	SPECIAL DETAIL	--		45.5	--	--	--	S-13-2010
	34-8	854CL+00	RT	R2-1	--		--	--	--	--	MOVE AND MOUNT TO GROUND
	34-10	860CL+60	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON SIGN STRUCTURE SUPPORT
	34-11A	860CL+60	RT	E1-5P	25		--	--	--	--	SIGN MOUNTED ABOVE 34-11
	34-11	860CL+60	RT	E7-4	483		--	--	--	--	S-13-551
0010	34-12	864CL+50	MEDIAN	SPECIAL DETAIL	--		16.5	--	--	--	S-13-2010
	35-4	871CL+30	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON BARRIER WALL
	35-5	872CL+20	MEDIAN	E8-1	150		--	--	--	--	S-13-540
	35-8	869CL+00	RT	E5-1a	--		40	--	--	--	--
	35-11	871CL+30	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON SAME POST AS 35-4
0010	35-12A	877CL+00	RT	E1-5P	35		--	--	--	--	SIGN MOUNTED ABOVE 35-12
	35-12	877CL+00	RT	E1-1A	202.5		--	1494.8	2.4	360	--
	36-1	881CL+20	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON BARRIER WALL
	36-2	883CL+80	MEDIAN	SPECIAL DETAIL	--		16.5	--	--	--	S-13-2029
	36-4	885CL+50	LT	E5-1a	--		40	--	--	--	--
0010	36-6A	890CL+20	LT	E1-5P	25		--	--	--	--	SIGN MOUNTED ABOVE 36-6
	36-6	890CL+20	LT	E6-1	127.5		--	--	--	--	SIGN MOUNTED TO EXISTING STRUCTURE S-13-159
	36-6	890CL+20	LT	E11-1D	59.5		--	--	--	--	SIGN MOUNTED BELOW 36-6
	36-8	892CL+20	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON BARRIER WALL
	36-9	880CL+20	MEDIAN	SPECIAL DETAIL	--		45.5	--	--	--	S-13-2028
0010	36-10	881CL+20	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON SAME POST AS 36-1
	36-13	890CL+70	MEDIAN	SPECIAL DETAIL	--		16.5	--	--	--	S-13-2030
	36-14	892CL+20	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON SAME POST AS 36-8
	37-1	899CL+00	MEDIAN	SPECIAL DETAIL	--		45.5	--	--	--	S-13-2032
	37-2	901CL+00	LT	E3-1	104.5		--	1106.9	2	220	--
0010	37-3	903CL+90	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON BARRIER WALL
	37-4	907CL+30	MEDIAN	SPECIAL DETAIL	--		16.5	--	--	--	S-13-2036
	37-5	903CL+90	MEDIAN	D10-5	--		--	--	--	--	SIGN MOUNTED ON SAME POST AS 37-3
	37-7	907CL+30	MEDIAN	SPECIAL DETAIL	--		45.5	--	--	--	S-13-2036
	37-8A	907CL+30	RT	E1-5BP	44		--	--	--	--	SIGN MOUNTED ABOVE 37-8
0010	37-8B	907CL+30	RT	E1-5P	30		--	--	--	--	SIGN MOUNTED ABOVE 37-8
	37-8	907CL+30	RT	E7-3	828		--	--	--	--	S-13-2036
	38-7	921CL+00	LT	SPECIAL DETAIL	--		45.5	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-188
	38-12	917CL+00	MEDIAN	SPECIAL DETAIL	--		16.5	--	--	--	S-13-2031
	38-13A	921CL+00	LT	E1-5P	25		--	--	--	--	SIGN MOUNTED ABOVE 38-13
0010	38-13	921CL+00	LT	E6-51	161.5		--	--	--	--	SIGN MOUNTED ON EXISTING STRUCTURE S-13-188
	38-13	921CL+00	LT	E11-1	51		--	--	--	--	SIGN MOUNTED BELOW 38-13
	39-10A	932CL+80	RT	E1-5BP	44		--	--	--	--	SIGN MOUNTED ABOVE 39-10
	39-10B	932CL+80	RT	E1-5P	30		--	--	--	--	SIGN MOUNTED ABOVE 39-10
	39-10	932CL+80	RT	E7-2	900		--	--	--	--	S-13-552
0010	39-12	936CL+00	RT	E5-1a	--		52.5	--	--	--	--
	40-2A	011CL+00	LT/RT	E1-5BP	44		--	--	--	--	SIGN MOUNTED ABOVE 40-2
	40-2	11EB+00	LT/RT	E7-2	576		--	--	--	--	S-13-553
PROJECT 1206-06-79 TOTALS					14,809.5	2,139.0	48.0	5,204.1	10.0	1,326.0	
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE											

REMOVING SIGN STRUCTURES							
				638.3150	638.3155		
				REMOVING	REMOVING		
				OVERHEAD SIGN SUPPORTS	OVERHEAD SIGN SUPPORTS		
				CANTILEVER	FULL SPAN		
				(S-13-XXX)	(S-13-XXX)		
CATEGORY	ROADWAY	STATION	OFFSET	STRUCTURE	EACH	EACH	COMMENTS
STAGE 1A							
0010	USH 12	592CL+16	RT	S-13-221	1	--	CANTILEVER
		594CL+94	LT	S-13-030	1	--	CANTILEVER
		596CL+45	RT	S-13-060	--	1	TRUSS
STAGE 1A SUBTOTAL					2	1	
STAGE 1B							
0010	USH 12	603CL+45	RT	S-13-061	1	--	CANTILEVER
STAGE 1B SUBTOTAL					1	--	
STAGE 2							
0010	USH 12	528CL+98	LT/RT	S-13-245	1	--	BUTTERFLY
		628CL+67	LT	S-13-074	1	--	CANTILEVER
		616CL+38	LT	S-13-073	1	--	CANTILEVER
		621CL+07	LT/RT	S-13-063	1	--	BUTTERFLY
		631CL+21	RT	S-13-064	--	1	TRUSS
0010	USH 12	651CL+68	LT	S-13-282	--	1	TRUSS
		662CL+15	LT/RT	S-13-067	1	--	BUTTERFLY
		698CL+77	LT/RT	S-13-070	1	--	BUTTERFLY
		724CL+39	RT	S-13-037	1	--	CANTILEVER
		731CL+76	LT/RT	S-13-038	1	--	BUTTERFLY
0010	USH 12	739CL+39	RT	S-13-039	1	--	CANTILEVER
		794CL+57	LT/RT	S-13-043	1	--	BUTTERFLY
		852CL+29	RT	S-13-044	--	1	TRUSS
		864CL+34	RT	S-13-045	--	1	TRUSS
		907CL+08	RT	S-13-149	--	1	TRUSS
0010	USH 12	907CL+66	LT/RT	S-13-051	1	--	BUTTERFLY
		933CL+18	RT	S-13-150	--	1	TRUSS
		11EB+09	RT	S-13-151	1	--	CANTILEVER
STAGE 2 SUBTOTAL					12	6	
PROJECT 1206-06-79 TOTALS					15	7	

TRAFFIC CONTROL ITEMS													
		643.5000	643.0300		643.0420		643.0705		643.0715		643.0800		
			TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		
			DURATION		BARRICADES		LIGHTS		LIGHTS		ARROW		
			DAYS		TYPE III		TYPE A		TYPE C		BOARDS		
CATEGORY	ROADWAY	DAYS	EACH	EACH*	DAYS	EACH*	DAYS	EACH*	DAYS	EACH*	DAYS	EACH*	DAYS
STAGE 1A													
0010	PRE CONSTRUCTION WARNING	3	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18 EB RAMP CLOSURE PREWARN	21	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18 WB RAMP CLOSURE PREWARN	21	--	--	--	--	--	--	--	--	--	--	--
	EB TODD DRIVE RAMP	5	--	44	220	3	15	6	30	--	--	--	--
	WB TODD DRIVE RAMP	5	--	24	120	2	10	4	20	--	--	--	--
	EB SEMINOLE HIGHWAY SHOULDER CLOSURE	7	--	4	28	--	--	--	--	--	--	1	7
	SHOULDER CLOSURE EB/WB	40	--	40	1,600	--	--	--	--	20	800	4	160
STAGE 1A SUBTOTAL			--		1,968		25		50		800		167
STAGE 1B													
0010	USH 12/18 EB	5	--	26	130	5	25	10	50	--	--	1	5
	SHORT TERM RAMP CLOSURE	5	--	18	90	4	20	8	40	5	25	--	--
	NIGHT TIME RAMP CLOSURES		--	--	--	--	--	--	--	--	--	--	--
STAGE 1B SUBTOTAL			--	--	220	--	45	--	90	--	25	--	5
STAGE 1C													
0010	FISH HATCHERY ROAD EB ONRAMP	7	--	16	112	6	42	12	84	--	--	--	--
	NIGHT TIME RAMP CLOSURES		--	45	675	12	180	24	360	45	675	--	--
STAGE 1C SUBTOTAL			--		787		222		444		675		--
STAGE 2													
0010	USH 12/18 EB	140	--	129	18,060	--	--	--	--	--	--	--	--
	USH 12/18 WB	140	--	137	19,180	--	--	--	--	--	--	--	--
	DAYTIME SINGLE LANE CLOSURES	60	--	189	11,340	13	780	26	1,560	14	840	2	120
	DAYTIME SINGLE LANE CLOSURES	20	--	378	7,560	26	520	52	1,040	28	560	4	80
	DAYTIME RAMP CLOSURES		--	45	2,700	12	720	24	1,440	45	2,700	--	--
	NIGHTTIME DUAL LANE CLOSURES	40	--	448	17,920	26	1,040	52	2,080	56	2,240	6	240
	NIGHTTIME DUAL LANE CLOSURES	40	--	672	26,880	39	1,560	78	3,120	84	3,360	9	360
	NIGHTTIME CLOSURE DETOURS	8	--	--	--	--	--	--	--	--	--	--	--
	OUTSIDE SHOULDER CLOSURES	100	--	10	1,000	--	--	--	--	5	500	1	100
	NIGHTTIME RAMP CLOSURES		--	45	1,125	12	300	24	600	45	1,125	--	--
STAGE 2 SUBTOTAL			--	--	105,765		4,920		9,840		11,325		900
STAGE 3													
0010	NIGHTTIME RAMP CLOSURES		--	45	3,240	12	864	24	1,728	45	3,240	--	--
	NIGHTTIME DUAL LANE CLOSURES EB/WB	20	--	448	8,960	26	520	52	1,040	56	1,120	6	120
STAGE 3 SUBTOTAL			--		12,200		1,384		2,768		4,360		120

*FOR INFORMATION ONLY

TRAFFIC CONTROL ITEMS (CONTINUED)											
		643.0900		643.1050		643.1055.S		SPV.0060.47		SPV.0060.48	
		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL SIGNS PCMS		TRUCK OR TRAILER-MOUNTED ATTENUATOR		REPOSITIONING TRAFFIC CONTROL DEVICES FOR MAINLINE CLOSURE		TRAFFIC CONTROL CLOSE-OPEN FREEWAY ENTRANCE RAMP	
CATEGORY	ROADWAY	EACH*	DAYS	EACH*	DAYS	DAY		EACH		EACH	
STAGE 1A											
0010	PRE CONSTRUCTION WARNING	--	--	2	6	--		--		--	
	USH 12/18 EB RAMP CLOSURE PREWARN	10	210	2	14	--		--		2	
	USH 12/18 WB RAMP CLOSURE PREWARN	6	126	1	7	--		--		1	
	EB TODD DRIVE RAMP	7	35	--	--	--		--		--	
	WB TODD DRIVE RAMP	6	30	--	--	--		--		--	
	EB SEMINOLE HIGHWAY Y SHOULDER CLOSURE	7	49	--	--	--		--		--	
	SHOULDER CLOSURE EB/WB	32	1,280	--	--	--		--		--	
STAGE 1A SUBTOTAL		1,730		27		--		--		3	
STAGE 1B											
0010	USH 12/18 EB	13	65	1	5	--		--		--	
	SHORT TERM RAMP CLOSURE	14	70	1	7	--		--		1	
	NIGHT TIME RAMP CLOSURES	--	--	10	30	--		--		10	
STAGE 1B SUBTOTAL		--	135	--	42	--		--		11	
STAGE 1C											
0010	FISH HATCHERY ROAD EB ONRAMP	15	105	1	7	--		--		1	
	NIGHT TIME RAMP CLOSURES	8	120	15	45	--		--		15	
STAGE 1C SUBTOTAL		225		52		--		--		16	
STAGE 2											
0010	USH 12/18 EB	15	2,100	--	--	--		--		--	
	USH 12/18 WB	13	1,820	--	--	--		--		--	
	DAYTIME SINGLE LANE CLOSURES	10	600	--	--	120		60		--	
	DAYTIME SINGLE LANE CLOSURES	20	400	--	--	40		20		--	
	DAYTIME RAMP CLOSURES	8	480	60	180	--		--		60	
	NIGHTTIME DUAL LANE CLOSURES	24	960	--	--	--		40		--	
	NIGHTTIME DUAL LANE CLOSURES	36	1,440	--	--	--		40		--	
	NIGHTTIME CLOSURE DETOURS	--	--	2	16	--		--		--	
	OUTSIDE SHOULDER CLOSURES	8	800	--	--	--		--		--	
	NIGHTTIME RAMP CLOSURES	8	200	25	75	--		--		25	
STAGE 2 SUBTOTAL		8,800		271		160		160		85	
STAGE 3											
0010	NIGHTTIME RAMP CLOSURES	8	576	72	216	--		20		72	
	NIGHTTIME DUAL LANE CLOSURES EB/WB	28	560	--	--	--		--		--	
STAGE 3 SUBTOTAL		1,136		216		--		20		72	

*FOR INFORMATION ONLY

TRAFFIC CONTROL ITEMS (CONTINUED)

		SPV.0060.49	SPV.0060.50	SPV.0060.51	
		EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING CONCRETE BARRIER TEMPORARY	EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING CRASH CUSHION	EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING GUARD RAIL OR EAT	REMARKS
CATEGORY	ROADWAY	EACH	EACH	EACH	
STAGE 1A					
0010	PRE CONSTRUCTION WARNING	--	--	--	
	USH 12/18 EB RAMP CLOSURE PREWARN	--	--	--	OUTSIDE SHOULDER WIDENING
	USH 12/18 WB RAMP CLOSURE PREWARN	--	--	--	OUTSIDE SHOULDER WIDENING
	EB TODD DRIVE RAMP	--	--	--	
	WB TODD DRIVE RAMP	--	--	--	
	EB SEMINOLE HIGHWAY SHOULDER CLOSURE	--	--	--	
	SHOULDER CLOSURE EB/WB	--	--	--	MEDIAN SIGN STRUCTURE INSTALLS WEST OF SEMINOLE HWY
STAGE 1A SUBTOTAL		--	--	--	
STAGE 1B					
0010	USH 12/18 EB	--	--	--	OUTSIDE SHOULDER WIDENING AND FISH HATCHERY EB TO NB OFFRAMP CLOSURE
	SHORT TERM RAMP CLOSURE	--	--	--	FISH HATCHERY EB TO NB OFFRAMP CLOSURE
	NIGHT TIME RAMP CLOSURES	--	--	--	TODD DRIVE EB EXIT RAMP CRASH INVESTIGATION SITE
STAGE 1B SUBTOTAL		--	--	--	
STAGE 1C					
0010	FISH HATCHERY ROAD EB ONRAMP	--	--	--	
	NIGHT TIME RAMP CLOSURES	--	--	--	MAINLINE AND RAMP BASE PATCHING
STAGE 1C SUBTOTAL		--	--	--	
STAGE 2					
0010	USH 12/18 EB	--	--	--	LONG TERM MEDIAN CONFIGURATION WITH BARRIER
	USH 12/18 WB	--	--	--	LONG TERM MEDIAN CONFIGURATION WITH BARRIER
	DAYTIME SINGLE LANE CLOSURES	--	--	--	3 MILE LONG SINGLE LANE CLOSURE PER DAY
	DAYTIME SINGLE LANE CLOSURES	--	--	--	TWO 3 MILE LONG SINGLE LANE CLOSURES PER DAY
	DAYTIME RAMP CLOSURES	--	--	--	RAMP CLOSURES REQUIRED FOR CERTAIN LANE CLOSURE LOCATIONS
	NIGHTTIME DUAL LANE CLOSURES	--	--	--	2 SEPARATE CLOSURES OF 3 MILES LONG EACH
	NIGHTTIME DUAL LANE CLOSURES	--	--	--	3 SEPARATE CLOSURES OF 3 MILES LONG EACH
	NIGHTTIME CLOSURE DETOURS	--	--	--	4 NIGHTS EXPECTED PER SIGNED DETOUR
	OUTSIDE SHOULDER CLOSURES	--	--	--	100 SHOULDER CLOSURES OF 1 MILE LENGTH
	NIGHTTIME RAMP CLOSURES	--	--	--	UNDISTRIBUTED RAMP CLOSURES FOR STAGE 2 OPERATIONS
STAGE 2 SUBTOTAL		--	--	--	
STAGE 3					
0010	NIGHTTIME RAMP CLOSURES	--	--	--	
	NIGHTTIME DUAL LANE CLOSURES EB/WB	--	--	--	2 SEPARATE CLOSURES OF 3 MILES LONG EACH
STAGE 3 SUBTOTAL		--	--	--	

TRAFFIC CONTROL ITEMS (CONTINUED)													
		643.5000	643.0300	643.0420	643.0705	643.0715	643.0800						
					TRAFFIC	TRAFFIC	TRAFFIC						
					CONTROL	CONTROL	CONTROL						
					DRUMS	BARRICADES	LIGHTS						
					TYPE III	TYPE A	TYPE C						
CATEGORY	ROADWAY	DURATION	TRAFFIC										
		DAYS	EACH	EACH*	DAYS	EACH*	DAYS	EACH*	DAYS	EACH*	DAYS	EACH*	DAYS
STAGE 4													
0010	NIGHTTIME RAMP CLOSURES		--	45	1,620	12	432	24	864	45	1,620	--	--
	NIGHTTIME DUAL LANE CLOSURES EB/WB	10	--	448	4,480	26	260	52	520	56	560	6	60
STAGE 4 SUBTOTAL			--		6,100		692		1,384		2,180		60
STAGE 5													
0010	NIGHTTIME SINGLE LANE CLOSURES EB/WB	15	--	189	2,835	13	195	26	390	14	210	1	15
STAGE 5 SUBTOTAL			--		2,835		195		390		210		15
UNDISTRIBUTED			1		12,988		748		1,497		1,958		127
PROJECT 1206-06-79 TOTALS			1		142,863		8,231		16,463		21,533		1,394

*FOR INFORMATION ONLY

		TRAFFIC CONTROL ITEMS (CONTINUED)						
		643.0900	643.1050	643.1055.S	SPV.0060.47	SPV.0060.48		
CATEGORY	ROADWAY	TRAFFIC CONTROL SIGNS	TRAFFIC CONTROL SIGNS PCMS	TRUCK OR TRAILER-MOUNTED ATTENUATOR	REPOSITIONING TRAFFIC CONTROL DEVICES FOR MAINLINE CLOSURE	TRAFFIC CONTROL CLOSE-OPEN FREEWAY ENTRANCE RAMP		
		EACH*	DAYS	EACH*	DAYS	DAY	EACH	EACH
STAGE 4								
0010	NIGHTTIME RAMP CLOSURES	8	288	36	108		10	36
	NIGHTTIME DUAL LANE CLOSURES EB/WB	28	280	--	--	--	--	--
STAGE 4 SUBTOTAL			568		108	--	10	36
STAGE 5								
0010	NIGHTTIME SINGLE LANE CLOSURES EB/WB	14	210	--	--	--	15	--
STAGE 5 SUBTOTAL			210		--	--	15	--
UNDISTRIBUTED			1,280		143	16	21	22
PROJECT 1206-06-79 TOTALS			14,084		859	176	226	245

*FOR INFORMATION ONLY

TRAFFIC CONTROL ITEMS (CONTINUED)

		SPV.0060.49	SPV.0060.50	SPV.0060.51	
		EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING CONCRETE BARRIER TEMPORARY	EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING CRASH CUSHION	EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING GUARD RAIL OR EAT	REMARKS
CATEGORY	ROADWAY	EACH	EACH	EACH	
STAGE 4					
0010	NIGHTTIME RAMP CLOSURES	--	--	--	
	NIGHTTIME DUAL LANE CLOSURES EB/WB	--	--	--	2 SEPARATE CLOSURES OF 3 MILES LONG EACH
STAGE 4 SUBTOTAL		--	--	--	
STAGE 5					
0010	NIGHTTIME SINGLE LANE CLOSURES EB/WB	--	--	--	15 NIGHTS OF 1 WAY 3-MILE LONG SINGLE LANE CLOSURES
STAGE 5 SUBTOTAL		--	--	--	
UNDISTRIBUTED		12	12	8	
PROJECT 1206-06-79 TOTALS		12	12	8	

TRAFFIC CONTROL COVERING SIGNS							
		643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I			643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II		
CATEGORY	ROADWAY	EACH	CYCLES	SIGNS	EACH	CYCLES	SIGNS
STAGE 1A							
0010	USH 12 EB	4	1	4	--	1	--
	USH 12 WB	1	1	1	1	1	1
STAGE 1A SUBTOTALS		5			1		
STAGE 1B							
0010	USH 12 EB	2	1	2	--	--	--
	USH 12 WB	2	1	2	--	--	--
STAGE 1B SUBTOTALS		4			--		
STAGE 1C							
0010	USH 12 EB	1	1	1	--	--	--
	USH 12 WB	2	1	2	1	1	1
STAGE 1C SUBTOTALS		3			1		
PROJECT 1206-06-79 TOTALS		12			2		

PAVEMENT MARKING ITEMS

CATEGORY	STAGE	ROADWAY	DIRECTION	SEGMENT	STATION		646.1020		646.1040		646.1555		646.3020	
							MARKING LINE		MARKING LINE		MARKING LINE		MARKING LINE	
							EPOXY		GROOVED		GROOVED CONTRAST		EPOXY	
							4-INCH		WET REFLECTIVE EPOXY		PERMANENT TAPE		8-INCH	
							YELLOW	WHITE	YELLOW	WHITE	WHITE	WHITE		
LF	LF	LF	LF	LF	LF	LF	LF							
STAGE 3														
0010	USH 12	EB	WB	WHITNEY WAY TO TODD DRIVE	508CL+30	-	563CL+29	1,045	324	20,239	6,935	3,328	--	
								1,323	326	19,967	5,370	2,667	--	
	USH 12	EB	WB	TODD DR TO FISH HATCHERY RD (INCLUDES BRAIDED RAMPS)	563CL+29	-	608CL+97	--	--	9,759	5,172	2,316	--	
								--	--	10,305	5,383	2,282	--	
	USH 12	EB	WB	FISH HATCHERY RD TO PARK ST	608CL+97	-	639CL+08	--	--	6,980	3,960	1,510	--	
								--	--	6,223	3,183	1,573	--	
	USH 12	EB	WB	PARK ST TO RAILROAD	641CL+16	-	652CL+45	403	299	1,914	1,007	555	50	
								416	312	2,022	1,099	562	388	
	USH 12	EB	WB	RAILROAD TO RIMROCK RD	653CL+67	-	686CL+97	307	232	6,678	3,393	1,568	340	
								297	223	6,613	3,345	1,555	148	
	USH 12	EB	WB	RIMROCK RD TO JOHN NOLEN DR	686CL+97	-	707CL+83	--	--	4,555	2,286	1,134	--	
								--	--	4,762	2,478	1,138	--	
	USH 12	EB	WB	JOHN NOLEN DR TO RAILROAD	709CL+66	-	718CL+78	394	286	2,045	1,079	453	48	
								394	295	1,785	940	422	--	
	USH 12	EB	WB	RAILROAD TO S TOWNE DR	721CL+21	-	752CL+00	628	472	5,991	3,044	1,682	79	
								631	473	6,133	3,119	1,508	79	
	USH 12	EB	WB	SOUTH TOWNE ROAD TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	--	--	8,987	4,510	2,241	--	
								--	--	8,956	4,478	2,287	--	
	USH 12	EB	WB	YAHARA RIVER BRIDGE	795CL+15	-	822CL+59	5,290	4,077	--	--	--	--	
								5,290	3,968	--	--	--	539	
	USH 12	EB	WB	YAHARA RIVER BRIDGE TO MONONA DR	822CL+59	-	830CL+99	--	--	1,776	935	449	--	
								--	--	1,777	939	420	--	
	USH 12	EB	WB	MONONA DR TO STOUGHTON RD	832CL+76	-	877CL+01	355	267	9,047	4,630	2,410	--	
								356	267	9,021	4,600	2,202	--	
	USH 12	EB	WB	STOUGHTON RD TO IH-39	879CL+27	-	938CL+17	478	358	9,335	5,970	2,888	--	
								479	360	10,476	6,010	3,471	--	
STAGE 3 SUBTOTAL								30,622		259,211		40,620		1,670
UNDISTRIBUTED								1,531		12,961		2,031		83
PROJECT 1206-06-79 TOTALS								32,153		272,172		42,651		1,753

PAVEMENT MARKING ITEMS (CONT.)

CATEGORY	STAGE	ROADWAY	DIRECTION	SEGMENT	STATION		646.3555	646.5020	646.5420	646.7220	646.8120	646.8220
							MARKING LINE		MARKING	MARKING		
							GROOVED CONTRAST	MARKING	AERIAL	CHEVRON	MARKING	MARKING
							PERMANENT TAPE	ARROW	ENFORCEMENT BAR	EPOXY	CURB	ISLAND NOSE
							8-INCH	EPOXY	EPOXY	24-INCH	EPOXY	EPOXY
WHITE	WHITE	WHITE	WHITE	YELLOW	YELLOW							
LF	EACH	EACH	LF	LF	EACH							
STAGE 3												
0010	USH 12	EB	WHITNEY WAY TO TODD DRIVE	508CL+30	-	563CL+29	2,026	--	--	261	--	--
							WB	1,729	2	--	157	--
	USH 12	EB	TODD DR TO FISH HATCHERY RD (INCLUDES BRAIDED RAMPS)	563CL+29	-	608CL+97	1,855	--	--	117	--	--
							WB	1,712	--	--	261	10
	USH 12	EB	FISH HATCHERY RD TO PARK ST	608CL+97	-	639CL+08	1,924	--	--	126	--	--
							WB	2,080	--	--	287	--
	USH 12	EB	PARK ST TO RAILROAD	641CL+16	-	652CL+45	1,018	--	--	--	--	--
							WB	1,325	--	--	288	--
	USH 12	EB	RAILROAD TO RIMROCK RD	653CL+67	-	686CL+97	1,382	--	--	232	--	--
							WB	1,708	--	--	--	--
	USH 12	EB	RIMROCK RD TO JOHN NOLEN DR	686CL+97	-	707CL+83	871	--	--	175	--	--
							WB	1,106	--	--	--	--
	USH 12	EB	JOHN NOLEN DR TO RAILROAD	709CL+66	-	718CL+78	949	--	--	129	--	--
							WB	530	--	--	112	--
	USH 12	EB	RAILROAD TO S TOWNE DR	721CL+21	-	752CL+00	949	--	--	99	--	--
							WB	1,215	--	--	--	--
	USH 12	EB	SOUTH TOWNE ROAD TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	750	--	12	--	--	--
							WB	468	--	15	107	--
	USH 12	EB	YAHARA RIVER BRIDGE	795CL+15	-	822CL+59	--	--	--	--	--	--
							WB	--	--	--	--	--
	USH 12	EB	YAHARA RIVER BRIDGE TO MONONA DR	822CL+59	-	830CL+99	--	--	--	95	--	--
							WB	--	--	--	--	--
	USH 12	EB	MONONA DR TO STOUGHTON RD	832CL+76	-	877CL+01	1,878	--	--	227	--	--
							WB	2,443	--	--	245	--
	USH 12	EB	STOUGHTON RD TO IH-39	879CL+27	-	938CL+17	1,626	2	--	177	--	--
							WB	1,912	--	--	349	--
STAGE 3 SUBTOTAL							31,457	4	27	3,445	10	1
UNDISTRIBUTED							1,573	--	3	172	--	--
PROJECT 1206-06-79 TOTALS							33,030	4	30	3,617	10	1

PAVEMENT MARKING ITEMS (CONT.)

CATEGORY	STAGE	ROADWAY	DIRECTION	SEGMENT	STATION		646.9010	646.9110	SPV.0090.17	
							MARKING	MARKING		
							REMOVAL LINE	REMOVAL LINE	MARKING LINE EPOXY	
							WATER BLASTING	WATER BLASTING	NON-REFLECTIVE BLACK	
							4-INCH	8-INCH	6-INCH	
LF	LF	BLACK								
LF	LF	LF								
STAGE 3										
0010	USH 12	EB	WB	WHITNEY WAY TO TODD DRIVE	508CL+30	-	563CL+29	4,216	122	--
								2,888	44	--
	USH 12	EB	WB	TODD DR TO FISH HATCHERY RD (INCLUDES BRAIDED RAMPS)	563CL+29	-	608CL+97	279	--	--
								322	--	--
	USH 12	EB	WB	FISH HATCHERY RD TO PARK ST	608CL+97	-	639CL+08	339	34	--
								300	138	--
	USH 12	EB	WB	PARK ST TO RAILROAD	641CL+16	-	652CL+45	411	195	--
								343	262	--
	USH 12	EB	WB	RAILROAD TO RIMROCK RD	653CL+67	-	686CL+97	194	175	--
								250	53	--
	USH 12	EB	WB	RIMROCK RD TO JOHN NOLEN DR	686CL+97	-	707CL+83	220	22	--
								215	--	--
	USH 12	EB	WB	JOHN NOLEN DR TO RAILROAD	709CL+66	-	718CL+78	548	55	--
								747	47	--
	USH 12	EB	WB	RAILROAD TO S TOWNE DR	721CL+21	-	752CL+00	501	50	--
								318	32	--
	USH 12	EB	WB	SOUTH TOWNE ROAD TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	--	--	--
								--	--	--
	USH 12	EB	WB	YAHARA RIVER BRIDGE	795CL+15	-	822CL+59	--	--	6,794
								--	--	7,130
	USH 12	EB	WB	YAHARA RIVER BRIDGE TO MONONA DR	822CL+59	-	830CL+99	225	--	--
								222	--	--
	USH 12	EB	WB	MONONA DR TO STOUGHTON RD	832CL+76	-	877CL+01	458	--	--
								498	--	--
	USH 12	EB	WB	STOUGHTON RD TO IH-39	879CL+27	-	938CL+17	359	--	--
								323	--	--
STAGE 3 SUBTOTAL								14,174	1,228	13,925
UNDISTRIBUTED								709	61	--
PROJECT 1206-06-79 TOTALS								14,882	1,289	13,925

			TEMPORARY PAVEMENT MARKINGS							
			646.9000	646.9100	646.9200	649.0120	649.0220	649.0760	SPV.0090.13	SPV.0090.20
			MARKING	MARKING	MARKING	TEMPORARY	TEMPORARY	TEMPORARY MARKING	TEMPORARY MARKING LINE	TEMPORARY MARKING LINE
			REMOVAL LINE	REMOVAL LINE	REMOVAL LINE	MARKING LINE	MARKING LINE	RAISED PAVEMENT MARKER	WET REFLECTIVE	WET REFLECTIVE
			4-INCH	8-INCH	WIDE	EPOXY 4-INCH	EPOXY 8-INCH	TYPE I	CONTRAST REMOVABLE TAPE	CONTRAST REMOVABLE TAPE
CATEGORY	ROADWAY	DIRECTION	LF	LF	LF	LF	LF	EACH	LF	LF
STAGE 1A										
0010	USH 12	EB	5,420	--	--	7,565	--	49	2,557	--
		WB	4,863	--	--	6,143	--	87	4,931	--
STAGE 1A SUBTOTAL			10,284	--	--	13,709	--	136	7,488	--
STAGE 1B										
0010	USH 12	EB	876	--	--	--	--	36	4,960	--
		WB	--	--	--	--	--	--	--	--
STAGE 1B SUBTOTAL			876	--	--	--	--	36	4,960	--
STAGE 2										
0010	USH 12	EB	17,669	12,865	868	78,785	11,527	104	28,443	3,750
		WB	16,164	13,158	1,510	73,535	13,682	123	37,119	4,619
STAGE 2 SUBTOTAL			33,833	26,023	2,378	152,320	25,208	227	65,561	8,370
STAGE 3										
0010	USH 12	EB	--	--	--	85,447	12,089	--	--	--
		WB	--	--	--	88,146	14,980	--	--	--
STAGE 3 SUBTOTAL			--	--	--	173,593	27,069	--	--	--
UNDISTRIBUTED			2,206	1,301	119	16,981	2,614	18	3,652	419
PROJECT 1206-06-79 TOTALS			47,199	27,324	2,497	356,603	54,891	417	81,661	8,789

CONCRETE PAVEMENT AT INLET LOCATIONS				
			SPV.0060.63	SPV.0060.64
			MEDIAN INLET	OUTSIDE SHOULDER
			CONCRETE PAVEMENT	ADJUSTING INLET
			BLOCKOUT	PAVEMENT REPLACEMENT
CATEGORY	ROADWAY	DIRECTION	EACH	EACH
0010	USH 12	EB	167	18
		WB	160	13
PROJECT 1206-06-79 TOTALS			327	31

UTILITY LINE OPENING (ULO)		
		SPV.0060.59
		UTILITY LINE
		OPENING
		(ULO)
CATEGORY	ROADWAY	EACH
0010	USH 12	10
PROJECT 1206-06-79 TOTALS		10

SECURING STRUCTURE COVERS		
		SPV.0060.52
		SECURING
		STRUCTURE
		COVERS
CATEGORY	ROADWAY	EACH
0010	USH 12	20
PROJECT 1206-06-79 TOTALS		20

SURVEY PROJECT 1206-06-79		
		SPV.0105.01
		SURVEY PROJECT 1206-06-79
CATEGORY	ROADWAY	LS
0010	USH 12	1
PROJECT 1206-06-79 TOTAL		1

CPM PROGRESS SCHEDULE			
		SPV.0060.65	SPV.0060.66
		CPM PROGRESS SCHEDULE	
		BASELINE CPM	UPDATES AND
		PROGRESS SCHEDULE	ACCEPTED REVISIONS
CATEGORY	ROADWAY	EACH	EACH
0010	USH 12	1	7
PROJECT 1206-06-79 TOTALS		1	7

REMOVE CATWALK						
CATEGORY	ROADWAY	STATION	OFFSET	STRUCTURE	SPV.0060.67	COMMENTS
					REMOVE CATWALK	
					EACH	
0010	USH 12	692CL+65	RT	S-13-068	1	EXISTING CANTILEVER
		693CL+85	LT	S-13-069	1	EXISTING CANTILEVER
		700CL+35	LT	S-13-071	1	EXISTING CANTILEVER
		710CL+88	RT	S-13-072	1	EXISTING CANTILEVER
		717CL+990	LT	S-13-36	1	EXISTING CANTILEVER
		738CL+40	LT	S-13-040	1	EXISTING CANTILEVER
		823CL+37	RT	S-13-041	1	EXISTING CANTILEVER
		841CL+38	LT	S-13-042	1	EXISTING CANTILEVER
		862CL+40	LT	S-13-046	1	EXISTING CANTILEVER
PROJECT 1206-06-79 TOTALS					9	

MAINLINE CONCRETE REPAIR									
						SPV.0180.01	SPV.0180.02	SPV.0180.03	
						CONCRETE PAVEMENT	CONCRETE PAVEMENT		
						REPAIR	REPLACEMENT	BASE PATCHING	
						OVERNIGHT	OVERNIGHT	CONCRETE OVERNIGHT*	
CATEGORY	ROADWAY	DIRECTION	STATION	TO	SEGMENT	SY	SY	SY	COMMENTS
STAGE 2									
0010	USH 12	EB				--	--	345	STAGE 2 MEDIAN LOCATIONS AT VANE DRAIN REMOVALS, ETC.
		WB				--	--	248	
STAGE 2 SUB TOTALS						--		593	
0010	USH 12	EB				--	--	600	ESTIMATED JOINT REPAIR LOCATIONS
		WB				--	--	600	
SEMINOLE WB EXIT RAMP						--	--	40	
FISH HATCHERY EB TO NB EXIT RAMP						50	125	--	
STOUGHTON RD WB ENTRANCE RAMP						32	--	--	
USH 12 EB TO I-39/90 SB RAMP						40	50	--	
UNDISTRIBUTED						120	125	--	
PROJECT 1206-06-79 TOTALS						242	300	2,426	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PWL MIXTURE USE TABLE								
Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
14 foot median shoulder DPTSU Lane (EB)	512CL+86 to 907CL+00	Lower Layer	Concrete	HMA Pavement 4 HT 58-28 V	7,690	Varies, 2"-3"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
14 foot median shoulder DPTSU Lane (WB)	512CL+86 to 922CL+50	Lower Layer	Concrete	HMA Pavement 4 HT 58-28 V	8,036	Varies, 2"-3"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
14 foot median shoulder DPTSU Lane (EB)	512CL+86 to 907CL+00	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	6,152	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
14 foot median shoulder DPTSU Lane (WB)	512CL+86 to 922CL+50	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	6,429	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
10 foot inside shoulder (EB)	508CL+00 to 512CL+86	Upper Layer	Milled existing Concrete	HMA Pavement 4 HT 58-28 V	61	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
10 foot inside shoulder (WB)	467CL+00 to 512CL+86	Upper Layer	Milled existing Concrete	HMA Pavement 4 HT 58-28 V	583	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
33 foot general purpose lanes (EB)	529CL+19 to 937CL+29	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	14,199	Varies, 2" - 2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
33 foot general purpose lanes (WB)	512CL+86 to 938CL+17	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	16,002	Varies, 2" - 2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
33 foot general purpose lanes (EB)	512CL+86 to 529CL+19	Upper Layer	Milled existing HMA surface	HMA Pavement 4 HT 58-28 V	588	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
33 foot general purpose lanes (WB)	598CL+39 to 600CL+45	Upper Layer	Milled existing HMA surface	HMA Pavement 4 HT 58-28 V	74	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
33 foot general purpose lanes (EB)	774CL+90 to 795CL+96	Upper Layer	Milled existing HMA surface	HMA Pavement 4 HT 58-28 V	853	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
10 foot outside shoulder (EB)	774CL+90 to 795CL+96	Upper Layer	Milled existing HMA surface	HMA Pavement 4 HT 58-28 V	261	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
12 foot auxiliary lanes (EB)	512CL+86 to 937CL+29	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	5,721	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
12 foot auxiliary lanes (WB)	617CL+97 to 938CL+17	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	6,015	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density HMA Pavement 460.2000
10 foot outside shoulder (EB)	608CL+97 to 937CL+29	Lower Layer	Concrete	HMA Pavement 4 HT 58-28 V	3,337	Varies, 1" - 2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
10 foot outside shoulder (WB)	608CL+97 to 938CL+17	Lower Layer	Concrete	HMA Pavement 4 HT 58-28 V	3,697	Varies, 1" - 2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
10 foot outside shoulder (EB)	512CL+86 to 937CL+29	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	4,306	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
10 foot outside shoulder (WB)	512CL+86 to 938CL+17	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	4,771	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
12 foot exit lane plus 8 foot outside shoulder	597CL+83 to 605CL+58	Lower Layer	Base Aggregate	HMA Pavement 4 HT 58-28 V	289	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
12 foot exit lane plus 8 foot outside shoulder	597CL+83 to 605CL+58	Intermediate Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	241	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
12 foot exit lane plus 8 foot outside shoulder	597CL+83 to 605CL+58	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	193	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
8 foot outside shoulders (EB & WB)	583CL+58 to 597CL+83	Lower Layer	Base Aggregate	HMA Pavement 4 HT 58-28 V	396	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Note: There is no incentive Density PWL HMA Pavement on the contract								
PROJECT NO: 1206-06-79		HWY: USH 12		COUNTY: DANE		MISCELLANEOUS QUANTITIES		SHEET: 795
E								

PWL MIXTURE USE TABLE (CONT.)								
Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
8 foot outside shoulders (EB & WB)	583CL+58 to 597CL+83	Intermediate Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	330	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
8 foot outside shoulders (EB & WB)	583CL+58 to 597CL+83	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	264	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
20 foot ramp pavement	13FHSW+39 to 15FHSW+43	Lower Layer	Base Aggregate	HMA Pavement 4 HT 58-28 V	77	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
20 foot ramp pavement	13FHSW+39 to 15FHSW+43	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	51	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
18 foot ramp pavement	20FHSE+50 to 27FHSE+00	Lower Layer	Base Aggregate	HMA Pavement 4 HT 58-28 V	252	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
18 foot ramp pavement	20FHSE+50 to 27FHSE+00	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	168	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
12 foot ramp and frontage road reconstruction	481TDNE+30 to 487TDNE+40	Lower Layer	Base Aggregate	HMA Pavement 4 HT 58-28 V	228	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
12 foot ramp and frontage road reconstruction	481TDNE+30 to 487TDNE+40	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	190	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
12 foot ramp and frontage road reconstruction	100TDSE+63 to 102TDSE+63	Lower Layer	Base Aggregate	HMA Pavement 4 HT 58-28 V	49	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
12 foot ramp and frontage road reconstruction	100TDSE+63 to 102TDSE+63	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	41	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
15 foot ramp lane and shoulders	21STNE+92 to 28STNE+52	Upper Layer	Milled existing HMA surface	HMA Pavement 4 HT 58-28 V	192	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Crash Investigation Sites	Varies	Lower Layer	Base Aggregate	HMA Pavement 4 HT 58-28 V	258	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Crash Investigation Sites	Varies	Upper Layer	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	215	2.5"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Various Ramps	Varies	Lower Layer	Concrete	HMA Pavement 4 HT 58-28 V	500	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Various Ramps	Varies	Upper Layer/Butt joints for ramp and gores	4 HT 58-28 V	HMA Pavement 4 HT 58-28 V	500	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Undistributed				HMA Pavement 4 HT 58-28 V	4,662		PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Note: There isno incentive Density PWL HMA Pavement on the contract								
PROJECT NO: 1206-06-79		HWY: USH 12		COUNTY: DANE		MISCELLANEOUS QUANTITIES		SHEET: 796
E								

REMOVING STORM SEWER						
CATEGORY	STATION - STATION	LOCATION	204.0245			
			.01	.02	.03	.04
			12-INCH LF	15-INCH LF	18-INCH LF	24-INCH LF
0010	456+30 - 456+90	LT	60	---	---	---
	524+81	LT/RT	5	---	---	---
	530+63	LT/RT	5	---	---	---
	530+63 - 531+63	RT	100	---	---	---
	542+47	LT/RT	---	5	---	---
	551+46	LT/RT	5	---	---	---
	555+49	LT/RT	5	---	---	---
	555+90 - 555+98	LT	8	---	---	---
	565+96	LT/RT	5	---	---	---
	571+49	LT/RT	5	---	---	---
	571+50 - 571+95	LT	45	---	---	---
	571+95	LT	---	75	---	---
	571+95	LT/RT	5	---	---	---
	584+96	LT	---	---	9	---
	586+00 - 586+60	RT	60	---	---	---
	596+00 - 596+07	RT	---	10	---	---
	606+12	LT/RT	5	---	---	---
	606+13 - 606+88	RT	75	---	---	---
	606+90	LT/RT	---	---	---	8
	610+95	LT/RT	---	---	6	---
	628+25 - 628+85	LT	---	---	---	60
	632+85	LT/RT	---	---	5	---
	634+84	LT/RT	---	5	---	---
	664+85	LT/RT	---	---	5	---
	668+35	LT/RT	---	---	5	---
	672+69 - 673+30	RT	---	---	---	60
	677+69 - 678+29	LT	---	---	---	60
	679+80 - 679+84	RT	---	---	---	4
	679+84 - 679+88	RT	---	---	---	4
	683+84	LT/RT	---	---	5	---
	689+35	LT/RT	---	---	5	---
	694+67 - 695+03	LT/RT	---	---	35	---
	695+03	LT	---	---	90	---
	700+84	LT/RT	---	---	5	---
	724+67 - 725+53	RT	---	---	85	---
	725+53 - 726+71	RT	---	---	120	---
	759+88	LT/RT	---	---	5	---
	775+03 - 775+98	LT/RT	---	---	---	95
	787+04 - 789+12	RT	210	---	---	---
	823+34	LT	---	---	70	---
	823+71 - 824+33	RT	---	---	---	110
	850+68 - 850+84	LT	20	---	---	---
	850+84 - 851+06	LT	20	---	---	---
	890+35 - 891+03	RT	70	---	---	---
	892+85 - 893+35	LT	50	---	---	---
	899+37	LT/RT	8	---	---	---
	TOTALS		766	95	450	401

REMOVING APRON ENDWALLS				
CATEGORY	STATION	OFFSET	204.9060.S.02	REMARKS
			EACH	
0010	695+04	94.0'LT	1	18-INCH RCCP
	823+27	141.0'LT	1	24-INCH RCCP
	824+30	153.0'RT	1	18-INCH RCCP
TOTAL			3	

REMOVING INLETS			
CATEGORY	STATION	OFFSET	204.0220 EACH
0010	516+04	2.5'RT	1
	521+00	2.2'RT	1
	524+80	2.2'LT	1
	524+80	2.2'RT	1
	530+63	2.2'LT	1
	530+63	2.2'RT	1
	542+46	2.2'LT	1
	542+46	2.2'RT	1
	546+68	2.2'RT	1
	551+47	2.2'LT	1
	551+47	2.2'RT	1
	555+50	2.2'LT	1
	555+50	2.2'RT	1
	556+00	2.2'RT	1
	565+95	2.2'LT	1
	565+95	2.2'RT	1
	571+49	2.2'RT	1
	571+49	2.8'LT	1
	571+95	2.2'LT	1
	571+95	2.2'RT	1
	584+95	2.2'LT	1
	584+96	62.3'LT	1
	596+00	64.0'RT	1
	598+22	69.0'LT	1
	606+13	2.8'RT	1
	606+13	1.5'LT	1
	610+96	2.7'RT	1
	619+82	5.1'RT	1
	622+85	4.5'RT	1
	625+31	3.9'RT	1
	627+96	2.6'RT	1
	629+87	2.5'RT	1
	631+33	3.7'LT	1
	632+83	2.7'RT	1
	632+83	3.6'LT	1
	634+84	2.7'RT	1
	634+84	3.6'LT	1
	638+34	0.0'LT/R	1
	642+84	0.0'LT/R	1
	647+84	0.0'LT/R	1
	653+92	0.0'LT/R	1
	664+84	2.9'RT	1
	664+84	3.2'LT	1
	668+34	2.9'RT	1
	668+34	3.2'LT	1
	671+84	3.3'RT	1
	674+58	4.1'RT	1
	679+84	4.9'RT	1
	683+84	4.6'RT	1
	683+84	1.7'LT	1
	689+34	4.5'RT	1
	689+34	2.1'LT	1
	694+68	4.2'RT	1
	695+03	2.2'LT	1
	700+83	2.4'LT	1
	700+84	4.0'RT	1
	704+83	2.5'LT	1
	709+71	2.4'LT	1
	713+87	2.5'LT	1
	759+88	2.5'RT	1
	759+88	2.3'LT	1
	786+03	2.5'RT	1
	822+87	2.5'RT	1
	850+66	2.3'LT	1
	850+85	2.3'LT	1
	851+07	2.3'LT	1
	892+84	2.3'LT	1
	899+37	7.1'LT	1
TOTAL			68

REMOVING INLET COVERS			
CATEGORY	STATION	OFFSET	204.9060.S.01 EACH
0010	516+04	2.3'LT	1
	516+04	65.3'LT	1
	521+01	2.3'LT	1
	522+97	57.5'LT	1
	526+97	57.8'LT	1
	530+50	70.0'RT	1
	531+62	2.4'RT	1
	531+62	2.3'LT	1
	532+47	70.1'RT	1
	533+97	57.1'LT	1
	535+48	70.1'RT	1
	546+66	2.4'LT	1
	547+01	69.2'LT	1
	549+01	69.5'LT	1
	552+51	74.4'LT	1
	555+97	2.3'LT	1
	569+43	144.5'LT	1
	572+26	197'LT	1
	572+54	149'LT	1
	576+04	2.3'RT	1
	576+06	2.5'LT	1
	584+95	2.3'RT	1
	598+25	2.3'RT	1
	598+25	2.3'LT	1
	599+34	194.0'RT	1
	599+39	199.8'RT	1
	602+76	2.3'RT	1
	602+76	2.3'LT	1
	603+86	2.3'RT	1
	603+86	2.3'LT	1
	603+89	2.3'RT	1
	603+89	2.3'LT	1
	653+58	81.3'RT	1
	653+71	81.3'RT	1
	654+30	73.0'LT	1
	664+84	73.4'RT	1
	665+25	72.5'LT	1
	667+72	73.5'RT	1
	667+97	72.5'LT	1
	670+31	72.4'LT	1
	672+71	72.6'LT	1
	759+88	80.1'LT	1
	789+12	2.3'RT	1
	796+20	53.0'RT	1
	796+20	52.0'LT	1
	832+72	56.0'RT	1
	832+74	54.0'LT	1
	879+47	59.0'RT	1
TOTAL			48

REMOVING VANE DRAIN			
CATEGORY	STATION	OFFSET	204.9060.S.03 EACH
0010	726+72	2.6'RT	1
	726+72	2.4'LT	1
	749+38	3.0'RT	1
	749+38	1.7'LT	1
	754+29	2.1'LT	1
	754+31	2.8'RT	1
	758+02	59.2'RT	1
	758+78	58.8'LT	1
	766+39	58.2'LT	1
	766+39	2.7'RT	1
	766+39	2.0'LT	1
	775+98	3.4'LT	1
	775+98	2.4'RT	1
	783+35	4.5'LT	1
	783+36	2.2'RT	1
	837+89	1.7'LT	1
	837+89	2.4'RT	1
	844+38	1.6'LT	1
	844+38	2.3'RT	1
	850+68	2.2'RT	1
	851+07	2.3'RT	1
	858+37	1.5'LT	1
	858+38	2.3'RT	1
	865+38	2.1'RT	1
	870+86	3.1'RT	1
	885+84	2.6'RT	1
	885+84	2.8'LT	1
	890+34	2.7'RT	1
	891+04	3.1'LT	1
	893+35	3.0'LT	1
TOTAL			30

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STORM SEWER PIPE REINFORCED CONCRETE							
		608.0412	608.0415	608.0418	608.0421	608.0424	
STORM SEWER PIPE REINFORCED CONCRETE CLASS IV							
CATEGORY	FROM STRUCTURE	TO STRUCTURE	12-INCH LF	15-INCH LF	18-INCH LF	21-INCH LF	24-INCH LF
0010	1	2	30	---	---	---	---
	2	3	32	---	---	---	---
	105	104	5	---	---	---	---
	106	108	20	---	---	---	---
	107	106	5	---	---	---	---
	108	110	---	43	---	---	---
	109	108	5	---	---	---	---
	110	112	---	10	---	---	---
	111	110	5	---	---	---	---
	112	114	---	89	---	---	---
	113	115	10	---	---	---	---
	116	115	11	---	---	---	---
	117	118	5	---	---	---	---
	118	116	27	---	---	---	---
	119	120	120	---	---	---	---
	120	140	10	---	---	---	---
	121	195	10	---	---	---	---
	134	137	221	---	---	---	---
	136	117	50	---	---	---	---
	137	136	30	---	---	---	---
	140	121	10	---	---	---	---
	200	201	5	---	---	---	---
	204	205	5	---	---	---	---
	207	206	5	---	---	---	---
	208	210	---	7	---	---	---
	209	208	5	---	---	---	---
	212	210	13	---	---	---	---
	213	212	5	---	---	---	---
	214	212	40	---	---	---	---
	215	214	5	---	---	---	---
	222	206	69	---	---	---	---
	303	302	5	---	---	---	---
	304	306	---	37	---	---	---
	305	304	5	---	---	---	---
	306	308	---	10	---	---	---
	307	306	5	---	---	---	---
	308	396	---	---	77	---	---
	309	308	5	---	---	---	---
	310	308	---	11	---	---	---
	311	310	5	---	---	---	---
	312	310	---	40	---	---	---
	313	312	5	---	---	---	---
	314	312	---	54	---	---	---
	315	314	5	---	---	---	---
	316	314	---	100	---	---	---
	317	316	5	---	---	---	---
	327	304	249	---	---	---	---
	328	327	5	---	---	---	---
	329	322	204	---	---	---	---
	330	329	5	---	---	---	---
	340	341	18	---	---	---	---
	342	343	14	---	---	---	---
	353	355	30	---	---	---	---
	355	357	30	---	---	---	---
	393	399	---	9	---	---	---
	408	409	5	---	---	---	---
	409	411	20	---	---	---	---
	410	411	5	---	---	---	---
	411	413	---	10	---	---	---
	412	413	5	---	---	---	---
	413	414	---	66	---	---	---
	415	414	62	---	---	---	---
	419	418	106	---	---	---	---
	420	419	20	---	---	---	---
	421	420	5	---	---	---	---
	423	422	---	---	5	---	---
	424	423	---	79	---	---	---
	425	424	100	---	---	---	---
	426	425	256	---	---	---	---
	427	426	35	---	---	---	---
	433	414	---	---	---	---	4
	481	480	20	---	---	---	---
	490	491	10	---	---	---	---
	491	492	27	---	---	---	---
	500	501	100	---	---	---	---
	501	502	53	---	---	---	---
	503	504	100	---	---	---	---
	COLUMN TOTALS		2,282	565	82	0	4

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)							
		608.0412	608.0415	608.0418	608.0421	608.0424	
STORM SEWER PIPE REINFORCED CONCRETE CLASS IV							
CATEGORY	FROM STRUCTURE	TO STRUCTURE	12-INCH LF	15-INCH LF	18-INCH LF	21-INCH LF	24-INCH LF
0010 (CON'T)	504	505	101	---	---	---	---
	506	507	85	---	---	---	---
	507	508	81	---	---	---	---
	508	552	---	2	---	---	---
	509	510	95	---	---	---	---
	510	511	82	---	---	---	---
	512	513	10	---	---	---	---
	514	513	10	---	---	---	---
	516	514	53	---	---	---	---
	519	517	5	---	---	---	---
	521	520	5	---	---	---	---
	523	522	5	---	---	---	---
	524	522	91	---	---	---	---
	525	524	5	---	---	---	---
	526	524	210	---	---	---	---
	527	526	5	---	---	---	---
	529	528	5	---	---	---	---
	530	528	50	---	---	---	---
	531	530	5	---	---	---	---
	535	534	5	---	---	---	---
	536	534	---	22	---	---	---
	537	536	5	---	---	---	---
	538	536	---	330	---	---	---
	539	538	5	---	---	---	---
	540	538	100	---	---	---	---
	541	540	5	---	---	---	---
	543	542	5	---	---	---	---
	544	545	---	---	---	---	6
	555	557	---	---	---	---	31
	557	559	---	---	---	---	31
	600	601	5	---	---	---	---
	606	660	---	---	---	---	4
	608	607	---	---	5	---	---
	609	608	20	---	---	---	---
	610	611	---	---	5	---	---
	612	614	50	---	---	---	---
	613	612	5	---	---	---	---
	614	656	---	181	---	---	---
	615	614	5	---	---	---	---
	616	620	---	---	10	---	---
	617	616	5	---	---	---	---
	620	625	---	---	84	---	---
	621	622	28	---	---	---	---
	622	624	25	---	---	---	---
	624	625	---	---	5	---	---
	625	626	---	---	---	---	10
	626	695	---	---	---	---	86
	627	626	---	---	10	---	---
	628	627	---	---	76	---	---
	629	628	5	---	---	---	---
	630	628	---	---	20	---	---
	631	630	---	---	77	---	---
	632	631	---	---	50	---	---
	633	632	53	---	---	---	---
	634	633	5	---	---	---	---
	635	633	60	---	---	---	---
	637	636	---	---	5	---	---
	638	636	84	---	---	---	---
	650	651	---	---	---	---	31
	651	652	---	---	---	---	30
	653	654	---	---	---	---	31
	654	655	---	---	---	---	30
	656	657	---	30	---	---	---
	657	658	---	30	---	---	---
	658	616	---	120	---	---	---
	659	606	---	---	---	---	4
	701	702	7	---	---	---	---
	702	704	168	---	---	---	---
	703	704	5	---	---	---	---
	704	706	---	100	---	---	---
	705	706	5	---	---	---	---
	706	708	---	50	---	---	---
	708	737	---	---	37	---	---
	709	710	5	---	---	---	---
	710	712	---	---	---	---	11
COLUMN TOTALS			1,568	865	384	0	305

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STORM SEWER PIPE REINFORCED CONCRETE (CON'T)							
			608.0412	608.0415	608.0418	608.0421	608.0424
			STORM SEWER PIPE REINFORCED CONCRETE CLASS IV				
CATEGORY	FROM STRUCTURE	TO STRUCTURE	12-INCH LF	15-INCH LF	18-INCH LF	21-INCH LF	24-INCH LF
0010 (CON'T)	712	713	---	---	---	---	10
	713	715	---	---	---	---	38
	714	715	5	---	---	---	---
	715	717	---	---	---	---	71
	718	719	5	---	---	---	---
	719	717	149	---	---	---	---
	722	721	---	50	---	---	---
	723	740	270	---	---	---	---
	724	723	5	---	---	---	---
	726	728	5	---	---	---	---
	728	723	50	---	---	---	---
	729	795	93	---	---	---	---
	737	710	---	---	37	---	---
	739	722	40	---	---	---	---
	740	739	30	---	---	---	---
	802	803	5	---	---	---	---
	803	805	39	---	---	---	---
	806	807	5	---	---	---	---
	807	809	50	---	---	---	---
	808	809	5	---	---	---	---
	809	811	51	---	---	---	---
	812	814	295	---	---	---	---
	813	812	5	---	---	---	---
	814	816	113	---	---	---	---
	815	814	5	---	---	---	---
	817	816	---	---	5	---	---
	818	819	5	---	---	---	---
	819	821	100	---	---	---	---
	820	821	5	---	---	---	---
	821	823	300	---	---	---	---
	822	823	5	---	---	---	---
	823	825	---	181	---	---	---
	826	827	5	---	---	---	---
	827	829	80	---	---	---	---
	828	829	5	---	---	---	---
	829	80009	---	50	---	---	---
	830	831	5	---	---	---	---
	831	833	---	---	195	---	---
	832	833	5	---	---	---	---
	833	882	---	---	64	---	---
	834	835	5	---	---	---	---
	835	837	99	---	---	---	---
	838	870	120	---	---	---	---
	839	838	5	---	---	---	---
	840	842	---	217	---	---	---
	841	840	5	---	---	---	---
	842	844	---	20	---	---	---
	843	842	5	---	---	---	---
	848	849	5	---	---	---	---
	849	851	---	208	---	---	---
	854	855	5	---	---	---	---
	855	853	---	69	---	---	---
	856	857	5	---	---	---	---
	857	855	100	---	---	---	---
	870	871	30	---	---	---	---
	871	840	30	---	---	---	---
	882	80012	---	---	88	---	---
	COLUMN TOTALS		2,154	795	389	0	119

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STORM SEWER PIPE REINFORCED CONCRETE (CON'T)							
			608.0412	608.0415	608.0418	608.0421	608.0424
			STORM SEWER PIPE REINFORCED CONCRETE CLASS IV				
CATEGORY	FROM STRUCTURE	TO STRUCTURE	12-INCH LF	15-INCH LF	18-INCH LF	21-INCH LF	24-INCH LF
0010 (CON'T)	80009	80010	---	30	---	---	---
	80010	80011	---	30	---	---	---
	80011	831	---	70	---	---	---
	910	911	5	---	---	---	---
	911	922	---	---	30	---	---
	912	913	5	---	---	---	---
	913	911	---	70	---	---	---
	914	915	5	---	---	---	---
	915	913	---	50	---	---	---
	916	917	5	---	---	---	---
	917	915	300	---	---	---	---
	919	998	---	---	51	---	---
	920	997	---	---	---	---	86
	921	909	---	---	23	---	---
	922	921	---	---	30	---	---
	1004	1006	100	---	---	---	---
	1005	1007	---	150	---	---	---
	1006	1005	5	---	---	---	---
	1007	1008	---	120	---	---	---
	1008	1010	---	---	70	---	---
	1009	1008	5	---	---	---	---
	1010	1012	---	---	48	---	---
	1011	1010	5	---	---	---	---
	1014	1016	115	---	---	---	---
	1016	1017	5	---	---	---	---
	1017	1018	---	50	---	---	---
	1018	1019	---	---	118	---	---
	1019	1020	---	---	49	---	---
	1020	1022	---	---	19	---	---
	1024	1022	---	---	---	21	---
	1026	1024	---	---	42	---	---
	1027	1026	5	---	---	---	---
	1028	1043	---	---	30	---	---
	1029	1028	5	---	---	---	---
	1030	1028	90	---	---	---	---
	1031	1030	5	---	---	---	---
	1034	1032	---	50	---	---	---
	1035	1034	---	50	---	---	---
	1036	1035	5	---	---	---	---
	1037	1035	---	100	---	---	---
	1038	1037	12	---	---	---	---
	1043	1044	---	---	30	---	---
	1044	1045	---	---	30	---	---
	1045	1026	---	---	221	---	---
	1102	1103	5	---	---	---	---
	1103	1105	152	---	---	---	---
	1106	1107	5	---	---	---	---
	1107	1108	100	---	---	---	---
	1108	1109	155	---	---	---	---
	1109	1125	35	---	---	---	---
	1114	1128	100	---	---	---	---
	1116	1117	8	---	---	---	---
	1118	1117	---	13	---	---	---
	1119	1118	---	38	---	---	---
	1120	1119	---	105	---	---	---
	1121	1120	200	---	---	---	---
	1122	1121	200	---	---	---	---
	1125	1111	35	---	---	---	---
	1126	1127	46	---	---	---	---
	1128	1123	63	---	---	---	---
	1129	1130	86	---	---	---	---
	1130	1131	174	---	---	---	---
COLUMN TOTALS			2,041	926	791	21	86
TOTALS			8,045	3,151	1,646	21	514

MANHOLES AND INLETS SUMMARY																			
				611.2004	611.2005	611.2033	611.3230	611.3225	611.3220	611.3003	611.3004	611.0535	611.0610	611.0624	611.0627	611.0612	611.0636	611.0651	611.0654
				MANHOLES			INLETS					MANHOLE COVERS		INLET COVERS					
				4-FT	5-FT					3-FT	4-FT	TYPE							
CATEGORY	STRUCTURE NUMBER	STATION	STRUCTURE OFFSET	DIAMETER EACH	DIAMETER EACH	3X3-FT EACH	2X3-FT EACH	2X2.5-FT EACH	2X2-FT EACH	DIAMETER EACH	DIAMETER EACH	J-SPECIAL EACH	TYPE BW EACH	TYPE H EACH	TYPE HM EACH	TYPE C EACH	TYPE HM-S EACH	TYPE S EACH	TYPE V EACH
0010	100	516+04.0	2.3'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	101	516+04.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	102	521+01.0	2.3'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	103	521+01.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	104	524+81.0	2.3'LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
	105	524+81.0	2.4'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	106	530+00.0	2.4'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	107	530+00.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	108	530+20.0	2.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	109	530+20.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	110	530+63.5	2.3'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	111	530+63.4	2.6'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	112	530+73.5	2.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	113	531+52.5	2.4'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	114	531+62.5	2.3'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	115	531+62.5	2.4'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	116	531+73.0	2.4'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	117	532+00.0	2.5'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	118	532+00.0	2.4'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	119	529+00.0	69.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	120	530+20.0	69.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	121	530+40.0	69.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	125	522+97.0	57.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	127	526+97.0	57.8'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	131	532+47.5	70.1'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	132	533+97.0	57.1'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	133	535+48.0	70.1'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	134	535+00.0	2.3'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	140	530+30.0	69.3'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	195	530+50.0	69.3'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	196	516+04.5	65.3'LT	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
	200	542+46.5	2.6'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
	201	542+46.5	2.3'RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
	202	546+68.5	2.4'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	203	546+68.5	2.3'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	204	551+46.0	2.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
205	551+46.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	
206	555+48.5	2.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
207	555+48.5	2.3'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
208	555+90.0	2.4'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	
209	555+90.0	2.3'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
210	555+97.5	2.4'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
211	555+98.0	2.3'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
212	556+10.0	2.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
213	556+10.0	2.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
214	556+50.0	2.7'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
215	556+50.0	2.7'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
218	547+01.5	69.2'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
219	549+01.5	69.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
220	552+51.5	74.4'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
222	554+80.0	2.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
302	565+96.0	2.3'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
SHEET TOTALS				0	0	0	0	3	29	4	0	0	3	1	0	0	0	2	46

CON'T NEXT SHEET

3

3

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MANHOLES AND INLETS SUMMARY (CON'T)																			
CATEGORY	STRUCTURE NUMBER	STATION	STRUCTURE OFFSET	611.2004	611.2005	611.2033	611.3230	611.3225	611.3220	611.3003	611.3004	611.0535	611.0610	611.0624	611.0627	611.0612	611.0636	611.0651	611.0654
				MANHOLES		3X3-FT EACH	INLETS			3-FT DIAMETER EACH	4-FT DIAMETER EACH	MANHOLE COVERS		INLET COVERS					
				4-FT DIAMETER EACH	5-FT DIAMETER EACH		2X3-FT EACH	2X2.5-FT EACH	2X2-FT EACH			TYPE J-SPECIAL EACH	TYPE BW EACH	TYPE H EACH	TYPE HM EACH	TYPE C EACH	TYPE HM-S EACH	TYPE S EACH	TYPE V EACH
0010 CON'T	303	565+96.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	304	571+49.0	2.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	305	571+49.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	306	571+86.0	2.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	307	571+86.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	308	571+95.5	2.9'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	309	571+95.5	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	310	572+06.0	2.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	311	572+06.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	312	572+46.0	2.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	313	572+46.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	314	573+00.0	2.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	315	573+00.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	316	574+00.0	2.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	317	574+00.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	318	576+06.0	2.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	319	576+04.0	2.3'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	322	584+95.5	2.4'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---
	323	584+95.5	2.3'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	327	569+00.0	2.4'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	328	569+00.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	329	587+00.0	2.4'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	330	587+00.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	340	582+10.0	68.5'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	341	582+10.0	86.4'RT	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
	342	583+95.0	68.5'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	388	569+43.5	144.6'LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
	390	572+26.5	196.7'LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
	391	572+54.3	148.6'LT	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
	399	584+95.9	70.4'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	400	598+25.0	2.3'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	401	598+25.0	2.4'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	402	602+76.0	2.3'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	403	602+76.0	2.3'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	404	603+86.5	2.3'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	405	603+86.0	2.3'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	406	603+89.5	2.3'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	407	603+89.5	2.3'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	408	605+92.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	409	605+92.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	410	606+12.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
	411	606+12.0	2.3'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	412	606+22.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	413	606+22.0	2.3'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	414	606+88.0	2.3'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	415	607+50.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	418	608+88.3	2.3'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	419	609+94.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	420	610+14.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	421	610+14.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	422	610+95.5	2.3'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---
	423	610+95.5	2.9'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---
	424	611+74.0	2.4'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	425	612+74.0	2.5'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	426	615+30.0	2.7'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---
	427	615+65.0	2.7'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---
	431	596+04.0	69.5'RT	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---
	480	598+21.9	69.0'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---
	481	598+01.9	69.0'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	490	599+09.1	166.1'RT	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---
	491	599+15.7	173.3'RT	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---
	492	599+33.6	194.0'RT	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
	493	599+38.6	199.8'RT	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
	500	618+30.0	2.9'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	501	619+30.0	2.7'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	502	619+82.5	2.7'RT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---
	503	620+85.0	2.7'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	504	621+85.0	2.7'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	505	622+86.0	2.8'RT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---
SHEET TOTALS				1	0	2	4	5	30	9	2	0	5	2	4	1	2	2	49

CON'T NEXT SHEET

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MANHOLES AND INLETS SUMMARY (CON'T)																				
CATEGORY	STRUCTURE NUMBER	STATION	STRUCTURE OFFSET	611.2004	611.2005	611.2033	611.3230	611.3225	611.3220	611.3003	611.3004	611.0535	611.0610	611.0624	611.0627	611.0612	611.0636	611.0651	611.0654	
				MANHOLES		3X3-FT EACH	2X3-FT EACH	2X2.5-FT EACH	2X2-FT EACH	3-FT DIAMETER EACH	4-FT DIAMETER EACH	MANHOLE COVERS	INLET COVERS							
				4-FT DIAMETER EACH	5-FT DIAMETER EACH								TYPE J-SPECIAL EACH	TYPE BW EACH	TYPE H EACH	TYPE HM EACH	TYPE C EACH	TYPE HM-S EACH	TYPE S EACH	TYPE V EACH
0010 CON'T	506	623+65.0	2.8'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	507	624+50.0	2.7'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	508	625+31.3	2.7'RT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
	509	626+20.0	2.6'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	510	627+15.0	2.7'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	511	627+96.5	2.7'RT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
	512	629+77.0	2.6'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	513	629+87.0	2.6'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	
	514	629+97.0	2.6'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	515	631+35.0	3.0'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	
	516	630+50.0	2.6'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	517	631+85.0	3.0'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
	519	631+85.0	2.5'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	520	632+84.0	3.0'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	
	521	632+84.0	2.5'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	522	634+84.0	2.3'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
	523	634+84.0	2.4'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	
	524	635+75.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	525	635+75.0	2.4'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	526	637+85.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	527	637+85.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	528	638+34.5	2.3'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
	529	638+34.5	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	530	638+85.0	2.4'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	531	638+85.0	2.4'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	534	642+84.0	2.8'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	
	535	642+84.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	536	643+06.0	2.3'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
	537	643+06.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	538	646+36.0	2.3'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
	539	646+36.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	540	647+36.0	2.4'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	541	647+36.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	542	647+85.0	2.4'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
	543	647+85.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	544	653+93.0	3.5'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	
	545	653+92.5	3.4'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	
	548	653+58.0	81.3'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
	549	653+71.5	81.3'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
	550	654+30.0	73.0'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
	600	664+84.5	2.5'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	601	664+84.5	3.4'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	
	602	668+34.5	2.3'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
	603	668+34.5	3.1'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	
	604	671+84.0	2.6'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	
	605	674+58.0	2.6'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	606	679+84.0	2.5'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	
	607	683+84.0	2.8'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	
	608	683+84.0	2.4'RT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
	609	683+64.0	2.7'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	610	689+34.5	2.4'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
	611	689+34.5	2.3'RT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
	612	689+89.0	2.4'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	613	689+89.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	614	690+39.0	2.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
	615	690+39.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
	SHEET TOTALS			0	1	9	0	9	28	4	2	0	9	0	0	0	0	0	34	

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)																			
CATEGORY	STRUCTURE NUMBER	STATION	STRUCTURE OFFSET	611.2004	611.2005	611.2033	611.3230	611.3225	611.3220	611.3003	611.3004	611.0535	611.0610	611.0624	611.0627	611.0612	611.0636	611.0651	611.0654
				MANHOLES		3X3-FT EACH	2X3-FT EACH	2X2.5-FT EACH	2X2-FT EACH	3-FT DIAMETER EACH	4-FT DIAMETER EACH	MANHOLE COVERS	INLET COVERS						
				4-FT DIAMETER EACH	5-FT DIAMETER EACH								J-SPECIAL EACH	TYPE BW EACH	TYPE H EACH	TYPE HM EACH	TYPE C EACH	TYPE HM-S EACH	TYPE S EACH
0010 CON'T	616	694+00.0	3.0'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	617	694+00.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	620	694+10.0	2.5'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	621	694+40.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	622	694+68.5	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
	624	694+93.5	2.3'RT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---
	625	694+93.5	3.0'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	626	695+03.5	3.0'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---
	627	695+13.5	3.0'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	628	695+89.5	3.0'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	629	695+89.5	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	630	696+09.5	2.5'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	631	696+86.0	2.5'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	632	697+36.0	2.5'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	633	697+89.5	2.5'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	634	697+89.5	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	635	698+50.0	2.5'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	636	700+84.0	2.6'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---
	637	700+84.0	2.3'RT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---
	638	701+68.5	2.6'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	639	704+84.0	2.7'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---
	640	709+71.5	3.4'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---
	641	713+87.0	2.6'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---
	642	664+84.0	73.4'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	643	665+25.0	72.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	644	667+72.0	73.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	645	667+97.0	72.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	646	670+31.5	72.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	647	672+71.0	72.6'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	701	721+50.0	3.5'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	702	721+50.0	3.5'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	703	723+18.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	704	723+18.0	2.4'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	705	724+18.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	706	724+18.0	2.4'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	709	725+42.0	2.5'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	710	725+42.0	3.0'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	713	725+62.0	3.0'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	714	726+00.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	715	726+00.0	2.8'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	718	728+20.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	719	728+20.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	722	732+60.0	3.0'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	723	736+00.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	724	736+00.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	726	736+50.0	2.4'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	728	736+50.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	729	723+75.0	71.1'LT	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---
	733	725+52.5	71.2'LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
	795	724+68.0	71.4'LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
	796	726+39.5	71.4'LT	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
	799	732+11.0	71.3'LT	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
	802	749+00.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	803	749+00.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	806	753+30.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	807	753+30.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
SHEET TOTALS				0	0	9	1	6	24	2	4	0	6	0	5	0	0	0	43

CON'T NEXT SHEET

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MANHOLES AND INLETS SUMMARY (CON'T)																					
CATEGORY	STRUCTURE NUMBER	STATION	STRUCTURE OFFSET	61L2004	61L2005	61L2033	61L3230	61L3225	61L3220	61L3003	61L3004	61L0535	61L0610	61L0624	61L0627	61L0612	61L0636	61L0651	61L0654		
				MANHOLES		3X3-FT EACH	2X3-FT EACH	2X2.5-FT EACH	INLETS		3-FT DIAMETER EACH	4-FT DIAMETER EACH	MANHOLE COVERS		INLET COVERS						
				4-FT DIAMETER EACH	5-FT DIAMETER EACH				2X2-FT EACH	TYPE J-SPECIAL EACH			TYPE BW EACH	TYPE H EACH	TYPE HM EACH	TYPE C EACH	TYPE HM-S EACH	TYPE S EACH	TYPE V EACH		
0010 CON'T	808	753+80.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	809	753+80.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	812	755+80.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	813	755+80.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	814	758+75.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	815	758+75.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	816	759+88.0	2.3'LT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---		
	817	759+88.0	2.4'RT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---		
	818	760+58.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	819	760+58.0	2.4'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	820	761+58.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	821	761+58.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	822	764+58.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	823	764+58.0	2.4'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1		
	826	768+90.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	827	768+90.0	2.4'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	828	769+70.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	829	769+70.0	2.4'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1		
	830	771+50.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	831	771+50.0	2.9'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1		
	832	773+45.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	833	773+45.0	2.9'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1		
	834	775+00.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	835	775+00.0	2.4'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	838	779+20.0	2.4'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	839	779+20.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	840	781+00.0	3.1'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1		
	841	781+00.0	2.6'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	842	783+17.0	2.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1		
	843	783+17.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	847	786+03.5	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---		
	848	787+04.0	2.4'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	849	787+04.0	3.0'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1		
	851	789+12.0	2.3'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
	854	789+90.0	2.4'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	855	789+90.0	3.0'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1		
	856	790+90.0	2.4'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	857	790+90.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	882	773+45.0	66.6'RT	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---		
	894	759+88.0	79.8'LT	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---		
	899	796+20.0	51.8'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---		
	80001	796+20.0	51.0'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---		
	907	822+85.0	3.0'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---		
	910	823+80.0	2.5'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	911	823+80.0	3.0'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1		
	912	824+50.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	913	824+50.0	2.3'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1		
	914	825+00.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	915	825+00.0	2.3'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1		
	916	828+00.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	917	828+00.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	1004	839+50.0	2.3'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1		
	1005	840+50.0	2.3'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1		
	1006	840+50.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	1007	842+00.0	2.3'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1		
	1008	843+20.0	2.8'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1		
	1009	843+20.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	1010	843+90.0	2.8'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1		
	1011	843+90.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	1014	847+35.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	1016	848+50.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
	1017	848+50.0	2.3'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1		
	1018	849+00.0	2.3'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1		
	1019	850+18.0	2.3'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1		
	1020	850+67.0	2.8'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---		
	1022	850+86.5	2.8'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---		
	1024	851+07.5	2.8'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---		
	1026	851+49.0	2.8'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1		
	1027	851+49.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1		
SHEET TOTALS				1	0	13	0	2	39	8	2	1	2	0	1	0	0	2	58		

CON'T NEXT SHEET

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MANHOLES AND INLETS SUMMARY (CON'T)																			
			611.2004	611.2005	611.2033	611.3230	611.3225	611.3220	611.3003	611.3004	611.0535	611.0610	611.0624	611.0627	611.0612	611.0636	611.0651	611.0654	
			MANHOLES			INLETS				MANHOLE COVERS		INLET COVERS							
STRUCTURE			STRUCTURE	4-FT	5-FT	3X3-FT	2X3-FT	2X2.5-FT	2X2-FT	3-FT	4-FT	TYPE							
CATEGORY	NUMBER	STATION	OFFSET	DIAMETER	DIAMETER	EACH	EACH	EACH	EACH	DIAMETER	DIAMETER	J-SPECIAL	TYPE BW	TYPE H	TYPE HM	TYPE C	TYPE HM-S	TYPE S	TYPE V
				EACH	EACH					EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
0010 CON'T	1028	854+60.0	3.0'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	1029	854+60.0	2.5'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	1030	855+50.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	1031	855+50.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	1034	858+88.0	2.3'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	1035	859+38.0	2.3'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	1036	859+38.0	2.3'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	1037	860+38.0	3.3'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	1038	860+50.0	3.1'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	1042	832+72.9	57.3'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	1093	832+74.2	53.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	1102	884+33.0	2.5'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	1103	884+33.0	2.5'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	1106	887+80.0	2.4'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	1107	887+80.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	1108	888+80.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	1114	901+00.0	5.7'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	1116	892+77.0	2.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	1117	892+84.5	2.3'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	1118	892+97.0	2.3'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
1120	894+40.0	1.9'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
1121	896+40.0	1.0'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
1122	898+40.0	0.1'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
1123	899+37.5	0.5'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	
1124	879+47.0	58.7'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	
1126	890+39.0	57.1'RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	
1128	900+00.0	5.0'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
1129	905+80.5	10.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
1130	906+66.5	10.3'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
1131	908+40.0	10.8'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
SHEET TOTALS				0	0	3	0	0	18	5	1	0	0	0	0	1	0	3	24
TOTALS				2	1	36	5	25	168	32	11	1	25	3	10	2	2	9	254

MISC. STORM SEWER									
CATEGORY	STRUCT. NO.	STATION	STRUCTURE OFFSET	STORM SEWER TAP EACH	SPV.0060.53	611.8115	611.8110	520.8000	204.0280
					INLET COVERS EACH	ADJUSTING		CONCRETE COLLARS FOR PIPE EACH	SEALING PIPES EACH
						MANHOLE COVERS EACH	611.9710 SALVAGED INLET COVERS EACH		
0010	1	456+30.0	2.5' LT	---	---	---	---	1	---
	2	456+60.0	6.0' LT	---	---	---	---	1	---
	3	456+91.9	2.6' LT	---	---	---	---	1	---
	114	531+62.5	2.3' LT	1	---	---	---	1	---
	115	531+62.5	2.4' RT	2	---	---	---	2	---
	128	529+90.5	67.5' LT	---	1	---	---	---	---
	129	530+41.0	70.3' LT	---	1	---	---	---	---
	130	530+96.0	73.5' LT	---	1	---	---	---	---
	136	532+50.0	6.0' LT	---	---	---	---	1	---
	137	532+79.5	2.3' LT	---	---	---	---	1	---
	138	535+47.4	64.5' RT	---	---	1	---	---	---
	190	531+64.1	66.6' RT	---	---	1	---	---	---
	191	532+47.2	65.7' RT	---	---	1	---	---	---
	195	530+50.0	69.3' RT	1	---	---	---	1	---
	210	555+97.5	2.4' LT	2	---	---	---	2	---
	216	561+14.5	3.3' LT	---	1	---	---	---	---
	217	561+14.5	3.3' RT	---	1	---	---	---	---
SHEET TOTALS				6	5	3	11	0	0

CON'T NEXT SHEET

MISC. STORM SEWER									
				SPV.0060.53	611.8115	611.8110	520.8000	204.0280	611.9710
				STORM	ADJUSTING		CONCRETE		SALVAGED
				SEWER TAP	INLET	MANHOLE	COLLARS	SEALING	INLET
CATEGORY	STRUCT. NO.	STATION	STRUCTURE OFFSET	EACH	COVERS EACH	COVERS EACH	FOR PIPE EACH	PIPES EACH	COVERS EACH
0010 CON'T	224	539+55.7	60.4' RT	---	---	1	---	---	---
	225	539+49.9	83.8' RT	---	1	---	---	---	---
	300	563+15.0	3.4' LT	---	1	---	---	---	---
	301	563+15.0	3.3' RT	---	1	---	---	---	---
	320	581+50.0	3.3' LT	---	1	---	---	---	---
	321	581+56.0	3.0' RT	---	1	---	---	---	---
	325	575+52.5	57.6' RT	---	1	---	---	---	---
	326	576+58.5	57.1' LT	---	1	---	---	---	---
	343	583+95.0	82.1' RT	1	---	---	1	---	---
	345	581+26.5	60.2' RT	---	---	1	---	---	---
350	581+88.0	76.2' LT	---	---	1	---	---	---	
353	586+60.0	78.6' RT	---	---	---	1	---	---	
355	586+30.0	83.9' RT	---	---	---	1	---	---	
357	586+00.0	80.0' RT	---	---	---	1	---	---	
360	572.82.5	166.4' RT	---	1	---	---	---	---	
389	569+37.5	164.7' LT	---	1	---	---	---	---	
392	572+79.0	177.3' LT	---	1	---	---	---	---	
393	584+95.7	61.4' LT	---	---	---	1	---	---	
396	571+96.0	79.2' LT	1	---	---	1	---	---	
398	581+01.5	70.8' RT	---	1	---	---	---	---	
399	584+95.9	70.4' LT	---	---	---	---	---	1	
410	606+12.0	2.3' LT	---	---	---	---	---	1	
411	606+12.0	2.3' RT	---	---	---	---	---	1	
423	610+95.5	2.9' RT	---	---	---	---	---	1	
433	606+88.0	6.2' RT	---	---	---	1	---	---	
440	612+48.9	123.6' LT	---	1	---	---	---	---	
441	612+59.1	121.6' LT	---	1	---	---	---	---	
492	599+33.6	194.0' RT	1	---	---	1	---	---	
513	629+87.0	2.6' RT	---	---	---	---	---	1	
515	631+35.0	3.0' LT	---	---	---	---	---	1	
520	632+84.0	3.0' LT	---	---	---	---	---	1	
522	634+84.0	2.3' LT	---	---	---	---	---	1	
523	634+84.0	2.4' RT	---	---	---	---	---	1	
529	638+34.5	2.3' RT	---	---	---	---	---	1	
532	641+11.0	2.8' LT	---	1	---	---	---	---	
533	641+11.0	2.8' RT	---	1	---	---	---	---	
534	642+84.0	2.3' LT	---	---	---	---	---	1	
535	642+84.0	2.3' RT	---	---	---	---	---	1	
544	653+93.0	3.5' LT	---	---	---	---	---	1	
545	653+92.5	3.4' RT	---	---	---	---	---	1	
552	625+31.1	5.0' RT	---	---	---	1	---	---	
555	628+24.8	78.5' LT	---	---	---	1	---	---	
557	628+55.3	86.0' LT	---	---	---	1	---	---	
559	628+85.9	76.7' LT	---	---	---	1	---	---	
570	634+87.8	97.3' LT	---	1	---	---	---	---	
571	635+73.2	129.6' LT	---	1	---	---	---	---	
572	643+51.5	114.9' LT	---	1	---	---	---	---	
592	629+89.5	72.0' LT	---	1	---	---	---	---	
601	664+84.5	3.4' RT	---	---	---	---	---	1	
603	668+34.5	3.1' RT	---	---	---	---	---	1	
604	671+84.0	2.6' RT	---	---	---	---	---	1	
605	674+58.0	2.6' RT	---	---	---	---	---	1	
606	679+84.0	2.5' RT	---	---	---	---	---	1	
607	683+84.0	2.8' LT	---	---	---	---	---	1	
622	694+68.5	2.3' RT	---	---	---	---	---	1	
626	695+03.5	3.0' LT	---	---	---	---	---	1	
648	693+01.6	72.8' RT	---	1	---	---	---	---	
649	694+85.6	72.1' RT	---	1	---	---	---	---	
650	672+70.3	1.7' RT	---	---	---	1	---	---	
651	673+01.0	5.8' RT	---	---	---	1	---	---	
652	673+30.4	1.6' RT	---	---	---	1	---	---	
653	677+69.9	0.8' LT	---	---	---	1	---	---	
654	678+00.0	5.3' RT	---	---	---	1	---	---	
SHEET TOTALS				3	21	3	17	0	22

CON'T NEXT SHEET

MISC. STORM SEWER										
CATEGORY	STRUCT. NO.	STATION	STRUCTURE OFFSET	STORM SEWER TAP EACH	SPV.0060.53	611.8115	611.8110	520.8000	204.0280	611.9710
					INLET COVERS EACH	ADJUSTING		CONCRETE COLLARS FOR PIPE EACH	SEALING PIPES EACH	SALVAGED INLET COVERS EACH
						MANHOLE COVERS EACH				
0010 CON'T	655	678+29.9	0.4' LT	---	---	---	---	1	---	---
	656	692+20.0	2.4' LT	---	---	---	---	1	---	---
	657	692+50.0	6.1' LT	---	---	---	---	1	---	---
	658	692+80.0	2.5' LT	---	---	---	---	1	---	---
	659	679+80.1	1.5' RT	---	---	---	---	1	---	---
	660	679+86.8	5.2' RT	---	---	---	---	1	---	---
	664	666+28.0	62.3' LT	---	---	1	---	---	---	---
	665	667+93.8	63.1' LT	---	---	1	---	---	---	---
	694	689+33.1	81.9' RT	---	1	---	---	---	---	---
	707	724+68.0	2.5' LT	---	1	---	---	---	---	---
	708	724+68.0	2.5' RT	1	1	---	---	2	---	---
	711	725+52.5	2.5' LT	---	1	---	---	---	---	---
	712	725+52.5	2.5' RT	2	1	---	---	2	---	---
	716	726+71.5	2.3' LT	---	1	---	---	---	---	---
	717	726+71.5	2.3' RT	2	1	---	---	2	---	---
	720	732+10.0	2.3' LT	---	1	---	---	---	---	---
	721	732+10.0	2.3' RT	1	1	---	---	1	---	---
	732	724+67.0	71.9' RT	---	1	---	---	---	---	---
	734	725+51.5	71.7' RT	---	1	---	---	---	---	---
	735	734+89.5	76.3' RT	---	1	---	---	---	---	---
	736	741+38.5	93.6' RT	---	1	---	---	---	---	---
	737	725+05.0	6.5' RT	---	---	---	---	1	---	---
	739	733+00.0	6.0' RT	---	---	---	---	1	---	---
	740	733+30.0	2.4' RT	---	---	---	---	1	---	---
	790	741+84.5	95.3' LT	---	1	---	---	---	---	---
	791	742+90.8	108.1' LT	---	1	---	---	---	---	---
	792	742+95.6	80.3' LT	---	1	---	---	---	---	---
	795	724+68.0	71.4' LT	1	---	---	---	1	---	---
	798	726+61.4	72.3' RT	---	1	---	---	---	---	---
	800	744+94.0	2.4' LT	---	1	---	---	---	---	---
	801	744+94.0	2.3' RT	---	1	---	---	---	---	---
	804	749+39.0	2.3' LT	---	1	---	---	---	---	---
	805	749+39.0	2.3' RT	1	1	---	---	1	---	---
	810	754+29.0	2.3' LT	---	1	---	---	---	---	---
	811	754+31.0	2.3' RT	1	1	---	---	1	---	---
	824	766+38.5	2.3' LT	---	1	---	---	---	---	---
	825	766+38.5	2.3' RT	1	1	---	---	1	---	---
	836	775+98.5	2.3' LT	---	1	---	---	---	---	---
	837	775+98.5	2.3' RT	---	1	---	---	1	---	---
	844	783+37.0	2.4' LT	1	1	---	---	1	---	---
	845	783+37.0	2.3' RT	---	1	---	---	---	---	---
	846	786+03.5	2.4' LT	---	1	---	---	---	---	---
	847	786+03.5	2.3' RT	---	---	---	---	---	---	1
	850	789+12.0	2.4' LT	---	1	---	---	---	---	---
	851	789+12.0	2.3' RT	1	---	---	---	1	---	---
	852	789+21.0	2.4' LT	---	1	---	---	---	---	---
	853	789+21.0	2.3' RT	1	1	---	---	1	---	---
	858	792+78.0	2.4' LT	---	1	---	---	---	---	---
	859	792+78.0	2.3' RT	---	1	---	---	---	---	---
	860	796+19.5	2.8' LT	---	1	---	---	---	---	---
	861	796+19.5	2.8' RT	---	1	---	---	---	---	---
	870	780+40.0	2.4' LT	---	---	---	---	1	---	---
	871	780+70.0	5.5' LT	---	---	---	---	1	---	---
	883	744+93.5	60.2' LT	---	1	---	---	---	---	---
	884	749+42.0	60.0' LT	---	1	---	---	---	---	---
	885	754+17.0	58.4' LT	---	1	---	---	---	---	---
	886	758+02.5	60.1' RT	---	1	---	---	---	---	---
	887	758+89.0	79.0' RT	---	1	---	---	---	---	---
	888	758+78.0	58.3' LT	---	1	---	---	---	---	---
	80000	766+39.0	58.4' LT	---	1	---	---	---	---	---
	80009	770+20.0	2.4' RT	---	---	---	---	1	---	---
	80010	770+50.0	6.0' RT	---	---	---	---	1	---	---
SHEET TOTALS				13	44	2	28	0	1	

CON'T NEXT SHEET

MISC. STORM SEWER									
CATEGORY	STRUCT. NO.	STATION	STRUCTURE OFFSET	SPV.0060.53 STORM SEWER TAP EACH	611.8115 ADJUSTING		520.8000 CONCRETE COLLARS FOR PIPE EACH	204.0280 SEALING PIPES EACH	611.9710 SALVAGED INLET COVERS EACH
					INLET COVERS EACH	MANHOLE COVERS EACH			
0010 CON'T	80011	770+80.0	2.4' RT	---	---	---	1	---	---
	80013	773+98.3	5.9' RT	---	---	1	---	---	---
	889	744+94.5	57.7' RT	---	1	---	---	---	---
	890	749+35.3	59.1' RT	---	1	---	---	---	---
	891	754+43.5	60.8' RT	---	1	---	---	---	---
	892	759+89.0	53.5' LT	---	1	---	---	---	---
	893	766+38.0	64.2' RT	---	1	---	---	---	---
	904	822+73.0	2.7' LT	---	1	---	---	---	---
	905	822+73.0	2.7' RT	---	1	---	---	---	---
	906	822+85.0	2.5' LT	---	1	---	---	---	---
	907	822+85.0	3.0' RT	---	---	---	---	---	1
	908	822+97.5	2.5' LT	---	1	---	---	---	---
	909	822+97.5	2.5' RT	1	1	---	1	---	---
	918	823+21.0	71.1' LT	---	1	---	---	---	---
	919	823+34.0	71.4' LT	---	1	---	1	---	---
	920	823+71.0	68.4' RT	---	1	---	1	---	---
	921	823+20.0	2.5' RT	---	---	---	1	---	---
	922	823+50.0	5.5' RT	---	---	---	1	---	---
	999	823+56.5	67.1' RT	---	1	---	---	---	---
	1000	832+73.5	2.8' LT	---	1	---	---	---	---
	1001	832+73.5	2.8' RT	---	1	---	---	---	---
	1002	837+89.0	2.3' LT	---	1	---	---	---	---
	1003	837+89.0	2.3' RT	---	1	---	---	---	---
	1012	844+38.0	2.3' LT	1	1	---	1	---	---
	1013	844+38.0	2.3' RT	---	1	---	---	---	---
	1020	850+67.0	2.8' LT	---	---	---	---	---	1
	1021	850+68.0	2.3' RT	---	1	---	---	---	---
	1022	850+86.5	2.8' LT	---	---	---	---	---	1
	1023	850+86.5	2.3' RT	---	1	---	---	---	---
	1024	851+07.5	2.8' LT	---	---	---	---	---	1
	1025	851+07.5	2.3' RT	---	1	---	---	---	---
	1032	858+37.5	2.3' LT	1	1	---	1	---	---
	1033	858+37.5	2.3' RT	---	1	---	---	---	---
	1039	865+38.0	2.3' RT	---	1	---	---	---	---
	1041	870+86.5	2.3' RT	---	1	---	---	---	---
	1043	854+30.0	2.4' LT	---	---	---	1	---	---
	1044	854+00.0	5.5' LT	---	---	---	1	---	---
	1045	853+70.0	2.4' LT	---	---	---	1	---	---
	1046	837+79.5	2.3' RT	---	---	1	---	---	---
	1100	879+20.5	2.8' LT	---	1	---	---	---	---
	1101	879+21.0	2.8' RT	---	1	---	---	---	---
	1104	885+84.5	2.3' LT	---	1	---	---	---	---
	1105	885+84.5	2.4' RT	1	1	---	1	---	---
	1109	890+35.0	2.5' LT	2	1	---	2	---	---
	1110	890+35.0	2.5' RT	---	1	---	---	1	---
	1111	891+04.5	2.5' LT	1	1	---	1	---	---
	1112	891+04.5	2.6' RT	---	1	---	---	1	---
	1115	891+63.0	2.4' RT	---	1	---	---	---	---
	1117	892+84.5	2.3' LT	---	---	---	---	---	1
	1119	893+35.0	2.3' LT	2	1	---	2	---	---
	1123	899+37.5	0.5' RT	---	---	---	---	---	1
	1125	890+70.0	5.0' LT	---	---	---	1	---	---
	1126	890+39.0	57.1' RT	---	1	---	---	---	---
SHEET TOTALS				9	38	2	18	2	6
TOTALS				31	108	10	74	2	29

3

PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE				MISC. UNDERDRAIN	
CATEGORY	STATION - STATION	LOCATION	SPV.0090.16 LF	SPV.0060.55 CONNECT PIPE UNDERDRAIN TO EXISTING STRUCTURE EACH	
				EACH	
0010	432+84 - 433+04	LT/RT	20	---	
	456+50 - 456+70	LT/RT	20	---	
	467+47 - 467+67	LT	20	---	
	482+40 - 482+60	RT	20	---	
	489+90 - 490+10	RT	20	---	
	503+72 - 503+92	LT/RT	20	---	
	569+09 - 570+62	LT	164	2	
	569+00 - 570+55	LT	163	2	
	572+23 - 572+29	LT	9	1	
	572+15 - 575+69	LT	371	2	
	573+12 - 573+70	LT	183	2	
	571+25 - 571+90	RT	65	1	
	583+63 - 586+36	LT	270	---	
	593+30 - 596+58	RT	330	---	
	598+23 - 599+08	RT	106	---	
	599+16 - 599+32	RT	25	1	
	599+39 - 600+03	RT	101	1	
	610+25 - 612+02	RT	204	2	
	899+38 - 900+70	RT	132	---	
	TOTAL		2,243	13	

RECONSTRUCTING INLETS					
CATEGORY	STRUCTURE NUMBER	STATION	OFFSET		611.0430 EACH
0010	114	531+62.5	2.3	'LT	1
	115	531+62.5	2.4	'RT	1
	202	546+68.5	2.4	'LT	1
	210	555+97.5	2.4	'LT	1
	318	576+06.0	2.5	'LT	1
	319	576+04.0	2.3	'RT	1
TOTAL					6

RIPRAP ITEMS						
CATEGORY	STATION	OFFSET		606.0200 MEDIUM RIPRAP CY	645.0120 GEOTEXTILE FABRIC SY	TYPE HR
0010	695+04	94	'LT	10		30
	774+36	88	'RT	10		30
	823+30	129	'LT	10		30
	824+22	145	'RT	10		30
	890+45	109	'RT	10		30
	TOTAL			50		150

APRON ENDWALLS SUMMARY									
CATEGORY	STRUCT. NO.	STATION	OFFSET	522.1012 522.1018 522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE			SPV.0060.54 611.9800.S CONCRETE CUTOFF PIPE WALL GRATES		633.5200 MARKERS CULVERT END
				12-INCH	18-INCH	24-INCH	EACH	EACH	EACH
				EACH	EACH	EACH	EACH	EACH	EACH
0010	695	695+04.0	94.6'LT	---	---	1	1	1	1
	80012	774+36.0	88.4'RT	---	1	---	1	1	1
	997	824+22.9	144.7'RT	---	---	1	1	1	1
	998	823+31.1	128.5'LT	---	1	---	1	1	1
	1127	890+45.3	108.6'RT	1	---	---	1	1	1
	TOTALS			1	2	2	5	5	5

3

ITS PULL BOX SUMMARY								
					653.0154 PULL BOXES NON-CONDUCTIVE 24X36-INCH EACH	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH	653.0222 JUNCTION BOXES 18X12X6-INCH EACH	
CATEGORY	LOCATION	EQUIP. LOCATION	STATION	OFFSET				
0020	LCS-13-0030	PBI-1	410+79.3	86.2'RT	1	---	---	
		PBI-2	411+85.1	65.4'RT	---	1	---	
		JB1-1	---	---	---	---	1	
	LCS-13-0031	PB2-1	433+04.6	84.8'RT	---	1	---	
		JB2-1	---	---	---	---	1	
	DMS-13-0066	PB2-2	440+37.5	84.1'RT	---	1	---	
		PB2-3	440+38.6	75.3'LT	---	1	---	
	LCS-13-0032	PB3-1	456+47.9	75.9934	---	1	---	
		JB3-1	---	---	---	---	1	
	LCS-13-0028	PB3-2	468+61.1	97.0	---	1	---	
		JB3-2	---	---	---	---	1	
	LCS-13-0027	PB3-4	475+37.9	0.0'LT	---	1	---	
	LCS-13-0026/LCS-13-0033	PB4-5	482+65.8	0.3017	---	1	---	
	LCS-13-0025	PB4-6	490+07.1	116.3'RT	---	1	---	
	LCS-13-0034	PB4-7	490+08.2	1.0	---	1	---	
	LCS-13-0024	PB4-8	498+46.5	99.2'LT	---	1	---	
	LCS-13-0035	PB5-1	504+53.0	82.2'LT	---	1	---	
		JB5-1	---	---	---	---	1	
	LCS-13-0023	PB5-2	505+16.0	89.1'LT	---	1	---	
		PB5-5	508+48.6	76.6	---	1	---	
	LCS-13-0036/LCS-13-0022	PB5-6	508+51.0	93.5'LT	---	1	---	
		PB6-1	532+37.0	75.4'RT	---	1	---	
		JB6-1	---	---	---	---	1	
	LCS-13-0037/LCS-13-0021	PB6-2	534+12.6	77.6'RT	---	1	---	
		PB7-1	556+82.5	65.3	---	1	---	
		JB7-1	---	---	---	---	1	
	LCS-13-0038	PB8-1	579+96.2	83.7'RT	---	1	---	
		JB8-1	---	---	---	---	1	
	LCS-13-0020	PB8-2	580+91.4	99.7'RT	---	1	---	
		PB8-3	582+06.0	81.8	---	1	---	
	LCS-13-0039	JB8-2	---	---	---	---	1	
		PB9-1	602+43.4	94.1'LT	---	1	---	
		JB9-1	---	---	---	---	1	
	LCS-13-0019	PB9-3	605+12.7	236.5'LT	---	1	---	
		PB9-4	606+77.9	203.3	---	1	---	
		PB9-5	606+50.6	74.5'LT	---	1	---	
	LCS-13-0039	PB9-6	607+88.1	73.3'LT	---	1	---	
		PB9-7	603+86.6	186.47	---	1	---	
		JB9-2	---	---	---	---	1	
	LCS-13-0040	PBI0-1	617+06.7	84.5	---	1	---	
		JB10-1	---	---	---	---	1	
	LCS-13-0018	PBI0-2	618+00.7	86.0'LT	---	1	---	
	LCS-13-0041/LCS-13-0017	PBI1-1	631+08.1	80.6846	---	1	---	
		JB11-1	---	---	---	---	1	
	LCS-13-0042/LCS-13-0016	PBI1-2	630+51.5	81.0	---	1	---	
		PBI2-1	649+88.7	99.3'RT	---	1	---	
		PBI2-2	651+32.4	94.5'RT	---	1	---	
	LCS-13-0043/LCS-13-0015	JB12-1	---	---	---	---	1	
		PBI2-3	663+11.5	81.6'RT	---	1	---	
		PBI2-4	664+39.9	81.5	---	1	---	
		JB12-2	---	---	---	---	1	
	LCS-13-0014	PBI2-5	667+39.9	83.1'RT	---	1	---	
		PBI2-6	671+42.2	83.0991	1	---	---	
		PBI2-7	675+49.0	86.9'RT	---	1	---	
	LCS-13-0044	PBI3-1	673+13.4	84.3	---	1	---	
		PBI3-2	675+70.9	85.2'LT	---	1	---	
	LCS-13-0013	PBI3-3	677+86.9	84.3'LT	---	1	---	
		JB13-1	---	---	---	---	1	
		PBI3-4	690+35.9	170.5'LT	1	---	---	
		PBI3-5	692+69.2	102.9	---	1	---	
	LCS-13-0045	JB13-2	---	---	---	---	1	
		PBI3-6	693+64.6	94.3'LT	---	1	---	
		PBI4-1	704+19.1	75.0543	---	1	---	
		PBI4-2	704+74.9	80.5'RT	---	1	---	
		JB14-1	---	---	---	---	1	
	LCS-13-0046/LCS-13-0012	PBI4-3	705+38.1	80.6'RT	---	1	---	
		PBI4-4	700+61.5	77.7'LT	1	---	---	
		PBI5-1	716+21.3	82.3549	---	1	---	
	LCS-13-0047/LCS-13-0011	JB15-1	---	---	---	---	1	
		PBI6-1	728+57.9	86.2	---	1	---	
	LCS-13-0048/LCS-13-0010	PBI6-2	729+87.7	85.4'LT	---	1	---	
		JB16-1	---	---	---	---	1	
		PBI7-1	742+85.3	122.3926	---	1	---	
		PBI7-2	743+46.8	121.2'RT	---	1	---	
		PBI7-3	744+04.9	66.9	---	1	---	
	LCS-13-0049/LCS-13-0009	JB17-1	---	---	---	---	1	
		PBI7-4	747+28.5	109.5'RT	1	---	---	
		PBI8-1	770+39.2	82.8201	---	1	---	
		JB18-1	---	---	---	---	1	
		PBI8-2	780+51.8	88.2	---	1	---	
		JB18-2	---	---	---	---	1	

ITS PULL BOX SUMMARY (CONT'D)							
					653.0154 PULL BOXES NON-CONDUCTIVE 24X36-INCH EACH	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH	653.0222 JUNCTION BOXES 18X12X6-INCH EACH
CATEGORY	LOCATION	EQUIP. LOCATION	STATION	OFFSET			
0020	LCS-13-0050/LCS-13-0008	PB19-1	793+45.3	86.7'LT	---	1	---
		PB19-2	794+31.5	68.9149	---	1	---
		JB19-1	---	---	---	---	1
	LCS-13-0051/LCS-13-0007	PB20-2	823+27.7	84.7	---	1	---
		JB20-1	---	---	---	---	1
		PB21-1	845+42	79.5'LT	---	1	---
	LCS-13-0052/LCS-13-0006	JB21-1	---	---	---	---	1
	DMS-13-0070	PB22-1	853+96.8	90.7'LT	---	1	---
		PB22-2	862+82.3	93.5	---	1	---
	LCS-13-0053/LCS-13-0005	PB22-3	864+26.3	95.2'LT	---	1	---
		JB22-2	---	---	---	---	1
	LCS-13-0054	PB23-3	880+44.9	70.1	---	1	---
		JB23-1	---	---	---	---	1
		PB23-4	882+23.9	69.1	---	1	---
		PB23-5	882+41.9	190.2'RT	---	1	---
	LCS-13-0004	PB23-6	883+60.8	68.7'RT	---	1	---
		PB23-7	884+74.2	166.17	---	1	---
		JB24-1	---	---	---	---	1
		PB24-1	890+55.7	93.8	---	1	---
	LCS-13-0055	PB24-2	887+26.0	136.3'RT	---	1	---
	LCS-13-0003	PB25-1	899+15.0	104.7'LT	---	1	---
		JB25-1	---	---	---	---	1
		PB26-1	906+43.8	84.0'LT	---	1	---
	LCS-13-0057/LCS-13-0002	PB26-2	907+14.0	84.4	---	1	---
		PB26-3	903+43.0	79.2'LT	---	1	---
		PB26-4	907+12.3	0.2'LT	---	1	---
	LCS-13-0001	PB27-3	920+88.8	76.95	---	1	---
		PB27-2	919+00	89.0'RT	---	1	---
		PB27-1	917+20.9	75.1	---	1	---
		PB27-4	917+19.7	1.3'RT	---	1	---
TOTALS					5	76	30

ITS BASE SUMMARY										
					654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.1130 CONCRETE BASES CAMERA POLE 30-FT EACH	654.1150 CONCRETE BASES CAMERA POLE 50-FT EACH	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH
CATEGORY	LOCATION	EQUIP. LOCATION	STATION	OFFSET						
0020	LCS-13-0030	CB1-1	410+63.1	79.0'RT	---	---	1	---	---	---
	LCS-13-0031	CB2-1	432+89.8	85.8'RT	1	---	---	---	1	---
	DMS-13-0066	CB2-2	440+51.0	84.8'RT	---	1	---	---	---	1
	DMS-13-0066	MD2-1	440+49.4	76.5'LT	---	1	---	---	---	1
	LCS-13-0032	CB3-1	456+25.5	91.3'RT	1	---	---	---	1	---
	LCS-13-0025	CB4-2	490+19.6	113.1'RT	1	---	---	---	1	---
	LCS-13-0024	CB4-3	498+73.2	109.7'LT	1	---	---	---	1	---
	LCS-13-0035	CB5-1	505+15.5	99.9'LT	1	---	---	---	1	---
	LCS-13-0035	CB5-3	508+49.0	87.9'RT	1	---	---	---	1	---
	LCS-13-0036/LCS-13-0022	CB6-1	532+28.7	76.3'RT	1	---	---	---	1	---
	LCS-13-0037/LCS-13-0021	CB7-1	556+71.4	67.3'LT	1	---	---	---	1	---
	LCS-13-0038	CB8-1	580+90.9	109.4'RT	1	---	---	---	1	---
	LCS-13-0019	CB9-2	606+38.5	74.9'LT	1	---	---	---	1	---
	LCS-13-0039	CB9-3	602+28.7	111.6'LT	1	---	---	---	1	---
	LCS-13-0040	CB10-1	617+02.1	93.3'LT	1	---	---	---	1	---
	LCS-13-0041/LCS-13-0017	CB11-1	630+22.4	81.7'LT	1	---	---	---	1	---
	LCS-13-0043/LCS-13-0015	CB12-2	662+96.9	80.7'RT	1	---	---	---	1	---
	LCS-13-0014/DMS-13-0068	CB13-1	673+32.5	93.0'LT	1	---	---	---	1	---
	LCS-13-0013	CB13-2	693+76.0	87.4'LT	1	---	---	---	1	---
	LCS-13-0044	CB13-3	677+61.2	98.1'LT	1	---	---	---	1	---
	LCS-13-0045	CB14-1	705+39.7	90.0'RT	1	---	---	---	1	---
	LCS-13-0047/LCS-13-0011	CB16-1	728+57.0	94.7'LT	1	---	---	---	1	---
	LCS-13-0048/LCS-13-0010	CB17-1	742+73.0	124.9'RT	1	---	---	---	1	---
	LCS-13-0049/LCS-13-0009	CB18-1	770+49.1	94.1'LT	1	---	---	---	1	---
	DMS-13-0069	CB18-2	780+38.1	95.3'LT	1	---	---	---	1	---
	LCS-13-0050/LCS-13-0008	CB19-1	793+45.8	96.2'LT	---	---	---	1	---	---
	LCS-13-0051/LCS-13-0007	CB20-1	822+90.7	82.1'LT	1	---	---	---	1	---
	LCS-13-0052/LCS-13-0006	CB21-1	845+59.1	107.3'LT	1	---	---	---	1	---
	DMS-13-0070	CB22-1	854+05.5	95.8'LT	1	---	---	---	1	---
	LCS-13-0053/LCS-13-0005	CB22-2	862+65.4	91.2'LT	1	---	---	---	1	---
	LCS-13-0054/LCS-13-0004	CB23-1	882+10.8	75.1'RT	1	---	---	---	1	---
	LCS-13-0055	CB24-1	890+64.9	96.1'RT	1	---	---	---	1	---
	LCS-13-0056/LCS-13-0003	CB25-1	899+16.2	133.8'LT	1	---	---	---	1	---
	LCS-13-0057/LCS-13-0002	CB26-1	906+60.9	87.3'LT	1	---	---	---	1	---
TOTALS					30	2	1	1	29	2

ITS POLE EQUIPMENT SUMMARY / COMMUNICATIONS									
CATEGORY	LOCATION	EQUIP. LOCATION	SPV.0060.57 TRAFFIC SIGNAL STANDARDS ALUMINUM 6-FT EACH	657.0322 POLES TYPE 5- ALUMINUM EACH	675.0300 INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY EACH	677.0130 INSTALL CAMERA POLE 30-FT EACH	677.0150 INSTALL CAMERA POLE 50-FT EACH	677.0200 INSTALL CAMERA ASSEMBLY EACH	SPV.0060.61 FIBERGLASS CABINET, 12X12-INCH EACH
0020	CB1-1	CCTV-13-0151	---	---	---	1	---	1	---
	LCS-13-0030	SDS-13-0175	---	---	2	---	---	---	---
	CB2-1	CB2-1	1	---	---	---	---	---	---
	LCS-13-0031	CCTV-13-0152	---	---	---	---	1	---	---
	CB2-2	CB2-2	---	1	---	---	---	---	---
	MD2-1	MD2-1	---	1	---	---	---	---	---
	S-13-423	SDS-13-0176	---	---	2	---	---	---	---
	LCS-13-0032	CCTV-13-0153	---	---	---	---	1	---	---
	CB3-1	CB3-1	1	---	---	---	---	---	---
	LCS-13-0028	CCTV-13-0154	---	---	---	---	1	---	---
	LCS-13-0027	LCS-13-0027	---	---	---	---	---	---	1
	LCS-13-0026	CCTV-13-0155	---	---	---	---	1	1	1
	LCS-13-0033	LCS-13-0033	---	---	---	---	---	---	1
	LCS-13-0034	CCTV-13-0156	---	---	---	---	1	---	---
	CB4-2	CB4-2	1	---	---	---	---	---	---
	LCS-13-0024	CCTV-13-0157	---	---	---	---	1	---	---
	CB4-3	CB4-3	1	---	---	---	---	---	---
	S-13-375	SDS-13-0177/CCTV-13-0158	---	---	2	---	---	1	---
	LCS-13-0036/LCS-13-00	SDS-13-0178/CCTV-13-0159	---	---	1	---	---	1	---
	CB5-1	CB5-1	1	---	---	---	---	---	---
	CB5-3	CB5-3	1	---	---	---	---	---	---
	CB6-1	CB6-1	1	---	---	---	---	---	---
	S-13-406	CCTV-13-0160	---	---	---	---	1	---	---
	LCS-13-0037/LCS-13-0021	SDS-13-0179/CCTV-13-0161	---	---	2	---	---	1	---
	CB7-1	CB7-1	1	---	---	---	---	---	---
	LCS-13-0038	SDS-13-0180/CCTV-13-0162	---	---	1	---	---	1	---
	CB8-1	CB8-1	1	---	---	---	---	---	---
	LCS-13-0020	CCTV-13-0163	---	---	---	---	---	1	---
	LCS-13-0039	SDS-13-0181/CCTV-13-0164	---	---	1	---	---	1	---
	CB9-2	CB9-2	1	---	---	---	---	---	---
	LCS-13-0040	SDS-13-0182/CCTV-13-0165	---	---	1	---	---	1	---
	CB9-3	CB9-3	1	---	---	---	---	---	---
	CB10-1	CB10-1	1	---	---	---	---	---	---
	LCS-13-0041/LCS-13-001	SDS-13-0183/CCTV-13-0166	---	---	2	---	---	1	---
	CB11-1	CB11-1	1	---	---	---	---	---	---
	LCS-13-0042/LCS-13-001	SDS-13-0184/CCTV-13-0167	---	---	2	---	---	1	---
	CB12-2	CB12-2	1	---	---	---	---	---	---
	LCS-13-0043/LCS-13-001	CCTV-13-0168	---	---	---	---	---	1	---
	CB13-1	CB13-1	1	---	---	---	---	---	---
	CB13-3	CB13-3	1	---	---	---	---	---	---
	LCS-13-0044	SDS-13-0185/CCTV-13-0169	---	---	2	---	---	1	---
	LCS-13-0013	CCTV-13-0170	---	---	---	---	---	1	---
	CB13-2	CB13-2	1	---	---	---	---	---	---
	LCS-13-0045	CCTV-13-0171	---	---	---	---	---	1	---
	CB14-1	CB14-1	1	---	---	---	---	---	---
	LCS-13-0046/LCS-13-001	SDS-13-0186/CCTV-13-0172	---	---	2	---	---	1	---
	CB16-1	CB16-1	1	---	---	---	---	---	---
	LCS-13-0047/LCS-13-001	SDS-13-0187/CCTV-13-0173	---	---	2	---	---	1	---
	CB17-1	CB17-1	1	---	---	---	---	---	---
	LCS-13-0048/LCS-13-001	SDS-13-0188/CCTV-13-0174	---	---	2	---	---	1	---
	STA 752+00	CCTV-13-0175	---	---	---	---	---	1	---
	CB18-1	CB18-1	1	---	---	---	---	---	---
	LCS-13-0049/LCS-13-00	CCTV-13-0176	---	---	---	---	---	1	---
	DMS-13-0069	CCTV-13-0177	---	---	---	---	---	1	---
	CB18-2	CB18-2	1	---	---	---	---	---	---
	CB19-1	CCTV-13-0178	---	---	---	1	1	1	---
	LCS-13-0050/LCS-13-00	SDS-13-0189/CCTV-13-0179	---	---	2	---	---	1	---
	LCS-13-0051/LCS-13-000	SDS-13-0190/CCTV-13-0180/CCTV-13-0181	---	---	2	---	---	2	---
	CB20-1	CB20-1	1	---	---	---	---	---	---
	LCS-13-0052/LCS-13-00	CCTV-13-0182	---	---	---	---	---	1	---
	CB21-1	CB21-1	1	---	---	---	---	---	---
	S-13-541	SDS-13-0091	---	---	2	---	---	---	---
	CB22-1	CB22-1	1	---	---	---	---	---	---
	LCS-13-0053/LCS-13-00	CCTV-13-0183	---	---	---	---	---	1	---
	CB22-2	CB22-2	1	---	---	---	---	---	---
	LCS-13-0054	SDS-13-0192/CCTV-13-0184	---	---	2	---	---	1	---
	CB23-1	CB23-1	1	---	---	---	---	---	---
	CB24-1	CB24-1	1	---	---	---	---	---	---
	LCS-13-0055	CCTV-13-0185	---	---	---	---	---	1	---
	CB25-1	CB25-1	1	---	---	---	---	---	---
	LCS-13-0057/LCS-13-00	SDS-13-0193/CCTV-13-0186	---	---	2	---	---	1	---
	CB26-1	CB26-1	1	---	---	---	---	---	---
	LCS-13-0001	CCTV-13-0187	---	---	---	---	---	1	---
	TOTALS		30	2	34	1	1	37	3

ITS CABINET SUMMARY					
CATEGORY	LOCATION	EQUIP. LOCATION	678.0600 INSTALL ETHERNET SWITCH EACH	678.0400 FIBER OPTIC TERMINATION EACH	673.0225,S INSTALL POLE MOUNTED CABINET EACH
0020	LCS-13-0030	CB1-1	1	4	1
	LCS-13-0031	CB2-1	1	4	1
	LCS-13-0031	CB2-2	1	4	1
	LCS-13-0032	CB3-1	1	4	1
	LCS-13-0028	CB3-2	1	4	1
	LCS-13-0027	EXCB4-1	---	12	---
	LCS-13-0025	CB4-2	1	4	1
	LCS-13-0024	CB4-3	1	4	1
	LCS-13-0023	EXCB5-2	---	4	---
	LCS-13-0023	CB5-3	1	4	1
	LCS-13-0036/LCS-13-0022	CB6-1	1	4	1
	EXISTING DMS	EXCB6-2	1	4	---
	LCS-13-0037/LCS-13-0021	CB7-1	1	4	1
	LCS-13-0037/LCS-13-0021	EXCB7-2	---	4	---
	LCS-13-0038	CB8-1	1	4	1
	LCS-13-0039/LCS-13-0039	EXCB9-1	1	4	---
	LCS-13-0039	CB9-3	1	2	1
	LCS-13-0019	CB9-2	1	2	1
	LCS-13-0040	CB10-1	1	4	1
	LCS-13-0041/LCS-13-0017	CB11-1	1	4	1
	LCS-13-0042/LCS-13-0016	CB12-1	1	4	1
	LCS-13-0043/LCS-13-0015	CB12-2	1	2	1
	LCS-13-0014	CB13-1	1	6	1
	LCS-13-0044	CB13-3	1	8	1
	LCS-13-0013	CB13-2	1	4	1
	LCS-13-0045	CB14-1	1	4	1
	EXISTING DMS	EXCB15-2	1	4	---
	LCS-13-0047/LCS-13-0011	CB16-1	1	4	1
	LCS-13-0048/LCS-13-0010	CB17-1	1	4	1
	LCS-13-0048/LCS-13-0010	EXCB17-1	---	4	---
	LCS-13-0049/LCS-13-0009	CB18-1	1	4	1
	DMS-13-0069	CB18-2	1	4	1
	LCS-13-0050/LCS-13-0008	CB19-1	1	4	1
	LCS-13-0051/LCS-13-0007	CB20-1	1	4	1
	LCS-13-0052/LCS-13-0006	CB21-1	1	4	1
	DMS-13-0070	CB22-1	1	4	1
	LCS-13-0053/LCS-13-0005	CB22-2	1	4	1
	LCS-13-0054	EXCB23-1	---	2	---
	LCS-13-0054	CB23-1	1	4	1
	LCS-13-0055	CB24-1	1	2	1
	LCS-13-0056/LCS-13-0003	CB25-1	1	4	1
	LCS-13-0057/LCS-13-0002	CB26-1	1	4	1
	LCS-13-0058	EXCB-DMS-13-0039	1	4	---
	LCS-13-0001	EXCB-DMS-13-0036	1	4	---
	TOTALS		39	180	34

FREEWAY TRAFFIC MANAGEMENT SYSTEM				
CATEGORY	PROJECT	670.0100 FIELD SYSTEM INTEGRATOR LS	670.0200 ITS DOCUMENTATION LS	678.0500 COMMUNICATION SYSTEM TESTING LS
0020	1206-06-79	1	1	1

COMMUNICATION VAULTS						
CATEGORY	LOCATION	EQUIP. LOCATION	STATION	OFFSET	673.0105 COMMUNICATIONS VAULT TYPE 1 EACH	673.0200 TRACER MARKER POST EACH
0020	LCS-13-0030	CV1-1	410+60.4	148.6'RT	1	1
	EXISTING DMS	CV6-2	561+35.7	143.1'LT	1	1
	LCS-13-0052/LCS-13-0006	CV21-1	845+27.5	100.2'LT	1	1
	LCS-13-0053/LCS-13-0005	CV22-1	862+82.3	114.2'LT	1	1
	TOTALS				4	4

CABLE MICROWAVE DETECTOR				
CATEGORY	LOCATION	LOCATION		674.0200 LF
		FROM	TO	
0020	DMS-13-0066	CB2-2	MD2-1	452
TOTAL				452

REMOVE AND REINSTALL CABLE			
CATEGORY	LOCATION	674.0300 REMOVE CABLE LF	674.0400 REINSTALL CABLE LF
0020	OP3 & OP4 UNDISTRIBUTED	394 360	394 360
TOTALS		754	754

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT				
CATEGORY	LOCATION	LOCATION		678.0012 LF
		FROM	TO	
0020	LCS-13-0030	CV1-1	CB1-1	213
	LCS-13-0031	EXCV2-1	CB2-1	740
	DMS-13-0066	EXCV2-1	CB2-2	257
	LCS-13-0032	EXCV3-1	CB3-1	350
	LCS-13-0028	EXCV3-2	CB3-2	271
	LCS-13-0034/LCS-13-0026	EXCV4-2	CB4-2	688
	LCS-13-0024	EXCV4-3	CB4-3	345
	LCS-13-0023	EXCB5-2	CB5-3	248
	LCS-13-0023	EXCB5-4	EXCB5-2	260
	LCS-13-0036/LCS-13-0022	EXCV6-1	CB6-1	514
	EXISTING DMS	CV6-2	EXCB6-2	324
	LCS-13-0037/LCS-13-0021	EXCV7-1	CB7-1	735
	LCS-13-0020	EXCV8-1	CB8-1	471
	LCS-13-0039	EXCB9-1	CB9-3	377
	LCS-13-0019	EXCB9-1	CB9-2	678
	LCS-13-0040	EXCV10-1	CB10-1	565
	LCS-13-0041/LCS-13-0017	EXCV11-1	CB11-1	232
	LCS-13-0042/LCS-13-0016	EXCV12-1	CB12-1	518
	LCS-13-0043/LCS-13-0015	EXCV13-1	CB12-2	1,983
	LCS-13-0044	EXCV13-1	CB13-1	457
	LCS-13-0013	EXCV13-2	CB13-2	788
	LCS-13-0045	EXCV14-1	CB14-1	1,024
	EXISTING DMS	EXCV16-1	EXCB15-2	1,076
	LCS-13-0047/LCS-13-0011	EXCV16-1	CB16-1	393
	LCS-13-0048/LCS-13-0010	EXCB17-1	CB17-1	1,177
	LCS-13-0049/LCS-13-0009	EXCV18-1	CB18-1	534
	DMS-13-0069	EXCV18-2	CB18-2	564
	LCS-13-0050/LCS-13-0008	EXCV19-1	CB19-1	403
	LCS-13-0051/LCS-13-0007	EXCV20-1	CB20-1	208
	LCS-13-0052/LCS-13-0006	CV21-1	CB21-1	187
	DMS-13-0070	EXCV22-1	CB22-1	162
	LCS-13-0053/LCS-13-0005	CV22-1	CB22-2	168
	LCS-13-0054/LCS-13-0004	EXCB23-1	CB23-1	803
	LCS-13-0055	CB23-1	CB24-1	1,221
	LCS-13-0056/LCS-13-0003	EXCV25-1	CB25-1	297
	LCS-13-0057/LCS-13-0002	CB25-1	CB26-1	942
TOTAL				20,173

FIBER OPTIC CONNECTOR, 4-CT, 1000-FT				
CATEGORY	LOCATION	FROM	TO	SPV.0060.60 EACH
0020	LCS-13-0027	EXCB4-1	LCS-13-0027	1
	LCS-13-0026	EXCB4-1	LCS-13-0026	1
	LCS-13-0033	EXCB4-1	LCS-13-0033	1
TOTAL				3

FIBER OPTIC SPLICE SUMMARY						
CATEGORY	LOCATION	EQUIP. LOCATION	STATION	OFFSET	678.0200 FIBER OPTIC SPLICE ENCLOSURE EACH	678.0300 FIBER OPTIC SPLICE EACH
0020	LCS-13-0030	CV1-1	410+60.4	148.6'RT	1	4
	DMS-13-0066	EXCV2-1	438+97.2	90.8'RT	1	6
	LCS-13-0032	EXCV3-1	458+41.0	80.0'RT	1	4
	LCS-13-0028	EXCV3-2	468+12.6	138.8'RT	1	4
	LCS-13-0027/LCS-13-0033/LCS-13-0026	EXCB4-1	478+20.0	232.4'LT	1	6
	LCS-13-0034/LCS-13-0025	EXCV4-2	495+41.6	95.6'RT	1	4
	LCS-13-0024	EXCV4-3	496+51.4	105.0'LT	1	4
	LCS-13-0035	EXCV5-1	505+51.4	111.4'LT	1	4
	LCS-13-0023	EXPB5-3	506+54.3	120.8'RT	1	4
	LCS-13-0036/LCS-13-0022	EXCV6-1	534+06.6	92.7'LT	1	4
	EXISTING DMS	CV6-2	561+35.7	143.1'LT	1	4
	LCS-13-0020	EXCV8-1	582+33.3	101.4'LT	1	4
	LCS-13-0040	EXCV10-1	612+75.2	128.5'LT	1	4
	LCS-13-0041/LCS-13-0017	EXCV11-1	633+60.7	88.5'LT	1	4
	LCS-13-0042/LCS-13-0016	EXCV12-1	649+84.5	103.2'LT	1	4
	LCS-13-0044	EXCV13-1	678+58.6	95.5'LT	1	4
	LCS-13-0013	EXCV13-2	688+06.8	261.4'LT	1	4
	LCS-13-0045	EXCV14-1	698+21.6	95.1'LT	1	4
	LCS-13-0047/LCS-13-0011	EXCV16-1	730+81.0	93.4'LT	1	6
	LCS-13-0049/LCS-13-0009	EXCV18-1	766+65.9	130.2'LT	1	4
	DMS-13-0069	EXCV18-2	784+72.6	65.4'LT	1	4
	LCS-13-0050/LCS-13-0008	EXCV19-1	795+77.7	68.2'LT	1	4
	LCS-13-0051/LCS-13-0007	EXCV20-1	823+17.1	123.8'LT	1	4
	LCS-13-0052/LCS-13-0006	CV21-1	845+27.5	100.2'LT	1	4
	DMS-13-0070	EXCV22-1	853+80.2	105.7'LT	1	4
	LCS-13-0053/LCS-13-0005	CV22-1	862+82.3	114.2'LT	1	4
	LCS-13-0056/LCS-13-0003	EXCV25-1	900+49.2	93.7'LT	1	6
	LCS-13-0001	EXCV27-1	920+83.2	106.1'LT	--	6
TOTALS					27	122

INSTALL CONDUIT INTO EXISTING ITEM					
CATEGORY	LOCATION	EQUIP. LOCATION	STATION	OFFSET	652.0700.S EACH
0020	LCS-13-0031	EXCV2-1	438+97.2	90.8'RT	2
	LCS-13-0032	EXCV3-1	458+41.0	80.0'RT	1
	LCS-13-0028	EXCV3-2	468+12.6	138.8'RT	1
	LCS-13-0028	EXPB3-3	469+18.7	99.1'RT	1
	LCS-13-0027	EXPB3-5	477+71.9	99.4'LT	1
	LCS-13-0025	EXCV4-2	495+41.6	95.6'RT	1
	LCS-13-0026/LCS-13-0033	EXPB4-1	478+40.1	220.5'LT	1
	LCS-13-0026/LCS-13-0033	EXPB4-4	484+02.8	85.9'LT	1
	LCS-13-0024	EXCV4-3	496+51.4	105.0'LT	1
	LCS-13-0035	EXCV5-1	505+51.4	111.4'LT	1
	LCS-13-0023	EXPB5-3	506+54.3	120.8'RT	1
	LCS-13-0023	EXPB5-4	506+83.4	85.0'RT	1
	LCS-13-0036/LCS-13-0022	EXCV6-1	534+06.6	92.7'LT	1
	OP3	OP3	545+50.3	86.1'RT	1
	OP4	OP4	547+61.3	86.9'RT	1
	EXISTING DMS	EXPB6-3	548+03.4	86.4'RT	1
	LCS-13-0037/LCS-13-0021	EXCB7-2	561+55.6	99.6'LT	1
	LCS-13-0020	EXCV8-1	582+33.3	101.4'LT	1
	LCS-13-0039	EXPB9-2	603+80.1	214.1'LT	2
	LCS-13-0019	EXPB9-8	607+30.9	305.3'LT	1
	LCS-13-0040	EXCV10-1	612+75.2	128.5'LT	1
	LCS-13-0041/LCS-13-0017	EXCV11-1	633+60.7	88.5'LT	1
	LCS-13-0042/LCS-13-0016	EXCV12-1	649+84.5	103.2'LT	1
	LCS-13-0044	EXCV13-1	678+58.6	95.5'LT	1
	LCS-13-0013	EXCV13-2	688+06.8	261.4'LT	1
	LCS-13-0045	EXCV14-1	698+21.6	95.1'LT	1
	LCS-13-0046/LCS-13-0012	EXPB15-2	716+97.9	89.2'LT	1
	LCS-13-0047/LCS-13-0011	EXCV16-1	730+81.0	93.4'LT	1
	EXISTING DMS	EXPB15-5	727+50.8	79.1'LT	1
	LCS-13-0048/LCS-13-0010	EXPB17-5	750+52.1	152.7'RT	1
	LCS-13-0048/LCS-13-0010	EXMB17-1	740+37.0	127.5'RT	1
	LCS-13-0049/LCS-13-0009	EXCV18-1	766+65.9	130.2'LT	1
	DMS-13-0069	EXCV18-2	784+72.6	65.4'LT	1
	LCS-13-0050/LCS-13-0008	EXCV19-1	795+77.7	68.2'LT	1
	LCS-13-0051/LCS-13-0007	EXCV20-1	823+17.1	123.8'LT	1
	DMS-13-0070	EXCV22-1	853+80.2	105.7'LT	1
	LCS-13-0054	EXPB23-2	879+85.1	167.8'RT	1
	LCS-13-0053/LCS-13-0003	EXCV25-1	900+49.2	93.7'LT	2
	LCS-13-0058	EXCB-DMS-13-0039	918+90.0	94.0'RT	1
	LCS-13-0001	EXCV27-1	920+83.2	106.1'LT	1
TOTAL					43

DYNAMIC MESSAGE SIGN SUMMARY			
CATEGORY	LOCATION	678.0100.S INSTALL OVERHEAD FREEWAY DMS FULL MATRIX EACH	SPV.0060.56 INSTALL LANE CONTROL SIGN (LCS) EACH
0020	LCS-13-0030	---	1
	LCS-13-0031	---	1
	DMS-13-0066	1	---
	LCS-13-0032	---	1
	LCS-13-0028	---	1
	LCS-13-0027	---	1
	LCS-13-0026	---	1
	LCS-13-0033	---	1
	LCS-13-0025	---	1
	LCS-13-0034	---	1
	LCS-13-0024	---	1
	LCS-13-0035	---	1
	LCS-13-0023	---	1
	LCS-13-0036	---	1
	LCS-13-0022	---	1
	LCS-13-0037	---	1
	LCS-13-0021	---	1
	LCS-13-0038	---	1
	LCS-13-0020	---	1
	LCS-13-0039	---	1
	LCS-13-0019	---	1
	LCS-13-0040	---	1
	LCS-13-0018	---	1
	LCS-13-0041	---	1
	LCS-13-0017	---	1
	DMS-13-0067	1	---
	LCS-13-0042	---	1
	LCS-13-0016	---	1
	LCS-13-0043	---	1
	LCS-13-0015	---	1
	LCS-13-0014	---	1
	DMS-13-0068	1	---
	LCS-13-0044	---	1
	LCS-13-0013	---	1
	LCS-13-0045	---	1
	LCS-13-0046	---	1
	LCS-13-0012	---	1
	LCS-13-0047	---	1
	LCS-13-0011	---	1
	LCS-13-0048	---	1
	LCS-13-0010	---	1
	LCS-13-0049	---	1
	LCS-13-0009	---	1
	DMS-13-0069	1	---
	LCS-13-0050	---	1
	LCS-13-0008	---	1
	LCS-13-0051	---	1
	LCS-13-0007	---	1
	LCS-13-0052	---	1
	LCS-13-0006	---	1
	DMS-13-0070	1	---
	LCS-13-0053	---	1
	LCS-13-0005	---	1
	LCS-13-0054	---	1
	LCS-13-0004	---	1
	LCS-13-0055	---	1
	LCS-13-0003	---	1
	LCS-13-0056	---	1
	LCS-13-0002	---	1
	LCS-13-0057	---	1
	LCS-13-0058	---	1
	LCS-13-0001	---	1
TOTALS		5	57

REMOVING FTMS ITEMS				
CATEGORY	STATION	OFFSET	204.0195 REMOVING CONCRETE BASES EACH	204.9060.S REMOVING EXISTING POLE EACH
0020	603+02 507+10	75' RT	1	1
		84' RT	1	1
		TOTALS		2

SALVAGE MICROWAVE DETECTOR EQUIPMENT				
CATEGORY	STATION	OFFSET	SPV.0060.58 EACH	
0020	416+22	62' RT	2	
	507+10	84' RT	2	
	561+20	64' LT	1	
	598+53	89' LT	1	
	603+02	75' RT	1	
	612+84	71' LT	1	
	637+20	81' LT	1	
	651+00	94' RT	2	
	682+86	87' LT	1	
	711+38	74' LT	2	
	752+59	80' LT	2	
	832+83	72' LT	2	
	875+66	61' RT	2	
	TOTAL		20	

CONDUIT ROUTING (VERONA ROAD)				
CATEGORY	LOCATION	SPV.0105.03 CONDUIT ROUTING (VERONA ROAD EAST) LS	SPV.0105.04 CONDUIT ROUTING (VERONA ROAD WEST) LS	
0020	LCS-13-0027	---	1	
	LCS-13-0026 & LCS-13-0033	1	---	

RELOCATE BLUETOOTH DETECTOR ASSEMBLY				
CATEGORY	STATION	OFFSET	SPV.0105.06 LS	
0020	586+30	77' RT	1	

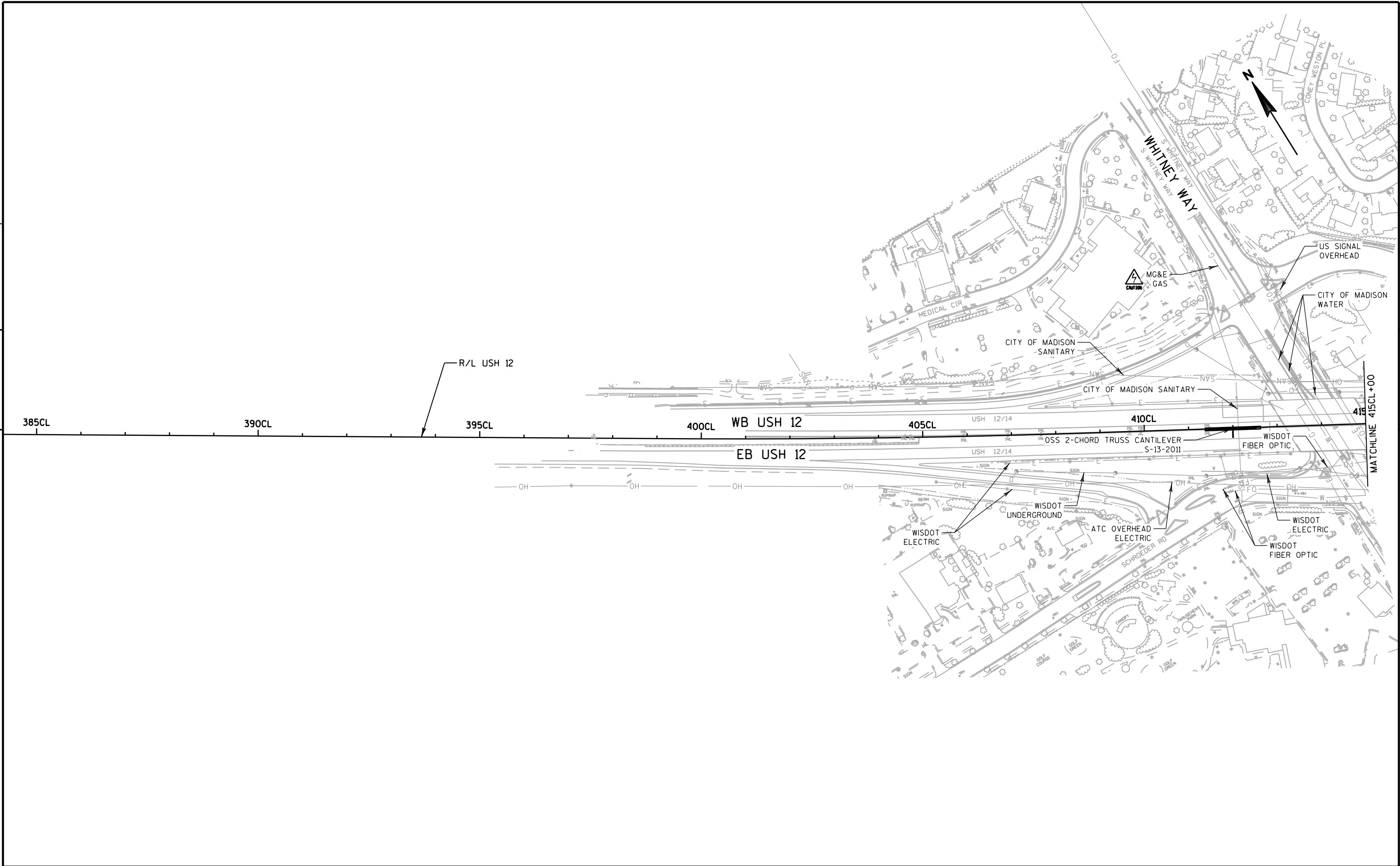
FREEWAY LIGHTING – LUMP SUM ITEMS

RELOCATE DUAL ARM, MEDIAN MOUNTED
LIGHTING UNIT

SPV.0105.02
RELOCATE DUAL ARM,
MEDIAN MOUNTED
LIGHTING UNIT

CATEGORY	ROADWAY	LS
0030	USH 12	1
PROJECT 1206-06-79 TOTAL		1

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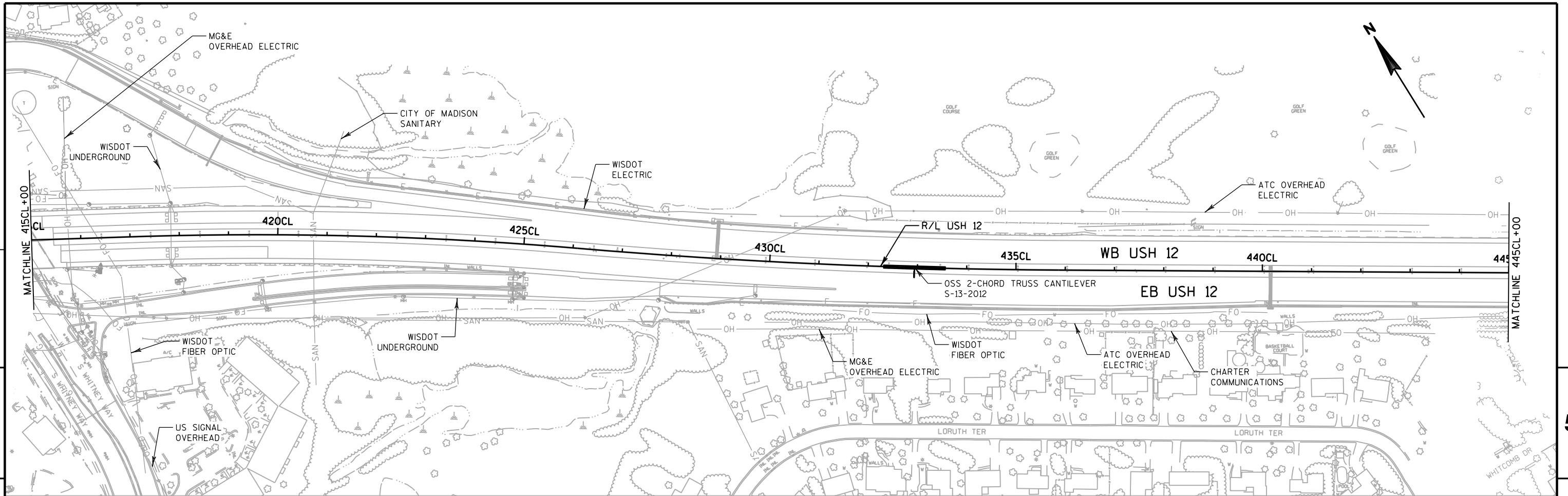
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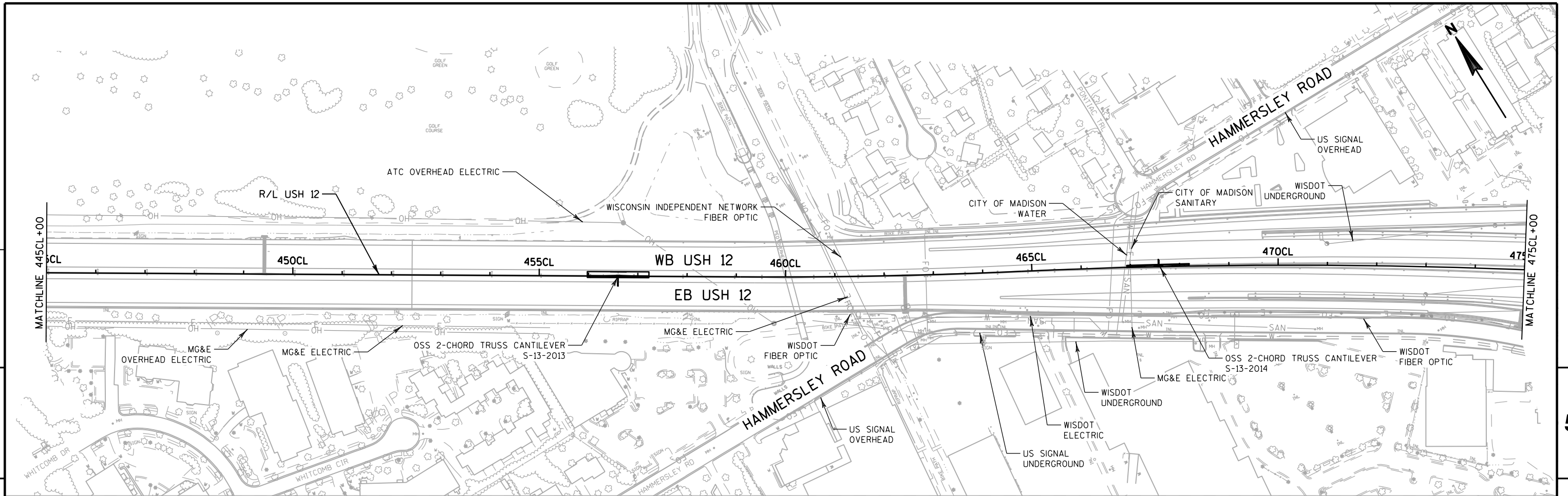
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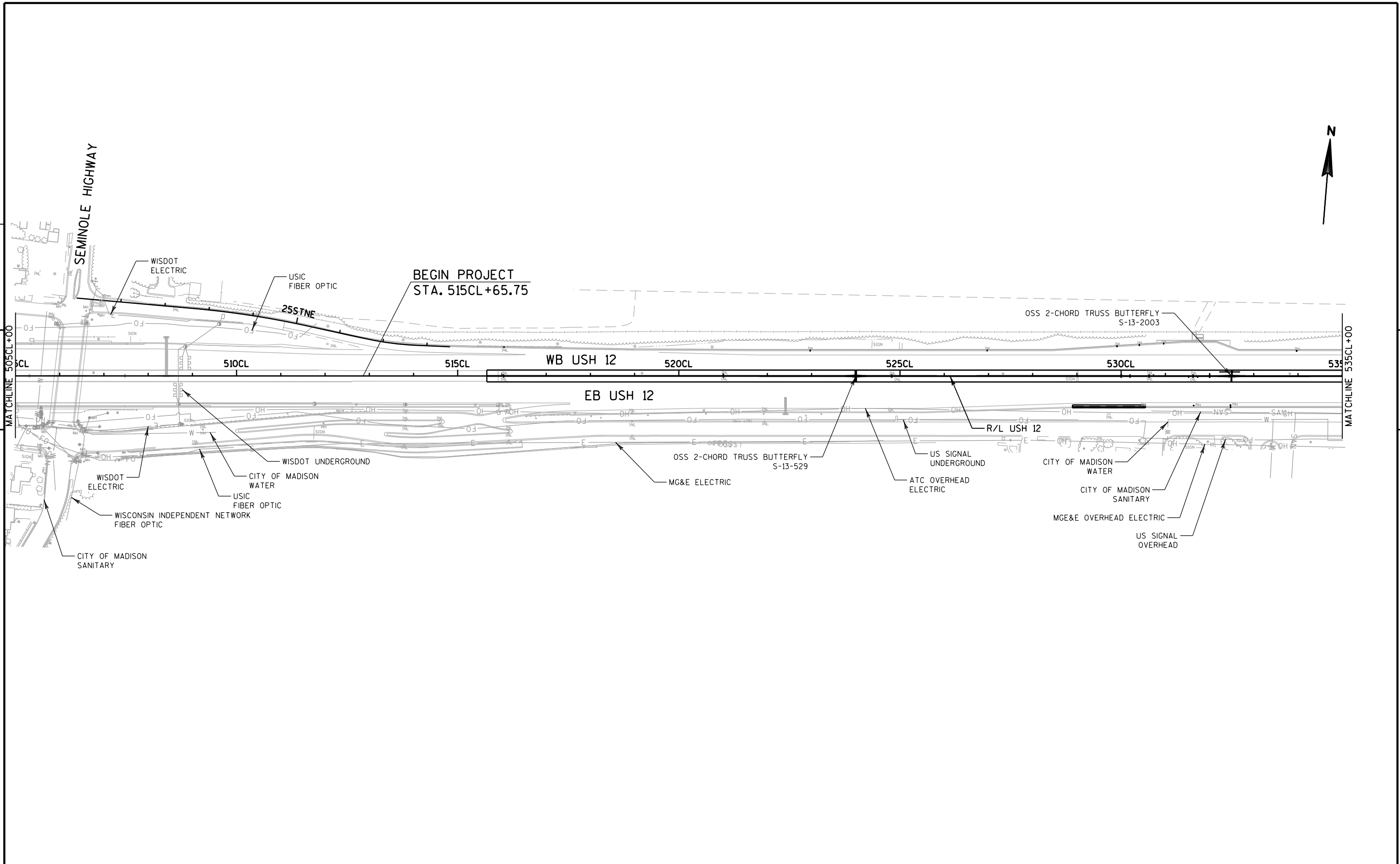
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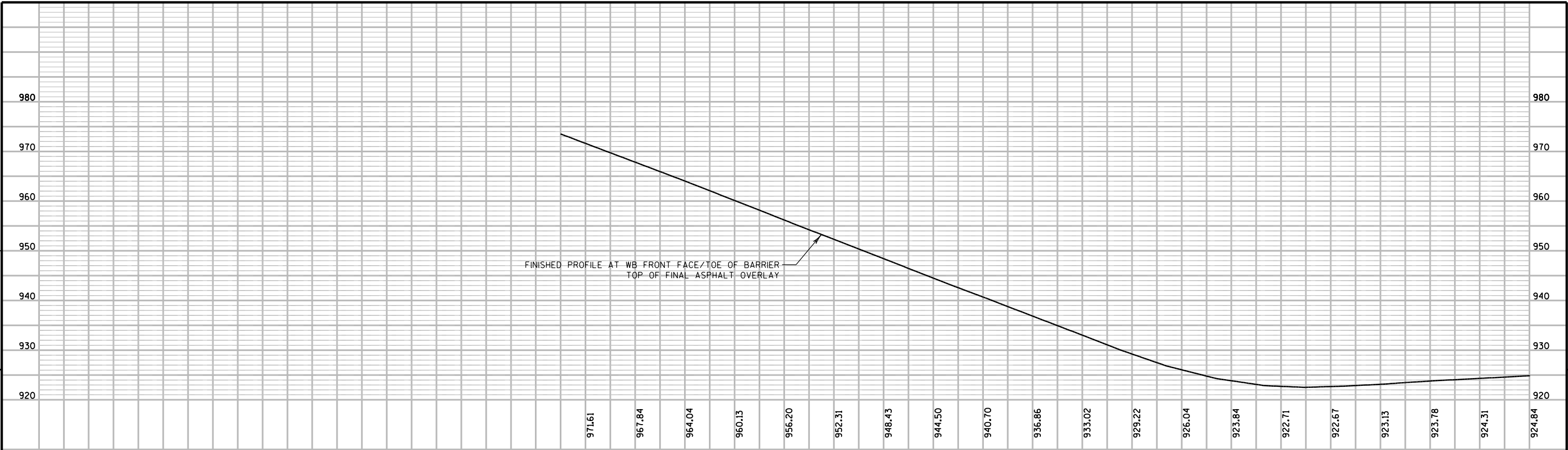


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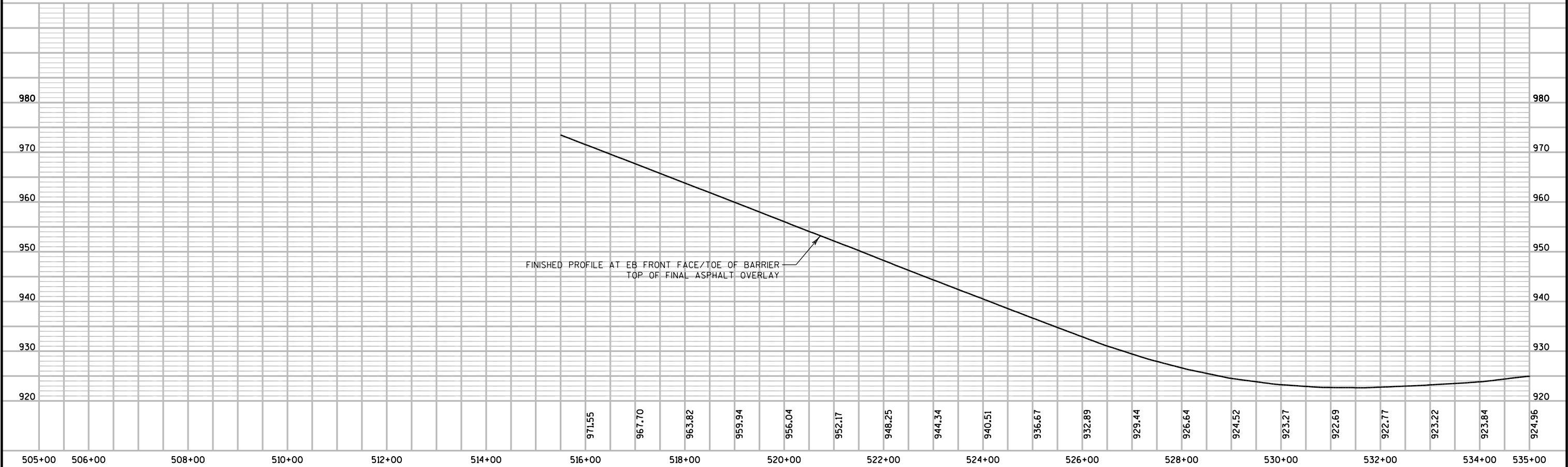
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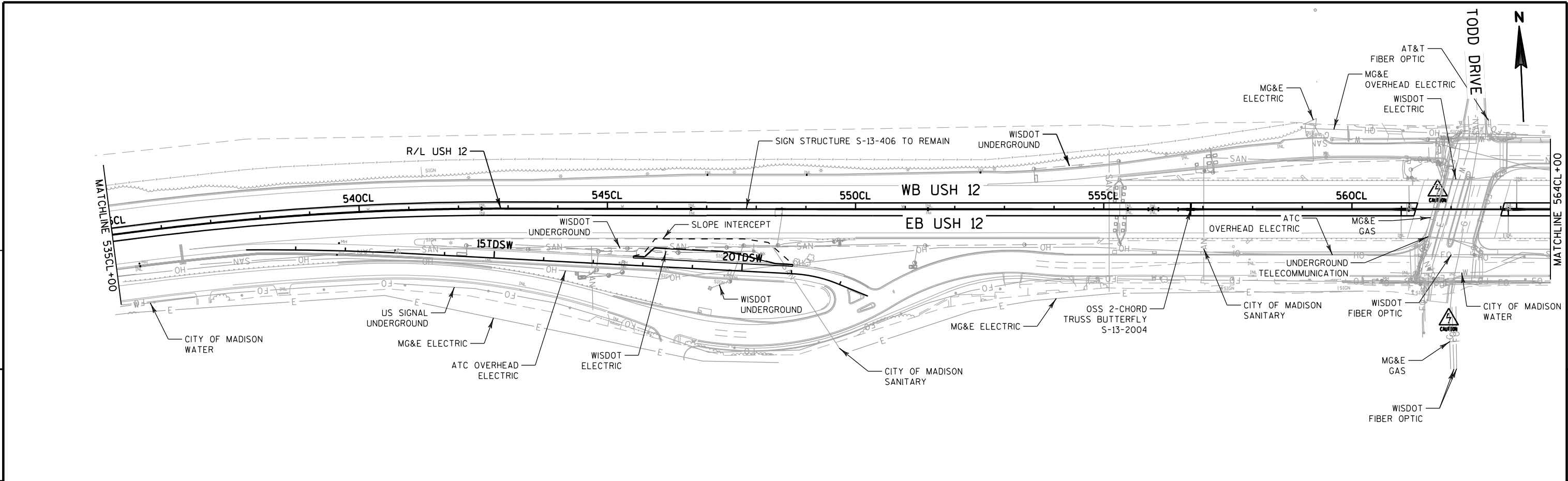
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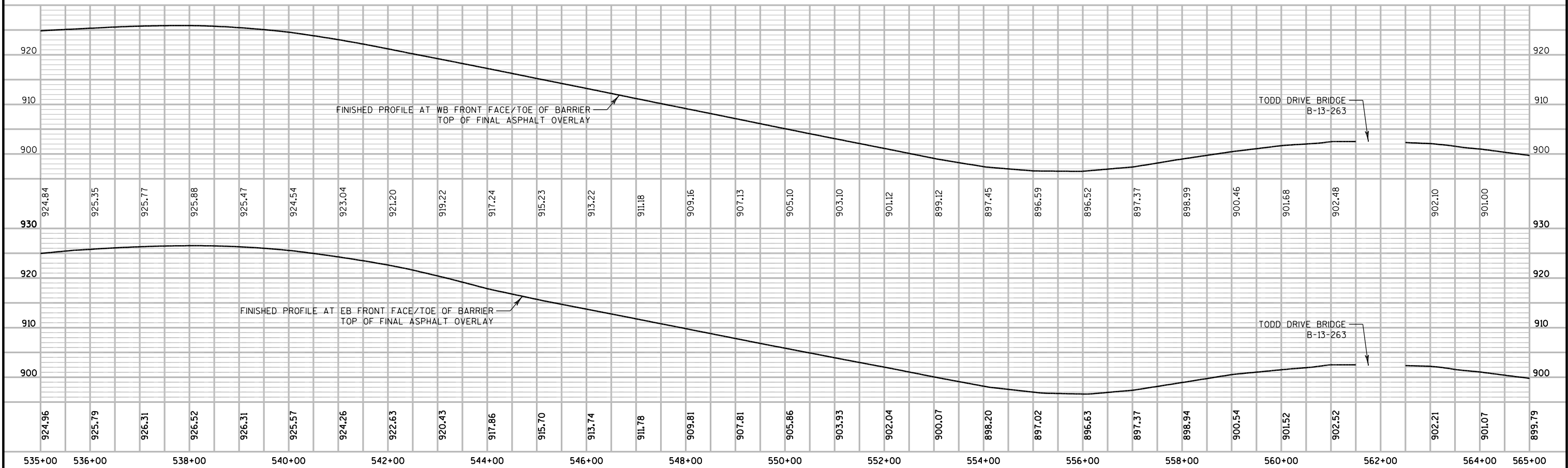
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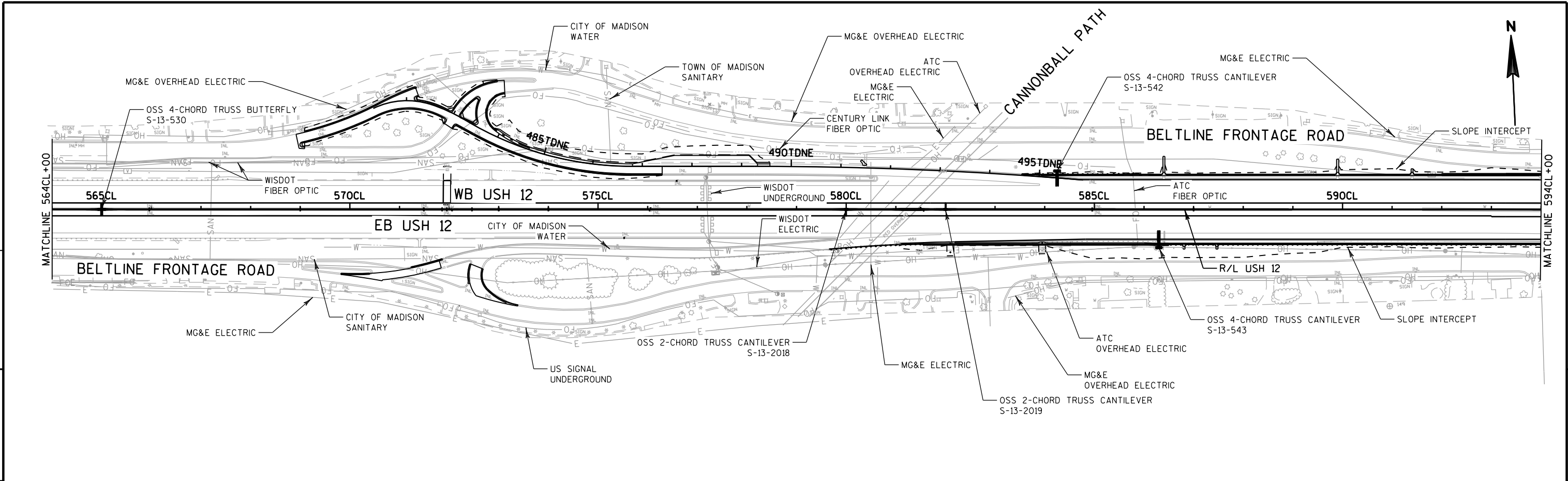
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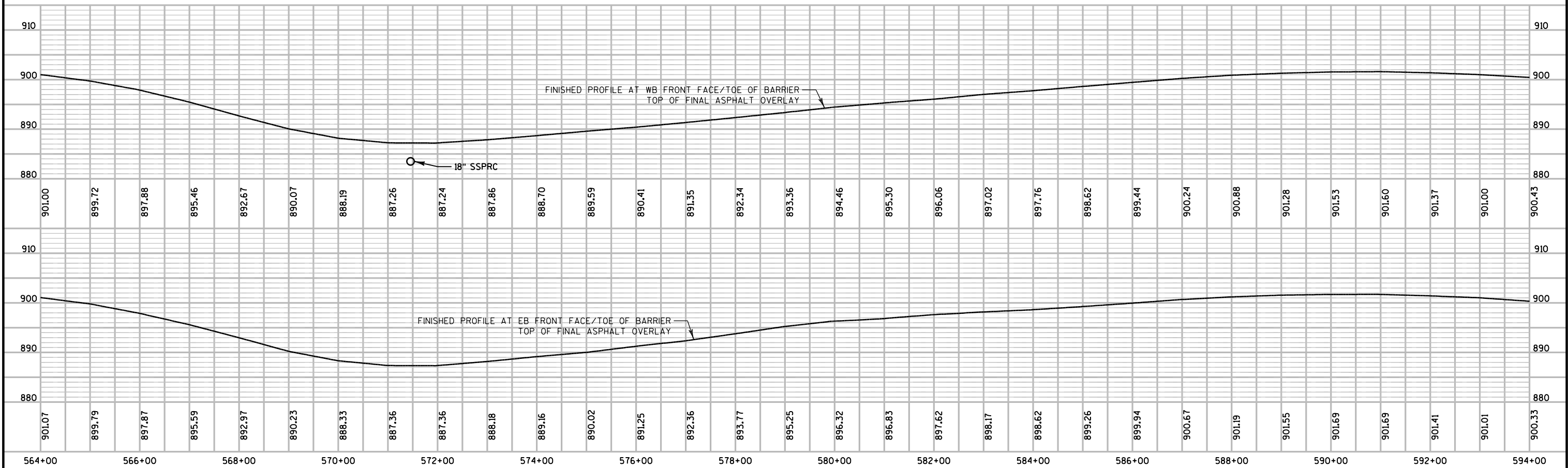
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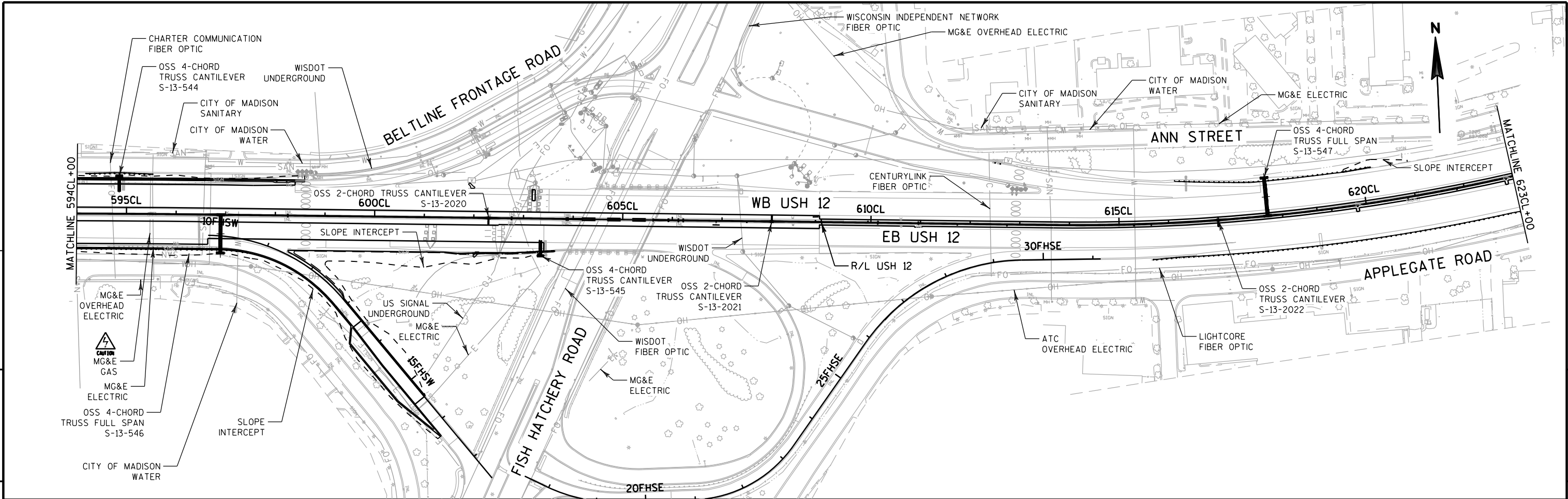
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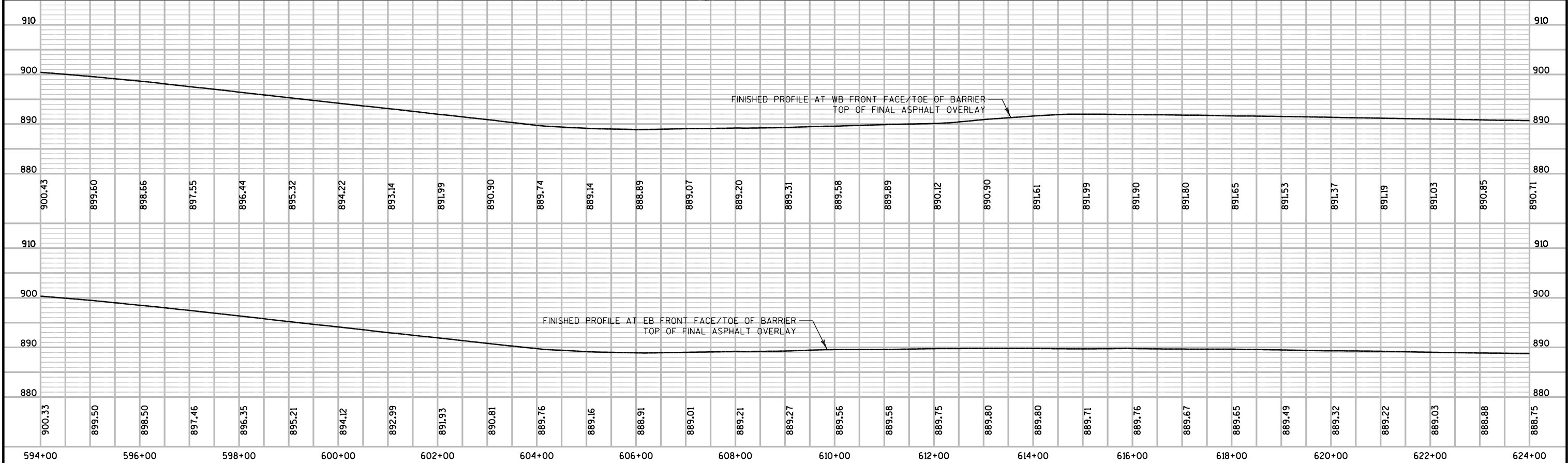
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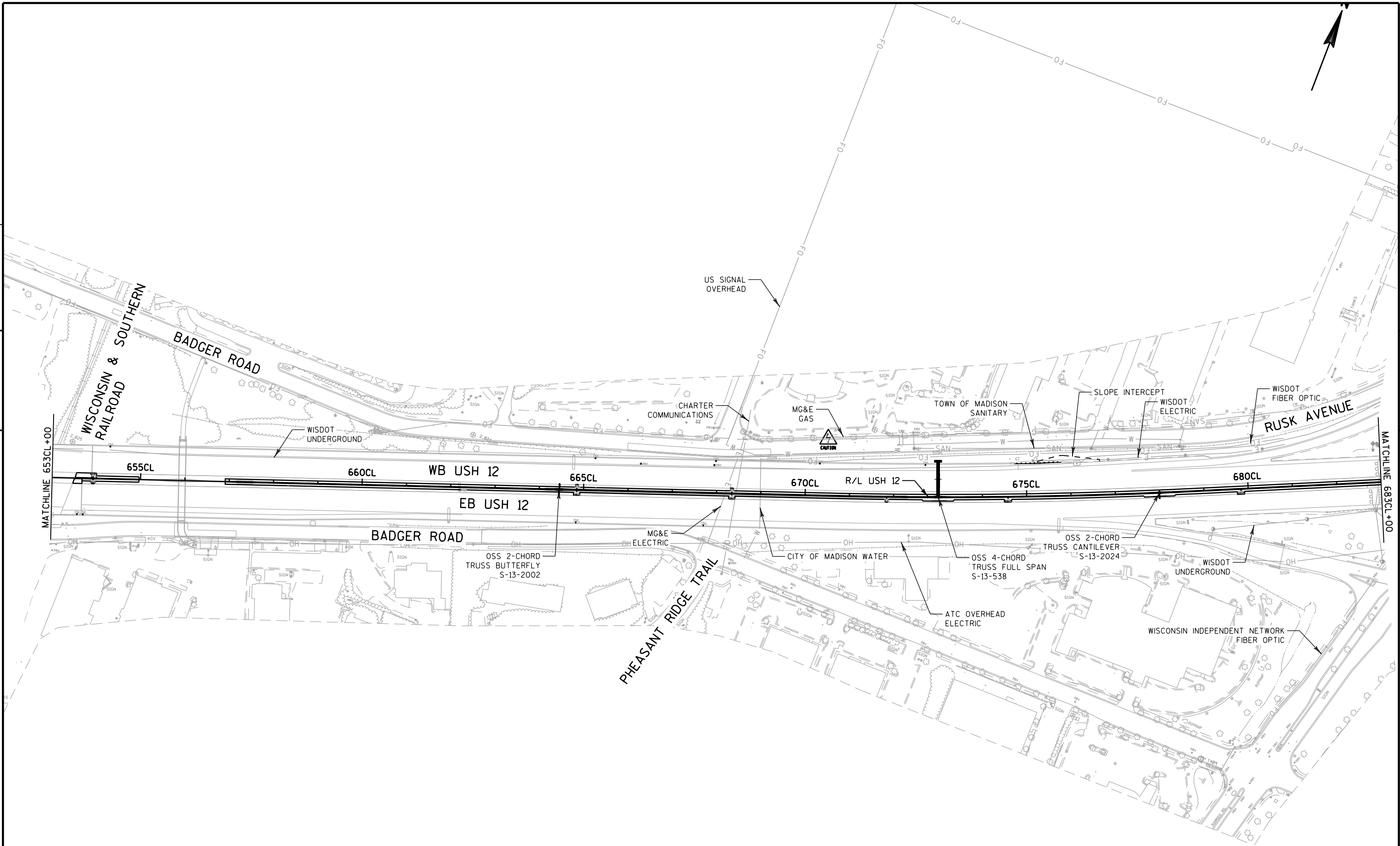


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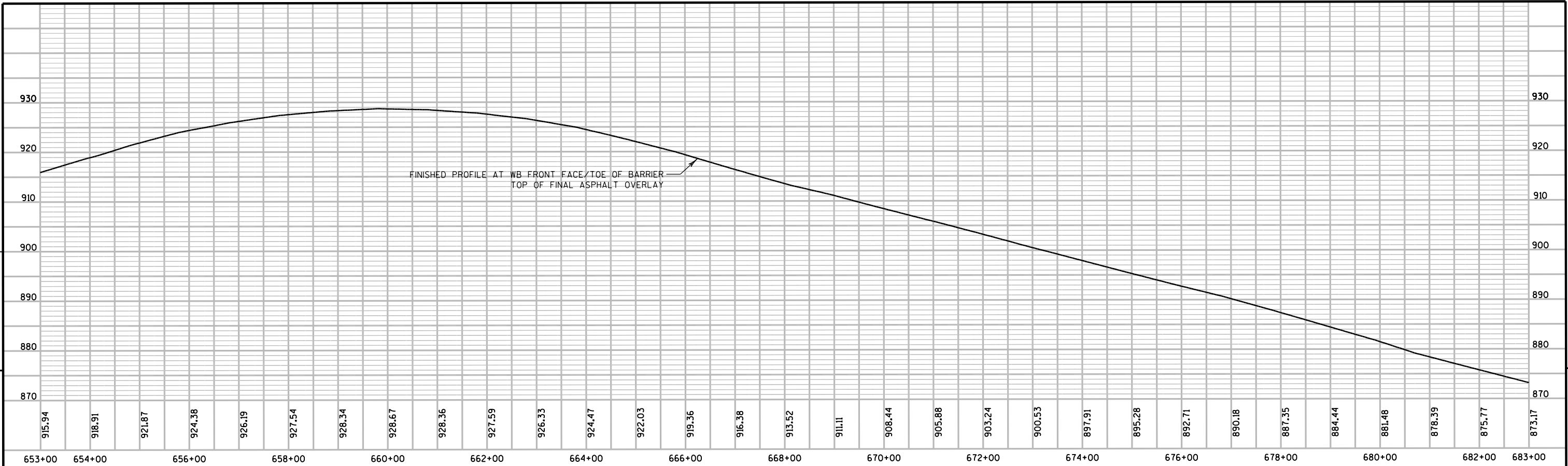


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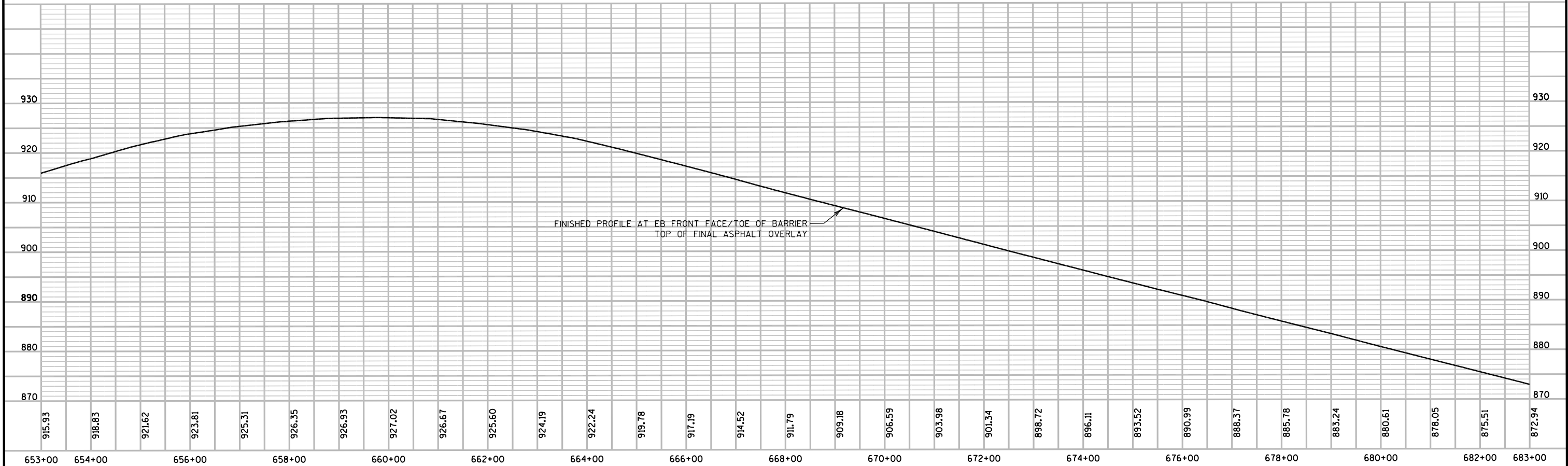


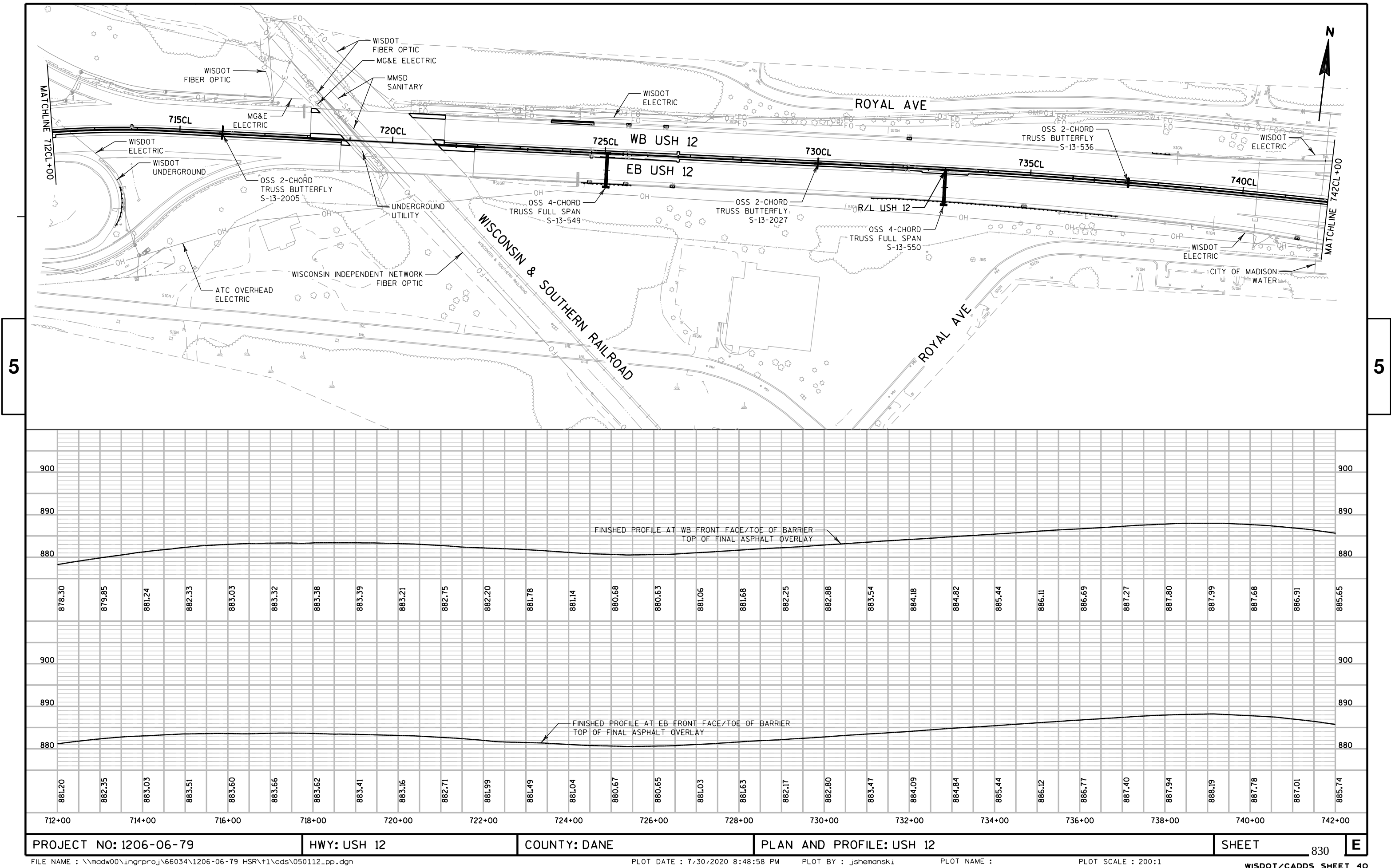


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PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PLAN AND PROFILE: USH 12

SHEET

830

E

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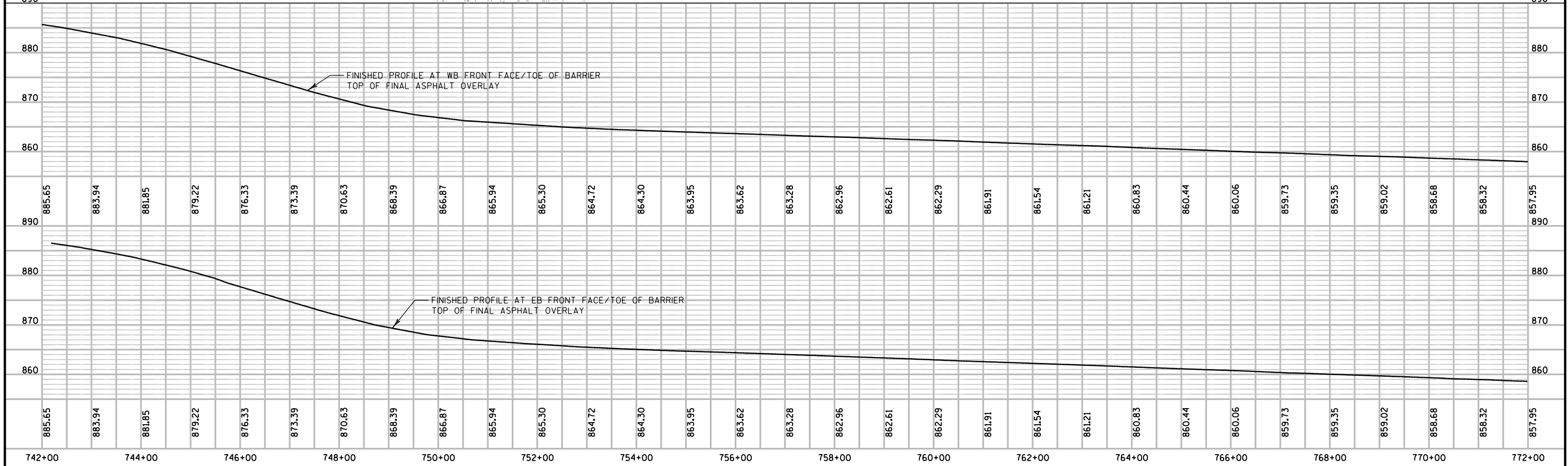
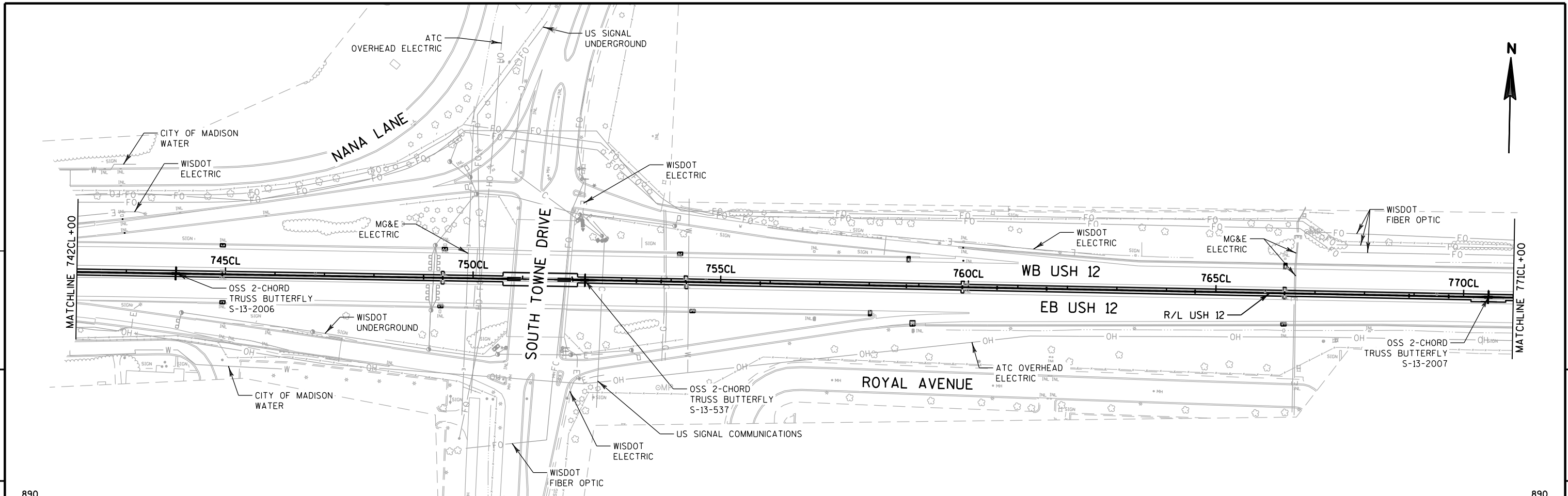
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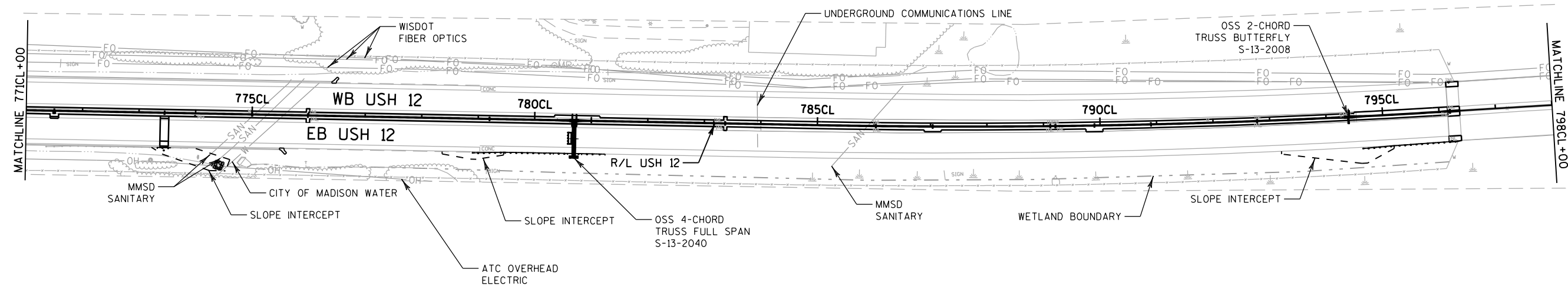
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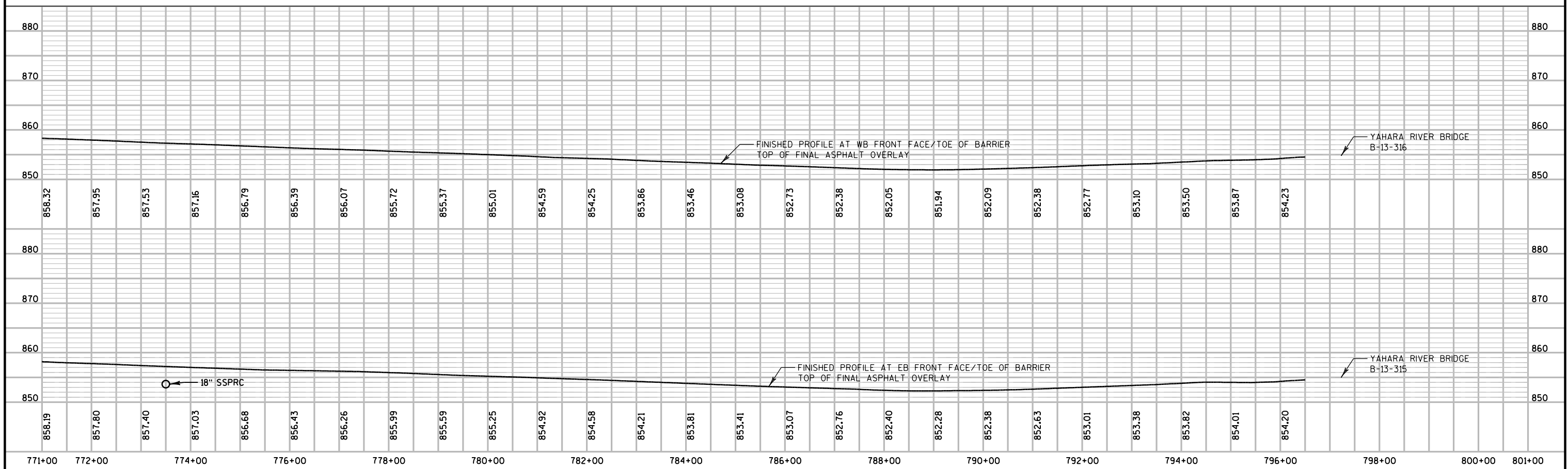


PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	PLAN AND PROFILE: USH 12	SHEET 831	E
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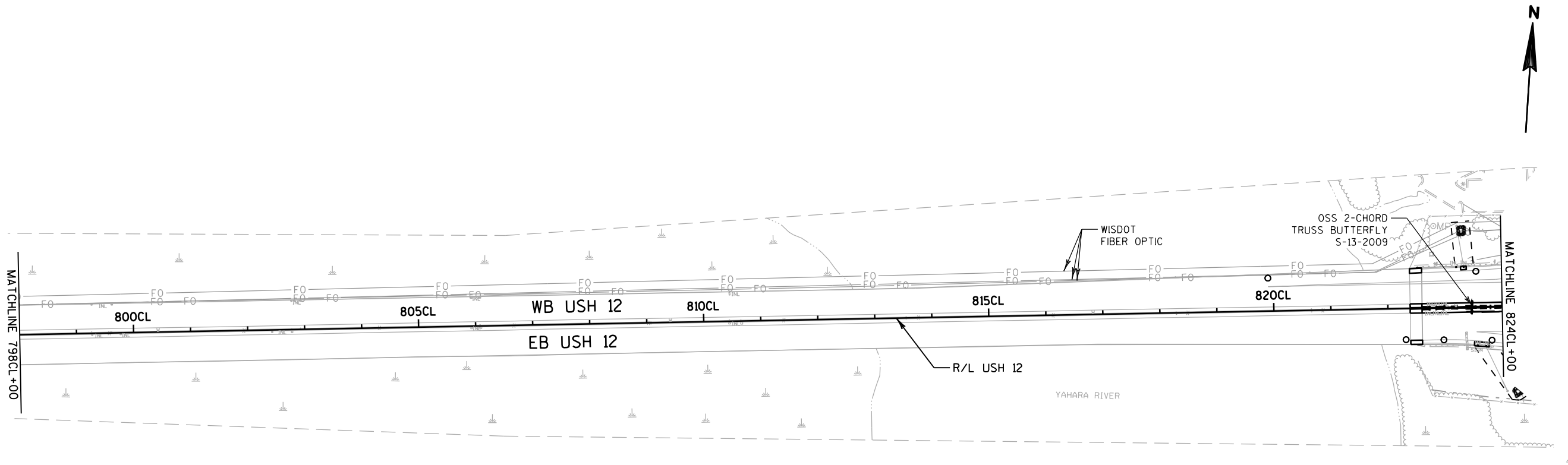
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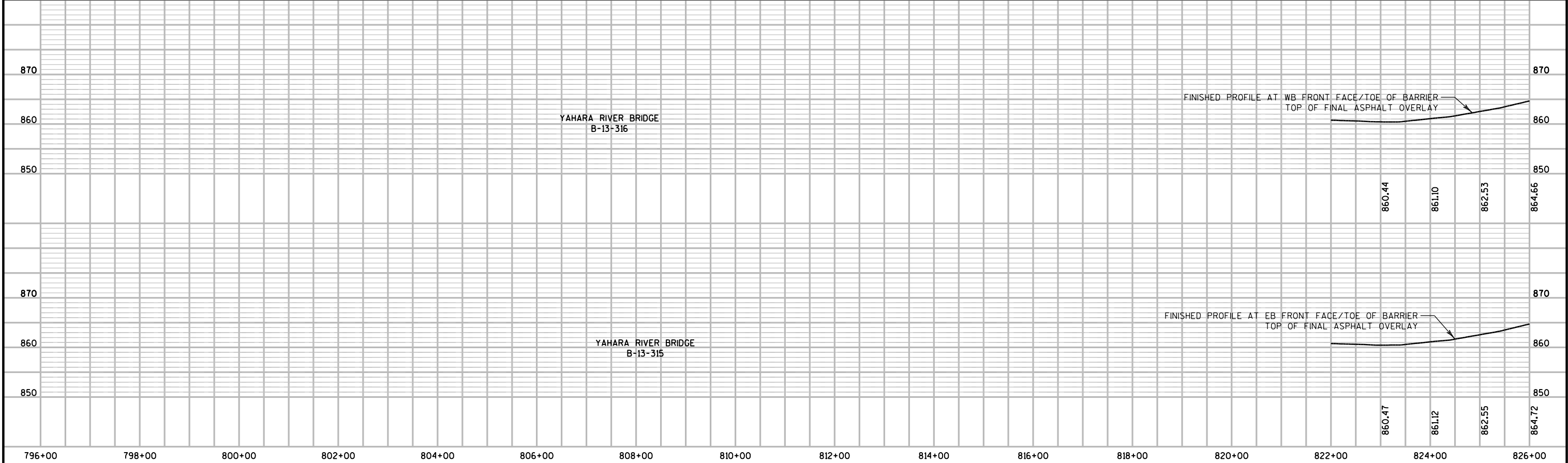
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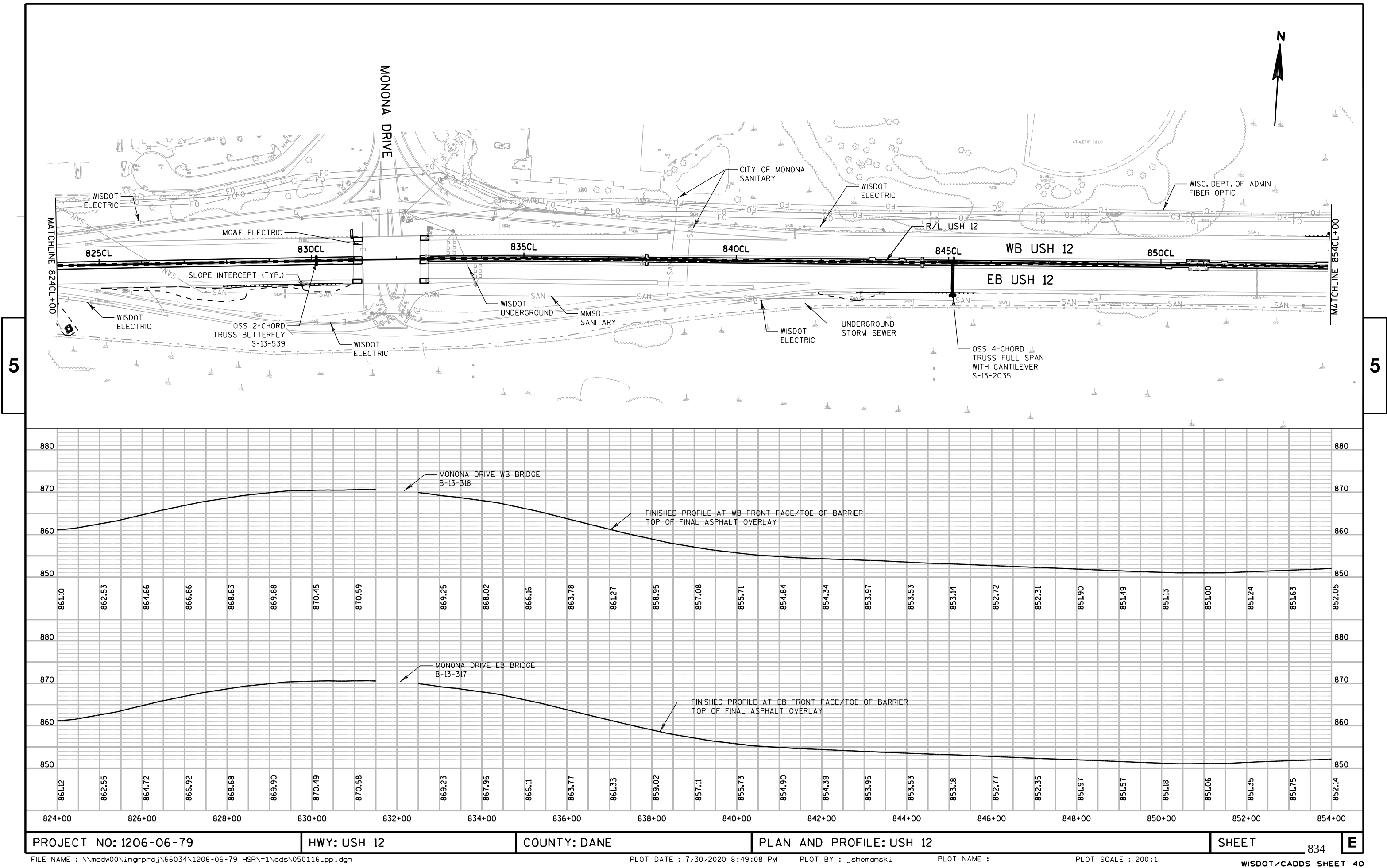


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PROJECT NO: 1206-06-79

HWY: USH 12

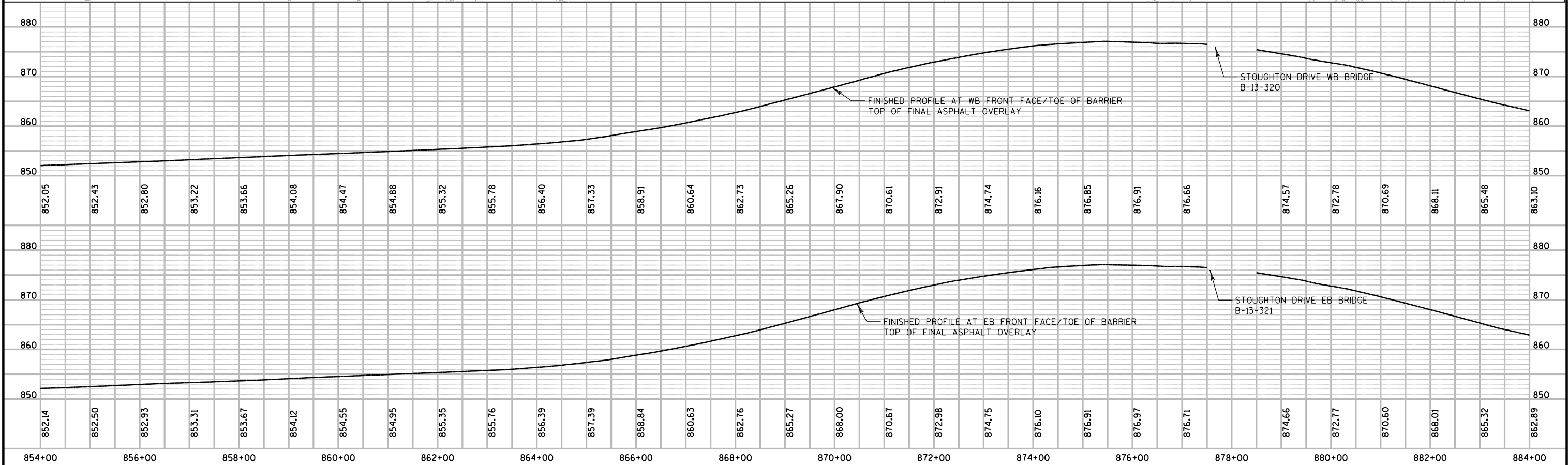
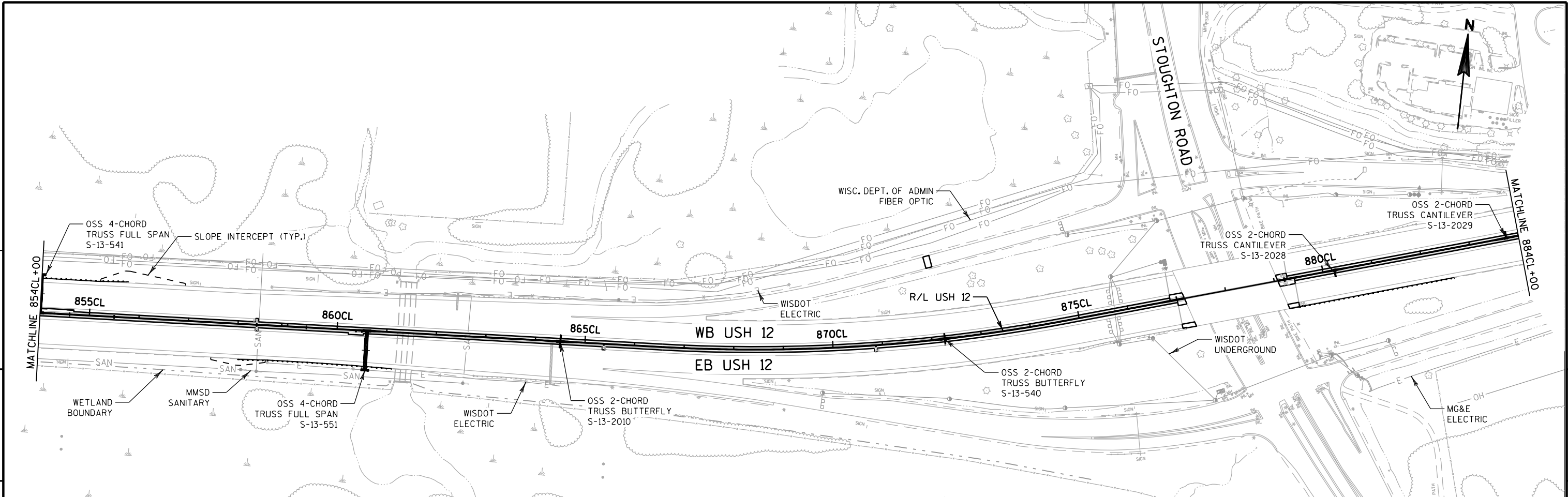
COUNTY: DANE

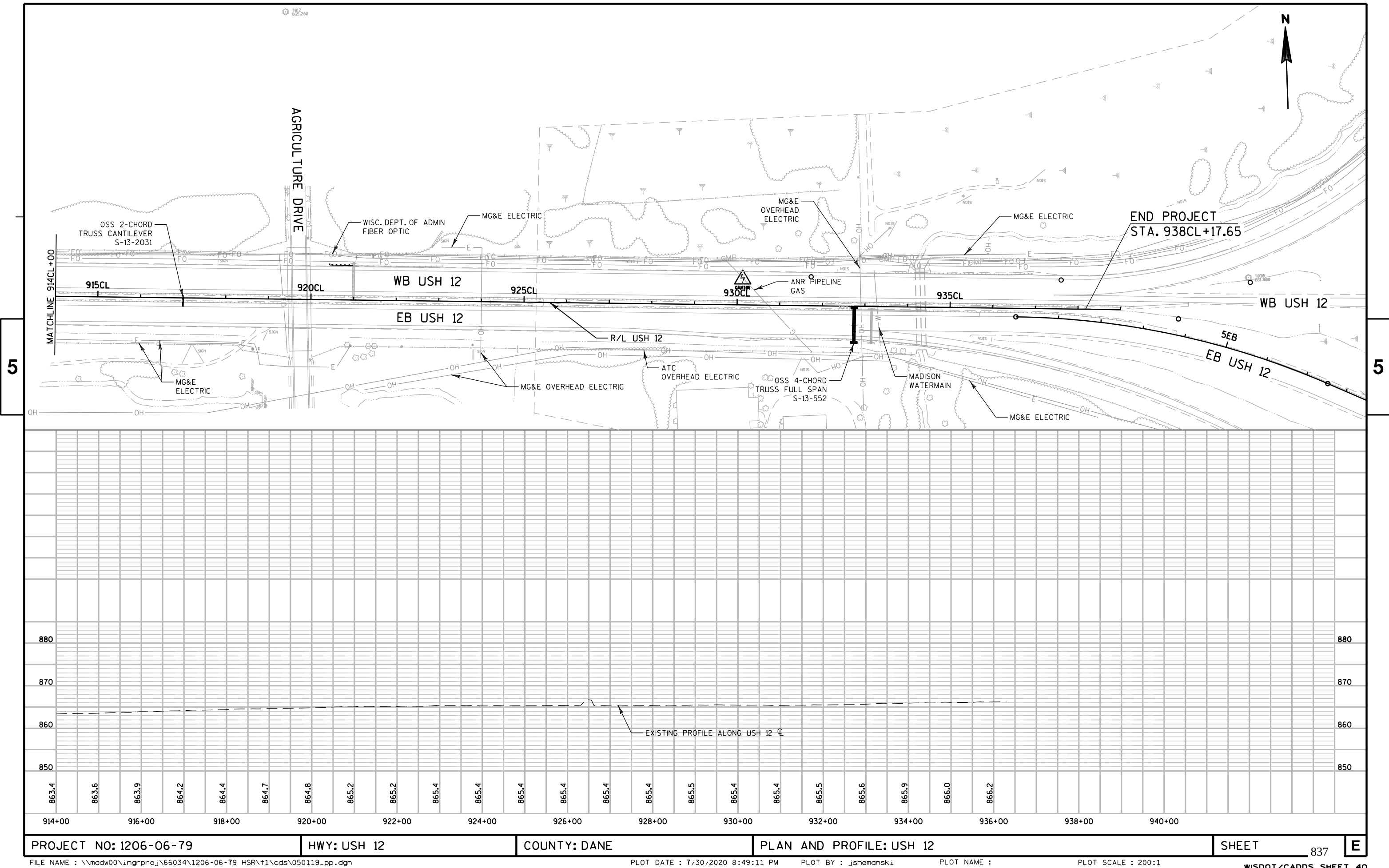
PLAN AND PROFILE: USH 12

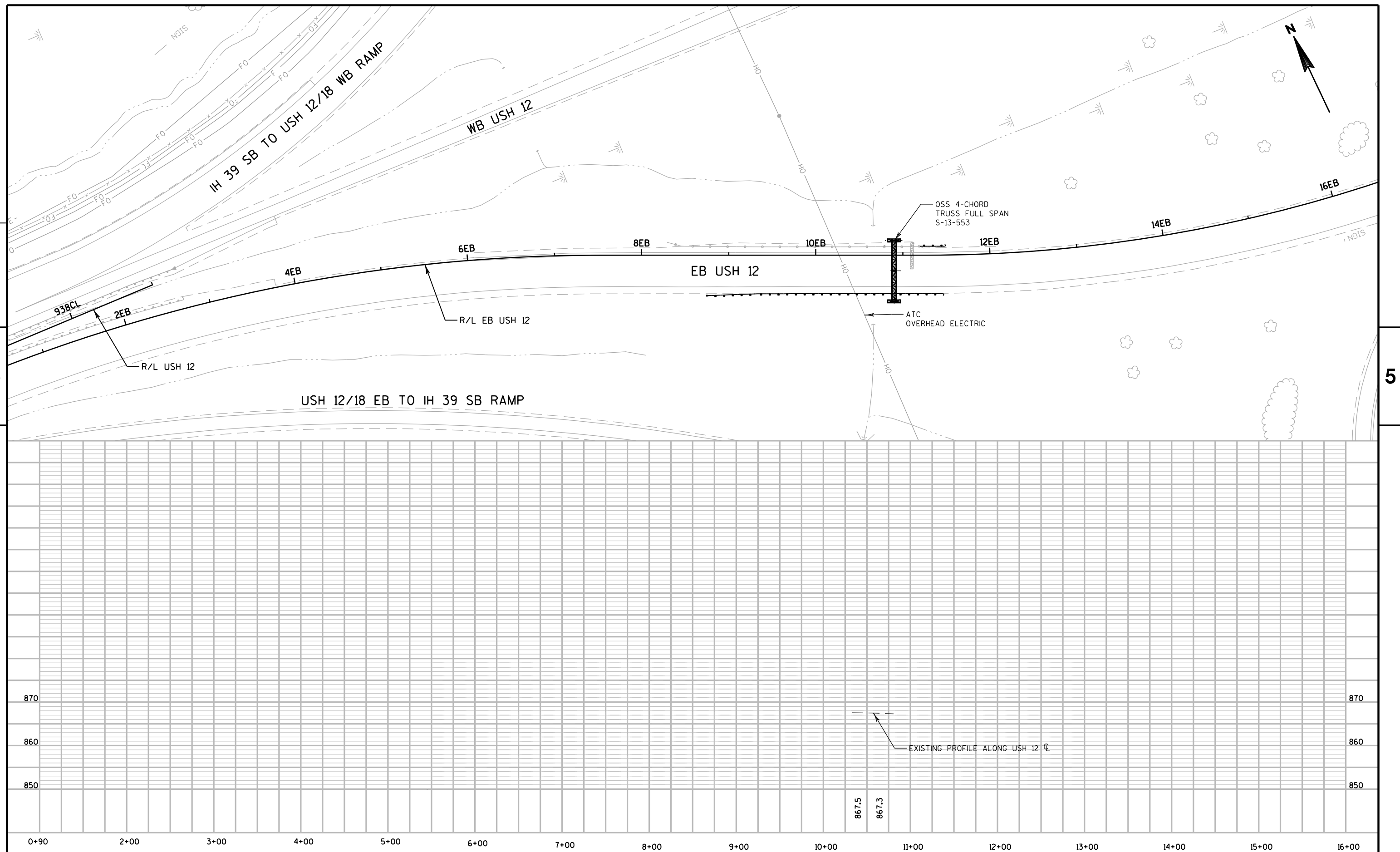
SHEET

834

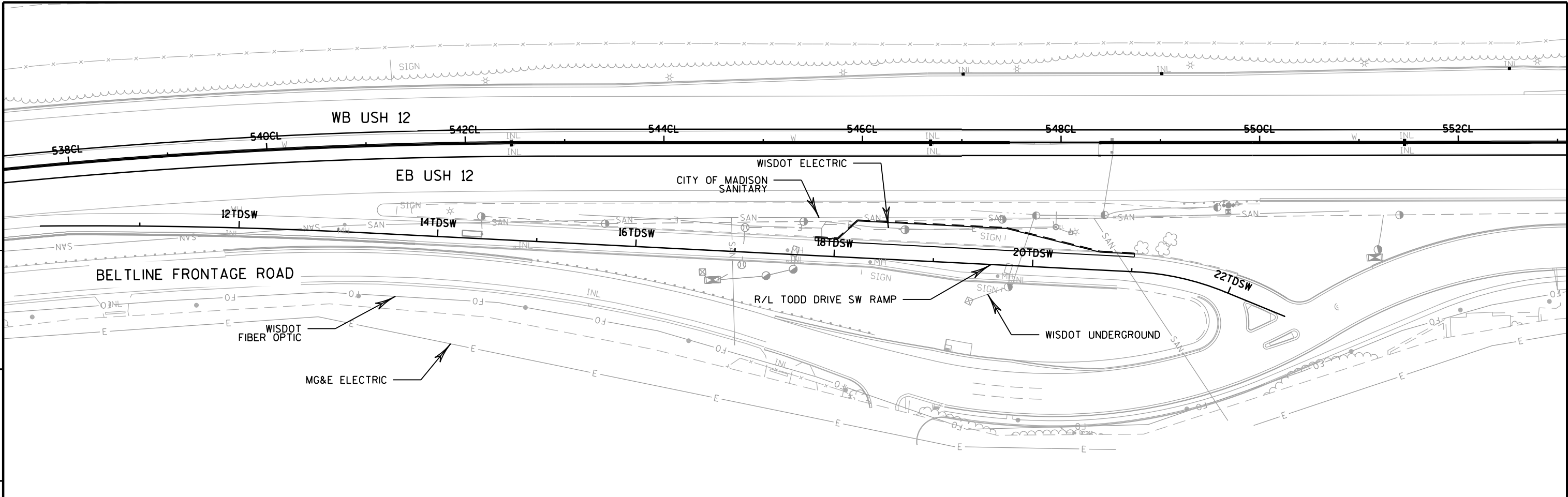
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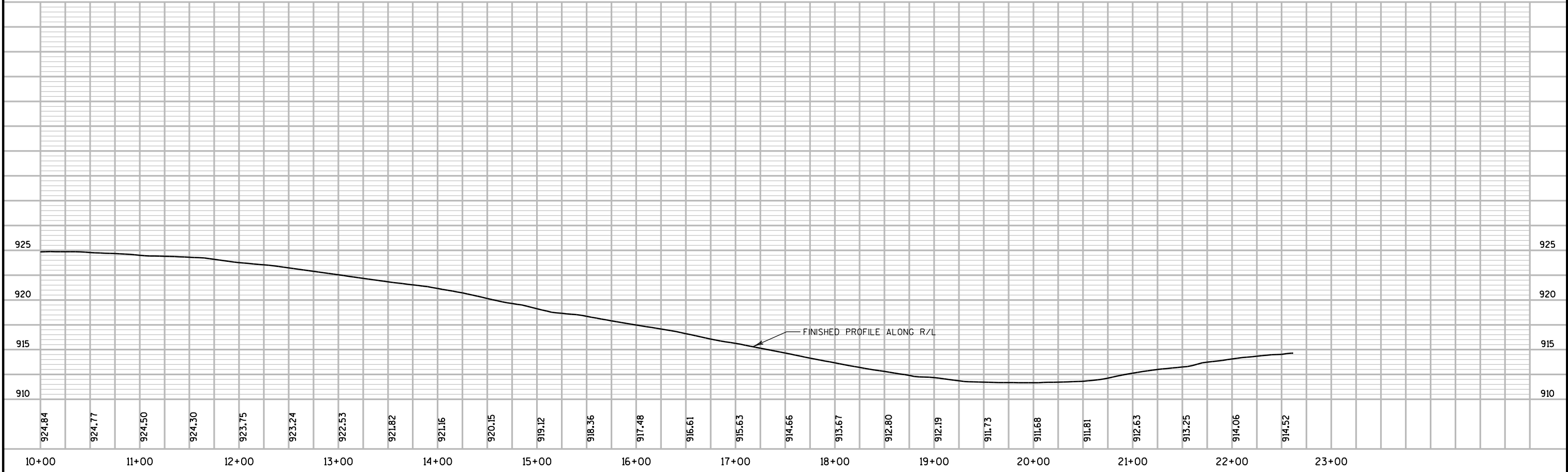




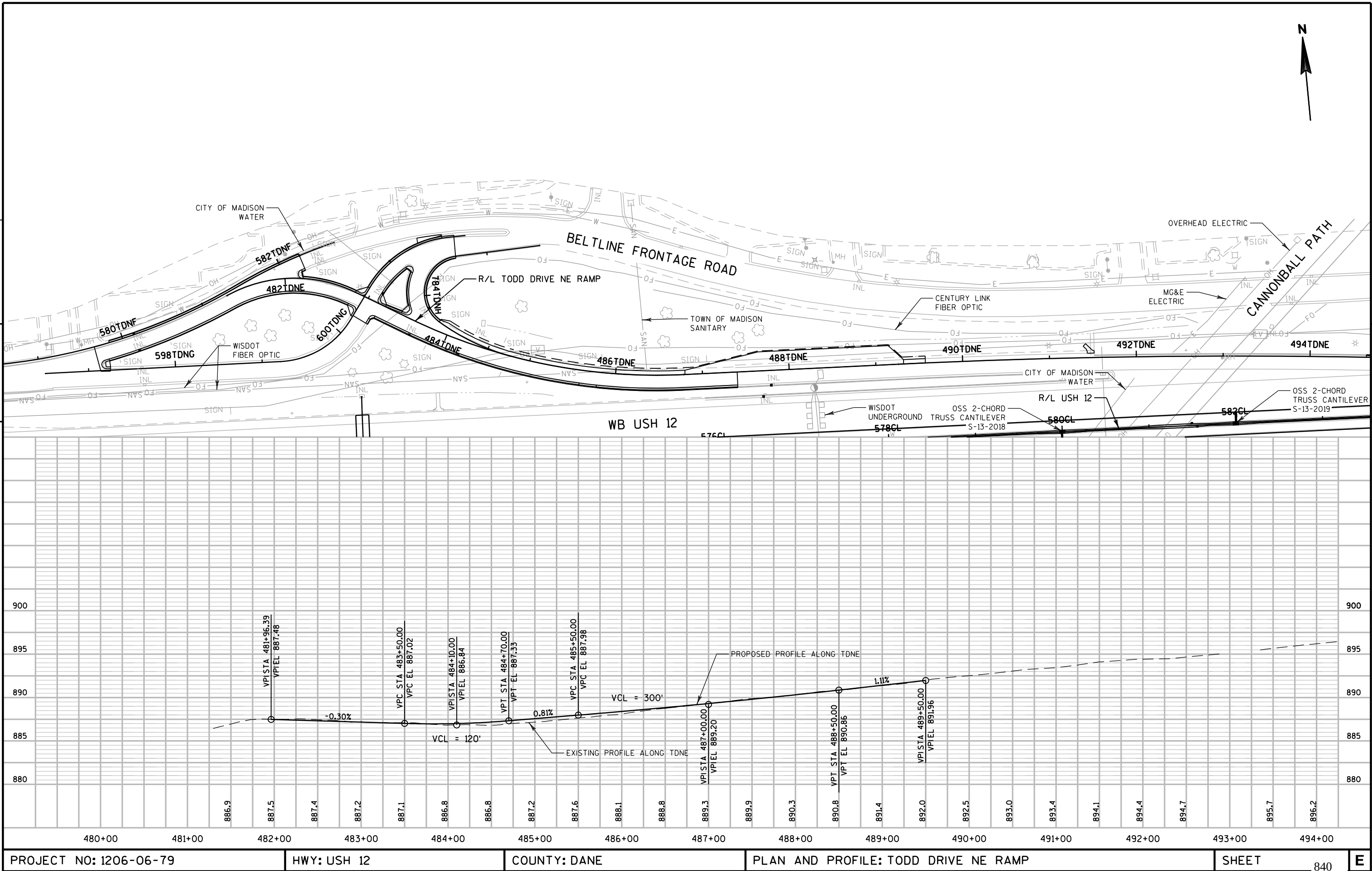
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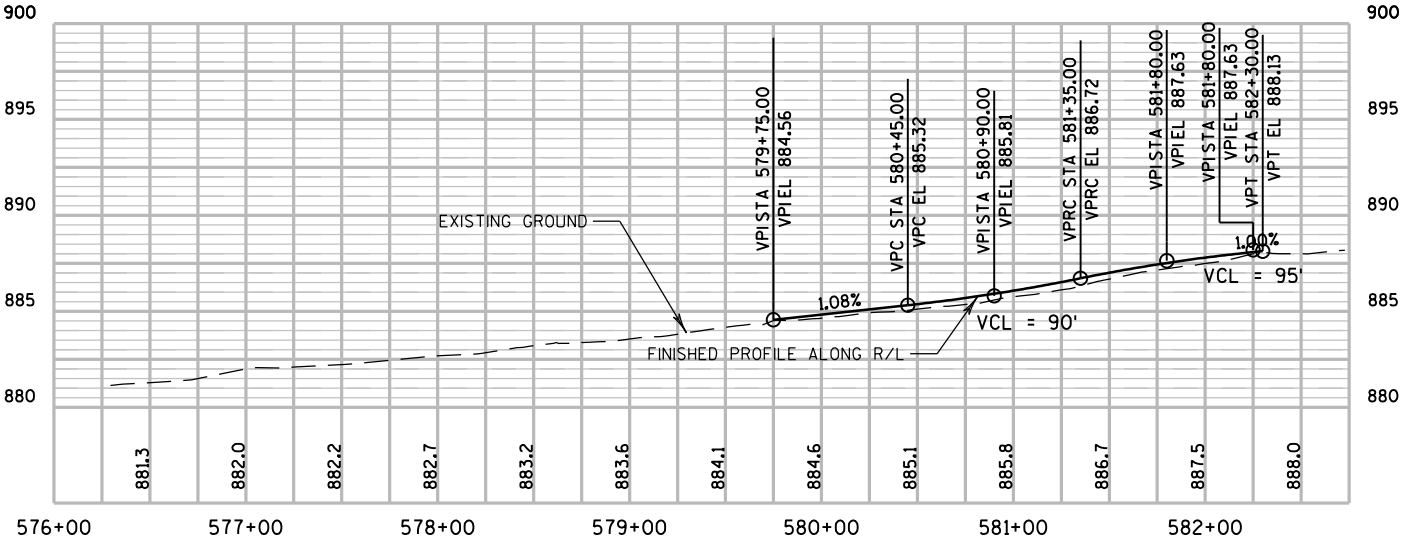


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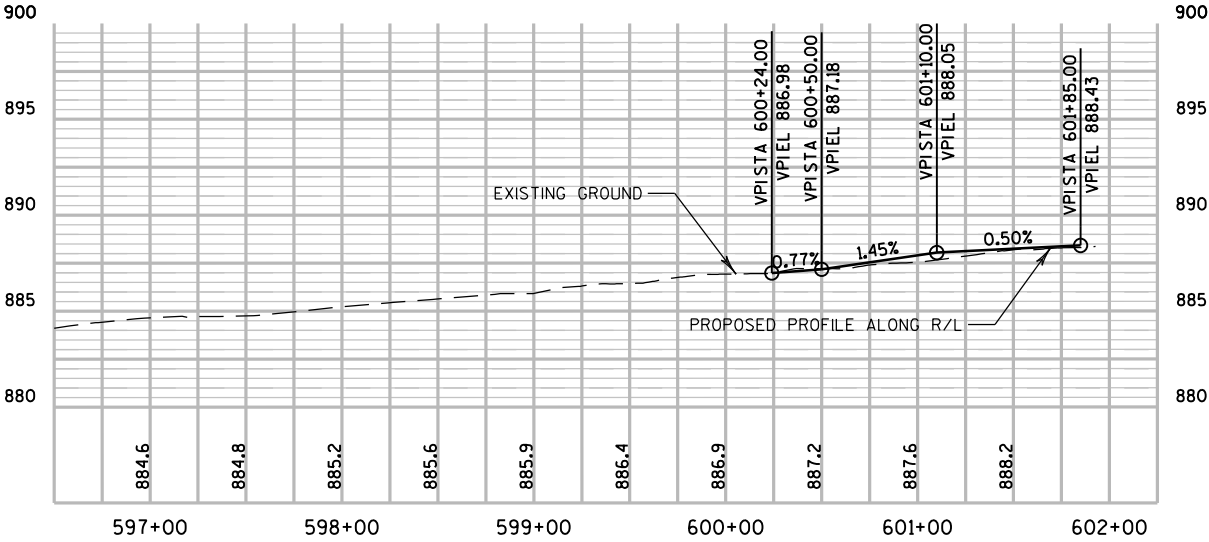


PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	PLAN AND PROFILE: TODD DRIVE SW RAMP	SHEET 839	E
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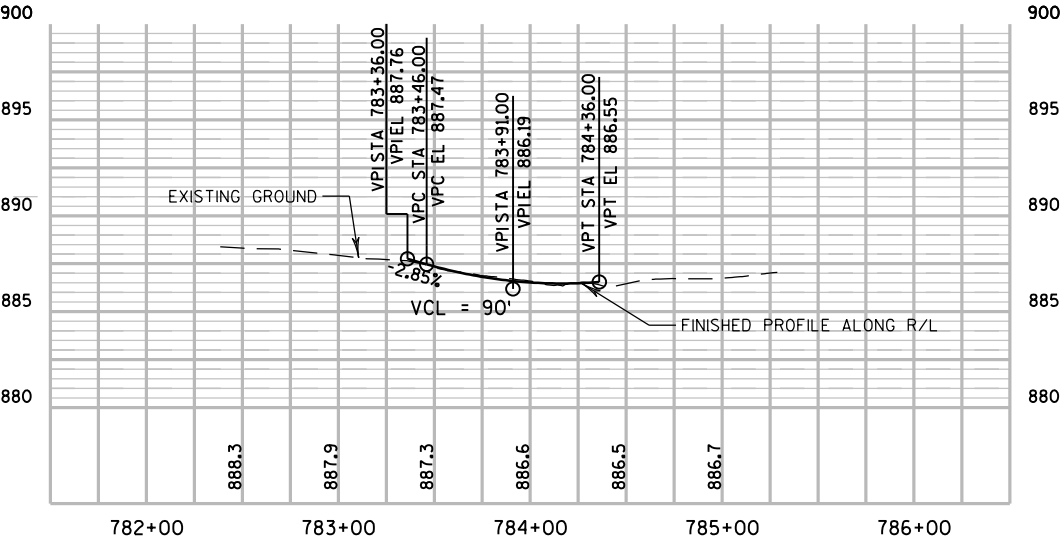




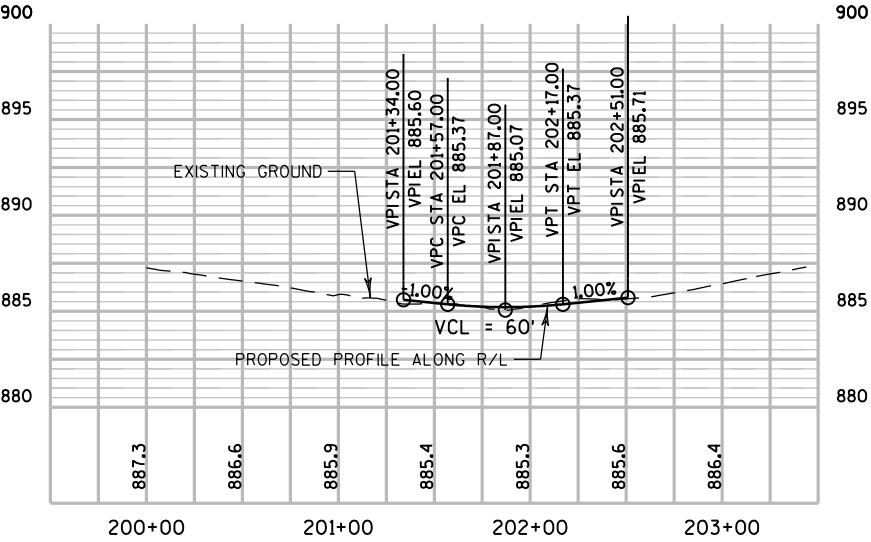
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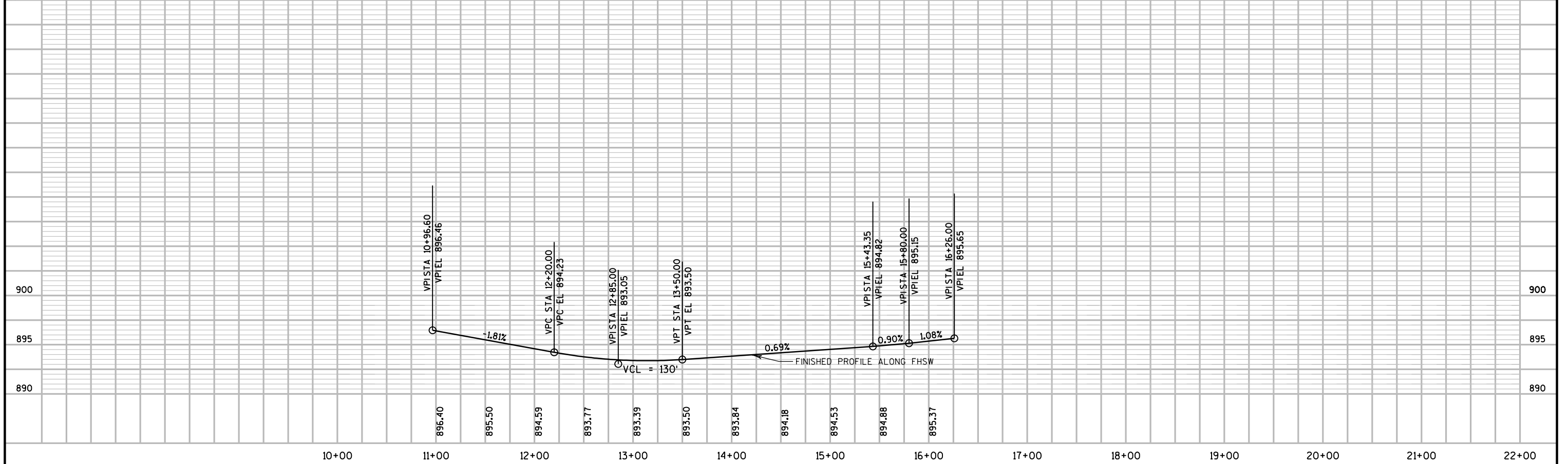
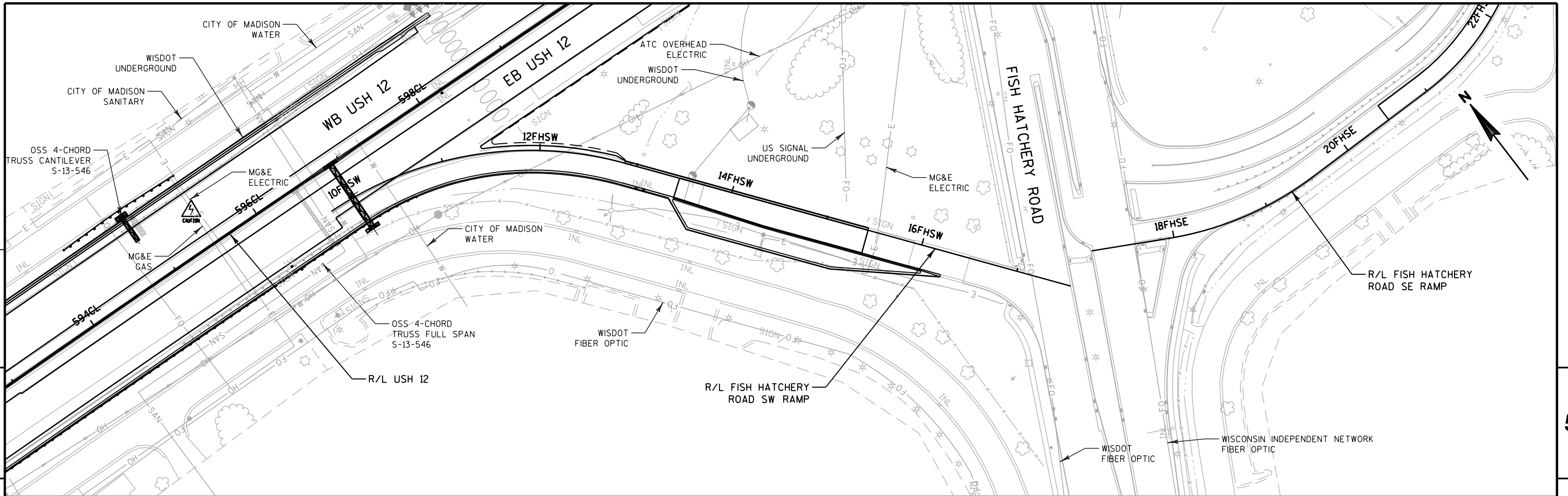
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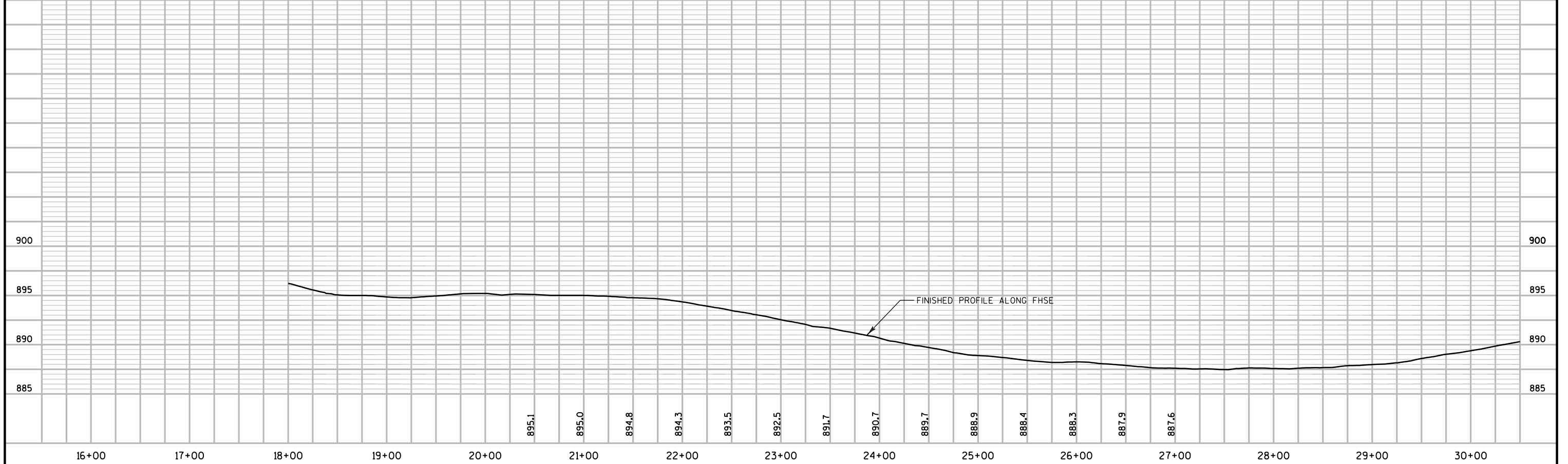
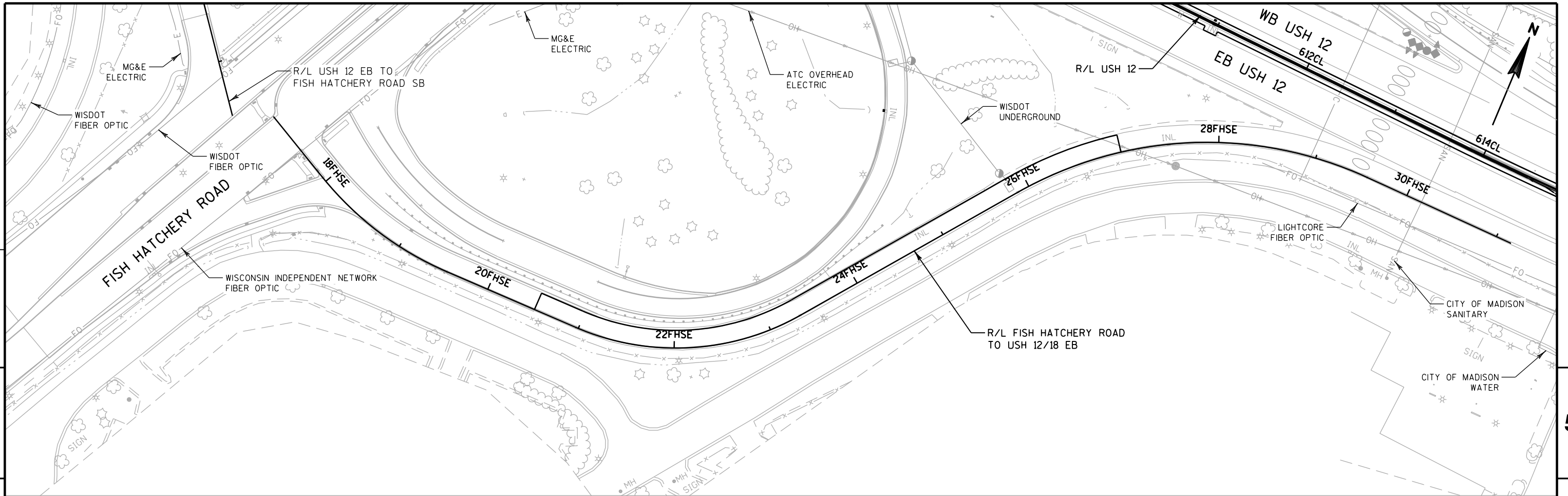


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LINE "TDSF"



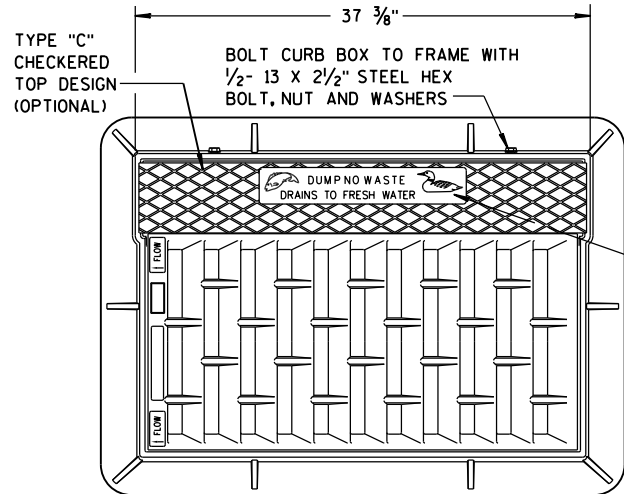


Standard Detail Drawing List

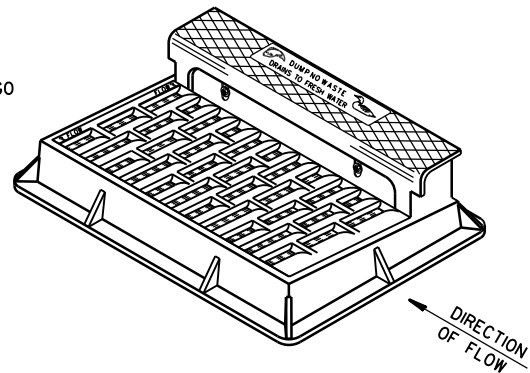
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08B10-02	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-07A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
09B02-10	CONDUIT
09B16-01	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-15F	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 17 (40 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09H15-01	MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY INSTALLATION
10A01-03	ELECTRICAL HANDHOLE WIRING
10A02-03	IDENTIFICATION PLAQUES LIGHT POLES
10A12-03	ELECTRICAL DETAILS MEDIAN MOUNT LIGHT POLES GROUNDED NEUTRAL SYSTEMS
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13B02-09B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-15A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C15-06A	CONCRETE BASE
13C15-06B	CONCRETE BASE
13C17-01A	CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI
13C18-07A	CONCRETE PAVEMENT JOINTING
13C19-02	HMA LONGITUDINAL JOINTS
14B07-15A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
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
14B22-06A	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B22-06B	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B32-07A	CONCRETE BARRIER SINGLE SLOPE (CBSS)

Standard Detail Drawing List

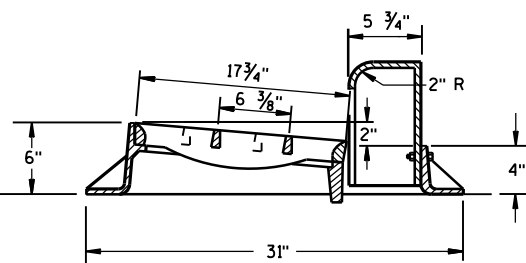
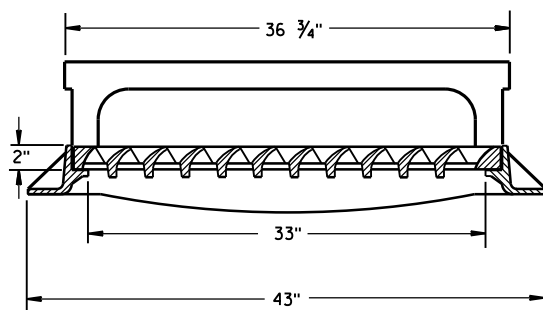
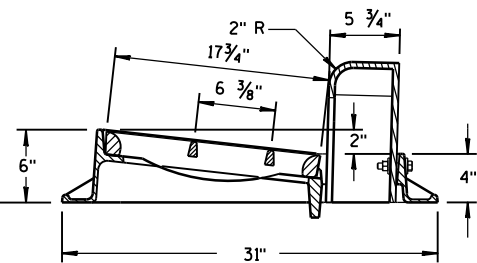
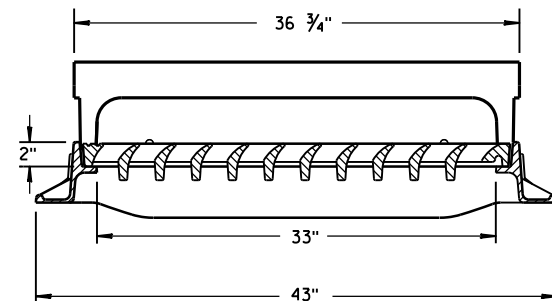
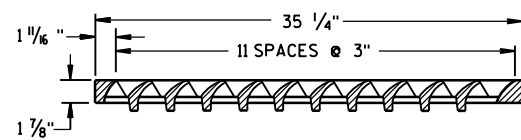
14B32-07B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-07C	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-07D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-07E	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B33-02A	CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR
14B33-02B	CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR
14B33-02C	CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR
14B33-02D	CONCRETE BARRIER SINGLE SLOPE 36" THRIE BEAM ANCHOR
14B33-02E	CONCRETE BARRIER SINGLE SLOPE 36" THRIE BEAM ANCHOR
14B33-02F	CONCRETE BARRIER SINGLE SLOPE 36" THRIE BEAM ANCHOR
14B33-02G	CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR
14B33-02H	CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR
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)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A04-05B	DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-08D	ON RAMP LANE CLOSURE
15C02-08E	OFF RAMP LANE CLOSURE
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C07-15C	PAVEMENT MARKING ARROWS
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C14-03	AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS
15C31-03A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-03B	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-03C	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15D03-05	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D12-08A	TRAFFIC CONTROL, LANE CLOSURE
15D14-04	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)
15D15-05A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-04	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D41-01	TRAFFIC CONTROL, MULTIPLE LANE SHIFT, MULTILANE DIVIDED ROAD



NOTE:
GRATE IS REVERSIBLE.

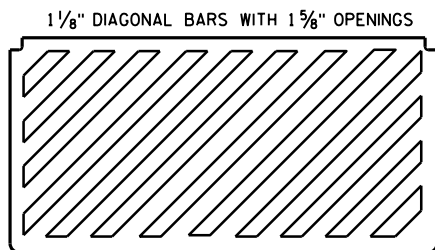


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

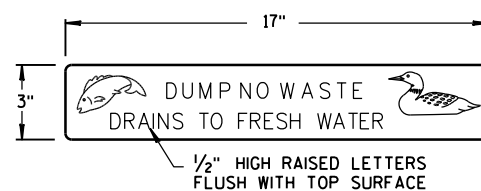
NOTE: EITHER CASTING IS ACCEPTABLE



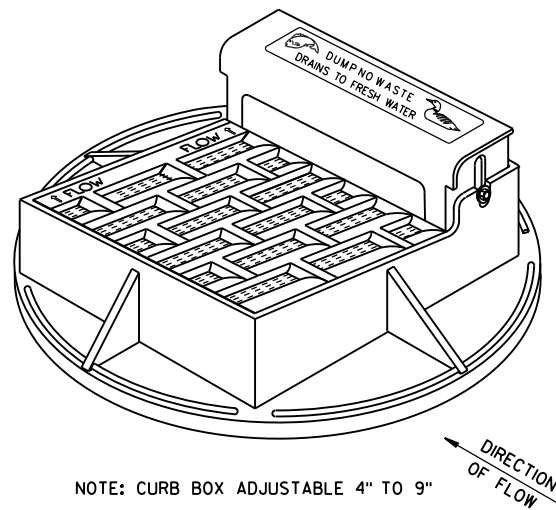
SPECIAL GRATE FOR
TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

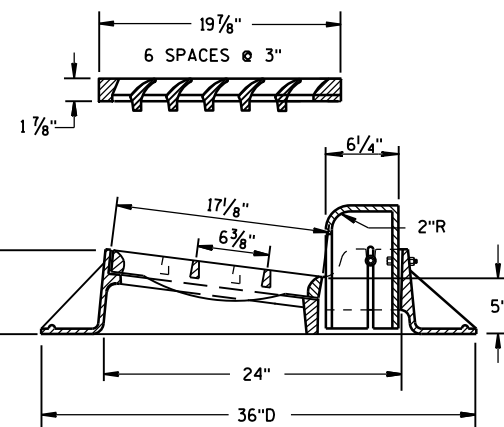
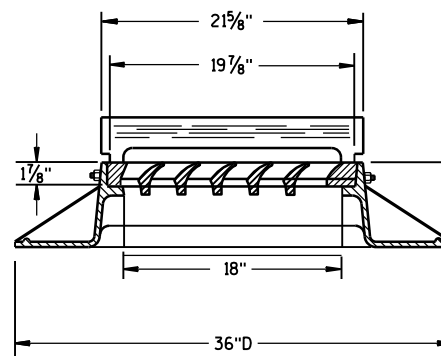
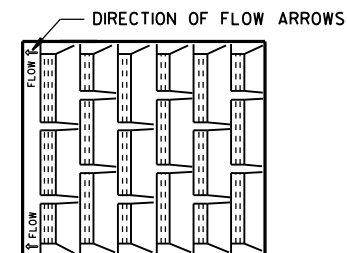


LOGO DETAIL

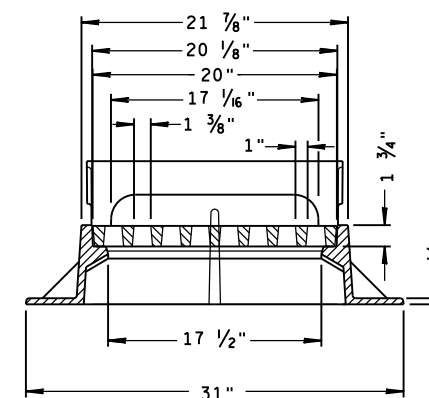
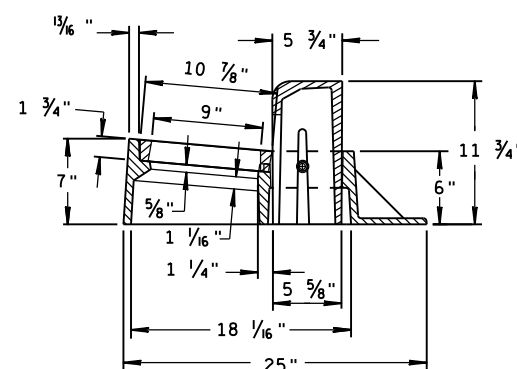


NOTE: CURB BOX ADJUSTABLE 4" TO 9"

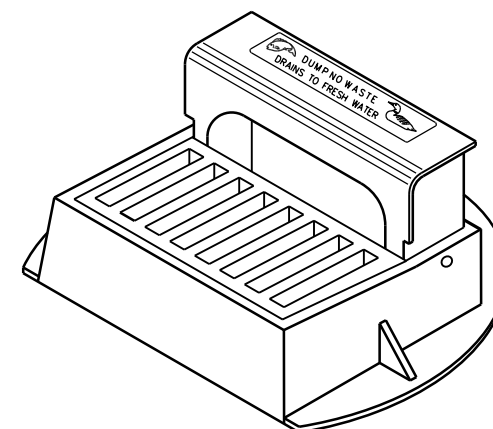
NOTE:
GRATE IS REVERSIBLE.



TYPE "A"



TYPE "Z"



INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

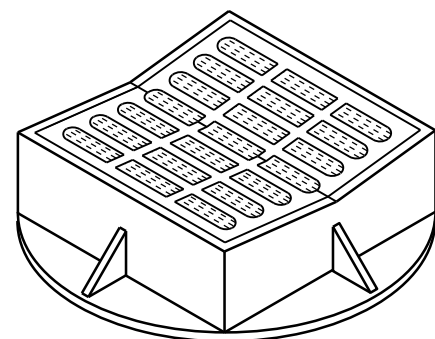
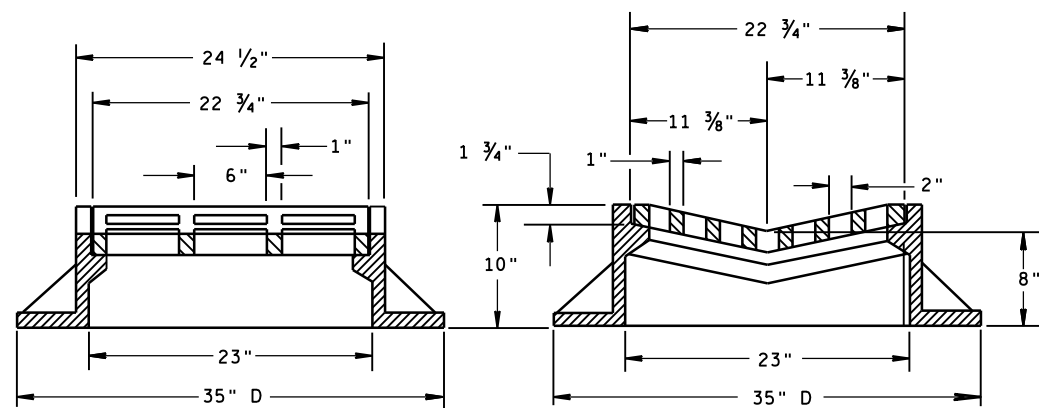
DATE

FWHA

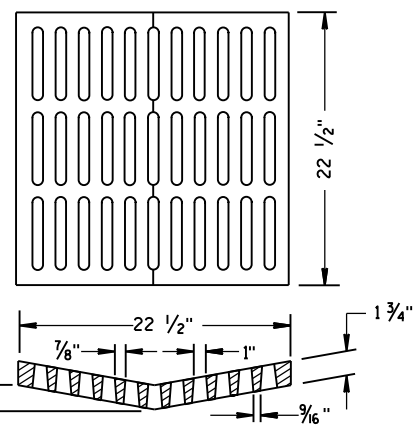
/S/ Jerry H. Zogg

ROADWAY STANDARDS ENGINEER

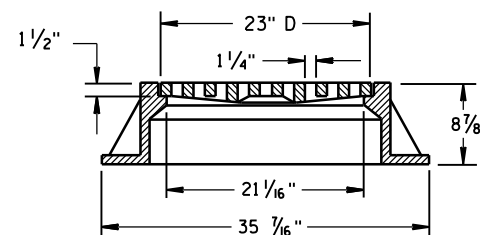
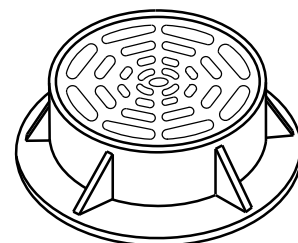
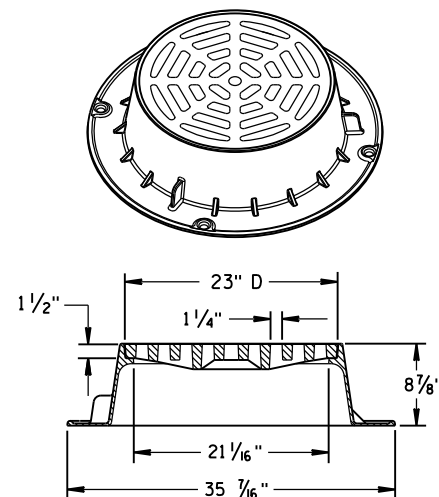
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TYPE "B"

ALTERNATIVE GRATE FOR
TYPE "B" COVER

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



TYPE "C"

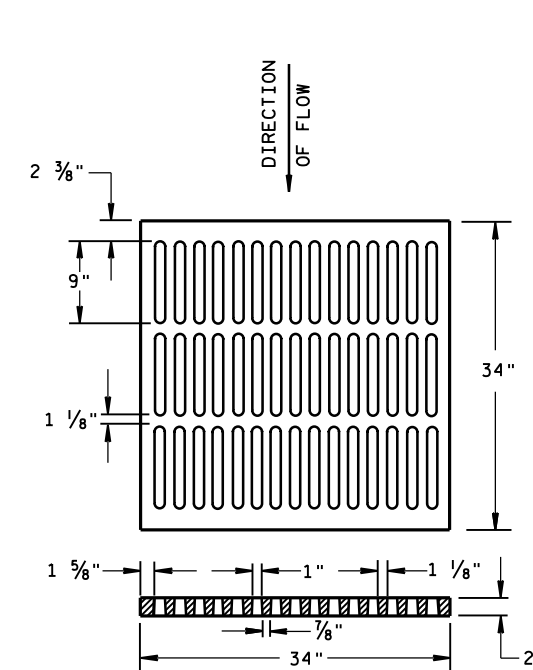
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

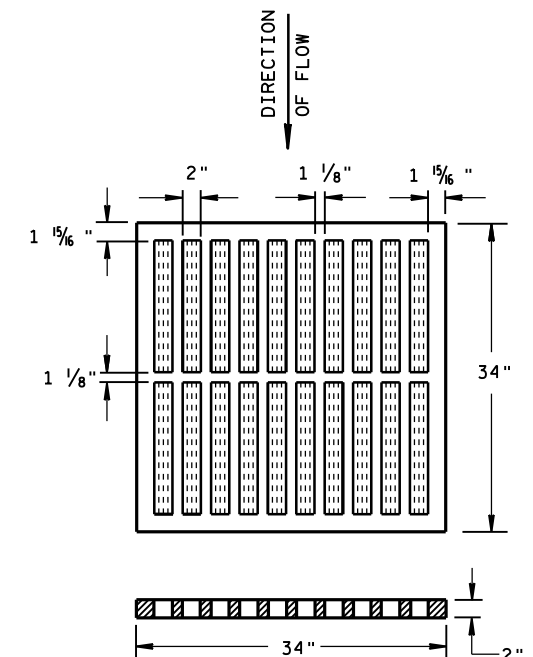
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



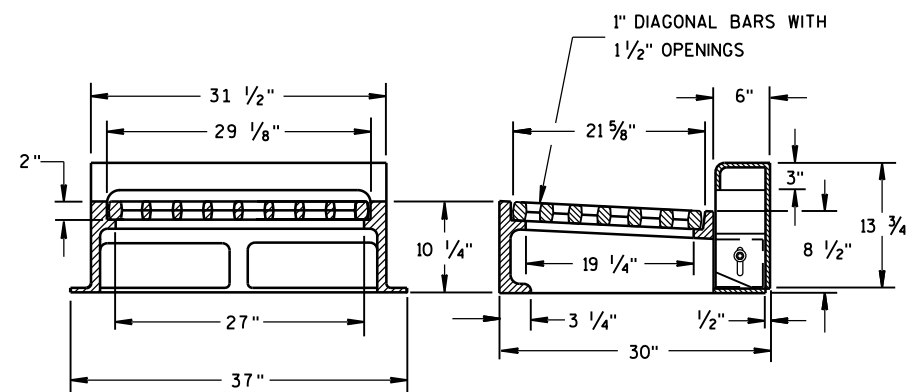
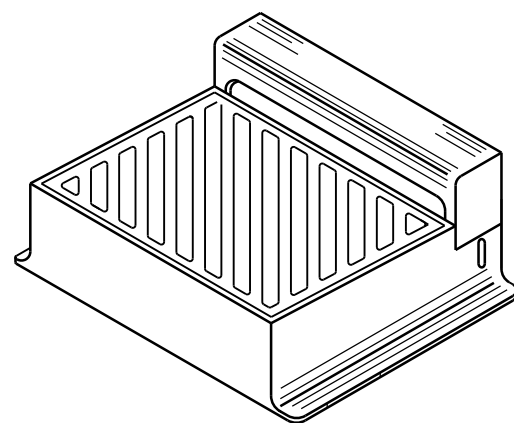
ALTERNATIVE TYPE "MS"

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



TYPE "MS"

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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

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

DIRECTION
OF FLOW

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

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

APPROVED

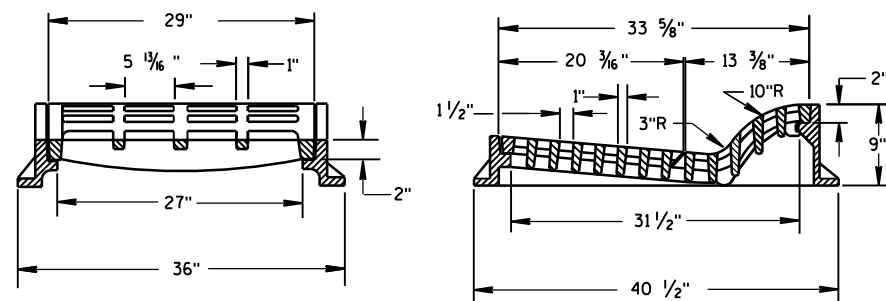
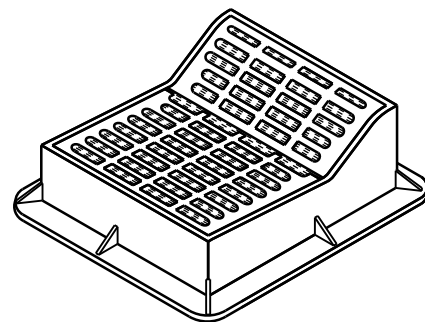
DATE 11/27/2013

FHWA

/S/ Jerry H. Zogg

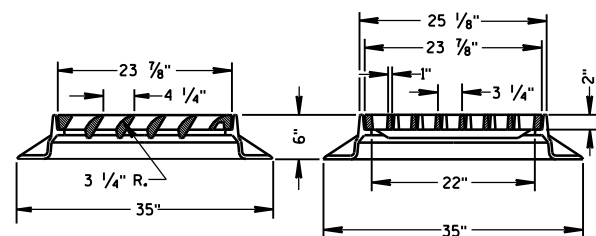
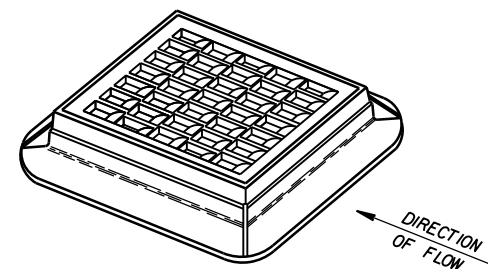
ROADWAY STANDARDS ENGINEER

847 NT

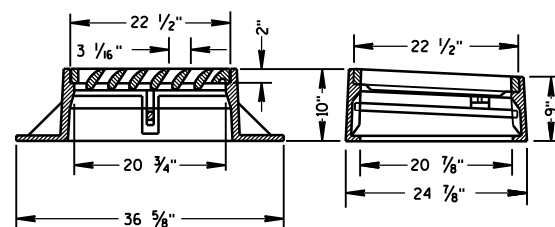
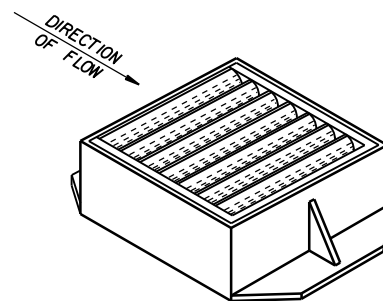


TYPE "F"

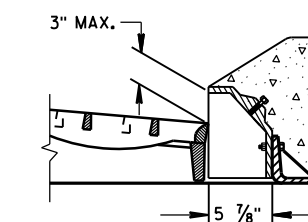
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



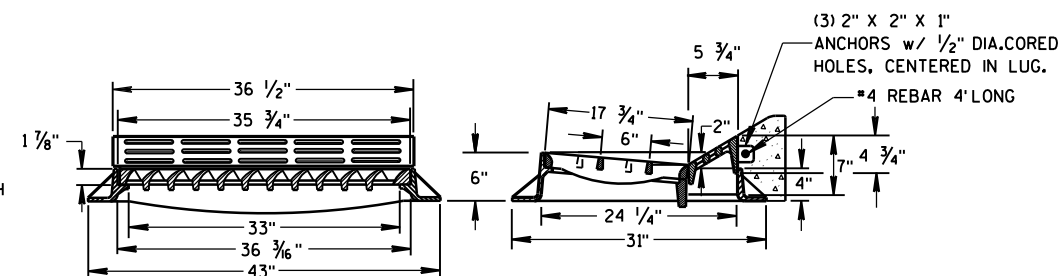
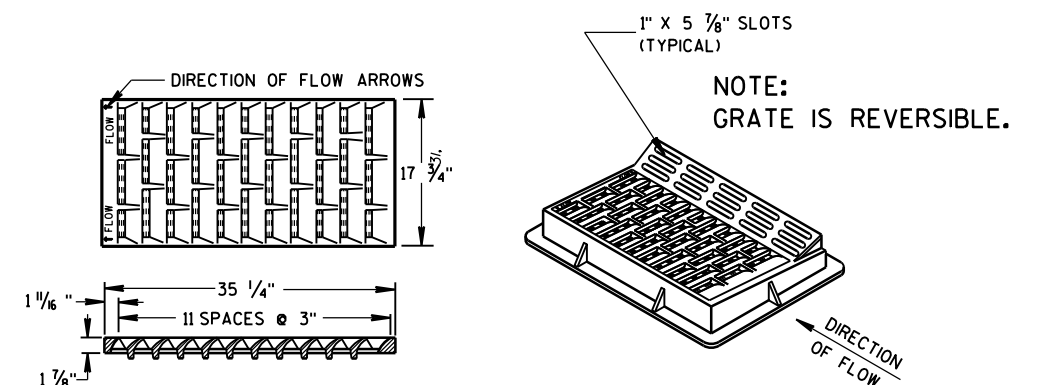
TYPE "S"



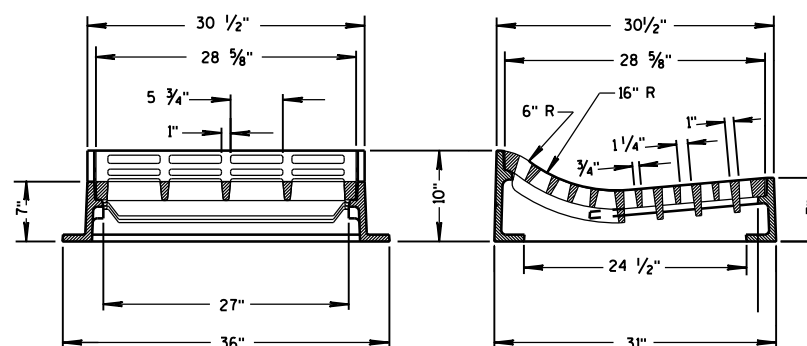
TYPE "V"

ALTERNATIVE CURB BOX
FOR TYPE "HM" COVERUSE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLENOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

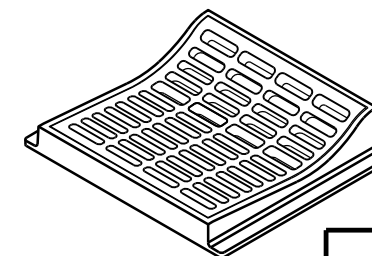
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING
SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND
THE APPLICABLE SPECIAL PROVISIONS.DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED
TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION
FOR EQUIVALENT CAPACITY AND STRENGTH.

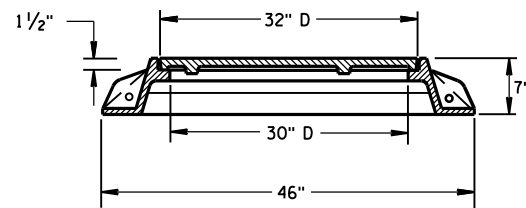
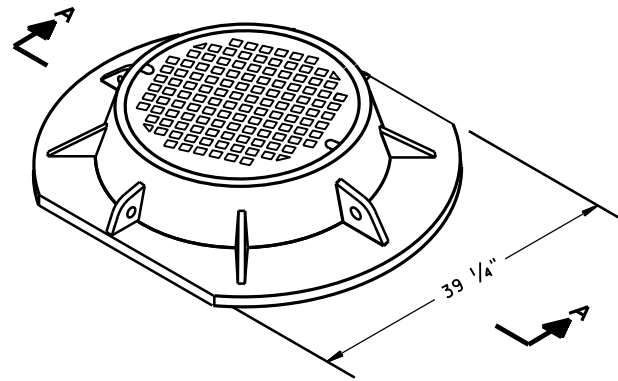
TYPE "HM"

USE WITH TYPES A & D CONCRETE
CURB & GUTTER, 36 INCH.NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE

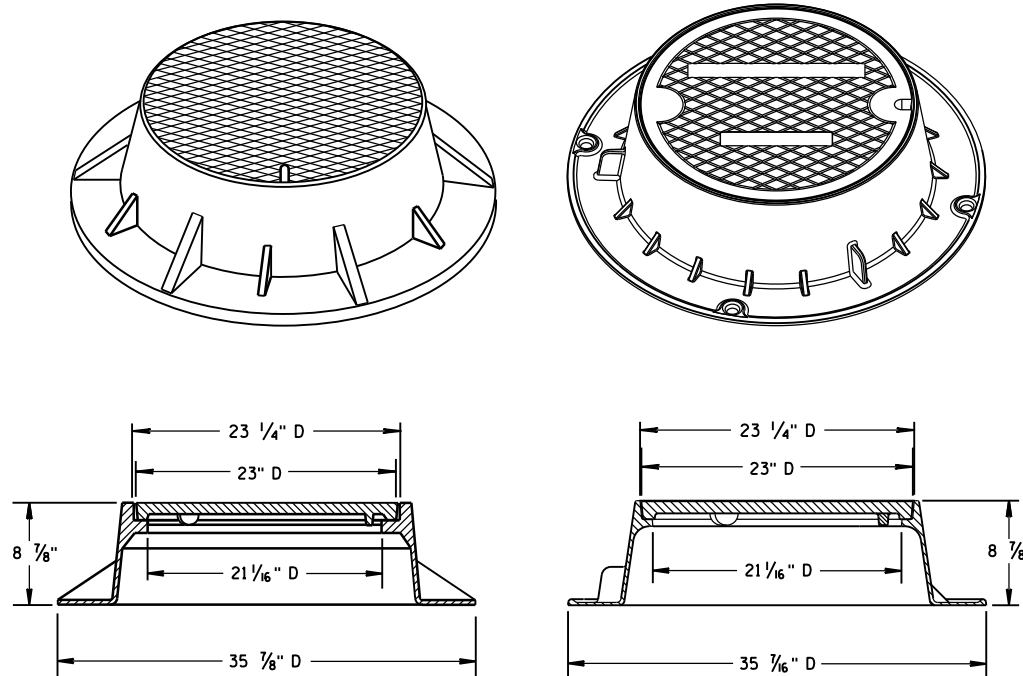
TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V,
HM-GJ, & HM-GJ-SSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATIONAPPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
848
FHWA

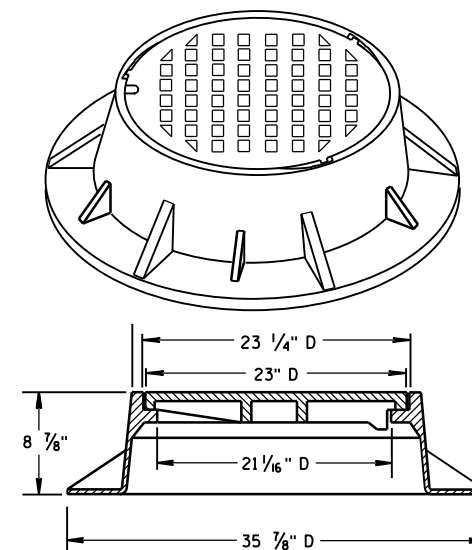
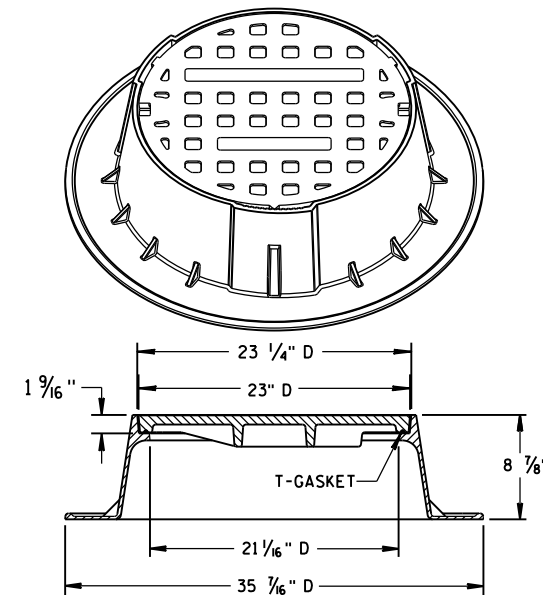


SECTION A-A
TYPE "K"



TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

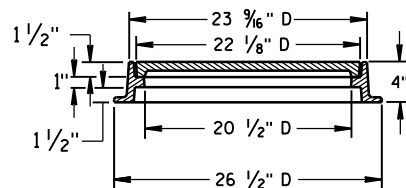
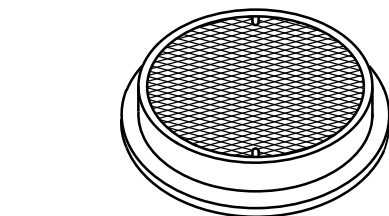


TYPE "J" SPECIAL

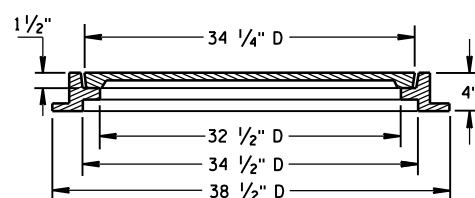
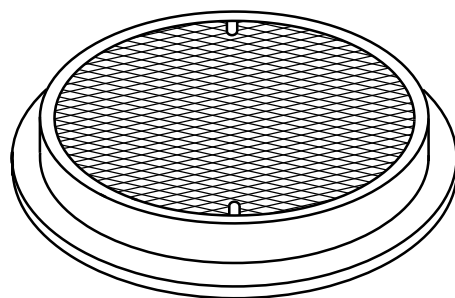
TYPE "B" NON-ROCKING SELF-SEAL LID

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

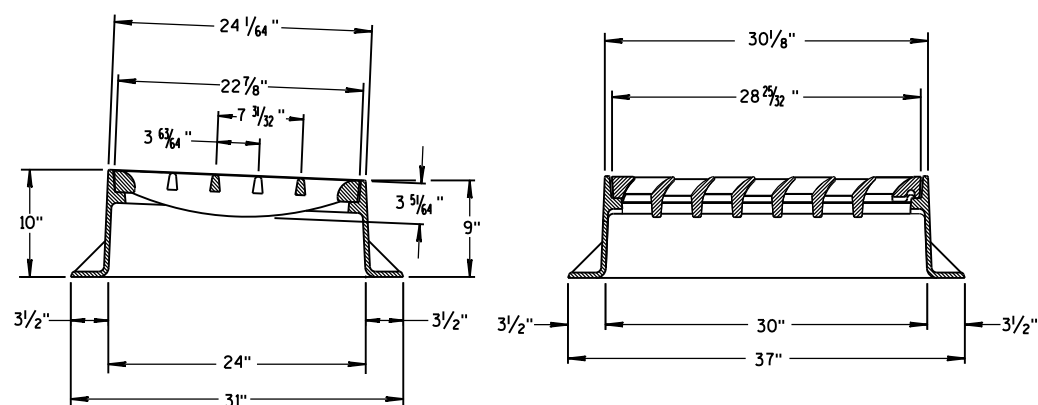
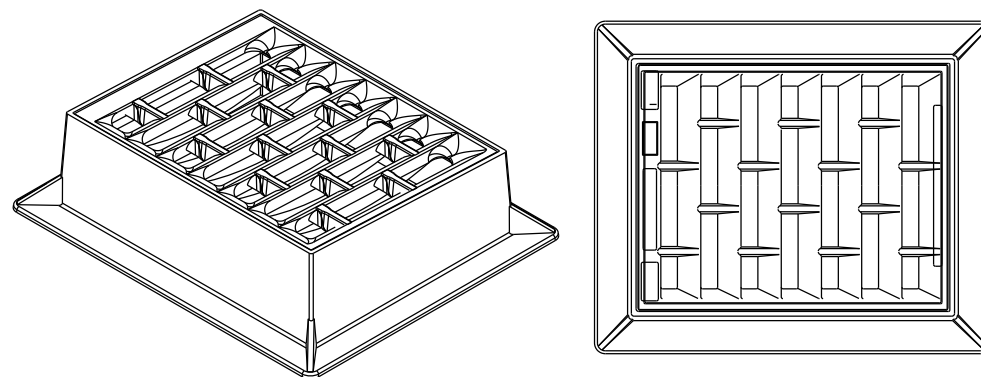
NOTE: EITHER CASTING IS ACCEPTABLE



TYPE "L"



TYPE "M"



INLET COVER TYPE "BW"

GENERAL NOTES

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

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

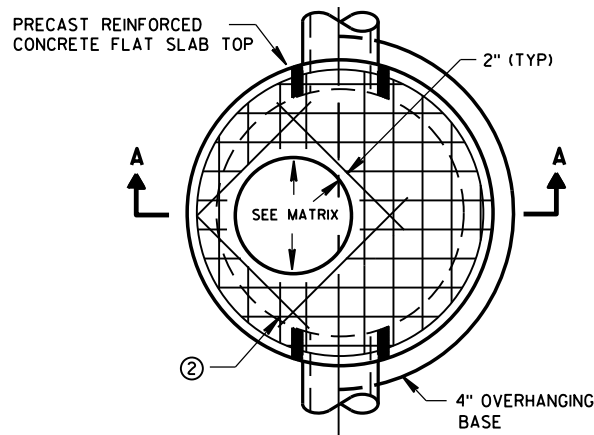
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K,
J, J-S, L & M

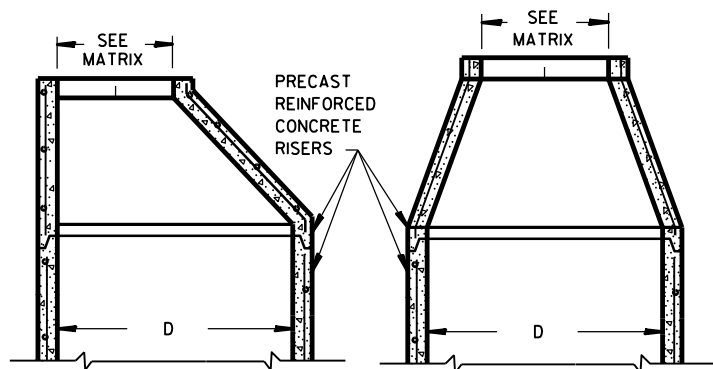
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS 849
ENGINEER

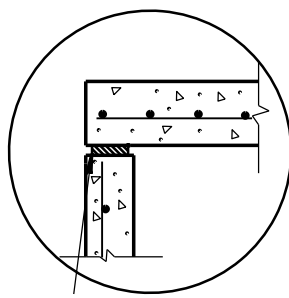


PLAN VIEW CIRCULAR OPENING

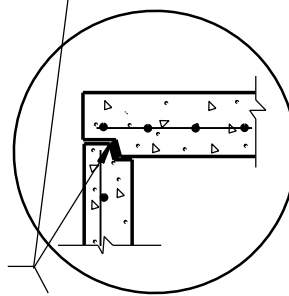


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

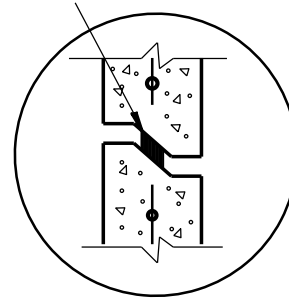
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



TOP WITH PLAIN END JOINT

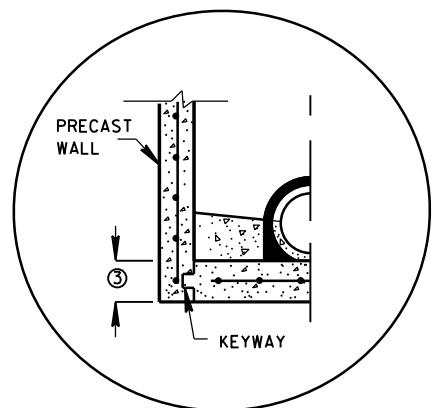


TOP WITH TONGUE AND GROOVE JOINT

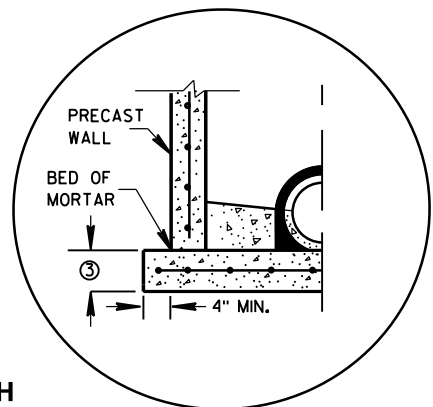


DETAIL "B"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

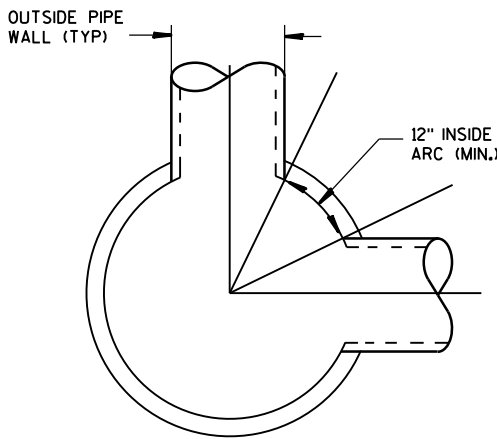


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

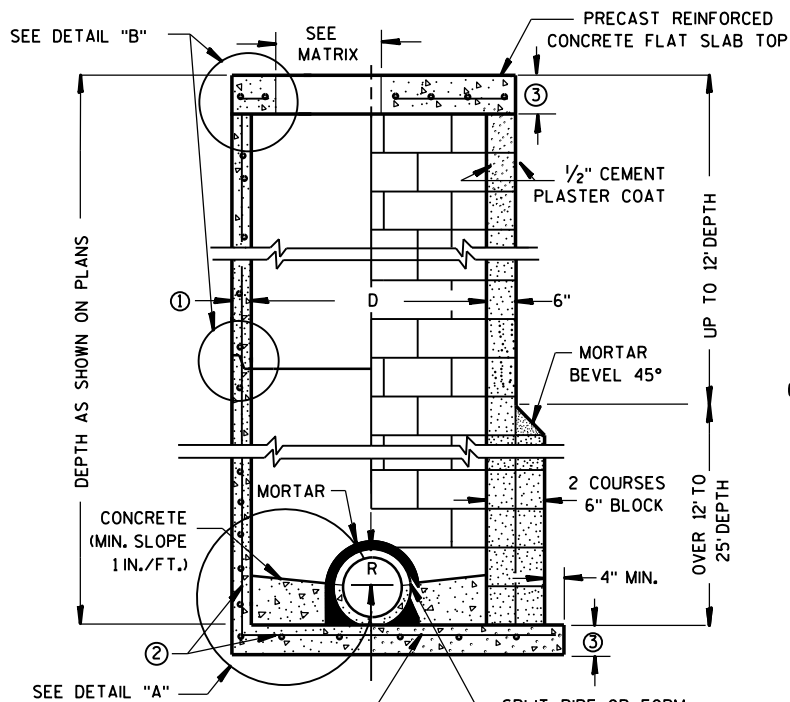


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"



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

PRECAST REINFORCED CONCRETE BLOCK WITH CONCRETE WITH MONOLITHIC BASE CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 1/2" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

- ① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.
- ② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

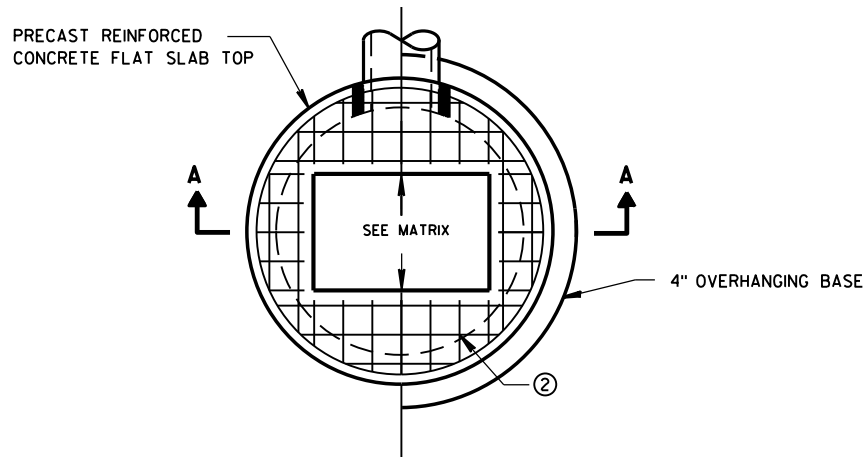
PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

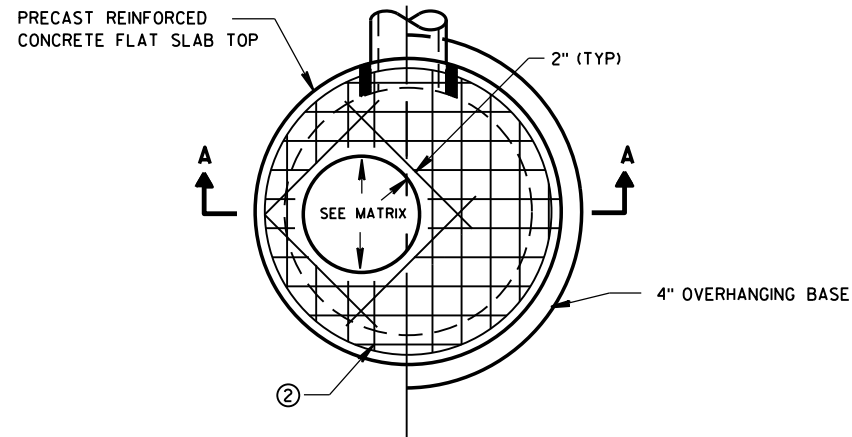
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

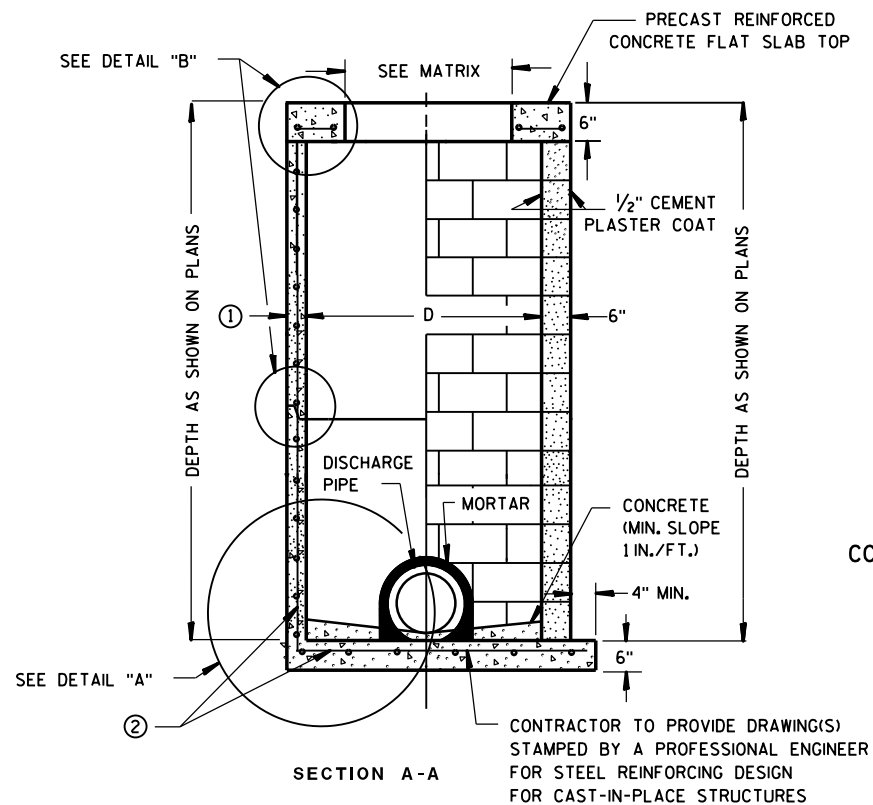
APPROVED
DATE Sept., 2016 /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERV 850
FHWA



PLAN VIEW RECTANGULAR OPENING

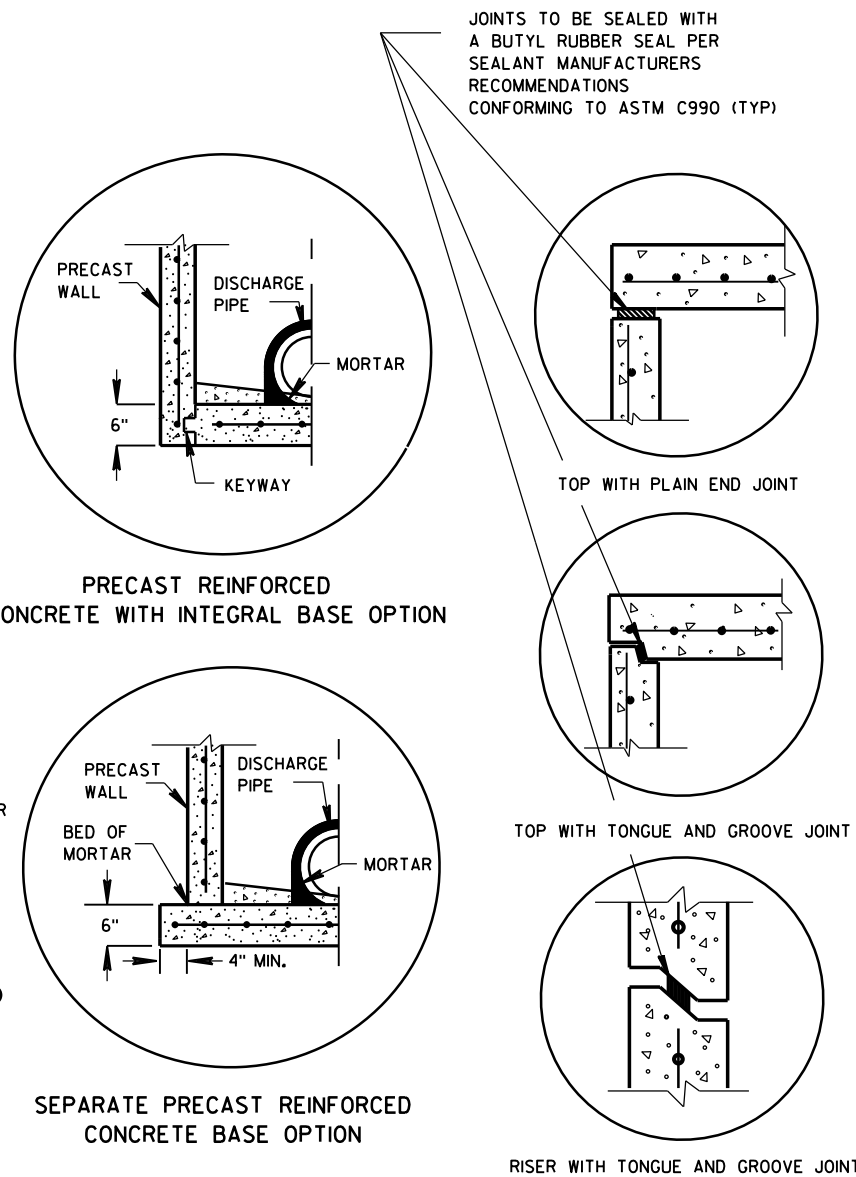


PLAN VIEW CIRCULAR OPENING



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP



DETAIL "A"

DETAIL "B"

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

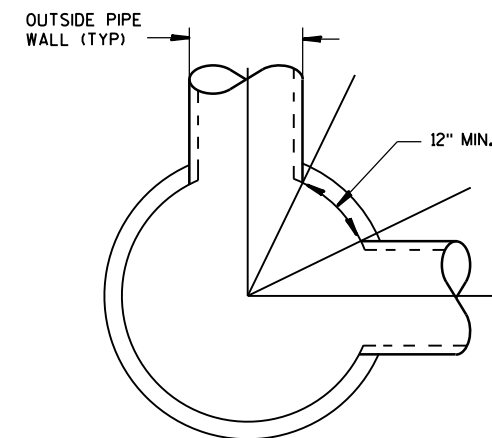
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

- ① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.
- ② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

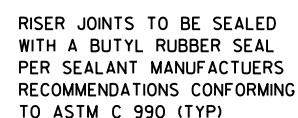
PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

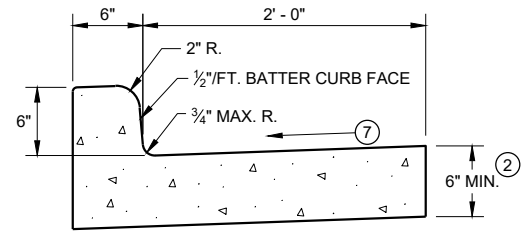
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERVISOR
FHWA 852 ENT

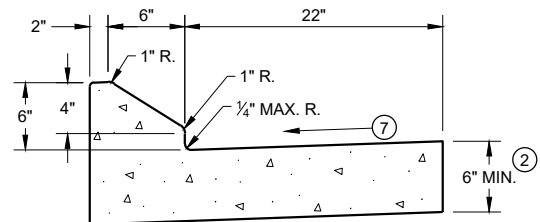


APPROVED	/S/ Rodney Taylor
Sept., 2016	ROADWAY STANDARDS D
DATE	UNIT SUPERVIS
FHWA	853

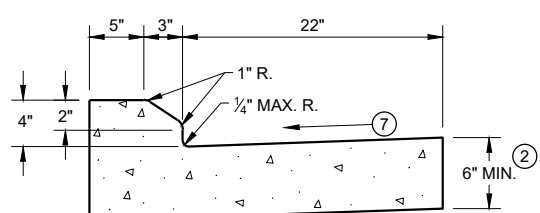
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



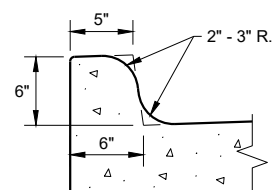
TYPES A^① & D



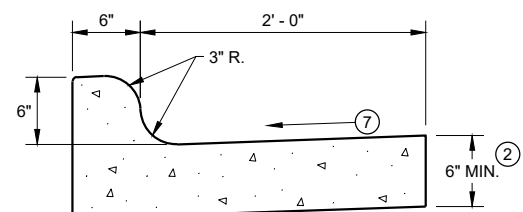
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

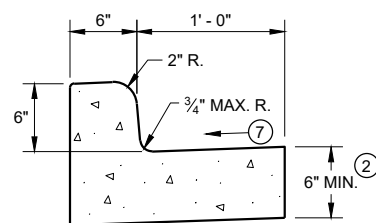


TYPES K^① & L
(OPTIONAL CURB SHAPE)



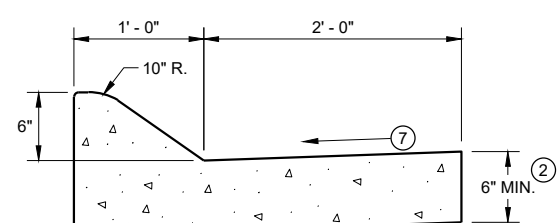
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

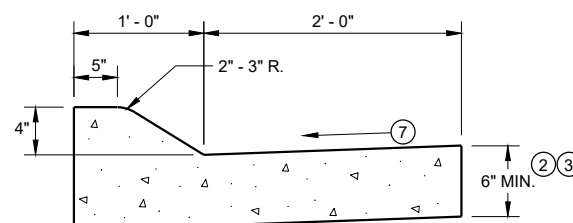


TYPES A^① & D

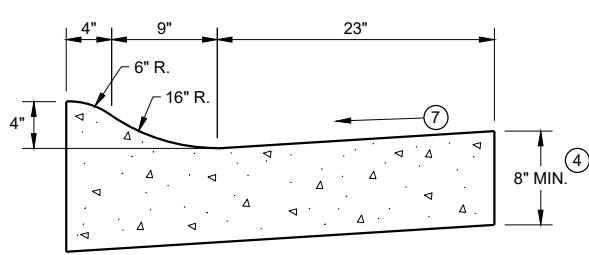
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D



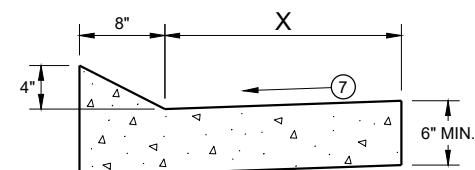
4" SLOPED CURB TYPES A^① & D



4" SLOPED CURB TYPES R^① & T^⑤

CONCRETE CURB AND GUTTER 36"

TBT & TBTT	X
30"	22"
36"	28"

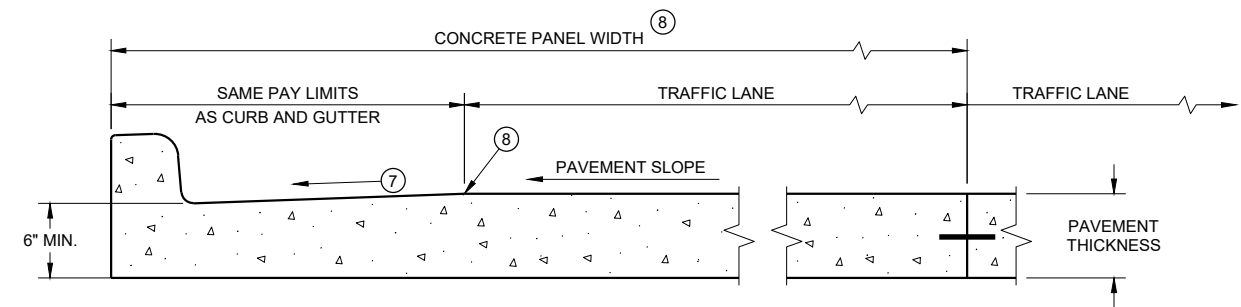


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

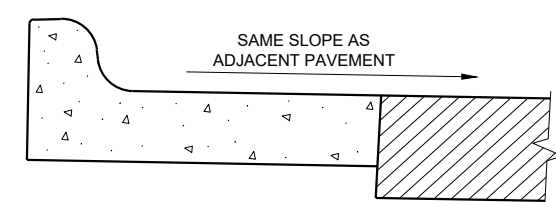
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER^⑥
(TYPICAL FOR ALL CURB & GUTTER TYPES)

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 854

GENERAL NOTES

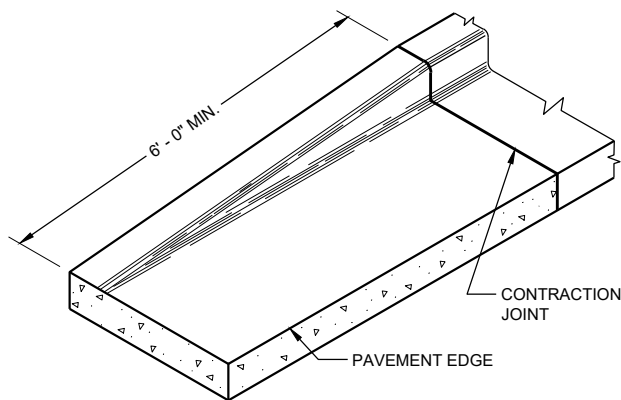
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

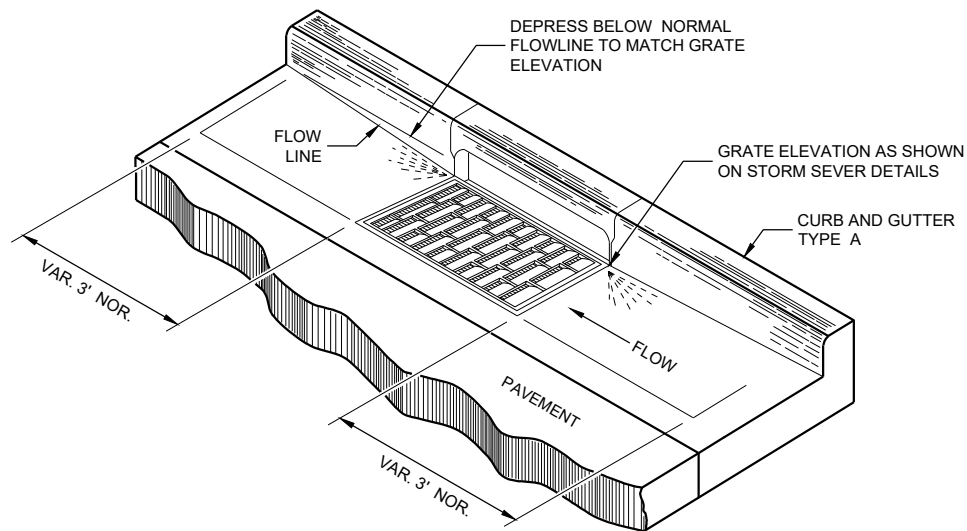
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

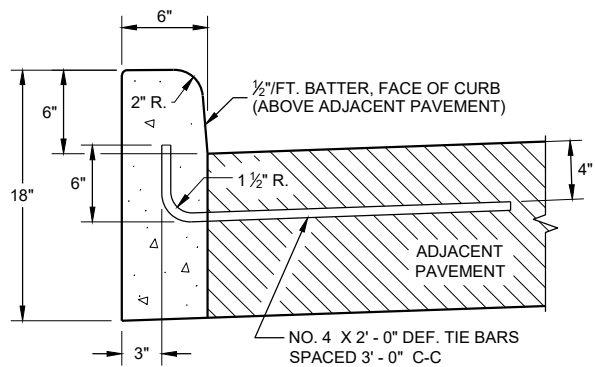
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- ④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- ⑦ USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- ⑧ INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.



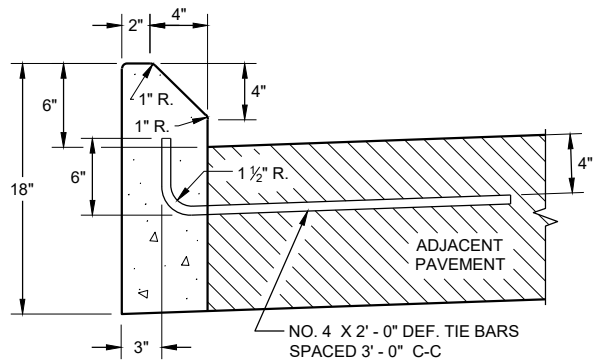
END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

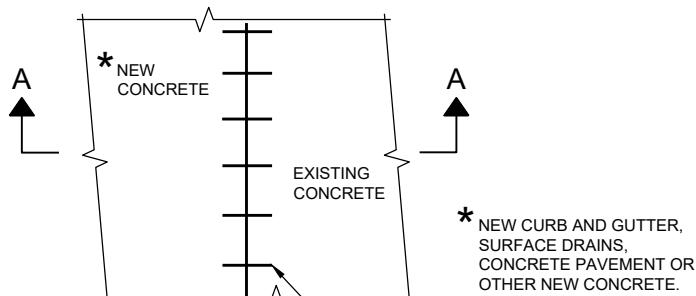


TYPES A^① & D

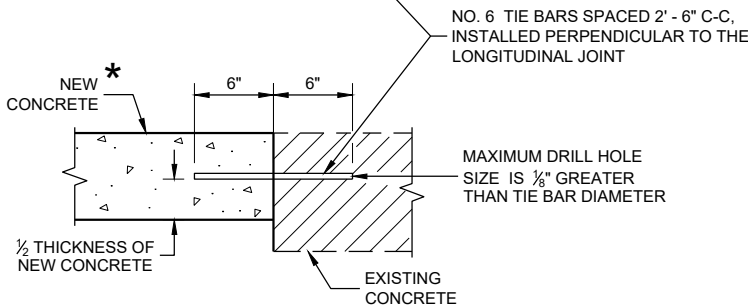


TYPES G^① & J

CONCRETE CURB



PLAN VIEW



SECTION A - A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

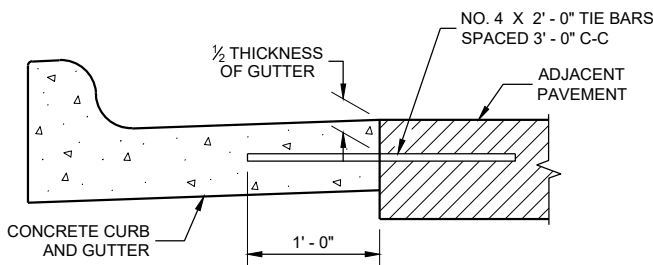
GENERAL NOTES

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

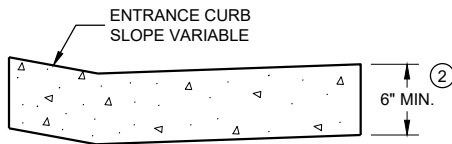
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑨ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION^①



DRIVEWAY ENTRANCE CURB^⑨
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER 855

FHWA

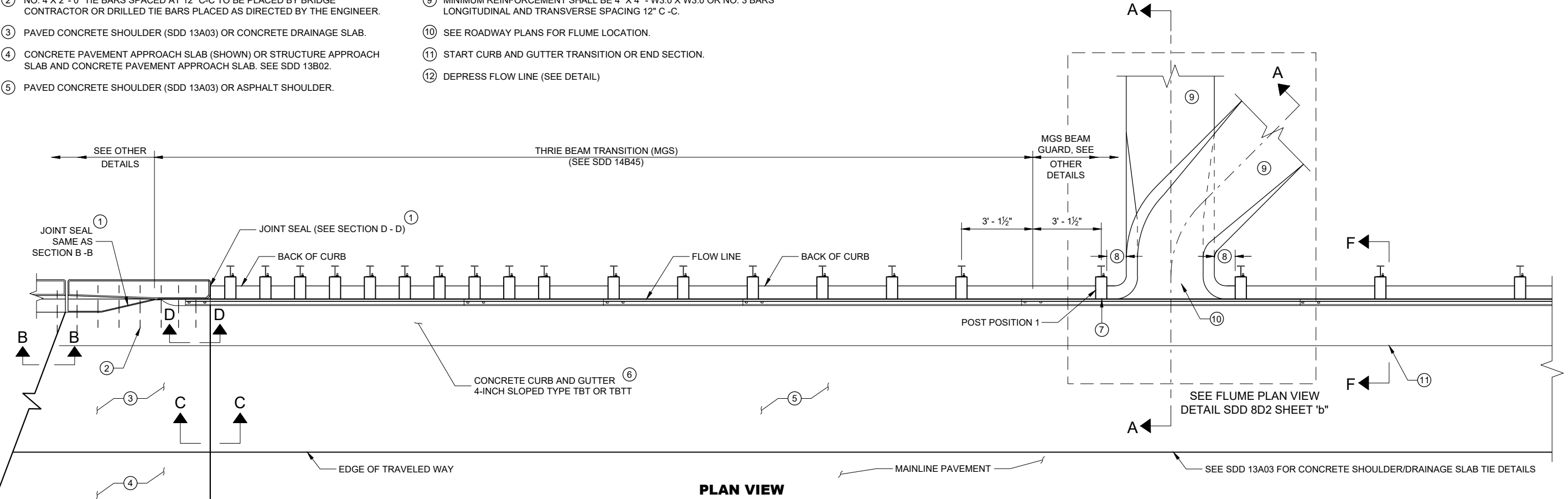
GENERAL NOTES

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

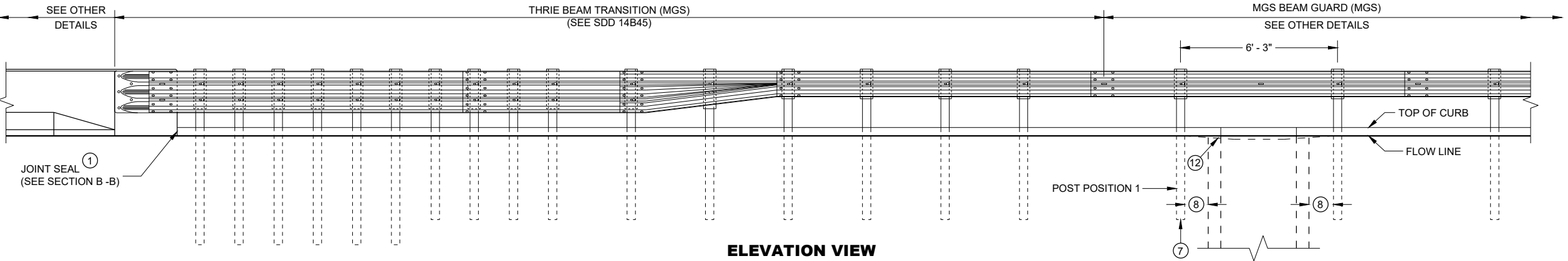
ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

- 1 USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
- 2 NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
- 3 PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
- 4 CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.
- 5 PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

- 6 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' - 0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
- 7 PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
- 8 CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
- 9 MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.
- 10 SEE ROADWAY PLANS FOR FLUME LOCATION.
- 11 START CURB AND GUTTER TRANSITION OR END SECTION.
- 12 DEPRESS FLOW LINE (SEE DETAIL)



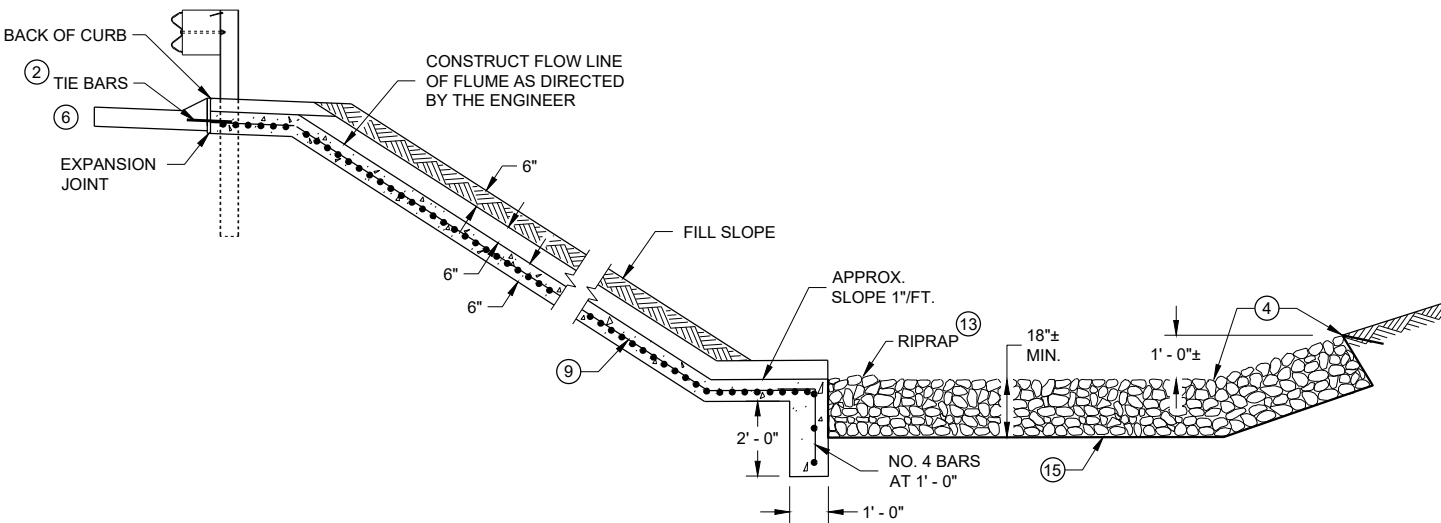
PLAN VIEW



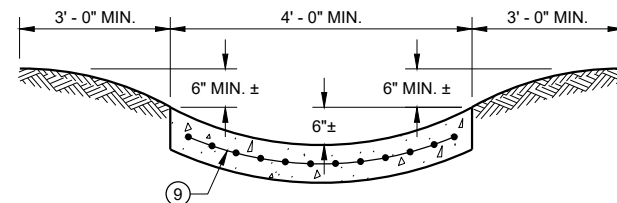
ELEVATION VIEW

CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES

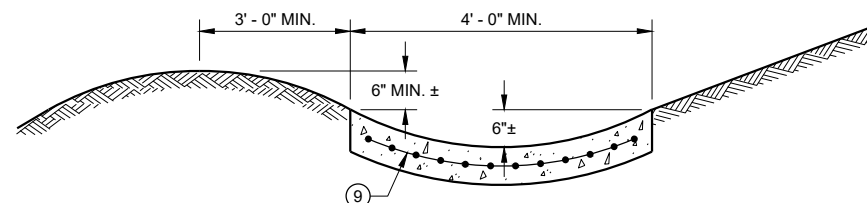
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 856



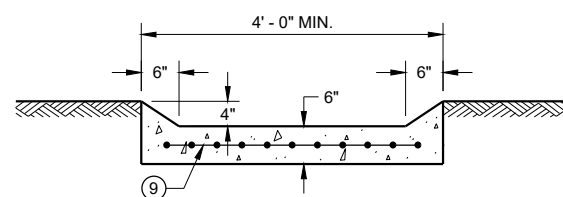
SECTION A - A



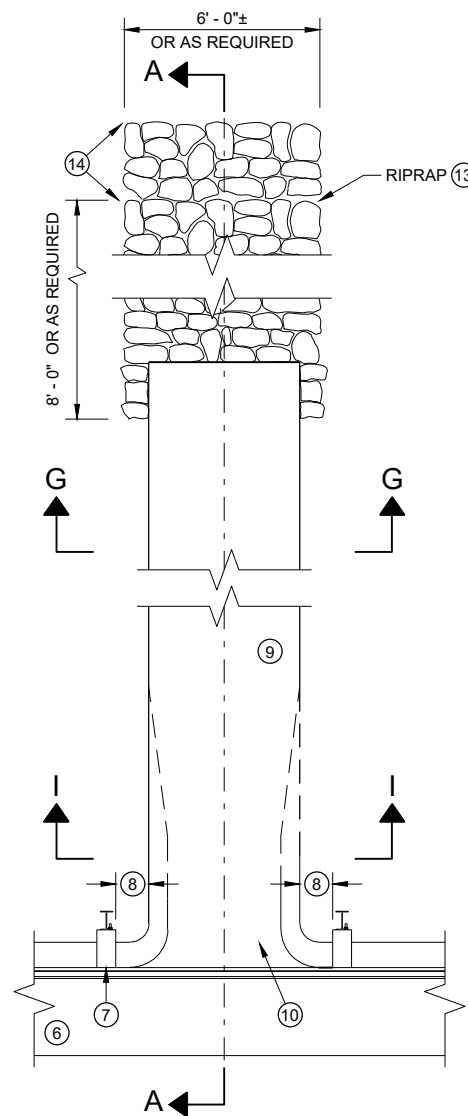
SECTION G - G



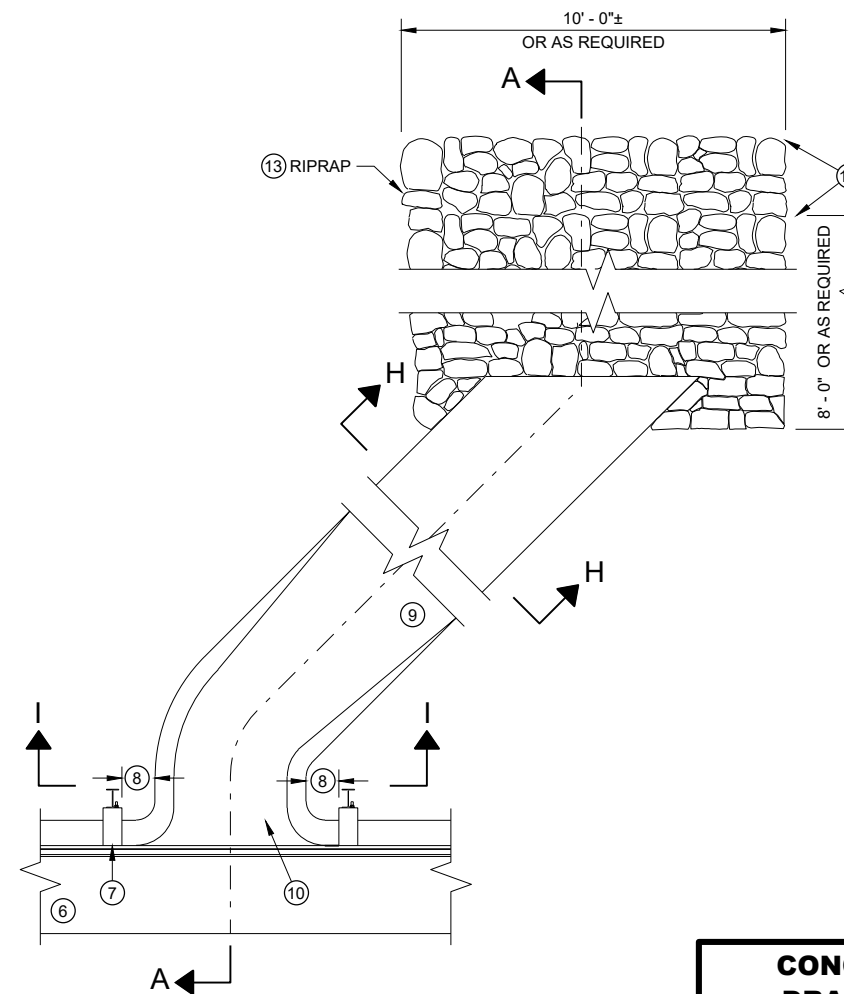
SECTION H - H



SECTION I - I



**PLAN VIEW
PERPENDICULAR FLUME**



**PLAN VIEW
SKEWED FLUME**

GENERAL NOTES

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

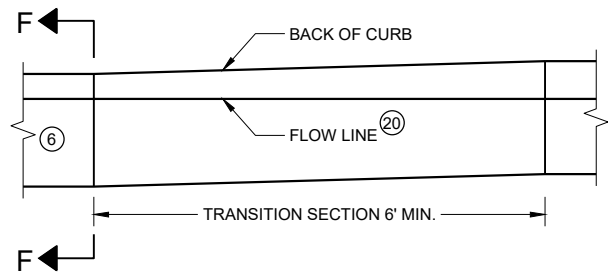
ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

- ① USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
- ② NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
- ③ PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
- ④ CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
- ⑤ PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
- ⑥ CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBT. USE TYPE TBT CURB WITH NO. 4 X 2' - 0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

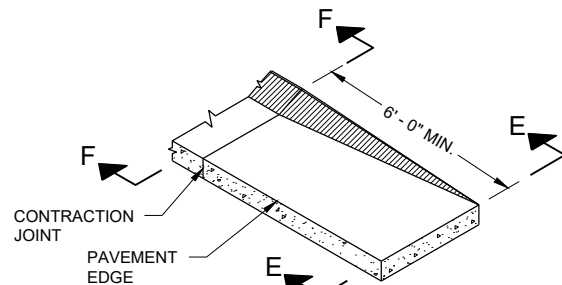
- ⑦ PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
- ⑧ CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
- ⑨ MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.
- ⑩ SEE ROADWAY PLANS FOR FLUME LOCATION.
- ⑪ START CURB AND GUTTER TRANSITION OR END SECTION.
- ⑫ DEPRESS FLOW LINE (SEE DETAIL)
- ⑬ MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
- ⑭ LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
- ⑮ GEOTEXTILE FABRIC TYPE HR.

**CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES**

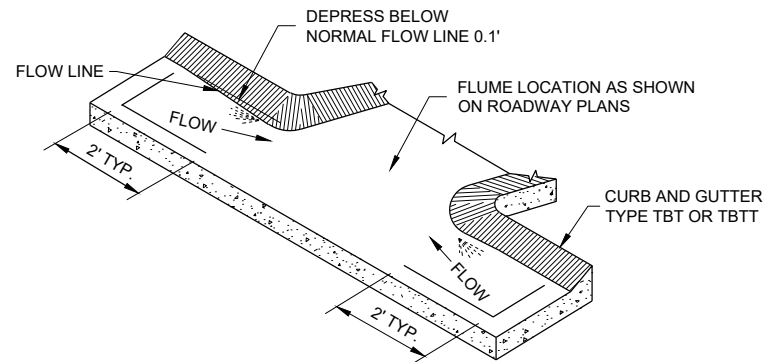
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 857



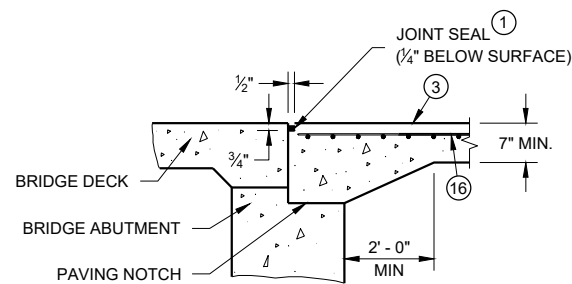
**CURB AND GUTTER TRANSITION SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT**



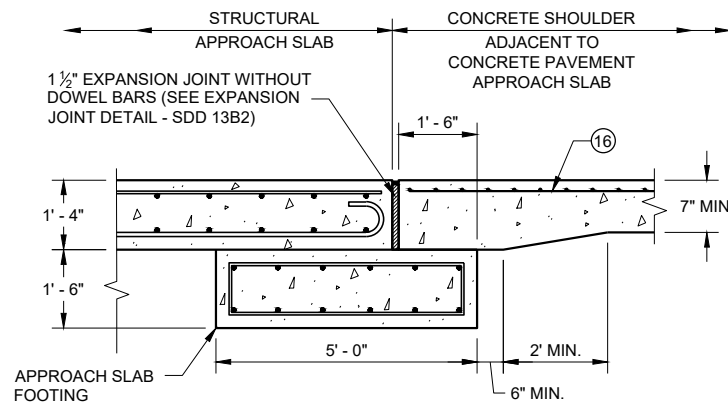
**CURB AND GUTTER END SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT**



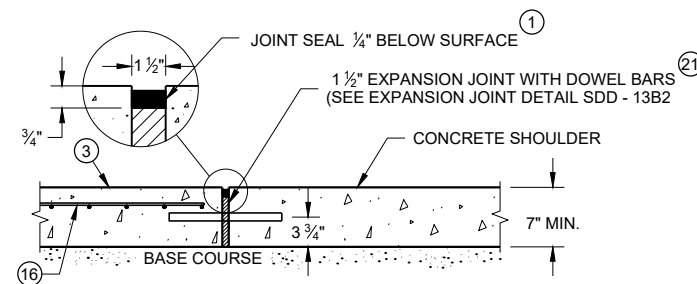
**CURB AND GUTTER FLOW LINE DEPRESSION
AT FLUMES CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE TBT OR TBTT**



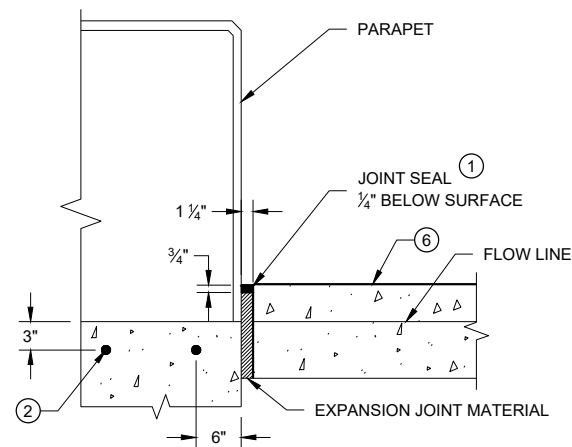
SECTION B-B



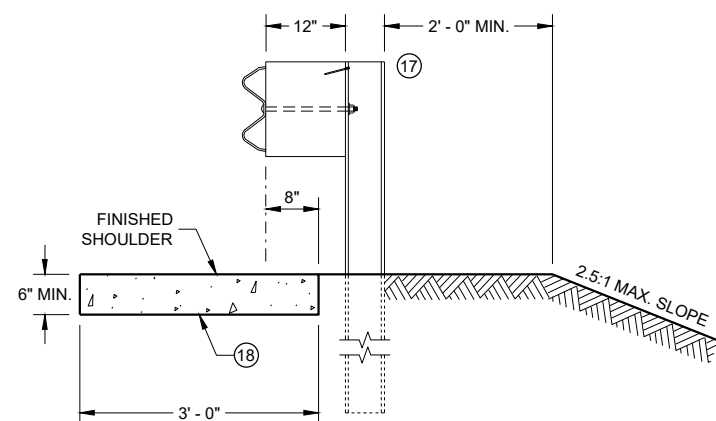
**SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL
APPROACH SLAB AND CONCRETE APPROACH SLAB**



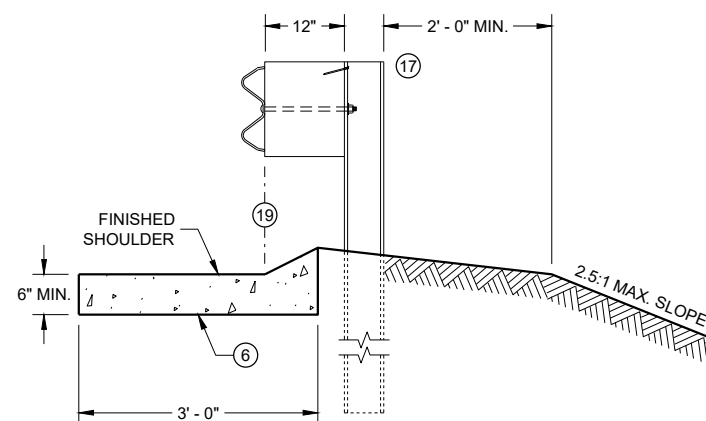
**SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH
WITH CONCRETE SHOULDERS**



SECTION D - D



SECTION E - E



SECTION F - F

GENERAL NOTES

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

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

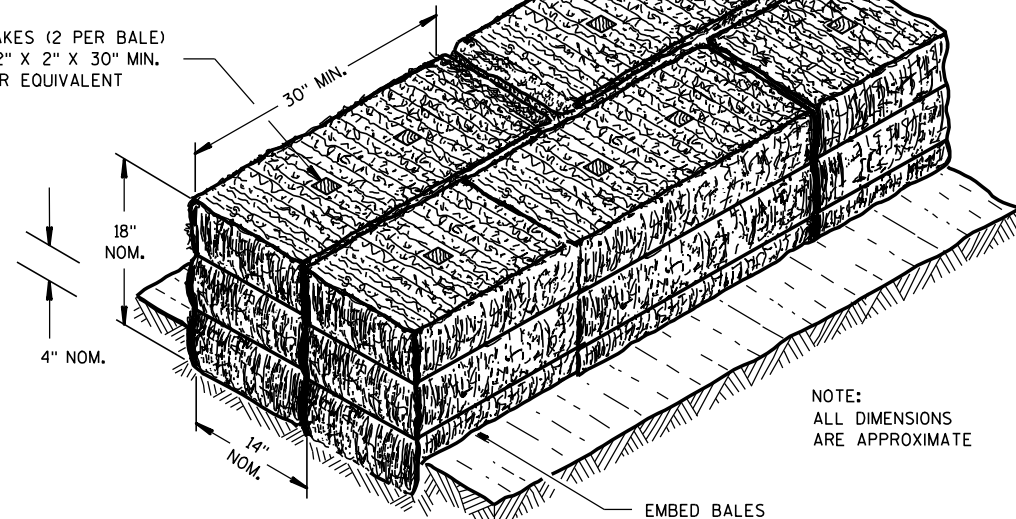
- ① USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
- ② NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
- ③ PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
- ④ CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
- ⑤ PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
- ⑥ CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' - 0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
- ⑦ PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
- ⑧ CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
- ⑨ MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.
- ⑩ SEE ROADWAY PLANS FOR FLUME LOCATION.
- ⑪ START CURB AND GUTTER TRANSITION OR END SECTION.
- ⑫ DEPRESS FLOW LINE (SEE DETAIL)
- ⑬ MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
- ⑭ LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.
- ⑮ GEOTEXTILE FABRIC TYPE HR.
- ⑯ MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.
- ⑰ MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.
- ⑱ MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.
- ⑲ ALIGN FACE OF POST BLOCK WITH FLOW LINE.
- ⑳ MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.
- ㉑ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVE 858
ENGINEER
FHWA

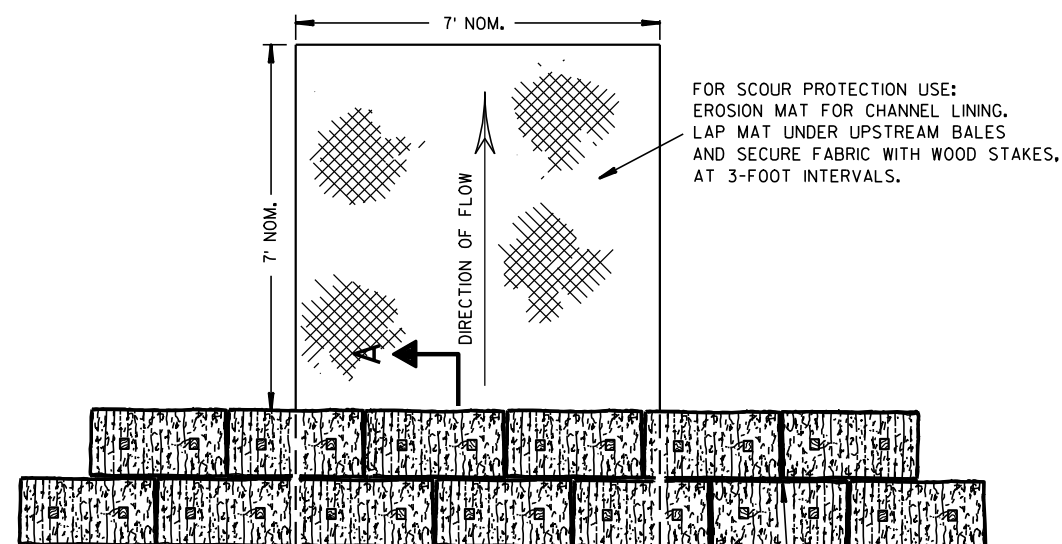
WOOD STAKES (2 PER BALE)
NOMINAL 2" X 2" X 30" MIN.
LENGTH OR EQUIVALENT



NOTE:
ALL DIMENSIONS
ARE APPROXIMATE

EMBED BALES

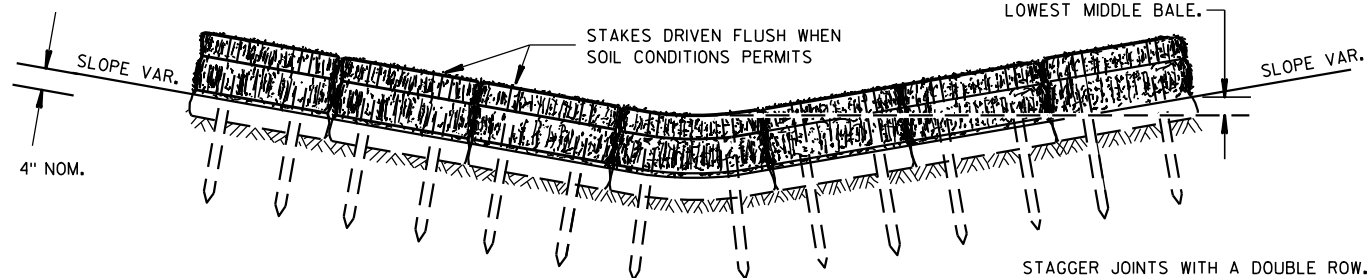
SECTION A-A



PLAN VIEW

STAGGER JOINTS BETWEEN ADJACENT
ROWS OF BALES.

BOTTOM ELEVATION OF END BALE SHALL
BE EQUAL TO OR GREATER THAN TOP OF
LOWEST MIDDLE BALE.



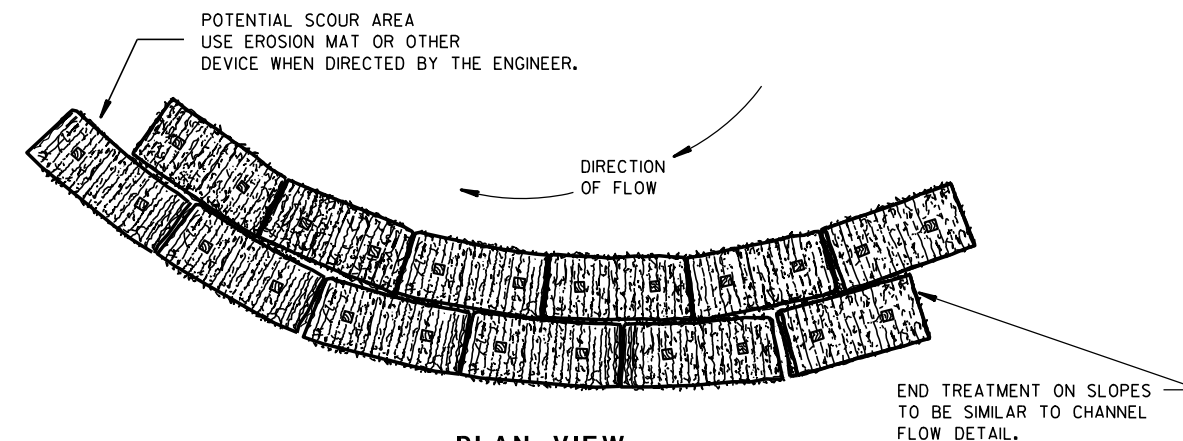
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

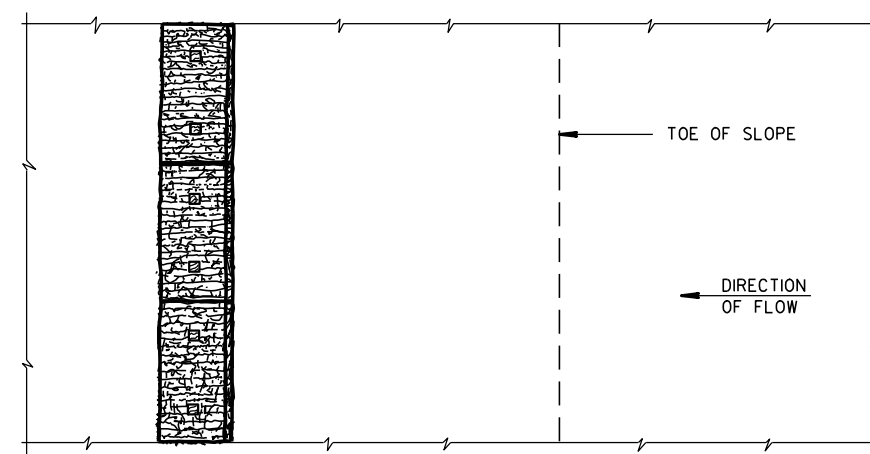
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

- 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.

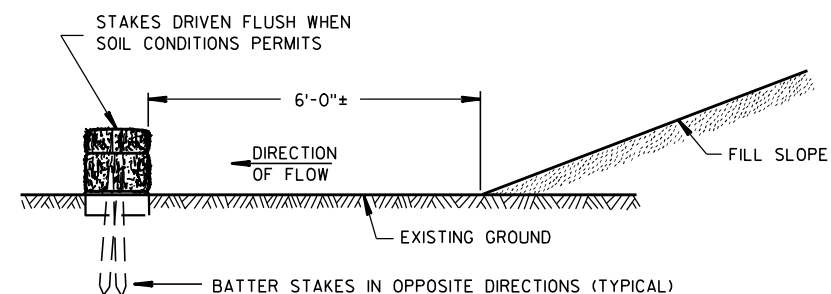


PLAN VIEW

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

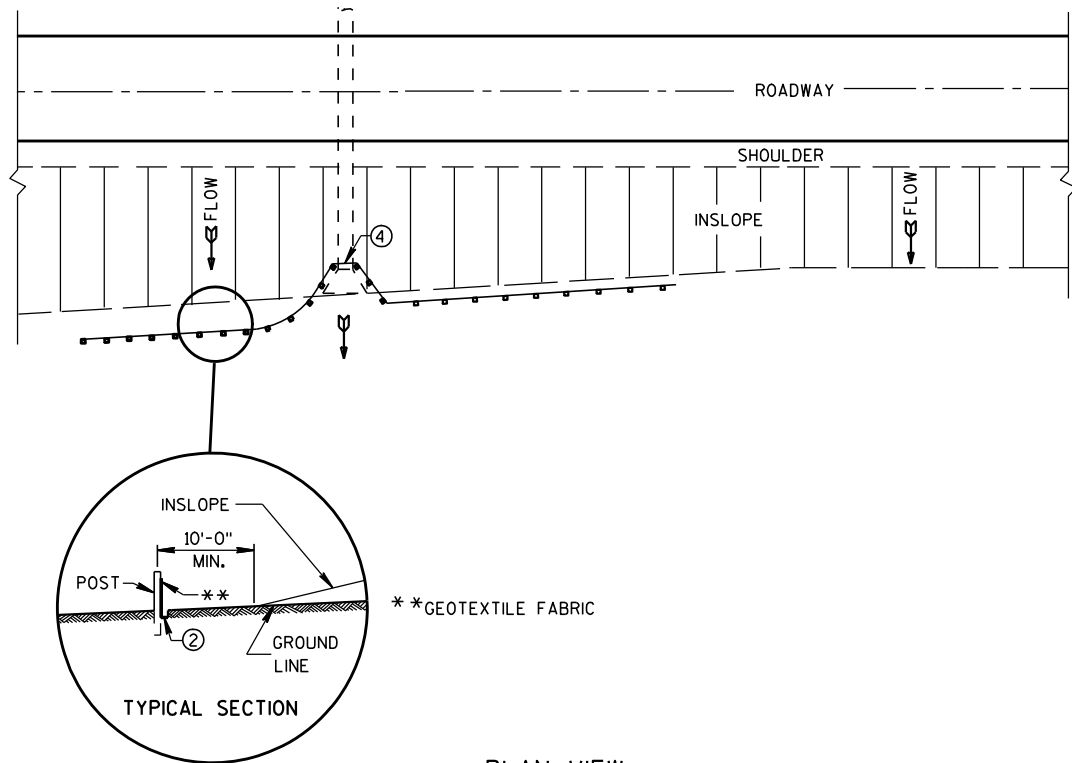
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

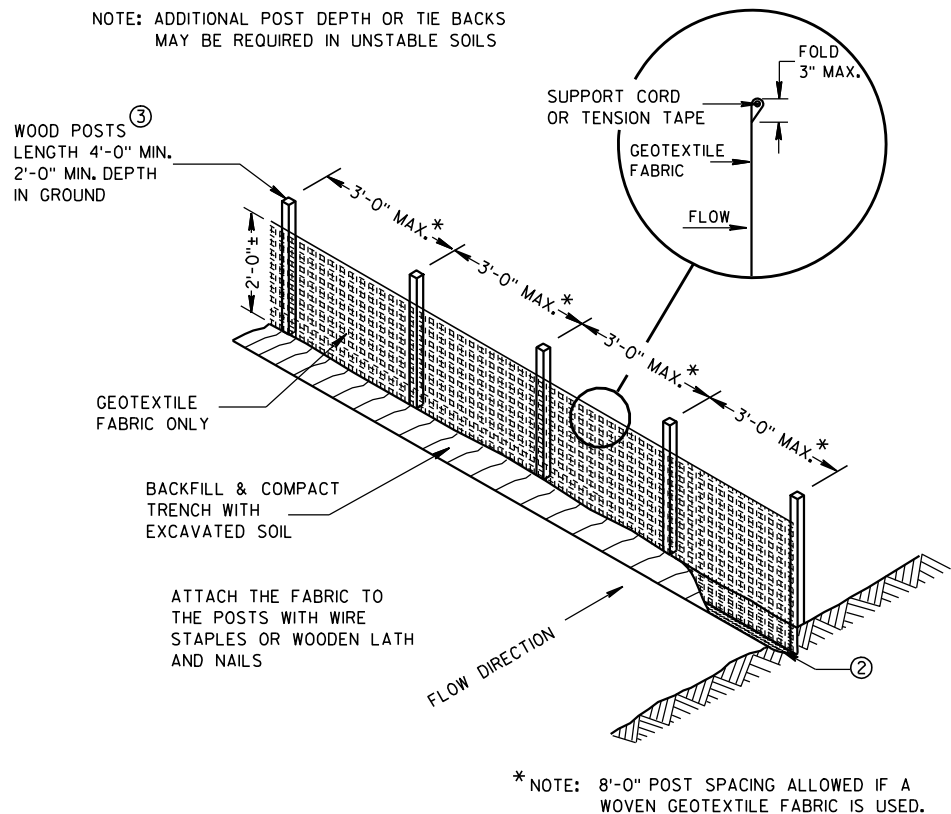
6/04/02
DATE

/S/ Beth Conn-----
CHIEF ROADWAY DEVELOP 859 ENGINEER

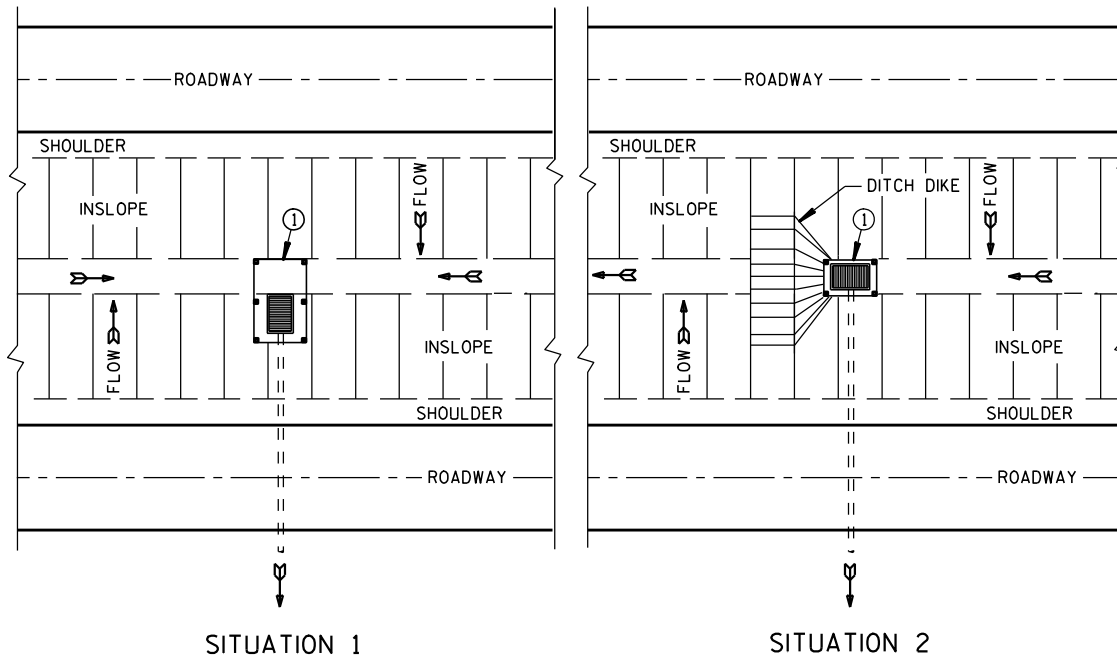
FHWA



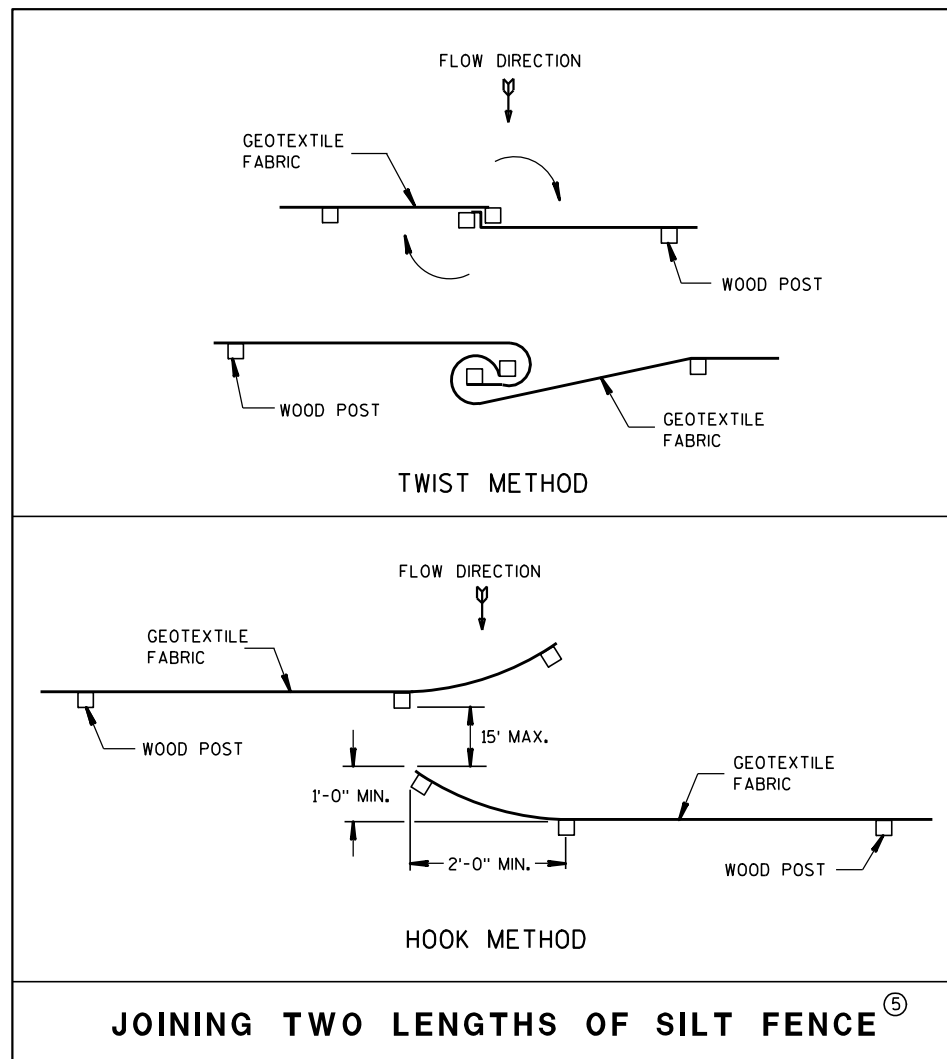
PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

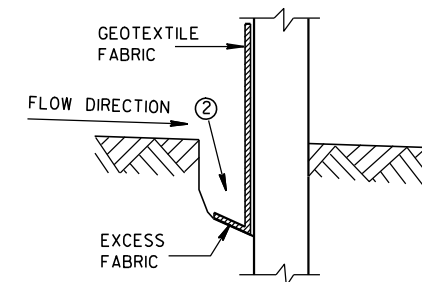


JOINING TWO LENGTHS OF SILT FENCE (5)

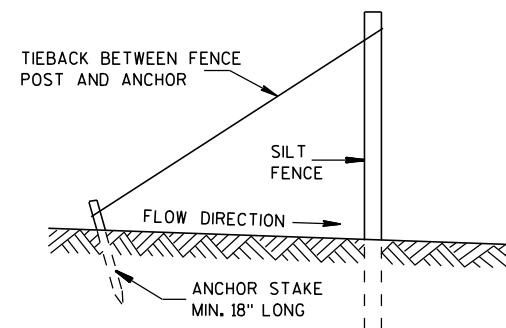
GENERAL NOTES

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 1 1/8" X 1 1/8" 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.

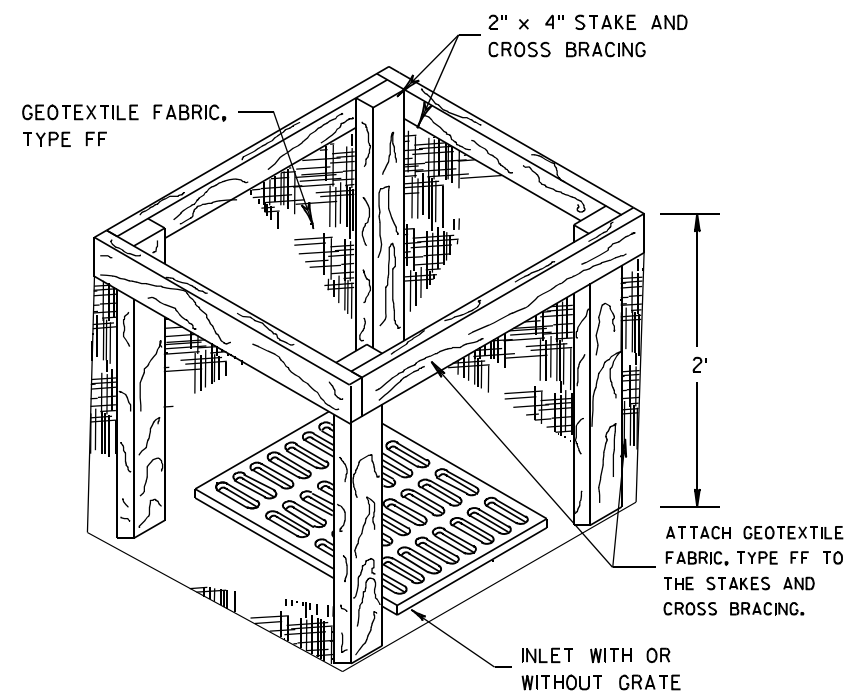
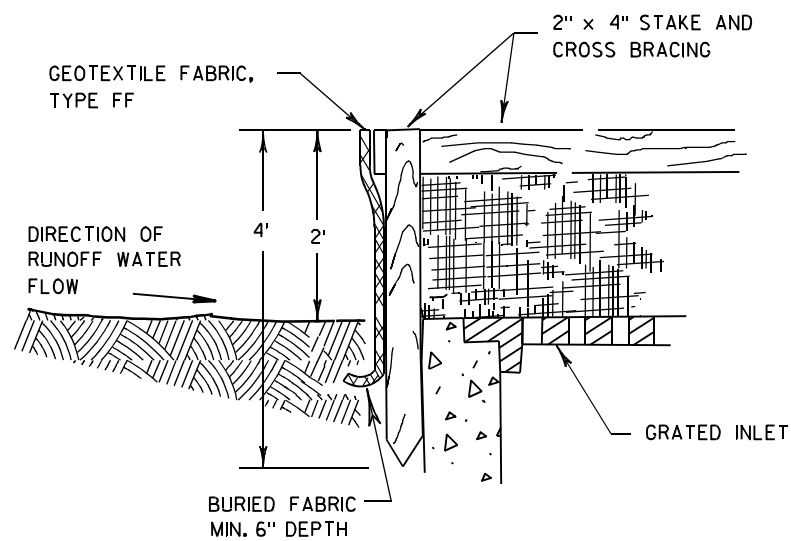


TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE	/S/ Beth Conn CHIEF ROADWAY DEVELOPER 860 ENGINEER
FHWA	



INLET PROTECTION, TYPE A

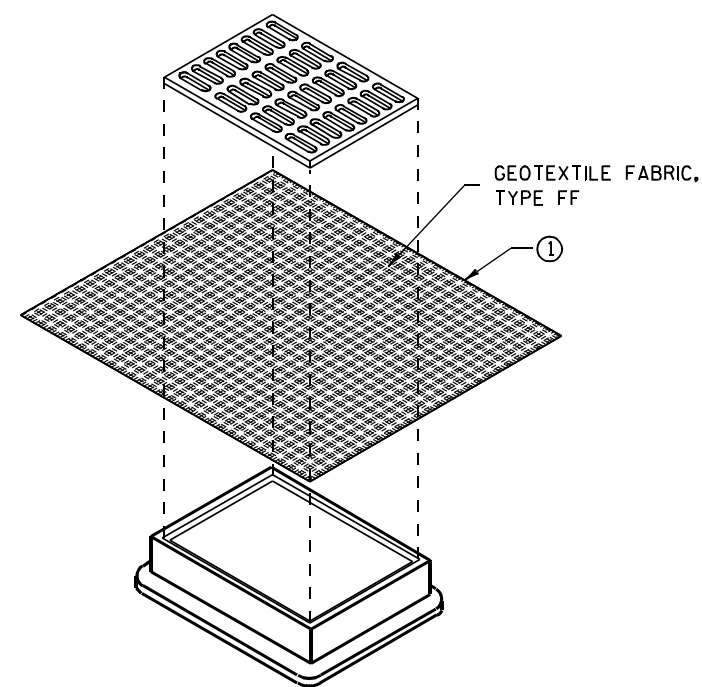
GENERAL NOTES

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

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

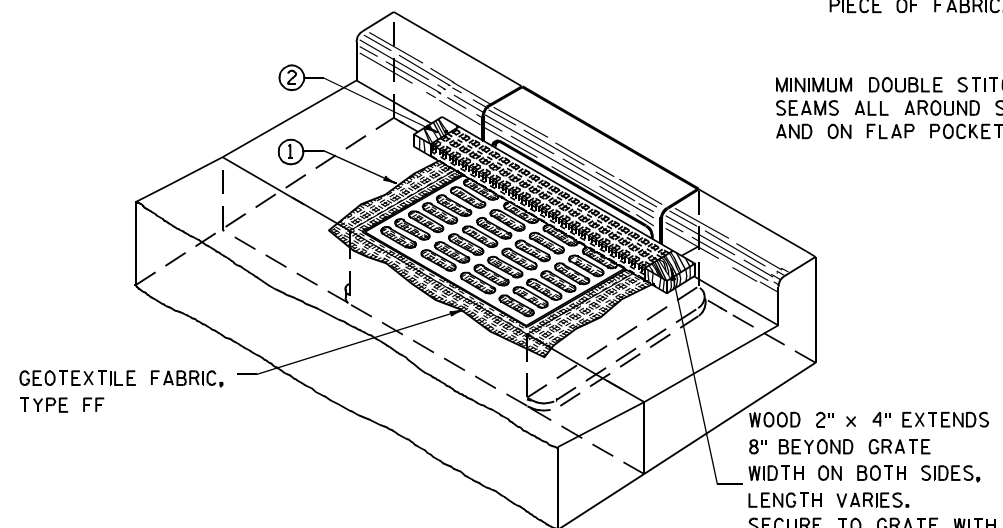
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

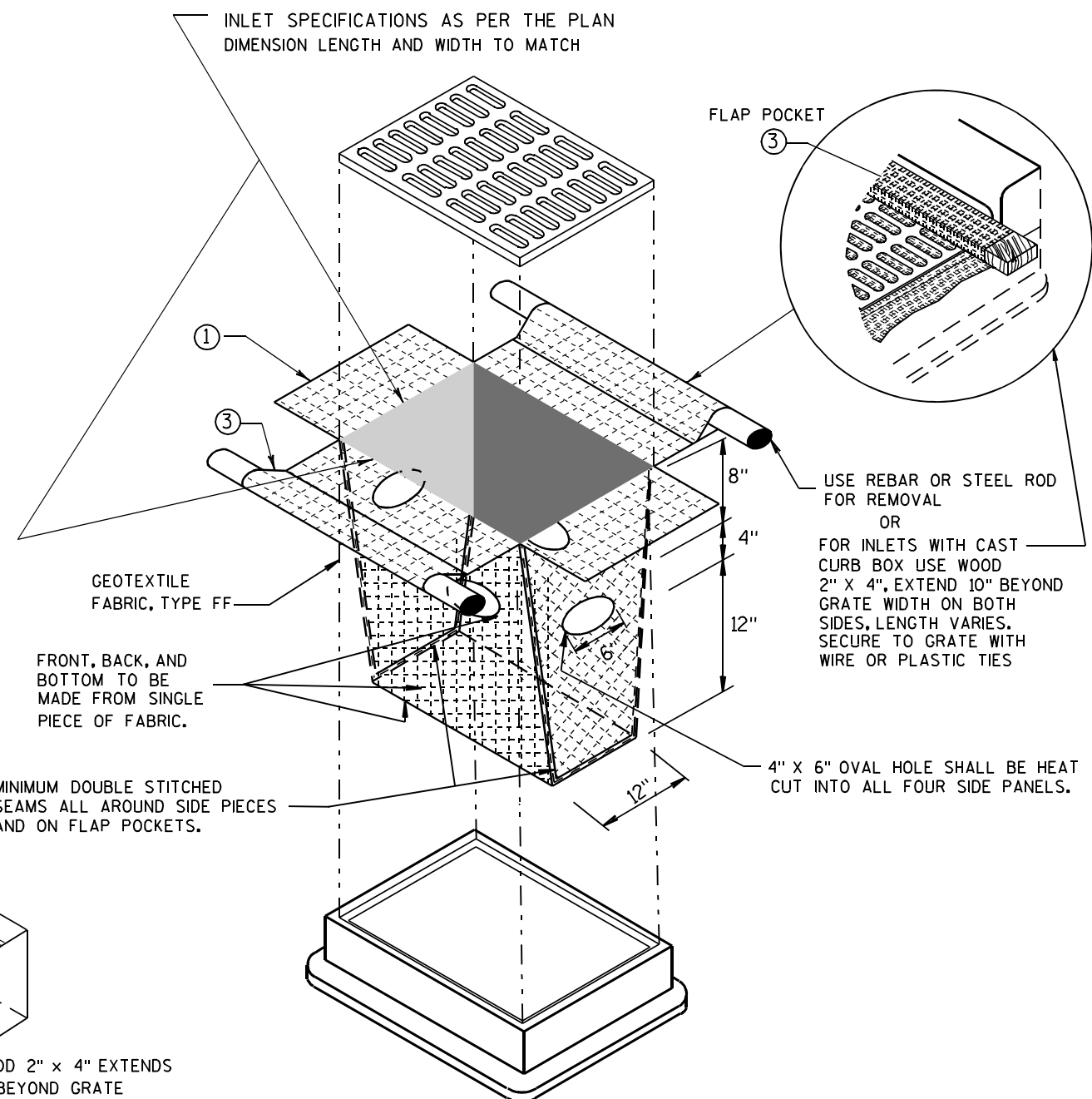
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



INLET PROTECTION, TYPE D

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

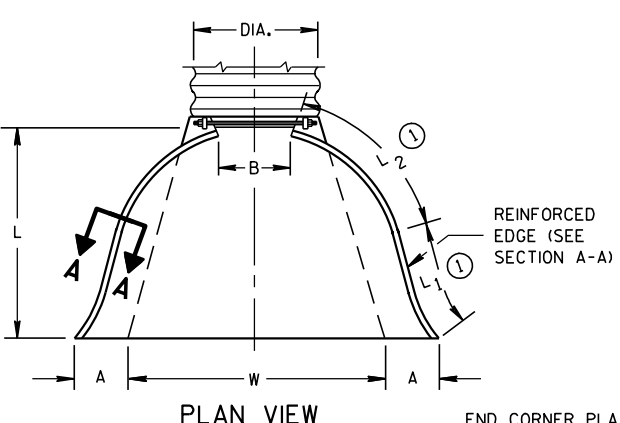
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 861
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER

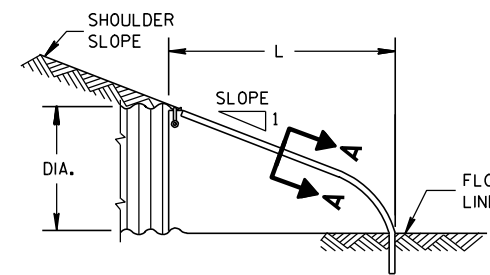
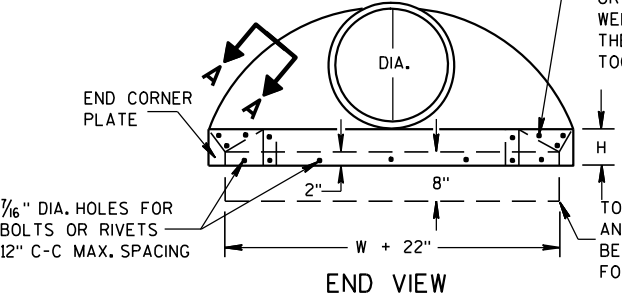
METAL APRON ENDWALLS												
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE		BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")			
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1		1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1		1 Pc.
18	.064	.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	.109x	.105x	18	33	12	87	—	—	114	2 to 1		3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1		3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1		3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1		3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1		3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1		3 Pc.
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1		3 Pc.

* EXCEPT CENTER PANEL
SEE GENERAL NOTES



END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

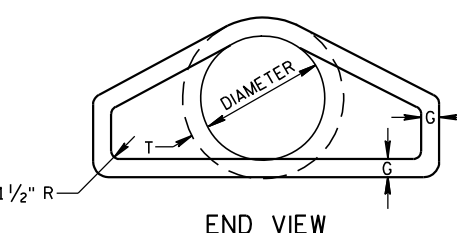
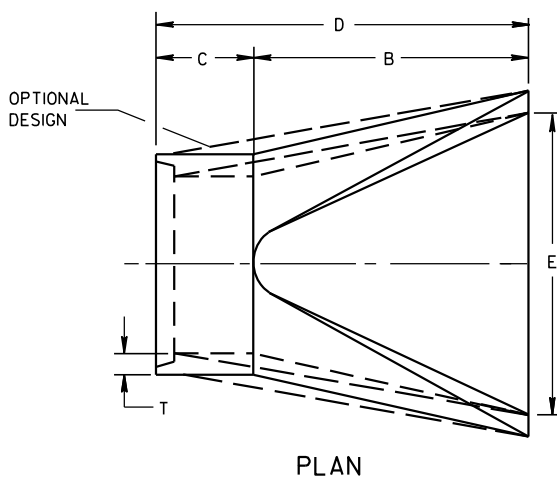
TOE PLATE (SAME THICKNESS AND METAL AS APRON) SHALL BE FURNISHED WHEN CALLED FOR ON THE PLANS



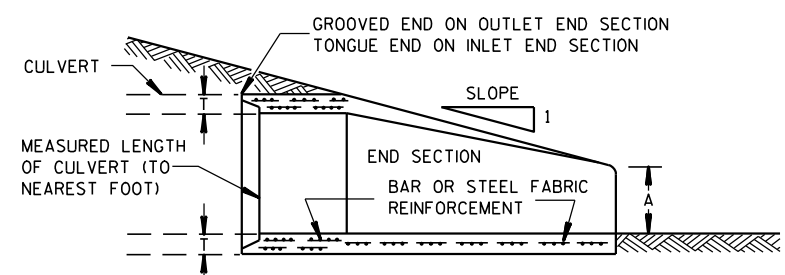
SIDE ELEVATION
METAL ENDWALLS

REINFORCED CONCRETE APRON ENDWALLS												
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE				
	T	A	B	C	D	E	G					
12	2	4	24	48 7/8	72 7/8	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	98 1/4	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

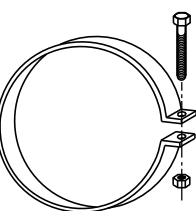


END VIEW

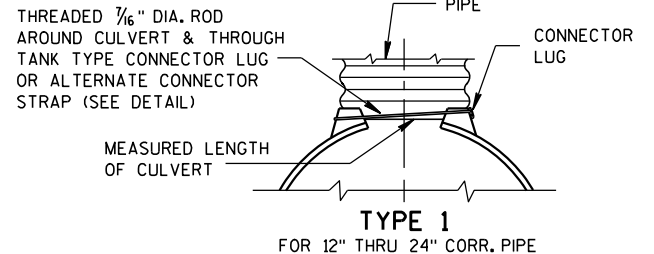


LONGITUDINAL SECTION
CONCRETE ENDWALLS

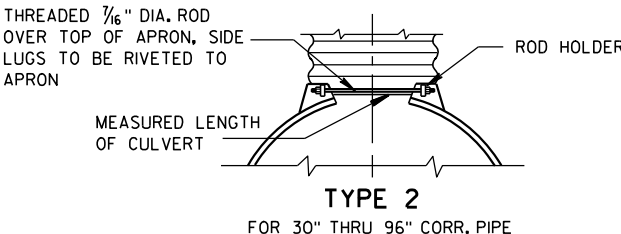
1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



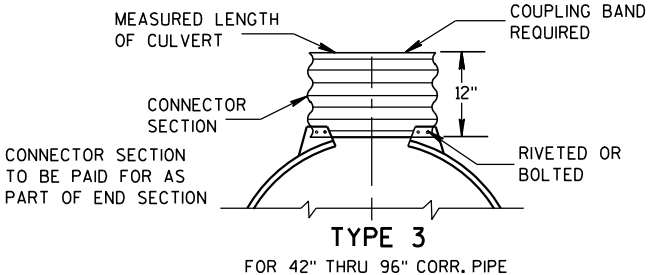
ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



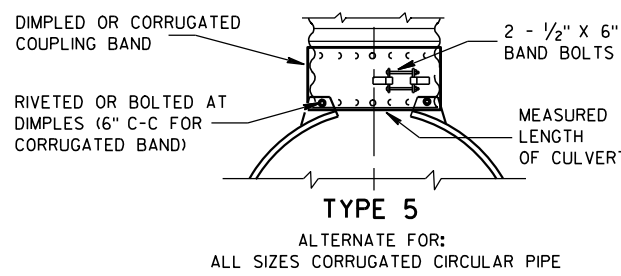
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

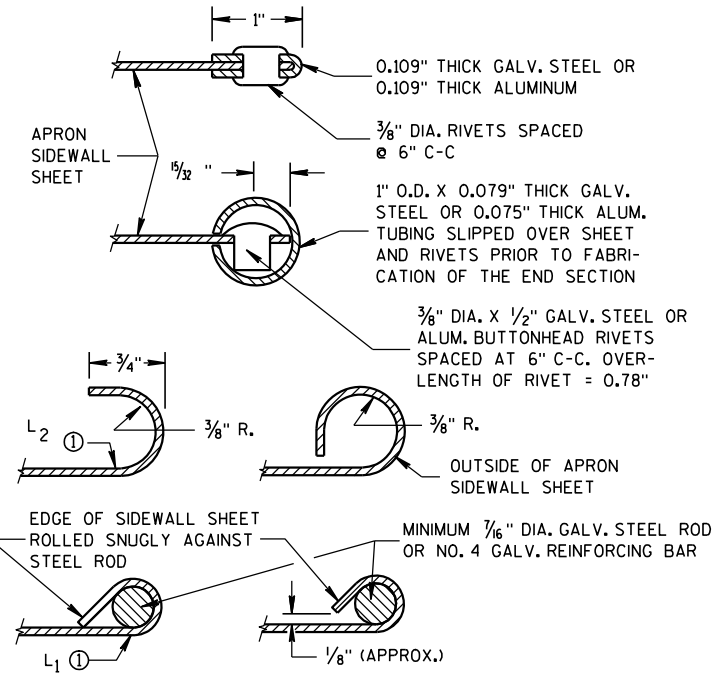
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

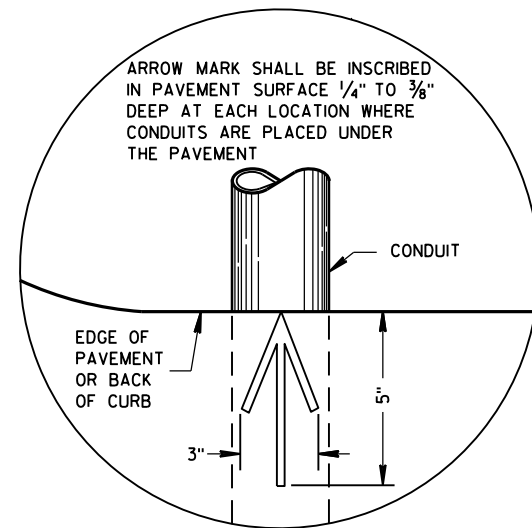
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

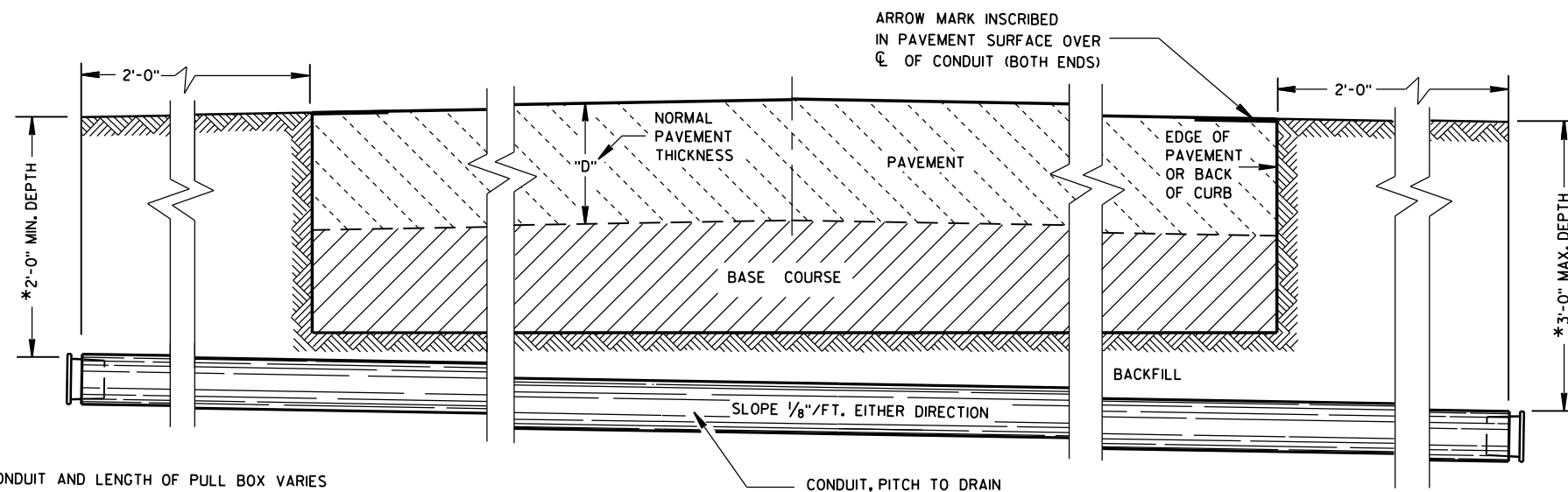
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94
DATE
/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOP 862
NEER
FHWA



PLAN VIEW
ARROW MARK



SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES
WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 863
FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

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

GENERAL NOTES

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

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

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

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

COVER SHALL BE MAGNETICALLY LOCATABLE.

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

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

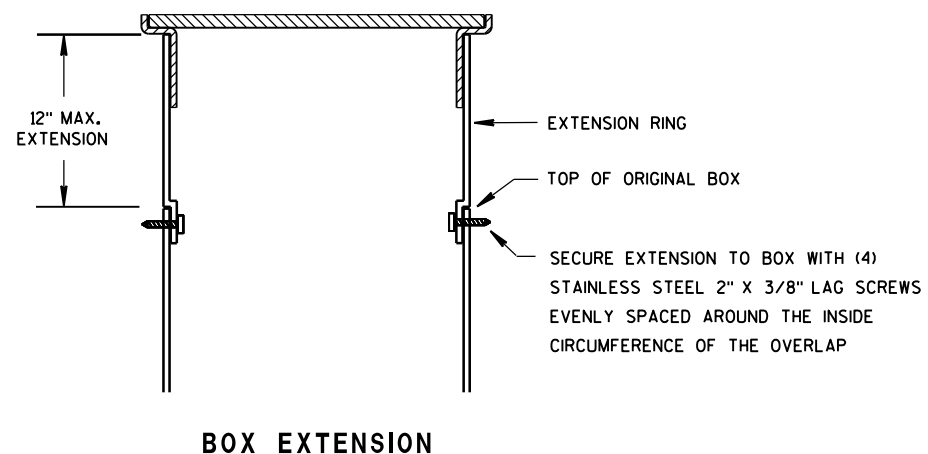
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

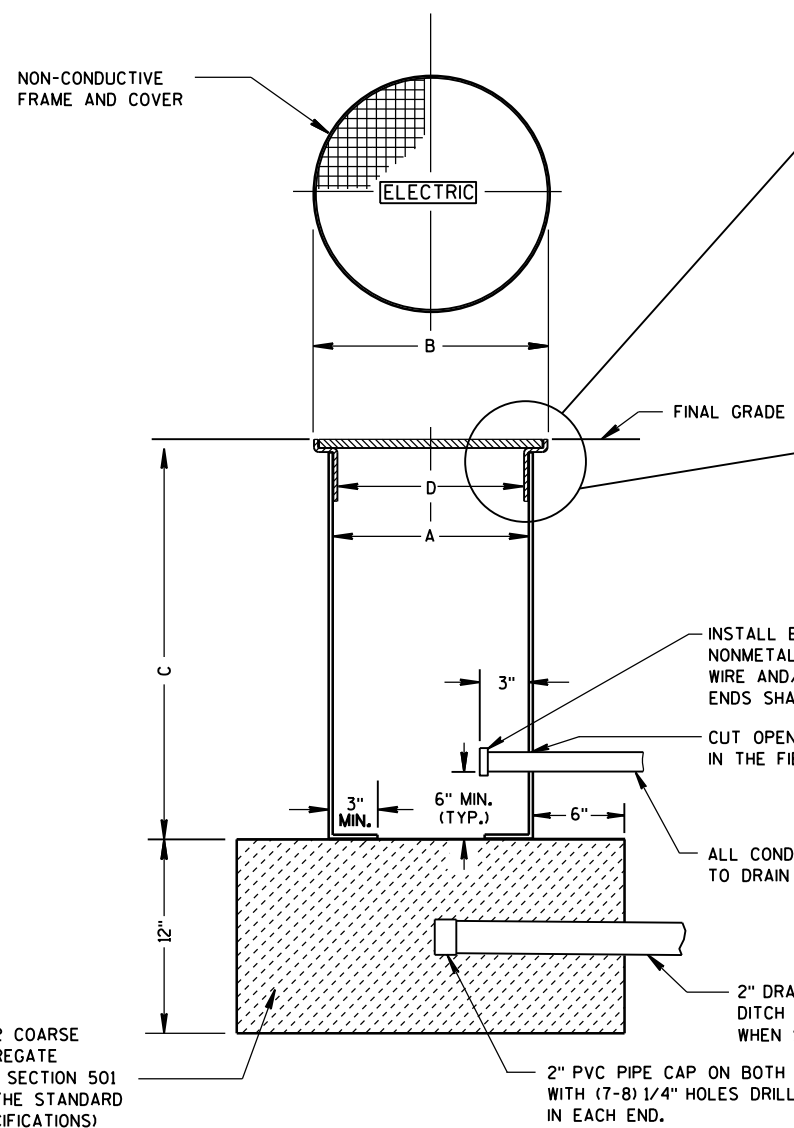
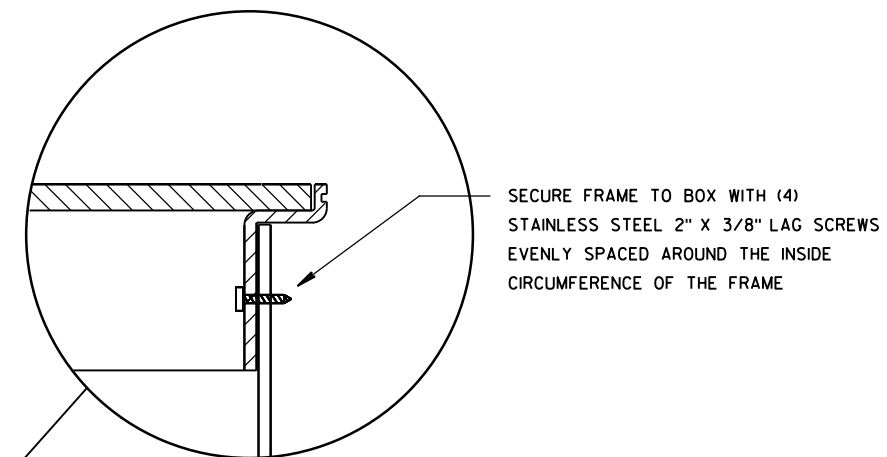
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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

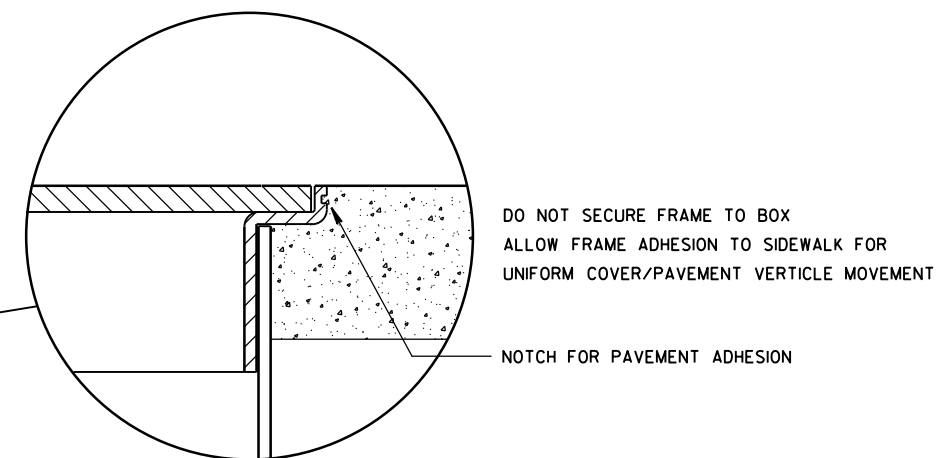
LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



NON-CONDUCTIVE PULL BOX

PULL BOX
NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

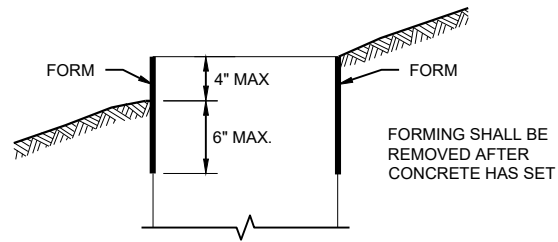
APPROVED

May 2017
DATE

FHWA

/S/ Ahmet Demirelek
STATE ELECTRICAL 864

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

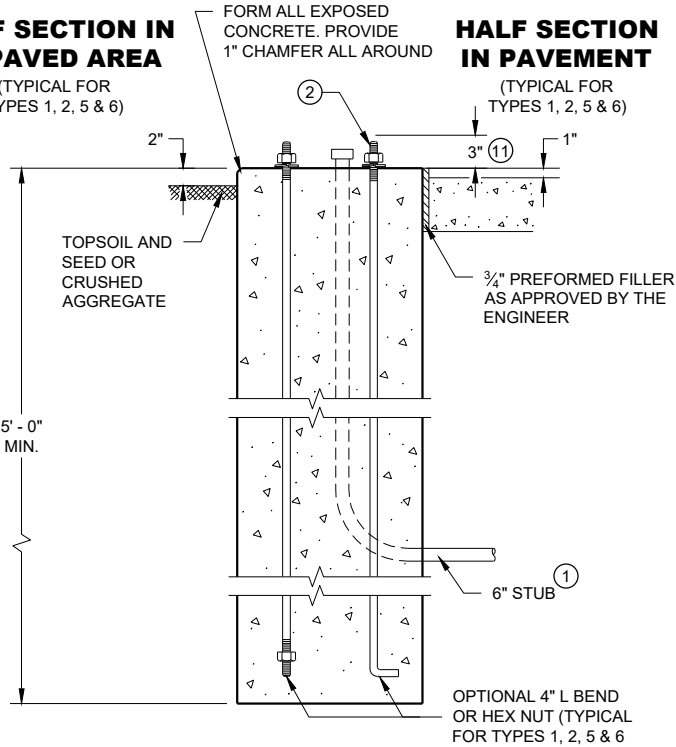
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

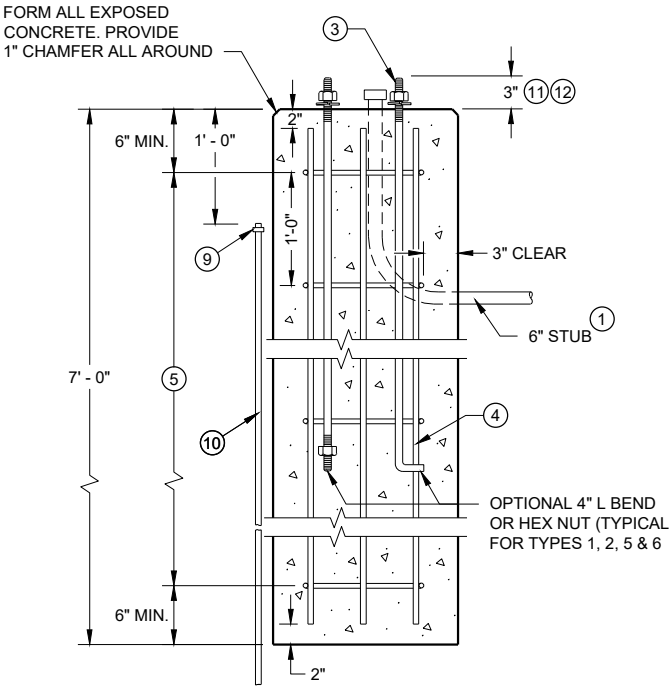
- THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.
- (4) 1" DIA. X 3' - 6" ANCHOR RODS.
- (4) 1" DIA. X 5' - 0" ANCHOR RODS.
- (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.
- (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.
- (4) 1" DIA. X 3' - 6" ANCHOR RODS.
- (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.
- (5) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.
- EXOTHERMIC CONNECTION TO EQUIPMENT GROUNDING CONDUCTOR
- 5/8" DIA. X 8' - 0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED
- ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 1/2" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- FOR NON - BREAKAWAY INSTALLATIONS, 4 1/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA

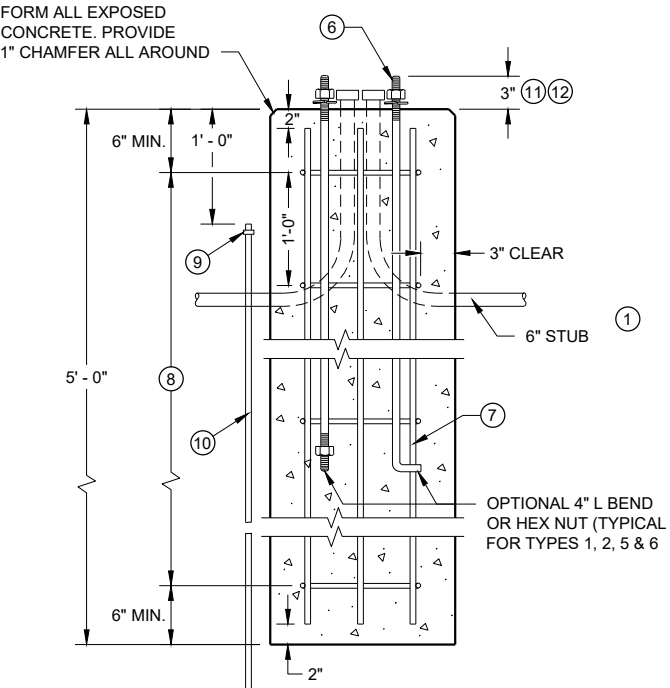


TYPE 1

HALF SECTION IN PAVEMENT



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Ahmet Demirebilek
DATE STATE ELECTRICAL ENGR 865
FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

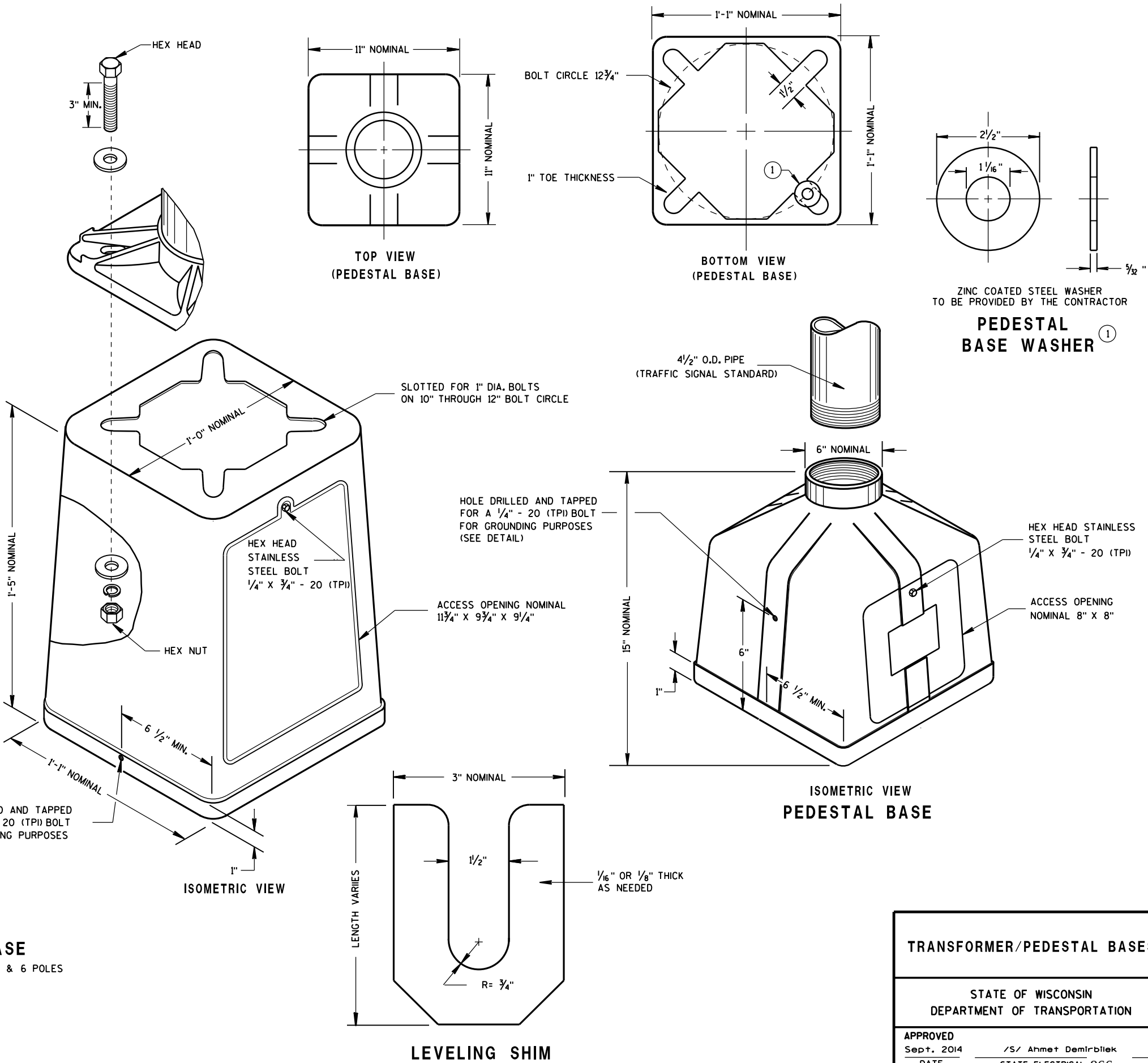
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

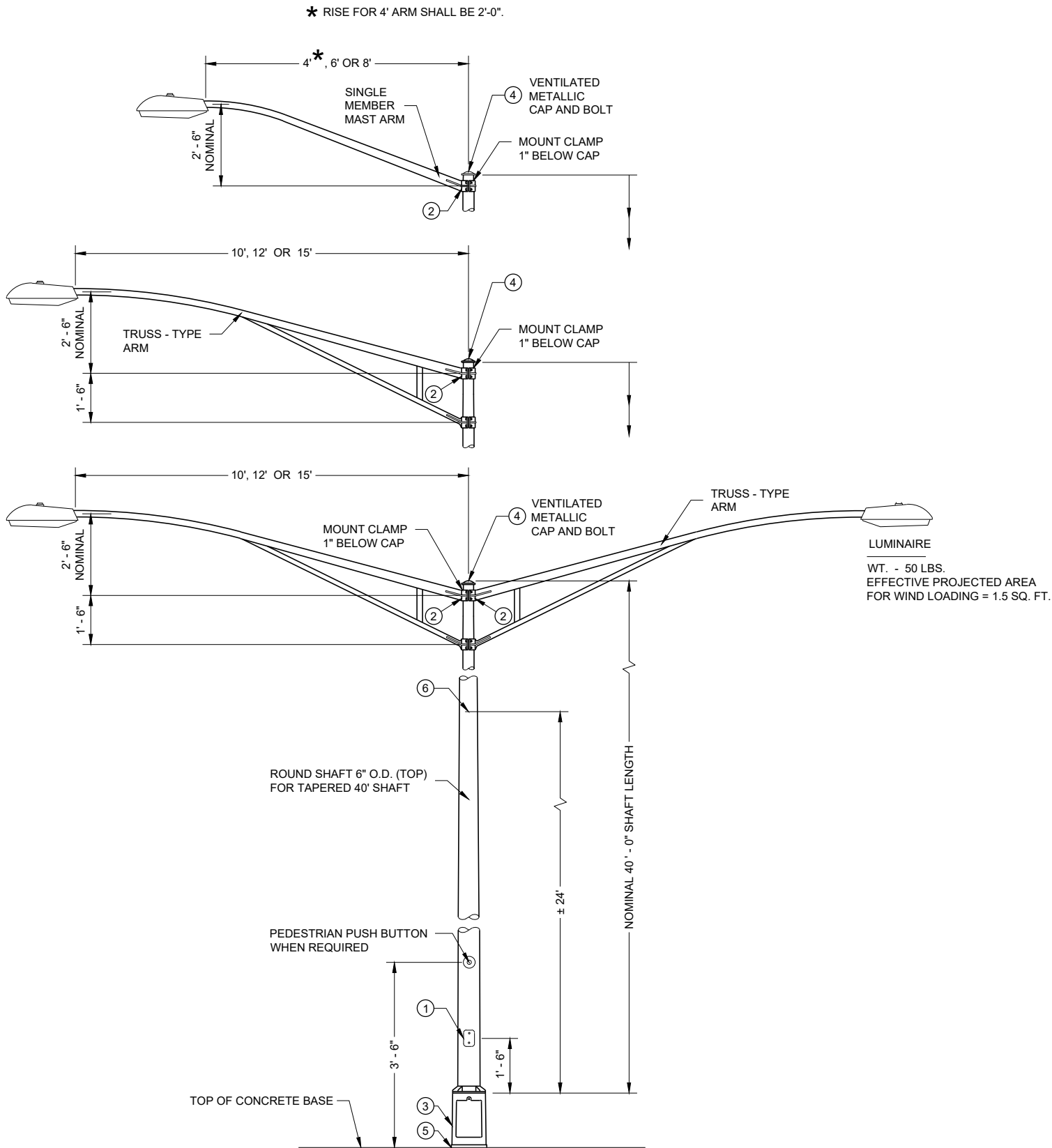
THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 866
FHWA



TYPE 17 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL LUMINAIRE POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 17 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

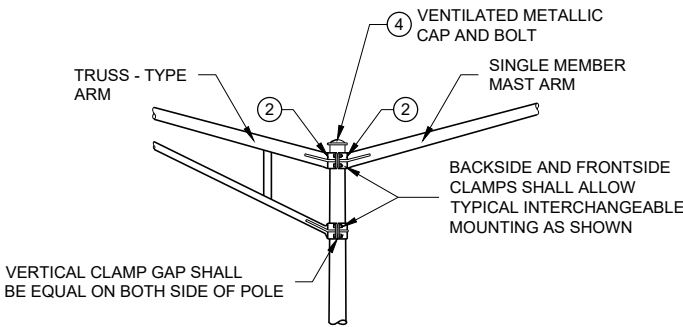
TYPE 17 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SHOE BASE SHALL BE SLOTTED TO ACCEPT A 15" BOLT CIRCLE (14" X 16" SLOT) USING 1" ANCHOR RODS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

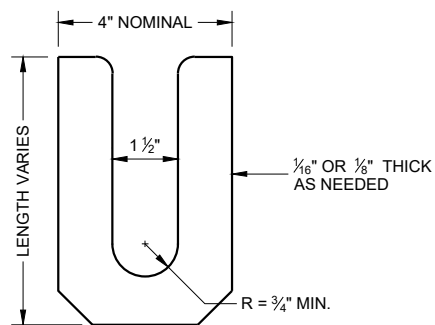
- ① 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) 1/4" X 3/4" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.
- ② GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 1/2" HOLE IN POLE SHAFT FOR WIRING.
- ③ CAST ALUMINUM FHWA APPROVED TRANSFORMER BASE WHEN REQUIRED, SHALL HAVE AN ULTIMATE STATIC LOAD STRENGTH OF AT LEAST 40,000 FT. - LBS.
- ④ FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- ⑤ SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.
- ⑥ INTERNAL DUMBELL - TYPE VIBRATION DAMPER.



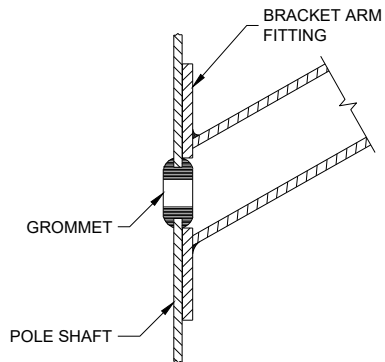
INTERCHANGEABLE MOUNTING DETAIL

**POLE MOUNTINGS FOR
LIGHTING UNITS, TYPE 17
(40 FEET)**

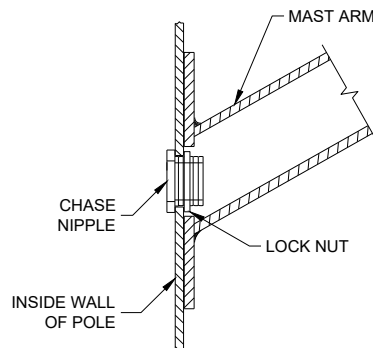
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 867



LEVELING SHIM
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



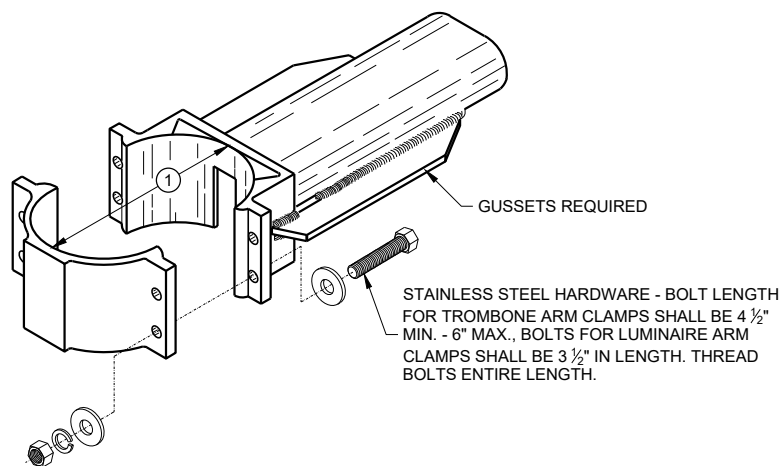
TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

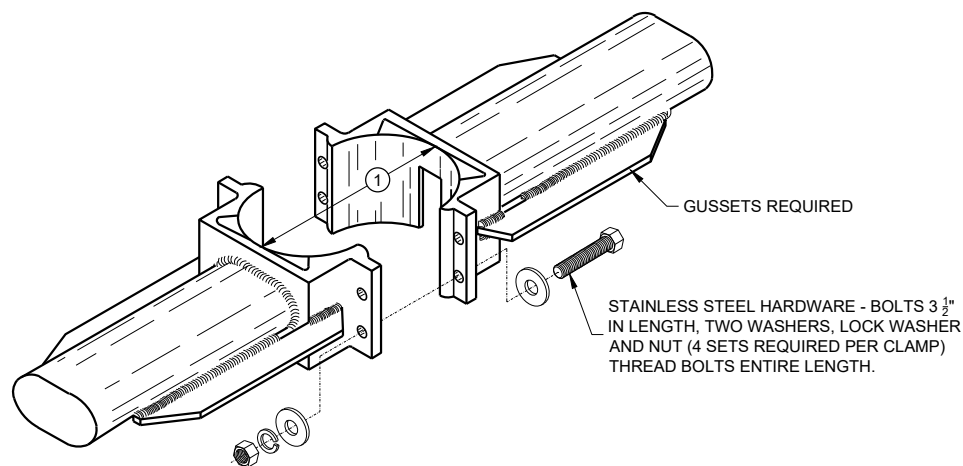
CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

- ① 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.
- ② INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)
- ③ BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.
- ④ LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

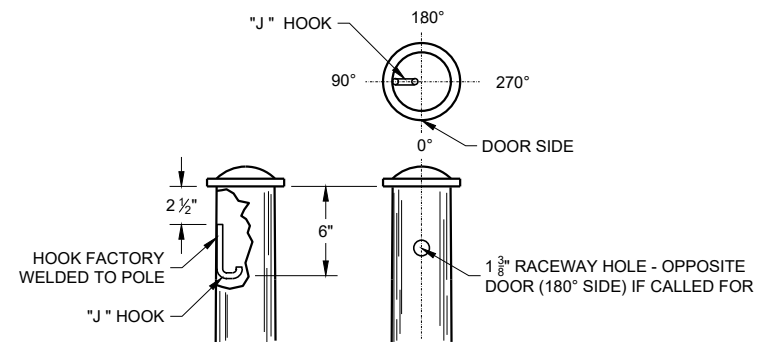
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



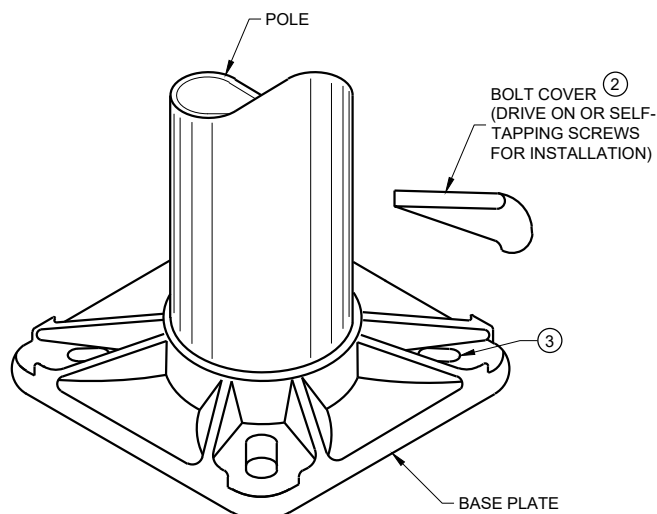
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



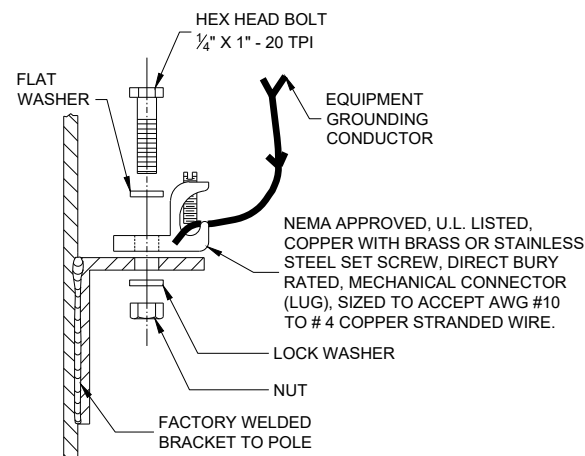
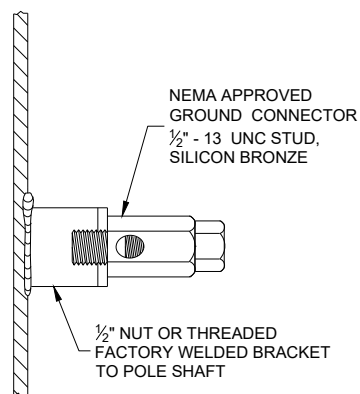
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS



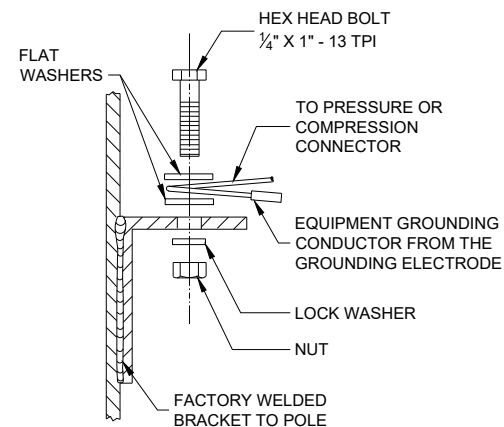
TYPICAL "J" HOOK LOCATION



BASE PLATE



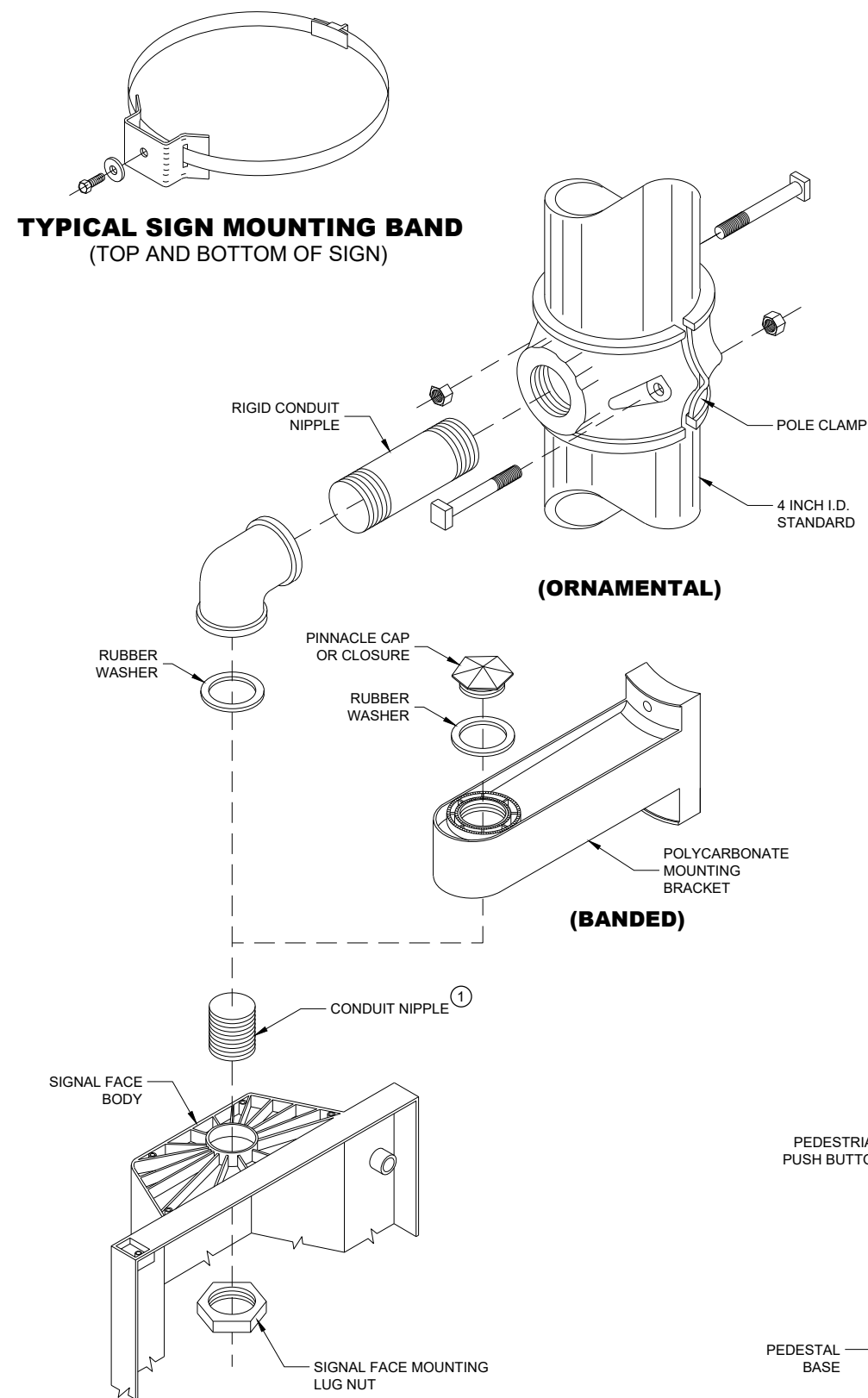
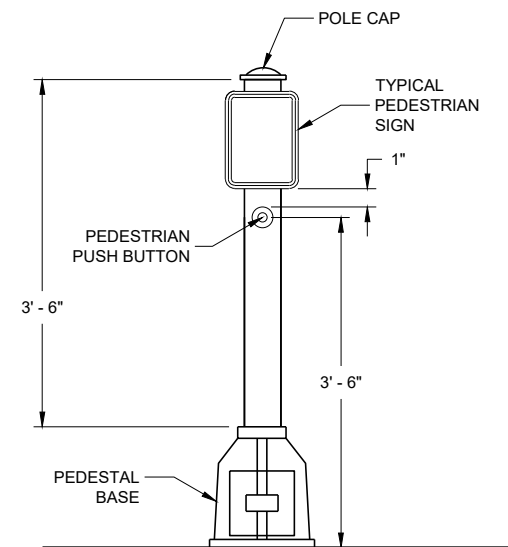
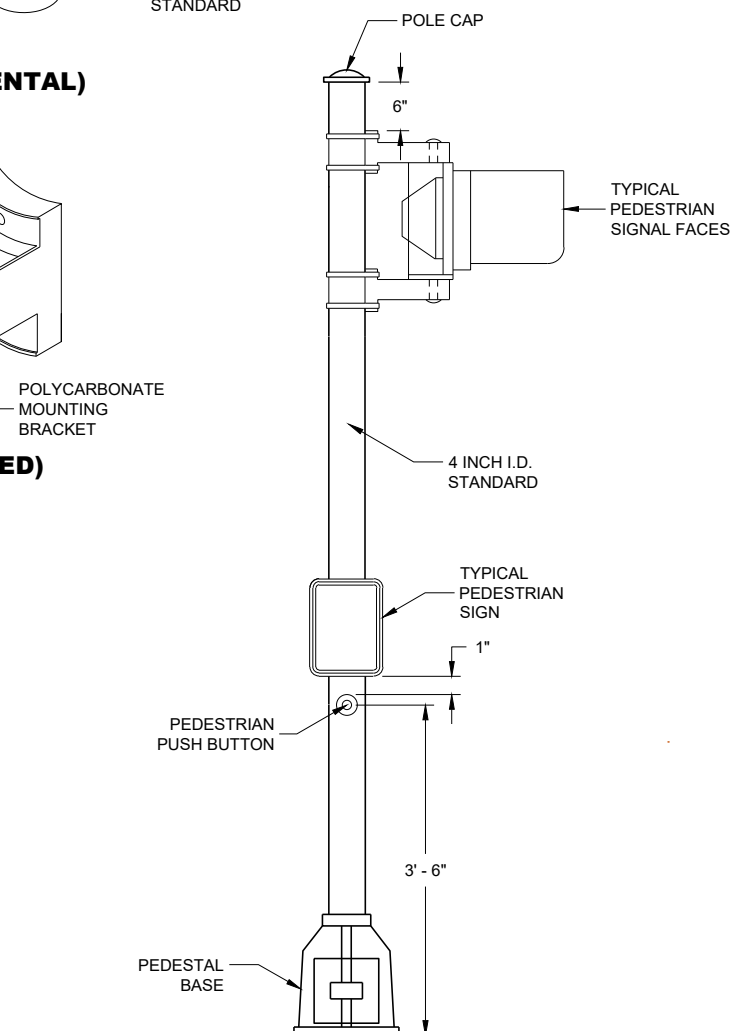
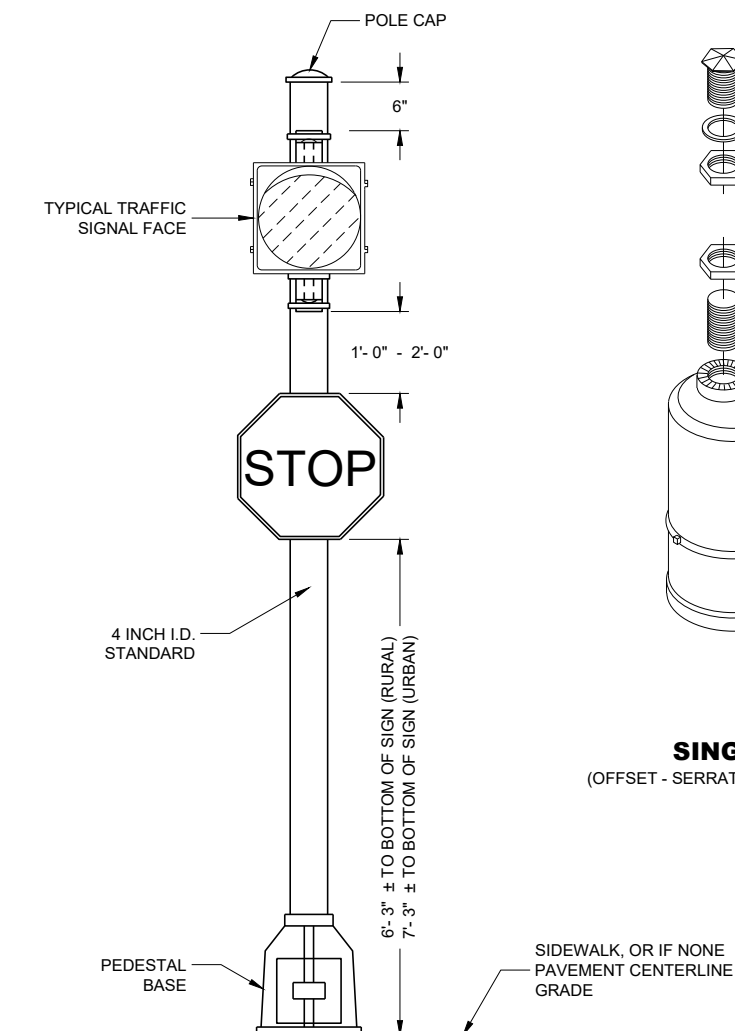
TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGI 868
FHWA

**SIGNAL FACE MOUNTING DETAILS****PEDESTRIAN PUSH BUTTON
TYPICAL MOUNTING****PEDESTRIAN FACE STANDARD - 10 FT.**
(WALK - DON'T WALK)**STANDARD FLASHER**
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED**GENERAL NOTES**

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

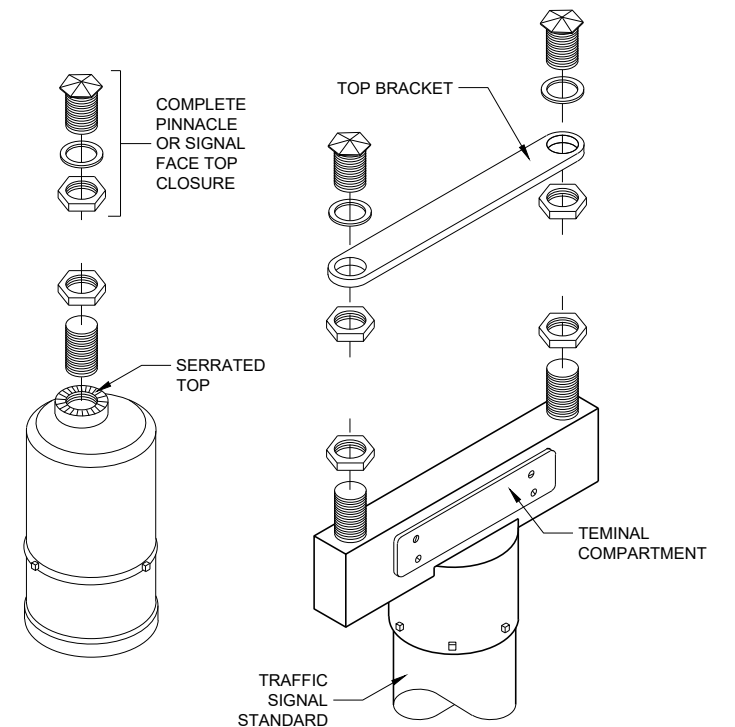
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

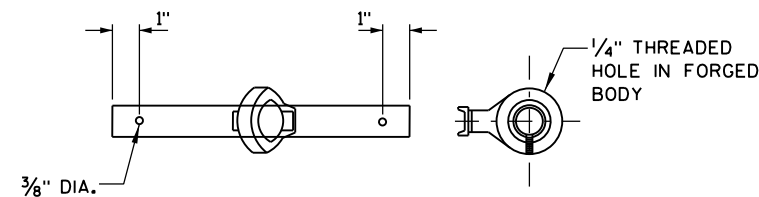
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/2" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

- ① USE 1 1/2" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 1/2" OPENING IN SIGNAL FACES AND BRACKET ENDS.

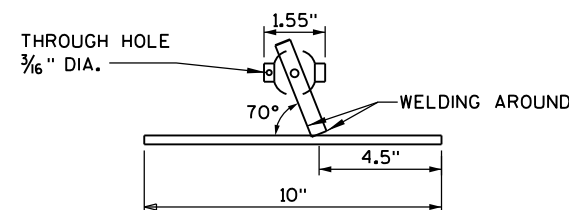
**SINGLE**
(OFFSET - SERRATED MOUNTING)**DOUBLE**
(SERRATED MOUNTING)
SLIPFITTERS**TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGI 869
FHWA

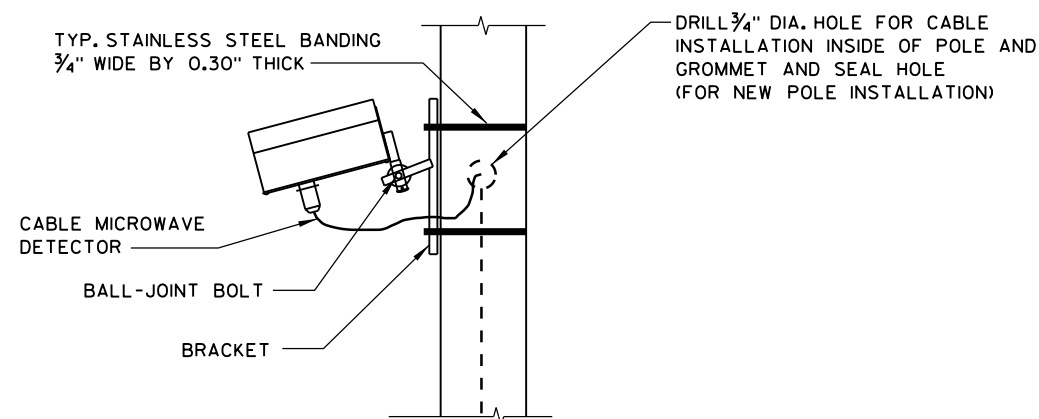


TOP VIEW

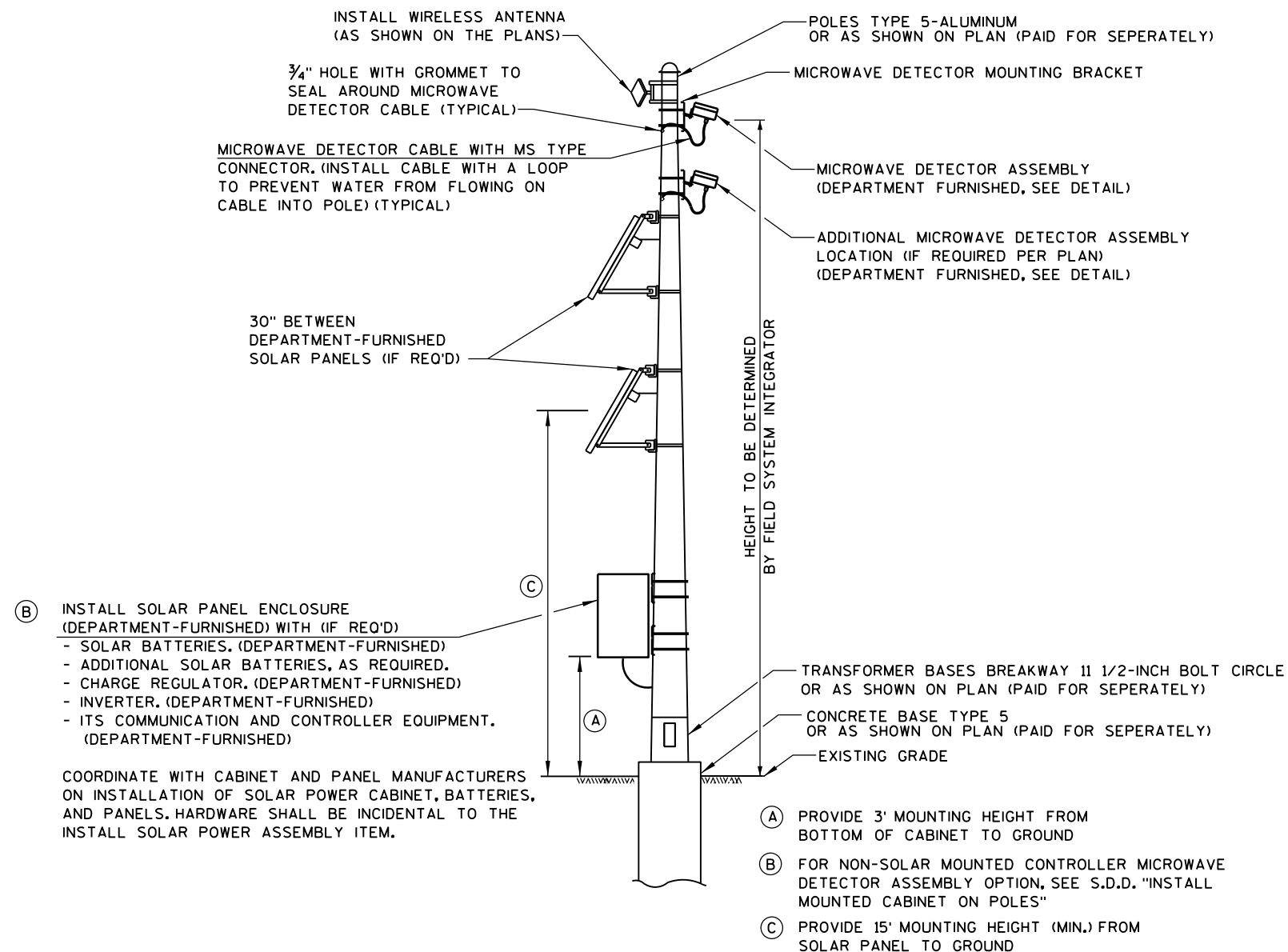


SIDE VIEW

MICROWAVE DETECTOR MOUNTING BRACKET DETAIL

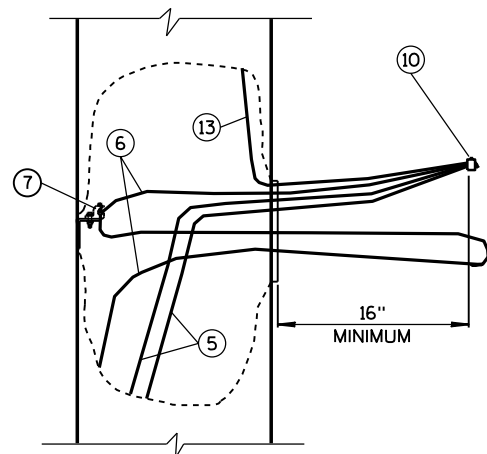


TYPICAL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY INSTALLATION DETAIL

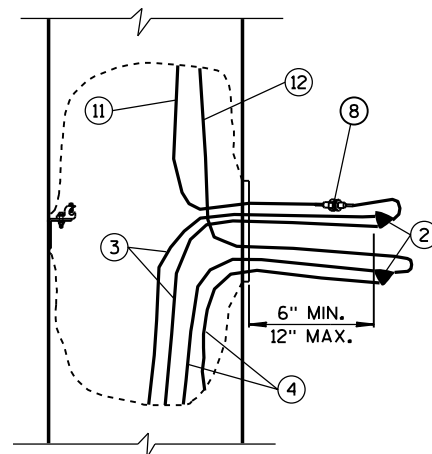


MICROWAVE DETECTOR ASSEMBLY

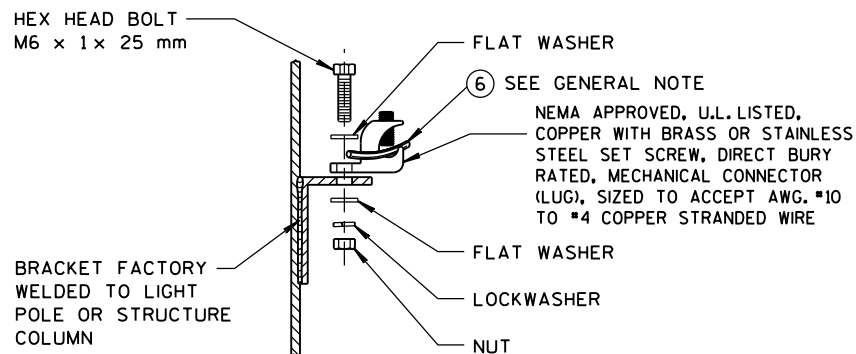
MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY INSTALLATION		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED May 2017 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL 870	
FHWA		



EQUIPMENT GROUNDING
CONDUCTOR SLACK



UNGROUND CONDUCTOR SLACK
(AND GROUNDED NEUTRAL SLACK
IN GROUNDED NEUTRAL SYSTEM)



HANDHOLE GROUNDING LUG

(NUT, BOLT, WASHERS, AND LOCK WASHERS
SHALL BE STAINLESS STEEL)

CONDUCTOR COLOR CODES

KEY	CONDUCTOR	COLOR
3	UNGROUND LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUND POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS.
WHERE THE PLANS DO NOT SHOW COLOR CODING,
USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK
AND RED FOR TWIN LUMINAIRE POLES.



1 POLE (1P)



2 POLE (2P)

FUSE ASSEMBLIES

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE
APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

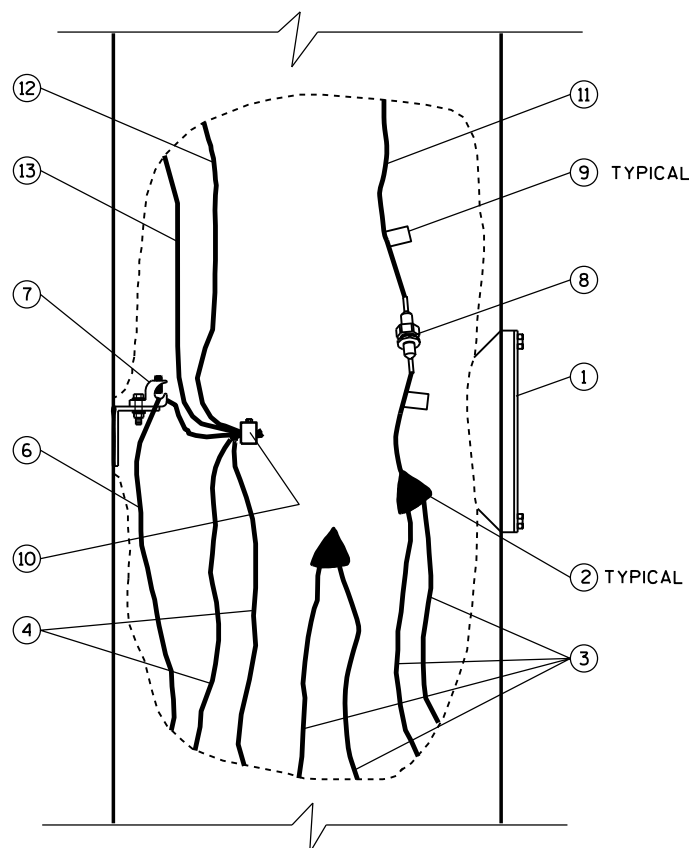
THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT
SPICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING
LUG TO THE CONNECTOR.

THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE.
THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES
ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE,
BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

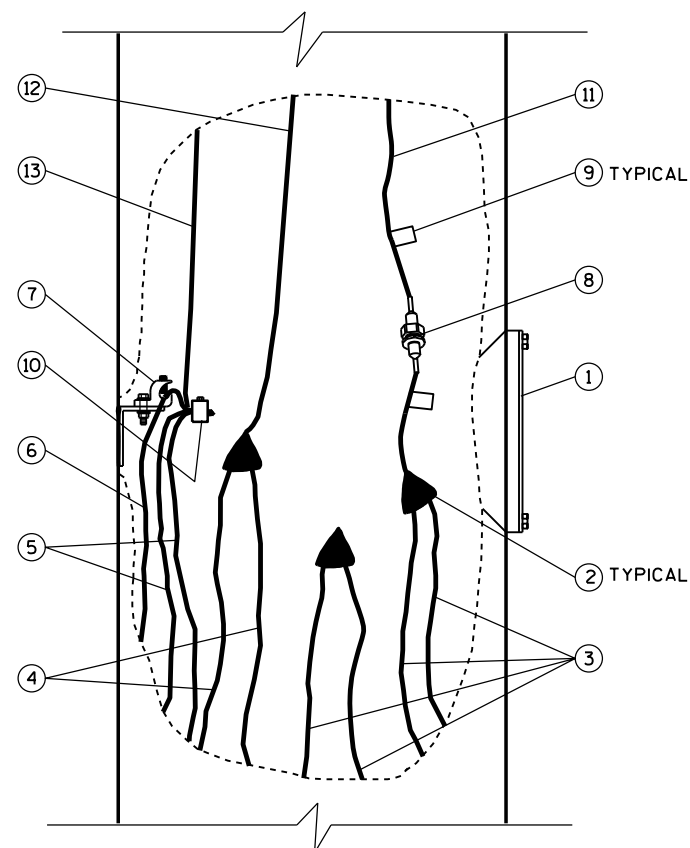
IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE,
WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL
PROVISIONS.

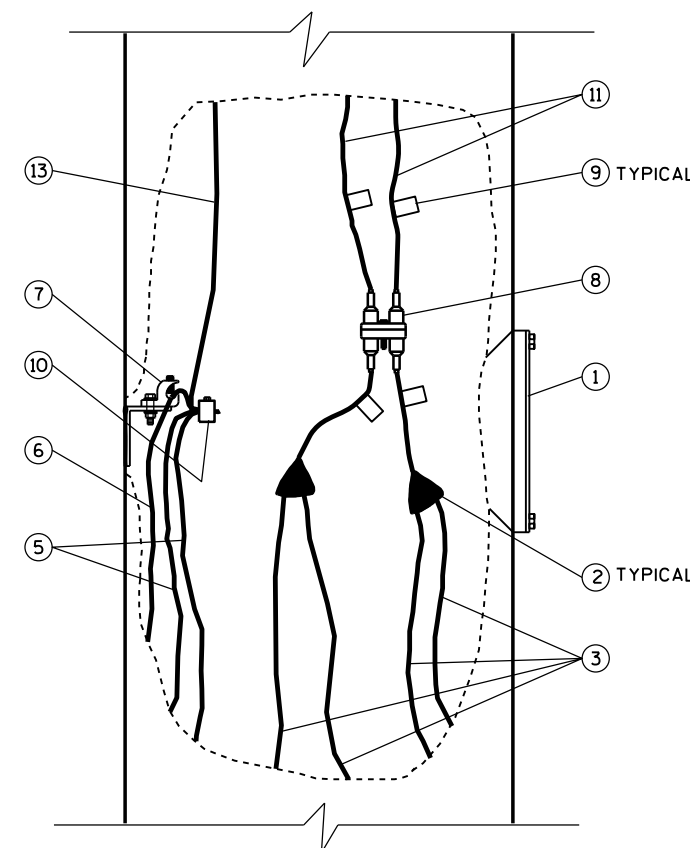
TYPICAL CONDUCTOR SLACK AT HANDHOLES



CUTAWAY HANDHOLE DETAIL
GROUNDED NEUTRAL SYSTEMS
1-φ



CUTAWAY HANDHOLE DETAIL
ISOLATED NEUTRAL SYSTEMS
1-φ SHOWN; 3-φ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL
PHASE-TO-PHASE SYSTEMS
1-φ SHOWN; 3-φ DELTA SIMILAR
(SEE GENERAL NOTE)

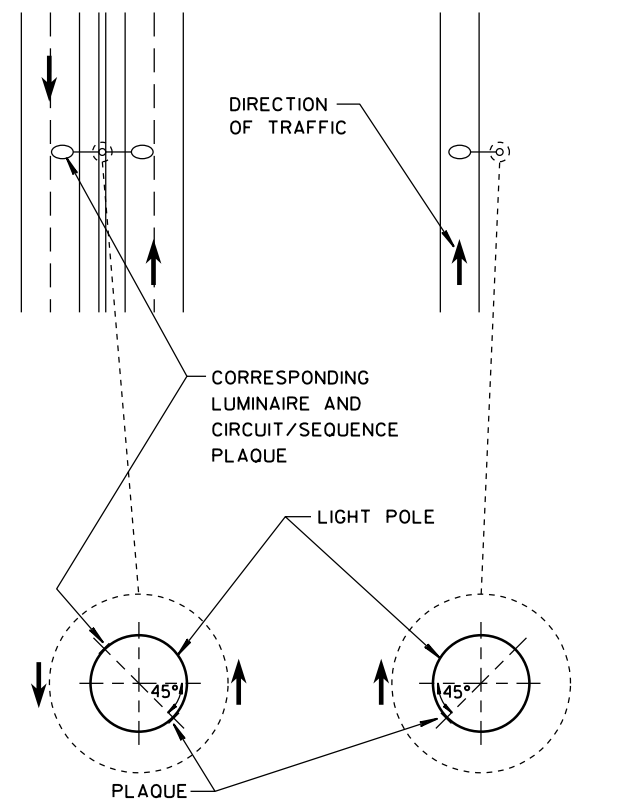
- HANDHOLE AND COVER
- INSULATED SPLICE
- UNGROUND LINE WIRE
- GROUNDED LINE WIRE
- SYSTEM GROUNDING LINE WIRE
- GROUNDING ELECTRODE CONDUCTOR
- HANDHOLE GROUNDING LUG
- FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
- CIRCUIT TAG (SEE GENERAL NOTE)
- REVERSIBLE PRESSURE OR COMPRESSION
GROUNDING CONNECTOR (NOT INSULATED)
- UNGROUND POLE WIRE
- GROUNDED POLE WIRE
- EQUIPMENT GROUNDING POLE WIRE

ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 871
FHWA

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR
DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.



MEDIAN POLE SINGLE ARM POLE

LOCATION OF LIGHT POLE
CIRCUIT/SEQUENCE PLAQUE

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS;
FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

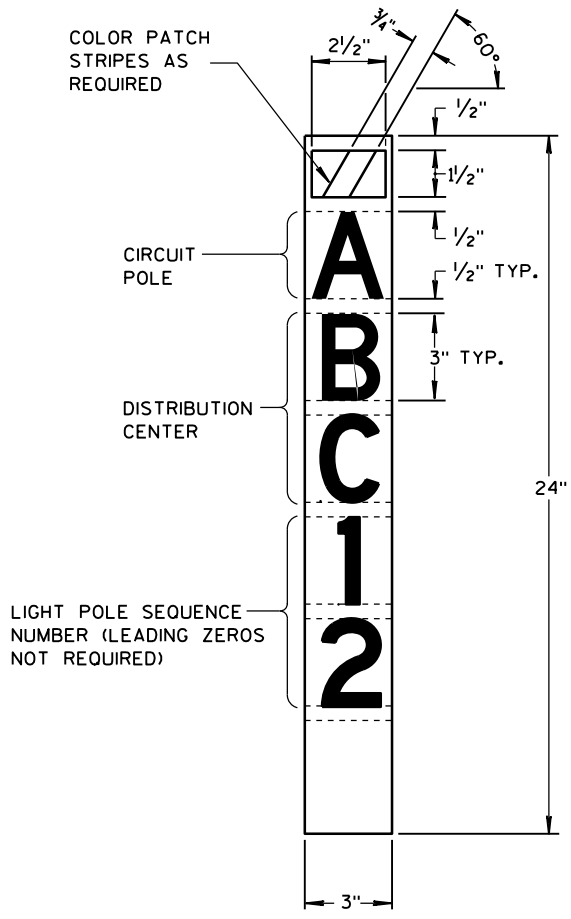
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS AND LED LUMINAIRES

HPS	LED	COLOR PATCH CODE
1000 WATT		NO PATCH
400 WATT	CATEGORY D	ORANGE
310 WATT		BLUE
250 WATT	CATEGORY C	ORANGE WITH WHITE STRIPE
200 WATT		RED
150 WATT	CATEGORY B	GREEN
100 WATT	CATEGORY A	BROWN
70 WATT	CATEGORY UDL	BROWN WITH WHITE STRIPE



LIGHT POLE CIRCUIT/SEQUENCE
PLAQUE

IDENTIFICATION PLAQUES
LIGHT POLES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 872
FHWA

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING, SDD10A01.

USE TIME DELAY FUSE PER LUMINAIRE MANUFACTURER RECOMMENDATION.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLD GROUNDING LUG TO THE CONNECTOR.

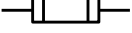
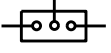
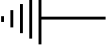
WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

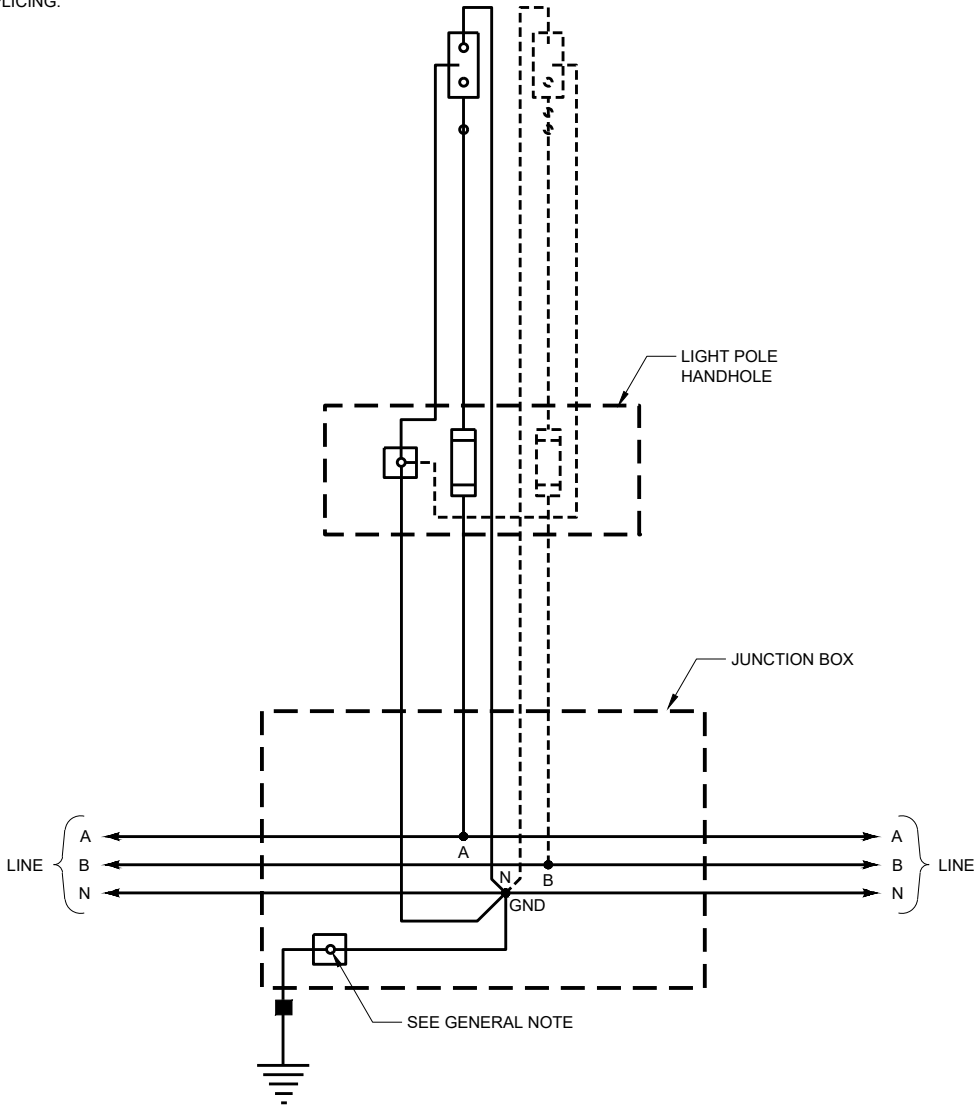
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

WIRE SIZE FROM THE JUNCTION BOX TO THE POLE HANDHOLE SHALL EQUAL THE SIZE OF THE POLE WIRE.

THE INTENT OF JUNCTION BOX SPLICES AS SHOWN IN THIS DETAIL IS FOR LIGHTING SYSTEMS WITH HEAVY LINE WIRE TOO LARGE TO PULL THROUGH THE CONDUIT INTO THE POLE HANDHOLE, DUE TO CONDUIT FILL REQUIREMENTS OF N.E.C. AND / OR THE STIFFNESS OF THE WIRE COMPARED TO THE NUMBER OF BENDS IN THE CONDUIT. IN CASES WHERE LINE WIRE IS LIGHTER, SUCH AS SMALL ER SYSTEMS OR TOWARD THE FURTHEST END OF A LARGER SYSTEM PULL THE LINE WIRE INTO THE POLE HANDHOLE FOR SPLICING.

LEGEND

A,B,X,Y,Z	UNGROUND CIRCUI CONDUCTORS
N	GROUND CIRCUI CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
ϕ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD

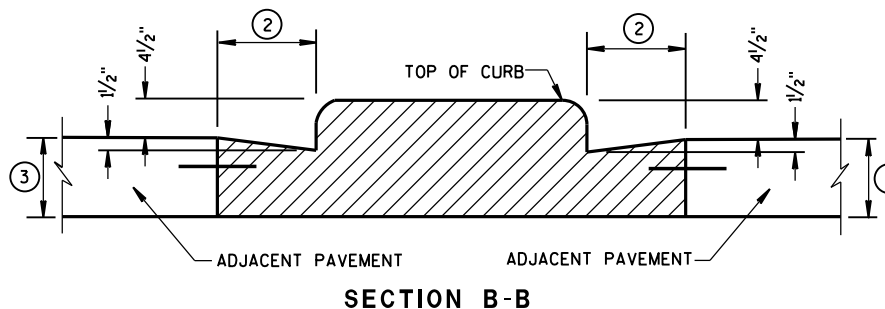
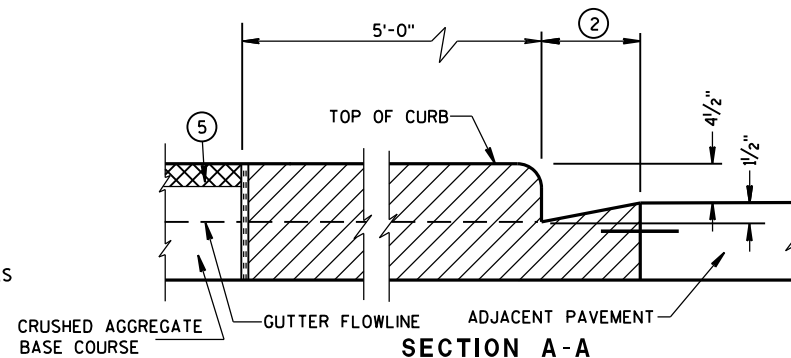
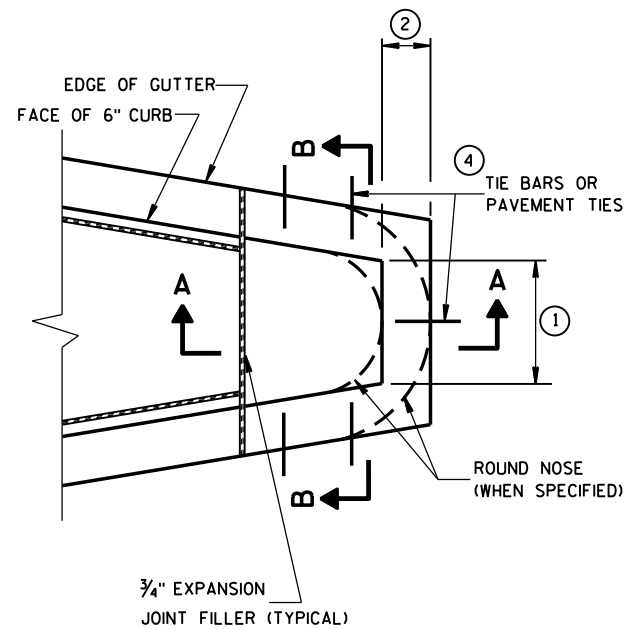
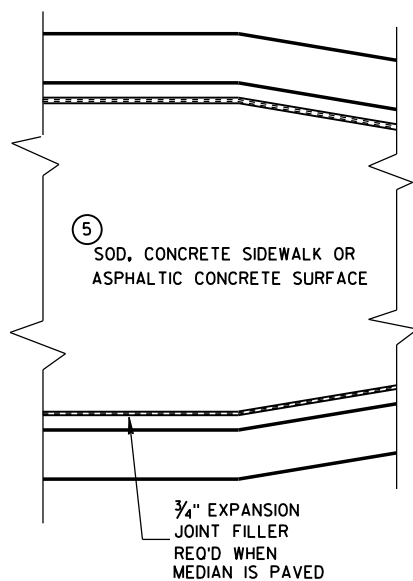


TYPICAL WIRING DIAGRAM
GROUND NEUTRAL SYSTEM
1 - ϕ 240 / 480VAC 3 WIRE OR 480VAC 2 WIRE

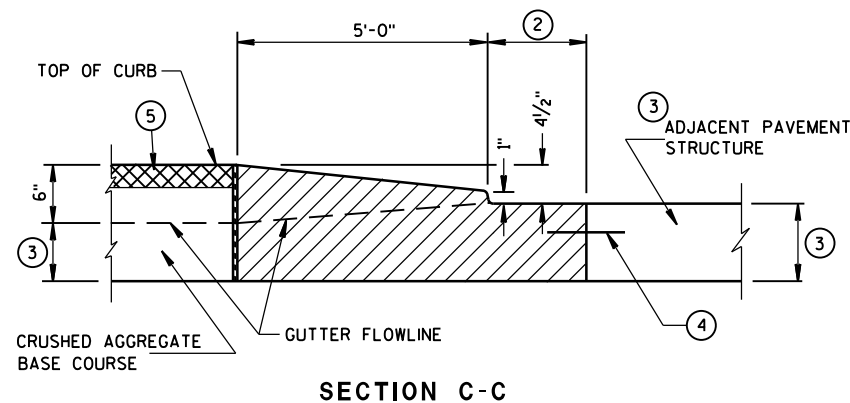
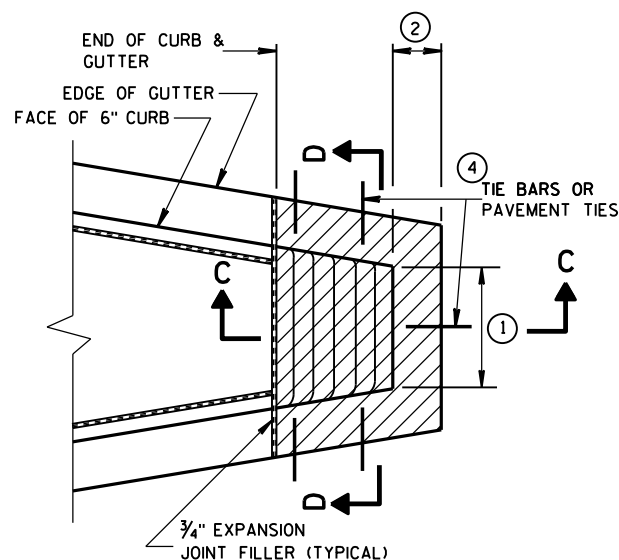
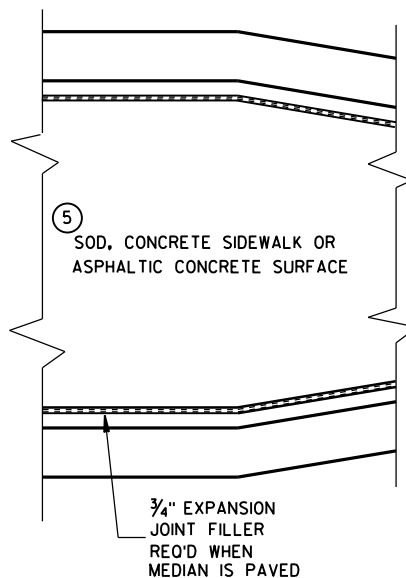
ELECTRICAL DETAILS
MEDIAN MOUNT LIGHT POLES
GROUND NEUTRAL SYSTEMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

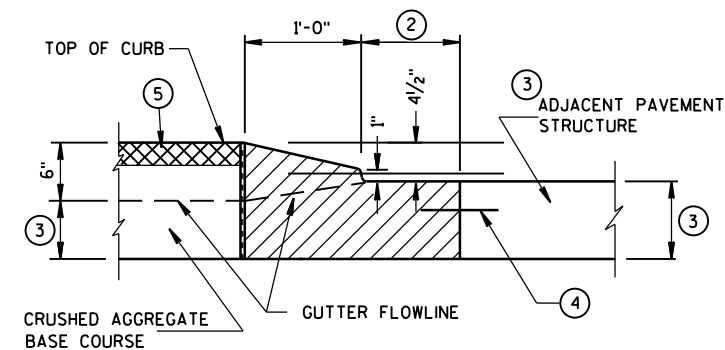
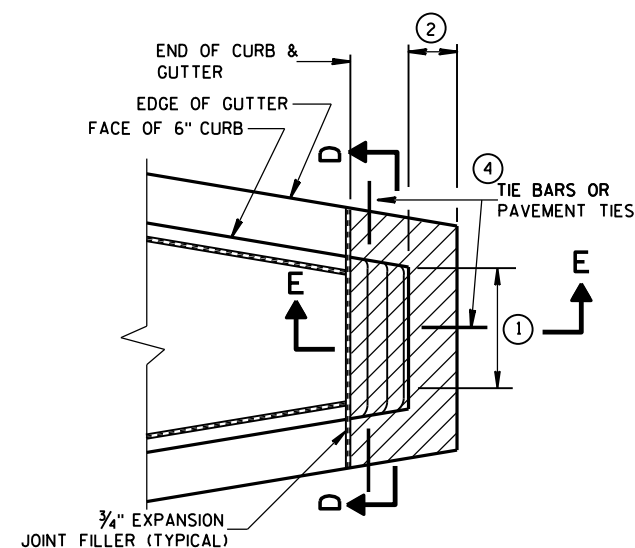
APPROVED
November 2018 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGI 873
FHWA



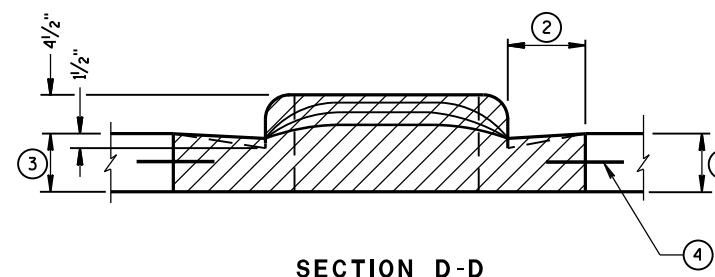
CONCRETE MEDIAN BLUNT NOSE DETAIL



CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



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 SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
- ② WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
- ③ DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
 - (1) NEW OR EXISTING CONCRETE PAVEMENT.
 - (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
 - (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

- ④ TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

- ⑤ SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006

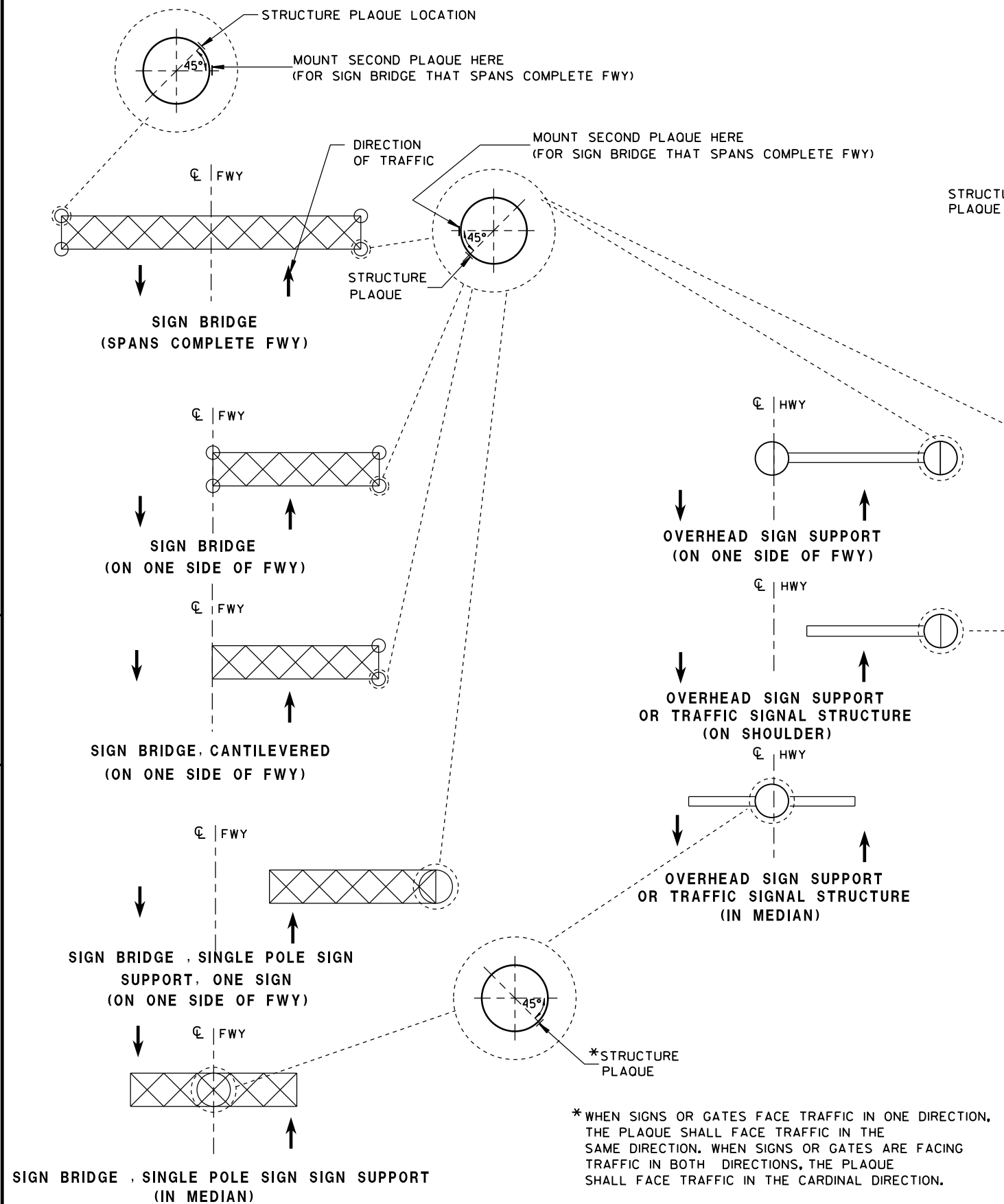
DATE

FHWA

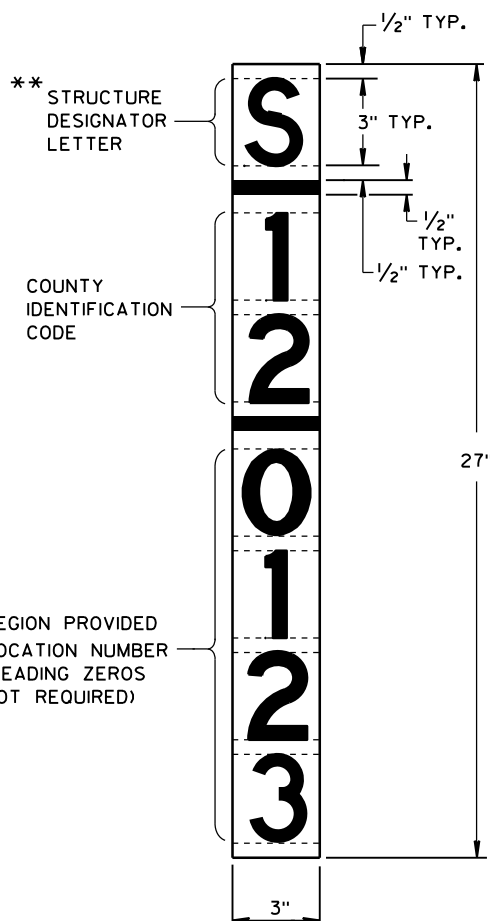
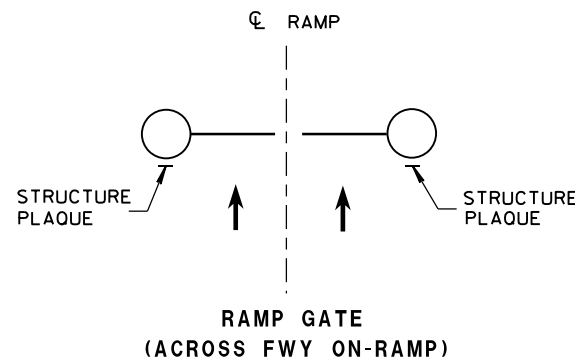
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

874

VT



LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS;
FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

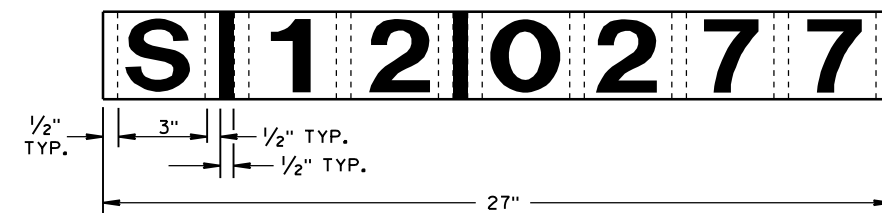
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

STRUCTURE IDENTIFICATION PLAQUES,
RAMP GATES, SIGN BRIDGES, OVERHEAD
SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/4/2012

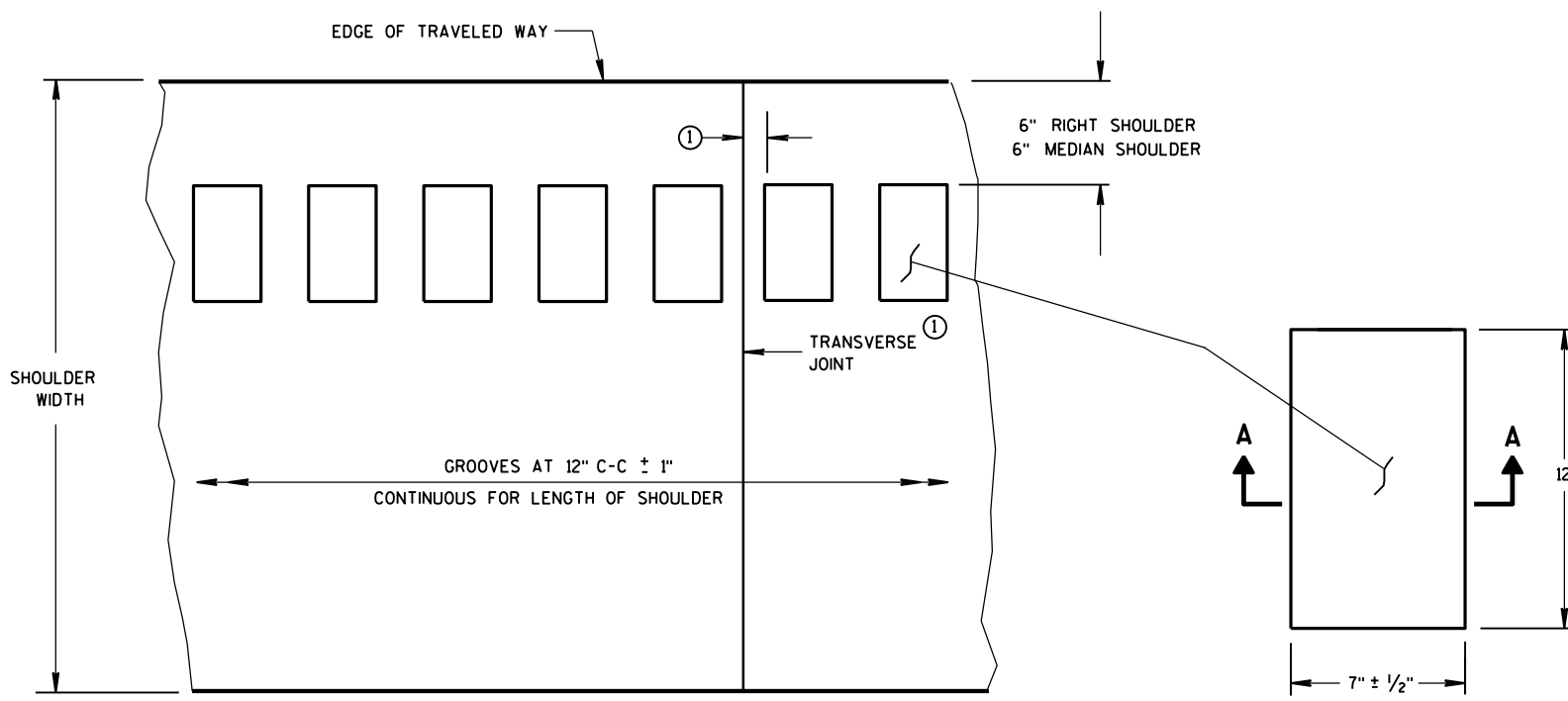
DATE

FHWA

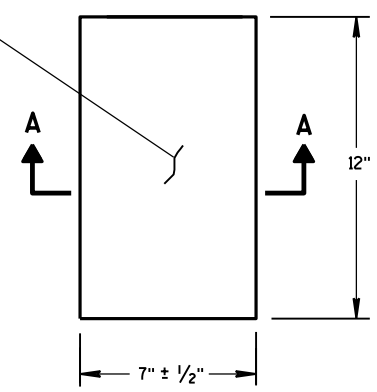
/S/ Travis Feltes

STATE TRAFFIC ENGINE 875

SIGN



PLAN VIEW
SHOULDER WITH GROOVES



PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

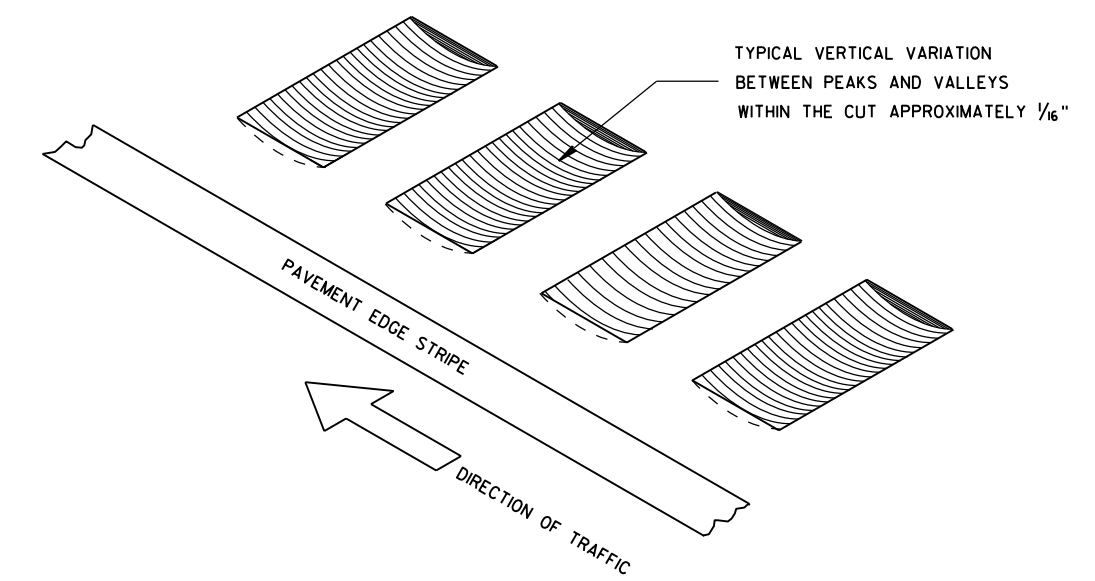
GENERAL NOTES

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

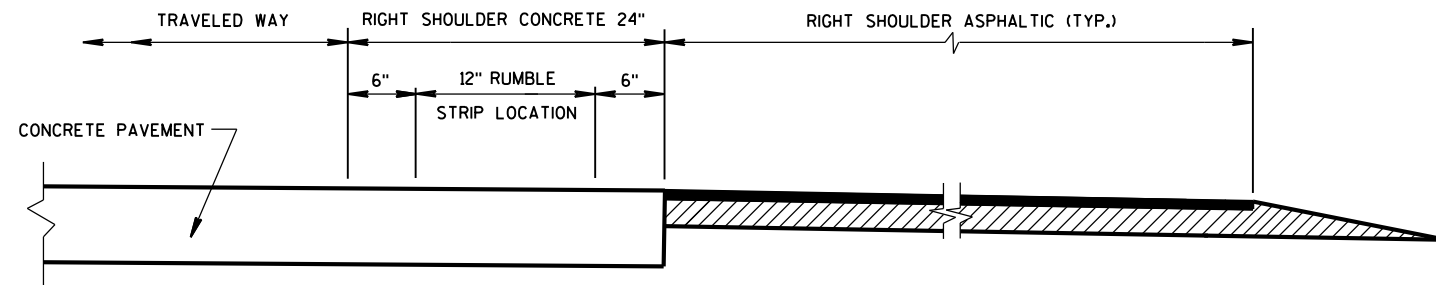
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

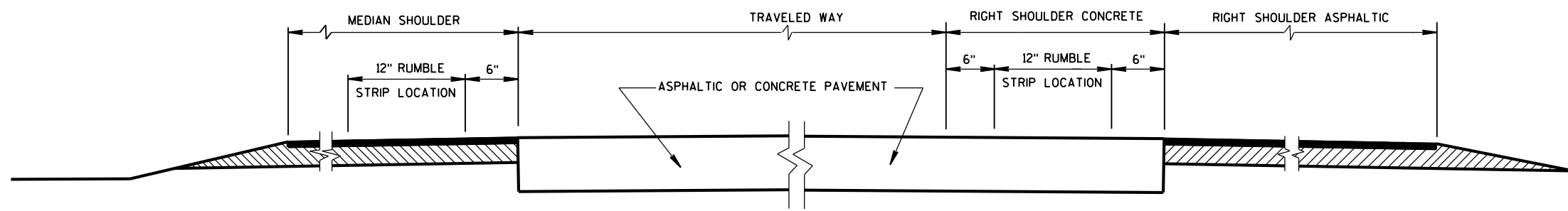
① CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



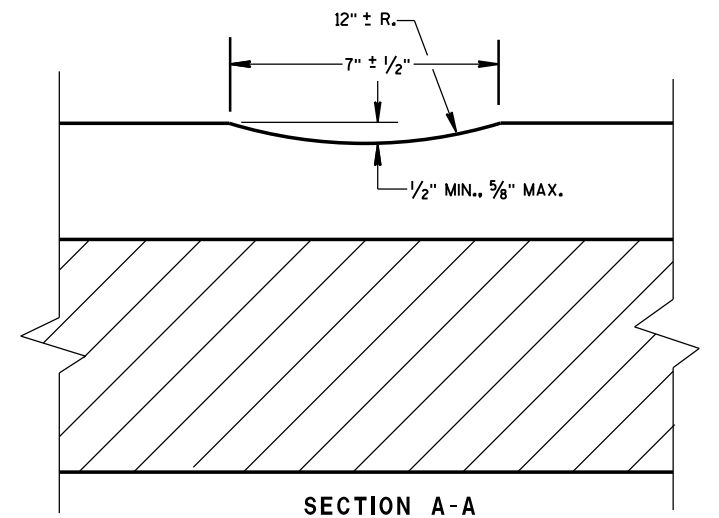
ISOMETRIC



SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



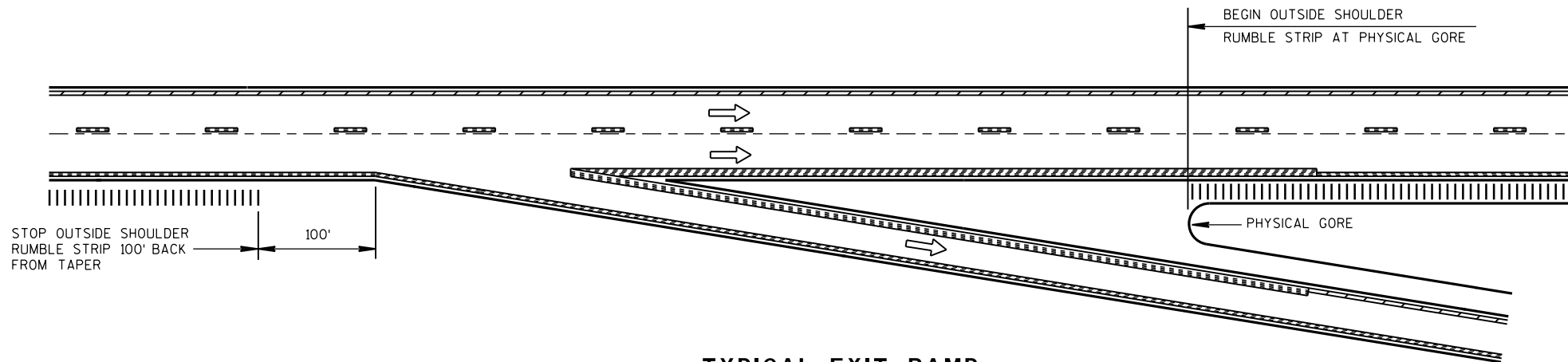
SECTION VIEW
TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS
IN RURAL DIVIDED HIGHWAYS
(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP,
MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 876



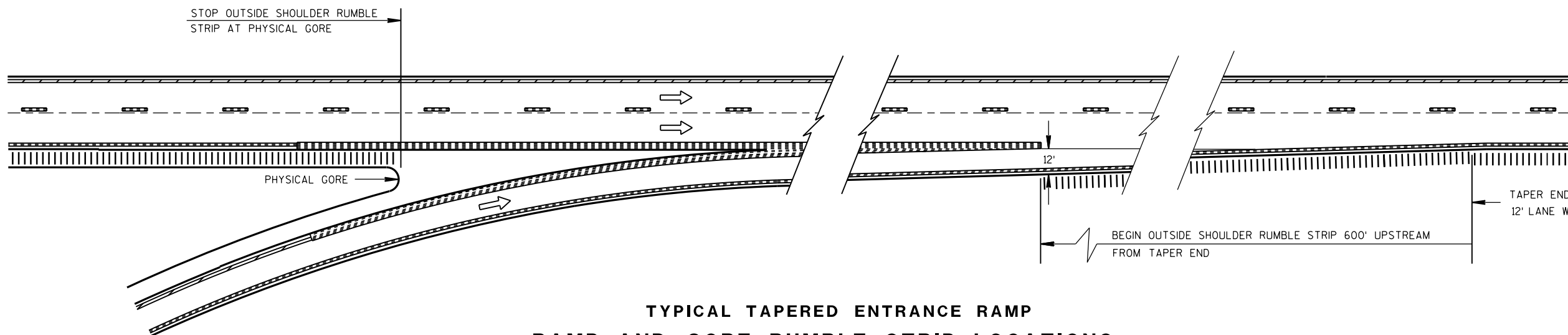
TYPICAL EXIT RAMP

NOTES:

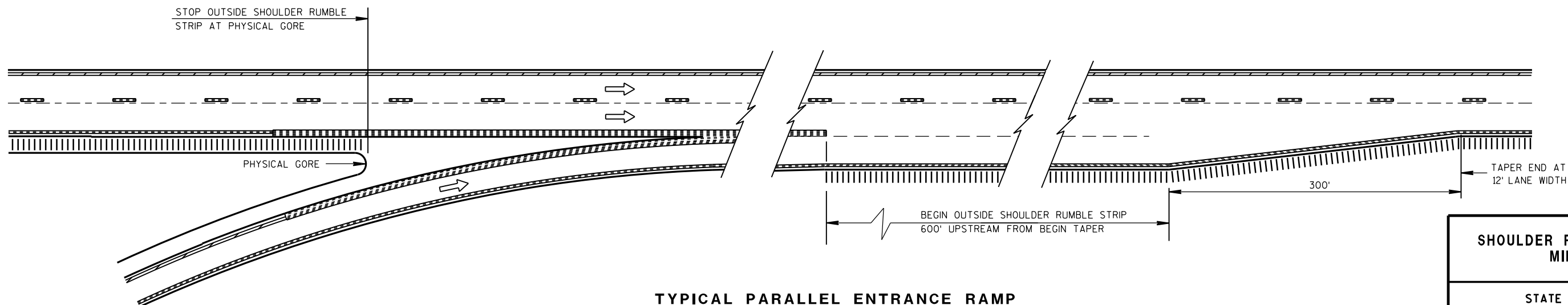
NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (→)
SHOWS DIRECTION OF TRAVEL



**TYPICAL TAPERED ENTRANCE RAMP
RAMP AND GORE RUMBLE STRIP LOCATIONS**

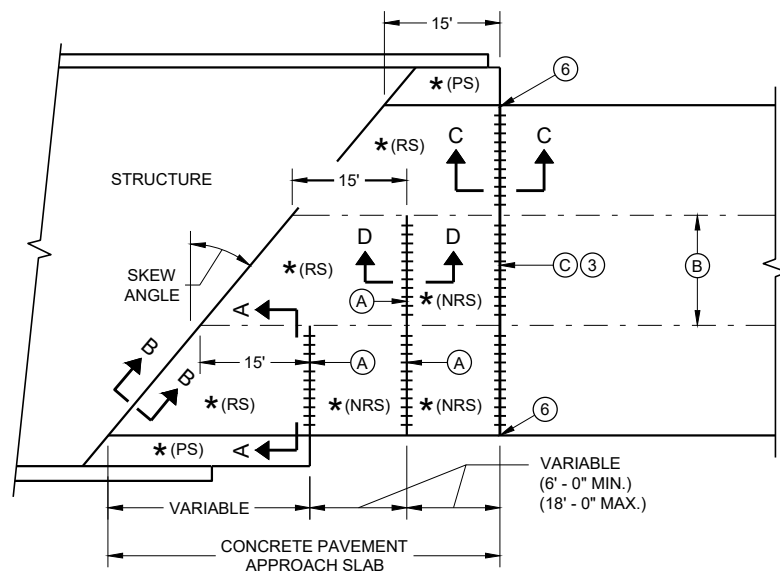


**TYPICAL PARALLEL ENTRANCE RAMP
RAMP AND GORE RUMBLE STRIP LOCATIONS**

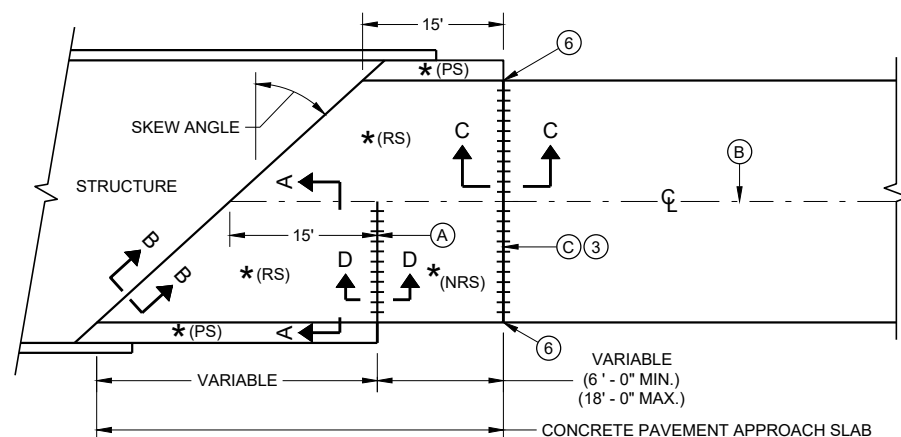
**SHOULDER RUMBLE STRIP,
MILLING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

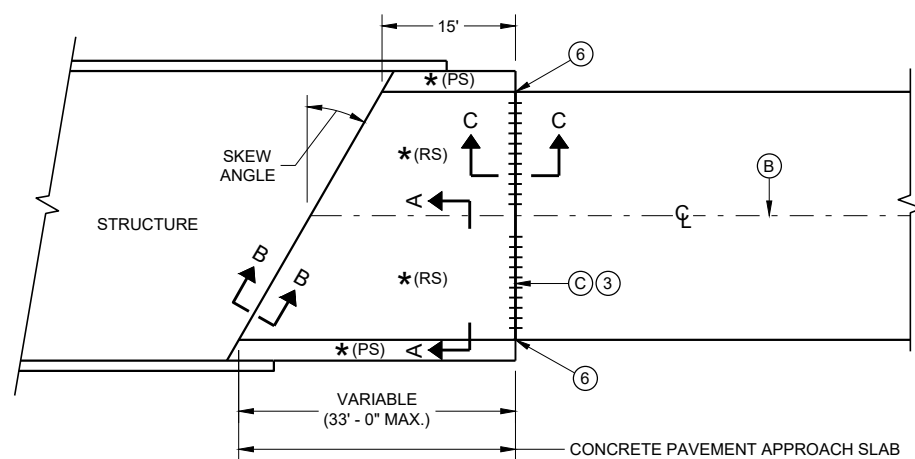
APPROVED
12/17/2012
DATE
/S/ Jerry H. Zoag
ROADWAY STANDARDS 877 ENT
ENGINEER
FHWA



**SKewed APPROACH
(PAVEMENT MORE THAN TWO LANES)**



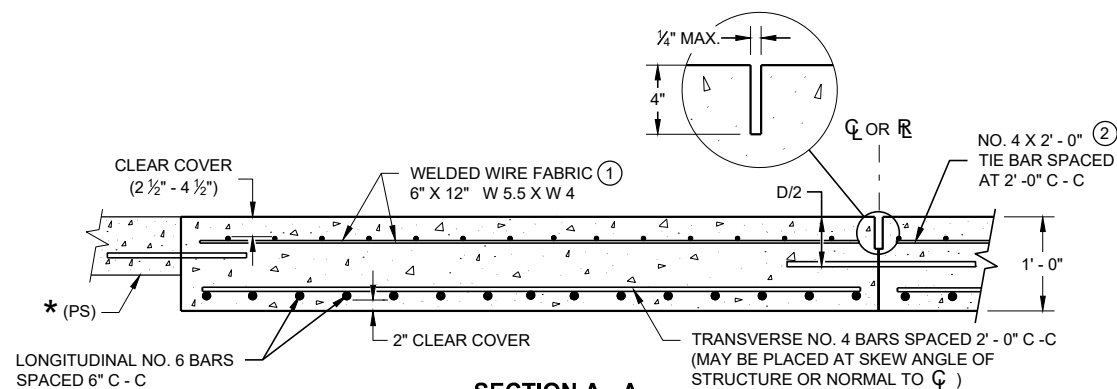
**SKews > 20°
(PAVEMENT WIDTH ≤ 30')**



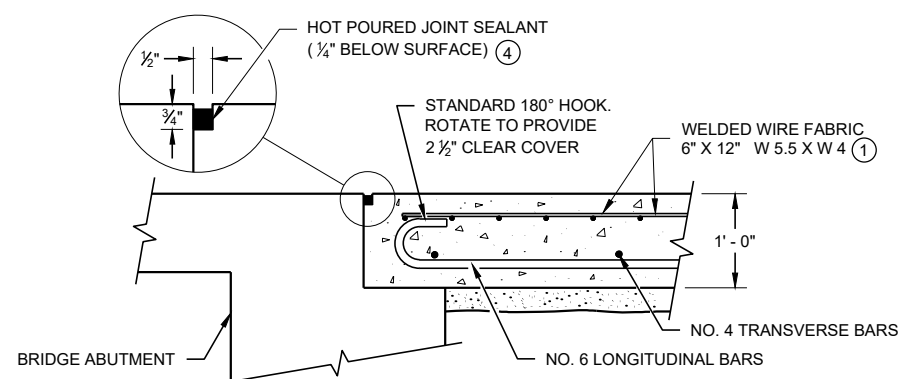
**SKews ≤ 20°
(PAVEMENT WIDTH ≤ 30')**

APPROACH SLAB AND ADJACENT PAVEMENT

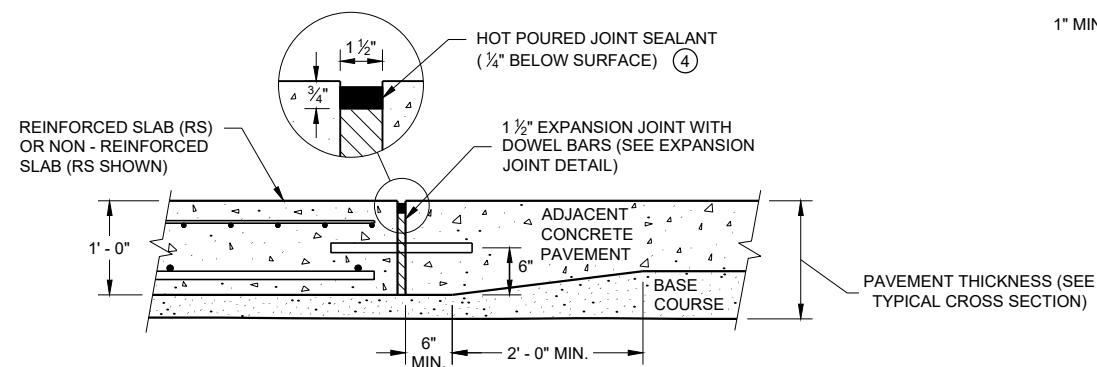
- * (RS) = REINFORCED CONCRETE SLAB
- * (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
- * (NRS) = NON - REINFORCED CONCRETE SLAB
- *** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



**SECTION A - A
REINFORCEMENT POSITIONING DETAIL**



**SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT**



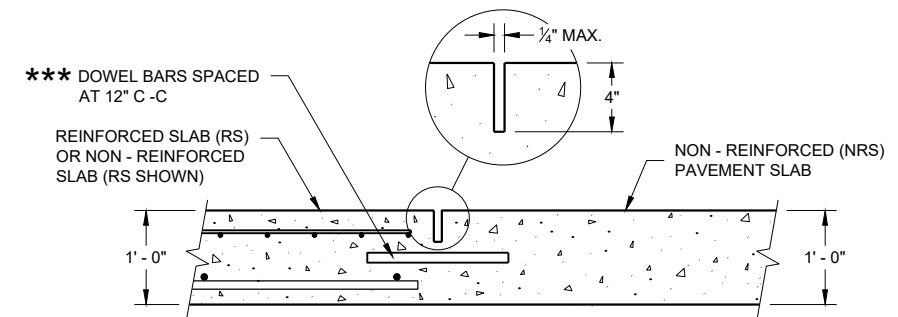
**SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT**

GENERAL NOTES

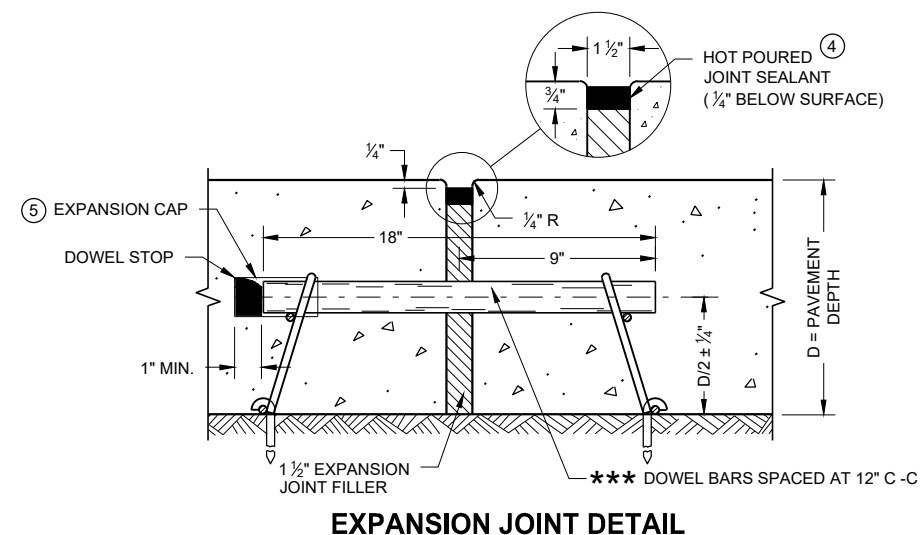
THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

- ① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0" C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.
- ② THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.
- ③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.
- ④ USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
- ⑤ PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.
- ⑥ EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.
- (A) STANDARD CONTRACTION JOINT NORMAL TO $\mathcal{C}$ OR $\mathcal{R}$.
- (B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.
- (C) 1 1/2" EXPANSION JOINT WITH DOWEL BARS NORMAL TO $\mathcal{C}$ OR $\mathcal{R}$.



**SECTION D - D
CONTRACTION JOINT**



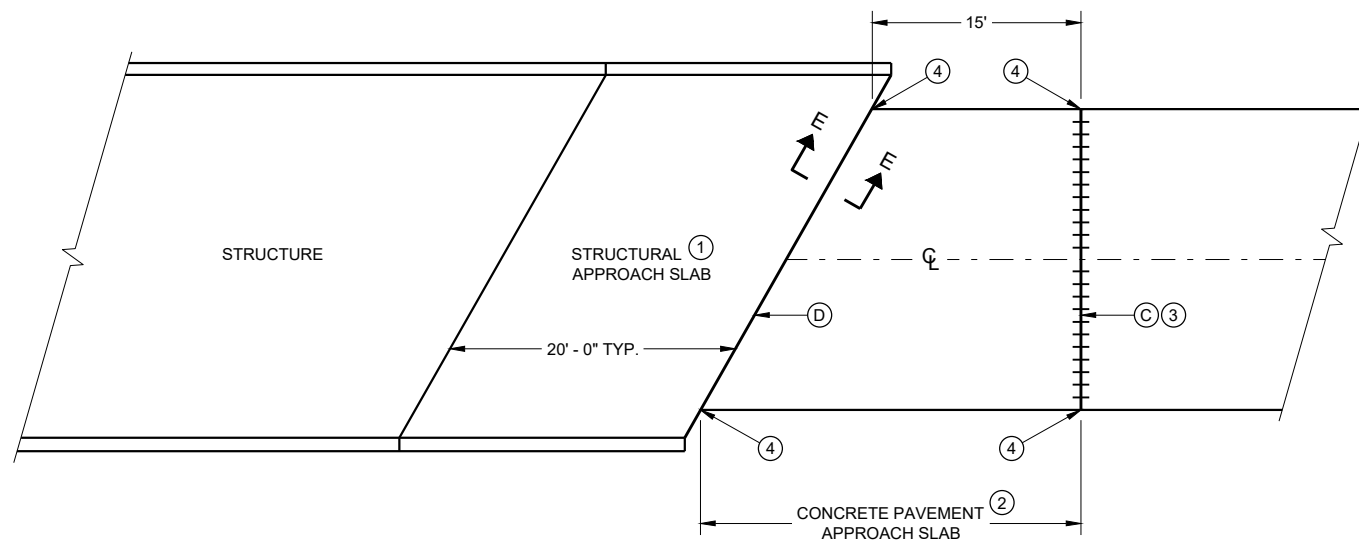
EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Peter Kemp, P.E.
DATE PAVEMENT SUPERVISOR 878

FHWA

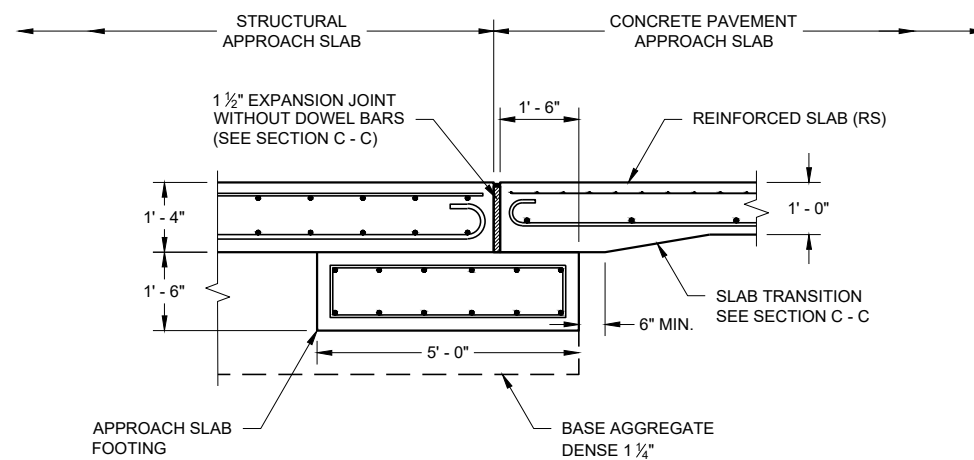


GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

- ① SEE BRIDGE PLAN.
- ② CONFORM TO SDD 13B02 SHEET A FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS
- ③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.
- ④ EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.
- Ⓒ 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO $\overline{CL}$ OR $\overline{RL}$.
- Ⓓ 1 ½" EXPANSION JOINT (NO DOWELS)

BRIDGE APPROACHES

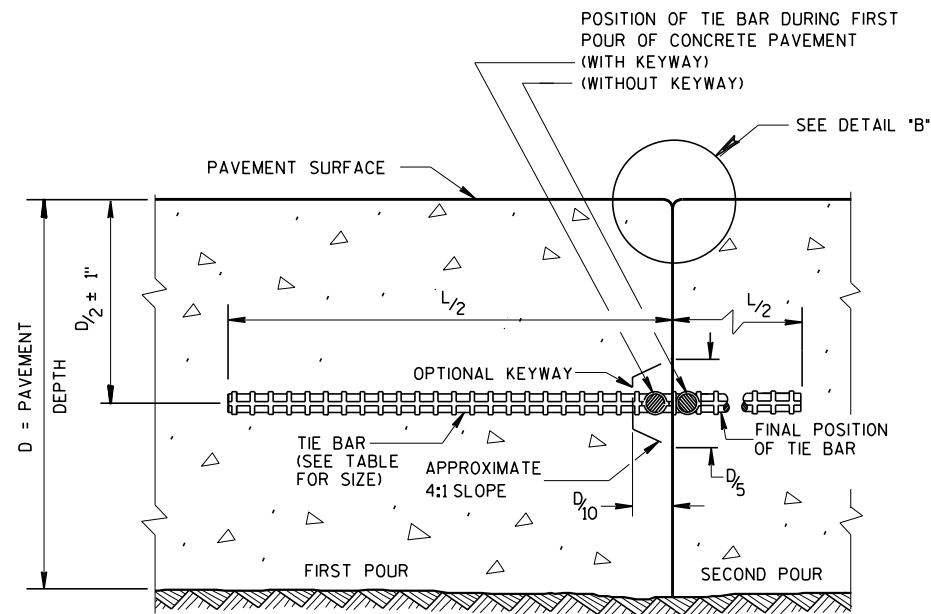


SECTION E - E FOOTING DETAIL STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

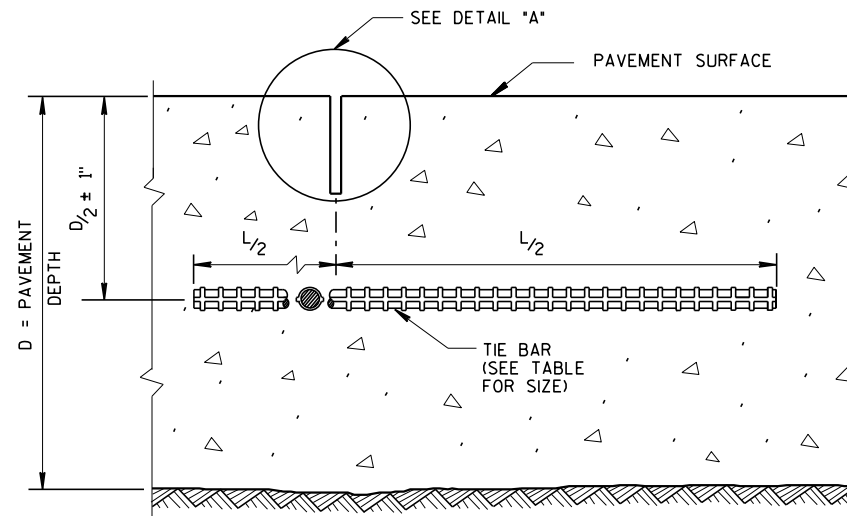
STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 879
FHWA



CONSTRUCTION JOINT



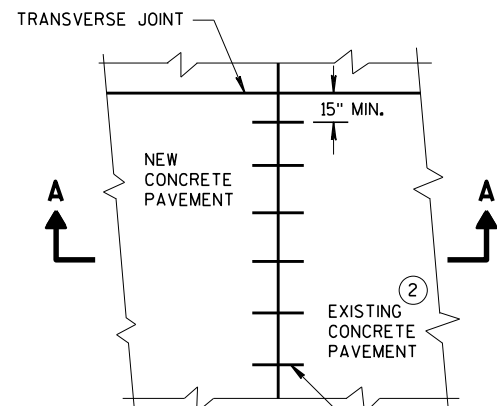
SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

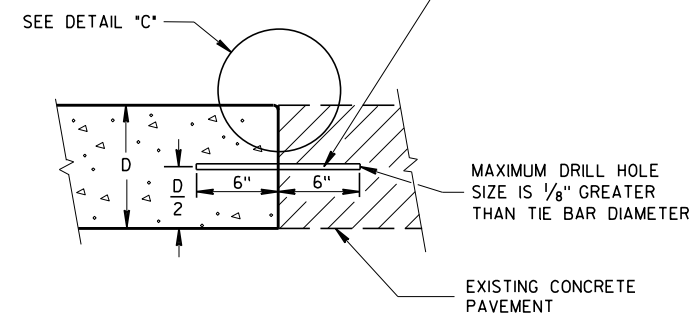
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

- ① ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
- ② PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

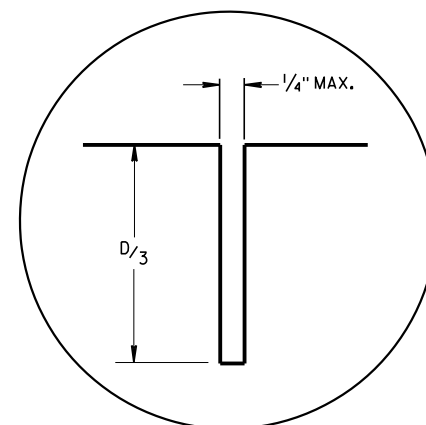


PLAN VIEW

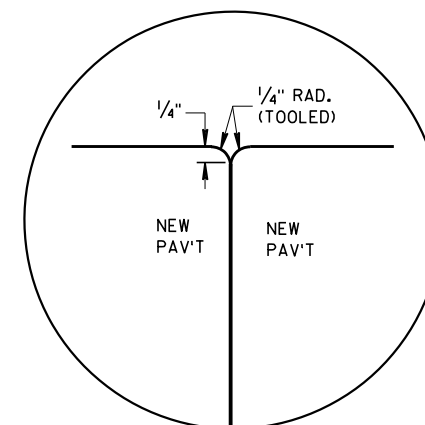
NO. 6 TIE BARS SPACED 30" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT. ①



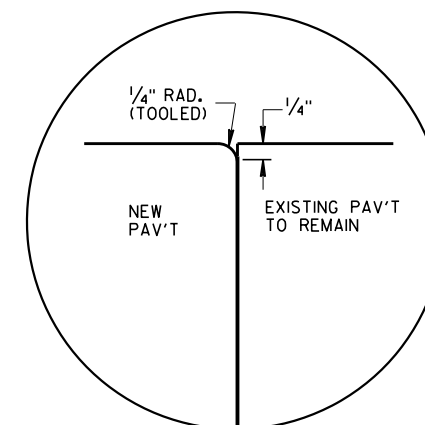
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



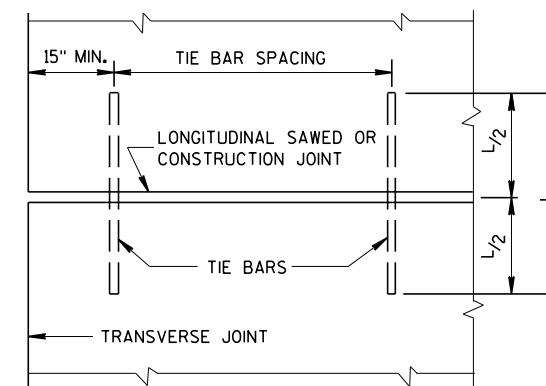
DETAIL "C"

TIE BAR TABLE

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

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

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

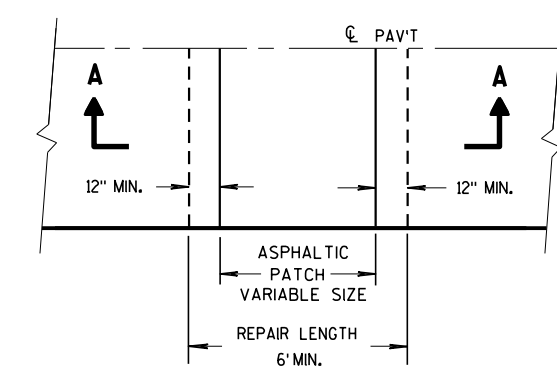


PLAN VIEW
SHOWING LOCATION OF TIE BARS

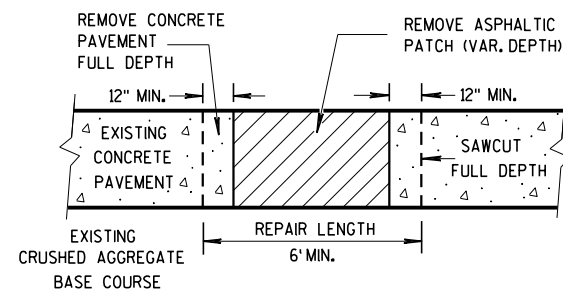
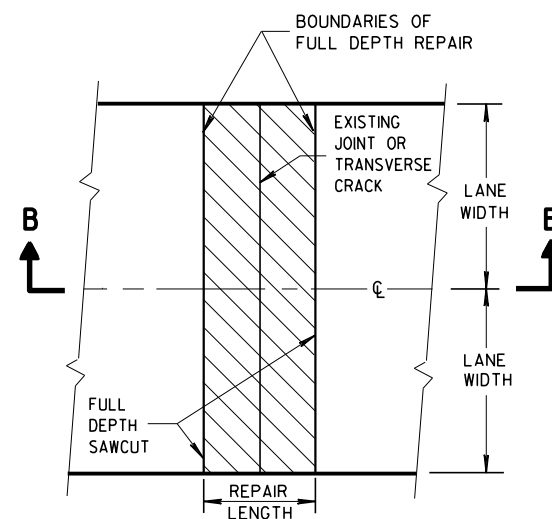
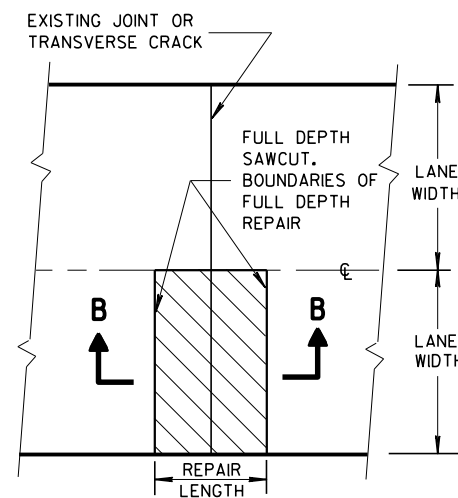
CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Peter Kern
DATE PAVEMENT SUPE 880
FHWA



PLAN VIEW

SECTION A-A
HMA PATCH REMOVALPLAN VIEW
(DOUBLE LANE REPAIR)PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL

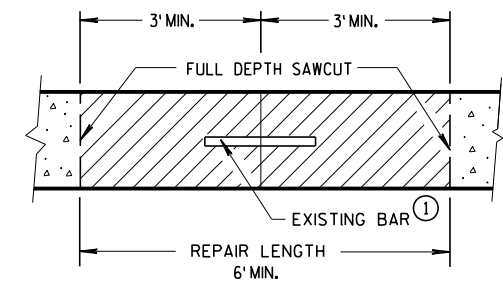
GENERAL NOTES

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

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

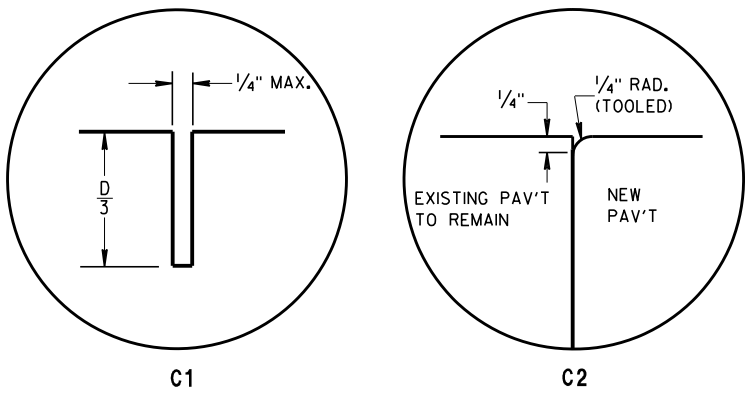
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

① DOWEL BARS MIGHT NOT EXIST.

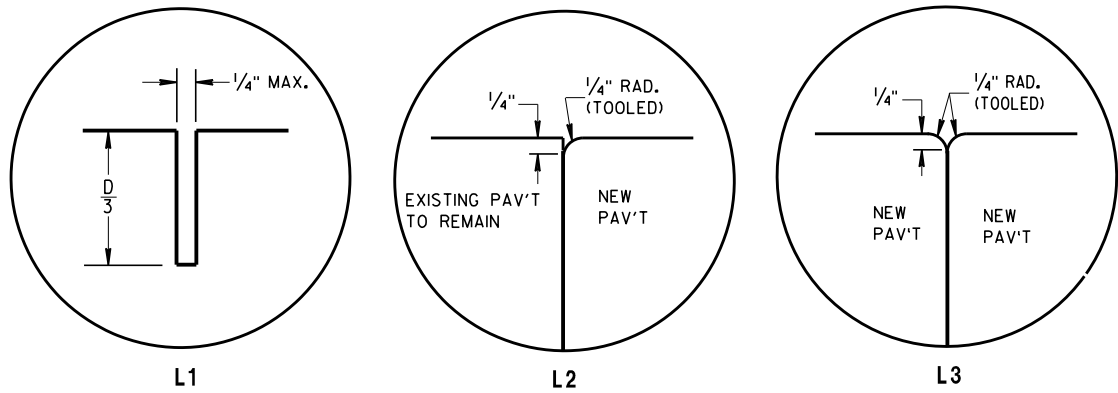
SECTION B-B
CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR
AND REPLACEMENT

STATE OF WISCONSIN 881
DEPARTMENT OF TRANSPORTATION



TRANSVERSE JOINTS

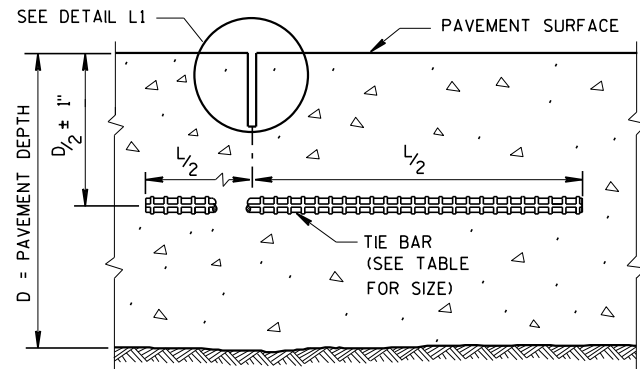


LONGITUDINAL JOINTS

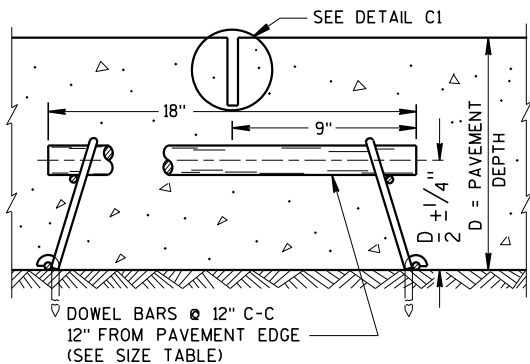
TIE BAR TABLE			
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

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



SECTION C-C
SAWED LONGITUDINAL JOINT



SECTION F-F
CONTRACTION JOINT

GENERAL NOTES

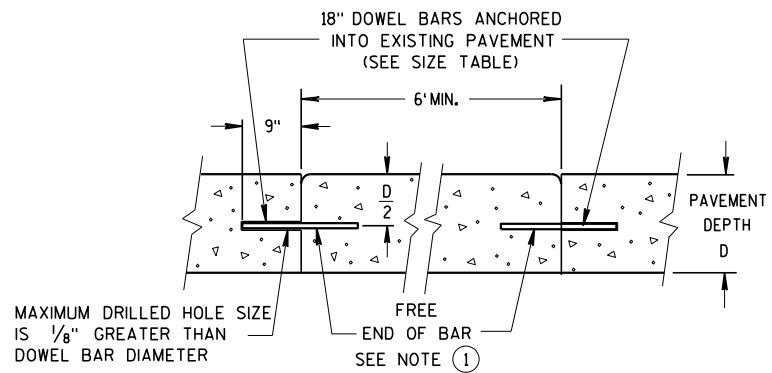
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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

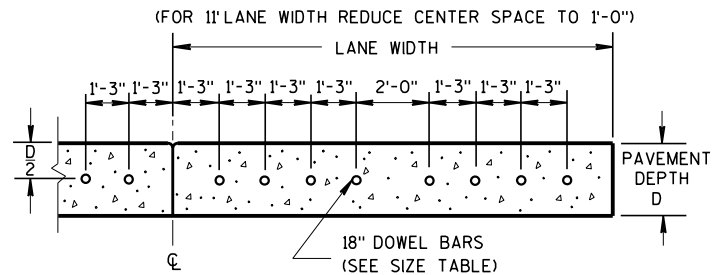
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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

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



SECTION D-D



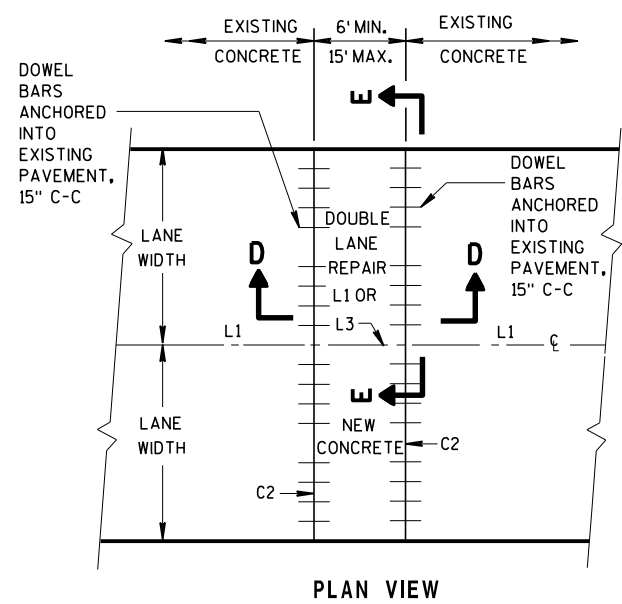
SECTION E-E
DRILLED DOWEL BAR CONSTRUCTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

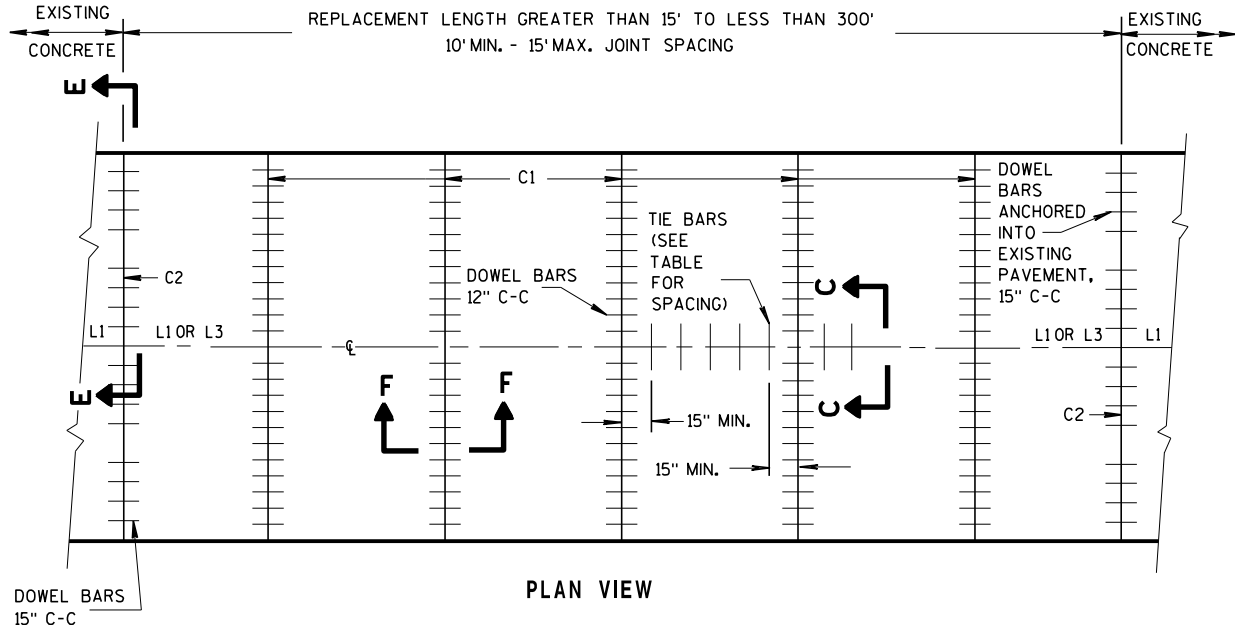
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	NONE	12'
7", 7 1/2"	1"	1"	14'
8", 8 1/2"	1 1/4"	1 1/4"	15'
9", 9 1/2"	1 1/4"	1 1/4"	15'
10" & ABOVE	1 1/2"	1 1/4"	15'

CONCRETE PAVEMENT
REPAIR AND REPLACEMENT

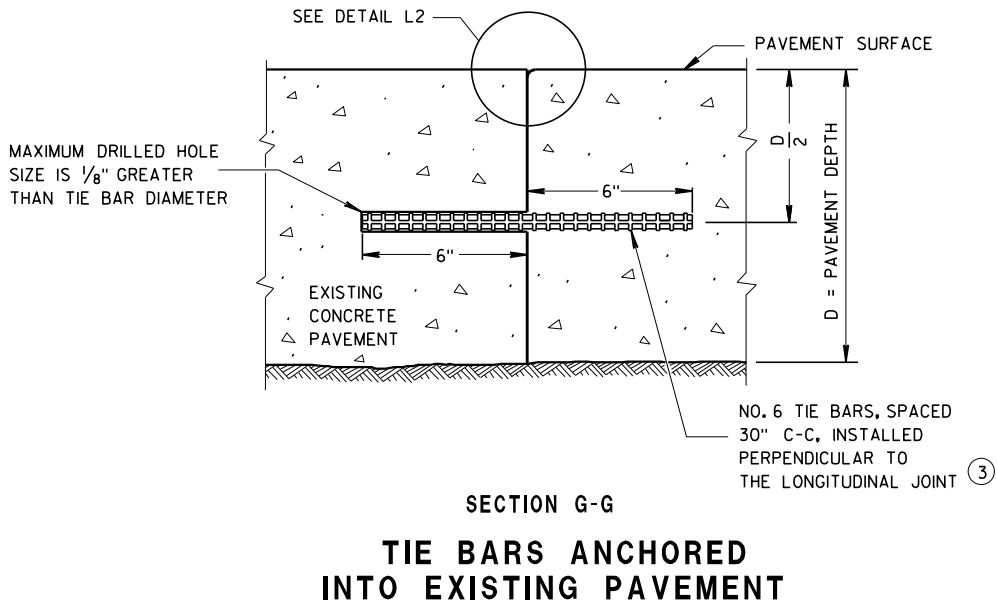
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MULTI-LANE CONCRETE PAVEMENT REPAIR

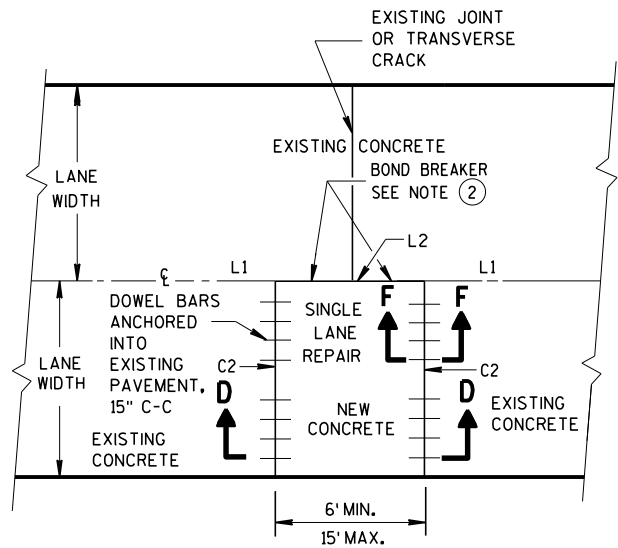


MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

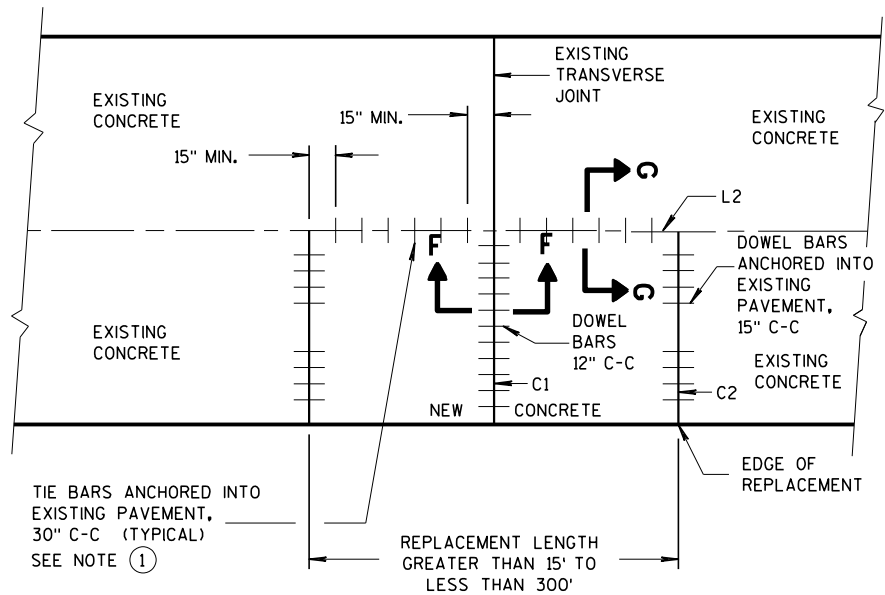


GENERAL NOTES

- ① WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
- ② USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
- ③ ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

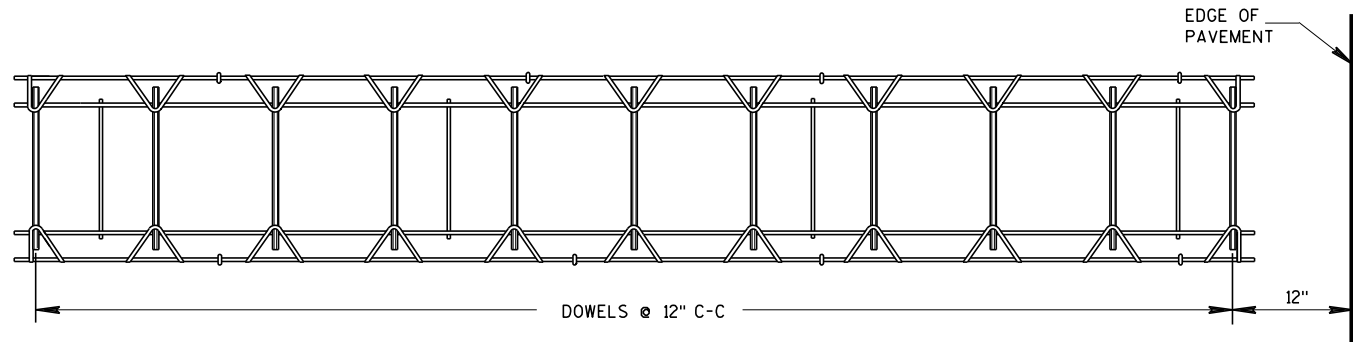


PLAN VIEW
SINGLE LANE
CONCRETE PAVEMENT REPAIR

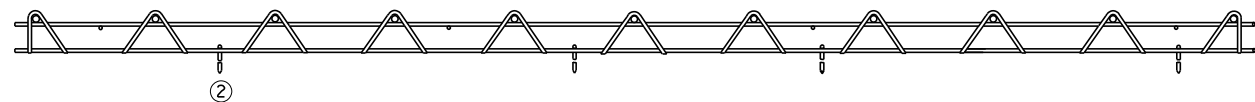


PLAN VIEW
SINGLE LANE
CONCRETE PAVEMENT REPLACEMENT

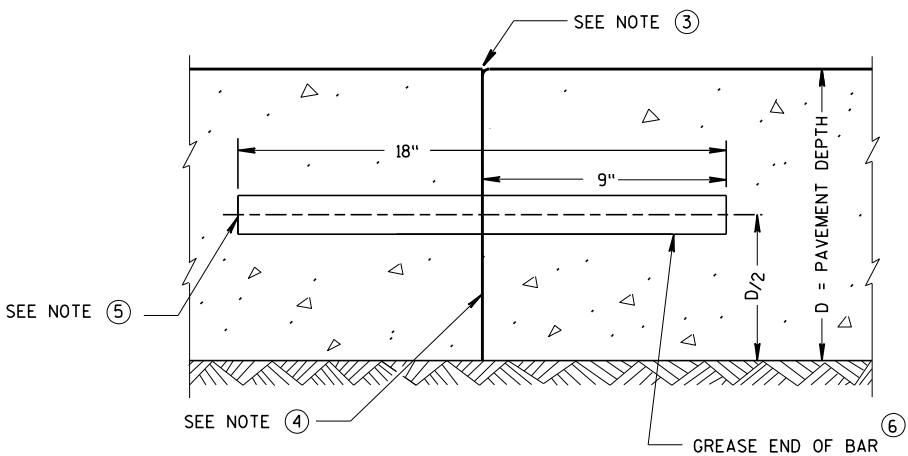
CONCRETE PAVEMENT REPAIR AND REPLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
March 2018 DATE	/S/ Peter Kenney PAVEMENT SUPERVISOR 883
FHWA	



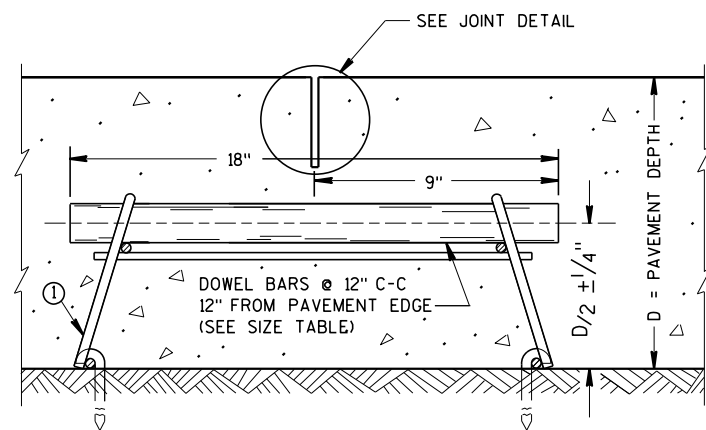
PLAN VIEW



SIDE VIEW
CONTRACTION JOINT DOWEL ASSEMBLY



TRANSVERSE CONSTRUCTION JOINT



DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE
AND JOINT SPACING TABLE

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

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

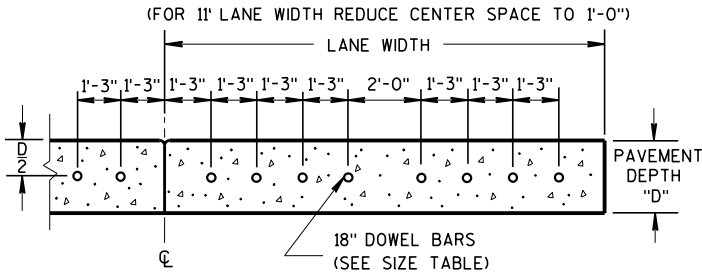
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

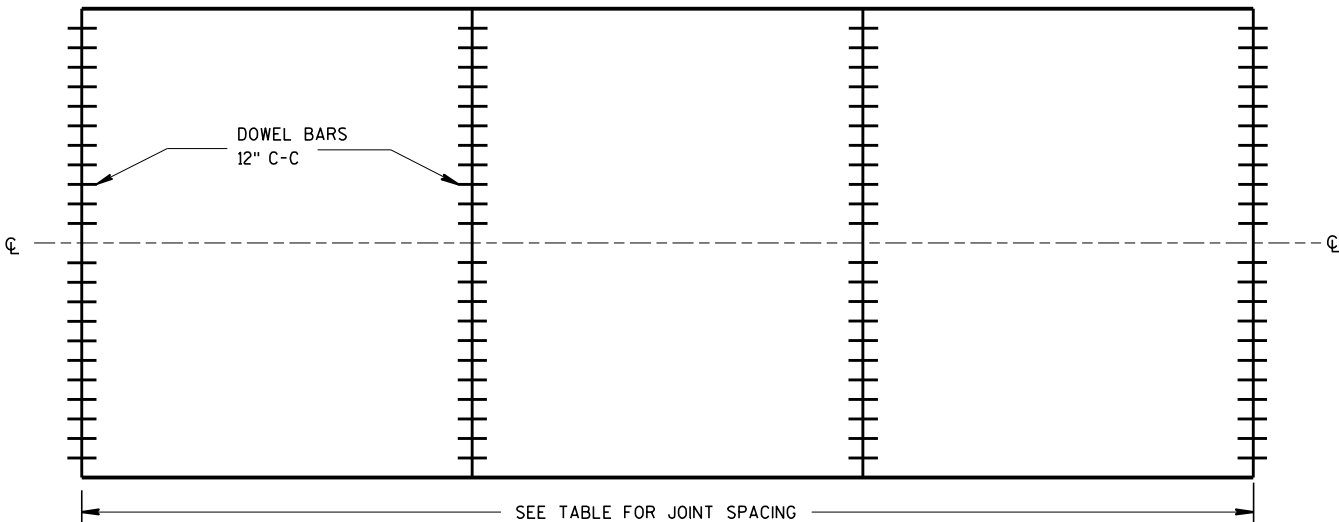
CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

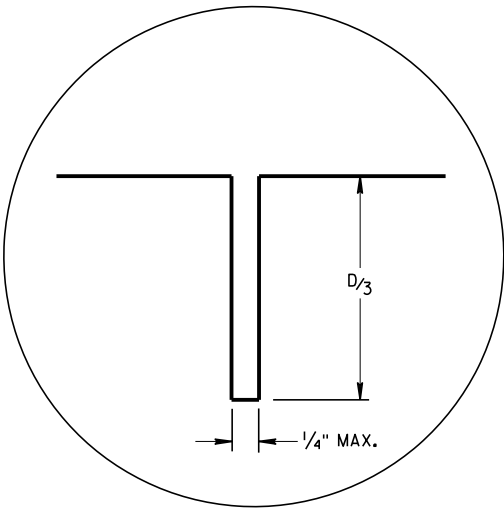
- OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.
- SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.
- FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.
- PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.
- INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.
- APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.
- ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DRILLED DOWEL BAR CONSTRUCTION JOINT



CONTRACTION JOINT LOCATIONS

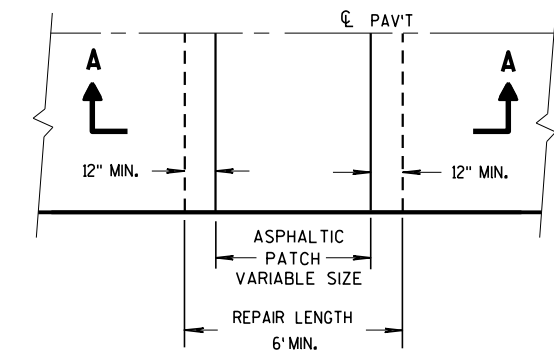


JOINT DETAIL

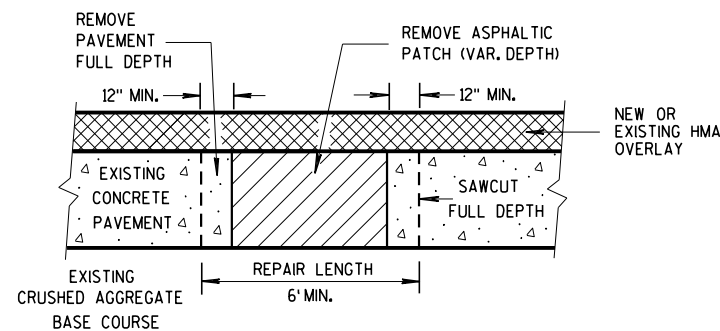
URBAN DOWELED
CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Peter Kern P.E.
DATE PAVEMENT SUP 884
FHWA

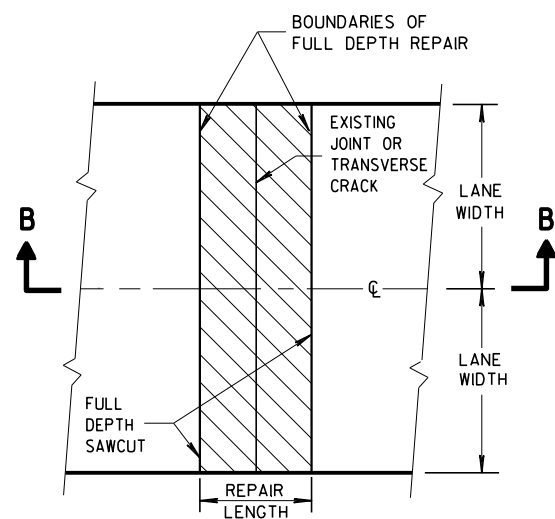


PLAN VIEW

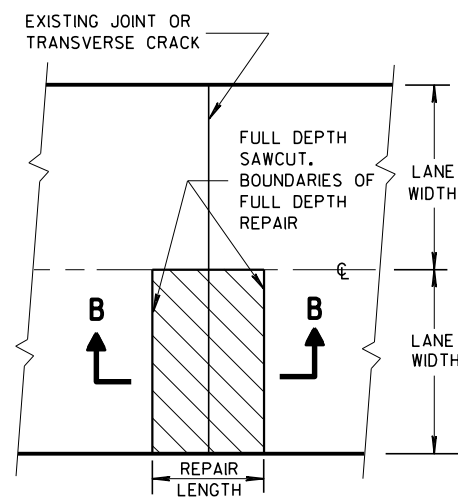


SECTION A-A

HMA PATCH REMOVAL



PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL

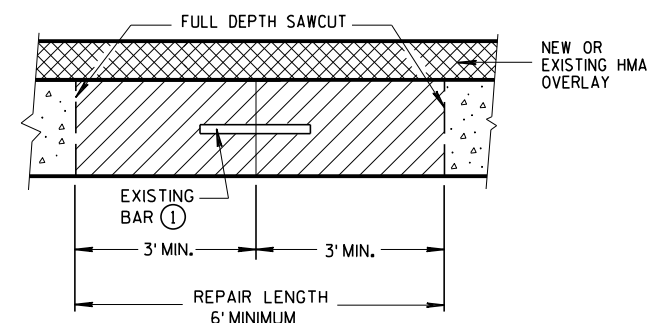
GENERAL NOTES

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

PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

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

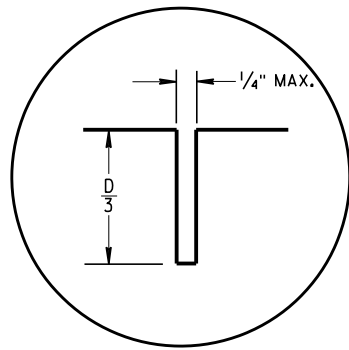
① DOWEL BARS MIGHT NOT EXIST.



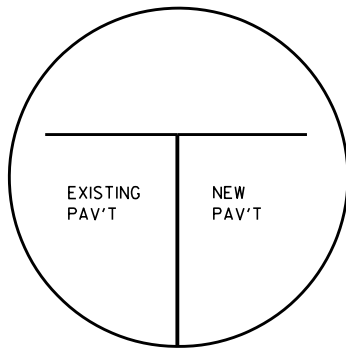
SECTION B-B
CONCRETE REMOVAL

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

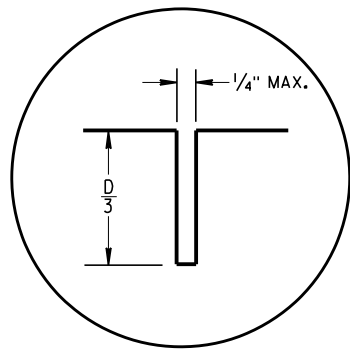


C1

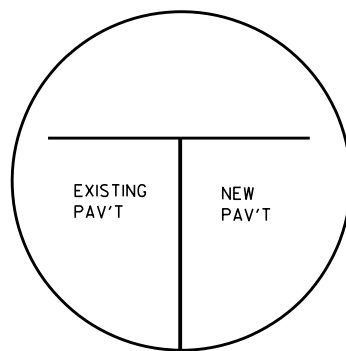


C2

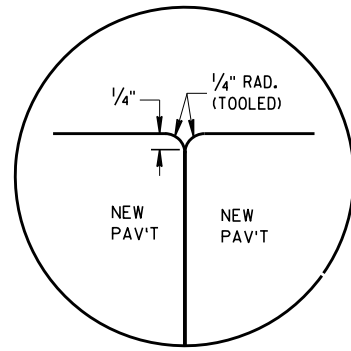
TRANSVERSE JOINTS



L1

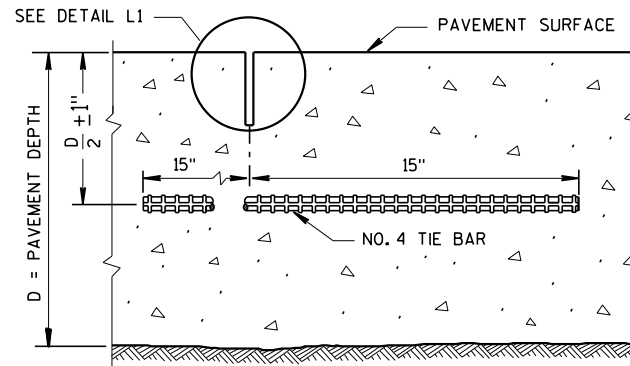


L2

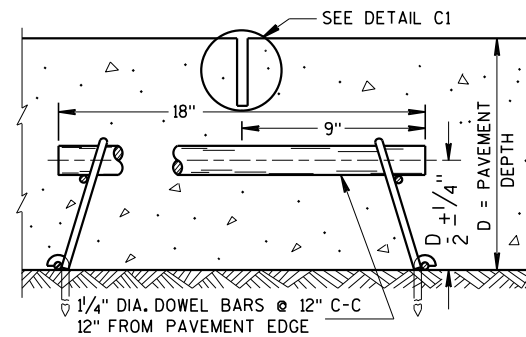


L3

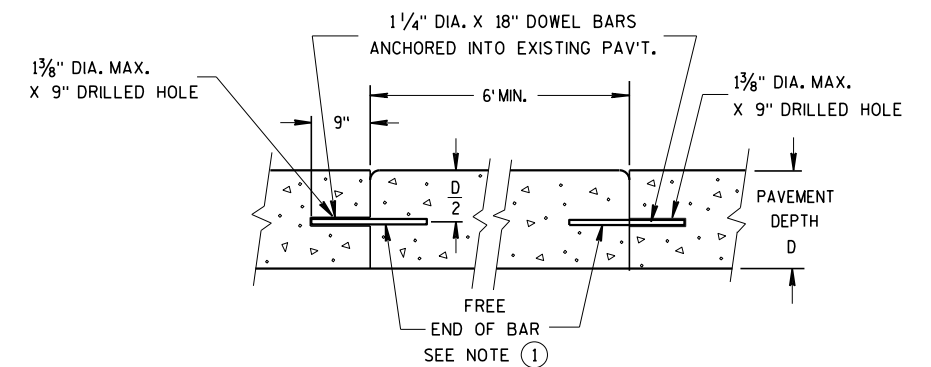
LONGITUDINAL JOINTS



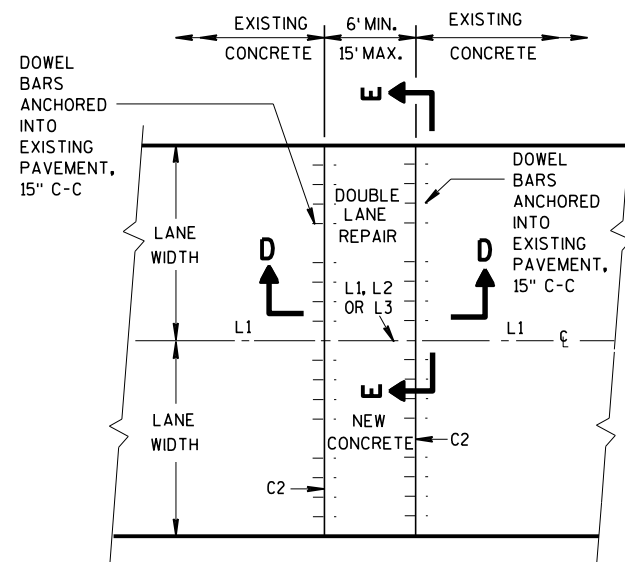
SECTION C-C
SAWED LONGITUDINAL JOINT



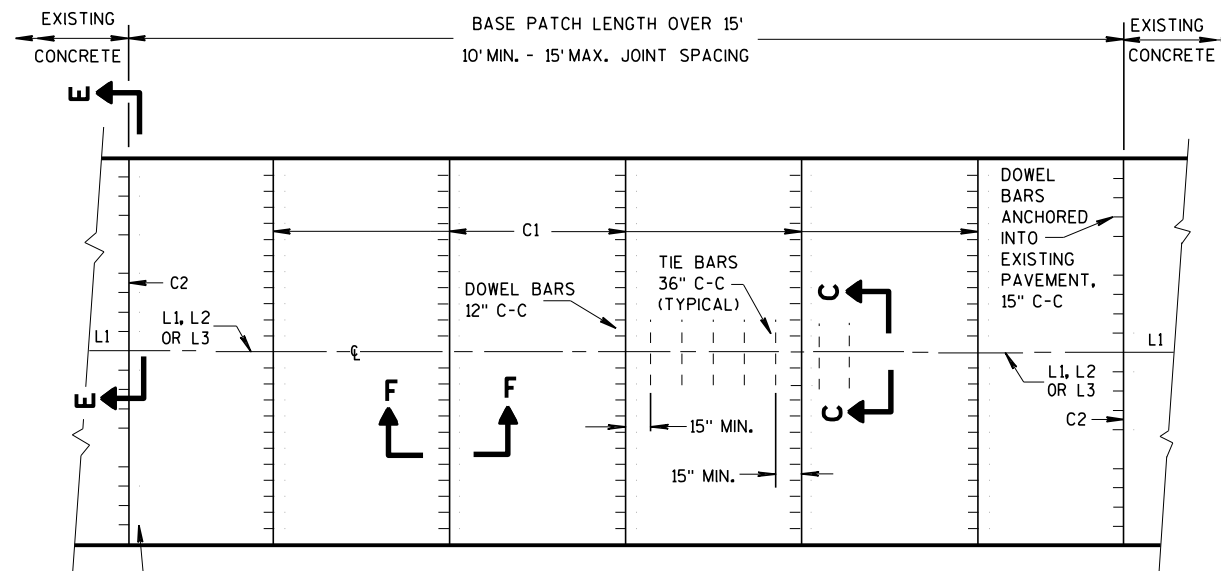
SECTION F-F
CONTRACTION JOINT



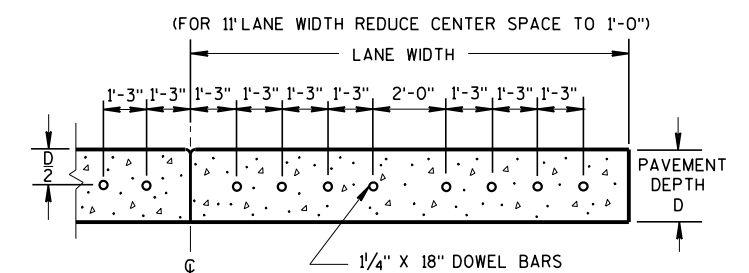
SECTION D-D



PLAN VIEW
MULTI-LANE CONCRETE BASE PATCH
15' MAXIMUM LENGTH



PLAN VIEW
MULTI-LANE CONCRETE BASE PATCH
GREATER THAN 15' IN LENGTH



SECTION E-E
SPACING OF DOWEL BARS
ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

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

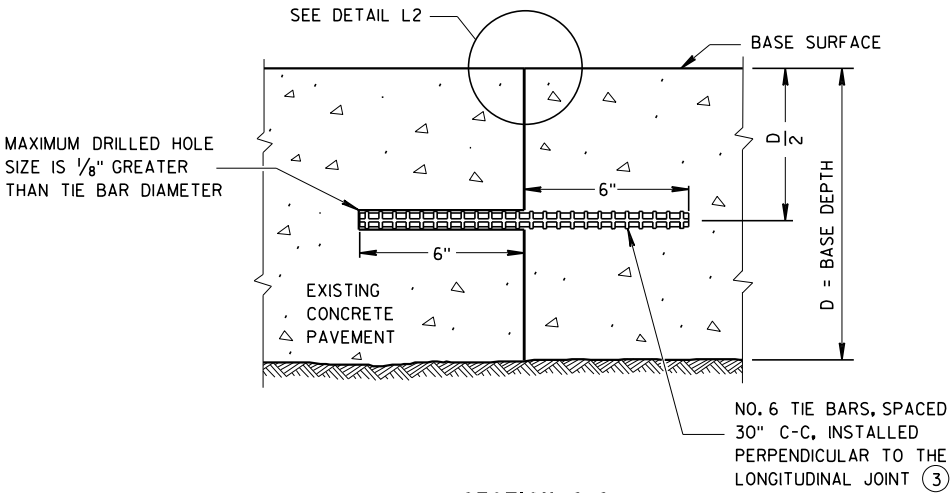
CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

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

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

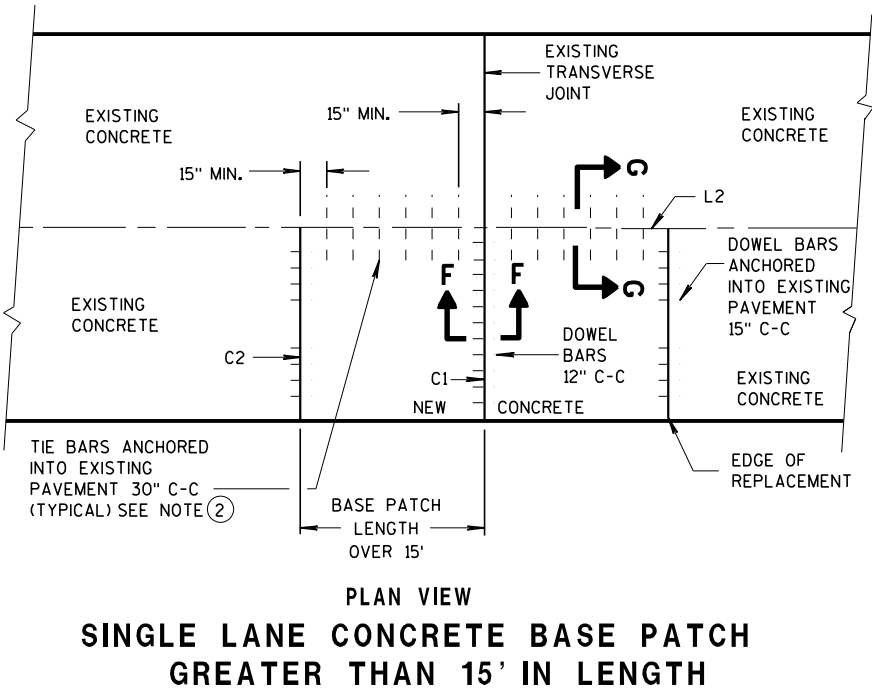
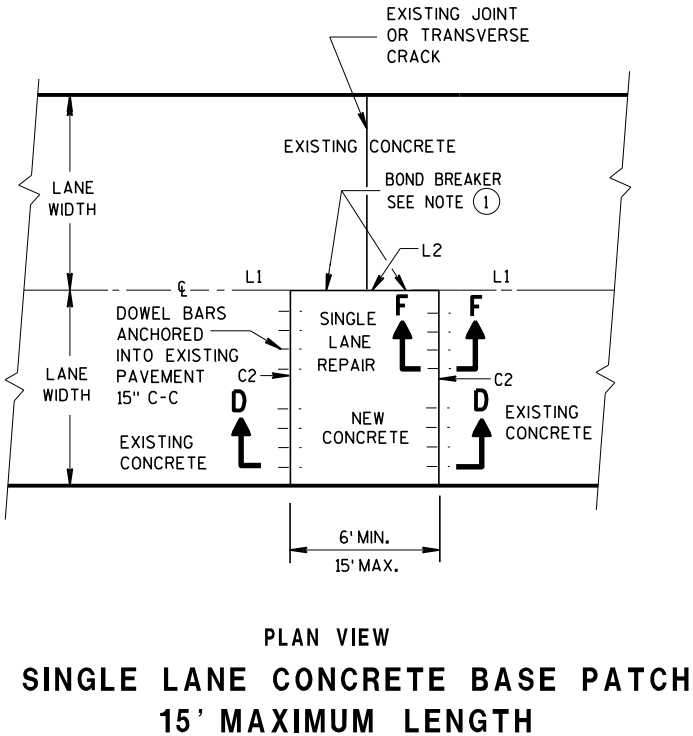
- APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

SECTION G-G
TIE BARS ANCHORED
INTO EXISTING PAVEMENT

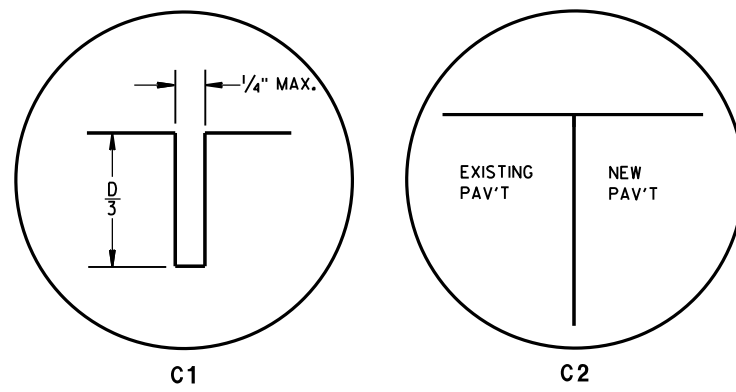


GENERAL NOTES

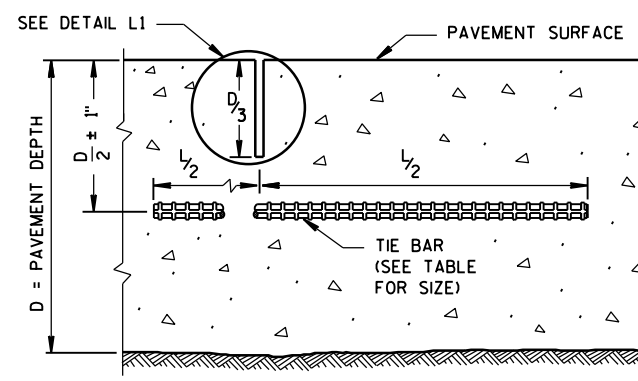
- ① USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE BASE PATCHES UP TO 15 FEET IN LENGTH.
- ② WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
- ③ ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



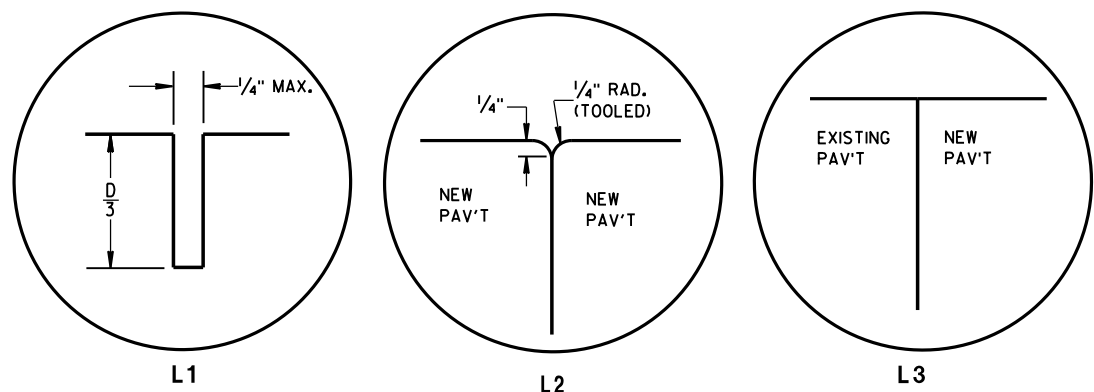
BASE PATCHING CONCRETE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2018 DATE	/S/ Peter Kern P.E. PAVEMENT SUPER 887
FHWA	



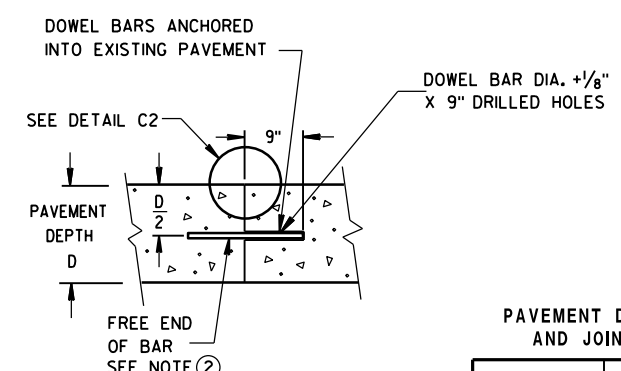
TRANSVERSE JOINTS



SECTION C-C
SAWED JOINT



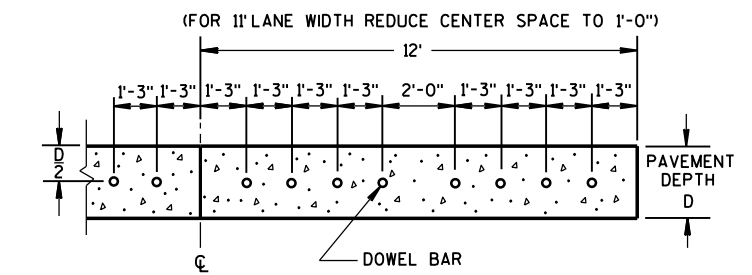
LONGITUDINAL JOINTS



SECTION D-D

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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



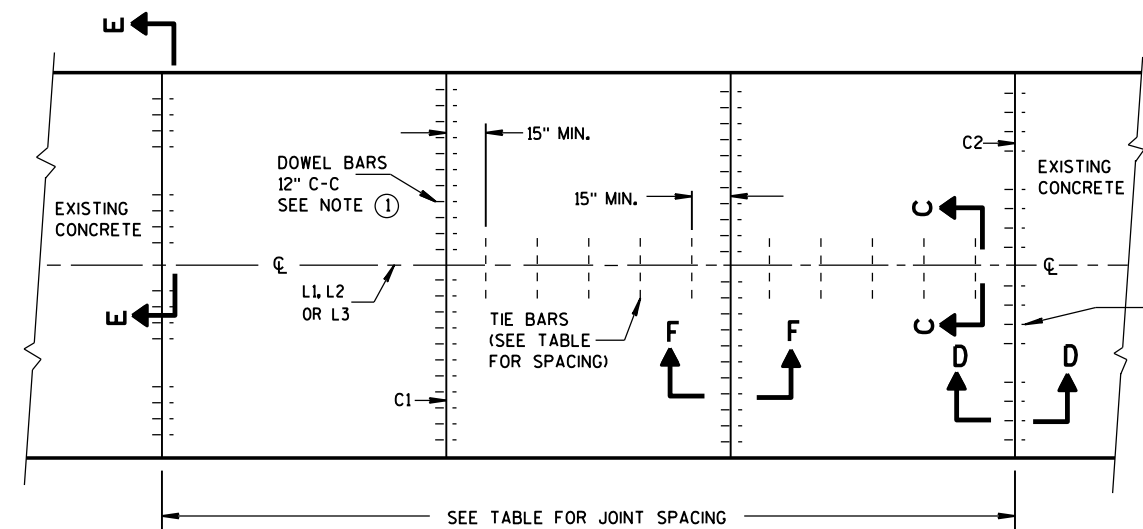
SECTION E-E
SPACING OF DOWEL BARS
ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

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

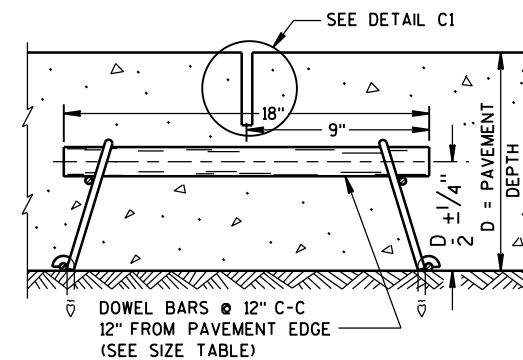
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

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

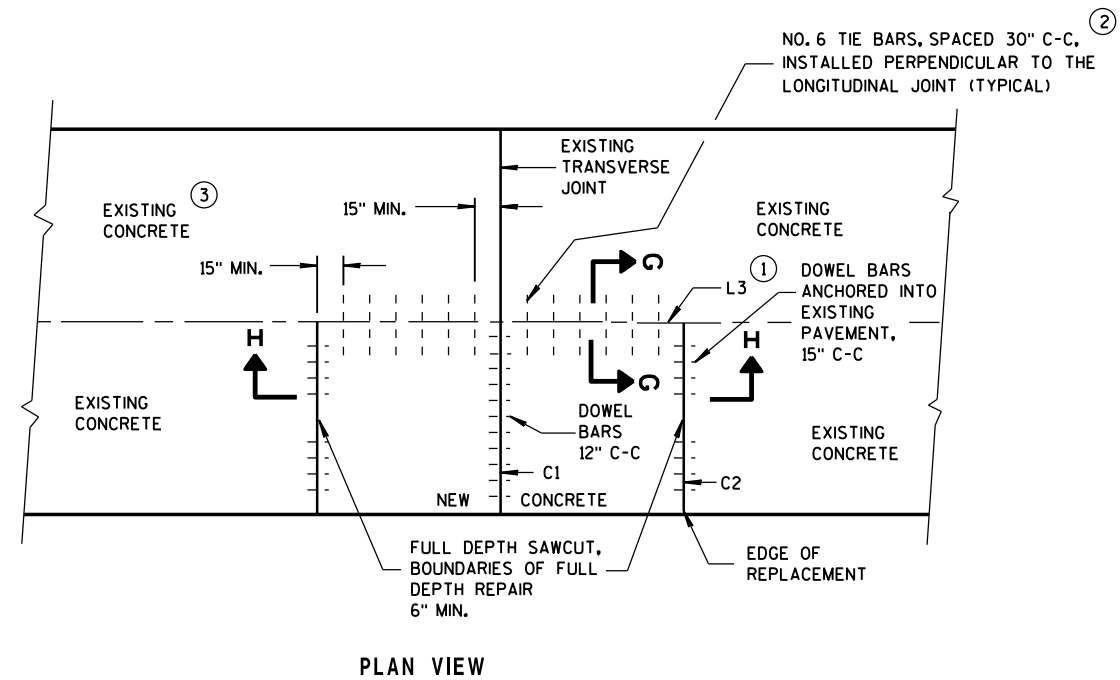


PLAN VIEW
CONCRETE BASE
CONTRACTION JOINT LOCATIONS

DOWEL BARS ANCHORED INTO EXISTING PAVEMENT, 15" C-C



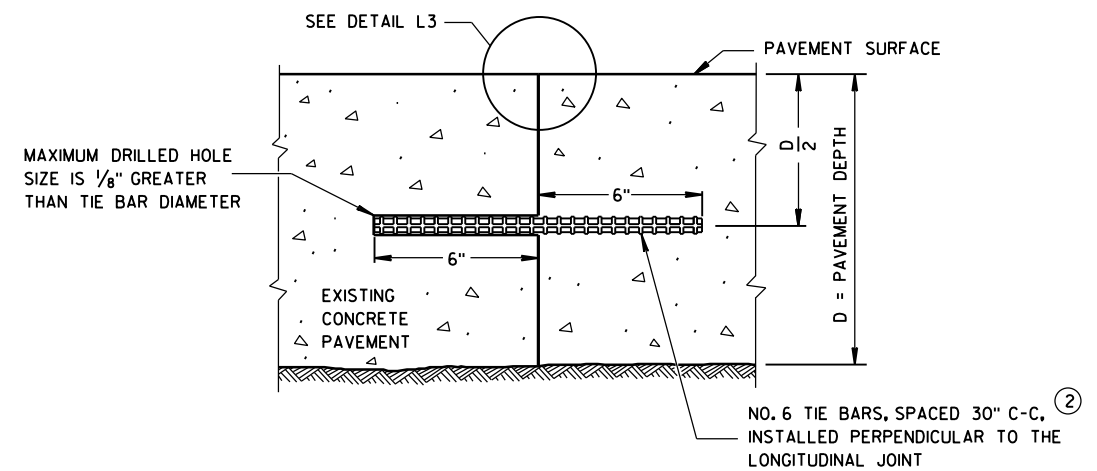
SECTION F-F
CONTRACTION JOINT



SINGLE LANE CONCRETE BASE REPAIR

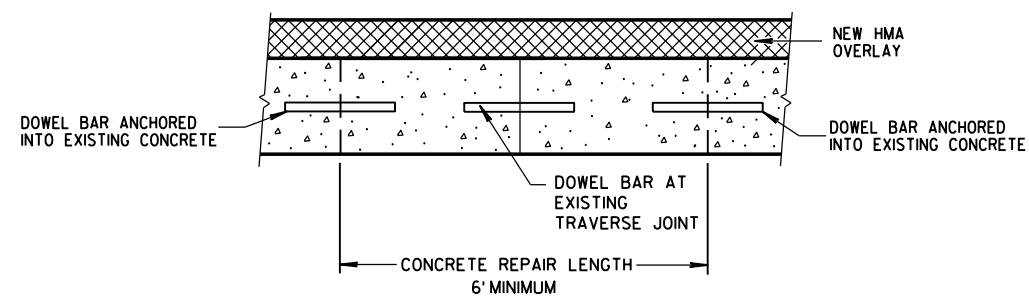
GENERAL NOTES

- (1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.
- (2) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
- (3) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H-H

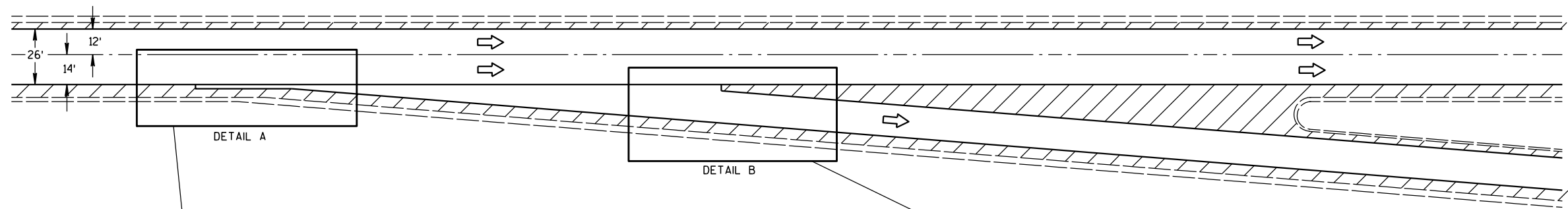
CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

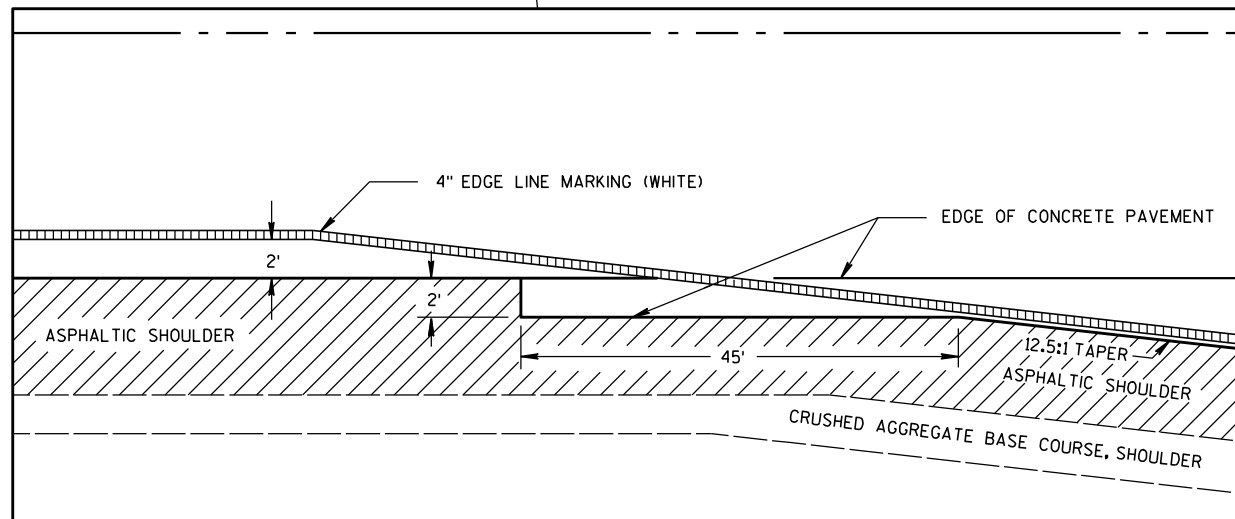
APPROVED

June, 2015
DATE/S/ Peter Kemp, P.E.
PAVEMENT SUPEI 889

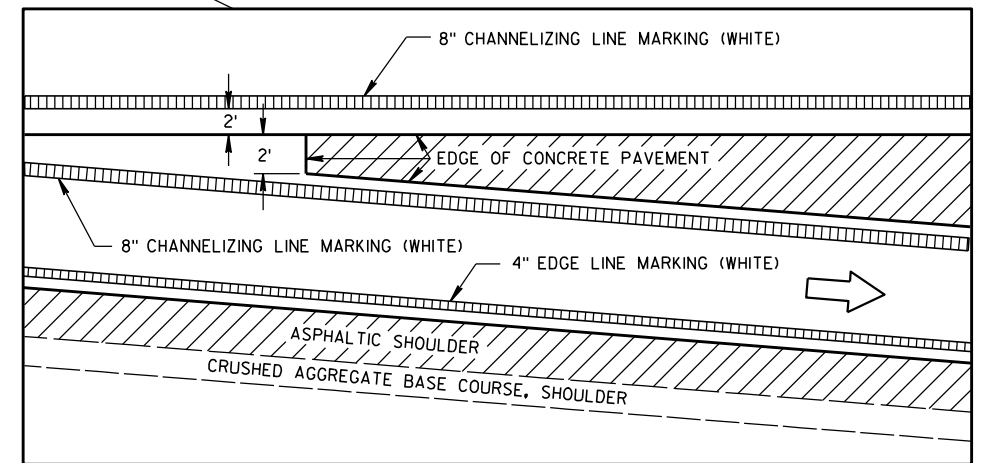
FHWA



EXIT RAMP DETAIL



DETAIL A



DETAIL B

CONCRETE JOINT PAVING DETAILS

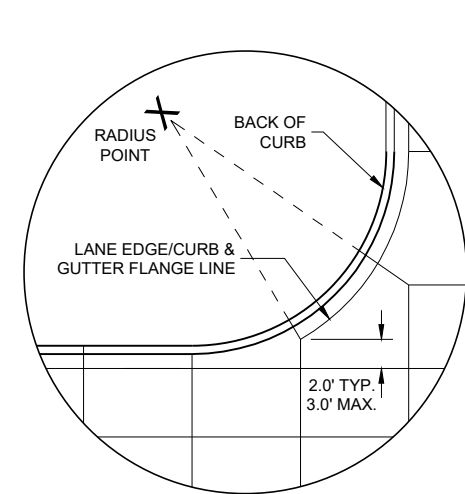
GENERAL NOTES

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

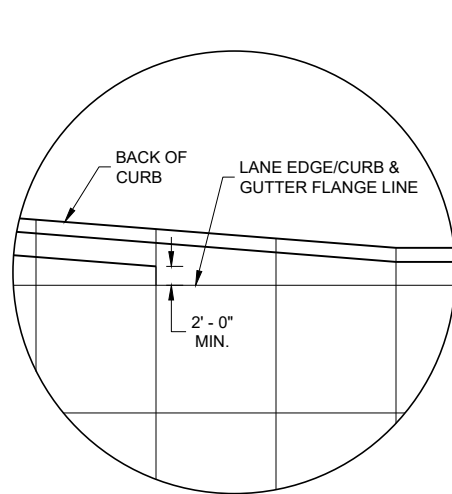
SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

CONCRETE JOINT DETAIL FOR
EXIT RAMP TERMINI

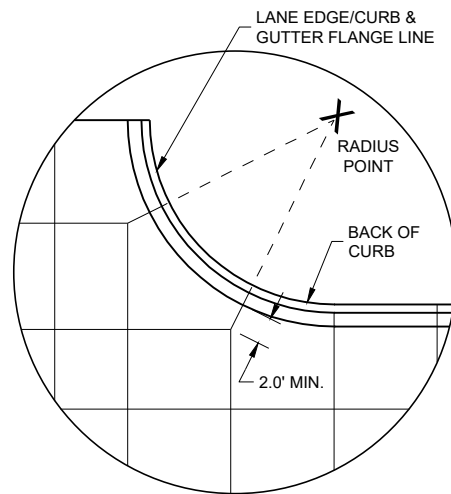
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



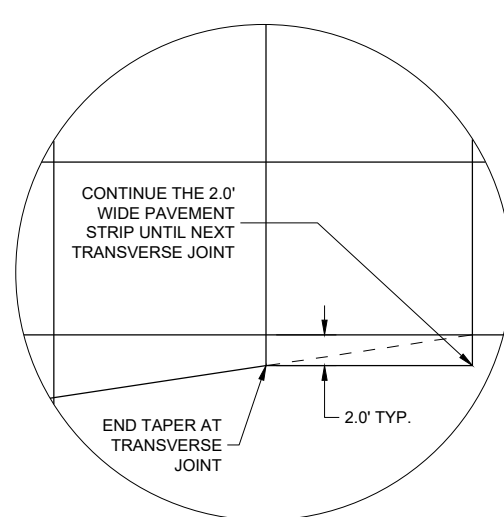
DETAIL "A"



DETAIL "B"



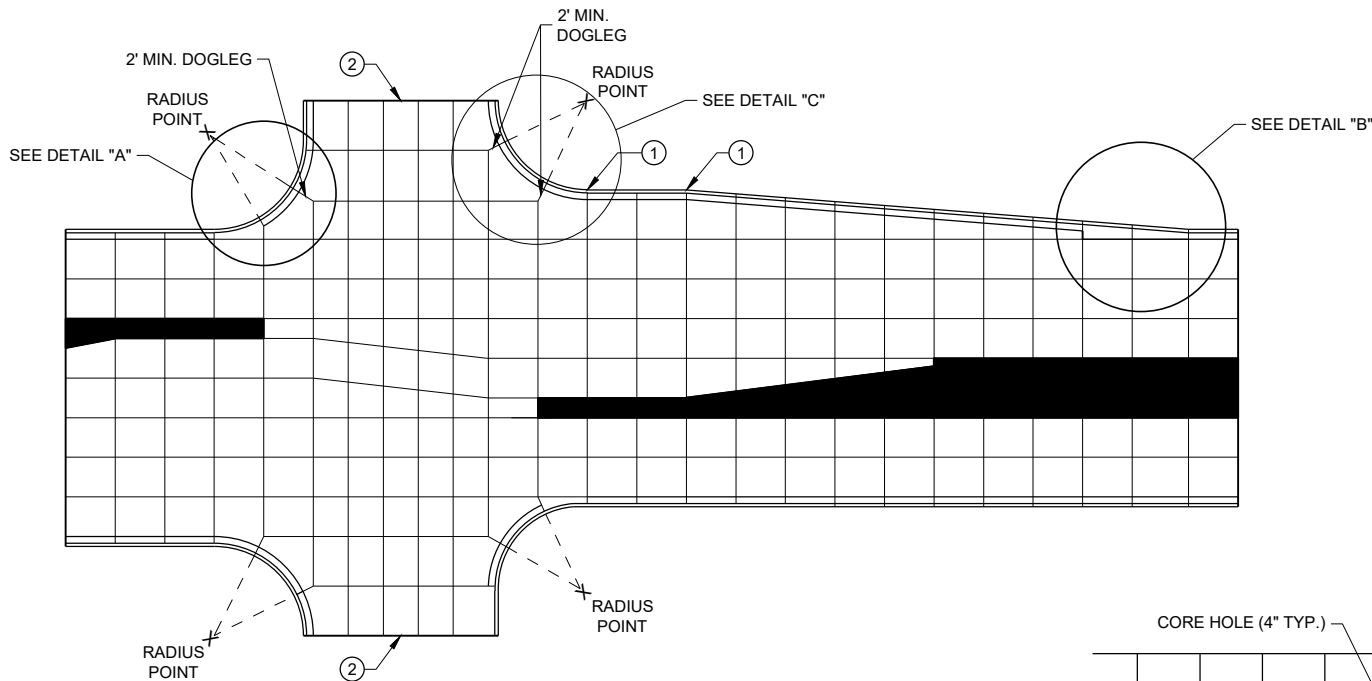
DETAIL "C"



DETAIL "D"

GENERAL NOTES

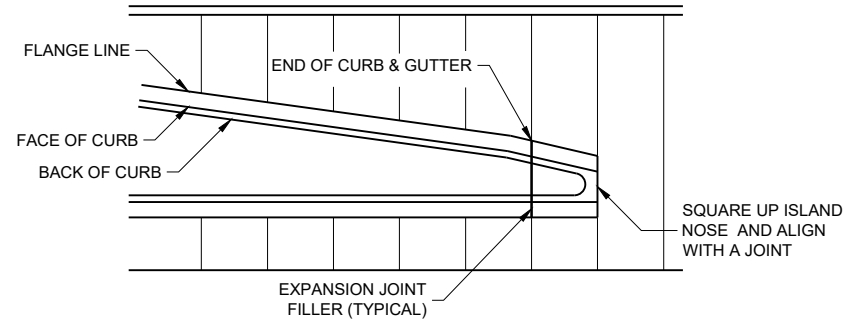
- THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.
- ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.
- CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.
- ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.
- AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.
- SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.
- AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.
- CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.
- 1 PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
 - 2 CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
 - 3 THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



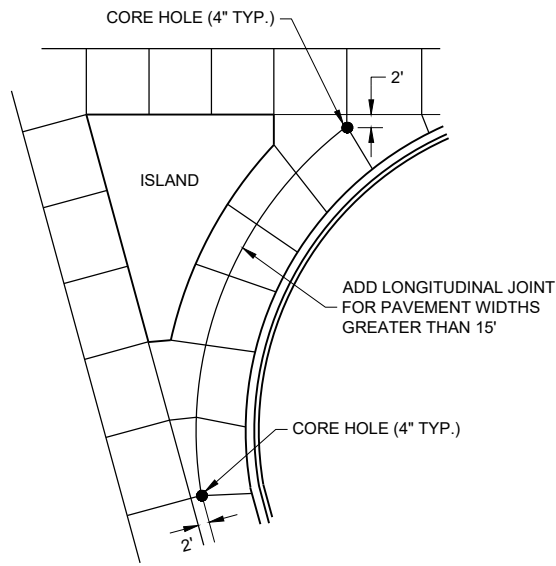
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

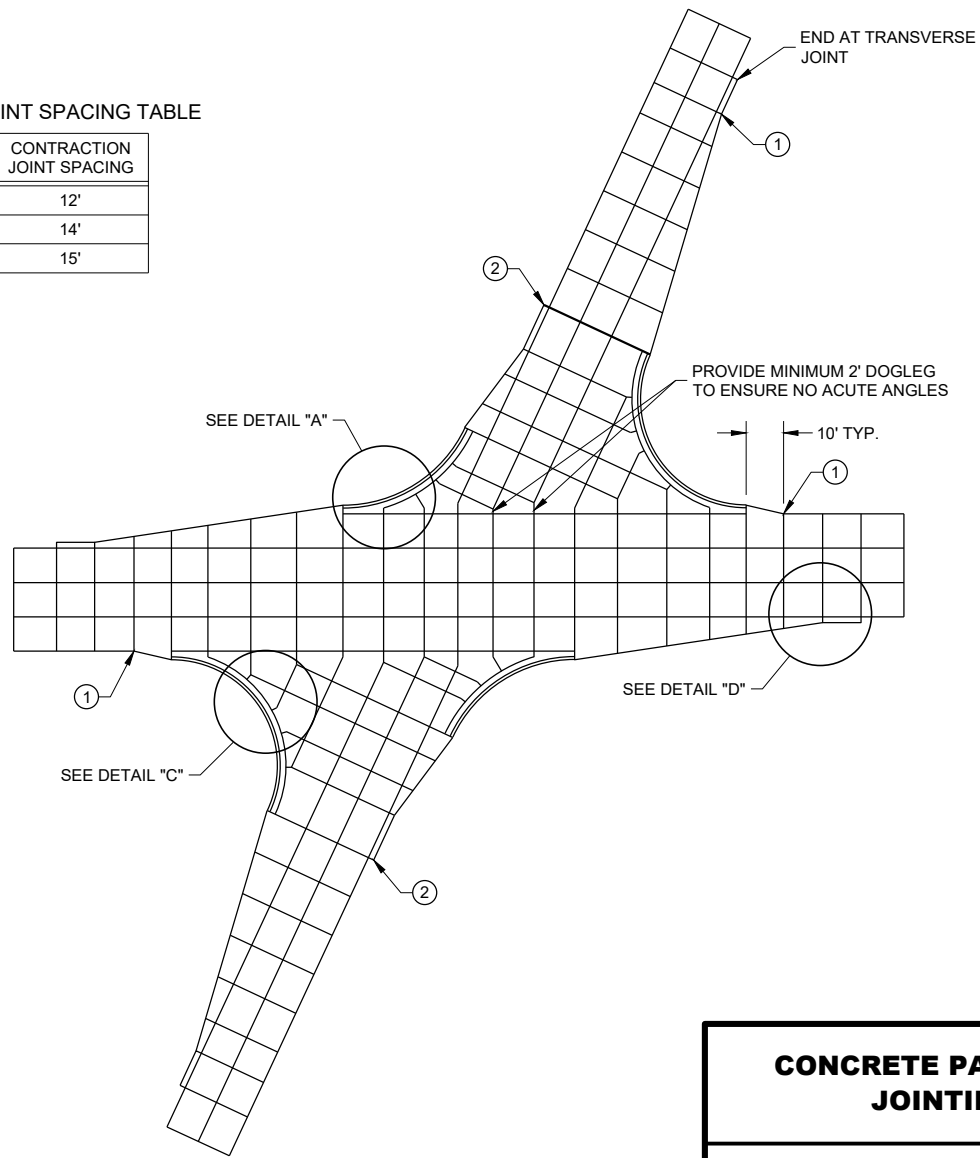
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



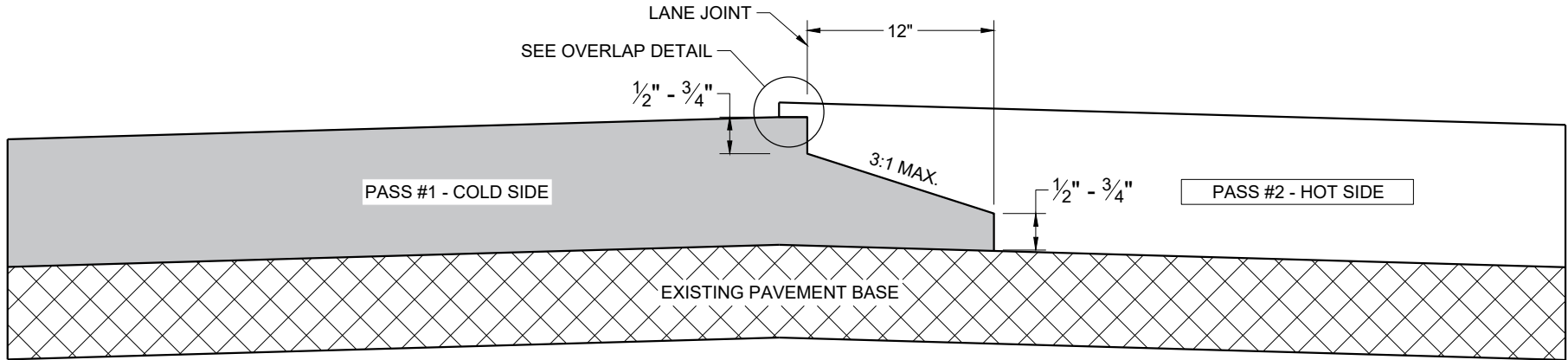
LARGE RIGHT TURN



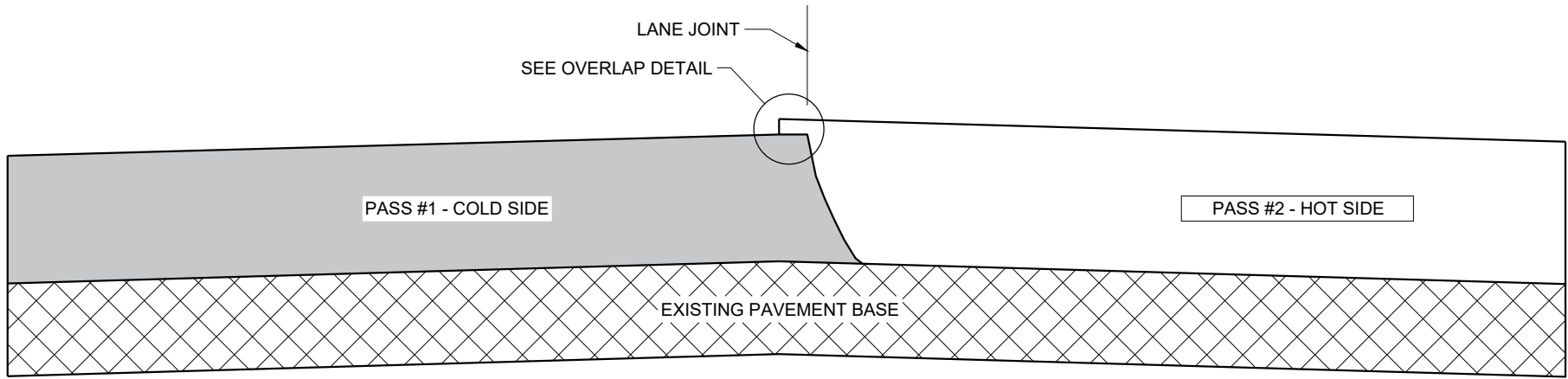
SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

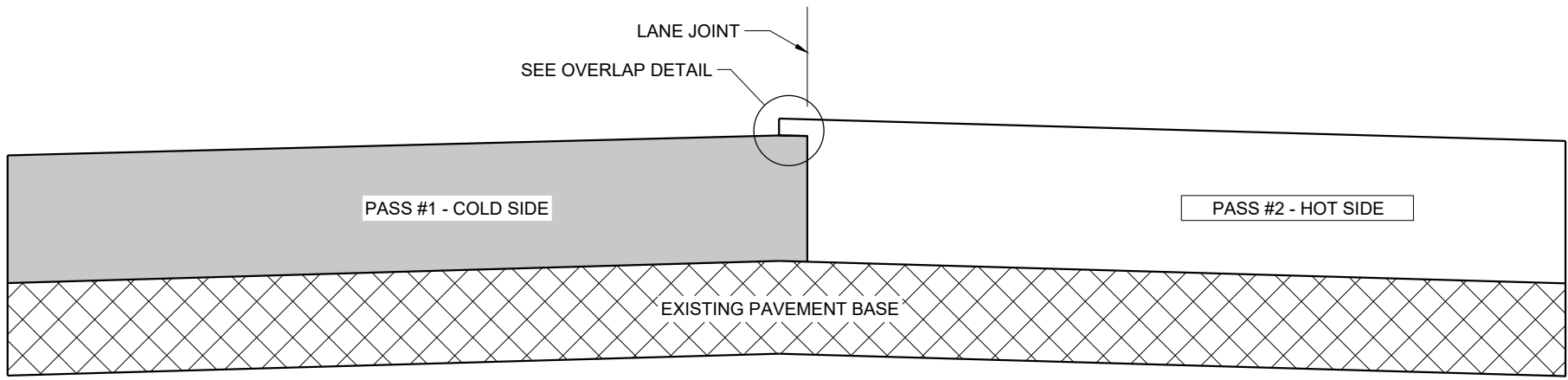
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 891



**TYPICAL PAVEMENT CROSS SECTION
OF NOTCHED WEDGE LONGITUDINAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL LONGITUDINAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION
OF MILLED LONGITUDINAL JOINT**

GENERAL NOTES

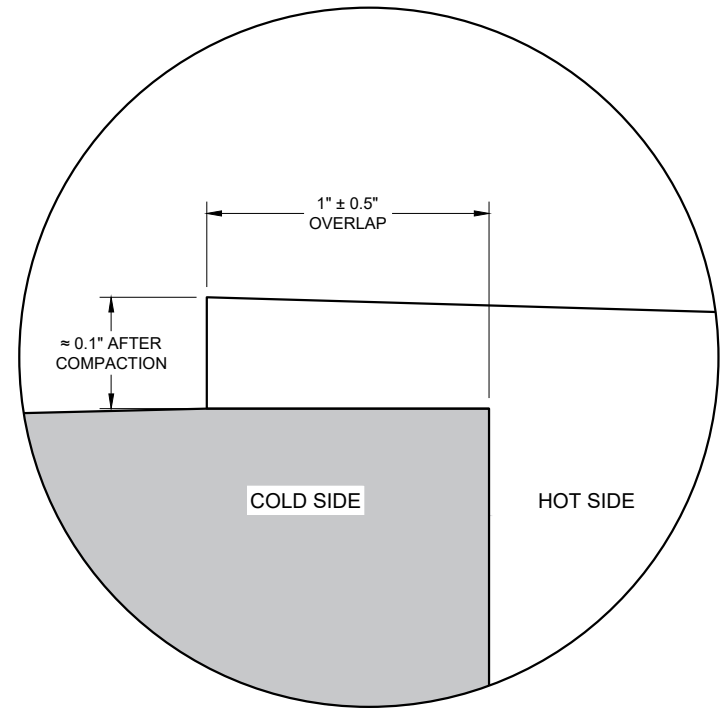
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION.

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



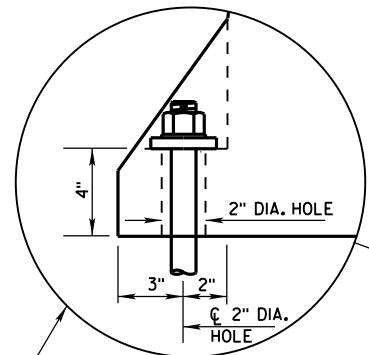
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

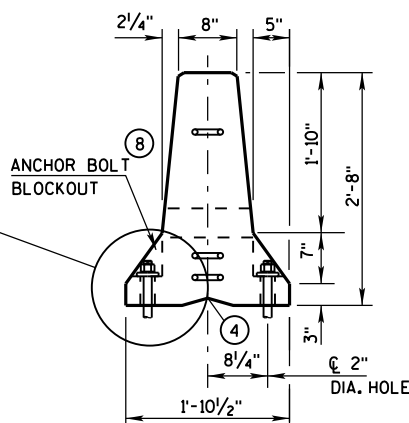
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 892

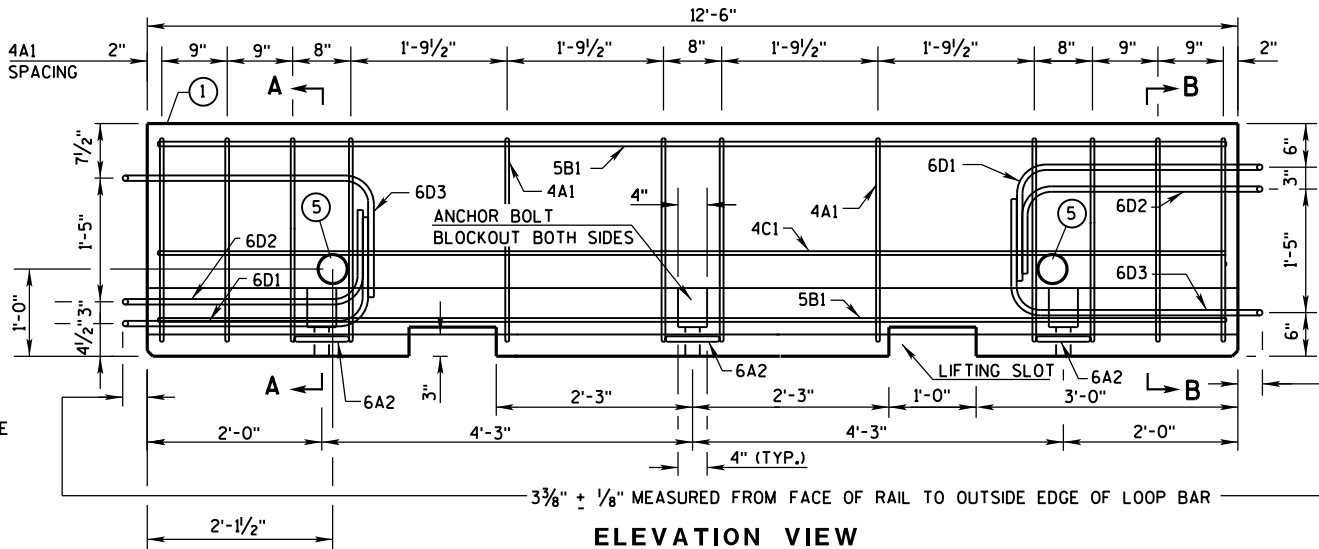
FHWA



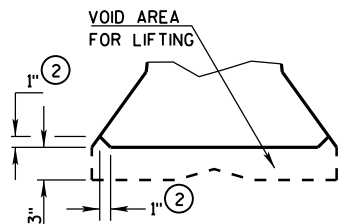
ANCHOR ON TRAFFIC SIDE (8)
ONLY WHEN REQUIRED
(SEE SHEET D FOR ADDITIONAL
ANCHOR DETAIL)



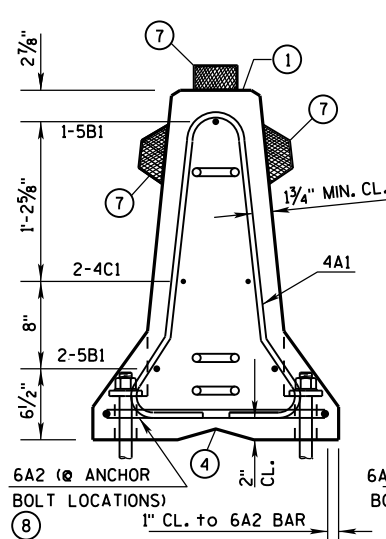
END VIEW



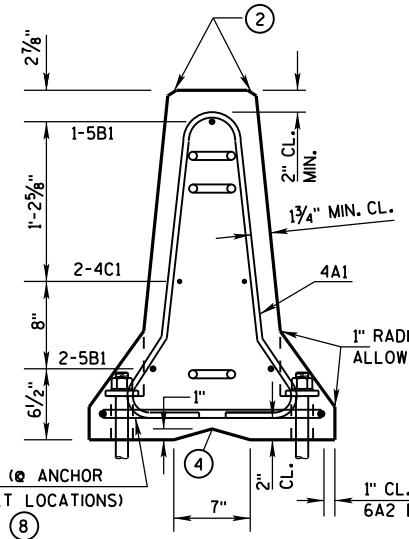
ELEVATION VIEW



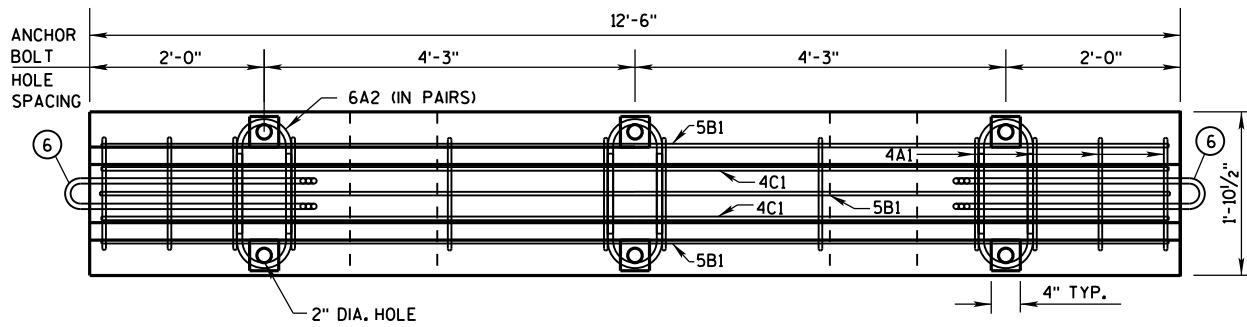
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

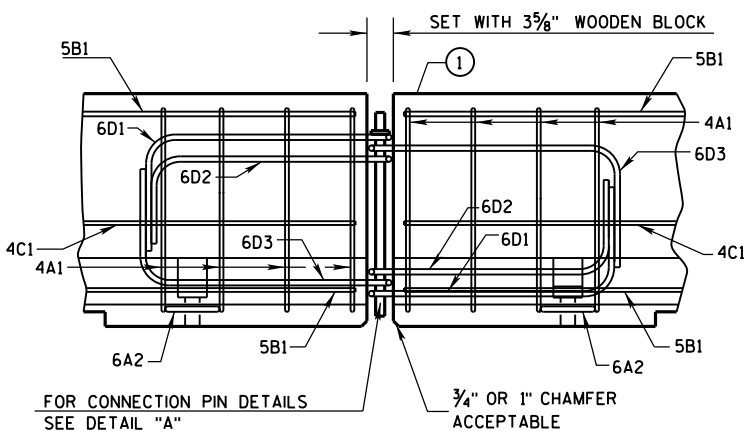


SECTION B-B
(STIRRUP PLACEMENT)

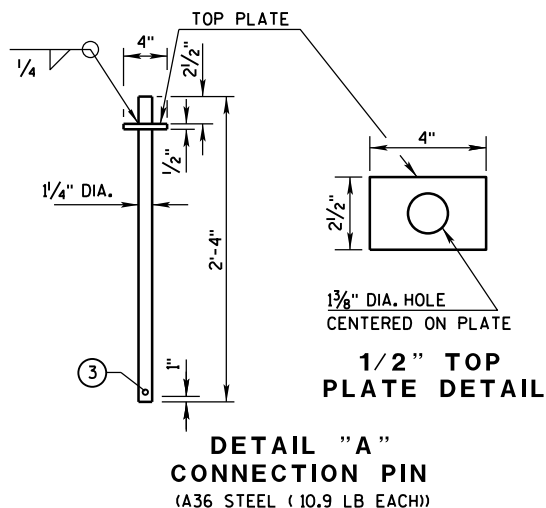


PLAN VIEW

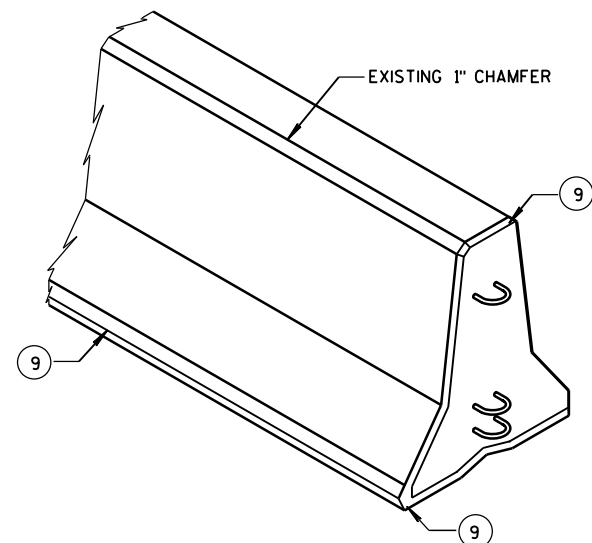
DETAILS OF BARRIER SECTION



DETAILS OF BARRIER CONNECTION



DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE 3/4" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-1/2" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN 1/8" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

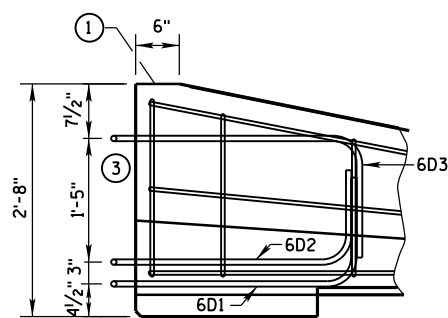
INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

- MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
 - TYPE: WICBTP
 - MANUFACTURER
 - DATE MANUFACTURED (MONTH AND YEAR)
- 1" CHAMFER TO PREVENT SPALLING.
- A 3/8" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..
- "V" NOTCH IS OPTIONAL.
- THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).
- NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.
- USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.
- SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.
- 1" CHAMFER OPTIONAL.

f'c = 4,000 psi

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



- ① MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
 - a. TYPE WICBTP
 - b. MANUFACTURER
 - c. DATE MANUFACTURED (MONTH AND YEAR)
- ② 1" CHAMFER TO PREVENT SPALLING.
- ③ NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

DETAIL "B"
LIFTING SLOT DETAIL

PLAN VIEW

CHAMFER DETAIL

END SECTION

FRONT ELEVATION

BARRIER ON CURVE

POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

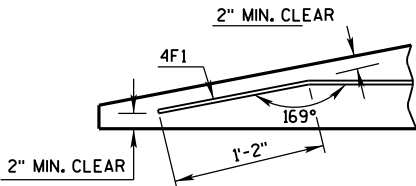
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 894

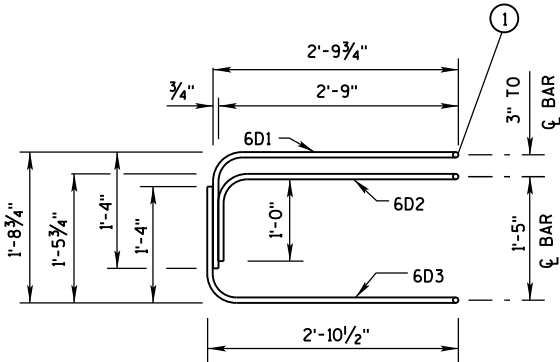
BARRIER TAPER SECTION
BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

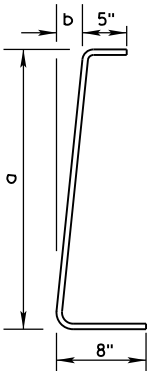
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



DETAIL "C"
BENT BAR DETAIL



ELEVATION
LOOP BAR ASSEMBLY



BAR	a	b
V1	10"	1"
V2	1'-1"	1 1/4"
V3	1'-5"	1 5/8"
V4	1'-8"	1 7/8"
V5	2'-0 1/2"	2 3/8"
V6	2'-3"	2 3/4"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

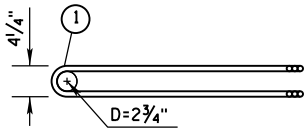
GENERAL NOTES

① NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

BARRIER SECTION
BILL OF MATERIALS

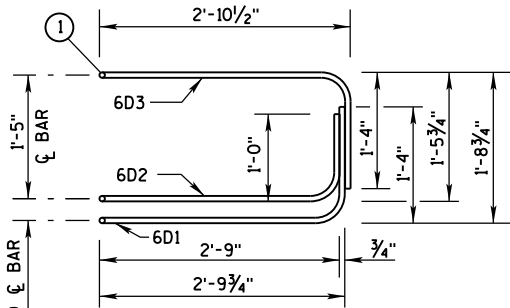
(PER 12'-6" BARRIER SECTION)

BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"

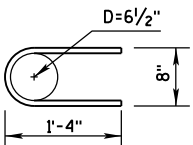


PLAN VIEW
LOOP BAR ASSEMBLY

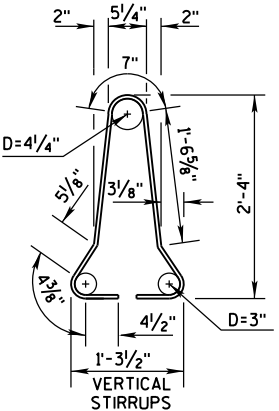
(MARKED END SHOWN, INVERT FOR OTHER END)



ELEVATION VIEW



6A2

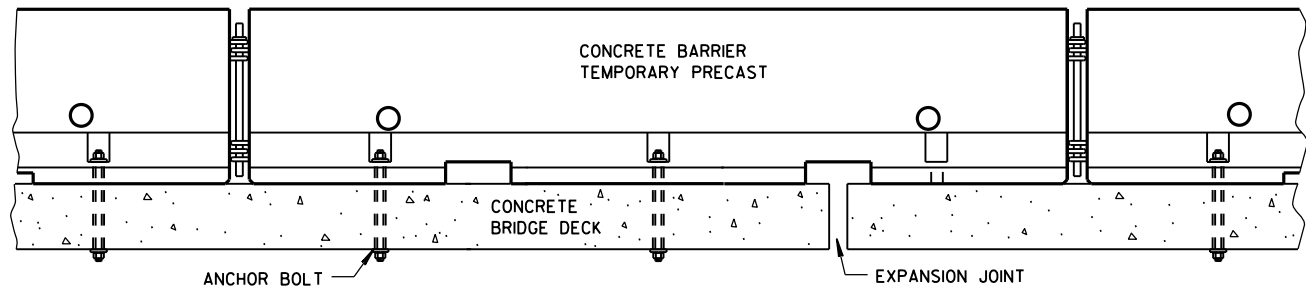
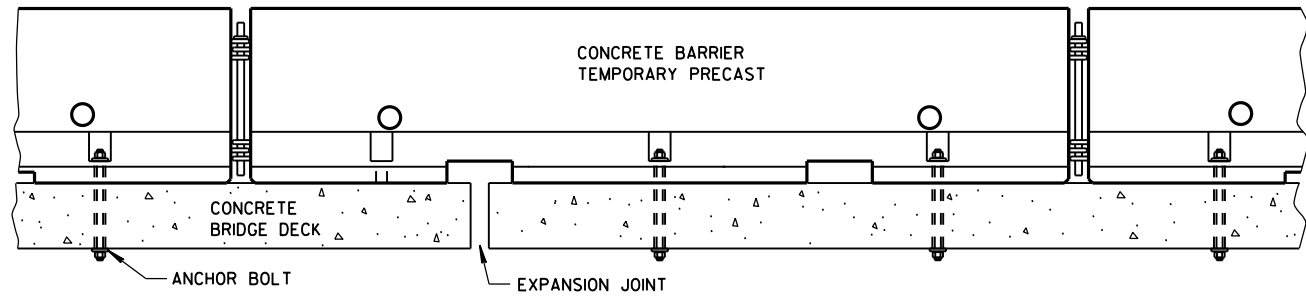


4A1

BARRIER SECTION

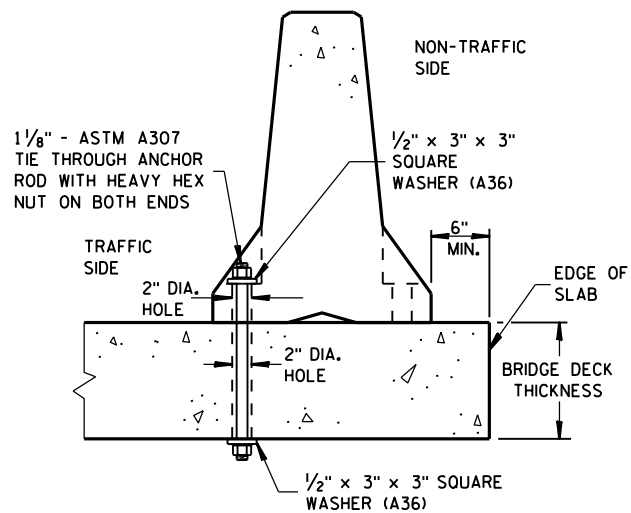
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 895



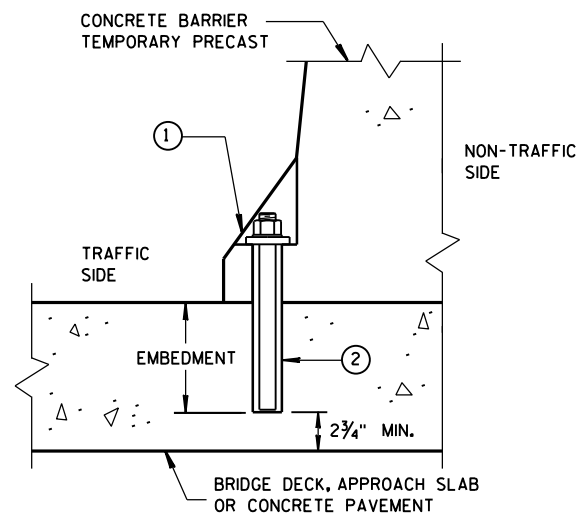
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



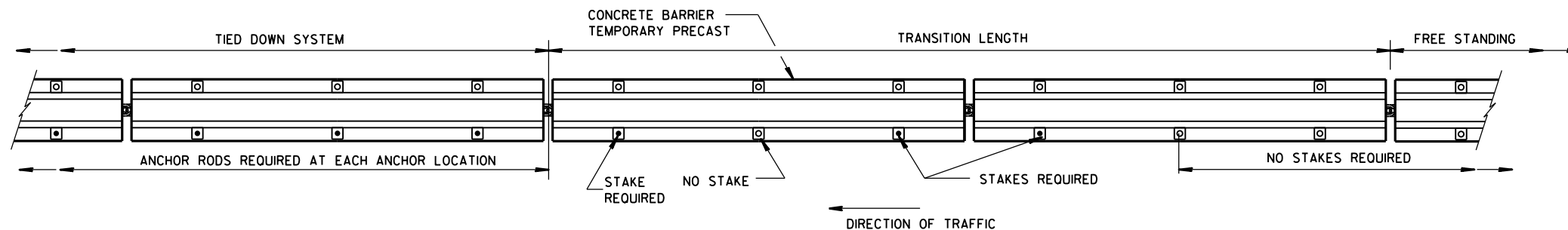
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

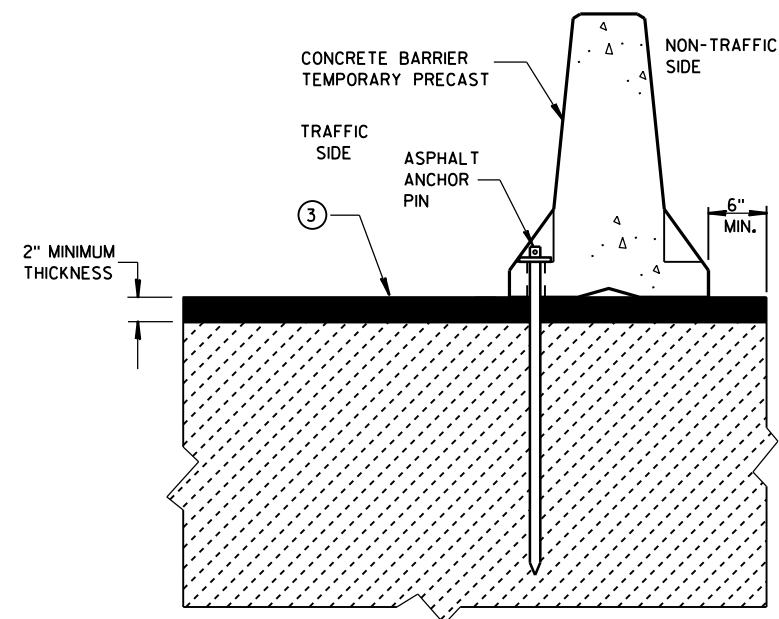
(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

GENERAL NOTES

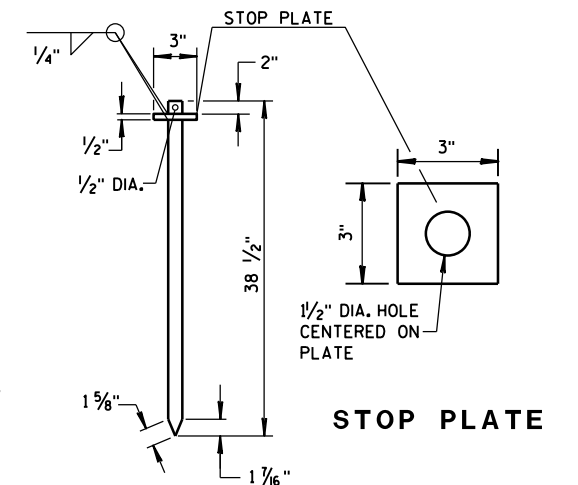
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

- ① 1/8" DIAMETER A307 THREADED ROD, 1/2" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.
- ② ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5/4" EMBEDMENT. SEE 603.2 AND 603.3.12 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.
- ③ ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THEN DRIVE ASPHALT ANCHOR PIN.



STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE

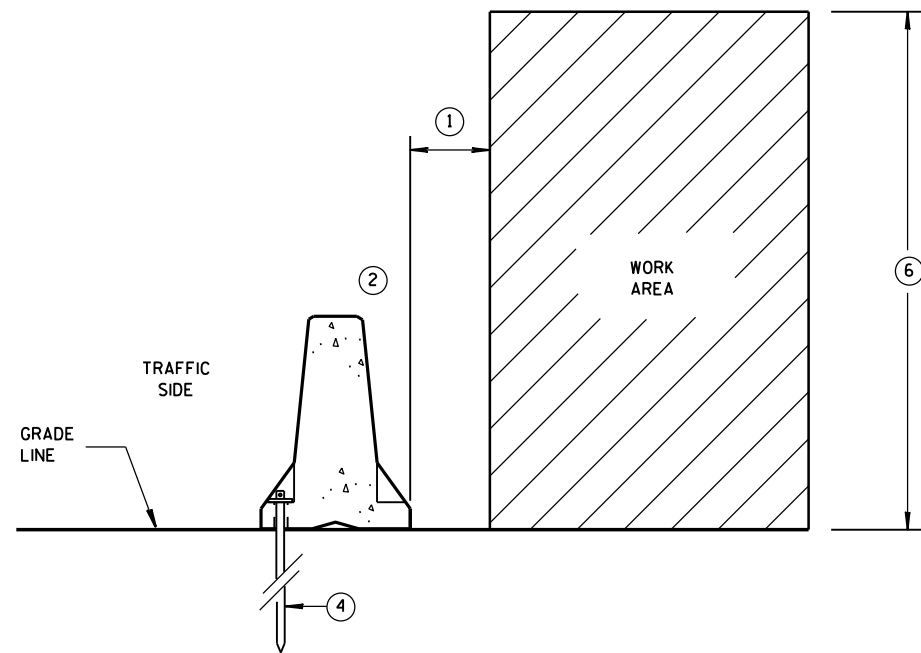


ASPHALT ANCHOR PIN

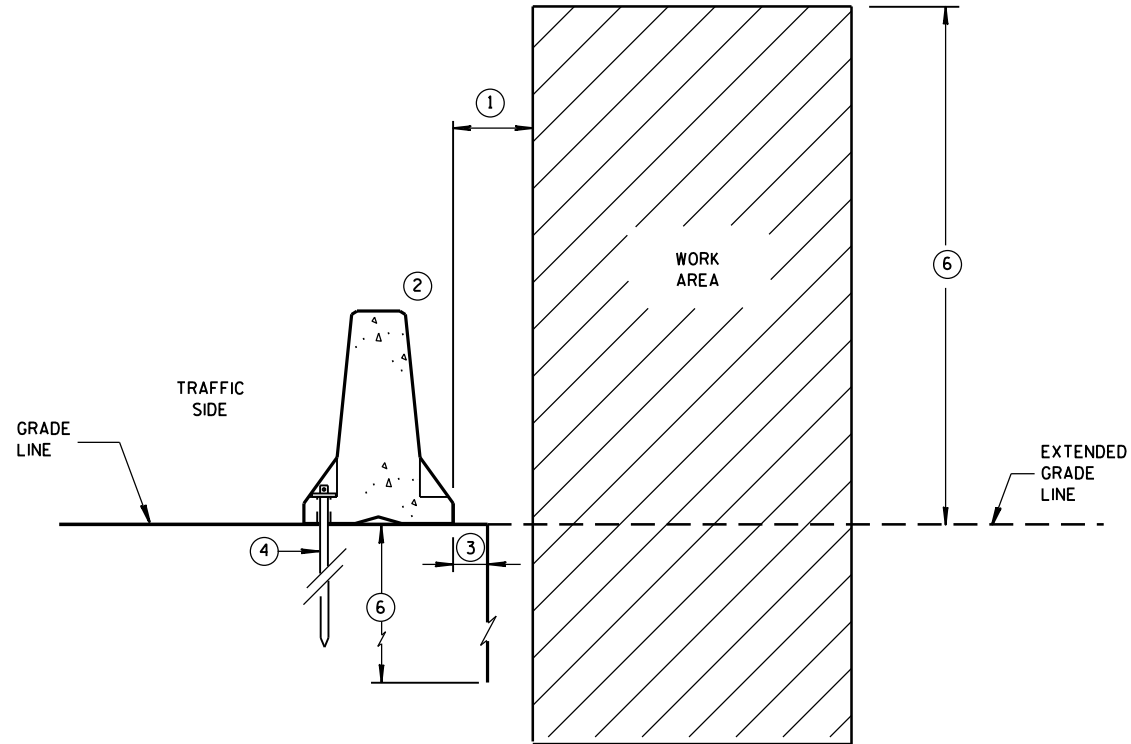
(ASTM A36 STEEL)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 896



**ANCHORED BARRIER SPACE REQUIREMENTS
FOR HAZARDS EXTENDED
ABOVE THE GRADE LINE**

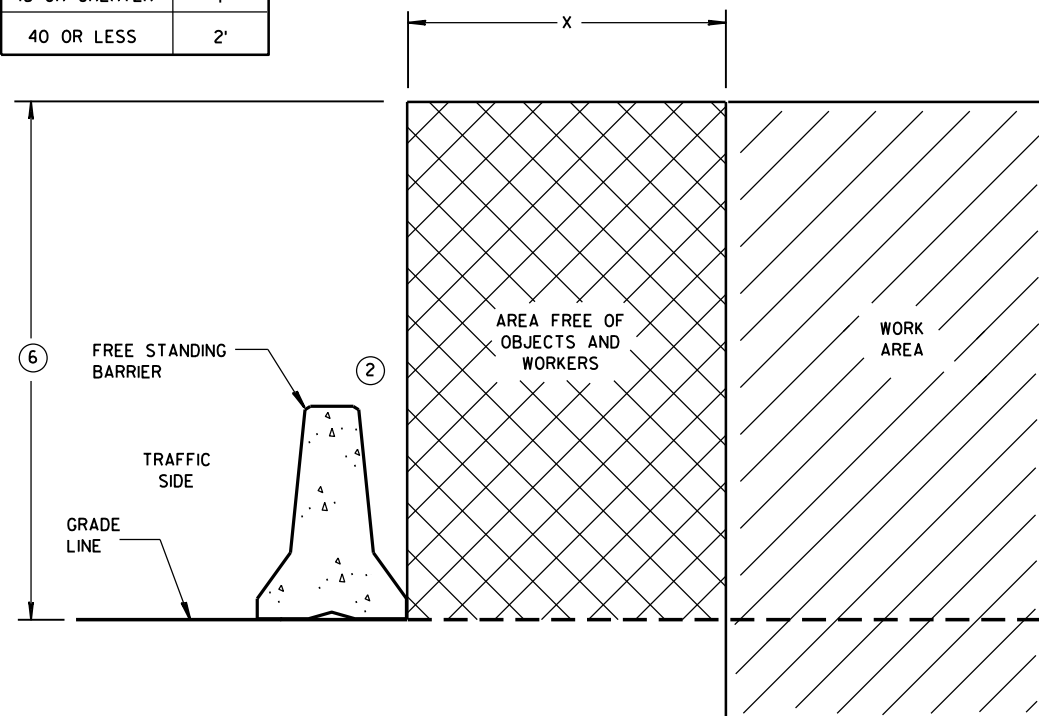


**ANCHORED BARRIER SPACE REQUIREMENTS
ON VERTICAL DROP OFFS**

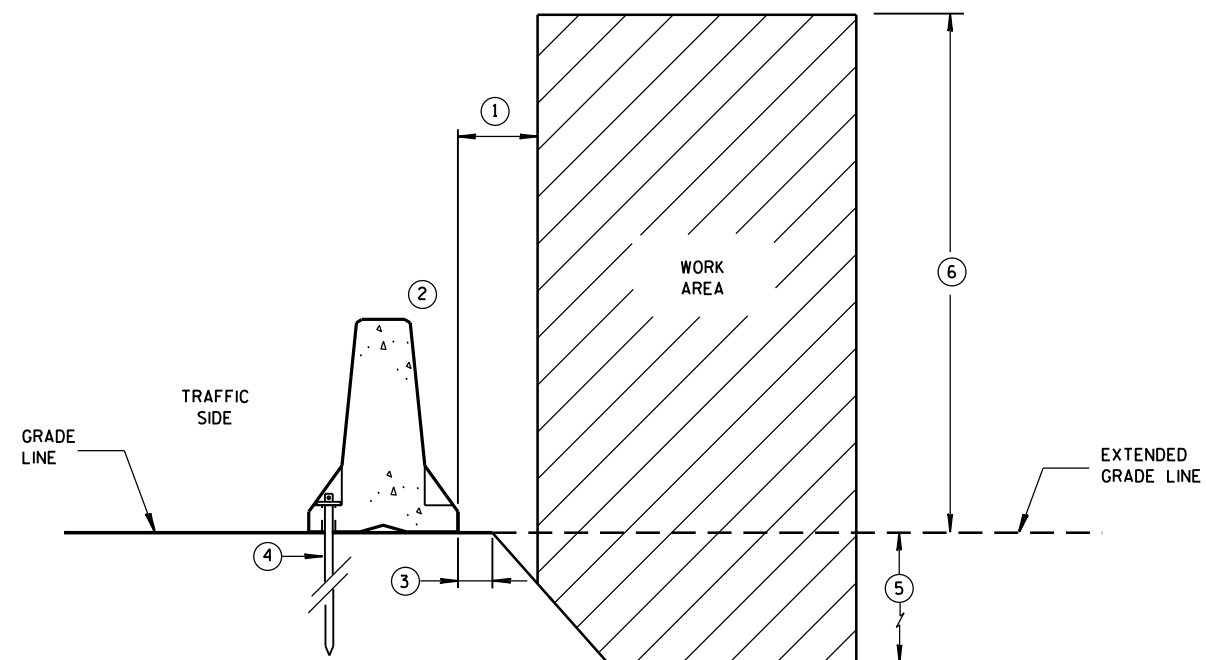
GENERAL NOTES

- ① WHEN OBJECTS EXTEND ABOVE THE GRADE, A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT. SEE OTHER DETAILS FOR FOR THE MINIMUM OFFSET FROM BACK OF BARRIER TO SLOPES OR VERTICAL DROPS.
- ② OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR LEANED AGAINST THE BARRIER WITHOUT PERMISSION OF THE PROJECT ENGINEER.
- ③ SEE OTHER DETAIL ON SHEET "D" FOR SPACE REQUIREMENTS.
- ④ SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR A STAKE DOWN FOR ASPHALTIC SURFACE TREATMENT DETAILS. ASPHALTIC ANCHOR SHOWN.
- ⑤ DEPTH OF 3 FEET OR MORE.
- ⑥ Y = 6'-6".

POSTED SPEED MPH	X
45 OR GREATER	4'
40 OR LESS	2'



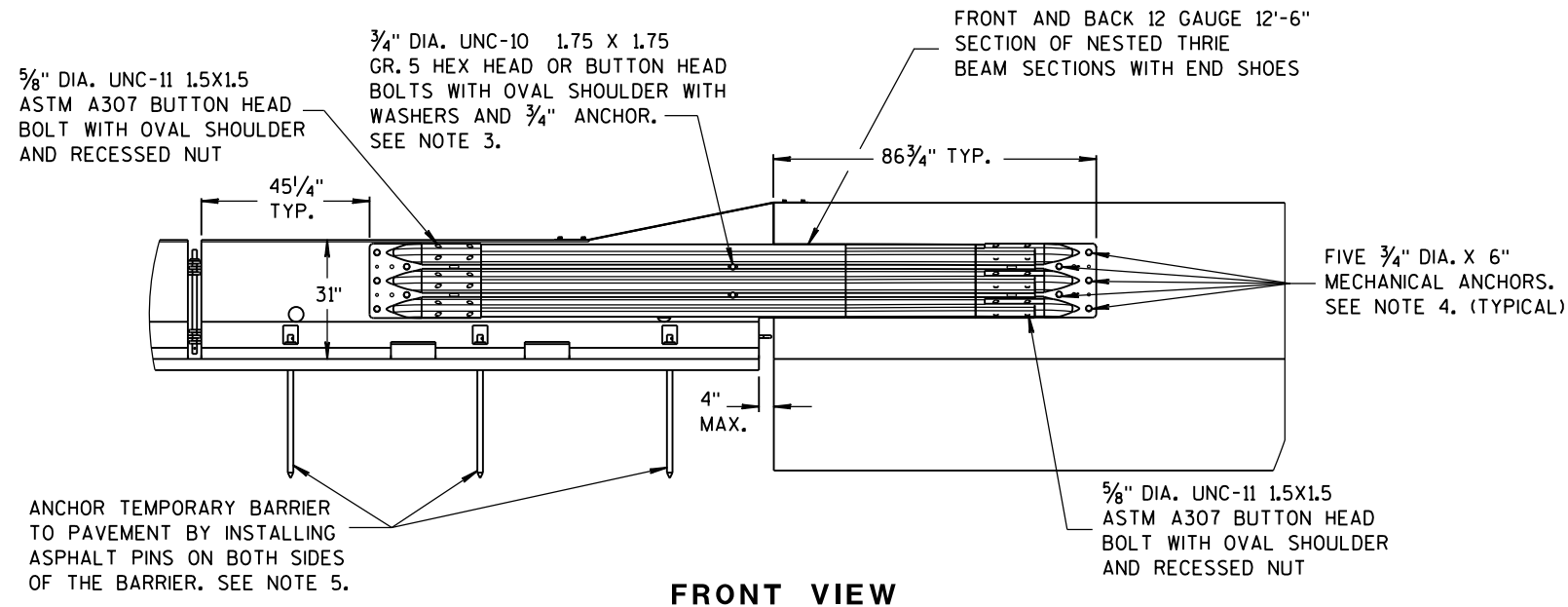
FREE STANDING BARRIER SPACE REQUIREMENTS



**ANCHORED BARRIER SPACE REQUIREMENTS
ON SLOPES**

**CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 897



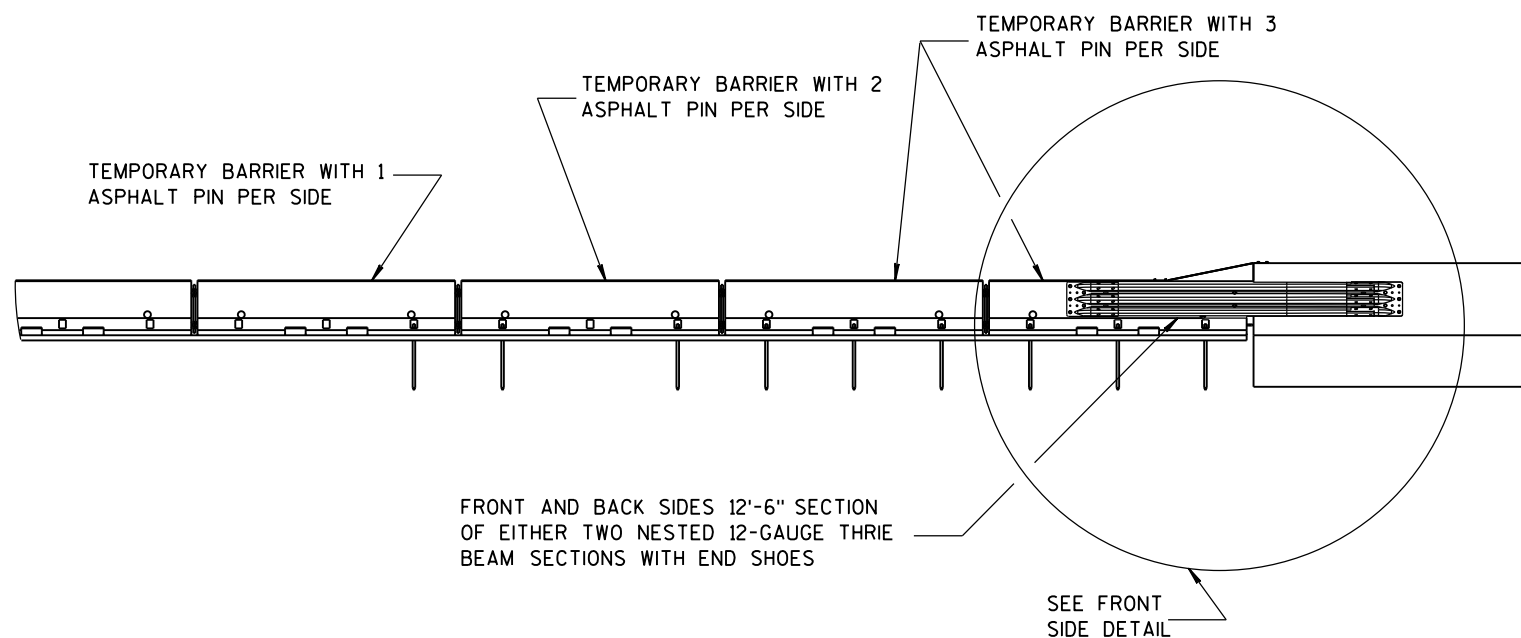
FRONT VIEW

NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

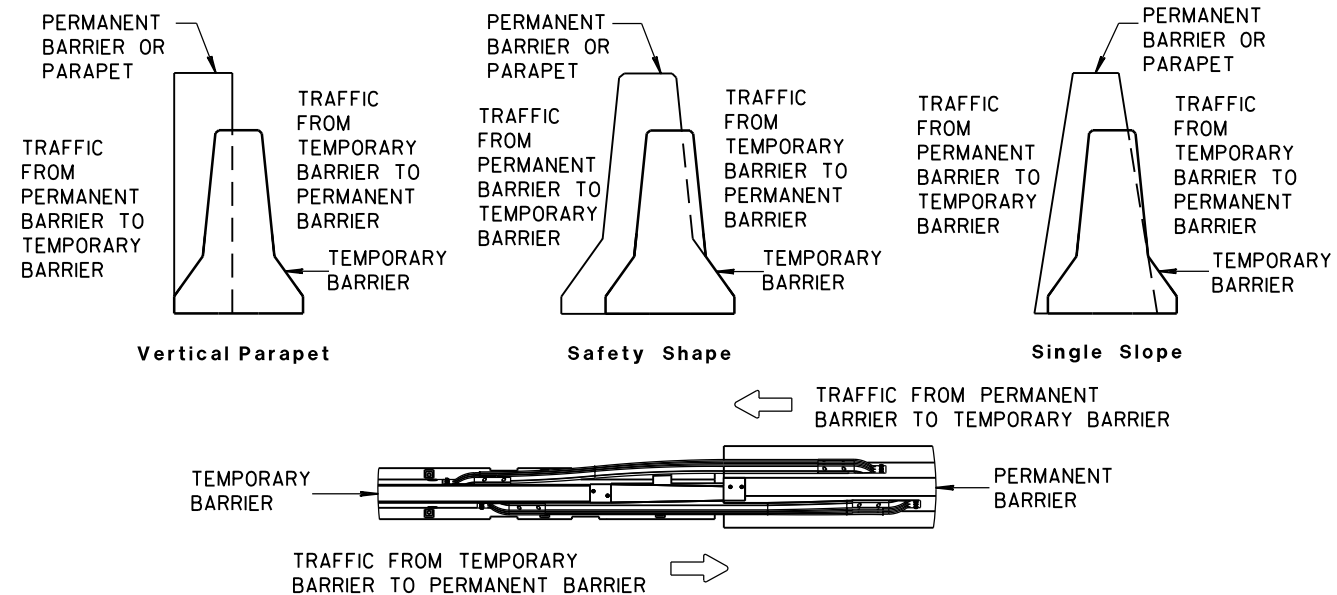
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.

4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.

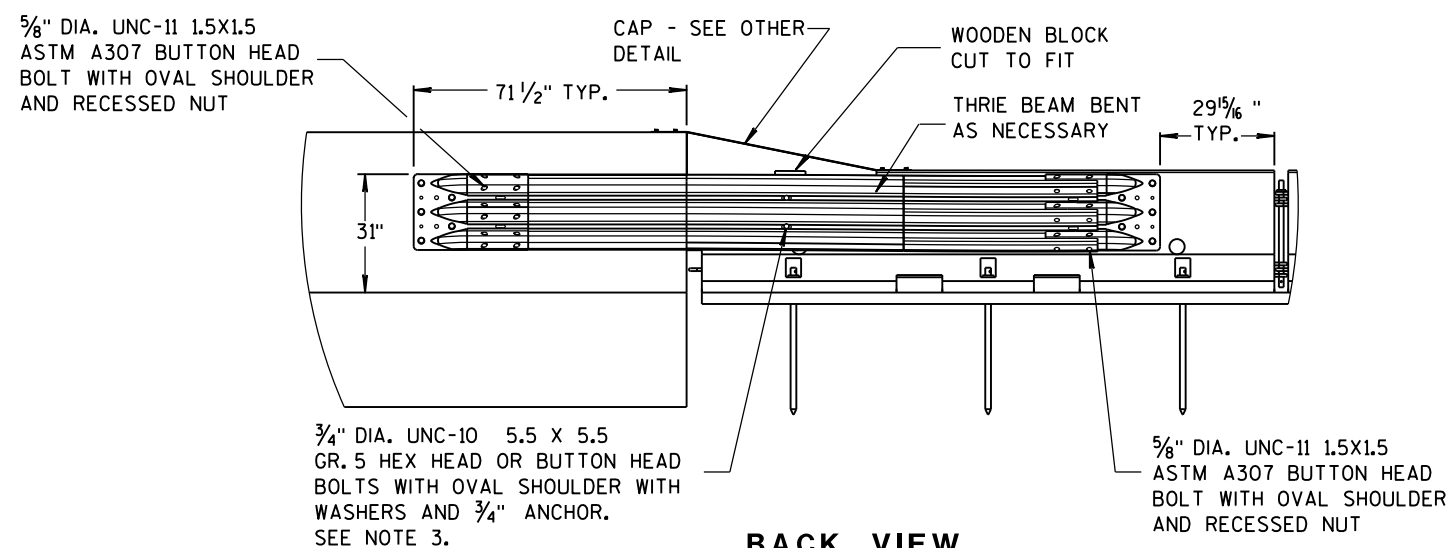


FRONT VIEW

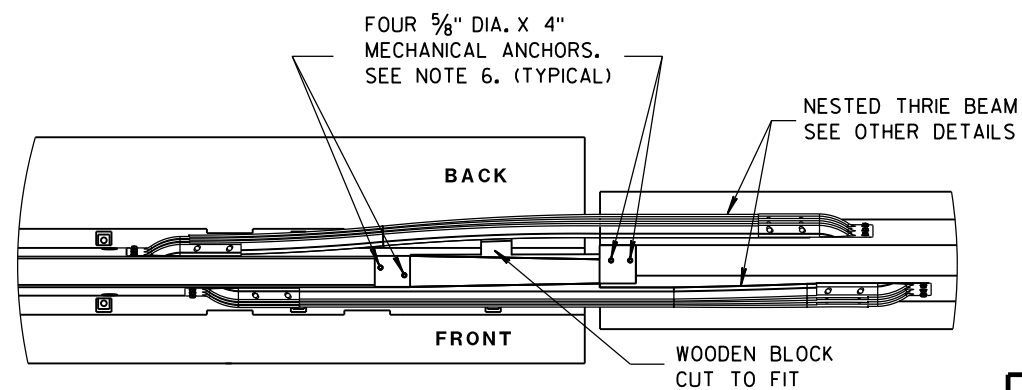
BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM



TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM



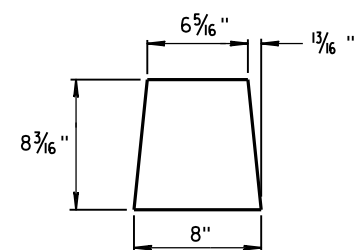
BACK VIEW



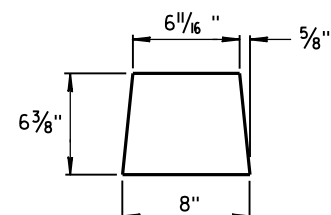
PLAN VIEW

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

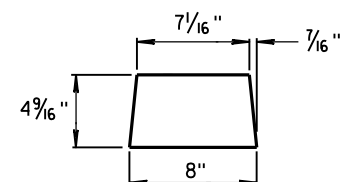
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



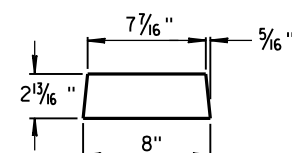
GUSSET 1



GUSSET 2

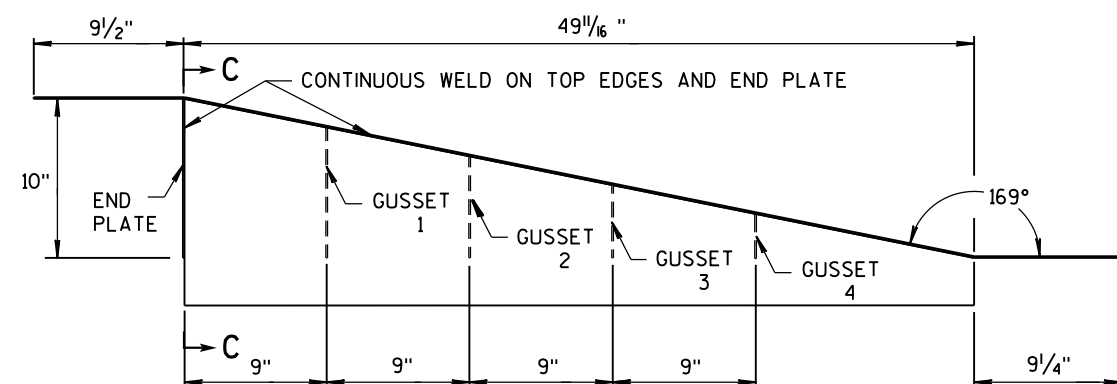
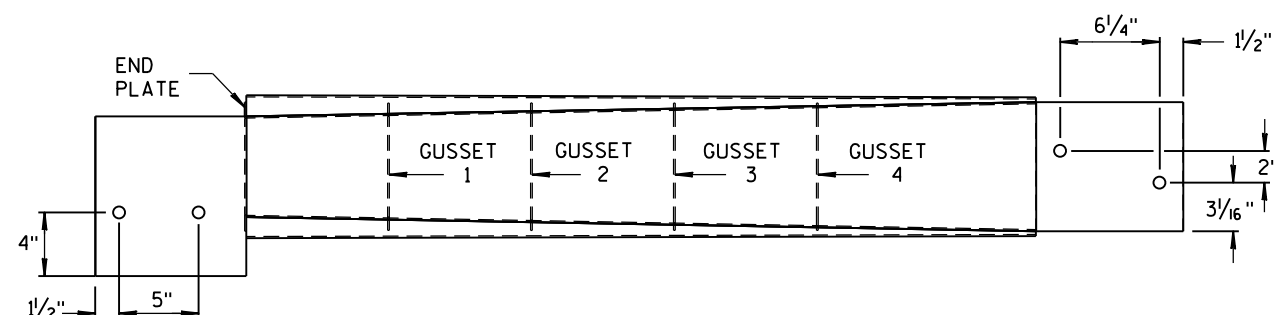


GUSSET 3



GUSSET 4

GUSSETS

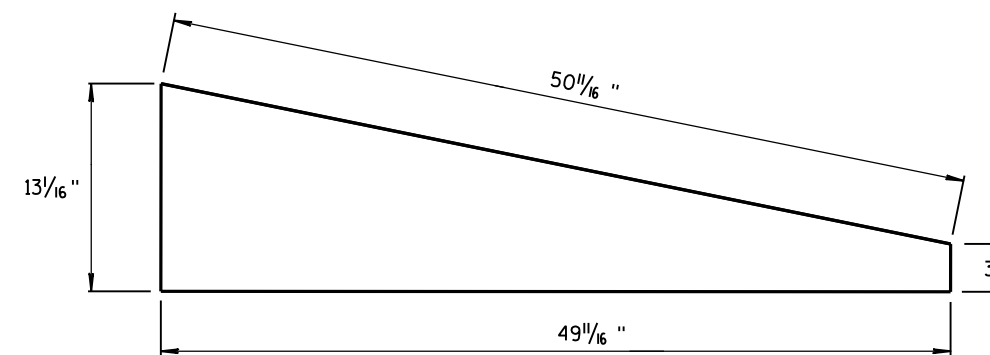


**CAP DETAILS FOR TEMPORARY CONCRETE
BARRIER TO 42" PERMANENT CONCRETE BARRIER**

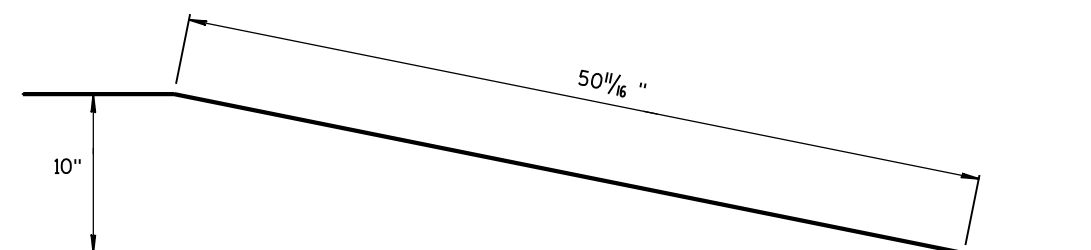
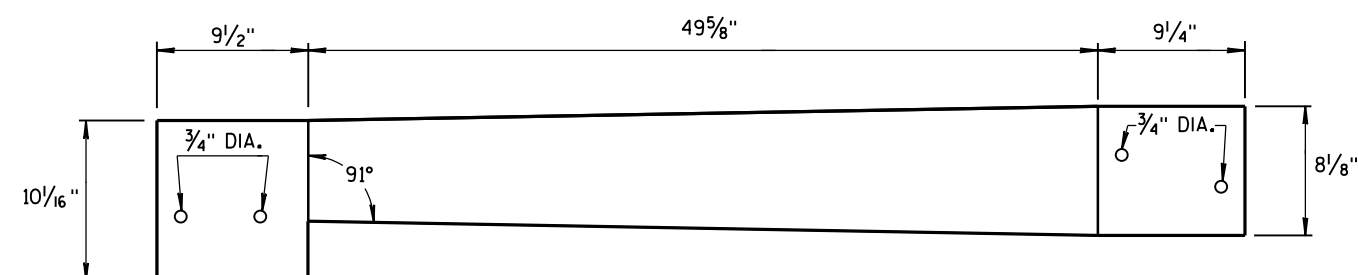
Technical drawing of a trapezoid with the following dimensions:

- Top width: $6\frac{1}{16}$ inches
- Bottom width: $8\frac{1}{8}$ inches
- Height: 10 inches
- Right side offset: 1 inch

END PLATE



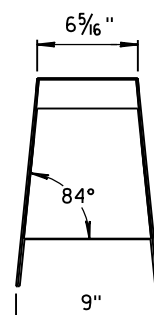
SIDE PLATE



TOP PLATE

**SIDE, TOP AND END PLATES FOR CAP
FROM TEMPORARY CONCRETE BARRIER
TO 42" PERMANENT CONCRETE BARRIER**

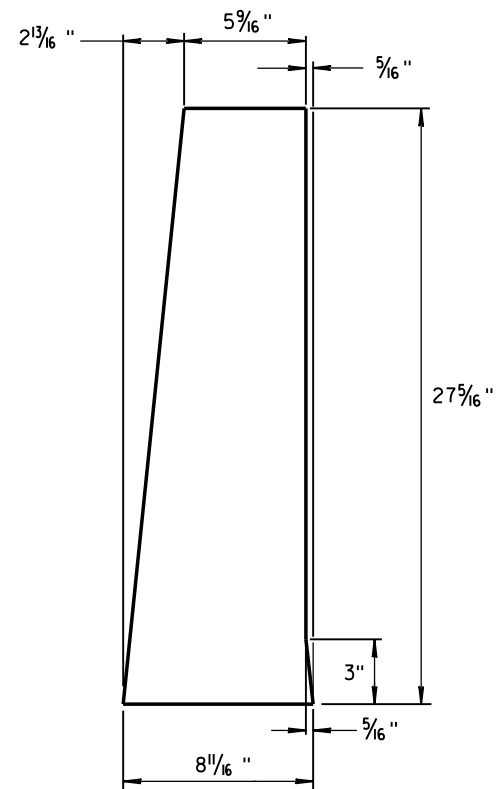
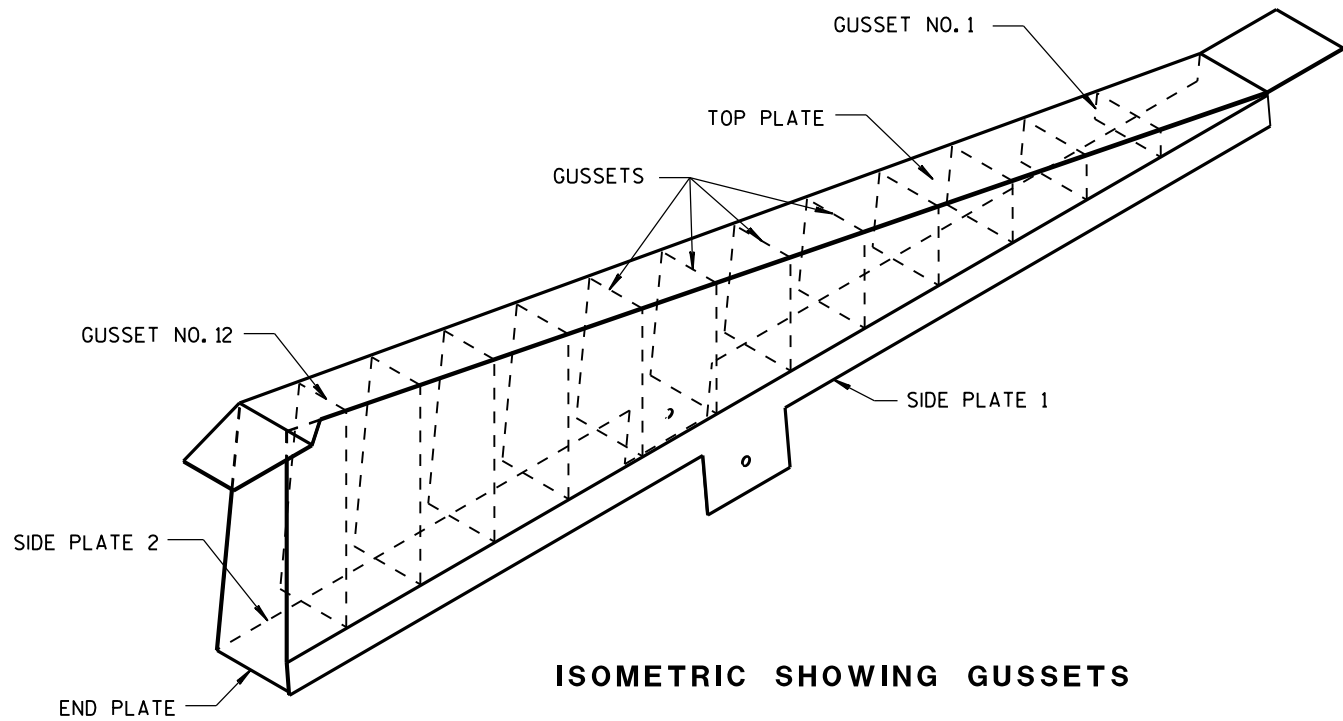
SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.



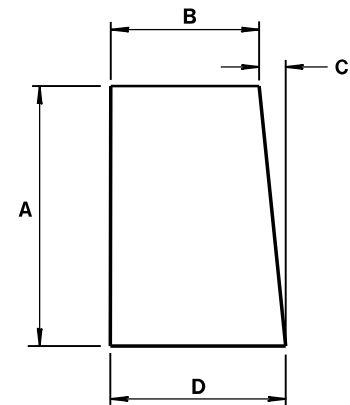
SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.



1/8" STEEL PLATE

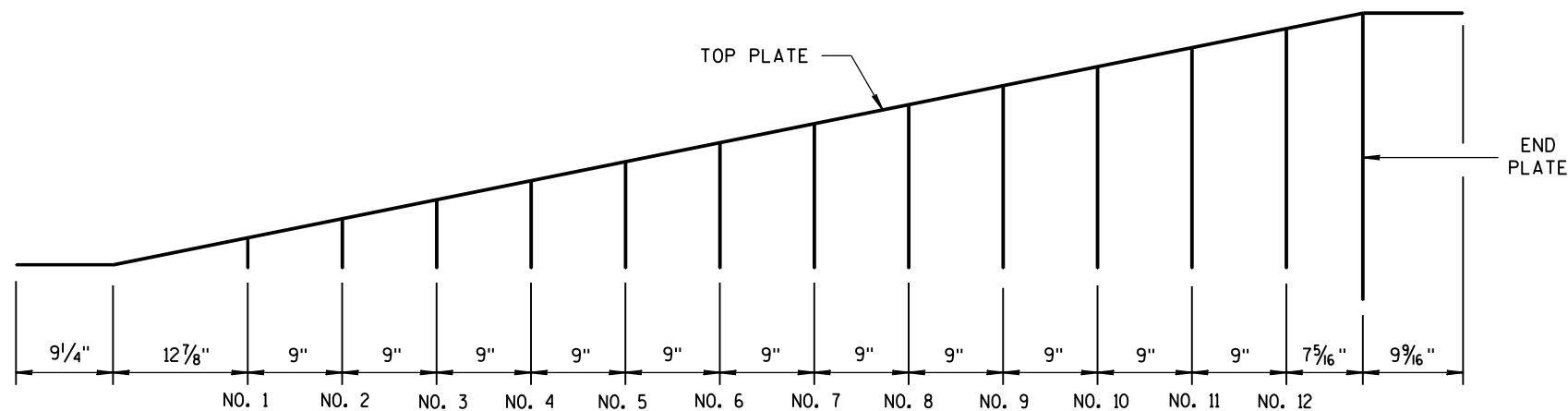


ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 1/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8 "	1 1/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8 "	7"	1 1/16 "	8 1/16 "
6	11 5/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8 "	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8 "	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

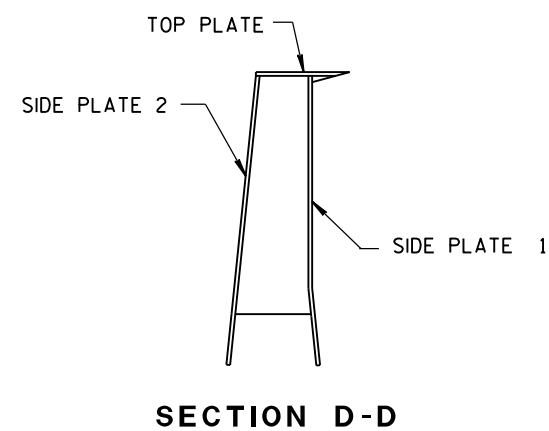
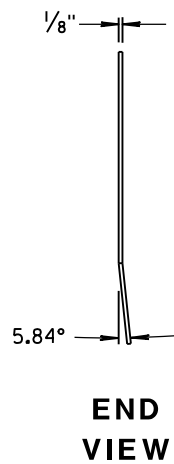
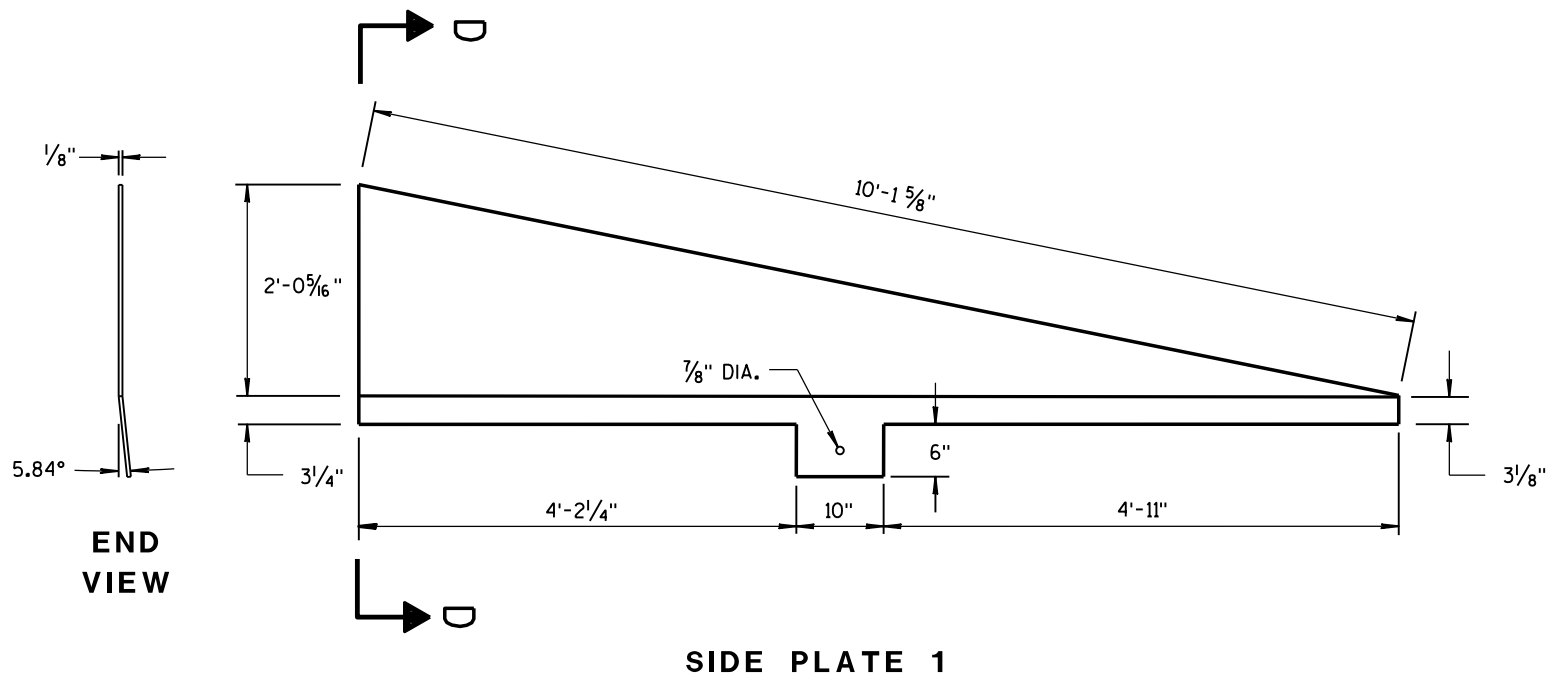
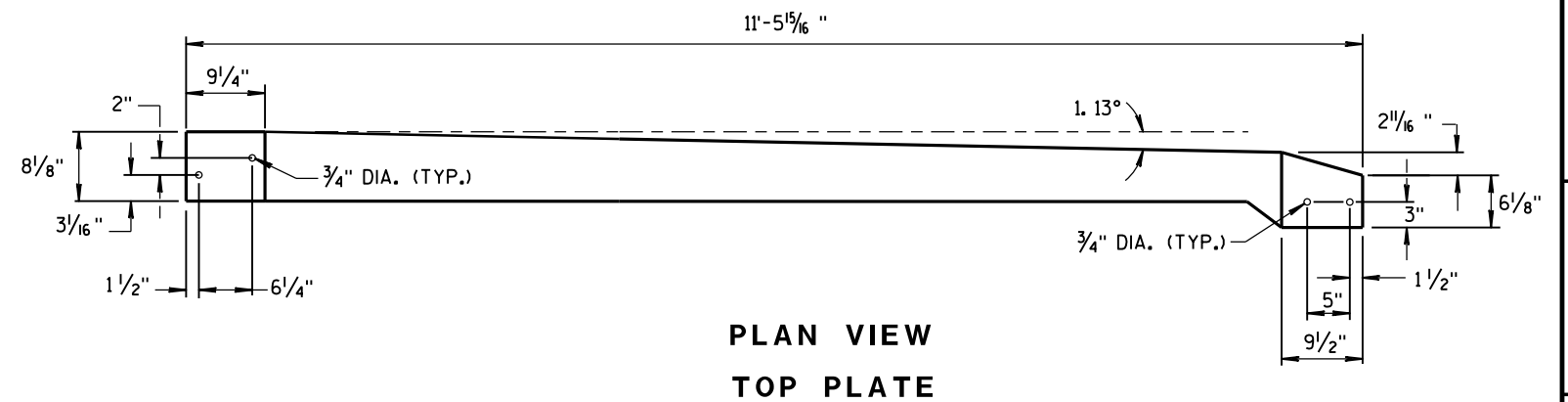
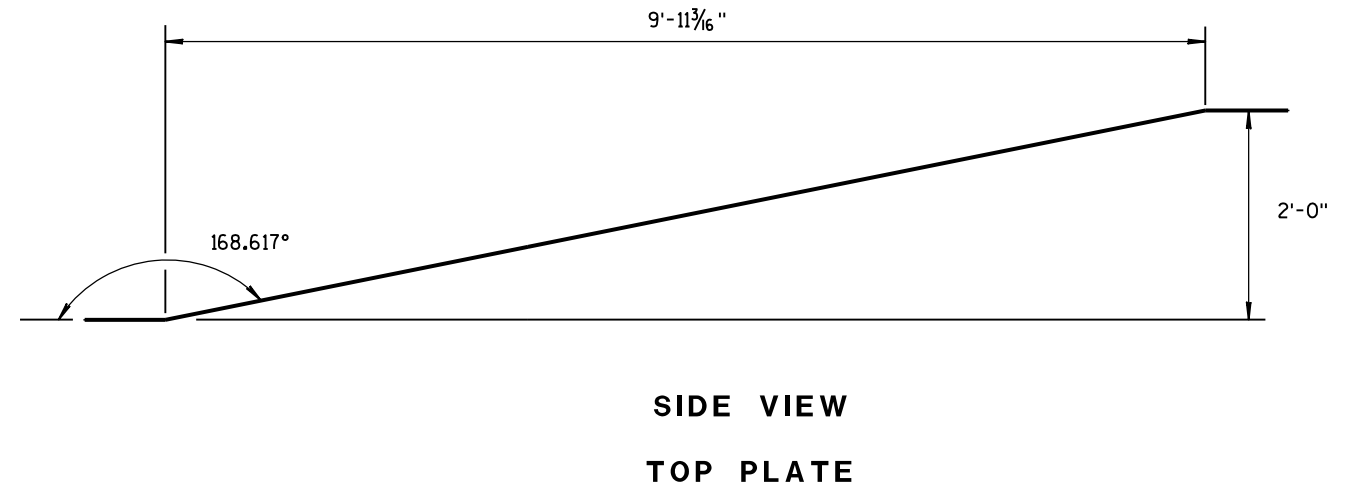
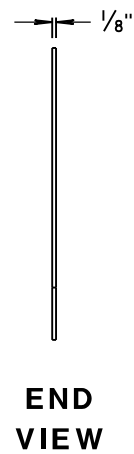
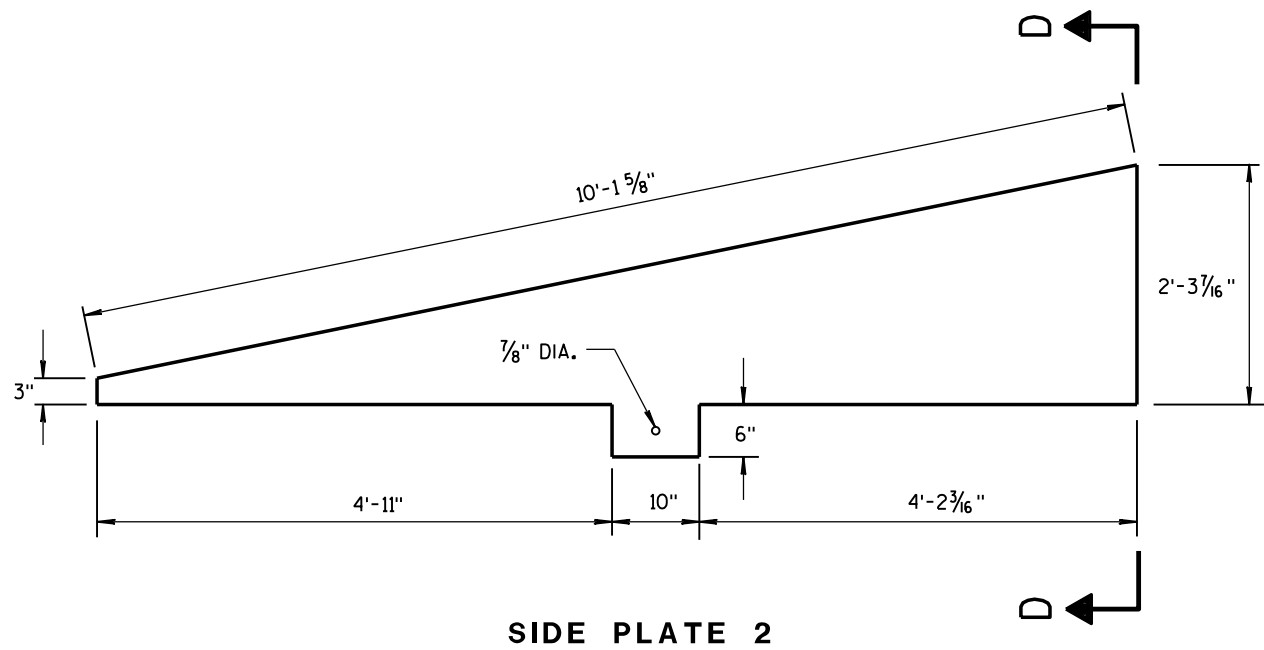
GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

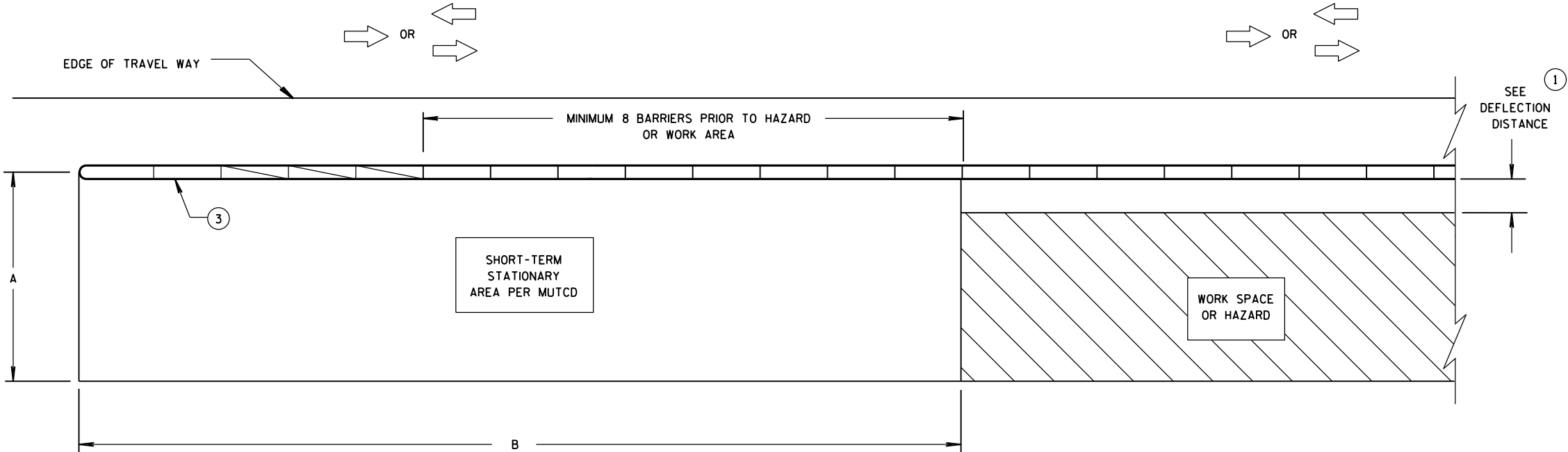
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

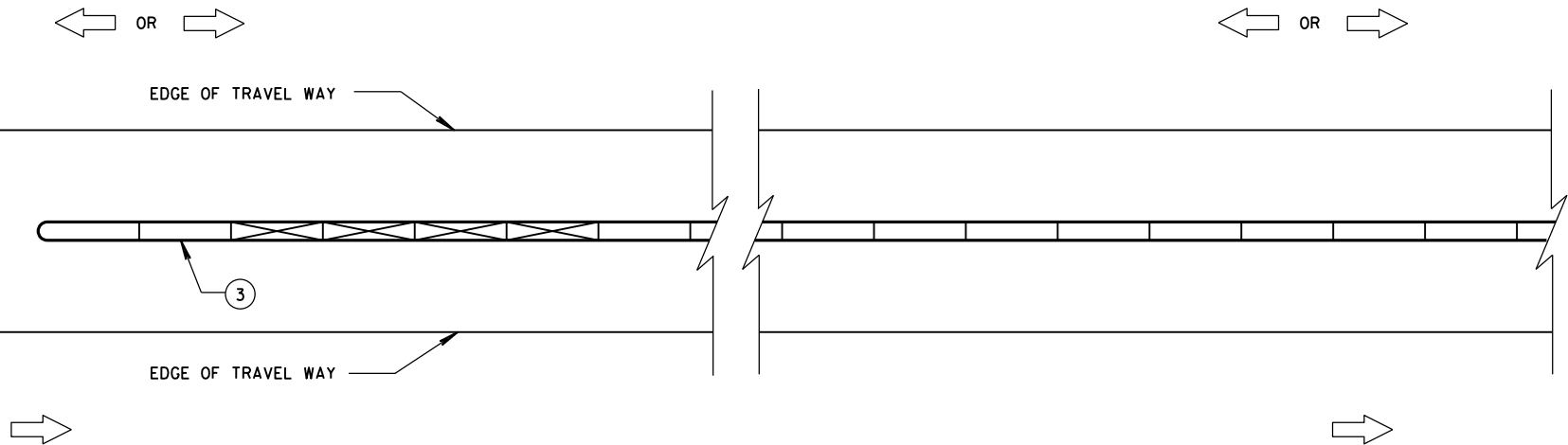


**CAP DETAILS FOR TEMPORARY CONCRETE
BARRIER TO 56" PERMANENT CONCRETE BARRIER**

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED June 2017	/S/ Rodney Taylor		
DATE	ROADWAY STANDARD	901	ENT
FHWA	UNIT SUPERV		



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER
INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER
INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

- ① FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.
- ② VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.
- ③ ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

DIMENSION A TABLE ②

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE ②

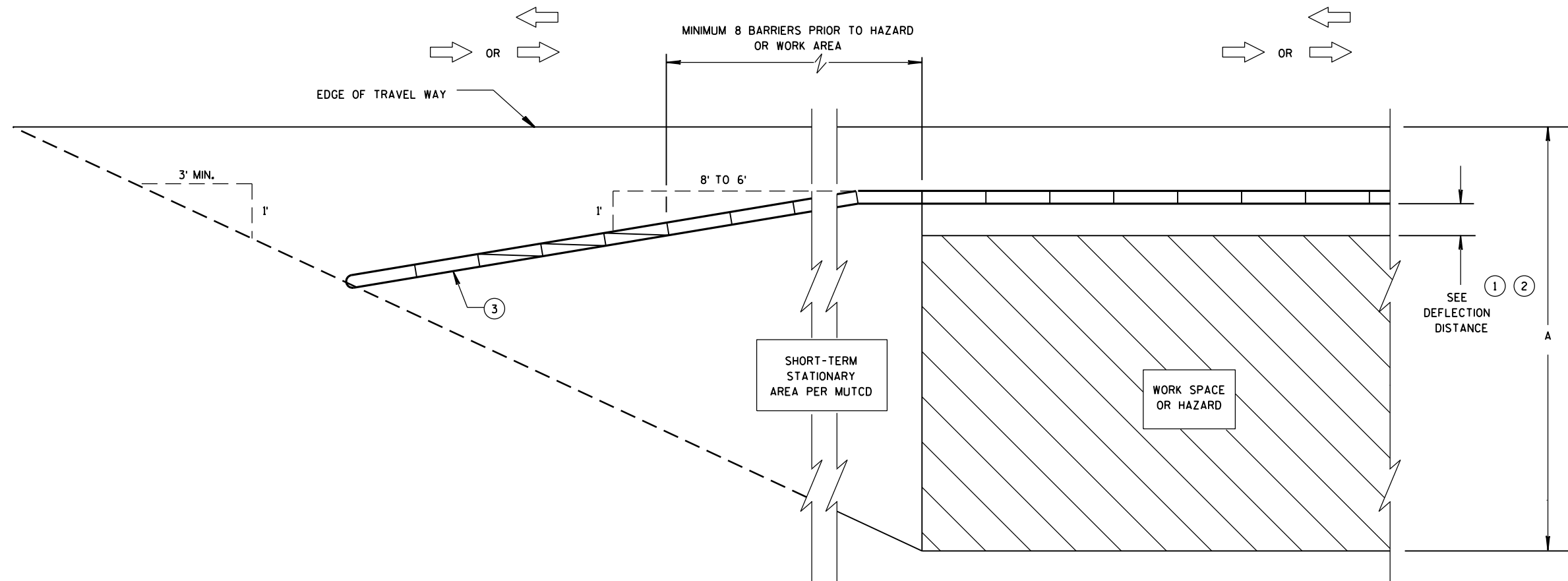
POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

LEGEND

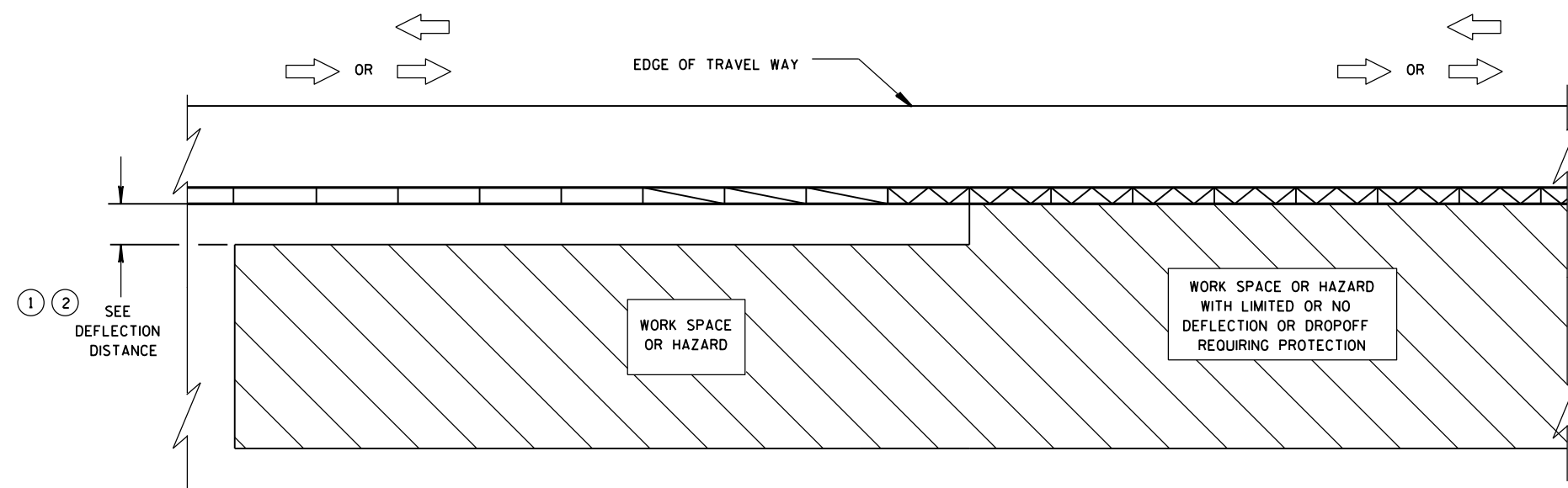
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER
INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION**



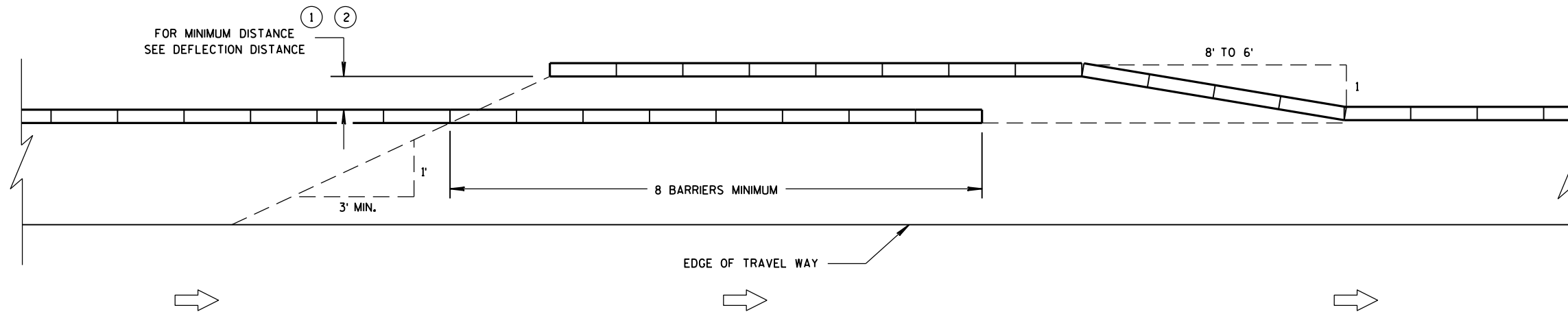
**TRANSITION FROM FREE STANDING TEMPORARY BARRIER
TO ANCHORED BARRIER**

LEGEND

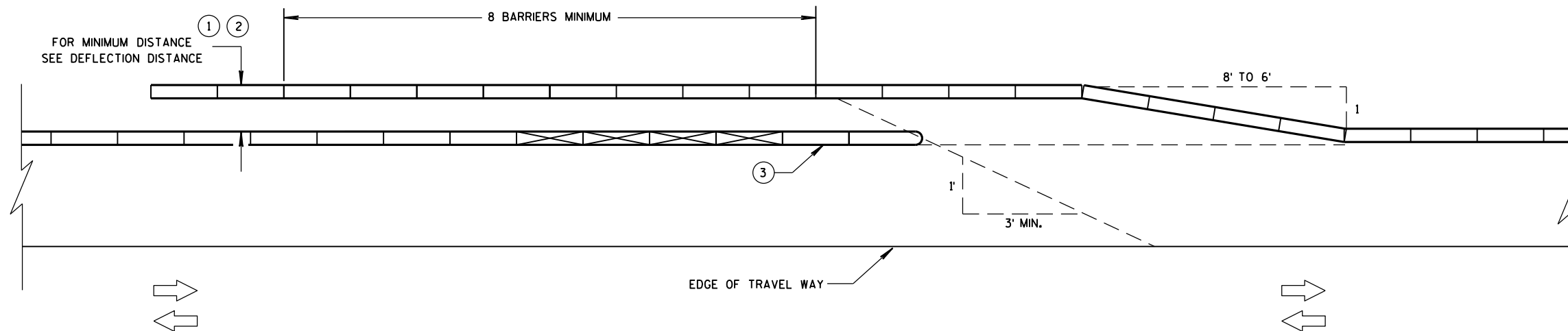
DIRECTION OF TRAVEL	
CRASH CUSHION OR SAND BARREL ARRAY	
SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS	
SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS	
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER	
PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET	
FREE STANDING TEMPORARY BARRIER	

**CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS**

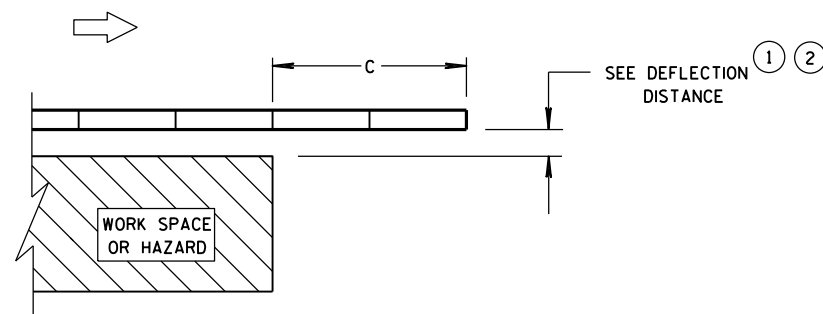
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 903



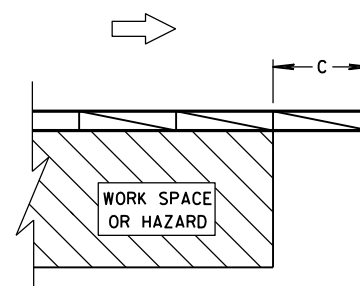
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



**ENDING TEMPORARY BARRIER
DOWNSTREAM - UNANCHORED**



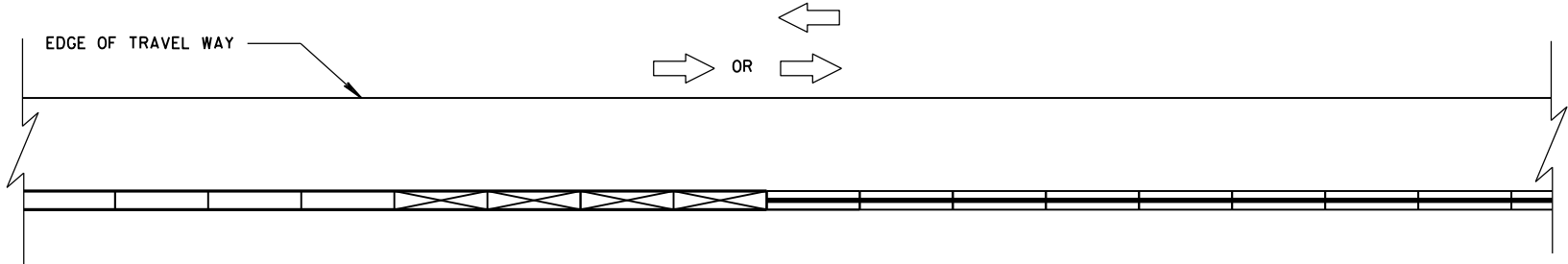
**ENDING TEMPORARY BARRIER
DOWNSTREAM - ANCHORED**

LEGEND

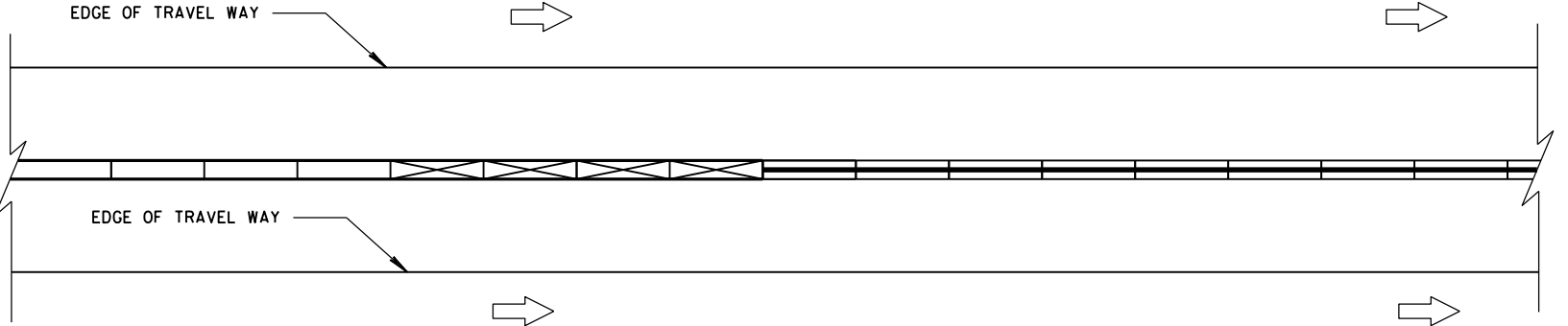
DIRECTION OF TRAVEL	
CRASH CUSHION OR SAND BARREL ARRAY	
SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS	
SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS	
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER	
PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET	
FREE STANDING TEMPORARY BARRIER	

**CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 904



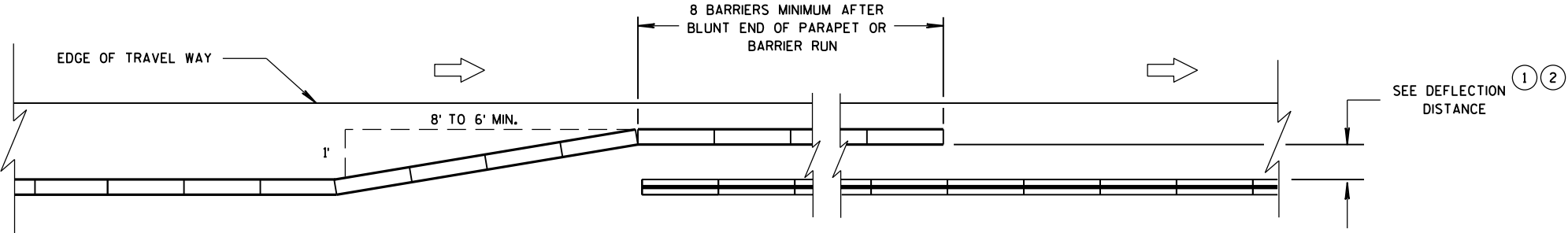
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



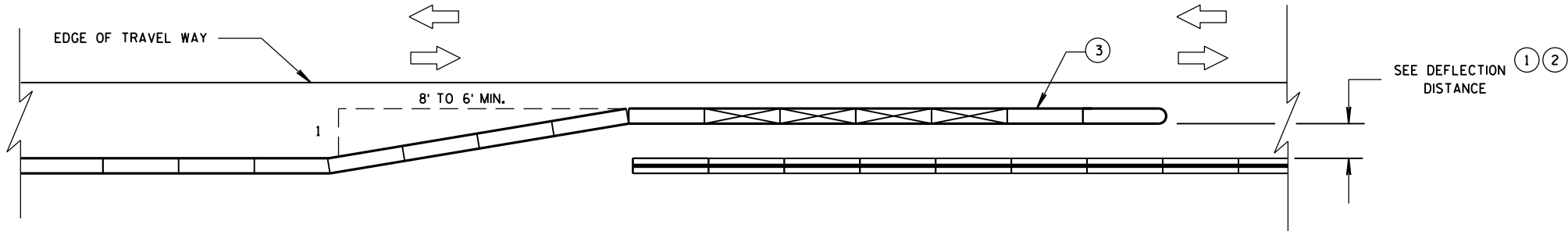
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

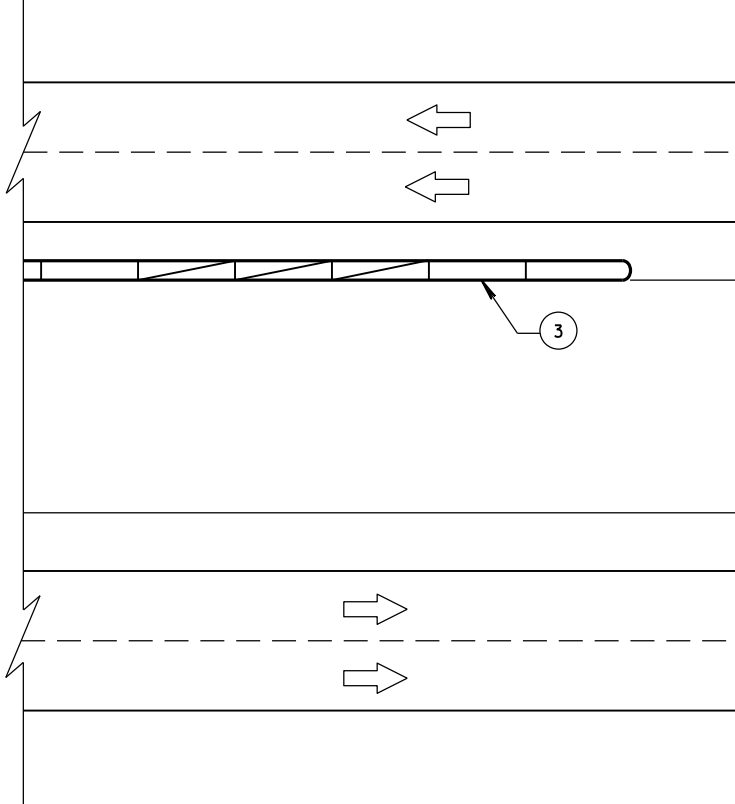
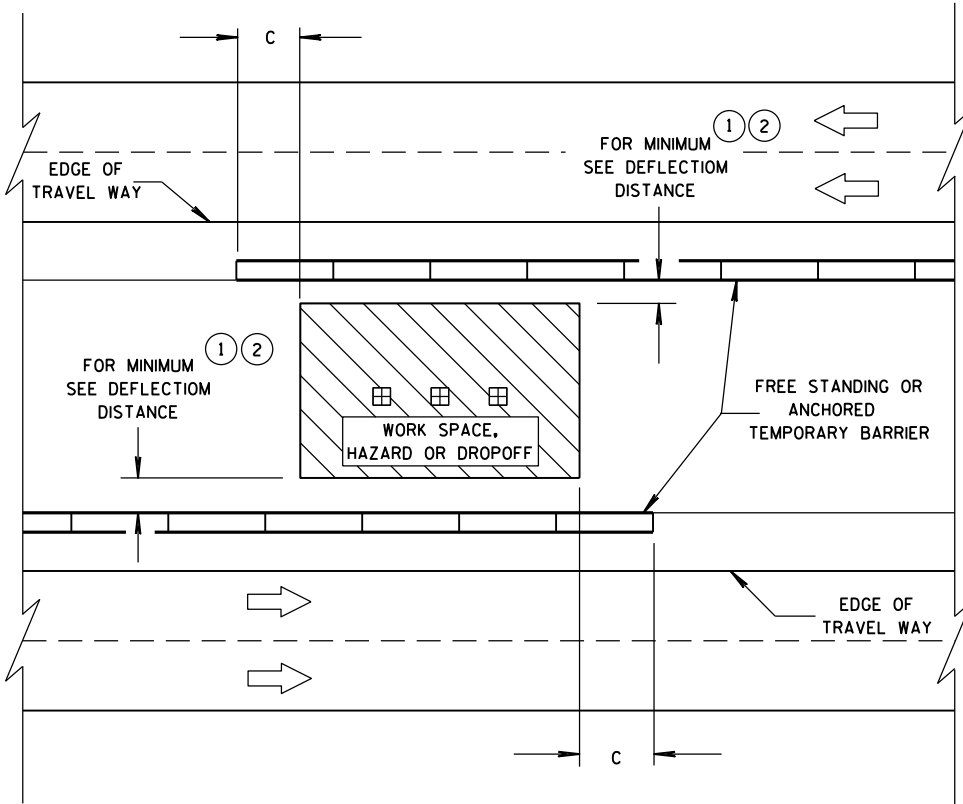
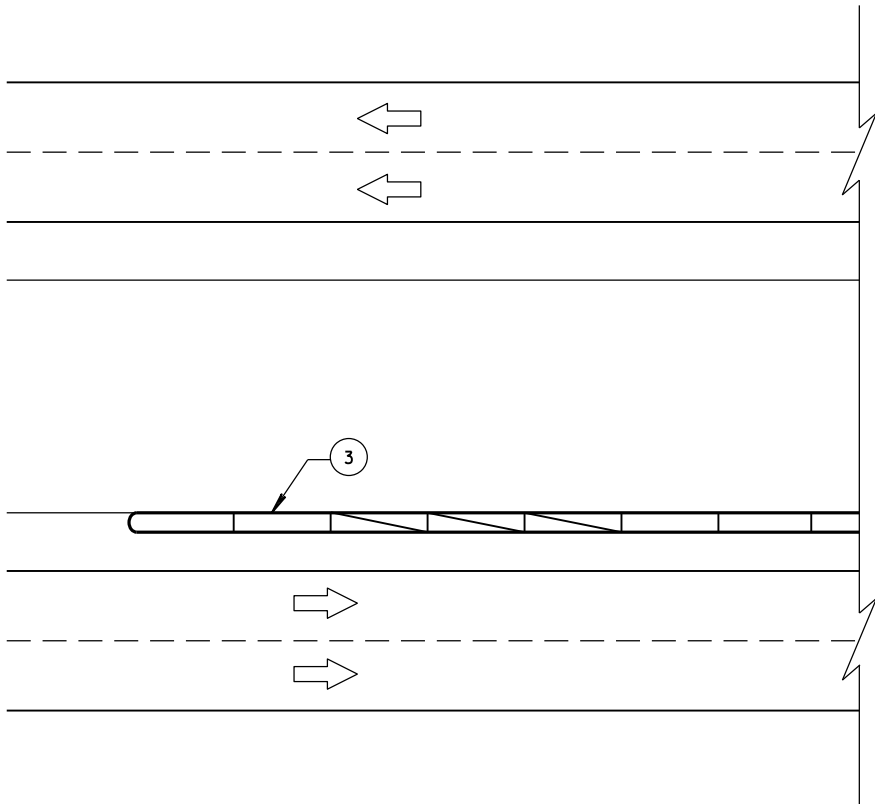
LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100

6



6

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

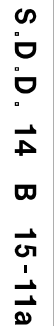
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS ENGINEER
FHWA 906 ENT

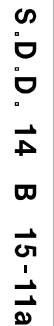
6

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

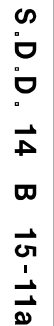
S.D.D. 14 B 15-11a



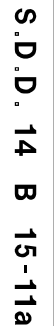
S.D.D. 14 B 15-11a



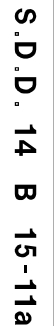
S.D.D. 14 B 15-11a



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

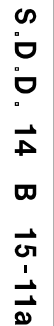


S.D.D. 14 B 15-11a



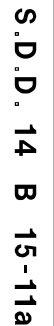
S.D.D. 14 B 15-11a

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

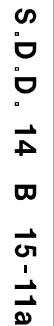


S.D.D. 14 B 15-11a

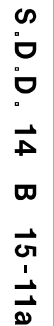
S.D.D. 14 B 15-11a



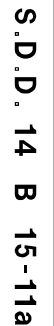
S.D.D. 14 B 15-11a



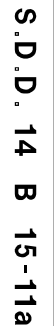
S.D.D. 14 B 15-11a



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



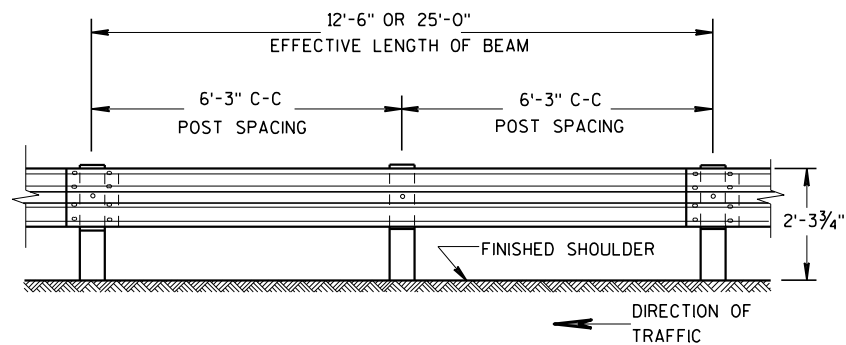
S.D.D. 14 B 15-11a



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

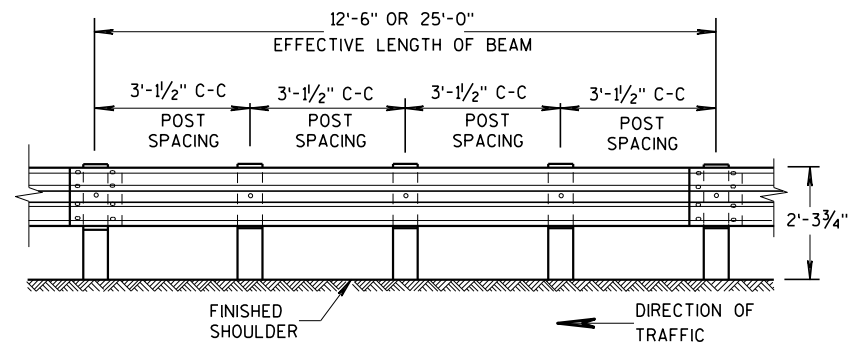
S.D.D. 14 B 15-11a

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



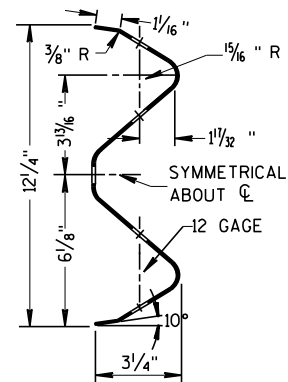
FRONT VIEW

POST SPACING STANDARD INSTALLATION

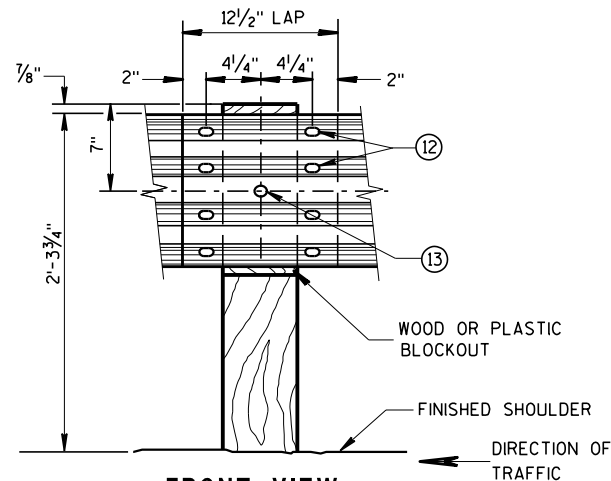


FRONT VIEW

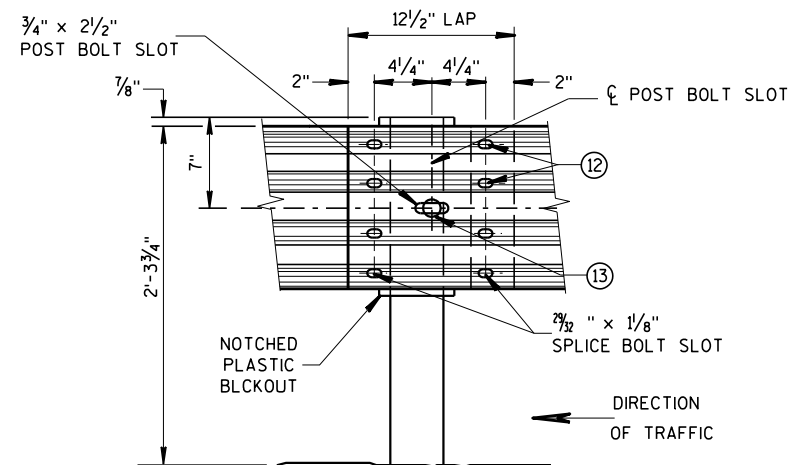
POST SPACING FOR LONGER POST
AT HALF POST SPACING W BEAM (LHW)



SECTION THRU W BEAM



FRONT VIEW
BEAM SPLICE AT WOOD POST
AND POST MOUNTING DETAIL



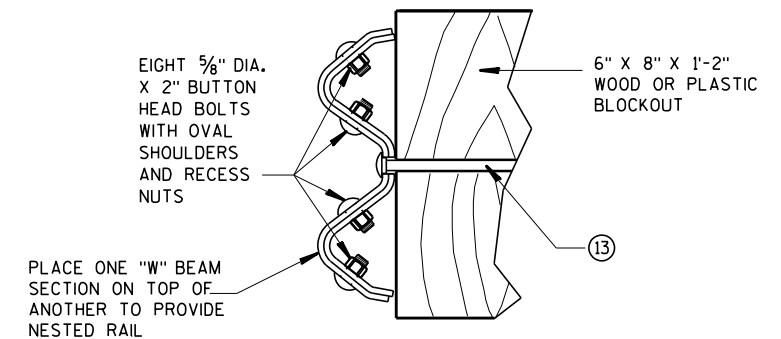
FRONT VIEW
BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS
OF STEEL PLATE BEAM GUARD

GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

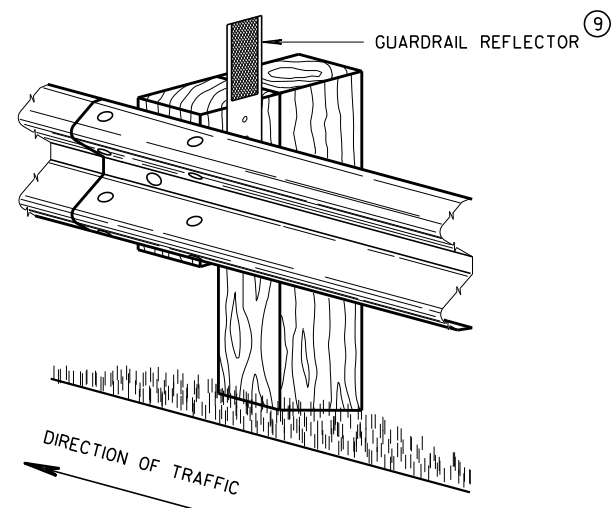
- ⑨ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.
- ⑫ 8 - 5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
- ⑬ 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.



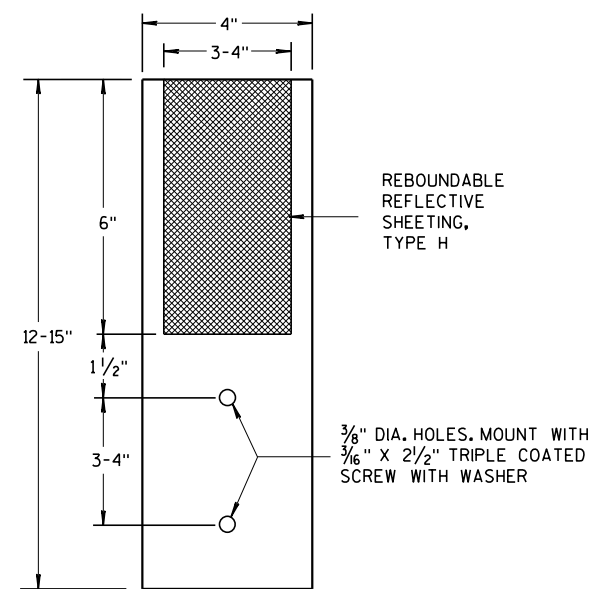
NESTED W BEAM (NW)

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

* USE DOUBLE SIDED WHITE GUARDRAIL 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.



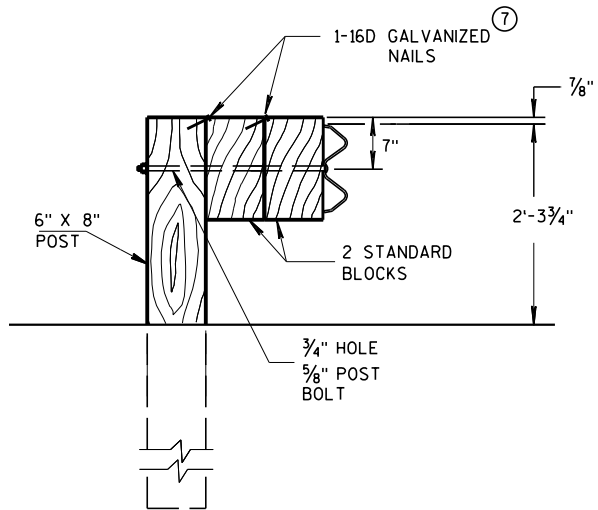
4" X 12" GUARDRAIL REFLECTOR DETAIL
AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

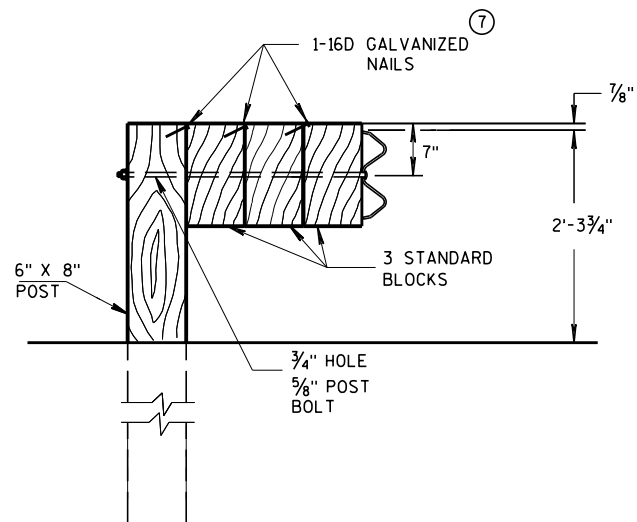
STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

STATE OF WISCO⁹⁰⁸
DEPARTMENT OF TRANSPORTATION



DETAIL FOR DOUBLE BLOCKS

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

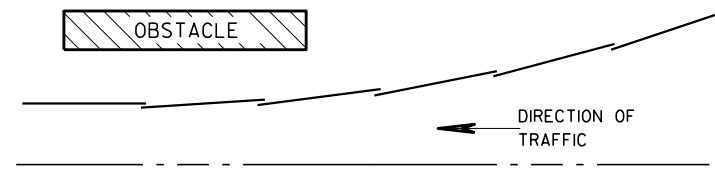


DETAIL FOR TRIPLE BLOCKS

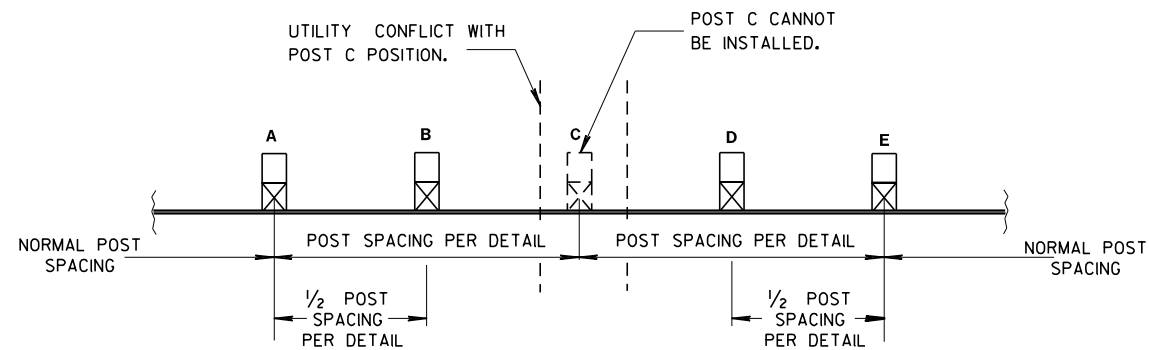
TRIPLE BLOCK DETAIL IS LIMITED TO ONE
LOCATION WITHIN A BEAM GUARD RUN.

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

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



PLAN VIEW BEAM LAPPING DETAIL

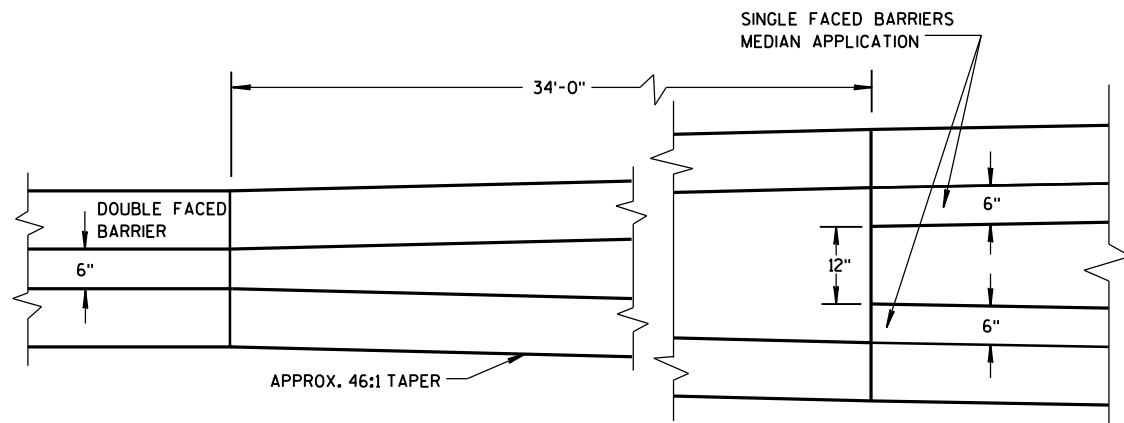


POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED	
June 2017	/S/ Rodney Taylor
DATE	ROADWAY STANDARDS 909 UNIT SUPERVISOR
FHWA	



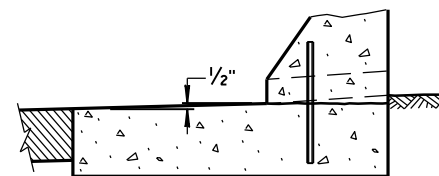
PLAN VIEW
TRANSITION DETAILS OF DOUBLE FACED
TO SINGLE FACED CONCRETE MEDIAN BARRIER
(FOOTINGS ARE NOT SHOWN)

GENERAL NOTES

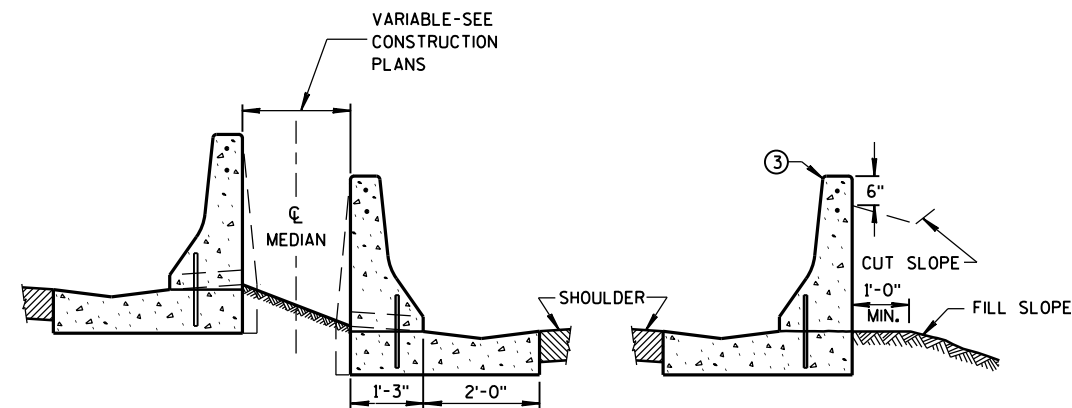
SPLICES OF LONGITUDINAL BARS SHALL BE MADE WITH BARS LAPPED AT LEAST 18-INCHES AND FIRMLY TIED OR FASTENED TOGETHER.

ALL BAR STEEL REINFORCEMENT SHALL CONFORM TO REQUIREMENTS OF AASHTO M31, GRADE 60.

- ① BARRIER SHALL BE INSTALLED ON A CONCRETE SHOULDER INSTEAD OF THE CONCRETE FOOTING WHEN SPECIFIED OR SHOWN ELSEWHERE IN CONTRACT.
- ② OPENINGS FOR DRAINAGE SHALL BE PLACED AT LOW POINTS OF VERTICAL CURVES OR WHERE DIRECTED BY THE ENGINEER.
- ③ $\frac{3}{4}$ -INCH BEVEL OR 1-INCH RADIUS (TYPICAL).
- ④ NO. 4 BARS SHALL BE CONTINUED THROUGH CONSTRUCTION JOINTS.
- ⑤ EXPANSION JOINTS SHALL BE PLACED AT EXISTING EXPANSION JOINTS IN THE PAVEMENT AND AT STRUCTURES. SEE REINFORCEMENT AT BARRIER END DETAIL.
- ⑥ SAWED CONTRACTION JOINTS SHALL BE PROVIDED ACROSS THE FULL WIDTH OF THE BARRIER FOOTING, AND IN FRONT, TOP AND BACK FACE OF THE BARRIER AT EXISTING PAVEMENT JOINTS AND AT UNIFORM INTERVALS BETWEEN WITH A MAXIMUM SPACING OF 25 FEET.

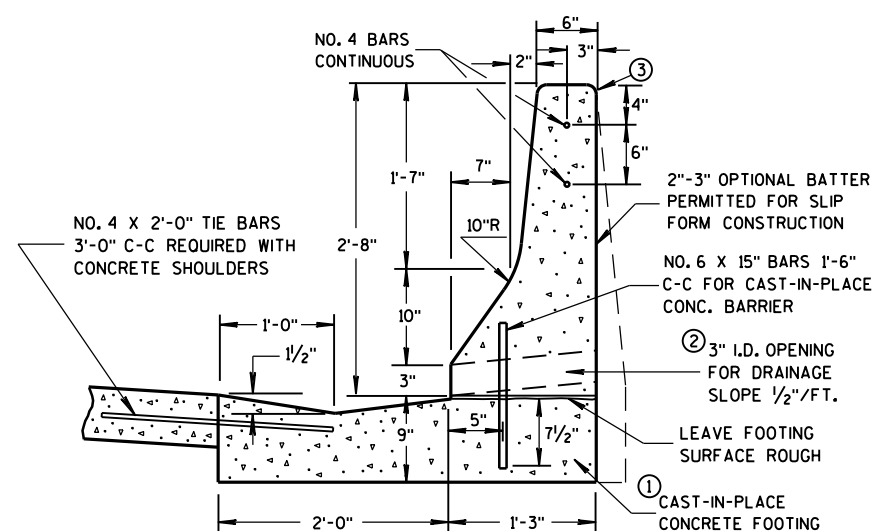


HIGH SIDE
CONCRETE BARRIER DETAIL

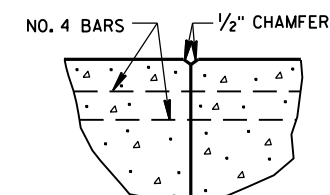


MEDIAN **SHOULDER**

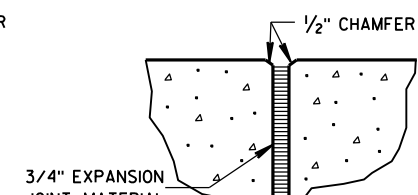
TYPICAL APPLICATIONS



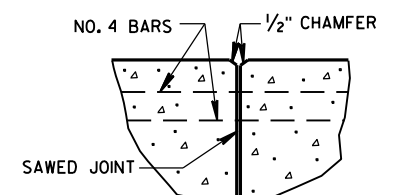
SECTION VIEW



④ CONSTRUCTION JOINT



⑤ EXPANSION JOINT

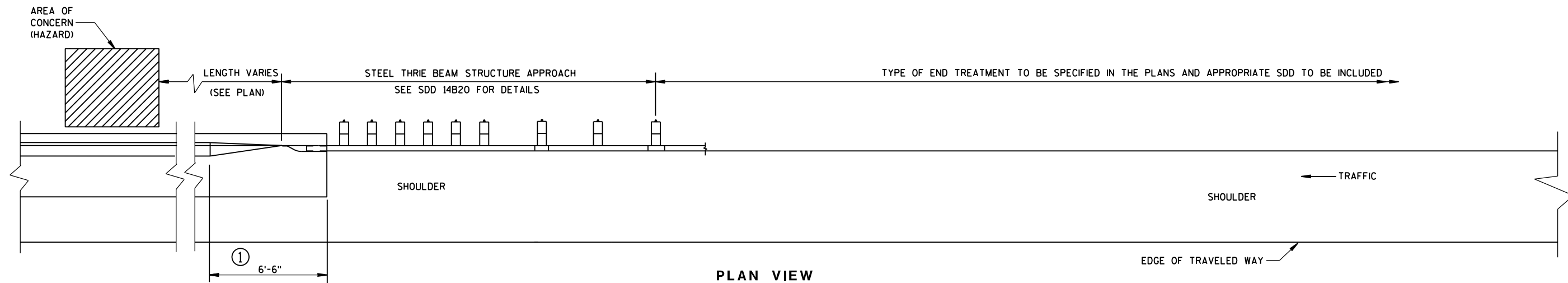


⑥ CONTRACTION JOINT

JOINT DETAILS

CONCRETE BARRIER,
SINGLE-FACED
(WITH ANCHORAGE)

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION 910

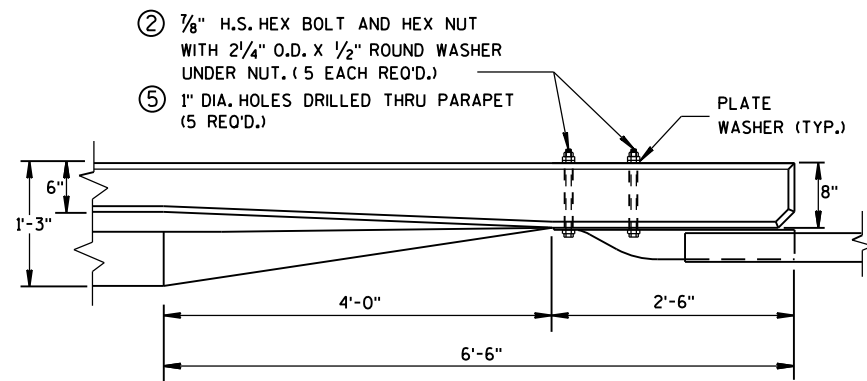


PLAN VIEW
TRANSITION TO STEEL PLATE BEAM GUARD
AND END TERMINAL

GENERAL NOTES

- ① A SPECIAL END IS REQUIRED ON THE CONCRETE BARRIER TO TRANSITION TO A CONNECTION WITH THE STEEL THRIE BEAM STRUCTURE APPROACH. SEE THE DETAILS ON THIS SHEET.
- ② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X $\frac{5}{16}$ " THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.
- ③ REINFORCEMENT REQUIRED AT EXPANSION JOINTS AND WHERE CONCRETE BARRIER IS TERMINATED.
- ④ PLACE REINFORCEMENT SUCH THAT IT WILL NOT CONFLICT WITH THE BOLT HOLES IN THE THRIE BEAM TERMINAL CONNECTOR.
- ⑤ INCLUDE THE PAYMENT FOR DRILLING BOLT HOLES THROUGH THE PARAPET, AND ALL BOLTS, NUTS AND WASHERS IN THE ITEM "STEEL THRIE BEAM STRUCTURAL APPROACH".

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



PLAN VIEW

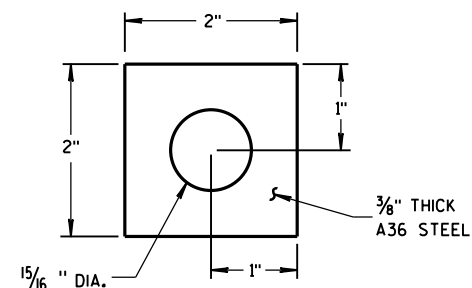
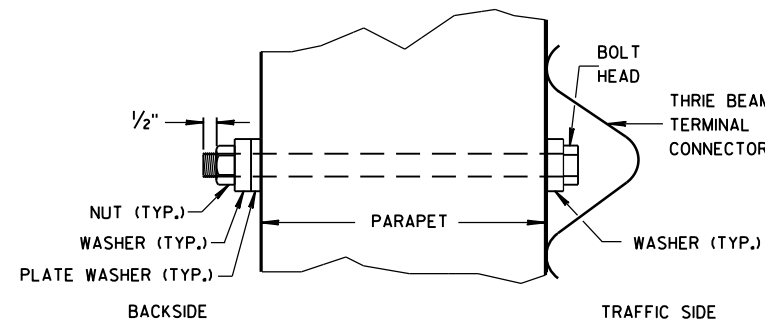
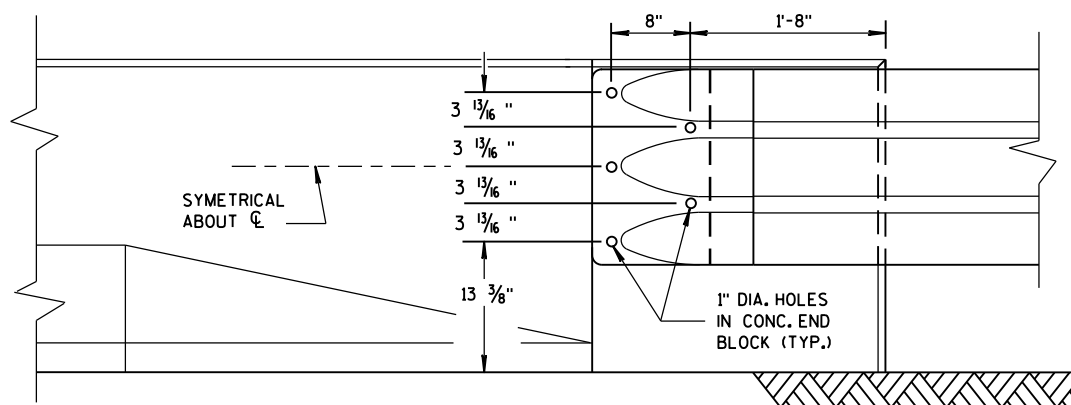


PLATE WASHER DETAIL

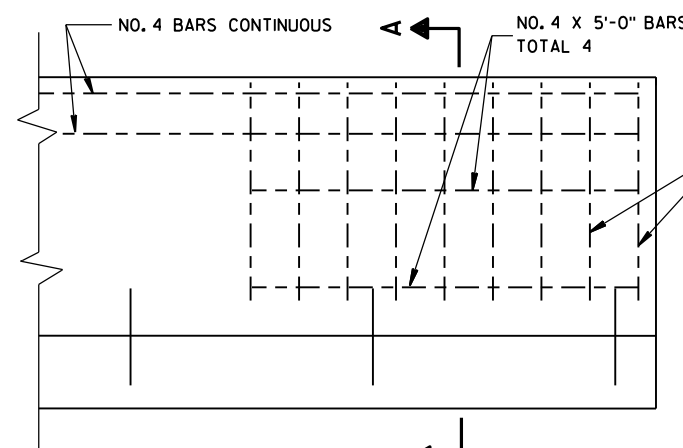


THRIE BEAM BOLT DETAIL



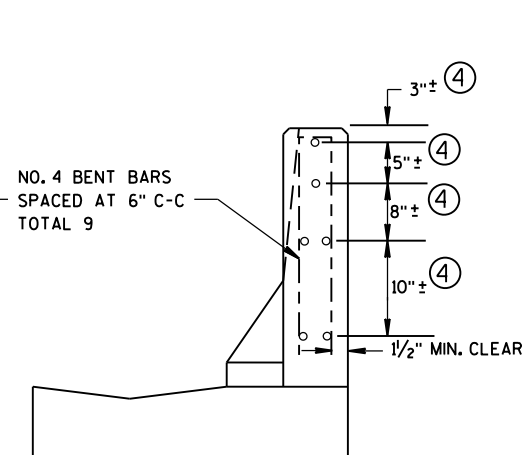
FRONT VIEW

CONCRETE BARRIER TRANSITION TO THRIE BEAM

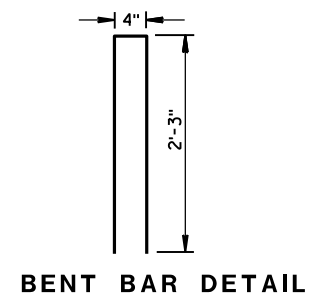


FRONT VIEW

③ REINFORCEMENT AT BARRIER END



SECTION A-A

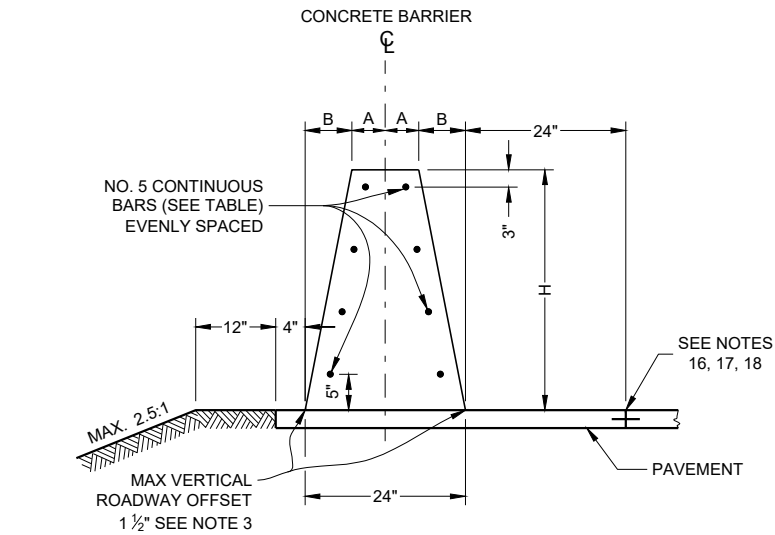


BENT BAR DETAIL

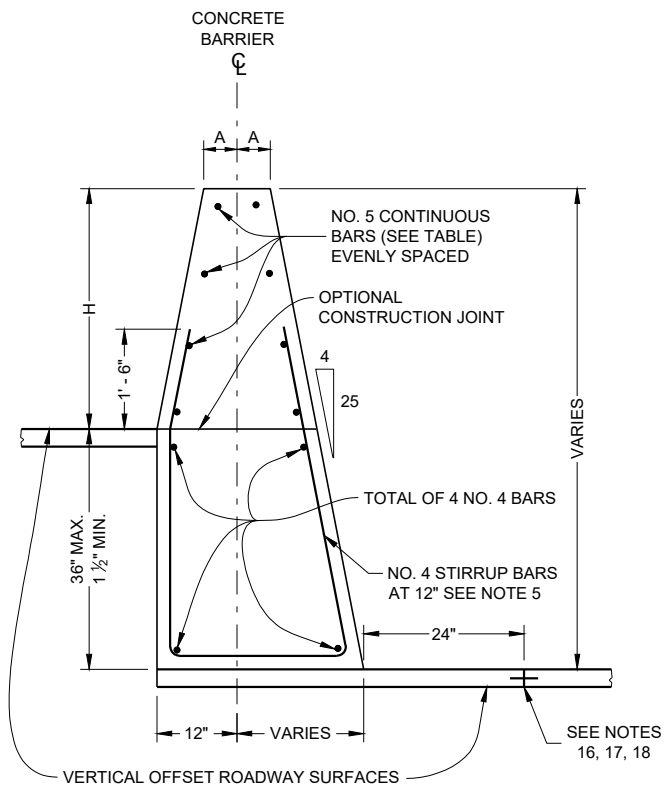
CONCRETE BARRIER,
SINGLE-FACED
(WITH ANCHORAGE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

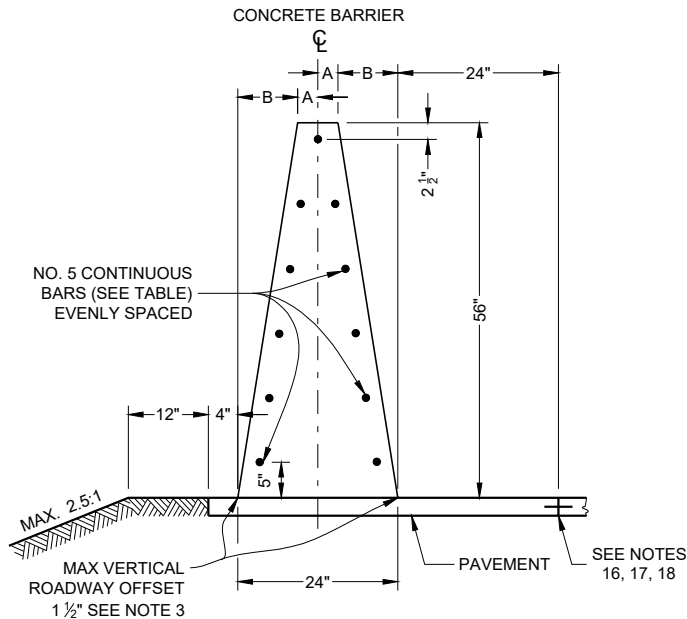
APPROVED
June 2014 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS 1911 INT
FHWA ENGINEER



**32 - INCH, 36 - INCH OR 42 - INCH
SINGLE SLOPE CONCRETE BARRIER
(TYPE S32, TYPE S36, TYPE S42)**

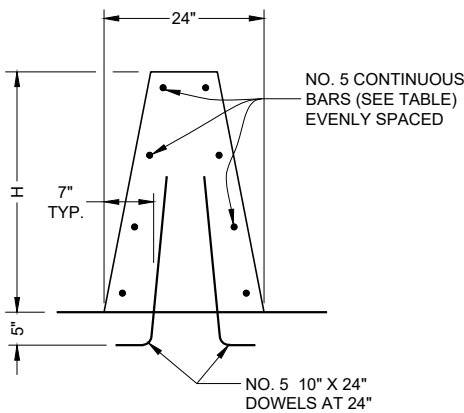


**SINGLE SLOPE CONCRETE
BARRIER AND RETAINING WALL
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)
(BETWEEN ADJACENT ROADWAYS)**

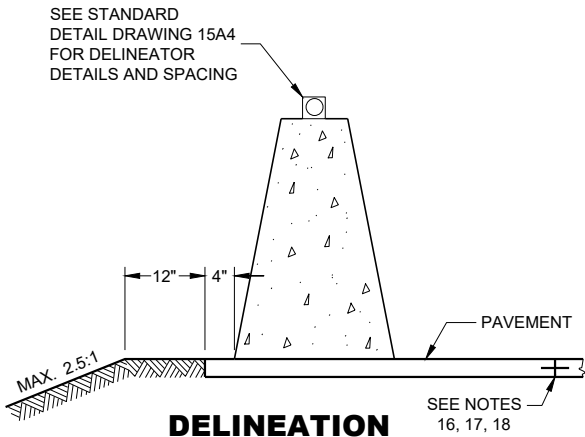


**56 - INCH SINGLE
SLOPE CONCRETE BARRIER
(TYPE S56)**

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6 1/4	5 3/4	8
42	5 1/4	6 3/4	10
56	3	9	11



**SINGLE SLOPE
CONCRETE BARRIER ON BRIDGE
(NON OUTER PARAPET APPLICATION)**



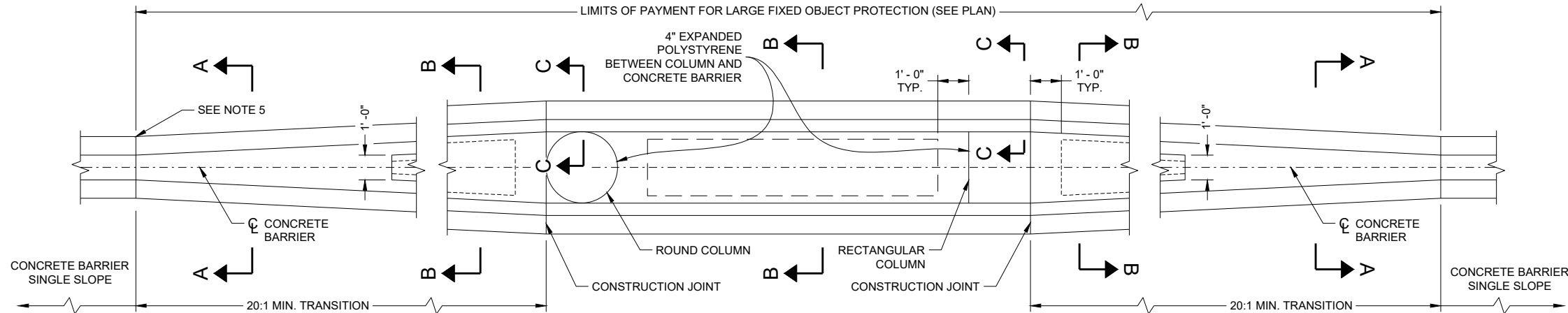
DELINEATION

GENERAL NOTES

- WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
- EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OF 1/2" MINIMUM.
- WHERE VERTICAL ROADWAY OFFSET IS GREATER THAT 1", USE TYPE A.
- PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
- EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1' - 0".
- FOR TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 MONOLITHIC FOOTING OR DOWELED FOOTING 2 - #8 X 8" @ 2' - 0".
- STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
- 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
- WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP FORMING CUT-OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL
- COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.
- IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 NO ADDITIONAL VERTICAL STEEL IS NEEDED. IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A REQUIRES VERTICAL STEEL. SEE OTHER DETAIL.
- IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 DEPTH OF FOOTING 10". IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A MATCH TOTAL HEIGHT OF SINGLE SLOPE BARRIER RETAINING WALL.
- FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. 14B33. ANCHORS INCIDENTAL TO CBSS.
- CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
- CONSTRUCTION JOINTS MAY BE ELIMINATED WHEN CONCRETE SHOULDER IS LESS THAN 10'.
- SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.
- PROVIDE A 1" DEEP, 1/2" WIDE CONTRACTION JOINT IN BARRIER FOOTING AND BARRIER. JOINT IS TO MATCH ADJACENT CONCRETE JOINTS. IF ADJACENT TO ASPHALT, CONTRACTION JOINT IS REQUIRED EVERY 15'.

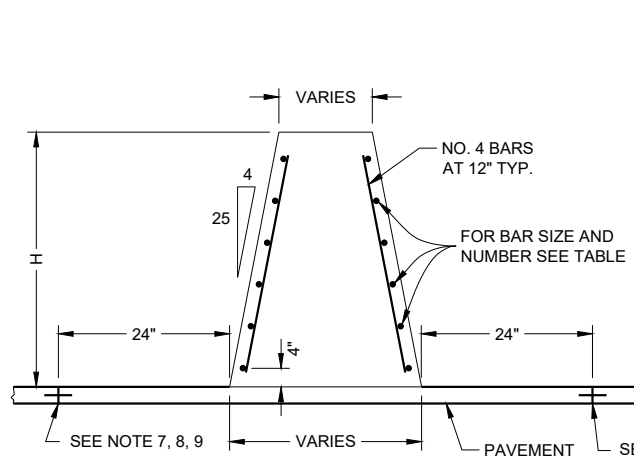
**CONCRETE BARRIER
SINGLE SLOPE (CBSS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

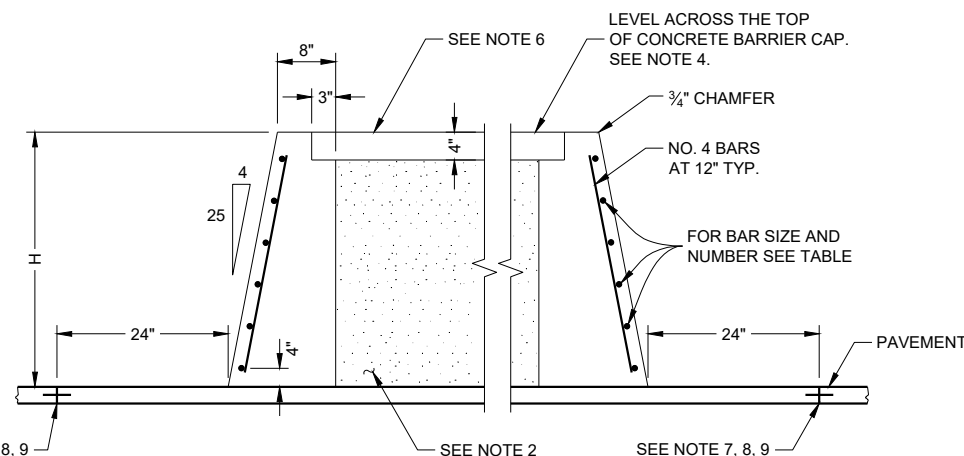


BARRIER HEIGHT H INCHES	BAR SIZE	NUMBER OF BARS EACH
32	4	6
36	4	6
42	5	6
56	5	6

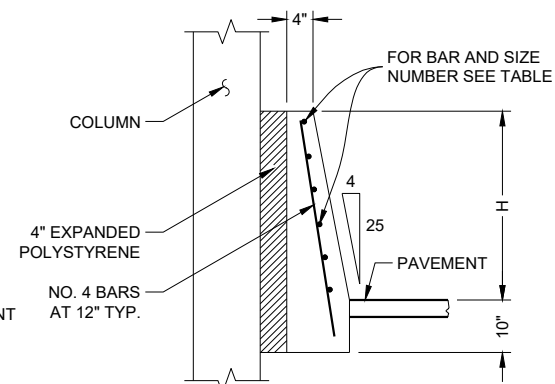
LARGE FIXED OBJECTS PROTECTION (TYPE S32, TYPE S36, TYPE S42, TYPE S56)



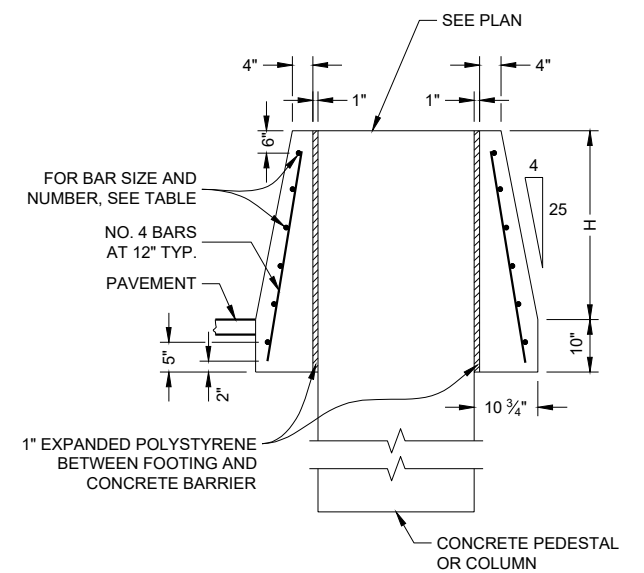
SECTION A - A



SECTION B - B



SECTION C - C

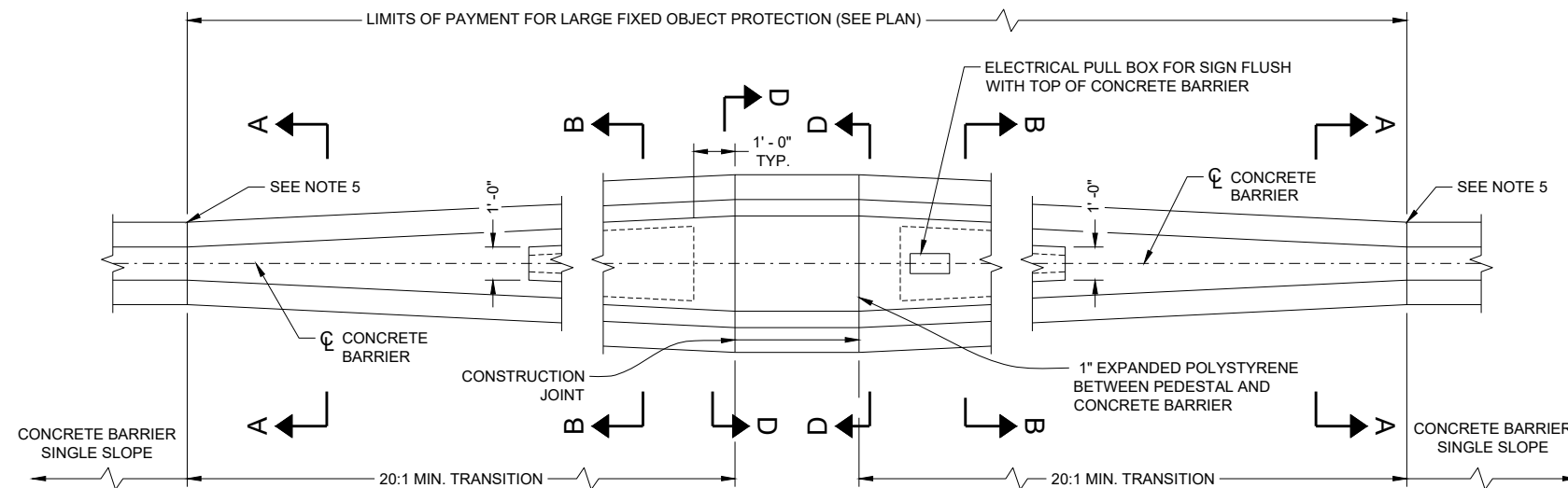


SECTION D - D

GENERAL NOTES

1. INSTALL 1 INCH DIAMETER DRAIN PIPE EVERY 20 FEET OF CROSS SECTION B-B. MINIMUM ONE DRAIN CAVITY.
2. BETWEEN CONCRETE BARRIER WALLS FILL WITH FOUNDATION BACKFILL.
3. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS.
4. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.
5. IF FIXED OBJECT PROTECTION IS INSTALLED FIRST, USE COLD JOINTS. IF CBSS PLACED FIRST, USE EXPANSION JOINT.
6. USE NO. 3 BAR SPACED 12 INCHES CENTER TO CENTER (PLACED IN EACH DIRECTION) OR EQUIVALENT WIRE MESH.
7. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED ITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
8. CONSTRUCTION JOINTS MAY BE ELIMINATED WHEN CONCRETE SHOULDER IS LESS THAN 10'.
9. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.

SMALL FIXED OBJECTS PROTECTION (TYPE S32, TYPE S36, TYPE S42, TYPE S56)

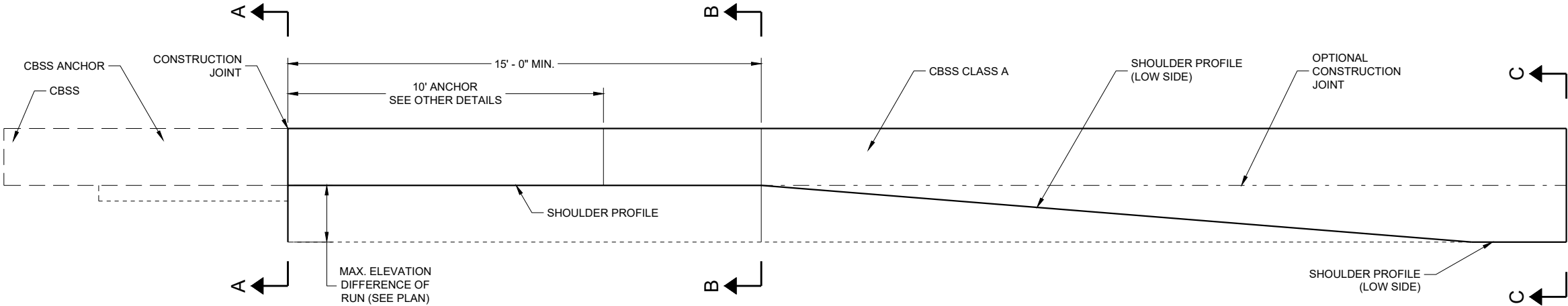


CONCRETE BARRIER SINGLE SLOPE (CBSS)

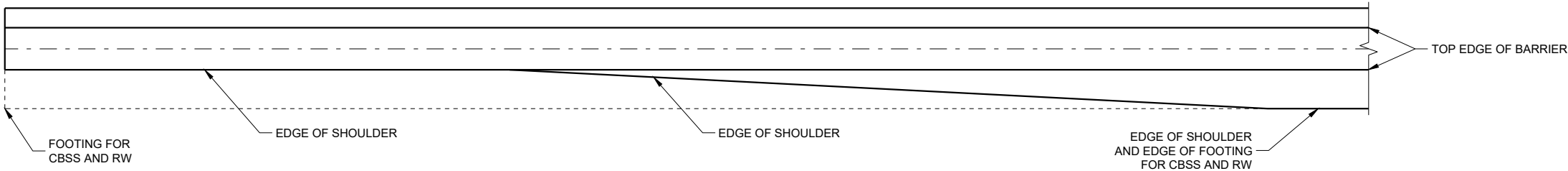
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

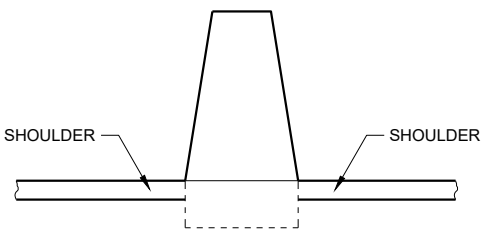
- 1. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. SEE SDD 13C18 FOR JOINT DEPTH AND WIDTH. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
- 2. CONSTRUCTION JOINTS MAY BE ELIMINATED WHEN CONCRETE SHOULDER IS LESS THAN 10',
- 3. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.



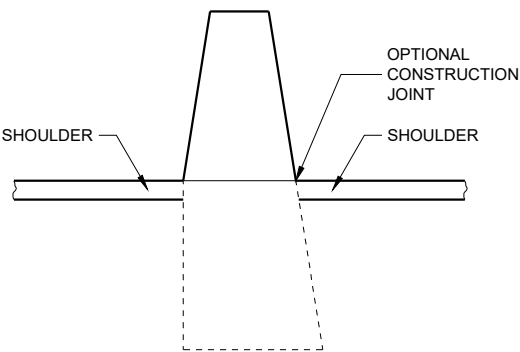
ELEVATION VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



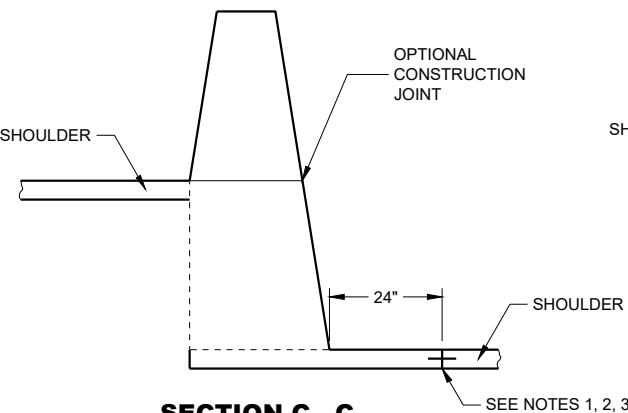
PLAN VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



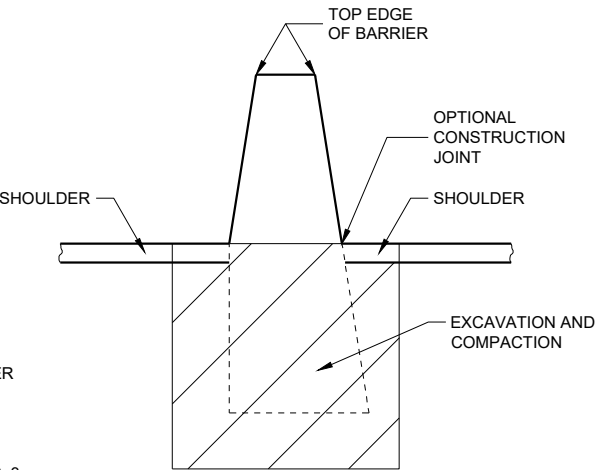
SECTION A - A



SECTION B - B

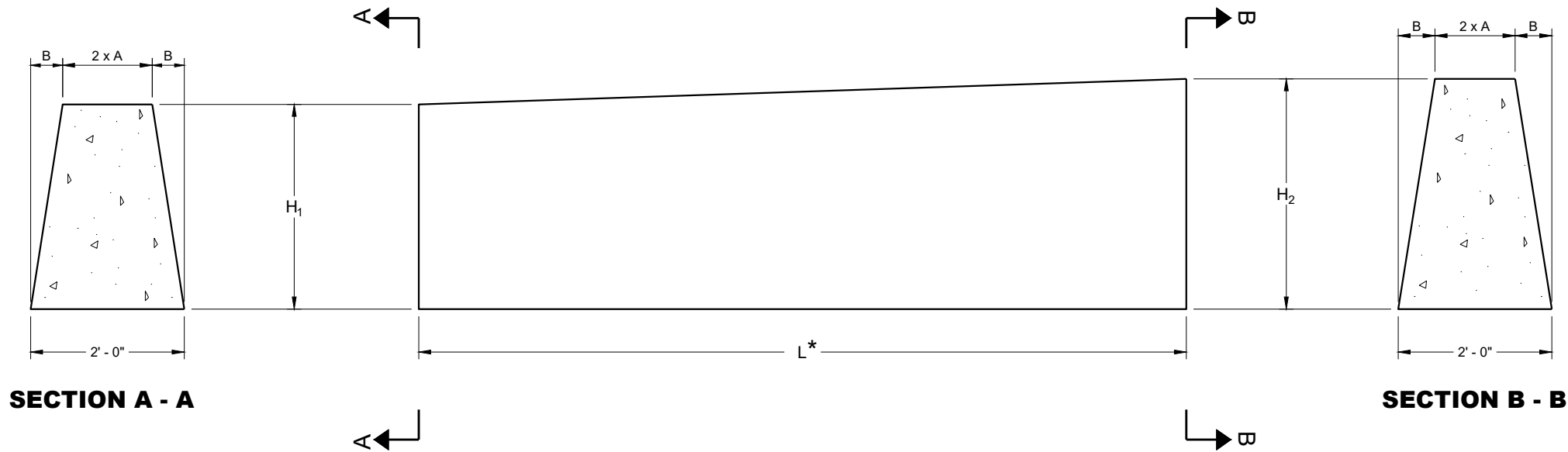


SECTION C - C



CONCRETE BARRIER SINGLE SLOPE
(CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 914



DOUBLE COLD JOINT HEIGHT TRANSITION

BARRIER DIMENSIONS

BARRIER HEIGHT INCHES	A INCHES	B INCHES
32	7	5
36	6 ¼	5 ¾
42	5 ¼	6 ¾
56	3	9

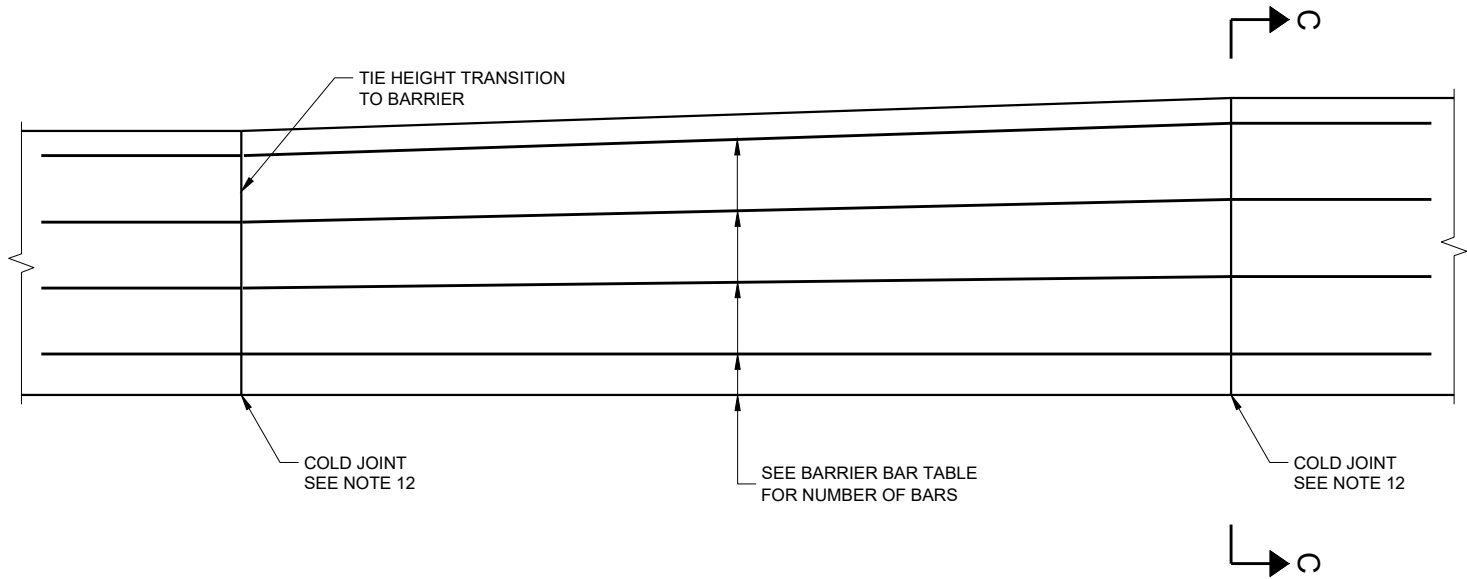
MULTIPLE HEIGHT TRANSITIONS MAY BE USED IN SEQUENCE TO GET TO APPROPRIATE HEIGHT.

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

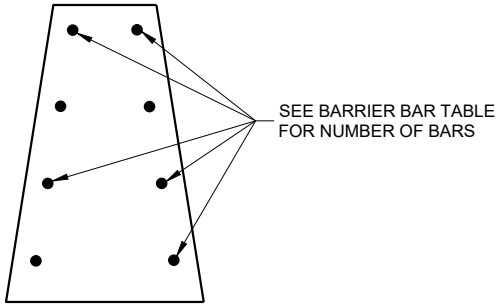
BARRIER BARS

H ₁	H ₂	L *	NUMBER OF NO. 5 BARS
32"	36"	10' - 0"	8
36"	42"	10' - 6"	10
42"	56"	24' - 6"	11

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.



STEEL REINFORCEMENT DETAIL



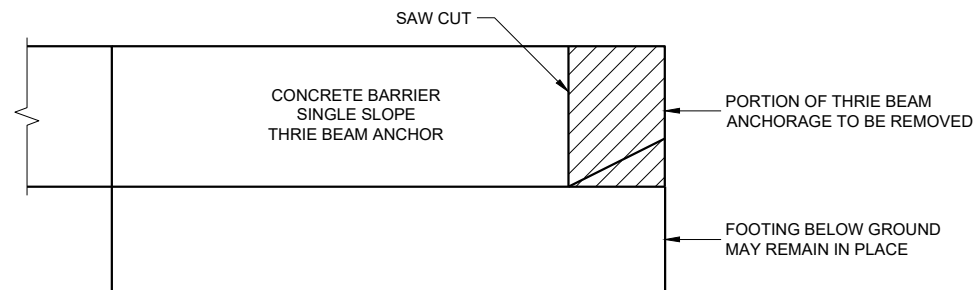
SECTION C-C

CONCRETE BARRIER
SINGLE SLOPE (CBSS)

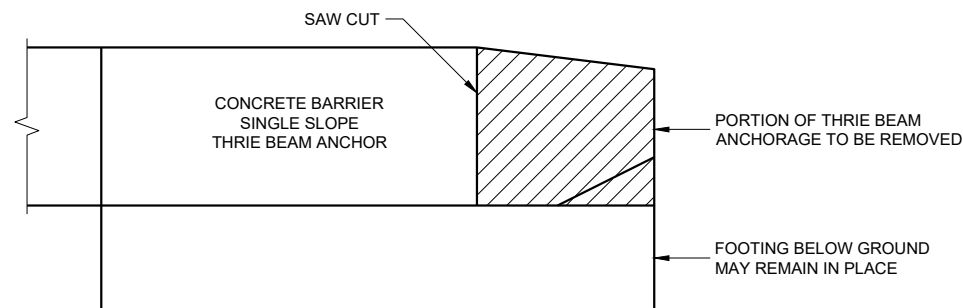
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

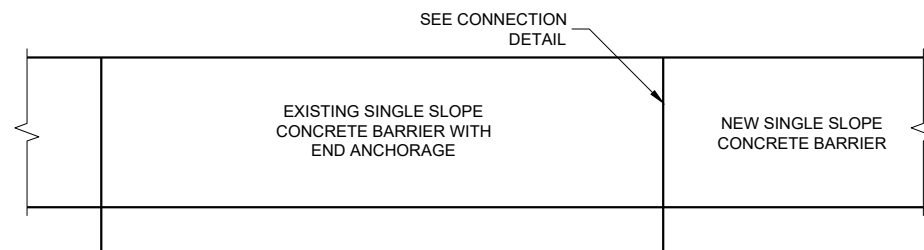
FHWA



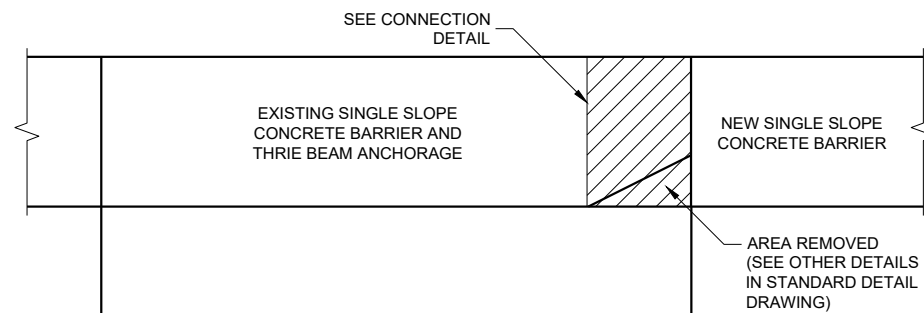
**REMOVAL AREA OF
32" CONCRETE THRIE BEAM ANCHORAGE**



**REMOVAL AREA OF CONCRETE THRIE BEAM
ANCHORAGE WITH HEIGHT GREATER THAN 32"**



**ELEVATION VIEW OF CONCRETE
BARRIER EXTENSION NEAR END ANCHORAGE**

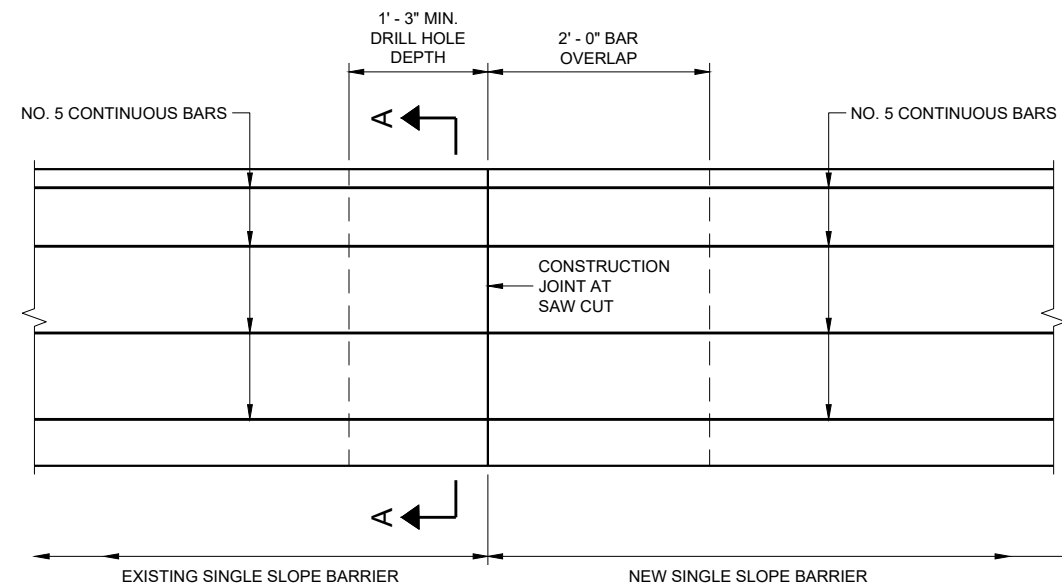


**ELEVATION VIEW OF CONCRETE
BARRIER EXTENSION NEAR THRIE BEAM TERMINAL**

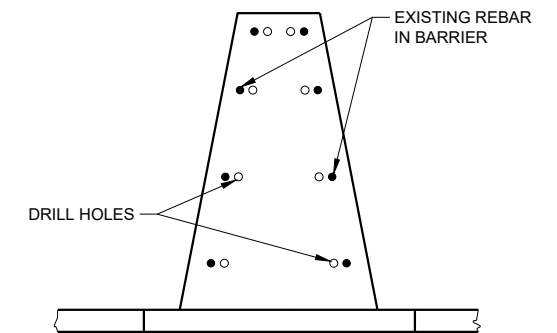
RETROFIT OR REPAIR SINGLE SLOPE CONCRETE BARRIER

GENERAL NOTES

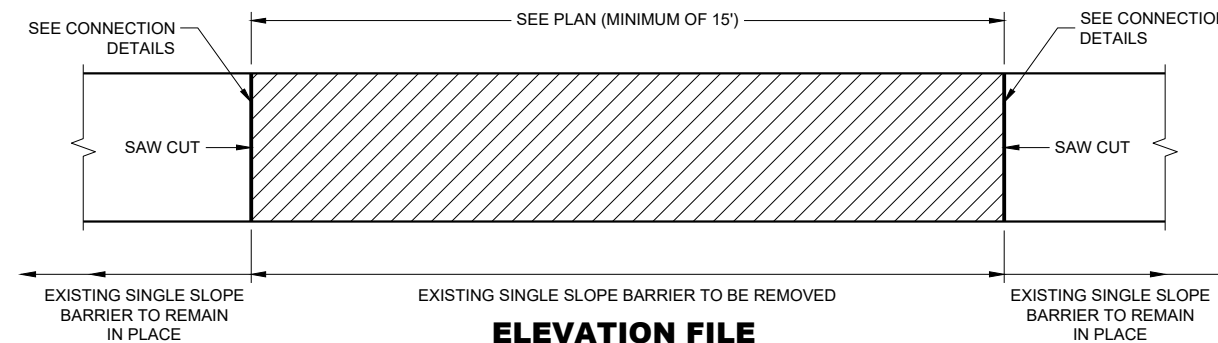
1. THE NUMBER OF DRILL HOLES IS EQUAL TO THE NUMBER OF REBAR IN BARRIER (SEE OTHER DETAILS).
2. MINIMUM DEPTH OF DRILL HOLES IS 1' - 3".
3. DRILL HOLES TO BE A MINIMUM OF 4 INCHES FROM THE EDGE OF CONCRETE
4. INSTALL EPOXY COATED NO. 5 BARS IN DRILL HOLES.
5. END ANCHORAGE MAY OR MAY NOT BE PRESENT ON EXISTING BARRIERS.
6. REMOVE THRIE BEAM ANCHORAGE AS SHOWN.



**CONNECTION OF EXISTING SINGLE SLOPE CONCRETE BARRIER TO
NEW SINGLE SLOPE CONCRETE BARRIER**



SECTION A-A

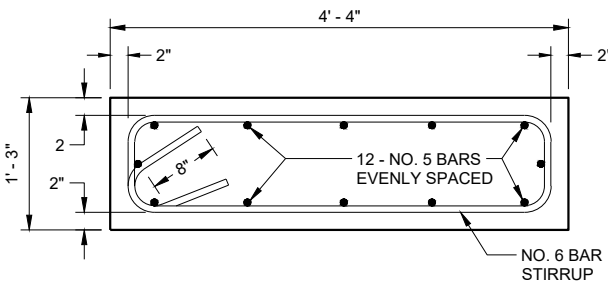
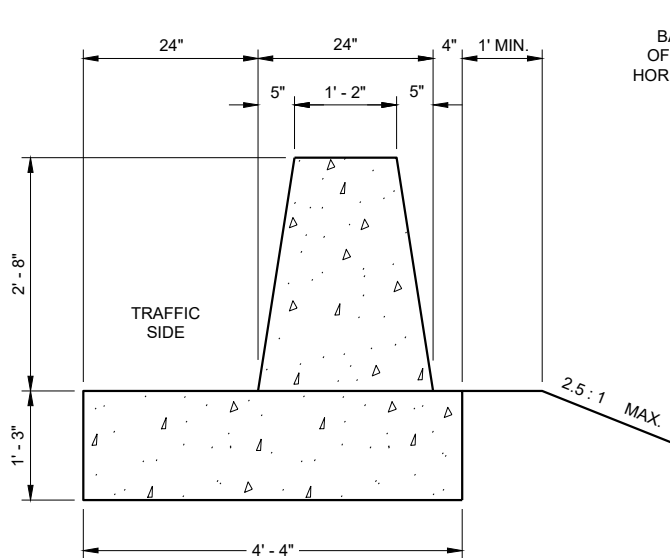


**ELEVATION FILE
BARRIER REMOVAL AND REPLACEMENT**

**CONCRETE BARRIER
SINGLE SLOPE (CBSS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA 916

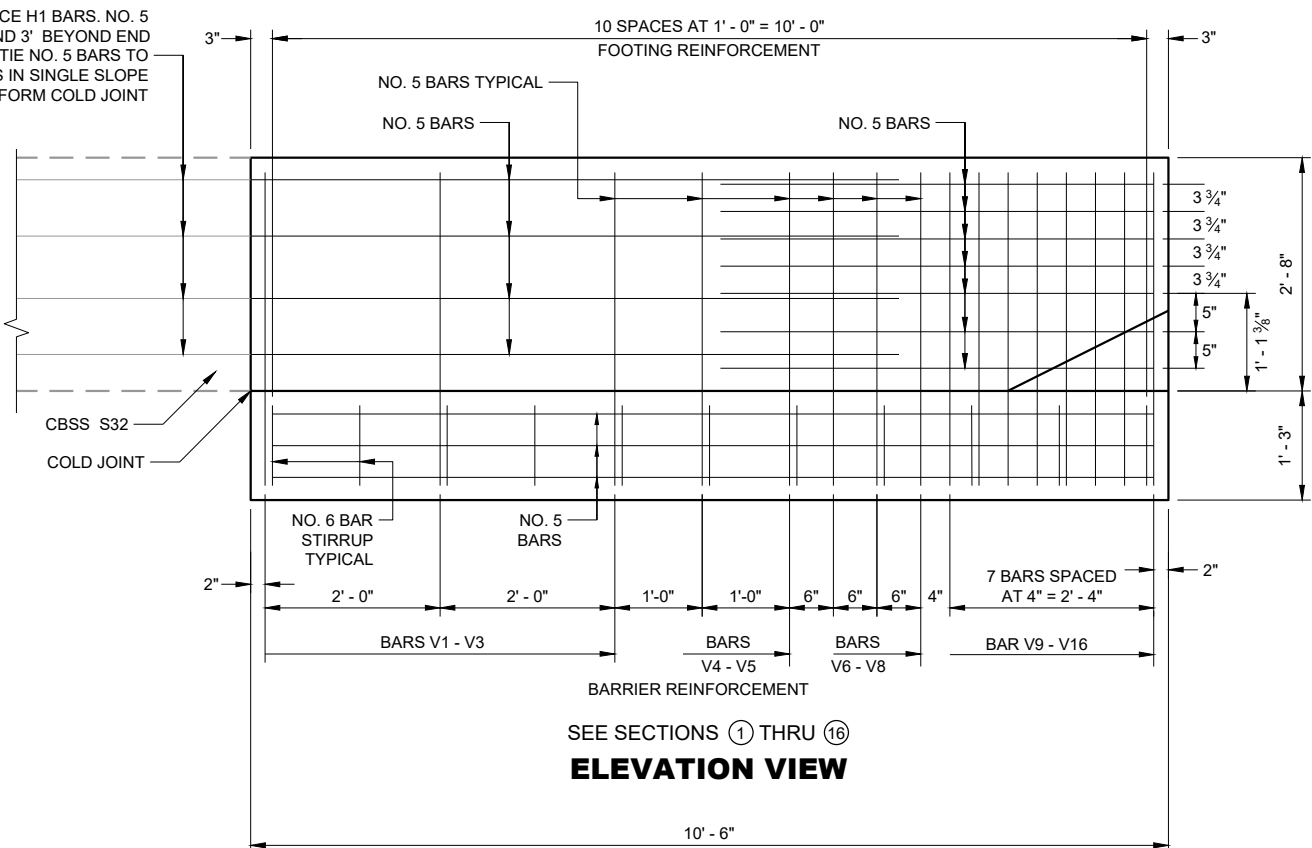


TYPICAL FOOTING

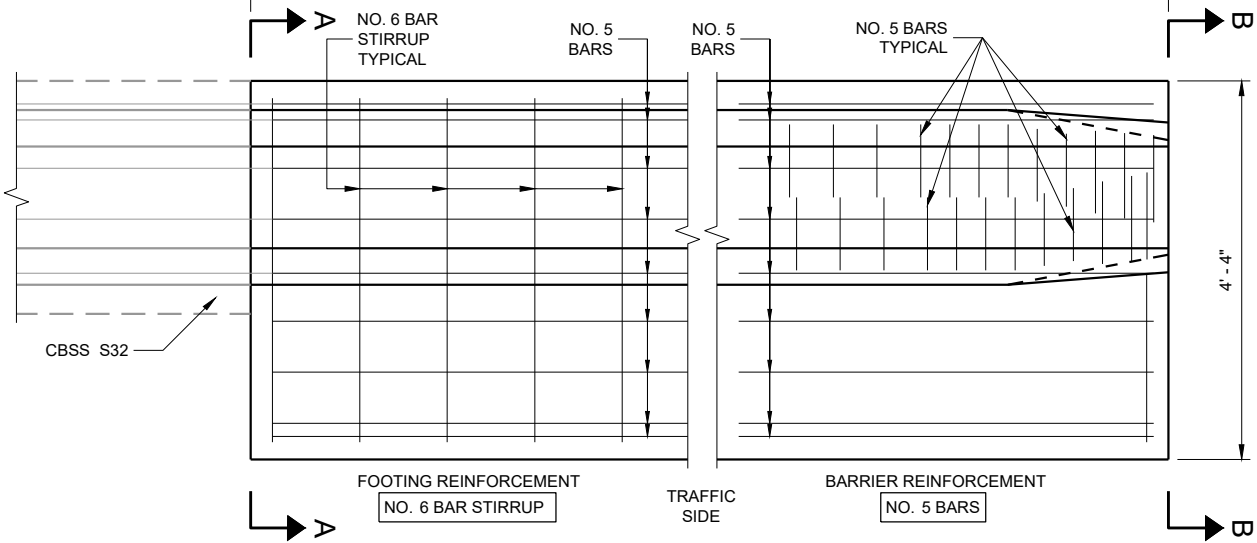
GENERAL NOTES

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.
- 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.
- INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.
- EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.
- CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE OF BARRIER.
- THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.
- 2" CLEAR COVER TYPICAL.

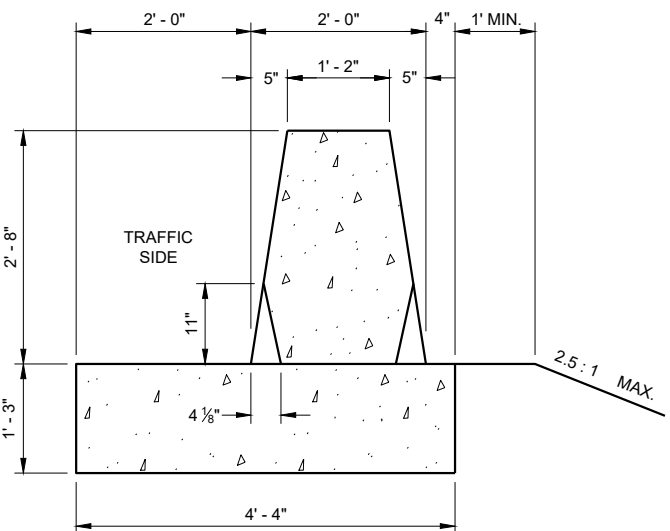
EVENLY SPACE H1 BARS. NO. 5 BARS TO EXTEND 3' BEYOND END OF TRANSITION. TIE NO. 5 BARS TO HORIZONTAL BARS IN SINGLE SLOPE BARRIER TO FORM COLD JOINT



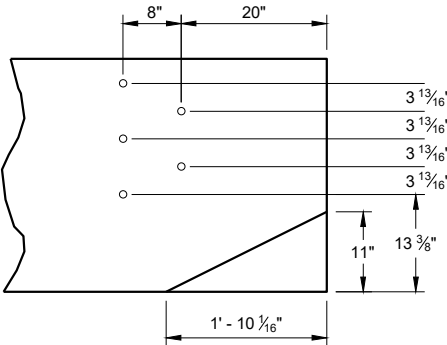
SEE SECTIONS ① THRU ⑯
ELEVATION VIEW



PLAN VIEW



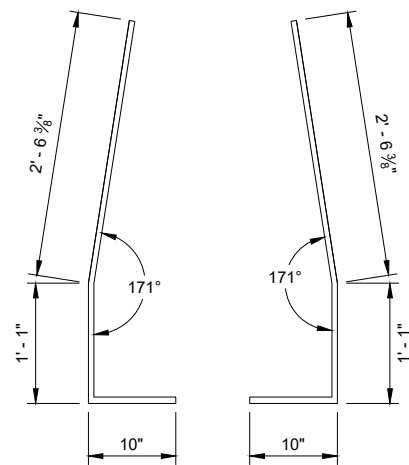
SECTION B - B



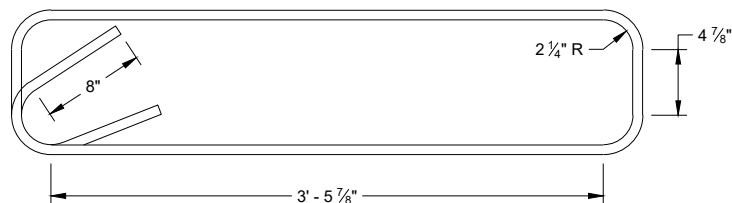
PVC PIPE LOCATIONS

CONCRETE BARRIER
SINGLE SLOPE 32"
THRIE BEAM ANCHOR

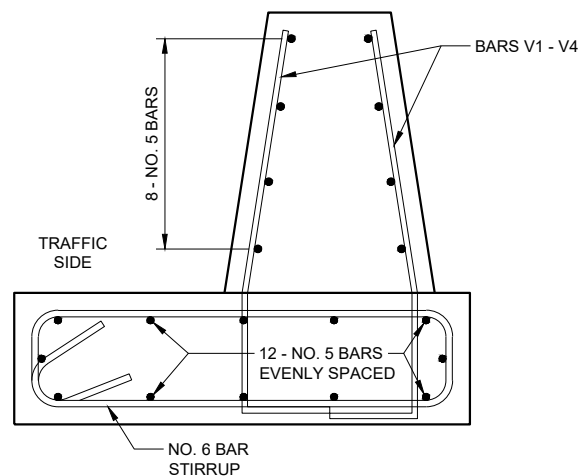
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 917



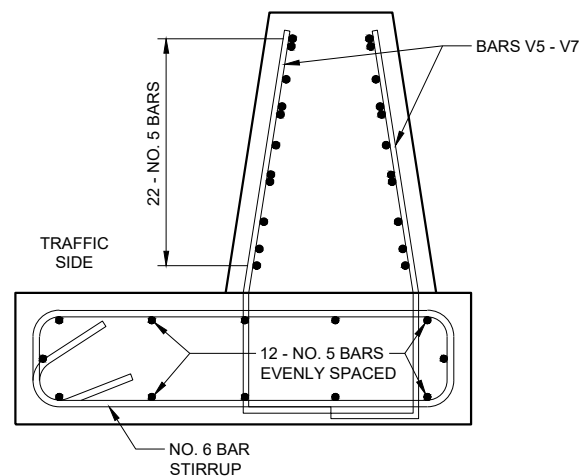
**BAR BENDING DETAIL
BARS 1 - 11**



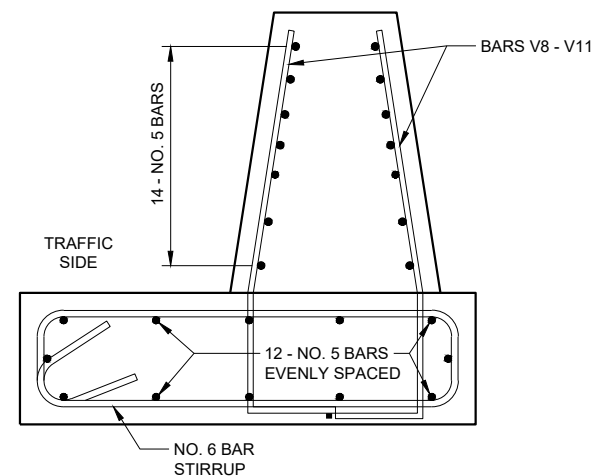
**STIRRUP BAR
BENDING DETAIL**



**BAR DETAIL
SECTIONS 1 - 4**



**BAR DETAIL
SECTIONS 5 - 7**



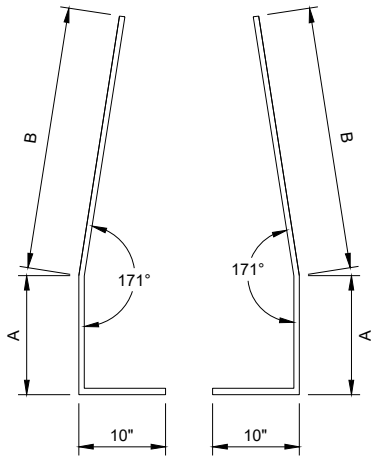
**BAR DETAIL
SECTIONS 8 - 11**

**CONCRETE BARRIER
SINGLE SLOPE 32"
THREE BEAM ANCHOR**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 918

BAR CHART
BAR POSITIONS
12 - 13

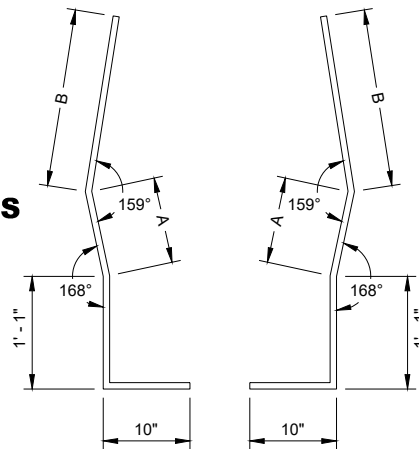
BAR	A	B
V12	1' - 3"	2' - 6"
V13	1' - 8"	2' - 1 1/2"



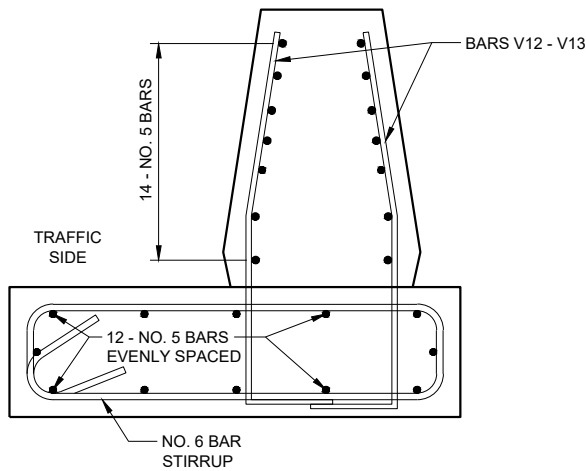
BAR BENDING DETAIL
SECTIONS V12- V13

BAR CHART
BAR POSITIONS
14 - 16

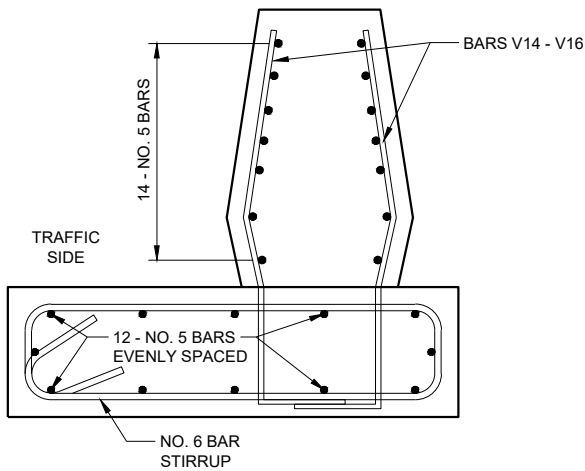
BAR	A	B
V14	6"	2' - 1"
V15	8"	1' - 11"
V16	10"	1' - 8 1/2"



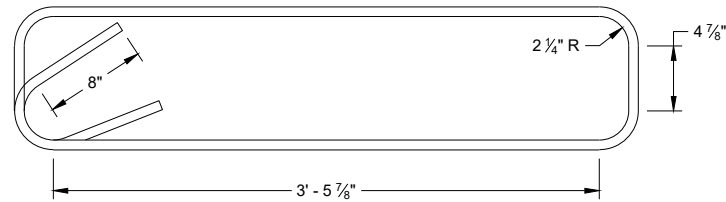
BAR BENDING DETAIL
SECTIONS V14 - V16



BAR DETAIL
SECTIONS 12 - 13



BAR DETAIL
SECTIONS 14 - 16



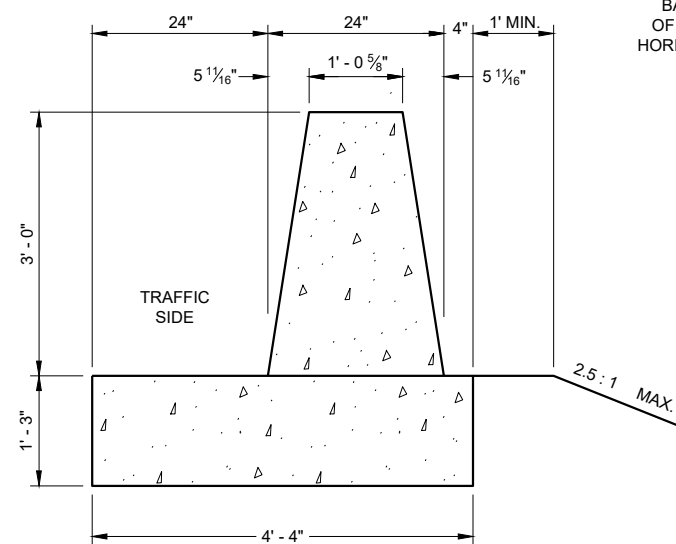
STIRRUP BAR
BENDING DETAIL

CONCRETE BARRIER
SINGLE SLOPE 32"
THRIE BEAM ANCHOR

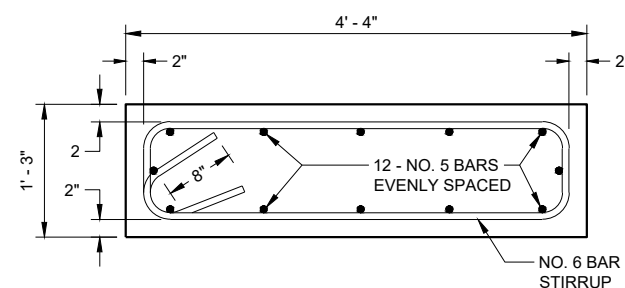
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER 919

FHWA



SECTION A - A



TYPICAL FOOTING

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

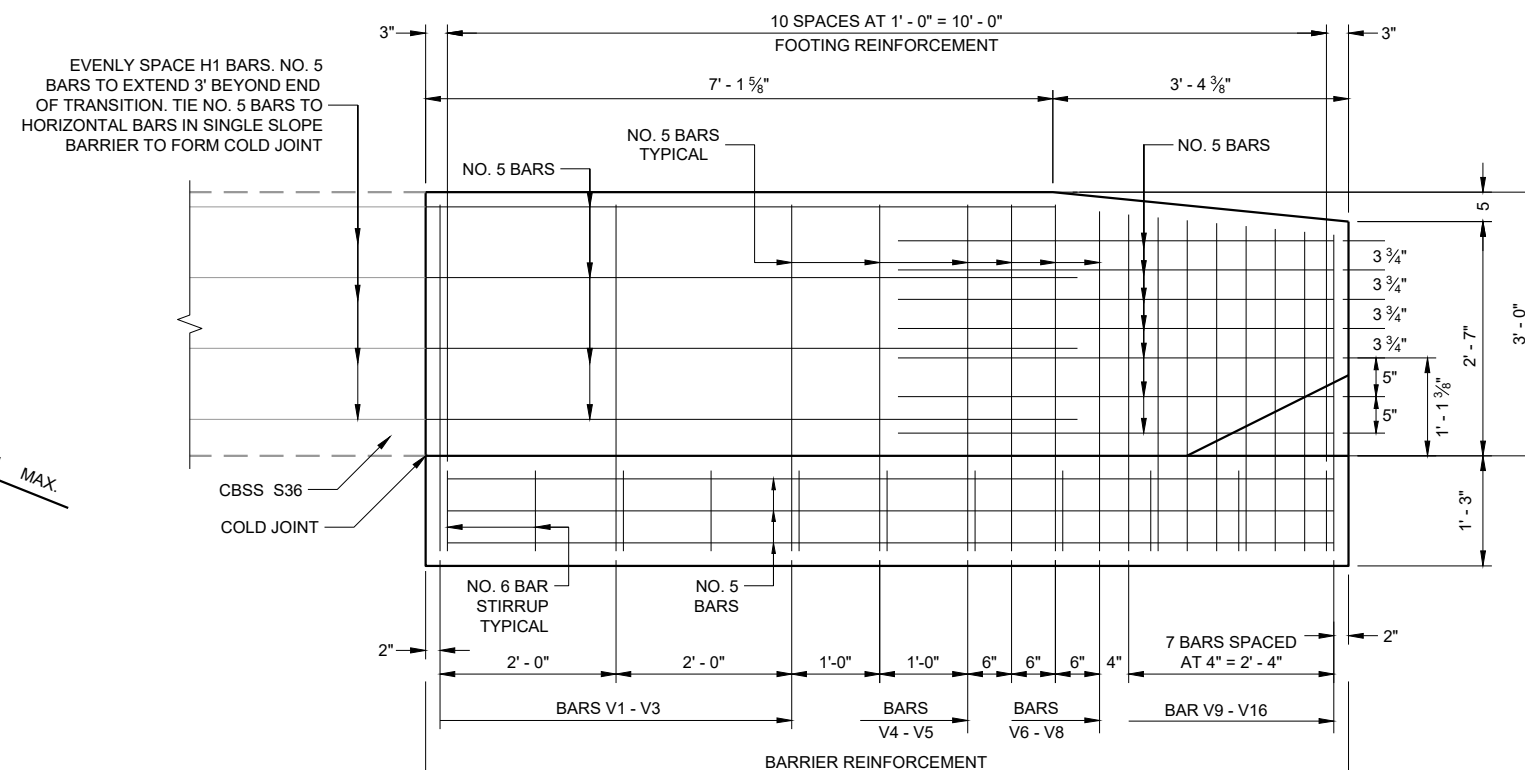
INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE OF BARRIER.

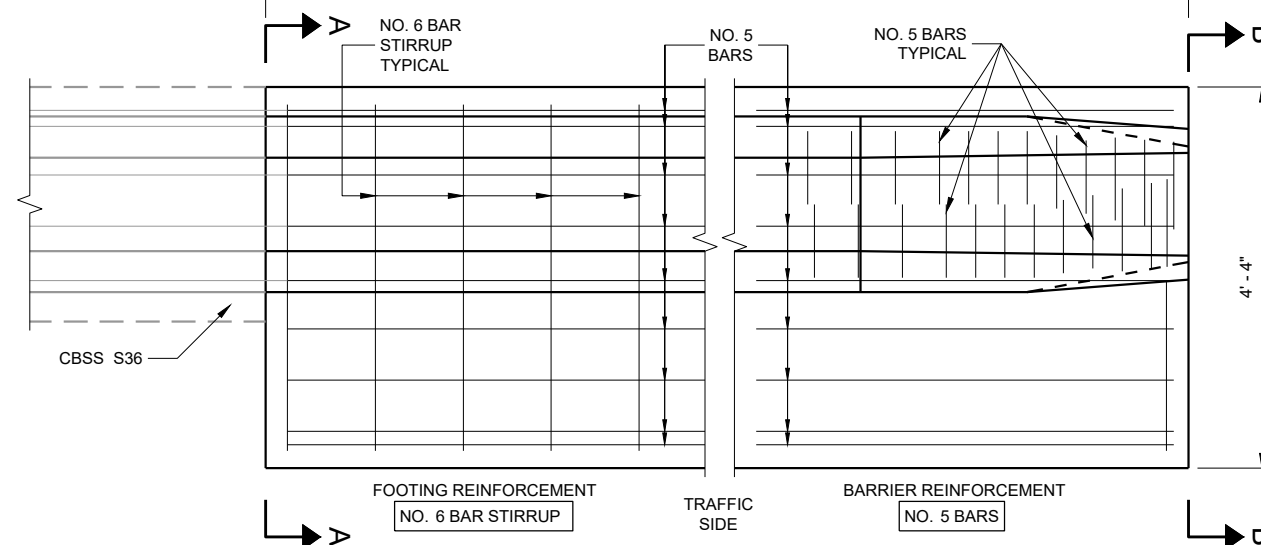
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

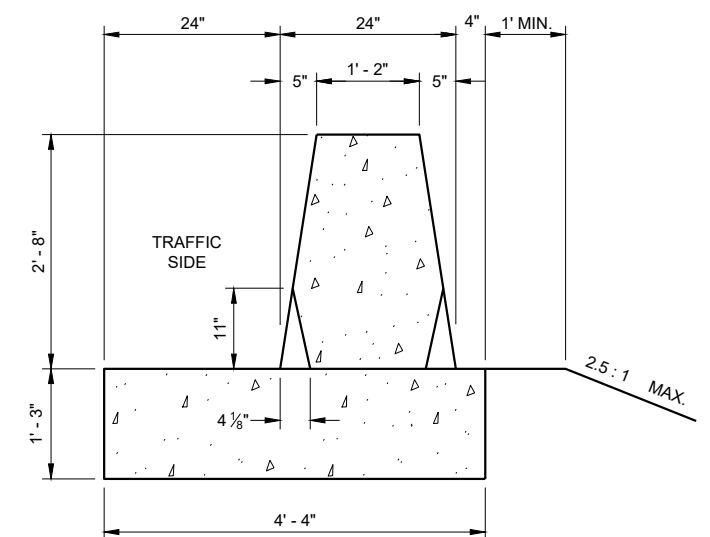


SEE SECTIONS ① THRU ⑩

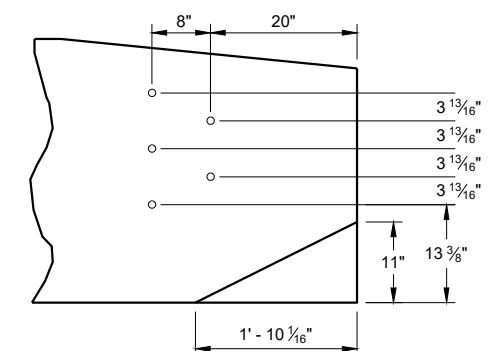
ELEVATION VIEW



PLAN VIEW



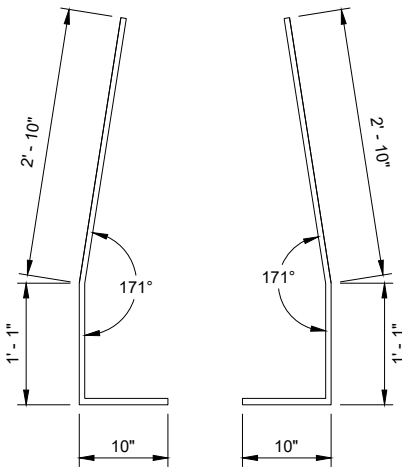
SECTION B - B



PVC PIPE LOCATIONS

**CONCRETE BARRIER
SINGLE SLOPE 36"
THRIE BEAM ANCHOR**

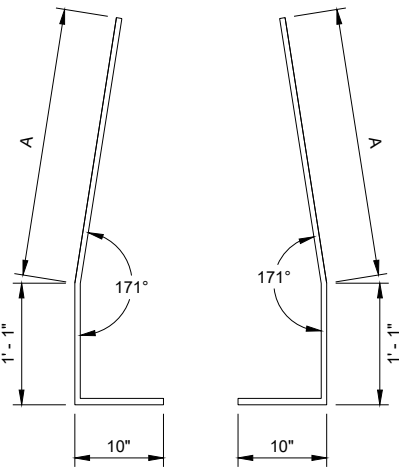
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 920



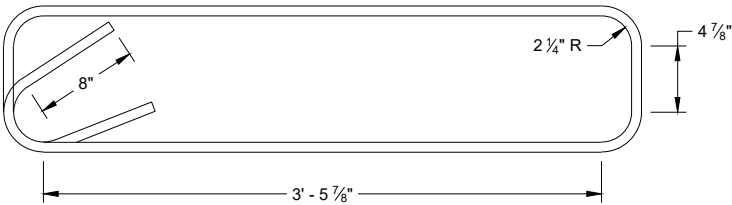
BAR BENDING DETAIL
SECTIONS V1- V6

BAR CHART
BAR POSITIONS
7 - 11

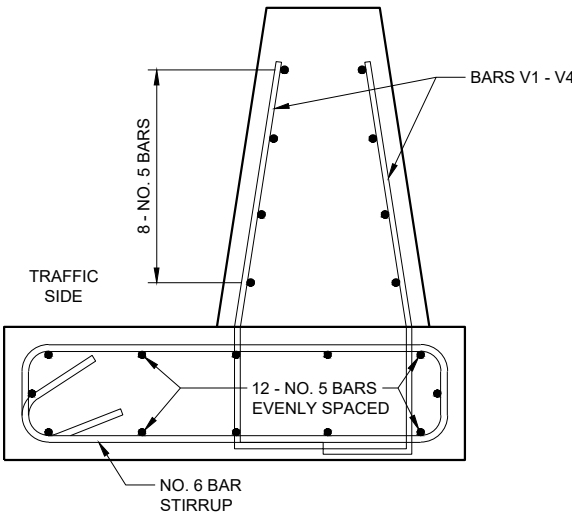
BAR	A
V7	2' - 10 1/4"
V8	2' - 9 3/4"
V9	2' - 9 1/4"
V10	2' - 9"
V11	2' - 8 1/2"



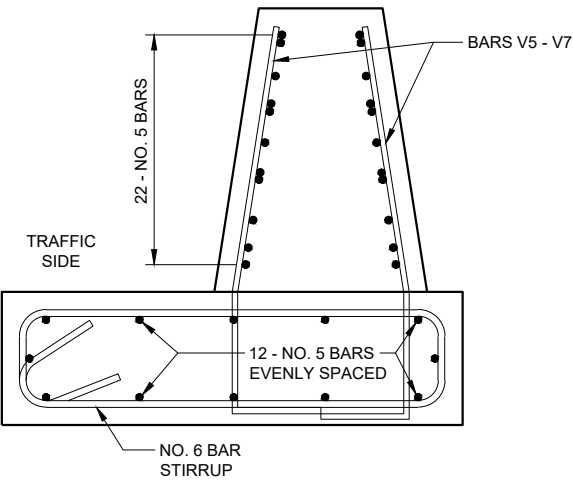
BAR BENDING DETAIL
SECTIONS V7- V11



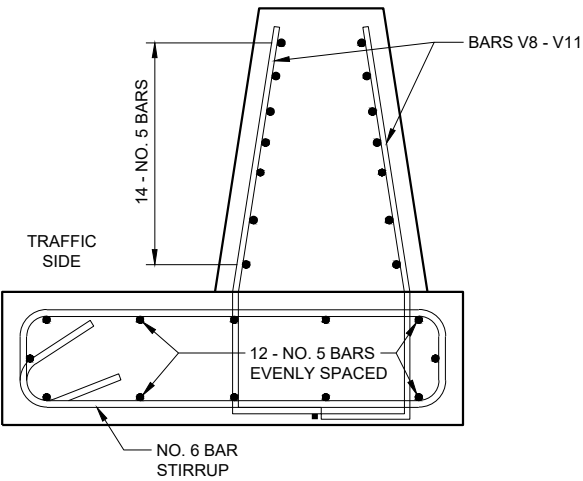
STIRRUP BAR
BENDING DETAIL



BAR DETAIL
SECTIONS 1 - 4



BAR DETAIL
SECTIONS 5 - 7



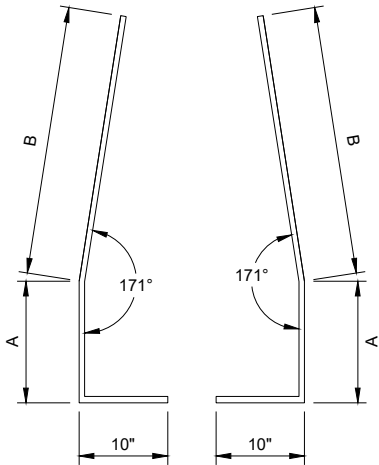
BAR DETAIL
SECTIONS 8 - 11

CONCRETE BARRIER
SINGLE SLOPE 36"
THREE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

BAR CHART
BAR POSITIONS
12 - 13

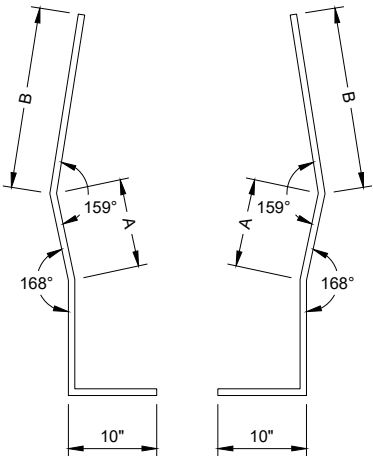
BAR	A	B
V12	1' - 3"	2' - 6"
V13	1' - 8"	2' - 1 1/2"



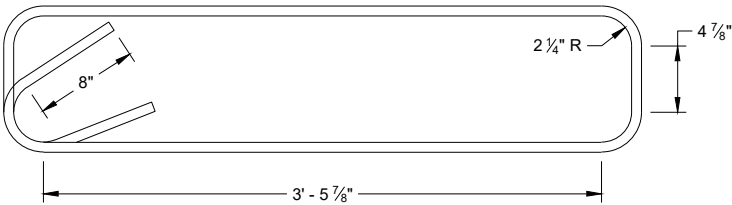
BAR BENDING DETAIL
SECTIONS V12 - V13

BAR CHART
BAR POSITIONS
14 - 16

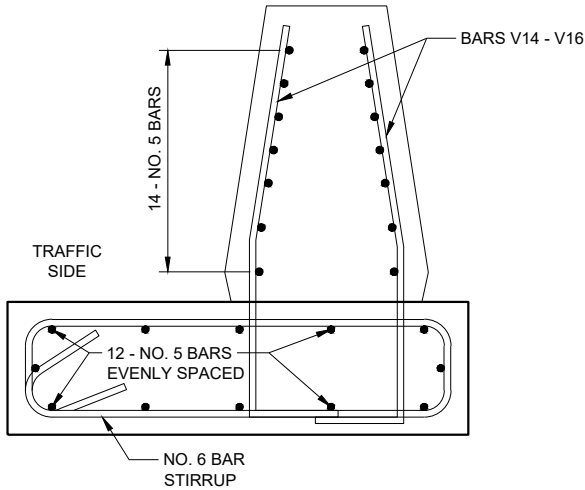
BAR	A	B
V14	6"	2' - 1"
V15	8"	1' - 11"
V16	10"	1' - 8 1/2"



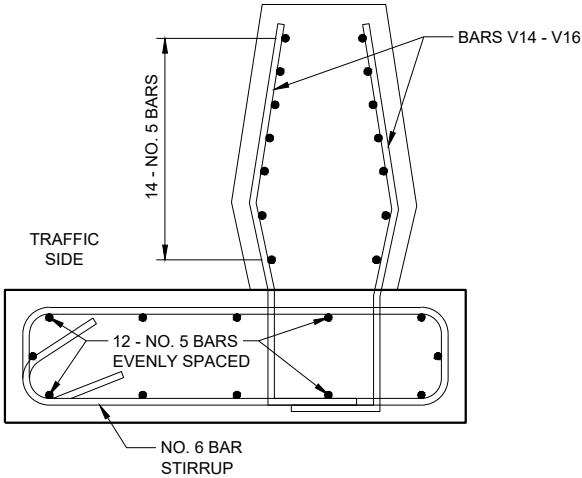
BAR BENDING DETAIL
SECTIONS V14 - V16



STIRRUP BAR
BENDING DETAIL



BAR DETAIL
SECTIONS 12 - 13



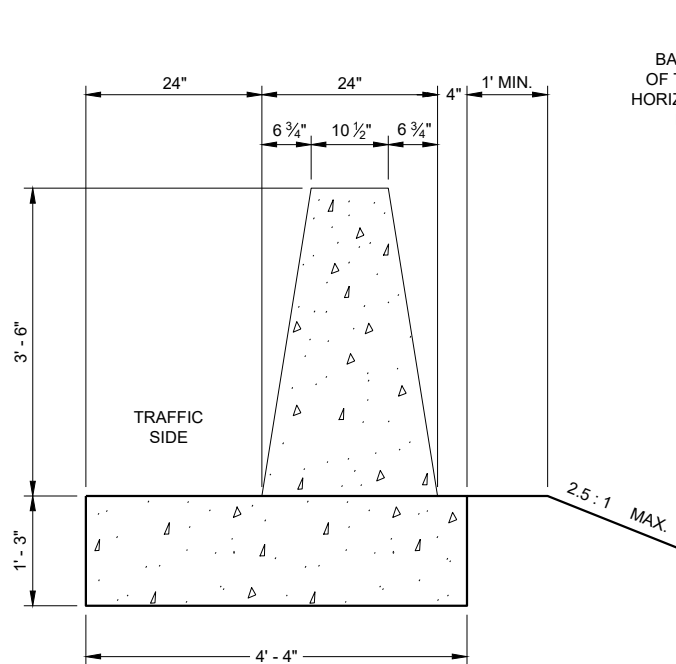
BAR DETAIL
SECTIONS 14 - 16

CONCRETE BARRIER
SINGLE SLOPE 36"
THRIE BEAM ANCHOR

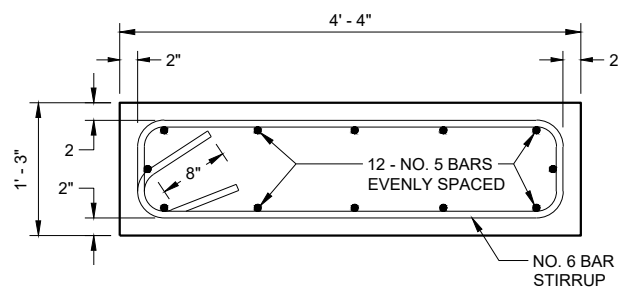
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
ENGINEER 922

FHWA



SECTION A - A



TYPICAL FOOTING

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

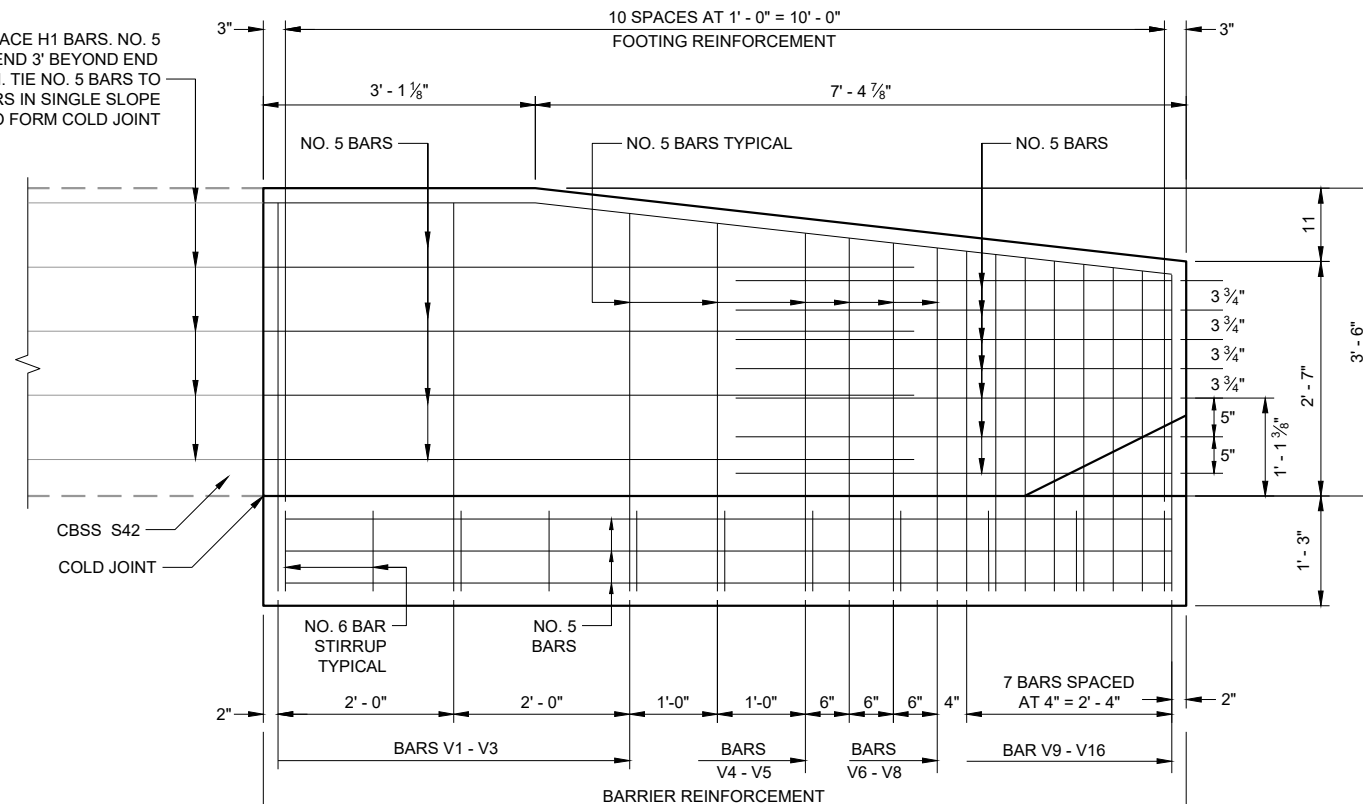
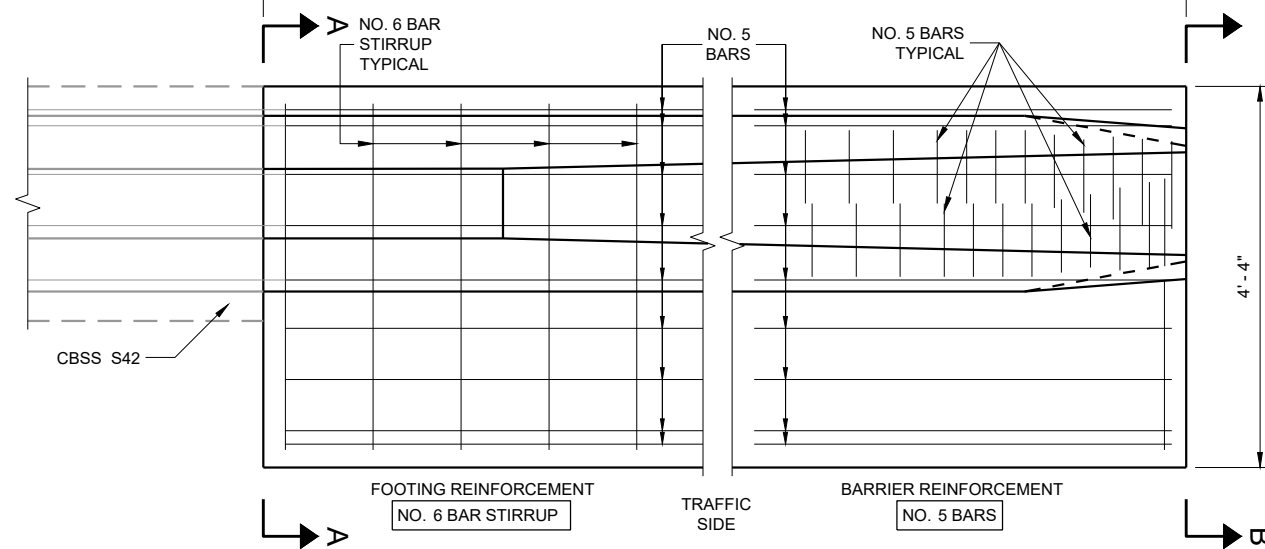
EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE OF BARRIER.

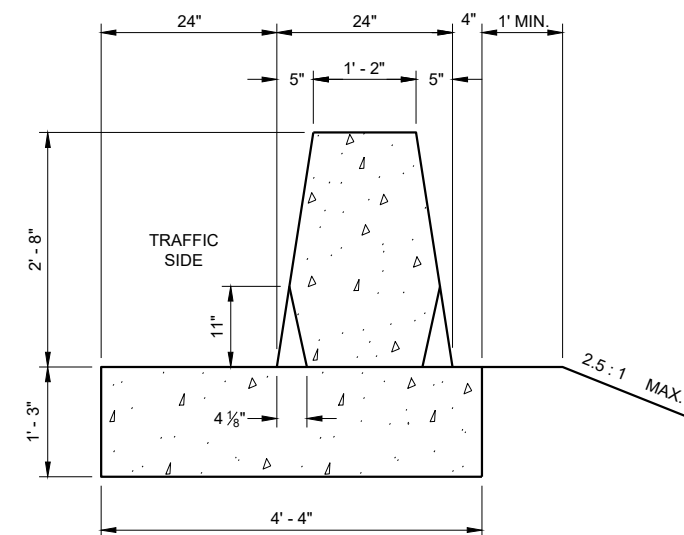
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

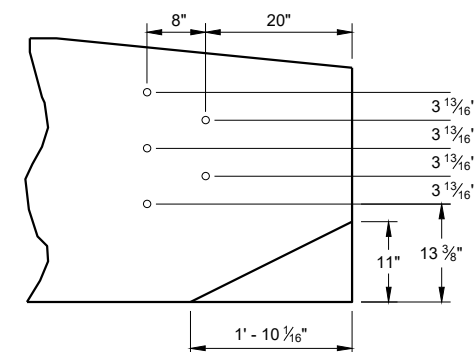
EVENLY SPACE H1 BARS. NO. 5 BARS TO EXTEND 3' BEYOND END OF TRANSITION. TIE NO. 5 BARS TO HORIZONTAL BARS IN SINGLE SLOPE BARRIER TO FORM COLD JOINT

SEE SECTIONS ① THRU ⑩
ELEVATION VIEW

PLAN VIEW



SECTION B - B



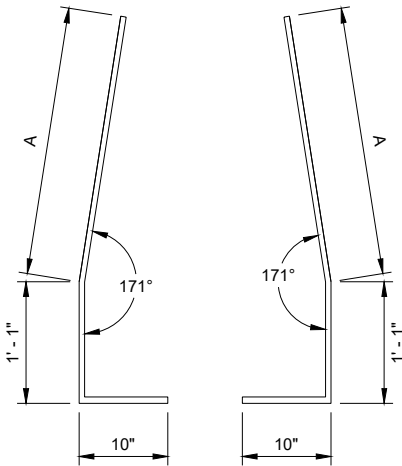
PVC PIPE LOCATIONS

**CONCRETE BARRIER
SINGLE SLOPE 42"
THRIE BEAM ANCHOR**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 923

**BAR CHART
BAR POSITIONS
1 - 11**

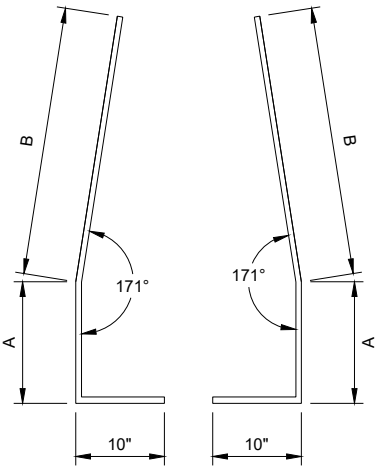
BAR	A
V1	3' - 4 1/2"
V2	3' - 4 1/2"
V3	3' - 2 1/2"
V4	3' - 1"
V5	2' - 11 1/2"
V6	2' - 11"
V7	2' - 10 1/2"
V8	2' - 9 1/2"
V9	2' - 9"
V10	2' - 8 1/2"
V11	2' - 8"



**BAR BENDING DETAIL
SECTIONS V1 - V4**

**BAR CHART
BAR POSITIONS
12 - 13**

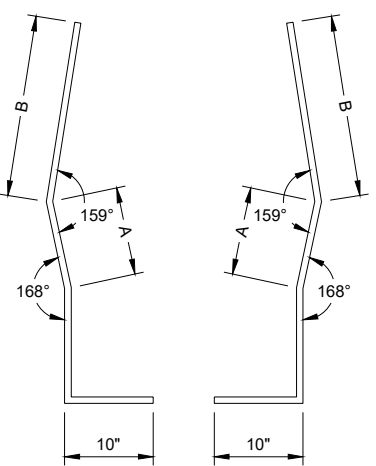
BAR	A	B
V12	1' - 3"	2' - 6"
V13	1' - 8"	2' - 1 1/2"



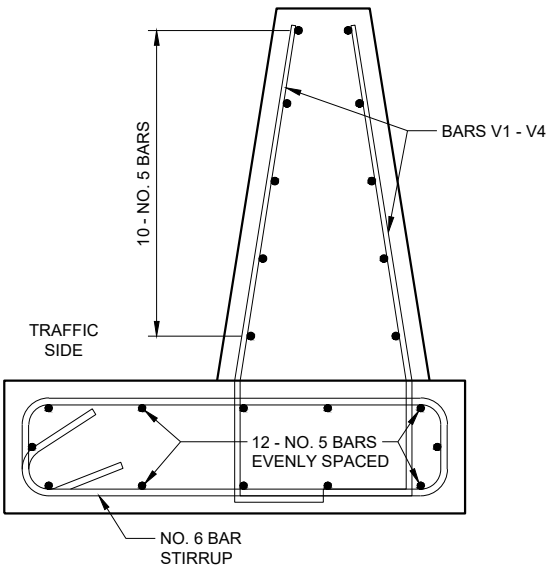
**BAR BENDING DETAIL
SECTIONS V12 - V13**

**BAR CHART
BAR POSITIONS
14 - 16**

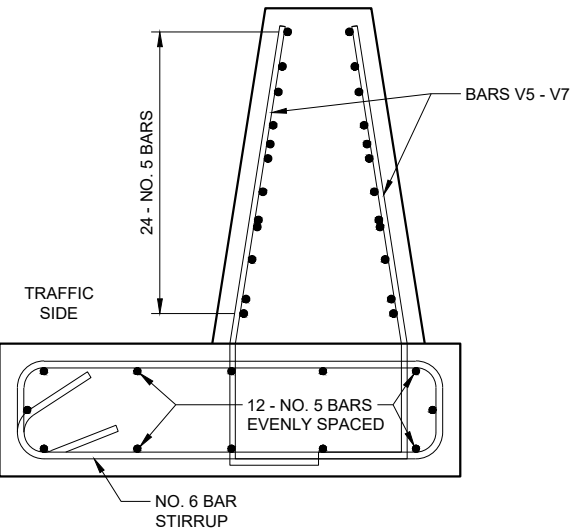
BAR	A	B
V14	6"	2' - 1"
V15	8"	1' - 11"
V16	10"	1' - 8 1/2"



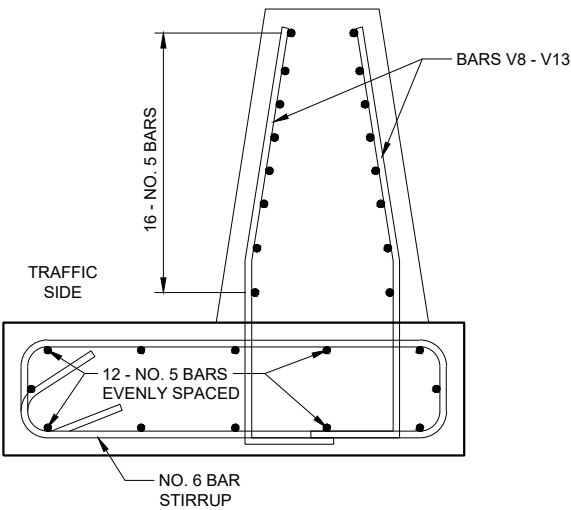
**BAR BENDING DETAIL
SECTIONS V14 - V16**



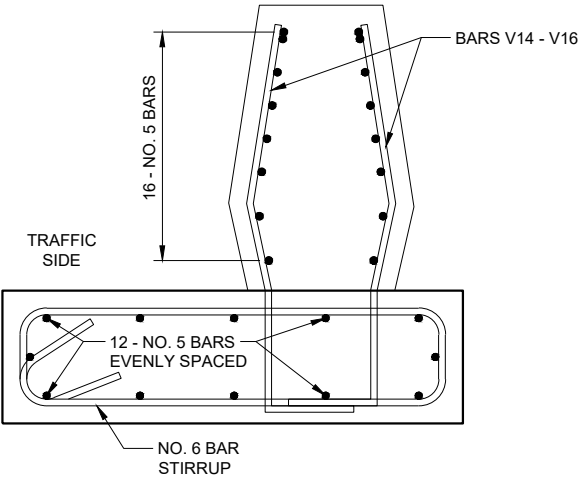
**BAR DETAIL
SECTIONS 1 - 4**



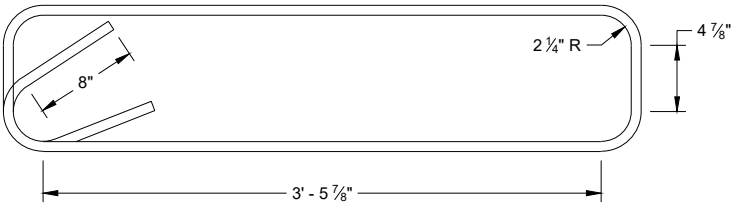
**BAR DETAIL
SECTIONS 5 - 7**



**BAR DETAIL
SECTIONS 8 - 13**



**BAR DETAIL
SECTIONS 14 - 16**



**STIRRUP BAR
BENDING DETAIL**

**CONCRETE BARRIER
SINGLE SLOPE 42"
THRIE BEAM ANCHOR**

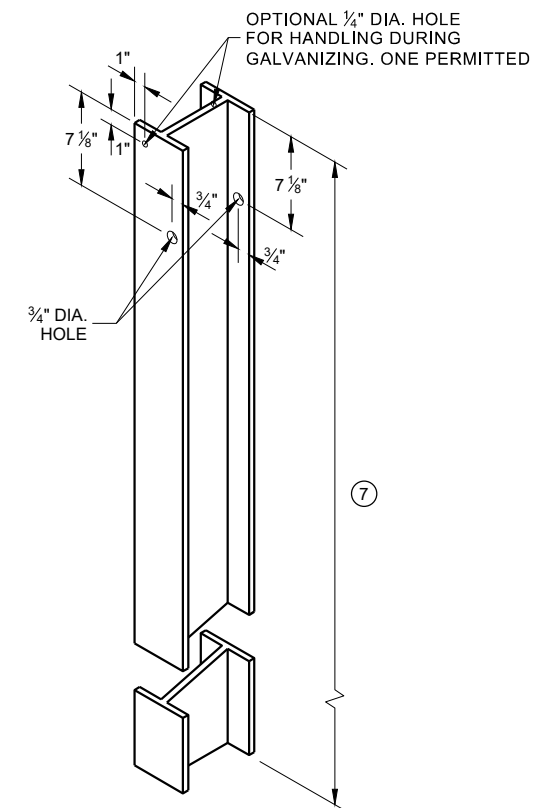
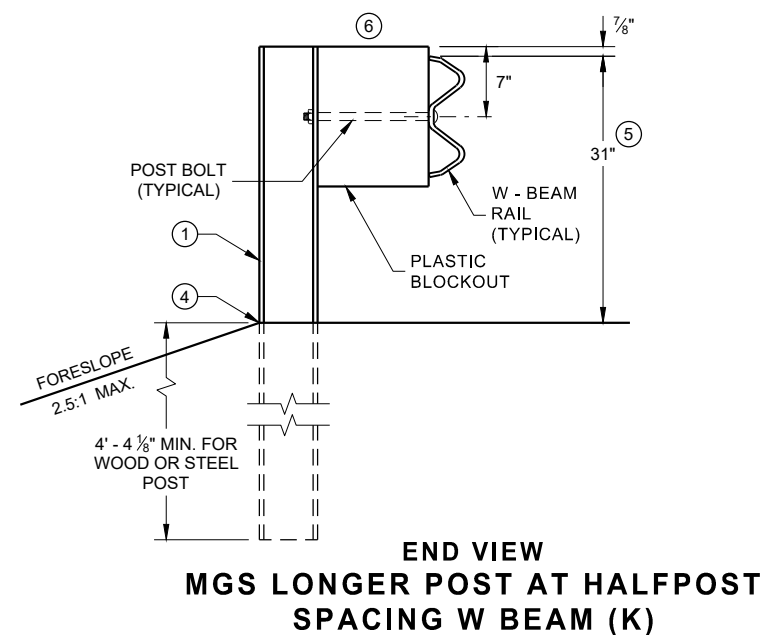
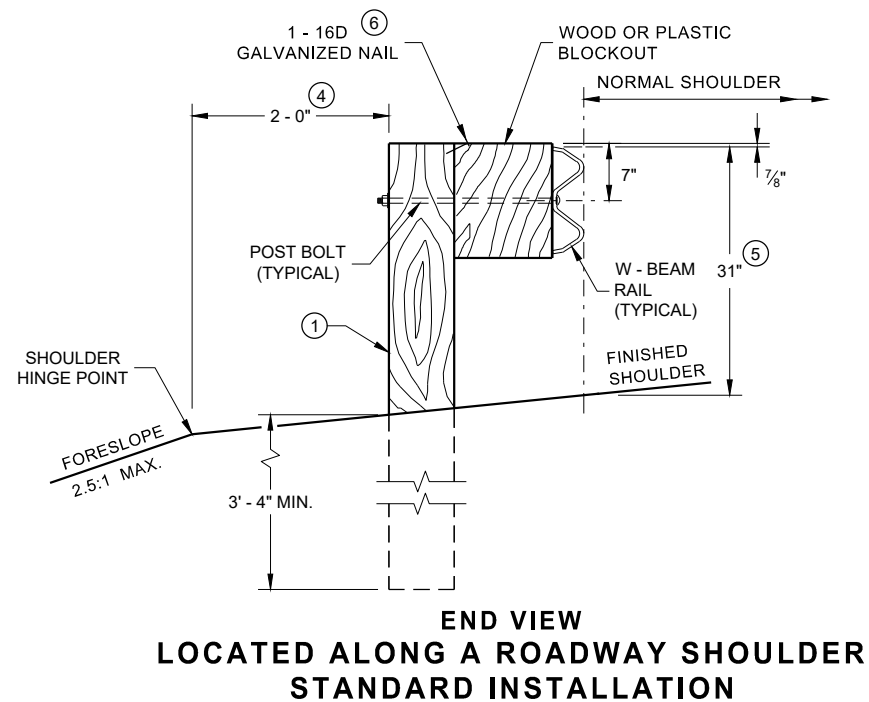
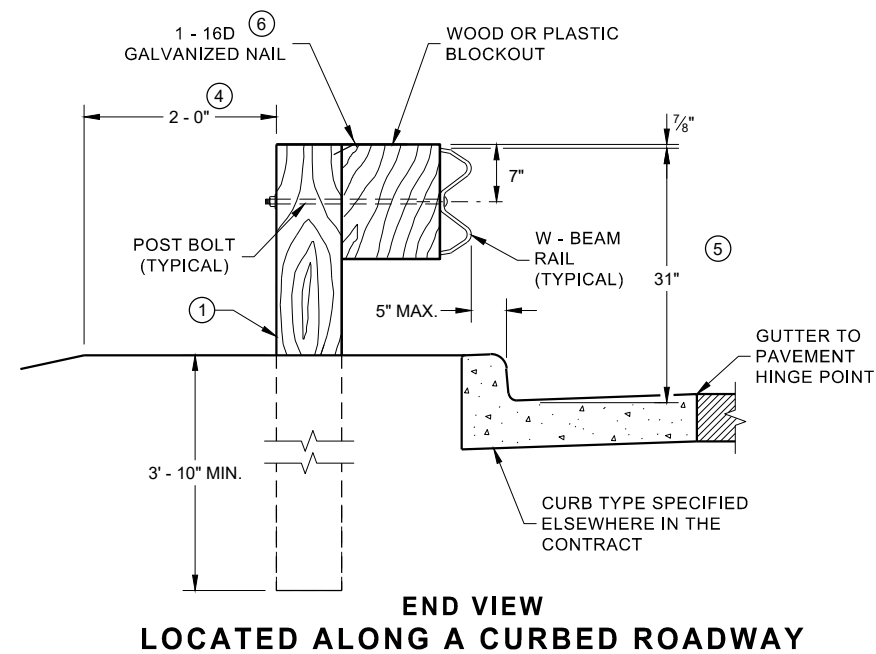
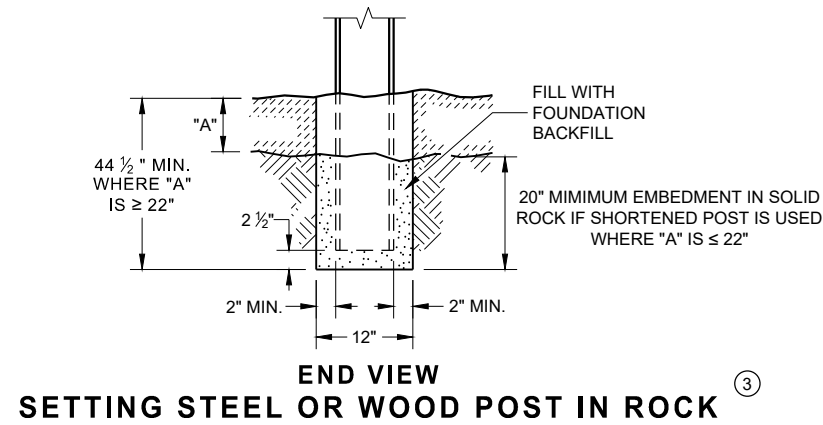
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

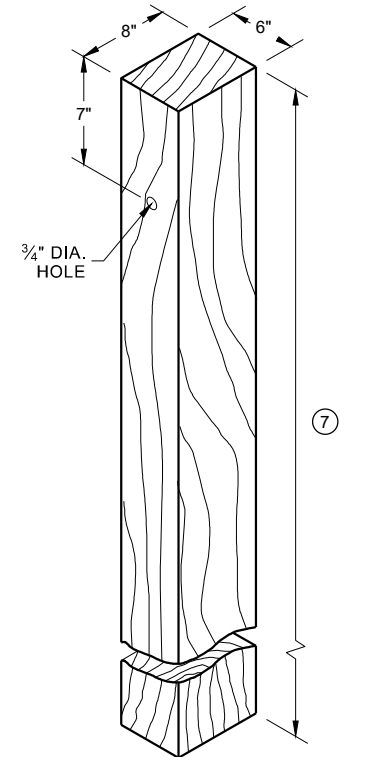
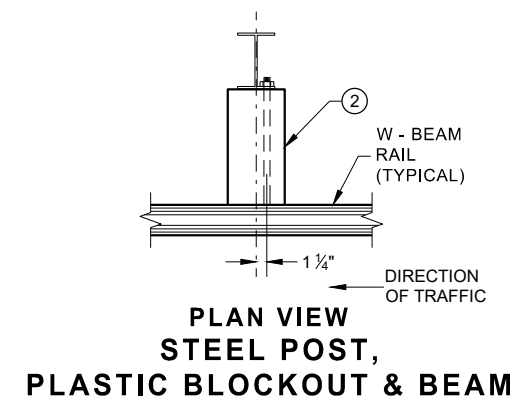
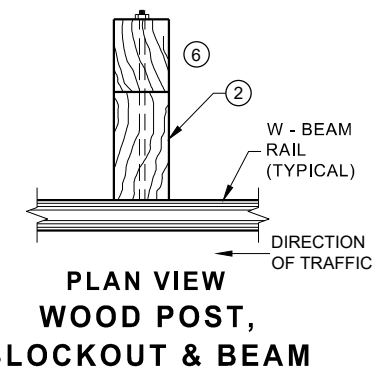
FHWA

924

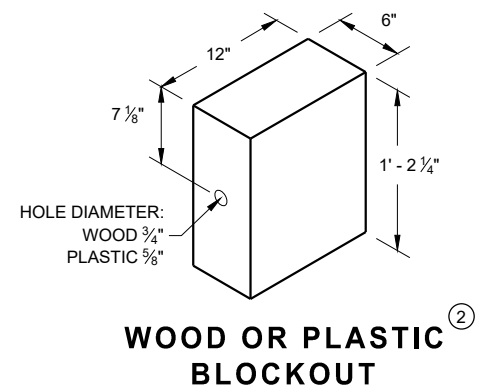
- ① WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
- ② USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. 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 TO LENGTH AND 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 3/4" 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".



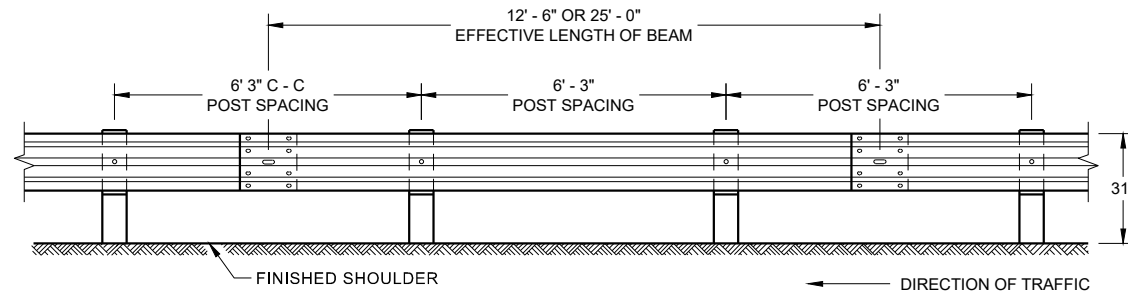
**STEEL POST & HOLE
PUNCHING DETAIL
(W 6 X 9) ①**



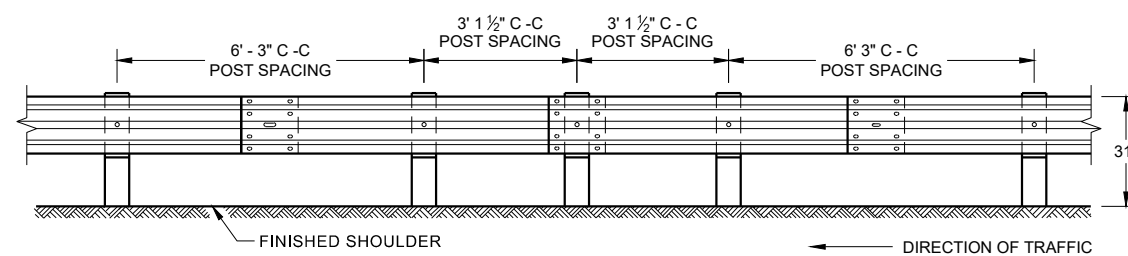
WOOD POST (6" X 8") NOMINAL ^①



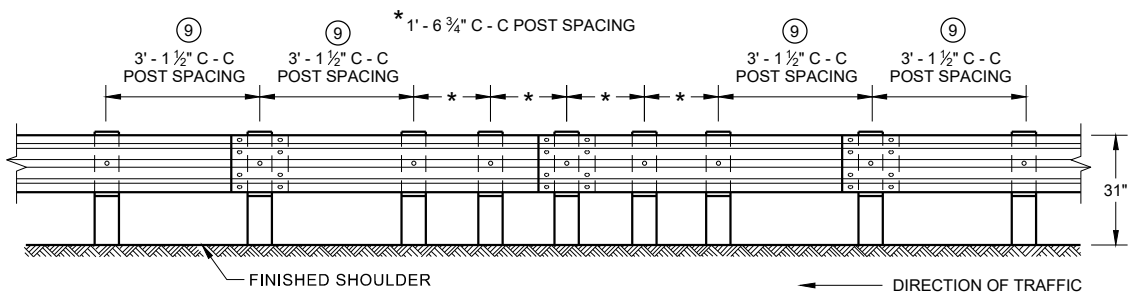
WOOD OR PLASTIC BLOCKOUT ⁽²⁾



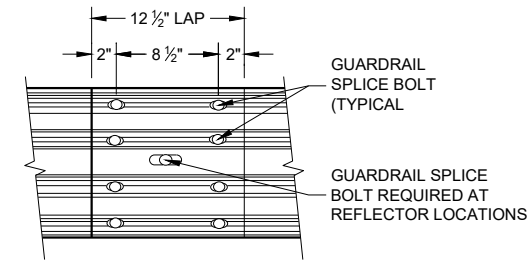
**FRONT VIEW
POST SPACING STANDARD INSTALLATION**



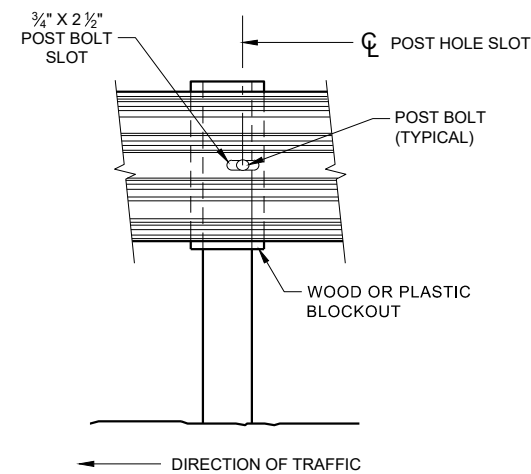
**FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)**



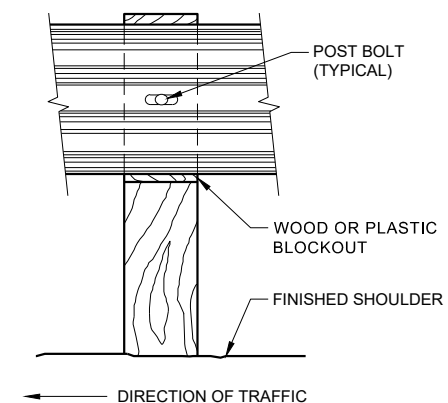
**FRONT VIEW
QUARTER POST SPACING (QS)**



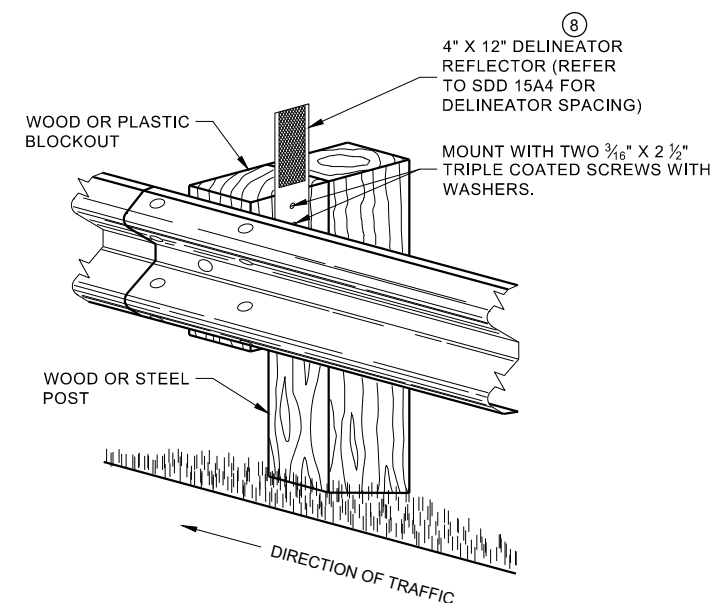
**FRONT VIEW
MID-SPAN BEAM SPLICE**



FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



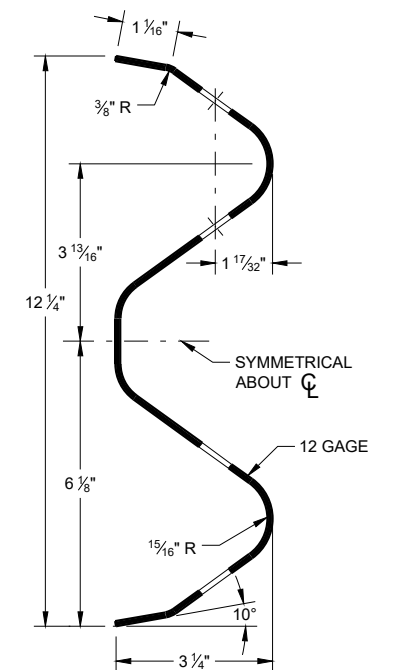
**ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION**

GENERAL NOTES

- 8 DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
- 9 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 3/4" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 3/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 3/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



SECTION THRU W-BEAM RAIL

**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

STATE OF WISCONSIN
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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.

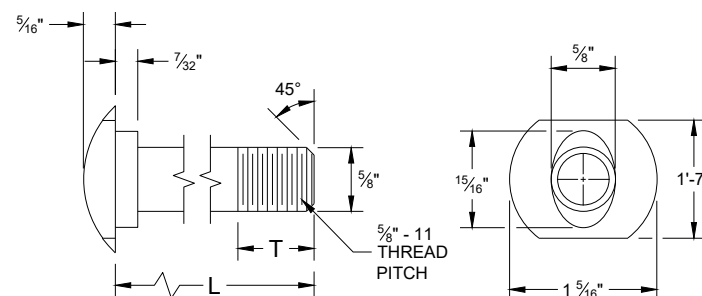


NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

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

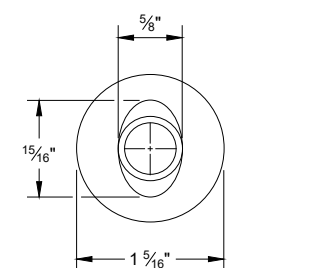
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF $\frac{3}{16}$ ".
2. IF THE BOLT EXTENDS MORE THAN $\frac{1}{4}$ " FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

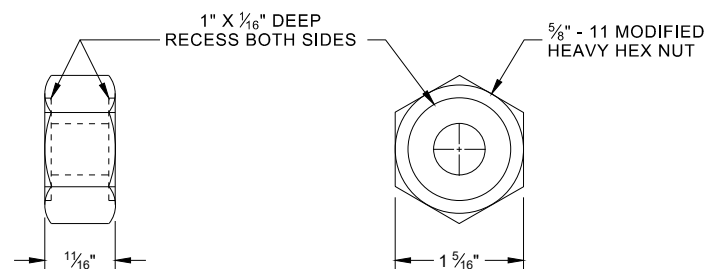


POST BOLT TABLE

L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"

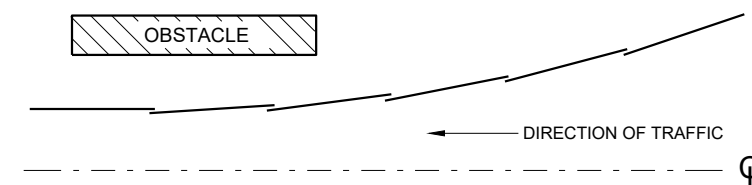


ALTERNATE BOLT HEAD

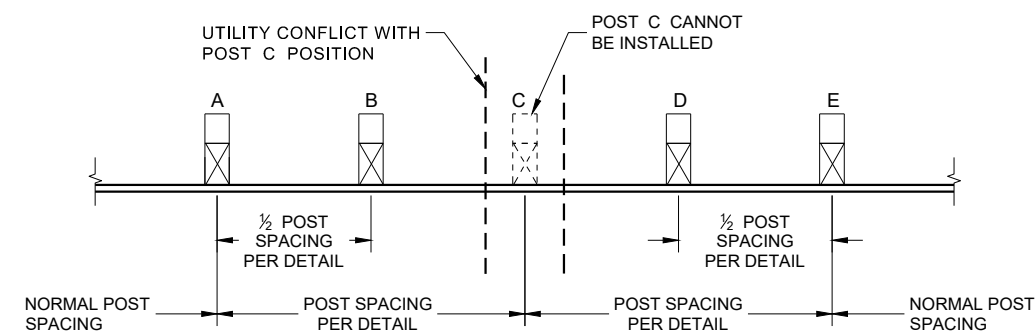


POST BOLT, SPLICE BOLT AND RECESS NUT

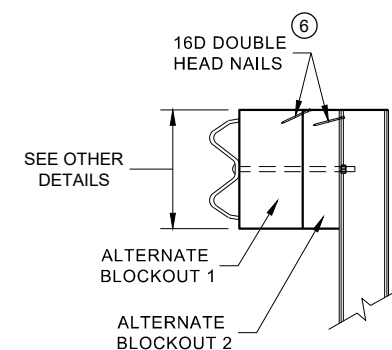
⑥ WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



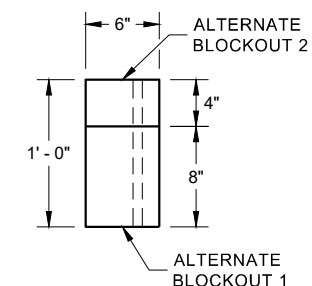
**PLAN VIEW
BEAM LAPPING DETAIL**



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW

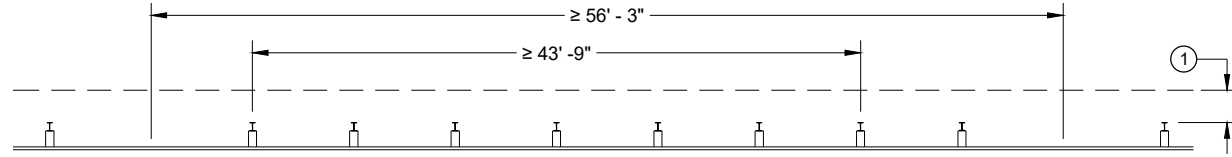


PLAN VIEW

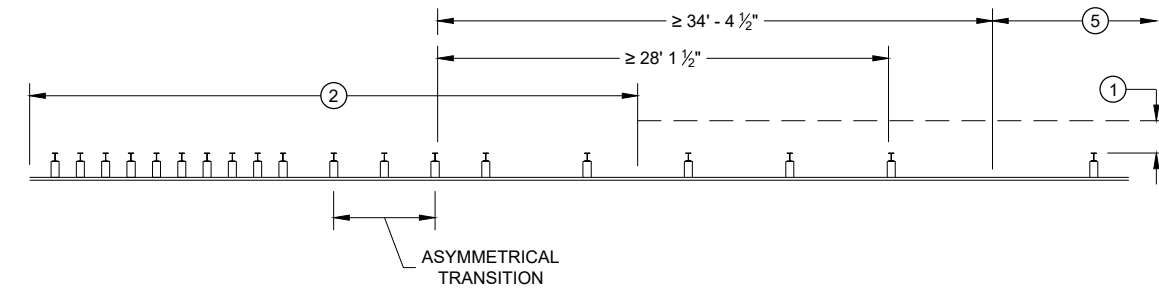
ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

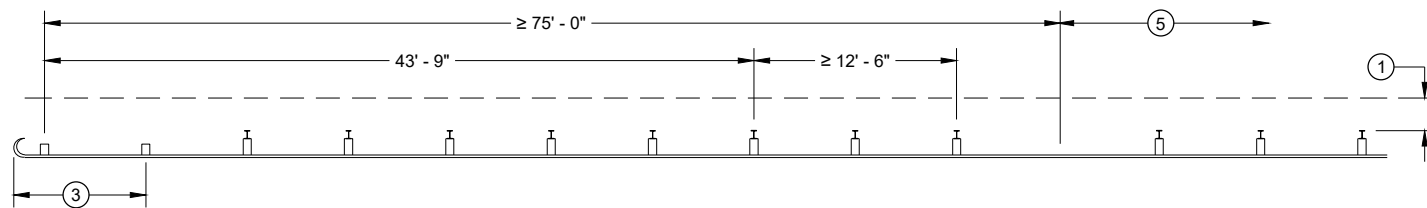
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 1927



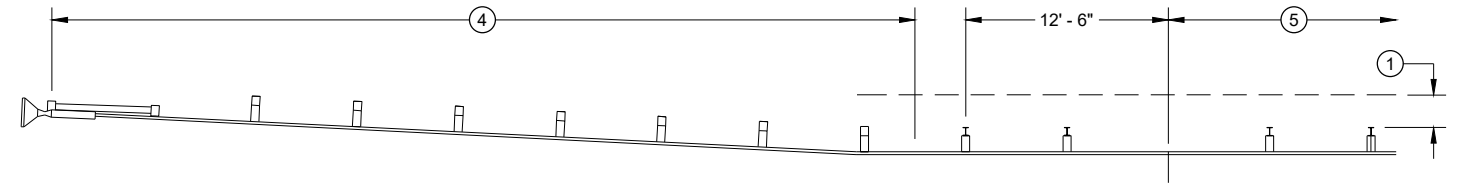
MISSING POST IN NORMAL BEAM GUARD RUN



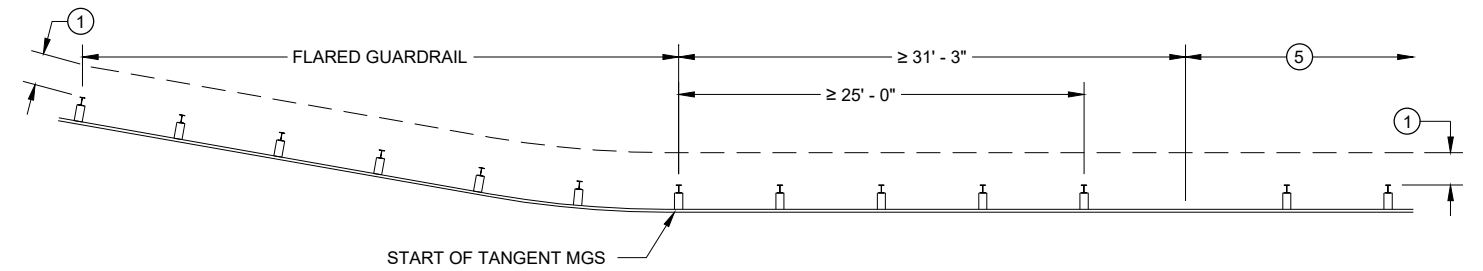
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



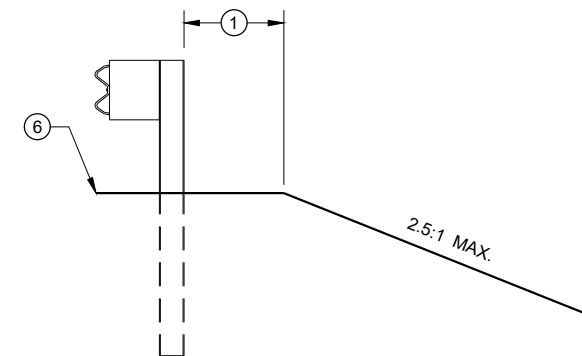
MISSING POST IN NORMAL BEAM GUARD RUN
NEAR TYPE 2 TERMINAL



MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR FLARED BEAM GUARD



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 DEVELOPMENT
UNIT SUPERVISOR
928
FHWA

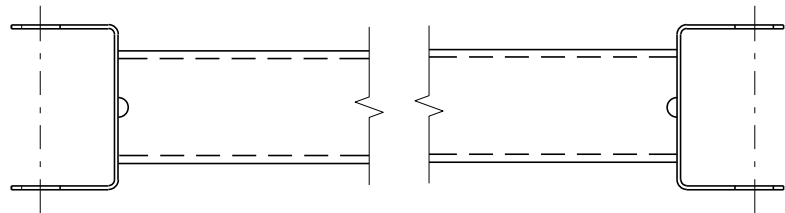
- (A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.
- (B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED
- (C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. 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.

THE CENTER OF THE UPPER 3 1/2" 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.

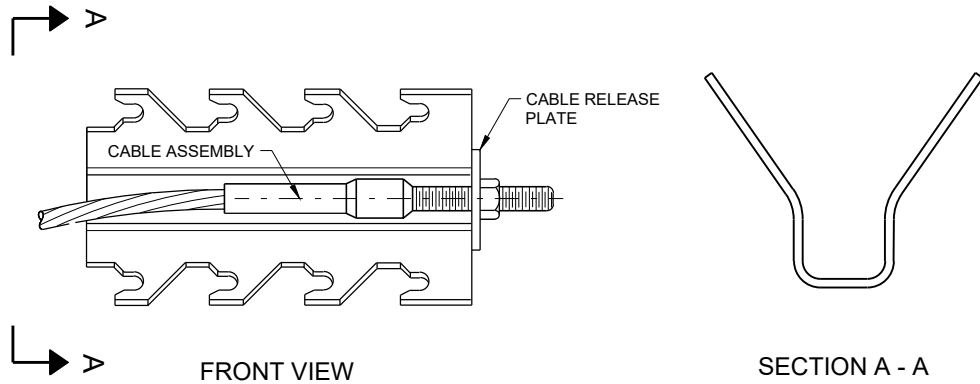


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 929

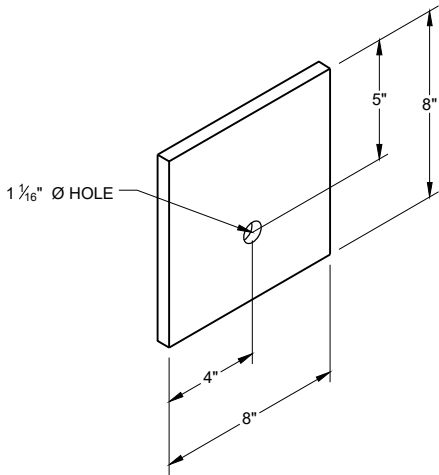


GENERIC GROUND STRUT⁹ ^E

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



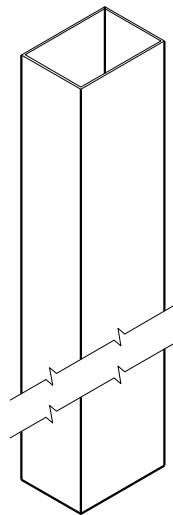
GENERIC ANCHOR CABLE BOX⁹ ^E



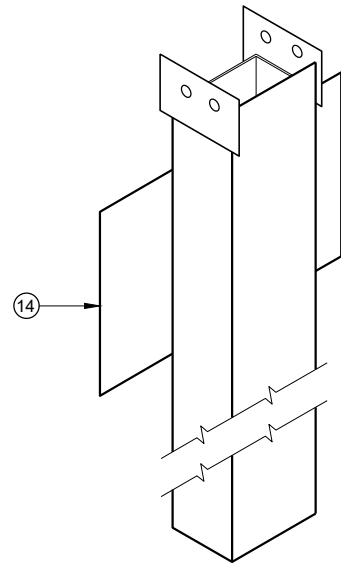
BEARING PLATE⁶ ^E

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

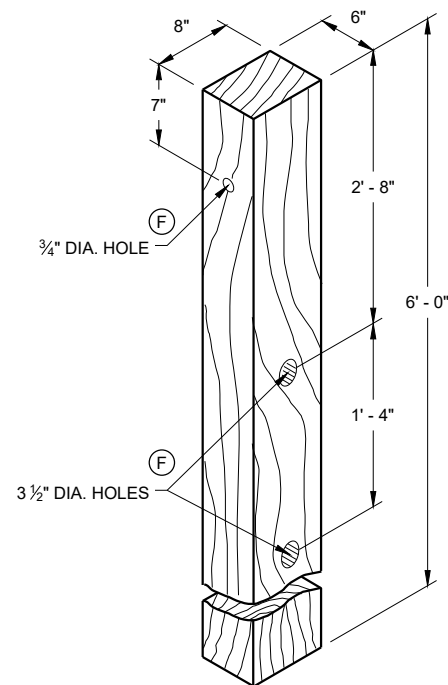
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



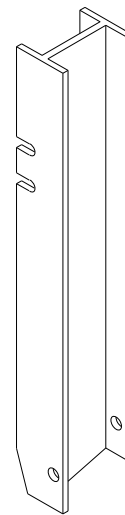
UPPER POST NO. 1 ⁽¹⁾ (E)



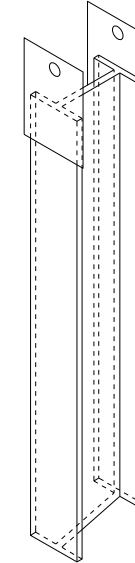
LOWER POST NO. 1 ⁽²⁾ (E)



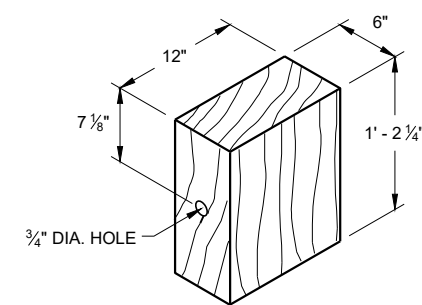
WOOD CRT POST ⁽³⁾ (E)
POSTS NUMBER 3-9



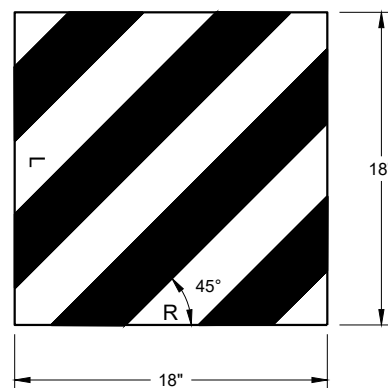
UPPER POST NO. 2 ⁽¹⁵⁾ (E)



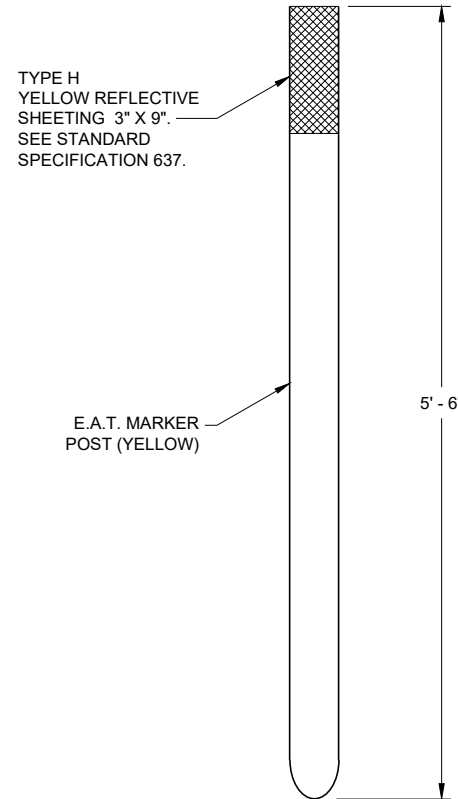
LOWER POST NO. 2 ⁽¹⁶⁾ (E)



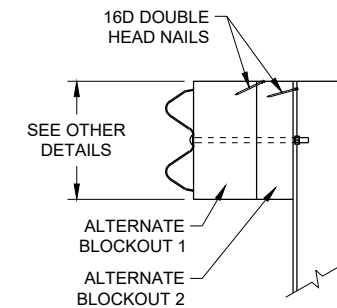
WOOD BLOCKOUT ⁽⁴⁾
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



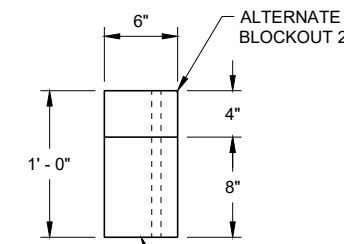
W5 - 59
REFLECTIVE SHEETING DETAIL ^(E)



FRONT VIEW
SIDE VIEW
E.A.T. MARKER POST ⁽¹³⁾



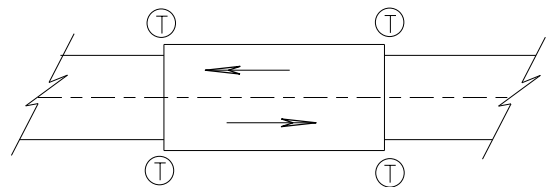
SIDE VIEW



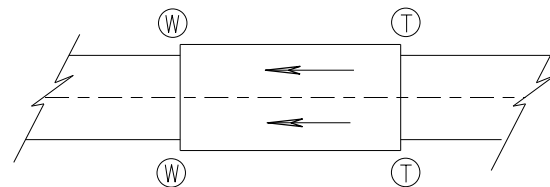
TOP VIEW

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 DEVELOPMENT UNIT SUPERVISOR
FHWA	



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

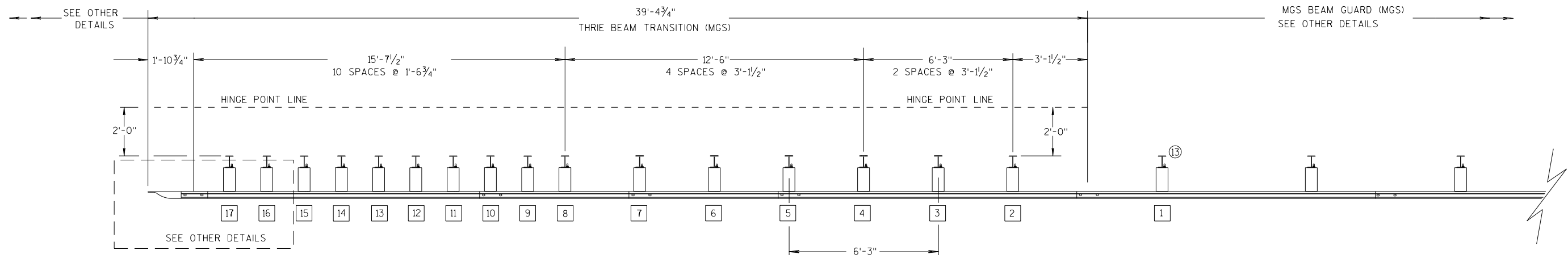
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

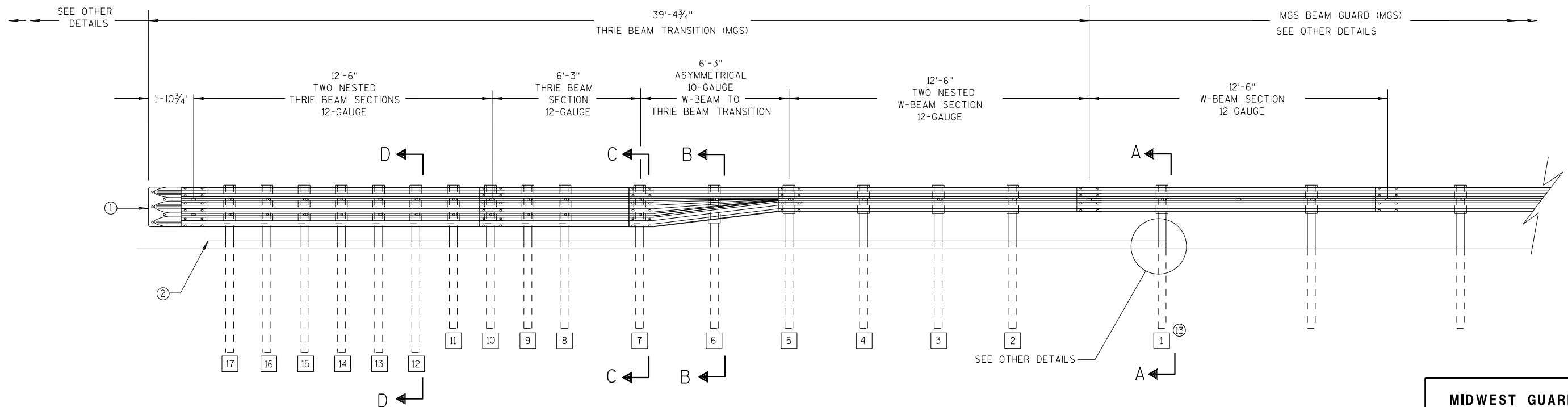
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

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

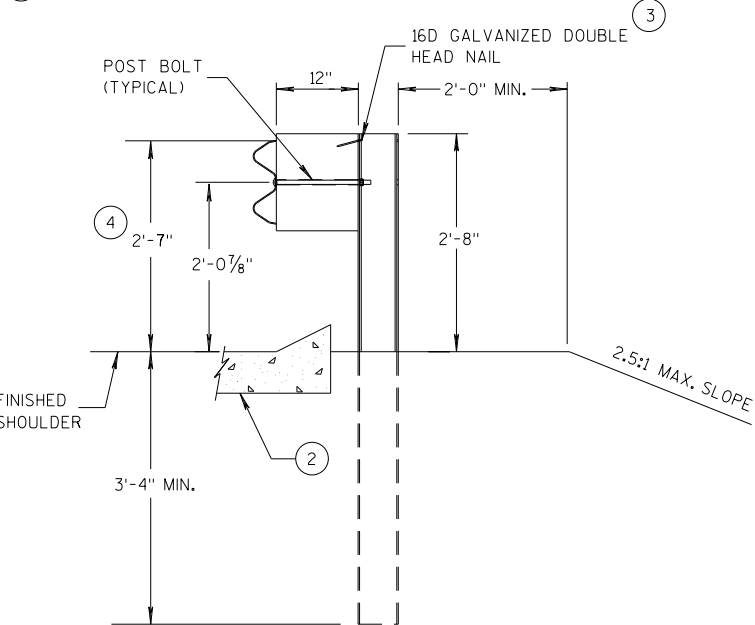
MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

**MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)**

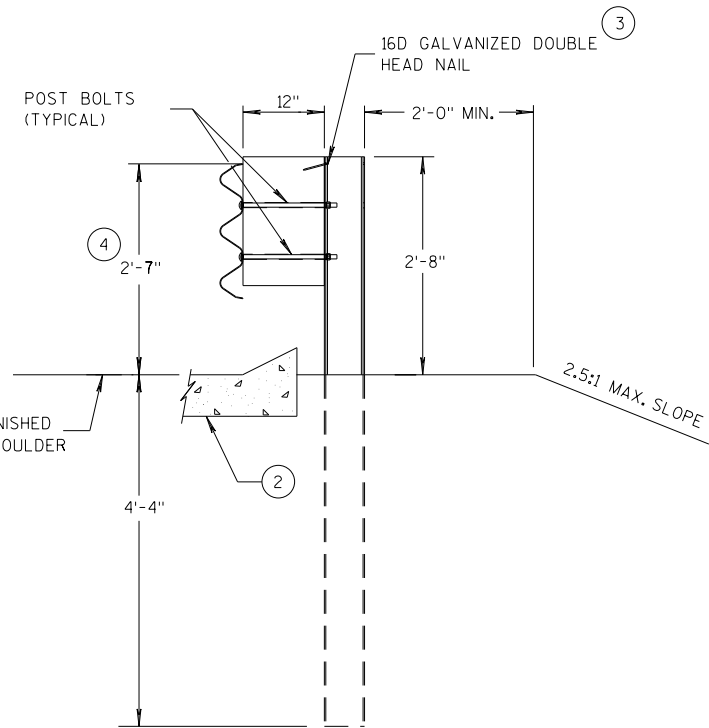
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 932

GENERAL NOTES

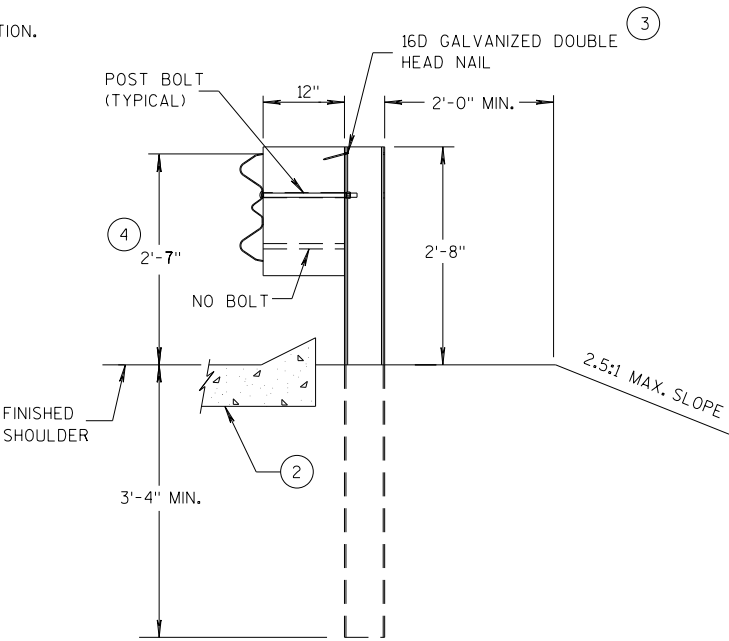
- 2 OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.
- 3 WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.
- 4 TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".
- 13 STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



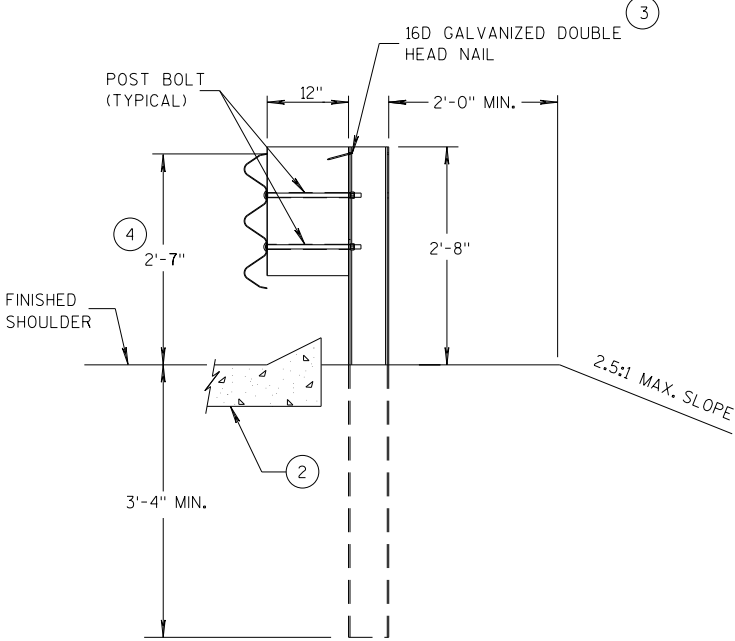
SECTION A-A
POSTS 1-5



SECTION D-D
POSTS 12-17



SECTION B-B
POST 6



SECTION C-C
POSTS 7-11

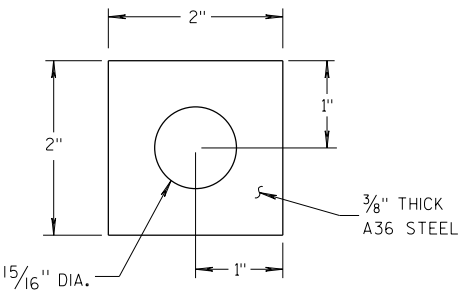
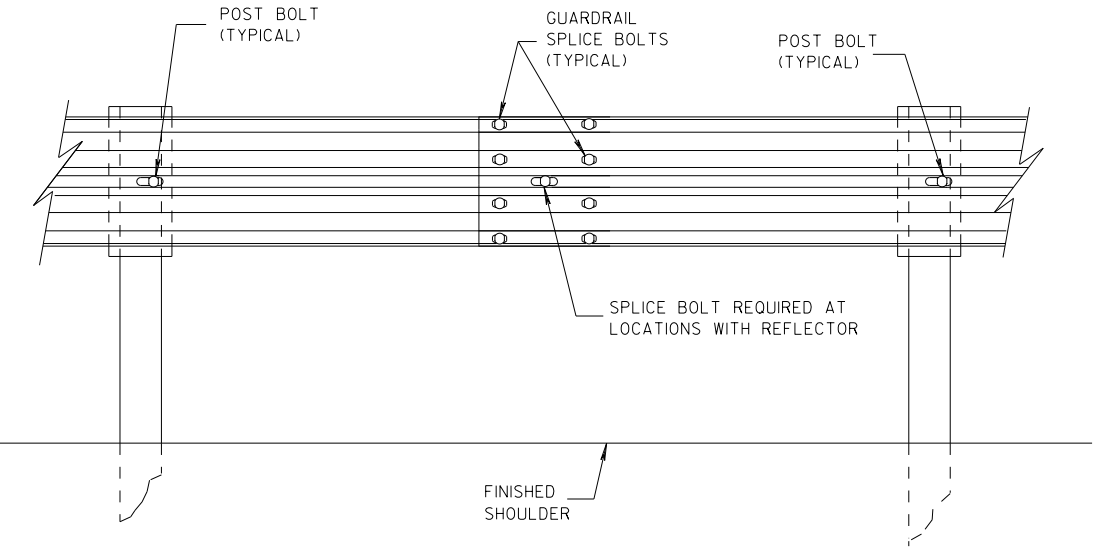
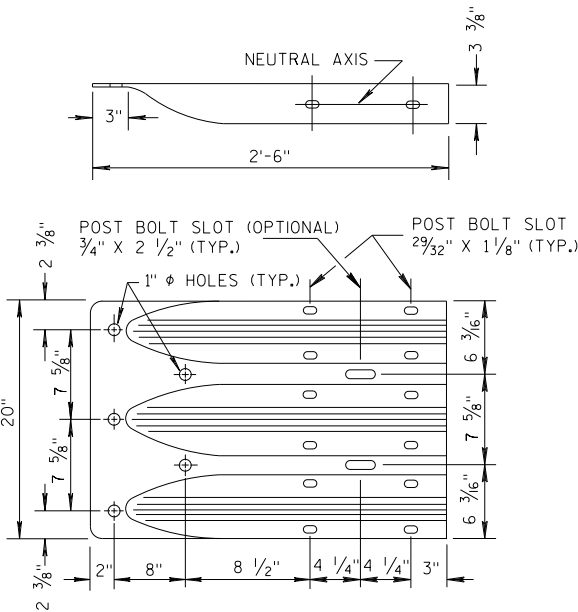


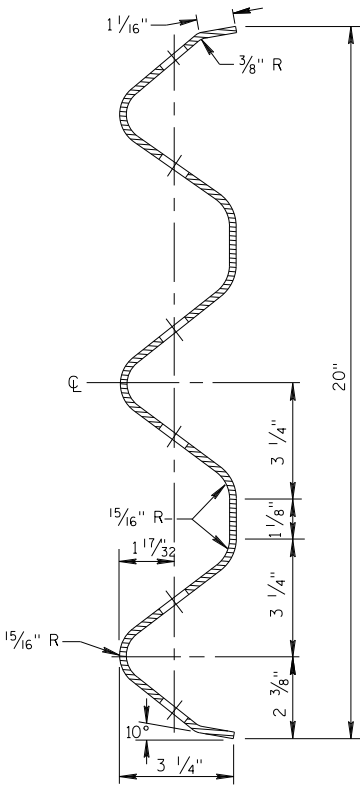
PLATE WASHER DETAIL



SPLICE DETAIL



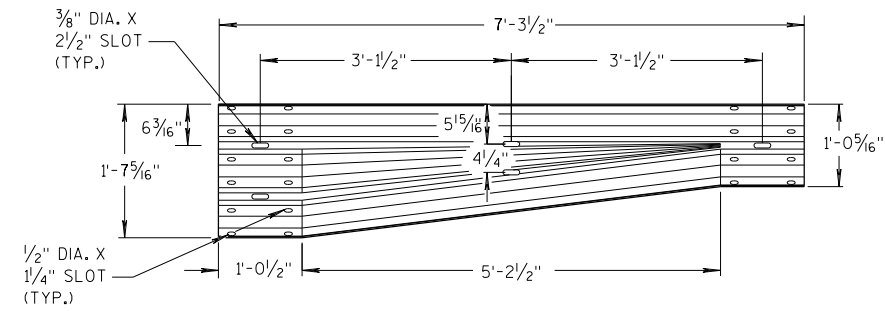
THRIE BEAM
TERMINAL CONNECTOR



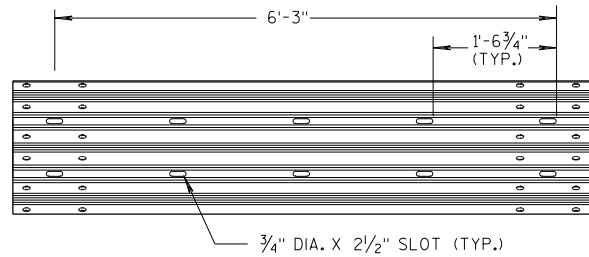
SECTION THRU THRIE
BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

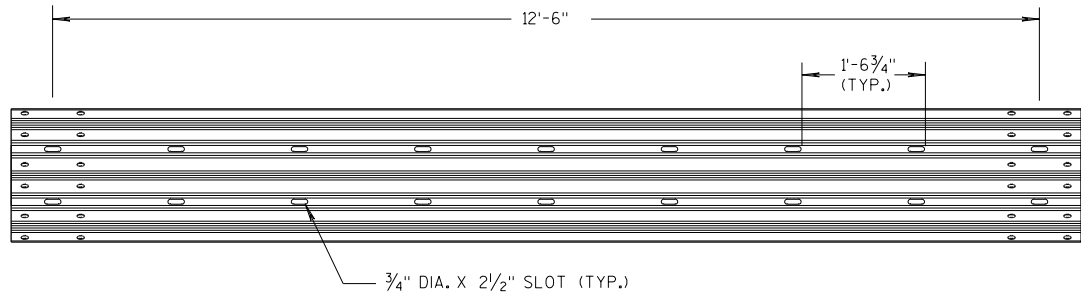
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



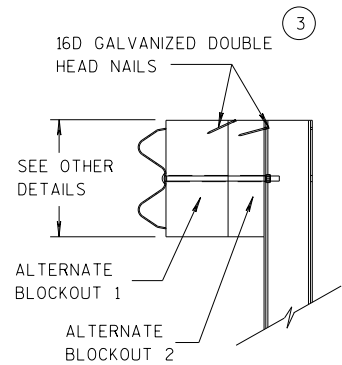
W-BEAM TO THRIE BEAM TRANSITION SECTION



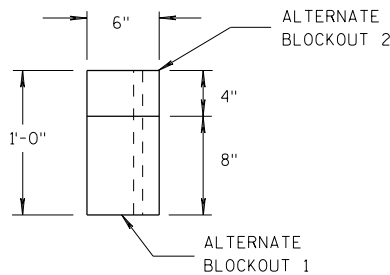
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

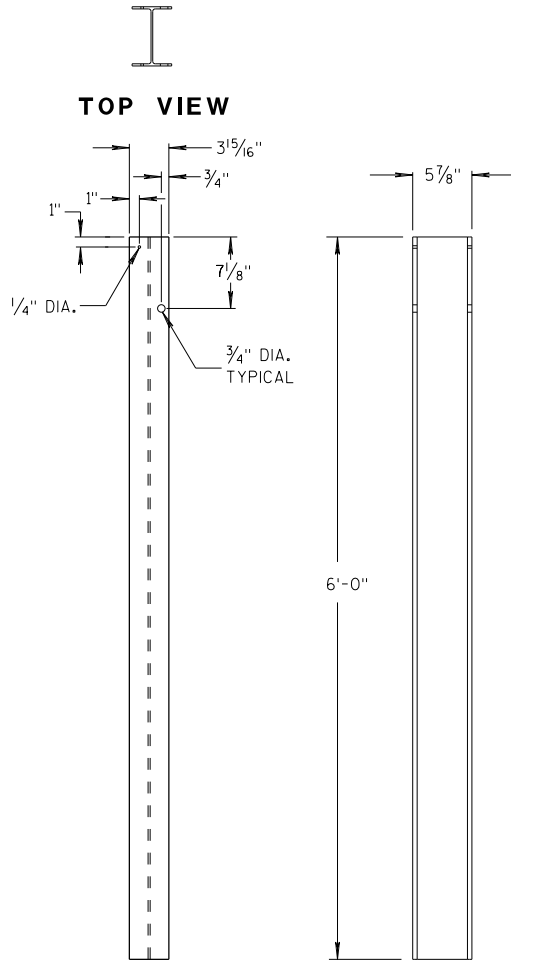


SIDE VIEW



TOP VIEW

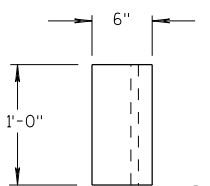
ALTERNATE WOOD BLOCKOUT DETAIL



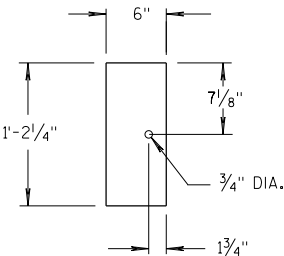
FRONT VIEW

SIDE VIEW

STEEL POSTS 1-5

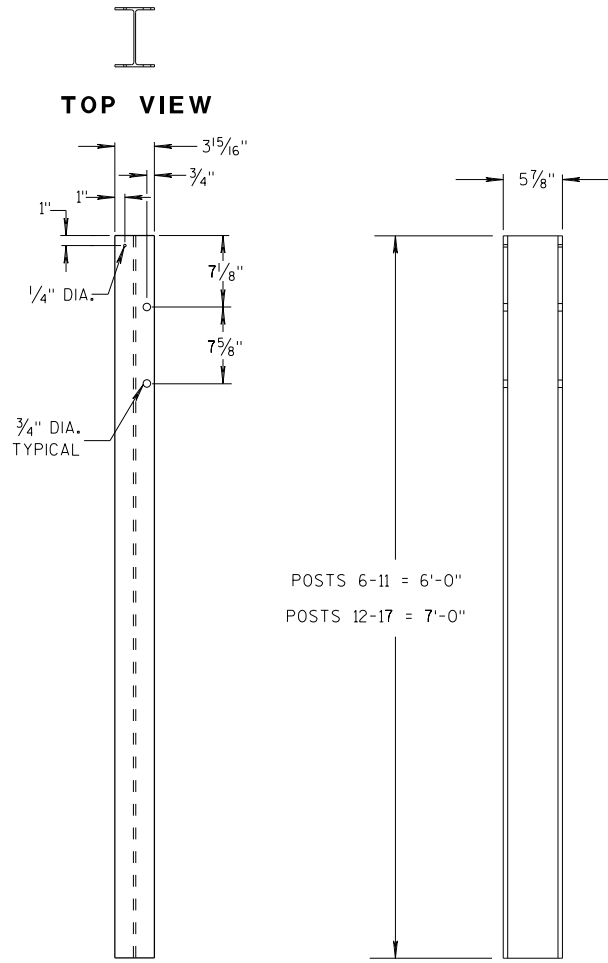


TOP VIEW



FRONT VIEW

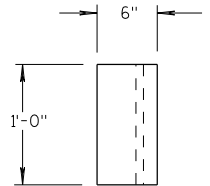
BLOCKOUT POSTS 1-5



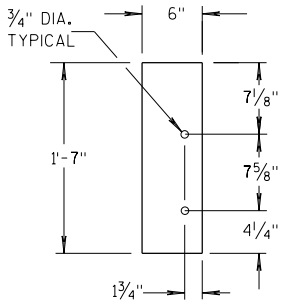
FRONT VIEW

SIDE VIEW

STEEL POSTS 6-17



TOP VIEW



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

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

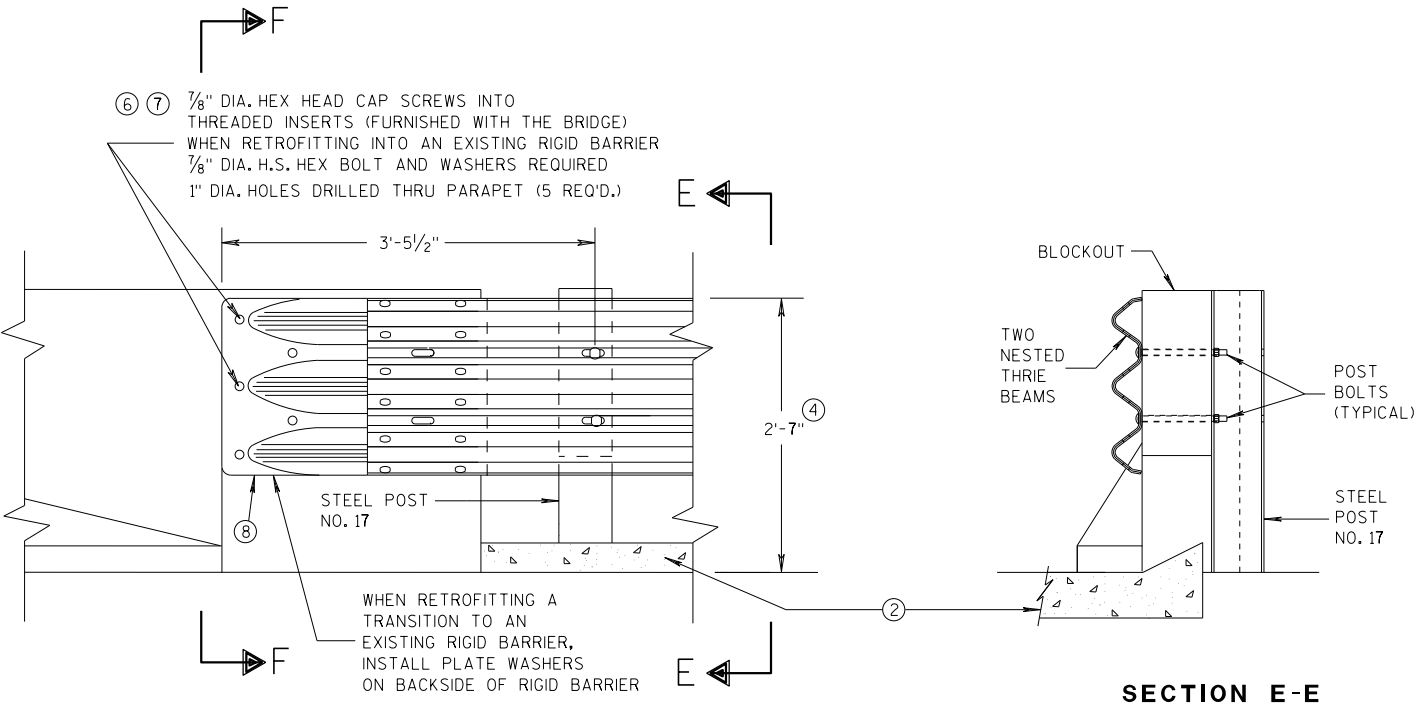
③ WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

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

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

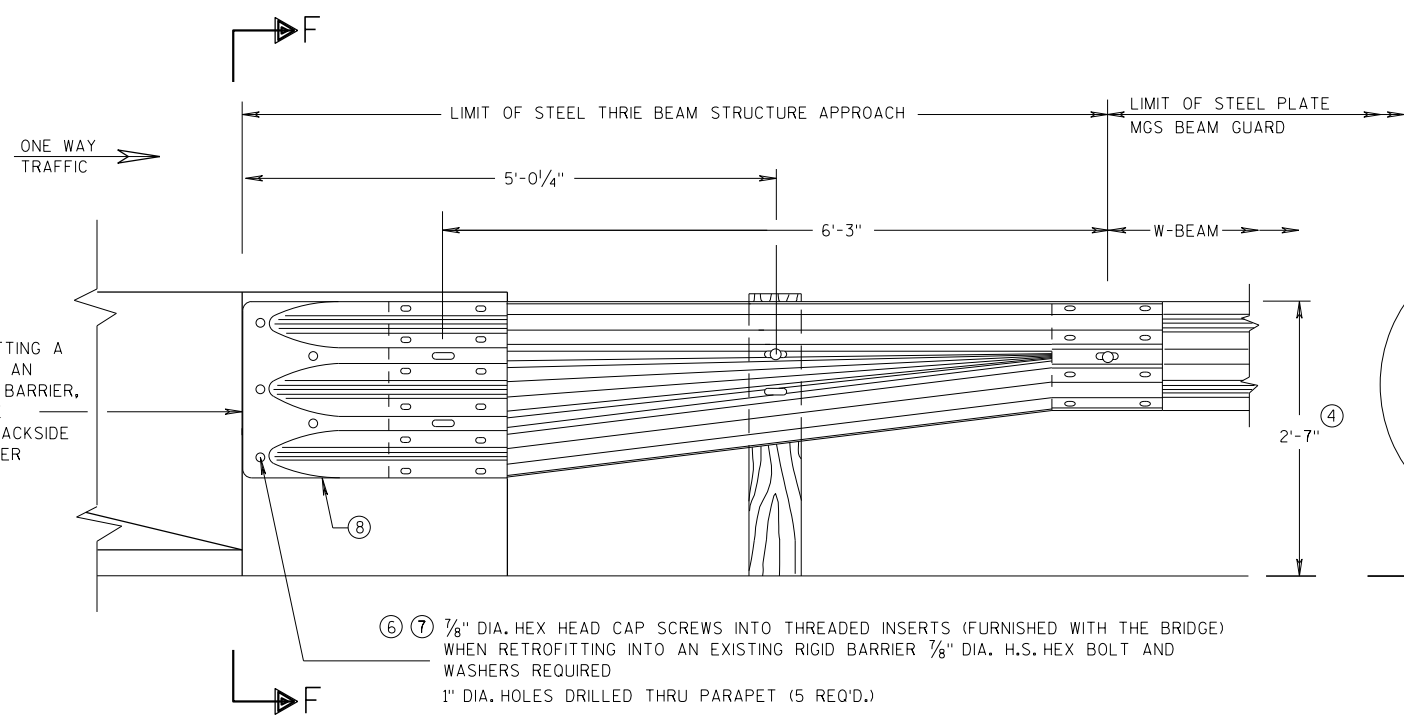
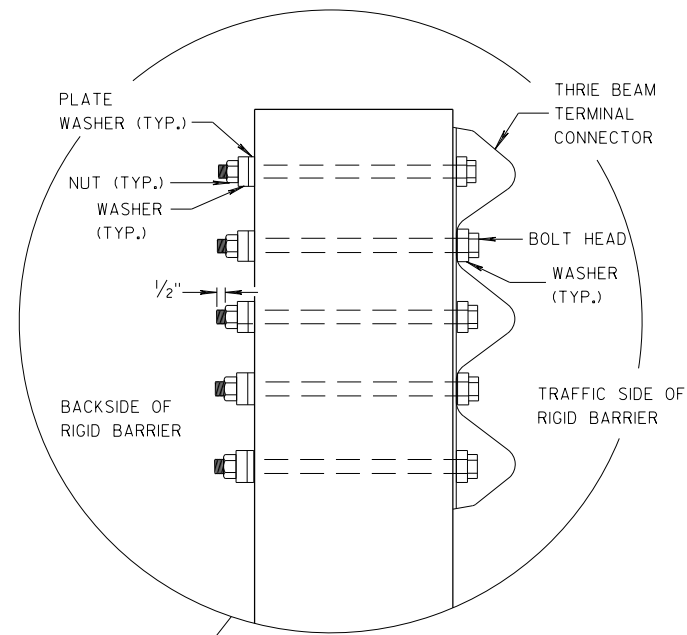
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

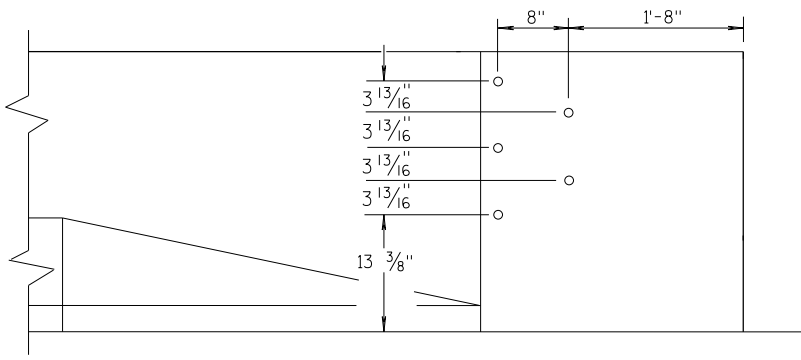


GENERAL NOTES

- 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 $\pm 1"$.
- 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 5/32" 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".



SECTION F-F

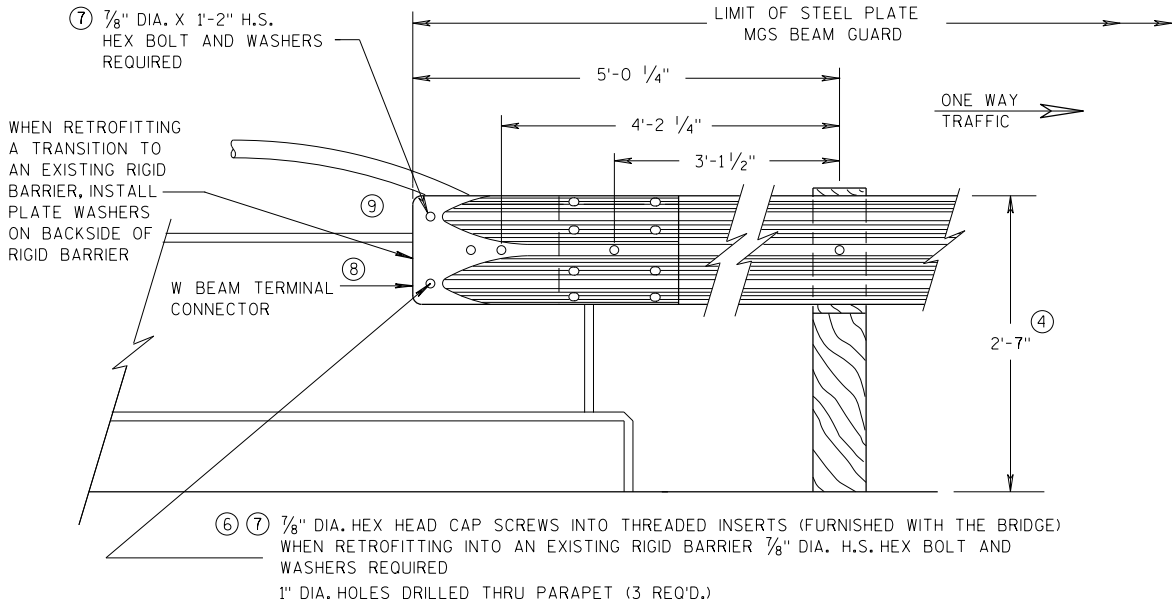


MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED 07/2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS UNIT SUPERVISOR		
FHWA	935	NT	

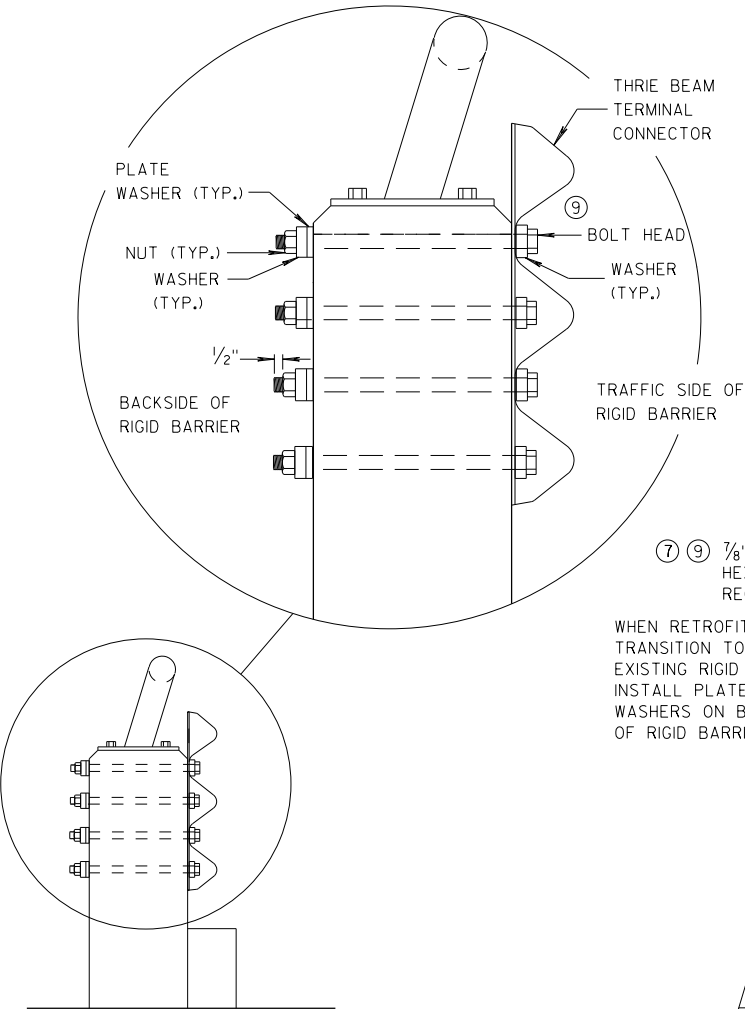
GENERAL NOTES

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

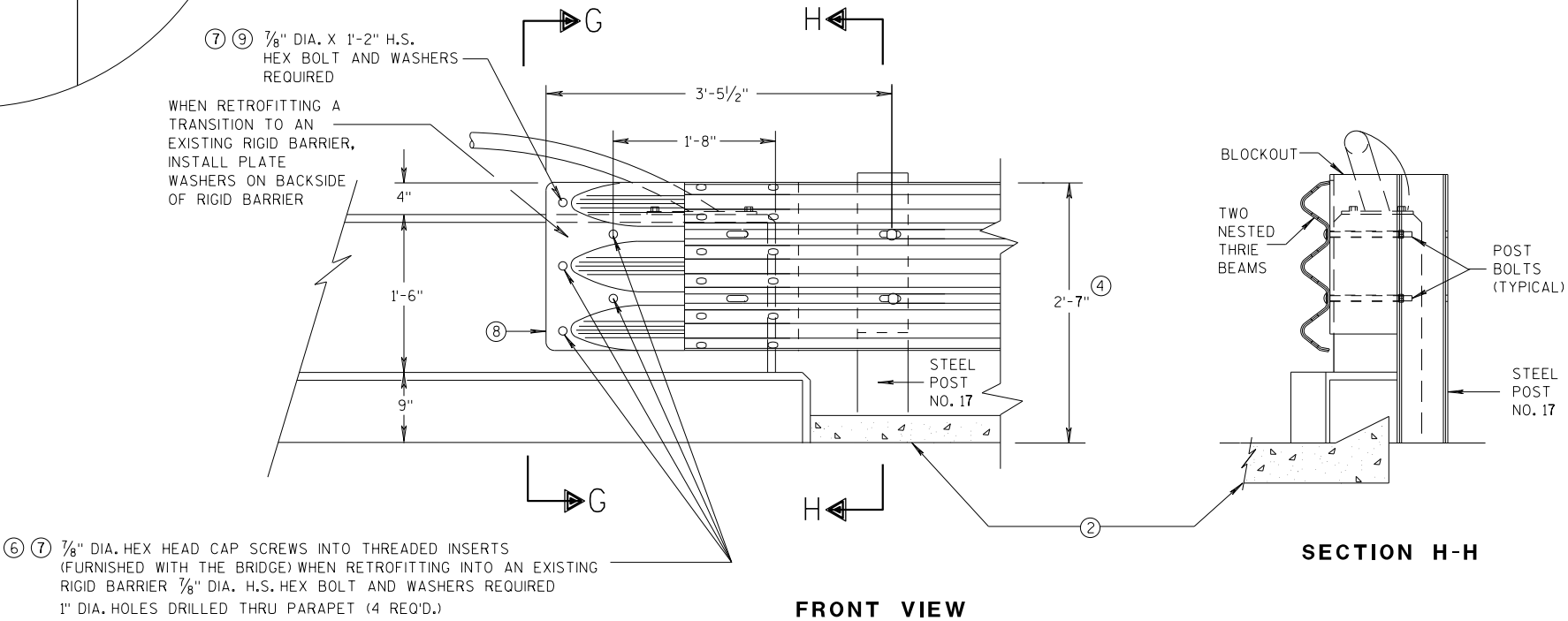
- OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.
- TOLERANCE FOR TOP OF BEAM IS $\pm 1"$.
- DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.
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- THE RECESS 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 $\frac{1}{2}"$.
- 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.



FRONT VIEW
W BEAM CONNECTION TO VERTICAL FACE PARAPET
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

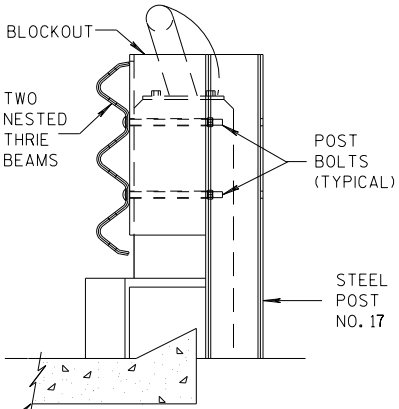


SECTION G-G



FRONT VIEW

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

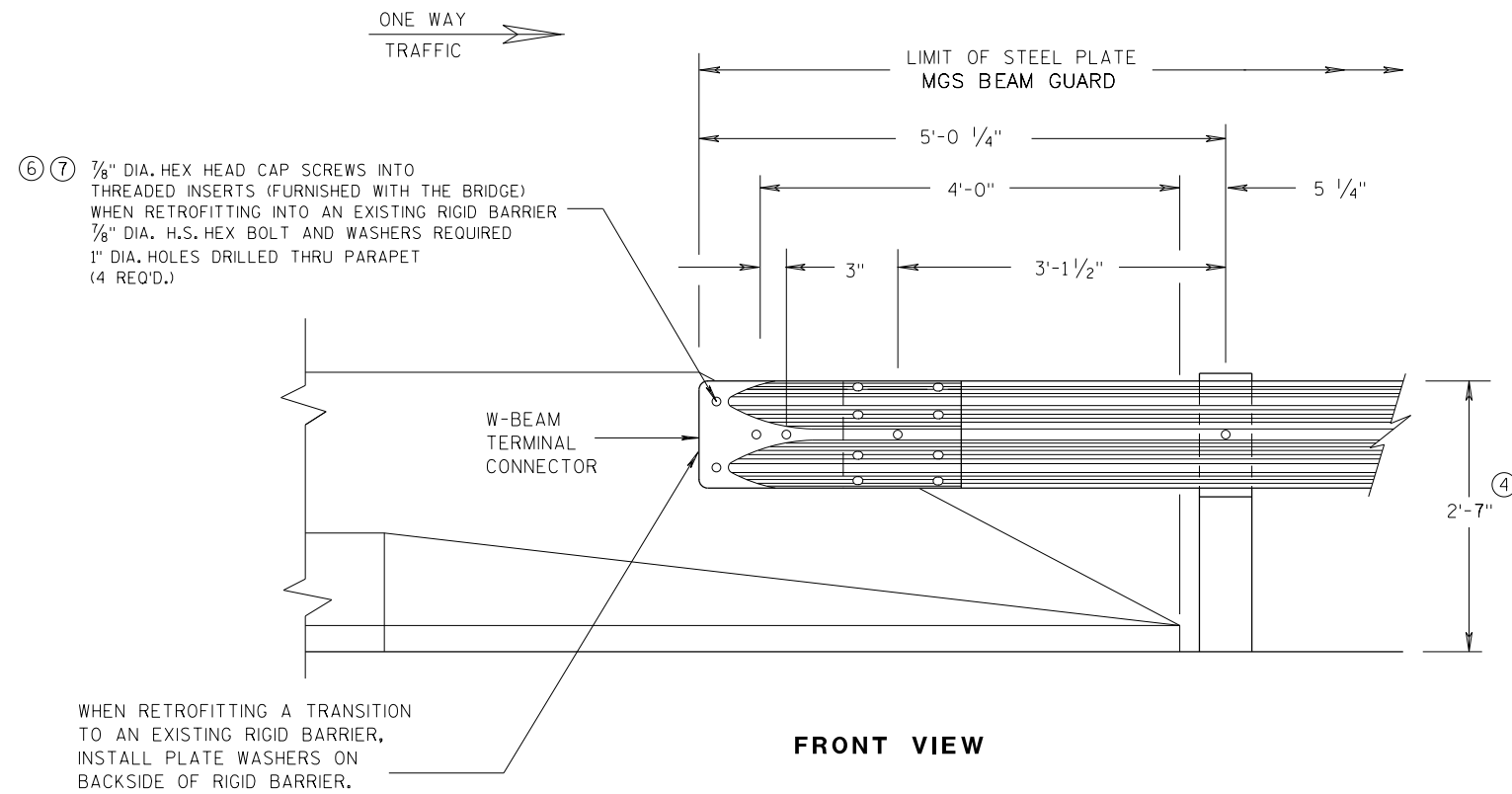


SECTION H-H

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

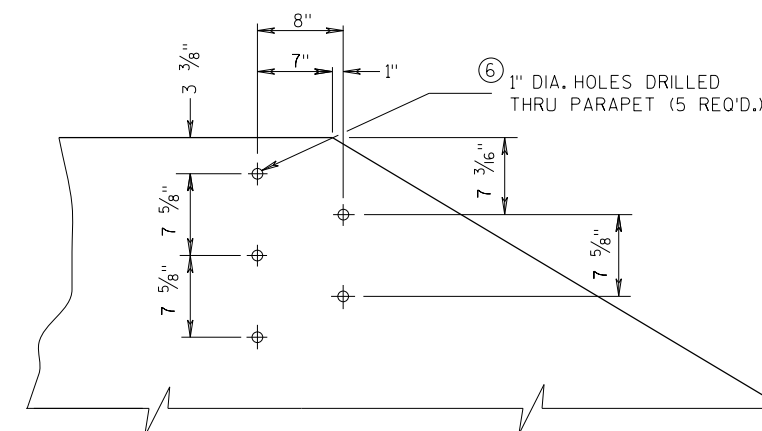
APPROVED
07/2018 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERVISOR
FHWA 936



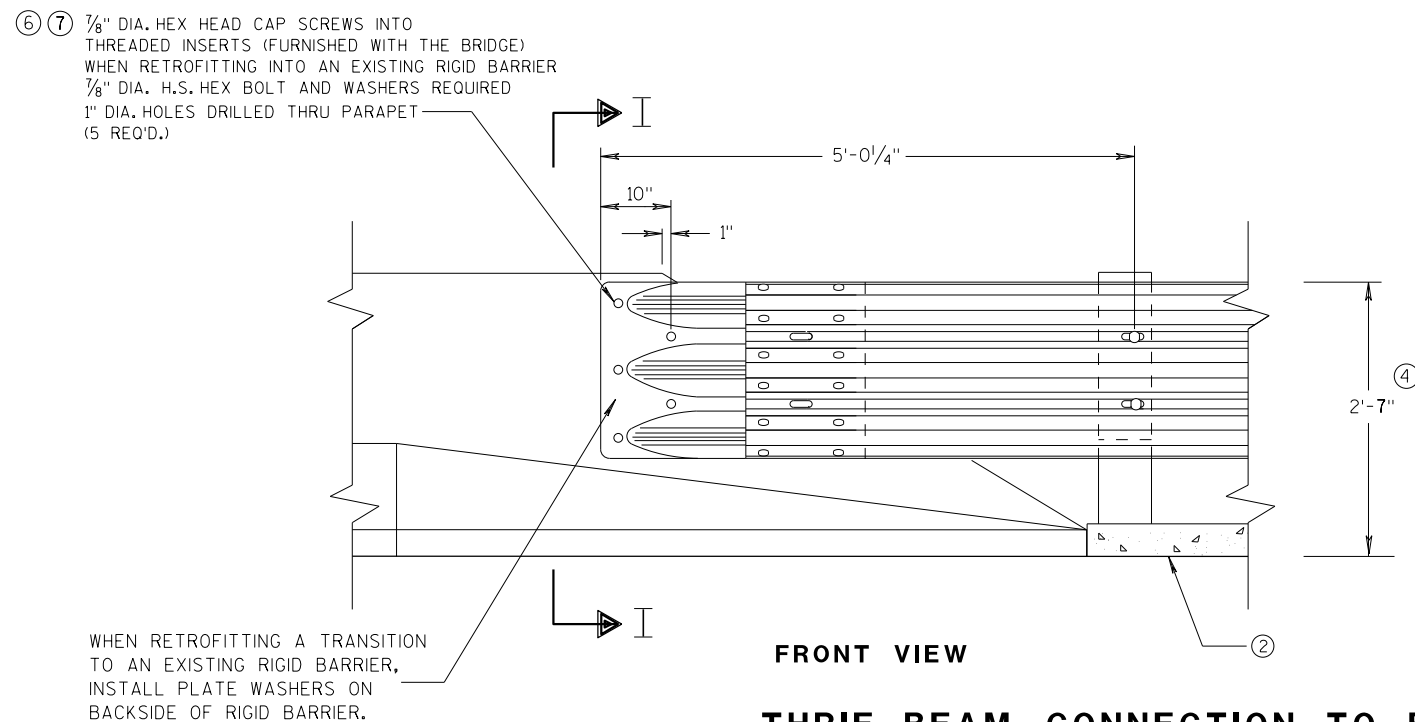
**W BEAM CONNECTION TO
PARAPETS WITH SLOPED ENDS**
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

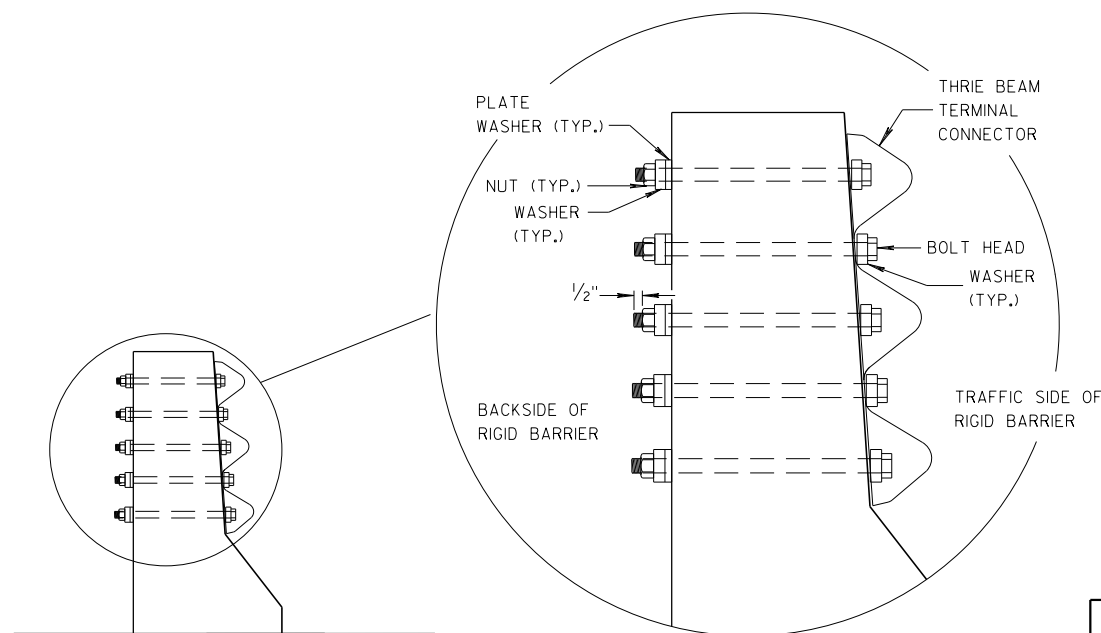
- ② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.
- ④ TOLERANCE FOR TOP OF BEAM IS $\pm 1"$.
- ⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.
- ⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH 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 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



**DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION**



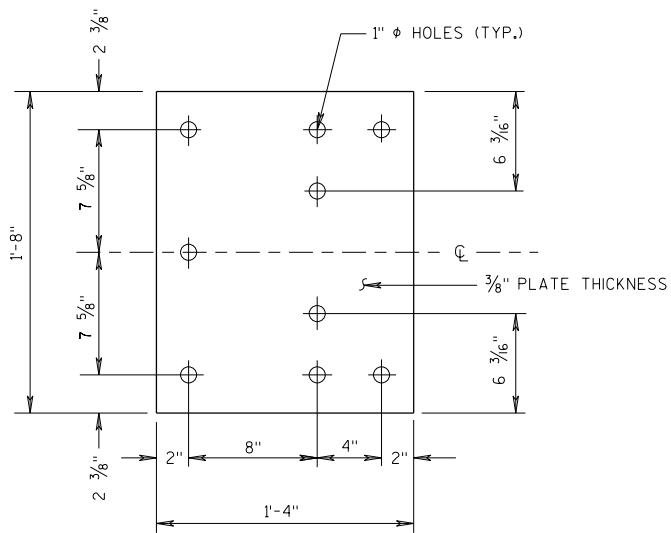
**THRIE BEAM CONNECTION TO BRIDGE
PARAPETS WITH SLOPED ENDS**



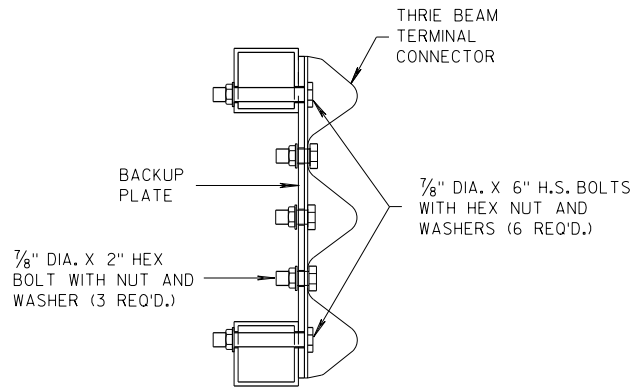
**MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

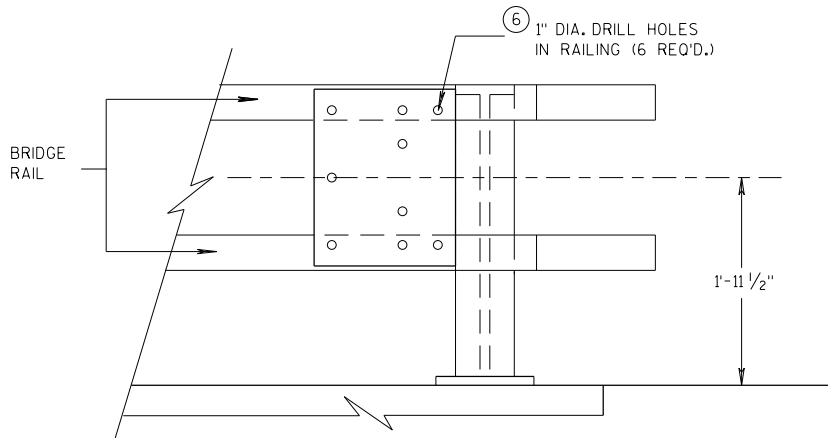
APPROVED
DATE 07/2018 /S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR 937
FHWA



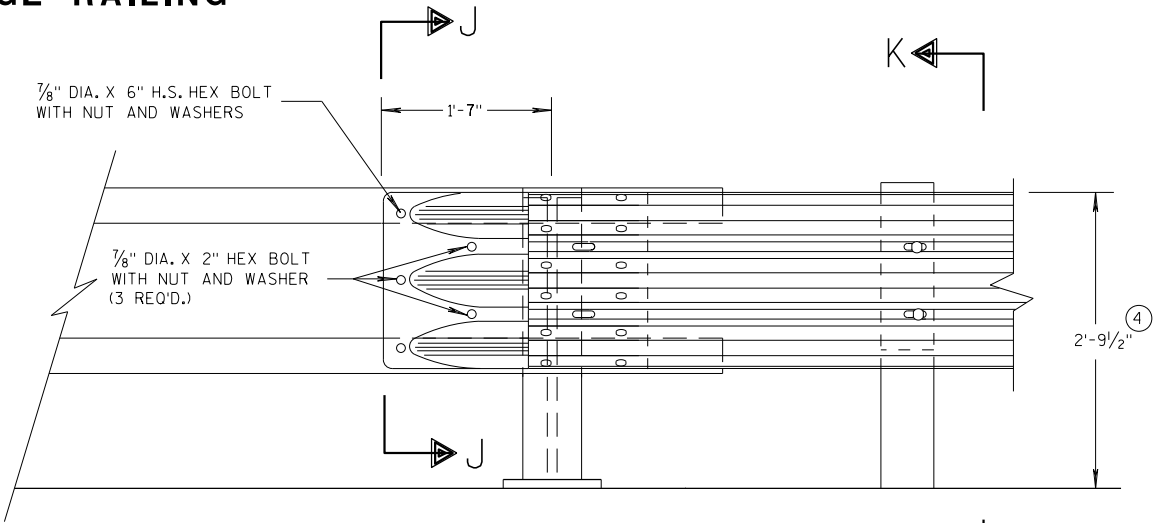
BACK-UP PLATE DETAIL



SECTION J-J

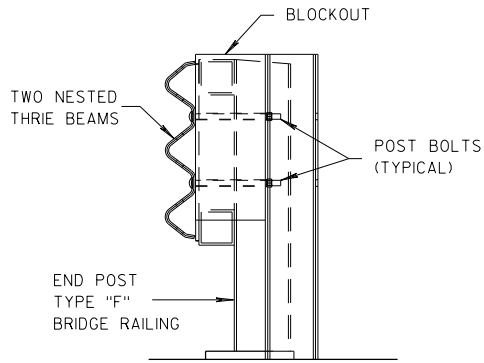


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING



FRONT VIEW

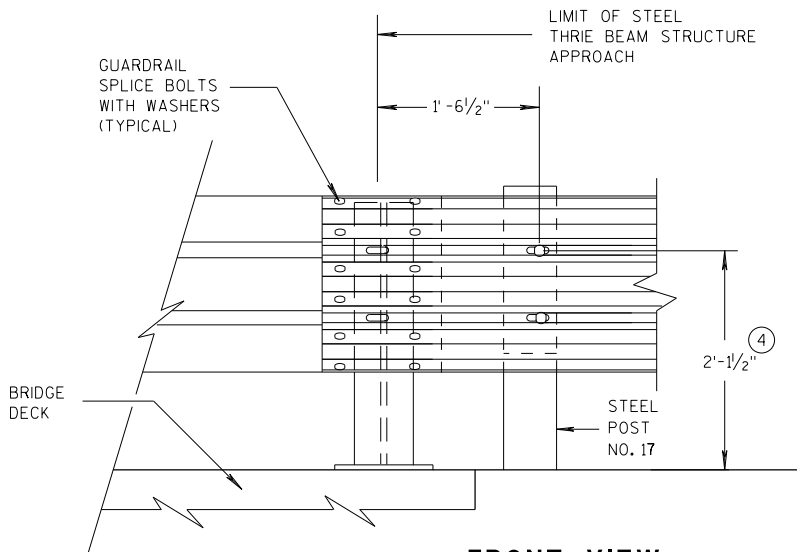
THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"



SECTION K-K

GENERAL NOTES

- ④ TOLERANCE FOR TOP OF BEAM IS $\pm 1"$.
- ⑥ DRILLING HOLES THROUGH THE PAPER, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.



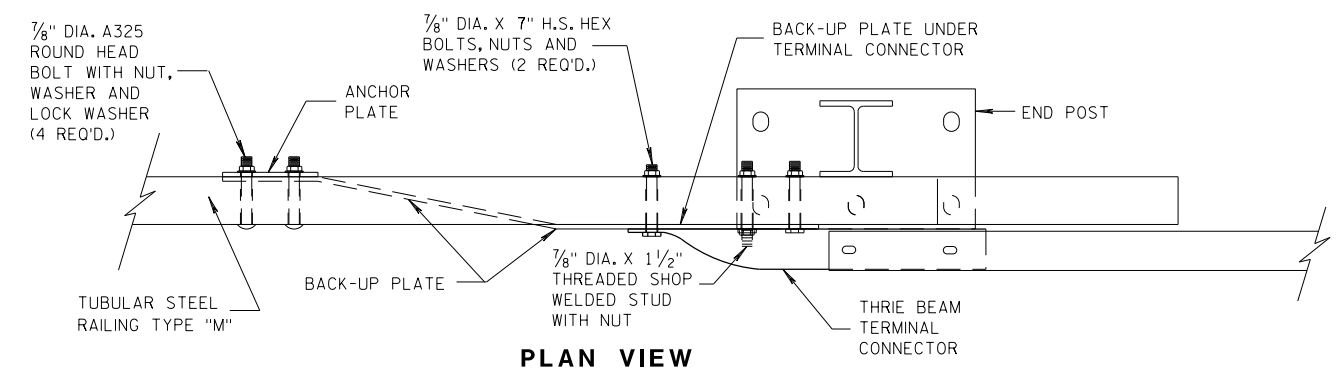
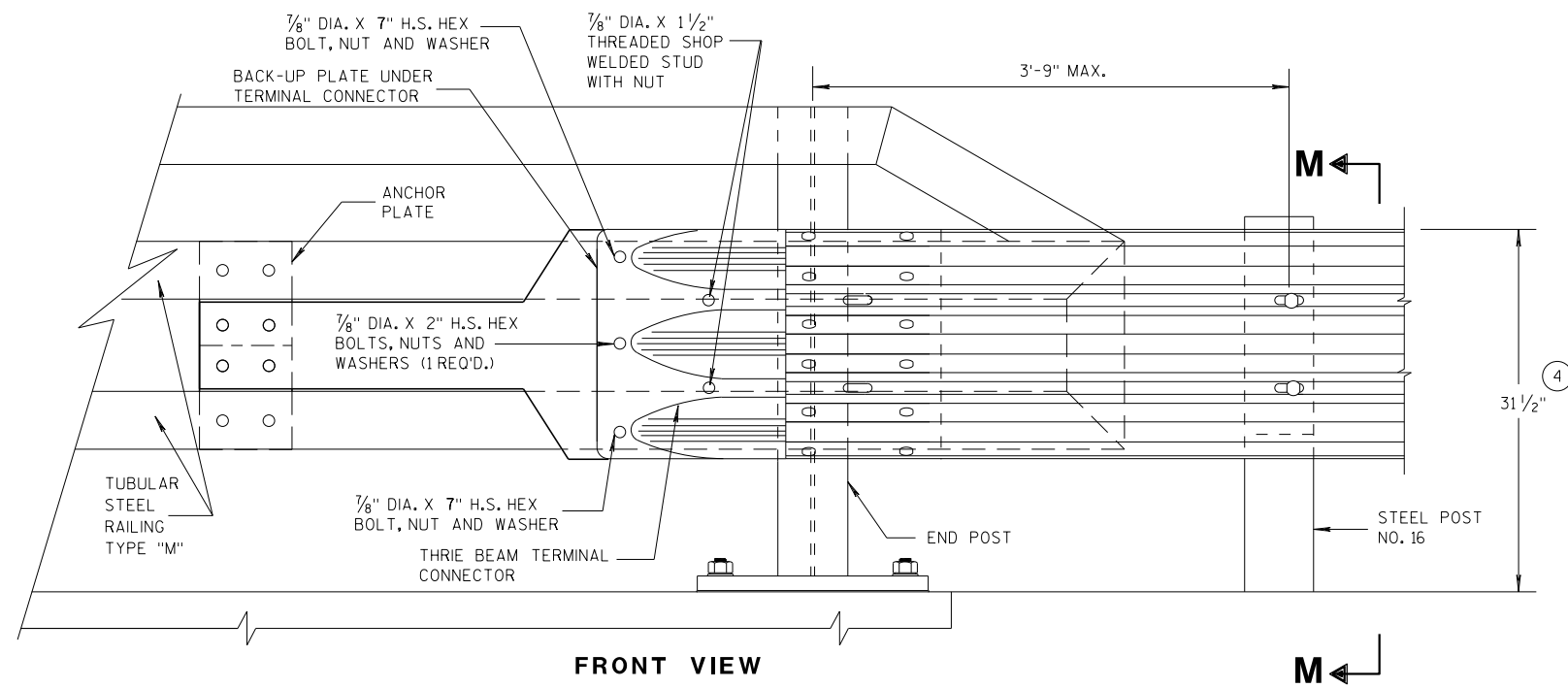
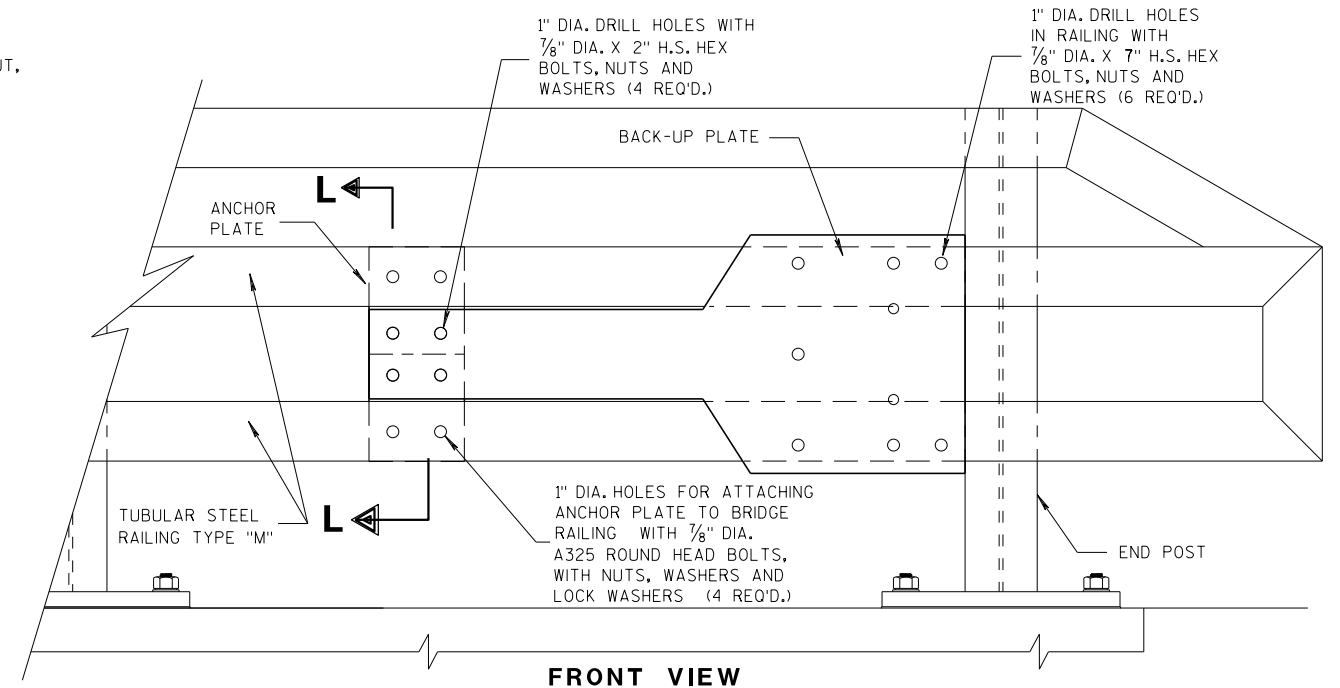
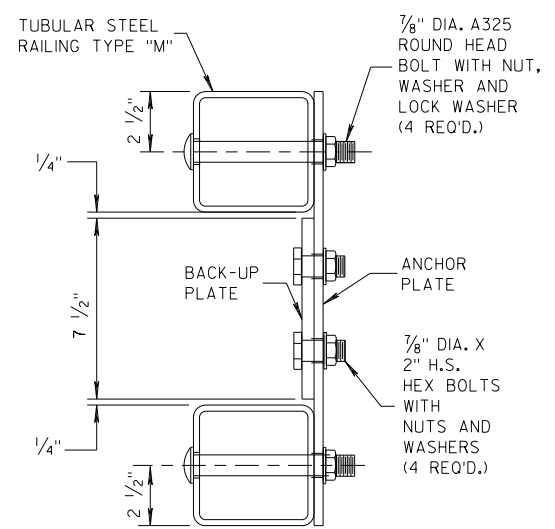
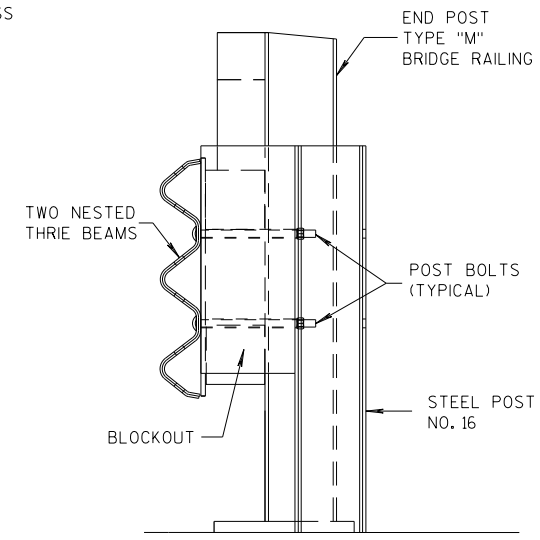
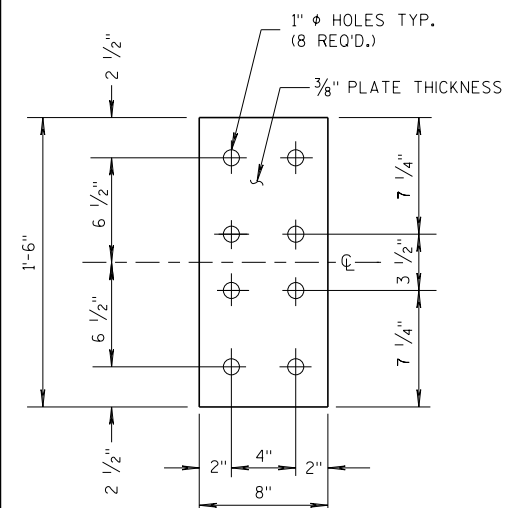
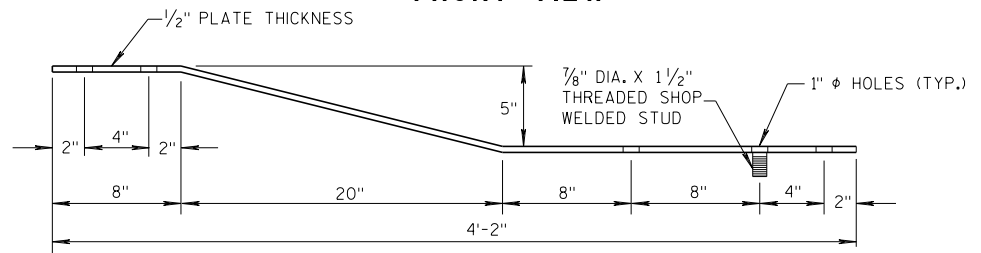
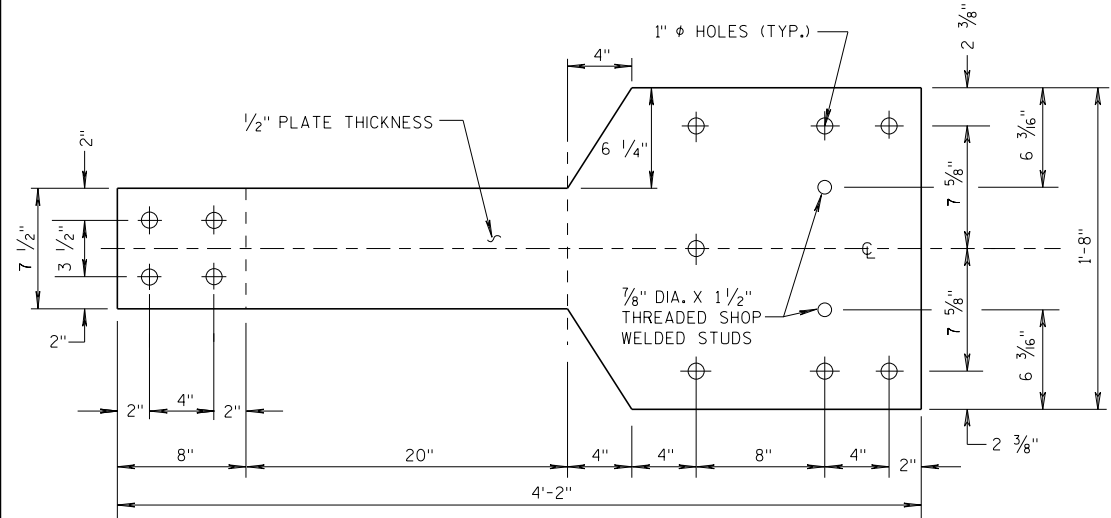
FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED 07/2018	/S/ Rodney Taylor	938
DATE	ROADWAY STANDARDS DEVELOPMENT	UNIT SUPERVISOR
FHWA		

GENERAL NOTES

④ TOLERANCE FOR TOP OF W-BEAM RAIL IS $\pm 1"$.



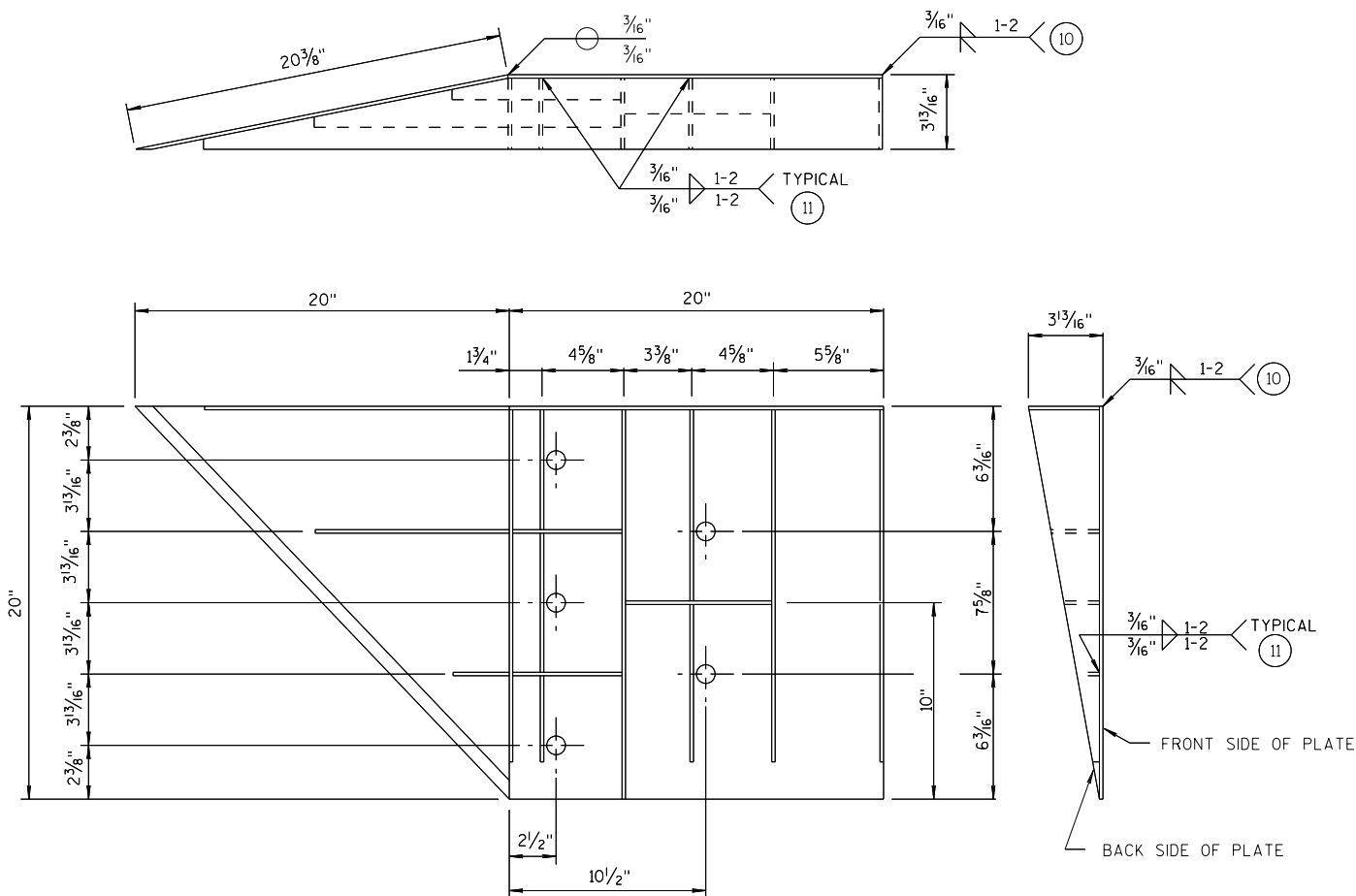
MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED 07/2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS 1939 UNIT SUPERVISOR		
FHWA			

6

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

6

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



WELDING INSTRUCTION
(VIEWED FROM BACK SIDE OF PLATE)

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 3/16"	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 1/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 3/8" 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 3/16" 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 3/16"	1/4"

SINGLE SLOPE CONNECTION 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".

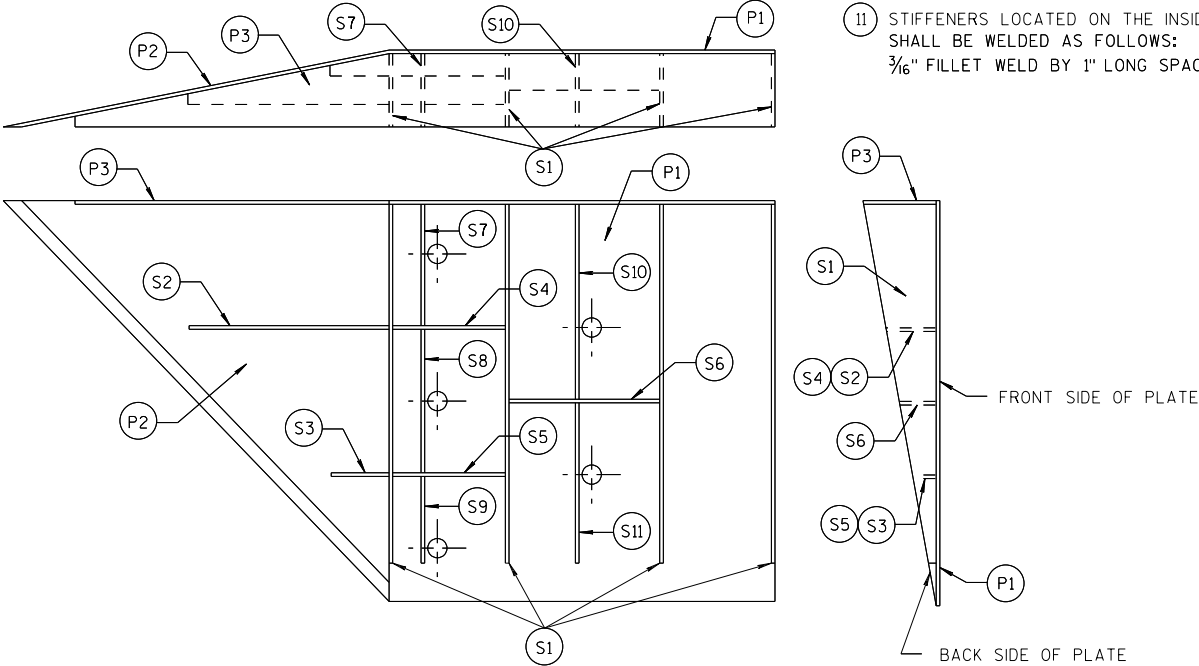


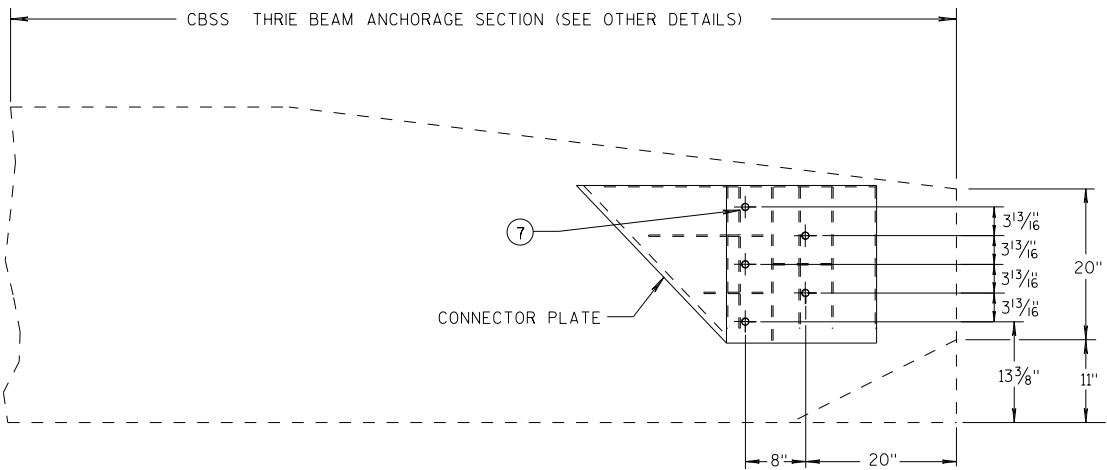
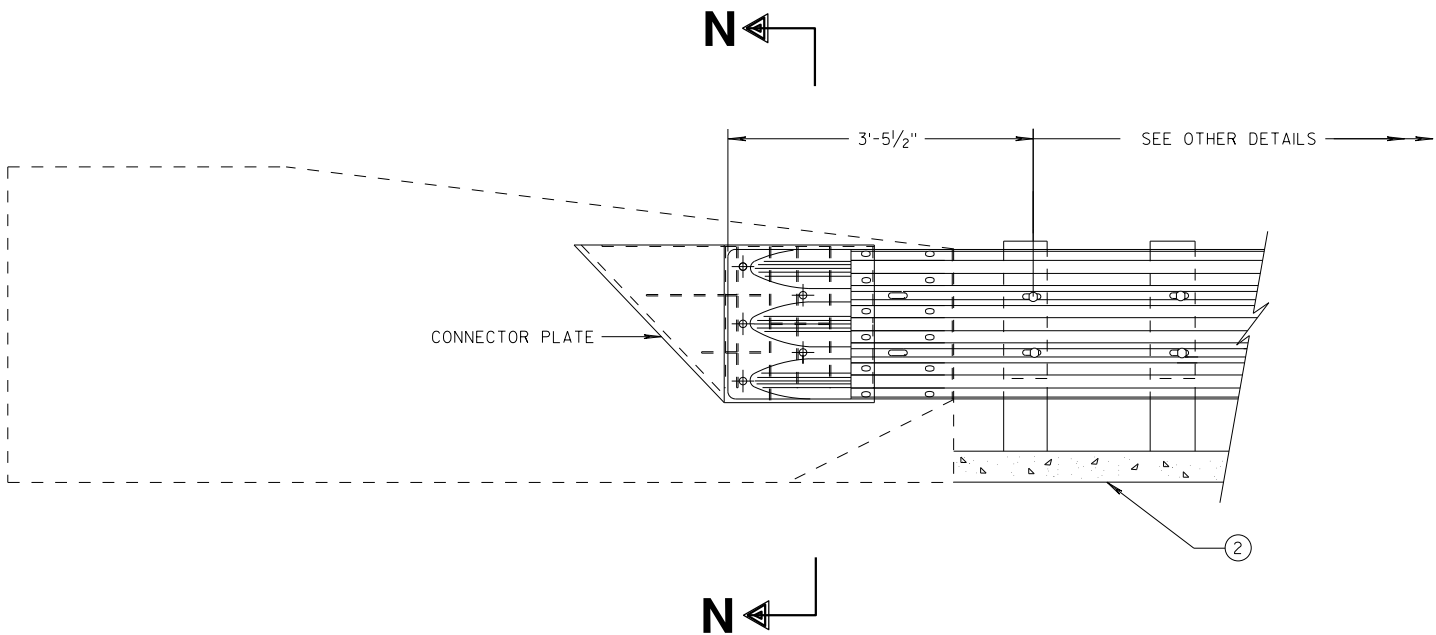
PLATE AND STIFFENER IDENTIFICATION
(VIEWED FROM BACK SIDE OF PLATE)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERVISOR
FHWA 940 ENT

THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



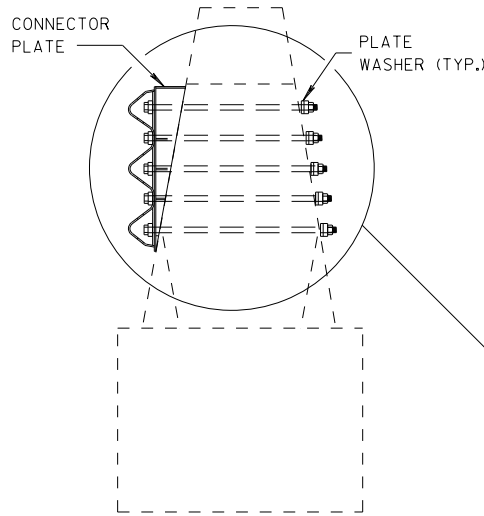
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

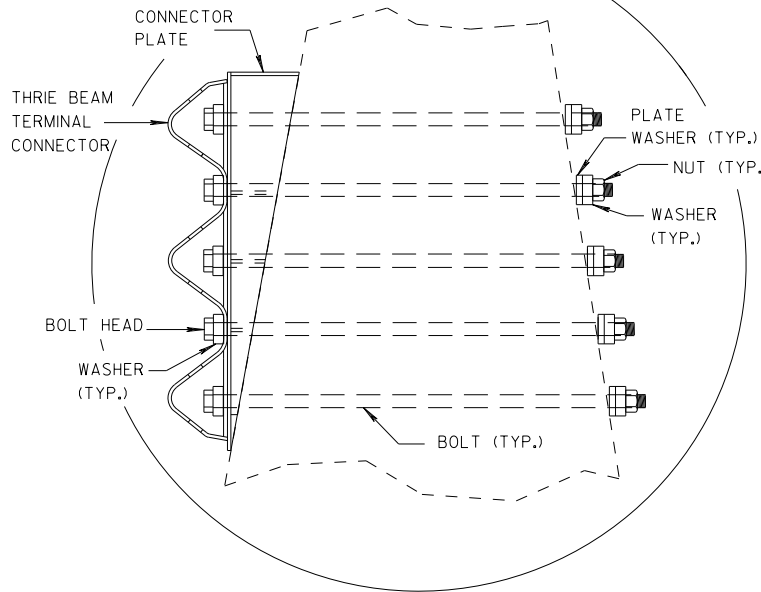
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTION PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

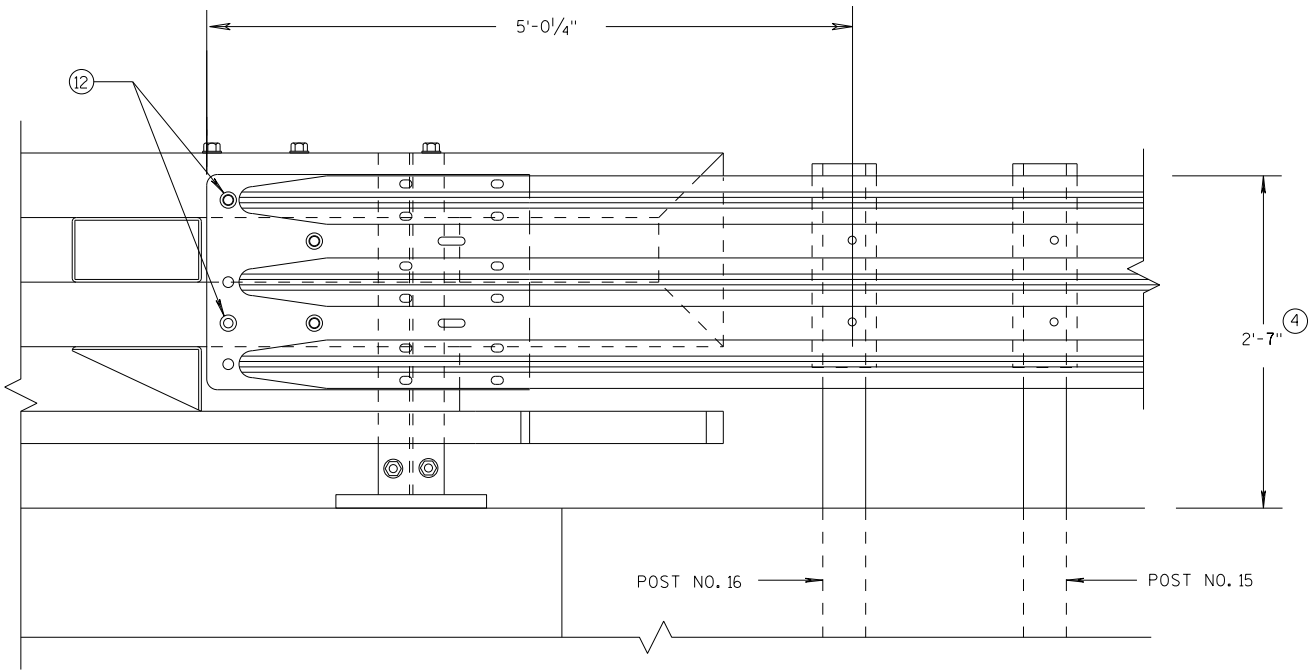
APPROVED
DATE 7/2018
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DISTRICT 941
UNIT SUPERVISOR

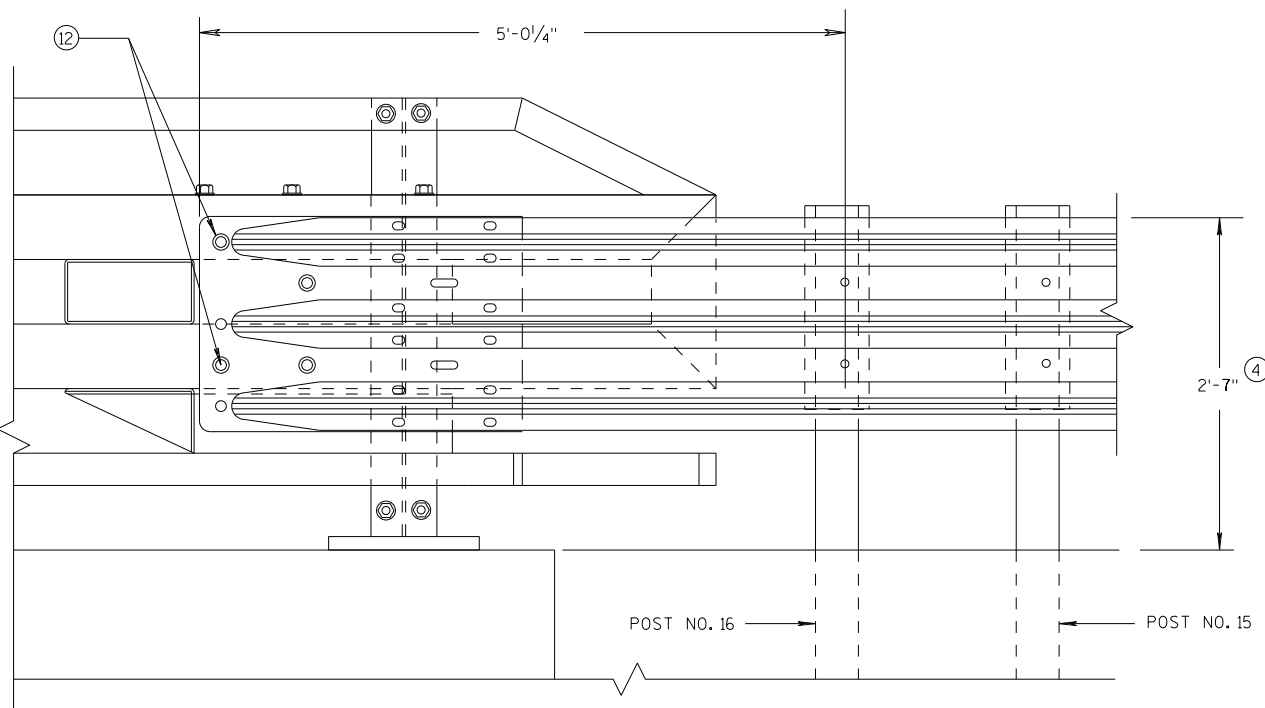
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GENERAL NOTES

- ④ TOLERANCE FOR TOP OF BEAM IS $\pm 1"$.
- 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 $\frac{1}{2}$ -INCH BEYOND NUT.



ELEVATION OF DETAIL AT NY3 END POST
THRIE BEAM RAIL ATTACHMENT

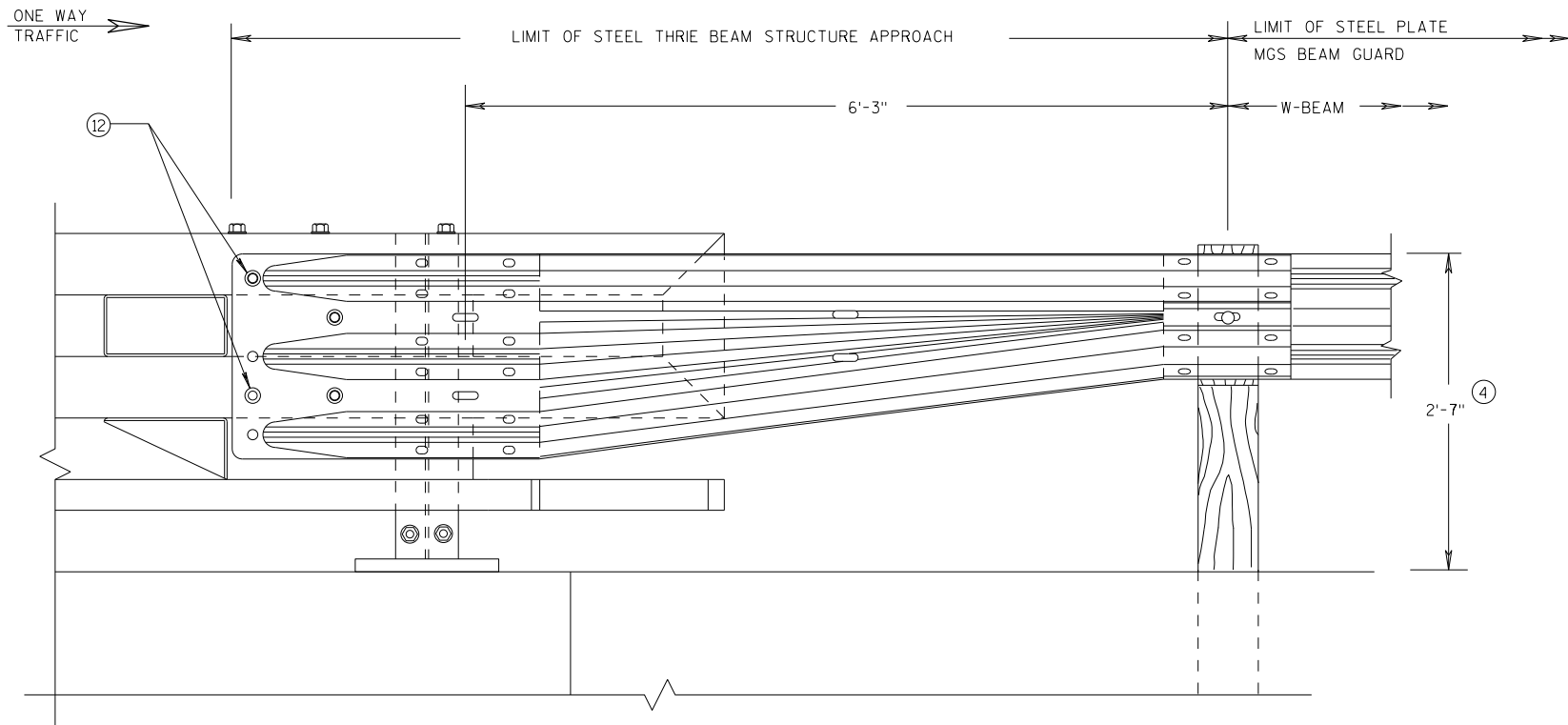


ELEVATION OF DETAIL AT NY4 END POST
THRIE BEAM RAIL ATTACHMENT

**MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED	/S/ Rodney Taylor	
DATE	7/2018	NT
FHWA	ROADWAY STANDARDS C 942	UNIT SUPERVISOR

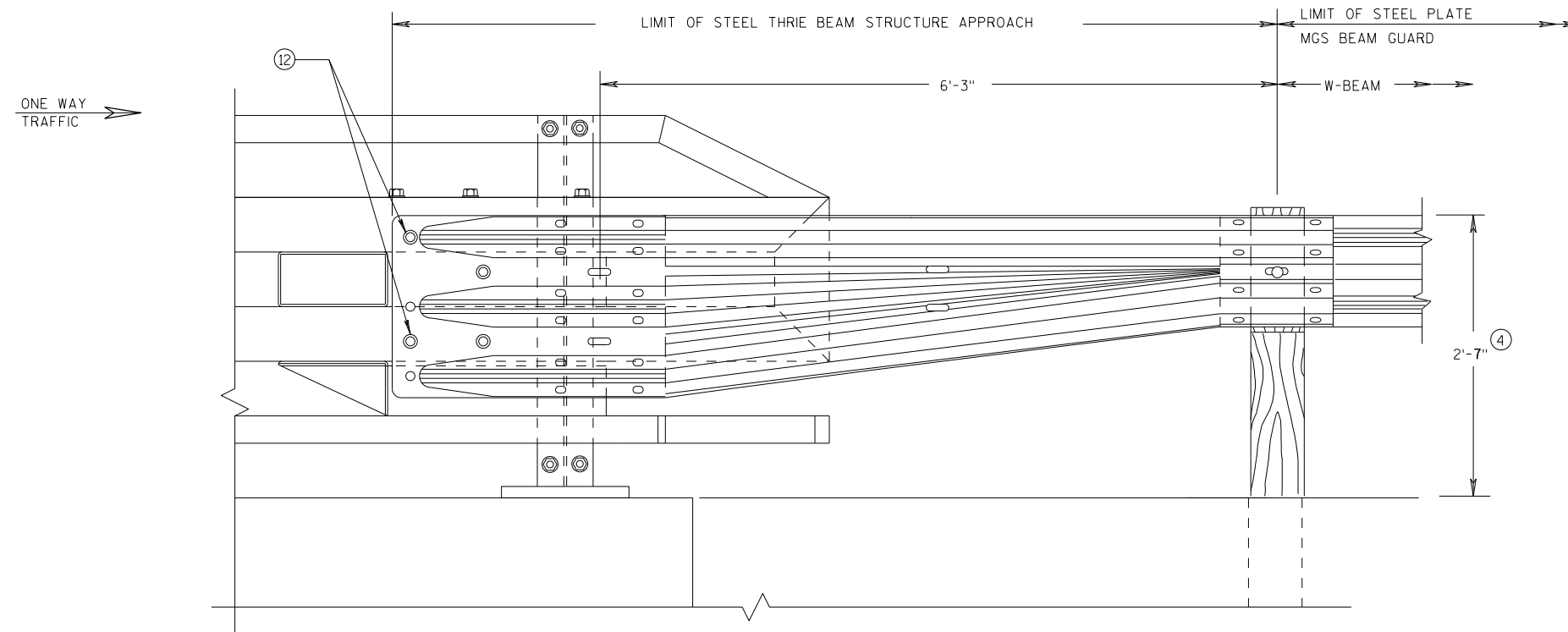


GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS $\pm 1"$.

(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 $\frac{1}{2}$ -INCH BEYOND NUT.

FRONT VIEW
W BEAM TRANSITION AND
CONNECTION TO BRIDGE RAILING TYPE "NY3"
 (USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



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

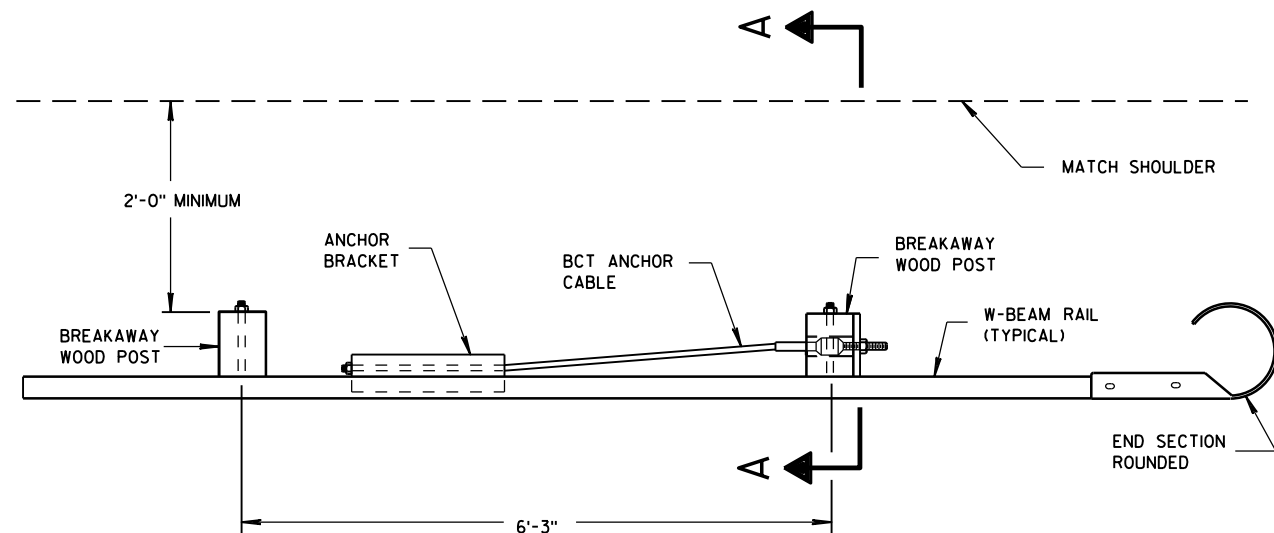
FHWA

/S/ Rodney Taylor

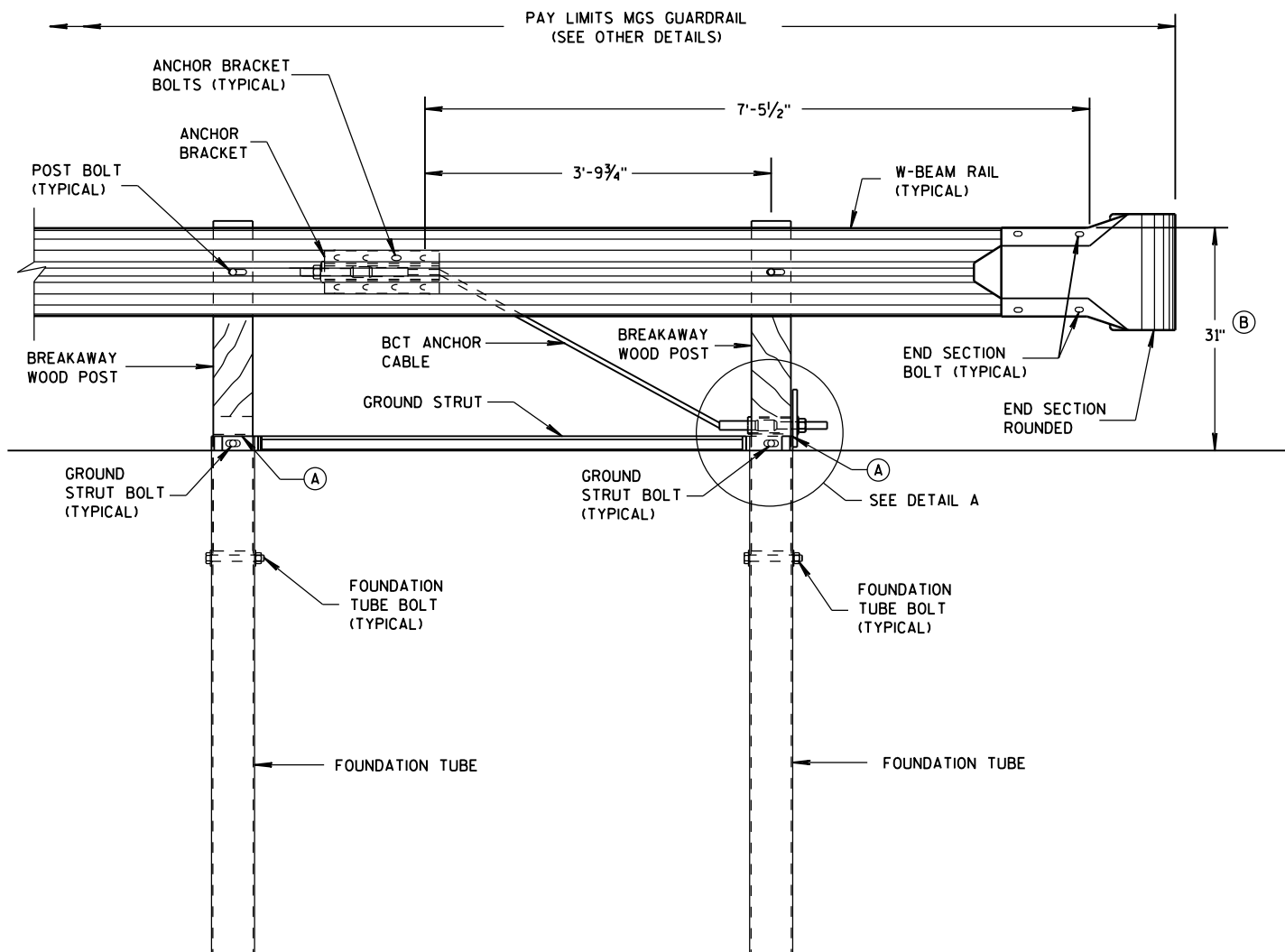
ROADWAY STANDARDS C 943

UNIT SUPERVISOR

NT

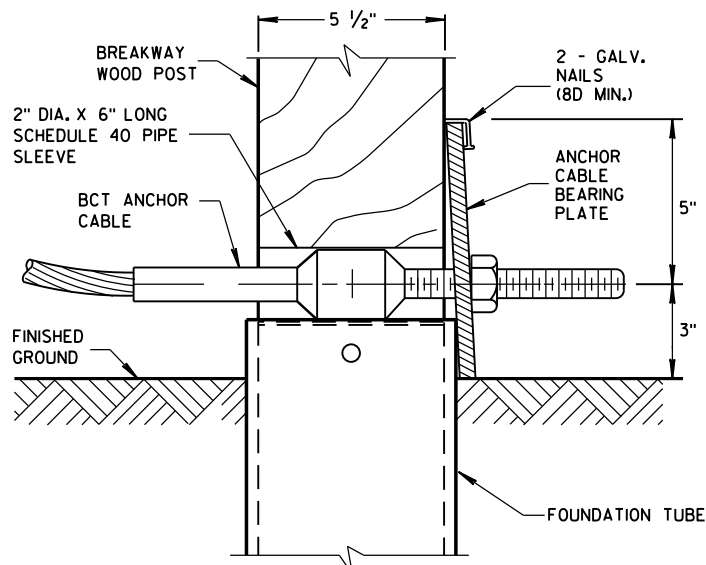


PLAN VIEW



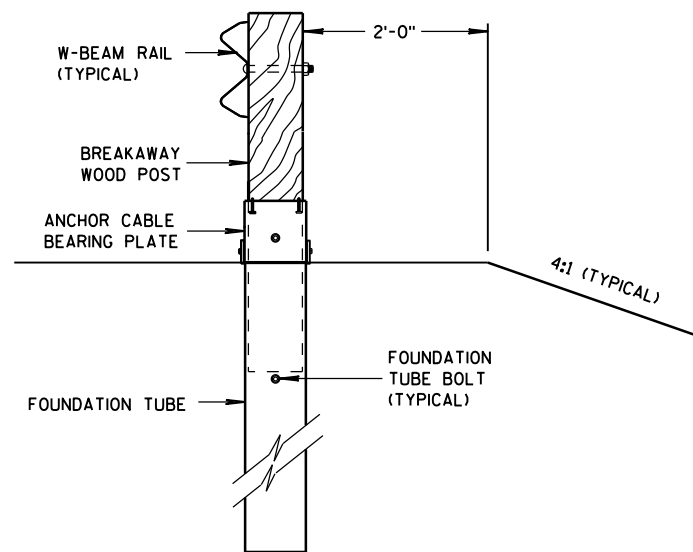
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUND STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

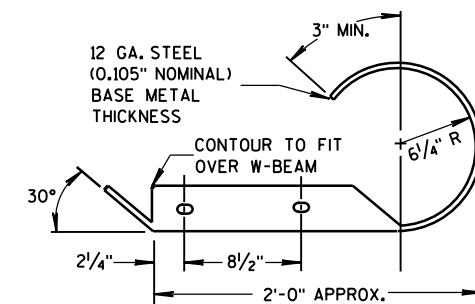
END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

FOUNDATION TUBE BOLTS ARE 7/8" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 7/8" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

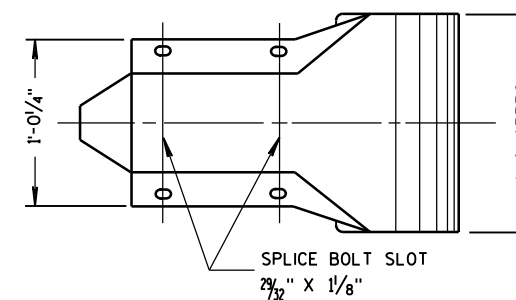
ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A 5/8" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 5/8" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

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

- (A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.
- (B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" $\pm$ 1". FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27 3/4" TO 32" $\pm$ 1".



PLAN VIEW

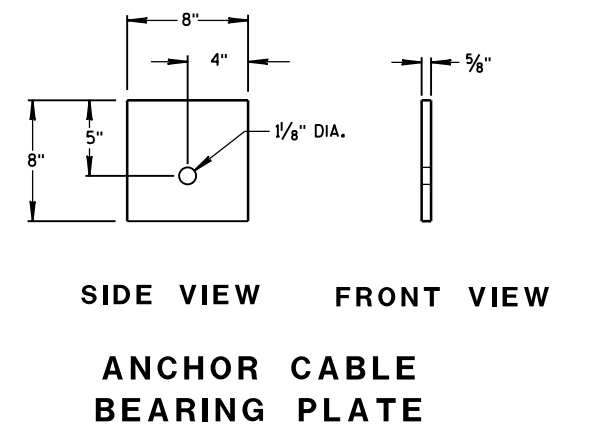
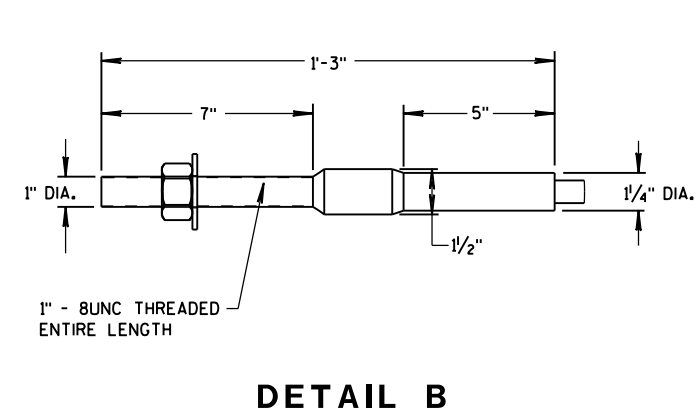
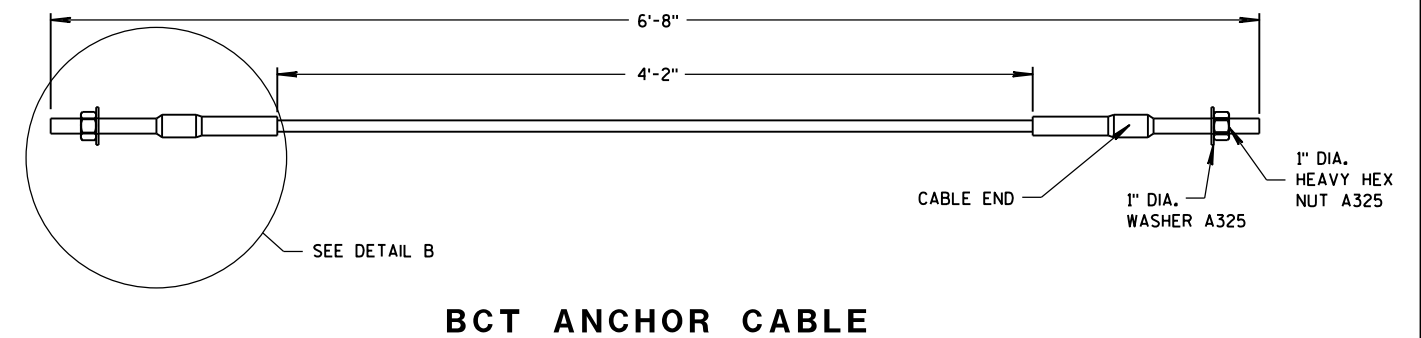
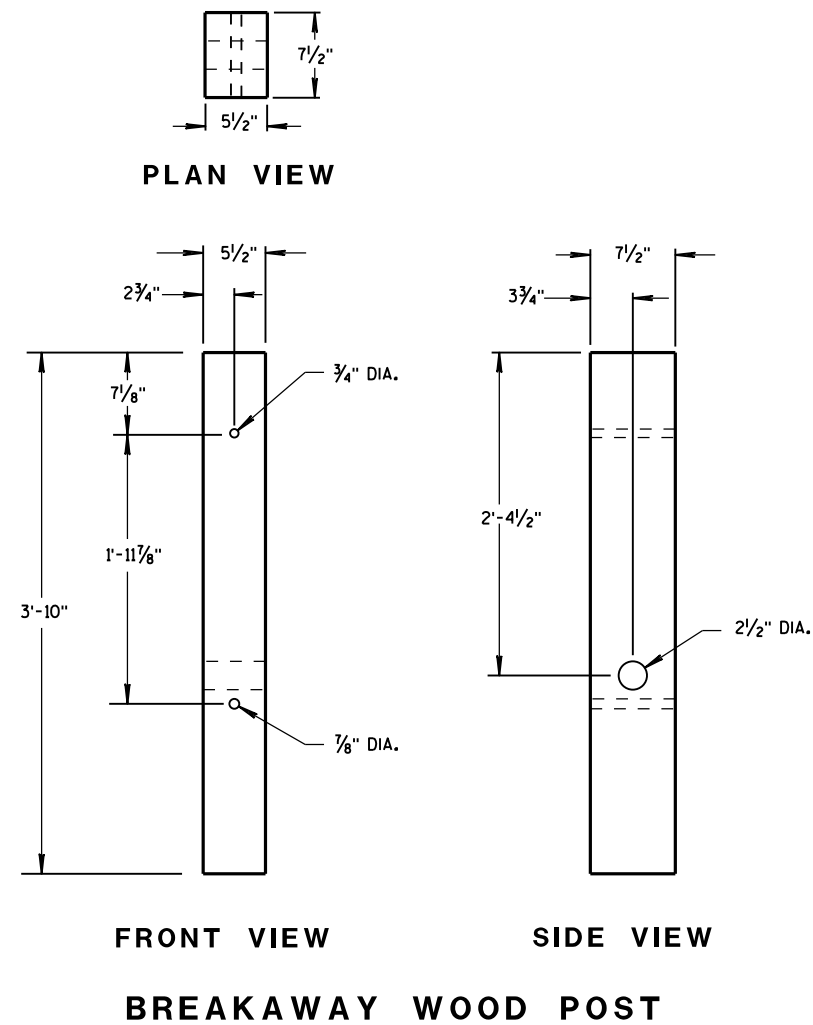
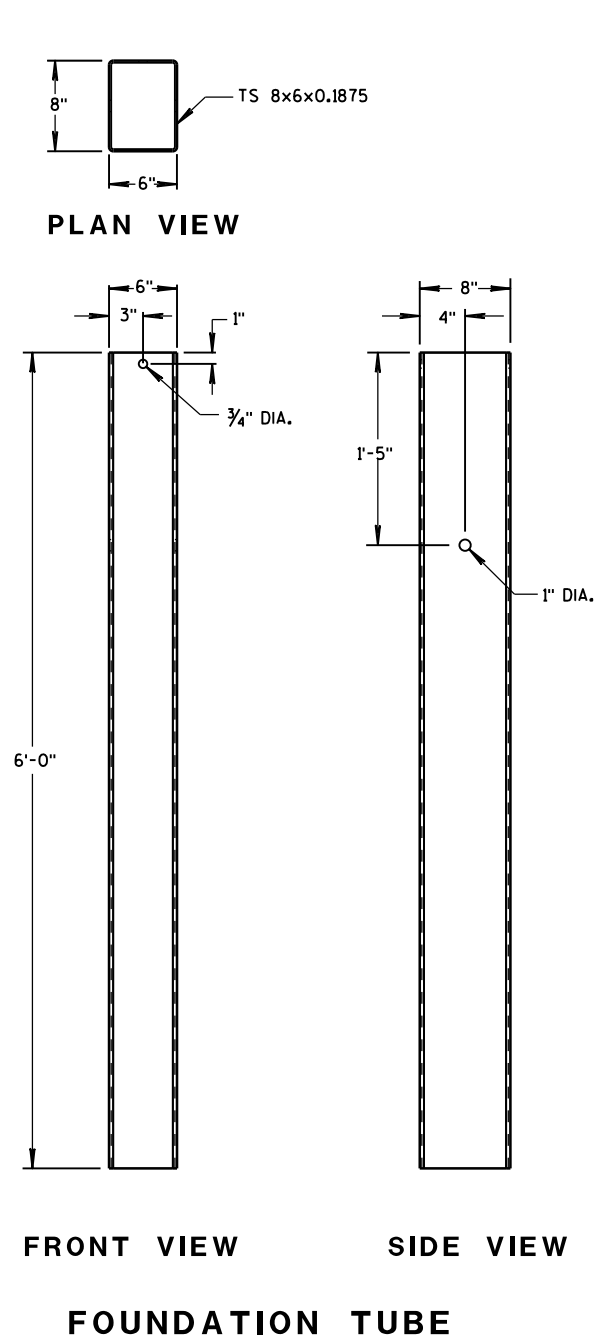


FRONT VIEW

W BEAM END
SECTION ROUNDED

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

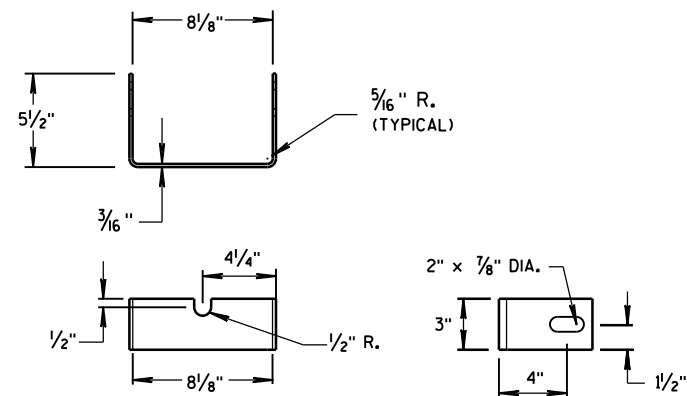


GENERAL NOTES

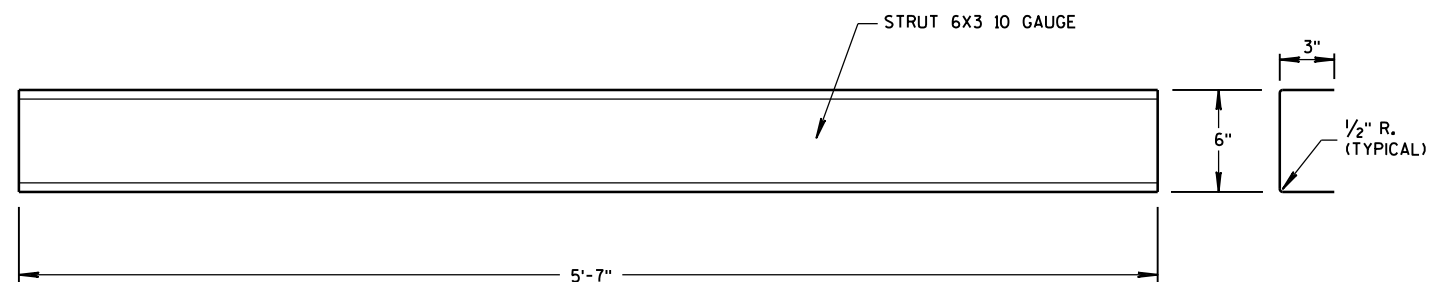
BCT ANCHOR CABLE IS A 3/4" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

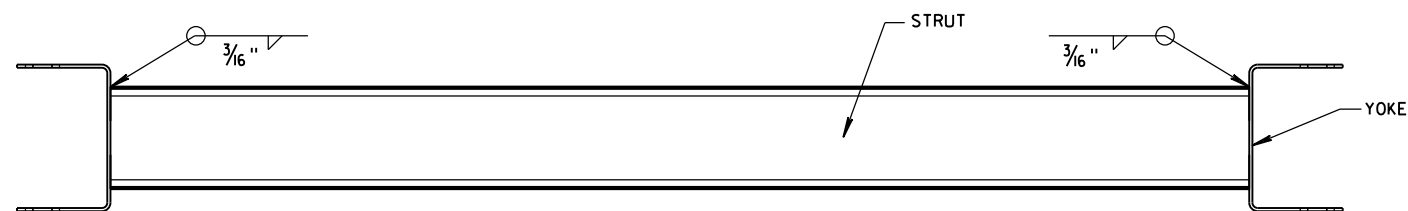
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 945



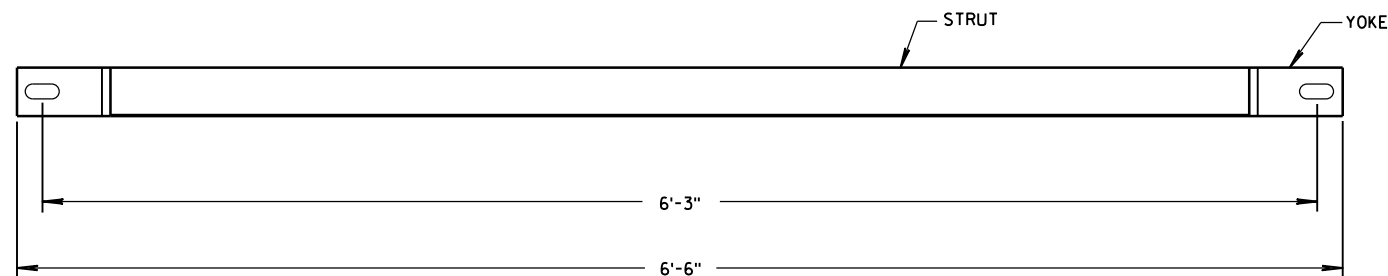
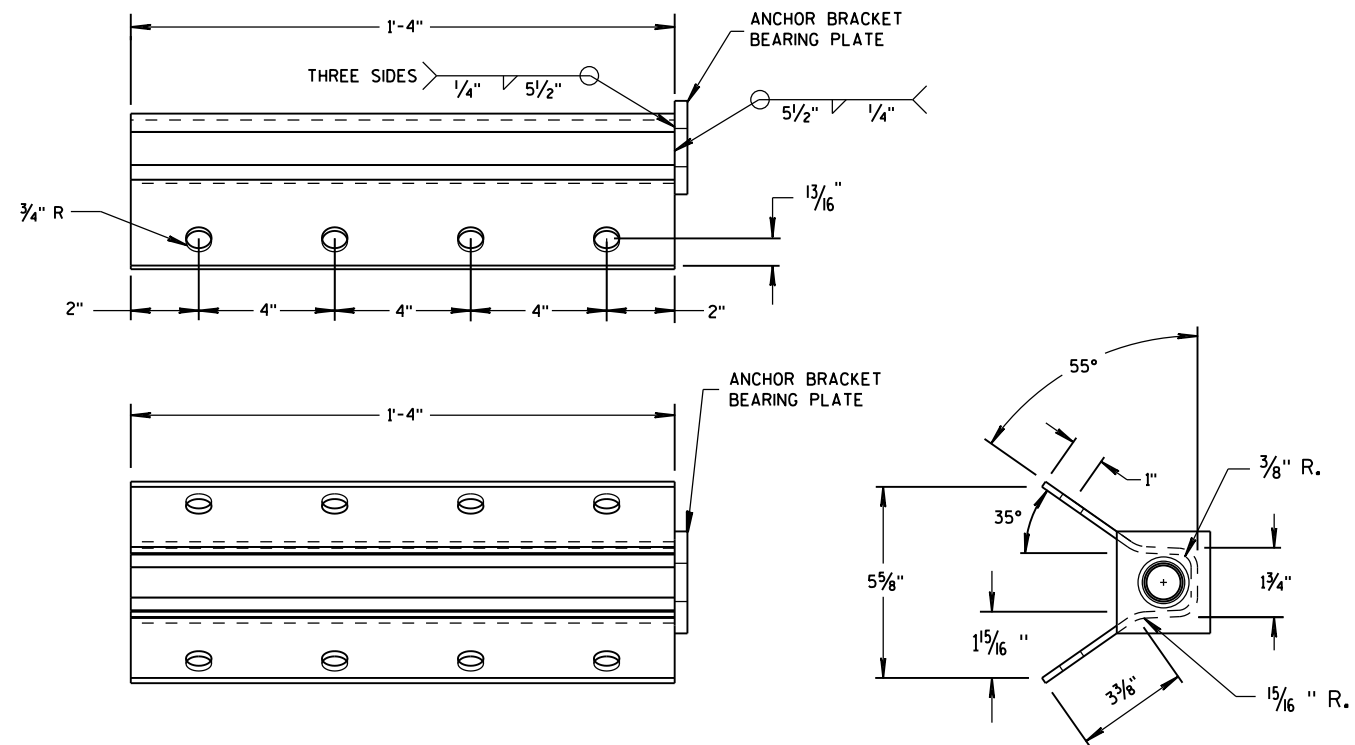
YOKE DETAIL



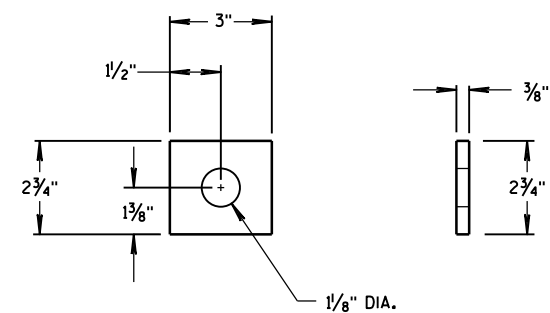
STRUT DETAIL

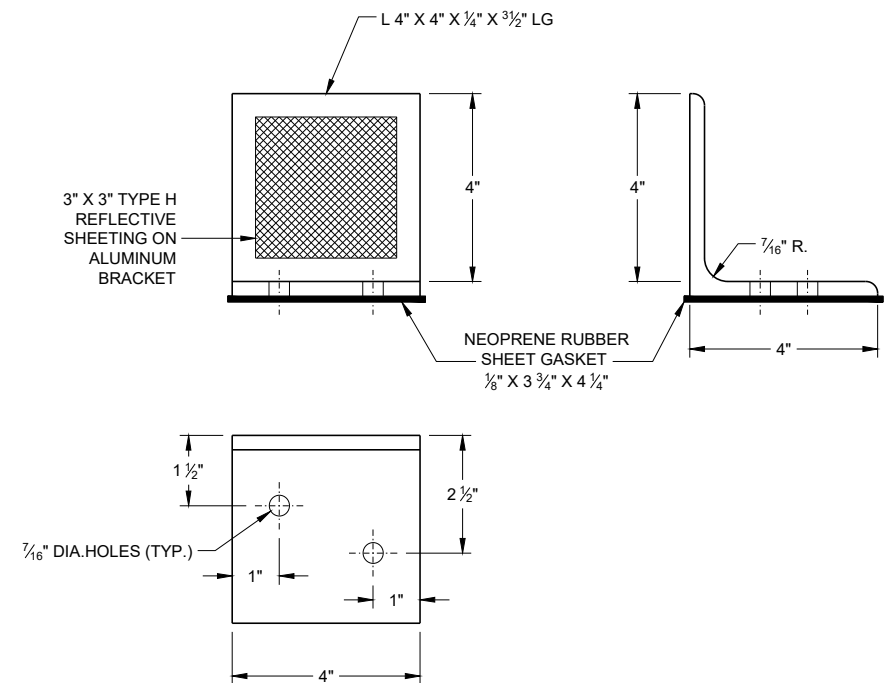
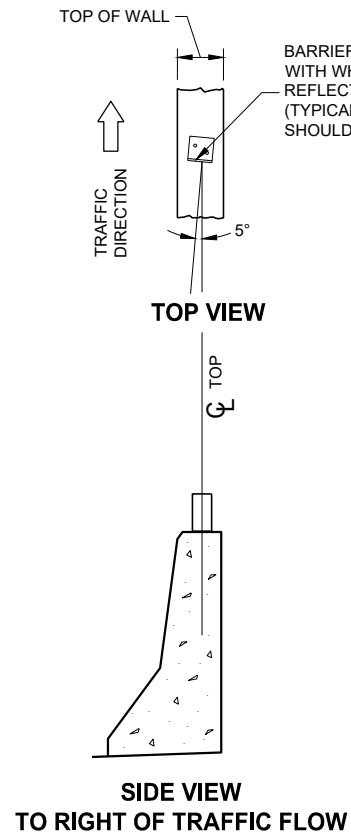
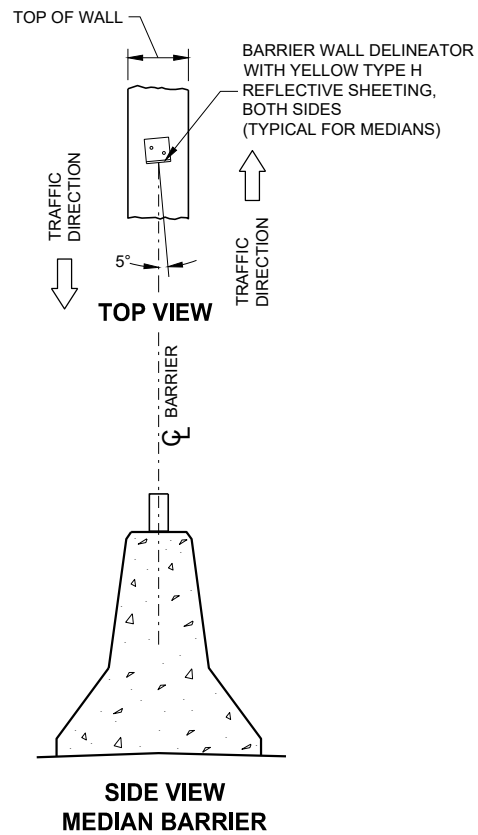
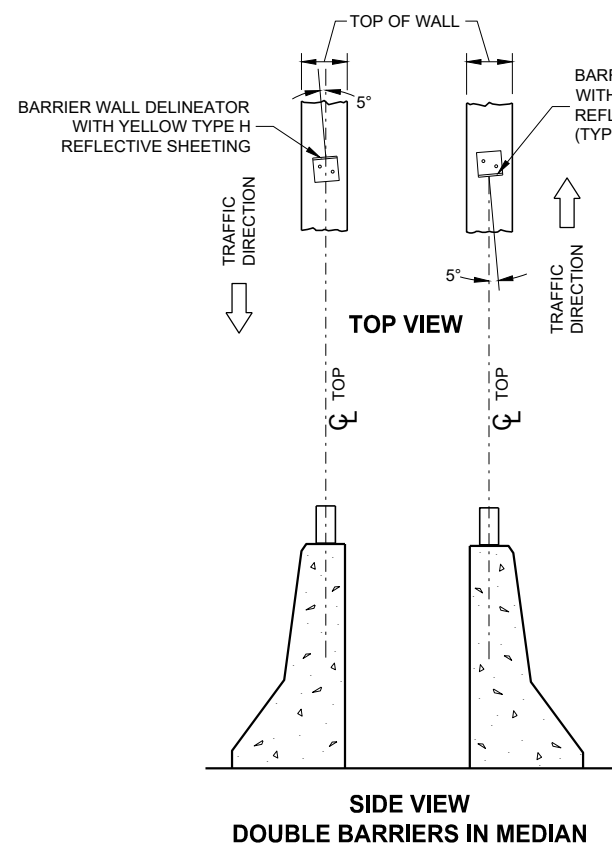


PLAN VIEW

FRONT VIEW
GROUND STRUT DETAIL

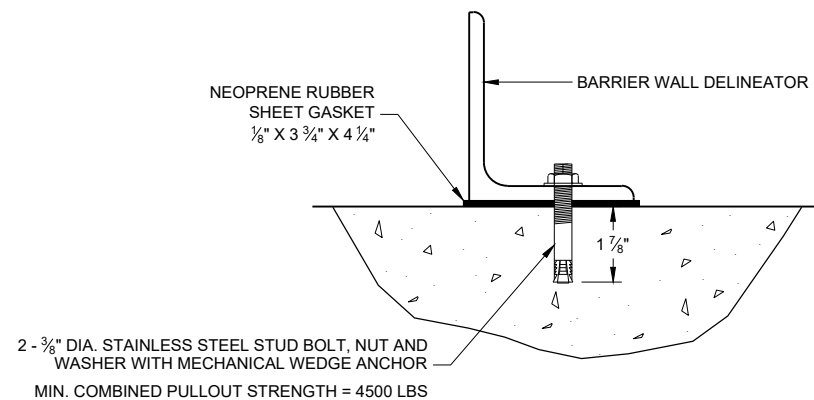
ANCHOR BRACKET

ANCHOR BRACKET
BEARING PLATEMIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINALSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATIONAPPROVED
June 2014 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS ENGINEER 946 ENT
FHWA



BARRIER WALL DELINEATOR

LOCATION AND AIMING DETAILS FOR BARRIER WALL DELINEATOR MOUNTED ON CONCRETE BARRIERS



BARRIER WALL DELINEATOR MOUNTING DETAIL

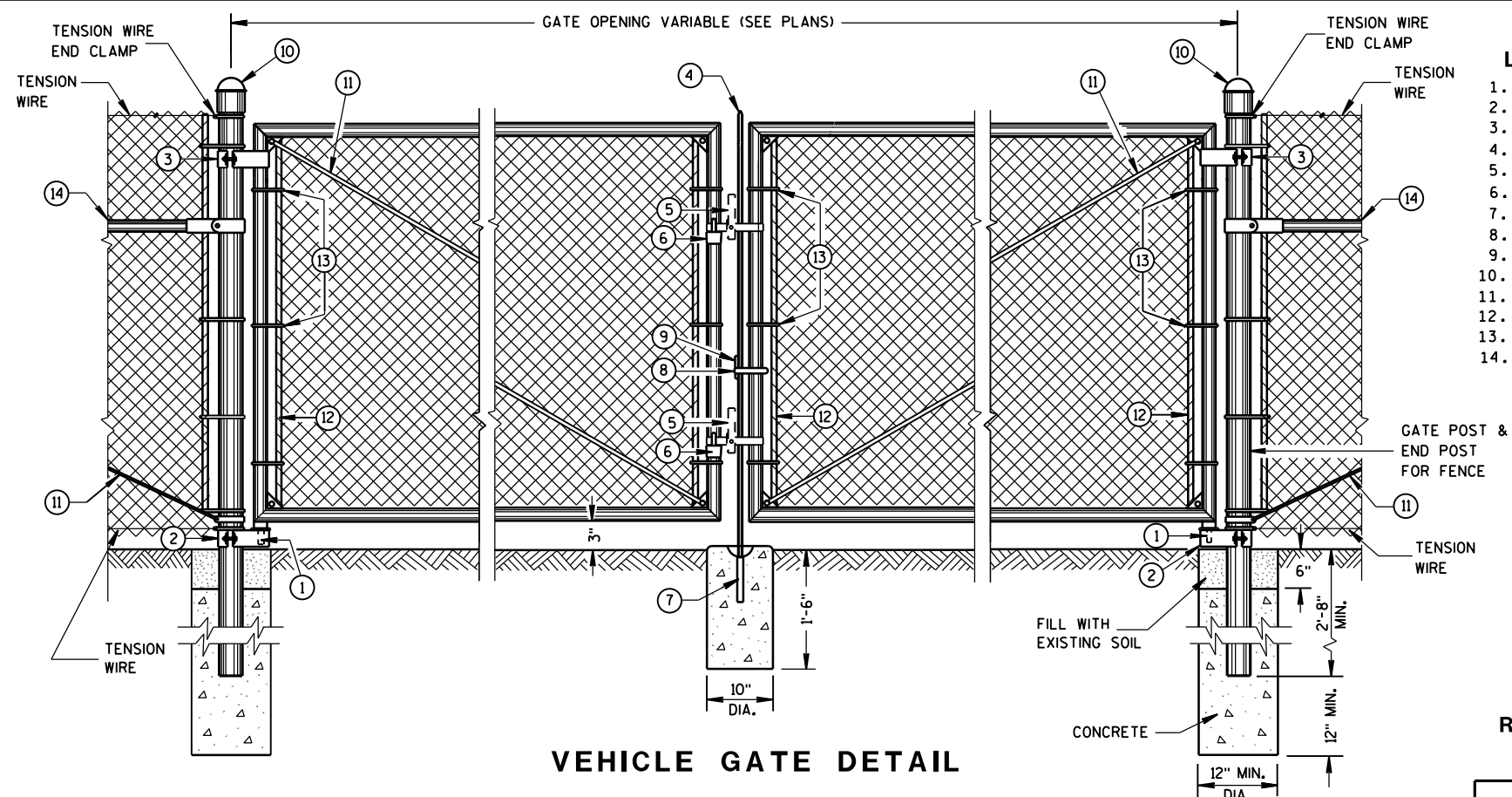
REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

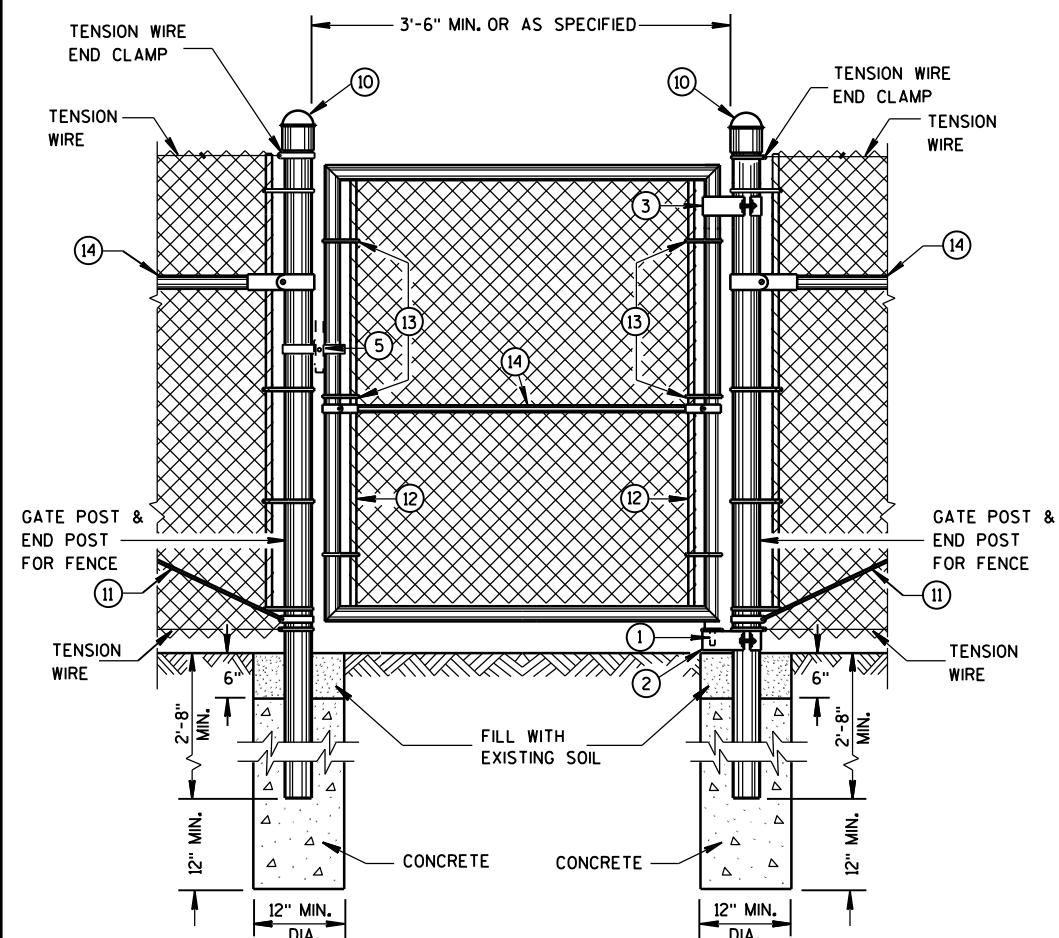
BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 947
FHWA



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

- ## LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

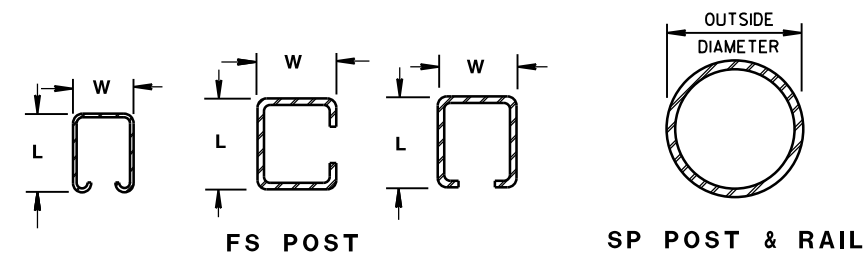
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



CROSS SECTIONS OF POSTS AND RAILS

**ROLLED-FORMED STEEL FENCE POST
(2.0 OZ./SQ. FT. COATING)**

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

**ROUND STEEL FENCE POST
(1.8 OZ./SQ. FT. COATING)**

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2+
	GREATER THAN OR EQUAL TO 8 FT.	FS3

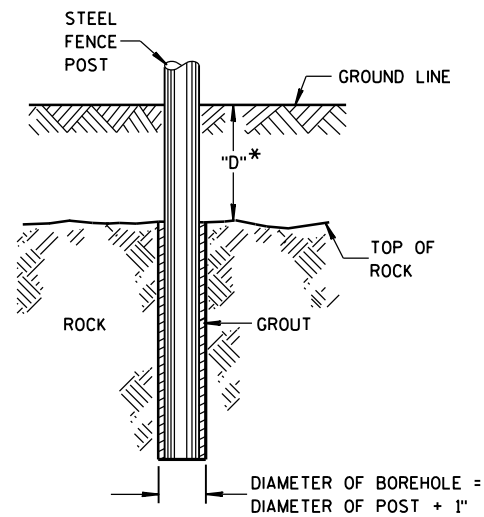
BRACE RAIL TYPES

USE		TYPE
BRACE RAIL	X	SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND
INTERMEDIATE BRACED POSTS

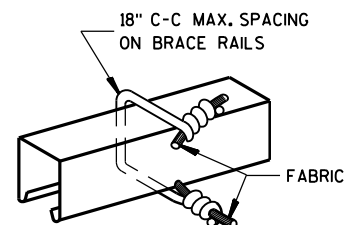
FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 948



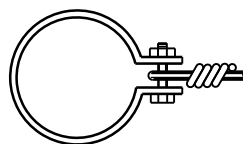
* IF "D" IS LESS THAN 2'-6",
DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST

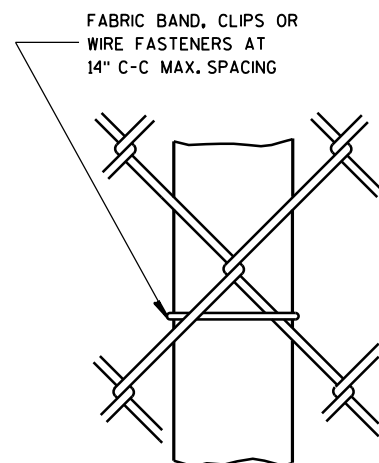


BRACE RAIL FABRIC FASTENER

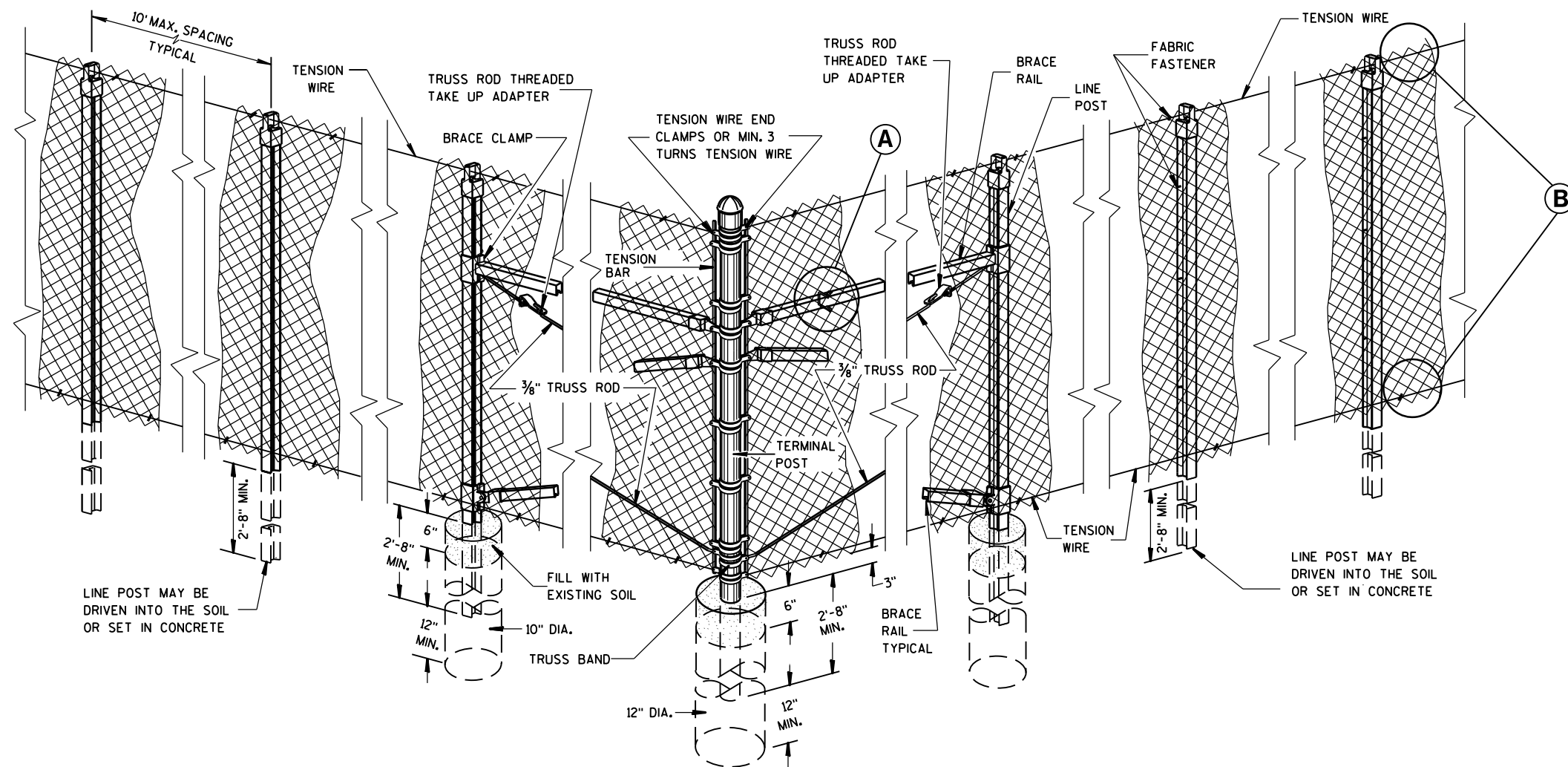
(A)



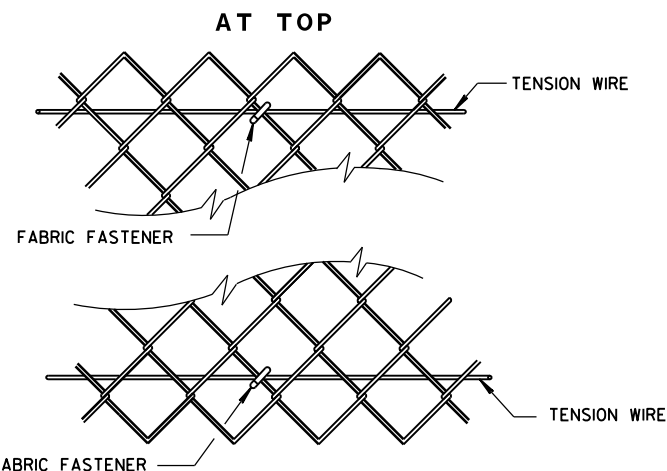
TENSION WIRE END CLAMP



LINE POST FABRIC FASTENER



END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



(B)

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

FEB. 2015

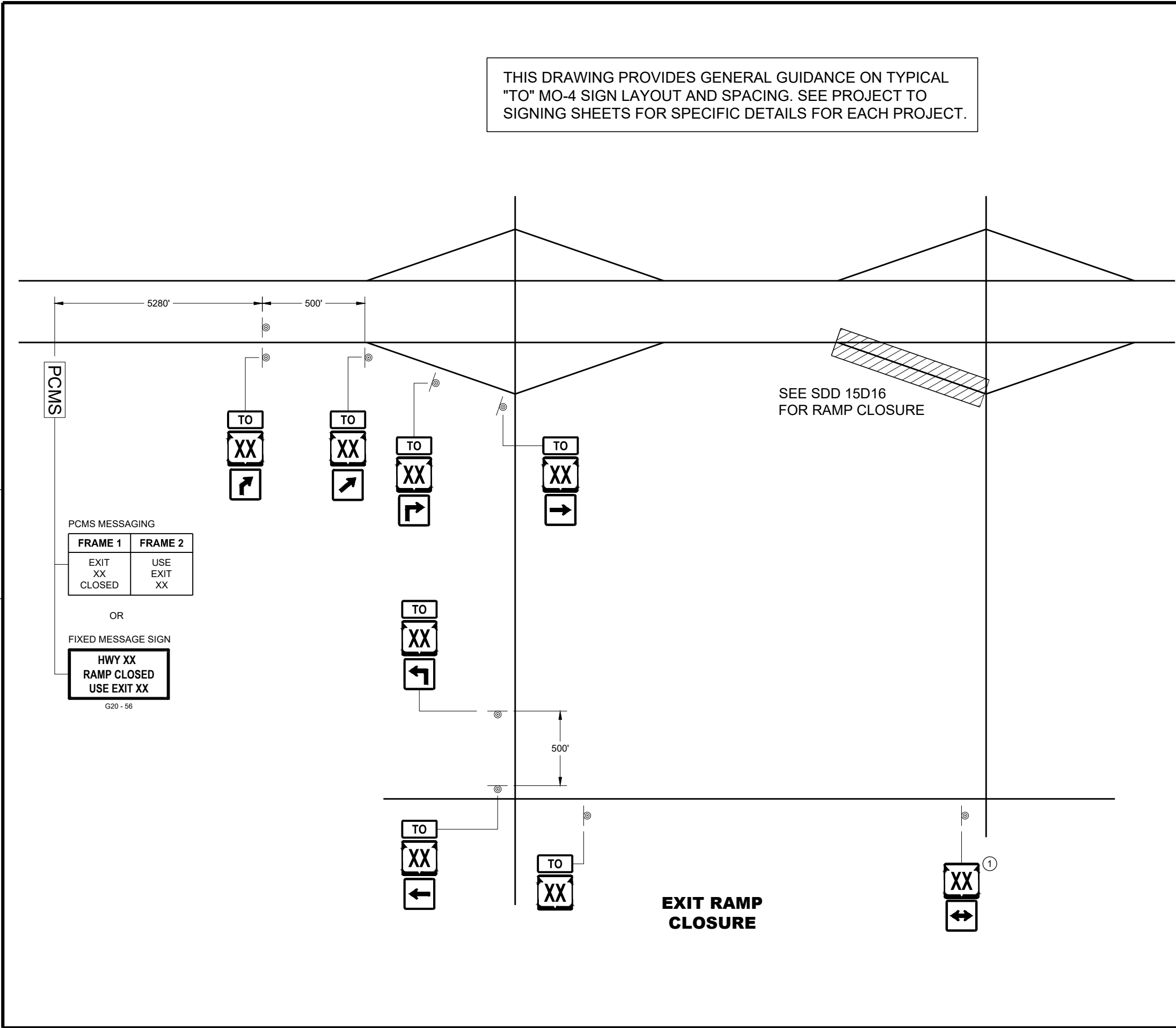
DATE

FHWA

/S/ Jerry H. Zogg

ROADWAY STANDARDS 0949

ENGINEER



LEGEND

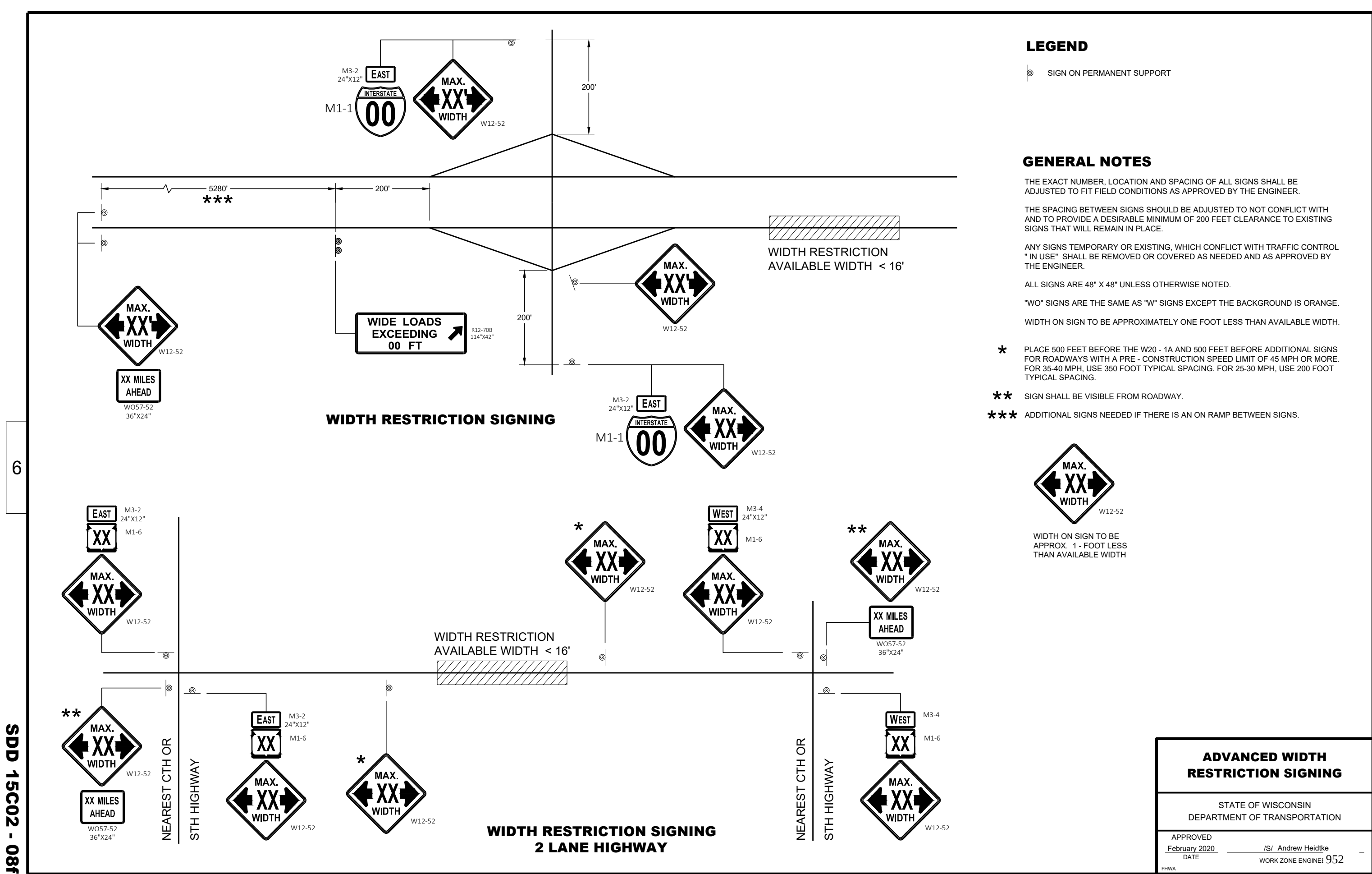
- ⊙ SIGN ON PERMANENT SUPPORT
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN

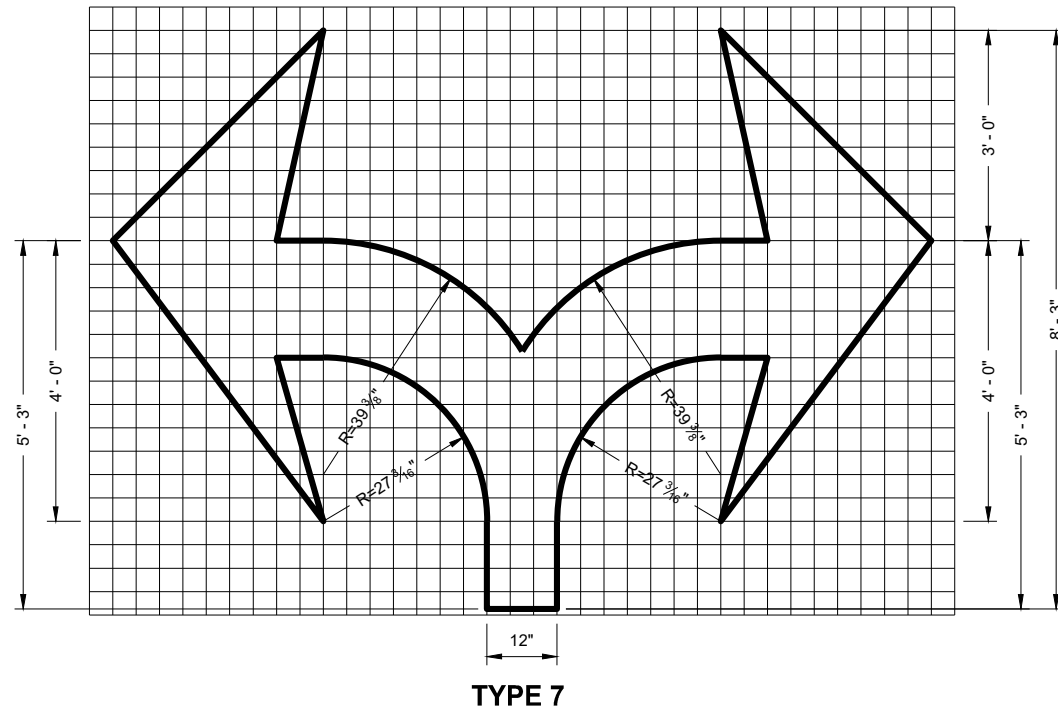
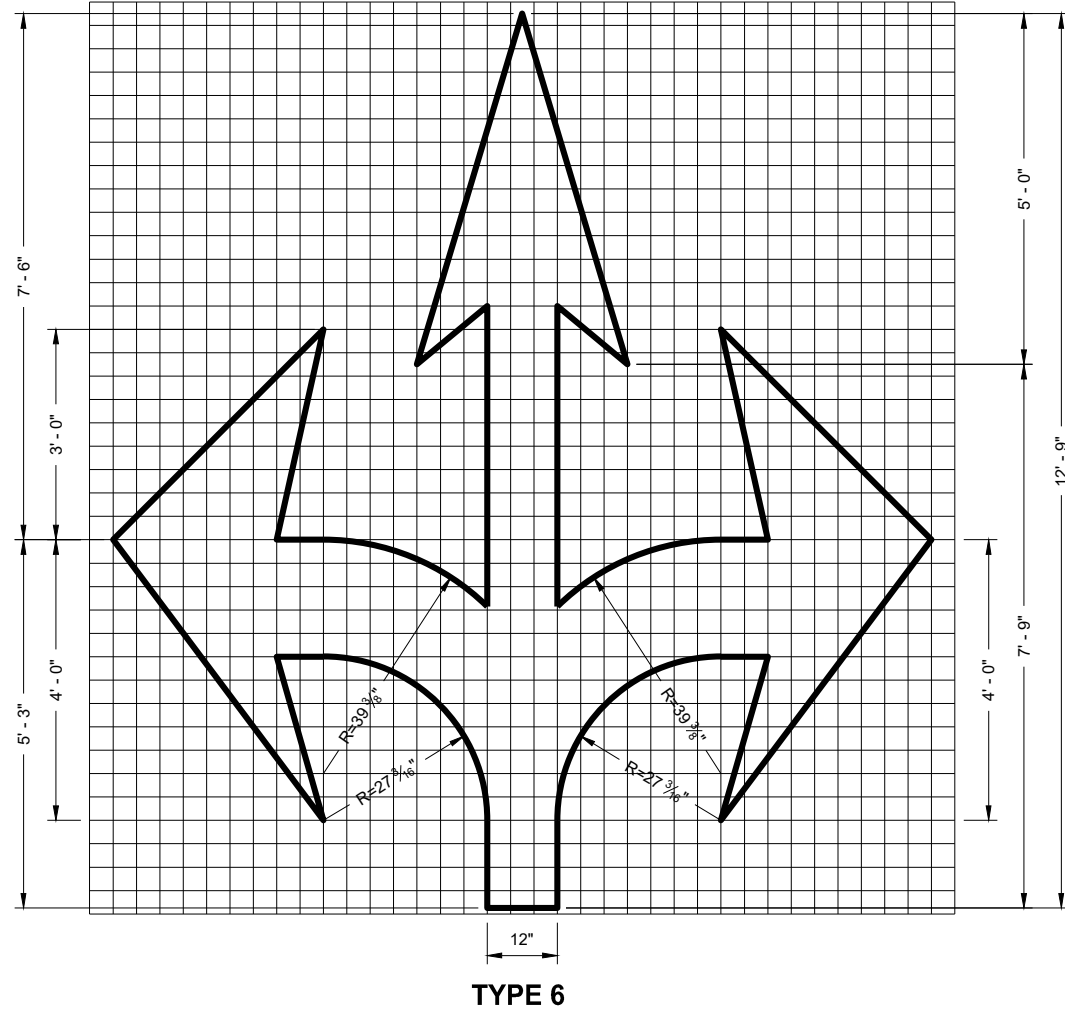
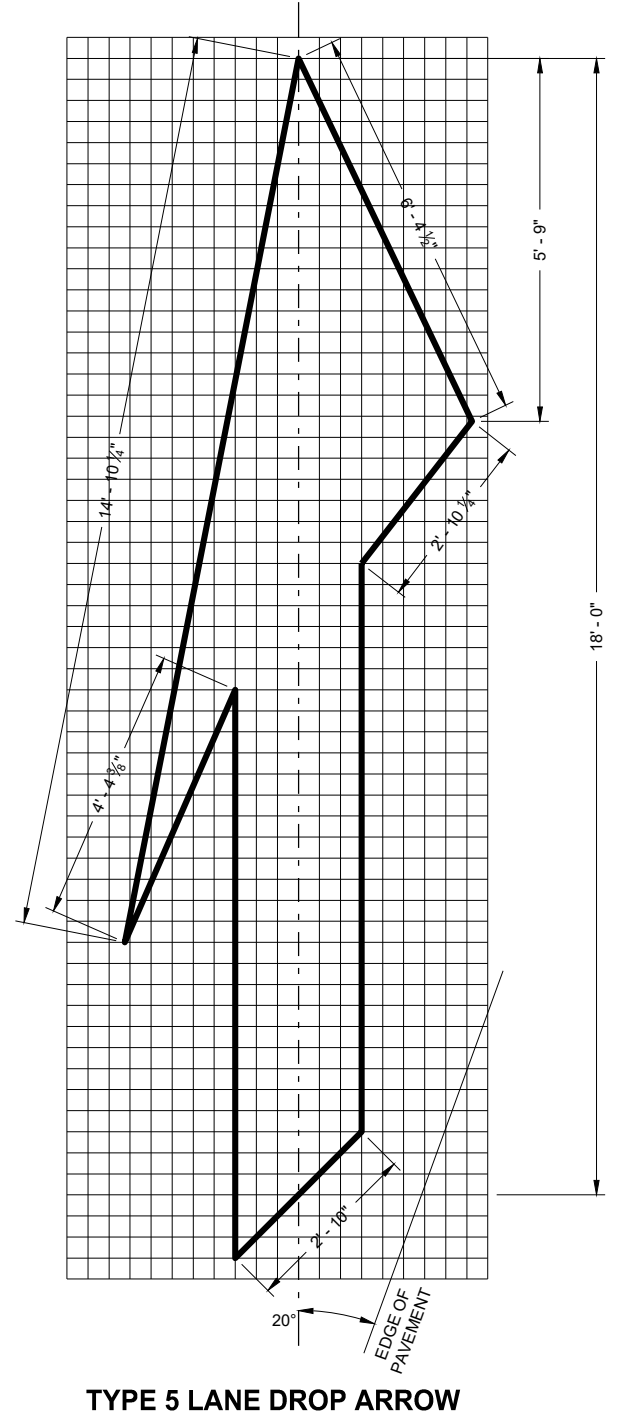
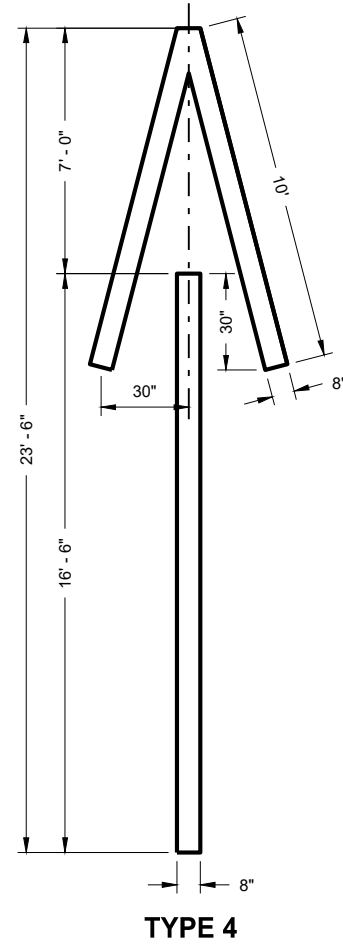
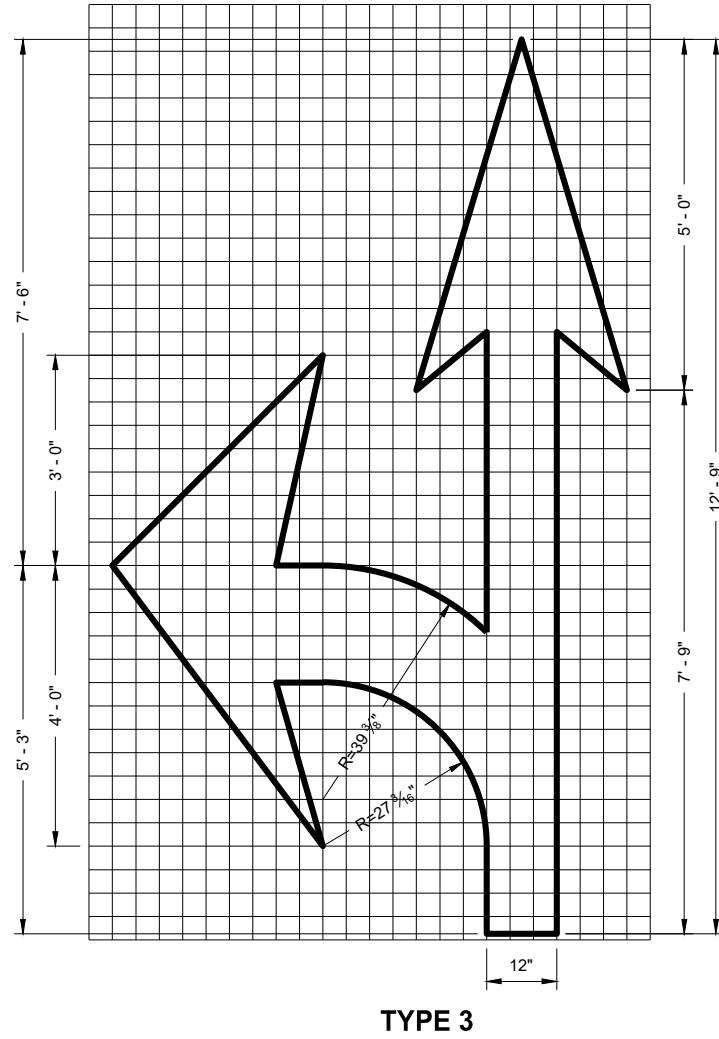
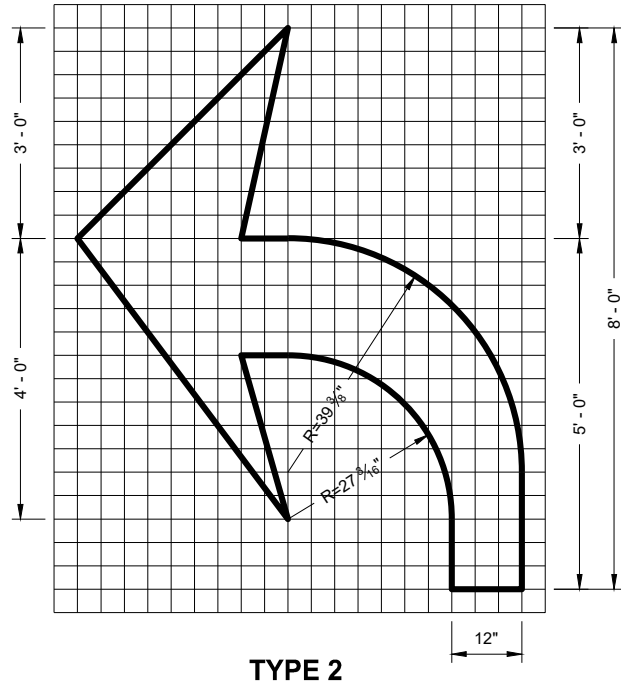
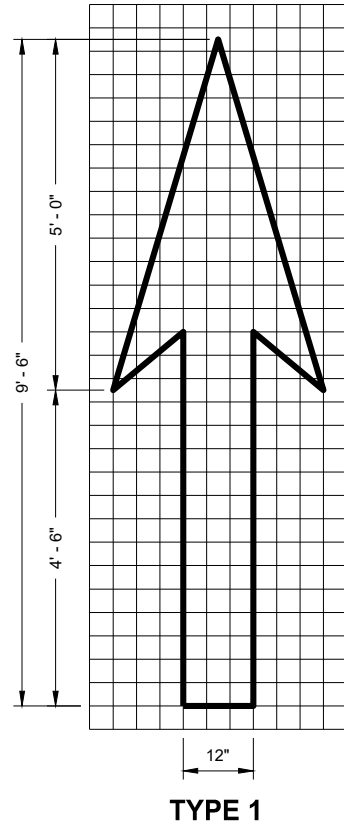
- TO MO4 - 5
- M1 - 4 OR M1 - 6 OR M1 - 5A
- M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

GENERAL NOTES

- SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.
- THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS THAT SHALL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- SIGN SIZES SHALL BE AS FOLLOW:
MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
M1 - 4, M1 - 5A, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
- 1 ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

OFF RAMP LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 951
FHWA	





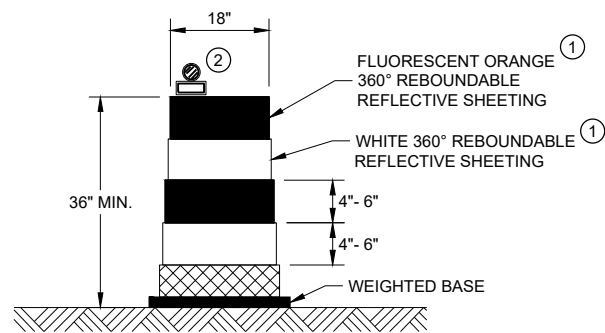
GENERAL NOTES

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

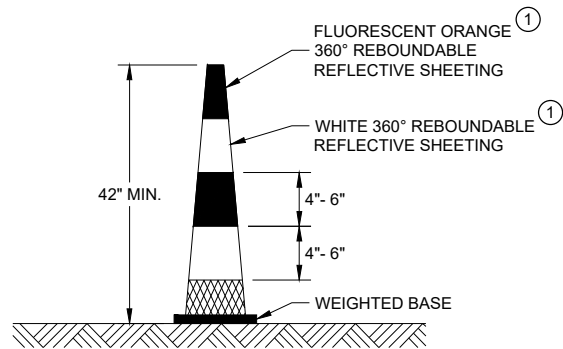
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MAP ENGINEER 953
FHWA

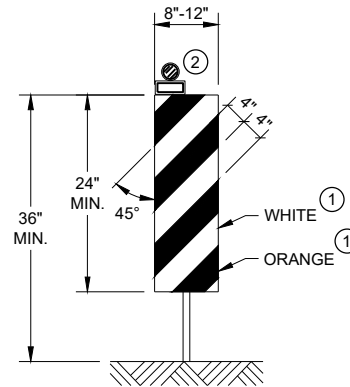


DRUM



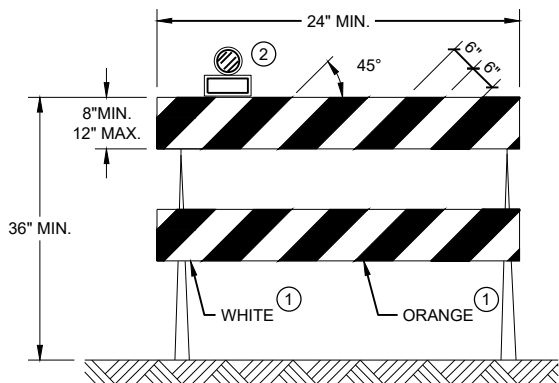
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



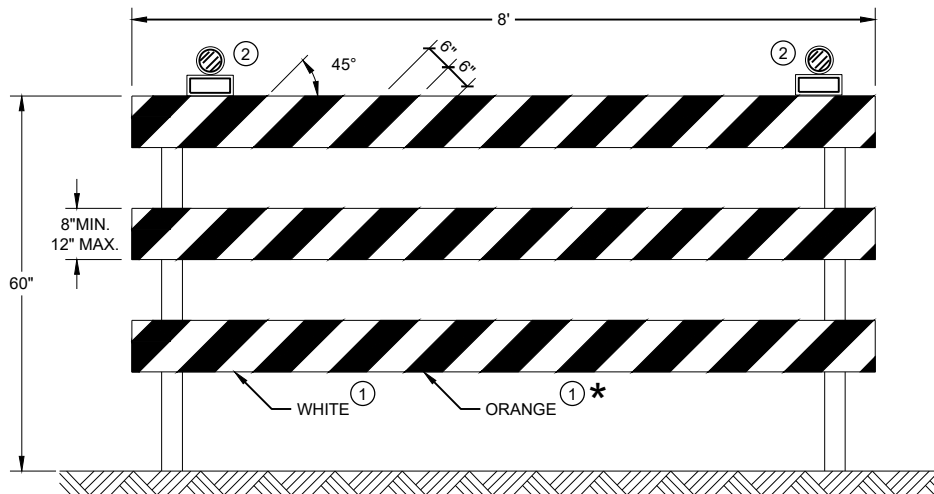
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III 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.

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.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 954

FHWA

LEGEND

-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED 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.

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

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

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND 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.

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.

FLAGGING

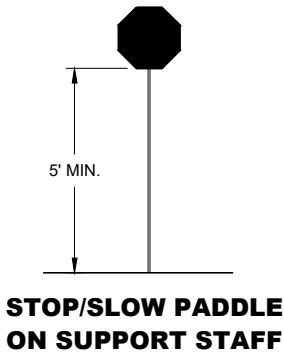
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' 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.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

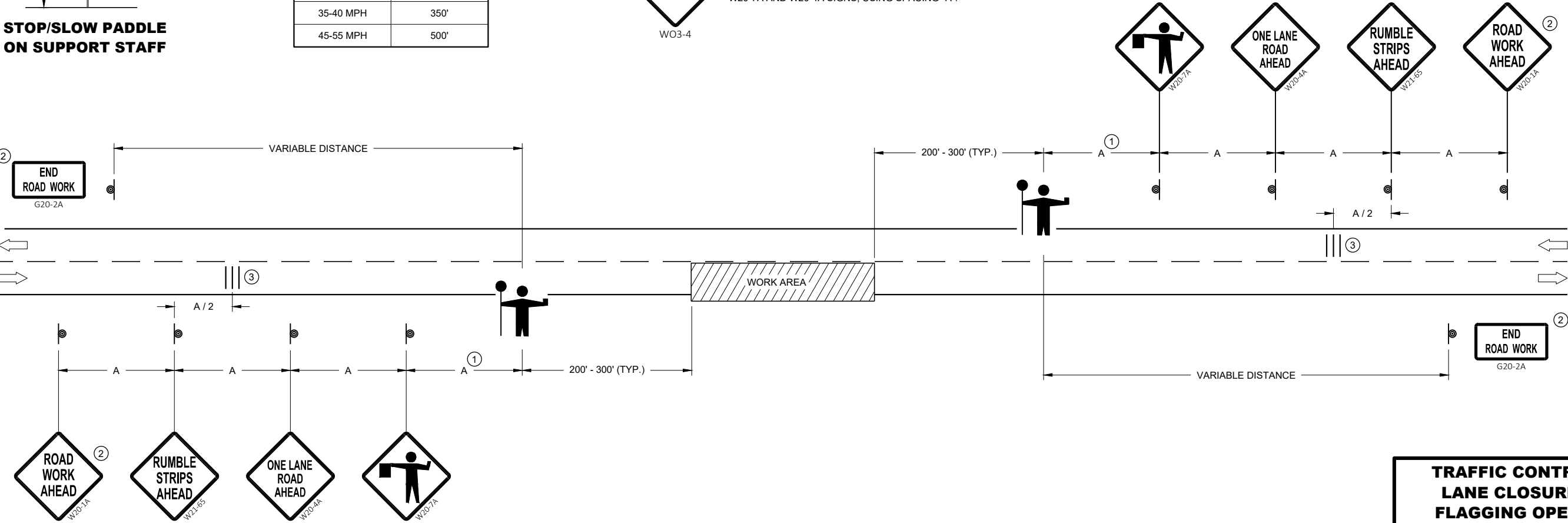


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

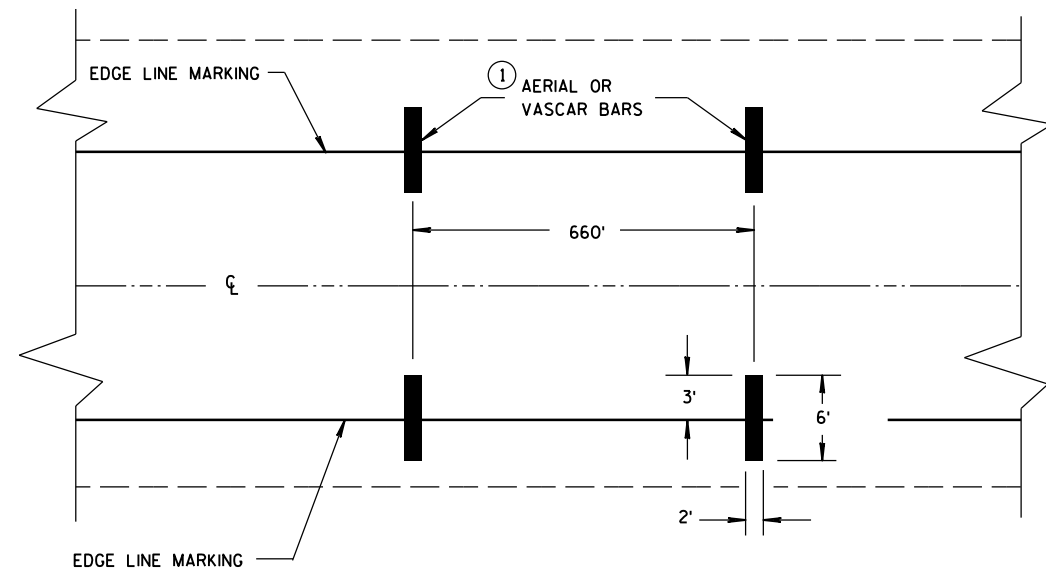


USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".

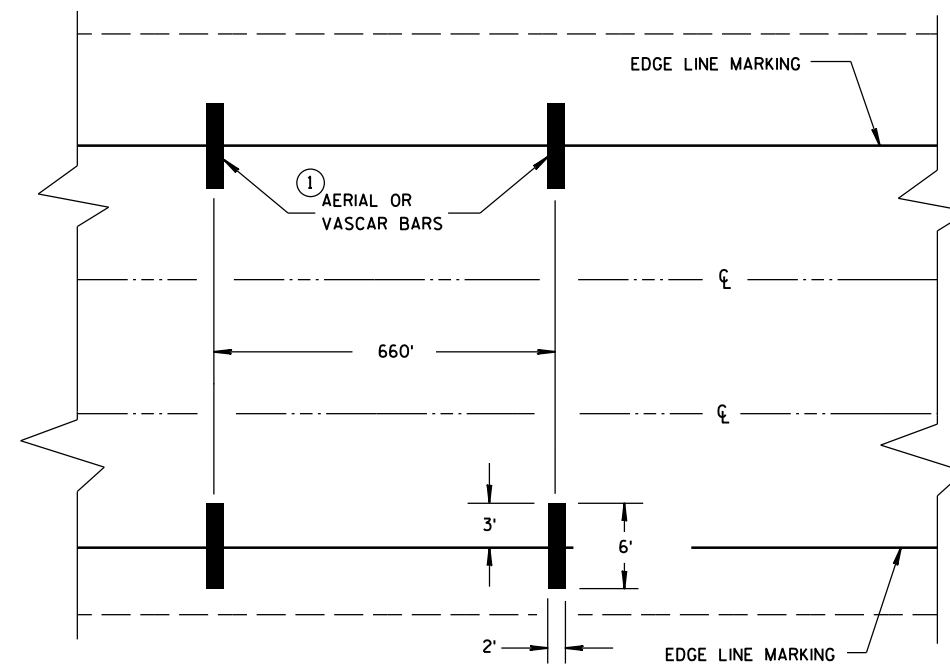


TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 955
FHWA	



TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC



TYPICAL FOR MULTILANE TRAFFIC

SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS

GENERAL NOTES

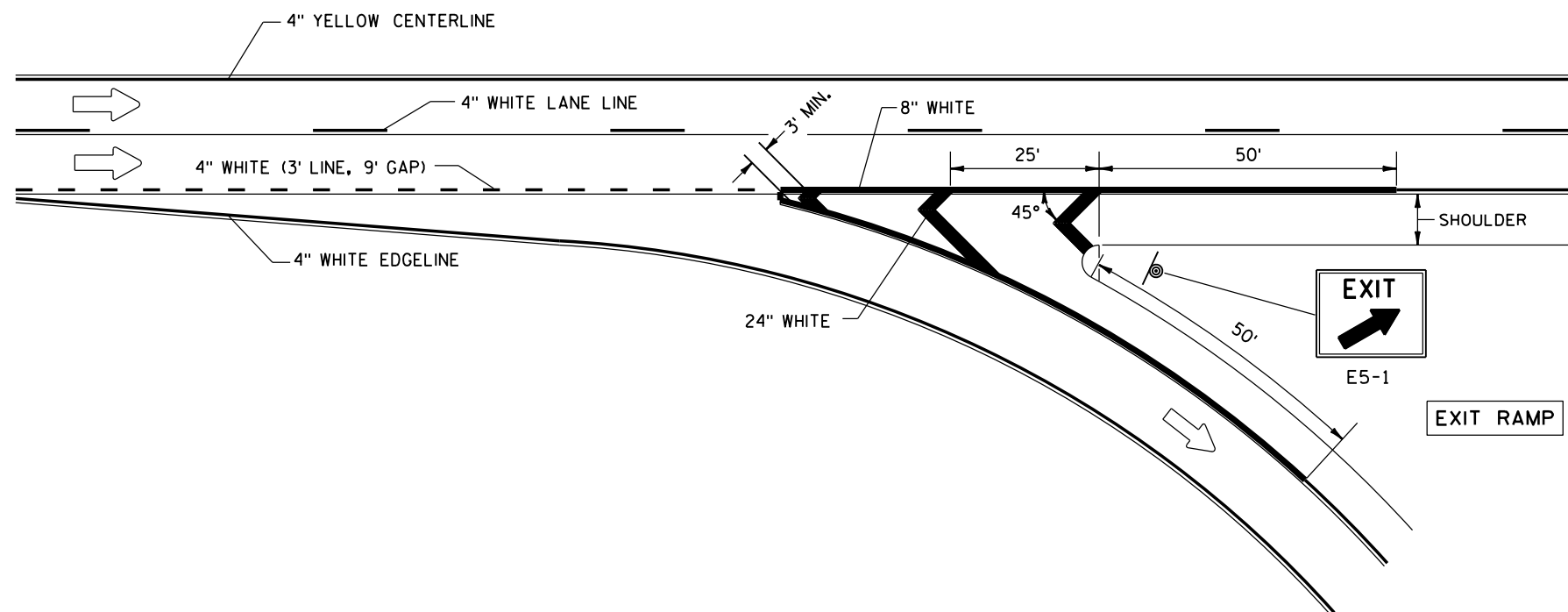
① PLACE TWO TO FIVE AERIAL OR VASCAR BARS AT 660 FOOT SPACING.

A CAR CAN BE PROVIDED BY THE WISCONSIN STATE PATROL FOR TRAFFIC CONTROL.

AERIAL ENFORCEMENT BARS
PAVEMENT MARKING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MAP 956 ENGINEER
FHWA



PAVEMENT MARKING FOR EXIT RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

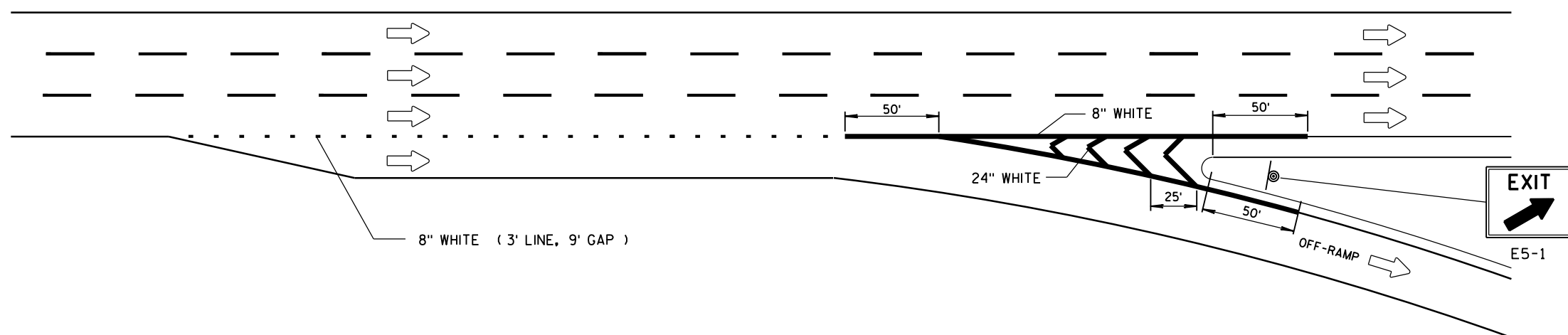
LEGEND



DIRECTION OF TRAVEL



SIGN ON PERMANENT SUPPORT



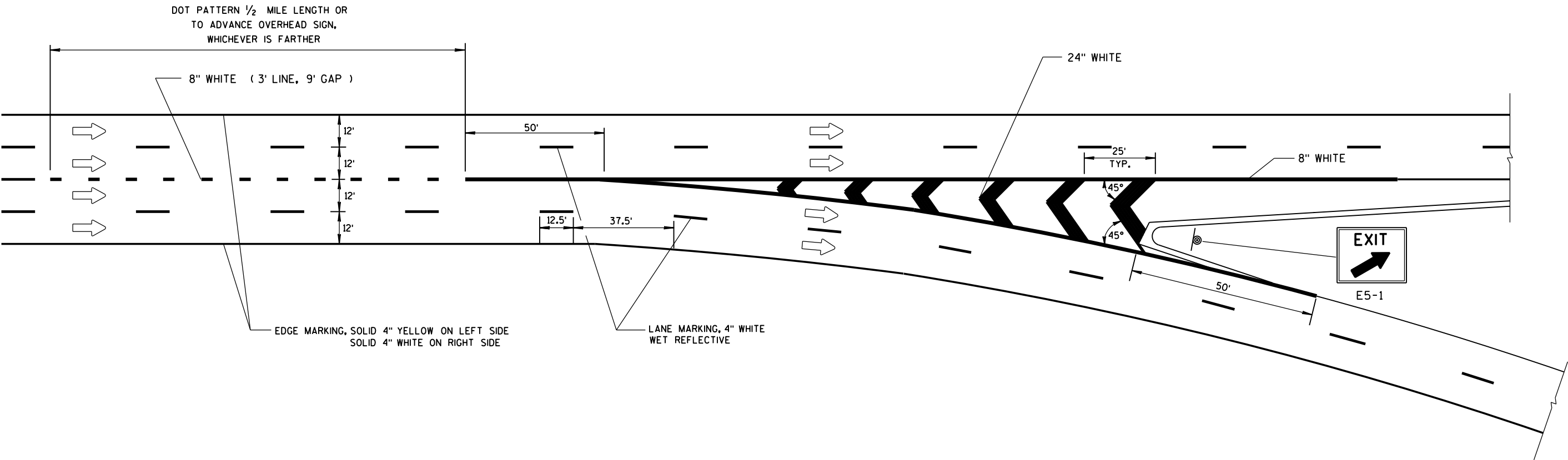
SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

- ➡ DIRECTION OF TRAVEL
- ⊙ SIGN ON PERMANENT SUPPORT



PAVEMENT MARKING
MAJOR SPLIT
FREEWAY TO FREEWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 958

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

① 1/2 LENGTH OF FULL WIDTH ACCELERATION LANE.

PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

➡ DIRECTION OF TRAVEL

SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP

**PAVEMENT MARKING FOR
PARALLEL ON-RAMP AND
PARALLEL OFF-RAMP**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MAP 959 NEER
FHWA

GENERAL NOTES

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

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

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

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

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

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

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

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

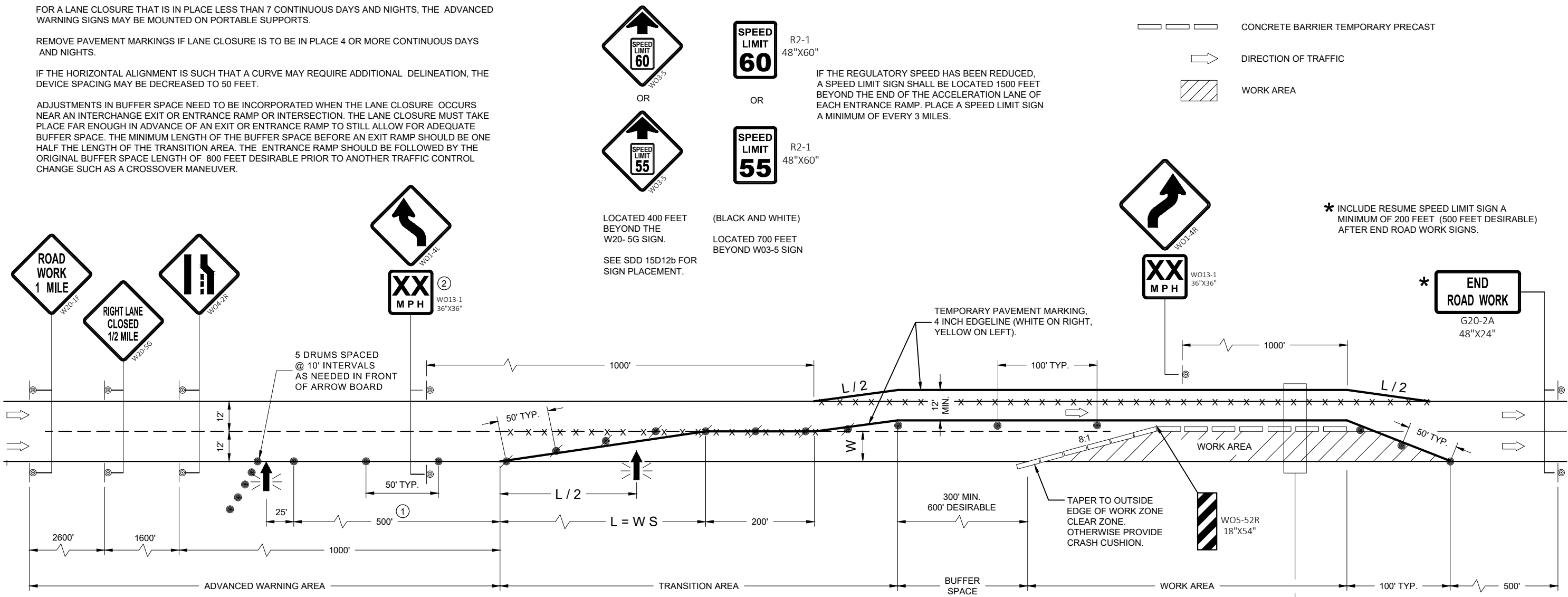
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

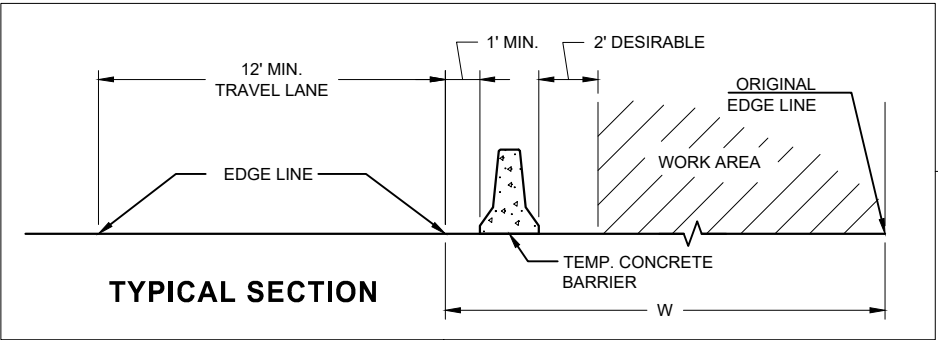
- ①
- CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.
- ②
- IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH LESS THAN POSTED SPEED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA



L, TAPER LENGTH (MPH)												
SPEED (MPH)	W, LATERAL OFFSET (FT)											
	1	2	3	4	5	6	7	8	9	10	11	12
45	45	90	135	180	225	270	315	360	405	450	495	540
50	50	100	150	200	250	300	350	400	450	500	550	600
55	55	110	165	220	275	330	385	440	495	550	605	660
60	60	120	180	240	300	360	420	480	540	600	660	720
65	65	130	195	260	325	390	455	520	585	650	715	780
70	70	140	210	280	350	420	490	560	630	700	770	840



TRAFFIC CONTROL
LANE CLOSURE, SPEEDS
GREATER THAN 40 MPH
WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINE 960
FHWA

SDD 15D03-05

SDD 15D03-05

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

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

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

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

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

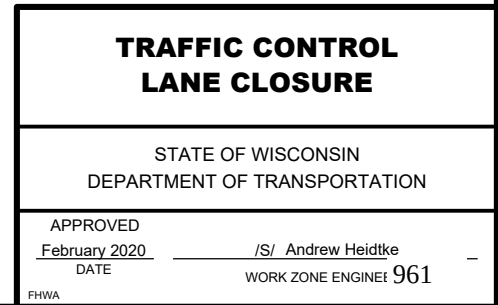
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

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



LEGEND

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

GENERAL NOTES

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1E AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

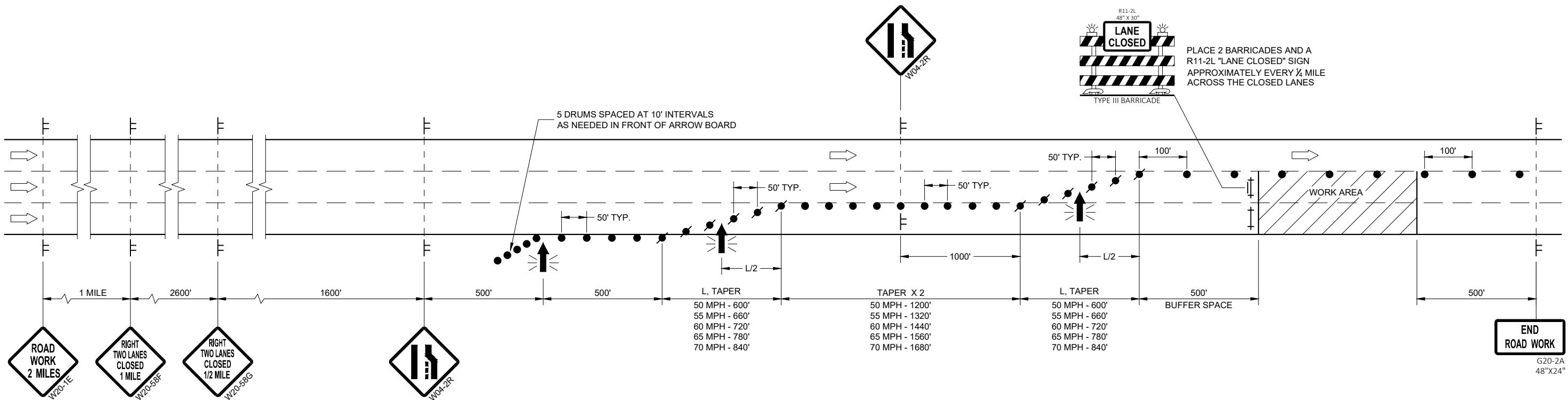
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS.

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

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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



TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT TERM (LESS THAN 24 HOURS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER
962
FHWA

LEGEND

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

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

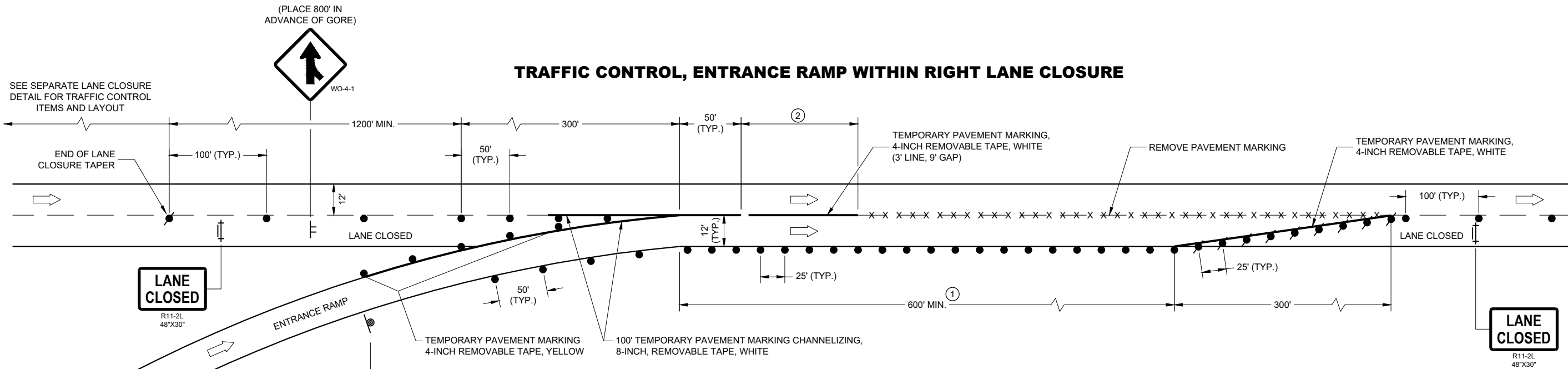
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

- ① EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.
- ② END TEMPORARY MARKING AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE



PARALLEL EXIT RAMP

TRAFFIC CONTROL,
PARALLEL ENTRANCE RAMP
WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 963

FHWA

LEGEND

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

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

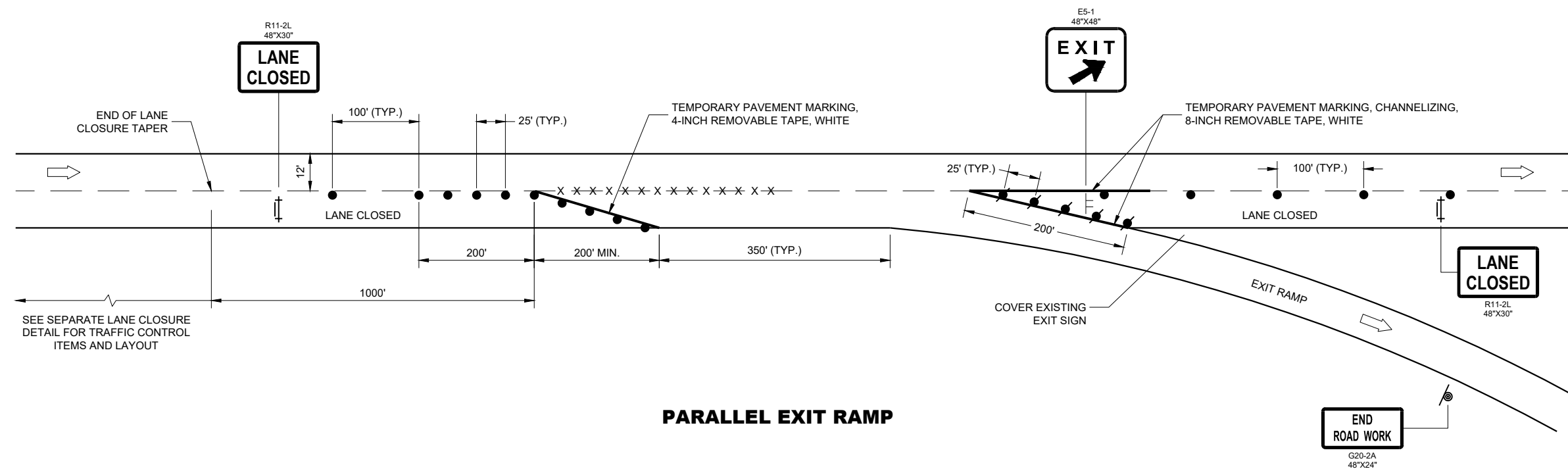
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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



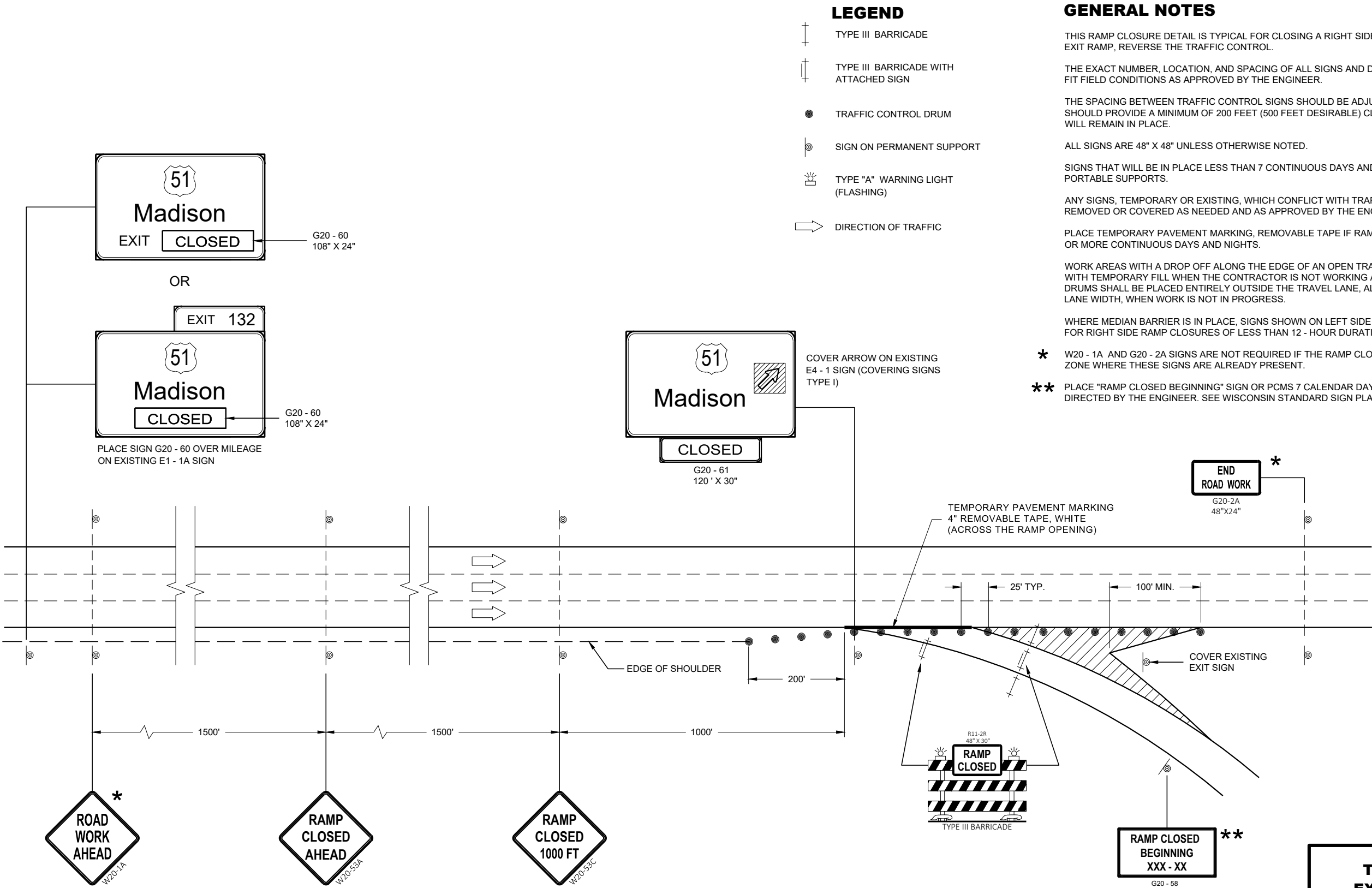
PARALLEL EXIT RAMP

TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Andrew Heidtke
 DATE WORK ZONE ENGINEER 964

FHWA



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

* W20 - 1A AND G20 - 2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

** PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.

TRAFFIC CONTROL
EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 965

FHWA

LEGEND

- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ⚡➡ FLASHING ARROW BOARD
- ▨ WORK AREA

GENERAL NOTES

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

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

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

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

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

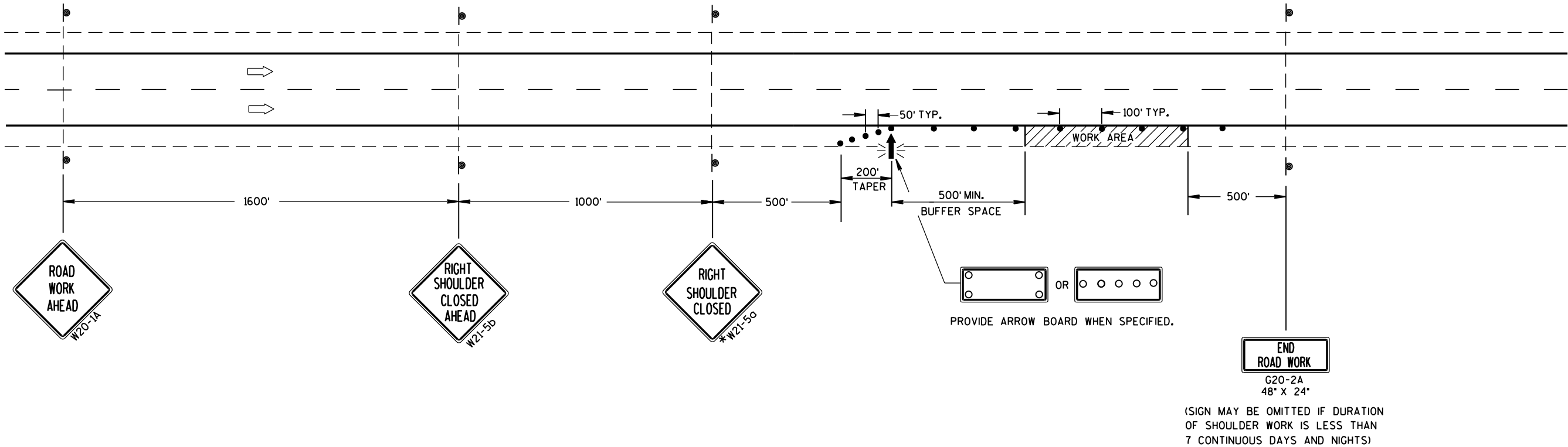
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

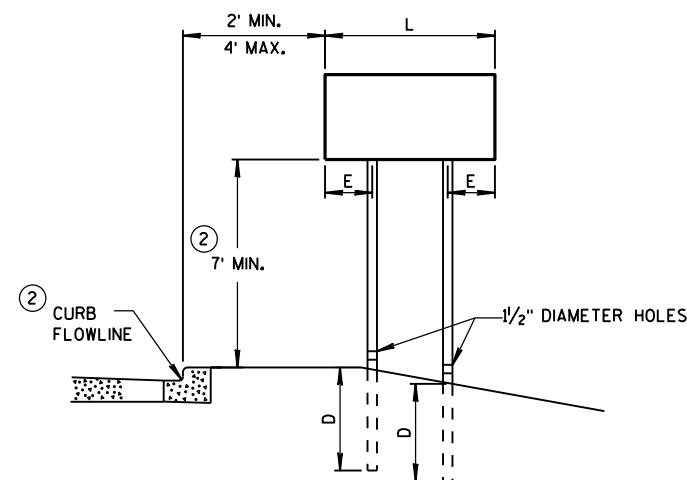
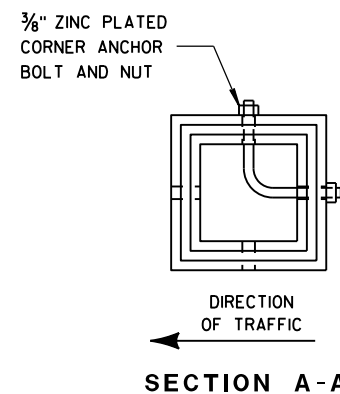
APPROVED
June 2016 /S/ Peter Amakobe Atepe
DATE STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA



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

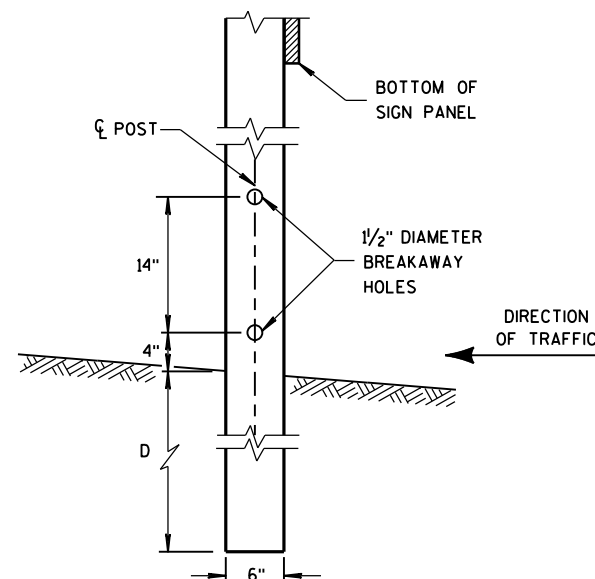


URBAN AREA

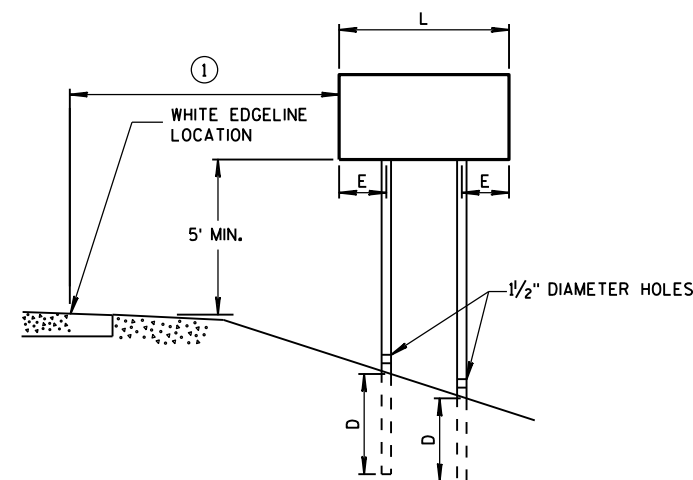
POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST
EMBEDMENT DEPTH

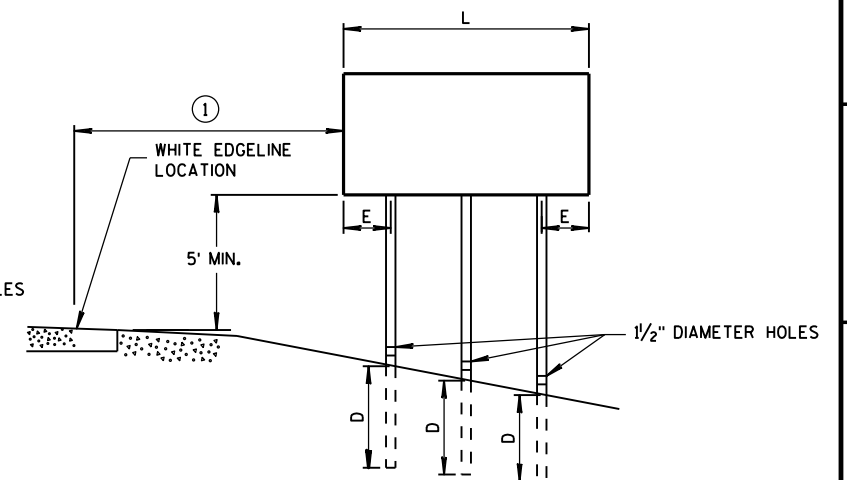
AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'



4" x 6" WOOD POST MODIFICATION



RURAL AREA



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.

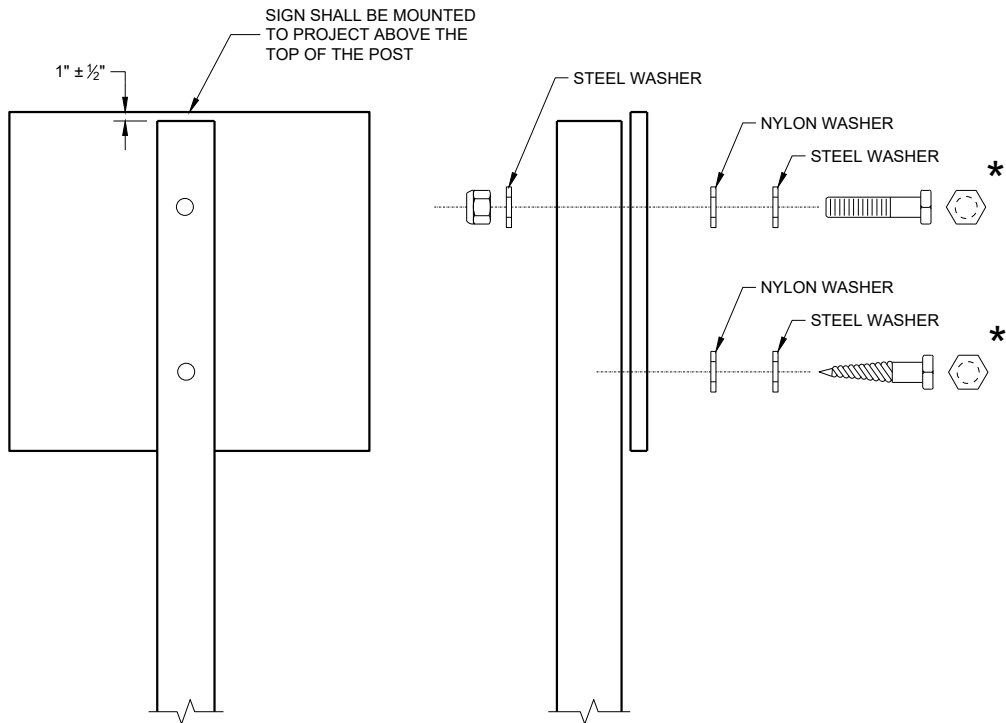
4" X 6" WOOD POST

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 TRANSPORTATION 967



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 POST (4" x 6")
LAG SCREWS - ¾" x 3"
MACHINE BOLTS - ⅝" x 6 ½" OR 7" LENGTH W/NUTS

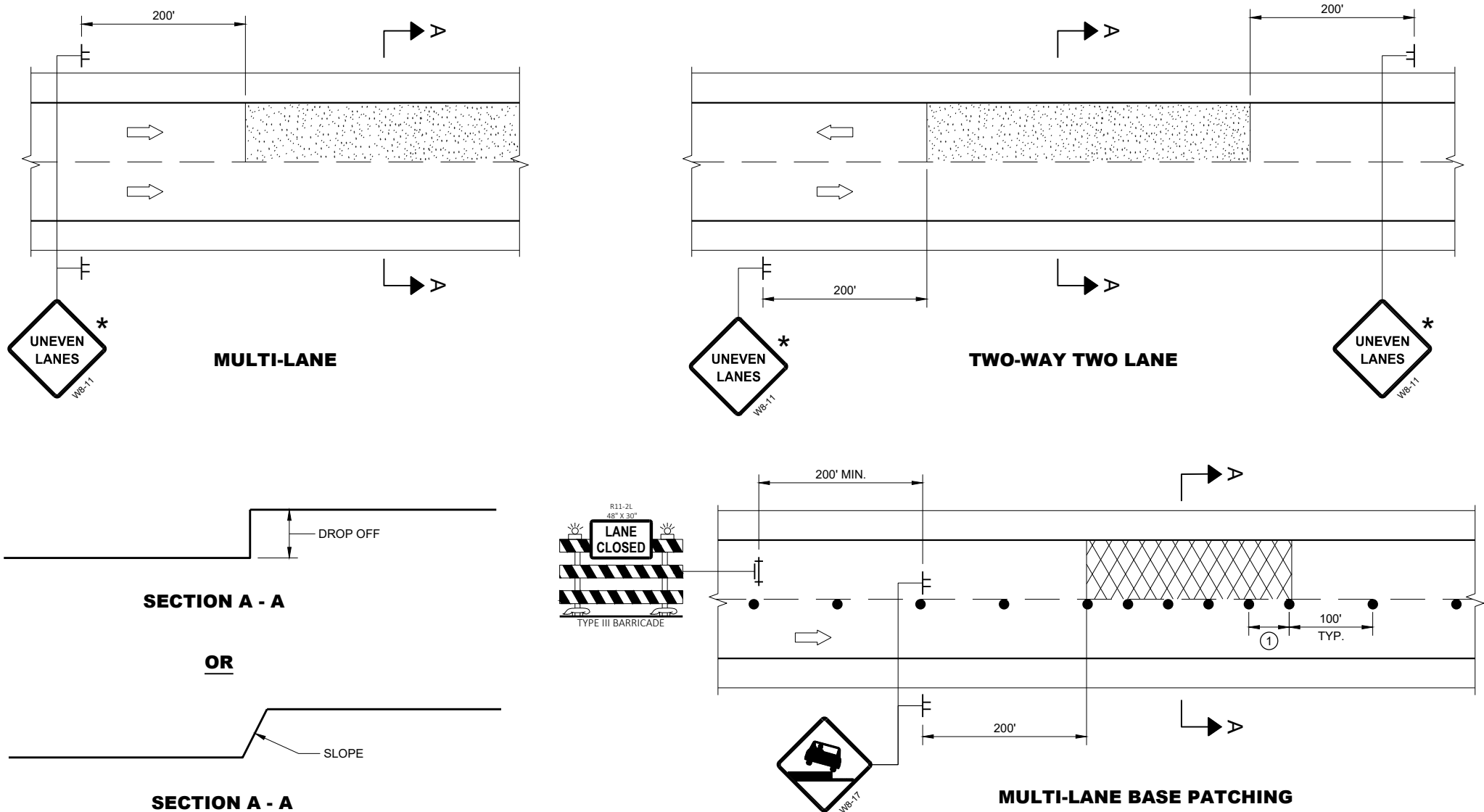
SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ¾" x 3 ¼" LENGTH W/NUTS
RIVETS - ⅝" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM
BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH,
GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x ⅛" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 NYLON

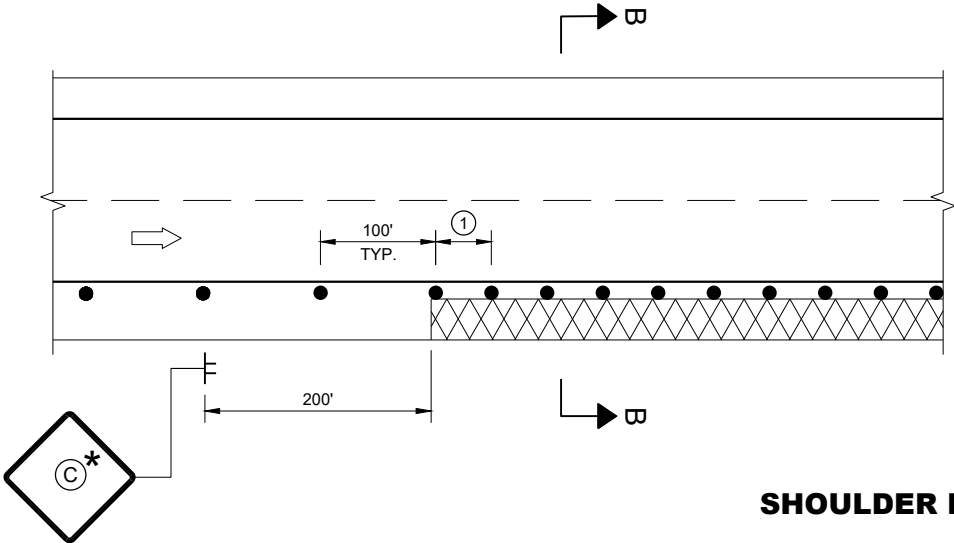
* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

ATTACHMENT OF SIGNS TO POSTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 968

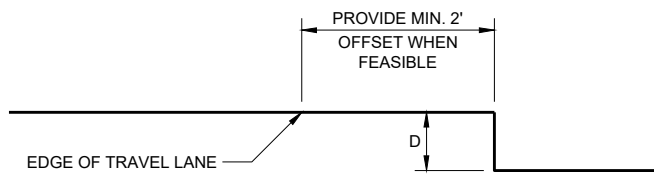
FHWA



ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	 WB-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	 WB-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

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 EVERY ENTRANCE RAMP.
- ① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

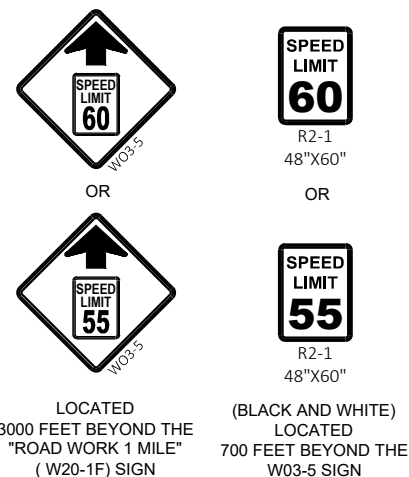
**TRAFFIC CONTROL,
DROP-OFF SIGNING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 969

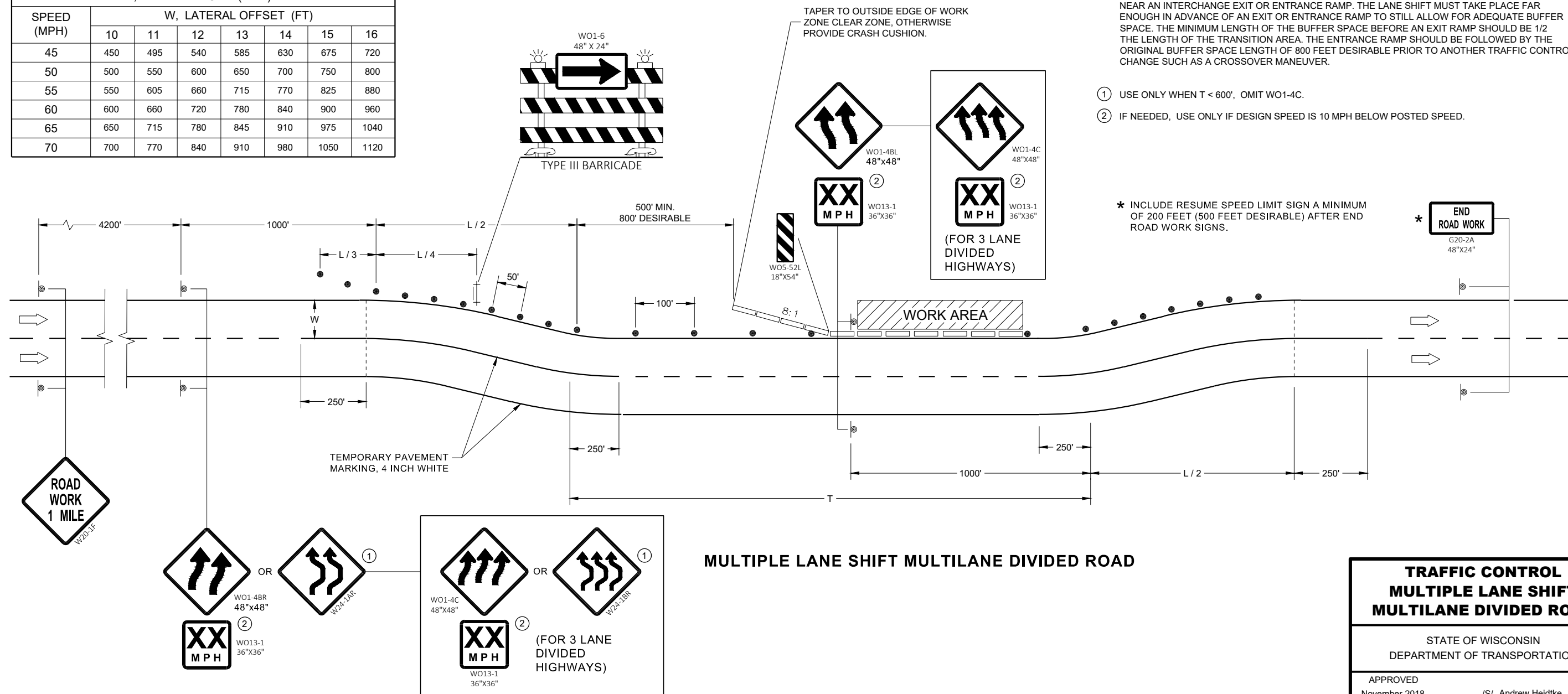
FHWA

WORK AREA



IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 3 MILES.

L, TAPER LENGTH (MPH)							
SPEED (MPH)	W, LATERAL OFFSET (FT)						
	10	11	12	13	14	15	16
45	450	495	540	585	630	675	720
50	500	550	600	650	700	750	800
55	550	605	660	715	770	825	880
60	600	660	720	780	840	900	960
65	650	715	780	845	910	975	1040
70	700	770	840	910	980	1050	1120



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

- ① USE ONLY WHEN $T < 600'$, OMIT WO1-4C.
- ② IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

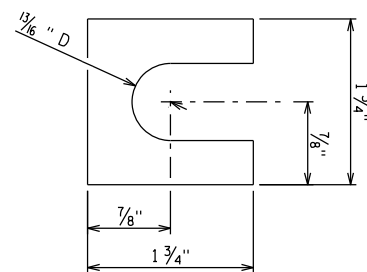
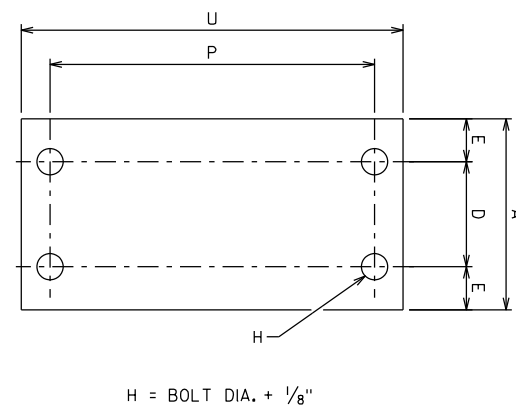
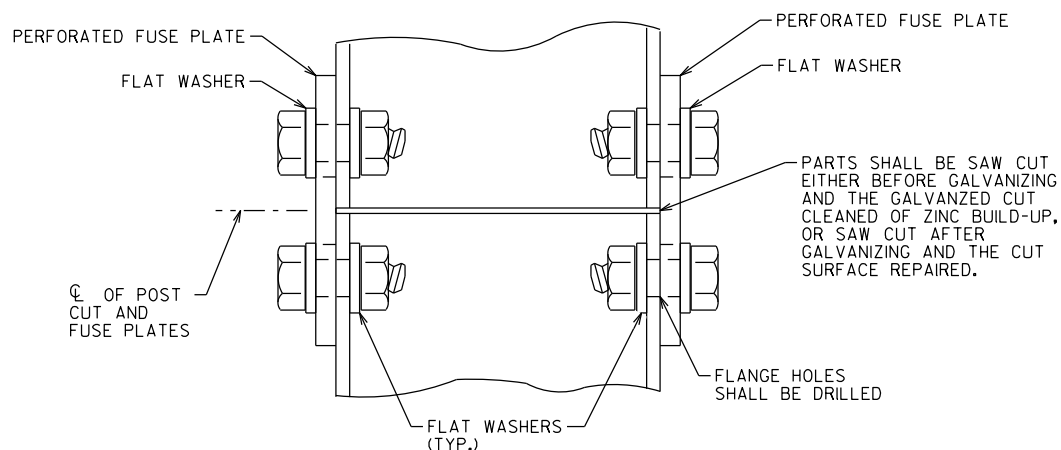
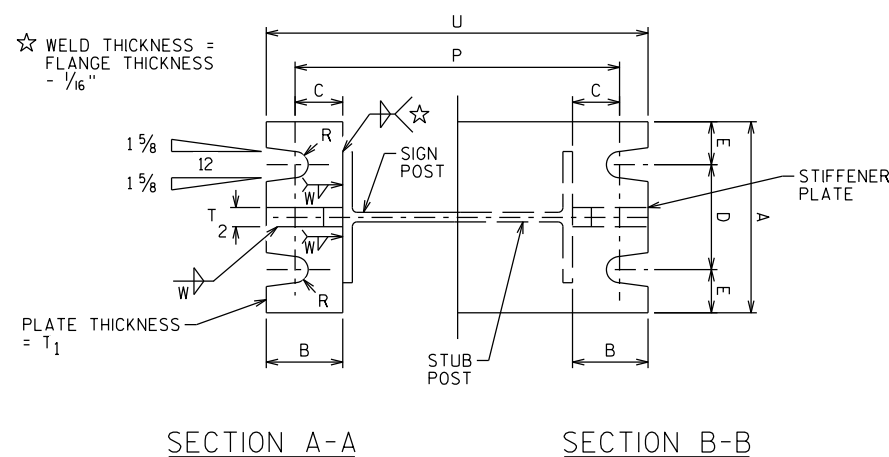
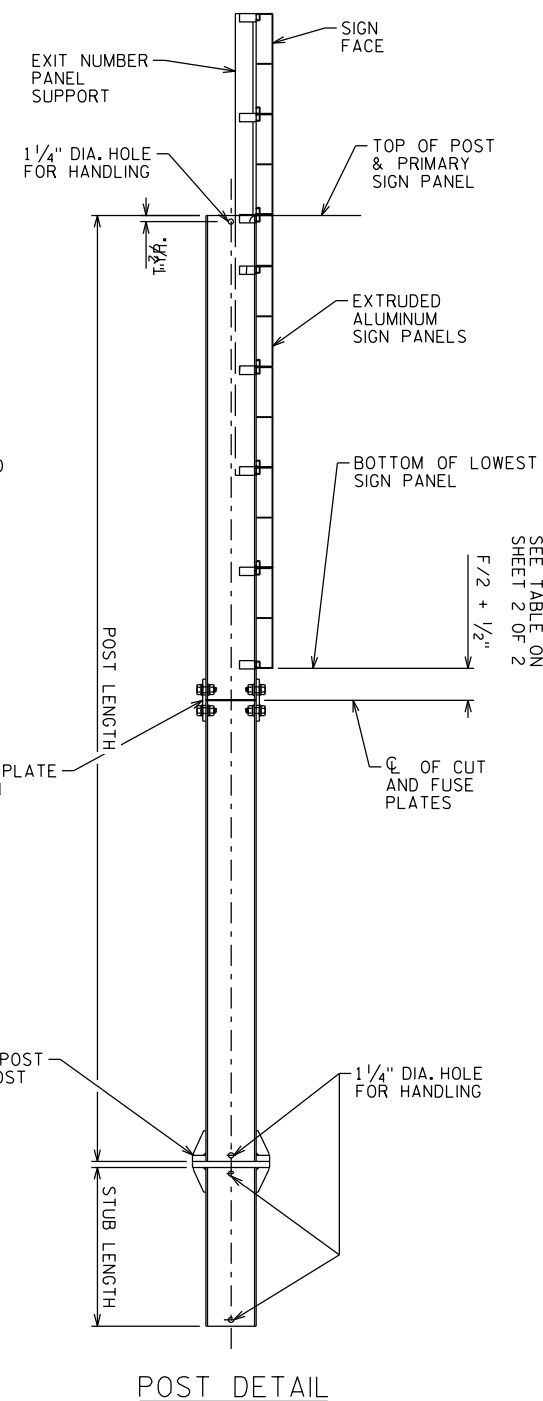
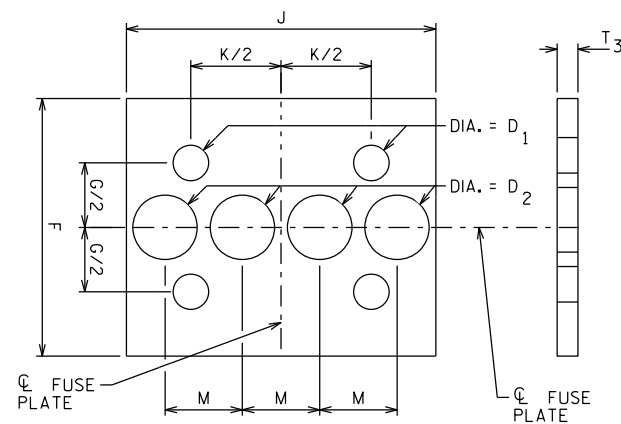
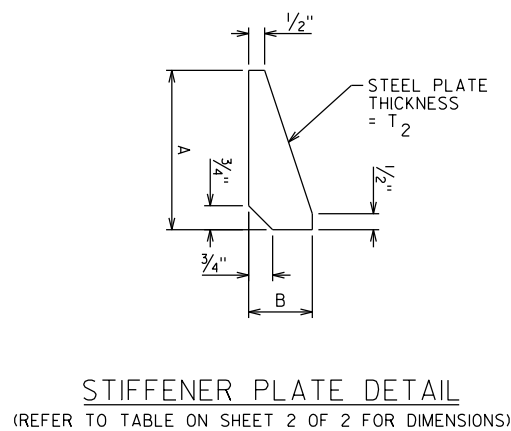
* INCLUDE RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.

* **END
ROAD WORK**
G20-2A
48"X24"

**TRAFFIC CONTROL
MULTIPLE LANE SHIFT
MULTILANE DIVIDED ROAD**

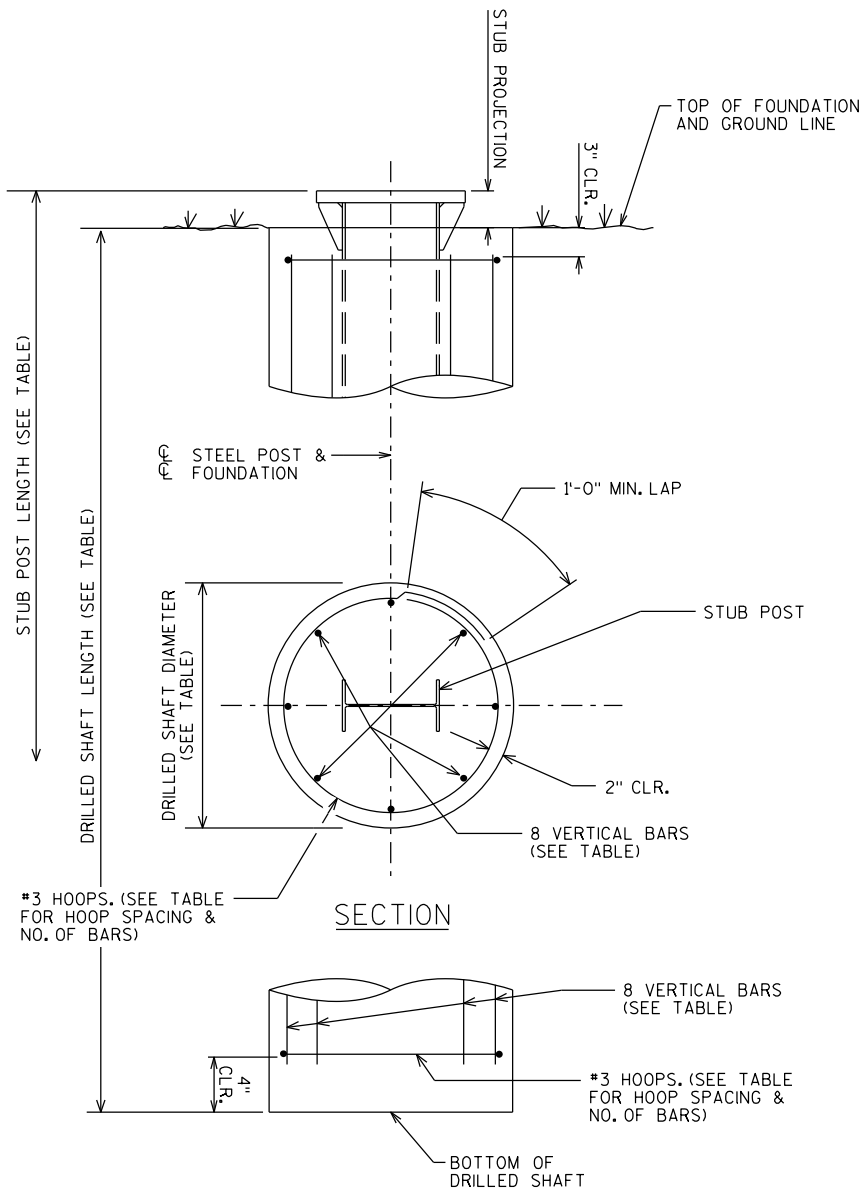
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 970

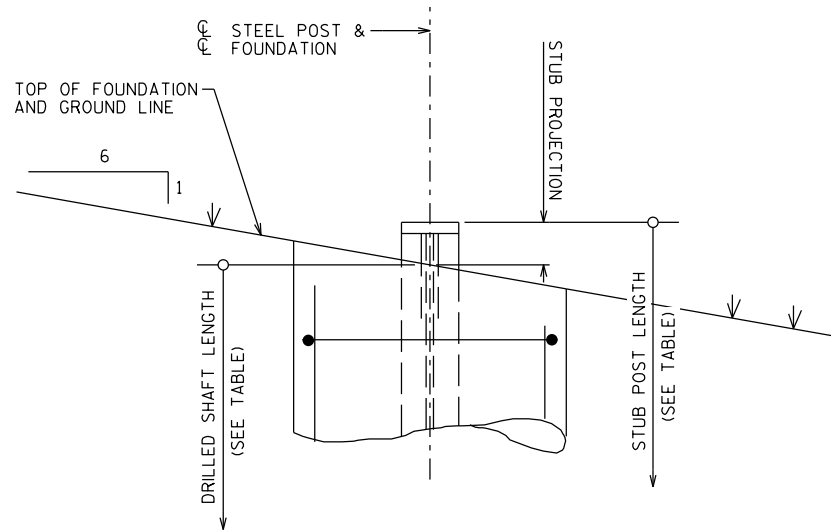


1. ASSEMBLE SIGN POST, BOLT KEEPER PLATE, AND STUB POST WITH BOLTS AND THREE FLAT WASHERS PER BOLT AS SHOWN.
2. SHIM AS REQUIRED TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING, LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH A 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS.
5. LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PERSCRIBED TORQUE. (SEE TABLE FOR PERSCRIBED TORQUE). DO NOT OVER-TIGHTEN.
6. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE BTO TYPE I SIGN			
		DRAWN BY	PLANS CK'D.
CONNECTION & FOUNDATION DETAILS 1 OF 2		SHEET A3-1.20	
		971	



FOUNDATION DETAIL



SHAFT PLACEMENT

FOUNDATION DATA TABLE

POST SHAPE	STUB LENGTH	STUB PROJECTION	DRILLED SHAFT DIAMETER	DRILLED SHAFT LENGTH	VERTICAL BARS		HOOPS		CONCRETE VOLUME	TOTAL REINF. WEIGHT
					SIZE	LENGTH	MAX SPA.	NO.		
W6X15	2'-6"	3"	24"	6'-6"	#5	5'-11"	10"	9	0.8 CY	71 LB
W8X18	2'-6"	3"	24"	7'-6"	#6	6'-11"	12"	8	0.9 CY	102 LB
W8X21	3'-0"	2½"	24"	8'-0"	#6	7'-5"	12"	9	1.0 CY	110 LB
W10X22	3'-0"	2½"	24"	8'-6"	#7	7'-11"	12"	9	1.0 CY	151 LB
W12X26	3'-0"	2½"	24"	10'-0"	#7	9'-5"	12"	11	1.2 CY	180 LB

◆ QUANTITIES SHOWN ARE FOR ONE DRILLED SHAFT

BASE CONNECTION & FUSE PLATE DATA TABLE

		BASE CONNECTION DATA										BOLT KEEPER PLATE DATA		PERFORATED FUSE PLATE DATA													
POST SHAPE	WEIGHT PER FOOT	BOLT SIZE & TORQUE	A	B	C	D	E	T1	T2	W	R	P	U	F	G	J	K	M	D1	D2	T3	BOLT DIA.	WGT. EA. LBS	BOLT LENGTH	V 		
W6X15	15 LB	5/8" DIA. X 4"	5"	2"	1 1/4"	2 3/4"	1 1/8"	1 1/4"	1/2"	1/4"	1 1/32"	8 1/2"	10"	5"	2 1/2"	6"	3 1/2"	1 1/2"	1 1/16"	1 1/4"	3/8"	5/8"	2.4	2	73.0 LB		
W8X18	18 LB	36 TO 38 FT-LB										10 5/8"	12 7/8"	5"	2 1/2"	5 1/4"	2 3/4"	1 1/4"	1 1/16"	1 1/16"	3/8"	5/8"	2.0	2	83.0 LB		
W8X21	21 LB	3/4" DIA. X 4 3/4"	6"	2 1/4"	1 3/8"	3 1/2"	1 1/4"	1 1/2"	3/4"	5/16"	1 1/32"	11"	12 3/4"	5 1/2"	2 1/2"	5 1/4"	2 3/4"	1 1/4"	1 3/16"	1"	1/2"	3/4"	3.1	2 1/4"	124.0 LB		
W10X22	22 LB											12 7/8"	14 5/8"	6"	3"	5 3/4"	2 3/4"	1 3/8"	1 3/16"	1 1/8"	1/2"	3/4"	3.9	2 1/4"	134.0 LB		
W12X26	26 LB											15"	16 3/4"	6"	3"	6 1/2"	3 1/2"	1 5/8"	1 3/16"	1 1/2"	3/4"	4.5	2 1/4"	152.0 LB			

■ TOTAL STRUCTURAL CARBON STEEL WEIGHT FOR ONE POST
= V + (POST LENGTH X POST WEIGHT PER FOOT)

"V" INCLUDES STUB POST, BASE PLATES, STIFFENER
PLATES, PERFORATED FUSE PLATES, BOLTS, NUTS, AND
WASHERS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

MATERIALS SHALL CONFORM TO THE WISCONSIN DEPARTMENT OF
TRANSPORTATION STANDARD SPECIFICATIONS SECTION 506, UNLESS
NOTED OTHERWISE.

FABRICATION SHALL CONFORM TO THE WISCONSIN DEPARTMENT OF
TRANSPORTATION STANDARD SPECIFICATIONS SECTION 506.

ALL POST, POST STUBS & ATTACHMENTS SHALL BE ASTM
A709 GRADE 50, GALVANIZED IN ACCORDANCE WITH ASTM A123.

THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST, FLANGE
SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER
FABRICATION.

H.S. BOLTS, WASHERS, & NUTS SHALL BE A325 GALVANIZED.

FOUNDATION MATERIAL PROPERTIES

CONCRETE MASONRY F'C = 3,500 P.S.I.
BAR STEEL REINFORCEMENT (UNCOATED), GRADE 60 FY = 60,000 P.S.I.

DESIGN DATA

DESIGN CONFORMS TO AASHTO LRFD SPECIFICATIONS FOR
STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND
TRAFFIC SIGNALS 1ST EDITION 2015 (WITH 2017 & 2018 INTERIM
REVISIONS).

DEAD LOADS (DL):

- STEEL POST SELF WEIGHT
- SIGN PANEL WEIGHT = 3 PSF

WIND LOADS (WL):

WIND LOADS WERE APPLIED TO THE PROJECTED AREAS OF THE SIGN
PANELS AND THE STEEL SIGN POSTS.

- BASIC WIND SPEED = 76 MPH
- MEAN RECURRENCE INTERVAL (MRI) = 10 YEARS
- HEIGHT & EXPOSURE FACTOR = 1.00
- DIRECTIONALITY FACTOR = 0.85
- GUST EFFECT FACTOR = 1.14

WIND LOAD CASES:

- WL CASE 1: 1.0 X NORMAL WIND
- WL CASE 2: 1.0 X TRANSVERSE WIND
- WL CASE 3: 0.75 X NORMAL WIND + 0.75 X TRANSVERSE WIND

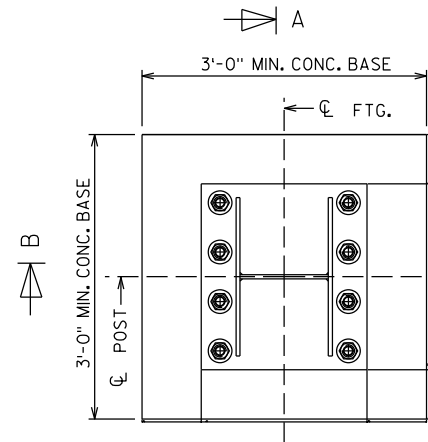
LOAD COMBINATION	TYPE	DL FACTOR	WL FACTOR
STRENGTH I	GRAVITY	1.25	-
EXTREME I	WIND	1.10	1.0
		0.9	1.0
SERVICE I	DEFLECTION	1.0	1.0

FOUNDATION DESIGN DATA

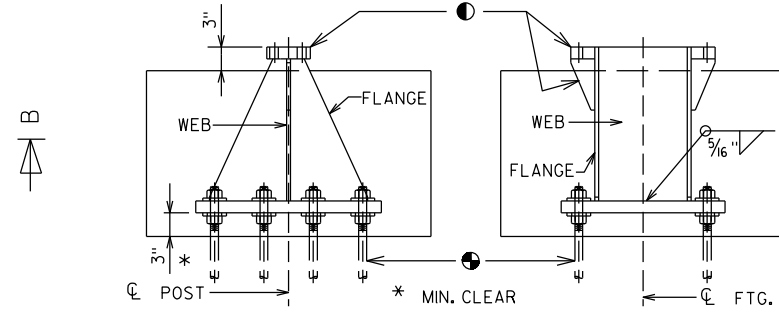
THE FOUNDATION DESIGN ASSUMED COHESIONLESS SOILS (LOOSE
SAND) ABOVE THE WATER TABLE WITH THE FOLLOWING PROPERTIES:

- SOIL UNIT WEIGHT = 115 PCF
- ANGLE OF INTERNAL FRICTION = 24 DEGREES
- SOIL MODULUS PARAMETER = 25 LB/IN³

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE BTO TYPE I SIGNS			
		DRAWN BY	PLANS CK'D.
CONNECTION & FOUNDATION DETAILS 2 OF 2		SHEET A3-120	
		972	

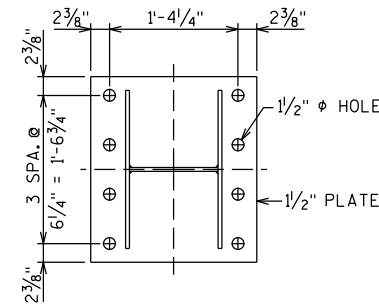


STUB SECTION

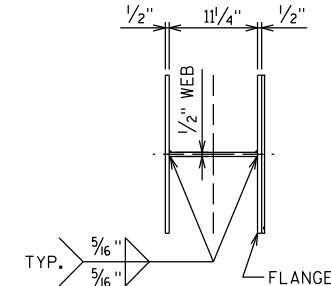


SECTION A-A

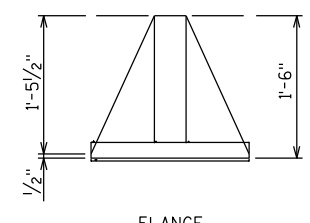
SECTION B-B



BASE PLATE



STUB



FLANGE

- SEE BASE CONNECTION DETAILS ON "CONNECTIONS & FOUNDATION DETAILS" SHEETS.
- ADHESIVE ANCHORS 1/4-INCHES. ALLOWABLE PULL OUT CAPACITY = 15 KIPS. EMBED 1'-3" INTO ROCK.

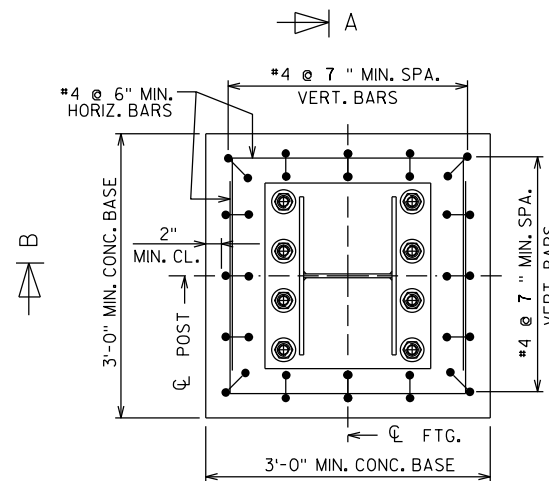
GENERAL NOTES:

QUANTITIES PER BASE:
 REINFORCING STEEL = 62 LB
 CONCRETE = 0.6 CY
 STRUCTURAL STEEL = 335 LB

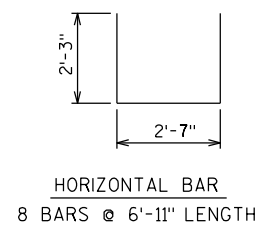
ALL MATERIALS, EXCEPT FOR ANCHOR ROD, NUTS, AND WASHERS, SHALL BE ASTM A709 GRADE 50. ALL MATERIALS TO BE GALVANIZED AFTER FABRICATION.

IF ROCK IS ENCOUNTERED PRIOR TO REACHING THE MINIMUM DRILLED SHAFT EMBEDMENT DEPTH DEFINED ON THE FOUNDATION DATA TABLE OF THE "CONNECTIONS & FOUNDATION DETAILS 2 OF 2" SHEET, THE CONTRACTOR SHALL INSTALL A TEST ADHESIVE ANCHOR AND DETERMINE THE PULL-OUT CAPACITY. IF THE FIELD TEST RESULTS IN A PULL-OUT CAPACITY GREATER THAN OR EQUAL TO 15 KIPS, THE CONTRACTOR MAY INSTALL THE ALTERNATE CONCRETE BASE AND BREAK-WAY STUB PER THE DETAILS ON THIS SHEET.

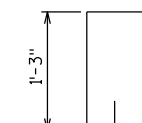
CONCRETE BASE DETAILS



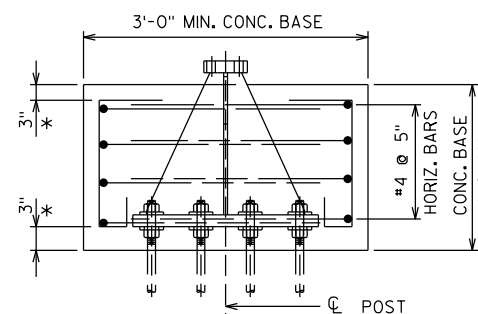
CONCRETE BASE PLAN



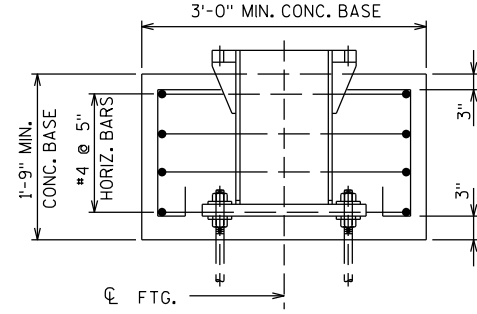
HORIZONTAL BAR
8 BARS @ 6'-11" LENGTH



VERTICAL BARS
16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



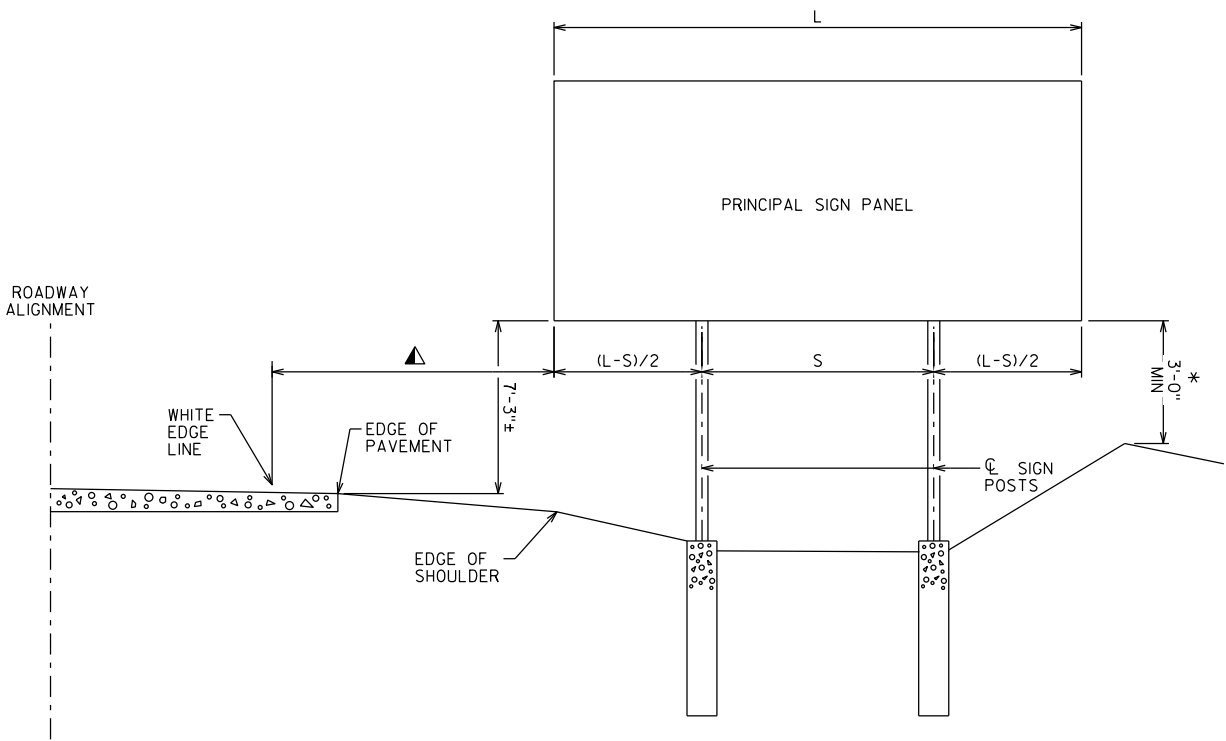
SECTION A-A



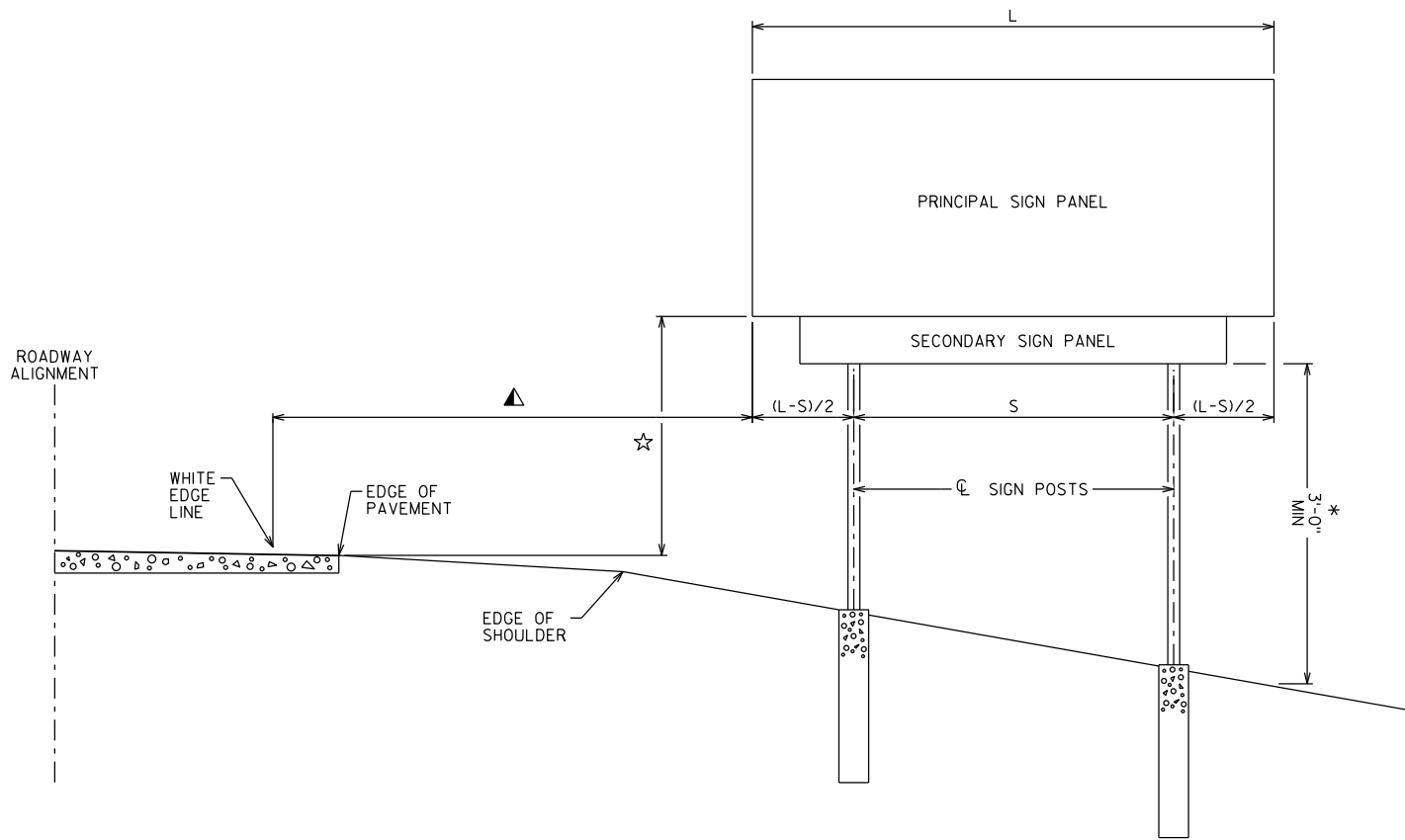
SECTION B-B

* MIN. CLEAR

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE BTO TYPE I SIGNS			
DRAWN BY		PLANS CK'D.	
ALTERNATE BREAK-AWAY BASE ON ROCK		SHEET A3-1M.2	
		973	



INSTALLATION WITHOUT SECONDARY SIGN



INSTALLATION WITH SECONDARY SIGN

TYPE 1 SIGN INSTALLATION NOTES:

- FOR A 2-POST INSTALLATION, "S" EQUALS $3L/5$, BUT SHALL NOT BE LESS THAN 6'-0".

FOR A 3-POST INSTALLATION, "S" EQUALS $5L/7$, BUT SHALL NOT BE LESS THAN 12'-0". THE SPACING BETWEEN ANY TWO POSTS SHALL NOT BE LESS THAN 6'-0".

▲ UNLESS NOTED IN THE PLANS, THE SIGN OFFSET DISTANCE SHALL BE A MINIMUM OF 17'-6" FROM THE WHITE EDGE LINE, DESIRABLE 30'-0".

THE ± TOLERANCE SHOWN ON THIS SHEETS IS 3".

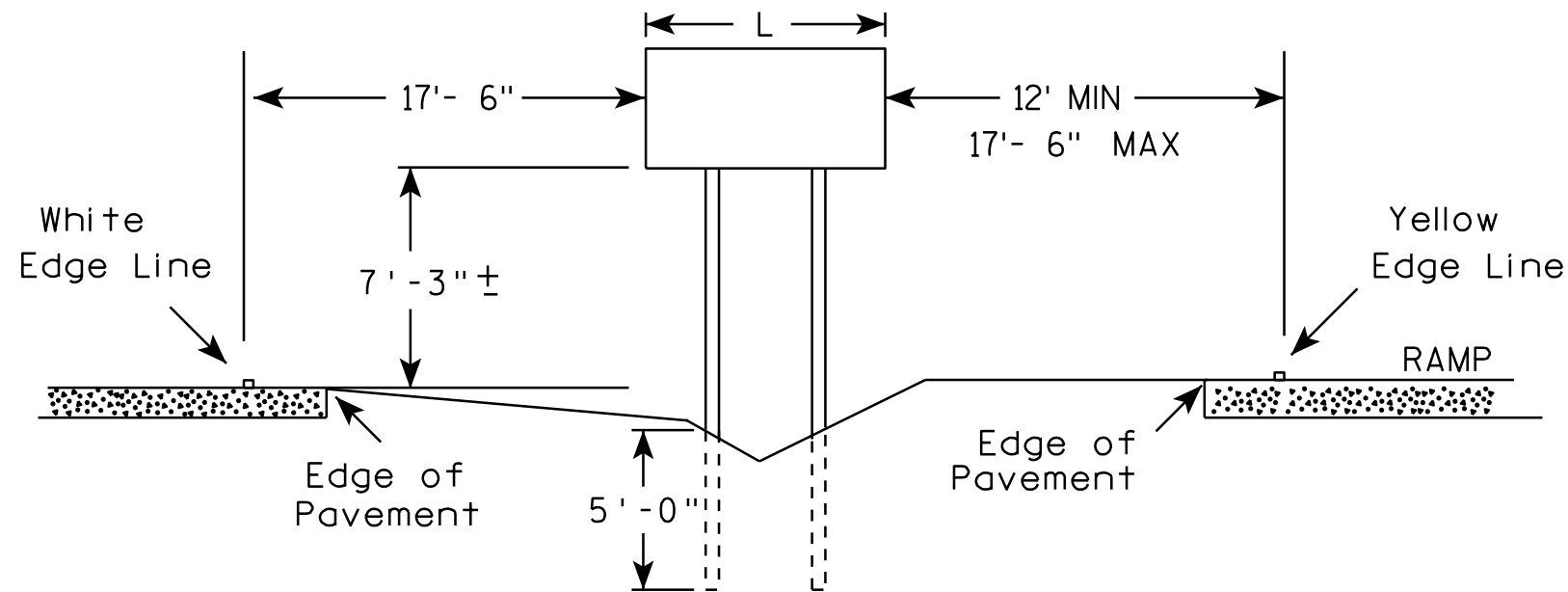
THE VERTICAL SIGN HEIGHT CLEARANCES SHOWN ON THIS SHEET ARE MEASURED FROM THE BOTTOM OF THE SIGN PANEL TO THE NEAR EDGE OF PAVEMENT.

☆ THE VERTICAL CLEARANCE SHALL BE 8'-3"± WHEN THE SECONDARY SIGN HEIGHT IS 3'-0" OR LESS, FOR SECONDARY SIGN HEIGHTS LARGER THAN 3'-0", THE VERTICAL CLEARANCE TO THE BOTTOM OF THE SECONDARY SIGN PANEL SHALL BE 5'-3"±.

* THE VERTICAL SIGN GROUND CLEARANCE ON RIGHT END OF SIGN SHALL BE A MINIMUM OF 3'-0"±.
- POST LENGTHS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE ESTIMATED LENGTHS. THE CONTRACTOR SHALL VERIFY POST LENGTHS AT THE TIME OF FINAL GRADING.

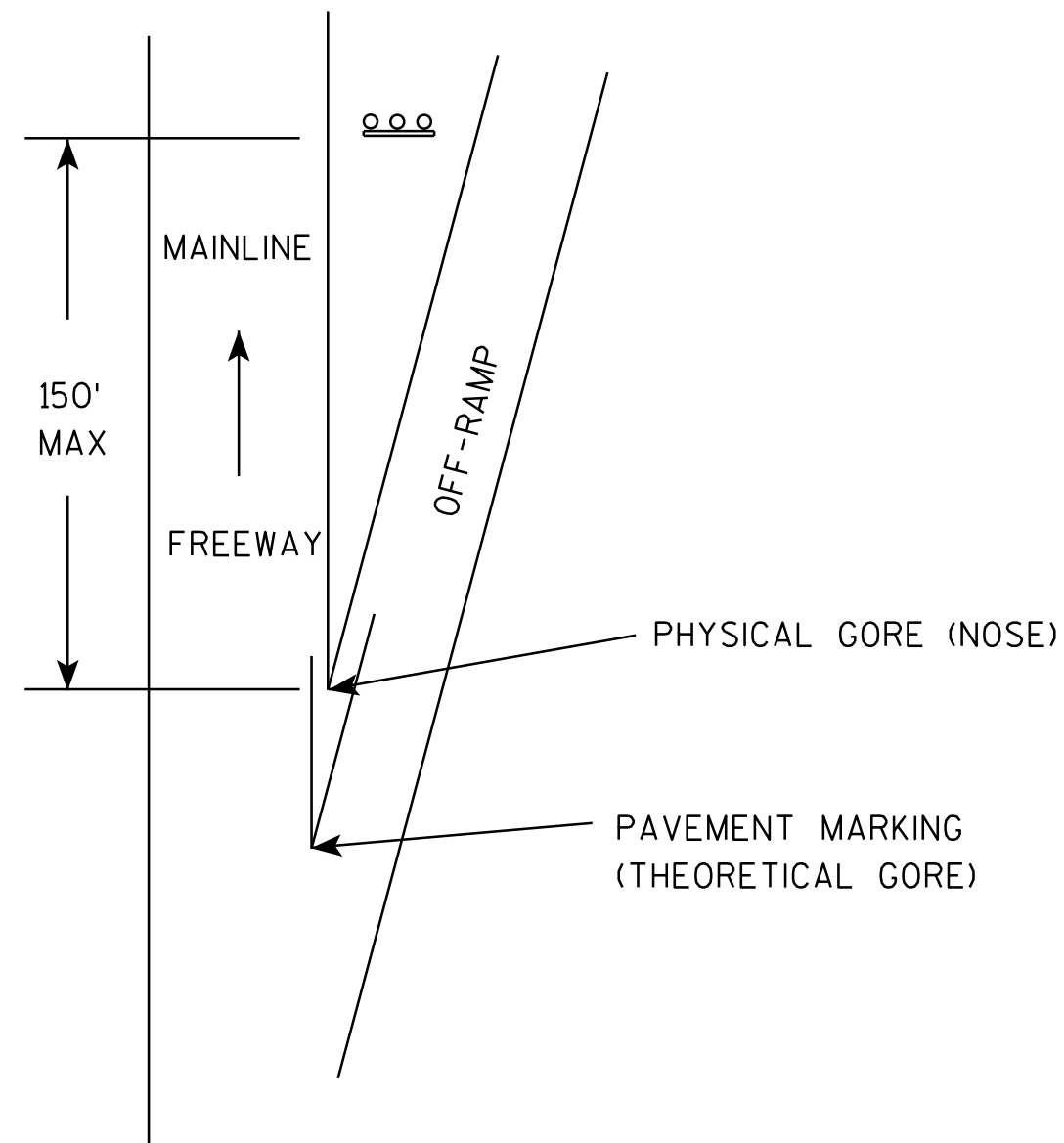
REFER TO THE TRAFFIC ENGINEERING OPERATIONS AND SAFETY MANUAL FOR FURTHER GUIDANCE ON MINIMUM VERTICAL CLEARANCE REQUIREMENTS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE BTO TYPE I SIGNS			
		DRAWN BY	PLANS CK'D.
TYPICAL TYPE I SIGN INSTALLATION		SHEET A4-1.10	



GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The ($\pm$) tolerance for the mounting height is 3 inches.



TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

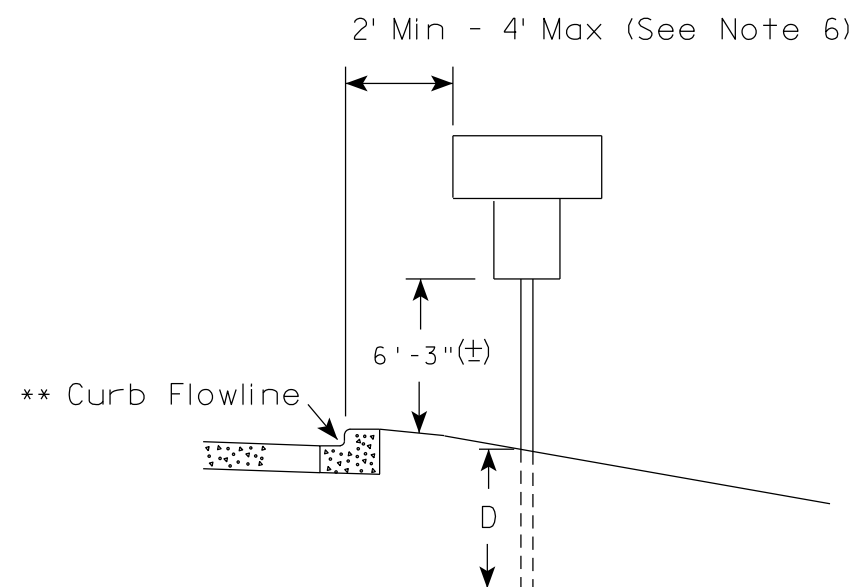
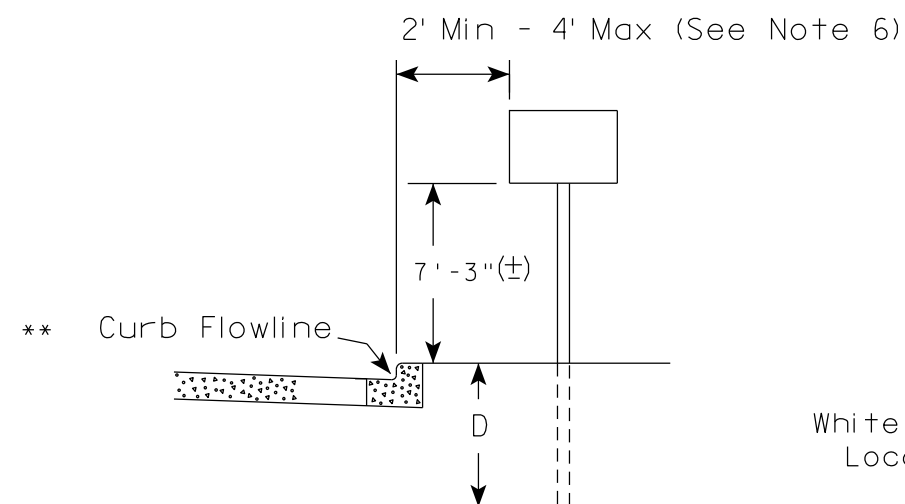
DATE 2/06/14 PLA 975 A4-2.3

PROJECT NO:

SHEET NO:

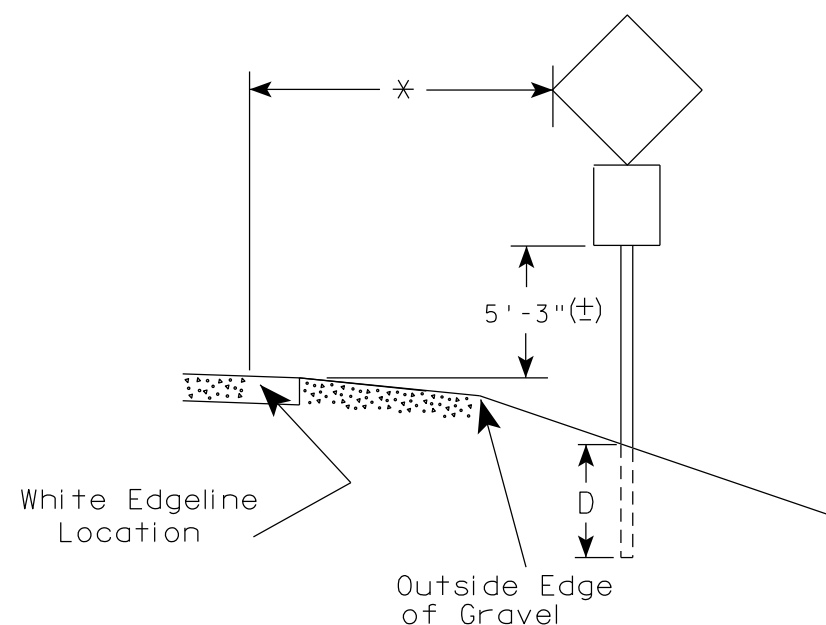
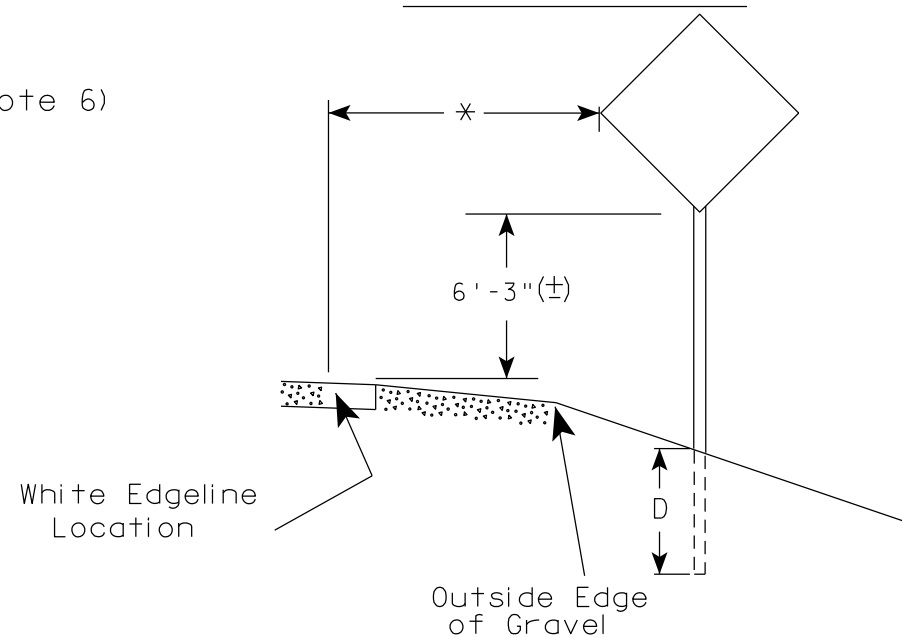
E

URBAN AREA



** 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.

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

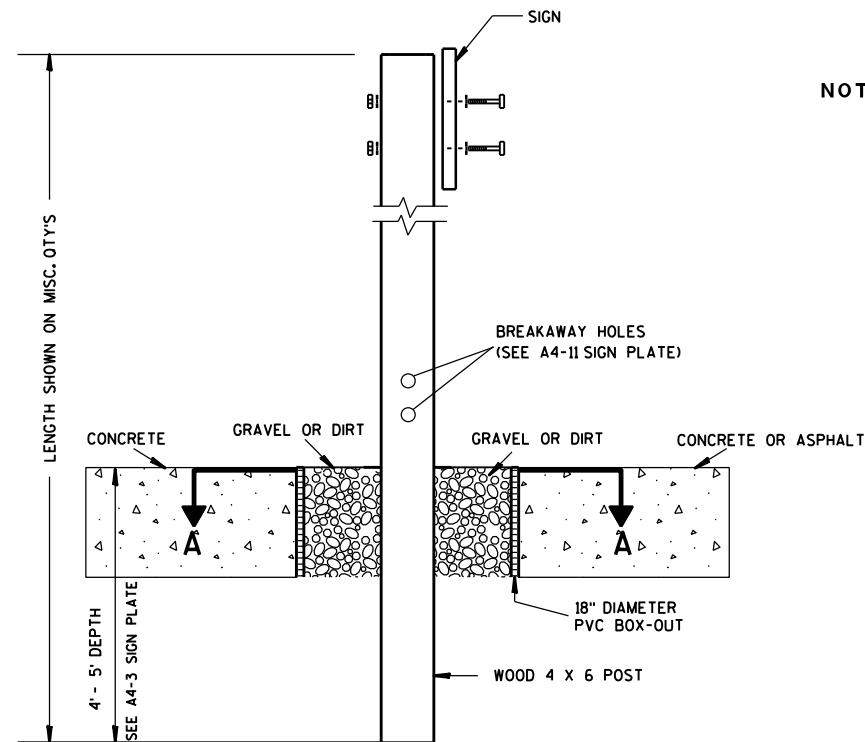
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (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" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

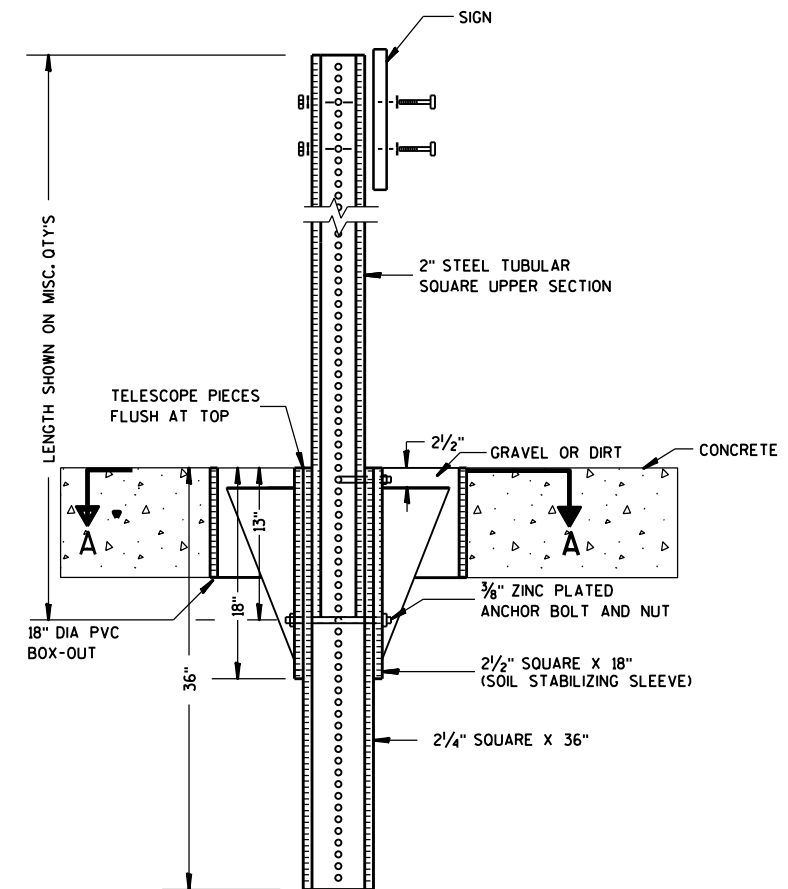
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

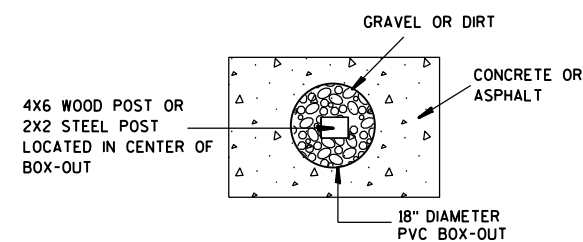
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 PLAT 977 A4-3B.1

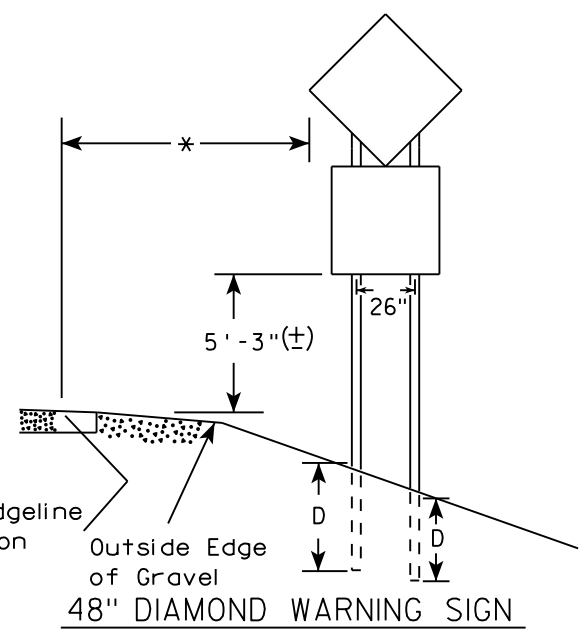
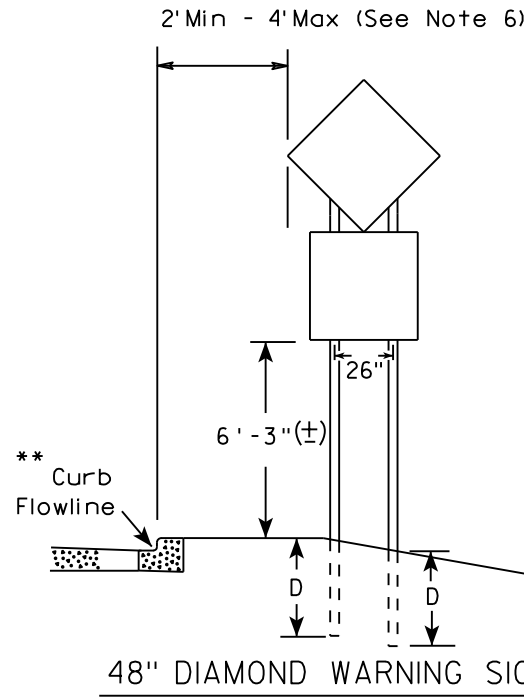
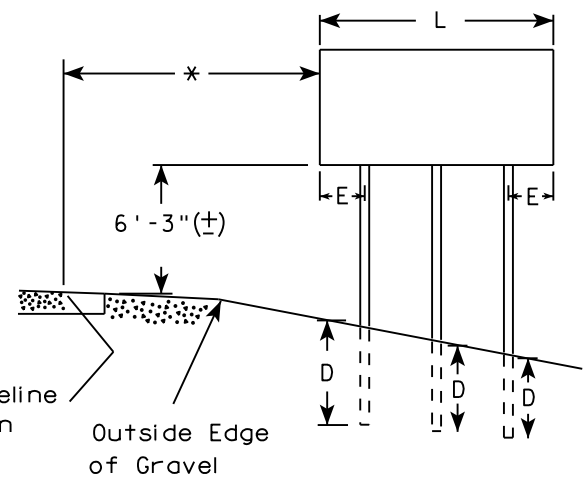
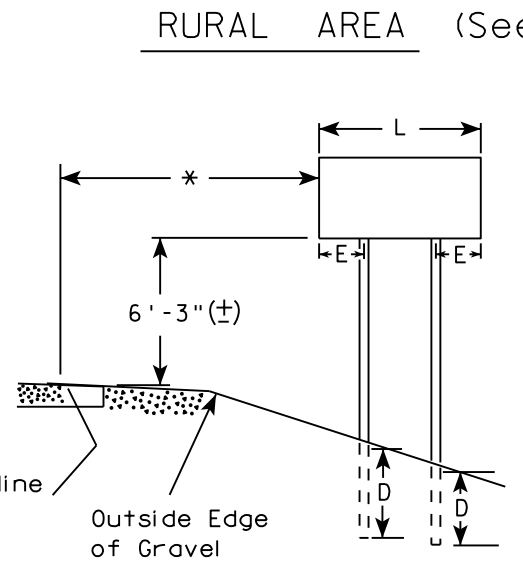
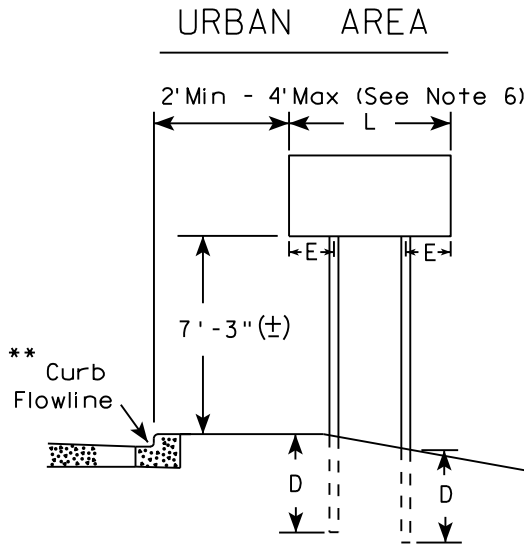
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



- 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.

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"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

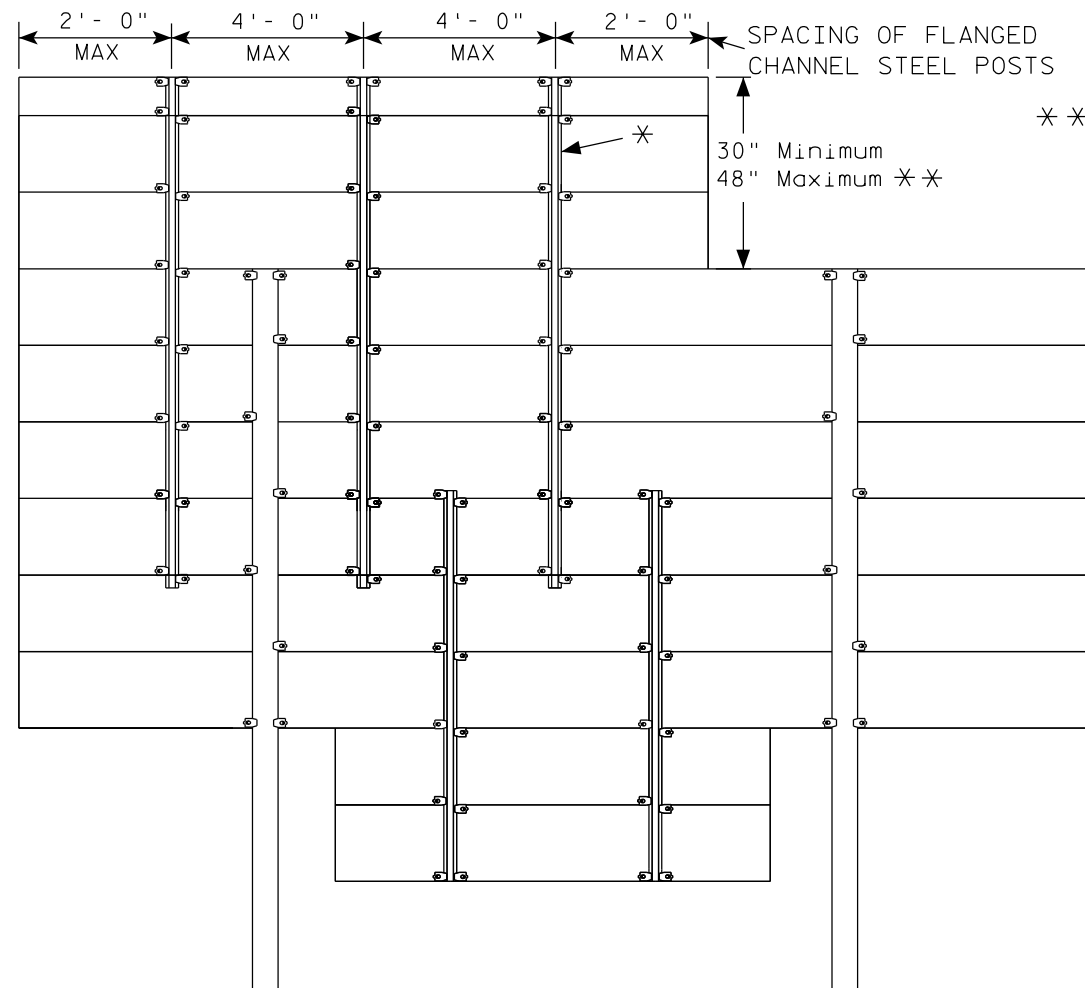
TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

GROUND MOUNTED SIGN



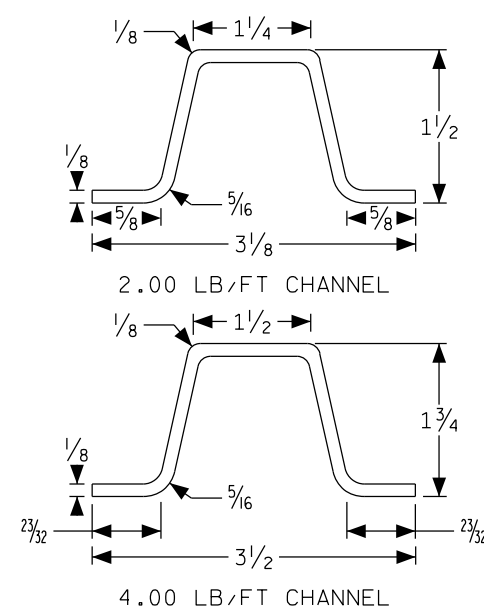
* = 2.00 lb/ft AND 4.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

* * = FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

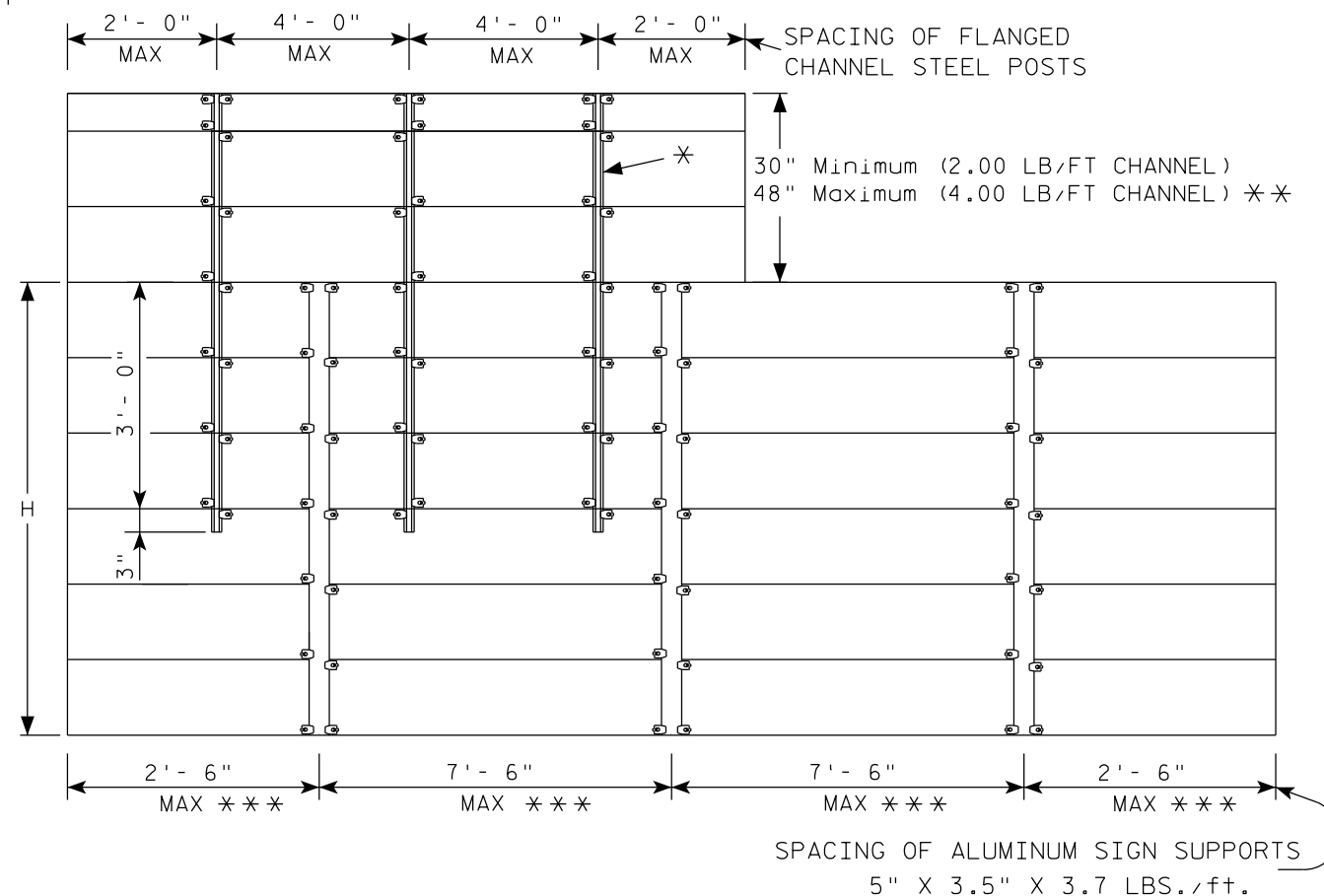
* * * THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 15 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 15 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAILS

NOT TO SCALE



SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:
 PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
 PANEL LENGTH 9'-0" - 12'-0" = 3 CHANNELS
 PANEL LENGTH 13'-0" OR MORE = 4 CHANNELS
 If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.

3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
 for State Traffic Engineer

DATE 1/07/20

PLATE NO. A4-6.12

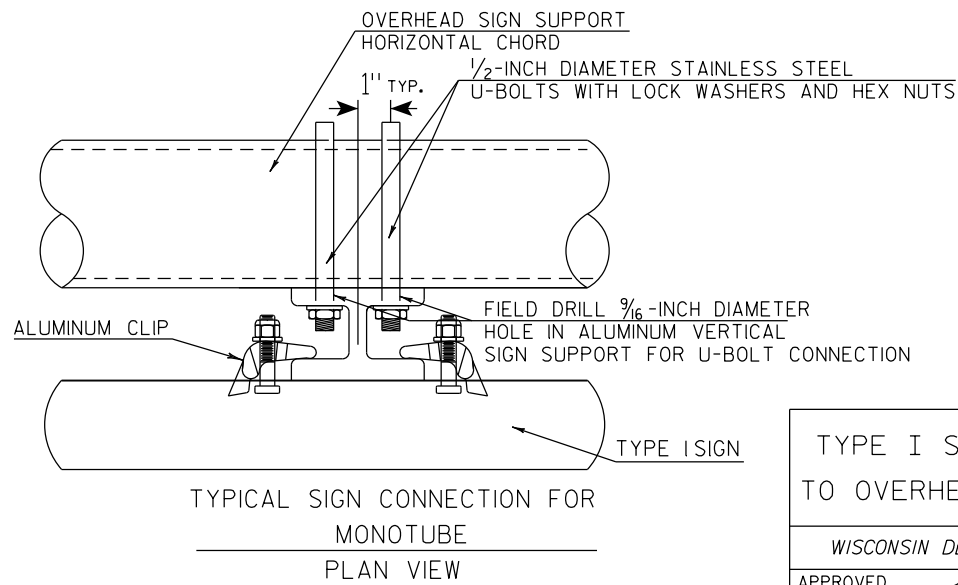
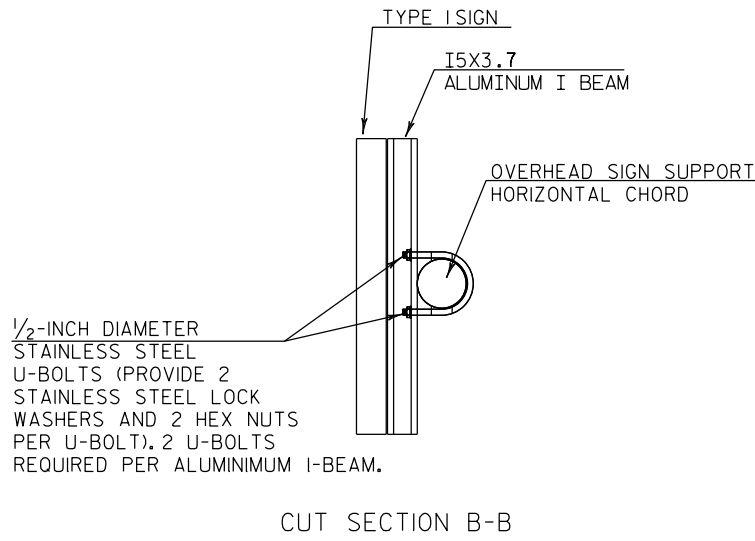
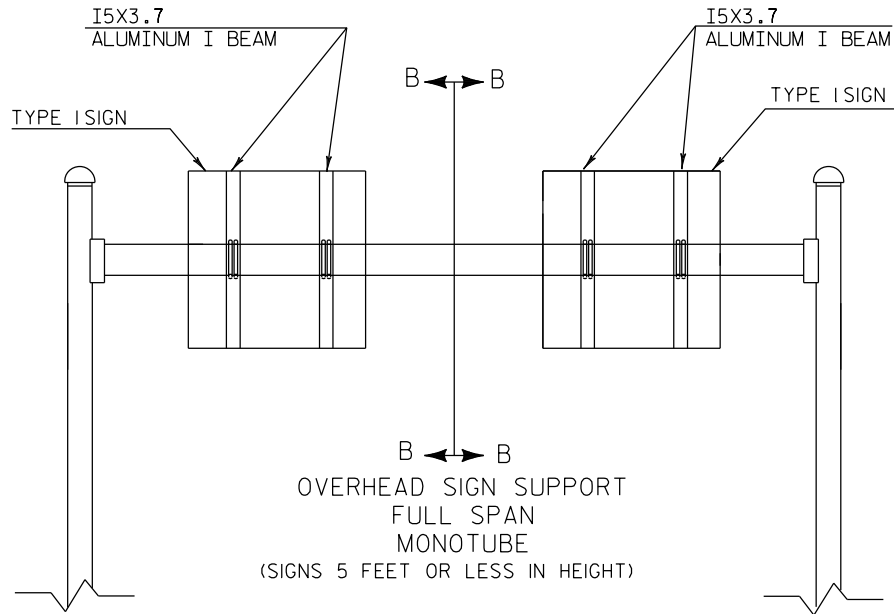
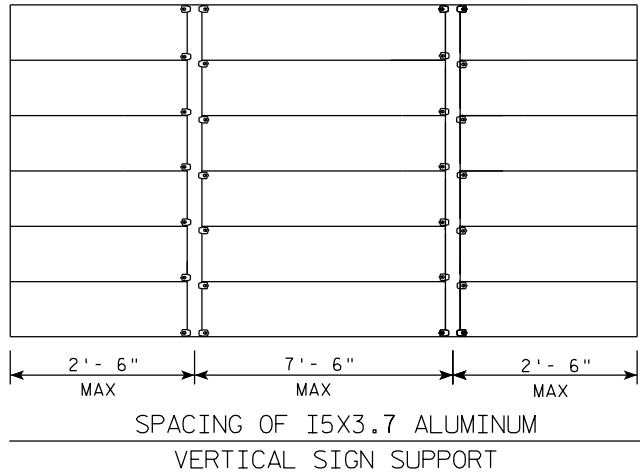
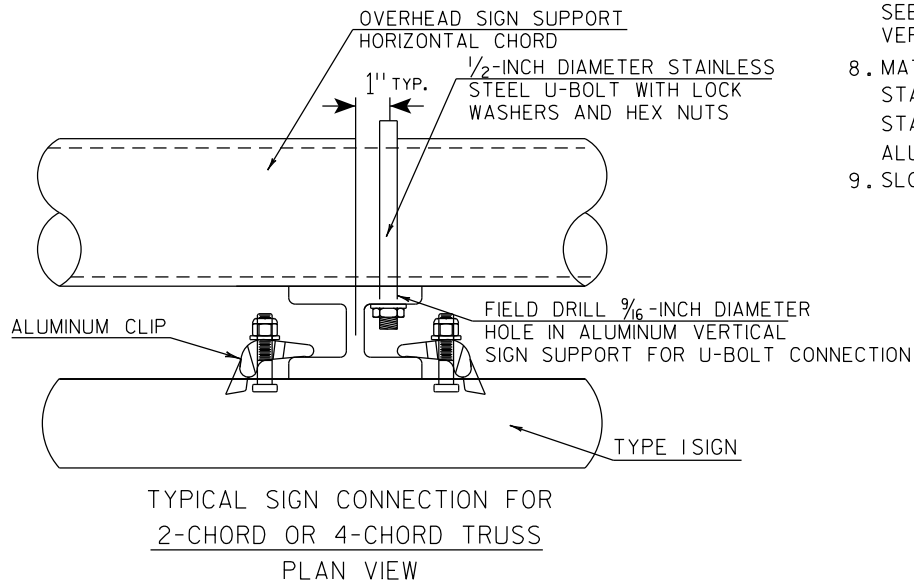
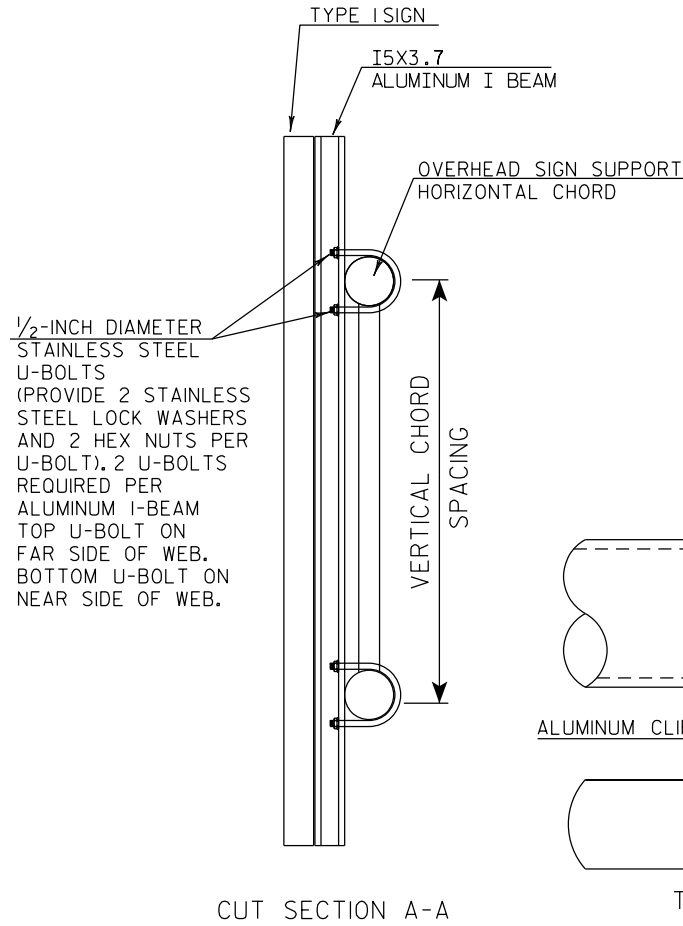
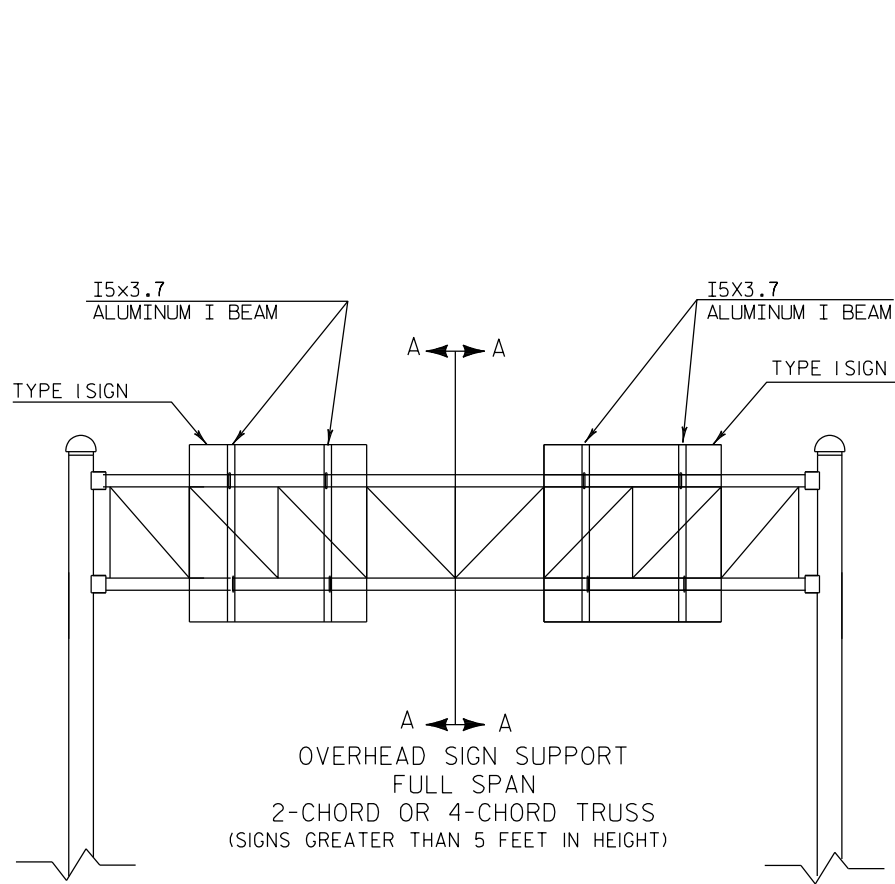
PROJECT NO:

SHEET NO: 979

E

GENERAL NOTES

1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
STAINLESS STEEL HEX NUTS ASTM A276.
ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



TYPE I SIGN CONNECTION TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
State Traffic Engineer

DATE 1/07/20

PLATE NO. A4-7A.1

PROJECT NO:

HWY:

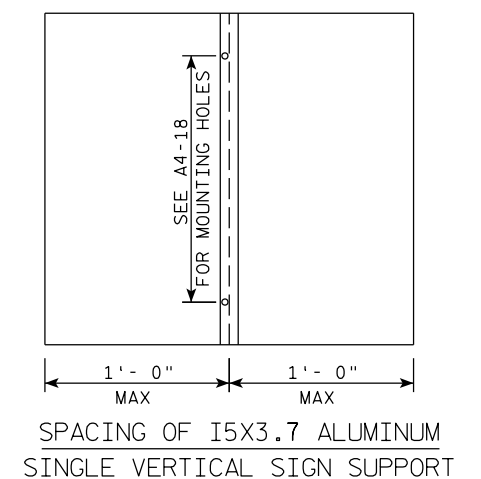
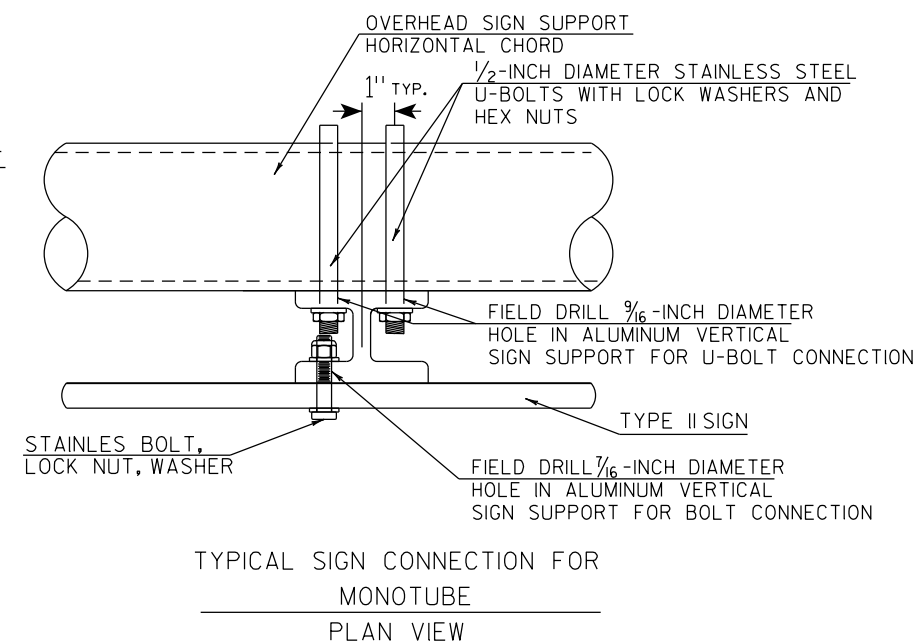
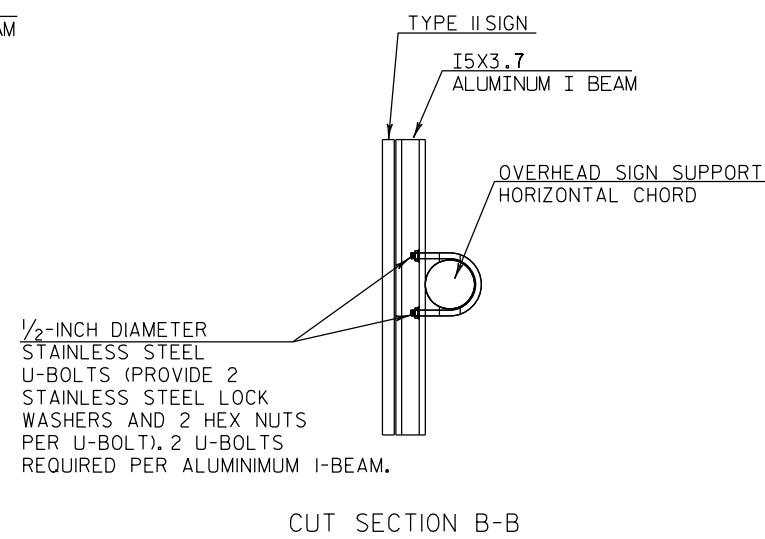
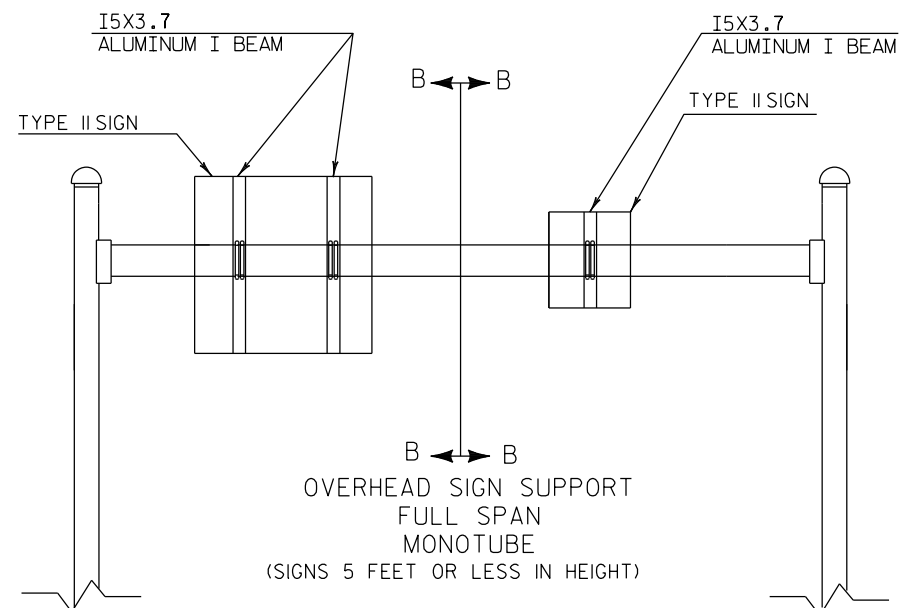
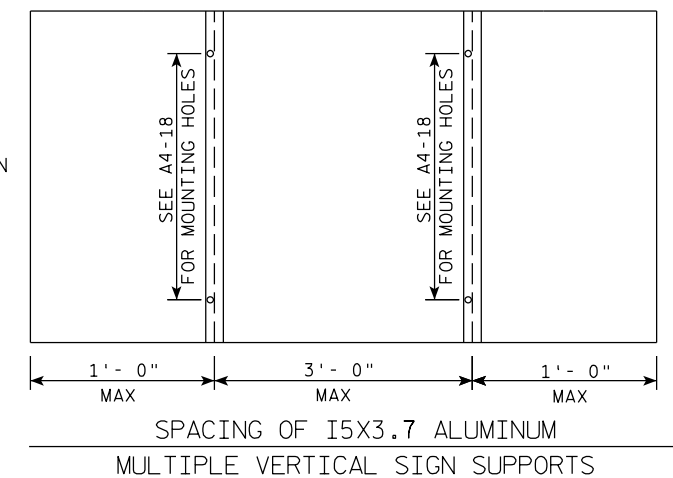
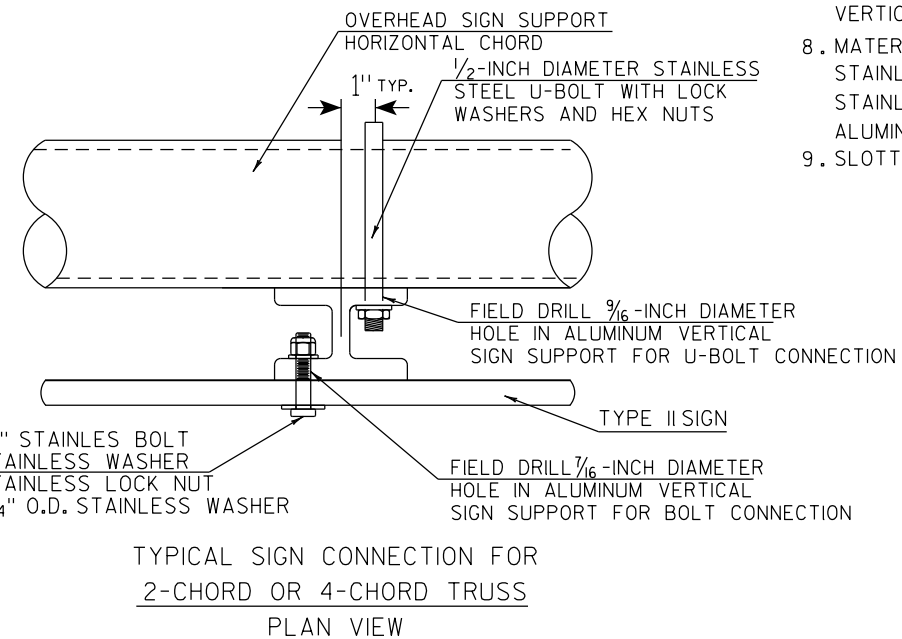
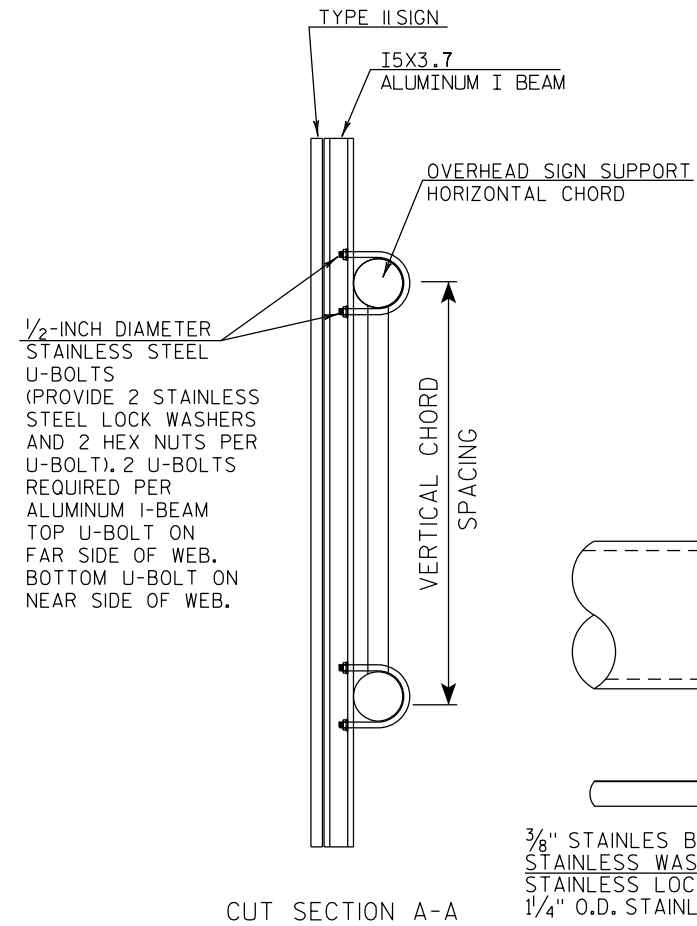
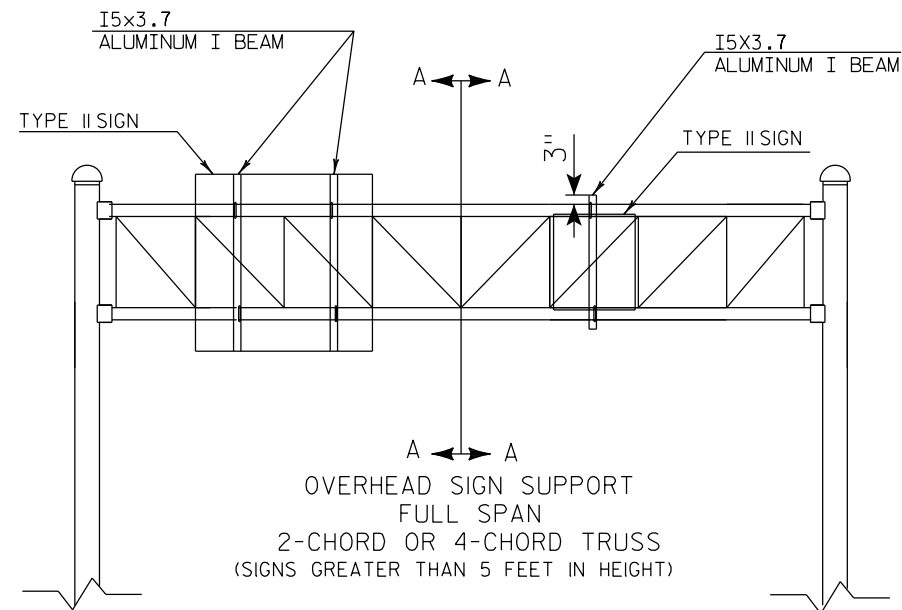
COUNTY:

SHEET NO: 980

E

GENERAL NOTES

1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE STAINLESS BOLTS AT BOLT HOLES IN SIGN PANEL PER SIGN PLATE A4-18.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
STAINLESS STEEL U-BOLTS, BOLTS, AND LOCKWASHERS ASTM 304.
STAINLESS STEEL HEX NUTS ASTM A276.
ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



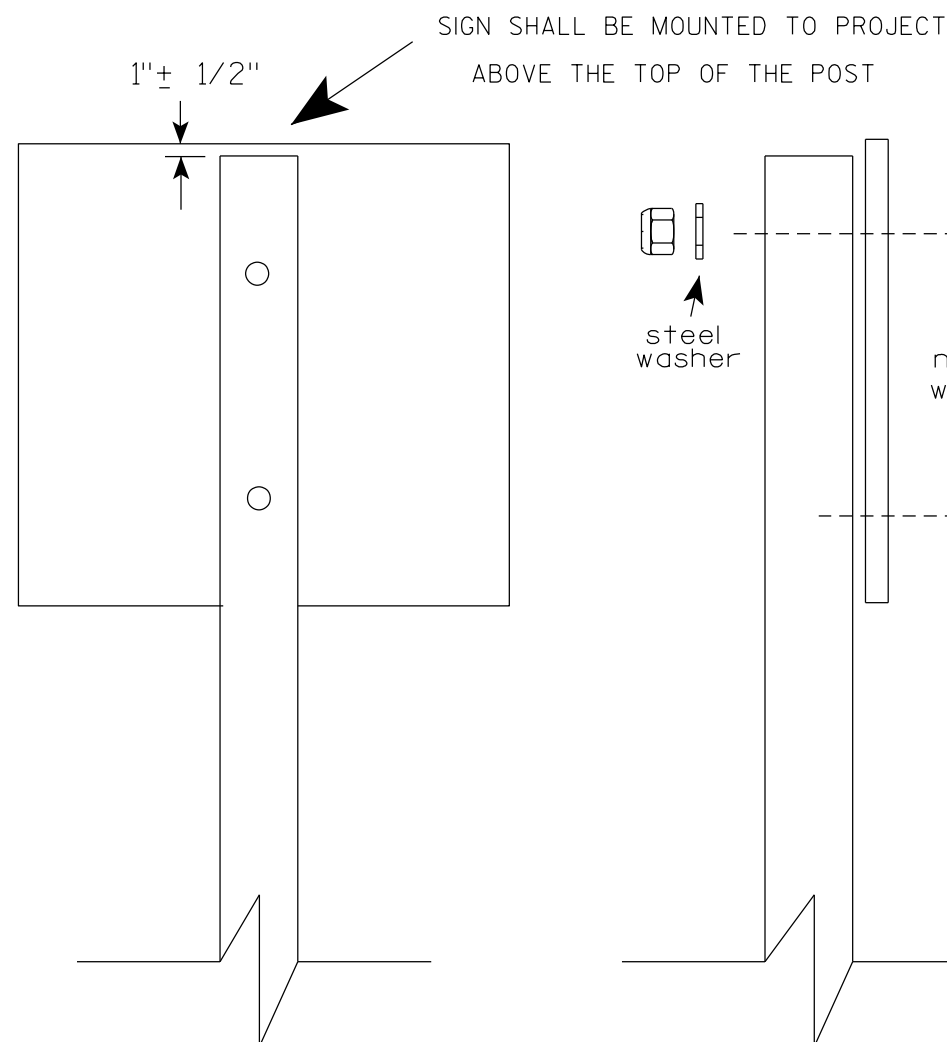
TYPE II SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 981	E
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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.

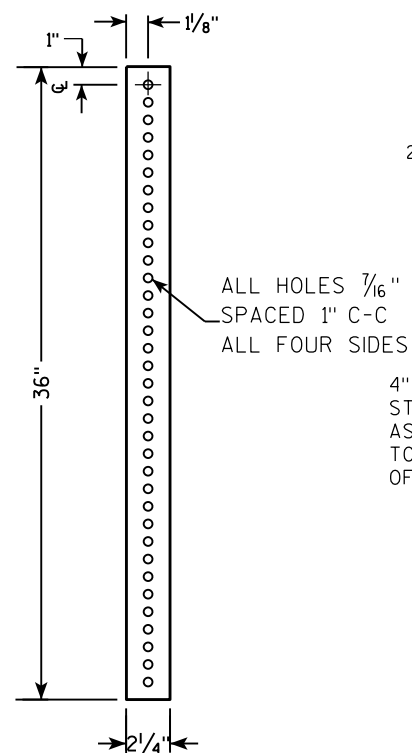
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (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 $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

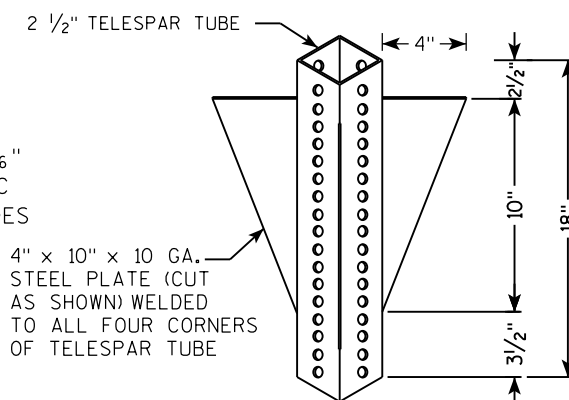
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

**2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



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



TELESCOPE PIECES
FLUSH AT TOP

18" DIA SCHEDULE
40 PVC
BOX-OUT

36"

13"

18"

2 1/2" GRAVEL OR DIRT

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT

2 1/2" SQUARE X 18"
(SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

2" STEEL TUBULAR
SQUARE UPPER SECTION

ALL HOLES 7/16"
SPACED 1" C-C
ALL FOUR SIDES

SEE SIGN PLATE
A4-8 FOR BOLT
WASHER, & NUT
MATERIAL

SIGN

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY.

Side View Dimensions:

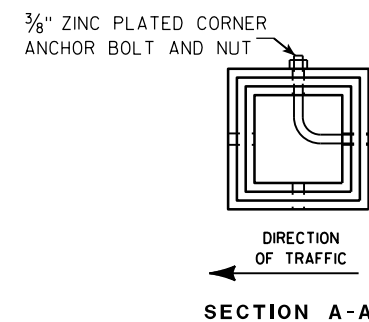
- Overall height: 36"
- Section A: 18"
- Section B: 12"

End View Dimensions:

- Overall width: 2 1/4" SQUARE X 36"
- Section A: 18"
- Section B: 12"

Material and Assembly Specifications:

- 2" STEEL TUBULAR SQUARE UPPER SECTION
- ALL HOLES 7/16" SPACED 1" C-C ALL FOUR SIDES
- 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT
- 3/8" ZINC PLATED ANCHOR BOLT AND NUT
- 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
- SIGN



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 PLAT 983 14-9.9

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

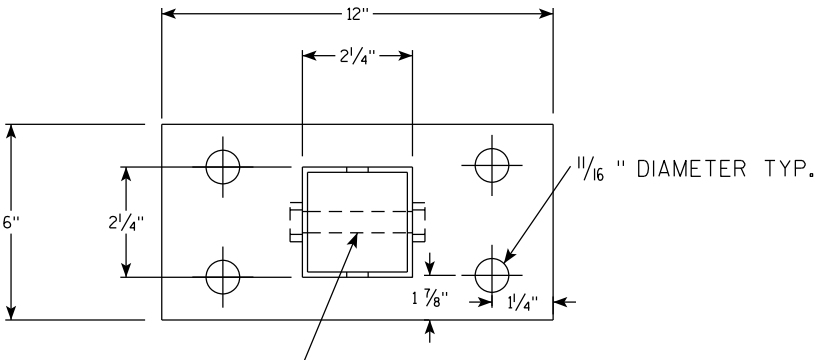
TYPICAL BARRIER WALL SIGN PLACEMENT DETAILS

NOTES

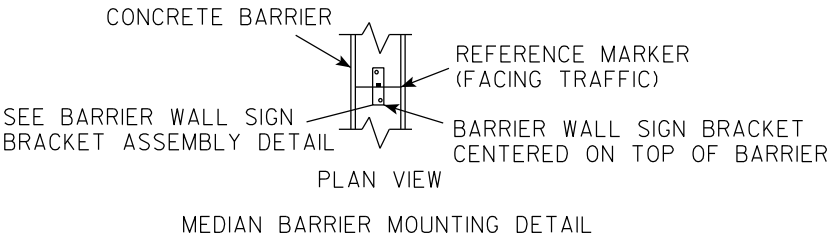
- 1) ALL MATERIAL TO BE APPROVED BY ENGINEER BEFORE INSTALLATION
2) SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS.

TYPICAL REFERENCE MARKER MOUNTING DETAILS

BARRIER WALL SIGN BRACKET ASSEMBLY
NOT TO SCALE

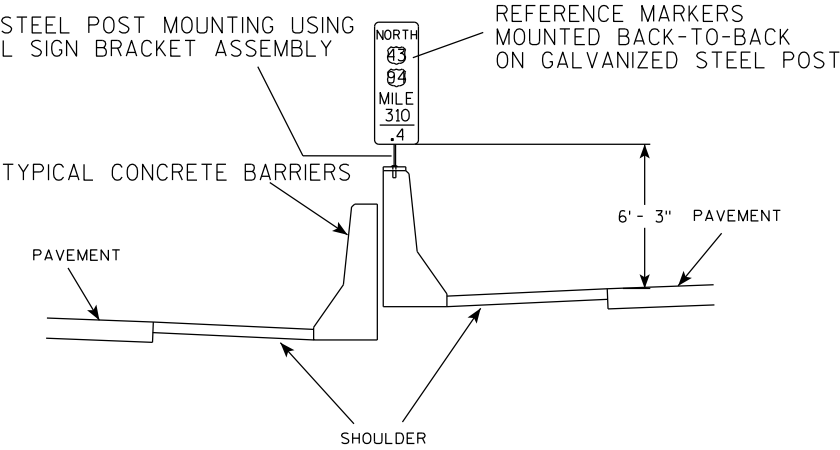


3 1/2" X 3/8" GALVANIZED STEEL BOLT & HARDWARE
PLAN VIEW

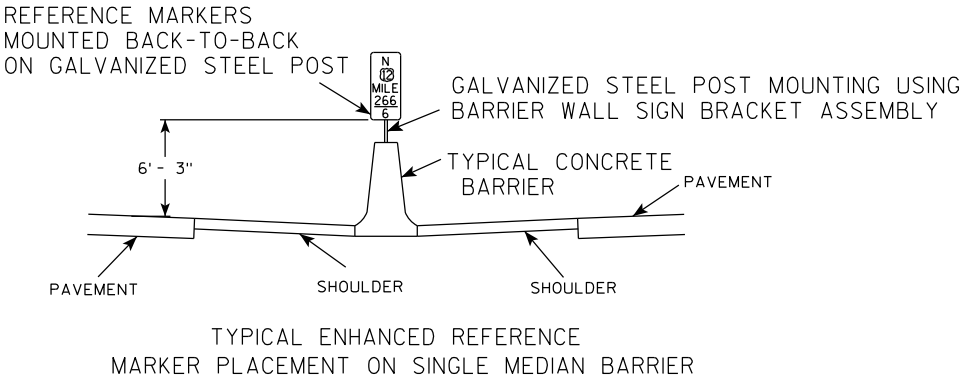


MEDIAN BARRIER MOUNTING DETAIL

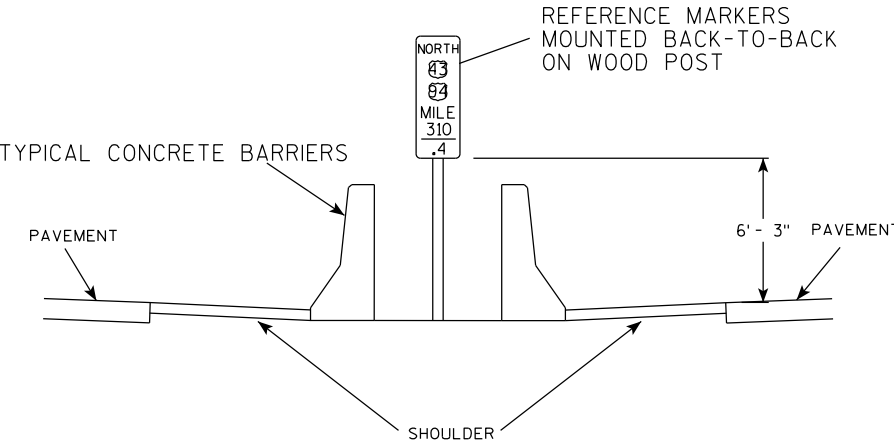
GALVANIZED STEEL POST MOUNTING USING
BARRIER WALL SIGN BRACKET ASSEMBLY



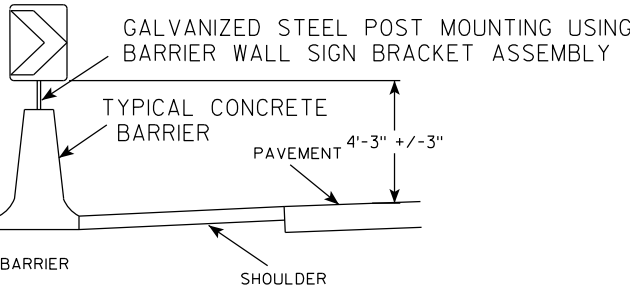
TYPICAL ENHANCED REFERENCE
MARKER PLACEMENT ON DOUBLE MEDIAN BARRIER



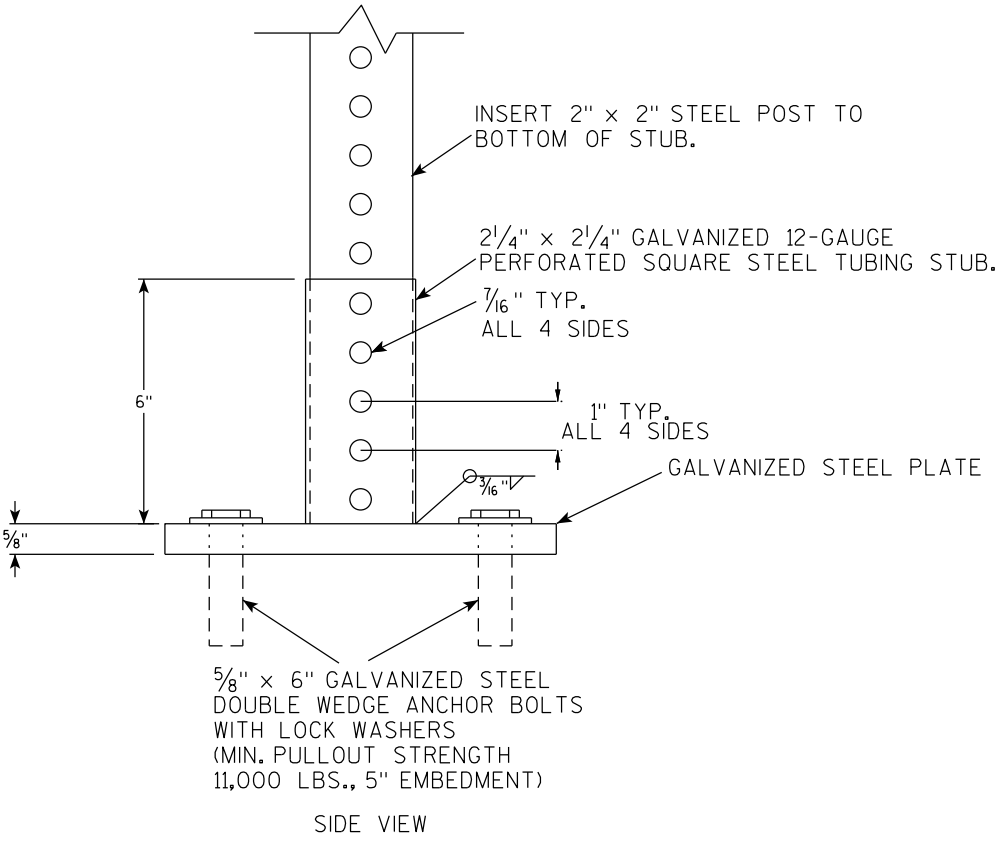
TYPICAL ENHANCED REFERENCE
MARKER PLACEMENT ON SINGLE MEDIAN BARRIER



TYPICAL ENHANCED REFERENCE
MARKER PLACEMENT BETWEEN MEDIAN BARRIERS



TYPICAL CHEVRON MARKER PLACEMENT



SIDE VIEW

SIGN MOUNTING
ON BARRIER WALL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-10.5

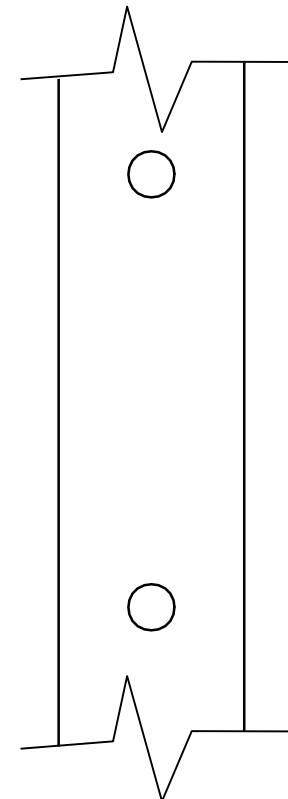
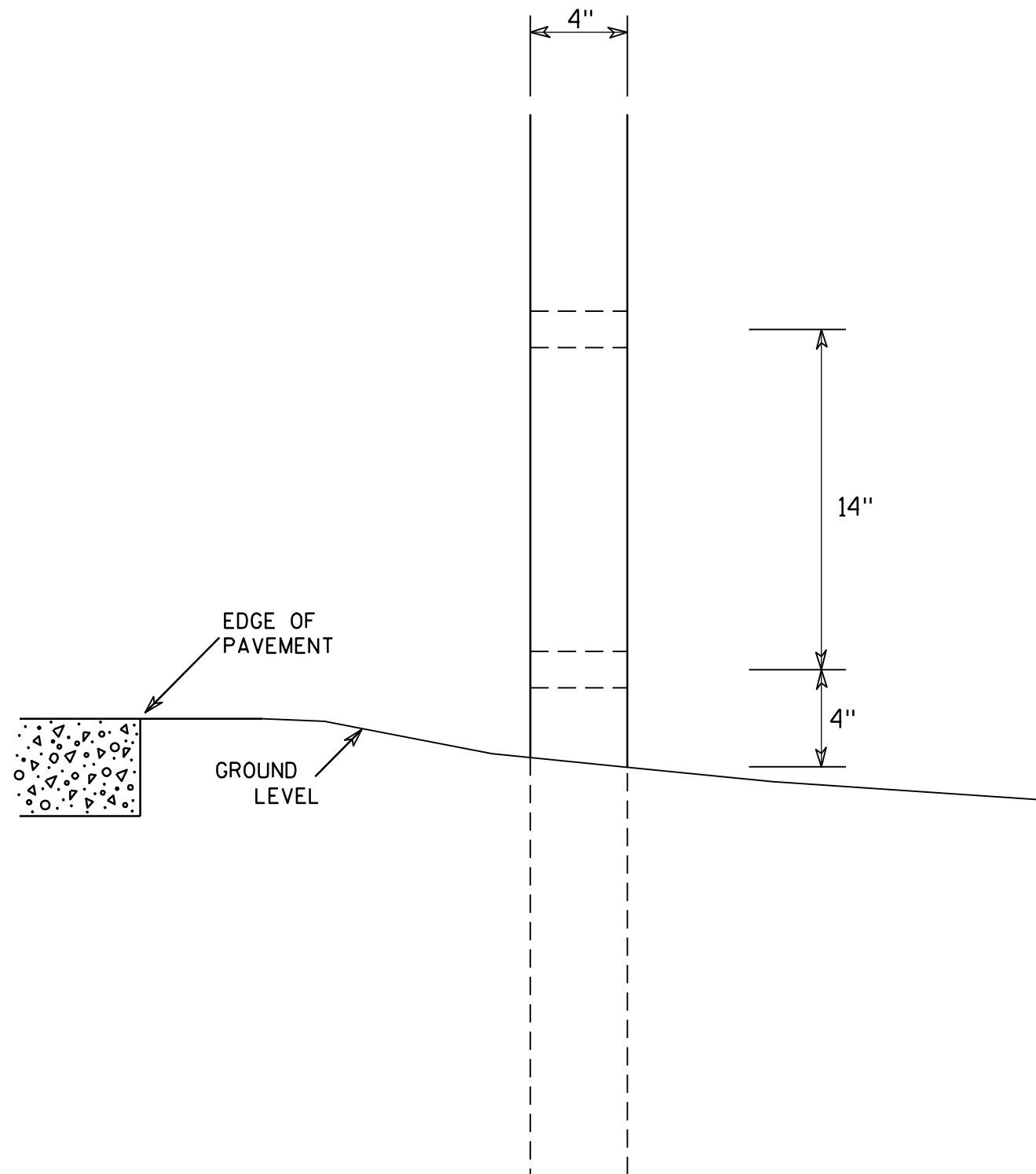
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 984

E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1 1/2" 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: 985

E

7

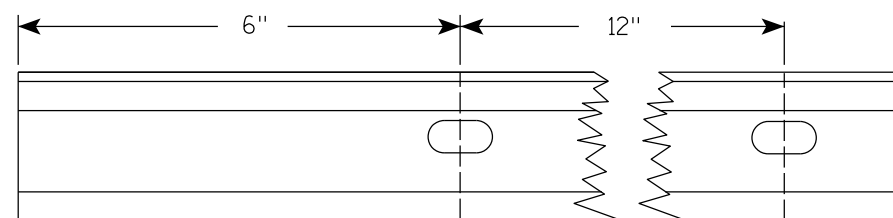
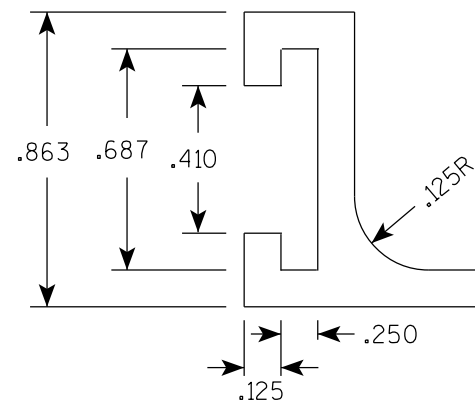
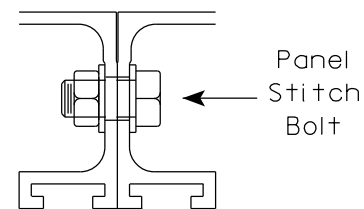


Punch 7/16" x 7/8" ovalholes beginning 6" in from end
of extrusion 12" CC on both edges of 6" and 12" panels.

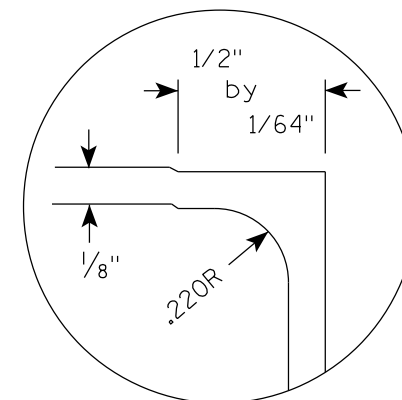
STITCH BOLT, WASHER & NUT

The hardware includes:

- 3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
- 3/8 " - Stainless steel stop nut
- 3/8" X .064 Flat Washers, Alclad 2024-T4 alloy

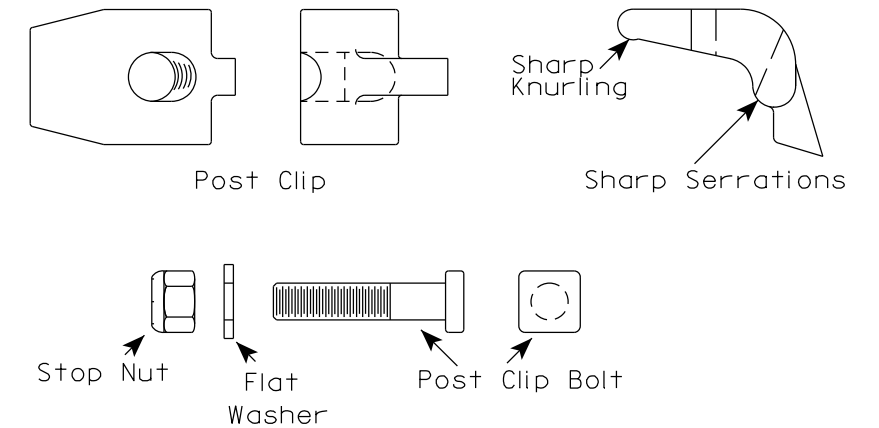


DETAIL A (EDGE WRAP JOINT)



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.



NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.

ALUMINUM EXTRUSIONS FOR
TYPE I SIGNS

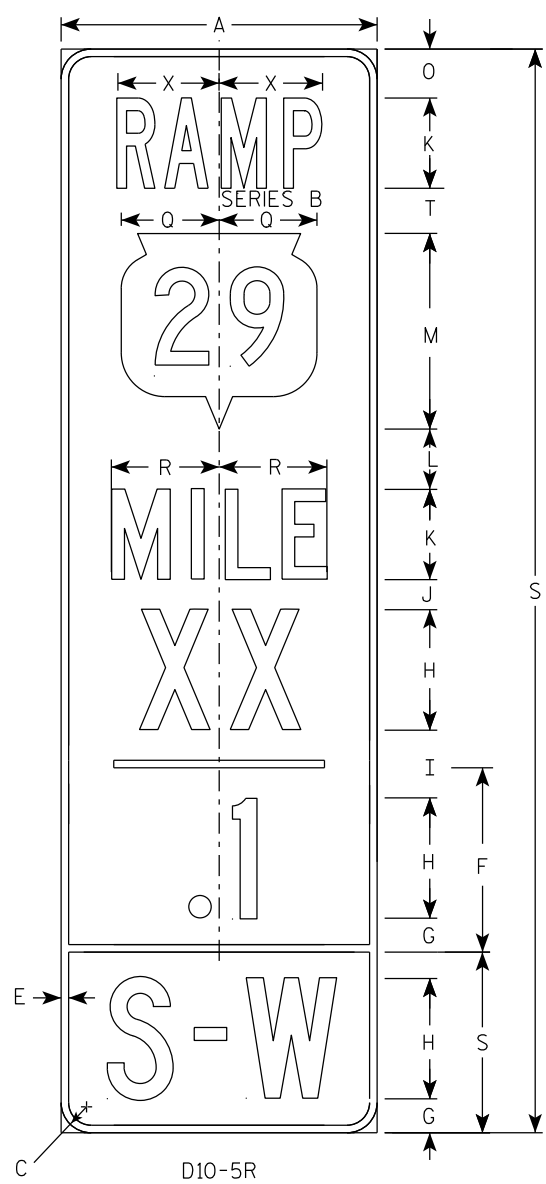
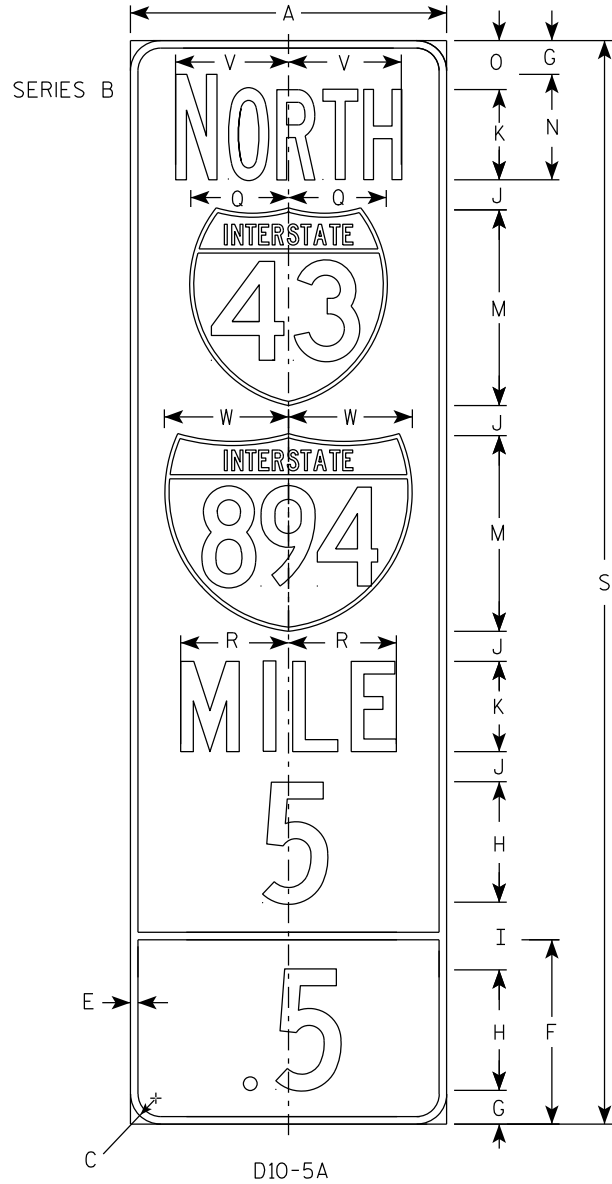
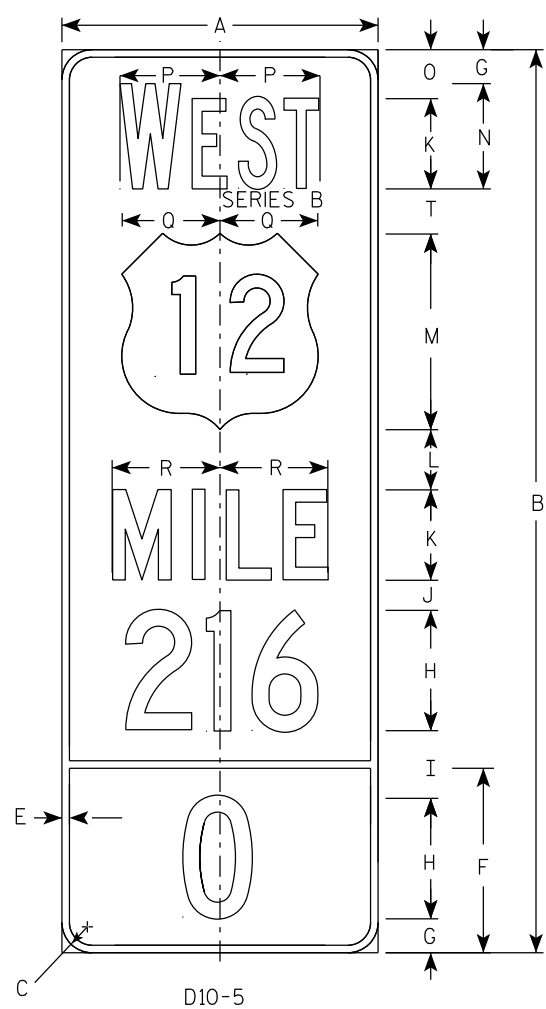
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer
DATE 1/07/20 PLATE NO. A5-2.10

PROJECT NO:

SHEET NO: 986

11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - BLUE
Message - WHITE
3. Interstate Shield Color
Background - Top Red
- Bottom Blue
Message - White
4. Message Series - C or as noted on the Sign.
5. The decimal point is required for all digits except "0".
6. Optically adjust mileage numbers about the centerline of the sign to achieve proper balance.
7. Optically adjust Ramp direction letters about the centerline of the sign to achieve proper balance.

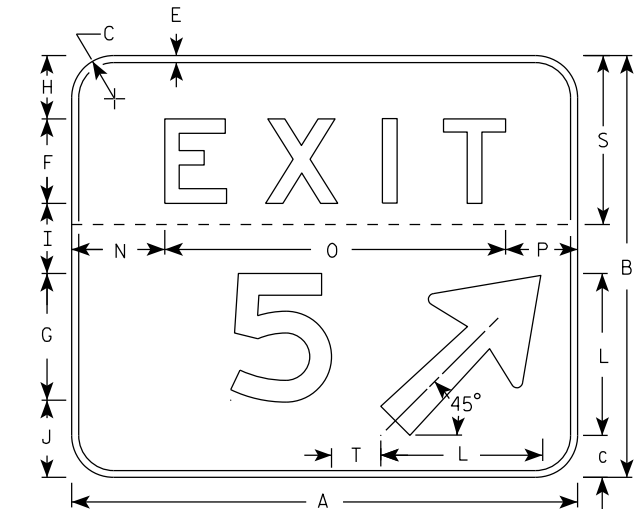
																												D10-5	D10-5A	D10-5R
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq. ft.	Area sq. ft.	
1																														
2																														
3																														
4	21	60	1 1/2		1/2	12 1/4	2 1/4	8	4 1/2	2	6	4	13	6 5/8	3 1/4	7	6 1/2	7 1/8	72	3		7 1/2	8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

NOTES

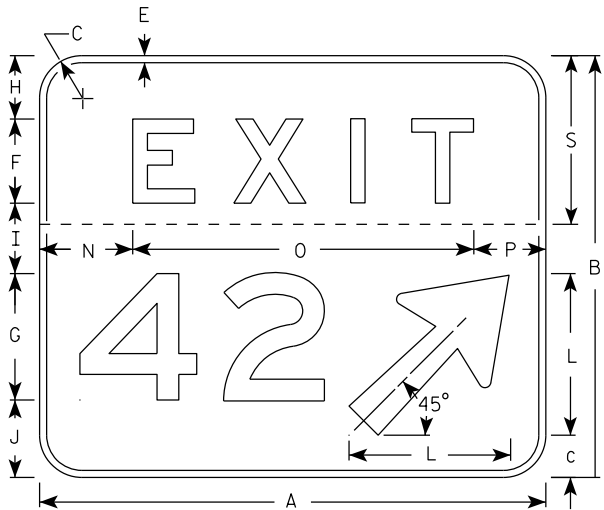
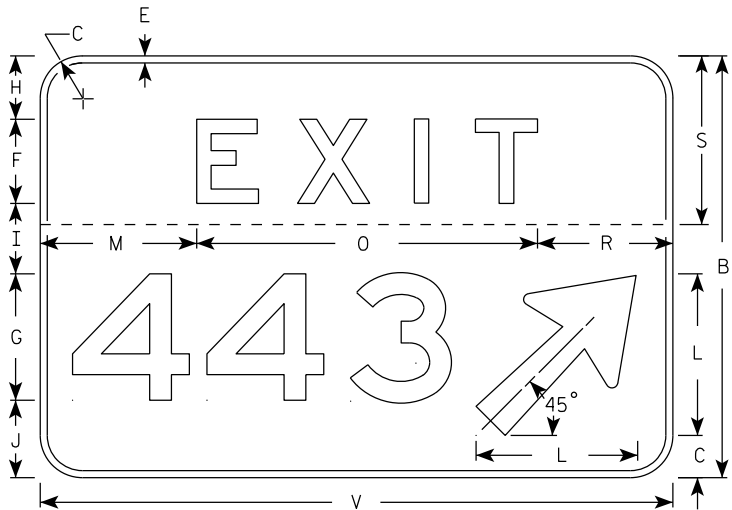
1. Sign is Type II - Type H reflective
2. Color:

Background - Green

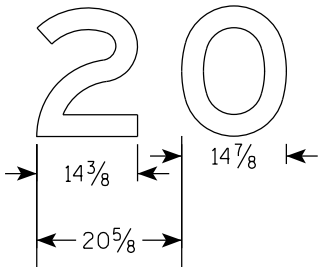
Message - White
3. Message Series - E
4. Corners may be square or rounded but the corners shall be rounded when base material is metal.
5. Sign shall be split into two seperate pieces as shown on each detail by the dashed line (-----).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. As per the Standard Spec's, these signs shall not have a vertical joint.



NOTE: T diminision shall be measured from the back of the number to the front of the arrow



EXAMPLE FOR USING SPACING CHART



SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

STANDARD SIGN
E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew P. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. E5-1A.13

PROJECT NO:

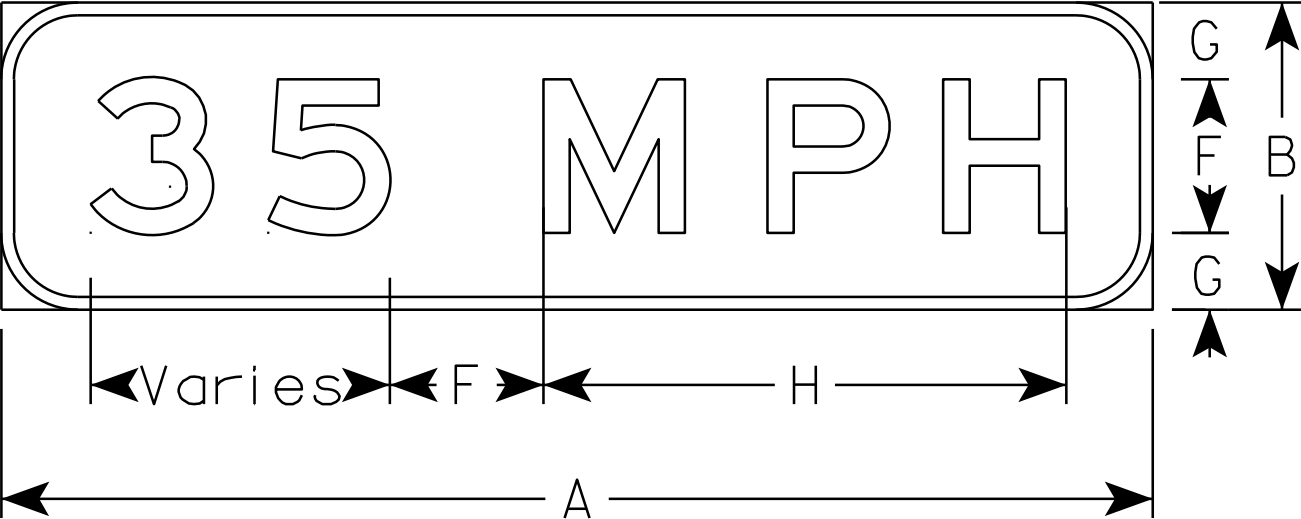
HWY:

COUNTY:

SHEET NO: 988

E

7



E13-1P

NOTES

- 1. Panel is - Type F reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE latest edition.
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - E
- 4. The panel shown on this plate is for use with E5-1A.
- 5. Width, Radius and Border thickness shall match the E5-1A.
- 6. Substitute appropriate numerals and adjust placement to achieve proper balance.

7

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	VARIES	24				12	6	40 7/8																			VARIES
2M																											
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

DATE 3/5/2012

PLATE NO. E13-1P.1

SHEET NO: 989

E

STANDARD SIGN
E13-1P

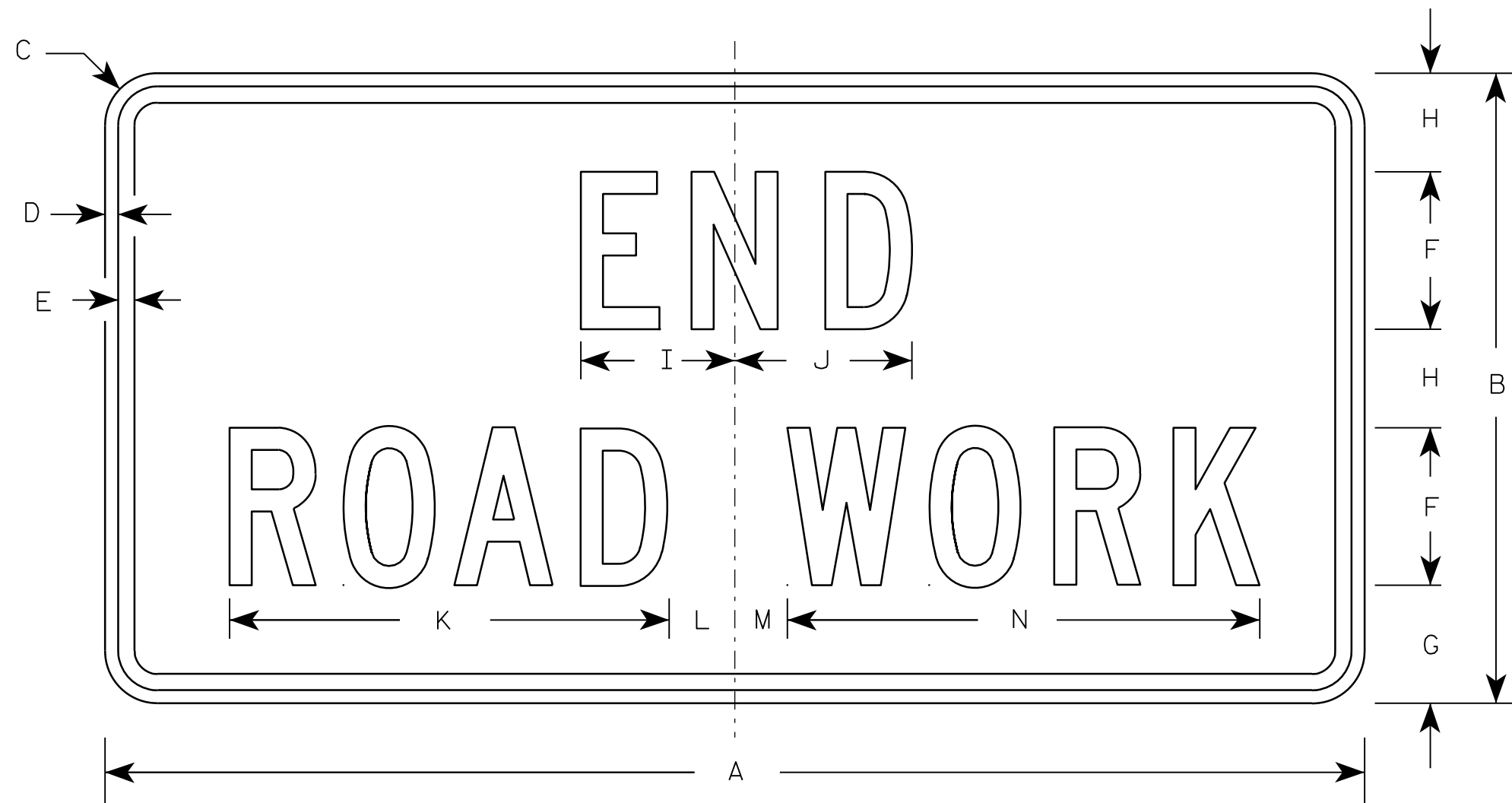
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 3/5/2012

PLATE NO. E13-1P.1

7



G20-2A

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 sq. m.
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

NOTES

- Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Orange
Message - Black
- Message Series - C
- 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.

7

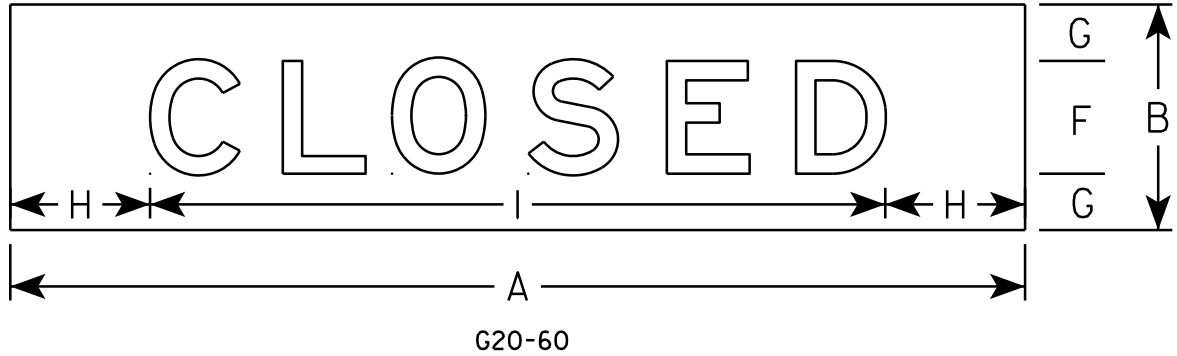
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 990

E



NOTES

- 1. Sign is Type II- Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - E
- 4. Material shall be .040 aluminum

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	108	24				12	6	14 7/8	78 1/4																		18.0
5																											

STANDARD SIGN

G20-60

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/13/15 PLATE NO. G20-60.1
991

SHEET NO: E

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - E



G20-61

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	120	30	6		2	12	9	21	78 1/4	20 3/4																	25.0
5																											

STANDARD SIGN

G20-61

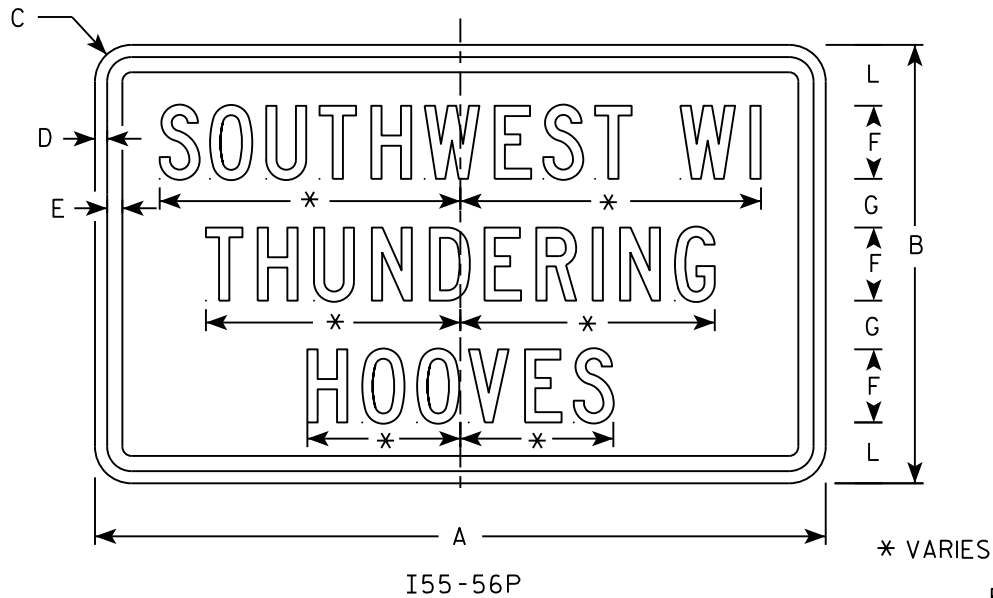
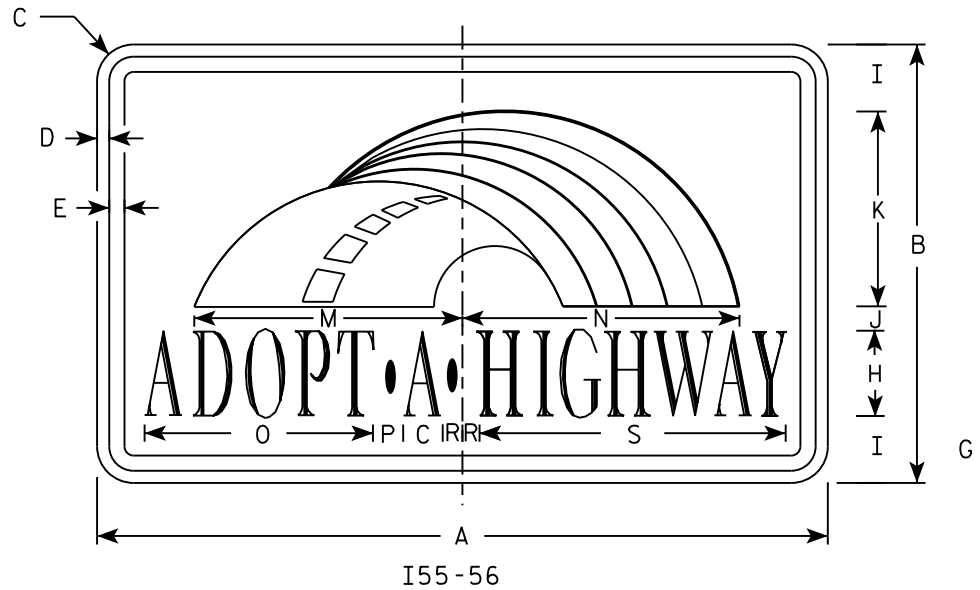
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

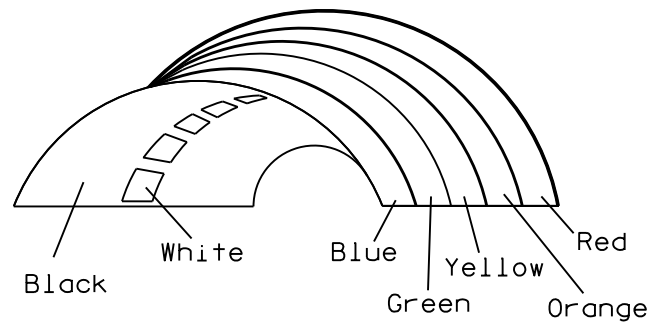
DATE 5/07/15

PLATE NO. 992

G20-61.1



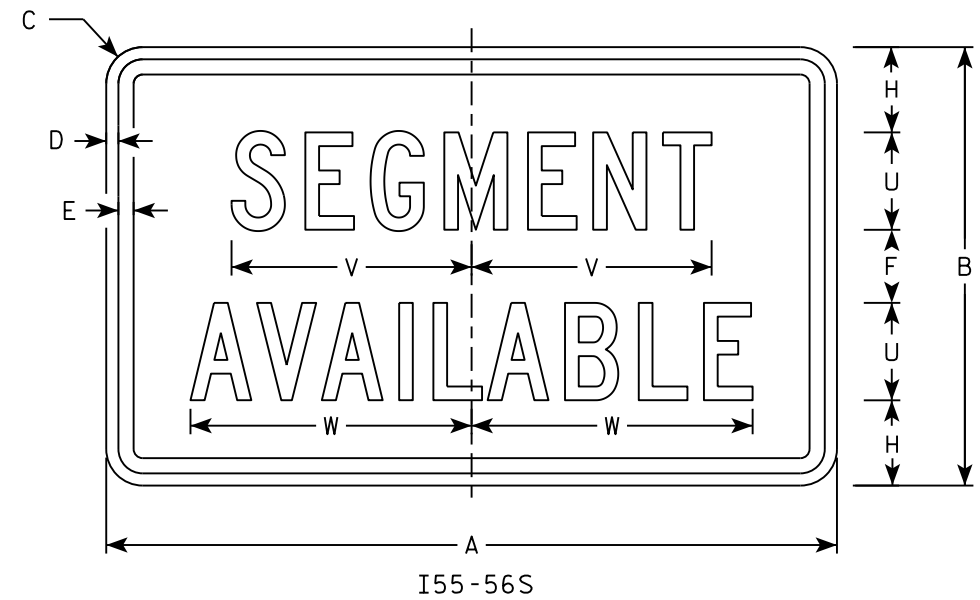
Background Colors of Symbol*



*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.



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																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 993

E

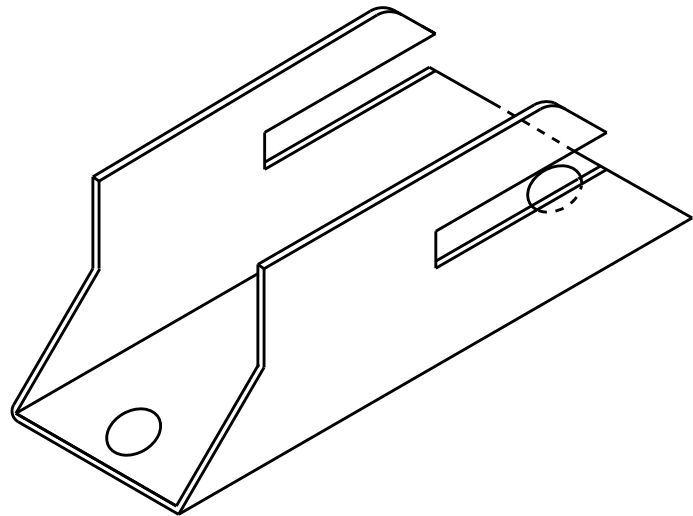
STANDARD SIGN
I55-56

WISCONSIN DEPT OF TRANSPORTATION

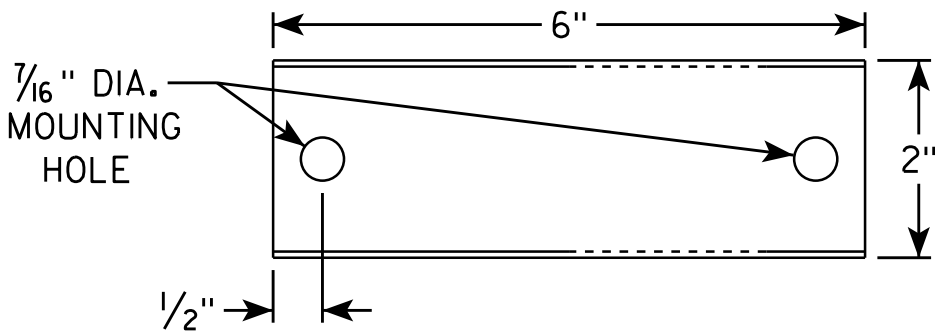
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/20/18 PLATE NO. I55-56.4

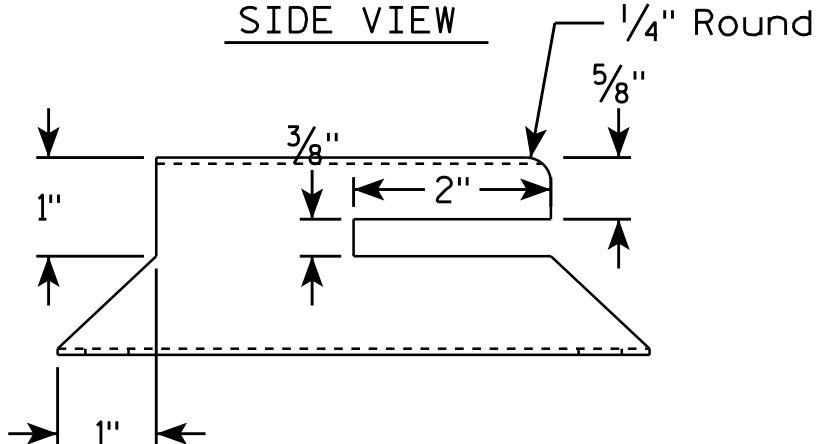
ISOMETRIC VIEW



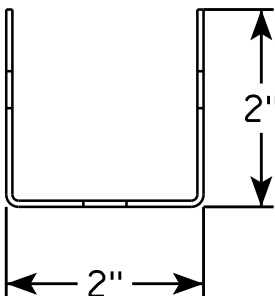
TOP VIEW



SIDE VIEW



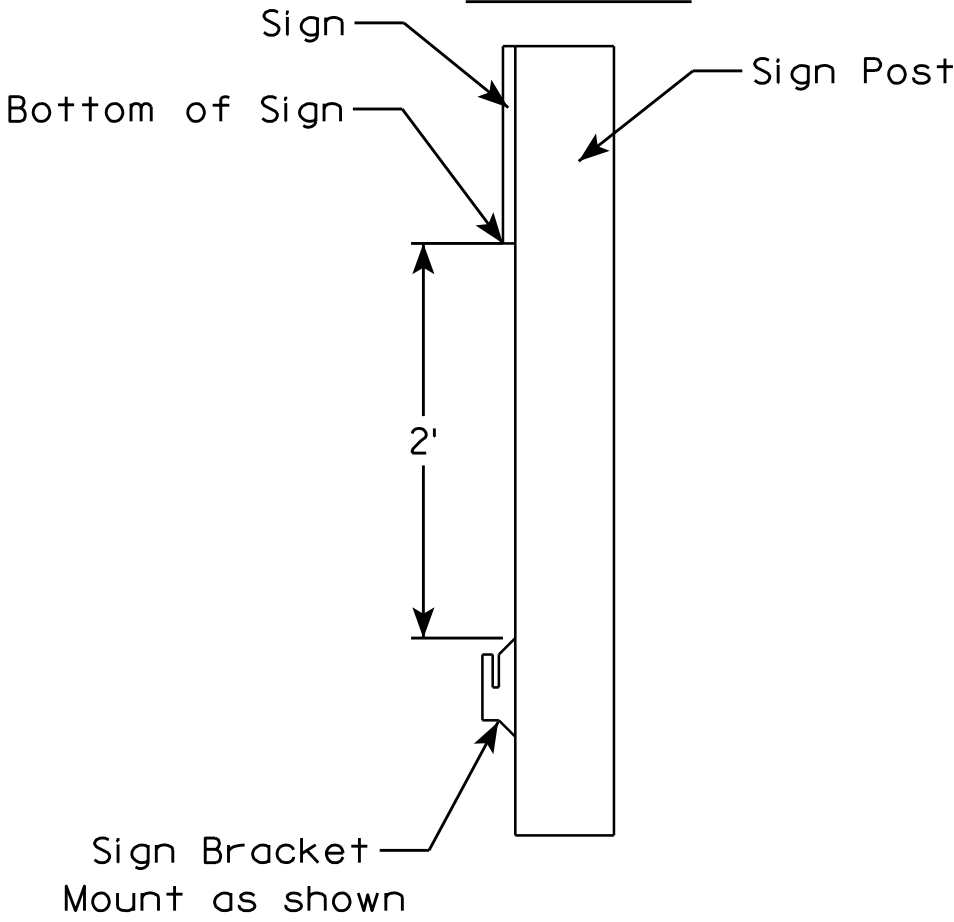
END VIEW



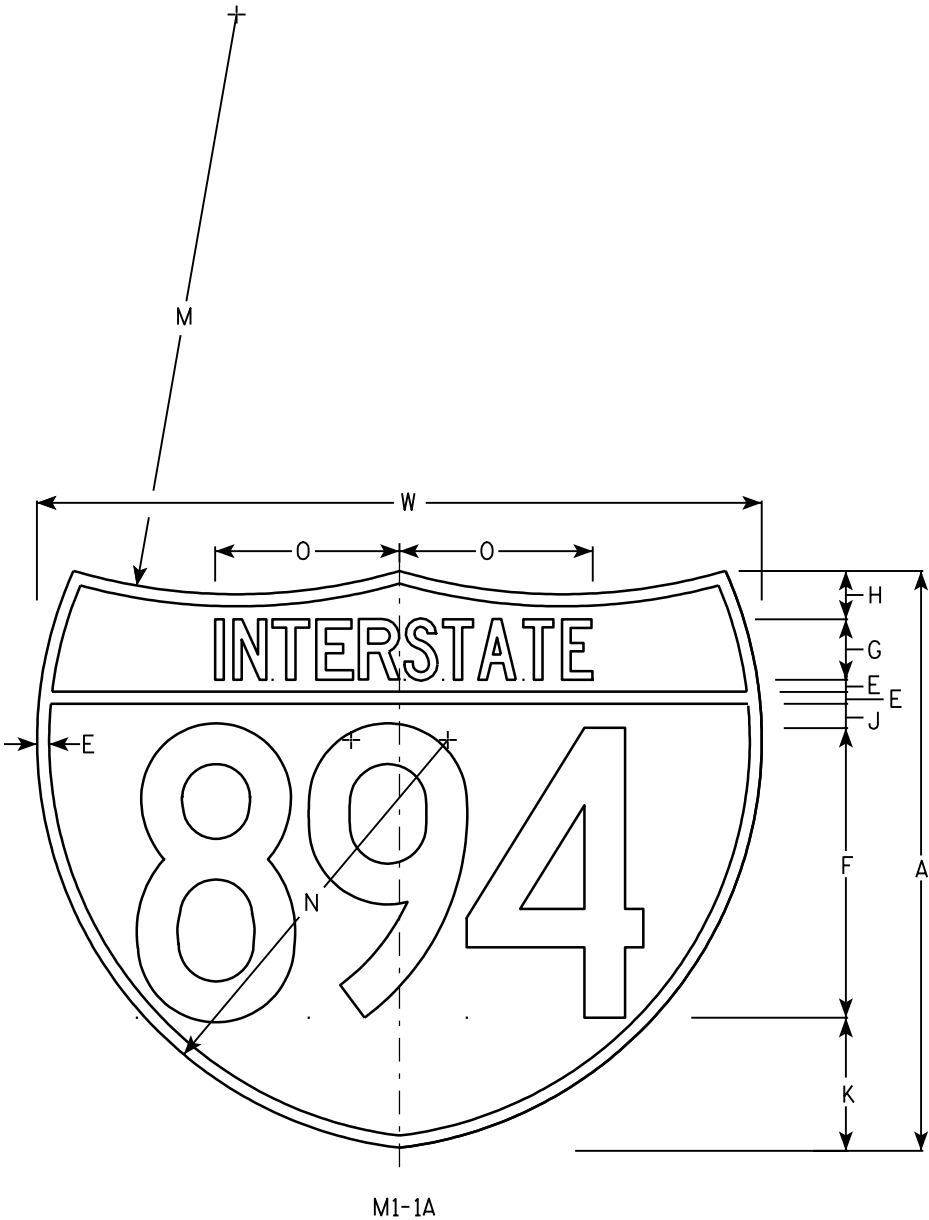
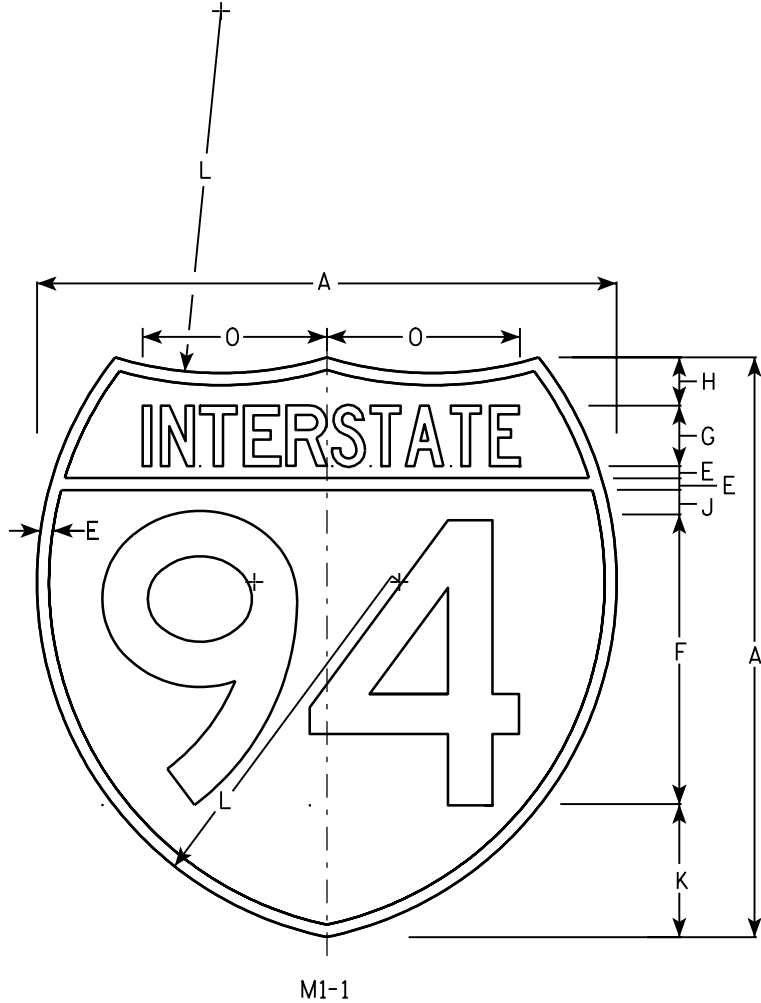
NOTES

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	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/26/16	PLA 994 I55-56B.2



NOTES

- 1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Top Red - Bottom Blue (See Note 6)
Message - White - See Note 6
- 3. Message Series - See note 5
- 4. Substitute appropriate numerals & adjust spacing as per plate A10-1.
- 5. M1-1 - Numerals - D
Interstate - C
M1-1A - All copy - C
- 6. Permanent Signs
Message - Type H Reflective
Detour or other temporary signs
Background - Reflective
Message - Reflective

Metric equivalent for these signs are:

SIZE	M1 - 1	SIZE	M1 - 1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

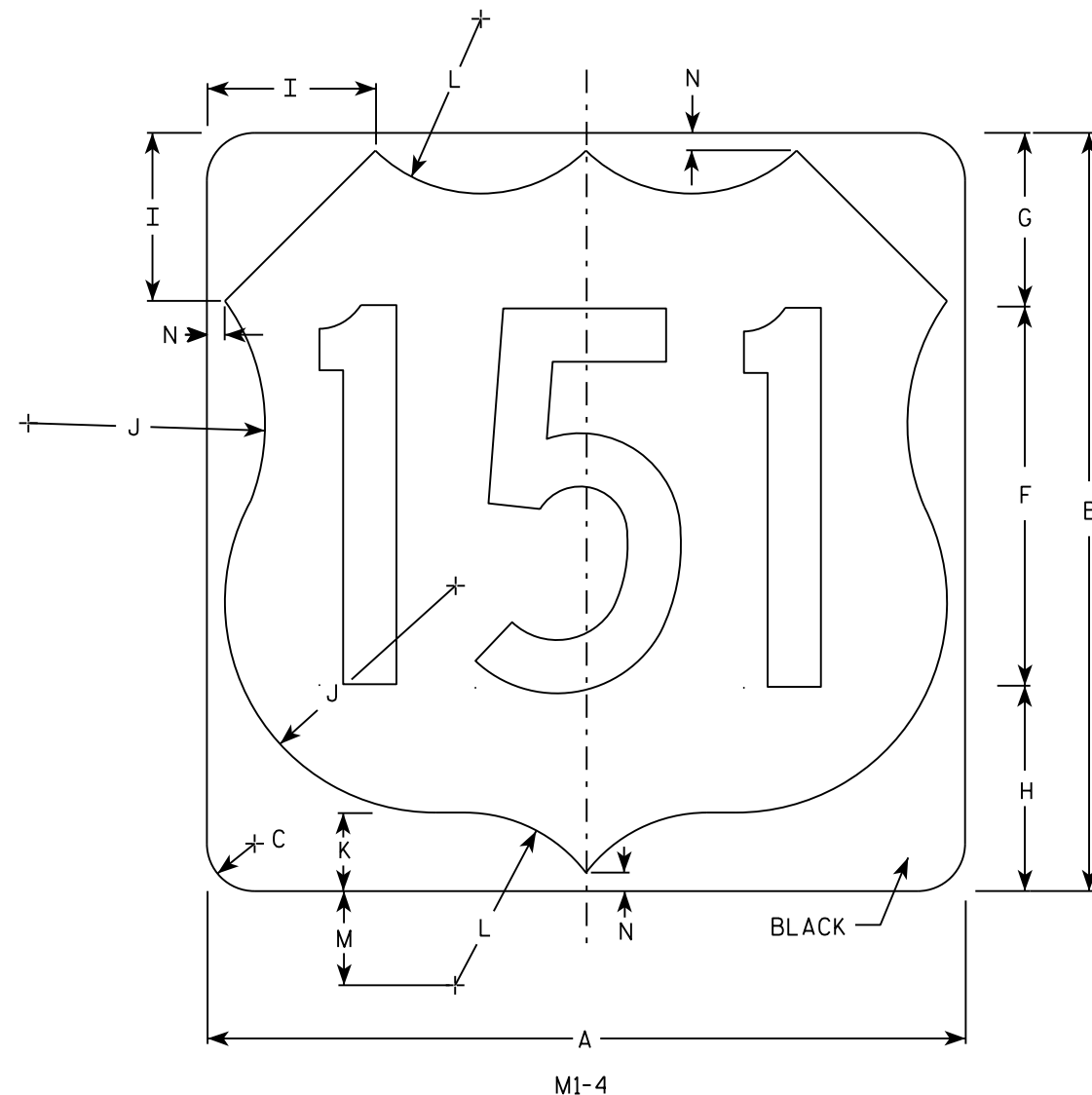
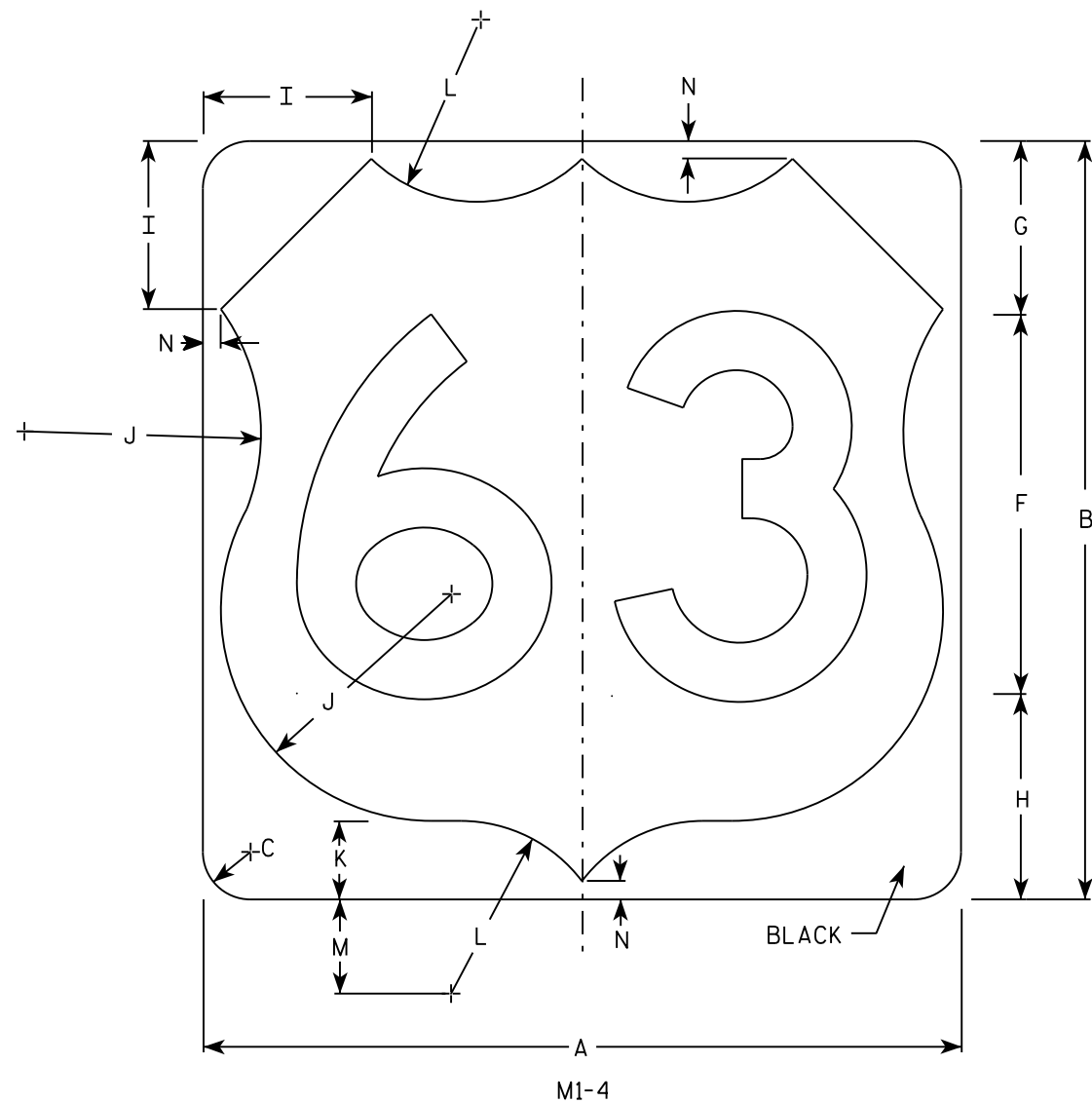
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Area sq. ft.	Area sq. ft.	Area m ²	Area m ²
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 08/23/05 PLATE NO. M1-1.8

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	Areq. sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

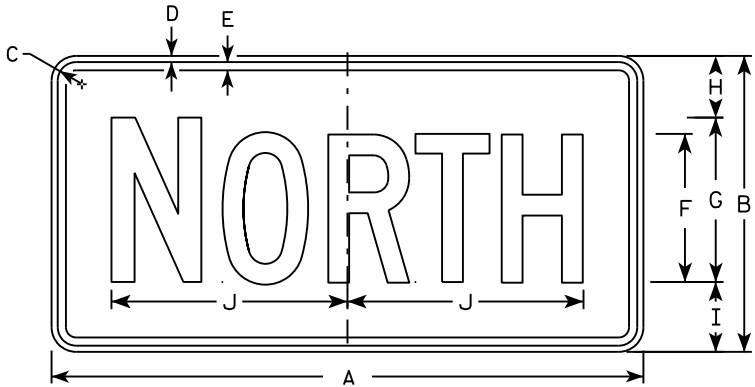
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 996	E
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USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

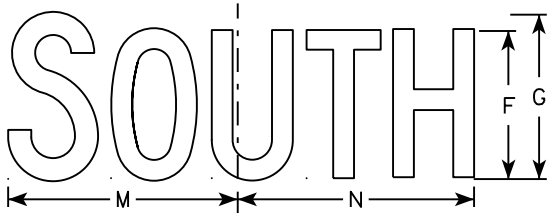
DATE 3/16/18 PLATE NO. M1-4.10



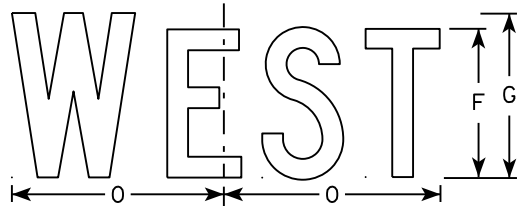
M3-1
MM3-1
MP3-1



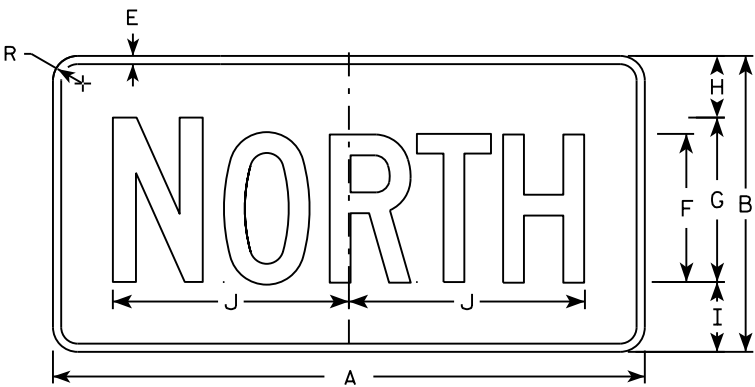
M3-2
MM3-2
MP3-2



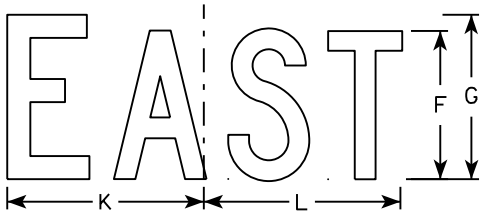
M3-3
MM3-3
MP3-3



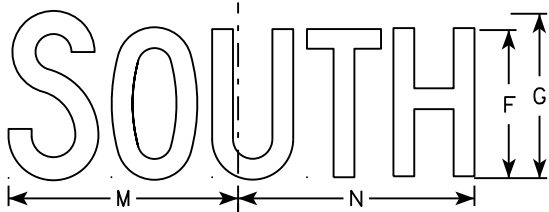
M3-4
MM3-4
MP3-4



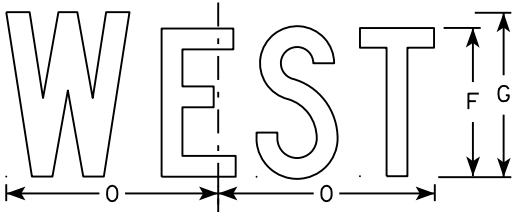
MB3-1
MK3-1
MN3-1



MB3-2
MK3-2
MN3-2



MB3-3
MK3-3
MN3-3



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 thru M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. 997 M3-1.14

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:

Background - See Note 5

Message - See note 5
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-1

Background - White

Message - Black

MB4-1

Background - Blue

Message - White

M04-1

Background - Orange - Type F

Message - Black
-
- M4 - 1
M04 - 1
-
- MB4 - 1
- | 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 | 4 | 4 | 9 3/4 | 9 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 2.00 | |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 7 | 5 1/2 | 16 3/8 | 16 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 | |
| 4 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 7 | 5 1/2 | 16 3/8 | 16 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 | |
| 5 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 7 | 5 1/2 | 16 3/8 | 16 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 | |
- STANDARD SIGN

M4 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch

for State Traffic Engineer

DATE 6/30/14PLATE 998 '14-1.8
- PROJECT NO:

HWY:

COUNTY:

SHEET NO: E
- FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN

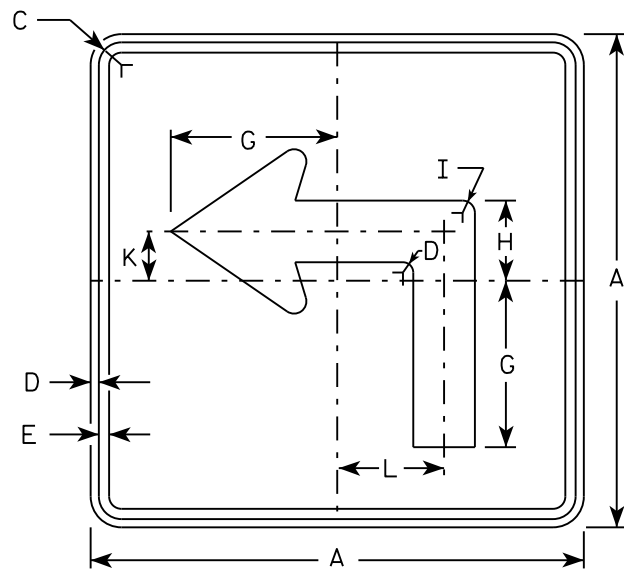
PLOT DATE : 30-JUN-2014 15:38

PLOT BY : mscsja

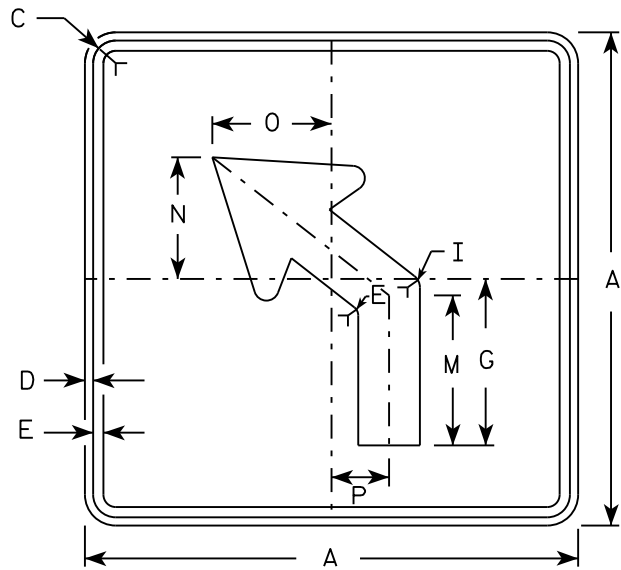
PLOT NAME :

PLOT SCALE : 4.708937:1.000000

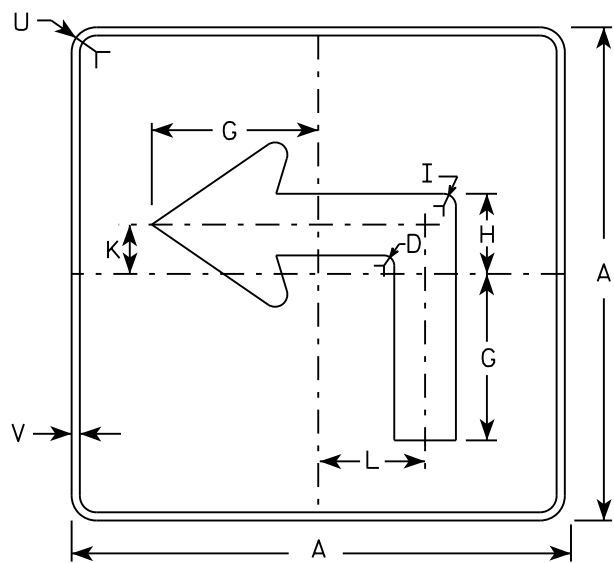
WISDOT/CADDs SHEET 42



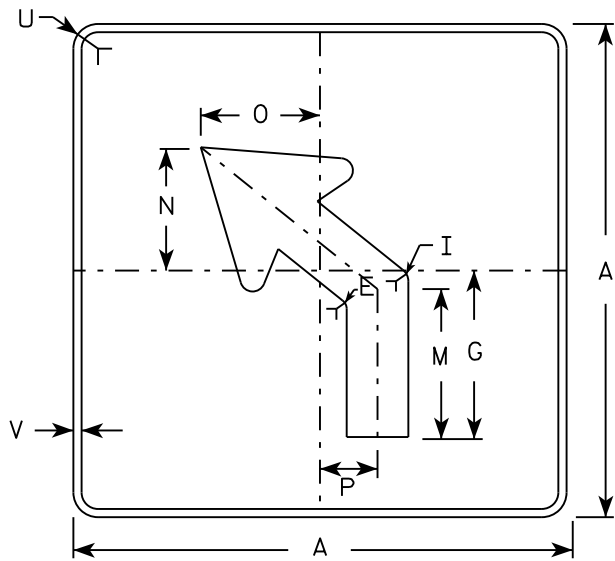
M5-1L
MM5-1L
M05-1L
MP5-1L



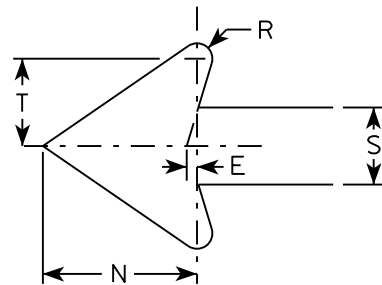
M5-2L
MM5-2L
M05-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 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.
- | | |
|-----------------|---|
| M5-1 and M5-2 | Background - White |
| | Message - Black |
| MB5-1 and MB5-2 | Background - Blue |
| | Message - White |
| MK5-1 and MK5-2 | Background - Green |
| | Message - White |
| MM5-1 and MM5-2 | Background - White |
| | Message - Green |
| MN5-1 and MN5-2 | Background - Brown |
| | Message - White |
| M05-1 and M05-2 | Background - Orange - Type F Reflective |
| | Message - Black |
| MP5-1 and MP5-2 | Background - White - Type H Reflective |
| | Message - Blue |
| MR5-1 and MR5-2 | Background - Brown |
| | Message - Yellow |
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

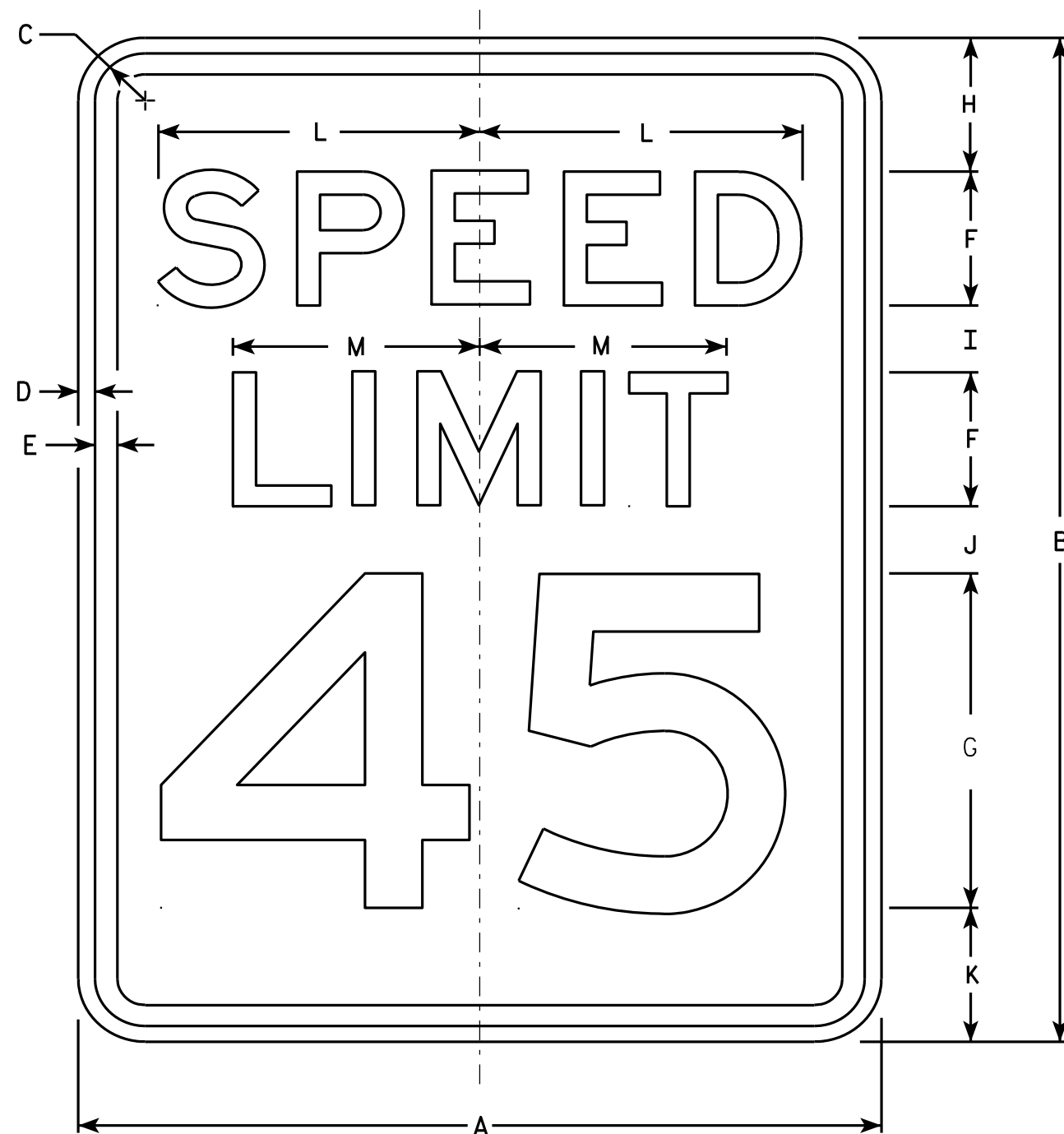
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/15/15 PLATE 999 M5-1.13



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

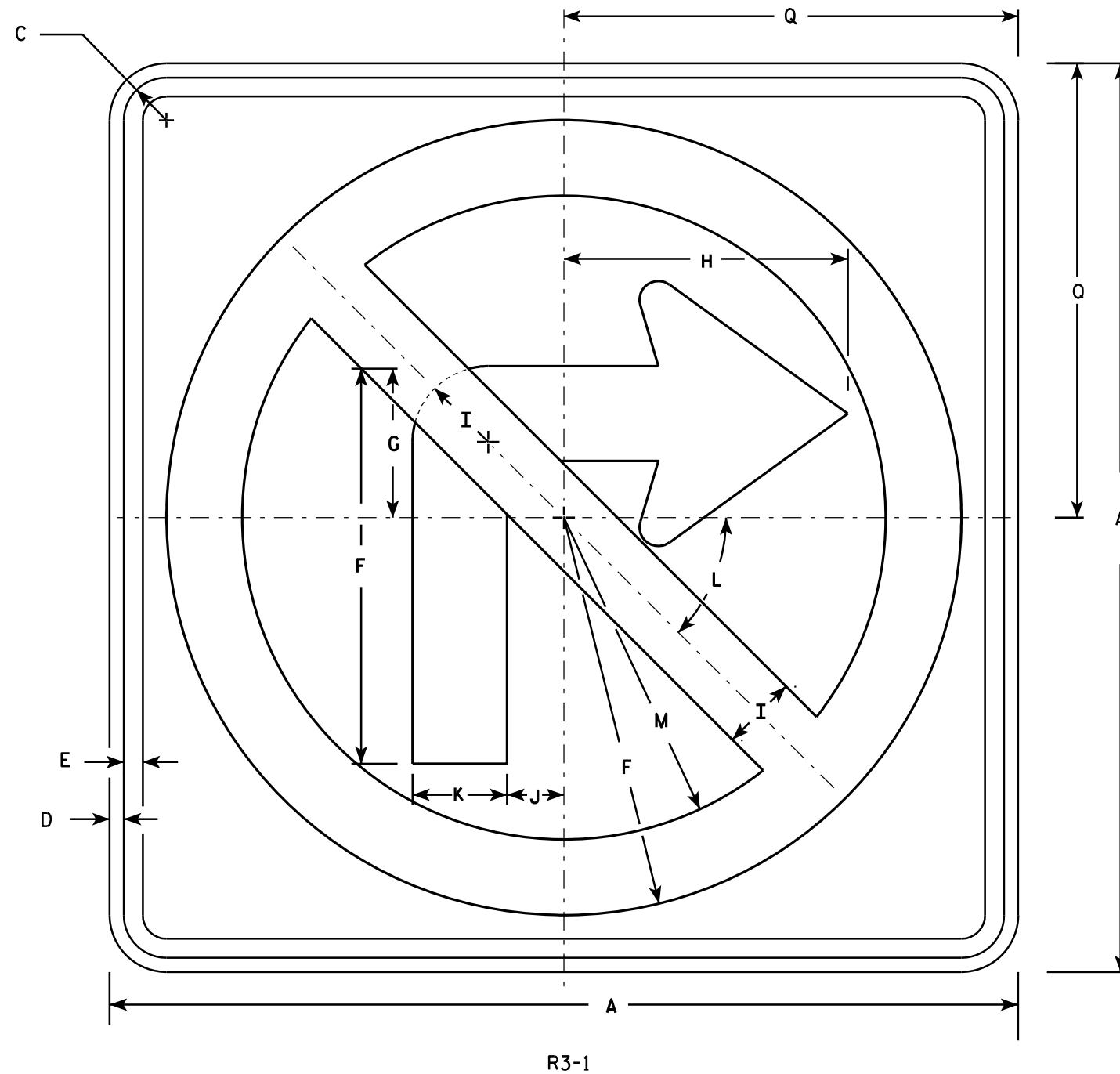
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

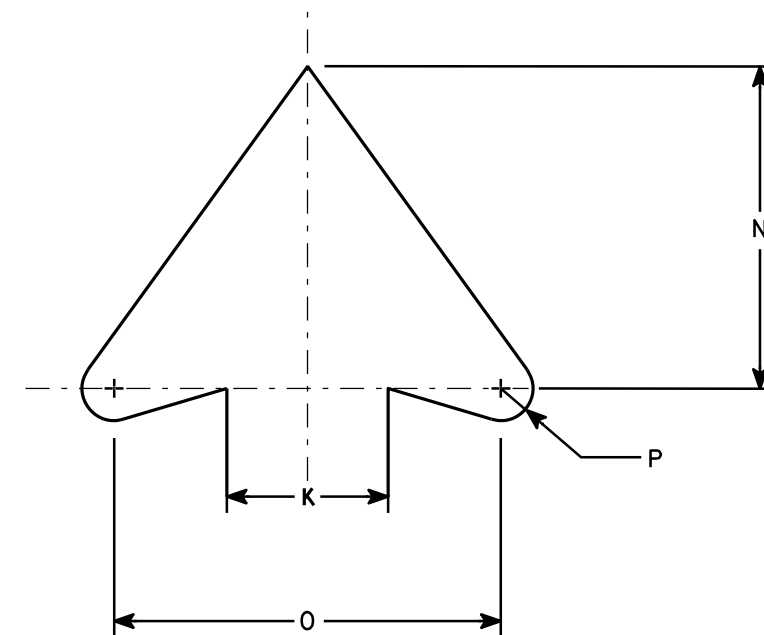
DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: HWY: COUNTY: SHEET NO: 1001 E



NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

STANDARD SIGN

R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

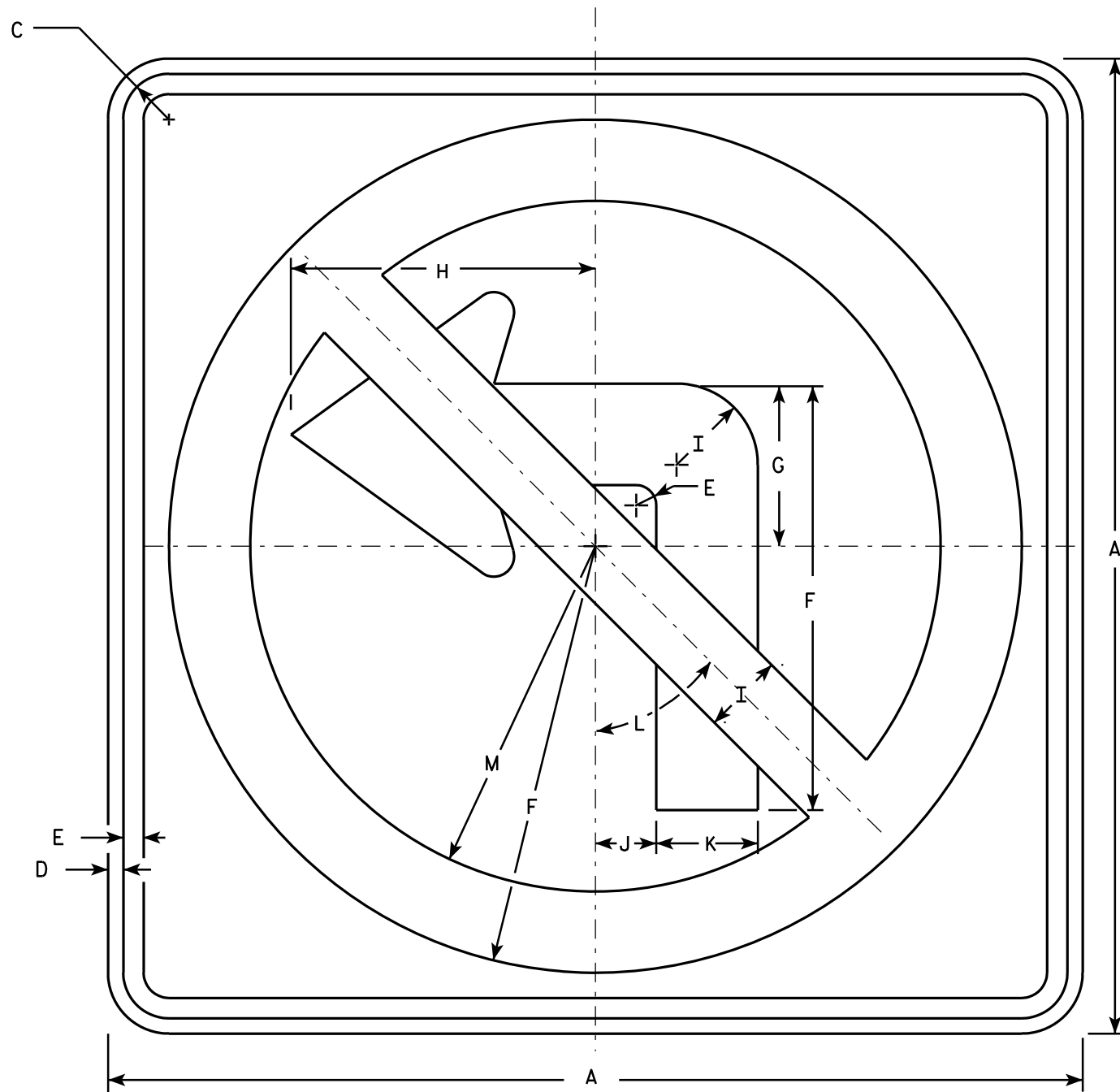
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 1002

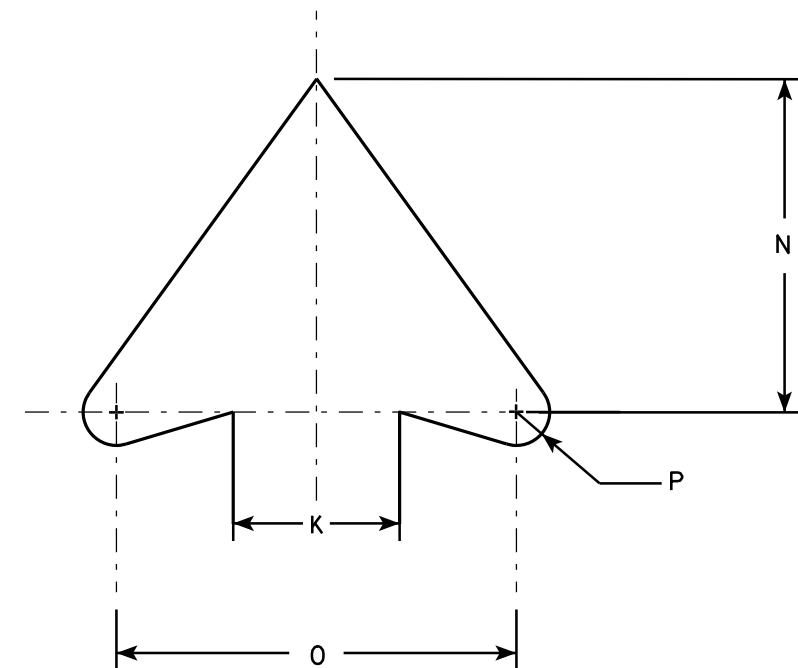
E



R3-2

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 1003

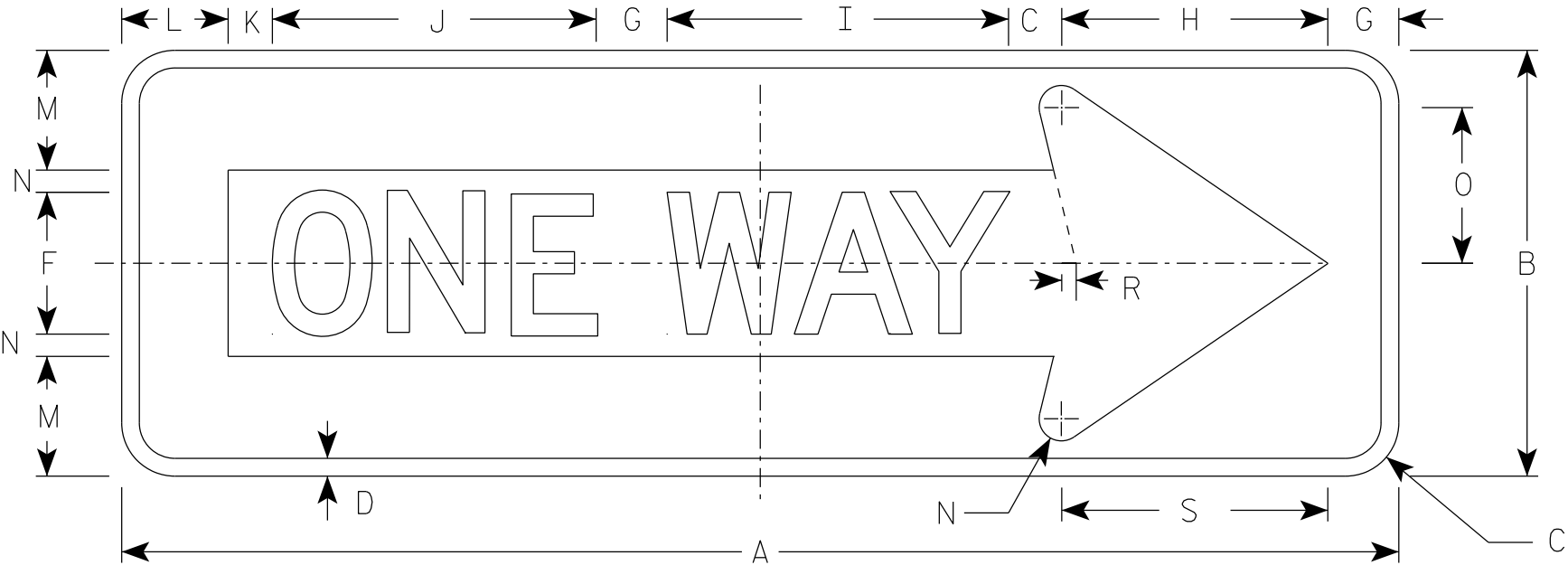
E

NOTES

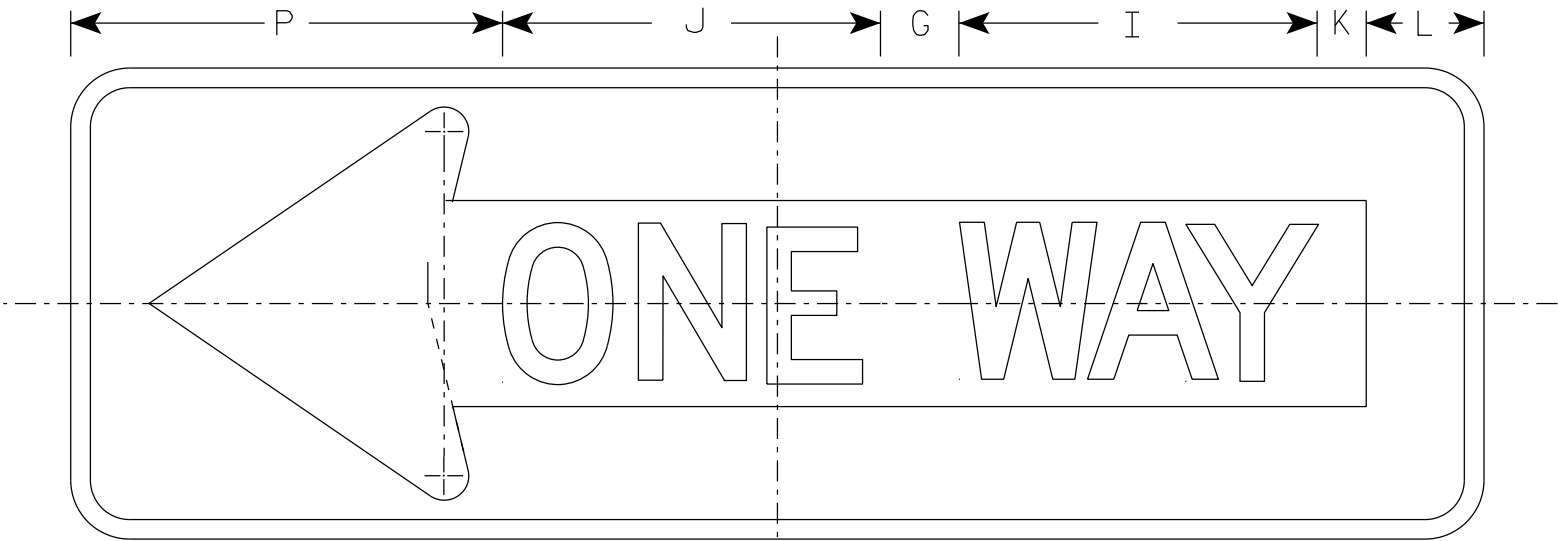
1. Sign is Type II - Type H Reflective
2. Color:

Background - BLACK

Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1 R



R6-1 L

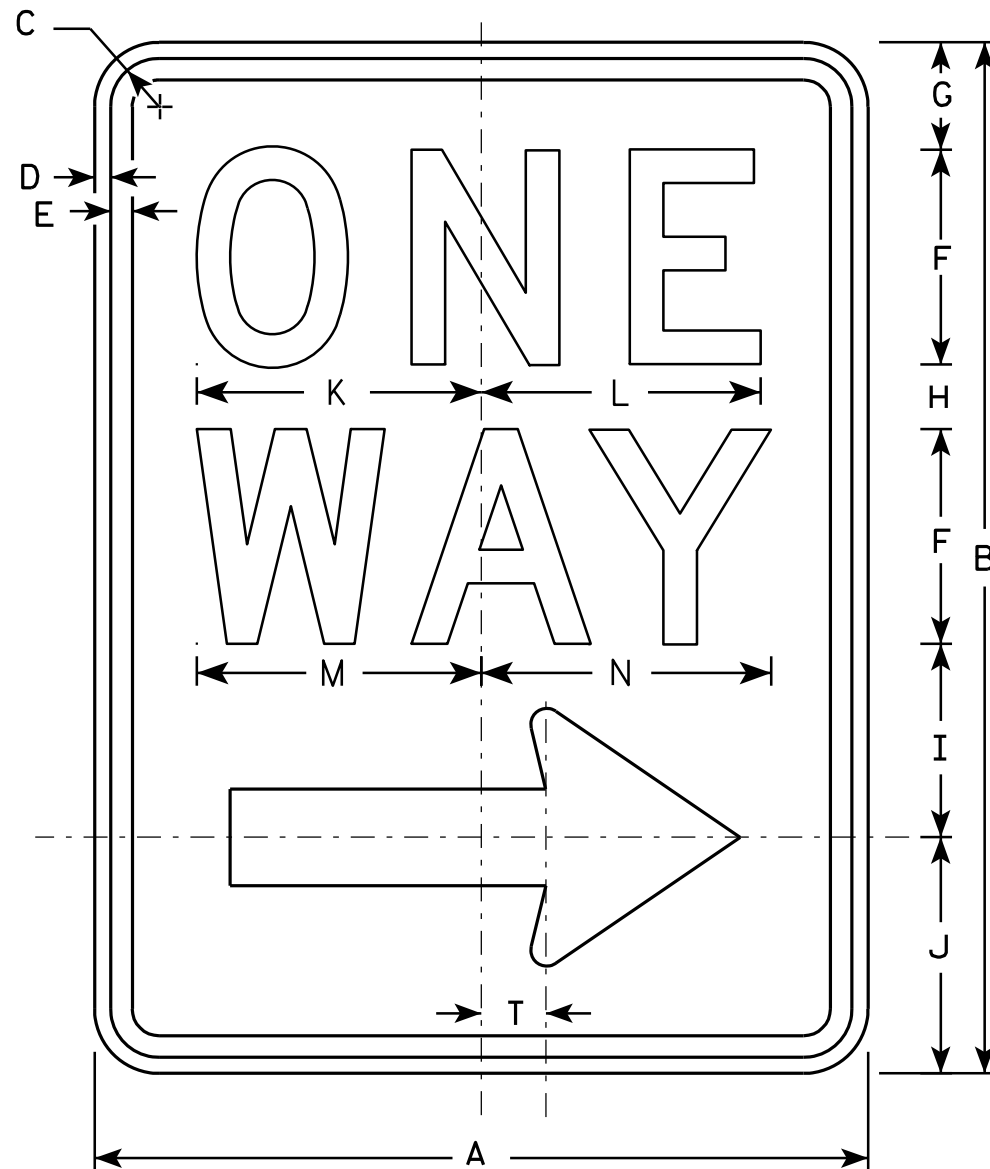
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

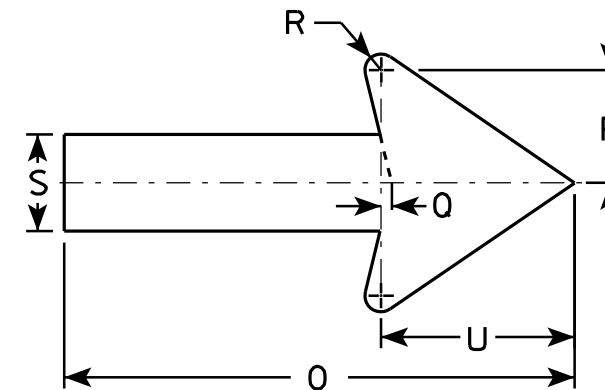
DATE 07/11/18 PLATE NO. R6-1.3



R6-2R

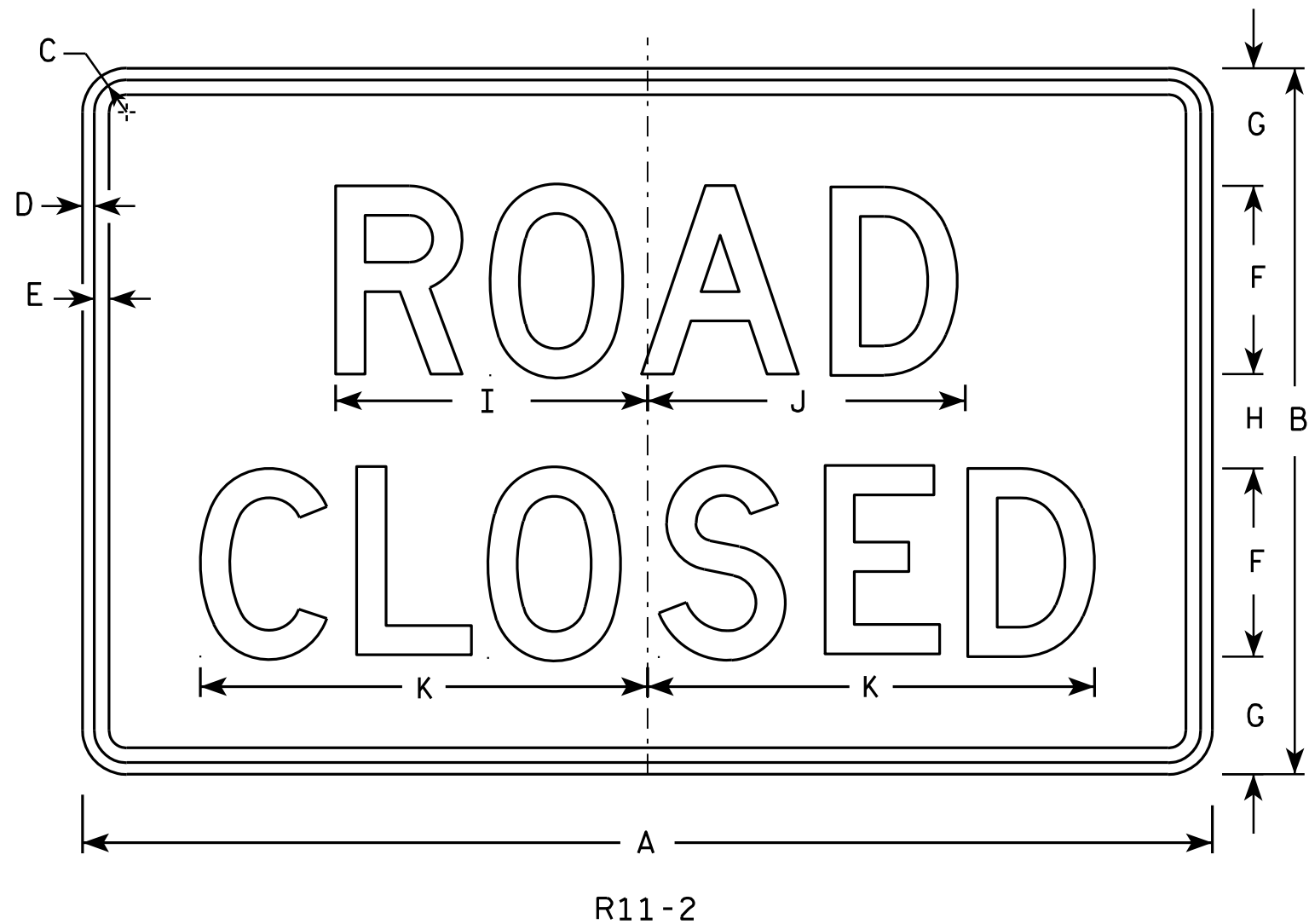
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



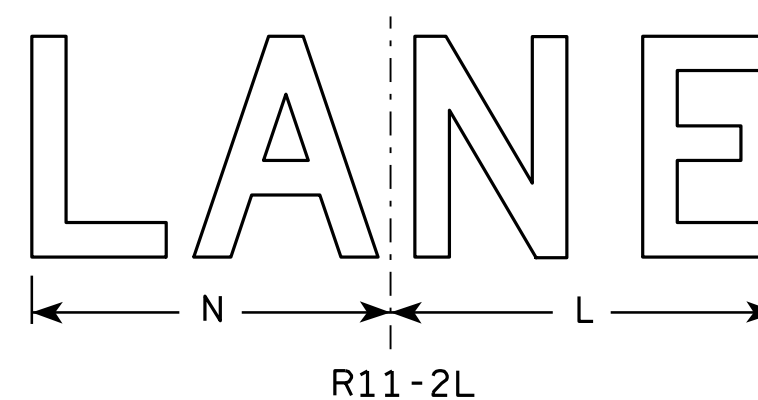
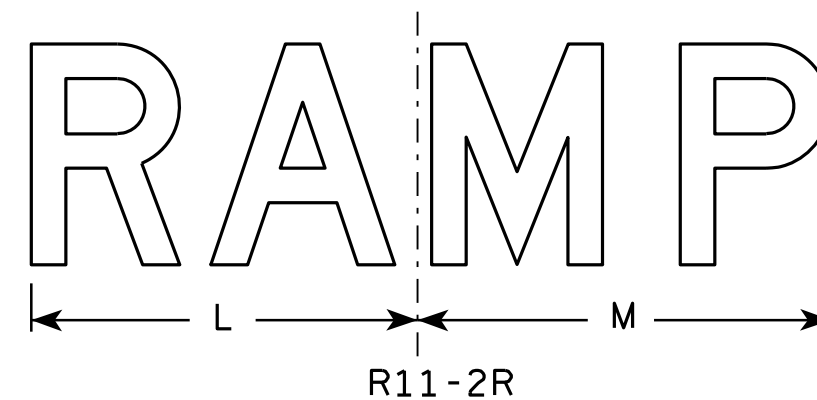
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 1005	E
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NOTES

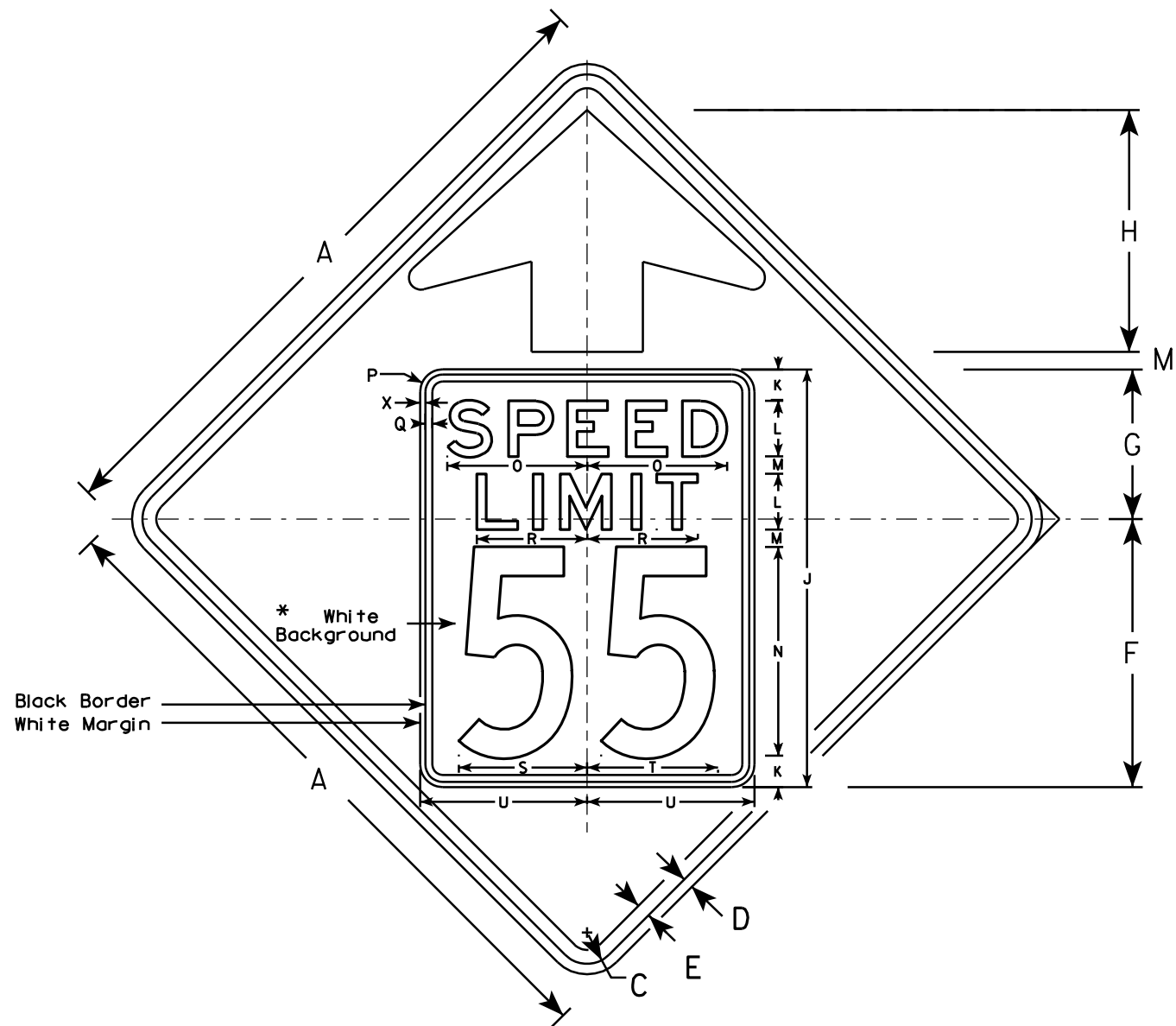
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
2M	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
3	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
4	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
5	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0

STANDARD SIGN	
R11-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/1/11	PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 1006
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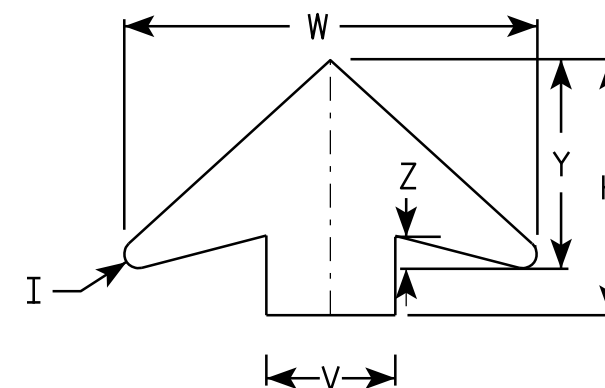


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
Background - YELLOW*
Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5⁄8	5⁄8	3⁄4	14 1⁄2	9 1⁄2	11 1⁄2	5⁄8	24	2	3	1	12	7 1⁄8	1 1⁄2	3⁄8	5 3⁄4	7 1⁄4	7 1⁄8	9	6	19 1⁄4	3⁄8	9 3⁄4	1 5⁄8	9.0
2M	36		1 5⁄8	5⁄8	3⁄4	14 1⁄2	9 1⁄2	11 1⁄2	5⁄8	24	2	3	1	12	7 1⁄8	1 1⁄2	3⁄8	5 3⁄4	7 1⁄4	7 1⁄8	9	6	19 1⁄4	3⁄8	9 3⁄4	1 5⁄8	9.0
3	36		1 5⁄8	5⁄8	3⁄4	14 1⁄2	9 1⁄2	11 1⁄2	5⁄8	24	2	3	1	12	7 1⁄8	1 1⁄2	3⁄8	5 3⁄4	7 1⁄4	7 1⁄8	9	6	19 1⁄4	3⁄8	9 3⁄4	1 5⁄8	9.0
4	48		2 1⁄4	3⁄4	1	19 1⁄4	10 3⁄4	17 3⁄8	7⁄8	30	2 1⁄4	4	1 1⁄4	15	10	1 5⁄8	1⁄2	8	9 1⁄4	9 3⁄8	12	8	25 5⁄8	3⁄8	13	2	16.0
5	48		2 1⁄4	3⁄4	1	19 1⁄4	10 3⁄4	17 3⁄8	7⁄8	30	2 1⁄4	4	1 1⁄4	15	10	1 5⁄8	1⁄2	8	9 1⁄4	9 3⁄8	12	8	25 5⁄8	3⁄8	13	2	16.0

STANDARD SIGN

W3-5

WISCONSIN DEPT OF TRANSPORTATION

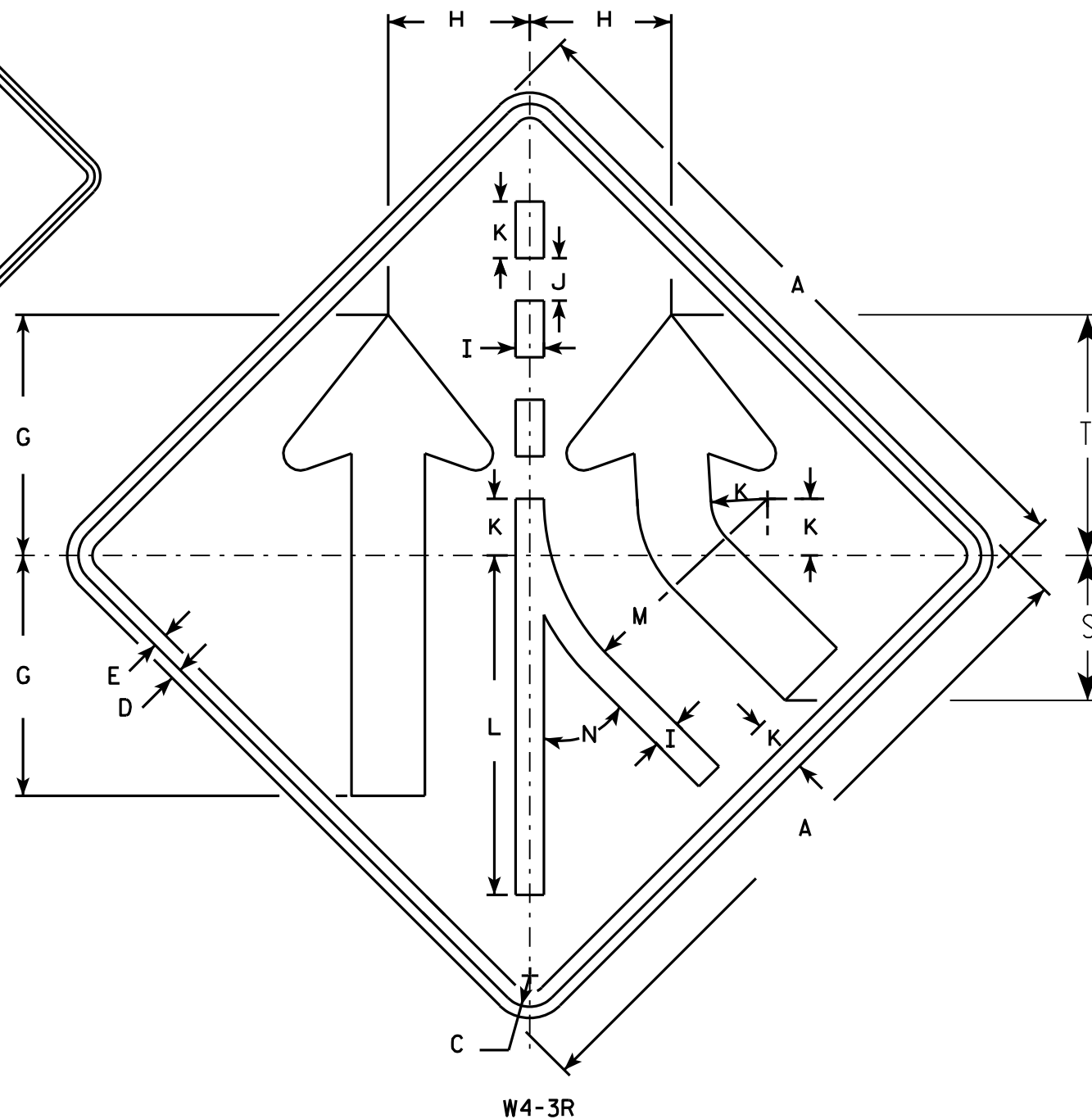
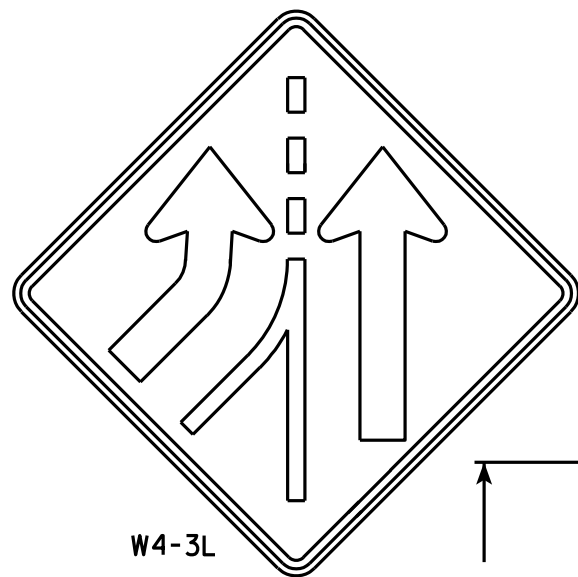
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

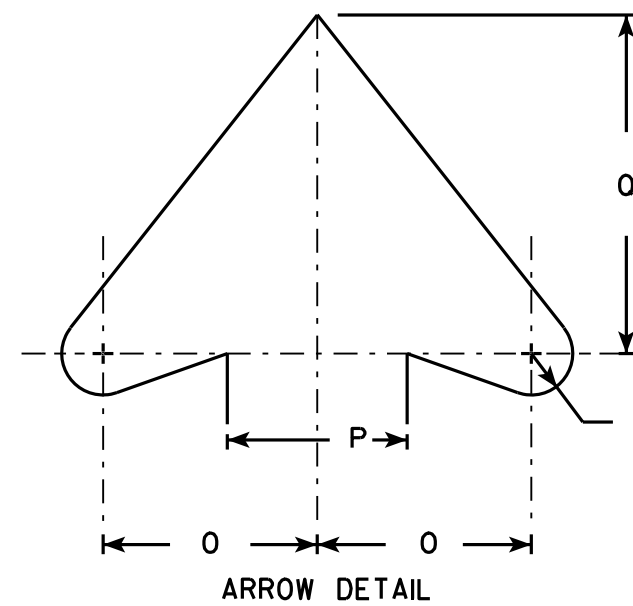
SHEET NO: 1007

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. W4-3 L is the same as W4-3 R 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	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		10 5/8	6 1/4	1 1/4	1 7/8	2 1/2	15	9 7/8	45°	3 7/8	3 1/4	6 1/8	3/4	6 3/8	10 5/8							6.25
2S	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2M	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
3																											
4	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

PROJECT NO:

STANDARD SIGN W4-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

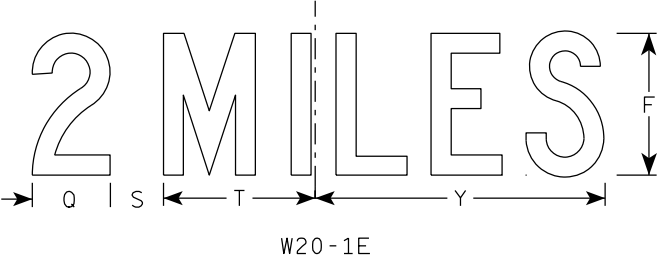
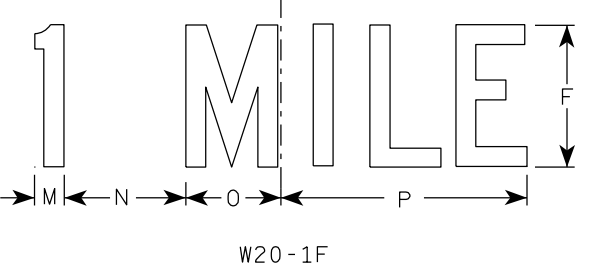
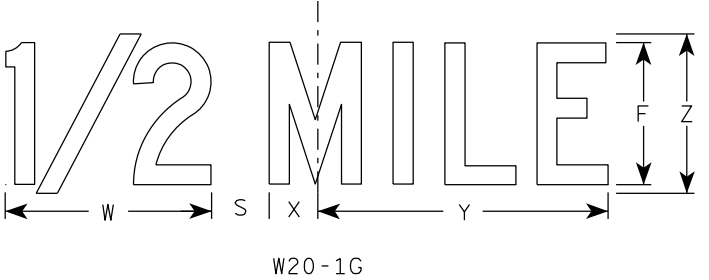
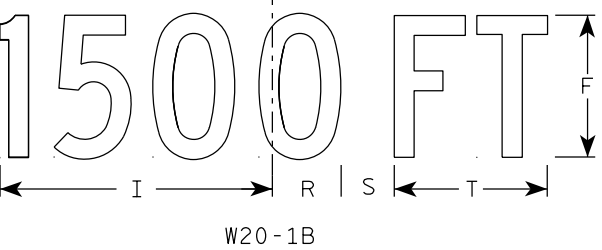
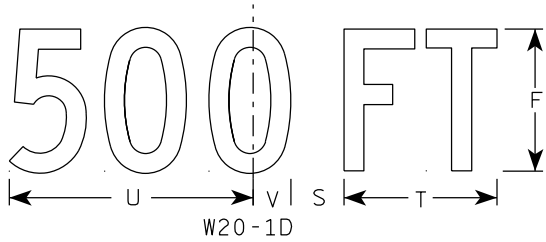
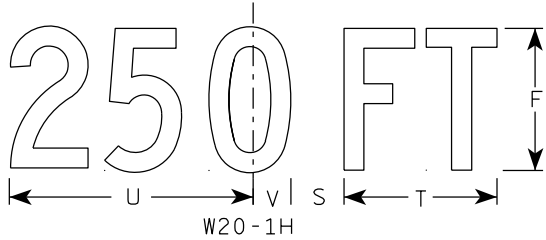
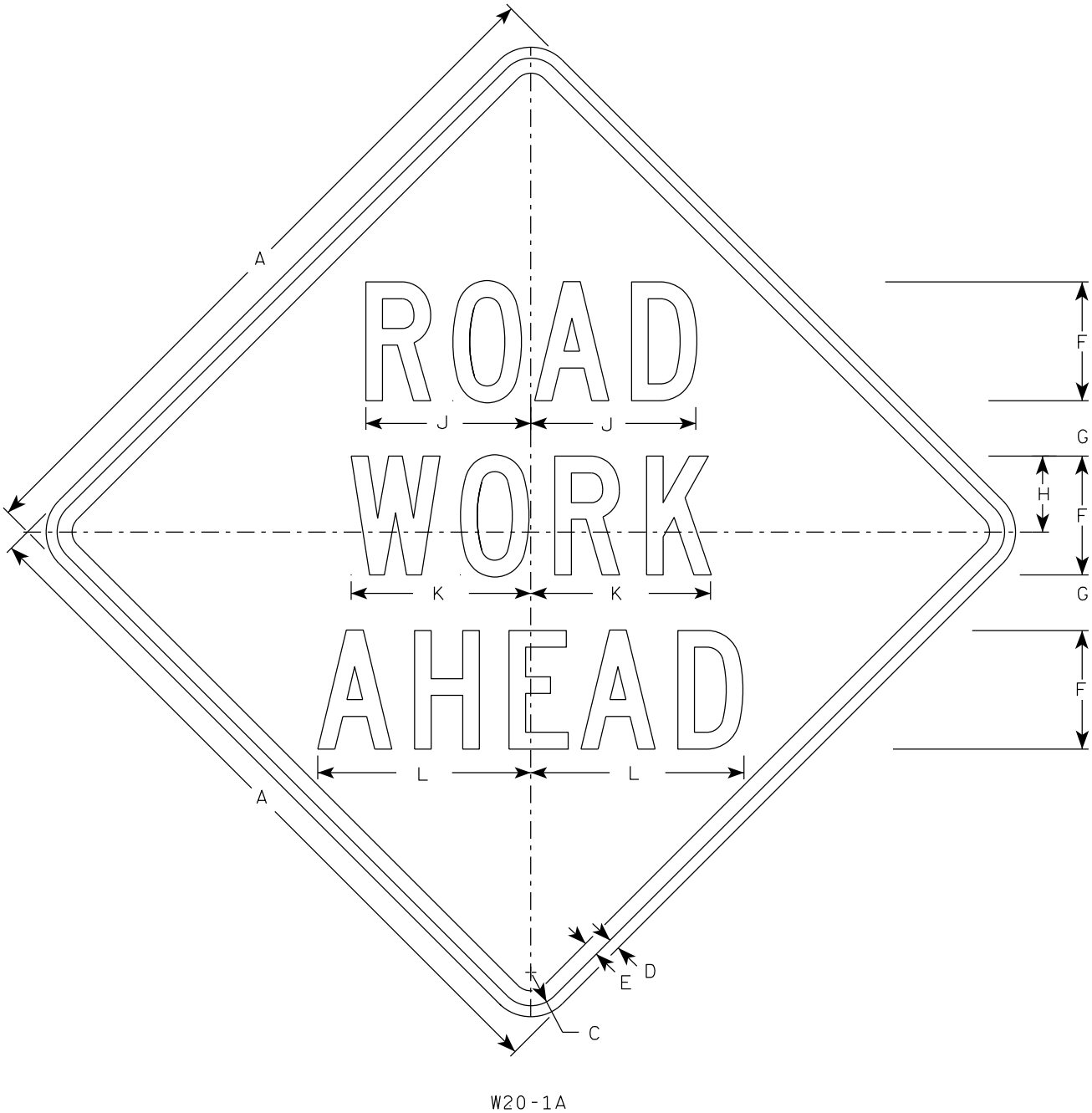
DATE 03/12/13 PLATE NO. W4-3.8

SHEET NO: 1008

E

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.



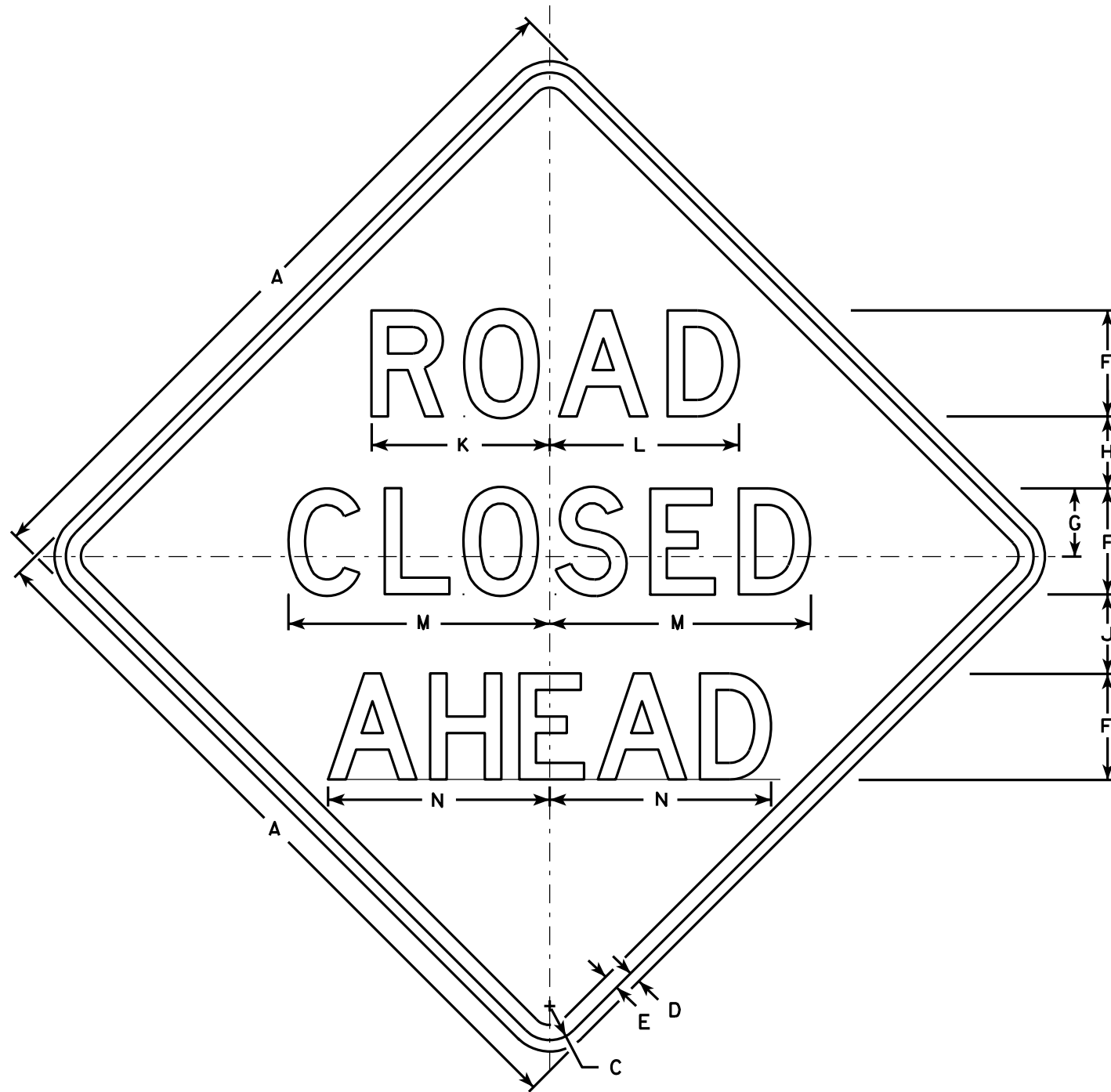
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A _{req} sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	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, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11



W20-3A

500 FT

W20-3D

1000 FT

W20-3C

1500 FT

W20-3B

1/2 MILE

W20-3G

1 MILE

W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

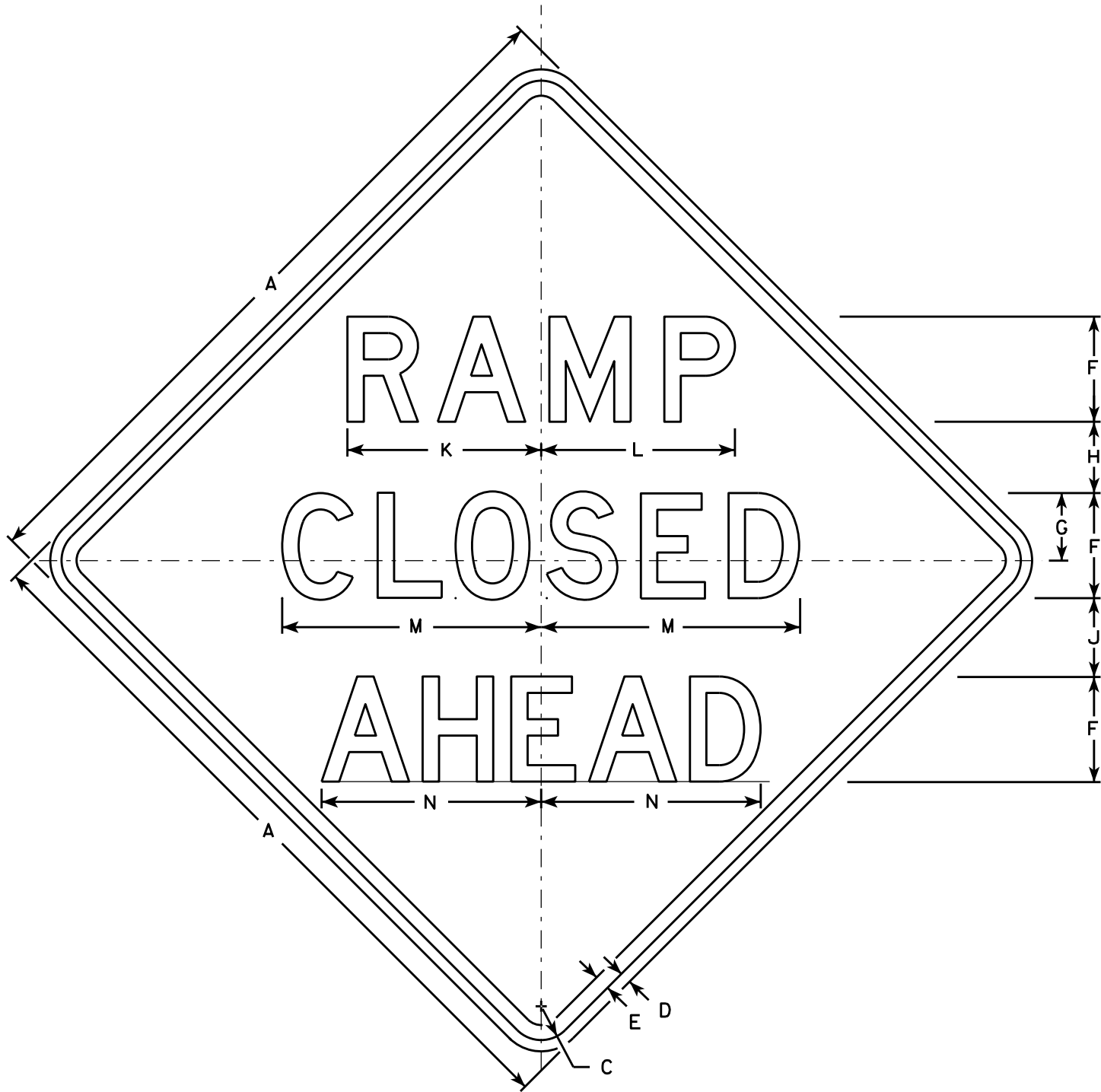
PROJECT NO:

HWY:

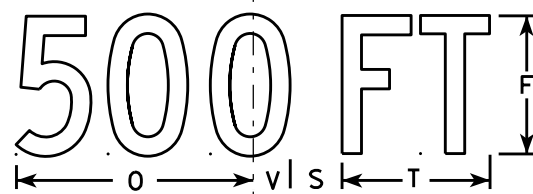
COUNTY:

SHEET NO: 1010

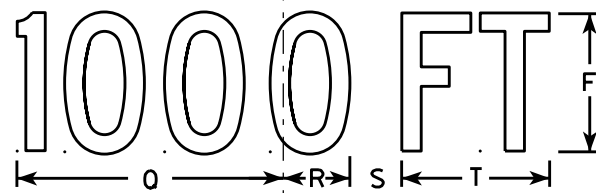
E



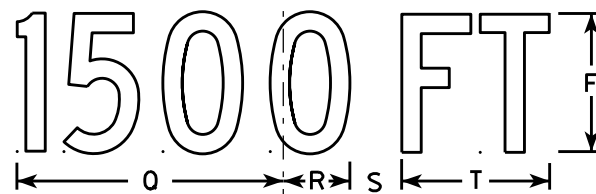
W20-53A



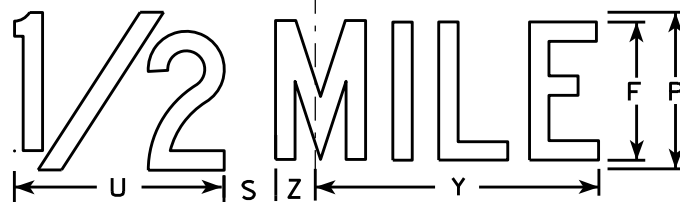
W20-53D



W20-53C



W20-53B



W20-53G



W20-53F

NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - see note 5
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Lines 1 and 2 are Series D.
Line 3 is Series D for AHEAD and Series C for all other distances.

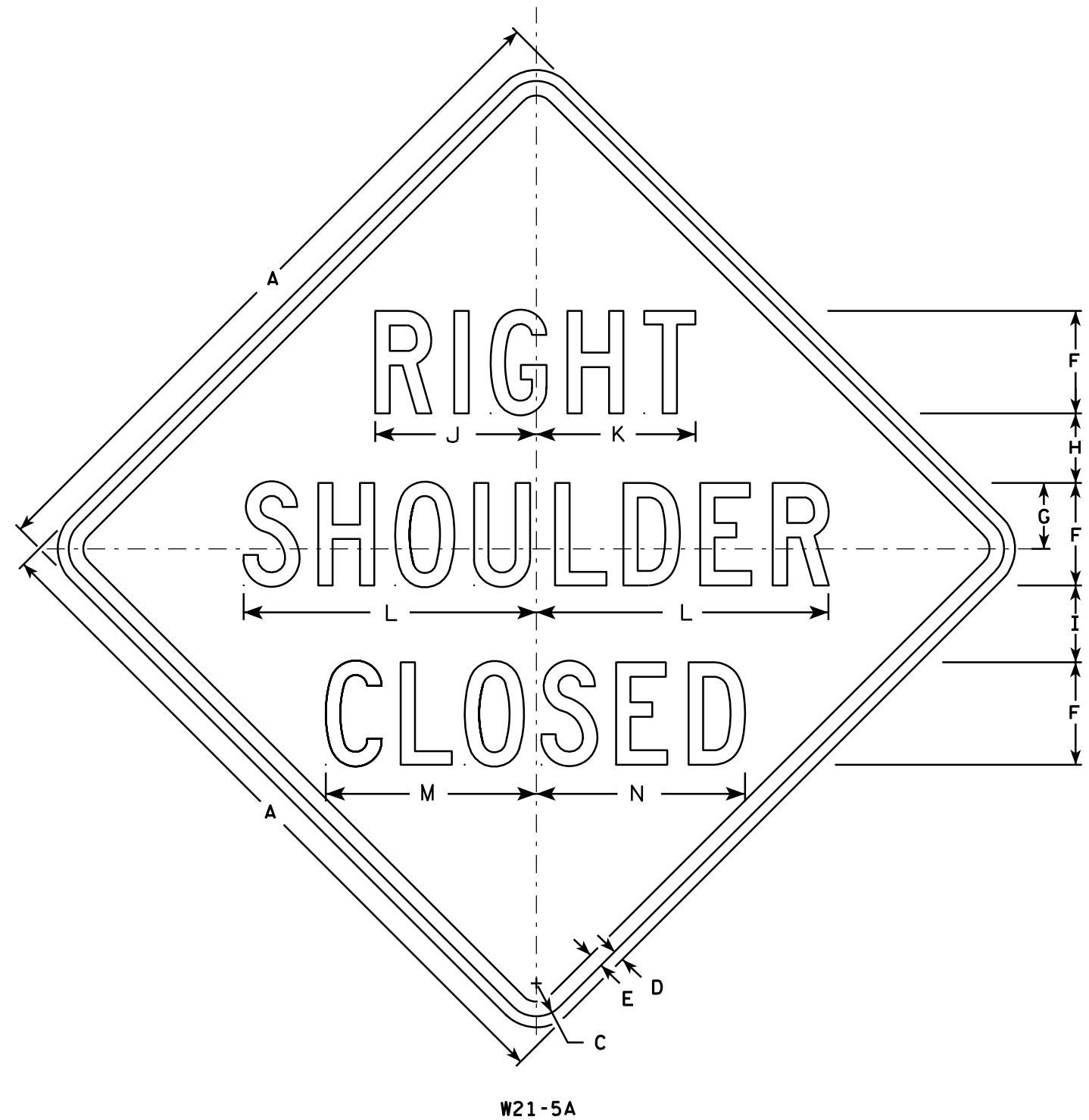
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	9 1/4	9 1/4	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-53A,B,C,D,F,G

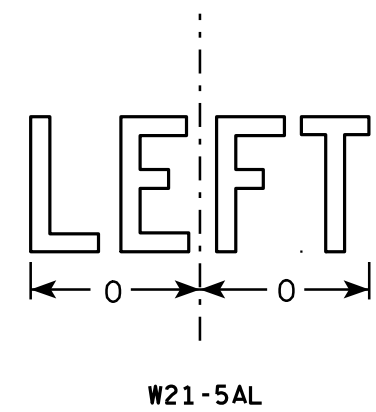
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/27/15 PLATE NO. W20-53.1



- NOTES**
1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
 2. Color:
Background - Orange
Message - Black
 3. Message Series - 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	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5A.3

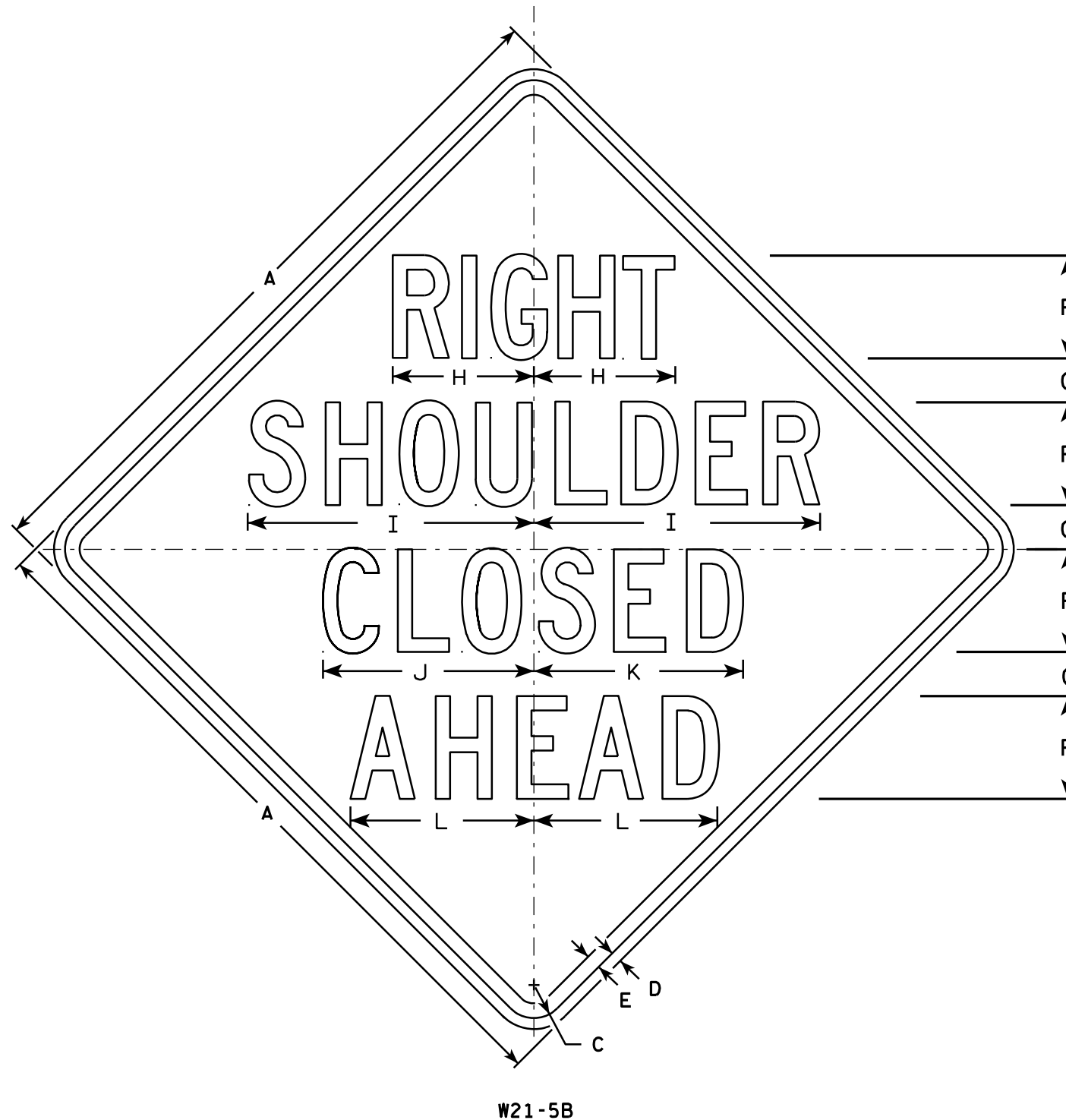
PROJECT NO:

HWY:

COUNTY:

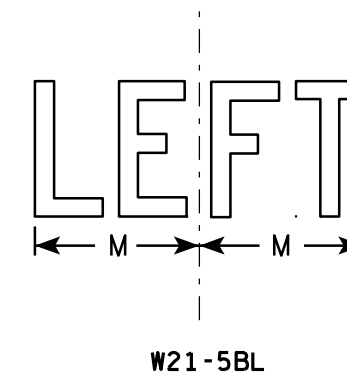
SHEET NO: 1012

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 - 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	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 1/4	7 3/8	14 1/4	10 1/4	10 1/8	8 7/8	6 1/4														9.0
2S	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
2M	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
3	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
4	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
5	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0

STANDARD SIGN
W21-5B

WISCONSIN DEPT OF TRANSPORTATION

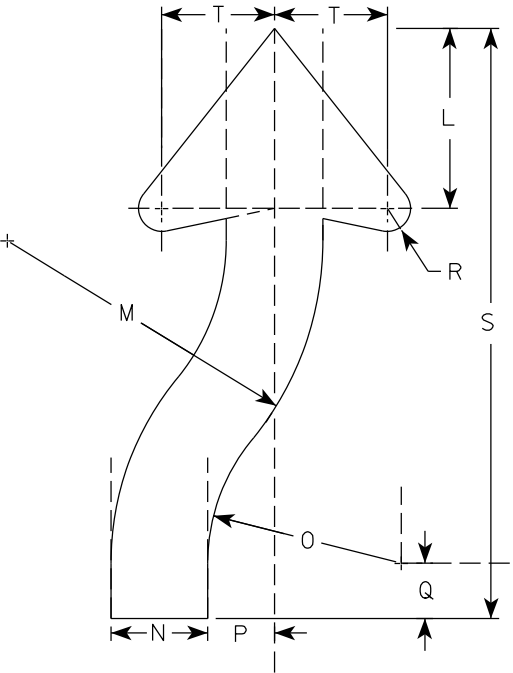
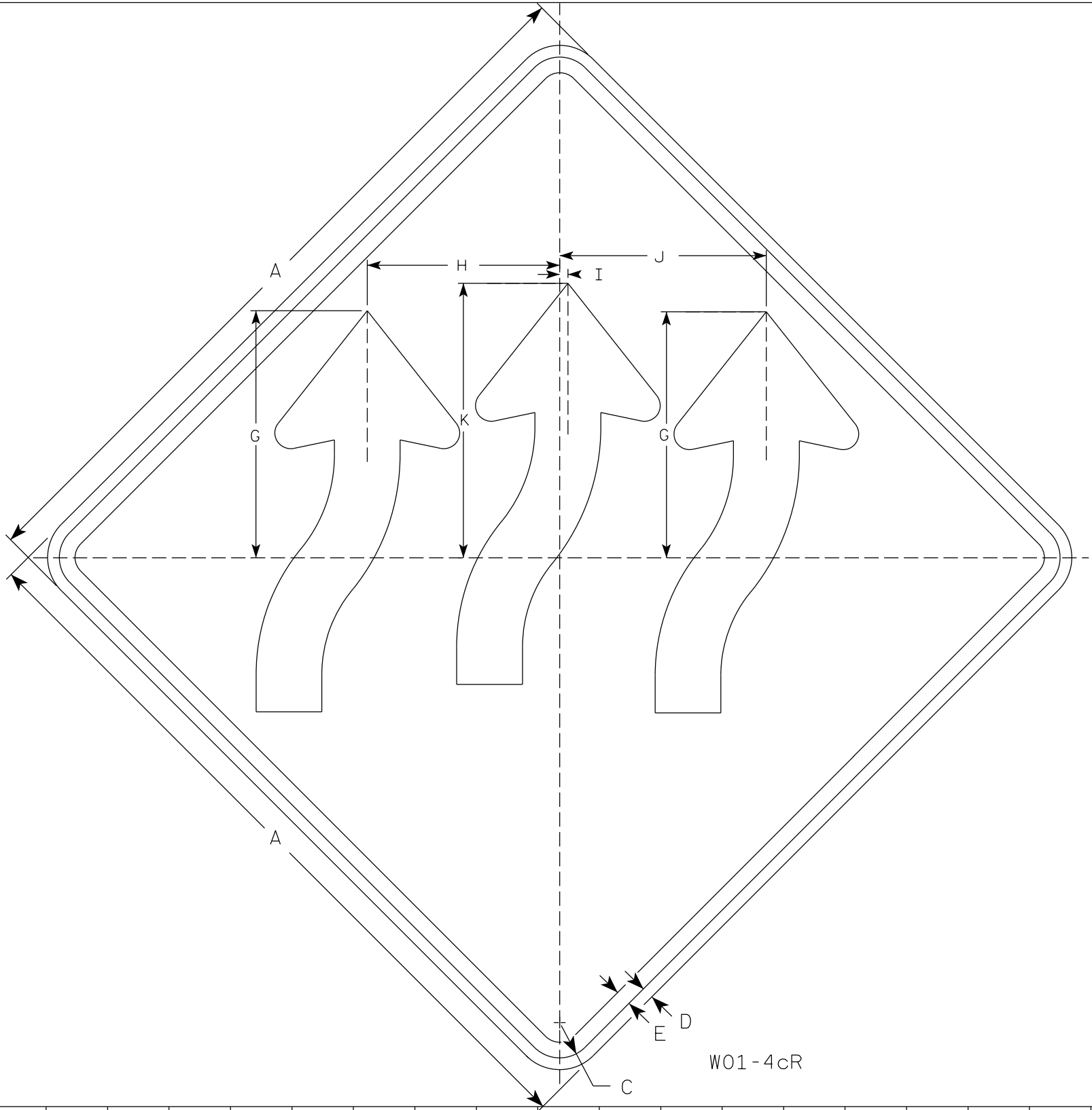
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5B.3

PROJECT NO: HWY: COUNTY: SHEET NO: 1013 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4cL is the same as W01-4cR except arrows are reversed along the vertical centerline.



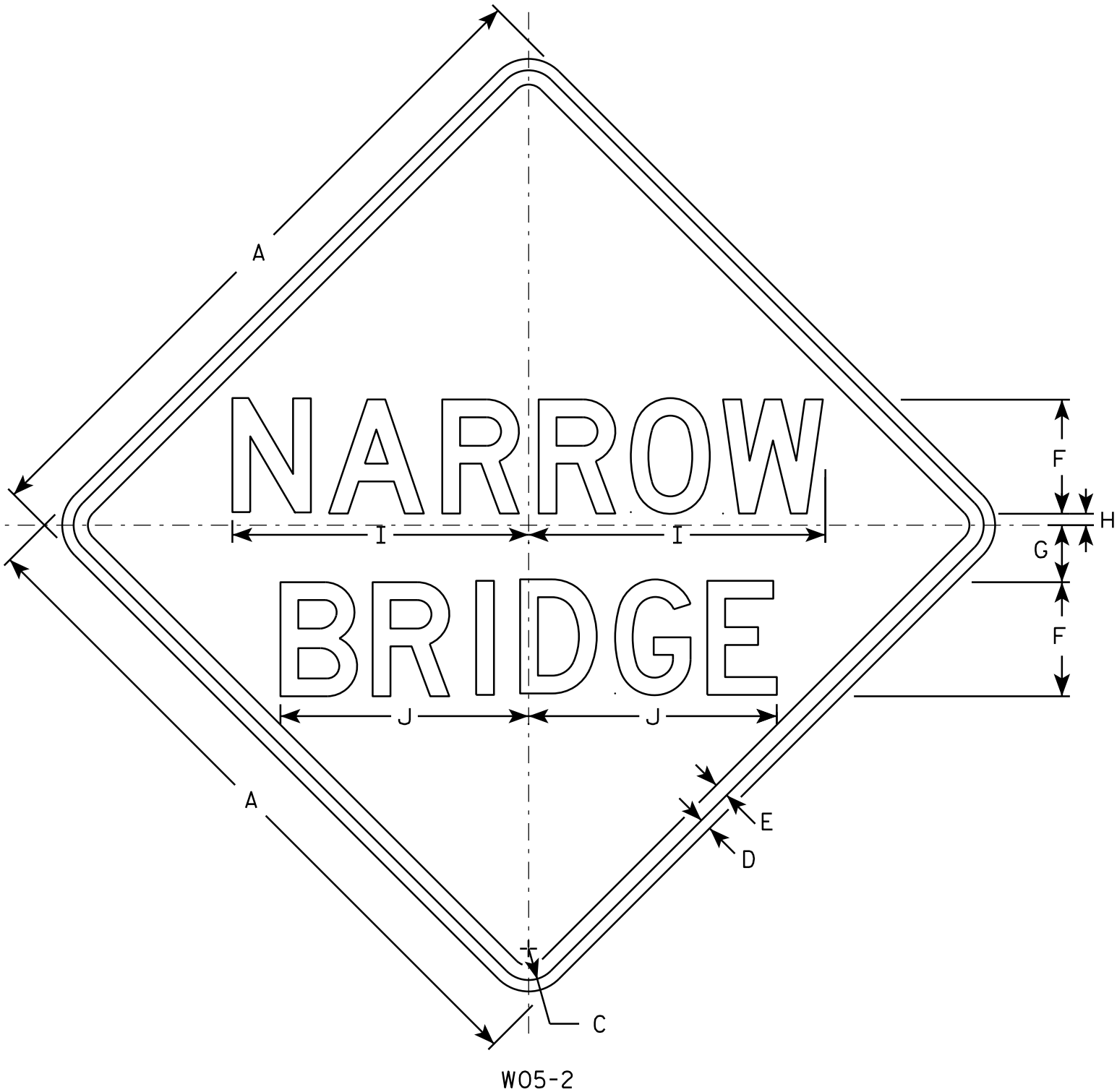
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		11 3/4	9 1/4	3/8	9 7/8	13 1/8	5 7/8	10 1/4	3 1/8	6 1/4	2 1/4	1 7/8	3/4	19 1/4	3 3/4							9.0
2S	48		2 1/4	3/4	1		15 3/4	12 1/4	1/2	13 1/4	17 1/2	7 3/4	13 3/4	4 1/4	8 1/2	2 7/8	2 3/8	1	25 5/8	4 7/8							16.0
2M	48		2 1/4	3/4	1		15 3/4	12 1/4	1/2	13 1/4	17 1/2	7 3/4	13 3/4	4 1/4	8 1/2	2 7/8	2 3/8	1	25 5/8	4 7/8							16.0
3	48		2 1/4	3/4	1		15 3/4	12 1/4	1/2	13 1/4	17 1/2	7 3/4	13 3/4	4 1/4	8 1/2	2 7/8	2 3/8	1	25 5/8	4 7/8							16.0
4	48		2 1/4	3/4	1		15 3/4	12 1/4	1/2	13 1/4	17 1/2	7 3/4	13 3/4	4 1/4	8 1/2	2 7/8	2 3/8	1	25 5/8	4 7/8							16.0
5	48		2 1/4	3/4	1		15 3/4	12 1/4	1/2	13 1/4	17 1/2	7 3/4	13 3/4	4 1/4	8 1/2	2 7/8	2 3/8	1	25 5/8	4 7/8							16.0

STANDARD SIGN
W01-4C

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
State Traffic Engineer

DATE 3/12/19 PLATE NO. W01-4C.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 - Orange
Message - Black
- 3. Message Series - D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	3	3/4	15 5/8	13 1/8																	9.0
2S	48		2 1/4	3/4	1	8	4	3/4	20 3/4	17 3/8																	16.0
2M	48		2 1/4	3/4	1	8	4	3/4	20 3/4	17 3/8																	16.0
3	48		2 1/4	3/4	1	8	4	3/4	20 3/4	17 3/8																	16.0
4	48		2 1/4	3/4	1	8	4	3/4	20 3/4	17 3/8																	16.0
5	48		2 1/4	3/4	1	8	4	3/4	20 3/4	17 3/8																	16.0

PROJECT NO:

HWY:

COUNTY:

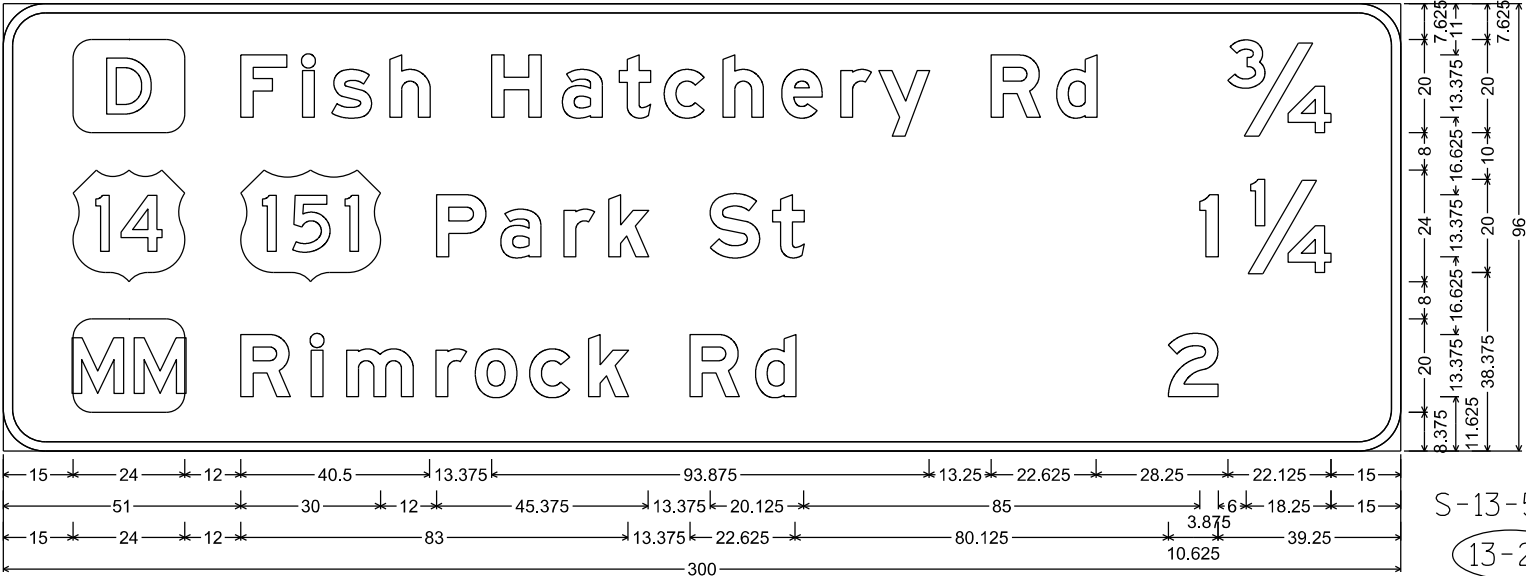
SHEET NO: E

STANDARD SIGN
W05-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

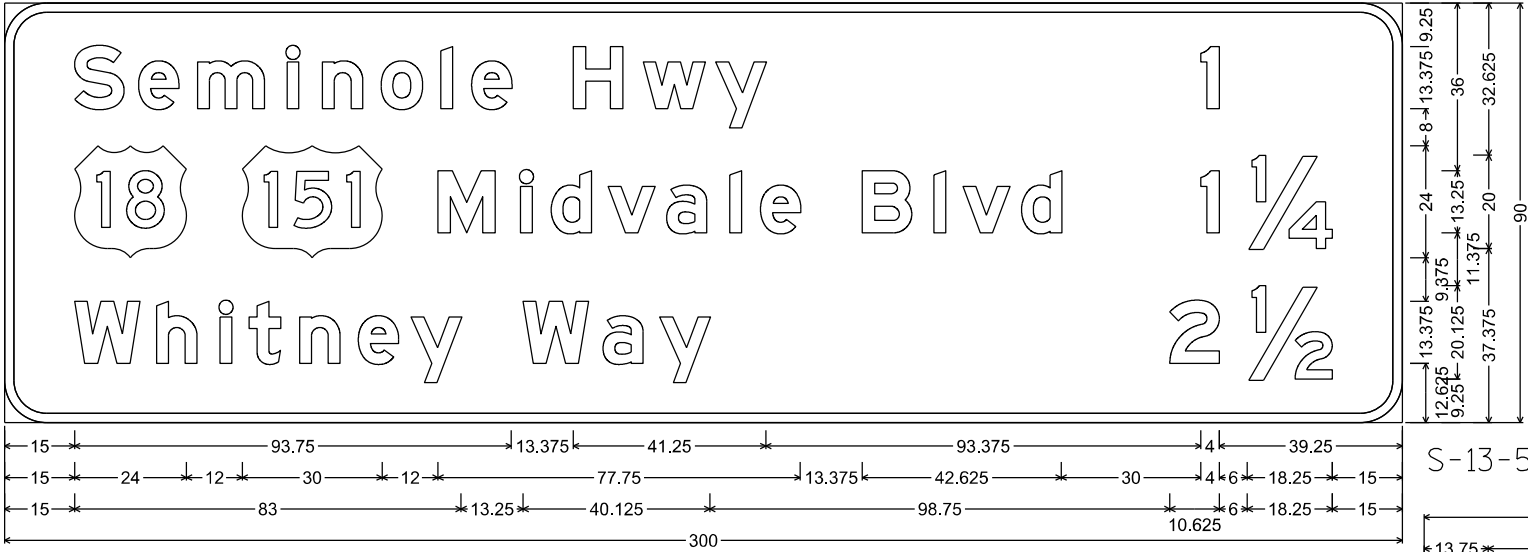
DATE 11/20/13 PLATE 1015 W05-2.1



E8-1; 9.000" Radius, 2.000" Border

S-13-530

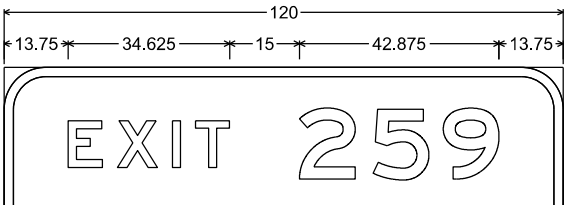
13-22



E8-1; 9.000" Radius, 2.000" Border

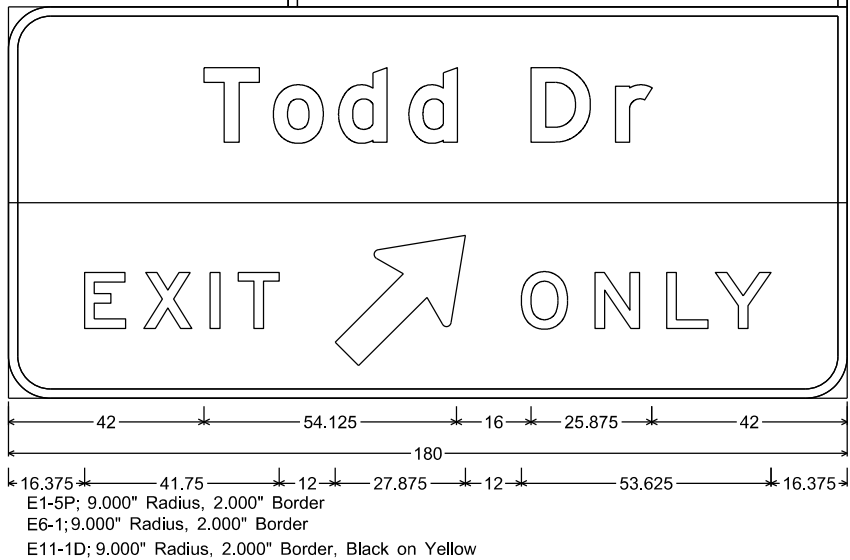
13-19

S-13-530



11-5A

14-3A



S-13-220

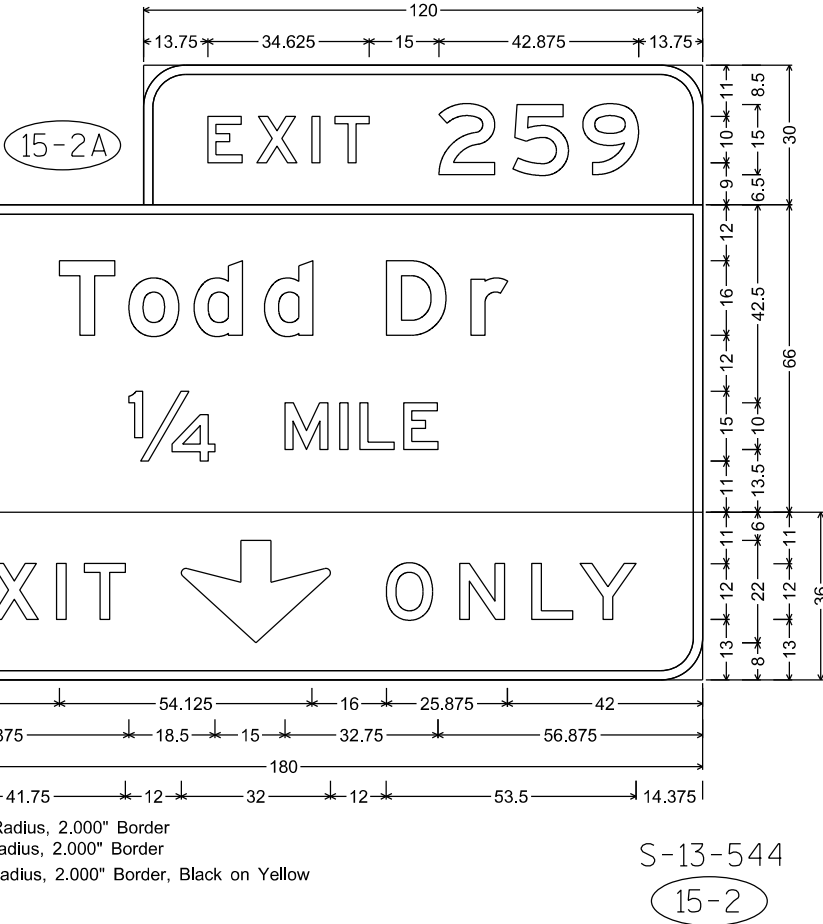
11-5

S-13-542

14-3

NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting with Black Non-Reflective Message



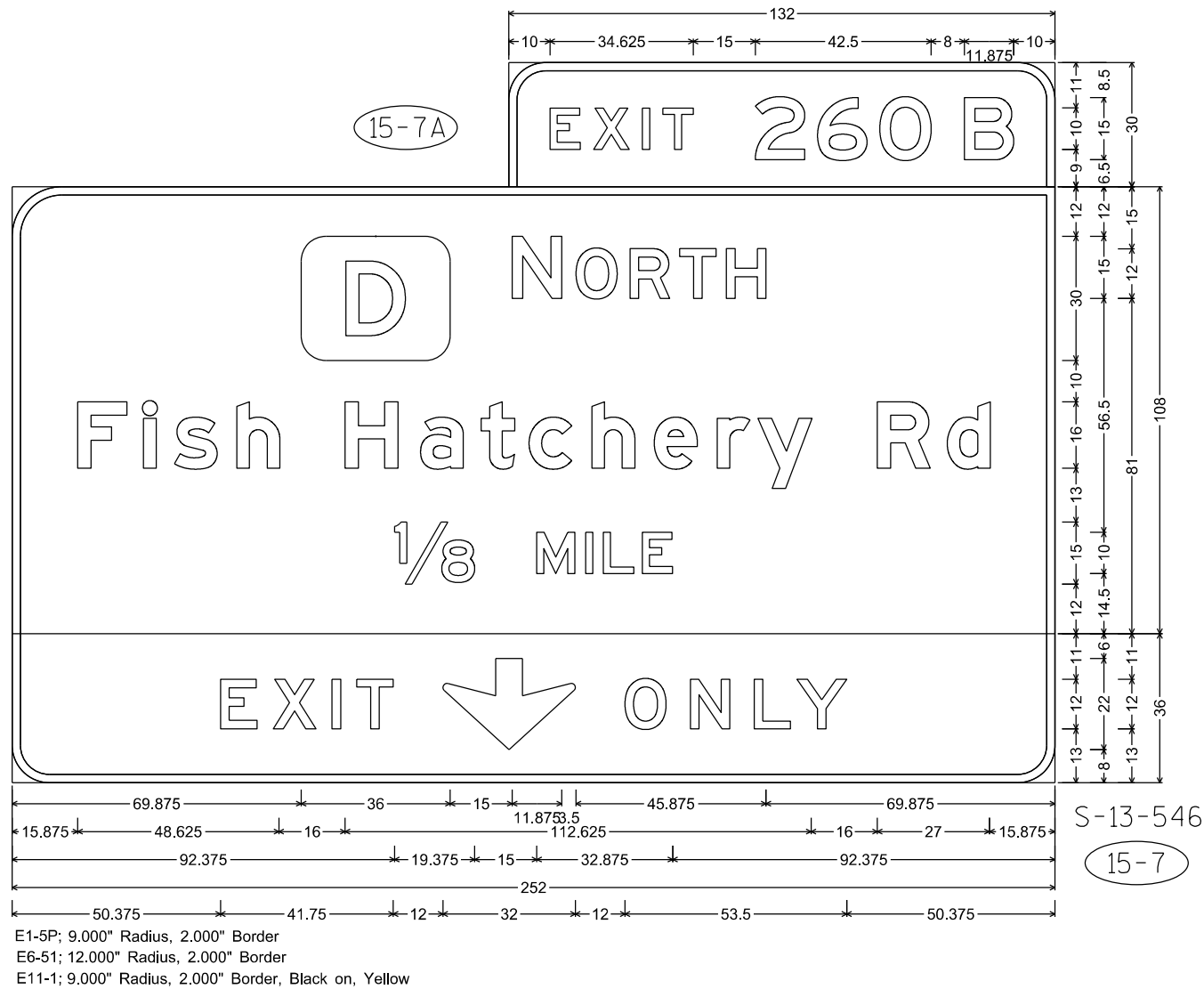
S-13-544

15-2

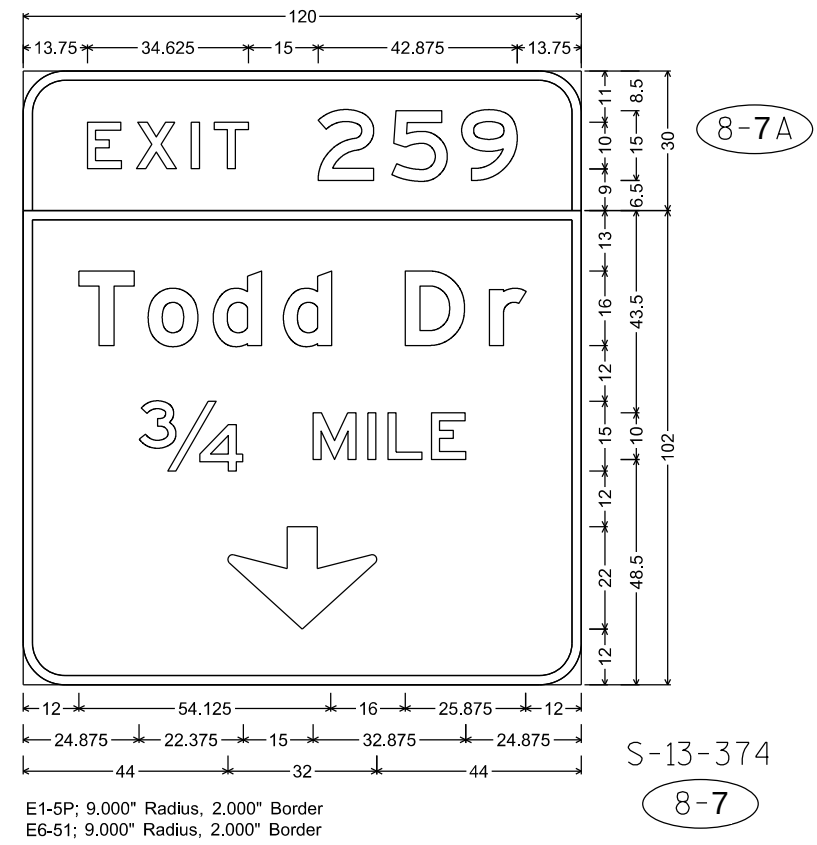
E1-5P; 9.000" Radius, 2.000" Border
E6-51; 9.000" Radius, 2.000" Border
E11-1; 9.000" Radius, 2.000" Border, Black on Yellow

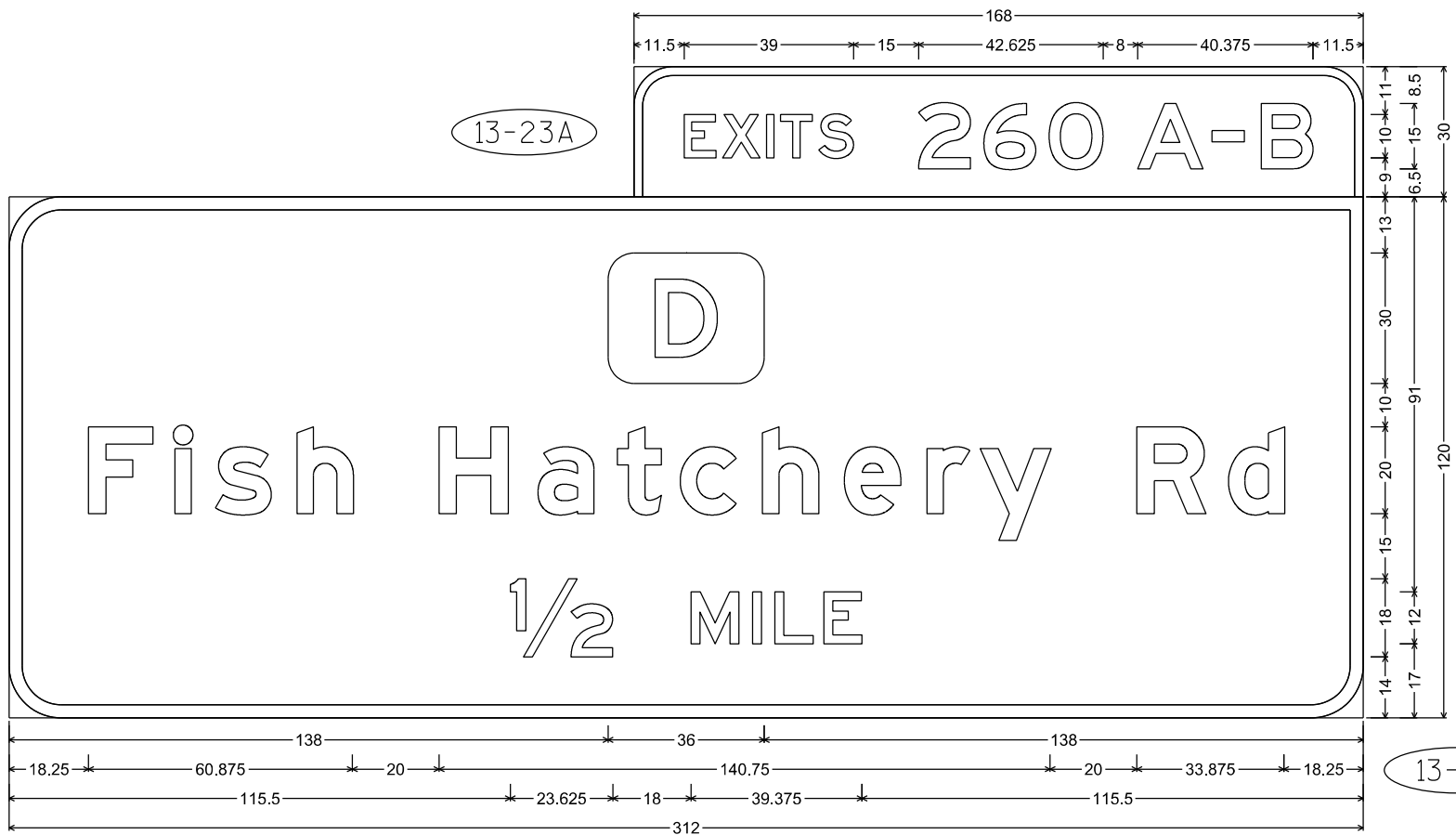
7

7



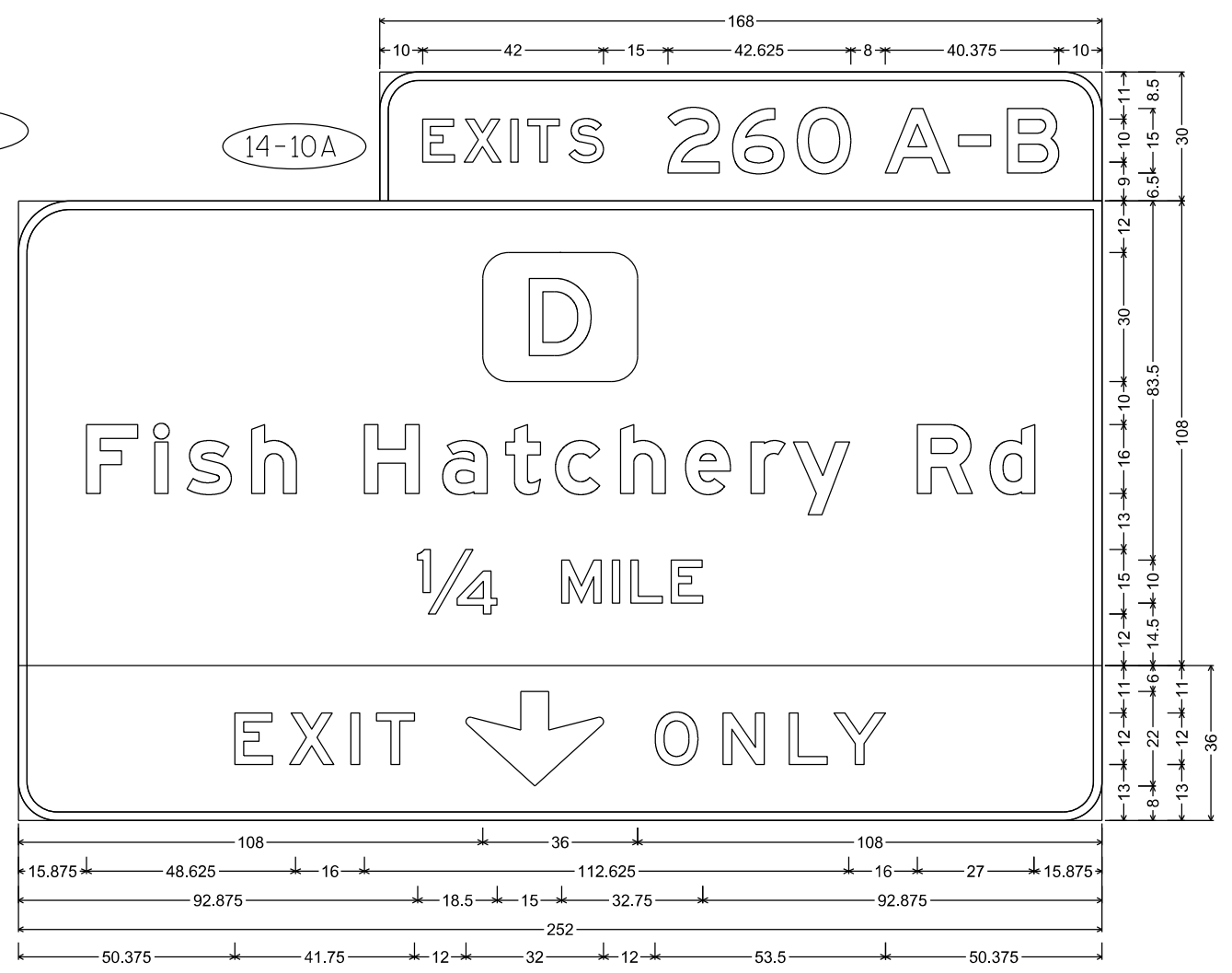
- NOTES
1. All Signs Type I - Type SH Reflective
 2. Color:
Background - Green
Message - White
 3. Message Series - E Modified except all CAP words Series E
 4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting
with Black Non-Reflective Message





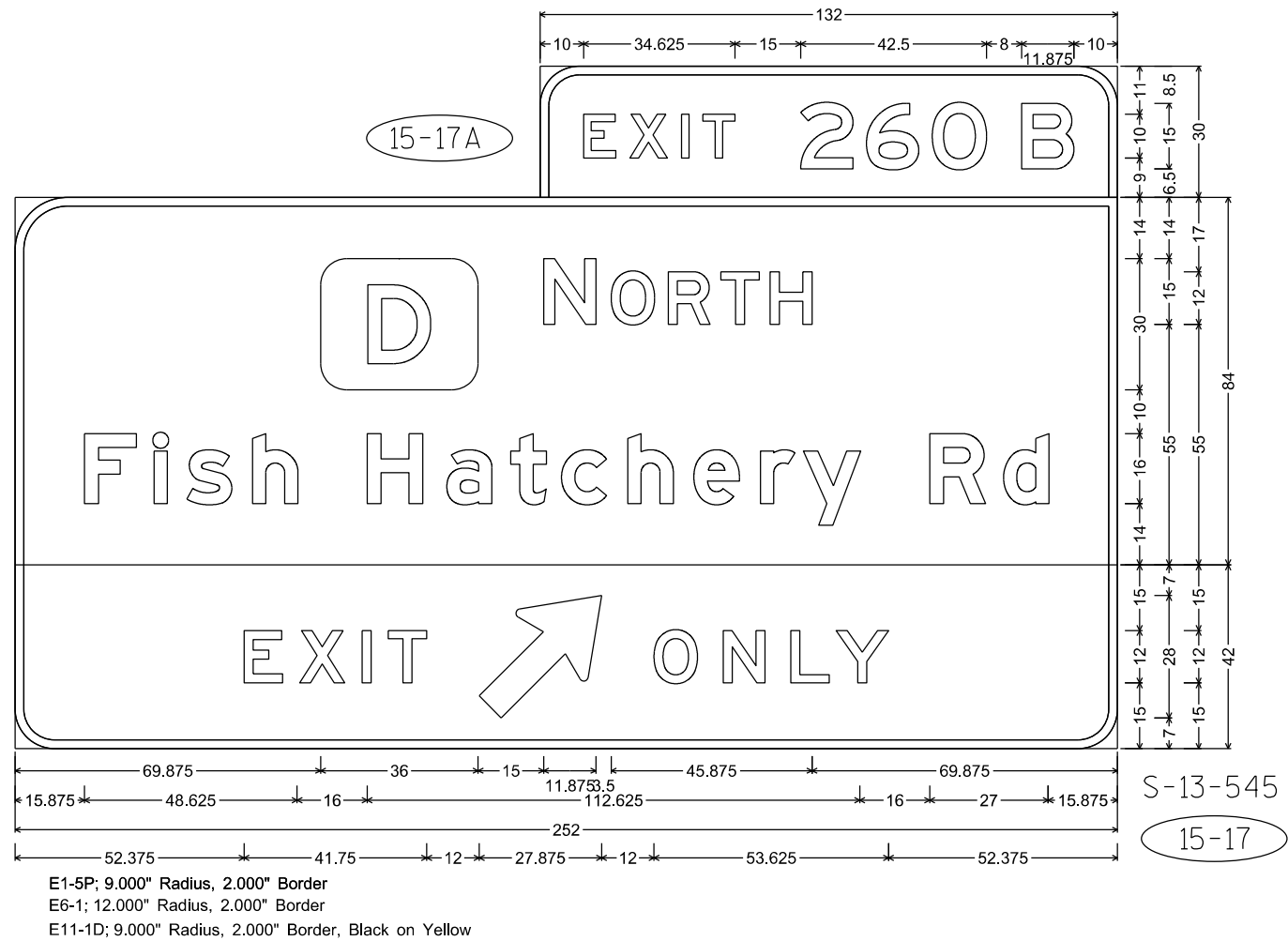
E1-5P; 9.000" Radius, 2.000" Border
E1-1A; 12.000" Radius, 3.000" Border

- NOTES
1. All Signs Type I - Type SH Reflective
 2. Color:
Background - Green
Message - White
 3. Message Series - E Modified except all CAP words Series E
 4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting with Black Non-Reflective Message



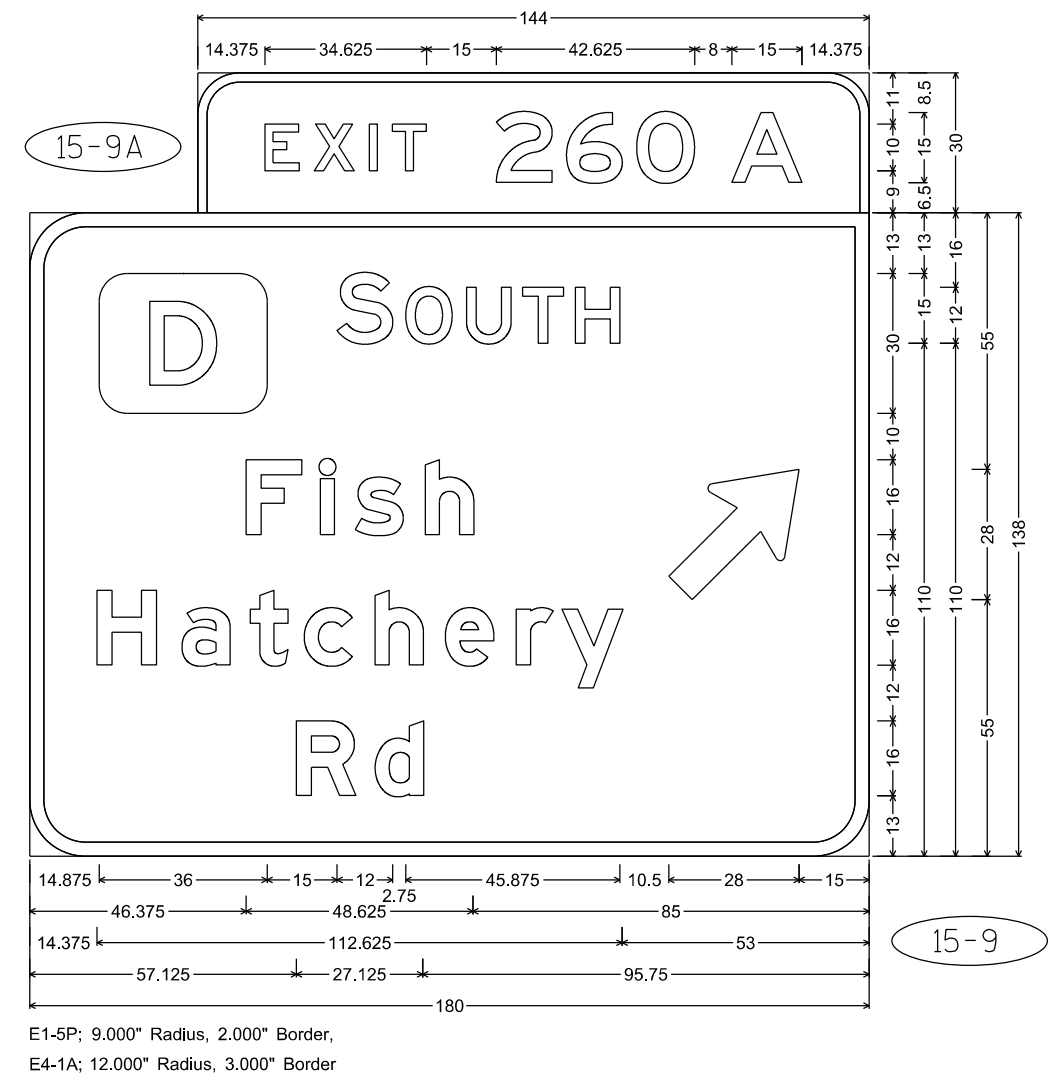
E1-5P; 9.000" Radius, 2.000" Border, White on, Green;
E6-51; 12.000" Radius, 2.000" Border, White on, Green;
E11-1; 9.000" Radius, 2.000" Border, Black on, Yellow;

S-13-543
14-10

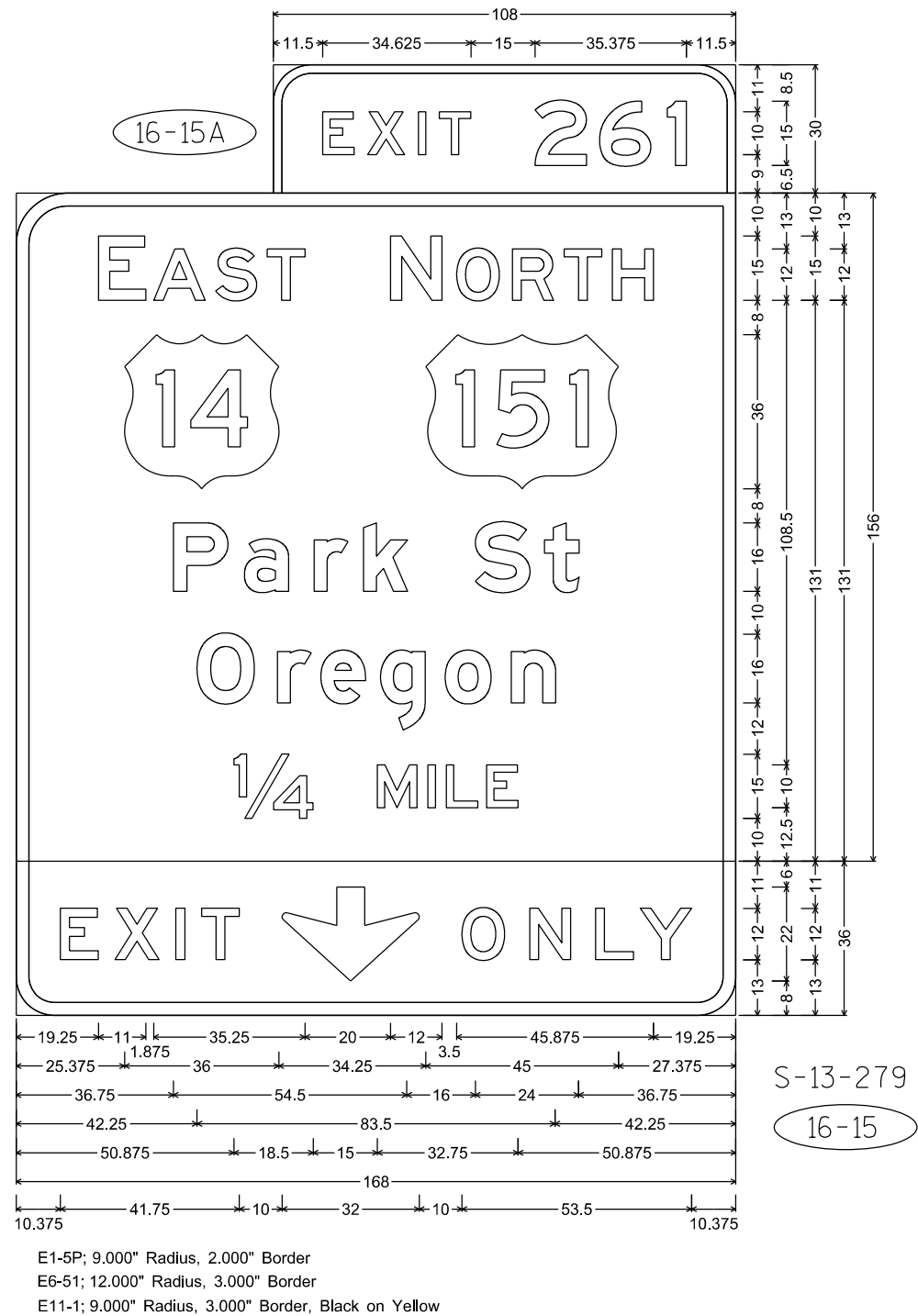


NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting
with Black Non-Reflective Message



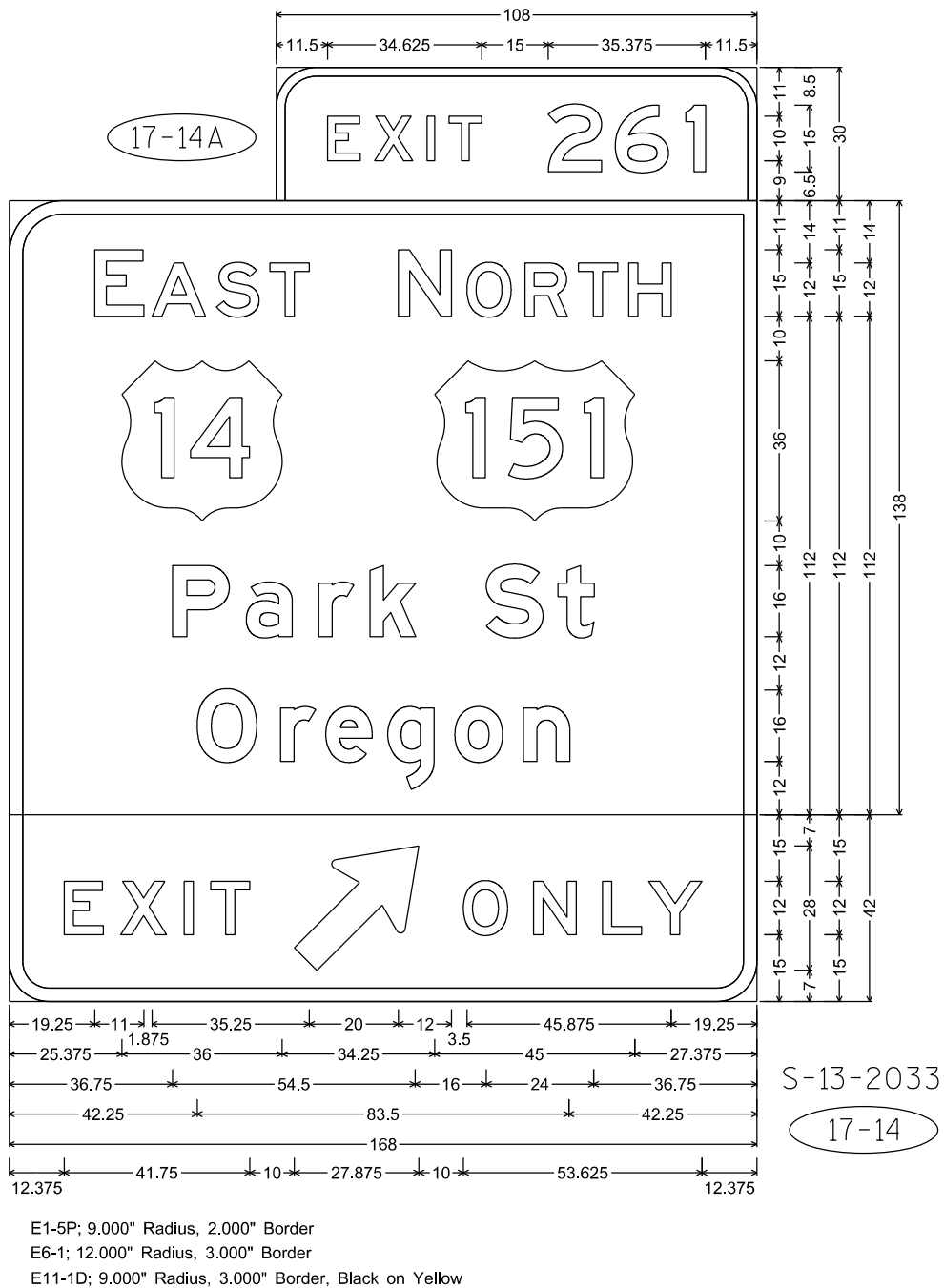
7



NOTES

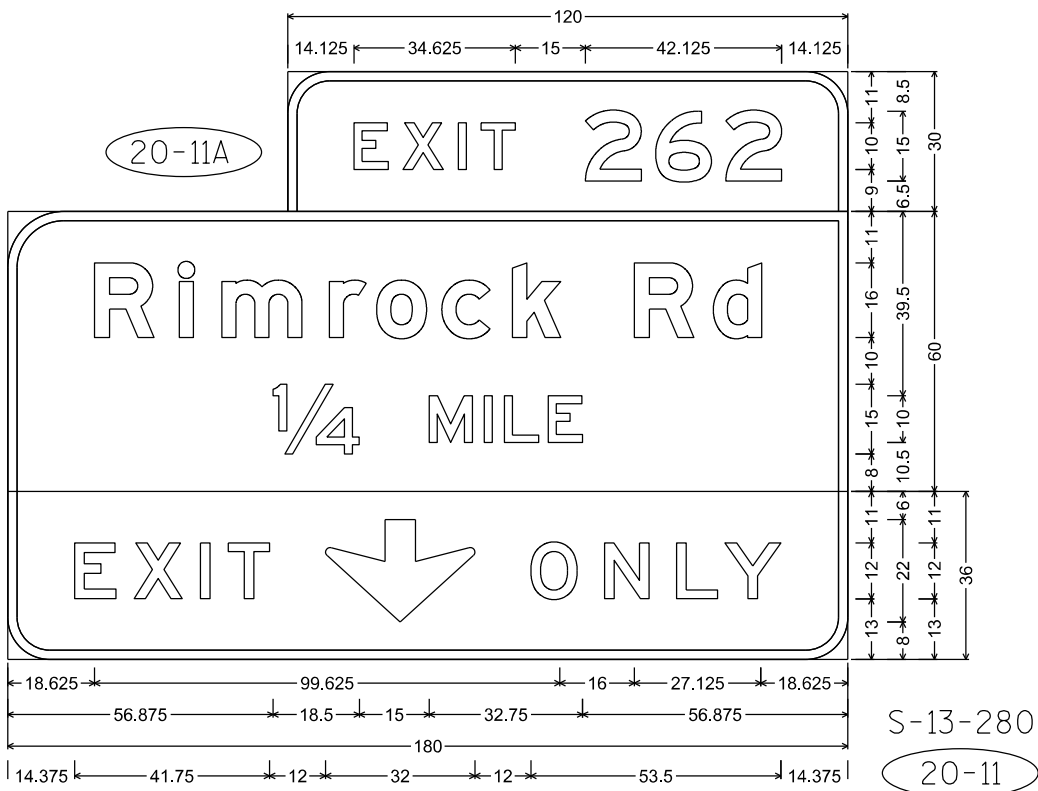
1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting
with Black Non-Reflective Message

7

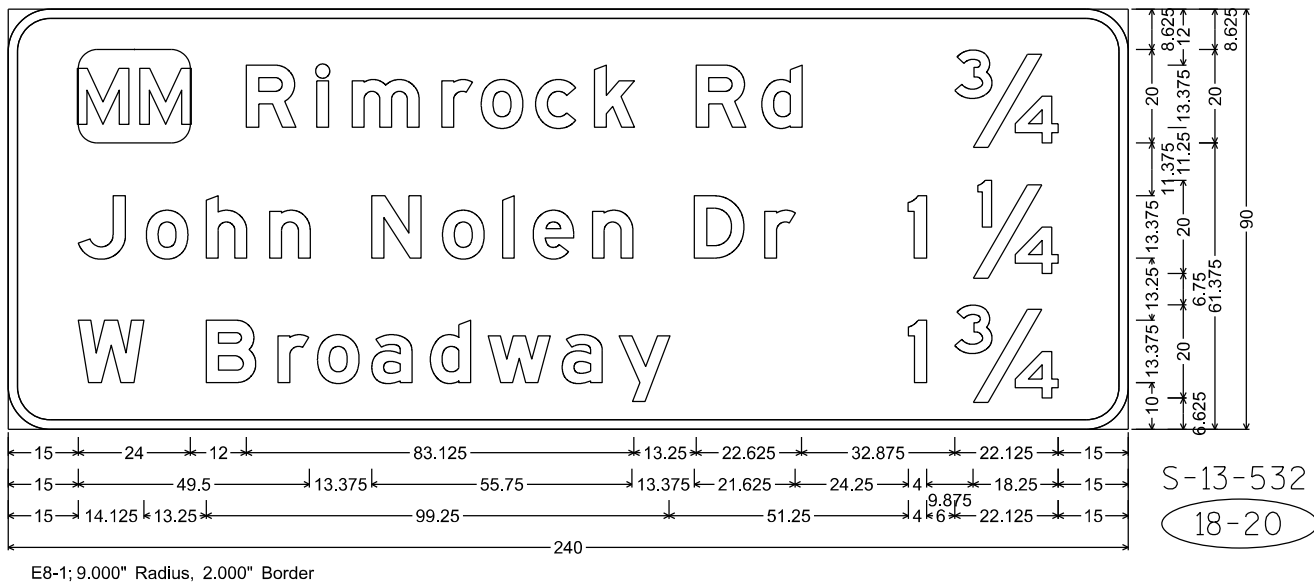


NOTES

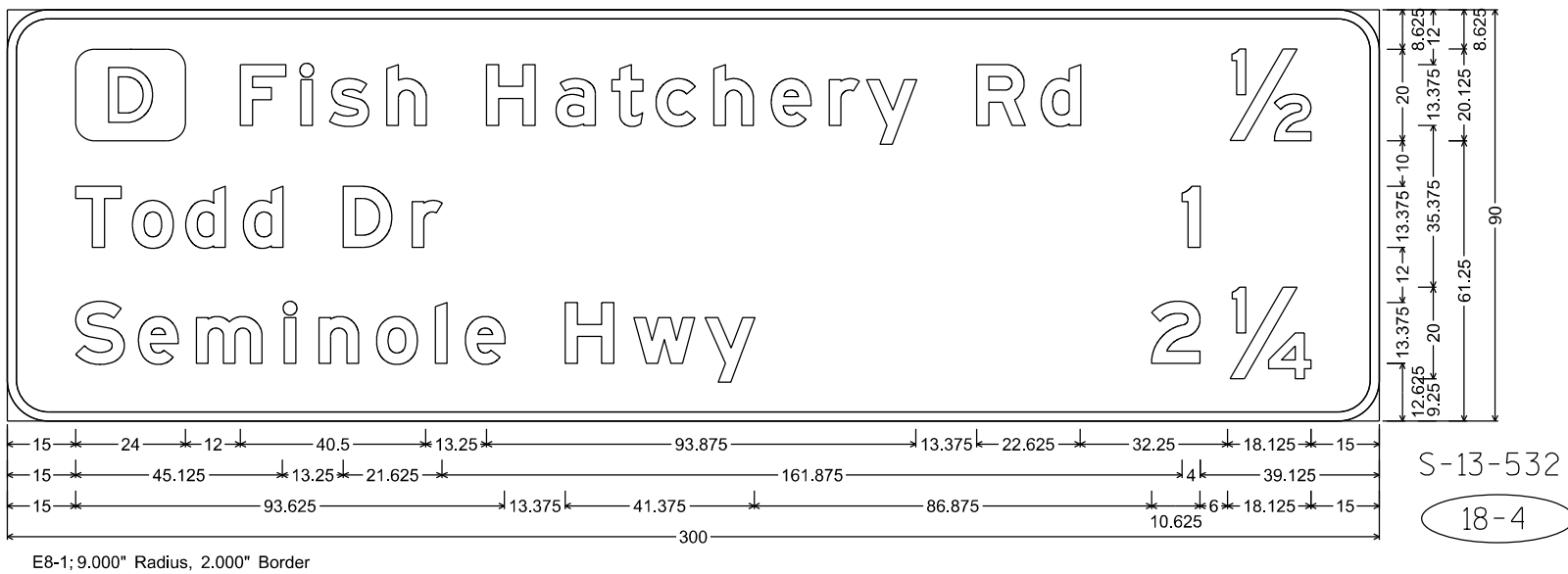
1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting
with Black Non-Reflective Message



E1-5P; 9.000" Radius, 2.000" Border,
E6-51; 12.000" Radius, 2.000" Border,
E11-1; 9.000" Radius, 2.000" Border, Black on Yellow;



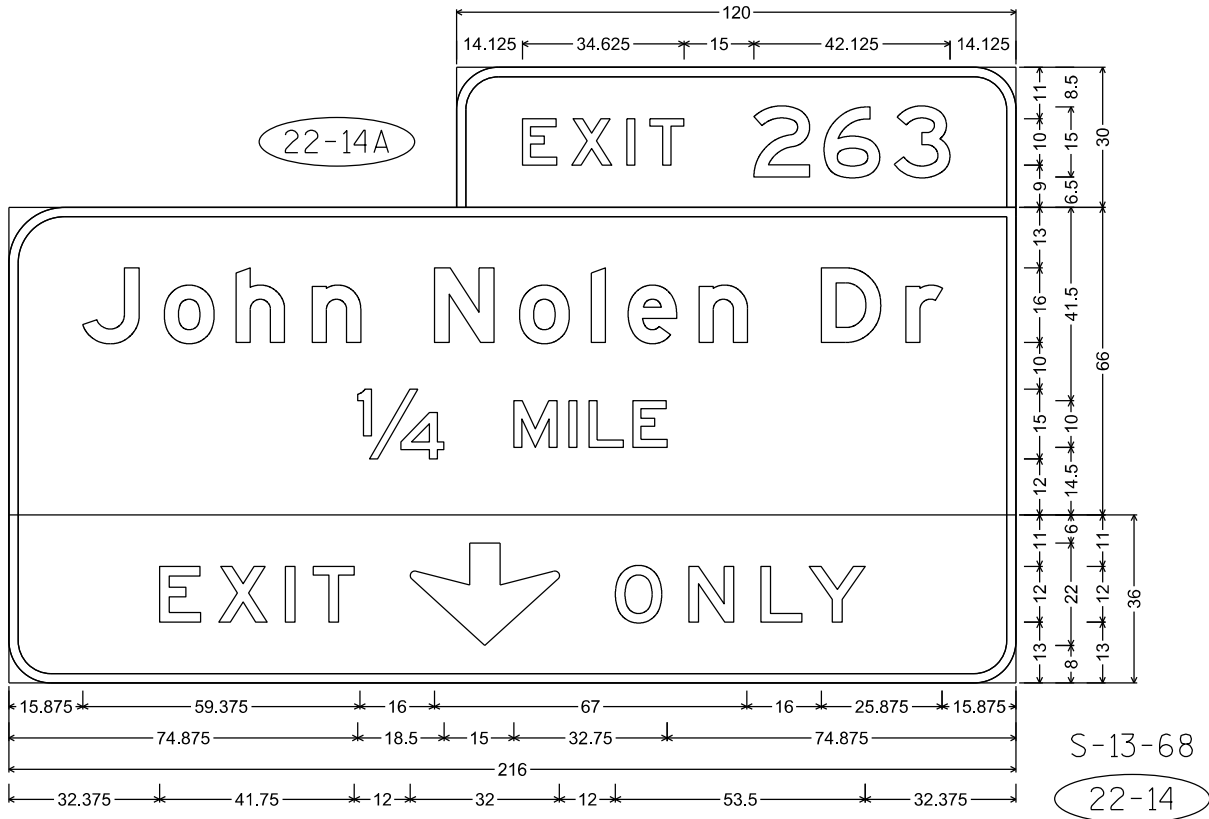
E8-1; 9.000" Radius, 2.000" Border



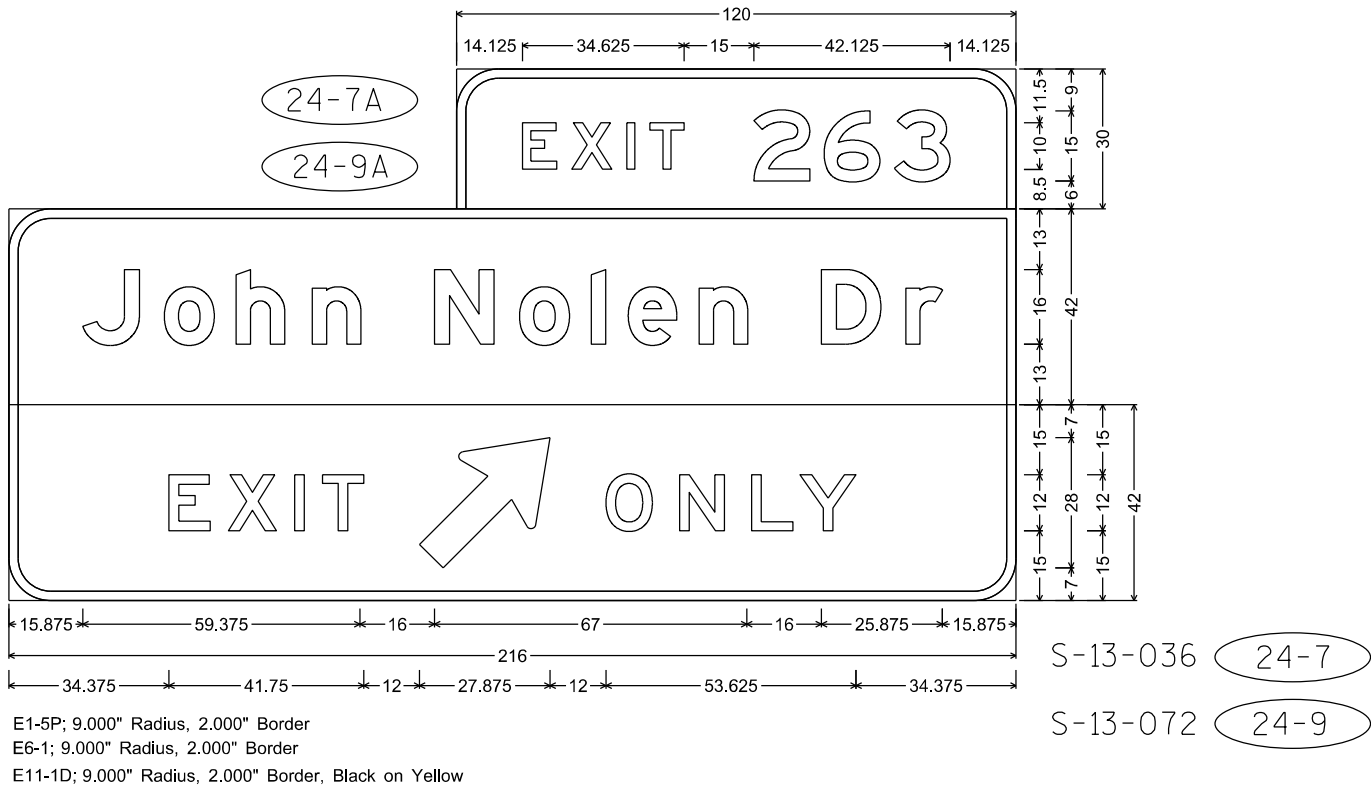
E8-1; 9.000" Radius, 2.000" Border

NOTES

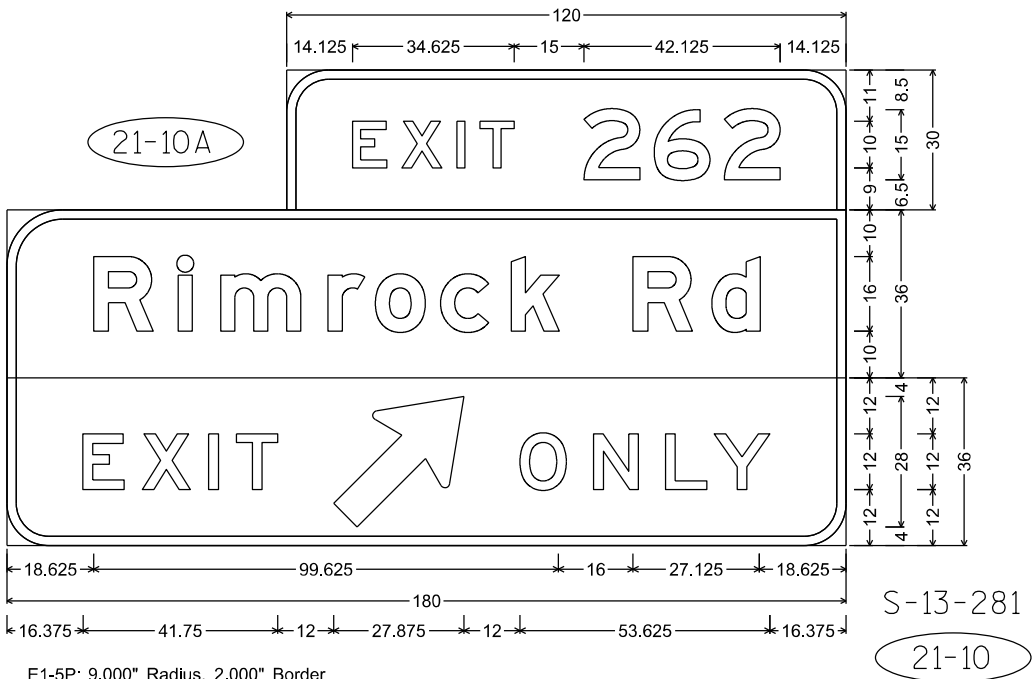
- 1. All Signs Type I - Type SH Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - E Modified except all CAP words Series E
- 4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting
with Black Non-Reflective Message



E1-5P; 9.000" Radius, 2.000" Border
E6-51; 12.000" Radius, 2.000" Border
E11-1; 9.000" Radius, 2.000" Border, Black on Yellow



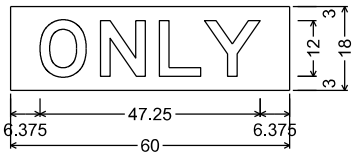
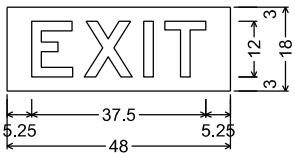
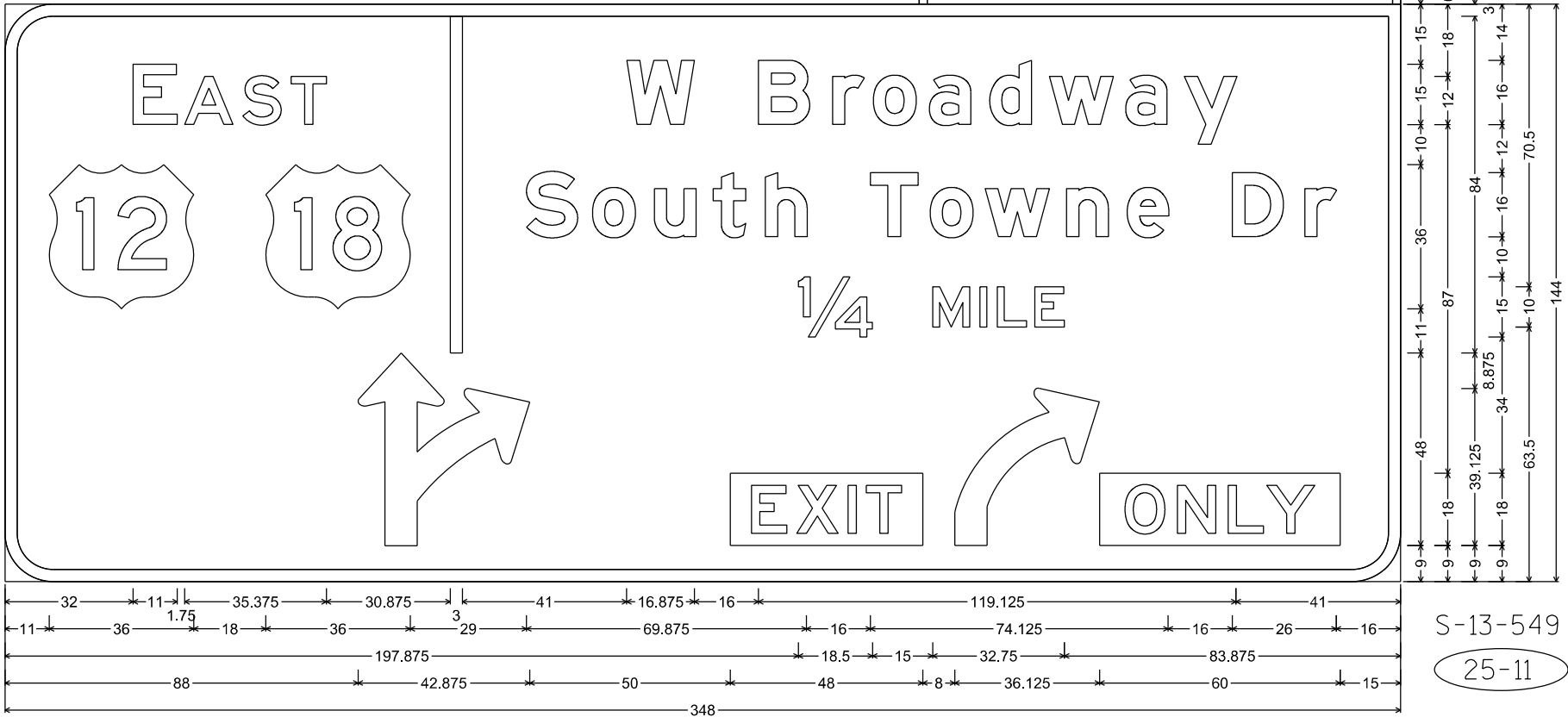
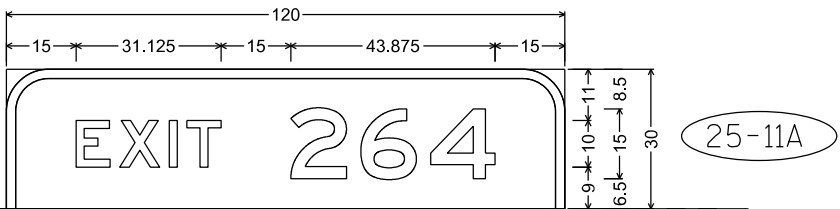
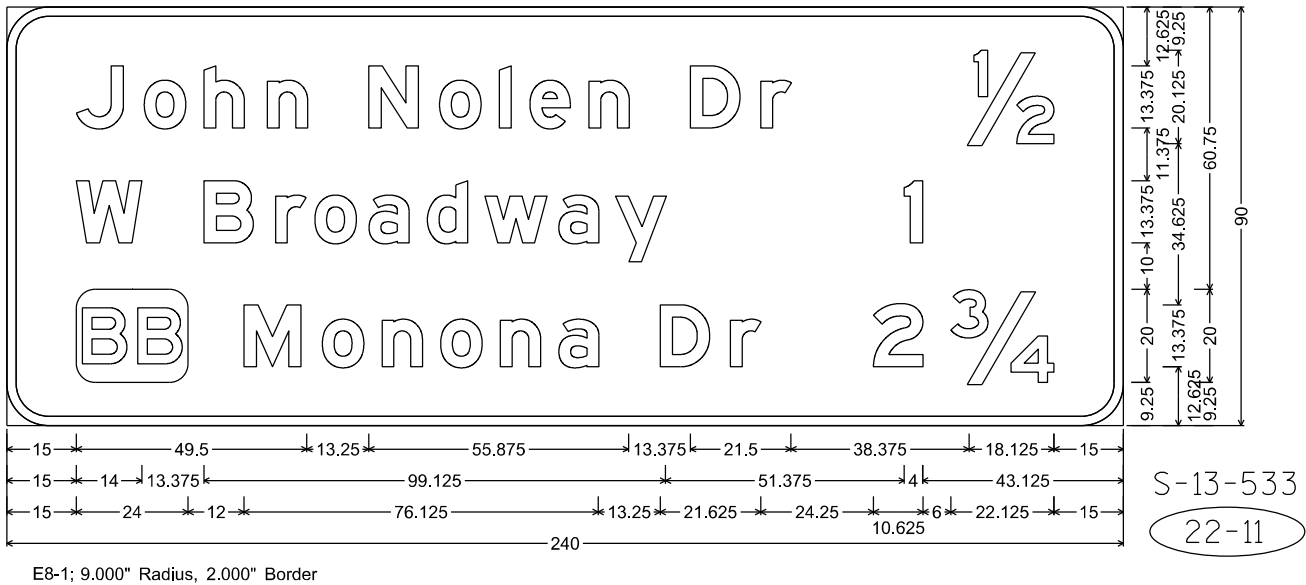
E1-5P; 9.000" Radius, 2.000" Border
E6-1; 9.000" Radius, 2.000" Border
E11-1D; 9.000" Radius, 2.000" Border, Black on Yellow



E1-5P; 9.000" Radius, 2.000" Border
E6-1; 12.000" Radius, 2.000" Border
E11-1D; 9.000" Radius, 2.000" Border, Black on Yellow

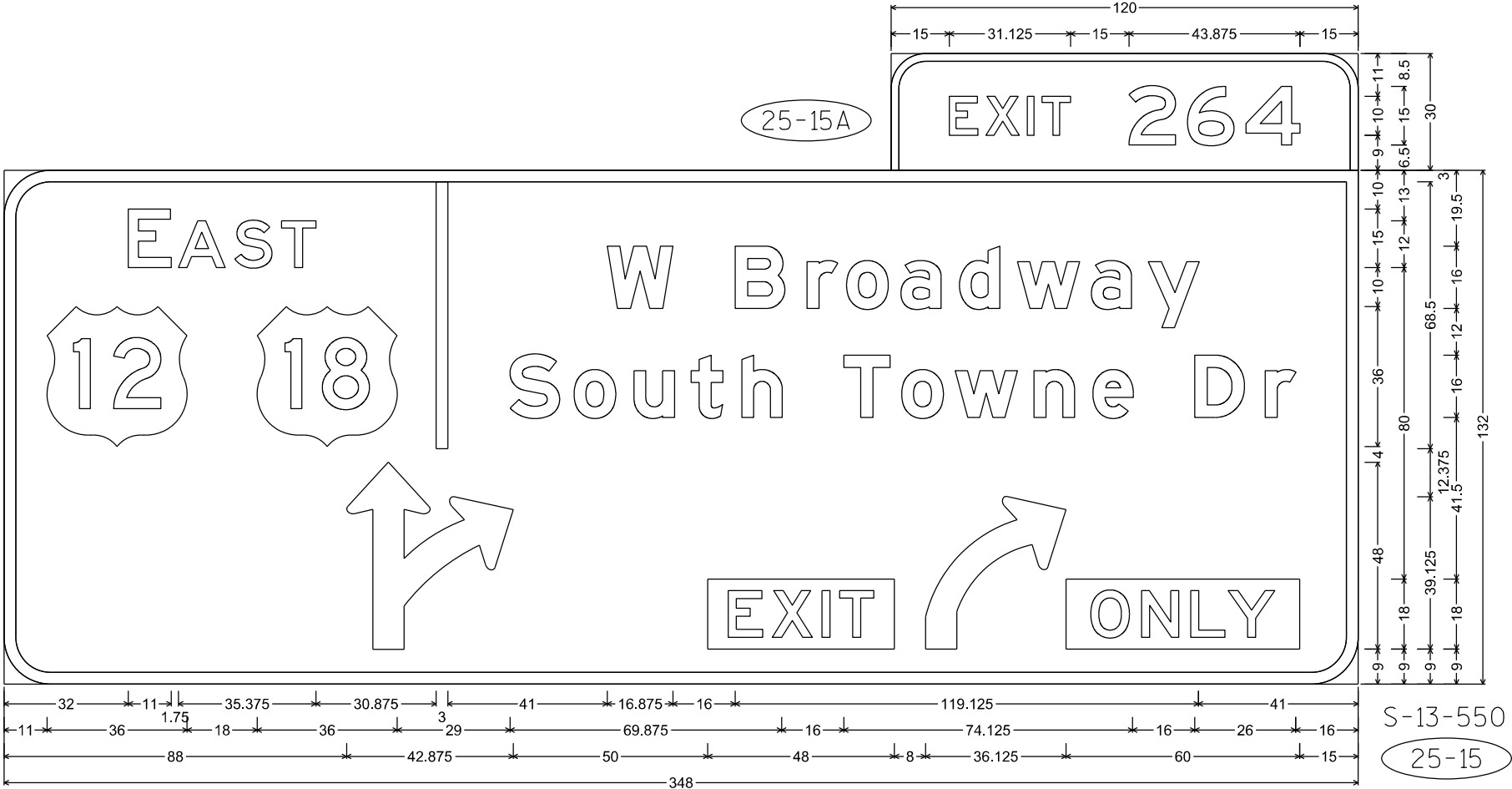
NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT and ONLY Plaque on Yellow Type F Reflective Sheeting with Black Non-Reflective Message

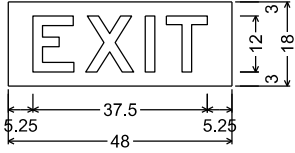


NOTES

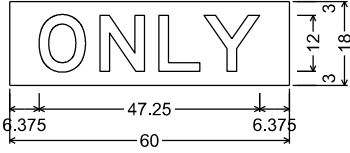
1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT and ONLY Plaque on Yellow Type F Reflective Sheeting with Black Non-Reflective Message



E1-5P; 9.000" Radius, 2.000" Border
E7-2; 12.000" Radius, 3.000" Border



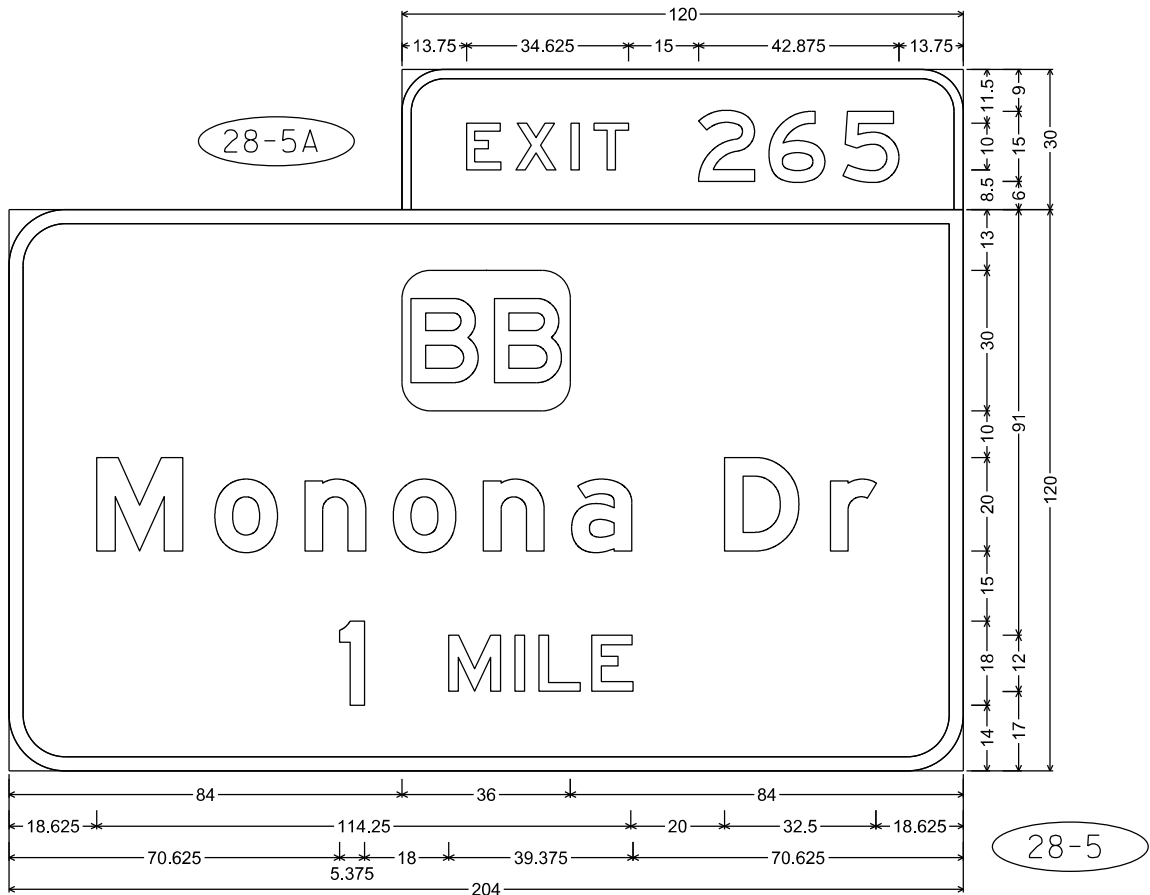
No border, Black on, Fluorescent yellow;
"EXIT", E;



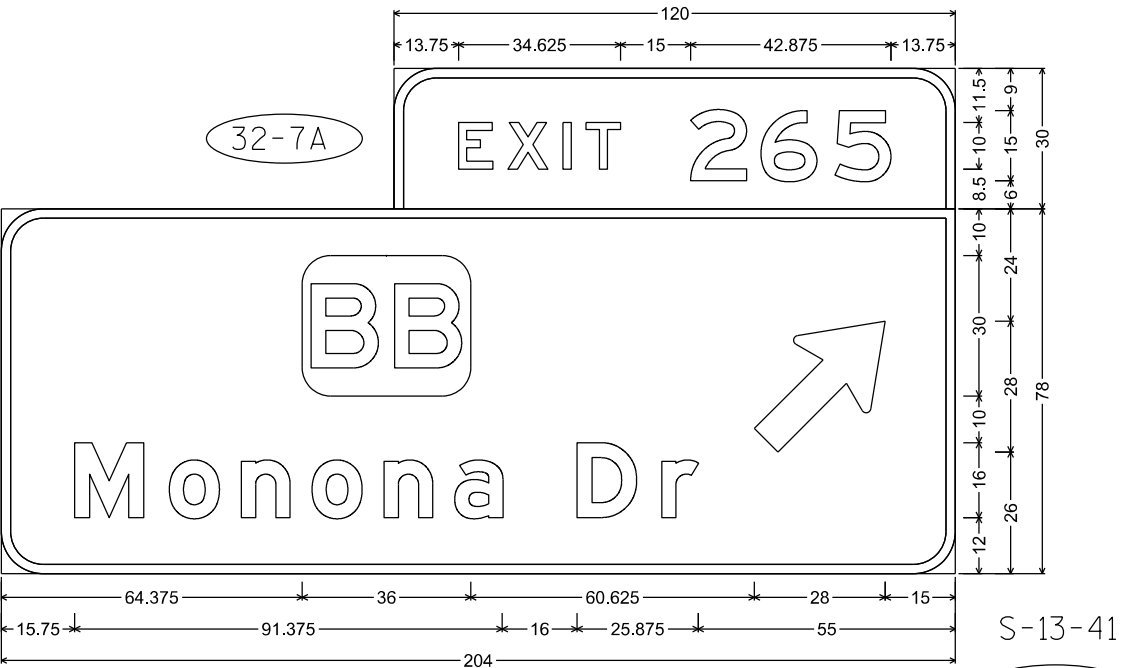
No border, Black on, Fluorescent yellow;
"ONLY", E;

NOTES

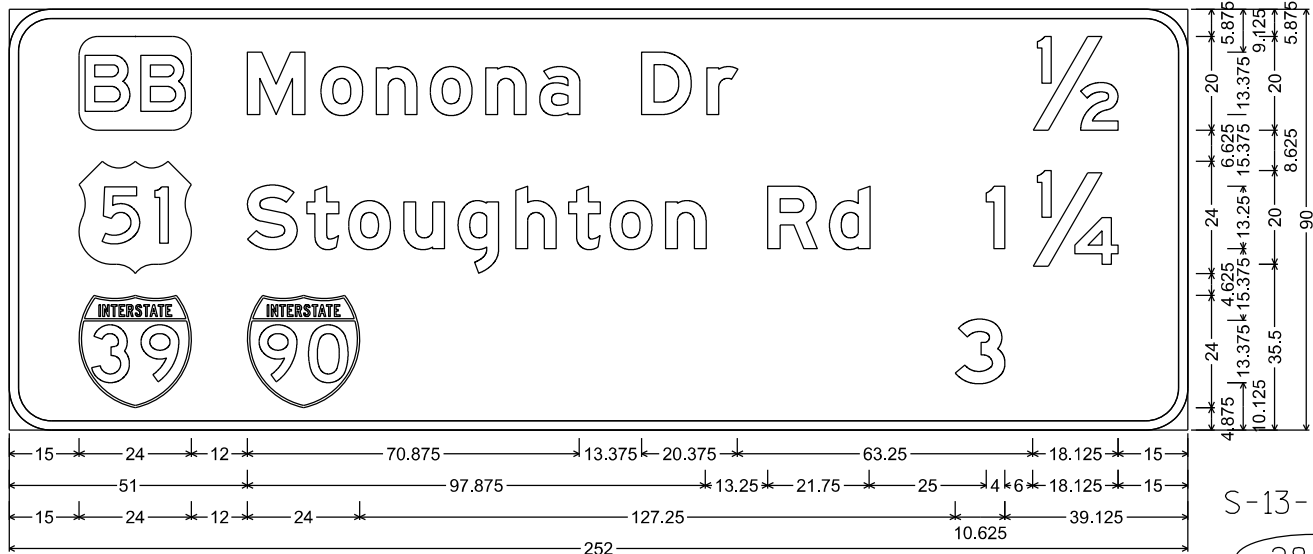
1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E



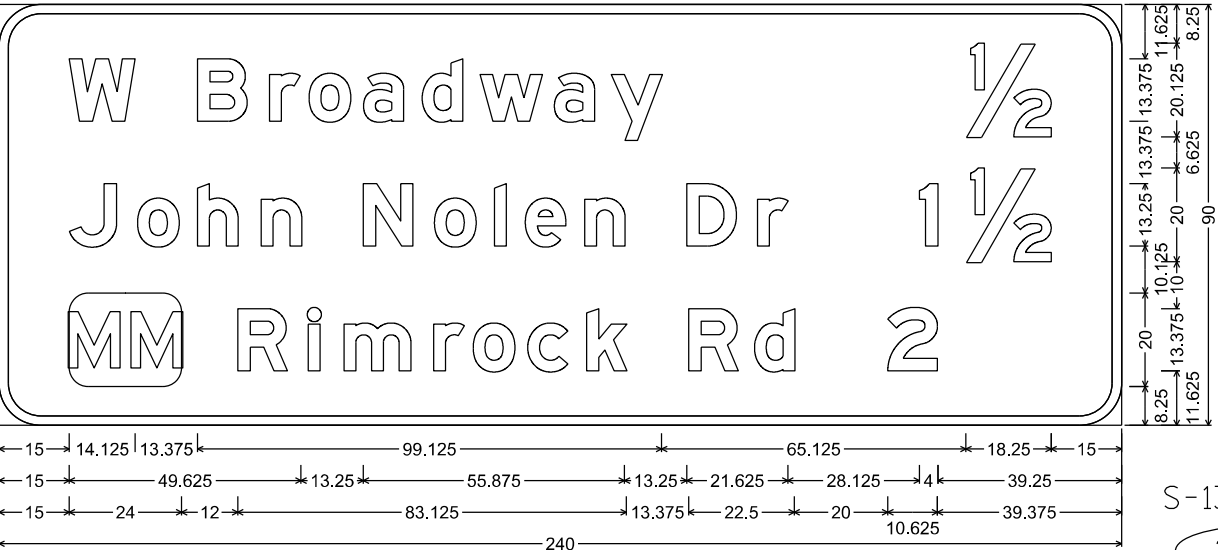
E1-5P; 9.000" Radius, 2.000" Border
E1-1A; 12.000" Radius, 3.000" Border



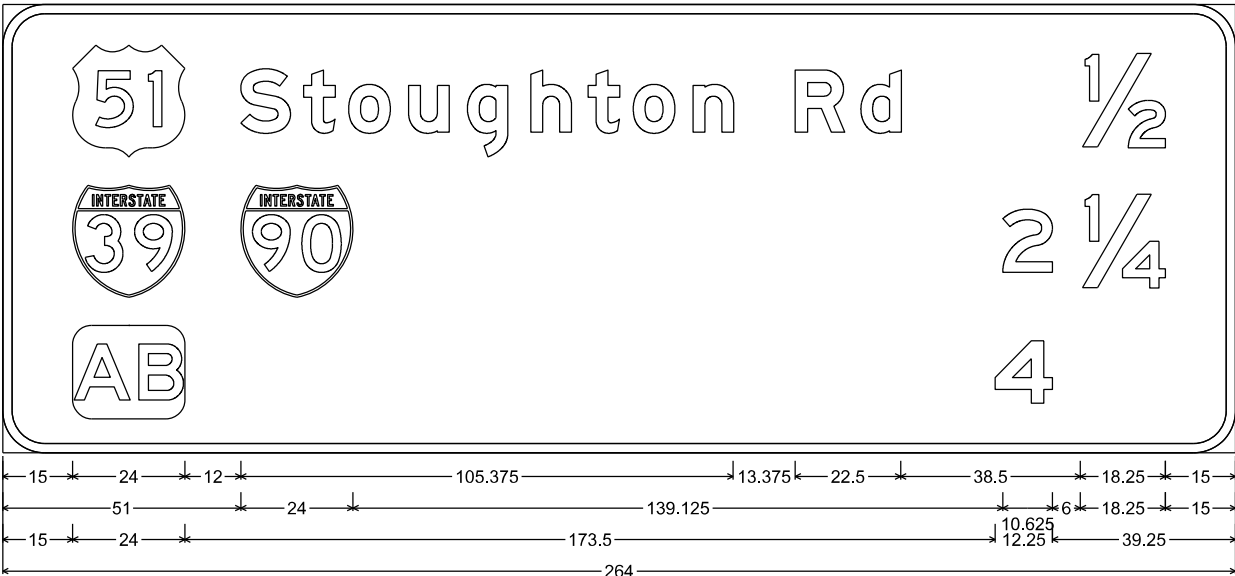
E1-5P; 9.000" Radius, 2.000" Border
E6-1; 9.000" Radius, 2.000" Border



E8-1; 9.000" Radius, 2.000" Border



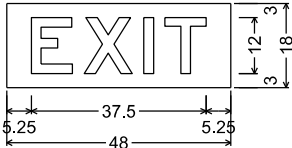
E8-1; 9.000" Radius, 2.000" Border



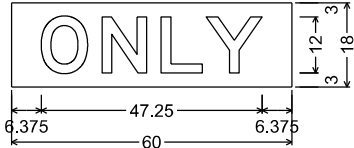
E8-1; 9.000" Radius, 2.000" Border

S-13-539

32-11



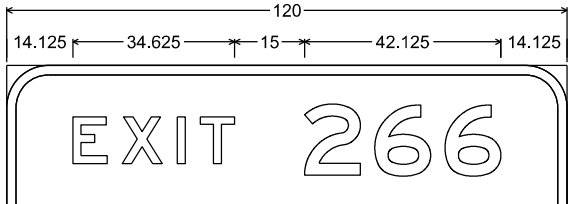
No border, Black on, Fluorescent yellow;
"EXIT", E;



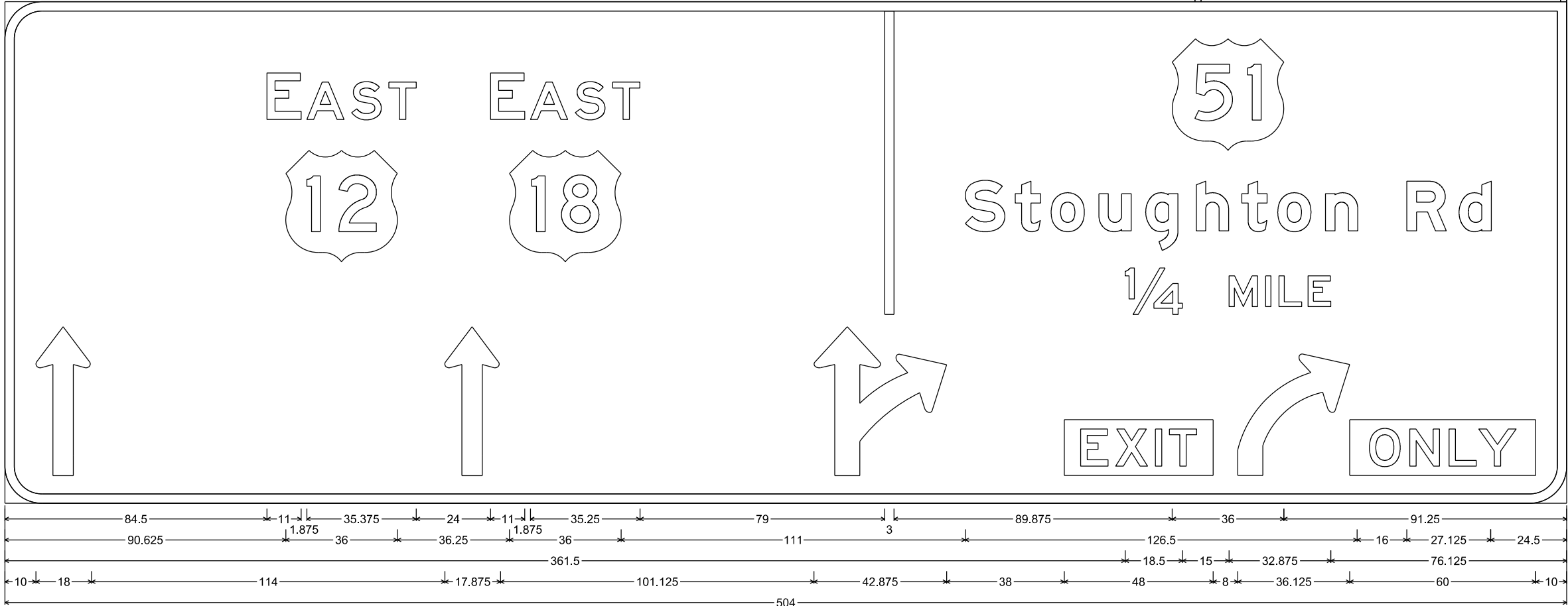
No border, Black on, Fluorescent yellow;
"ONLY", E;

NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT and ONLY Plaque on Yellow Type F Reflective Sheeting
with Black Non-Reflective Message



33-9A

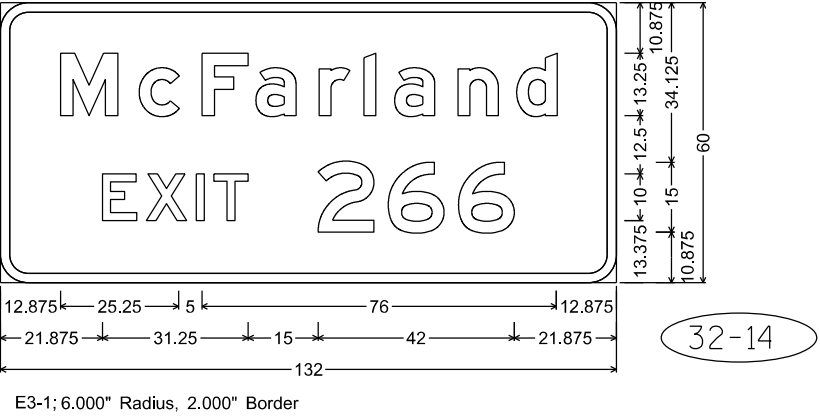


E1-5P; 9.000" Radius, 2.000" Border
E7-4; 12.000" Radius, 3.000" Border

S-13-2035

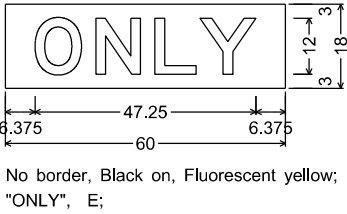
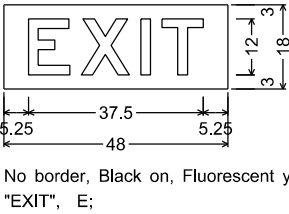
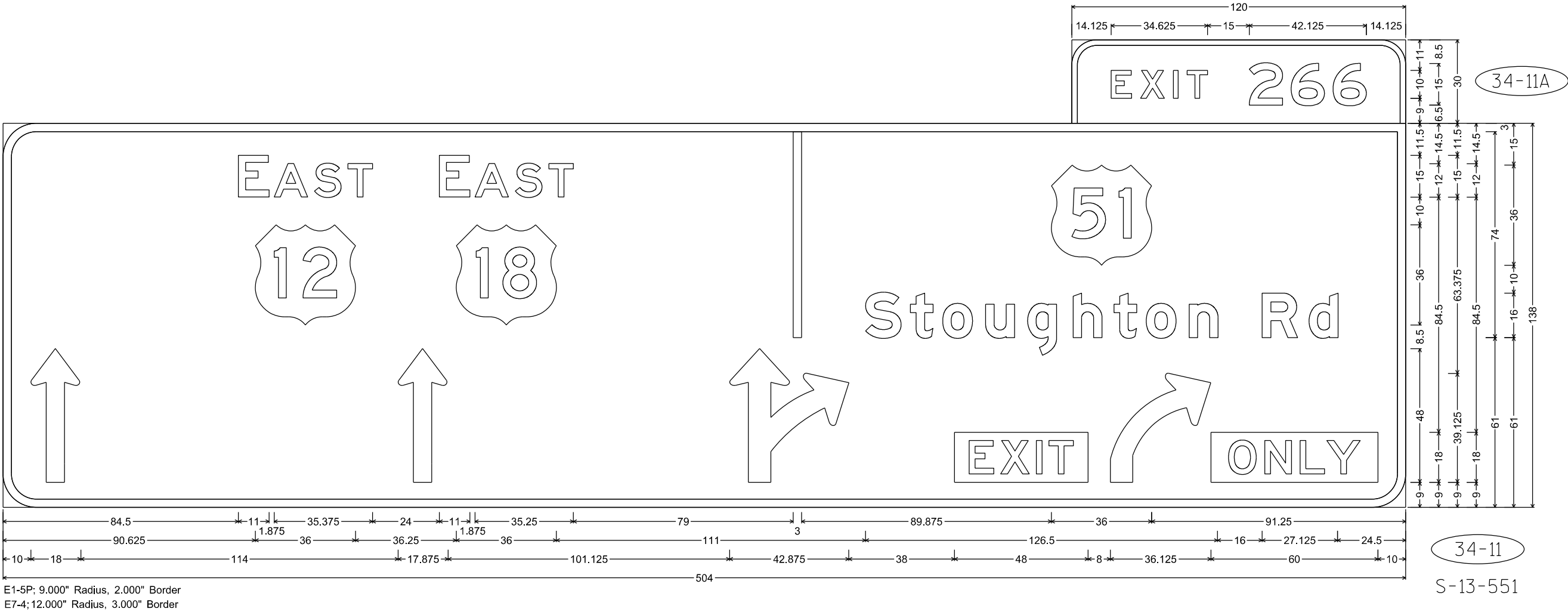
33-9

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NOTES

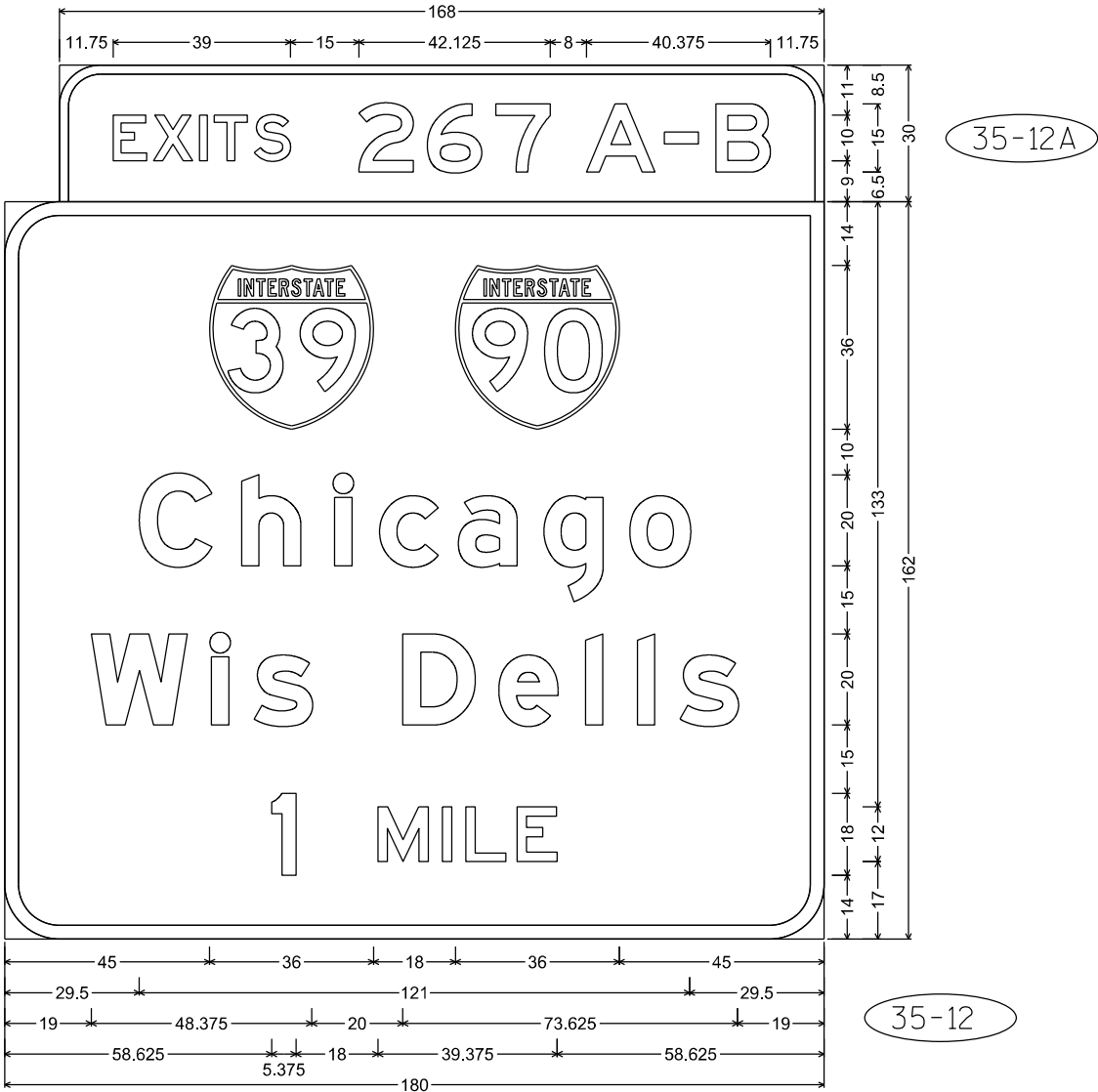
1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT and ONLY Plaque on Yellow Type F Reflective Sheeting with Black Non-Reflective Message



7

NOTES

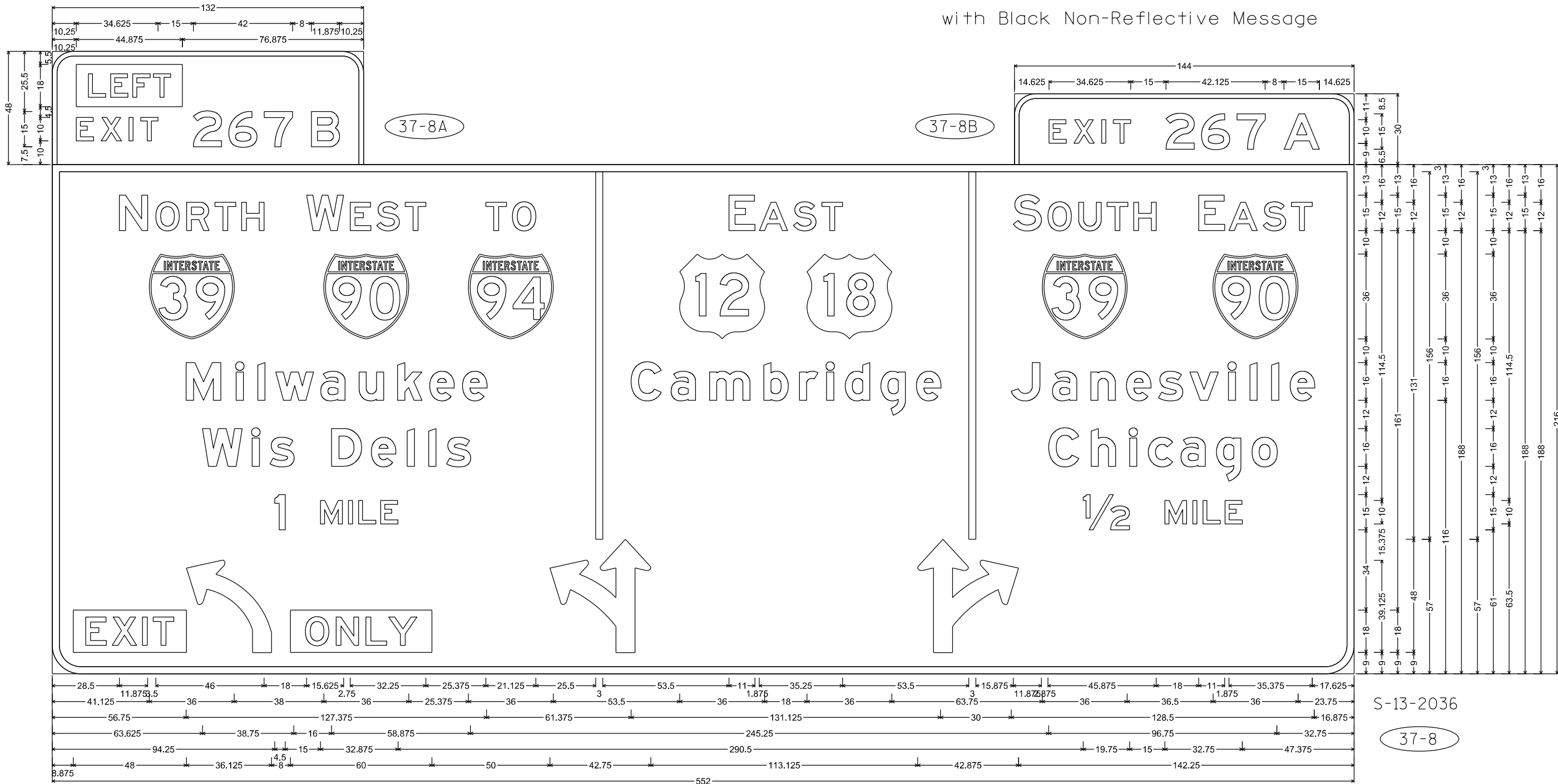
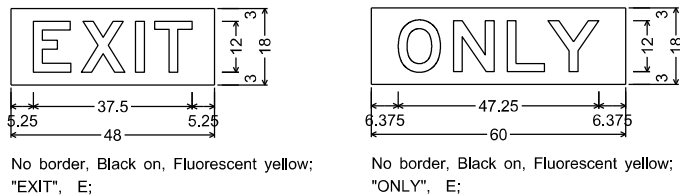
- 1. All Signs Type I - Type SH Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - E Modified except all CAP words Series E



E1-5P; 9.000" Radius, 2.000" Border
E1-1A; 12.000" Radius, 3.000" Border

NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT, ONLY and LEFT Plaque on Yellow Type F Reflective Sheeting with Black Non-Reflective Message



S-13-2036

37-8

E1-5BP; 9,000" Radius, 2,000" Border, White on Green; Rectangle Yellow
E1-5P; 9,000" Radius, 2,000" Border
E7-3; 12,000" Radius, 3,000" Border

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PERMANENT SIGNING

SHEET NO: 1029

E

FILE NAME : C:\CAEfiles\Projects\tr_d1\1137an19.dgn

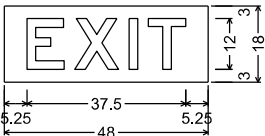
PLOT DATE : 13-JULY 2020 8:01

PLOT BY: dotc4c

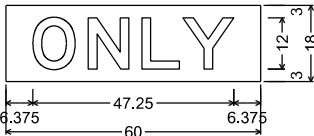
PLOT SCALE : \$\$.plotscale. \$\$. WISDOT/CADDs SHEET 42

NOTES

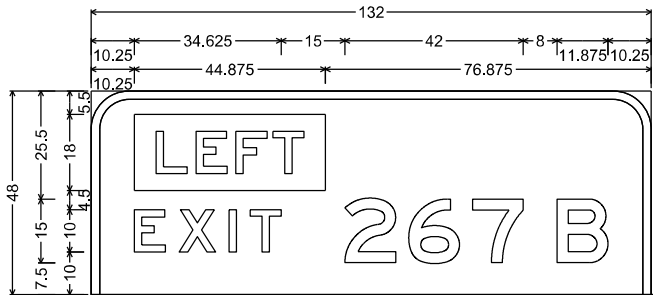
1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT, ONLY and LEFT Plaque on Yellow Type F Reflective Sheeting with Black Non-Reflective Message



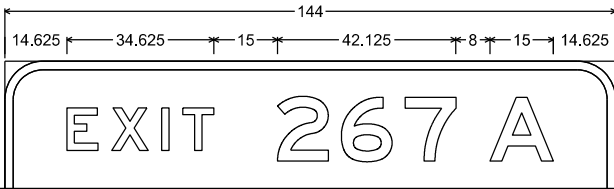
No border, Black on, Fluorescent yellow;
"EXIT", E;



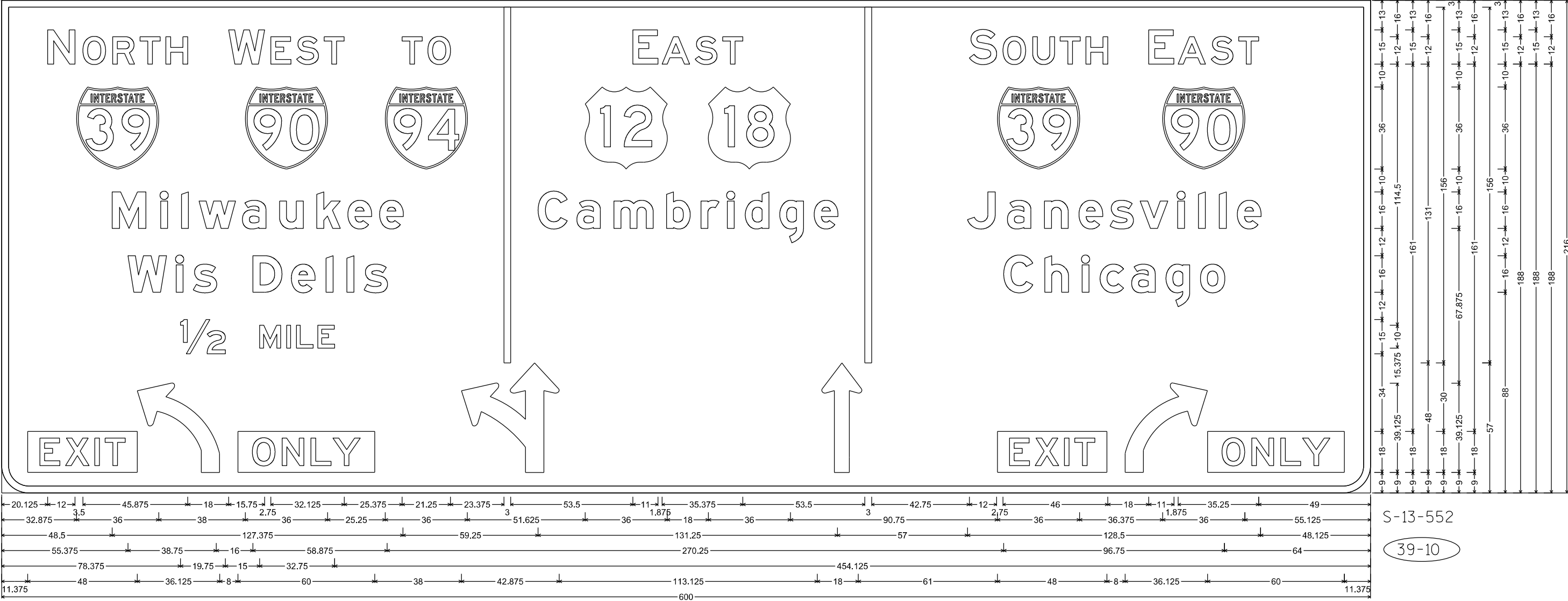
No border, Black on, Fluorescent yellow;
"ONLY", E;



39-10A



39-10B



E1-5BP; 9,000" Radius, 2,000" Border, White on Green; Rectangle Yellow
E1-5P; 9,000" Radius, 2,000" Border
E7-2; 12,000" Radius, 3,000" Border

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

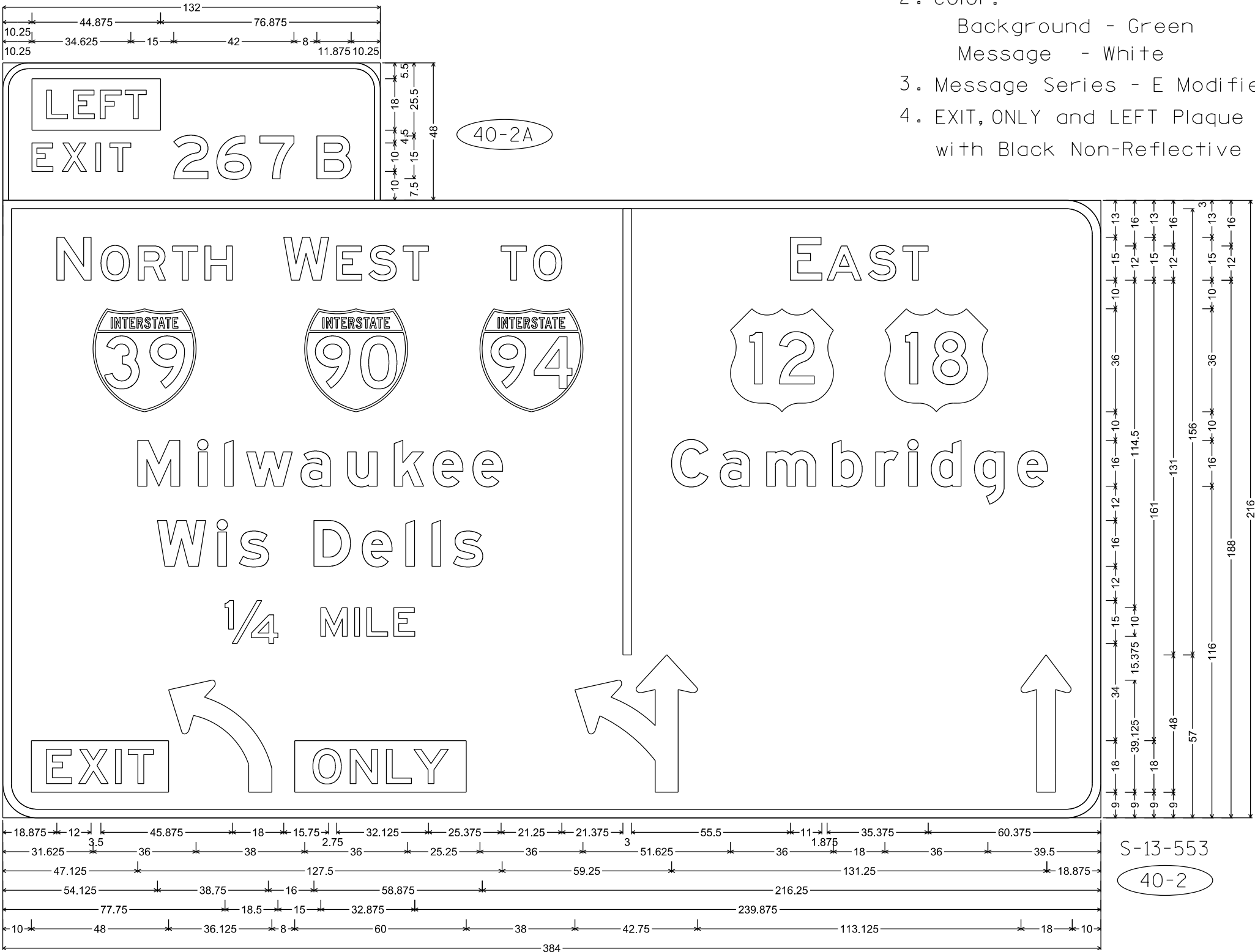
PERMANENT SIGNING

SHEET NO: 1030

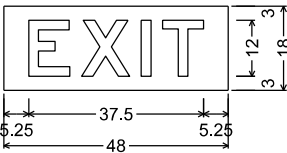
E

NOTES

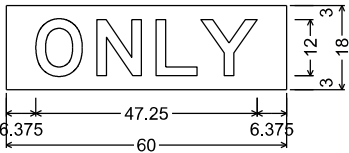
- 1. All Signs Type I - Type SH Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - E Modified except all CAP words Series E
- 4. EXIT, ONLY and LEFT Plaque on Yellow Type F Reflective Sheeting with Black Non-Reflective Message



E1-5BP; 9.000" Radius, 2.000" Border, White on Green; Rectangle Yellow
E7-2; 12.000" Radius, 3.000" Border



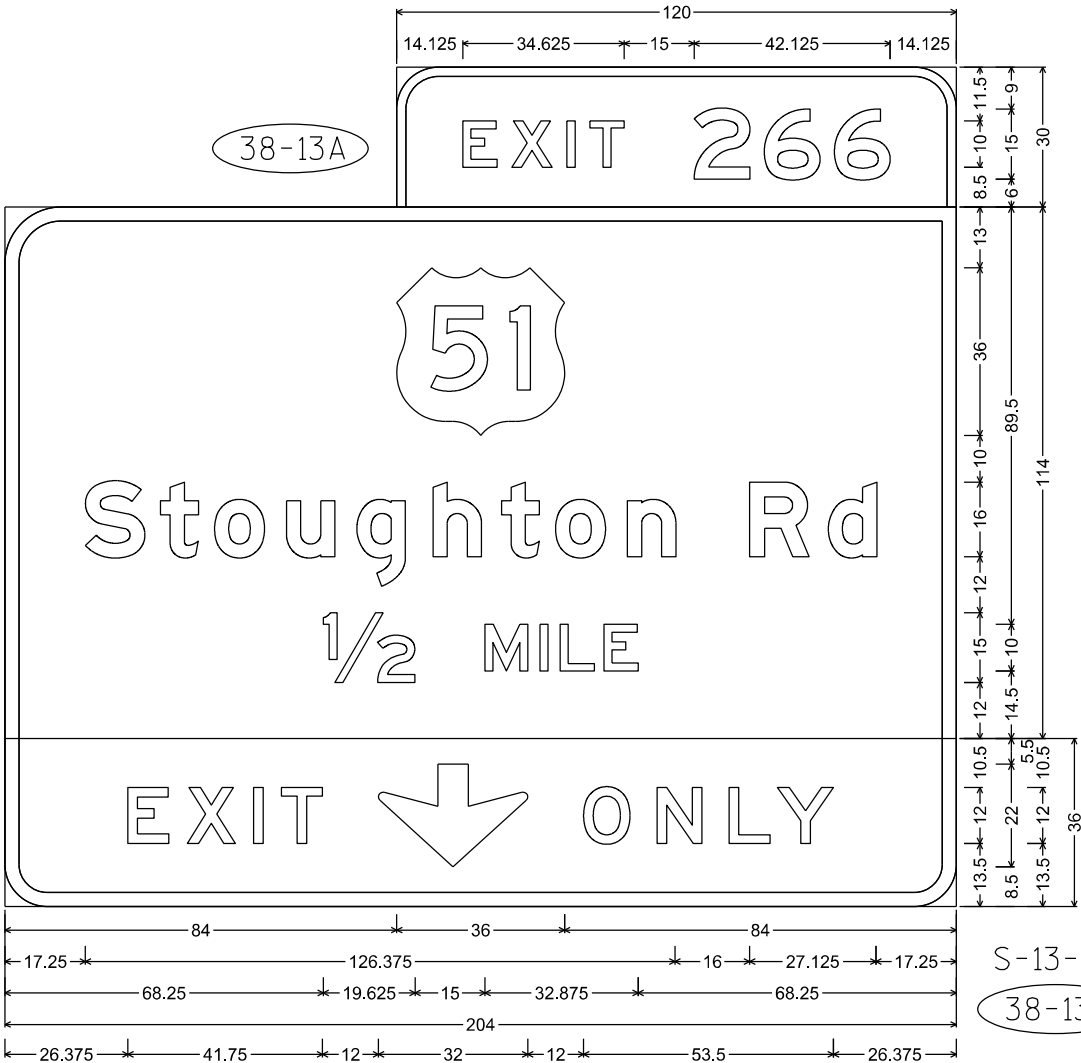
No border, Black on, Fluorescent yellow;
"EXIT", E;



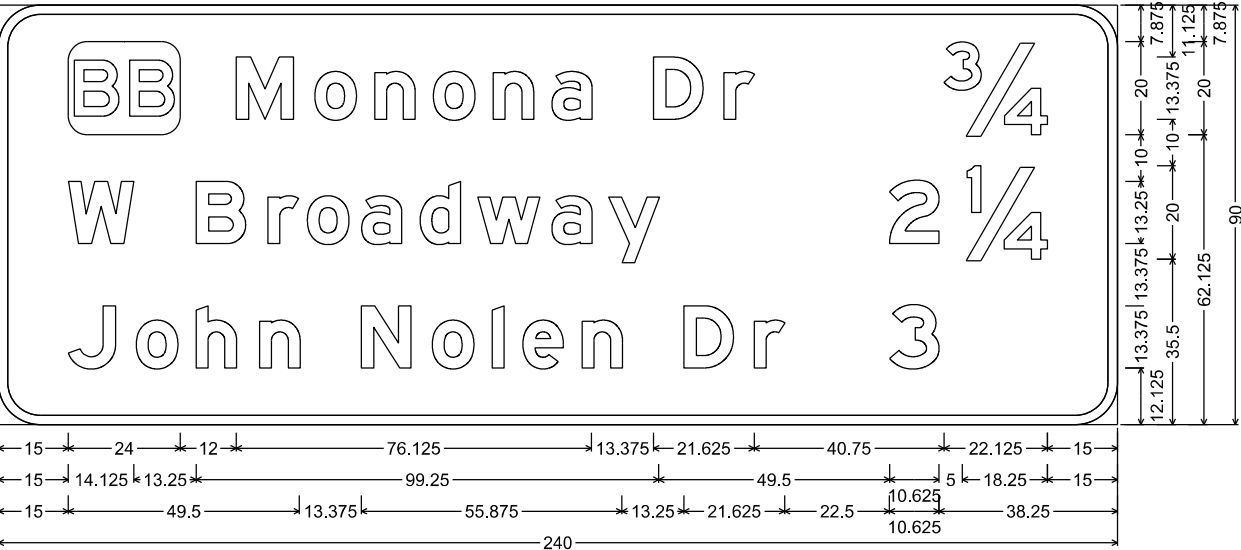
No border, Black on, Fluorescent yellow;
"ONLY", E;

NOTES

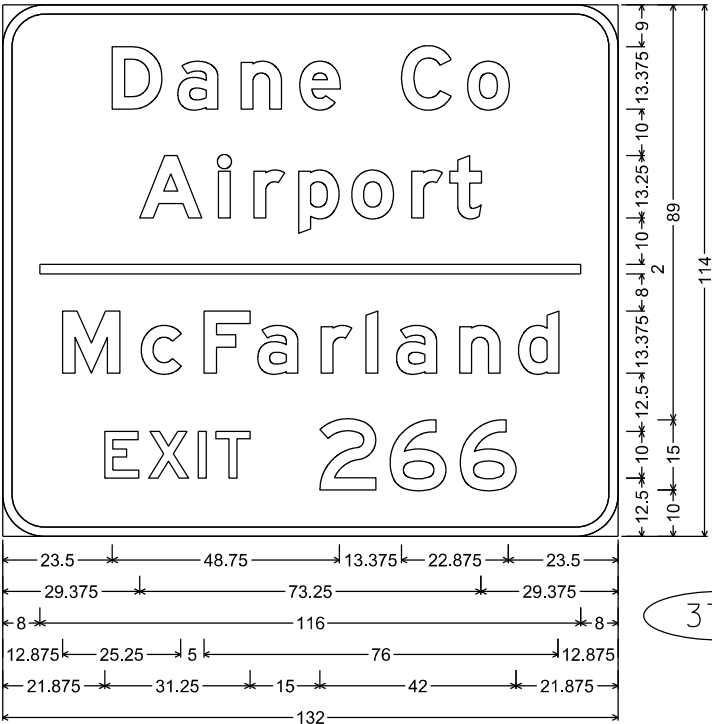
1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting
with Black Non-Reflective Message



E1-5P; 9.000" Radius, 2.000" Border
E6-51; 12.000" Radius, 3.000" Border
E11-1; 9.000" Radius, 3.000" Border, Black on Yellow

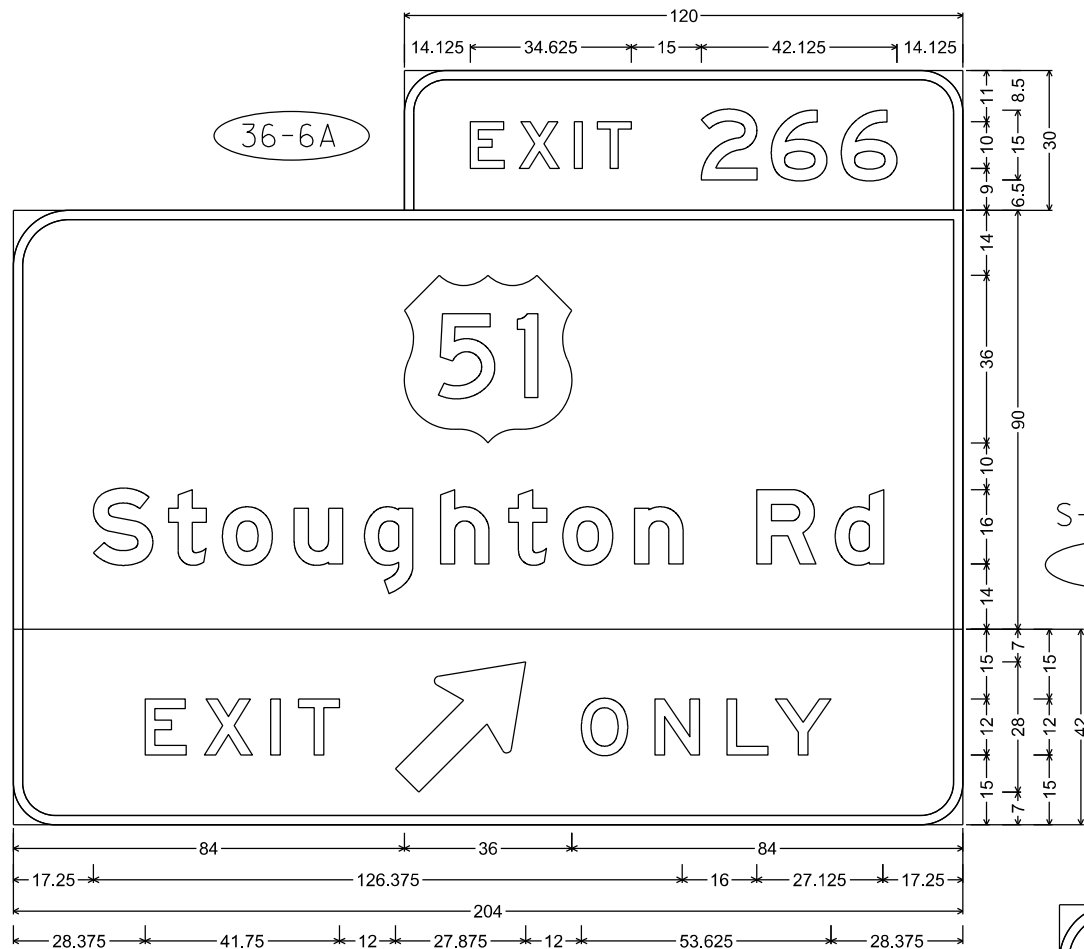


E8-1; 9.000" Radius, 2.000" Border



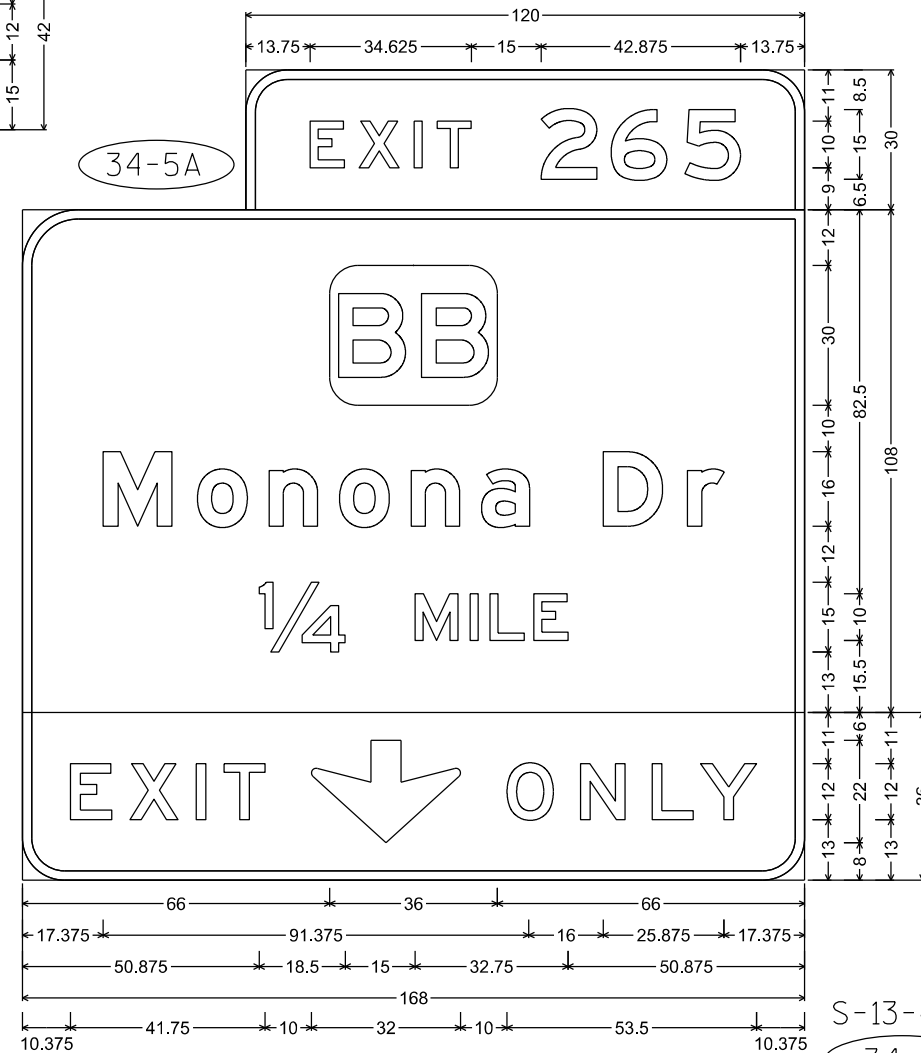
E3-1; 9.000" Radius, 2.000" Border

37-2



E1-5P; 9.000" Radius, 2.000" Border
E6-1; 12.000" Radius, 2.000" Border
E11-1D; 9.000" Radius, 2.000" Border, Black on Yellow

S-13-159
36-6

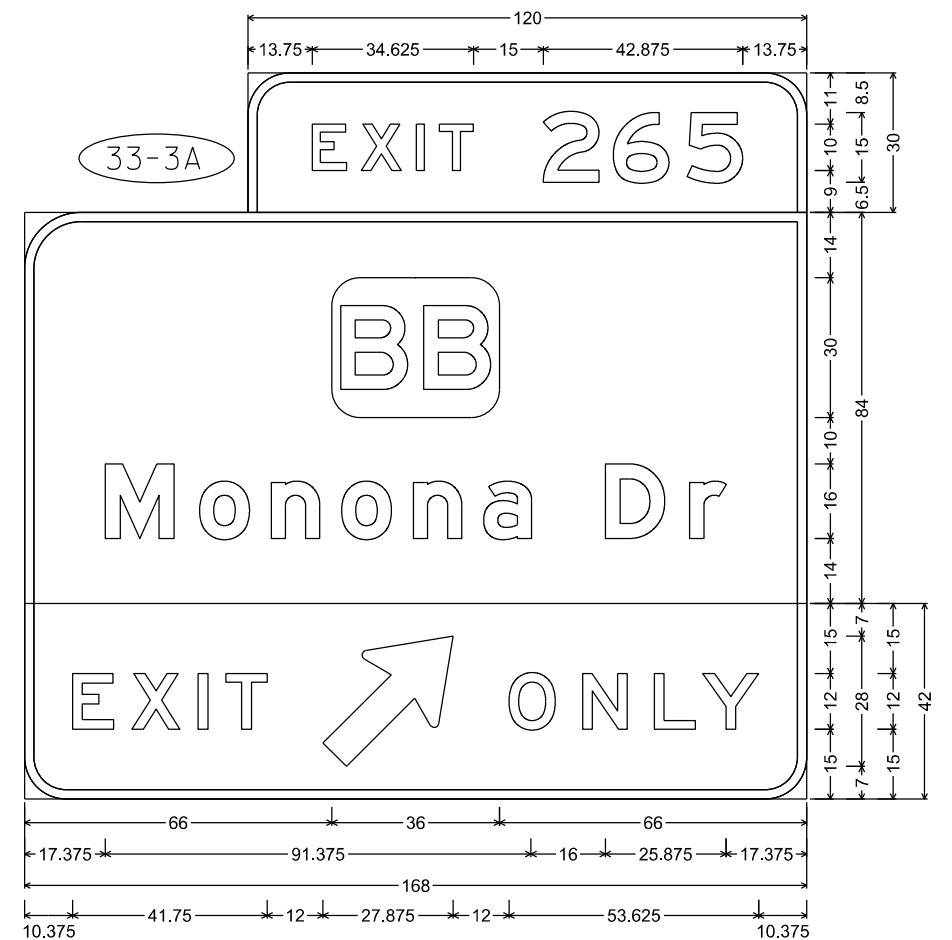


E1-5P; 9.000" Radius, 2.000" Border
E6-51; 12.000" Radius, 2.000" Border
E11-1; 9.000" Radius, 2.000" Border, Black on Yellow

S-13-46
34-5

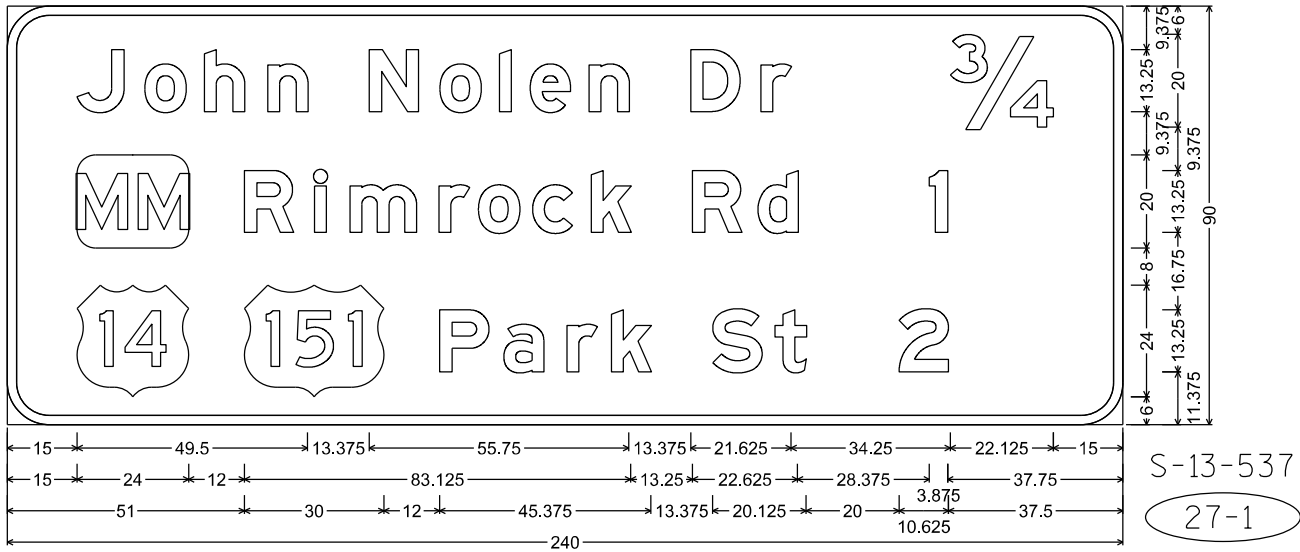
NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting with Black Non-Reflective Message



E1-5P; 9.000" Radius, 2.000" Border
E6-1; 12.000" Radius, 2.000" Border
E11-1D; 9.000" Radius, 2.000" Border, Black on Yellow

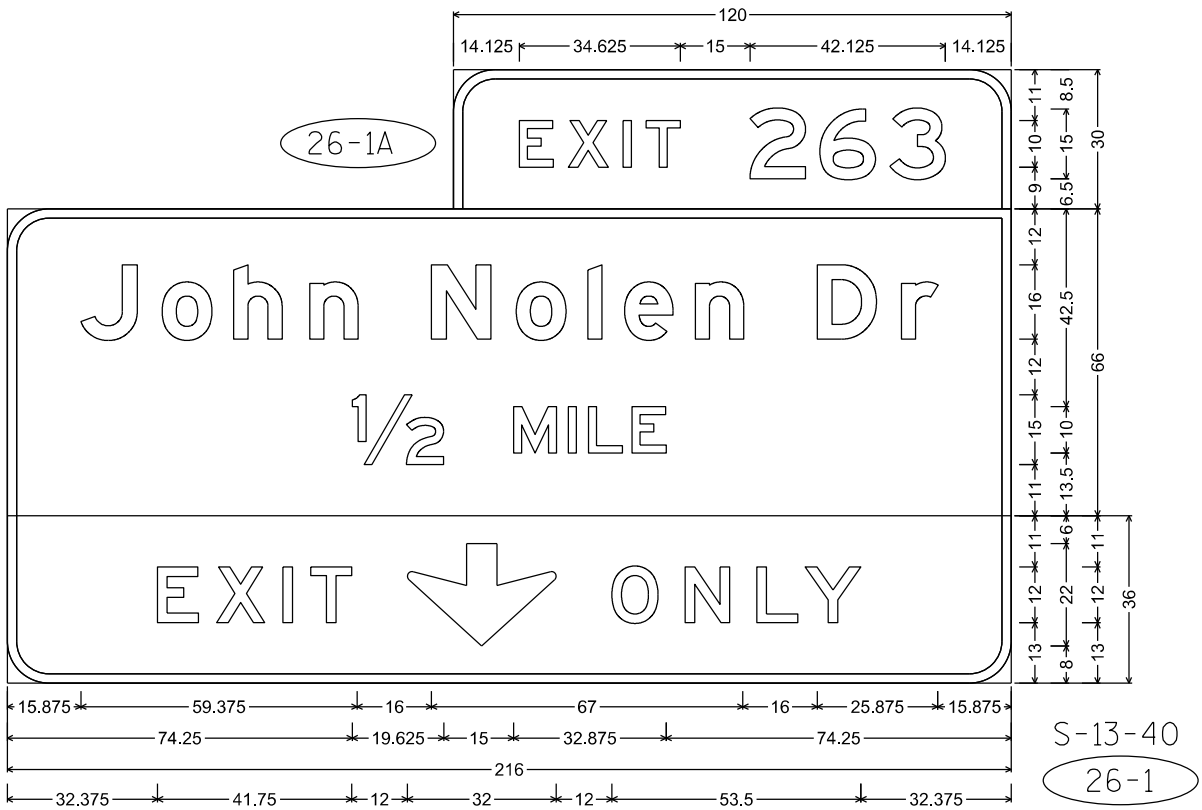
S-13-42
33-3



E8-1; 9.000" Radius, 2.000" Border

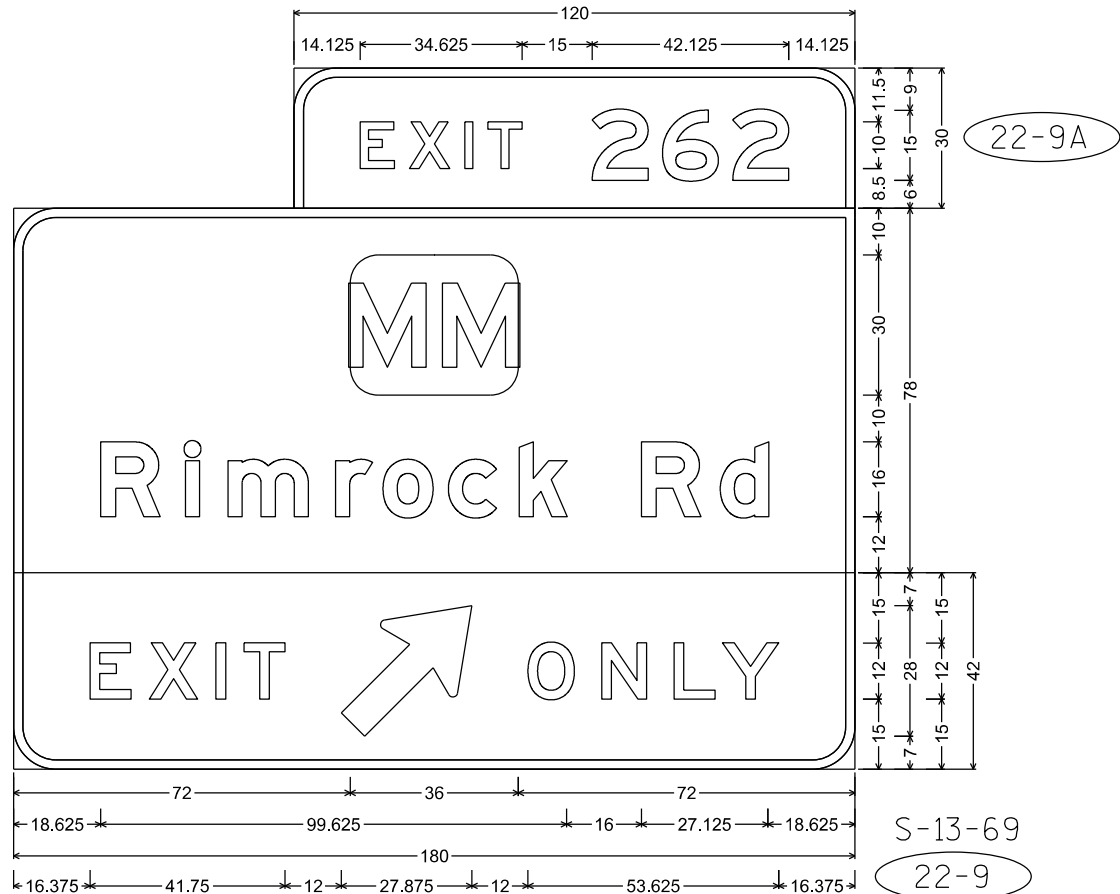
NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting with Black Non-Reflective Message

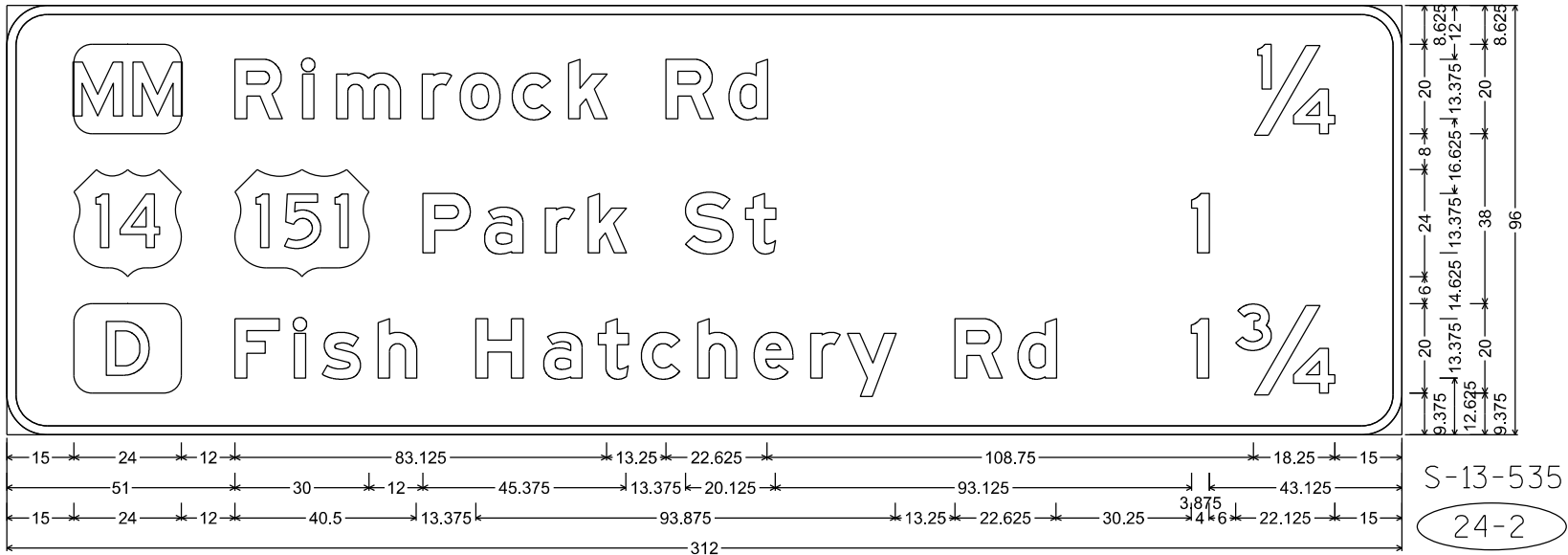


E1-5P; 9.000" Radius, 2.000" Border
E6-51; 9.000" Radius, 2.000" Border
E11-1; 9.000" Radius, 2.000" Border, Black on Yellow

7



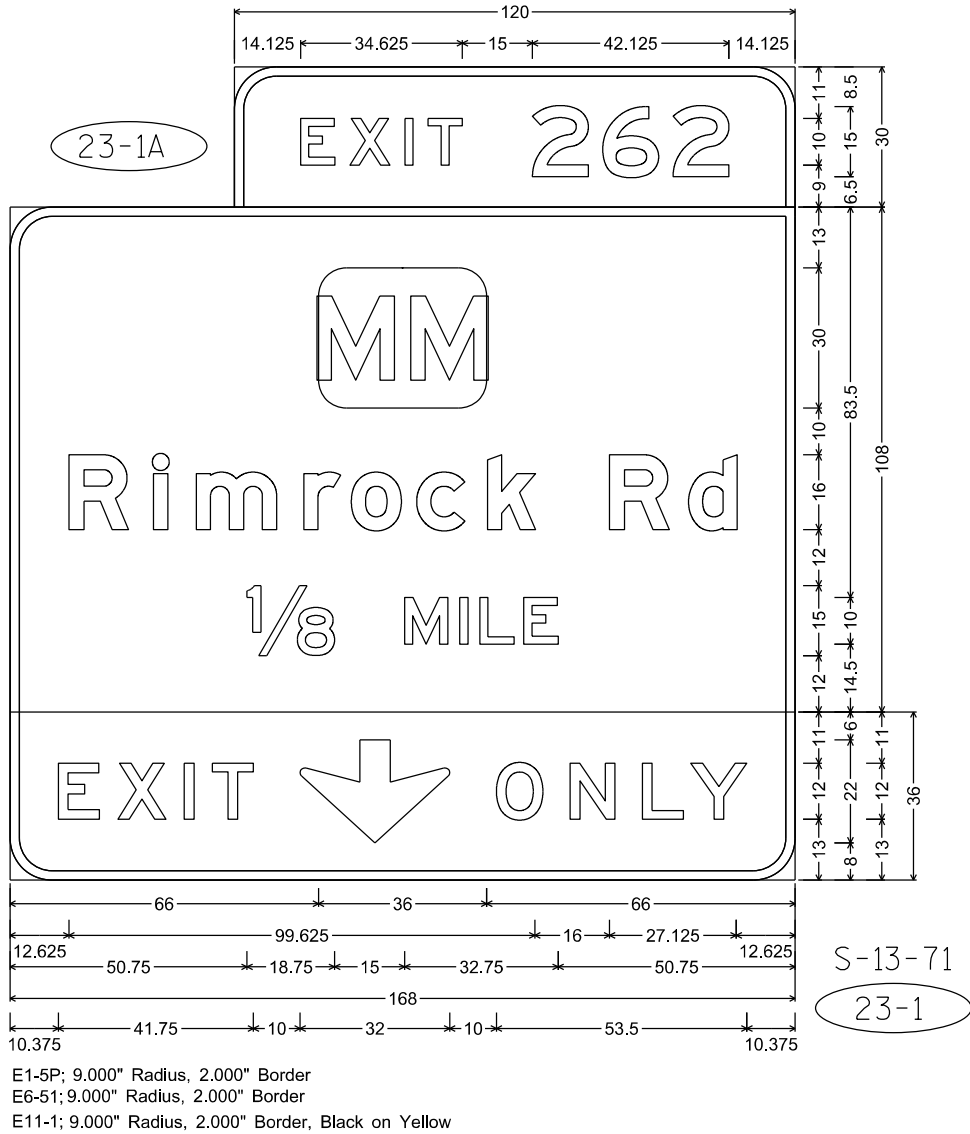
E1-5P; 9.000" Radius, 2.000" Border,
E6-1; 12.000" Radius, 2.000" Border,
E11-1D; 9.000" Radius, 2.000" Border, Black on Yellow



E8-1; 9.000" Radius, 2.000" Border

NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting
with Black Non-Reflective Message

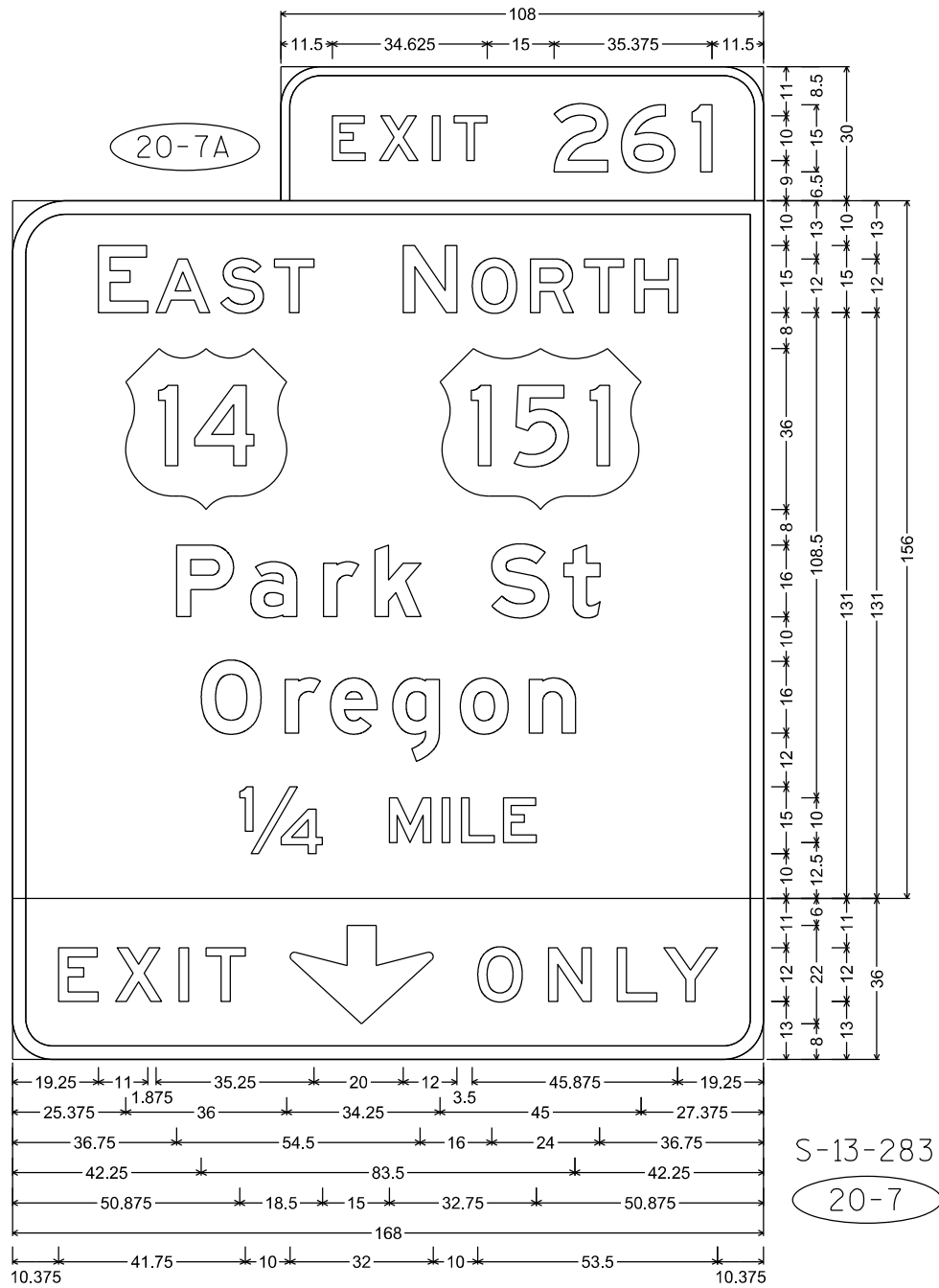


E1-5P; 9.000" Radius, 2.000" Border
E6-51; 9.000" Radius, 2.000" Border
E11-1; 9.000" Radius, 2.000" Border, Black on Yellow

7

NOTES

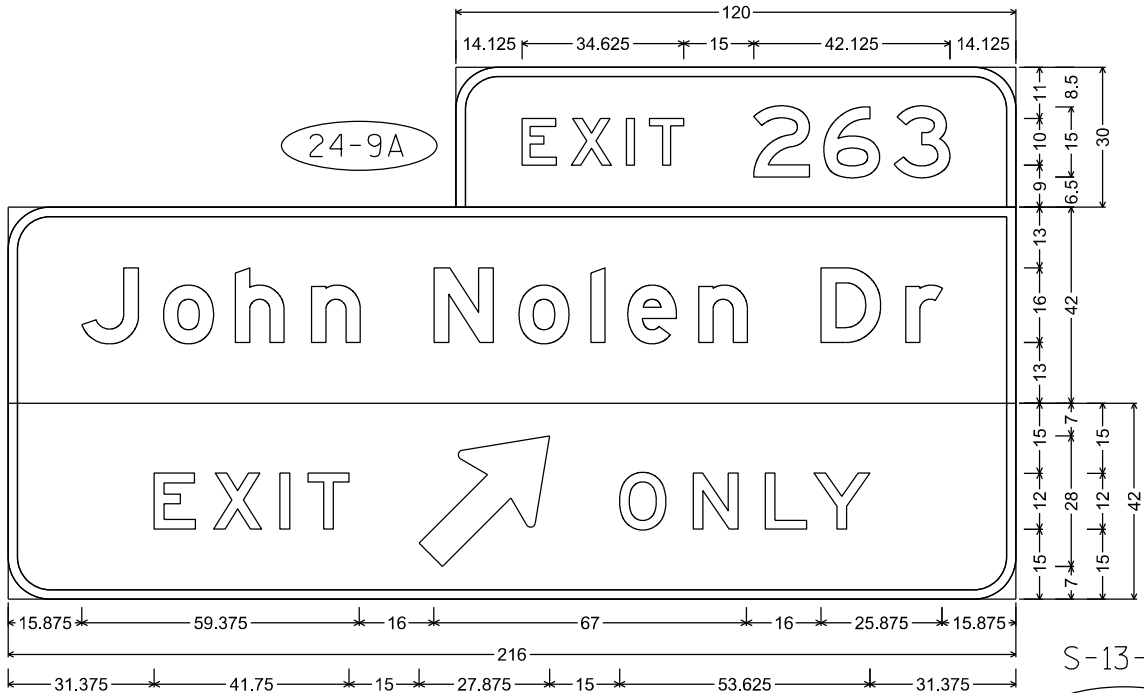
1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting
with Black Non-Reflective Message



S-13-283

20-7

E1-5P; 9.000" Radius, 2.000" Border
E6-51; 12.000" Radius, 3.000" Border
E11-1; 9.000" Radius, 3.000" Border, Black on Yellow



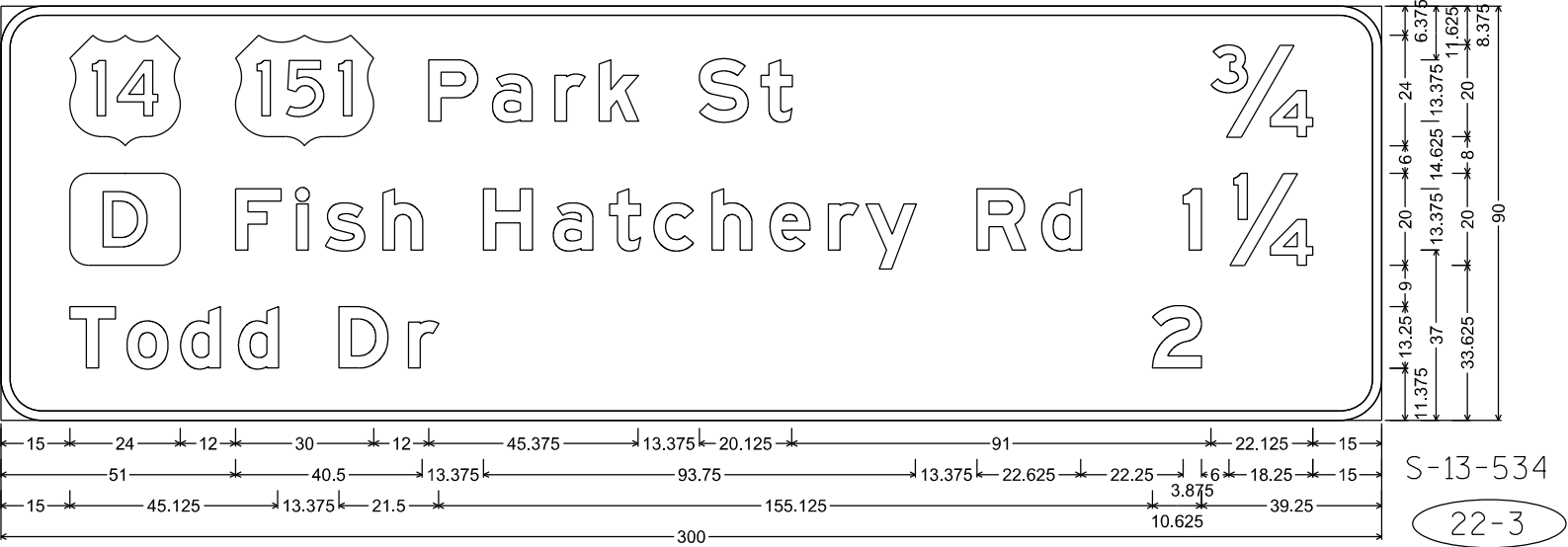
S-13-72

24-9

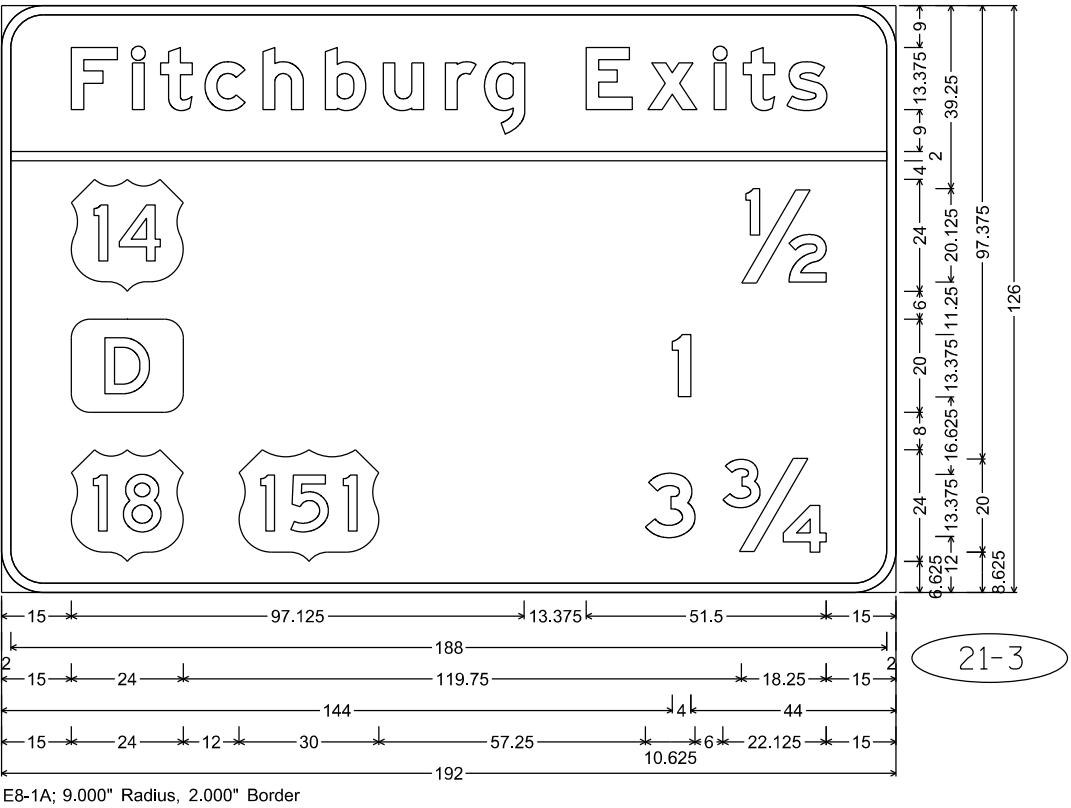
E1-5P; 9.000" Radius, 2.000" Border
E6-1; 9.000" Radius, 2.000" Border
E11-1D; 9.000" Radius, 2.000" Border, Black on Yellow

NOTES

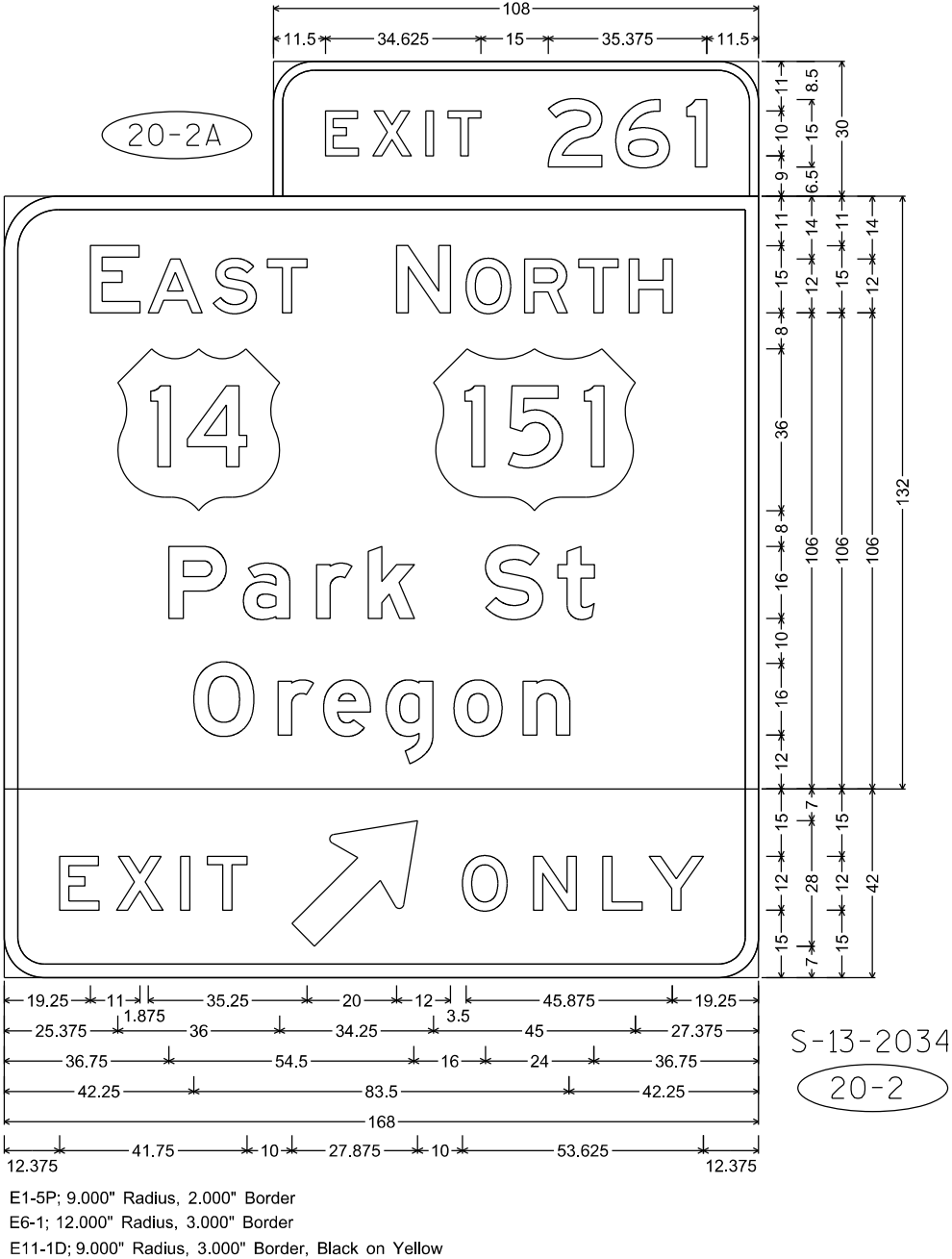
- 1. All Signs Type I - Type SH Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - E Modified except all CAP words Series E



E8-1; 9.000" Radius, 2.000" Border

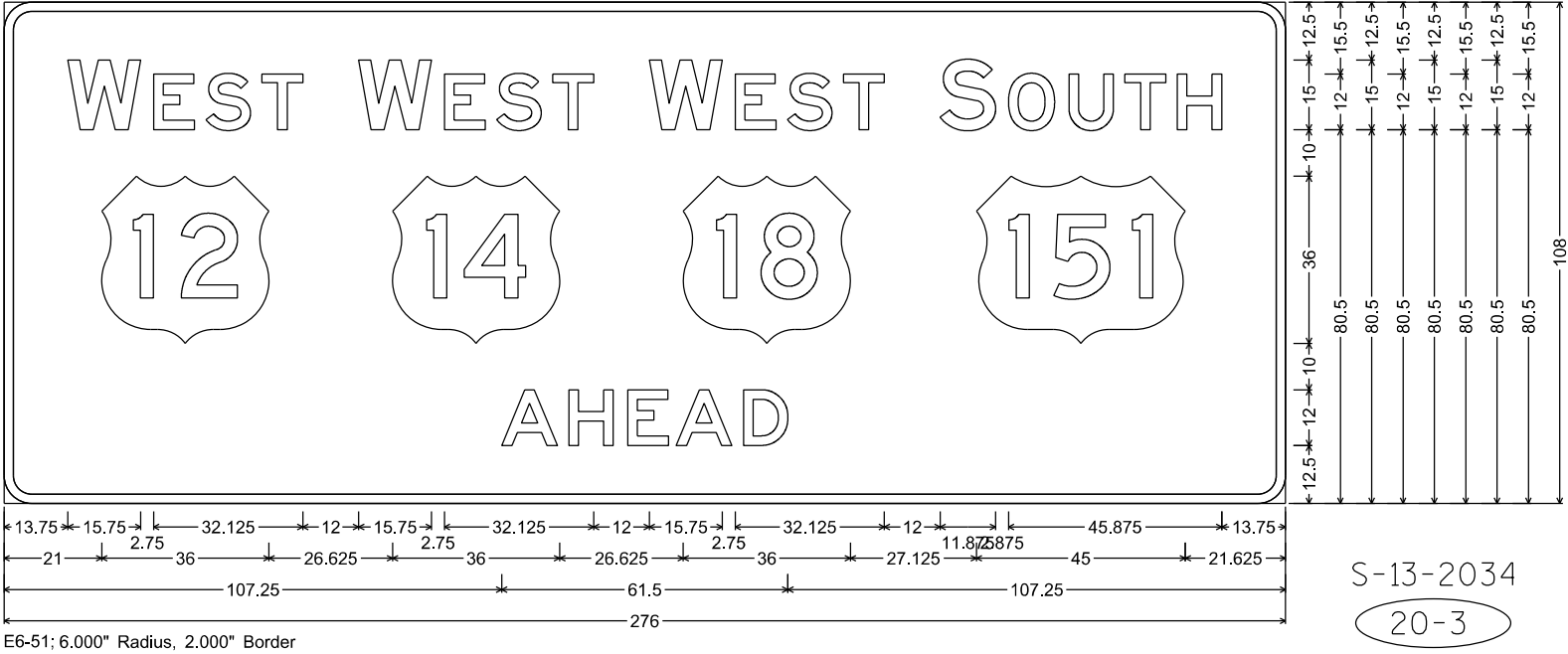


7



NOTES

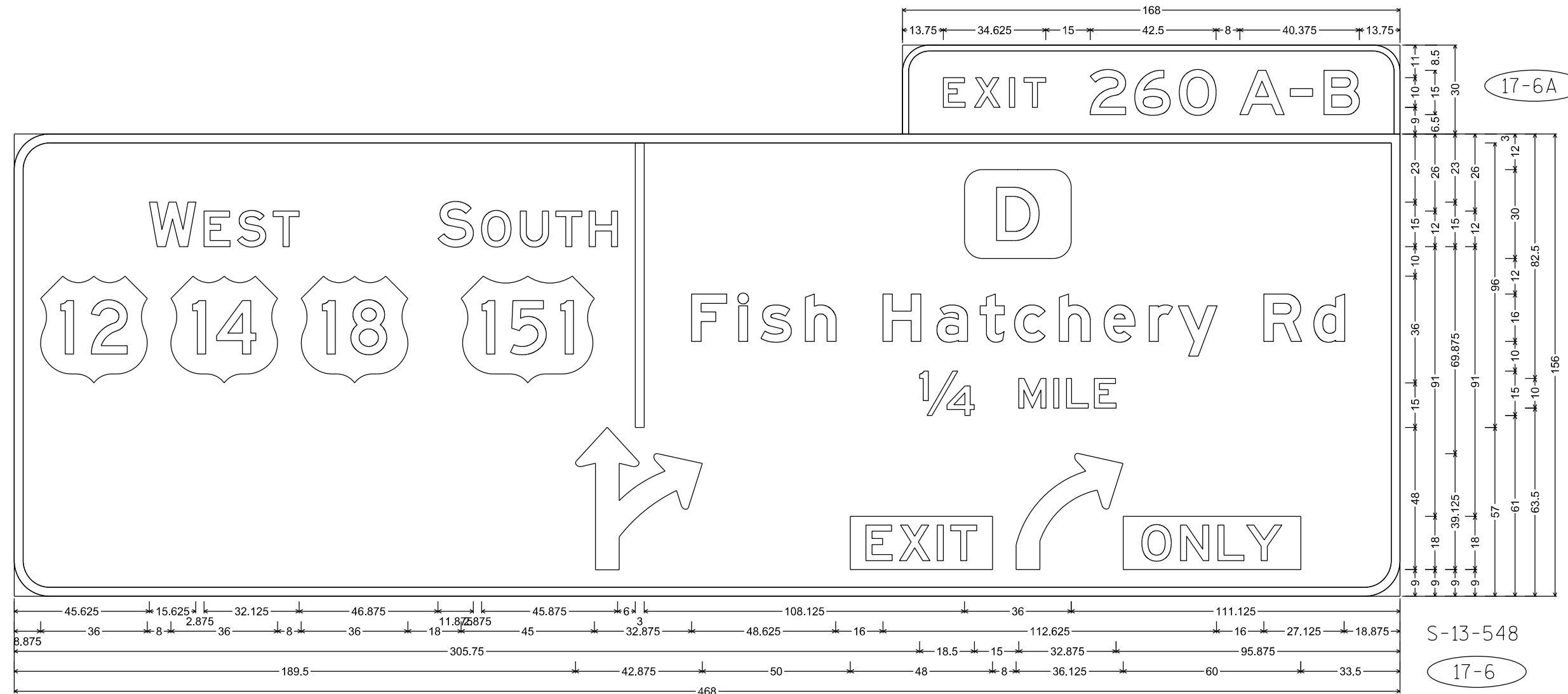
1. All Signs Type I - Type SH Reflective
2. Color:
 - Background - Green
 - Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT ONLY Panel on Yellow Type F Reflective Sheeting with Black Non-Reflective Message



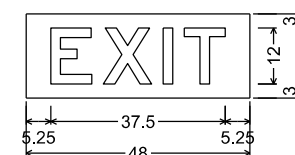
7

NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
 - Background - Green
 - Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT and ONLY Plaque on Yellow Type F Reflective Sheeting with Black Non-Reflective Message



E1-5P; 9.000" Radius, 2.000" Border
E7-2; 12.000" Radius, 3.000" Border



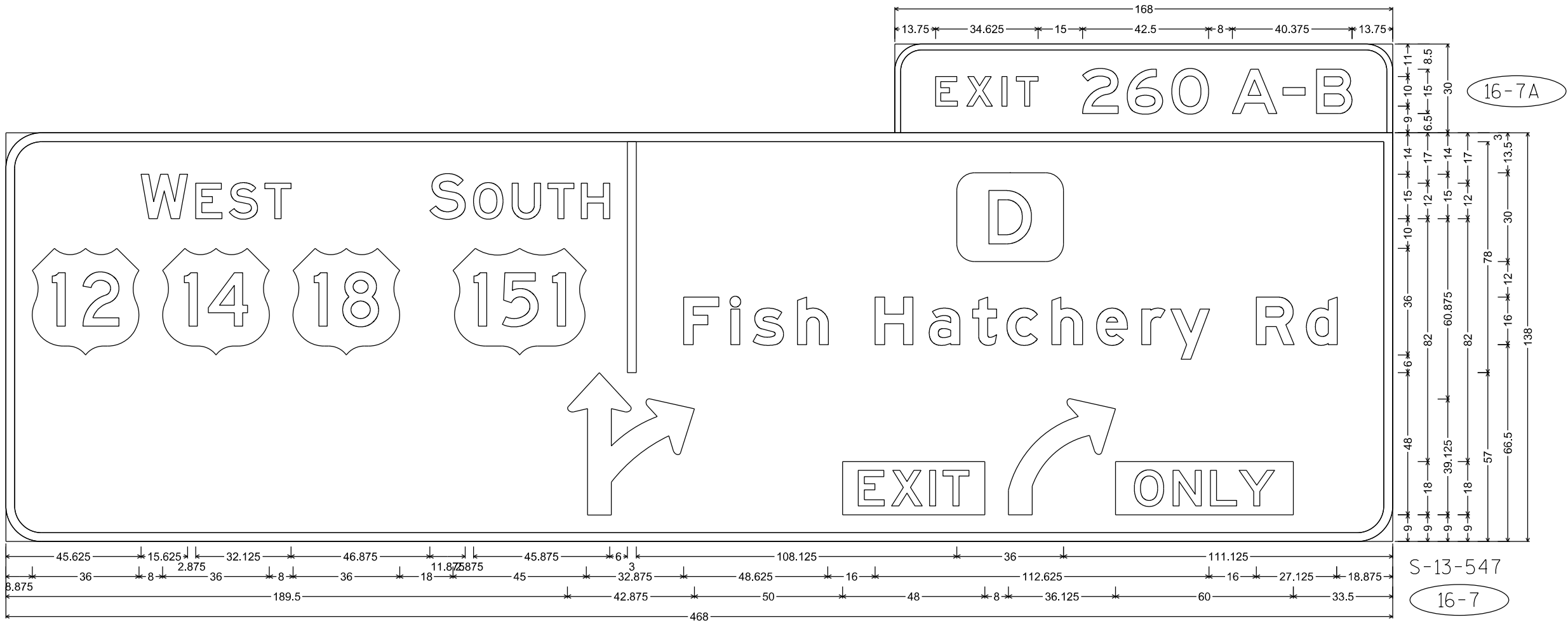
No border, Black on, Fluorescent yellow;
"EXIT", E;



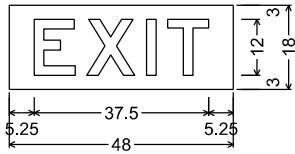
No border, Black on, Fluorescent yellow;
"ONLY", E;

NOTES

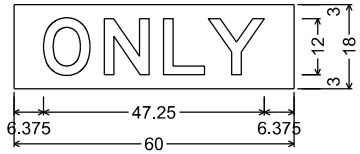
- 1. All Signs Type I - Type SH Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - E Modified except all CAP words Series E
- 4. EXIT and ONLY Plaque on Yellow Type F Reflective Sheeting with Black Non-Reflective Message



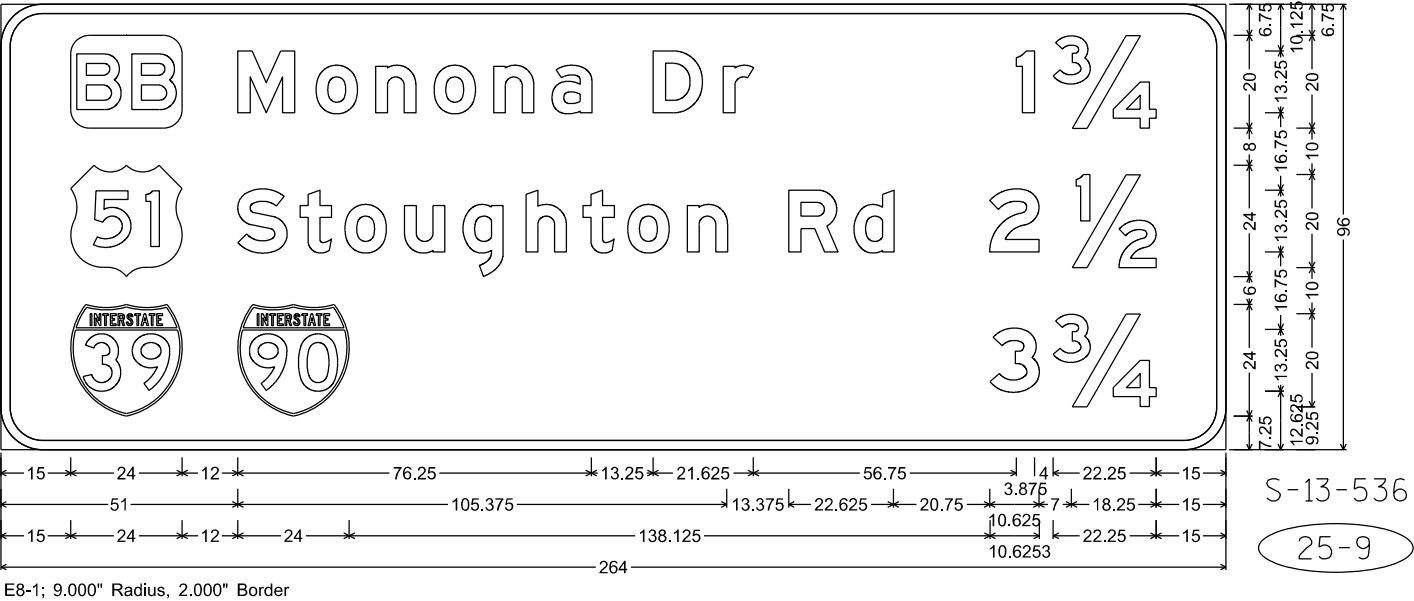
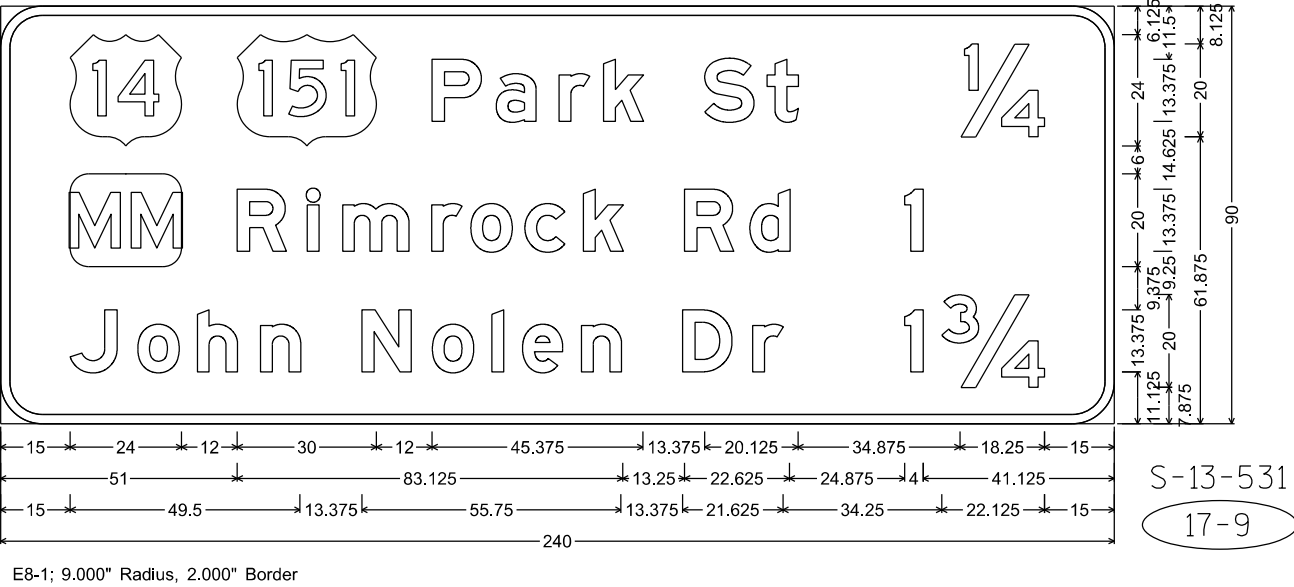
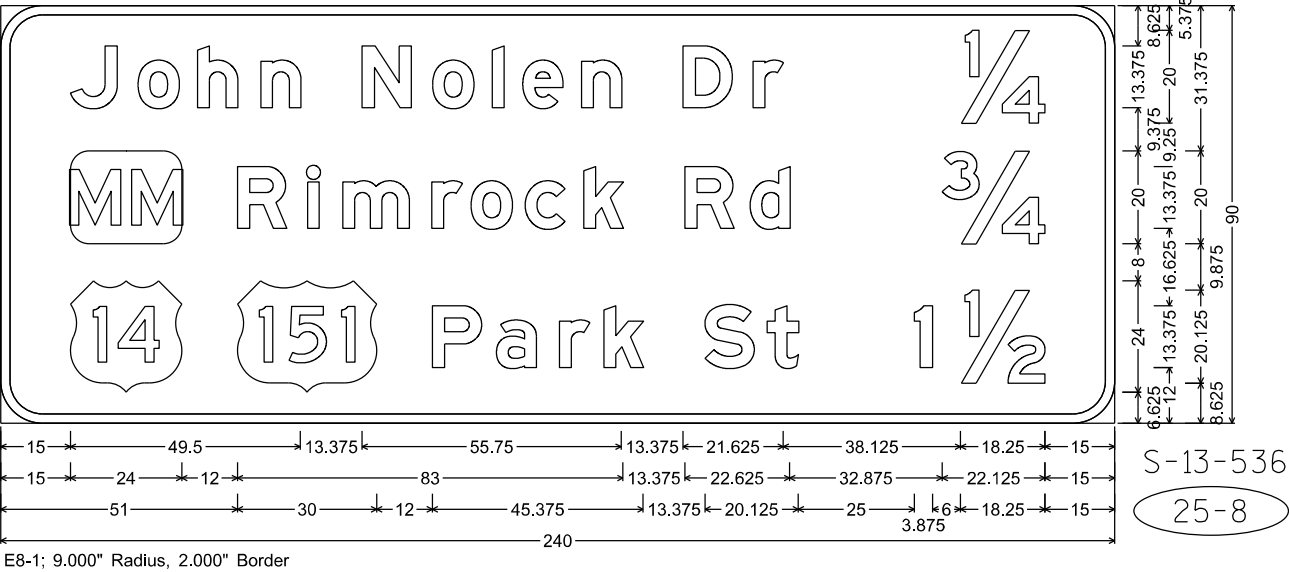
E1-5P; 9.000" Radius, 2.000" Border
E7-2; 12.000" Radius, 3.000" Border



No border, Black on, Fluorescent yellow;
"EXIT", E;



No border, Black on, Fluorescent yellow;
"ONLY", E;

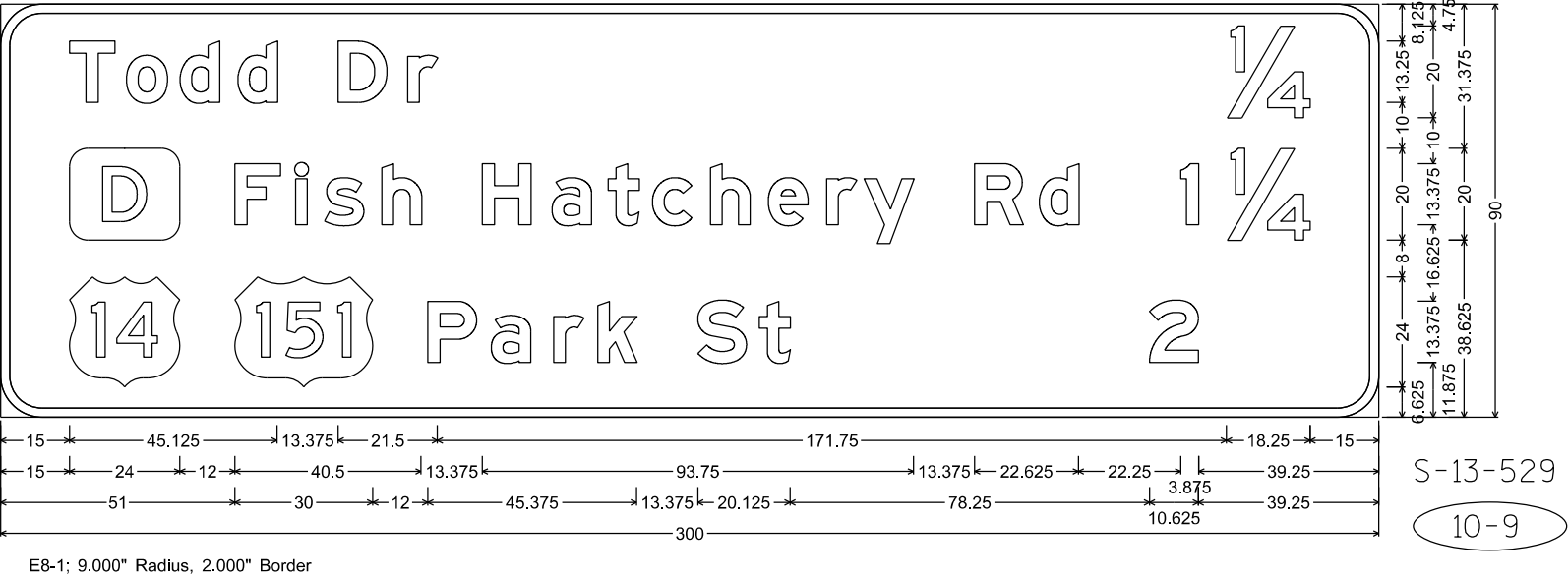
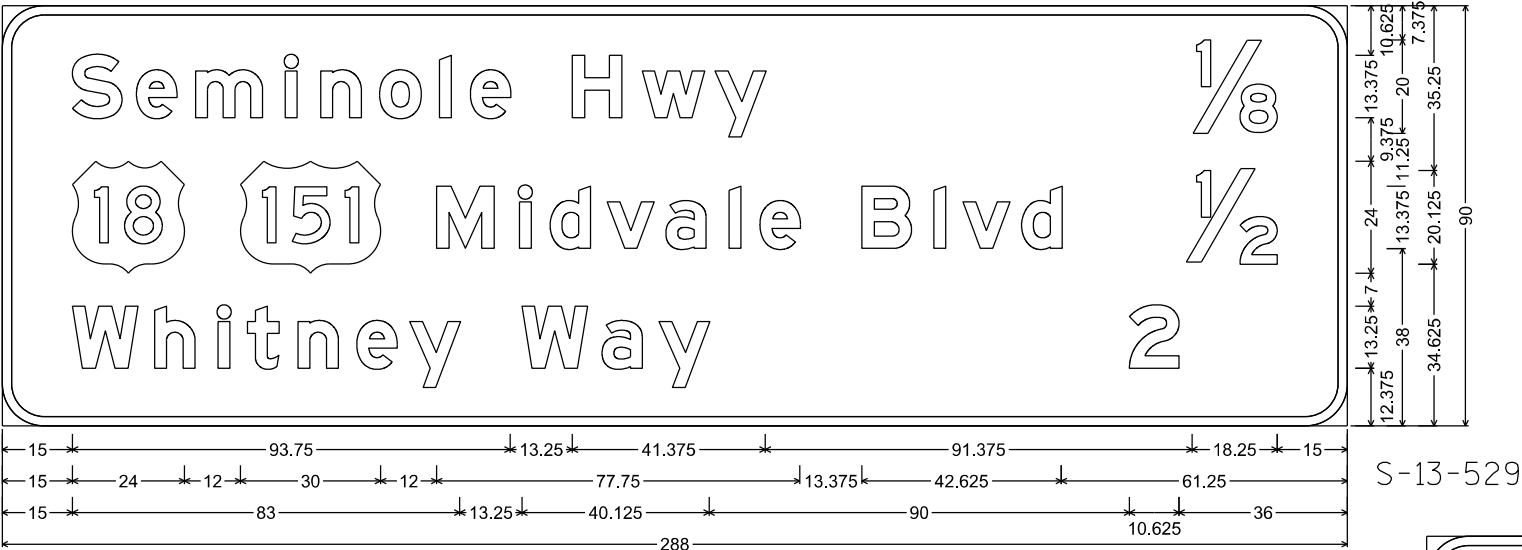
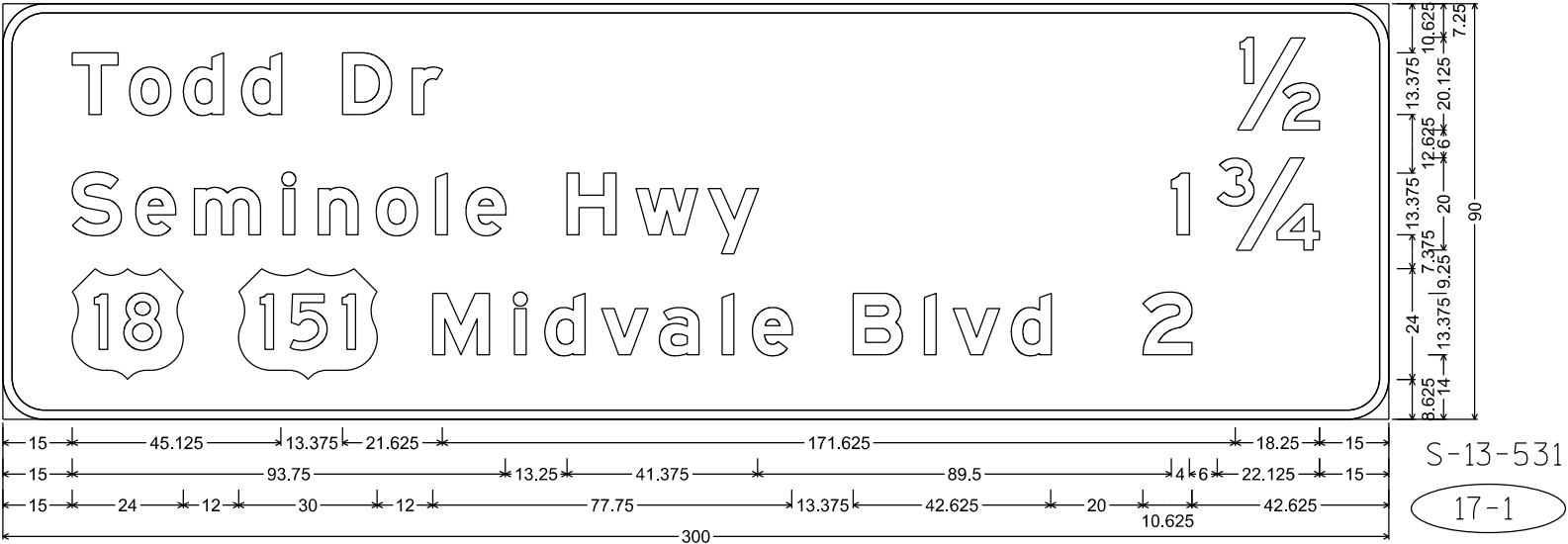


NOTES

- 1. All Signs Type I - Type SH Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - E Modified

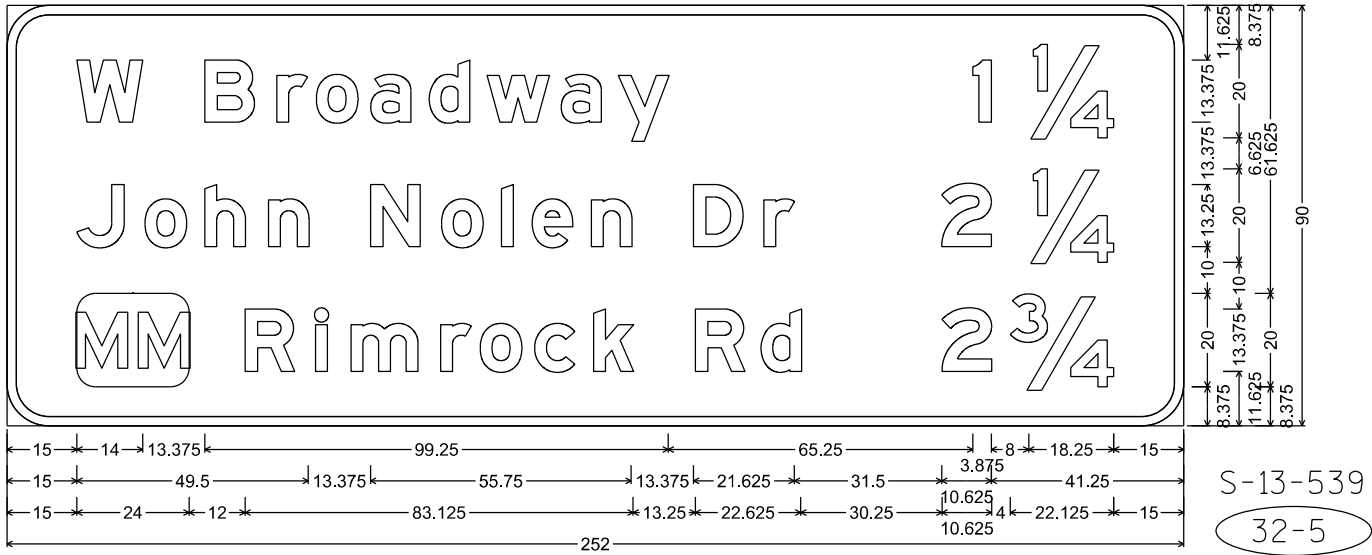
NOTES

- 1. All Signs Type I - Type SH Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - E Modified

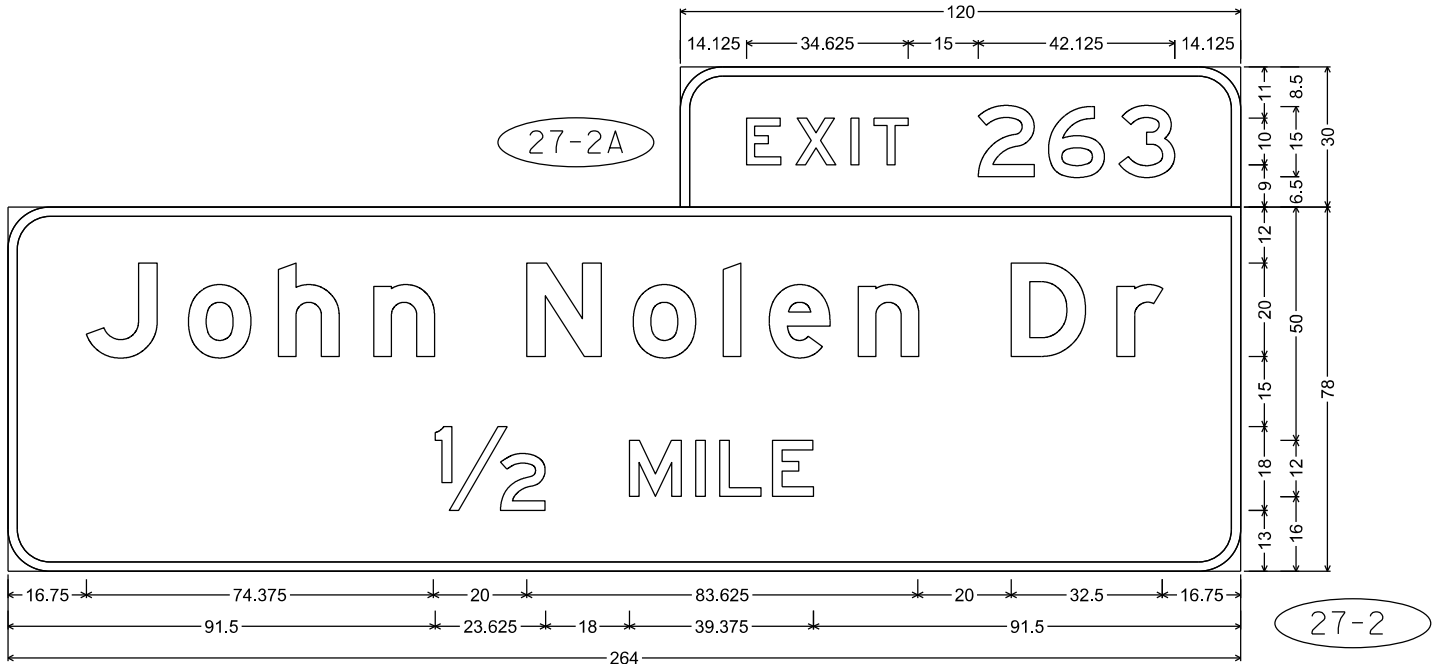


NOTES

- 1. All Signs Type I - Type SH Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - E Modified except all CAP words Series E



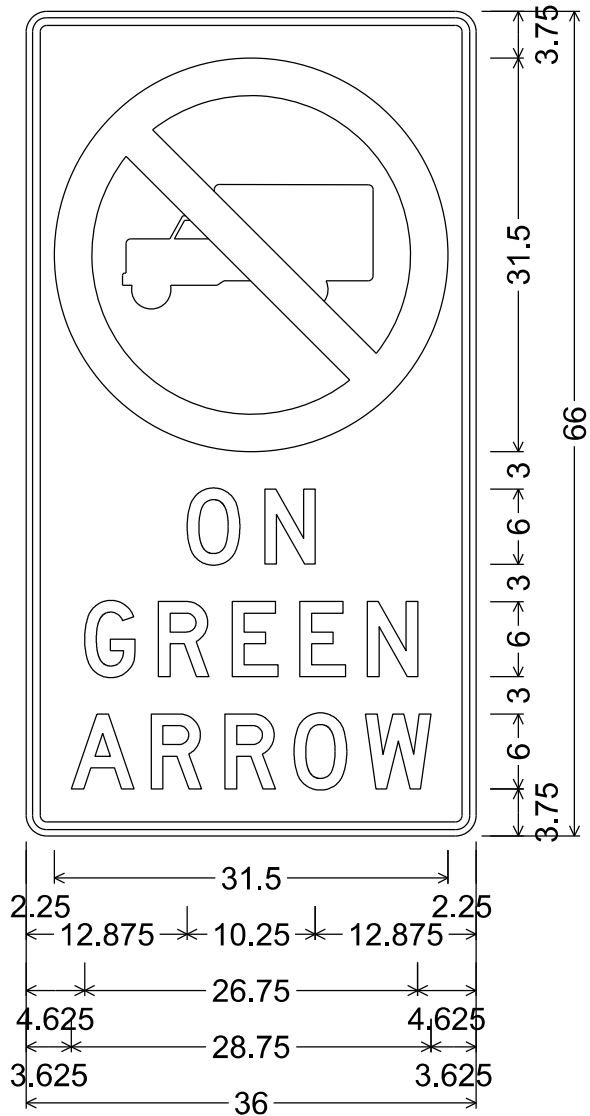
E8-1; 9.000" Radius, 2.000" Border



E1-5P; 9.000" Radius, 2.000" Border,
E1-1A; 9.000" Radius, 2.000" Border

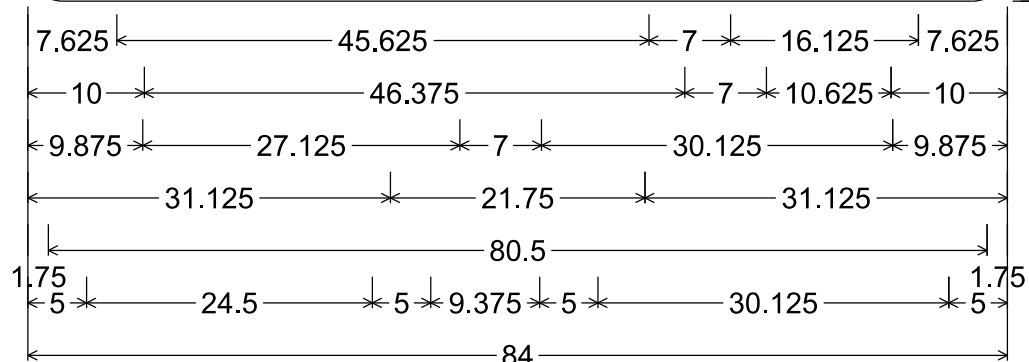
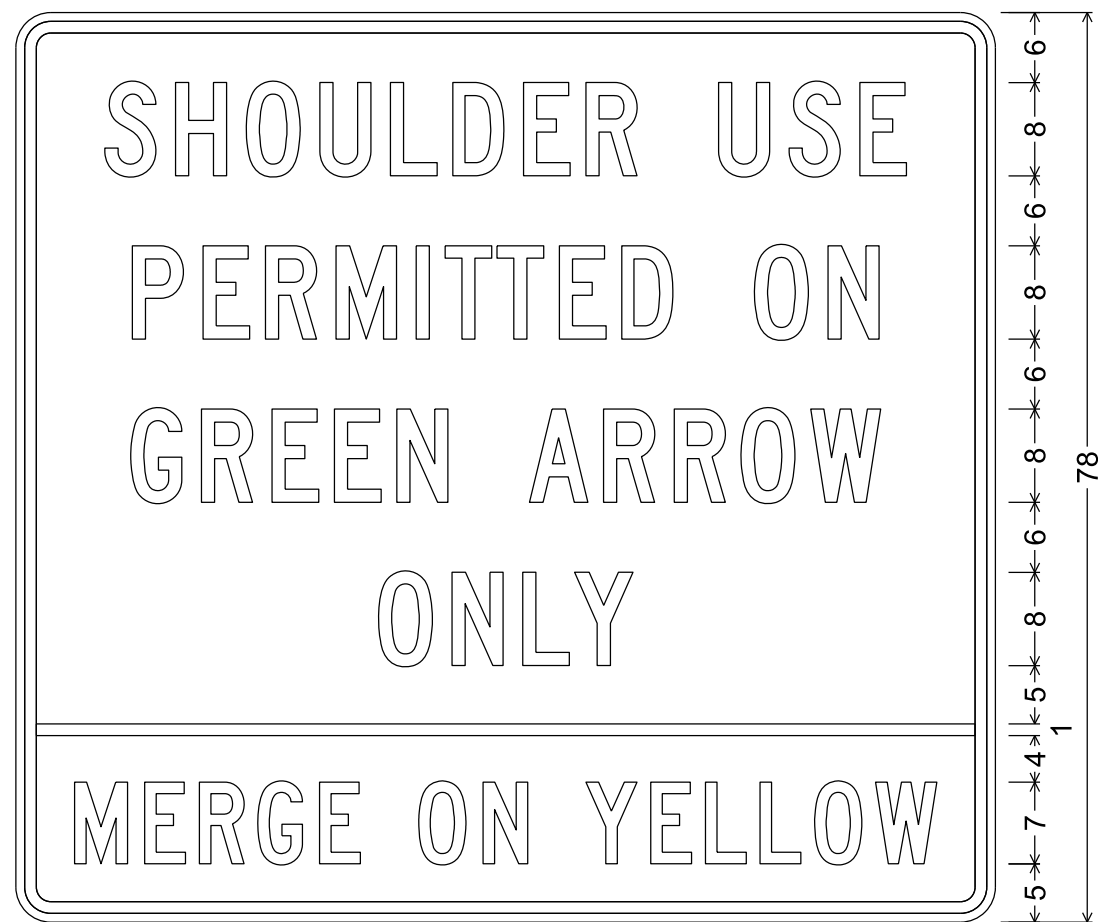
NOTES

- 1. All Signs Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - See Note 4
- 3. Message Series - D
- 4. Circle and Diagonal - Red
 - Message, Truck, and Border - Black



1.625" Radius, 0.625" Border, 0.500" Indent

7



3.000" Radius, 1.000" Border, 0.750" Indent

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - C

7

LIST OF DRAWINGS

1. GENERAL PLAN, ELEVATION & QUANTITIES
2. GENERAL NOTES & 56-INCH CONCRETE INTEGRAL BARRIER
3. 56-INCH CONCRETE INTEGRAL BARRIER
4. INTEGRAL BARRIER DETAILS

DESIGN DATA

MATERIAL PROPERTIES

CONCRETE MASONRY f'c = 4,000 psi
BAR STEEL REINFORCEMENT fy = 60,000 psi

TRAFFIC DATA

USH 12/18 EB & WB

A.D.T. = 137,000 (2018)
R.D.S. = 60 MPH

FISH HATCHERY ROAD

A.D.T. = 46,200 (2018)
R.D.S. = 35 MPH

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
502.0100	CONCRETE MASONRY BRIDGES	CY	94
502.3210	PIGMENTED SURFACE SEALER	SY	182
502.4206	ADHESIVE ANCHORS NO. 6 BAR	EACH	252
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	9,440
NON-BID ITEMS			
	PREFORMED JOINT FILLER	SIZE	1/2"

ALL ITEMS ARE CATEGORY 0040

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
PAT CASHIN (414) 359-2300

LEGEND

TRAFFIC DIRECTION

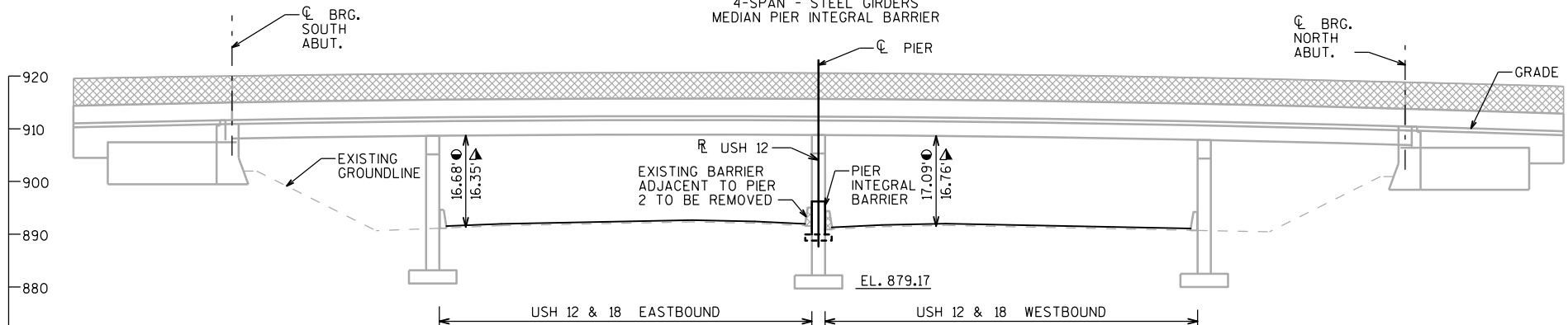
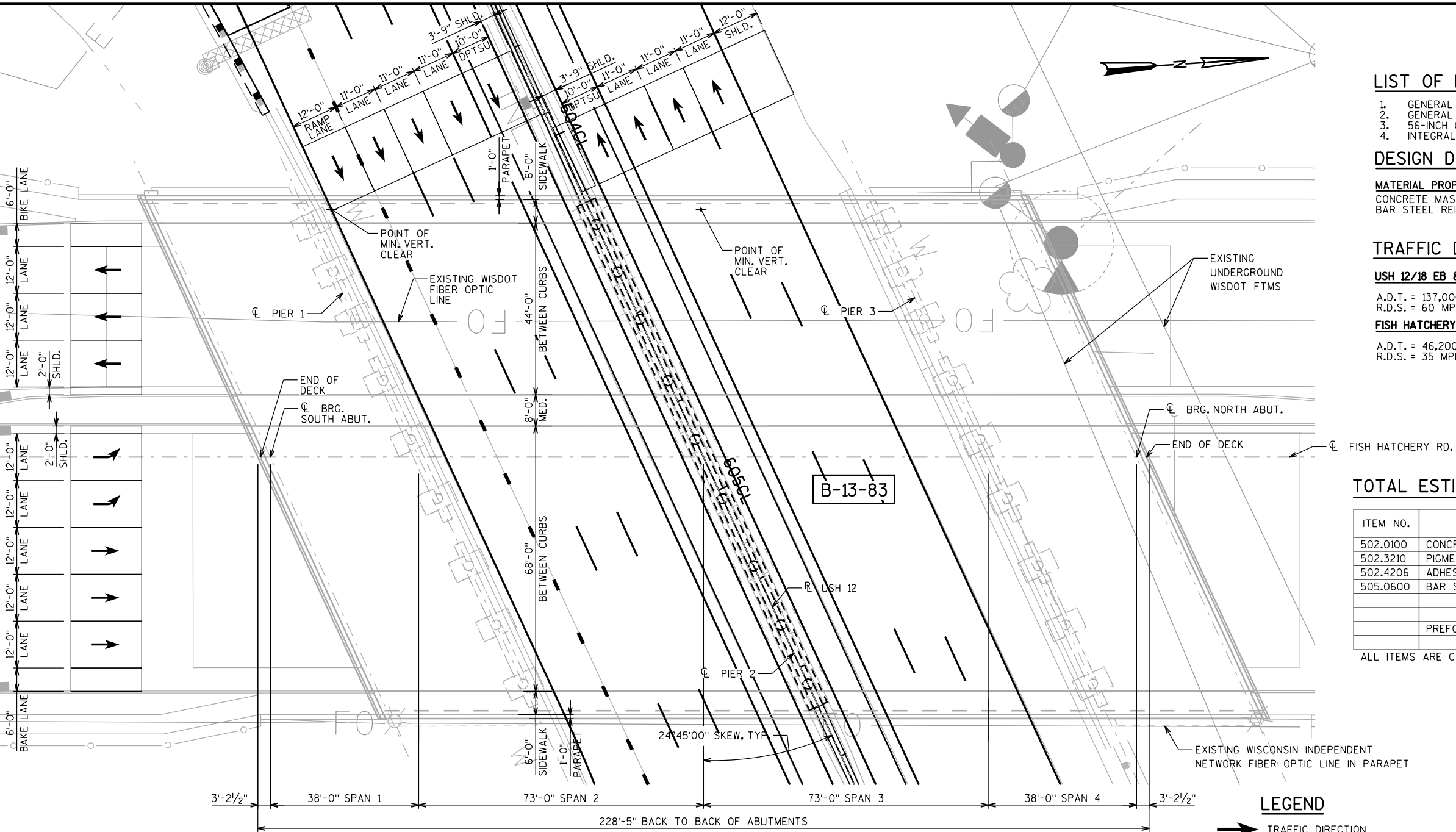
● LOCATION PER EXISTING PLANS AND MINIMUM CLEARANCE MEASUREMENT TAKEN 8/14/2019 AS REPORTED IN HSI SYSTEM.

▲ REVISED MINIMUM VERTICAL CLEARANCE RESULTING FROM 4" HMA ASPHALT OVERLAY ON USH 12, BASED UPON ROADWAY PROPOSED TYPICAL SECTIONS, NEW POINT OF MIN. VERT. CLR. OFFSET WILL BE OFFSET 1'-0" FROM EXISTING AND LOCATED AT NEW LANE EDGE.



PLAN
4-SPAN - STEEL GIRDERS
MEDIAN PIER INTEGRAL BARRIER

ELEVATION
(LOOKING WEST)



GENERAL PLAN,
ELEVATION &
QUANTITIES

SHEET 1 OF 4

1046

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS AND ELEVATIONS OF THE EXISTING STRUCTURE SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD).

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

APPLY "PIGMENTED SURFACE SEALER" TO THE EXPOSED FACES OF THE NEW INTEGRAL CONCRETE BARRIER AND TO THE EXPOSED VERTICAL FACES OF THE PIER COLUMNS FROM THE TOP OF THE INTEGRAL BARRIER TO THE TOP OF THE SHOULDER.

UNDER THE BID ITEM "ADHESIVE ANCHORS NO. 6 BAR" ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

COORDINATE PLACEMENT OF DELINEATORS AND BRACKETS WITH ROADWAY. DELINEATORS AND BRACKETS TO BE INCLUDED WITH ROADWAY BID ITEMS AND TO BE SPACED AT 50'-0" MAX. PLACEMENT TO BE OFFSET A MINIMUM OF 5'-0" FROM THE EDGE OF PIER COLUMNS.

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

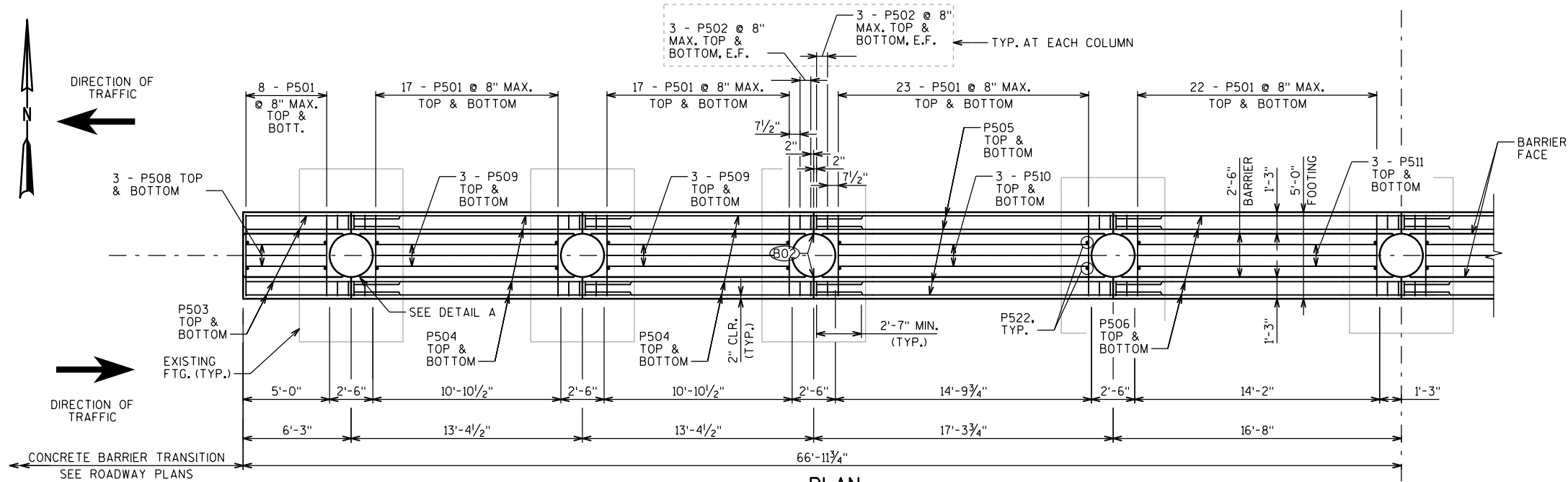
BARRIER AND FOOTING SHALL CONSIST OF CAST IN PLACE CONSTRUCTION. NO JOINTS SHALL BE ALLOWED IN THE BARRIER. CONSTRUCTION JOINTS WILL ONLY BE ALLOWED IN THE FOOTING AT LOCATIONS SHOWN IN THE "PLAN VIEW".

DO NOT CUT OR DRILL INTO EXISTING COLUMN BAR STEEL.

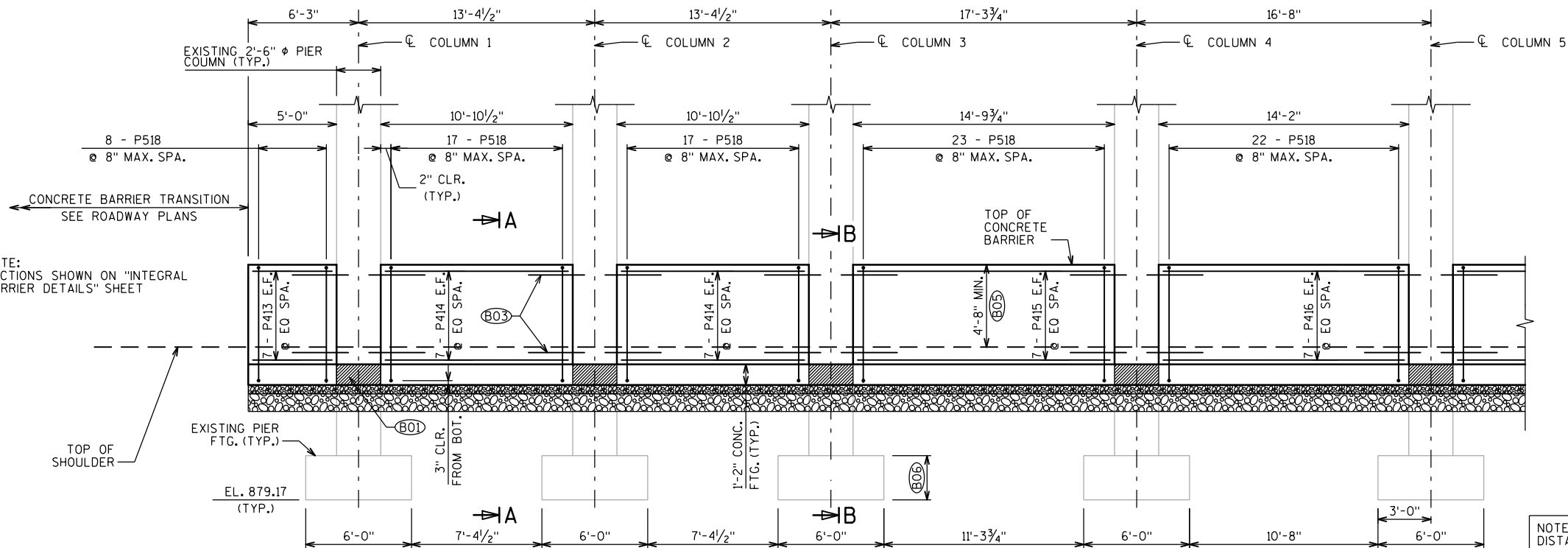
ALL REINFORCEMENT SHALL BE EPOXY-COATED.

USE 2-INCH MINIMUM BAR CLEARANCE, EXCEPT AT FOOTINGS PROVIDE 3-INCH BAR CLEARANCE FROM BOTTOM OF FOOTING TO BOTTOM TRANSVERSE REINFORCEMENT.

PROVIDE 3/4-INCH BEVEL OR 1-INCH RADIUS ON BARRIER EDGES, TOP AND ENDS.

**PLAN**

(SHOWING FOOTING REINFORCEMENT ONLY)

**ELEVATION**

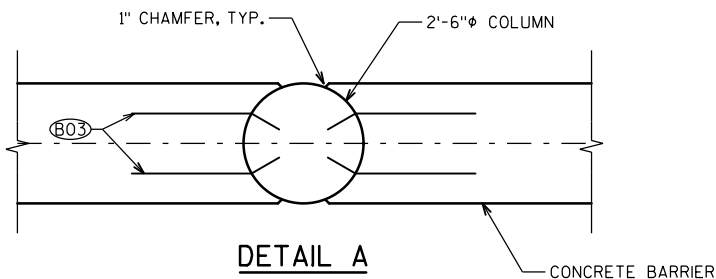
(WEST END PIER 2, LOOKING NORTH SHOWN)

LEGEND

- E.F. EACH FACE
- (B01) PLACE 1/2" FILLER BETWEEN COLUMN AND CONCRETE FOOTING (TYP.)
- (B02) OPTIONAL CONSTRUCTION JOINTS IN FOOTINGS PLACED ALONG C.C. OF COLUMN. IF USED LAP LONGITUDINAL REINFORCEMENT 2'-7" IN ADJACENT POUR.
- (B03) ADHESIVE ANCHORS NO. 6 BARS, EMBED 8" IN CONCRETE (TYP.)

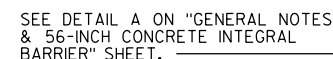
LEGEND CONT.

- (B05) 4'-8" FROM TOP OF SHOULDER WB
- (B06) 2'-6" PIERS 1-3, 2'-1" PIERS 4-9
- BASE AGGREGATE DENSE 1 1/4"
- SELECT CRUSHED MATERIAL

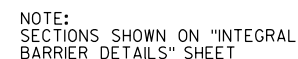
**DETAIL A**

NOTE: 56-INCH BARRIER REFERS TO THE DISTANCE FROM THE TOP OF THE SHOULDER TO THE TOP OF THE BARRIER.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-13-83			
DRAWN BY JTE		PLANS CKD. EAJ	
GENERAL NOTES & 56-INCH CONCRETE INTEGRAL BARRIER			SHEET 2 OF 4
			1047



(SHOWING FOOTING REINFORCEMENT ONLY)



(EAST END PIER 2, LOOKING NORTH)

E.F.	EACH FACE
(B01)	PLACE 1/2" FILLER BETWEEN COLUMN AND CONCRETE FOOTING (TYP.)
(B02)	OPTIONAL CONSTRUCTION JOINTS IN FOOTINGS PLACED ALONG C. OF COLUMN. IF USED LAP LONGITUDINAL REINFORCEMENT 2'-7" IN ADJACENT POUR.
(B03)	ADHESIVE ANCHORS 3/4-INCH, EMBED 8" IN CONCRETE (TYP.)

NOTE: 56-INCH BARRIER REFERS TO THE DISTANCE FROM THE TOP OF THE SHOULDER TO THE TOP OF THE BARRIER.

(B05) 4'-8" FROM TOP OF HIGH SHOULDER

(B06) 2'-6" PIERS 1-3, 2'-1" PIERS 4-9

1048



BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
P501	X	374	4'-7"			FOOTING - TRANSVERSE
P502	X	216	0'-10"			FOOTING - TRANSVERSE AT COLUMN
P503	X	16	8'-10"			FOOTING - LONGITUDINAL ENDS
P504	X	16	16'-0"			FOOTING - LONGITUDINAL
P505	X	8	19'-11"			FOOTING - LONGITUDINAL
P506	X	32	19'-3"			FOOTING - LONGITUDINAL
P507	X	8	18'-8"			FOOTING - LONGITUDINAL
P508	X	12	4'-7"			FOOTING - LONGITUDINAL ENDS
P509	X	12	10'-5"			FOOTING - LONGITUDINAL BETWEEN COLUMNS
P510	X	6	14'-4"			FOOTING - LONGITUDINAL BETWEEN COLUMNS
P511	X	24	13'-9"			FOOTING - LONGITUDINAL BETWEEN COLUMNS
P512	X	6	16'-0"			FOOTING - LONGITUDINAL BETWEEN COLUMNS
P413	X	28	4'-7"			BARRIER - LONGITUDINAL ENDS
P414	X	28	10'-5"			BARRIER - LONGITUDINAL
P415	X	14	14'-4"			BARRIER - LONGITUDINAL
P416	X	56	13'-9"			BARRIER - LONGITUDINAL
P417	X	14	16'-0"			BARRIER - LONGITUDINAL
P518	X	187	15'-10"	X		BARRIER - STIRRUP
P619	X	252	3'-2"	X		ADHESIVE ANCHORS



Figure 1: Typical Reinforcement Detail for a Wall Pier. The diagram shows a cross-section of a wall pier with reinforcement details. Key dimensions include: top width segments of 7 1/2", 1'-3", and 7 1/2"; a top vertical dimension of 7"; a vertical spacing of 6" EQ. S.P.A. = 4'-3"+; a bottom vertical dimension of 8"; a bottom horizontal dimension of 1'-2"; and bottom width segments of 1'-3", 2'-6", and 1'-3". Reinforcement includes 6 #6 bars (typical) and a construction joint.

ADHESIVE ANCHOR LAYOUT

▲ 12" SELECT CRUSHED MATERIAL MAY BE ELIMINATED IF IT IS DETERMINED BY THE ENGINEER THAT THE EXISTING MATERIAL IS COMPACTED GRANULAR MATERIAL.

(B01) PLACE 1/2" FILLER BETWEEN COLUMN AND
CONCRETE FOOTING (TYP.)

 10" OF CONCRETE WITH HMA OVERLAY. REFER TO ROADWAY PLANS.

BASE AGGREGATE DENSE 1 1/4"

SELECT CRUSHED MATERIAL

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-13-83			
	DRAWN BY	JTE	PLANS CK'D. EA.
INTEGRAL BARRIER DETAILS			SHEET 4 OF
			1049

ITEM NO.	BID ITEM	UNIT	TOTAL
502.0100	CONCRETE MASONRY BRIDGES	CY	75
502.3210	PIGMENTED SURFACE SEALER	SY	146
502.4206	ADHESIVE ANCHORS NO. 6 BAR	EACH	224
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	7,666
509.1500	CONCRETE SURFACE REPAIR	SF	48
SPV.0165.01	FIBER WRAP REINFORCING NON-STRUCTURAL	SF	180
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1/2"

ALL ITEMS ARE CATEGORY 0050

1. GENERAL PLAN, ELEVATION & QUANTITIES
2. GENERAL NOTES & 56-INCH CONCRETE INTEGRAL BARRIER
3. 56-INCH CONCRETE INTEGRAL BARRIER
4. INTEGRAL BARRIER DETAILS

MATERIAL PROPERTIES

MATERIAL PROPERTIES

CONCRETE MASONRY	$f'_c = 4,000$ psi
BAR STEEL REINFORCEMENT	$f_y = 60,000$ psi

→ TRAFFIC DIRECTION

- ① LOCATION PER EXISTING PLANS AND MINIMUM CLEARANCE MEASUREMENT TAKEN 9/18/2019 AS REPORTED IN HSI SYSTEM.
- ▲ REVISED MINIMUM VERTICAL CLEARANCE RESULTING FROM 4" HMA ASPHALT OVERLAY ON USH 12, BASED UPON ROADWAY PROPOSED TYPICAL SECTIONS, NEW POINT OF MIN. VERT. CLR. OFFSET WILL BE OFFSET 1'-0" FROM EXISTING AND LOCATED AT NEW LANE EDGE.
- (NOI) EXISTING FOOTING DIMENSIONS AND BOTTOM OF FOOTING ELEVATION FOR COLUMNS 1 THRU 4 KNOWN BASED ON EXISTING PLANS. COLUMNS 5 THRU 8 ASSUMING SAME.

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
PAT CASHIN (414) 359-2300

TRAFFIC DATA

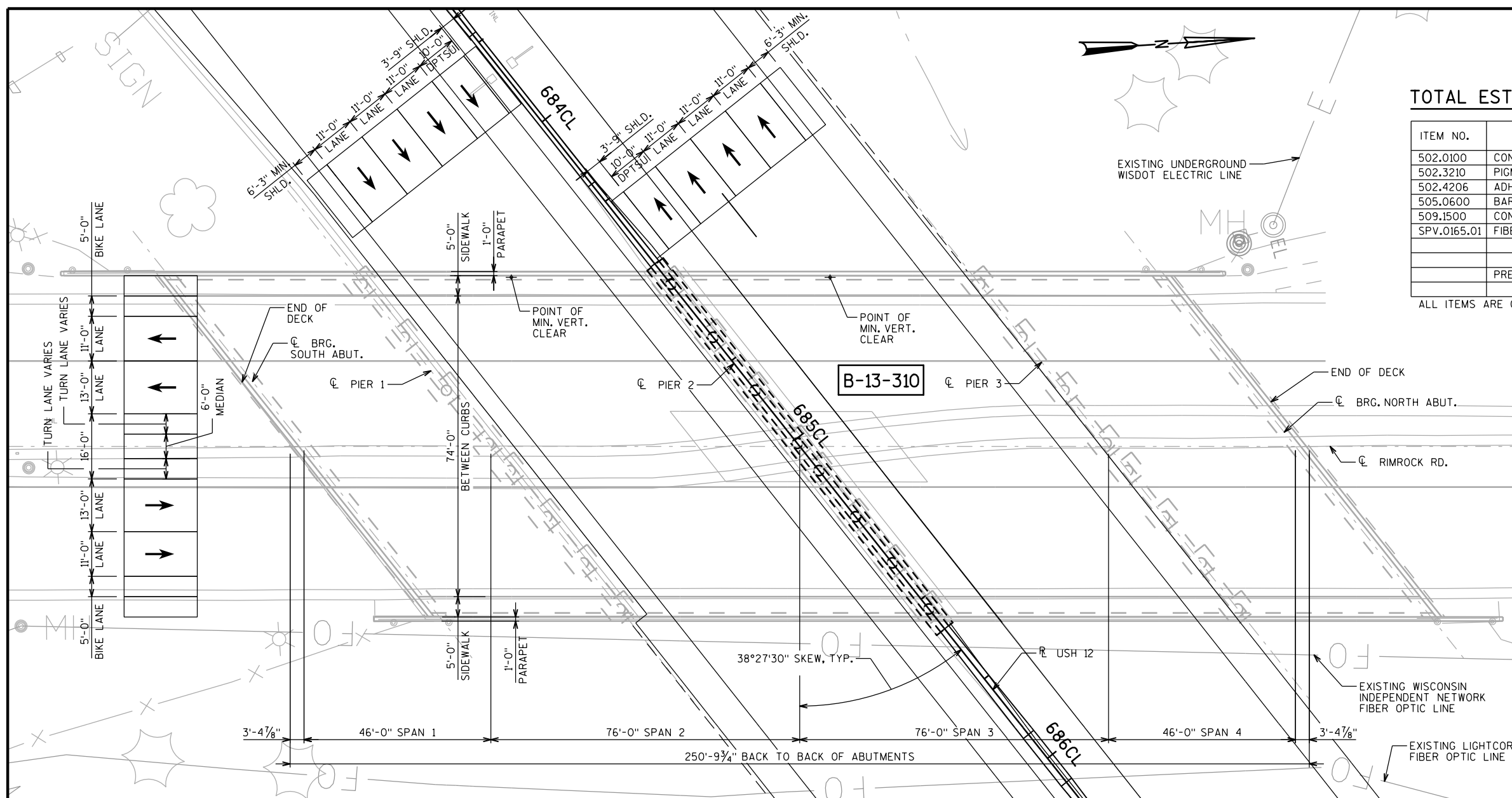
USH 12/18 EB & WB

A.D.T. = 130,000 (2018)
R.D.S. = 60 MPH

RIMROCK RD.

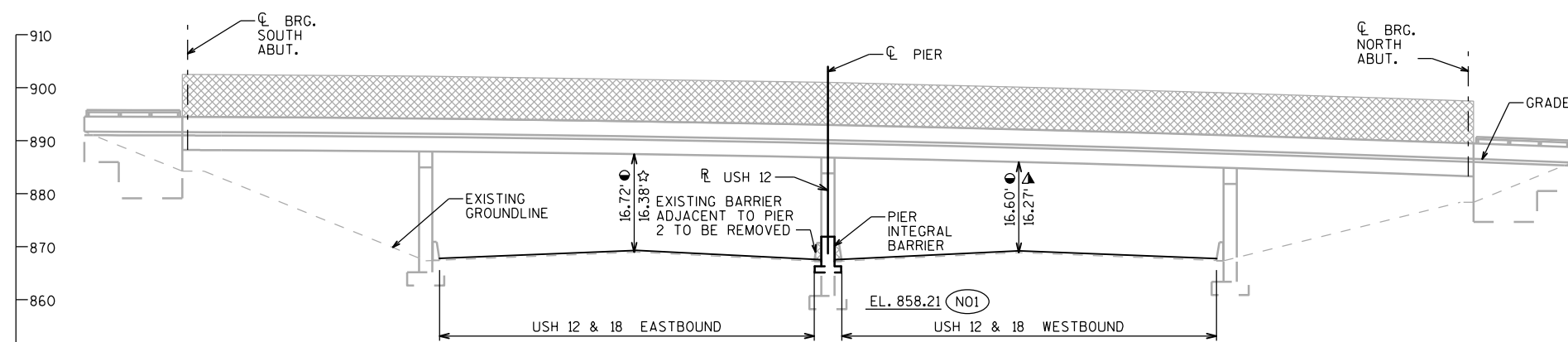
A.D.T. = 19,800 (2018)
R.D.S. = 40 MPH

NO.		DATE		REVISION		BY	
ORIGINAL PLANS PREPARED BY							
HNTB				250 E Wisconsin Ave #2000, Milwaukee, WI 53202 (414) 359-2300			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION							
ACCEPTED				SDR		08/25/20	
		CHIEF STRUCTURES DESIGN ENGINEER				DATE	
STRUCTURE B-13-310							
RIMROCK RD. OVER USH 12/18							
COUNTY				TOWN		MADISON	
DANE							
DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS							
DESIGNED BY		JTE		DESIGN CK'D.		EAJ	
DRAWN BY		JTE		PLANS CK'D.		EA	
GENERAL PLAN, ELEVATION & QUANTITIES				SHEET 1 OF 4			
				1050			



PLAN

4-SPAN - 33" STEEL GIRDERS
MEDIAN PIER INTEGRAL BARRIER



ELEVATION

(LOOKING WEST)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS AND ELEVATIONS OF THE EXISTING STRUCTURE SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD).

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

REMOVE THE EXISTING ROADWAY BARRIERS ADJACENT TO PIER COLUMNS. COMPLETE ANY NEEDED CONCRETE SURFACE REPAIRS TO COLUMNS. THEN FIBER WRAP COLUMNS 1, 5, & 8 TO THE LIMITS AS SHOWN ON THIS PLAN SHEET.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER. QUANTITIES FOR THESE BID ITEMS ARE APPROXIMATE.

- FIBER WRAP REINFORCING NON-STRUCTURAL

"CONCRETE SURFACE REPAIR" AREAS AS SHOWN IN THE QUANTITIES TABLE ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

APPLY "PIGMENTED SURFACE SEALER" TO THE EXPOSED FACES OF THE NEW INTEGRAL CONCRETE BARRIER AND TO THE EXPOSED VERTICAL FACES OF THE PIER COLUMNS FROM THE TOP OF THE INTEGRAL BARRIER TO THE TOP OF THE SHOULDER.

UNDER THE BID ITEM "ADHESIVE ANCHORS NO.6 BAR" ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

COORDINATE PLACEMENT OF DELINEATORS AND BRACKETS WITH ROADWAY. DELINEATORS AND BRACKETS TO BE INCLUDED WITH ROADWAY BID ITEMS AND TO BE SPACED AT 50'-0" MAX. PLACEMENT TO BE OFFSET A MINIMUM OF 5'-0" FROM THE EDGE OF PIER COLUMNS.

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

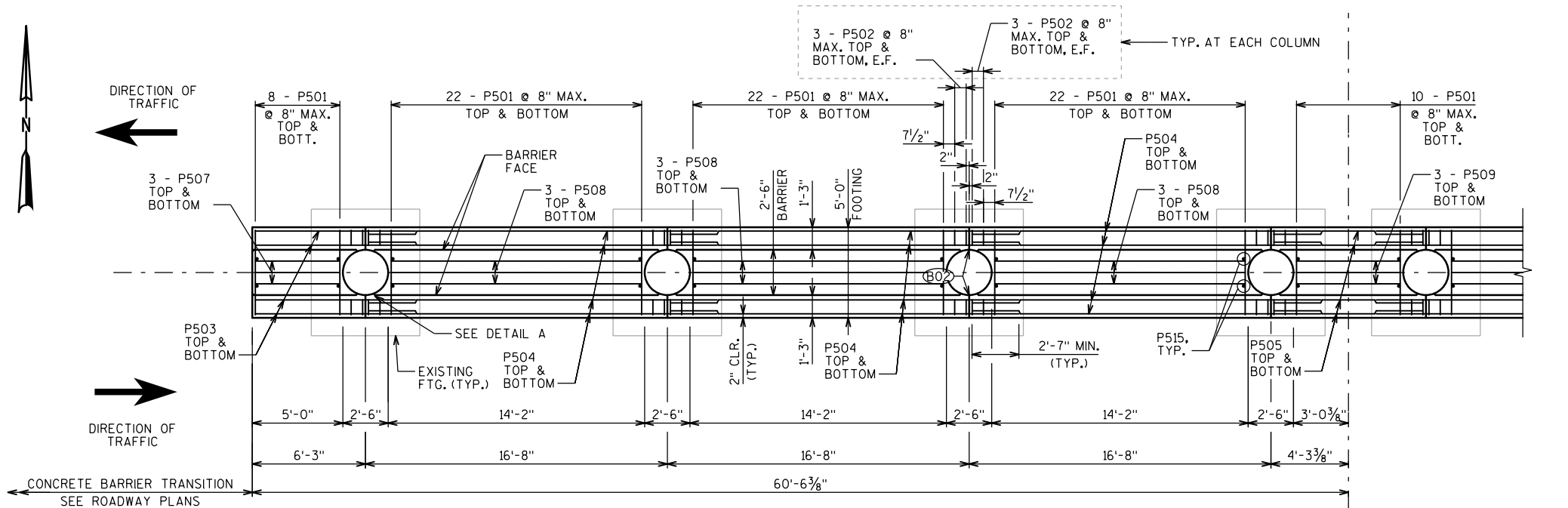
BARRIER AND FOOTING SHALL CONSIST OF CAST IN PLACE CONSTRUCTION. NO JOINTS SHALL BE ALLOWED IN THE BARRIER. CONSTRUCTION JOINTS WILL ONLY BE ALLOWED IN THE FOOTING AT LOCATIONS SHOWN IN THE "PLAN VIEW".

DO NOT CUT OR DRILL INTO EXISTING COLUMN BAR STEEL.

ALL REINFORCEMENT SHALL BE EPOXY-COATED.

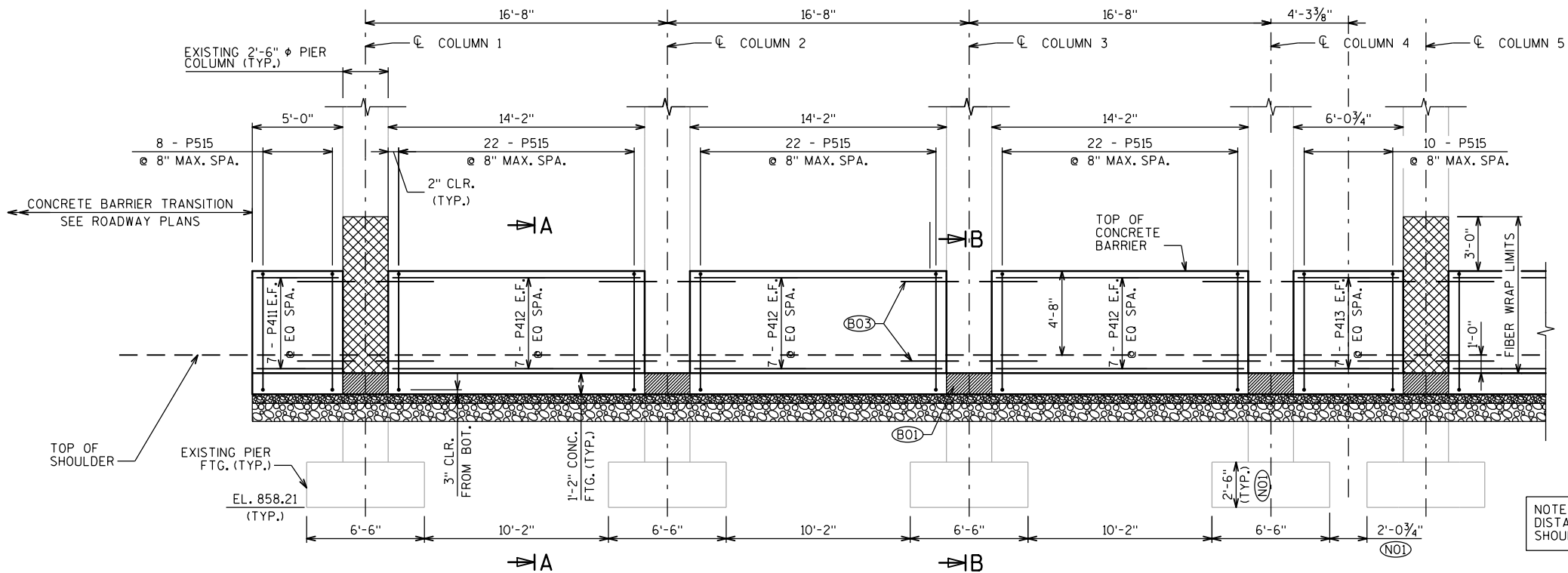
USE 2-INCH MINIMUM BAR CLEARANCE, EXCEPT AT FOOTINGS PROVIDE 3-INCH BAR CLEARANCE FROM BOTTOM OF FOOTING TO BOTTOM TRANSVERSE REINFORCEMENT.

PROVIDE 3/4-INCH BEVEL OR 1-INCH RADIUS ON BARRIER EDGES, TOP AND ENDS.



PLAN

(SHOWING FOOTING REINFORCEMENT ONLY)



ELEVATION

(WEST END PIER 2, LOOKING NORTH SHOWN)

LEGEND

- E.F. EACH FACE
- (B01) PLACE 1/2" FILLER BETWEEN COLUMN AND CONCRETE FOOTING (TYP.)
- (B02) OPTIONAL CONSTRUCTION JOINTS IN FOOTINGS PLACED ALONG C.C. OF COLUMN. IF USED LAP LONGITUDINAL REINFORCEMENT 2'-7" IN ADJACENT POUR.
- (B03) ADHESIVE ANCHORS NO. 6 BARS, EMBED 8" IN CONCRETE (TYP.)

LEGEND CONT.



BASE AGGREGATE DENSE 1 1/4"

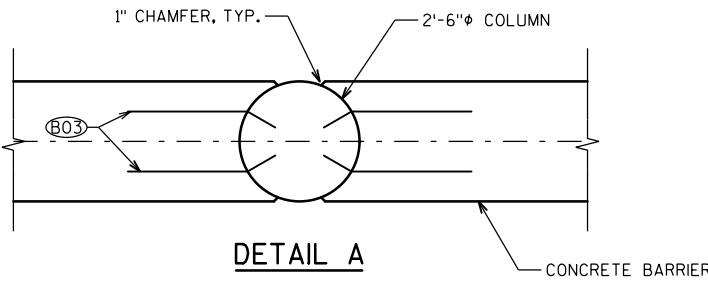


SELECT CRUSHED MATERIAL



EXISTING FOOTING DIMENSIONS AND BOTTOM OF FOOTING ELEVATION FOR COLUMNS 1 THRU 4 KNOWN BASED ON EXISTING PLANS. COLUMNS 5 THRU 8 ASSUMING SAME.

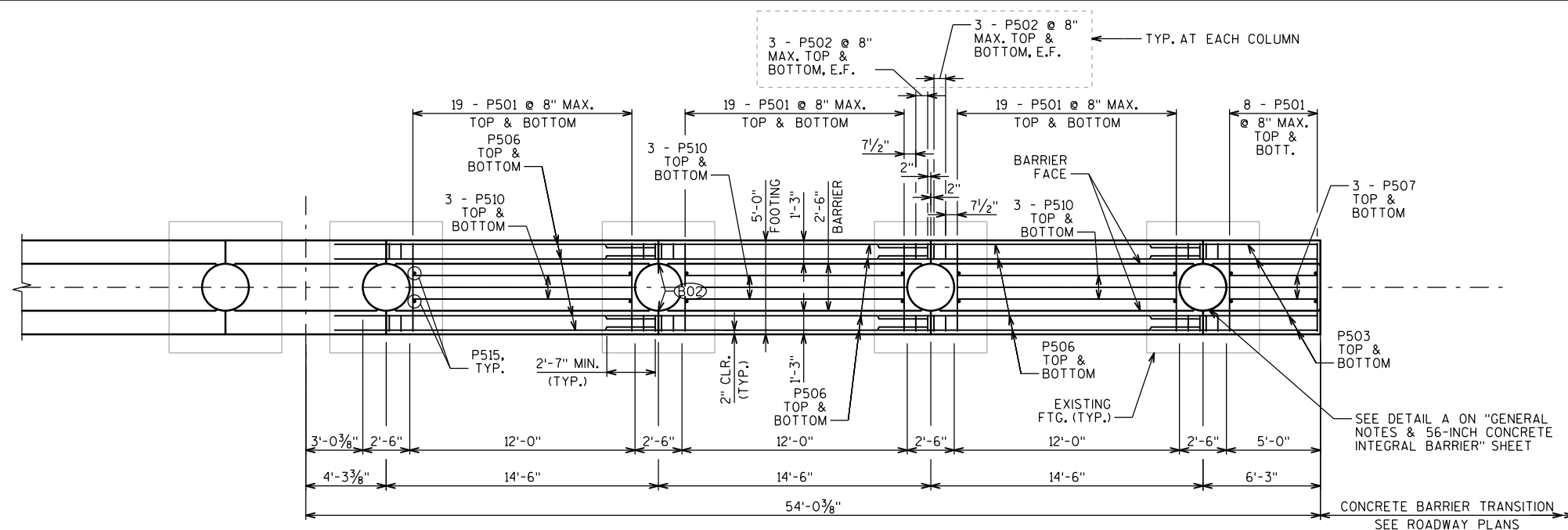
NOTE: 56-INCH BARRIER REFERS TO THE DISTANCE FROM THE TOP OF THE SHOULDER TO THE TOP OF THE BARRIER.



DETAIL A

CONCRETE BARRIER

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-13-310			
DRAWN BY JTE		PLANS CKD. EAJ	
GENERAL NOTES & 56-INCH CONCRETE INTEGRAL BARRIER			SHEET 2 OF 4
			1051



(SHOWING FOOTING REINFORCEMENT ONLY)



E.F. EACH FACE

(B01) PLACE 1/2" FILLER BETWEEN COLUMN AND CONCRETE FOOTING (TYP.)

(B02) OPTIONAL CONSTRUCTION JOINTS IN FOOTINGS PLACED ALONG C OF COLUMN, IF USED LAP LONGITUDINAL REINFORCEMENT 2'-7" IN ADJACENT POUR.

(B03) ADHESIVE ANCHORS NO. 6 BARS, EMBED 8" IN CONCRETE (TYP.)



BASE AGGREGATE DENSE 1 1/4"



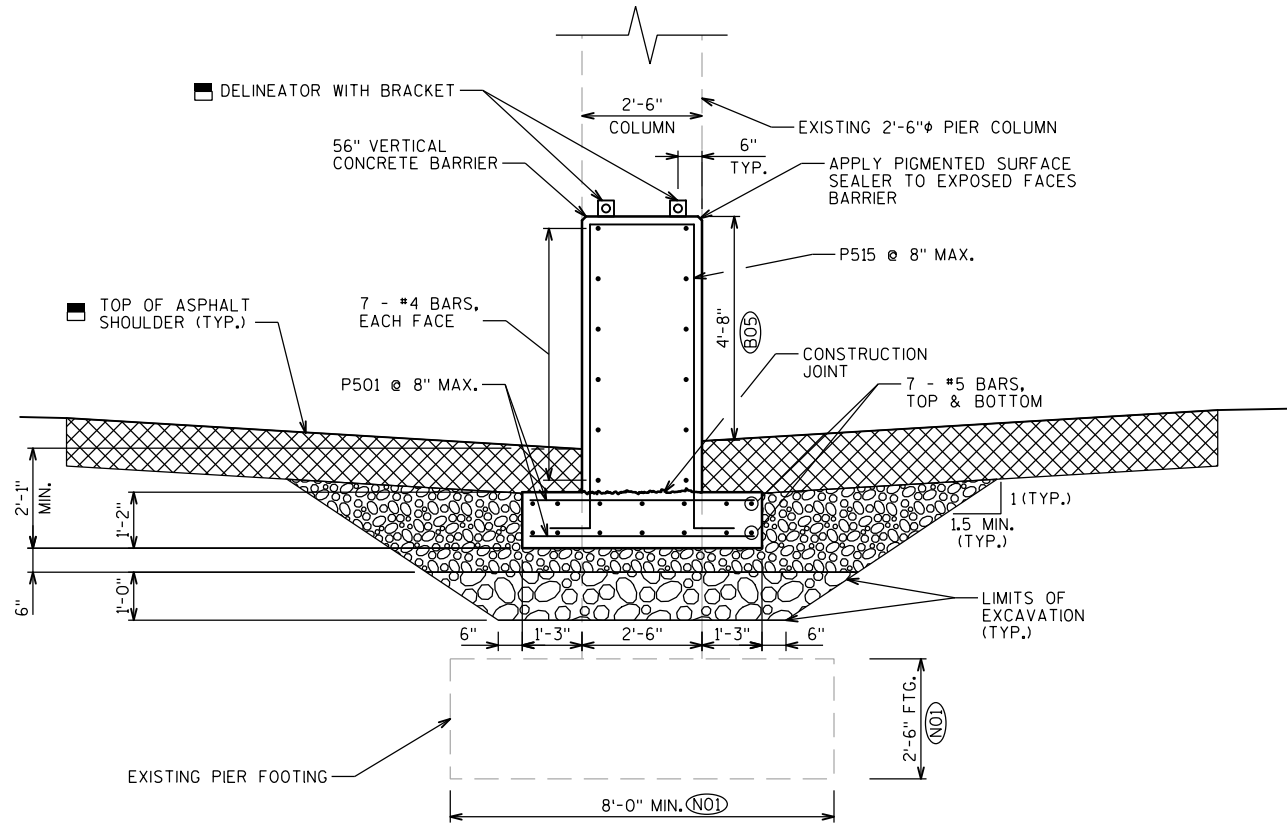
SELECT CRUSHED MATERIAL

(N01) EXISTING FOOTING DIMENSIONS AND BOTTOM OF FOOTING ELEVATION FOR COLUMNS 1 THRU 4 KNOWN BASED ON EXISTING PLANS, COLUMNS 5 THRU 8 ASSUMING SAME.

(EAST END PIER 2, LOOKING NORTH SHOWN)

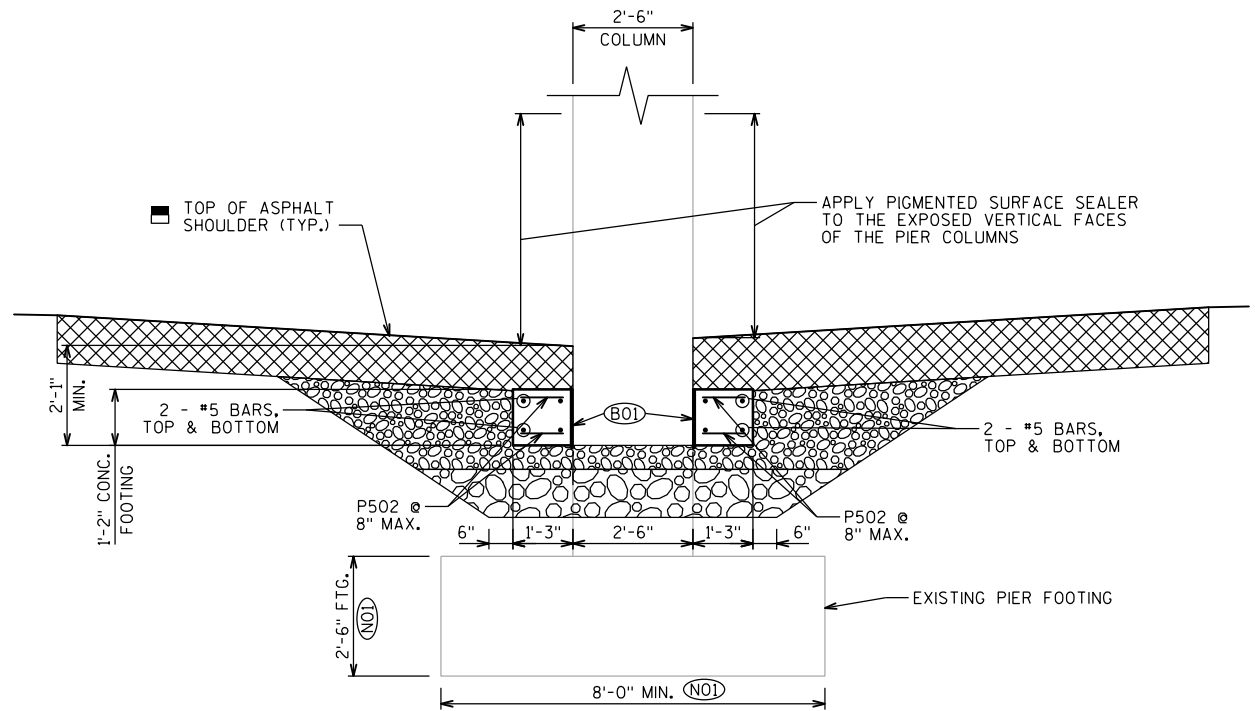
NOTE: 56-INCH BARRIER REFERS TO THE
DISTANCE FROM THE TOP OF THE
SHOULDER TO THE TOP OF THE BARRIER.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-13-310			
		DRAWN BY NNM	PLANS CK'D. EAJ
56-INCH CONCRETE INTEGRAL BARRIER		SHEET 3 OF	
		1052	



SECTION A-A

BETWEEN COLUMNS

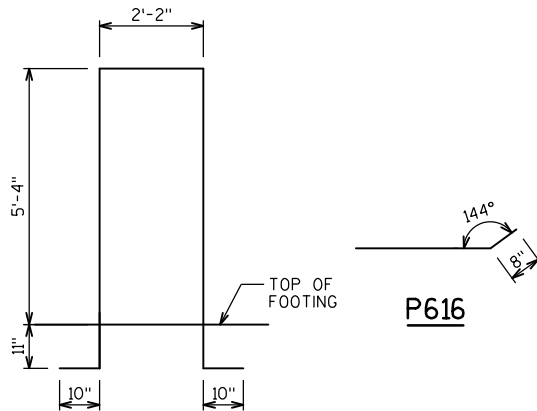


SECTION B-B

THRU COLUMN

BILL OF BARS

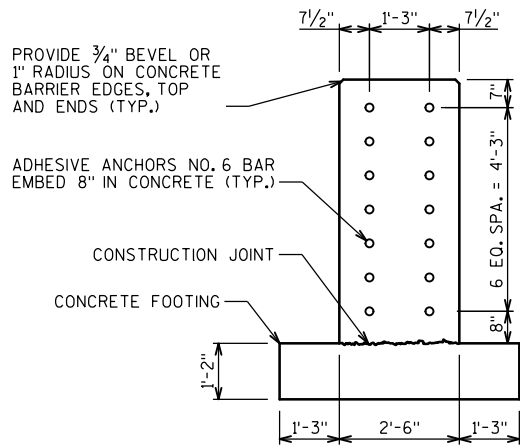
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
P501	X	298	4'-7"			FOOTING - TRANSVERSE
P502	X	192	0'-10"			FOOTING - TRANSVERSE AT COLUMN
P503	X	16	8'-9"			FOOTING - LONGITUDINAL
P504	X	24	19'-3"			FOOTING - LONGITUDINAL
P505	X	8	8'-3"			FOOTING - LONGITUDINAL
P506	X	24	17'-1"			FOOTING - LONGITUDINAL
P507	X	12	4'-7"			FOOTING - LONGITUDINAL ENDS
P508	X	18	13'-9"			FOOTING - LONGITUDINAL BETWEEN COLUMNS
P509	X	6	5'-8"			FOOTING - LONGITUDINAL BETWEEN PIERS
P510	X	18	11'-7"			FOOTING - LONGITUDINAL BETWEEN COLUMNS
P411	X	28	4'-7"			BARRIER - LONGITUDINAL ENDS
P412	X	42	13'-9"			BARRIER - LONGITUDINAL BETWEEN COLUMNS
P413	X	14	5'-8"			BARRIER - LONGITUDINAL BETWEEN PIERS
P414	X	42	11'-7"			BARRIER - LONGITUDINAL BETWEEN COLUMNS
P515	X	149	15'-10"	X		BARRIER - STIRRUP
P616	X	224	3'-2"	X		ADHESIVE ANCHORS



P515

BAR BENDING DIAGRAM

BAR DIMENSIONS ARE OUT TO OUT OF BAR



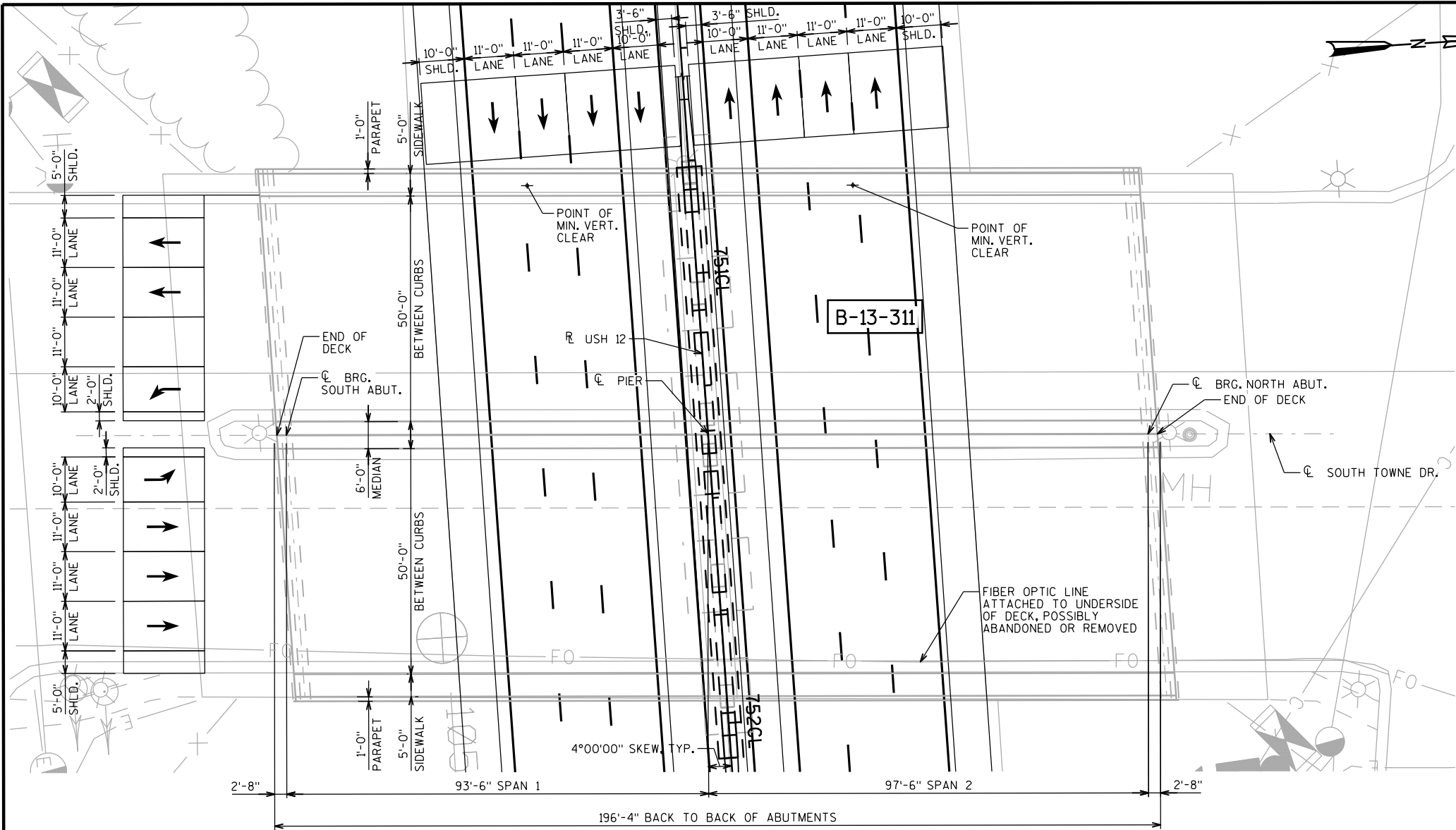
ADHESIVE ANCHOR LAYOUT

LEGEND

- 12" SELECT CRUSHED MATERIAL MAY BE ELIMINATED IF IT IS DETERMINED BY THE ENGINEER THAT THE EXISTING MATERIAL IS COMPACTED GRANULAR MATERIAL.
- NOT A BRIDGE PAY ITEM, SEE ROADWAY PLANS.
- PLACE 1/2" FILLER BETWEEN COLUMN AND CONCRETE FOOTING (TYP.)
- 4'-8" FROM TOP OF HIGH SHOULDER.
- EXISTING FOOTING DIMENSIONS AND BOTTOM OF FOOTING ELEVATION FOR COLUMNS 1 THRU 4 KNOWN BASED ON EXISTING PLANS. COLUMNS 5 THRU 8 ASSUMING SAME.

- 10" OF CONCRETE WITH HMA OVERLAY. REFER TO ROADWAY PLANS.
- BASE AGGREGATE DENSE 1/4"
- SELECT CRUSHED MATERIAL

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-13-310			
DRAWN BY JTE		PLANS CKD. EAJ	
INTEGRAL BARRIER DETAILS			SHEET 4 OF 4



PLAN

2 SPAN - 54" PRESTRESSED GIRDERS
MEDIAN PIER INTEGRAL BARRIER

LIST OF DRAWINGS

1. GENERAL PLAN, ELEVATION & QUANTITIES
2. GENERAL NOTES & 56-INCH CONCRETE INTEGRAL BARRIER
3. INTEGRAL BARRIER DETAILS

DESIGN DATA

MATERIAL PROPERTIES

CONCRETE MASONRY f'c = 4,000 psi
BAR STEEL REINFORCEMENT fy = 60,000 psi

TRAFFIC DATA

USH 12/18 EB & WB

A.D.T. = 138,000 (2018)
R.D.S. = 60 MPH

SOUTH TOWNE DR.

A.D.T. = 20,000 (2018)
R.D.S. = 45 MPH

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
502.0100	CONCRETE MASONRY BRIDGES	CY	91
502.3210	PIGMENTED SURFACE SEALER	SY	172
502.4206	ADHESIVE ANCHORS NO. 6 BAR	EACH	168
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	9,640
509.1500	CONCRETE SURFACE REPAIR	SF	10
SPV.0165.01	FIBER WRAP REINFORCING NON-STRUCTURAL	SF	140
NON-BID ITEMS			
	PREFORMED JOINT FILLER	SIZE	1/2"
	POLYETHYLENE SHEETING		

ALL ITEMS ARE CATEGORY 0060

LEGEND

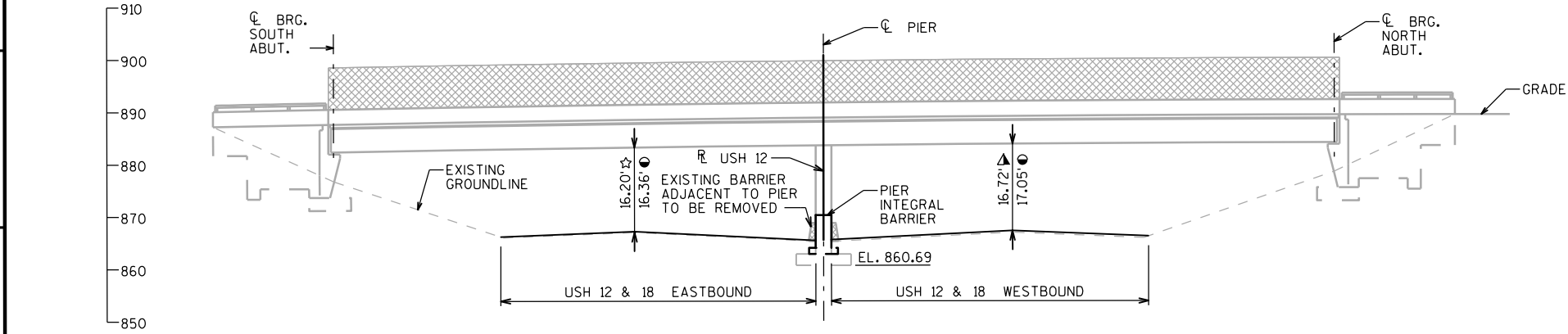
➔ TRAFFIC DIRECTION

- LOCATION PER EXISTING PLANS AND MINIMUM CLEARANCE MEASUREMENT TAKEN 9/15/2019 AS REPORTED IN HSI SYSTEM.
- ☆ REVISED MINIMUM VERTICAL CLEARANCE RESULTING FROM 2" HMA ASPHALT OVERLAY ON USH 12, BASED UPON ROADWAY PROPOSED TYPICAL SECTIONS, NEW POINT OF MIN. VERT. CLR. OFFSET WILL BE OFFSET 1'-0" SOUTH FROM EXISTING AND LOCATED AT NEW LANE EDGE.
- ▲ REVISED MINIMUM VERTICAL CLEARANCE RESULTING FROM 4" HMA ASPHALT OVERLAY ON USH 12, BASED UPON ROADWAY PROPOSED TYPICAL SECTIONS, NEW POINT OF MIN. VERT. CLR. OFFSET WILL BE OFFSET 1'-0" NORTH FROM EXISTING AND LOCATED AT NEW LANE EDGE.

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
PAT CASHIN (414) 359-2300

NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
HNTB 250 E. Wisconsin Ave #2000, Milwaukee, WI 53202 (414) 359-2300			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED	<i>[Signature]</i>	SDR 08/03/20	DATE
STRUCTURE B-13-311			
SOUTH TOWNE DR. OVER USH 12/18			
COUNTY	DANE	CITY	MONONA
DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS			
DESIGNED BY	JTE/EAJ	DESIGN CK'D.	HDA
DRAWN BY	JTE/EAJ	PLANS CK'D.	HDA
GENERAL PLAN, ELEVATION & QUANTITIES			SHEET 1 OF 3
			1054



ELEVATION

(LOOKING WEST)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS AND ELEVATIONS OF THE EXISTING STRUCTURE SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD).

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

ALL EXISTING COLUMNS EXCEPT COLUMN 4 HAVE EXISTING FIBER WRAP REPAIRS. REMOVE THE EXISTING ROADWAY BARRIERS ADJACENT TO PIER COLUMNS. COMPLETE ANY NEEDED CONCRETE SURFACE REPAIRS TO COLUMN 4 AND THEN FIBER WRAP THE COLUMN TO THE LIMITS AS SHOWN ON THIS PLAN SHEET. PRIOR TO PLACING THE INTEGRAL BARRIER, COMPLETE ANY ADDITIONAL CONCRETE SURFACE REPAIRS AND EXTEND THE FIBER WRAP REPAIR LIMITS ON THE OTHER COLUMNS IF THEY DO NOT EXTEND TO PROPOSED FINISHED GRADE. IF ADDITIONAL FIBER WRAPPING IS REQUIRED, EXTEND THE LIMITS TO 1'-0" MINIMUM BELOW PROPOSED FINISHED GRADE.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER. QUANTITIES FOR THESE BID ITEMS ARE APPROXIMATE.

- FIBER WRAP REINFORCING NON-STRUCTURAL

"CONCRETE SURFACE REPAIR" AREAS AS SHOWN IN THE QUANTITIES TABLE ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

APPLY "PIGMENTED SURFACE SEALER" TO THE EXPOSED FACES OF THE NEW INTEGRAL CONCRETE BARRIER AND TO THE EXPOSED VERTICAL FACES OF THE PIER COLUMNS FROM THE TOP OF THE INTEGRAL BARRIER TO THE TOP OF THE SHOULDER.

UNDER THE BID ITEM "ADHESIVE ANCHORS NO. 6 BAR" ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

COORDINATE PLACEMENT OF DELINEATORS AND BRACKETS WITH ROADWAY. DELINEATORS AND BRACKETS INCLUDED WITH ROADWAY BID ITEMS AND TO BE SPACED AT 50'-0" MAX. PLACEMENT TO BE OFFSET A MINIMUM OF 10'-0" FROM THE EDGE OF PIER COLUMNS.

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

BARRIER AND FOOTING SHALL CONSIST OF CAST IN PLACE CONSTRUCTION. NO JOINTS SHALL BE ALLOWED IN THE BARRIER. CONSTRUCTION JOINTS WILL ONLY BE ALLOWED IN THE FOOTING AT LOCATIONS SHOWN IN THE "PLAN VIEW".

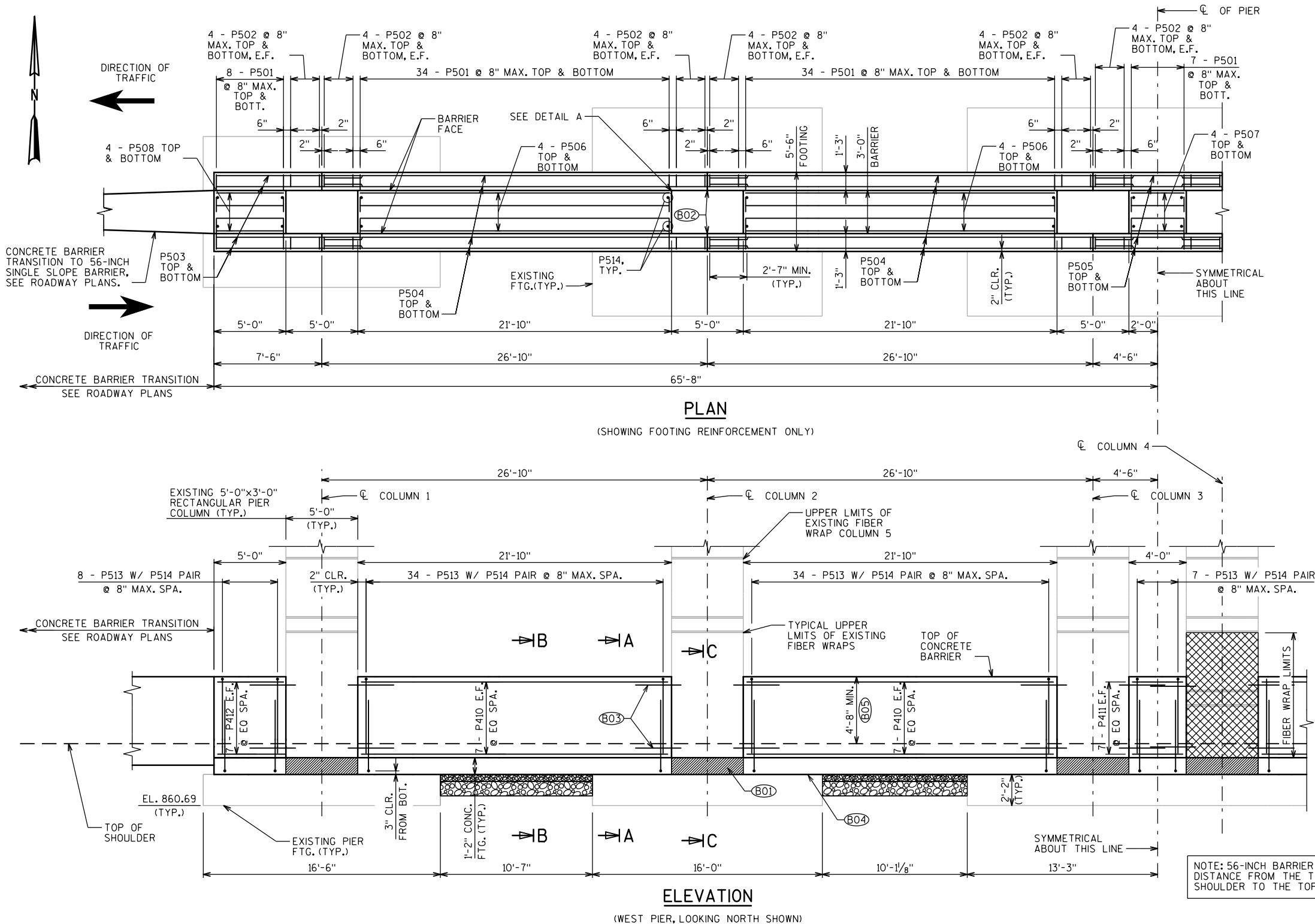
DO NOT CUT OR DRILL INTO EXISTING COLUMN BAR STEEL.

ALL REINFORCEMENT SHALL BE EPOXY-COATED.

USE 2-INCH MINIMUM BAR CLEARANCE, EXCEPT AT FOOTINGS PROVIDE 3-INCH BAR CLEARANCE FROM BOTTOM OF FOOTING TO BOTTOM TRANSVERSE REINFORCEMENT.

PROVIDE 3/4-INCH BEVEL OR 1-INCH RADIUS ON BARRIER EDGES, TOP AND ENDS.

BASED UPON EXISTING STRUCTURE PLANS, THE EXISTING TOP OF PIER FOOTING IS APPROXIMATELY THE PROPOSED BOTTOM OF BARRIER FOOTING ELEVATION. USE THE EXISTING TOP OF PIER FOOTING ELEVATION AS THE BOTTOM OF BARRIER FOOTING ELEVATION.



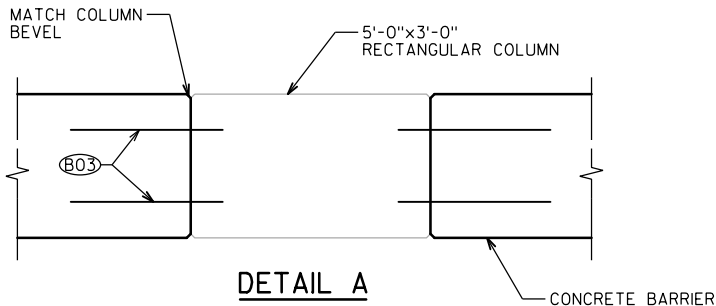
NOTE: 56-INCH BARRIER REFERS TO THE DISTANCE FROM THE TOP OF THE SHOULDER TO THE TOP OF THE BARRIER.

LEGEND

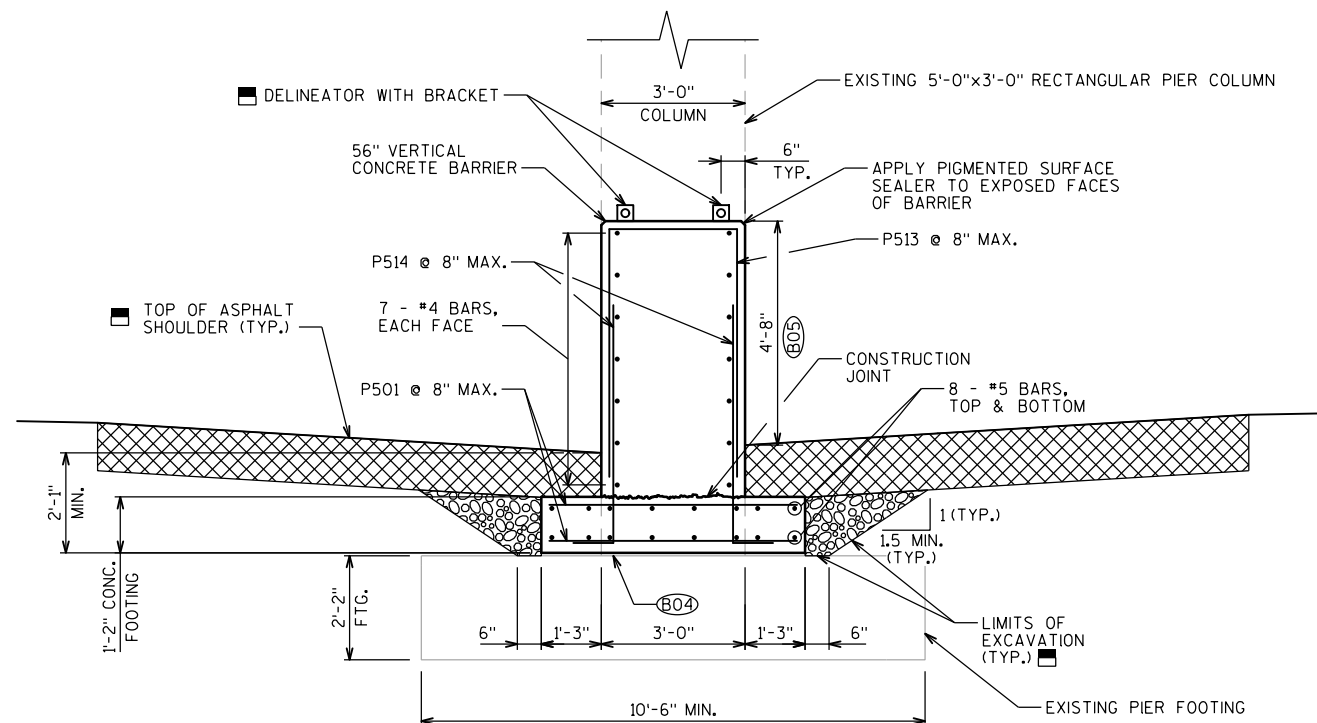
- E.F. EACH FACE
- (B01) PLACE 1/2" FILLER BETWEEN COLUMN AND CONCRETE FOOTING (TYP.)
- (B02) OPTIONAL CONSTRUCTION JOINTS IN FOOTINGS PLACED ALONG C OF COLUMN. IF USED LAP LONGITUDINAL REINFORCEMENT 2'-7" IN ADJACENT POUR.
- (B03) ADHESIVE ANCHORS NO. 6 BAR, EMBED 8" IN CONCRETE (TYP.)
- (B04) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE TOP OF THE EXISTING PIER FOOTING BEFORE PLACING THE BARRIER FOOTING (TYP.)

LEGEND CONT.

- (B05) 4'-8" FROM TOP OF SHOULDER WB
- BASE AGGREGATE DENSE 1 1/4"
- SELECT CRUSHED MATERIAL

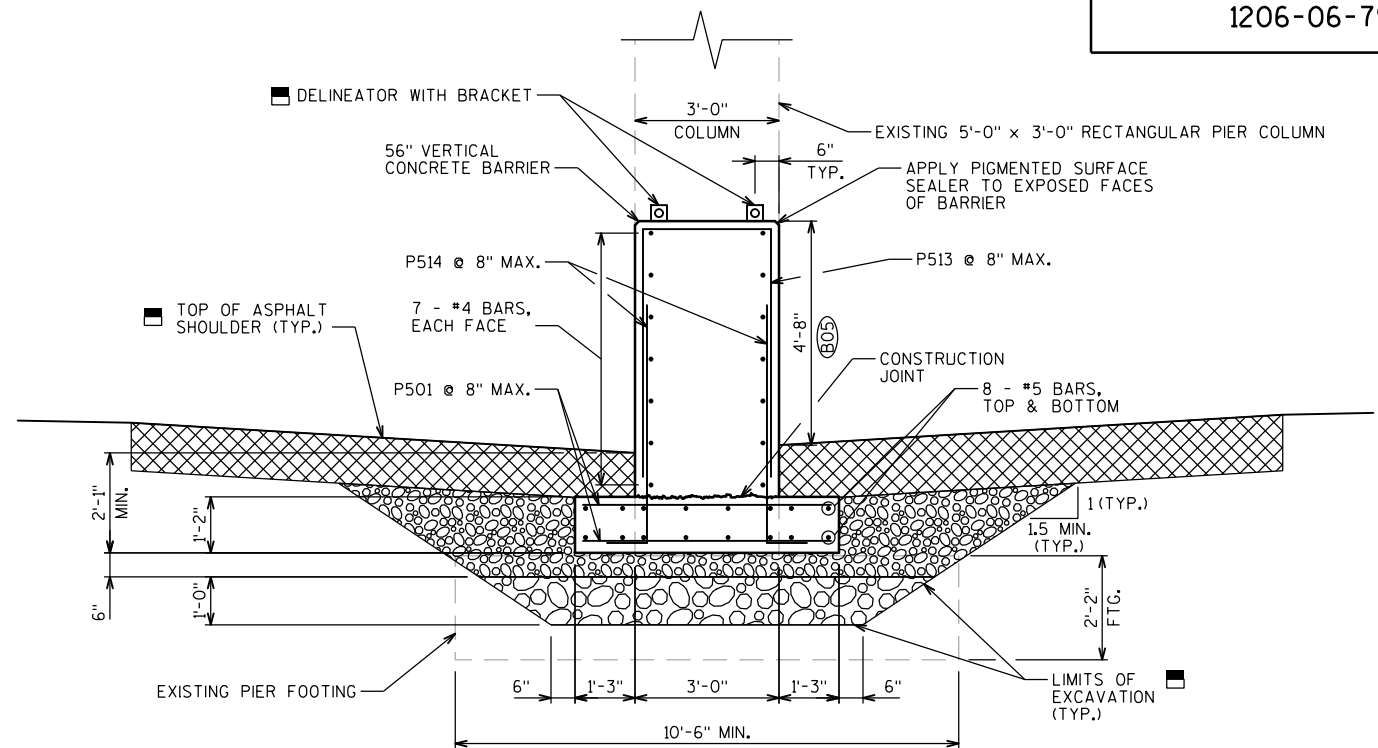


NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-13-311			
DRAWN BY JTE/EAJ		PLANS CKD. HDA	
GENERAL NOTES & 56-INCH CONCRETE INTEGRAL BARRIER			SHEET 2 OF 3
1055			



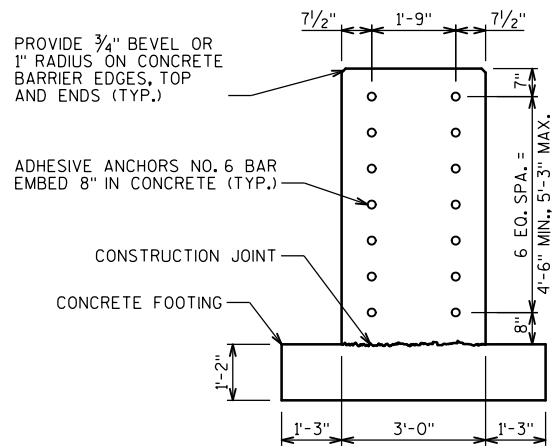
SECTION A-A

BETWEEN COLUMNS OVER EXISTING FOOTING

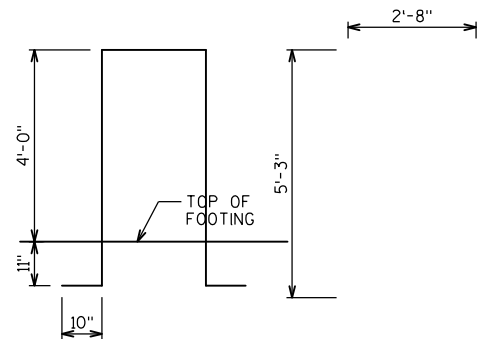


SECTION B-B

BETWEEN COLUMNS AND FOOTINGS



ADHESIVE ANCHOR LAYOUT



P514

P513

BAR BENDING DIAGRAM

BAR DIMENSIONS ARE OUT TO OUT OF BAR

BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
P501	X	318	5'-1"			FOOTING - TRANSVERSE
P502	X	192	0'-10"			FOOTING - TRANSVERSE AT COLUMN
P503	X	16	10'-1"			FOOTING - LONGITUDINAL
P504	X	32	29'-5"			FOOTING - LONGITUDINAL
P505	X	8	8'-7"			FOOTING - LONGITUDINAL
P506	X	32	21'-5"			FOOTING - LONGITUDINAL BETWEEN COLUMNS
P507	X	8	3'-7"			FOOTING - LONGITUDINAL BETWEEN PIERS
P508	X	16	4'-7"			FOOTING - LONGITUDINAL ENDS
P410	X	56	21'-5"			BARRIER - LONGITUDINAL BETWEEN COLUMNS
P411	X	14	3'-7"			BARRIER - LONGITUDINAL BETWEEN PIERS
P412	X	28	4'-7"			BARRIER - LONGITUDINAL ENDS
P513	X	159	12'-11"	X		BARRIER - STIRRUP
P514	X	318	5'-8"	X		BENT BAR FOOTING TO BARRIER
P615	X	168	3'-2"			ADHESIVE ANCHORS

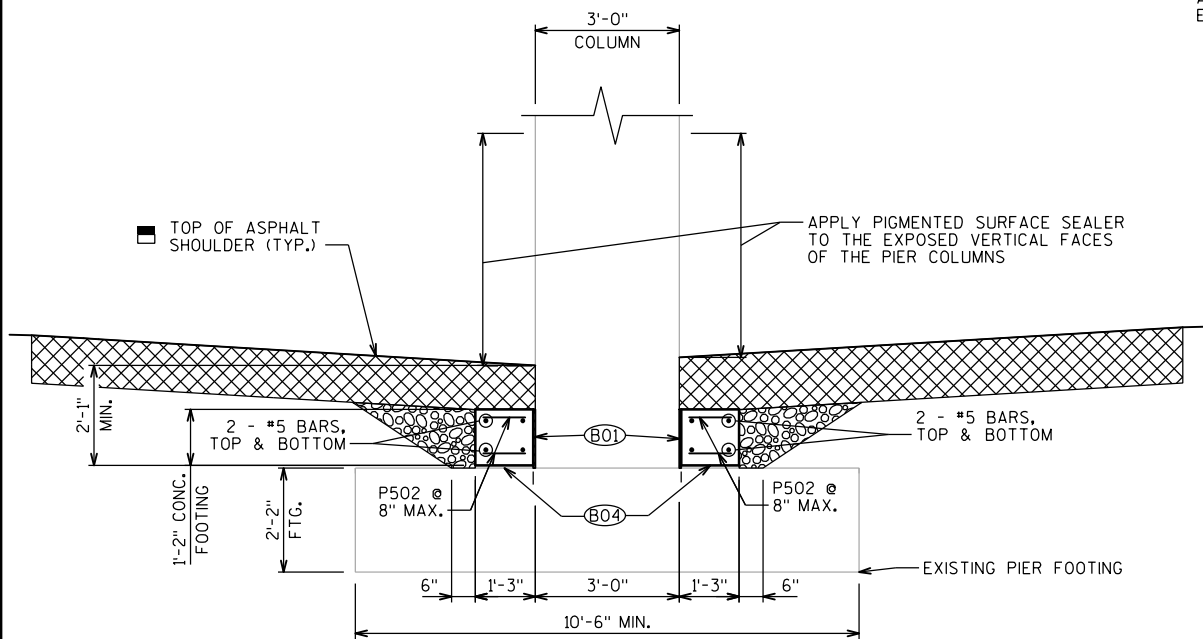
LEGEND

- ▲ 12" SELECT CRUSHED MATERIAL MAY BE ELIMINATED IF IT IS DETERMINED BY THE ENGINEER THAT THE EXISTING MATERIAL IS COMPACTED GRANULAR MATERIAL.
- NOT A BRIDGE PAY ITEM, SEE ROADWAY PLANS.
- (B01) PLACE 1/2" FILLER BETWEEN COLUMN AND CONCRETE FOOTING (TYP.)
- (B04) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE TOP OF THE EXISTING PIER FOOTING BEFORE PLACING THE BARRIER FOOTING (TYP.)
- (B05) 4'-8" FROM WB SHOULDER TOP OF SHOULDER.

10" OF CONCRETE WITH HMA OVERLAY. REFER TO ROADWAY PLANS. ■

BASE AGGREGATE DENSE 1/4" ■

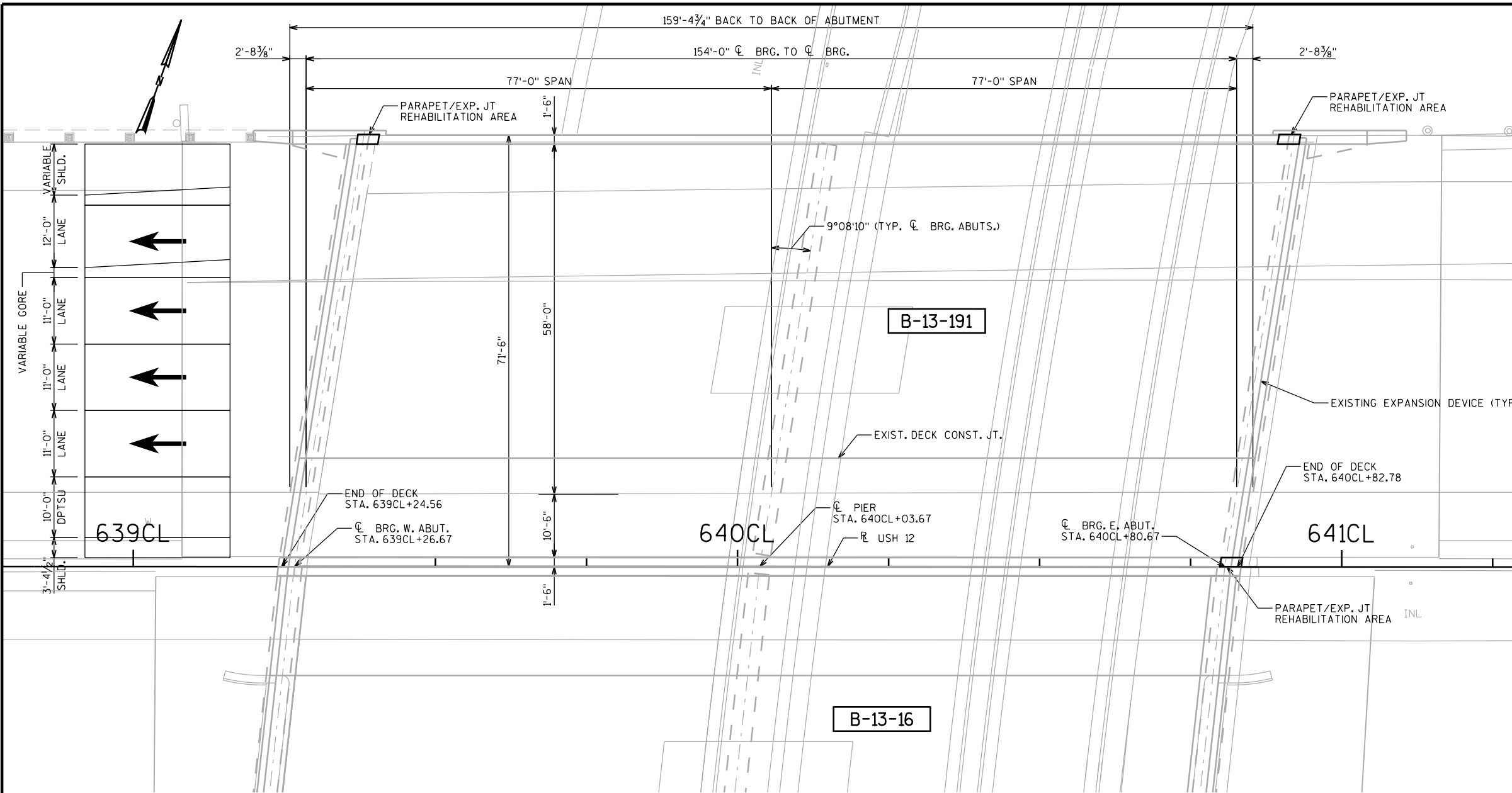
SELECT CRUSHED MATERIAL ▲ ■



SECTION C-C

THRU COLUMN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-13-311			
DRAWN BY JTE/EAJ		PLANS CKD. HDA	
INTEGRAL BARRIER DETAILS			SHEET 3 OF 3
			1056



STATE PROJECT NUMBER

1206-06-79

- LIST OF DRAWINGS
1. GENERAL PLAN
 2. GENERAL NOTES AND QUANTITIES
 3. EXPANSION JOINT DETAILS
 4. REMOVAL DETAILS
 5. PARAPET REVISIONS

LEGEND

TRAFFIC DIRECTION

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
PAT CASHIN (414) 359-2300

NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
HNTB		250 E. WISCONSIN AVE #2000 MILWAUKEE, WI 53202 (414) 359-2300	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED	 SDR		08/25/20
CHIEF STRUCTURES DESIGN ENGINEER		DATE	
STRUCTURE B-13-191			
USH 12 & 18 WB OVER USH 14			
COUNTY	DANE	TOWN/CITY/VILLAGE	MADISON
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	NNM	DESIGN CK'D.	JWCIII
DRAWN BY	NNM	PLANS CK'D.	JWCIII
GENERAL PLAN			SHEET 1 OF 5
			1057

TRAFFIC DATA

USH 12/18 EB & WB

A.D.T. = 138,000 (2018)
R.D.S. = 60 MPH

USH 14 WB - USH 151NB

A.D.T. = 28,500 (2018)
R.D.S. = 35 M.P.H.

DESIGN DATA

RATINGS (TAKEN FROM HSI5/7/2020)

DESIGN LOADING: HS20
INVENTORY RATING: HS17
OPERATING RATING: HS28
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 230 KIPS

MATERIAL PROPERTIES

CONCRETE, MASONRY: f'c = 4,000 psi
SUPERSTRUCTURE: f'c = 3,500 psi
ALL OTHER: f'c = 3,500 psi
BAR STEEL REINFORCEMENT: fy = 60,000 psi



GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

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

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

"CONCRETE SURFACE REPAIR" AREAS AS SHOWN IN THE QUANTITIES TABLE ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1" JOINT FILLER WITH HOT POURED JOINT SEALANT (1/2" DEEP AND HOLD 1/4" BELOW SURFACE OF CONCRETE).

"REMOVING OLD STRUCTURE STA. 640CL+04" INCLUDES REMOVAL OF PORTIONS OF PARAPETS, INCLUDING EXPANSION JOINT HARDWARE IN THE PARAPETS.

"CONCRETE MASONRY BRIDGES" INCLUDES CONCRETE REQUIRED TO REPLACE PORTIONS OF PARAPETS.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS OTHERWISE NOTED.

SALVAGE AND RECASTING OF EXPANSION JOINT HARDWARE AT THE PARAPETS IS INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

APPLY PIGMENTED SURFACE SEALER TO THE TOP AND INSIDE FACES OF THE NEW PARAPET.

WORK TO BE COMPLETED DURING SHOULDER CLOSURE WHEN THE ADJACENT ROADWAY BARRIER IS BEING REPLACED.

REMOVING AND REPLACING OR RE-SETTING THE EXPANSION JOINT COVER AT THE PARAPETS IS INCIDENTAL TO "REMOVING OLD STRUCTURE STA. 551WB+24".

WORK DESCRIBED ABOVE AT BRIDGE PARAPETS APPLIES TO THREE LOCATIONS:

- NORTH PARAPET AT WEST ABUTMENT
- NORTH PARAPET AT EAST ABUTMENT
- SOUTH PARAPET AT EAST ABUTMENT

STATE PROJECT NUMBER

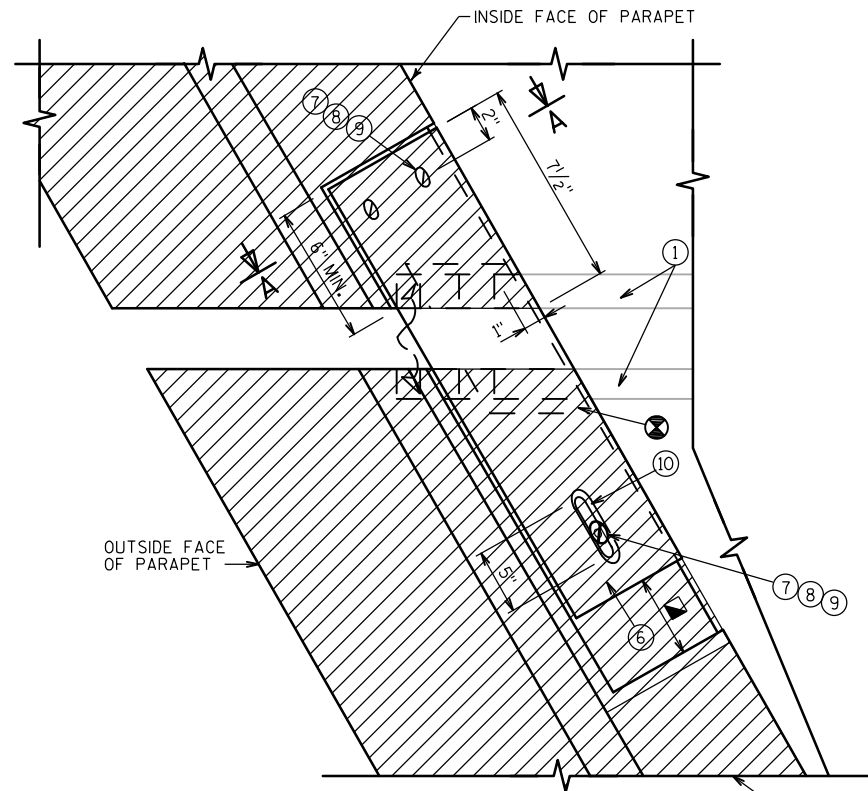
1206-04-79

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
203.0200.04	REMOVING OLD STRUCTURE STA. 640CL+04	LS	1
502.0100	CONCRETE MASONRY BRIDGES	CY	2
502.3210	PIGMENTED SURFACE SEALER	SY	6
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	80
509.1500	CONCRETE SURFACE REPAIR	SF	5
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1"

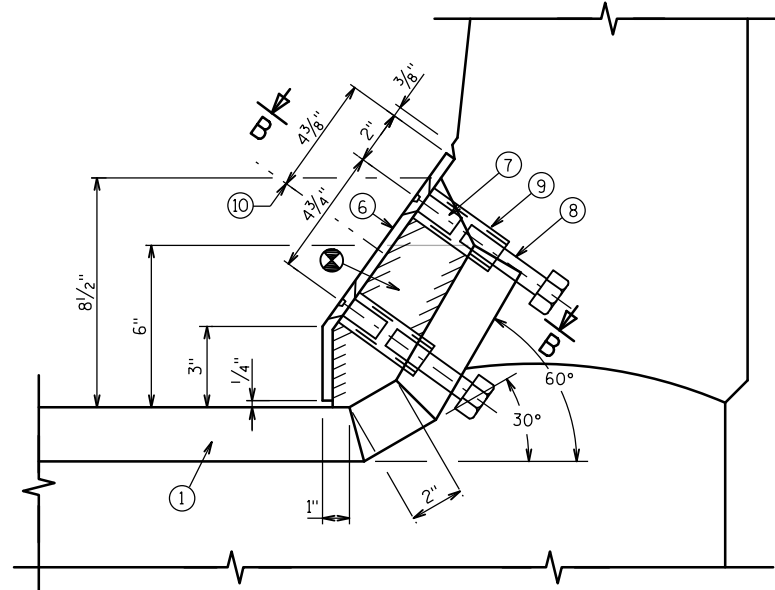
ALL ITEMS ARE CATEGORY 0070

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-13-191			
		DRAWN BY NNM	PLANS CK'D. JWCIII
GENERAL NOTES AND QUANTITIES			SHEET 2 OF 5
			1058

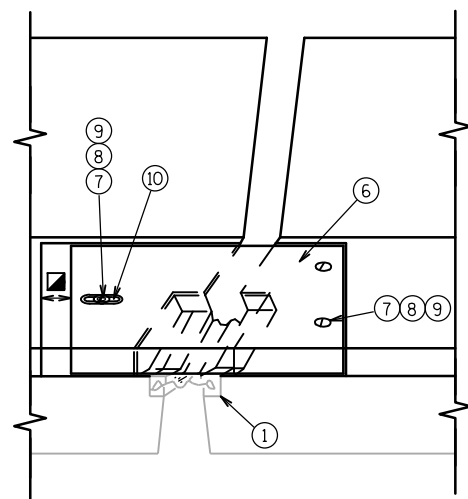
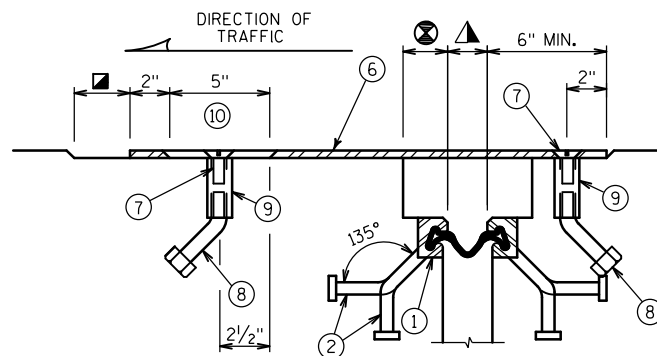


PLAN AT SLOPED FACE PARAPET

REMOVE AS NEEDED TO SALVAGE
EXISTING EXPANSION JOINT
HARDWARE IN PARAPET, AND
RECAST BACK INTO PARAPET



SECTION A-A

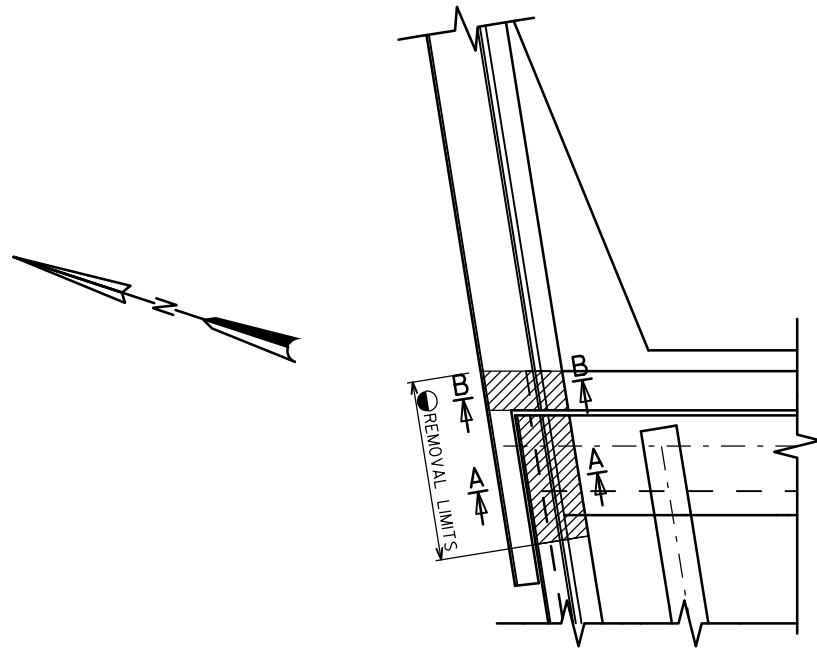
VIEW OF SLOPED FACE PARAPET
PLATES FROM ROADWAY

SECTION B-B

LEGEND

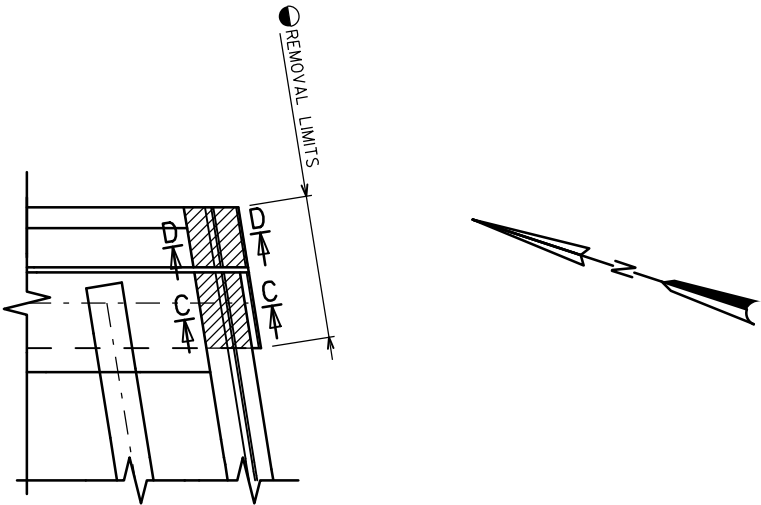
- ① EXISTING NEOPRENE STRIP SEAL (4 - INCH) & STEEL EXTRUSIONS.
DO NOT CUT STRIP SEAL; PROTECT DURING CONCRETE REMOVAL AND RESET AFTER RECASTING PARAPET
- ② EXISTING STUDS 5/8" DIA. x 6 3/8" LONG AT 6" ALTERNATE CENTERS, WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
- ⑥ EXISTING GALVANIZED PLATE 3/8" x 10 1/2" x 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
- ⑦ EXISTING 3/4" DIA. x 1 1/2" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTER SUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
- ⑧ EXISTING 3/4" DIA. x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
- ⑨ EXISTING 3/4" DIA. x 2 1/4" GALVANIZED THREADED COUPLING.
- ⑩ EXISTING 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. SLOT PARALLEL TO DIRECTION OF MOVEMENT.
- ⊗ BLOCK OUT CONCRETE 2" EACH SIDE FOR JOINT OPENING.
- ▣ JOINT OPENING DIM. ALONG SKEW PLUS 1/2".
- ▲ SET JOINT OPENING AT 1 3/4".

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-13-191			
DRAWN BY NNM		PLANS CK'D. JWCIII	
EXPANSION JOINT DETAILS			SHEET 3 OF 5
			1059



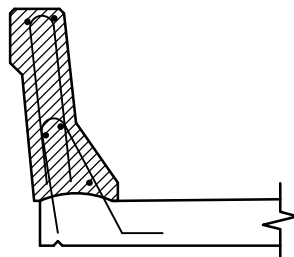
PLAN EAST ABUTMENT/NORTHEAST SECTION

(LOOKING EAST)
WEST ABUTMENT NORTHWEST SECTION SIMILAR

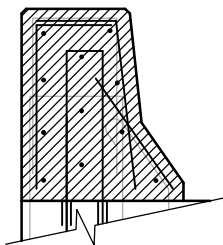


PLAN EAST ABUTMENT/SOUTHEAST SECTION

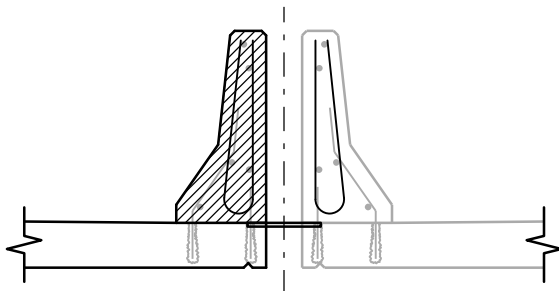
(LOOKING EAST)
EB BRIDGE B-13-16 NOT SHOWN FOR CLARITY



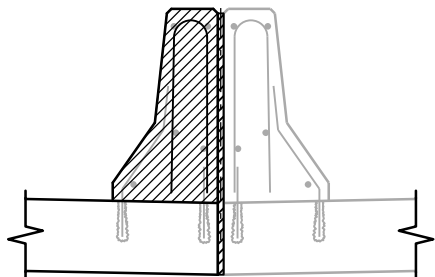
SECTION A-A
THRU BRIDGE OUTSIDE PARAPET



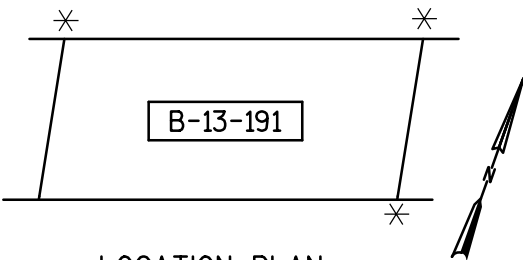
SECTION B-B
THRU WING OUTSIDE PARAPET



SECTION C-C
THRU WING MEDIAN PARAPET



SECTION D-D
THRU BRIDGE MEDIAN PARAPET



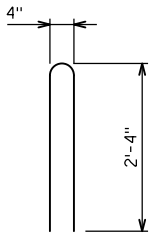
LOCATION PLAN

✱ LOCATION FOR PARAPET REMOVAL AND REPLACEMENT
● REMOVAL LIMITS ENCOMPASS A MINIMUM OF THE PREVIOUS
REHABILITATION, OR AS DIRECTED BY THE ENGINEER.

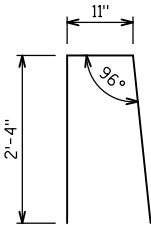
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-13-191			
DRAWN BY		NNM	PLANS CK'D. JWCIII
REMOVAL DETAILS			SHEET 4 OF 5
			1060

BILL OF BARS

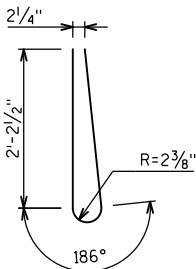
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
P401	X	10	4'-10"	X	STIRRUP - BRIDGE OUTSIDE PARAPET
P402	X	6	5'-5"	X	STIRRUP - WING OUTSIDE PARAPET
P403	X	5	5'-0"	X	STIRRUP - BRIDGE MEDIAN PARAPET
P404	X	2	5'-0"	X	STIRRUP - WING MEDIAN PARAPET



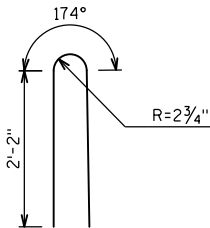
P401



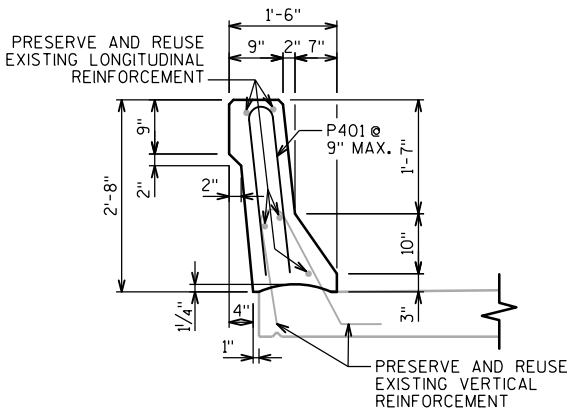
P402



P403

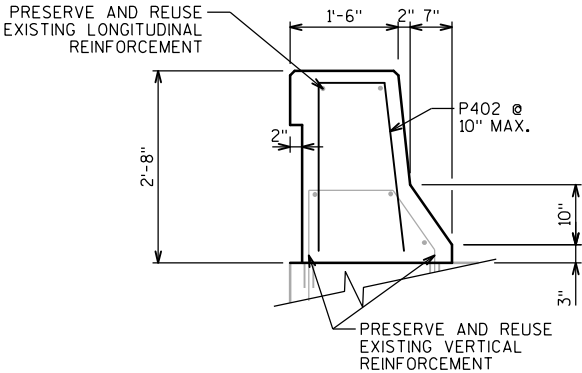


P404



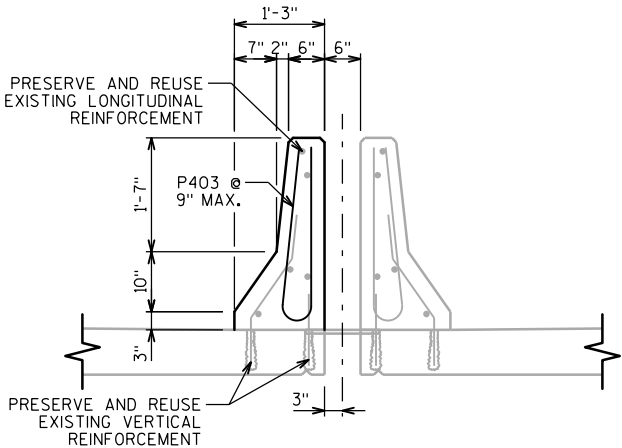
SECTION A-A

THRU BRIDGE OUTSIDE PARAPET



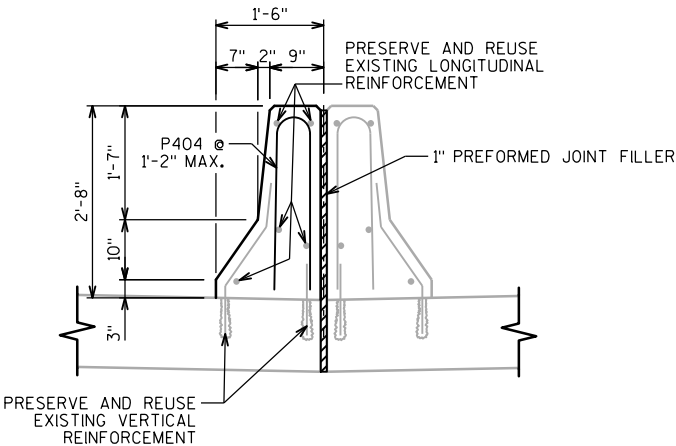
SECTION B-B

THRU WING OUTSIDE PARAPET



SECTION C-C

THRU WING MEDIAN PARAPET



SECTION D-D

THRU BRIDGE MEDIAN PARAPET

NOTE: ALL DIMENSIONS ARE BASED OFF EXISTING PLANS. MATCH EXISTING PARAPETS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-13-191			
DRAWN BY		NNM	PLANS CK'D. JWCIII
PARAPET REVISIONS			SHEET 5 OF 5
			1061

STRUCTURE DATA

SIGN STR	ACTUAL SIGN AREA		ACTUAL SIGN HEIGHT MAX.	
	TYPE I	LCS	TYPE I	LCS
S-13-2003	91.0 SF	40.0 SF	6'-6"	5'-0"
S-13-2004	33.0 SF	40.0 SF	5'-6"	5'-0"
S-13-2002	62.0 SF	40.0 SF	6'-6"	5'-0"
S-13-2005	62.0 SF	40.0 SF	6'-6"	5'-0"
S-13-2027	62.0 SF	40.0 SF	6'-6"	5'-0"
S-13-2006	62.0 SF	40.0 SF	6'-6"	5'-0"
S-13-2007	62.0 SF	40.0 SF	6'-6"	5'-0"
S-13-2008	62.0 SF	50.0 SF	6'-6"	6'-0"
S-13-2009	62.0 SF	50.0 SF	6'-6"	6'-0"
S-13-2010	62.0 SF	40.0 SF	6'-6"	5'-0"
S-13-2032	45.5 SF	40.0 SF	6'-6"	5'-0"
DESIGN SIGN	91.0 SF	40.0 SF	6'-6"	5'-0"

ALL STRUCTURES IN THIS GROUP OF STRUCTURES ARE DESIGNED FOR THE DESIGN SIGN LOADING

DESIGN DATA

DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL.

FOUNDATIONS DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS. (700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTERME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
SERVICE II:	1.0 DC + 1.0 ICE
FATIGUE I:	1.0 NWG (NATURAL WIND GUST VIBRATION)
	1.0 TRG (TRUCK INDUCED GUST VIBRATION)
	1.0 GVW (GALLOPING - CANTILEVER ONLY)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY ZONE, NAD 83 (2011). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "BUTTERFLY 2-CHORD NS S-13-20XX" FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE 1/4 THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES AND STORM SEWER IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AND STORM SEWER AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT 36-INCH".

TRAFFIC VOLUME

A.D.T. (2036) = 139,650-164,190
R.D.S. = 60 MPH

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

MATERIAL PROPERTIES

CONCRETE MASONRY-----f'c = 3,500 psi

HIGH STRENGTH STEEL REINFORCEMENT, GRADE 60-----fy = 60,000 psi

STRUCTURAL ANGLES, PLATE AND BARS - ASTM A709 GRADE 36-----fy = 36,000 psi

CHORDS & COLUMN PIPE - ASTM A500 GRADE C-----fy = 46,000 psi

HIGH STRENGTH BOLTS - A325-----fy = 92,000 psi

ANCHOR RODS - ASTM F1554 GRADE 55-----fy = 55,000 psi

HEAVY HEX NUTS FOR ANCHOR RODS - ASTM A563A

WASHERS FOR ANCHOR RODS - ASTM F436

LIST OF DRAWINGS

- GENERAL NOTES, DESIGN DATA & QUANTITIES
- GENERAL LAYOUT S-13-2003
- GENERAL LAYOUT S-13-2004
- GENERAL LAYOUT S-13-2002
- GENERAL LAYOUT S-13-2005
- GENERAL LAYOUT S-13-2027
- GENERAL LAYOUT S-13-2006
- GENERAL LAYOUT S-13-2007
- GENERAL LAYOUT S-13-2008
- GENERAL LAYOUT S-13-2009
- GENERAL LAYOUT S-13-2010
- GENERAL LAYOUT S-13-2032
- 2-CHORD TRUSS BUTTERFLY
- 2-CHORD TRUSS BUTTERFLY DETAILS
- ELECTRICAL & SIGN CONNECTION DETAILS
- 2-CHORD TRUSS BUTTERFLY FDN. DETAILS 1
- 2-CHORD TRUSS BUTTERFLY FDN. DETAILS 2

STATE PROJECT NUMBER

1206-06-79

STRUCTURE DESIGN CONTACTS

BUREAU OF STRUCTURES:
AARON BONK (608) 261-0261

CONSULTANT:
PAT CASHIN (414) 359-2300

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	S-13-2003	S-13-2004	S-13-2002	S-13-2005	S-13-2027	S-13-2006	S-13-2007	S-13-2008	S-13-2009	S-13-2010	S-13-2032
502.3210	PIGMENTED SURFACE SEALER	SY	22	21	25	22	21	22	21	22	21	21	21
531.1100	CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS	CY	20	20	24	21	20	21	20	20	20	20	20
531.1140	STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS	LB	1540	1540	1540	1540	1540	1540	1540	1540	1540	1540	1540
531.1160	STEEL REINFORCEMENT HS COATED ANCILLARY STRUCTURES TYPE NS	LB	1740	1650	2050	1750	1650	1770	1670	1680	1650	1650	1680
531.2036	DRILLING SHAFT 36-INCH	LF	32	32	32	32	32	32	32	32	32	32	32
532.5020.05	BUTTERFLY 2-CHORD NS S-13-2003	EACH	1	--	--	--	--	--	--	--	--	--	--
532.5020.06	BUTTERFLY 2-CHORD NS S-13-2004	EACH	--	1	--	--	--	--	--	--	--	--	--
532.5020.07	BUTTERFLY 2-CHORD NS S-13-2002	EACH	--	--	1	--	--	--	--	--	--	--	--
532.5020.08	BUTTERFLY 2-CHORD NS S-13-2005	EACH	--	--	--	1	--	--	--	--	--	--	--
532.5020.09	BUTTERFLY 2-CHORD NS S-13-2027	EACH	--	--	--	--	1	--	--	--	--	--	--
532.5020.10	BUTTERFLY 2-CHORD NS S-13-2006	EACH	--	--	--	--	--	1	--	--	--	--	--
532.5020.11	BUTTERFLY 2-CHORD NS S-13-2007	EACH	--	--	--	--	--	--	1	--	--	--	--
532.5020.12	BUTTERFLY 2-CHORD NS S-13-2008	EACH	--	--	--	--	--	--	--	1	--	--	--
532.5020.13	BUTTERFLY 2-CHORD NS S-13-2009	EACH	--	--	--	--	--	--	--	--	1	--	--
532.5020.14	BUTTERFLY 2-CHORD NS S-13-2010	EACH	--	--	--	--	--	--	--	--	--	1	--
532.5020.15	BUTTERFLY 2-CHORD NS S-13-2032	EACH	--	--	--	--	--	--	--	--	--	--	1



ORIGINAL PLANS PREPARED BY

HNTB
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED *[Signature]* ^{NK} **10/05/20**
CHIEF STRUCTURES DESIGN ENGINEER DATE

**2-CHORD TRUSS NON-STANDARD
BUTTERFLY DPTSU**

BUTTERFLY DPTSU SIGN STRUCTRES
USH 12/18 EB & WB

COUNTY DANE CITY OR TOWN MADISON OR MONONA

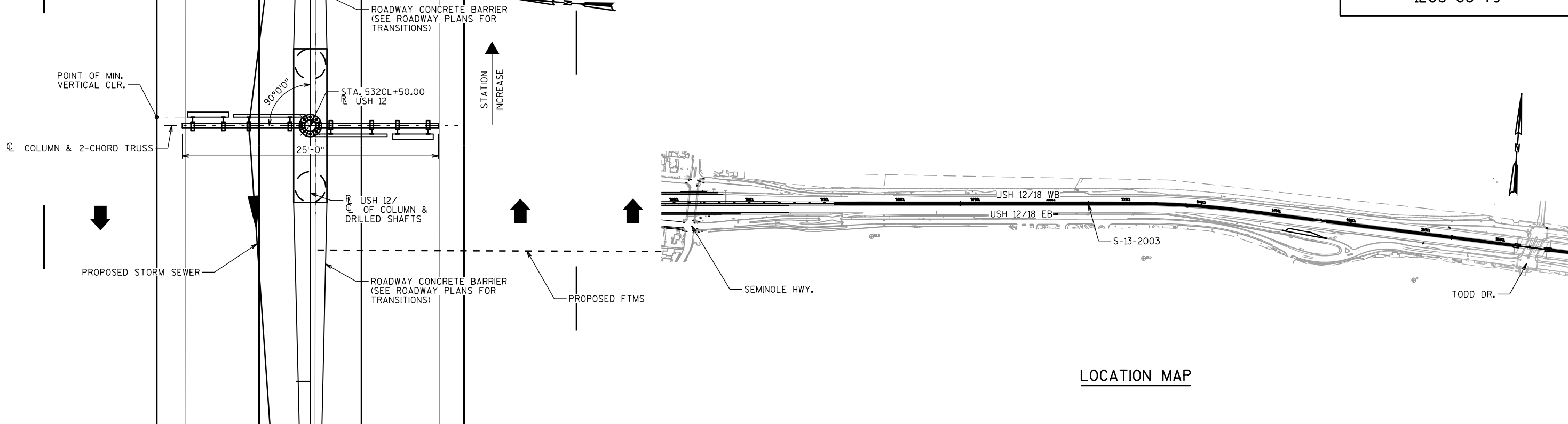
DESIGN SPEC. AASHTO LRFD LTS-1 W/INTERIMS

DESIGNED BY EPP DESIGN CK'D. TAT DRAWN BY EAJ PLANS CK'D. NNM

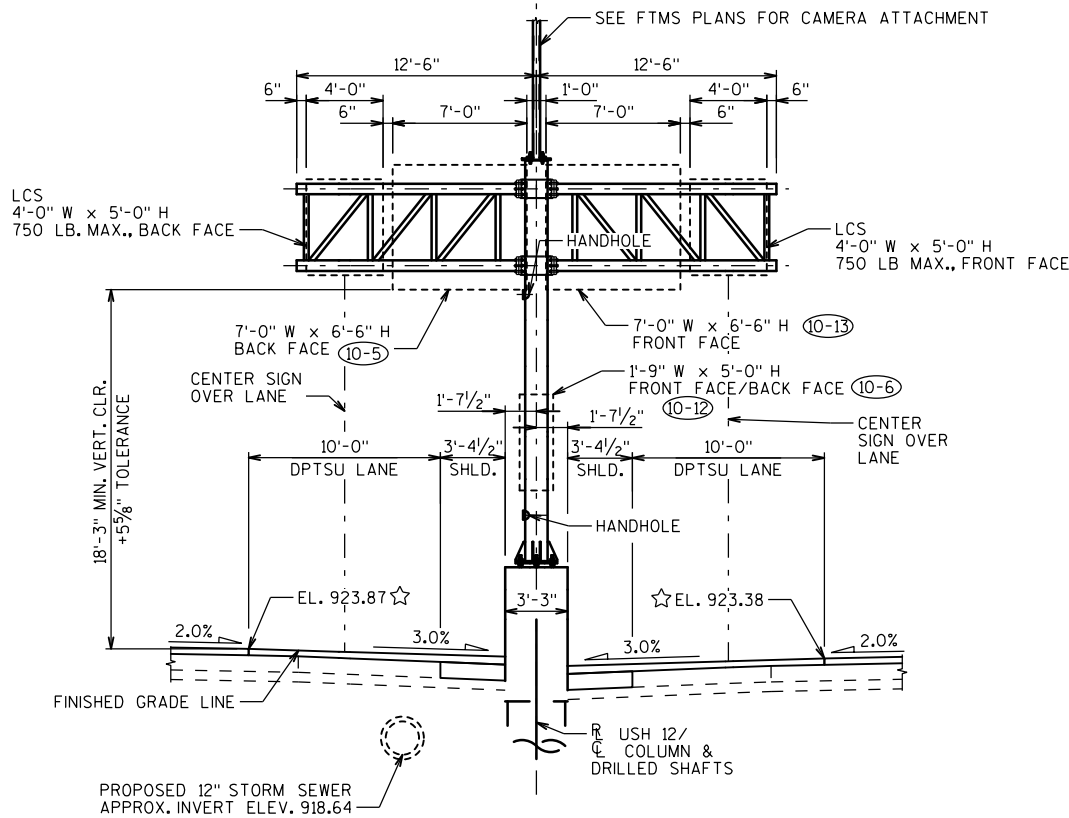
**GENERAL NOTES,
DESIGN DATA &
QUANTITIES**

SHEET 1 OF 17

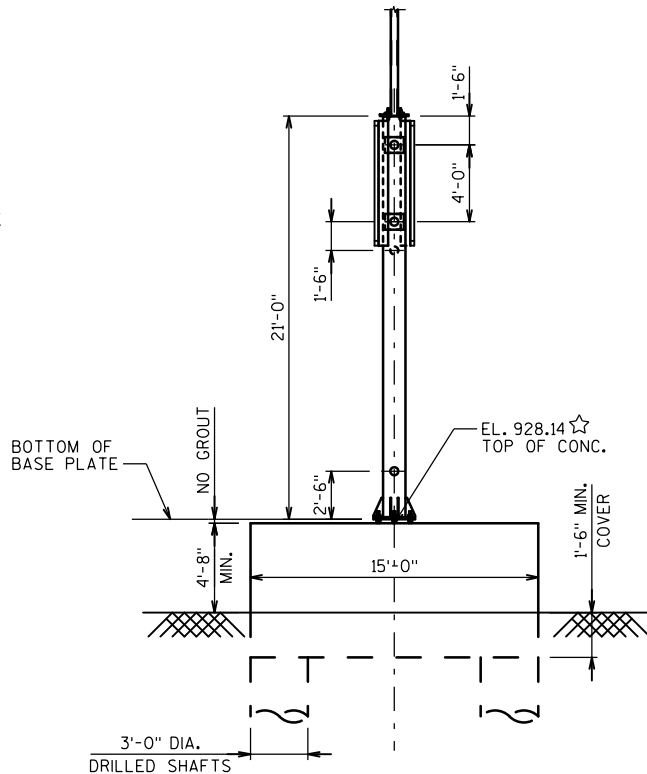
1062



LOCATION MAP



STA. 532CL+50.00, R USH 12
(LOOKING UPSTATION)



(LOOKING NORTH)

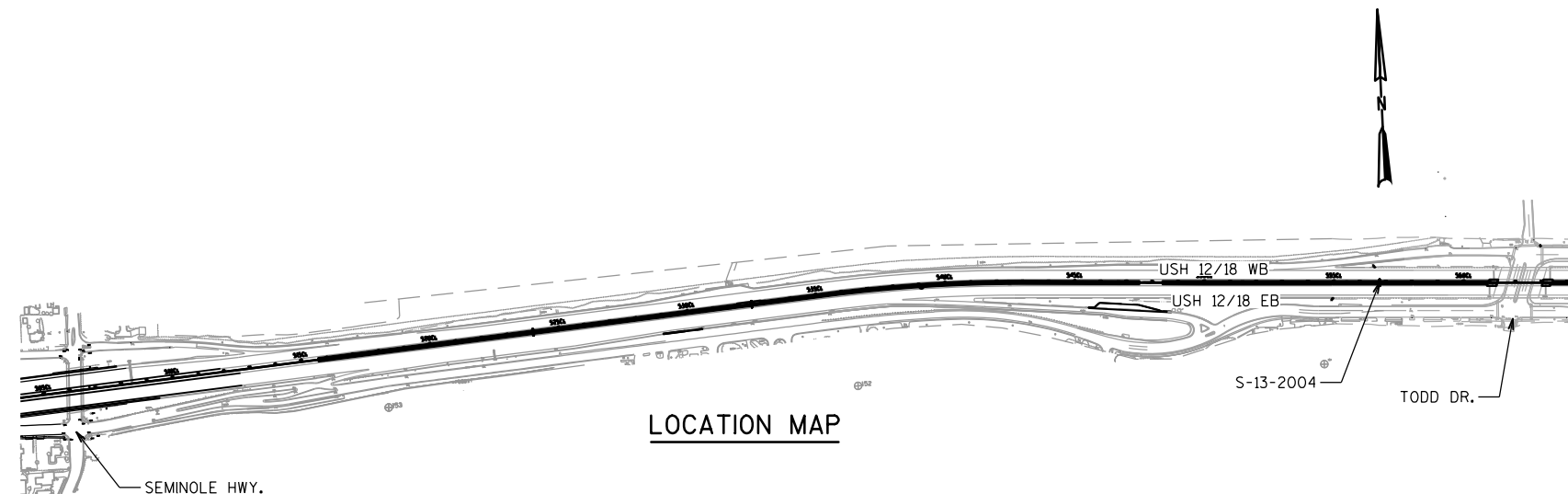
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 532CL+50.69, 15.00' (LEFT)
EL. 923.88

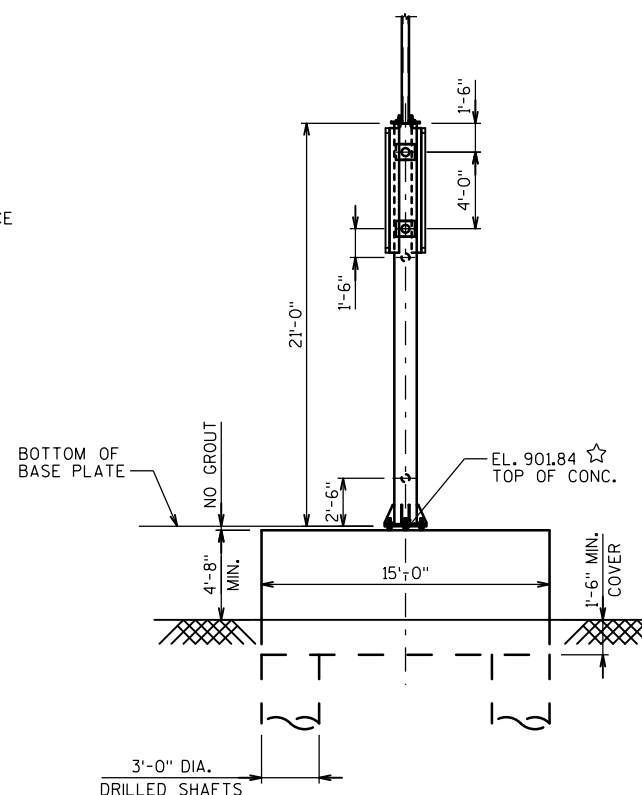
LEGEND

- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG CL 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2003			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-2003			SHEET 2 OF 17
			1063



PLAN



ELEVATION

STA. 556CL+75.00, R USH 12
(LOOKING UPSTATION)

SIDE VIEW

(LOOKING NORTH)

POINT OF MIN. VERTICAL CLEARANCE
STA. 556CL+74.31, 15.00' (RIGHT)
EL. 897.58

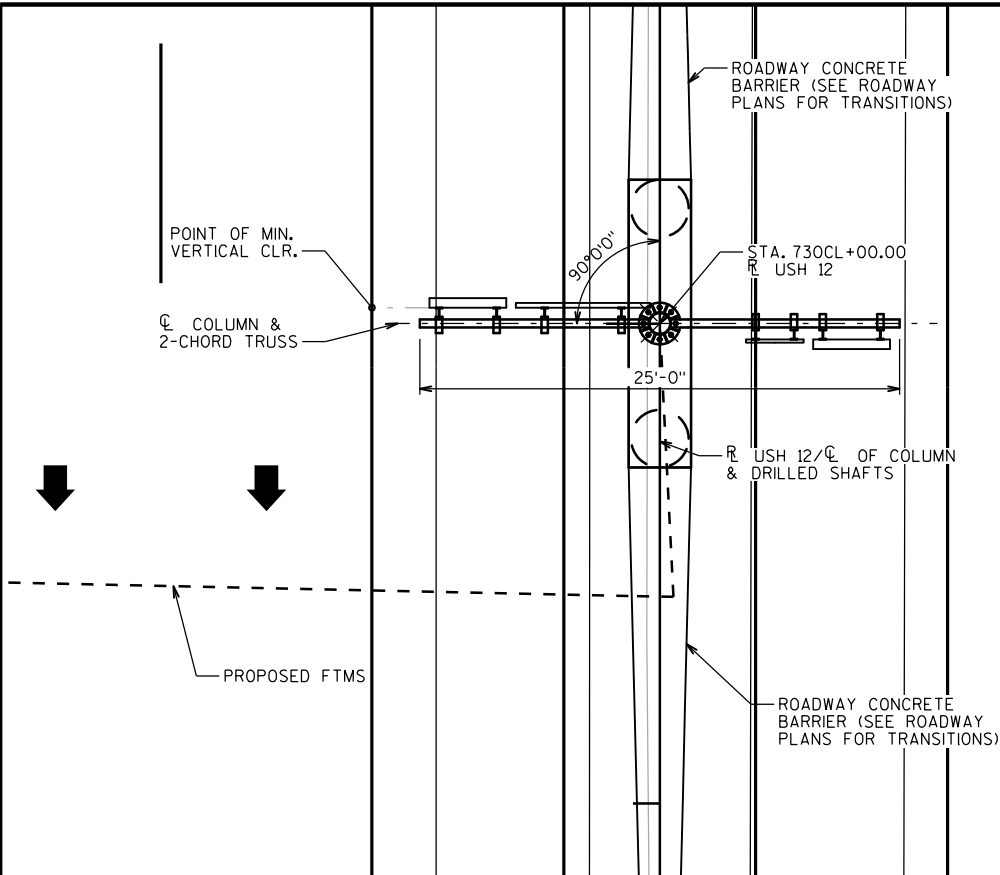
(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
 ☆ ELEVATIONS GIVEN ALONG C 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2004			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2004		SHEET 3 OF 1	
		1064	

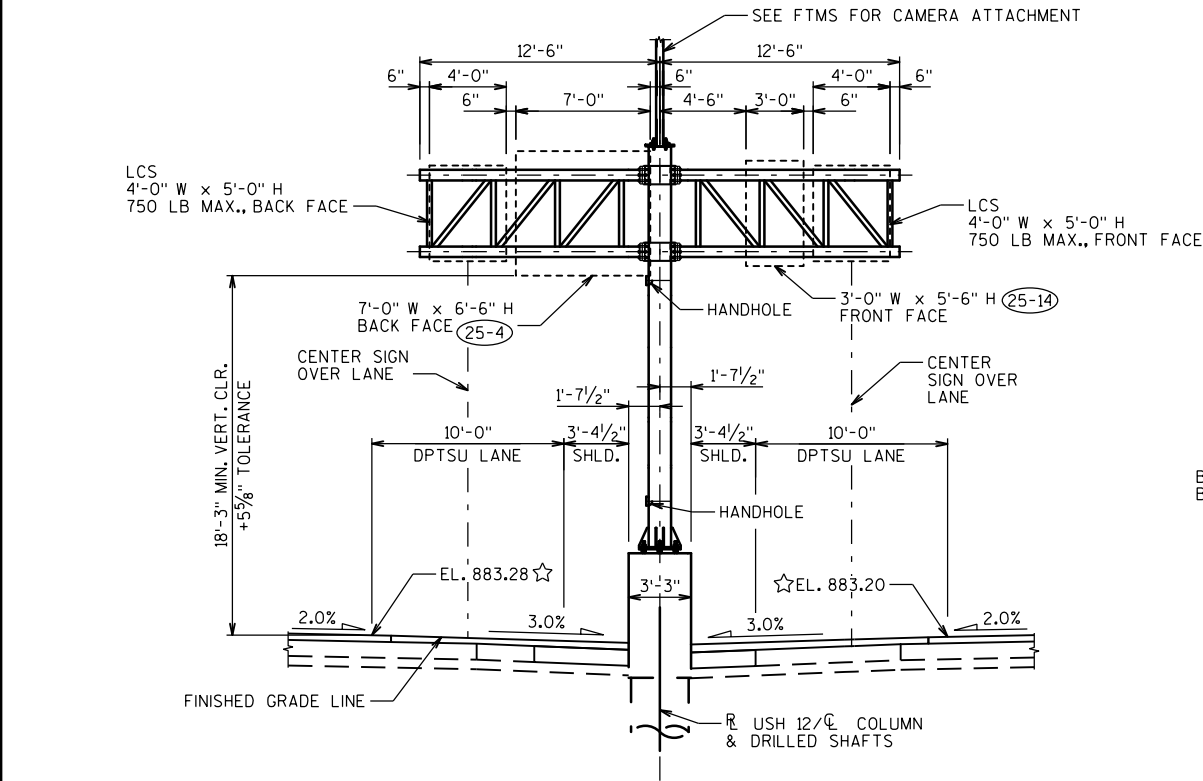


SIDE VIEW

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2002			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2002		SHEET 4 OF 1	
		1065	

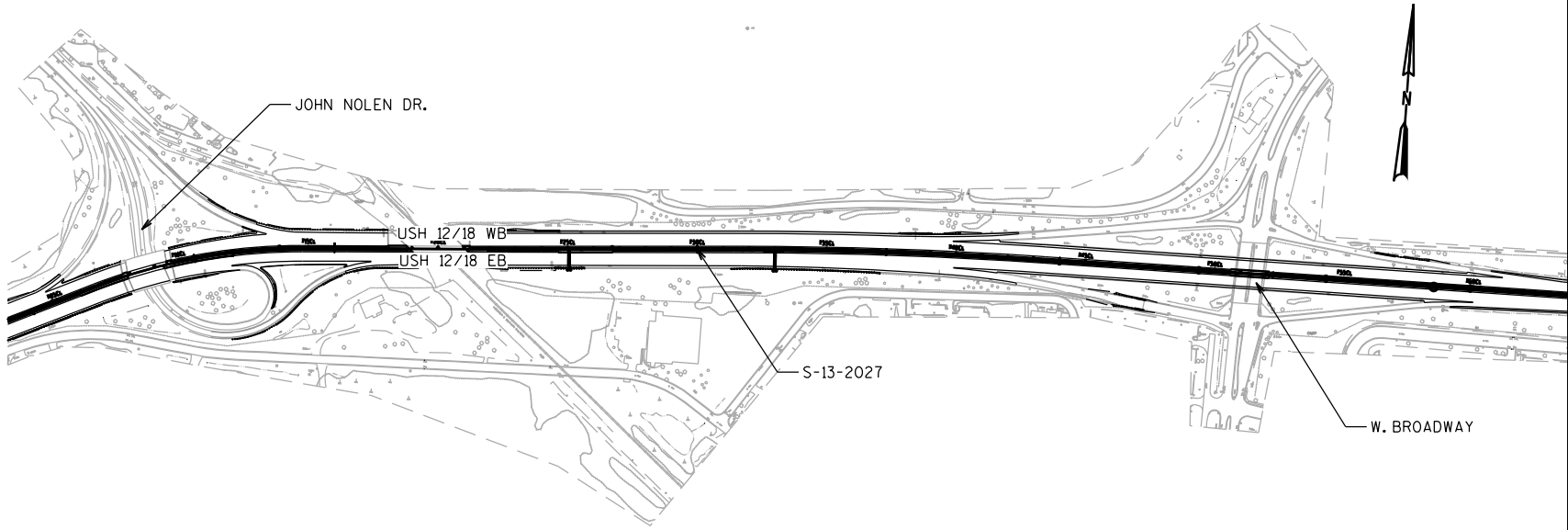


PLAN

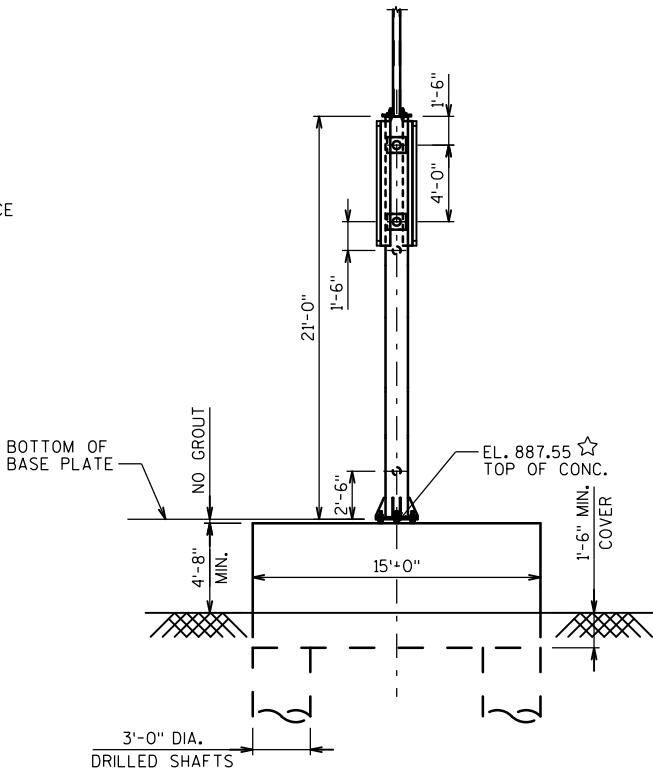


ELEVATION

STA. 730CL+00.00, R USH 12
(LOOKING UPSTATION)



LOCATION MAP



SIDE VIEW

(LOOKING NORTH)

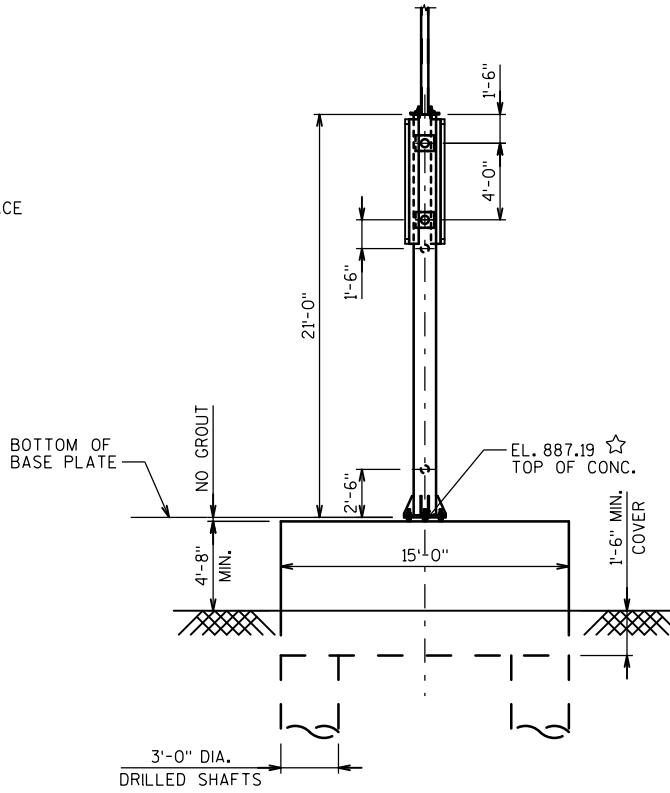
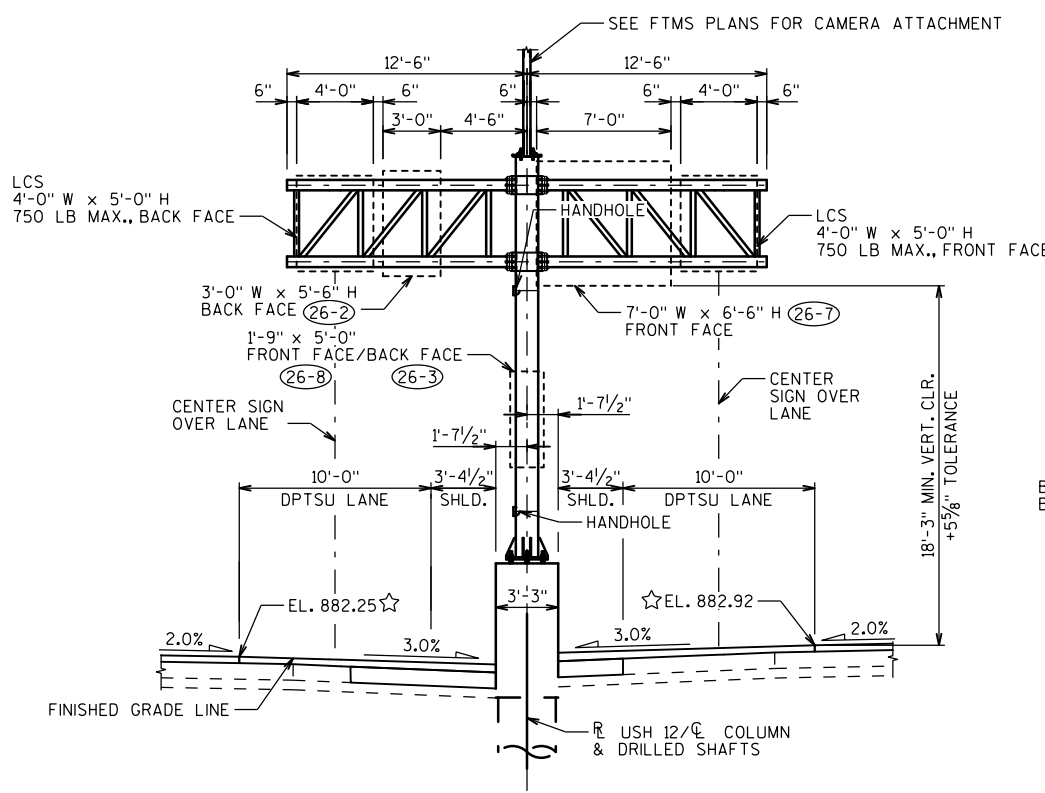
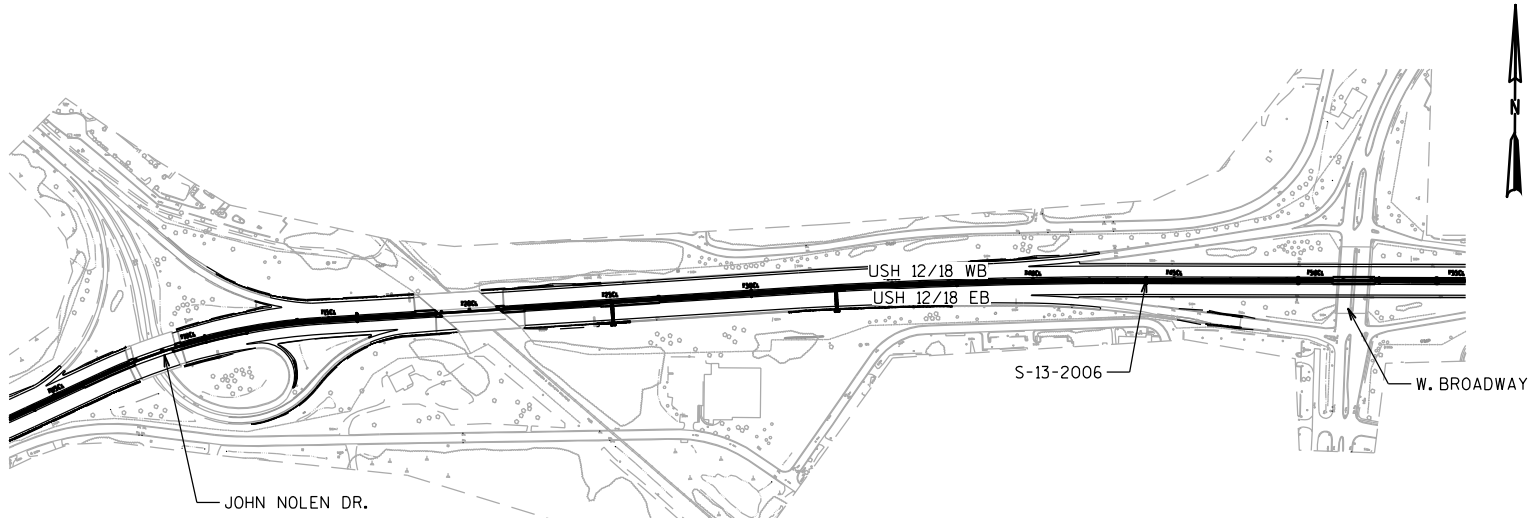
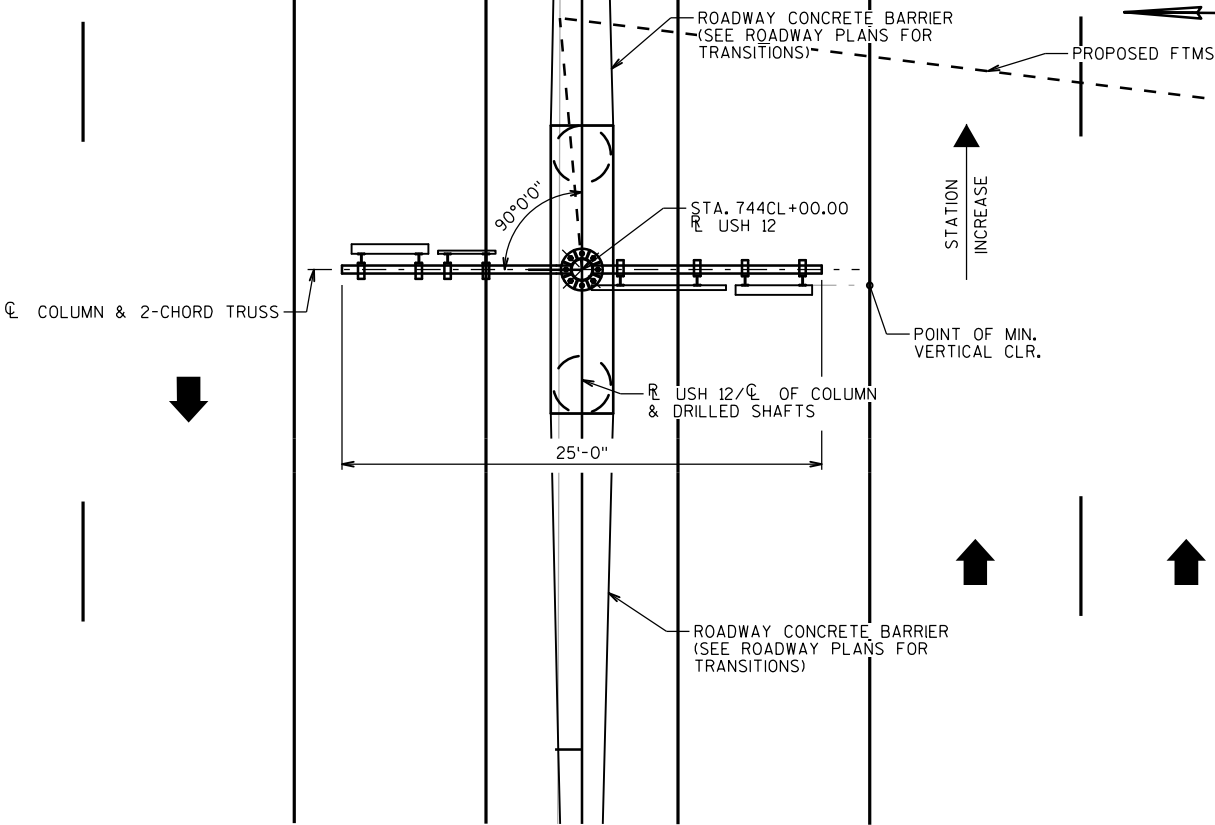
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 730CL+00.69, 15.00' (LEFT)
EL. 883.28

LEGEND

- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2027			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-2027			SHEET 6 OF 17
			1067



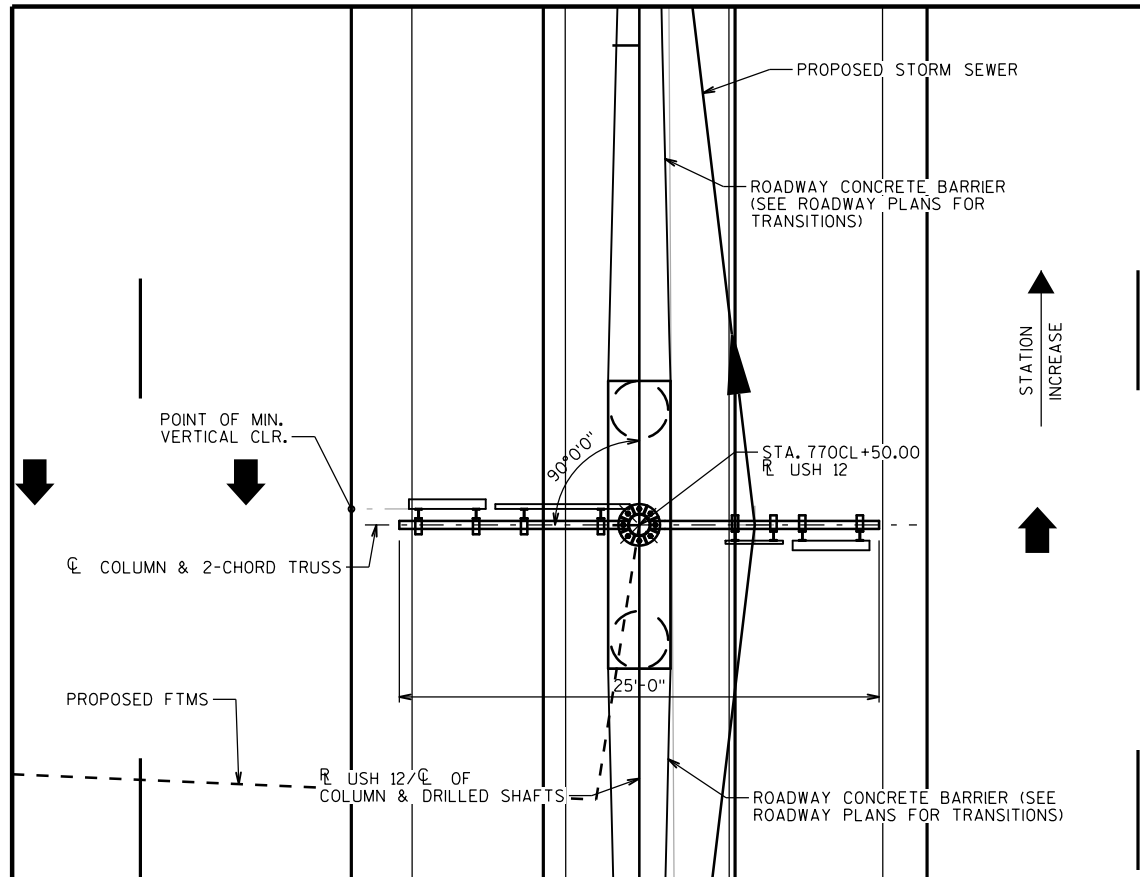
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 743CL+99.31, 15.00' (RIGHT)
EL. 882.93

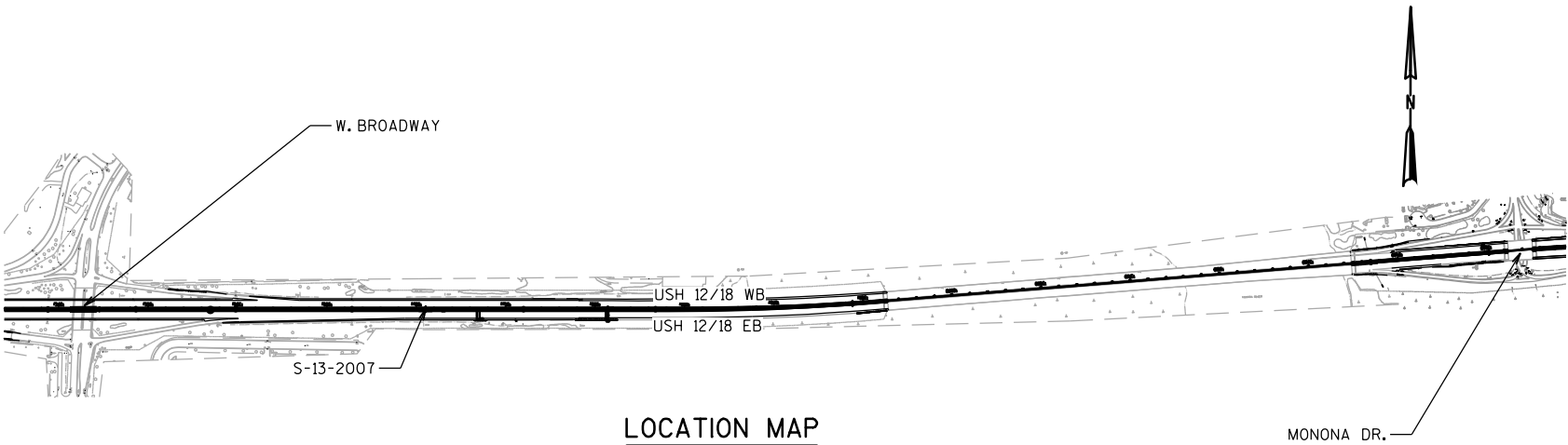
LEGEND

- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG CL 2-CHORD TRUSS

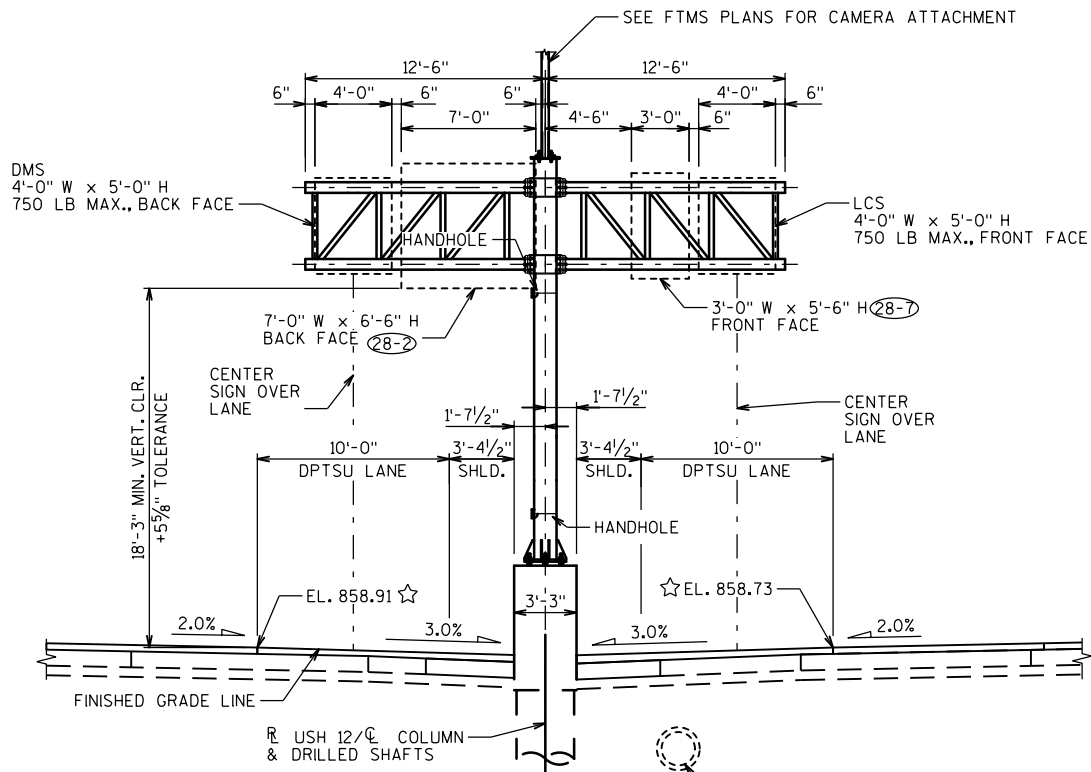
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2006			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-2006			SHEET 7 OF 17
			1068



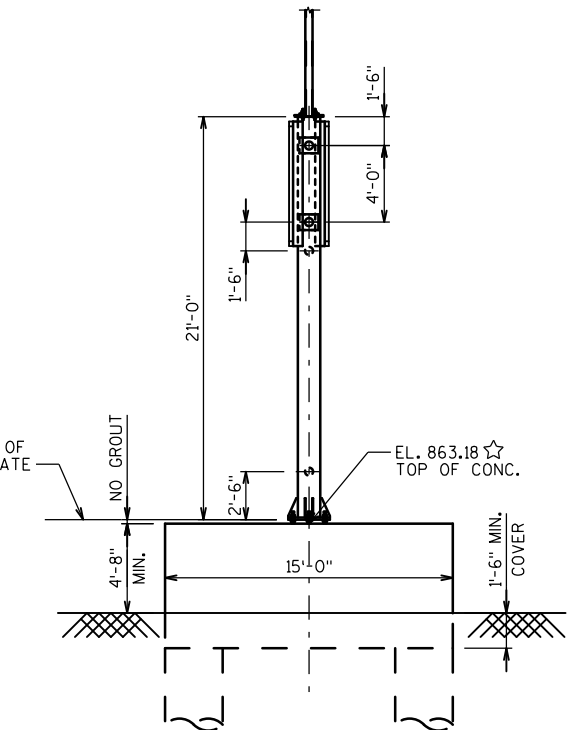
PLAN



LOCATION MAP



ELEVATION



SIDE VIEW

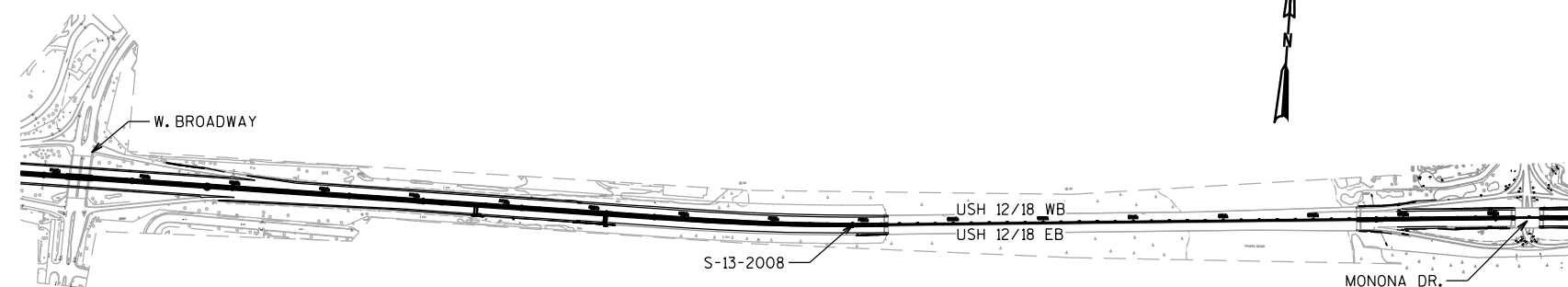
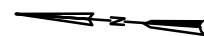
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 770CL+50.69, 15.00' (LEFT)
EL. 858.91

LEGEND

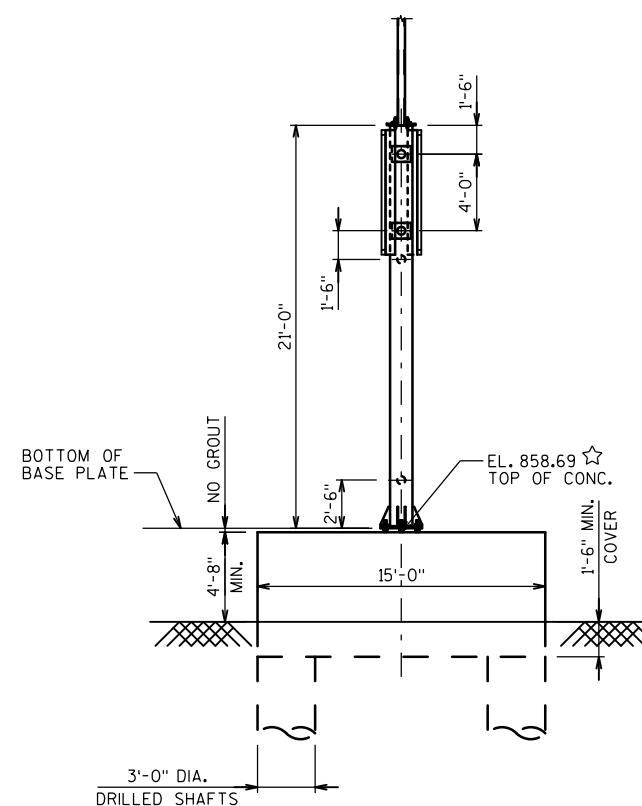
- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2007			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-2007			SHEET 8 OF 17
			1069



LOCATION MAP

PLAN



ELEVATION

STA. 794CL+40.00, R USH 12
(LOOKING UPSTATION)

SIDE VIEW

(LOOKING NORTH)

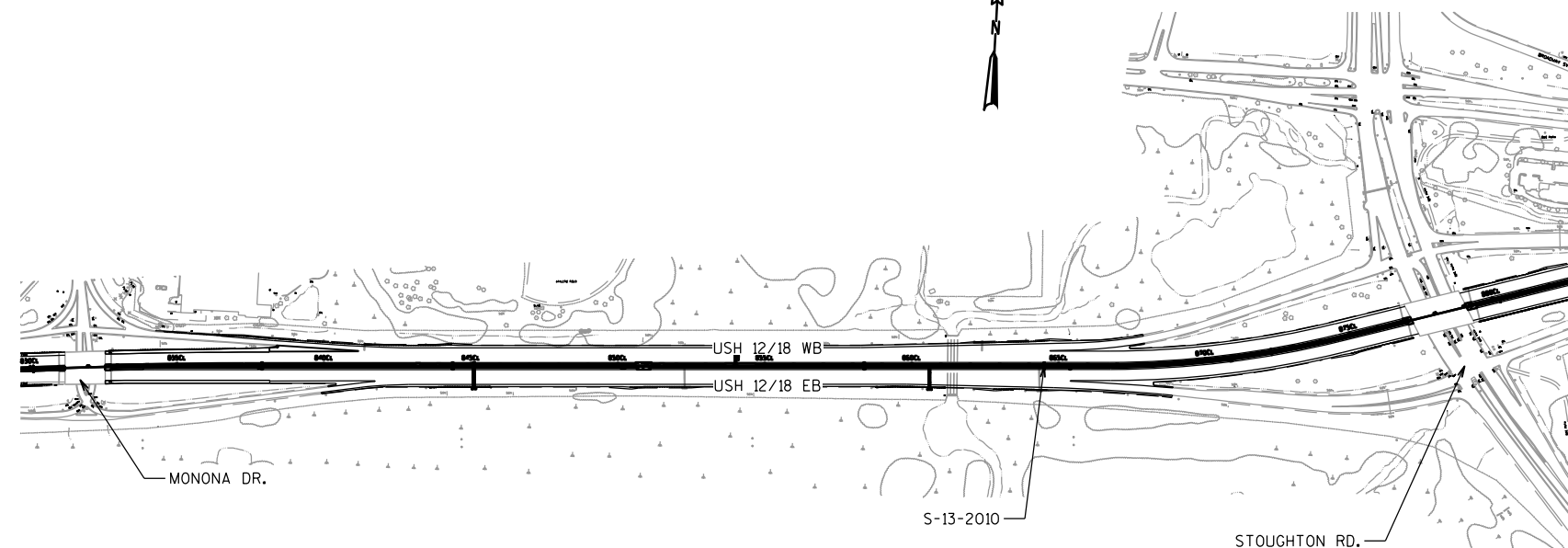
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 794CL+39.31, 13.84' (RIGHT)
EL. 854.39

LEGEND

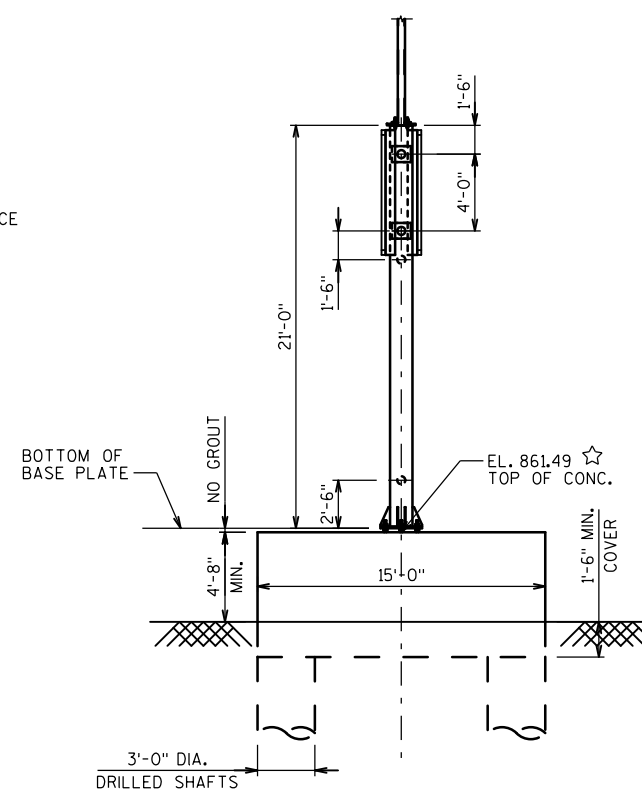
- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
 ☆ ELEVATIONS GIVEN ALONG $\mathbb{C}$ 2-CHORD TRUSS
 [N01] ANGLE MEASURED BETWEEN $\mathbb{C}$ COLUMN AND LINE
 TANGENT TO $\mathbb{R}$ USH 12 AT STA. 794CL+40.00

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2008			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2008		SHEET 9 OF 1	
		1070	



LOCATION MAP

PLAN

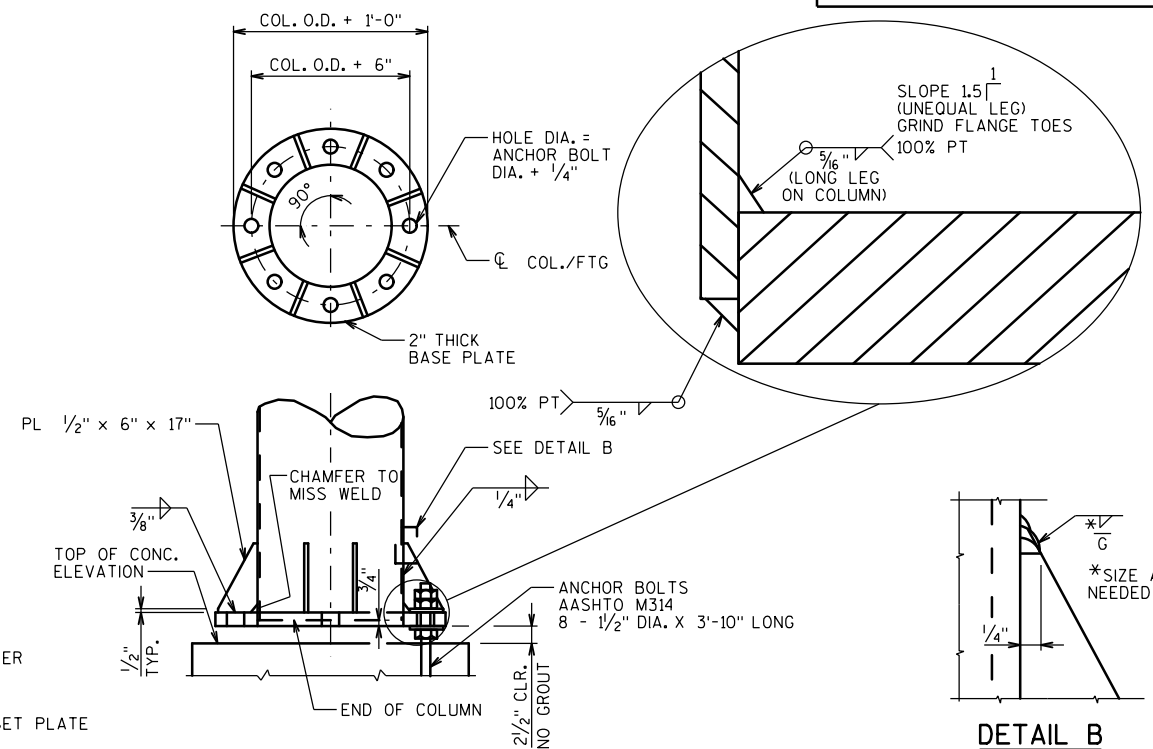


SIDE VIEW
(LOOKING NORTH)

POINT OF MIN. VERTICAL CLEARANCE
STA. 864CL+50.69, 15.00' (LEFT)
EL. 857.21

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
 ☆ ELEVATIONS GIVEN ALONG C 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2010			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2010		SHEET 11 OF 1	
		1072	



BASE PLATE DETAILS

DETAIL B

ELEVATION

WELDED END
VERTICAL CONNECTION

WELDED CONNECTION

LOOKING AT F.F. OF TRUSS

(A01) PAIR OF 1/4" DIA. HOLES REQUIRED PER LCS. COORDINATE FTMS ACCESS HOLES WITH FTMS PLANS. REINFORCE ACCESS HOLES WITH RING STIFFENERS COMPOSED OF XS PIPES AND ALL-AROUND SHOP FILLET WELDS. SUBMIT DETAILS IN SHOP DRAWING SUBMITTAL FOR APPROVAL PER SPECIFICATIONS.

(A02) 3/4" DIA. HOLE WITH GROMMET PER MICROWAVE DETECTOR ASSEMBLY IN ACCORDANCE WITH S.D.D. 9 H 15-1.

WELD LEG LENGTH	
	3 1/2"

CAMBER VALUES

STRUCTURE	"Y1" (IN)	"Y2" (IN)
S-13-2003	0.167	0.167
S-13-2004	0.167	0.167
S-13-2002	0.167	0.167
S-13-2005	0.800	-0.181
S-13-2027	0.167	0.167
S-13-2006	0.167	0.167
S-13-2007	0.167	0.167
S-13-2008	0.154	0.154
S-13-2009	0.154	0.154
S-13-2010	0.167	0.167
S-13-2032	0.865	-0.196

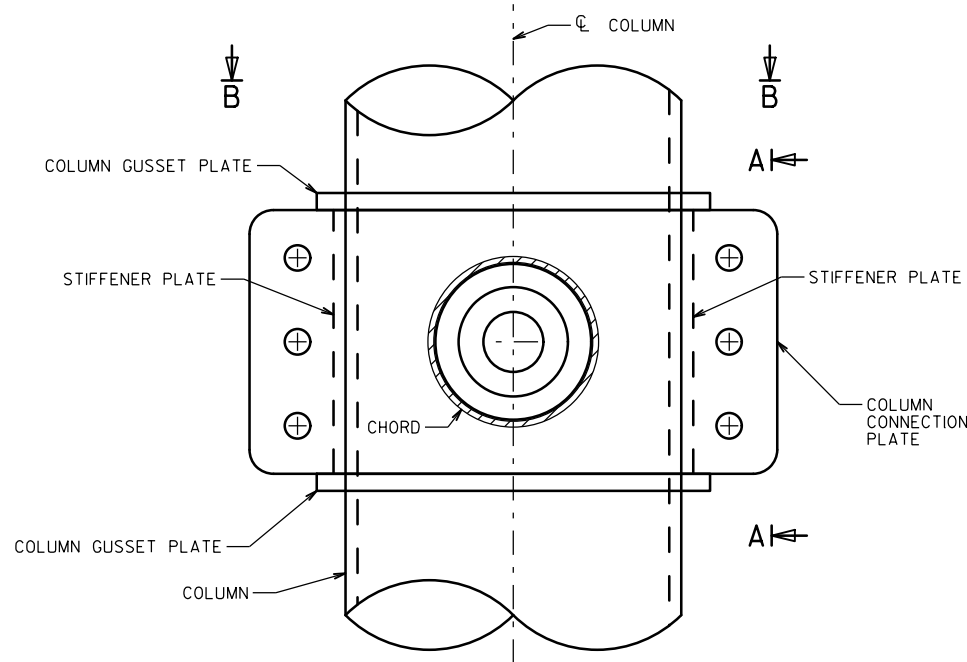
CAMBER DIAGRAM

PREFABRICATE CAMBER INTO THE HORIZONTAL
SUPPORT PROVIDING AN AMOUNT "Y" AT THE
END OF TRUSS AS SHOWN. DO NOT RAKE
VERTICAL COLUMN BY ADJUSTMENT OF LEVELING
NUTS.

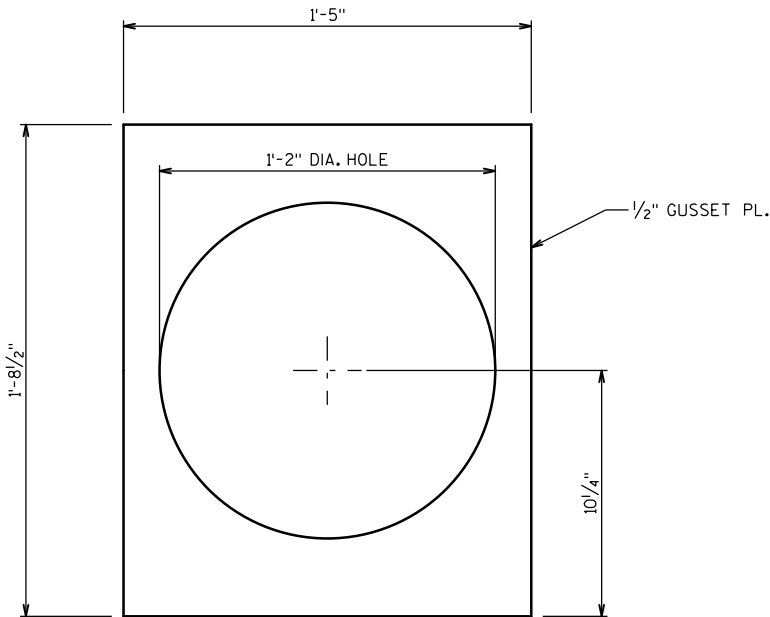
2-CHORD TRUSS MEMBER TABLE

STRUCTURE NUMBER	TYPE I SIGN AREA (FT ²)	DMS AREA (FT ²)	SPAN "L1"	SPAN "L2"	COL HEIGHT "H"	COLUMN O.D. x THK. 'T1'	CHORDS O.D. x THK.	VERTICAL W x D x THK.	DIAGONAL W x D x THK.	"P1"	"P2"	"X1"	"X2"
S-13-2003	91	40	12'-6"	12'-6"	21'-0"	14.00" x 0.625"	6.625 x 0.28"	L3x3x1/4	L3x3x1/4	3	3	10'-0"	10'-0"
S-13-2004	33	40	12'-6"	12'-6"	21'-0"	14.00" x 0.625"	6.625 x 0.28"	L3x3x1/4	L3x3x1/4	3	3	10'-0"	10'-0"
S-13-2002	62	40	12'-6"	12'-6"	21'-0"	14.00" x 0.625"	6.625 x 0.28"	L3x3x1/4	L3x3x1/4	3	3	10'-0"	10'-0"
S-13-2005	62	40	18'-6"	12'-6"	20'-9"	14.00" x 0.625"	6.625 x 0.375"	L3x3x1/4	L3x3x1/4	4	3	16'-0"	10'-0"
S-13-2027	62	40	12'-6"	12'-6"	21'-0"	14.00" x 0.625"	6.625 x 0.28"	L3x3x1/4	L3x3x1/4	3	3	10'-0"	10'-0"
S-13-2006	62	40	12'-6"	12'-6"	21'-0"	14.00" x 0.625"	6.625 x 0.28"	L3x3x1/4	L3x3x1/4	3	3	10'-0"	10'-0"
S-13-2007	62	40	12'-6"	12'-6"	21'-0"	14.00" x 0.625"	6.625 x 0.28"	L3x3x1/4	L3x3x1/4	3	3	10'-0"	10'-0"
S-13-2008	62	50	11'-6"	11'-6"	21'-0"	14.00" x 0.625"	6.625 x 0.28"	L3x3x1/4	L3x3x1/4	3	3	9'-0"	9'-0"
S-13-2009	62	50	11'-6"	11'-6"	21'-0"	14.00" x 0.625"	6.625 x 0.28"	L3x3x1/4	L3x3x1/4	3	3	9'-0"	9'-0"
S-13-2010	62	40	12'-6"	12'-6"	21'-0"	14.00" x 0.625"	6.625 x 0.28"	L3x3x1/4	L3x3x1/4	3	3	10'-0"	10'-0"
S-13-2032	45.5	40	20'-0"	12'-6"	21'-3"	14.00" x 0.625"	6.625 x 0.375"	L3x3x1/4	L3x3x1/4	5	3	17'-6"	10'-0"

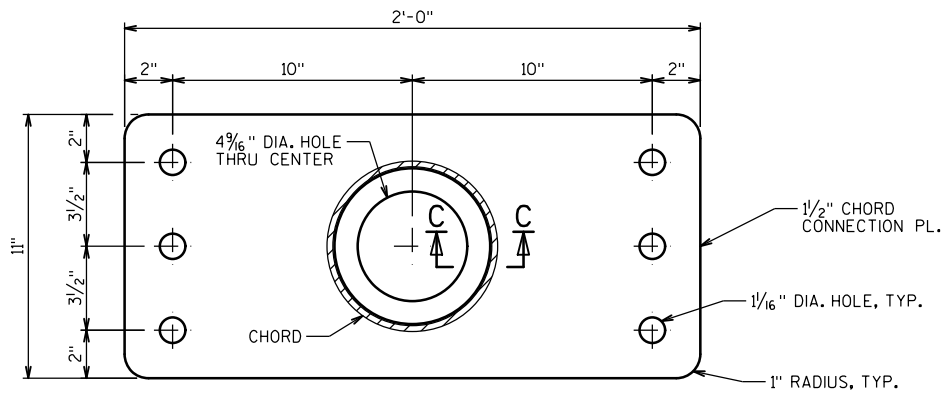
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
2-CHORD TRUSS NON-STANDARD BUTTERFLY DPTSU			
		DRAWN BY	EAJ
		PLANS CK'D.	EPF
2-CHORD TRUSS BUTTERFLY		SHEET 13 OF 1	
		1074	



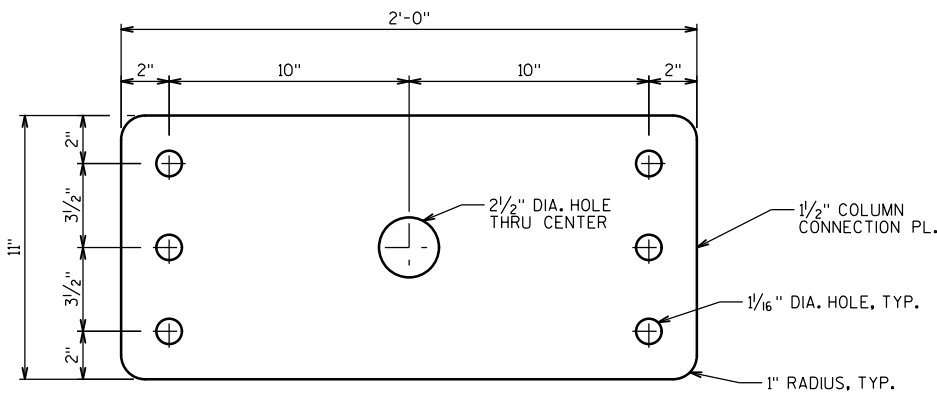
CHORD TO COLUMN CONNECTION DETAIL



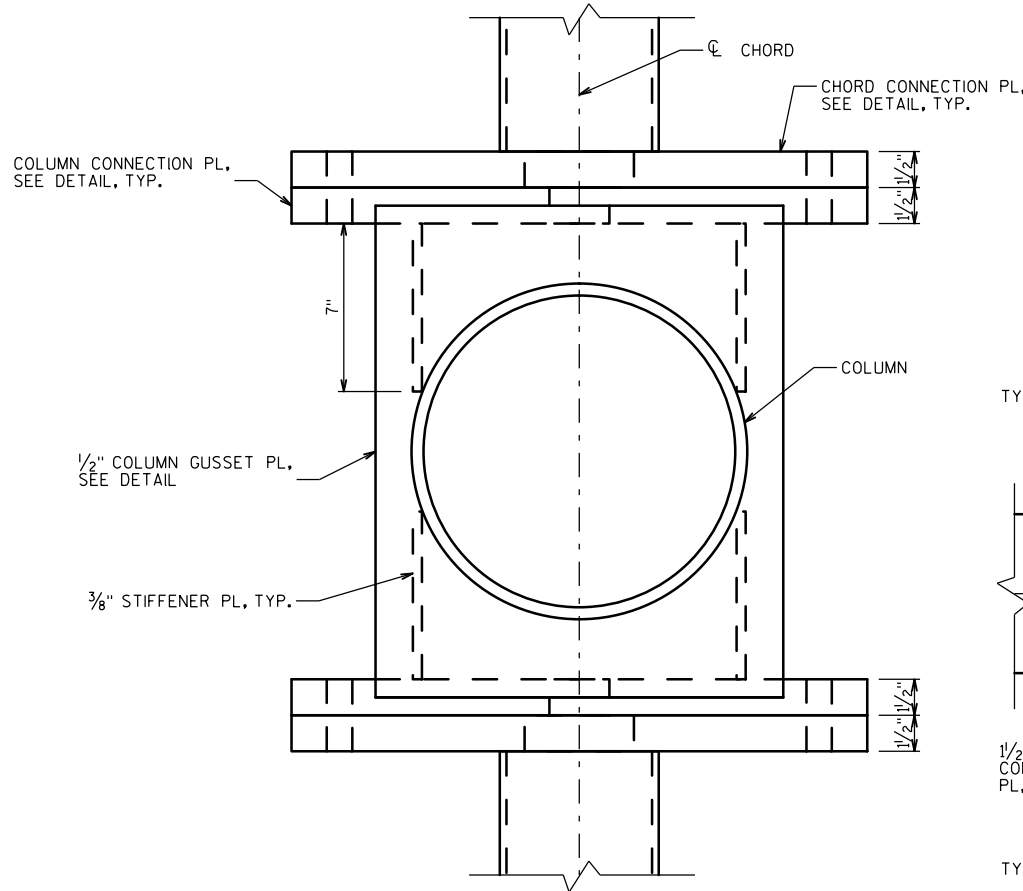
DETAIL FOR COLUMN GUSSET PLATE



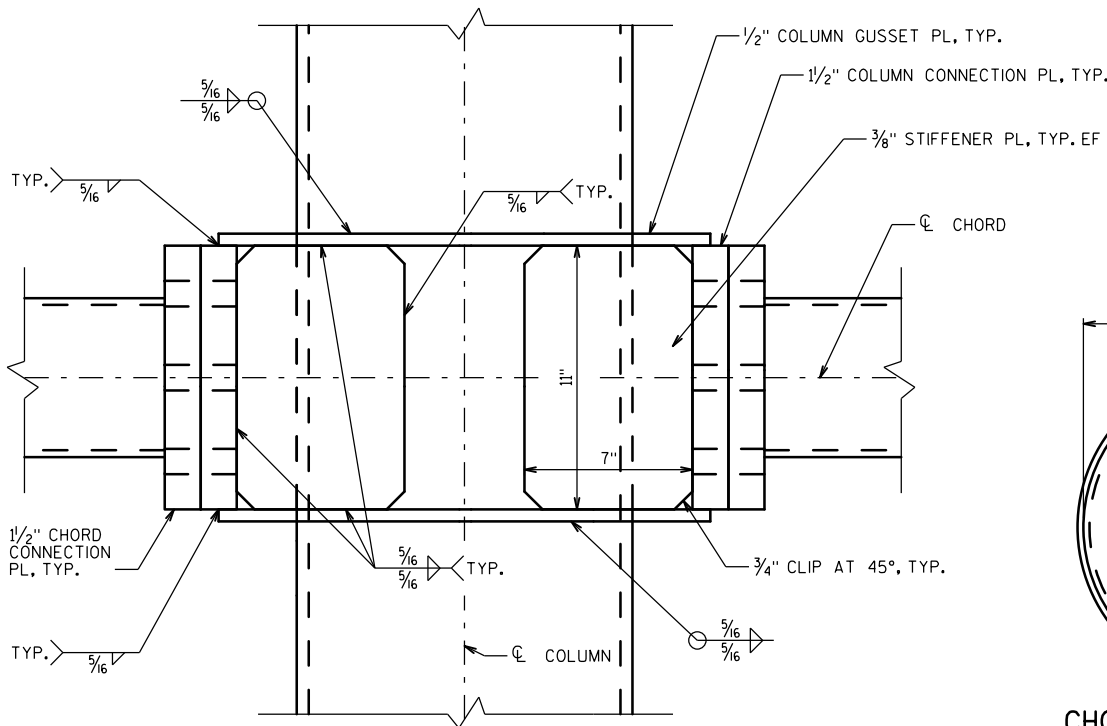
CHORD CONNECTION PLATE DETAIL



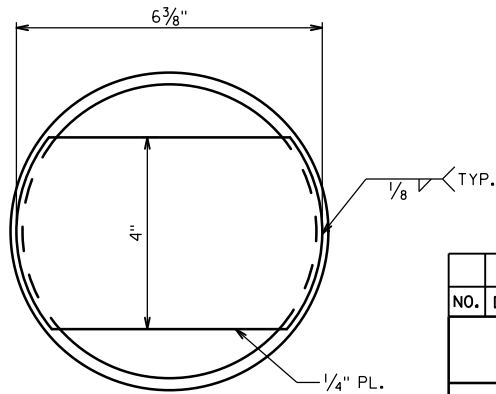
COLUMN CONNECTION PLATE DETAIL



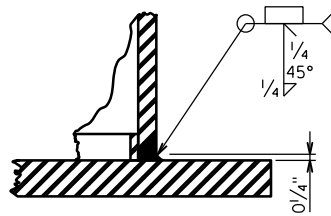
SECTION B-B



VIEW A-A

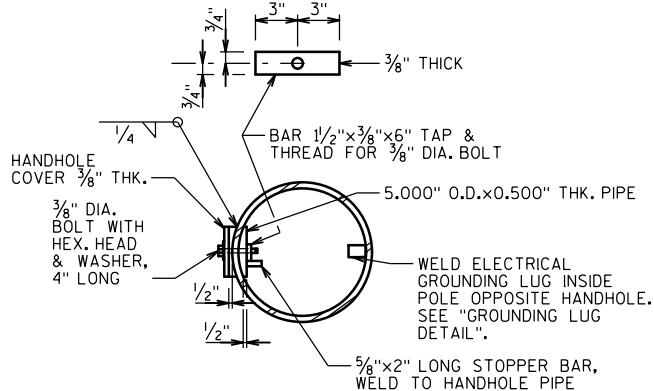
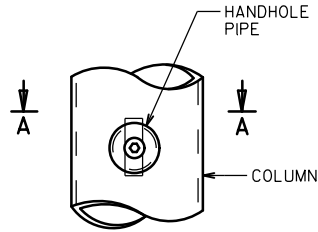
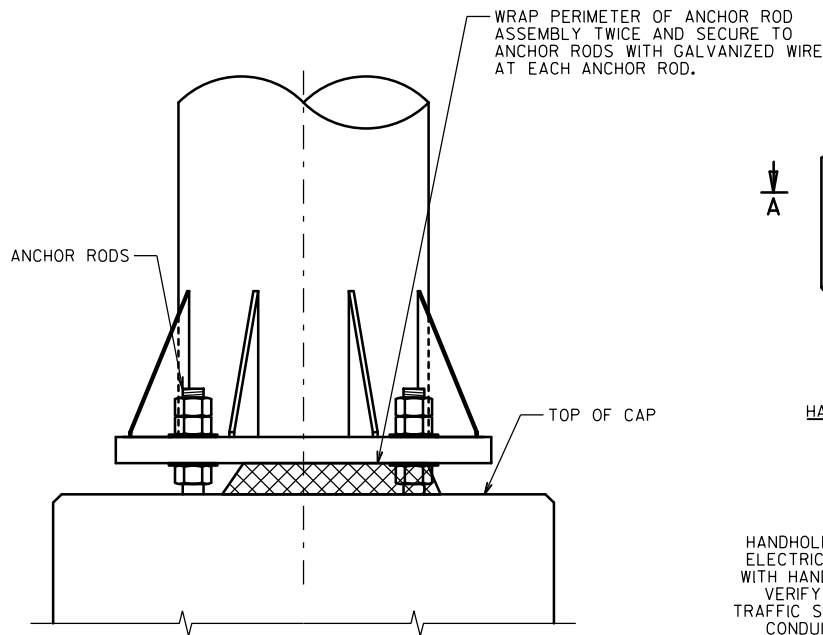


CHORD END CAP DETAIL



SECTION C-C

NO.	DATE	REVISION	BY
		STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
		2-CHORD TRUSS NON-STANDARD BUTTERFLY DPTSU	
		DRAWN BY EAJ	PLANS CKD. EPP
		2-CHORD TRUSS BUTTERFLY DETAILS	SHEET 14 OF 17



HANDHOLE DETAILS

SECTION A-A

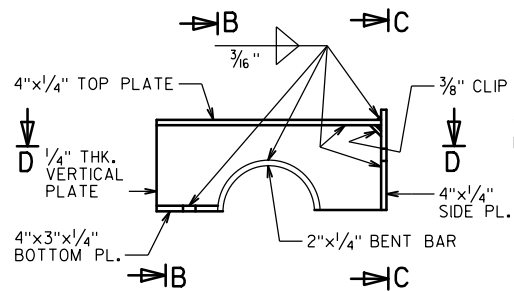
HANDHOLE NOTES

HANDHOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN BRIDGE STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HANDHOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN BRIDGE COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE FTMS PLANS.

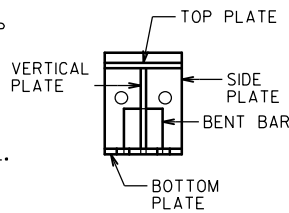
UNLESS NOTED OTHERWISE, ALL HANDHOLE ELEMENTS TO BE GALVANIZED PER THE WISDOT STANDARD SPECIFICATIONS.

RODENT SCREEN

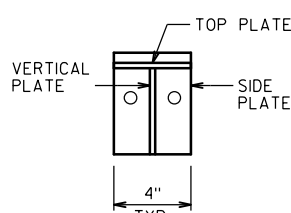
(ONLY REQ'D. WHEN ELECTRICAL DEVICES ARE INSTALLED)



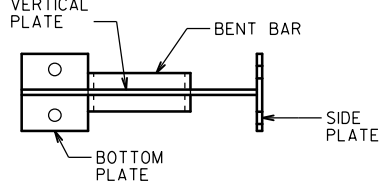
ELEVATION



SECTION B-B



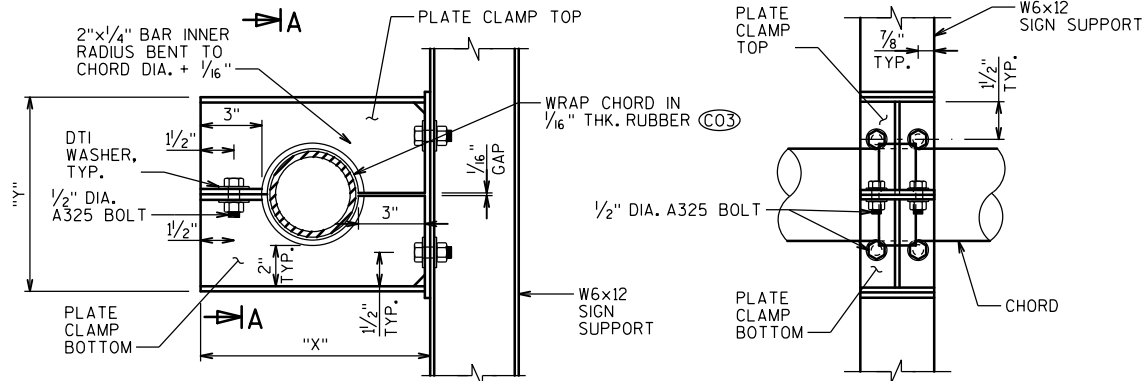
SECTION C-C



SECTION D-D

ALTERNATE WELDED PLATE CONNECTION DETAILS

TOP PLATE CLAMP SHOWN
BOTTOM PLATE CLAMP SIMILAR



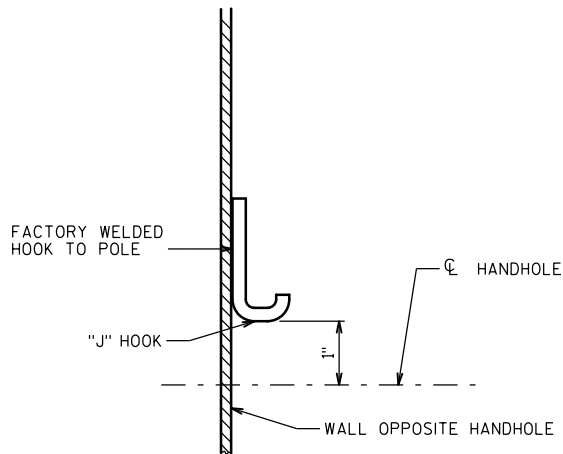
CHORD OUTER DIA.	"X"	"Y"
6.625"	13 7/16"	11 1/16"

DETAIL 2

SECTION A-A

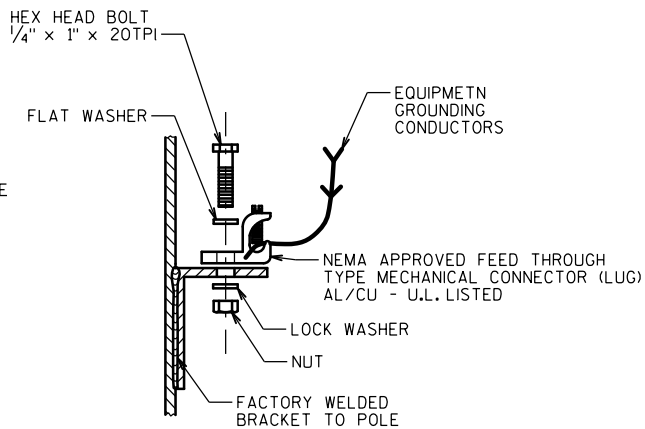
ALTERNATE SIGN CONNECTION

(CO3) NEOPRENE, GRADE 45+5, OTHERWISE MEETING THE REQUIREMENTS OF STD SPEC 506.2.6.1



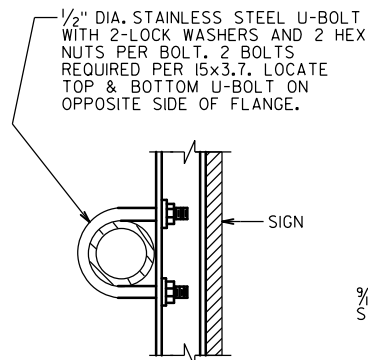
TYPICAL "J" HOOK LOCATION

THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF ALL COLUMNS CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.

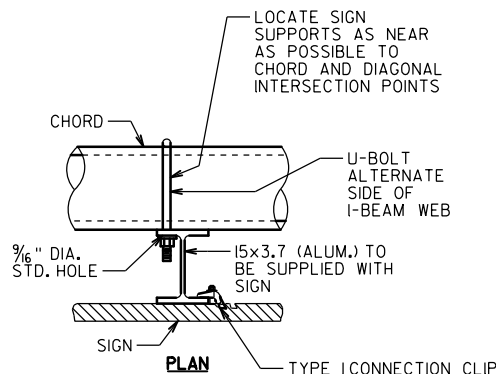


GROUNDING LUG DETAIL

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



DETAIL 1



TYPICAL SIGN CONNECTION

USE FOR TYPE I AND II SIGNS
SEE SIGN PLATE MANUAL A4-7A & A4-7B FOR DETAILS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
2-CHORD TRUSS NON-STANDARD BUTTERFLY DPTSU			
DRAWN BY		EAJ	PLANS CKD. EPP
2-CHORD TRUSS ELECTRICAL & SIGN CONNECTION DETAILS			SHEET 15 OF 17
			1076



SINGLE ASSEMBLY SHOWN
8 ANCHOR RODS REQ'D PER ASSEMBLY

STRUCTURE	"J"	"K"	TYP
S-13-2003	6'-8"	13	D
S-13-2004	6'-3"	13	A
S-13-2002	8'-6"	16	G
S-13-2005	6'-9"	13	E
S-13-2027	6'-3"	12	A
S-13-2006	6'-11"	13	F
S-13-2007	6'-5"	12	B
S-13-2008	6'-6"	12	C
S-13-2009	6'-3"	12	A
S-13-2010	6'-3"	12	A
S-13-2032	6'-6"	12	C



(F01) 1" DIA. SMOOTH STEEL DOWEL BARS @ 1'-0" O.C., 2'-0" LONG, CENTERED IN CAP. PROVIDE DOWEL BARS AT BOTH ENDS OF CAP. PROVIDE BOND BREAKER ON PORTION OF DOWEL BAR EXTENDING INTO BARRIER WALL. COST OF DOWEL BARS IS INCLUDED WITH THE ITEM "CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS".

(F02) 2 - 2" DIA. NONMETALLIC CONDUITS AND 1- 1" DIA. NONMETALLIC CONDUIT FOR GROUNDING, INSTALL ONLY WITH DMS. EXTEND CONDUITS UNDER COLUMN ADJACENT TO THE DMS. CONDUITS AND EXPANSION FITTINGS INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS".

CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED ON PLAN. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.



TYPICAL FOR EACH DRILLED SHAFT FOOTING

NOTE:
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS - FOUNDATION TYPE A

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	17'-11"		DRILLED FOOTING - VERTICAL
A402		34	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	28	14'-8"		FOOTING - LONGITUDINAL - TOP & SIDES
A605	X	30	18'-4"	X	FOOTING - STIRRUP
A406	X	8	6'-11"	X	FOOTING - VERTICAL - EACH END
A407	X	12	3'-5"	X	FOOTING - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE B

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	17'-11"		DRILLED FOOTING - VERTICAL
A402		34	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	28	14'-8"		FOOTING - LONGITUDINAL - TOP & SIDES
A605	X	30	18'-8"	X	FOOTING - STIRRUP
A406	X	8	7'-1"	X	FOOTING - VERTICAL - EACH END
A407	X	12	3'-5"	X	FOOTING - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE C

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	17'-11"		DRILLED FOOTING - VERTICAL
A402		34	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	28	14'-8"		FOOTING - LONGITUDINAL - TOP & SIDES
A605	X	30	18'-10"	X	FOOTING - STIRRUP
A406	X	8	7'-2"	X	FOOTING - VERTICAL - EACH END
A407	X	12	3'-5"	X	FOOTING - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE D

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	17'-11"		DRILLED FOOTING - VERTICAL
A402		34	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	30	14'-8"		FOOTING - LONGITUDINAL - TOP & SIDES
A605	X	30	19'-2"	X	FOOTING - STIRRUP
A406	X	8	7'-4"	X	FOOTING - VERTICAL - EACH END
A407	X	14	3'-5"	X	FOOTING - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE E

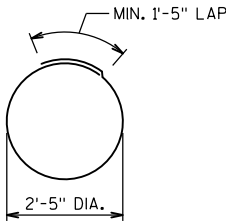
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	17'-11"		DRILLED FOOTING - VERTICAL
A402		34	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	30	14'-8"		FOOTING - LONGITUDINAL - TOP & SIDES
A605	X	30	19'-4"	X	FOOTING - STIRRUP
A406	X	8	7'-5"	X	FOOTING - VERTICAL - EACH END
A407	X	14	3'-5"	X	FOOTING - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE F

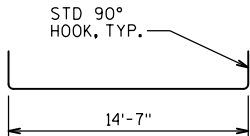
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	17'-11"		DRILLED FOOTING - VERTICAL
A402		34	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	30	14'-8"		FOOTING - LONGITUDINAL - TOP & SIDES
A605	X	30	19'-8"	X	FOOTING - STIRRUP
A406	X	8	7'-7"	X	FOOTING - VERTICAL - EACH END
A407	X	14	3'-5"	X	FOOTING - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE G

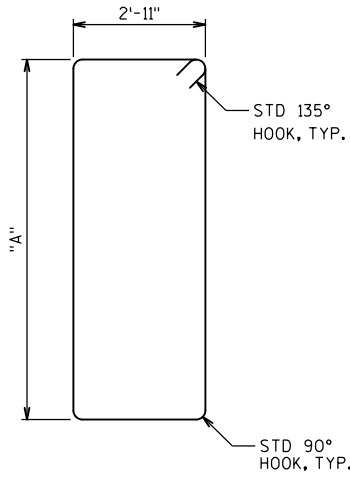
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	17'-11"		DRILLED FOOTING - VERTICAL
A402		34	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	36	14'-8"		FOOTING - LONGITUDINAL - TOP & SIDES
A605	X	30	22'-10"	X	FOOTING - STIRRUP
A406	X	8	9'-2"	X	FOOTING - VERTICAL - EACH END
A407	X	16	3'-5"	X	FOOTING - HORIZONTAL - EACH END



A402

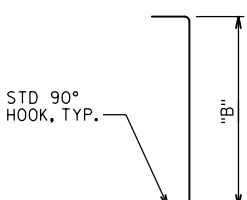


A603

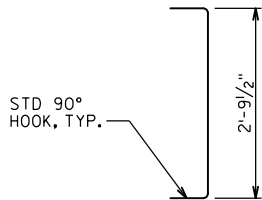


A605

DESIGN TYPE	"A"
A	5'-10"
B	6'-0"
C	6'-1"
D	6'-3"
E	6'-4"
F	6'-6"
G	8'-1"



A406



A407

DESIGN TYPE	"B"
A	5'-8 1/2"
B	5'-10 1/2"
C	5'-11 1/2"
D	6'-1 1/2"
E	6'-2 1/2"
F	6'-4 1/2"
G	7'-11 1/2"

BAR BENDING DIAGRAMS

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

STATE PROJECT NUMBER

1206-06-79

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
2-CHORD TRUSS NON-STANDARD BUTTERFLY DPTSU			
DRAWN BY EAJ		PLANS CK'D. NNM	
2-CHORD TRUSS BUTTERFLY FDN. DETAILS 2		SHEET 17 OF 17	
		1078	

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	S-13-529	S-13-530	S-13-531	S-13-532	S-13-533	S-13-534	S-13-535	S-13-536	S-13-537	S-13-539	S-13-540
502.3210	PIGMENTED SURFACE SEALER	SY	21	21	24	21	21	21	26	21	21	21	21
531.1100	CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS	CY	20	20	23	20	20	20	25	20	20	20	20
531.1140	STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS	LB	1540	1540	1540	1540	1540	1540	1540	1540	1540	1540	1540
531.1160	STEEL REINFORCEMENT HS COATED ANCILLARY STRUCTURES TYPE NS	LB	1670	1650	2020	1650	1670	1650	2230	1660	1650	1650	1660
531.2036	DRILLING SHAFT 36-INCH	LF	32	32	32	32	32	32	32	32	32	32	32
532.5040.16	BUTTERFLY 4-CHORD NS S-13-529	EA	1	--	--	--	--	--	--	--	--	--	--
532.5040.17	BUTTERFLY 4-CHORD NS S-13-530	EA	--	1	--	--	--	--	--	--	--	--	--
532.5040.18	BUTTERFLY 4-CHORD NS S-13-531	EA	--	--	1	--	--	--	--	--	--	--	--
532.5040.19	BUTTERFLY 4-CHORD NS S-13-532	EA	--	--	--	1	--	--	--	--	--	--	--
532.5020.20	BUTTERFLY 2-CHORD NS S-13-533	EA	--	--	--	--	1	--	--	--	--	--	--
532.5020.21	BUTTERFLY 2-CHORD NS S-13-534	EA	--	--	--	--	--	1	--	--	--	--	--
532.5020.22	BUTTERFLY 2-CHORD NS S-13-535	EA	--	--	--	--	--	--	1	--	--	--	--
532.5040.23	BUTTERFLY 4-CHORD NS S-13-536	EA	--	--	--	--	--	--	--	1	--	--	--
532.5020.24	BUTTERFLY 2-CHORD NS S-13-537	EA	--	--	--	--	--	--	--	--	1	--	--
532.5040.25	BUTTERFLY 4-CHORD NS S-13-539	EA	--	--	--	--	--	--	--	--	--	1	--
532.5020.26	BUTTERFLY 2-CHORD NS S-13-540	EA	--	--	--	--	--	--	--	--	--	--	1

STRUCTURE DATA

SIGN STR	ACTUAL SIGN AREA TYPE 1	ACTUAL SIGN HEIGHT TYPE 1
S-13-529	187.5 SF	7'-6"
S-13-530	200.0 SF	8'-0"
S-13-531	187.5 SF	7'-6"
S-13-532	187.5 SF	7'-6"
S-13-533	150.0 SF	7'-6"
S-13-534	187.5 SF	7'-6"
S-13-535	208.0 SF	8'-0"
S-13-536	176.0 SF	8'-0"
S-13-537	150.0 SF	7'-6"
S-13-539	176.0 SF	8'-0"
S-13-540	150.0 SF	7'-6"
DESIGN SIGN	208.0 SF	8'-0"

ALL STRUCTURES IN THIS GROUP OF STRUCTURES ARE DESIGNED FOR THE DESIGN SIGN LOADING

DESIGN DATA

DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL.

STANDARD FOUNDATIONS DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS. (700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTERME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
SERVICE II:	1.0 DC + 1.0 ICE
FATIGUE I:	1.0 NWG (NATURAL WIND GUST VIBRATION)
	1.0 TRG (TRUCK INDUCED GUST VIBRATION)
	1.0 GVW (GALLOPING - CANTILEVER ONLY)

STRUCTURE	CATEGORY
S-13-529	0190
S-13-530	0200
S-13-531	0210
S-13-532	0220
S-13-533	0230
S-13-534	0240
S-13-535	0250
S-13-536	0260
S-13-537	0270
S-13-539	0280
S-13-540	0290

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY ZONE, NAD 83 (2011). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "BUTTERFLY 4-CHORD NS S-13-5XX" OR "BUTTERFLY 2-CHORD NS S-13-5XX" FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE CHORD.

SIGNS OR BLANKS SHALL BE INSTALLED ON CHORD AT TIME OF ERECTION. BLANKS SHALL BE 1/4 THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES AND STORM SEWER IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AND STORM SEWER AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT 36-INCH".

LIST OF DRAWINGS

1. GENERAL NOTES, DESIGN DATA & QUANTITIES
2. GENERAL LAYOUT S-13-529
3. GENERAL LAYOUT S-13-530
4. GENERAL LAYOUT S-13-531
5. GENERAL LAYOUT S-13-532
6. GENERAL LAYOUT S-13-533
7. GENERAL LAYOUT S-13-534
8. GENERAL LAYOUT S-13-535
9. GENERAL LAYOUT S-13-536
10. GENERAL LAYOUT S-13-537
11. GENERAL LAYOUT S-13-539
12. GENERAL LAYOUT S-13-540
13. BUTTERFLY DETAILS
14. FOUNDATION DETAILS 1
15. FOUNDATION DETAILS 2

STATE PROJECT NUMBER

1206-06-79

TRAFFIC VOLUME

A.D.T. (2036) = 139,650-164,190
R.D.S. = 60 MPH

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT SIGHT MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

MATERIAL PROPERTIES

CONCRETE MASONRY-----f'c = 3,500 psi

HIGH STRENGTH STEEL
REINFORCEMENT, GRADE 60----- fy = 60,000 psi

PLATE AND BARS - ASTM A709 GRADE 36----- fy = 36,000 psi

CHORDS & COLUMN PIPE - ASTM A500 GRADE C----- fy = 46,000 psi

HIGH STRENGTH BOLTS - A325----- fy = 92,000 psi

ANCHOR RODS - ASTM F1554 GRADE 55----- fy = 55,000 psi

HEAVY HEX NUTS FOR ANCHOR RODS - ASTM A563A

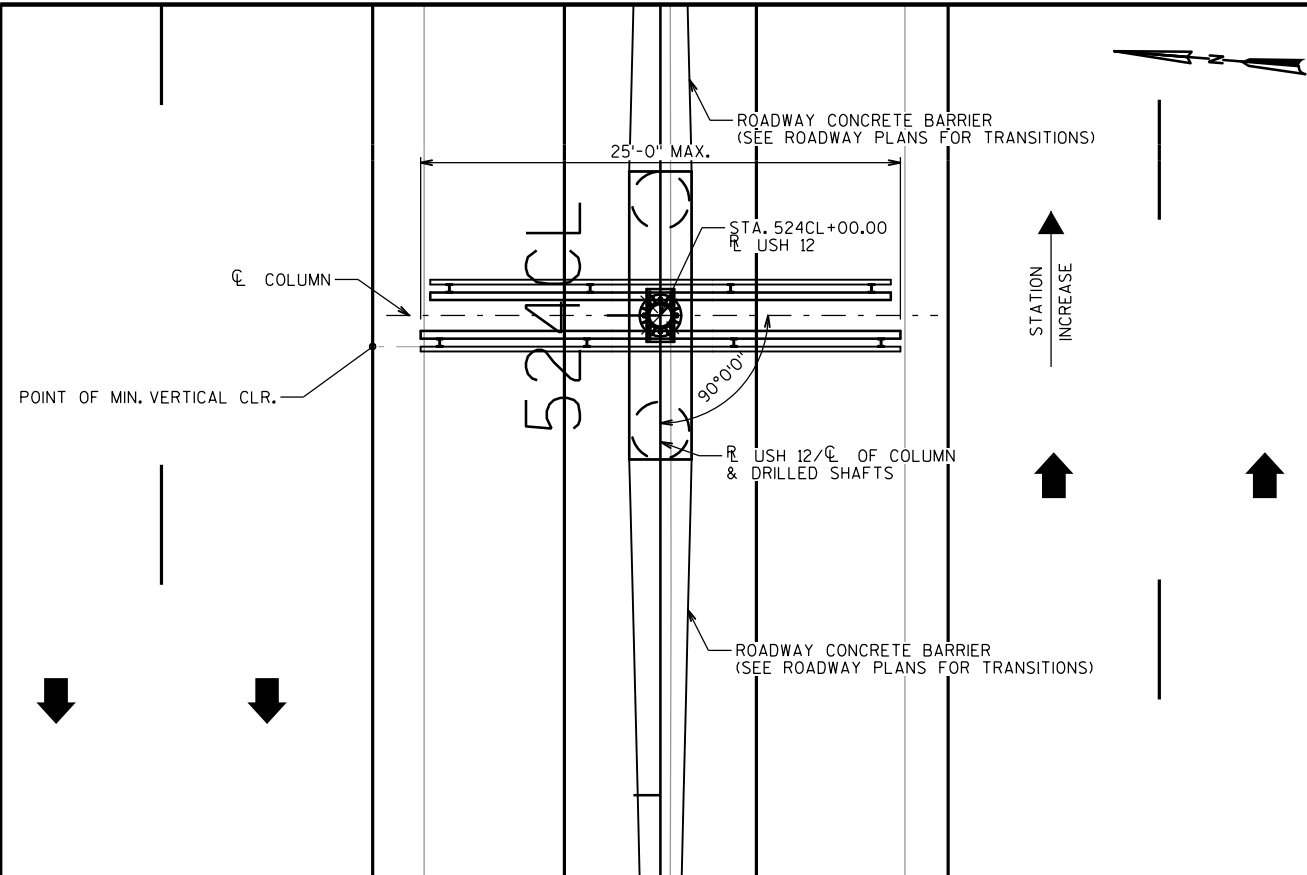
WASHERS FOR ANCHOR RODS - ASTM F436

STRUCTURE DESIGN CONTACTS

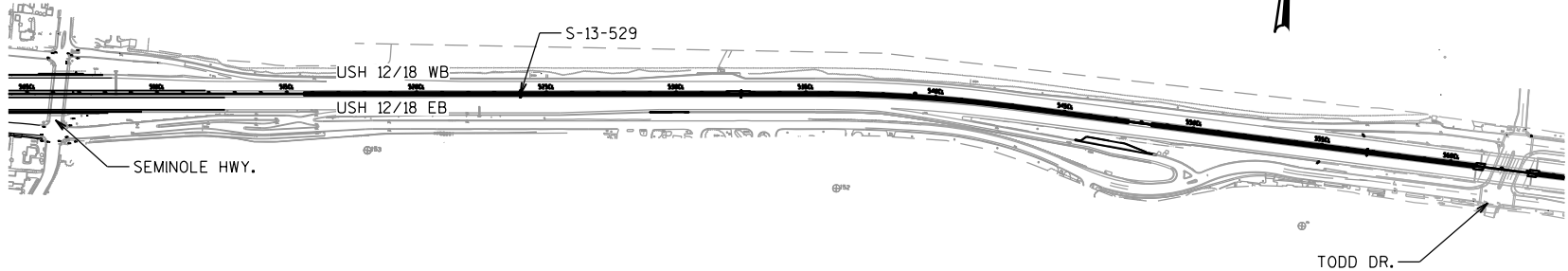
BUREAU OF STRUCTURES:
AARON BONK (608) 261-0261

CONSULTANT:
PAT CASHIN (414) 359-2300

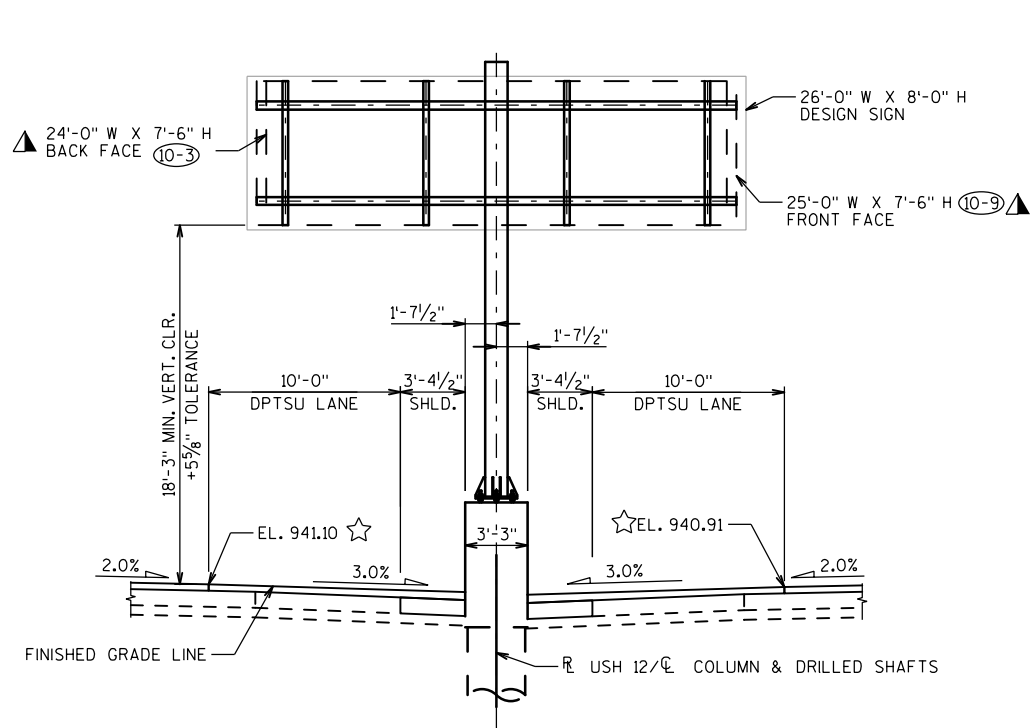
NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
HNTB (414) 359-2300			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED	<i>[Signature]</i> NK	10/05/20	DATE
CHIEF STRUCTURES DESIGN ENGINEER			
BUTTERFLY 2-CHORD & 4-CHORD STATIC PLANS			
BUTTERFLY STATIC SIGN STRUCTRES USH 12/18 EB & WB			
COUNTY	DANE	CITY OR TOWN	MADISON
DESIGN SPEC. AASHTO LRFDLTS-1 W/INTERIMS			
DESIGNED BY	EPP	DESIGN CK'D. PAB	DRAWN BY EAJ
GENERAL NOTES, DESIGN DATA & QUANTITIES			PLANS CK'D. NNM/EPP
SHEET 1 OF 15			
1079			



PLAN

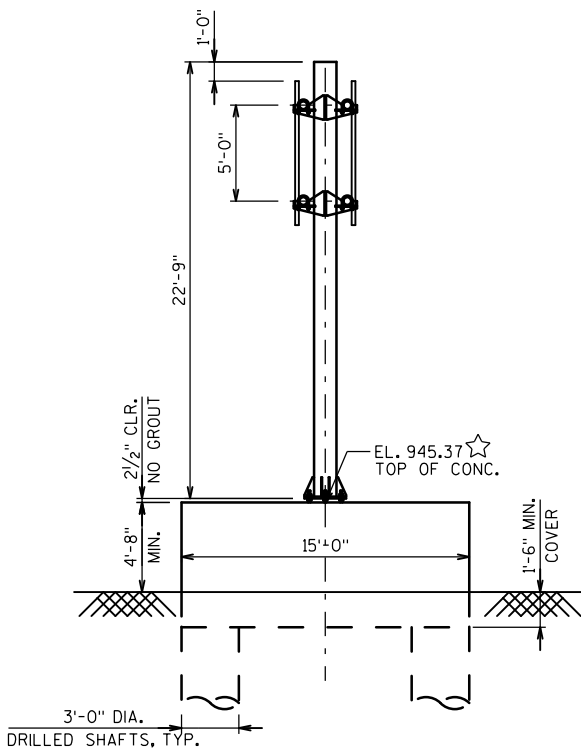


LOCATION MAP



ELEVATION

STA. 524CL+00.00 U.S. 12
(LOOKING UPSTATION)



SIDE VIEW

(LOOKING NORTH)

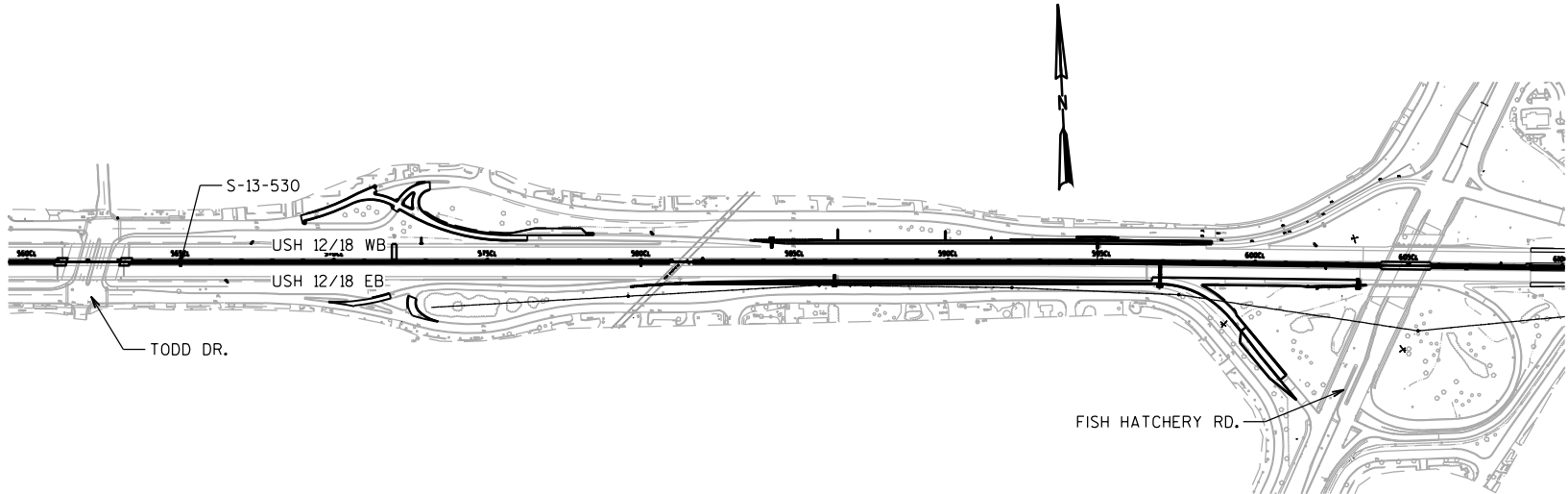
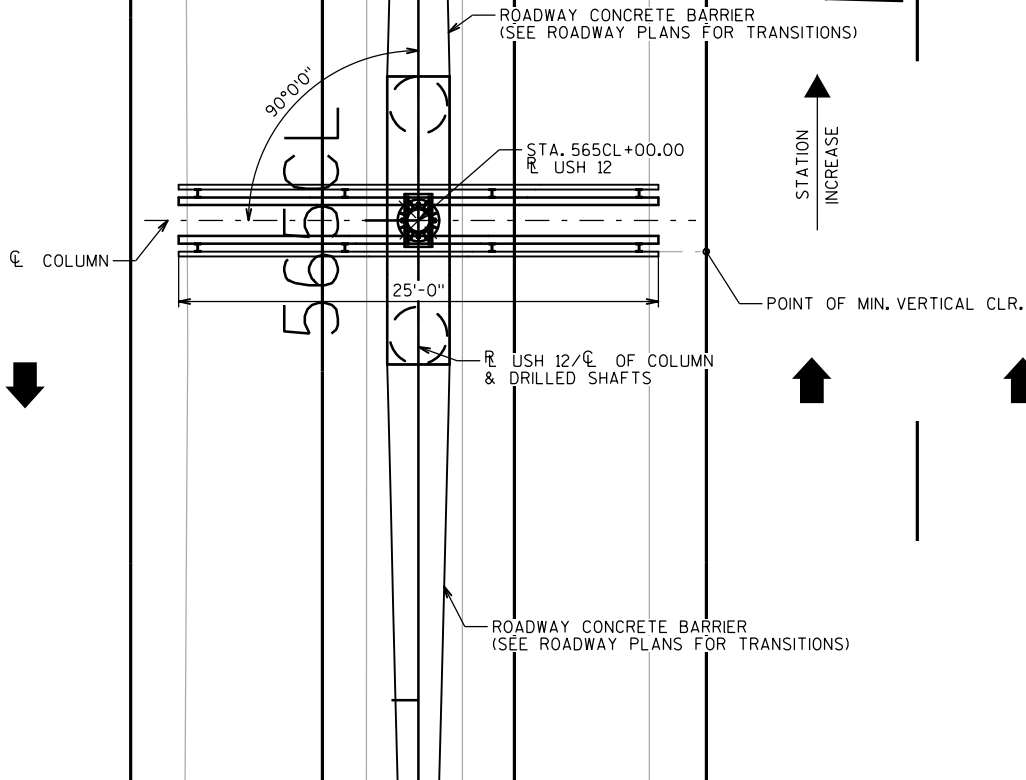
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 523CL+98.38, 15.00' (LEFT)
EL. 941.16

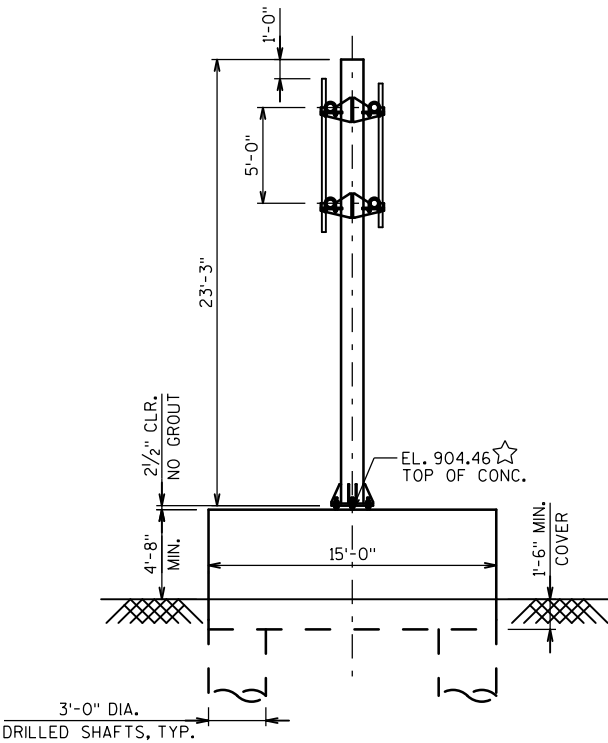
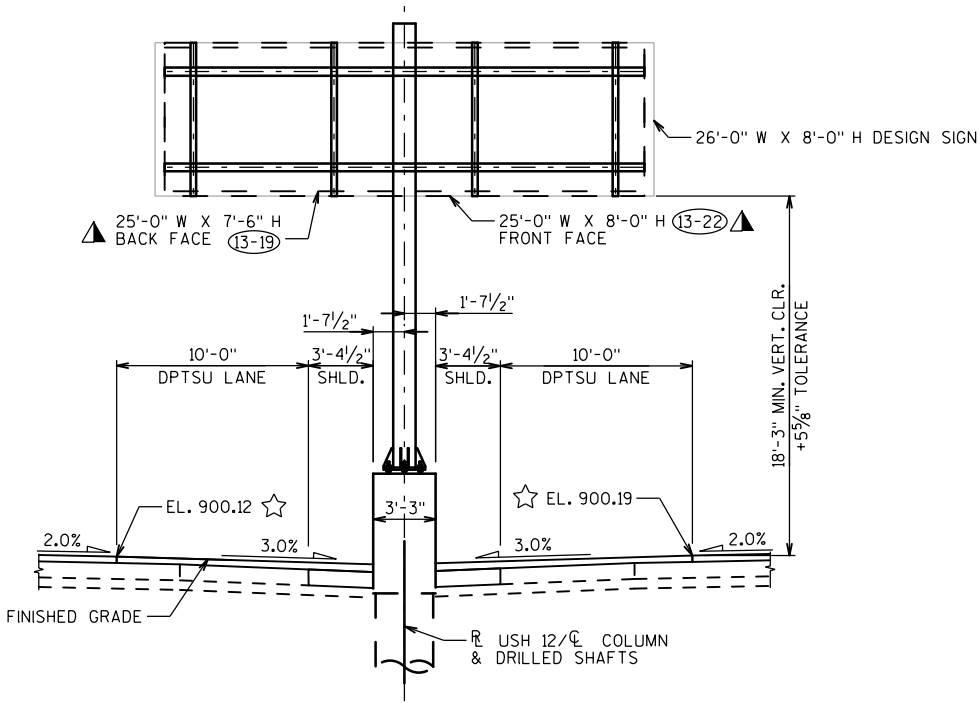
LEGEND

- XXX SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG C.C. COLUMN
- ▲ CENTERED ON COLUMN & CENTERED VERTICALLY BETWEEN CHORDS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-529			
DRAWN BY		EAJ	PLANS CK'D. DTC
GENERAL LAYOUT S-13-529			SHEET 2 OF 15
1080			



LOCATION MAP



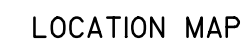
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 564CL+98.38, 15.00' (RIGHT)
EL. 900.22

LEGEND

- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG CL COLUMN
- ▲ CENTERED ON COLUMN & CENTERED VERTICALLY BETWEEN CHORDS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-530			
DRAWN BY		EAJ	PLANS CK'D. DTC
GENERAL LAYOUT S-13-530			SHEET 3 OF 15
			1081



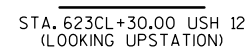
POINT OF MIN. VERTICAL CLEARANCE
STA. 623CL+28.39, 5.00' (LEFT)
EL. 890.66

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

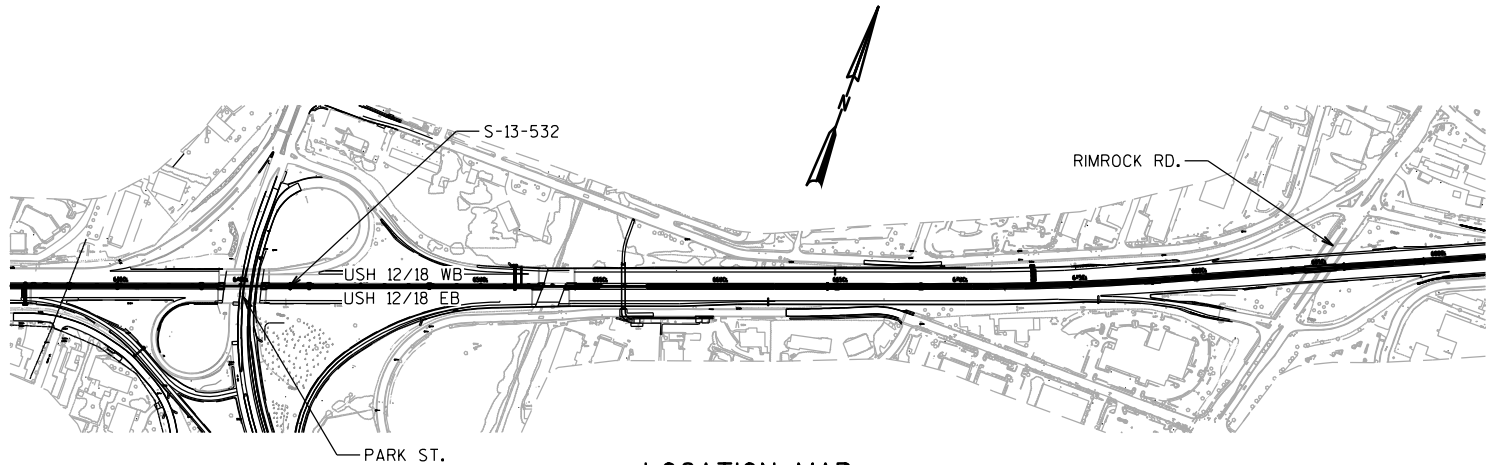
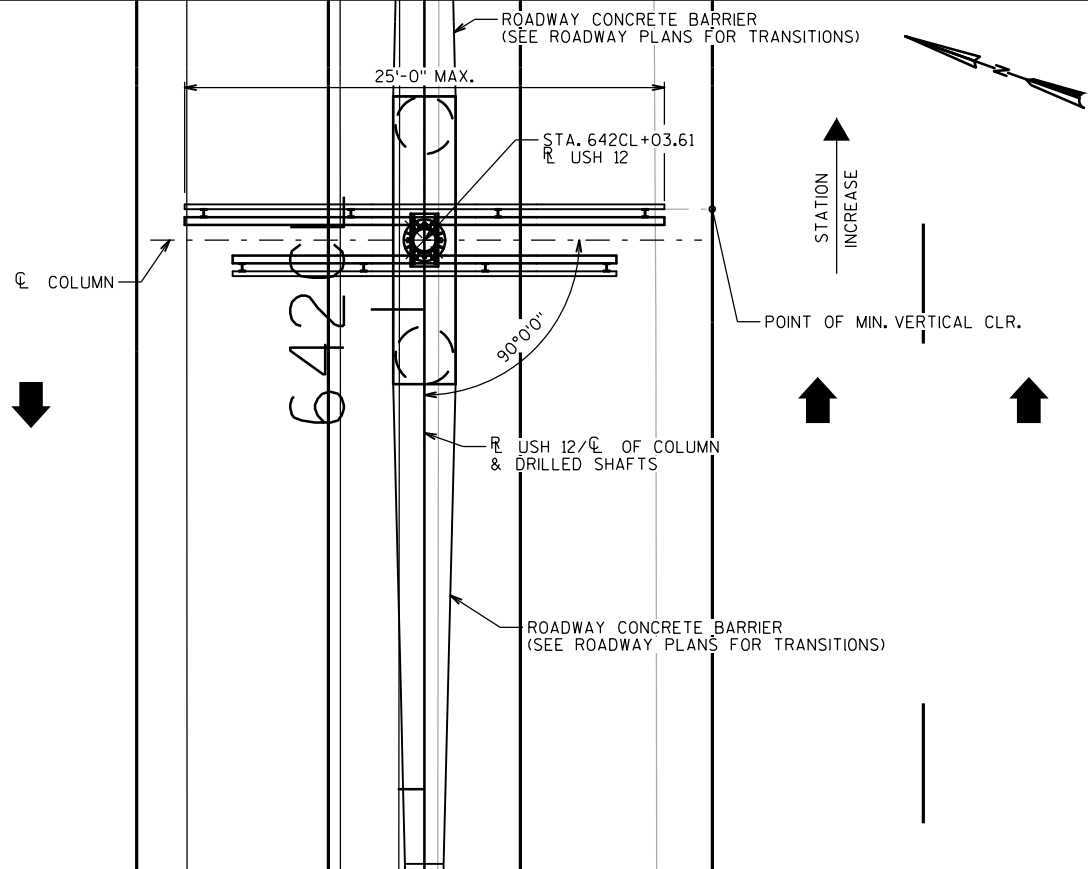
☆ ELEVATIONS GIVEN ALONG $\mathcal{C}$ COLUMN

▲ CENTERED ON COLUMN & CENTERED VERTICALLY BETWEEN CHORDS

NO1 ANGLE MEASURED BETWEEN $\mathcal{C}$ COLUMN AND LINE TANGENT TO
R USH 12 AT STA. 623CL+30.00

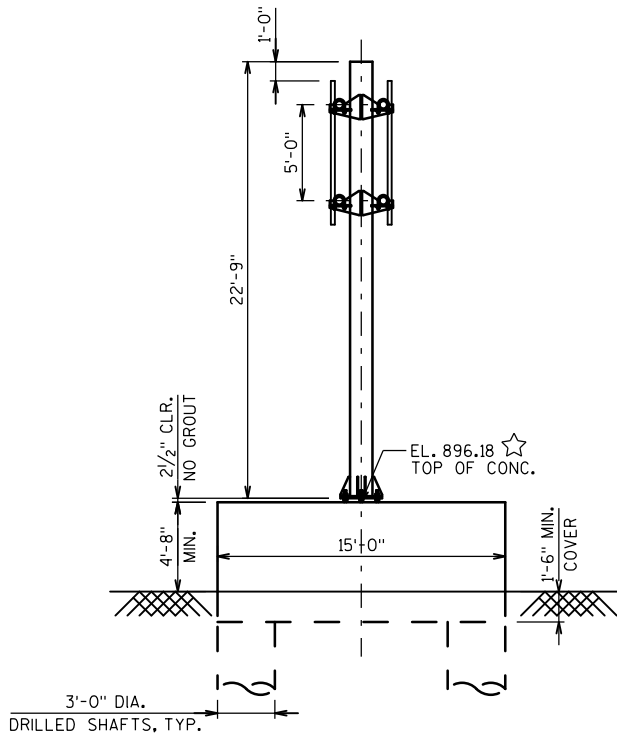
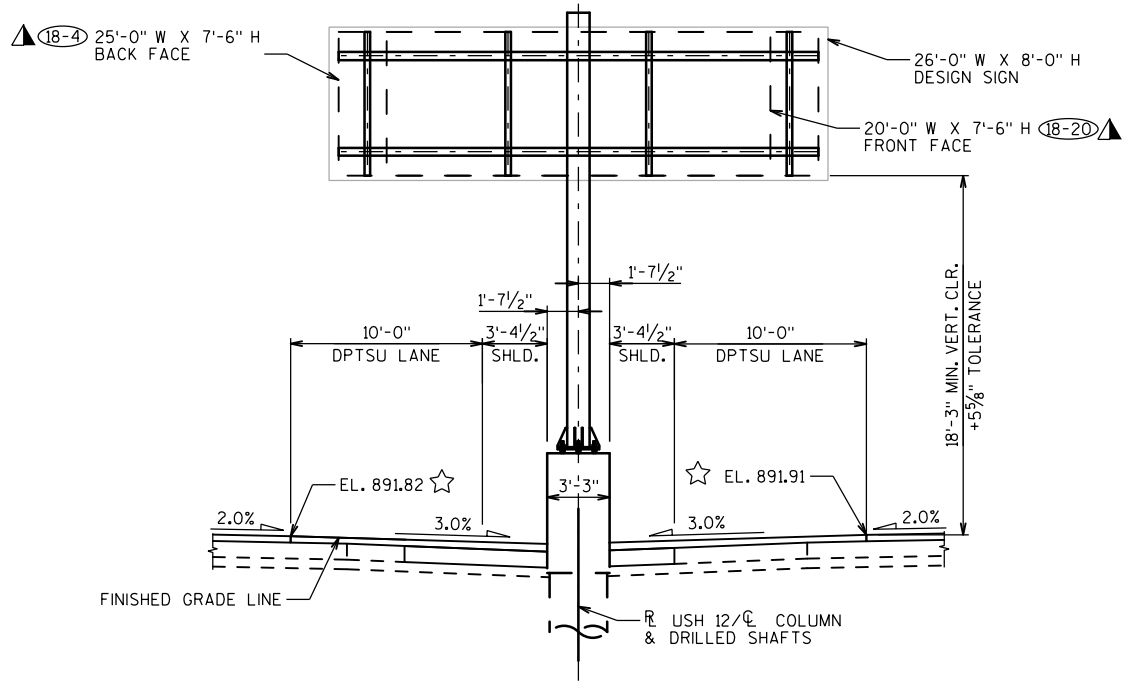


NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-531			
		DRAWN BY	EAJ
		PLANS CK'D.	DTC
GENERAL LAYOUT S-13-531		SHEET 4 OF 1	
		1082	



LOCATION MAP

PLAN



NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 642CL+05.21, 15.00' (RIGHT)
EL. 891.93

LEGEND

- XXX SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG CL COLUMN
- ▲ CENTERED ON COLUMN & CENTERED VERTICALLY BETWEEN CHORDS

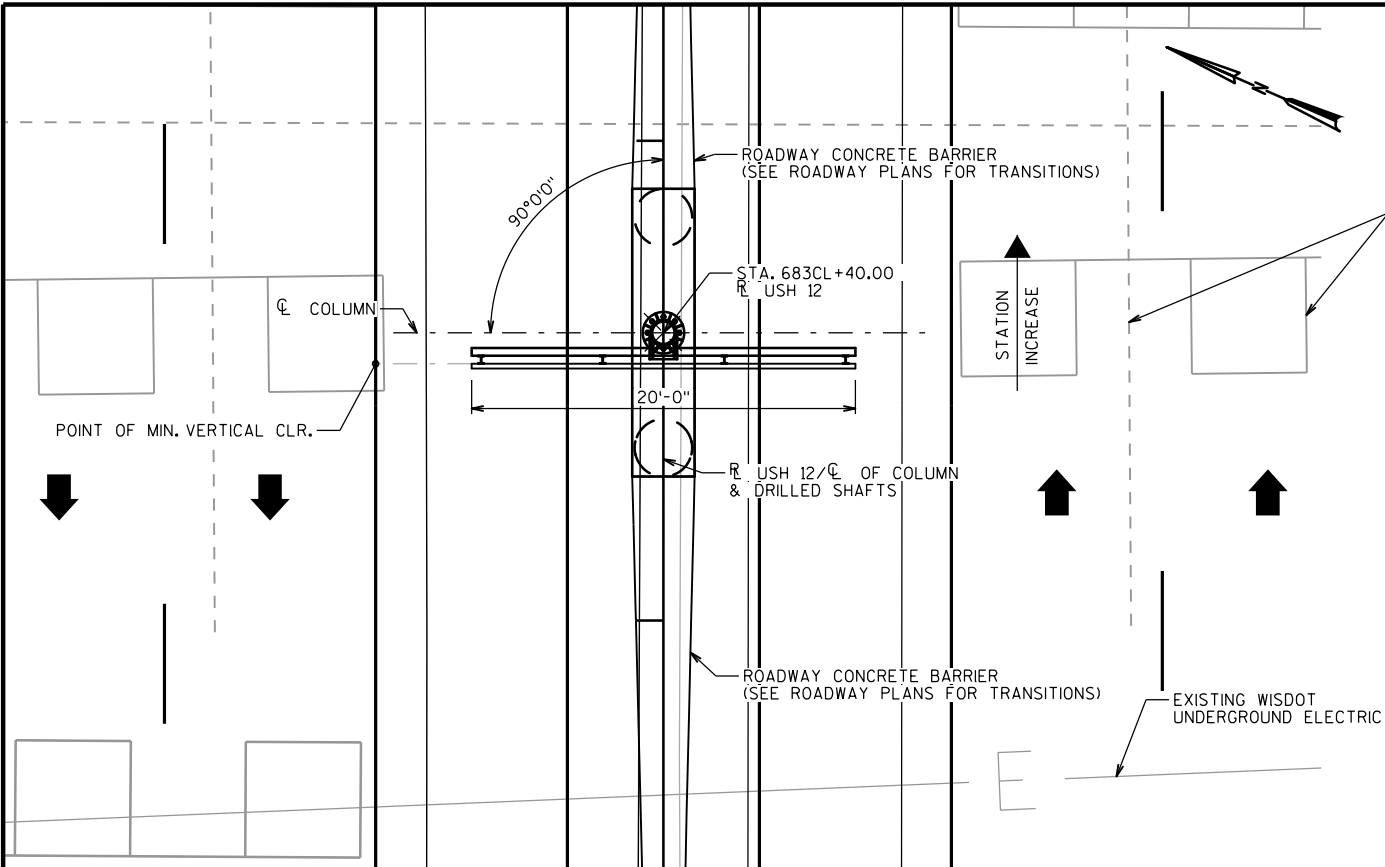
ELEVATION

STA. 642CL+03.61 U.S. 12
(LOOKING UPSTATION)

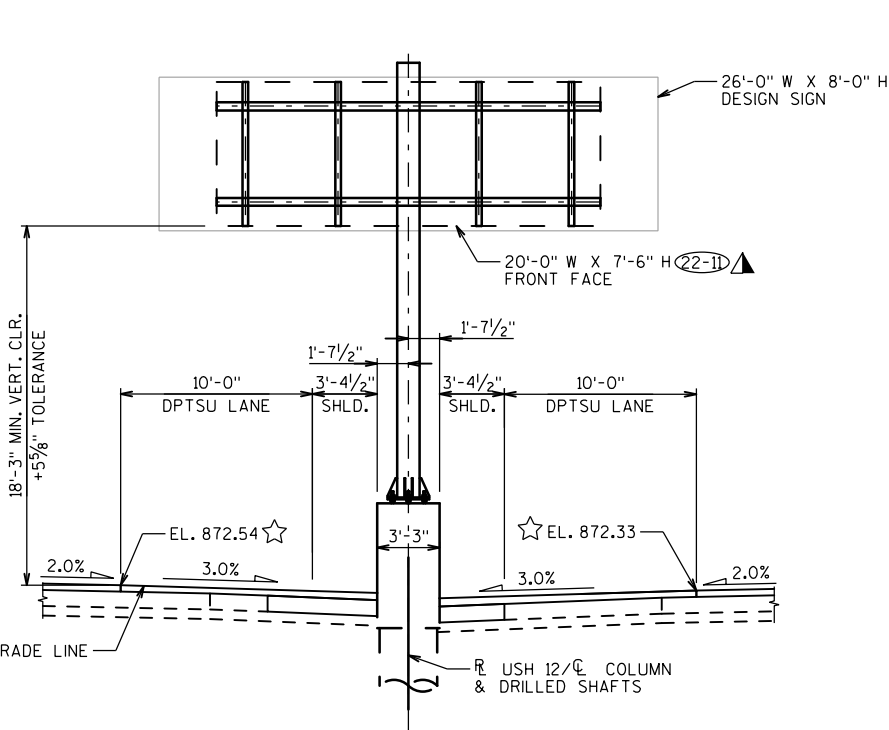
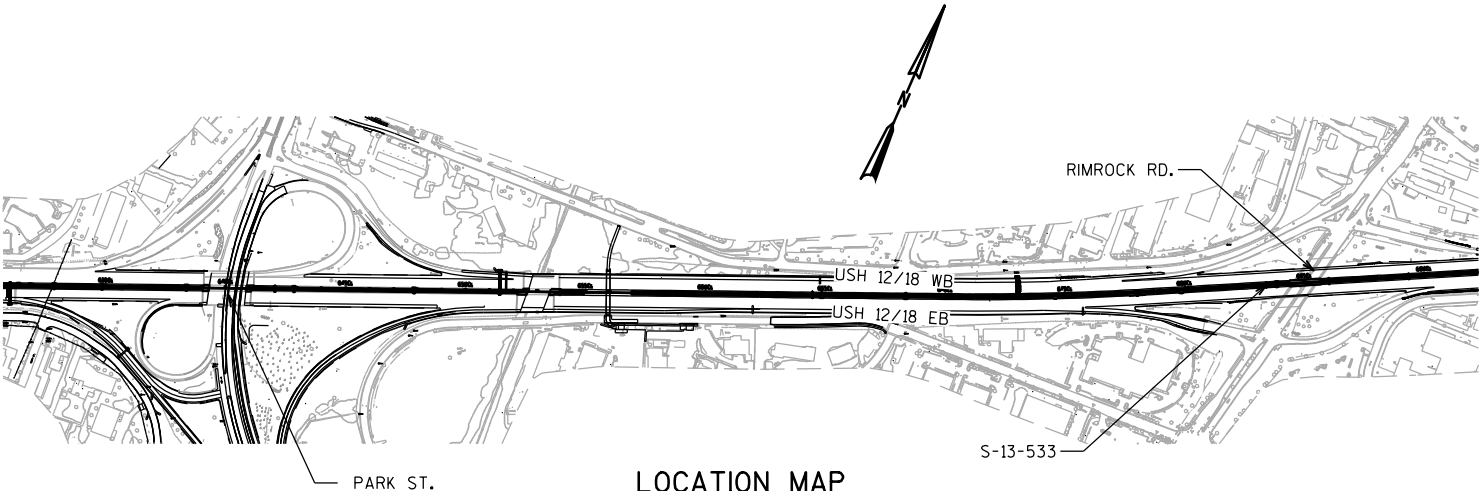
SIDE VIEW

(LOOKING NORTH)

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-532			
DRAWN BY		EAJ	PLANS CKD. DTC
GENERAL LAYOUT S-13-532			SHEET 5 OF 15
1083			

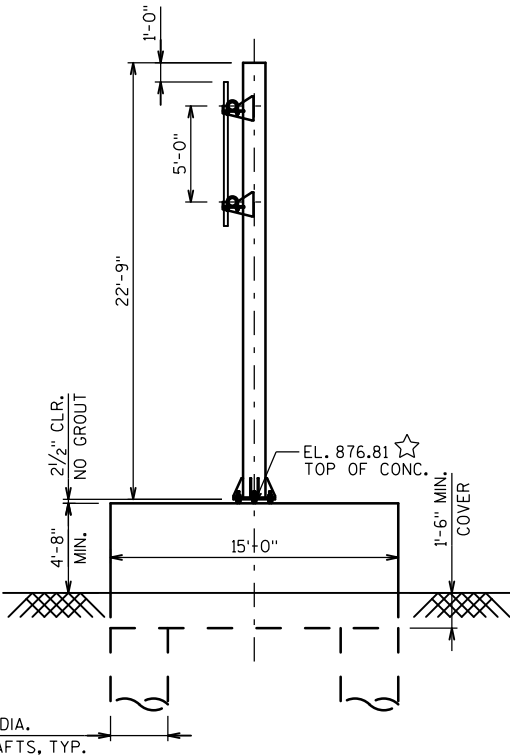


PLAN



ELEVATION

STA. 683CL+40.00 USH 12
(LOOKING UPSTATION)



SIDE VIEW

(LOOKING NORTH)

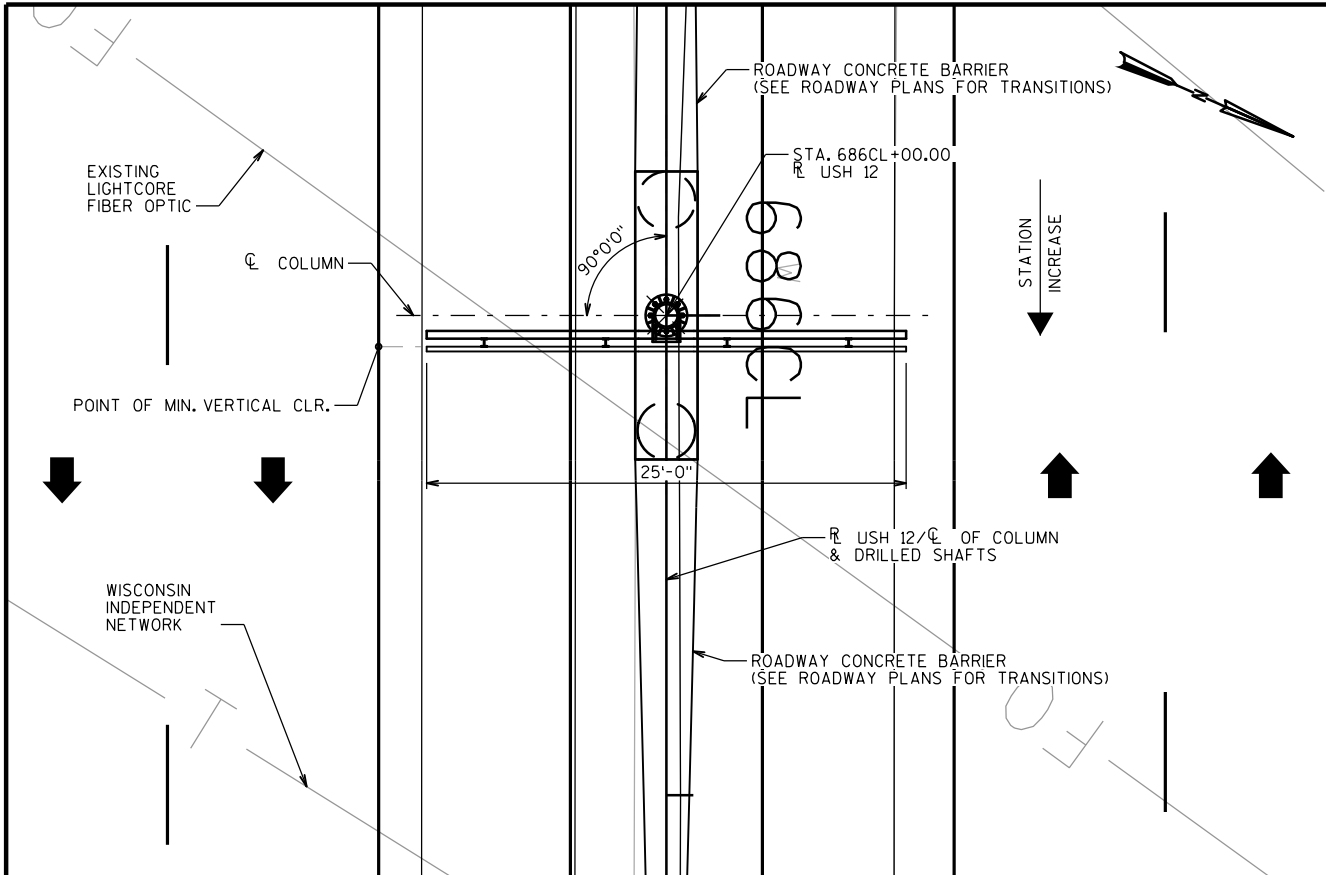
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 683CL+38.40, 15.00' (LEFT)
EL. 872.58

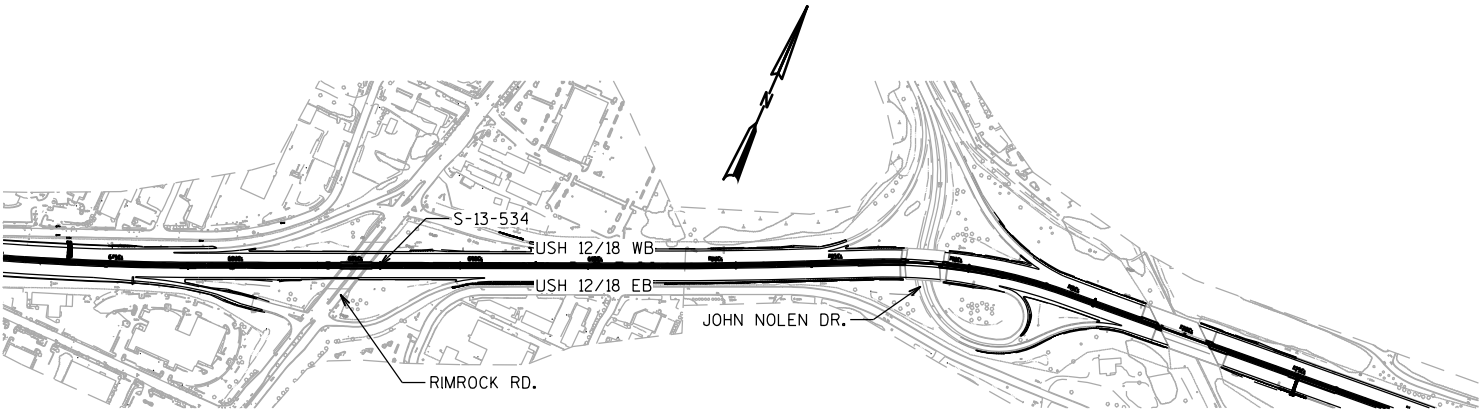
LEGEND

- XXX SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG CL COLUMN
- ▲ CENTERED ON COLUMN & CENTERED VERTICALLY BETWEEN CHORDS

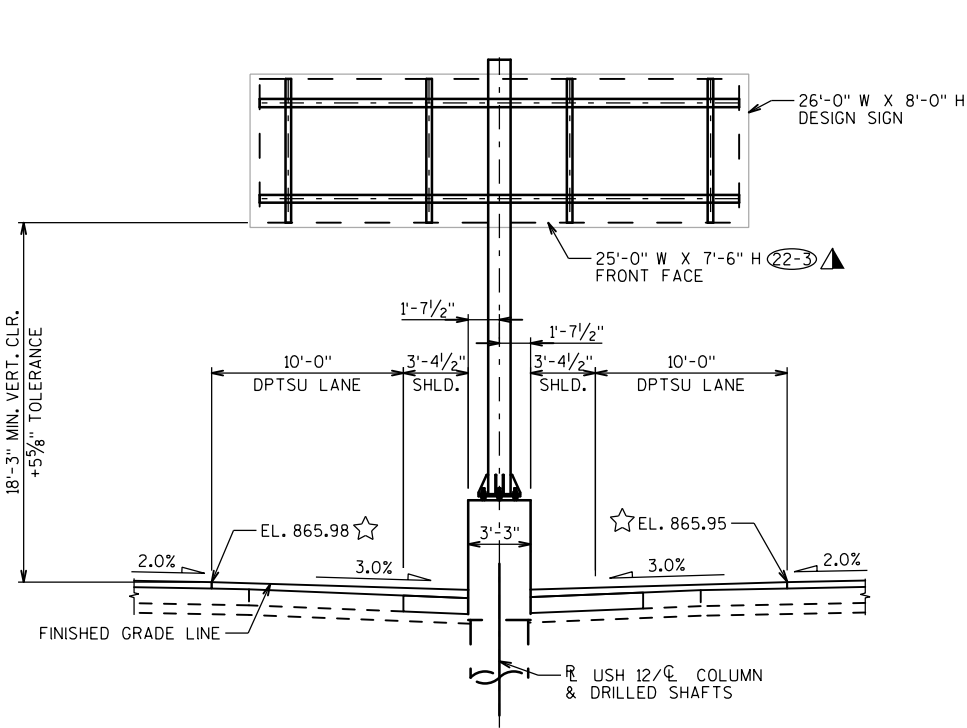
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-533			
DRAWN BY		EAJ	PLANS CKD. DTC
GENERAL LAYOUT S-13-533			SHEET 6 OF 15
1084			



PLAN

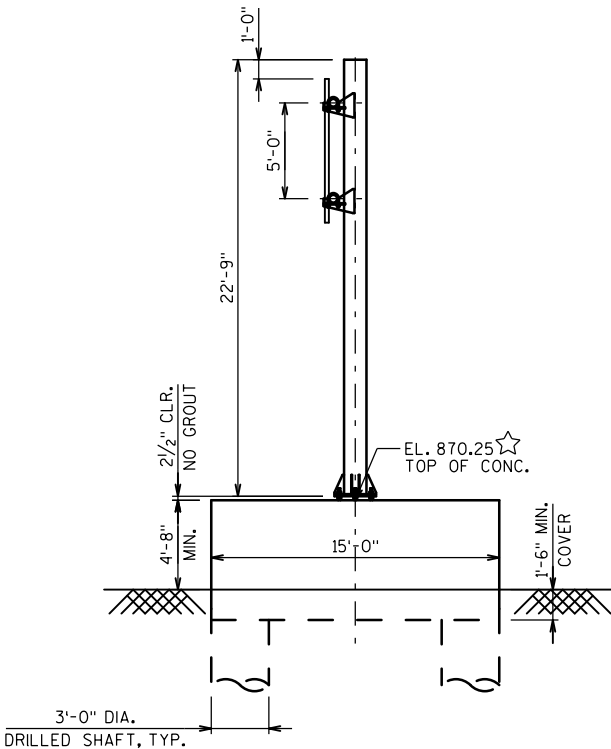


LOCATION MAP



ELEVATION

STA. 686CL+00.00 USH 12
(LOOKING DOWNSTATION)



SIDE VIEW

(LOOKING SOUTH)

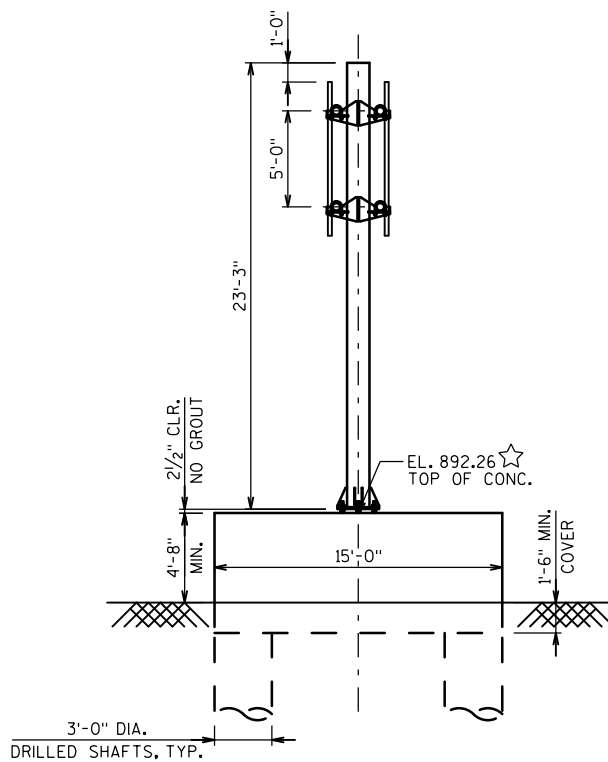
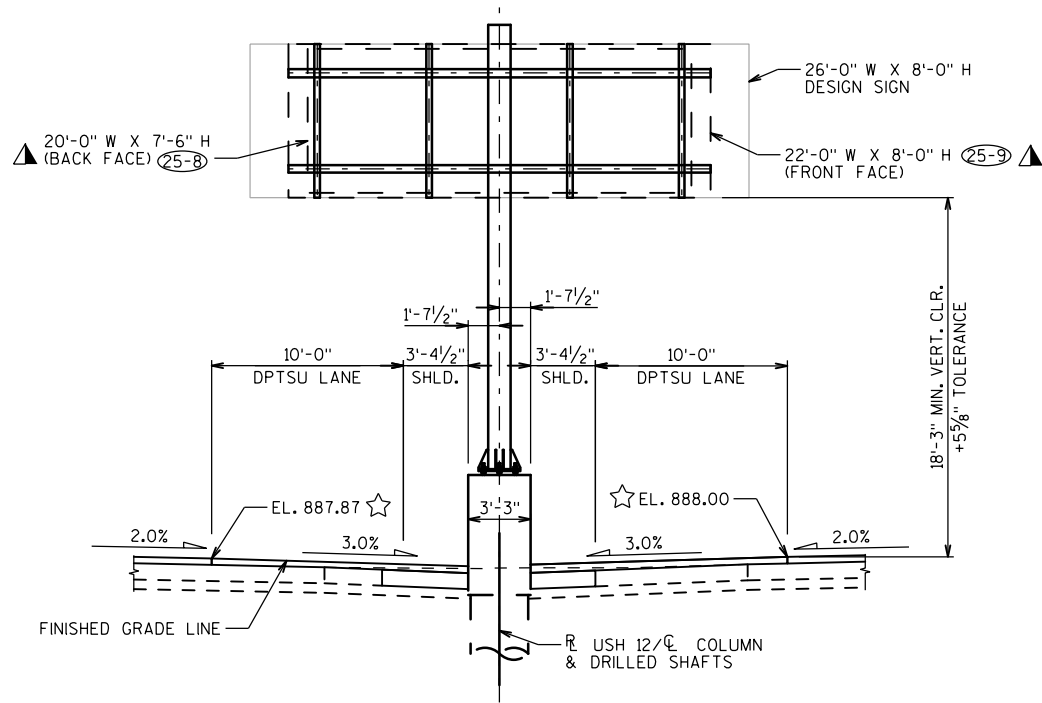
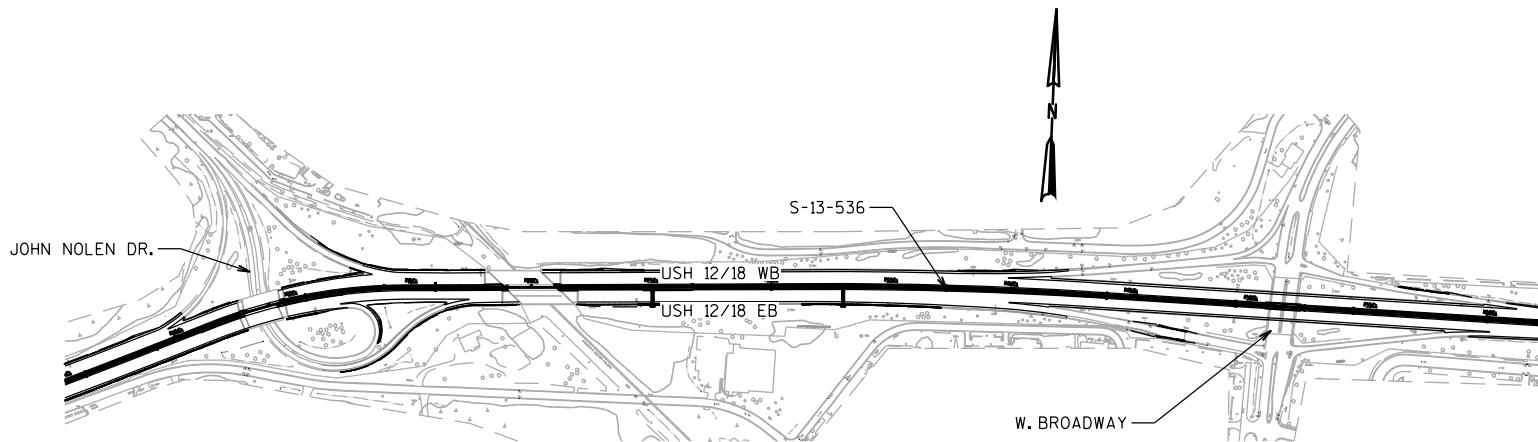
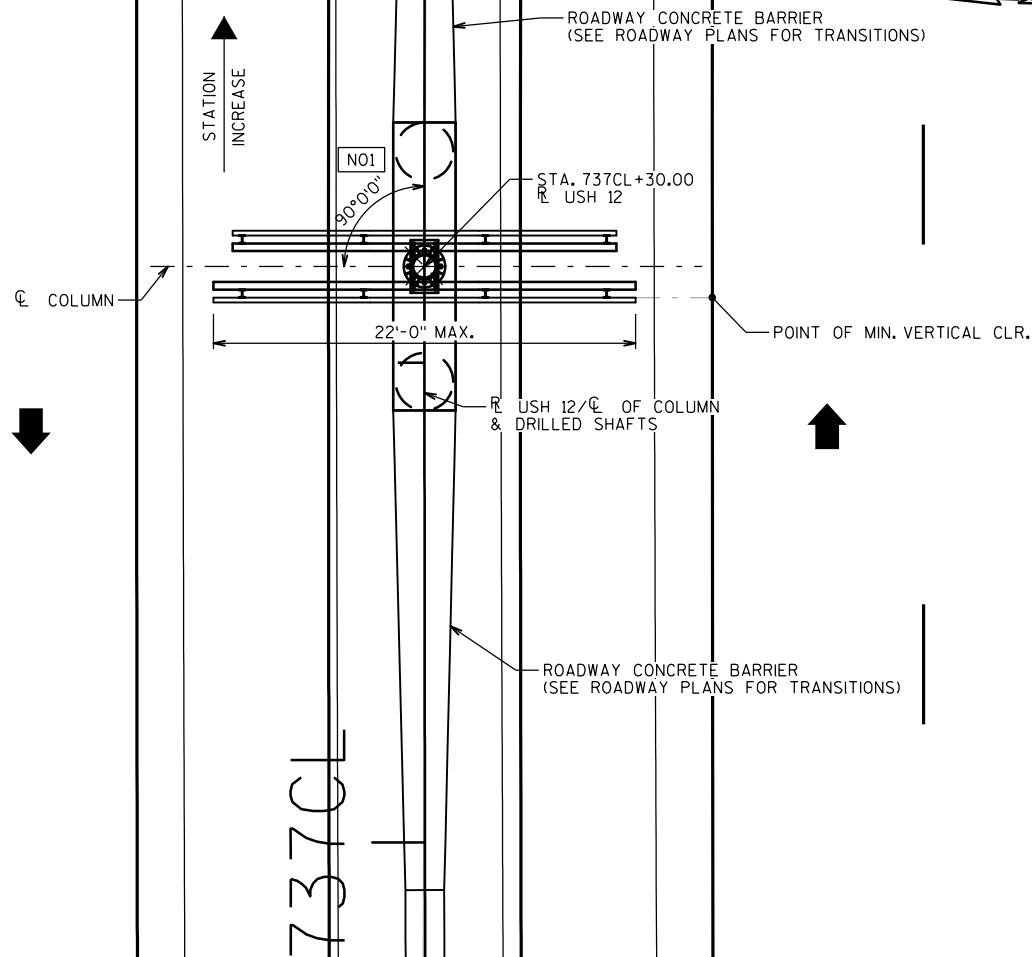
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 686CL+01.60, 15.00' (RIGHT)
EL. 865.95

LEGEND

- XXX SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG CL COLUMN
- ▲ CENTERED ON COLUMN & CENTERED VERTICALLY BETWEEN CHORDS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-534			
DRAWN BY		EAJ	PLANS CKD. DTC
GENERAL LAYOUT S-13-534			SHEET 7 OF 15
			1085



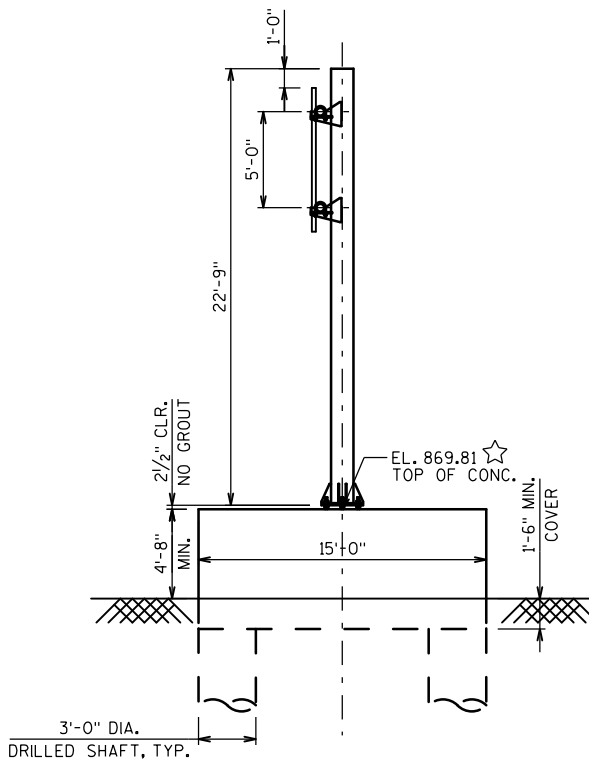
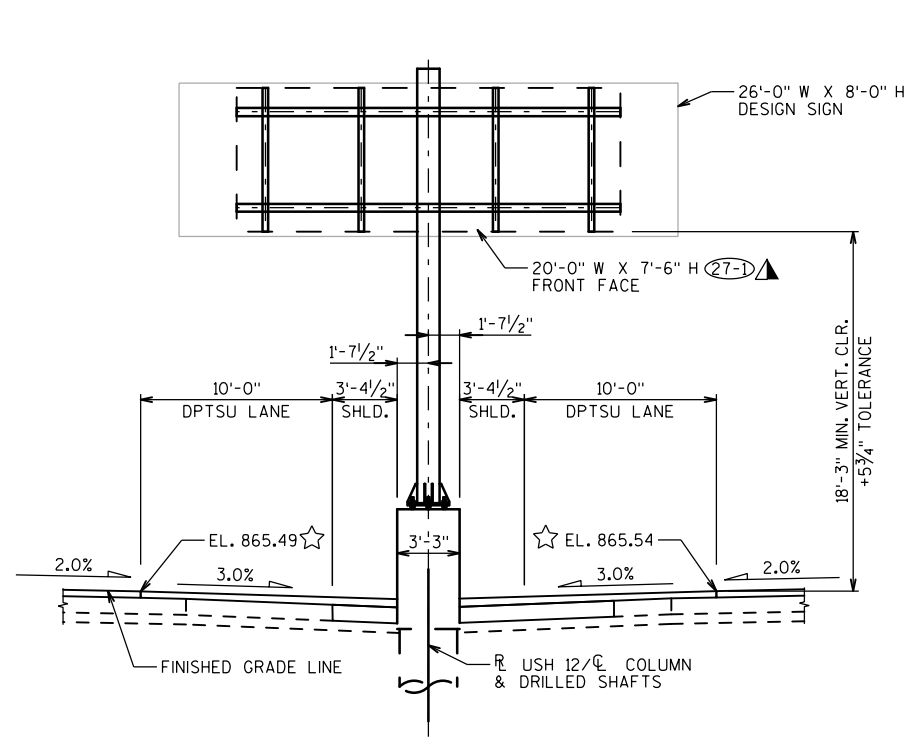
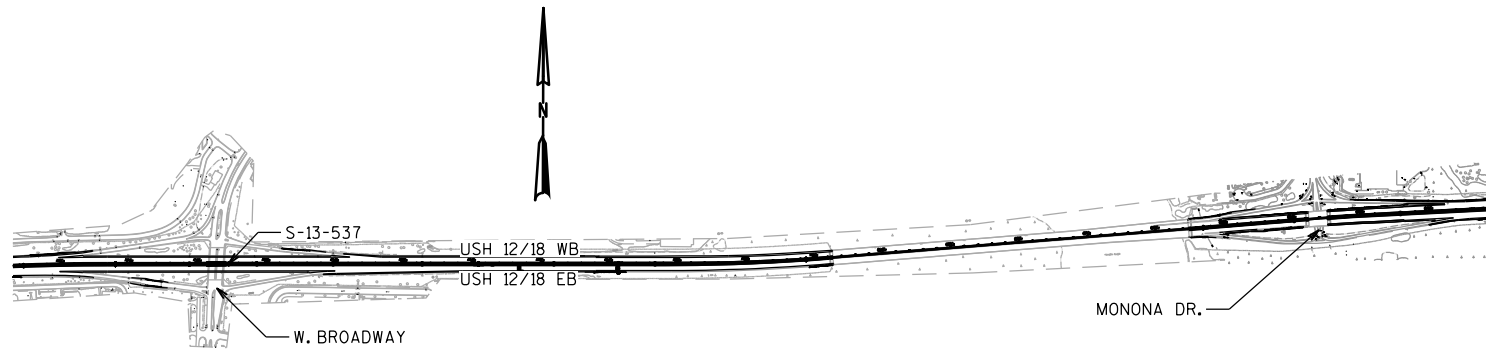
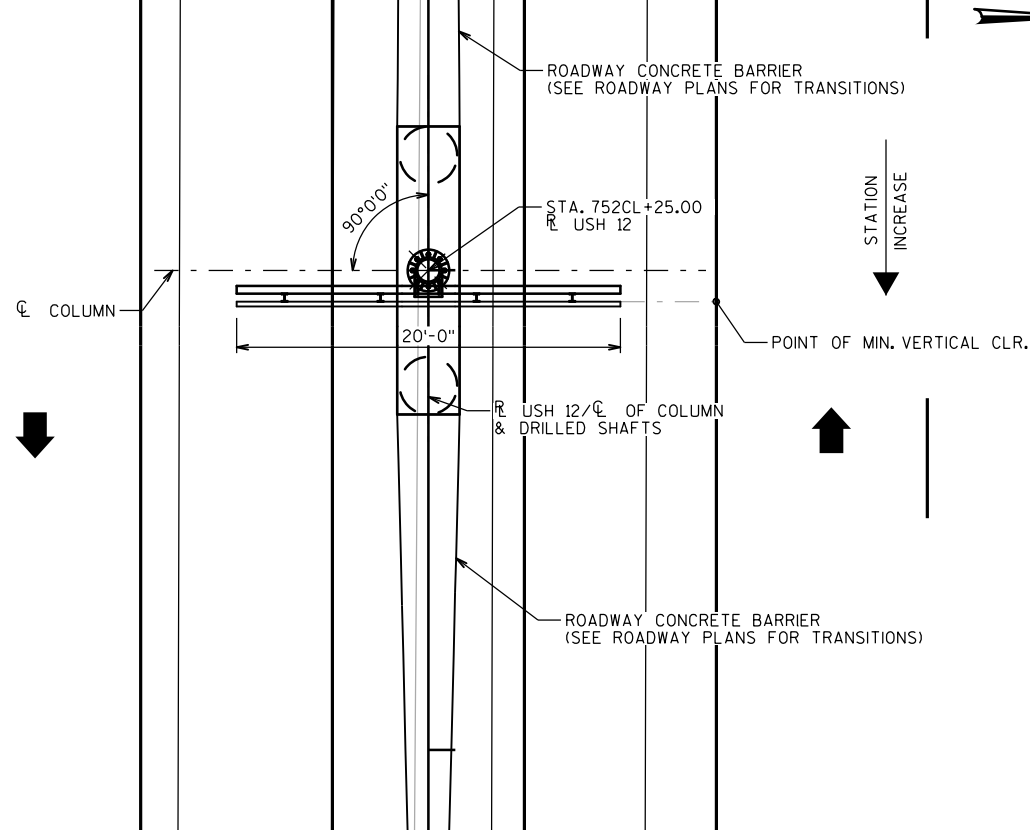
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 737CL+28.40, 15.00' (RIGHT)
EL. 888.00

LEGEND

- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG CL COLUMN
- ▲ CENTERED ON COLUMN & CENTERED VERTICALLY BETWEEN CHORDS
- NO1 ANGLE MEASURED BETWEEN CL COLUMN AND LINE TANGENT TO USH 12 AT STA. 737CL+30.00

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-536			
DRAWN BY		EAJ	PLANS CK'D. DTC
GENERAL LAYOUT S-13-536			SHEET 9 OF 15
1087			



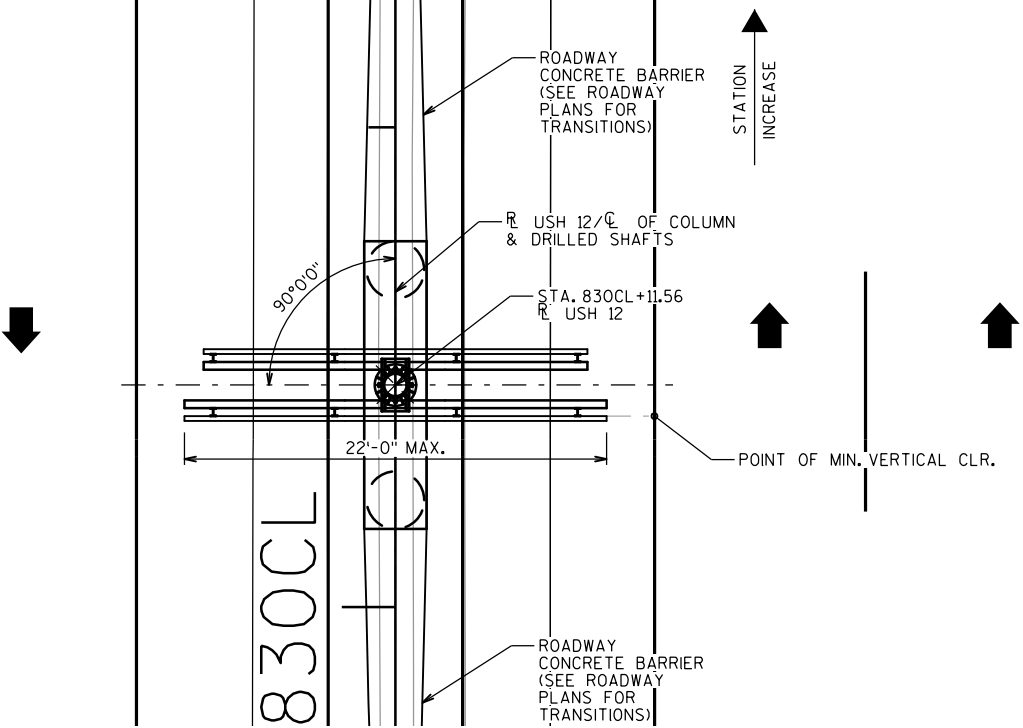
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 752CL+26.60, 15.00' (LEFT)
EL. 865.53

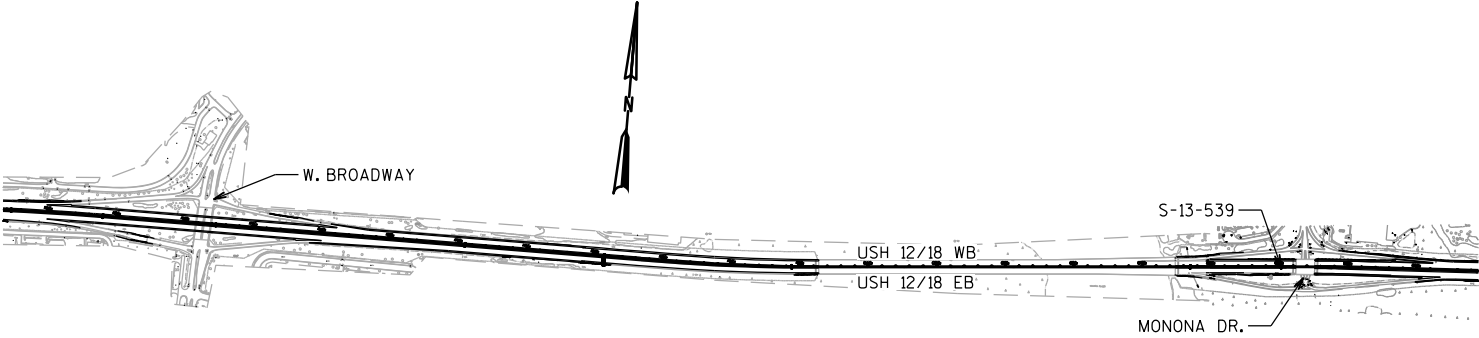
LEGEND

- XXX SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG CL COLUMN
- ▲ CENTERED ON COLUMN & CENTERED VERTICALLY BETWEEN CHORDS

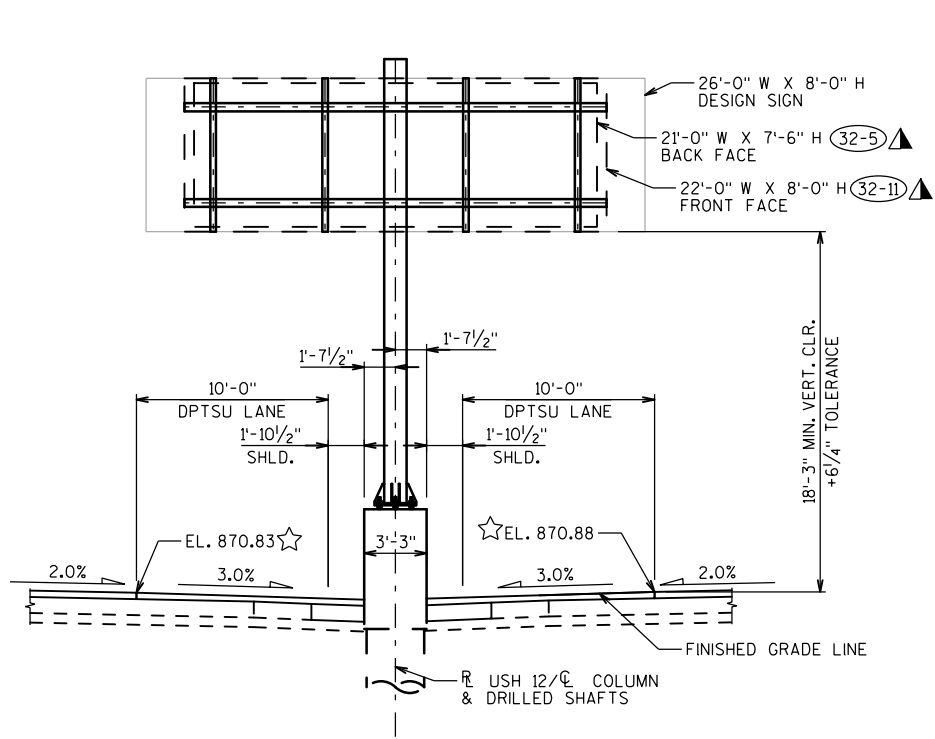
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-537			
DRAWN BY		EAJ	PLANS CKD. DTC
GENERAL LAYOUT S-13-537			SHEET 10 OF 15
1088			



PLAN

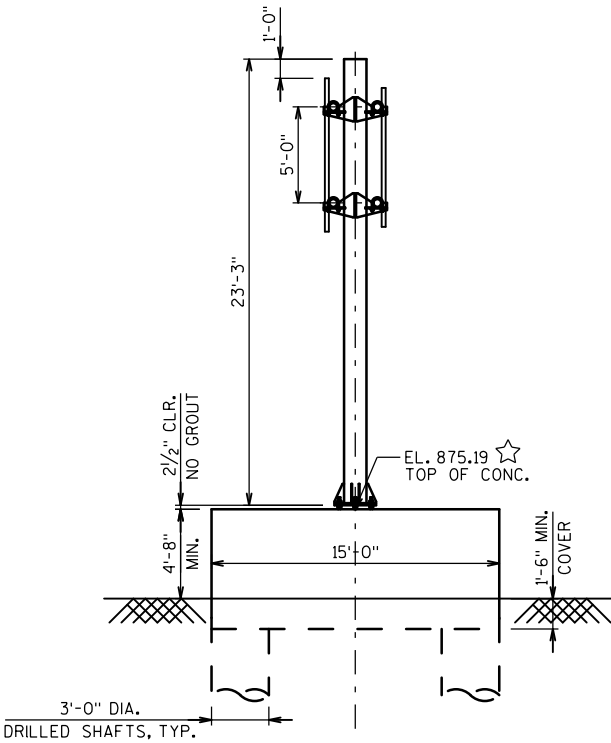


LOCATION MAP



ELEVATION

STA. 830CL+11.56 USH 12
(LOOKING UPSTATION)



SIDE VIEW

(LOOKING NORTH)

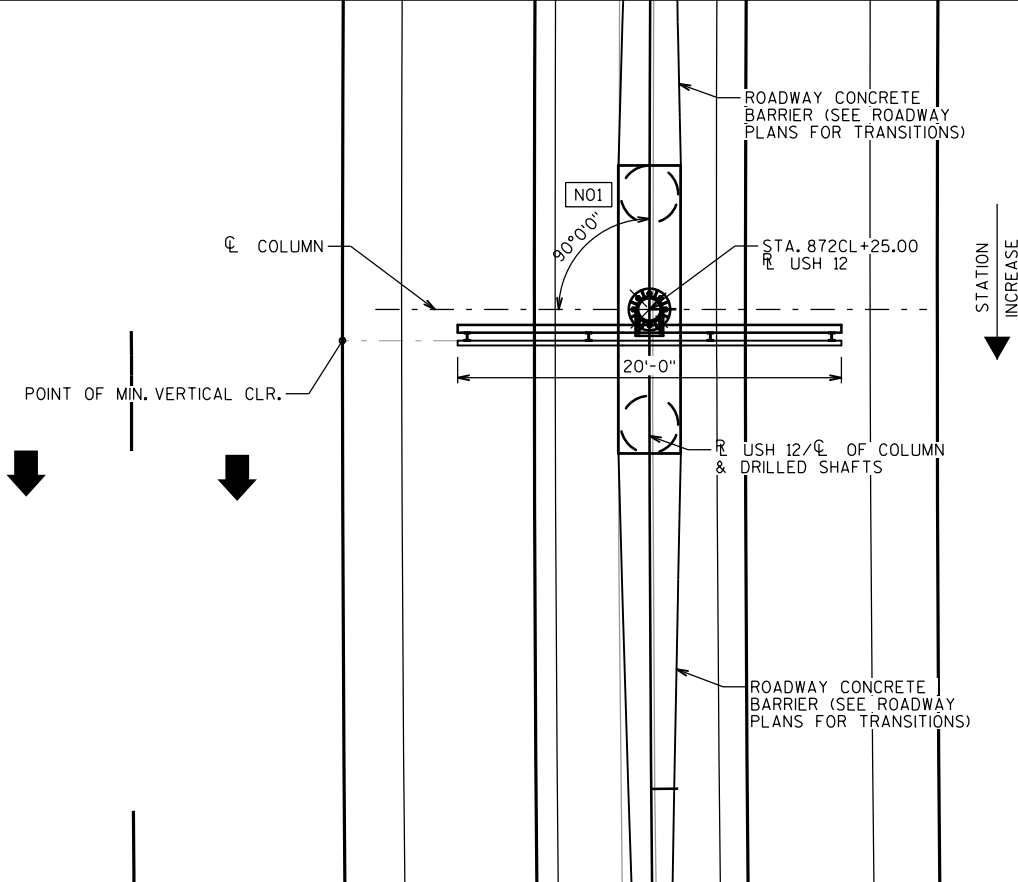
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 830CL+09.96, 13.50' (RIGHT)
EL. 870.88

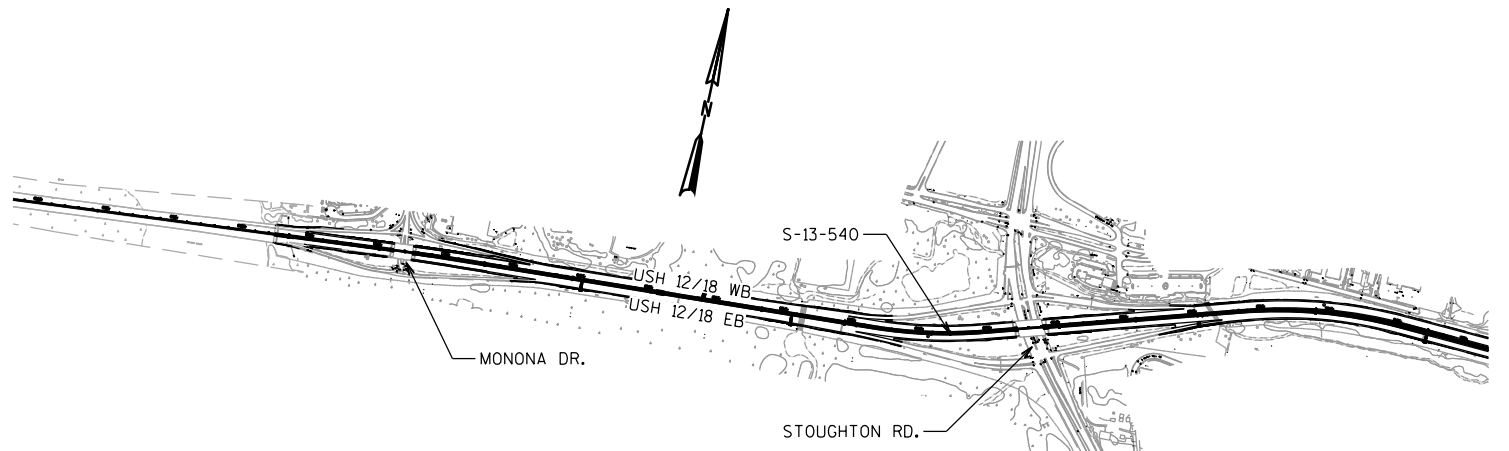
LEGEND

- XXX SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG CL COLUMN
- ▲ CENTERED ON COLUMN & CENTERED VERTICALLY BETWEEN CHORDS

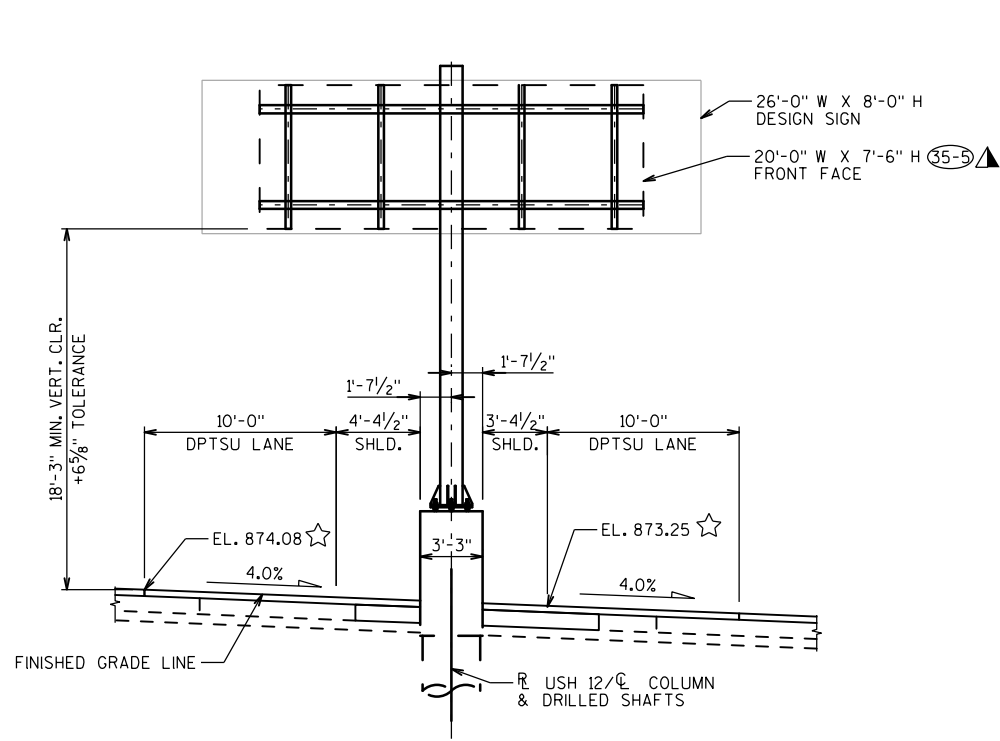
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-539			
DRAWN BY		EAJ	PLANS CKD. DTC
GENERAL LAYOUT S-13-539			SHEET 11 OF 15
1089			



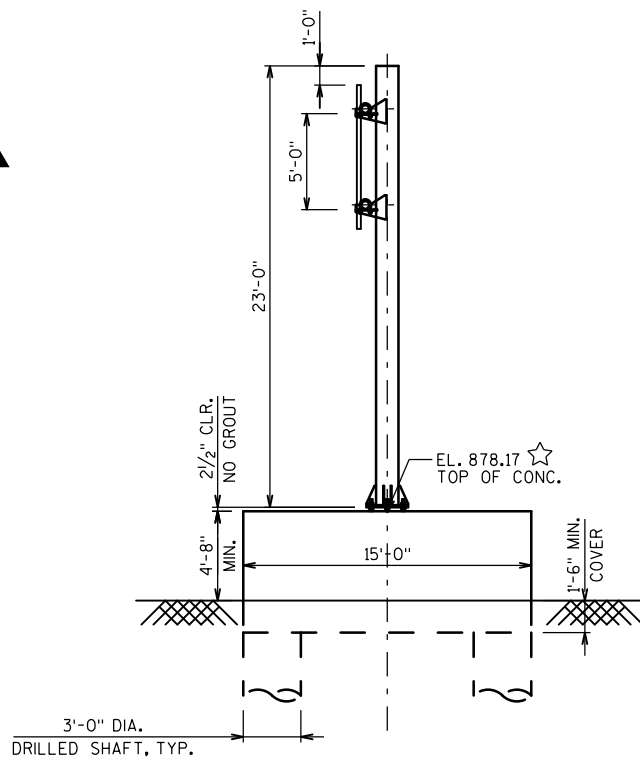
PLAN



LOCATION MAP



ELEVATION

STA. 872CL+25.00, R USH 12
(LOOKING DOWNSTATION)

SIDE VIEW

(LOOKING SOUTH)

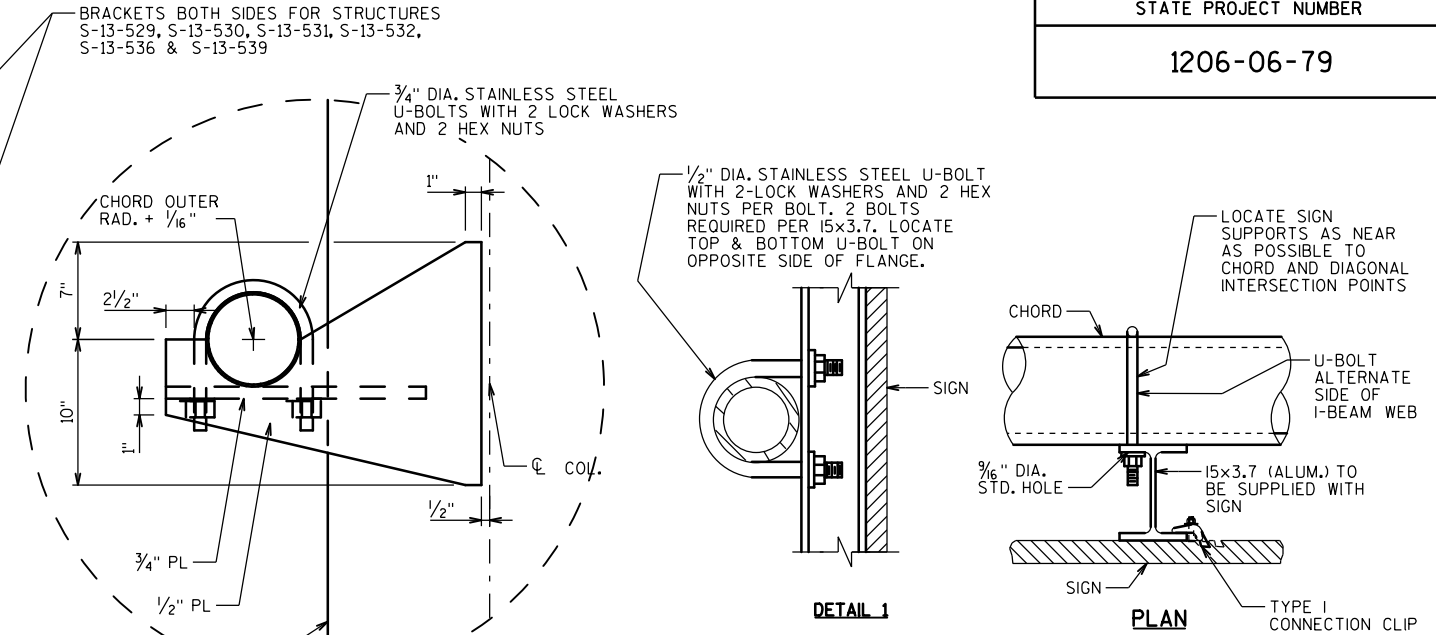
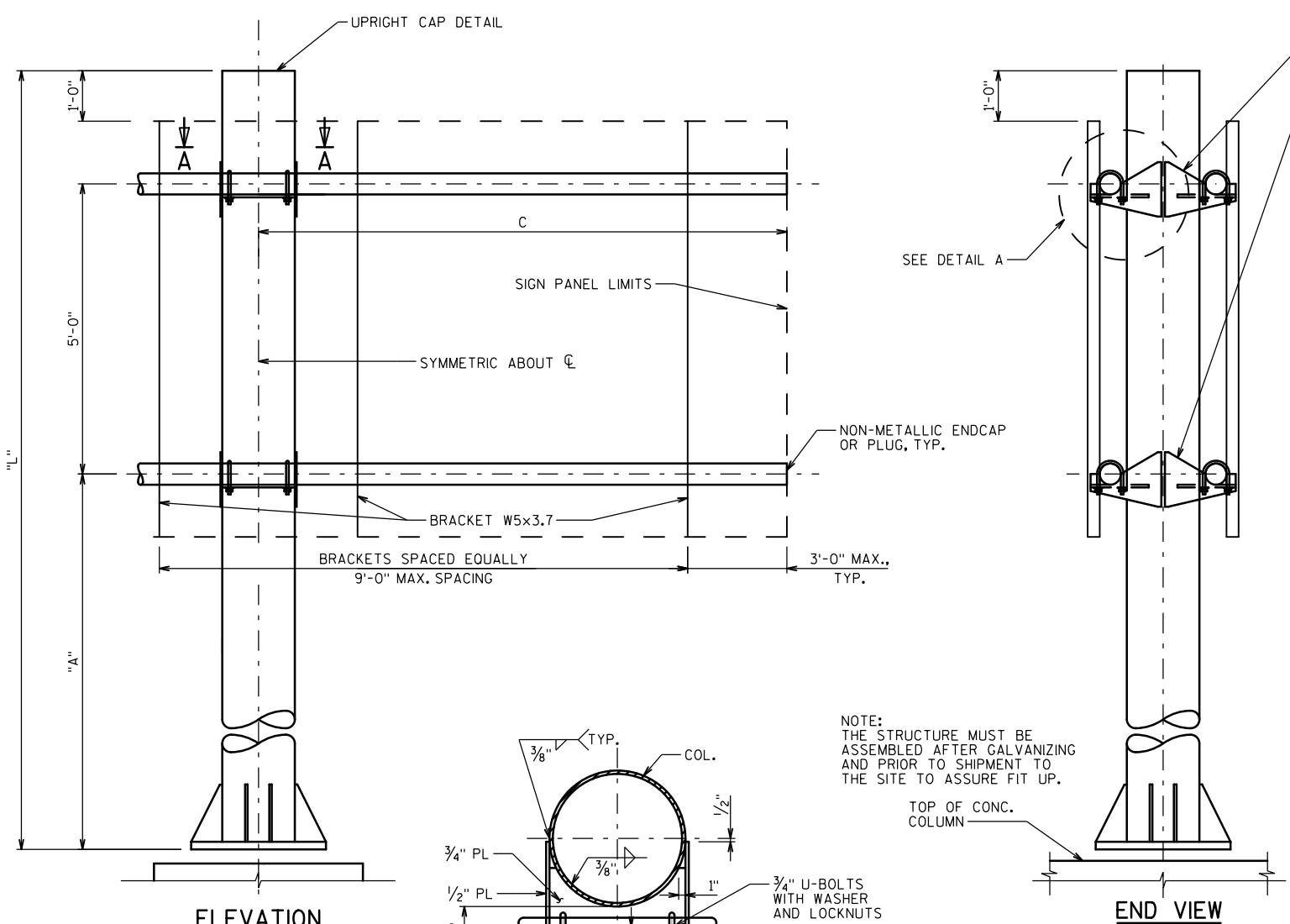
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 872CL+26.60, 16.00' (RIGHT)
EL. 874.12

LEGEND

- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
 ☆ ELEVATIONS GIVEN ALONG CL COLUMN
 ▲ CENTERED ON COLUMN & CENTERED VERTICALLY BETWEEN CHORDS
 [N01] ANGLE MEASURED BETWEEN CL COLUMN AND LINE TANGENT TO R USH 12 AT STA. 872CL+25.00

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-540			
DRAWN BY		EAJ	PLANS CK'D. DTC
GENERAL LAYOUT S-13-540			SHEET 12 OF 15
			1090

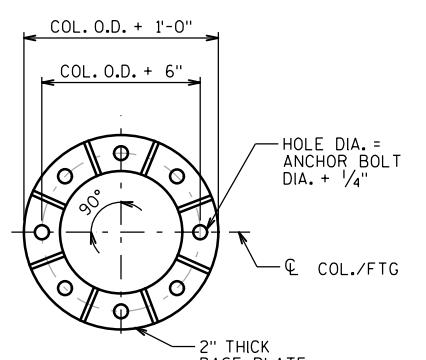
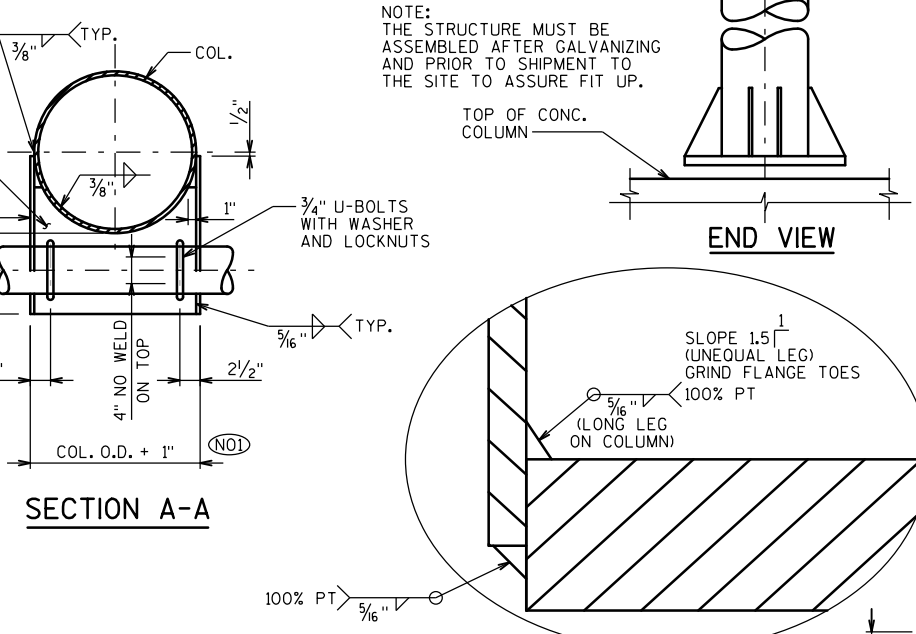


TYPICAL SIGN CONNECTION

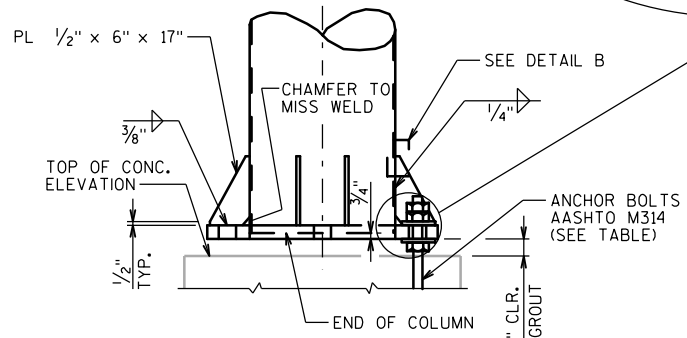
USE FOR TYPE I AND II SIGNS
SEE SIGN PLATE MANUAL A4-7A & A4-7B FOR DETAILS

STRUCTURE	CHORDS O.D. X THK.	COLUMN O.D. X THK. 'T1'	"L"	"A"	"C" (WEST)	"C" (EAST)	(NOT) ANCHOR BOLTS
BUTTERFLY 4-CHORD NS S-13-529	5.563" x 0.375"	14.000" x 0.625"	22'-9"	15'-6"	12'-6"	12'-0"	8 - 1 1/2" DIA. x 3'-10" LONG
BUTTERFLY 4-CHORD NS S-13-530	5.563" x 0.375"	14.000" x 0.625"	23'-3"	15'-9"	12'-6"	12'-6"	8 - 1 1/2" DIA. x 3'-10" LONG
BUTTERFLY 4-CHORD NS S-13-531	5.563" x 0.375"	14.000" x 0.625"	22'-3"	15'-6"	10'-0"	12'-6"	8 - 1 1/2" DIA. x 3'-10" LONG
BUTTERFLY 4-CHORD NS S-13-532	5.563" x 0.375"	14.000" x 0.625"	22'-9"	15'-6"	10'-0"	12'-6"	8 - 1 1/2" DIA. x 3'-10" LONG
BUTTERFLY 2-CHORD NS S-13-533	5.563" x 0.375"	14.000" x 0.625"	22'-9"	15'-6"	10'-0"	--	8 - 1 1/2" DIA. x 3'-10" LONG
BUTTERFLY 2-CHORD NS S-13-534	5.563" x 0.375"	14.000" x 0.625"	22'-9"	15'-6"	--	12'-6"	8 - 1 1/2" DIA. x 3'-10" LONG
BUTTERFLY 2-CHORD NS S-13-535	5.563" x 0.375"	14.000" x 0.625"	22'-9"	15'-3"	--	13'-0"	8 - 1 1/2" DIA. x 3'-10" LONG
BUTTERFLY 4-CHORD NS S-13-536	5.563" x 0.375"	14.000" x 0.625"	23'-3"	15'-9"	11'-0"	10'-0"	8 - 1 1/2" DIA. x 3'-10" LONG
BUTTERFLY 2-CHORD NS S-13-537	5.563" x 0.375"	14.000" x 0.625"	22'-9"	15'-6"	--	10'-0"	8 - 1 1/2" DIA. x 3'-10" LONG
BUTTERFLY 4-CHORD NS S-13-539	5.563" x 0.375"	14.000" x 0.625"	23'-3"	15'-9"	11'-0"	10'-6"	8 - 1 1/2" DIA. x 3'-10" LONG
BUTTERFLY 2-CHORD NS S-13-540	5.563" x 0.375"	14.000" x 0.625"	23'-0"	15'-9"	--	10'-0"	8 - 1 1/2" DIA. x 3'-10" LONG

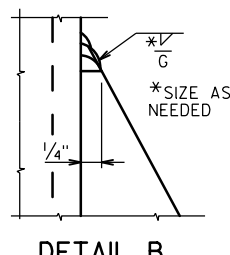
(NOT) - INCLUDES 10" BOLT STANDOFF FROM TOP OF CONCRETE



BASE PLATE DETAILS

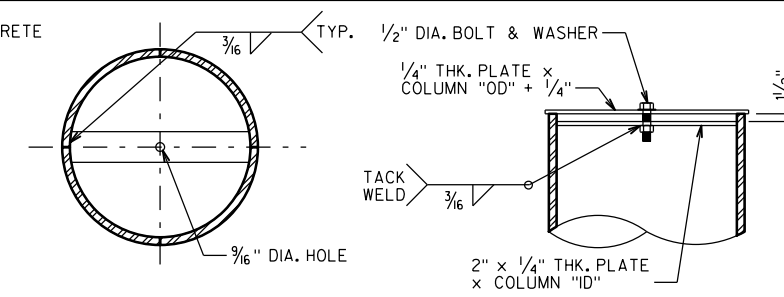


TABLE



CAMBER DIAGRAM

PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT THE END OF TRUSS AS SHOWN. DO NOT RAKE VERTICAL COLUMN BY ADJUSTMENT OF LEVELING NUTS.

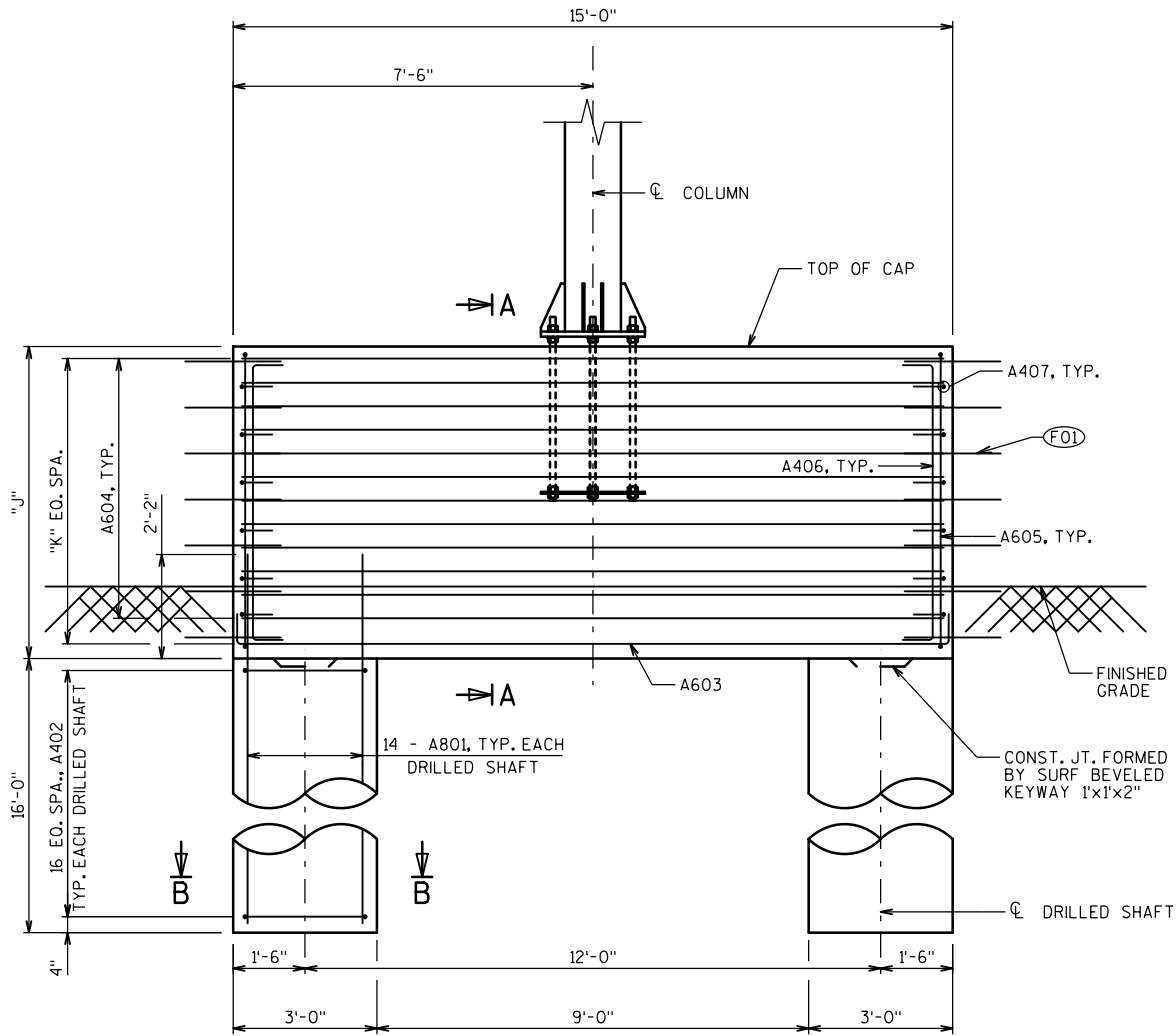


CAMBER VALUES

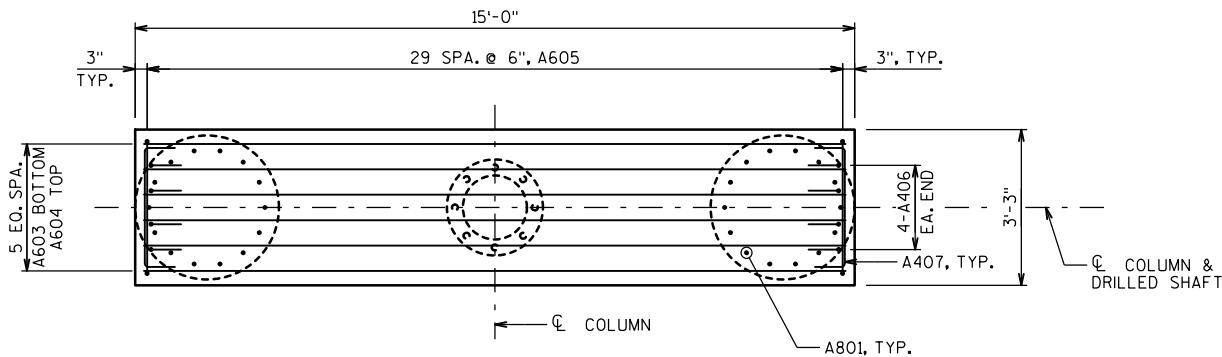
STRUCTURE	"Y1" (IN)	"Y2" (IN)
S-13-529	0.255	0.255
S-13-530	0.255	0.255
S-13-531	0.255	0.255
S-13-532	0.255	0.255
S-13-533	0.207	0.207
S-13-534	0.259	0.259
S-13-535	0.269	0.269
S-13-536	0.224	0.224
S-13-537	0.207	0.207
S-13-539	0.224	0.224
S-13-540	0.207	0.207

UPRIGHT CAP DETAIL

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION OSS BUTTERFLY STATIC SIGNS			
DRAWN BY		EAJ	PLANS CKD. EPP
BUTTERFLY DETAILS		SHEET 13 OF 15	
		1091	



ELEVATION



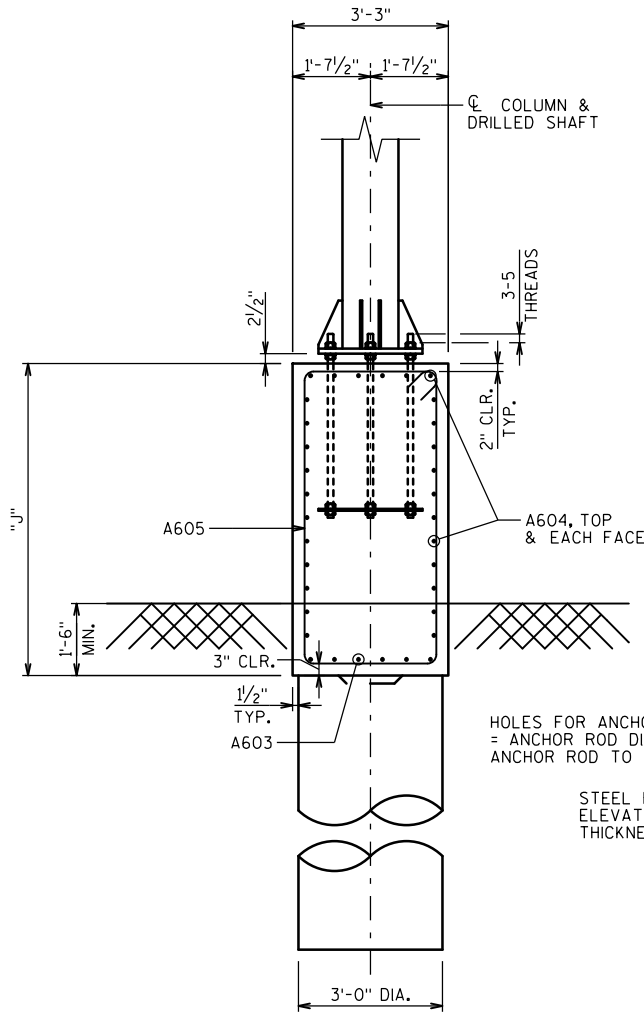
PLAN

NOTES

CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB, MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED ON PLAN. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

LEGEND

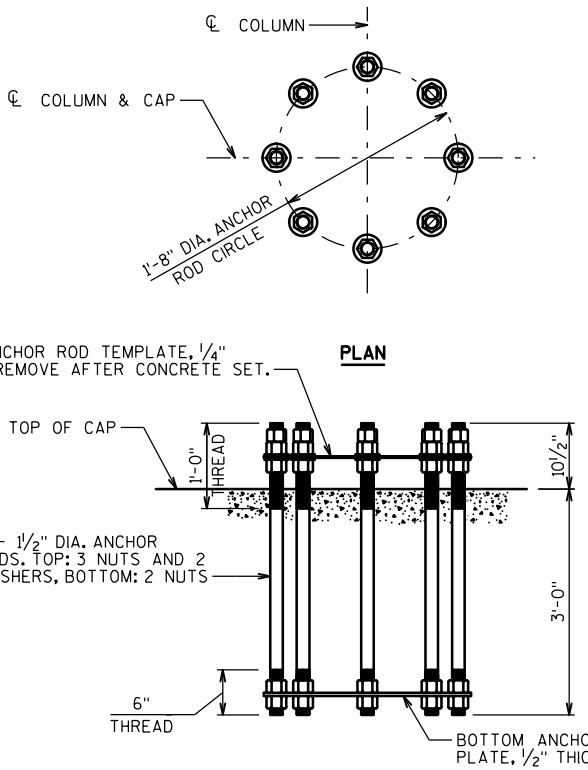
(F01) 1" DIA. SMOOTH STEEL DOWEL BARS @ 1'-0" O.C., 2'-0" LONG, CENTERED IN CAP. PROVIDE DOWEL BARS AT BOTH ENDS OF CAP. PROVIDE BOND BREAKER ON PORTION OF DOWEL BAR EXTENDING INTO BARRIER WALL. COST OF DOWEL BARS IS INCLUDED WITH THE ITEM "CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS".



SECTION A-A

ANCHOR PLATE/TOP TEMPLATE

PLAN

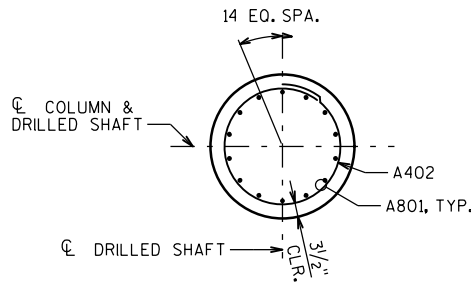


ANCHOR ROD ASSEMBLY DETAILS

SINGLE ASSEMBLY SHOWN
8 ANCHOR RODS REQ'D PER ASSEMBLY

FOUNDATION & REINFORCING DATA

STRUCTURE	"J"	"K"	TYPE
S-13-529	6'-5"	12	C
S-13-530	6'-3"	12	A
S-13-531	8'-2"	16	D
S-13-532	6'-4"	12	B
S-13-533	6'-5"	12	C
S-13-534	6'-3"	12	A
S-13-535	9'-4"	18	E
S-13-536	6'-4"	12	B
S-13-537	6'-3"	12	A
S-13-539	6'-3"	12	A
S-13-540	6'-4"	12	B



SECTION B-B

TYPICAL FOR EACH DRILLED SHAFT FOOTING

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
OSS BUTTERFLY STATIC SIGNS			
DRAWN BY		EAJ	PLANS CK'D. NNM
FOUNDATION DETAILS 1			SHEET 14 OF 15
			1092

NOTE:
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS - FOUNDATION TYPE A

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	17'-10"		DRILLED FOOTING - VERTICAL
A402		34	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	28	14'-8"		FOOTING - LONGITUDINAL - TOP & SIDES
A605	X	30	18'-4"	X	FOOTING - STIRRUP
A406	X	8	6'-11"	X	FOOTING - VERTICAL - EACH END
A407	X	12	3'-5"	X	FOOTING - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE B

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	17'-10"		DRILLED FOOTING - VERTICAL
A402		34	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	28	14'-8"		FOOTING - LONGITUDINAL - TOP & SIDES
A605	X	30	18'-6"	X	FOOTING - STIRRUP
A406	X	8	7'-0"	X	FOOTING - VERTICAL - EACH END
A407	X	12	3'-5"	X	FOOTING - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE C

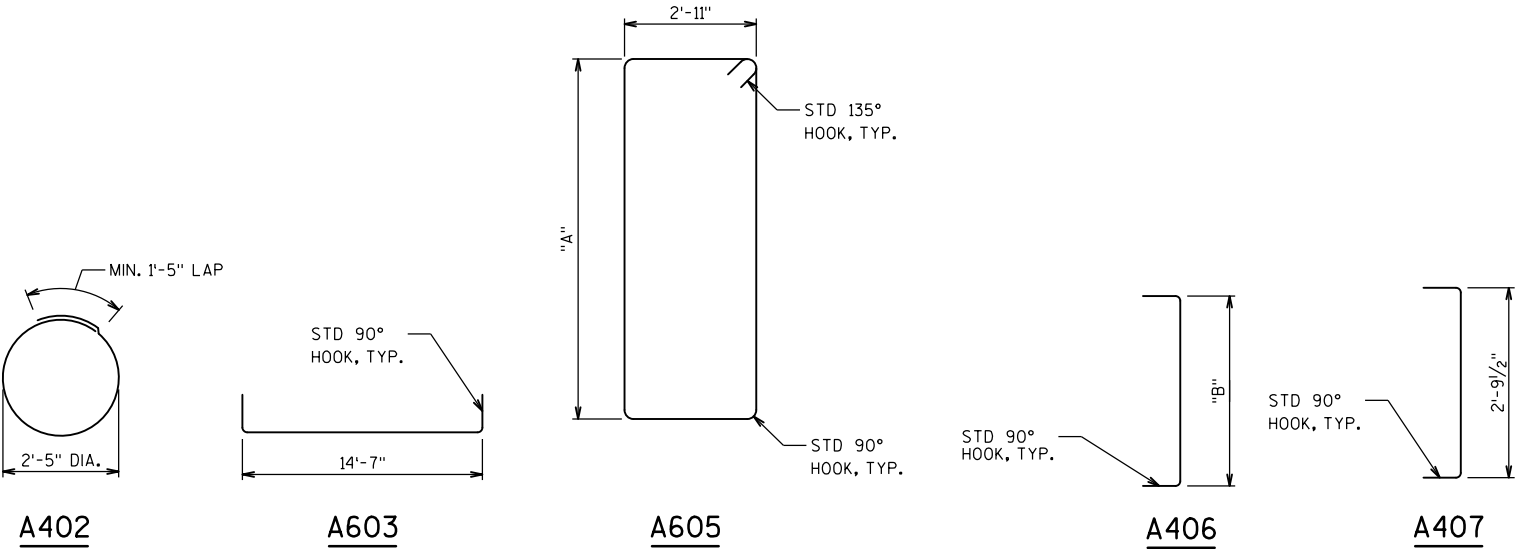
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	17'-10"		DRILLED FOOTING - VERTICAL
A402		34	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	28	14'-8"		FOOTING - LONGITUDINAL - TOP & SIDES
A605	X	30	18'-8"	X	FOOTING - STIRRUP
A406	X	8	7'-1"	X	FOOTING - VERTICAL - EACH END
A407	X	12	3'-5"	X	FOOTING - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE D

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	17'-10"		DRILLED FOOTING - VERTICAL
A402		34	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	36	14'-8"		FOOTING - LONGITUDINAL - TOP & SIDES
A605	X	30	22'-2"	X	FOOTING - STIRRUP
A406	X	8	8'-9"	X	FOOTING - VERTICAL - EACH END
A407	X	16	3'-5"	X	FOOTING - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE E

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	17'-10"		DRILLED FOOTING - VERTICAL
A402		34	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	40	14'-8"		FOOTING - LONGITUDINAL - TOP & SIDES
A605	X	30	24'-6"	X	FOOTING - STIRRUP
A406	X	8	10'-0"	X	FOOTING - VERTICAL - EACH END
A407	X	18	3'-5"	X	FOOTING - HORIZONTAL - EACH END



DESIGN TYPE	"A"
A	5'-10"
B	5'-11"
C	6'-0"
D	7'-9"
E	8'-11"

DESIGN TYPE	"B"
A	5'-8 1/2"
B	5'-9 1/2"
C	5'-10 1/2"
D	7'-7 1/2"
E	8'-9 1/2"

BAR BENDING DIAGRAMS

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
OSS BUTTERFLY STATIC SIGNS			
		DRAWN BY EAJ	PLANS CK'D. NNM
FOUNDATION DETAILS 2			SHEET 15 OF 15
			1093

STRUCTURE DATA

SIGN STR	ACTUAL SIGN AREA		ACTUAL SIGN HEIGHT		FND TYPE
	TYPE 1	LCS	TYPE 1	LCS	
S-13-2011	45.5 SF	20 SF	6'-6"	5'-0"	NON-STANDARD
S-13-2012	16.5 SF	20 SF	5'-6"	5'-0"	NON-STANDARD
S-13-2013	45.5 SF	20 SF	6'-6"	5'-0"	NON-STANDARD
S-13-2014	45.5 SF	20 SF	6'-6"	5'-0"	NON-STANDARD
S-13-2015	16.5 SF	20 SF	5'-6"	5'-0"	TC-I
S-13-2037	45.5 SF	20 SF	6'-6"	5'-0"	TC-I
S-13-2038	16.5 SF	20 SF	5'-6"	5'-0"	NON-STANDARD
S-13-2016	16.5 SF	20 SF	5'-6"	5'-0"	TC-I
S-13-2039	45.5 SF	20 SF	6'-6"	5'-0"	NON-STANDARD
S-13-2017	16.5 SF	20 SF	5'-6"	5'-0"	NON-STANDARD
S-13-2018	45.5 SF	20 SF	6'-6"	5'-0"	NON-STANDARD
S-13-2019	45.5 SF	20 SF	6'-6"	5'-0"	NON-STANDARD
S-13-2020	16.5 SF	20 SF	5'-6"	5'-0"	NON-STANDARD
S-13-2021	16.5 SF	20 SF	5'-6"	5'-0"	NON-STANDARD
S-13-2022	45.5 SF	20 SF	6'-6"	5'-0"	NON-STANDARD
S-13-2024	45.5 SF	20 SF	6'-6"	5'-0"	NON-STANDARD
S-13-2025	45.5 SF	20 SF	6'-6"	5'-0"	NON-STANDARD
S-13-2026	16.5 SF	20 SF	5'-6"	5'-0"	NON-STANDARD
S-13-2028	45.5 SF	20 SF	6'-6"	5'-0"	NON-STANDARD
S-13-2029	16.5 SF	20 SF	5'-6"	5'-0"	NON-STANDARD
S-12-2030	16.5 SF	20 SF	5'-6"	5'-0"	NON-STANDARD
S-13-2031	16.5 SF	20 SF	5'-6"	5'-0"	TC-I
DESIGN SIGN	45.5 SF	20 SF	6'-6"	5'-0"	

ALL STRUCTURES IN THIS GROUP OF STRUCTURES ARE DESIGNED FOR THE DESIGN SIGN LOADING

DESIGN DATA

CONTRACTOR DESIGNED OVERHEAD SIGN STRUCTURES SHALL BE DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL.

STANDARD FOUNDATIONS DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.
(700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTERME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE I:	1.0 NWG (NATURAL WIND GUST VIBRATION)
	1.0 TRG (TRUCK INDUCED GUST VIBRATION)
	1.0 GVV (GALLOPING - CANTILEVER ONLY)

MATERIAL PROPERTIES

CONCRETE MASONRY -----f'c = 3,500 psi

HIGH STRENGTH STEEL
REINFORCEMENT, GRADE 60 -----fy = 60,000 psi

HIGH STRENGTH BOLTS - A325 -----fy = 92,000 psi

ANCHOR RODS - ASTM F1554 GRADE 55 -----fy = 55,000 psi

HEAVY HEX NUTS FOR ANCHOR RODS - ASTM A563A

WASHERS FOR ANCHOR RODS - ASTM F436

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY ZONE, NAD 83 (2011). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "TRUSS CANTILEVER 2-CHORD TYPE NS S-13-20XX" FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D11.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE 1/4 THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES AND STORM SEWER IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AND STORM SEWER AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT 36-INCH".

TRAFFIC VOLUME

A.D.T. (2036) = 139,650-164,190
R.D.S. = 60 MPH

LIST OF DRAWINGS

- GENERAL NOTES & DESIGN DATA
- QUANTITIES
- GENERAL LAYOUT S-13-2011
- GENERAL LAYOUT S-13-2012
- GENERAL LAYOUT S-13-2013
- GENERAL LAYOUT S-13-2014
- GENERAL LAYOUT S-13-2015
- GENERAL LAYOUT S-13-2037
- GENERAL LAYOUT S-13-2038
- GENERAL LAYOUT S-13-2016
- GENERAL LAYOUT S-13-2039
- GENERAL LAYOUT S-13-2017
- GENERAL LAYOUT S-13-2018
- GENERAL LAYOUT S-13-2019
- GENERAL LAYOUT S-13-2020
- GENERAL LAYOUT S-13-2021
- GENERAL LAYOUT S-13-2022
- GENERAL LAYOUT S-13-2024
- GENERAL LAYOUT S-13-2025
- GENERAL LAYOUT S-13-2026
- GENERAL LAYOUT S-13-2028
- GENERAL LAYOUT S-13-2029
- GENERAL LAYOUT S-13-2030
- GENERAL LAYOUT S-13-2031

LIST OF OSS STANDARD DESIGN DRAWINGS

- MONOTUBE & 2-CHORD TRUSS DETAILS 1
- MONOTUBE & 2-CHORD TRUSS DETAILS 2
- MONOTUBE & 2-CHORD TRUSS ELECTRICAL DETAILS
- MONOTUBE & 2-CHORD TRUSS FOUNDATIONS

LIST OF DRAWINGS (CON'T)

- NON-STANDARD FOUNDATION DETAILS 1
- NON-STANDARD FOUNDATION DETAILS 2

STATE PROJECT NUMBER

1206-06-79

STRUCTURE DESIGN CONTACTS

BUREAU OF STRUCTURES:
AARON BONK (608) 261-0261

CONSULTANT:
PAT CASHIN (414) 359-2300

THE DESIGNER CERTIFIES THAT THE DESIGN AND PLAN DETAILS CHOSEN ARE CONSISTENT WITH THE GUIDANCE PROVIDED IN THE CURRENT WISCONSIN BRIDGE MANUAL CHAPTER 39.



ORIGINAL PLANS PREPARED BY

HNTB (414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED *[Signature]* **10/05/20**
CHIEF STRUCTURES DESIGN ENGINEER DATE

2-CHORD TRUSS PLANS

CANTILEVER DPTSU SIGN STRUCTRES USH 12/18 EB&WB

COUNTY DANE CITY OR TOWN MADISON

DESIGN SPEC. AASHTO LRFD LTS-1 W/INTERIMS

DESIGNED BY BOS DESIGN CK'D. BOS DRAWN BY EAJ PLANS CK'D. NNM

GENERAL NOTES
& DESIGN DATA

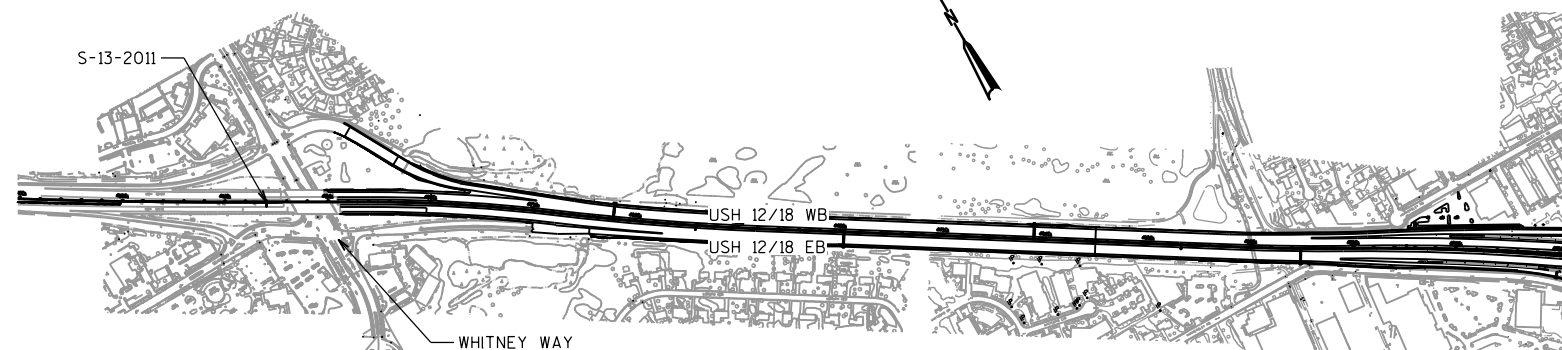
SHEET 1 OF 30

1094

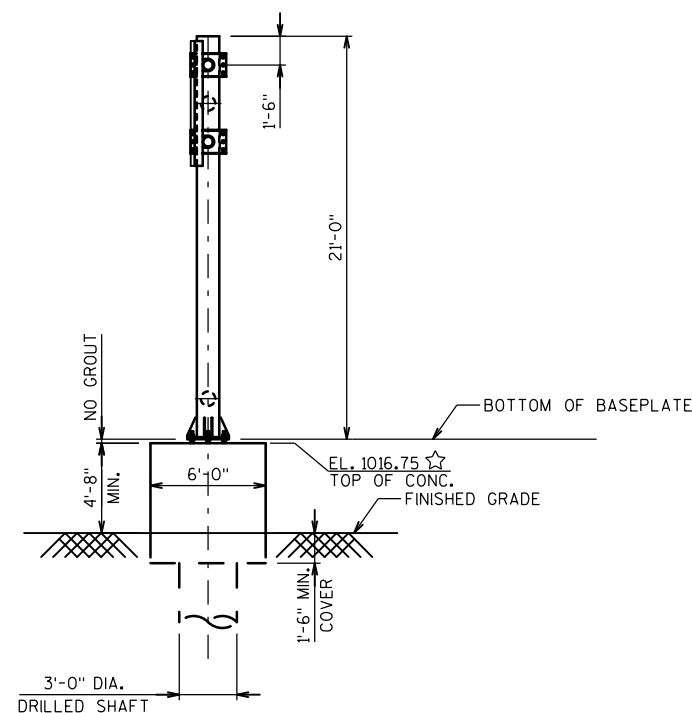
TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	S-13-2011	S-13-2012	S-13-2013	S-13-2014	S-13-2015	S-13-2037	S-13-2038	S-13-2016	S-13-2039	S-13-2017	S-13-2018	S-13-2019	S-13-2020	S-13-2021	S-13-2022	S-13-2024	S-13-2025	S-13-2026	S-13-2028	S-13-2029	S-13-2030	S-13-2031
502.3210	PIGMENTED SURFACE SEALER	SY	8	9	10	9	--	--	9	--	8	8	10	9	8	8	10	9	9	9	8	9	9	--
511.1200.35	TEMPORARY SHORING S-13-2039	SF	--	--	--	--	--	--	--	--	570	--	--	--	--	--	--	--	--	--	--	--	--	--
531.1100	CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS	CY	14	14	15	14	--	--	14	--	14	14	15	15	14	14	15	15	14	15	14	14	14	--
531.1140	STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS	LB	1720	1720	1720	1720	--	--	1720	--	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	--
531.1160	STEEL REINFORCEMENT HS COATED ANCILLARY STRUCTURES TYPE NS	LB	700	740	860	710	--	--	710	--	700	700	830	820	700	700	860	820	750	830	700	710	710	--
531.2036	DRILLING SHAFT 36-INCH	LF	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
531.5310.31	FOUNDATION SINGLE-SHAFT TYPE TC-IS-13-2015	EACH	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
531.5310.32	FOUNDATION SINGLE-SHAFT TYPE TC-IS-13-2037	EACH	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
531.5310.34	FOUNDATION SINGLE-SHAFT TYPE TC-IS-13-2016	EACH	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
531.5310.48	FOUNDATION SINGLE-SHAFT TYPE TC-IS-13-2031	EACH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1
532.5300.27	TRUSS CANTILEVER 2-CHORD NS S-13-2011	EACH	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
532.5300.28	TRUSS CANTILEVER 2-CHORD NS S-13-2012	EACH	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
532.5300.29	TRUSS CANTILEVER 2-CHORD NS S-13-2013	EACH	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
532.5300.30	TRUSS CANTILEVER 2-CHORD NS S-13-2014	EACH	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
532.5300.31	TRUSS CANTILEVER 2-CHORD NS S-13-2015	EACH	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
532.5300.32	TRUSS CANTILEVER 2-CHORD NS S-13-2037	EACH	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
532.5300.33	TRUSS CANTILEVER 2-CHORD NS S-13-2038	EACH	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
532.5300.34	TRUSS CANTILEVER 2-CHORD NS S-13-2016	EACH	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
532.5300.35	TRUSS CANTILEVER 2-CHORD NS S-13-2039	EACH	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--
532.5300.36	TRUSS CANTILEVER 2-CHORD NS S-13-2017	EACH	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
532.5300.37	TRUSS CANTILEVER 2-CHORD NS S-13-2018	EACH	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--
532.5300.38	TRUSS CANTILEVER 2-CHORD NS S-13-2019	EACH	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
532.5300.39	TRUSS CANTILEVER 2-CHORD NS S-13-2020	EACH	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--
532.5300.40	TRUSS CANTILEVER 2-CHORD NS S-13-2021	EACH	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--
532.5300.41	TRUSS CANTILEVER 2-CHORD NS S-13-2022	EACH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--
532.5300.42	TRUSS CANTILEVER 2-CHORD NS S-13-2024	EACH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--
532.5300.43	TRUSS CANTILEVER 2-CHORD NS S-13-2025	EACH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--
532.5300.44	TRUSS CANTILEVER 2-CHORD NS S-13-2026	EACH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--
532.5300.45	TRUSS CANTILEVER 2-CHORD NS S-13-2028	EACH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--
532.5300.46	TRUSS CANTILEVER 2-CHORD NS S-13-2029	EACH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--
532.5300.47	TRUSS CANTILEVER 2-CHORD NS S-13-2030	EACH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--
532.5300.48	TRUSS CANTILEVER 2-CHORD NS S-13-2031	EACH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1

NO.	DATE	REVISION		BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION				
2-CHORD TRUSS PLANS				
		DRAWN BY	EAJ	PLANS CK'D. NNM
QUANTITIES				SHEET 2 OF 30
				1095



LOCATION MAP



SIDE VIEW
(LOOKING NORTH)

POINT OF MIN. VERTICAL CLEARANCE
STA. 411CL+99.31, 23.07' RT., EL. 1012.49
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET)

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:

- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM C OF TOP CHORD TO TOP OF UPRIGHT

XXX SIGN NUMBERS (PERMANENT SIGNING PLAN)
☆ ELEVATIONS GIVEN ALONG C OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2011			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-2011		SHEET 3 OF 3	
		1096	



STA. 432CL+94.00, R USH 12
(LOOKING UPSTATION AT FRONT OF SIGN)



(LOOKING NORTH)

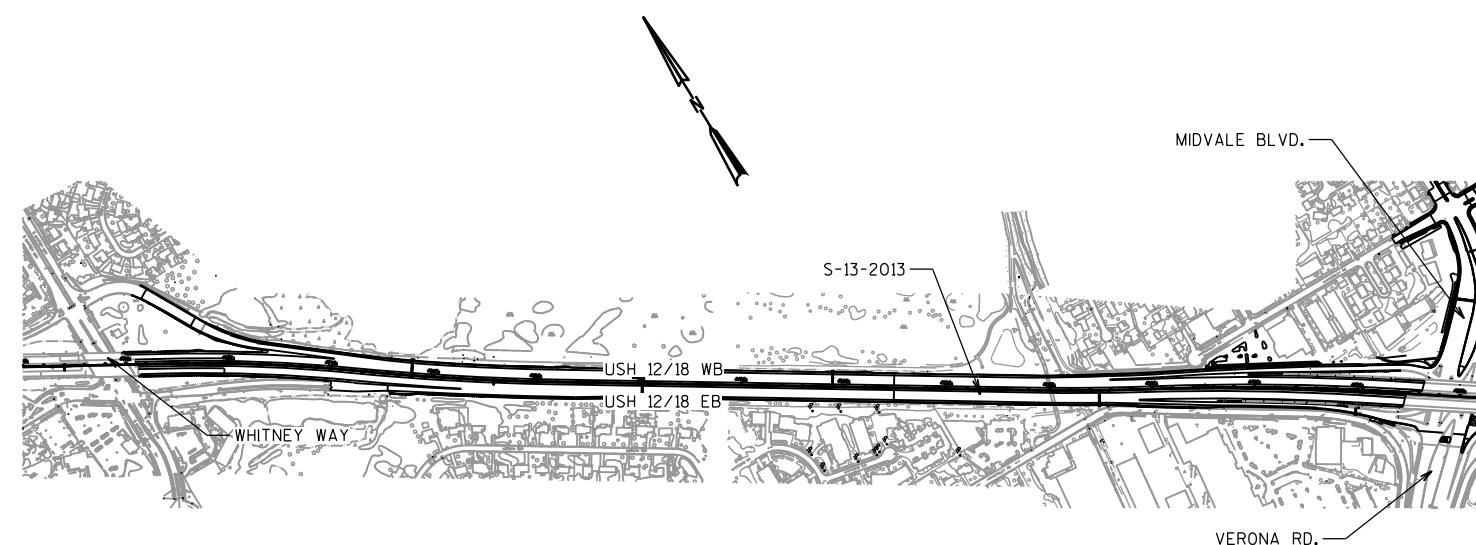
POINT OF MIN. VERTICAL CLEARANCE
STA. 432CL+93.31, 24.00' RT., EL. 992.22
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD AND
5" SIGN BRACKET)

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:

- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM CL OF TOP CHORD TO TOP OF UPRIGHT

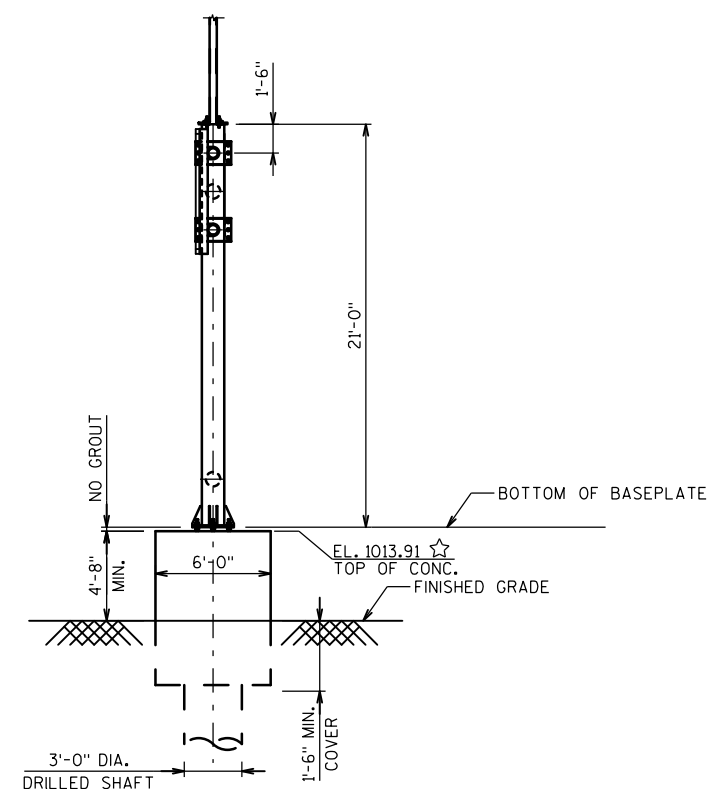
(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
 ☆ ELEVATIONS GIVEN ALONG C 2-CHORD TRUSS
 NO1 ANGLE MEASURED BETWEEN C COLUMN AND LINE
 TANGENT TO RUSH 12 AT STA. 432CL+94.00

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2012			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2012		SHEET 4 OF 3	
		1097	



LOCATION MAP

FOR CAMERA ASSEMBLY DETAILS SEE ITS
CONSTRUCTION DETAILS AND FTMS PLANS



(LOOKING NORTH)

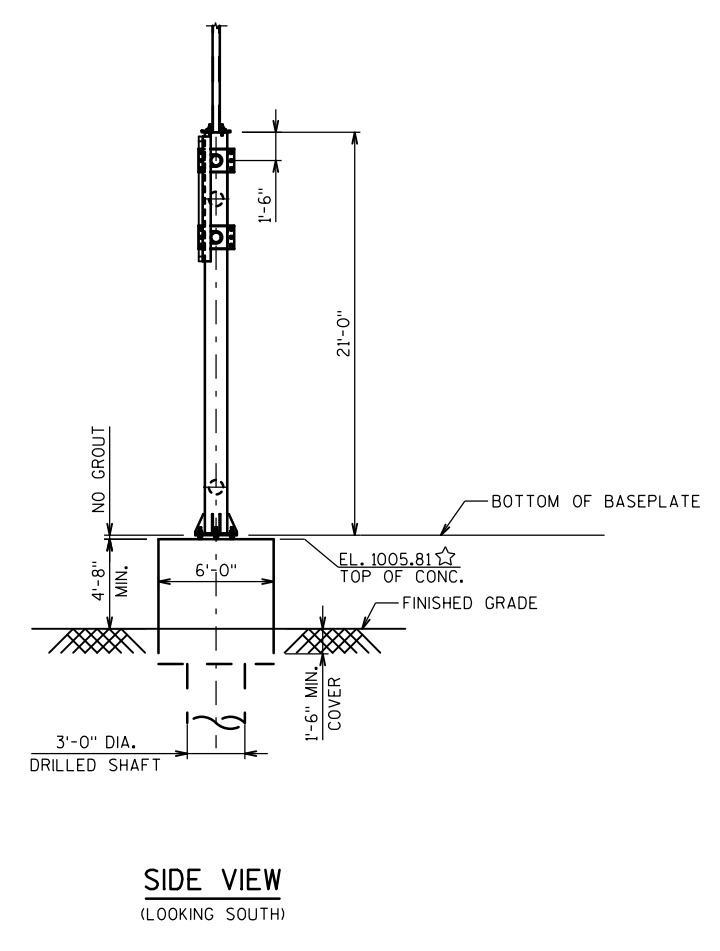
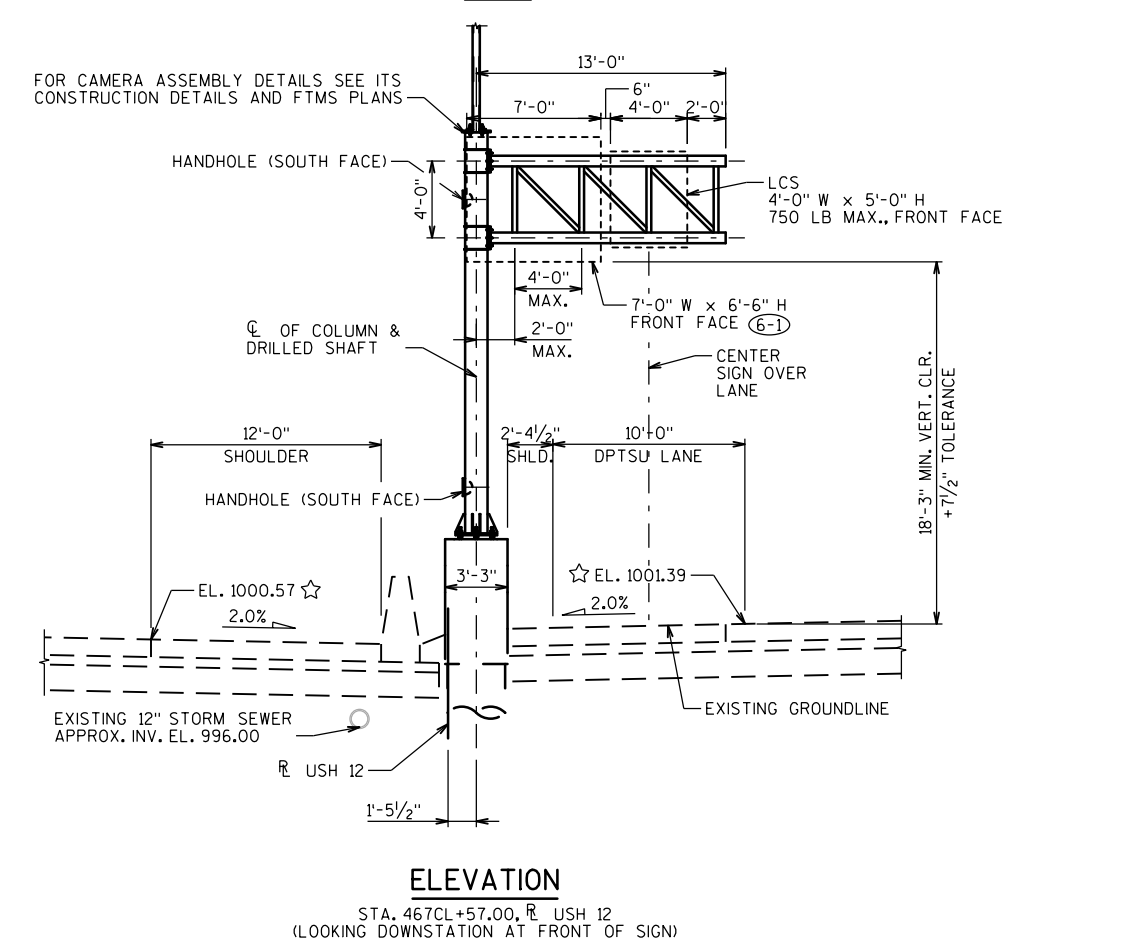
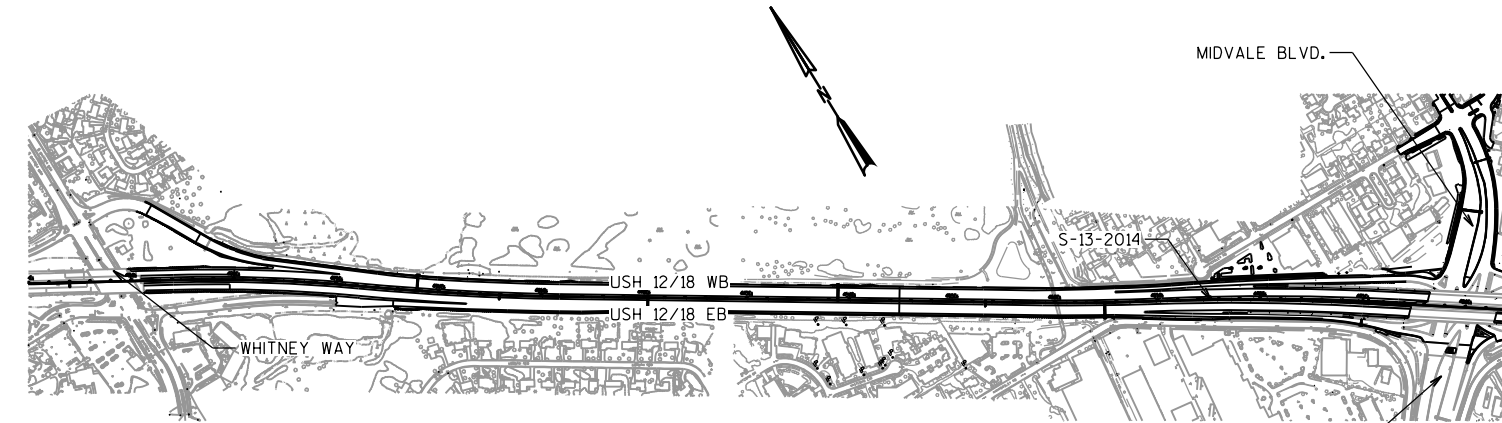
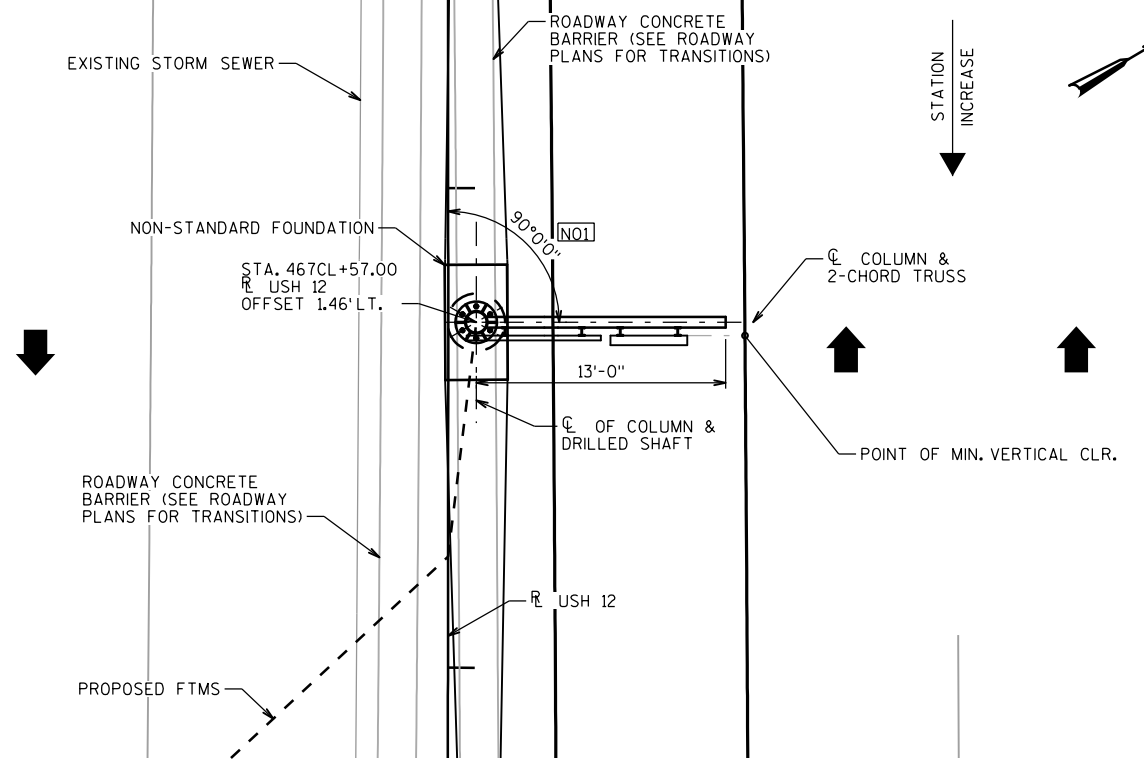
STA. 456CL+60.00, R USH 12
(LOOKING UPSTATION AT FRONT OF SIGN)

POINT OF MIN. VERTICAL CLEARANCE
STA. 456CL+59.31, 24.00' RT., EL. 1009.69
(POINT OF MIN.-VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET)

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:
- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM C OF TOP CHORD TO TOP OF UPRIGHT

XXX SIGN NUMBERS (PERMANENT SIGNING PLAN)
☆ ELEVATIONS GIVEN ALONG $\mathcal{C}$ OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2013			
	DRAWN BY	EAJ	PLANS CK'D. NMM
GENERAL LAYOUT S-13-2013			SHEET 5 OF 3
			1098



NOTES

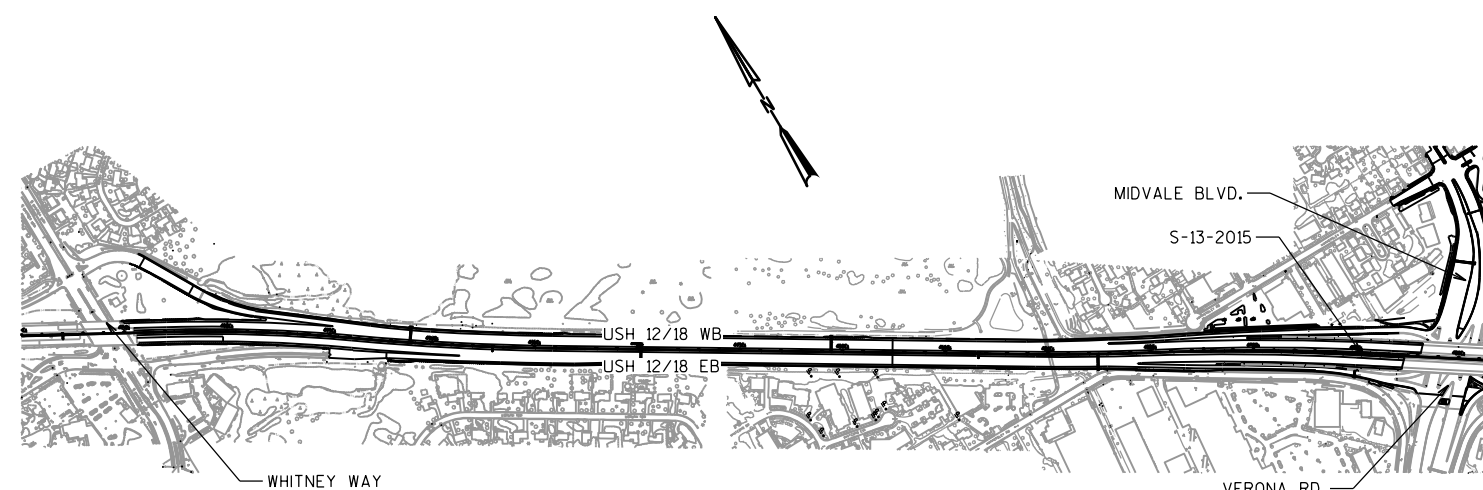
POINT OF MIN. VERTICAL CLEARANCE
STA. 467CL+57.69, 15.46' LT., EL. 1001.39
POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET, SIGN TO CHORD CONNECTION FOR SIGN CLOSEST TO
COLUMN TO BE DESIGNED BY THE CONTRACTOR AND TO AVOID CONFLICT
WITH CANTILEVER POST TO CHORD CONNECTION.

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:
- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM CL OF TOP CHORD TO TOP OF UPRIGHT

LEGEND

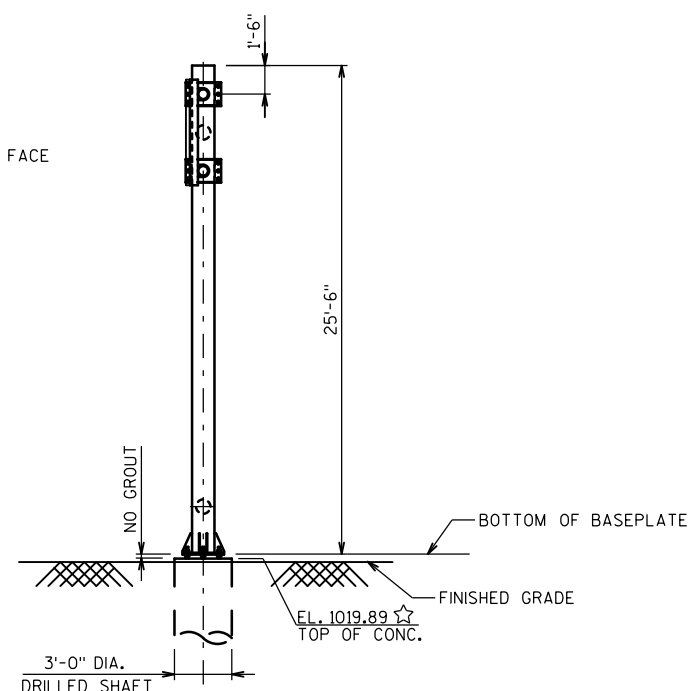
- (XX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG CL OF 2-CHORD TRUSS
- [N01] ANGLE MEASURED BETWEEN CL COLUMN AND LINE TANGENT TO R USH 12 AT STA. 467CL+57.00

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2014			
DRAWN BY		EAJ	PLANS CKD. NNM
GENERAL LAYOUT S-13-2014			SHEET 6 OF 30
			1099



LOCATION MAP

PLAN



ELEVATION

STA. 475CL+25.00, R USH 12
(LOOKING DOWNSTATION AT FRONT OF SIGN)

SIDE VIEW

(LOOKING SOUTH)

NOTES

POINT OF MIN. VERTICAL CLEARANCE
STA. 475CL+25.69, 21.24' LT., EL. 1020.26
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET)

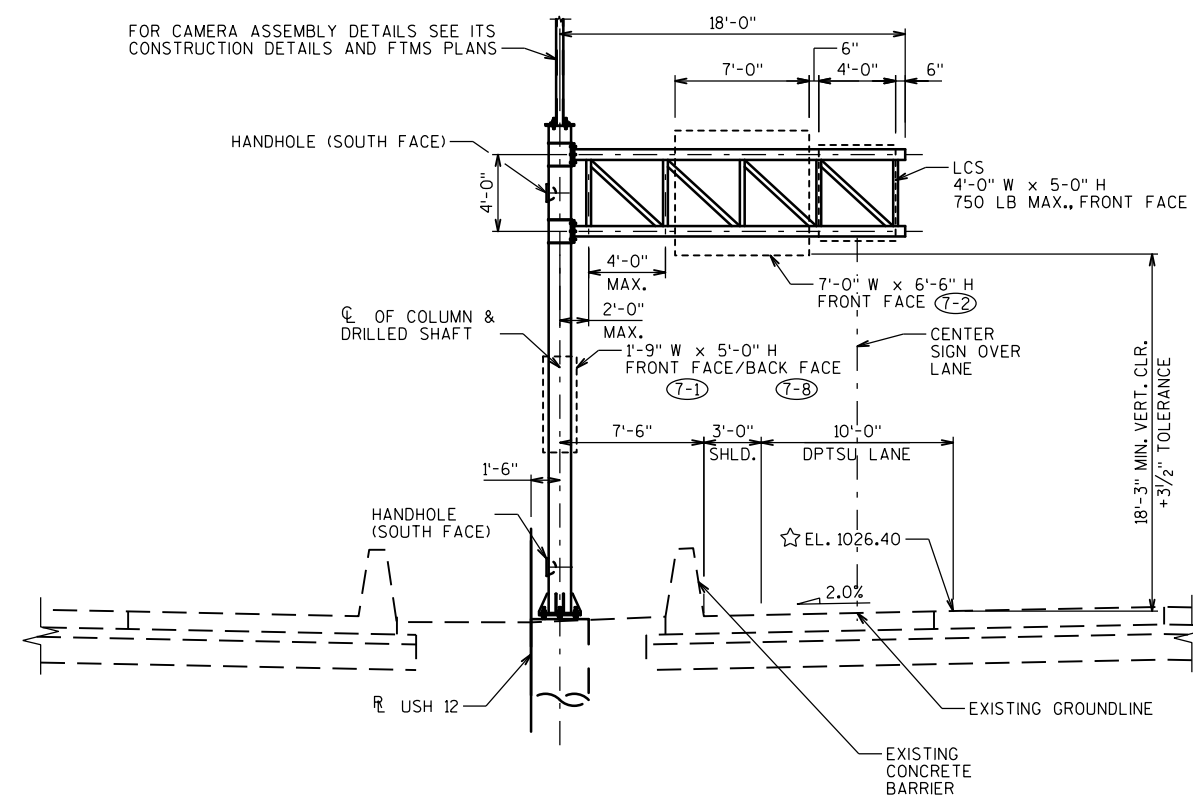
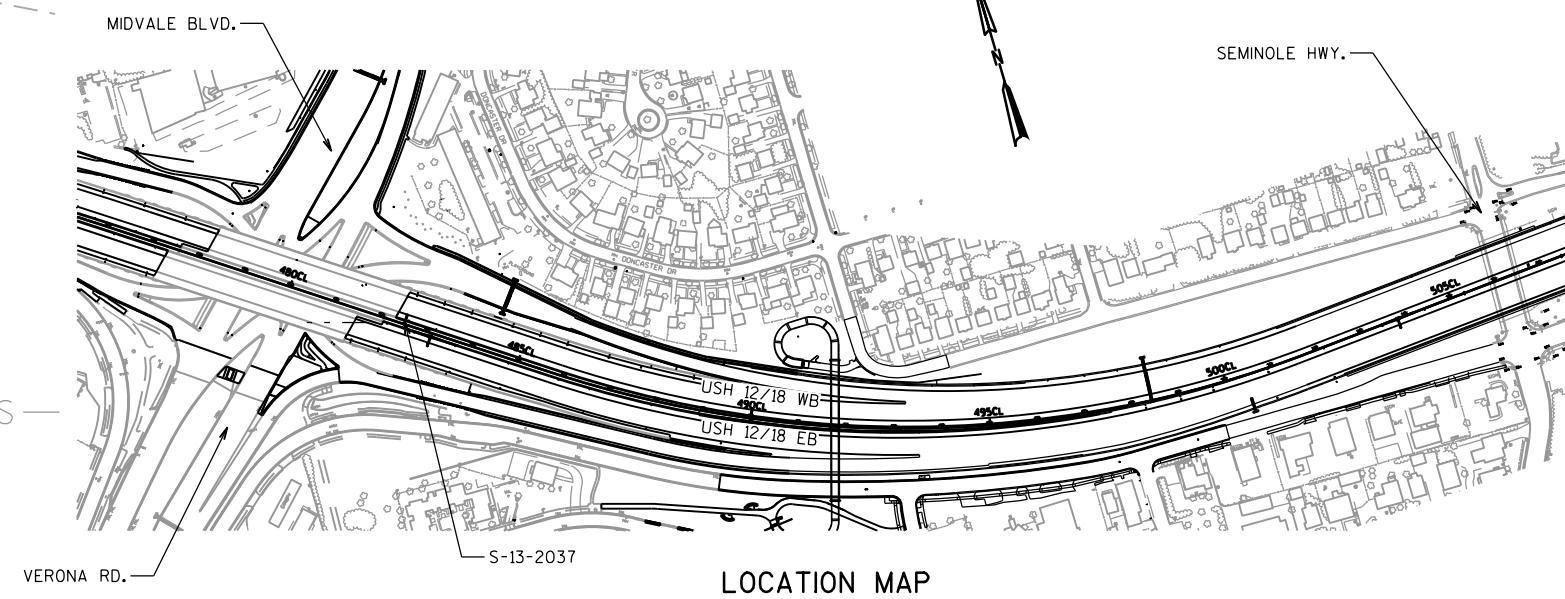
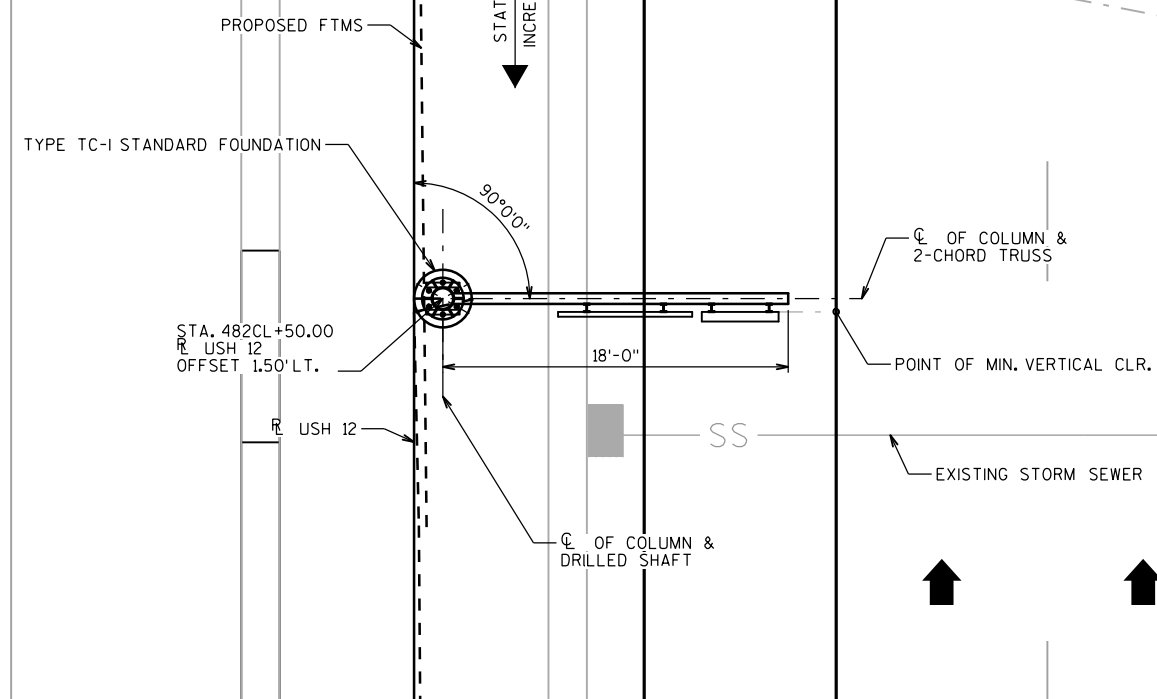
UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:

- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM C OF TOP CHORD TO TOP OF UPRIGHT

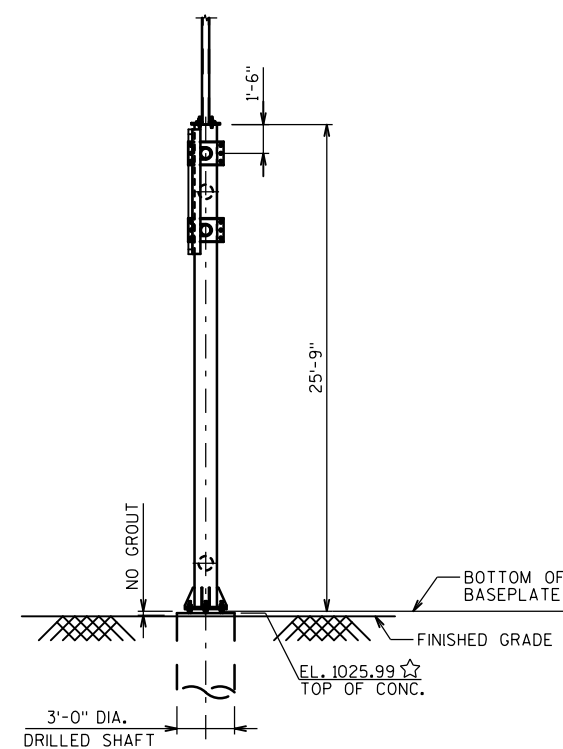
LEGEND

- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG $\mathcal{C}$ OF 2-CHORD TRUSS
- [NO1] ANGLE MEASURED BETWEEN $\mathcal{C}$ COLUMN AND LINE TANGENT TO RUSH 12 AT STA. 475CL+25.00

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2015			
DRAWN BY		EAJ	PLANS CK'D. NMM
GENERAL LAYOUT S-13-2015		SHEET 7 OF 3	
		1100	



STA. 482CL+50.00, R USH 12
(LOOKING DOWNSTATION AT FRONT OF SIGN)



SIDE VIEW
(LOOKING SOUTH)

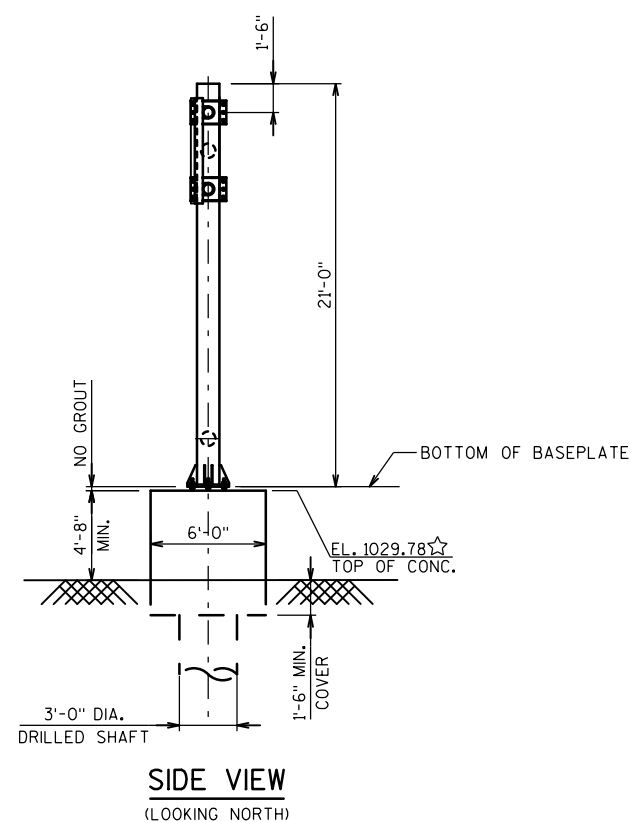
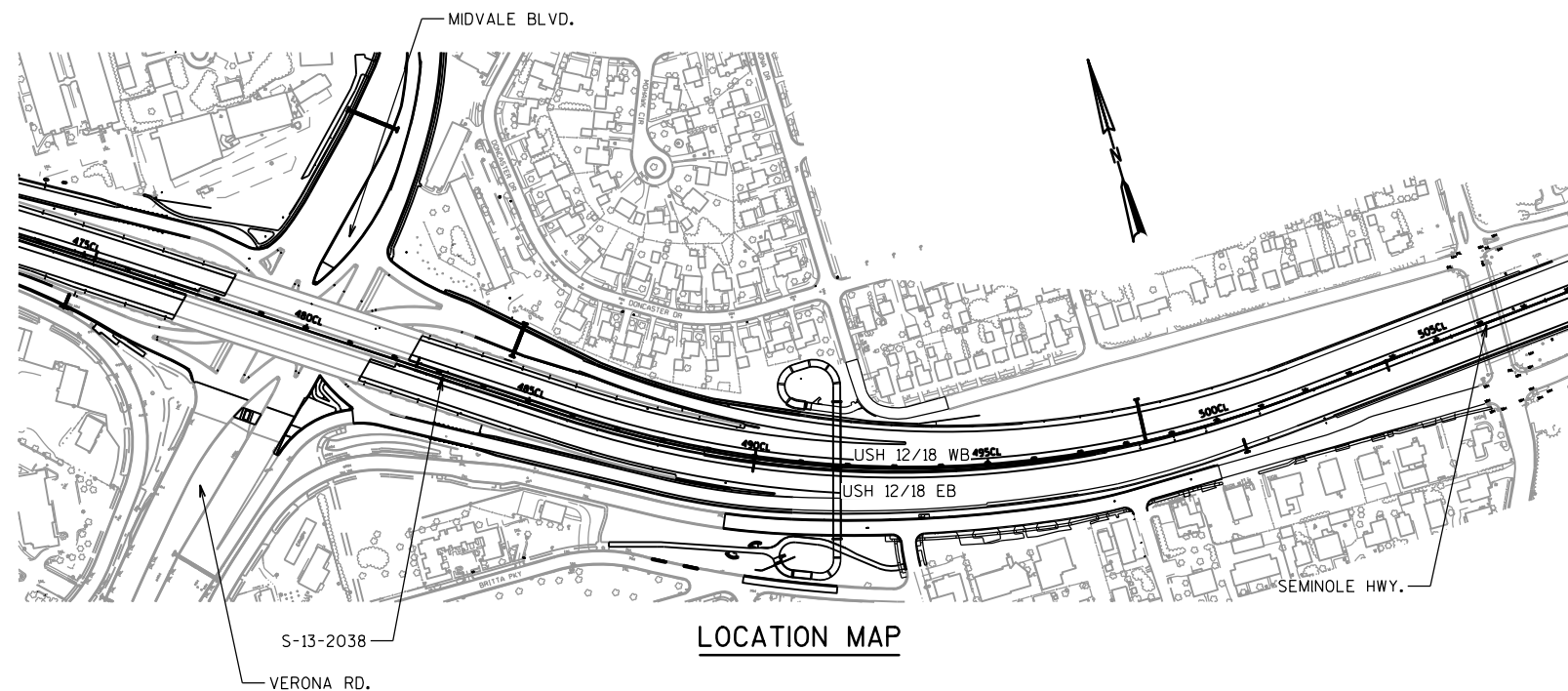
POINT OF MIN. VERTICAL CLEARANCE
STA. 482CL+50.69, 22.00' LT., EL. 1026.40
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET)

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:

- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM C/L OF TOP CHORD TO TOP OF UPRIGHT

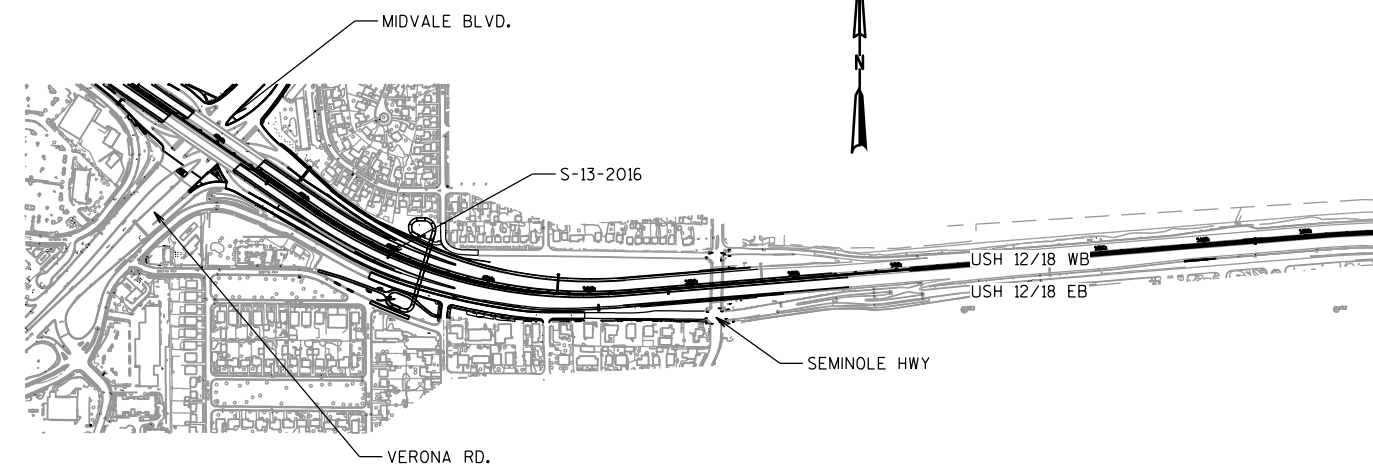
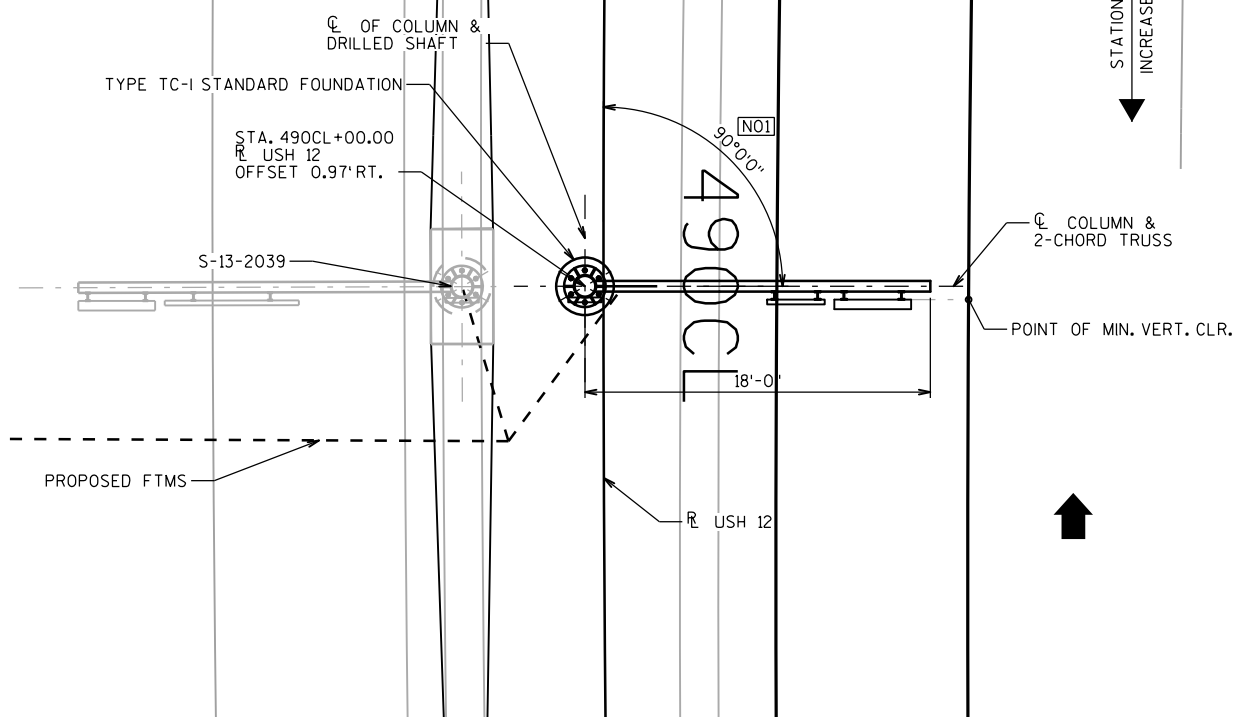
(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
 ☆ ELEVATIONS GIVEN ALONG $\mathcal{C}$ OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2037			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2037		SHEET 8 OF 3	
		1101	

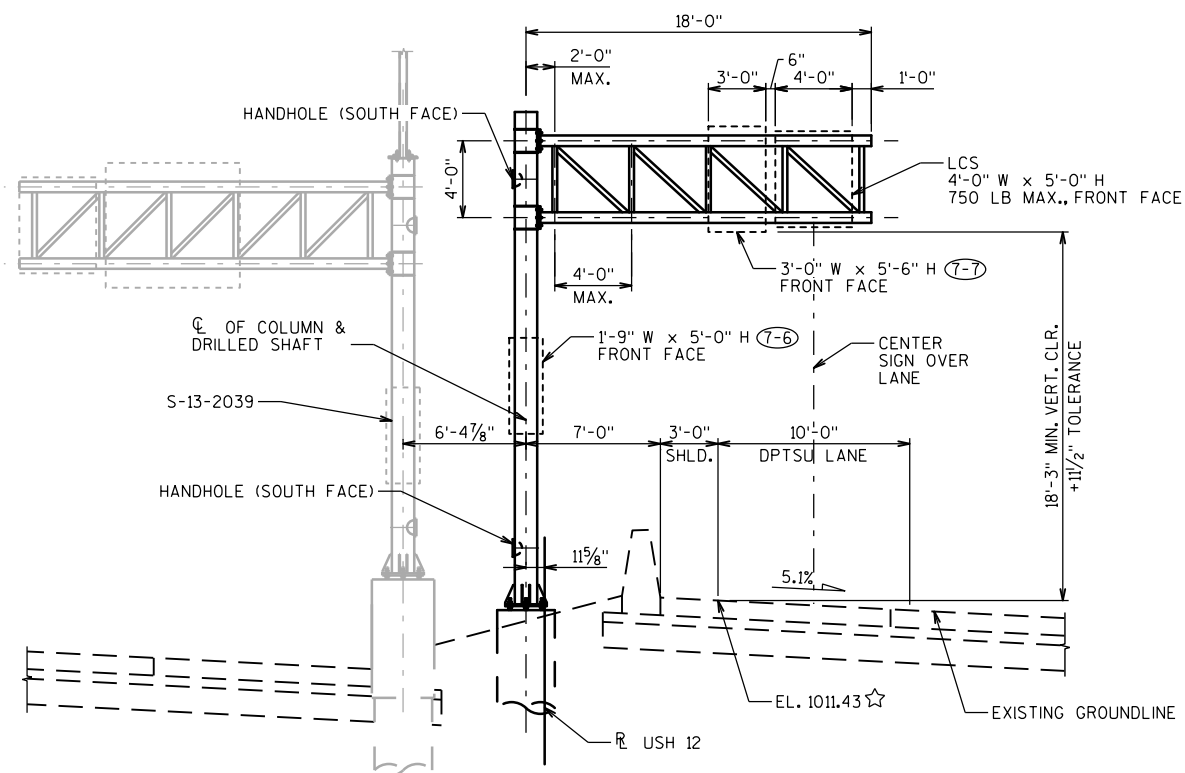


☆ ELEVATIONS GIVEN ALONG $\mathcal{C}$ OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2038			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2038		SHEET 9 OF 3	
		1102	

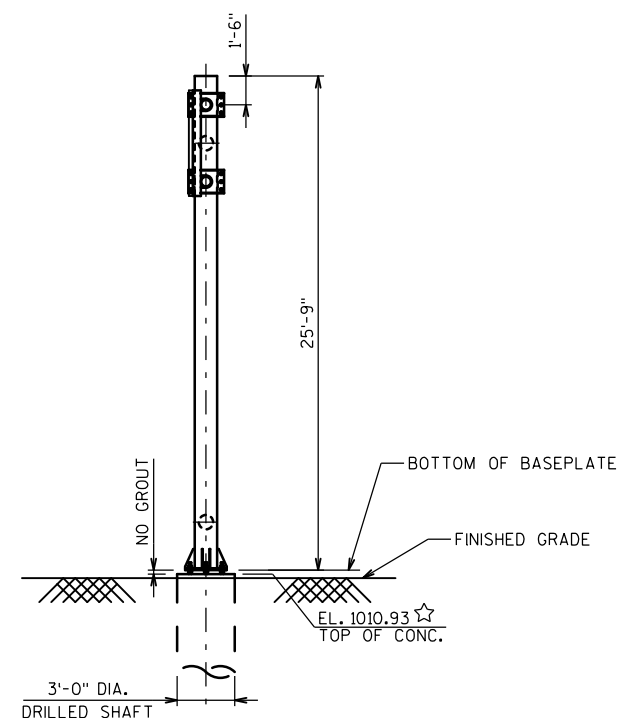


LOCATION MAP



ELEVATION

STA. 490CL+00.00, R USH 12
(LOOKING DOWNSTATION AT FRONT OF SIGN)



SIDE VIEW

(LOOKING SOUTH)

NOTES

POINT OF MIN. VERTICAL CLEARANCE
STA. 490CL+00.69, 9.03' LT., EL. 1011.43
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET)

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:

- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM C OF TOP CHORD TO TOP OF UPRIGHT

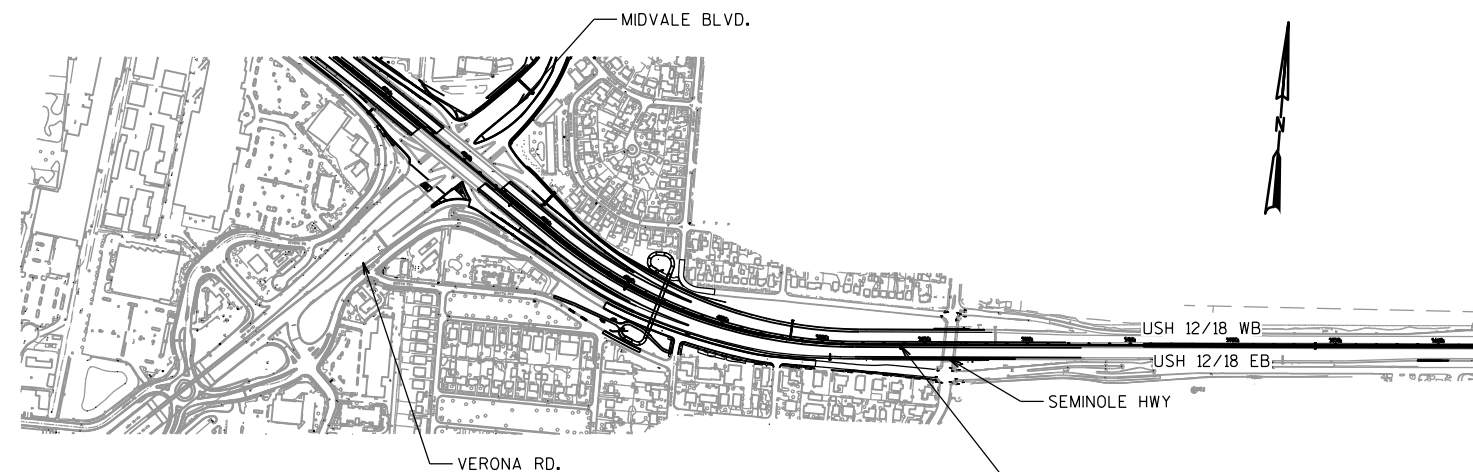
LEGEND

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

☆ ELEVATIONS GIVEN ALONG $\mathcal{C}$ OF 2-CHORD TRUSS

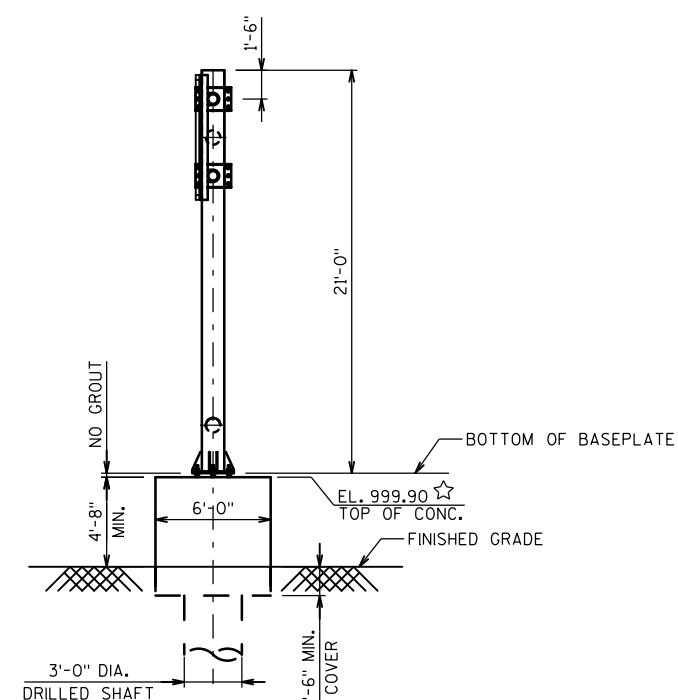
[NO1] ANGLE MEASURED BETWEEN C COLUMN AND LINE TANGENT TO
R USH 12 AT STA. 490CL+00.00

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2016			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2016		SHEET 10 OF 3	
		1103	



LOCATION MAP

PLAN



ELEVATION

STA. 503CL+82.00, R USH 12
(LOOKING UPSTATION AT FRONT OF SIGN)

NOTES

POINT OF MIN. VERTICAL CLEARANCE
STA. 503CL+81.31, 15.00' RT., EL. 995.50
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET)

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:

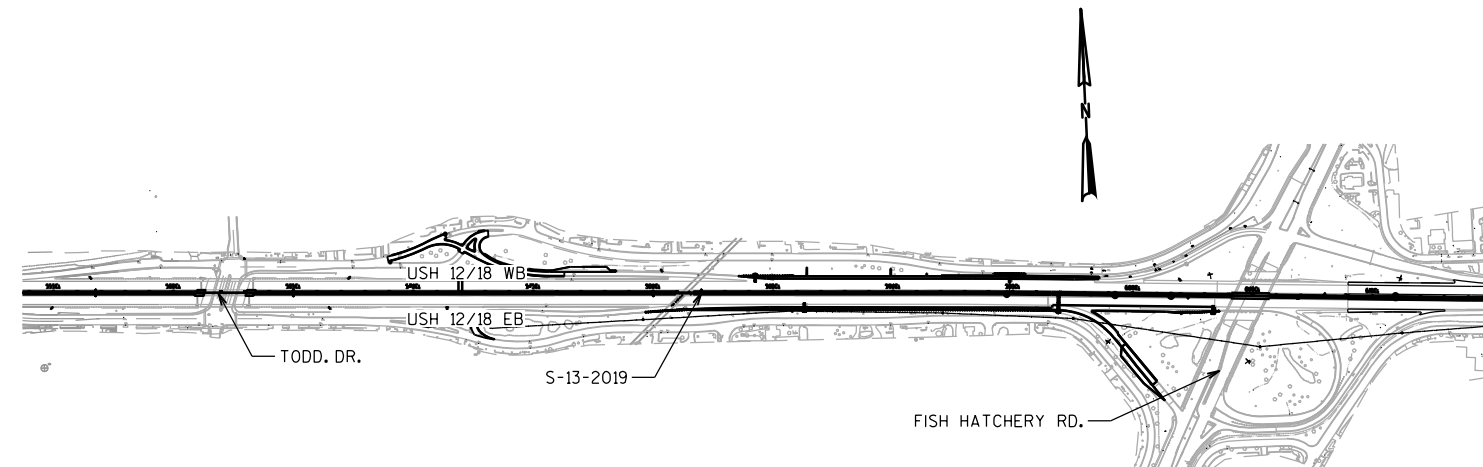
- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM C OF TOP CHORD TO TOP OF UPRIGHT

LEGEND

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

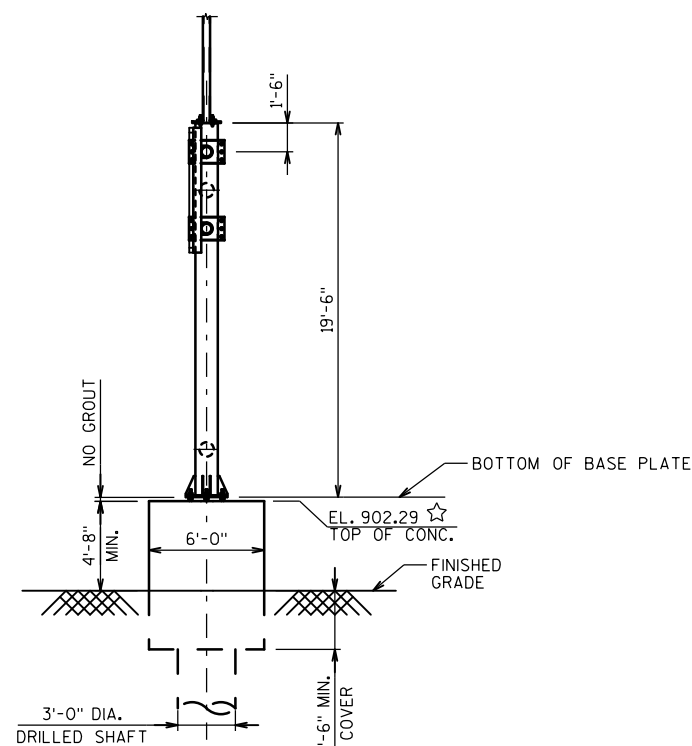
☆ ELEVATIONS GIVEN ALONG $\mathcal{C}$ OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2017			
		DRAWN BY	EAJ
		PLANS CK'D.	NNN
GENERAL LAYOUT S-13-2017		SHEET 12 OF 3	
		1105	



LOCATION MAP

PLAN



SIDE VIEW

(LOOKING SOUTH)

ELEVATION

STA. 582CL+00.00, R USH 12
(LOOKING DOWNSTATION AT FRONT OF SIGN)

NOTES

POINT OF MIN. VERTICAL CLEARANCE
STA. 582CL+00.69, 15.00' LT., EL. 896.46
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET. SIGN TO CHORD CONNECTION FOR SIGN CLOSEST TO
COLUMN TO BE DESIGNED BY THE CONTRACTOR AND TO AVOID CONFLICT
WITH CANTILEVER POST TO CHORD CONNECTION.)

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:

- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM C/L OF TOP CHORD TO TOP OF UPRIGHT

LEGEND

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

☆ ELEVATIONS GIVEN ALONG $\mathcal{C}$ OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2019			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2019			SHEET 14 OF 3
			1107

PROPOSED FTMS

ROADWAY CONCRETE BARRIER (SEE ROADWAY PLANS FOR TRANSITIONS)

STA. 602CL+30.00

NON-STANDARD FOUNDATION

ROADWAY CONCRETE BARRIER (SEE ROADWAY PLANS FOR TRANSITIONS)

PLAN

EXISTING FTMS

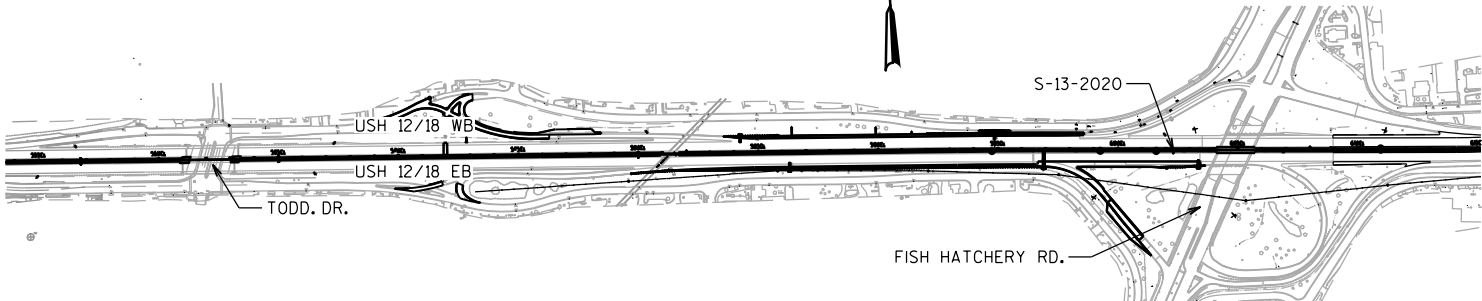
EXISTING FTMS

CL COLUMN & 2- CHORD TRUSS

POINT OF MIN. VERT. CLR.

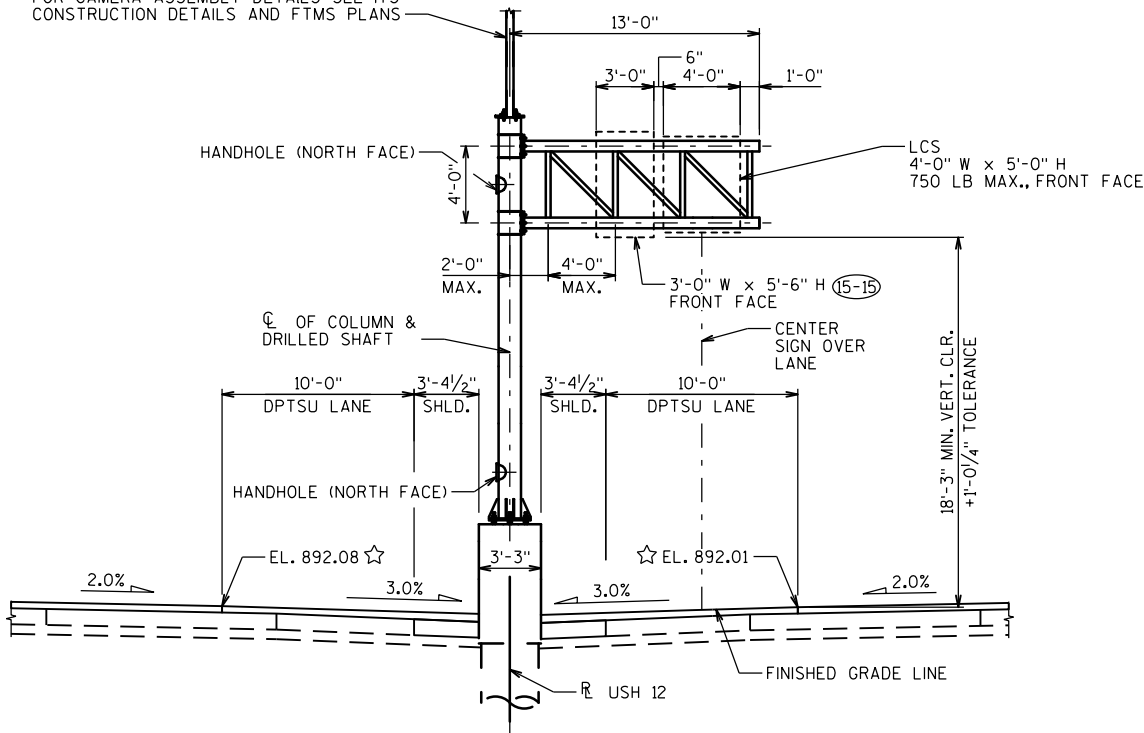
CL OF COLUMN & DRILLED SHAFT

STATION INCREASE



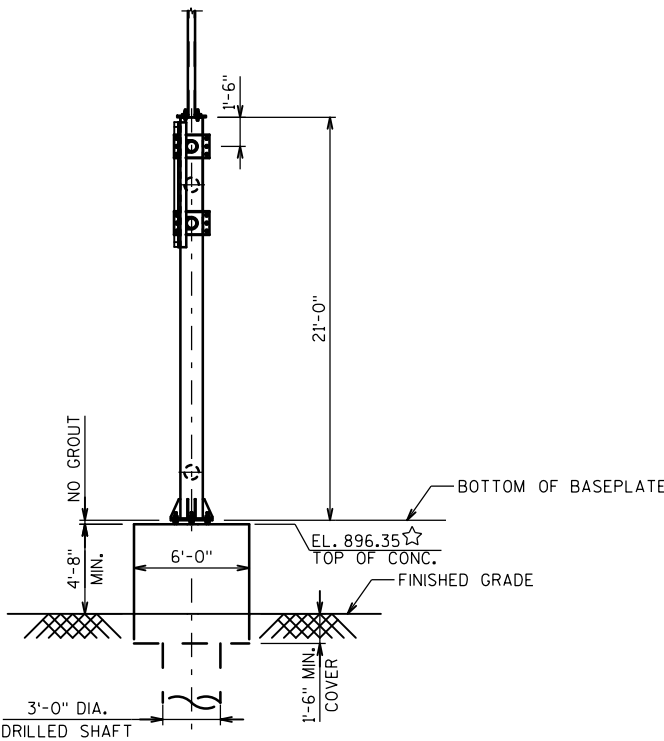
LOCATION MAP

FOR CAMERA ASSEMBLY DETAILS SEE ITS CONSTRUCTION DETAILS AND FTMS PLANS



ELEVATION

STA. 602CL+30.00, R USH 12
(LOOKING UPSTATION AT FRONT OF SIGN)



SIDE VIEW

(LOOKING NORTH)

NOTES

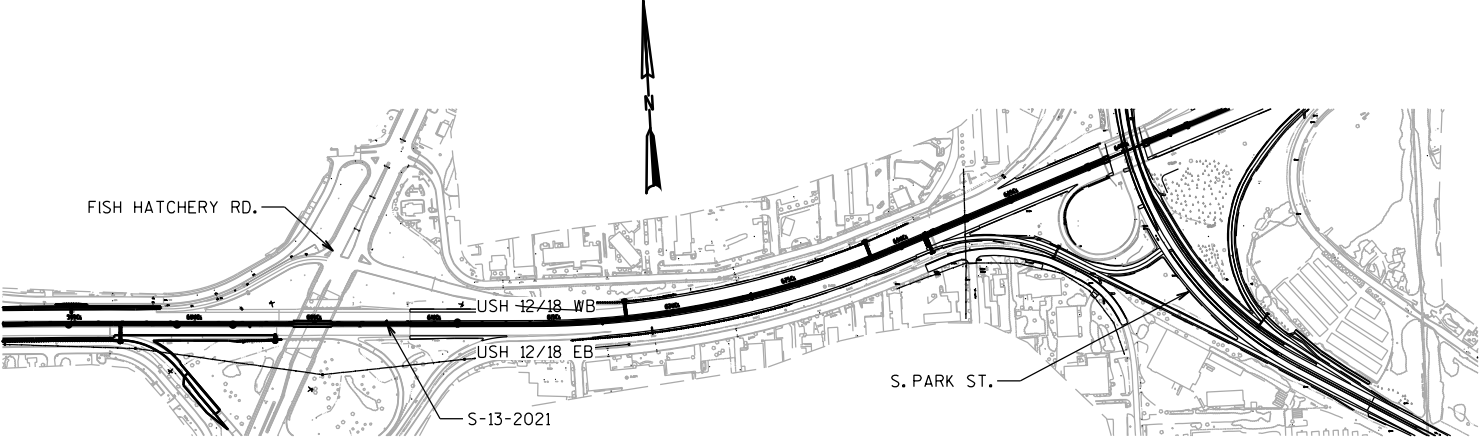
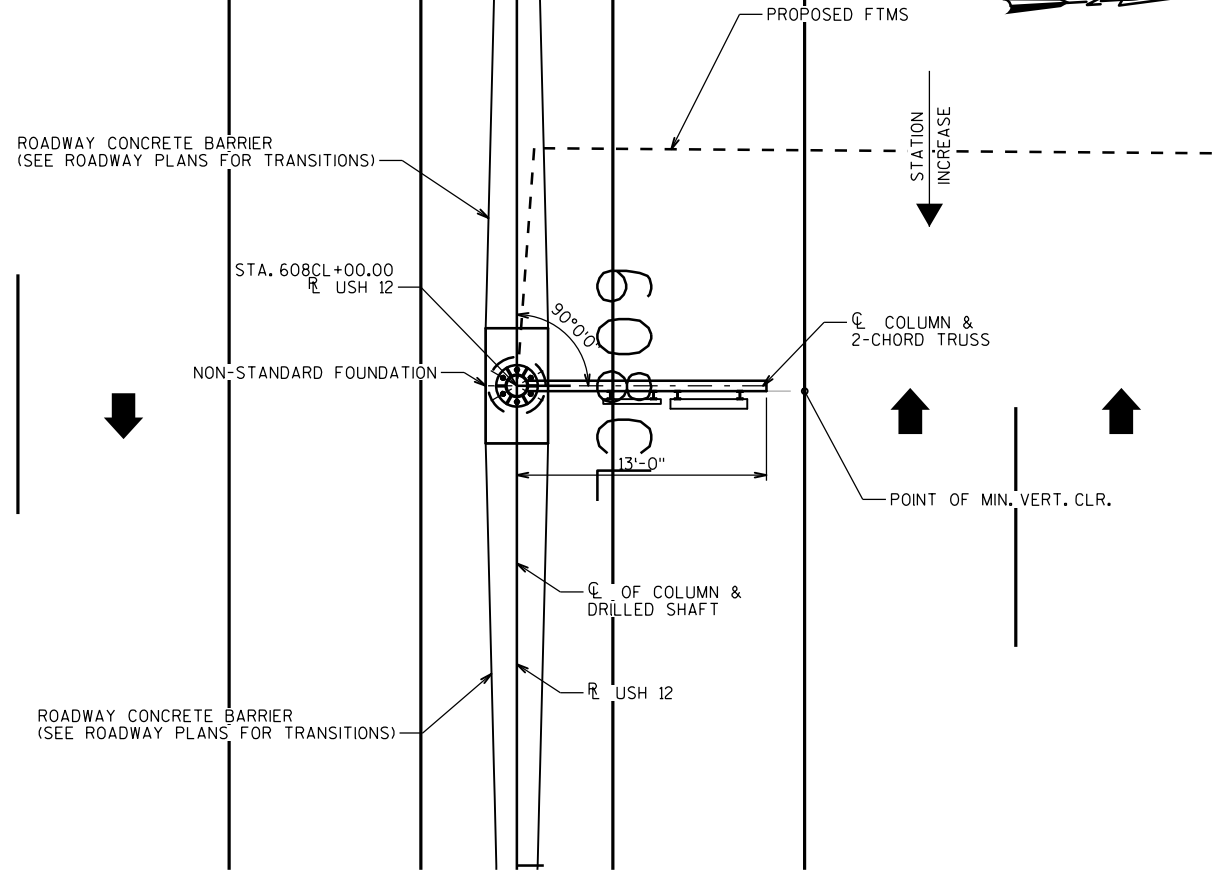
POINT OF MIN. VERTICAL CLEARANCE
STA. 602CL+29.31, 15.00' RT., EL. 892.00
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD AND 5" SIGN BRACKET.)

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:
- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM CL OF TOP CHORD TO TOP OF UPRIGHT

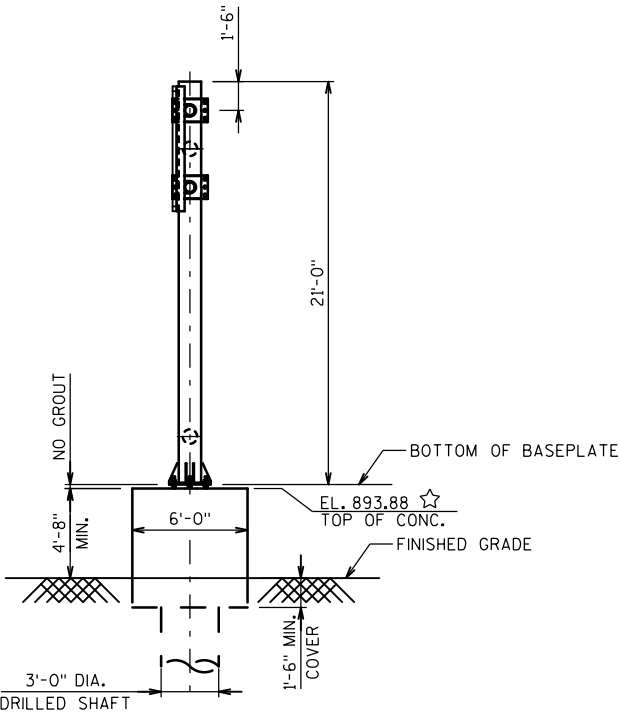
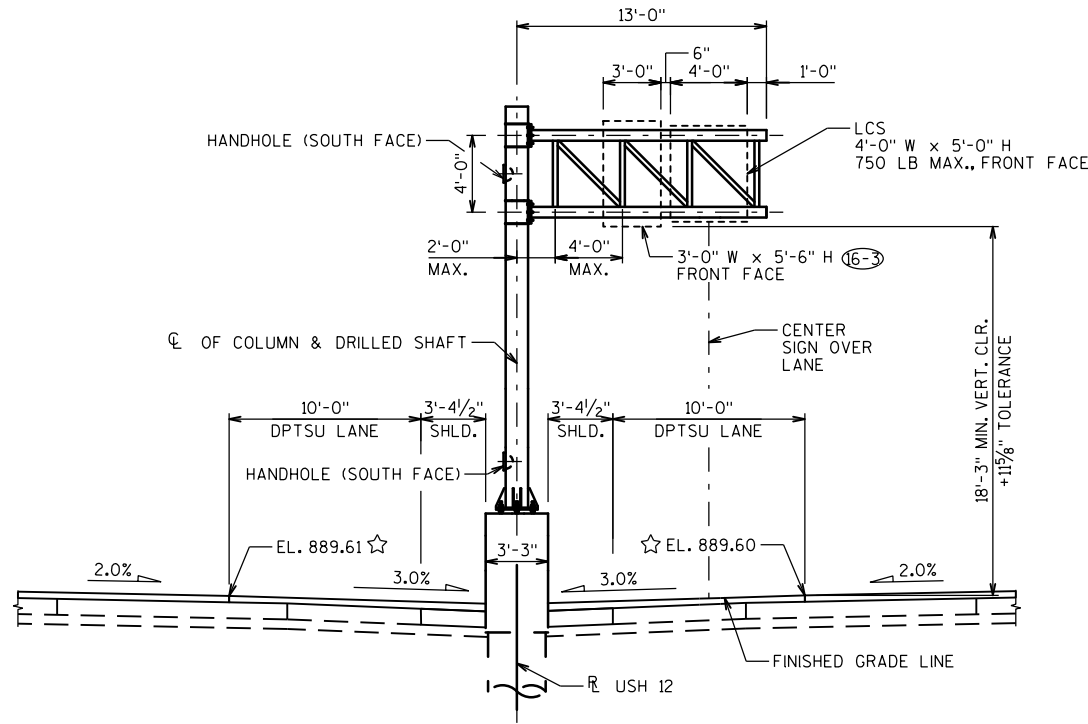
LEGEND

- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG CL OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2020			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-2020			SHEET 15 OF 30
			1108



LOCATION MAP



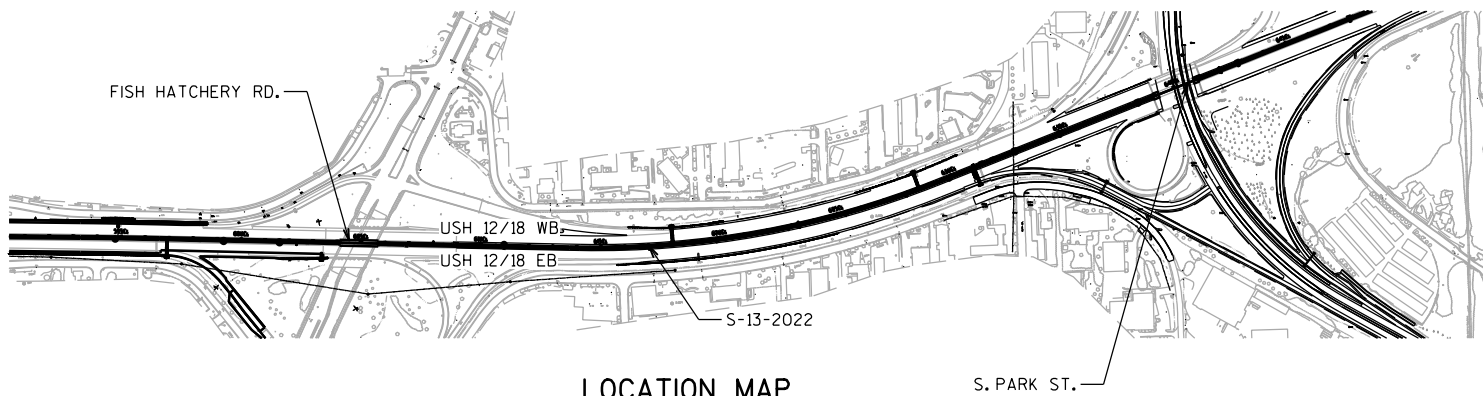
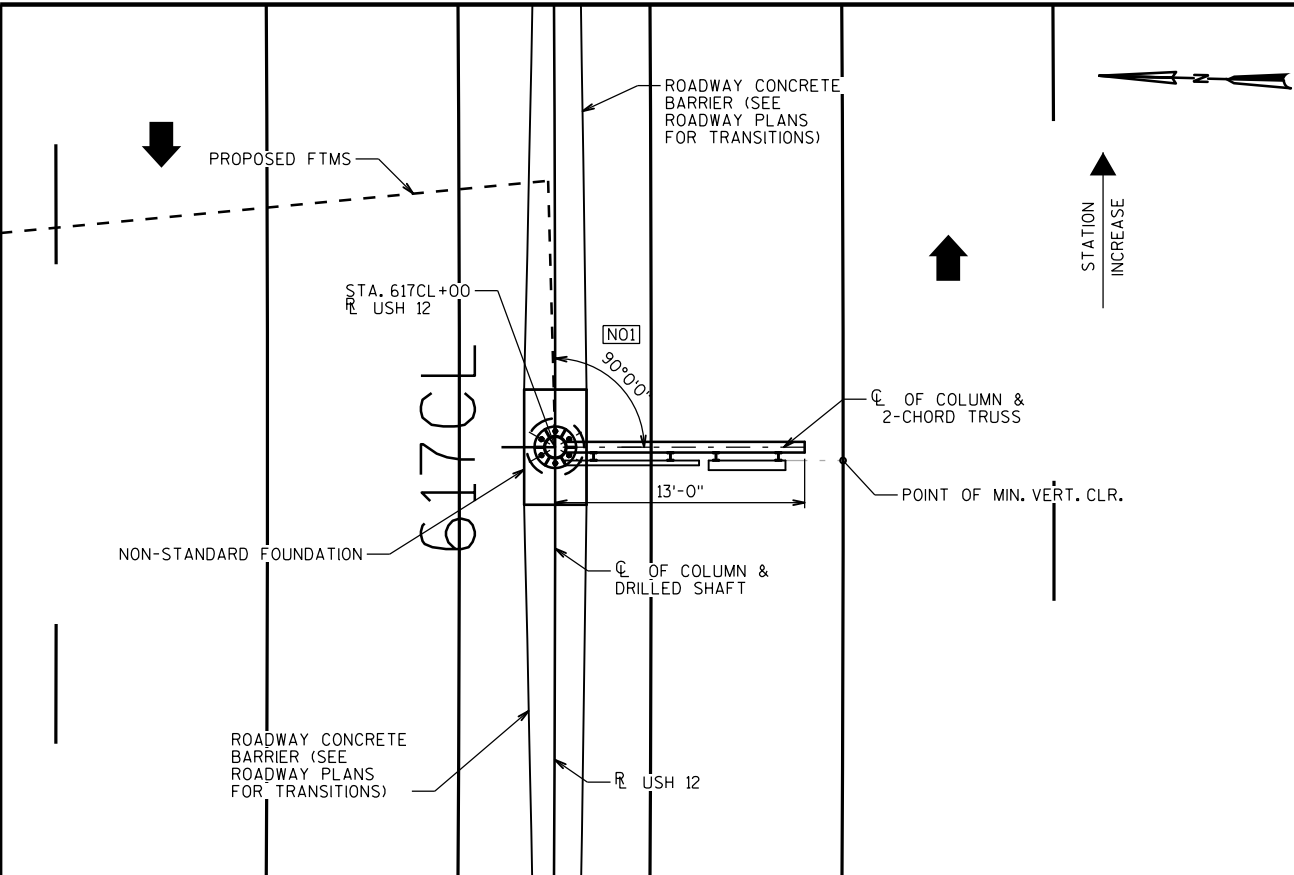
NOTES

- POINT OF MIN. VERTICAL CLEARANCE
STA. 608CL+00.69, 15.00' LT., EL. 889.61
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD AND 5" SIGN BRACKET.)
- UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:
- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM ϕ OF TOP CHORD TO TOP OF UPRIGHT

LEGEND

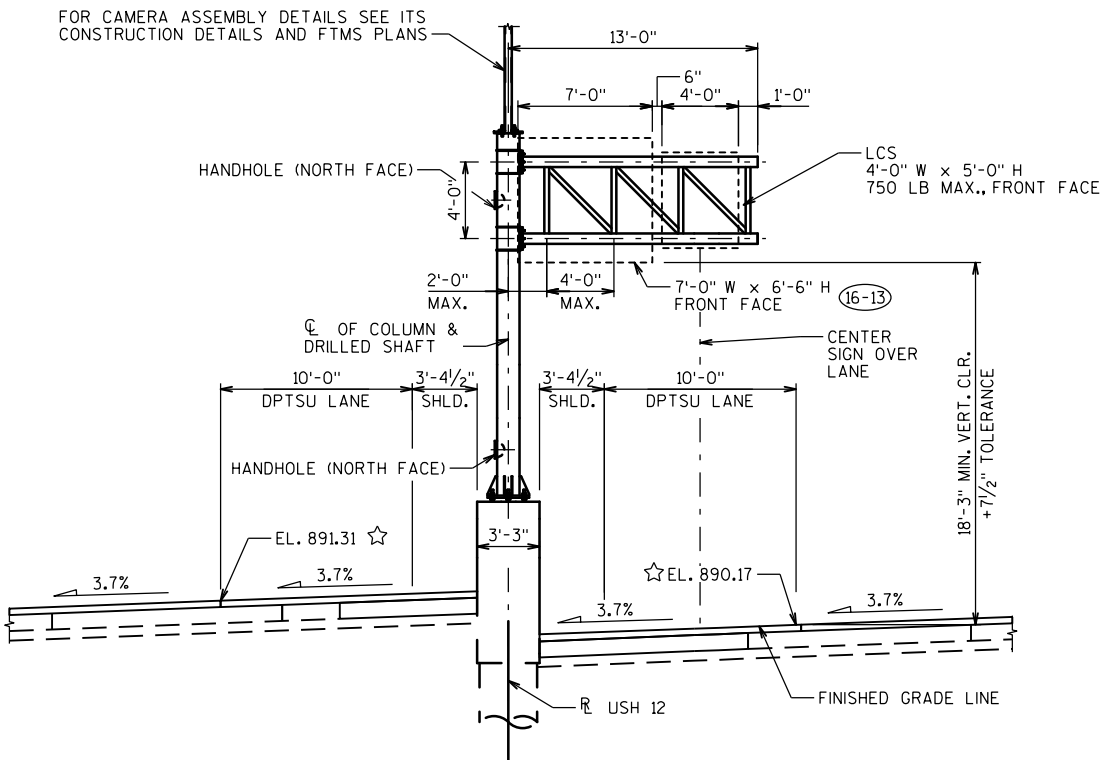
- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
☆ ELEVATIONS GIVEN ALONG ϕ OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2021			
DRAWN BY		EAJ	PLANS CKD. NNM
GENERAL LAYOUT S-13-2021			SHEET 16 OF 30
			1109



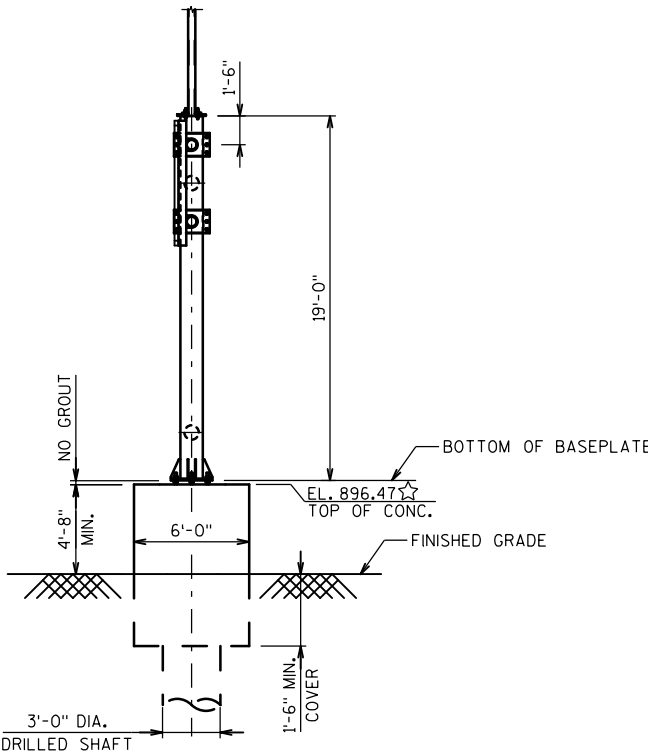
LOCATION MAP

PLAN



ELEVATION

STA. 617CL+00.00, R USH 12
(LOOKING UPSTATION AT FRONT OF SIGN)



SIDE VIEW

(LOOKING NORTH)

NOTES

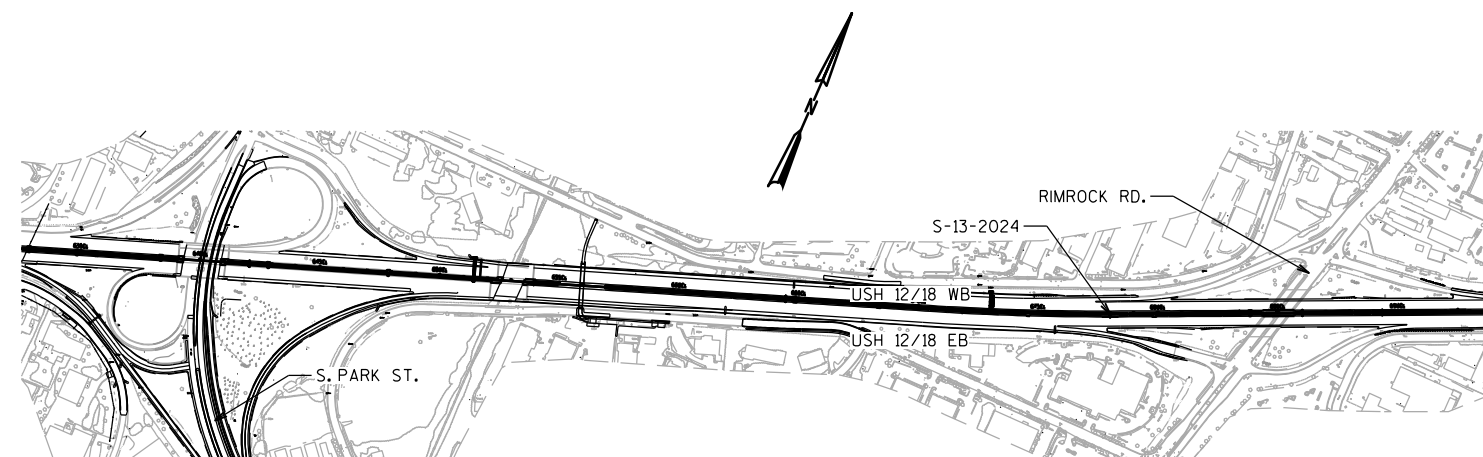
POINT OF MIN. VERTICAL CLEARANCE
STA. 616CL+99.31, 15.00' RT., EL. 890.16
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET. SIGN TO CHORD CONNECTION FOR SIGN CLOSEST TO
COLUMN TO BE DESIGNED BY THE CONTRACTOR AND TO AVOID CONFLICT
WITH CANTILEVER POST TO CHORD CONNECTION)

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:
- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM C OF TOP CHORD TO TOP OF UPRIGHT

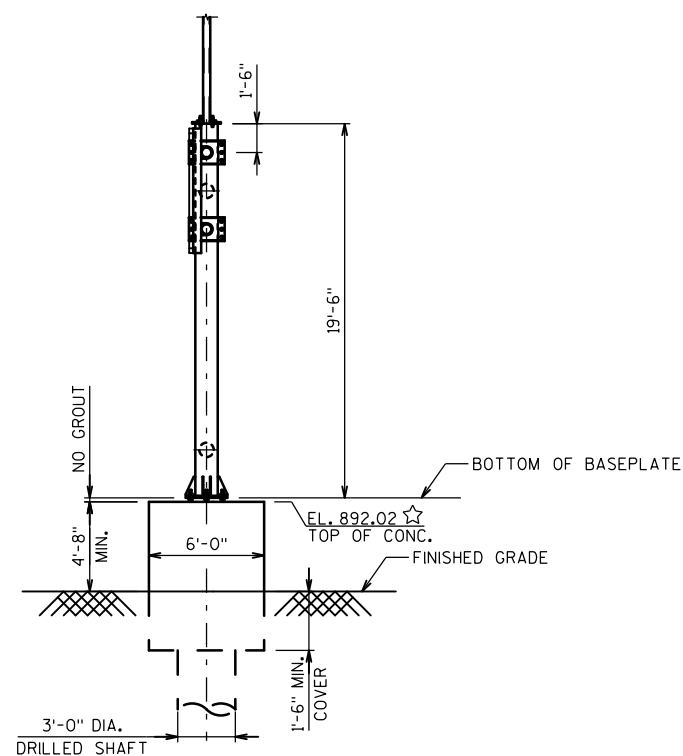
LEGEND

- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- ☆ ELEVATIONS GIVEN ALONG C OF 2-CHORD TRUSS
- [N01] ANGLE MEASURED BETWEEN C COLUMN AND LINE TANGENT TO
R USH 12 AT STA. 617CL+00.00

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2022			
DRAWN BY		EAJ	PLANS CKD. NNM
GENERAL LAYOUT S-13-2022			SHEET 17 OF 30
1110			



LOCATION MAP



ELEVATION

STA. 678CL+00.00, R USH 12
(LOOKING UPSTATION AT FRONT OF SIGN)

POINT OF MIN. VERTICAL CLEARANCE
STA. 677CL+99.31, 15.00' RT., EL. 886.16
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET. SIGN TO CHORD CONNECTION FOR SIGN CLOSEST TO
COLUMN TO BE DESIGNED BY THE CONTRACTOR AND TO AVOID CONFLICT
WITH CANTILEVER POST TO CHORD CONNECTION)

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:

- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM C OF TOP CHORD TO TOP OF UPRIGHT

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

☆ ELEVATIONS GIVEN ALONG $\mathcal{C}$ OF 2-CHORD TRUSS

[NO1] ANGLE MEASURED BETWEEN $\mathcal{C}$ COLUMN AND LINE TANGENT TO $\mathcal{R}$ USH 12 AT STA. 678CL+00.00

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2024			
	DRAWN BY	EAJ	PLANS CK'D. NMM
GENERAL LAYOUT S-13-2024			SHEET 18 OF 3
			1111



SIDE VIEW

(LOOKING SOUTH)

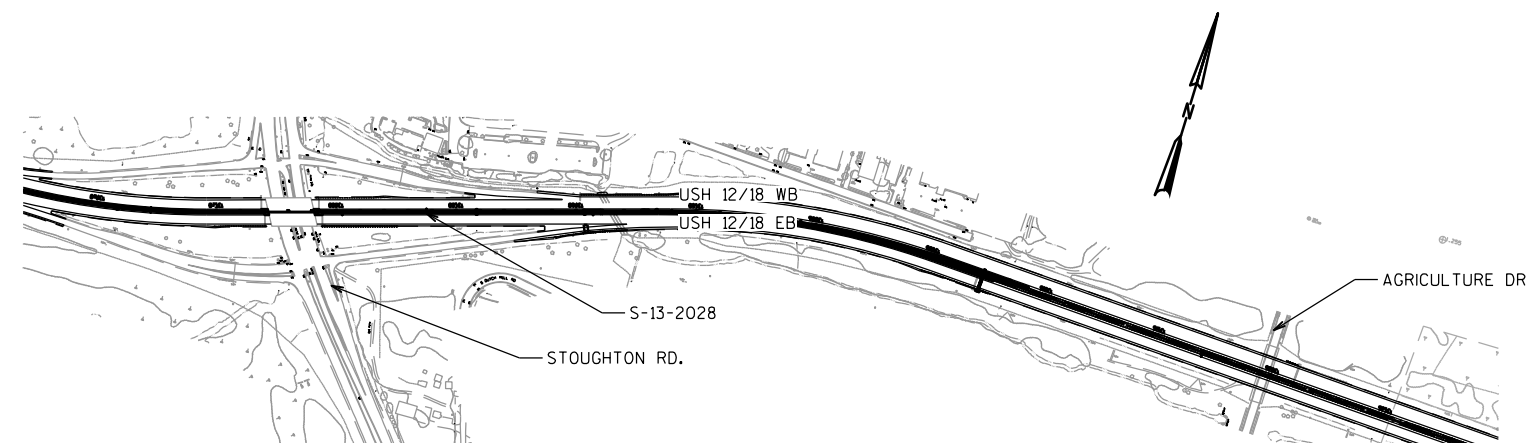
☆ ELEVATIONS GIVEN ALONG C OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2025			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2025			SHEET 19 OF 3
			1112



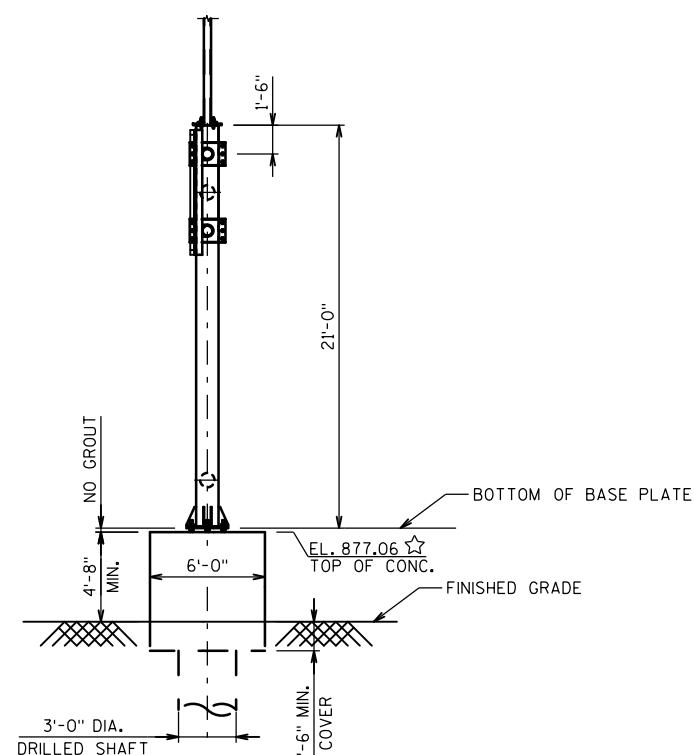
SIDE VIEW

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2026			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2026		SHEET 20 OF 3	
		1113	



LOCATION MAP

PLAN



SIDE VIEW
(LOOKING NORTH)

NOTES

POINT OF MIN. VERTICAL CLEARANCE
STA. 880CL+23.31, 15.00' RT., EL. 872.74
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET. SIGN TO CHORD CONNECTION FOR SIGN CLOSEST TO
COLUMN TO BE DESIGNED BY THE CONTRACTOR AND TO AVOID CONFLICT
WITH CANTILEVER POST TO CHORD CONNECTION)

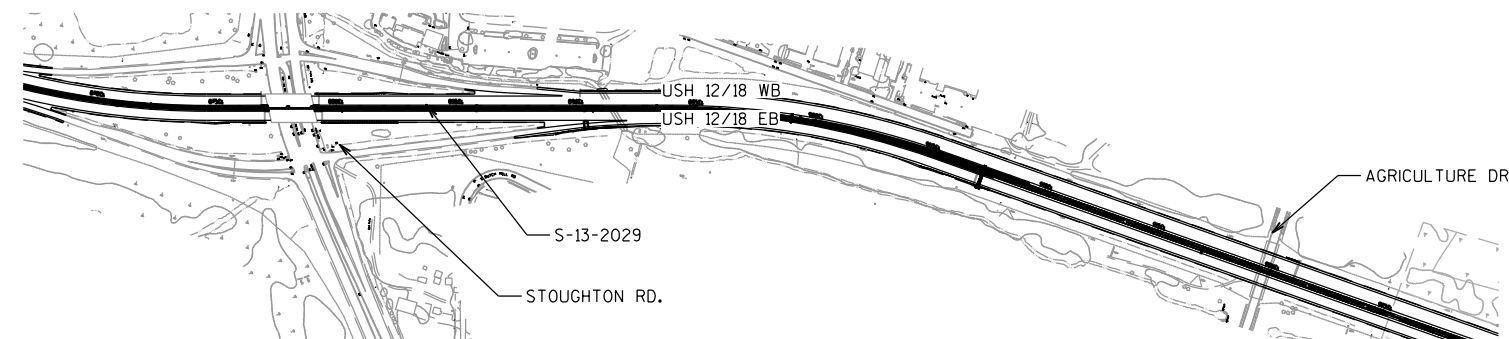
UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:

- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM C OF TOP CHORD TO TOP OF UPRIGHT

LEGEND

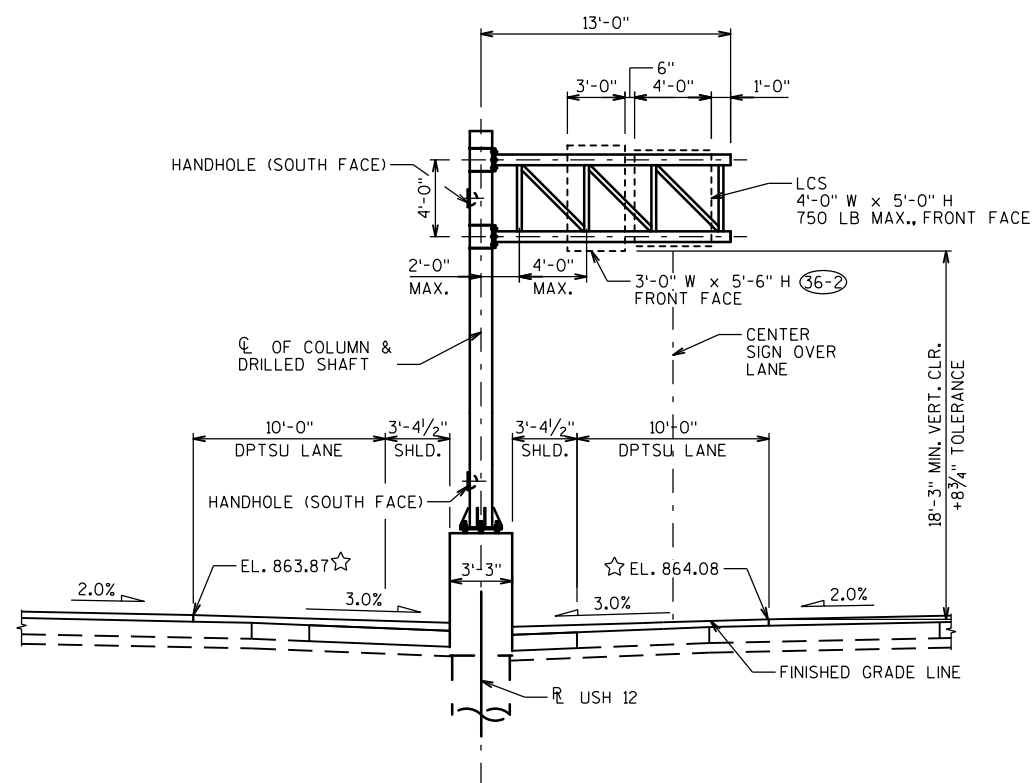
(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
 ☆ ELEVATIONS GIVEN ALONG C OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2028			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2028			SHEET 21 OF 3
			1114



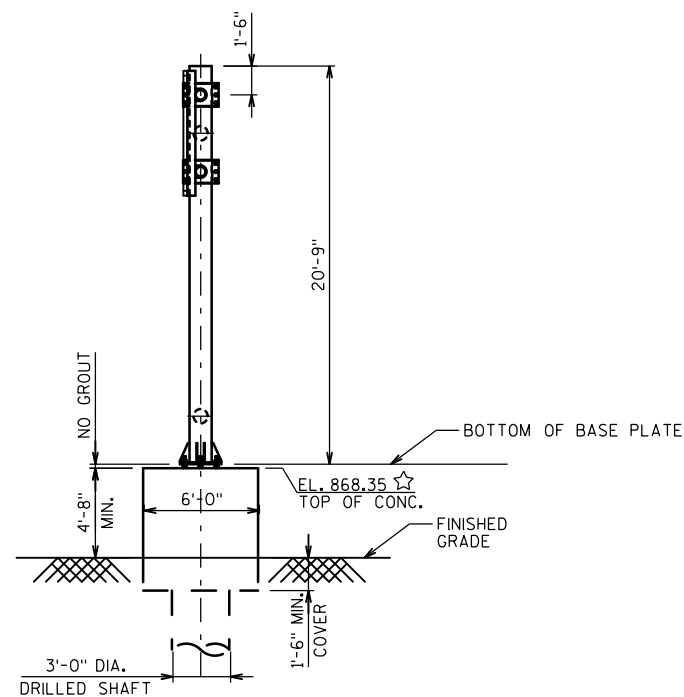
LOCATION MAP

PLAN



ELEVATION

STA. 883CL+75.00, R USH 12
(LOOKING DOWNSTATION AT FRONT OF SIGN)



SIDE VIEW

(LOOKING SOUTH

NOTES

POINT OF MIN. VERTICAL CLEARANCE
STA. 883CL+75.69, 15.00' LT., EL. 863.86
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET)

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:

- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM C OF TOP CHORD TO TOP OF UPRIGHT

LEGEND

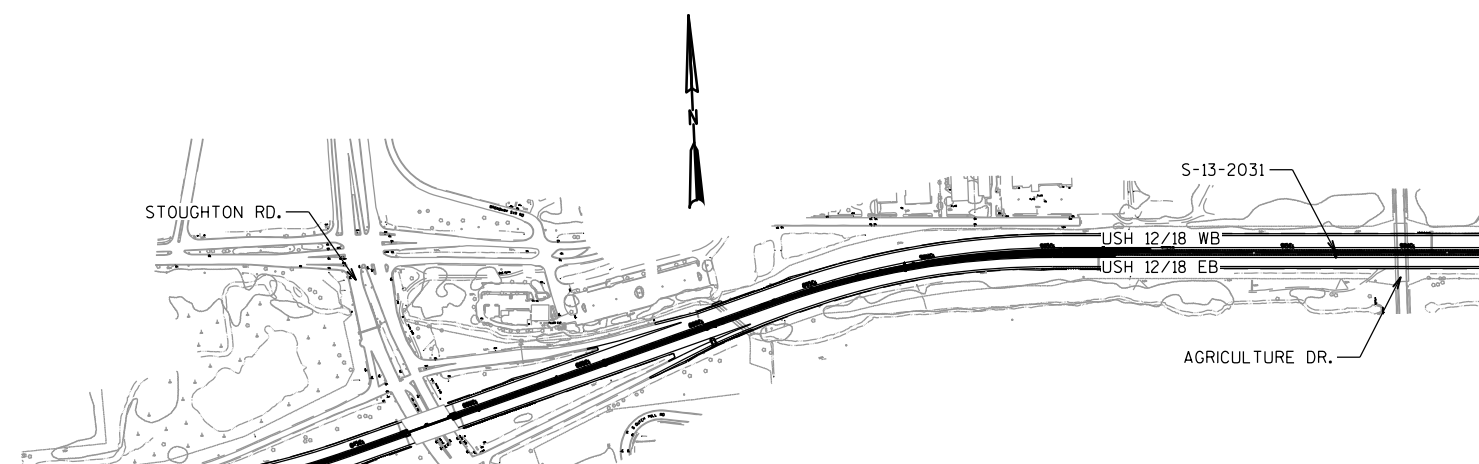
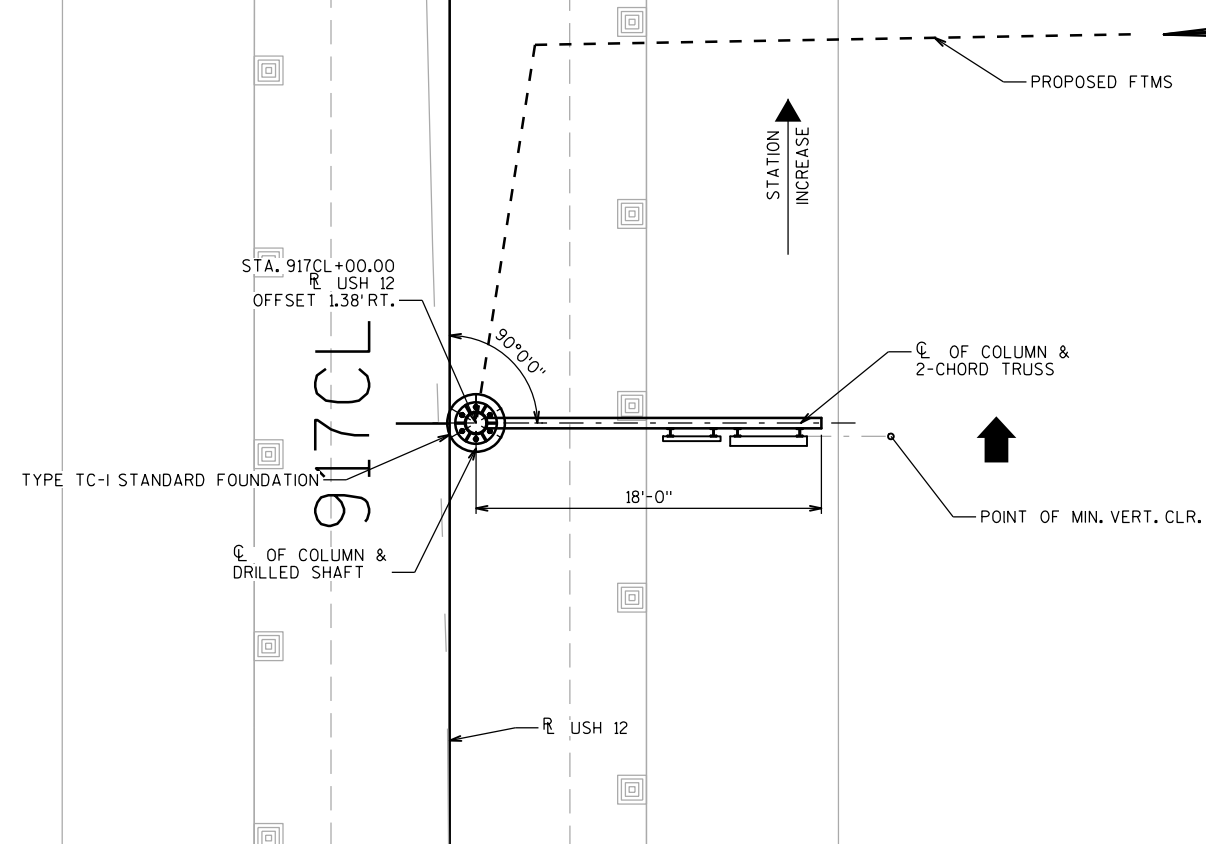
(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
 ☆ ELEVATIONS GIVEN ALONG $\mathcal{C}$ OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2029			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-2029		SHEET 22 OF 30	
		1115	



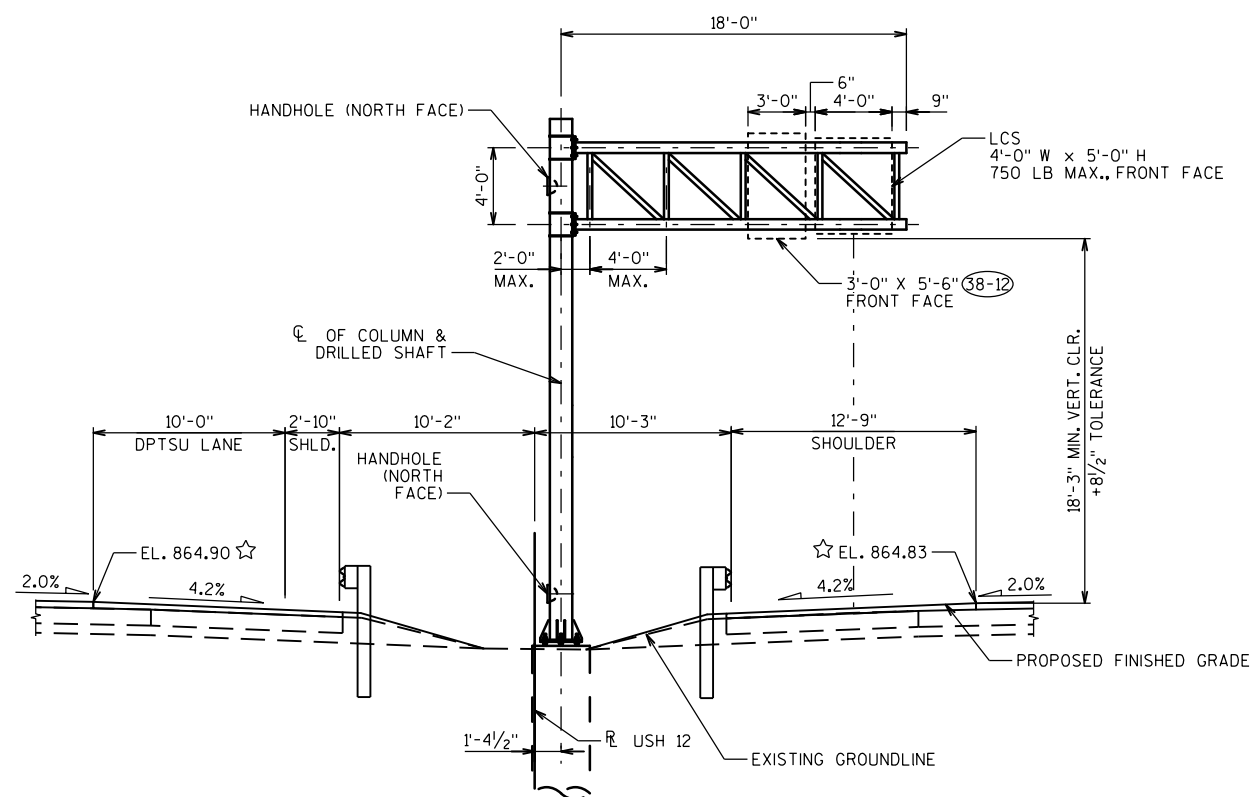
(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
 ☆ ELEVATIONS GIVEN ALONG C OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2030			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2030		SHEET 23 OF 3	
		1116	



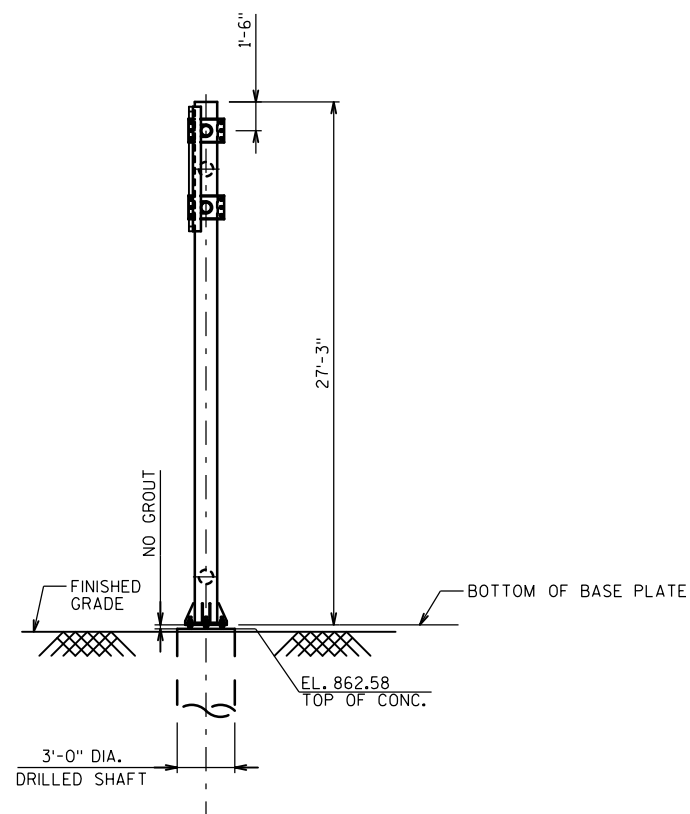
LOCATION MAP

PLAN



ELEVATION

STA. 917CL+00.00, R USH 12
(LOOKING UPSTATION AT FRONT OF SIGN)



SIDE VIEW

(LOOKING NORTH)

NOTES

POINT OF MIN. VERTICAL CLEARANCE
STA. 916CL+99.31, 23.00' RT., EL. 864.83
(POINT OF MIN. VERT. CLR. OFFSET BASED UPON ASSUMED 6.625" O.D. CHORD
AND 5" SIGN BRACKET)

UPRIGHT HEIGHT IS BASED UPON THE FOLLOWING ASSUMPTIONS:

- 2 1/2" CLEAR BETWEEN TOP OF CONCRETE AND BOTTOM OF BASEPLATE
- 1'-6" FROM C/L OF TOP CHORD TO TOP OF UPRIGHT

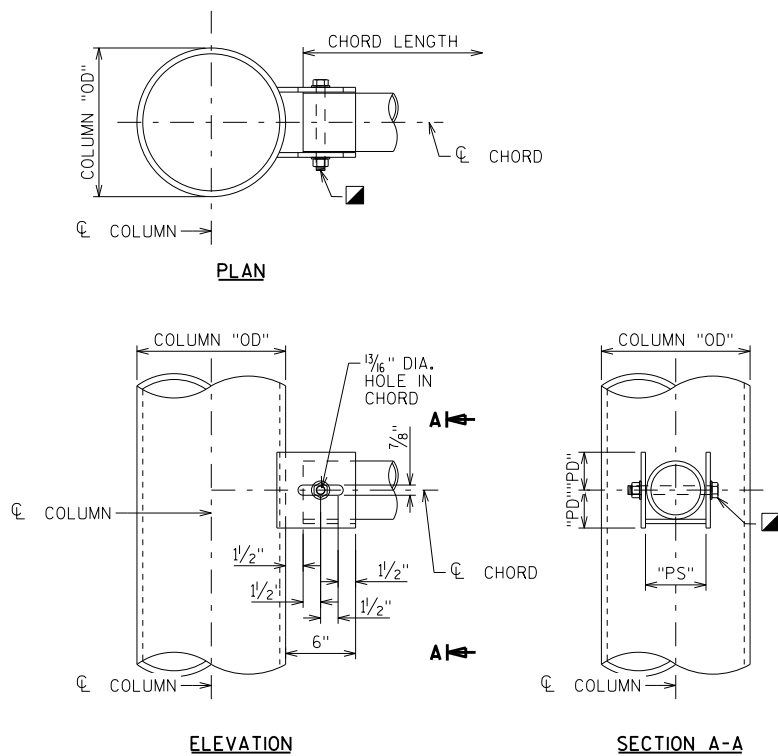
TOP OF DRILLED SHAFT ELEVATION TO BE VERIFIED IN THE FIELD AND ADJUSTED AS NEEDED. MINIMUM VERTICAL CLEARANCE OF 18'-3" TO BE MAINTAINED.

LEGEND

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

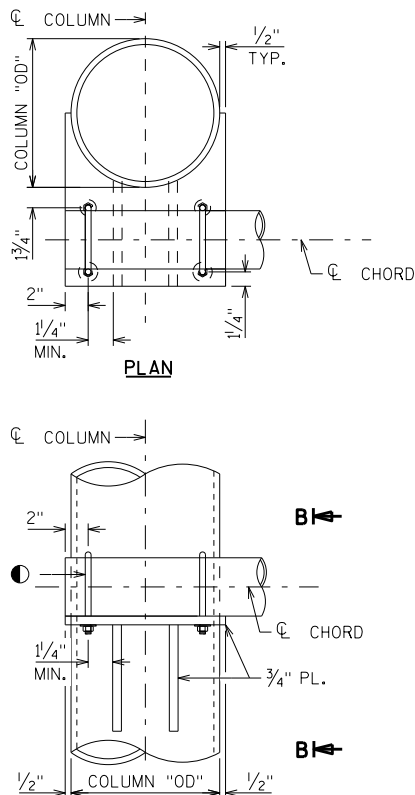
☆ ELEVATIONS GIVEN ALONG $\mathcal{C}$ OF 2-CHORD TRUSS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2031			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2031		SHEET 24 OF 3	
		1117	



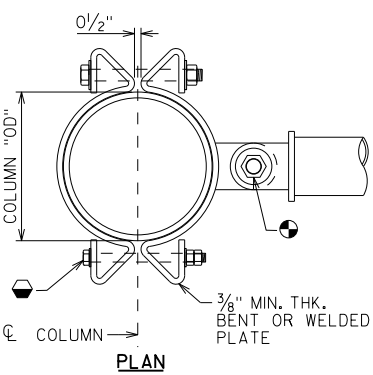
FULL SPAN SADDLE CONNECTION

PREFERRED
3/4" GALVANIZED A325 OR A449 HEAVY HEX BOLT, NUT, WASHER
"PD" = (CHORD "OD")/2 + 3/4"
"PS" = CHORD "OD" + 3/16"



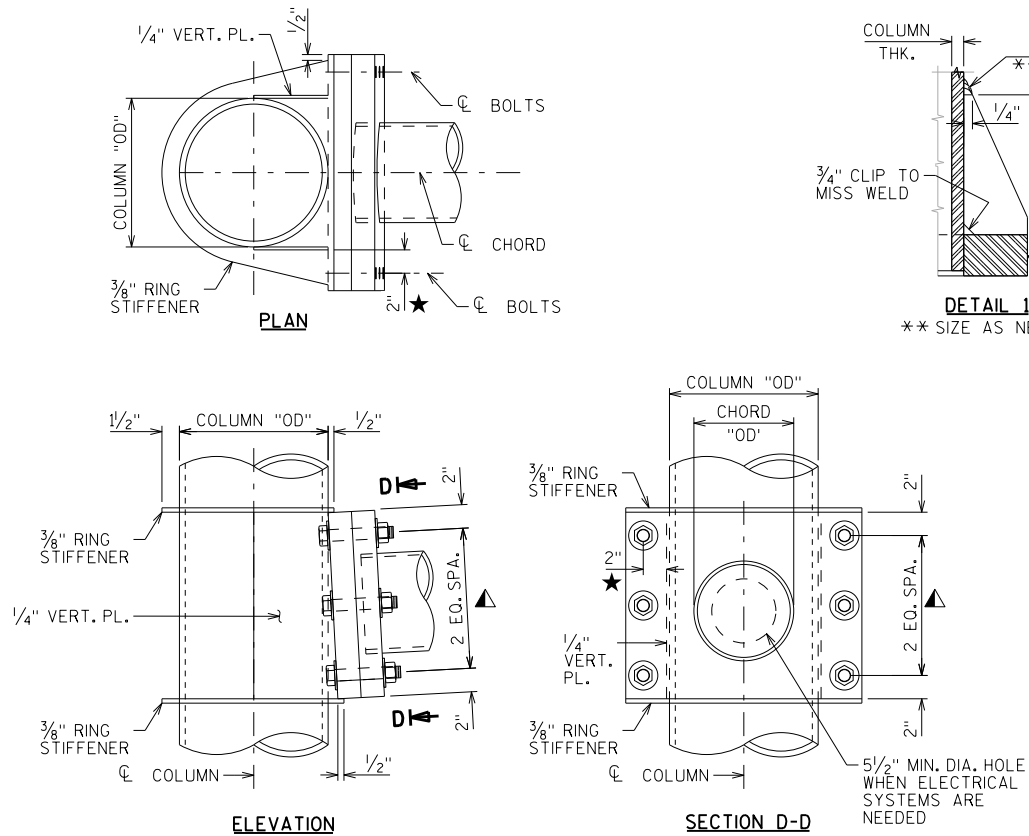
FULL SPAN STIFFENED BEARING CONNECTION

ALTERNATE 1
(2) - 1/2" MIN. GALVANIZED U-BOLT, NUT, WASHER AND LOCK WASHER



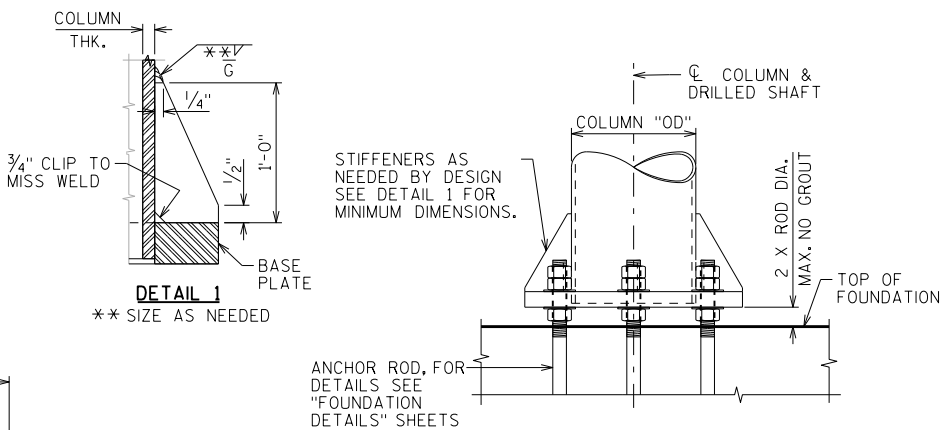
FULL SPAN CLAMP CONNECTION

ALTERNATE 2 - TAPERED COLUMNS ONLY
1/4" GALVANIZED A325 HEAVY HEX BOLT, NUT AND WASHER
1" GALVANIZED A449 HEAVY HEX BOLT, NUT AND WASHER



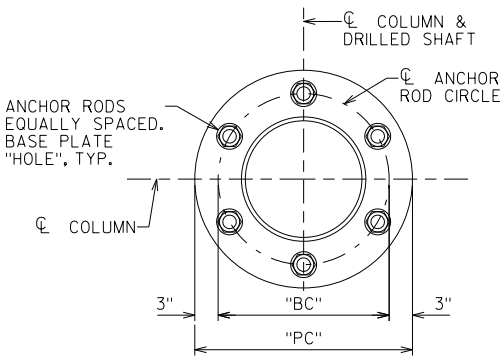
CANTILEVER POST TO CHORD CONNECTION

▲ MIN. CONNECTION = (6) - 1" GALVANIZED A325 BOLTS, NUT, WASHER AND DTI
★ MEASURED FROM EXT. FACE OF VERT. PLATE



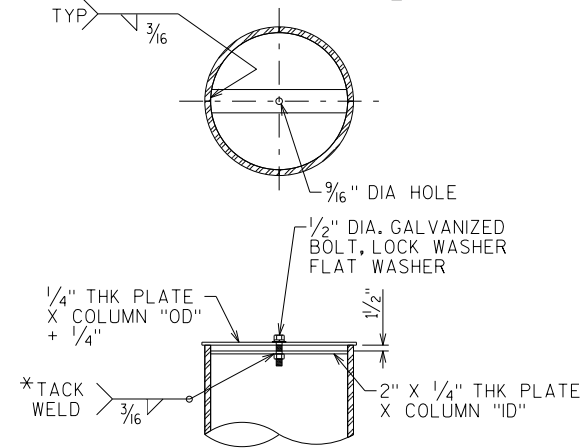
BASE PLATE & COLUMN DETAIL

LOOKING AT FRONT FACE OF STRUCTURE



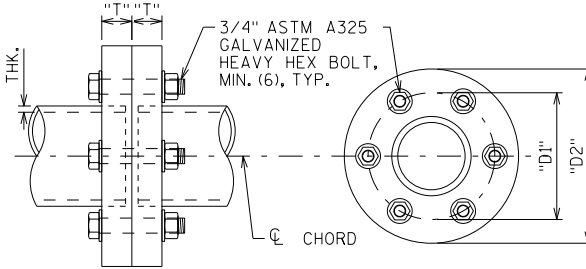
BASE PLATE

PLAN



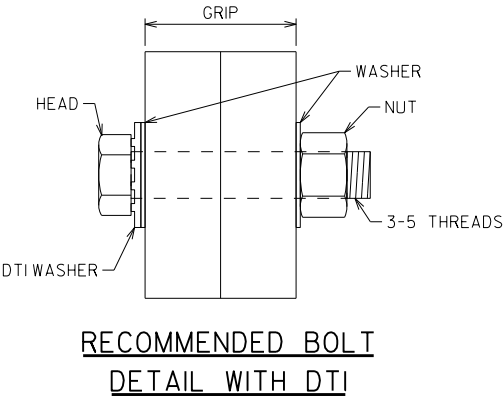
COLUM/CHORD CAP DETAIL

*PLACE TACK EVERY OTHER FLAT TO SECURE NUT OR USE 1/2" THICK AND TAP PLATE HOLE FOR BOLT THREADS



CHORD SPLICE DETAIL

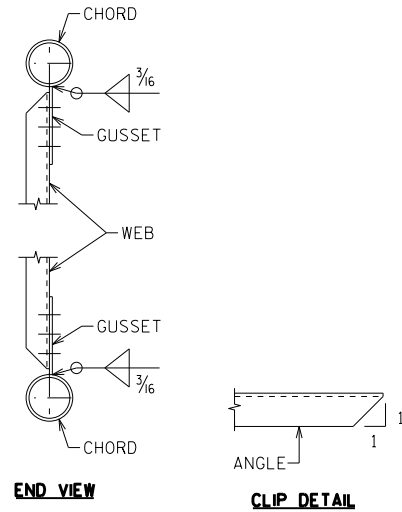
"D1" = CHORD "OD" + 3"
"D2" = CHORD "OD" + 6"
"T" = BY DESIGN



RECOMMENDED BOLT
DETAIL WITH DTI

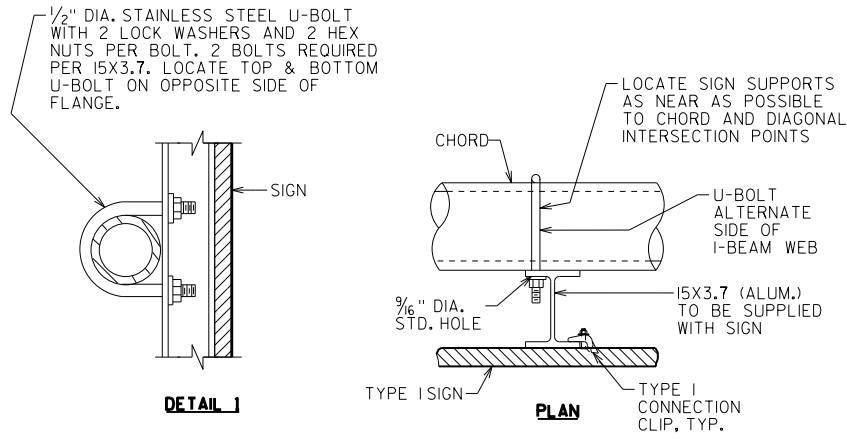
NOTES:
MINIMUM VALUES SHOWN
ALL CONNECTIONS ARE TO BE DESIGNED FOR
ACTUAL STRUCTURE LOADS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
UPDATED:		APRIL 2020	
DRAWN BY		BOS	PLANS CK'D. BOS
MONOTUBE & 2-CHORD TRUSS DETAILS 1		SHEET 1 OF 14	
		1118	



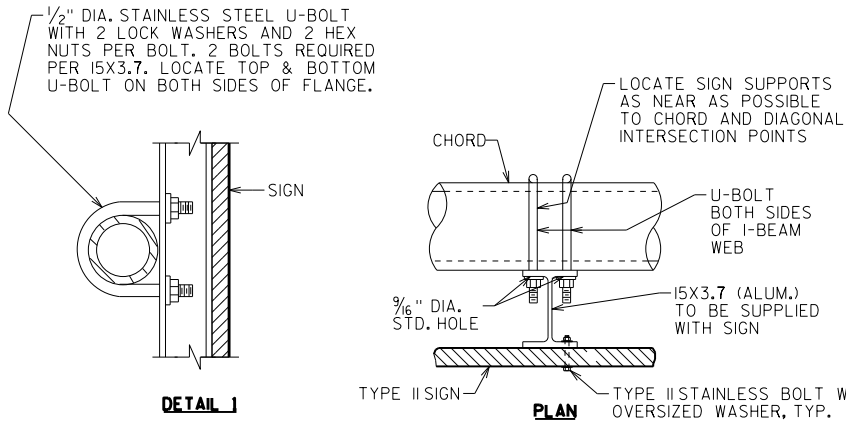
TRUSS CONNECTION DETAILS

BOLTED CONNECTIONS SHOWN, NUMBER OF BOLTS BY DESIGN
WELDED CONNECTIONS SIMILAR



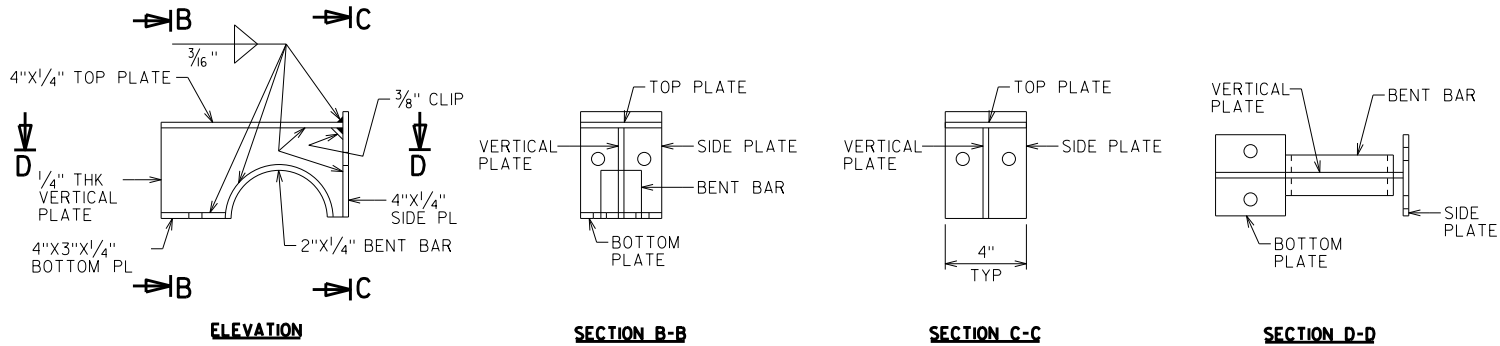
2-CHORD TRUSS SIGN CONNECTION

SEE SIGN PLATE MANUAL A4-7A FOR DETAILS



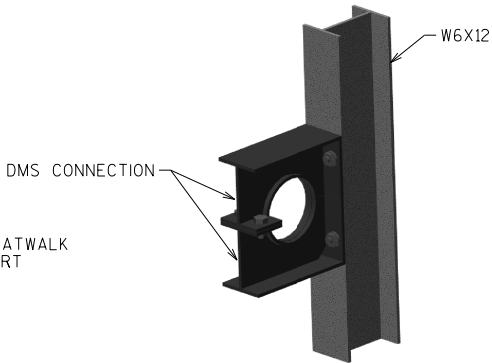
MONOTUBE SIGN CONNECTION

SEE SIGN PLATE MANUAL A4-7B FOR DETAILS



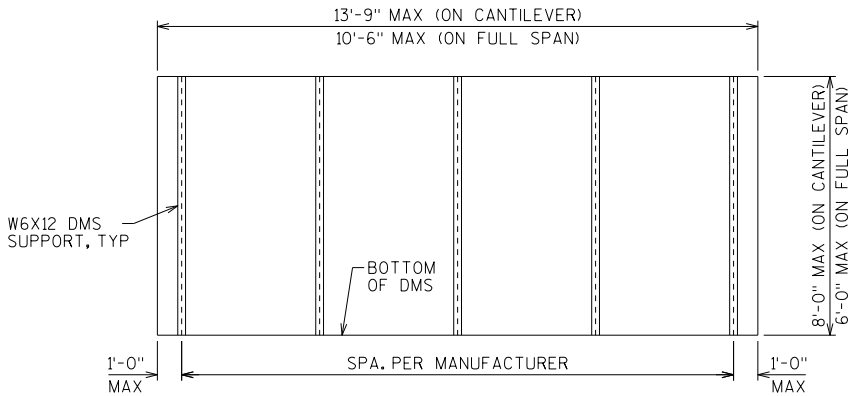
DMS WELDED PLATE CONNECTION DETAILS

TOP PLATE CLAMP SHOWN
BOTTOM PLATE CLAMP SIMILAR



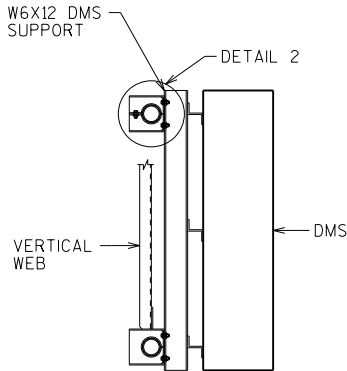
3-D VIEW DMS CONNECTION

CHORD NOT SHOWN FOR CLARITY



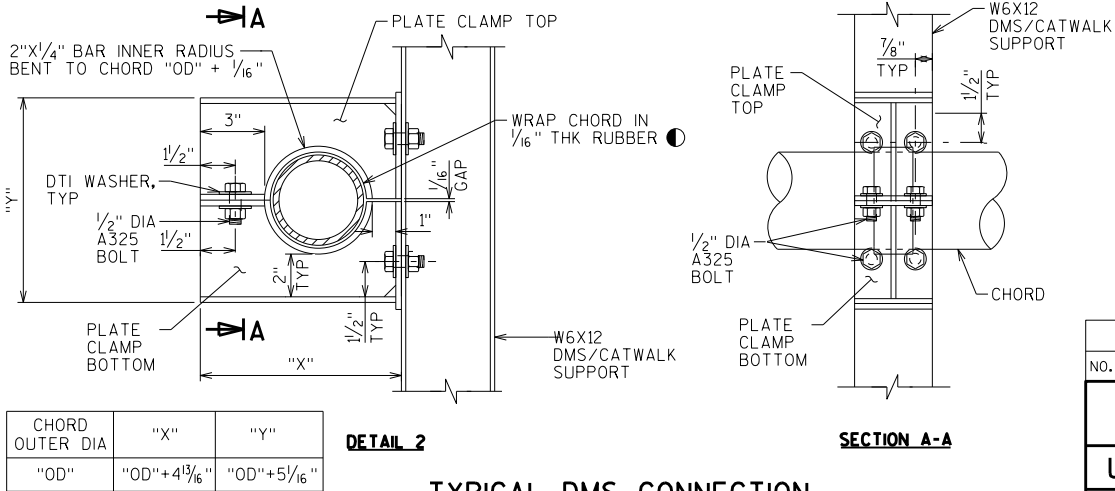
DMS MOUNTING POST SPACING DETAIL

POST SPACING MAY BE ADJUSTED AS REQUIRED IF CONFLICT WITH TRUSS IS ENCOUNTERED.



SECTION THRU TRUSS

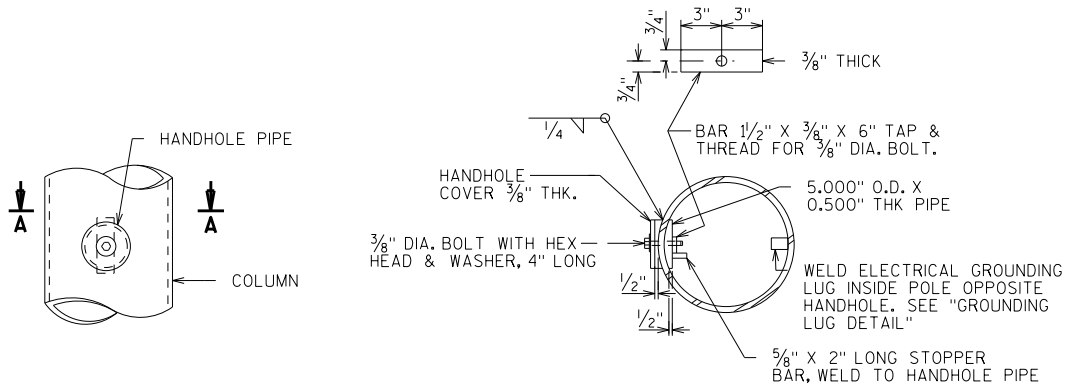
FOR DMS CONNECTION



TYPICAL DMS CONNECTION

NEOPRENE, GRADE 45±5, OTHERWISE MEETING
THE REQUIREMENTS OF STD SPEC 506.2.6.1

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
UPDATED:		APRIL 2020	
DRAWN BY		BOS	PLANS CK'D. BOS
MONOTUBE & 2-CHORD TRUSS DETAILS 2			SHEET 11 OF 14
			1119



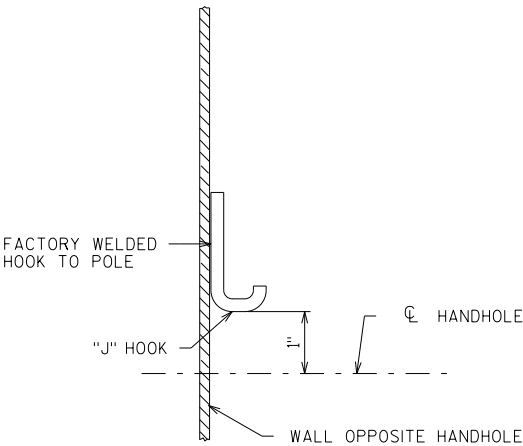
HANDHOLE DETAILS

SECTION A-A

HANDHOLE NOTES

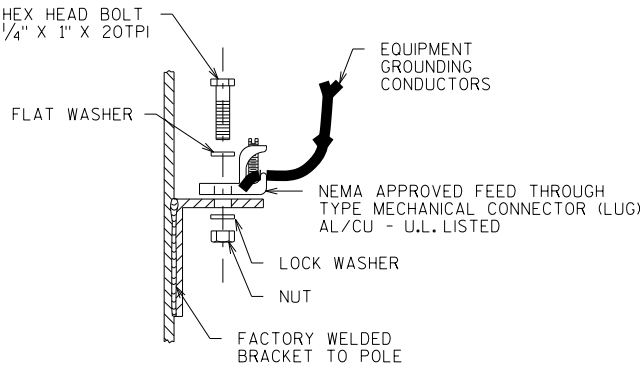
HANDHOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HANDHOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE ELECTRICAL PLAN DETAIL SHEETS.

UNLESS NOTED OTHERWISE, ALL HANDHOLE ELEMENTS TO BE GALVANIZED PER THE WISDOT STANDARD SPECIFICATIONS.



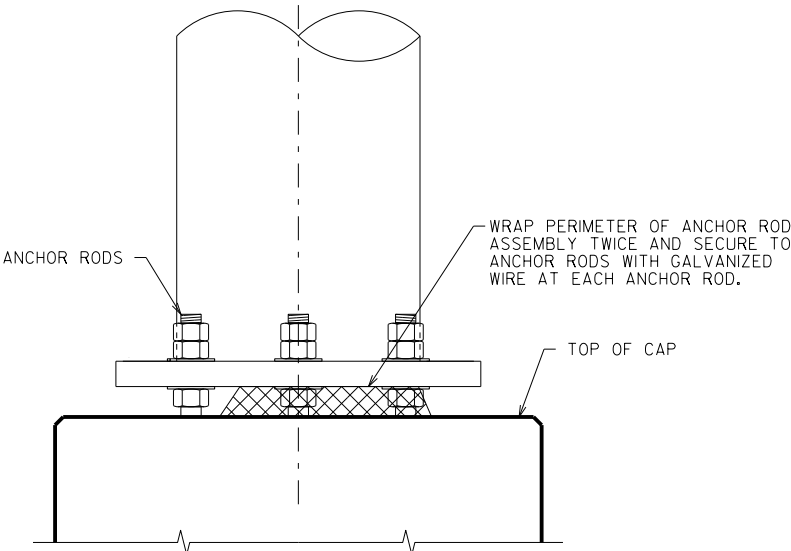
TYPICAL "J" HOOK LOCATION

THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF ALL COLUMNS CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.



GROUNDING LUG DETAIL

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



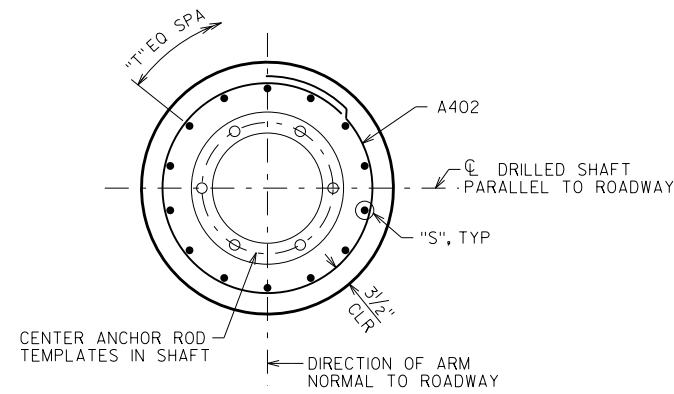
RODENT SCREEN

(ONLY REQ'D. WHEN ELECTRICAL DEVICES ARE INSTALLED)

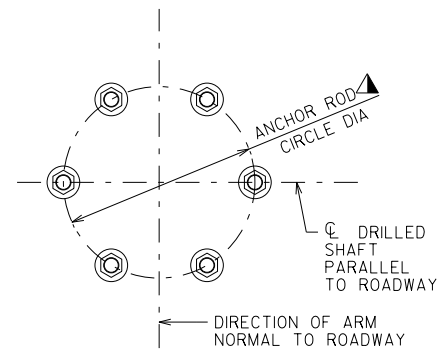
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
LAST UPDATE:		APRIL 2020	
DRAWN BY		BOS	PLANS CK'D. BOS
MONOTUBE & 2-CHORD TRUSS ELECTRICAL DETAILS			SHEET III OF IV
			1120

FOUNDATION & REINFORCING DATA

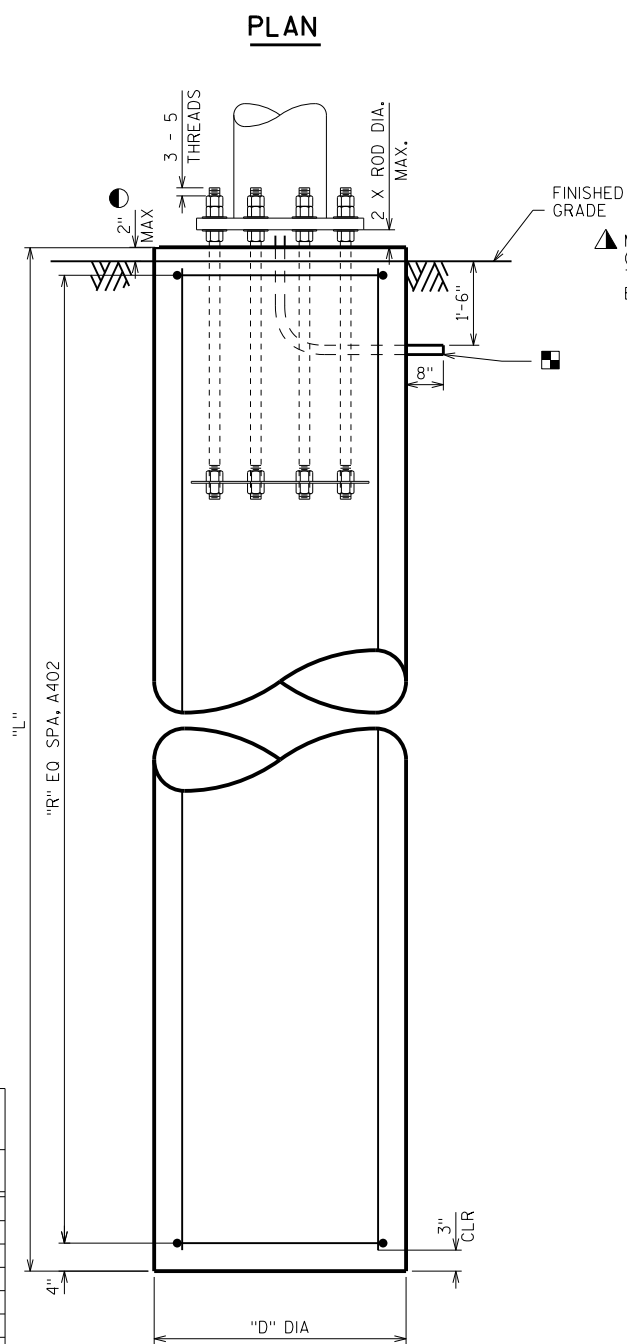
STANDARD FOUNDATION TYPE	SHAFT VARIABLES					
	"D"	"L"	"R"	"S"	"T"	"BC" MAX
MF I	2'-0"	12'-0"	12	A801	6	12"
MF II	2'-6"	13'-0"	13	A801	10	17"
MC I/MC II/TF I	2'-6"	17'-0"	17	A801	10	17"
TC I	3'-0"	18'-0"	18	A801	14	22"
TF II	3'-0"	20'-0"	20	A801	14	22"
MC III/TC II/TF III	3'-6"	18'-0"	18	A901	14	28"
MC IV/TF IV	3'-6"	23'-0"	23	A901	14	28"
TC III	4'-0"	23'-0"	23	A1001	14	34"
TC IV	4'-0"	28'-0"	28	A1001	14	34"



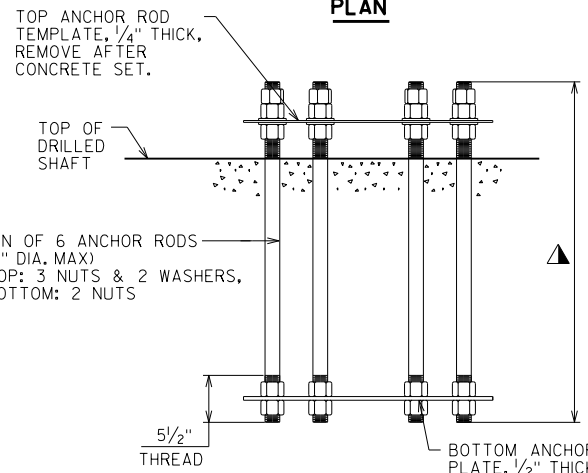
PLAN



PLAN



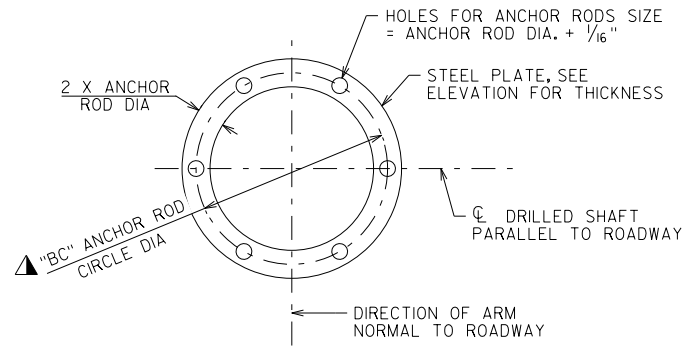
ELEVATION



ELEVATION

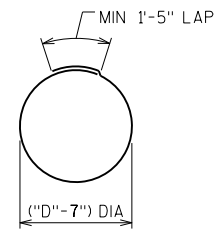
ANCHOR ROD ASSEMBLY DETAILS

ANCHOR ROD NUMBER, DIAMETER, LENGTH & ORIENTATION AS SHOWN ON FABRICATION DRAWING.



ANCHOR PLATE/TOP TEMPLATE

PLAN



A402

NOTES

- CENTER ANCHOR ROD ASSEMBLY ON DRILLED SHAFT AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.
- FOR OVERHEAD SIGN STRUCTURES THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE SHAFT SHALL BE POURED FLUSH WITH THE FINISHED GRADE.
- 2" DIA NONMETALLIC CONDUITS, INSTALL ONLY WITH DMS. EXTEND CONDUITS AS SHOWN AND CAP OR SEAL EACH END WITH A SUITABLE REMOVABLE PLUG. PLACE CONDUITS UNDER COLUMN ADJACENT TO THE DMS. CONDUITS INCIDENTAL TO THE FOUNDATION BID ITEMS.

ESTIMATED QUANTITIES - FOUNDATIONS

STANDARD FOUNDATION TYPE	CONCRETE MASONRY (CY)	STEEL REINFORCEMENT HS (LBS)	FOUNDATION DRILLING (LF)				
			24" DIA.	30" DIA.	36" DIA.	42" DIA.	48" DIA.
MF I	2	240	12				
MF II	3	410		13			
MC I/MC II/TF I	4	540		17			
TC I	5	780			18		
TF II	6	860			20		
MC III/TC II/TF III	7	970				18	
MC IV/TF IV	9	1,250				23	
TC III	11	1,560					23
TC IV	13	1,900					28

** QUANTITIES ARE FOR INFORMATION ONLY AND ARE BASED ON STANDARD STRUCTURE DIMENSIONS

STATE PROJECT NUMBER

STANDARD

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BILL OF BARS - STANDARD FOUNDATIONS

STANDARD FOUNDATION MF I

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		6	11'-7"			DRILLED SHAFT - VERTICAL
A402		13	5'-10"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION MF II

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		10	12'-7"			DRILLED SHAFT - VERTICAL
A402		14	7'-5"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION MC I/MC II/TF I

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		10	16'-7"			DRILLED SHAFT - VERTICAL
A402		18	7'-5"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION TC I

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	17'-7"			DRILLED SHAFT - VERTICAL
A402		19	9'-0"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION TF I

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	19'-7"			DRILLED SHAFT - VERTICAL
A402		21	9'-0"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION MC III/TC II/TF III

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		14	17'-7"			DRILLED SHAFT - VERTICAL
A402		19	10'-6"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION MC IV/TF IV

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		14	22'-7"			DRILLED SHAFT - VERTICAL
A402		24	10'-6"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION TC III

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	22'-7"			DRILLED SHAFT - VERTICAL
A402		24	12'-2"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION TC IV

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	27'-7"			DRILLED SHAFT - VERTICAL
A402		29	12'-2"	X		DRILLED SHAFT - HORIZONTAL

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
UPDATED:		APRIL 2020	
DRAWN BY		BOS	PLANS CK'D. BOS
MONOTUBE & 2-CHORD TRUSS FOUNDATIONS			SHEET IV OF IV
			1121

SCALE = 1:67

SEE "MONOTUBE & 2-CHORD TRUSS FOUNDATIONS" STANDARD SHEET FOR ANCHOR PLATE DETAILS AND DIMENSIONS. "BC" MAX. FOR NON-STANDARD FOUNDATIONS IS 22".

(F01) 1" DIA. SMOOTH STEEL DOWEL BARS @ 1'-0" O.C., 2'-0" LONG, CENTERED IN CAP. PROVIDE DOWEL BARS AT BOTH ENDS OF CAP. PROVIDE BOND BREAKER ON PORTION OF DOWEL BAR EXTENDING INTO BARRIER WALL. COST OF DOWEL BARS IS INCLUDED WITH THE ITEM "CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS".

- (FO2) 2 - 2" DIA NONMETALLIC CONDUITS, INSTALL ONLY WITH LCS. EXTEND CONDUITS AS SHOWN AND CAP OR SEAL EACH END WITH A SUITABLE REMOVABLE PLUG. PLACE CONDUITS UNDER COLUMN ADJACENT TO THE LCS. CONDUITS AND EXPANSION FITTINGS INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS". SEE FTMS PLANS FOR DETAILS AND LOCATIONS.

STRUCTURE ID	"Q"	"Z"	TYPE
S-13-2011	12	6'-3"	A
S-13-2012	13	6'-9"	D
S-13-2013	16	8'-4"	J
S-13-2014	12	6'-6"	C
S-13-2038	12	6'-6"	C
S-13-2039	12	6'-3"	A
S-13-2017	12	6'-3"	A
S-13-2018	15	8'-1"	H
S-13-2019	15	7'-9"	F
S-13-2020	12	6'-3"	A
S-13-2021	12	6'-3"	A
S-13-2022	16	8'-4"	J
S-13-2024	15	7'-9"	F
S-13-2025	13	6'-11"	E
S-13-2026	15	7'-11"	G
S-13-2028	12	6'-3"	A
S-13-2029	12	6'-5"	B
S-13-2030	12	6'-6"	C



DOWELS NOT SHOWN FOR CLARITY



DOWELS NOT SHOWN FOR CLARITY



EACH BILL OF BARS TABLE IS FOR ONE FOUNDATION

1206-06-79

BILL OF BARS - FOUNDATION TYPE F

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		28	19'-11"			DRILLED SHAFT - VERTICAL
A402		38	9'-0"	X		DRILLED SHAFT - HORIZONTAL
A603	X	6	7'-3"	X		CAP - LONGITUDINAL - BOTTOM
A604	X	34	5'-8"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	12	21'-4"	X		CAP - STIRRUP
A406	X	8	8'-5"	X		CAP - VERTICAL - EACH END
A407	X	16	3'-5"	X		CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE G

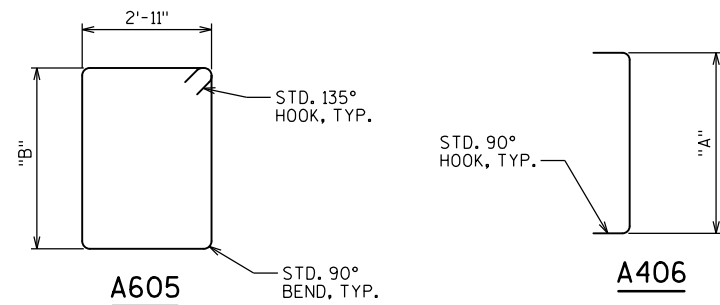
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		28	19'-11"			DRILLED SHAFT - VERTICAL
A402		38	9'-0"	X		DRILLED SHAFT - HORIZONTAL
A603	X	6	7'-3"	X		CAP - LONGITUDINAL - BOTTOM
A604	X	34	5'-8"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	12	21'-8"	X		CAP - STIRRUP
A406	X	8	8'-7"	X		CAP - VERTICAL - EACH END
A407	X	16	3'-5"	X		CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE H

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		28	19'-11			DRILLED SHAFT - VERTICAL
A402		38	9'-0"	X		DRILLED SHAFT - HORIZONTAL
A603	X	6	7'-3"	X		CAP - LONGITUDINAL - BOTTOM
A604	X	34	5'-8"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	12	22'-0"	X		CAP - STIRRUP
A406	X	8	8'-9"	X		CAP - VERTICAL - EACH END
A407	X	16	3'-5"	X		CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE J

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		28	19'-11"			DRILLED SHAFT - VERTICAL
A402		38	9'-0"	X		DRILLED SHAFT - HORIZONTAL
A603	X	6	7'-3"	X		CAP - LONGITUDINAL - BOTTOM
A604	X	36	5'-8"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	12	22'-6"	X		CAP - STIRRUP
A406	X	8	9'-0"	X		CAP - VERTICAL - EACH END
A407	X	16	3'-5"	X		CAP - HORIZONTAL - EACH END



TYPE	"A"
A	5'-8 $\frac{1}{2}$ "
B	5'-10 $\frac{1}{2}$ "
C	5'-11 $\frac{1}{2}$ "
D	6'-2 $\frac{1}{2}$ "
E	6'-4 $\frac{1}{2}$ "
F	7'-2 $\frac{1}{2}$ "
G	7'-4 $\frac{1}{2}$ "
H	7'-6 $\frac{1}{2}$ "
J	7'-9 $\frac{1}{2}$ "

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR
FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
2-CHORD TRUSS PLANS			
	DRAWN BY	EAJ	PLANS CK'D. NNM
NON-STANDARD FOUNDATION DETAILS 2		SHEET 30 OF 30	
		1123	

STRUCTURE DATA

SIGN STR	ACTUAL SIGN AREA TYPE I	ACTUAL SIGN HEIGHT TYPE I	STANDARD DESIGN TRUSS
S-13-542	130 SF	7'-0"	TYPE I
S-13-544	152.5 SF	8'-6"	TYPE I
S-13-545	248 SF	10'-6"	TYPE I

DESIGN DATA

DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL

FOUNDATION DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS. (700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTERME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE I:	1.0 NWG (NATURAL WIND GUST VIBRATION) 1.0 TRG (TRUCK INDUCED GUST VIBRATION)

MATERIAL PROPERTIES

CONCRETE MASONRY ----- f'c = 3,500 psi

HIGH STRENGTH STEEL
REINFORCEMENT, GRADE 60 ----- fy = 60,000 psi

STRUCTURAL ANGLES,
PLATE AND BARS - ASTM A709 GRADE 36 ----- fy = 36,000 psi

CHORDS - ASTM A500 GRADE C ----- fy = 46,000 psi

COLUMN PIPE
DESIGN TRUSS TYPE I- ASTM A500 GRADE C ---- fy = 46,000 psi
DESIGN TRUSS TYPE II- API5L PSL2 GRADE 46 ---- fy = 46,000 psi

HIGH STRENGTH BOLTS - A325 ----- fy = 92,000 psi

ANCHOR RODS - ASTM F1554 GRADE 55 ----- fy = 55,000 psi

HEAVY HEX NUTS FOR ANCHOR RODS - ASTM A563A

WASHERS FOR ANCHOR RODS - ASTM F436

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	S-13-542	S-13-544	S-13-545
531.2036	DRILLING SHAFT 36-INCH	LF	32	32	32
531.6010.49	FOUNDATION TWO-SHAFT TYPE FC-I S-13-542	EACH	1	--	--
531.6010.50	FOUNDATION TWO-SHAFT TYPE FC-I S-13-544	EACH	--	1	--
531.6010.51	FOUNDATION TWO-SHAFT TYPE FC-I S-13-545	EACH	--	--	1
532.6010.49	TRUSS CANTILEVER 4-CHORD TYPE I S-13-542	EACH	1	--	--
532.6010.50	TRUSS CANTILEVER 4-CHORD TYPE I S-13-544	EACH	--	1	--
532.6010.51	TRUSS CANTILEVER 4-CHORD TYPE I S-13-545	EACH	--	--	1

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY ZONE, NAD 83 (2011). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "TRUSS CANTILEVER 4-CHORD TYPE I S-13-5XX" FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH 3/4" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE 1/4 THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES AND STORM SEWER IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AND STORM SEWER AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT 36-INCH".

TRAFFIC VOLUME

A.D.T. (2036) = 139,650-164,190
R.D.S. = 60 MPH

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE. ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

LIST OF DRAWINGS

- GENERAL NOTES, DESIGN DATA & QUANTITIES
- GENERAL LAYOUT S-13-542
- GENERAL LAYOUT S-13-544
- GENERAL LAYOUT S-13-545

LIST OF OSS STANDARD DESIGN DRAWINGS

- I. 4-CHORD TRUSS CANTILEVER
- II. 4-CHORD TRUSS CANT. CONNECTION DETAILS 1
- III. 4-CHORD TRUSS CANT. CONNECTION DETAILS 2
- IV. 4-CHORD TRUSS CANT. CONNECTION DETAILS 3
- VII. 4-CHORD TRUSS CANT. FOUNDATION DETAILS 1
- VIII. 4-CHORD TRUSS CANT. FOUNDATION DETAILS 2

STATE PROJECT NUMBER

1206-06-79

STRUCTURE DESIGN CONTACTS

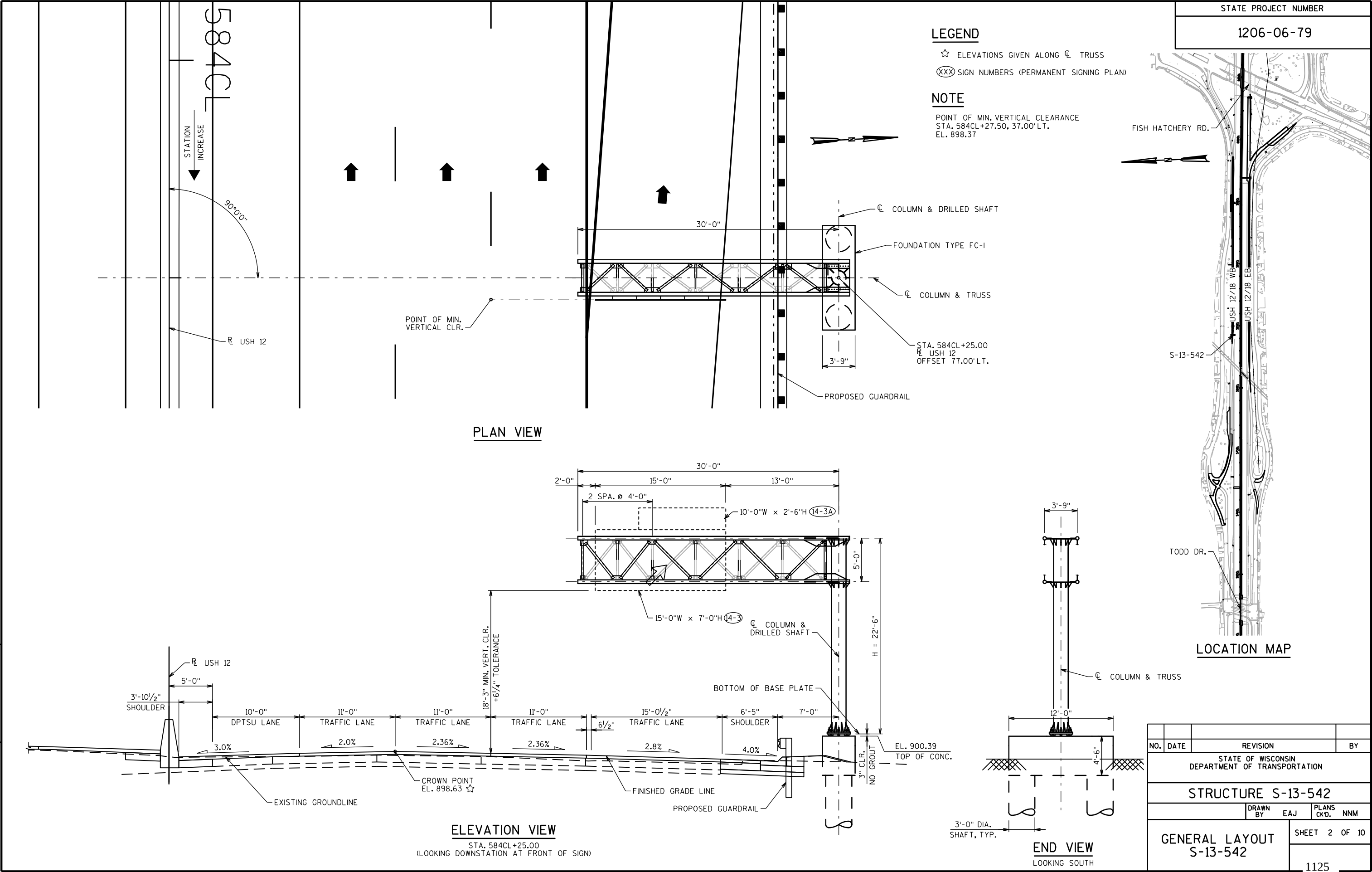
BUREAU OF STRUCTURES:
AARON BONK (608) 261-0261

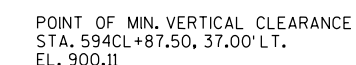
CONSULTANT:
PAT CASHIN (414) 359-2300

NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
HNTB (414) 359-2300			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED	<i>[Signature]</i> NK	10/05/20	DATE
CHIEF STRUCTURES DESIGN ENGINEER			
4-CHORD TRUSS CANTILEVER PLANS			
CANTILEVER SPAN SIGN STRUCTRES USH 12/18 EB & WB			
COUNTY	DANE	CITY OR TOWN	MADISON
DESIGN SPEC. AASHTO LRFD LTS-1 W/INTERIMS			
DESIGNED BY	BOS	DESIGN CK'D. BOS	DRAWN BY EAJ
GENERAL NOTES, DESIGN DATA & QUANTITIES			PLANS CK'D. NNM
SHEET 1 OF 10			
1124			

THESE ARE STANDARD DESIGN PLANS, DEVELOPED AND MAINTAINED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION. THE DESIGNER CERTIFIES THAT THE DESIGN AND PLAN DETAILS CHOSEN ARE CONSISTENT WITH THE GUIDANCE PROVIDED IN THE CURRENT WISCONSIN BRIDGE MANUAL CHAPTER 39.







END VIEW

LOOKING SOUTH

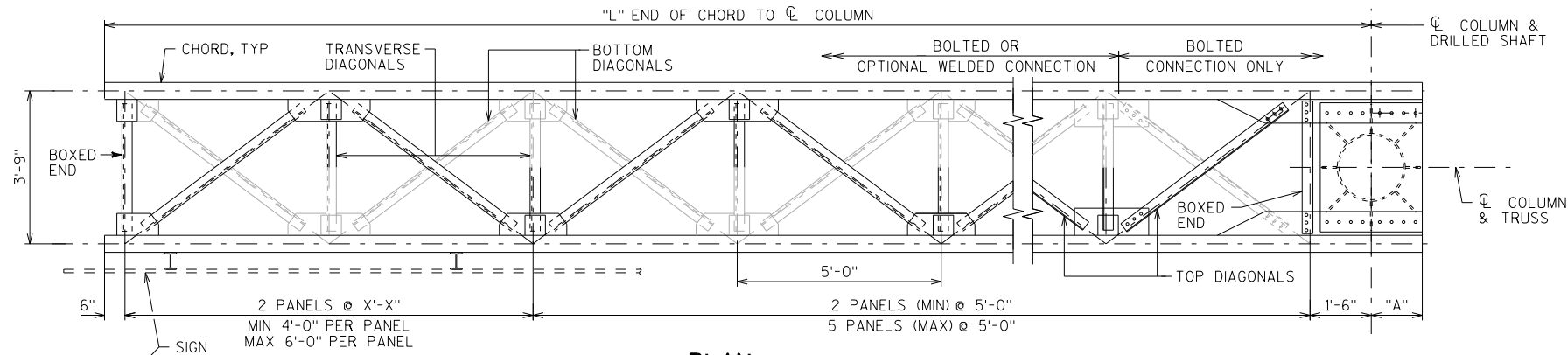
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-544			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-544		SHEET 3 OF	
		1126	

☆ ELEVATIONS GIVEN ALONG C TRUSS
(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

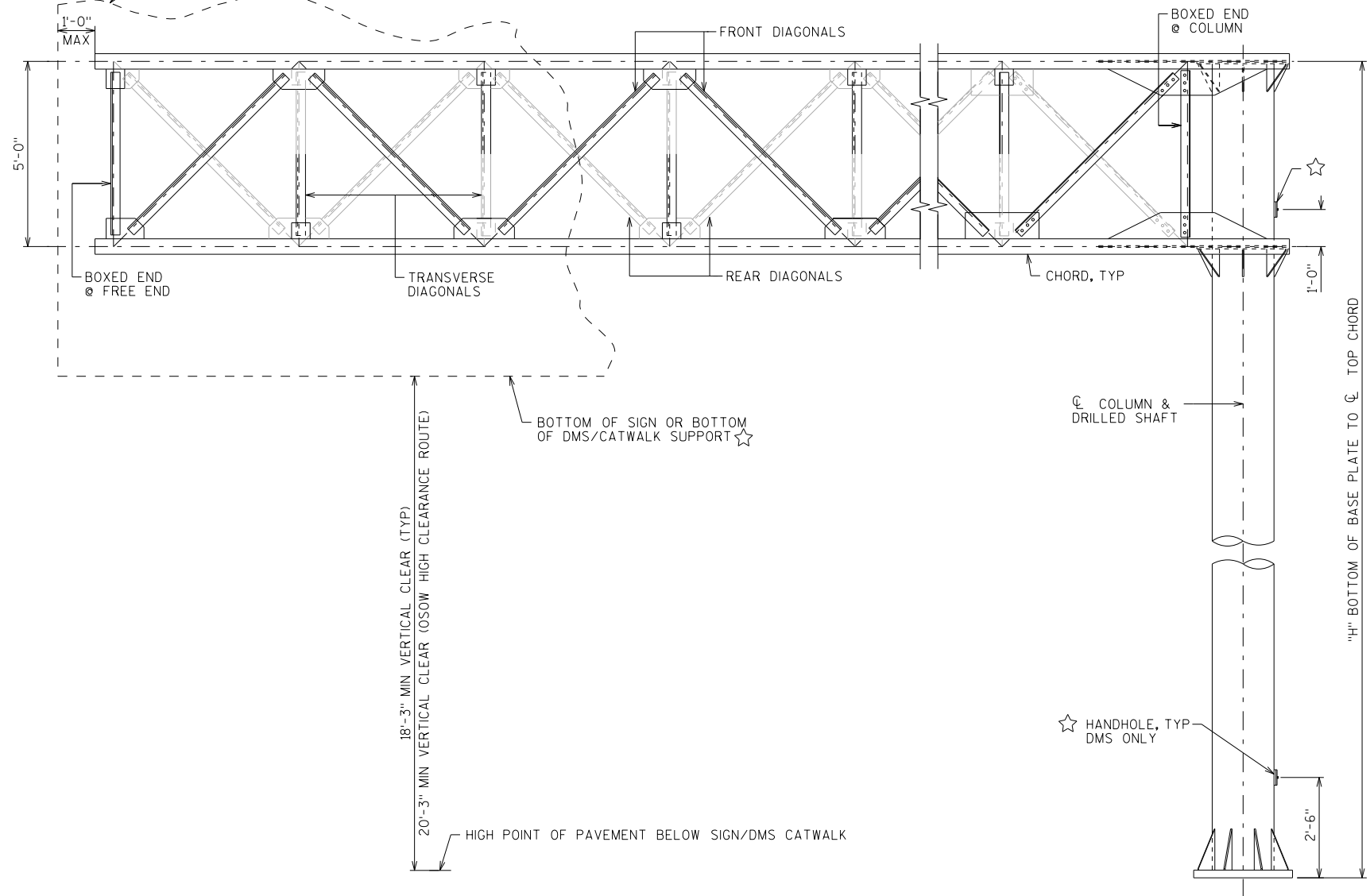
POINT OF MIN. VERTICAL CLEARANCE
STA. 603CL+32.50, 37.00' RT.
EL. 890.83



NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-545			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-545		SHEET 4 OF 1	
		1127	



PLAN

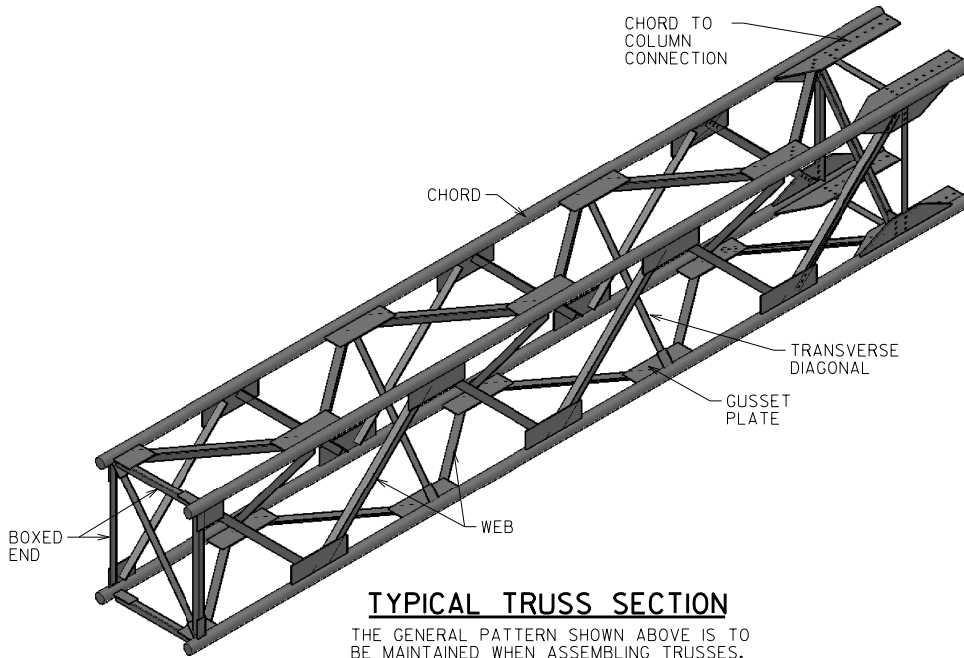


ELEVATION

LOOKING AT F.F. OF TRUSS

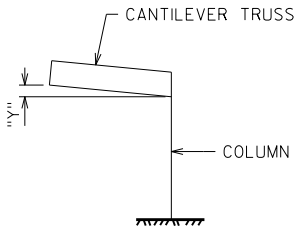
CANTILEVER 4-CHORD TRUSS MEMBER TABLE

STANDARD DESIGN TRUSS	TYPE I SIGN AREA (FT ²)	DMS AREA (FT ²)	MAXIMUM SPAN "L"	MAXIMUM COL HEIGHT "H"	DIM "A"	COLUMN OUTER DIA. X THK	CHORD OUTER DIA. X THK	WEB W X D X THK	BOXED END W X D X THK	TRANSVERSE DIAGONAL W X D X THK
I	264	114	30'-0"	30'-0"	1'-3"	20.00" X 0.500"	5.000" X 0.375"	L3X3X1/4	L3X3X1/4	L3X3X1/4
II	240	114	38'-0"	30'-0"	1'-4 1/2"	24.00" X 0.500"	5.563" X 0.375"	L3X3X5/16	L3X3X1/4	L3X3X1/4



TYPICAL TRUSS SECTION

THE GENERAL PATTERN SHOWN ABOVE IS TO BE MAINTAINED WHEN ASSEMBLING TRUSSES.



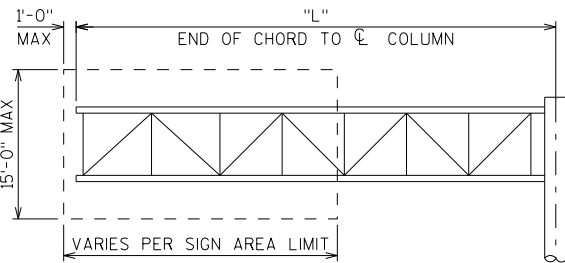
CAMBER DIAGRAM

PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT THE END OF TRUSS AS SHOWN. DO NOT RAKE VERTICAL COLUMN BY ADJUSTMENT OF LEVELING NUTS.

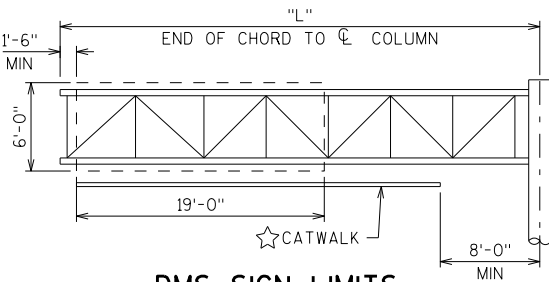
CAMBER VALUES

DIM "L" / "H"	"Y" (IN)			
	TYPE I	DMS	TYPE I	DMS
22'	2 1/4"	3 1/2"	2 5/8"	4 1/8"
24'	2 3/8"	3 7/8"	2 7/8"	4 1/2"
26'	2 1/2"	4 1/8"	3 1/8"	4 7/8"
28'	2 3/4"	4 1/2"	3 1/4"	5 1/4"
30'	2 7/8"	4 3/4"	3 1/2"	5 5/8"

INTERPOLATE FOR VALUES NOT SHOWN. DMS VALUES INCLUDE DL OF CATWALK.



TYPE 1 SIGN LIMITS



DMS SIGN LIMITS

2,500 LB MAX DMS WEIGHT, INCLUDES DMS VERTICAL SUPPORT MEMBERS

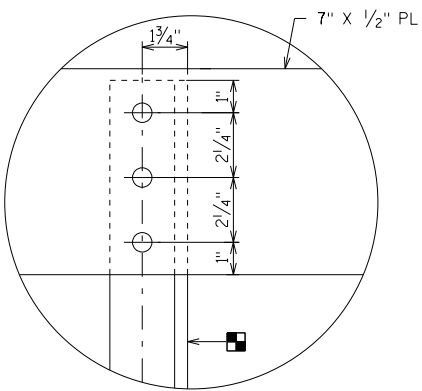
LEGEND

☆ FOR OSS WITH DMS ONLY, PROVIDE HANDHOLES AS SHOWN. SEE "CATWALK DETAILS" AND "ELECTRICAL DETAILS" SHEETS.

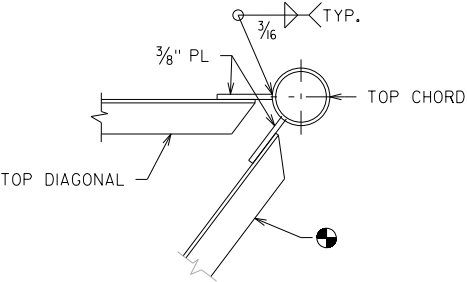
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
UPDATED:		APRIL 2020	
		DRAWN BY	PLANS CK'D.
		BOS	BOS
4-CHORD TRUSS CANTILEVER			SHEET I OF VIII
			1128

TRUSS TO COLUMN CONNECTION DATA

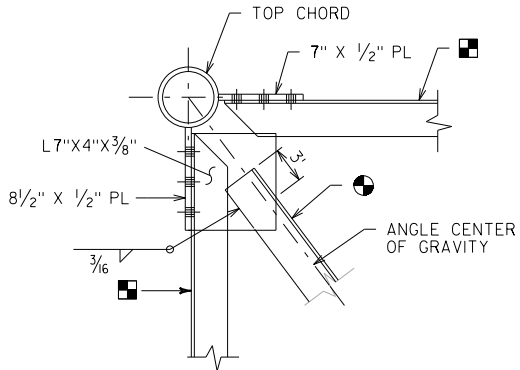
STANDARD DESIGN TYPE	"A"	"B"	"C"
I	1'-3"	2'-6"	3 SPA @ 3/2"
II	1'-4 1/2"	2'-9"	4 SPA @ 3"



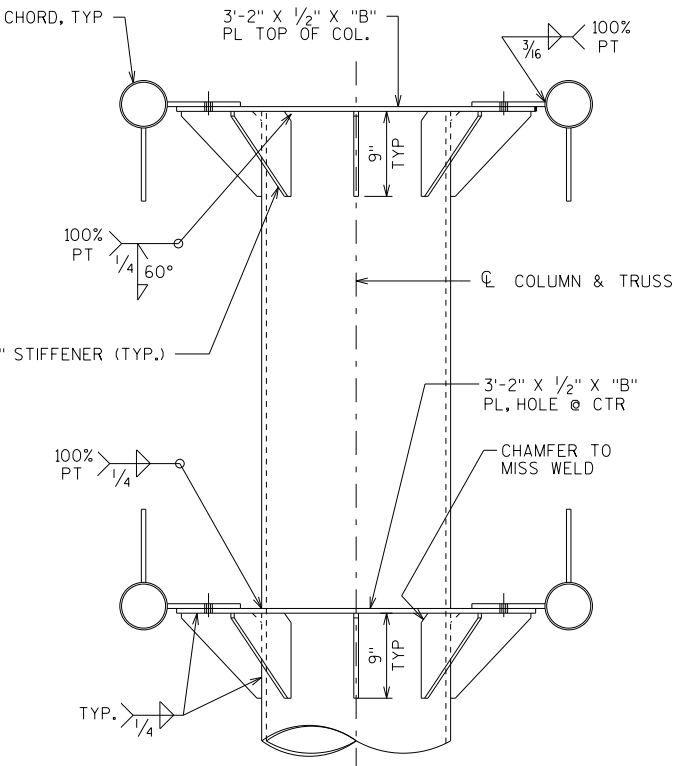
DETAIL "A"



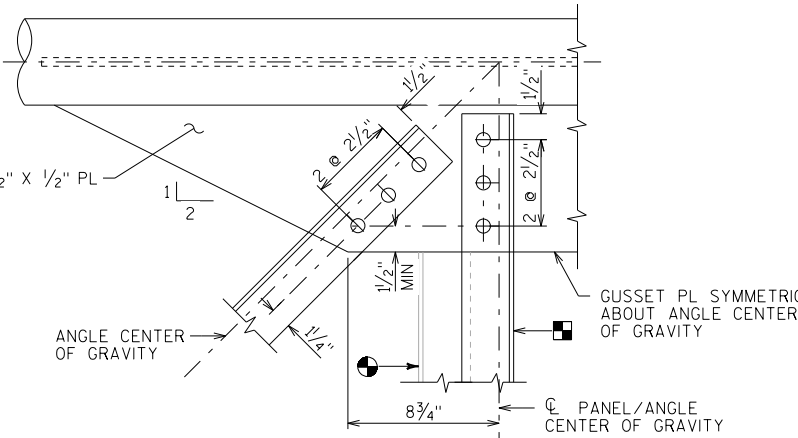
SECTION B-B



SECTION D-D
(BACK CHORD)

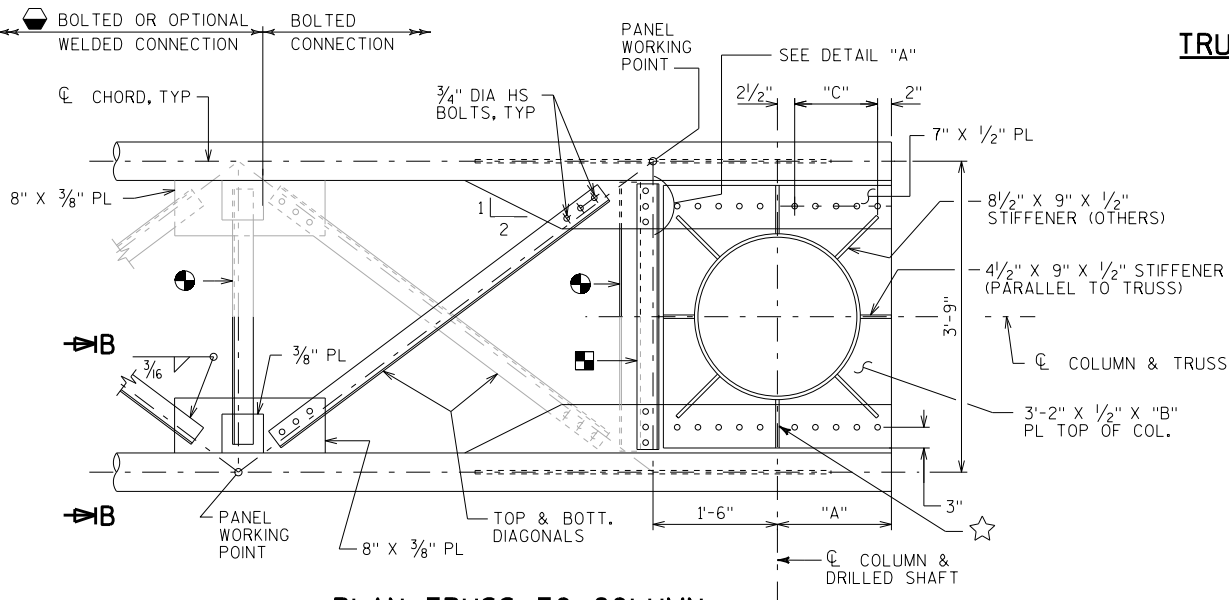


END VIEW TRUSS TO COLUMN
(WEB MEMBERS NOT SHOWN)

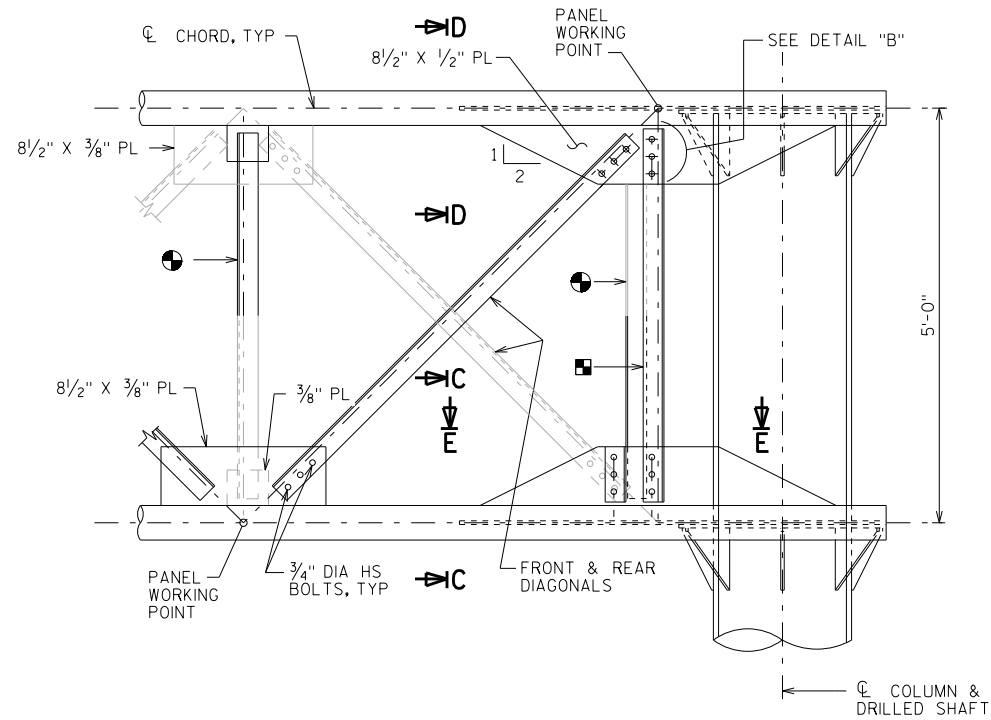


DETAIL "B"

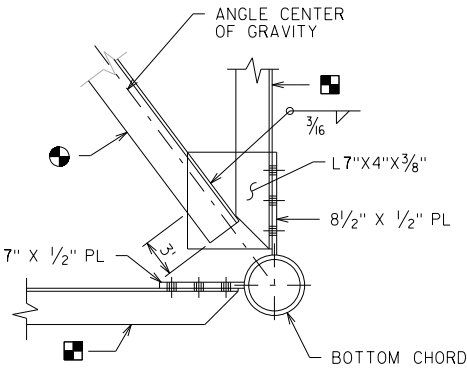
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
UPDATED:		APRIL 2020	
DRAWN BY		BOS	PLANS CK'D. BOS
4-CHORD TRUSS CANT. CONNECTION DETAILS 1		SHEET II OF VIII	
		1129	



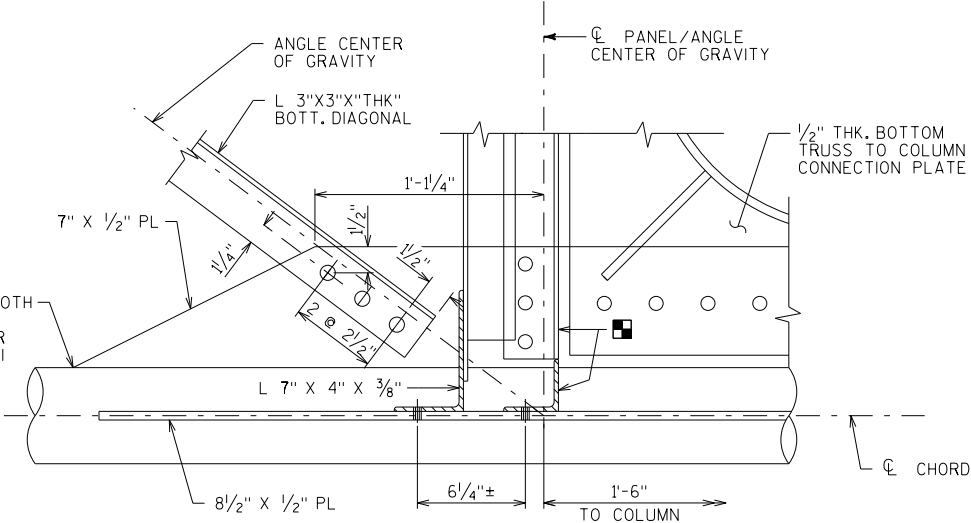
PLAN TRUSS TO COLUMN



ELEVATION TRUSS TO COLUMN



SECTION C-C
(FRONT CHORD)

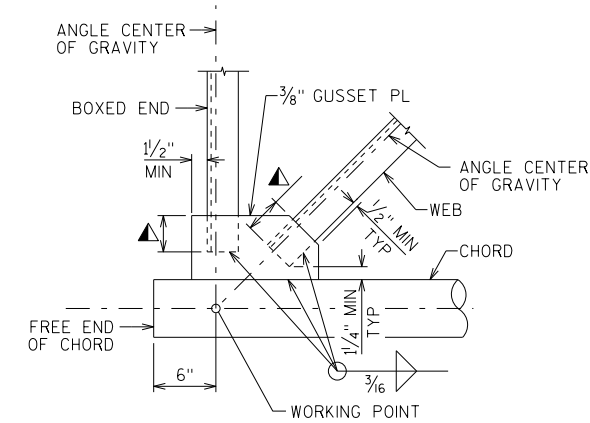


SECTION E-E

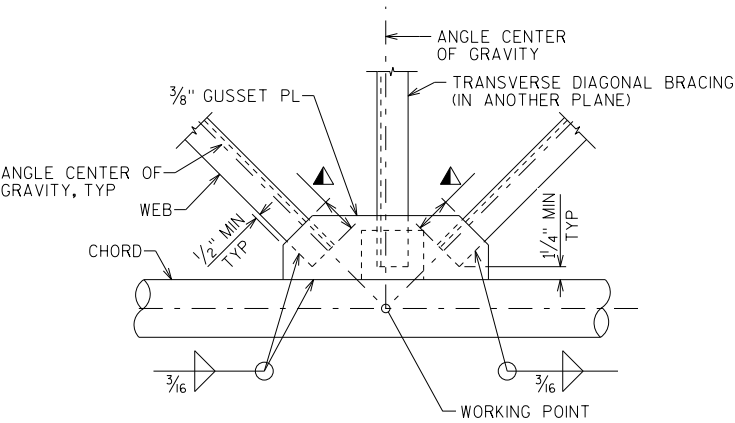
(LOOKING DOWN @ BOTT. HORIZ. PLANE @ FRONT CHORD)

LEGEND

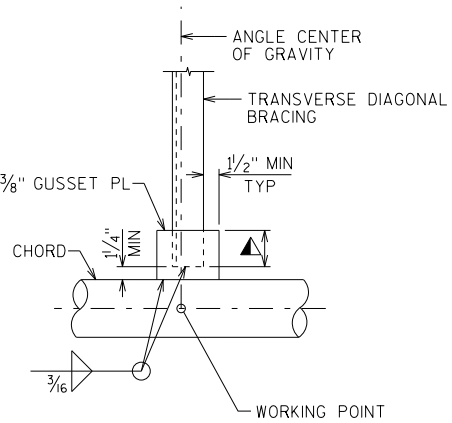
- TRANSVERSE DIAGONAL
- BOXED END @ SUPPORT
- WELDED CONNECTIONS MAY BE USED IF UNIT CAN BE GALVANIZED IN ONE PIECE.
- 7" X 9" X 1/2" STIFFENER STD DESIGN TYPE 2 ONLY, TYP OPPOSITE SIDE



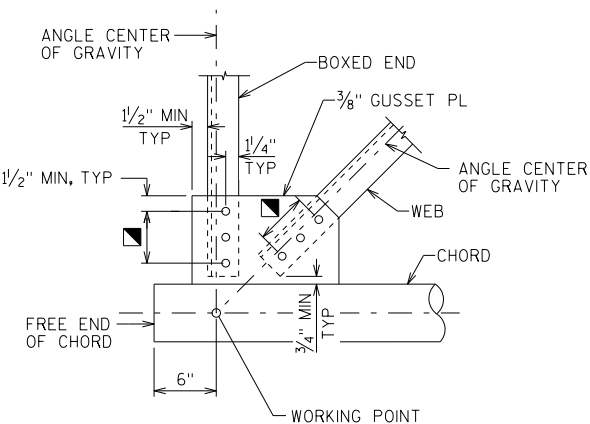
WELDED BOXED END CONNECTION



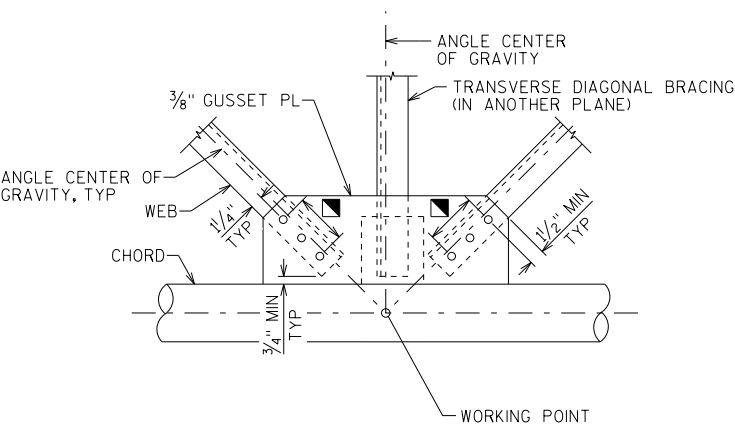
WELDED PANEL CONNECTION



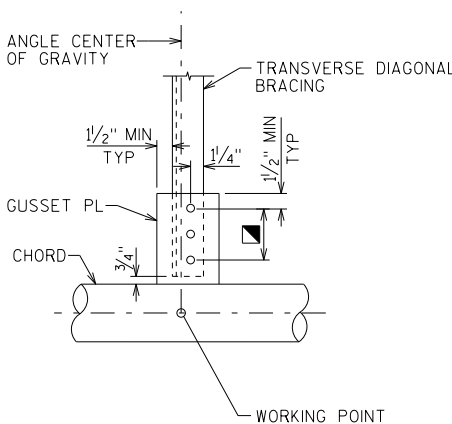
WELDED INTERIOR DIAGONAL CONNECTION



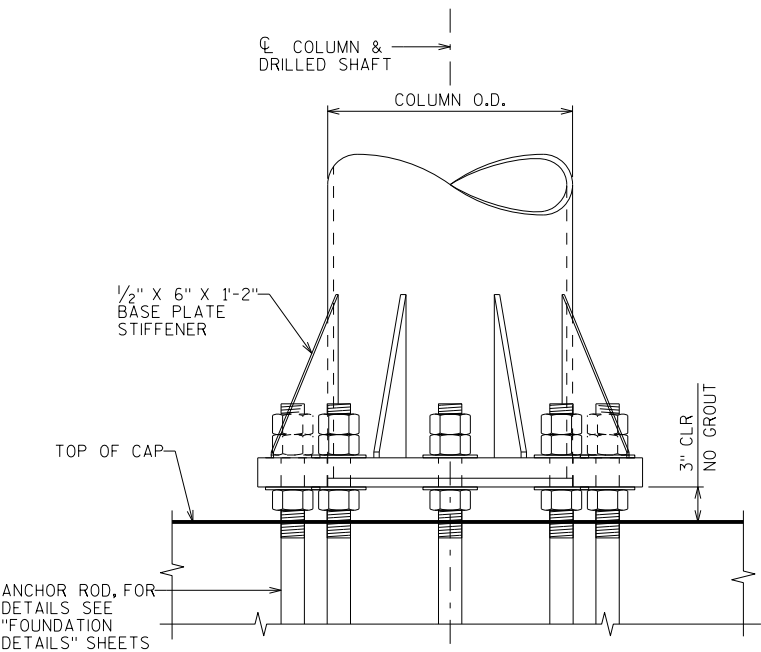
BOLTED BOXED END CONNECTION



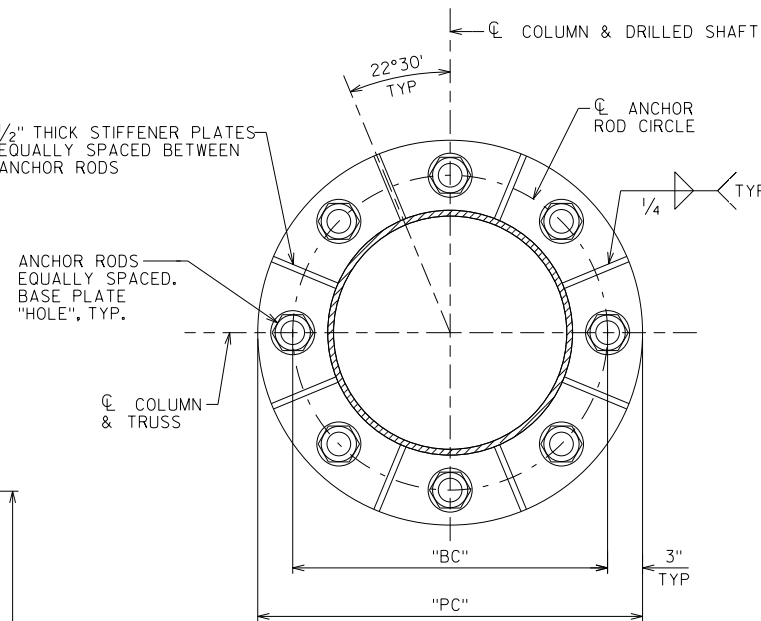
BOLTED PANEL CONNECTION



BOLTED INTERIOR DIAGONAL CONNECTION



BASE PLATE & COLUMN DETAIL



BASE PLATE

PLAN

NOTE

FABRICATOR HAS THE OPTION TO USE NON-MITERED, RECTANGULAR GUSSET PLATES IN LIEU OF MITERED PLATES SHOWN ON THESE DETAILS.

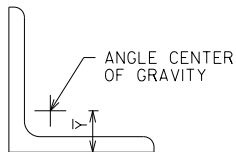
MEMBER CONNECTION DATA

STANDARD DESIGN TYPE	WELD LEG LENGTH	NO. OF BOLTS
I	3" MIN	3
II	3" MIN	3

FOR ALL ANGLE TO GUSSET CONNECTIONS, BOLT SPACING = 2 1/2"

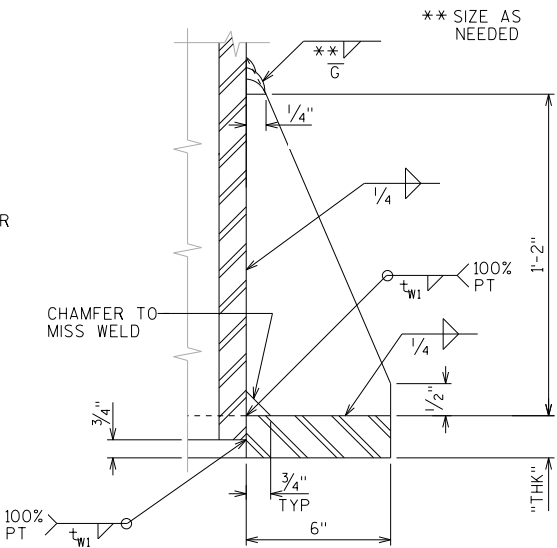
ANGLE DATA

ANGLE SIZE	∇
L3x3x1/4	0.836"
L3x3x5/16	0.860"

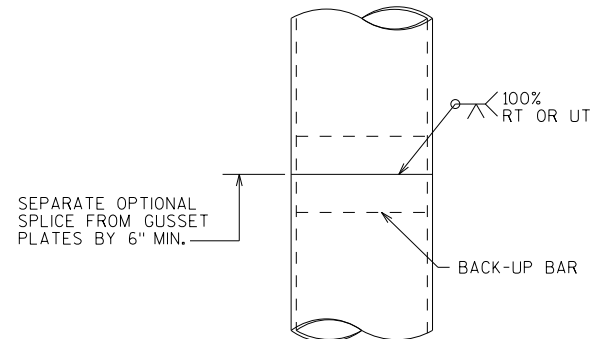


CANTILEVER 4-CHORD COLUMN DATA TABLE

STANDARD DESIGN TYPE	COLUMN OUTER DIA X THK	BASE PLATE				
		"T _{w1} "	"HOLE"	"THK"	"BC"	"PC"
I	20.00" X 0.500"	5/16"	2 1/4"	2"	2'-2"	2'-8"
II	24.00" X 0.500"	5/16"	2 1/4"	2 1/2"	2'-6"	3'-0"

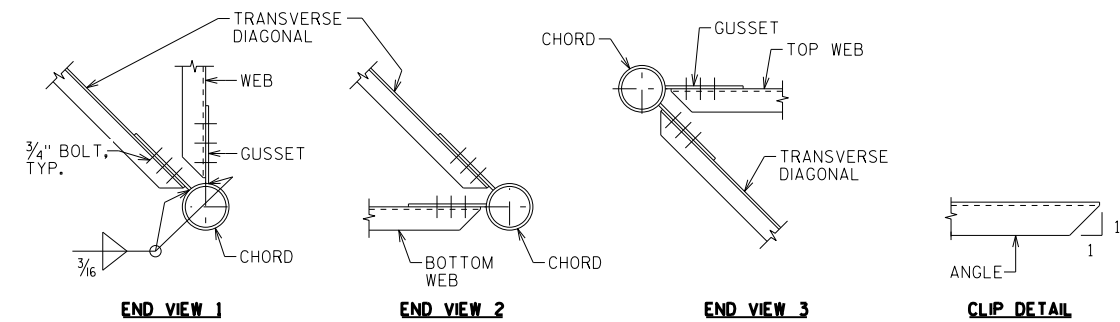
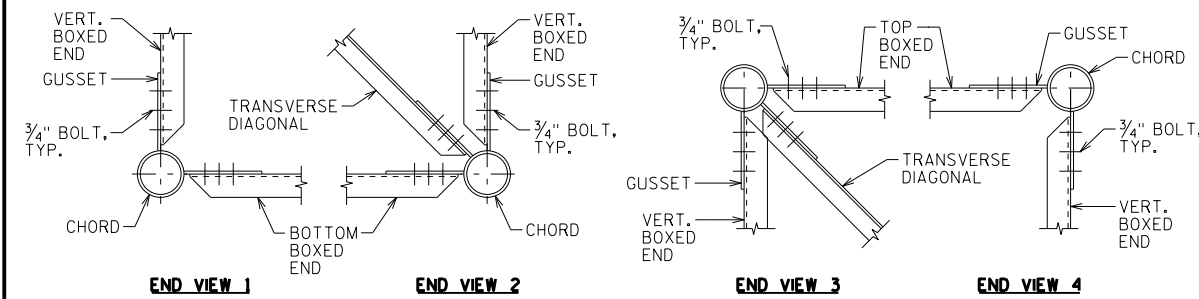


BASE PLATE STIFFENER DETAIL



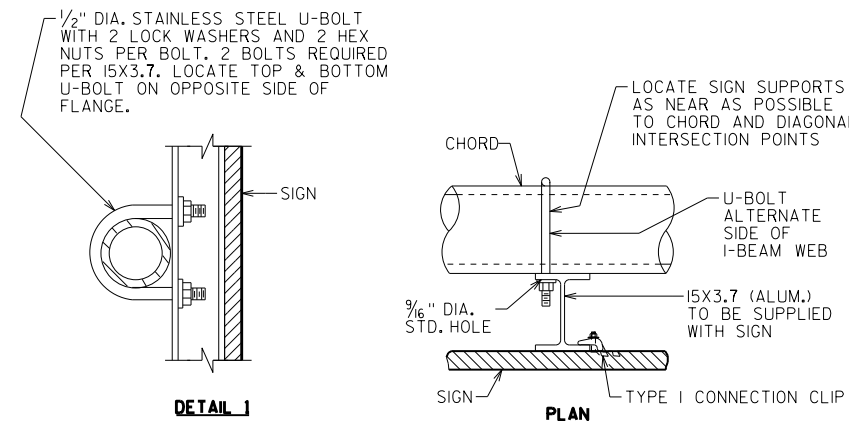
OPTIONAL COLUMN OR CHORD SPLICE DETAIL

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
UPDATED:		APRIL 2020	
DRAWN BY		BOS	PLANS CK'D. BOS
4-CHORD TRUSS CANT. CONNECTION DETAILS 2		SHEET III OF VIII	
		1130	



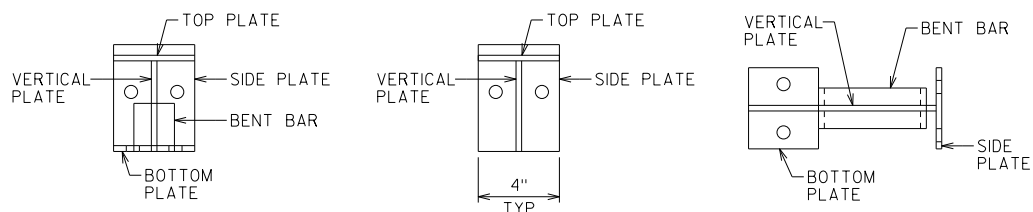
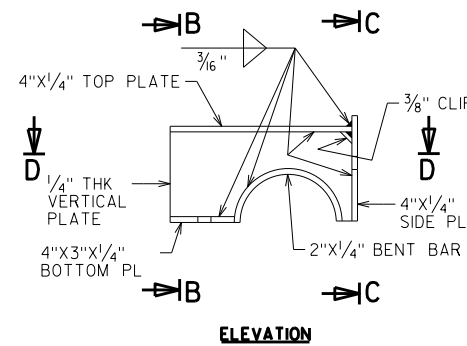
TRUSS CONNECTION DETAILS

BOLTED CONNECTIONS SHOWN, NUMBER OF BOLTS BY DESIGN
WELDED CONNECTIONS SIMILAR



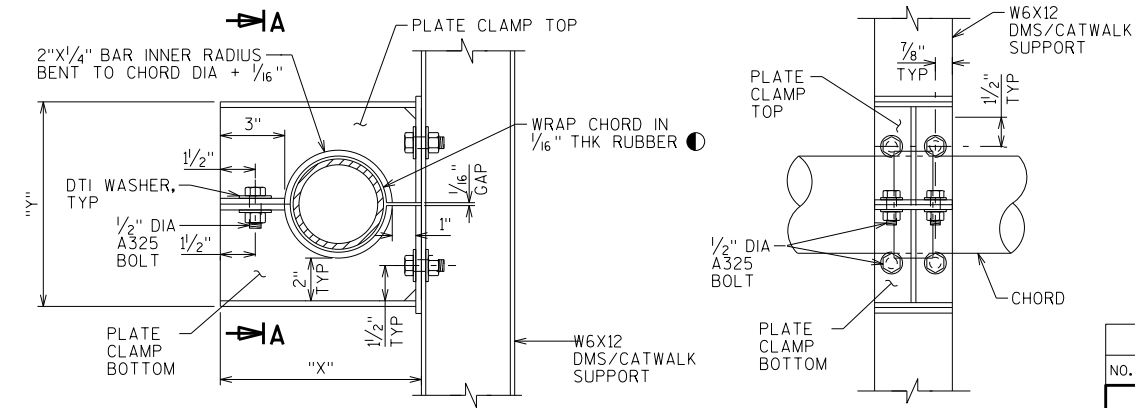
TYPICAL SIGN CONNECTION

USE FOR TYPE I AND II SIGNS
SEE SIGN PLATE MANUAL A4-7A & A4-7B FOR DETAILS



DMS WELDED PLATE CONNECTION DETAILS

TOP PLATE CLAMP SHOWN
BOTTOM PLATE CLAMP SIMILAR

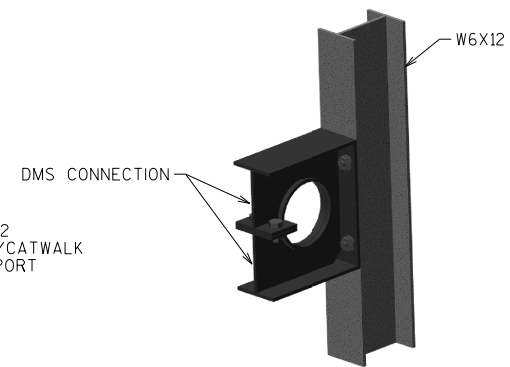


CHORD OUTER DIA	"X"	"Y"
5.000"	9 13/16"	10 1/16"
5.563"	10 3/8"	10 5/8"

DETAIL 2

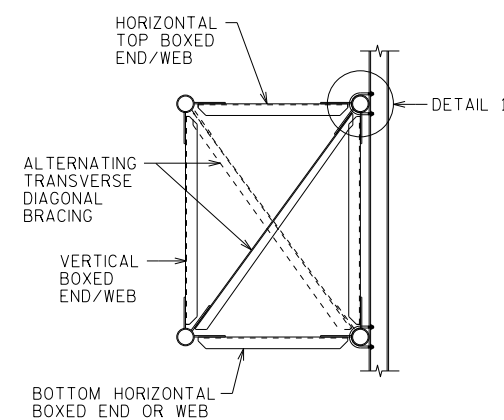
TYPICAL DMS CONNECTION

NEOPRENE, GRADE 45±5, OTHERWISE MEETING
THE REQUIREMENTS OF STD SPEC 506.2.6.1



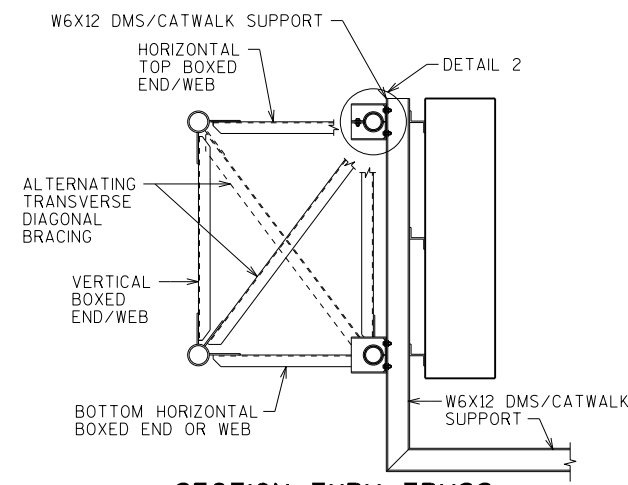
3-D VIEW DMS CONNECTION

CHORD NOT SHOWN FOR CLARITY



SECTION THRU TRUSS

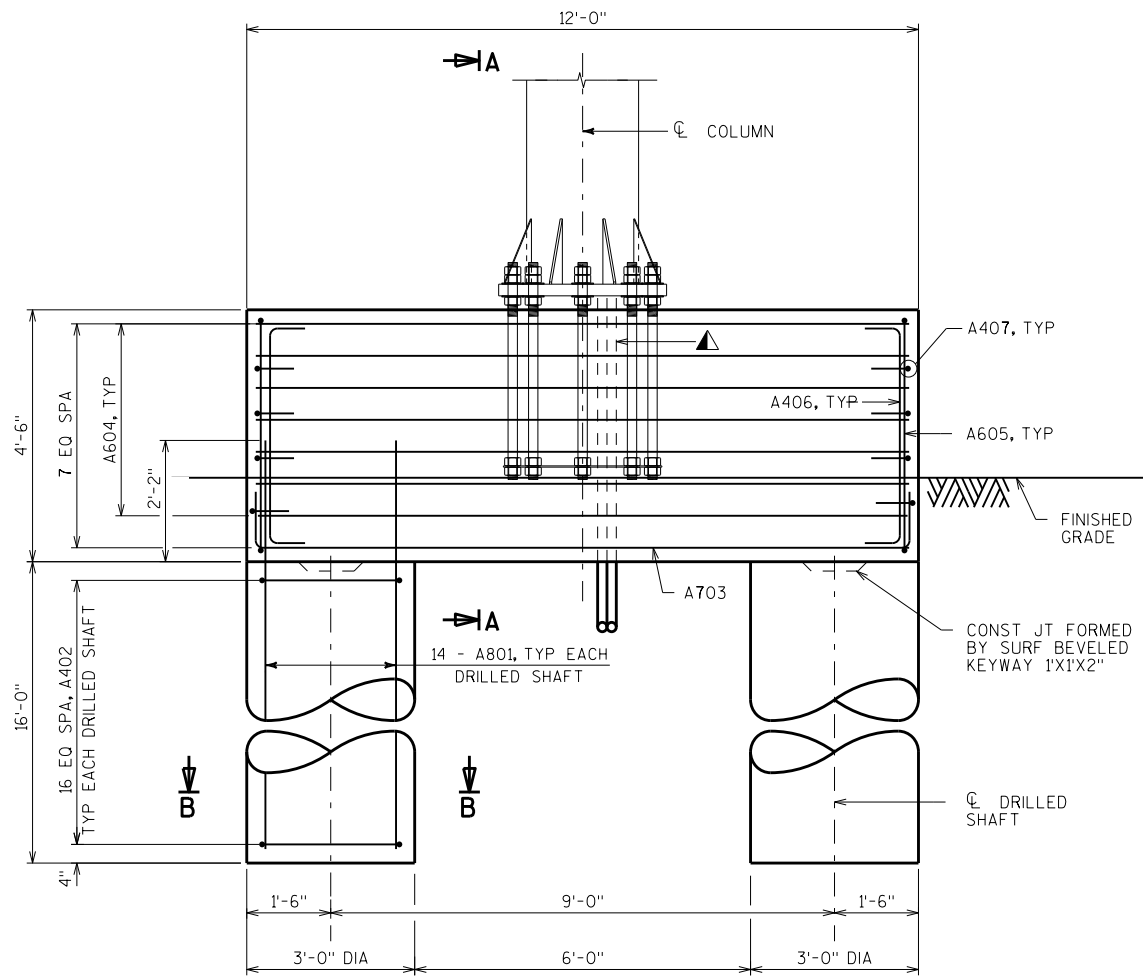
FOR SIGN CONNECTION



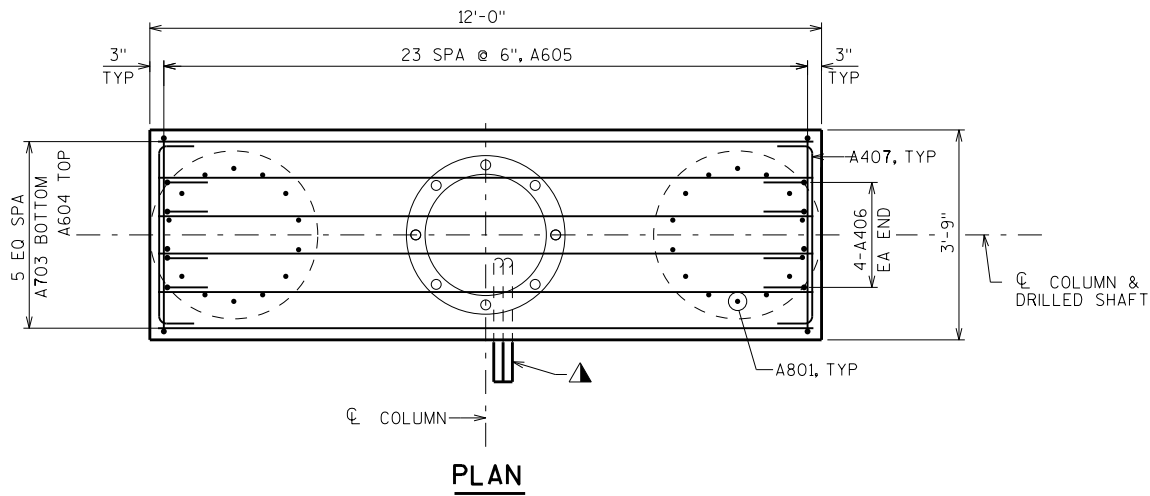
SECTION THRU TRUSS

FOR DMS/CATWALK CONNECTION

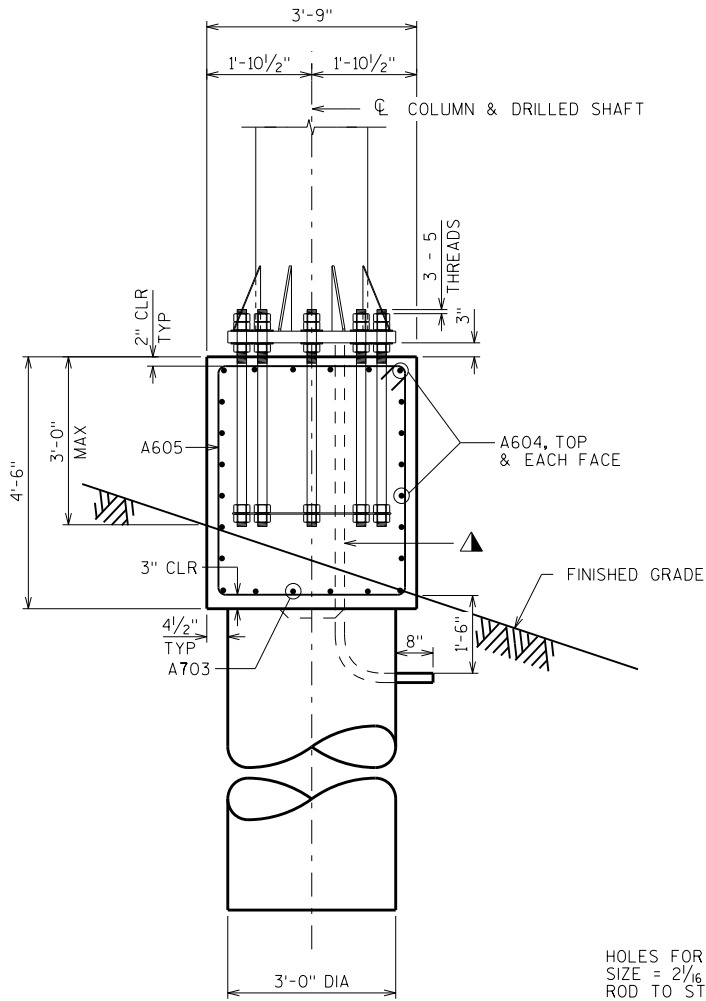
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
UPDATED:		APRIL 2020	
DRAWN BY		BOS	PLANS CK'D. BOS
4-CHORD TRUSS CANT. CONNECTION DETAILS 3			SHEET IV OF VIII
			1131



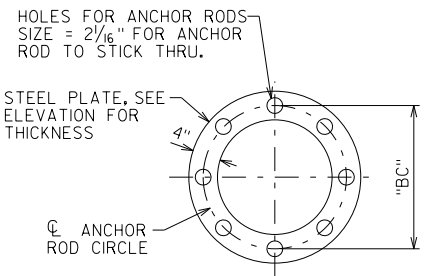
ELEVATION



PLAN

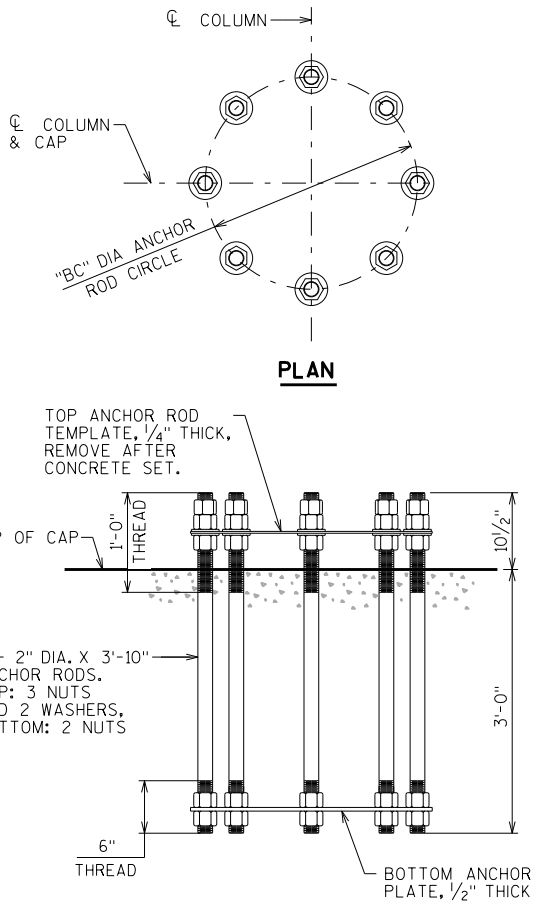


SECTION A-A



ANCHOR PLATE/TOP TEMPLATE

PLAN



ANCHOR ROD ASSEMBLY DETAILS

SINGLE ASSEMBLY SHOWN
8 ANCHOR RODS REQ'D PER ASSEMBLY

ANCHOR PLATE DATA

STD DESIGN TRUSS	DIMENSIONS	
	"BC"	
I	2'-2"	
II	2'-6"	

NOTES

CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED ON PLAN. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

LEGEND

▲ 2 - 2" DIA NONMETALLIC CONDUITS, INSTALL ONLY WITH DMS. EXTEND CONDUITS AS SHOWN AND CAP OR SEAL EACH END WITH A SUITABLE REMOVABLE PLUG. PLACE CONDUITS UNDER COLUMN ADJACENT TO THE DMS. CONDUITS INCIDENTAL TO THE FOUNDATION BID ITEMS.

NO.		DATE	REVISION	BY
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4-CHORD TRUSS CANT. FOUNDATION DETAILS 1		SHEET VII OF VIII		
		1132		

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

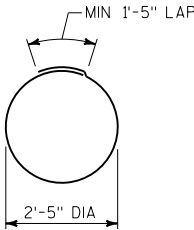
BILL OF BARS - STANDARD DESIGN TYPE I OR II

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		28	18'-2"			DRILLED SHAFT - VERTICAL
A402		34	9'-0"	X		DRILLED SHAFT - HORIZONTAL
A703	X	6	13'-7"	X		CAP - LONGITUDINAL - BOTTOM
A604	X	18	11'-8"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	24	15'-10"	X		CAP - STIRRUP
A406	X	8	4'-7"	X		CAP - VERTICAL - EACH END
A407	X	8	3'-11"	X		CAP - HORIZONTAL - EACH END

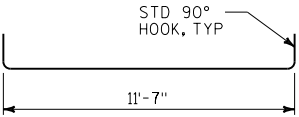
ESTIMATED QUANTITIES - FOUNDATION

STANDARD DESIGN TYPE	CONCRETE MASONRY (CY)	STEEL REINFORCEMENT HS (LBS)	STEEL REINFORCEMENT HS COATED (LBS)	ANCHOR ASSEMBLY 2-INCH (EACH)	FOUNDATION DRILLING 36" DIA. (LF)
I/II	16	1,570	1,100	1	32

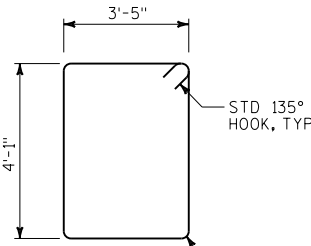
** QUANTITIES ARE FOR INFORMATION ONLY AND ARE BASED ON
STANDARD STRUCTURE DIMENSIONS



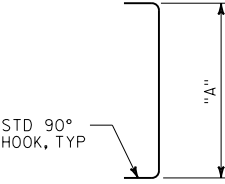
A402



A703



A605



A406, A407

BAR MARK	"A"
A406	3'-11 1/2"
A407	3'-3 1/2"

BAR BENDING DIAGRAMS

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
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4-CHORD TRUSS CANT. FOUNDATION DETAILS 2		SHEET VIII OF VIII	
		1133	

STRUCTURE DATA

SIGN STR	ACTUAL SIGN AREA TYPE 1	ACTUAL SIGN HEIGHT TYPE 1	STANDARD DESIGN TRUSS
S-13-543	287 SF	12'-0"	NON-STANDARD

DESIGN DATA

DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL

FOUNDATION DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.
(700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTERME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
SERVICE II:	1.0 DC + 1.0 ICE
FATIGUE I:	1.0 NWG (NATURAL WIND GUST VIBRATION)
	1.0 TRG (TRUCK INDUCED GUST VIBRATION)

MATERIAL PROPERTIES

CONCRETE MASONRY ----- f'c = 3,500 psi

HIGH STRENGTH STEEL
REINFORCEMENT, GRADE 60 ----- fy = 60,000 psi

STRUCTURAL ANGLES,
PLATE AND BARS - ASTM A709 GRADE 36 ----- fy = 36,000 psi

CHORDS - ASTM A500 GRADE C ----- fy = 46,000 psi

COLUMN PIPE
API5L PSL2 GRADE 46 ----- fy = 46,000 psi

HIGH STRENGTH BOLTS - A325 ----- fy = 92,000 psi

ANCHOR RODS - ASTM F1554 GRADE 55 ----- fy = 55,000 psi

HEAVY HEX NUTS FOR ANCHOR RODS - ASTM A563A

WASHERS FOR ANCHOR RODS - ASTM F436

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY ZONE, NAD 83 (2011). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEMS "TRUSS CANTILEVER 4-CHORD TYPE NS S-13-543" FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH 3/4" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D11.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE 1/4 THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES AND STORM SEWER IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AND STORM SEWER AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT 36-INCH".

WISDOT STANDARD DESIGN DRAWINGS FOR OSS 4-CHORD TRUSS CANTILVER STANDARD DESIGN TRUSS 2 ARE APPLICABLE TO THIS STRUCTURE EXCEPT AS NOTED ON THE STANDARD DRAWINGS INCLUDED AS PART OF THIS PLAN SET.

TRAFFIC VOLUME

A.D.T. (2036) = 139,650-164,190
R.D.S. = 60 MPH

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE. ACTUAL WATER LEVEL AT THE SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

LIST OF DRAWINGS

1. GENERAL NOTES, DESIGN DATA & QUANTITIES
2. GENERAL LAYOUT S-13-543
3. 4-CHORD TRUSS CANTILEVER NON-STANDARD
4. 4-CHORD TRUSS CANT. NON-STANDARD CONN. DETAILS 1
5. 4-CHORD TRUSS CANT. NON-STANDARD CONN. DETAILS 2
6. 4-CHORD TRUSS CANT. NON-STANDARD CONN. DETAILS 3
7. 4-CHORD TRUSS CANT. NON-STANDARD FDN. DETAILS 1
8. 4-CHORD TRUSS CANT. NON-STANDARD FDN. DETAILS 2

STATE PROJECT NUMBER

1206-06-79

STRUCTURE DESIGN CONTACTS

BUREAU OF STRUCTURES:
AARON BONK (608) 261-0261

CONSULTANT:
PAT CASHIN (414) 359-2300

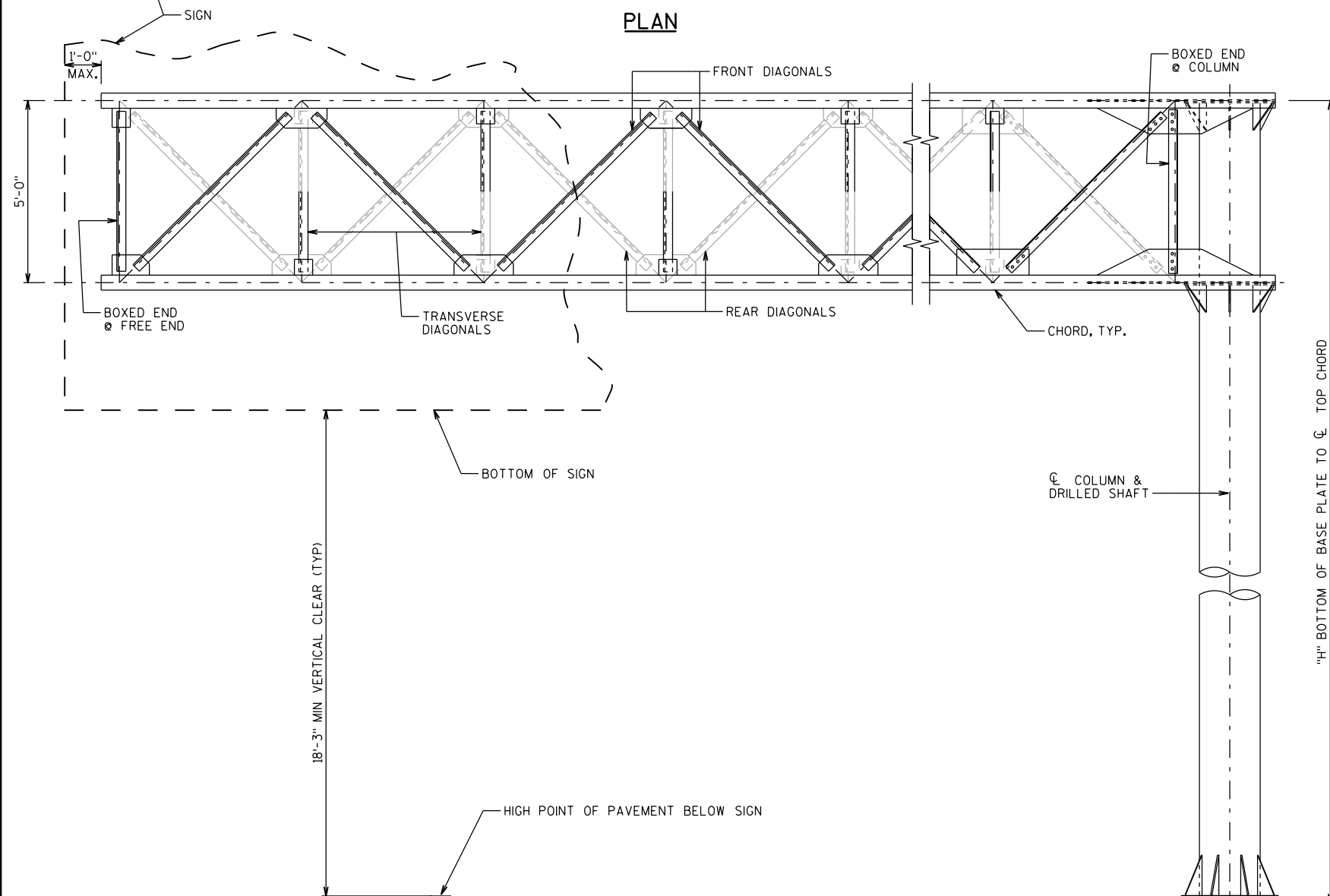
TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	S-13-543
531.1100	CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS	CY	16
531.1140	STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS	LB	1570
531.1160	STEEL REINFORCEMENT HS COATED ANCILLARY STRUCTURES TYPE NS	LB	1360
531.2036	DRILLING SHAFT 36-INCH	LF	32
532.6000.52	TRUSS CANTILEVER 4-CHORD TYPE NS S-13-543	EACH	1

STRUCTURE	CATEGORY
S-13-543	0550

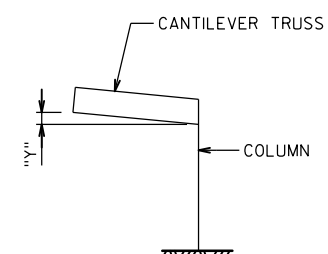


NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
HNTB (414) 359-2300			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED	<i>[Signature]</i> NK	10/05/20	DATE
CHIEF STRUCTURES DESIGN ENGINEER			
4-CHORD TRUSS CANTILEVER NON-STANDARD PLANS			
NON-STANDARD CANTILEVER SPAN SIGN STRUCTRE USH 12/18 EB & WB			
COUNTY DANE		CITY MADISON	
DESIGN SPEC. AASHTO LRFD LTS-1 W/INTERIMS			
DESIGNED BY	AMK	DESIGN CK'D. EPP	DRAWN BY EAJ
GENERAL NOTES, DESIGN DATA & QUANTITIES			PLANS CK'D. AKM/NNM
SHEET 1 OF 8			1134



LOOKING AT F.F. OF TRUSS

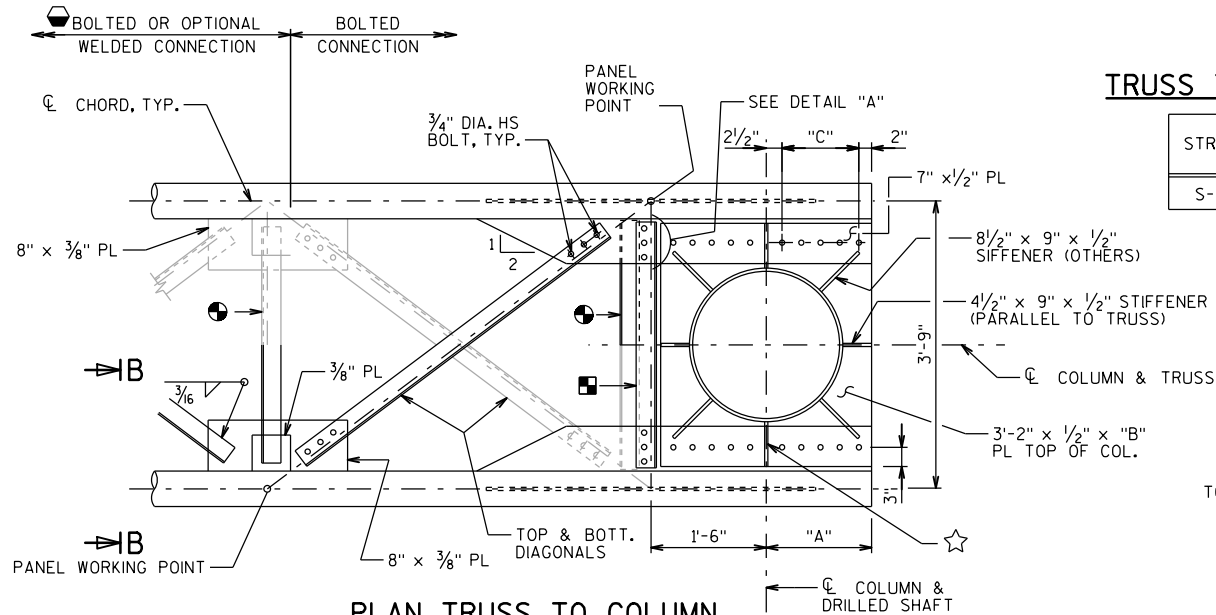
STRUCTURE	TYPE I SIGN AREA (FT ²)	MAXIMUM SPAN "L"	MAXIMUM COL HEIGHT "H"	DIM "A"	COLUMN OUTER DIA. X THK	CHORD OUTER DIA. X THK	WEB W X D X THK	BOXED END W X D X THK	TRANSVERSE DIAGONAL W X D X THK
S-13-543	287	33'-6"	25'-0"	1'-5"	24.00" X 0.562"	5.563" X 0.375"	L3X3X ⁵ / ₁₆	L3X3X ¹ / ₄	L3X3X ¹ / ₄



PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT THE END OF TRUSS AS SHOWN. DO NOT RAKE VERTICAL COLUMN BY ADJUSTMENT OF LEVELING NUTS.

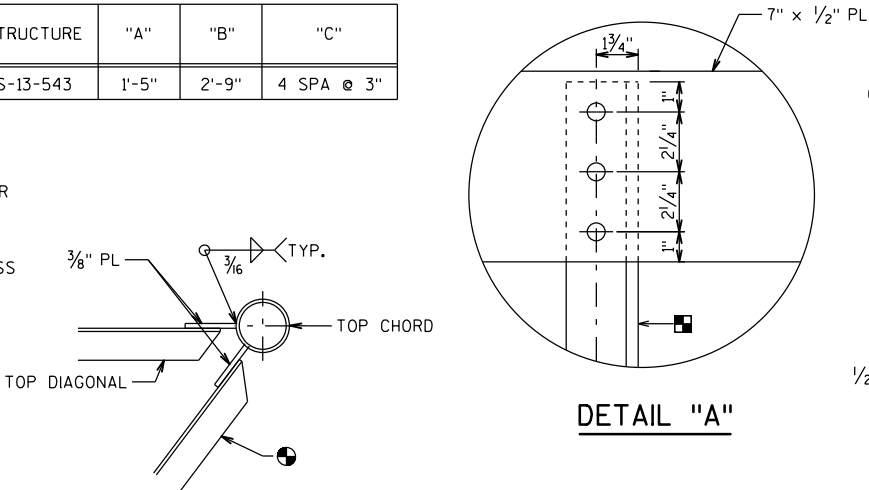
CAMBER VALUES	
SPAN "L"	"Y"
	TYPE
33'-6"	1.97"

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-543			
	DRAWN BY	EAJ	PLANS CK'D. AMK
4-CHORD TRUSS CANTILEVER			SHEET 3 OF
			1136

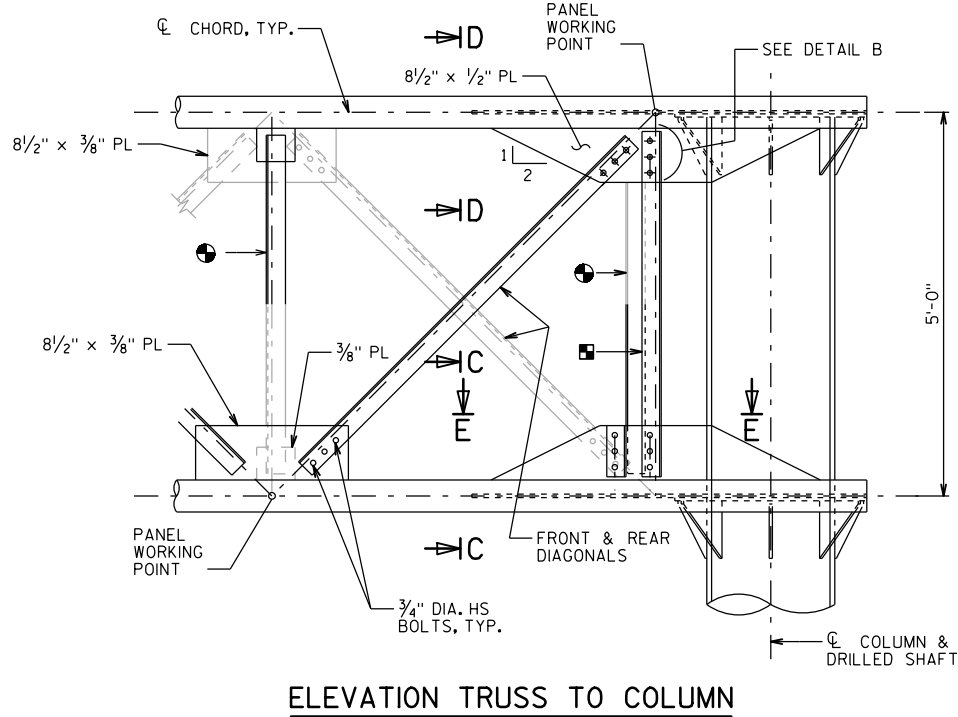
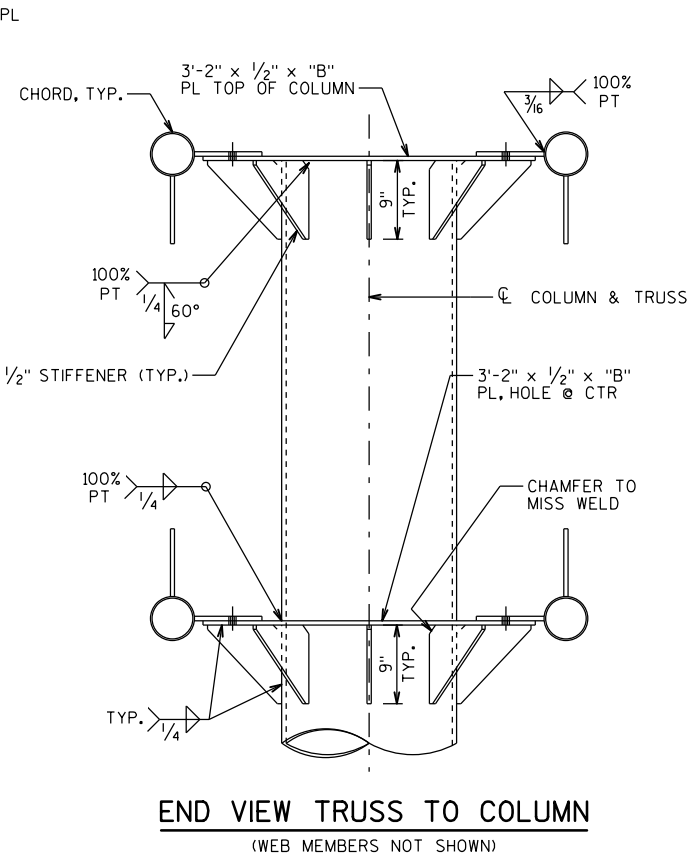
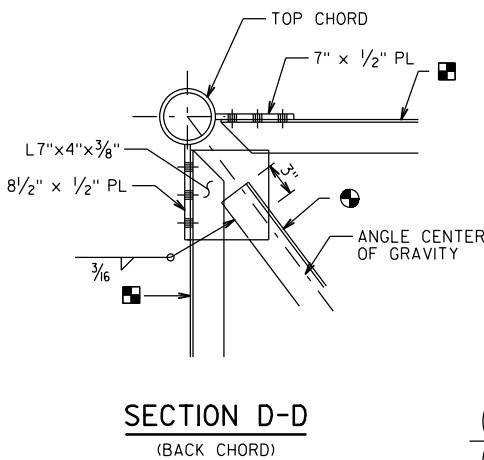
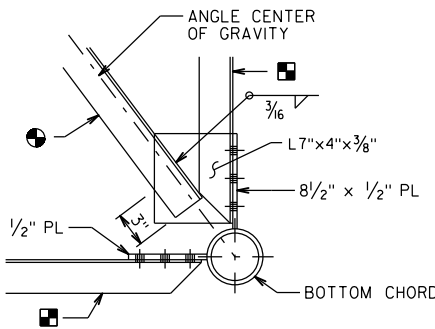


TRUSS TO COLUMN CONNECTION DATA

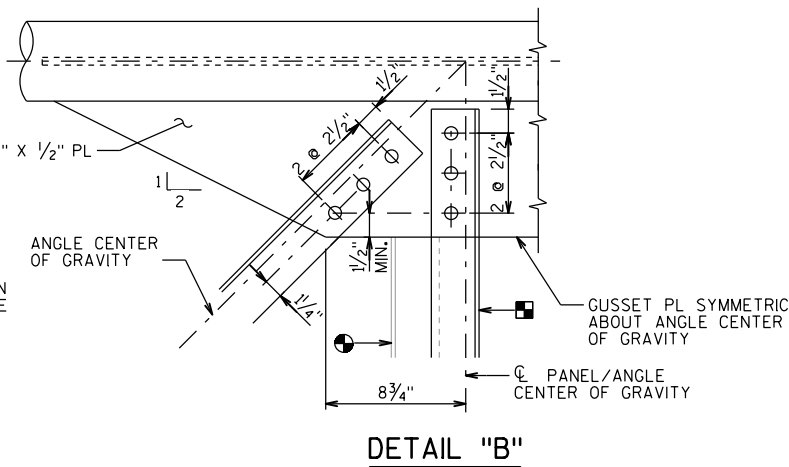
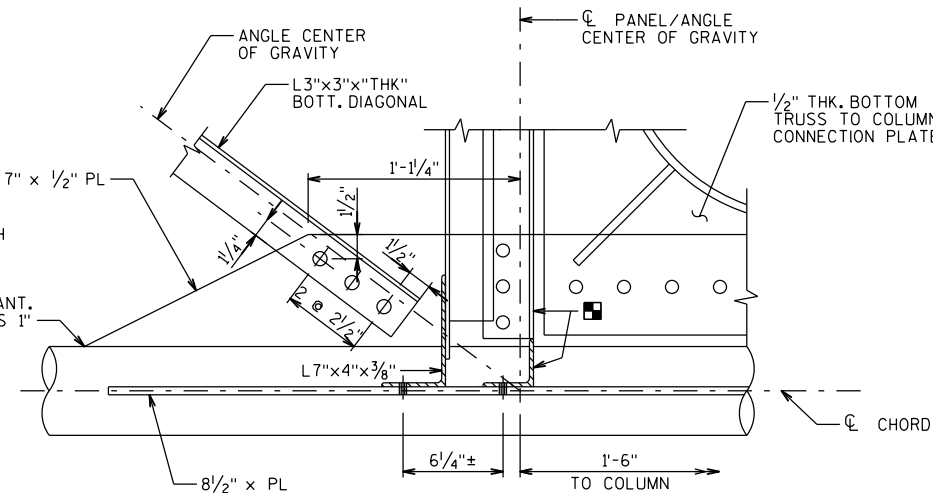
STRUCTURE	"A"	"B"	"C"
S-13-543	1'-5"	2'-9"	4 SPA @ 3"



SECTION B-B



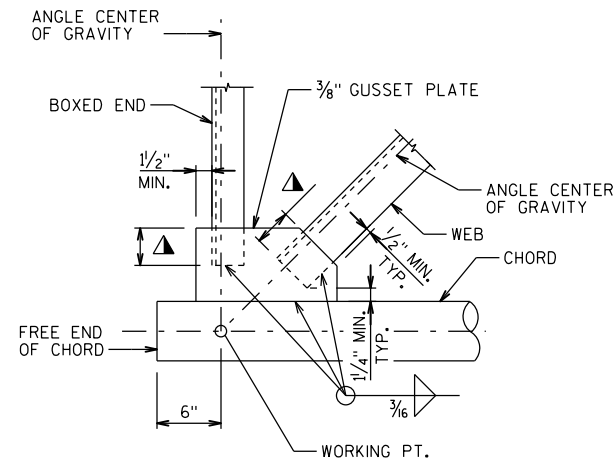
GRIND WELD SMOOTH (TYP). SEE BASE PLATE STIFFENER DETAIL ON SHEET "4-CHORD TRUSS CANT. CONNECTION DETAILS 1"



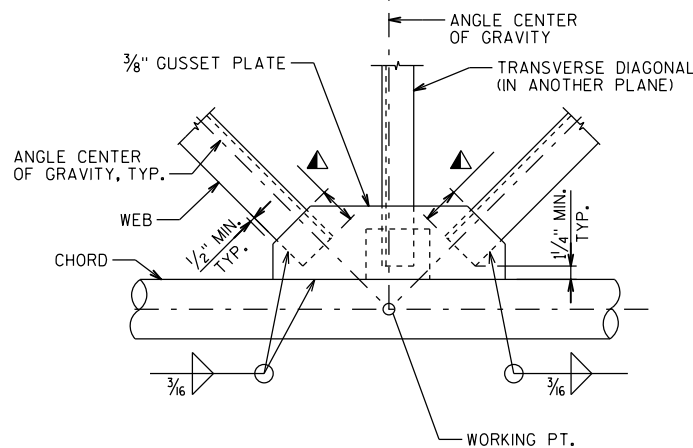
LEGEND

- TRANSVERSE DIAGONAL
- BOXED END @ SUPPORT
- WELDED CONNECTIONS MAY BE USED IF UNIT CAN BE GALVANIZED IN ONE PIECE.
- 7" x 9" x 1/2" STIFFENER STD DESIGN TYPE 2 ONLY, TYP OPPOSITE SIDE

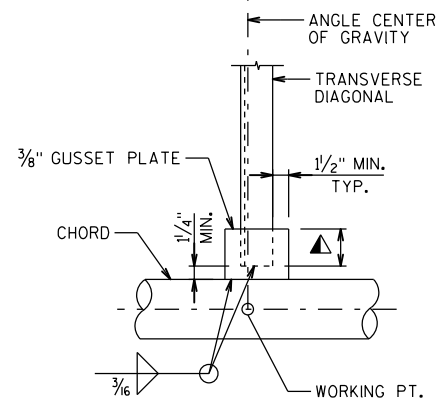
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-543			
DRAWN BY		EAJ	PLANS CKD. AMK
4-CHORD TRUSS CANT. CONNECTION DETAILS 1			SHEET 4 OF 8
			1137



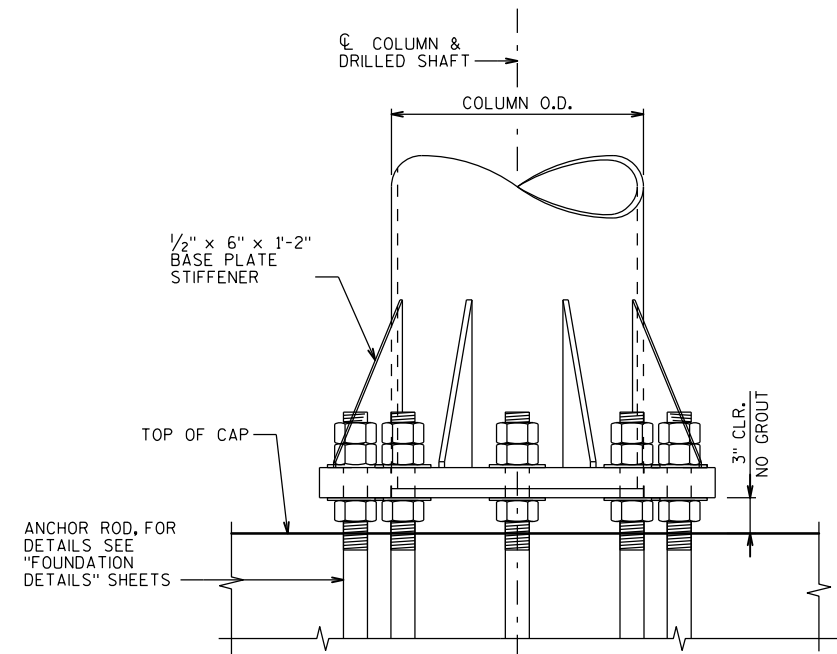
WELDED BOX END CONNECTION



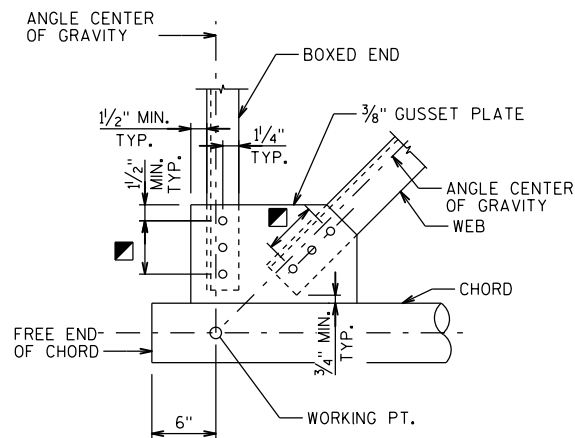
WELDED PANEL CONNECTION



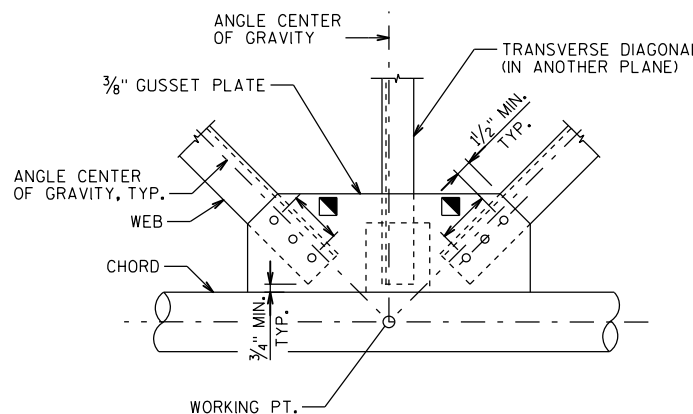
WELDED INTERIOR DIAGONAL CONNECTION



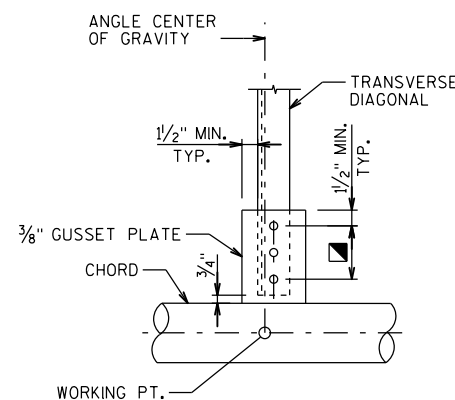
BASE PLATE & COLUMN DETAIL



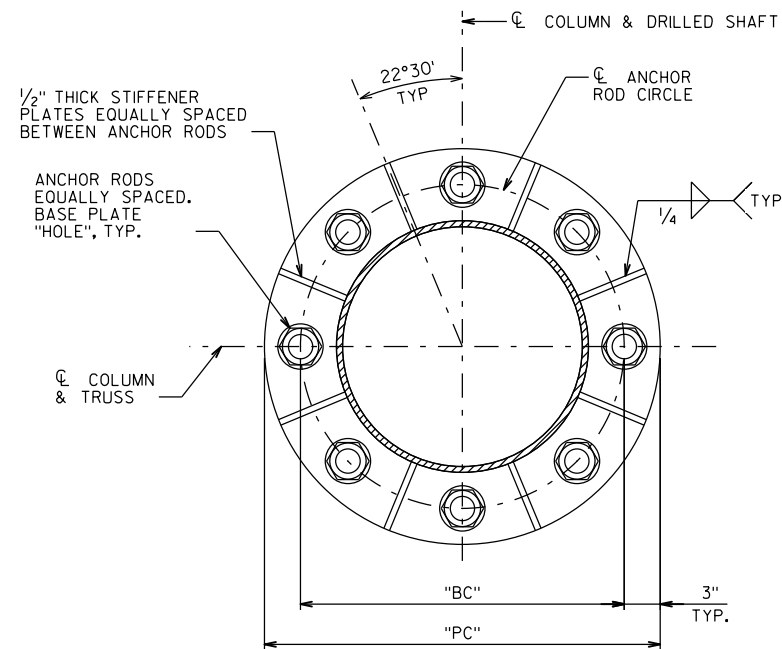
BOLTED BOX END CONNECTION



BOLTED PANEL CONNECTION



BOLTED TRANSVERSE DIAGONAL CONNECTION



BASE PLATE

PLAN

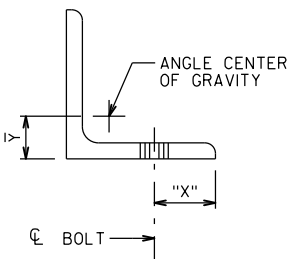
NOTE

FABRICATOR HAS THE OPTION TO USE NON-MITERED, RECTANGULAR GUSSET PLATES IN LIEU OF MITERED PLATES SHOWN ON THESE DETAILS.

MEMBER CONNECTION DATA

STRUCTURE NUMBER	WELD LEG LENGTH	NO. OF BOLTS
S-13-543	3" MIN	3

FOR ALL ANGLE TO GUSSET CONNECTIONS, BOLT SPACING = 2 1/2"

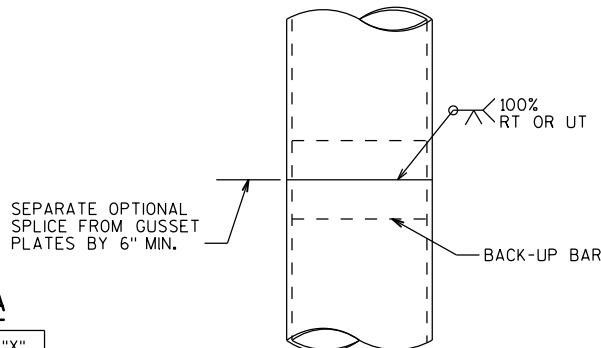


ANGLE DATA

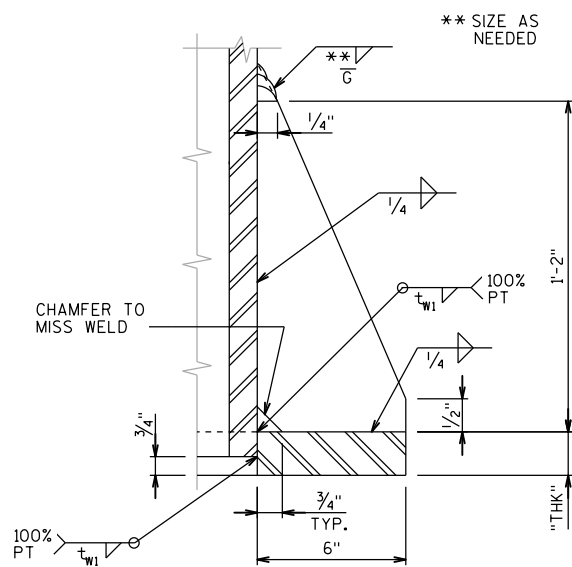
ANGLE SIZE	Y	"X"
L3X3X1/4	0.836"	1 1/4"
L3X3X5/16	0.860"	1 1/4"

CANTILEVER 4-CHORD COLUMN DATA TABLE

STANDARD DESIGN TYPE	COLUMN OUTER DIA. X THK	BASE PLATE				
		"t1"	"HOLE"	"THK"	"BC"	"PC"
S-13-543	24.00" X 0.562"	5/16"	2 1/4"	2 1/2"	2'-6"	3'-0"

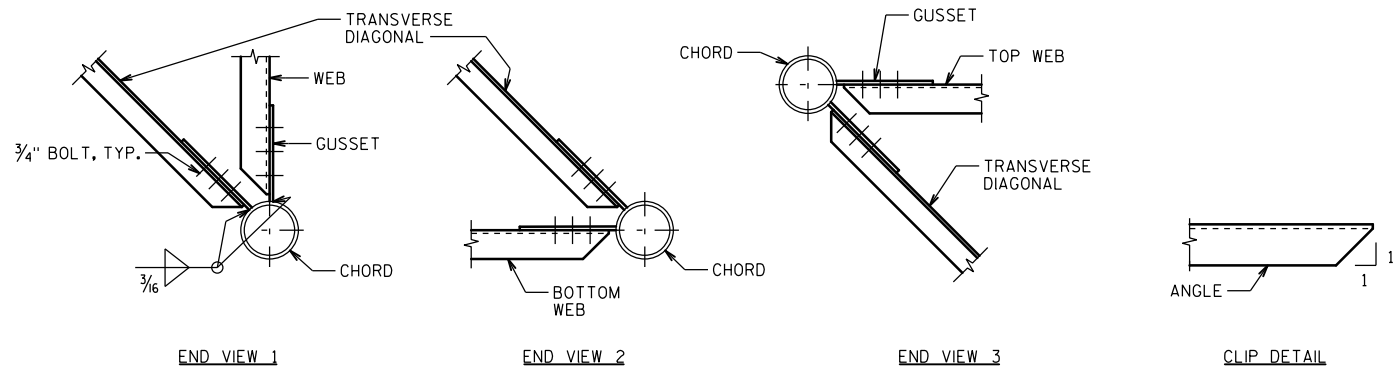
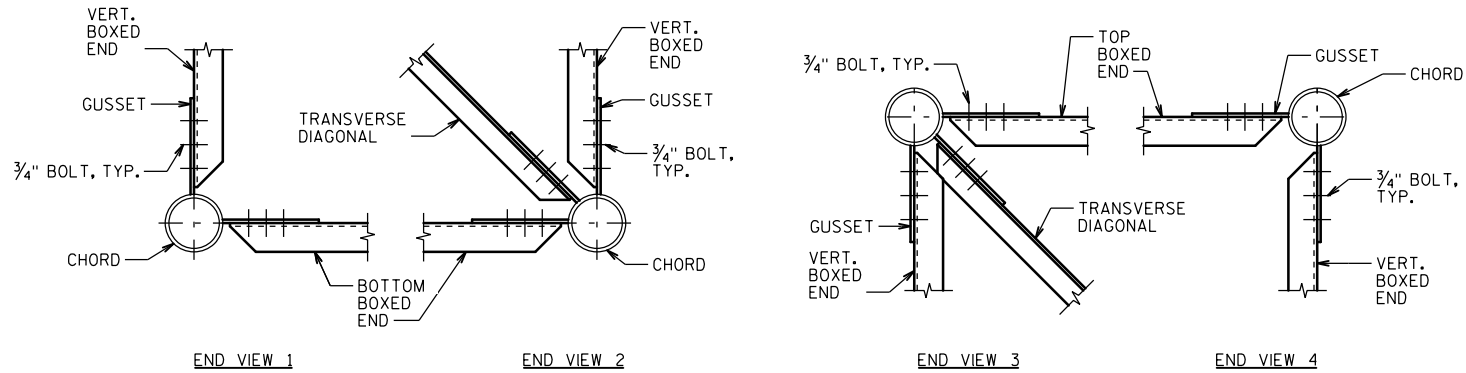


OPTIONAL COLUMN OR CHORD SPLICE DETAIL

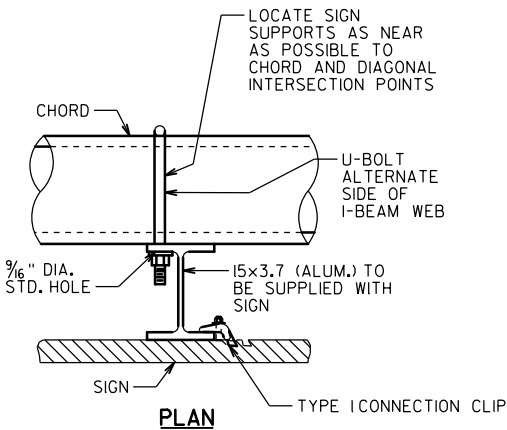
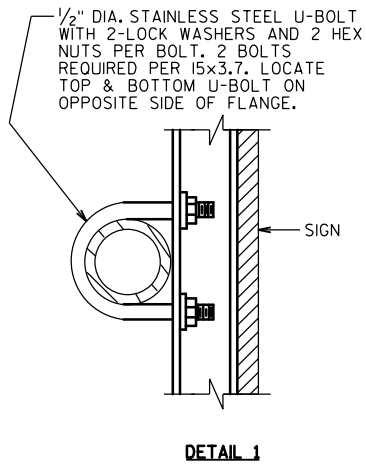


BASE PLATE STIFFENER DETAIL

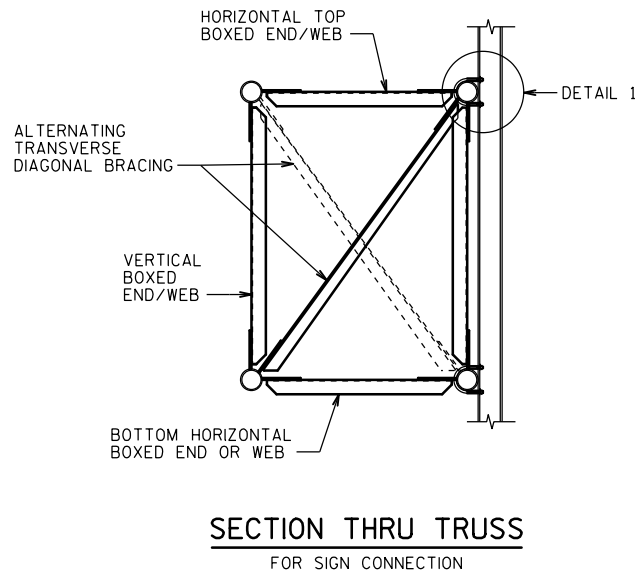
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-543			
DRAWN BY		EAJ	PLANS CKD. AMK
4-CHORD TRUSS CANT. CONNECTION DETAILS 2			SHEET 5 OF 8
			1138



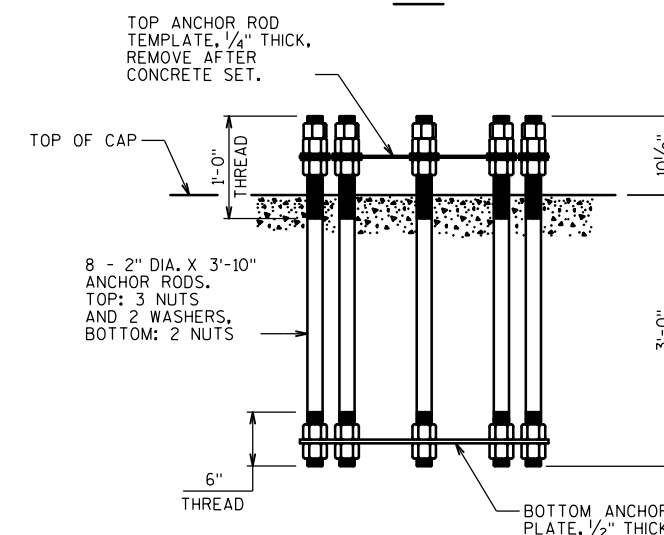
TRUSS CONNECTIONS DETAILS
BOLTED CONNECTIONS SHOWN, WELDED CONNECTIONS SIMILAR



TYPICAL SIGN CONNECTION
USE FOR TYPE I AND II SIGNS
SEE SIGN PLATE MANUAL A4-7A & A4-7B FOR DETAILS



NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-543			
		DRAWN BY	EAJ
		PLANS CK'D.	AMK
4-CHORD TRUSS CANT. CONNECTION DETAILS 3		SHEET 6 OF 8	
		1139	



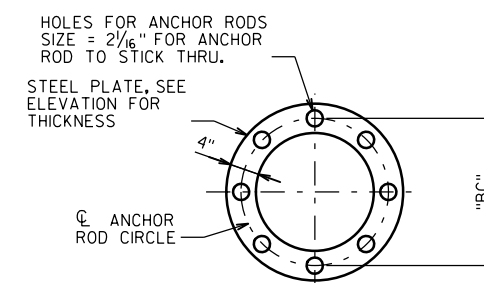
ELEVATION

ANCHOR ROD ASSEMBLY DETAILS

SINGLE ASSEMBLY SHOWN
8 ANCHOR RODS REQ'D PER ASSEMBLY

ANCHOR PLATE DATA

STRUCTURE	"BC"
S-13-543	2'-6"



ANCHOR PLATE/TOP TEMPLATE

PLAN



NOTES

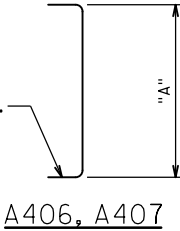
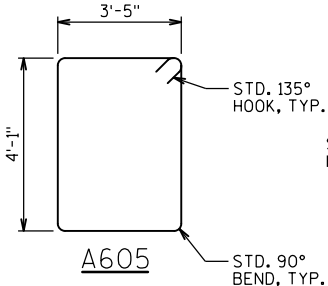
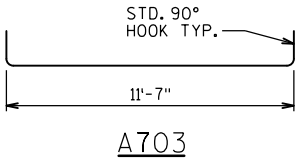
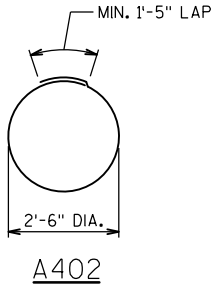
CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED ON PLAN. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-543			
		DRAWN BY	EAJ
		PLANS CK'D.	AMK
4-CHORD TRUSS CANT. NON-STANDARD FDN. DETAILS 1		SHEET 7 OF	
		1140	

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		28	18'-2"			DRILLED SHAFT - VERTICAL
A402		34	9'-0"	X		DRILLED SHAFT - HORIZONTAL
A703	X	14	13'-11"	X		CAP - LONGITUDINAL - TOP & BOTTOM
A704	X	14	11'-8"			CAP - LONGITUDINAL - SIDES
A605	X	24	15'-10"	X		CAP - STIRRUP
A406	X	10	4'-7"	X		CAP - VERTICAL - EACH END
A407	X	10	3'-11"	X		CAP - HORIZONTAL - EACH END



BAR MARK	"A"
A406	3'-11 1/2"
A407	3'-3 1/2"

BAR BENDING DIAGRAMS

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

STATE PROJECT NUMBER

1206-06-79

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-543			
DRAWN BY		EAJ	PLANS CK'D. AMK
4-CHORD TRUSS CANT. NON-STANDARD FDN. DETAILS 2			SHEET 8 OF 8
			1141

TOTAL ESTIMATED QUANTITES

BID ITEM NO.	BID ITEMS	UNIT	S-13-546	S-13-547	S-13-548	S-13-538	S-13-549	S-13-550	S-13-541	S-13-551
502.3210	PIGMENTED SURFACE SEALER	SY	21	24	24	24	21	21	21	21
531.1100	CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS	CY	43	46	46	46	42	42	43	42
531.1140	STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS	LB	4170	4170	4170	4170	4170	4170	4170	4170
531.1160	STEEL REINFORCEMENT HS COATED ANCILLARY STRUCTURES TYPE NS	LB	2920	3280	3290	3220	2900	2910	2920	2910
531.2036	DRILLING SHAFT 36-INCH	LF	88	88	88	88	88	88	88	88
532.6120.53	TRUSS FULL SPAN 4-CHORD TYPE IIS-13-546	EACH	1	--	--	--	--	--	--	--
532.6120.54	TRUSS FULL SPAN 4-CHORD TYPE IIS-13-547	EACH	--	1	--	--	--	--	--	--
532.6120.55	TRUSS FULL SPAN 4-CHORD TYPE IIS-13-548	EACH	--	--	1	--	--	--	--	--
532.6120.56	TRUSS FULL SPAN 4-CHORD TYPE IIS-13-538	EACH	--	--	--	1	--	--	--	--
532.6120.57	TRUSS FULL SPAN 4-CHORD TYPE IIS-13-549	EACH	--	--	--	--	1	--	--	--
532.6120.58	TRUSS FULL SPAN 4-CHORD TYPE IIS-13-550	EACH	--	--	--	--	--	1	--	--
532.6120.59	TRUSS FULL SPAN 4-CHORD TYPE IIS-13-541	EACH	--	--	--	--	--	--	1	--
532.6120.60	TRUSS FULL SPAN 4-CHORD TYPE IIS-13-551	EACH	--	--	--	--	--	--	--	1

STRUCTURE DATA

SIGN STR	ACTUAL SIGN AREA		ACTUAL SIGN HEIGHT		FND TYPE
	TYPE I	DMS/LCS	TYPE I	DMS/LCS	
S-13-546	279.5 SF	--	12'-0"	--	NON-STANDARD
S-13-547	529.0 SF	20 SF	11'-6"	5'-0"	NON-STANDARD
S-13-548	542.0 SF	--	13'-0"	--	NON-STANDARD
S-13-538	16.5 SF	146 SF	5'-6"	6'-0"	NON-STANDARD
S-13-549	373 SF	--	12'-0"	--	NON-STANDARD
S-13-550	344 SF	--	11'-0"	--	NON-STANDARD
S-13-541	--	126 SF	--	6'-0"	NON-STANDARD
S-13-551	508 SF	--	11'-6"	--	NON-STANDARD

DESIGN DATA

DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL

FOUNDATION DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 120 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS. (1700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTERME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE I:	1.0 NWG (NATURAL WIND GUST VIBRATION) 1.0 TRG (TRUCK INDUCED GUST VIBRATION)

MATERIAL PROPERTIES

CONCRETE MASONRY----- f'c = 3,500 psi

HIGH STRENGTH STEEL REINFORCEMENT, GRADE 60----- fy = 60,000 psi

STRUCTURAL ANGLES, PLATE AND BARS - ASTM A709 GRADE 36----- fy = 36,000 psi

CHORDS & COLUMN PIPE - ASTM A500 GRADE C----- fy = 46,000 psi

HIGH STRENGTH BOLTS - A325----- fy = 92,000 psi

ANCHOR RODS - ASTM F1554 GRADE 55----- fy = 55,000 psi

HEAVY HEX NUTS FOR ANCHOR RODS - ASTM A563A

WASHERS FOR ANCHOR RODS - ASTM F436

TRAFFIC VOLUME

A.D.T. (2036) = 139,650-164,190
R.D.S. = 60 MPH

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY ZONE, NAD 83 (2011). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "TRUSS FULL SPAN 4-CHORD TYPE II S-13-5XX" FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

CATWALKS ARE USED ON 4-CHORD STRUCTURES CARRYING DMS SIGNS. CATWALKS SHALL BE INCIDENTAL TO THE BID ITEM "TRUSS FULL SPAN 4-CHORD TYPE IIS-13-5XX" FOR EACH DMS SIGN STRUCTURE IN THE PLAN SET.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE 1/4 THE LENGTH OF THE BRIDGE SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES AND STORM SEWER IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AND STORM SEWER AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT 36-INCH".

PIGMENTED SURFACE SEALER TO BE APPLIED TO EXPOSED FACES OF THE MEDIAN BARRIER.

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT THE SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

STRUCTURE	CATEGORY
S-13-546	0560
S-13-547	0570
S-13-548	0580
S-13-538	0590
S-13-549	0600
S-13-550	0610
S-13-541	0620
S-13-551	0630

LIST OF DRAWINGS

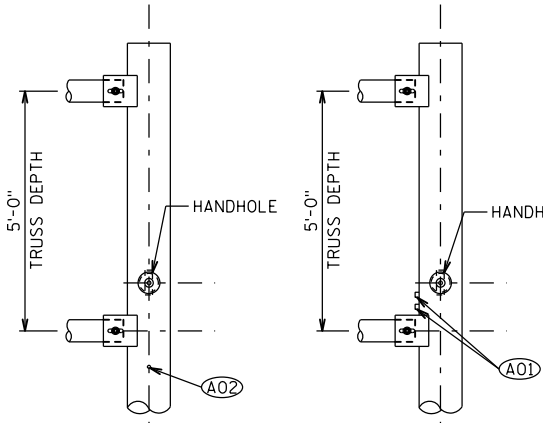
1. GENERAL NOTES, DESIGN DATA & QUANTITIES
2. GENERAL LAYOUT S-13-546
3. GENERAL LAYOUT S-13-547
4. GENERAL LAYOUT S-13-548
5. GENERAL LAYOUT S-13-538
6. GENERAL LAYOUT S-13-549
7. GENERAL LAYOUT S-13-550
8. GENERAL LAYOUT S-13-541
9. GENERAL LAYOUT S-13-551

LIST OF STANDARD DESIGN DRAWINGS

10. I. 4-CHORD TRUSS FULL SPAN TRUSS DETAILS
11. II. 4-CHORD TRUSS FULL SPAN COLUMN DETAILS
12. III. 4-CHORD TRUSS FULL SPAN CONNECTIONS 1
13. IV. 4-CHORD TRUSS FULL SPAN CONNECTIONS 2
14. V. 4-CHORD TRUSS FULL SPAN CATWALK DETAILS
15. VI. 4-CHORD FULL SPAN ELECTRICAL DETAILS

LIST OF DRAWINGS (CON'T)

16. NON-STANDARD FOUNDATION DETAILS 1
17. NON-STANDARD FOUNDATION DETAILS 2
18. NON-STANDARD FOUNDATION DETAILS 3



COLUMN ITS DETAIL

THE MEDIAN FOUNDATIONS ARE BASED ON THE STANDARDS WITH CAP BEAMS MODIFIED TO SERVE AS MEDIAN BARRIERS CONFORMING TO ROADWAY GEOMETRY.

THE DESIGNER CERTIFIES THAT THE SIGN STRUCTURE GEOMETRY AND STANDARD FOUNDATION CHOSEN ARE CONSISTENT WITH THE GUIDANCE PROVIDED IN THE CURRENT WISCONSIN BRIDGE MANUAL CHAPTER 39.



STATE PROJECT NUMBER

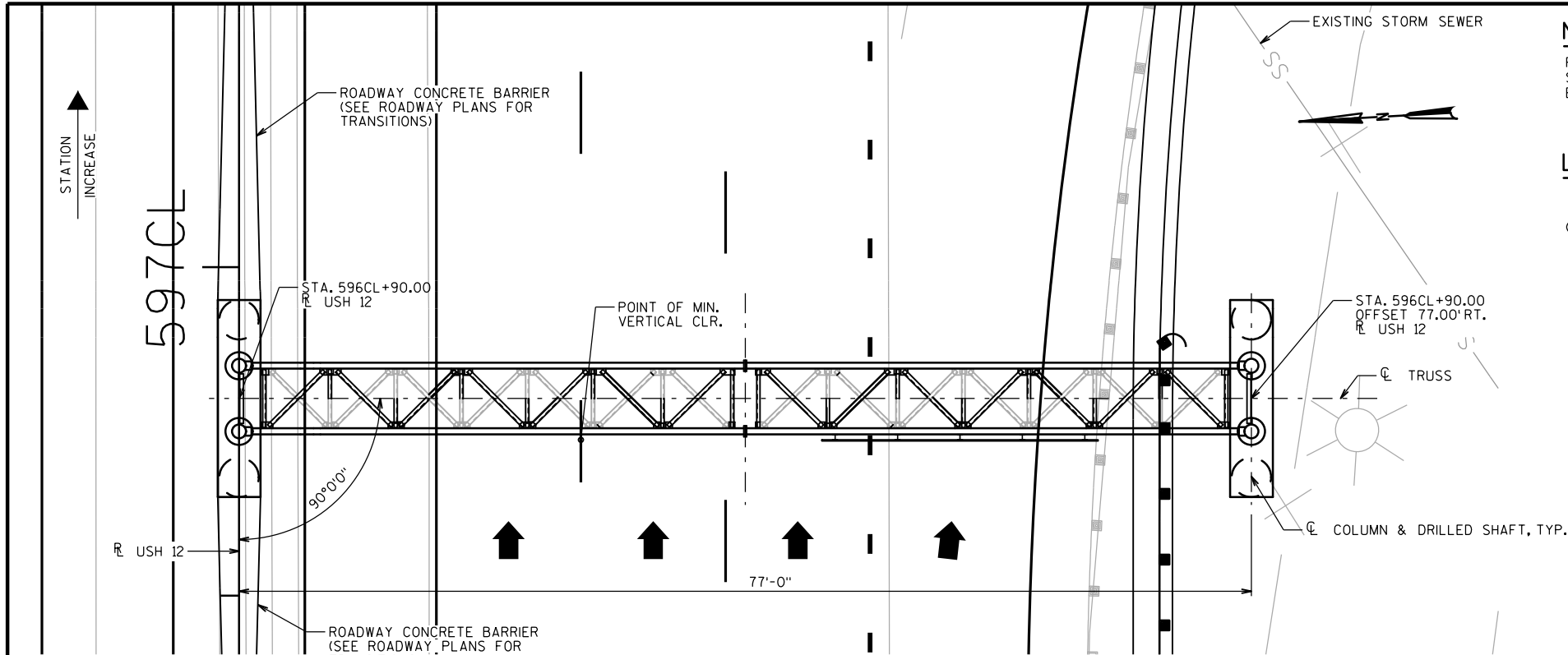
1206-06-79

STRUCTURE DESIGN CONTACTS

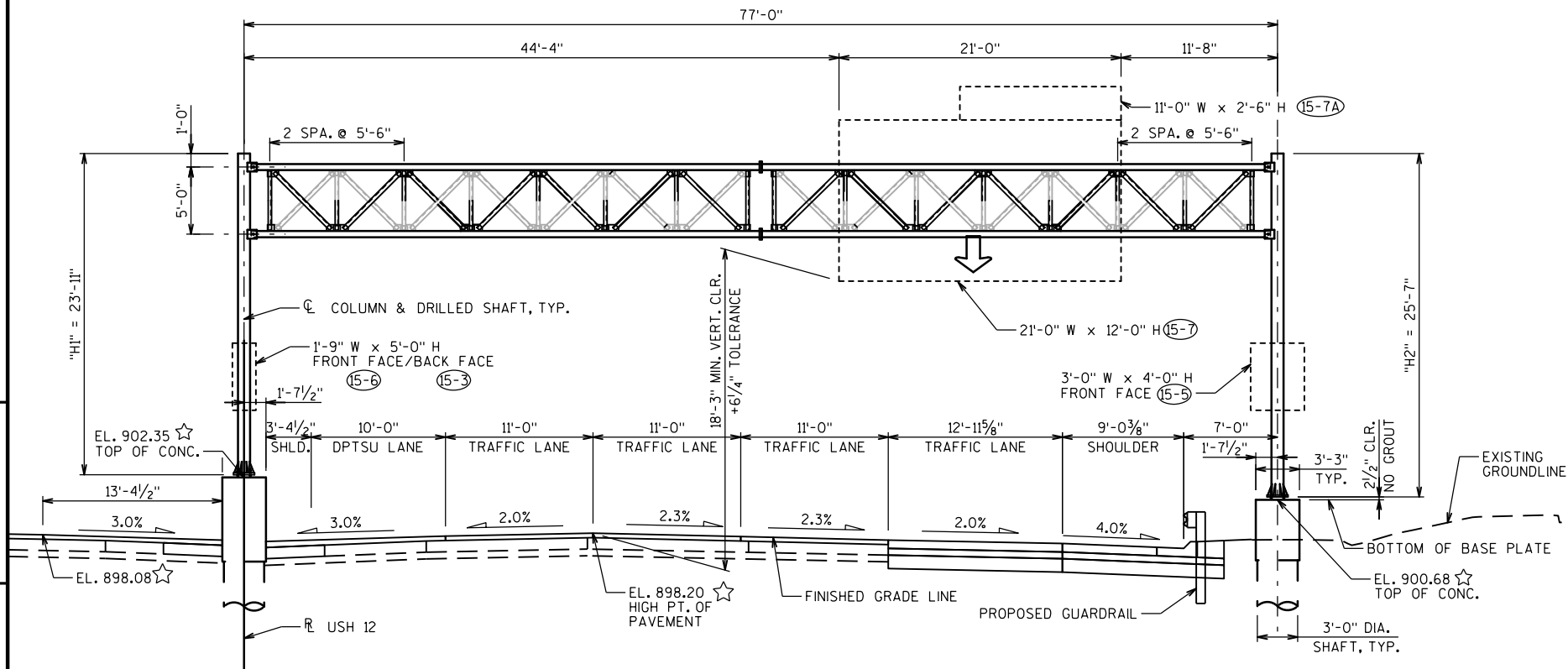
BUREAU OF STRUCTURES:
SUPERVISOR:
AARON BONK (608) 261-0261

CONSULTANT:
PAT CASHIN (414) 359-2300

NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
HNTB (414) 359-2300			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED	<i>[Signature]</i> NK	10/05/20	DATE
CHIEF STRUCTURES DESIGN ENGINEER			
4-CHORD TRUSS FULL SPAN PLANS			
FULL SPAN SIGN STRUCTRES USH 12/18 EB & WB			
COUNTY	DANE	CITY OR TOWN	MADISON OR MONONA
DESIGN SPEC. AASHTO LRFD LTS-1 W/INTERIMS			
DESIGNED BY	BOS	DESIGN CK'D.	BOS
DRAWN BY	EAJ	PLANS CK'D.	NNM
GENERAL NOTES, DESIGN DATA & QUANTITIES			SHEET 1 OF 18
			1142



PLAN



ELEVATION

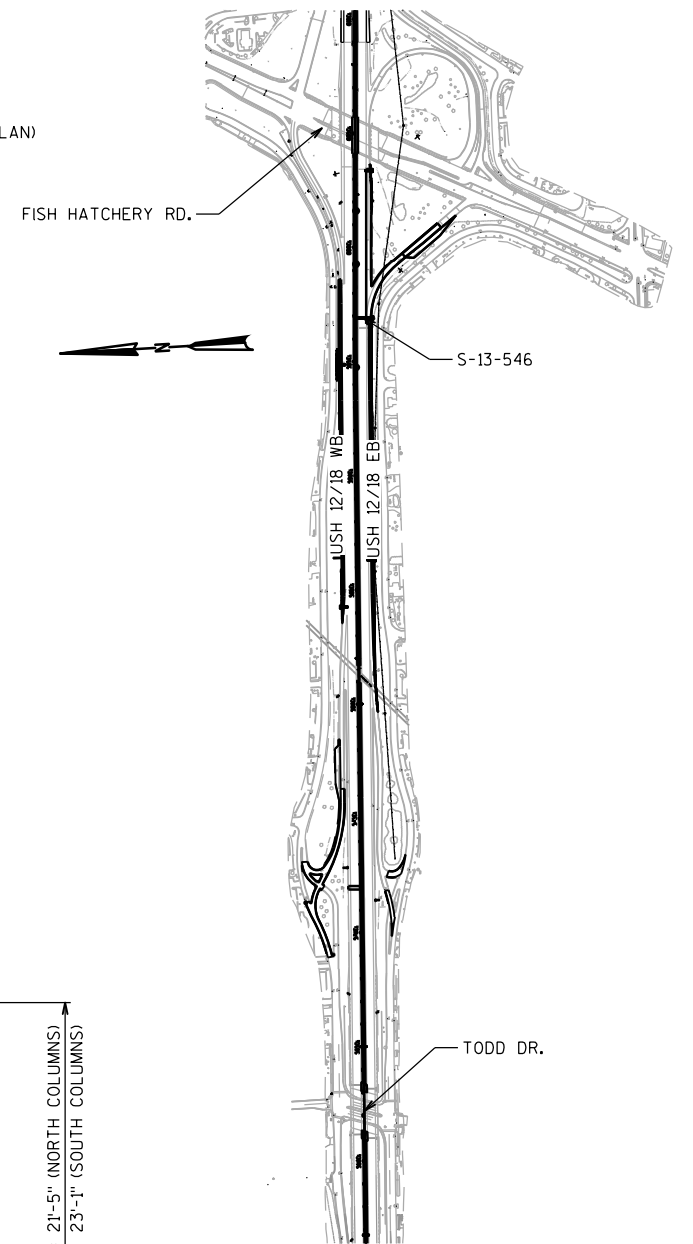
STA. 596CL+90.00
(LOOKING UPSTATION AT FRONT OF SIGN)

NOTE

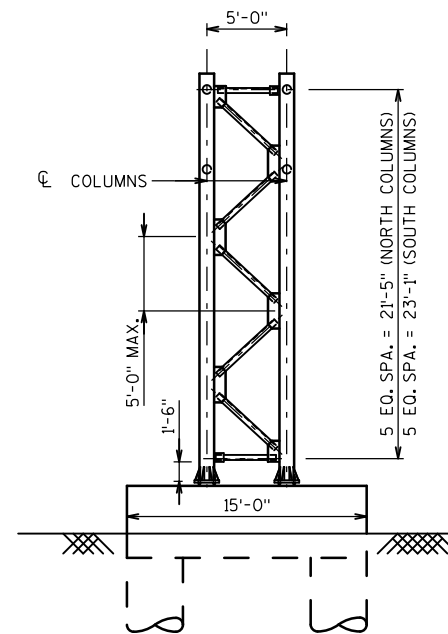
POINT OF MIN. VERTICAL CLEARANCE
STA. 596CL+86.85, 26.00' RT.
EL. 898.23

LEGEND

- ☆ ELEVATIONS GIVEN ALONG ϕ TRUSS
- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)



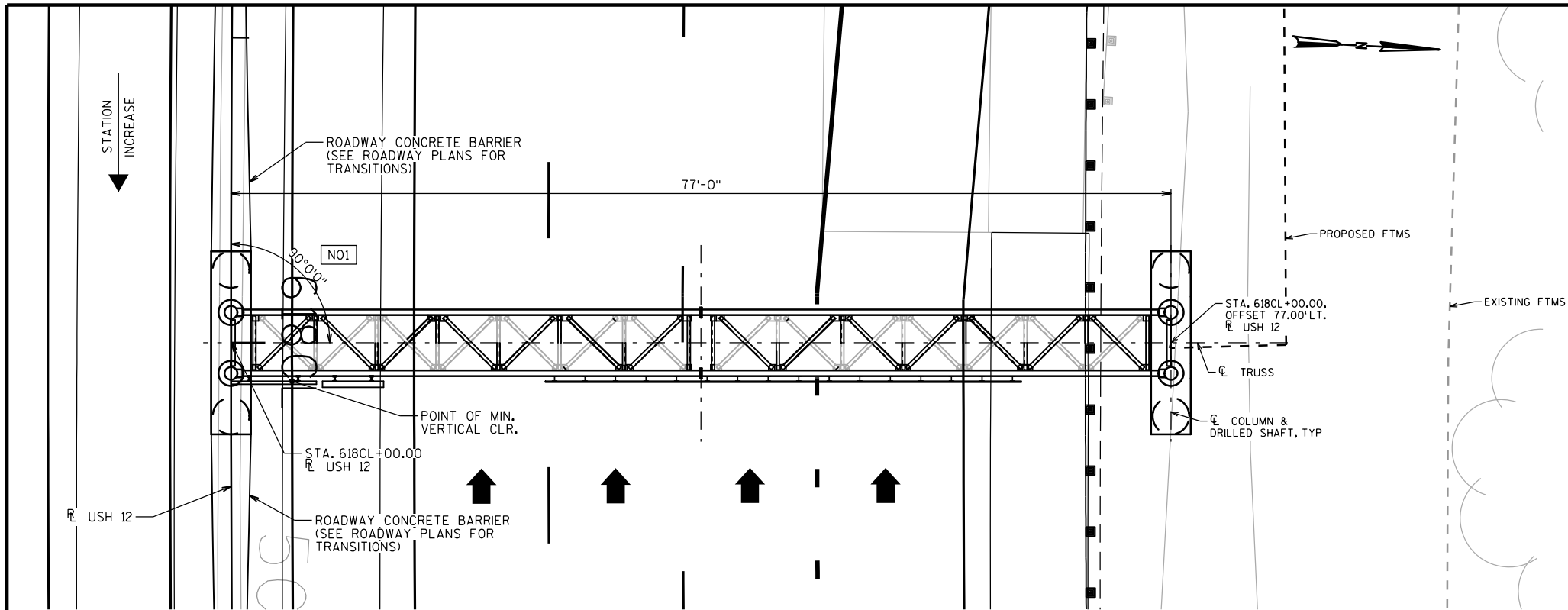
LOCATION MAP



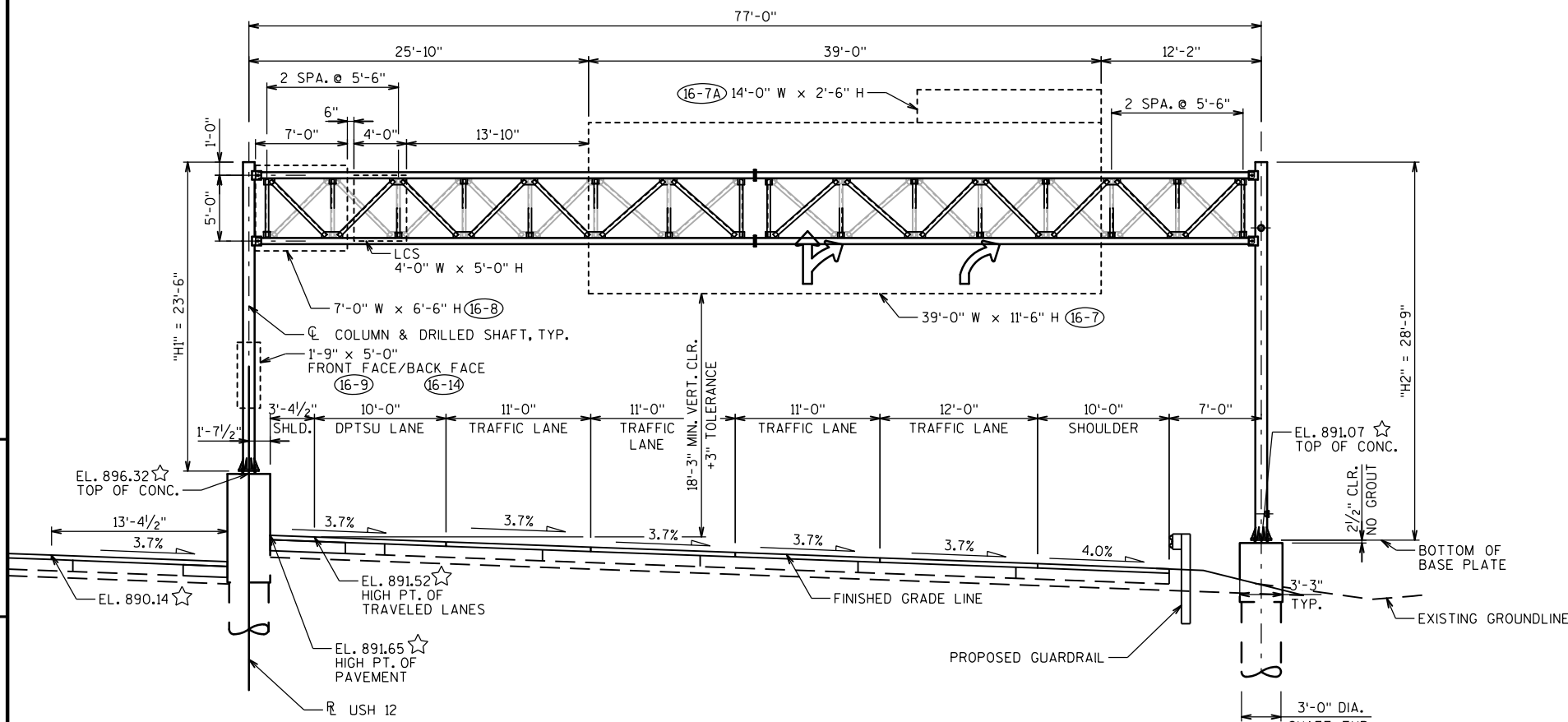
END VIEW

LOOKING NORTH

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-546			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-546			SHEET 2 OF 18
			1143

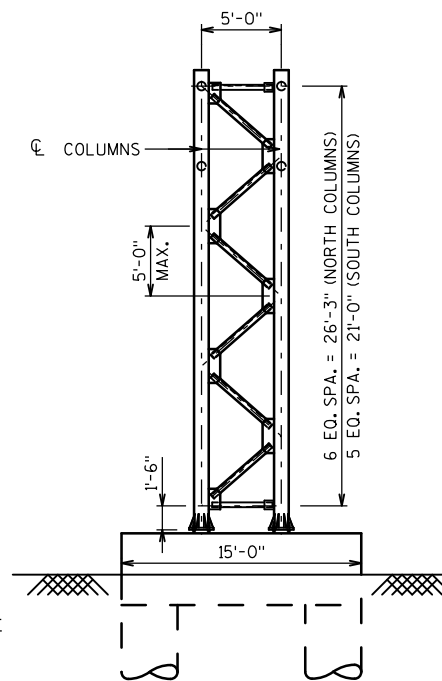


PLAN



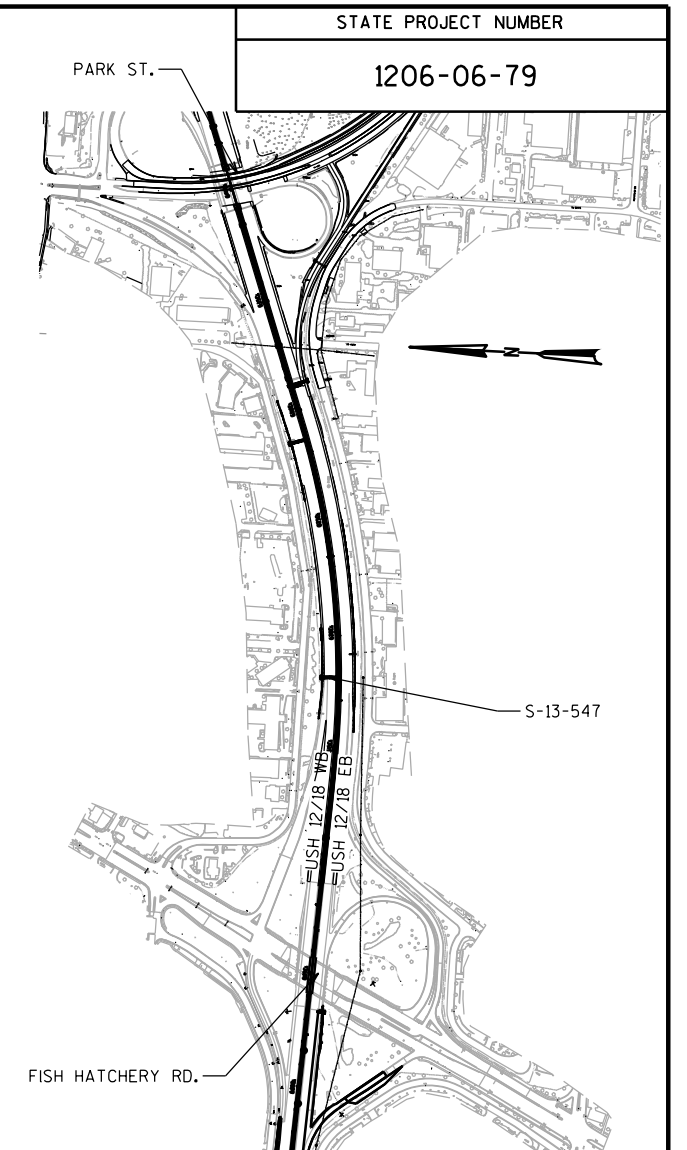
ELEVATION

STA. 618CL+00.00
(LOOKING DOWNSTATION AT FRONT OF SIGN)



END VIEW

LOOKING SOUTH



LOCATION MAP

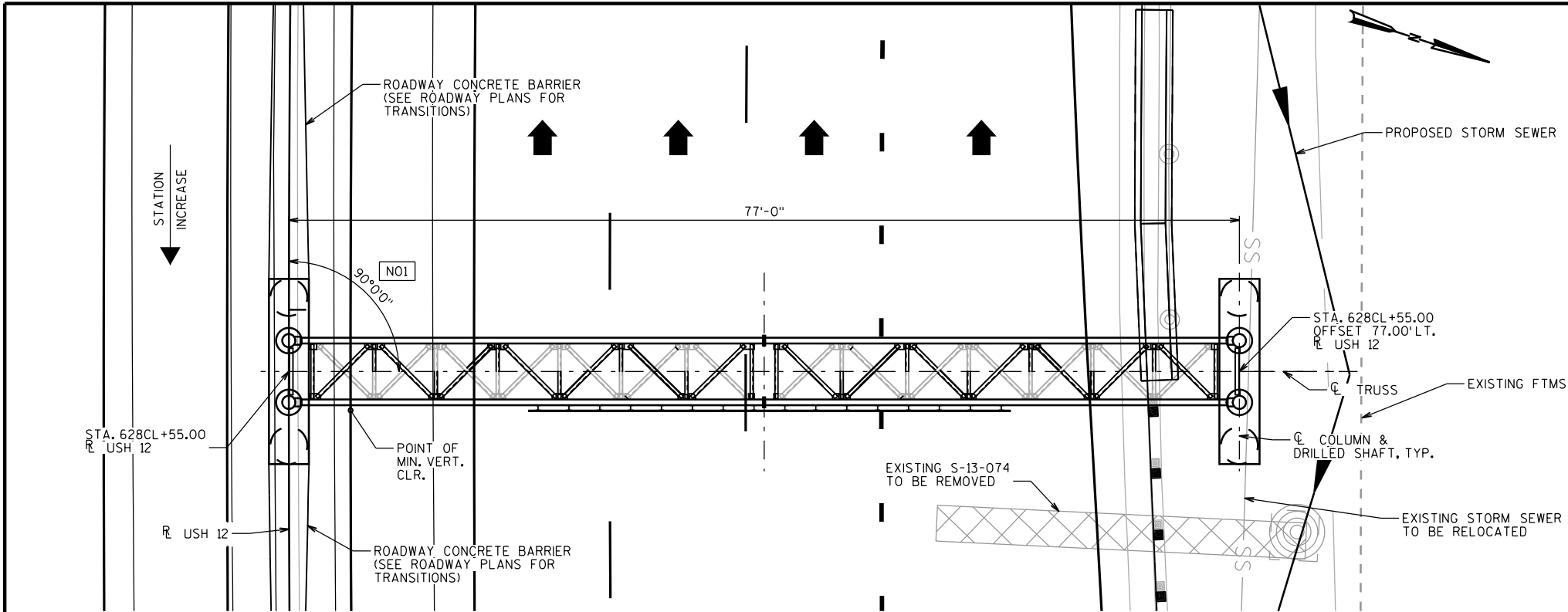
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 618CL+03.15, 5.00' LT.
EL. 891.52

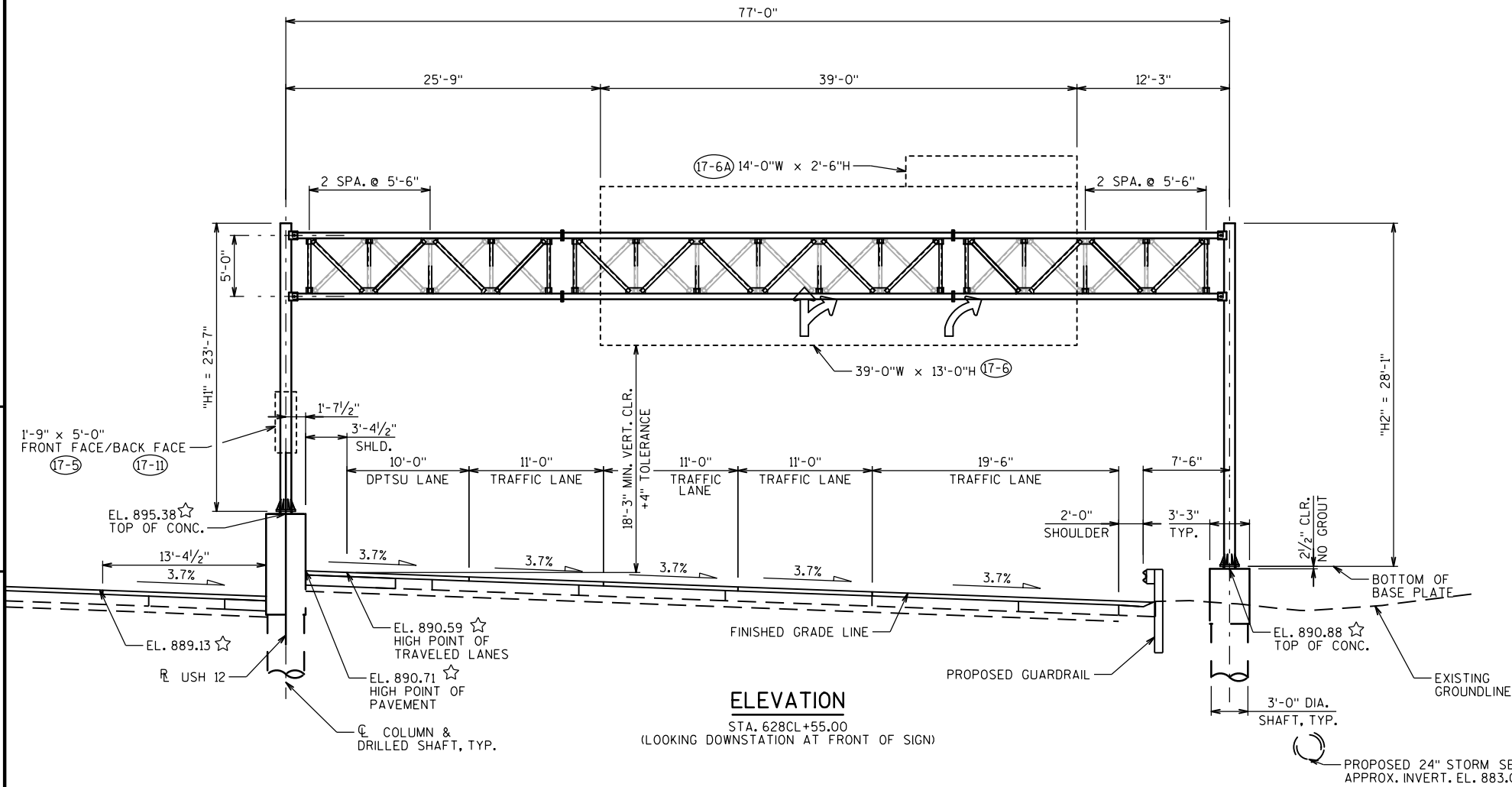
LEGEND

- ☆ ELEVATIONS GIVEN ALONG ϕ TRUSS
- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- [NOT] ANGLE MEASURED BETWEEN ϕ COLUMN AND LINE TANGENT TO ϕ USH 12 AT STA. 618CL+00.00

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-547			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-547			SHEET 3 OF 18
1144			



PLAN



ELEVATION

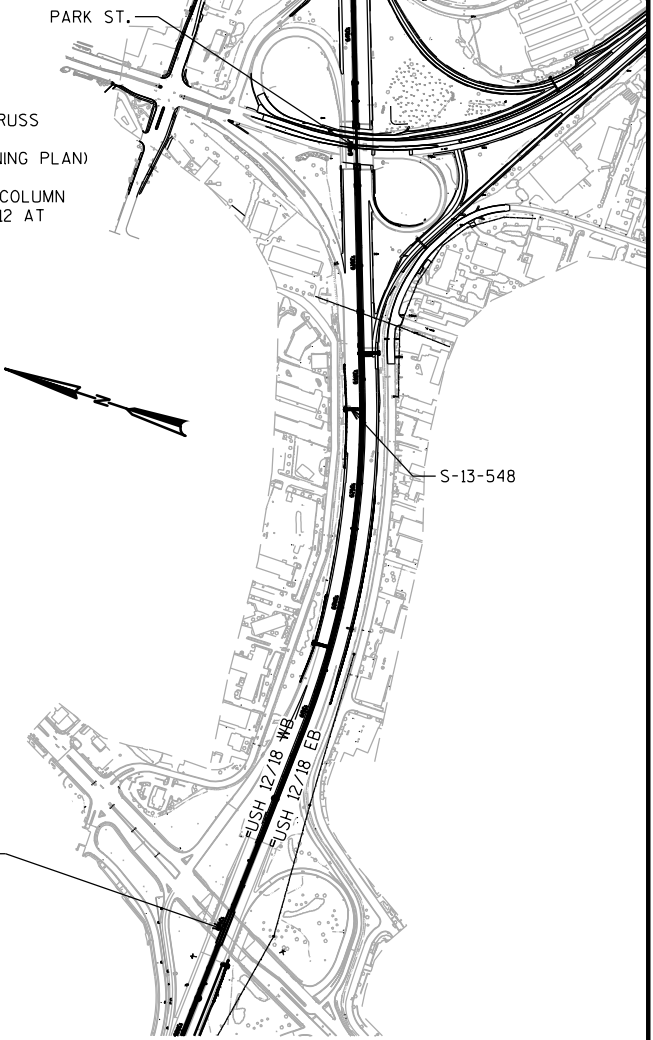
STA. 628CL+55.00
(LOOKING DOWNSTATION AT FRONT OF SIGN)

NOTE

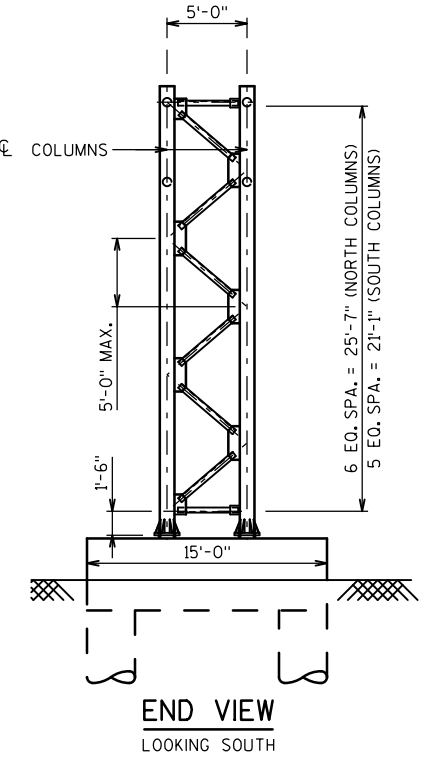
POINT OF MIN. VERTICAL CLEARANCE
STA. 628CL+58.15, 5.00' LT.
EL. 890.59

LEGEND

- ☆ ELEVATIONS GIVEN ALONG ϕ TRUSS
- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- (N01) ANGLE MEASURED BETWEEN ϕ COLUMN AND LINE TANGENT TO ϕ USH 12 AT STA. 628CL+55.00



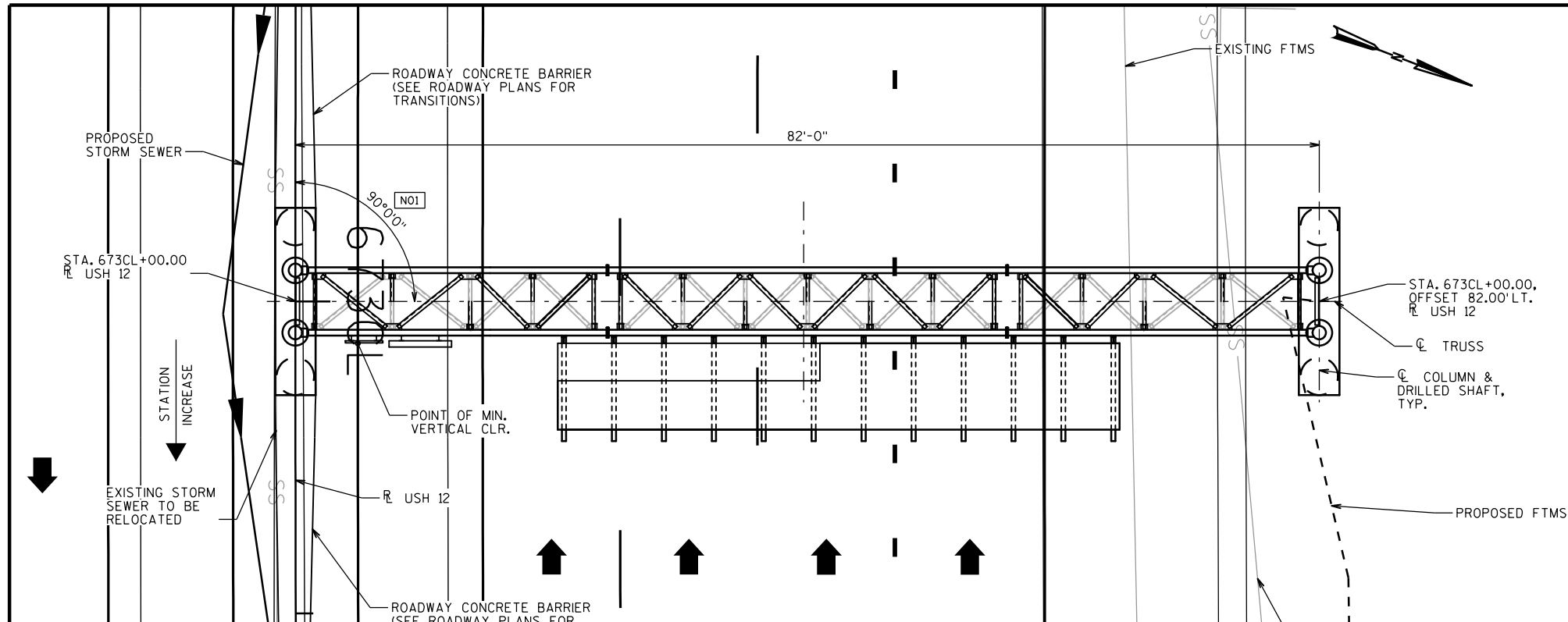
LOCATION MAP



END VIEW

LOOKING SOUTH

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-548			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-548			SHEET 4 OF 18
1145			



PLAN

NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 673CL+03.15, 5.00' LT.
EL. 900.38

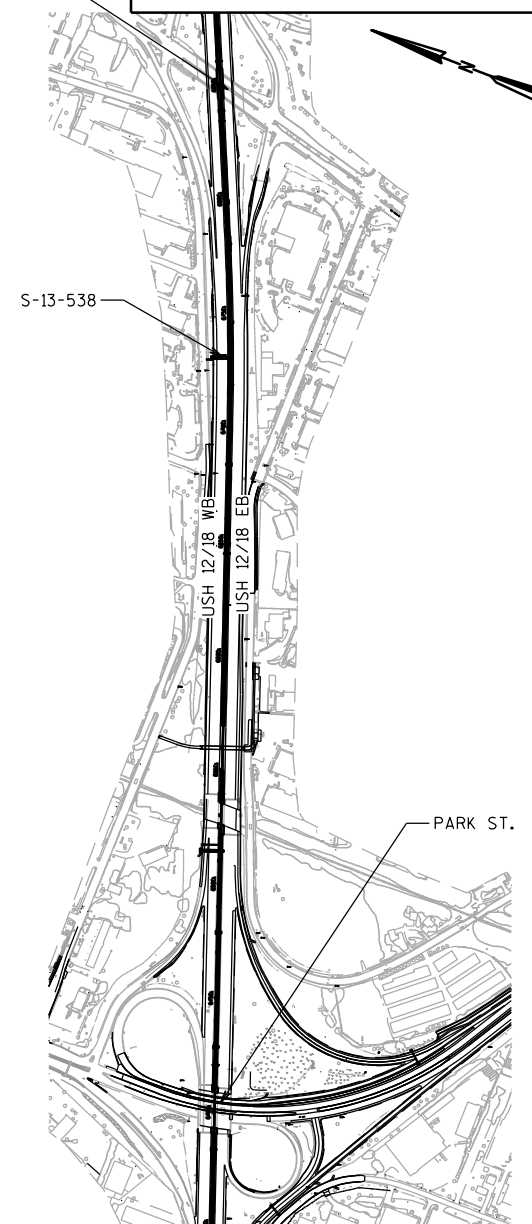
LEGEND

- ☆ ELEVATIONS GIVEN ALONG $\varnothing$ TRUSS
- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- [N01] ANGLE MEASURED BETWEEN $\varnothing$ COLUMN AND LINE TANGENT TO $\varnothing$ USH 12 AT STA. 673CL+00.00

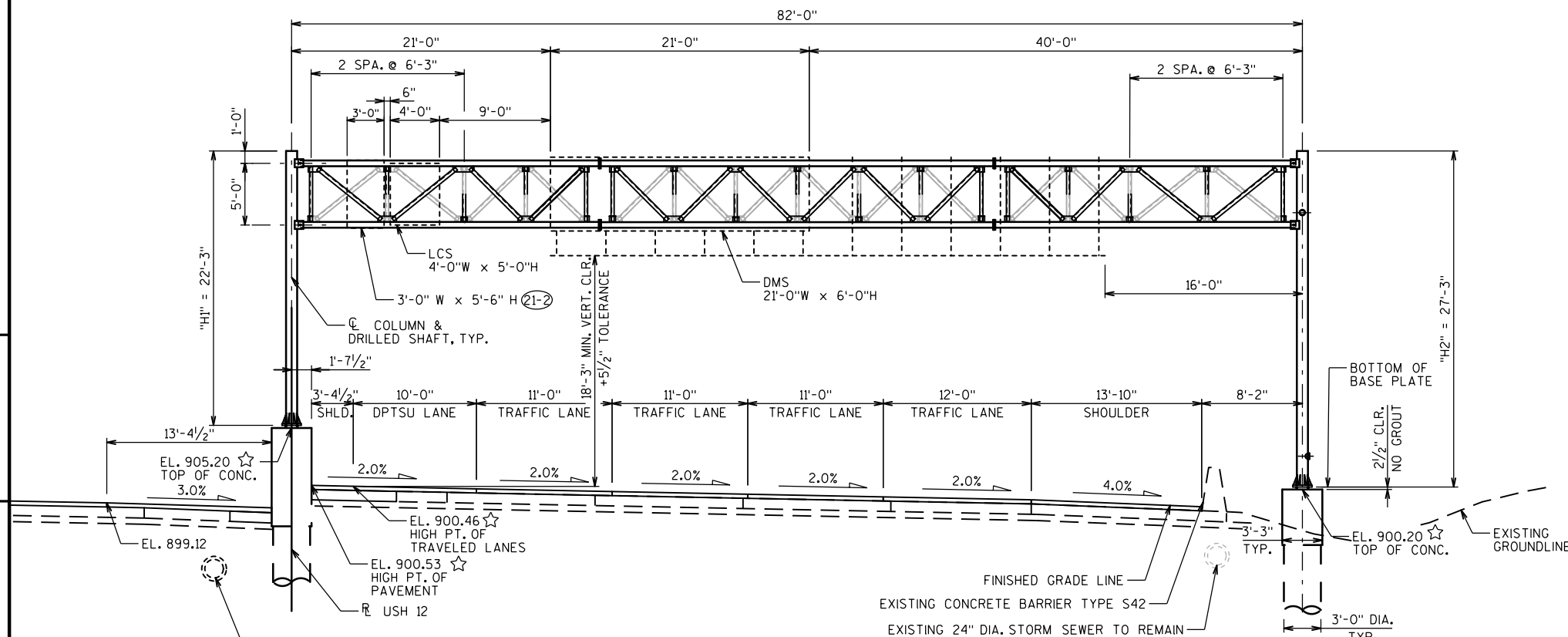
RIMROCK RD.

STATE PROJECT NUMBER

1206-06-79

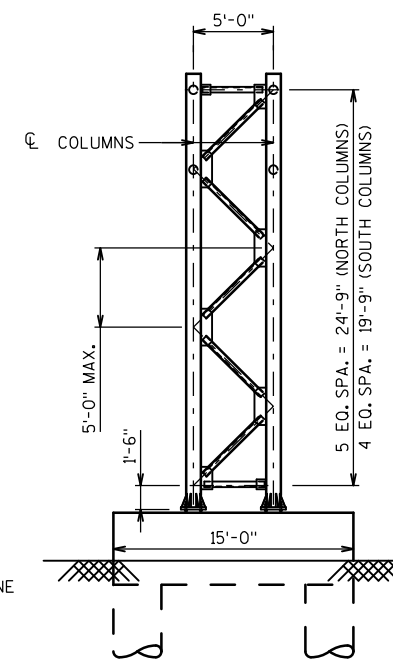


LOCATION MAP



ELEVATION

STA. 673CL+00.00
(LOOKING DOWNSTATION AT FRONT OF SIGN)



END VIEW

LOOKING SOUTH

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-538			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-538			SHEET 5 OF 18
1146			

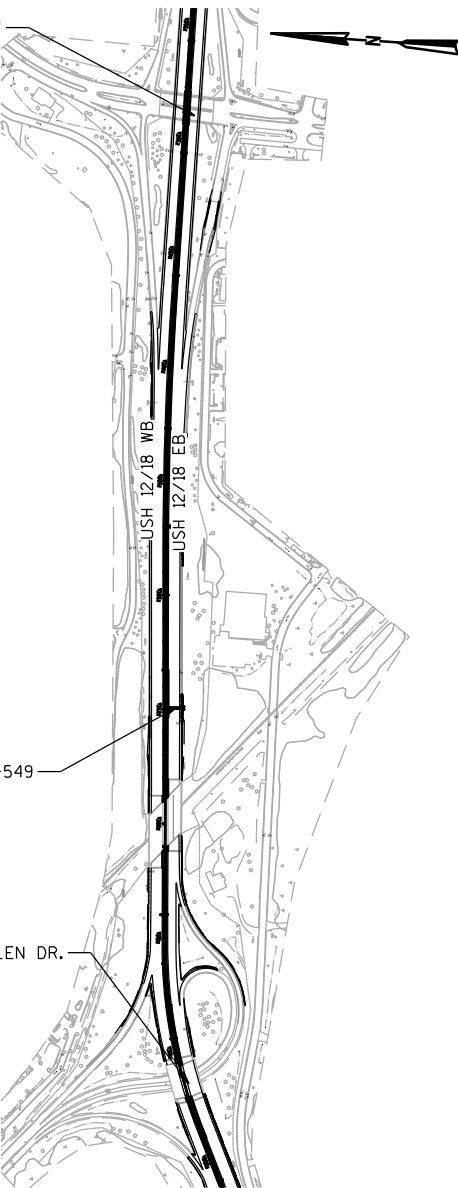
NOTE

POINT OF MIN VERTICAL CLEARANCE
STA. 725CL+01.85, 37.00' RT.
EL. 881.51

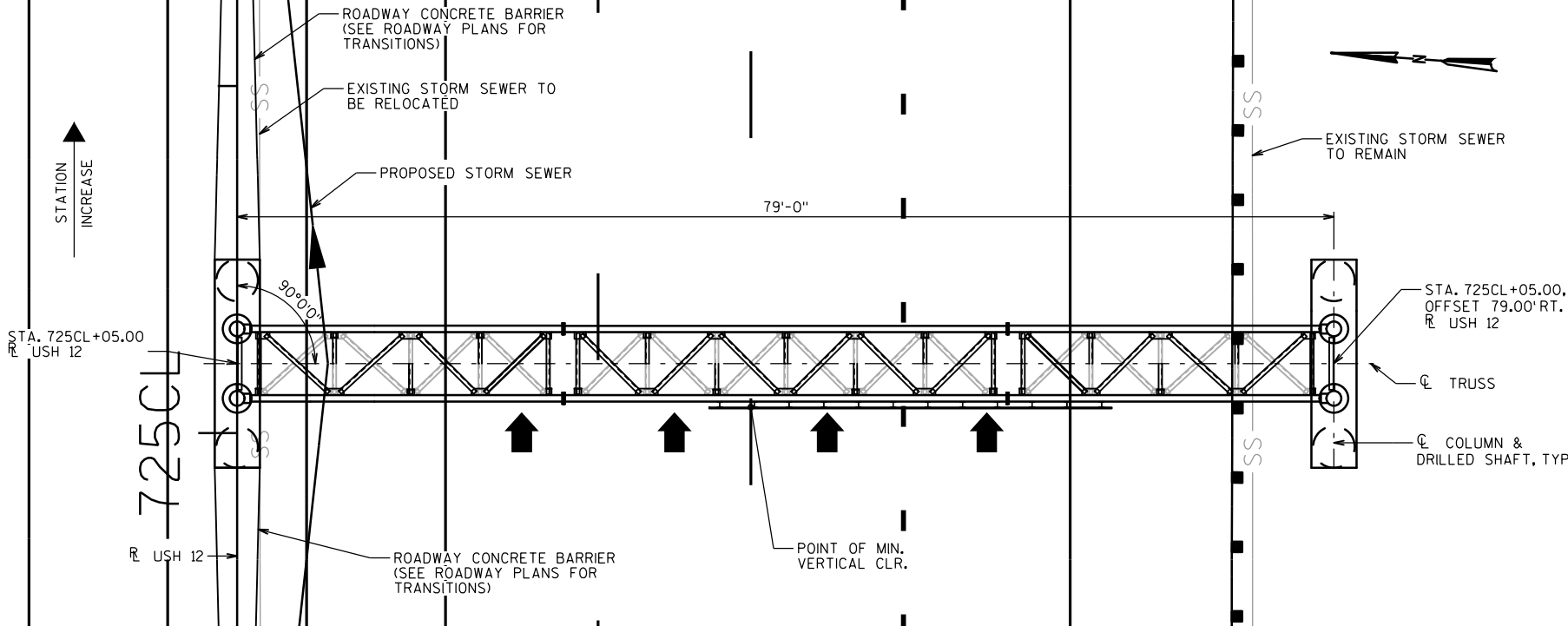
LEGEND

- ☆ ELEVATIONS GIVEN ALONG CL TRUSS
- (XX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

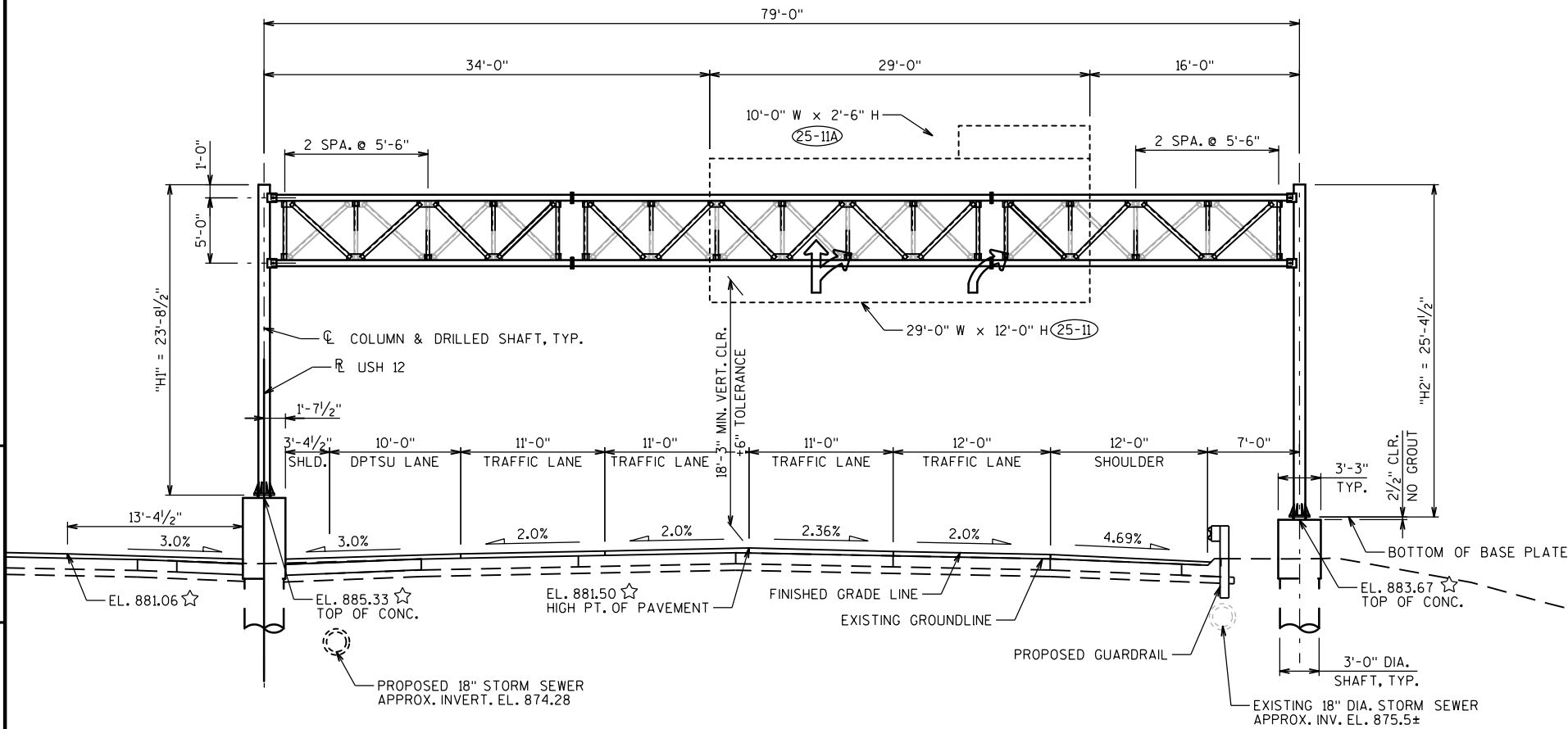
W. BROADWAY



LOCATION MAP

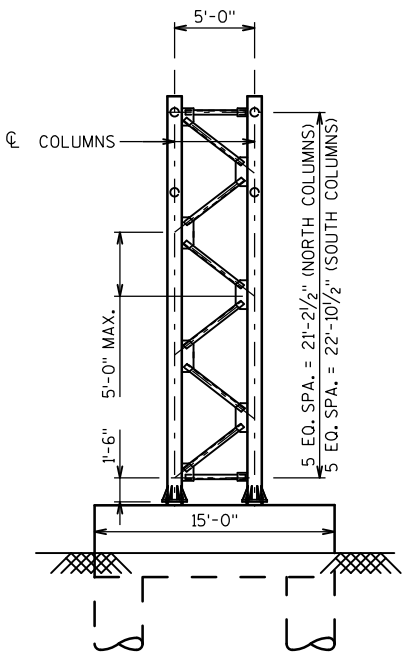


PLAN



ELEVATION

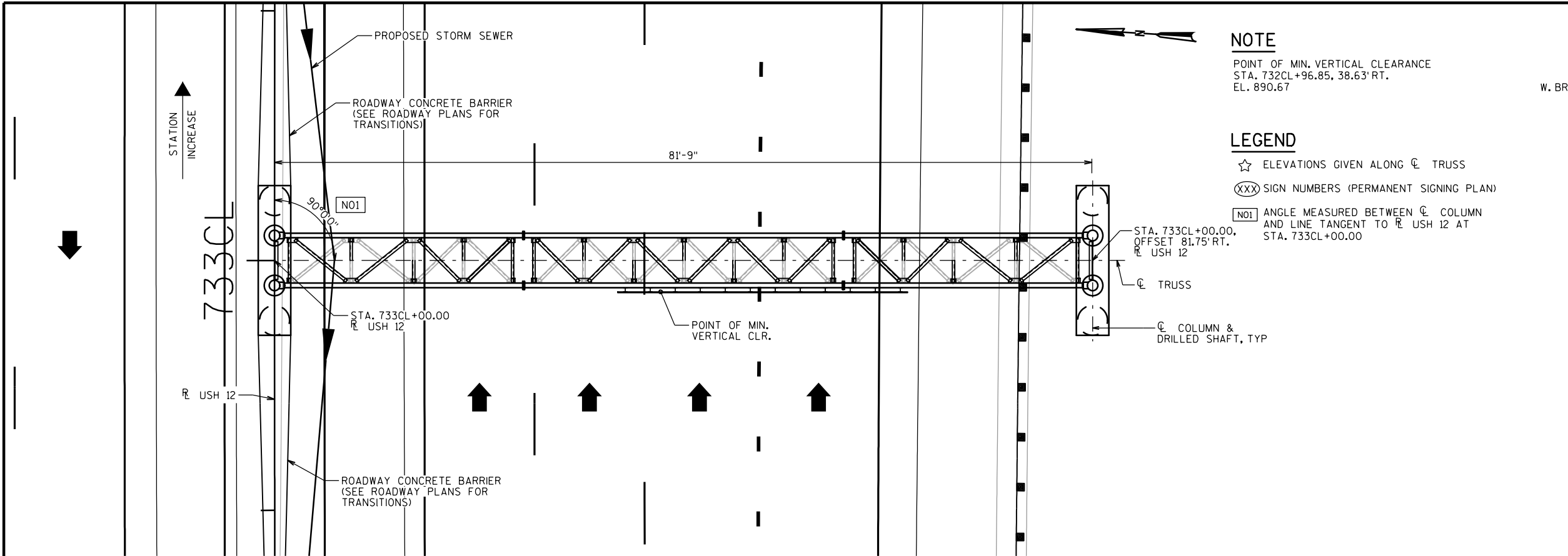
STA. 725CL+05.00
(LOOKING UPSTATION AT FRONT OF SIGN)



END VIEW

LOOKING NORTH

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-549			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-549			SHEET 6 OF 18
			1147

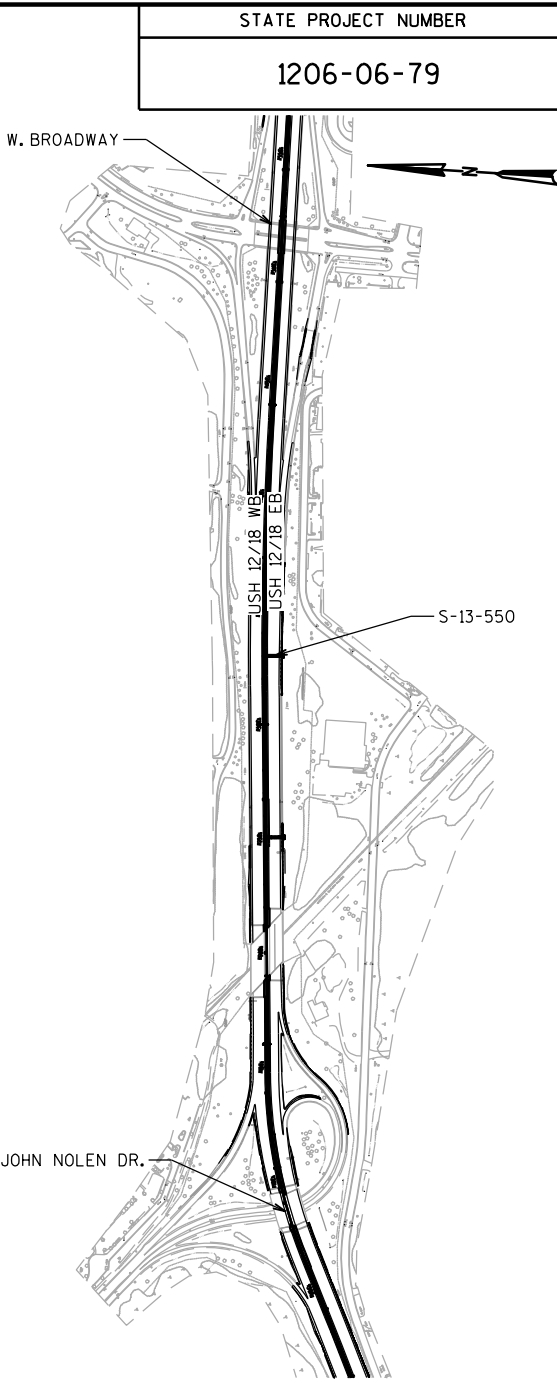
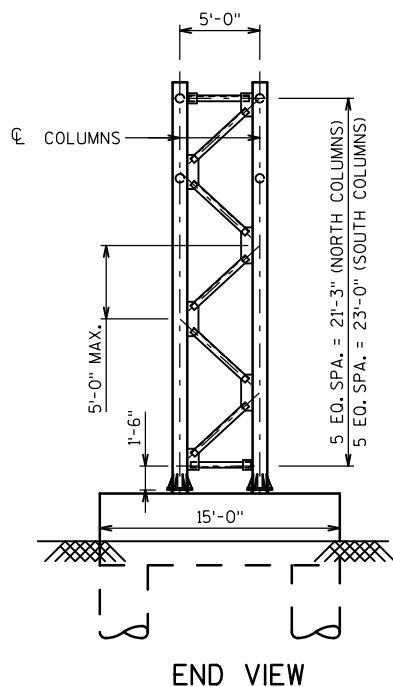
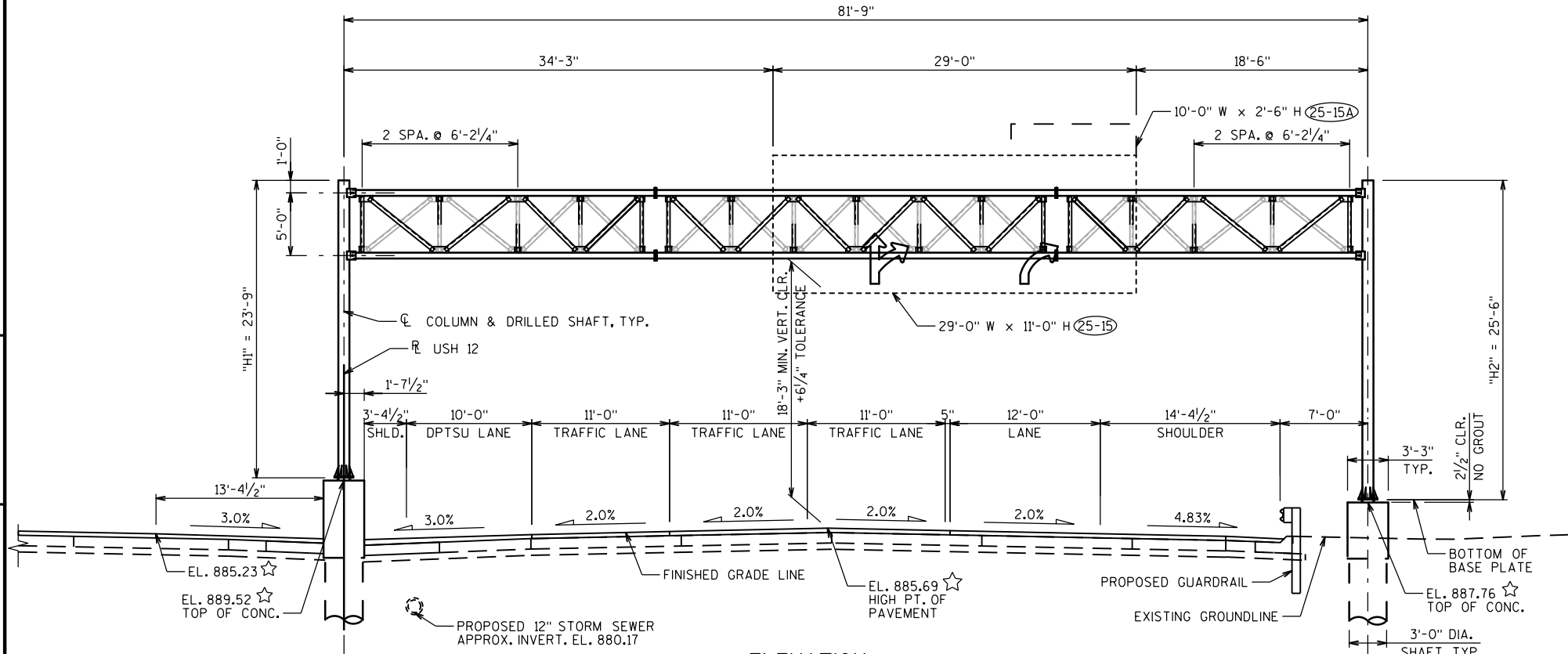


NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 732CL+96.85, 38.63' RT.
EL. 890.67

LEGEND

- ☆ ELEVATIONS GIVEN ALONG ϕ TRUSS
- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- N01 ANGLE MEASURED BETWEEN ϕ COLUMN AND LINE TANGENT TO ϕ USH 12 AT STA. 733CL+00.00



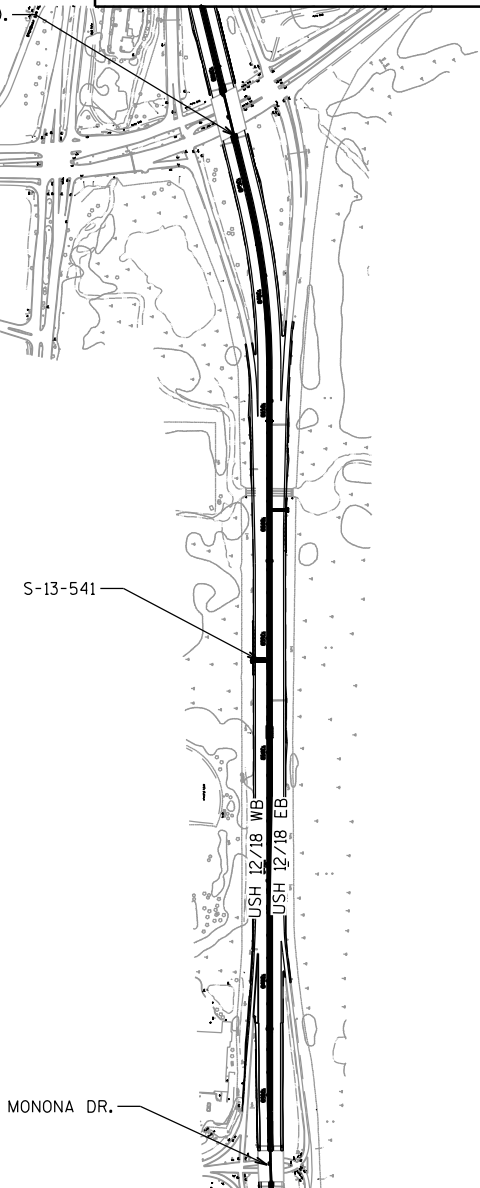
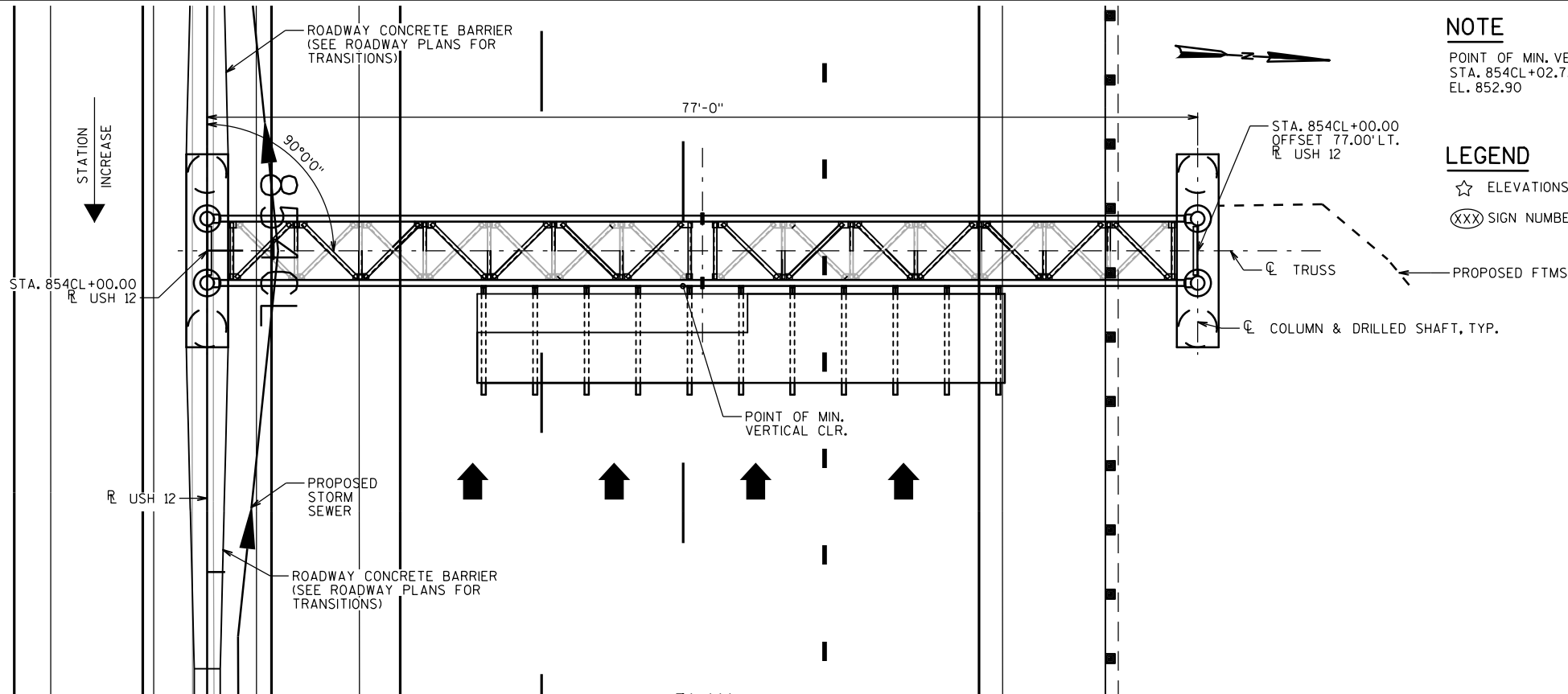
STATE PROJECT NUMBER		
1206-06-79		
NO.	DATE	REVISION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
STRUCTURE S-13-550		
DRAWN BY		PLANS CKD.
EAJ		NNM
GENERAL LAYOUT S-13-550		SHEET 7 OF 18
		1148

NOTE

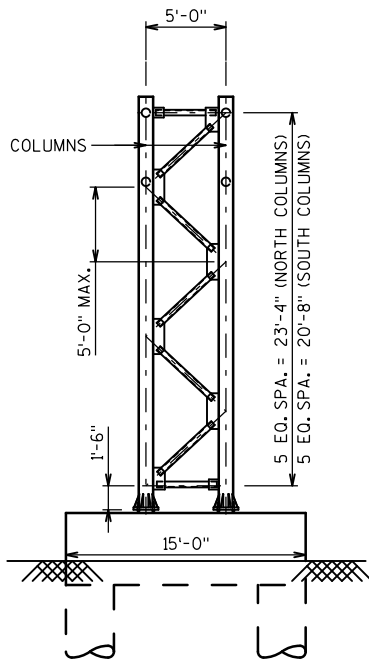
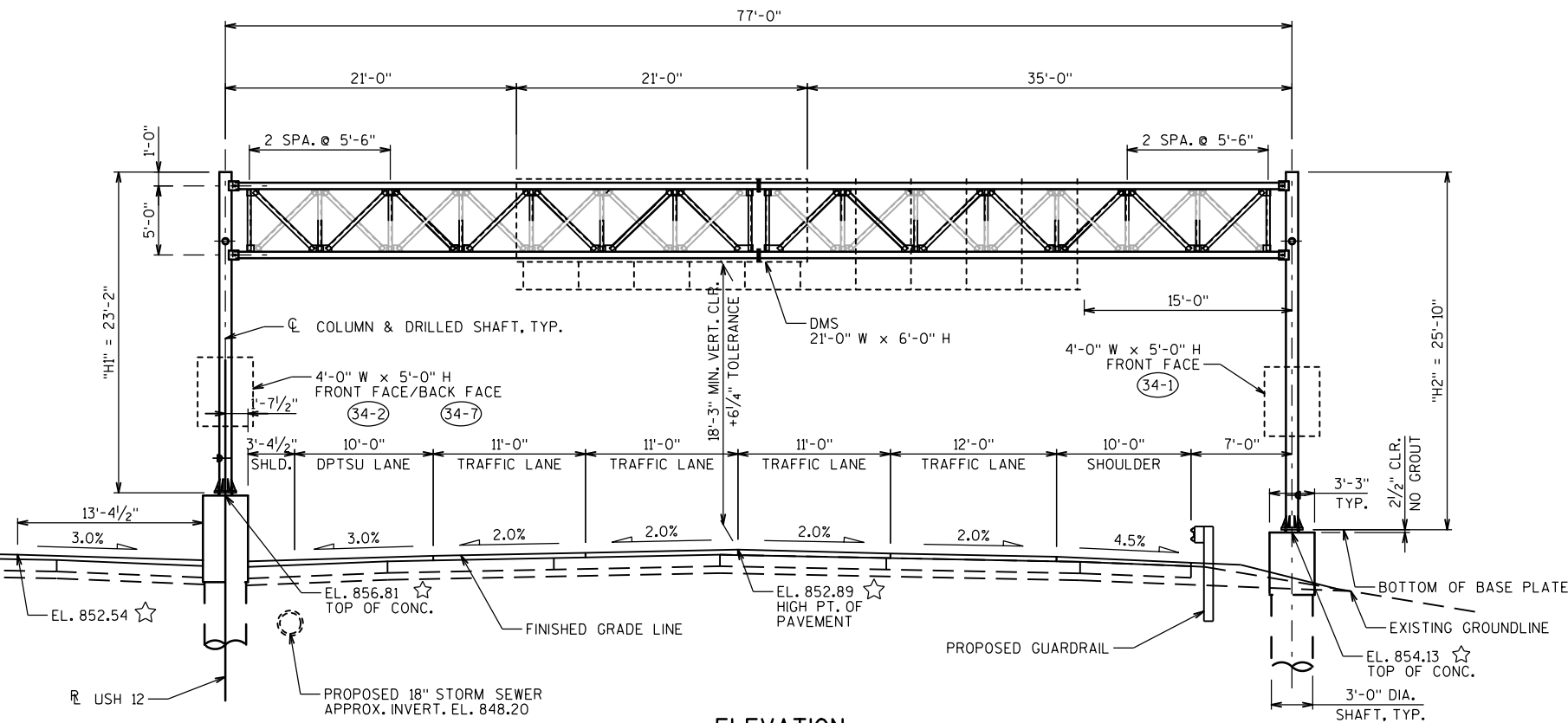
POINT OF MIN. VERTICAL CLEARANCE
STA. 854CL+02.73, 37.00' LT.
EL. 852.90

LEGEND

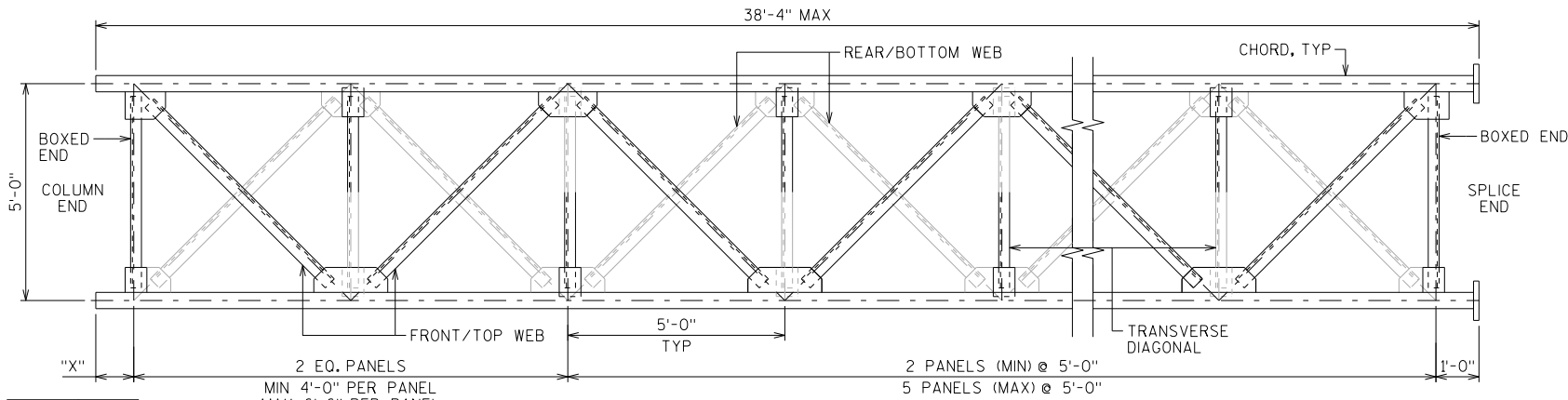
- ☆ ELEVATIONS GIVEN ALONG CL TRUSS
- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)



LOCATION MAP

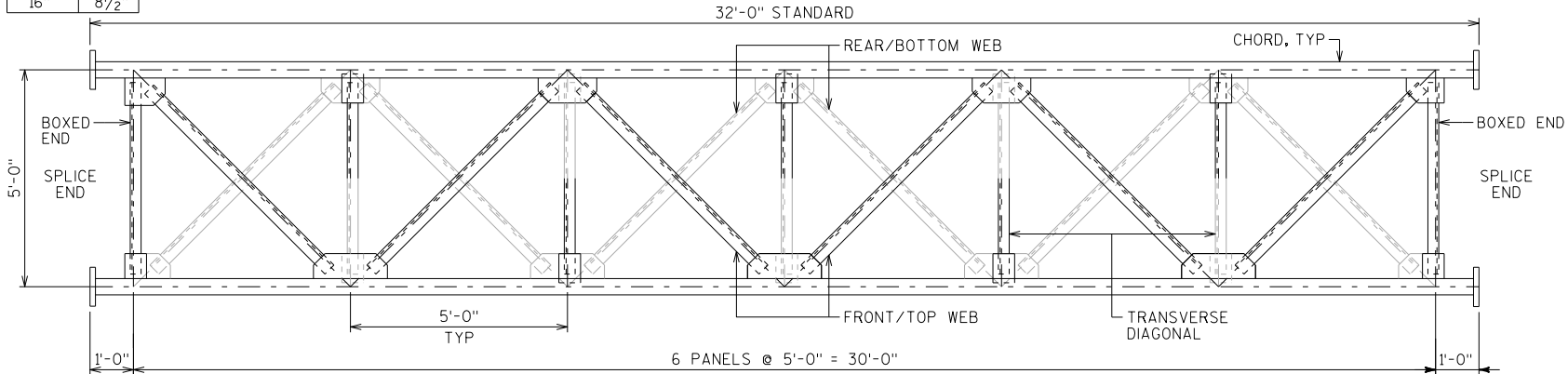


NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-541			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-541			SHEET 8 OF 18
1149			



COLUMN DIA.	"X"
12 3/4"	10 1/8"
14"	9 1/2"
16"	8 1/2"

END TRUSS SECTION
LOOKING AT F.F./TOP OF TRUSS



CENTER TRUSS SECTION
LOOKING AT F.F./TOP OF TRUSS

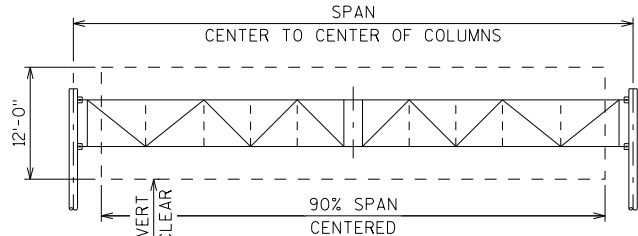
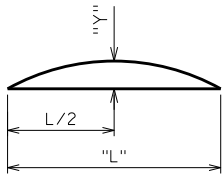
INTERPOLATE FOR
VALUES NOT SHOWN

CAMBER VALUES		
SPAN "L"	TYPE I	DMS
60'-0"	1"	1 1/4"
82'-0"	1 1/2"	1 7/8"
102'-0"	2 1/8"	2 5/8"
114'-0"	2 5/8"	3 1/4"
130'-0"	3 1/4"	4"

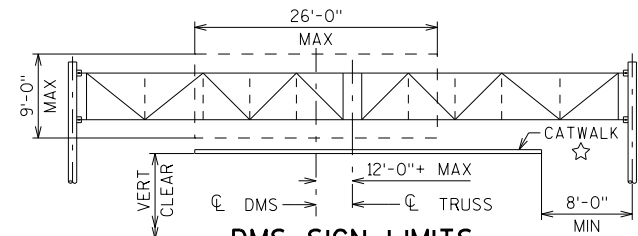
INTERPOLATE FOR VALUES NOT SHOWN.
DMS VALUES INCLUDE DL OF CATWALK.

CAMBER DIAGRAM

CAMBER SHALL BE BUILT INTO THE TRUSS DURING
FABRICATION. SHIM PLATES BETWEEN TRUSS SECTIONS
TO CREATE CAMBER SHALL NOT BE ALLOWED.

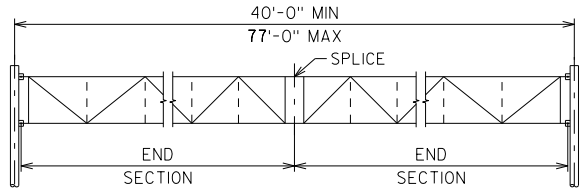


TYPE I SIGN LIMITS

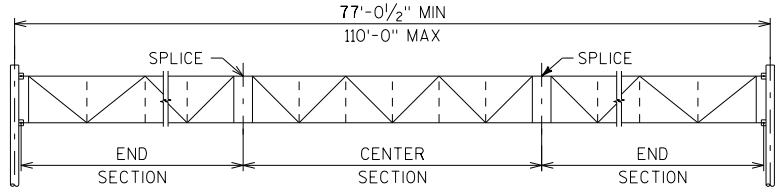


DMS SIGN LIMITS

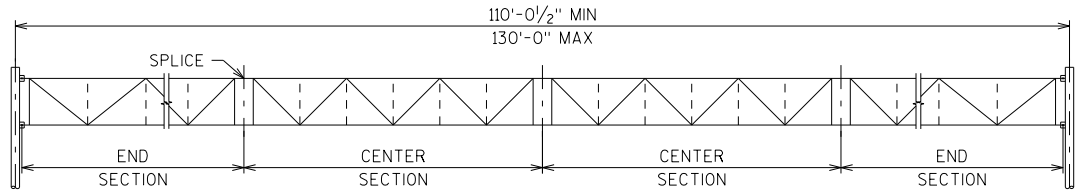
4,500 LB MAX DMS WEIGHT, INCLUDES
DMS VERTICAL SUPPORT MEMBERS



2 SECTION TRUSS



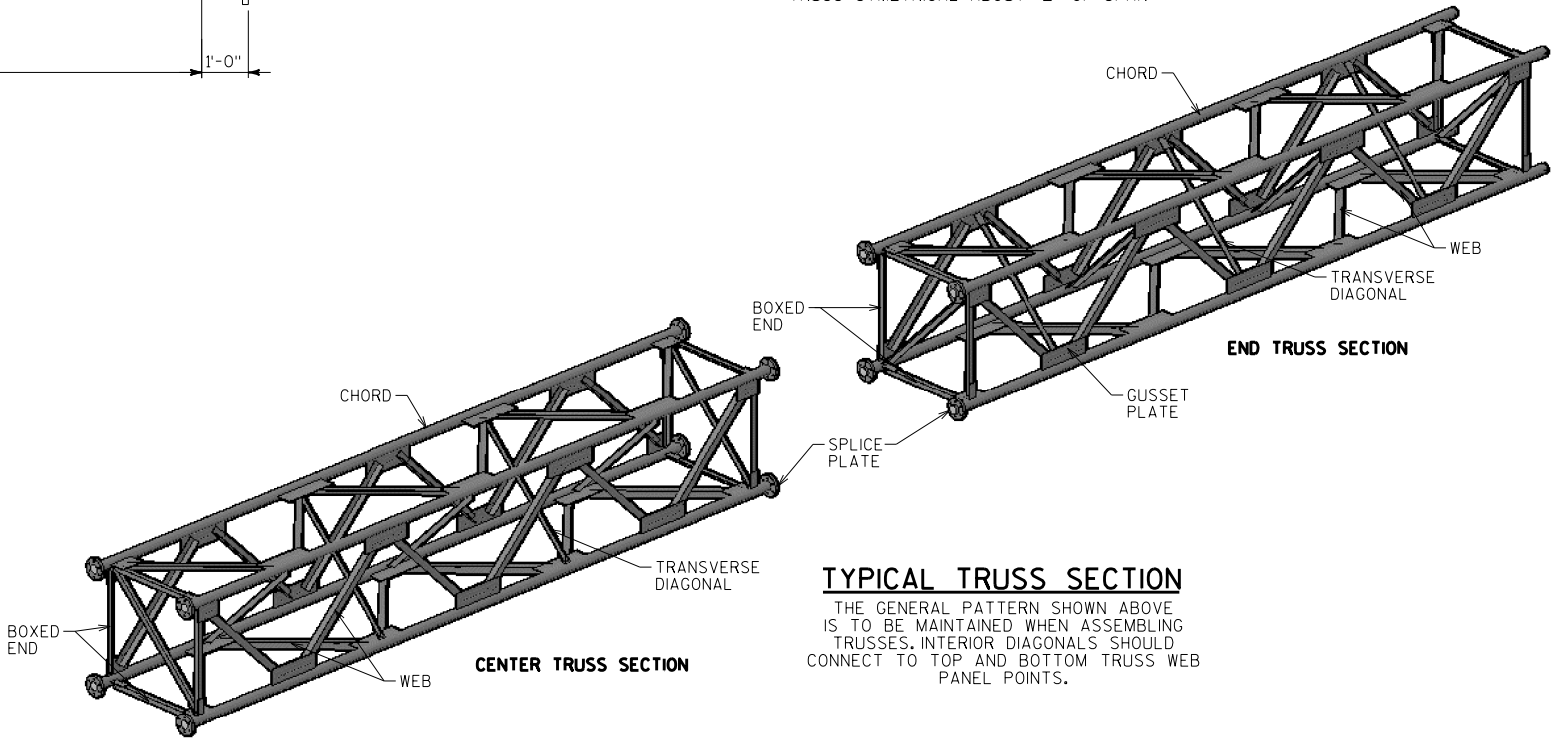
3 SECTION TRUSS



4 SECTION TRUSS

TRUSS CONFIGURATIONS

TRUSS SYMETRICAL ABOUT C OF SPAN



END TRUSS SECTION

CENTER TRUSS SECTION

TYPICAL TRUSS SECTION

THE GENERAL PATTERN SHOWN ABOVE
IS TO BE MAINTAINED WHEN ASSEMBLING
TRUSSES. INTERIOR DIAGONALS SHOULD
CONNECT TO TOP AND BOTTOM TRUSS WEB
PANEL POINTS.

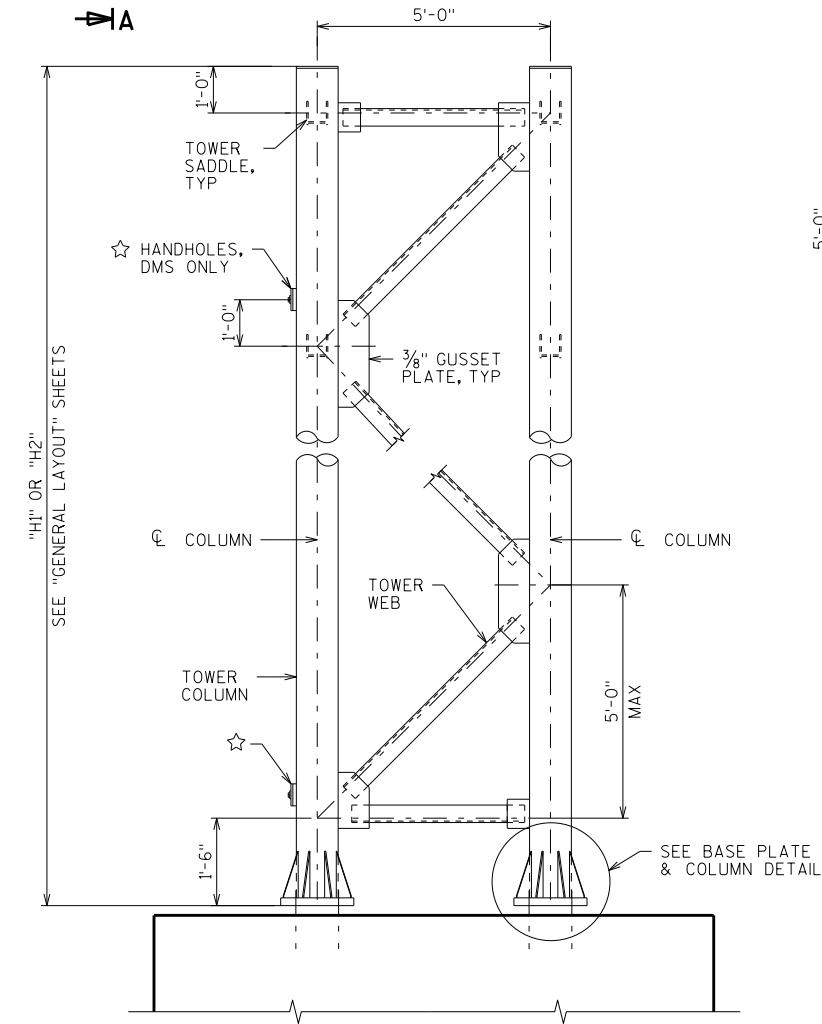
FULL SPAN 4-CHORD TRUSS MEMBER TABLE

STANDARD DESIGN TRUSS	TYPE I SIGN AREA (FT ²)	DMS AREA (FT ²)	MAXIMUM SPAN RANGE	CHORD OUTER DIA. X THK	WEB W X D X THK	BOXED END W X D X THK	TRANSVERSE DIAGONAL W X D X THK	SPLICE PLATE OUTER DIA. X THK	CHORD SPLICE NO. 3/4" BOLTS
I	648	234	60'-0"	5.000" X 0.250"	L3 1/2 X 3 1/2 X 5/16	L3 X 3 X 1/4	L3 X 3 X 1/4	11" X 1 1/2"	8
II	885	234	82'-0"	5.563" X 0.375"	L3 1/2 X 3 1/2 X 3/8	L3 X 3 X 1/4	L3 X 3 X 1/4	11 5/8" X 1 1/2"	8
III	1102	234	102'-0"	5.563" X 0.500"	L4 X 4 X 3/8	L3 X 3 X 1/4	L3 X 3 X 1/4	11 5/8" X 1 1/2"	8
IV	1232	234	114'-0"	6.625" X 0.375"	L4 X 4 X 1/6	L3 X 3 X 1/4	L3 X 3 X 1/4	1'-0 5/8" X 1 1/2"	8
V	1404	234	130'-0"	6.625" X 0.500"	L4 X 4 X 1/2	L3 X 3 X 1/4	L3 X 3 X 1/4	1'-0 5/8" X 1 1/2"	8

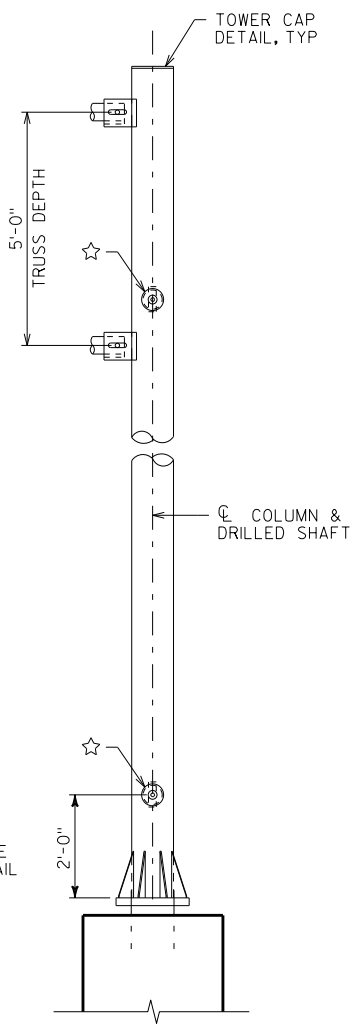
LEGEND

☆ FOR OSS WITH DMS ONLY.
SEE "CATWALK DETAILS" SHEET

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
UPDATED:		APRIL 2020	
DRAWN BY		BOS	PLANS CK'D. BOS
4-CHORD TRUSS FULL SPAN TRUSS DETAILS		SHEET I OF VIII 1151	

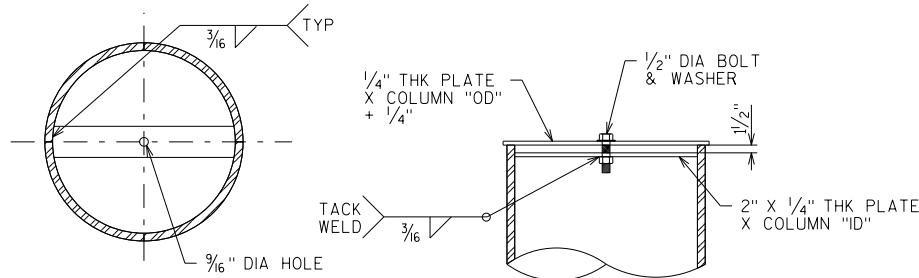


END VIEW COLUMN TRUSS

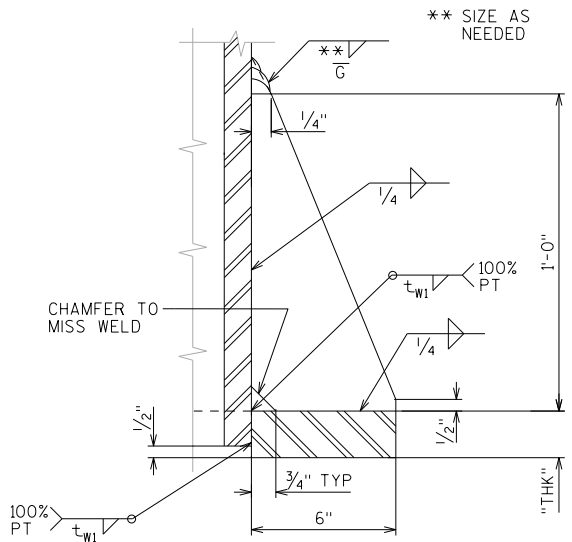


SECTION A-A

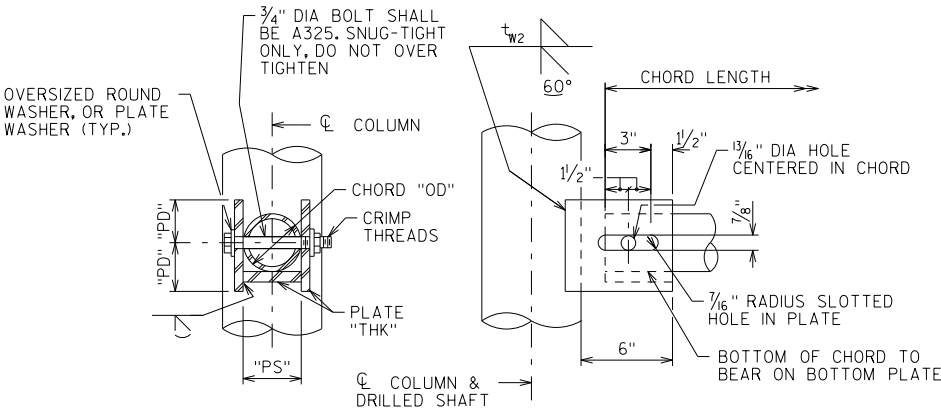
LOOKING AT F.F. OF STRUCTURE
OTHER COLUMN TRUSS SIMILAR



TOWER CAP DETAIL

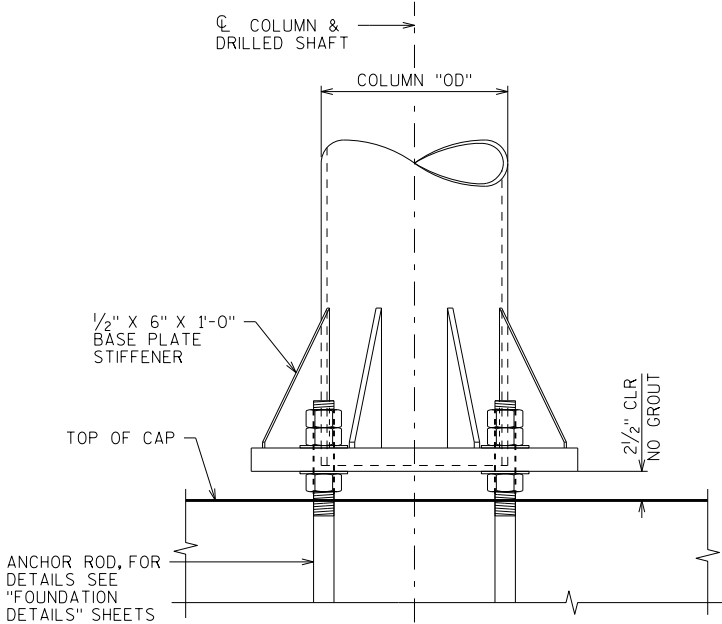


BASE PLATE STIFFENER DETAIL



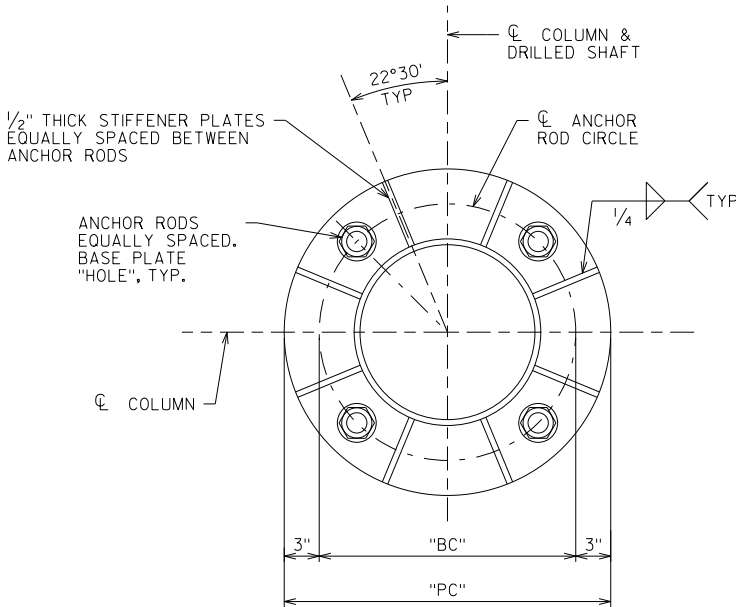
TOWER SADDLE CONNECTION DETAILS

BOLT AND HOLE DIMENSIONS SHOWN ARE MINIMUM



BASE PLATE & COLUMN DETAIL

LOOKING AT FRONT FACE OF STRUCTURE



BASE PLATE

PLAN

FULL SPAN 4-CHORD COLUMN MEMBER TABLE

STANDARD DESIGN TYPE	MAXIMUM COLUMN HEIGHT	COLUMN OUTER DIA X THK	WEB W X D X THK	STIFFENER W X D X THK	BASE PLATE					TOWER SADDLE CONNECTION			
					"t _{w1} "	"HOLE"	"THK"	"BC"	"PC"	"t _{w2} "	"THK"	"PS"	"PD"
I	31'-0"	12.75" x 0.250"	L3/2x3 1/2x3/8	6" x 12" x 1/2"	5/16"	1 1/16"	2"	1'-6 3/4"	2'-0 3/4"	1/4"	3/8"	5 3/16"	3 1/4"
II	31'-0"	12.75" x 0.375"	L4x4x3/8	6" x 12" x 1/2"	5/16"	1 1/16"	2"	1'-6 3/4"	2'-0 3/4"	1/4"	3/8"	5 3/4"	3 3/16"
III	31'-0"	12.75" x 0.500"	L4x4x1/2	6" x 12" x 1/2"	5/16"	2 1/16"	2"	1'-6 3/4"	2'-0 3/4"	1/4"	7/16"	5 3/4"	3 3/16"
IV	31'-0"	14.00" x 0.500"	L5x5x7/16	6" x 12" x 1/2"	5/16"	2 1/16"	2"	1'-8"	2'-2"	1/4"	7/16"	6 3/16"	4 1/16"
V	31'-0"	16.00" x 0.500"	L5x5x1/2	6" x 12" x 1/2"	5/16"	2 1/16"	2"	1'-10"	2'-4"	1/4"	1/2"	6 3/16"	4 1/16"

LEGEND

☆ FOR OSS WITH DMS ONLY, PROVIDE HANDHOLES AT COLUMN ADJACENT TO DMS. SEE "ELECTRICAL DETAILS" SHEET

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
UPDATED:		APRIL 2020	
		DRAWN BY	PLANS CK'D.
		BOS	BOS
4-CHORD TRUSS FULL SPAN COLUMN DETAILS			SHEET II OF VIII
			1152

NOTE

FABRICATOR HAS THE OPTION TO USE NON-MITERED, RECTANGULAR GUSSET PLATES IN LIEU OF MITERED PLATES SHOWN ON THESE DETAILS.

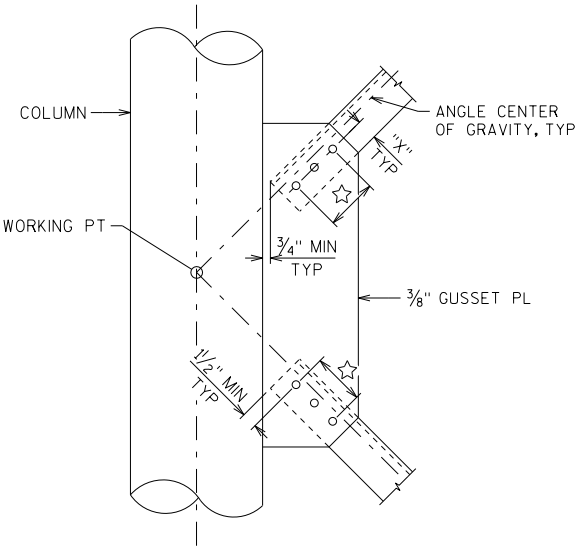
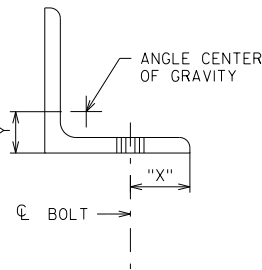
MEMBER CONNECTION DATA

STANDARD DESIGN TYPE	WELD 		NO. OF BOLTS 	
i	3" MIN	4" MIN	3	3
II	3 1/2" MIN	6" MIN	3	3
III	3 1/2" MIN	6" MIN	5	3
IV	4" MIN	6 1/4" MIN	5	4
V	4 1/2" MIN	7 1/4" MIN	5	4

FOR ALL ANGLE TO GUSSET CONNECTIONS, BOLT SPACING = 2 1/2"

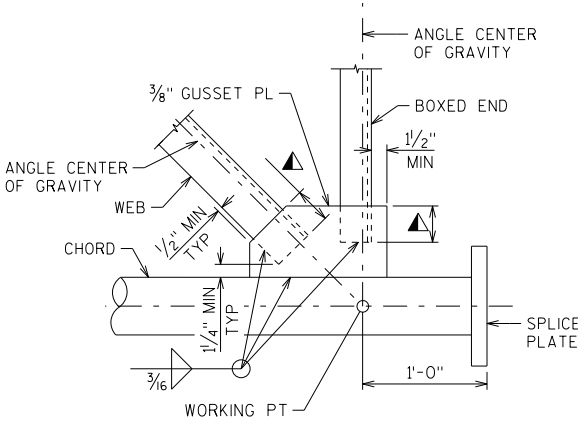
ANGLE DATA

ANGLE SIZE	$\bar{y}$	"x"
L3X3X1/4	0.836"	1 1/4"
L3 1/2X3 1/2X5/16	0.979"	1 1/2"
L3 1/2X3 1/2X3/8	1.00"	1 1/2"
L4X4X3/8	1.13"	1 1/2"
L4X4X1/2	1.15"	1 1/2"
L4X4X1/2	1.18"	1 1/2"
L5X5X7/16	1.40"	2"
L5X5X1/2	1.42"	2"



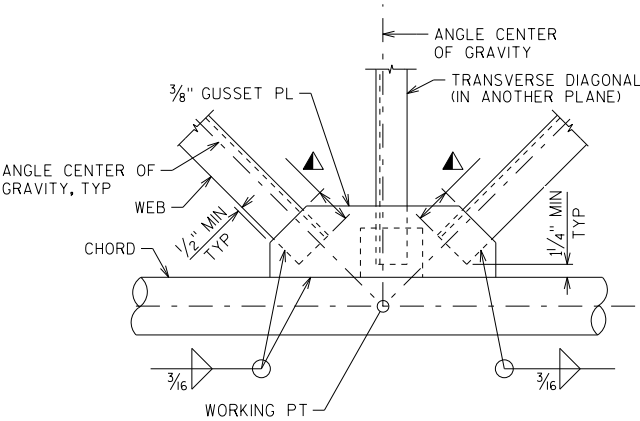
BOLTED COLUMN WEB CONNECTION

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
UPDATED:		APRIL 2020	
DRAWN BY BOS		PLANS CK'D. BOS	
4-CHORD TRUSS FULL SPAN CONNECTIONS 1		SHEET III OF VIII	
		1153	

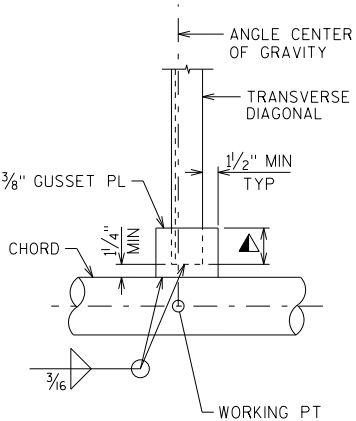


WELDED BOXED END CONNECTION

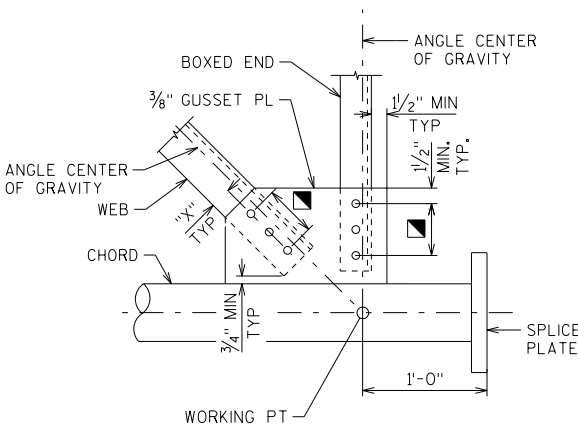
CONNECTION SHOWN AT CHORD SPLICE,
CONNECTION AT COLUMN END SIMILAR



WELDED PANEL CONNECTION

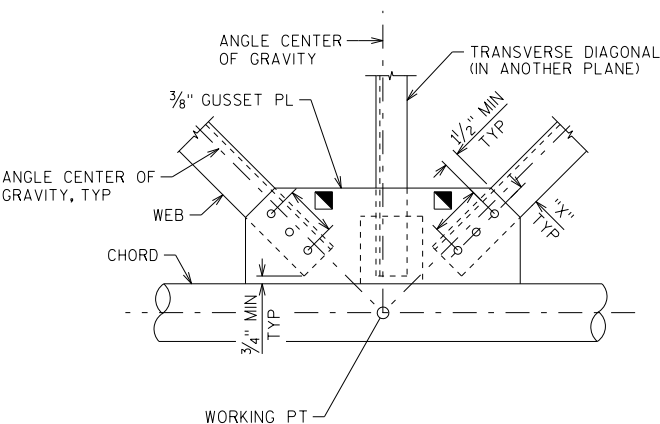


WELDED TRANSVERSE DIAGONAL CONNECTION

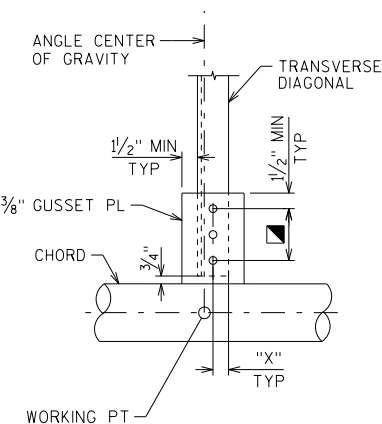


BOLTED BOXED END CONNECTION

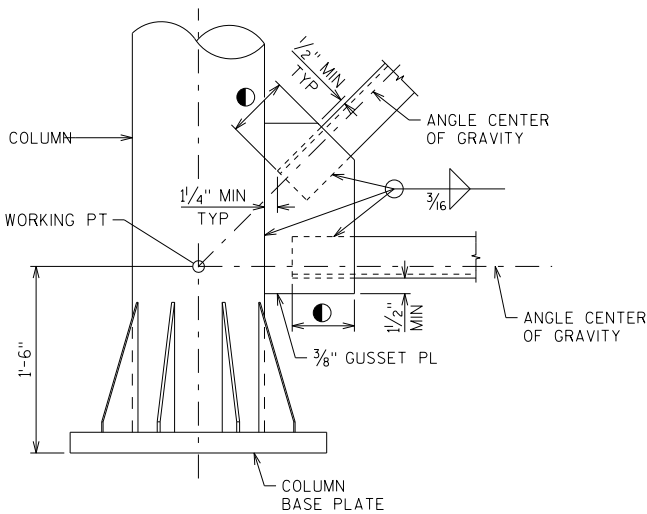
CONNECTION SHOWN AT CHORD SPLICE,
CONNECTION AT COLUMN END SIMILAR



BOLTED PANEL CONNECTION

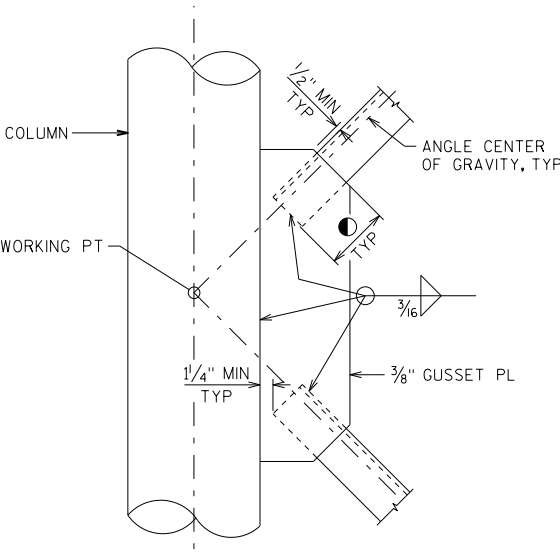


BOLTED TRANSVERSE DIAGONAL CONNECTION

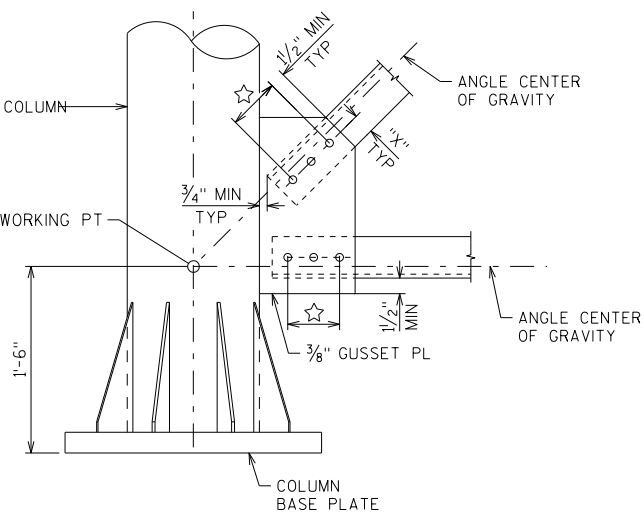


WELDED COLUMN BOTTOM CONNECTION

TOP CONNECTION SIMILAR

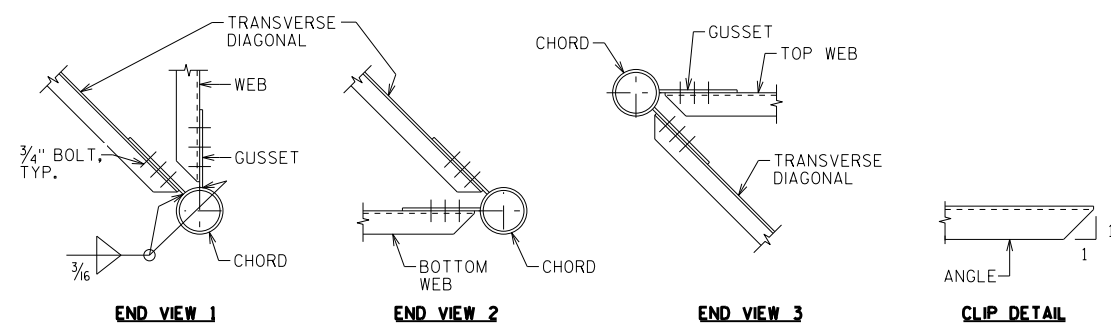
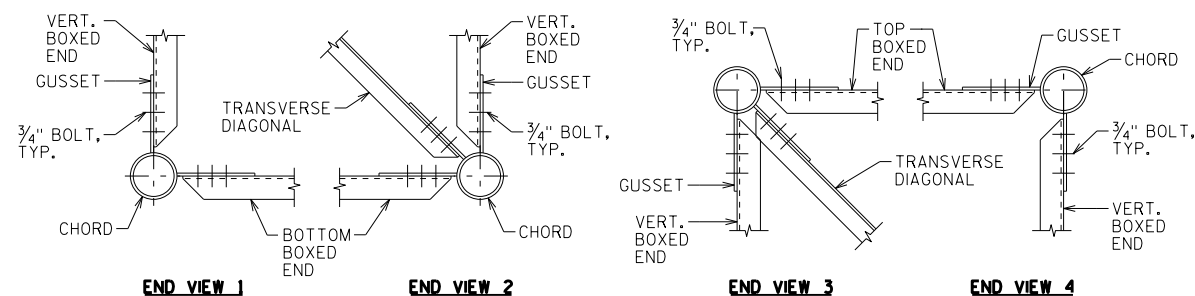


WELDED COLUMN WEB CONNECTION



BOLTED COLUMN BOTTOM CONNECTION

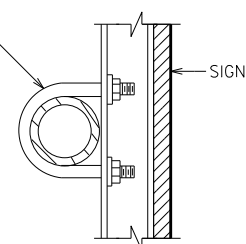
TOP CONNECTION SIMILAR



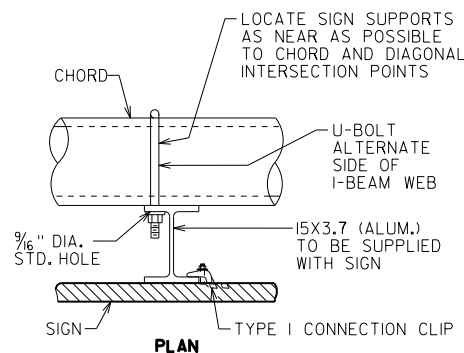
TRUSS CONNECTION DETAILS

BOLTED CONNECTIONS SHOWN, WELDED CONNECTIONS SIMILAR

1/2" DIA. STAINLESS STEEL U-BOLT
WITH 2 LOCK WASHERS AND 2 HEX
NUTS PER BOLT. 2 BOLTS REQUIRED
PER 15X3.7. LOCATE TOP & BOTTOM
U-BOLT ON OPPOSITE SIDE OF
FLANGE.



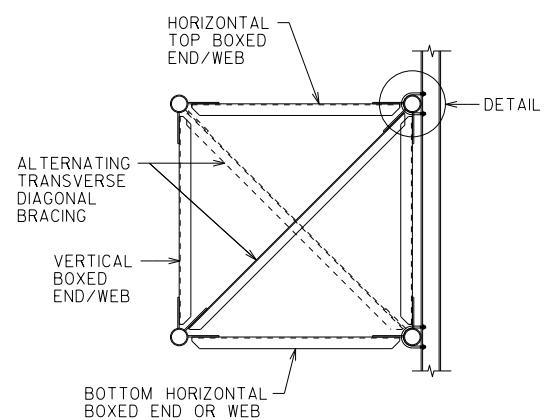
DETAIL 1



PLAN

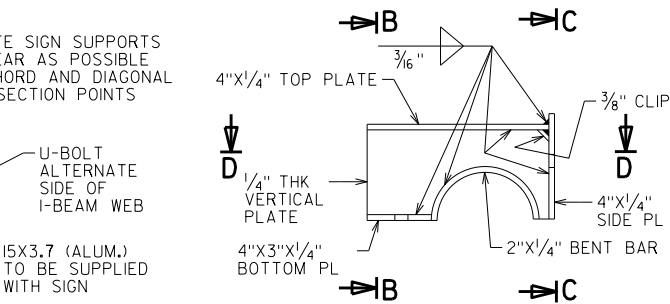
TYPICAL SIGN CONNECTION

USE FOR TYPE I AND II SIGNS
SEE SIGN PLATE MANUAL A4-7A & A4-7B FOR DETAILS

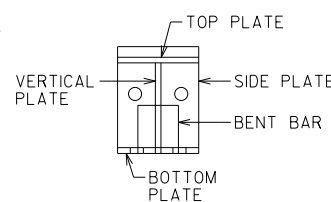


SECTION THRU TRUSS

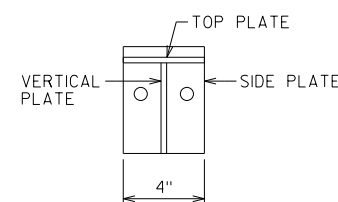
FOR SIGN CONNECTION



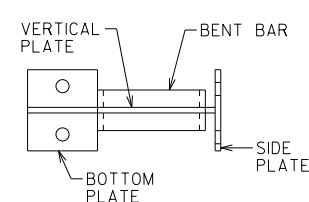
ELEVATION



SECTION B-B



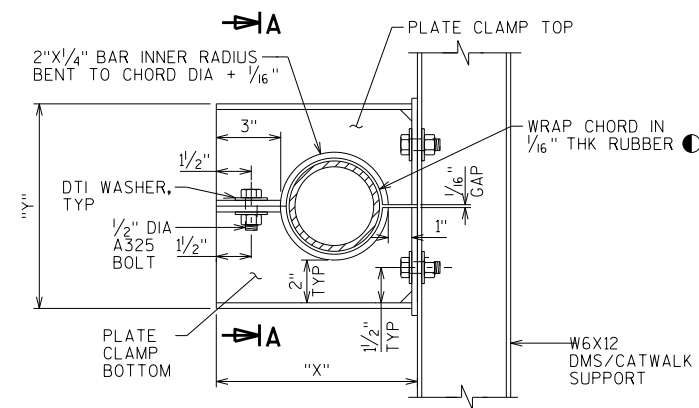
SECTION C-C



SECTION D-D

DMS WELDED PLATE CONNECTION DETAILS

TOP PLATE CLAMP SHOWN
BOTTOM PLATE CLAMP SIMILIAR

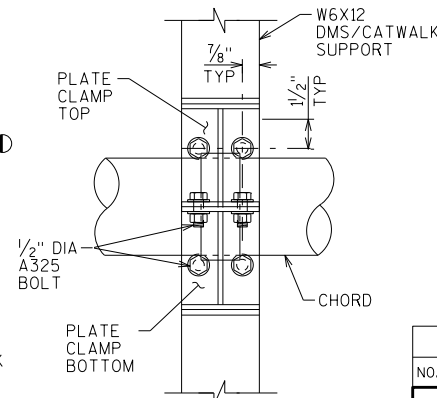


DETAIL 2

TYPICAL DMS CONNECTION

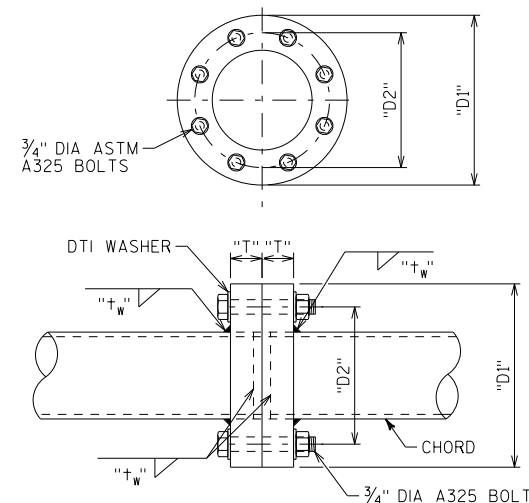
CHORD OUTER DIA	"X"	"Y"
5.000"	9 ¹³ / ₁₆ "	10 ¹ / ₁₆ "
5.563"	10 ³ / ₈ "	10 ⁵ / ₈ "
6.625"	11 ⁷ / ₁₆ "	11 ¹ / ₁₆ "

● NEOPRENE, GRADE 45±5, OTHERWISE MEETING THE REQUIREMENTS OF STD SPEC 506.2.6.1



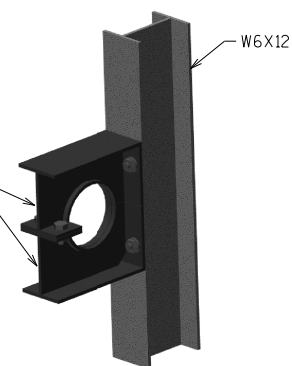
SECTION A-A

CHORD SPLICE PLATE DETAIL



CHORD SPLICE CONNECTION DATA

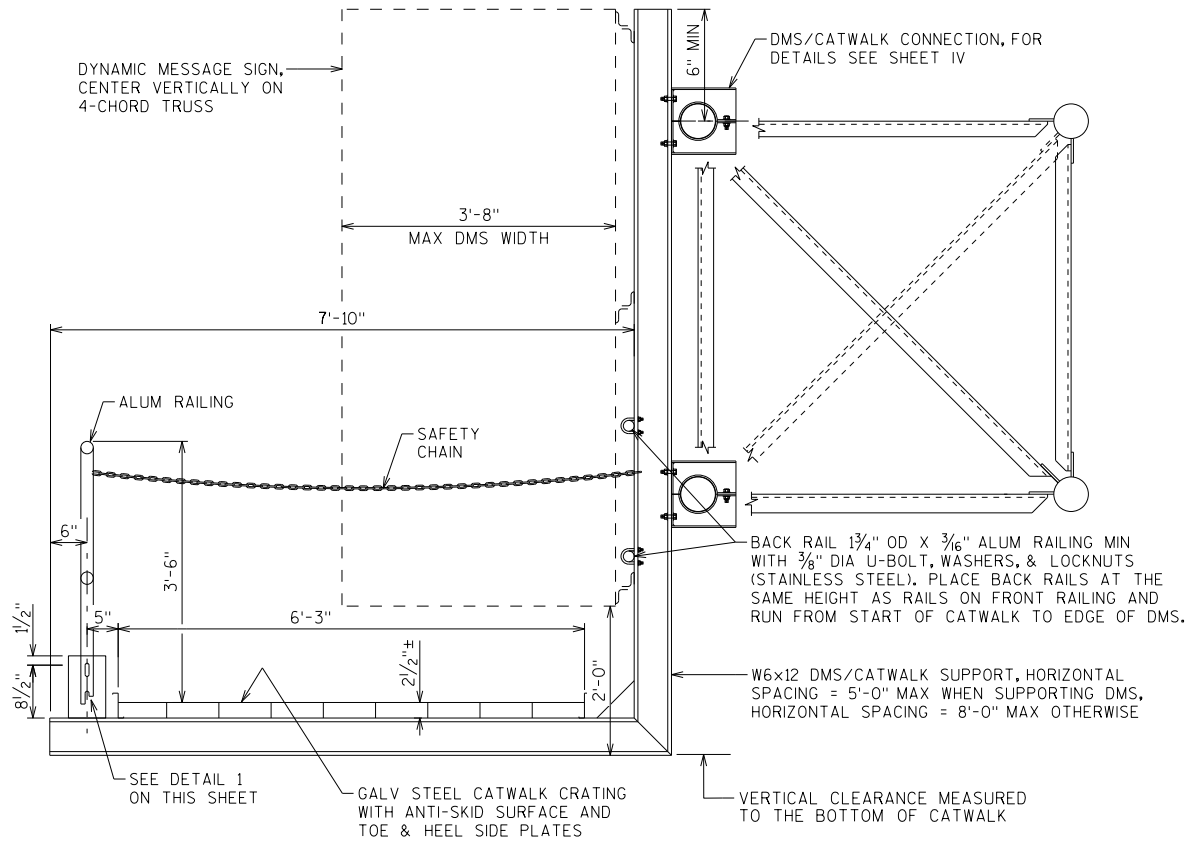
STANDARD DESIGN TRUSS	"D1"	"D2"	"T"	"t _w "	# OF BOLTS
I	1"	8"	1/2"	5/16"	8
II	1 5/8"	8 5/8"	1/2"	5/16"	8
III	1 5/8"	8 5/8"	1/2"	3/8"	8
IV	1'-0 5/8"	9 5/8"	1/2"	3/8"	8
V	1'-0 5/8"	9 5/8"	1/2"	3/8"	8



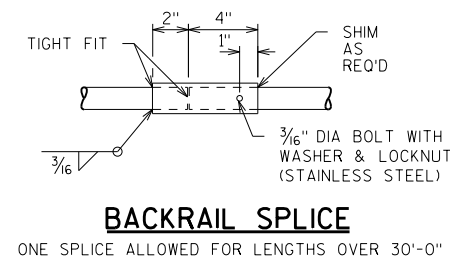
3-D VIEW DMS CONNECTION

CHORD NOT SHOWN FOR CLARITY

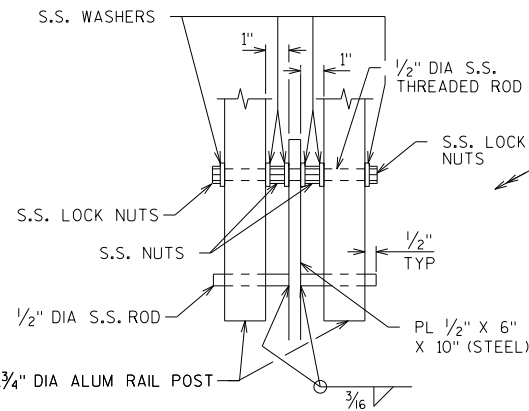
NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION					
UPDATED:			APRIL 2020		
		DRAWN BY	BOS	PLANS CK'D.	BOS
4-CHORD TRUSS FULL SPAN CONNECTIONS 2			SHEET IV OF VI		
			1154		



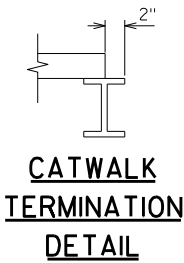
SECTION THRU WALKWAY



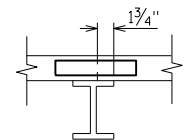
BACKRAIL SPLICE



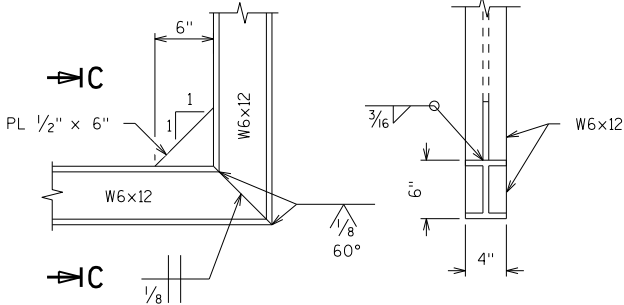
TYPICAL FRONT RAILING DETAILS



CATWALK TERMINATION DETAIL

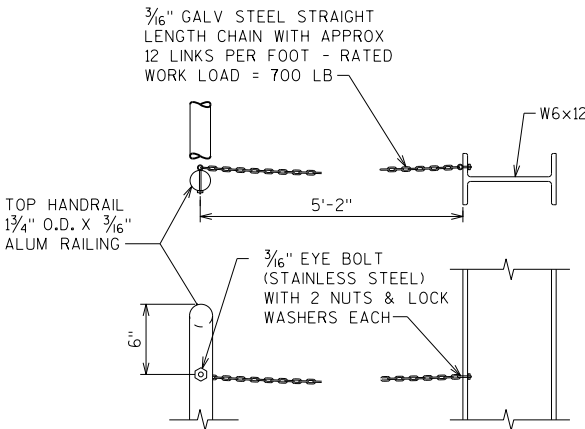


CATWALK SPLICE LOCATION DETAIL



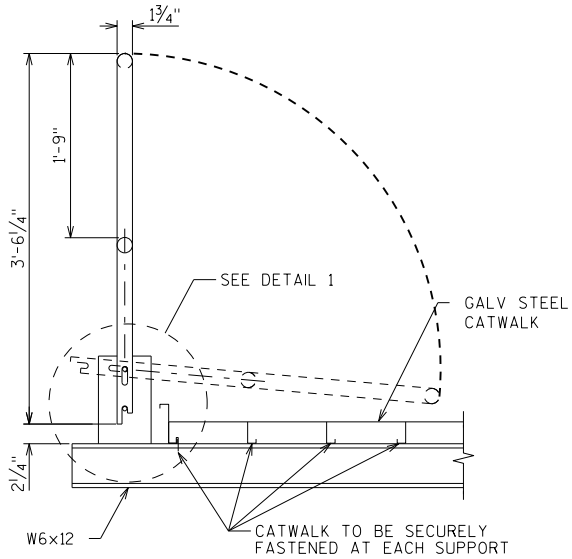
BRACKET DETAIL

SECTION C-C

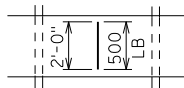


SAFETY CHAIN DETAIL

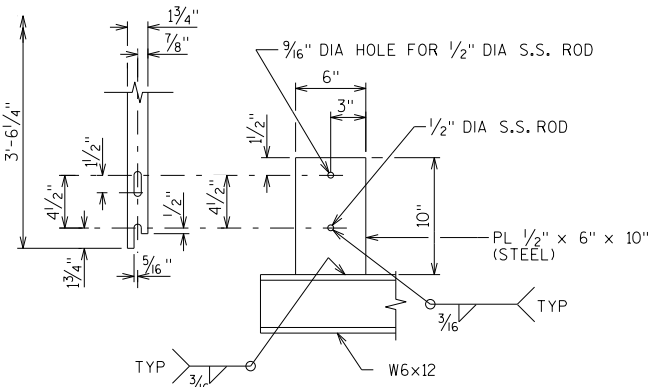
(PROVIDE SAFETY CHAIN AT EACH END OF THE CATWALK)



RAIL POST DETAIL

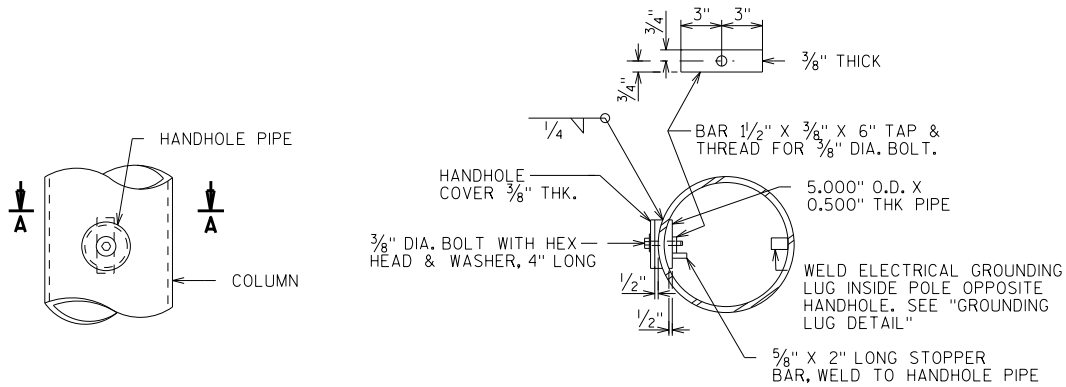


NOTE: CATWALK GRATING SHALL MEET THE CURRENT AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS", (500 LB LIVE LOAD DISTRIBUTED OVER 2'-0" TRANSVERSELY - MAX SPAN IS 8'-0"). CATWALK SHALL ALSO MEET CURRENT OSHA STD'S FOR WALKING-WORKING SURFACES.



DETAIL 1

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
UPDATED:		APRIL 2020	
DRAWN BY		BOS	PLANS CK'D. BOS
4-CHORD TRUSS FULL SPAN CATWALK DETAILS		SHEET V OF VIII	
		1155	



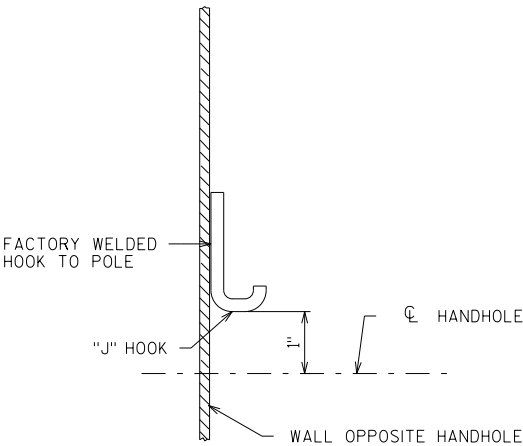
HANDHOLE DETAILS

SECTION A-A

HANDHOLE NOTES

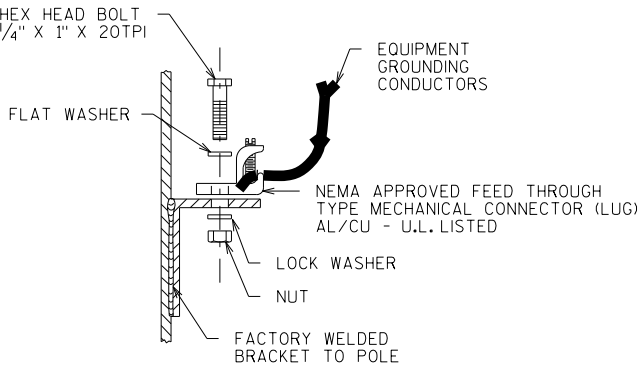
HANDHOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN BRIDGE STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HANDHOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN BRIDGE COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE ELECTRICAL PLAN DETAIL SHEETS.

UNLESS NOTED OTHERWISE, ALL HANDHOLE ELEMENTS TO BE GALVANIZED PER THE WISDOT STANDARD SPECIFICATIONS.



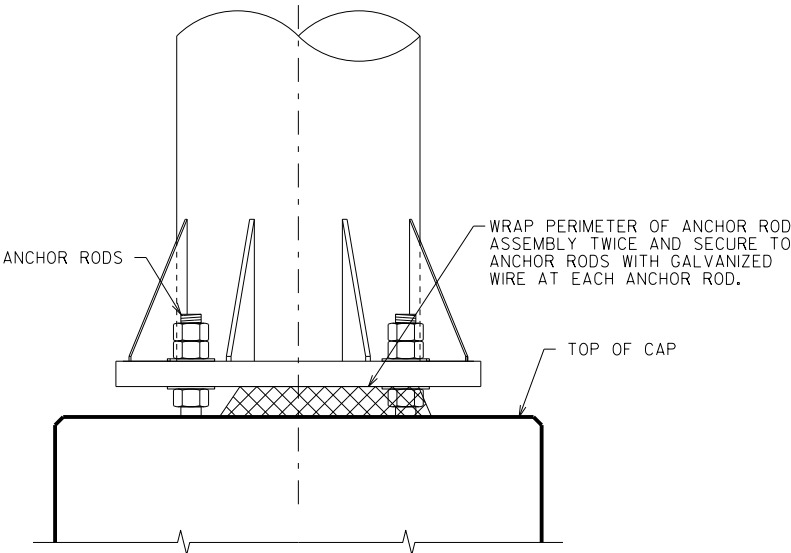
TYPICAL "J" HOOK LOCATION

THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF ALL COLUMNS CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.



GROUNDING LUG DETAIL

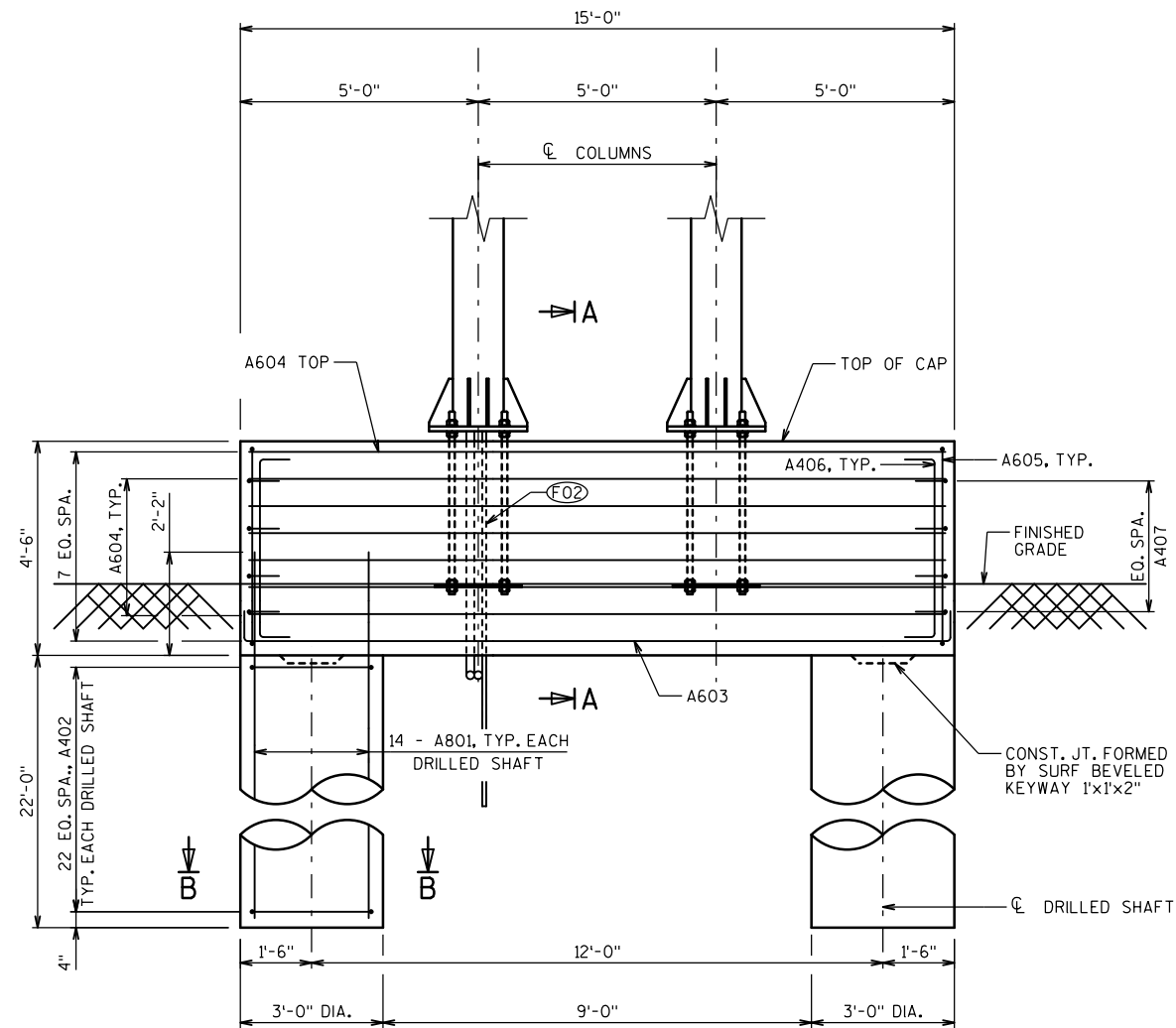
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



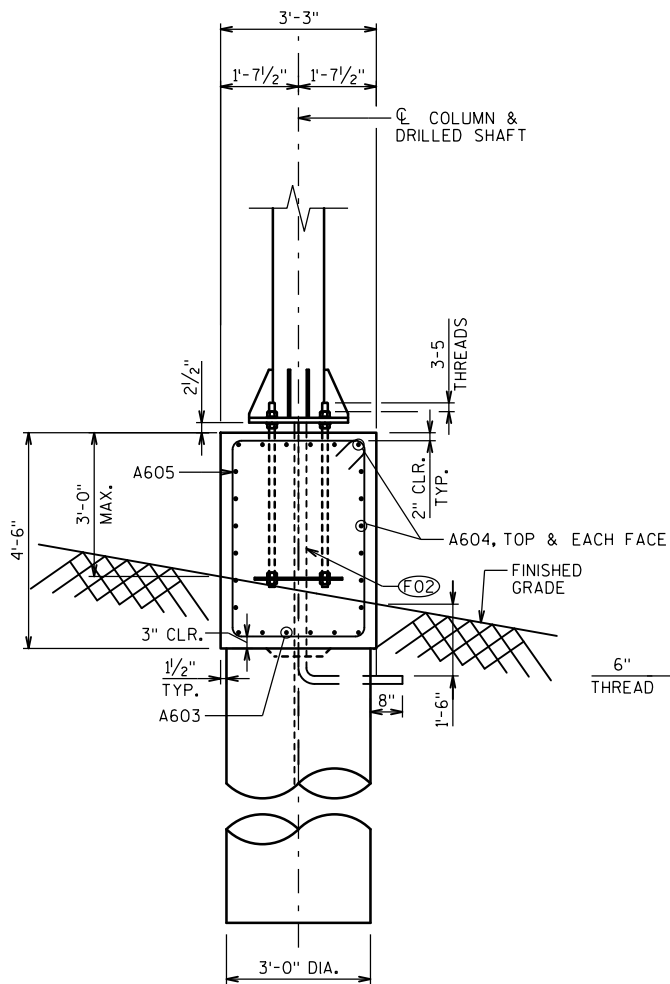
RODENT SCREEN

(ONLY REQ'D. WHEN ELECTRICAL DEVICES ARE INSTALLED)

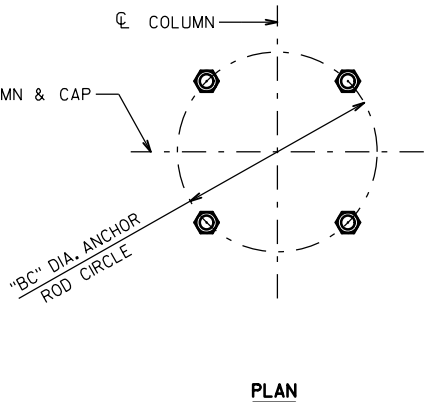
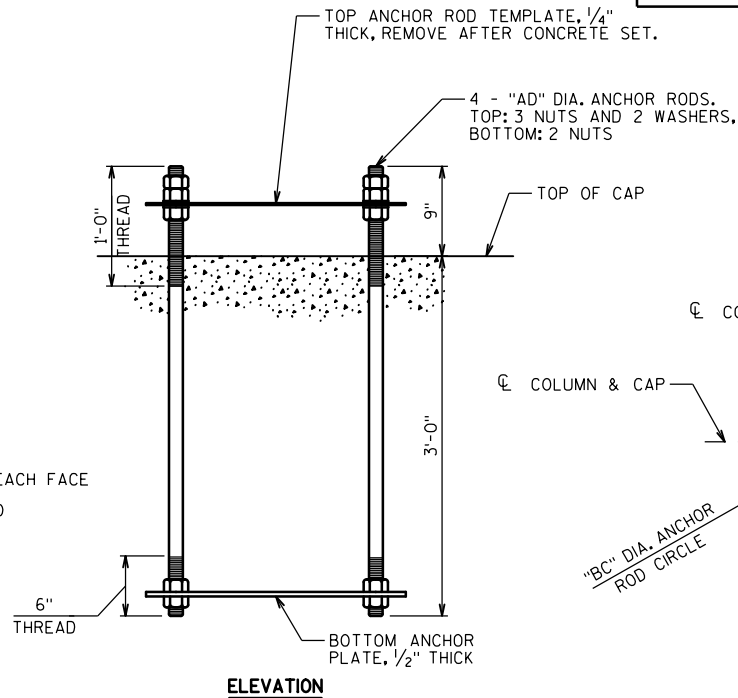
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
UPDATED:		APRIL 2020	
DRAWN BY		BOS	PLANS CK'D. BOS
4-CHORD TRUSS FULL SPAN ELECTRICAL DETAILS			SHEET VI OF VIII
			1156



ELEVATION

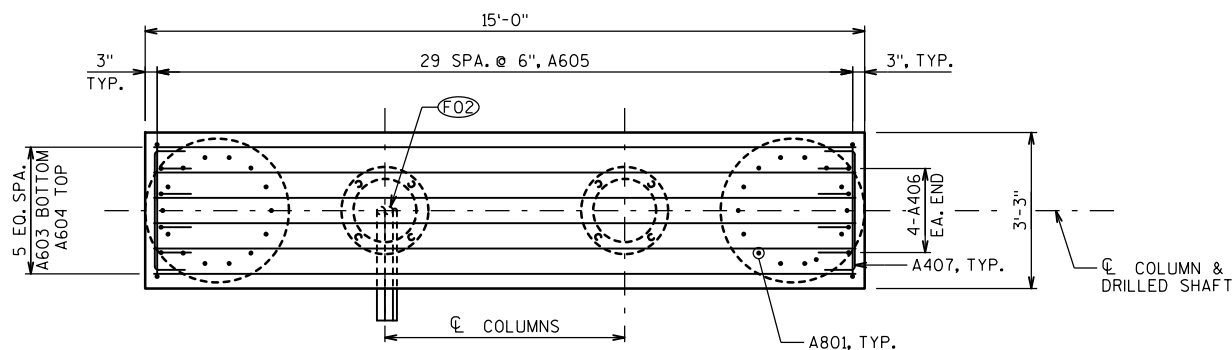


SECTION A-A

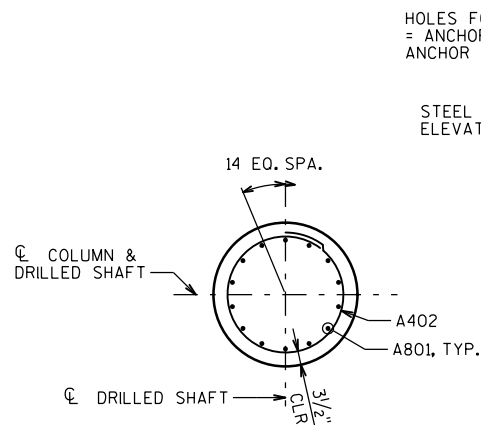


ANCHOR ROD ASSEMBLY DETAILS

SINGLE ASSEMBLY SHOWN
4 ANCHOR RODS REQ'D PER ASSEMBLY



PLAN

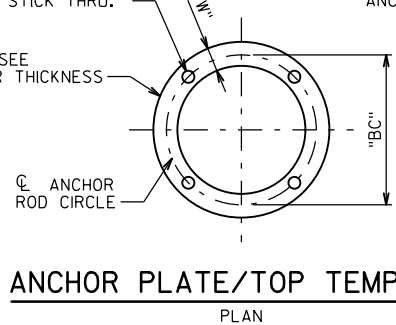


TYPICAL FOR EACH DRILLED SHAFT FOOTING

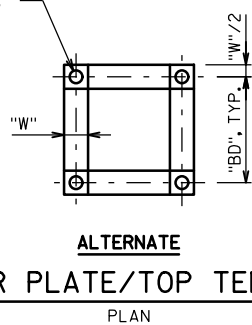
FOUNDATION & REINFORCING DATA

STRUCTURE	"W"	"AD"	"BC"	"BD"	LOCATION	TYPE	CONDUIT
S-13-546	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	SOUTH	A	NO
S-13-547	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	NORTH	A	YES
S-13-548	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	NORTH	A	NO
S-13-538	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	NORTH	A	YES
S-13-549	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	SOUTH	A	NO
S-13-550	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	SOUTH	A	NO
S-13-541	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	NORTH	A	YES
S-13-551	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	SOUTH	A	NO

HOLES FOR ANCHOR RODS SIZE = ANCHOR ROD DIA. + 1/16" FOR ANCHOR ROD TO STICK THRU.



ANCHOR PLATE/TOP TEMPLATE



ALTERNATE

ANCHOR PLATE/TOP TEMPLATE

NOTES

CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED ON PLAN. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

LEGEND

FO2 2 - 2" DIA. NONMETALLIC CONDUITS AND 1 - 1" DIA. NONMETALLIC CONDUIT FOR GROUNDING, INSTALL ONLY WITH DMS AND LCS. EXTEND CONDUITS UNDER COLUMN ADJACENT TO THE DMS OR LCS. CONDUITS INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS".

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION 4-CHORD TRUSS STANDARD FULL SPAN			
DRAWN BY		EAJ	PLANS CKD. NNM
NON-STANDARD FOUNDATION DETAILS 1			SHEET 16 OF 18
1157			



SINGLE ASSEMBLY SHOWN
4 ANCHOR RODS REQ'D PER ASSEMBLY



TYPICAL FOR EACH DRILLED SHAFT FOOTING



CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED ON PLAN. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

(FOI) 1" DIA. SMOOTH STEEL DOWEL BARS @ 1'-0" O.C., 2'-0" LONG, CENTERED IN CAP. PROVIDE DOWEL BARS AT BOTH ENDS OF CAP. PROVIDE BOND BREAKER ON PORTION OF DOWEL BAR EXTENDING INTO BARRIER WALL. COST OF DOWEL BARS IS INCLUDED WITH THE ITEM "CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS".

STRUCTURE	"D"	"H"	"W"	"AD"	"BC"	"BD"	LOCATION	TYPE
S-13-546	12	6'-4"	3"	1½"	1'-6¾"	1'-1¼"	NORTH	B
S-13-547	16	8'-2"	3"	1½"	1'-6¾"	1'-1¼"	SOUTH	C
S-13-548	16	8'-3"	3"	1½"	1'-6¾"	1'-1¼"	SOUTH	D
S-13-538	15	8'-0"	3"	1½"	1'-6¾"	1'-1¼"	SOUTH	E
S-13-549	12	6'-2"	3"	1½"	1'-6¾"	1'-1¼"	NORTH	F
S-13-550	12	6'-3"	3"	1½"	1'-6¾"	1'-1¼"	NORTH	G
S-13-541	12	6'-4"	3"	1½"	1'-6¾"	1'-1¼"	SOUTH	B
S-13-551	12	6'-3"	3"	1½"	1'-6¾"	1'-1¼"	NORTH	G

NOTE:
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS - FOUNDATION TYPE A

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	24'-2"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	18	14'-8"		CAP - LONGITUDINAL - TOP & SIDES
A605	X	30	14'-10"	X	CAP - STIRRUP
A406	X	8	5'-2"	X	CAP - VERTICAL - EACH END
A407	X	8	3'-5"	X	CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE B

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	24'-2"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	28	14'-8"		CAP - LONGITUDINAL - TOP & SIDES
A605	X	30	18'-6"	X	CAP - STIRRUP
A406	X	8	7'-0"	X	CAP - VERTICAL - EACH END
A407	X	12	3'-5"	X	CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE C

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	24'-2"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	36	14'-8"		CAP - LONGITUDINAL - TOP & SIDES
A605	X	30	22'-2"	X	CAP - STIRRUP
A406	X	8	8'-10"	X	CAP - VERTICAL - EACH END
A407	X	16	3'-5"	X	CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE D

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	24'-2"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	36	14'-8"		CAP - LONGITUDINAL - TOP & SIDES
A605	X	30	22'-4"	X	CAP - STIRRUP
A406	X	8	8'-11"	X	CAP - VERTICAL - EACH END
A407	X	16	3'-5"	X	CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE E

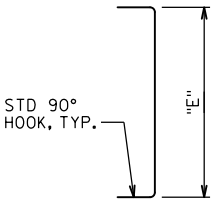
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	24'-2"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	34	14'-8"		CAP - LONGITUDINAL - TOP & SIDES
A605	X	30	21'-10"	X	CAP - STIRRUP
A406	X	8	8'-8"	X	CAP - VERTICAL - EACH END
A407	X	16	3'-5"	X	CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE F

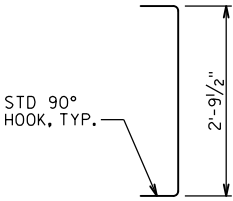
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	24'-2"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	28	14'-8"		CAP - LONGITUDINAL - TOP & SIDES
A605	X	30	18'-2"	X	CAP - STIRRUP
A406	X	8	6'-10"	X	CAP - VERTICAL - EACH END
A407	X	12	3'-5"	X	CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE G

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	24'-2"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	28	14'-8"		CAP - LONGITUDINAL - TOP & SIDES
A605	X	30	18'-4"	X	CAP - STIRRUP
A406	X	8	6'-11"	X	CAP - VERTICAL - EACH END
A407	X	12	3'-5"	X	CAP - HORIZONTAL - EACH END

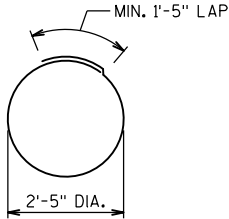


A406

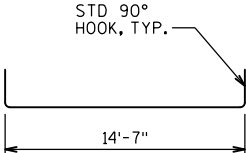


A407

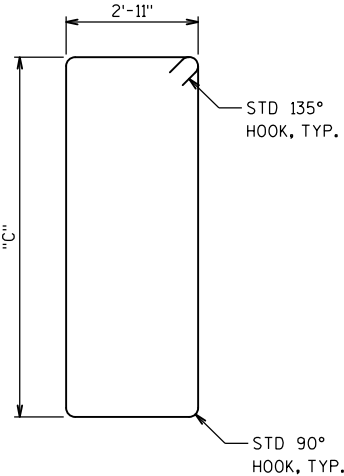
DESIGN TYPE	"E"
A	3'-11 1/2"
B	5'-9 1/2"
C	7'-7 1/2"
D	7'-8 1/2"
E	7'-5 1/2"
F	5'-7 1/2"
G	5'-8 1/2"



A402



A603



A605

DESIGN TYPE	"C"
A	4'-1"
B	5'-11"
C	7'-9"
D	7'-10"
E	7'-7"
F	5'-9"
G	5'-10"

BAR BENDING DIAGRAMS

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION 4-CHORD TRUSS STANDARD FULL SPAN			
DRAWN BY		EAJ	PLANS CK'D. NNM
NON-STANDARD FOUNDATION DETAILS 3		SHEET 18 OF 18	
		1159	

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	S-13-552	S-13-553
531.1100	CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS	CY	56	41
531.1140	STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS	LB	5530	4130
531.1160	STEEL REINFORCEMENT HS COATED ANCILLARY STRUCTURES TYPE NS	LB	3360	2760
531.2036	DRILLING SHAFT 36-INCH	LF	92	88
532.6100.61	TRUSS FULL SPAN 4-CHORD TYPE NS S-13-552	EA	1	--
532.6100.62	TRUSS FULL SPAN 4-CHORD TYPE NS S-13-553	EA	--	1

STRUCTURE	CATEGORY
S-13-552	0640
S-13-553	0650

TRAFFIC VOLUME

A.D.T. (2036) = 139,650-164,190
R.D.S. = 60 MPH

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

MATERIAL PROPERTIES

CONCRETE MASONRY-----f'c = 3,500 psi

HIGH STRENGTH STEEL
REINFORCEMENT, GRADE 60-----fy = 60,000 psi

STRUCTURAL ANGLES,
PLATE AND BARS - ASTM A709 GRADE 36-----fy = 36,000 psi

CHORDS & COLUMN PIPE - ASTM A500 GRADE C--fy = 46,000 psi

HIGH STRENGTH BOLTS - A325-----fy = 92,000 psi

ANCHOR RODS - ASTM F1554 GRADE 55-----fy = 55,000 psi

HEAVY HEX NUTS FOR ANCHOR RODS - ASTM A563A

WASHERS FOR ANCHOR RODS - ASTM F436

STRUCTURE DATA

SIGN_STR	ACTUAL SIGN AREA TYPE 1	DMS	ACTUAL SIGN HEIGHT TYPE 1	MAX DMS	FDN_TYPE
S-13-552	974 SF	N/A	22'-0"	N/A	NON-STANDARD
S-13-553	620 SF	N/A	22'-0"	N/A	NON-STANDARD

DESIGN DATA

DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL

FOUNDATION DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 120 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS. (1700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTREME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE I:	1.0 NWG (NATURAL WIND GUST VIBRATION) 1.0 TRG (TRUCK INDUCED GUST VIBRATION)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS),DANE COUNTY ZONE,NAD 83 (2011). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "TRUSS FULL SPAN 4-CHORD TYPE NS S-13-5XX" FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH 3/4" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS,IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D11.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE 1/4 THE LENGTH OF THE BRIDGE SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES AND STORM SEWER IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AND STORM SEWER AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT 36-INCH".

STATE PROJECT NUMBER

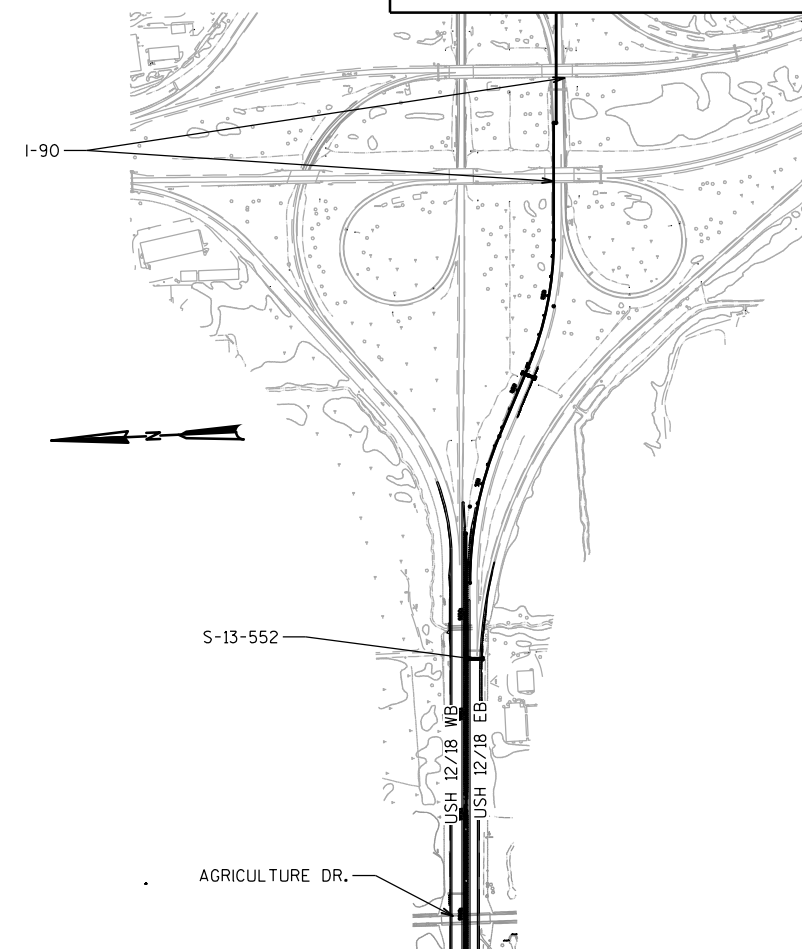
1206-06-79

STRUCTURE DESIGN CONTACTS

BUREAU OF STRUCTURES:
AARON BONK (608) 261-0261

CONSULTANT:
PAT CASHIN (414) 359-2300

NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
HNTB (414) 359-2300			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED	<i>[Signature]</i> SDR	10/19/20	DATE
CHIEF STRUCTURES DESIGN ENGINEER			
4-CHORD TRUSS FULL SPAN NON-STANDARD PLANS			
FULL SPAN SIGN STRUCTURES NON STANDARD DESIGN USH 12/18 EB & WB			
COUNTY	DANE	CITY	MADISON
DESIGN SPEC. AASHTO LRFDLTS-1 W/INTERIMS			
DESIGNED BY	BKS	DESIGN CK'D. PB	DRAWN BY EAJ
GENERAL NOTES, DESIGN DATA & QUANTITIES			PLANS CK'D. BKS/NNM
SHEET 1 OF 9			
1160			



LOCATION MAP

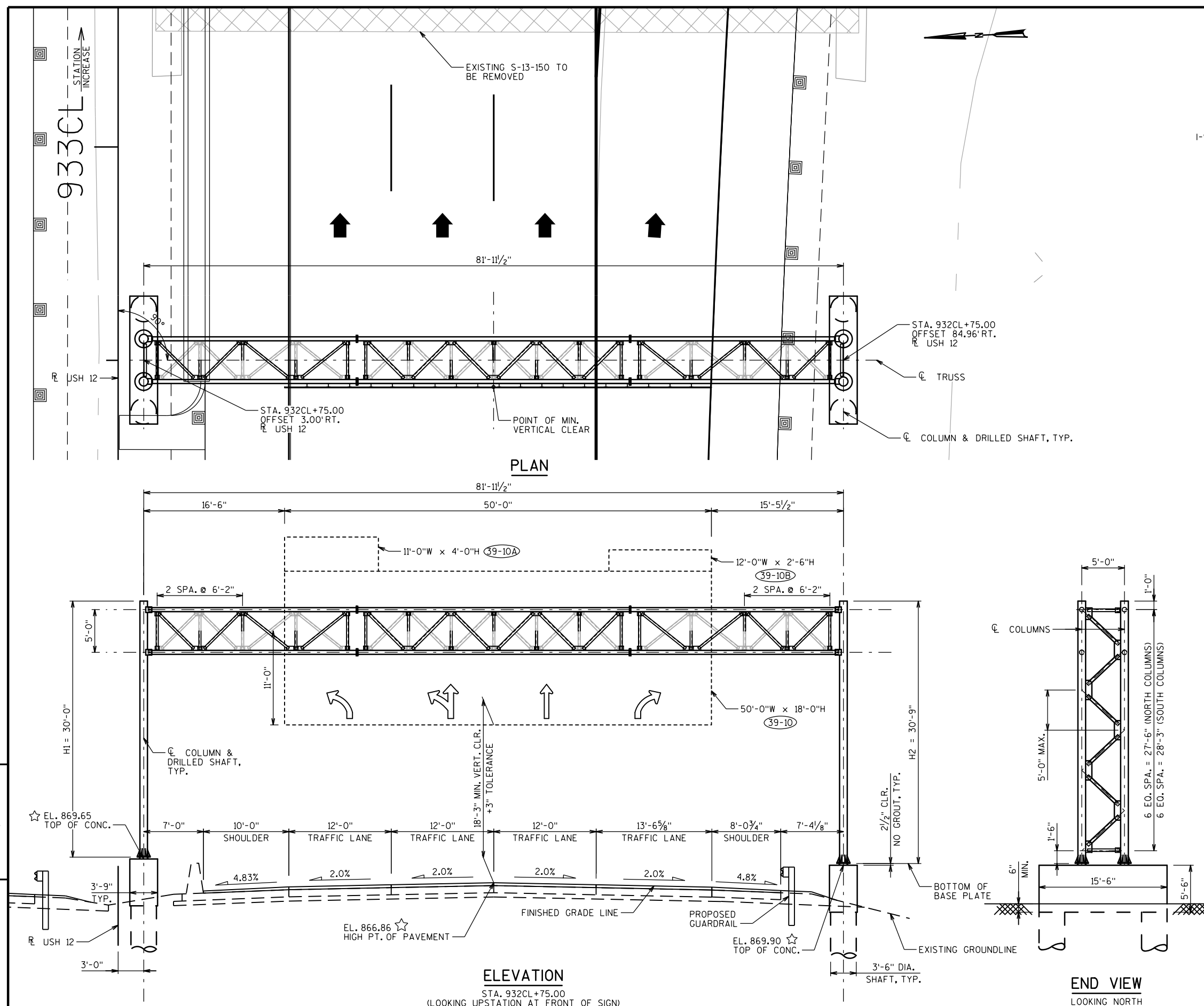
NOTE

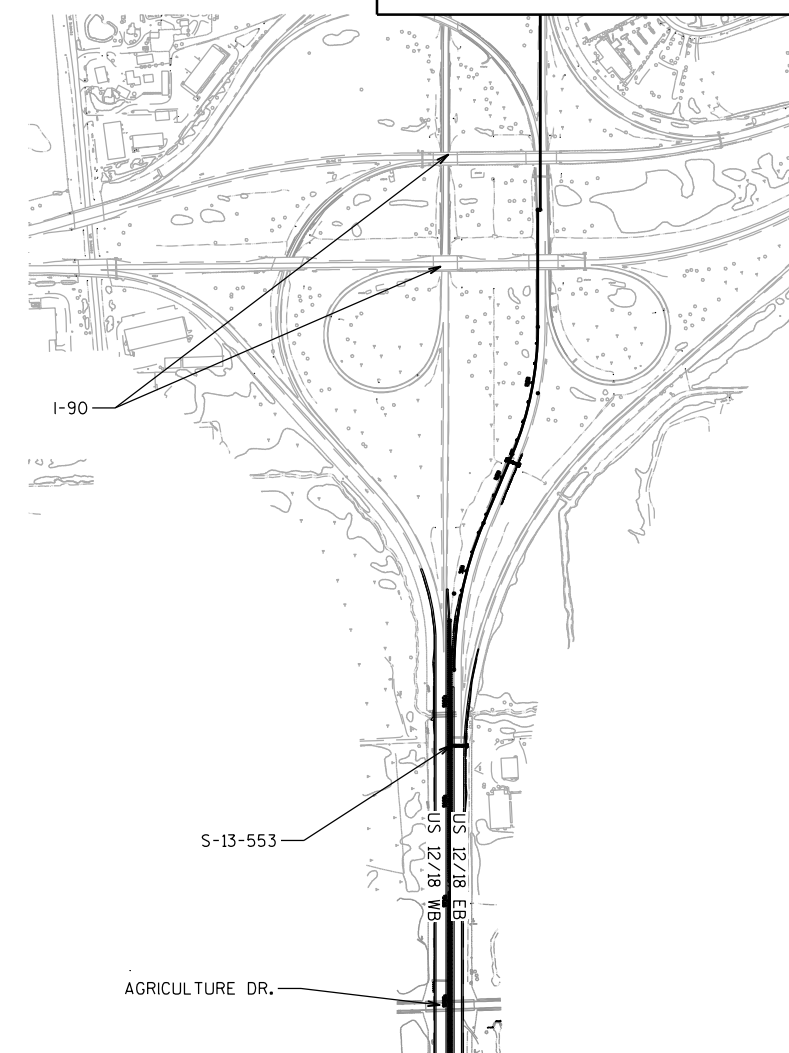
POINT OF MIN. VERTICAL CLEARANCE
STA. 932CL+71.85, 44.00' RT.
EL. 866.86

LEGEND

- ☆ ELEVATIONS GIVEN ALONG $\mathbb{C}$ TRUSS
 (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-552			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-552		SHEET 2 OF 5	
		1161	





LOCATION MAP

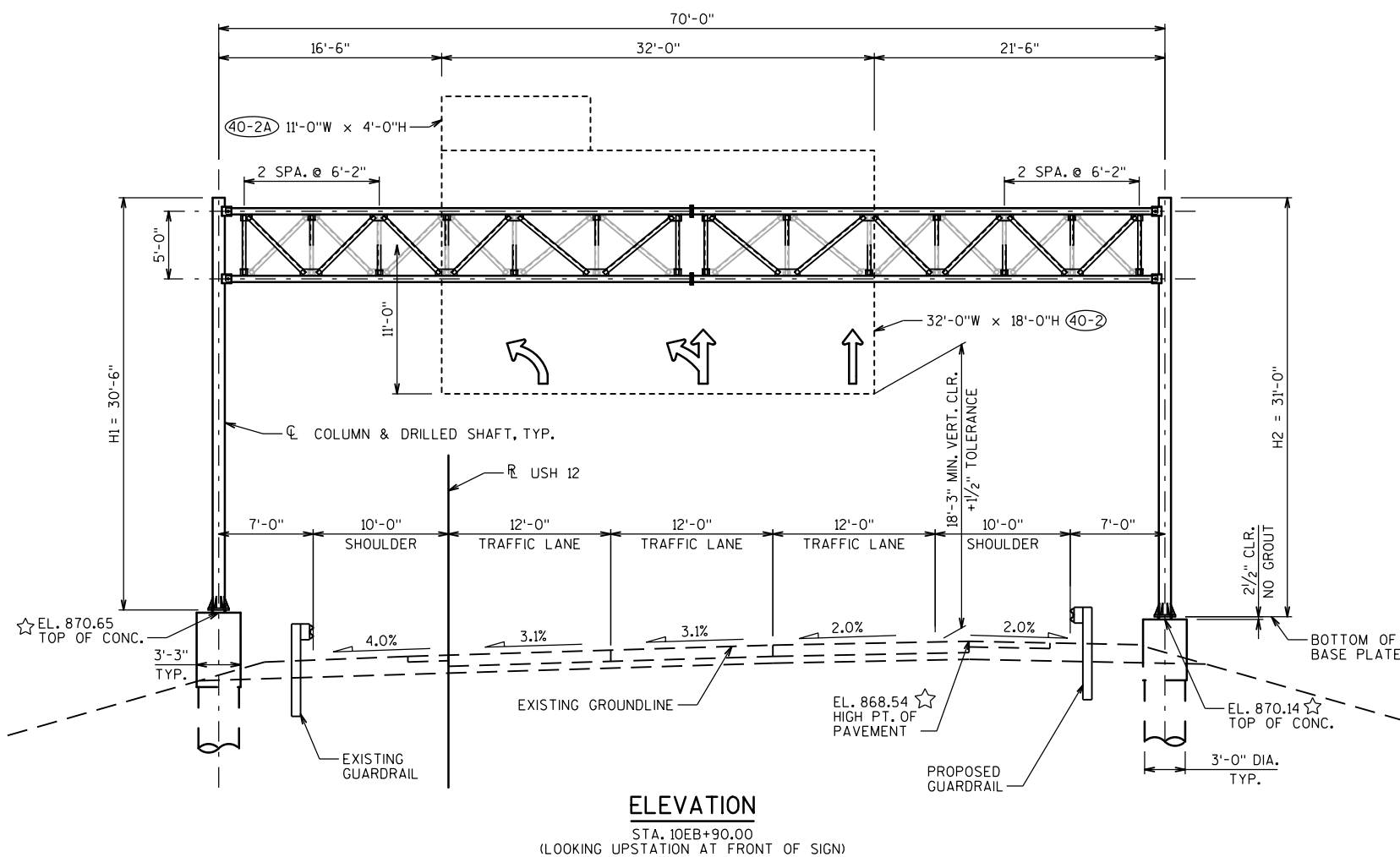
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 10EB+86.85, 36.00' RT.
EL. 868.49

LEGEND

☆ ELEVATIONS GIVEN ALONG $\mathbb{C}$ TRUSS

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)



5'-0" N. FDN.
4'-6" S. FDN.

3'-0" MIN. N. FDN.
1'-6" MIN. S. FDN.

15'-0"

5'-0" MAX.

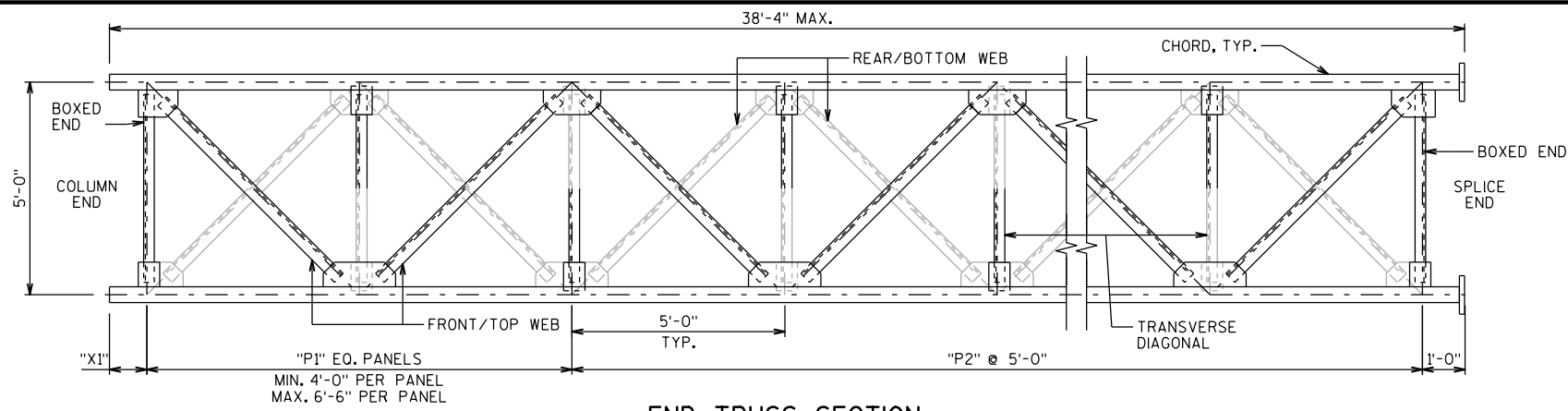
1'-6"

5'-0"

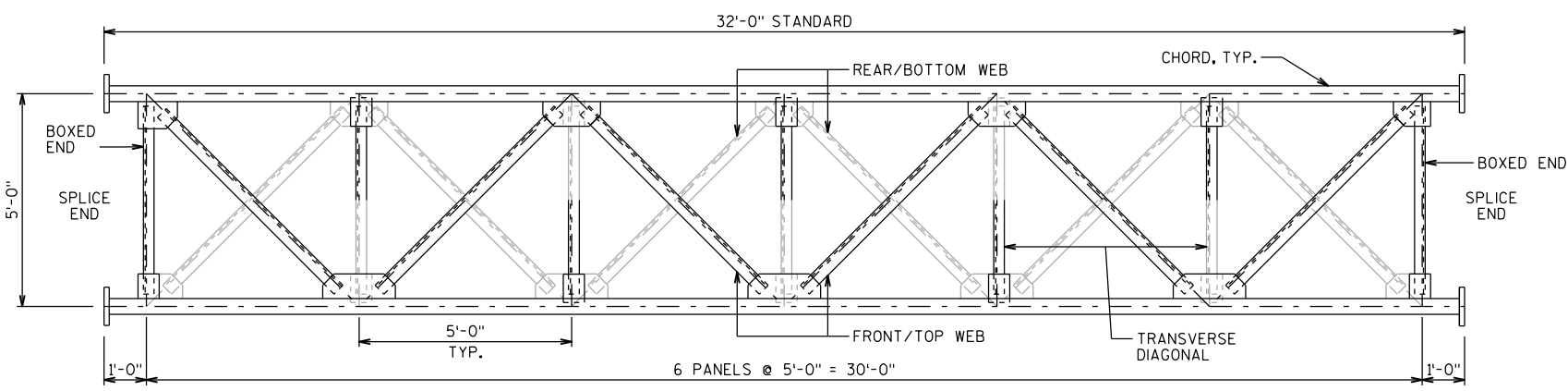
1'-0"

6 EQ. SPA. = 28'-0" (NORTH COLUMNS)
6 EQ. SPA. = 28'-6" (SOUTH COLUMNS)

END VIEW
LOOKING NORTH



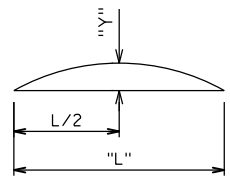
END TRUSS SECTION
LOOKING AT F.F./TOP OF TRUSS



CENTER TRUSS SECTION
LOOKING AT F.F./TOP OF TRUSS

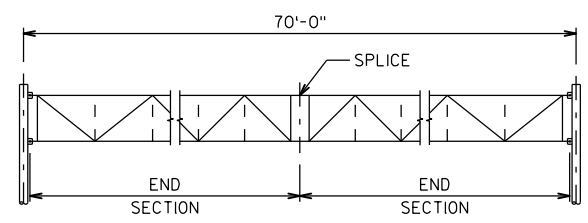
CAMBER VALUES		
SPAN "L"	"Y"	TYPE I
81'-11 1/2"	1.32"	
70'-0"	1.17"	

INTERPOLATE FOR VALUES NOT SHOWN.

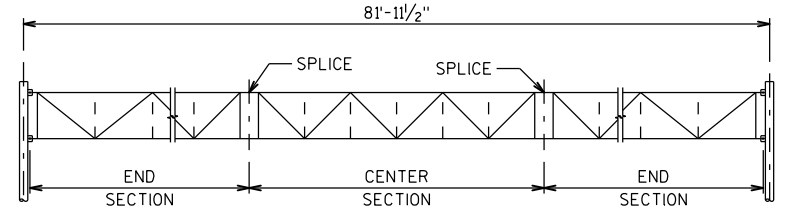


CAMBER DIAGRAM

CAMBER SHALL BE BUILT INTO THE TRUSS DURING FABRICATION. SHIM PLATES BETWEEN TRUSS SECTIONS TO CREATE CAMBER SHALL NOT BE ALLOWED.

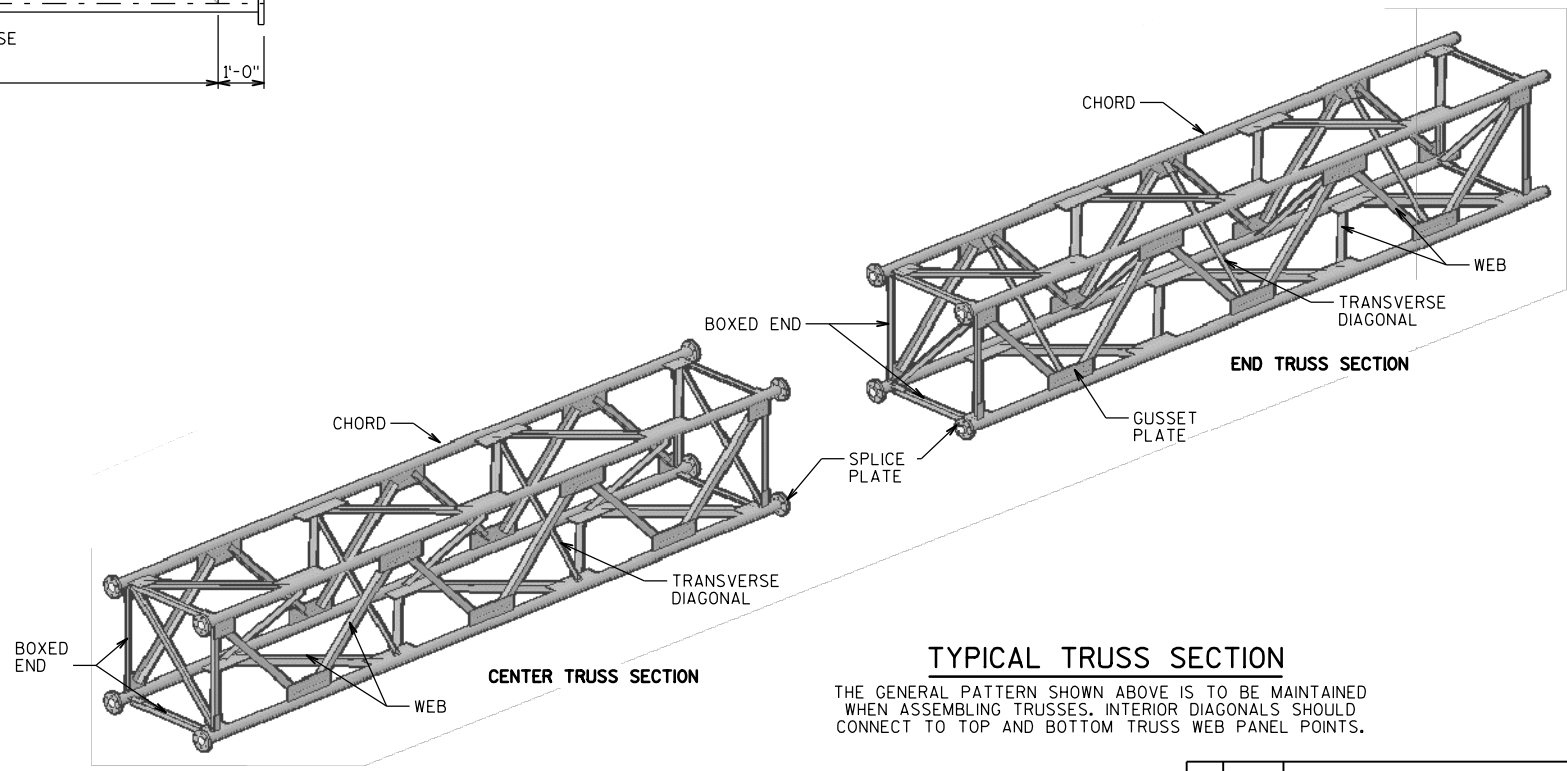


S-13-553



S-13-552

TRUSS CONFIGURATIONS
TRUSS SYMMETRICAL ABOUT C/L OF SPAN



TYPICAL TRUSS SECTION

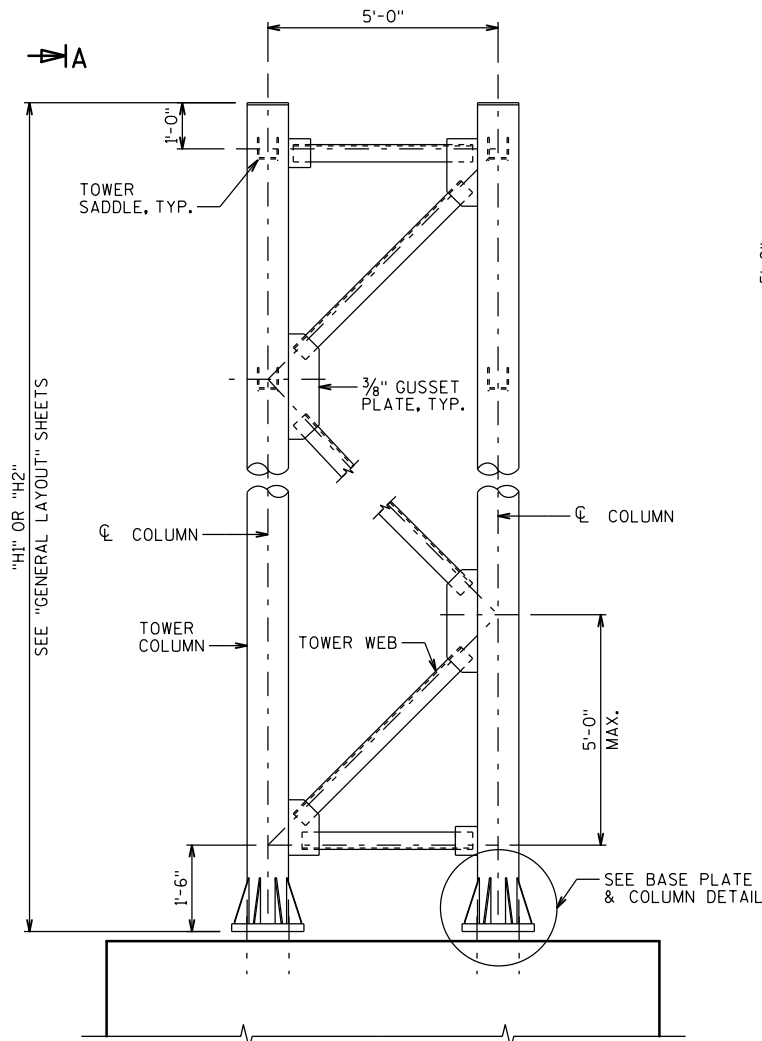
THE GENERAL PATTERN SHOWN ABOVE IS TO BE MAINTAINED WHEN ASSEMBLING TRUSSES. INTERIOR DIAGONALS SHOULD CONNECT TO TOP AND BOTTOM TRUSS WEB PANEL POINTS.

FULL SPAN 4-CHORD TRUSS MEMBER TABLE

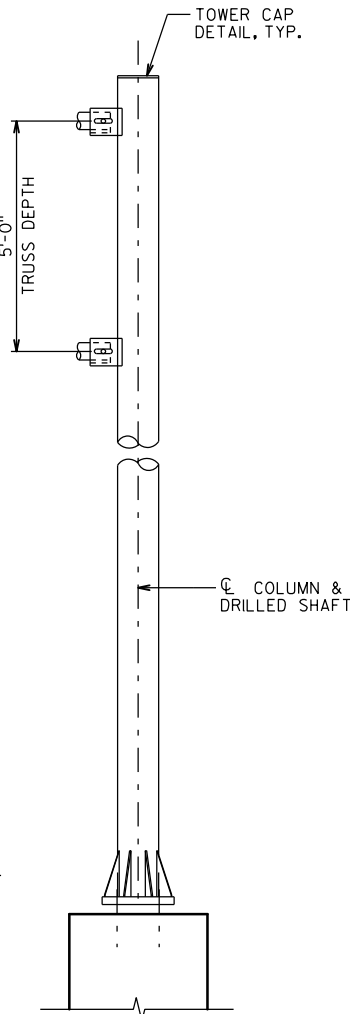
STRUCTURE NUMBER	TYPE I SIGN AREA (FT ²)	SPAN	CHORD OUTER DIA. X THK	WEB W X D X THK	BOXED END W X D X THK	TRANSVERSE DIAGONAL W X D X THK	SPLICE PLATE OUTER DIA. X THK	CHORD SPLICE NO. 3/4" BOLTS	"P1"	"P2"	"X1"
S-13-552	974	81'-11 1/2"	5.563" X 0.500"	L4X4X3/8	L3X3X1/4	L3X3X1/4	11 5/8" X 1 1/2"	8	2	2	1'-0"
S-13-553	620	70'-0"	5.563" X 0.375"	L3 1/2 X 3 1/2 X 3/8	L3X3X1/4	L3X3X1/4	11 5/8" X 1 1/2"	8	4	2	1'-0"

STATE PROJECT NUMBER
1206-06-79

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURES S-13-552 & S-13-553			
DRAWN BY EAJ		PLANS CK'D. BKS	
4-CHORD TRUSS NON-STANDARD FULL SPAN TRUSS DETAILS			SHEET 4 OF 9
			1163

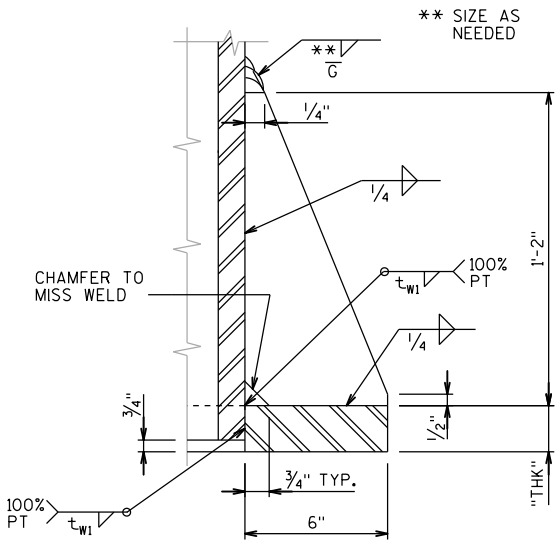


END VIEW COLUMN TRUSS

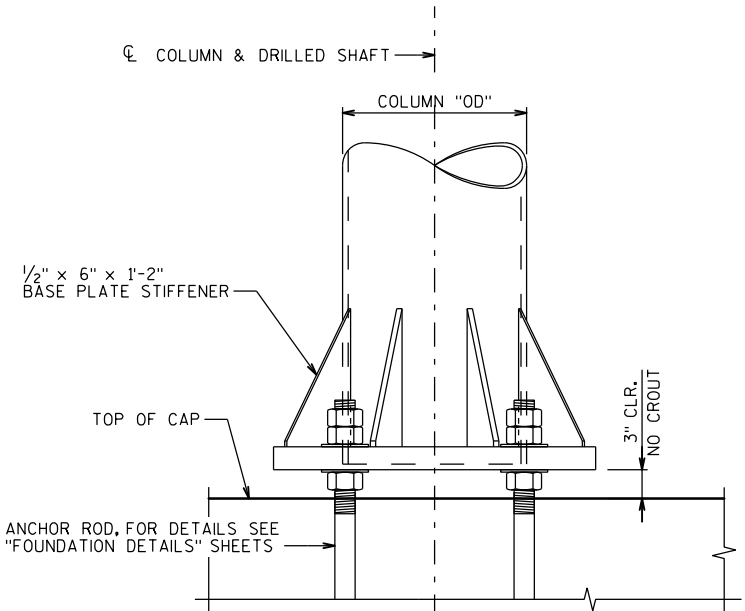


SECTION A-A

LOOKING AT F.F. OF STRUCTURE
OTHER COLUMN TRUSS SIMILAR

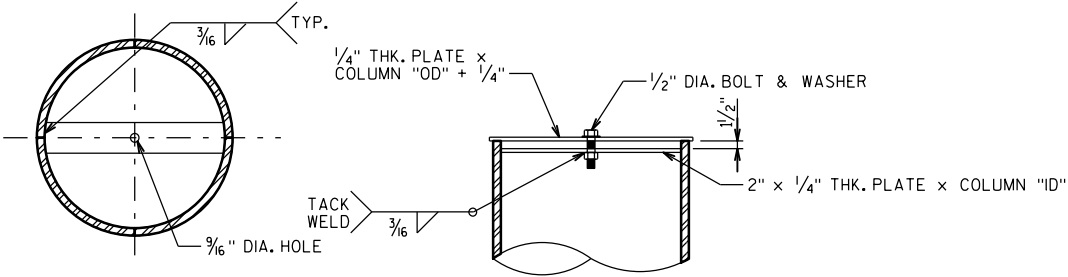


BASE PLATE STIFFENER DETAIL

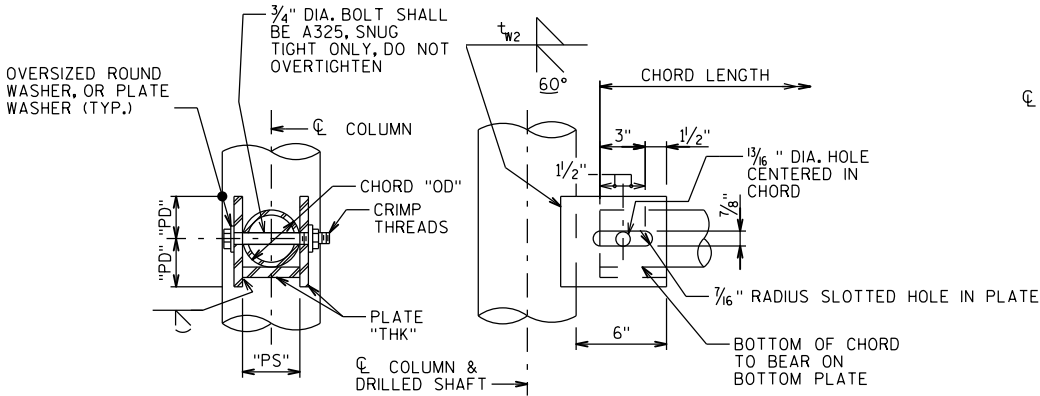


BASE PLATE & COLUMN DETAIL

LOOKING AT FRONT FACE OF STRUCTURE

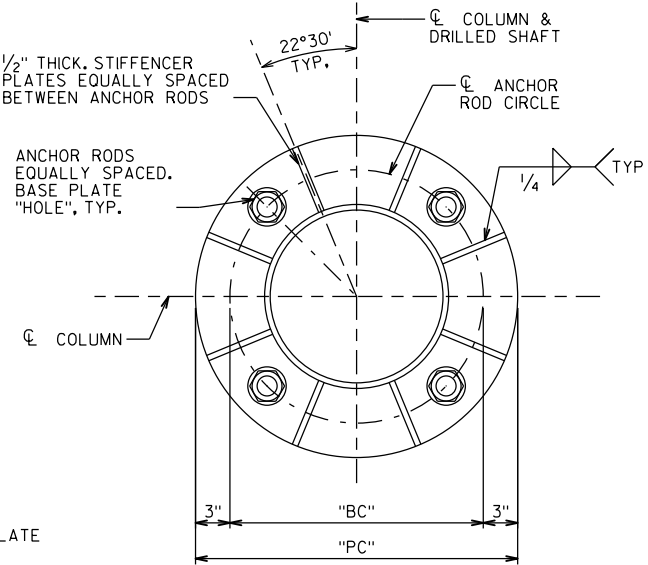


TOWER CAP DETAIL



TOWER SADDLE CONNECTION DETAILS

BOLT AND HOLE DIMENSIONS SHOWN ARE MINIMUM



BASE PLATE

PLAN

FULL SPAN 4-CHORD COLUMN MEMBER TABLE

STRUCTURE NUMBER	MAXIMUM COLUMN HEIGHT	COLUMN OUTER DIA x THK	WEB W x D x THK	STIFFENER W x D x THK	BASE PLATE					TOWER SADDLE CONNECTION			
					"t _{w1} "	"HOLE"	"THK"	"BC"	"PC"	"t _{w2} "	"THK"	"PS"	"PD"
S-13-552	30'-9"	12.75" x 0.500"	L4x4x1/2	6" x 12" x 1/2"	5/16"	2 1/16"	2"	1'-6 3/4"	2'-0 3/4"	1/4"	7/16"	5 3/4"	3 7/16"
S-13-553	31'-0"	12.75" x 0.375"	L4x4x3/8	6" x 12" x 1/2"	5/16"	1 3/16"	2"	1'-6 3/4"	2'-0 3/4"	1/4"	3/8"	5 3/4"	3 7/16"

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURES S-13-552 & S-13-553			
DRAWN BY		EAJ	PLANS CK'D. BKS
4-CHORD TRUSS NON-STD. FULL SPAN COLUMN DETAILS			SHEET 5 OF 9
			1164

NOTE

FABRICATOR HAS THE OPTION TO USE NON-MITERED, RECTANGULAR GUSSET PLATES IN LIEU OF MITERED PLATES SHOWN ON THESE DETAILS.

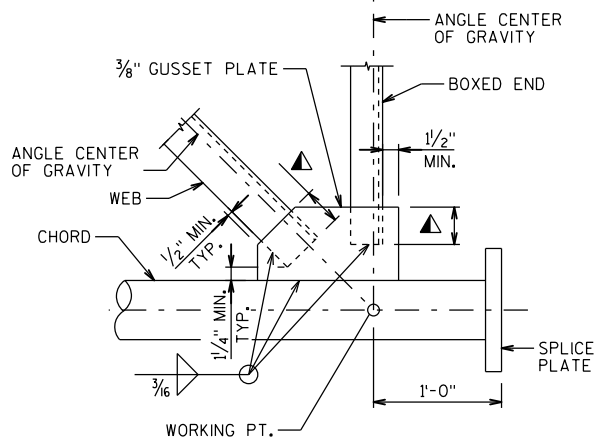
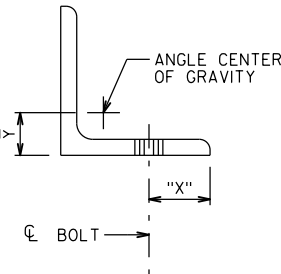
MEMBER CONNECTION DATA

STRUCTURE NUMBER	WELD LEG LENGTH		NO. OF BOLTS	
	▲	●	■	☆
S-13-552	3 1/2"	6" MIN	3	3
S-13-553	3 1/2"	6" MIN	3	3

FOR ALL ANGLE TO GUSSET CONNECTIONS, BOLT SPACING = 2 1/2"

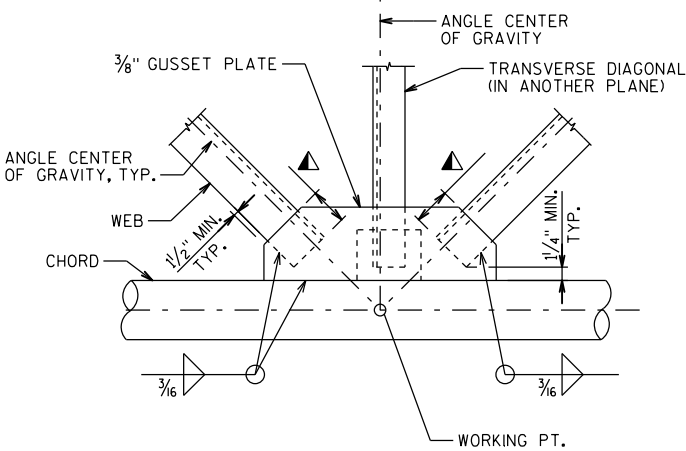
ANGLE DATA

ANGLE SIZE	ȳ	"x"
L3X3X1/4	0.836"	1 1/4"
L3 1/2 X3 1/2 X 3/16	0.979"	1 1/2"
L3 1/2 X3 1/2 X 3/8	1.00"	1 1/2"
L4X4X3/8	1.13"	1 1/2"
L4X4X1/2	1.15"	1 1/2"
L4X4X3/4	1.18"	1 1/2"
L5X5X1/2	1.40"	2"
L5X5X3/4	1.42"	2"

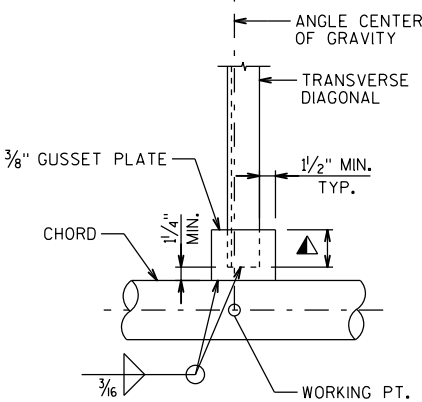


WELDED BOX END CONNECTION

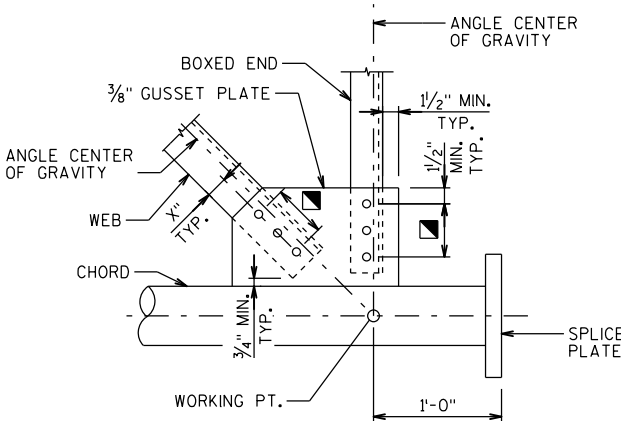
CONNECTION SHOWN AT CHORD SPLICE, CONNECTION AT COLUMN END SIMILAR



WELDED PANEL CONNECTION

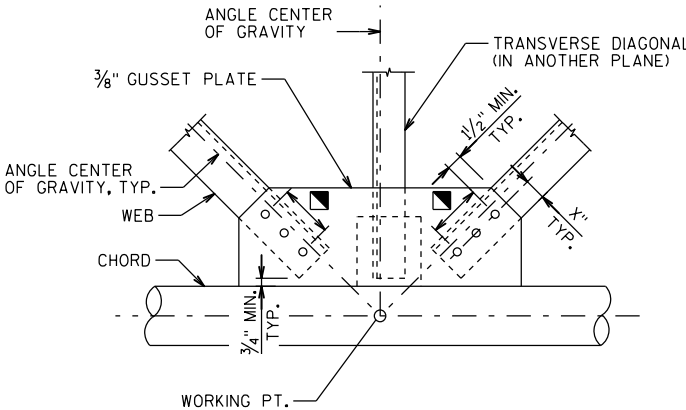


WELDED TRANSVERSE DIAGONAL CONNECTION

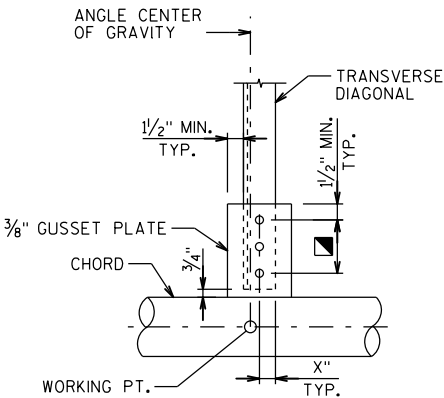


BOLTED BOX END CONNECTION

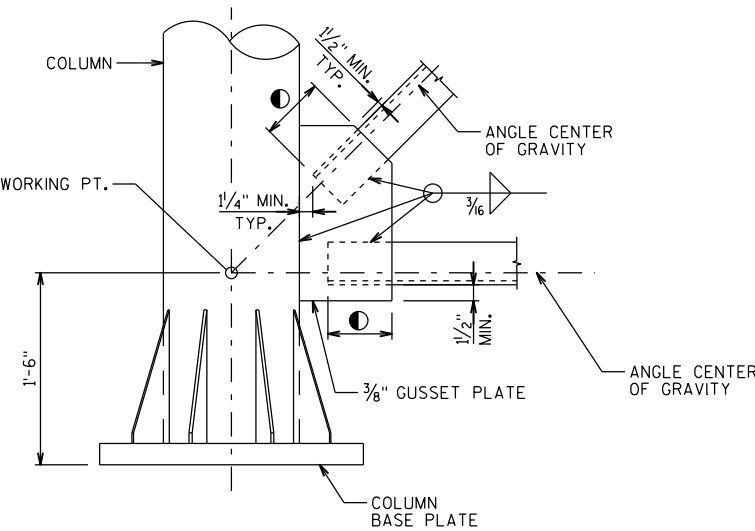
CONNECTION SHOWN AT CHORD SPLICE, CONNECTION AT COLUMN END SIMILAR



BOLTED PANEL CONNECTION

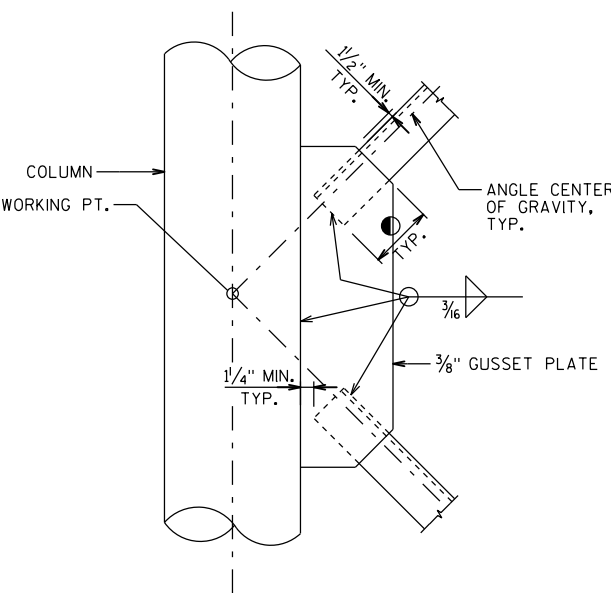


BOLTED TRANSVERSE DIAGONAL CONNECTION

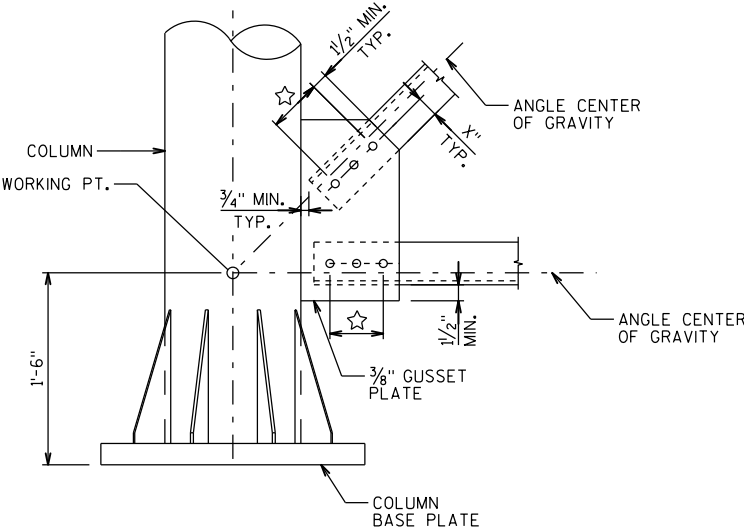


WELDED COLUMN BOTTOM CONNECTION

TOP CONNECTION SIMILAR

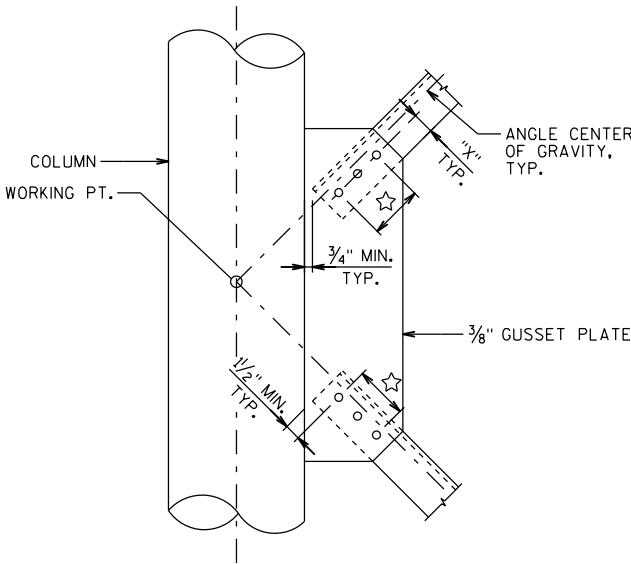


WELDED COLUMN WEB CONNECTION



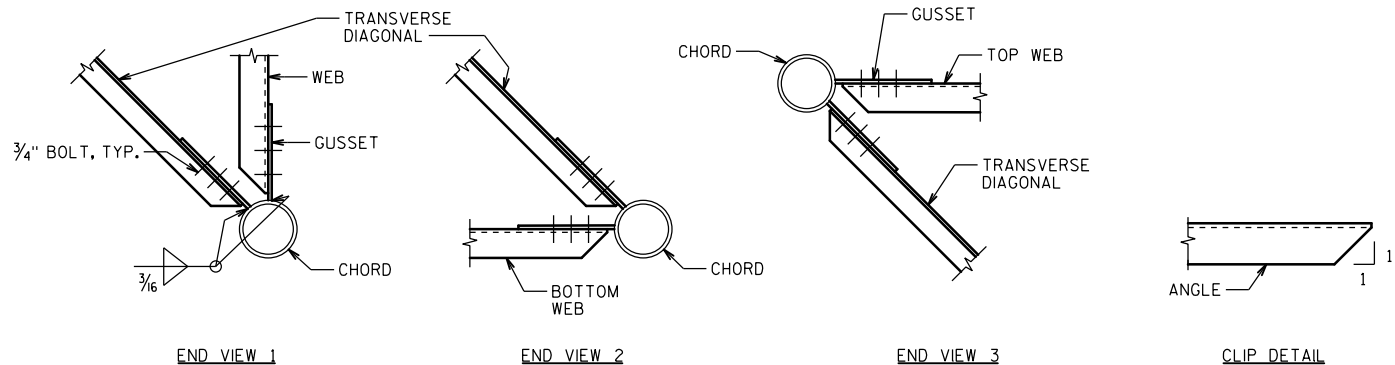
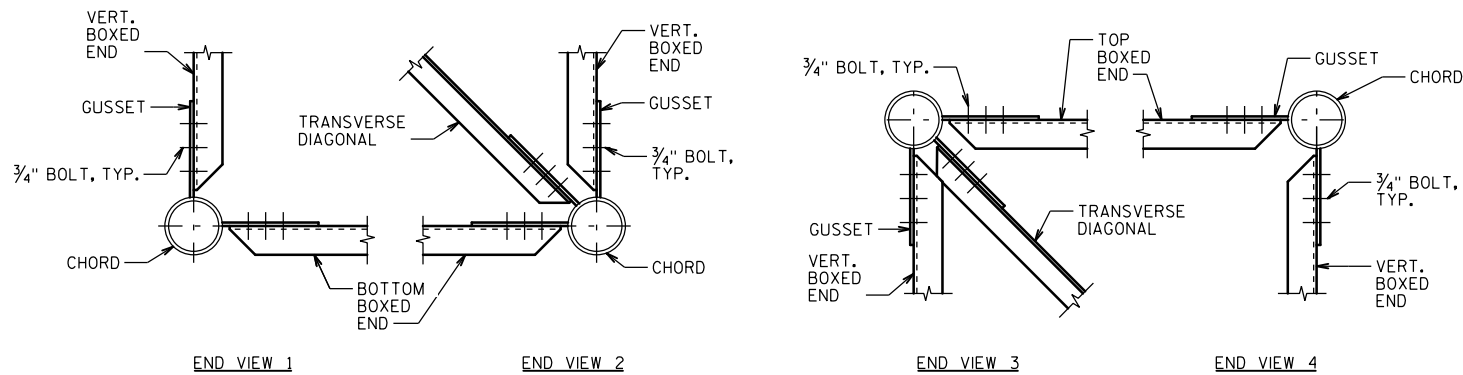
BOLTED COLUMN BOTTOM CONNECTION

TOP CONNECTION SIMILAR



BOLTED COLUMN WEB CONNECTION

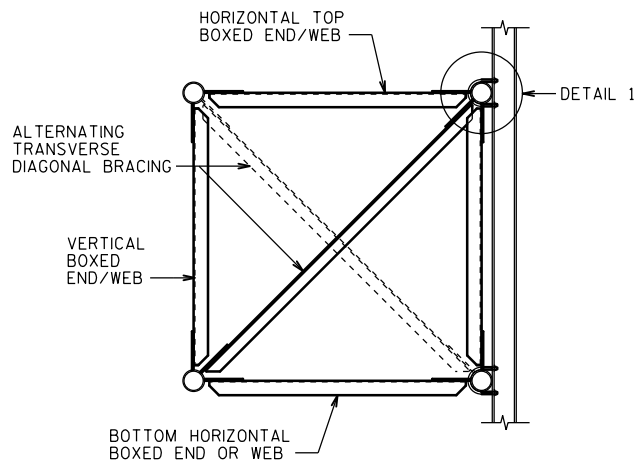
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURES S-13-552 & S-13-553			
DRAWN BY		EAJ	PLANS CKD. BKS
4-CHORD TRUSS NON-STANDARD FULL SPAN CONNECTIONS 1			SHEET 6 OF 9



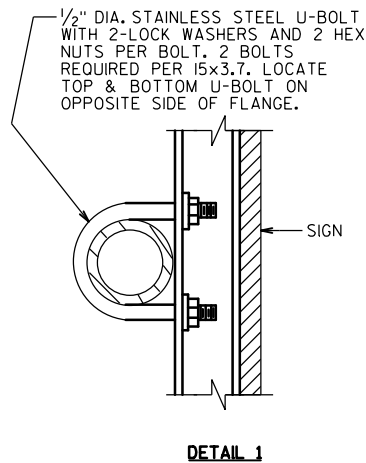
* FOR SIGNS WITH ACTUAL HEIGHT
GREATER THAN 12'-0", USE THE
VERTICAL SIGN SUPPORT SPACING TABLE

TRUSS CONNECTIONS DETAILS
BOLTED CONNECTIONS SHOWN, WELDED CONNECTIONS SIMILAR

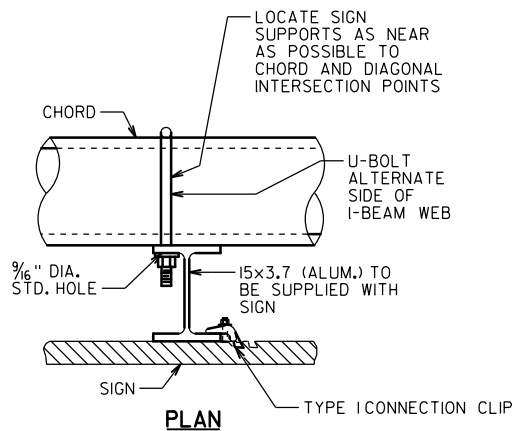
STRUCTURE NUMBER	ACTUAL SIGN HEIGHT, (FT.)	MAX SPACING OF 15X3.7, (FT.)
S-13-552	22	4
S-13-553	22	4



SECTION THRU TRUSS
FOR SIGN CONNECTION

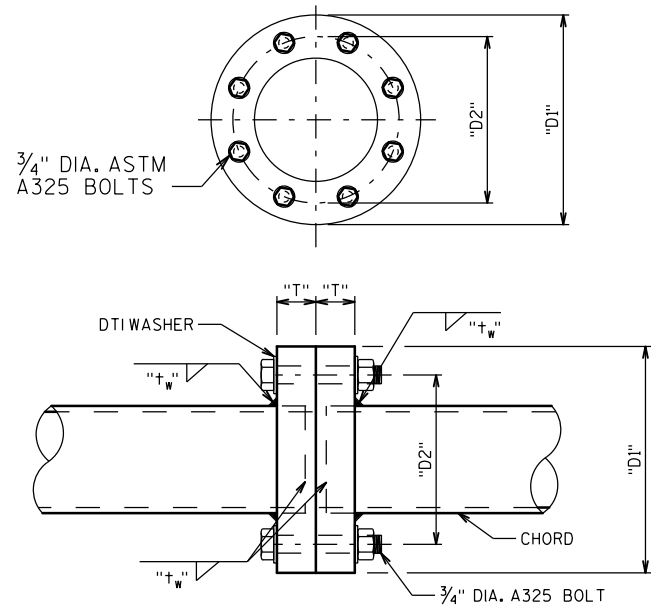


DETAIL 1



PLAN

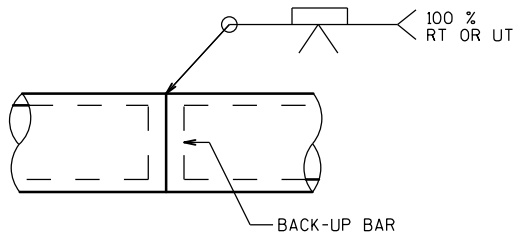
TYPICAL SIGN CONNECTION
USE FOR TYPE I AND II SIGNS
SEE SIGN PLATE MANUAL A4-7A & A4-7B FOR DETAILS



CHORD SPLICE PLATE DETAIL

CHORD SPLICE CONNECTION DATA

STRUCTURE NUMBER	"D1"	"D2"	"T"	"W"	# OF BOLTS
S-13-552	11 5/8"	8 5/8"	1 1/2"	3/8"	8
S-13-553	11 5/8"	8 5/8"	1 1/2"	5/16"	8



CHORD SPLICE

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURES S-13-552 & S-13-553			
DRAWN BY		EAJ	PLANS CK'D. BKS
4-CHORD TRUSS NON-STANDARD FULL SPAN CONNECTIONS 2			SHEET 7 OF 9



SINGLE ASSEMBLY SHOWN
4 ANCHOR RODS REQ'D PER ASSEMBLY



PLAN



ALTERNATE

PLAN

CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED ON PLAN. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

STRUCTURE	FOUNDATION DIMENSIONS											ANCHOR PLATE DIMENSIONS					LOCATION	TYP		
	"J"	"K"	"L"	"C"	"M"	"N"	"O"	"R"	"S"	"T"	"B"	"U"	"V"	"AD"	"BC"	"BD"			"W"	"Y"
S-13-552	5'-6"	9	23'-0"	12'-0"	3'-9"	5'-3"	3'-6"	23	A901	A704	A703	2'-9"	30	1 3/4"	1'-6 3/4"	1'-1 1/4"	3 1/2"	9"	NORTH	A
S-13-552	5'-6"	9	23'-0"	12'-0"	3'-9"	5'-3"	3'-6"	23	A901	A704	A703	2'-9"	30	1 3/4"	1'-6 3/4"	1'-1 1/4"	3 1/2"	9"	SOUTH	A
S-13-553	5'-6"	9	22'-0"	12'-0"	3'-3"	5'-0"	3'-0"	22	A801	A604	A603	2'-2"	29	1 1/2"	1'-6 3/4"	1'-1 1/4"	3"	8 1/2"	NORTH	B
S-13-553	4'-6"	7	22'-0"	12'-0"	3'-3"	5'-0"	3'-0"	22	A801	A604	A603	2'-2"	29	1 1/2"	1'-6 3/4"	1'-1 1/4"	3"	8 1/2"	SOUTH	B

FOUNDATION & REINFORCING DATA

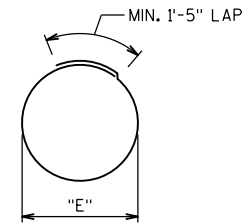
TYPICAL FOR EACH DRILLED SHAFT FOOTING

STATE PROJECT NUMBER
1206-06-79

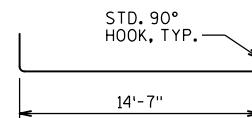
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A901		28	25'-6"		DRILLED FOOTING - VERTICAL
A402		48	10'-6"	X	DRILLED FOOTING - HORIZONTAL
A703	X	6	17'-6"	X	FOOTING - LONGITUDINAL - BOTTOM
A704	X	6	15'-2"		FOOTING - LONGITUDINAL - TOP
A608	X	16	15'-2"		FOOTING - LONGITUDINAL - SIDES
A605	X	31	18'-4"	X	FOOTING - STIRRUP
A406	X	8	6'-3"	X	FOOTING - VERTICAL - EACH END
A407	X	8	4'-7"	X	FOOTING - HORIZONTAL - EACH END

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	23'-11"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-8"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	6	14'-8"		FOOTING - LONGITUDINAL - TOP
A608	X	16	14'-8"		FOOTING - LONGITUDINAL - SIDES
A605	X	30	17'-4"	X	FOOTING - STIRRUP
A406	X	8	6'-3"	X	FOOTING - VERTICAL - EACH END
A407	X	8	4'-1"	X	FOOTING - HORIZONTAL - EACH END

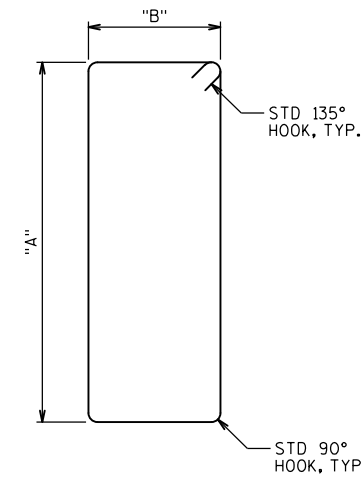
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	23'-11"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-8"	X	FOOTING - LONGITUDINAL - BOTTOM
A604	X	6	14'-8"		FOOTING - LONGITUDINAL - TOP
A608	X	12	14'-8"		FOOTING - LONGITUDINAL - SIDES
A605	X	30	15'-4"	X	FOOTING - STIRRUP
A406	X	8	5'-3"	X	FOOTING - VERTICAL - EACH END
A407	X	6	4'-1"	X	FOOTING - HORIZONTAL - EACH END



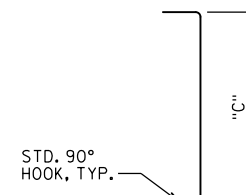
A402



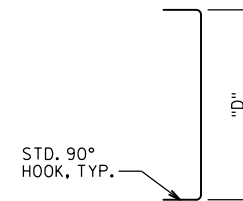
A603, A703



A605



A406



A407

DESIGN TYPE	"E"
A	2'-11"
B	2'-5"
C	2'-5"

DESIGN TYPE	"A"	"B"
A	5'-1"	3'-5"
B	5'-1"	2'-11"
C	4'-1"	2'-11"

DESIGN TYPE	"C"
A	4'-11"
B	4'-11"
C	3'-11"

DESIGN TYPE	"D"
A	3'-3"
B	2'-9"
C	2'-9"

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR
FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURES S-13-552 & S-13-553			
	DRAWN BY	NNM	PLANS CK'D. EAJ
NON-STANDARD FOUNDATION DETAILS 2		SHEET 9 OF 9	
		1168	

STRUCTURE DATA

ACTUAL SIGN AREA			ACTUAL SIGN HEIGHT MAX		
SIGN STR	TYPE 1	DMS/LCS	TYPE 1	DMS/LCS	FDN TYPE
S-13-2033	294.5 SF	166 SF	15'-0"	6'-0"	NON-STANDARD
S-13-2034	494.5 SF	40 SF	14'-6"	5'-0"	NON-STANDARD
S-13-2040	157.5 SF	126 SF	7'-6"	6'-0"	NON-STANDARD
S-13-2035	654 SF	40 SF	13'-6"	5'-0"	NON-STANDARD
S-13-2036	964 SF	40 SF	22'-0"	5'-0"	NON-STANDARD

DESIGN DATA

DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL

FOUNDATION DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 120 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS. (700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTREME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
SERVICE II:	1.0 DC + 1.0 ICE
FATIGUE I:	1.0 NWG (NATURAL WIND GUST VIBRATION)
	1.0 TRG (TRUCK INDUCED GUST VIBRATION)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY ZONE, NAD 83 (2011). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "TRUSS FULL SPAN 4-CHORD WITH TRUSS CANTILEVER 4-CHORD S-13-20XX" FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

CATWALKS ARE USED ON 4-CHORD STRUCTURES CARRYING DMS SIGHS. CATWALKS SHALL BE INCIDENTAL TO THE BID ITEM "TRUSS FULL SPAN 4-CHORD TYPE NS S-13-20XX" FOR EACH DMS SIGN STRUCTURE IN THE PLAN SET.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH 3/4" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D11.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE 1/4 THE LENGTH OF THE BRIDGE OR CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE OR CANTILEVER SPAN. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES AND STORM SEWER IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AND STORM SEWER AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT 36-INCH" OR "DRILLING SHAFT 42-INCH".

TRAFFIC VOLUME

A.D.T. (2036) = 139,650-164,190
R.D.S. = 60 MPH

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

MATERIAL PROPERTIES

CONCRETE MASONRY ----- f'c = 3,500 psi

HIGH STRENGTH STEEL
REINFORCEMENT, GRADE 60 ----- fy = 60,000 psi

STRUCTURAL ANGLES,
PLATE AND BARS - ASTM A709 GRADE 36 ----- fy = 36,000 psi

CHORDS & COLUMN PIPE - ASTM A500 GRADE C -- fy = 46,000 psi

HIGH STRENGTH BOLTS - A325 ----- fy = 92,000 psi

ANCHOR RODS - ASTM F1554 GRADE 55 ----- fy = 55,000 psi

HEAVY HEX NUTS FOR ANCHOR RODS - ASTM A563A

WASHERS FOR ANCHOR RODS - ASTM F436

LIST OF DRAWINGS

- GENERAL NOTES, DESIGN DATA & QUANTITIES
- GENERAL LAYOUT S-13-2033
- GENERAL LAYOUT S-13-2034
- GENERAL LAYOUT S-13-2040
- GENERAL LAYOUT S-13-2035
- GENERAL LAYOUT S-13-2036
- 4-CHORD TRUSS NON-STANDARD DETAILS (1 OF 2)
- 4-CHORD TRUSS NON-STANDARD DETAILS (2 OF 2)
- 4-CHORD TRUSS NON-STANDARD COLUMN DETAILS
- 4-CHORD TRUSS NON-STANDARD CONNECTIONS 1
- 4-CHORD TRUSS NON-STANDARD CONNECTIONS 2
- CATWALK DETAILS
- ELECTRICAL DETAILS
- NON-STANDARD FOUNDATION DETAILS 1
- NON-STANDARD FOUNDATION DETAILS 2
- NON-STANDARD FOUNDATION DETAILS 3

STATE PROJECT NUMBER

1206-06-79

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	S-13-2033	S-13-2034	S-13-2040	S-13-2035	S-13-2036
502.3210	PIGMENTED SURFACE SEALER	SY	23	23	22	21	--
531.1100	CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS	CY	45	56	43	42	54
531.1140	STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS	LB	4170	5580	4170	4170	5580
531.1160	STEEL REINFORCEMENT HS COATED ANCILLARY STRUCTURES TYPE NS	LB	3120	3200	3140	2910	3280
531.2036	DRILLING SHAFT 36-INCH	LF	88	--	88	88	--
531.2042	DRILLING SHAFT 42-INCH	LF	--	92	--	--	92
532.6100.63	TRUSS FULL SPAN 4-CHORD TYPE NS S-13-2033	EACH	1	--	--	--	--
532.6100.64	TRUSS FULL SPAN 4-CHORD TYPE NS S-13-2034	EACH	--	1	--	--	--
532.6100.65	TRUSS FULL SPAN 4-CHORD TYPE NS S-13-2040	EACH	--	--	1	--	--
532.6100.66	TRUSS FULL SPAN 4-CHORD TYPE NS S-13-2035	EACH	--	--	--	1	--
532.6100.67	TRUSS FULL SPAN 4-CHORD TYPE NS S-13-2036	EACH	--	--	--	--	1

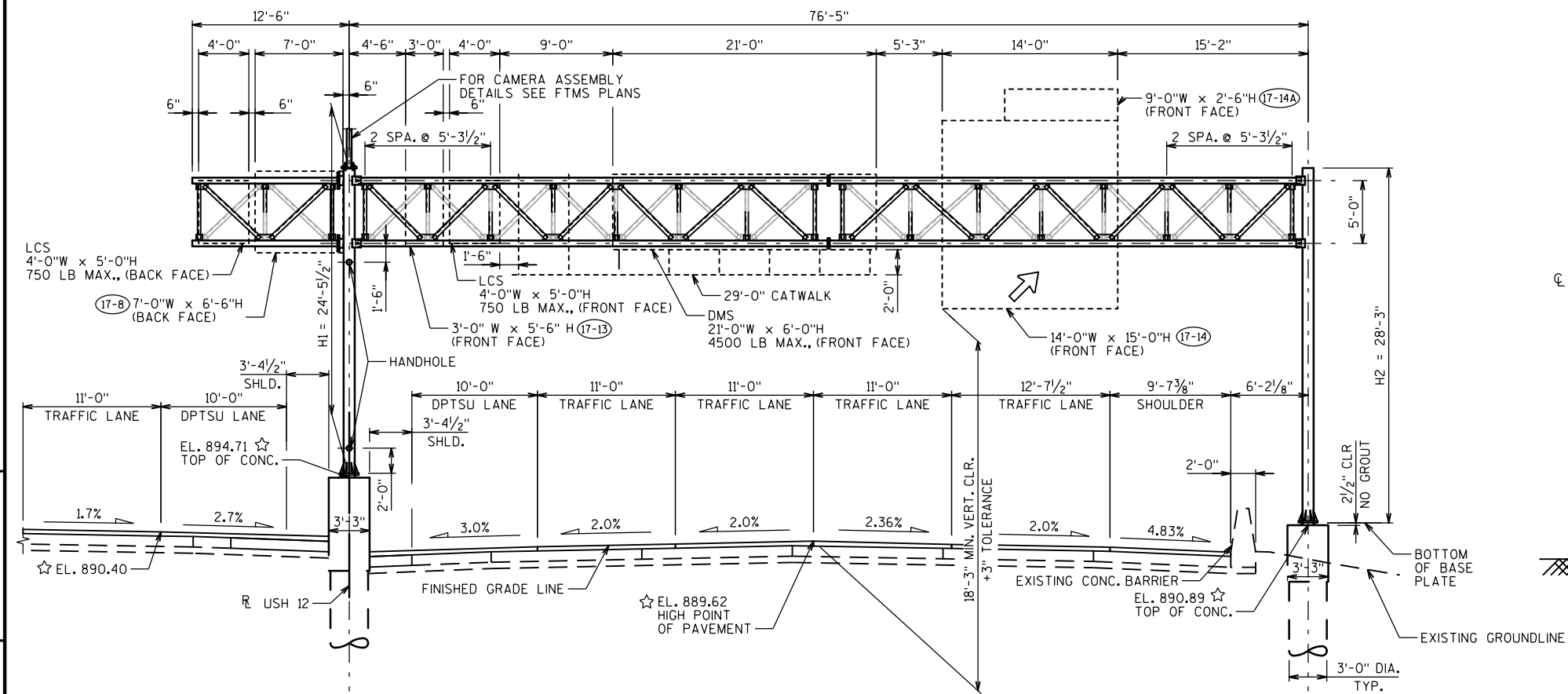
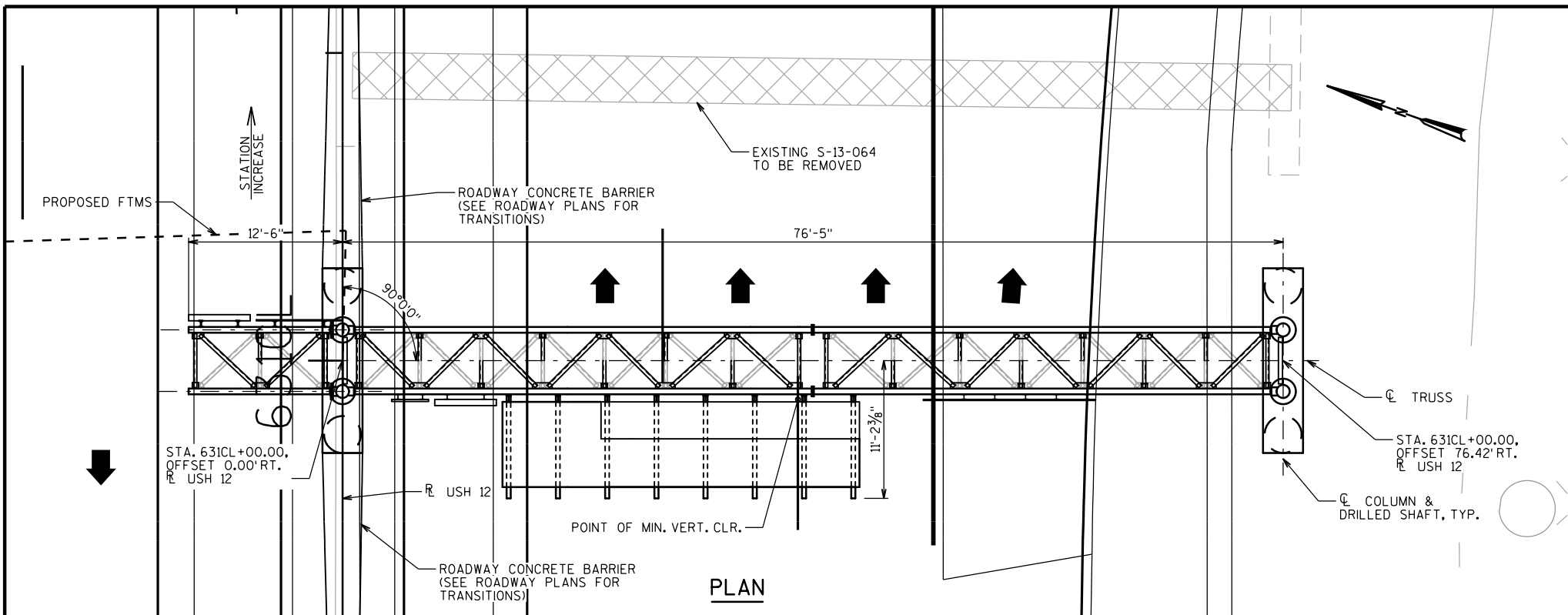
STRUCTURE	CATEGORY
S-13-2033	0660
S-13-2034	0670
S-13-2040	0680
S-13-2035	0690
S-13-2036	0700

STRUCTURE DESIGN CONTACTS

BUREAU OF STRUCTURES:
AARON BONK (608) 261-0261

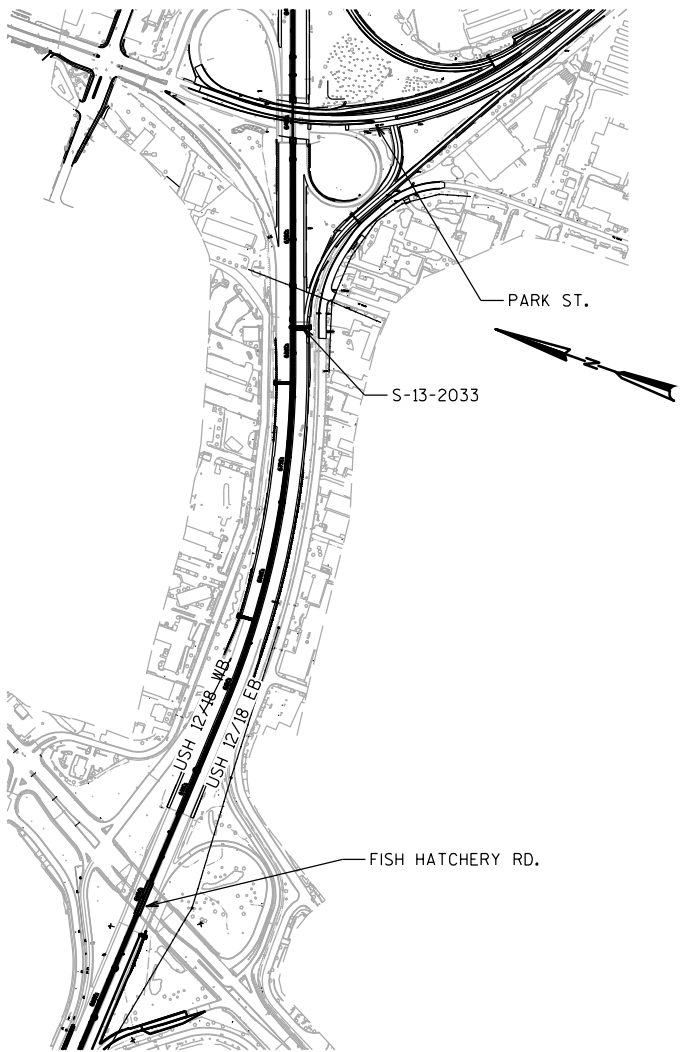
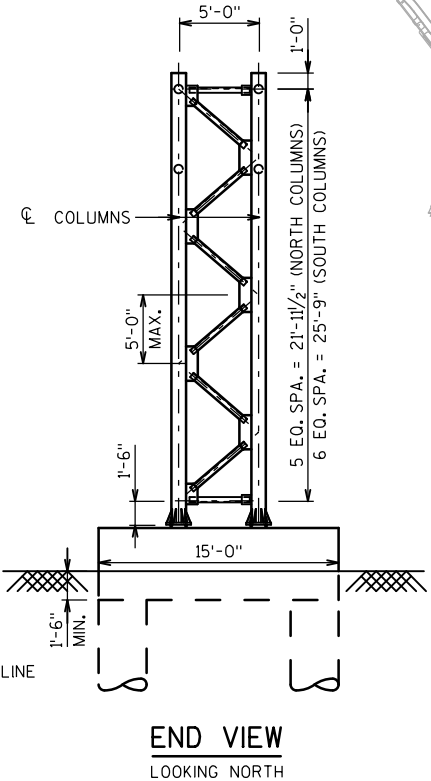
CONSULTANT:
PAT CASHIN (414) 359-2300

NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
HNTB (414) 359-2300			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED	<i>[Signature]</i> CHIEF STRUCTURES DESIGN ENGINEER	NK 10/05/20	DATE
4-CHORD TRUSS NON-STANDARD FULL SPAN WITH CANTILEVER PLANS			
TRUSS FULL SPAN 4-CHORD WITH TRUSS CANTILEVER 4-CHORD USH 12/18 EB & WB			
COUNTY DANE		CITY MADISON OR MONONA	
DESIGN SPEC. AASHTO LRFD LTS-1 W/INTERIMS			
DESIGNED BY	LTM	DESIGN CK'D. PAB	DRAWN BY EAJ
GENERAL NOTES, DESIGN DATA & QUANTITIES			PLANS CK'D. LTM/NNM
SHEET 1 OF 16			
1169			



ELEVATION

STA 631CL+00.00
(LOOKING UPSTATION AT FRONT OF SIGN)



LOCATION MAP

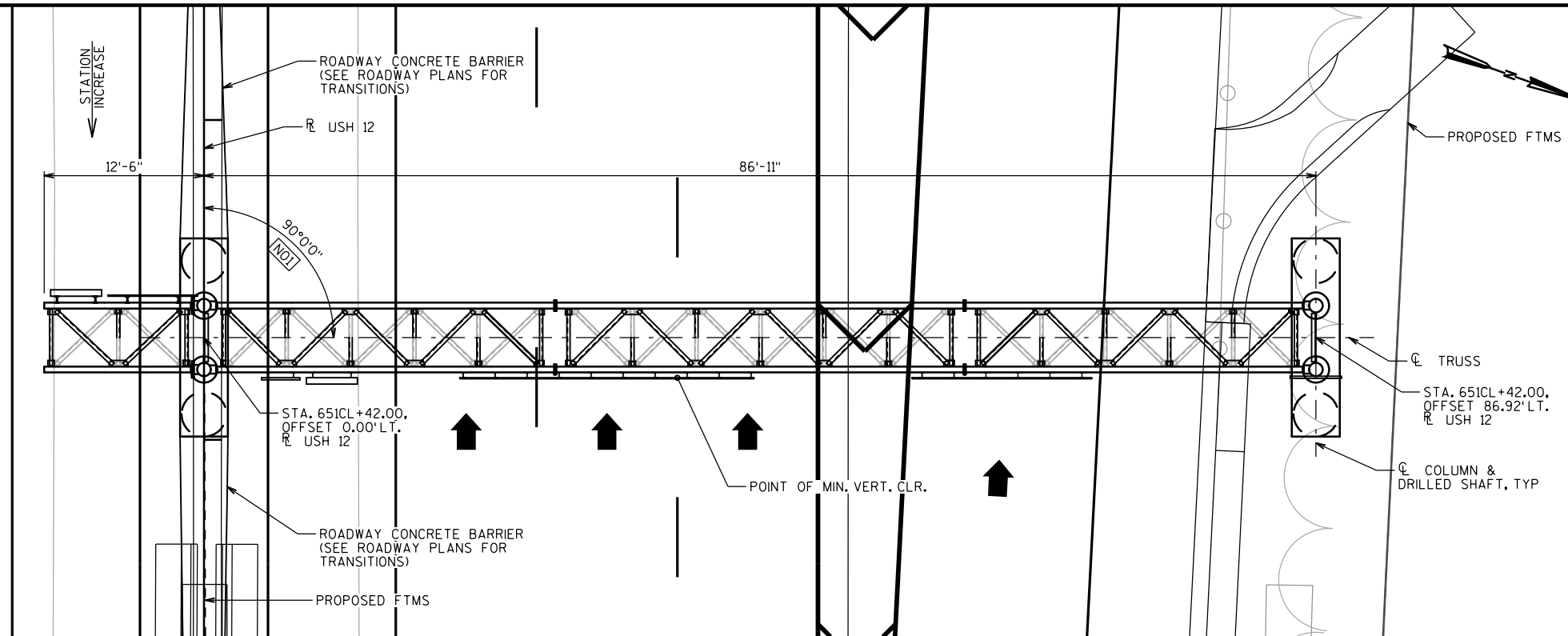
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 630CL+96.85, 37.00' (RIGHT)
EL. 889.62

LEGEND

- ☆ ELEVATIONS GIVEN ALONG CL TRUSS
- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2033			
DRAWN BY		EAJ	PLANS CKD. NNM
GENERAL LAYOUT S-13-2033			SHEET 2 OF 16

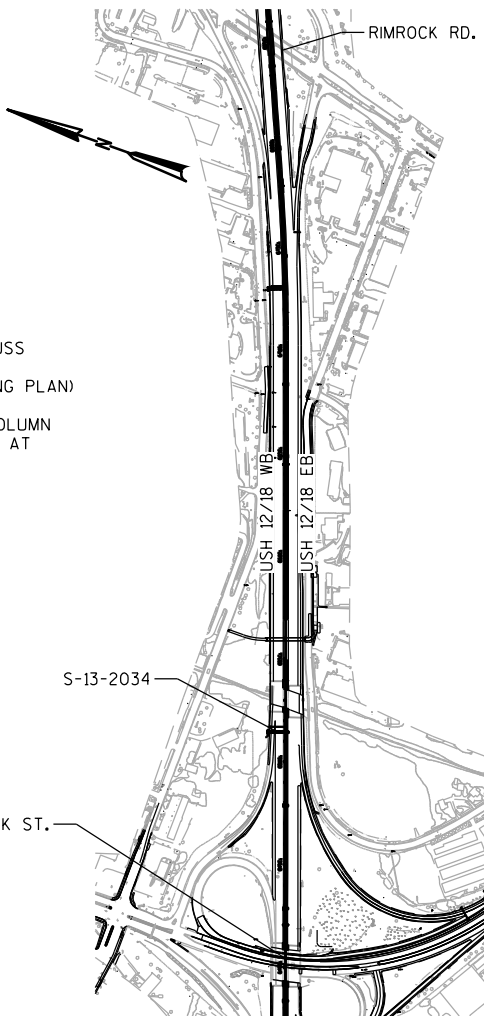


NOTE

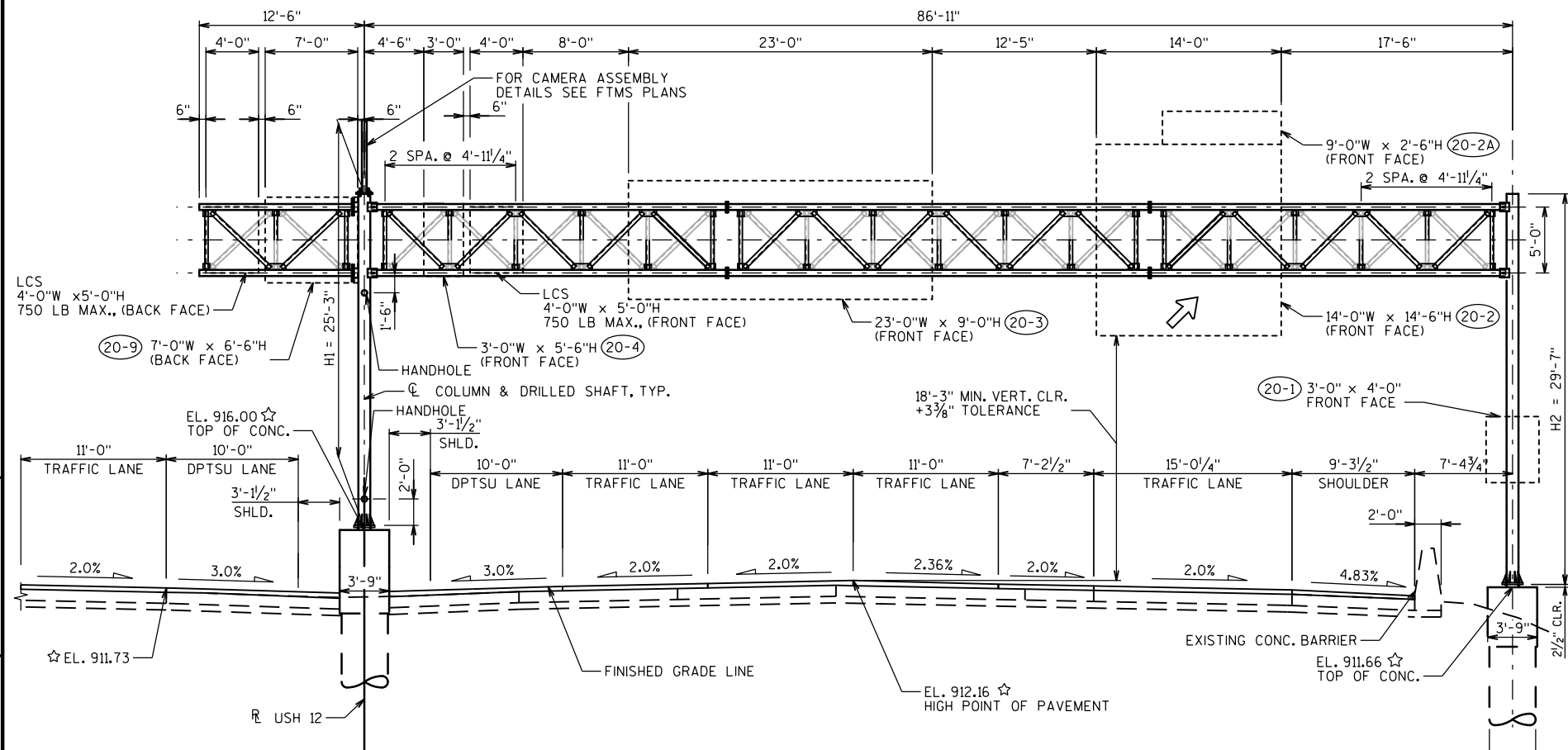
POINT OF MIN. VERTICAL CLEARANCE
STA. 651CL+45.15, 37.00' (LEFT)
EL. 912.22

LEGEND

- ☆ ELEVATIONS GIVEN ALONG CL TRUSS
- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- [N01] ANGLE MEASURED BETWEEN CL COLUMN AND LINE TANGENT TO R USH 12 AT STA. 651CL+42.00

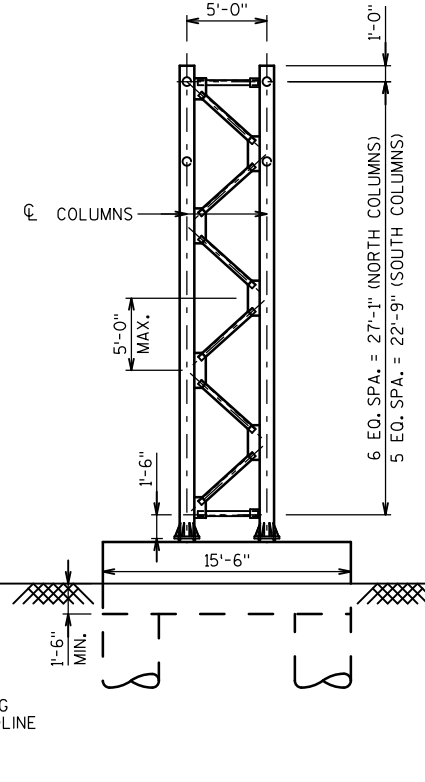


LOCATION MAP



ELEVATION

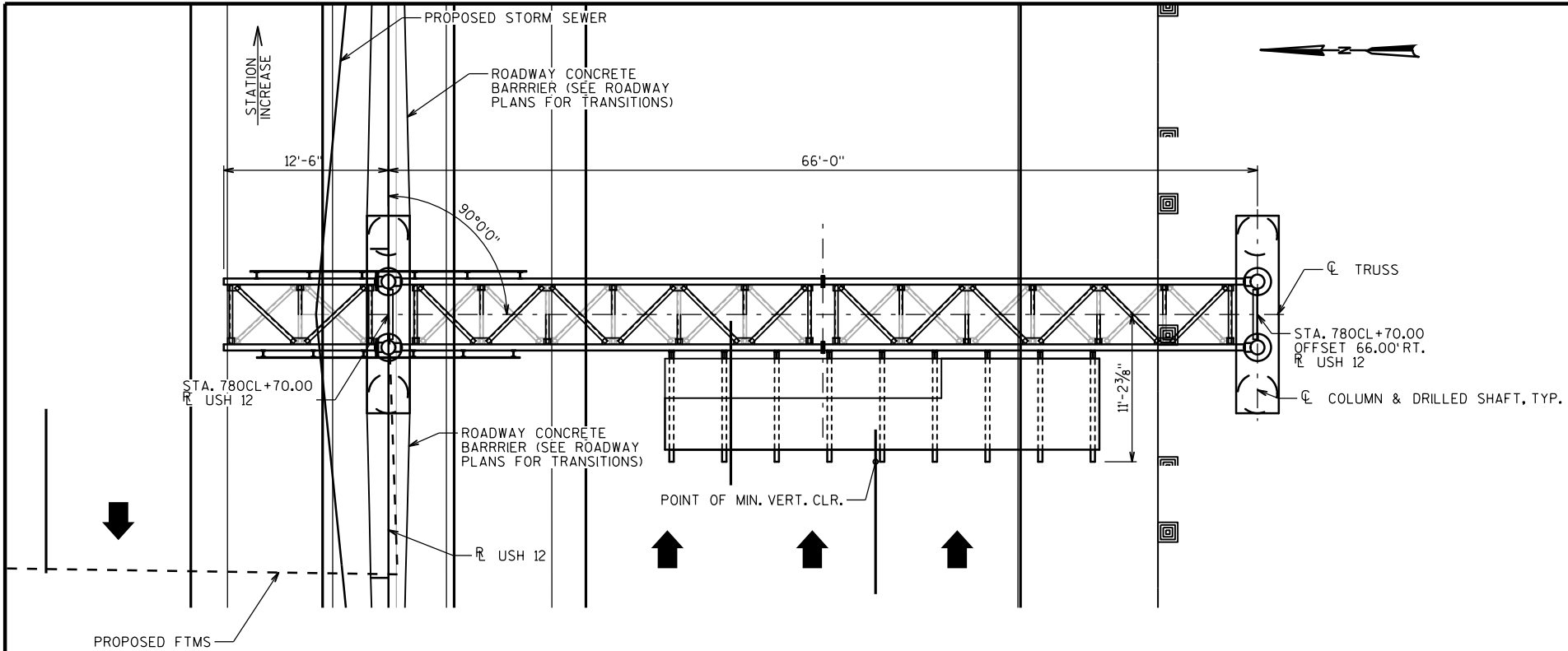
STA 651CL+42.00
(LOOKING DOWNSTATION AT FRONT OF SIGN)



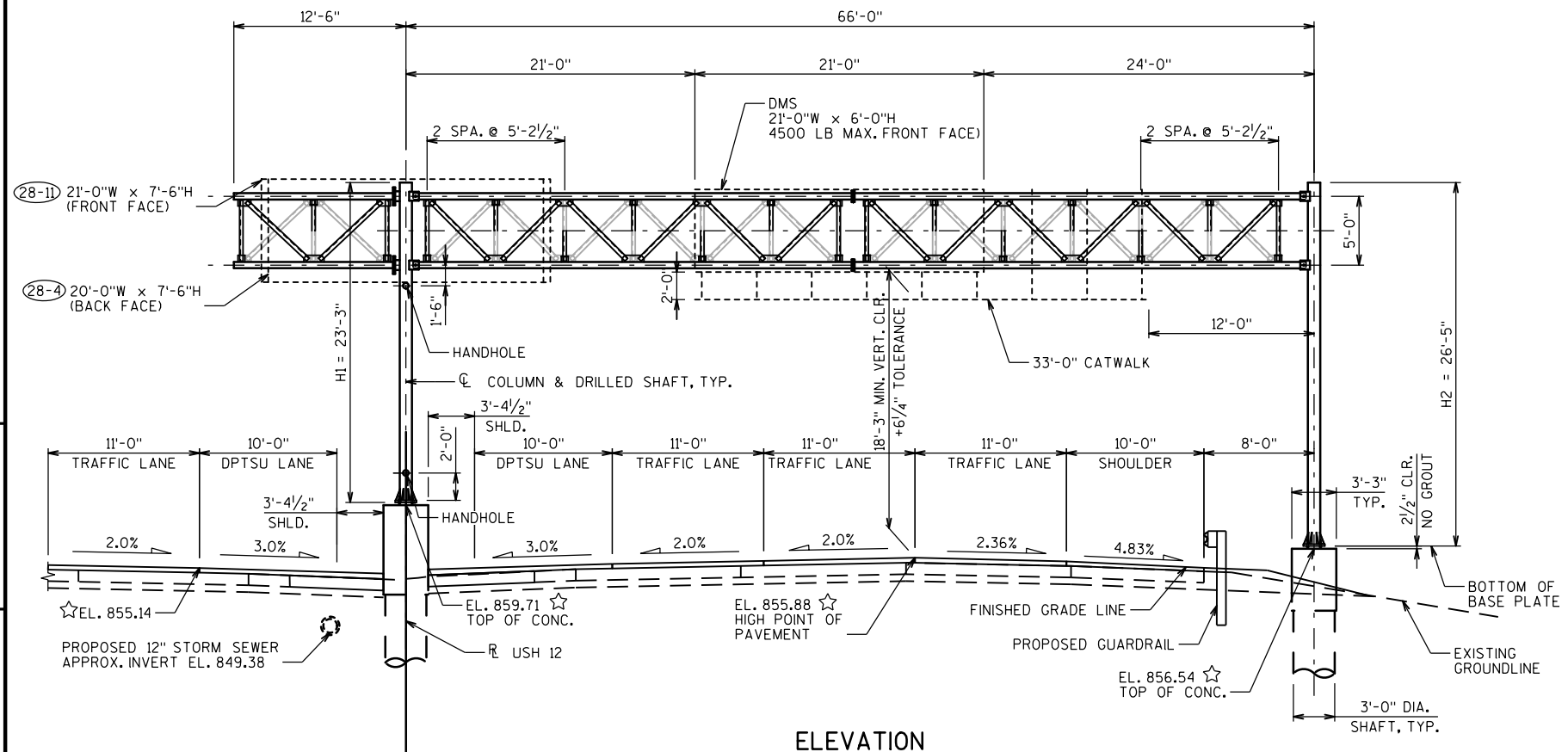
END VIEW

LOOKING SOUTH

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2034			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-2034			SHEET 3 OF 16



PLAN



ELEVATION

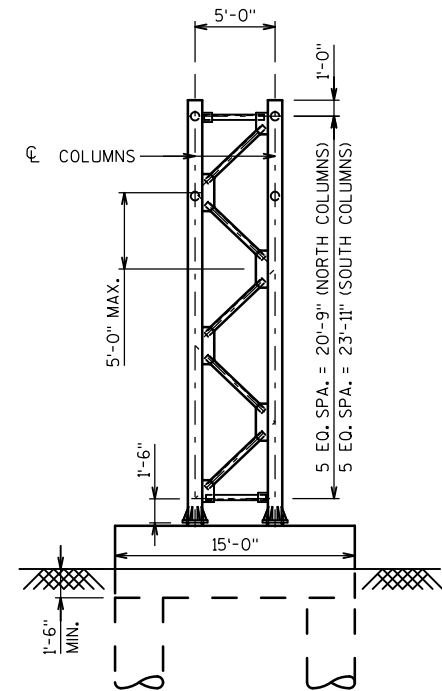
STA. 780CL+70.00
(LOOKING UPSTATION AT FRONT OF SIGN)

NOTE

POINT OF MIN VERTICAL CLEARANCE
STA. 780CL+58.81, 37.00' RT.
EL. 855.84

LEGEND

- ☆ ELEVATIONS GIVEN ALONG ϕ TRUSS
- (XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)



END VIEW

LOOKING NORTH

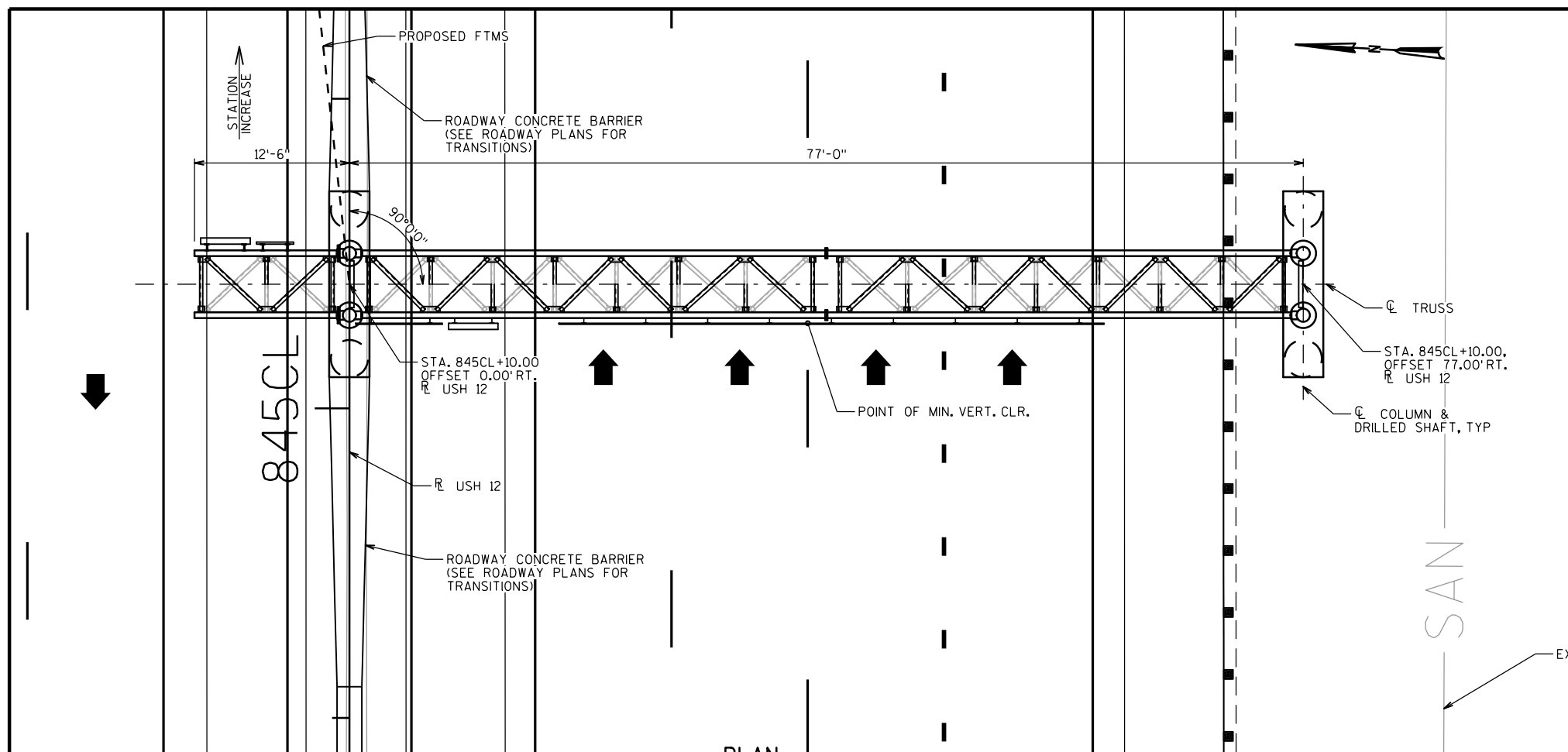
STATE PROJECT NUMBER
1206-06-79

YAHARA RIVER

W. BROADWAY RD.

LOCATION MAP

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2040			
DRAWN BY		EAJ	PLANS CK'D. NNM
GENERAL LAYOUT S-13-2040			SHEET 4 OF 16
			1172



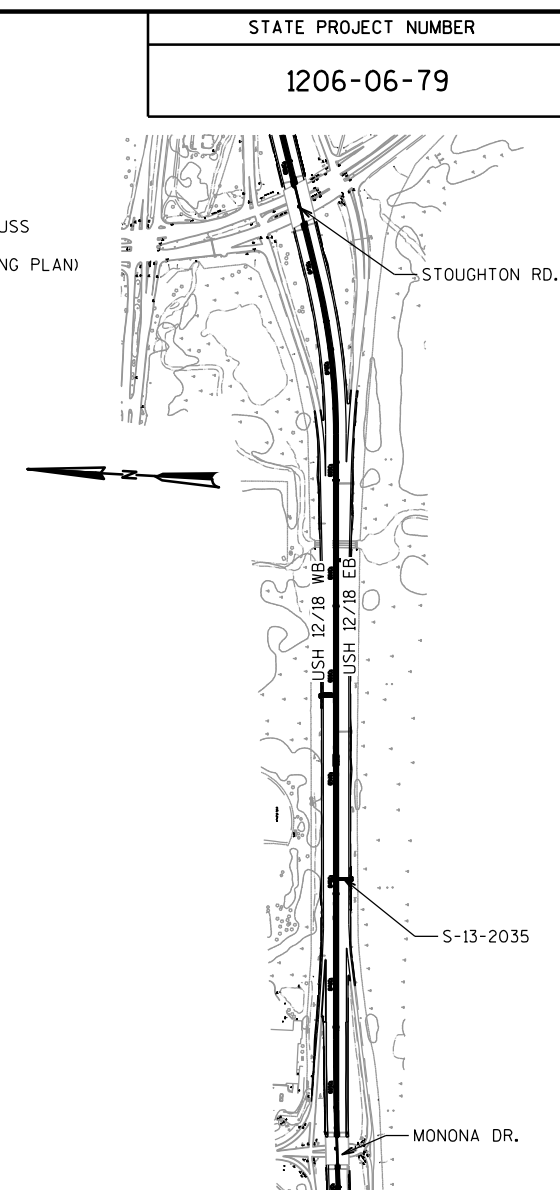
NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 845CL+06.85, 37.00' (RIGHT)
EL. 854.00

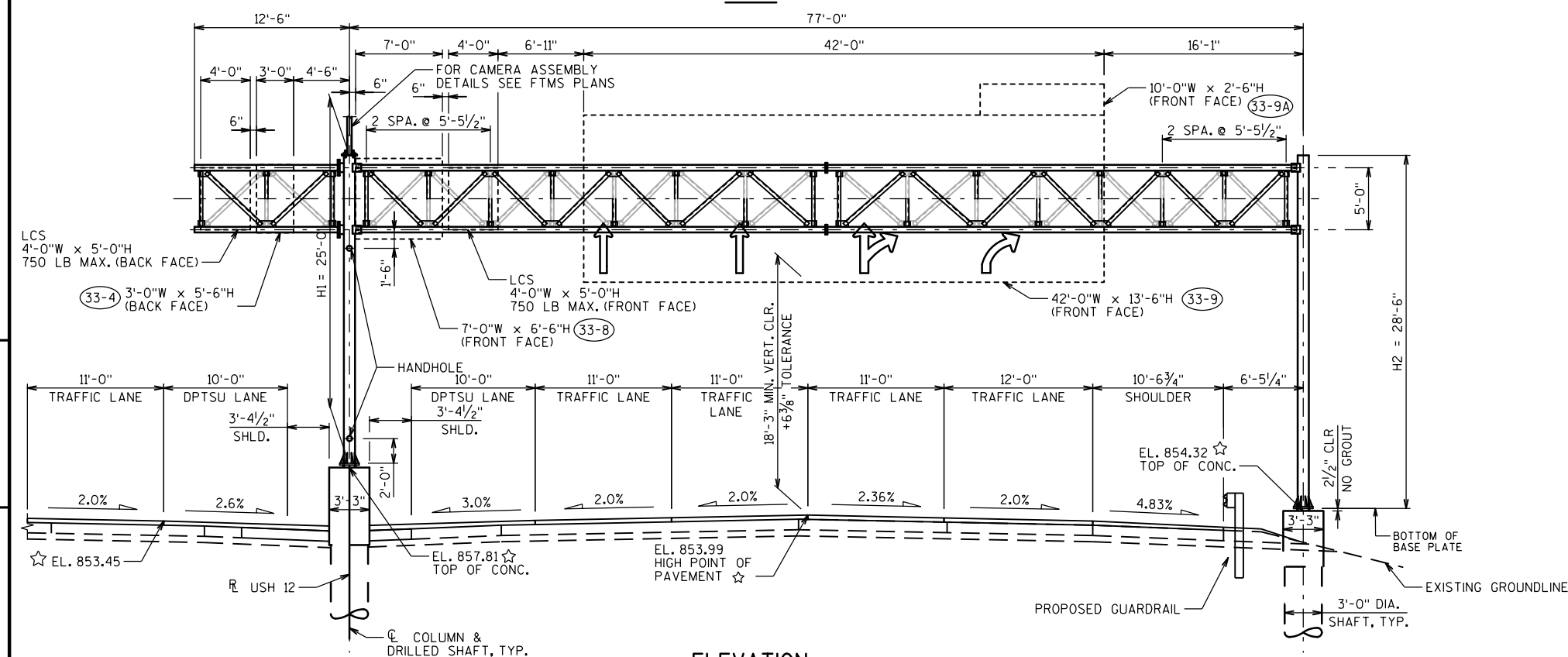
LEGEND

☆ ELEVATIONS GIVEN ALONG $\mathbb{C}$ TRUSS

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

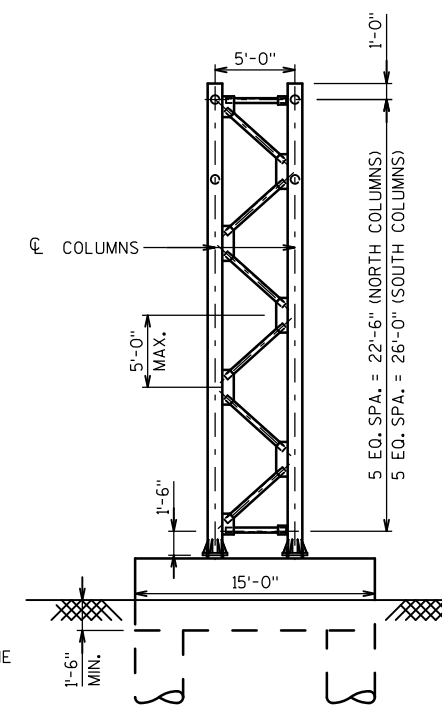


LOCATION MAP



ELEVATION

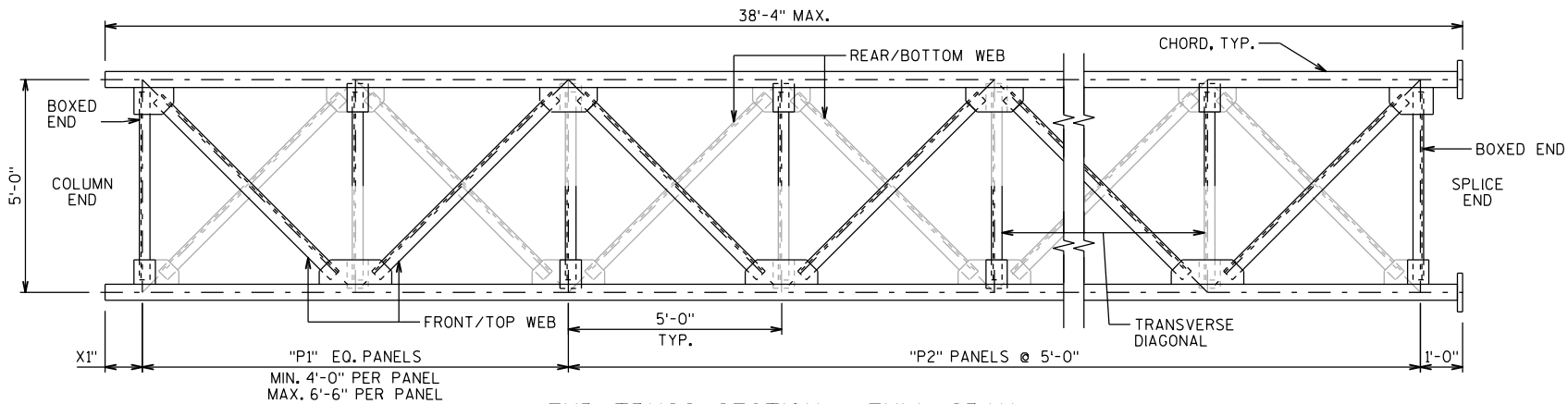
STA. 845CL+10.00
(LOOKING UPSTATION AT FRONT OF SIGN)



END VIEW

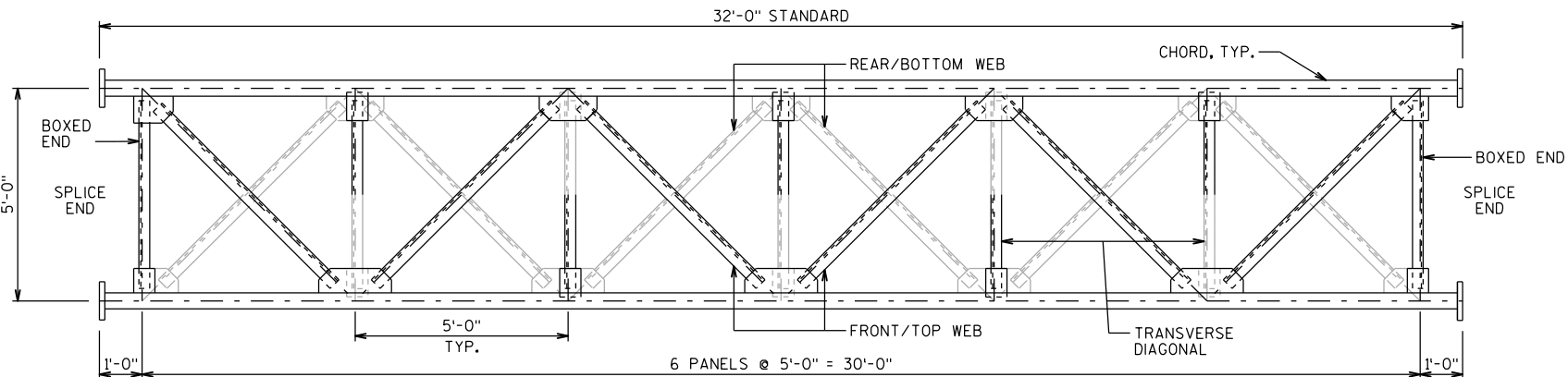
LOOKING NORTH

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-13-2035			
		DRAWN BY	EAJ
		PLANS CK'D.	NNM
GENERAL LAYOUT S-13-2035		SHEET 5 OF 1	
		1173	



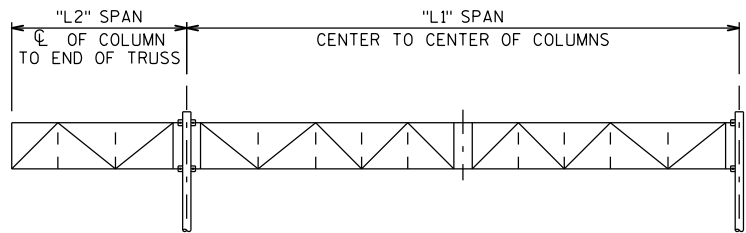
END TRUSS SECTION - FULL SPAN

LOOKING AT F.F./TOP OF TRUSS

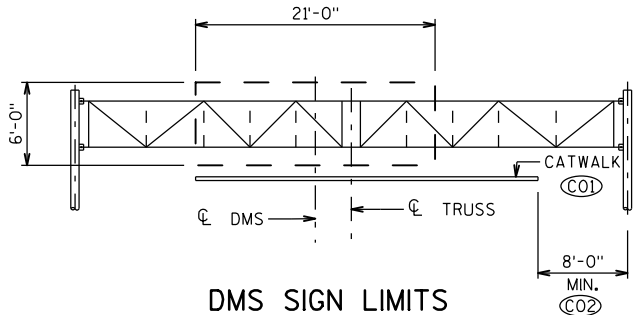


CENTER TRUSS SECTION - FULL SPAN

LOOKING AT F.F./TOP OF TRUSS

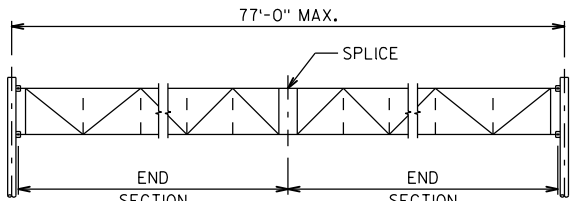


TRUSS CONFIGURATION

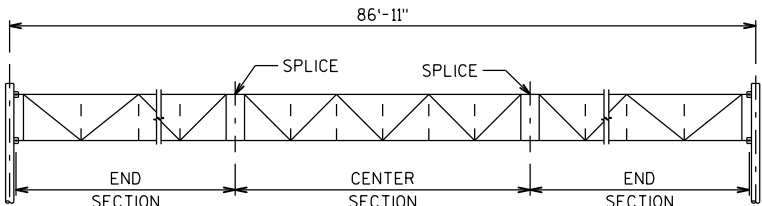


DMS SIGN LIMITS

4,500 LB MAX. DMS WEIGHT, INCLUDES DMS VERTICAL SUPPORT MEMBERS



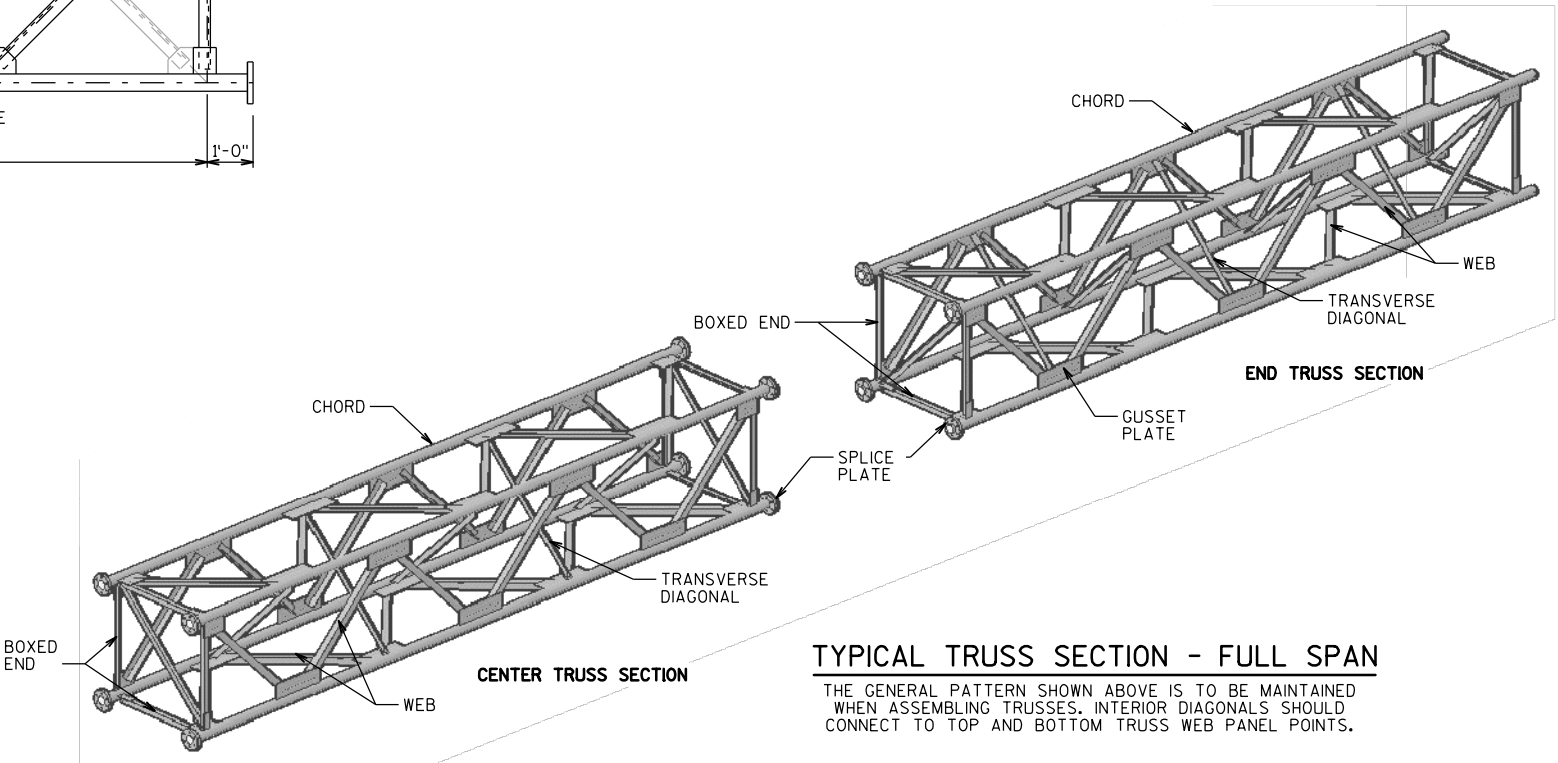
S-13-2033, S-13-2040, S-13-2035, S-13-2036



S-13-2034

FULL SPAN TRUSS CONFIGURATIONS

TRUSS SYMMETRICAL ABOUT CL OF SPAN



TYPICAL TRUSS SECTION - FULL SPAN

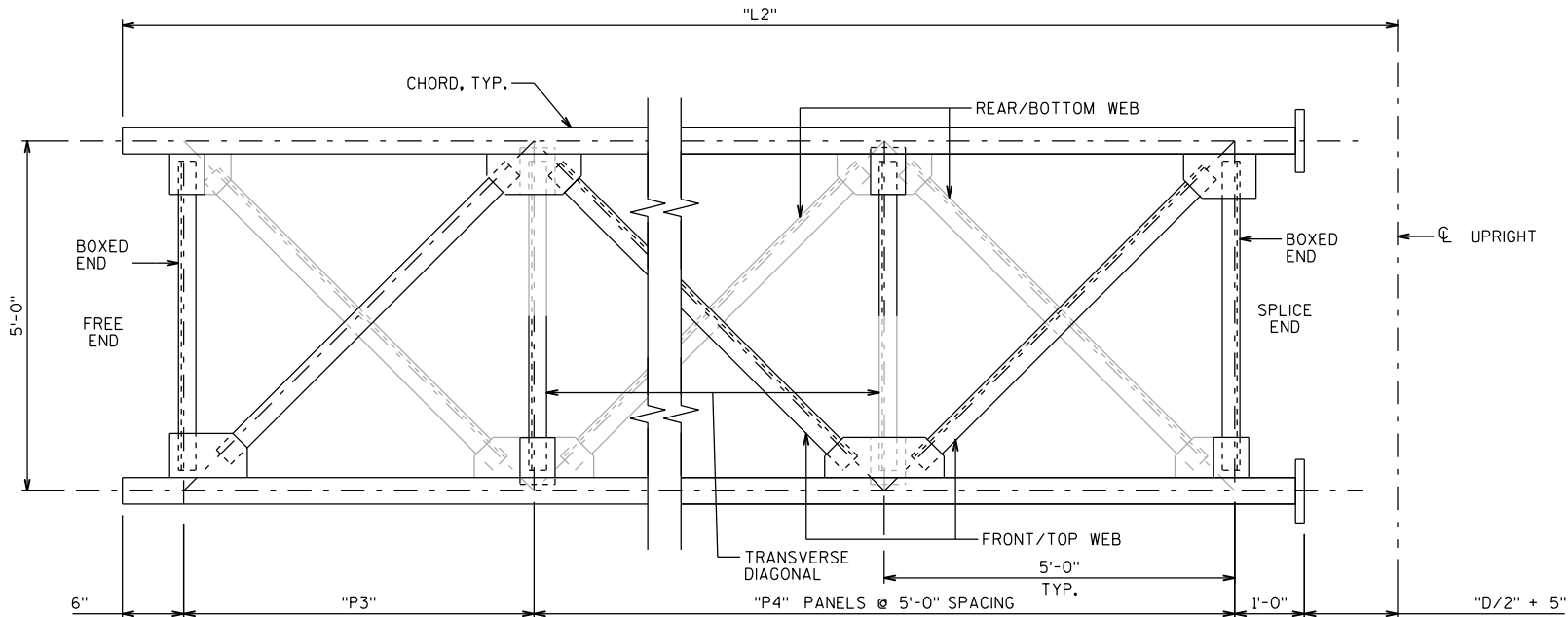
THE GENERAL PATTERN SHOWN ABOVE IS TO BE MAINTAINED WHEN ASSEMBLING TRUSSES. INTERIOR DIAGONALS SHOULD CONNECT TO TOP AND BOTTOM TRUSS WEB PANEL POINTS.

LEGEND

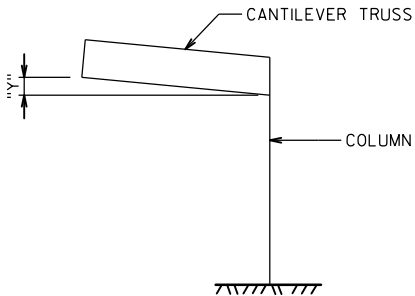
(C01) FOR OSS WITH DMS ONLY, SEE "CATWALK DETAILS"

(C02) REFER TO GENERAL LAYOUT SHEETS FOR CATWALK LIMITS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
4-CHORD TRUSS NON-STANDARD FULL SPAN WITH CANTILEVER			
DRAWN BY		EAJ	PLANS CKD. LTM
4-CHORD TRUSS NON-STANDARD DETAILS (1 OF 2)			SHEET 7 OF 16



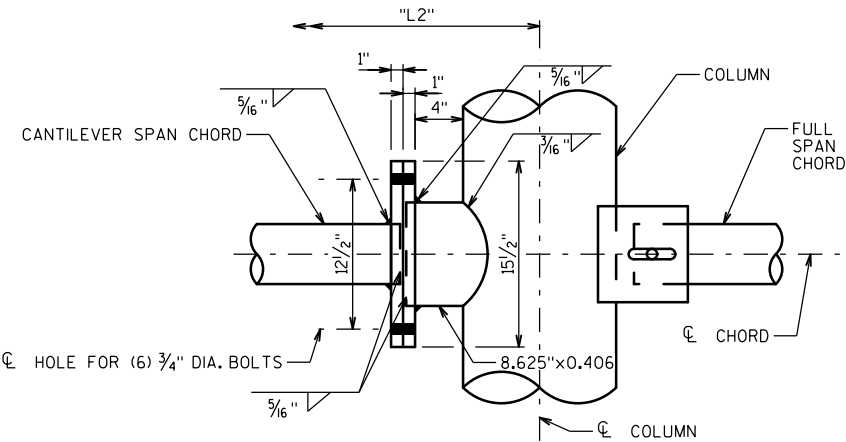
CANTILEVER TRUSS SECTION
LOOKING AT F.F./TOP OF TRUSS



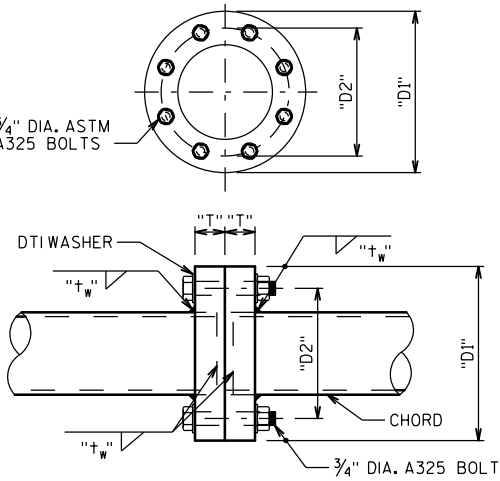
CAMBER DIAGRAM
CAMBER SHALL BE BUILT INTO THE TRUSS DURING FABRICATION. SHIM PLATES BETWEEN TRUSS SECTIONS TO CREATE CAMBER SHALL NOT BE ALLOWED.

CAMBER VALUES

STRUCTURE	"Y" (IN)
S-13-2033	0.29
S-13-2034	0.25
S-13-2040	0.24
S-13-2035	0.22
S-13-2036	0.18



MOMENT CONNECTION DETAIL



CHORD SPLICE PLATE DETAIL

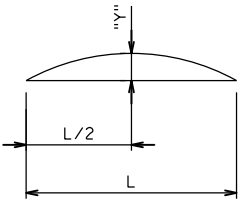
CANTILEVER 4-CHORD TRUSS MEMBER TABLE

STRUCTURE NUMBER	TYPE I SIGN AREA (FT ²)	DMS/LCS SIGN AREA (FT ²)	CANTILEVER SPAN "L2"	CANT. SPAN CHORD OUTER DIA. X THK	CANT. SPAN WEB W X D X THK	CANT. SPAN BOXED END W X D X THK	CANT. SPAN TRANS. DIAGONAL W X D X THK	"P3"	"P4"	D COLUMN OUTER DIA.
S-13-2033	45.5	20	12'-6"	5.563" X 0.375"	L3½X3½X¾	L3X3X¼	L3X3X¼	5'-0⅝"	1	12.75"
S-13-2034	45.5	20	12'-6"	5.563" X 0.500"	L4X4X¾	L3X3X¼	L3X3X¼	5'-0⅝"	1	12.75"
S-13-2040	78.75	--	12'-6"	5.563" X 0.375"	L3½X3½X¾	L3X3X¼	L3X3X¼	5'-0⅝"	1	12.75"
S-13-2035	16.5	20	12'-6"	5.563" X 0.375"	L3½X3½X¾	L3X3X¼	L3X3X¼	5'-0⅝"	1	12.75"
S-13-2036	16.5	20	22'-6"	5.563" X 0.500"	L4X4X¾	L3X3X¼	L3X3X¼	5'-0⅝"	3	12.75"

FULL SPAN 4-CHORD TRUSS MEMBER TABLE

STRUCTURE NUMBER	TYPE I SIGN AREA (FT ²)	DMS/LCS SIGN AREA (FT ²)	FULL SPAN "L1"	FULL SPAN CHORD OUTER DIA. X THK	FULL SPAN WEB W X D X THK	FULL SPAN BOXED END W X D X THK	FULL SPAN TRANS. DIAGONAL W X D X THK	SPLICE PLATE OUTER DIA. X THK	CHORD SPLICE NO. ¾" BOLTS	"P1"	"P2"	D COLUMN OUTER DIA.	"X1"
S-13-2033	249	146	76'-5"	5.563" X 0.375"	L3½X3½X¾	L3X3X¼	L3X3X¼	11⅝" X 8⅝"	8	2	5	12.75"	11⅝"
S-13-2034	449	20	86'-11"	5.563" X 0.500"	L4X4X¾	L3X3X¼	L3X3X¼	11⅝" X 8⅝"	8	2	3	12.75"	11⅝"
S-13-2040	78.75	126	66'-0"	5.563" X 0.375"	L3½X3½X¾	L3X3X¼	L3X3X¼	11⅝" X 8⅝"	8	2	4	12.75"	11⅝"
S-13-2035	637.5	20	77'-0"	5.563" X 0.375"	L3½X3½X¾	L3X3X¼	L3X3X¼	11⅝" X 8⅝"	8	2	5	12.75"	11⅝"
S-13-2036	947.5	20	71'-6"	5.563" X 0.500"	L4X4X¾	L3X3X¼	L3X3X¼	11⅝" X 8⅝"	8	2	5	12.75"	11⅝"

CAMBER VALUES	
STRUCTURE NUMBER	"Y"
S-13-2033	1.41"
S-13-2034	1.37"
S-13-2040	1.11"
S-13-2035	1.19"
S-13-2036	1.06"



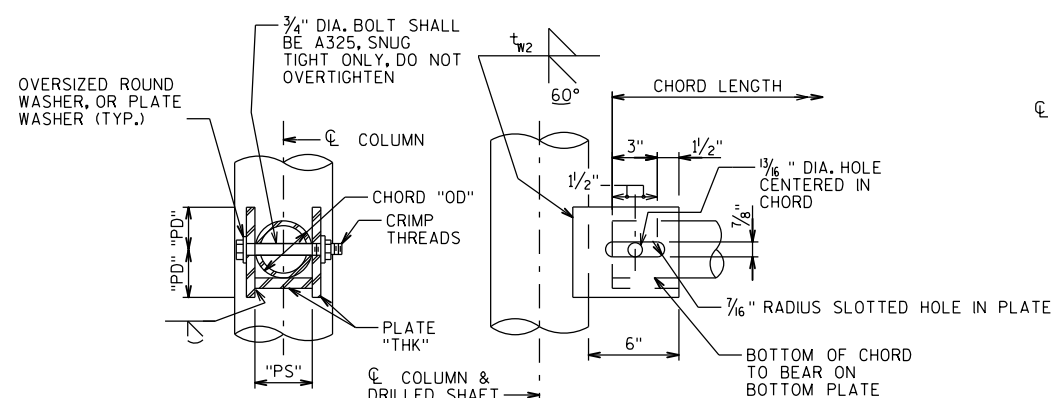
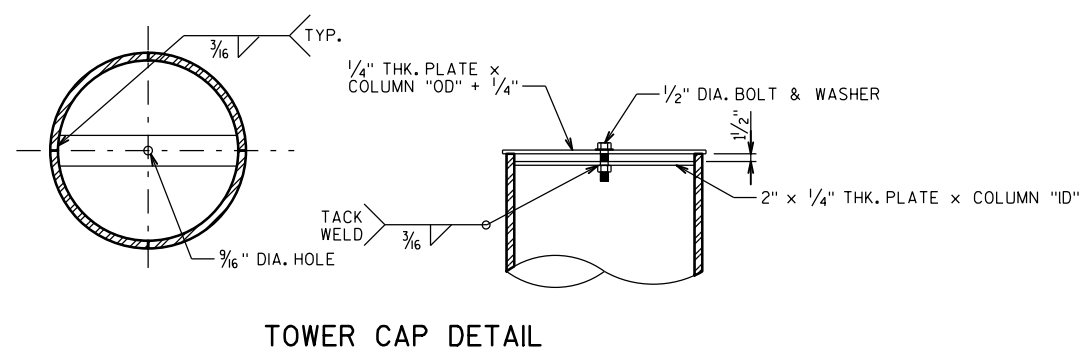
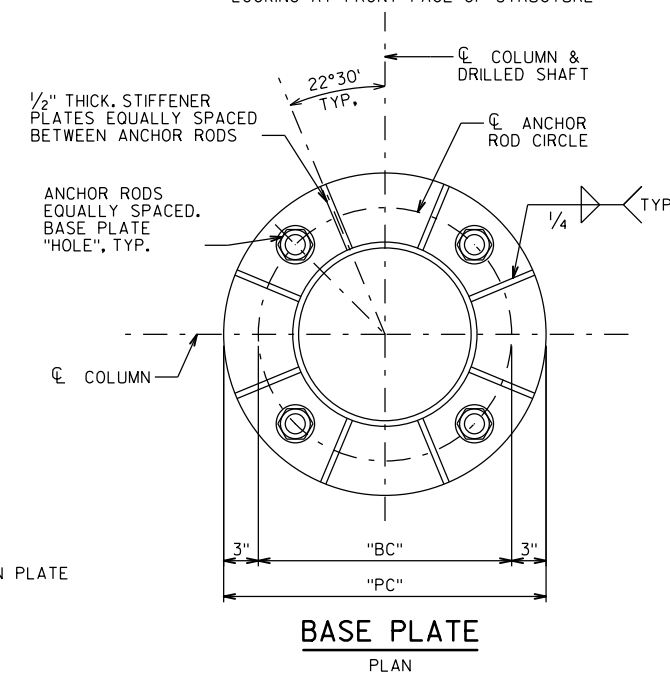
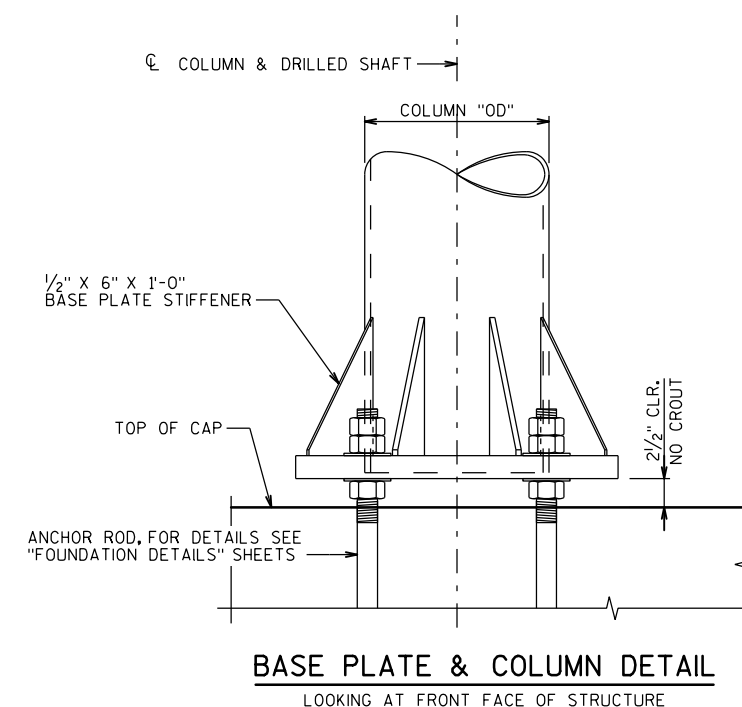
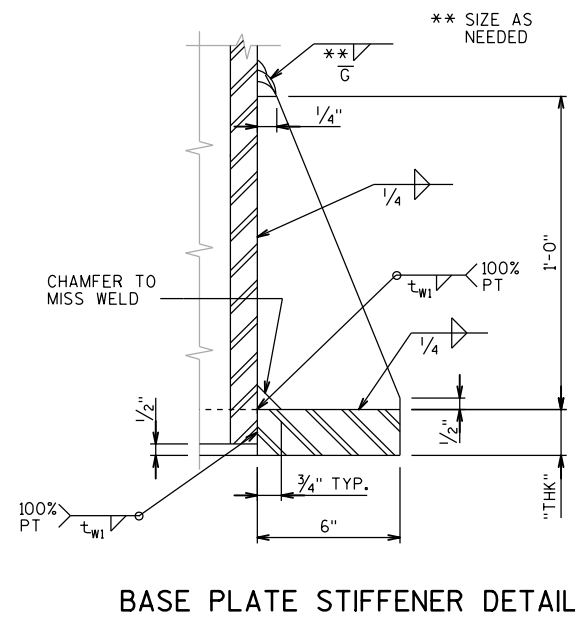
CAMBER DIAGRAM

CAMBER SHALL BE BUILT INTO THE TRUSS DURING FABRICATION. SHIM PLATES BETWEEN TRUSS SECTIONS TO CREATE CAMBER SHALL NOT BE ALLOWED.

CHORD SPLICE CONNECTION DATA

STRUCTURE NUMBER	"D1"	"D2"	"T"	"T _w "	# OF BOLTS
S-13-2033	11⅝"	8⅝"	1½"	⅝"	8
S-13-2034	11⅝"	8⅝"	1½"	⅜"	8
S-13-2040	11⅝"	8⅝"	1½"	⅝"	8
S-13-2035	11⅝"	8⅝"	1½"	⅝"	8
S-13-2036	11⅝"	8⅝"	1½"	⅜"	8

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
4-CHORD TRUSS NON-STANDARD FULL SPAN WITH CANTILEVER			
DRAWN BY		EAJ	PLANS CKD. LTM
4-CHORD TRUSS NON-STANDARD DETAILS (2 OF 2)			SHEET 8 OF 16
			1176



LEGEND

- (C03) SEE "ELECTRICAL DETAILS" SHEET
- (C04) PAIR OF 1/4" DIA. HOLES REQUIRED PER LCS OR DMS. COORDINATE FTMS ACCESS HOLES WITH FTMS PLANS. REINFORCE ACCESS HOLES WITH RING STIFFENERS COMPOSED OF XS PIPES AND ALL-AROUND SHOP FILLET WELDS. SUBMIT DETAILS IN SHOP DRAWING SUBMITTAL FOR APPROVAL PER SPECIFICATIONS.
- (C05) 3/4" DIA. HOLE WITH GROMMET PER MICROWAVE DETECTOR ASSEMBLY IN ACCORDANCE WITH S.D.D. 9 H 15-1. LOCATION AS SHOWN ON ITS CONSTRUCTION DETAILS SHEETS, (S-13-2033, S-13-2034 & S-13-2036)

STRUCTURE NUMBER	MAXIMUM COLUMN HEIGHT	COLUMN OUTER DIA x THK	WEB W x D x THK	STIFFENER W x D x THK	BASE PLATE				TOWER SADDLE CONNECTION				
					"t _{w1} "	"HOLE"	"THK"	"BC"	"PC"	"t _{w2} "	"THK"	"PS"	"PD"
S-13-2033	28.25'	12.75"x0.375"	L4x4x $\frac{3}{8}$	6"x12"x $\frac{1}{2}$ "	$\frac{5}{16}$ "	1 $\frac{13}{16}$ "	2"	1'-6 $\frac{3}{4}$ "	2'-0 $\frac{3}{4}$ "	$\frac{1}{4}$ "	$\frac{3}{8}$ "	5 $\frac{3}{4}$ "	3 $\frac{3}{16}$
S-13-2034	29.583'	12.75"x0.500"	L4x4x $\frac{1}{2}$	6"x12"x $\frac{1}{2}$ "	$\frac{5}{16}$ "	2 $\frac{1}{16}$ "	2"	1'-6 $\frac{3}{4}$ "	2'-0 $\frac{3}{4}$ "	$\frac{1}{4}$ "	$\frac{7}{16}$ "	5 $\frac{3}{4}$ "	3 $\frac{3}{16}$
S-13-2040	26.417'	12.75"x0.375"	L4x4x $\frac{3}{8}$	6"x12"x $\frac{1}{2}$ "	$\frac{5}{16}$ "	1 $\frac{13}{16}$ "	2"	1'-6 $\frac{3}{4}$ "	2'-0 $\frac{3}{4}$ "	$\frac{1}{4}$ "	$\frac{3}{8}$ "	5 $\frac{3}{4}$ "	3 $\frac{3}{16}$
S-13-2035	28.5'	12.75"x0.375"	L4x4x $\frac{3}{8}$	6"x12"x $\frac{1}{2}$ "	$\frac{5}{16}$ "	1 $\frac{13}{16}$ "	2"	1'-6 $\frac{3}{4}$ "	2'-0 $\frac{3}{4}$ "	$\frac{1}{4}$ "	$\frac{3}{8}$ "	5 $\frac{3}{4}$ "	3 $\frac{3}{16}$
S-13-2036	31.0'	12.75"x0.500"	L4x4x $\frac{1}{2}$	6"x12"x $\frac{1}{2}$ "	$\frac{5}{16}$ "	2 $\frac{1}{16}$ "	2"	1'-6 $\frac{3}{4}$ "	2'-0 $\frac{3}{4}$ "	$\frac{1}{4}$ "	$\frac{7}{16}$ "	5 $\frac{3}{4}$ "	3 $\frac{3}{16}$

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
4-CHORD TRUSS NON-STANDARD FULL SPAN WITH CANTILEVER			
DRAWN BY		EAJ	PLANS CK'D. LTM
4-CHORD TRUSS NON-STANDARD COLUMN DETAILS		SHEET 9 OF 1	

NOTE

FABRICATOR HAS THE OPTION TO USE NON-MITERED, RECTANGULAR GUSSET PLATES IN LIEU OF MITERED PLATES SHOWN ON THESE DETAILS.

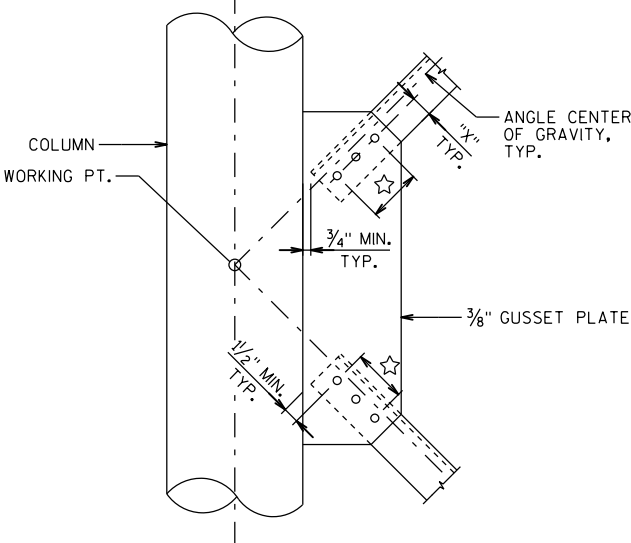
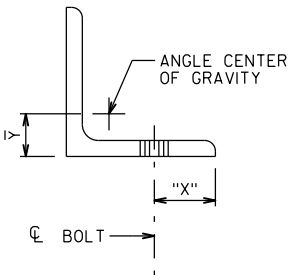
MEMBER CONNECTION DATA

STRUCTURE NUMBER	WELD LEG LENGTH		NO. OF BOLTS	
	▲	●	■	☆
S-13-2033	3/2" MIN	6" MIN	3	3
S-13-2034	3/2" MIN	6" MIN	3	3
S-13-2040	3/2" MIN	6" MIN	3	3
S-13-2035	3/2" MIN	6" MIN	3	3
S-13-2036	3/2" MIN	6" MIN	3	3

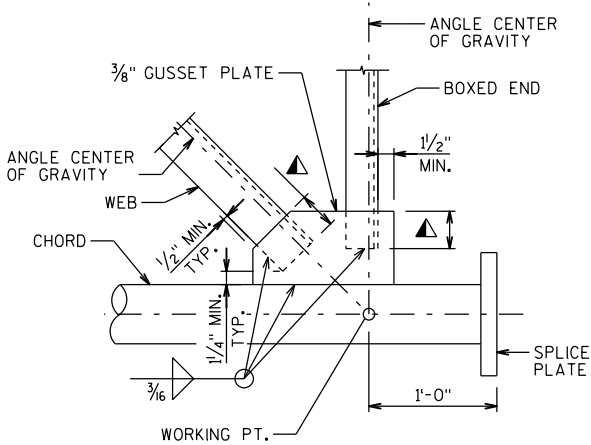
FOR ALL ANGLE TO GUSSET CONNECTIONS, BOLT SPACING = 2 1/2"

ANGLE DATA

ANGLE SIZE	Y	"X"
L3X3X1/4	0.836"	1/4"
L3 1/2X3 1/2X3/16	0.979"	1/2"
L3 1/2X3 1/2X3/8	1.00"	1/2"
L4X4X3/8	1.13"	1/2"
L4X4X1/2	1.15"	1/2"
L4X4X1/2	1.18"	1/2"
L5X5X1/2	1.40"	2"
L5X5X1/2	1.42"	2"

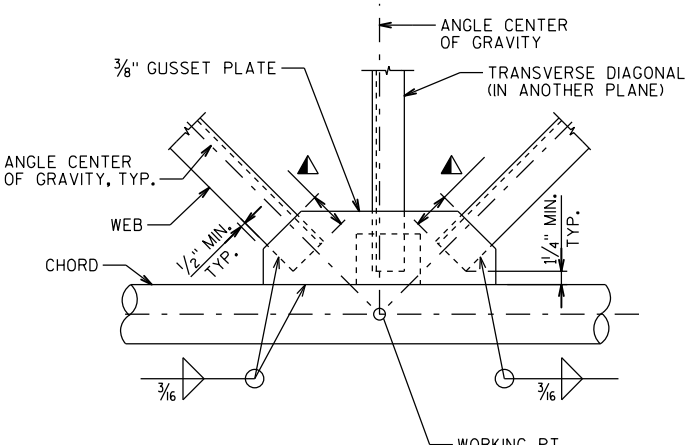


BOLTED COLUMN WEB CONNECTION

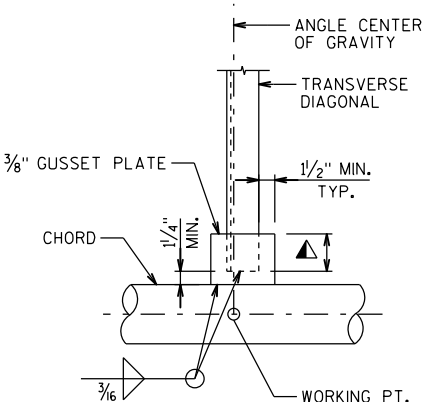


WELDED BOX END CONNECTION

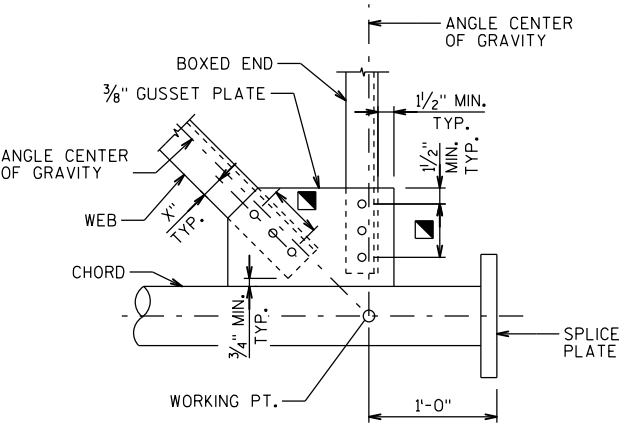
CONNECTION SHOWN AT CHORD SPLICE, CONNECTION AT COLUMN END SIMILAR



WELDED PANEL CONNECTION

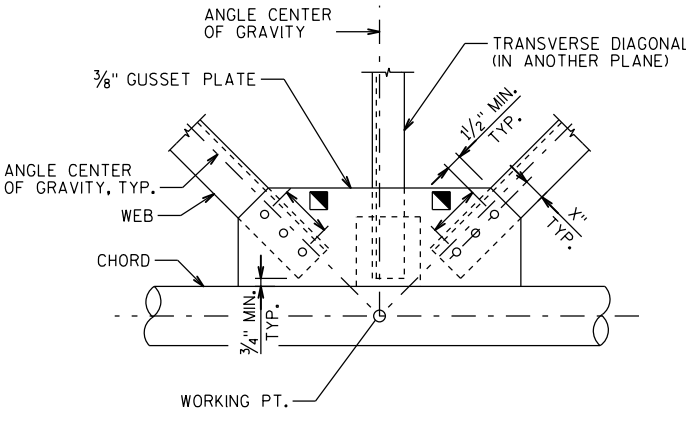


WELDED TRANSVERSE DIAGONAL CONNECTION

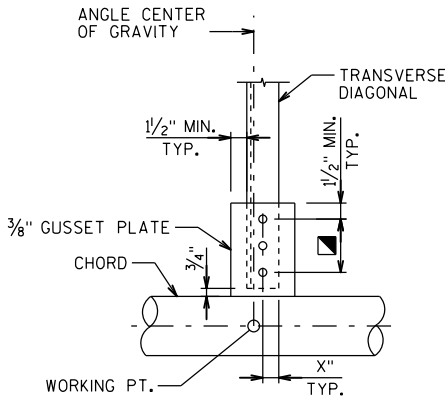


BOLTED BOX END CONNECTION

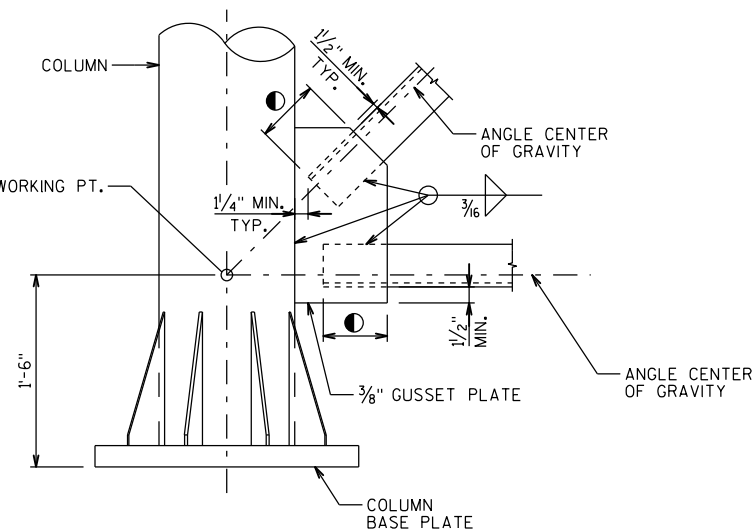
CONNECTION SHOWN AT CHORD SPLICE, CONNECTION AT COLUMN END SIMILAR



BOLTED PANEL CONNECTION

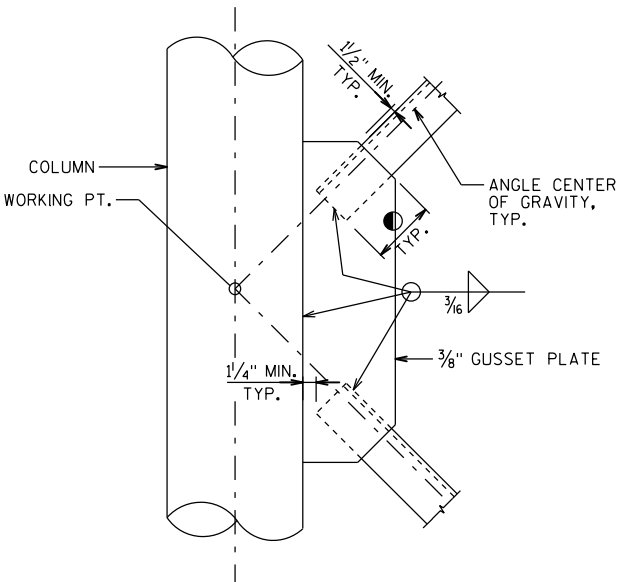


BOLTED TRANSVERSE DIAGONAL CONNECTION

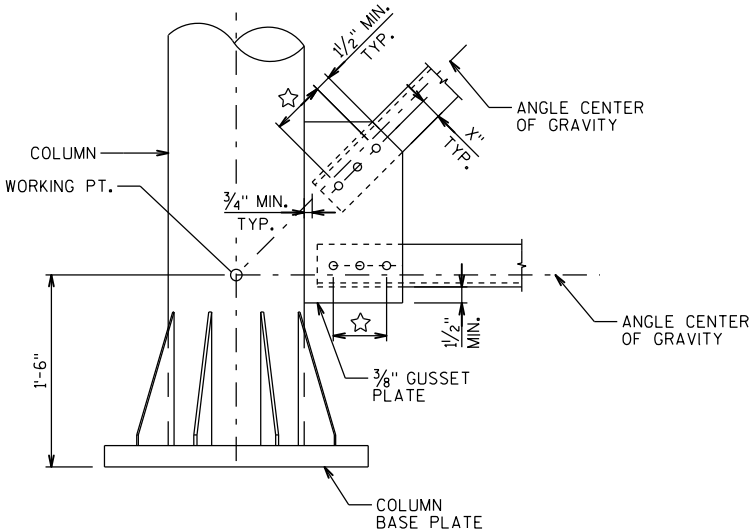


WELDED COLUMN BOTTOM CONNECTION

TOP CONNECTION SIMILAR



WELDED COLUMN WEB CONNECTION



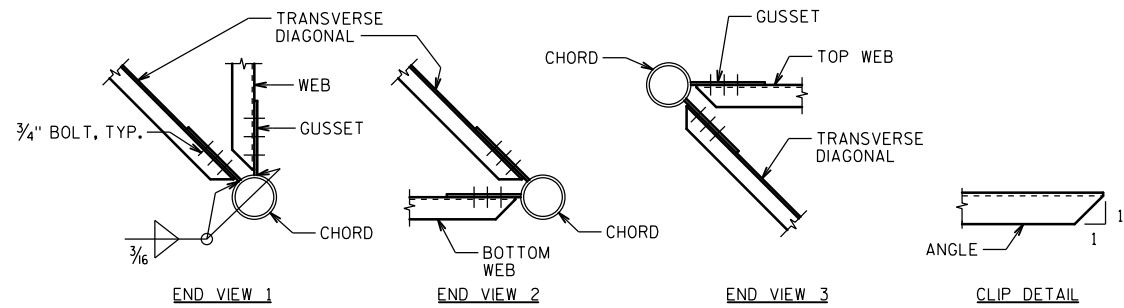
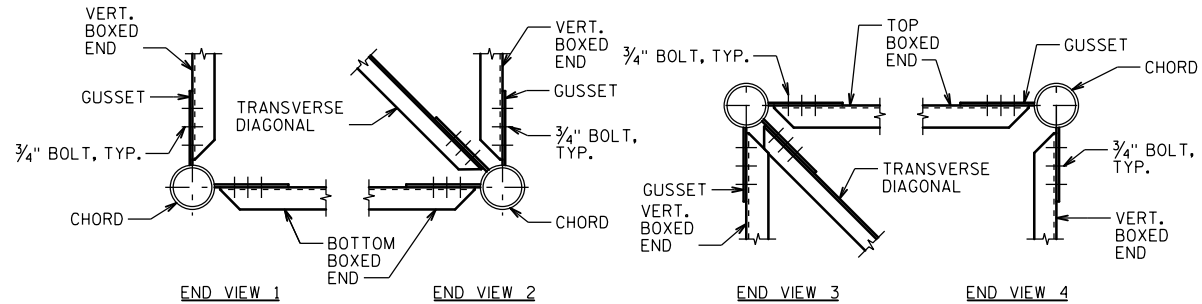
BOLTED COLUMN BOTTOM CONNECTION

TOP CONNECTION SIMILAR

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
4-CHORD TRUSS NON-STANDARD FULL SPAN WITH CANTILEVER			
DRAWN BY		EAJ	PLANS CKD. LTM
4-CHORD TRUSS NON-STANDARD CONNECTIONS 1			SHEET 10 OF 16
			1178

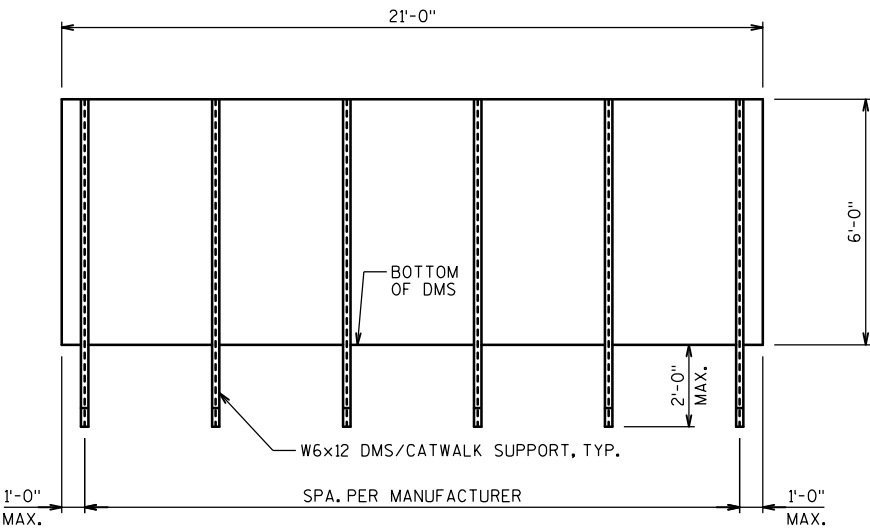
* FOR SIGNS WITH ACTUAL HEIGHT GREATER THAN 12'-0", USE THE VERTICAL SIGN SUPPORT SPACING TABLE

STRUCTURE NUMBER	ACTUAL SIGN HEIGHT, (FT.)	MAX SPACING OF 15X3.7, (FT.)
S-13-2033	15	6
S-13-2034	14.5	6
S-13-2035	13.5	6.5
S-13-2036	18	5



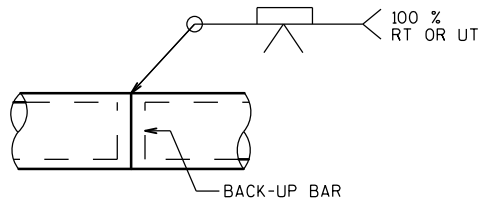
TRUSS CONNECTIONS DETAILS

BOLTED CONNECTIONS SHOWN, WELDED CONNECTIONS SIMILAR

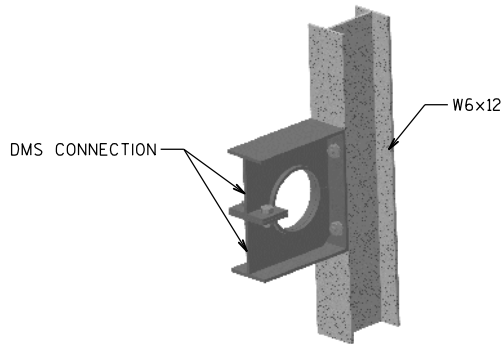


DMS MOUNTING POST SPACING DETAIL

POST SPACING MAY BE ADJUSTED AS REQUIRED IF CONFLICT WITH TRUSS IS ENCOUNTERED



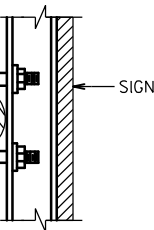
CHORD SPLICE



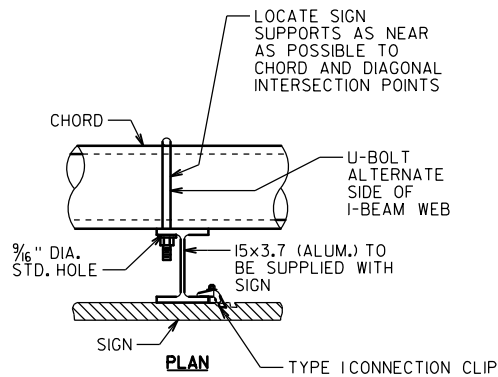
3-D VIEW DMS CONNECTION

CHORD NOT SHOWN FOR CLARITY

1/2" DIA. STAINLESS STEEL U-BOLT WITH 2 LOCK WASHERS AND 2 HEX NUTS PER BOLT. 2 BOLTS REQUIRED PER 15x3.7. LOCATE TOP & BOTTOM U-BOLT ON OPPOSITE SIDE OF FLANGE.



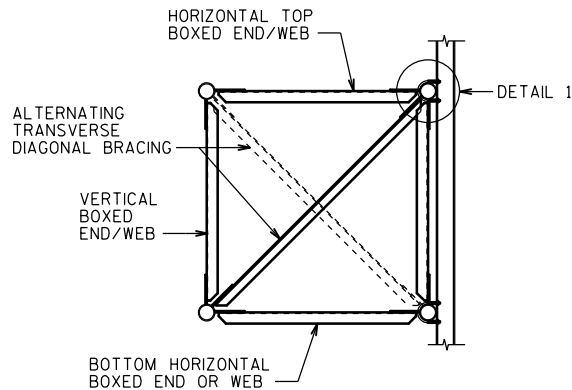
DETAIL 1



PLAN

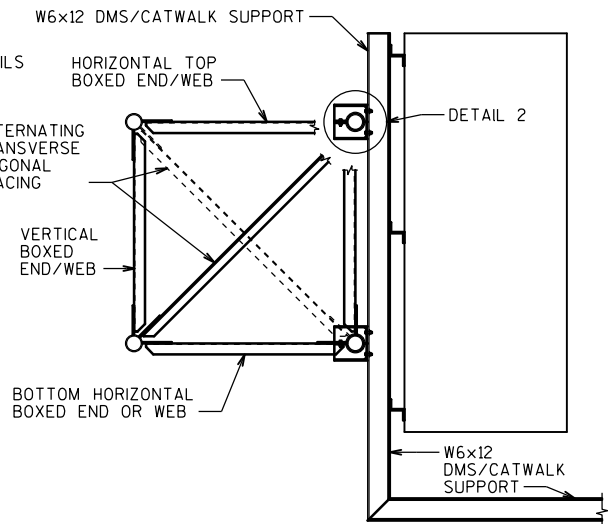
TYPICAL SIGN CONNECTION

USE FOR TYPE I AND II SIGNS
SEE SIGN PLATE MANUAL A4-7A* & A4-7B FOR DETAILS



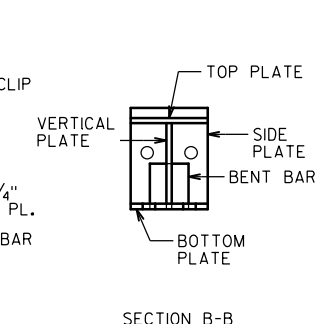
SECTION THRU TRUSS

FOR SIGN CONNECTION

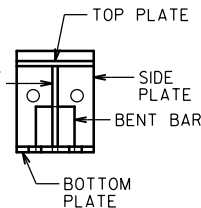


SECTION THRU TRUSS

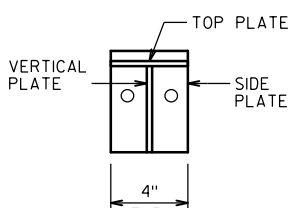
FOR DMS/CATWALK CONNECTION



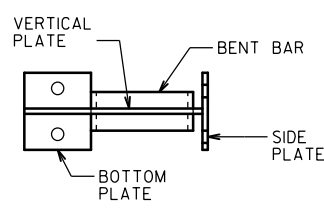
ELEVATION



SECTION B-B



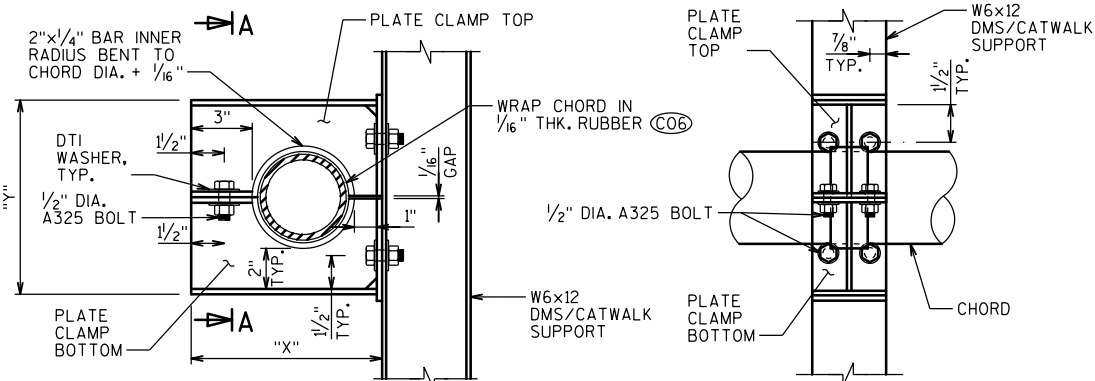
SECTION C-C



SECTION D-D

DMS WELDED PLATE CONNECTION DETAILS

TOP PLATE CLAMP SHOWN
BOTTOM PLATE CLAMP SIMILAR

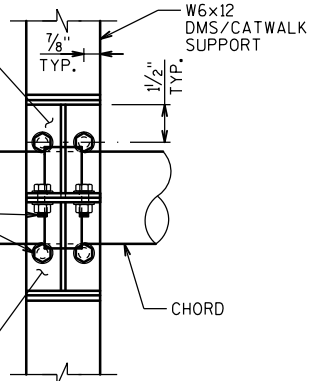


CHORD OUTER DIA	"X"	"Y"
5.563"	10 3/8"	10 5/8"

DETAIL 2

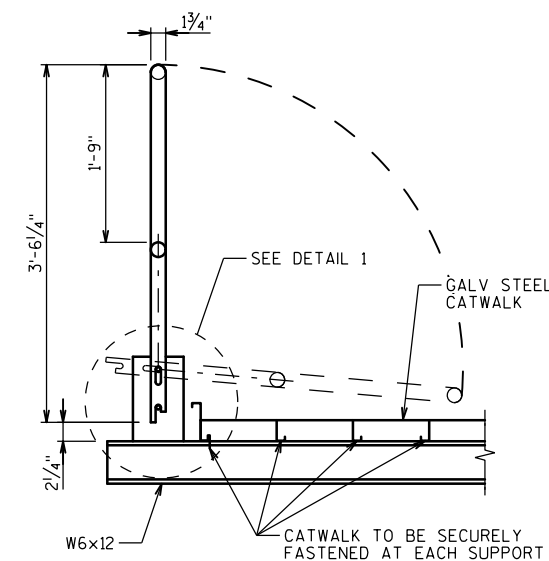
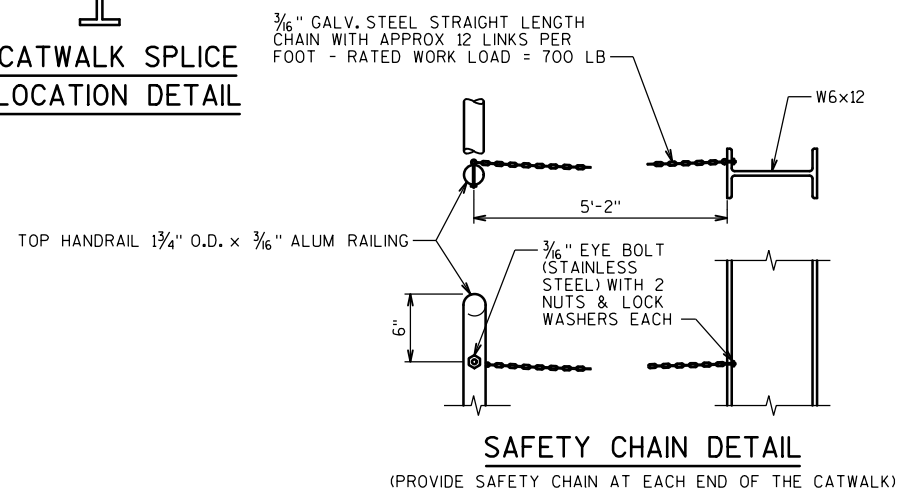
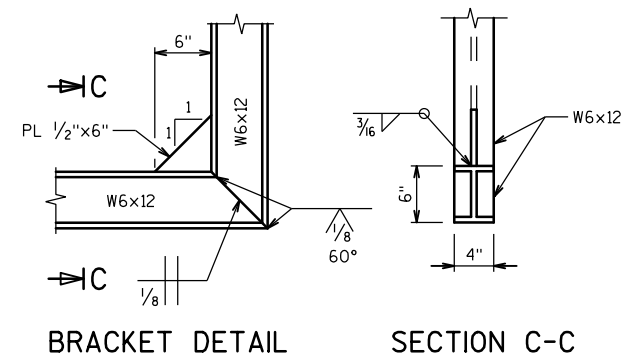
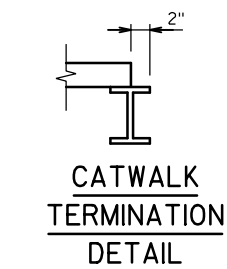
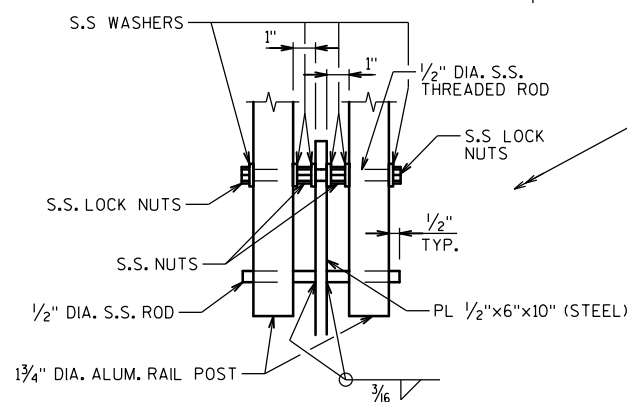
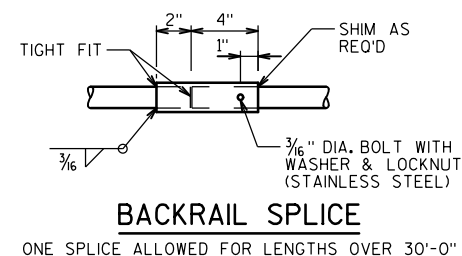
TYPICAL DMS CONNECTION

NEOPRENE, GRADE 45+5, OTHERWISE MEETING THE REQUIREMENTS OF STD SPEC 506.2.6.1



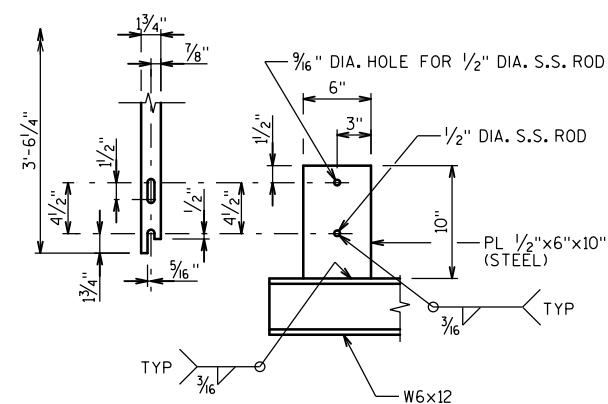
SECTION A-A

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
4-CHORD TRUSS NON-STANDARD FULL SPAN WITH CANTILEVER			
DRAWN BY		EAJ	PLANS CKD. LTM
4-CHORD TRUSS NON-STANDARD CONNECTIONS 2		SHEET 11 OF 16	

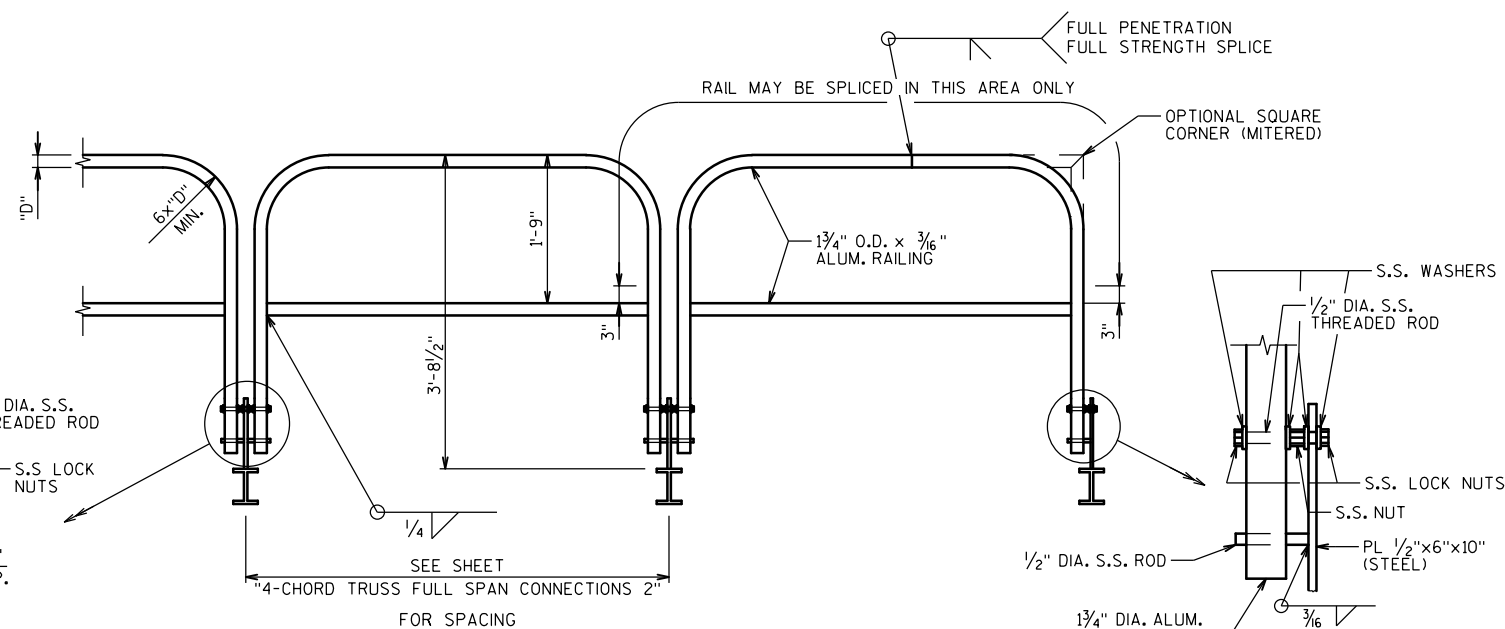


RAIL POST DETAIL

NOTE:
CATWALK GRATING SHALL MEET THE CURRENT AASHTO "LRFD
SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS,
LUMINAIRES, AND TRAFFIC SIGNALS", (500 LB LIVE LOAD DISTRIBUTED
OVER 2'-0" TRANSVERSELY - MAX SPAN IS 8'-0"). CATWALK SHALL
ALSO MEET CURRENT OSHA STD'S FOR WALKING-WORKING SURFACES.



DETAIL 1



TYPICAL FRONT RAILING DETAILS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
4-CHORD TRUSS NON-STANDARD FULL SPAN WITH CANTILEVER			
DRAWN BY		EAJ	PLANS CK'D. LTM
CATWALK DETAILS		SHEET 12 OF 1	
		1180	



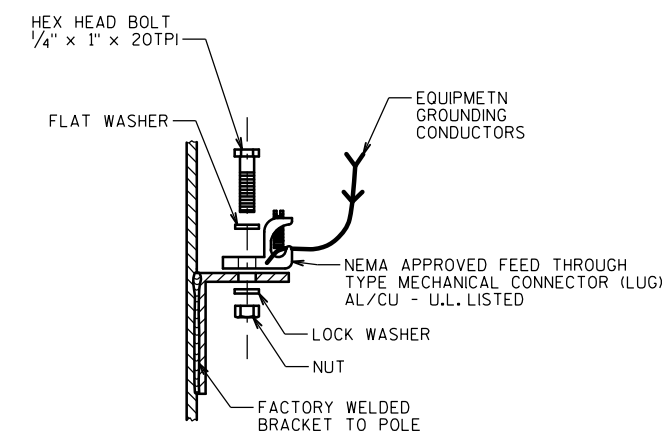
HANDHOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN BRIDGE STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HANDHOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN BRIDGE COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE FTMS PLANS.

A technical diagram showing a 'J' hook installed on a vertical pole. The pole is represented by a vertical line with diagonal hatching on its left side. A 'J' shaped hook is attached to the pole. Labels with leader lines point to the following components:

- FACTORY WELDED HOOK TO POLE**: Points to the top vertical section of the hook where it meets the pole.
- "J" HOOK**: Points to the horizontal section of the hook.
- CL HANDHOLE**: Points to a handhole symbol (a circle with a cross) located to the right of the hook's horizontal section.
- WALL OPPOSITE HANDHOLE**: Points to a dashed horizontal line below the hook, representing the wall opposite the handhole.

A dimension line with arrows at both ends indicates the vertical distance from the top of the hook's horizontal section to the dashed line, labeled with the number **24**.

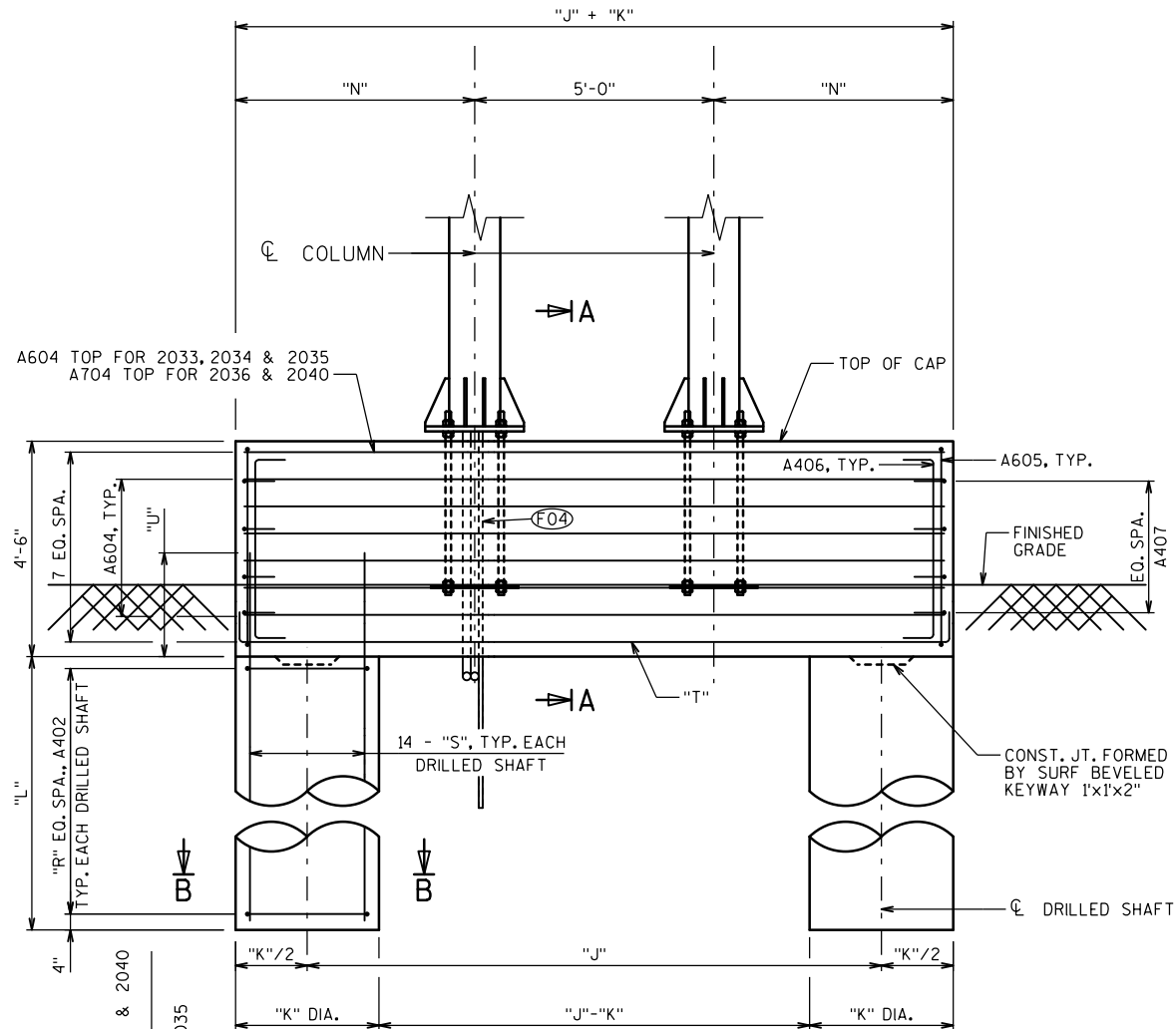
THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF ALL COLUMNS CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.



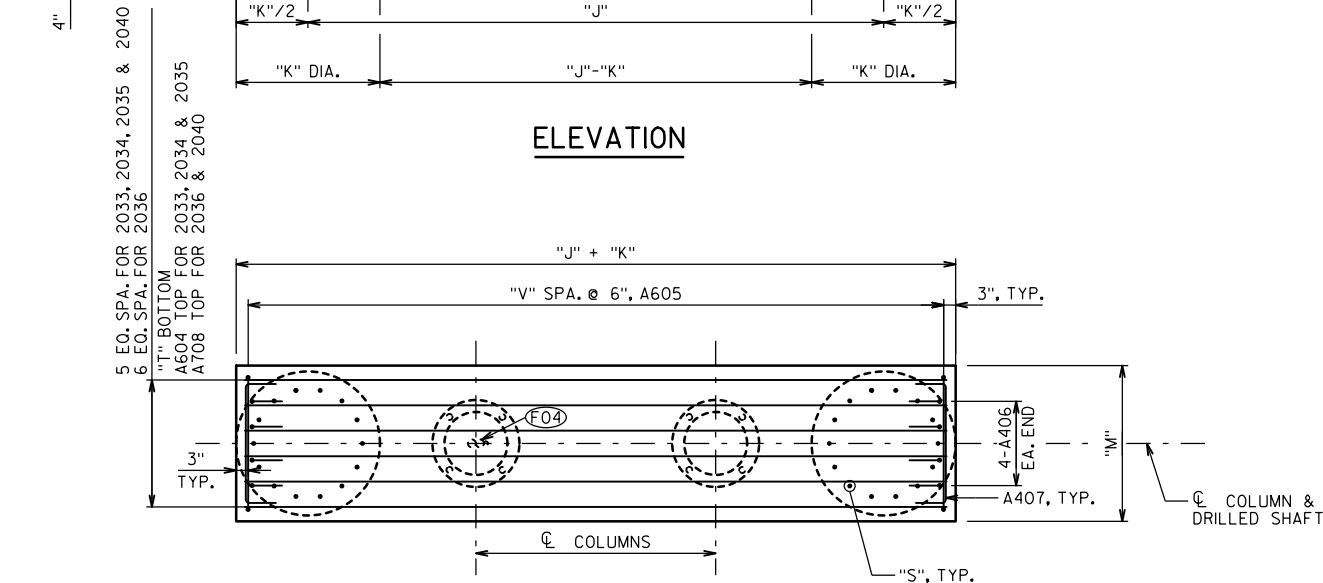
NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



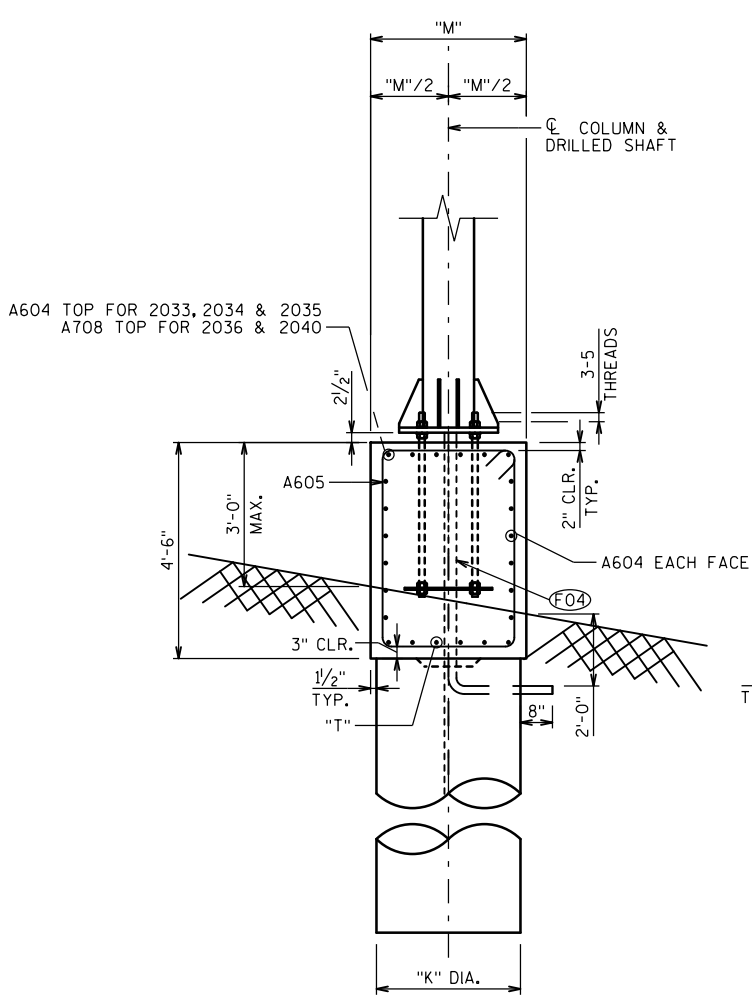
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
4-CHORD TRUSS NON-STANDARD FULL SPAN WITH CANTILEVER			
		DRAWN BY EAJ	PLANS CK'D. LTM
ELECTRICAL DETAILS		SHEET 13 OF 1	
		1181	



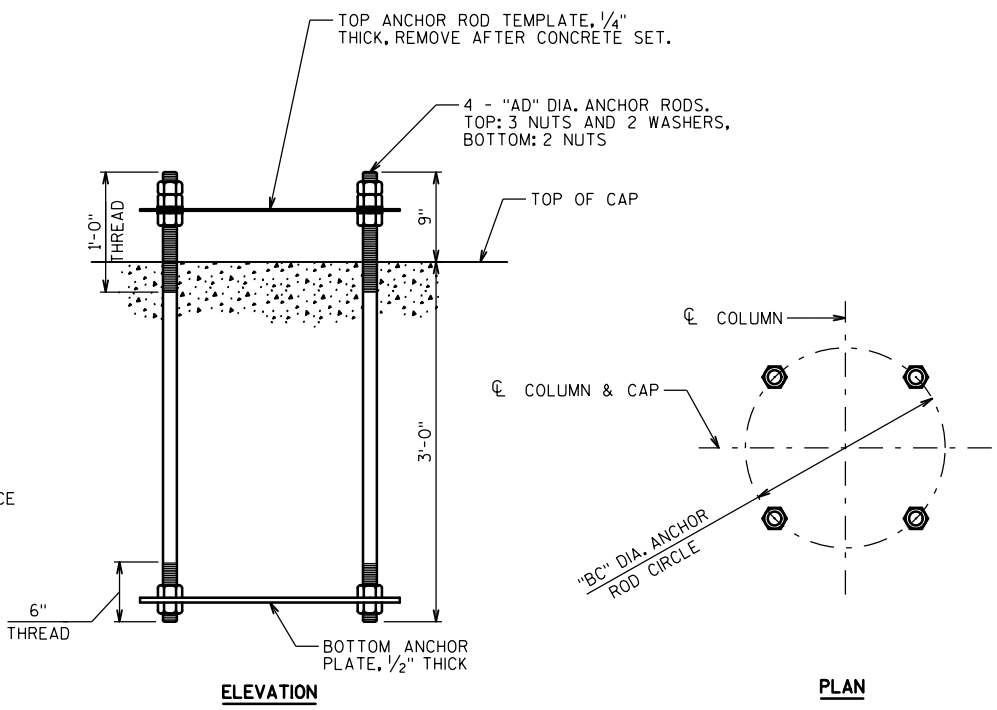
ELEVATION



PLAN

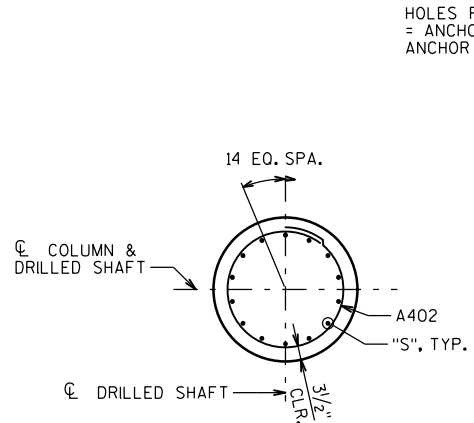


SECTION A-A



ANCHOR ROD ASSEMBLY DETAILS

SINGLE ASSEMBLY SHOWN
4 ANCHOR RODS REQ'D PER ASSEMBLY

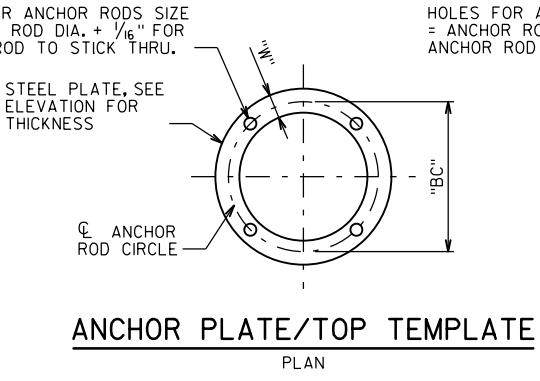


SECTION B-B

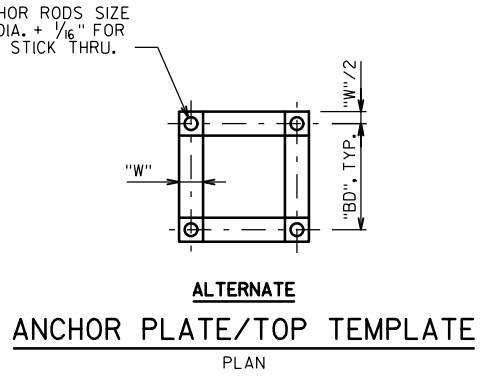
TYPICAL FOR EACH DRILLED SHAFT FOOTING

FOUNDATION & REINFORCING DATA

STRUCTURE	"J"	"K"	"L"	"M"	"N"	"R"	"S"	"T"	"U"	"V"	"W"	"AD"	"BC"	"BD"	LOCATION	TYPE
S-13-2033	12'-0"	3'-0"	22'-0"	3'-3"	5'-0"	22	A801	A603	2'-2"	29	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	SOUTH	A
S-13-2034	12'-0"	3'-6"	23'-0"	3'-9"	5'-3"	23	A901	A703	2'-9"	30	3 1/2"	1 3/4"	1'-6 3/4"	1'-1 1/4"	NORTH	B
S-13-2040	12'-0"	3'-0"	22'-0"	3'-3"	5'-0"	22	A801	A703	2'-2"	29	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	SOUTH	G
S-13-2035	12'-0"	3'-0"	22'-0"	3'-3"	5'-0"	22	A801	A603	2'-2"	29	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	SOUTH	A
S-13-2036	12'-0"	3'-6"	23'-0"	3'-9"	5'-3"	23	A901	A703	2'-9"	30	3 1/2"	1 1/2"	1'-6 3/4"	1'-1 1/4"	NORTH	H



ANCHOR PLATE/TOP TEMPLATE



ALTERNATE

ANCHOR PLATE/TOP TEMPLATE

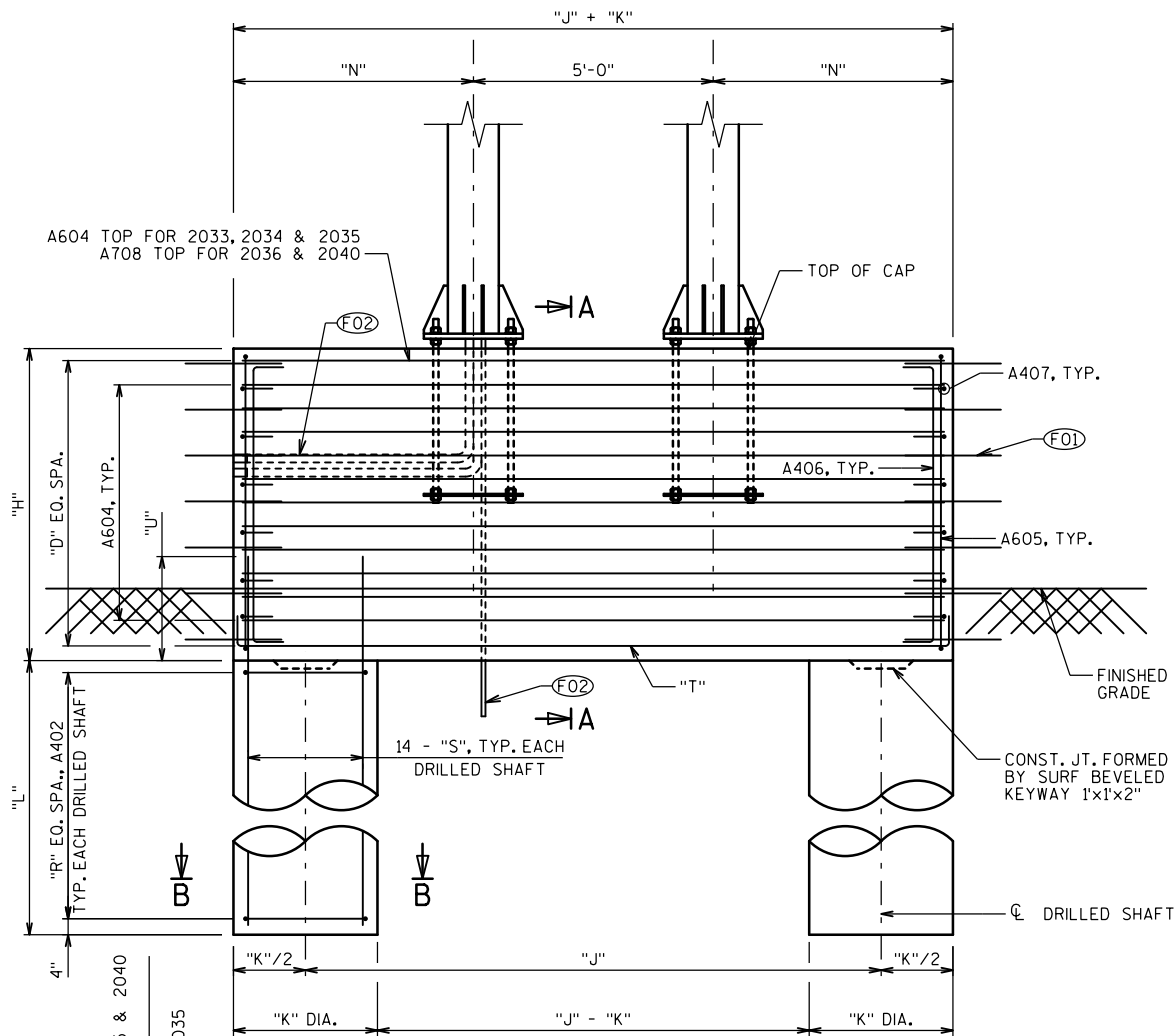
NOTES

CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED ON PLAN. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

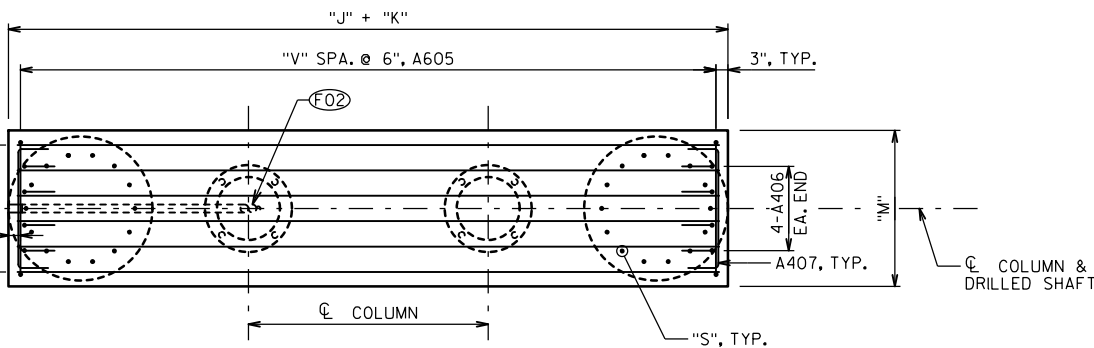
LEGEND

(F04) 2 - 2" DIA. NONMETALLIC CONDUITS AND 1 - 1" DIA. NONMETALLIC CONDUIT FOR GROUNDING. INSTALL ONLY WITH DMS AND/OR LCS. SEE "ITS CONSTRUCTION DETAIL" SHEETS. CONDUITS INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS". REQUIRED ONLY IN NORTH FOUNDATION OF S-13-2036.

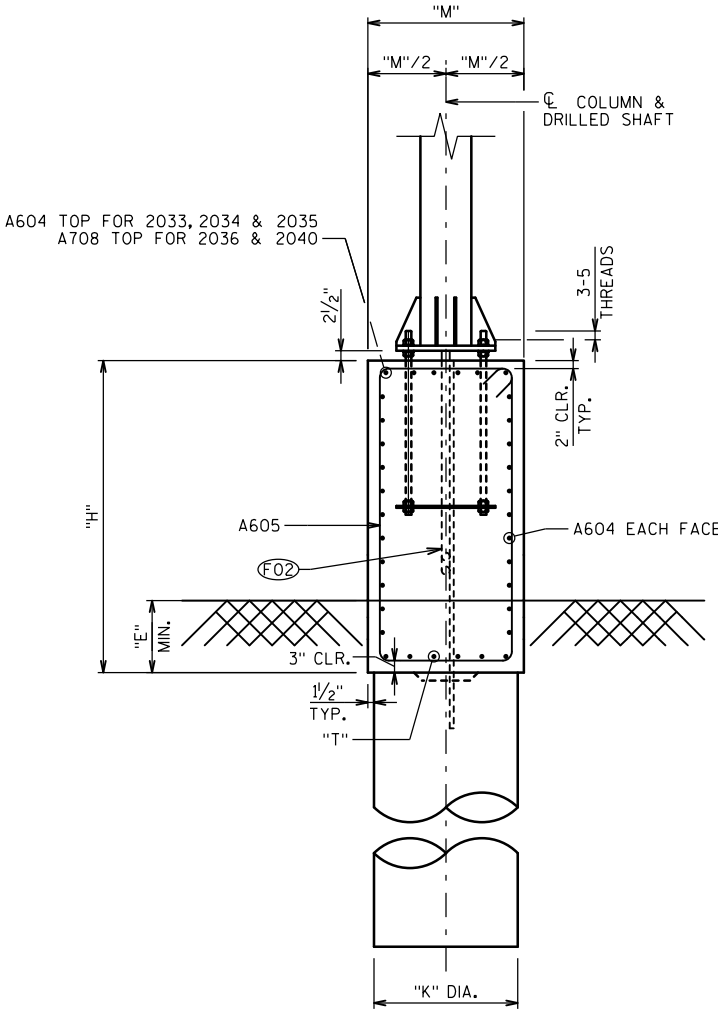
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
4-CHORD TRUSS NON-STANDARD FULL SPAN WITH CANTILEVER			
DRAWN BY		NNM	PLANS CKD. LTM
NON-STANDARD FOUNDATION DETAILS 1			SHEET 14 OF 16
			1182



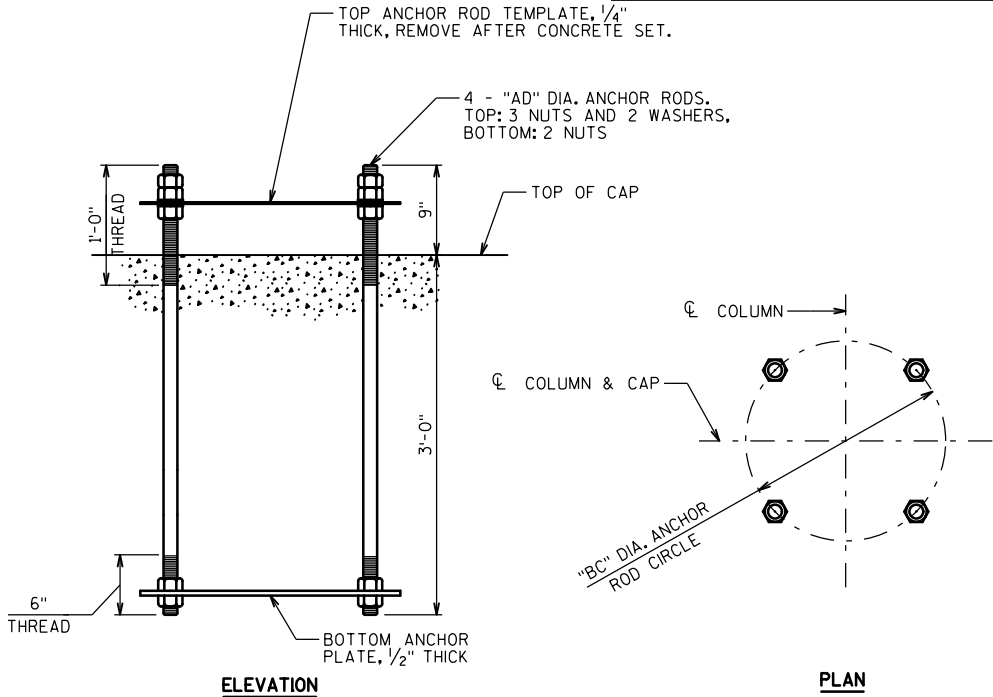
ELEVATION



PLAN

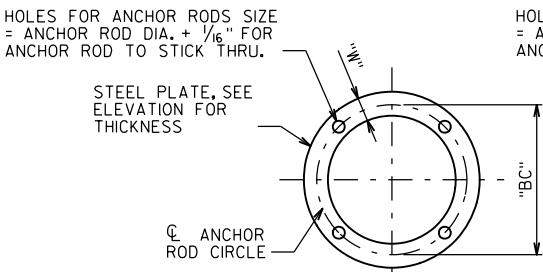


SECTION A-A



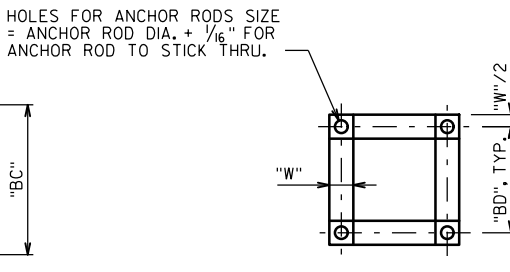
ANCHOR ROD ASSEMBLY DETAILS

SINGLE ASSEMBLY SHOWN
4 ANCHOR RODS REQ'D PER ASSEMBLY



ANCHOR PLATE/TOP TEMPLATE

PLAN



ANCHOR PLATE/TOP TEMPLATE

PLAN

SECTION B-B

TYPICAL FOR EACH DRILLED SHAFT FOOTING

FOUNDATION & REINFORCING DATA

STRUCTURE	"D"	"E"	"H"	"J"	"K"	"L"	"M"	"N"	"R"	"S"	"T"	"U"	"V"	"W"	"AD"	"BC"	"BD"	LOCATION	TYPE
S-13-2033	14	1'-6"	7'-5"	12'-0"	3'-0"	22'-0"	3'-3"	5'-0"	22	A801	A603	2'-2"	29	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	NORTH	C
S-13-2034	12	1'-6"	6'-4"	12'-0"	3'-6"	23'-0"	3'-9"	5'-3"	23	A901	A703	2'-9"	30	3 1/2"	1 3/4"	1'-6 3/4"	1'-1 1/4"	SOUTH	D
S-13-2040	12	1'-6"	6'-6"	12'-0"	3'-0"	22'-0"	3'-3"	5'-0"	22	A801	A703	2'-2"	29	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	NORTH	J
S-13-2035	12	1'-6"	6'-3"	12'-0"	3'-0"	22'-0"	3'-3"	5'-0"	22	A801	A603	2'-2"	29	3"	1 1/2"	1'-6 3/4"	1'-1 1/4"	NORTH	E
S-13-2036	10	1'-3"	5'-6"	12'-0"	3'-6"	23'-0"	3'-9"	5'-3"	23	A901	A703	2'-9"	30	3 1/2"	1 3/4"	1'-6 3/4"	1'-1 1/4"	SOUTH	F

NOTES

CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED ON PLAN. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

LEGEND

- (F01) 1" DIA. SMOOTH STEEL DOWEL BARS @ 1'-0" O.C., 2'-0" LONG, CENTERED IN CAP. PROVIDE DOWEL BARS AT BOTH ENDS OF CAP. PROVIDE BOND BREAKER ON PORTION OF DOWEL BAR EXTENDING INTO BARRIER WALL. COST OF DOWEL BARS IS INCLUDED WITH THE ITEM "CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS".
- (F02) 2 - 2" DIA. NONMETALLIC CONDUITS AND 1 - 1" DIA. NONMETALLIC CONDUIT FOR GROUNDING, INSTALL ONLY WITH DMS. EXTEND CONDUITS UNDER COLUMN ADJACENT TO THE DMS. CONDUITS AND EXPANSION FITTINGS INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS".
- (F03) NO CONDUIT OR DOWEL BARS S-13-2036 FOUNDATION SOUTH

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
4-CHORD TRUSS NON-STANDARD FULL SPAN WITH CANTILEVER			
DRAWN BY		NNM	PLANS CKD. LTM
NON-STANDARD FOUNDATION DETAILS 2		SHEET 15 OF 16	
		1183	

NOTE:
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS - FOUNDATION TYPE A

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	24'-2"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	18	14'-8"		CAP - LONGITUDINAL - TOP & SIDES
A605	X	30	14'-10"	X	CAP - STIRRUP
A406	X	8	5'-2"	X	CAP - VERTICAL - EACH END
A407	X	8	3'-5"	X	CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE B

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A901		28	25'-9"		DRILLED FOOTING - VERTICAL
A402		48	10'-6"	X	DRILLED FOOTING - HORIZONTAL
A703	X	6	17'-1"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	18	15'-2"		CAP - LONGITUDINAL - TOP & SIDES
A605	X	31	15'-10"	X	CAP - STIRRUP
A406	X	8	5'-2"	X	CAP - VERTICAL - EACH END
A407	X	8	3'-11"	X	CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE C

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	24'-2"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	32	14'-8"		CAP - LONGITUDINAL - TOP & SIDES
A605	X	30	20'-8"	X	CAP - STIRRUP
A406	X	8	8'-1"	X	CAP - VERTICAL - EACH END
A407	X	14	3'-5"	X	CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE D

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A901		28	25'-9"		DRILLED FOOTING - VERTICAL
A402		48	10'-6"	X	DRILLED FOOTING - HORIZONTAL
A703	X	6	17'-1"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	28	15'-2"		CAP - LONGITUDINAL - TOP & SIDES
A605	X	31	19'-6"	X	CAP - STIRRUP
A406	X	8	6'-7"	X	CAP - VERTICAL - EACH END
A407	X	12	3'-11"	X	CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE E

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	24'-2"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A603	X	6	16'-3"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	28	14'-8"		CAP - LONGITUDINAL - TOP & SIDES
A605	X	30	18'-4"	X	CAP - STIRRUP
A406	X	8	6'-8"	X	CAP - VERTICAL - EACH END
A407	X	12	3'-5"	X	CAP - HORIZONTAL - EACH END

BILL OF BARS - FOUNDATION TYPE F

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A901		28	25'-9"		DRILLED FOOTING - VERTICAL
A402		48	10'-6"	X	DRILLED FOOTING - HORIZONTAL
A703	X	7	17'-1"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	18	15'-2"		CAP - LONGITUDINAL - SIDES
A605	X	31	17'-10"	X	CAP - STIRRUP
A406	X	8	6'-2"	X	CAP - VERTICAL - EACH END
A407	X	10	3'-11"	X	CAP - HORIZONTAL - EACH END
A708	X	7	15'-2"		CAP - LONGITUDINAL - TOP

BILL OF BARS - FOUNDATION TYPE G

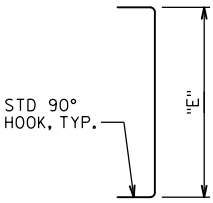
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	24'-2"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A703	X	6	16'-3"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	12	14'-8"		CAP - LONGITUDINAL - SIDES
A605	X	30	14'-10"	X	CAP - STIRRUP
A406	X	8	5'-2"	X	CAP - VERTICAL - EACH END
A407	X	8	3'-5"	X	CAP - HORIZONTAL - EACH END
A708	X	6	14'-8"		CAP - LONGITUDINAL - TOP

BILL OF BARS - FOUNDATION TYPE H

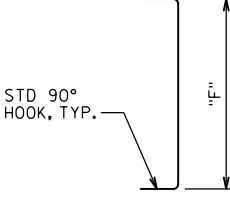
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A901		28	25'-9"		DRILLED FOOTING - VERTICAL
A402		48	10'-6"	X	DRILLED FOOTING - HORIZONTAL
A703	X	7	17'-1"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	12	15'-2"		CAP - LONGITUDINAL - SIDES
A605	X	31	15'-10"	X	CAP - STIRRUP
A406	X	8	5'-2"	X	CAP - VERTICAL - EACH END
A407	X	8	3'-11"	X	CAP - HORIZONTAL - EACH END
A708	X	7	15'-2"		CAP - LONGITUDINAL - TOP

BILL OF BARS - FOUNDATION TYPE J

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A801		28	24'-2"		DRILLED FOOTING - VERTICAL
A402		46	9'-0"	X	DRILLED FOOTING - HORIZONTAL
A703	X	6	16'-3"	X	CAP - LONGITUDINAL - BOTTOM
A604	X	22	14'-8"		CAP - LONGITUDINAL - SIDES
A605	X	30	18'-10"	X	CAP - STIRRUP
A406	X	8	7'-2"	X	CAP - VERTICAL - EACH END
A407	X	12	3'-5"	X	CAP - HORIZONTAL - EACH END
A708	X	6	14'-8"		CAP - LONGITUDINAL - TOP



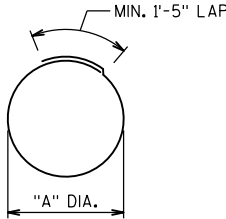
A406



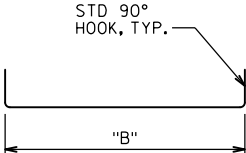
A407

DESIGN TYPE	"E"
A	3'-11½"
B	3'-11½"
C	6'-10½"
D	5'-9½"
E	5'-8½"
F	4'-11½"
G	3'-11½"
H	3'-11½"
J	5'-11½"

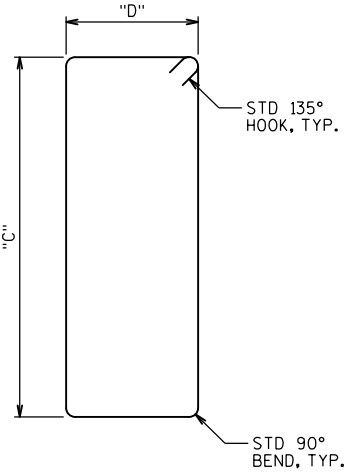
DESIGN TYPE	"F"
A	2'-9½"
B	3'-3½"
C	2'-9½"
D	3'-3½"
E	2'-9½"
F	3'-3½"
G	2'-9½"
H	3'-3½"
J	2'-9½"



A402



A603, A703



A605

DESIGN TYPE	"A"
A	2'-5"
B	2'-11"
C	2'-5"
D	2'-11"
E	2'-5"
F	2'-11"
G	2'-5"
H	2'-11"
J	2'-5"

DESIGN TYPE	BAR MARK	"B"
A	A603	14'-7"
B	A703	15'-1"
C	A603	14'-7"
D	A703	15'-1"
E	A603	14'-7"
F	A703	15'-1"
G	A703	14'-7"
H	A703	15'-1"
J	A703	14'-7"

DESIGN TYPE	"C"	"D"
A	4'-1"	2'-11"
B	4'-1"	3'-5"
C	7'-0"	2'-11"
D	5'-11"	3'-5"
E	5'-10"	2'-11"
F	5'-1"	3'-5"
G	4'-1"	2'-11"
H	4'-1"	3'-5"
J	6'-1"	2'-11"

BAR BENDING DIAGRAMS

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
4-CHORD TRUSS NON-STANDARD FULL SPAN WITH CANTILEVER			
DRAWN BY		NNM	PLANS CK'D. LTM
NON-STANDARD FOUNDATION DETAILS 3		SHEET 16 OF 16	
		1184	

STRUCTURE DATA

SIGN STR	ACTUAL SIGN AREA		ADDITIONAL SIGN AREA		TOTAL SIGN AREA	MAX. SIGN AREA
	TYPE I	LCS/DMS	TYPE I	LCS/DMS		
S-13-188	45.5 SF	20.0 SF	6'-6"	5'-0"	497 SF	600 SF
S-13-373	45.5 SF	20.0 SF	6'-6"	5'-0"	765 SF	1010 SF
S-13-375	16.5 SF	20.0 SF	5'-6"	5'-0"	784 SF	900 SF
S-13-423	--	126.0 SF	--	6'-0"	560 SF	1386 SF

DESIGN DATA

EXISTING STRUCTURES WERE DESIGNED ACCORDING TO THE AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS".

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE, CATWALK AND RAILINGS.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 90 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESS
I. DEAD	100
II. DEAD + WIND	133
III. DEAD + ICE + (1/2)WIND	133

NOTE: WIND LOAD FOR GROUP 3 LOADING SHALL NOT BE LESS THAN 25 PSF.

EXISTING STRUCTURE S-13-423 WAS ANALYZED TO ENSURE SUFFICIENT CAPACITY TO CARRY ADDITIONAL DMS AND CATWALK LOADS ACCORDING "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL. ANALYSIS UTILIZED THE LOADS, LOAD COMPONENTS AND LOAD COMBINATIONS BELOW:

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTREME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
SERVICE II:	1.0 DC + 1.0 ICE
FATIGUE I:	1.0 NWG (NATURAL WIND GUST VIBRATION)
	1.0 TRG (TRUCK INDUCED GUST VIBRATION)
	1.0 GVW (GALLOPING - CANTILEVER ONLY)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY ZONE, NAD 83 (2011). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON SHOP DRAWINGS.

TRAFFIC VOLUME

A.D.T. (2036) = 139,650-164,190
R.D.S. = 60 MPH

MATERIAL PROPERTIES

EXISTING FOUNDATION

CONCRETE MASONRY-----f'c = 3,500 psi

HIGH STRENGTH STEEL
REINFORCEMENT, GRADE 60-----fy = 60,000 psi

EXISTING SIGN BRIDGES

STEEL COLUMN PIPE:
A.P.I. SPEC. 5L GRADE X 42-----fy = 42,000 psi

STEEL PIPE MEMBERS OF TRUSS:
A.P.I. SPEC. 5L GRADE X 42-----fy = 42,000 psi

PLATES, BARS, STRUCTURAL ANGLES:
A.S.T.M. A709 GRADE 36-----fy = 36,000 psi

STEEL ANCHOR BOLTS:
A.A.S.H.T.O M314-90 GRADE 55-----fy = 55,000 psi

HIGH STRENGTH BOLTS:
A325 GALVANIZED, A.S.T.M. A153, CLASS C-----fy = 92,000 psi
S-13-188/423: ¾" DIA.
S-13-373/375: ½" DIA.

WELD METAL -----E70XX

LIST OF DRAWINGS

- GENERAL NOTES, DESIGN DATA & QUANTITIES
- GENERAL LAYOUT S-13-188
- GENERAL LAYOUT S-13-373
- GENERAL LAYOUT S-13-375
- GENERAL LAYOUT S-13-423
- 4-CHORD TRUSS CONNECTIONS
- CATWALK DETAILS

STATE PROJECT NUMBER

1206-06-79

STRUCTURE DESIGN CONTACTS

BUREAU OF STRUCTURES:
AARON BONK (608) 261-0261

CONSULTANT:
PAT CASHIN (414) 359-2300

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	S-13-188	S-13-373	S-13-375	S-13-423
SPV.0060.62	INSTALL TYPE I VERTICAL SIGN SUPPORT	EACH	8	4	4	--
SPV.0105.05	INSTALL CATWALK	LS	--	--	--	1

STRUCTURE	CATEGORY
S-13-188	0710
S-13-373	0720
S-13-375	0730
S-13-423	0740



ORIGINAL PLANS PREPARED BY

HNTB
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED *Elizabeth A. Jelinek* NK **10/05/20**
CHIEF STRUCTURES DESIGN ENGINEER DATE

EXISTING SIGN STRUCTURES
W/ MODIFICATIONS

MODIFIED EXISTING SIGN STRUCTURES
USH 12/18 EB & WB

COUNTY DANE CITY OR TOWN MADISON

DESIGN SPEC.
AASHTO LRFD LTS-1 W/INTERIMS

DESIGNED BY LTM DESIGN CK'D. PAB DRAWN BY NNM PLANS CK'D. EAJ

GENERAL NOTES,
DESIGN DATA &
QUANTITIES

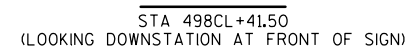
SHEET 1 OF 7

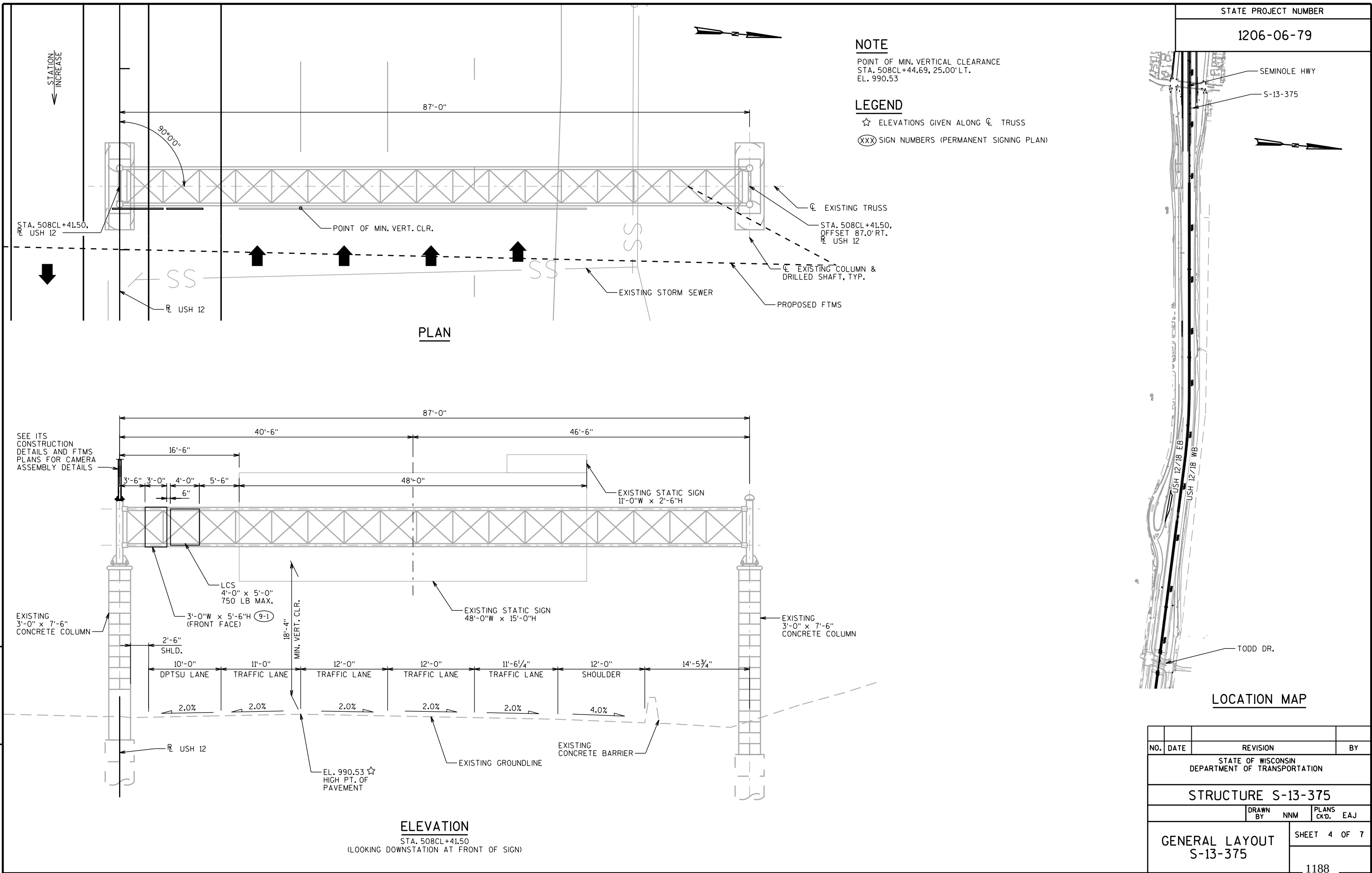
1185

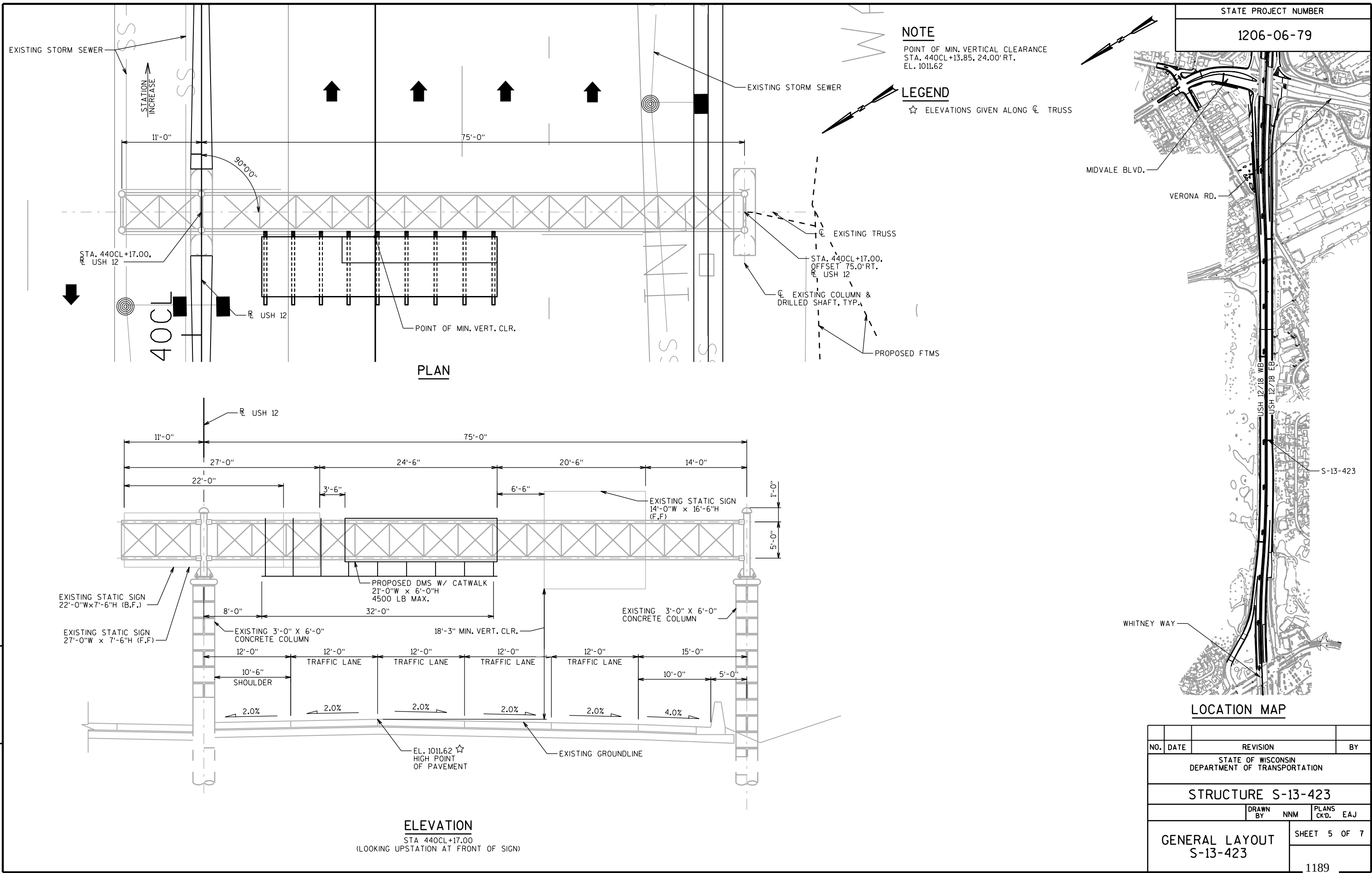


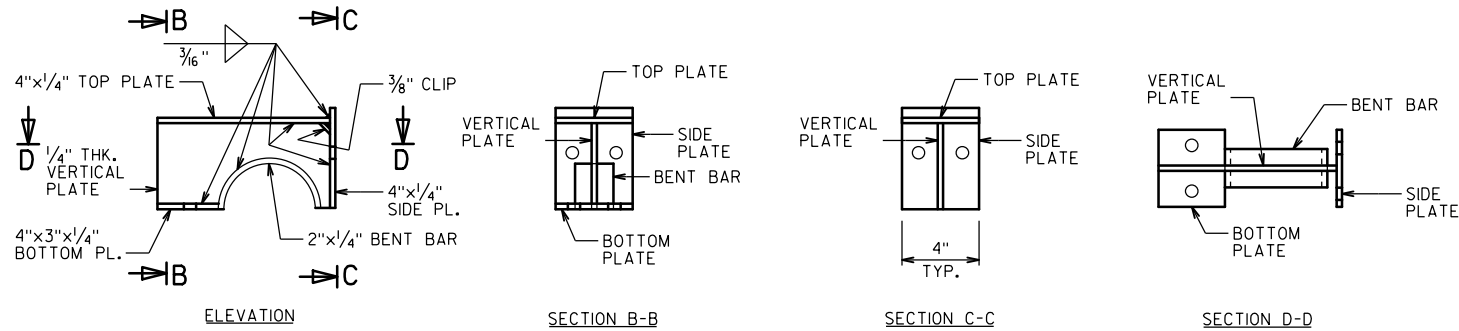
POINT OF MIN. VERTICAL CLEARANCE
STA. 498CL+44.69, 4.00' LT.
EL. 1005.05

NO1 ANGLE MEASURED BETWEEN C COLUMN AND LINE TANGENT
TO R USH 12 AT STA. 498CL+41.50



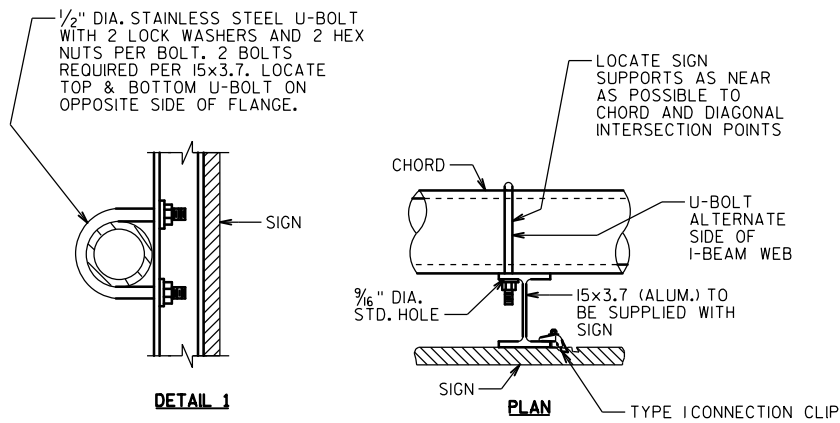






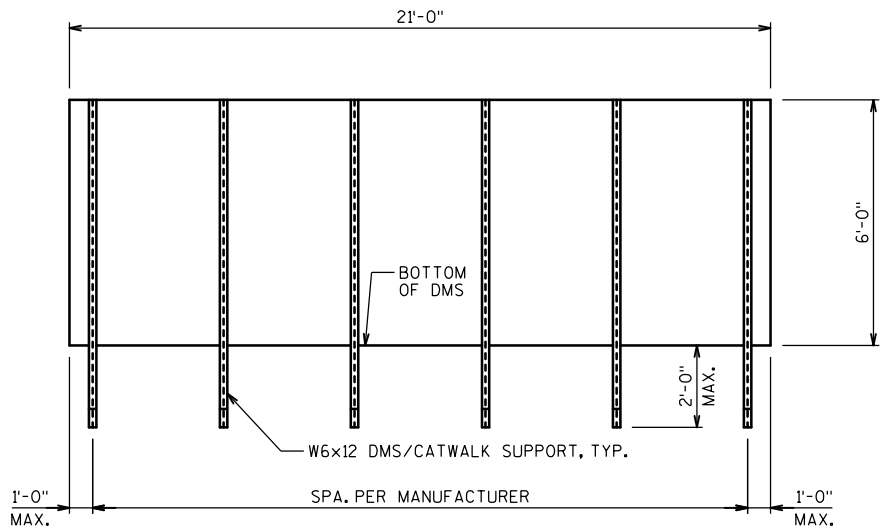
DMS WELDED PLATE CONNECTION DETAILS

TOP PLATE CLAMP SHOWN
BOTTOM PLATE CLAMP SIMILAR



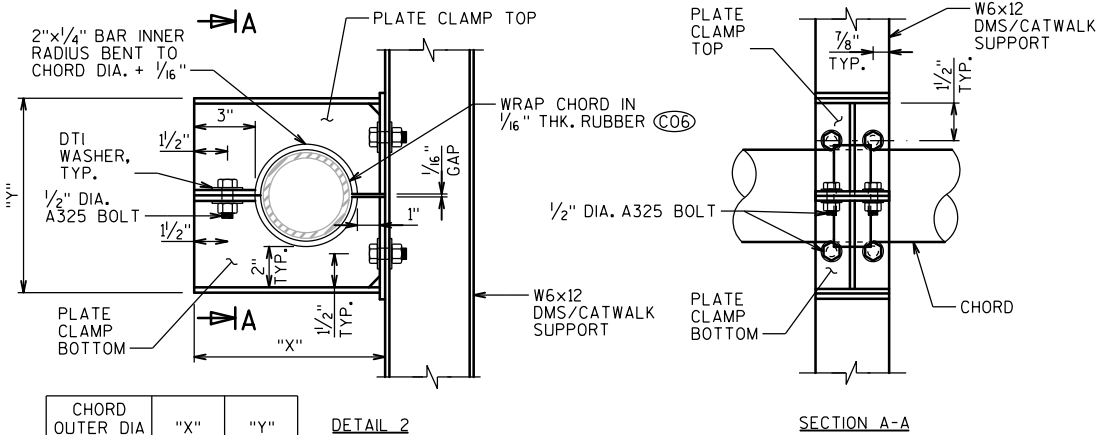
TYPICAL SIGN CONNECTION

USE FOR TYPE I, II & LCS SIGNS
SEE SIGN PLATE MANUAL A4-7A & A4-7B FOR DETAILS



DMS MOUNTING POST SPACING DETAIL

POST SPACING MAY BE ADJUSTED AS REQUIRED IF CONFLICT WITH TRUSS IS ENCOUNTERED

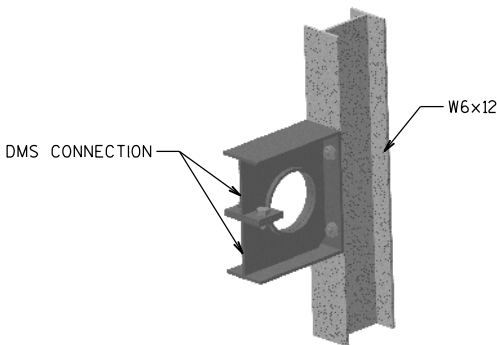


CHORD OUTER DIA	"X"	"Y"
5.563"	10 3/8"	10 5/8"

DETAIL 2

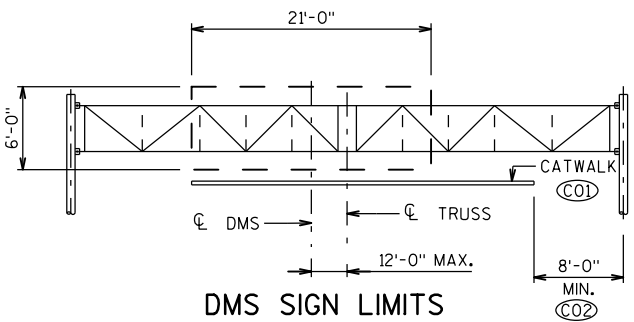
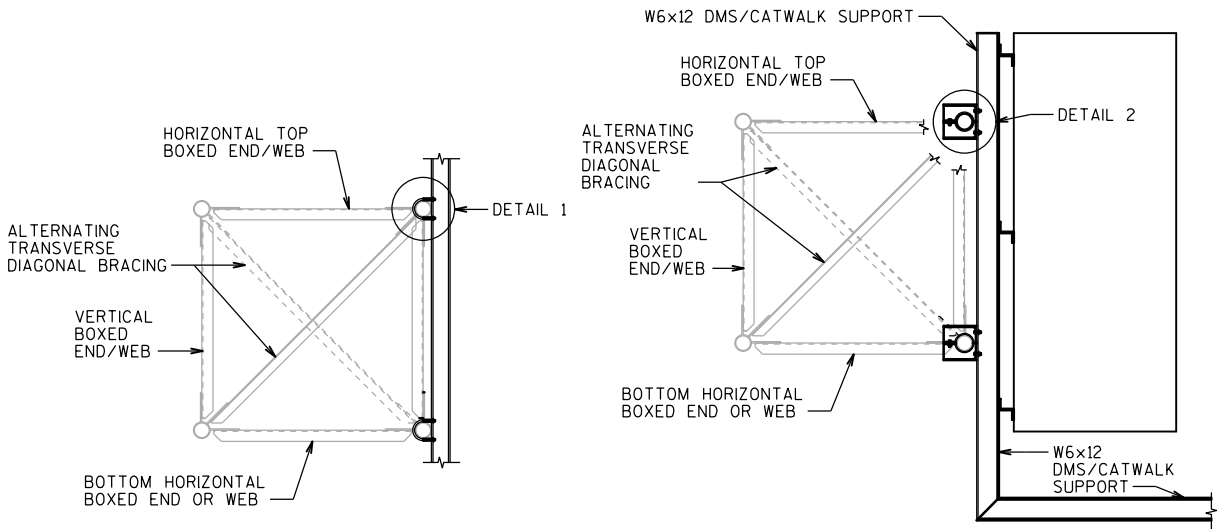
TYPICAL DMS CONNECTION

(C06) NEOPRENE, GRADE 45+5, OTHERWISE MEETING THE REQUIREMENTS OF STD SPEC 506.2.6.1



3-D VIEW DMS CONNECTION

CHORD NOT SHOWN FOR CLARITY



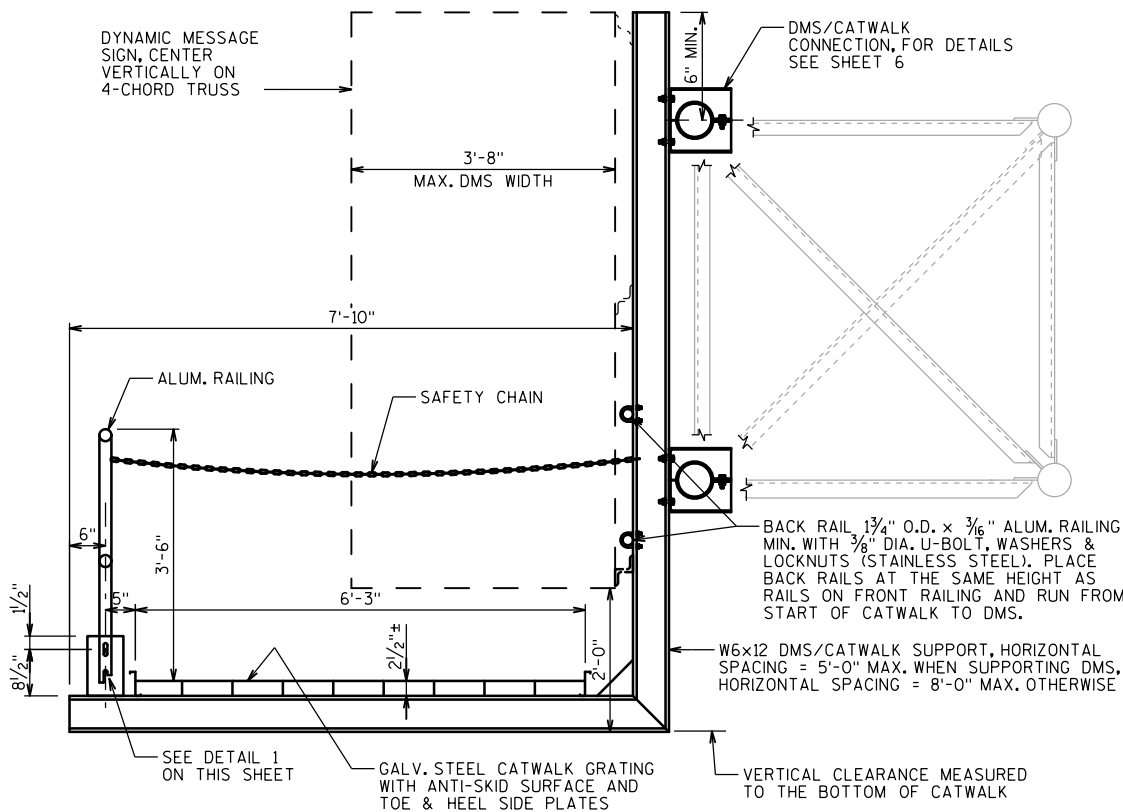
DMS SIGN LIMITS

4,500 LB MAX. DMS WEIGHT, INCLUDES DMS VERTICAL SUPPORT MEMBERS

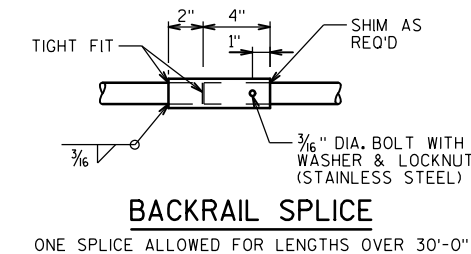
LEGEND

- (C01) SEE SHEET 7 FOR CATWALK DETAILS
(C02) REFER TO GENERAL LAYOUT SHEETS FOR CATWALK LIMITS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
EXISTING SIGN STRUCTURES W/ MODIFICATIONS			
DRAWN BY		EAJ	PLANS CKD. JWC
4-CHORD TRUSS CONNECTIONS			SHEET 6 OF 7
1190			

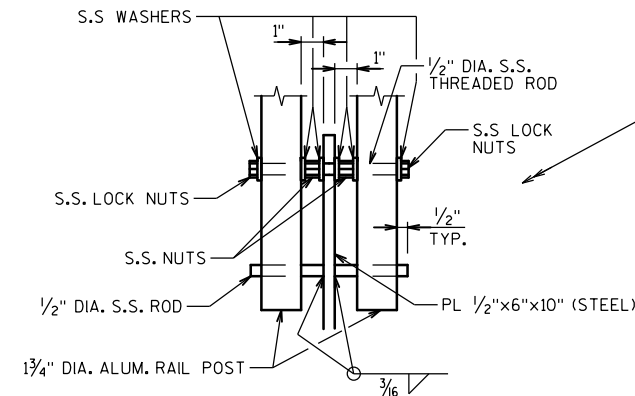


SECTION THRU WALKWAY

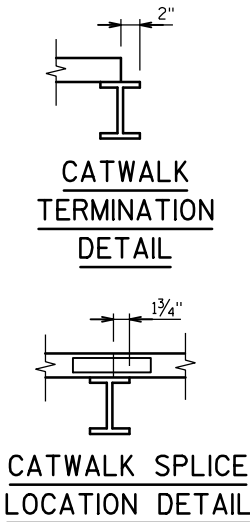


BACKRAIL SPLICE

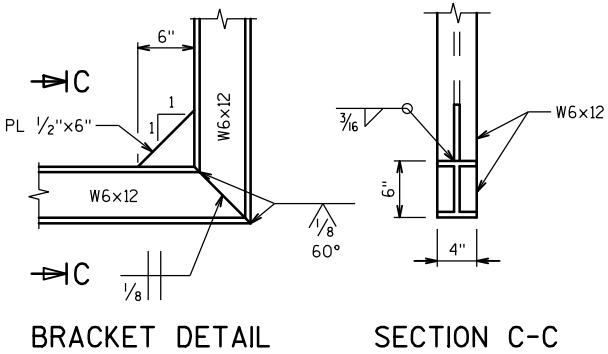
ONE SPLICE ALLOWED FOR LENGTHS OVER 30'-0"



TYPICAL FRONT RAILING DETAILS

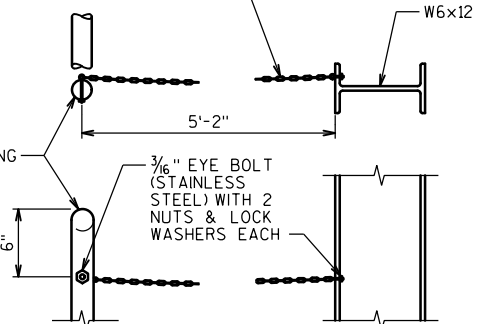


TOP HANDRAIL 1 3/4" O.D. x 3/16" ALUM. RAILING



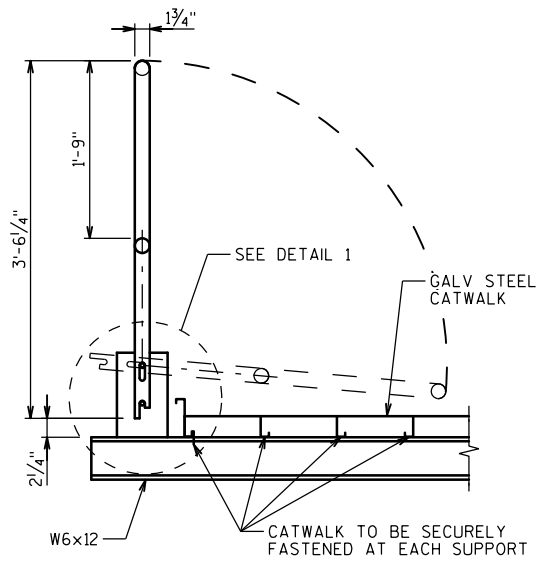
BRACKET DETAIL

SECTION C-C



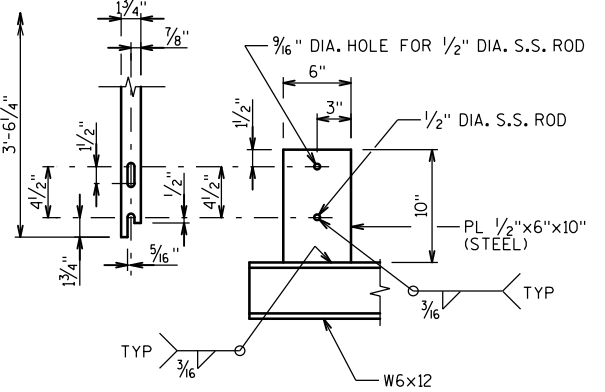
SAFETY CHAIN DETAIL

(PROVIDE SAFETY CHAIN AT EACH END OF THE CATWALK)



RAIL POST DETAIL

NOTE:
CATWALK GRATING SHALL MEET THE CURRENT AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS", (500 LB LIVE LOAD DISTRIBUTED OVER 2'-0" TRANSVERSELY - MAX SPAN IS 8'-0"). CATWALK SHALL ALSO MEET CURRENT OSHA STD'S FOR WALKING-WORKING SURFACES.



DETAIL 1

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
EXISTING SIGN STRUCTURES W/ MODIFICATIONS			
DRAWN BY		EAJ	PLANS CKD. JWC
CATWALK DETAILS			SHEET 7 OF 7
1191			

PROJECT ID 1206-06-79
DIVISION 1 - CL (MEDIAN)

STATION	Real Station		Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
				Cut	Fill	Cut	Fill	Cut	Fill	
411+38	AH	41137.50	0.00	2.25	0.00	0.00	0.00	0.00	0.00	0.00
411+97	BK	41197.00	59.50	3.50	0.00	6.34	0.00	6.34	0.00	6.34
412+03	AH	41203.00	0.00	3.50	0.00	0.00	0.00	6.34	0.00	6.34
412+63	BK	41262.50	59.50	2.25	0.00	6.34	0.00	12.67	0.00	12.67
432+32	AH	43231.50	0.00	2.25	0.00	0.00	0.00	12.67	0.00	12.67
432+91	BK	43291.00	59.50	3.50	0.00	6.34	0.00	19.01	0.00	19.01
432+97	AH	43297.00	0.00	3.50	0.00	0.00	0.00	19.01	0.00	19.01
433+57	BK	43356.50	59.50	2.25	0.00	6.34	0.00	25.34	0.00	25.34
455+98	AH	45597.50	0.00	2.25	0.00	0.00	0.00	25.34	0.00	25.34
456+57	BK	45657.00	59.50	3.50	0.00	6.34	0.00	31.68	0.00	31.68
456+63	AH	45663.00	0.00	3.50	0.00	0.00	0.00	31.68	0.00	31.68
457+23	BK	45722.50	59.50	2.25	0.00	6.34	0.00	38.01	0.00	38.01
482+48	AH	48247.50	0.00	2.25	0.00	0.00	0.00	38.01	0.00	38.01
483+07	BK	48307.00	59.50	3.50	0.00	6.34	0.00	44.35	0.00	44.35
483+13	AH	48313.00	0.00	3.50	0.00	0.00	0.00	44.35	0.00	44.35
483+73	BK	48372.50	59.50	2.25	0.00	6.34	0.00	50.69	0.00	50.69
489+38	AH	48937.50	0.00	2.25	0.00	0.00	0.00	50.69	0.00	50.69
489+97	BK	48997.00	59.50	3.50	0.00	6.34	0.00	57.02	0.00	57.02
490+03	AH	49003.00	0.00	3.50	0.00	0.00	0.00	57.02	0.00	57.02
490+63	BK	49062.50	59.50	2.25	0.00	6.34	0.00	63.36	0.00	63.36
466+95	AH	46694.50	0.00	2.25	0.00	0.00	0.00	63.36	0.00	63.36
467+54	BK	46754.00	59.50	3.50	0.00	6.34	0.00	69.69	0.00	69.69
467+60	AH	46760.00	0.00	3.50	0.00	0.00	0.00	69.69	0.00	69.69
468+20	BK	46819.50	59.50	2.25	0.00	6.34	0.00	76.03	0.00	76.03
503+44	AH	50344.00	0.00	2.25	0.00	0.00	0.00	76.03	0.00	76.03
503+79	BK	50379.00	35.00	3.50	0.00	3.73	0.00	79.75	0.00	79.75
503+85	AH	50385.00	0.00	3.50	0.00	0.00	0.00	79.75	0.00	79.75
504+20	BK	50420.00	35.00	2.25	0.00	3.73	0.00	83.48	0.00	83.48
515+66	AH	51565.75	0.00	2.25	0.00	0.00	0.00	83.48	0.00	83.48
515+76	BK	51576.00	10.25	2.25	0.00	0.85	0.00	84.34	0.00	84.34
515+76	AH	51576.00	0.00	26.81	0.00	0.00	0.00	84.34	0.00	84.34
516+00		51600.00	24.00	26.29	0.00	23.60	0.00	107.94	0.00	107.94
516+50		51650.00	50.00	25.26	0.00	47.73	0.00	155.67	0.00	155.67
517+00		51700.00	50.00	25.45	0.00	46.95	0.00	202.62	0.00	202.62
517+50		51750.00	50.00	25.04	0.00	46.75	0.00	249.37	0.00	249.37
518+00		51800.00	50.00	24.03	0.00	45.44	0.00	294.81	0.00	294.81
518+50		51850.00	50.00	22.49	0.00	43.07	0.00	337.88	0.00	337.88
519+00		51900.00	50.00	21.17	0.00	40.43	0.00	378.31	0.00	378.31
519+50		51950.00	50.00	23.37	0.00	41.24	0.00	419.55	0.00	419.55
520+00		52000.00	50.00	20.90	0.00	40.99	0.00	460.54	0.00	460.54
520+50		52050.00	50.00	23.59	0.00	41.19	0.00	501.73	0.00	501.73

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
521+00	52100.00	50.00	22.17	0.00	42.37	0.00	544.10	0.00	544.10
521+50	52150.00	50.00	23.35	0.00	42.15	0.00	586.25	0.00	586.25
522+00	52200.00	50.00	23.02	0.00	42.94	0.00	629.19	0.00	629.19
522+50	52250.00	50.00	23.58	0.00	43.15	0.00	672.33	0.00	672.33
523+00	52300.00	50.00	24.46	0.00	44.48	0.00	716.82	0.00	716.82
523+50	52350.00	50.00	25.50	0.00	46.26	0.00	763.07	0.00	763.07
524+00	52400.00	50.00	26.38	0.00	48.04	0.00	811.11	0.00	811.11
524+50	52450.00	50.00	26.45	0.00	48.92	0.00	860.03	0.00	860.03
525+00	52500.00	50.00	26.74	0.00	49.25	0.00	909.28	0.00	909.28
525+50	52550.00	50.00	24.09	0.00	47.06	0.00	956.34	0.00	956.34
526+00	52600.00	50.00	21.47	0.00	42.19	0.00	998.53	0.00	998.53
526+50	52650.00	50.00	23.16	0.00	41.32	0.00	1039.85	0.00	1039.85
527+00	52700.00	50.00	23.65	0.00	43.34	0.00	1083.19	0.00	1083.19
527+50	52750.00	50.00	25.97	0.00	45.94	0.00	1129.14	0.00	1129.14
528+00	52800.00	50.00	27.32	0.00	49.34	0.00	1178.48	0.00	1178.48
528+50	52850.00	50.00	31.41	0.00	54.38	0.00	1232.86	0.00	1232.86
529+00	52900.00	50.00	34.30	0.00	60.84	0.00	1293.70	0.00	1293.70
529+50	52950.00	50.00	31.36	0.00	60.80	0.00	1354.50	0.00	1354.50
530+00	53000.00	50.00	26.86	0.00	53.91	0.00	1408.41	0.00	1408.41
530+50	53050.00	50.00	25.74	0.00	48.70	0.00	1457.11	0.00	1457.11
531+00	53100.00	50.00	24.76	0.00	46.76	0.00	1503.87	0.00	1503.87
531+50	53150.00	50.00	25.50	0.00	46.54	0.00	1550.41	0.00	1550.41
532+00	53200.00	50.00	25.16	0.00	46.91	0.00	1597.32	0.00	1597.32
532+50	53250.00	50.00	24.23	0.00	45.73	0.00	1643.05	0.00	1643.05
533+00	53300.00	50.00	23.90	0.00	44.56	0.00	1687.61	0.00	1687.61
533+50	53350.00	50.00	24.17	0.00	44.51	0.00	1732.12	0.00	1732.12
534+00	53400.00	50.00	21.15	0.00	41.96	0.00	1774.08	0.00	1774.08
534+50	53450.00	50.00	18.28	0.00	36.51	0.00	1810.59	0.00	1810.59
535+00	53500.00	50.00	18.07	0.00	33.66	0.00	1844.25	0.00	1844.25
535+50	53550.00	50.00	15.50	0.00	31.08	0.00	1875.33	0.00	1875.33
536+00	53600.00	50.00	18.29	0.00	31.29	0.00	1906.62	0.00	1906.62
536+50	53650.00	50.00	17.70	0.00	33.32	0.00	1939.94	0.00	1939.94
537+00	53700.00	50.00	19.10	0.00	34.07	0.00	1974.02	0.00	1974.02
537+50	53750.00	50.00	19.32	0.00	35.57	0.00	2009.59	0.00	2009.59
538+00	53800.00	50.00	19.67	0.00	36.10	0.00	2045.69	0.00	2045.69
538+50	53850.00	50.00	20.93	0.00	37.59	0.00	2083.29	0.00	2083.29
539+00	53900.00	50.00	19.67	0.00	37.59	0.00	2120.88	0.00	2120.88
539+50	53950.00	50.00	22.07	0.00	38.65	0.00	2159.53	0.00	2159.53
540+00	54000.00	50.00	20.83	0.00	39.72	0.00	2199.25	0.00	2199.25
540+50	54050.00	50.00	19.88	0.00	37.69	0.00	2236.94	0.00	2236.94

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
541+00	54100.00	50.00	20.67	0.00	37.55	0.00	2274.49	0.00	2274.49
541+50	54150.00	50.00	22.09	0.00	39.59	0.00	2314.08	0.00	2314.08
542+00	54200.00	50.00	24.68	0.00	43.31	0.00	2357.39	0.00	2357.39
542+50	54250.00	50.00	22.55	0.00	43.73	0.00	2401.12	0.00	2401.12
543+00	54300.00	50.00	22.54	0.00	41.75	0.00	2442.87	0.00	2442.87
543+50	54350.00	50.00	21.79	0.00	41.05	0.00	2483.92	0.00	2483.92
544+00	54400.00	50.00	25.25	0.00	43.56	0.00	2527.47	0.00	2527.47
544+50	54450.00	50.00	23.35	0.00	45.00	0.00	2572.47	0.00	2572.47
545+00	54500.00	50.00	22.82	0.00	42.75	0.00	2615.22	0.00	2615.22
545+50	54550.00	50.00	21.94	0.00	41.44	0.00	2656.67	0.00	2656.67
546+00	54600.00	50.00	22.72	0.00	41.35	0.00	2698.02	0.00	2698.02
546+50	54650.00	50.00	23.36	0.00	42.67	0.00	2740.69	0.00	2740.69
547+00	54700.00	50.00	24.51	0.00	44.32	0.00	2785.01	0.00	2785.01
547+50	54750.00	50.00	26.47	0.00	47.20	0.00	2832.21	0.00	2832.21
548+00	54800.00	50.00	28.63	0.00	51.02	0.00	2883.23	0.00	2883.23
548+50	54850.00	50.00	23.92	0.00	48.66	0.00	2931.89	0.00	2931.89
549+00	54900.00	50.00	24.58	0.00	44.91	0.00	2976.80	0.00	2976.80
549+50	54950.00	50.00	24.90	0.00	45.81	0.00	3022.61	0.00	3022.61
550+00	55000.00	50.00	24.17	0.00	45.44	0.00	3068.05	0.00	3068.05
550+50	55050.00	50.00	24.00	0.00	44.60	0.00	3112.65	0.00	3112.65
551+00	55100.00	50.00	21.70	0.00	42.31	0.00	3154.96	0.00	3154.96
551+50	55150.00	50.00	23.00	0.00	41.39	0.00	3196.35	0.00	3196.35
552+00	55200.00	50.00	20.69	0.00	40.45	0.00	3236.81	0.00	3236.81
552+50	55250.00	50.00	21.59	0.00	39.15	0.00	3275.95	0.00	3275.95
553+00	55300.00	50.00	21.60	0.00	39.99	0.00	3315.94	0.00	3315.94
553+50	55350.00	50.00	20.57	0.00	39.05	0.00	3354.99	0.00	3354.99
554+00	55400.00	50.00	24.07	0.00	41.33	0.00	3396.32	0.00	3396.32
554+50	55450.00	50.00	20.63	0.00	41.39	0.00	3437.71	0.00	3437.71
555+00	55500.00	50.00	19.60	0.00	37.25	0.00	3474.96	0.00	3474.96
555+50	55550.00	50.00	18.13	0.00	34.94	0.00	3509.90	0.00	3509.90
556+00	55600.00	50.00	21.38	0.00	36.58	0.00	3546.48	0.00	3546.48
556+50	55650.00	50.00	24.71	0.00	42.68	0.00	3589.16	0.00	3589.16
556+75	55675.00	25.00	26.06	0.00	23.50	0.00	3612.66	0.00	3612.66
557+00	55700.00	25.00	25.94	0.00	24.07	0.00	3636.74	0.00	3636.74
557+50	55750.00	50.00	23.68	0.00	45.94	0.00	3682.68	0.00	3682.68
558+00	55800.00	50.00	24.44	0.00	44.56	0.00	3727.24	0.00	3727.24
558+50	55850.00	50.00	28.57	0.00	49.08	0.00	3776.32	0.00	3776.32
559+00	55900.00	50.00	26.03	0.00	50.56	0.00	3826.88	0.00	3826.88
559+50	55950.00	50.00	29.21	0.00	51.15	0.00	3878.02	0.00	3878.02
560+00	56000.00	50.00	31.71	0.00	56.41	0.00	3934.43	0.00	3934.43
560+50	56050.00	50.00	29.23	0.00	56.43	0.00	3990.86	0.00	3990.86

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION		Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
				Cut	Fill	Cut	Fill	Cut	Fill	
561+00		56100.00	50.00	26.03	0.00	51.17	0.00	4042.02	0.00	4042.02
561+25	BK	56125.00	25.00	24.40	0.00	23.35	0.00	4065.37	0.00	4065.37
563+10	AH	56310.00	0.00	25.44	0.00	0.00	0.00	4065.37	0.00	4065.37
563+50		56350.00	40.00	31.90	0.00	42.47	0.00	4107.84	0.00	4107.84
564+00		56400.00	50.00	27.72	0.00	55.20	0.00	4163.05	0.00	4163.05
564+50		56450.00	50.00	29.04	0.00	52.56	0.00	4215.60	0.00	4215.60
565+00		56500.00	50.00	27.44	0.00	52.30	0.00	4267.90	0.00	4267.90
565+50		56550.00	50.00	26.72	0.00	50.15	0.00	4318.05	0.00	4318.05
566+00		56600.00	50.00	22.61	0.00	45.68	0.00	4363.72	0.00	4363.72
566+50		56650.00	50.00	25.52	0.00	44.56	0.00	4408.29	0.00	4408.29
567+00		56700.00	50.00	22.82	0.00	44.76	0.00	4453.05	0.00	4453.05
567+50		56750.00	50.00	24.17	0.00	43.51	0.00	4496.56	0.00	4496.56
568+00		56800.00	50.00	23.66	0.00	44.29	0.00	4540.84	0.00	4540.84
568+50		56850.00	50.00	20.17	0.00	40.58	0.00	4581.43	0.00	4581.43
569+00		56900.00	50.00	24.51	0.00	41.37	0.00	4622.80	0.00	4622.80
569+50		56950.00	50.00	19.26	0.00	40.53	0.00	4663.33	0.00	4663.33
570+00		57000.00	50.00	22.67	0.00	38.82	0.00	4702.15	0.00	4702.15
570+50		57050.00	50.00	20.81	0.00	40.26	0.00	4742.41	0.00	4742.41
571+00		57100.00	50.00	24.17	0.00	41.65	0.00	4784.06	0.00	4784.06
571+50		57150.00	50.00	21.66	0.00	42.44	0.00	4826.49	0.00	4826.49
572+00		57200.00	50.00	21.10	0.00	39.59	0.00	4866.09	0.00	4866.09
572+50		57250.00	50.00	20.09	0.00	38.14	0.00	4904.22	0.00	4904.22
573+00		57300.00	50.00	20.24	0.00	37.34	0.00	4941.57	0.00	4941.57
573+50		57350.00	50.00	19.97	0.00	37.23	0.00	4978.80	0.00	4978.80
574+00		57400.00	50.00	20.79	0.00	37.74	0.00	5016.54	0.00	5016.54
574+50		57450.00	50.00	20.74	0.00	38.45	0.00	5054.99	0.00	5054.99
575+00		57500.00	50.00	20.47	0.00	38.16	0.00	5093.15	0.00	5093.15
575+50		57550.00	50.00	19.13	0.00	36.67	0.00	5129.82	0.00	5129.82
576+00		57600.00	50.00	18.33	0.00	34.69	0.00	5164.50	0.00	5164.50
576+50		57650.00	50.00	20.16	0.00	35.64	0.00	5200.14	0.00	5200.14
577+00		57700.00	50.00	20.49	0.00	37.64	0.00	5237.78	0.00	5237.78
577+50		57750.00	50.00	20.99	0.00	38.41	0.00	5276.19	0.00	5276.19
578+00		57800.00	50.00	26.08	0.00	43.58	0.00	5319.77	0.00	5319.77
578+50		57850.00	50.00	28.29	0.00	50.34	0.00	5370.11	0.00	5370.11
579+00		57900.00	50.00	24.76	0.00	49.12	0.00	5419.23	0.00	5419.23
579+50		57950.00	50.00	27.16	0.00	48.07	0.00	5467.31	0.00	5467.31
580+00		58000.00	50.00	27.55	0.00	50.66	0.00	5517.97	0.00	5517.97
580+50		58050.00	50.00	26.84	0.00	50.36	0.00	5568.33	0.00	5568.33

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
581+00	58100.00	50.00	30.02	0.00	52.65	0.00	5620.97	0.00	5620.97
581+50	58150.00	50.00	2.83	0.00	30.42	0.00	5651.39	0.00	5651.39
582+00	58200.00	50.00	28.91	0.00	29.39	0.00	5680.78	0.00	5680.78
582+50	58250.00	50.00	29.72	0.00	54.29	0.00	5735.07	0.00	5735.07
583+00	58300.00	50.00	28.32	0.00	53.74	0.00	5788.81	0.00	5788.81
583+50	58350.00	50.00	28.37	0.00	52.49	0.00	5841.30	0.00	5841.30
584+00	58400.00	50.00	27.71	0.00	51.93	0.00	5893.22	0.00	5893.22
584+50	58450.00	50.00	26.62	0.00	50.31	0.00	5943.53	0.00	5943.53
585+00	58500.00	50.00	23.59	0.00	46.49	0.00	5990.02	0.00	5990.02
585+50	58550.00	50.00	24.31	0.00	44.35	0.00	6034.37	0.00	6034.37
586+00	58600.00	50.00	23.06	0.00	43.86	0.00	6078.23	0.00	6078.23
586+50	58650.00	50.00	22.30	0.00	42.00	0.00	6120.23	0.00	6120.23
587+00	58700.00	50.00	23.33	0.00	42.25	0.00	6162.48	0.00	6162.48
587+50	58750.00	50.00	23.21	0.00	43.09	0.00	6205.58	0.00	6205.58
588+00	58800.00	50.00	23.34	0.00	43.10	0.00	6248.68	0.00	6248.68
588+50	58850.00	50.00	23.96	0.00	43.80	0.00	6292.47	0.00	6292.47
589+00	58900.00	50.00	23.93	0.00	44.34	0.00	6336.82	0.00	6336.82
589+50	58950.00	50.00	25.12	0.00	45.42	0.00	6382.23	0.00	6382.23
590+00	59000.00	50.00	23.52	0.00	45.04	0.00	6427.27	0.00	6427.27
590+50	59050.00	50.00	24.21	0.00	44.19	0.00	6471.47	0.00	6471.47
591+00	59100.00	50.00	23.48	0.00	44.16	0.00	6515.62	0.00	6515.62
591+50	59150.00	50.00	24.43	0.00	44.36	0.00	6559.98	0.00	6559.98
592+00	59200.00	50.00	24.88	0.00	45.66	0.00	6605.64	0.00	6605.64
592+50	59250.00	50.00	25.21	0.00	46.38	0.00	6652.02	0.00	6652.02
593+00	59300.00	50.00	28.02	0.00	49.29	0.00	6701.31	0.00	6701.31
593+50	59350.00	50.00	28.56	0.00	52.39	0.00	6753.70	0.00	6753.70
594+00	59400.00	50.00	26.88	0.00	51.33	0.00	6805.03	0.00	6805.03
594+50	59450.00	50.00	26.05	0.00	49.01	0.00	6854.04	0.00	6854.04
595+00	59500.00	50.00	25.34	0.00	47.58	0.00	6901.62	0.00	6901.62
595+50	59550.00	50.00	26.41	0.00	47.92	0.00	6949.54	0.00	6949.54
596+00	59600.00	50.00	23.91	0.00	46.59	0.00	6996.13	0.00	6996.13
596+50	59650.00	50.00	25.42	0.00	45.68	0.00	7041.81	0.00	7041.81
596+90	59690.00	40.00	27.10	0.00	38.90	0.00	7080.71	0.00	7080.71
597+00	59700.00	10.00	26.92	0.00	10.00	0.00	7090.72	0.00	7090.72
597+50	59750.00	50.00	26.66	0.00	49.61	0.00	7140.33	0.00	7140.33
598+00	59800.00	50.00	25.09	0.00	47.92	0.00	7188.24	0.00	7188.24
598+50	59850.00	50.00	24.45	0.00	45.87	0.00	7234.11	0.00	7234.11
599+00	59900.00	50.00	24.59	0.00	45.41	0.00	7279.52	0.00	7279.52
599+50	59950.00	50.00	24.48	0.00	45.44	0.00	7324.96	0.00	7324.96
600+00	60000.00	50.00	22.01	0.00	43.05	0.00	7368.00	0.00	7368.00
600+50	60050.00	50.00	27.91	0.00	46.22	0.00	7414.22	0.00	7414.22

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
601+00	60100.00	50.00	26.87	0.00	50.72	0.00	7464.95	0.00	7464.95
601+50	60150.00	50.00	27.77	0.00	50.59	0.00	7515.54	0.00	7515.54
602+00	60200.00	50.00	29.47	0.00	53.00	0.00	7568.54	0.00	7568.54
602+30	60230.00	30.00	29.63	0.00	32.83	0.00	7601.37	0.00	7601.37
602+50	60250.00	20.00	27.05	0.00	20.99	0.00	7622.37	0.00	7622.37
603+00	60300.00	50.00	27.53	0.00	50.54	0.00	7672.90	0.00	7672.90
603+50	60350.00	50.00	30.24	0.00	53.49	0.00	7726.39	0.00	7726.39
604+00	60400.00	50.00	31.43	0.00	57.10	0.00	7783.49	0.00	7783.49
604+50	60450.00	50.00	47.11	0.00	72.72	0.00	7856.22	0.00	7856.22
605+00	60500.00	50.00	47.17	0.00	87.30	0.00	7943.51	0.00	7943.51
605+50	60550.00	50.00	47.12	0.00	87.31	0.00	8030.82	0.00	8030.82
606+00	60600.00	50.00	26.85	0.00	68.49	0.00	8099.31	0.00	8099.31
606+50	60650.00	50.00	28.01	0.00	50.80	0.00	8150.11	0.00	8150.11
607+00	60700.00	50.00	27.95	0.00	51.81	0.00	8201.92	0.00	8201.92
607+50	60750.00	50.00	27.91	0.00	51.72	0.00	8253.64	0.00	8253.64
608+00	60800.00	50.00	29.22	0.00	52.90	0.00	8306.54	0.00	8306.54
608+50	BK 60850.00	50.00	28.39	0.00	53.34	0.00	8359.88	0.00	8359.88
616+62	AH 61662.00	0.00	2.25	0.00	0.00	0.00	8359.88	0.00	8359.88
616+97	BK 61697.00	35.00	3.50	0.00	3.73	0.00	8363.61	0.00	8363.61
617+03	AH 61703.00	0.00	3.50	0.00	0.00	0.00	8363.61	0.00	8363.61
617+37	BK 61737.00	34.00	2.25	0.00	3.62	0.00	8367.23	0.00	8367.23
617+58	AH 61757.50	0.00	2.25	0.00	0.00	0.00	8367.23	0.00	8367.23
617+93	BK 61792.50	35.00	3.50	0.00	3.73	0.00	8370.96	0.00	8370.96
618+08	AH 61807.50	0.00	3.50	0.00	0.00	0.00	8370.96	0.00	8370.96
618+43	BK 61842.50	35.00	2.25	0.00	3.73	0.00	8374.68	0.00	8374.68
730+08	AH 73007.50	0.00	3.50	0.00	0.00	0.00	9188.01	0.00	9188.01
730+67	BK 73067.00	59.50	2.25	0.00	6.34	0.00	9194.34	0.00	9194.34
732+33	AH 73233.00	0.00	2.25	0.00	0.00	0.00	9194.34	0.00	9194.34
732+93	BK 73292.50	59.50	3.50	0.00	6.34	0.00	9200.68	0.00	9200.68
733+08	AH 73307.50	0.00	3.50	0.00	0.00	0.00	9200.68	0.00	9200.68
733+67	BK 73367.00	59.50	2.25	0.00	6.34	0.00	9207.01	0.00	9207.01
736+63	AH 73663.00	0.00	2.25	0.00	0.00	0.00	9207.01	0.00	9207.01
737+23	BK 73722.50	59.50	3.50	0.00	6.34	0.00	9213.35	0.00	9213.35
737+38	AH 73737.50	0.00	3.50	0.00	0.00	0.00	9213.35	0.00	9213.35
737+97	BK 73797.00	59.50	2.25	0.00	6.34	0.00	9219.68	0.00	9219.68
743+33	AH 74333.00	0.00	2.25	0.00	0.00	0.00	9219.68	0.00	9219.68
743+93	BK 74392.50	59.50	3.50	0.00	6.34	0.00	9226.02	0.00	9226.02
744+08	AH 74407.50	0.00	3.50	0.00	0.00	0.00	9226.02	0.00	9226.02
744+67	BK 74467.00	59.50	2.25	0.00	6.34	0.00	9232.36	0.00	9232.36
750+11	AH 75010.56	0.00	2.25	0.00	0.00	0.00	9232.36	0.00	9232.36
750+70	BK 75070.06	59.50	30.00	0.00	35.53	0.00	9267.89	0.00	9267.89
752+02	AH 75201.50	131.44	30.00	0.00	146.04	0.00	9413.93	0.00	9413.93
752+18	BK 75217.50	16.00	3.50	0.00	9.93	0.00	9423.86	0.00	9423.86

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION		Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
				Cut	Fill	Cut	Fill	Cut	Fill	
752+33	AH	75232.50	0.00	3.50	0.00	0.00	0.00	9277.82	0.00	9277.82
752+93	BK	75292.50	60.00	2.25	0.00	6.39	0.00	9284.21	0.00	9284.21
769+83	AH	76983.00	0.00	2.25	0.00	0.00	0.00	9284.21	0.00	9284.21
770+43	BK	77042.50	59.50	3.50	0.00	6.34	0.00	9290.54	0.00	9290.54
770+58	AH	77057.50	0.00	3.50	0.00	0.00	0.00	9290.54	0.00	9290.54
771+17	BK	77117.00	59.50	2.25	0.00	6.34	0.00	9296.88	0.00	9296.88
780+03	AH	78003.00	0.00	2.25	0.00	0.00	0.00	9296.88	0.00	9296.88
780+63	BK	78062.50	59.50	3.50	0.00	6.34	0.00	9303.21	0.00	9303.21
780+78	AH	78077.50	0.00	3.50	0.00	0.00	0.00	9303.21	0.00	9303.21
781+37	BK	78137.00	59.50	2.25	0.00	6.34	0.00	9309.55	0.00	9309.55
793+73	AH	79373.00	0.00	2.25	0.00	0.00	0.00	9309.55	0.00	9309.55
794+33	BK	79432.50	59.50	3.50	0.00	6.34	0.00	9315.88	0.00	9315.88
794+48	AH	79447.50	0.00	3.50	0.00	0.00	0.00	9315.88	0.00	9315.88
795+07	BK	79507.00	59.50	2.25	0.00	6.34	0.00	9322.22	0.00	9322.22
795+75	AH	79574.96	0.00	2.25	0.00	0.00	0.00	9322.22	0.00	9322.22
796+35	BK	79635.05	60.09	3.50	0.00	6.40	0.00	9328.62	0.00	9328.62
822+40	AH	82240.11	0.00	3.50	0.00	0.00	0.00	9328.62	0.00	9328.62
823+40	BK	82339.78	99.67	3.50	0.00	12.92	0.00	9341.54	0.00	9341.54
823+55	AH	82354.78	0.00	3.50	0.00	0.00	0.00	9341.54	0.00	9341.54
824+14	BK	82414.28	59.50	2.25	0.00	6.34	0.00	9347.87	0.00	9347.87
829+45	AH	82944.56	0.00	2.25	0.00	0.00	0.00	9347.87	0.00	9347.87
830+04	BK	83004.06	59.50	3.50	0.00	6.34	0.00	9354.21	0.00	9354.21
830+19	AH	83019.06	0.00	3.50	0.00	0.00	0.00	9354.21	0.00	9354.21
831+19	BK	83119.26	100.20	3.50	0.00	12.99	0.00	9367.20	0.00	9367.20
832+55	AH	83255.45	0.00	3.50	0.00	0.00	0.00	9367.20	0.00	9367.20
833+17	BK	83316.68	61.23	2.25	0.00	6.52	0.00	9373.72	0.00	9373.72
844+43	AH	84443.00	0.00	2.25	0.00	0.00	0.00	9373.72	0.00	9373.72
845+03	BK	84502.50	59.50	3.50	0.00	6.34	0.00	9380.05	0.00	9380.05
845+18	AH	84517.50	0.00	3.50	0.00	0.00	0.00	9380.05	0.00	9380.05
845+77	BK	84577.00	59.50	2.25	0.00	6.34	0.00	9386.39	0.00	9386.39
853+33	AH	85333.00	0.00	2.25	0.00	0.00	0.00	9386.39	0.00	9386.39
853+93	BK	85392.50	59.50	3.50	0.00	6.34	0.00	9392.72	0.00	9392.72
854+08	AH	85407.50	0.00	3.50	0.00	0.00	0.00	9392.72	0.00	9392.72
854+67	BK	85467.00	59.50	2.25	0.00	6.34	0.00	9399.06	0.00	9399.06
859+93	AH	85993.00	0.00	2.25	0.00	0.00	0.00	9399.06	0.00	9399.06
860+53	BK	86052.50	59.50	3.50	0.00	6.34	0.00	9405.40	0.00	9405.40
860+68	AH	86067.50	0.00	3.50	0.00	0.00	0.00	9405.40	0.00	9405.40
861+27	BK	86127.00	59.50	2.25	0.00	6.34	0.00	9411.73	0.00	9411.73
863+83	AH	86383.00	0.00	2.25	0.00	0.00	0.00	9411.73	0.00	9411.73

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION		Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
				Cut	Fill	Cut	Fill	Cut	Fill	
864+43	BK	86442.50	59.50	3.50	0.00	6.34	0.00	9564.11	0.00	9564.11
864+58	AH	86457.50	0.00	3.50	0.00	0.00	0.00	9564.11	0.00	9564.11
864+93	BK	86492.50	35.00	2.25	0.00	3.73	0.00	9567.84	0.00	9567.84
871+83	AH	87182.50	0.00	2.25	0.00	0.00	0.00	9567.84	0.00	9567.84
872+18	BK	87217.50	35.00	3.50	0.00	3.73	0.00	9571.57	0.00	9571.57
872+33	AH	87232.50	0.00	3.50	0.00	0.00	0.00	9571.57	0.00	9571.57
872+68	BK	87267.50	35.00	2.25	0.00	3.73	0.00	9575.29	0.00	9575.29
876+22	AH	87621.81	0.00	2.25	0.00	0.00	0.00	9575.29	0.00	9575.29
877+15	BK	87715.17	93.36	3.00	0.00	9.08	0.00	9584.37	0.00	9584.37
879+08	AH	87907.80	0.00	3.00	0.00	0.00	0.00	9584.37	0.00	9584.37
880+21	BK	88021.02	113.22	3.50	0.00	13.63	0.00	9598.00	0.00	9598.00
880+27	AH	88027.02	0.00	3.50	0.00	0.00	0.00	9598.00	0.00	9598.00
880+87	BK	88086.52	59.50	2.25	0.00	6.34	0.00	9604.33	0.00	9604.33
883+13	AH	88312.50	0.00	2.25	0.00	0.00	0.00	9604.33	0.00	9604.33
883+72	BK	88372.00	59.50	3.50	0.00	6.34	0.00	9610.67	0.00	9610.67
883+78	AH	88378.00	0.00	3.50	0.00	0.00	0.00	9610.67	0.00	9610.67
884+38	BK	88437.50	59.50	2.25	0.00	6.34	0.00	9617.00	0.00	9617.00
890+08	AH	89007.50	0.00	2.25	0.00	0.00	0.00	9617.00	0.00	9617.00
890+67	BK	89067.00	59.50	3.50	0.00	6.34	0.00	9623.34	0.00	9623.34
890+73	AH	89073.00	0.00	3.50	0.00	0.00	0.00	9623.34	0.00	9623.34
891+08	BK	89108.00	35.00	2.25	0.00	3.73	0.00	9627.07	0.00	9627.07
898+58	AH	89857.50	0.00	2.25	0.00	0.00	0.00	9627.07	0.00	9627.07
898+93	BK	89892.50	35.00	3.50	0.00	3.73	0.00	9630.79	0.00	9630.79
899+08	AH	89907.50	0.00	3.50	0.00	0.00	0.00	9630.79	0.00	9630.79
899+43	BK	89942.50	35.00	2.25	0.00	3.73	0.00	9634.52	0.00	9634.52
						9634.52	0.00			

PROJECT ID 1206-06-79
DIVISION 1 - CL (EB OUTSIDE) A

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	EBS (In Cross Sections)	Cut	Fill	Cut	Fill	
581+07	AH	58107.00	0.00	10.51	1.51	0.00	0.00	0.00	0.00	0.00
581+50		58150.00	43.00	10.87	5.24	0.00	17.02	17.02	5.38	11.65
582+00		58200.00	50.00	15.68	0.00	0.00	24.58	41.61	10.23	31.38
582+50		58250.00	50.00	18.48	0.00	0.00	31.63	73.24	10.23	63.01
583+00		58300.00	50.00	21.02	0.00	0.00	36.57	109.81	10.23	99.59
583+50		58350.00	50.00	22.76	0.00	0.00	40.54	150.35	10.23	140.12
584+00		58400.00	50.00	24.12	0.00	0.00	43.41	193.76	10.23	183.53
584+50		58450.00	50.00	39.44	0.00	0.00	58.85	252.61	10.23	242.38
585+00		58500.00	50.00	47.18	0.00	0.00	80.20	332.81	10.23	322.59
585+50		58550.00	50.00	47.61	0.00	0.00	87.77	420.58	10.23	410.35
586+00		58600.00	50.00	49.79	0.00	0.00	90.19	510.77	10.23	500.54
586+50		58650.00	50.00	41.27	0.07	0.00	84.31	595.08	10.29	584.79
587+00		58700.00	50.00	40.52	0.03	0.00	75.73	670.81	10.38	660.43
587+50		58750.00	50.00	35.10	1.83	0.00	70.02	740.83	12.11	728.72
588+00		58800.00	50.00	43.96	0.12	0.00	73.20	814.03	13.91	800.12
588+50		58850.00	50.00	45.43	0.00	0.00	82.77	896.80	14.02	882.78
589+00		58900.00	50.00	46.35	0.00	0.00	84.98	981.78	14.02	967.76
589+50		58950.00	50.00	43.61	0.00	0.00	83.30	1065.08	14.02	1051.06
590+00		59000.00	50.00	33.72	0.00	0.00	71.60	1136.68	14.02	1122.66
590+50		59050.00	50.00	33.86	0.00	0.00	62.57	1199.26	14.02	1185.23
591+00		59100.00	50.00	32.00	0.00	0.00	60.98	1260.24	14.02	1246.21
591+50		59150.00	50.00	31.25	0.95	0.00	58.56	1318.80	14.90	1303.90
592+00		59200.00	50.00	30.10	1.25	0.00	56.81	1375.61	16.94	1358.67
592+50		59250.00	50.00	31.89	0.40	0.00	57.40	1433.01	18.47	1414.54
593+00		59300.00	50.00	30.58	0.53	0.00	57.84	1490.85	19.33	1471.52
593+50		59350.00	50.00	31.88	0.00	0.00	57.83	1548.68	19.82	1528.86
594+00		59400.00	50.00	33.20	0.00	0.00	60.26	1608.94	19.82	1589.12
594+50		59450.00	50.00	37.26	0.00	0.00	65.24	1674.18	19.82	1654.36
595+00		59500.00	50.00	40.48	0.00	0.00	71.98	1746.16	19.82	1726.34
595+50		59550.00	50.00	40.79	0.00	0.00	75.25	1821.41	19.82	1801.59
596+00		59600.00	50.00	44.66	0.00	0.00	79.12	1900.53	19.82	1880.71
596+50		59650.00	50.00	40.46	0.00	0.00	78.81	1979.35	19.82	1959.53
597+00		59700.00	50.00	51.58	0.56	0.00	85.22	2064.57	20.34	2044.23
597+50		59750.00	50.00	60.25	3.08	0.00	103.55	2168.12	23.71	2144.41
598+00		59800.00	50.00	38.54	0.00	0.00	91.47	2259.59	26.56	2233.03
598+50		59850.00	50.00	57.59	0.00	60.50	89.01	2348.60	26.56	2322.04

DIVISION 1 - CL (EB OUTSIDE) A

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	EBS (In Cross Sections)	Cut	Fill	Cut	Fill	
599+00	59900.00	50.00	73.35	0.00	96.70	121.24	0.00	2469.84	26.56	2443.28
599+50	59950.00	50.00	62.07	0.00	96.00	125.39	0.00	2595.23	26.56	2568.67
600+00	60000.00	50.00	55.05	2.28	93.90	108.44	2.11	2703.67	28.67	2675.00
600+50	60050.00	50.00	58.51	2.66	94.30	105.15	4.57	2808.82	33.25	2775.58
601+00	60100.00	50.00	62.38	3.55	94.70	111.94	5.75	2920.76	39.00	2881.76
601+50	60150.00	50.00	73.23	0.00	98.40	125.56	3.29	3046.32	42.28	3004.04
602+00	60200.00	50.00	81.41	0.00	100.70	143.19	0.00	3189.51	42.28	3147.22
602+50	60250.00	50.00	70.23	0.00	79.60	140.41	0.00	3329.91	42.28	3287.63
603+00	60300.00	50.00	70.32	0.00	80.20	130.14	0.00	3460.05	42.28	3417.77
603+41	BK 60341.00	41.00	40.19	0.00	50.40	83.91	0.00	3543.96	42.28	3501.68
					945.40	3543.96	42.28			

PROJECT ID 1206-06-79
DIVISION 1 - CL (EB OUTSIDE) B

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
824+50	AH	82450.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
825+00		82500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
825+50		82550.00	1.15	0.10	1.06	0.09	1.06	0.09	0.97
826+00		82600.00	1.83	0.00	2.76	0.09	3.82	0.19	3.64
826+50		82650.00	1.90	0.00	3.45	0.00	7.28	0.19	7.09
827+00		82700.00	10.07	1.75	11.08	1.62	18.36	1.81	16.56
827+50		82750.00	10.53	7.03	19.07	8.13	37.44	9.94	27.50
827+93		82793.00	8.76	13.82	15.36	16.60	52.80	26.54	26.26
828+00		82800.00	9.16	12.30	2.32	3.39	55.12	29.92	25.19
828+18		82818.00	10.23	8.05	6.46	6.78	61.58	36.71	24.87
828+43		82843.00	11.68	3.91	10.14	5.54	71.73	42.24	29.48
828+50		82850.00	11.95	0.00	3.06	0.51	74.79	42.75	32.04
829+00		82900.00	2.79	0.00	13.65	0.00	88.44	42.75	45.69
829+50		82950.00	2.97	0.00	5.33	0.00	93.77	42.75	51.02
830+00		83000.00	2.20	2.55	4.79	2.36	98.56	45.11	53.45
830+50	BK	83050.00	2.06	2.93	3.94	5.07	102.50	50.19	52.32
					102.50	50.19			

PROJECT ID 1206-06-79
DIVISION 1 - CL (WB OUTSIDE)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
584+00	AH	58400.00	0.00	18.64	0.05	0.00	0.00	0.00	0.00
584+25		58425.00	25.00	23.71	0.01	19.61	0.03	19.61	19.58
584+50		58450.00	25.00	28.95	0.03	24.38	0.02	43.99	43.94
585+00		58500.00	50.00	35.06	0.00	59.27	0.03	103.25	103.18
585+50		58550.00	50.00	33.22	0.02	63.22	0.02	166.48	166.38
586+00		58600.00	50.00	33.41	0.01	61.69	0.03	228.17	228.05
586+50		58650.00	50.00	34.28	0.00	62.68	0.01	290.85	290.72
587+00		58700.00	50.00	33.46	0.00	62.72	0.00	353.57	353.44
587+50		58750.00	50.00	32.85	0.07	61.40	0.06	414.97	414.77
588+00		58800.00	50.00	32.52	0.07	60.53	0.13	475.50	475.17
588+50		58850.00	50.00	32.04	0.14	59.78	0.19	535.27	534.75
589+00		58900.00	50.00	31.88	0.27	59.19	0.38	594.46	593.56
589+50		58950.00	50.00	32.42	0.17	59.54	0.41	654.00	652.69
590+00		59000.00	50.00	31.19	1.43	58.90	1.48	712.89	710.11
590+50		59050.00	50.00	31.36	1.73	57.92	2.93	770.81	765.10
591+00		59100.00	50.00	30.65	2.59	57.42	4.00	828.23	818.51
591+50		59150.00	50.00	31.33	0.66	57.39	3.01	885.62	872.89
592+00		59200.00	50.00	31.46	0.01	58.14	0.62	943.75	930.41
592+50		59250.00	50.00	31.95	0.29	58.71	0.28	1002.47	988.85
593+00		59300.00	50.00	28.78	3.55	56.23	3.56	1058.70	1041.52
593+50		59350.00	50.00	28.63	2.92	53.16	5.99	1111.86	1088.69
594+00		59400.00	50.00	32.63	0.59	56.72	3.25	1168.58	1142.16
594+50		59450.00	50.00	33.58	0.03	61.31	0.57	1229.88	1202.89
594+85		59485.00	35.00	30.12	0.06	41.29	0.06	1271.17	1244.12
595+00		59500.00	15.00	30.01	0.55	16.70	0.17	1287.87	1260.66
595+50		59550.00	50.00	32.46	0.00	57.84	0.51	1345.72	1317.99
596+00		59600.00	50.00	33.56	0.00	61.13	0.00	1406.85	1379.12
596+50		59650.00	50.00	32.10	0.00	60.80	0.00	1467.64	1439.91
597+00		59700.00	50.00	33.48	0.00	60.72	0.00	1528.36	1500.64
597+50		59750.00	50.00	32.48	0.00	61.07	0.00	1589.44	1561.71
598+00		59800.00	50.00	30.51	0.52	58.32	0.48	1647.76	1619.55
598+50		59850.00	50.00	26.95	1.22	53.20	1.61	1700.97	1671.15
598+58	BK	59858.00	8.00	26.41	1.22	7.91	0.36	1708.87	1678.69
					1708.87	30.18			

PROJECT ID 1206-06-79
DIVISION 1 - TDSW

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
17+00	AH	1700.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17+50		1750.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00
18+00		1800.00	50.00	11.63	0.00	10.77	0.00	10.77	10.77
18+22		1822.00	22.00	63.24	0.00	30.50	0.00	41.27	41.27
18+50		1850.00	28.00	65.17	0.00	66.58	0.00	107.85	107.85
19+00		1900.00	50.00	69.09	0.00	124.31	0.00	232.17	232.17
19+50		1950.00	50.00	70.21	0.00	128.98	0.00	361.15	361.15
20+00		2000.00	50.00	67.41	0.00	127.43	0.00	488.58	488.58
20+50	BK	2050.00	50.00	49.44	0.00	108.19	0.00	596.77	596.77
21+00		2100.00	50.00	0.00	0.00	45.78	0.00	642.55	642.55
					642.55	0.00			

PROJECT ID 1206-06-79
DIVISION 1 - FHSW

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate	
			Cut	Fill	Cut	Fill	Cut	Fill		
11+00	AH	1100.00	0.00	55.50	0.29	0.00	0.00	0.00	0.00	
11+50		1150.00	50.00	80.41	1.34	125.84	1.51	125.84	1.51	
12+00		1200.00	50.00	84.60	0.39	152.79	1.60	278.63	3.11	
12+50		1250.00	50.00	76.64	0.12	149.30	0.47	427.93	3.58	
13+00		1300.00	50.00	56.59	2.38	123.36	2.31	551.29	5.90	
13+50		1350.00	50.00	75.12	19.41	121.95	20.18	673.24	26.07	
14+00		1400.00	50.00	96.43	8.33	158.84	25.69	832.08	51.76	
14+50		1450.00	50.00	119.91	10.29	200.31	17.24	1032.40	69.00	
15+00		1500.00	50.00	128.61	5.38	230.11	14.51	1262.51	83.51	
15+50		1550.00	50.00	49.82	1.04	165.21	5.94	1427.72	89.45	
16+00		1600.00	50.00	25.70	1.13	69.93	2.01	1497.65	91.46	
16+26		BK	1626.00	26.00	10.59	1.31	17.47	1.17	1515.12	92.64
						1515.12	92.64			

PROJECT ID 1206-06-79
DIVISION 1 - TDNE

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
481+96	AH	48196.39	0.00	40.54	0.00	0.00	0.00	0.00	0.00
482+00		48200.00	3.61	41.04	0.00	5.45	5.45	0.00	5.45
482+50		48250.00	50.00	56.39	0.00	90.21	95.67	0.00	95.67
483+00		48300.00	50.00	30.85	0.00	80.78	176.44	0.00	176.44
483+25		48325.00	25.00	54.62	0.00	39.57	216.01	0.00	216.01
483+50		48350.00	25.00	38.22	0.00	42.98	259.00	0.00	259.00
483+90		48390.00	40.00	134.34	0.43	127.82	386.82	0.32	386.50
484+00		48400.00	10.00	108.23	0.49	44.92	431.74	0.49	431.25
484+35		48435.00	35.00	57.75	2.23	107.58	539.32	2.25	537.07
484+50		48450.00	15.00	54.45	2.24	31.17	570.48	3.49	566.99
485+00		48500.00	50.00	52.12	2.01	98.68	669.16	7.43	661.73
485+50		48550.00	50.00	55.99	1.18	100.10	769.26	10.38	758.88
486+00		48600.00	50.00	60.15	1.70	107.54	876.80	13.05	863.75
486+50		48650.00	50.00	66.35	2.70	117.13	993.93	17.12	976.81
487+00		48700.00	50.00	69.81	0.17	126.07	1120.00	19.78	1100.22
487+50		48750.00	50.00	43.43	0.00	104.85	1224.85	19.94	1204.92
488+00		48800.00	50.00	46.84	0.00	83.58	1308.44	19.94	1288.50
488+50		48850.00	50.00	45.57	0.00	85.56	1394.00	19.94	1374.06
489+00		48900.00	50.00	40.21	0.00	79.43	1473.43	19.94	1453.49
489+50	BK	48950.00	50.00	0.00	0.00	37.23	1510.66	19.94	1490.72
					1510.66	19.94			

PROJECT ID 1206-06-79
DIVISION 1 - TDNF

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
579+80	AH	57980.00	0.00	49.62	4.42	0.00	0.00	0.00	0.00
580+00		58000.00	20.00	53.13	0.27	38.06	1.74	38.06	36.32
580+50		58050.00	50.00	51.85	0.09	97.20	0.33	135.26	133.19
581+00		58100.00	50.00	49.78	0.56	94.10	0.60	229.36	226.69
581+50		58150.00	50.00	54.11	0.25	96.19	0.75	325.56	322.13
581+94		58194.49	44.49	77.32	0.05	108.28	0.25	433.84	430.17
582+00		58200.00	5.51	38.79	0.08	11.85	0.01	445.69	442.00
582+30	BK	58230.00	30.00	46.89	0.24	47.60	0.18	493.29	489.43
					493.29	3.86			

PROJECT ID 1206-06-79
DIVISION 1 - TDNG

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
600+50	AH	60050.00	0.00	29.87	0.00	0.00	0.00	0.00	0.00
600+75		60075.00	25.00	50.92	0.19	37.40	0.09	37.40	37.31
601+00		60100.00	25.00	45.61	0.40	44.69	0.27	82.09	81.73
601+25		60125.00	25.00	35.55	0.03	37.57	0.20	119.67	119.11
601+50		60150.00	25.00	37.83	0.00	33.97	0.01	153.64	153.06
601+75		60175.00	25.00	28.93	0.00	30.91	0.00	184.55	183.97
601+80	BK	60180.00	5.00	29.22	0.00	5.38	0.00	189.93	189.36
					189.93	0.57			

PROJECT ID 1206-06-79
DIVISION 1 - TDNH

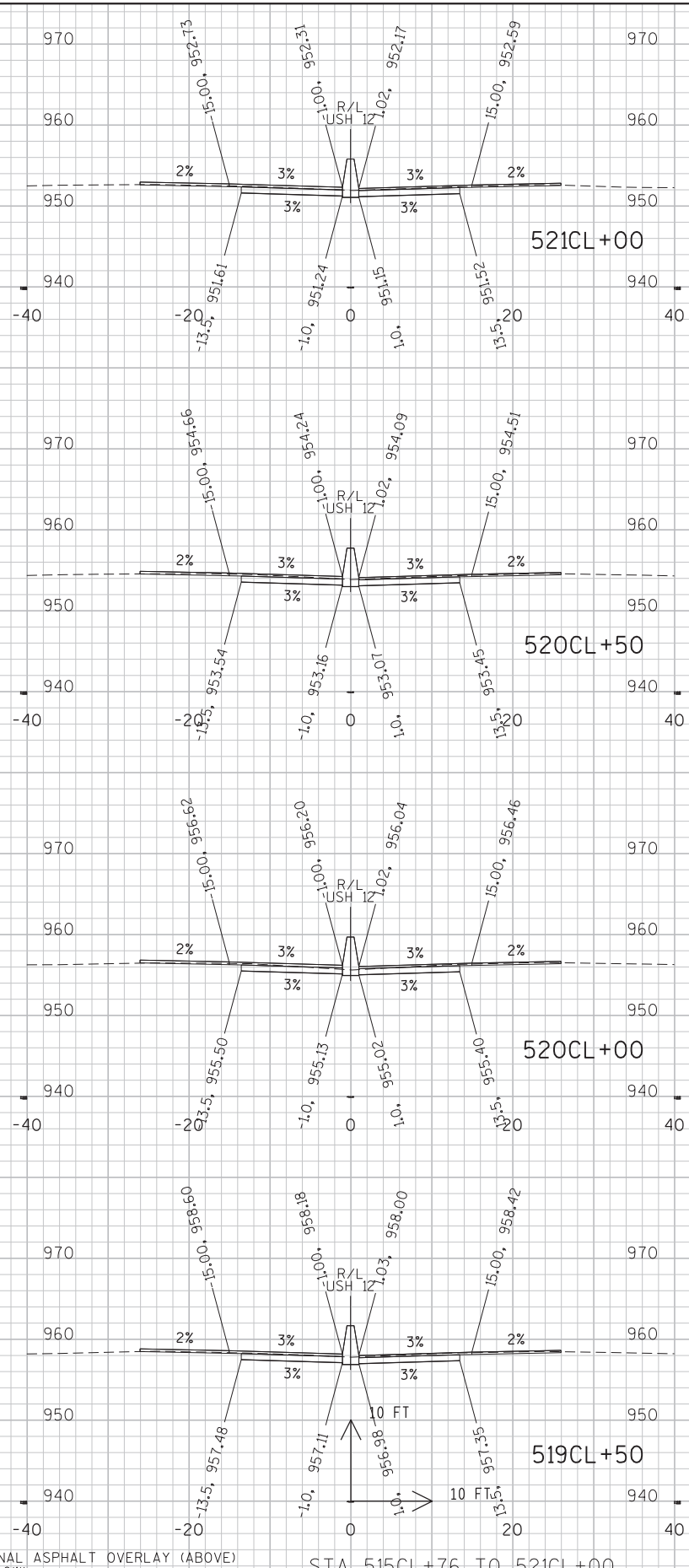
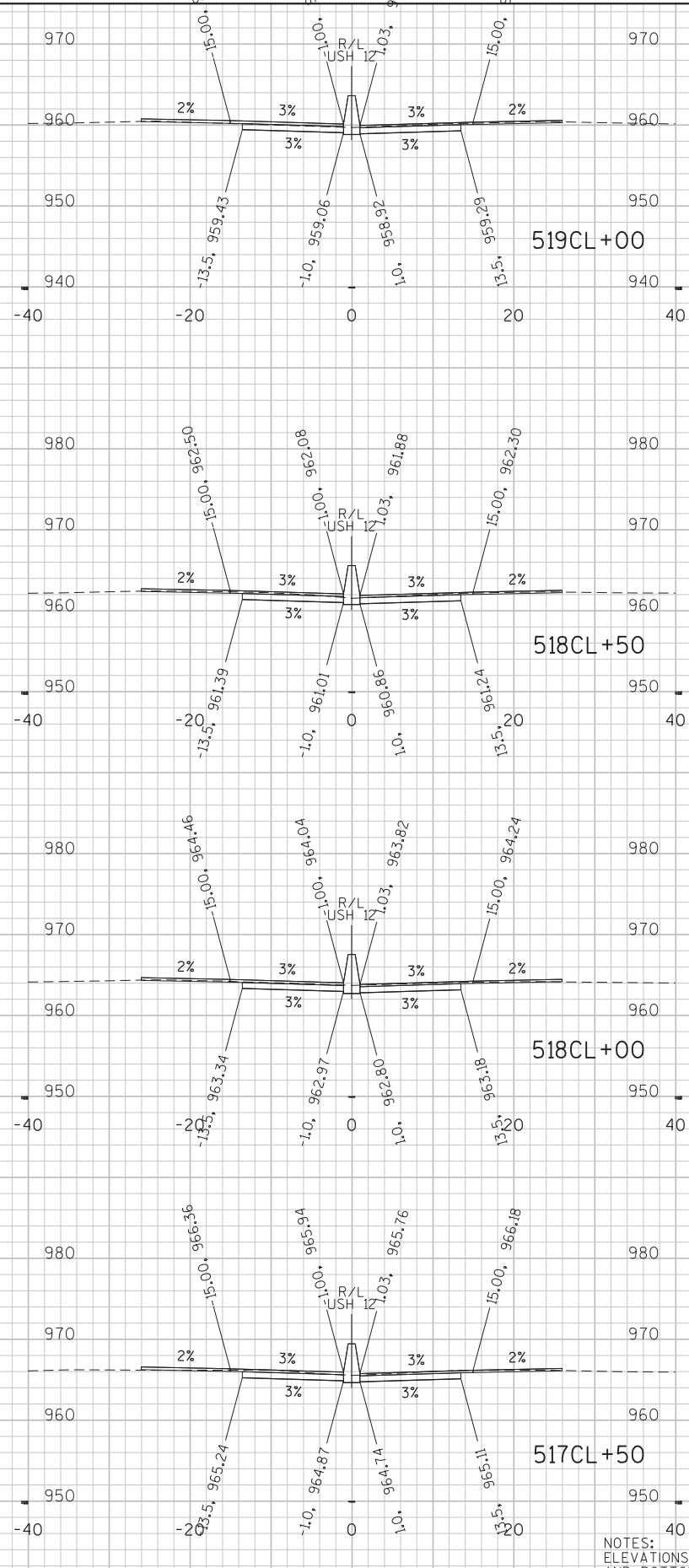
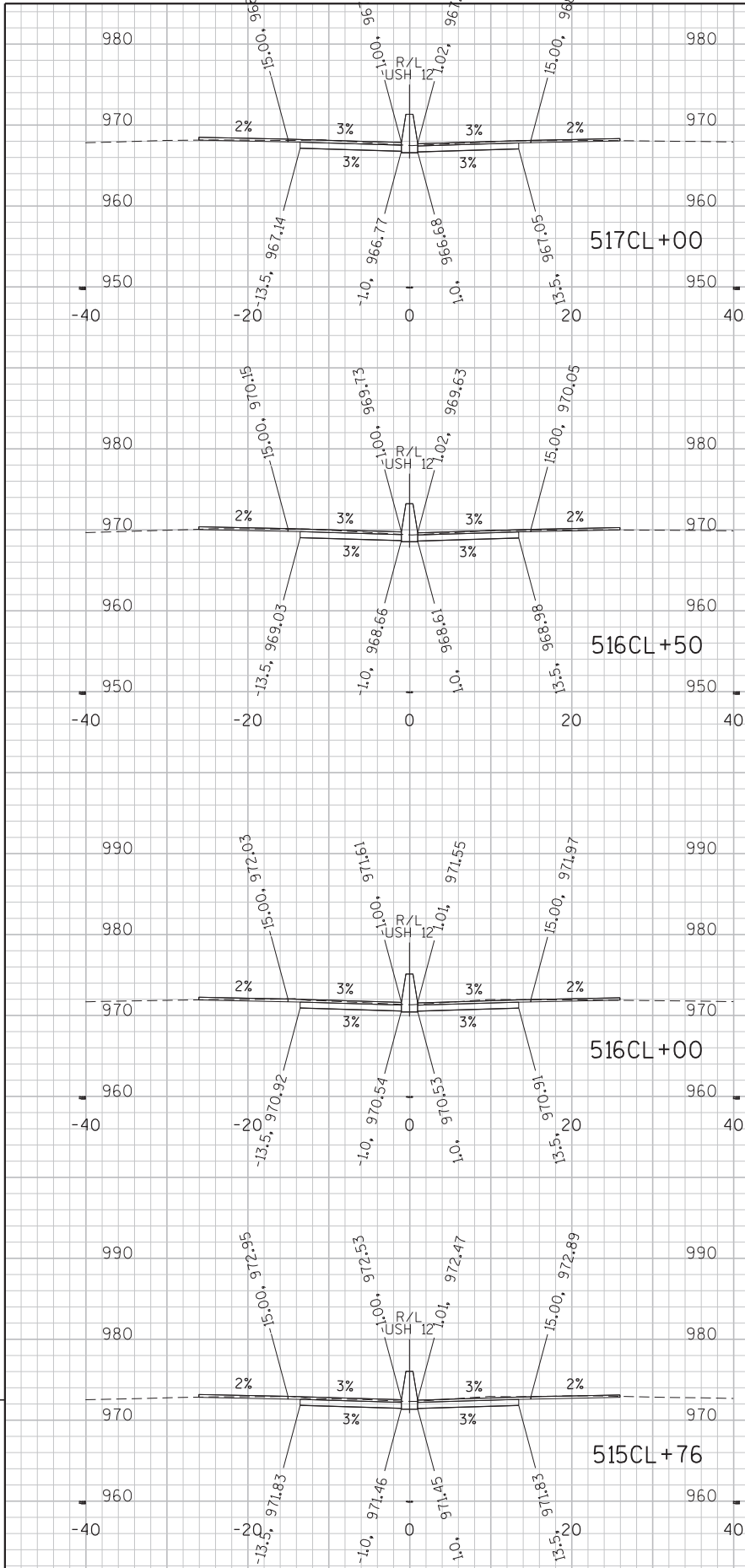
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			Cut	Fill	Cut	Fill	Cut	Fill	
783+36	AH	78336.00	0.00	24.16	0.00	0.69	0.00	0.00	0.00
783+50		78350.00	14.00	30.07	0.26		14.06	0.25	13.81
783+75		78375.00	25.00	46.48	0.00		49.50	0.37	49.13
784+00		78400.00	25.00	57.30	0.00		97.55	0.37	97.18
784+25		78425.00	25.00	0.00	0.00		124.07	0.37	123.71
784+36	BK	78436.00	11.00	0.00	0.00		124.07	0.37	123.71
					124.07	0.37			

PROJECT ID 1206-06-79
DIVISION 1 - TDSE

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
100+63	AH	10063.00	0.00	30.00	0.00		0.00	0.00	0.00
102+64	BK	10264.00	201.00	30.00	0.00		223.33	0.00	223.33
					223.33	0.00			

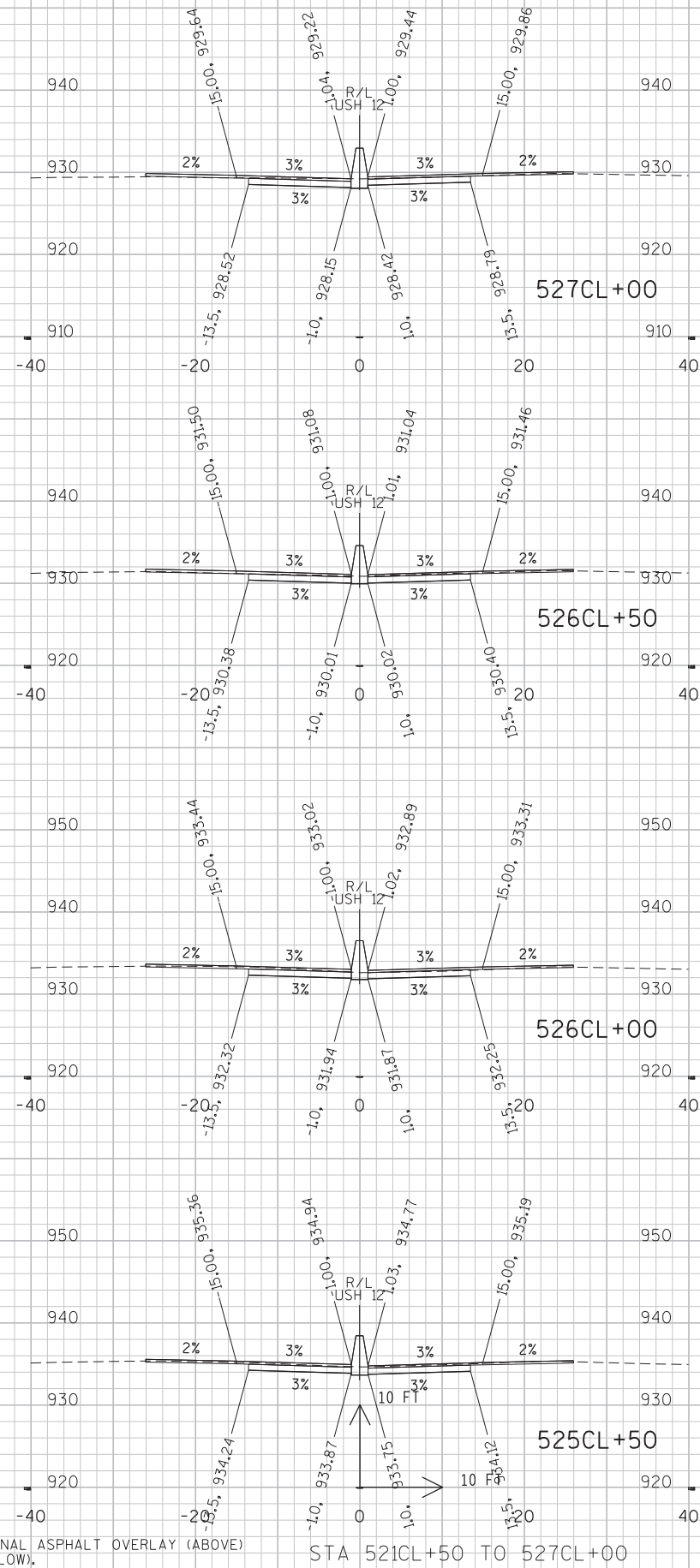
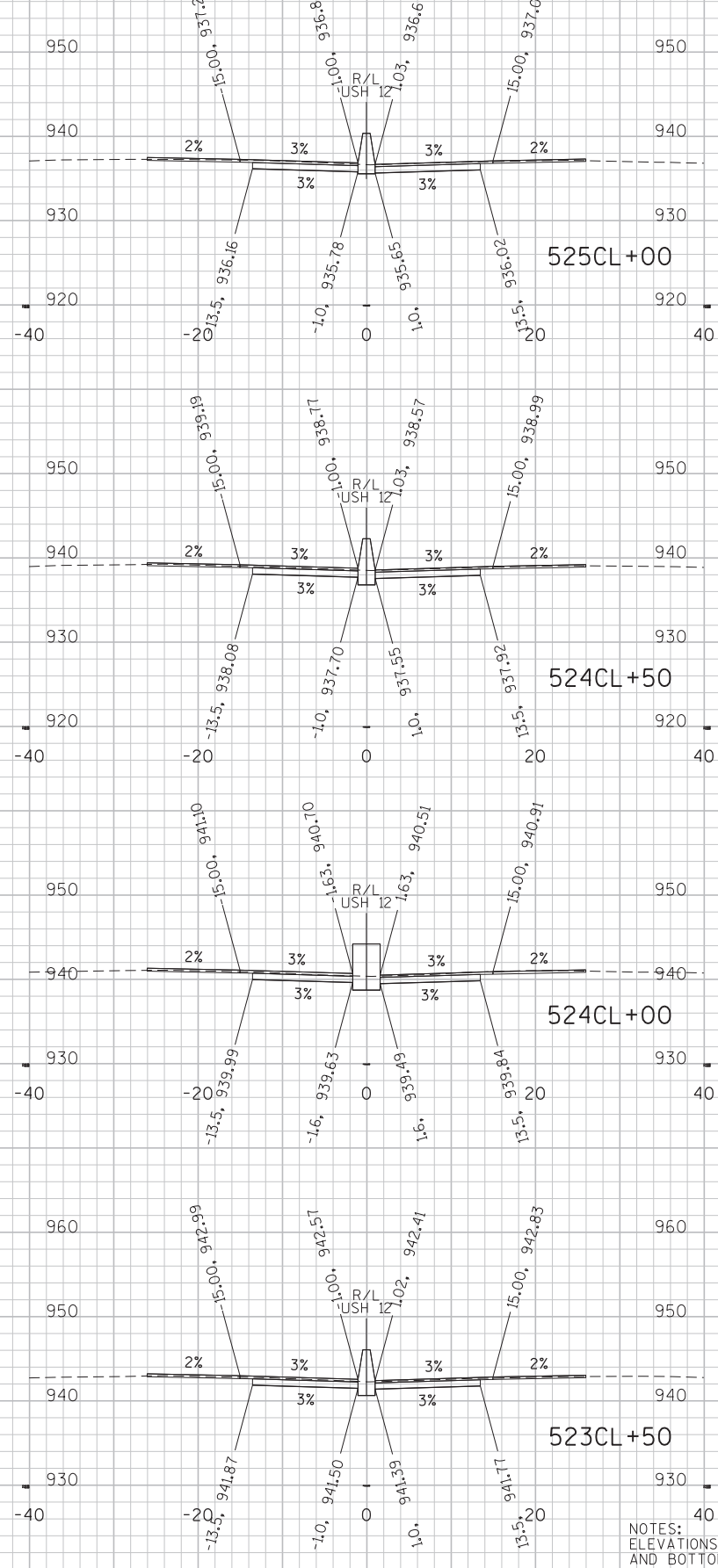
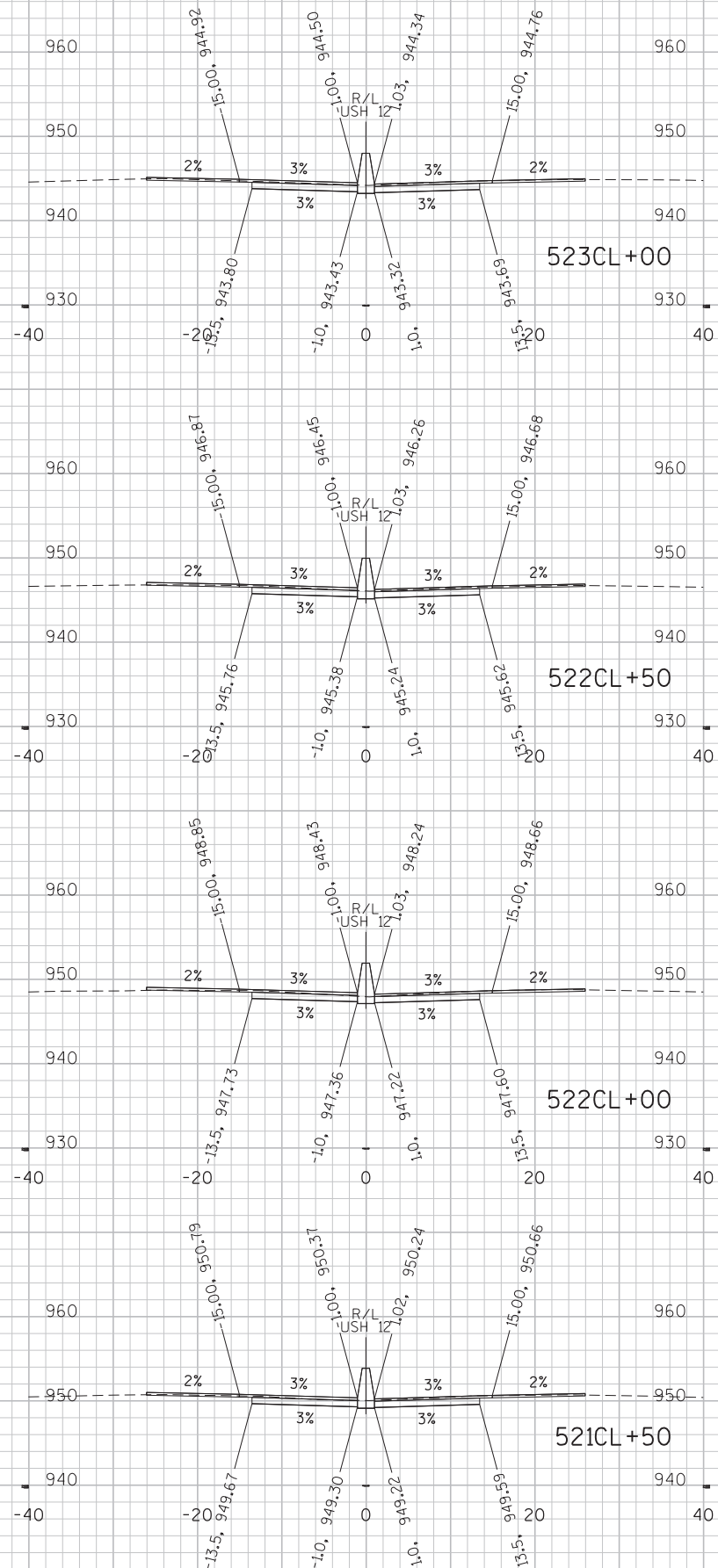
PROJECT ID 1206-06-79
DIVISION 1 - TDSE

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
201+33	AH	20133.00	0.00	45.00	0.00		0.00	0.00	0.00
202+51	BK	20251.00	118.00	45.00	0.00		196.67	0.00	196.67
					196.67	0.00			



NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 515CL+76 TO 521CL+00



PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

E

FILE NAME : \\madw00\ingrproj\66034\1206-06-79 HSR\1\cds\090201_xs.dgn

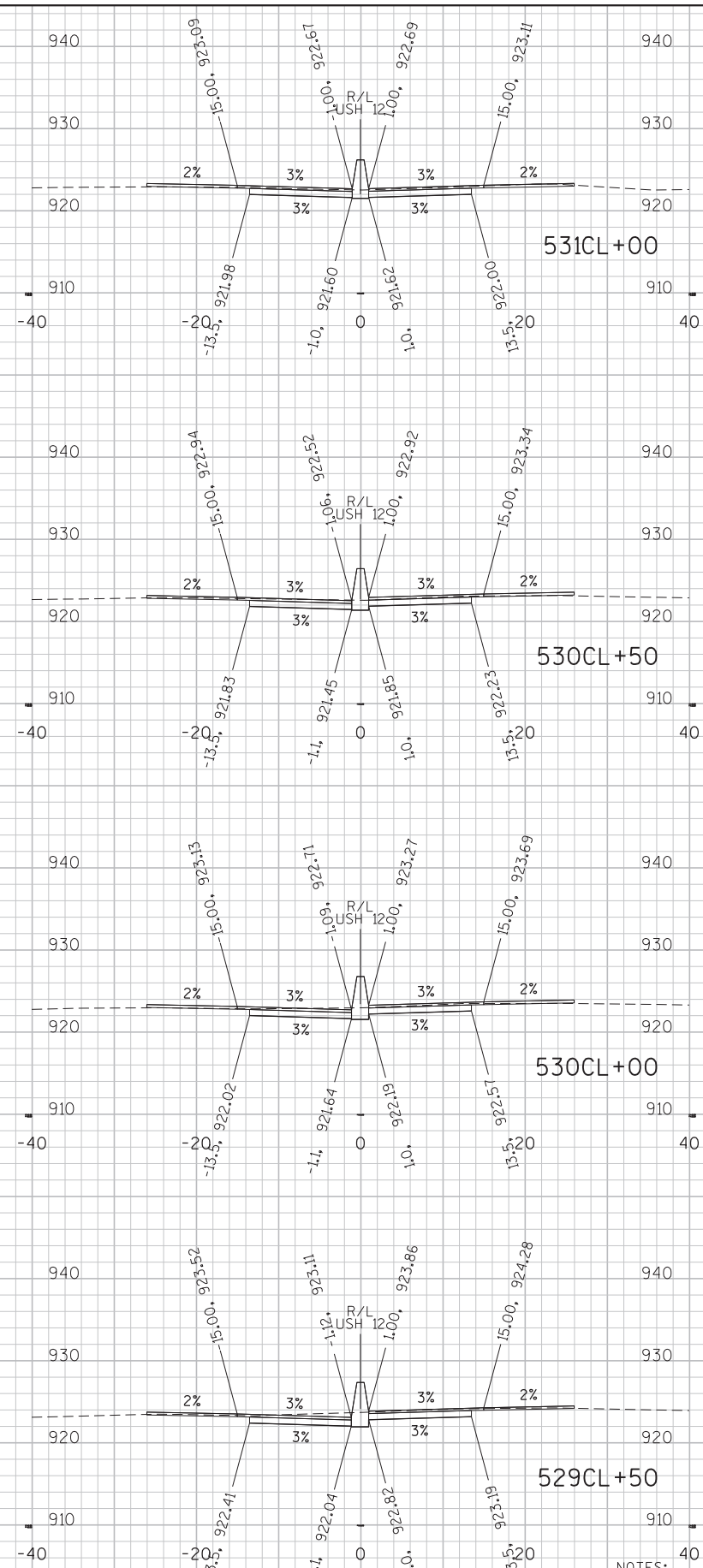
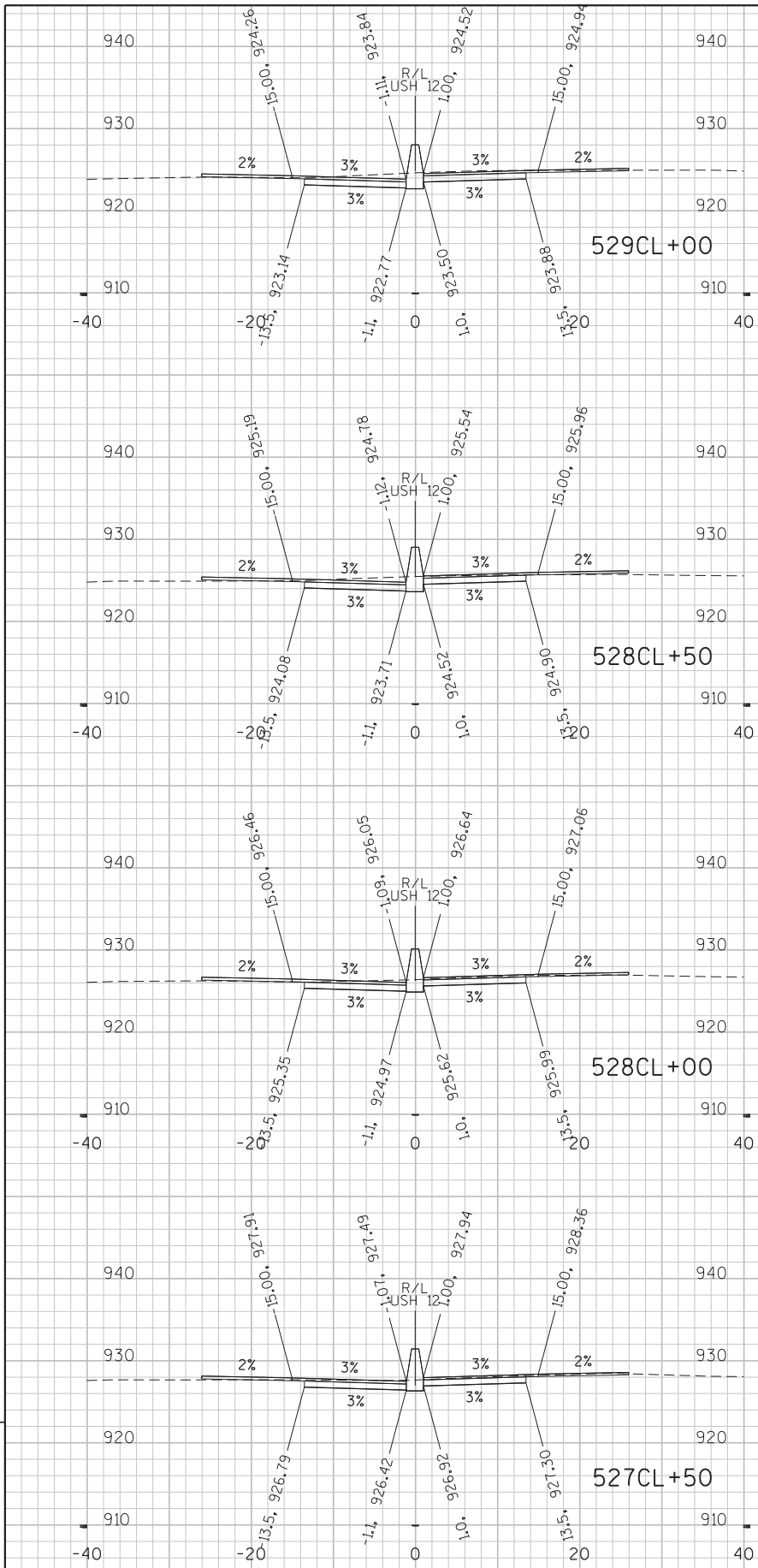
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PLOT BY : dkarasek

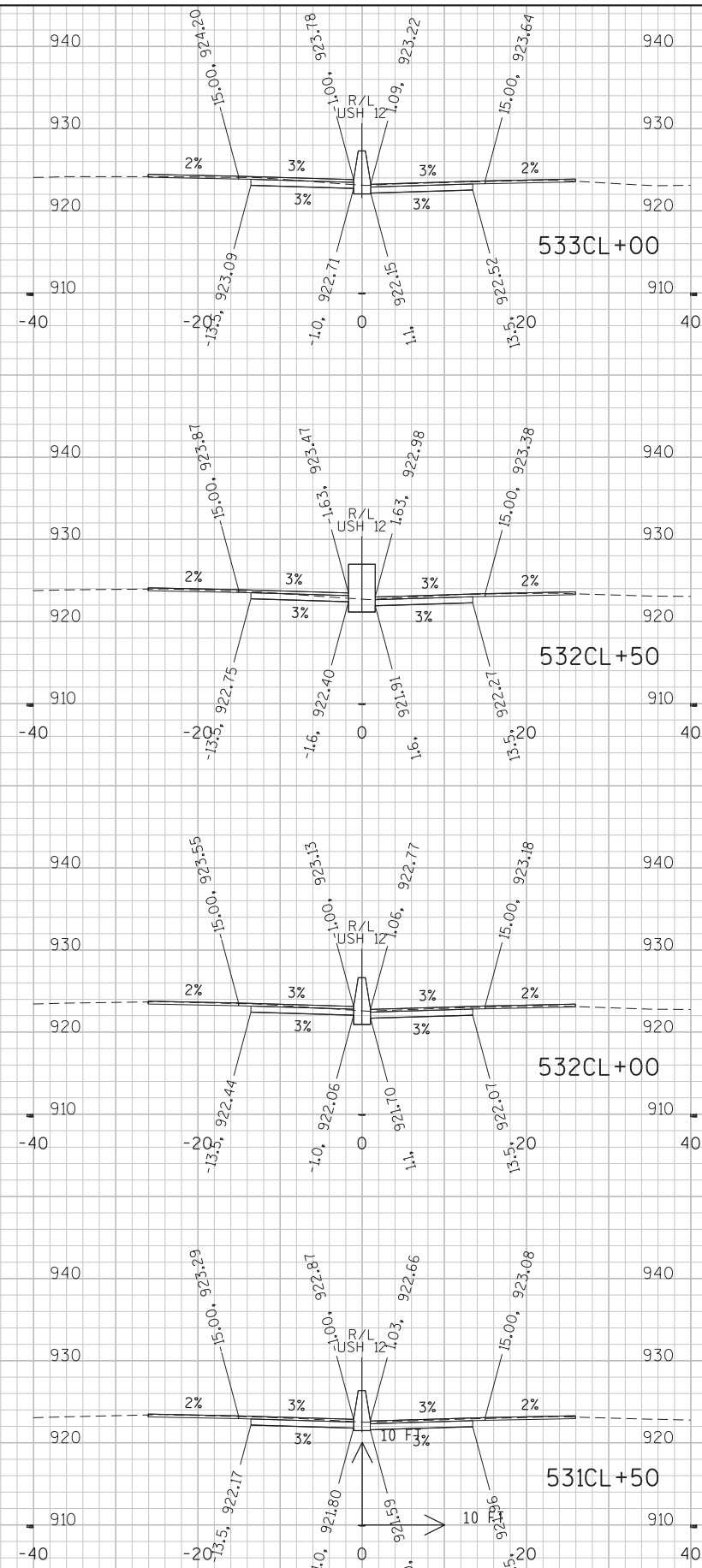
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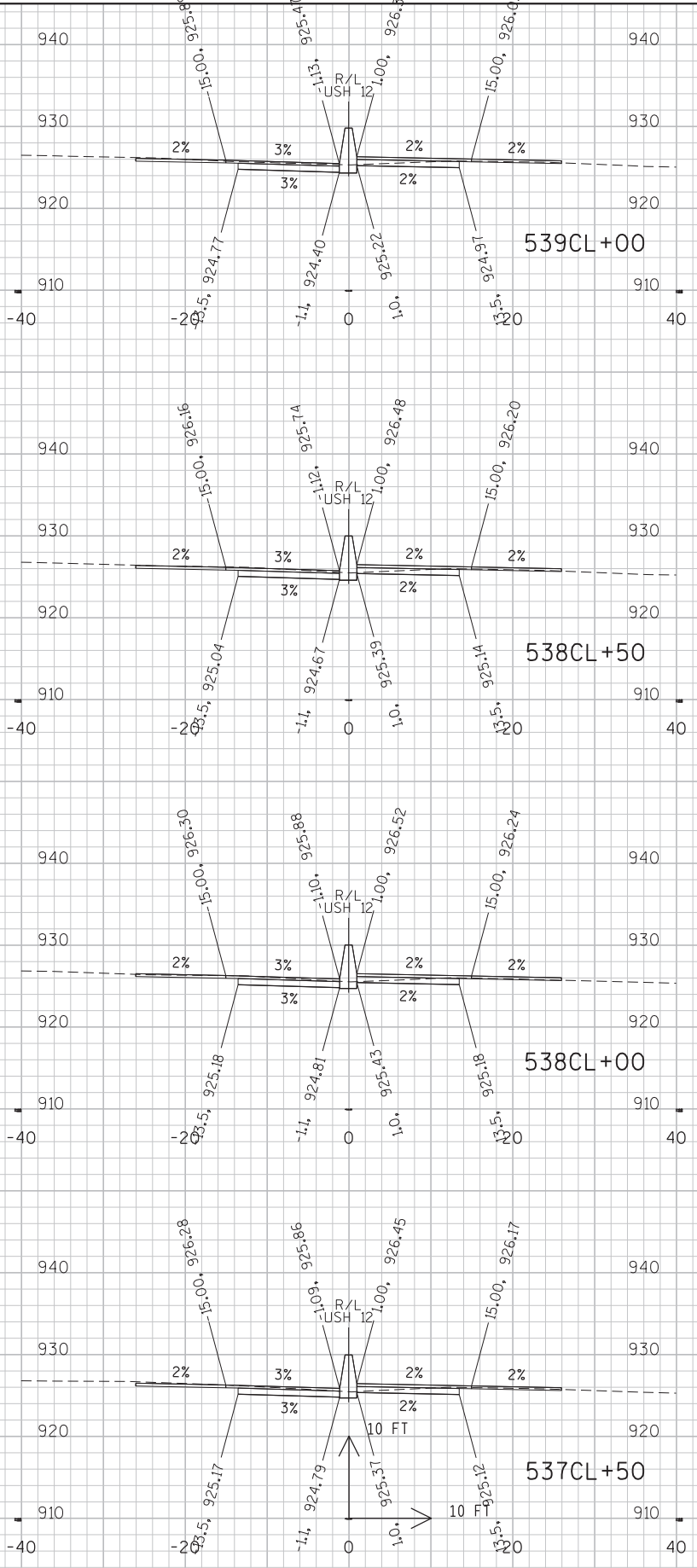
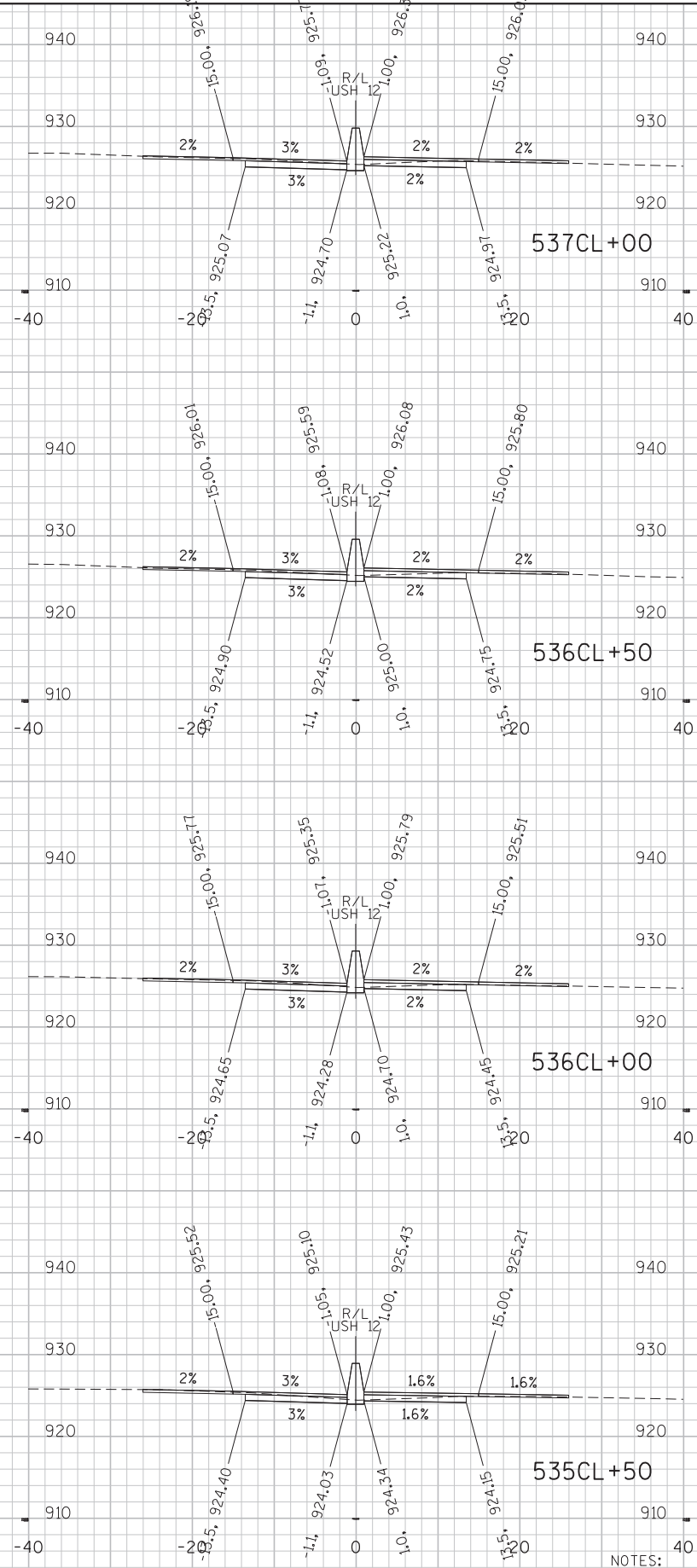
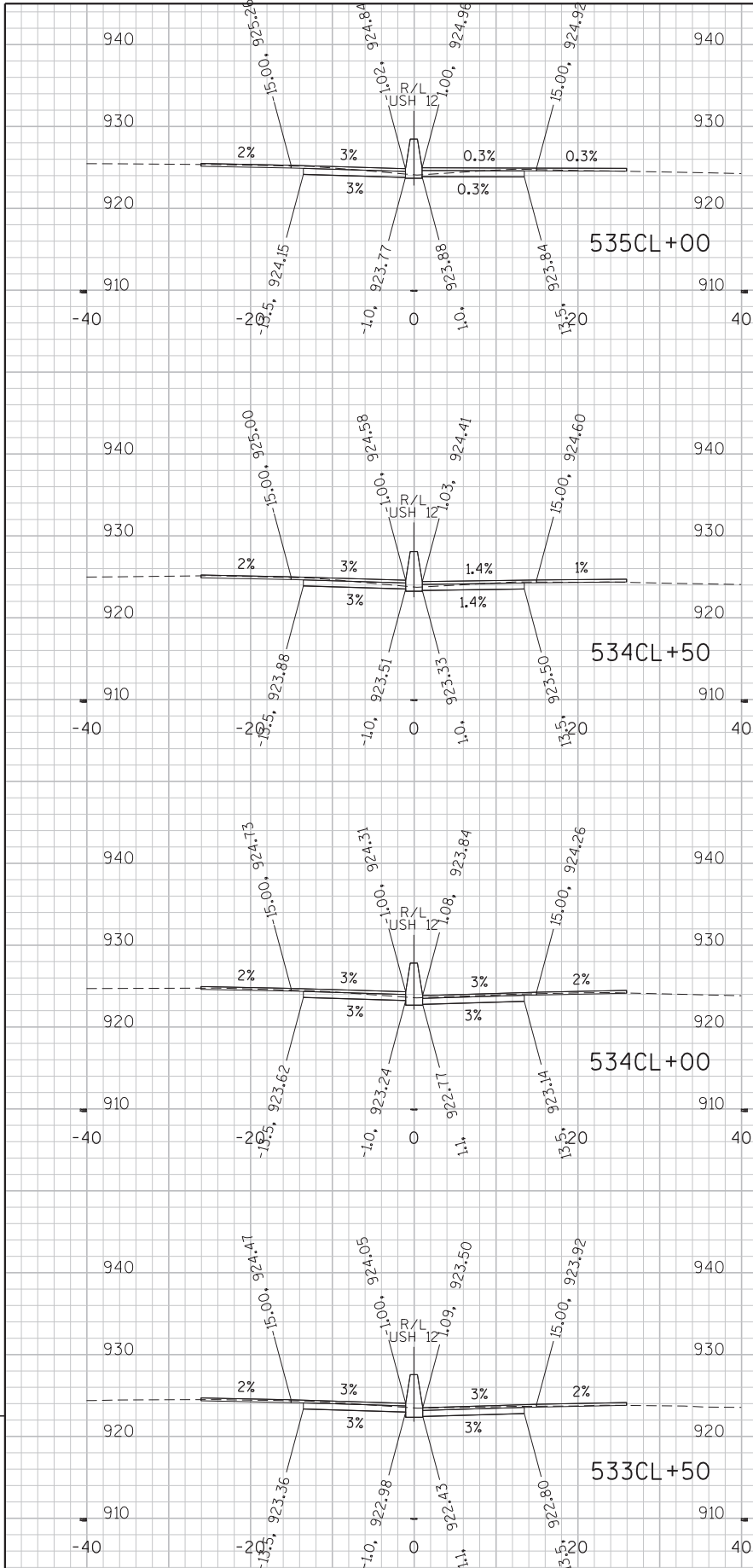
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WISDOT/CADDS SHEET 21



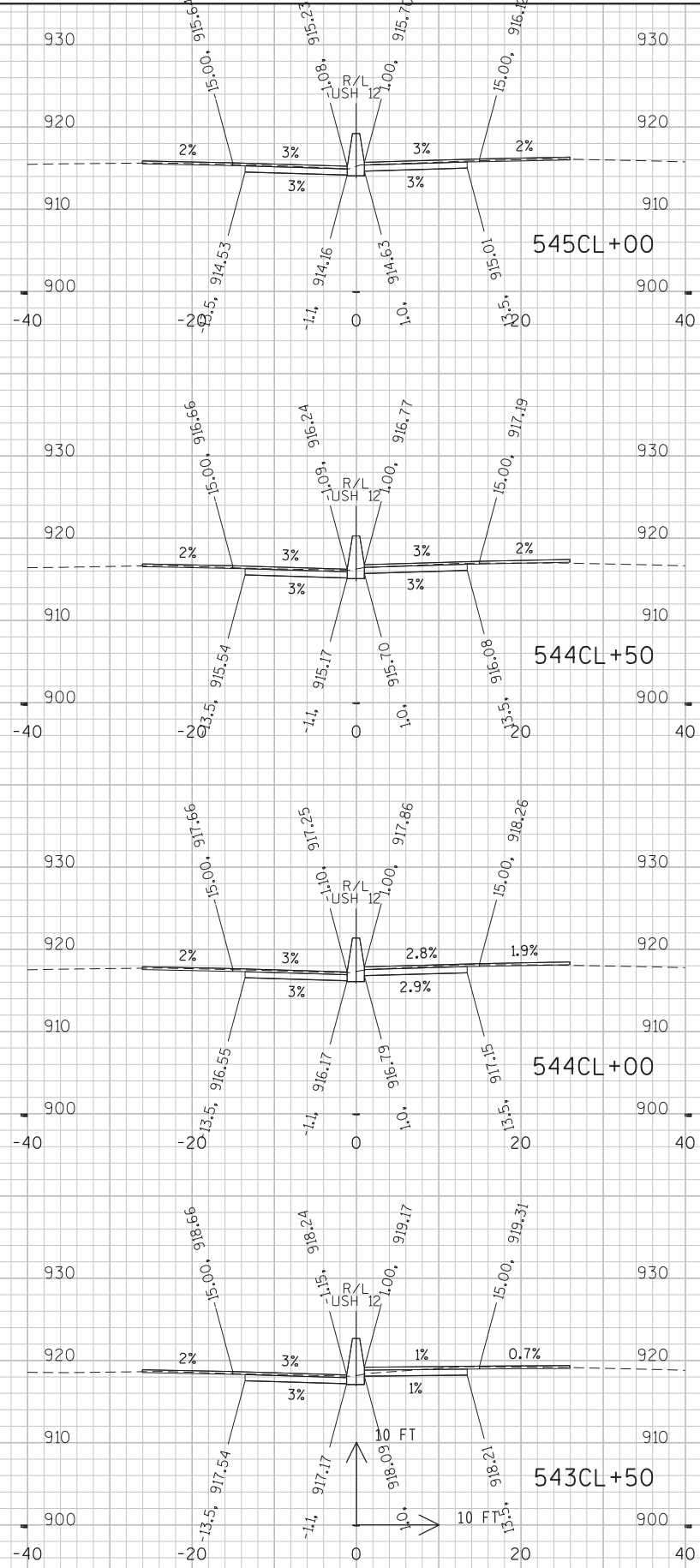
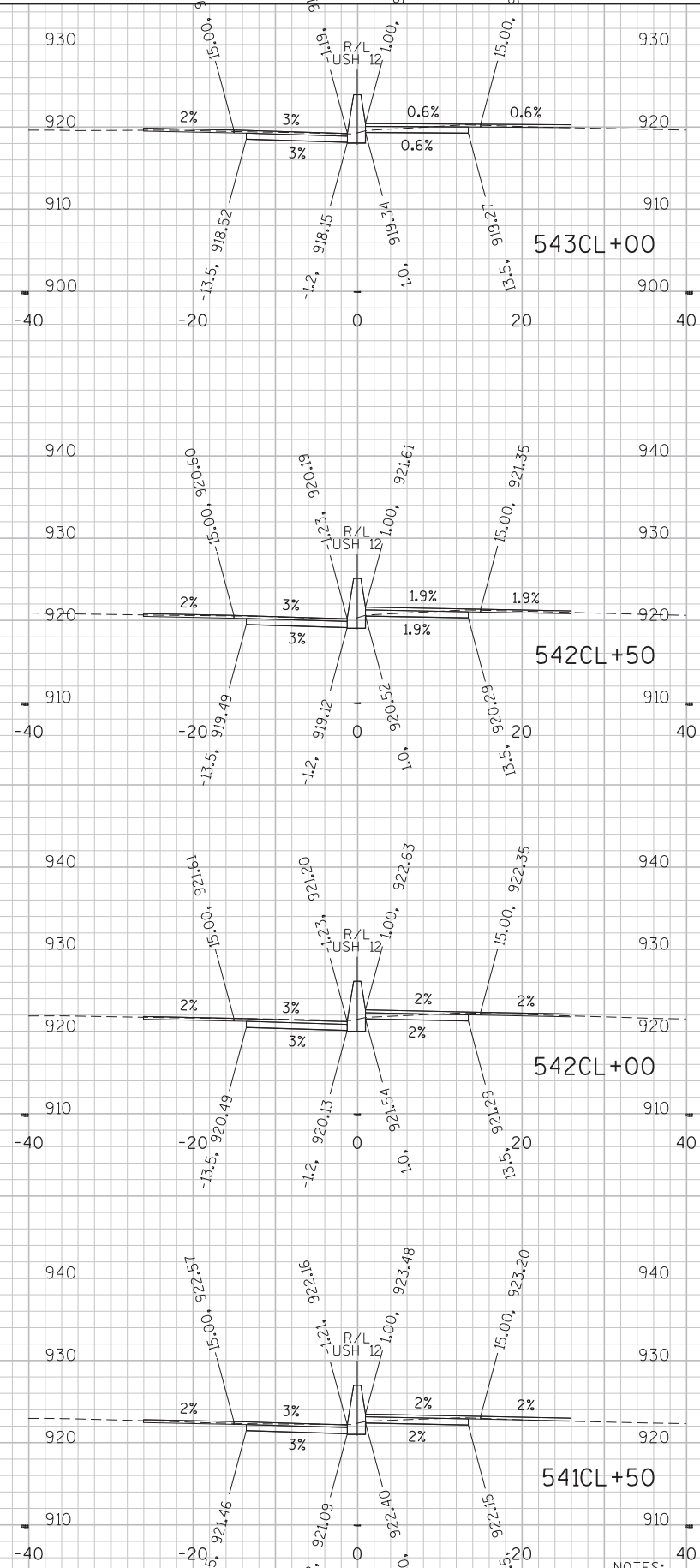
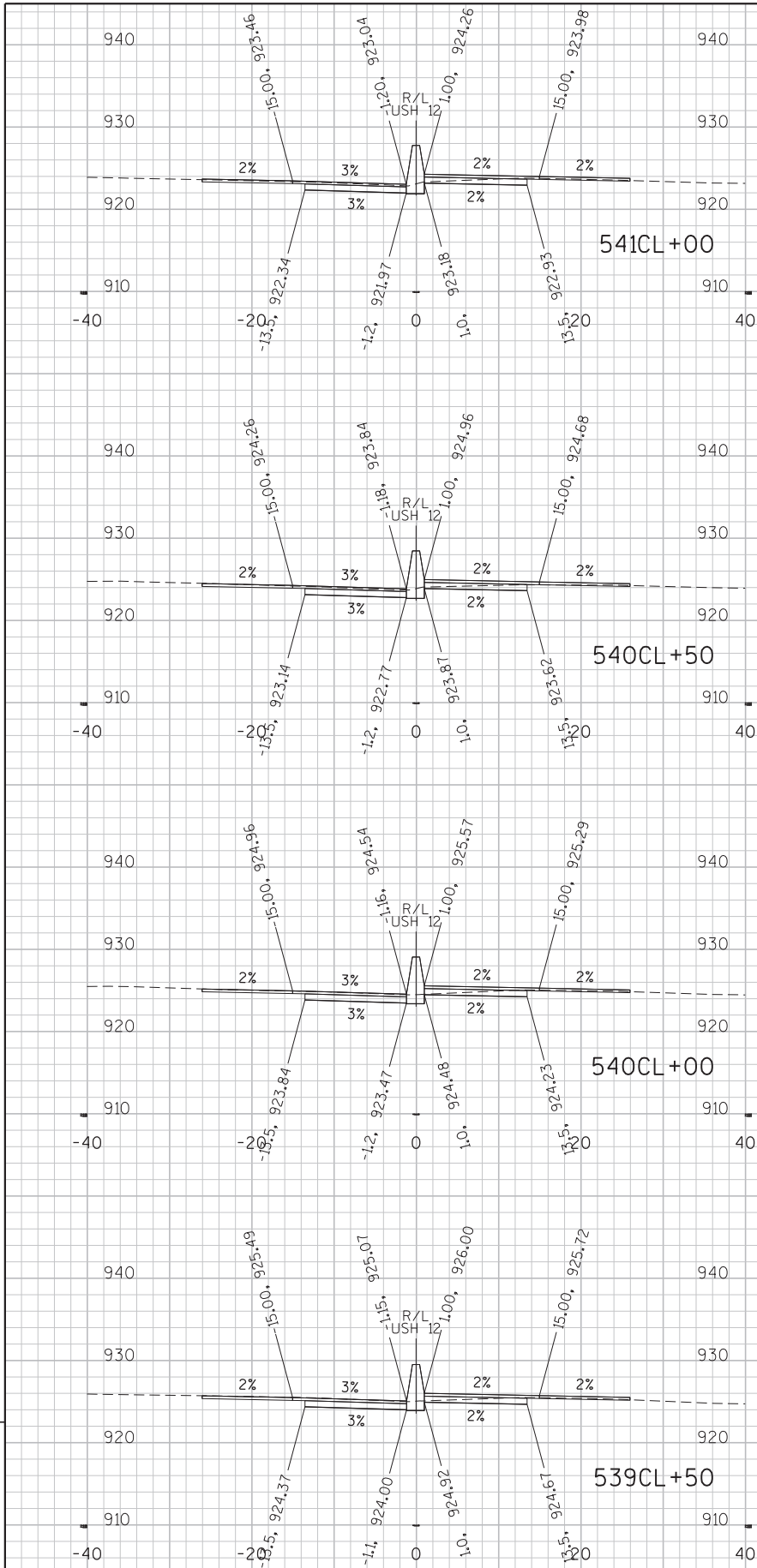
NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).





NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 533CL+50 TO 539CL+00



NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 539CL+50 TO 545CL+00

PROJECT NO:1206-06-79

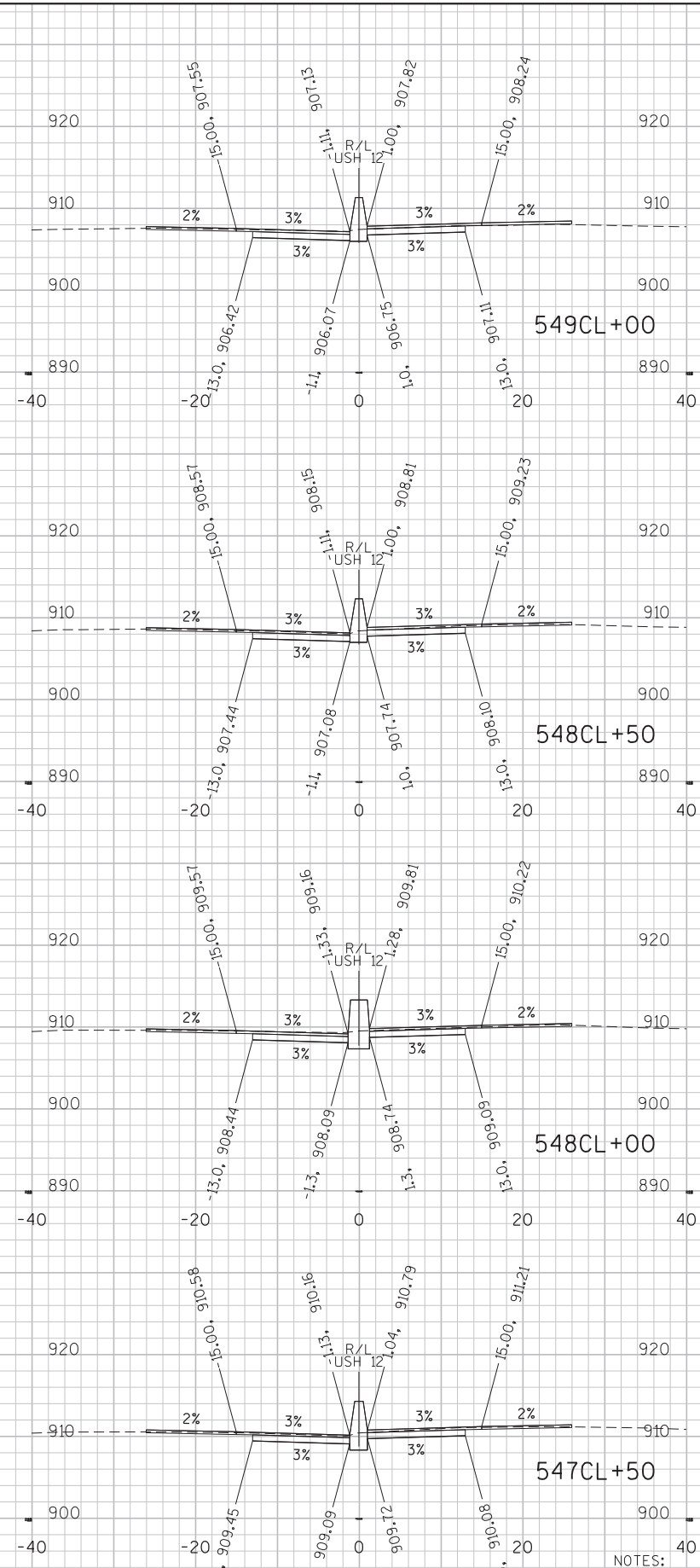
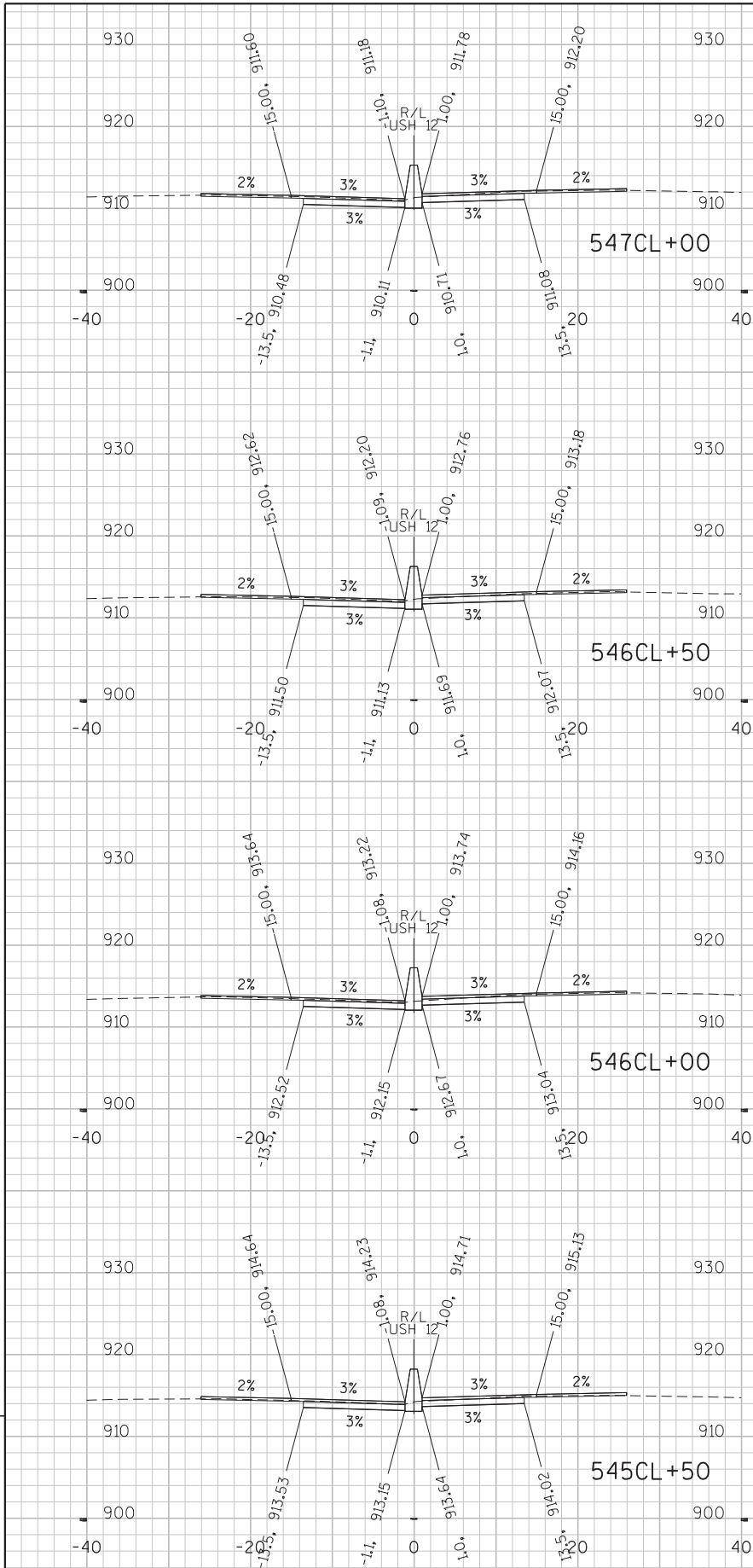
HWY: USH 12

COUNTY: DANE

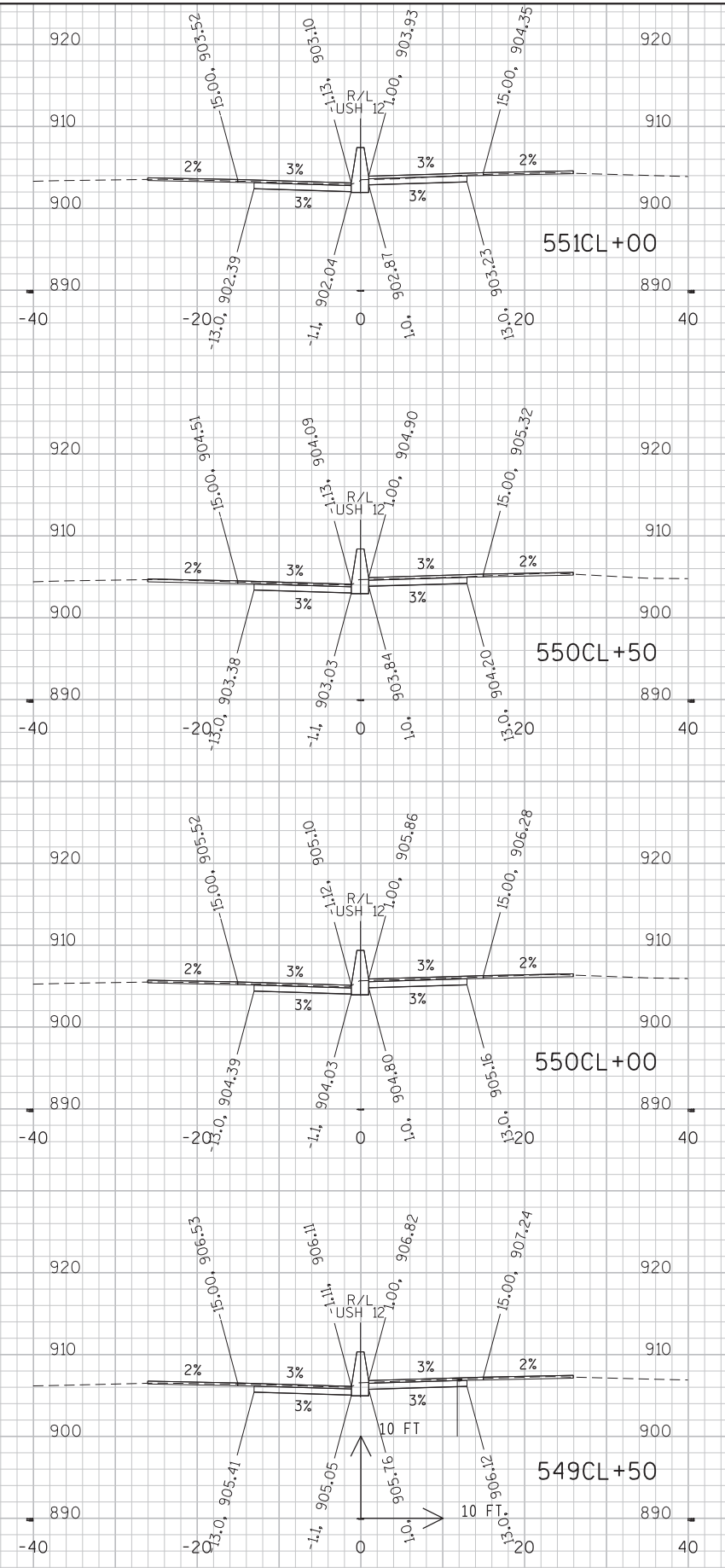
CROSS SECTIONS: USH 12 (MEDIAN)

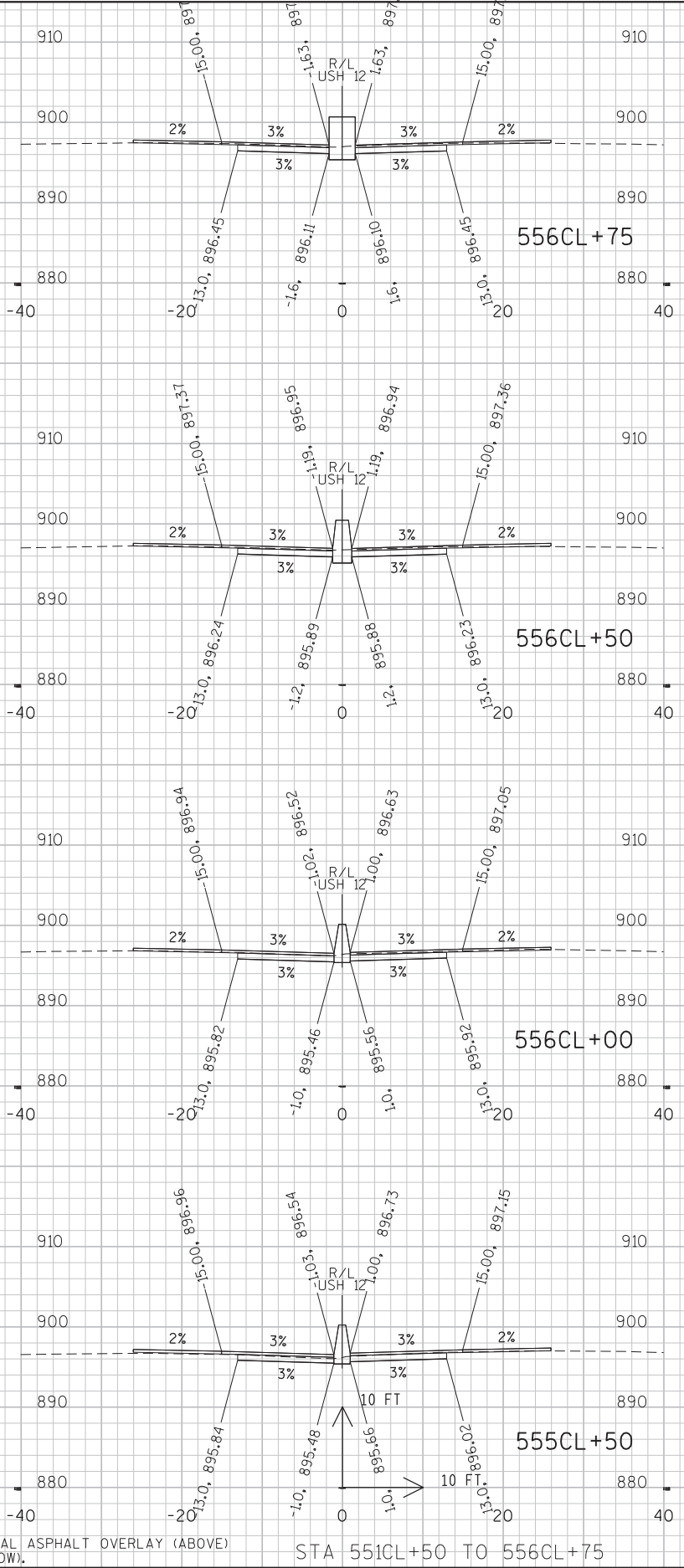
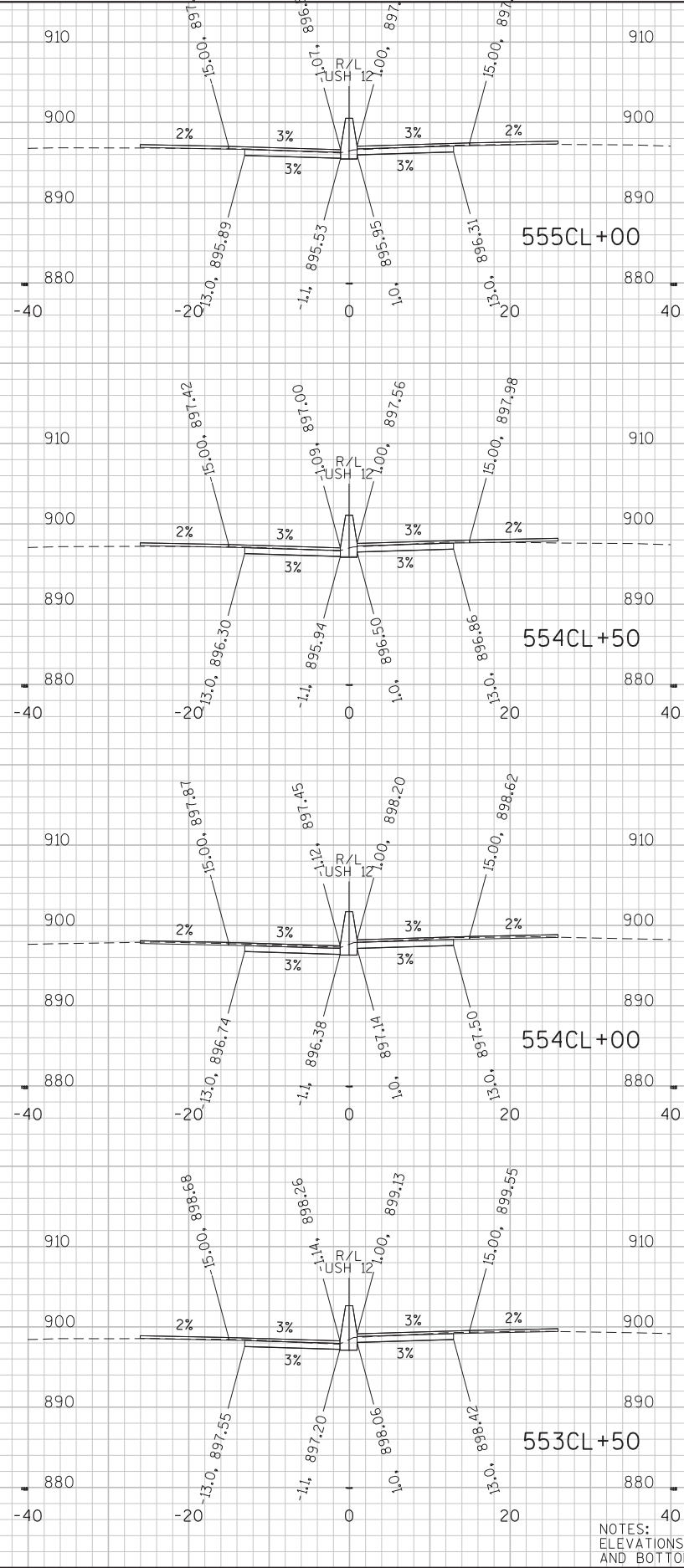
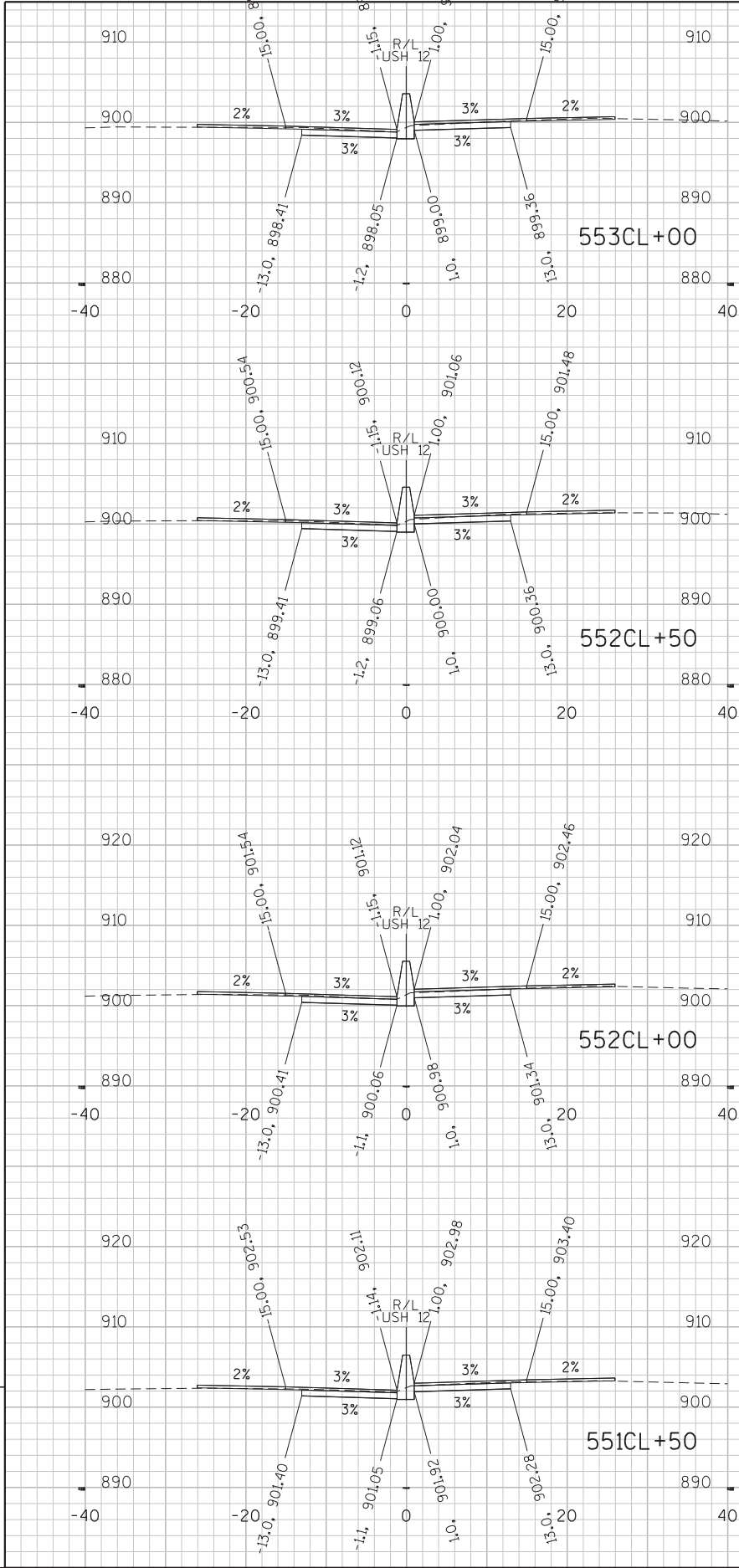
SHEET

E



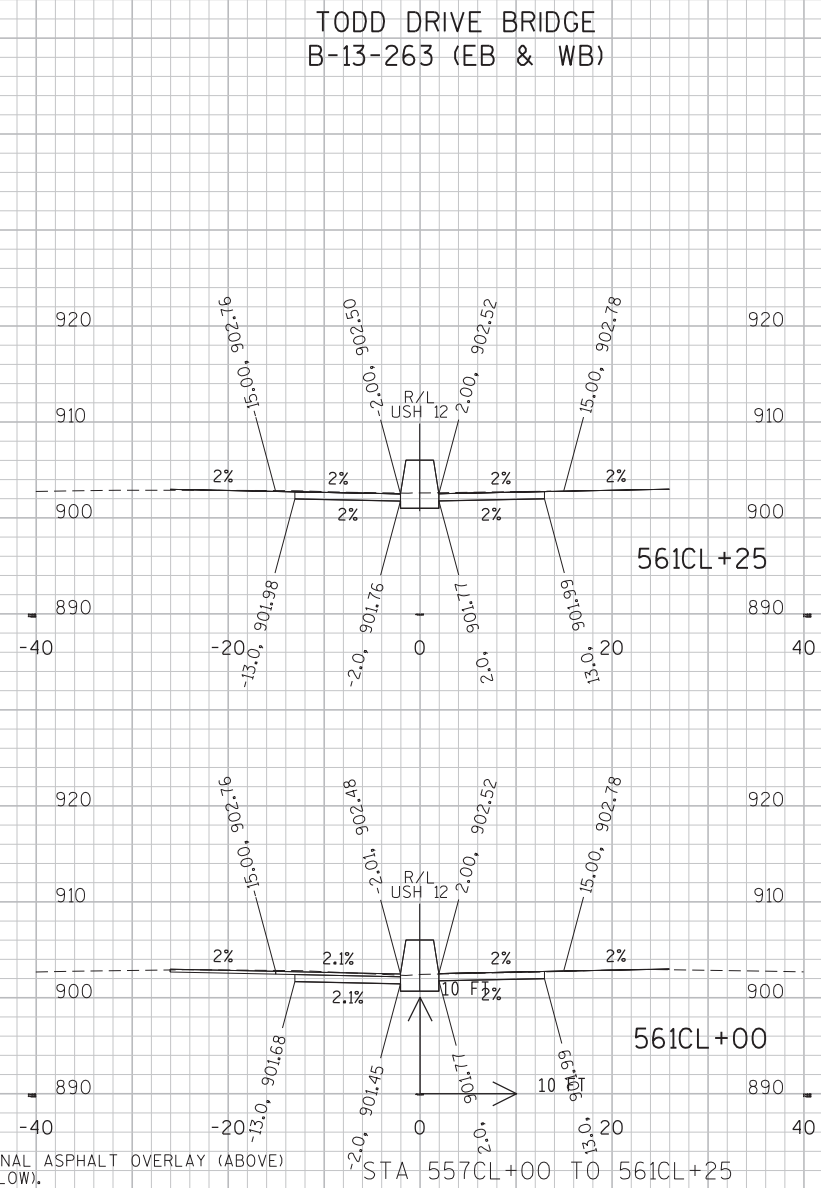
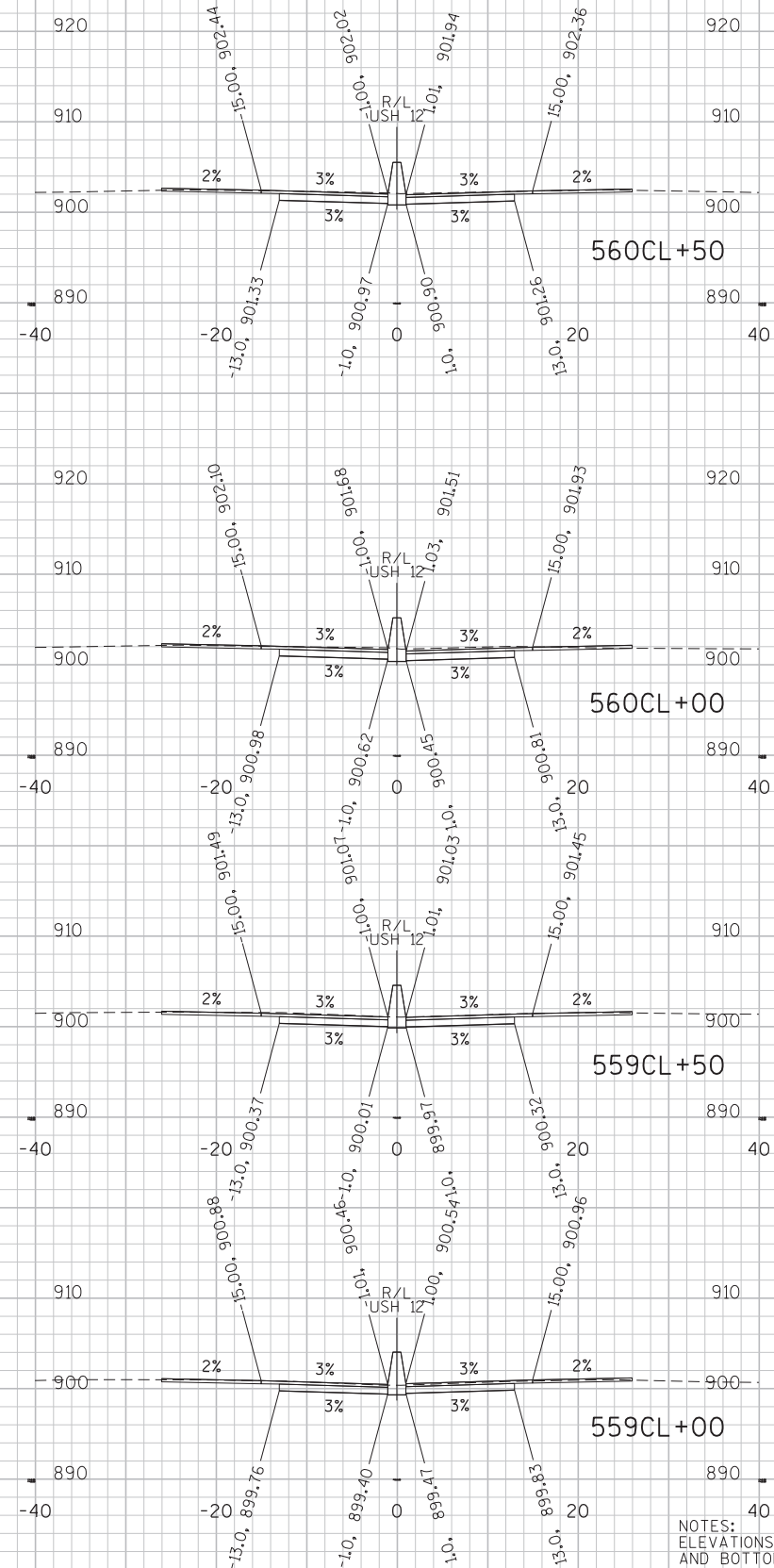
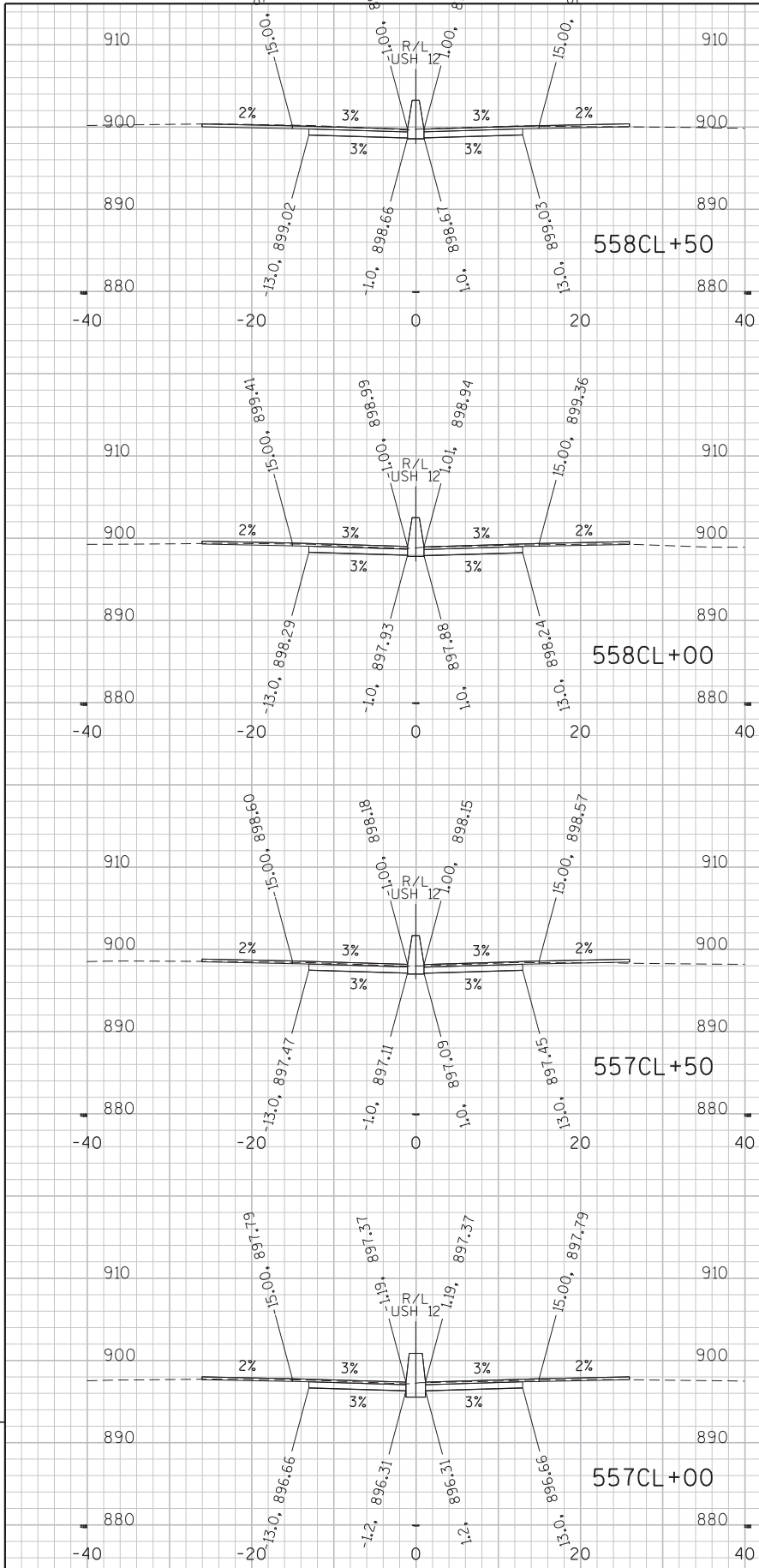
NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

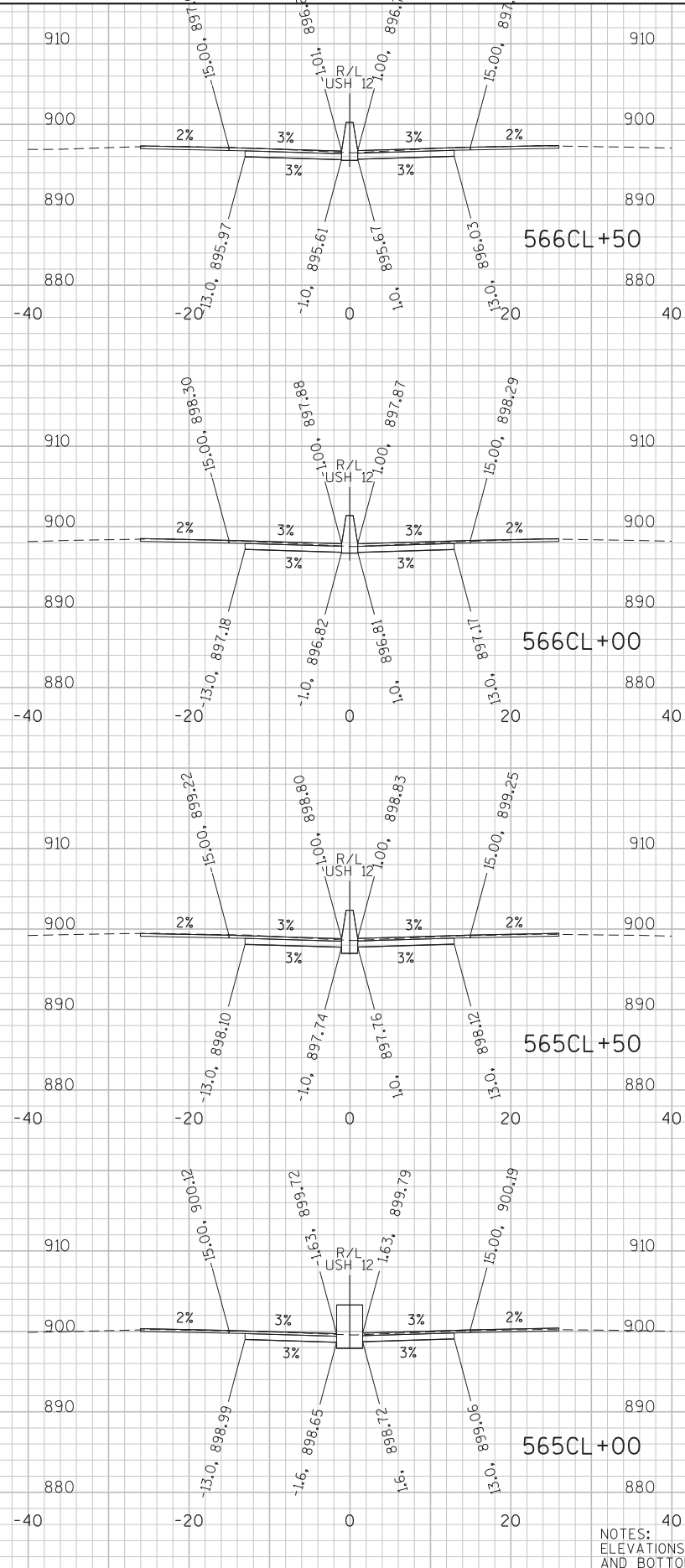
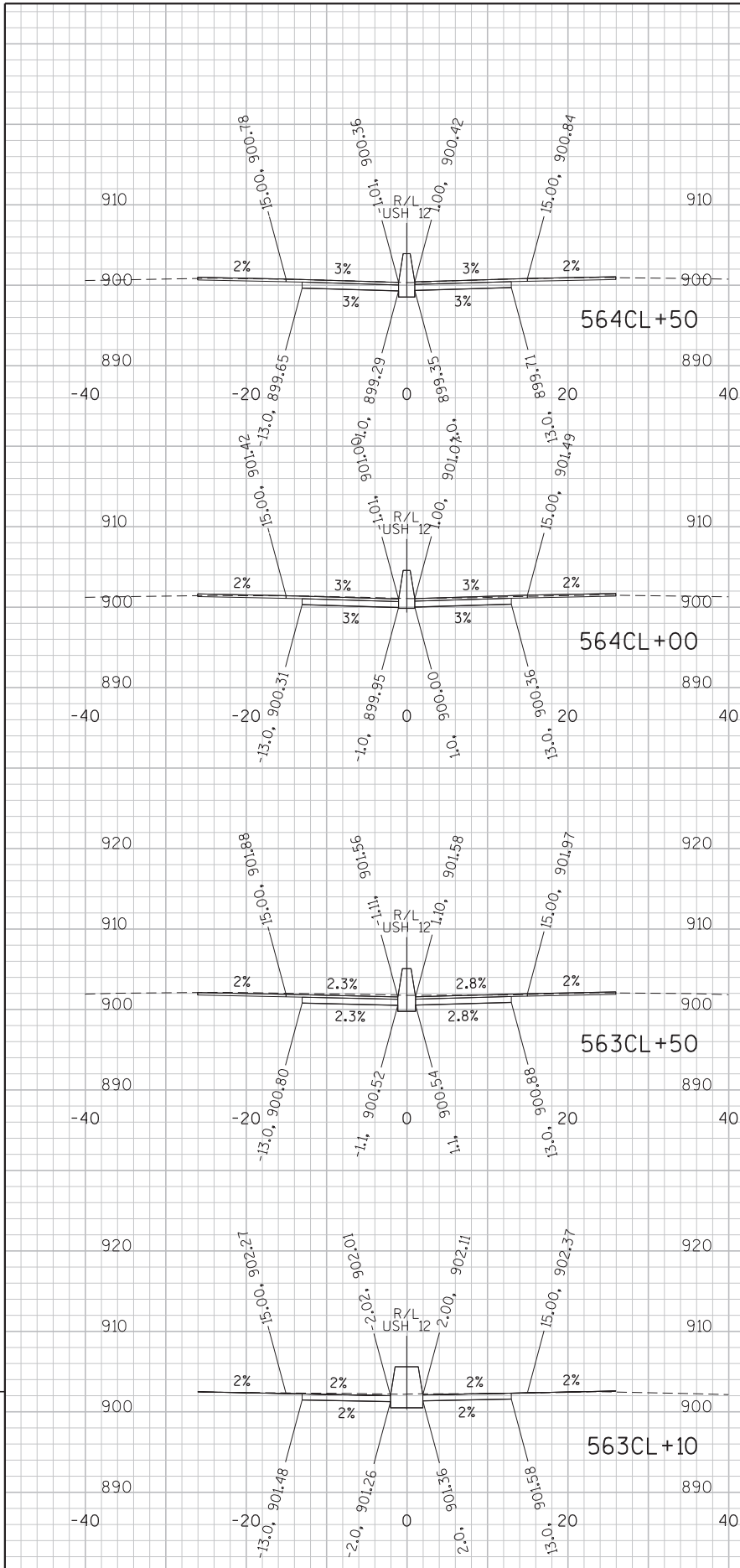




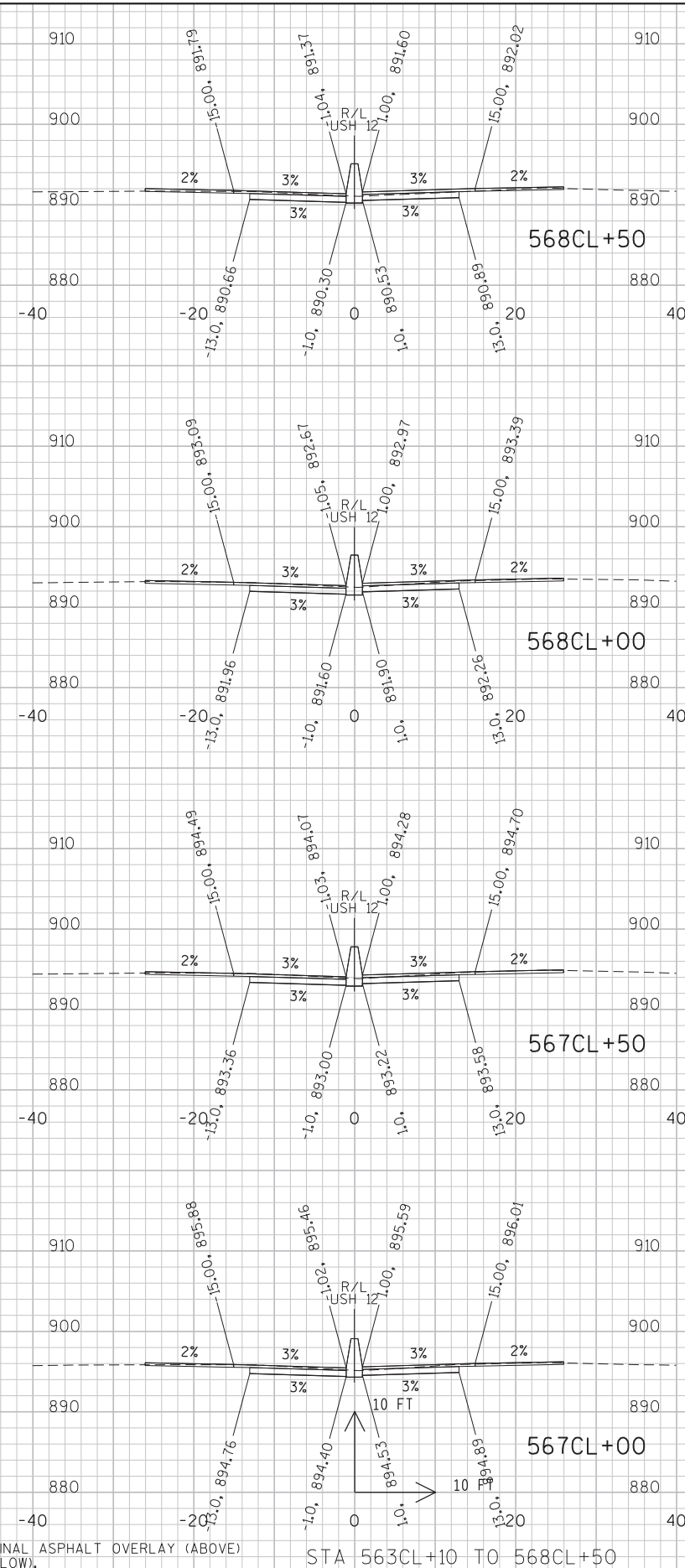
NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

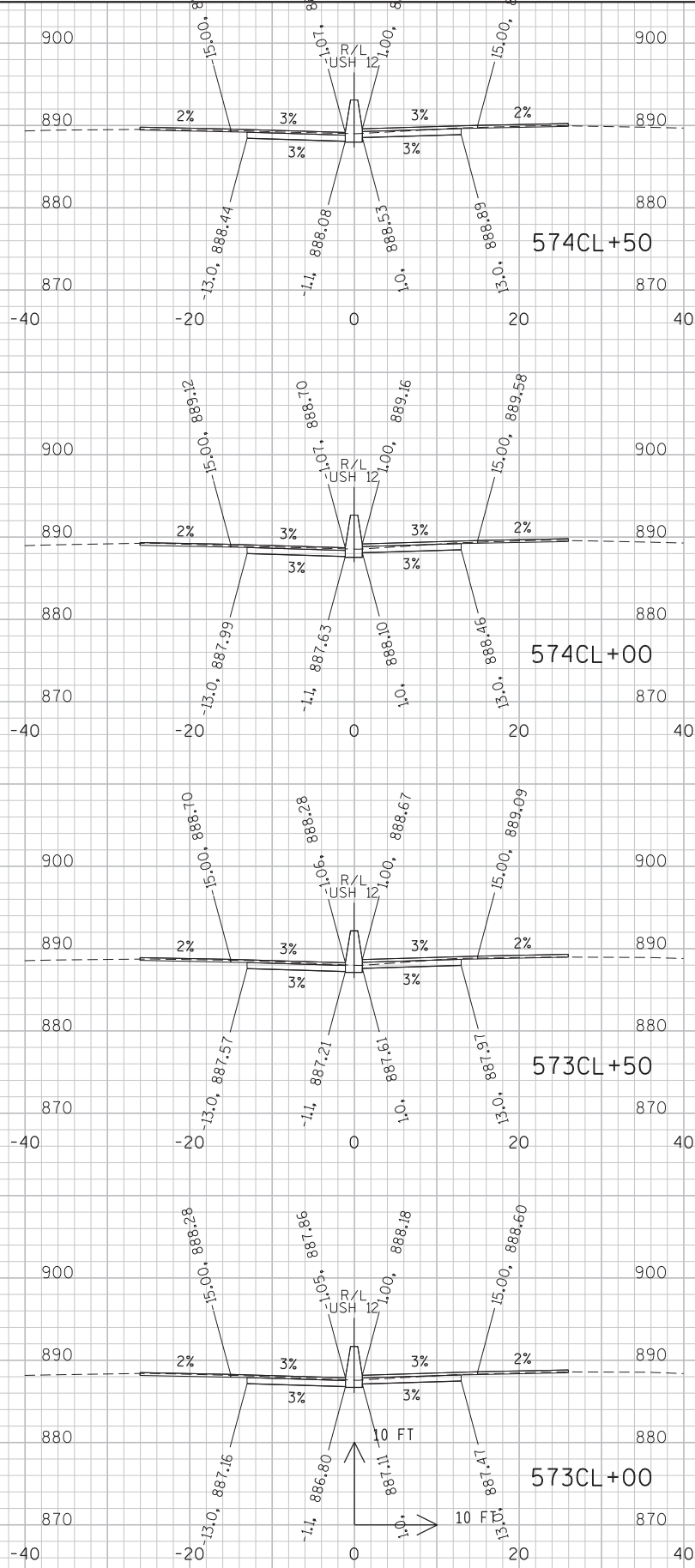
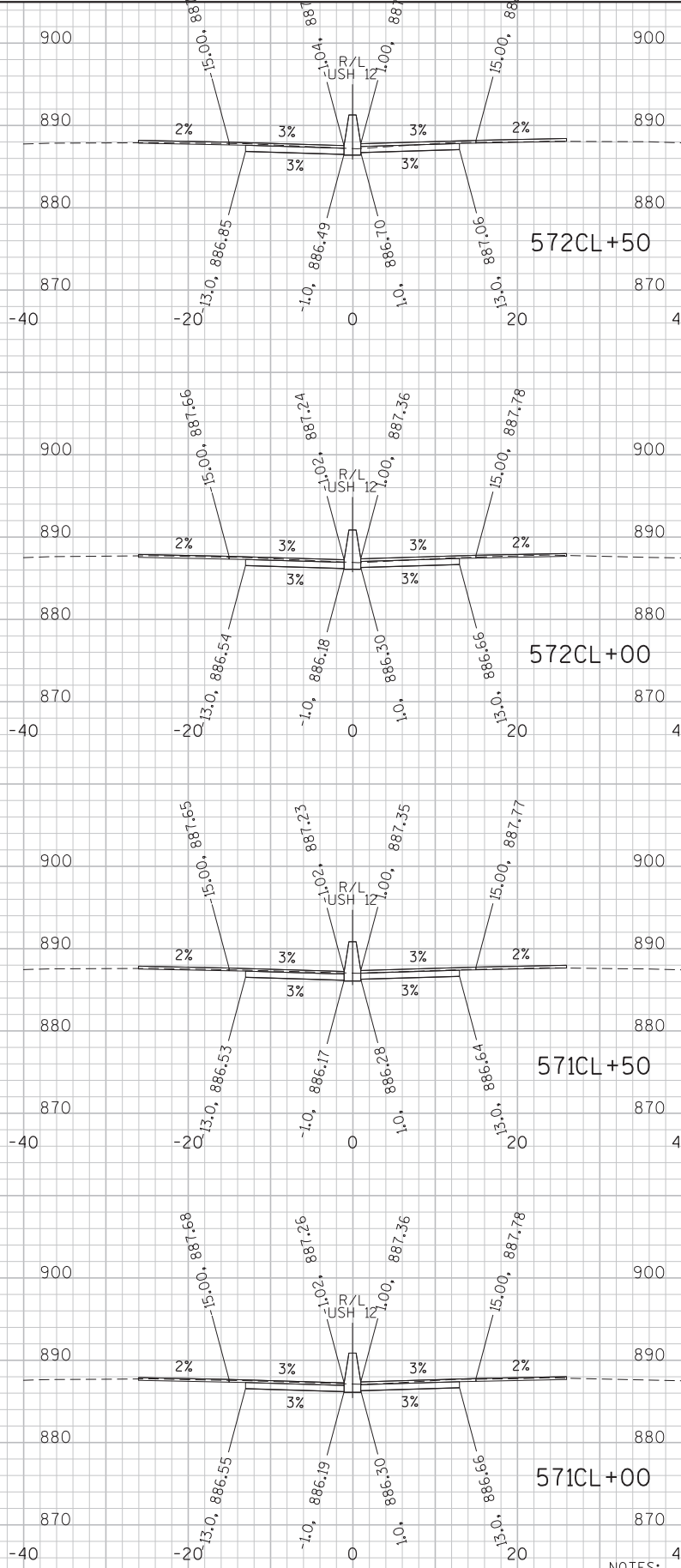
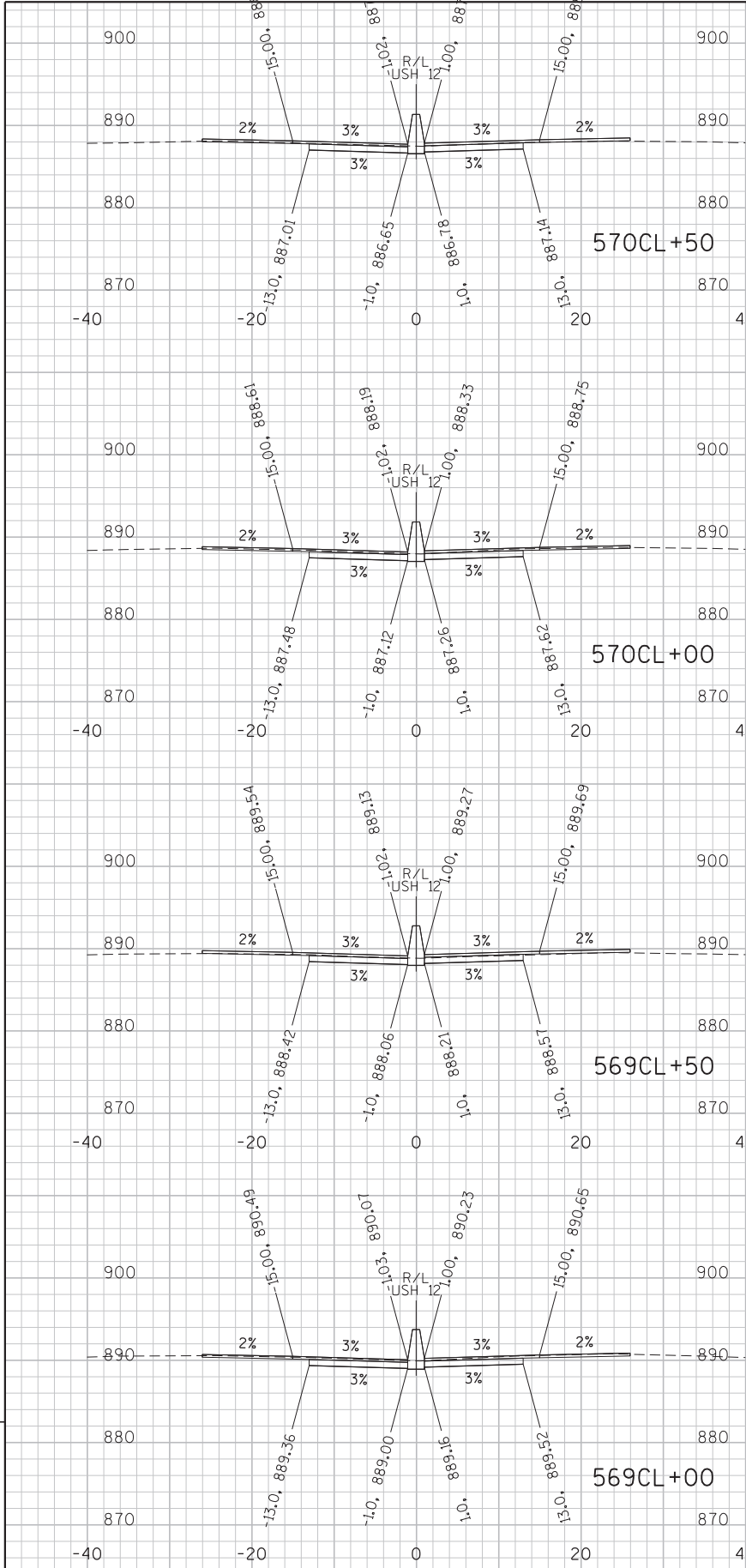
STA 551CL+50 TO 556CL+75

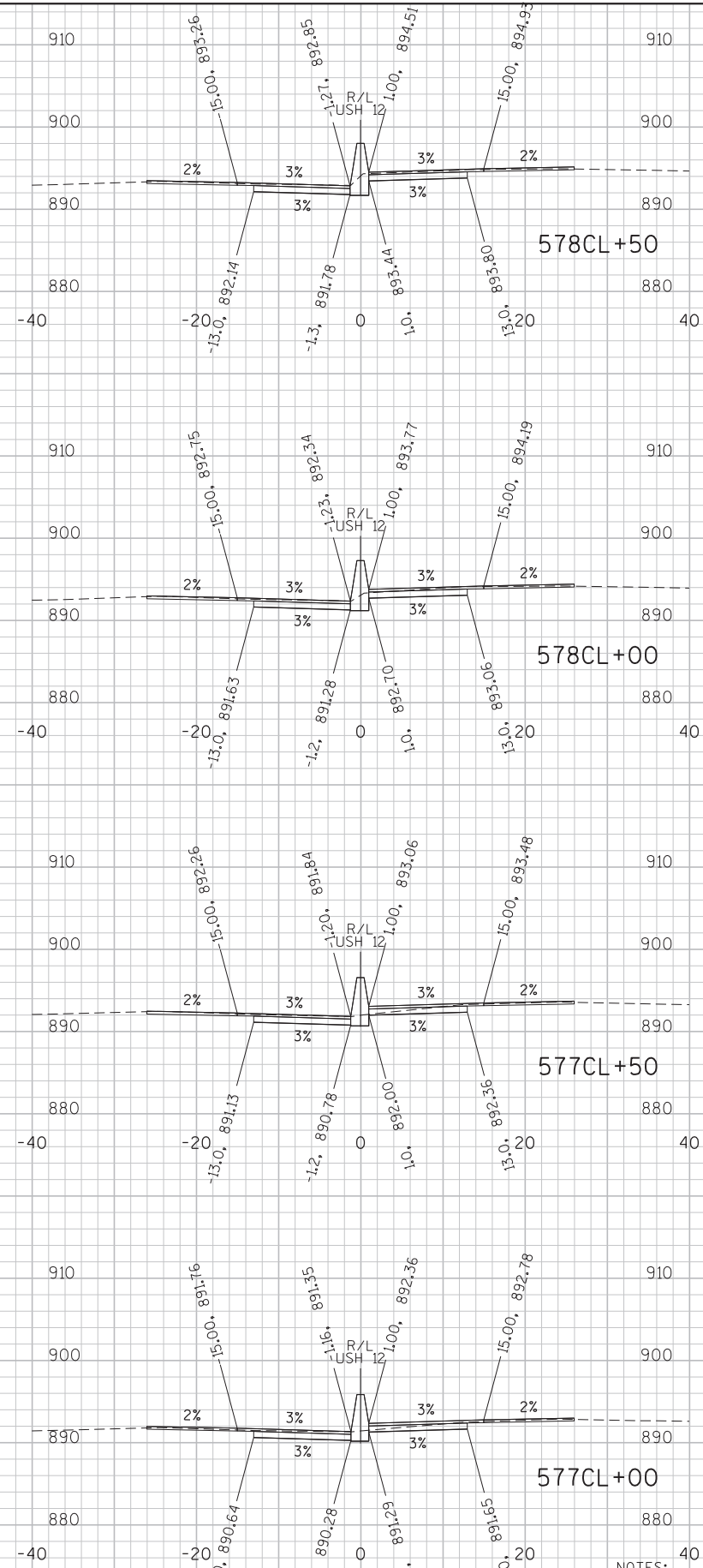
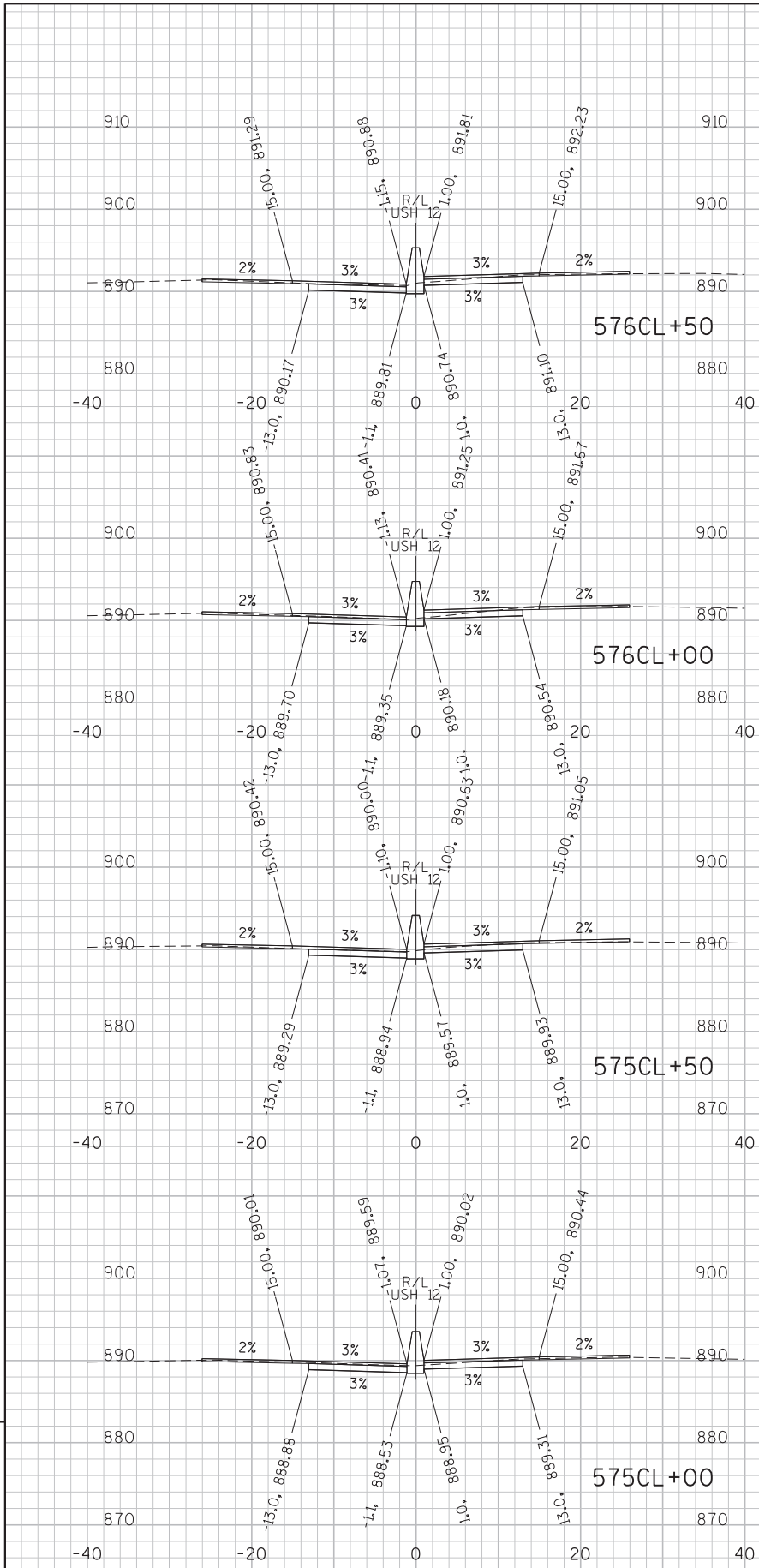




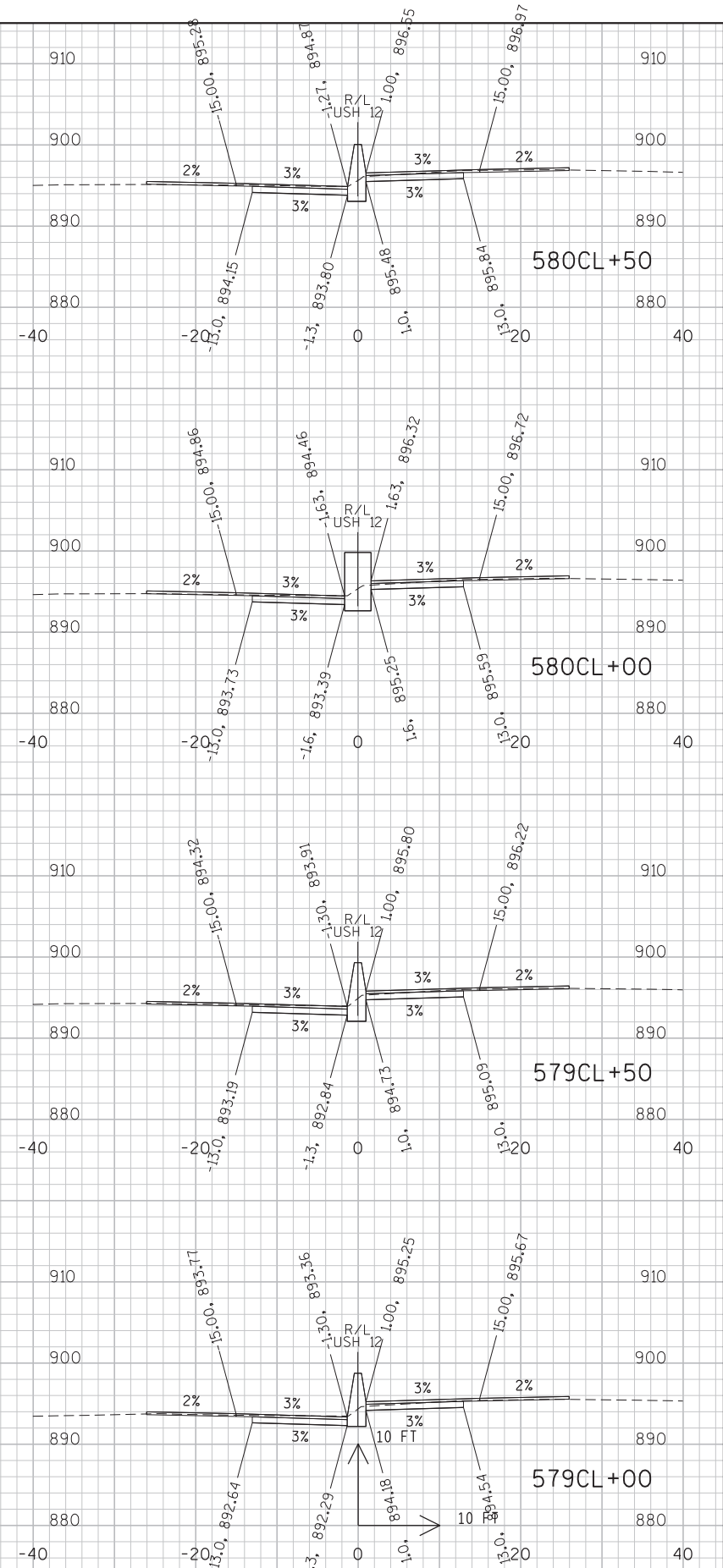
NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).



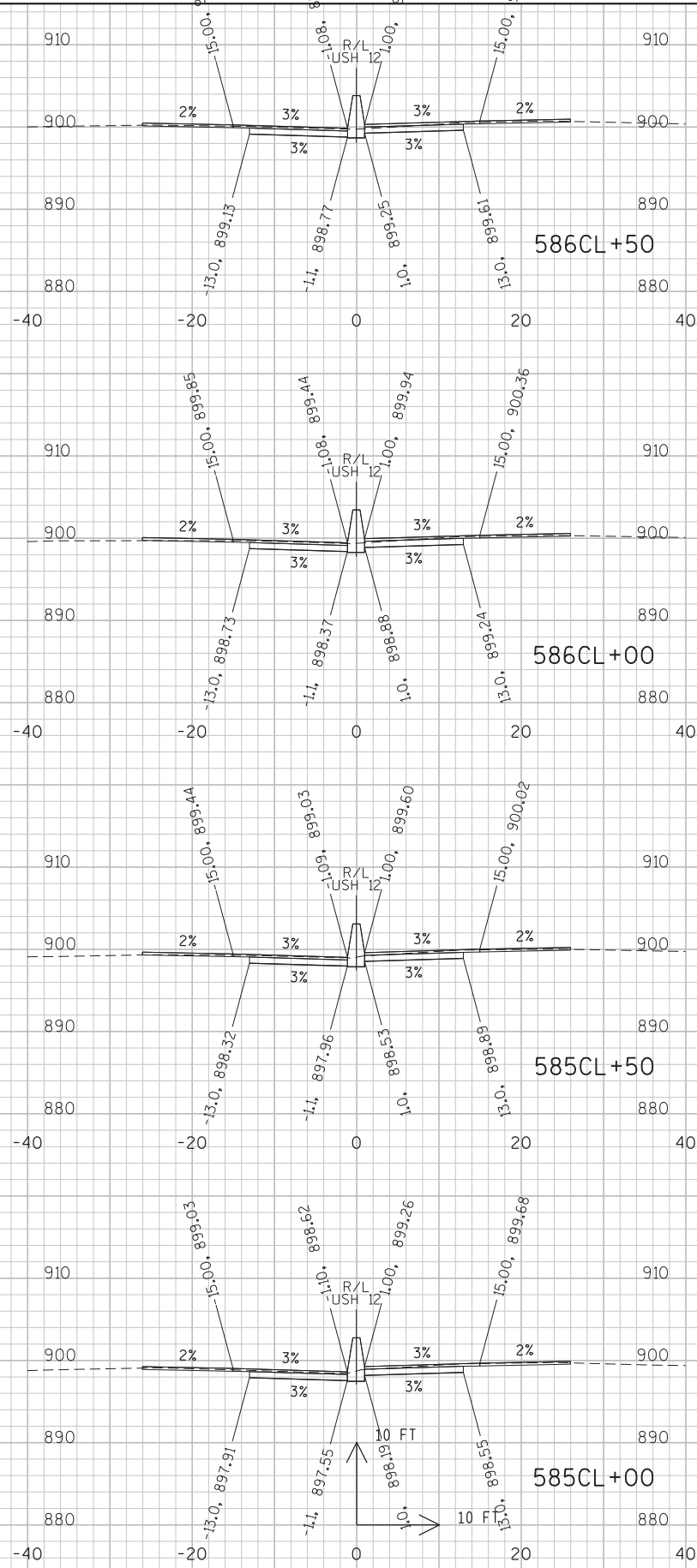
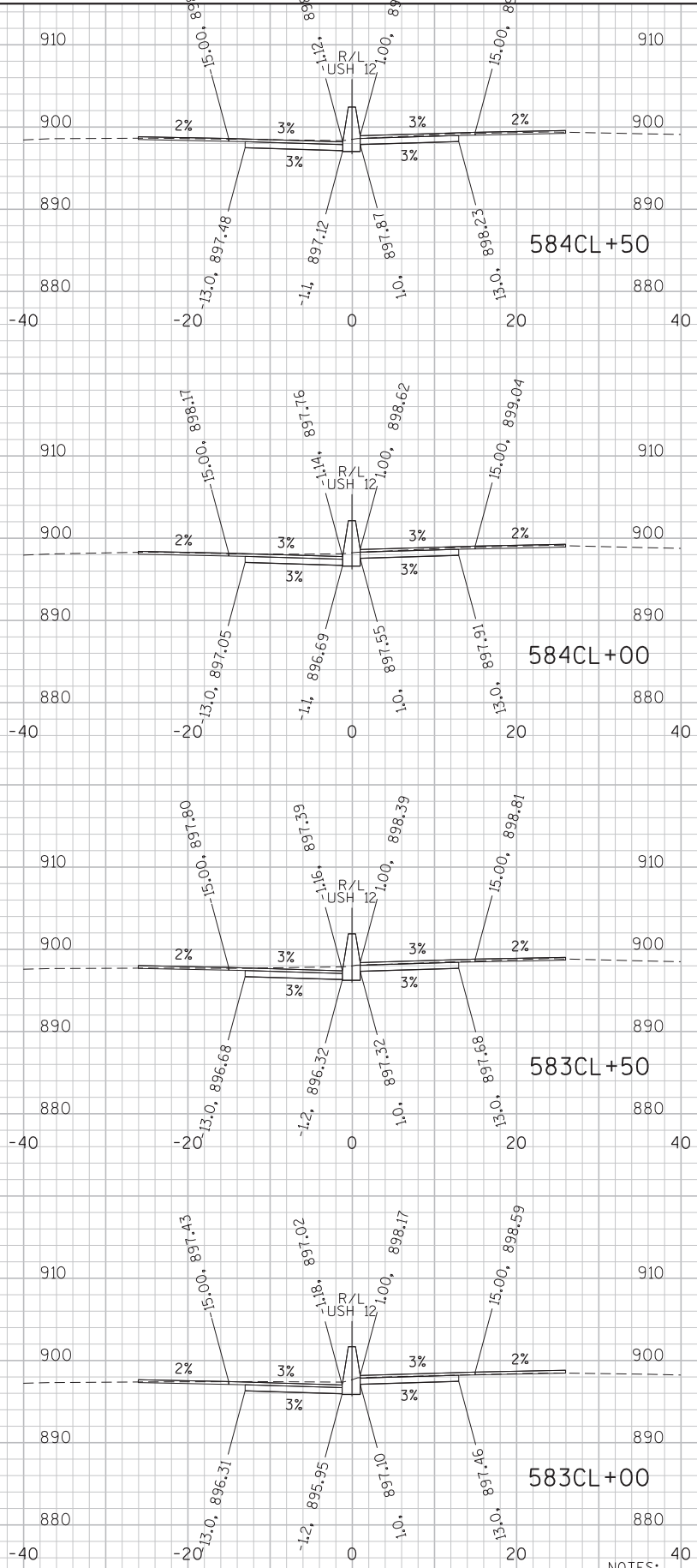
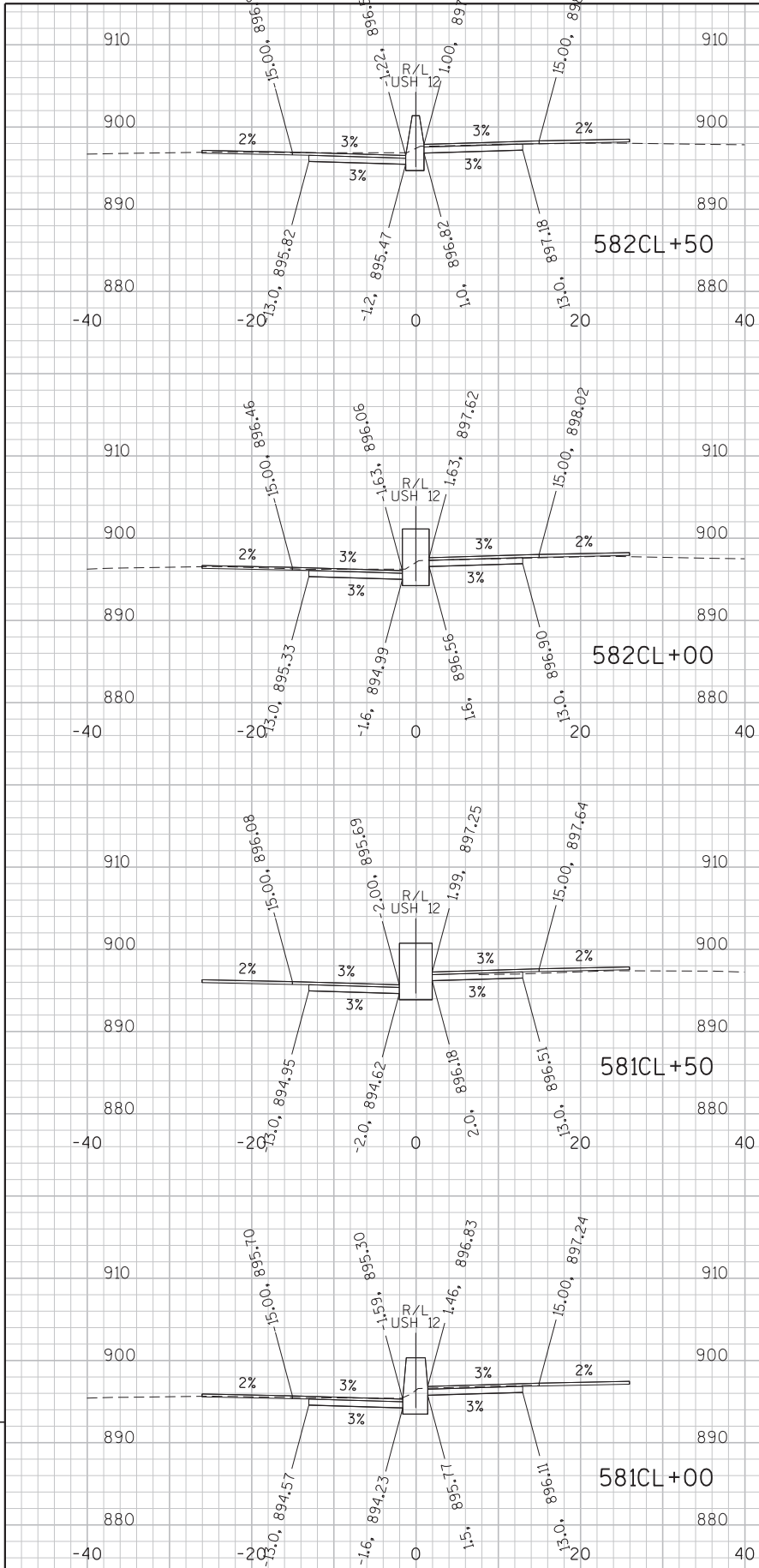




NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).



9

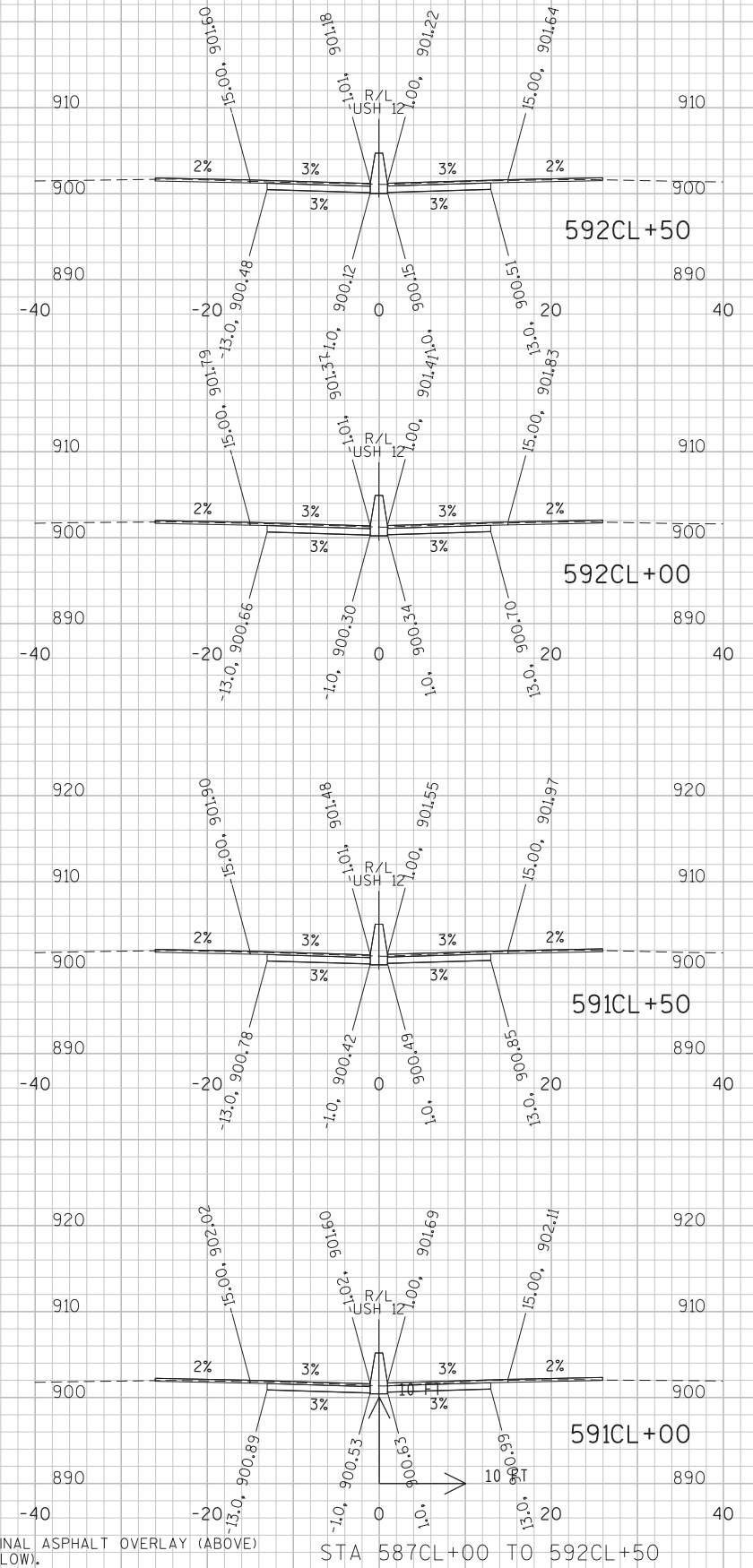
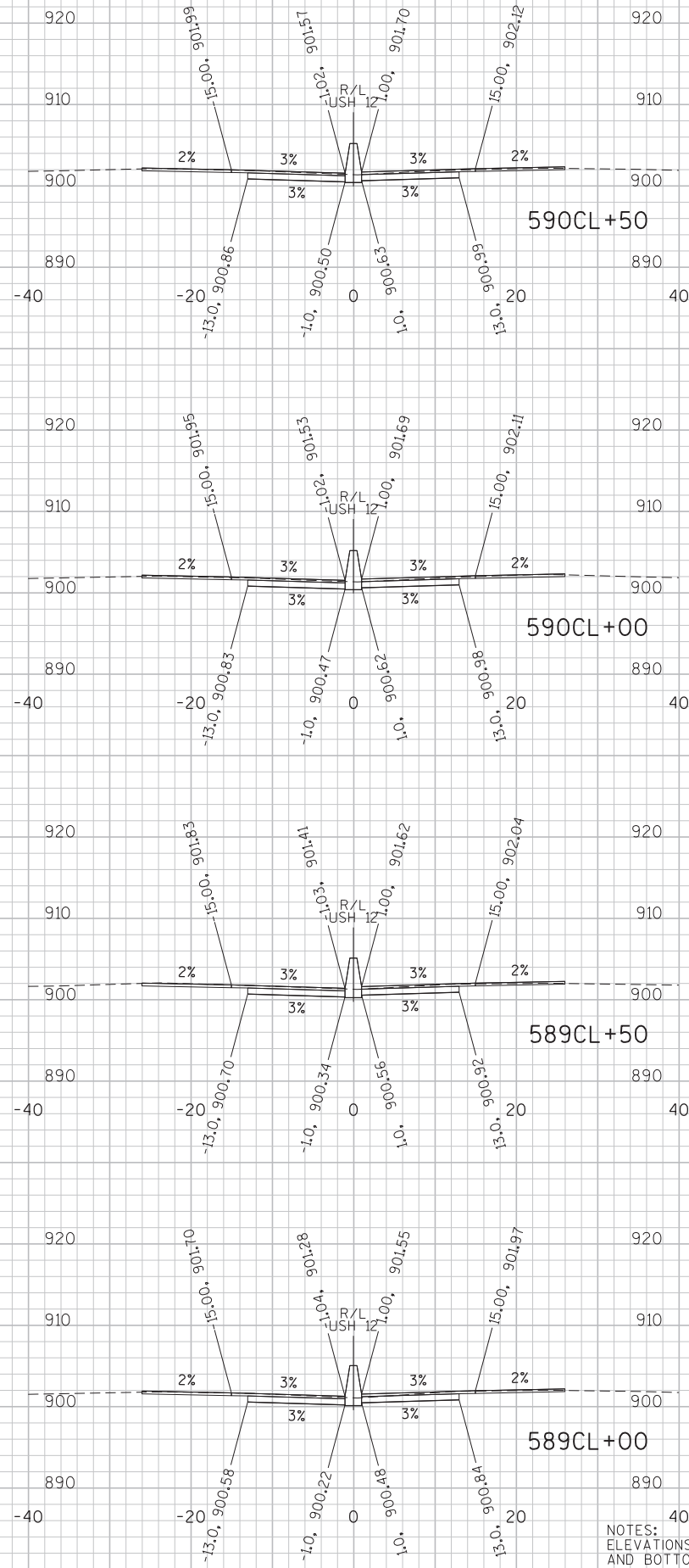
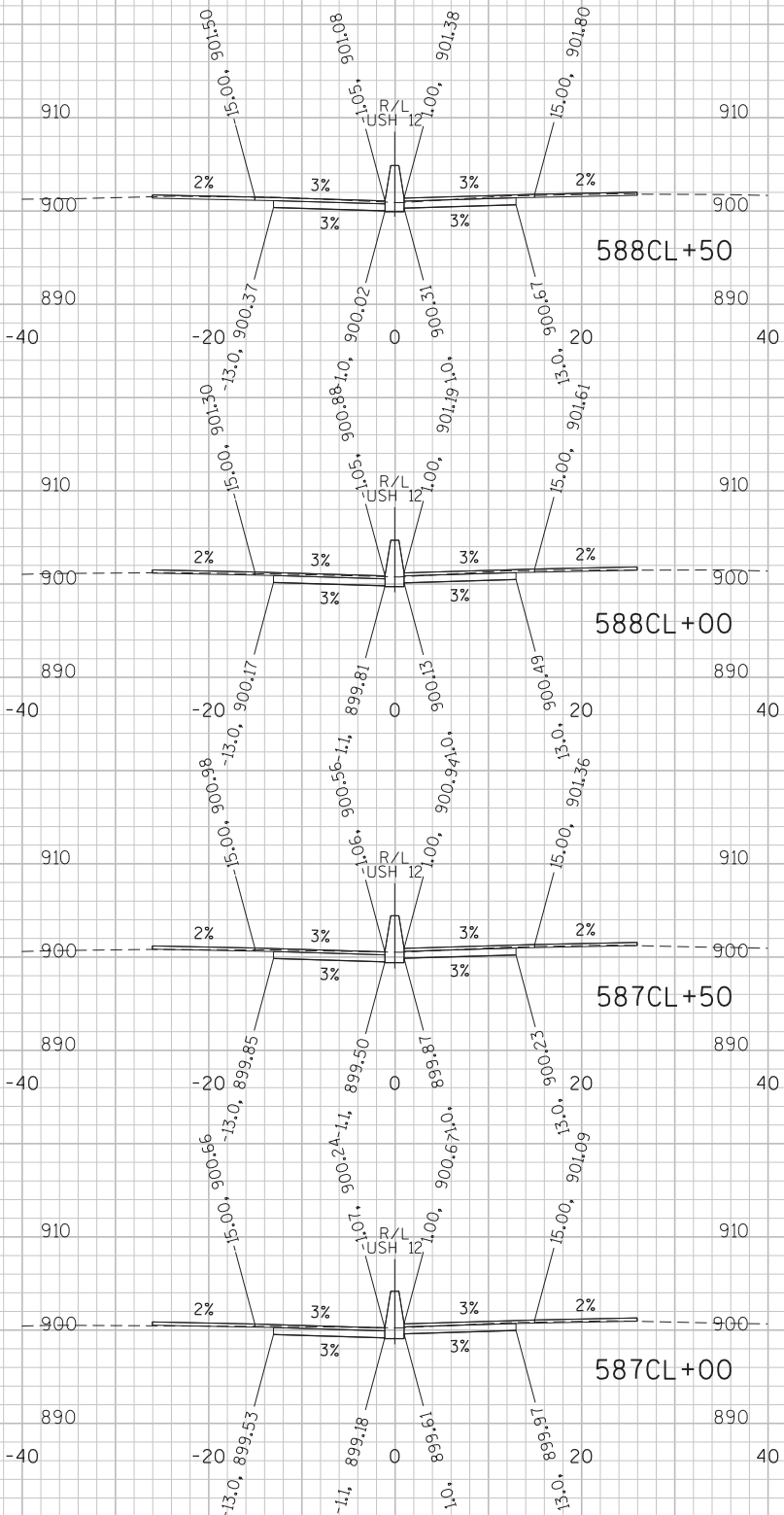


9

NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 581CL+00 TO 586CL+50

PROJECT NO:1206-06-79	HWY:USH 12	COUNTY:DANE	CROSS SECTIONS: USH 12 (MEDIAN)	SHEET	E
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PROJECT NO:1206-06-79

HWY:USH 12

COUNTY:DANE

CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

E

FILE NAME : \\madw00\ingrproj\66034\1206-06-79 HSR\1\cds\090201_xs.dgn

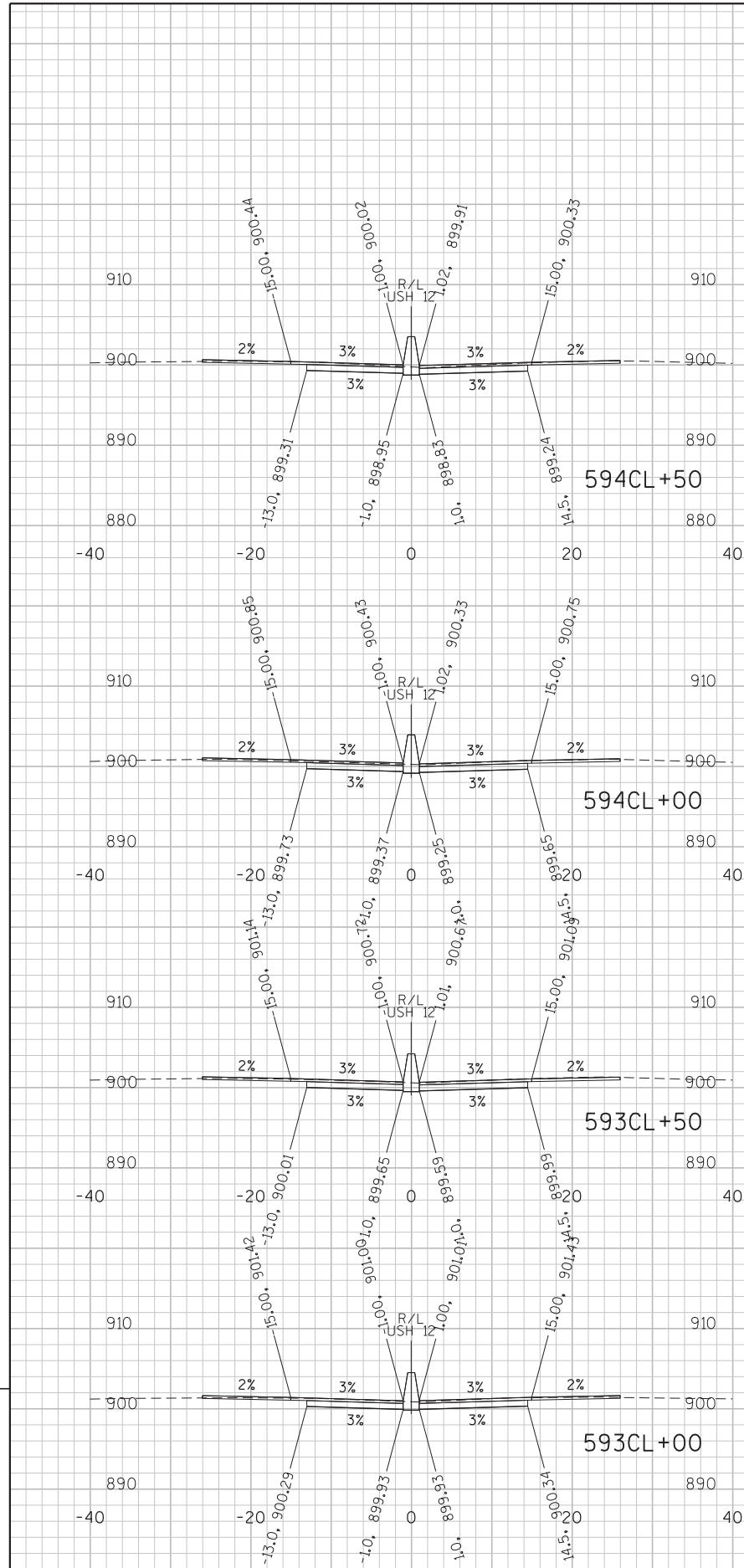
PLOT DATE : 9/29/2020 2:52:16 PM

PLOT BY : dkarasek

PLOT NAME :

PLOT SCALE : 10:1

WISDOT/CADDS SHEET 21



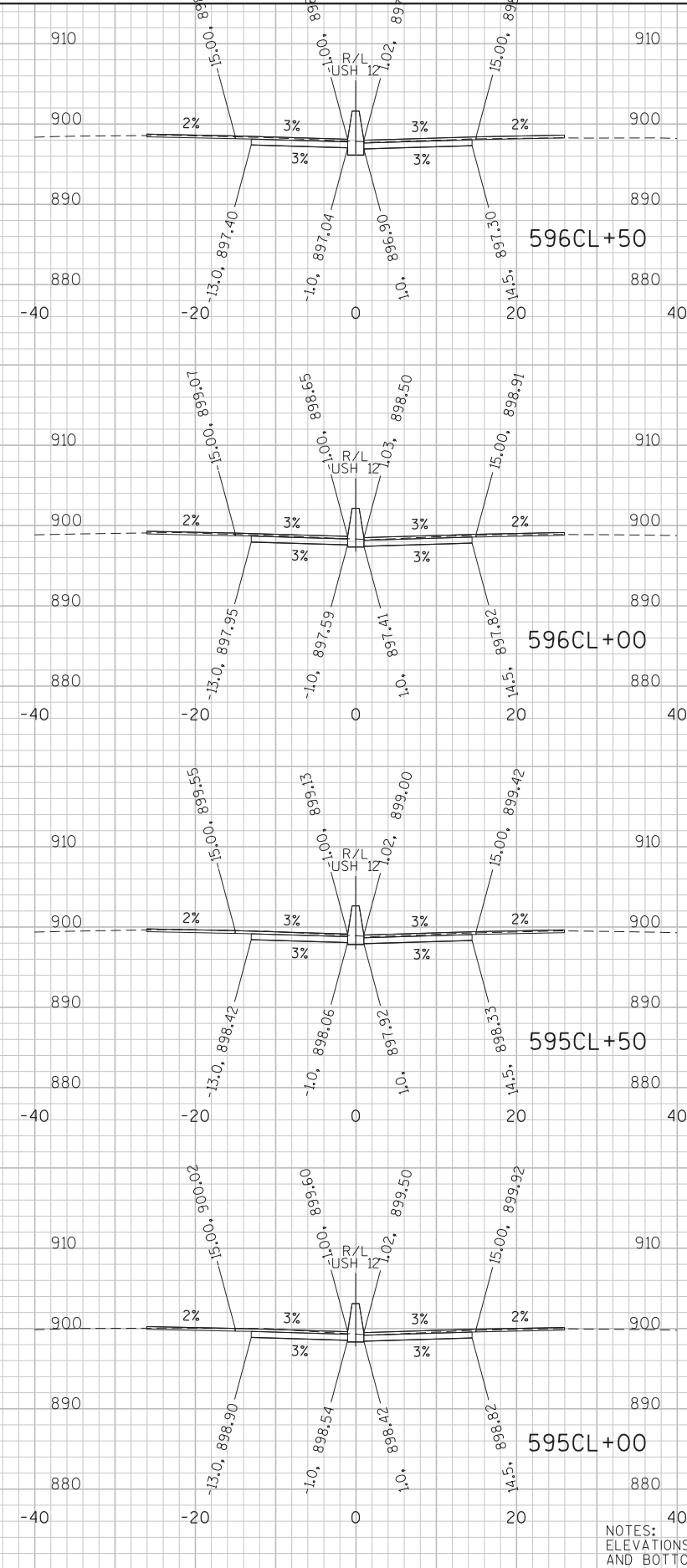
PROJECT NO:1206-06-79

HWY: USH 12

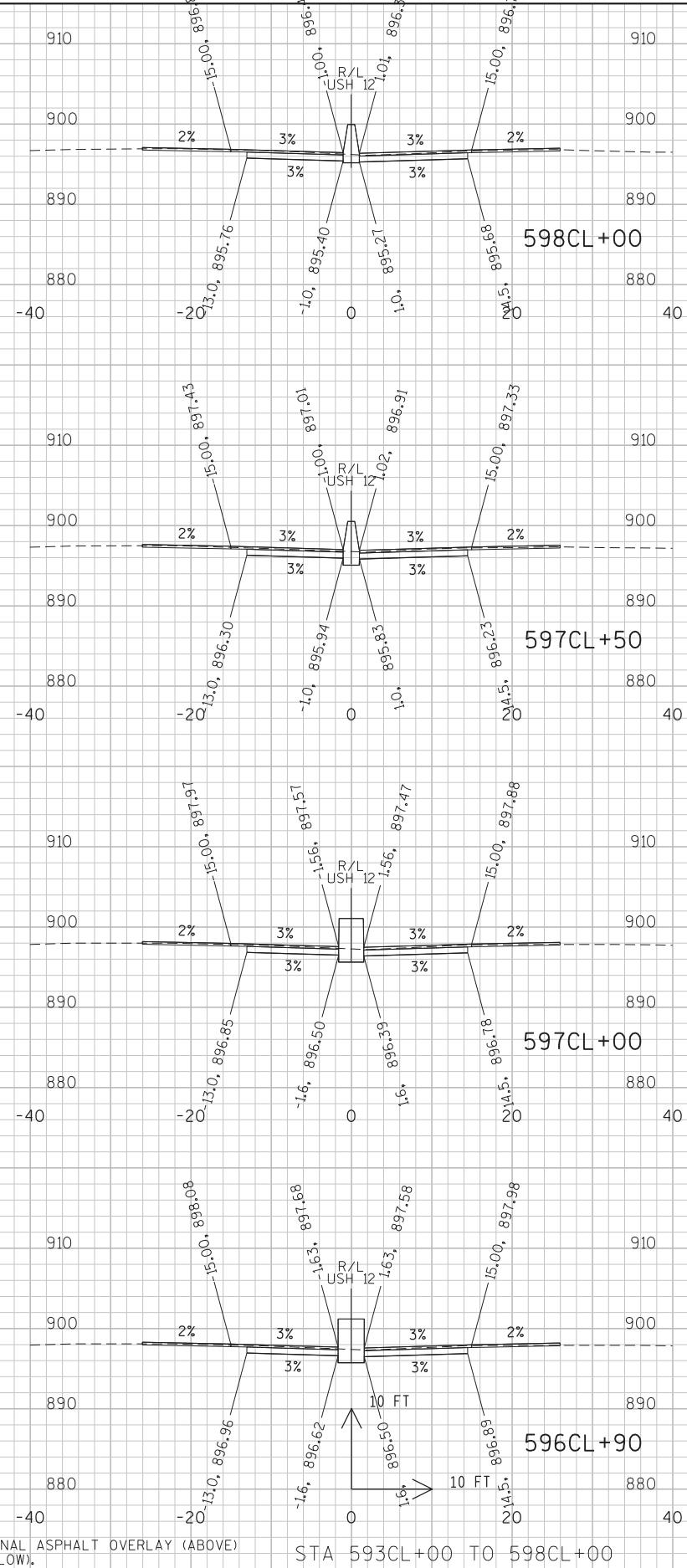
COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

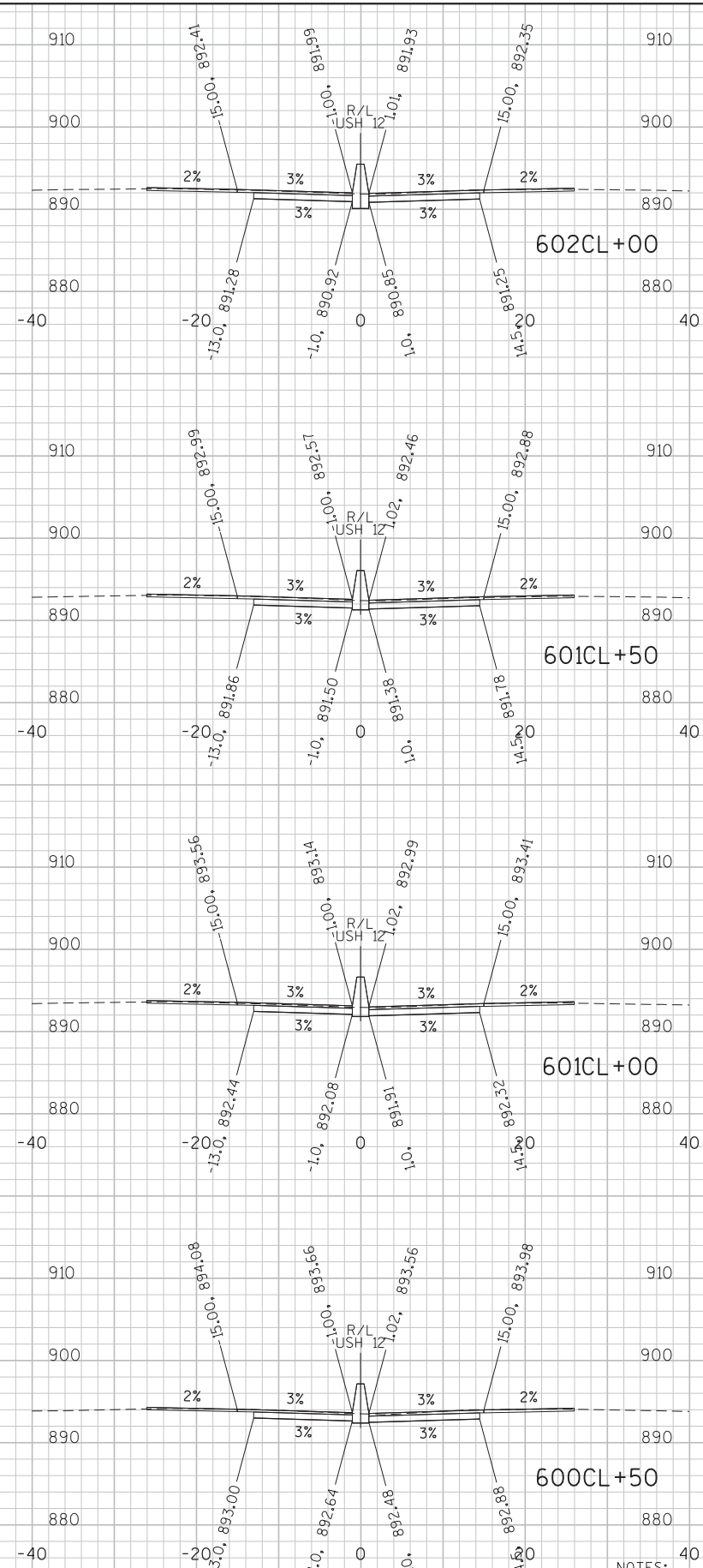
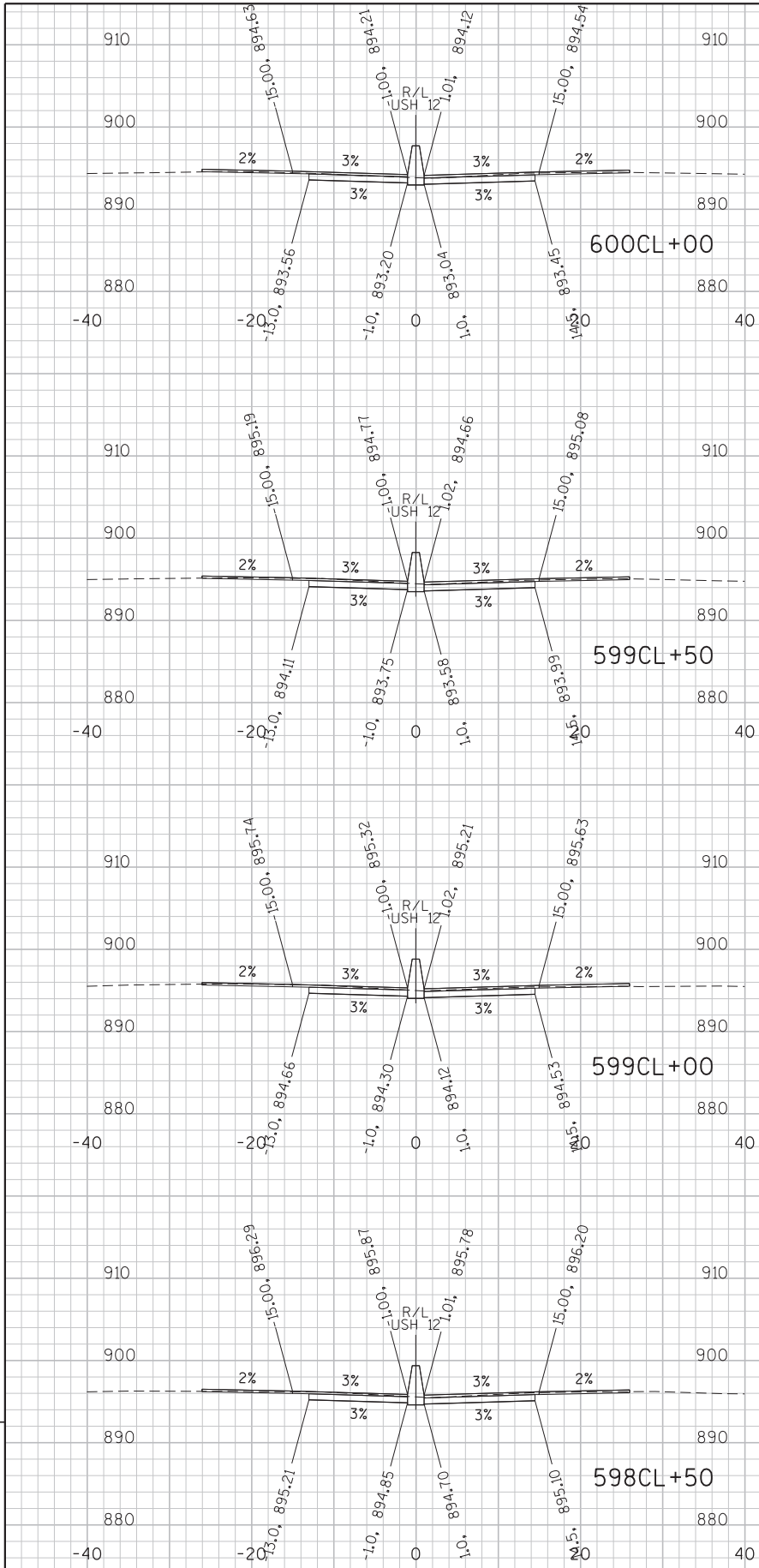
SHEET



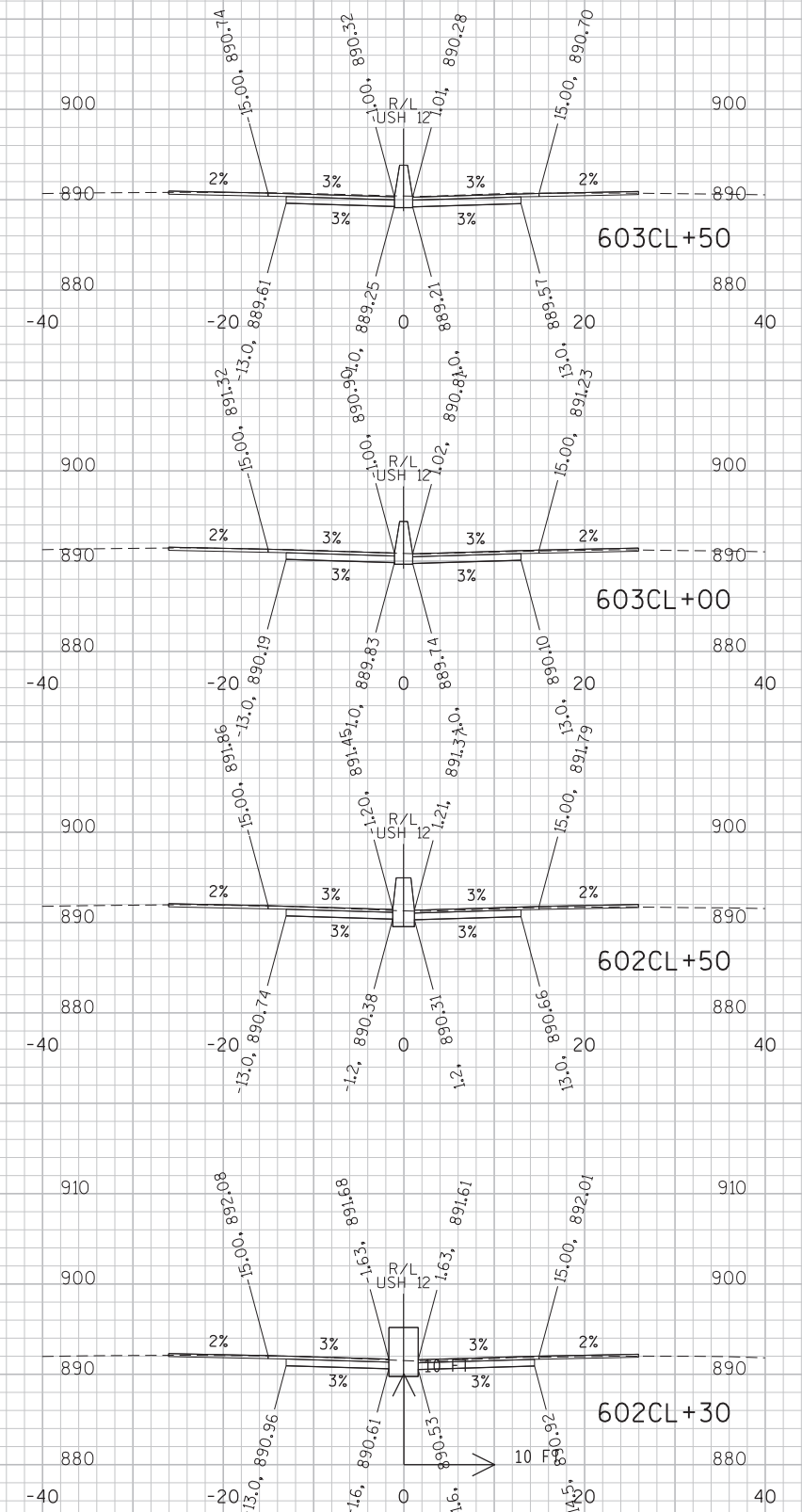
NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

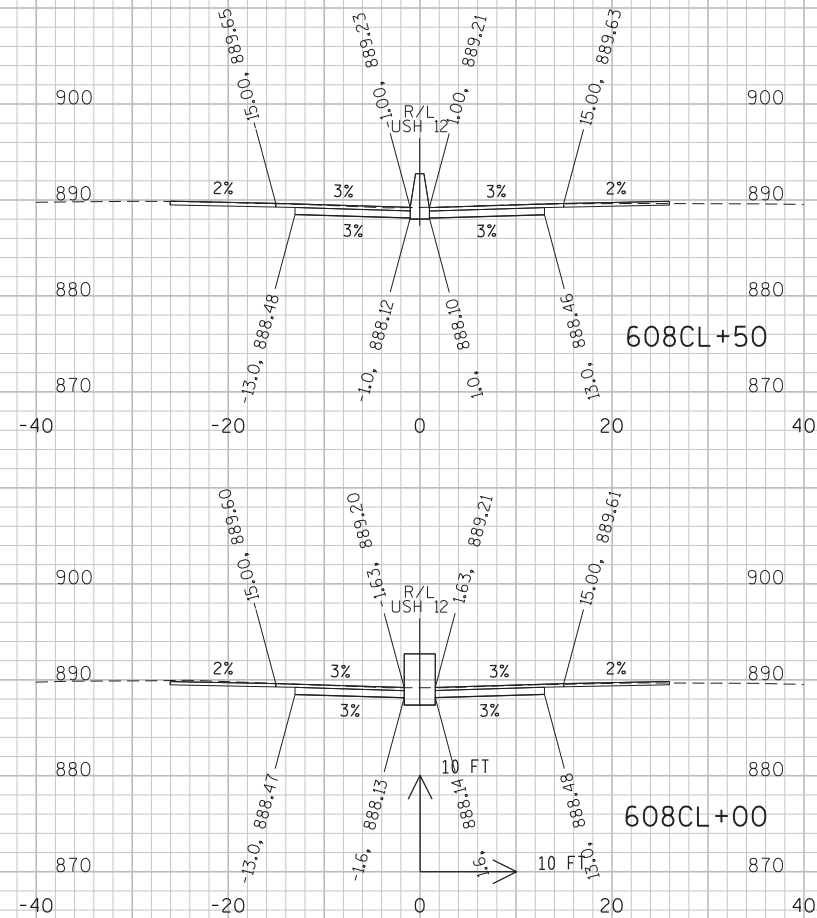
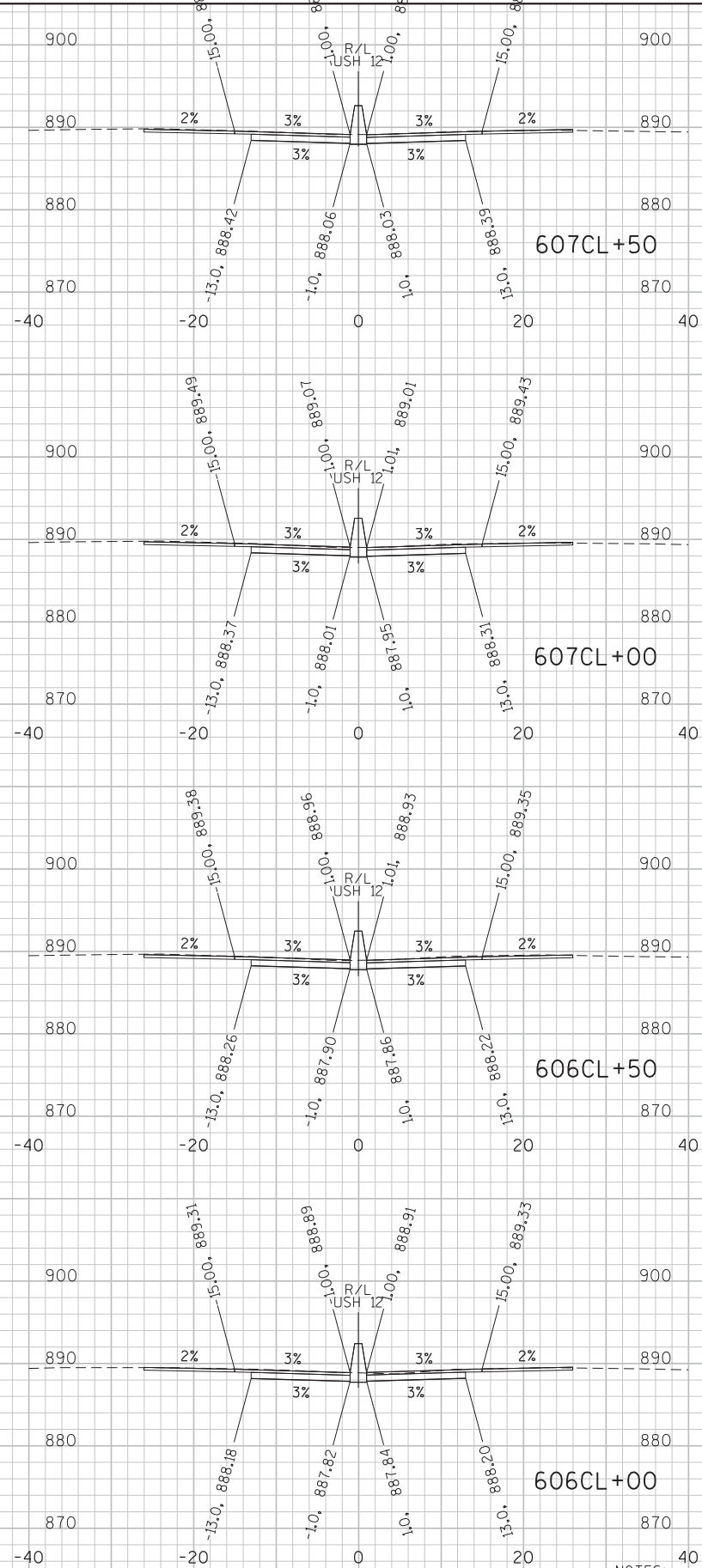
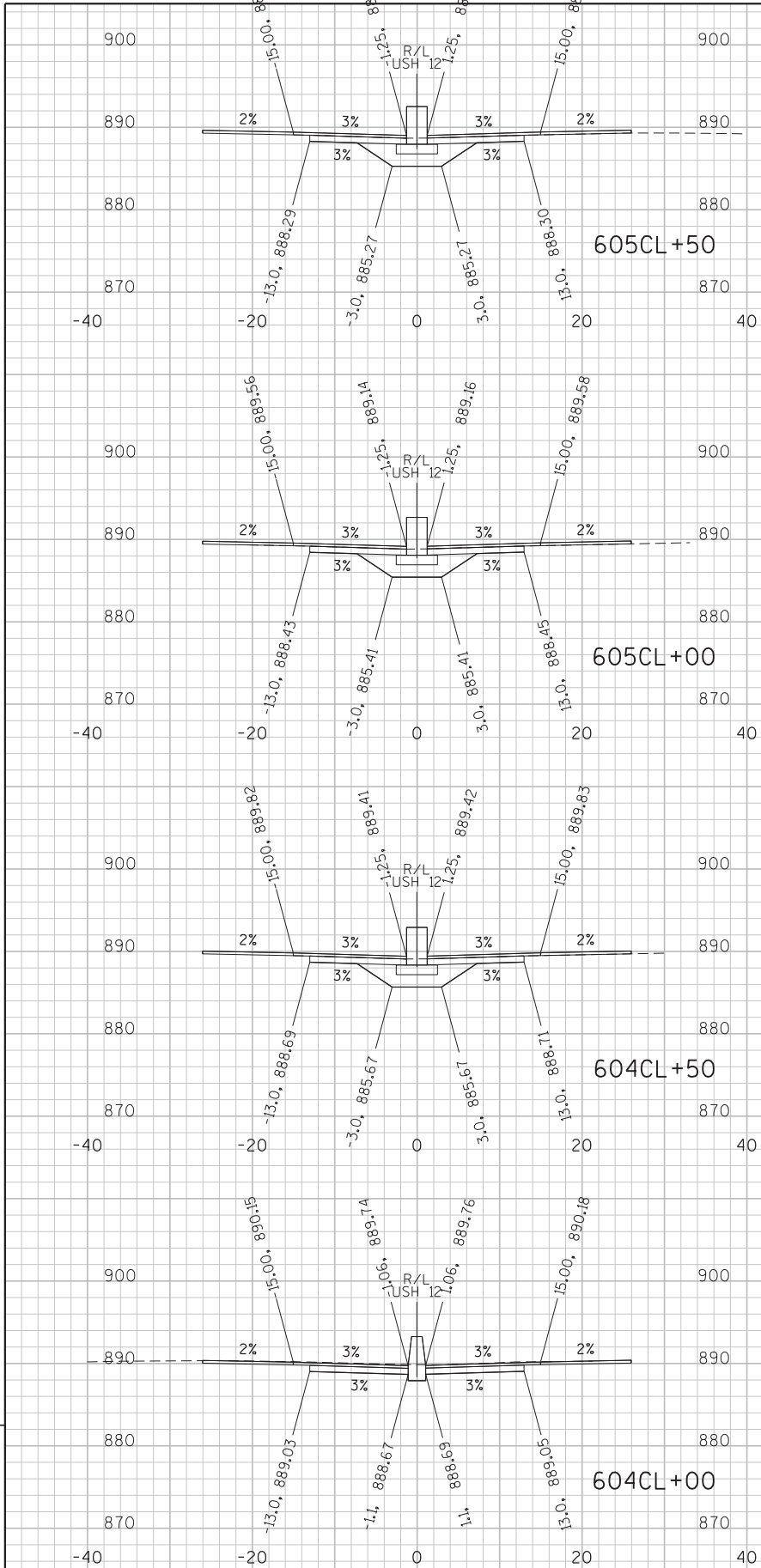


STA 593CL+00 TO 598CL+00



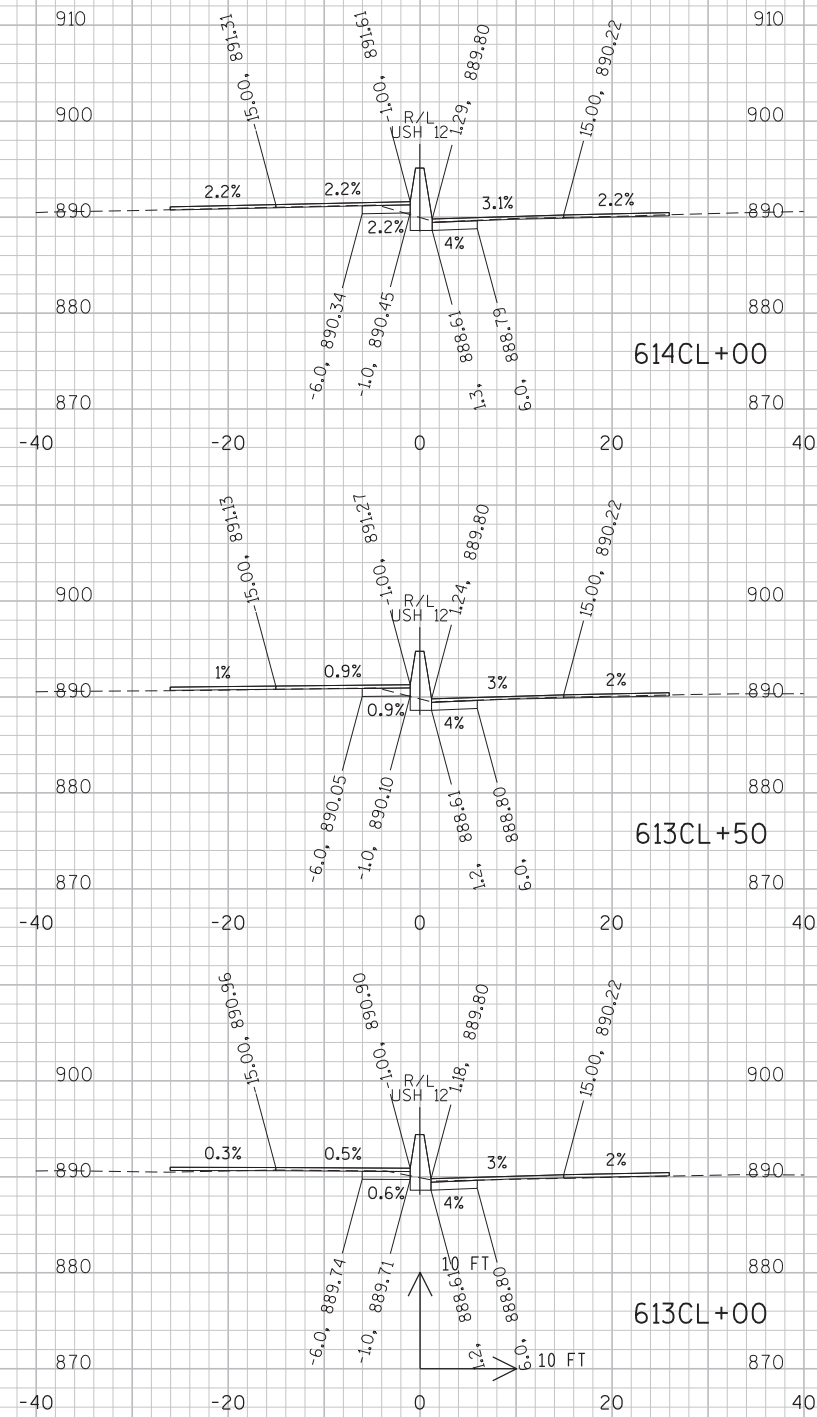
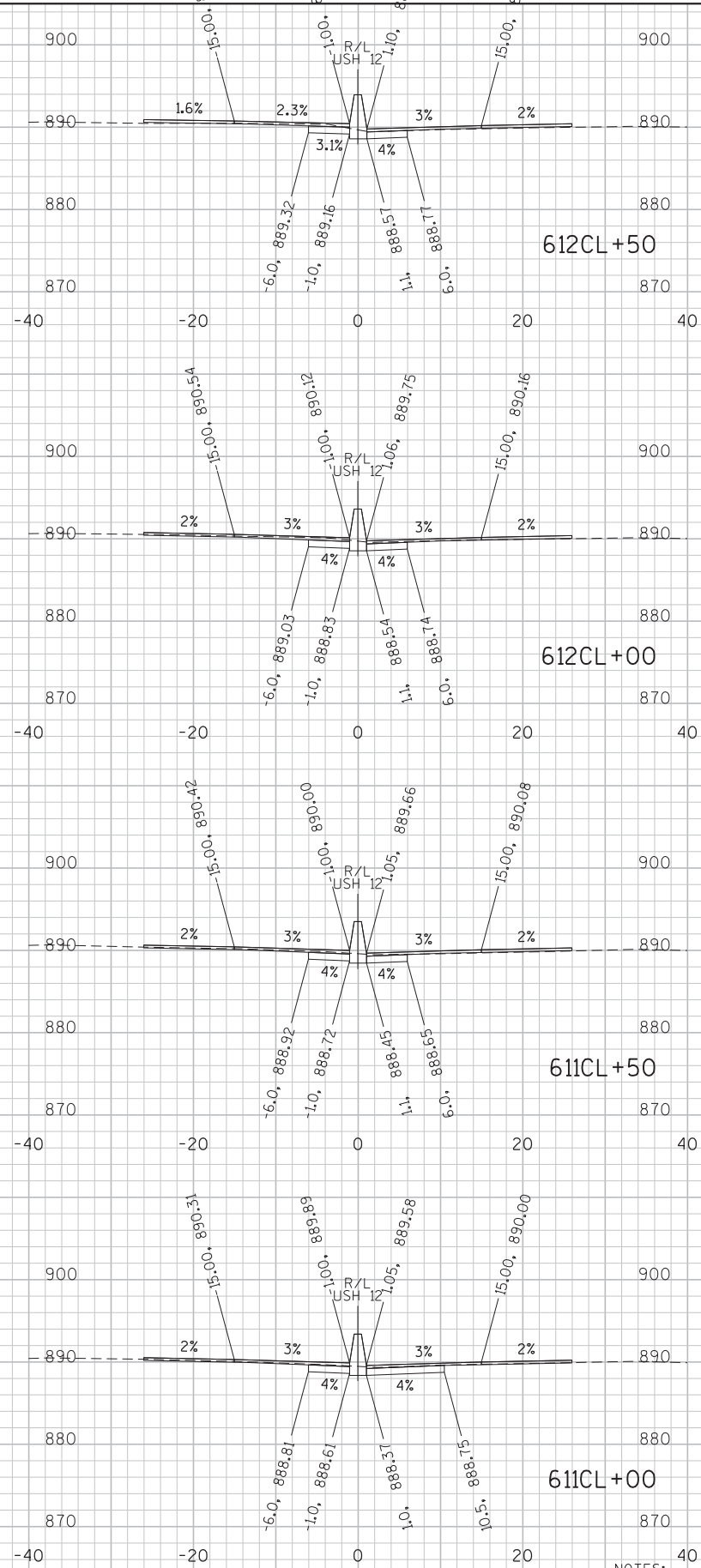
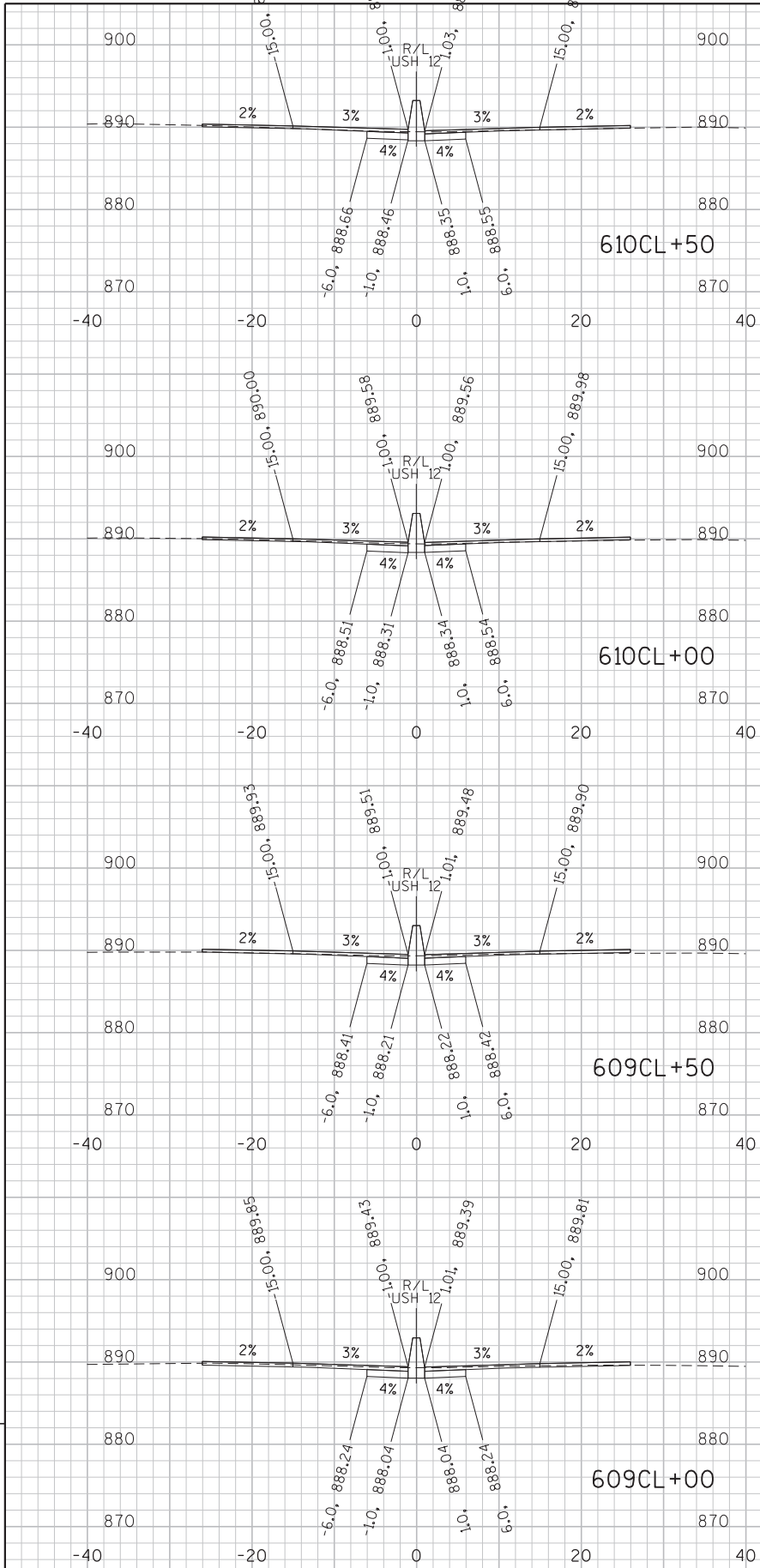
NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).





NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 604CL+00 TO 608CL+50



NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 609CL+00 TO 614CL+00

PROJECT NO:1206-06-79

HWY: USH 12

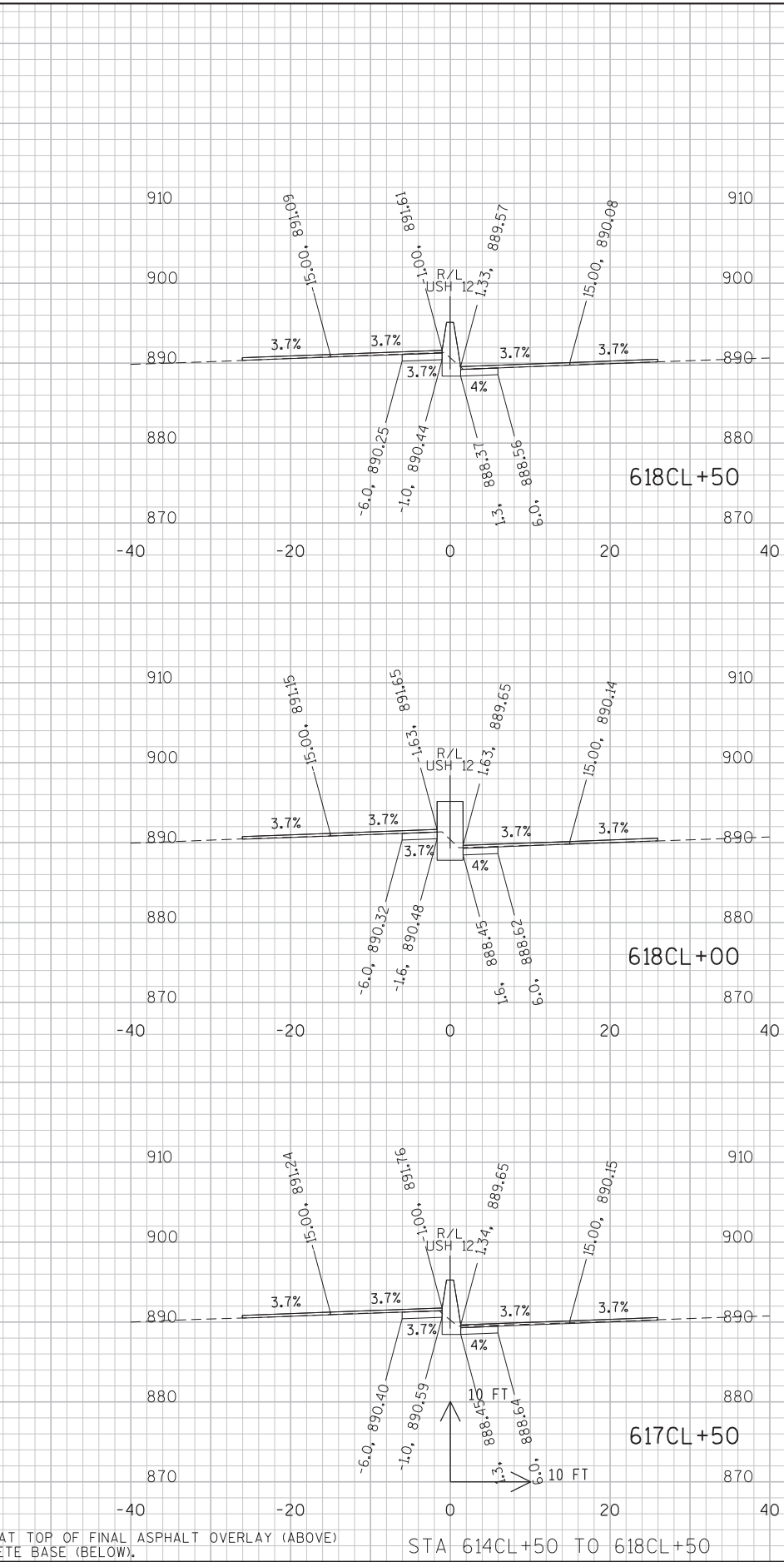
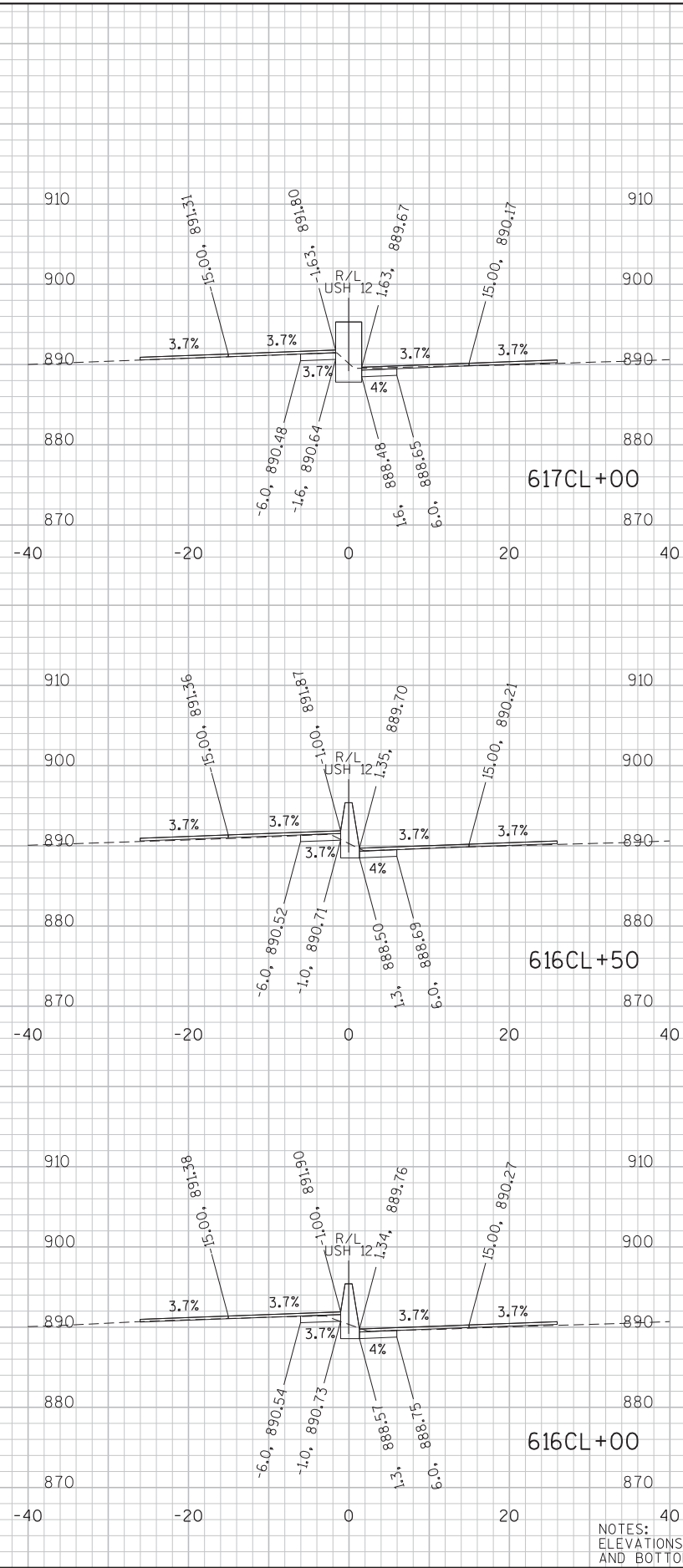
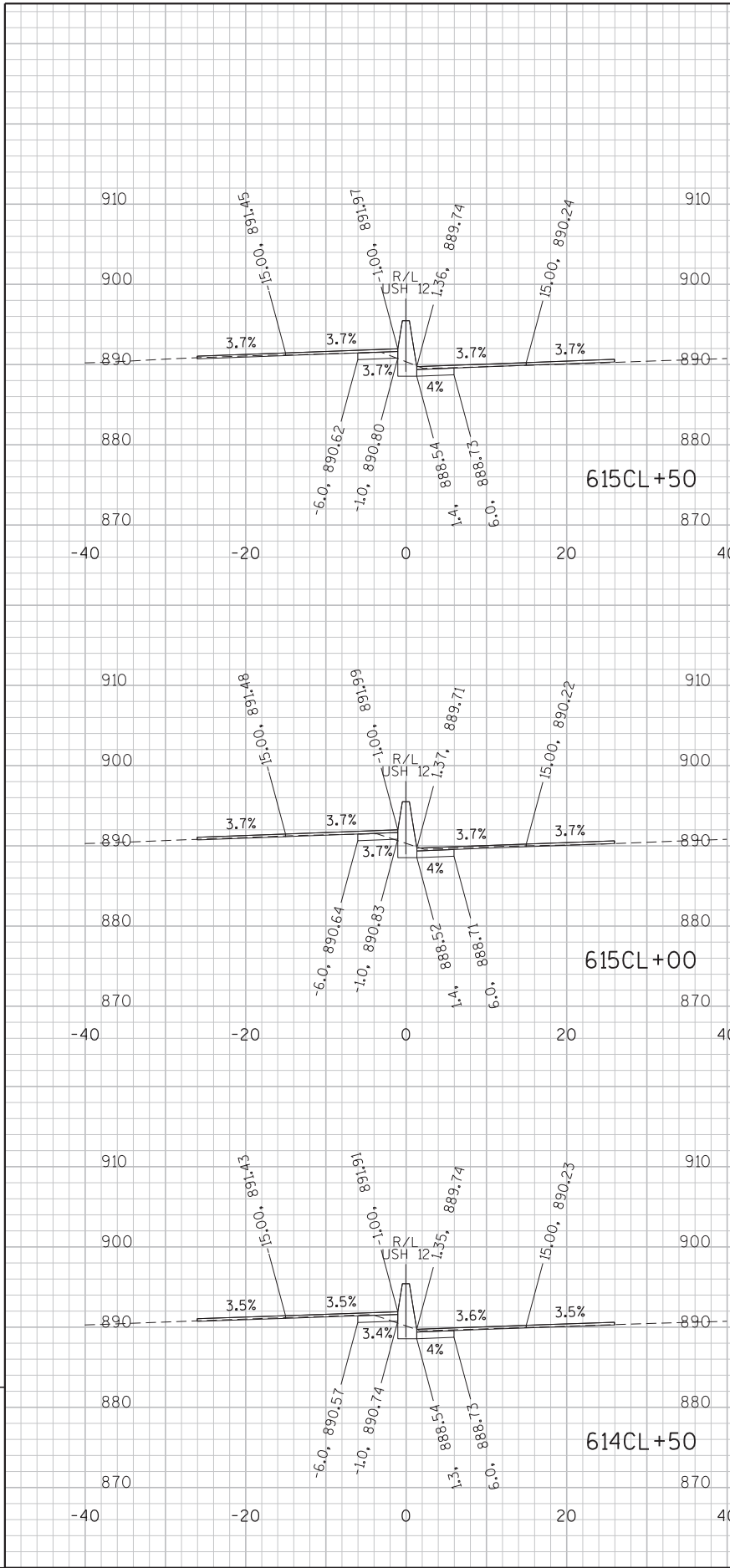
COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

E

9

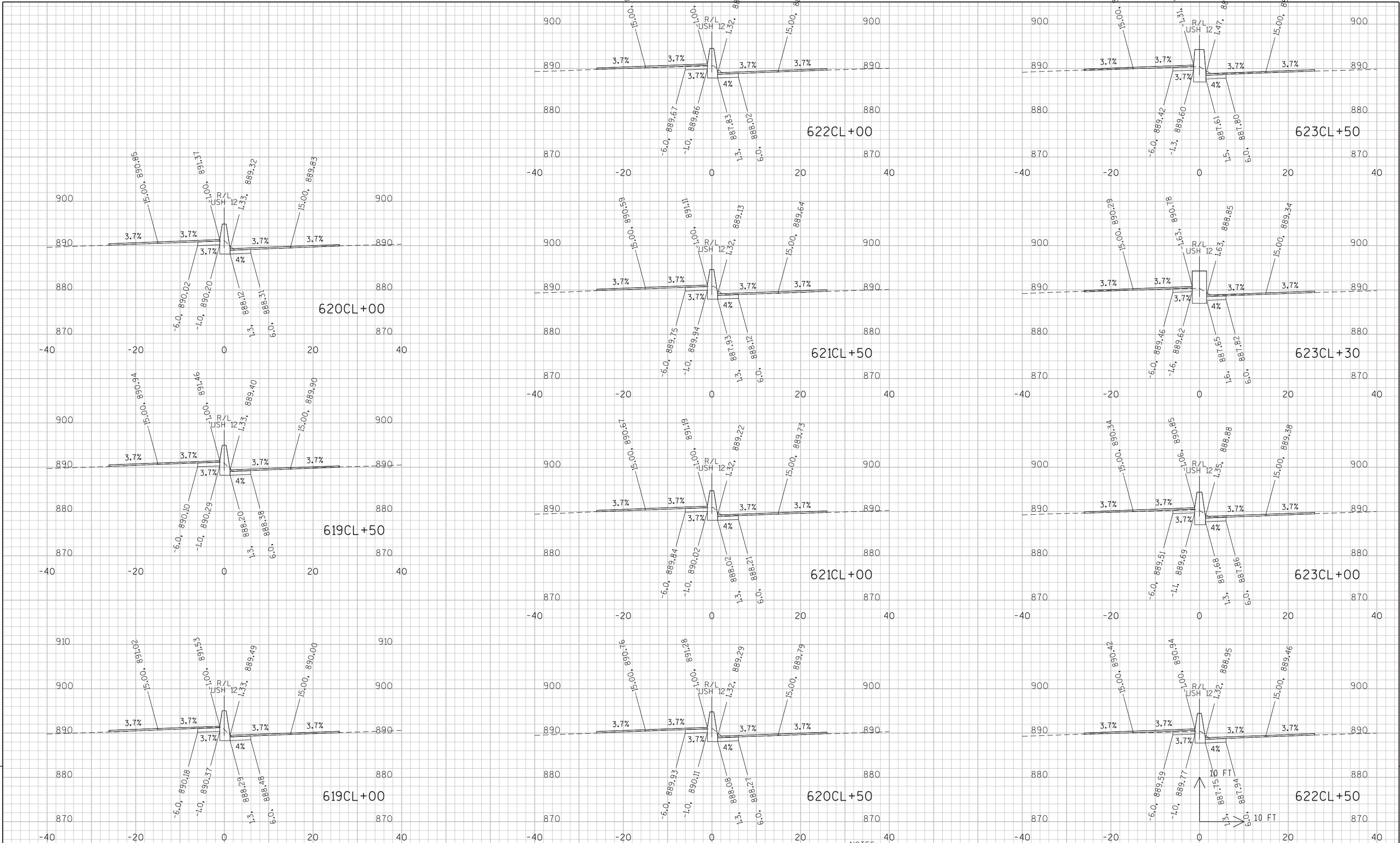


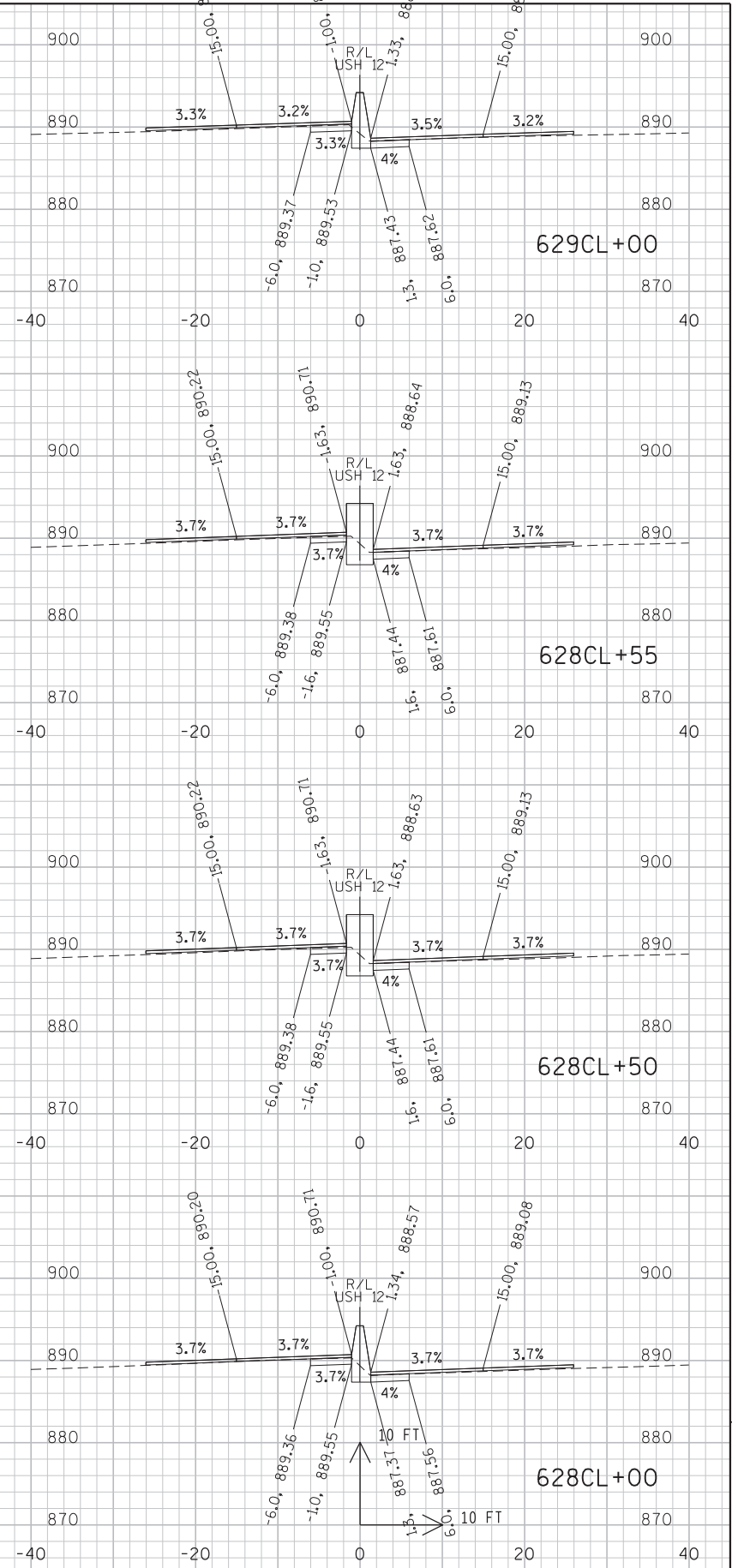
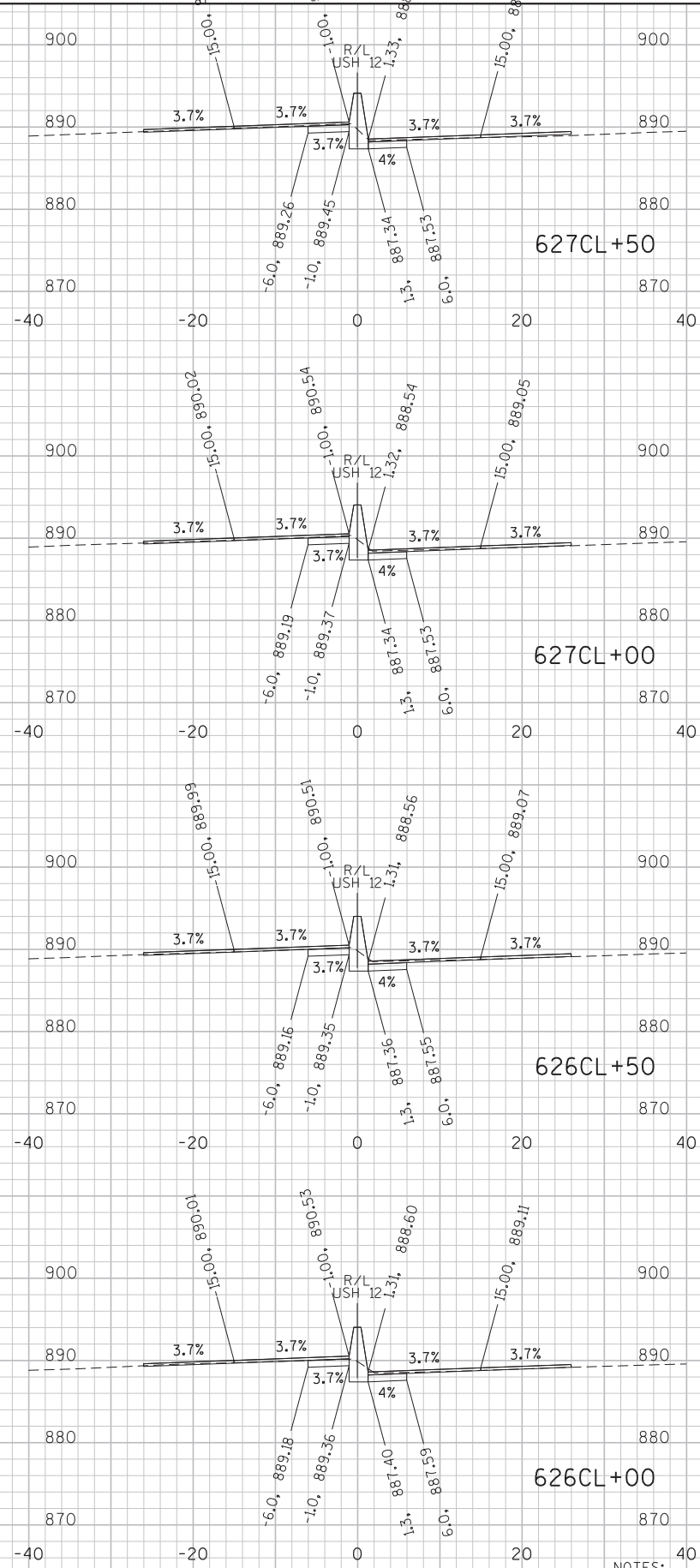
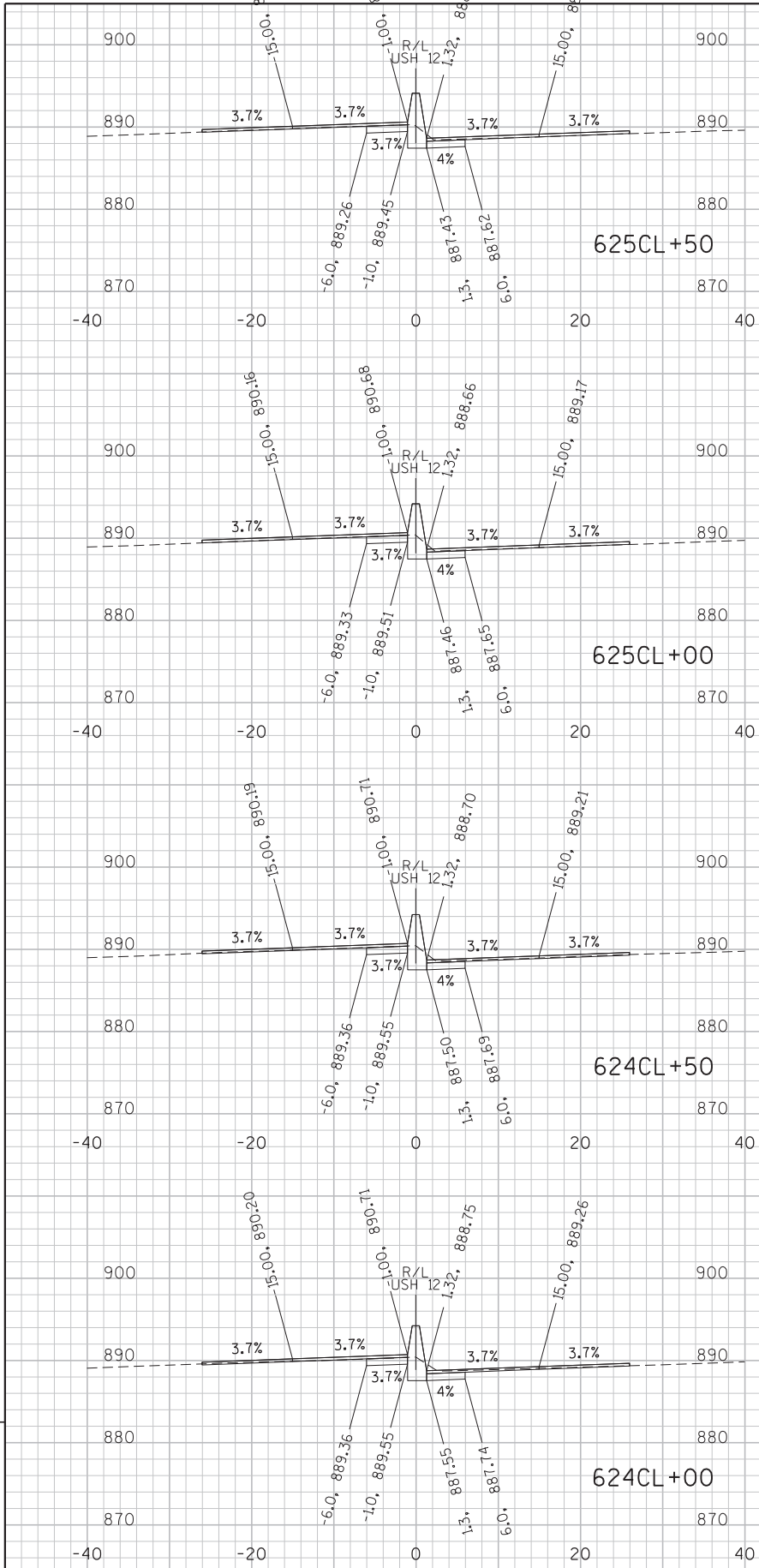
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NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 614CL+50 TO 618CL+50

PROJECT NO:1206-06-79	HWY: USH 12	COUNTY:DANE	CROSS SECTIONS: USH 12 (MEDIAN)	SHEET	E
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NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 624CL+00 TO 629CL+00

PROJECT NO: 1206-06-79

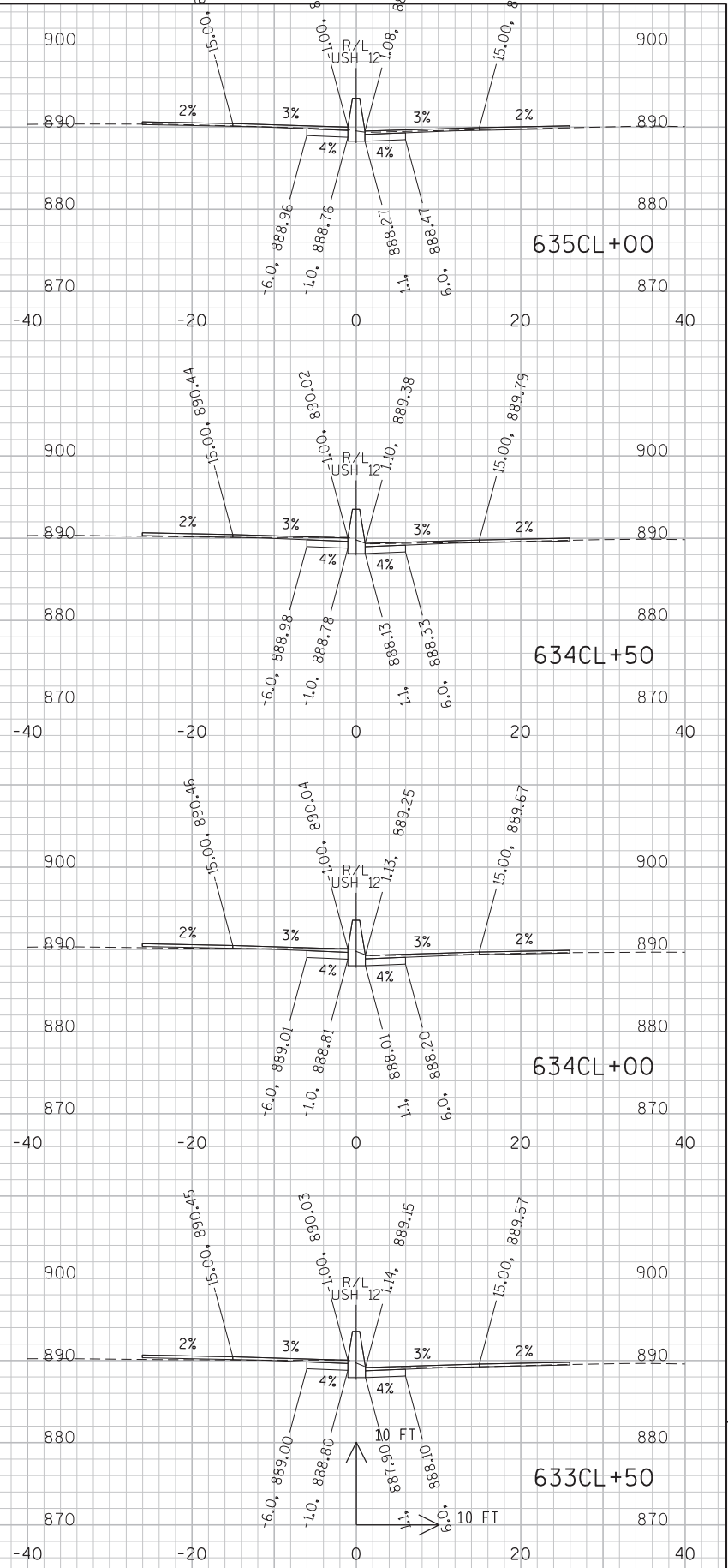
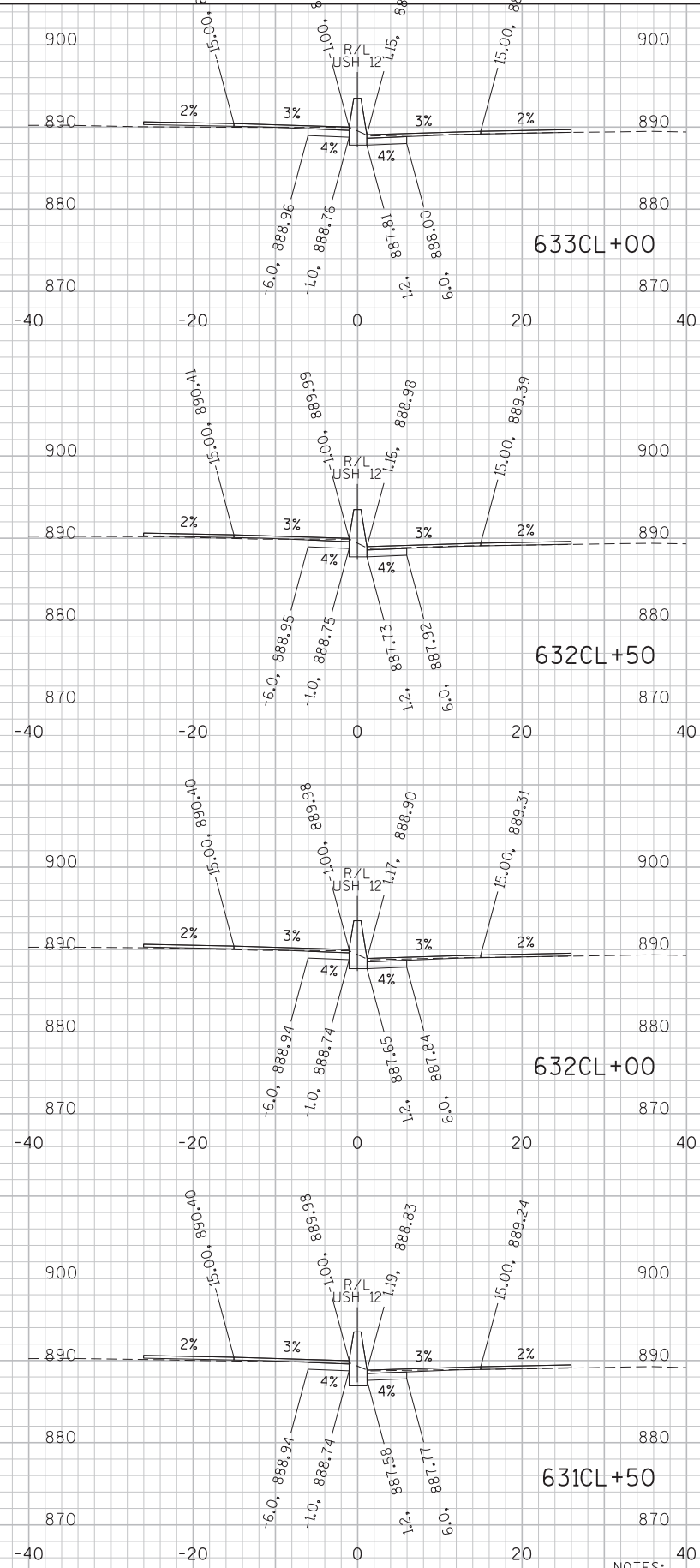
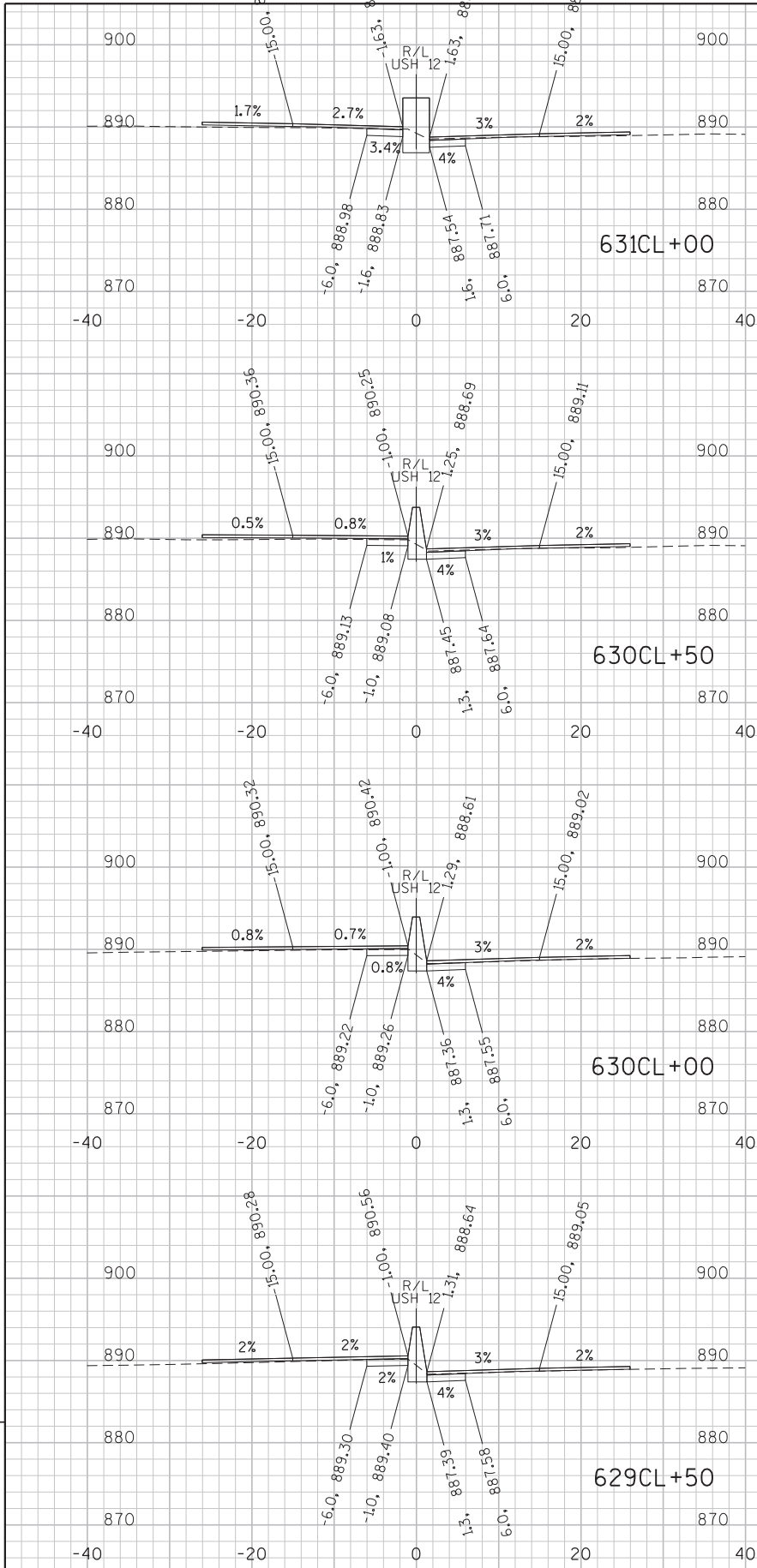
HWY: USH 12

COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

E



NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 629CL+50 TO 635CL+00

PROJECT NO:1206-06-79

HWY: USH 12

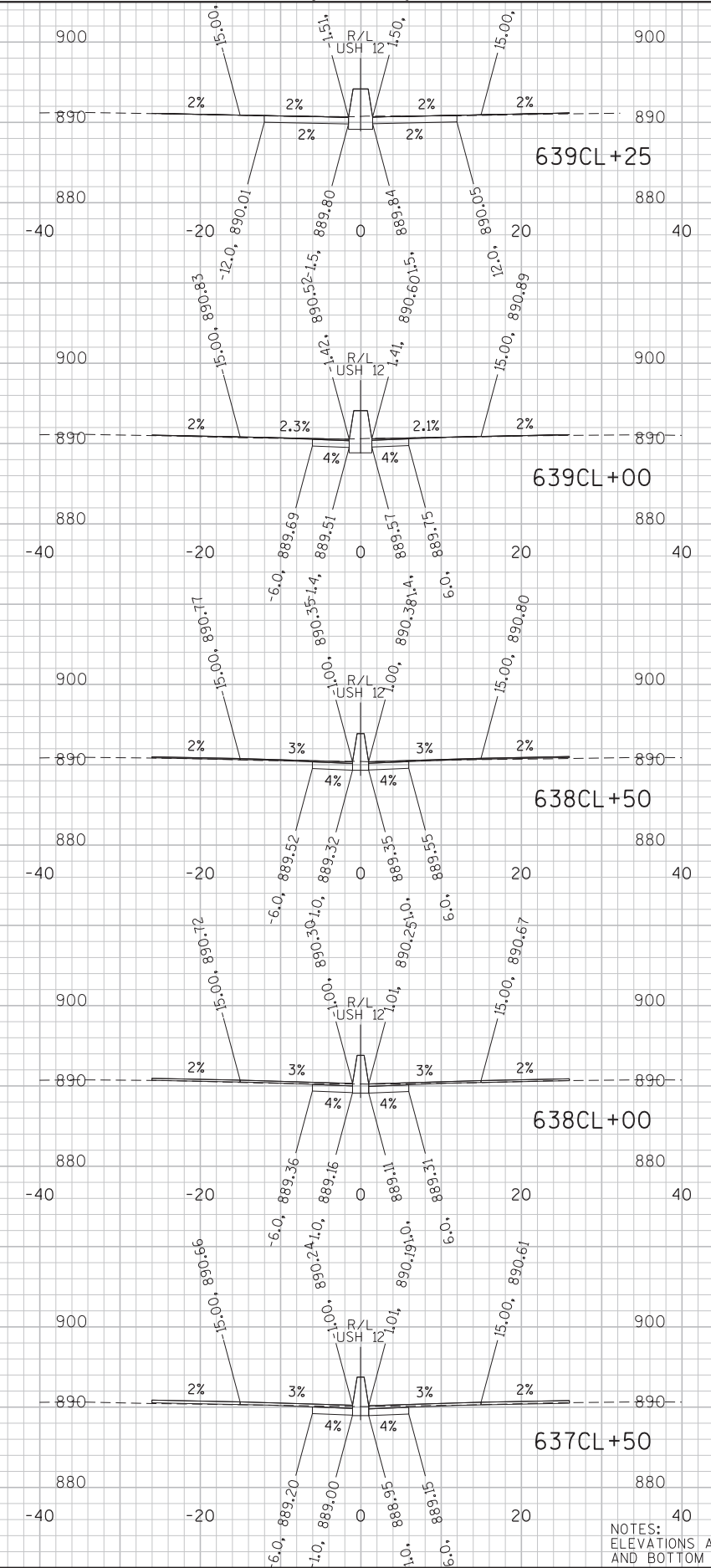
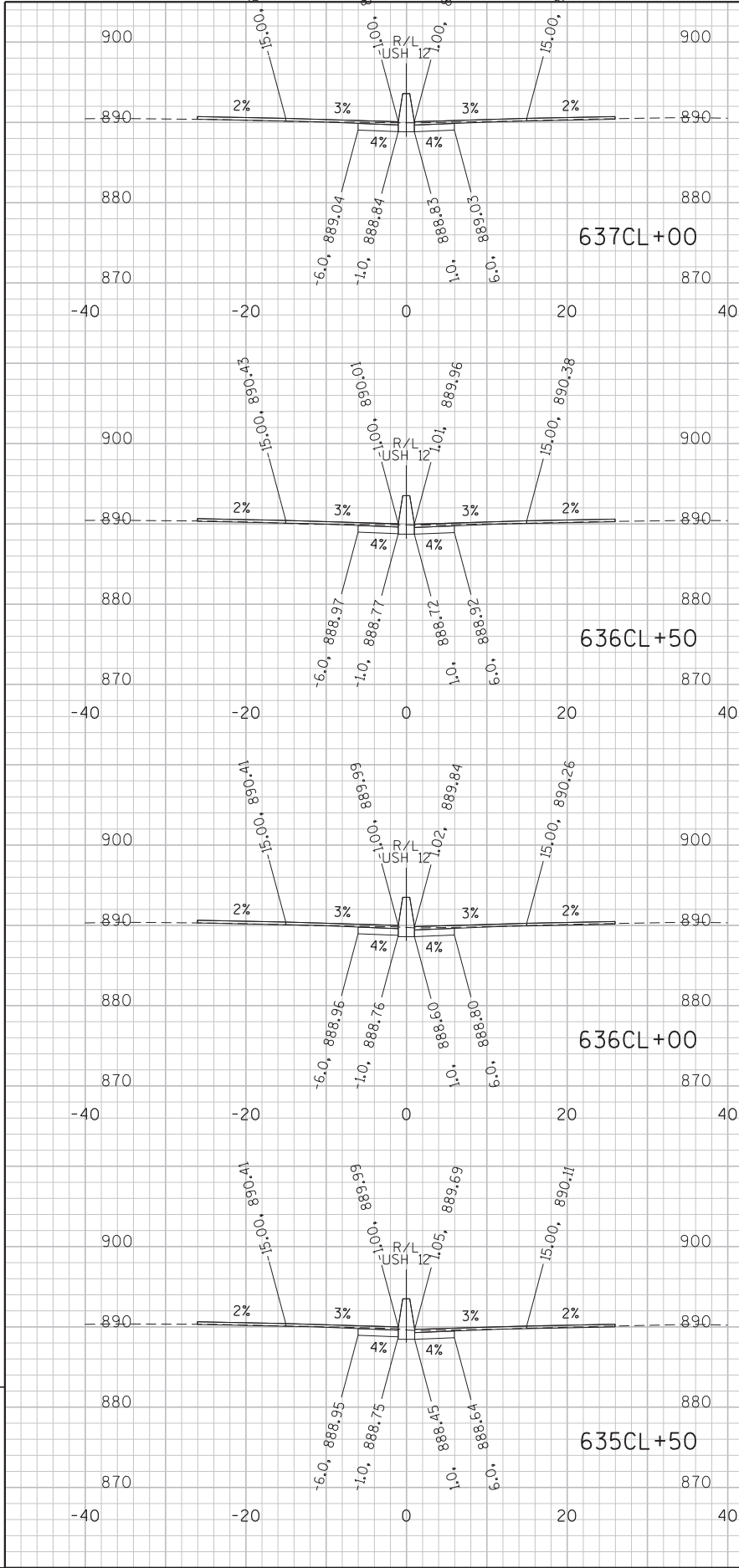
COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

E

9



PARK STREET BRIDGE
B-13-16 (EB) / B-13-191 (WB)

10 FT

NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 635CL+50 TO 639CL+25

PROJECT NO: 1206-06-79

HWY: USH 12

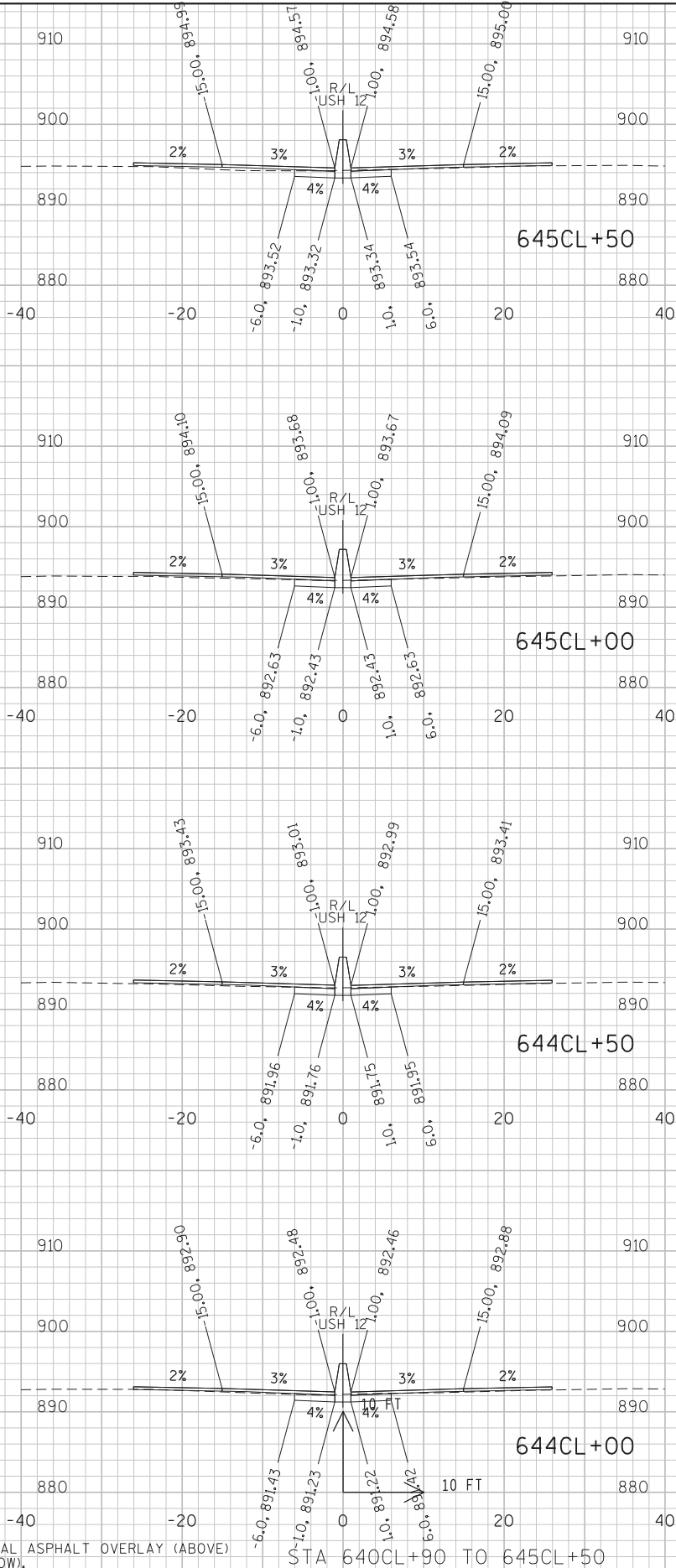
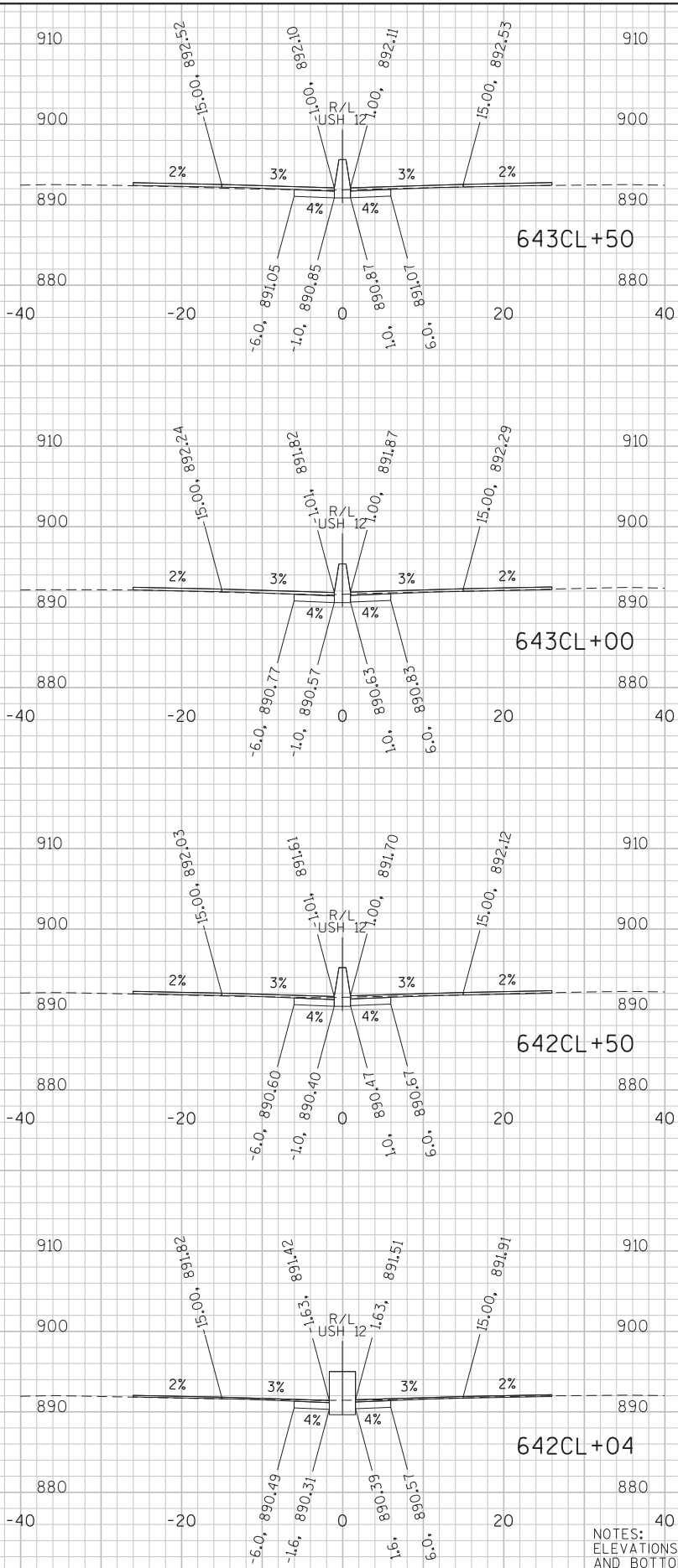
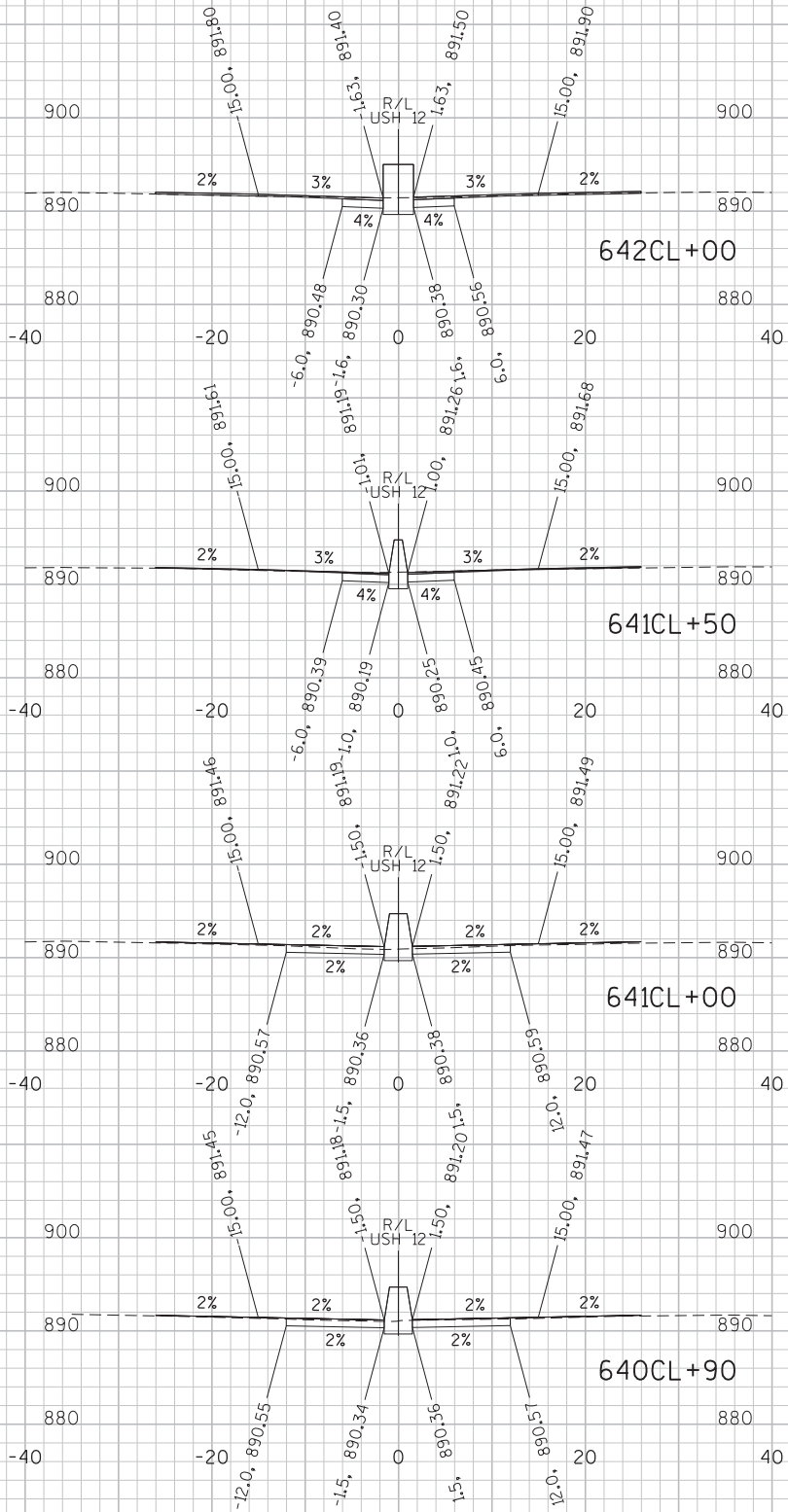
COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

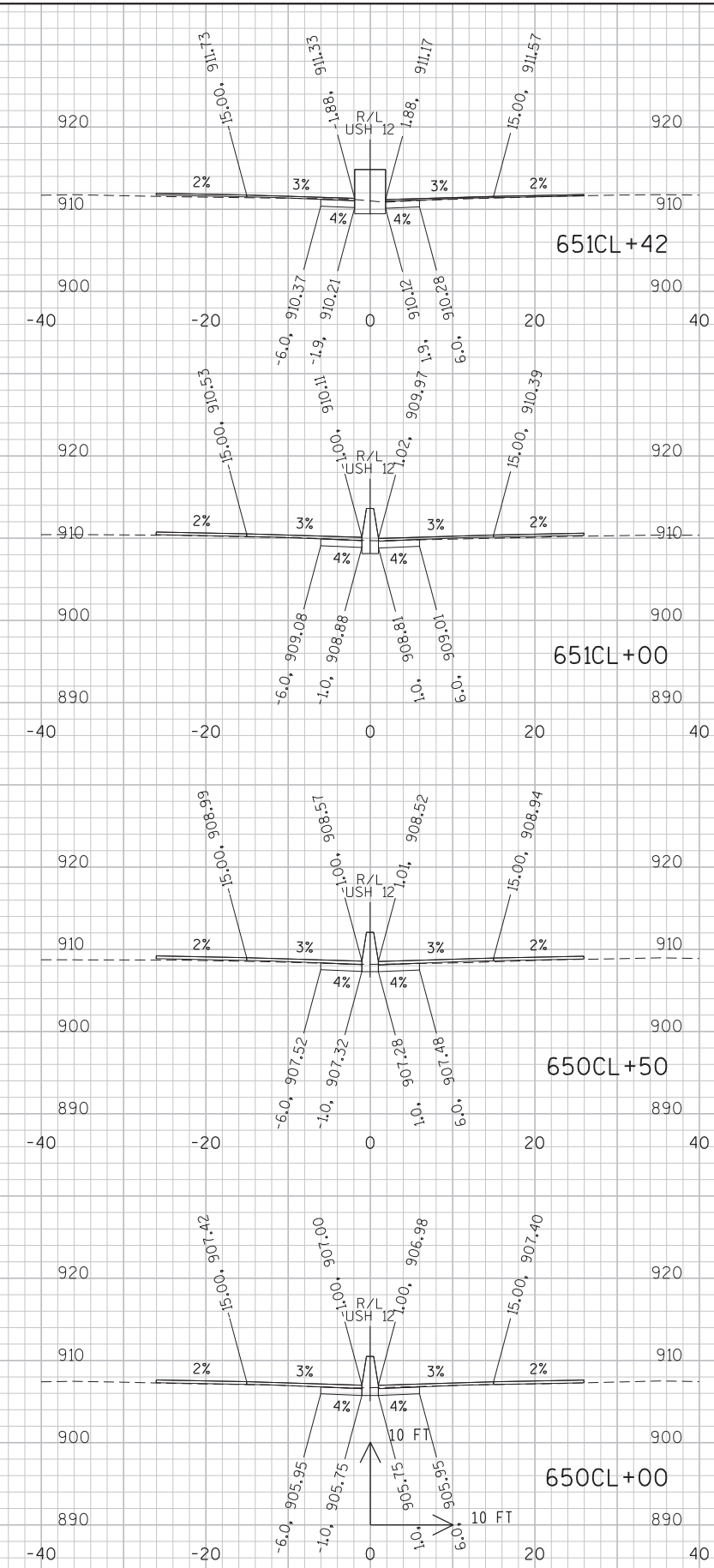
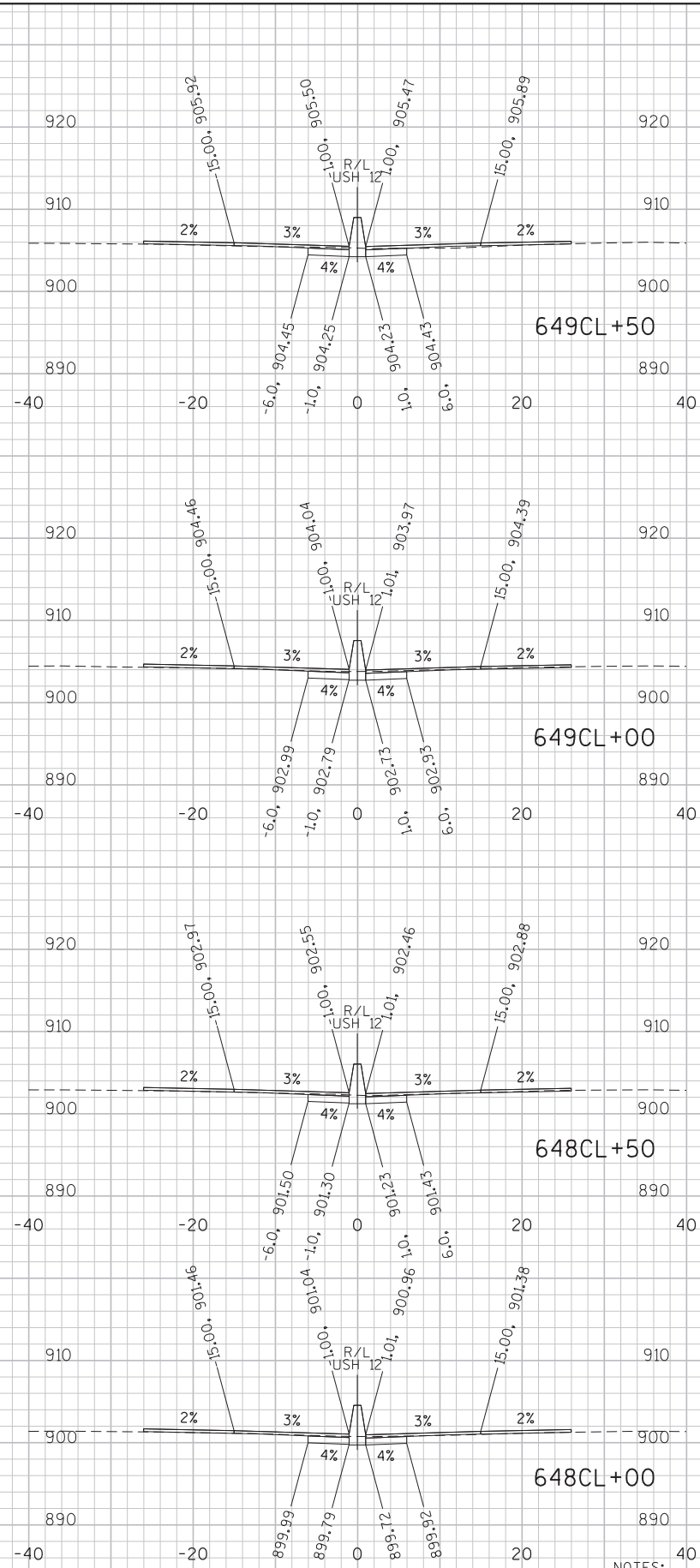
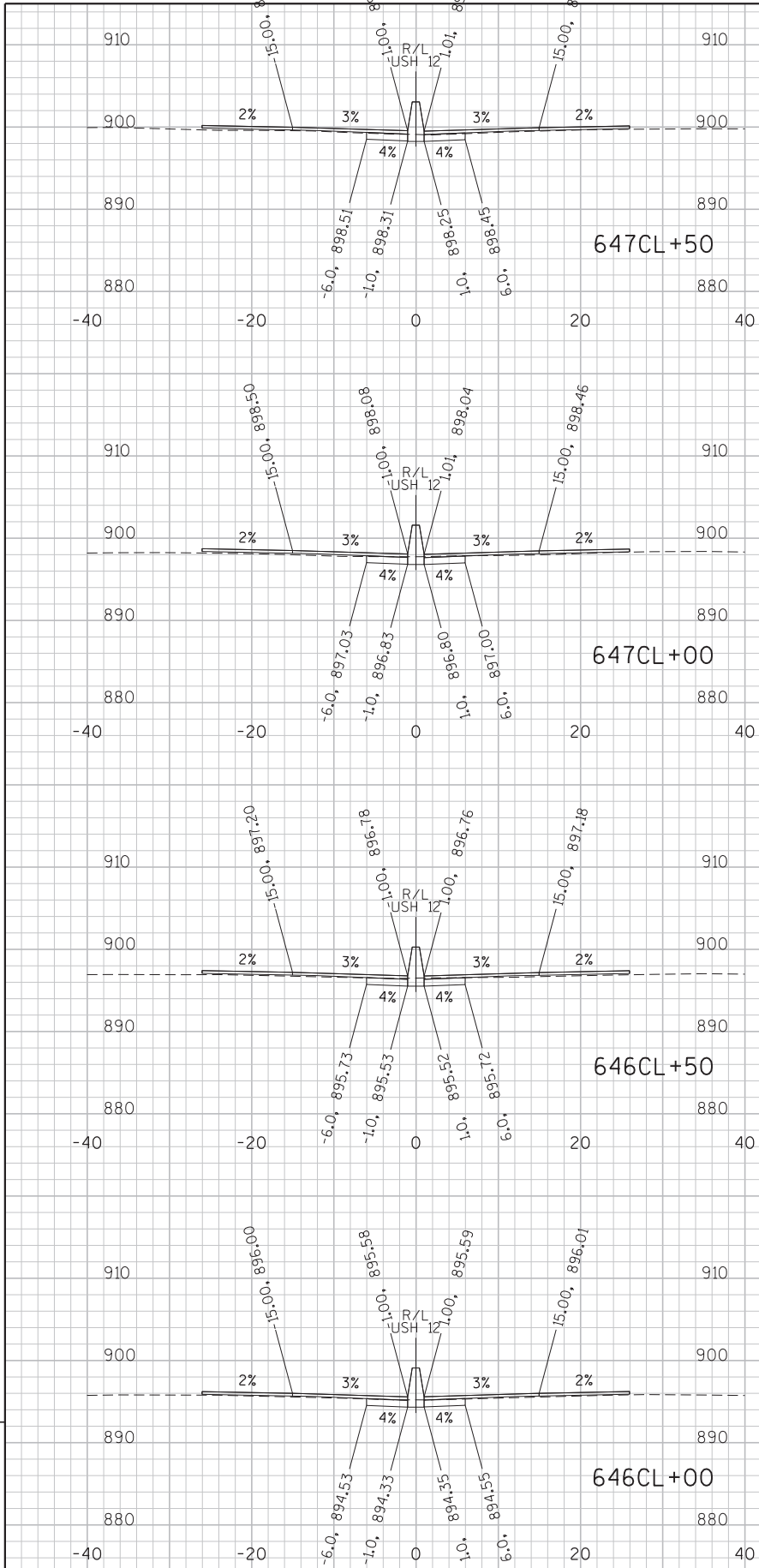
E

9



NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

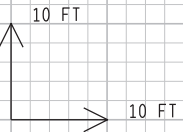
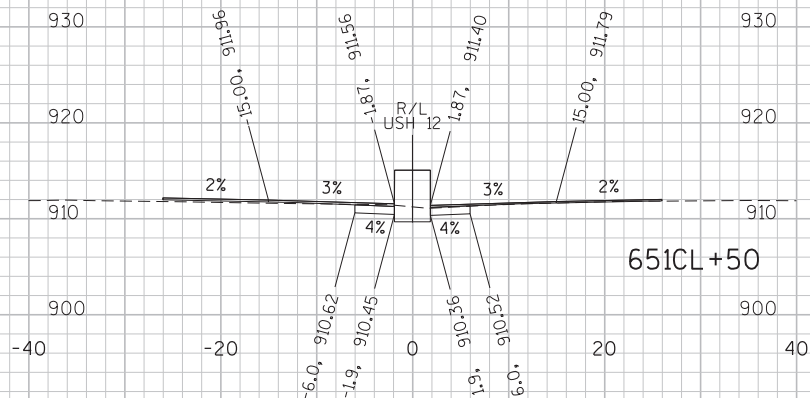
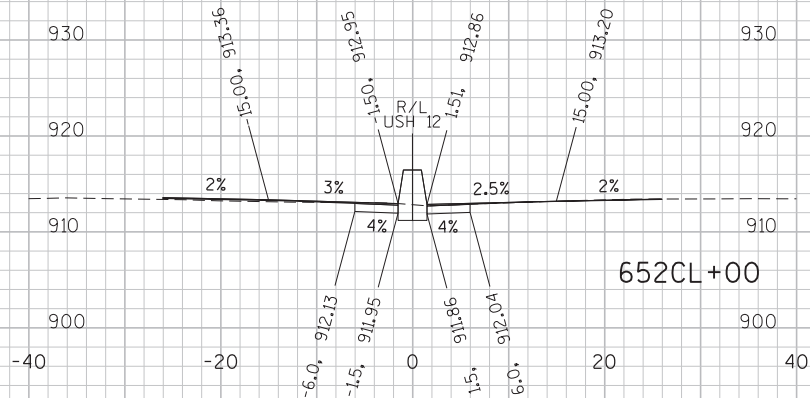
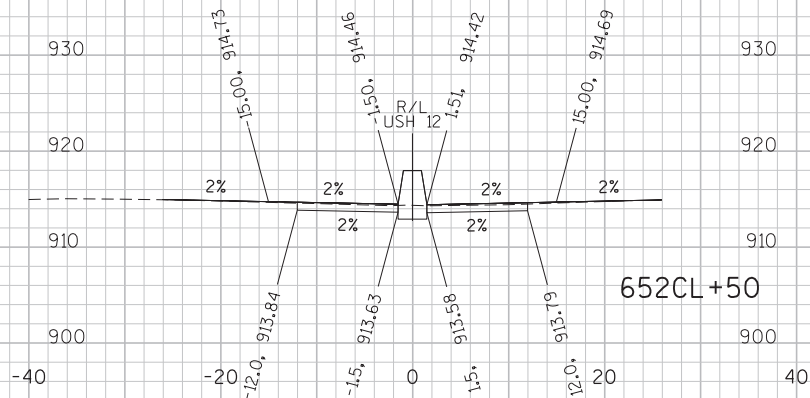
STA 640CL+90 TO 645CL+50



NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 646CL+00 TO 651CL+42

RAILROAD BRIDGE
B-13-17 (EB) / B-13-192 (WB)



NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 651CL+50 TO 652CL+50

9

9

PROJECT NO: 1206-06-79

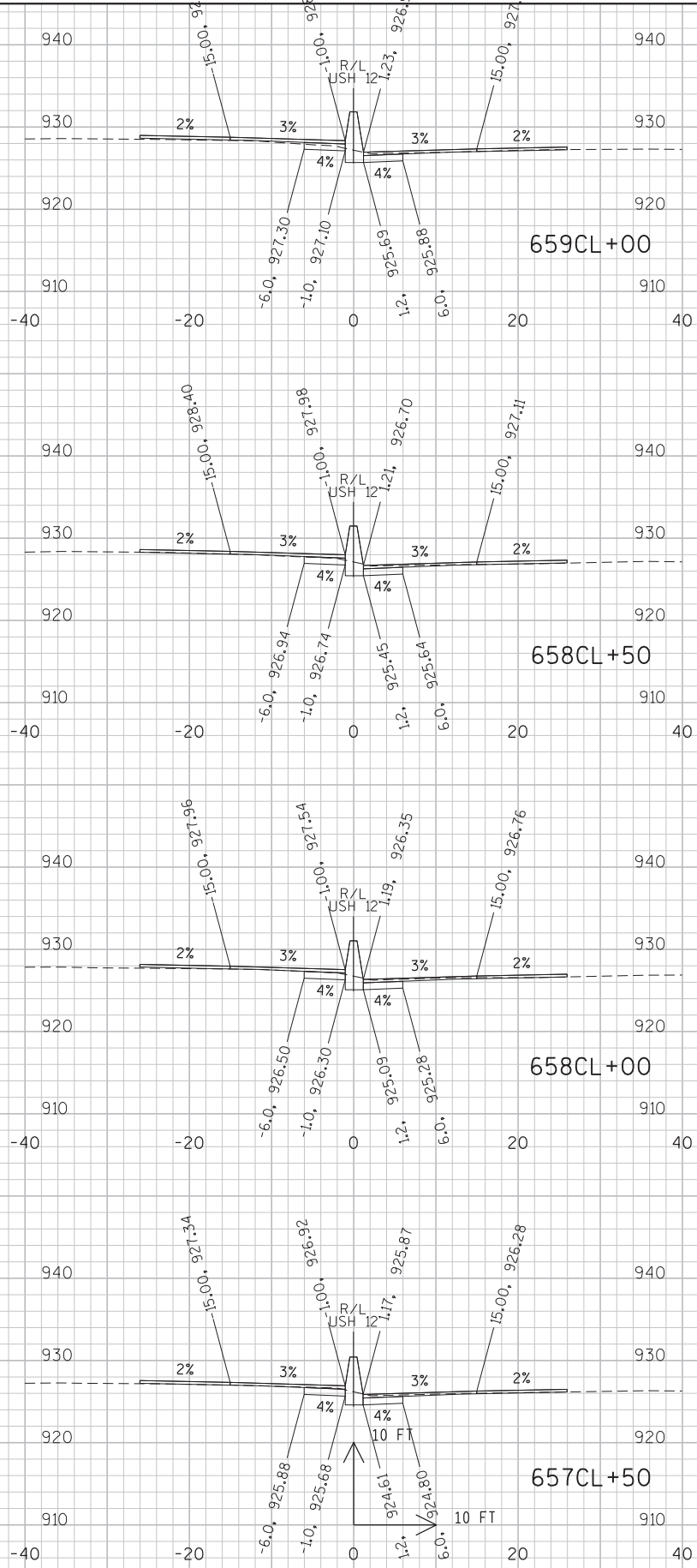
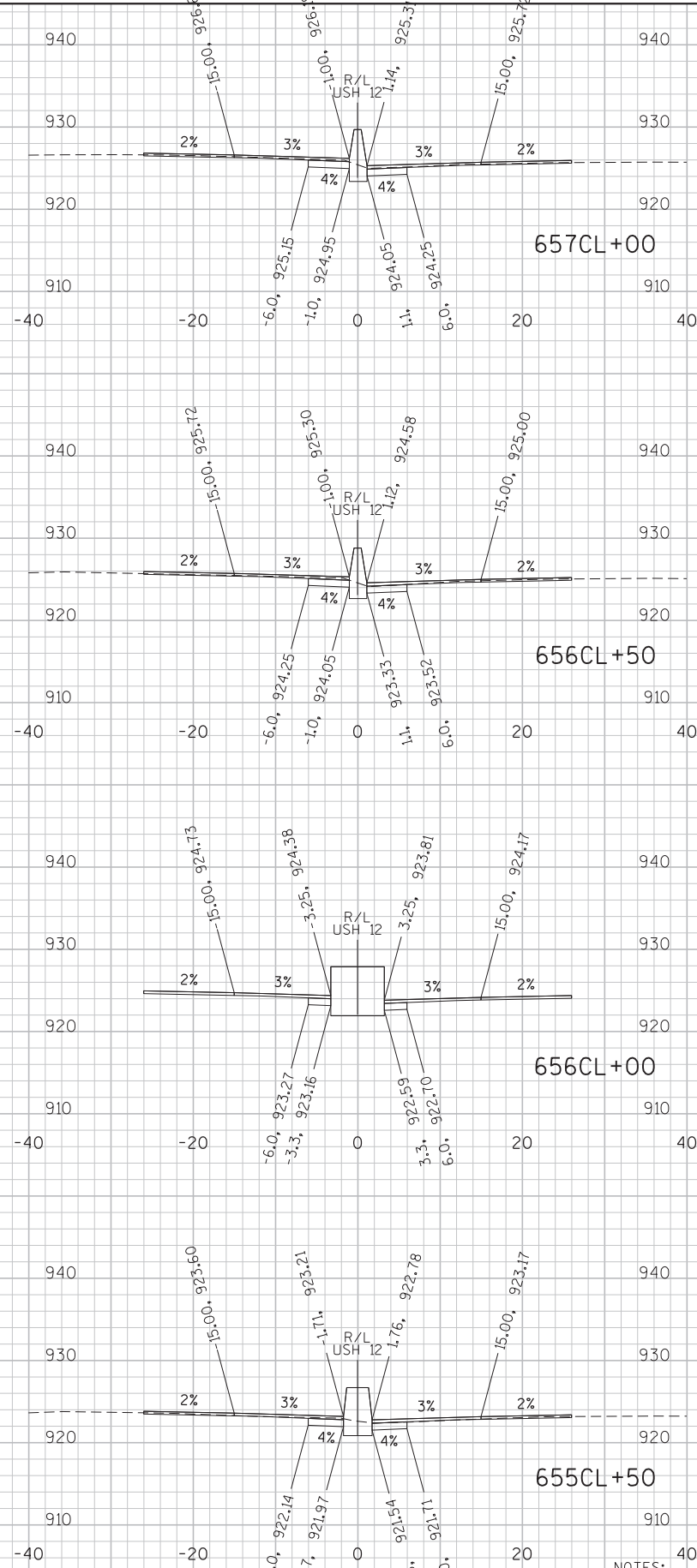
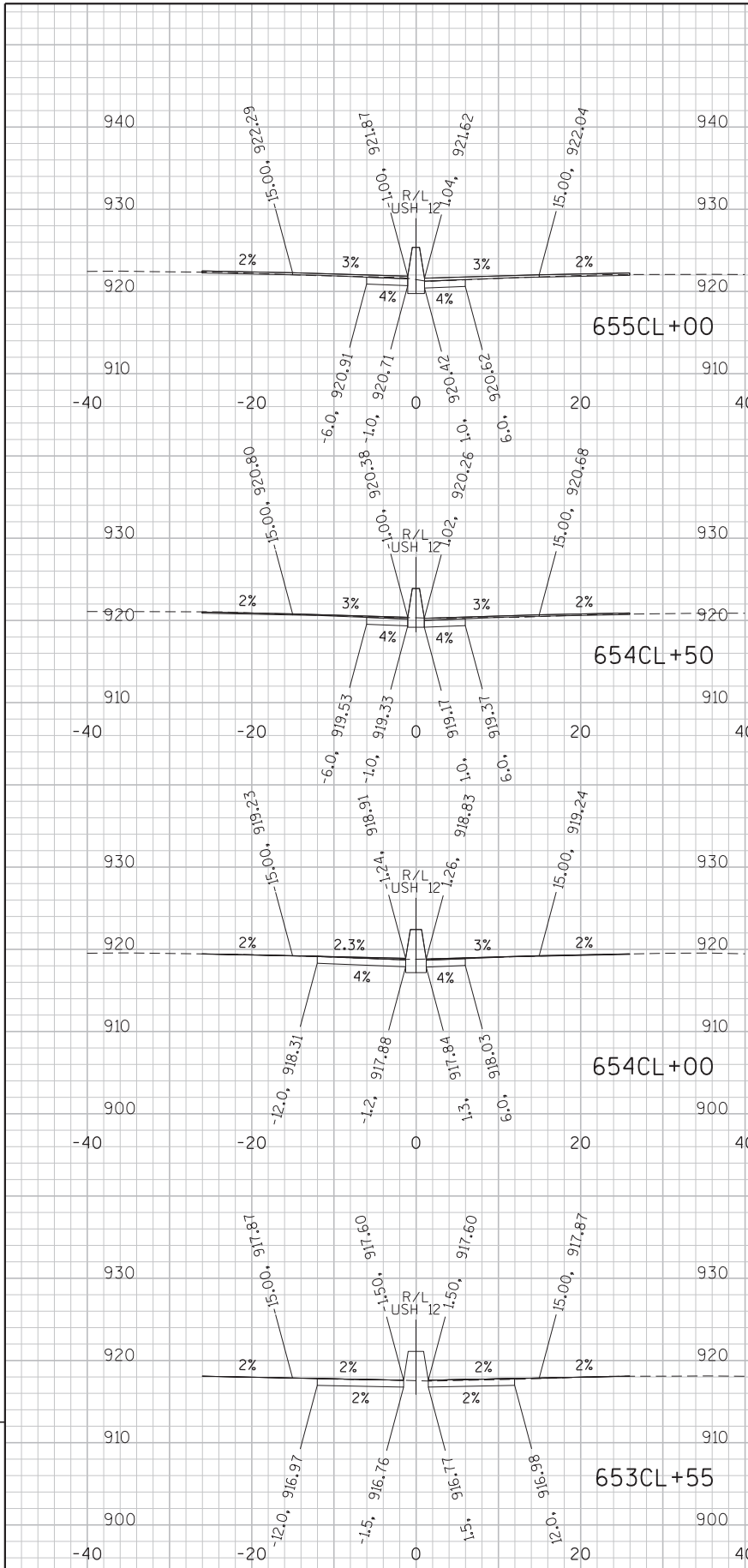
HWY: USH 12

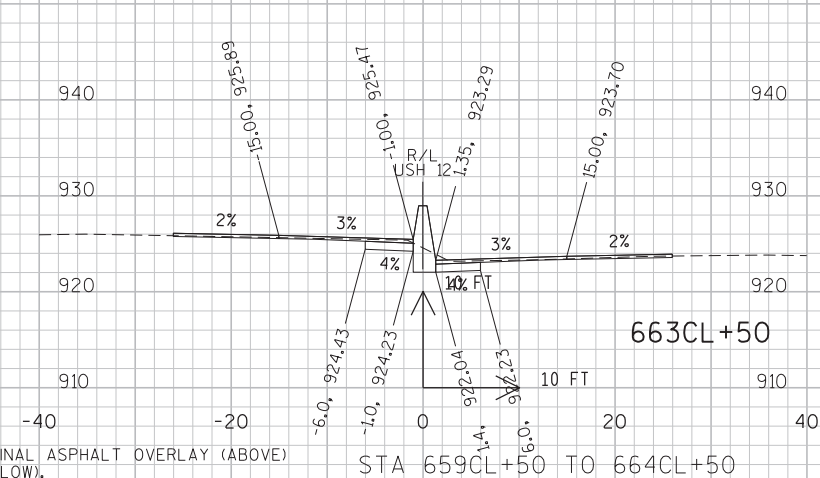
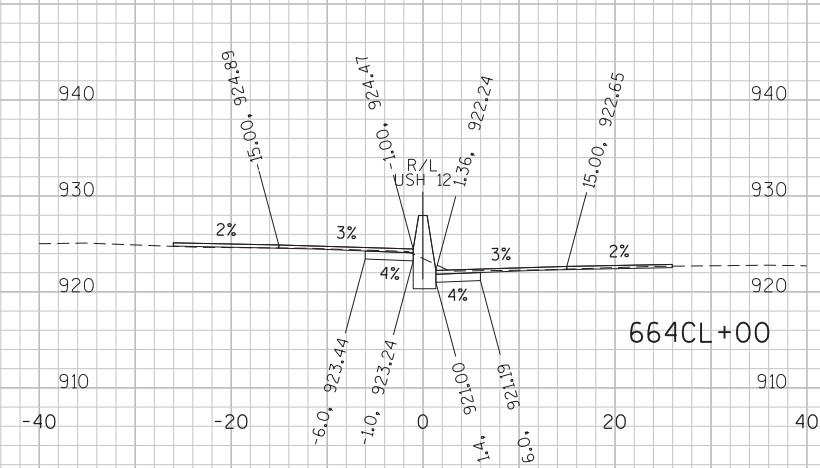
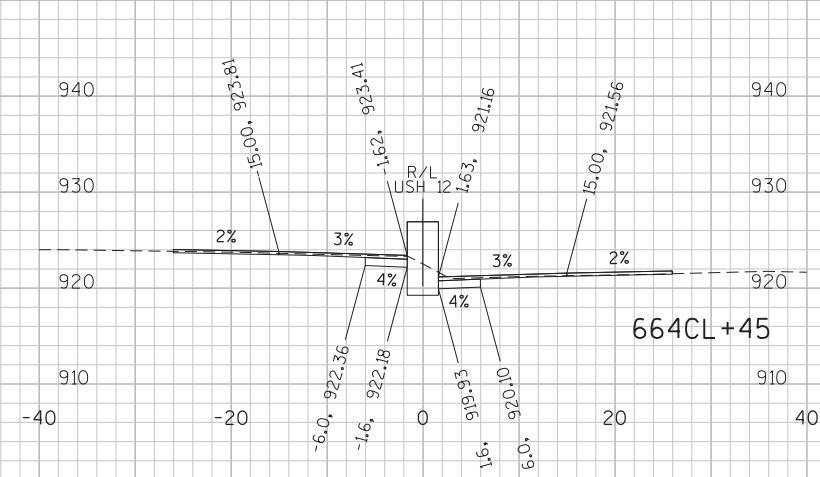
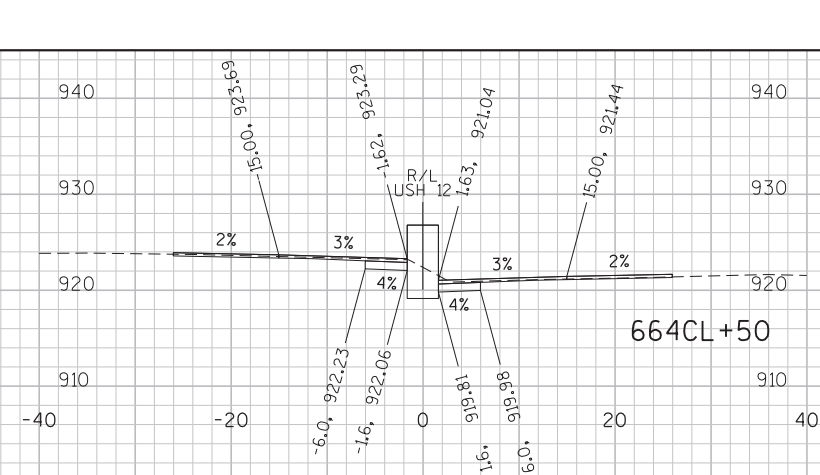
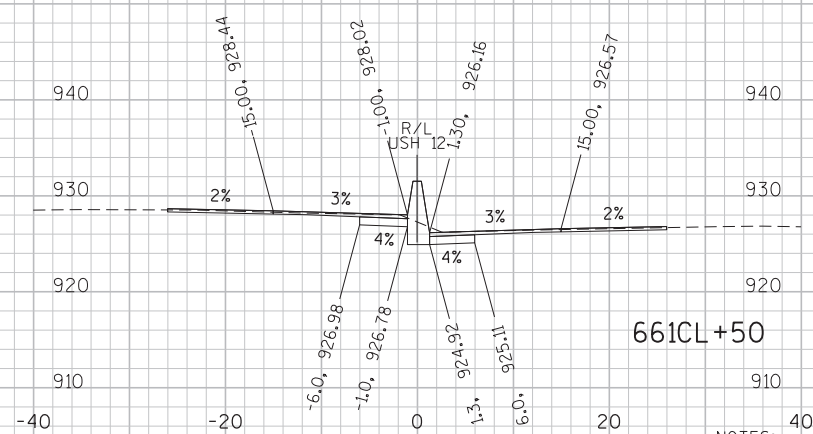
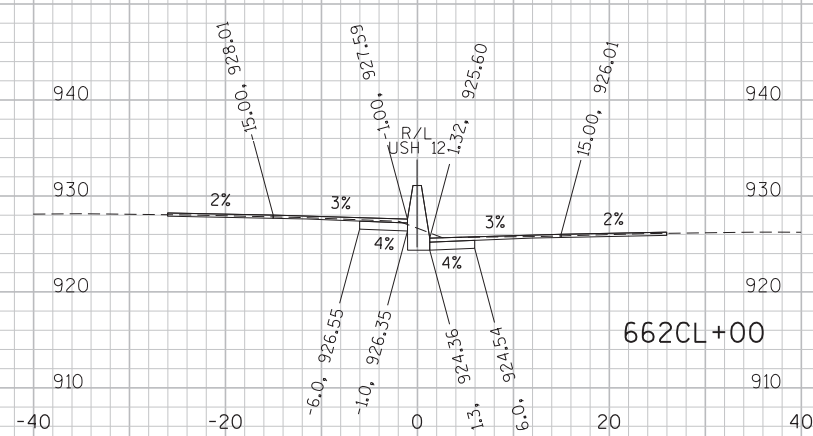
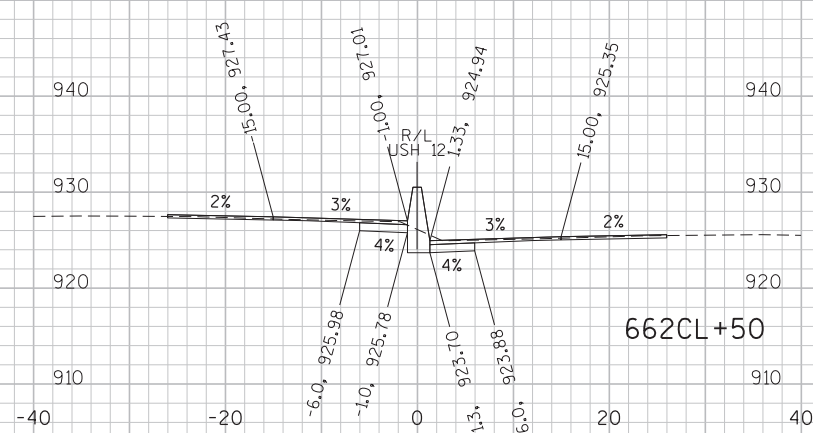
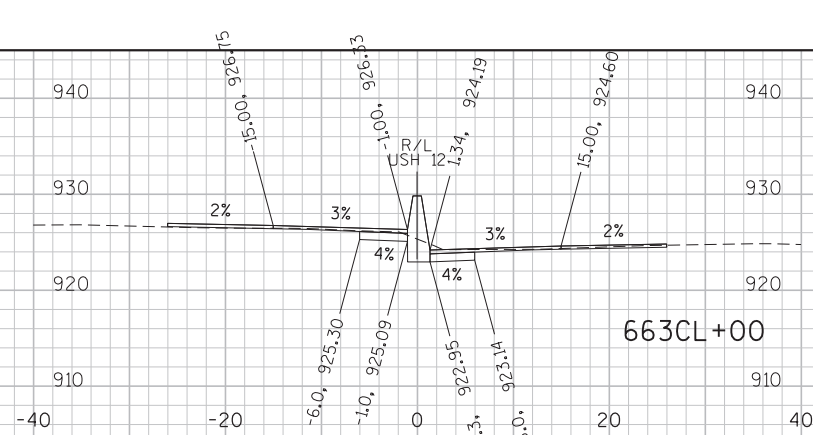
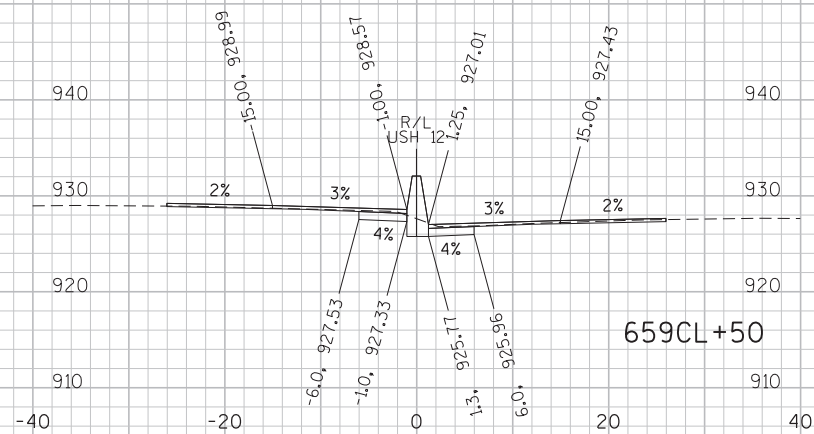
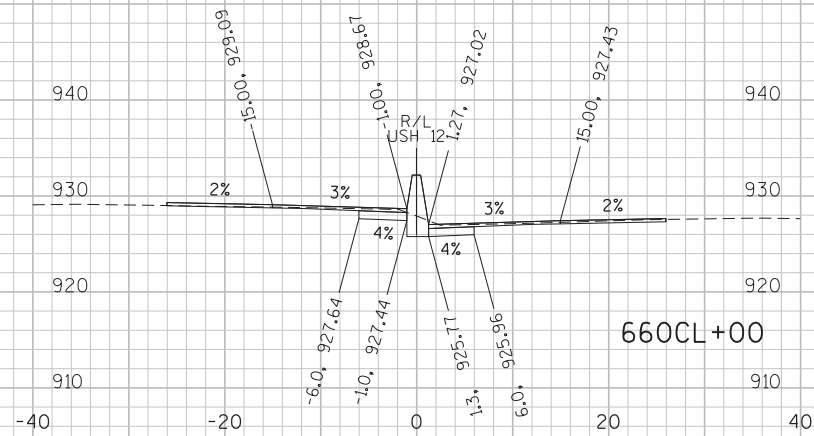
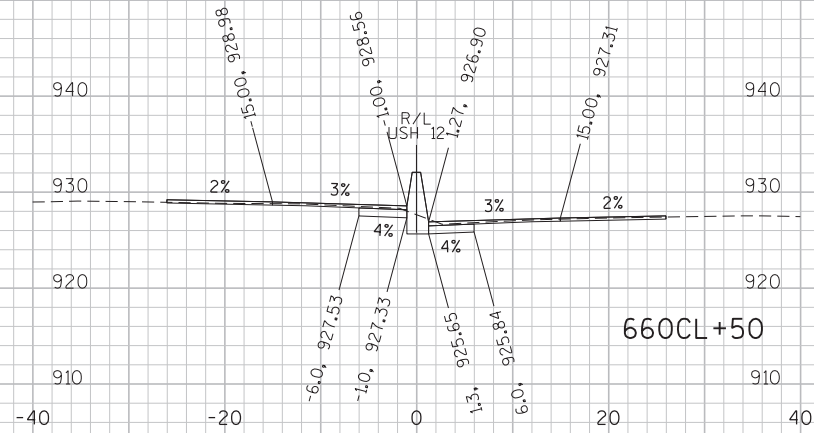
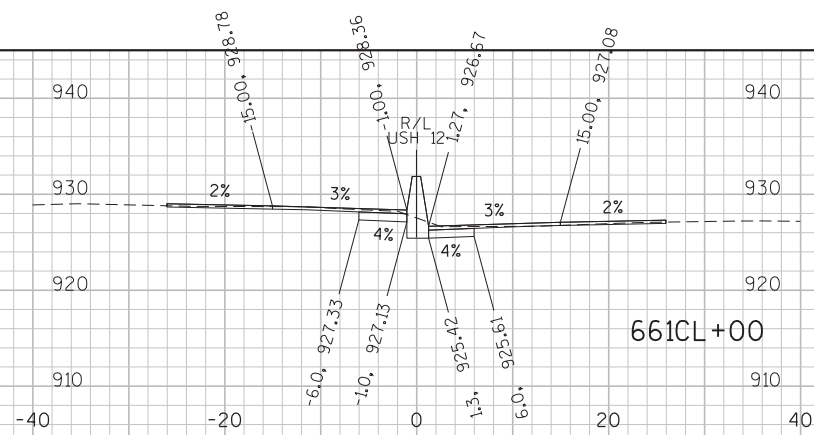
COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

E





NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 659CL+50 TO 664CL+50

PROJECT NO:1206-06-79

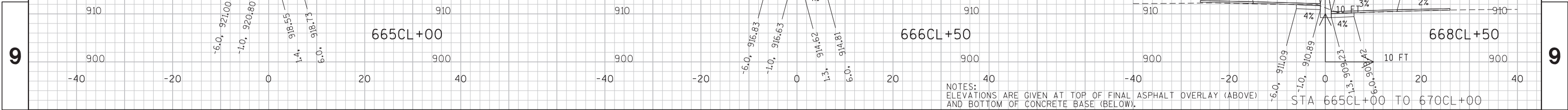
HWY: USH 12

COUNTY: DANE

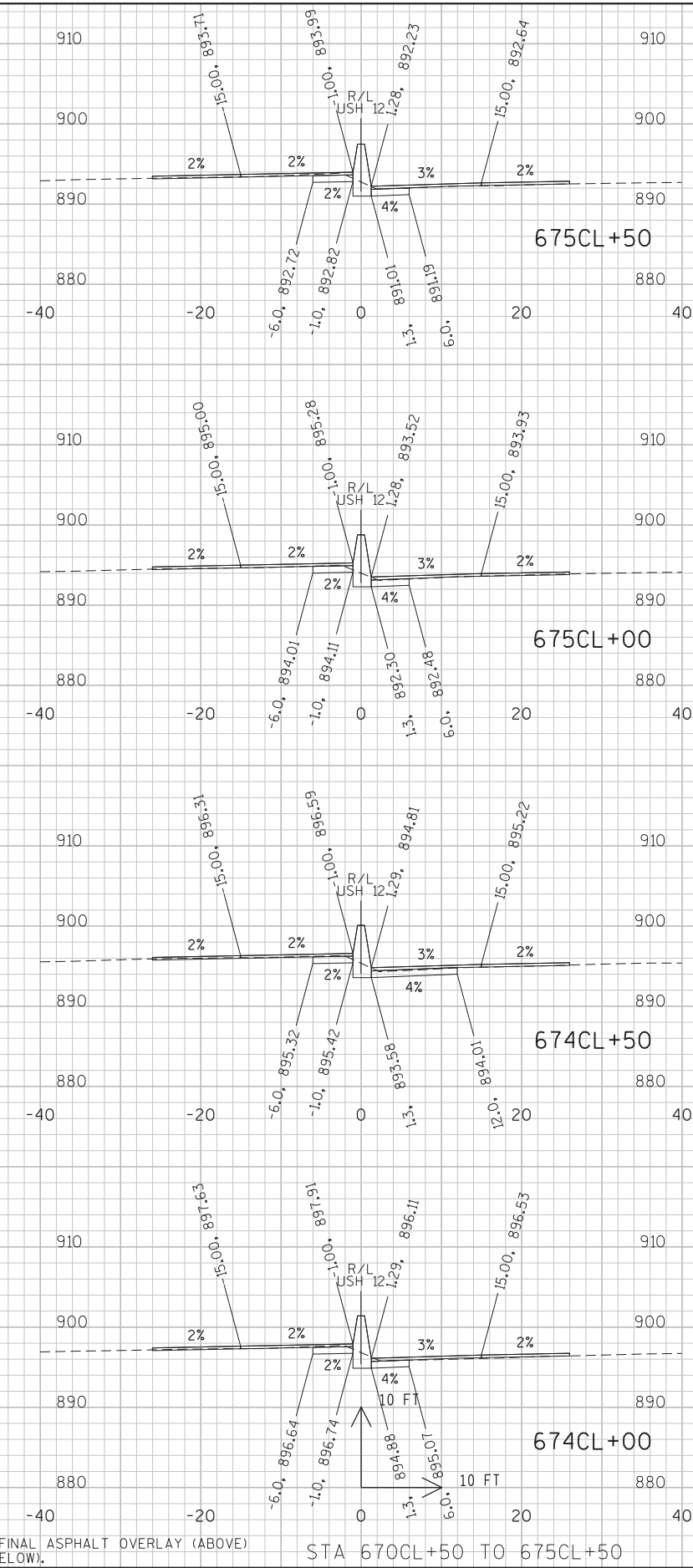
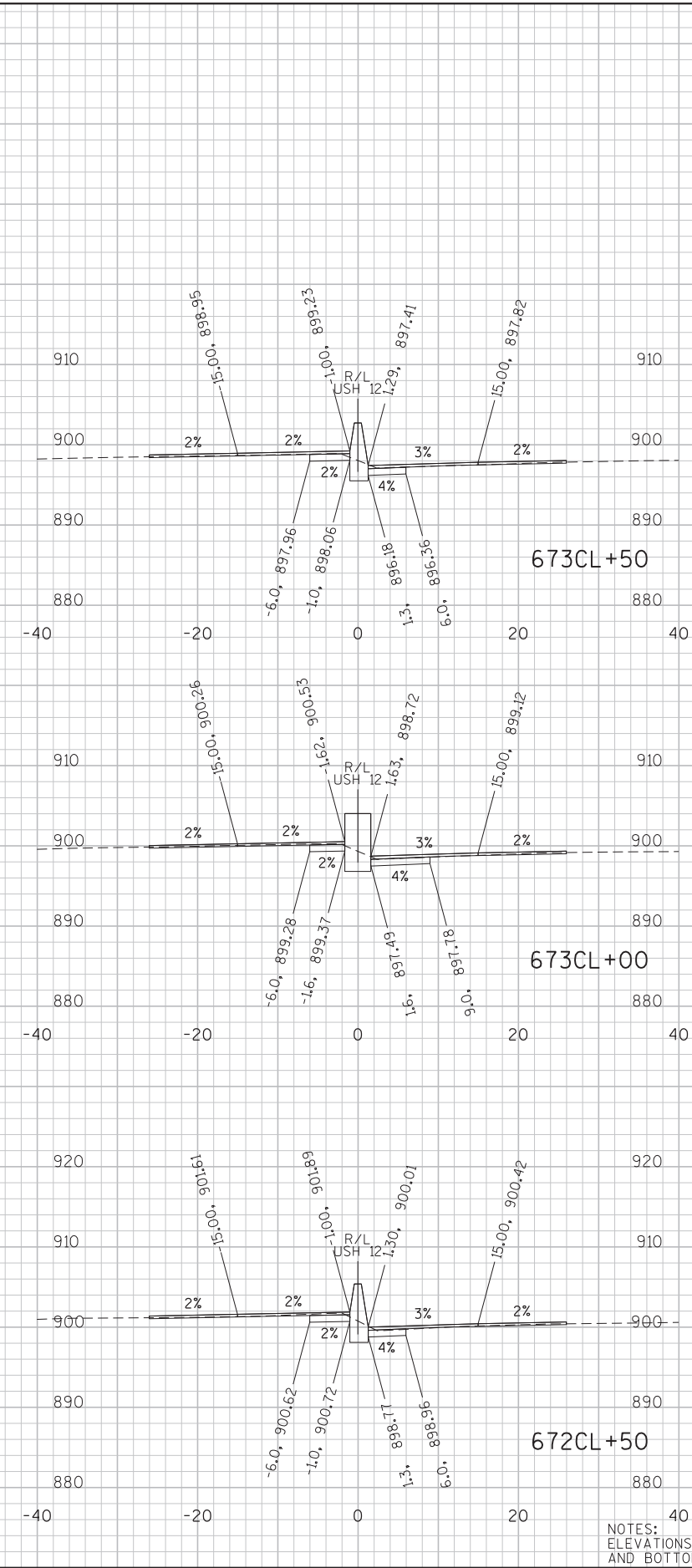
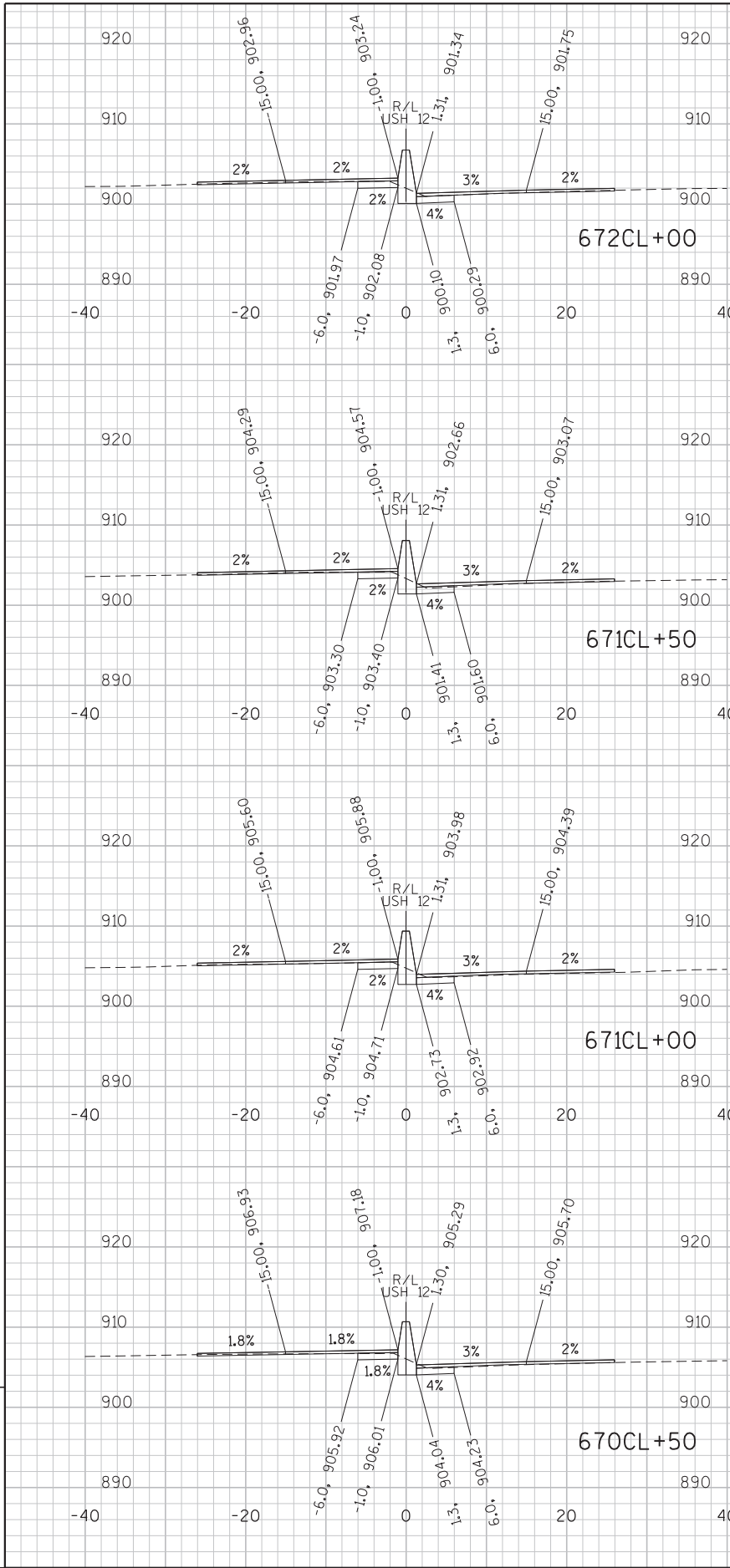
CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

11



9

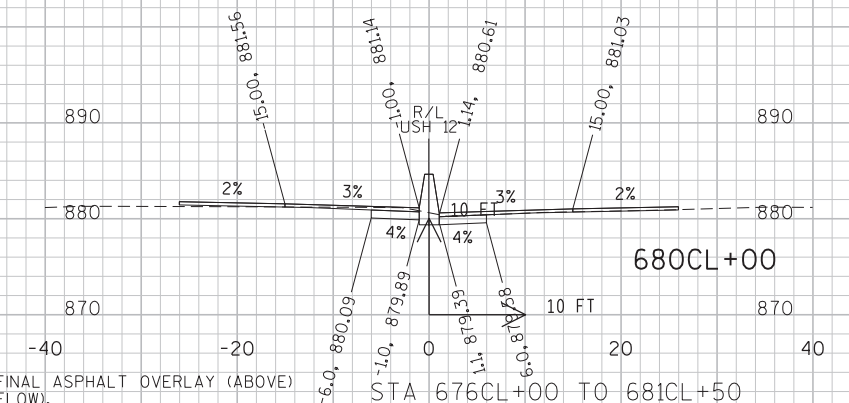
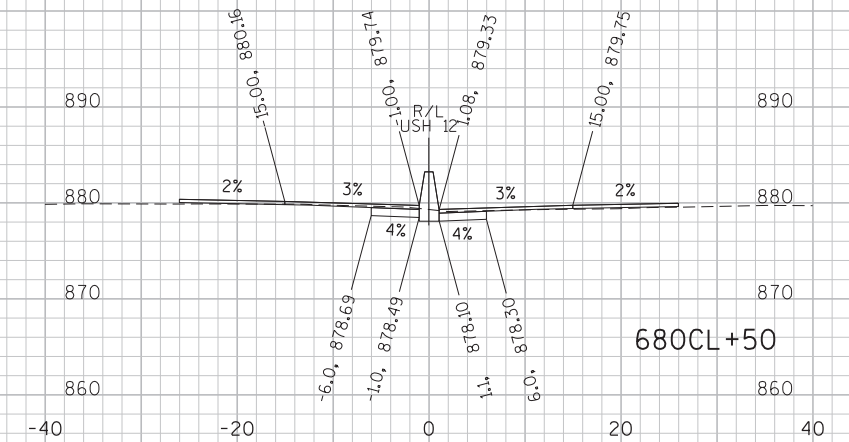
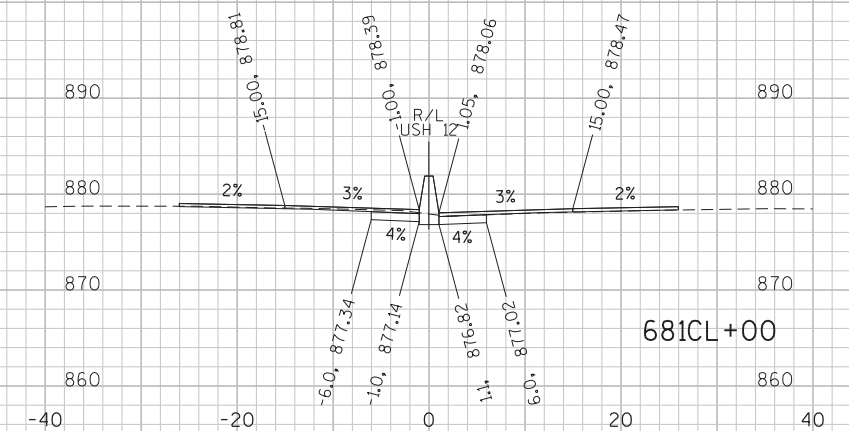
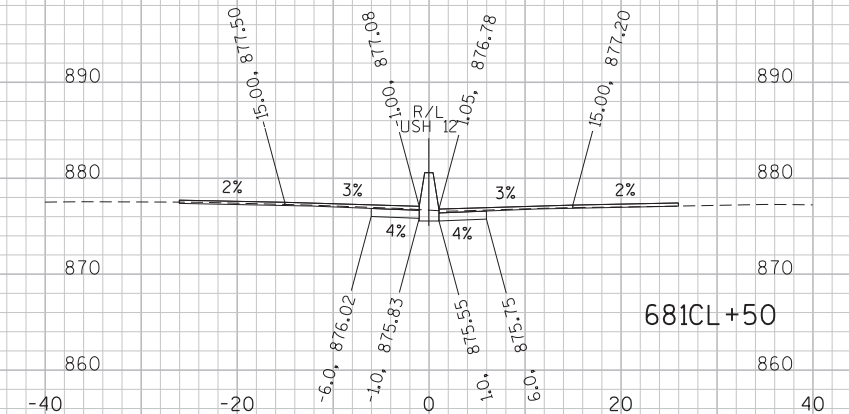
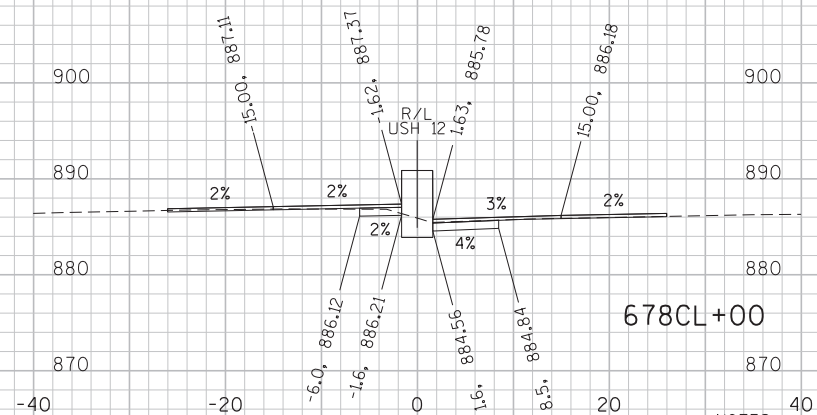
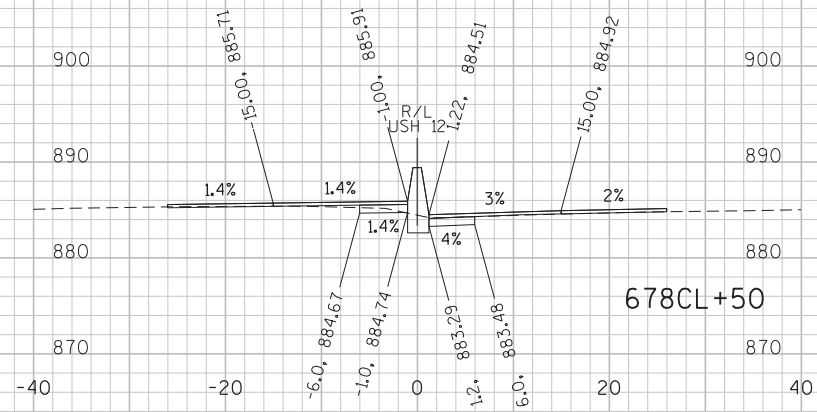
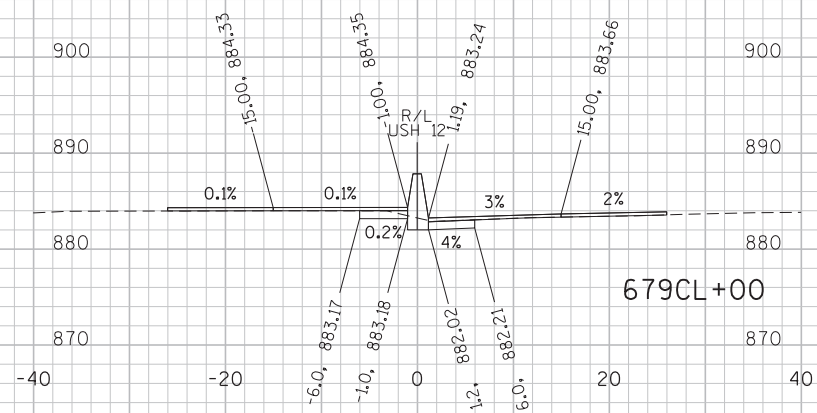
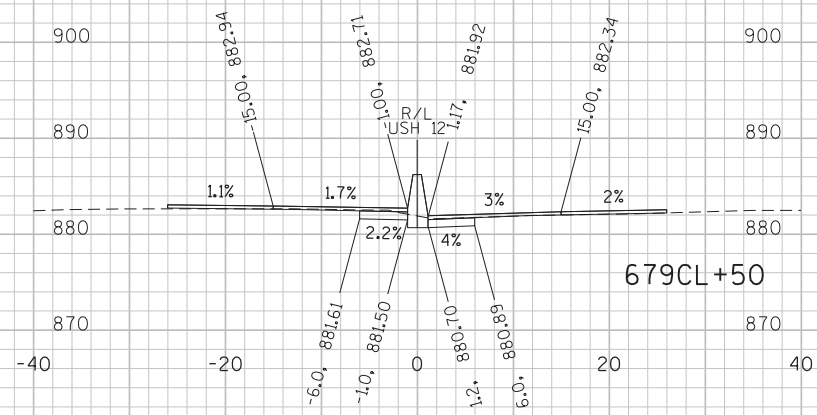
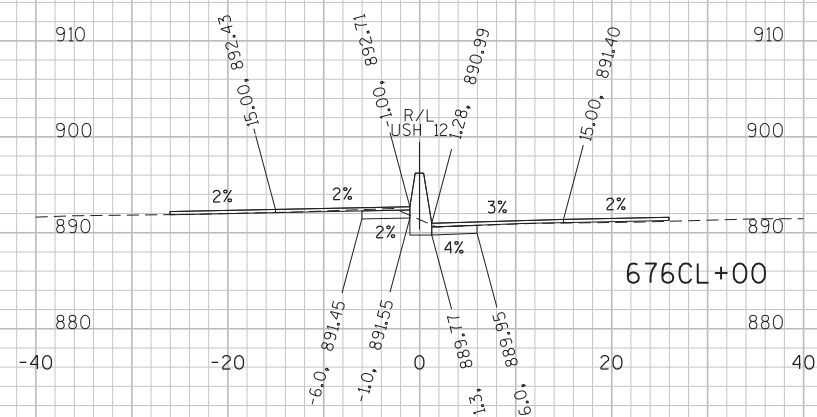
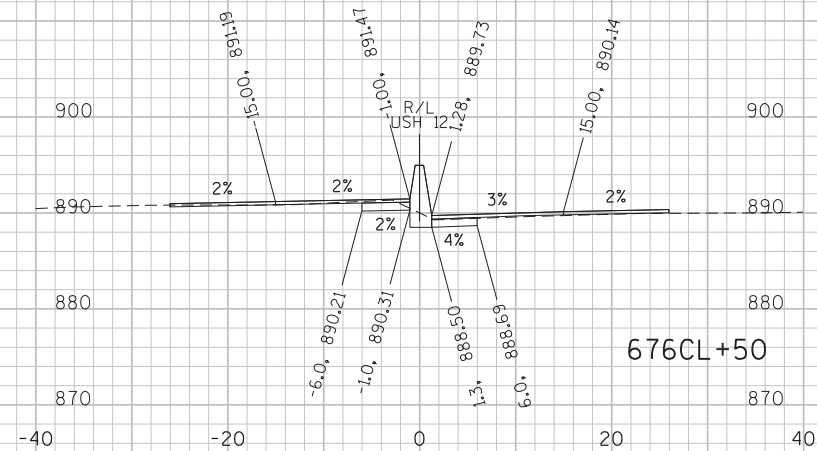
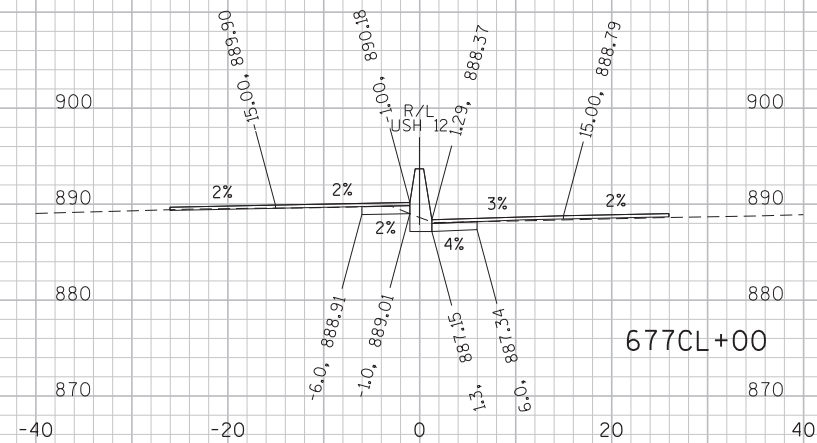
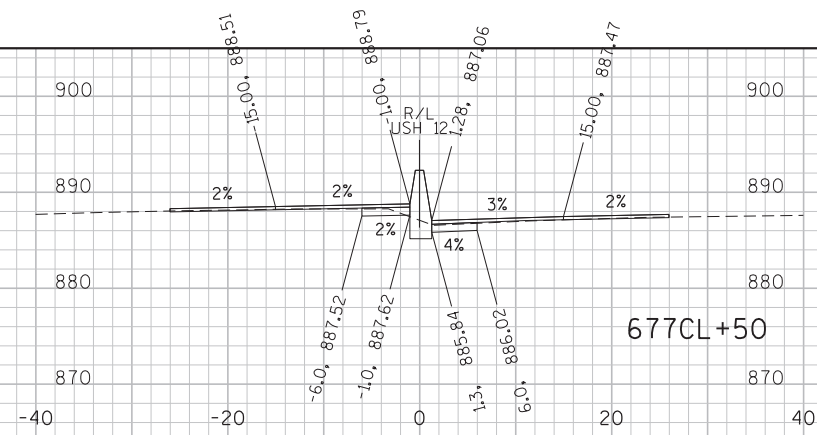


9

NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 670CL+50 TO 675CL+50

PROJECT NO:1206-06-79	HWY:USH 12	COUNTY:DANE	CROSS SECTIONS: USH 12 (MEDIAN)	SHEET	E
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NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 676CL+00 TO 681CL+50

PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

3

FILE NAME : \\madw00\ingrproj\66034\1206-06-79 HSR\t1\cds\090201_xs.dgn

PLOT DATE : 9/29/2020 2:52:33 PM

PLOT BY : dkarasek

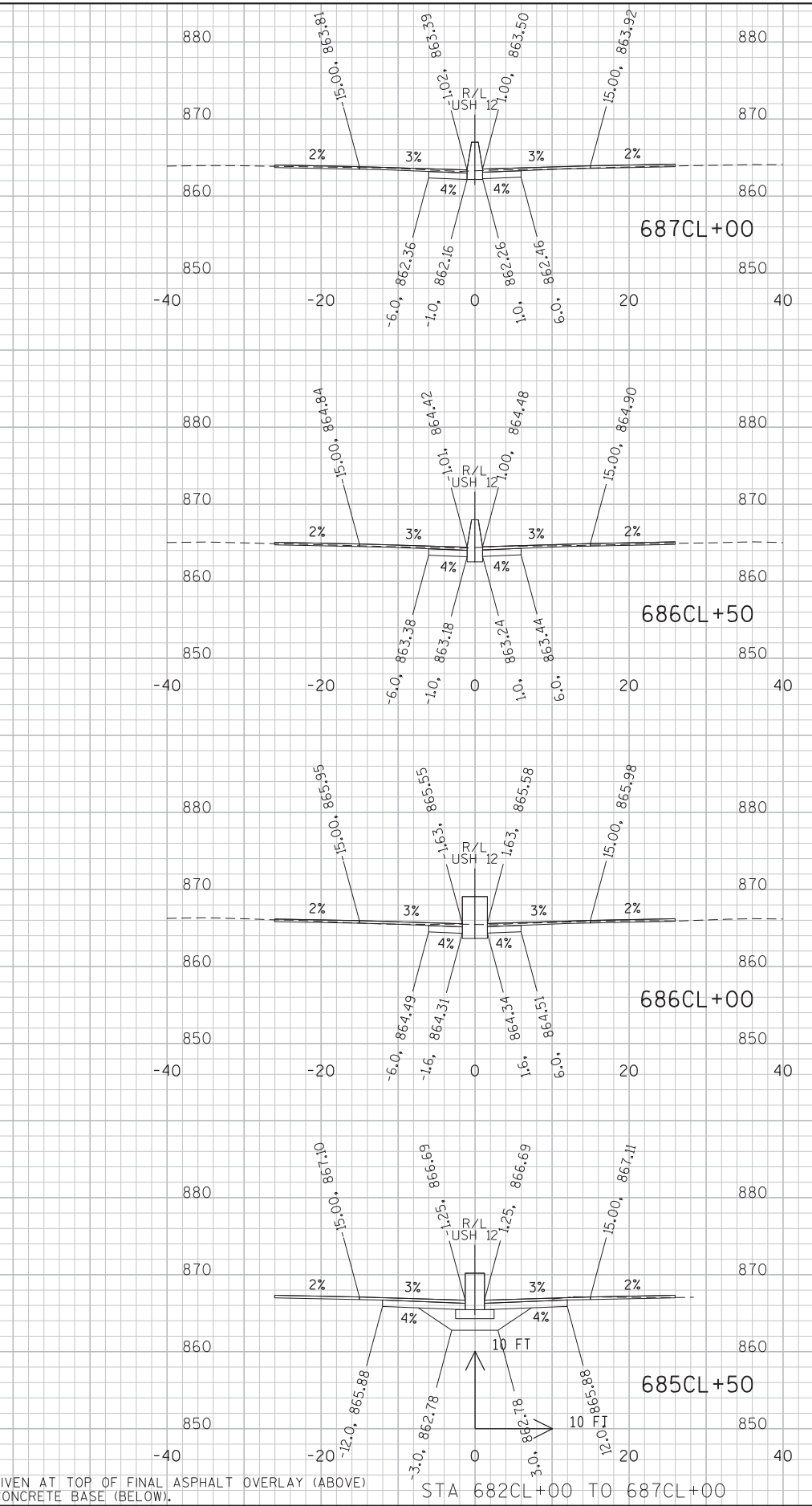
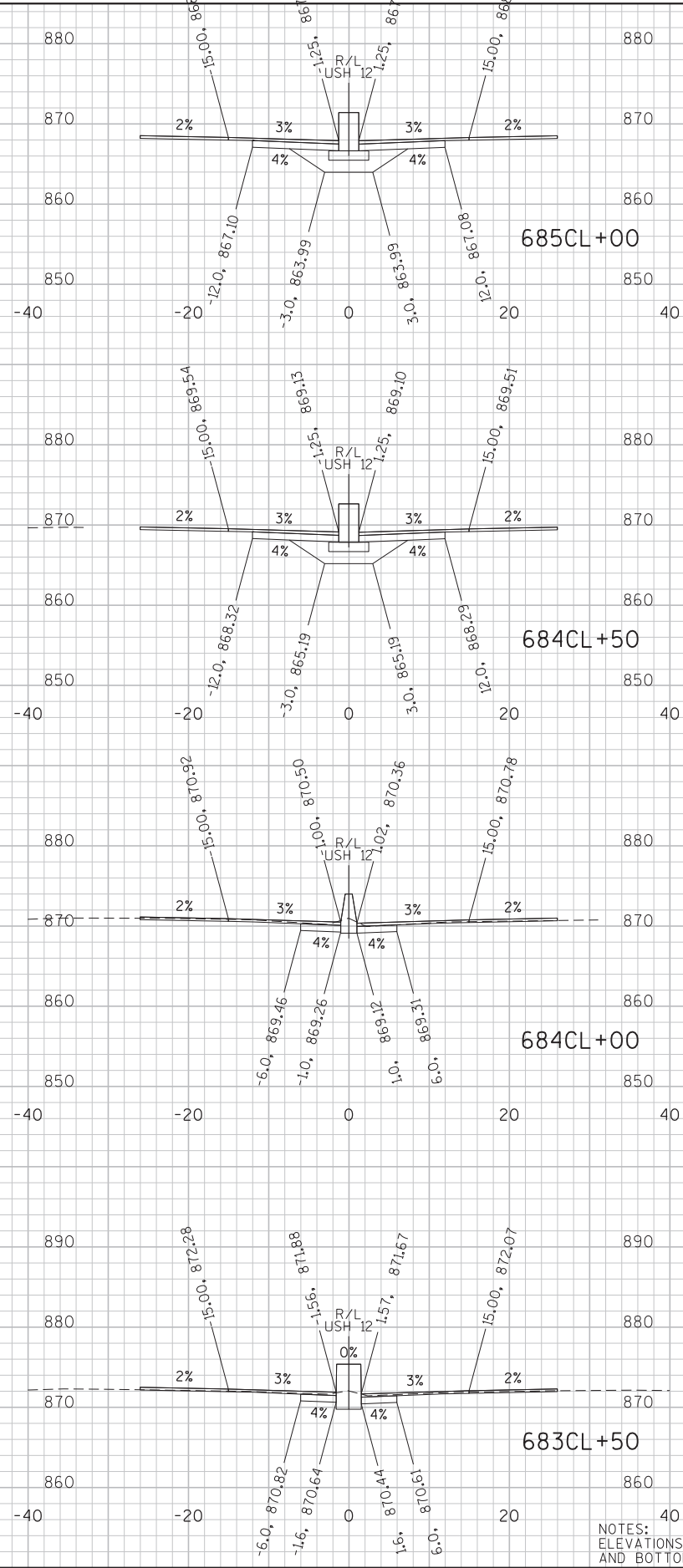
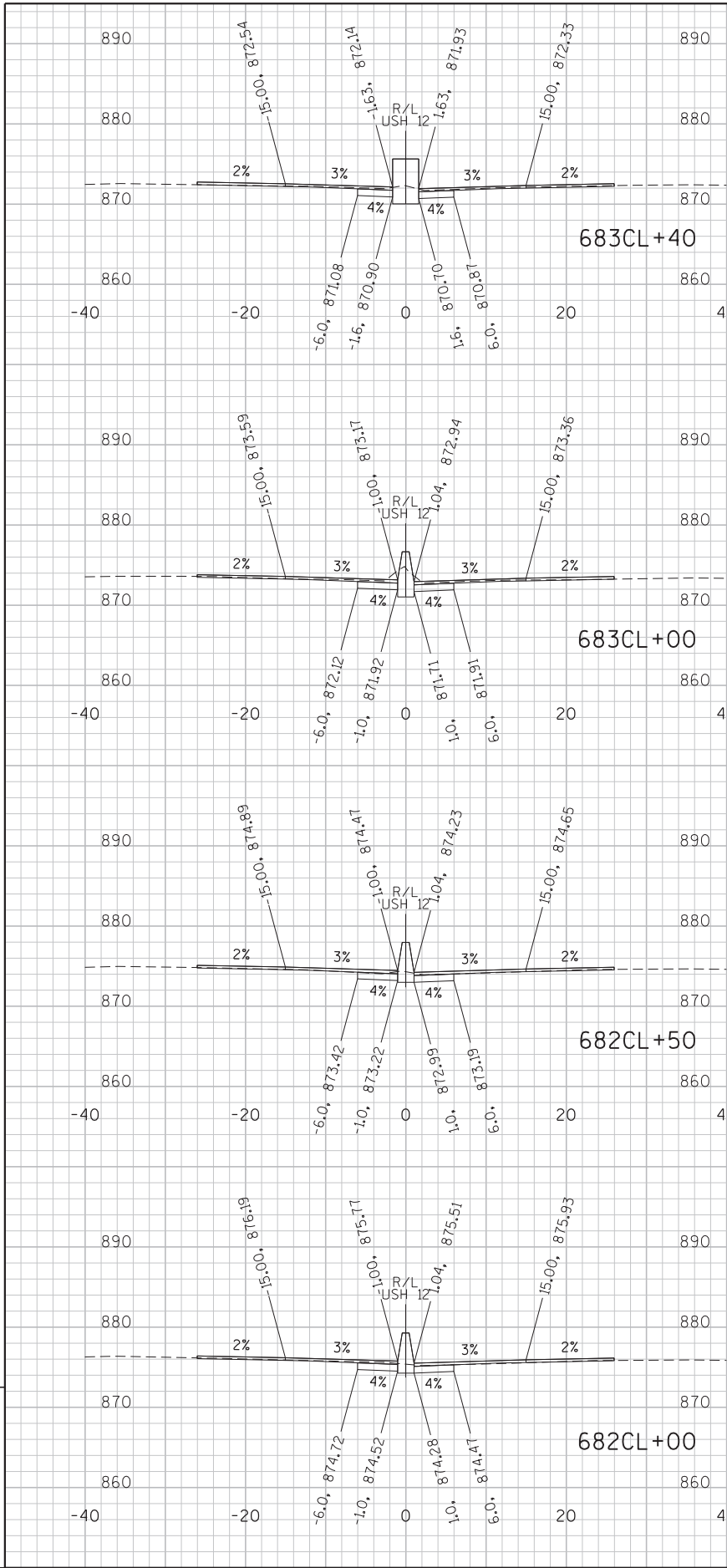
PLOT NAME :

PLOT SCALE : 10:1

WISDOT/CADDS SHEET 21

1236

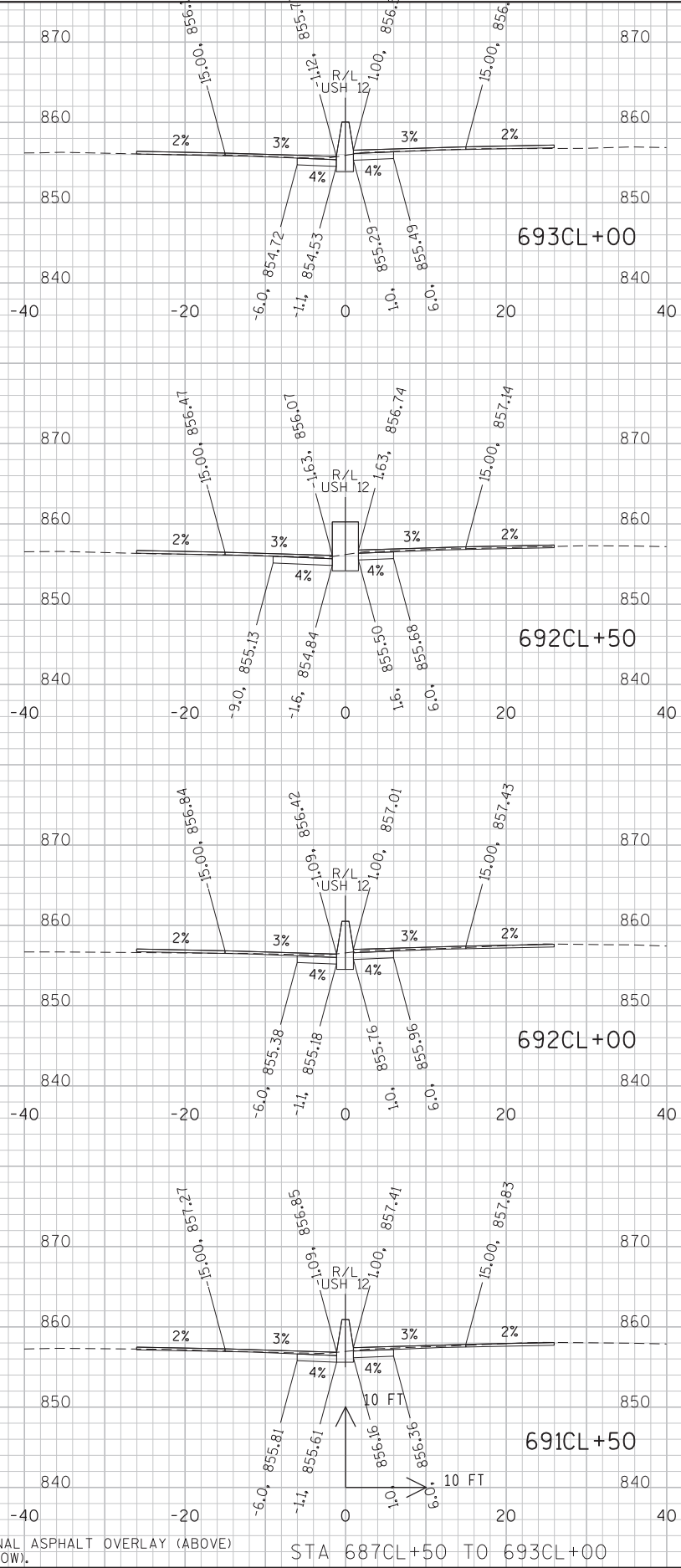
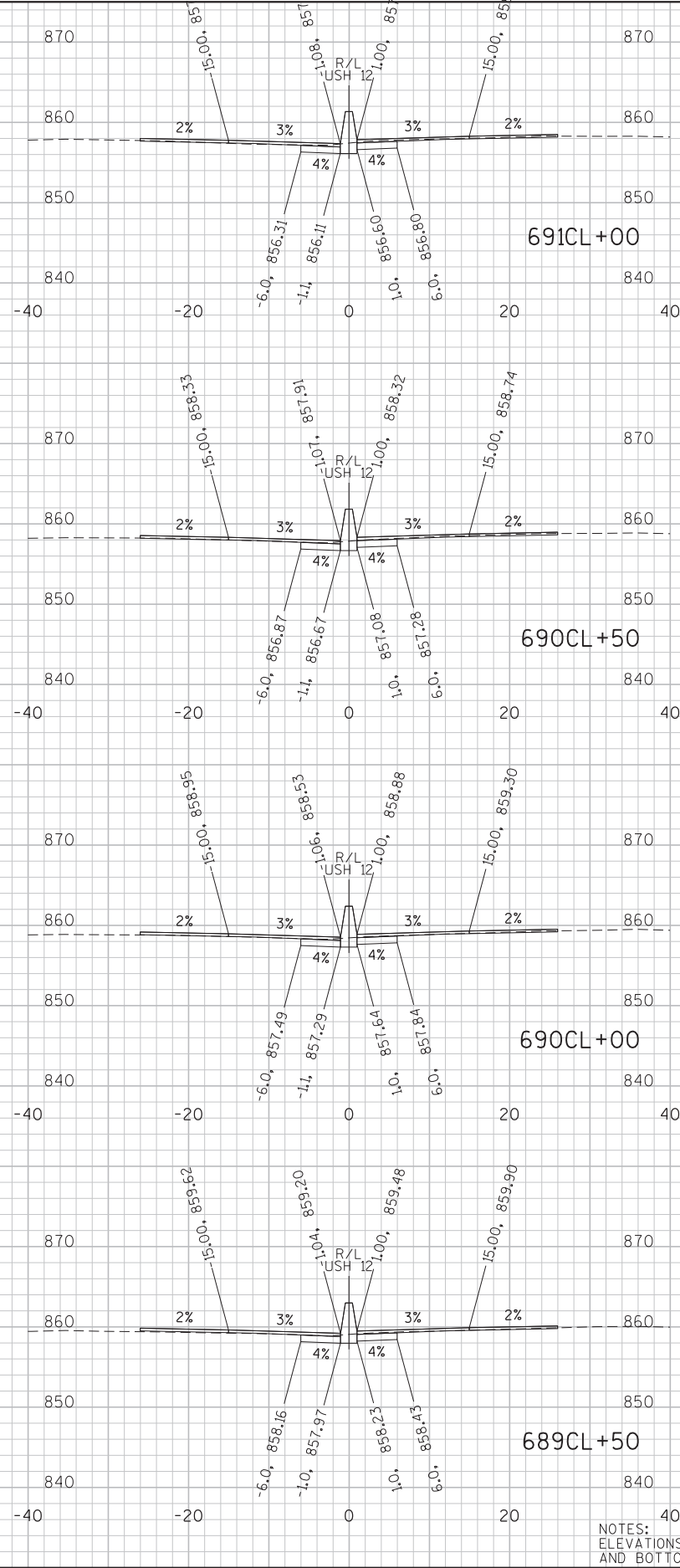
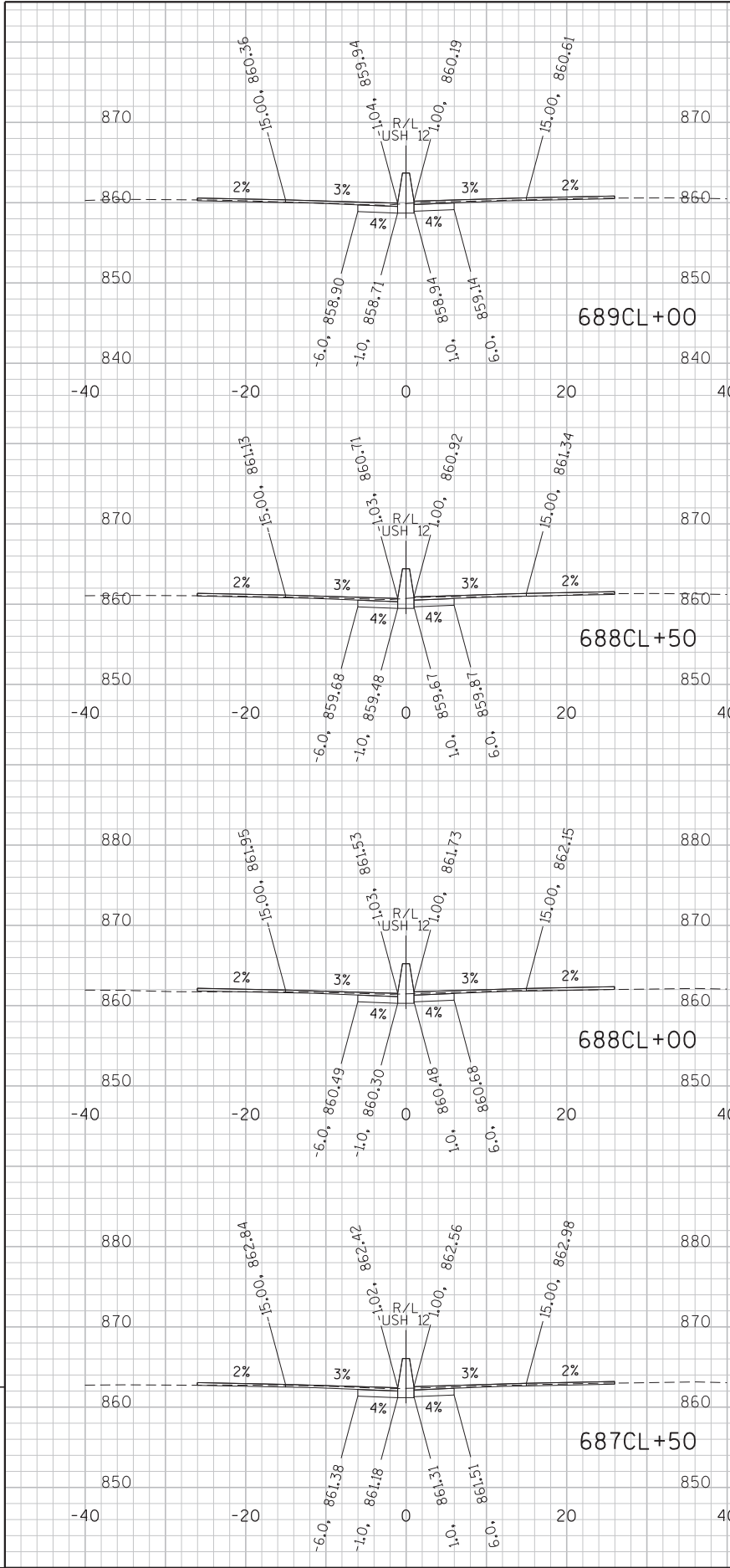
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9

PROJECT NO:1206-06-79	HWY: USH 12	COUNTY:DANE	CROSS SECTIONS: USH 12 (MEDIAN)	SHEET	E
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9



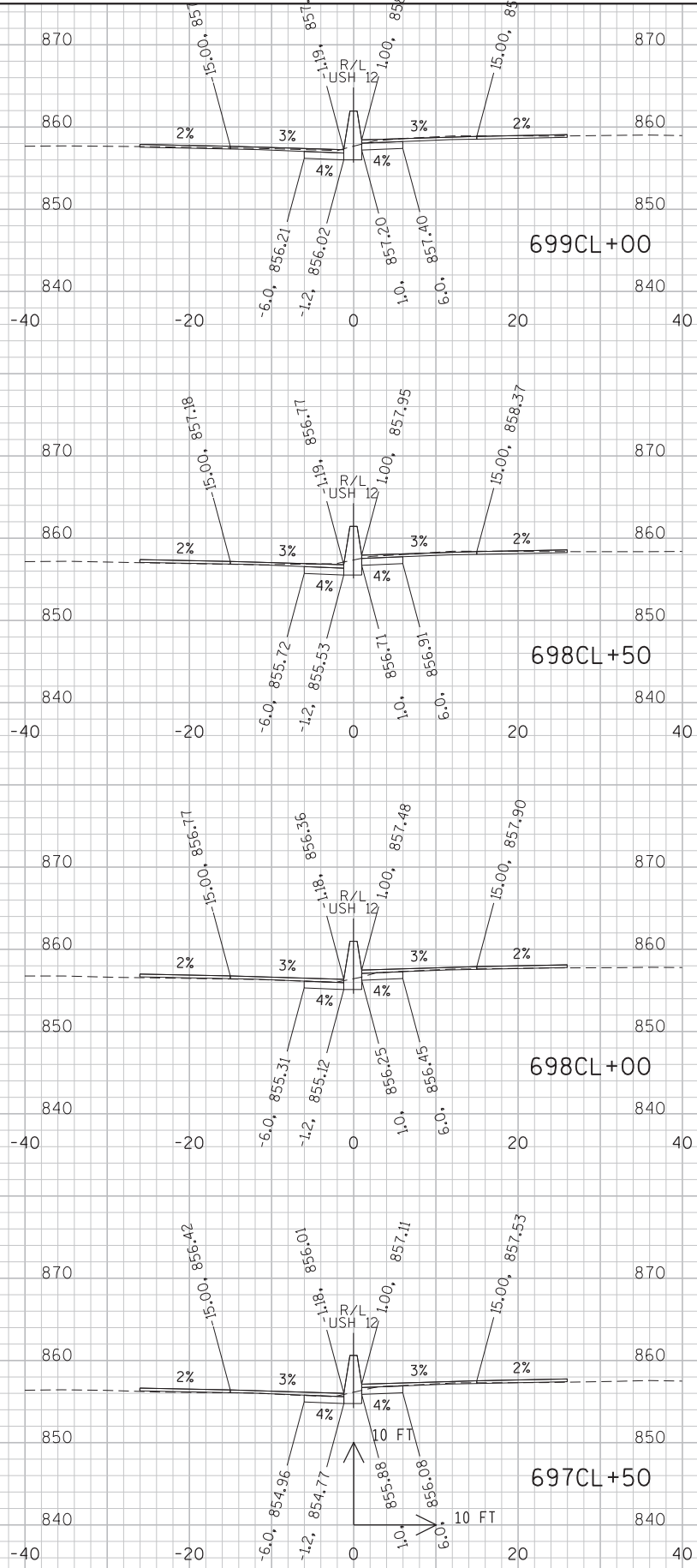
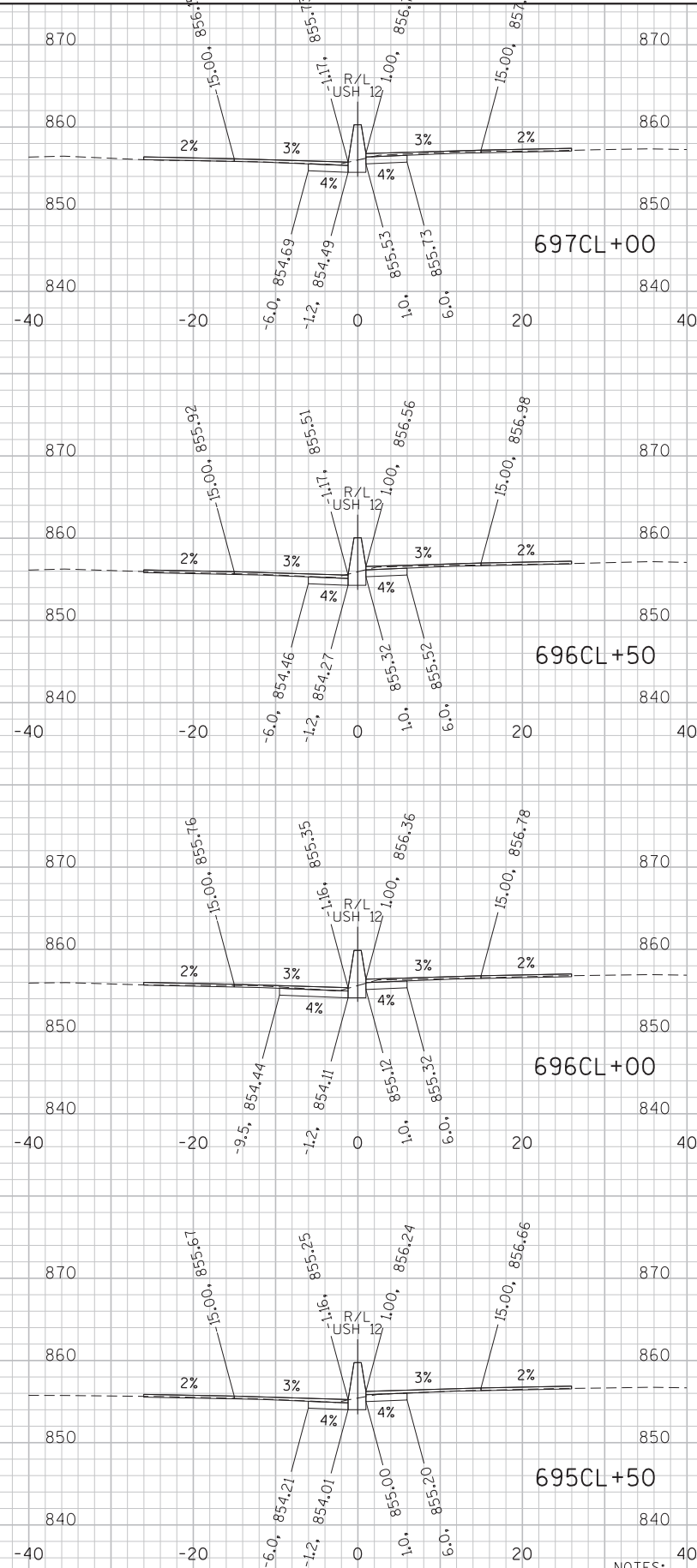
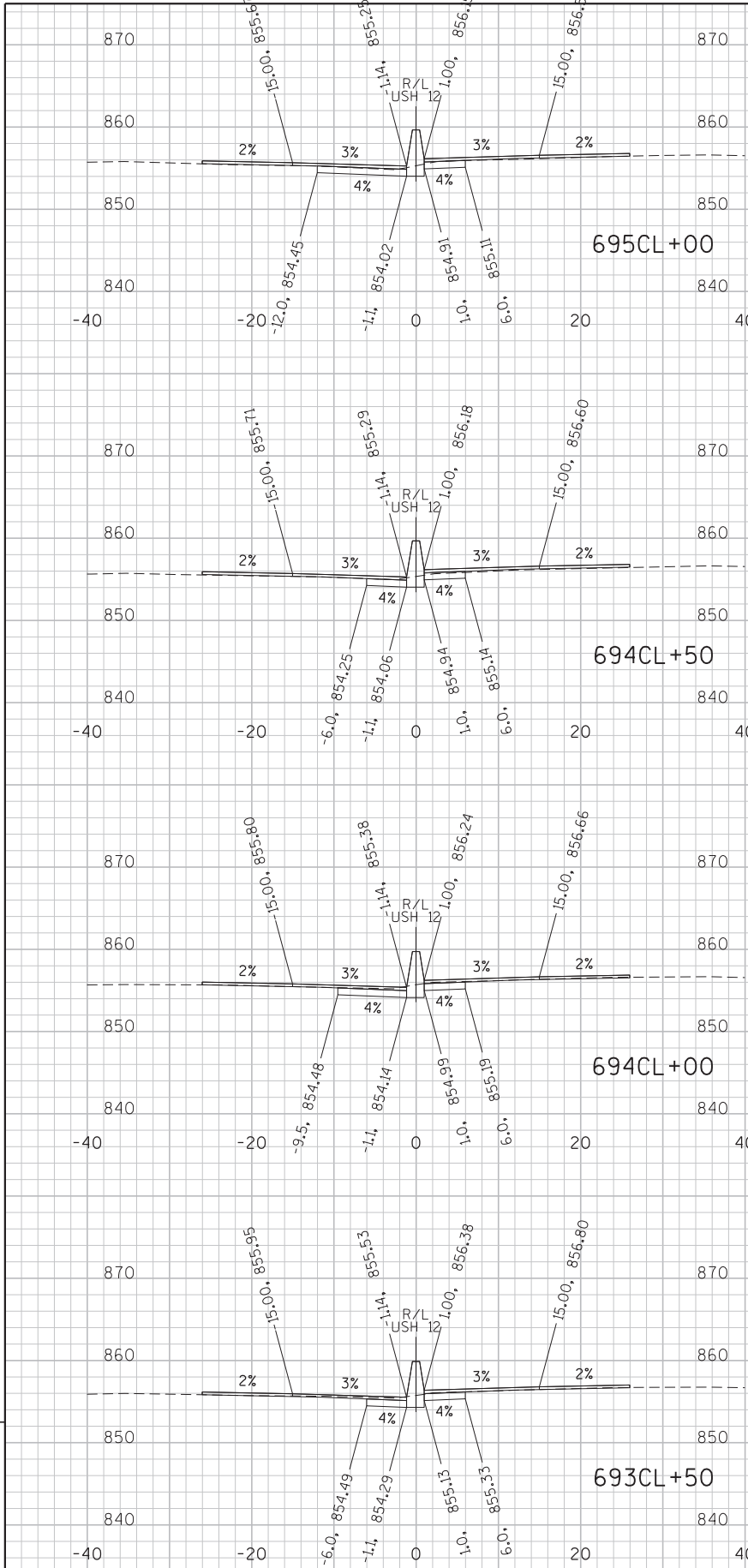
9

NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 687CL+50 TO 693CL+00

PROJECT NO:1206-06-79	HWY:USH 12	COUNTY:DANE	CROSS SECTIONS: USH 12 (MEDIAN)	SHEET	E
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9

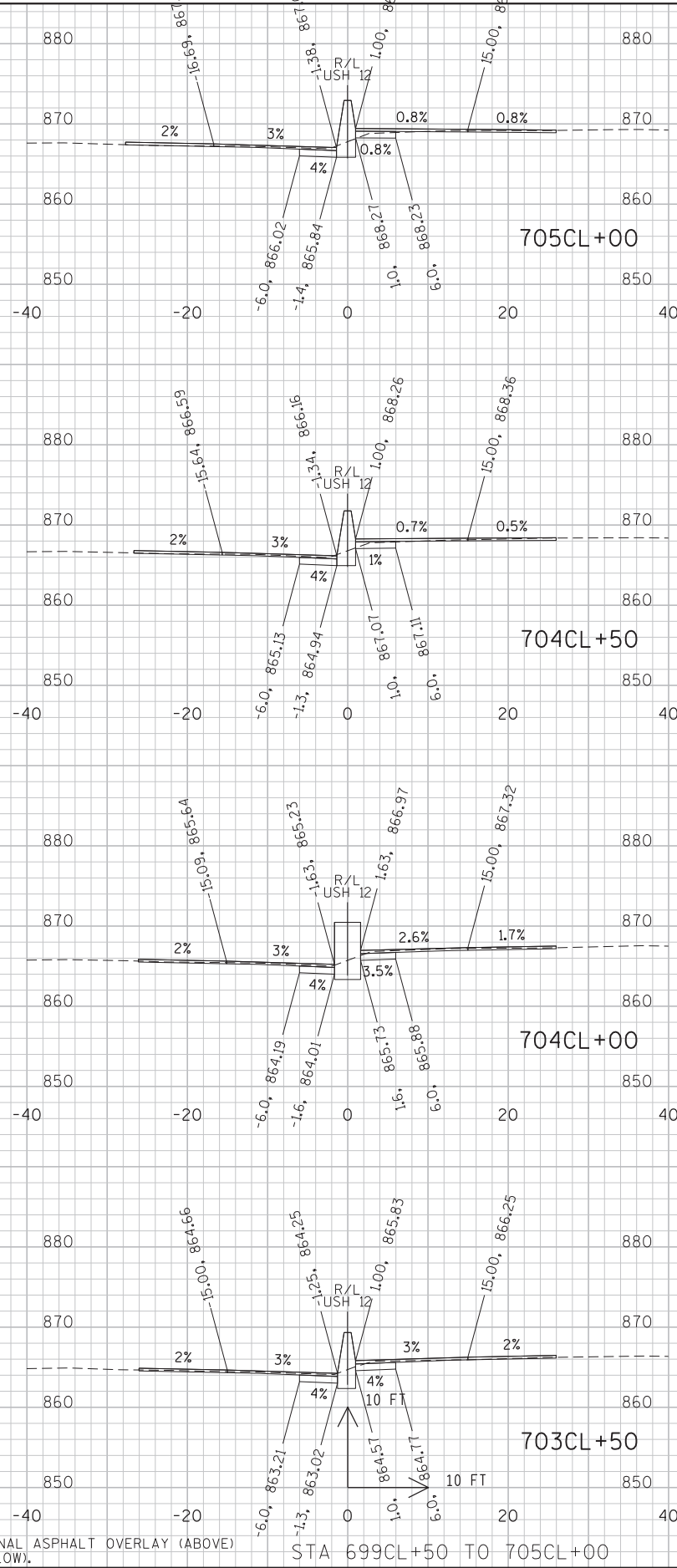
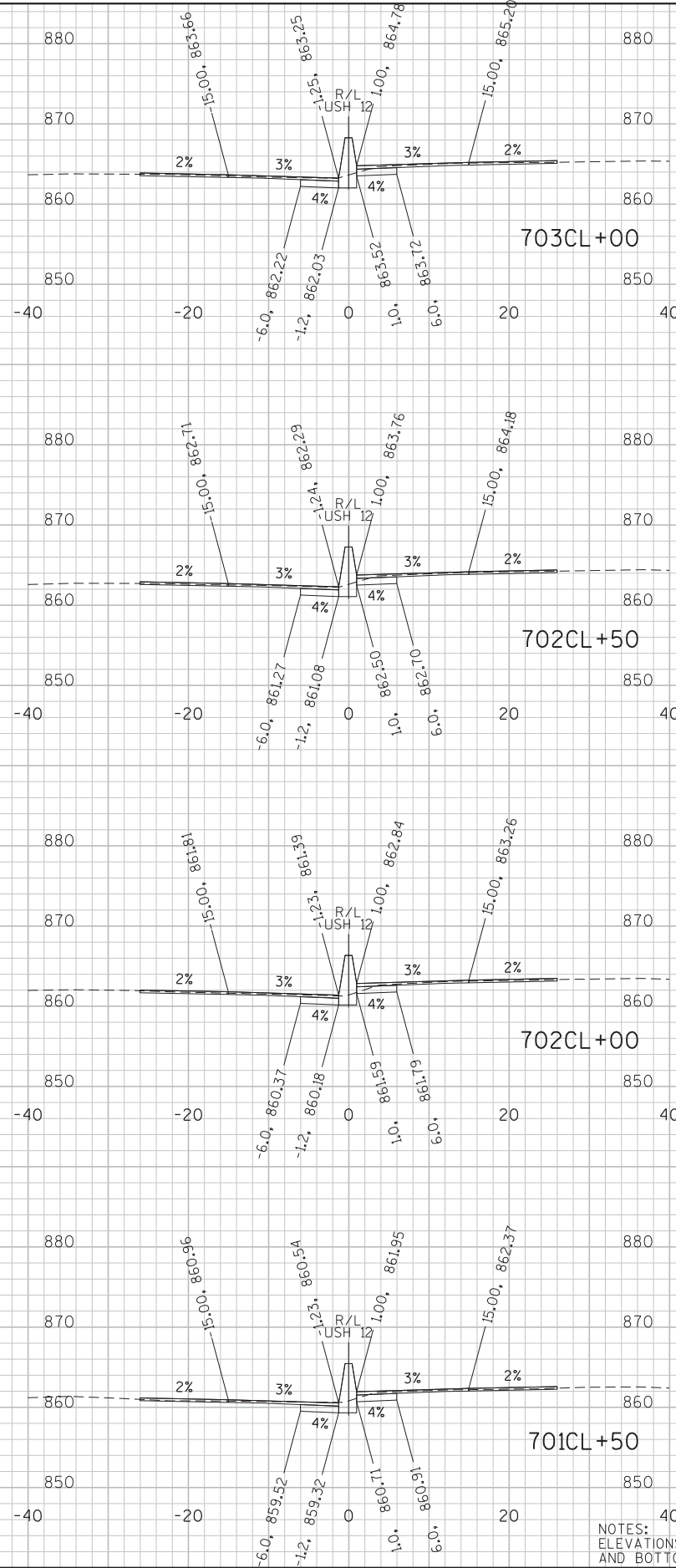
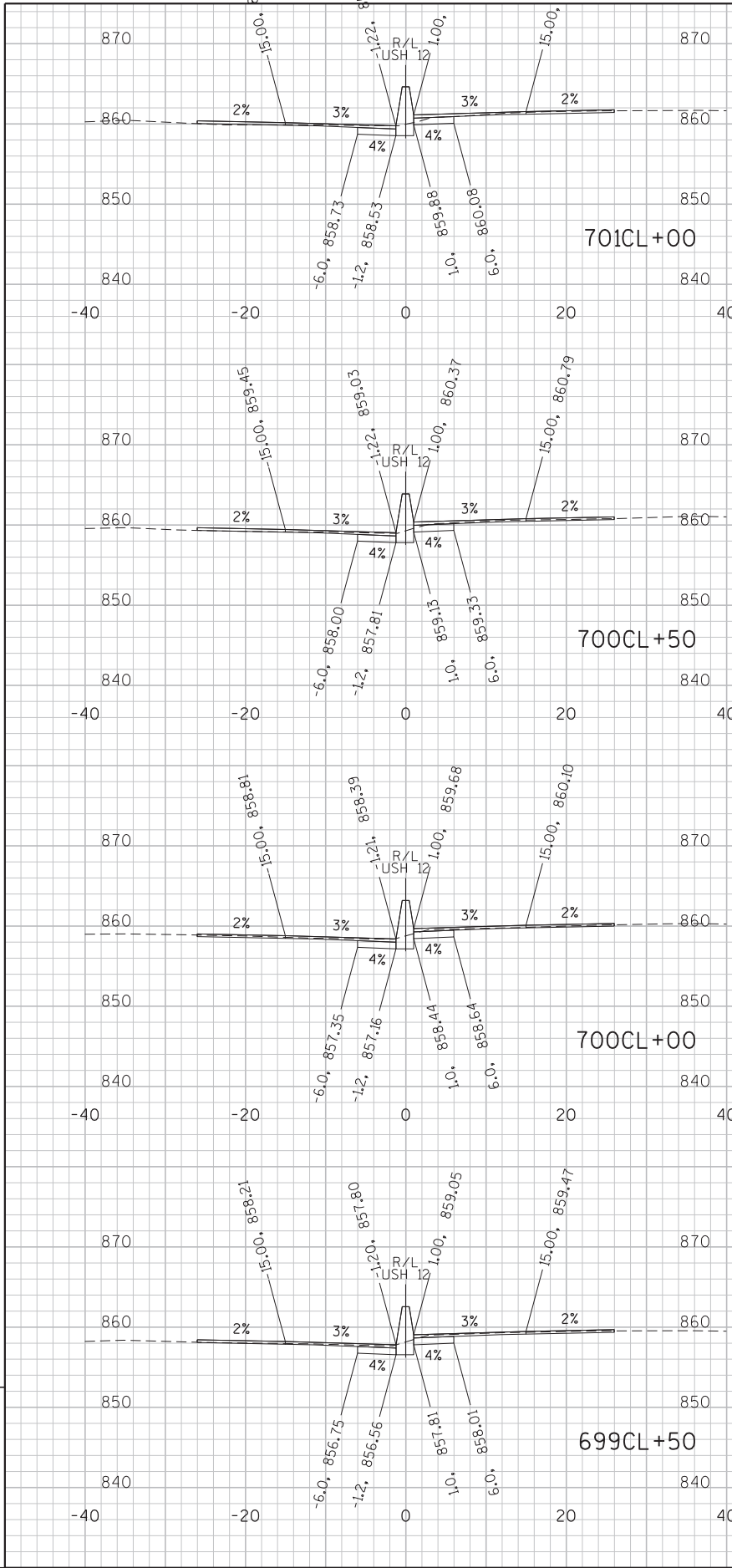


9

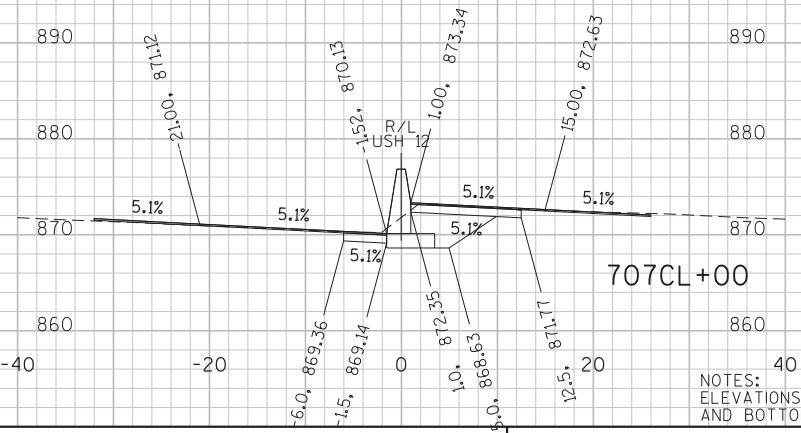
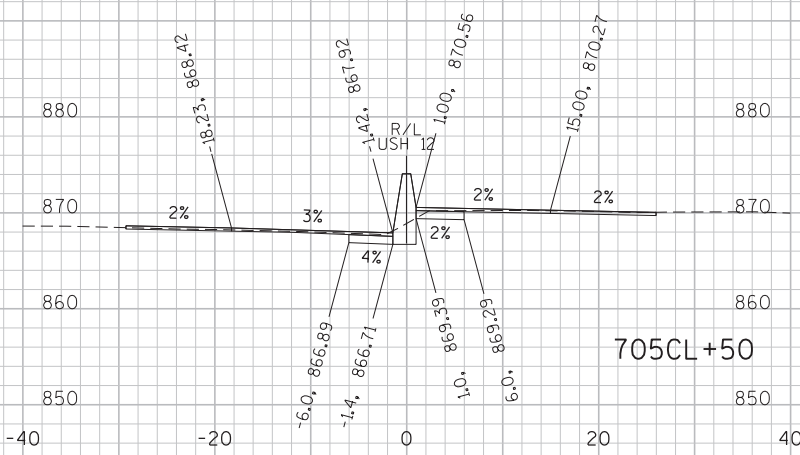
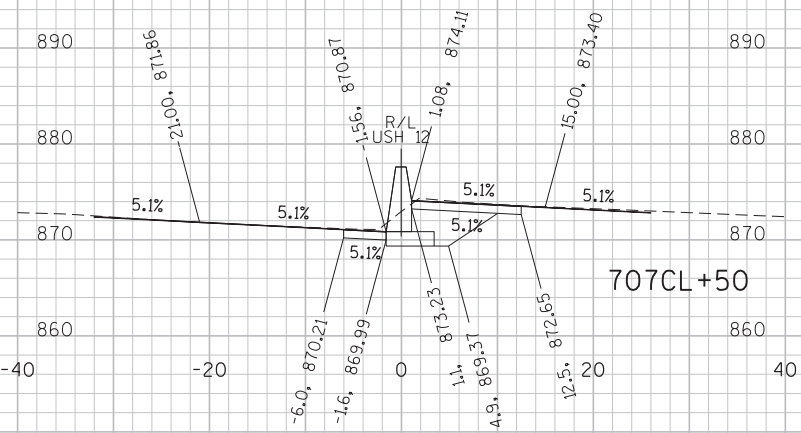
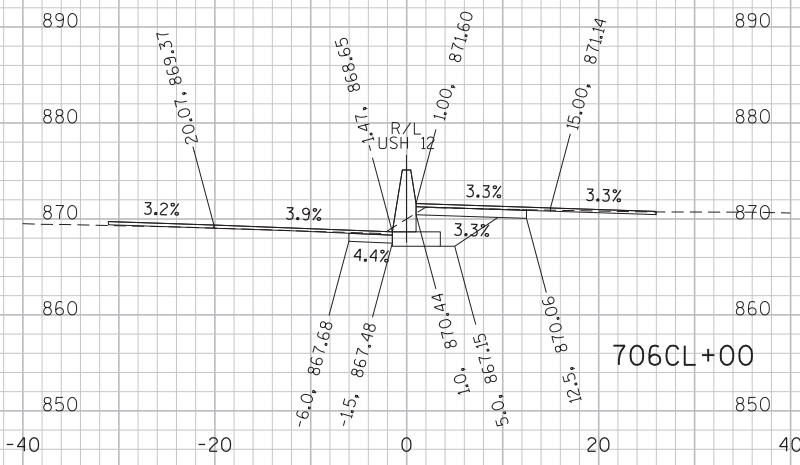
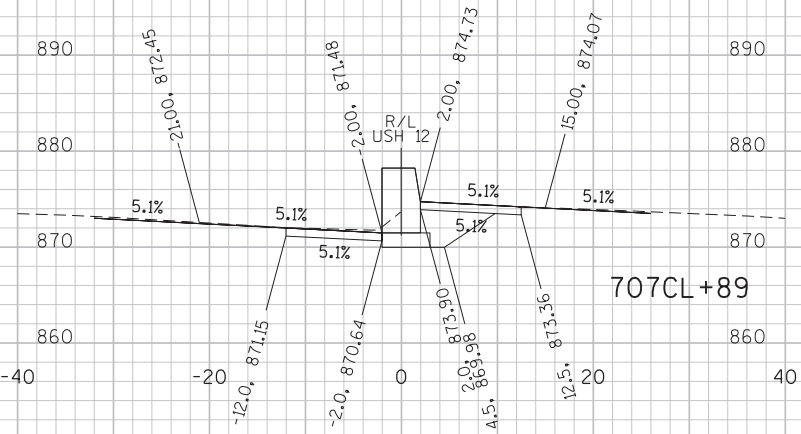
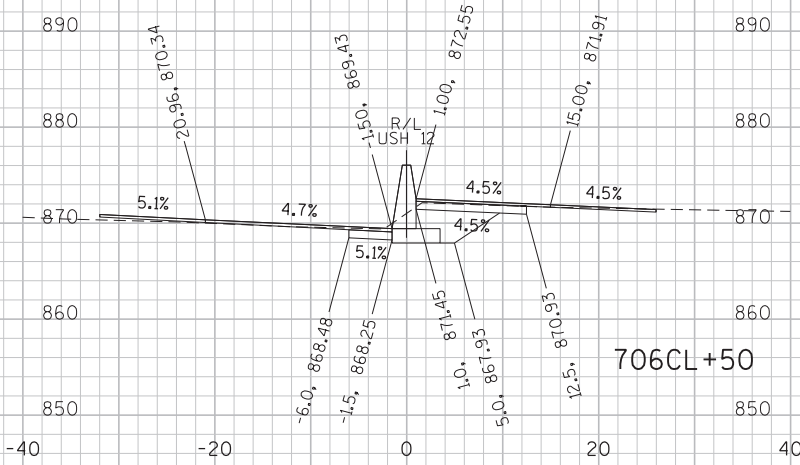
NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 693CL+50 TO 699CL+00

PROJECT NO:1206-06-79	HWY: USH 12	COUNTY:DANE	CROSS SECTIONS: USH 12 (MEDIAN)	SHEET	E
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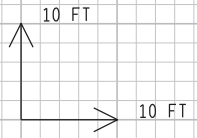


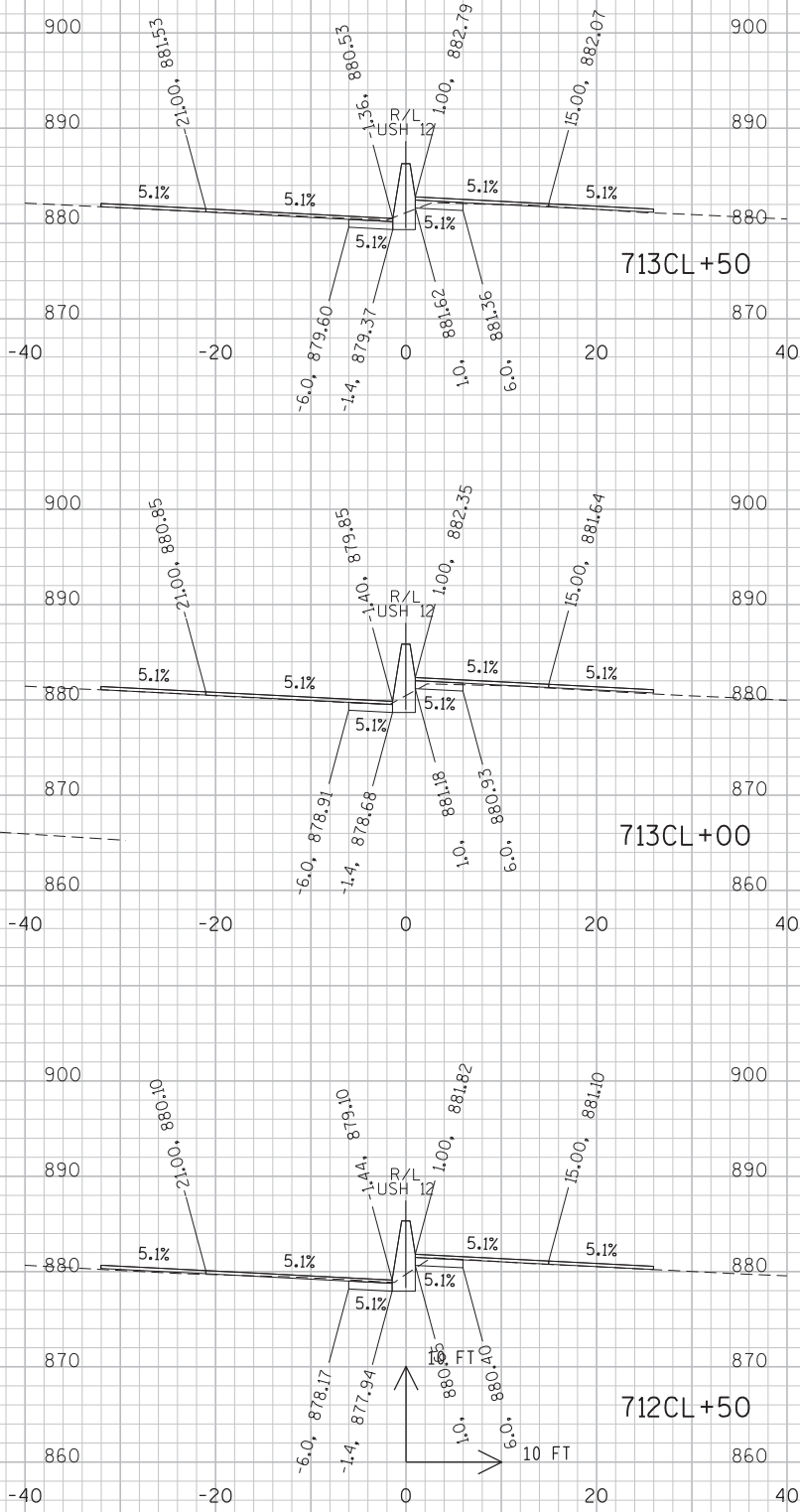
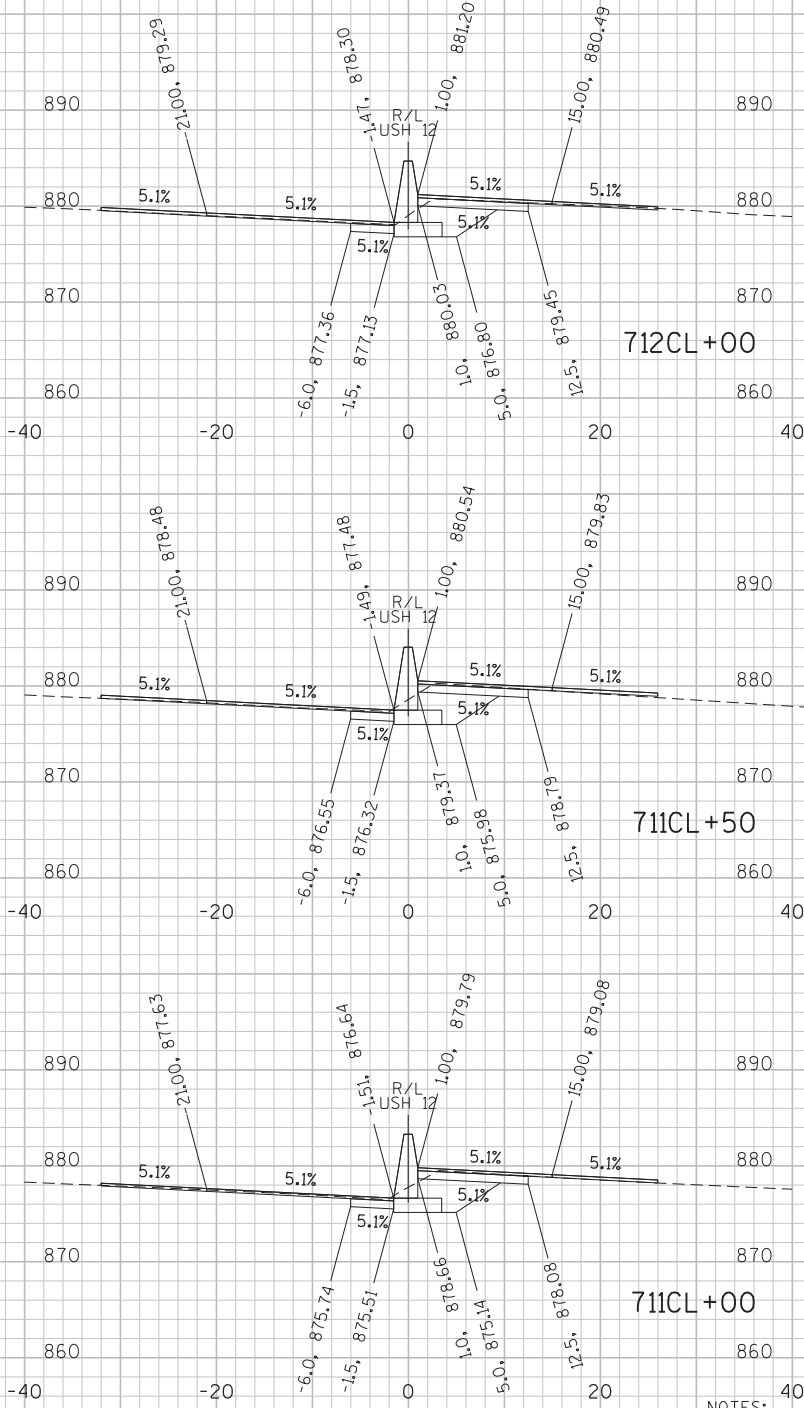
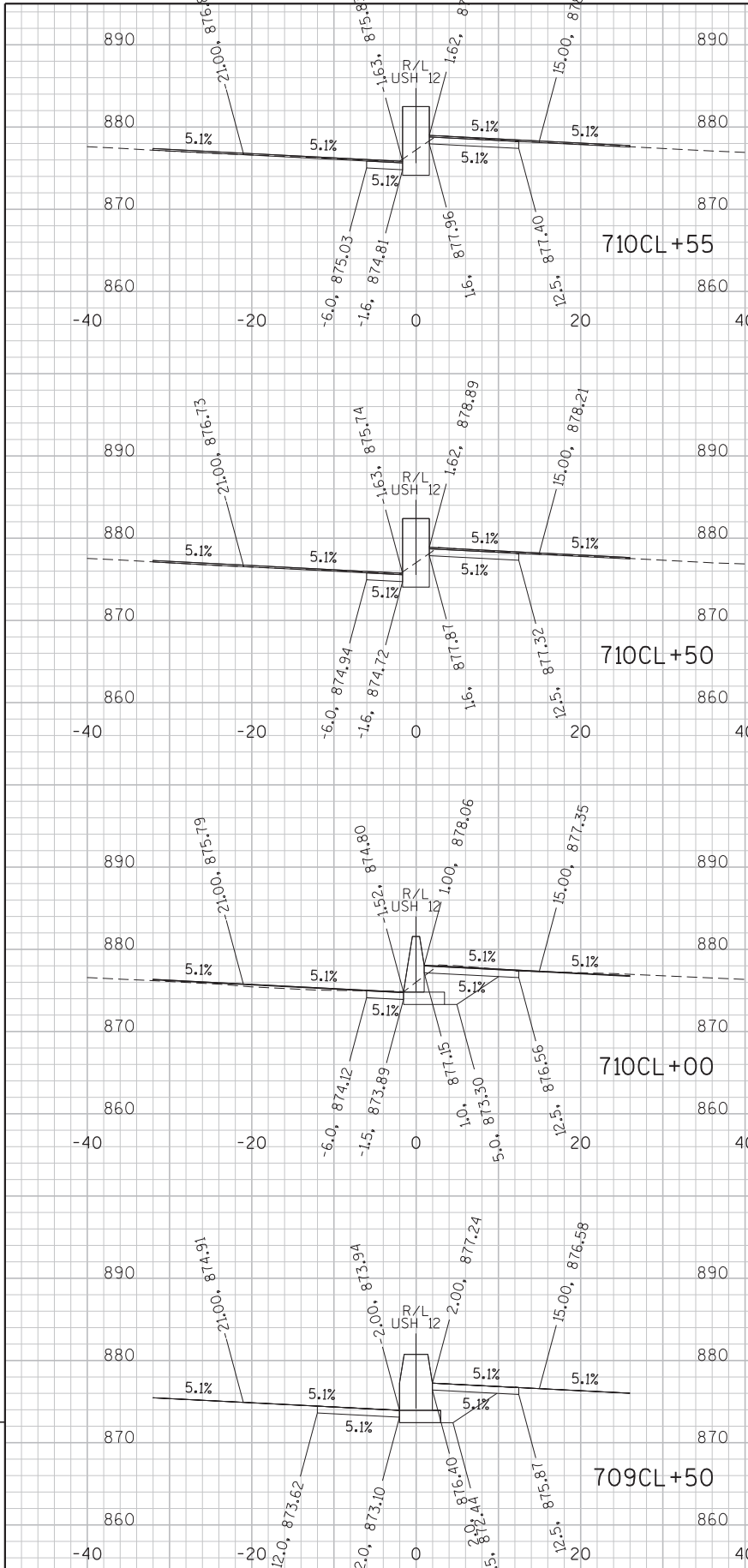
JOHN NOLEN DRIVE BRIDGE
B-13-37 (EB) / B-13-195 (WB)



NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

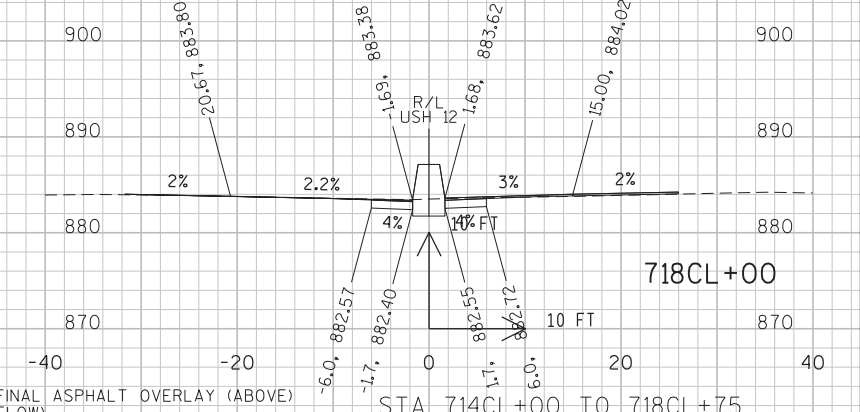
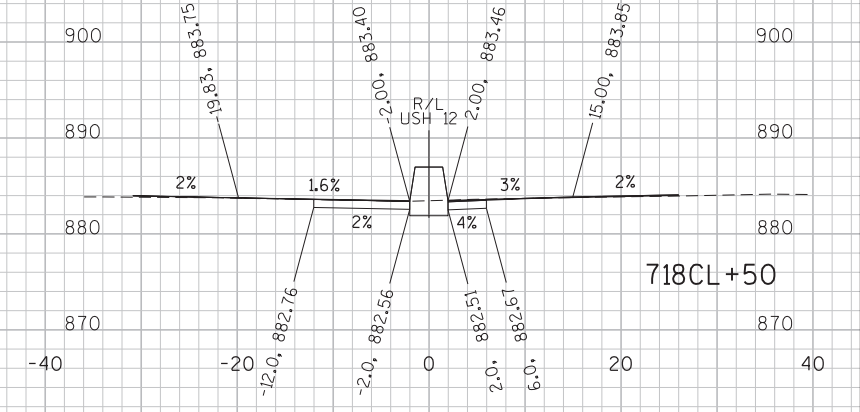
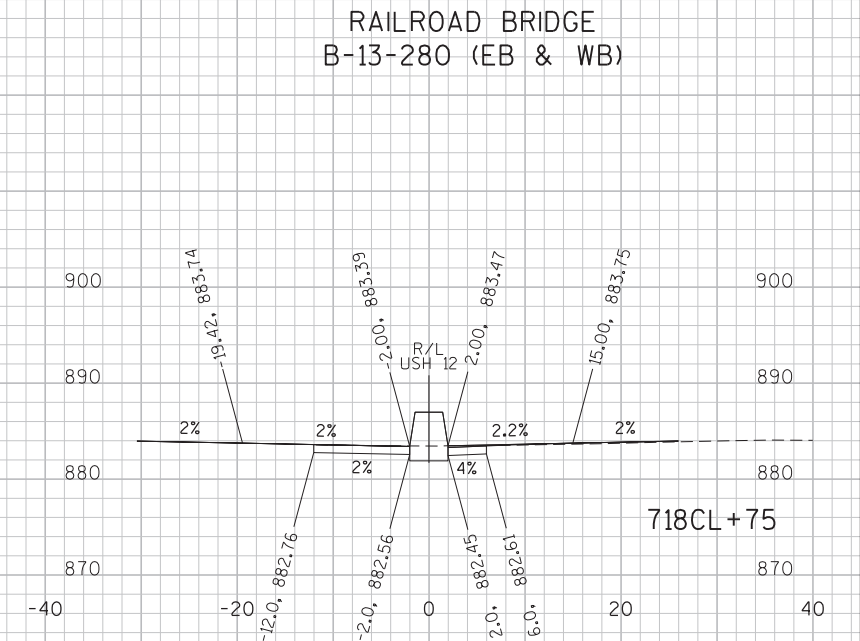
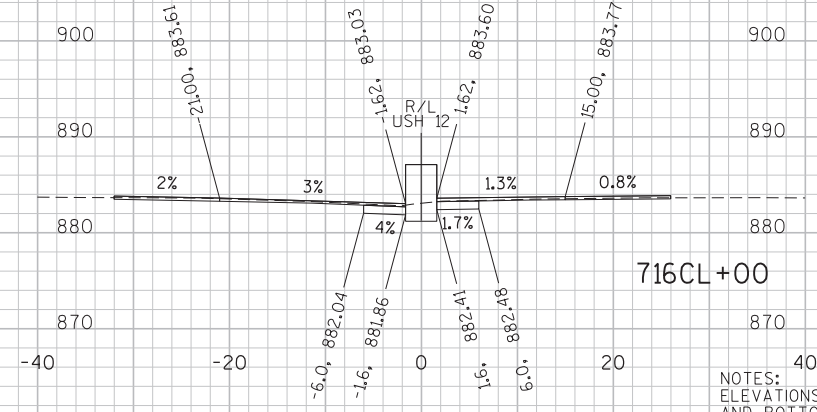
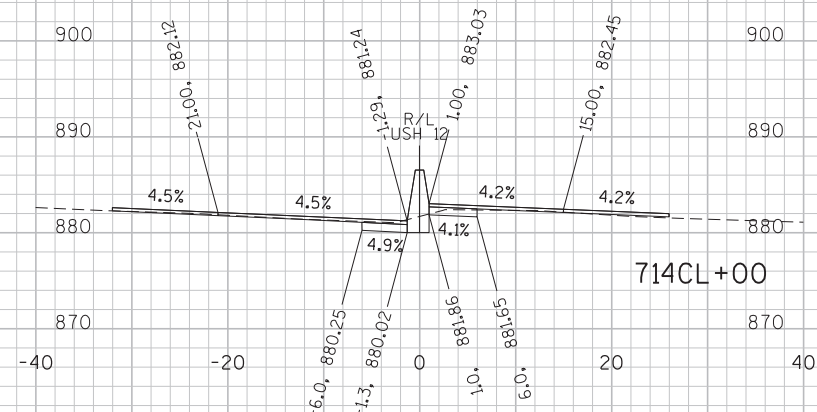
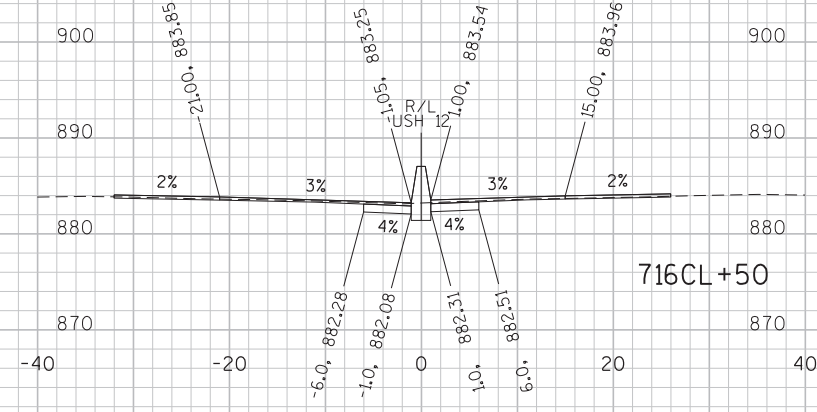
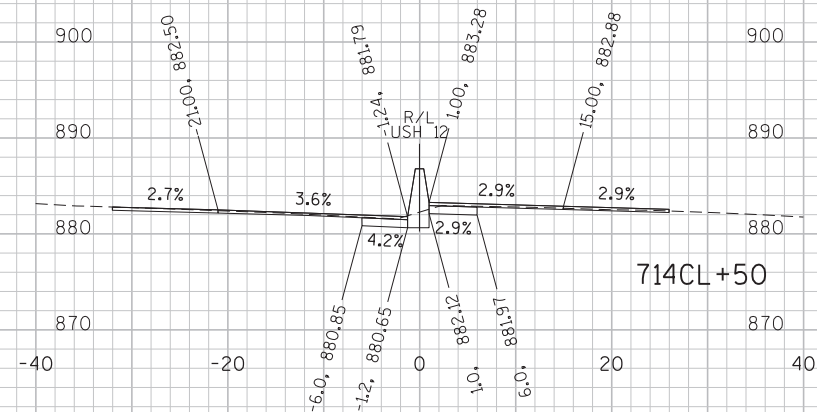
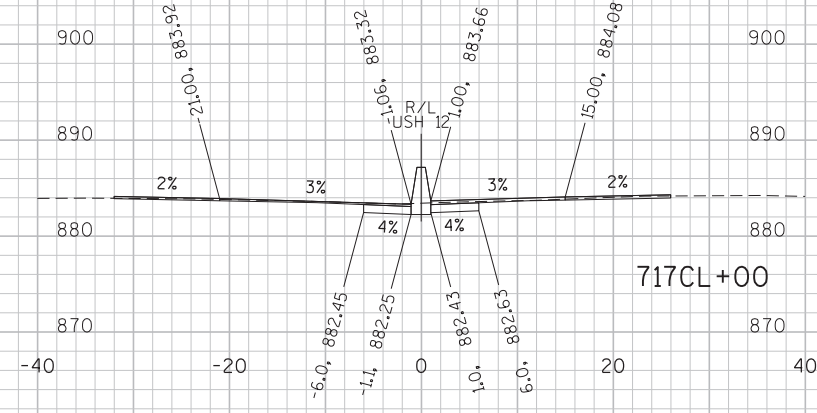
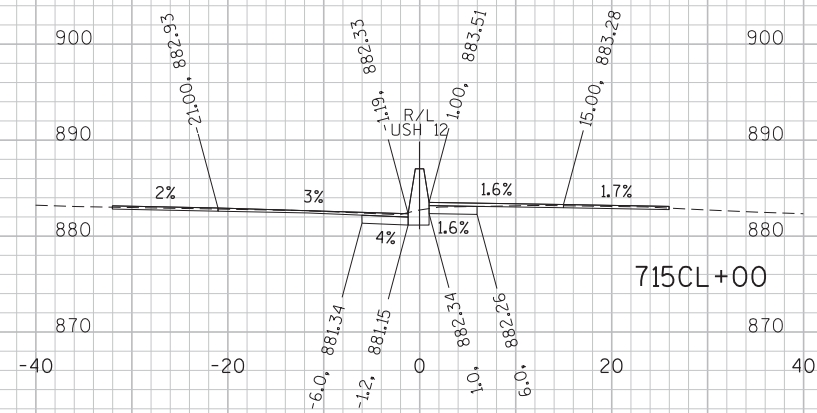
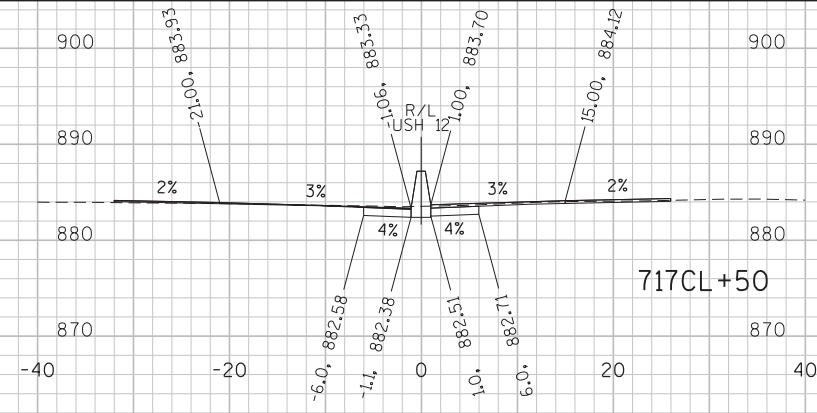
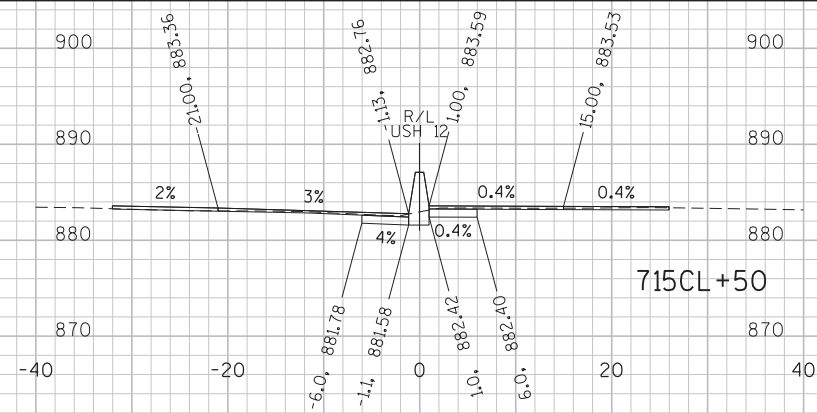
STA 705CL+50 TO 707CL+89





NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 709CL+50 TO 713CL+50



NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 714CL+00 TO 718CL+75

PROJECT NO:1206-06-79

HWY: USH 12

COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

11

FILE NAME : \\madw00\ingrproj\66034\1206-06-79 HSR\t1\cds\090201_xs.dgn

PLOT DATE : 9/29/2020 2:52:39 PM

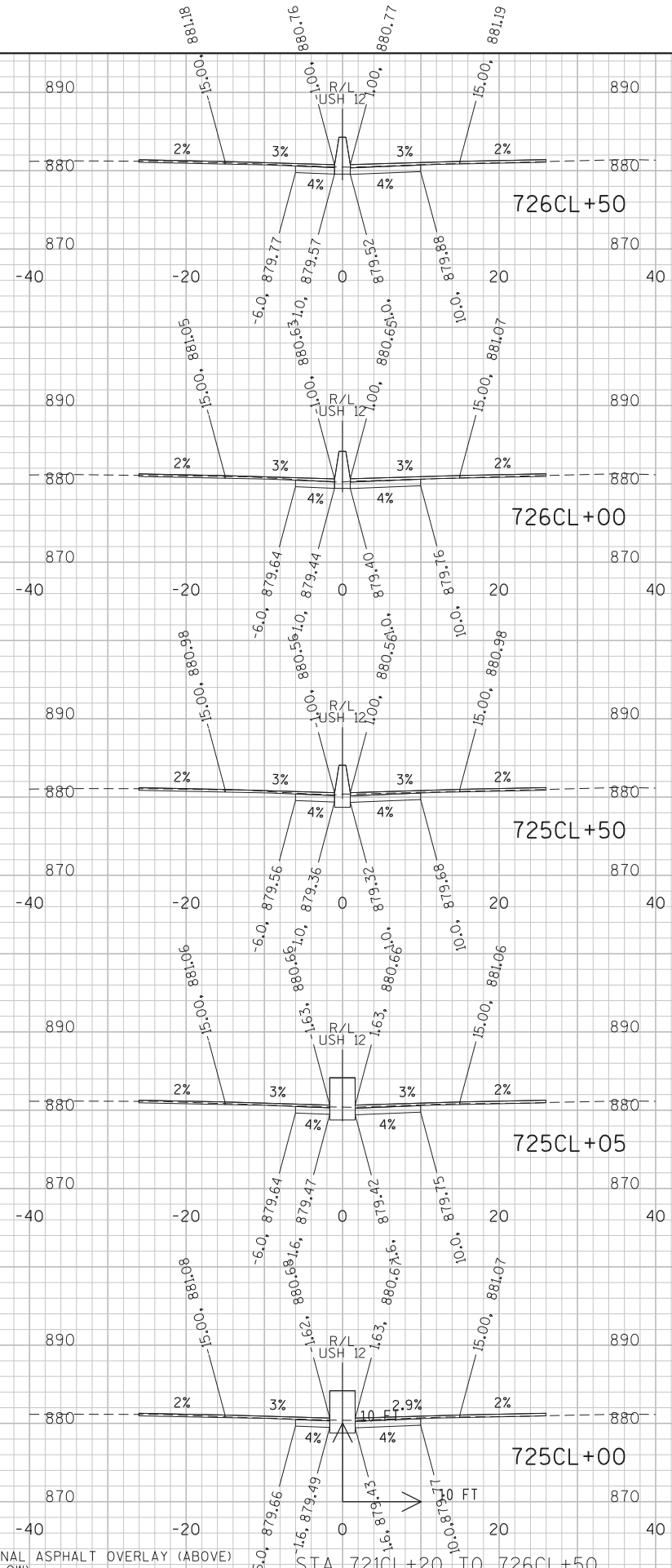
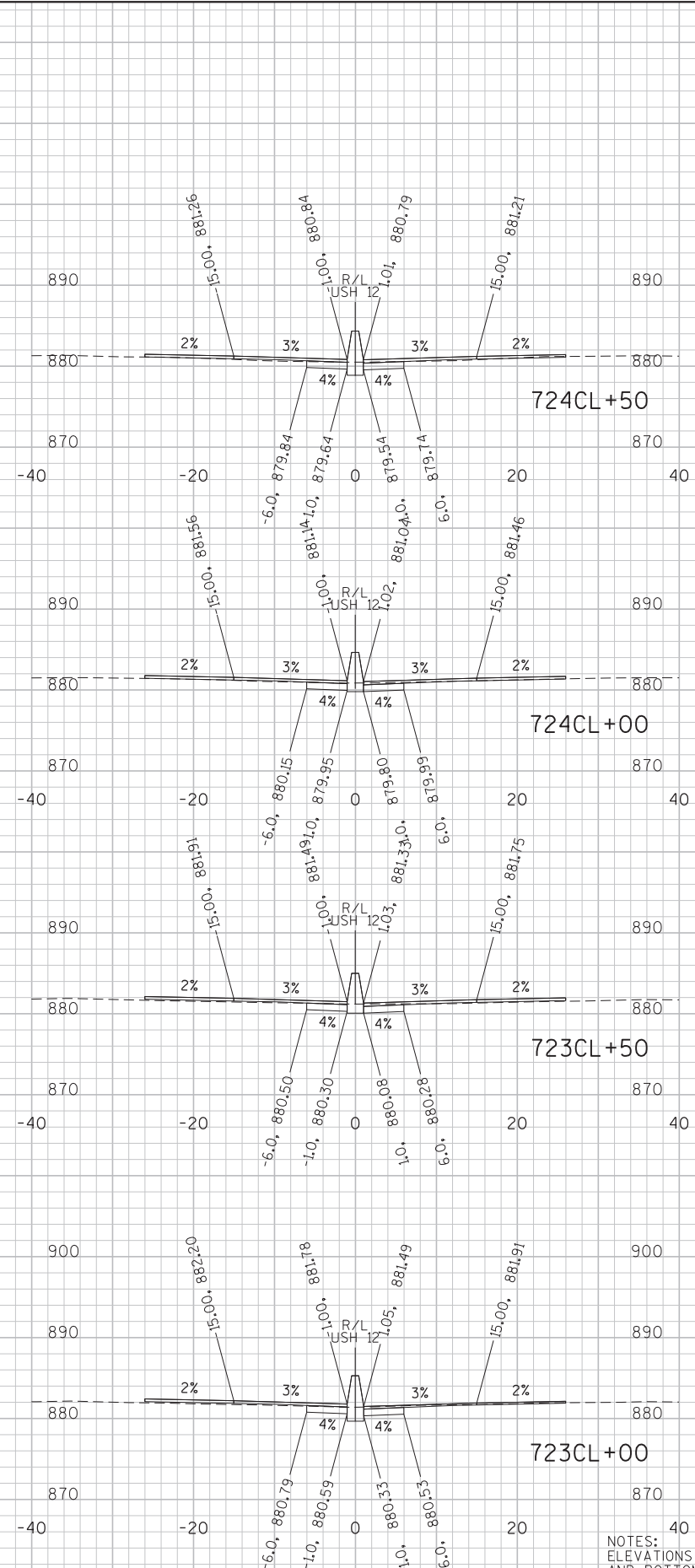
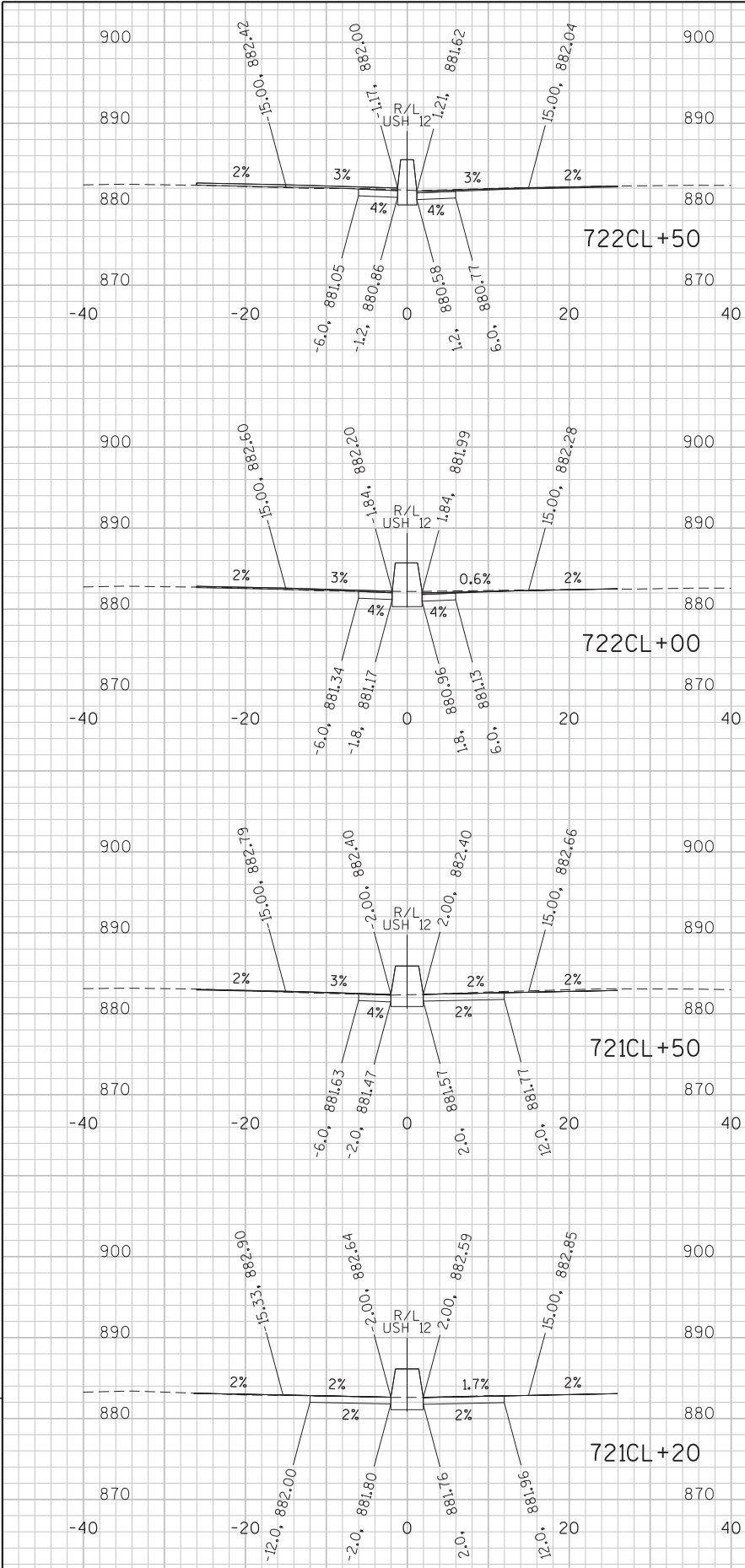
PLOT BY : dkarasek

PLOT NAME :

PLOT SCALE : 10:1

WISDOT/CADDS SHEET 21

9



9

NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 721CL+20 TO 726CL+50

PROJECT NO:1206-06-79

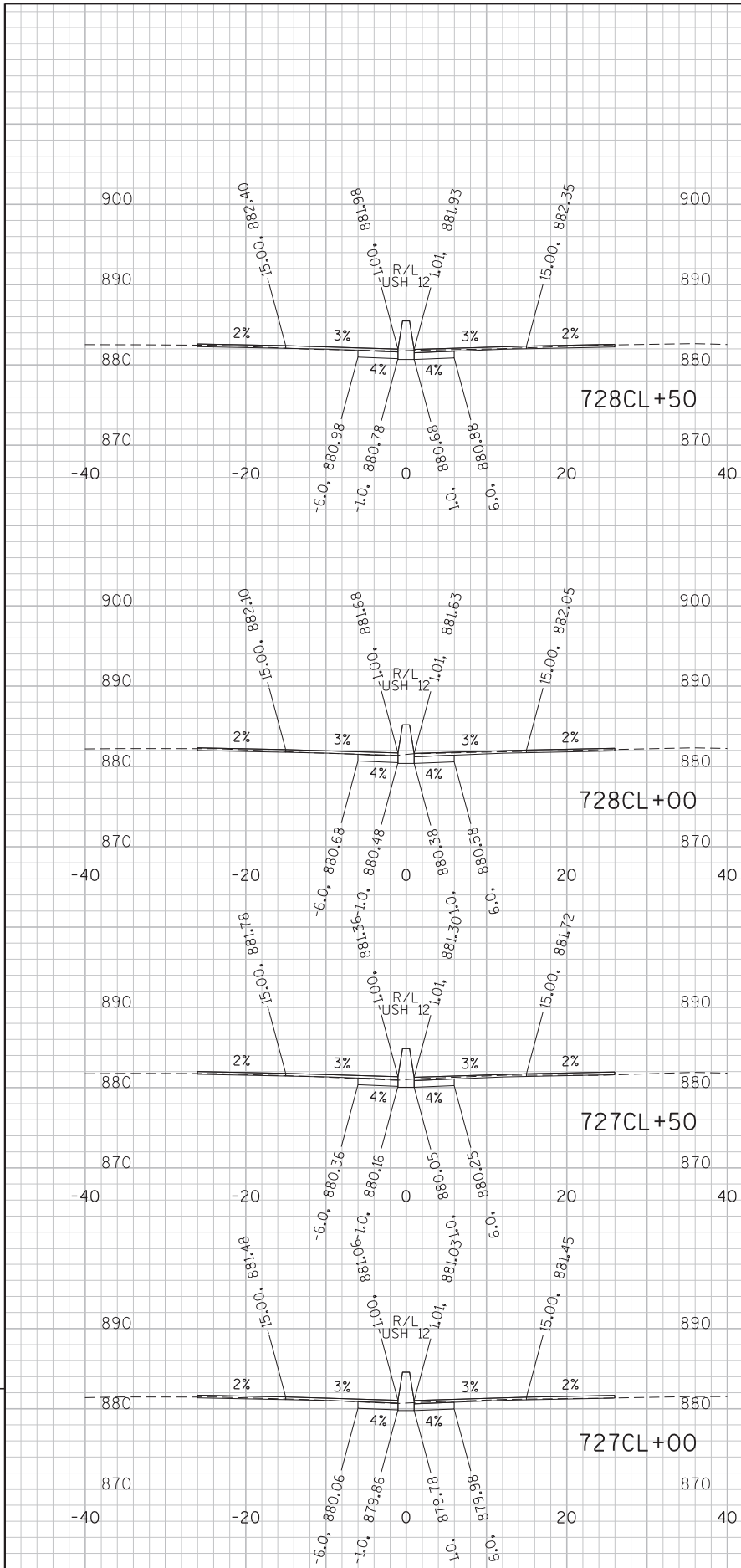
HWY: USH 12

COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

E



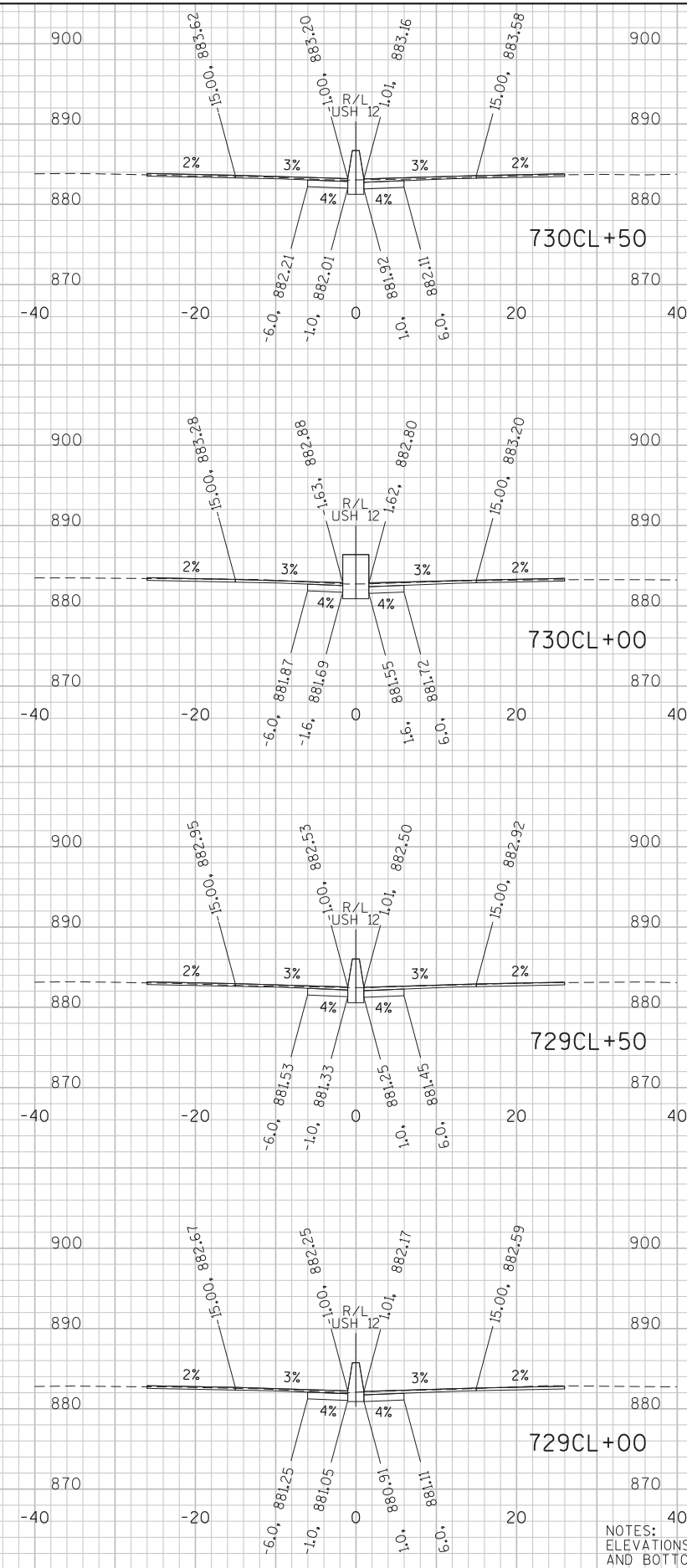
PROJECT NO: 1206-06-79

HWY: USH 12

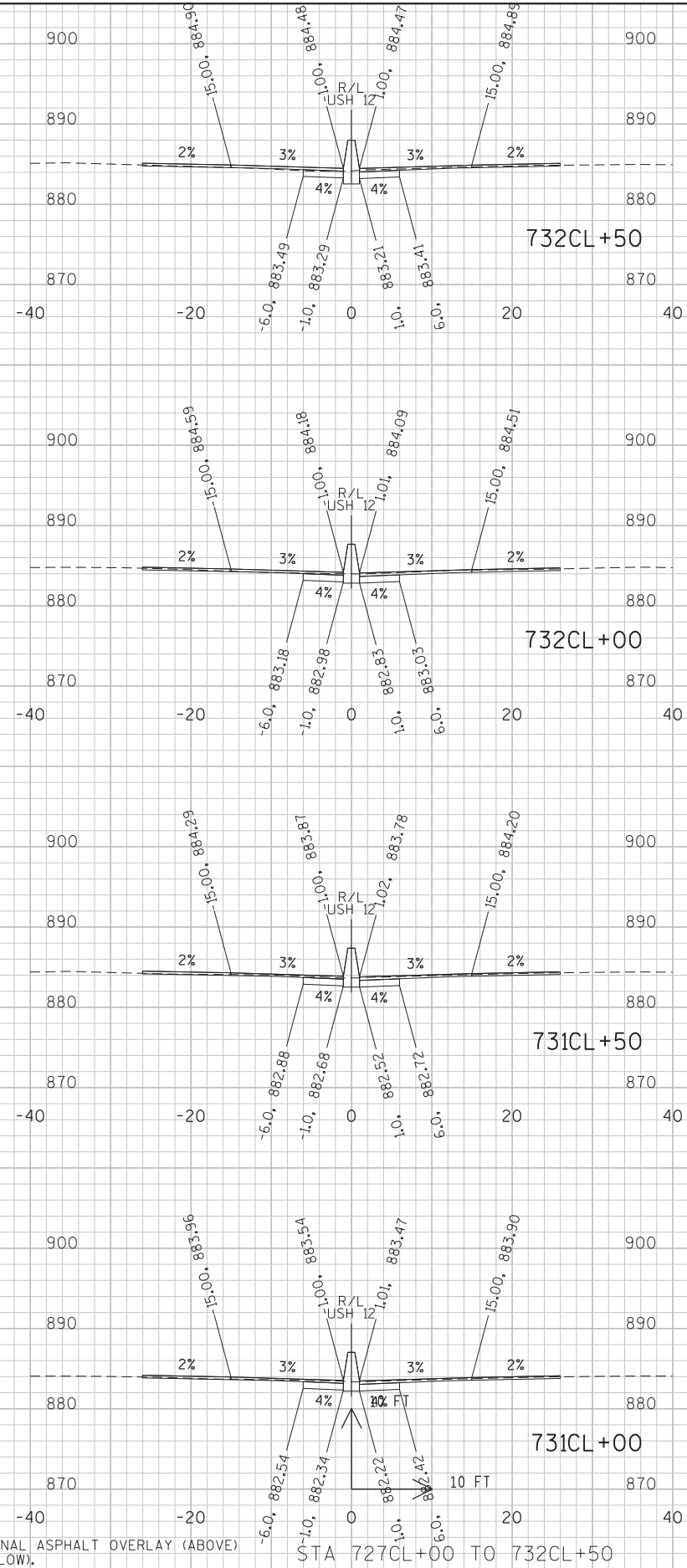
COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

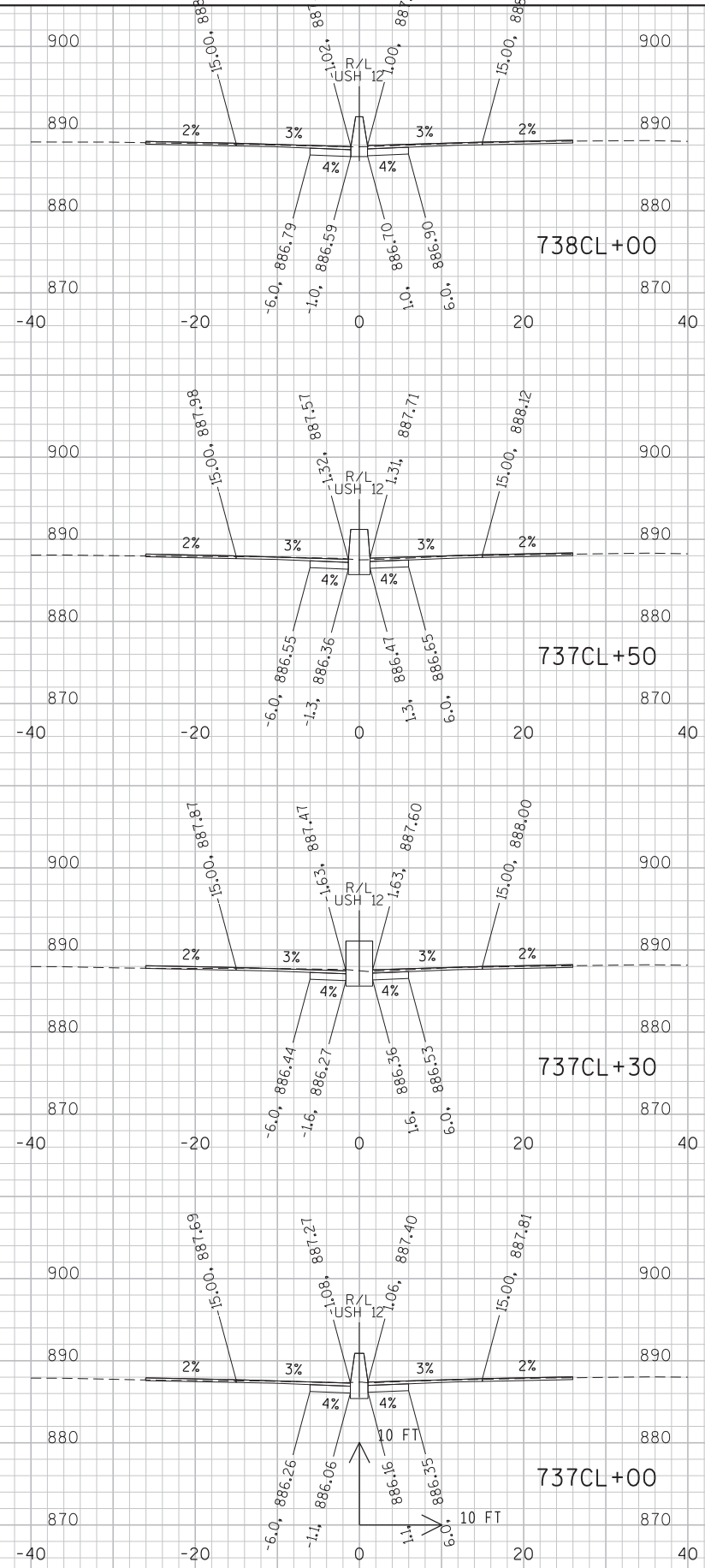
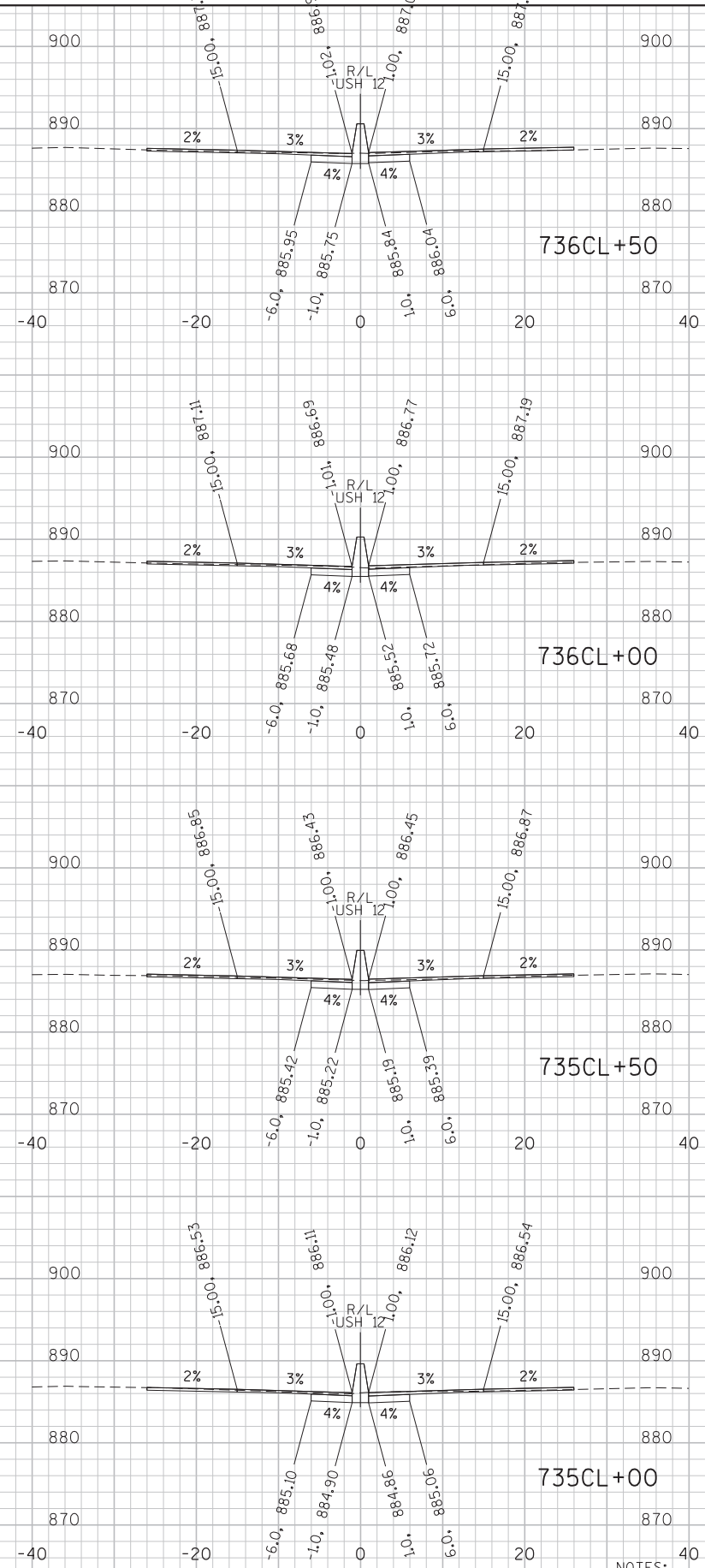
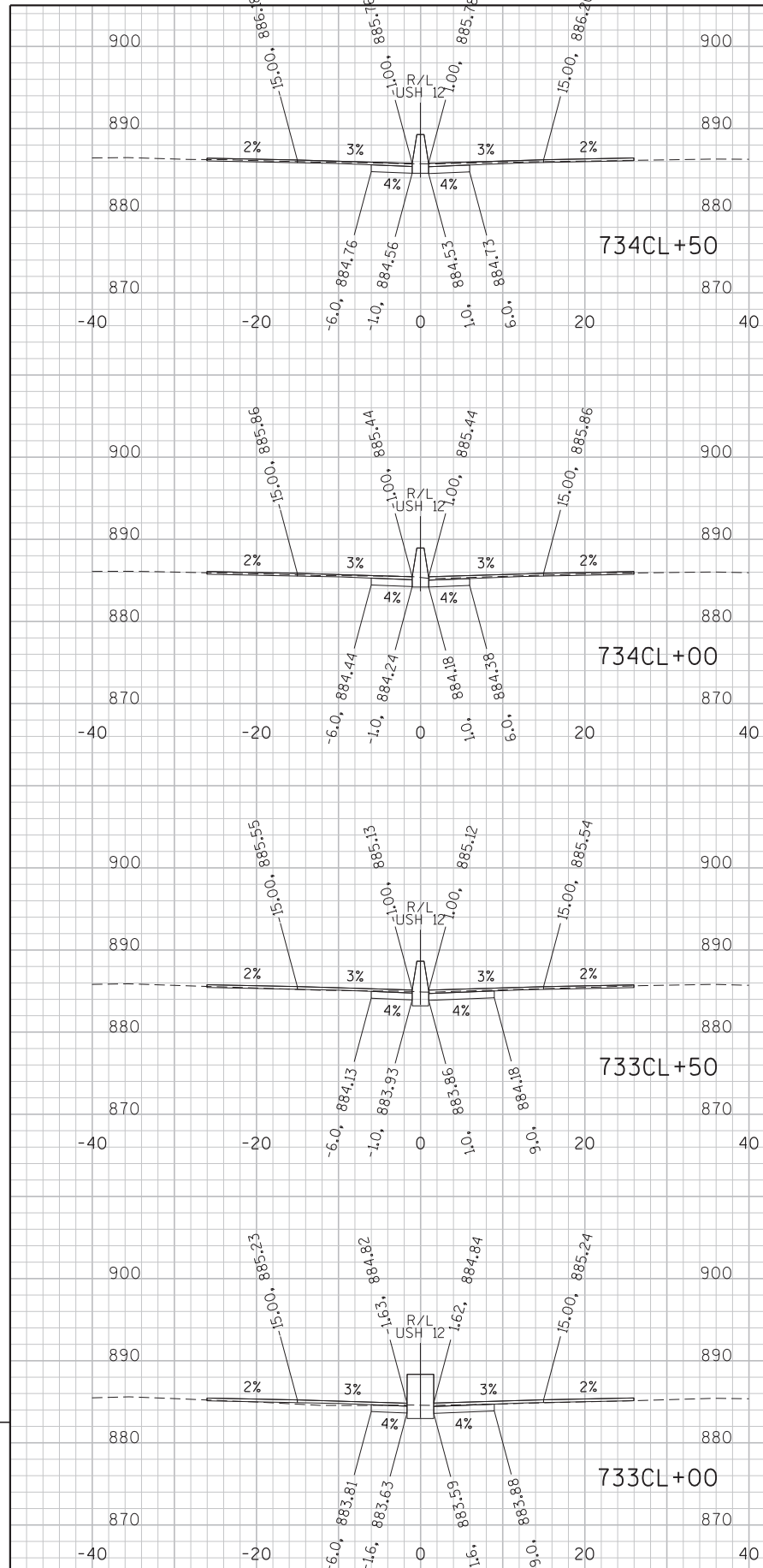
SHEET



NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

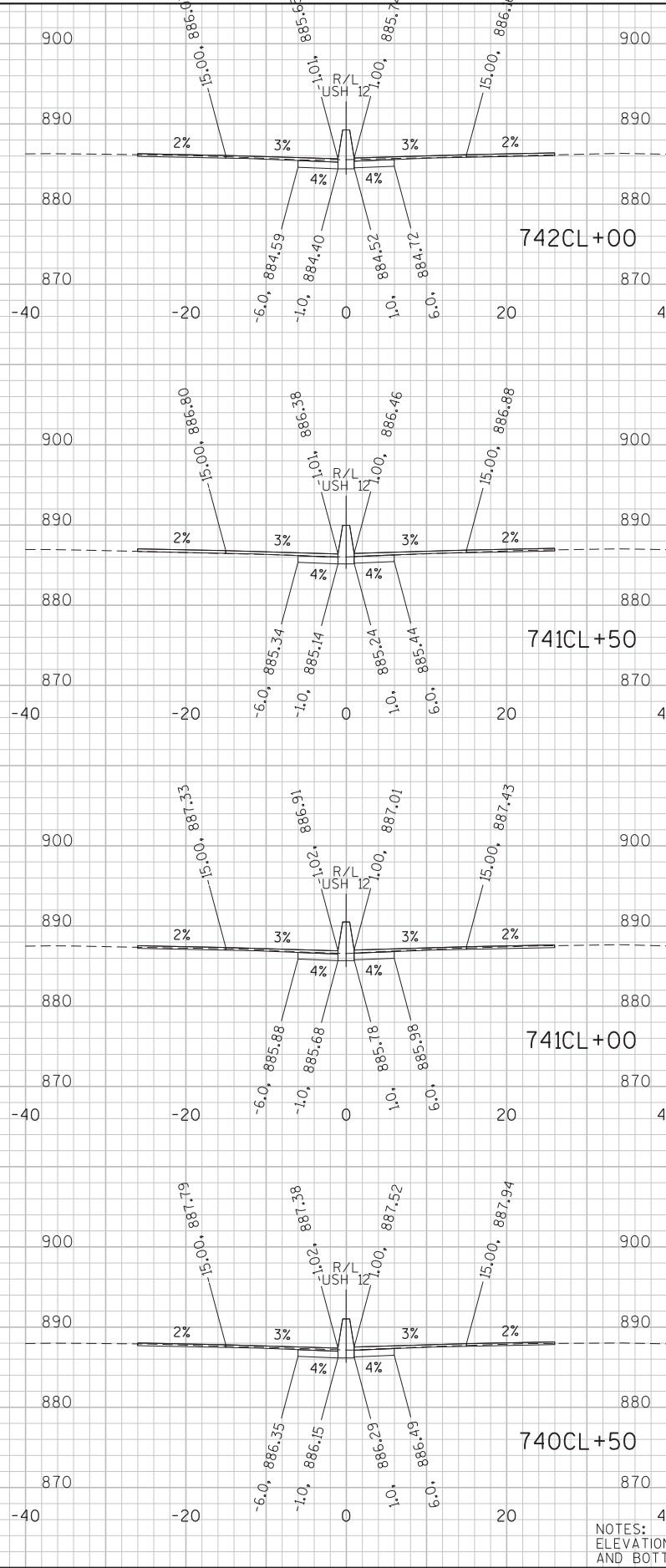
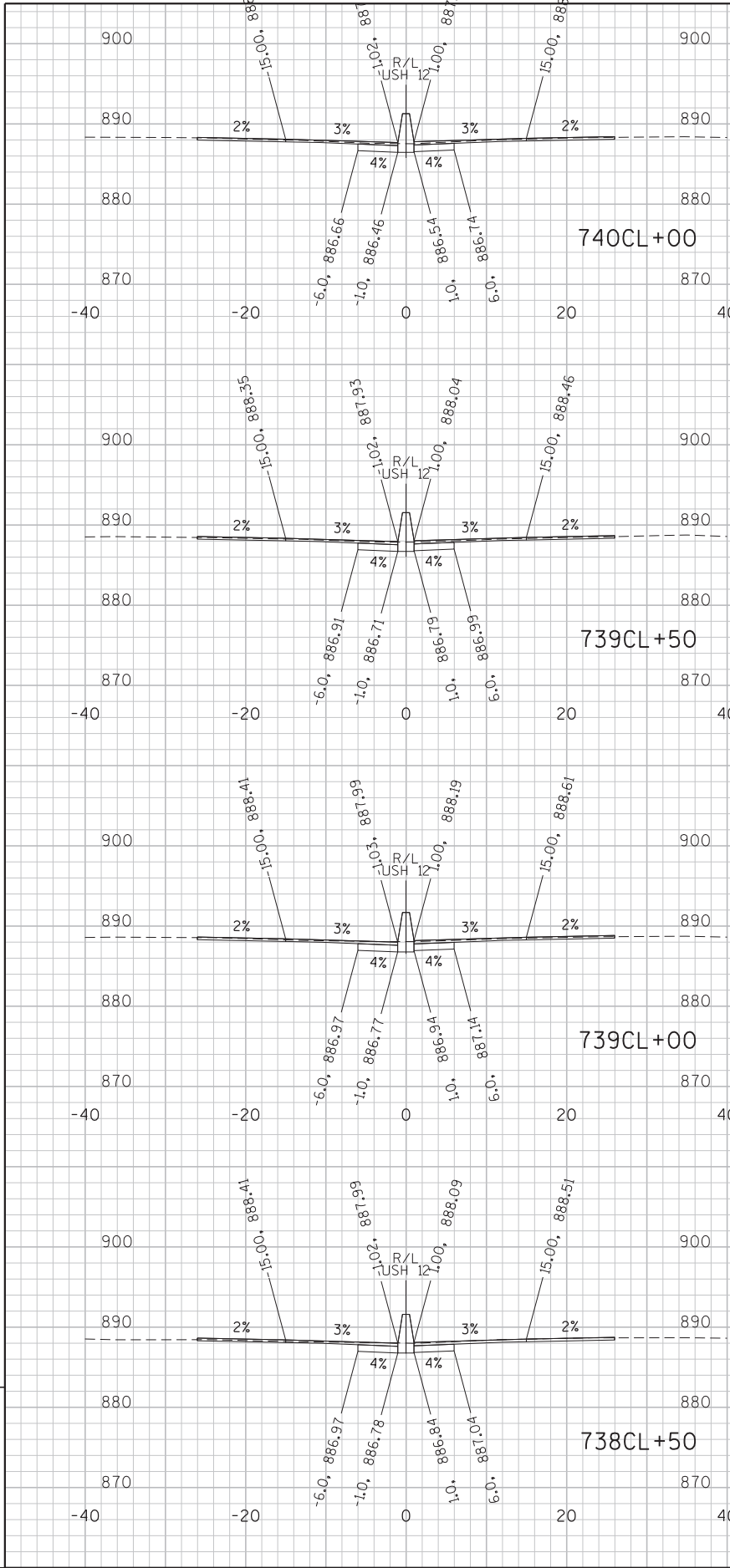


STA 727CL+00 TO 732CL+50

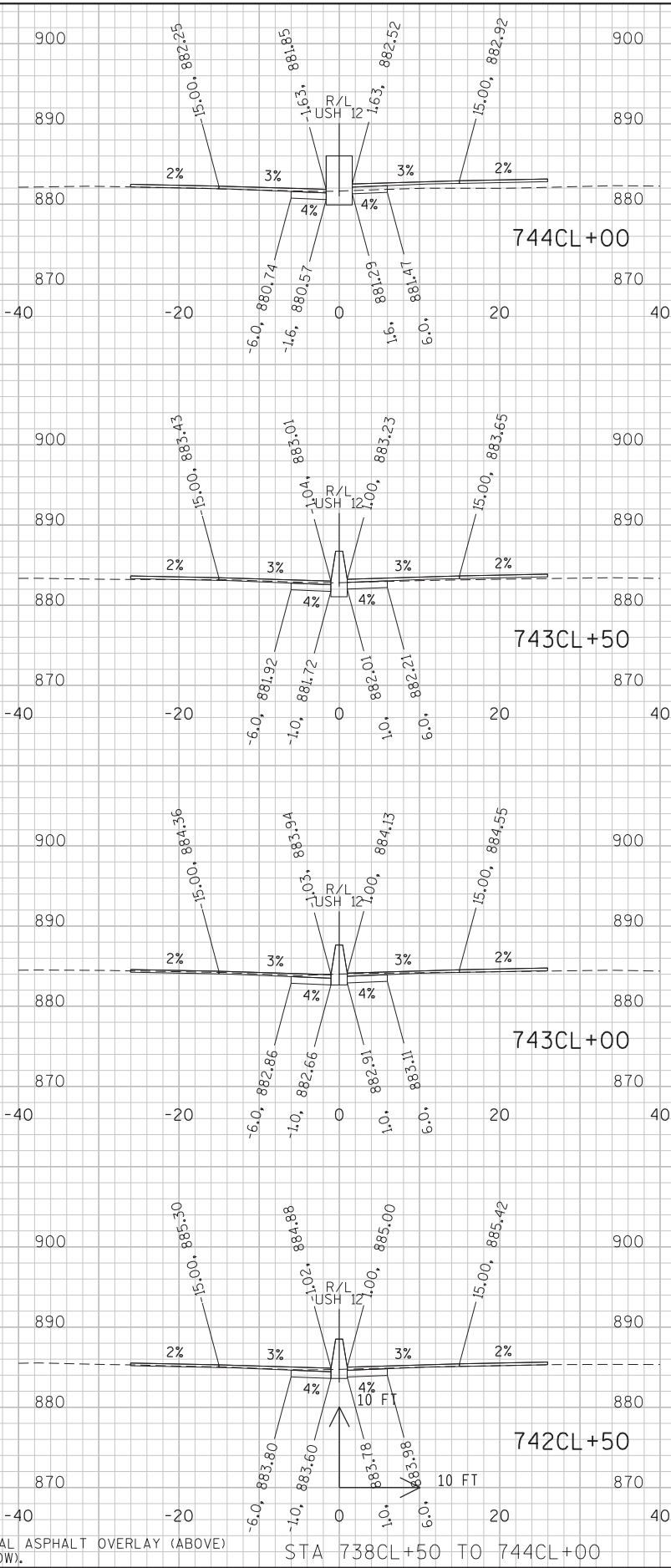


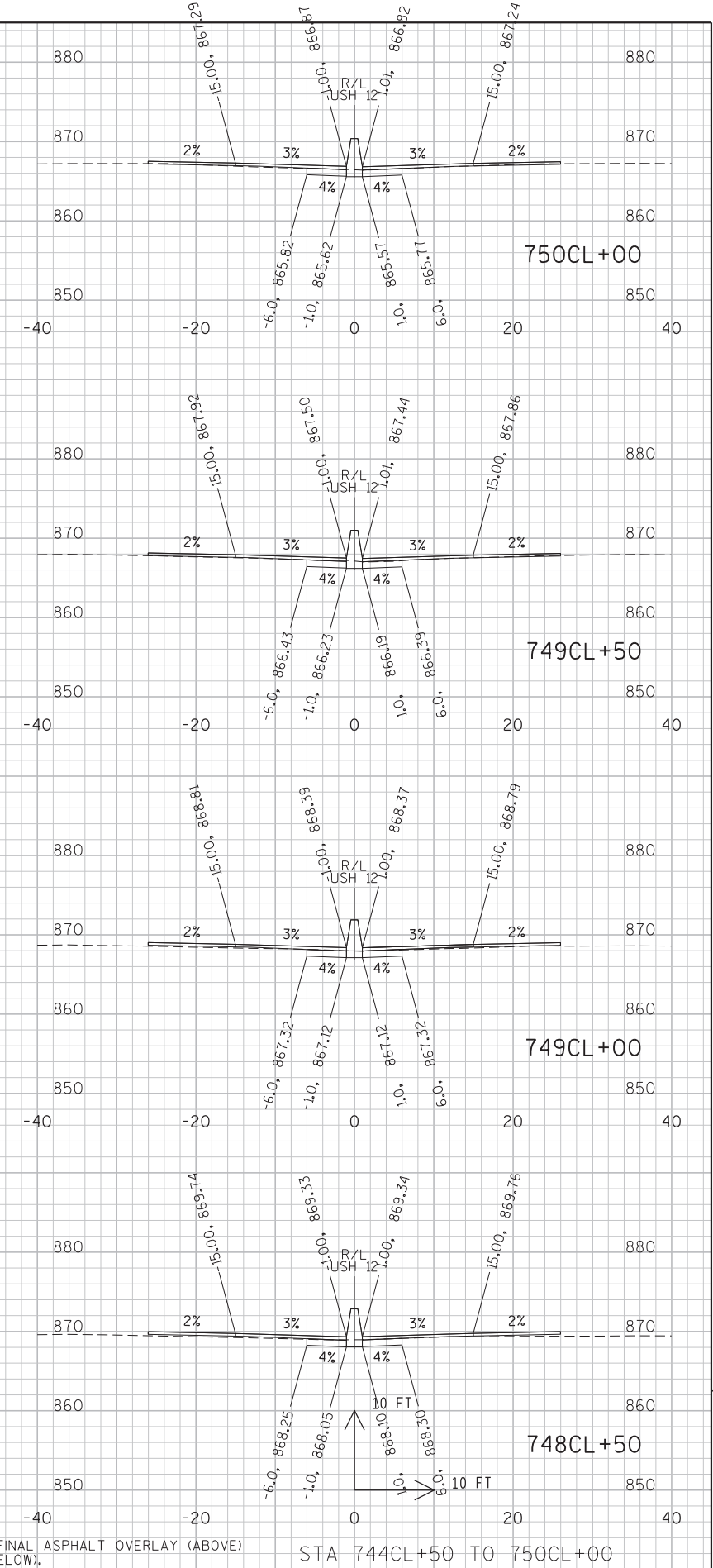
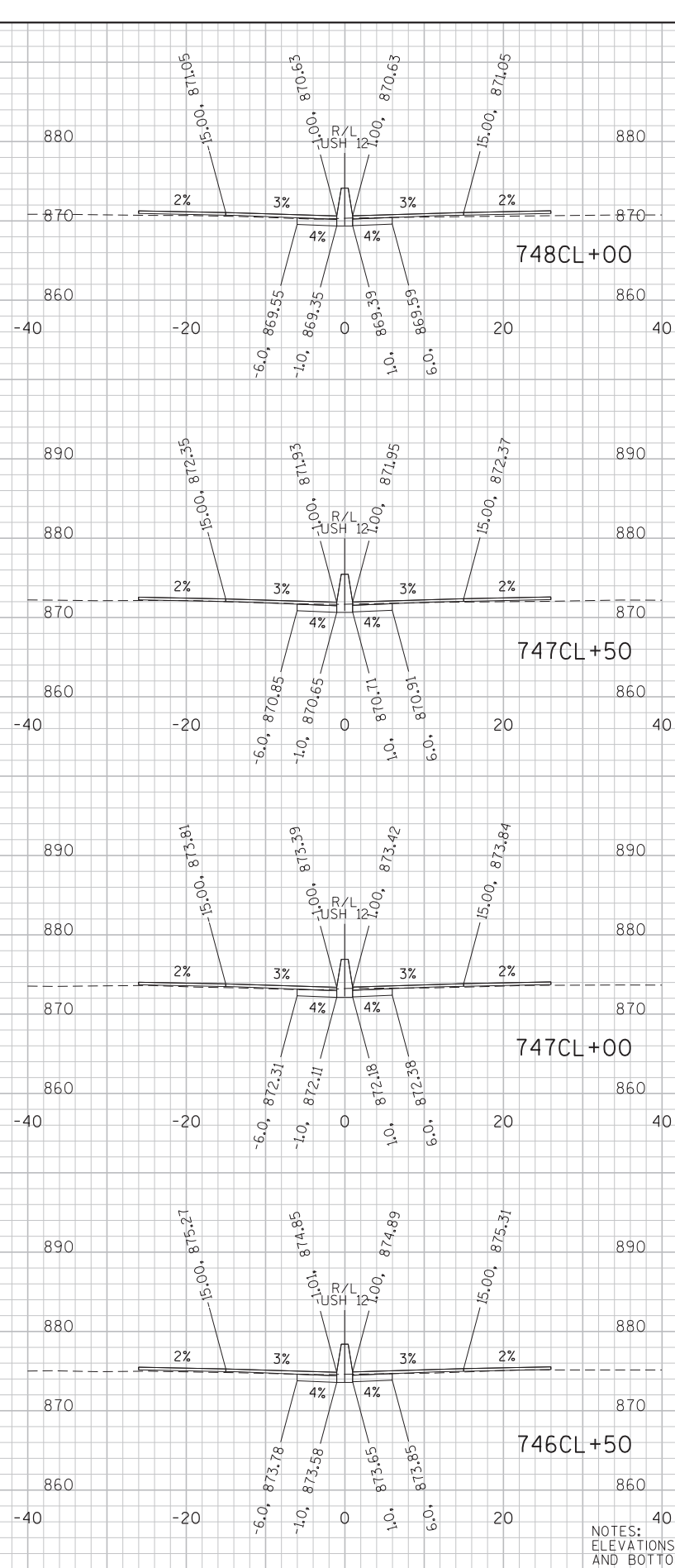
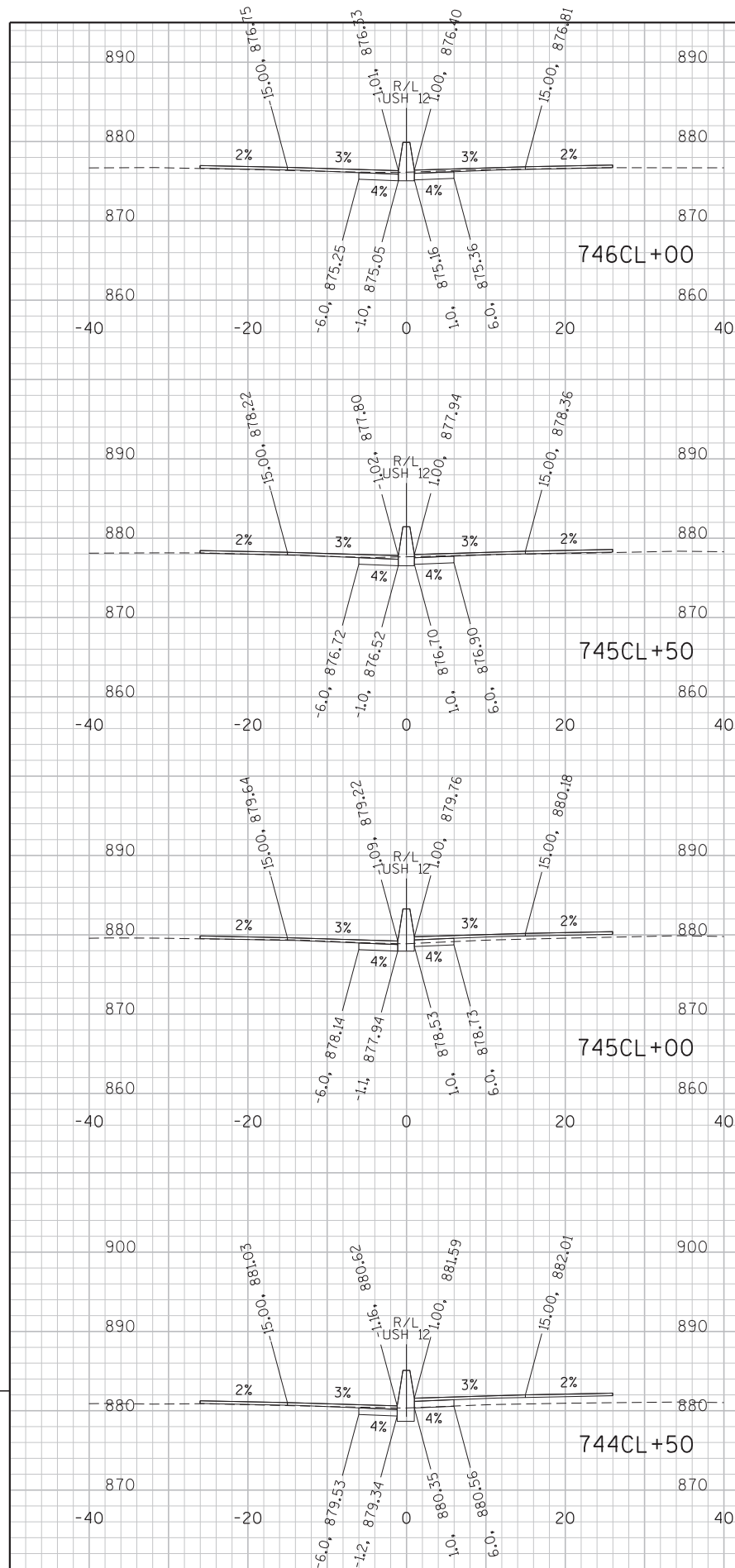
NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 733CL+00 TO 738CL+00



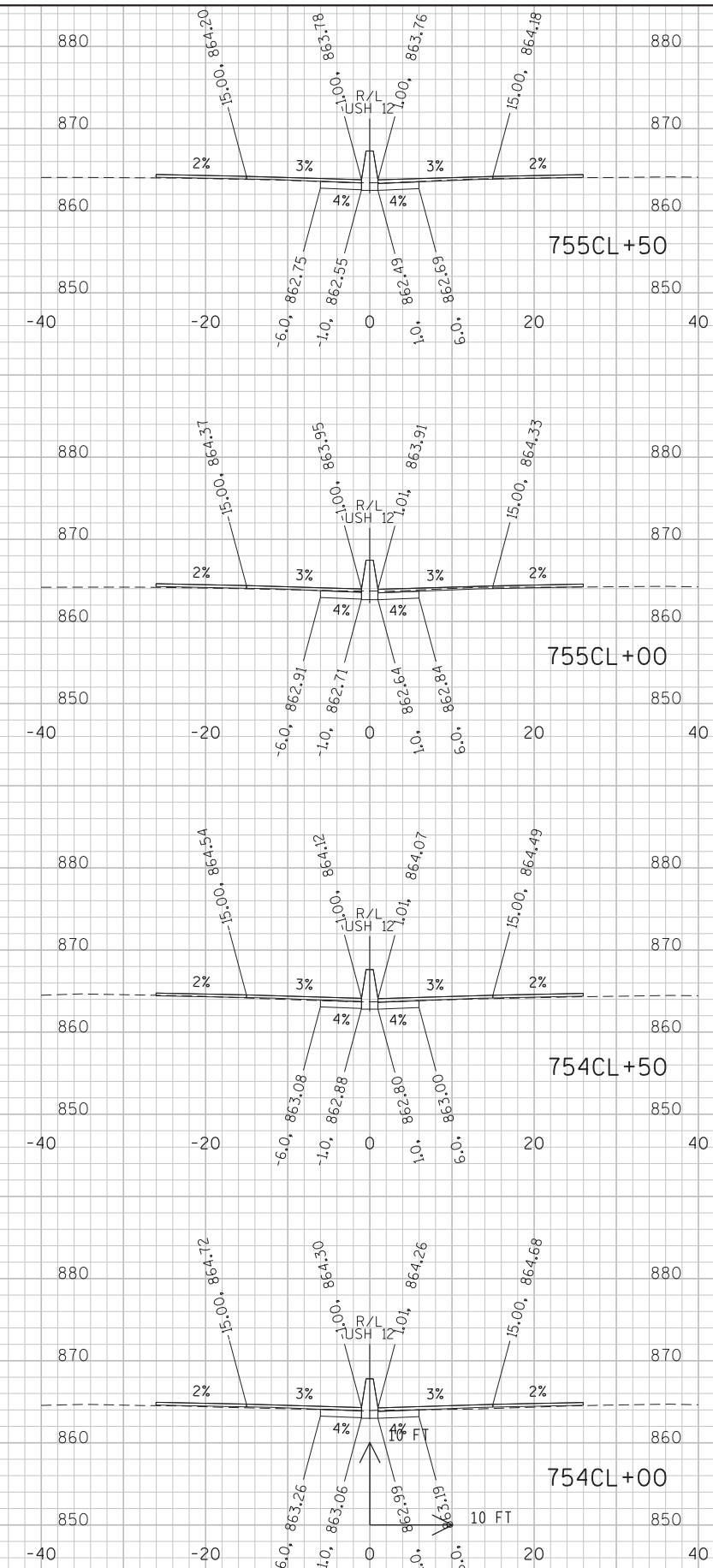
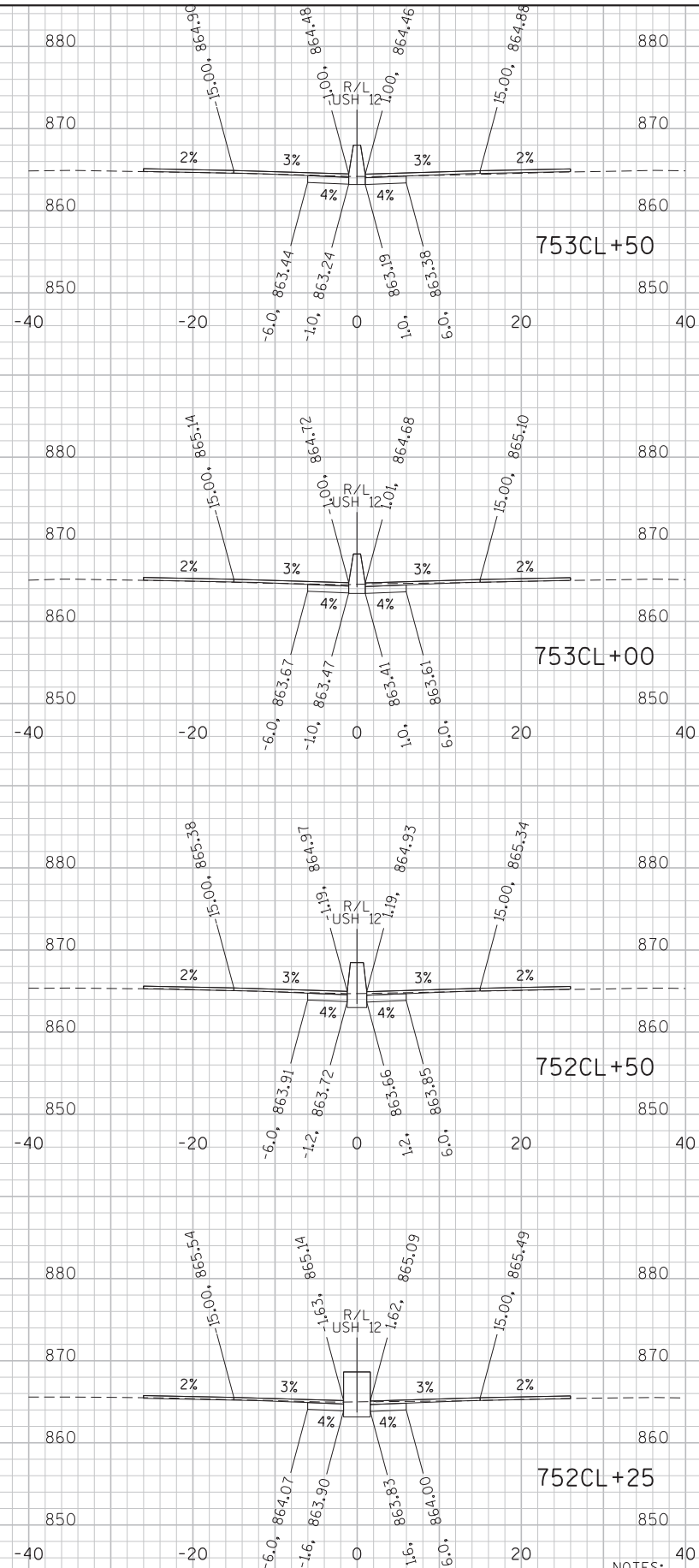
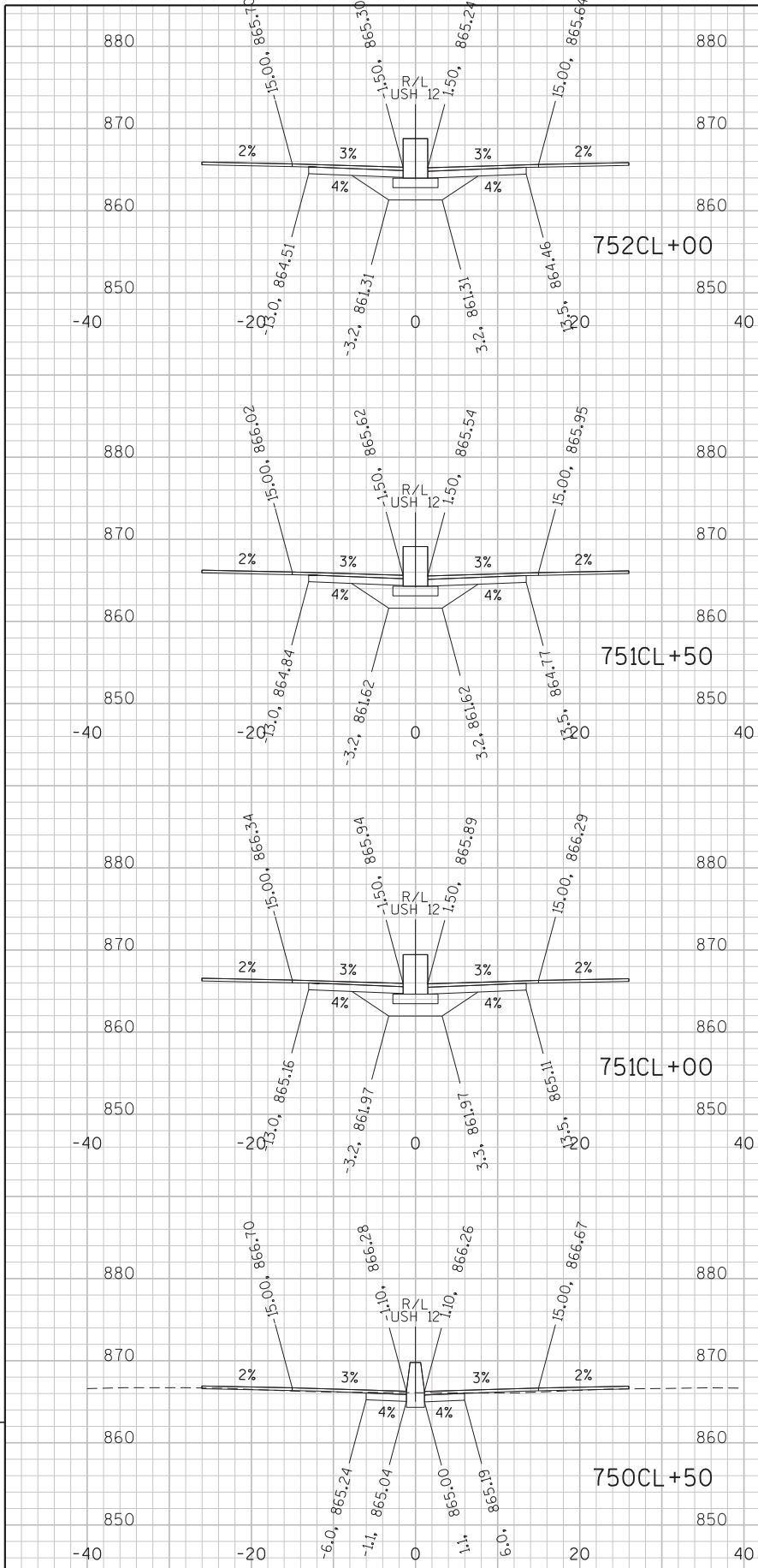
NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

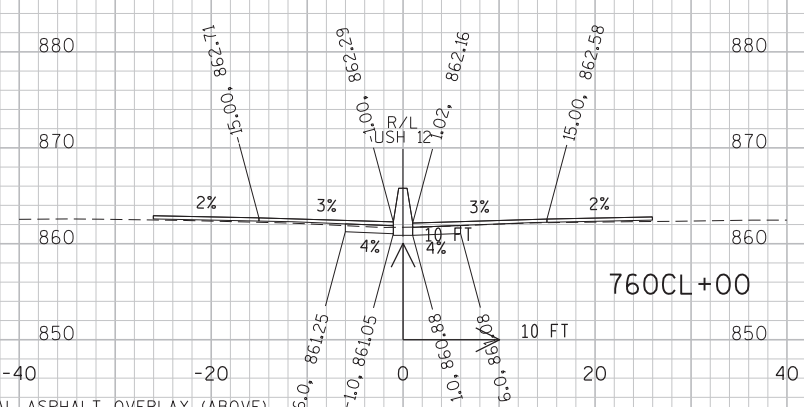
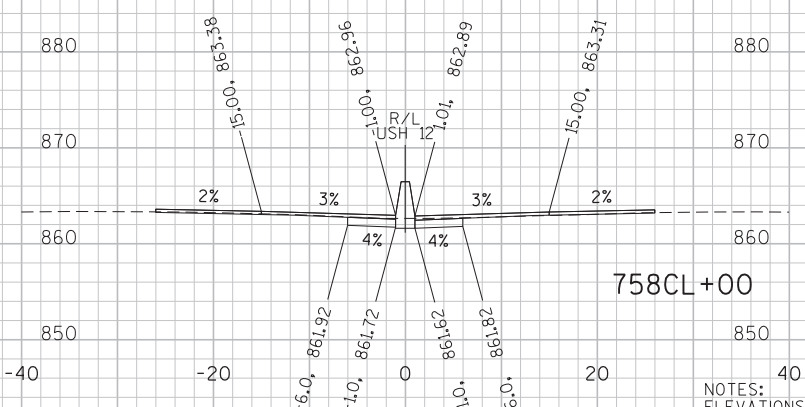
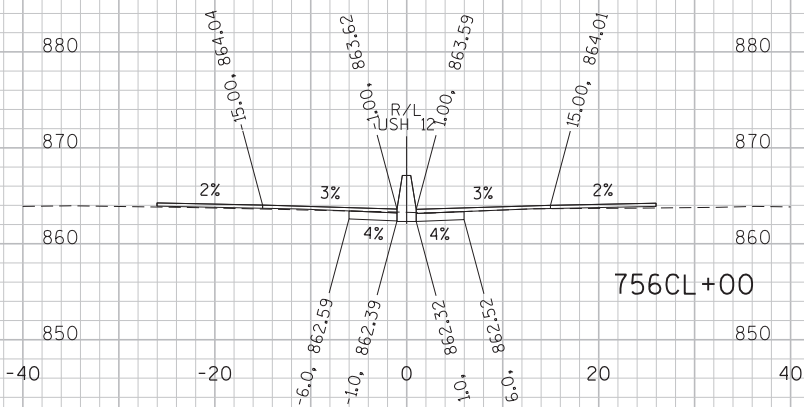
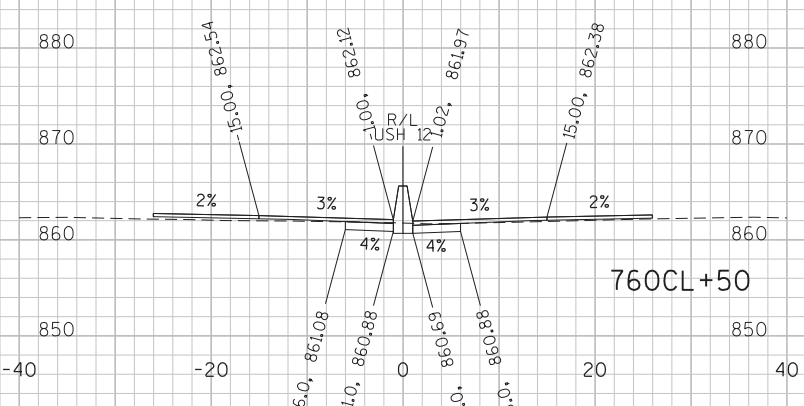
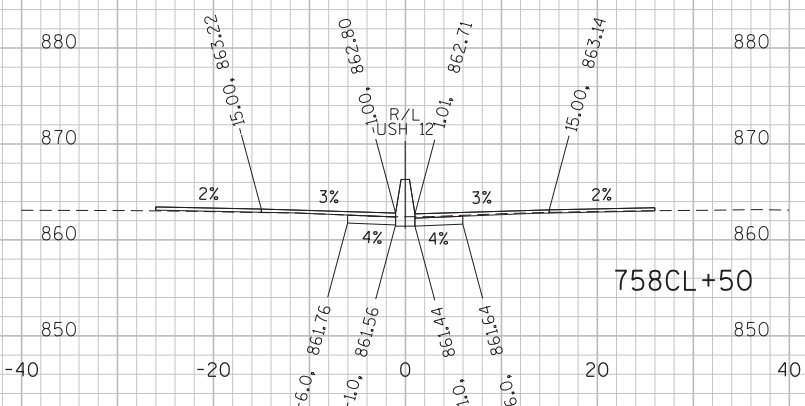
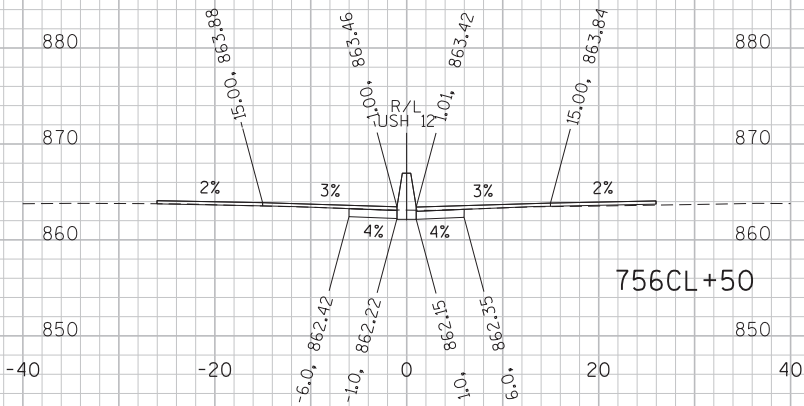
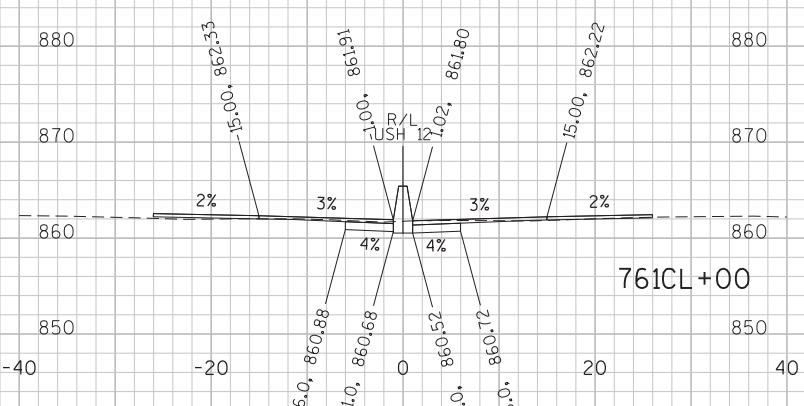
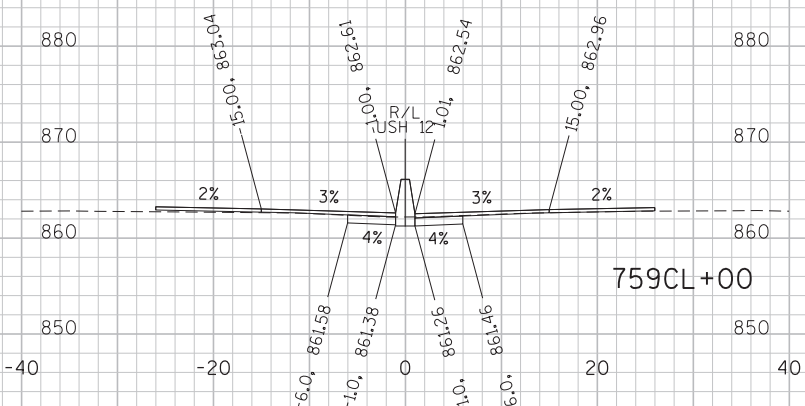
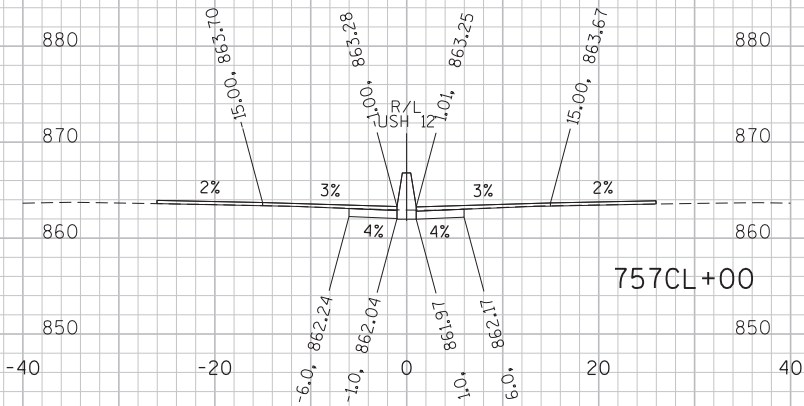
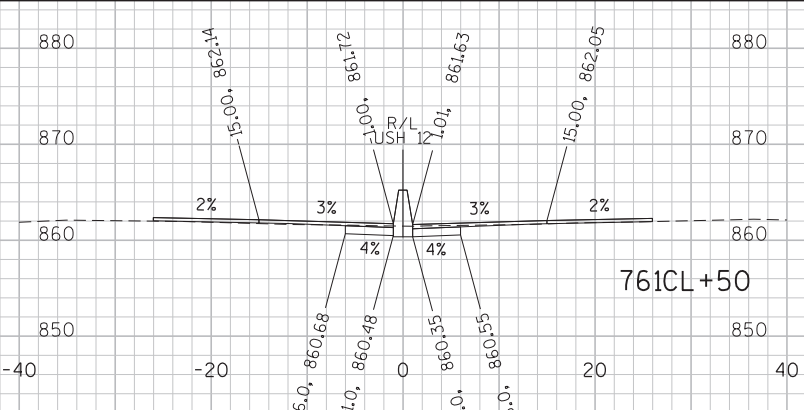
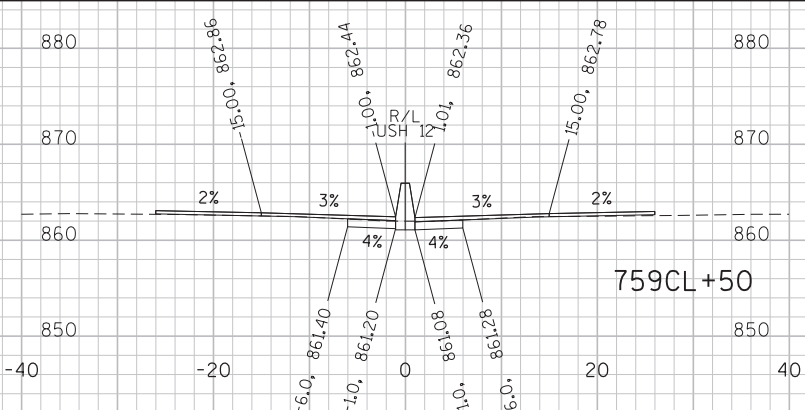
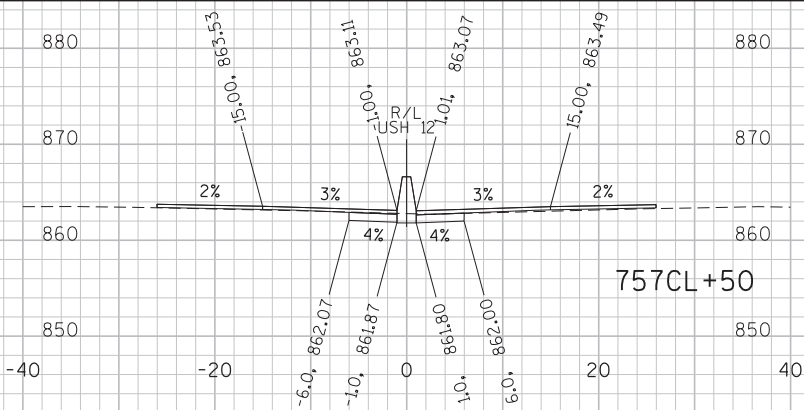




NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

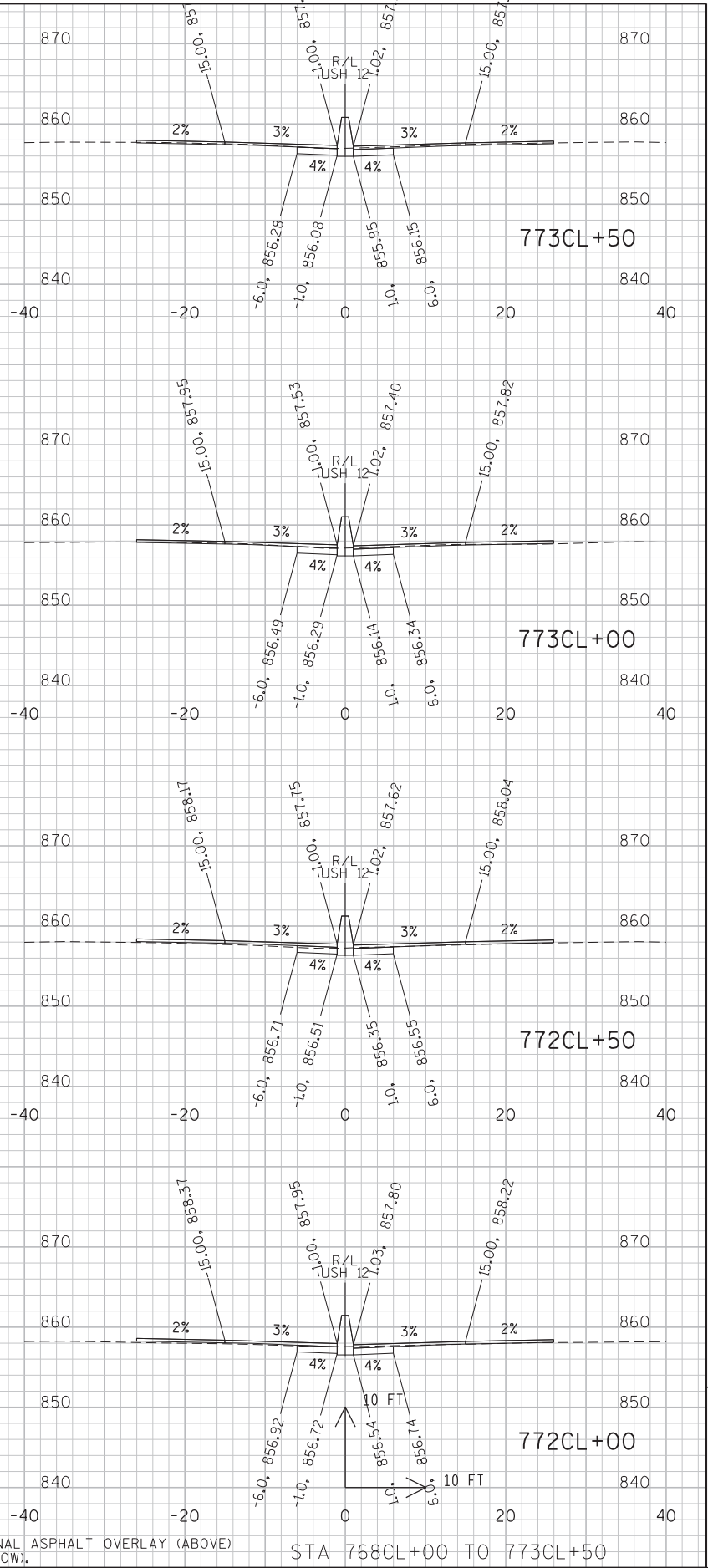
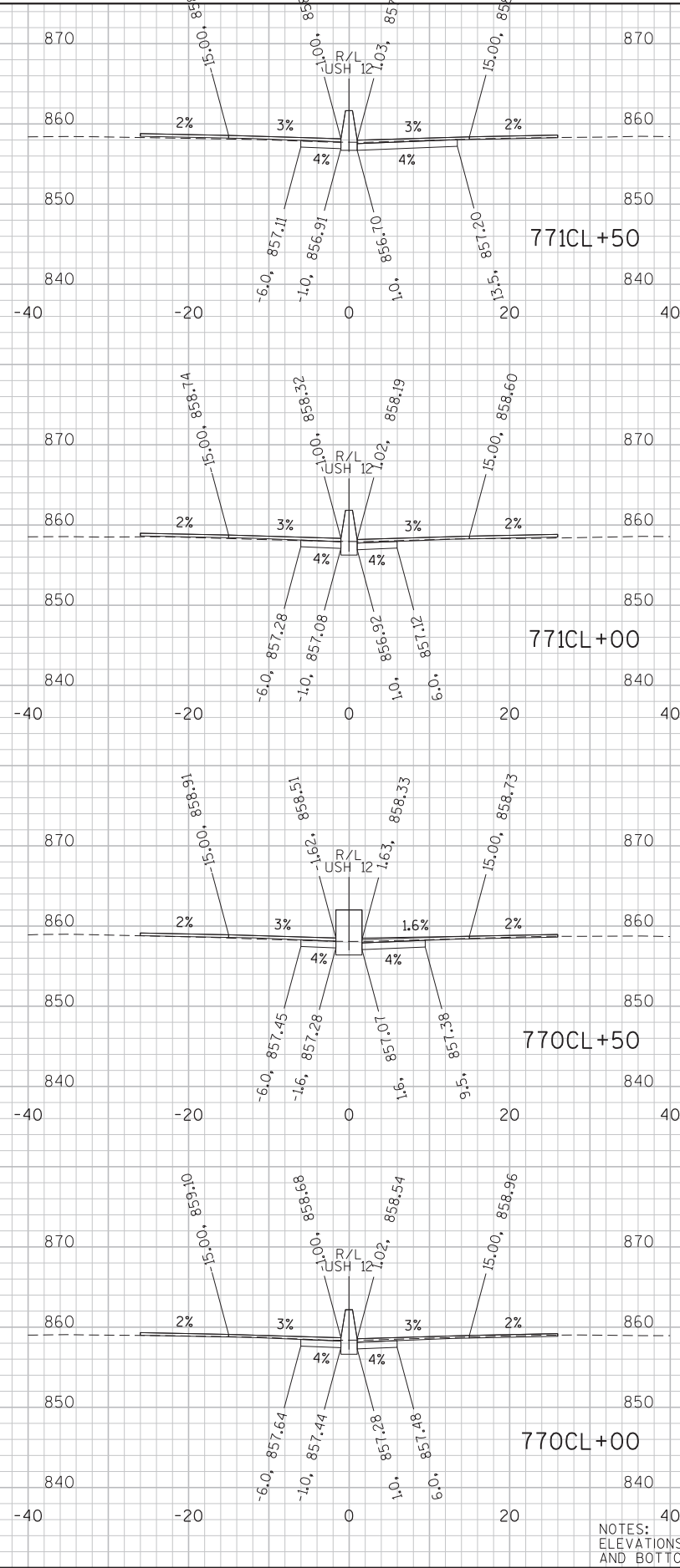
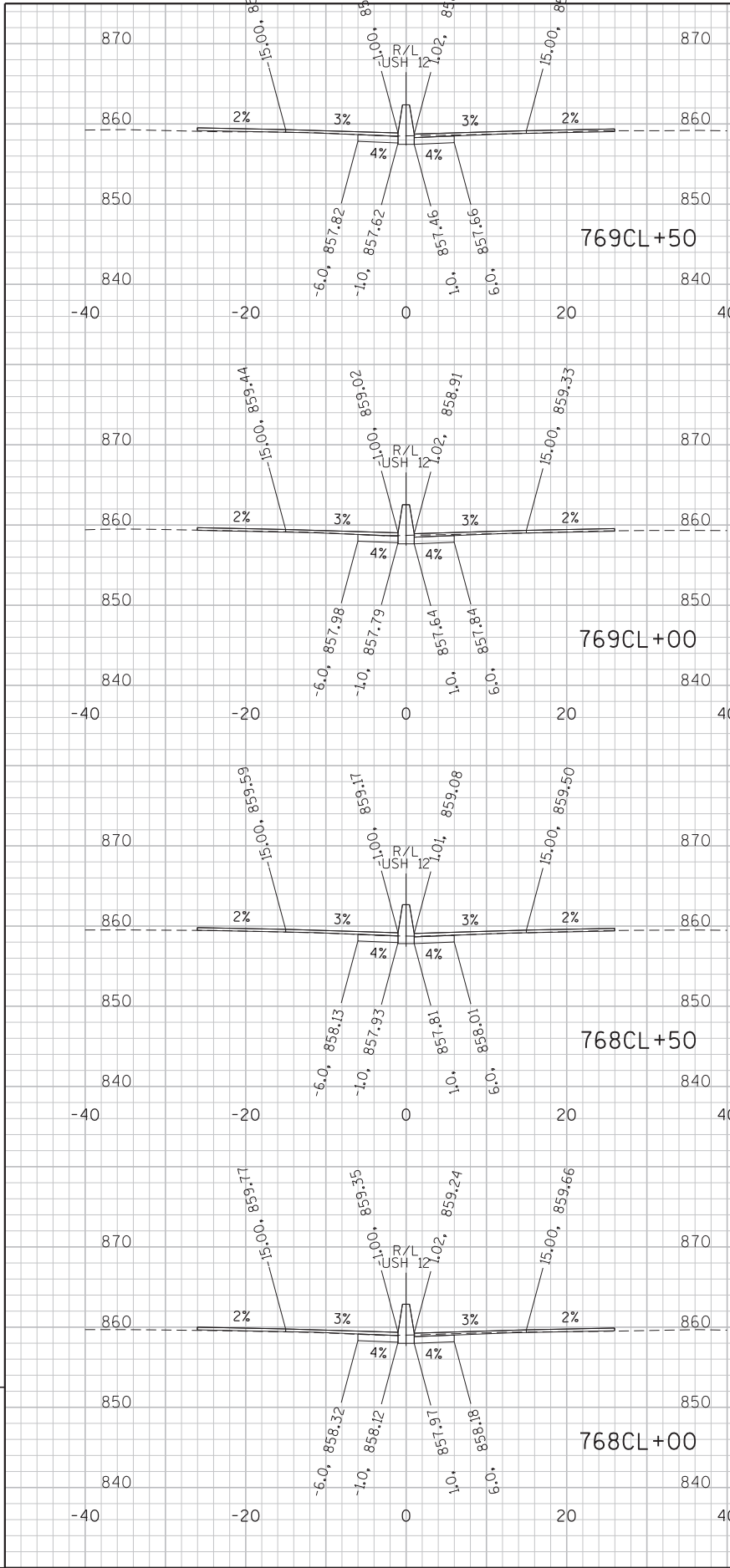
STA 744CL+50 TO 750CL+00





NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).
STA 756CL+00 TO 761CL+50

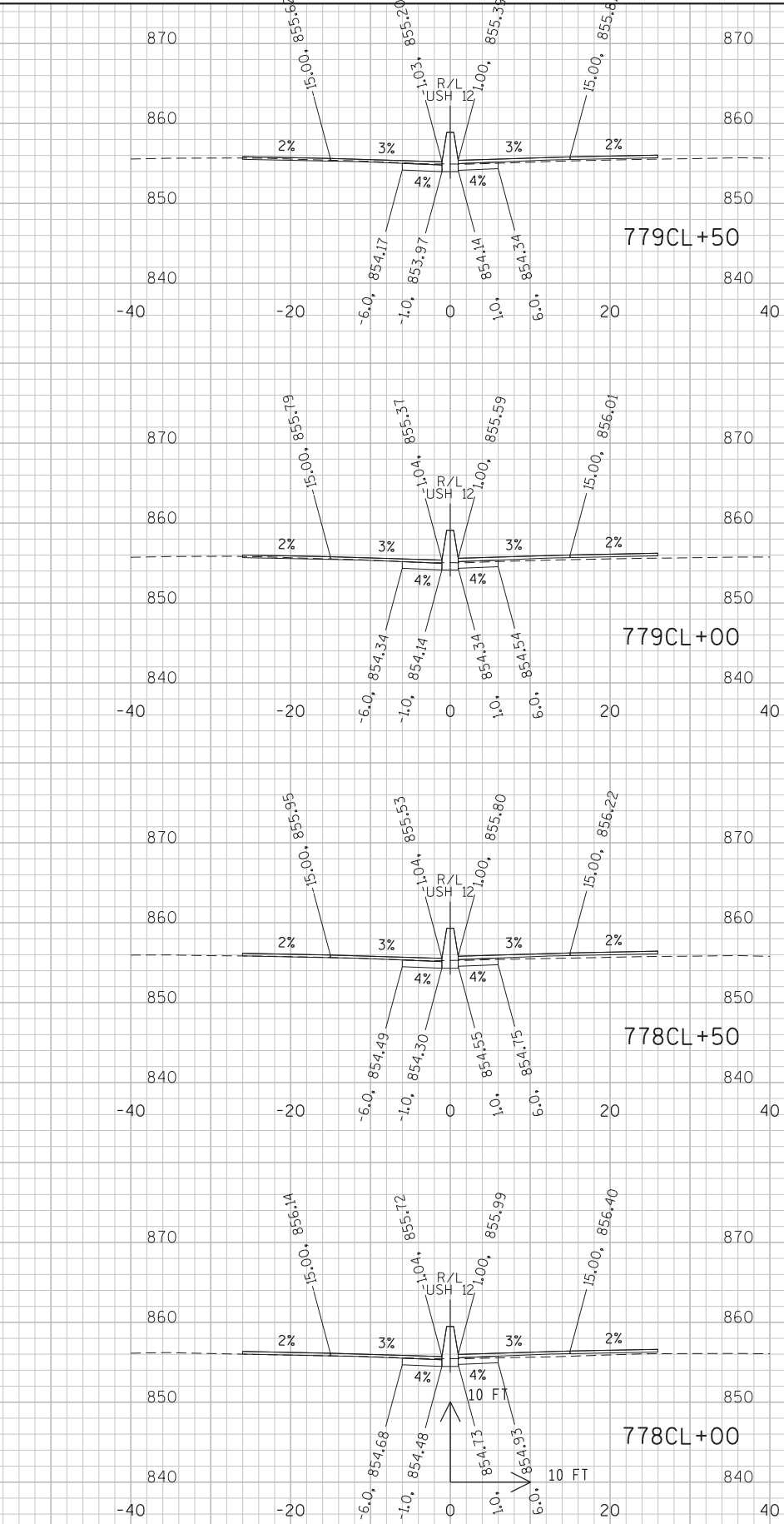
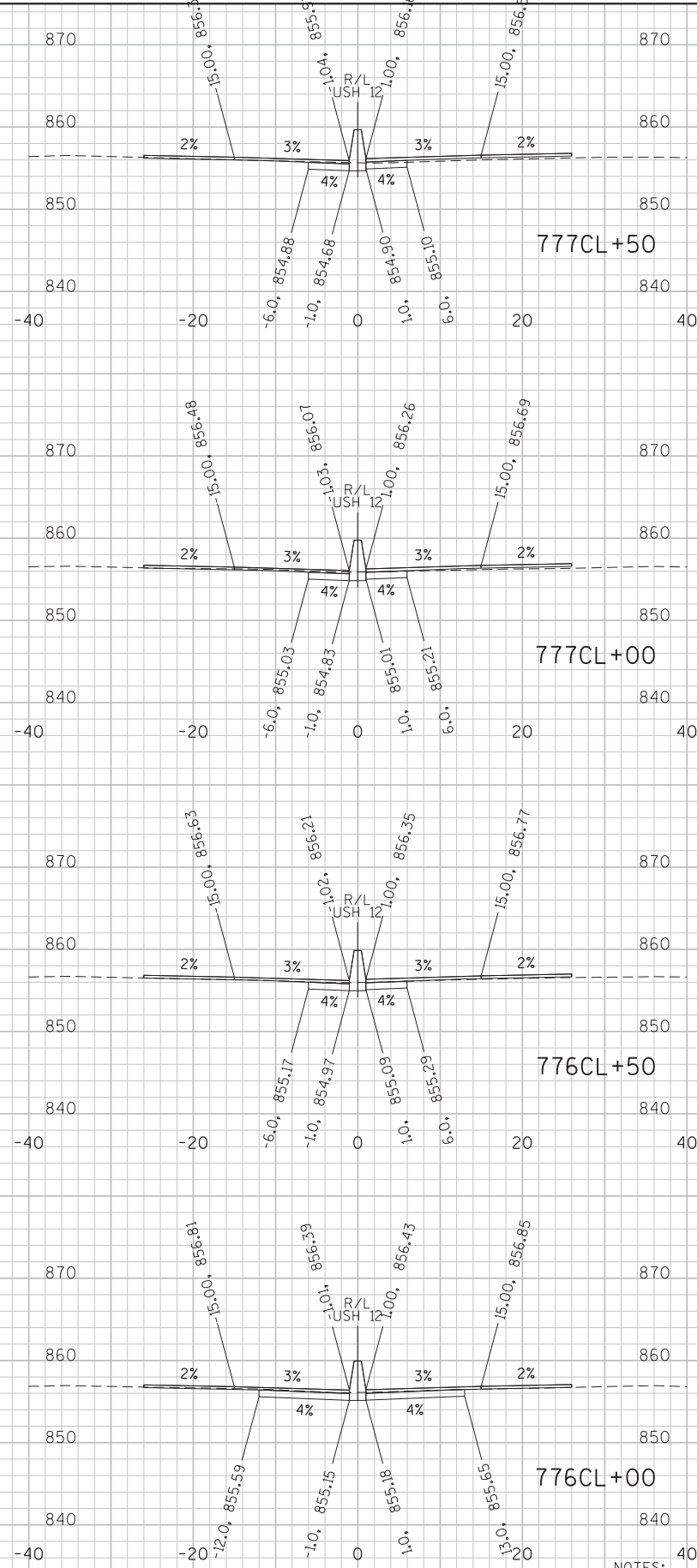
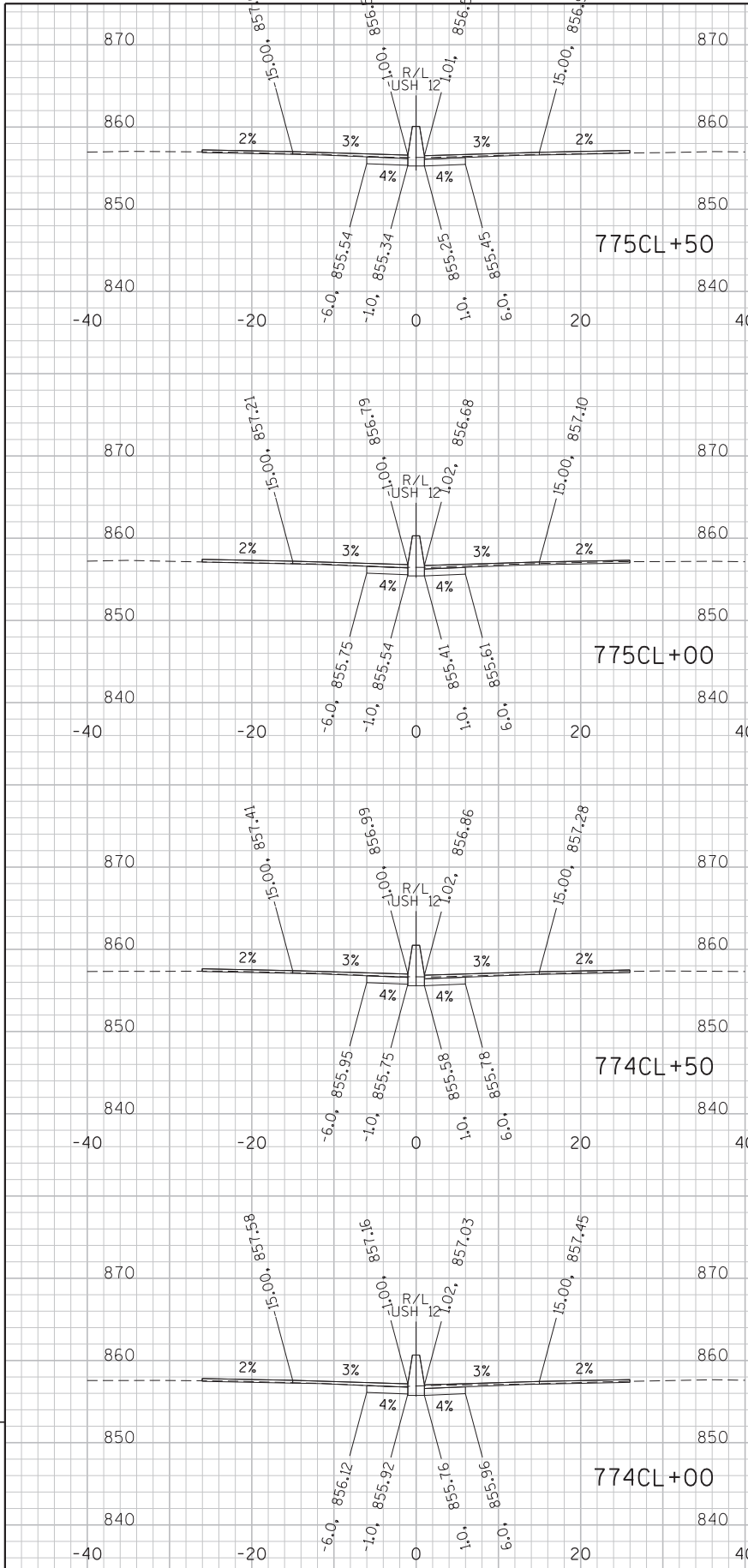
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PROJECT NO:1206-06-79	HWY:USH 12	COUNTY:DANE	CROSS SECTIONS: USH 12 (MEDIAN)	SHEET	E
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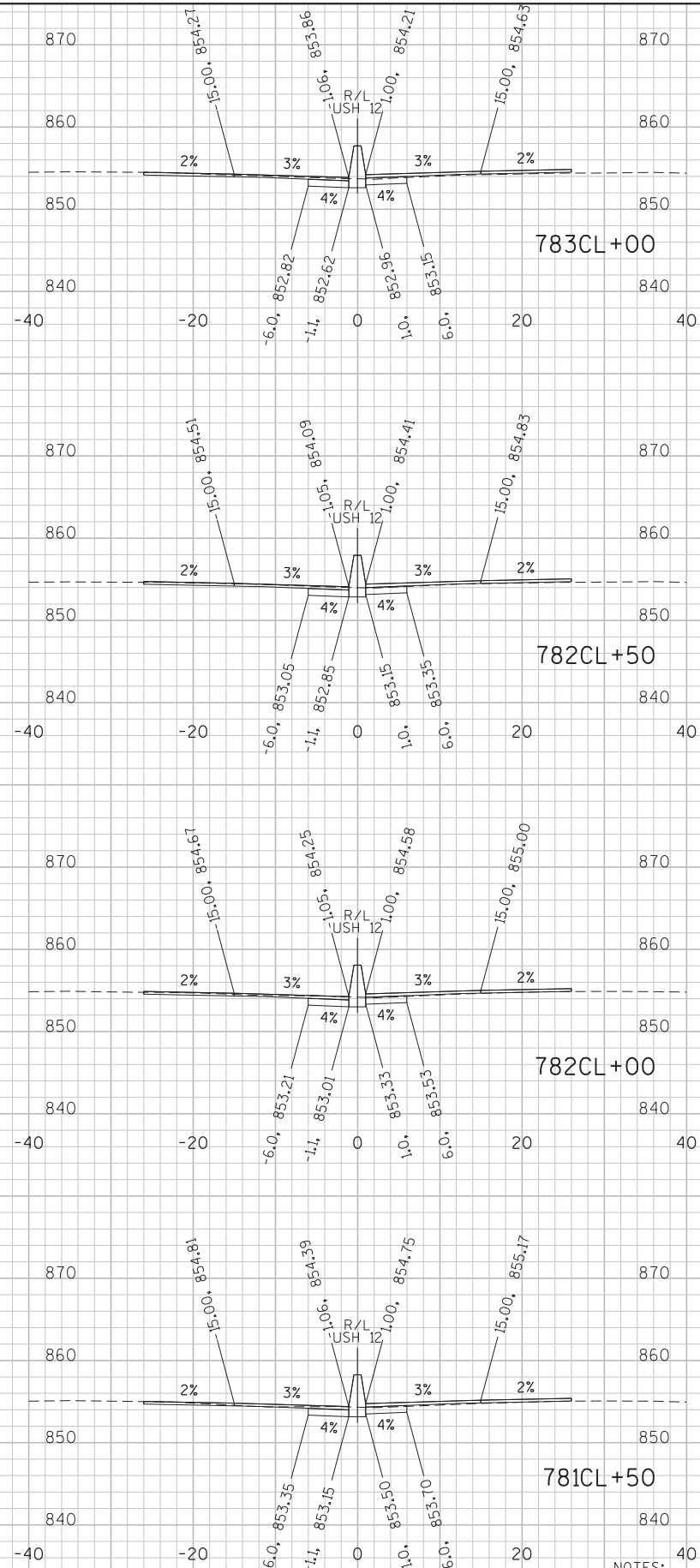
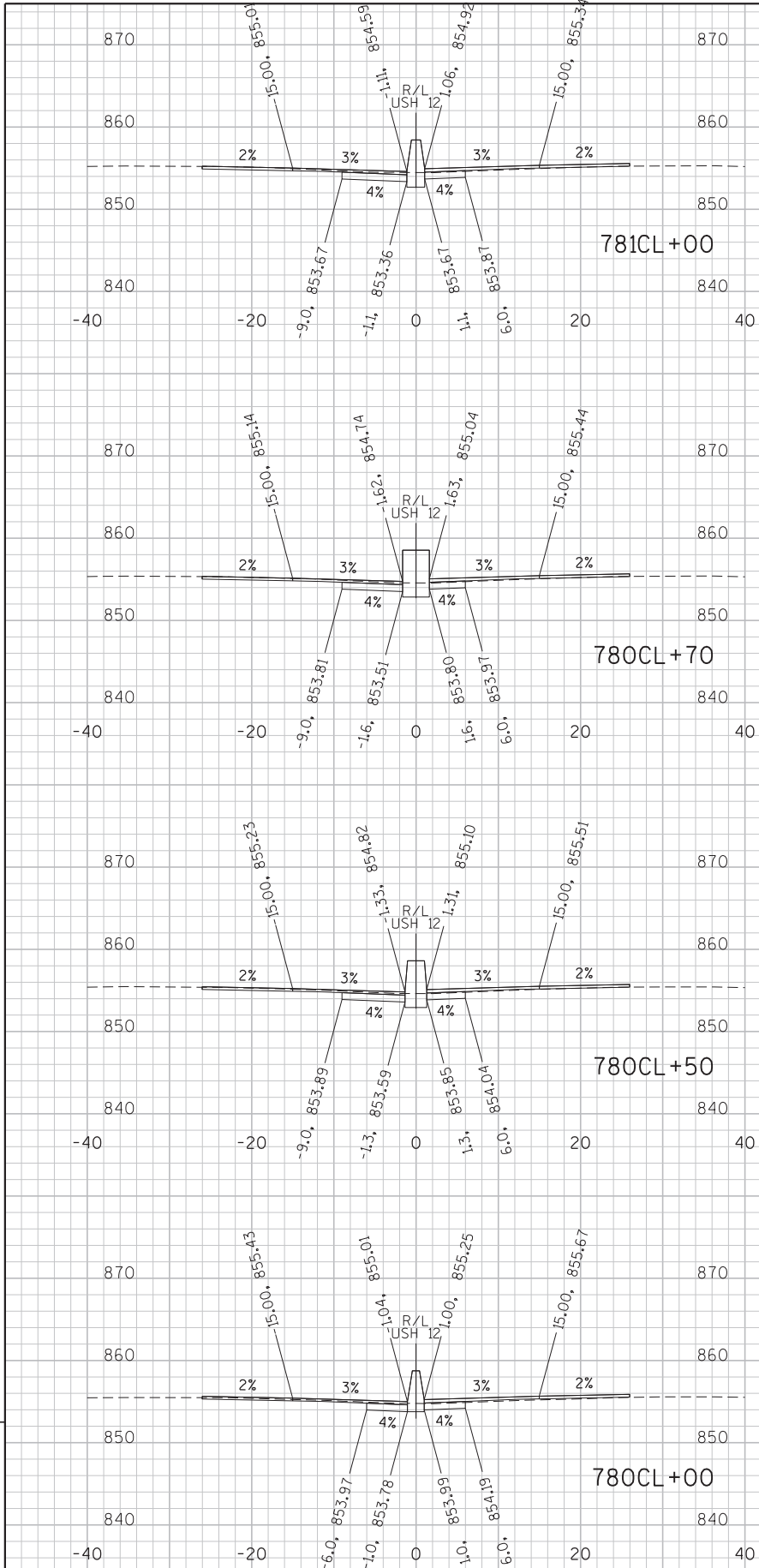


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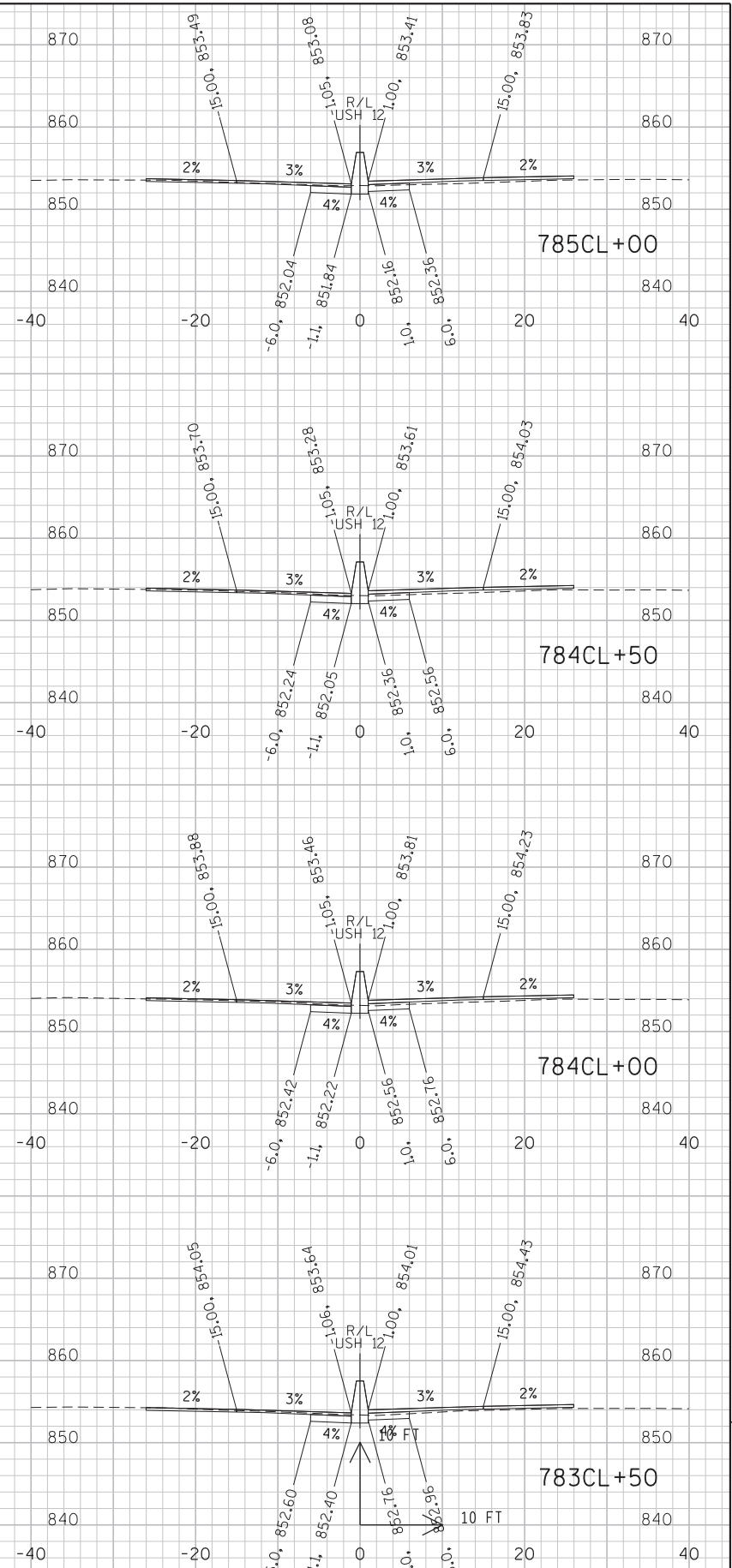
NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

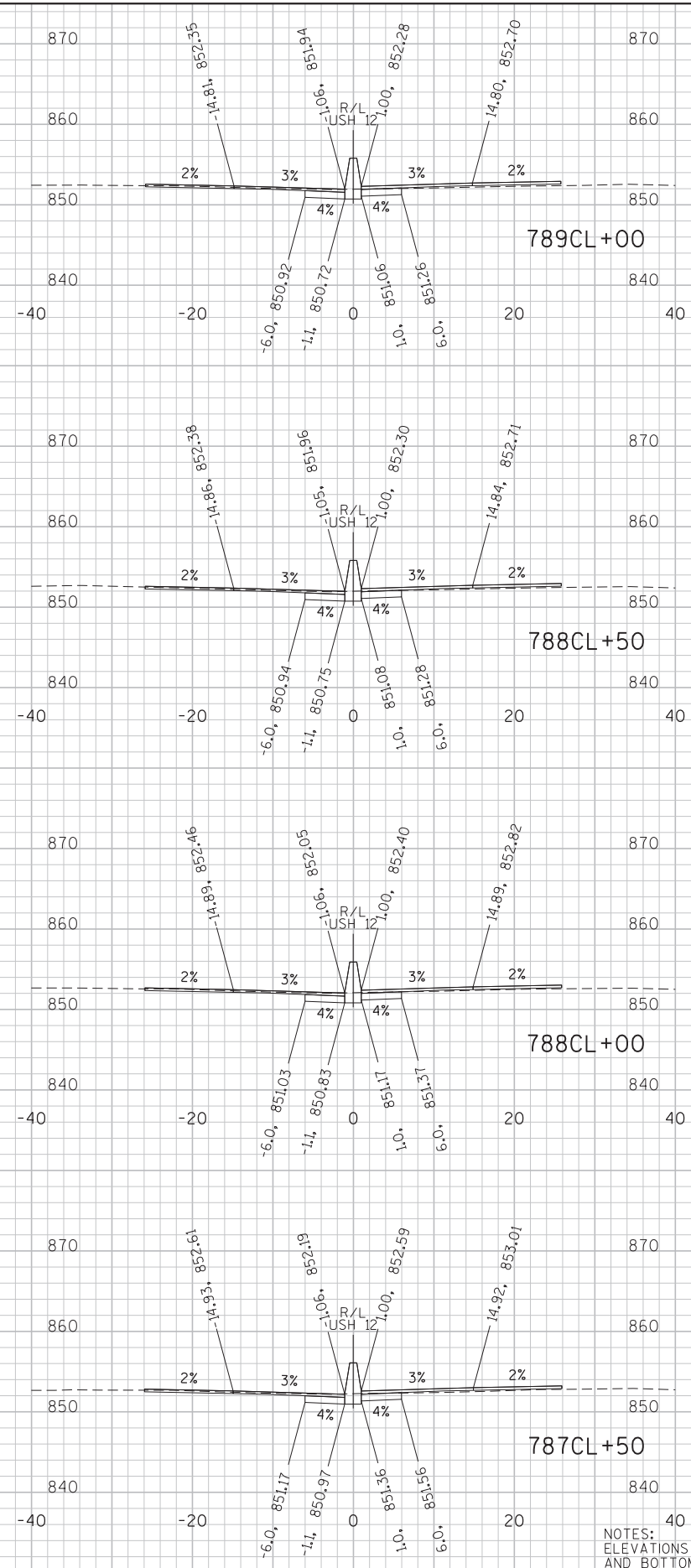
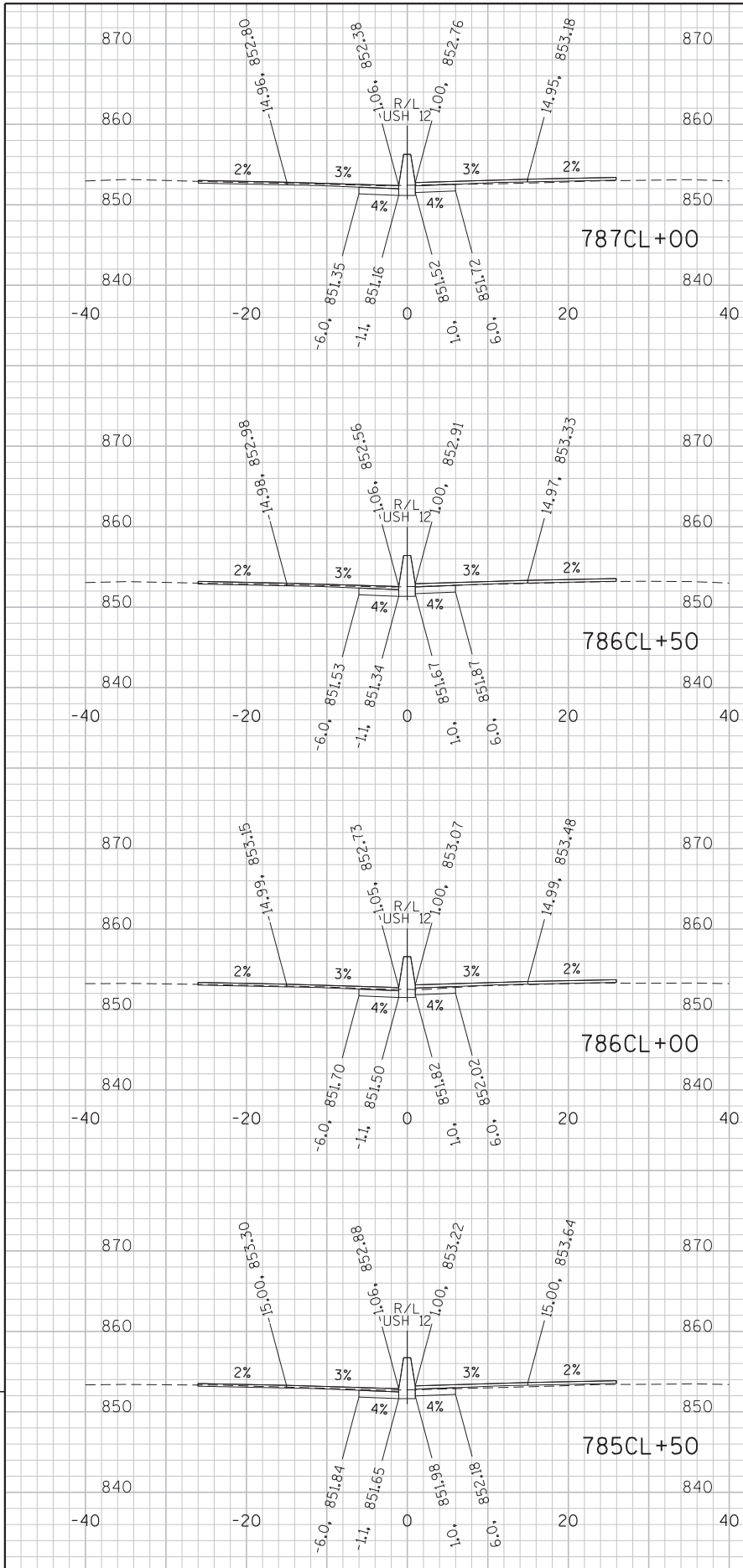
STA 774CL+00 TO 779CL+50

PROJECT NO:1206-06-79	HWY: USH 12	COUNTY:DANE	CROSS SECTIONS: USH 12 (MEDIAN)	SHEET	E
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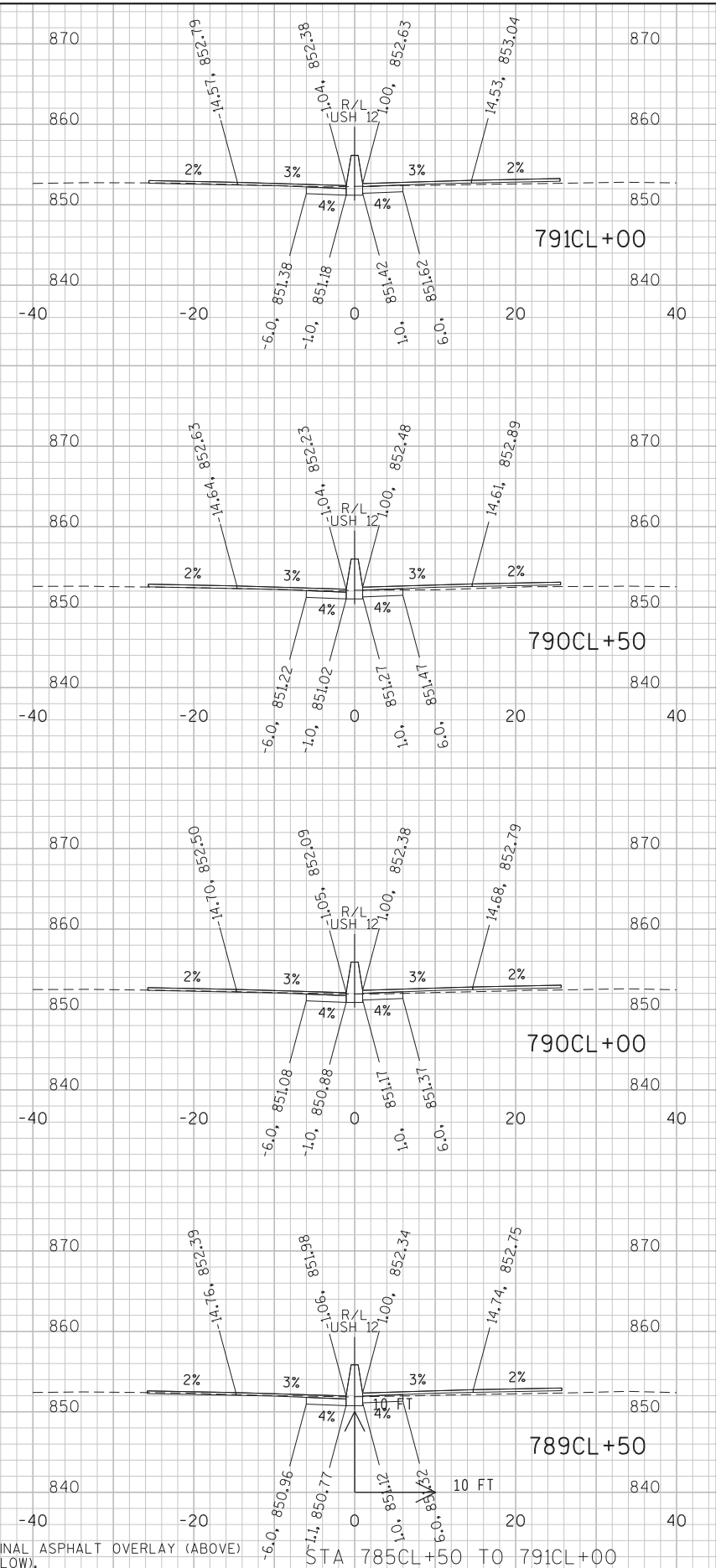


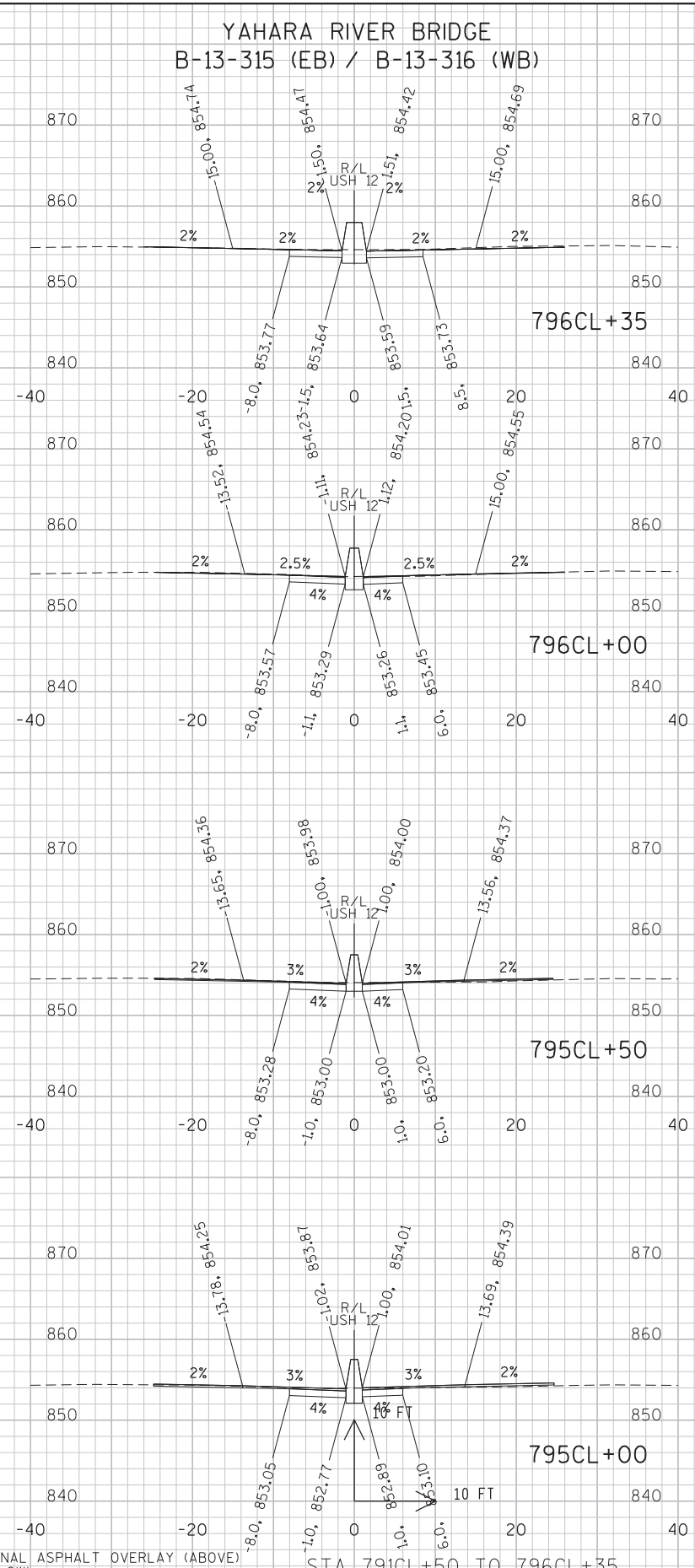
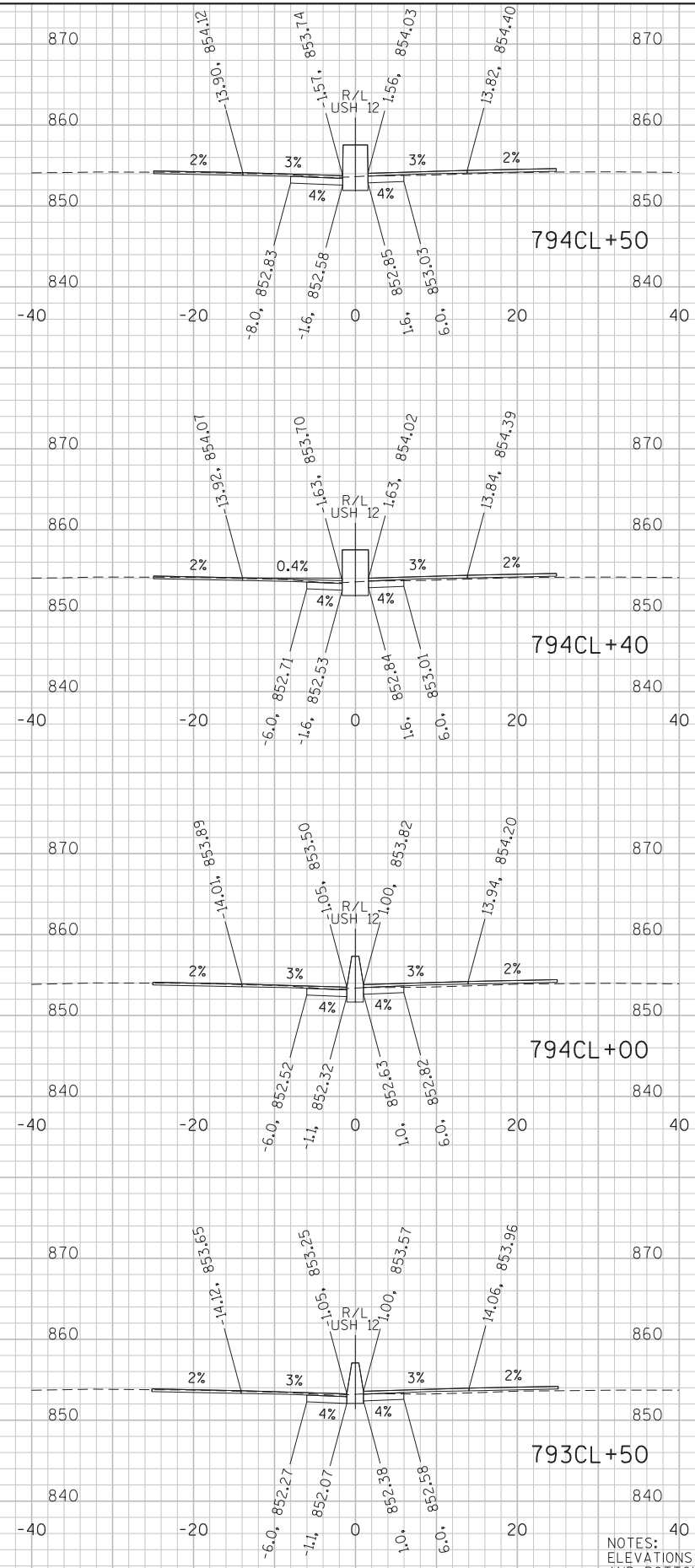
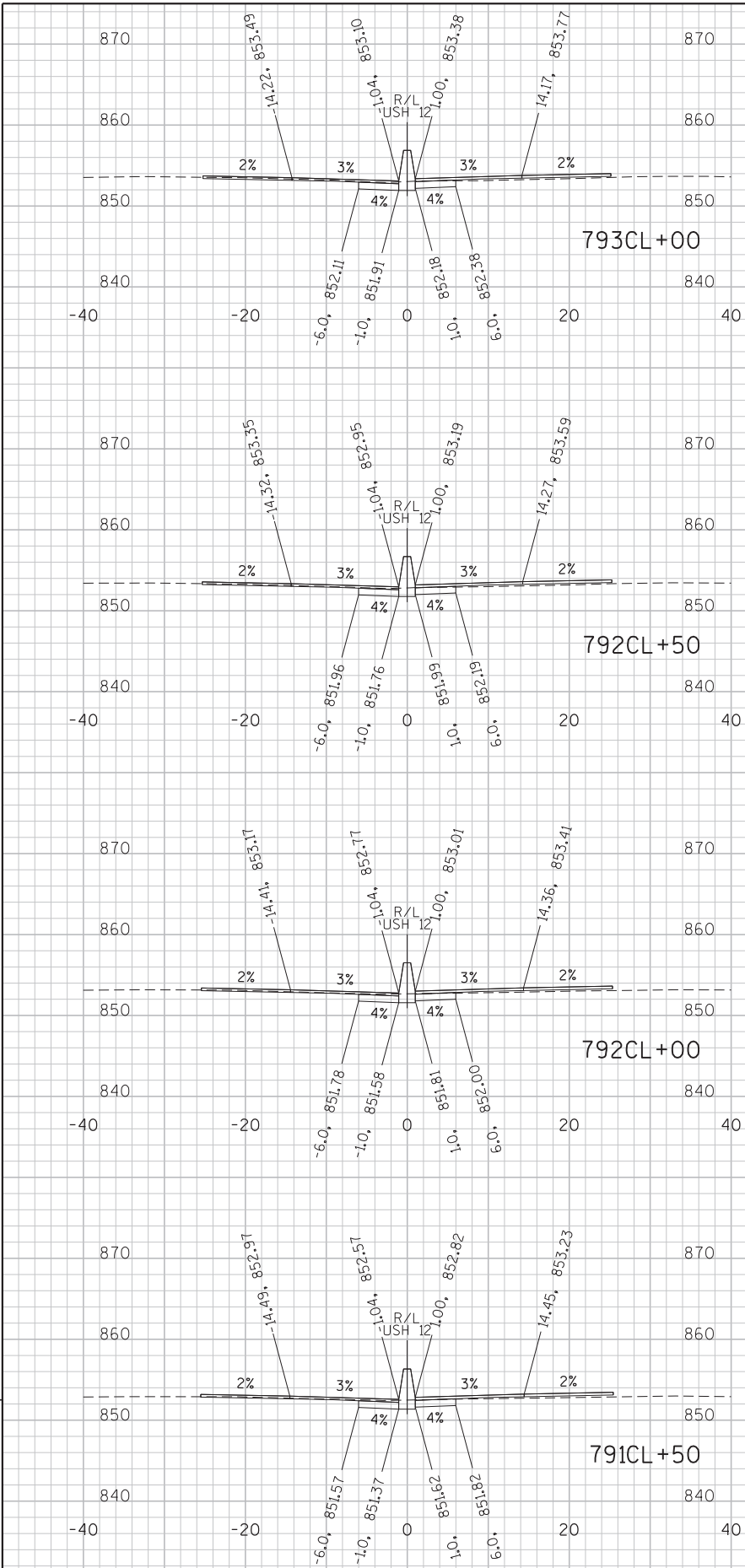
NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

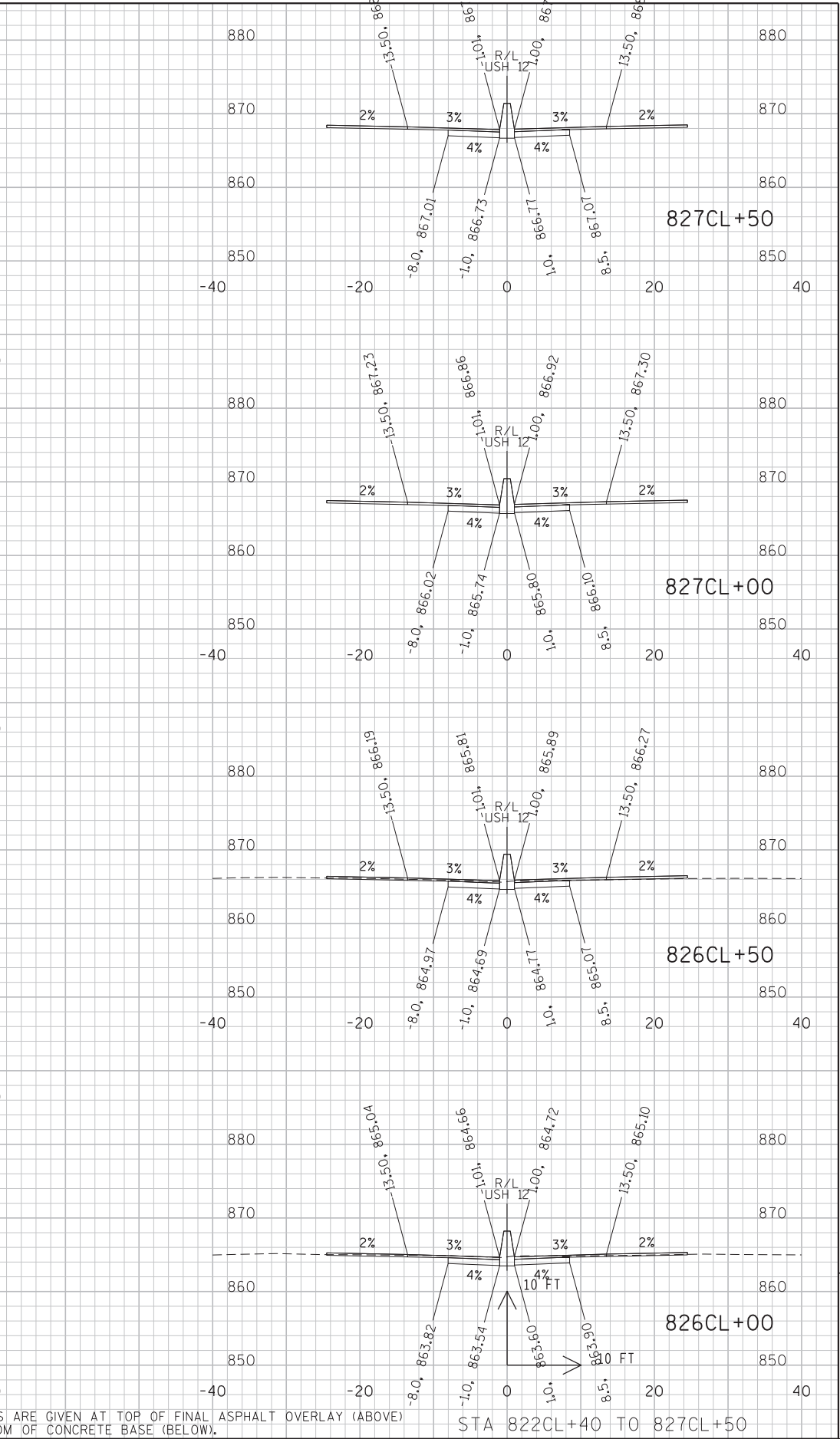
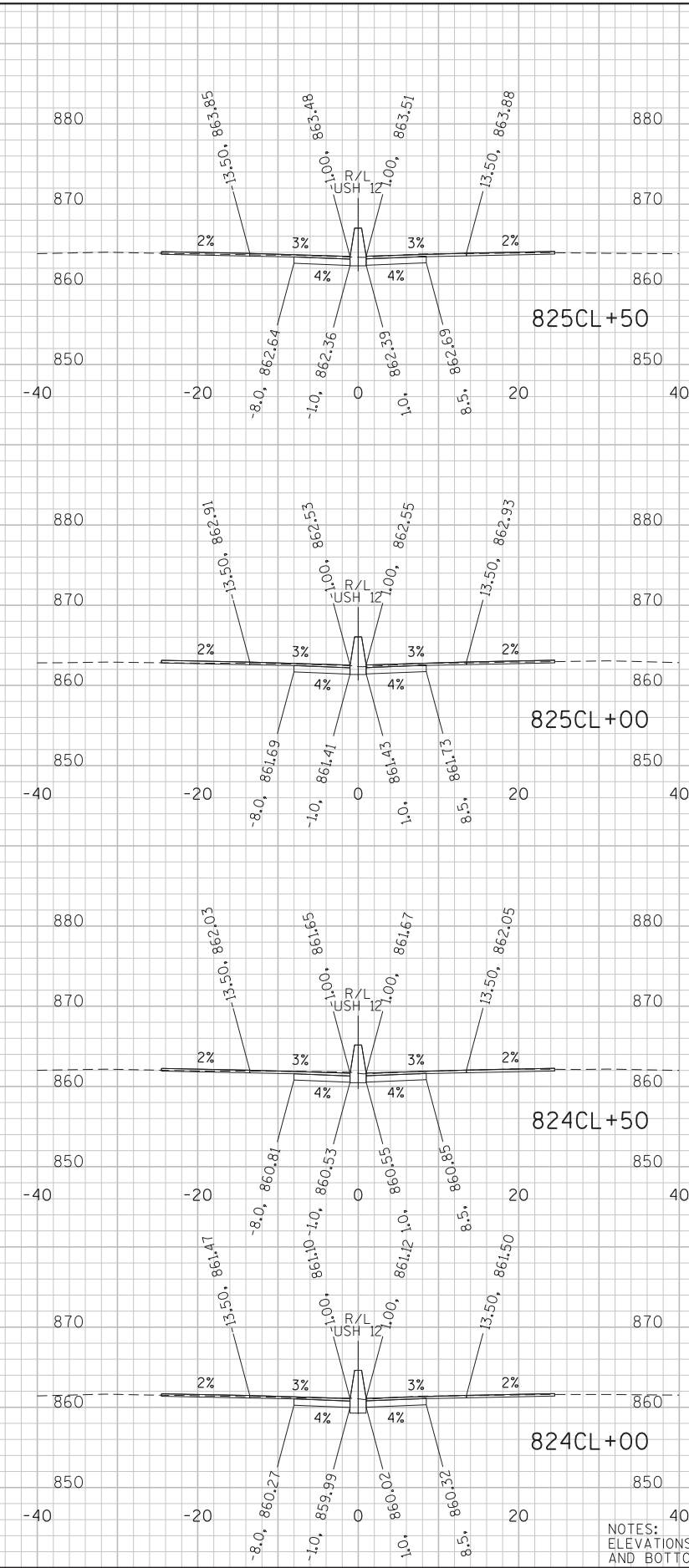
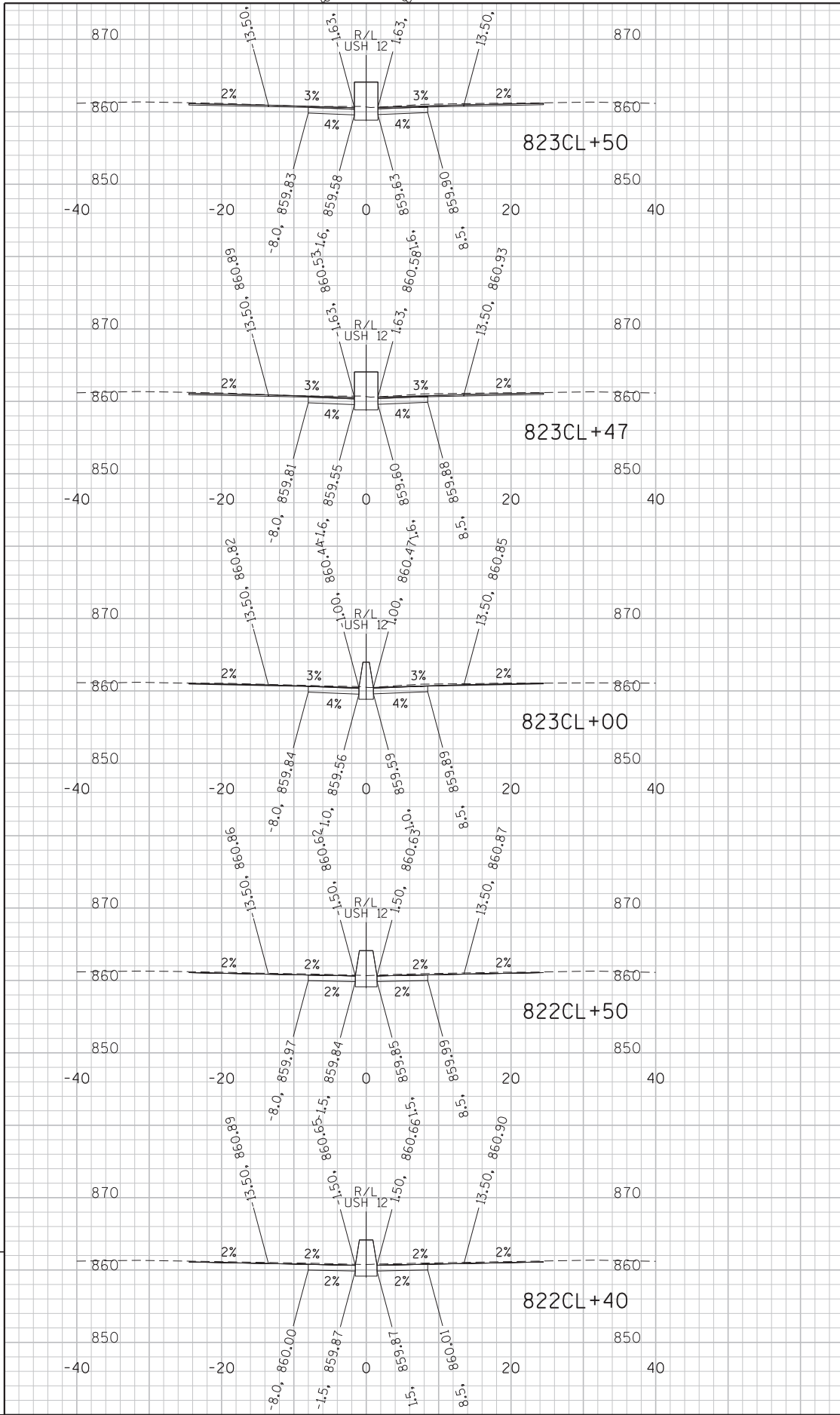


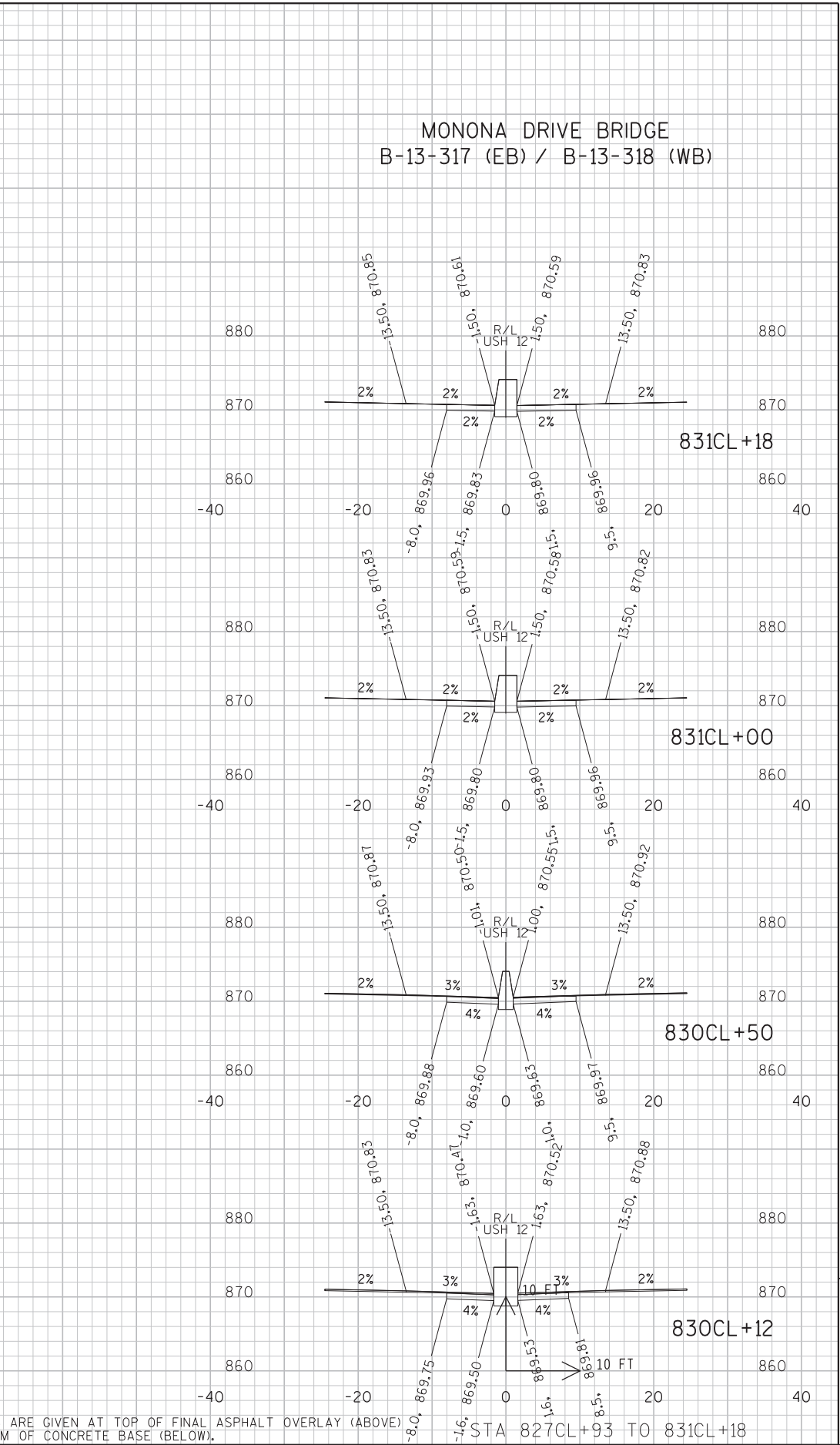
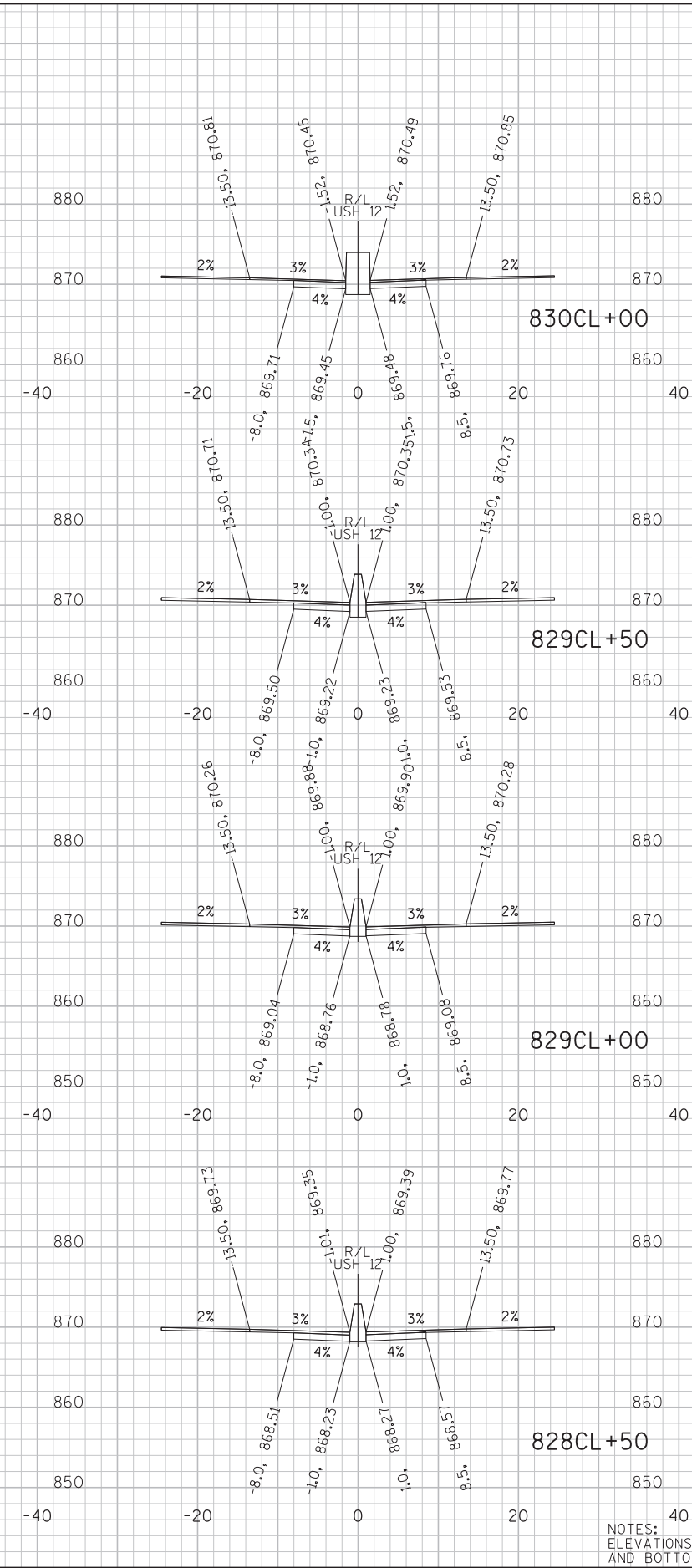
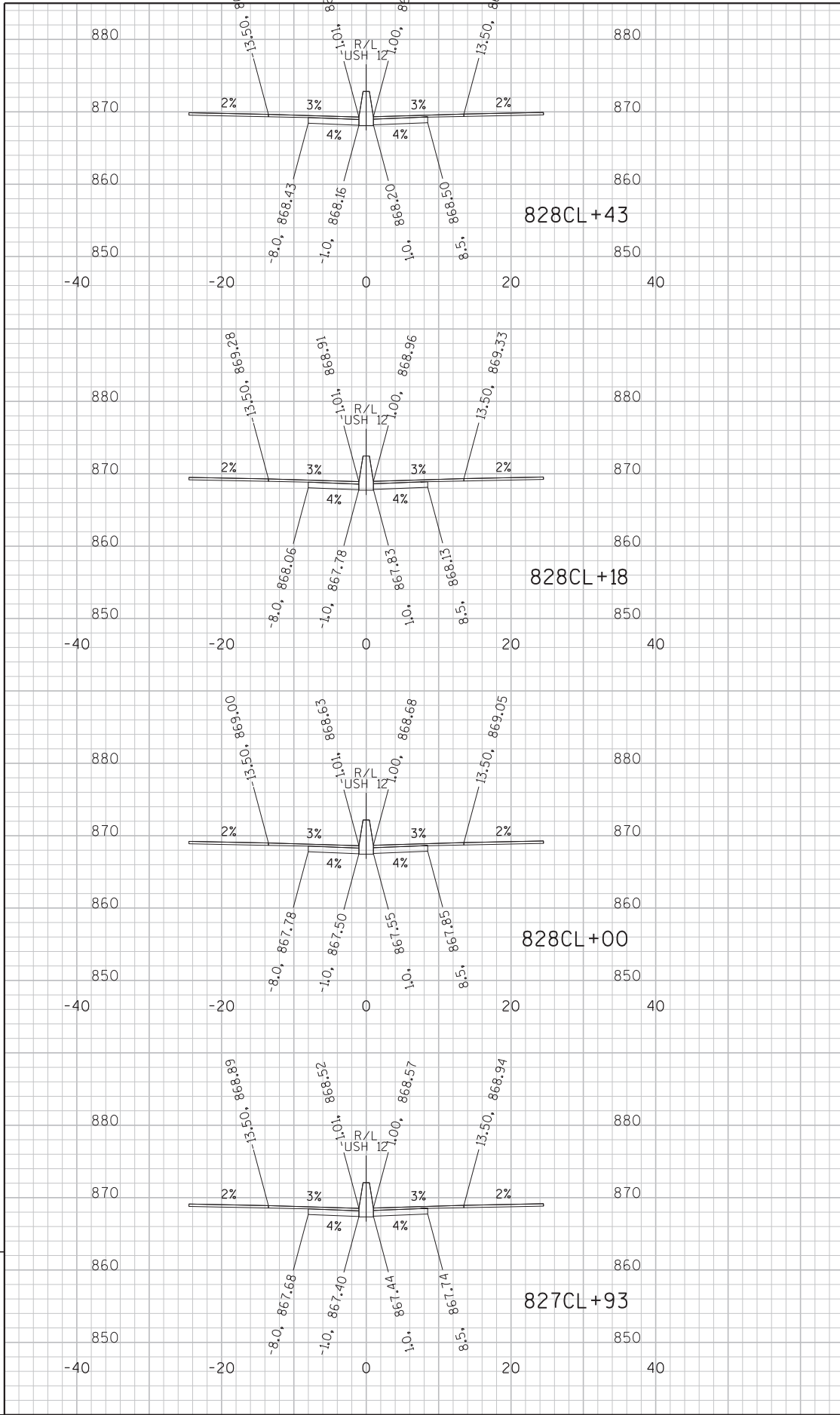


NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

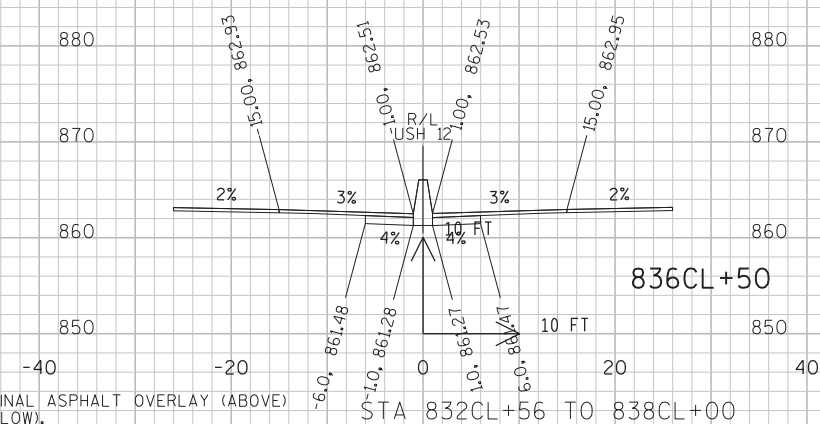
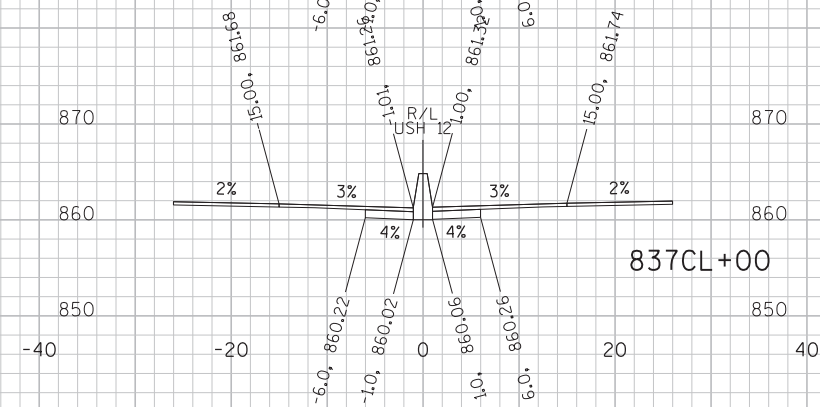
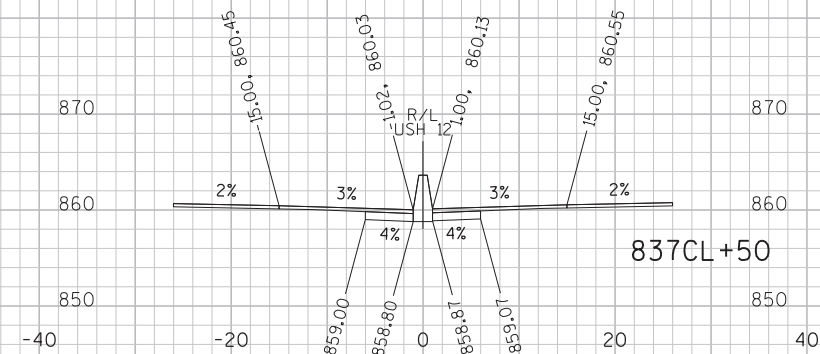
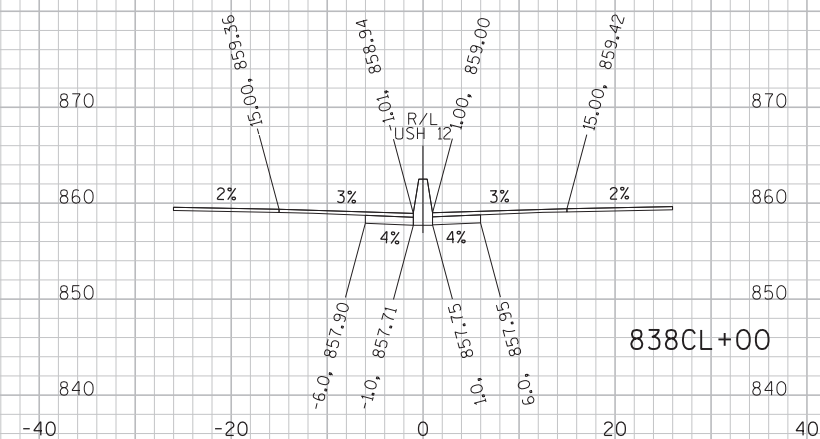
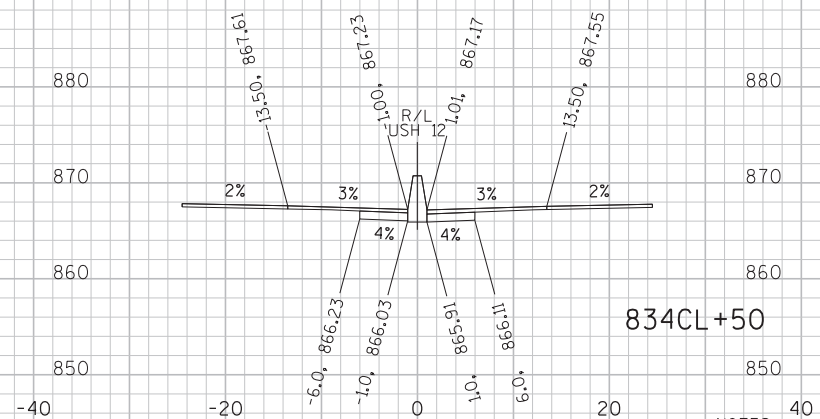
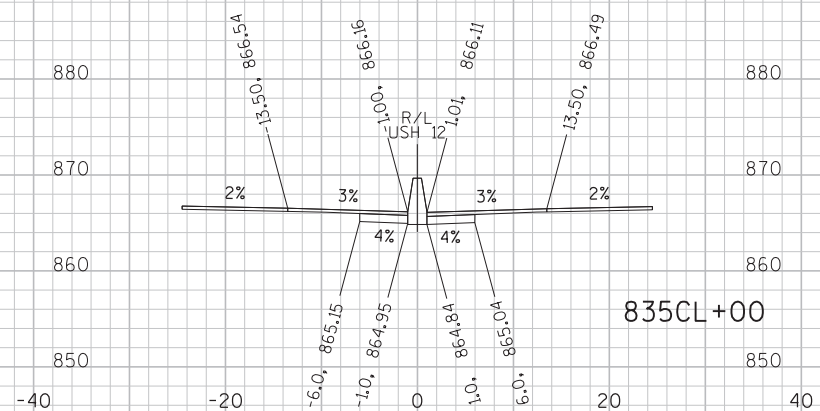
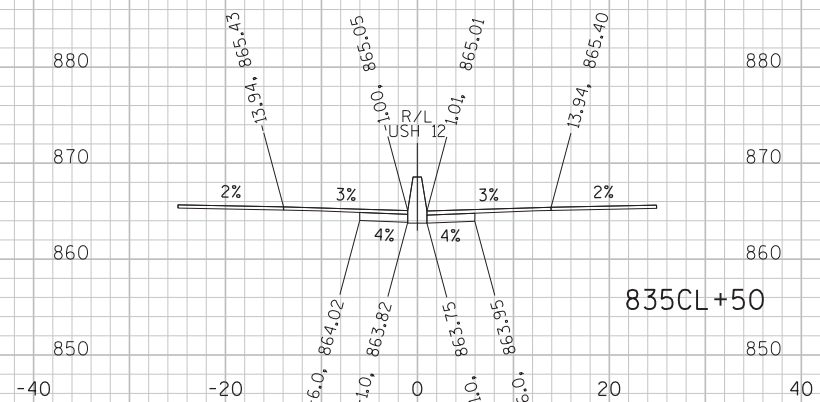
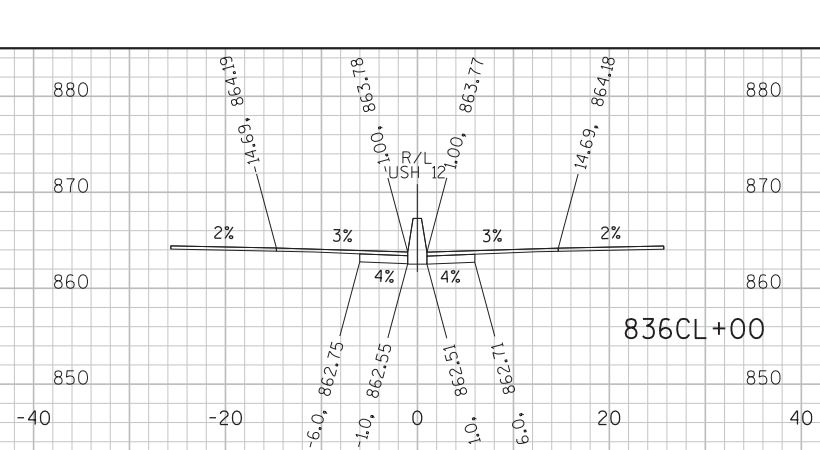
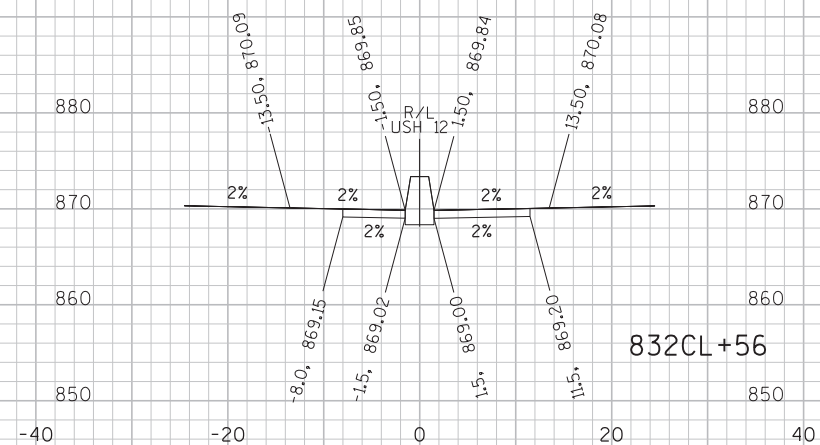
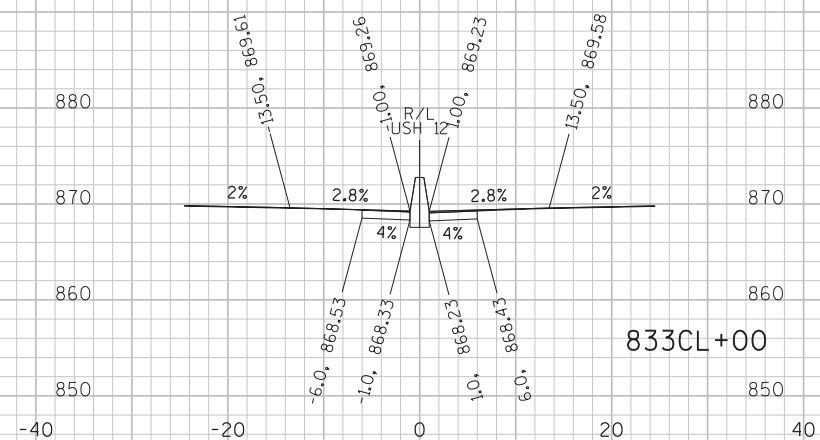
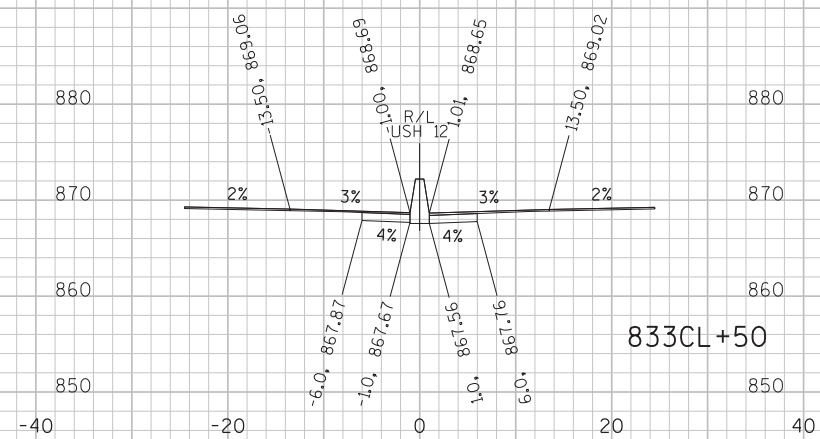
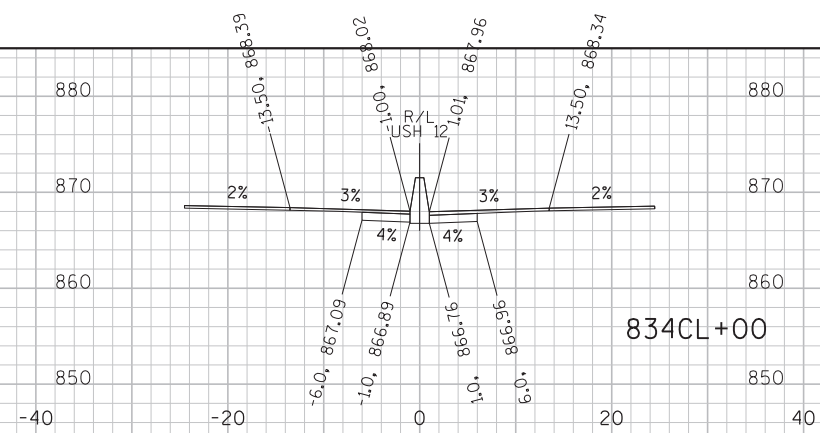








PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: USH 12 (MEDIAN)	SHEET	E
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NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 832CL+56 TO 838CL+00

9

9

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

E	
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FILE NAME : \\madw00\ingrproj\66034\1206-06-79 HSR\t1\cds\090201_xs.dgn

PLOT DATE : 9/29/2020 2:52:55 PM

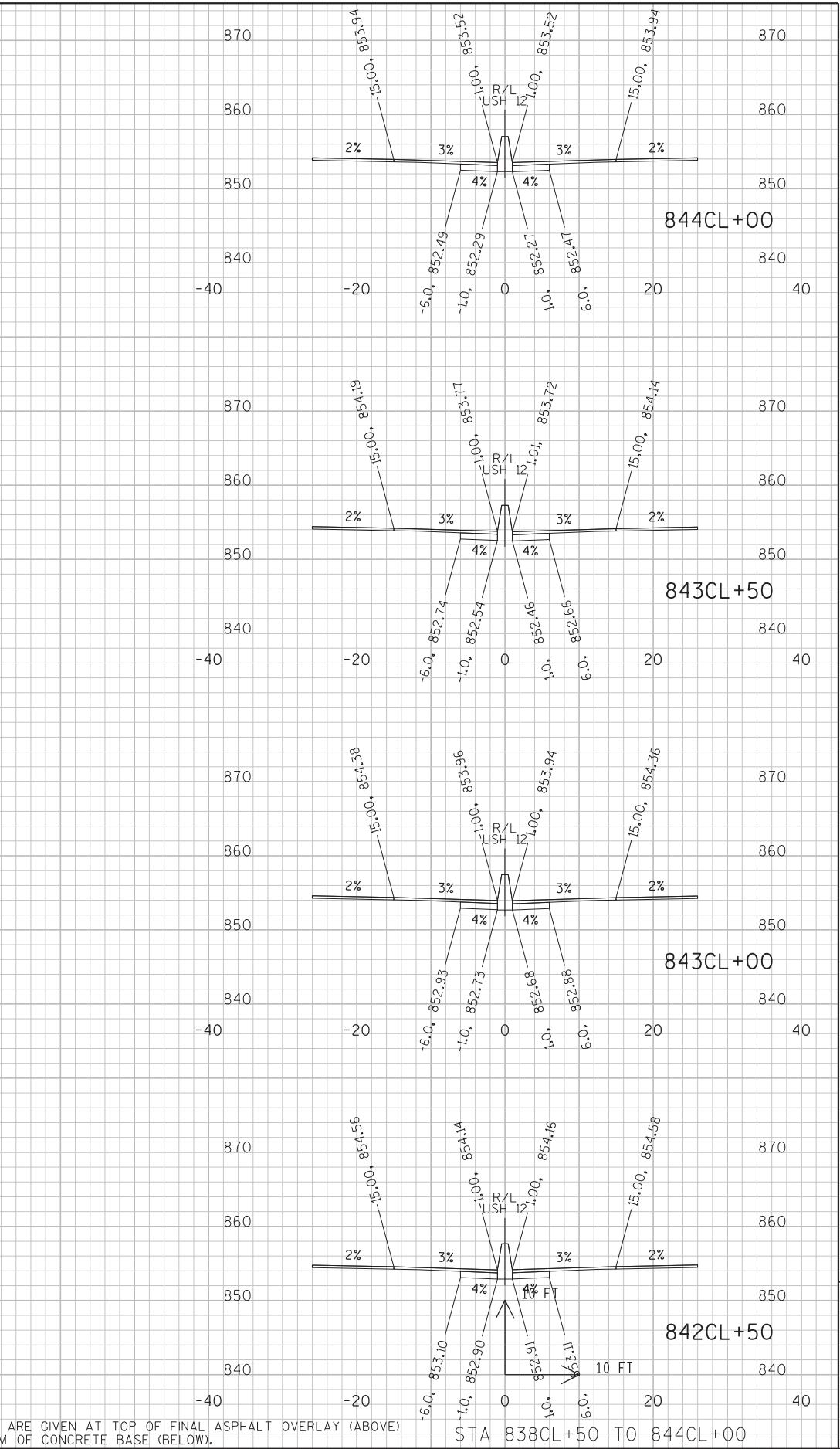
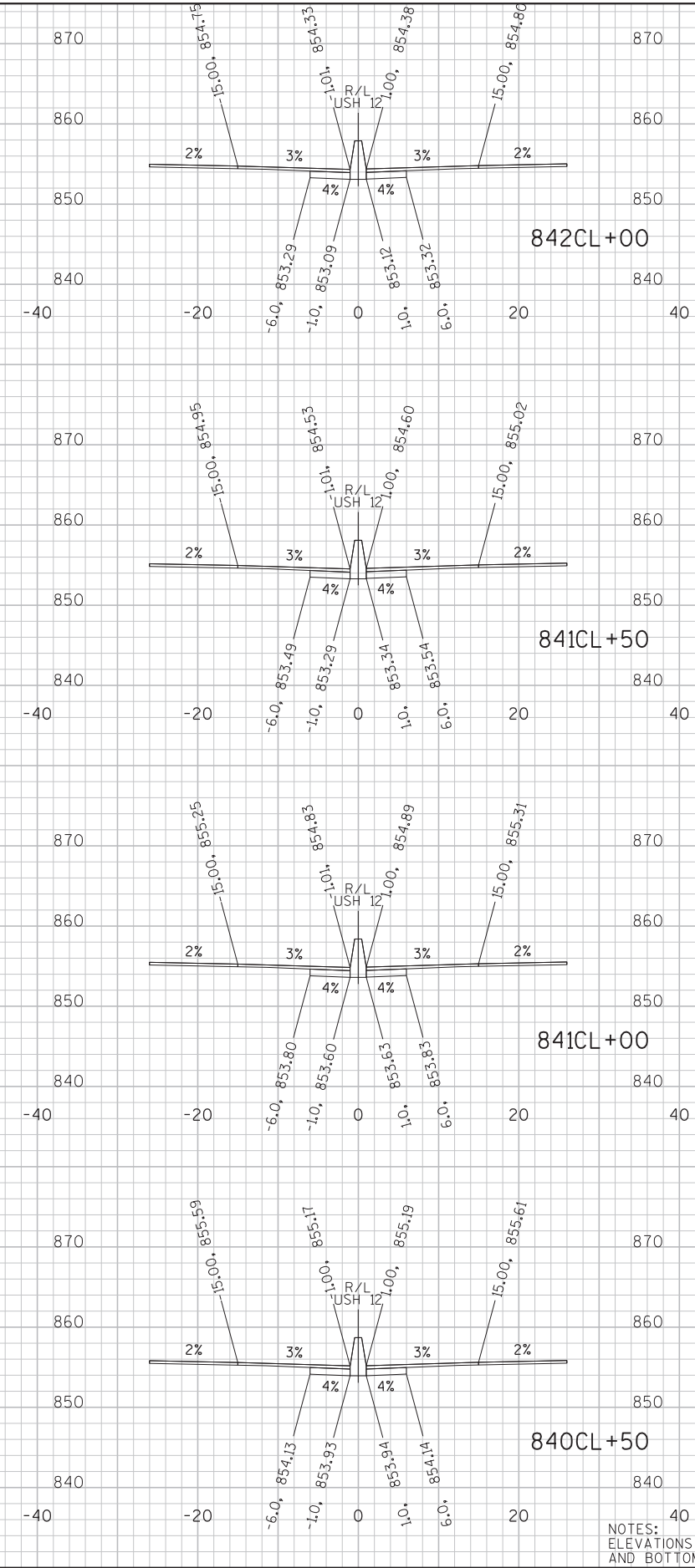
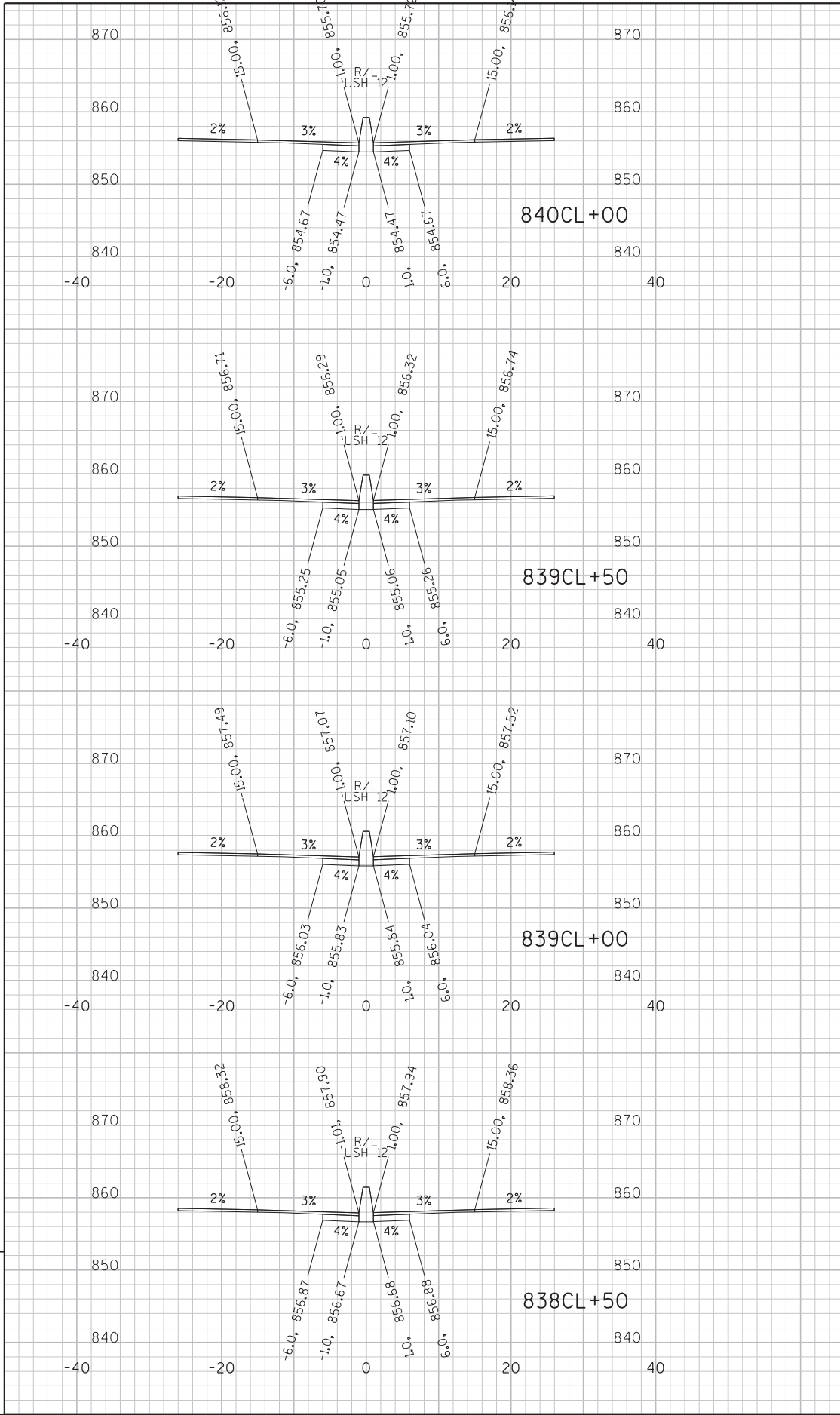
PLOT BY : dkarasek

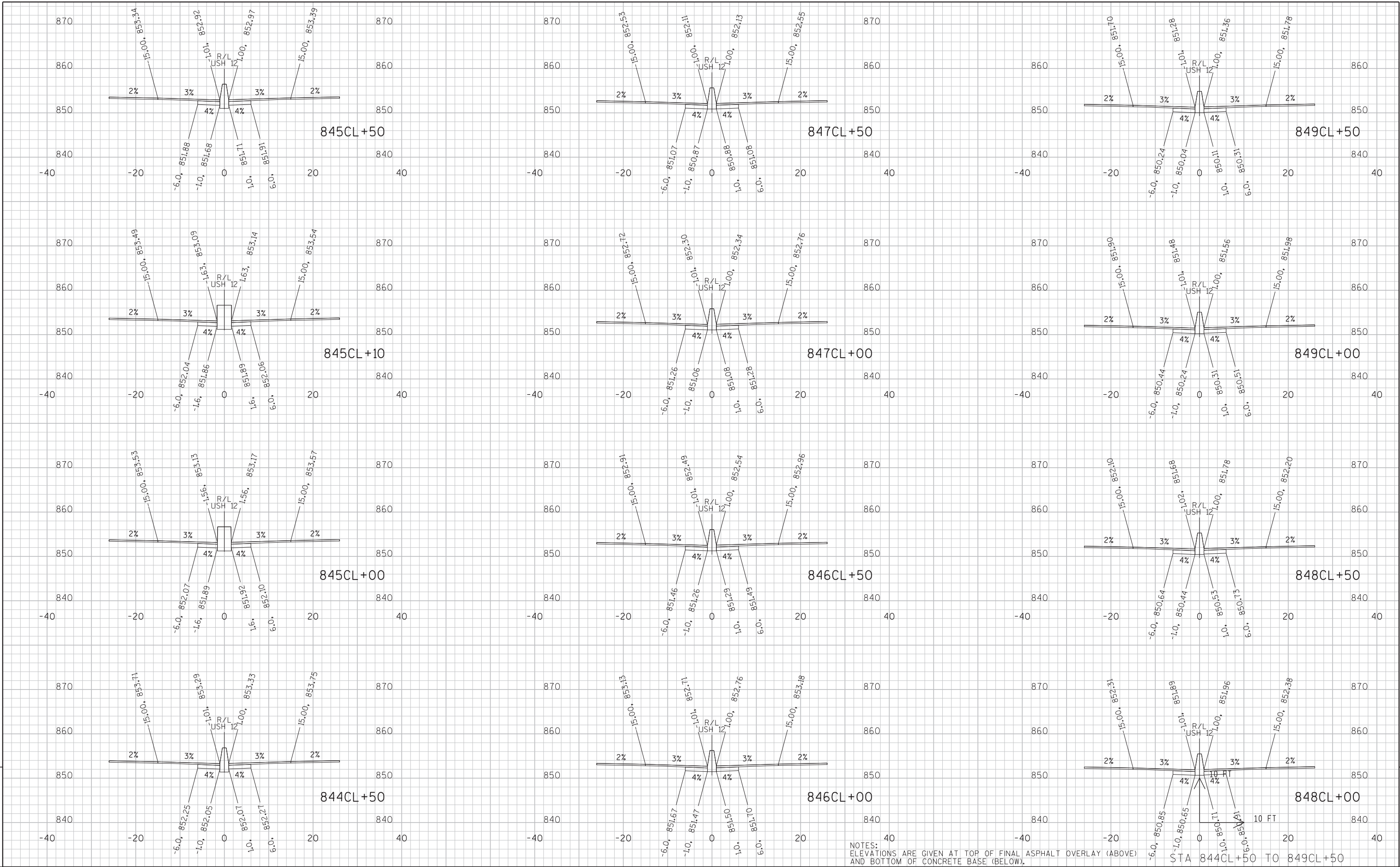
PLOT NAME :

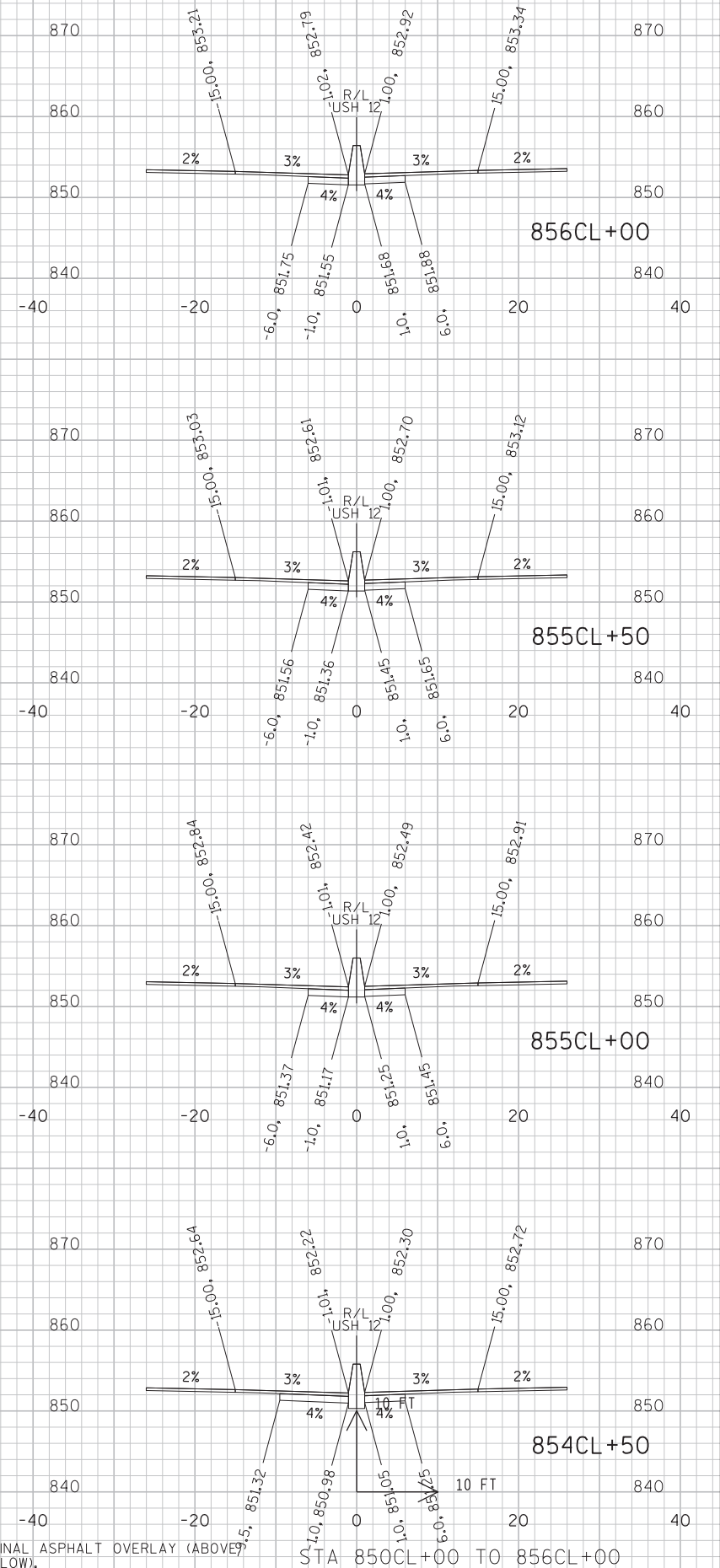
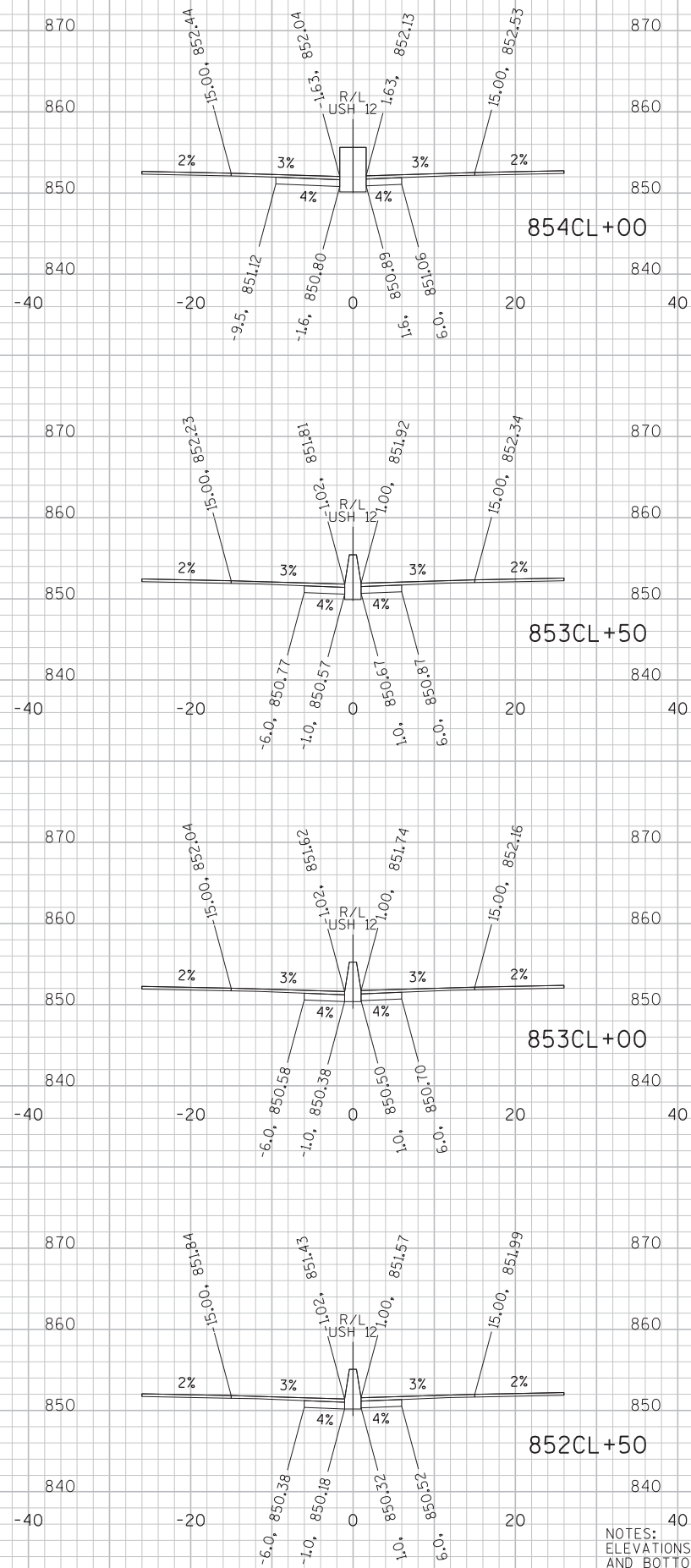
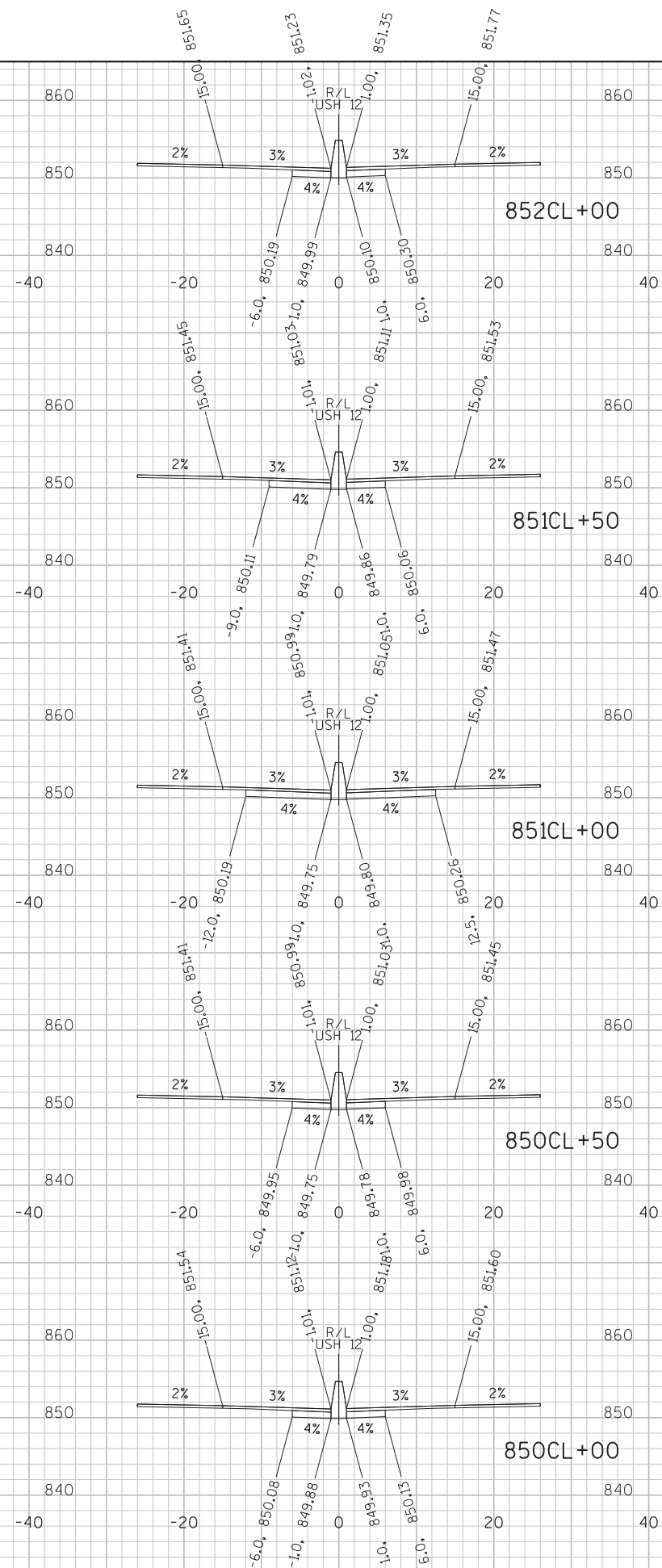
PLOT SCALE : 10:1

WISDOT/CADDS SHEET 21

1259







NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).

STA 850CL+00 TO 856CL+00

PROJECT NO: 1206-06-79

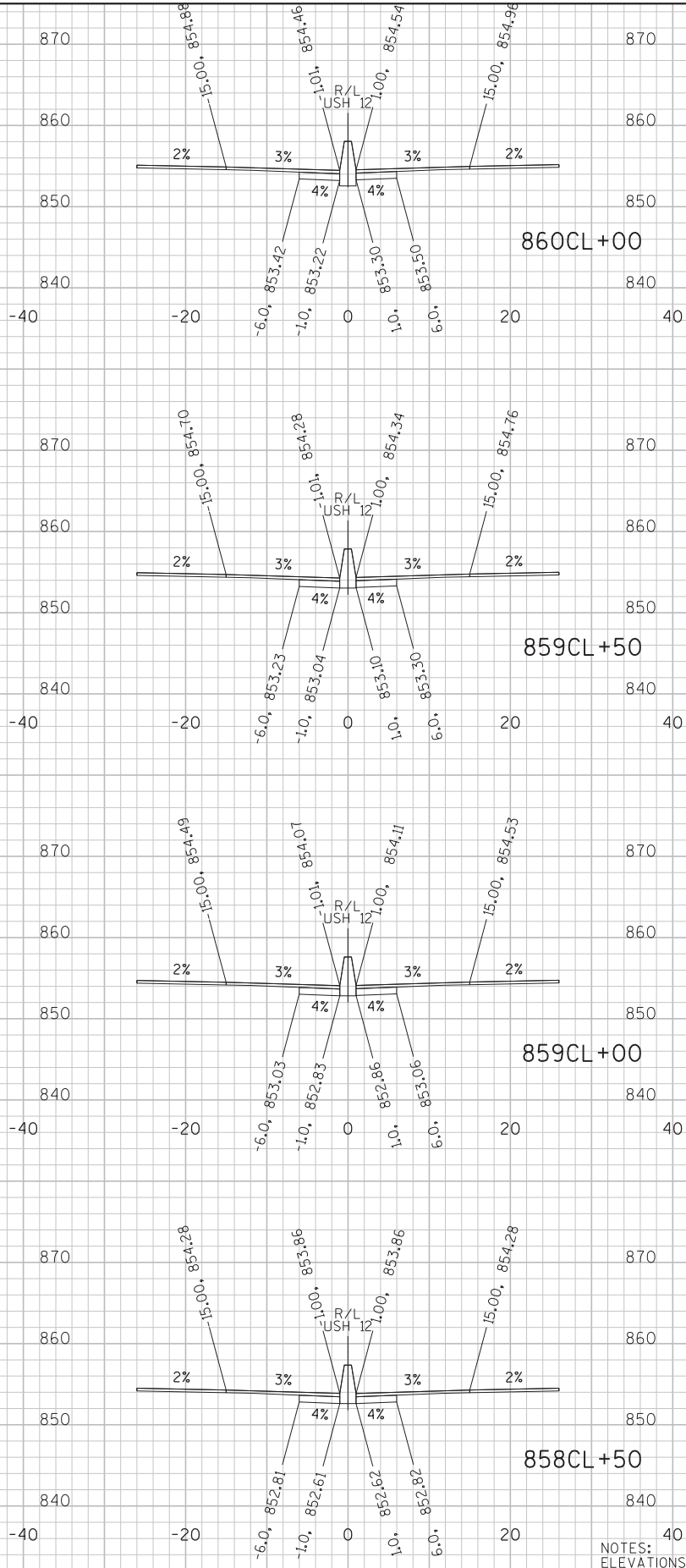
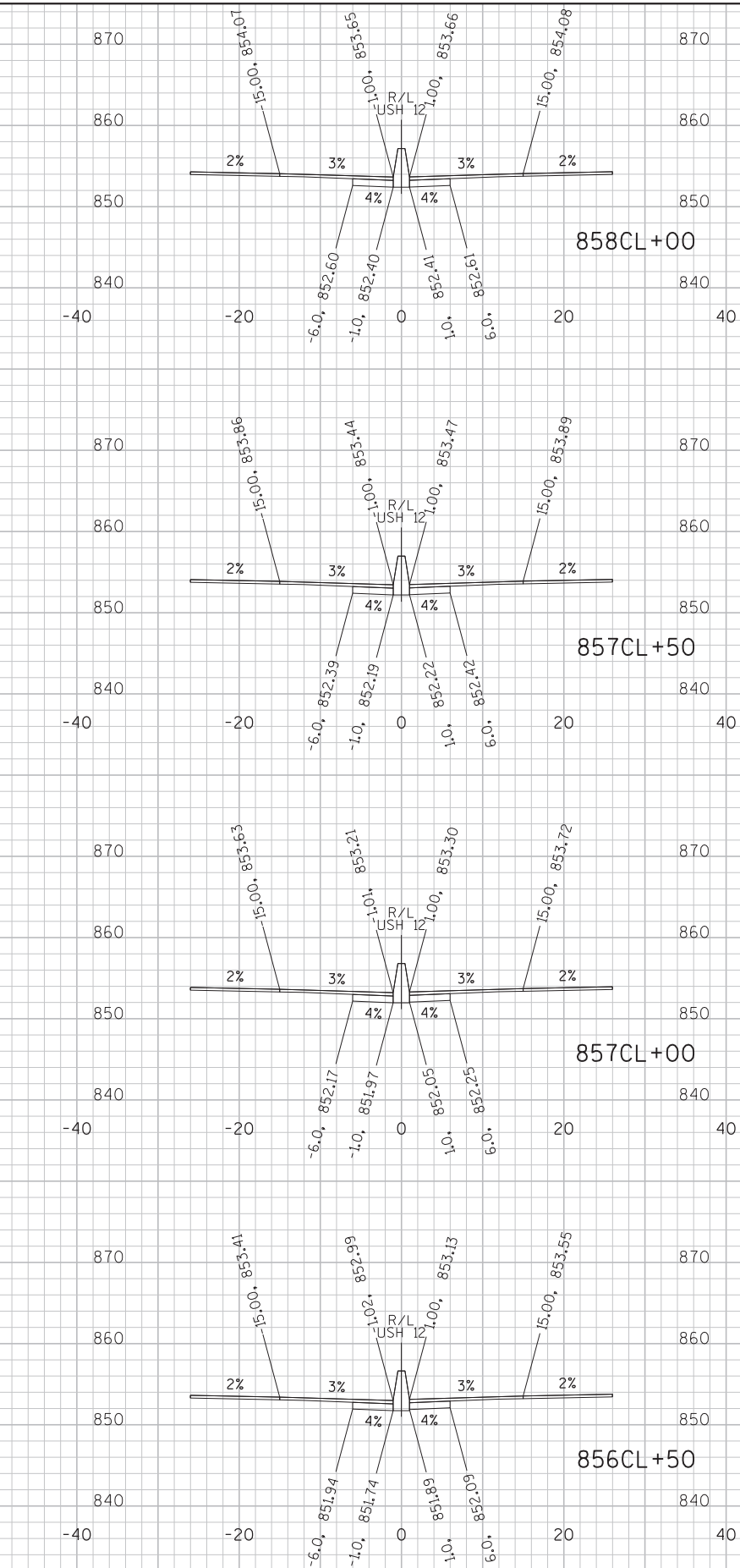
HWY: USH 12

COUNTY: DANE

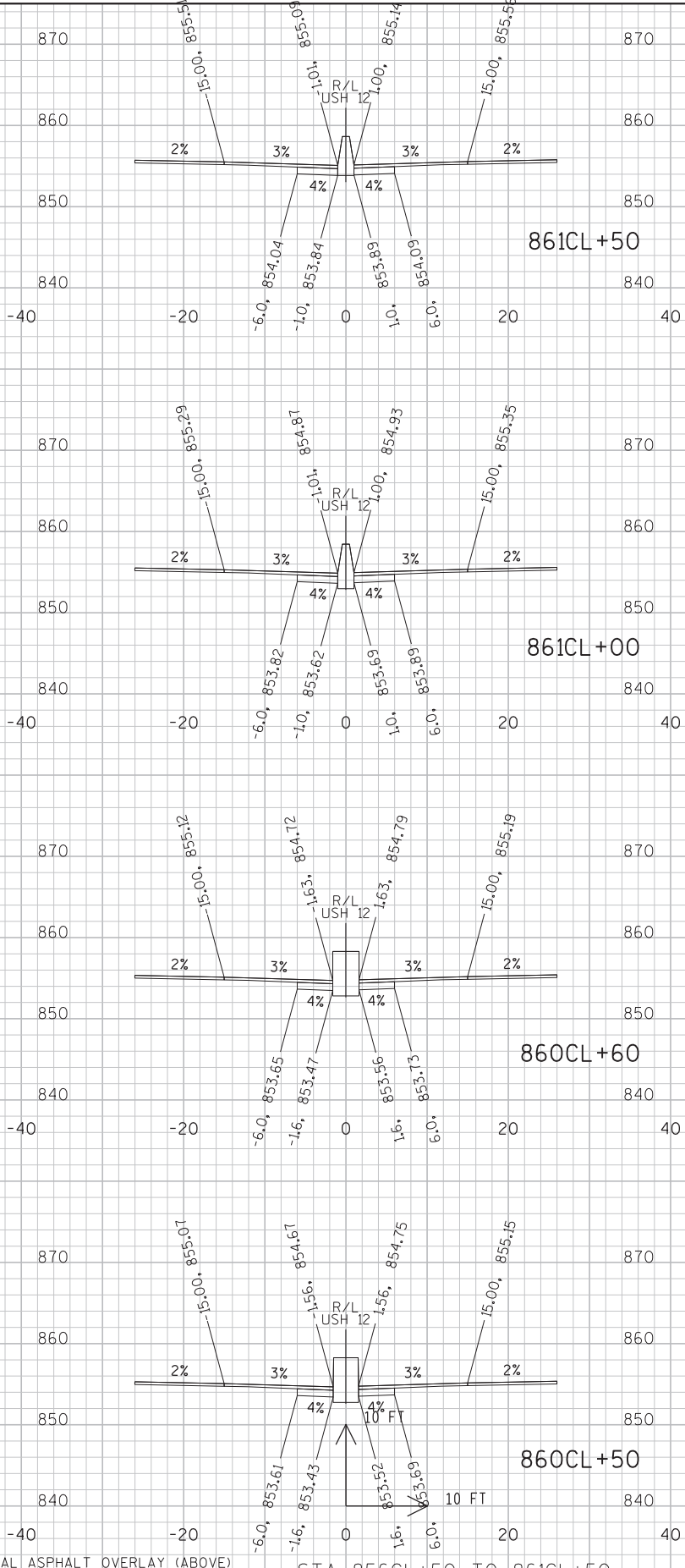
CROSS SECTIONS: USH 12 (MEDIAN)

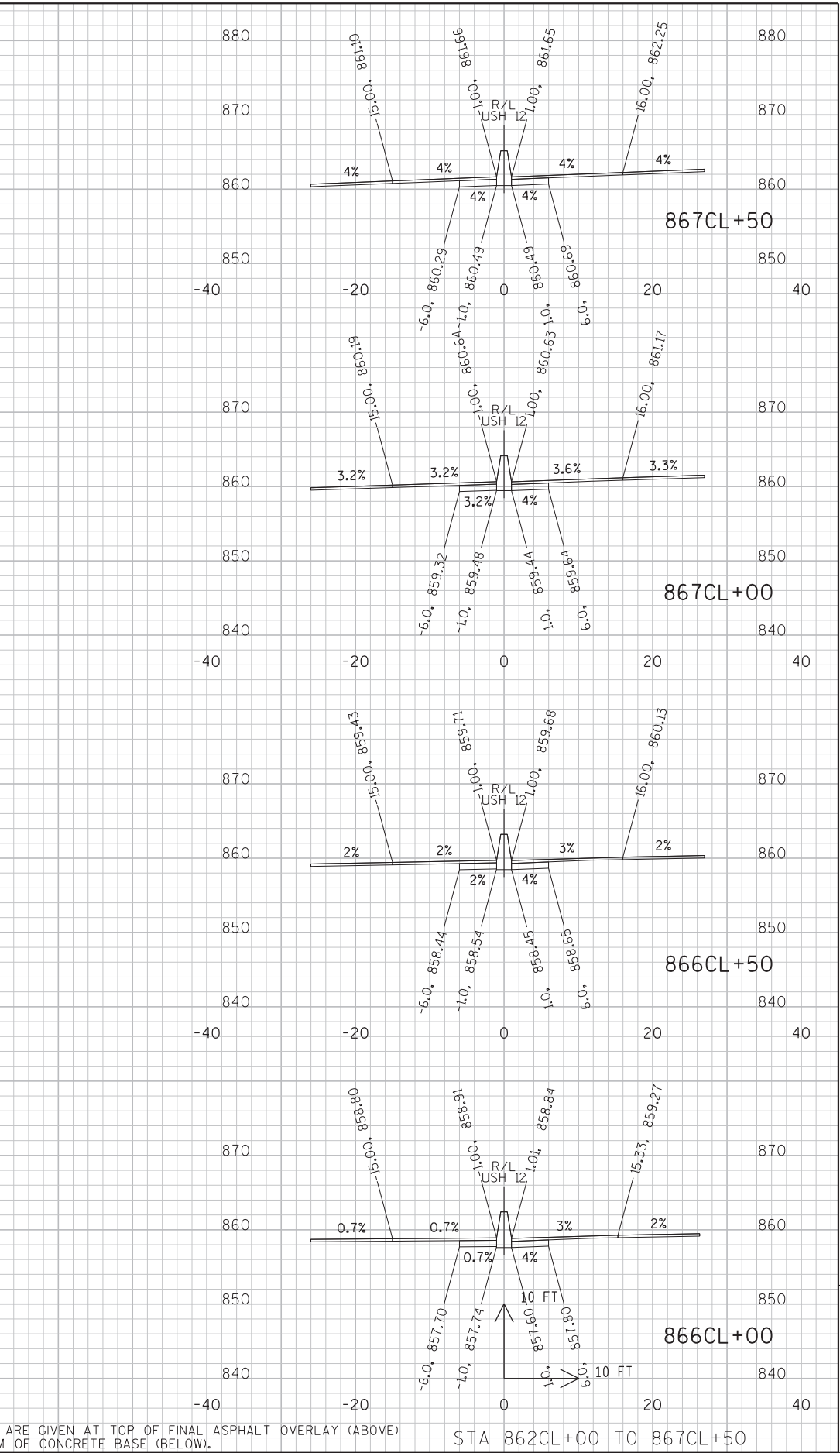
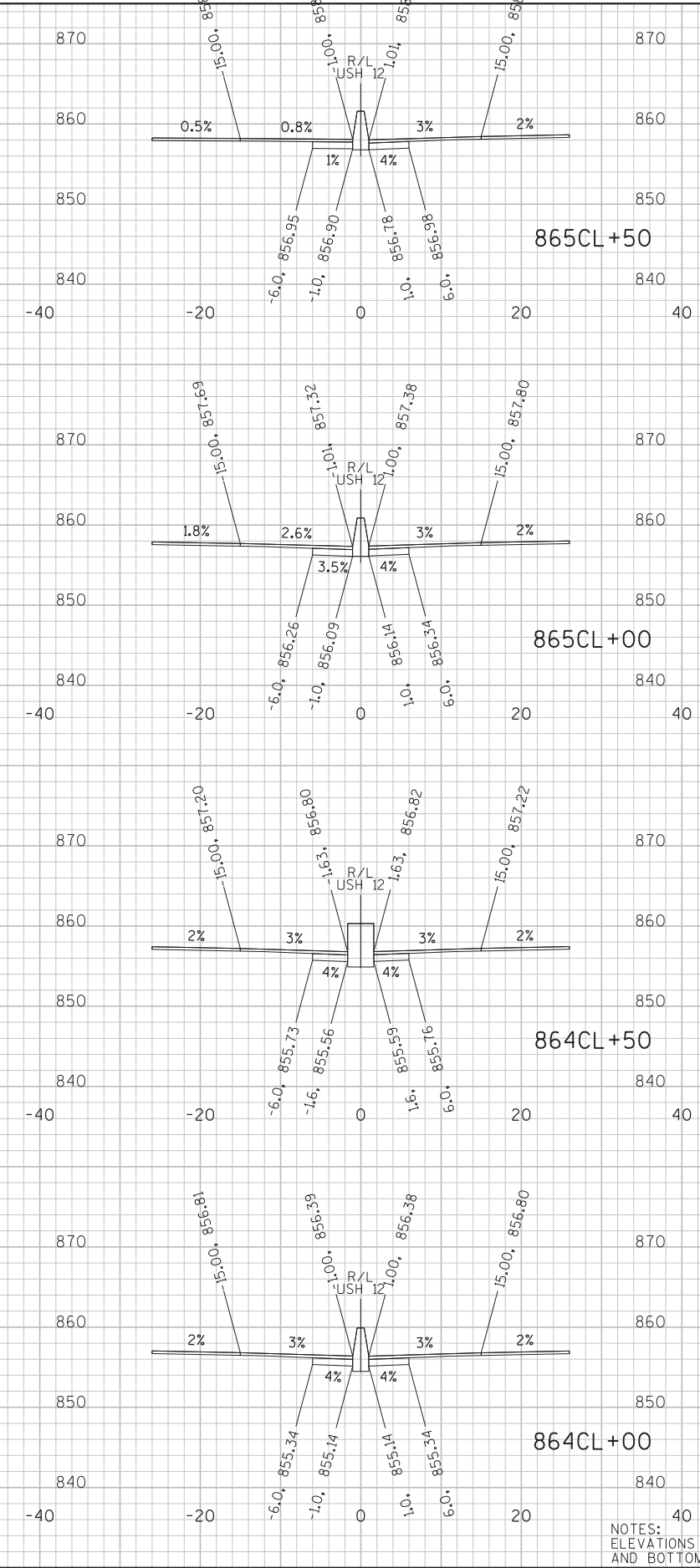
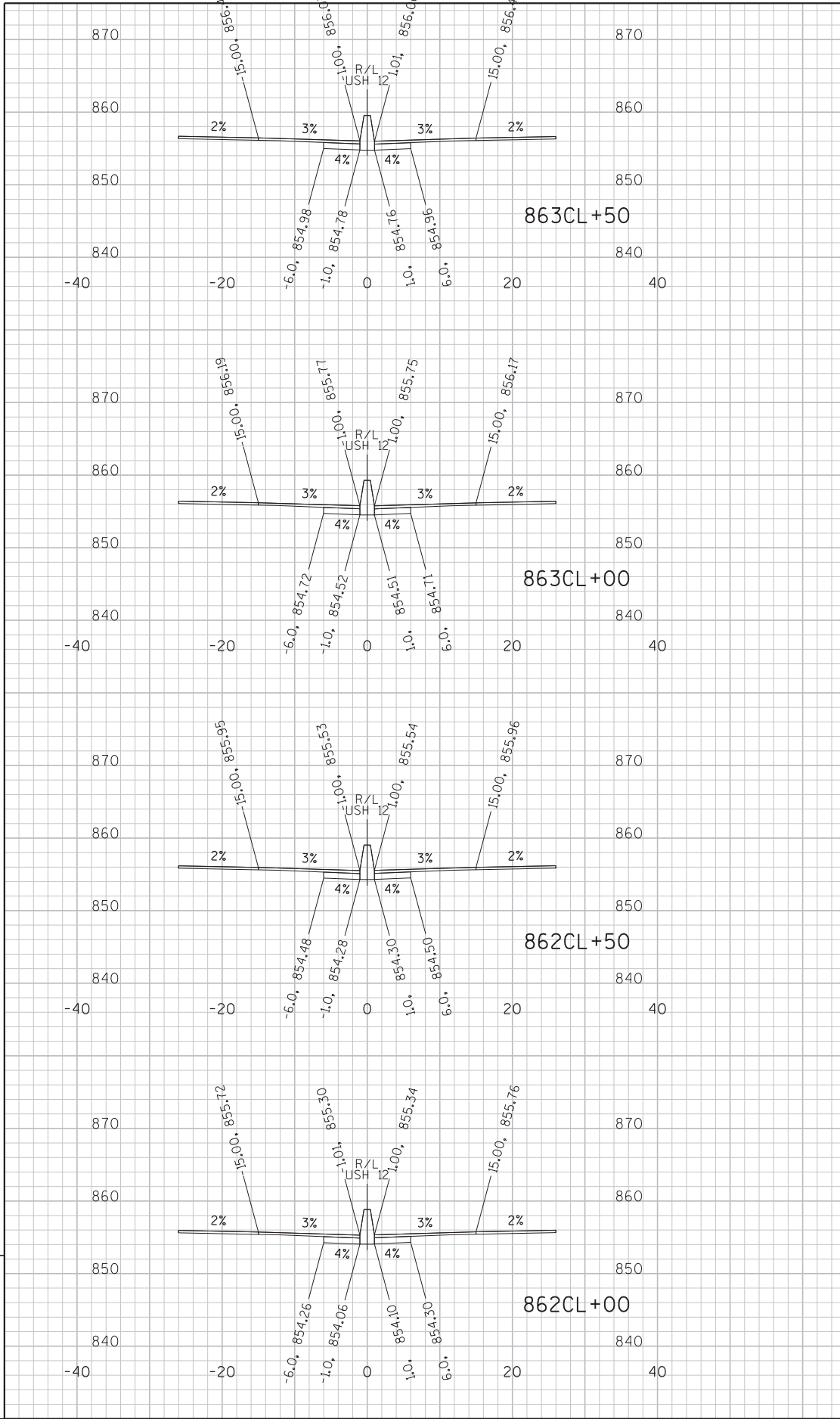
SHEET

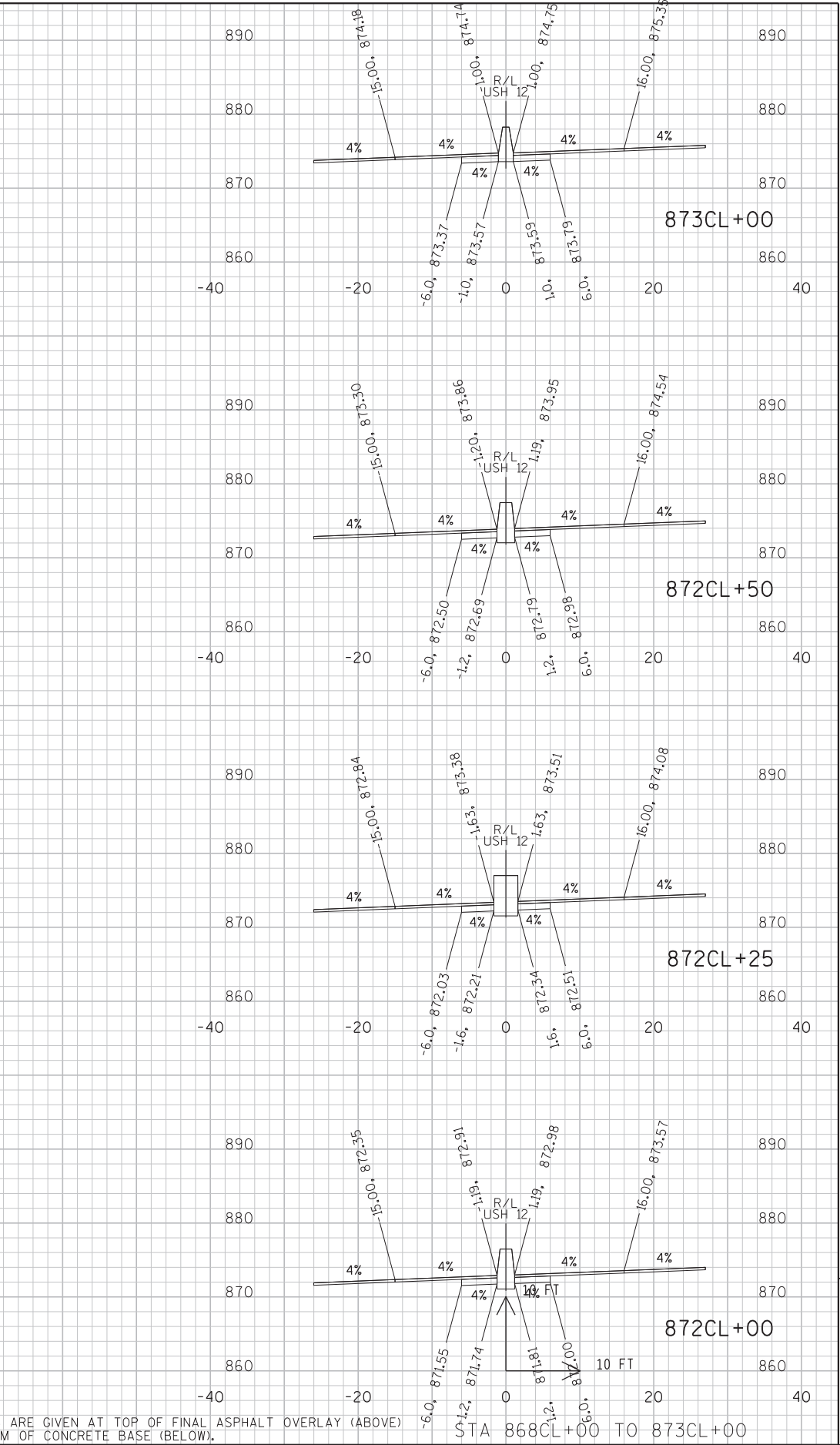
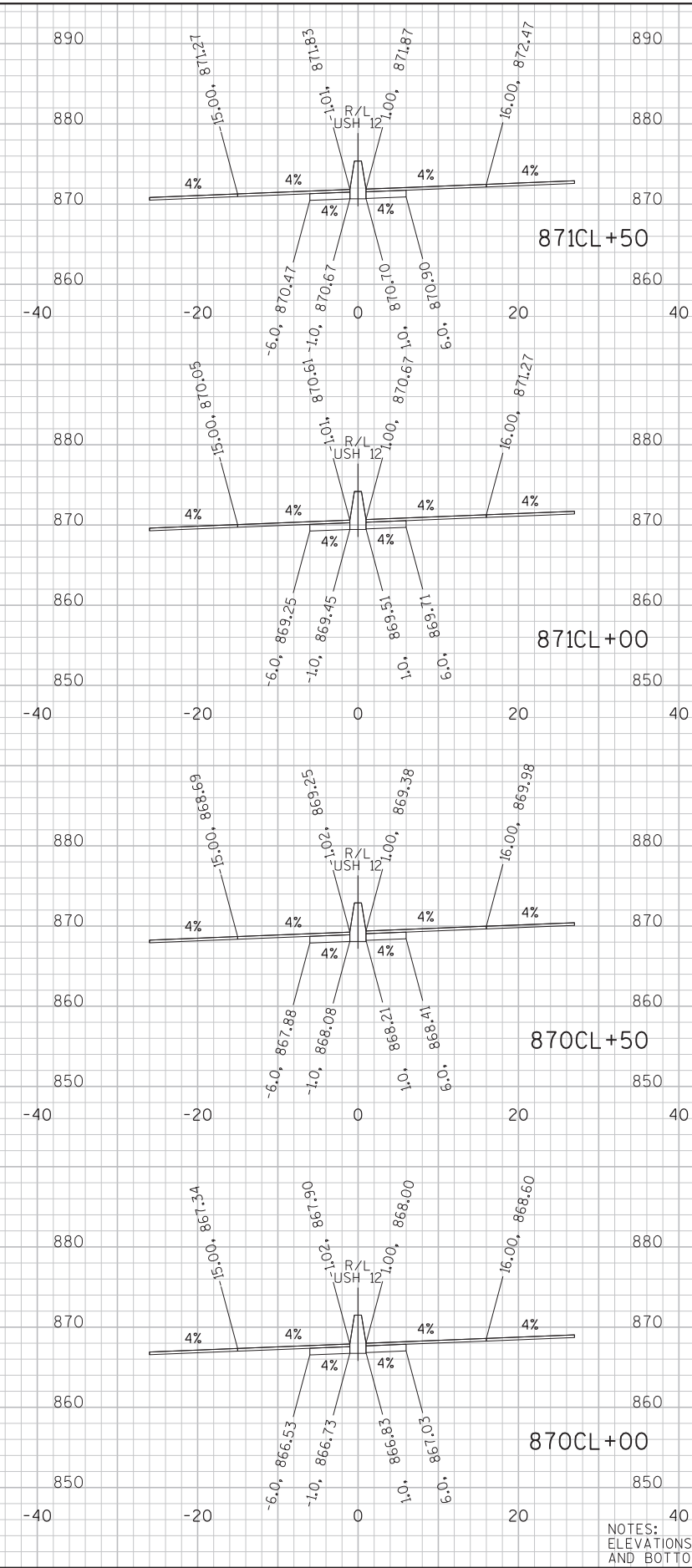
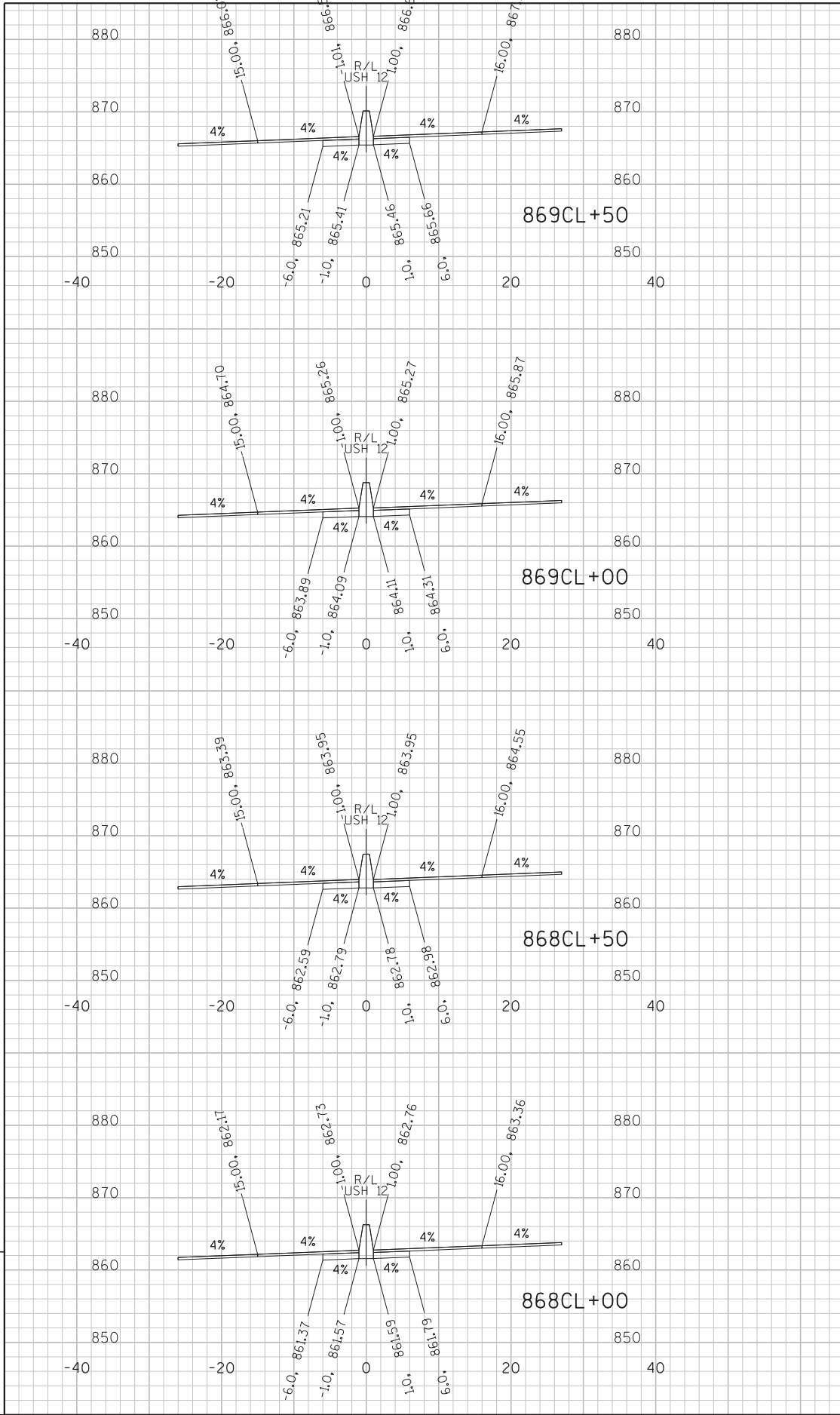
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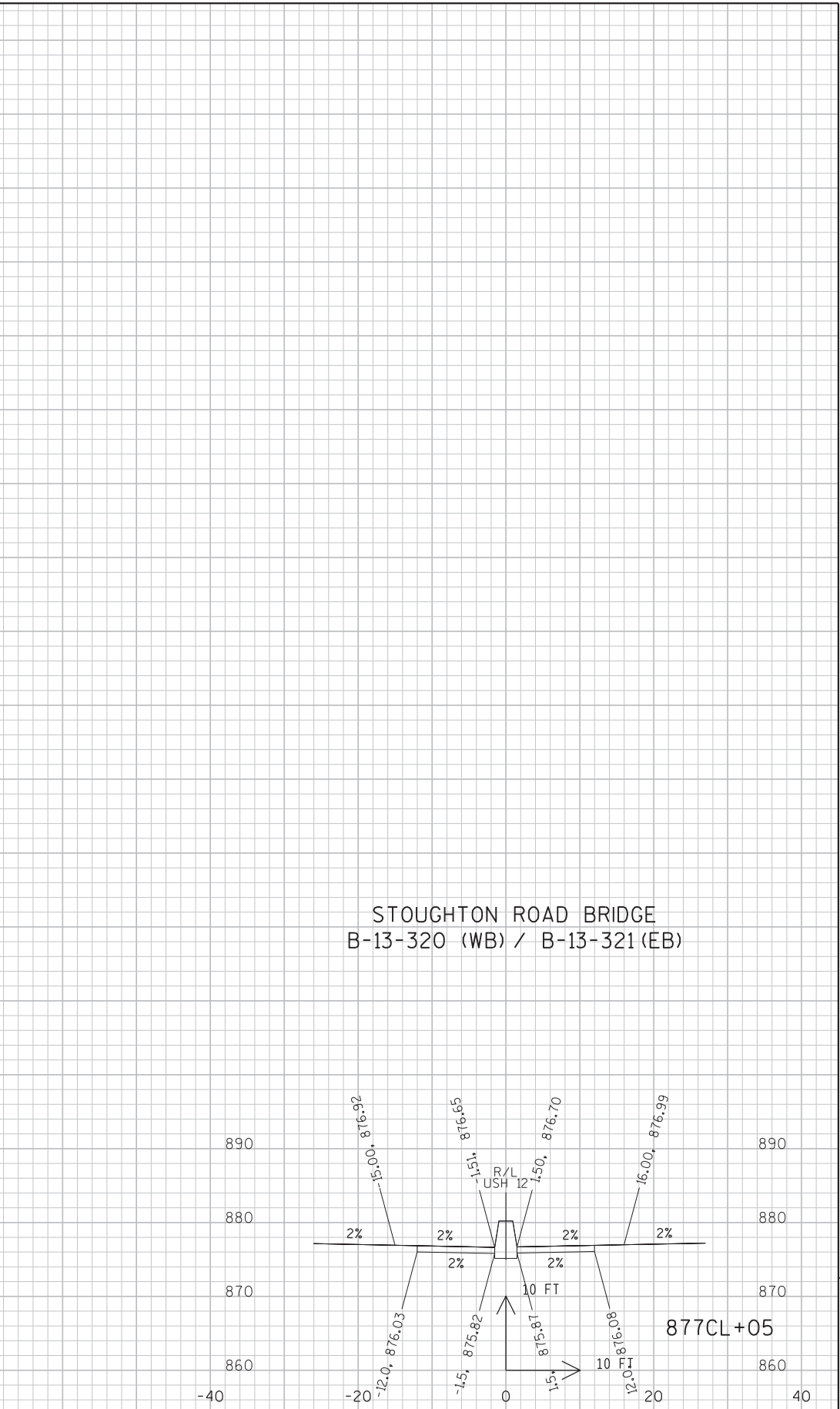
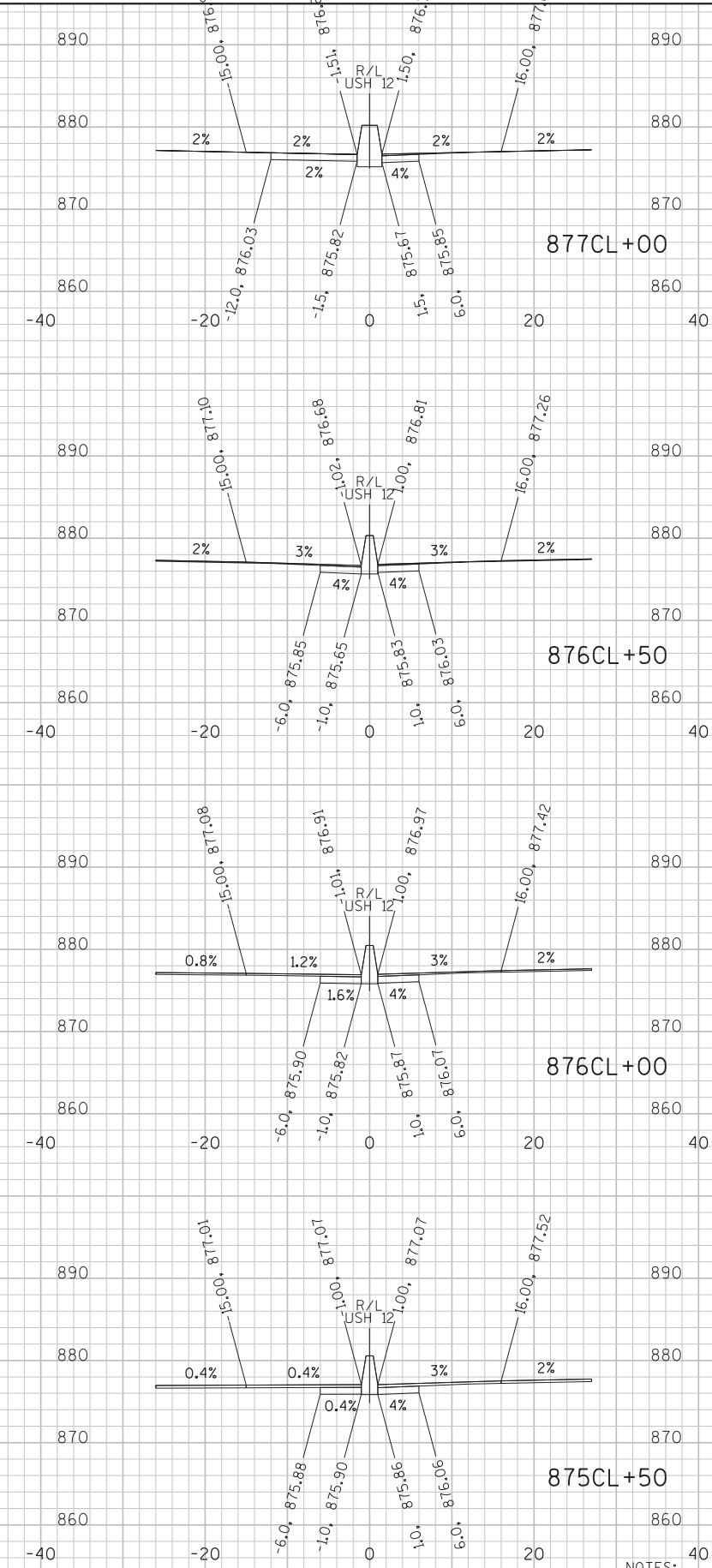
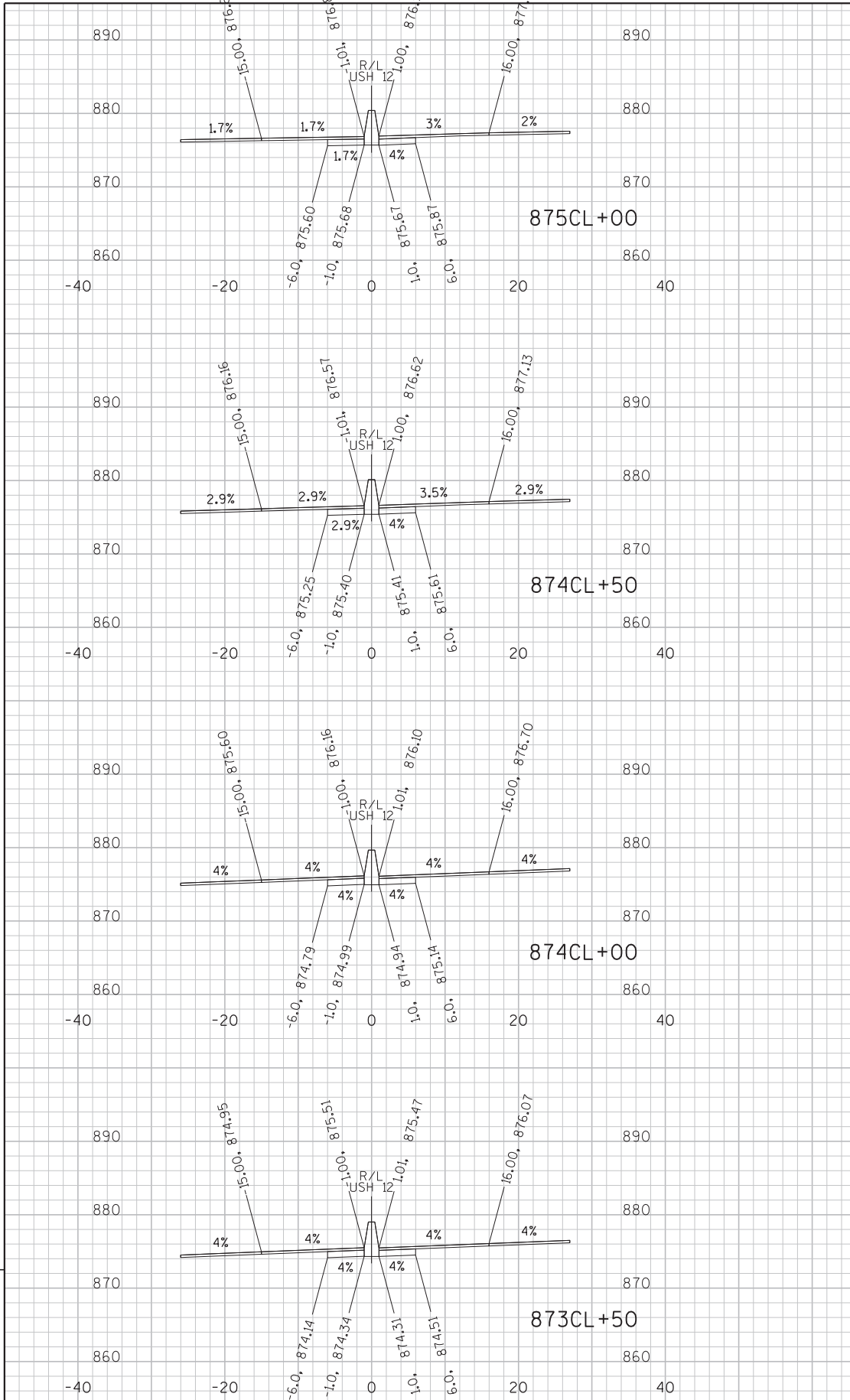


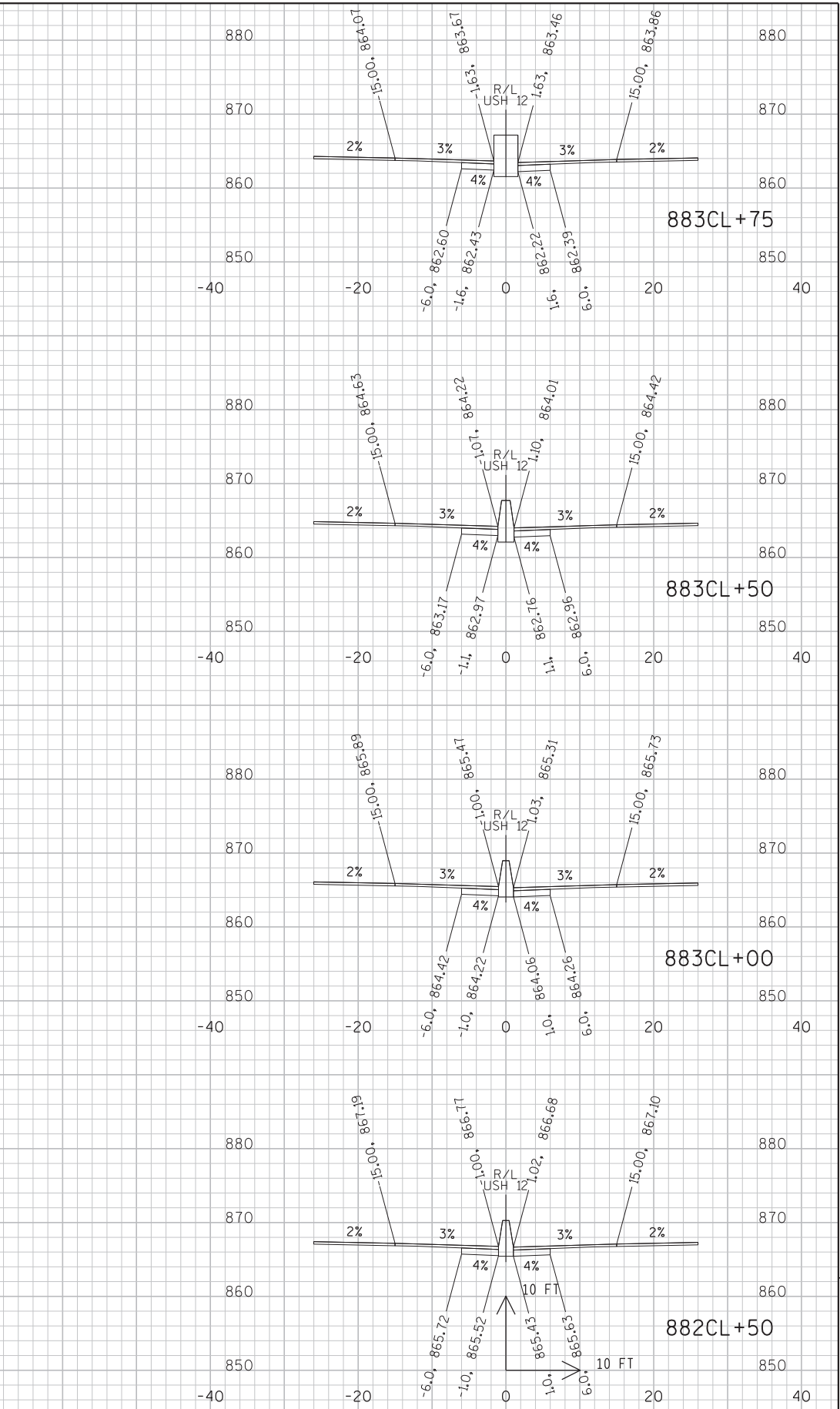
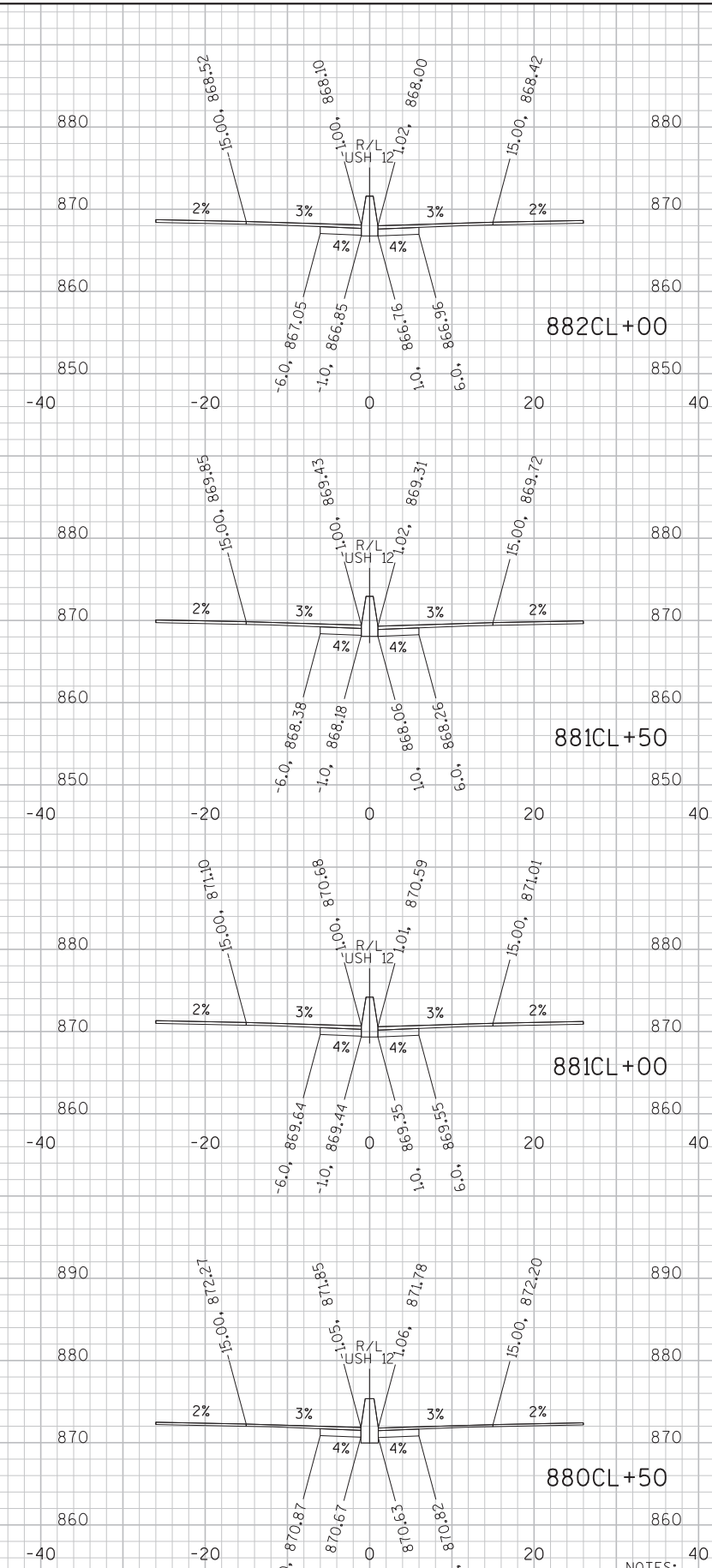
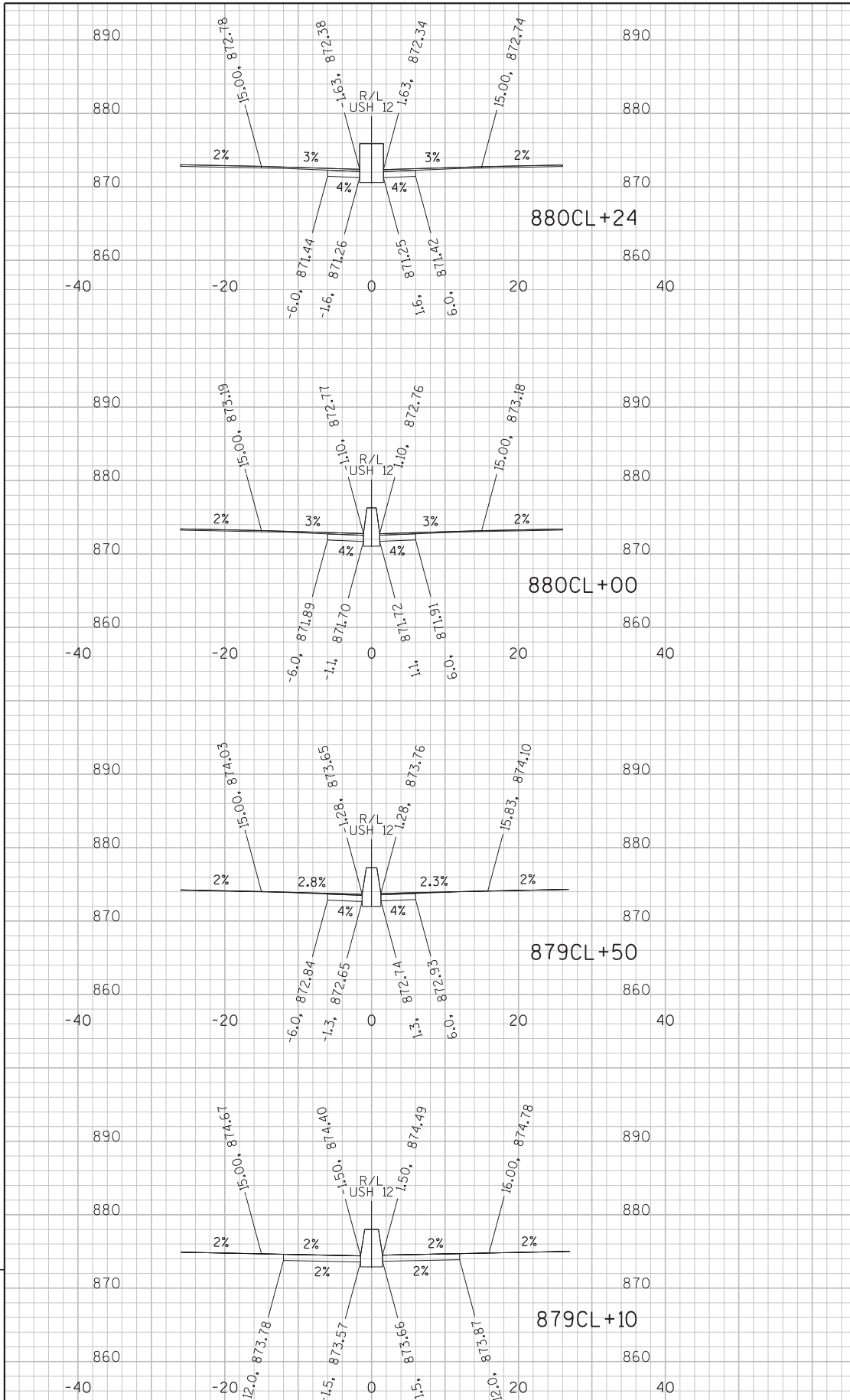
NOTES:
ELEVATIONS ARE GIVEN AT TOP OF FINAL ASPHALT OVERLAY (ABOVE)
AND BOTTOM OF CONCRETE BASE (BELOW).











PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

CROSS SECTIONS: USH 12 (MEDIAN)

SHEET

E

FILE NAME : \\madw00\ingrproj\66034\1206-06-79 HSR\+1\cds\090201_xs.dgn

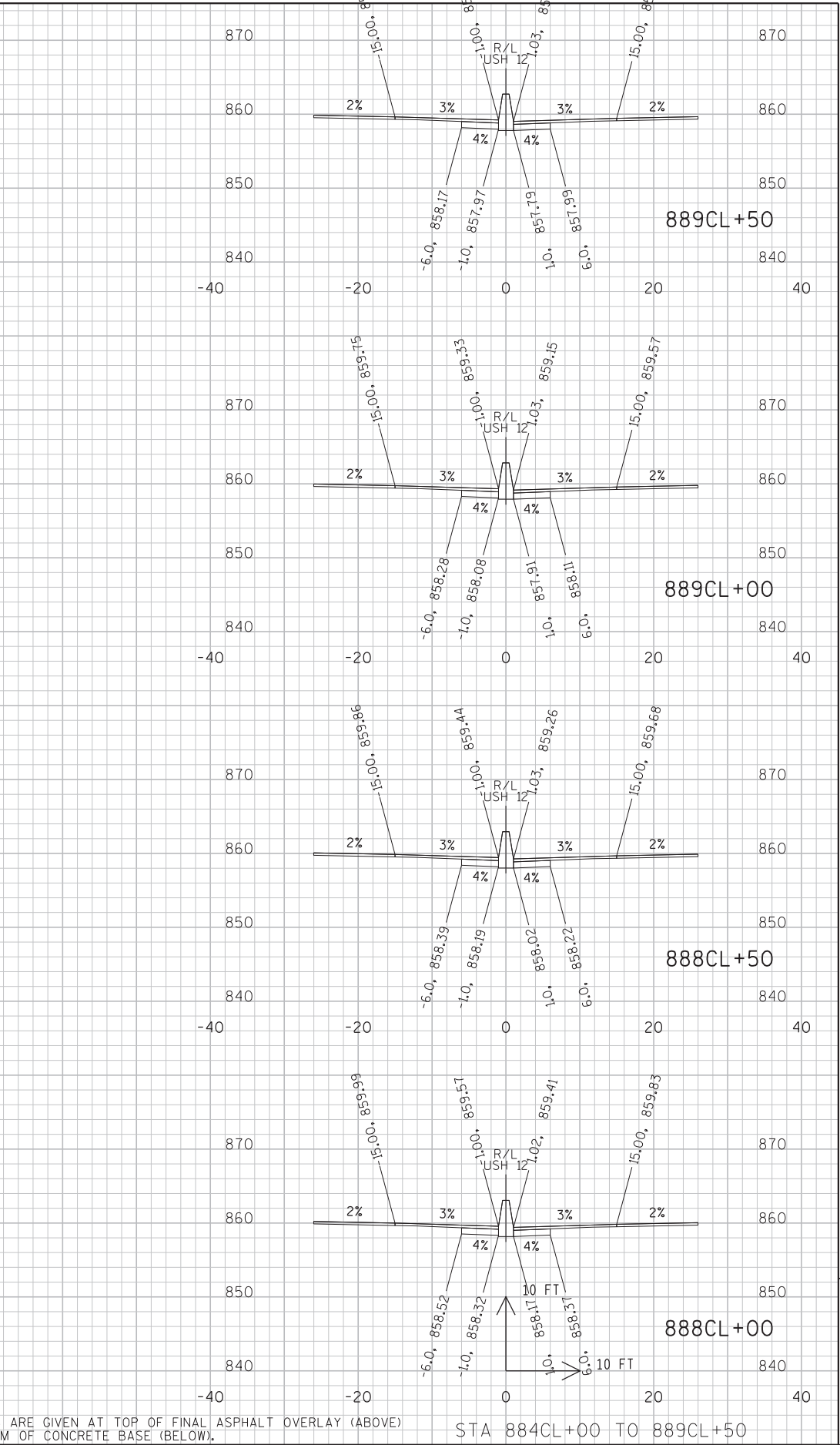
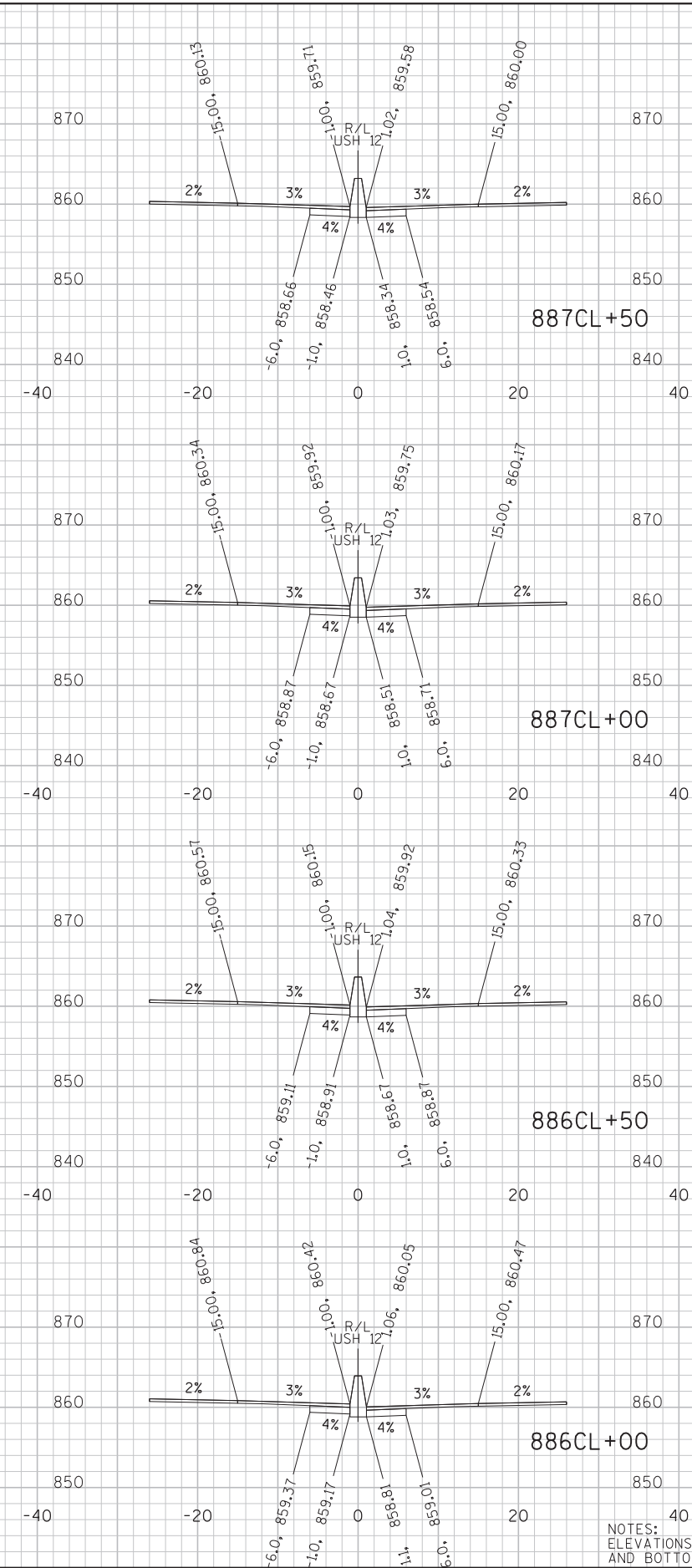
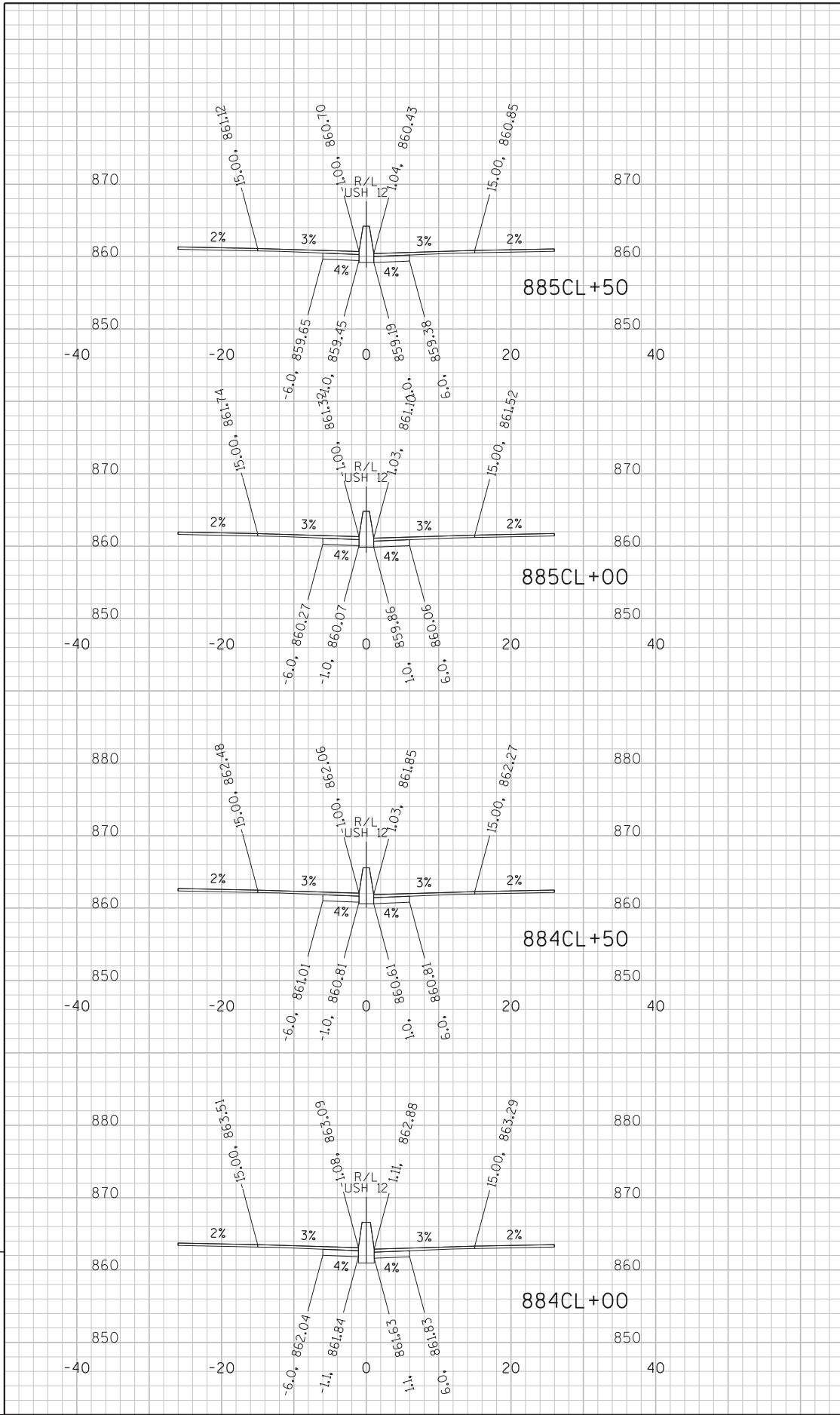
PLOT DATE : 9/29/2020 2:53:02 PM

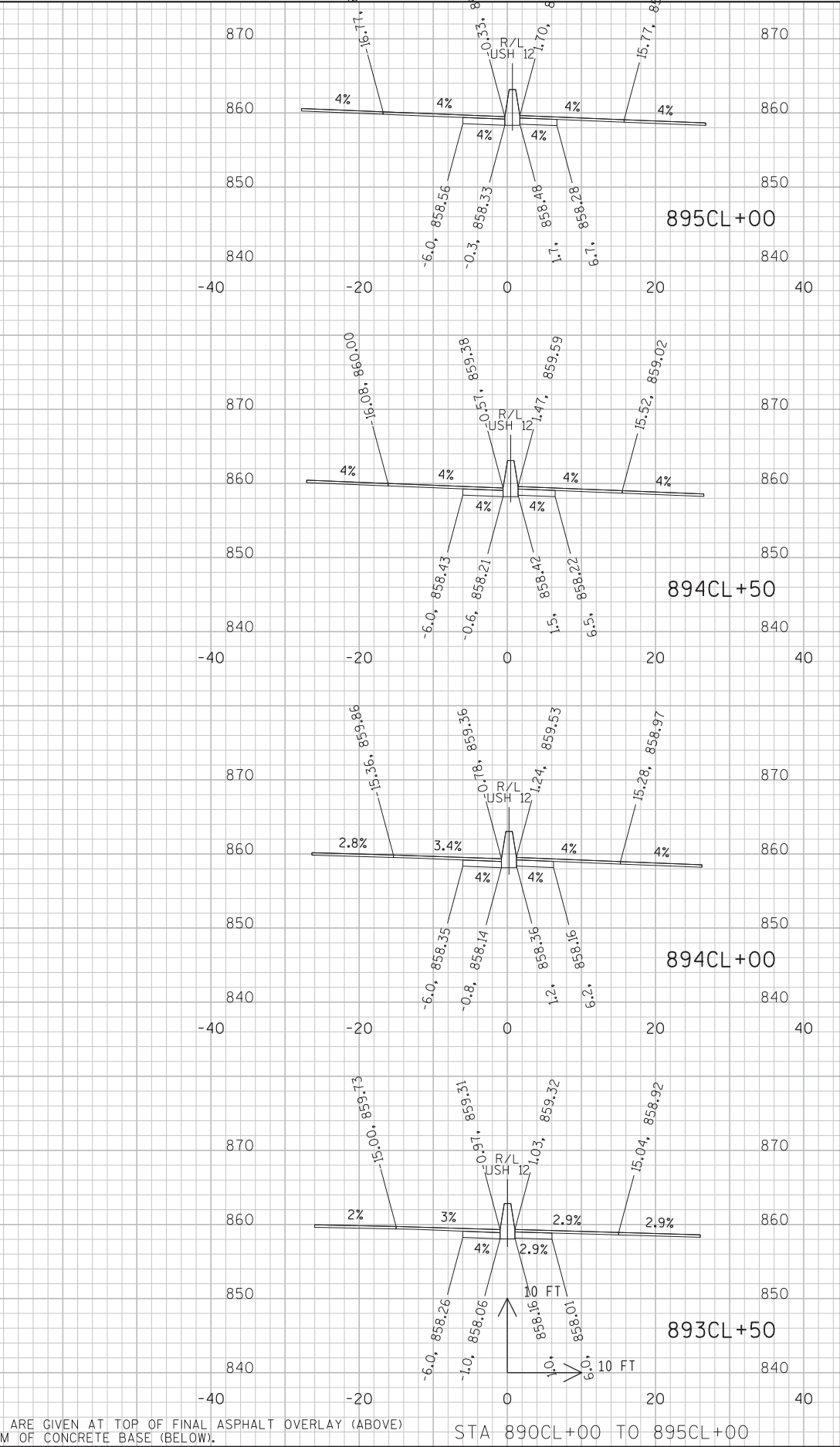
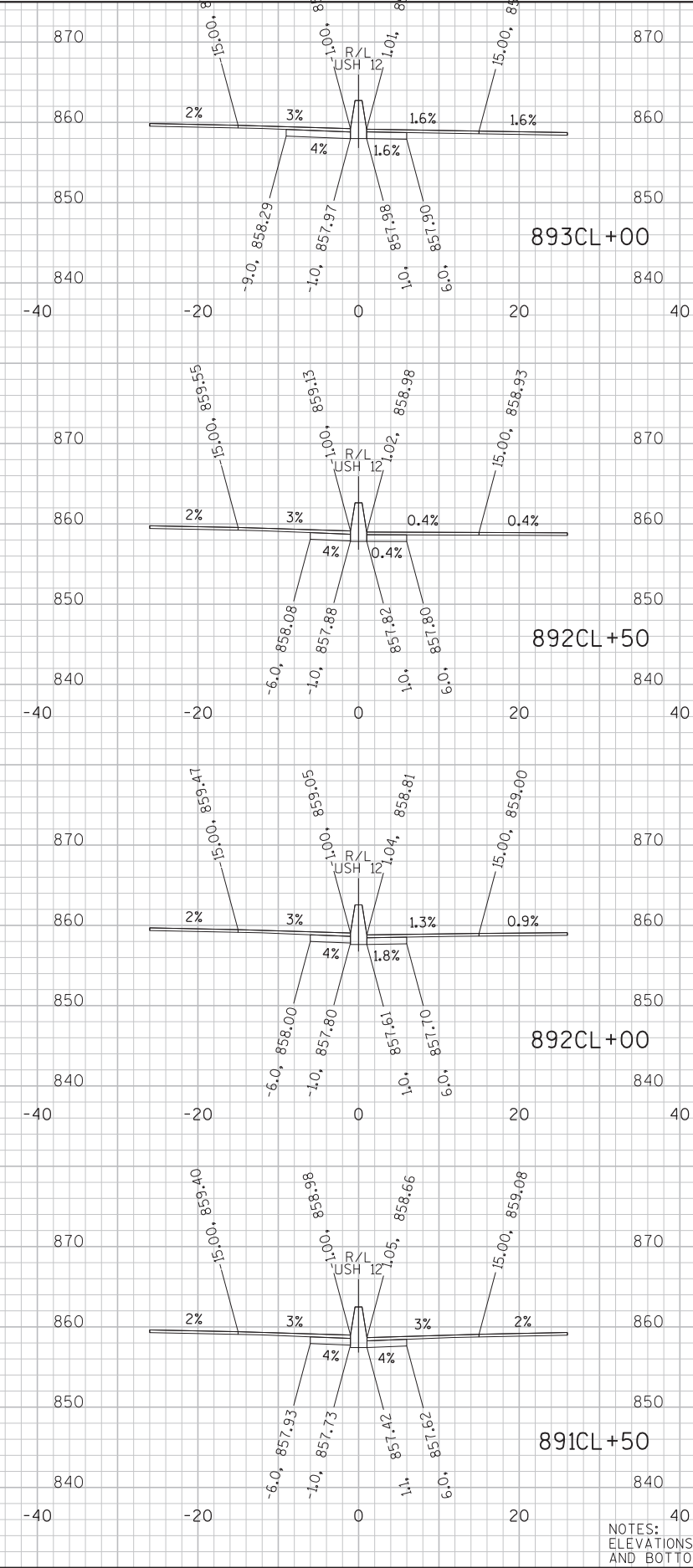
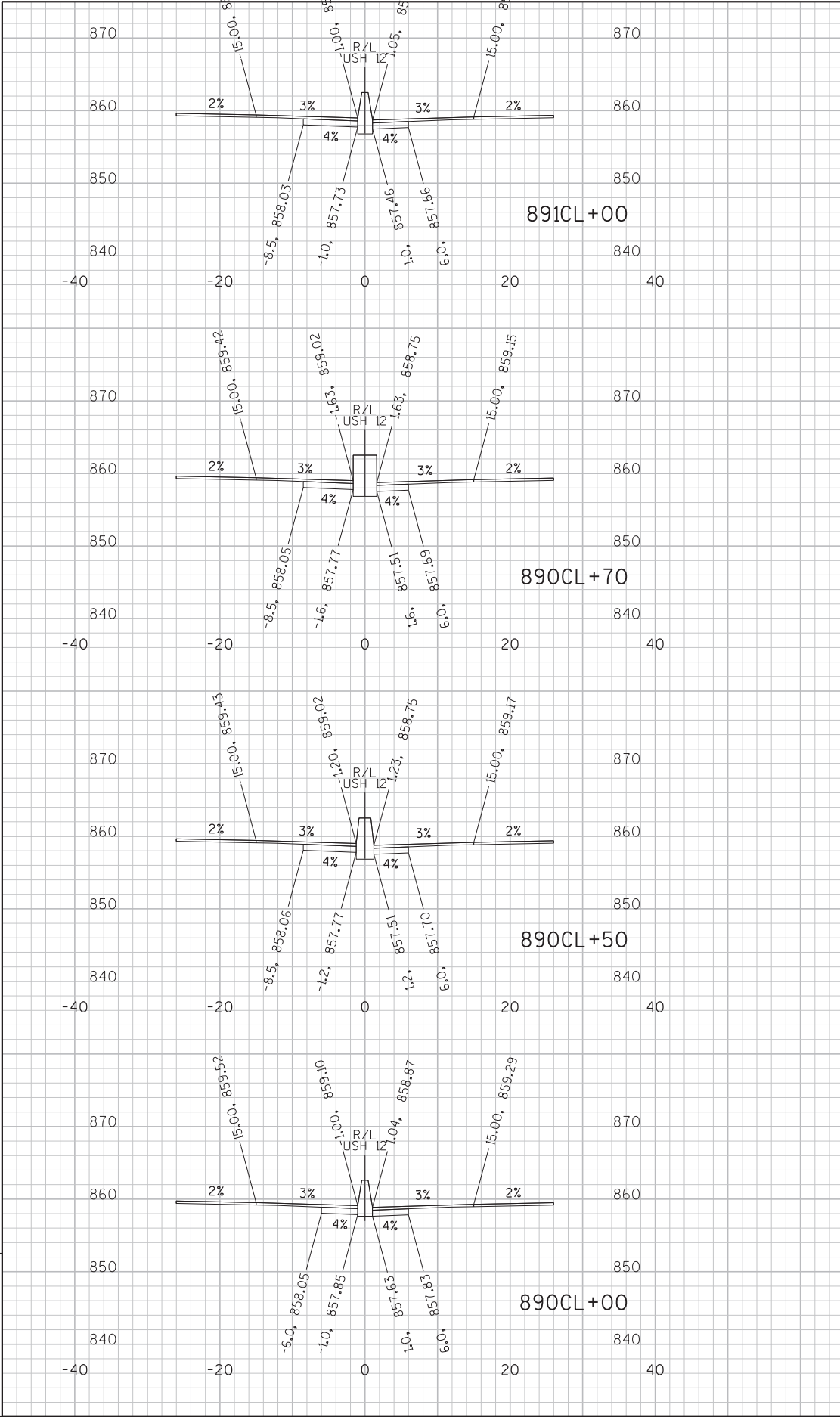
PLOT BY : dkarasek

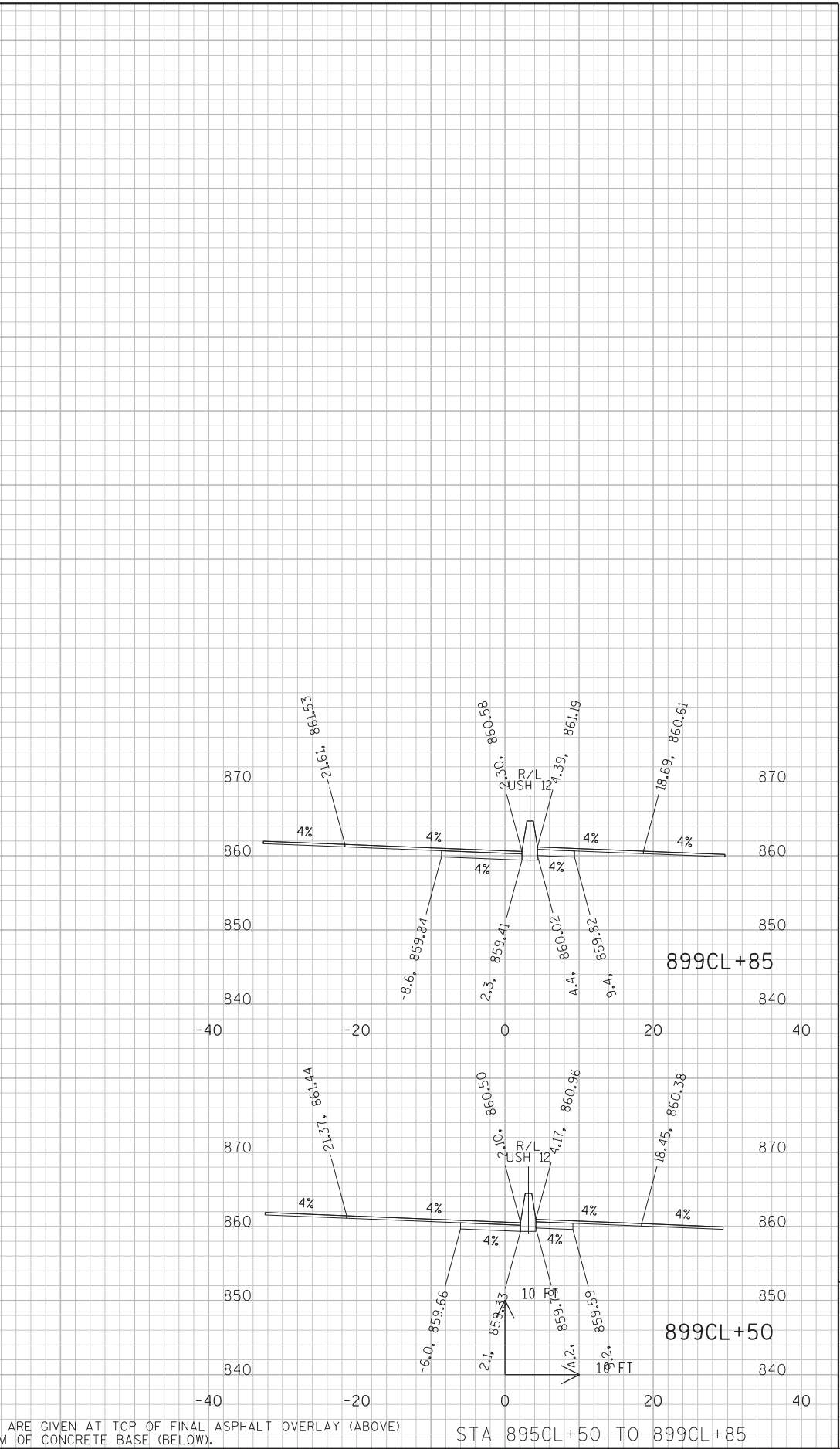
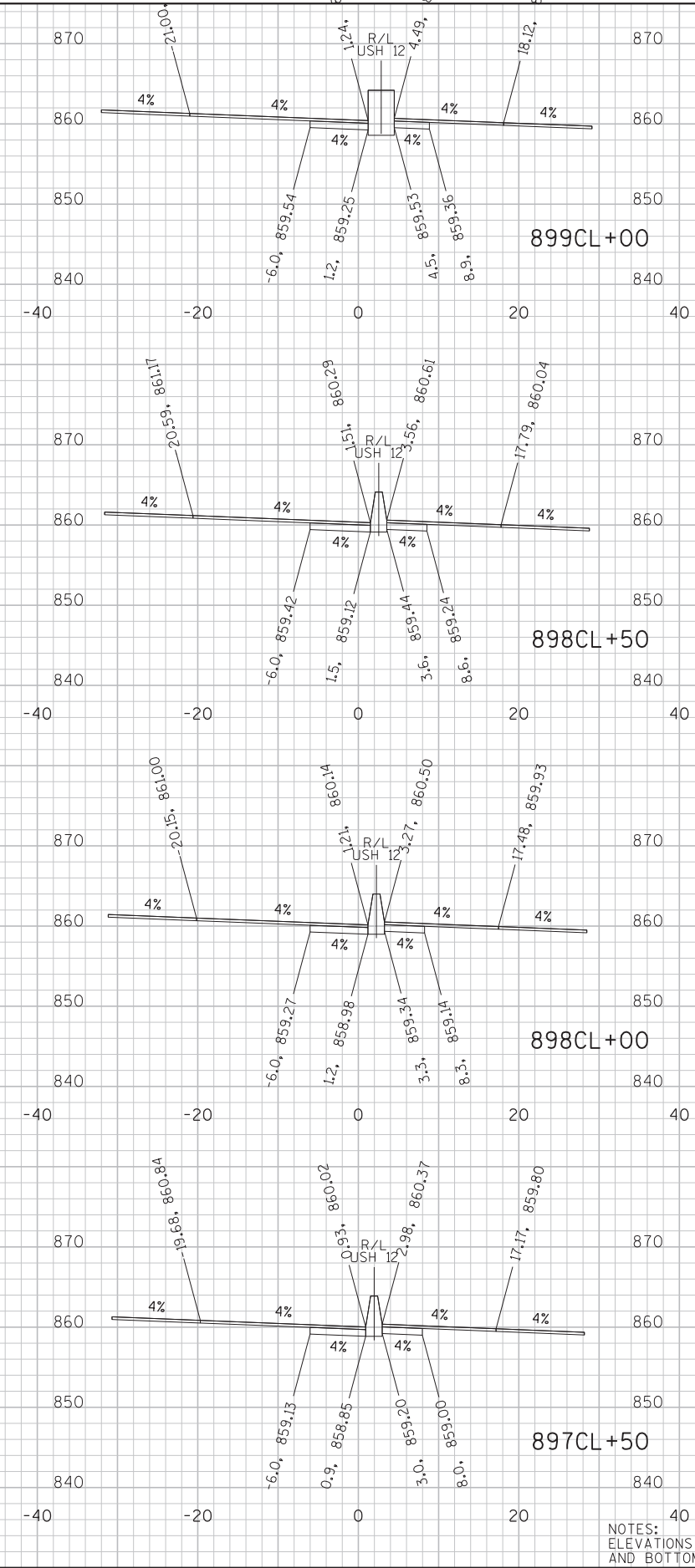
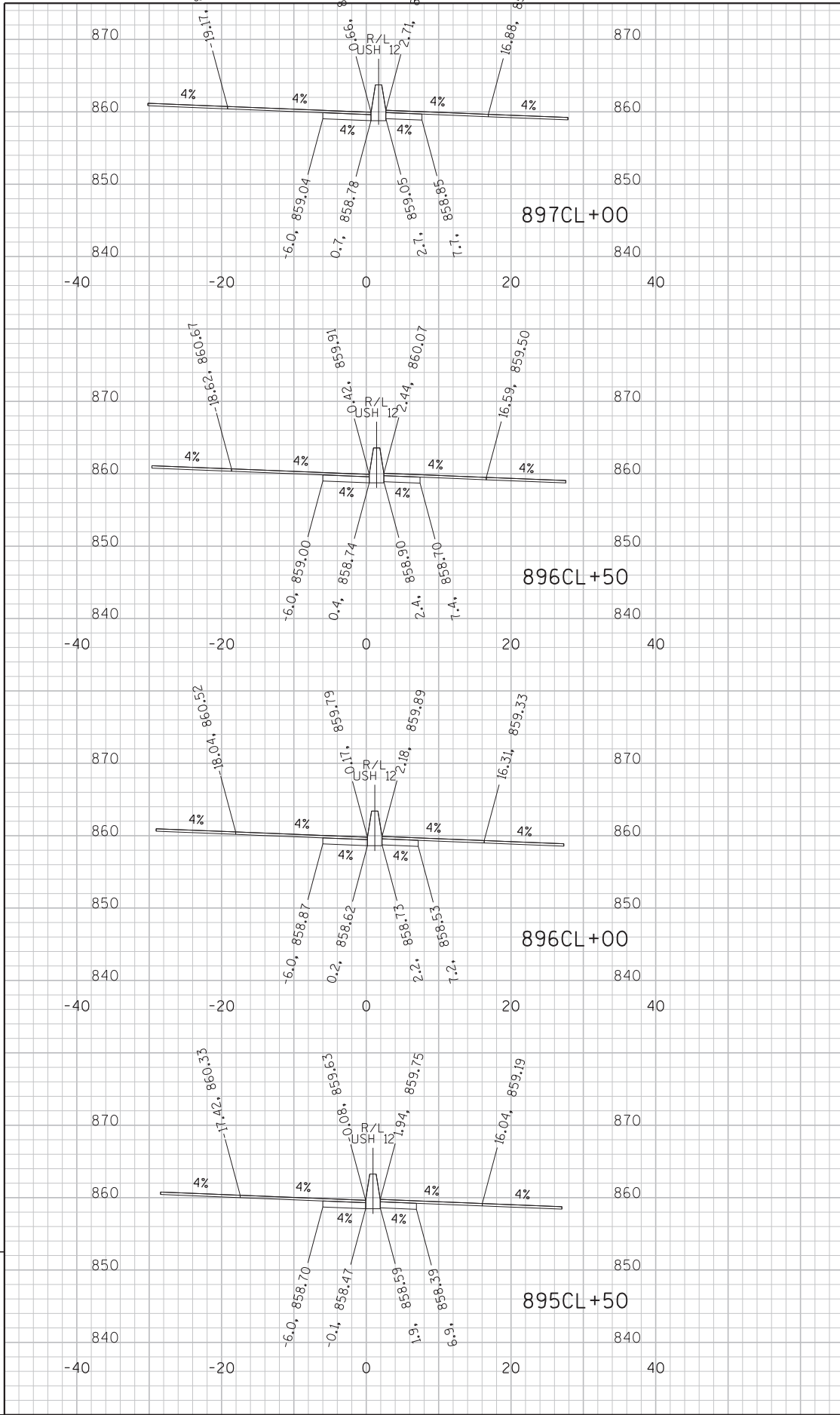
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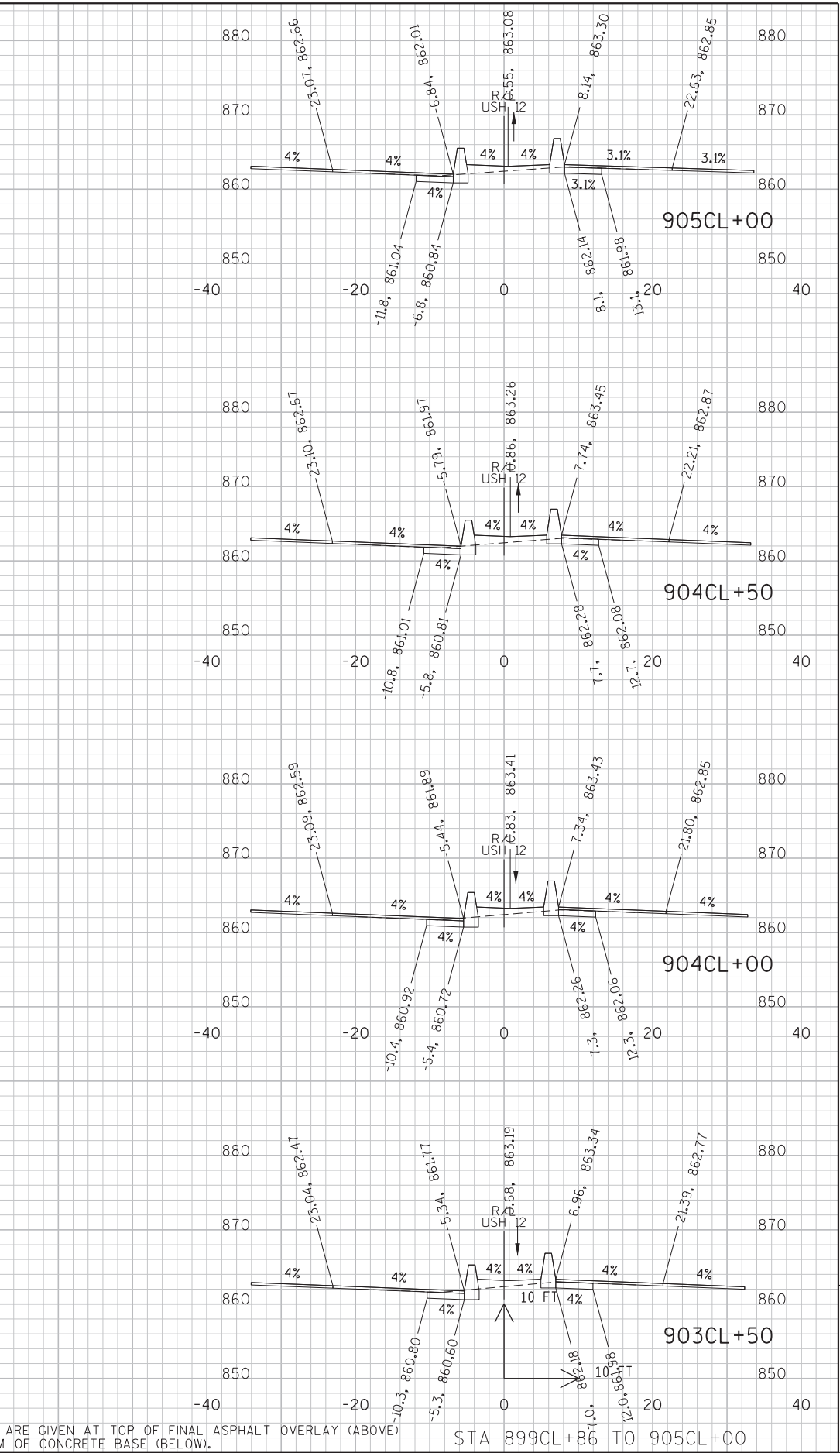
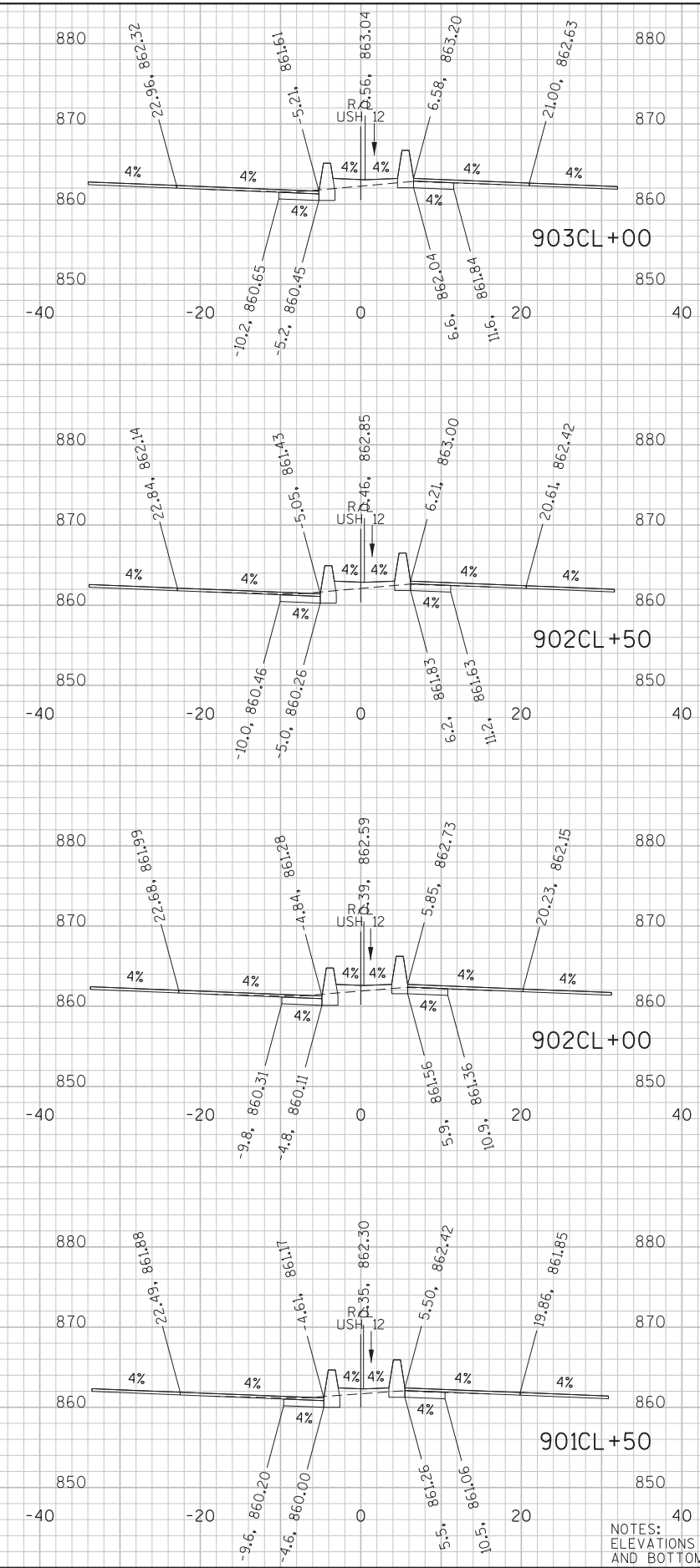
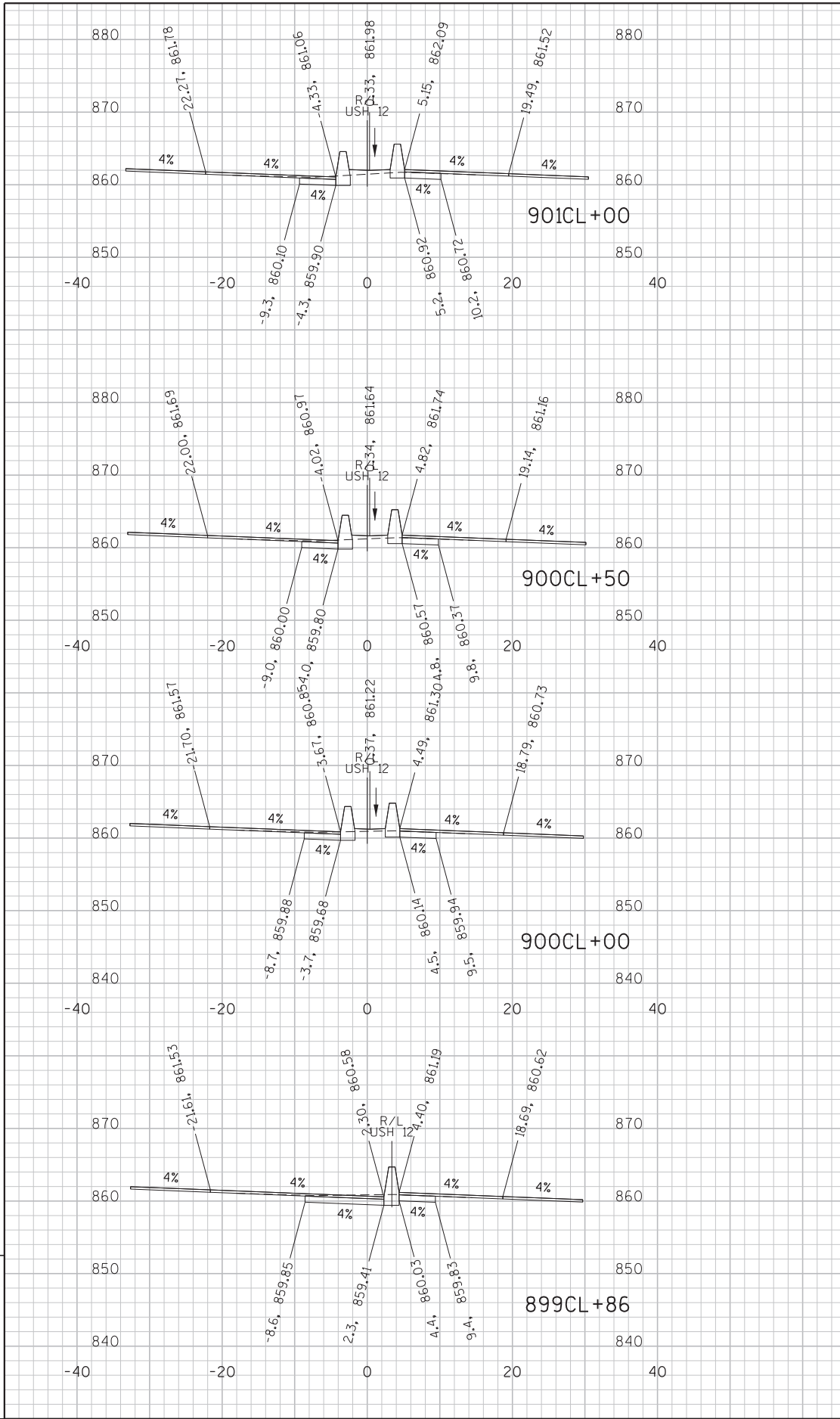
PLOT SCALE : 10:1

WISDOT/CADDS SHEET 21

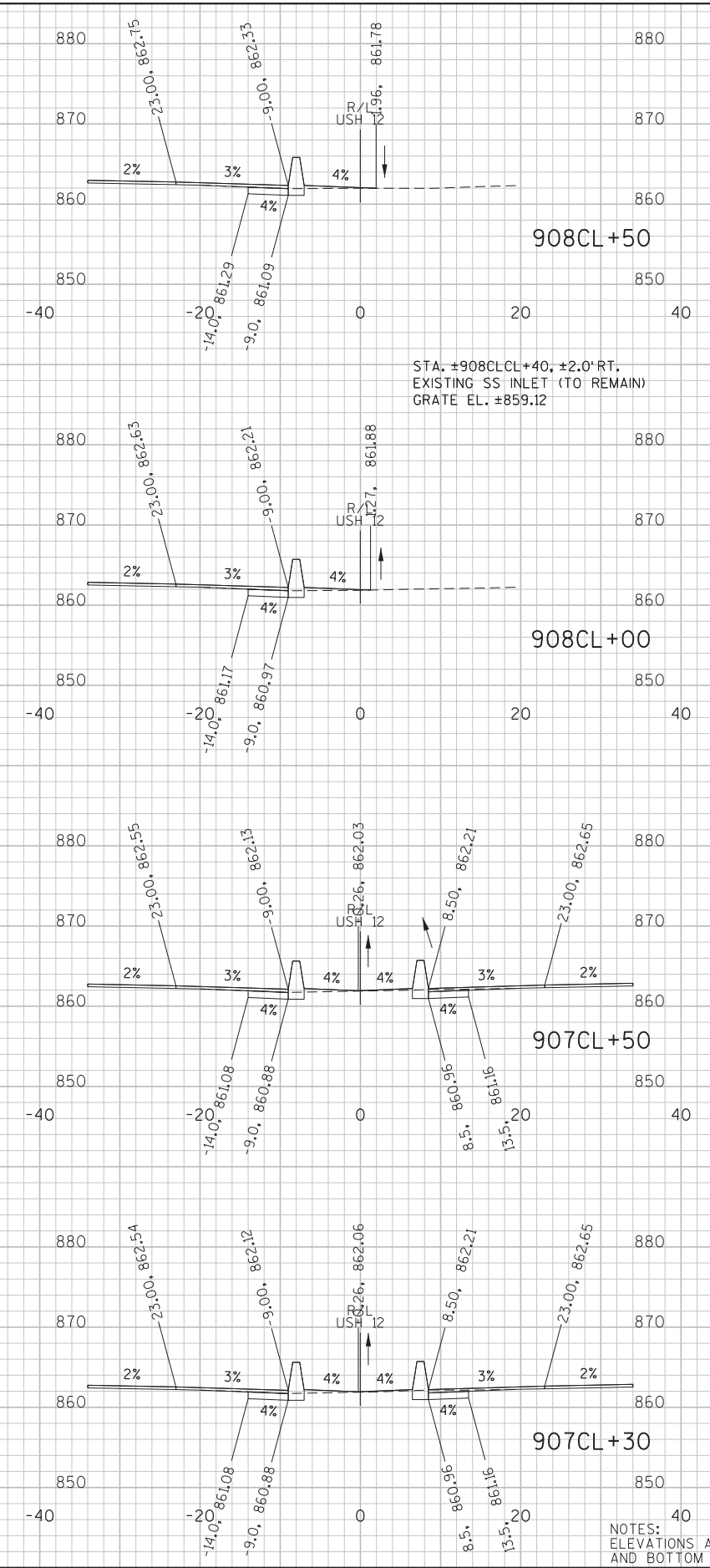
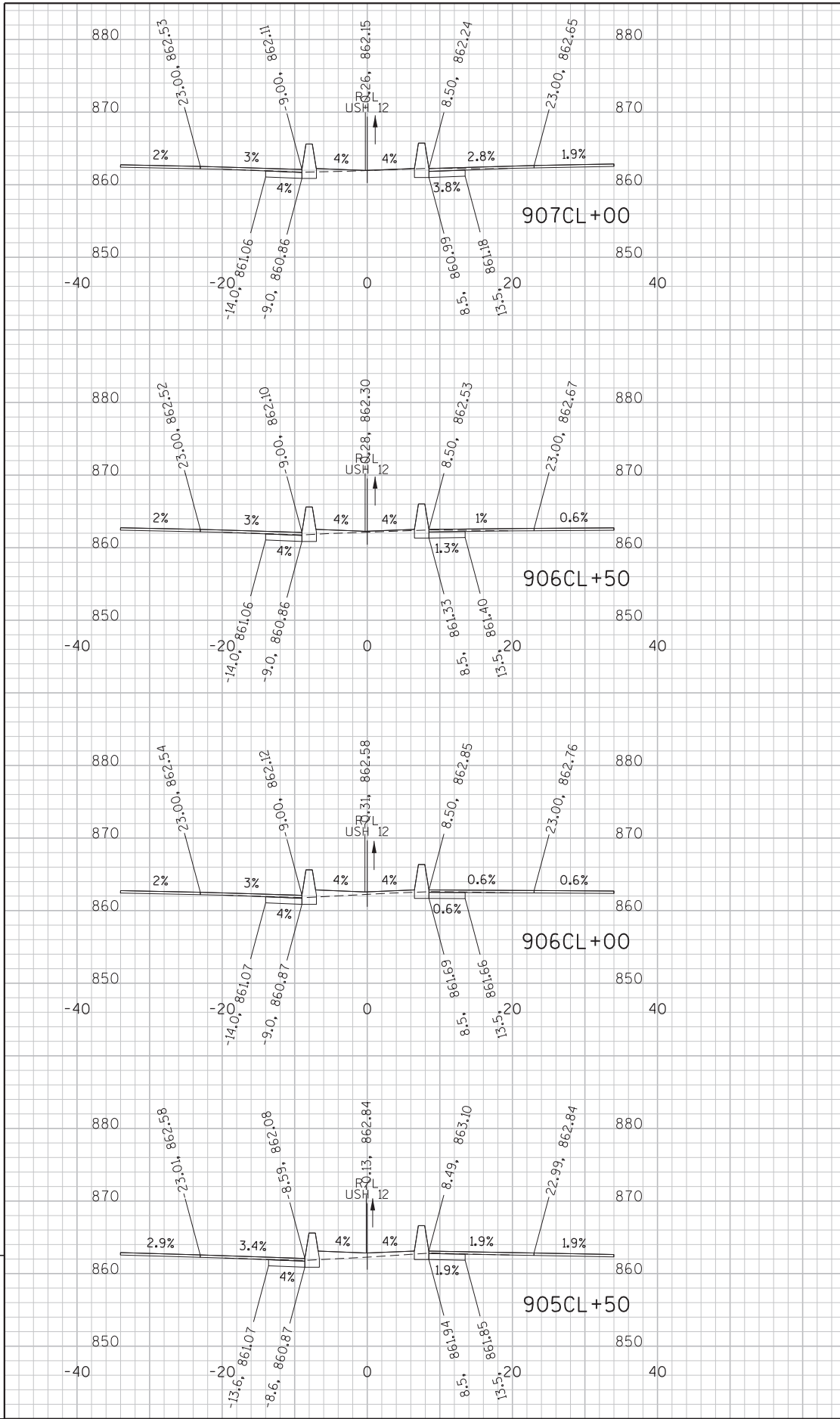




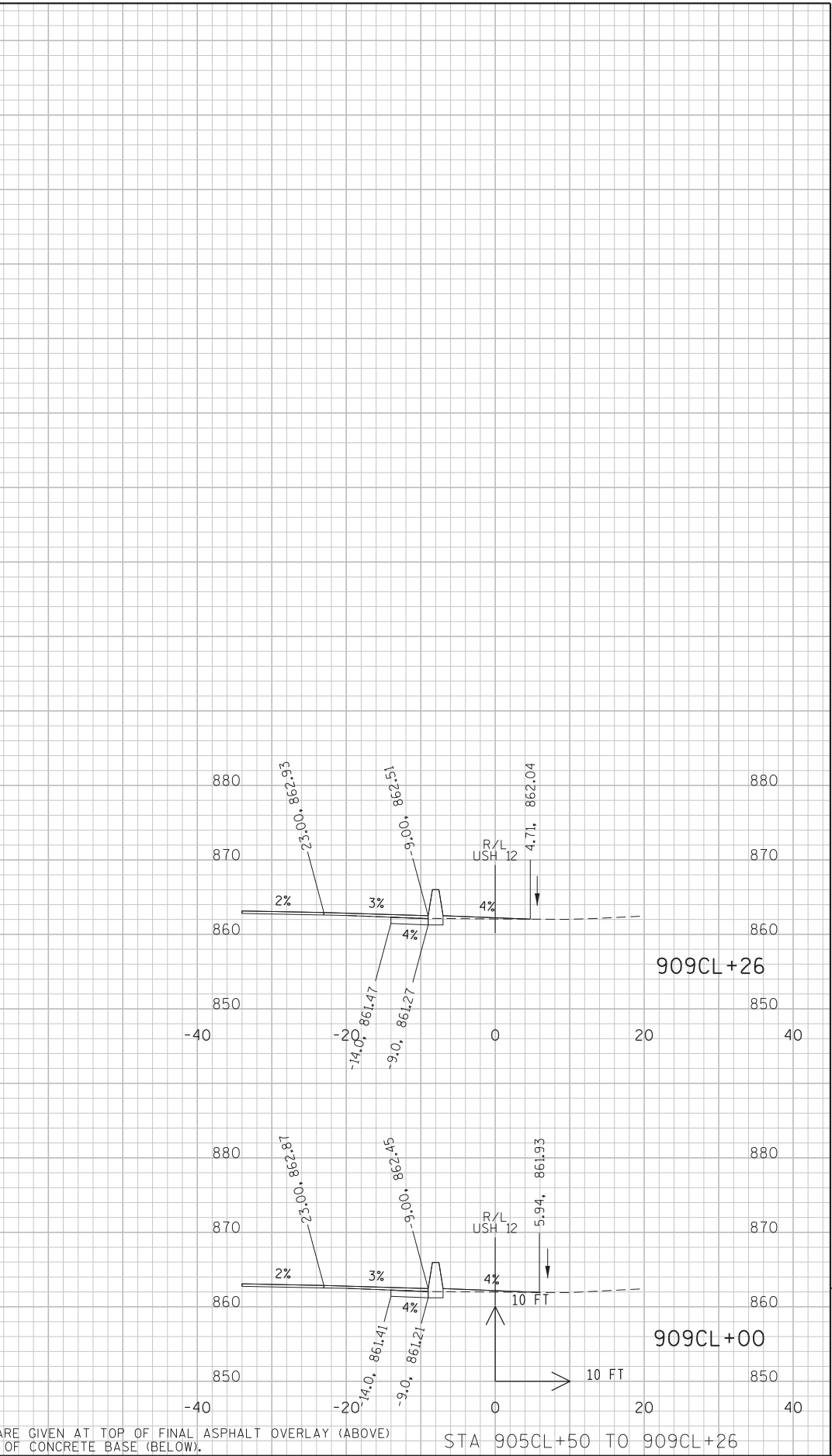




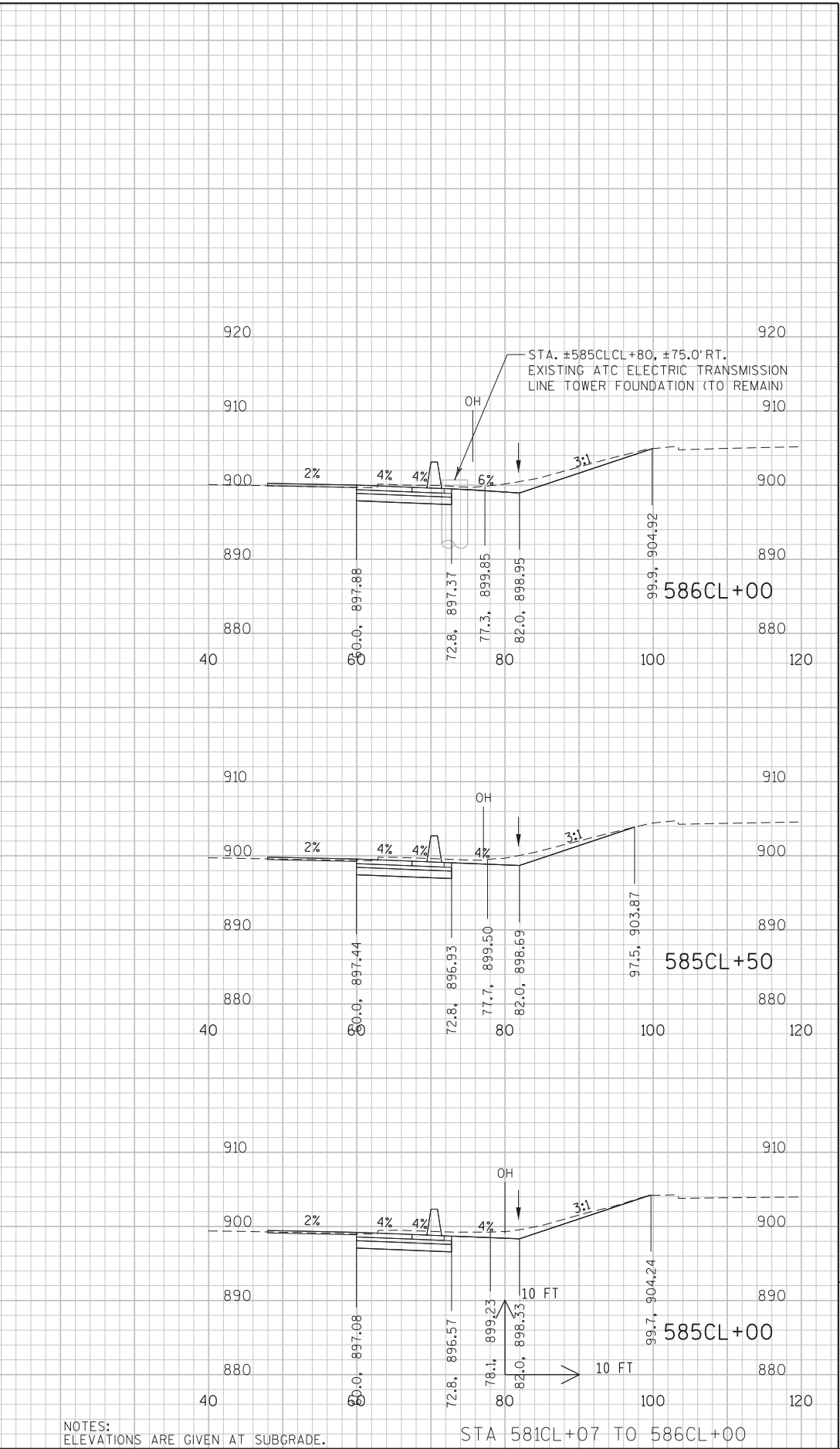
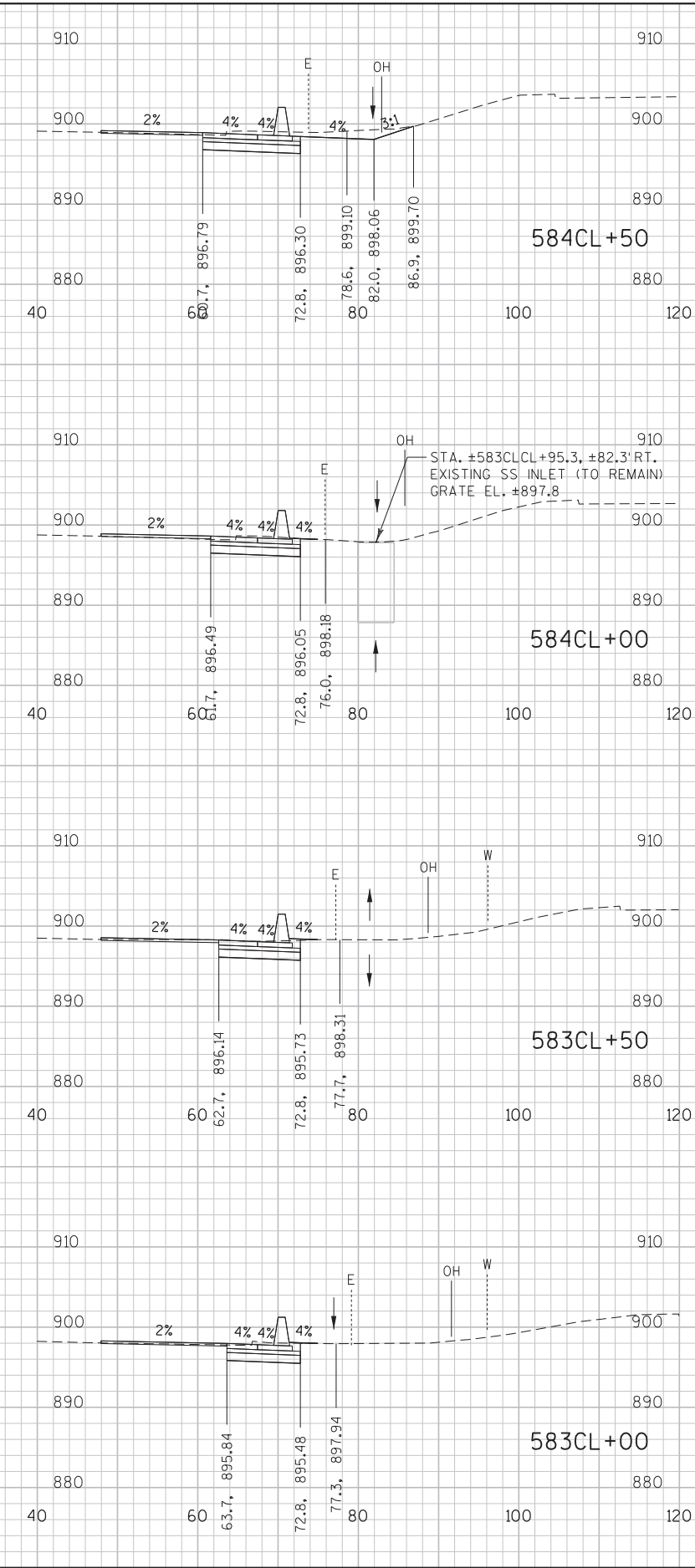
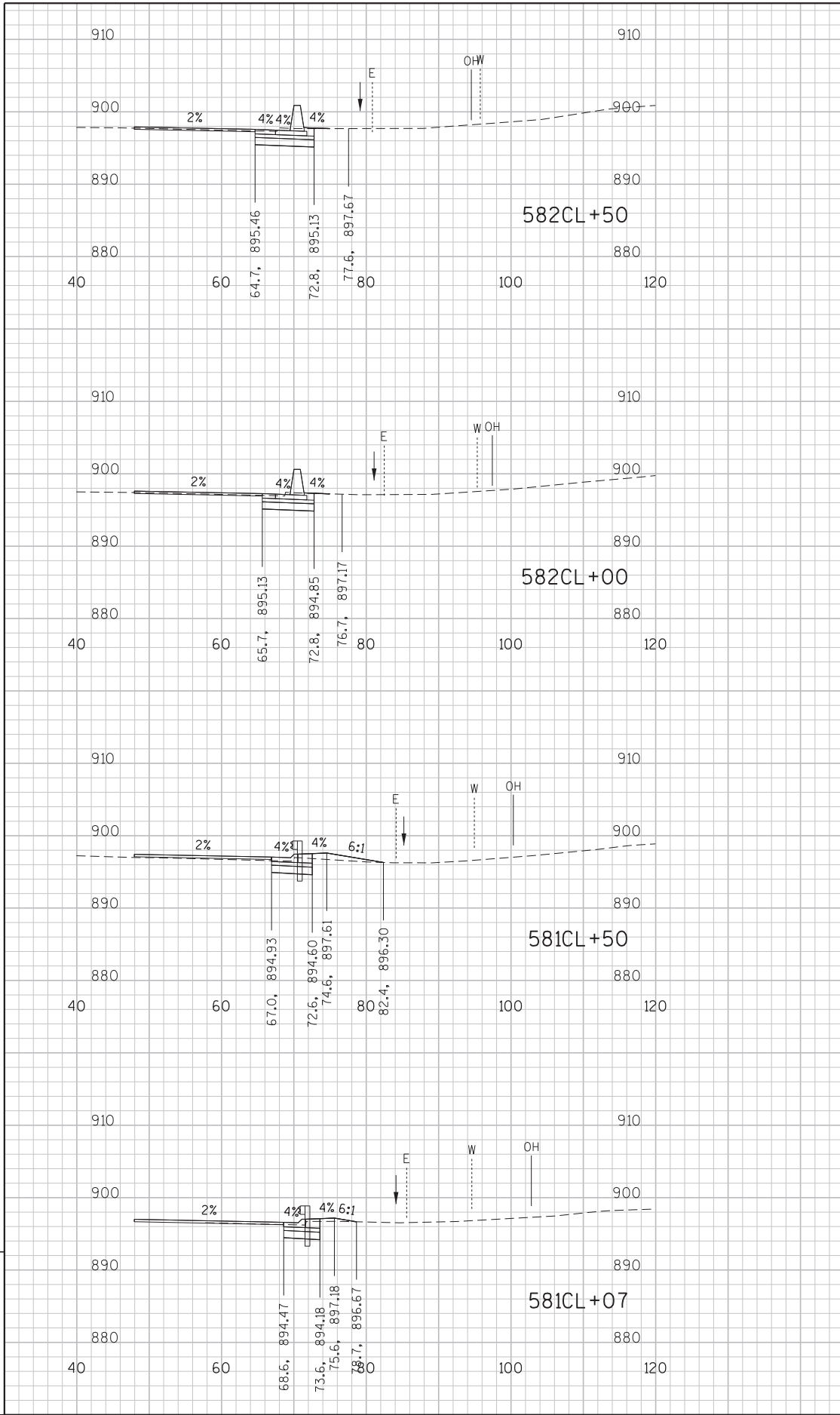
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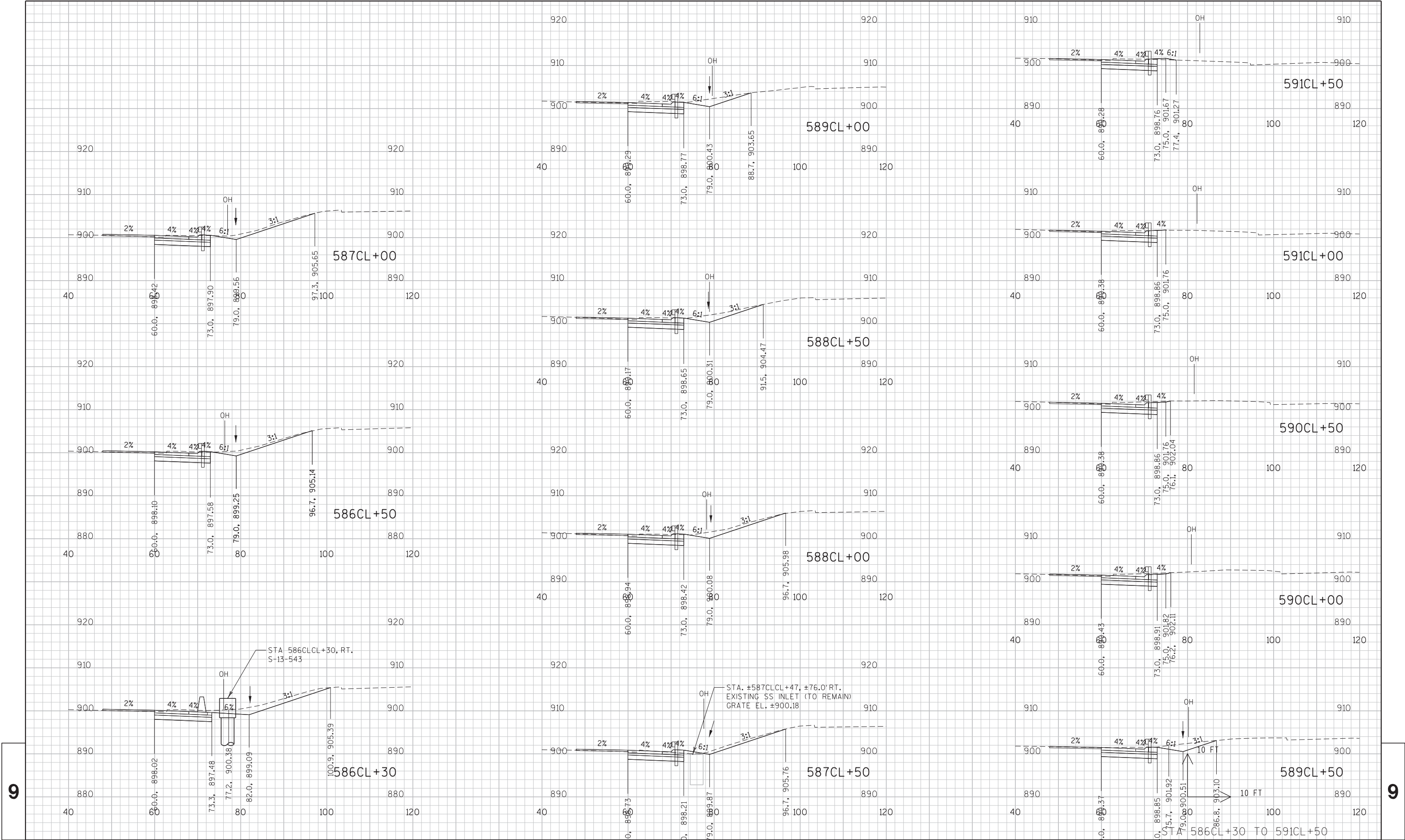


STA. ±908CLCL+40, ±2.0' RT.
EXISTING SS INLET (TO REMAIN)
GRATE EL. ±859.12



9



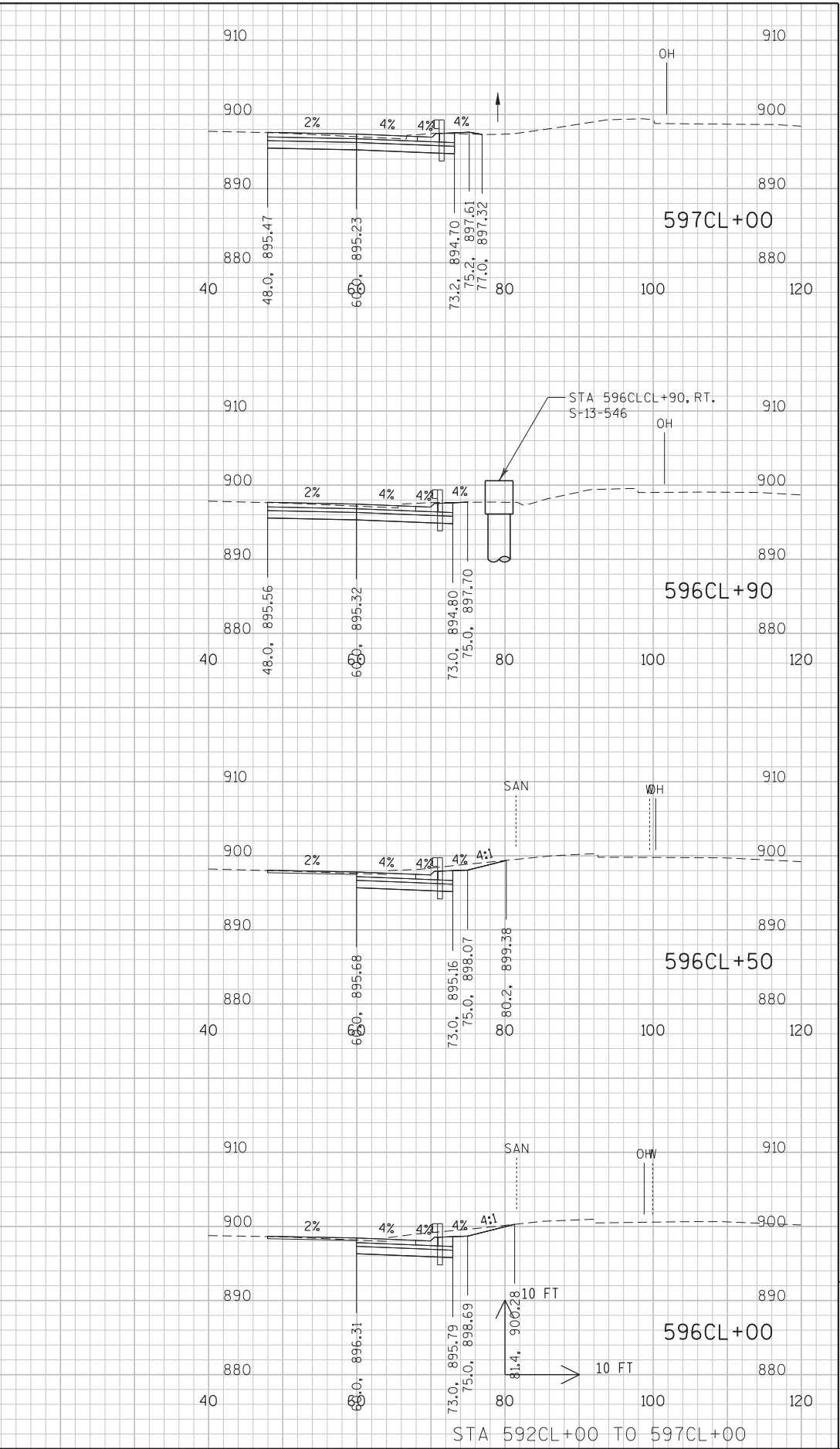
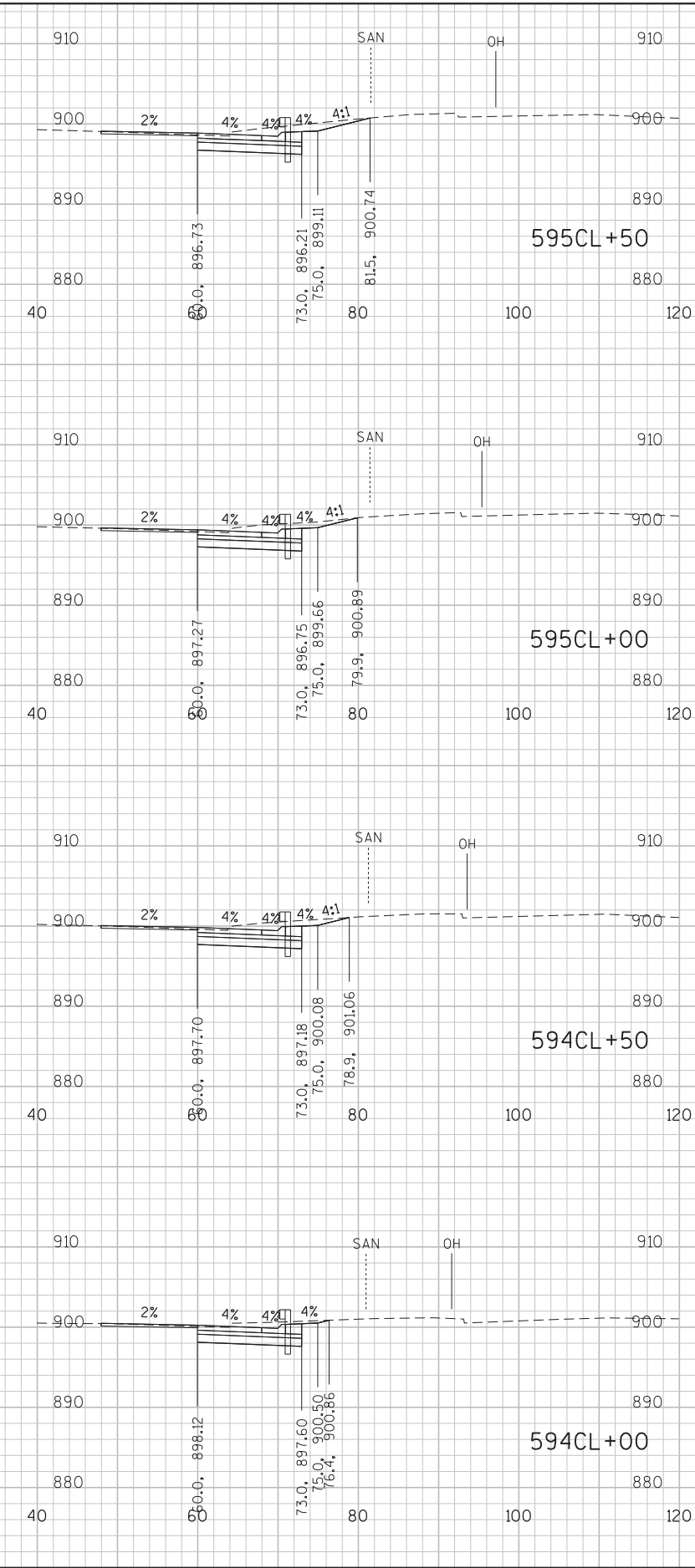
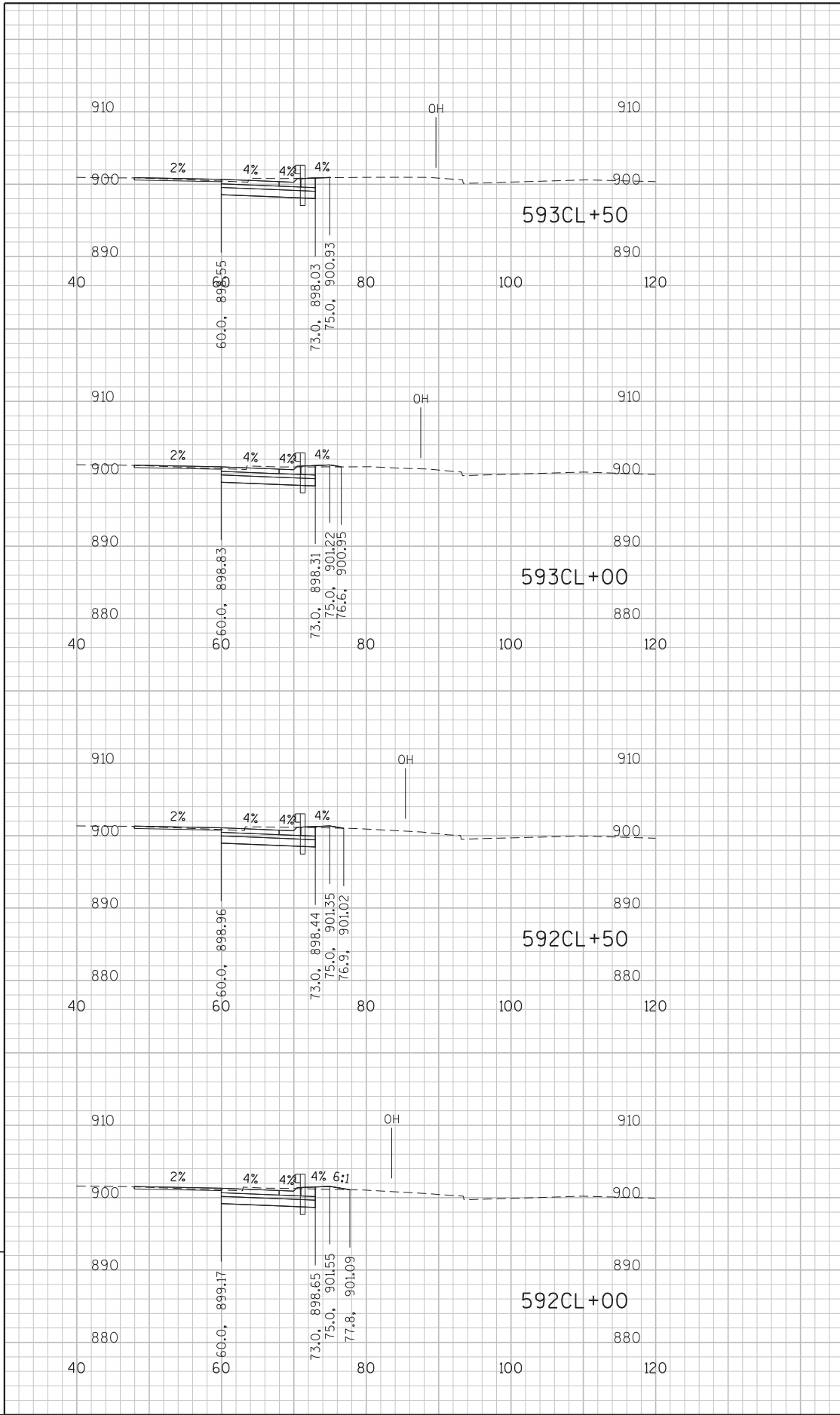


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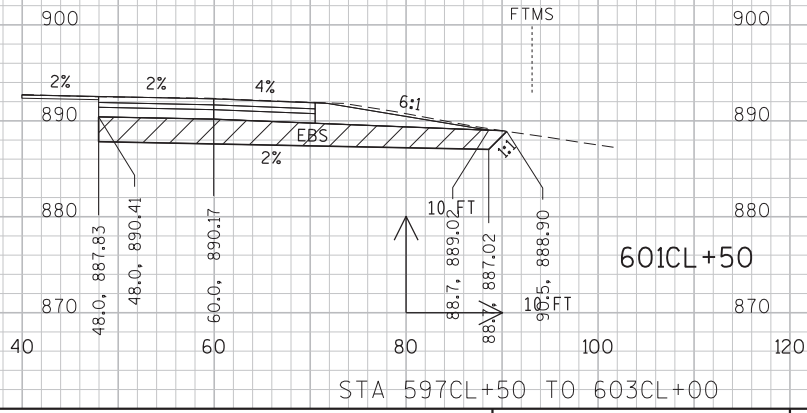
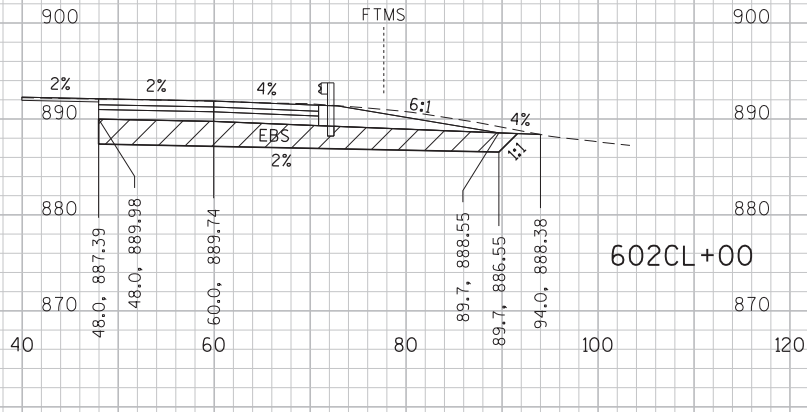
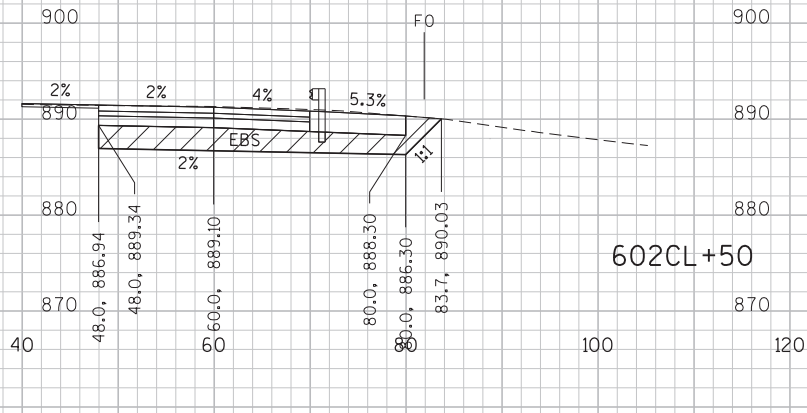
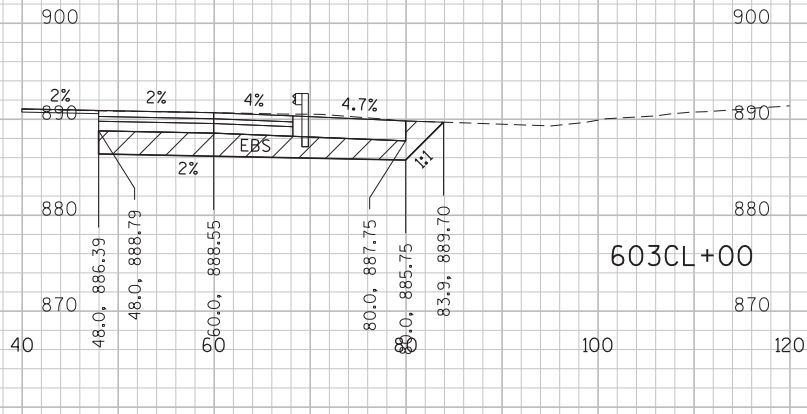
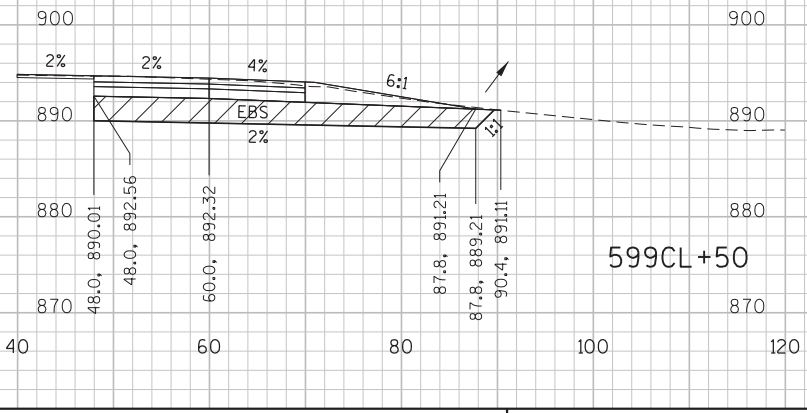
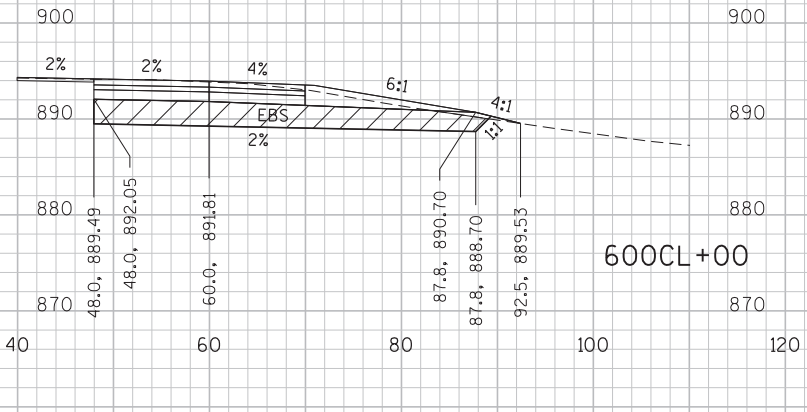
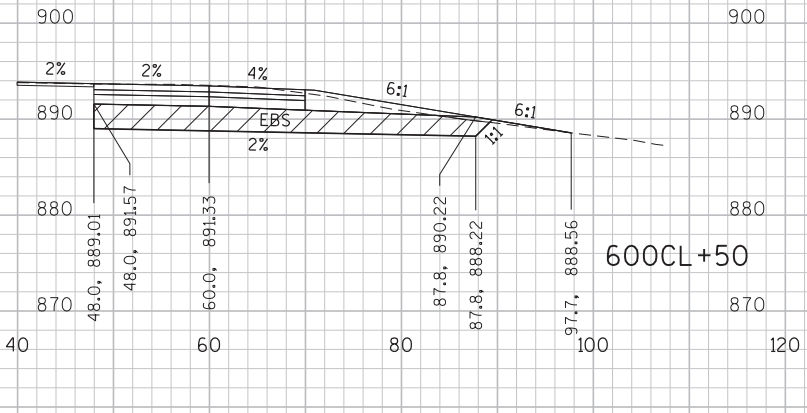
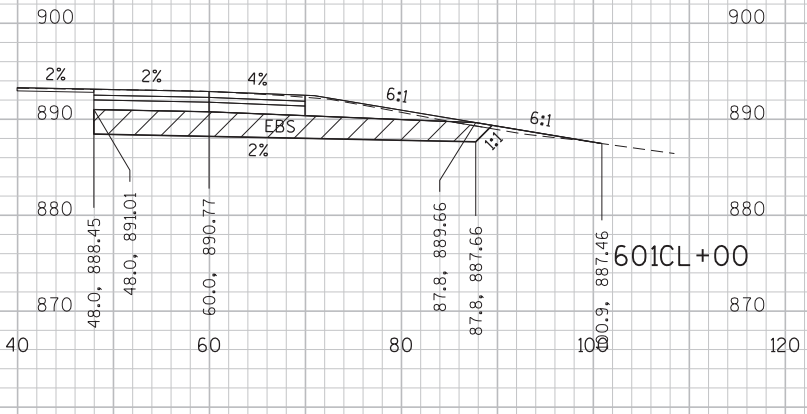
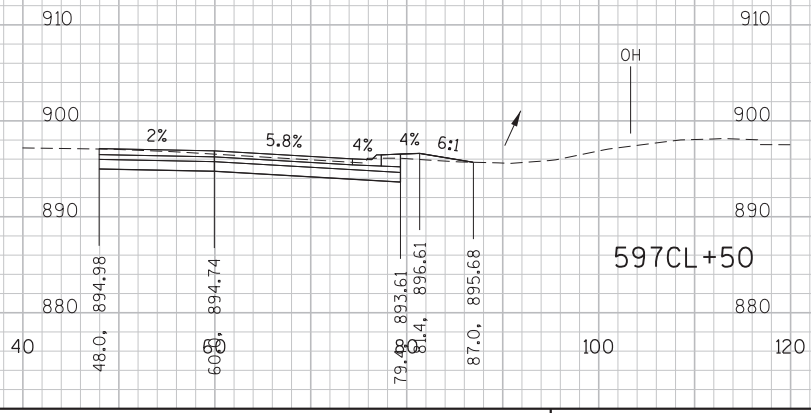
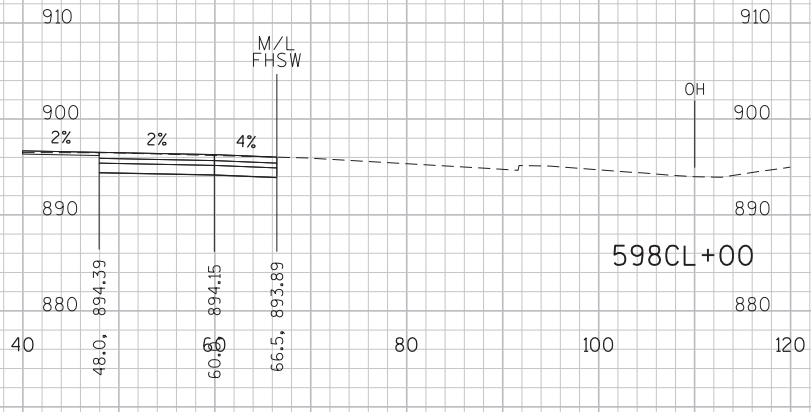
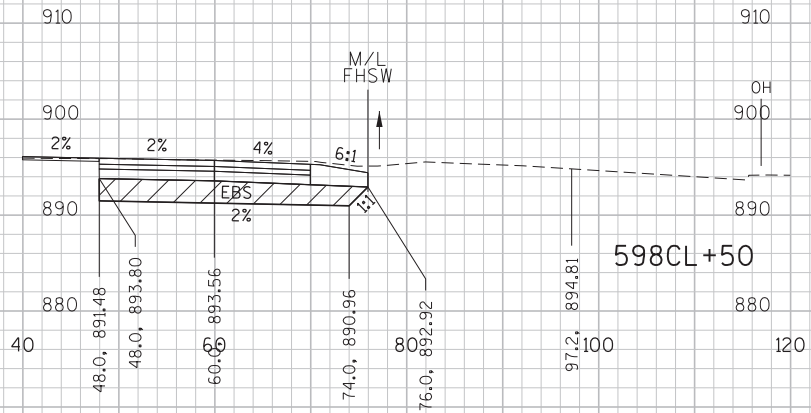
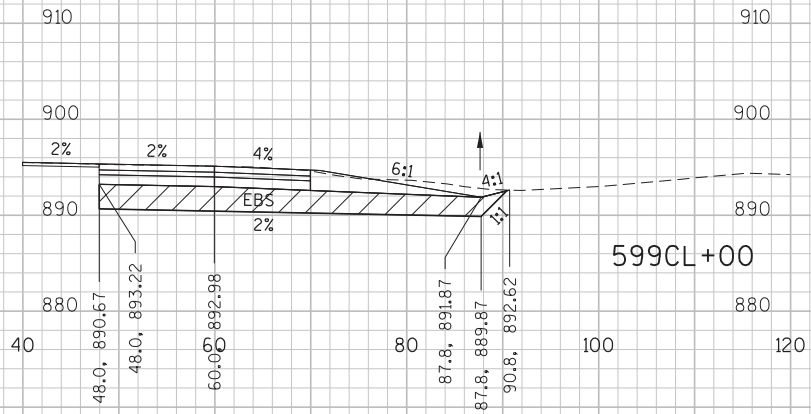
PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: USH 12 (EB OUTSIDE)	SHEET	E
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9



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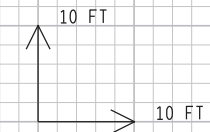
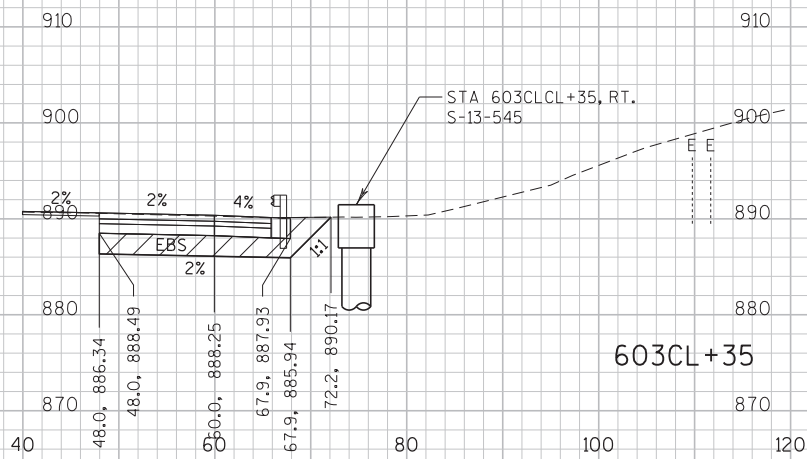
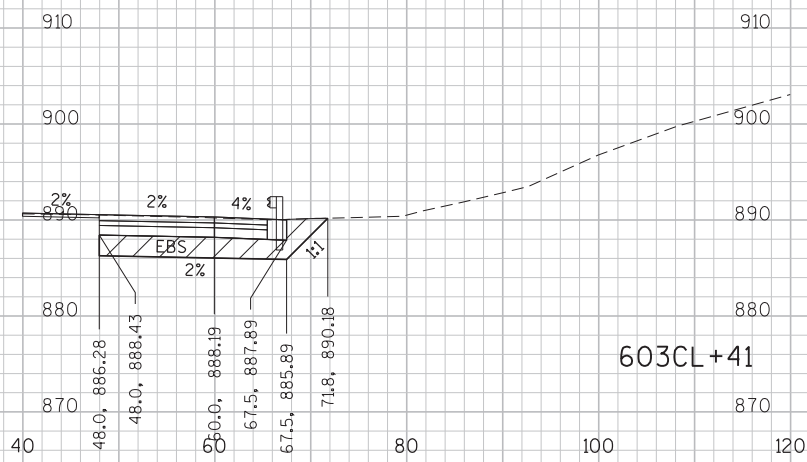
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STA 597CL+50 TO 603CL+00

9

9



STA 603CL+35 TO 603CL+41

9

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

CROSS SECTIONS: USH 12 (EB OUTSIDE)

SHEET

E

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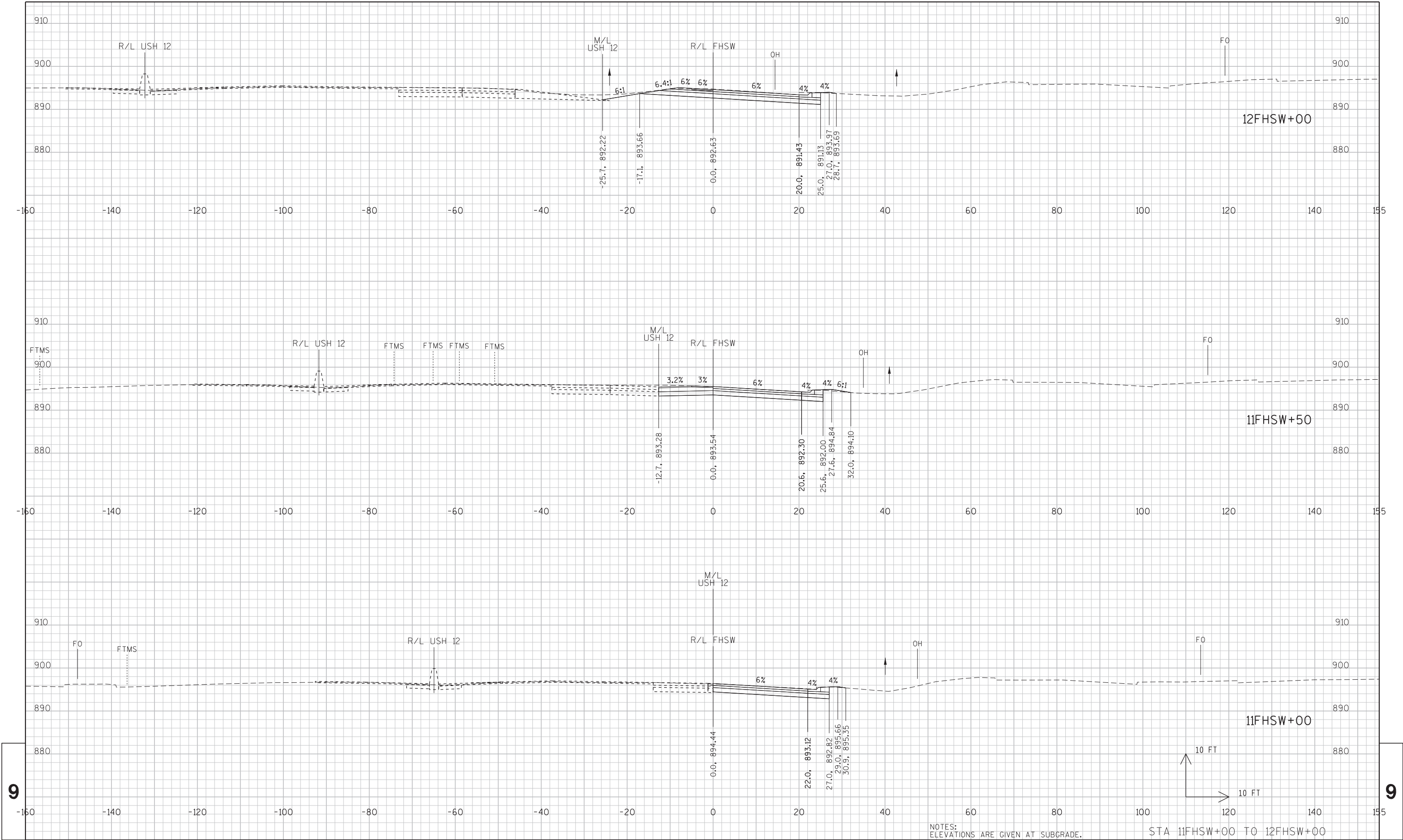
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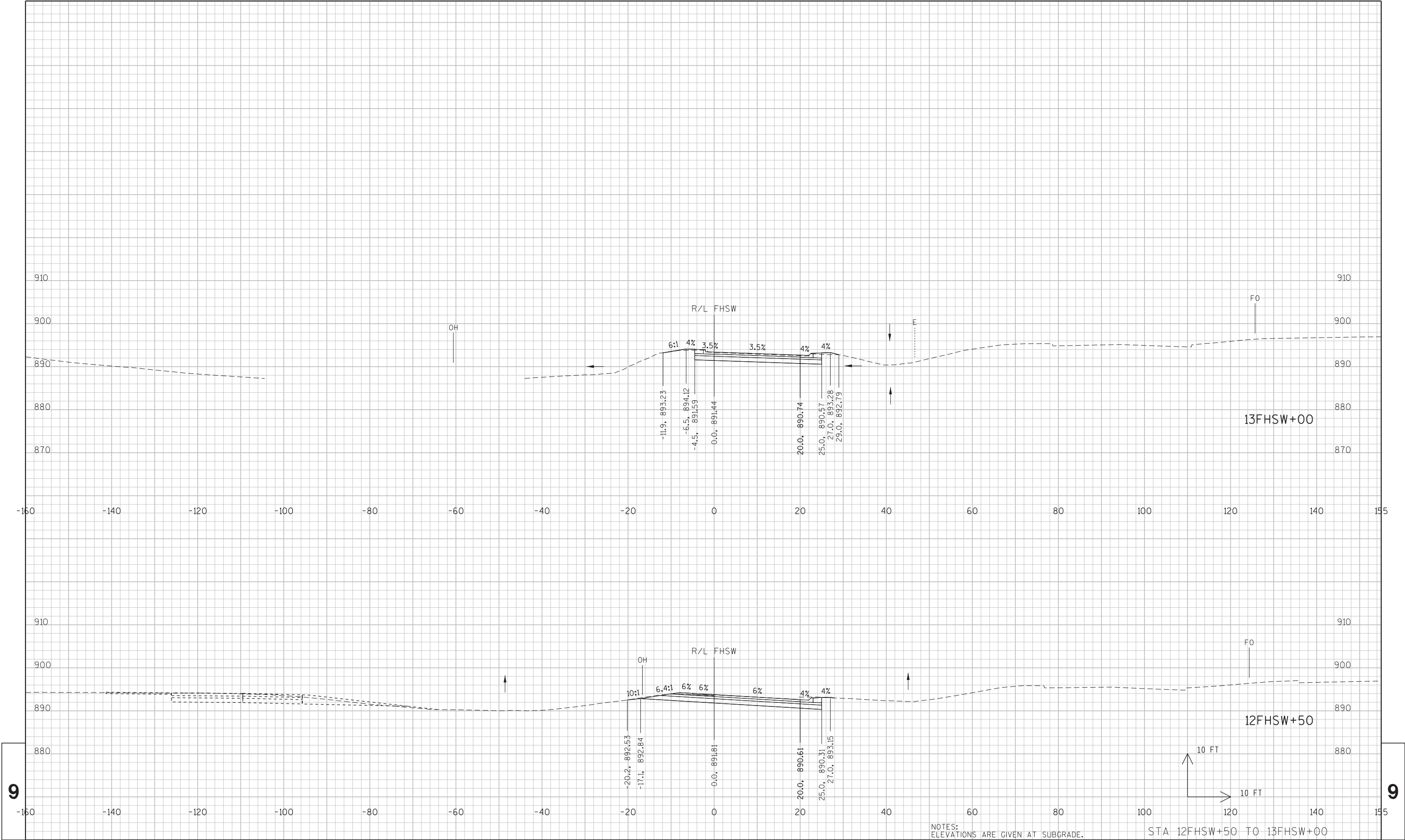
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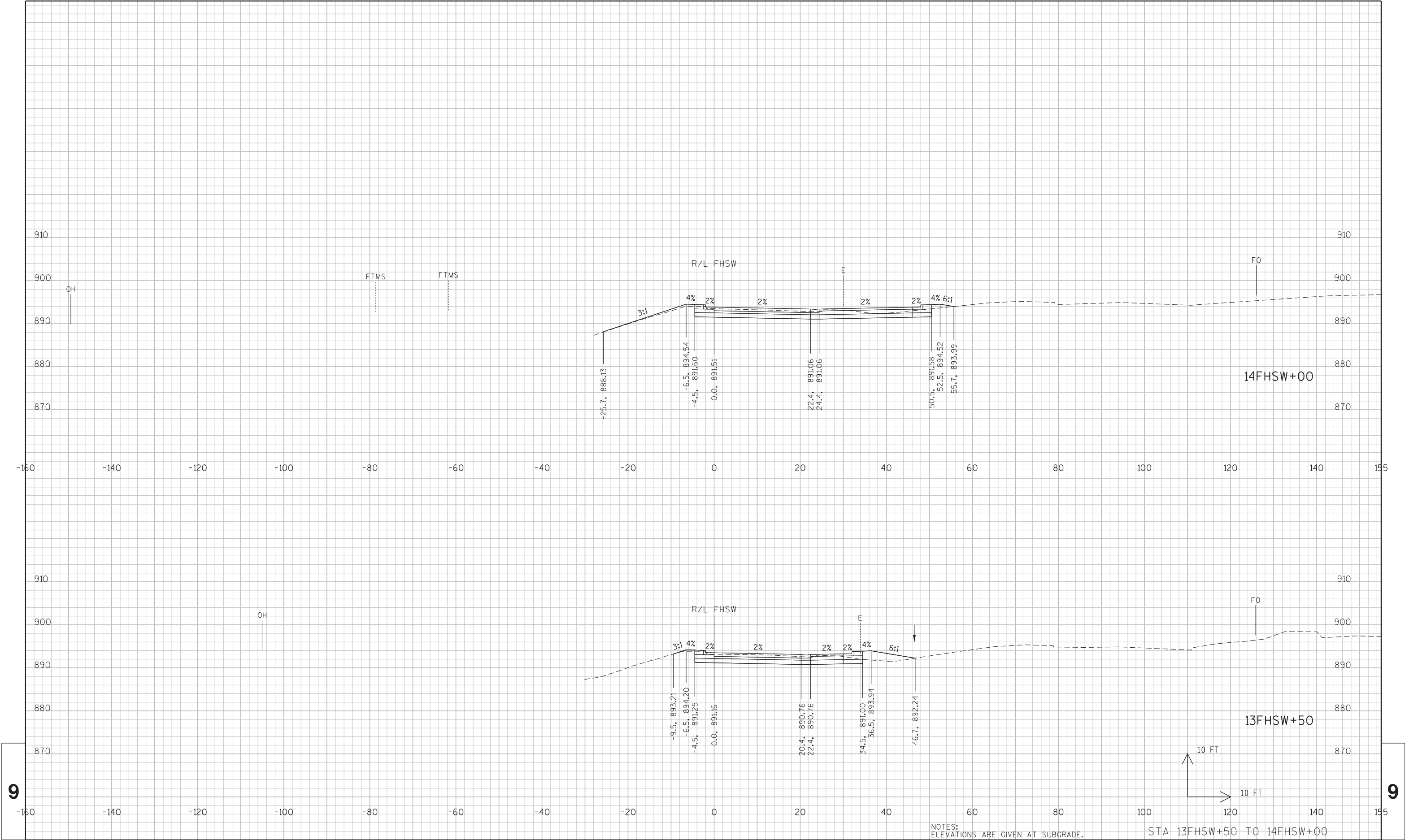
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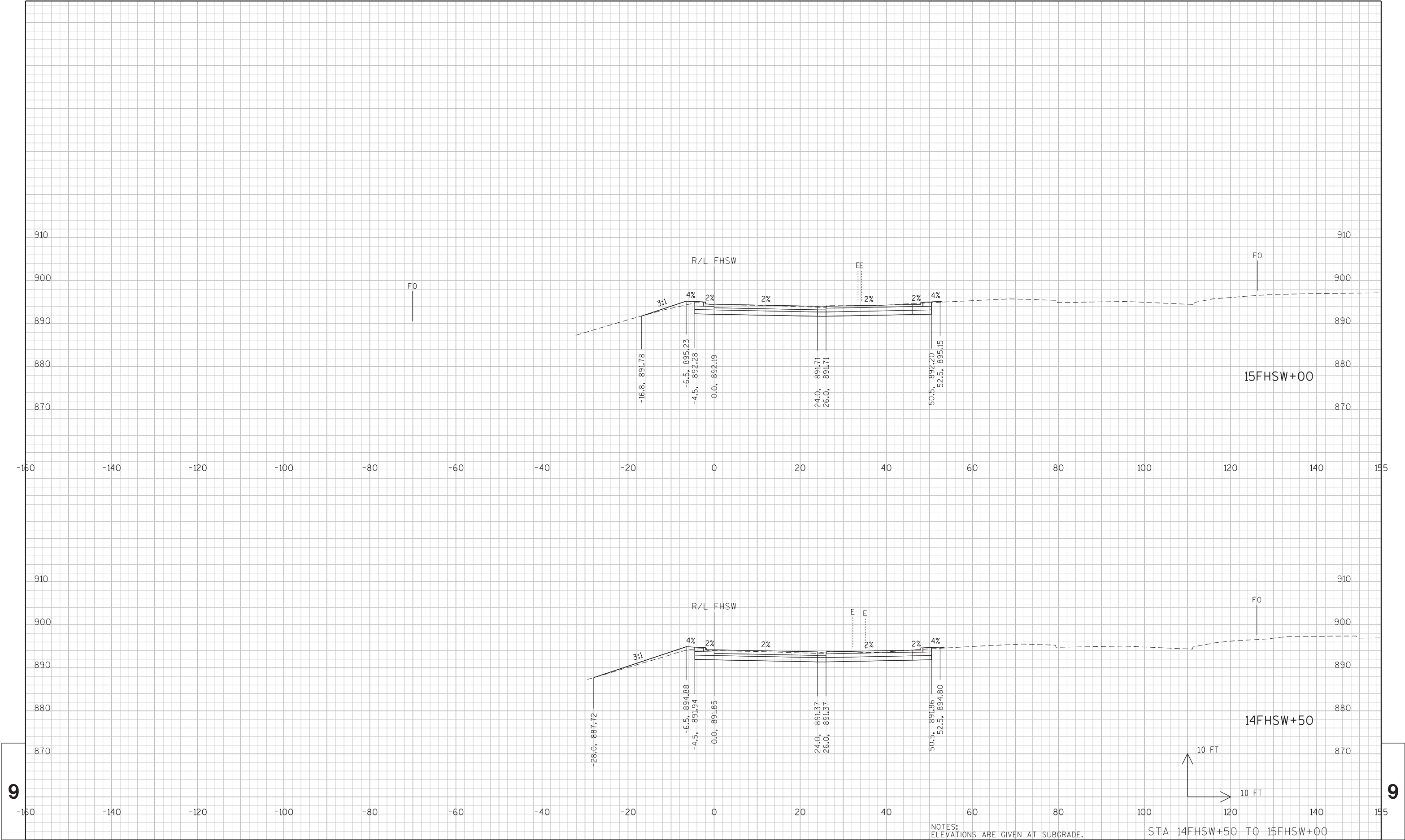
PLOT SCALE : 10:1

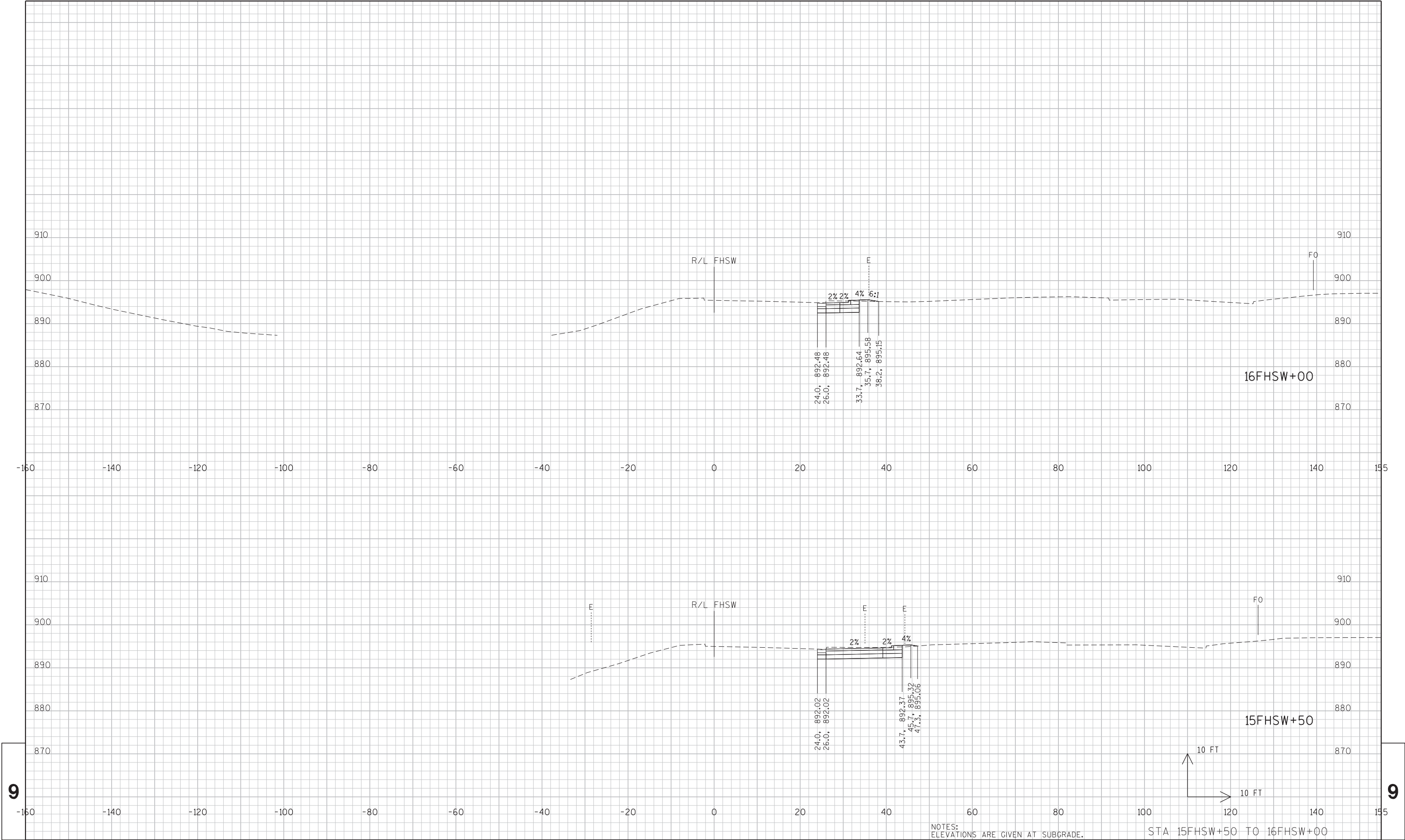
WISDOT/CADDs SHEET 21











PROJECT NO: 1206-06-79

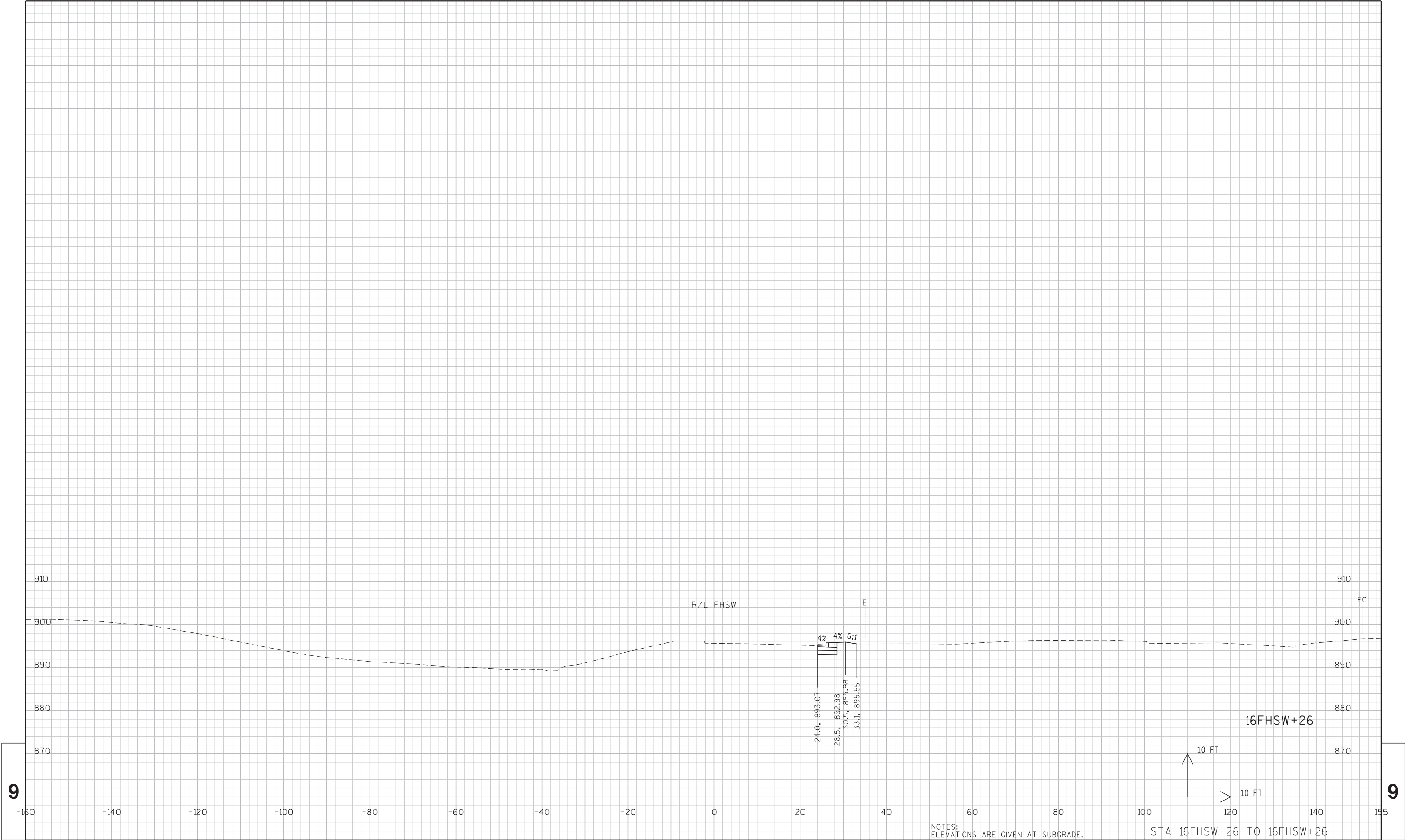
HWY: USH 12

COUNTY: DANE

CROSS SECTIONS: RAMP FHSW

SHEET

E



PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

CROSS SECTIONS: RAMP FHSW

SHEET

E

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PLOT DATE : 7/27/2020 5:13:56 AM

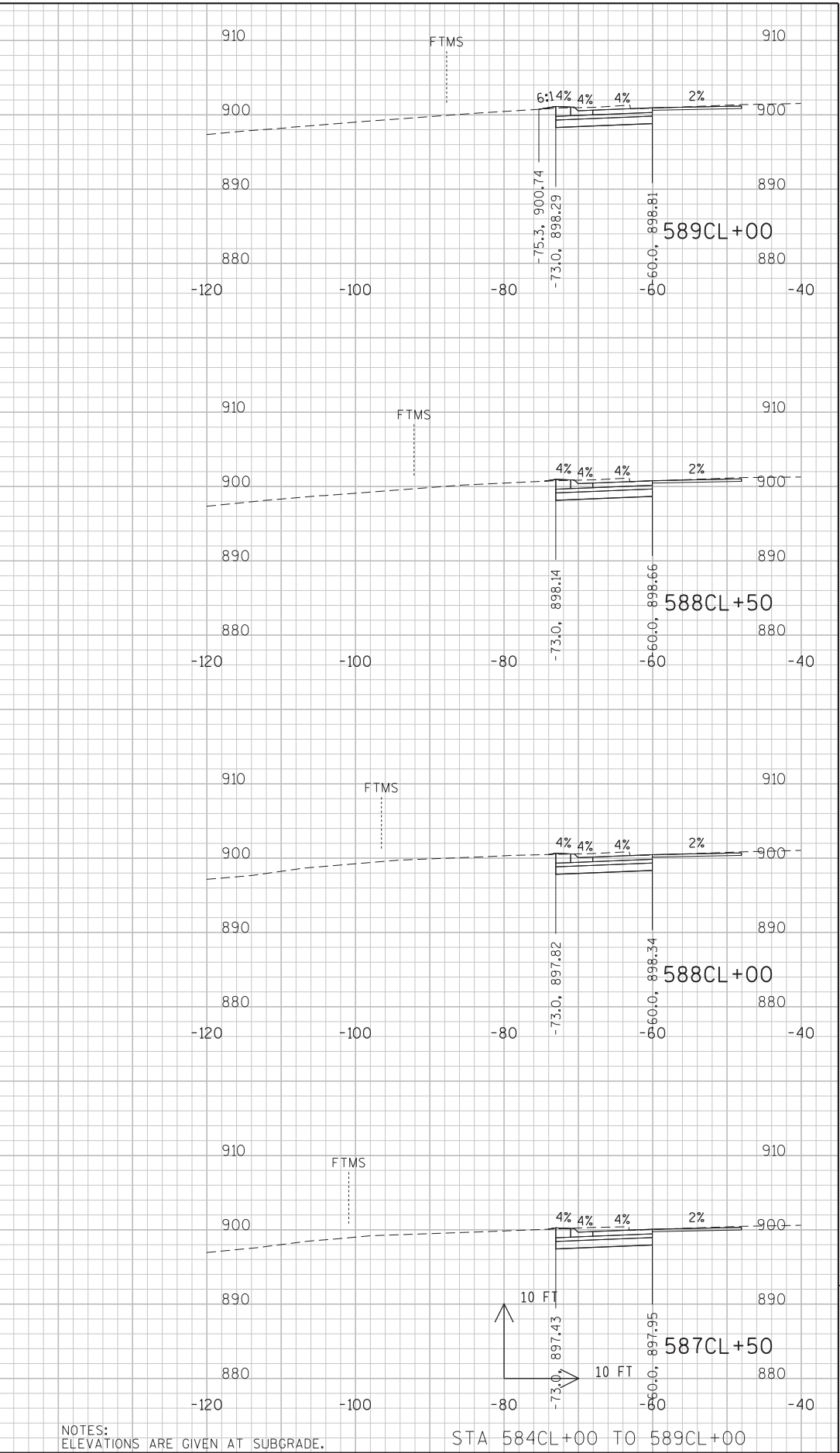
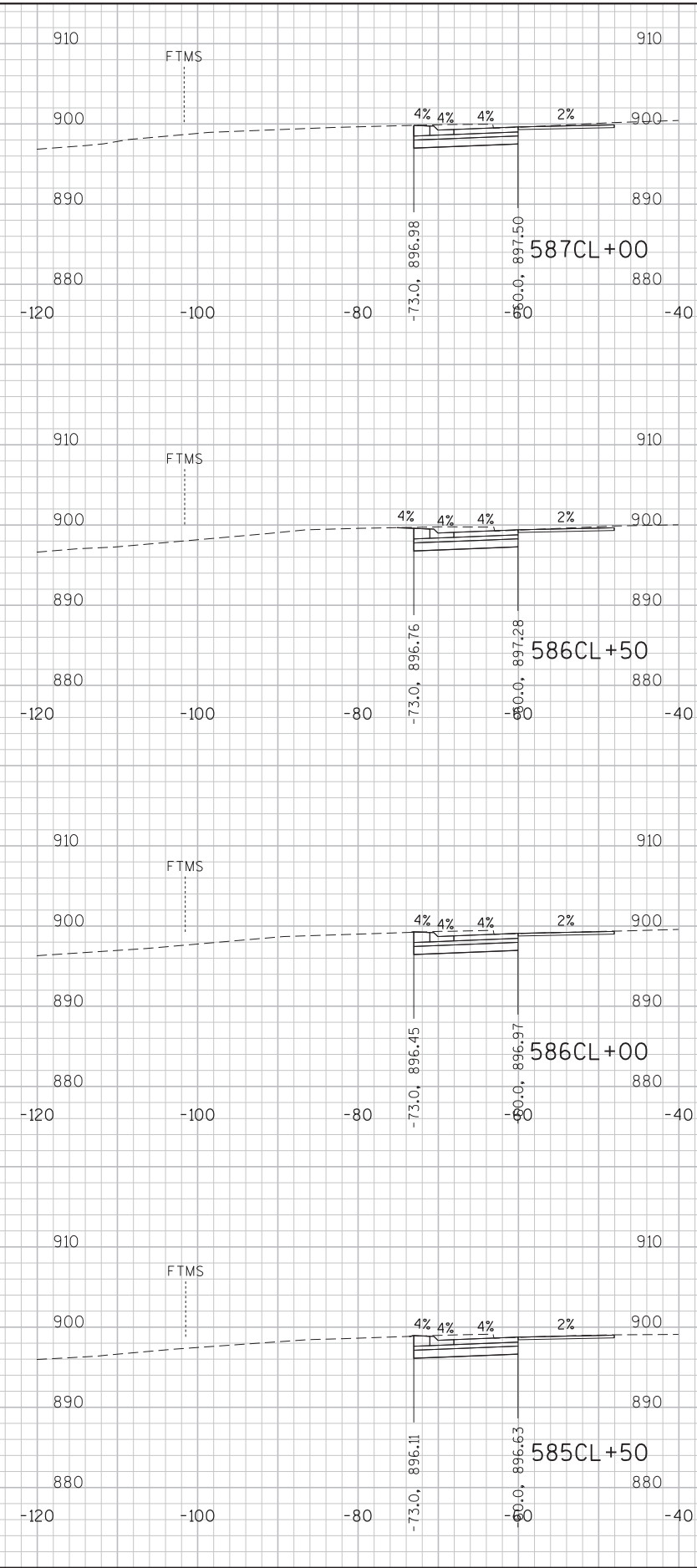
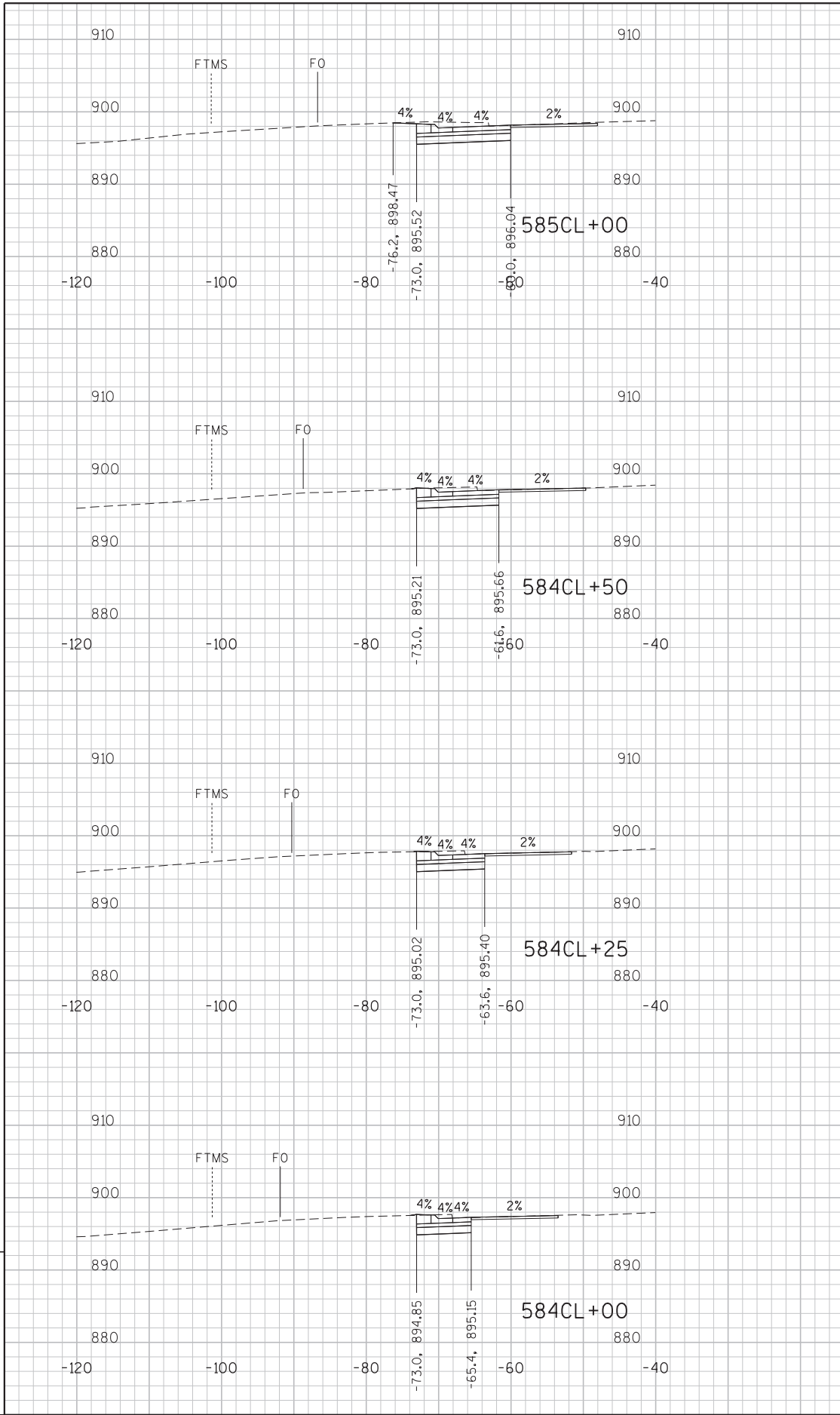
PLOT BY : dkarasek

PLOT NAME :

PLOT SCALE : 10:1

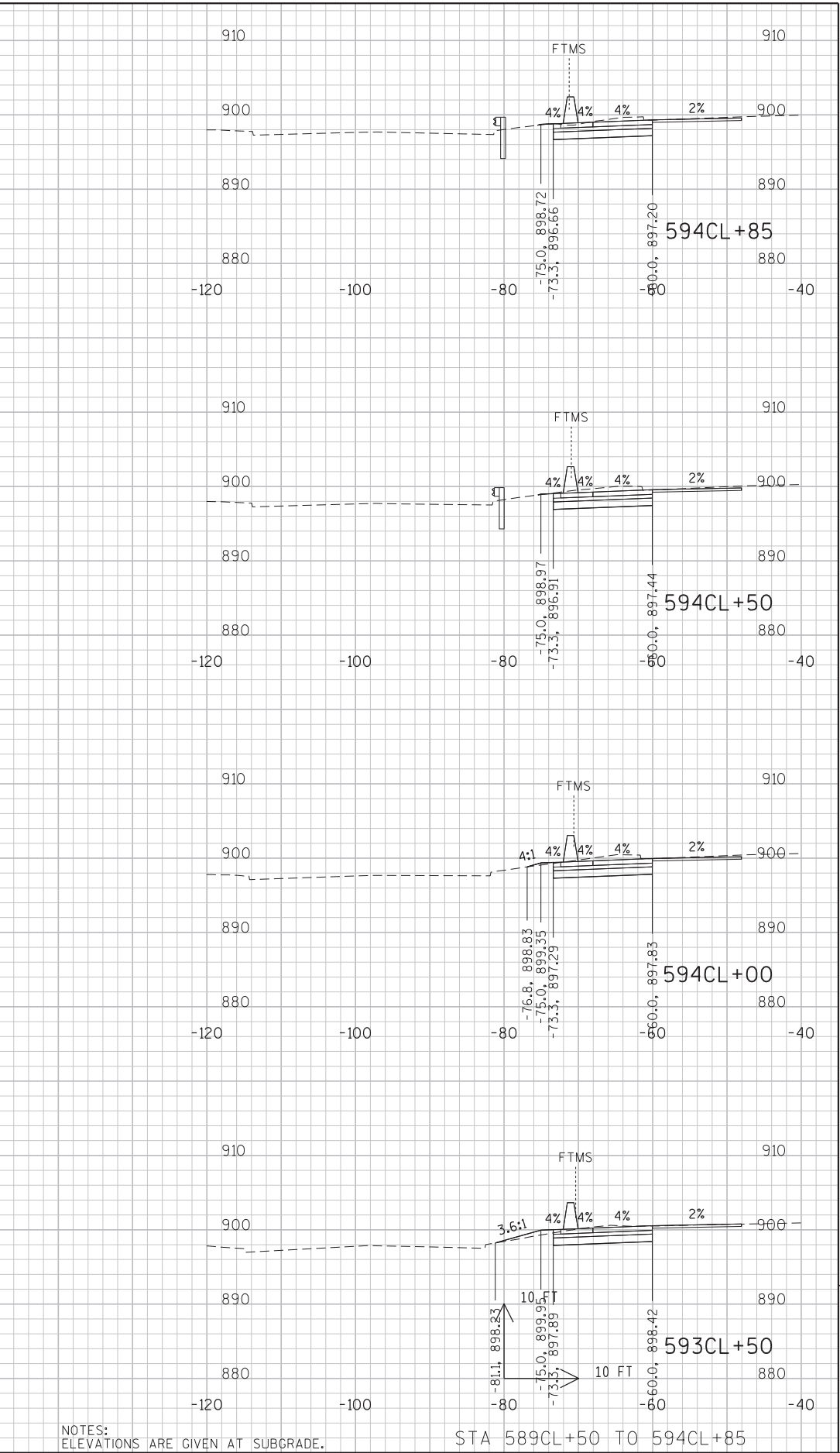
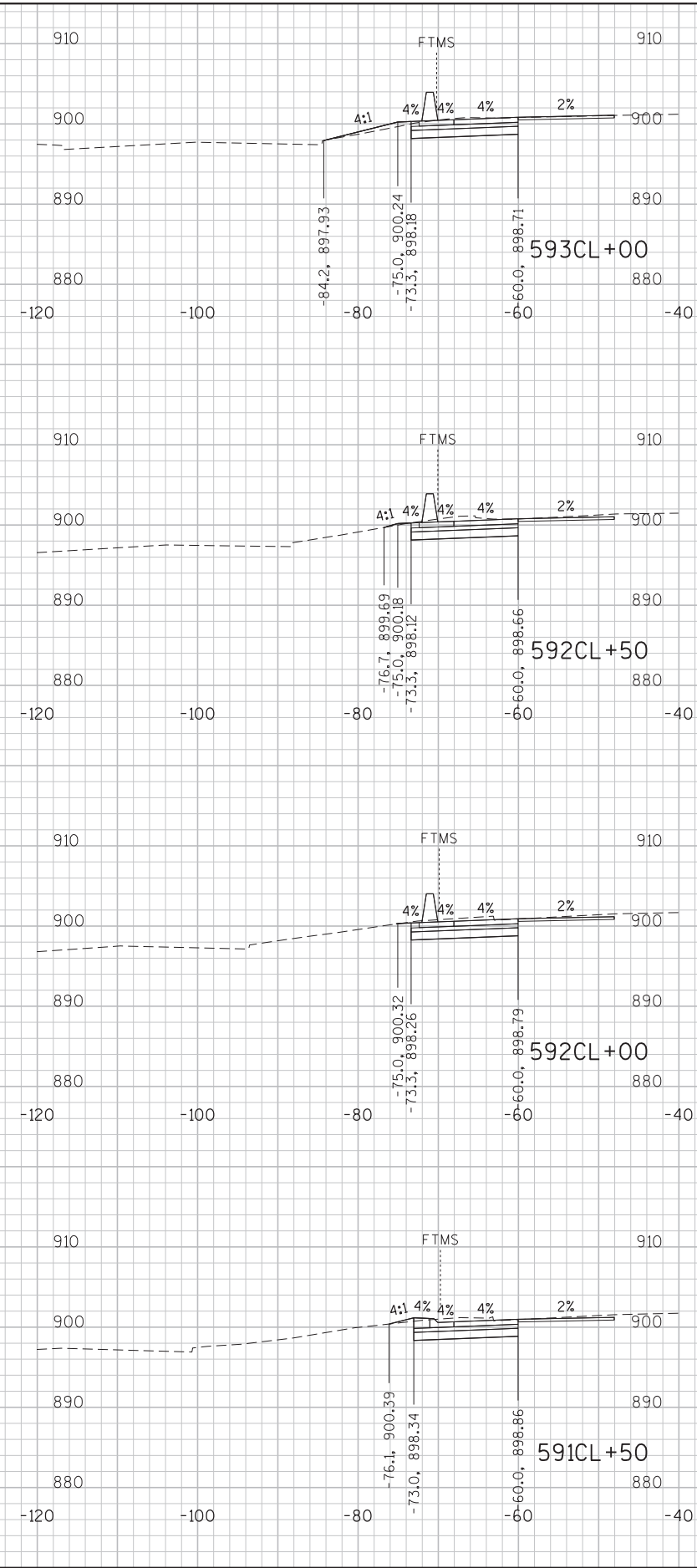
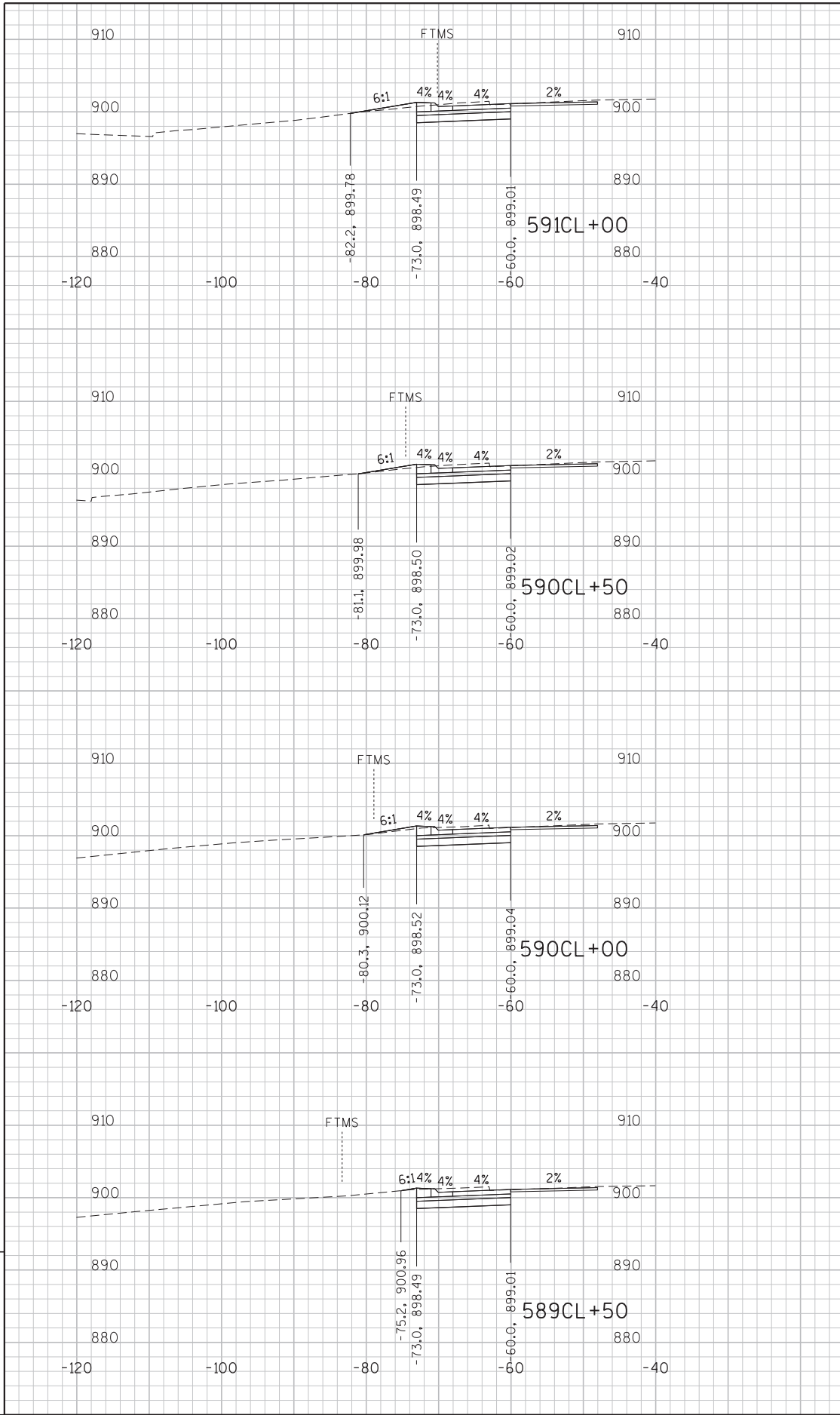
WISDOT/CADDs SHEET 21

9



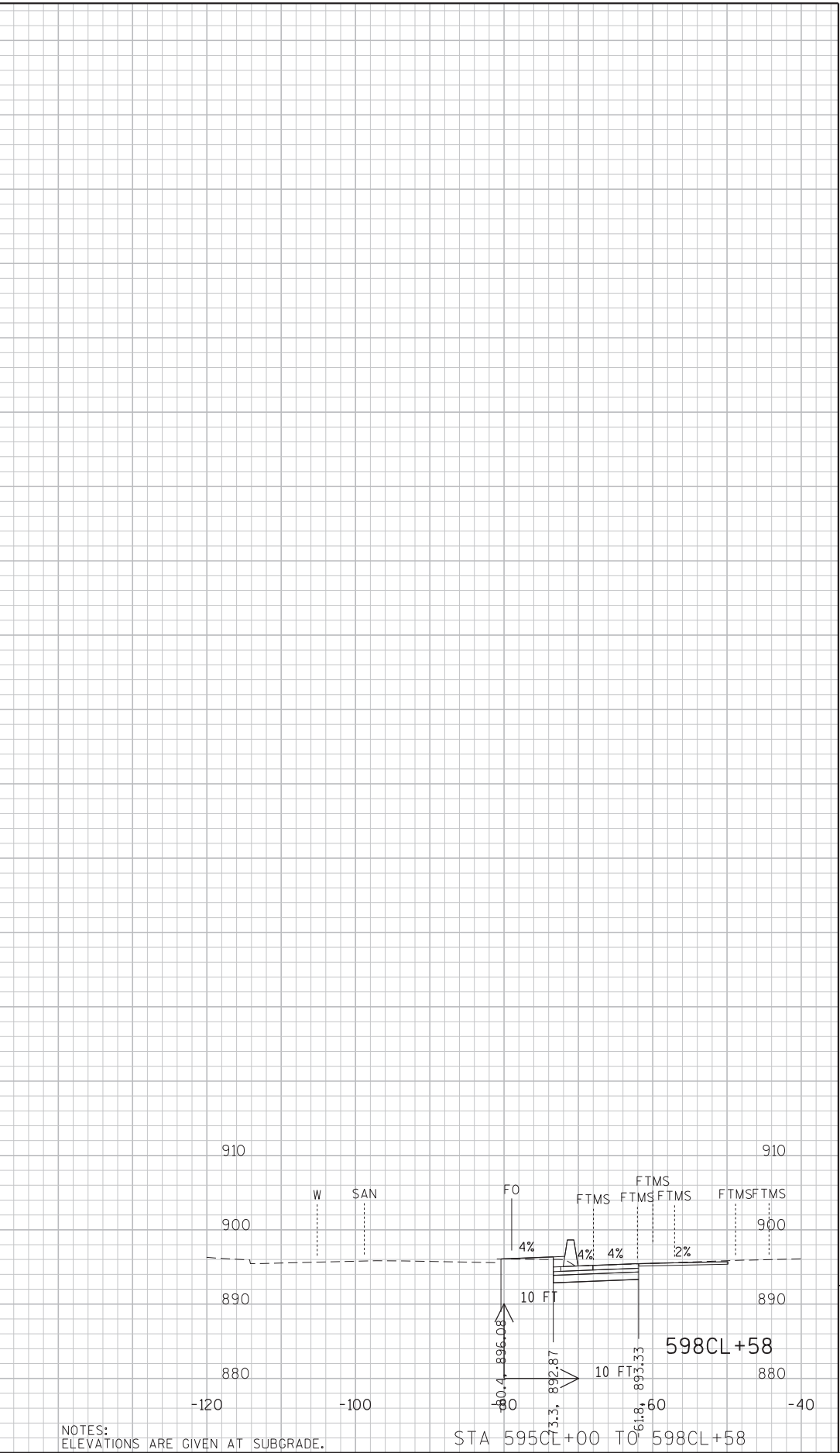
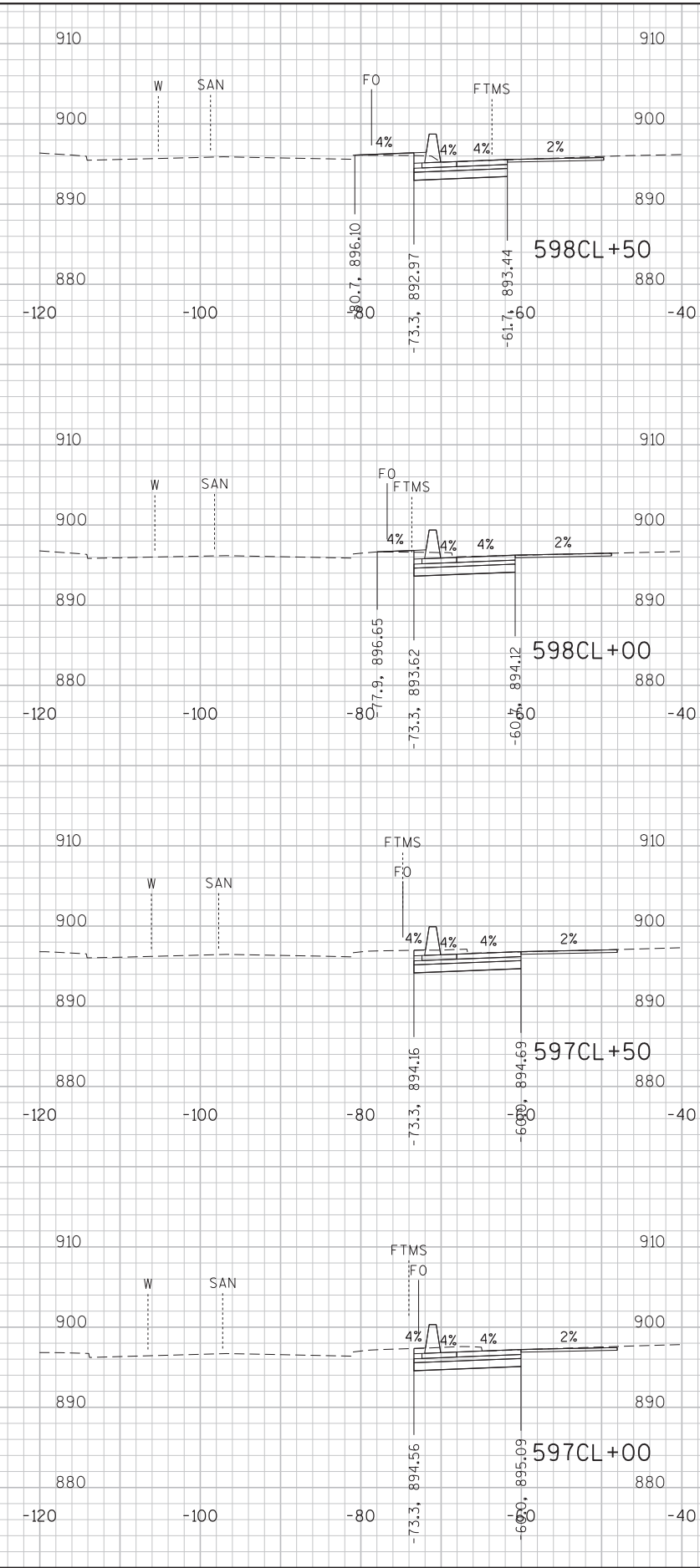
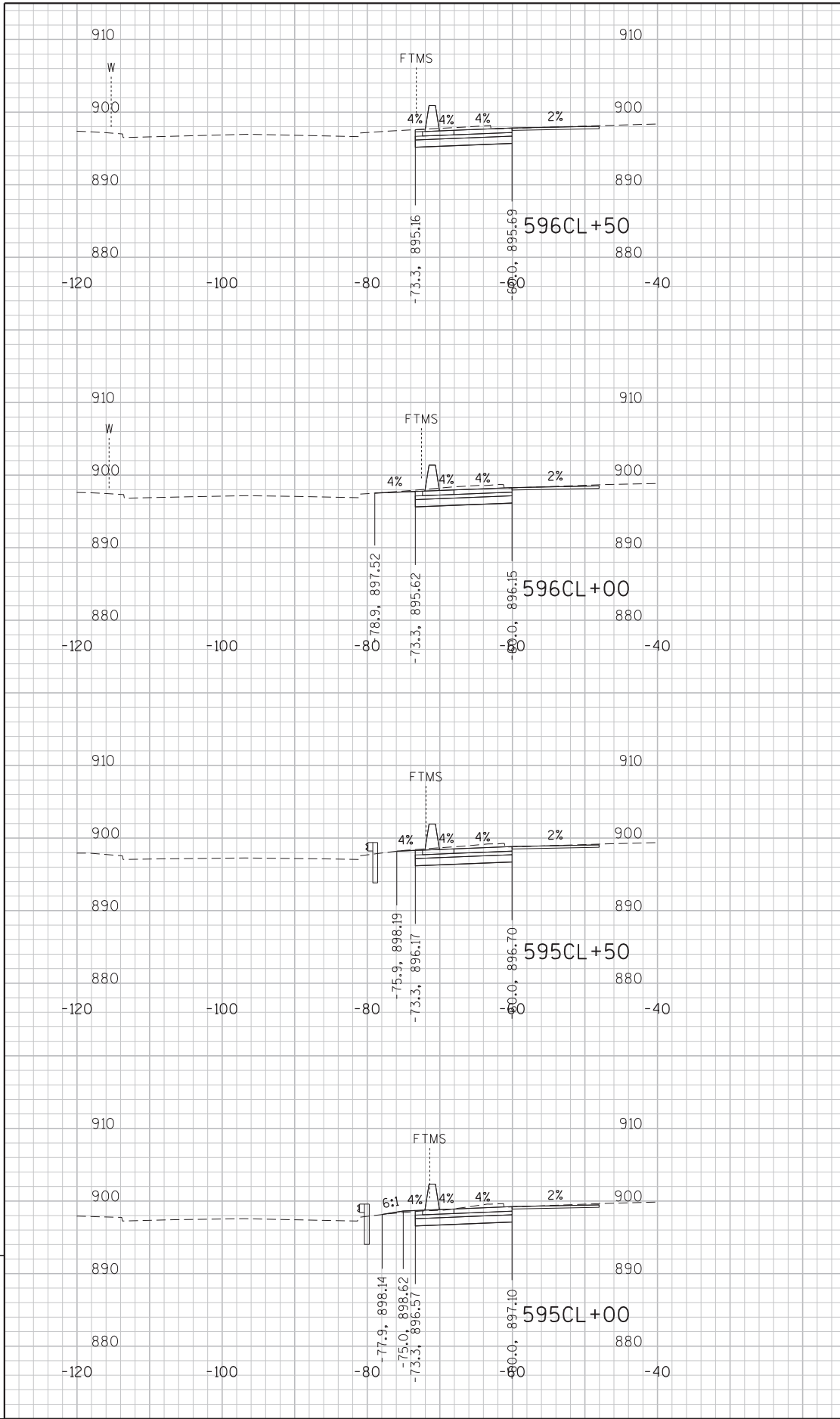
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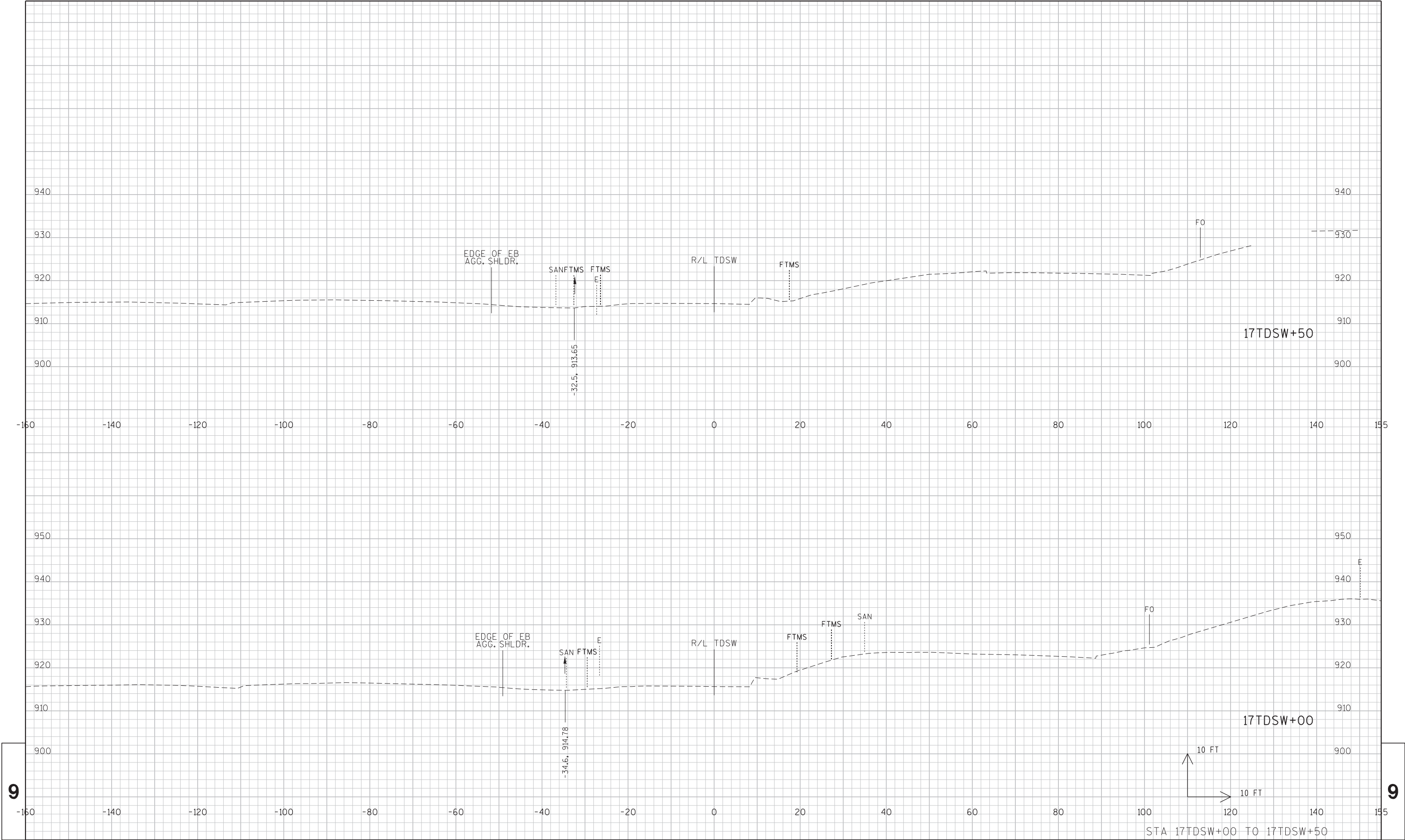


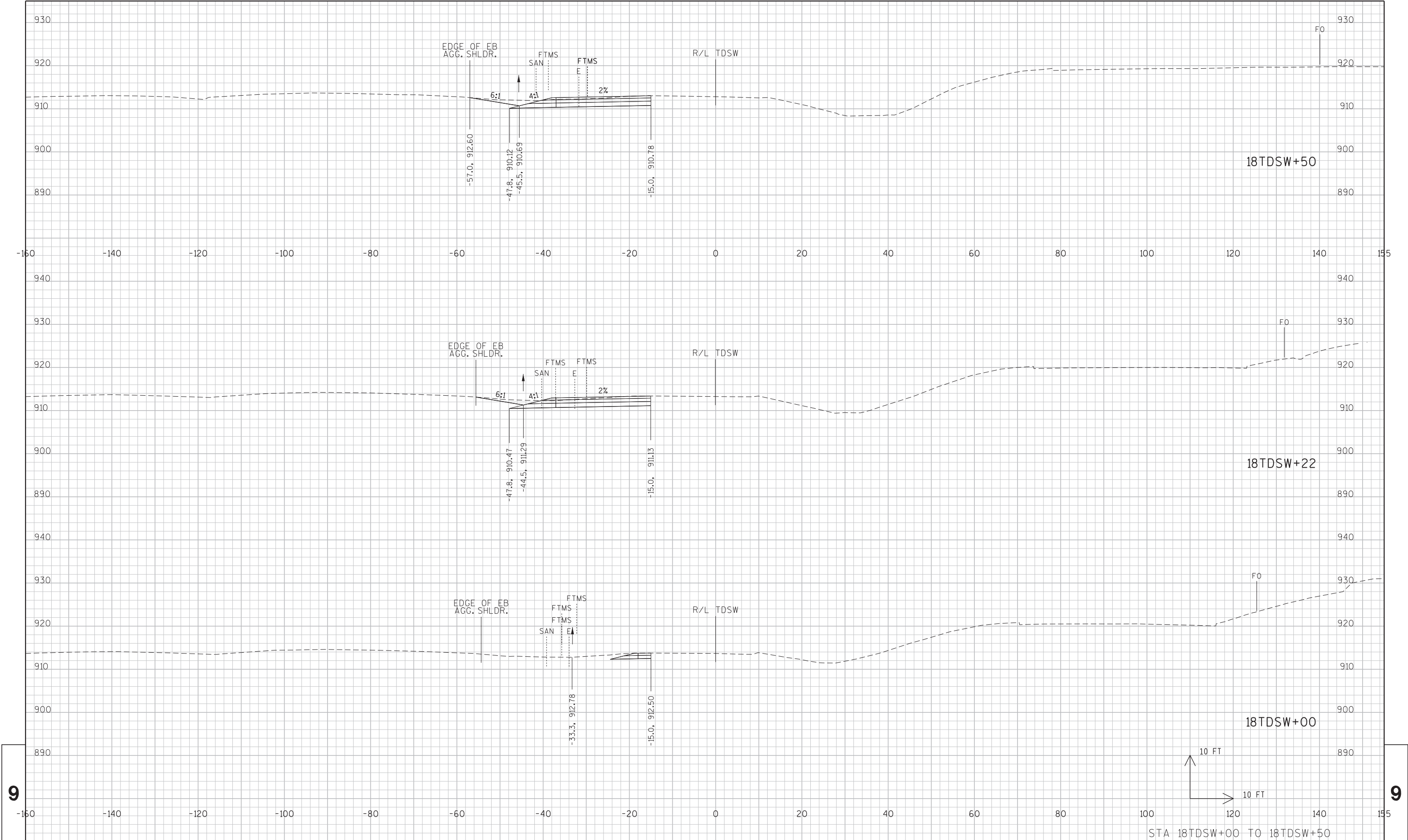
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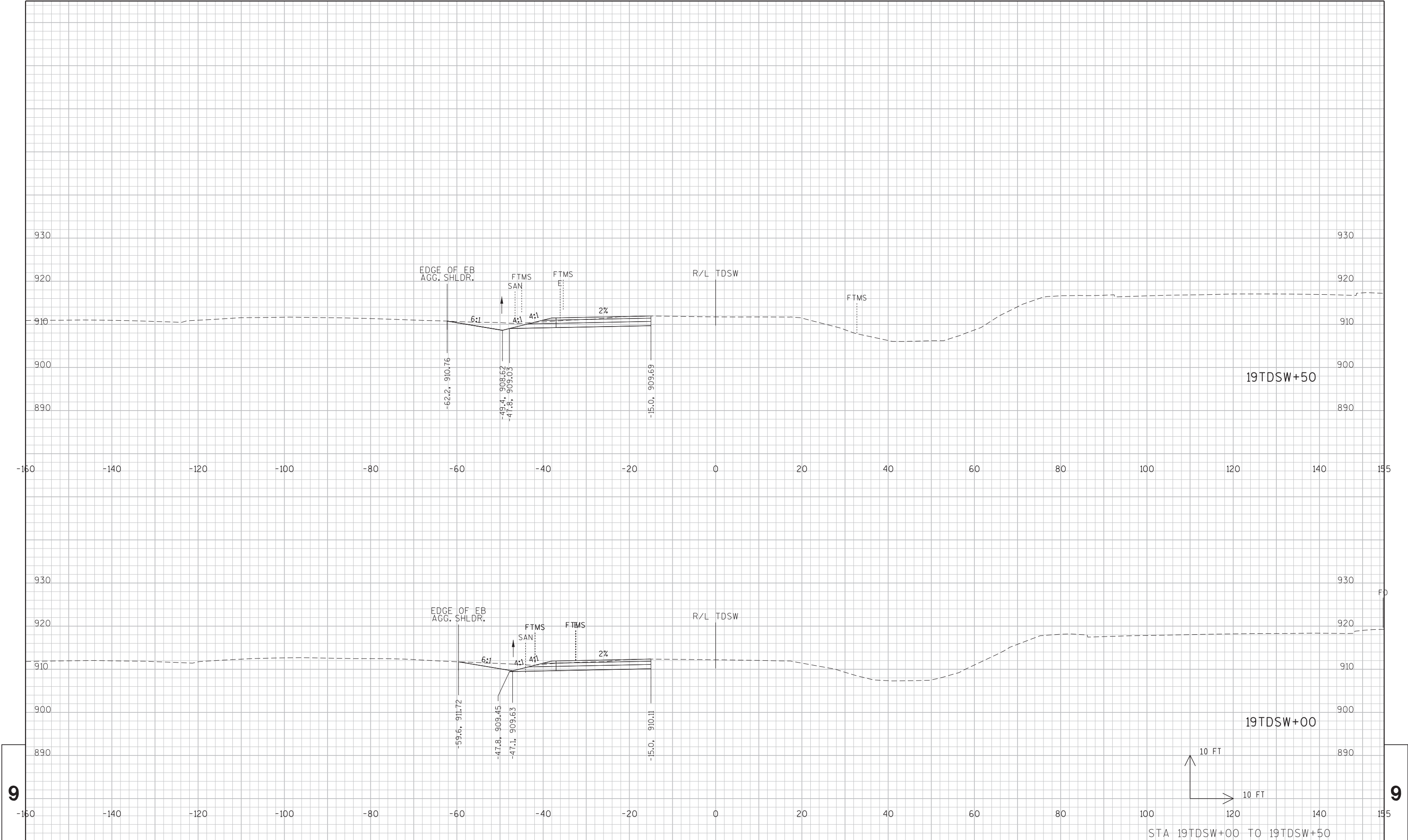
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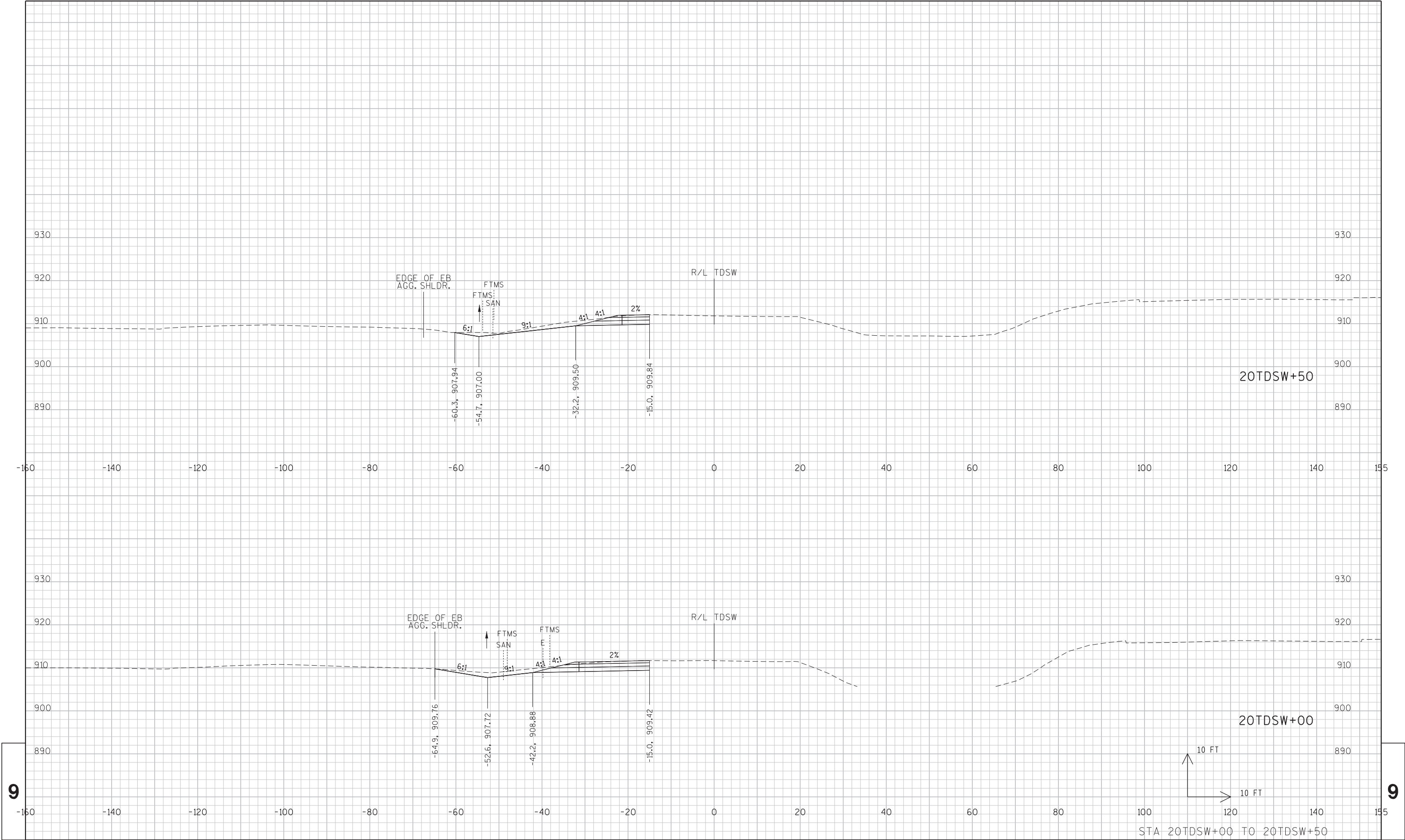


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PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

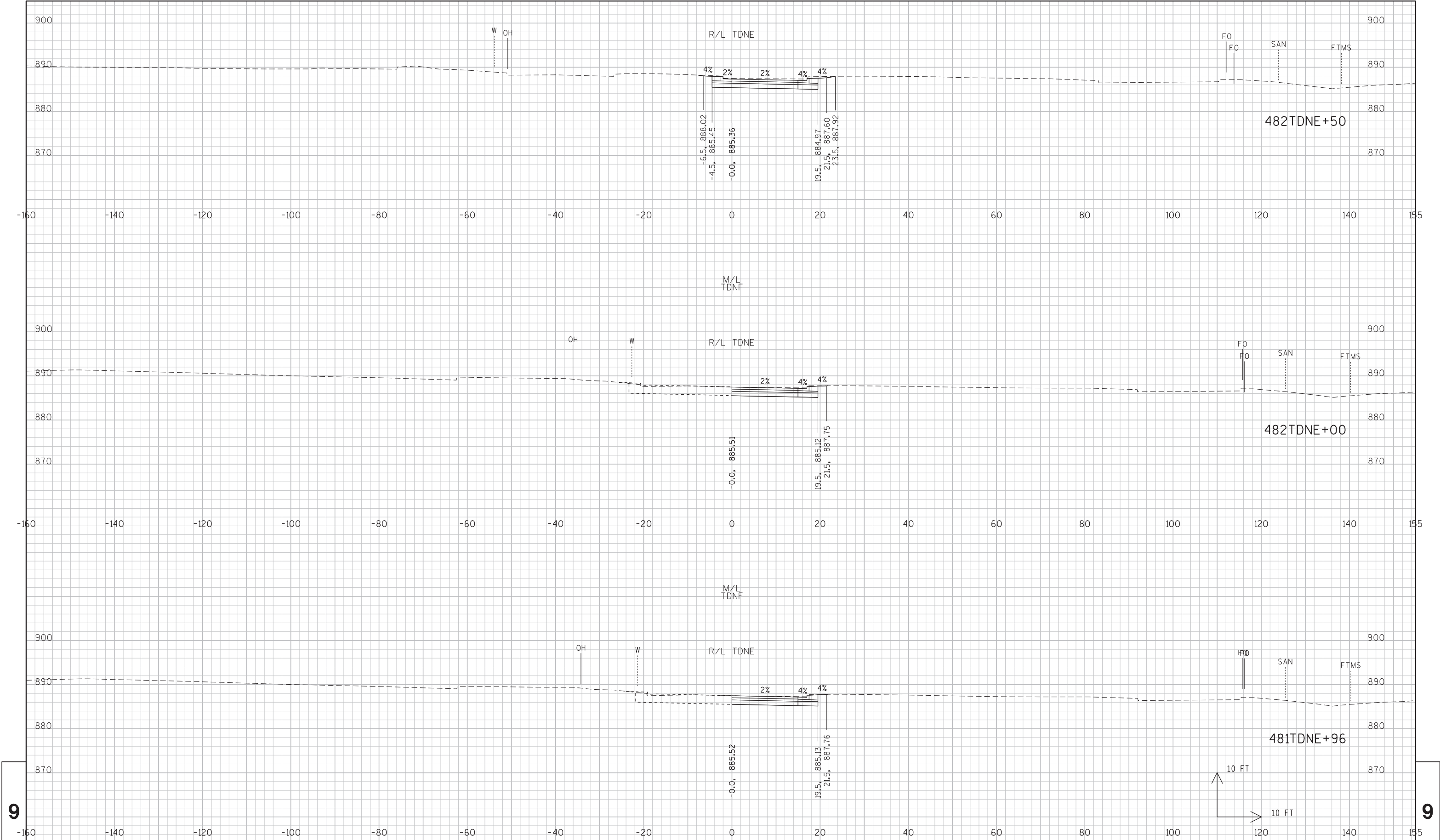
CROSS SECTIONS: RAMP TDSW

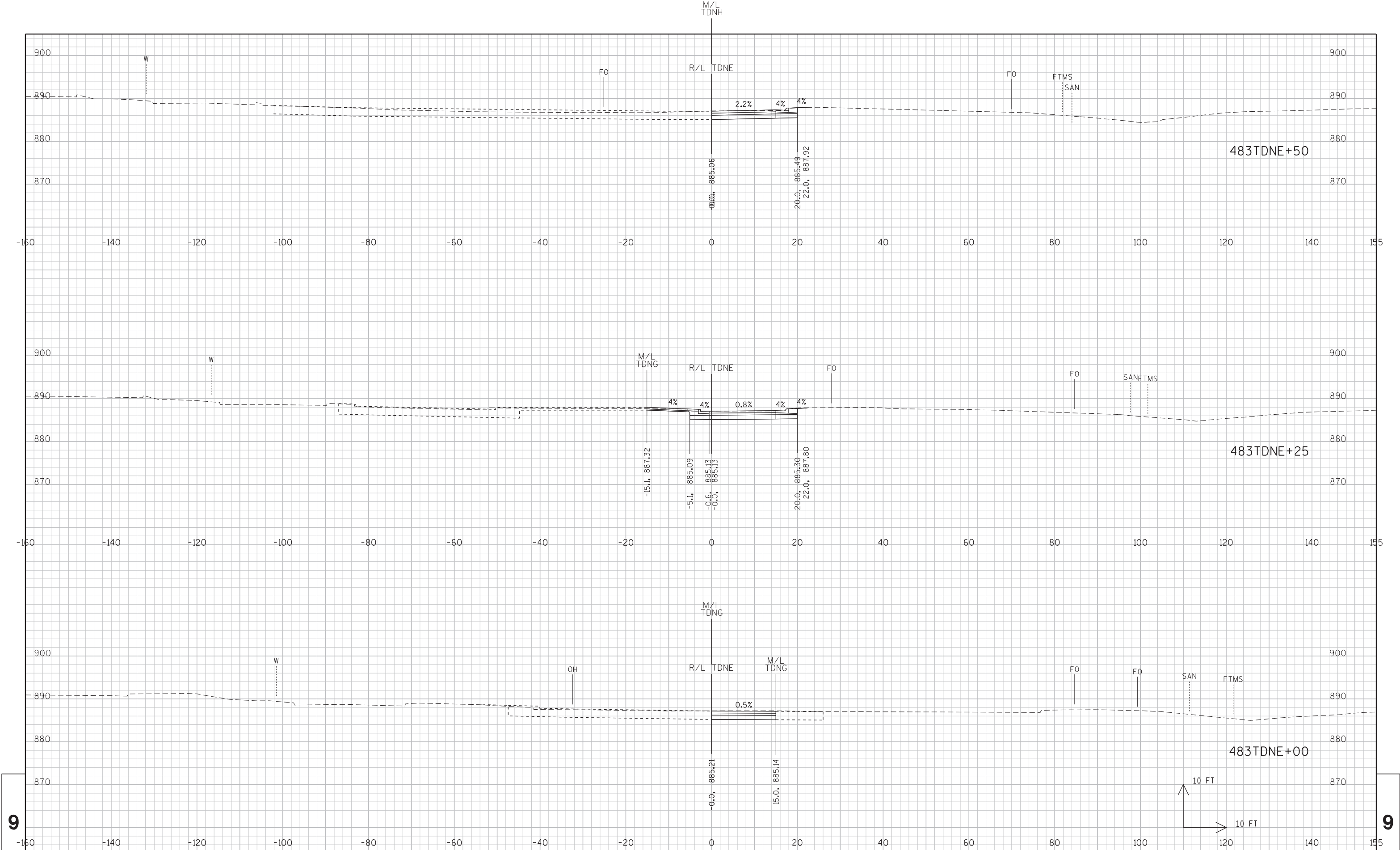
SHEET

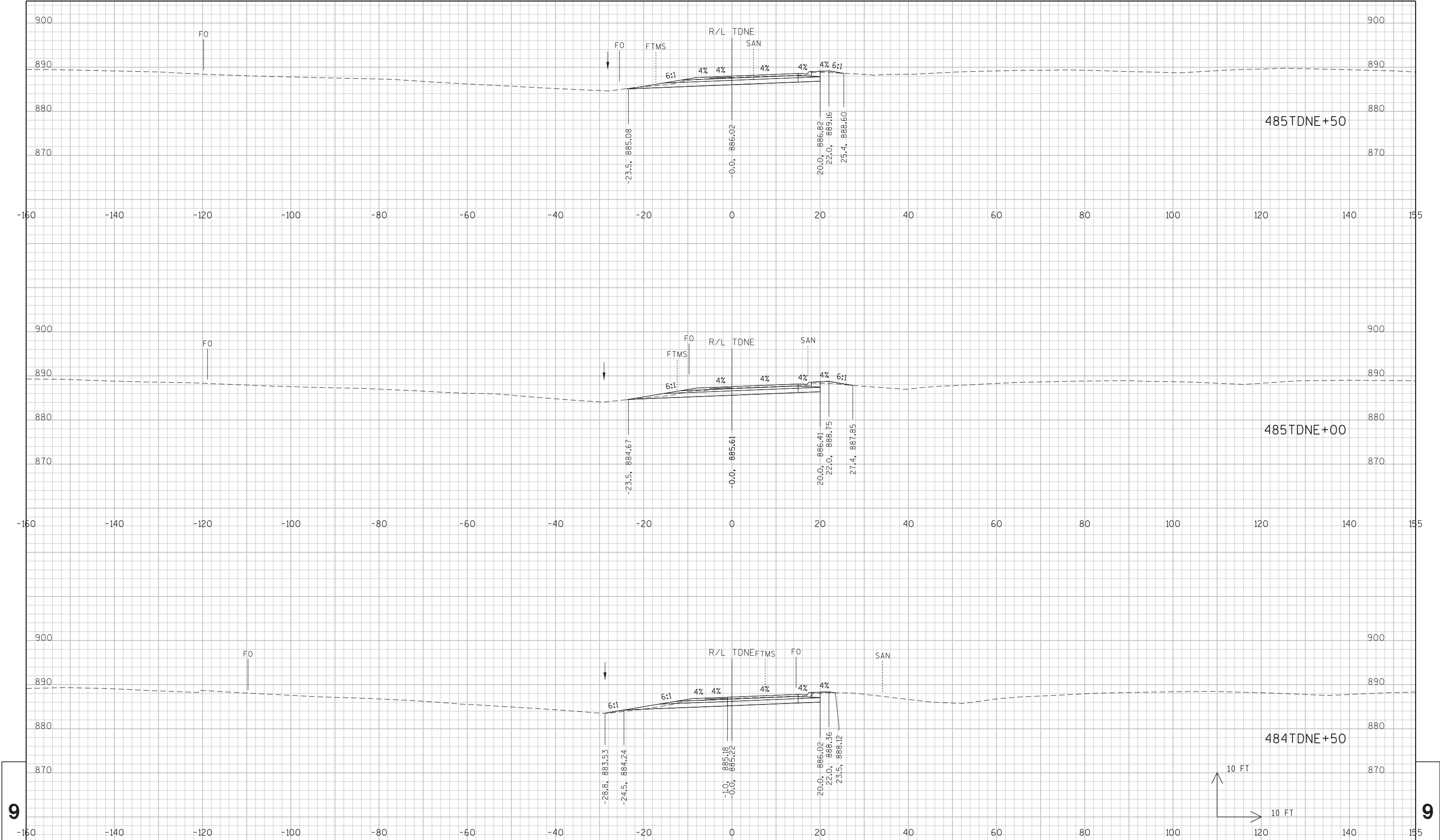
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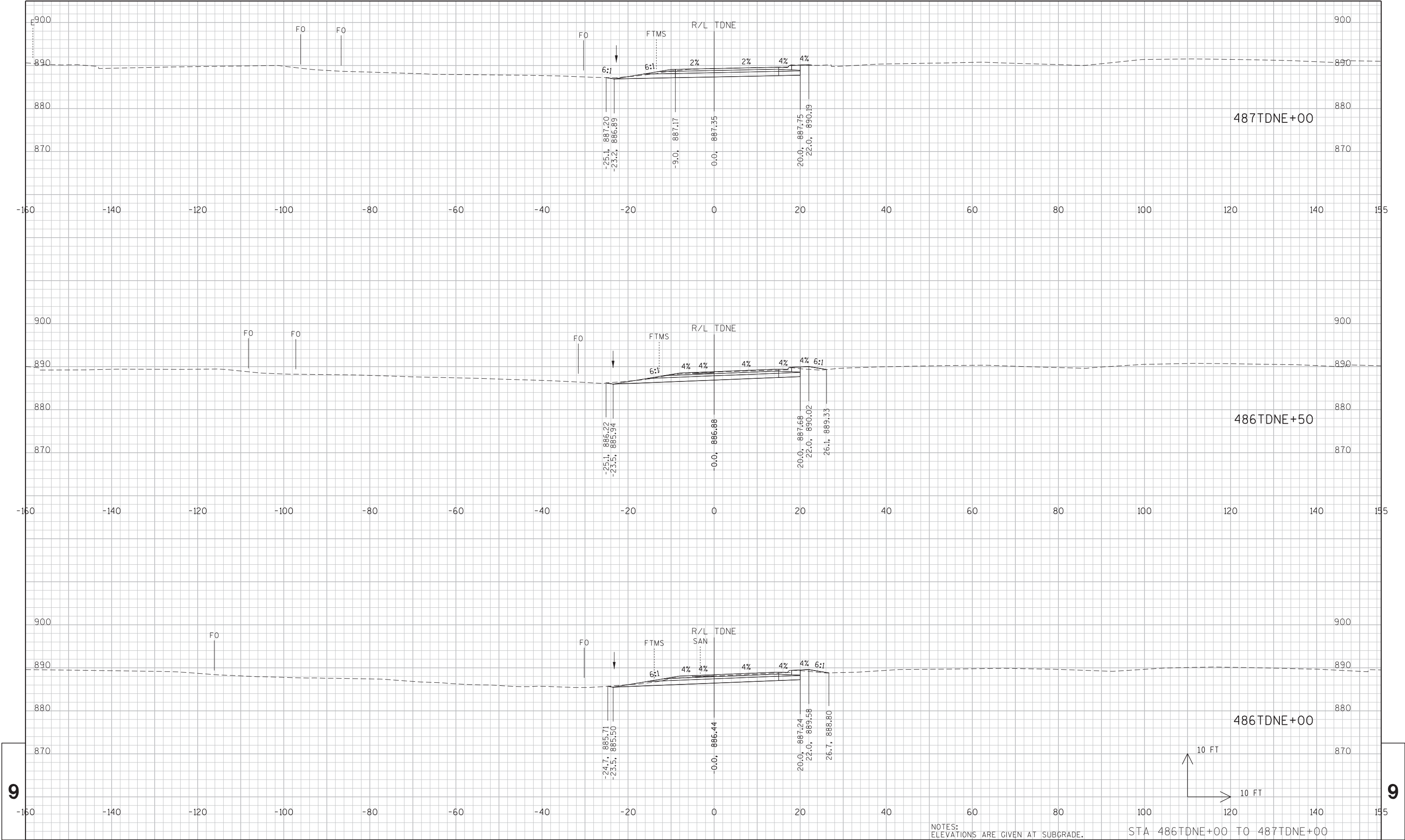


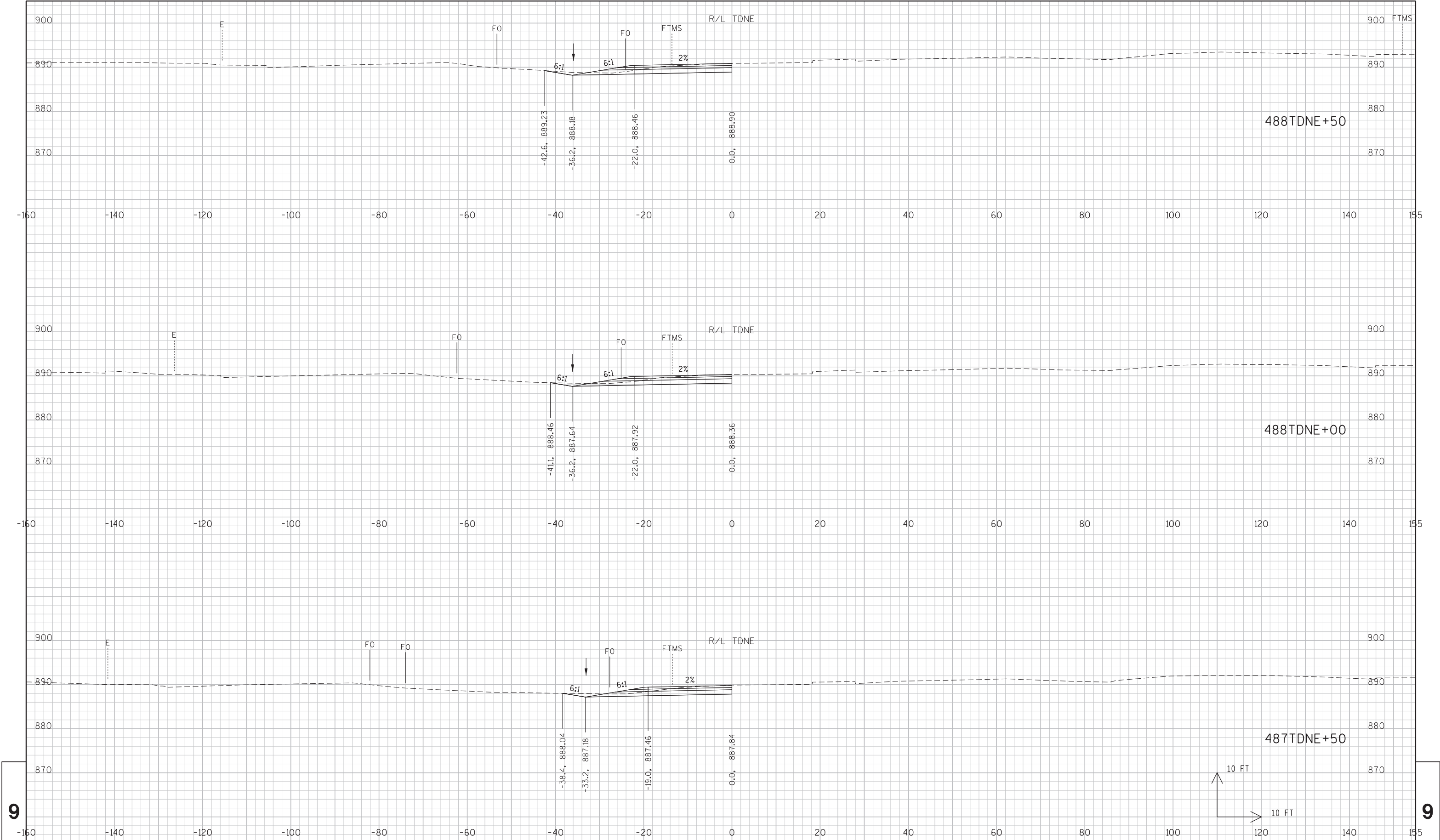
9		PROJECT NO: 1206-06-79		HWY: USH 12		COUNTY: DANE		CROSS SECTIONS: RAMP TDSW		SHEET		E		9	
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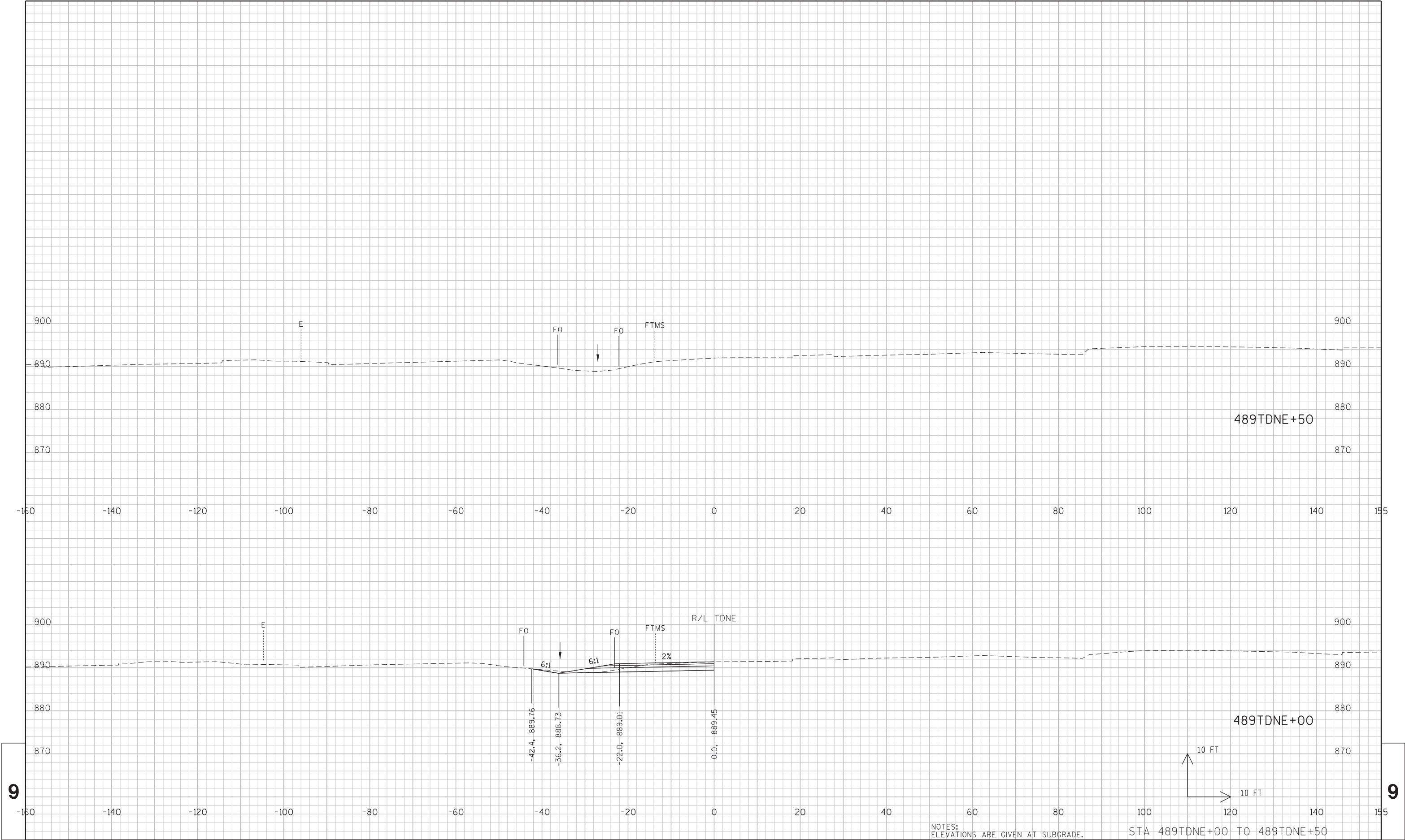


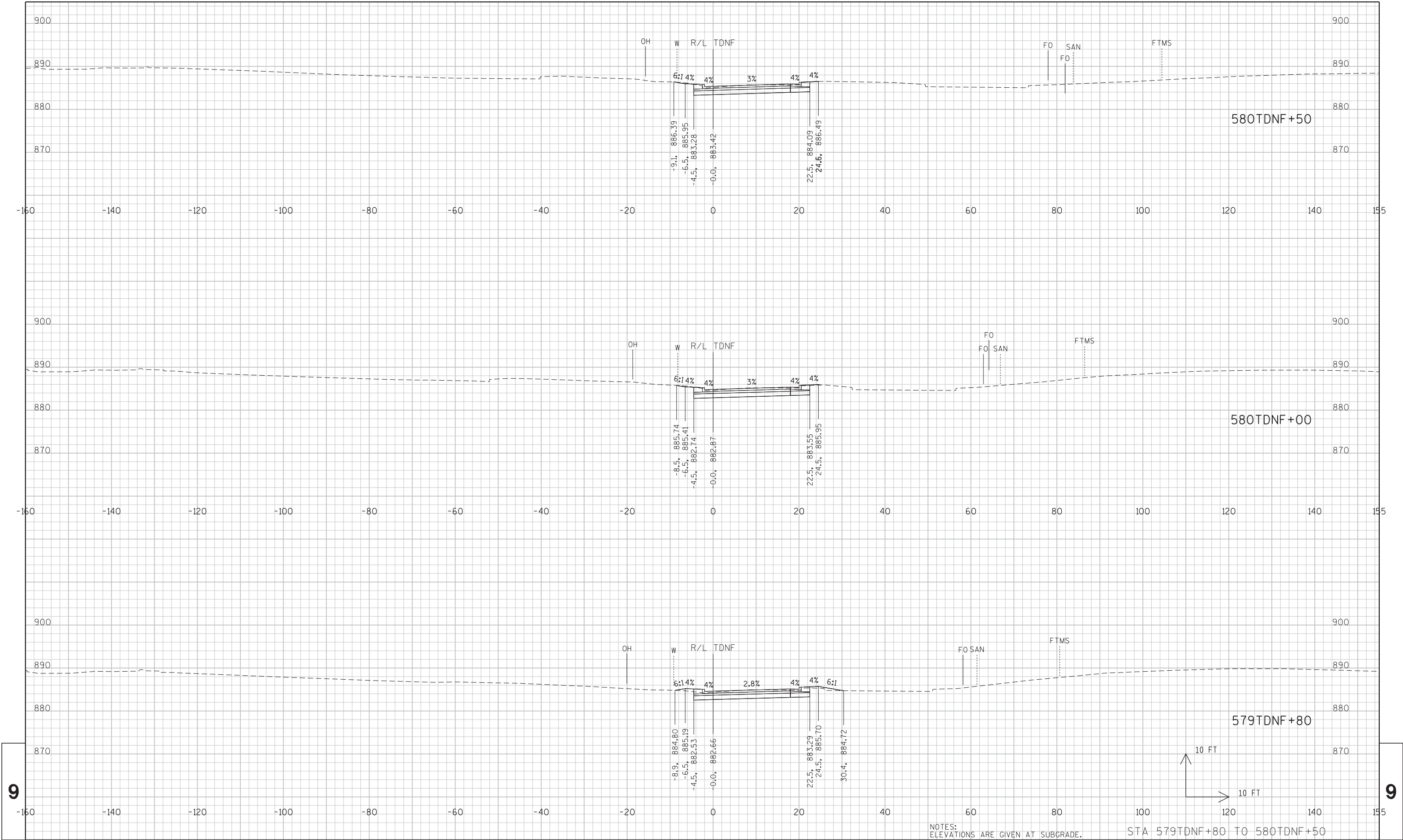


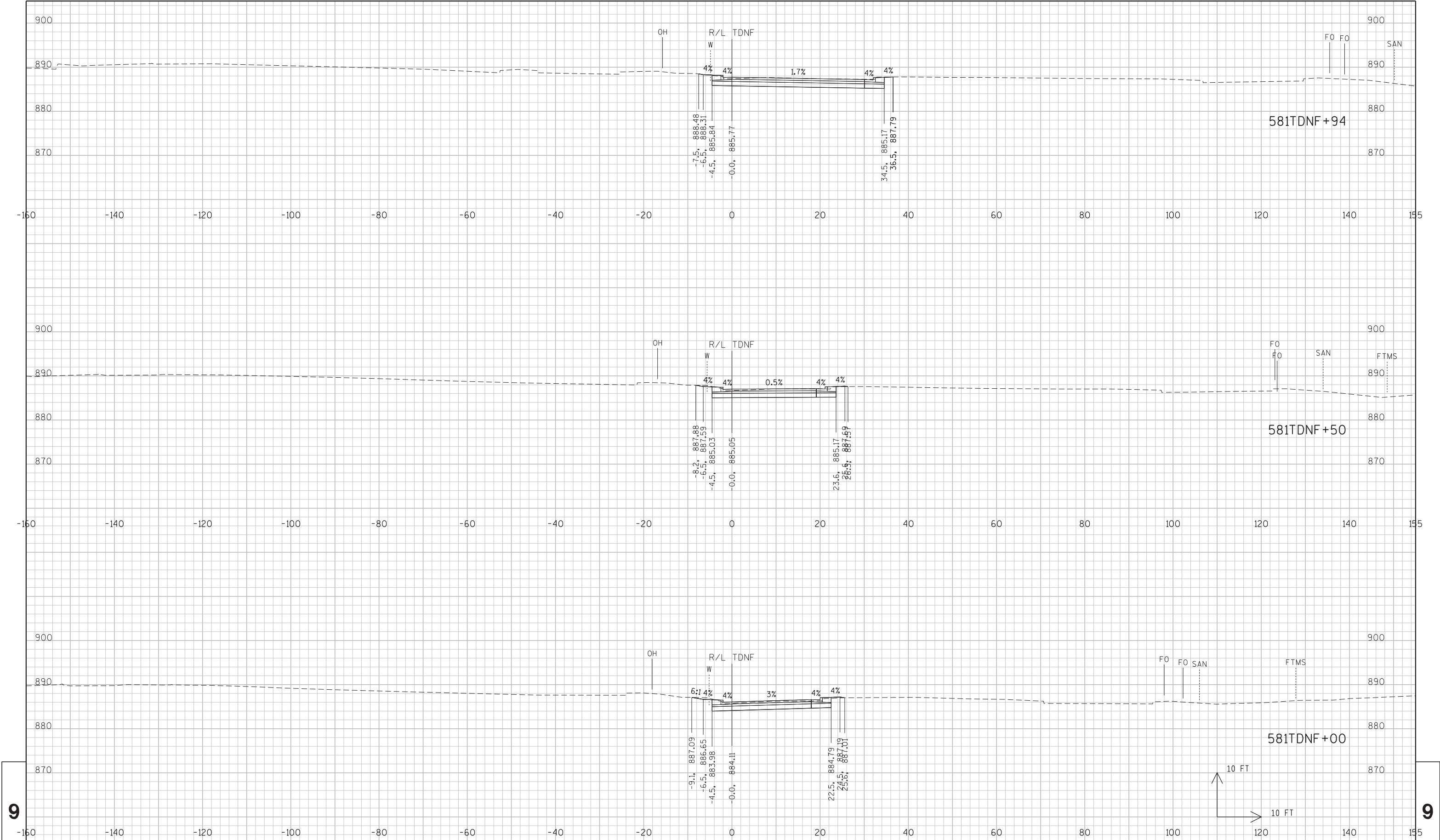


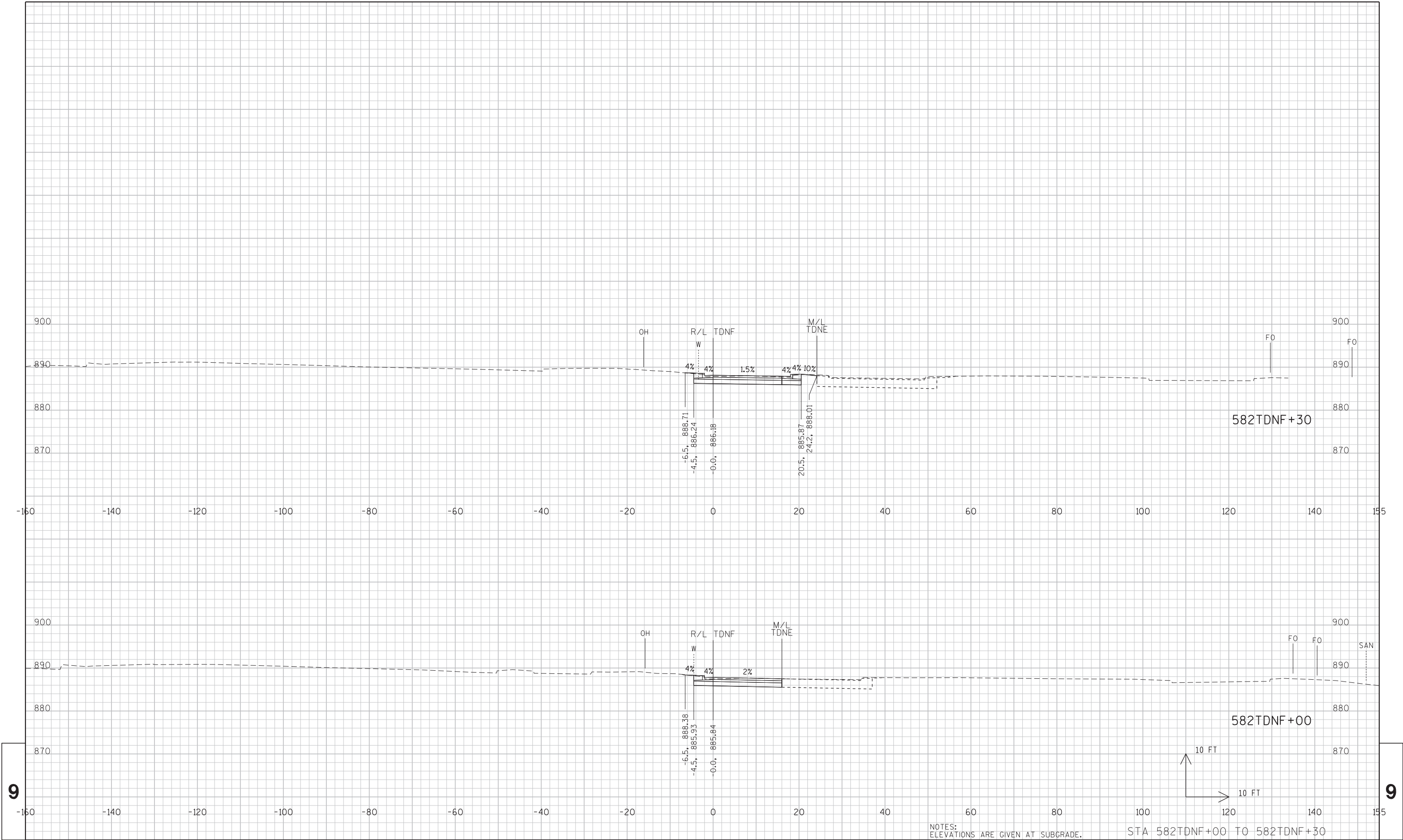












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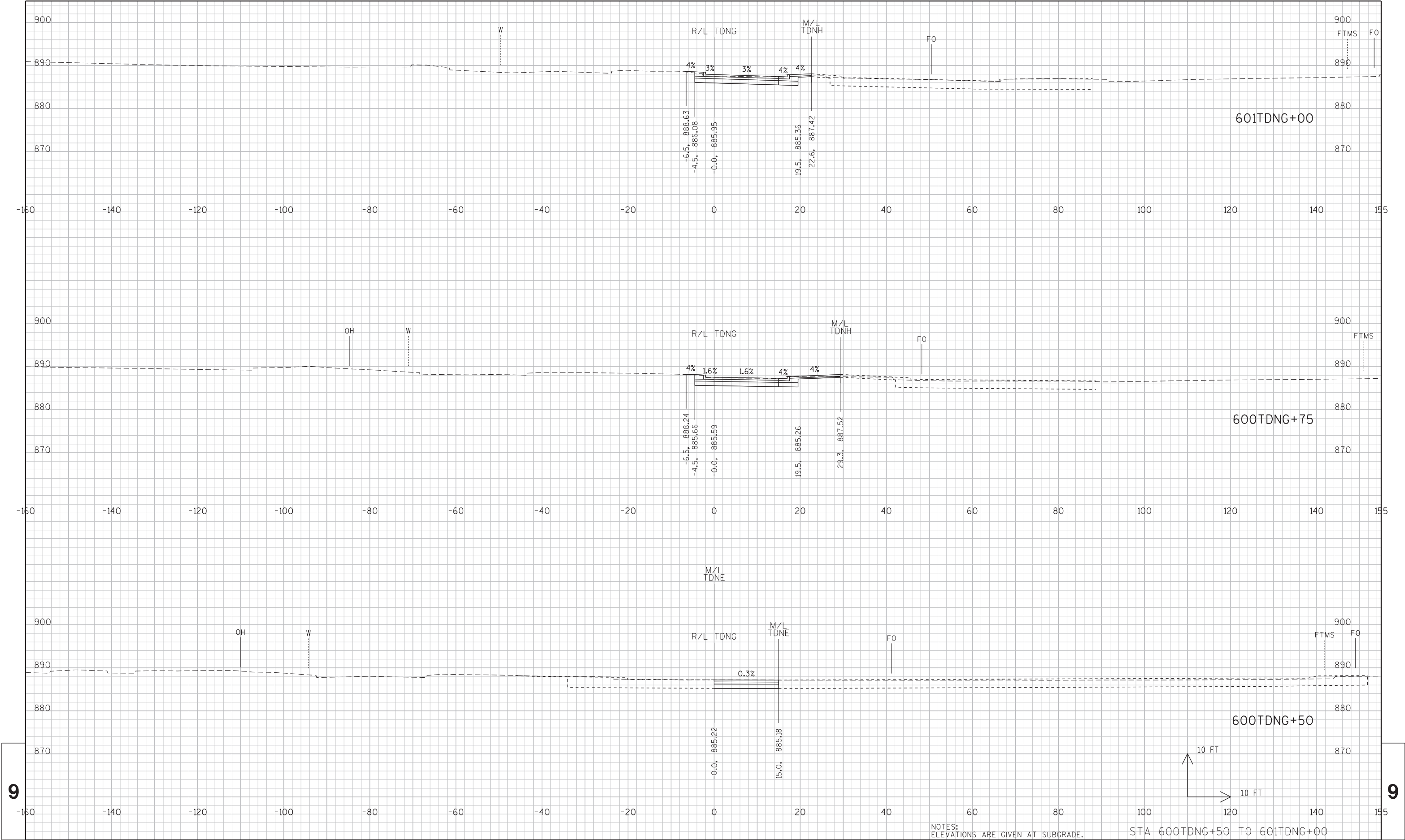
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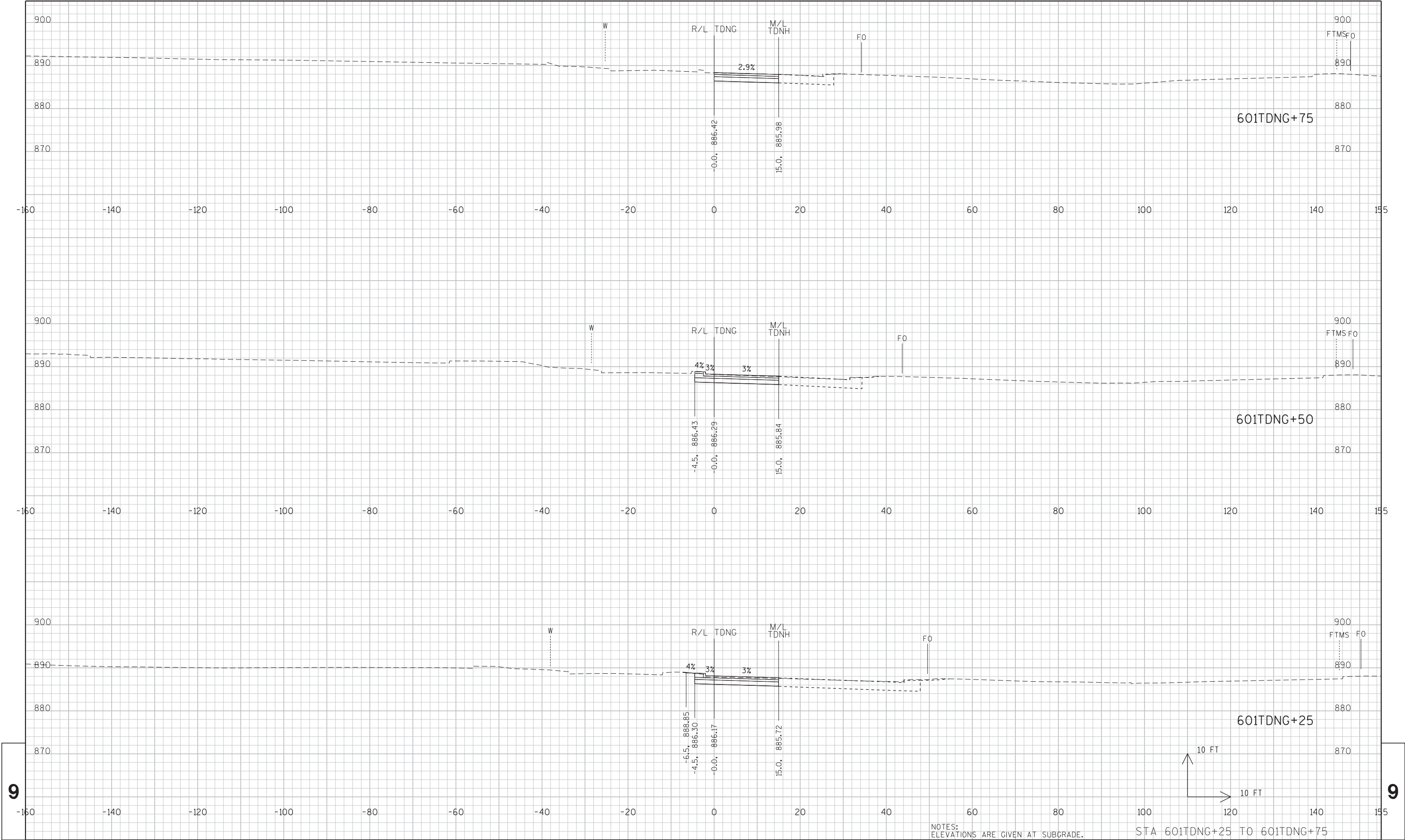
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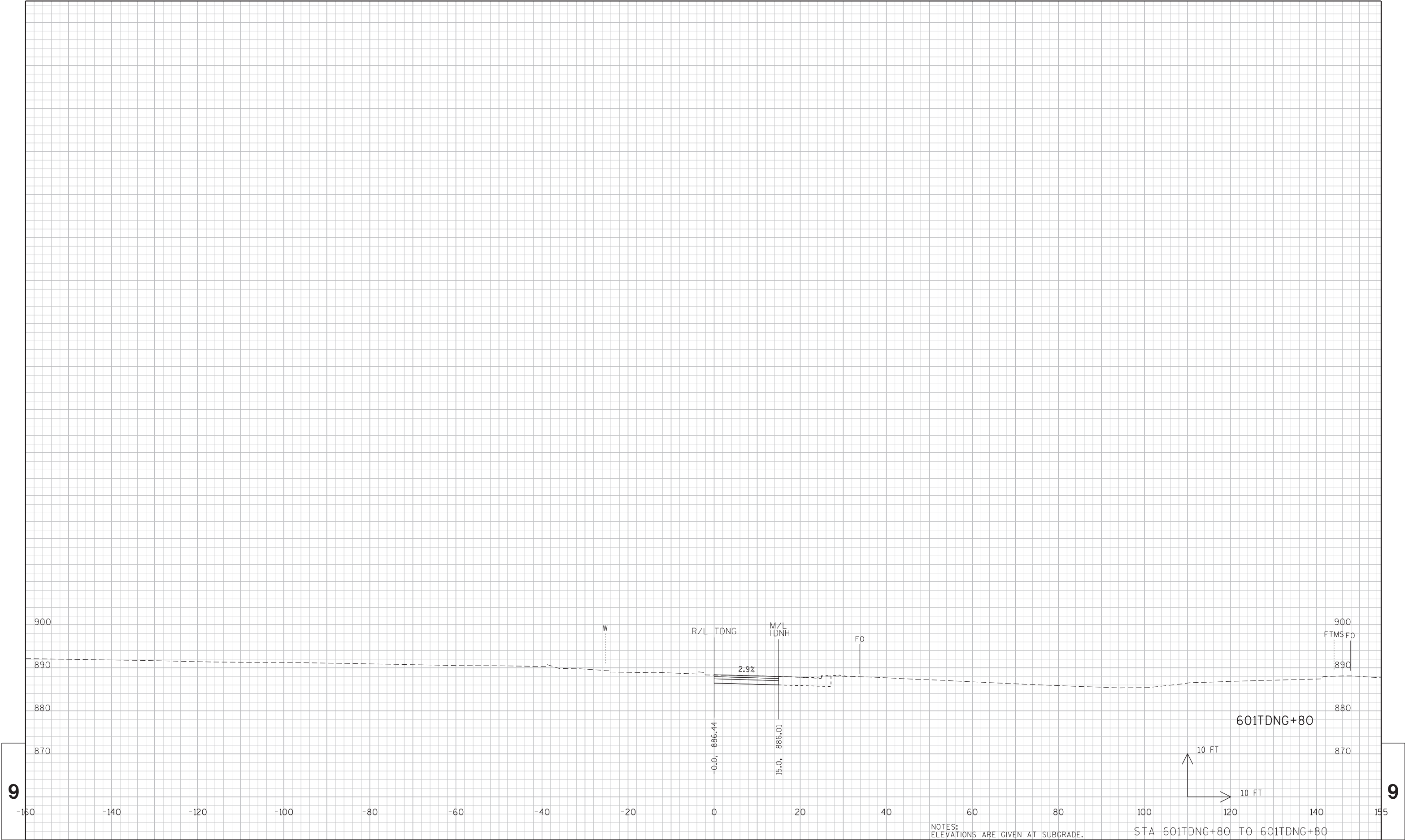
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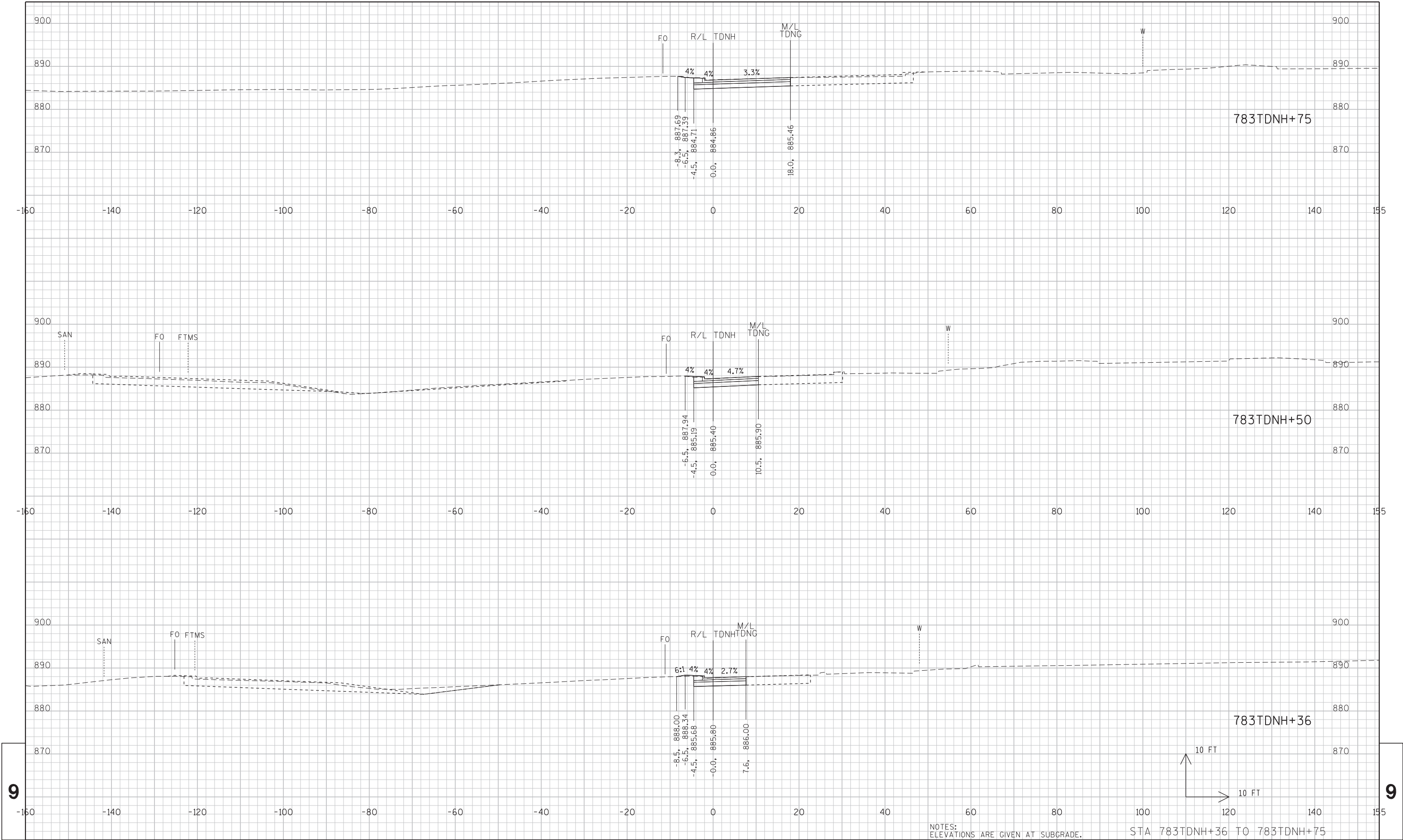
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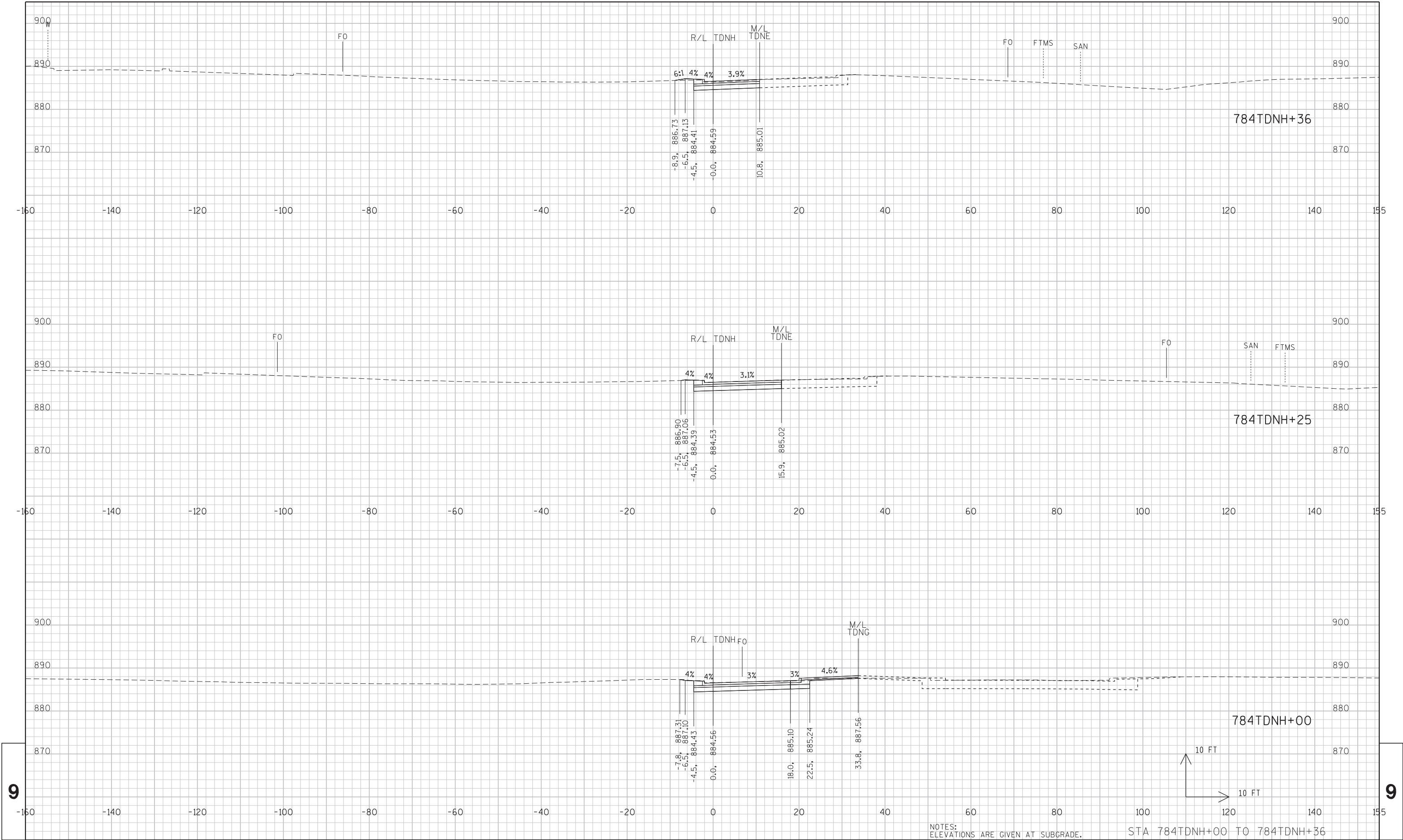
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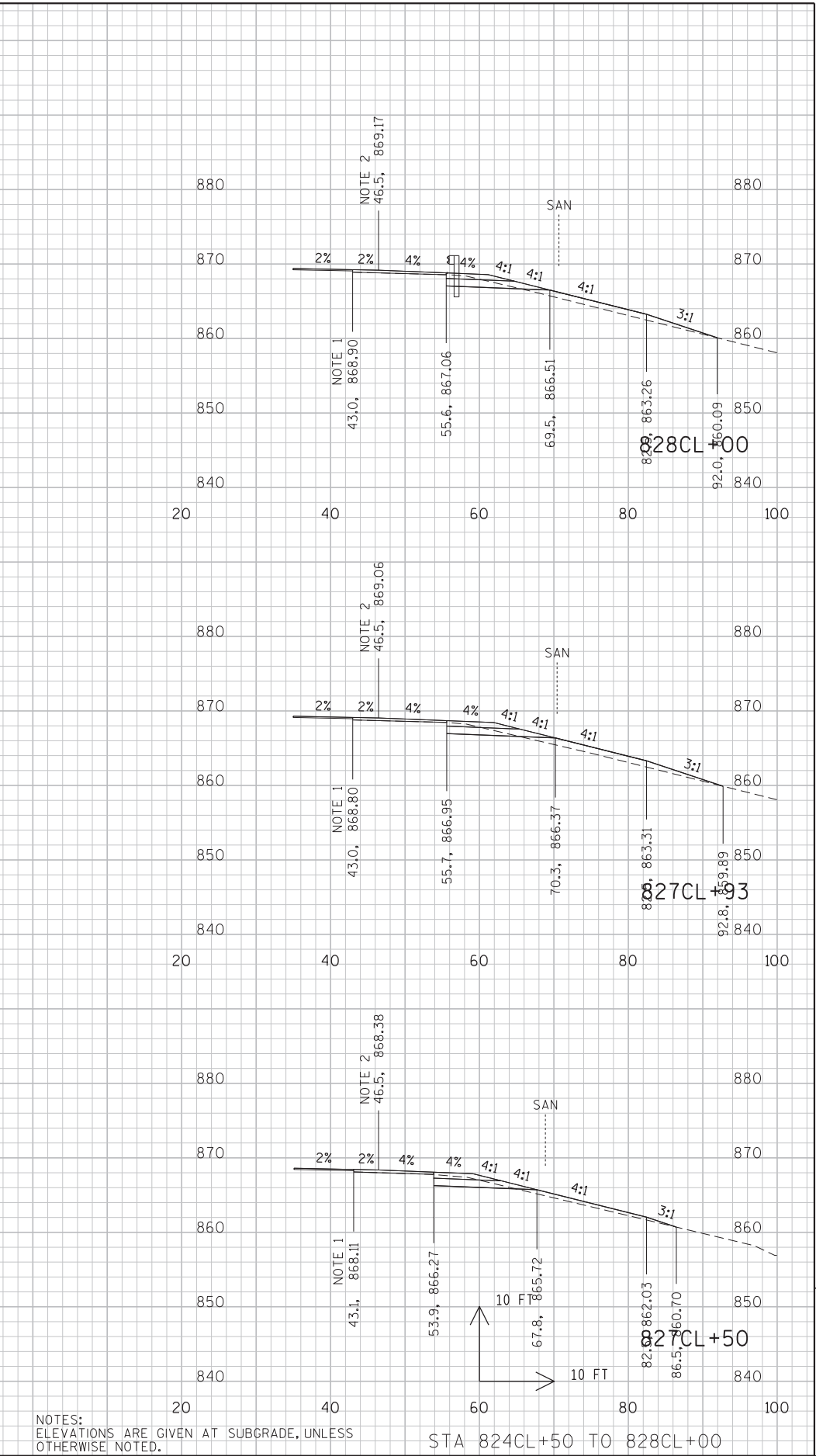
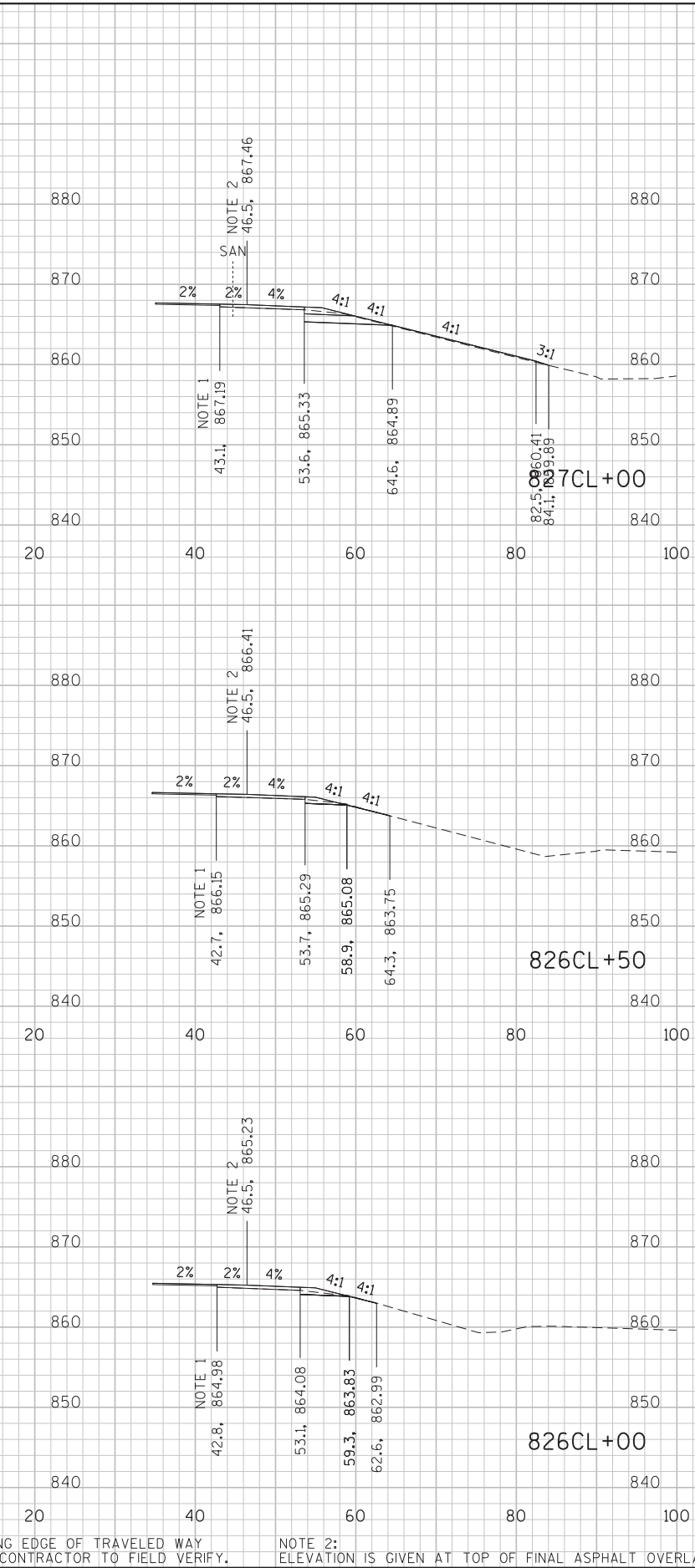
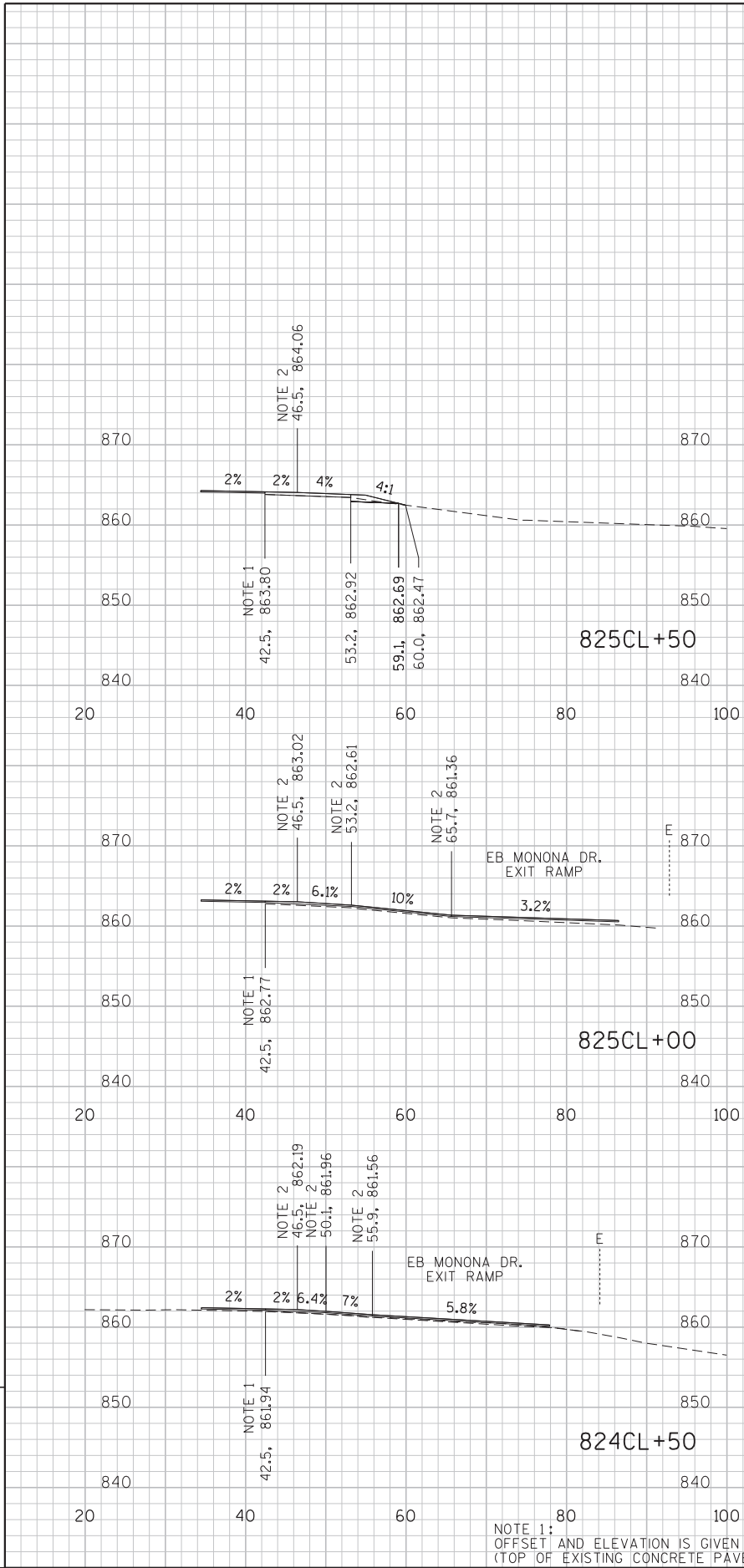




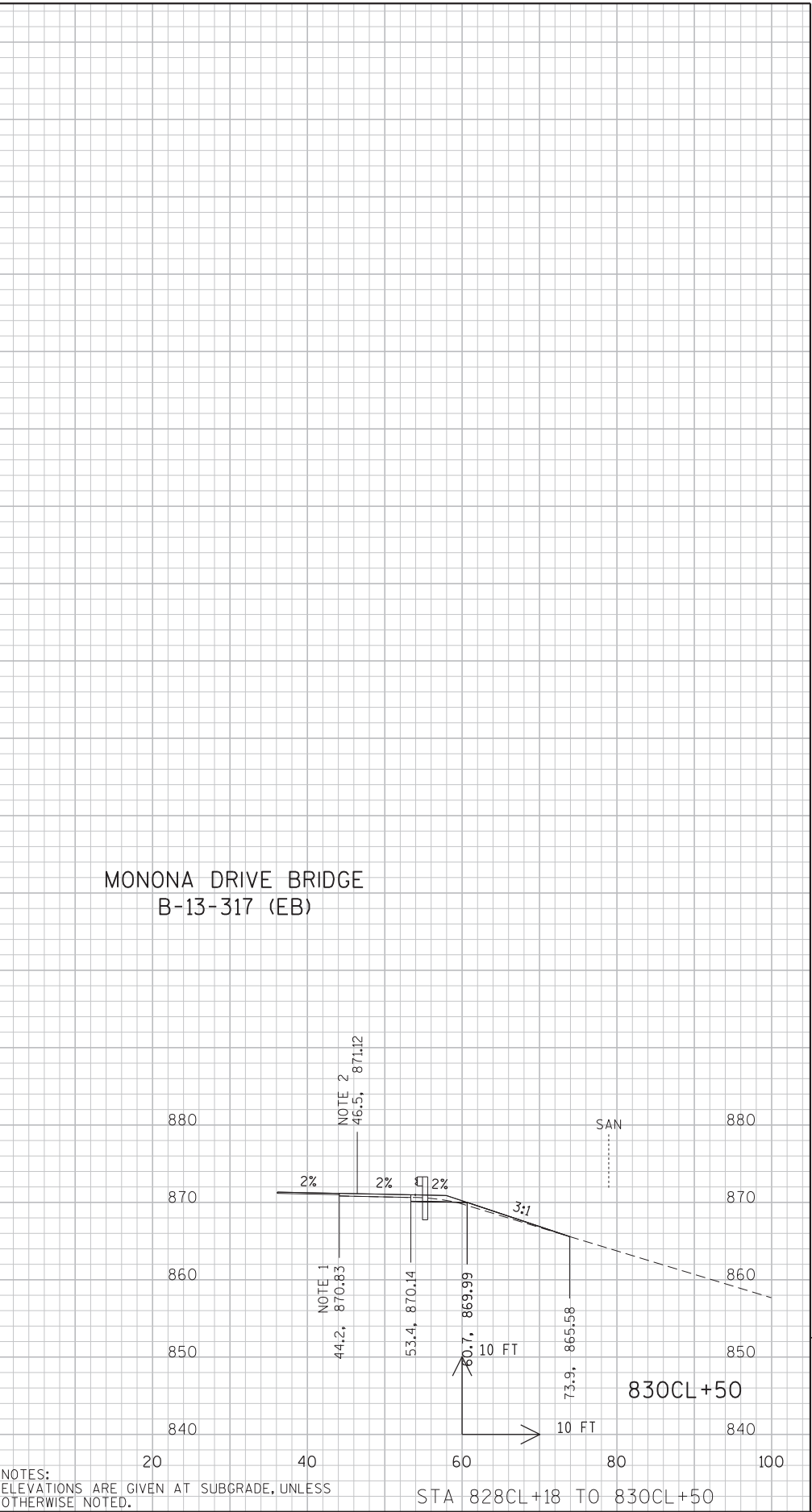
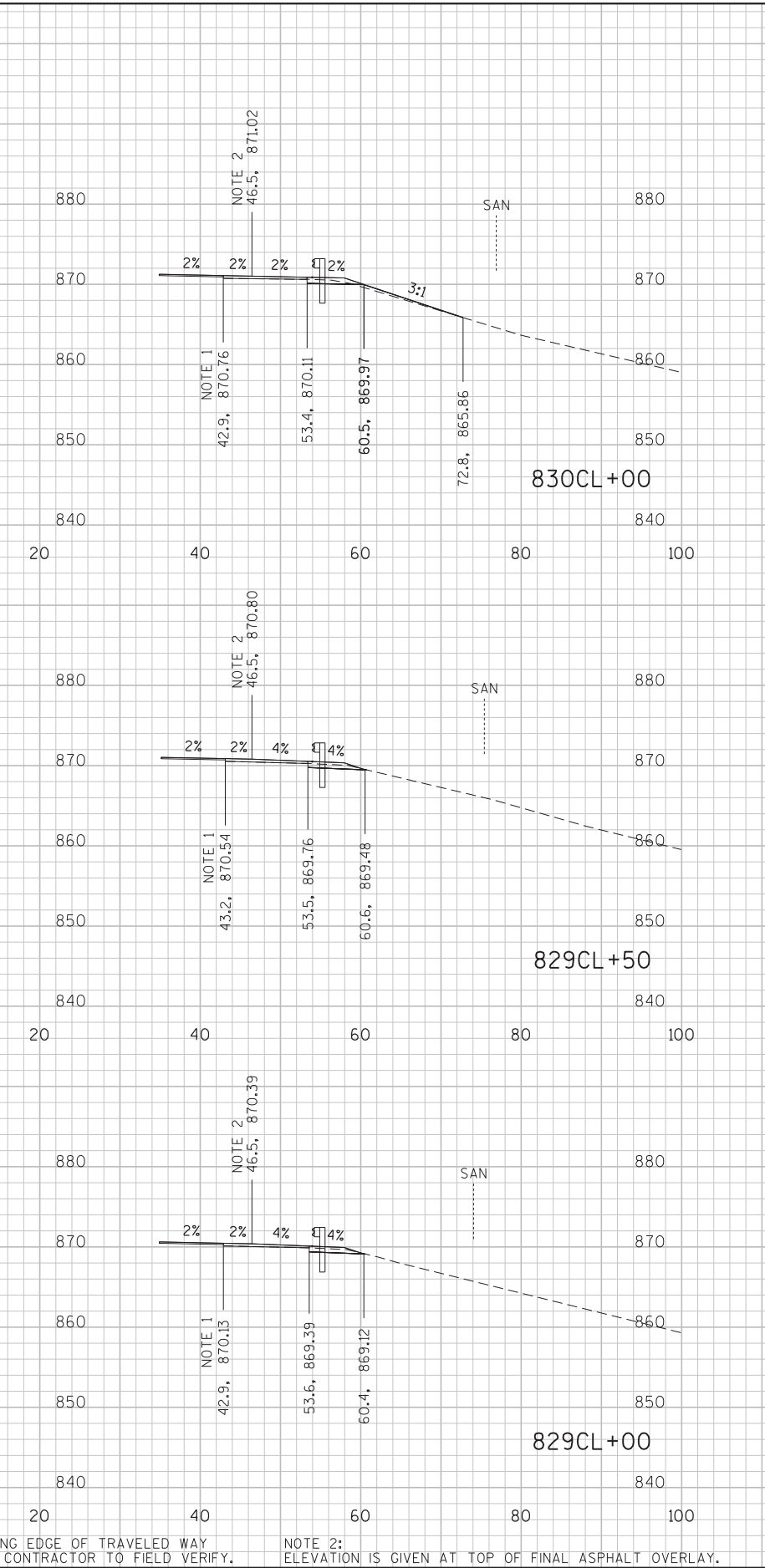
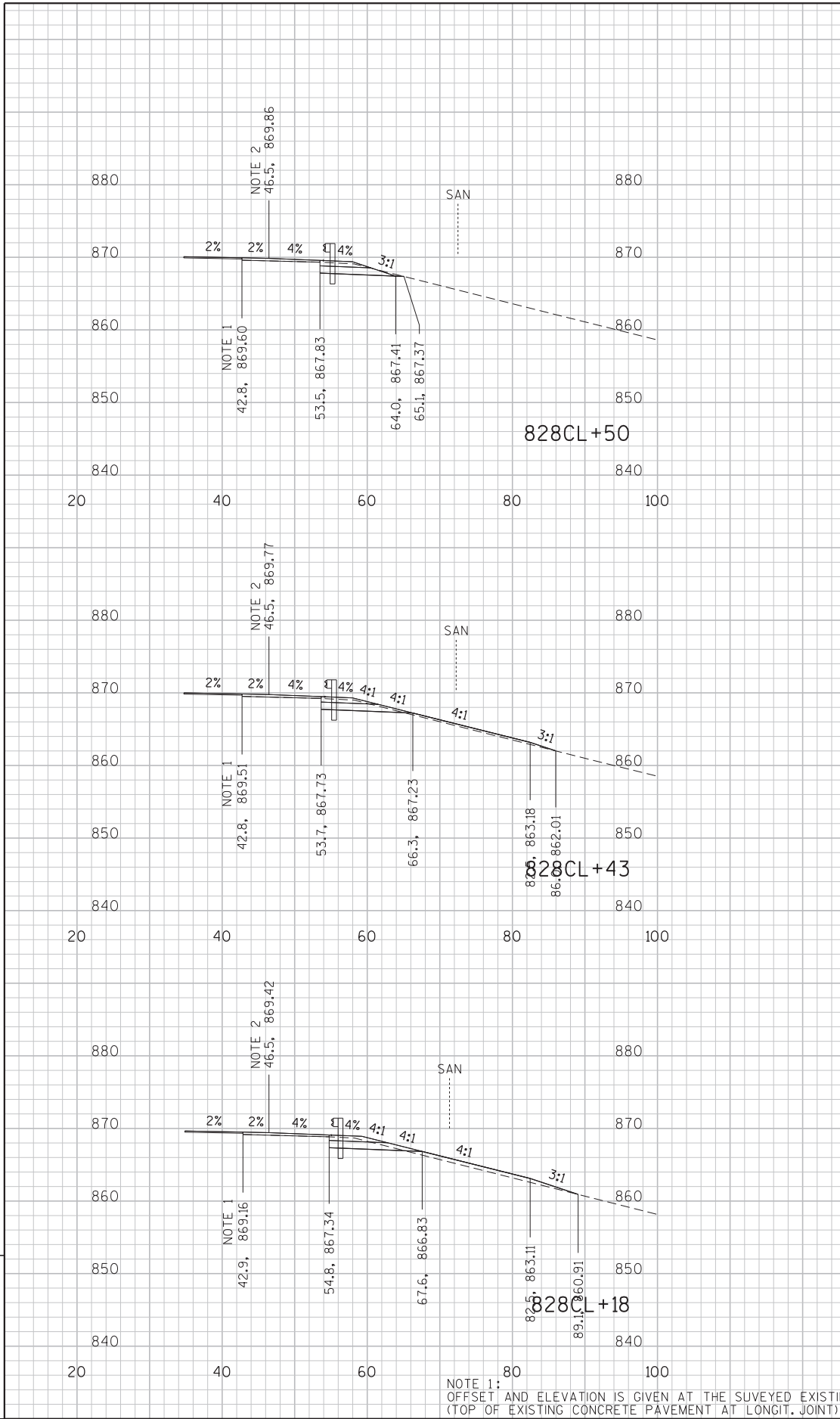


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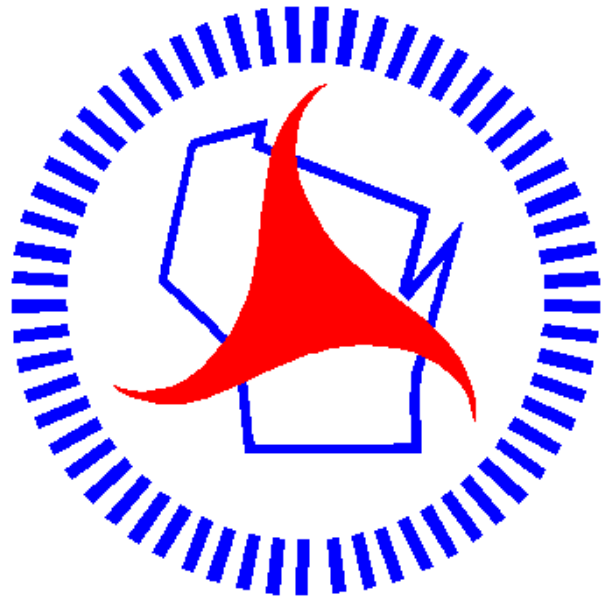
9



9



Notes



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