

EAU

PROJECT ID: 1630-01-74

WITH: N/A

COUNTY: TREMPEALEAU

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 Plan
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 = 56

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

GALESVILLE - WHITEHALL

STH 95 EAST JUNCTION

USH 53

TREMPEALEAU COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1630-01-74	WISC 2021043	1

STATE PROJECT NUMBER

1630-01-74

24

2

DESIGN DESIGNATION

A.A.D.T.	2018	=	5400 (USH 53), 6200 (STH 95)
A.A.D.T.	2040	=	N/A
D.H.V.		=	N/A
D.D.		=	60/40
T.		=	18.2
DESIGN SPEED		=	60 MPH (USH 53), 35 MPH (STH 95)
ESALS		=	N/A

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS

PROPERTY LINE

LOT LINE

LIMITED HIGHWAY EASEMENT

EXISTING RIGHT OF WAY

PROPOSED OR NEW R/W LINE

SLOPE INTERCEPT

REFERENCE LINE

EXISTING CULVERT

PROPOSED CULVERT (Box or Pipe)

COMBUSTIBLE FLUIDS

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

ELECTRIC

FIBER OPTIC

GAS

SANITARY SEWER

STORM SEWER

TELEPHONE

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE

ROCK

LABEL

95.36

E

FO

G

SAN

SS

T

W

CAUTION

53

95

LYNGEN LN

FELSTAD LN

SCHANSBERG RD

HERMANSON LN

KILMER RD

FLATTEN RD

ELIAS RD

CHENOWETH LN

WALL LN

BREKKE RD

SKUNK HOLLOW RD

HERRIED RD

L. Henry

ELLAND RD

GARDEN VALLEY RD

BRADLEY RD

FRANK NELSON RD

TAPPE RD

BLOOMING RD

Trempealeau Cr.

S RIVER

R 8 W

R 7 W

T 21 N

END PROJECT

STA 5+98.53 (STH 95)

USH 53 STA 437+09.02 =

STH 95 STA 4+00.00

BEGIN PROJECT

STA 434+59.93 (USH 53)

Y=411400.287

X=875506.845

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.044 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), TREMPEALEAU COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

DATE: 7/10/2020

(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor

Designer

Project Manager

Regional Examiner

Regional Supervisor

WISDOT

CBS SQUARED, INC.

BRETT HOLLISTER, PE

TOU YANG, PE

JIM KOENIG, PE

APPROVED FOR THE DEPARTMENT

DATE: 7/10/2020

(Signature)

E

GENERAL NOTES

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

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

WHEN THE QUANTITY OF BASE AGGREGATE IS MEASURED BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED AND MULCHED OR E-MAT AS SPECIFIED IN PLANS.

ASPHALT LAYER THICKNESS & TYPE

3 - 2" LIFTS (6" TOTAL)	12.5 mm	4 MT 58-34 S
-------------------------	---------	--------------

ORDER OF TYPICAL SECTION AND DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EROSION CONTROL PLAN
PERMANENT SIGNING/PAVEMENT MARKING PLAN
LIGHTING REMOVAL PLAN
LIGHTING PLAN
TRAFFIC CONTROL PLAN

UTILITY CONTACTS

CHARTER COMMUNICATIONS (FIBER)
PERRY MCCLELLAN
1228 12TH AVE S
ONALASKA, WI 54650
(608)-317-6213
PERRY.MCCLELLAN@CHARTER.COM

RIVERLAND ENERGY COOPERATIVE (ELECTRIC)
TIM HOLTAN
N28988 STATE ROAD 93
BOX 277
ARCADIA, WI 54612-0277
(608) 323-3381
(608) 797-0102 (MOBILE)
THOLTAN@RIVERLANDENERGY.COM

WE ENERGIES (GAS)
LARRY KOCH
1921 8TH STREET SOUTH
WISCONSIN RAPIDS, WI 54494
(715) 421-7249
(715) 421-9293 (MOBILE)
LARRY.KOCH @WE-ENERGIES.COM

XCEL ENERGY (ELECTRIC)
JASON MCROBERTS
3215 COMMERCE ST
LA CROSSE, WI 54603
(608) 789-3689
(715) 577-1132 (MOBILE)
JASON.L.MCROBERTS@XCELENERGY.COM

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 0.625 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.408 ACRES (INCLUDES AREA WITHIN ROADBED)

DESIGN CONTACT

SENIOR PROJECT MANAGER
TAMMY TUCKER, PE
CBS SQUARED, INC.
2500 E. ENTERPRISE AVE, SUITE A
APPLETON, WI 54913
(920) 574-3135 EXT: 5021
(262) 613-8999(MOBILE)

WISDOT

TRANSPORTATION PROJECT MANAGER
BRETT HOLLISTER, PE
AYRES ASSOCIATES INC
3433 OAKWOOD HILLS PARKWAY
EAU CLAIRE, WI 54701
(715) 834-3161
(608) 469-2281 (MOBILE)
HOLLISTERB@AYRESASSOCIATES.COM

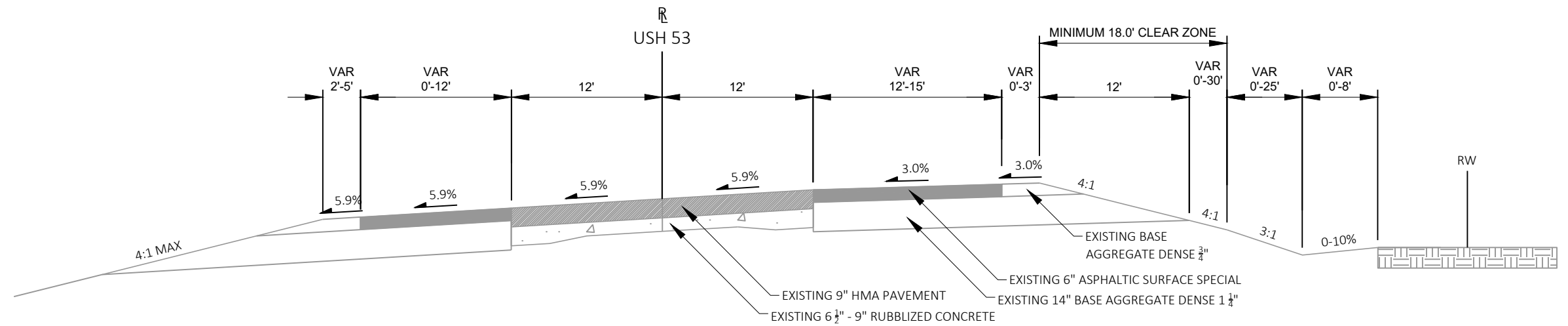
WISCONSIN DNR LIAISON
AMY LESIK
DNR WEST CENTRAL REGION
1300 WEST CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
(715) 836-6571
AMYL.LESIK@WISCONSIN.GOV



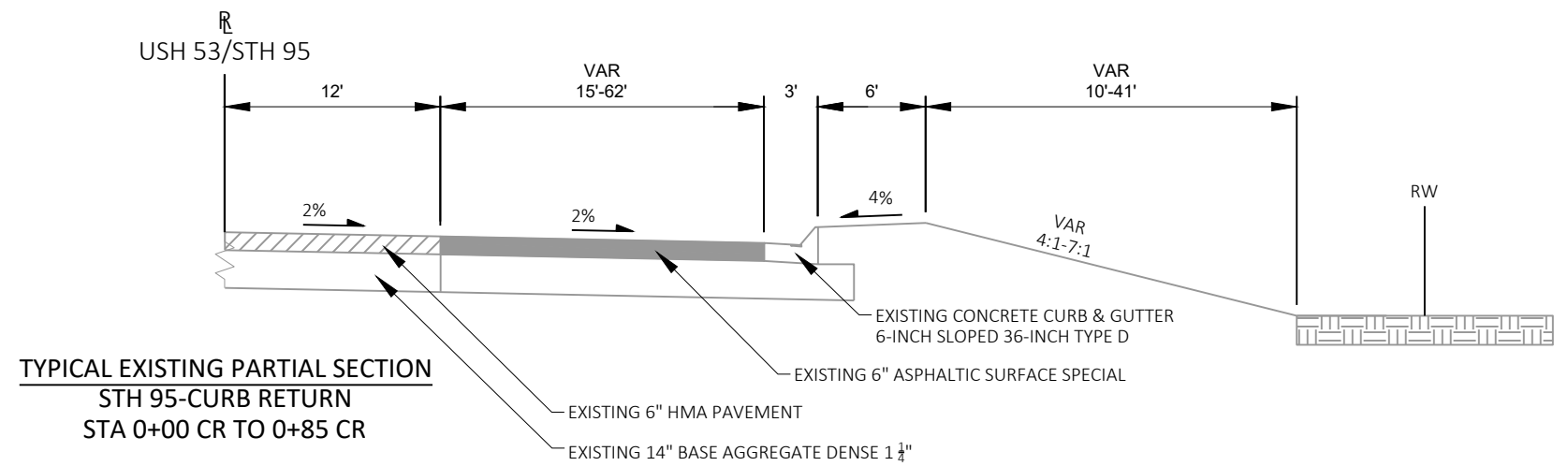
Dial 811 or (800)242-8511
www.DiggersHotline.com



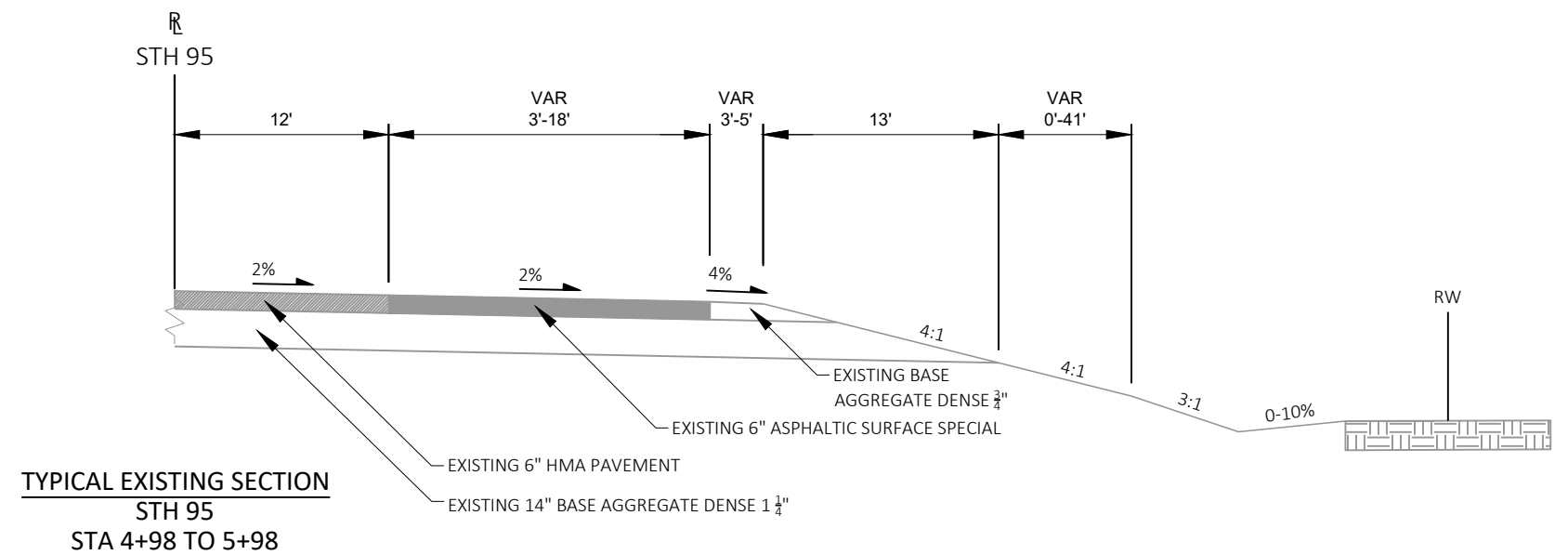
PROJECT NO: 1630-01-74	HWY: USH 53	COUNTY: TREMPLEAU	PROJECT OVERVIEW	SHEET	E
------------------------	-------------	-------------------	------------------	-------	---



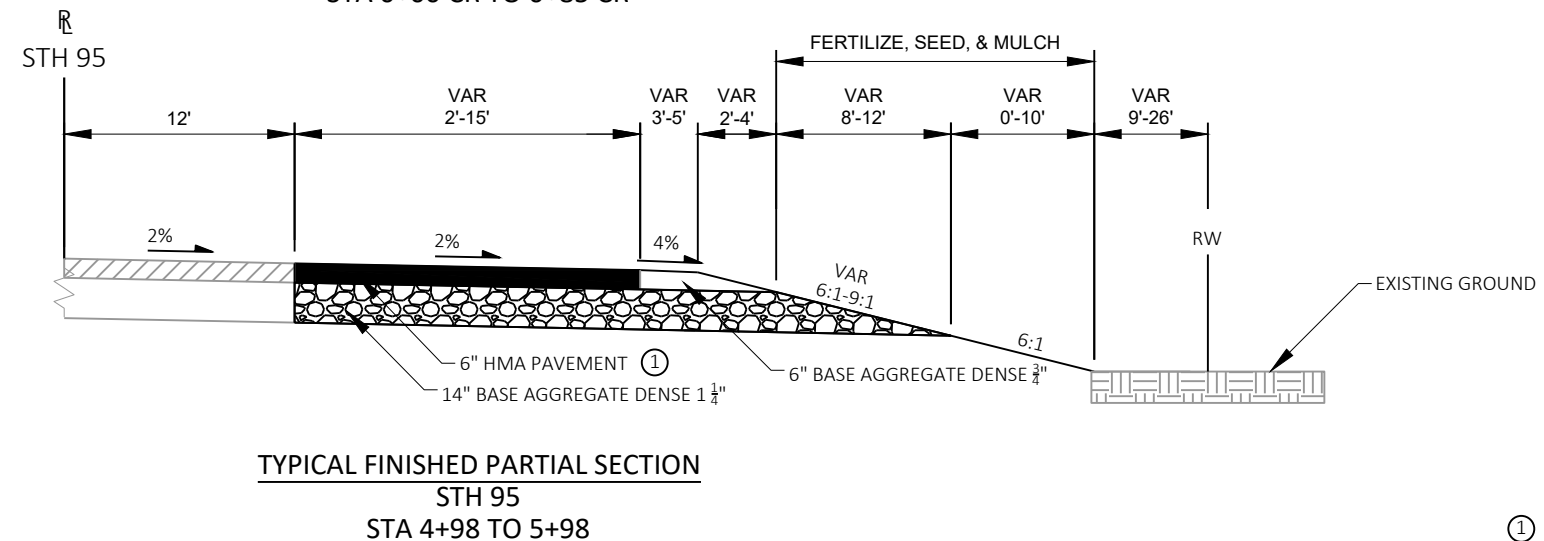
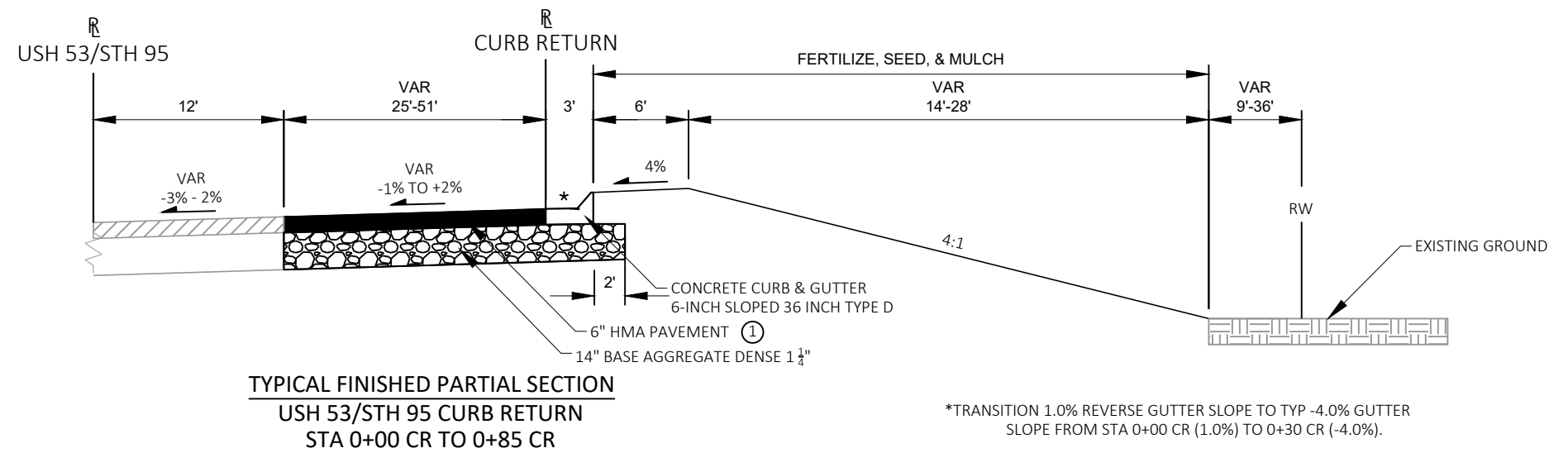
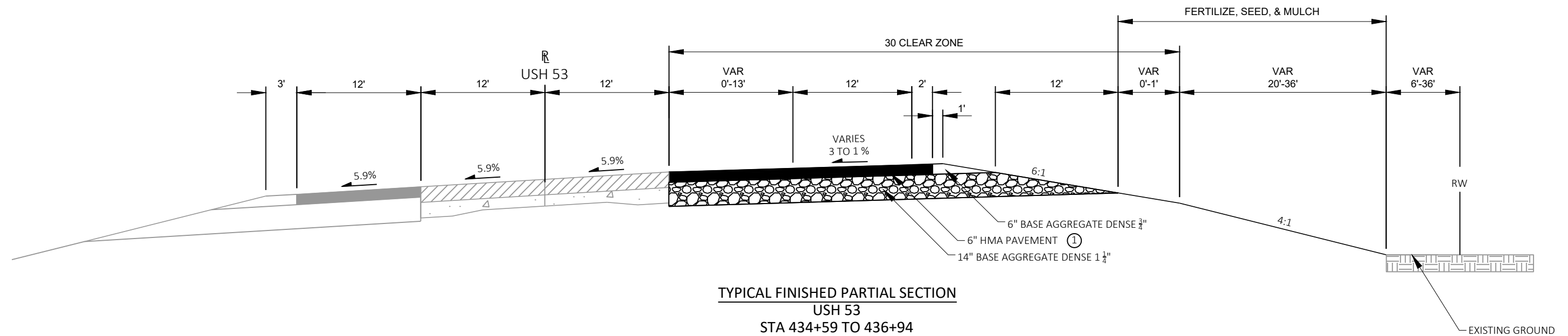
TYPICAL EXISTING SECTION
USH 53
STA 434+59 TO 436+94



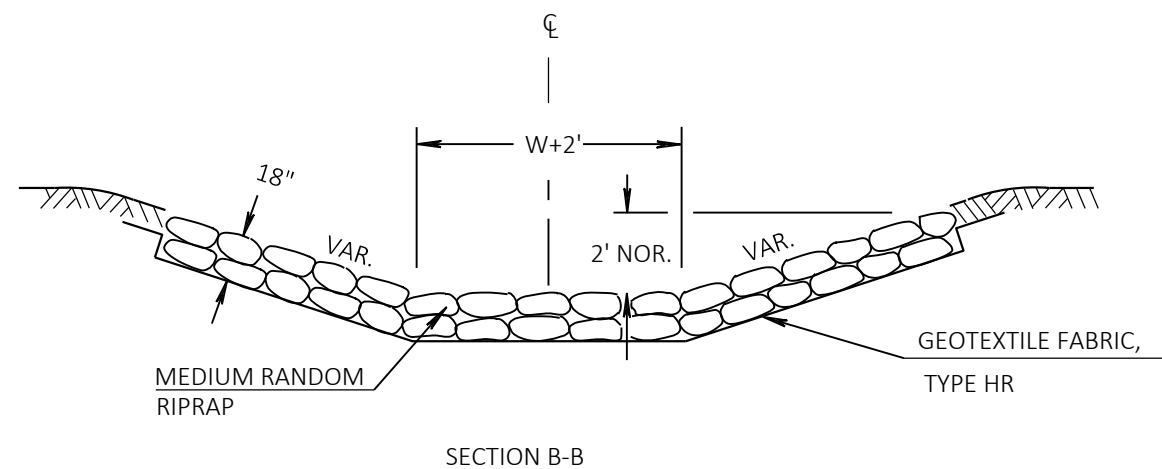
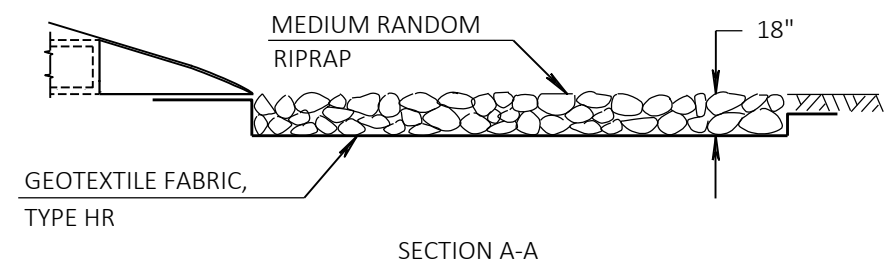
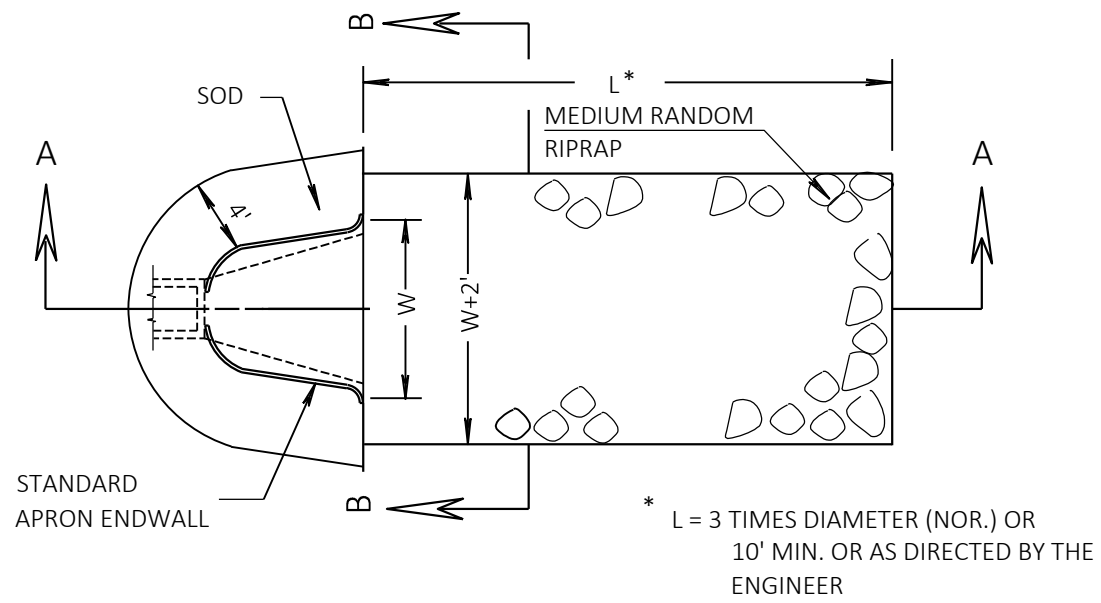
TYPICAL EXISTING PARTIAL SECTION
STH 95-CURB RETURN
STA 0+00 CR TO 0+85 CR



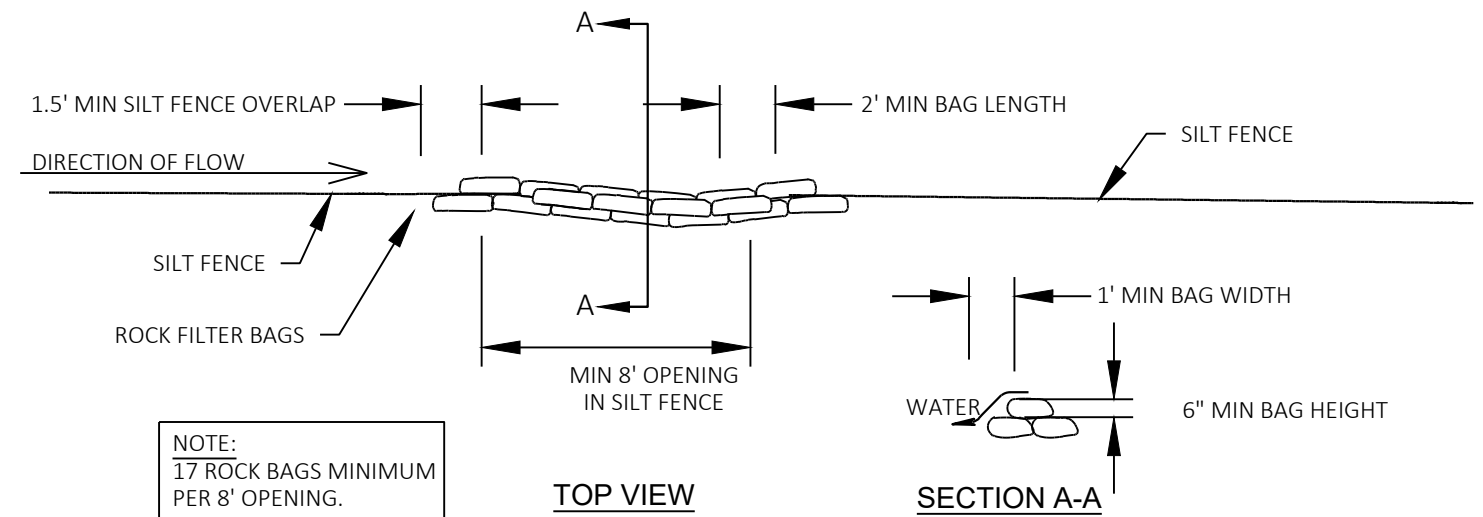
TYPICAL EXISTING SECTION
STH 95
STA 4+98 TO 5+98



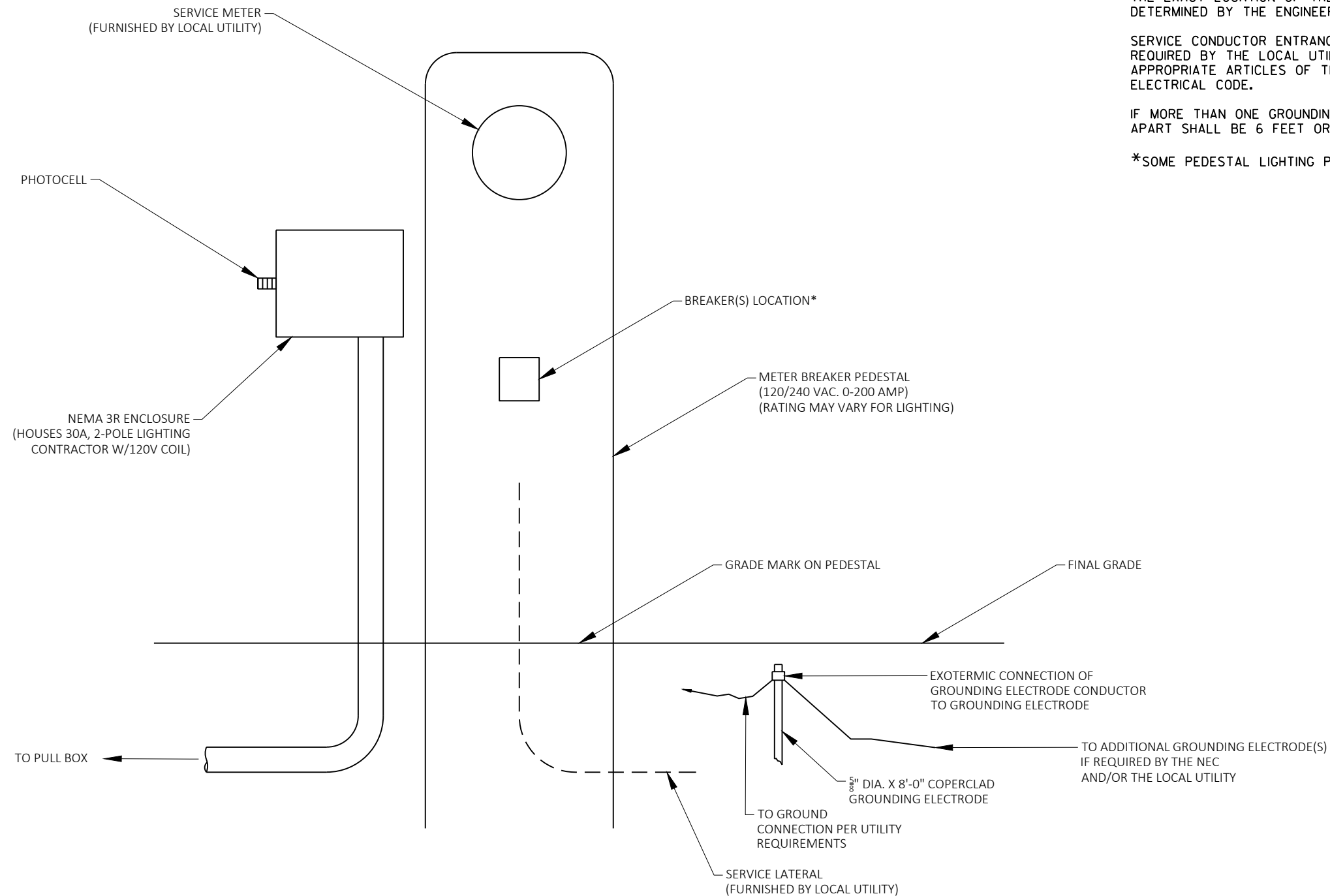
① SEE GENERAL NOTES PAGE FOR ASPHALT LAYERS AND THICKNESSES.



**MEDIUM RANDOM RIPRAP AND GEOTEXTILE FABRIC DETAIL
AT APRON ENDWALL**



ROCK BAGS USED FOR SILT FENCE RELIEF



GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

ELECTRICAL SERVICE METER BREAKER PEDESTAL SPECIAL DETAIL

PROJECT NO: 1630-01-74

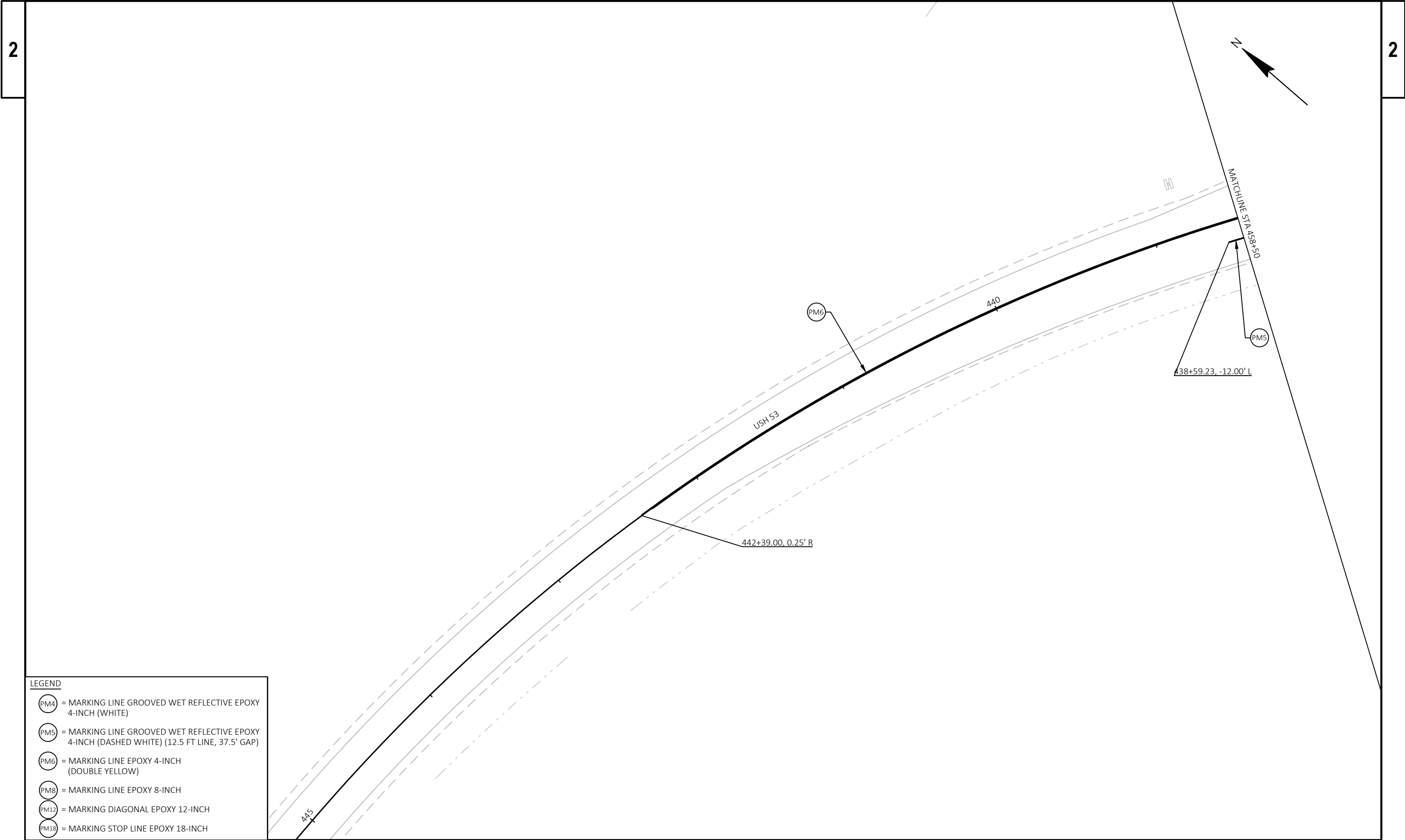
HWY: USH 53

COUNTY: TREMPLEAU

CONSTRUCTION DETAILS

SHEET

E



LEGEND

PM4

= MARKING LINE GROOVED WET REFLECTIVE EPOXY
4-INCH (WHITE)

PM5

= MARKING LINE GROOVED WET REFLECTIVE EPOXY
4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5' GAP)

PM6

= MARKING LINE EPOXY 4-INCH
(DOUBLE YELLOW)

PM8

= MARKING LINE EPOXY 8-INCH

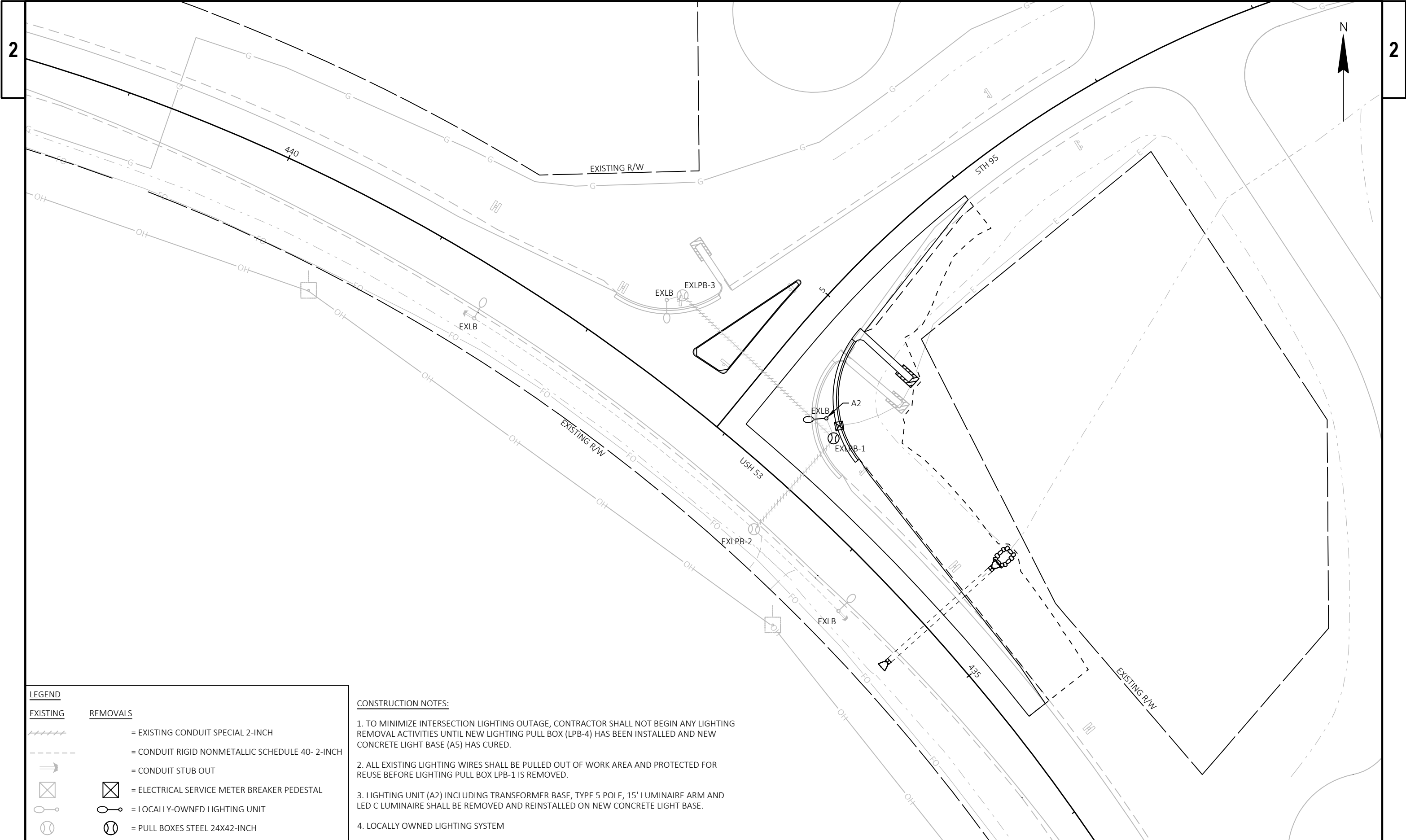
PM12

= MARKING DIAGONAL EPOXY 12-INCH

PM18

= MARKING STOP LINE EPOXY 18-INCH

PROJECT NO: 1630-01-74	HWY: USH 53	COUNTY: TREMPEALEAU	PERMANENT SIGNING & PAVEMENT MARKINGS	SHEET	E
------------------------	-------------	---------------------	---------------------------------------	-------	---



LEGEND

EXISTING

REMOVALS

CONSTRUCTION NOTES:

1. TO MINIMIZE INTERSECTION LIGHTING OUTAGE, CONTRACTOR SHALL NOT BEGIN ANY LIGHTING REMOVAL ACTIVITIES UNTIL NEW LIGHTING PULL BOX (LPB-4) HAS BEEN INSTALLED AND NEW CONCRETE LIGHT BASE (A5) HAS CURED.

2. ALL EXISTING LIGHTING WIRES SHALL BE PULLED OUT OF WORK AREA AND PROTECTED FOR REUSE BEFORE LIGHTING PULL BOX LPB-1 IS REMOVED.

3. LIGHTING UNIT (A2) INCLUDING TRANSFORMER BASE, TYPE 5 POLE, 15' LUMINAIRE ARM AND LED C LUMINAIRE SHALL BE REMOVED AND REINSTALLED ON NEW CONCRETE LIGHT BASE.

4. LOCALLY OWNED LIGHTING SYSTEM

PROJECT NO: 1630-01-74

HWY: USH 53

COUNTY: TREMPPEALEAU

LIGHTING REMOVAL PLAN

SHEET

E

FILE NAME : N:\PDS\C3D\16300104\SHEETSPLAN\023401_LR.DWG

LAYOUT NAME - 023401_lr

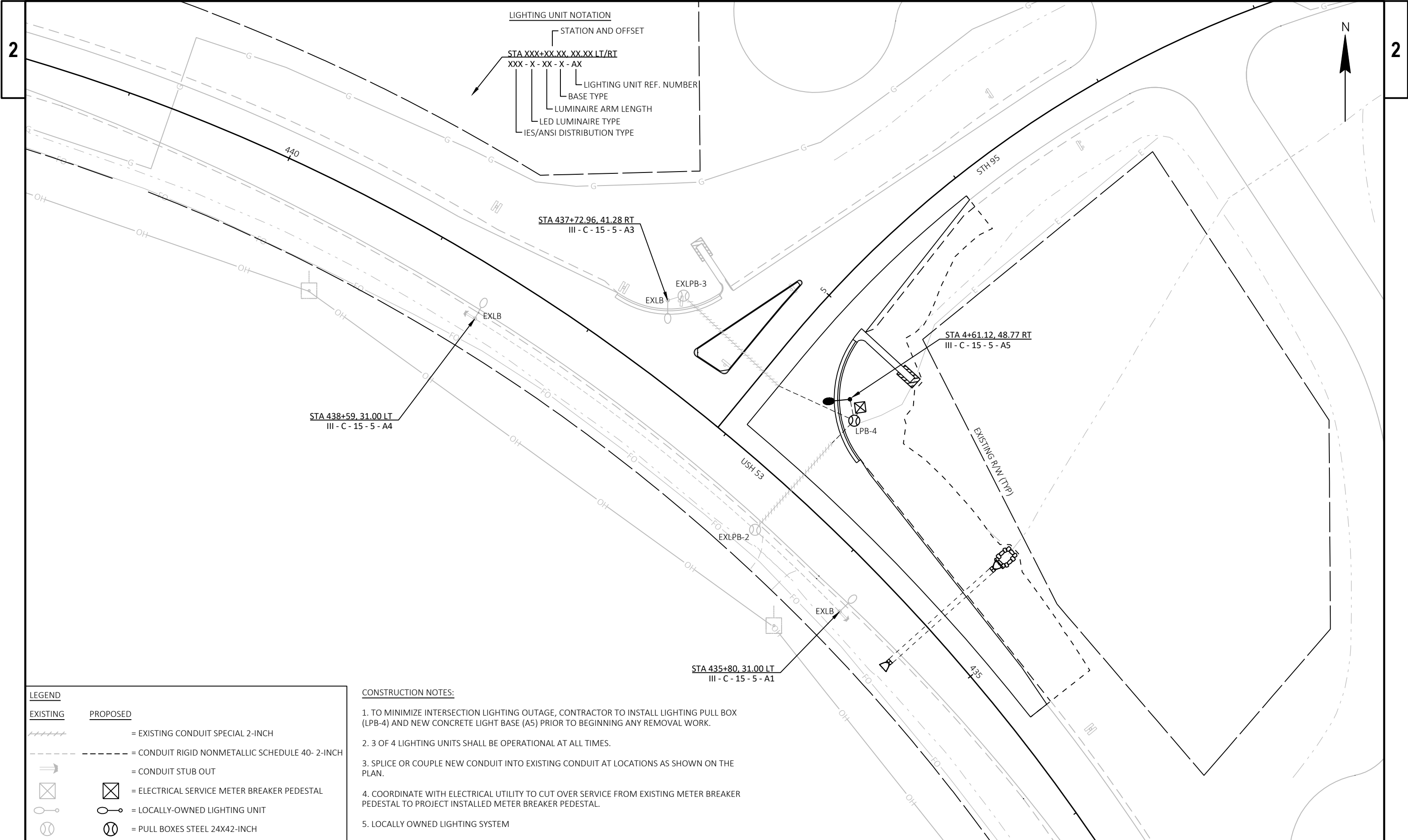
PLOT DATE : 10/19/2020 11:50 AM

PLOT BY : CORY IHDE

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDs SHEET 42



LIGHTING UNIT NOTATION

STATION AND OFFSET

STA XXX+XX.XX.XX.XX LT/RT

XXX - X - XX - X - AX

LIGHTING UNIT REF. NUMBER

BASE TYPE

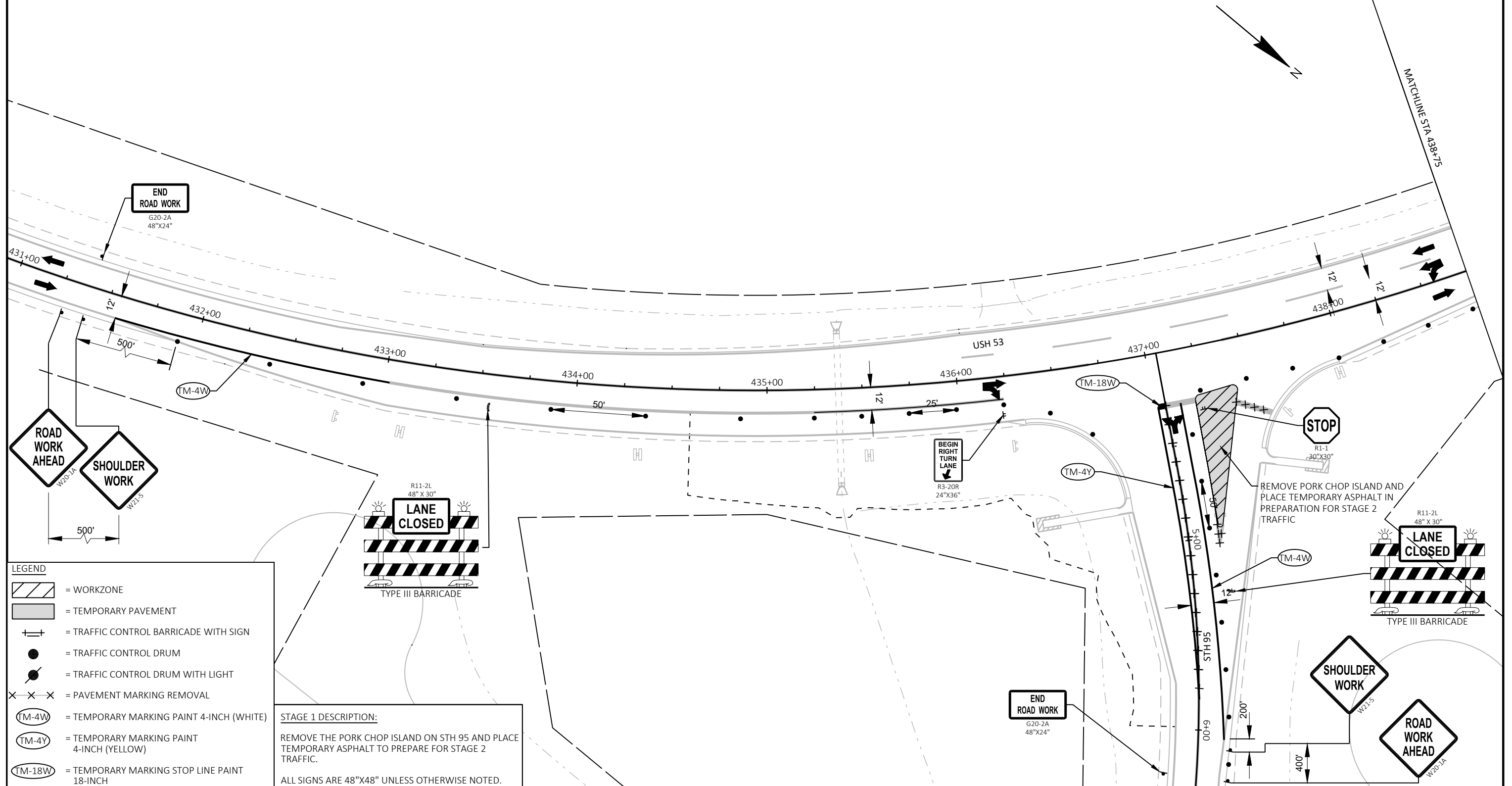
LUMINAIRE ARM LENGTH

LED LUMINAIRE TYPE

IES/ANSI DISTRIBUTION TYPE

LEGEND	
EXISTING	PROPOSED
=====	= EXISTING CONDUIT SPECIAL 2-INCH
-----	= CONDUIT RIGID NONMETALLIC SCHEDULE 40- 2-INCH
==>	= CONDUIT STUB OUT
⊠	⊠ = ELECTRICAL SERVICE METER BREAKER PEDESTAL
⊗	⊗ = LOCALLY-OWNED LIGHTING UNIT
⊙	⊙ = PULL BOXES STEEL 24X42-INCH

- CONSTRUCTION NOTES:
1. TO MINIMIZE INTERSECTION LIGHTING OUTAGE, CONTRACTOR TO INSTALL LIGHTING PULL BOX (LPB-4) AND NEW CONCRETE LIGHT BASE (A5) PRIOR TO BEGINNING ANY REMOVAL WORK.
 2. 3 OF 4 LIGHTING UNITS SHALL BE OPERATIONAL AT ALL TIMES.
 3. SPLICE OR COUPLE NEW CONDUIT INTO EXISTING CONDUIT AT LOCATIONS AS SHOWN ON THE PLAN.
 4. COORDINATE WITH ELECTRICAL UTILITY TO CUT OVER SERVICE FROM EXISTING METER BREAKER PEDESTAL TO PROJECT INSTALLED METER BREAKER PEDESTAL.
 5. LOCALLY OWNED LIGHTING SYSTEM



PROJECT NO: 1630-01-74

HWY: USH 53

COUNTY: TREMPLEAU

TRAFFIC CONTROL: STAGE 1

SHEET

E

FILE NAME : N:\PDS\CD\16300104\SHEETPLAN\025100_TC_S1.DWG
LAYOUT NAME - 025101_tc

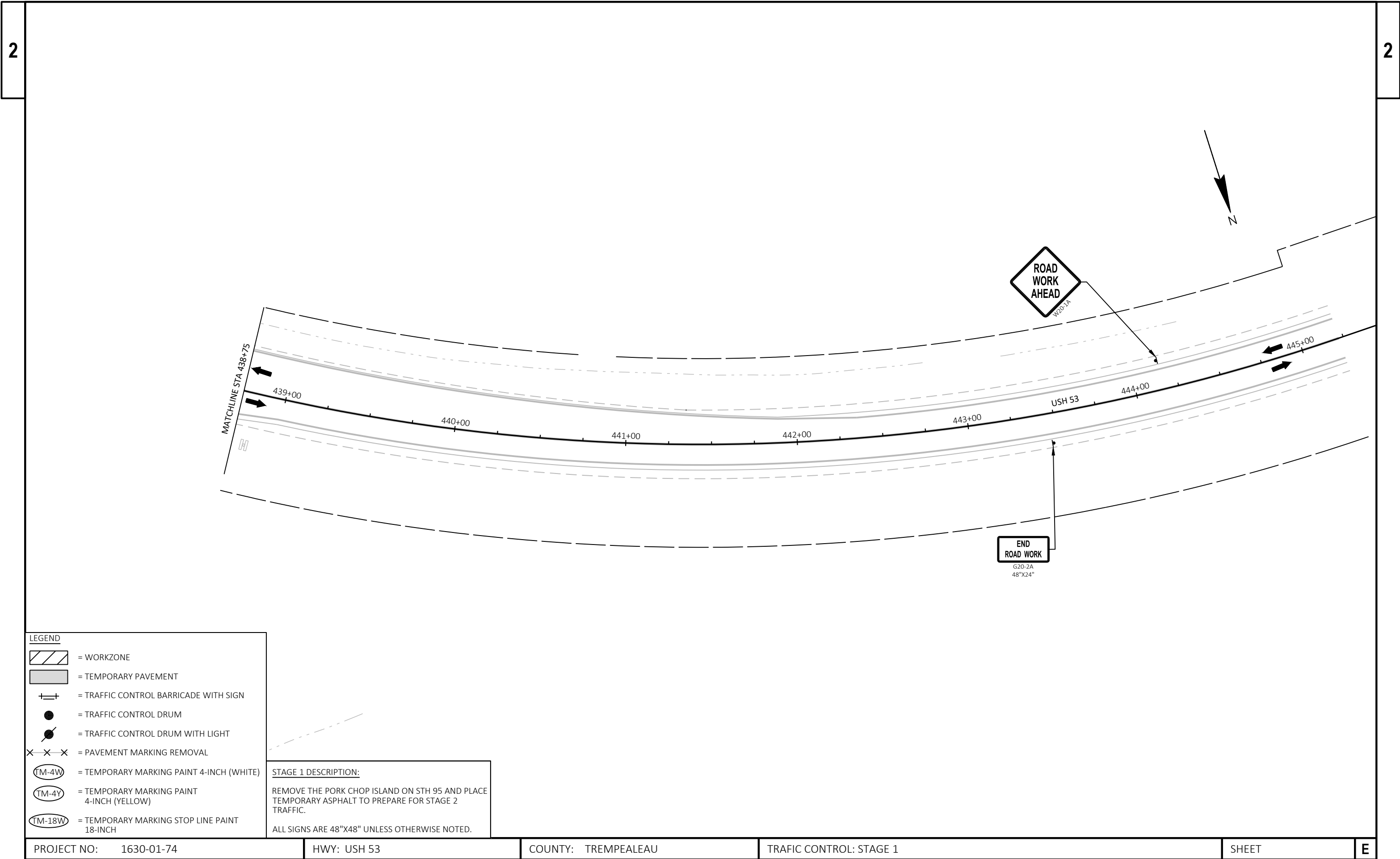
PLOT DATE : 6/12/2020 3:47 PM

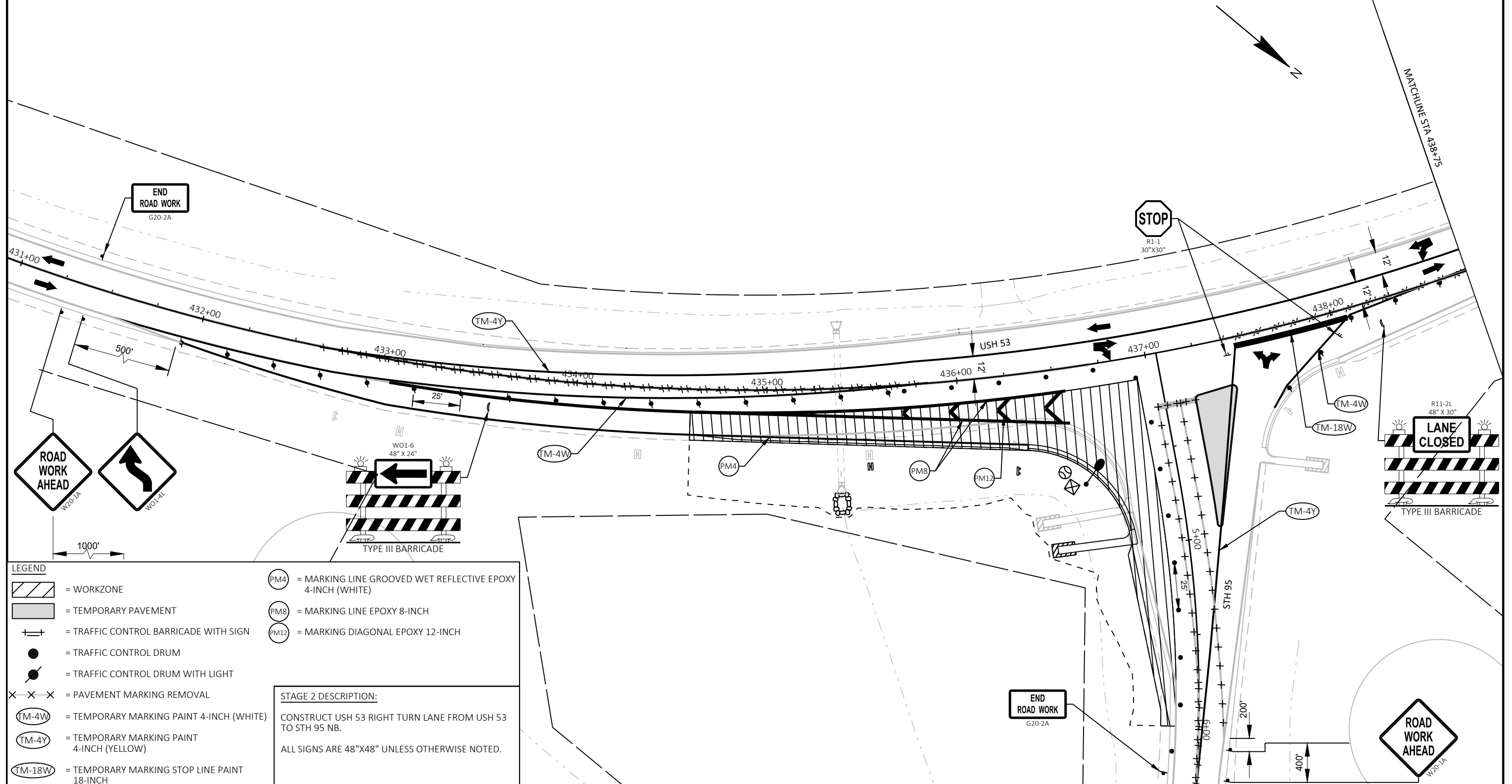
PLOT BY : MICHAEL W. BUCCELLI

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDs SHEET 42





PROJECT NO: 1630-01-74

HWY: USH 53

COUNTY: TREMPLEAU

TRAFFIC CONTROL: STAGE 2

SHEET

E

FILE NAME : N:\PDS\CD\16300104\SHEETPLAN\025101_TC_S2.DWG
LAYOUT NAME - 025101_tc

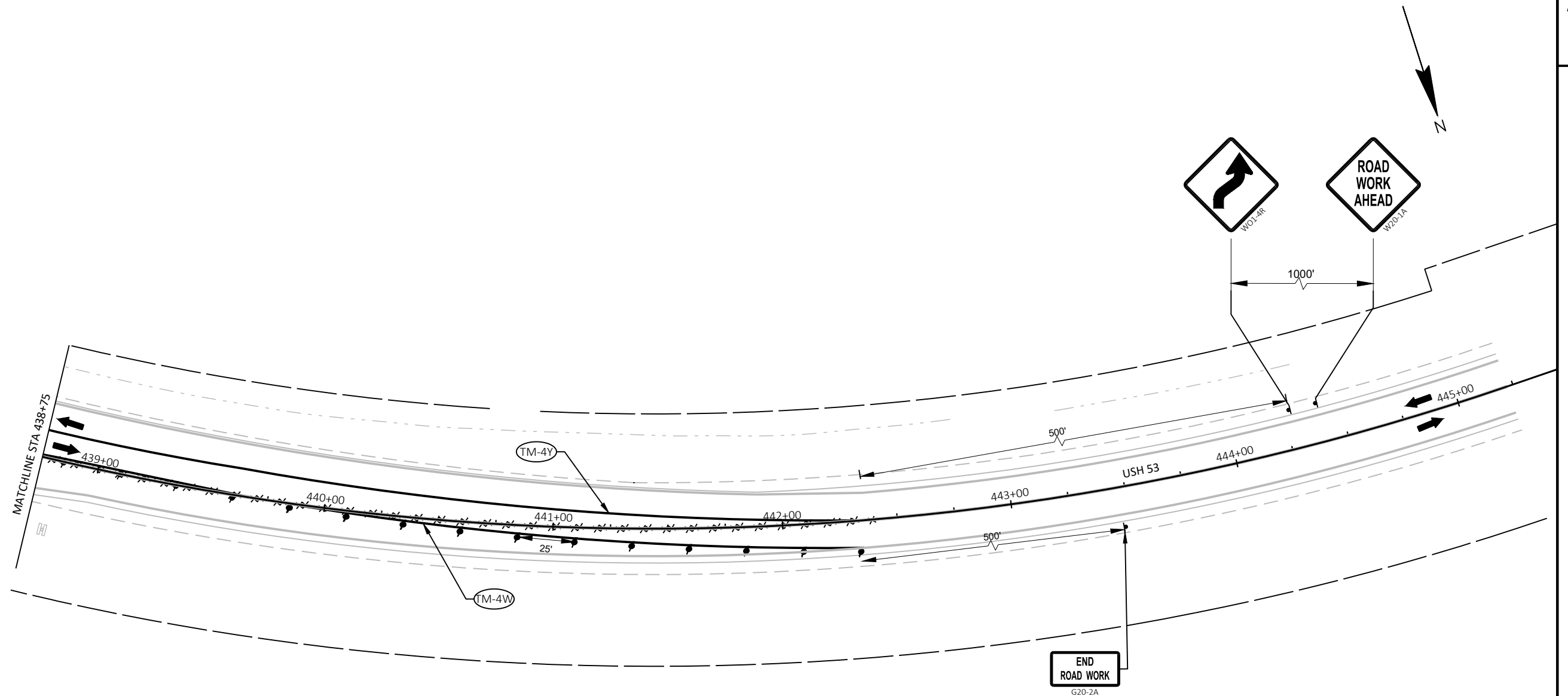
PLOT DATE : 6/12/2020 3:46 PM

PLOT BY : MICHAEL W. BUCCELLI

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDs SHEET 42



LEGEND

	= WORKZONE		= MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
	= TEMPORARY PAVEMENT		= MARKING LINE EPOXY 8-INCH
	= TRAFFIC CONTROL BARRICADE WITH SIGN		= MARKING DIAGONAL EPOXY 12-INCH
	= TRAFFIC CONTROL DRUM		
	= TRAFFIC CONTROL DRUM WITH LIGHT		
	= PAVEMENT MARKING REMOVAL		
	= TEMPORARY MARKING PAINT 4-INCH (WHITE)	STAGE 2 DESCRIPTION: CONSTRUCT USH 53 RIGHT TURN LANE FROM USH 53 TO STH 95 NB. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.	
	= TEMPORARY MARKING PAINT 4-INCH (YELLOW)		
	= TEMPORARY MARKING STOP LINE PAINT 18-INCH		

PROJECT NO: 1630-01-74

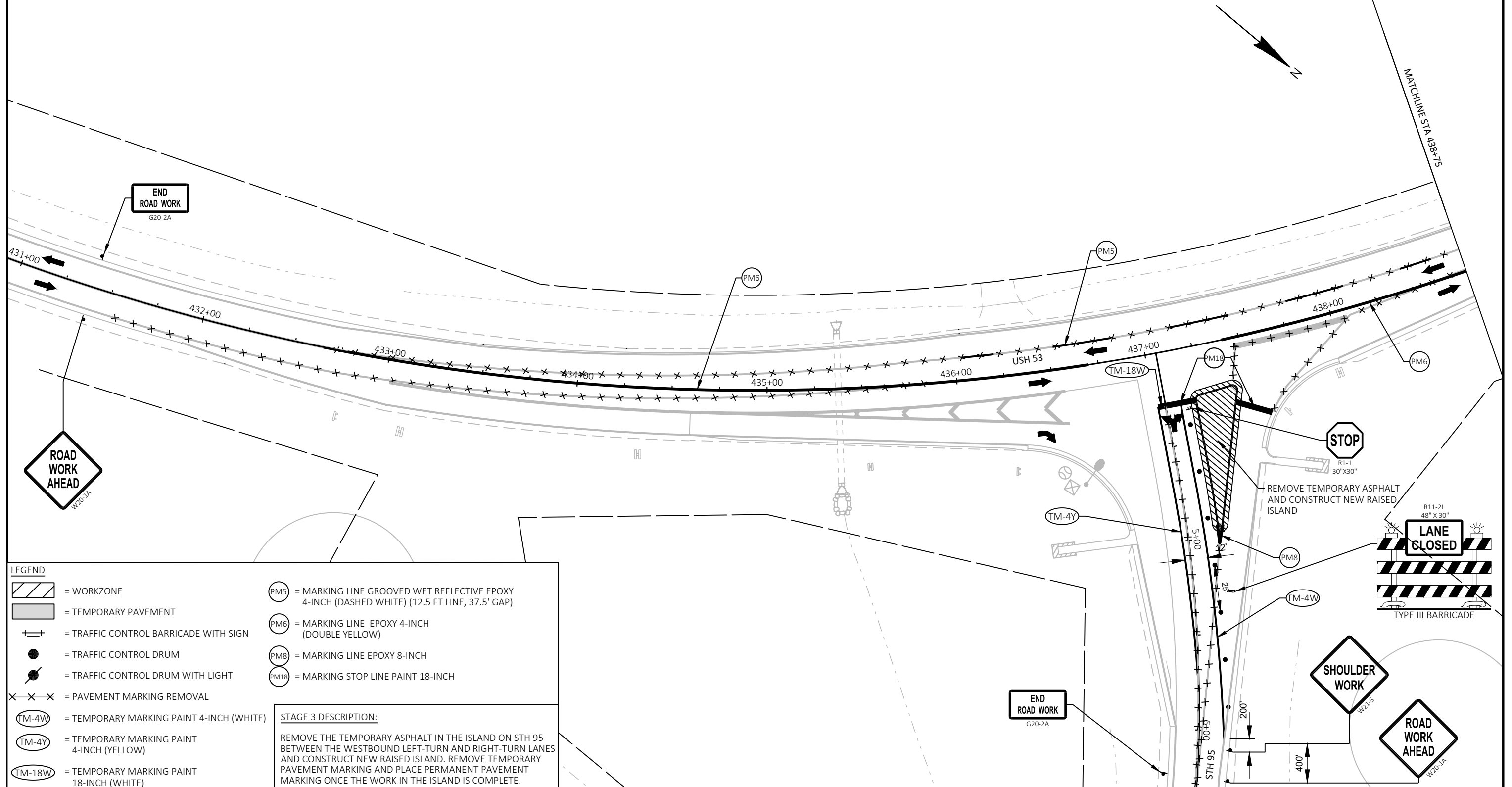
HWY: USH 53

COUNTY: TREMPLEAU

TRAFFIC CONTROL: STAGE 2

SHEET

E



LEGEND

- = WORKZONE
 = TEMPORARY PAVEMENT
 = TRAFFIC CONTROL BARRICADE WITH SIGN
 = TRAFFIC CONTROL DRUM
 = TRAFFIC CONTROL DRUM WITH LIGHT
 = PAVEMENT MARKING REMOVAL
 = TEMPORARY MARKING PAINT 4-INCH (WHITE)
 = TEMPORARY MARKING PAINT 4-INCH (YELLOW)
 = TEMPORARY MARKING PAINT 18-INCH (WHITE)

- = MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5' GAP)
 = MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
 = MARKING LINE EPOXY 8-INCH
 = MARKING STOP LINE PAINT 18-INCH

STAGE 3 DESCRIPTION:

REMOVE THE TEMPORARY ASPHALT IN THE ISLAND ON STH 95 BETWEEN THE WESTBOUND LEFT-TURN AND RIGHT-TURN LANES AND CONSTRUCT NEW RAISED ISLAND. REMOVE TEMPORARY PAVEMENT MARKING AND PLACE PERMANENT PAVEMENT MARKING ONCE THE WORK IN THE ISLAND IS COMPLETE.

PROJECT NO: 1630-01-74

HWY: USH 53

COUNTY: TREMPLEALEAU

TRAFFIC CONTROL: STAGE 3

SHEET

E

FILE NAME : N:\PDS\VC3D\16300104\SHEETSPLAN\025102_TC_S3.DWG
LAYOUT NAME - 025101_tc

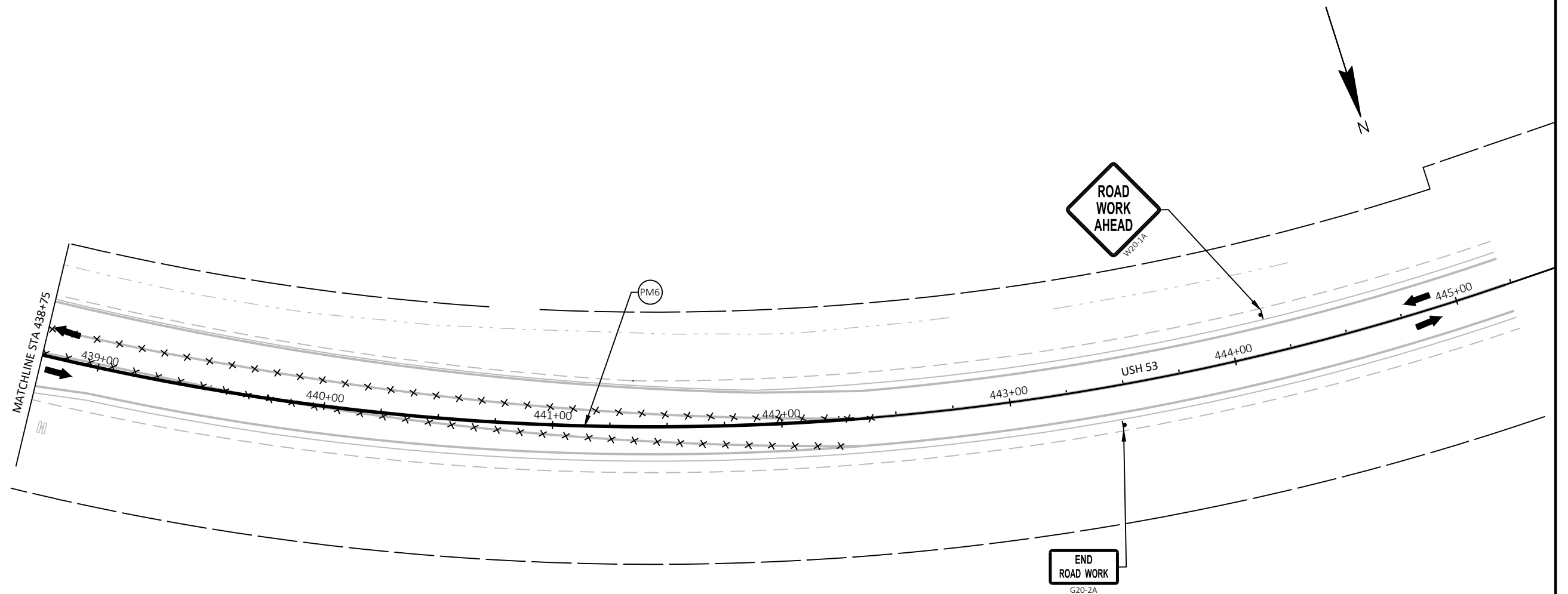
PLOT DATE : 6/16/2020 10:32 AM

PLOT BY : MICHAEL W. BUCCELLI

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDs SHEET 42



LEGEND	
	= WORKZONE
	= TEMPORARY PAVEMENT
	= TRAFFIC CONTROL BARRICADE WITH SIGN
	= TRAFFIC CONTROL DRUM
	= TRAFFIC CONTROL DRUM WITH LIGHT
	= PAVEMENT MARKING REMOVAL
	= TEMPORARY MARKING PAINT 4-INCH (WHITE)
	= TEMPORARY MARKING PAINT 4-INCH (YELLOW)
	= TEMPORARY MARKING PAINT 18-INCH (WHITE)
	= MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5' GAP)
	= MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
	= MARKING LINE EPOXY 8-INCH
	= MARKING STOP LINE PAINT 18-INCH

STAGE 3 DESCRIPTION:

REMOVE THE TEMPORARY ASPHALT IN THE ISLAND ON STH 95 BETWEEN THE WESTBOUND LEFT-TURN AND RIGHT-TURN LANES AND CONSTRUCT NEW RAISED ISLAND. REMOVE TEMPORARY PAVEMENT MARKING AND PLACE PERMANENT PAVEMENT MARKING ONCE THE WORK IN THE ISLAND IS COMPLETE.

Estimate Of Quantities

1630-01-74					
Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	210.000	210.000
0004	204.0130	Removing Curb	LF	170.000	170.000
0006	204.0150	Removing Curb & Gutter	LF	73.000	73.000
0008	204.0195	Removing Concrete Bases	EACH	1.000	1.000
0010	204.9060.S	Removing (item description) 01. Removing Electrical Service Meter Breaker Pedestal	EACH	1.000	1.000
0012	205.0100	Excavation Common	CY	474.000	474.000
0014	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	5.000	5.000
0016	213.0100	Finishing Roadway (project) 01. 1630-01-74	EACH	1.000	1.000
0018	305.0110	Base Aggregate Dense 3/4-Inch	TON	30.000	30.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	860.000	860.000
0022	455.0605	Tack Coat	GAL	85.000	85.000
0024	460.2000	Incentive Density HMA Pavement	DOL	210.000	210.000
0026	460.6244	HMA Pavement 4 MT 58-34 S	TON	325.000	325.000
0028	465.0125	Asphaltic Surface Temporary	TON	32.000	32.000
0030	465.0315	Asphaltic Flumes	SY	21.000	21.000
0032	601.0120	Concrete Curb Type J	LF	170.000	170.000
0034	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	74.000	74.000
0036	606.0200	Riprap Medium	CY	4.000	4.000
0038	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1630-01-74	EACH	1.000	1.000
0040	619.1000	Mobilization	EACH	1.000	1.000
0042	624.0100	Water	MGAL	13.400	13.400
0044	625.0500	Salvaged Topsoil	SY	1,180.000	1,180.000
0046	627.0200	Mulching	SY	100.000	100.000
0048	628.1504	Silt Fence	LF	335.000	335.000
0050	628.1520	Silt Fence Maintenance	LF	335.000	335.000
0052	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0054	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0056	628.2004	Erosion Mat Class I Type B	SY	1,180.000	1,180.000
0058	628.7504	Temporary Ditch Checks	LF	34.000	34.000
0060	628.7555	Culvert Pipe Checks	EACH	10.000	10.000
0062	628.7570	Rock Bags	EACH	34.000	34.000
0064	629.0210	Fertilizer Type B	CWT	1.000	1.000
0066	630.0130	Seeding Mixture No. 30	LB	22.000	22.000
0068	630.0200	Seeding Temporary	LB	33.000	33.000
0070	630.0500	Seed Water	MGAL	1.000	1.000
0072	631.0300	Sod Water	MGAL	1.000	1.000
0074	631.1000	Sod Lawn	SY	6.000	6.000
0076	633.5200	Markers Culvert End	EACH	1.000	1.000

Estimate Of Quantities

1630-01-74

Line	Item	Item Description	Unit	Total	Qty
0078	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	2.000	2.000
0080	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	1.000	1.000
0082	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	2.000	2.000
0084	638.2102	Moving Signs Type II	EACH	6.000	6.000
0086	642.5001	Field Office Type B	EACH	1.000	1.000
0088	643.0300	Traffic Control Drums	DAY	2,600.000	2,600.000
0090	643.0420	Traffic Control Barricades Type III	DAY	107.000	107.000
0092	643.0705	Traffic Control Warning Lights Type A	DAY	208.000	208.000
0094	643.0715	Traffic Control Warning Lights Type C	DAY	2,600.000	2,600.000
0096	643.0900	Traffic Control Signs	DAY	783.000	783.000
0098	643.5000	Traffic Control	EACH	1.000	1.000
0100	645.0120	Geotextile Type HR	SY	13.000	13.000
0102	646.1020	Marking Line Epoxy 4-Inch	LF	2,210.000	2,210.000
0104	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	530.000	530.000
0106	646.3020	Marking Line Epoxy 8-Inch	LF	580.000	580.000
0108	646.6120	Marking Stop Line Epoxy 18-Inch	LF	40.000	40.000
0110	646.7120	Marking Diagonal Epoxy 12-Inch	LF	70.000	70.000
0112	646.9000	Marking Removal Line 4-Inch	LF	4,965.000	4,965.000
0114	646.9100	Marking Removal Line 8-Inch	LF	20.000	20.000
0116	646.9200	Marking Removal Line Wide	LF	110.000	110.000
0118	649.0105	Temporary Marking Line Paint 4-Inch	LF	3,015.000	3,015.000
0120	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	75.000	75.000
0122	650.4500	Construction Staking Subgrade	LF	437.000	437.000
0124	650.5000	Construction Staking Base	LF	437.000	437.000
0126	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	228.000	228.000
0128	650.6000	Construction Staking Pipe Culverts	EACH	1.000	1.000
0130	650.8500	Construction Staking Electrical Installations (project) 01. 1630-01-74	LS	1.000	1.000
0132	650.9910	Construction Staking Supplemental Control (project) 01. 1630-01-74	LS	1.000	1.000
0134	650.9920	Construction Staking Slope Stakes	LF	250.000	250.000
0136	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	88.000	88.000
0138	653.0140	Pull Boxes Steel 24x42-Inch	EACH	1.000	1.000
0140	653.0905	Removing Pull Boxes	EACH	1.000	1.000
0142	654.0105	Concrete Bases Type 5	EACH	1.000	1.000
0144	655.0610	Electrical Wire Lighting 12 AWG	LF	833.000	833.000
0146	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. USH 53 & STH 95	LS	1.000	1.000
0148	690.0150	Sawing Asphalt	LF	990.000	990.000
0150	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000

Estimate Of Quantities

1630-01-74

Line	Item	Item Description	Unit	Total	Qty
0152	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000
0154	SPV.0060	Special 01. Remove and Reinstall Light Pole Assembly	EACH	1.000	1.000

REMOVING CURB & GUTTER

					204.0130	204.0150
					REMOVING CURB	REMOVING CURB & GUTTER
ROADWAY	STATION	TO	STATION	LOCATION	LF	LF
USH 53	436+33	-	436+78	RT	--	73
STH 95	4+23	-	4+96	LT	170	--
TOTAL					170	73

FINISHING ROADWAY

	213.0100
	FINISHING ROADWAY
LOCATION	EACH
PROJECT	1
TOTAL	1

ASPHALT REMOVAL

					204.0110	
					REMOVING ASPHALTIC SURFACE	
ROADWAY	STATION	TO	STATION	LOCATION	SY	COMMENTS
STH 95	4+23	-	4+96	LT	105	STAGE 1
STH 95	4+23	-	4+96	LT	105	STAGE 3
TOTAL					210	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	REDUCED EBS IN FILL (6)	EXPANDED EBS BACKFILL (7)	UNEXPANDED FILL	EXPANDED FILL (8)	MASS ORDINATE +/- (9)	WASTE	208.0100 BORROW	COMMENT
			CUT (2)	EBS EXCAVATION (3)			FACTOR 0.80	FACTOR 1.00		FACTOR 1.30				
DIVISION 1														
QR-USH53	434+59.93/436+25		190	10	39	151	8	10	98	138	34	34	0	
QR-USH53-STH95-CURBRADIUS	00+02.5/00+84.675		189	10	4	185	8	10	56	83	122	122	0	
QR-STH95	05+25/05+98.07		70	5	5	65	4	5	9	17	59	59	0	
DIVISION 1 SUBTOTAL			449	25	48	401	20	25	163	238	215	215	0	
GRAND TOTAL			449	25	48	401	20	25	163	238	215	215	0	
TOTAL COMMON EXC			474											

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH WITH BASE AGGREGATE DENSE 1 1/4-INCH. ITEM NUMBER 305.0120.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(6) REDUCED EBS IN FILL - EXCAVATED EBS MATERIAL IS USUABLE IN FILLS OUTSIDE THE 1:1 SLOPE.

(7) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH BASE AGGREGATE DENSE 1 1/4-INCH. ITEM NUMBER 305.0120.

(8) EXPANDED FILL FACTOR = 1.3

EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR

(9) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(10) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

AGGREGATE ITEMS

ROADWAY	STATION	TO	STATION	305.0110	305.0120	624.0100
				BASE AGGREGATE DENSE		WATER
				3/4-INCH	1 1/4-INCH	
				TON	TON	MGAL
USH 53	434+59	-	436+32	20	--	0.3
	434+59	-	436+94	--	420	6.3
STH 95	4+98	-	5+98	10	--	0.2
	4+12	-	5+99	--	390	5.9
UNDISTRIBUTED				--	50	0.8
TOTAL				30	860	13.4

ASPHALTIC FLUMES

ROADWAY	STATION	LOCATION	465.0315	631.0300	631.1000
			ASPHALTIC	SOD	SOD
			FLUMES	WATER	LAWN
			SY	MGAL	SY
STH 95	4+94	RT	21	1	6
TOTAL			21	1	6

ASPHALT ITEMS

ROADWAY	STATION	TO	STATION	LOCATION	455.0605	460.6244	465.0125	211.0400
					TACK	HMA PAVEMENT	ASPHALTIC	PREPARE
					COAT	4MT	SURFACE	FOUNDATION
					GAL	58-34 S	TEMPORARY	FOR ASPHALTIC
USH 53	434+59.93	-	436+93.96	RT	53	180	--	3
STH 95	4+11.94	-	5+98.53	RT	32	110	--	2
	4+23	-	4+96	LT	--	35	32	--
TOTAL					85	325	32	5

CURB AND GUTTER ITEMS

ROADWAY	STATION	TO	STATION	LOCATION	601.0120	601.0557
					CONCRETE	CONCRETE
					CURB	CURB & GUTTER
					TYPE J	6-INCH SLOPED
					LF	36-INCH
					LF	TYPE D
USH 53/STH 95	436+32.82	-	436+78.00	CURB RETURN	--	74
STH 95	4+23	-	4+96	PORK CHOP ISLAND	170	--
TOTAL					170	74

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

3

3

CULVERT PIPE ITEMS							MAINTENANCE & REPAIR OF HAUL ROADS	
		606.0200	628.7555	645.0120	633.5200	650.6000	618.0100	
		RIPRAP	CULVERT	GEOTEXTILE	MARKERS	CONSTRUCTION	MAINTENANCE AND	
		MEDIUM	PIPE	TYPE HR	CULVERT	STAKING	REPAIR OF	
			CHECKS		END	PIPE CULVERTS	HAUL ROADS	
ROADWAY	STATION	CY	EACH	SY	EACH	EACH	LOCATION	EACH
USH 53	435+37	4	10	13	1	1	PROJECT	1
TOTAL		4	10	13	1	1	TOTAL	1

<u>FIELD OFFICE</u>		<u>RESTORATION ITEMS</u>						
	642.5001	625.0500	627.0200	628.2004	629.0210	630.0130	630.0200	630.0500
	FIELD OFFICE			EROSION MAT		SEEDING		
	TYPE B	SALVAGED	MULCHING	CLASS I	FERTILIZER	MIXTURE	TEMPORARY	SEED WATER
	EACH	TOPSOIL		TYPE B	TYPE B	NO. 30	LB	MGAL
LOCATION		SY	SY	SY	CWT	LB	LB	
PROJECT	1	750	--	750	0.5	14	21	--
		320	--	320	0.3	6	9	--
TOTAL	1	110	100	110	0.2	2	3	1
		1,180	100	1,180	1	22	33	1

EROSION CONTROL ITEMS					EROSION CONTROL MOBILIZATIONS		
	628.1504	628.1520	628.7504	628.7570	628.1905	628.1910	
		SILT	TEMPORARY	ROCK	MOBILIZATIONS	MOBILIZATIONS	
		FENCE	DITCH	BAGS	EROSION	EROSION	
		MAINTENANCE	CHECKS		CONTROL	CONTROL	
ROADWAY	SILT FENCE	LF	LF	EACH	LOCATION	EACH	EACH
USH 53	335	335	34	34	PROJECT	2	1
TOTAL		335	34	34	TOTAL	2	1

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

PROJECT NO: 1630-01-74	HWY: USH 53	COUNTY: TREMPLEAU	MISCELLANEOUS QUANTITIES	SHEET	E
------------------------	-------------	-------------------	--------------------------	-------	---

3

SIGNING				
	634.0612	634.0616	634.0620	638.2102
	POSTS WOOD			MOVING
	4x6-INCH	4x6-INCH	4x6-INCH	SIGNS
	X 12-FT	X 16-FT	X 20-FT	TYPE II
ROADWAY	EACH	EACH	EACH	EACH
USH 53	1	--	2	3
STH 95	1	1	--	3
TOTAL	2	1	2	6

TRAFFIC CONTROL ITEMS											
		643.0300		643.0420		643.0705		643.0715		643.0900	
TRAFFIC CONTROL											
ROADWAY	DURATION (DAYS)	DRUMS		BARRICADES TYPE III		WARNING LIGHTS				SIGNS	
						TYPE A		TYPE C			
		EACH**	DAY	EACH**	DAY	EACH**	DAY	EACH**	DAY	EACH**	DAY
USH 53/STH 95	43	50	2,150	2	86	4	172	50	2,150	15	645
UNDISTRIBUTED	--	--	450	--	21		36	--	450	--	138
TOTAL		2,600		107		208		2,600		783	

** INFORMATION ONLY

3

PAVEMENT MARKING ITEMS

					646.1020	646.1040	646.3020	646.6120	646.7120
					MARKING LINE EPOXY			MARKING	
					GROOVED WET REFLECTIVE			STOP LINE EPOXY 18-INCH	DIAGONAL EPOXY 12-INCH YELLOW
					4-INCH YELLOW	4-INCH WHITE	8-INCH WHITE		
STAGE	ROADWAY	STATION	TO	STATION	LF	LF	LF	LF	LF
STAGE 2									
	USH 53	432+50	-	442+50	--	460	560	--	70
	STH 95	4+00	-	6+50	--	--	--	--	--
SUBTOTAL					--	460	560	--	70
STAGE 3									
	USH 53	432+50	-	442+50	1,790	70	--	--	--
	STH 95	4+00	-	6+50	420	--	20	40	--
SUBTOTAL					2,210	70	20	40	--
TOTAL					2,210	530	580	40	70

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

TEMPORARY PAVEMENT MARKING ITEMS										
					646.9000	646.9100	646.9200	649.0105		649.0805
					MARKING REMOVAL			TEMPORARY MARKING LINE PAINT		TEMPORARY MARKING STOP LINE PAINT
					LINE 4-INCH	LINE 8-INCH	LINE WIDE	4-INCH YELLOW	4-INCH WHITE	18-INCH
STAGE	ROADWAY	STATION	TO	STATION	LF	LF	LF	LF	LF	LF
STAGE 1										
	USH 53	432+50	-	442+50	--	--	--	--	150	--
	STH 95	4+00	-	6+50	310	20	20	160	180	5
STAGE 1 SUBTOTAL					310	20	20	160	330	5
STAGE 2										
	USH 53	432+50	-	442+50	1,610	--	--	970	860	--
	STH 95	4+00	-	6+50	390	--	20	240	65	65
STAGE 2 SUBTOTAL					2,000	--	20	1,210	925	65
STAGE 3										
	USH 53	432+50	-	442+50	1,825	--	--	--	--	--
	STH 95	4+00	-	6+50	440	--	65	210	180	5
STAGE 3 SUBTOTAL					2,265	--	65	210	180	5
STAGE 4										
	USH 53	432+50	-	442+50	--	--	--	--	--	--
	STH 95	4+00	-	6+50	390	--	5	--	--	--
STAGE 4 SUBTOTAL					390	--	5	--	--	--
SUBTOTALS					4,965	20	110	1,580	1,435	75
TOTAL					4,965	20	110	3,015		75

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

CONSTRUCTION STAKING

				650.4500	650.5000	650.5500	650.8500	650.9910	650.9920
CONSTRUCTION STAKING									
				SUBGRADE		CURB GUTTER AND CURB & GUTTER		SUPPLEMENTAL CONTROL (PROJECT)	
ROADWAY	STATION	TO	STATION	LF	LF	LF	LS	LS	LF
USH 53	434+59.93	-	436+93.96	250	250	58	1	1	250
STH 95	4+11.94	-	5+98.53	187	187	170	--	--	--
TOTAL				437	437	228	1	1	250

ELECTRICAL ITEMS

	204.9060.S.01	656.0200.01	SPV.0060.01
	REMOVING ELECTRICAL SERVICE METER BREAKER PEDESTAL	ELECTRICAL METER BREAKER PEDESTAL USH 53 & STH 95	REMOVE AND REINSTALL LIGHT POLE ASSEMBLY
LOCATION	EACH	LS	EACH
USH 53	1	1	1
TOTAL	1	1	1

PULL BOXES

			653.0140	653.0905
			PULL BOXES STEEL 24x42-INCH	REMOVING PULL BOXES
PULL BOX	STATION	OFFSET	EACH	EACH
LPB-4	443+50	54.5' LT	1	
EXLPB-1	443+50	39.0' LT		1
TOTAL			1	1

CONCRETE BASES

			204.0195	654.0105
			REMOVING CONCRETE BASES	CONCRETE BASES TYPE 5
BASE	STATION	OFFSET	EACH	EACH
EXLB-A2	4+45	46' RT	1	
A4	4+61	49' RT		1
TOTAL			1	1

CONDUIT

		652.0225	
		CONDUIT RIDGID NONMETALLIC SCHEDULE 40 2-INCH	
FROM	TO	LF	COMMENTS
ELECTRICAL SERVICE	LPB-4	9	
LPB-4	A5	12	
LPB-4	SPLICE	19	CONDUIT RUN FROM EXLPB-2
LPB-4	SPLICE	48	CONDUIT RUN FROM EXLPB-3
TOTAL		88	

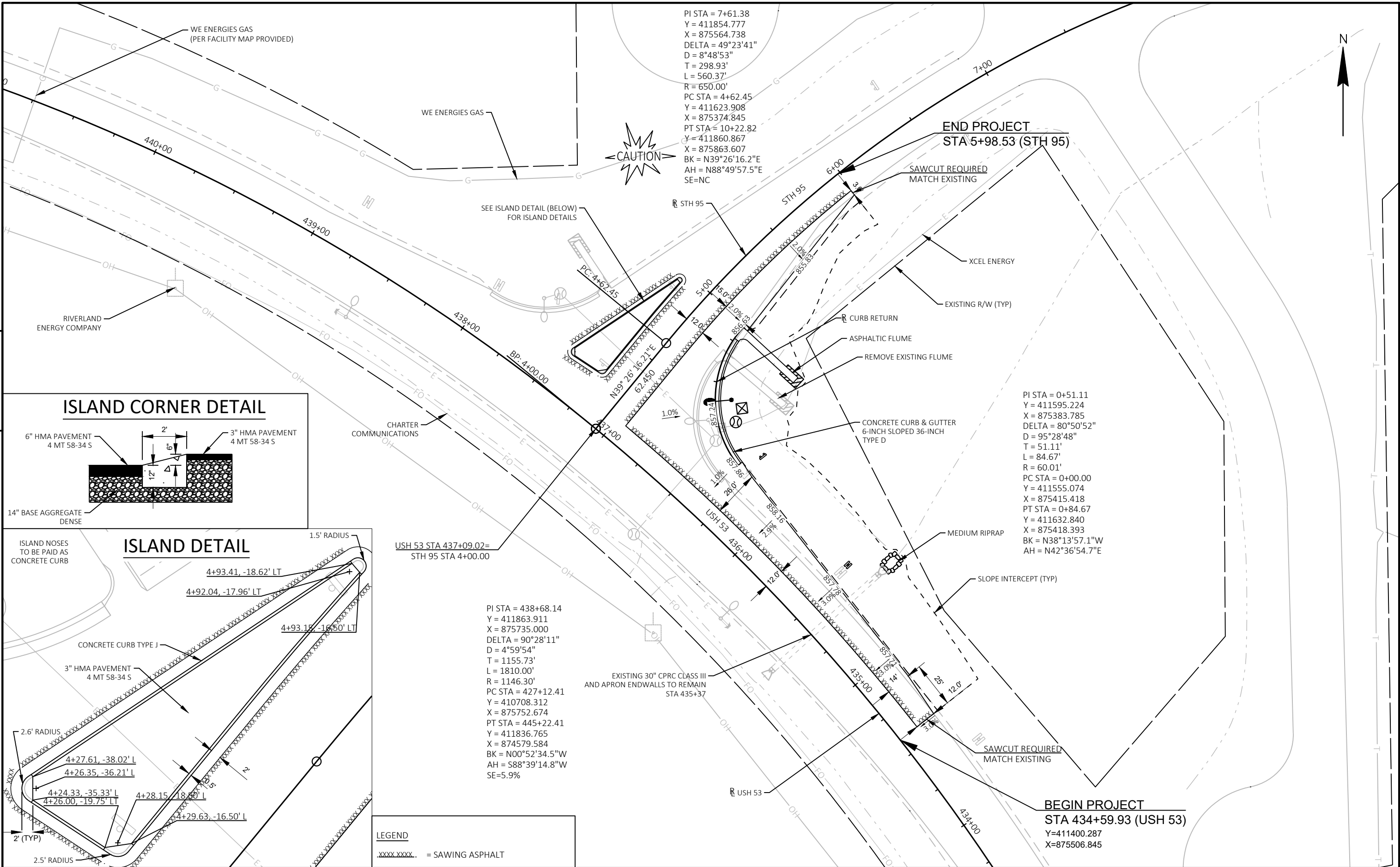
ELECTRICAL WIRE

		655.0610	
		ELECTRICAL WIRE LIGHTING 12 AWG	
FROM	TO	LF	
ELECTRICAL SERVICE	A1	215	
ELECTRICAL SERVICE	A3	195	
ELECTRICAL SERVICE	A4	355	
ELECTRICAL SERVICE	A5	68	
TOTAL		833	

SAW CUTTING ITEMS

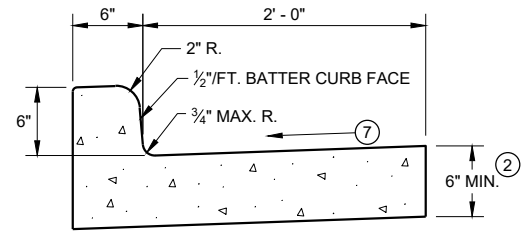
				690.0150
				SAWING ASPHALT
ROADWAY	STATION		STATION	LF
USH 53	434+59.93	-	436+93.96	250
STH 95	4+11.94	-	5+98.53	380
STH 95	4+23	-	4+96	360
TOTAL				990

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

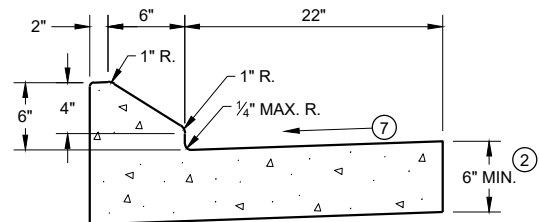


Standard Detail Drawing List

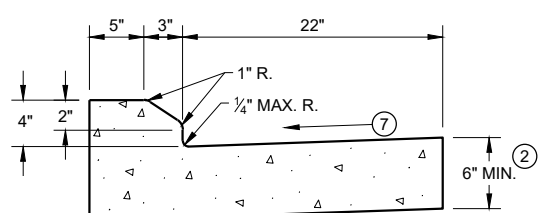
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E15-01	CULVERT PIPE CHECK
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
11B02-02	CONCRETE MEDIAN NOSE
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C27-03A	DOUBLE ARROW WARNING SIGN PLACEMENT
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS



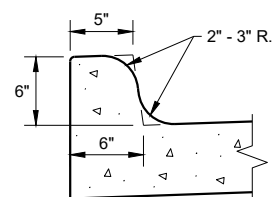
TYPES A^① & D



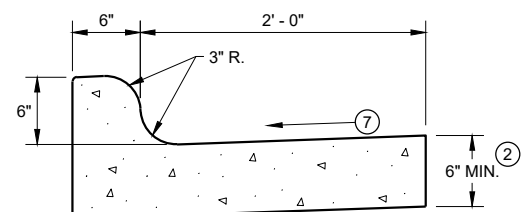
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

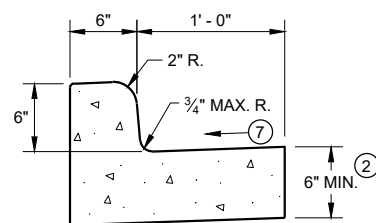


TYPES K^① & L
(OPTIONAL CURB SHAPE)



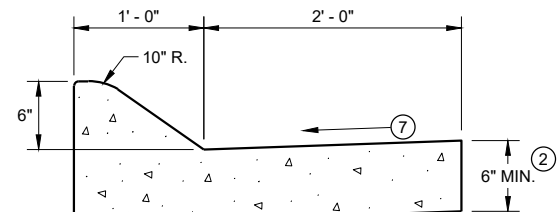
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

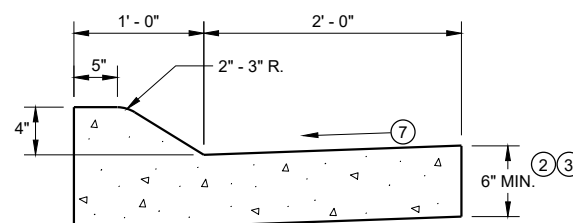


TYPES A^① & D

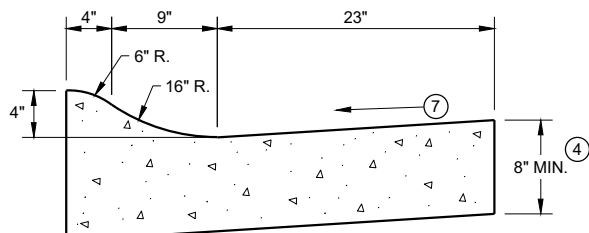
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D



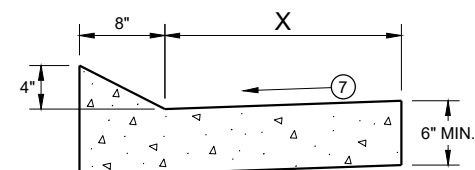
4" SLOPED CURB TYPES A^① & D



4" SLOPED CURB TYPES R^① & T^⑤

CONCRETE CURB AND GUTTER 36"

TBT & TBTT	X
30"	22"
36"	28"

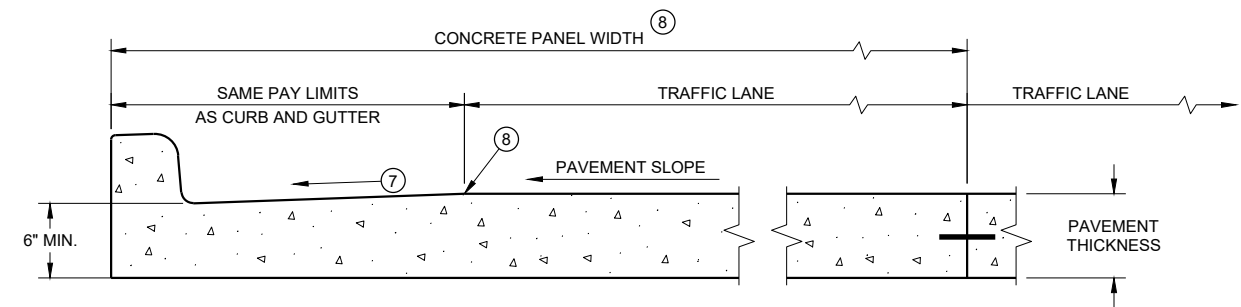


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

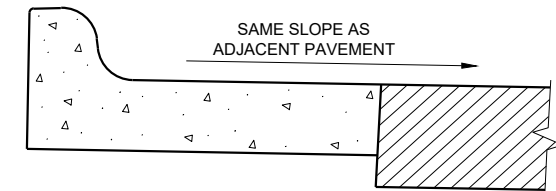
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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)

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.

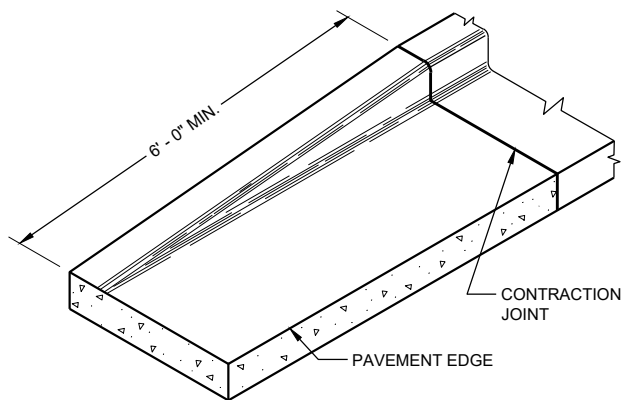
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

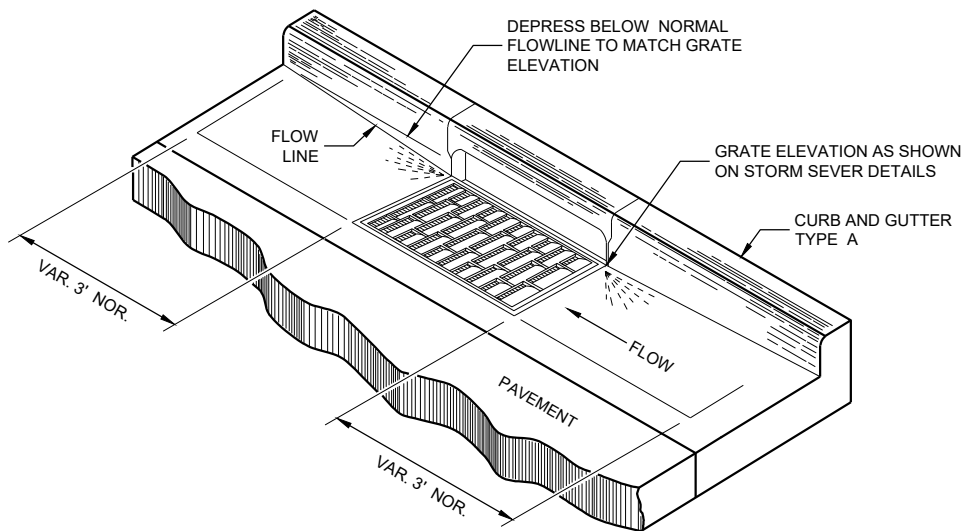
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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.

CONCRETE CURB AND GUTTER

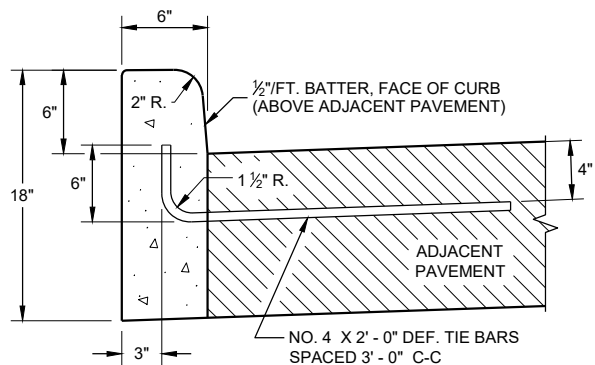
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



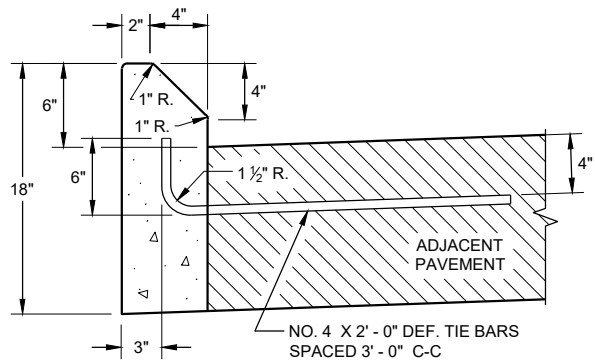
END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

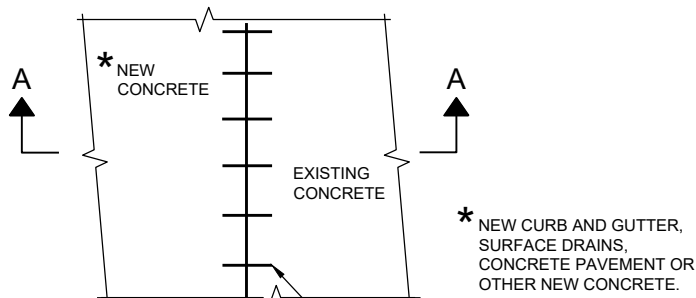


TYPES A^① & D

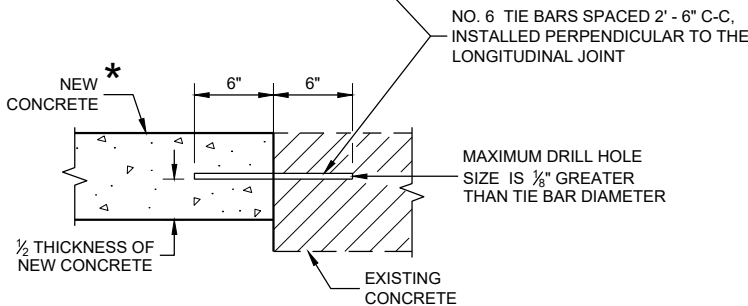


TYPES G^① & J

CONCRETE CURB



PLAN VIEW



SECTION A - A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

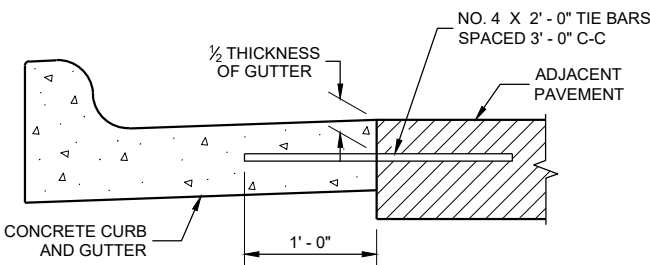
GENERAL NOTES

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

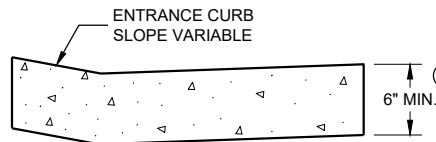
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

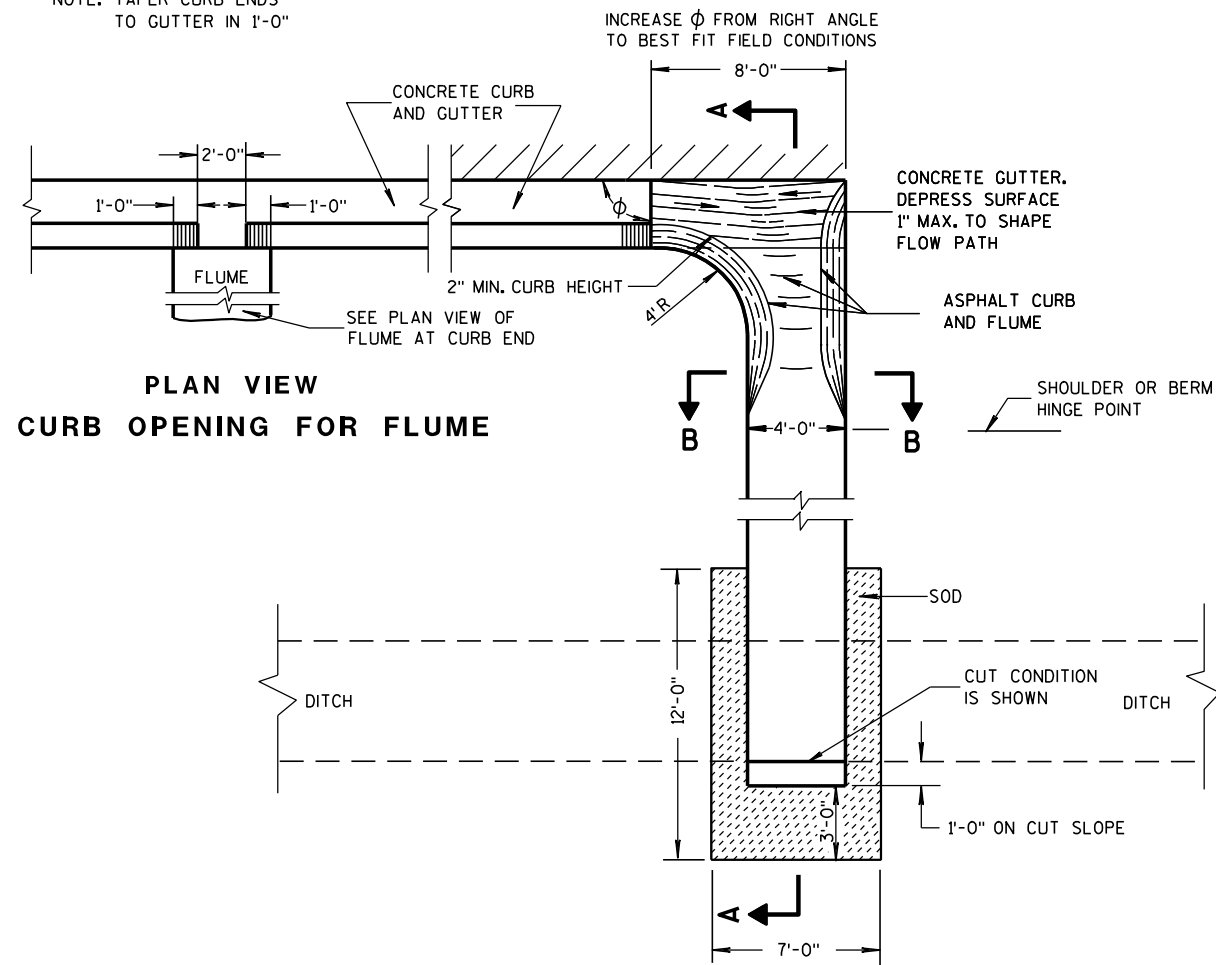
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA

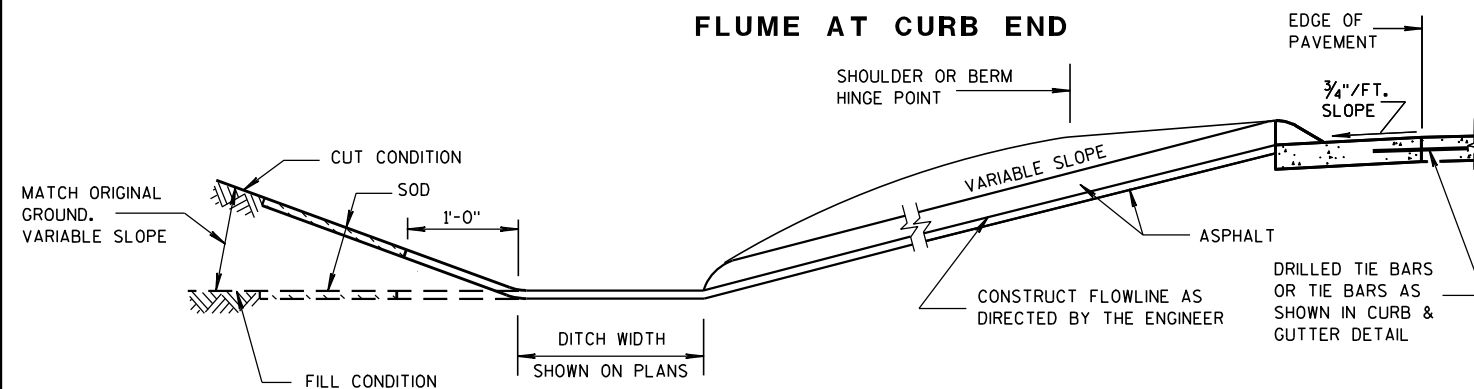
ASPHALTIC FLUME

NOTE: TAPER CURB ENDS
TO GUTTER IN 1'-0"

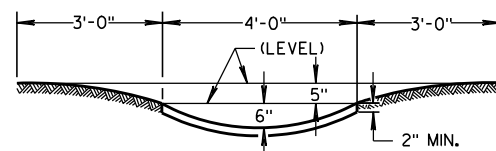


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

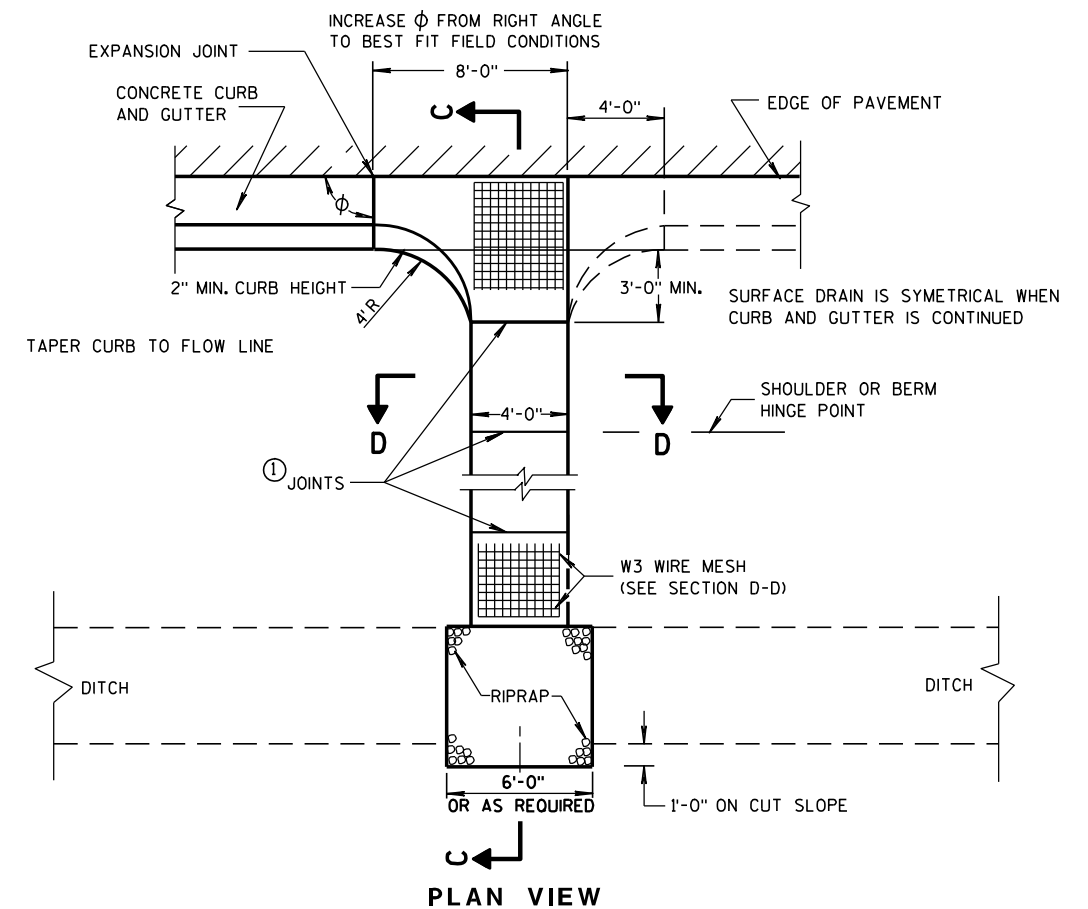
GENERAL NOTES

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

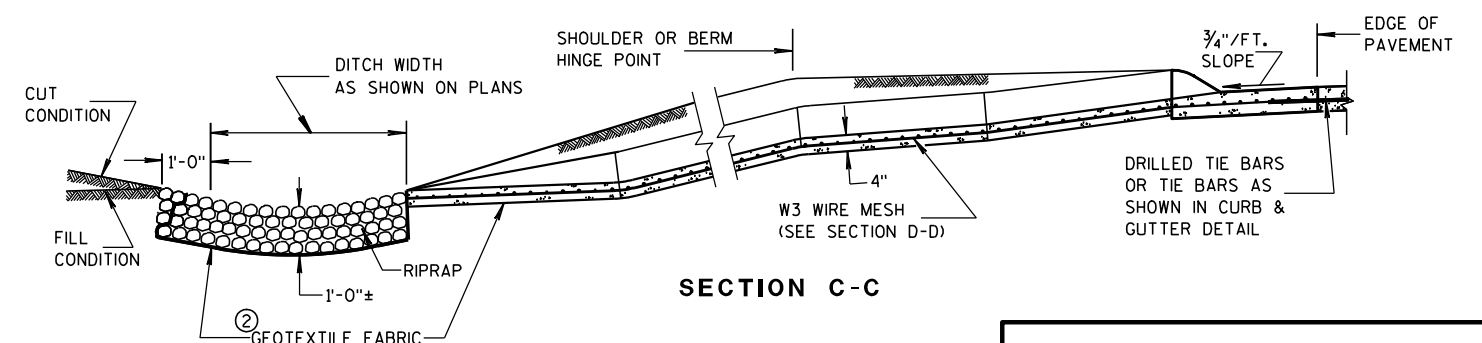
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

- ① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- ② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- ③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

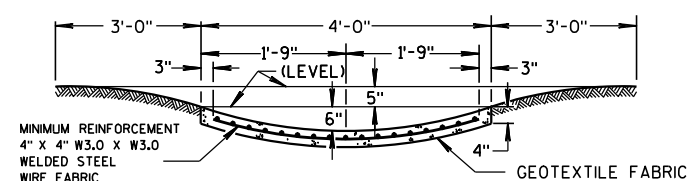
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

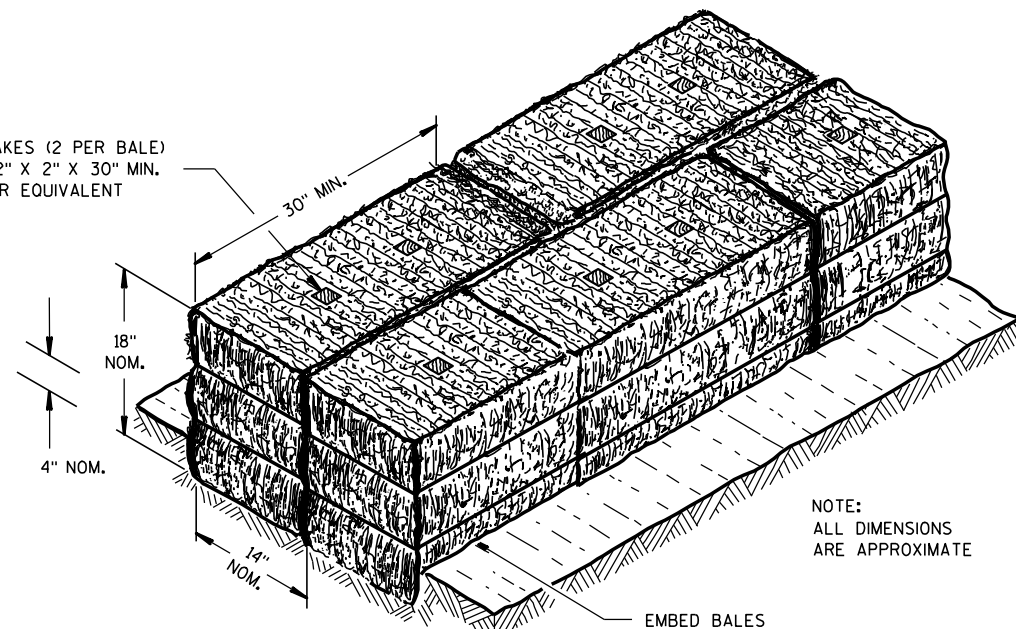
9-4-08

DATE

FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

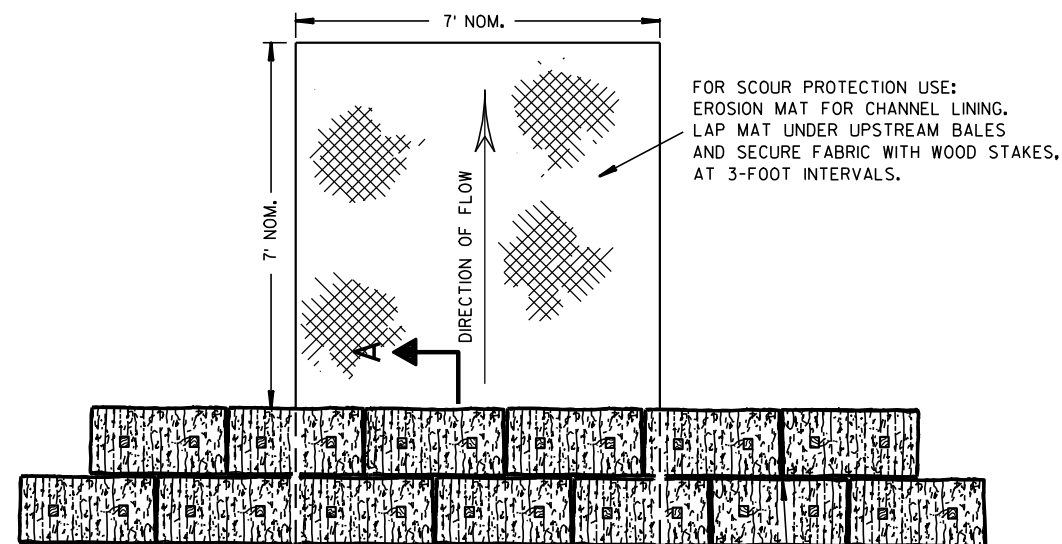
WOOD STAKES (2 PER BALE)
NOMINAL 2" X 2" X 30" MIN.
LENGTH OR EQUIVALENT



NOTE:
ALL DIMENSIONS
ARE APPROXIMATE

EMBED BALES

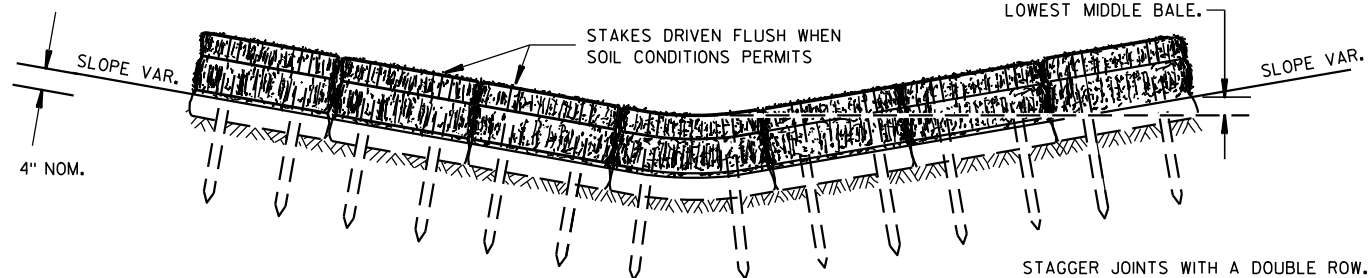
SECTION A-A



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.



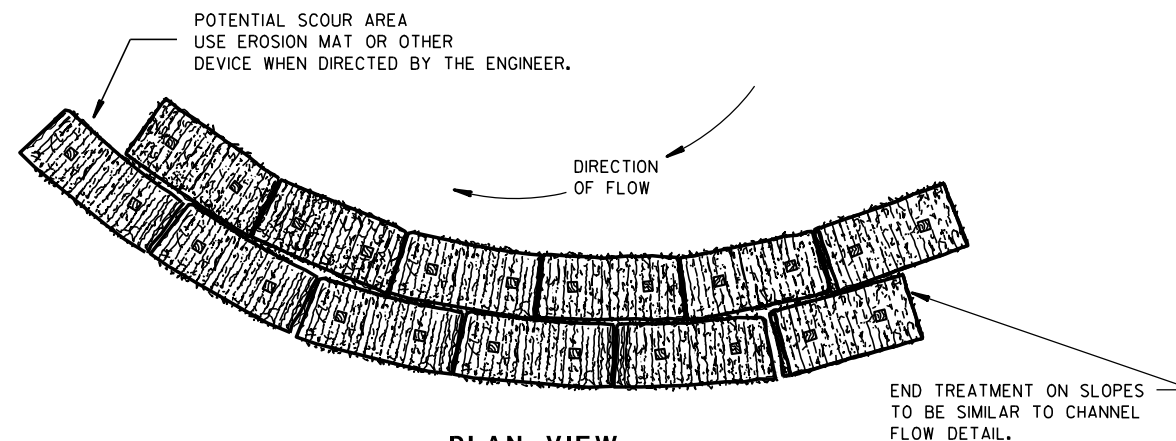
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

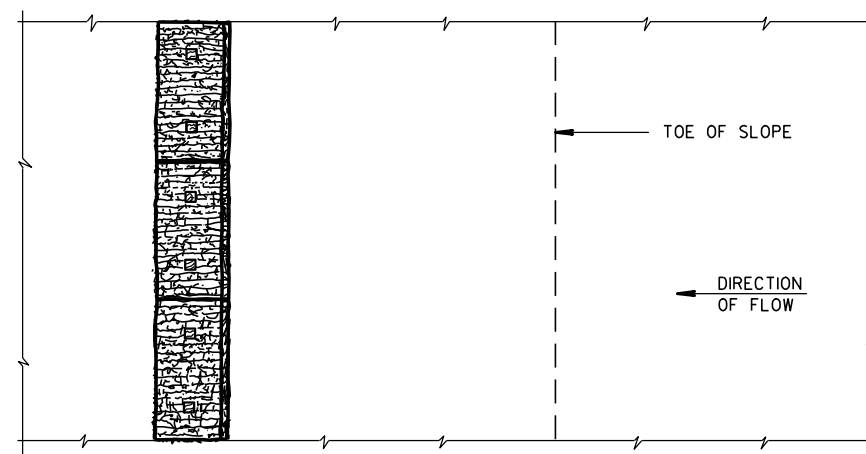
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

- 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.

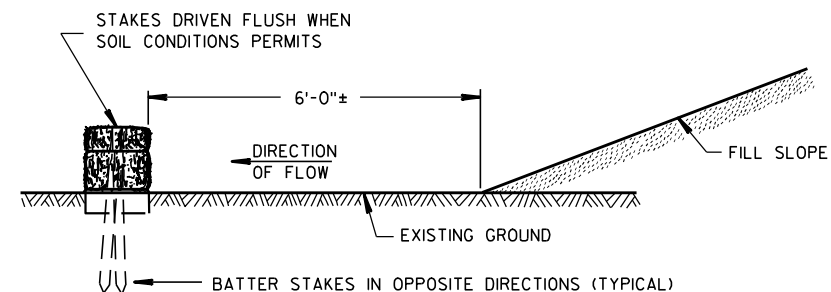


PLAN VIEW

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

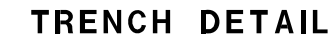
6/04/02
DATE

/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

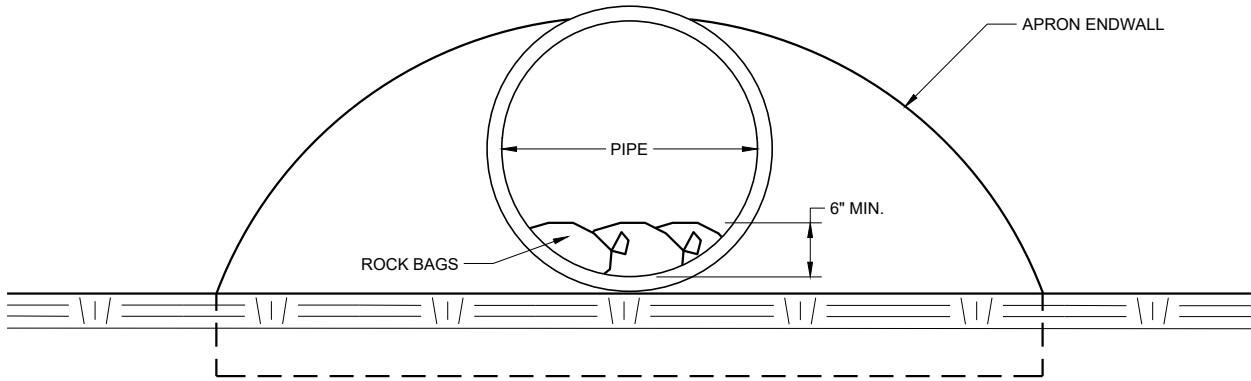
FHWA



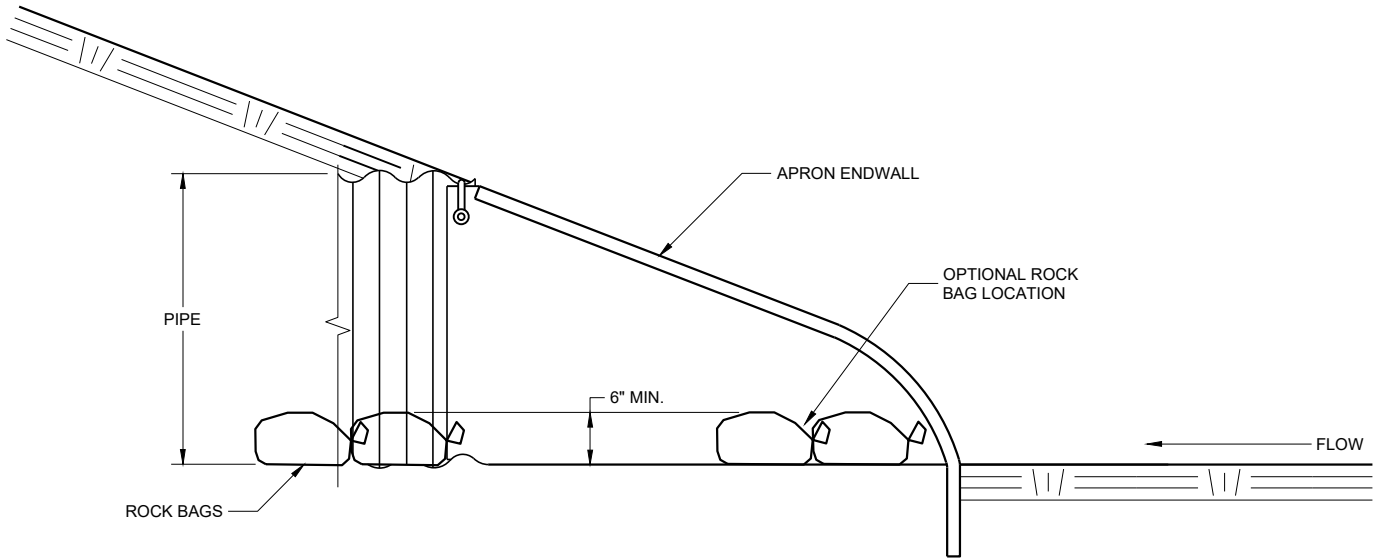
- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" 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.



SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE	/S/ <u>Beth Cannestra</u> CHIEF ROADWAY DEVELOPMENT ENGINEER



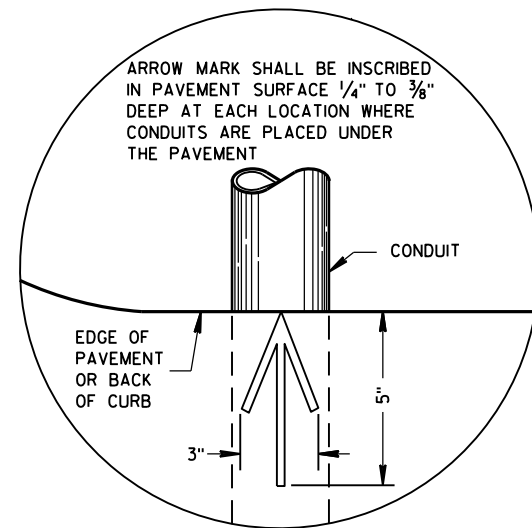
END VIEW



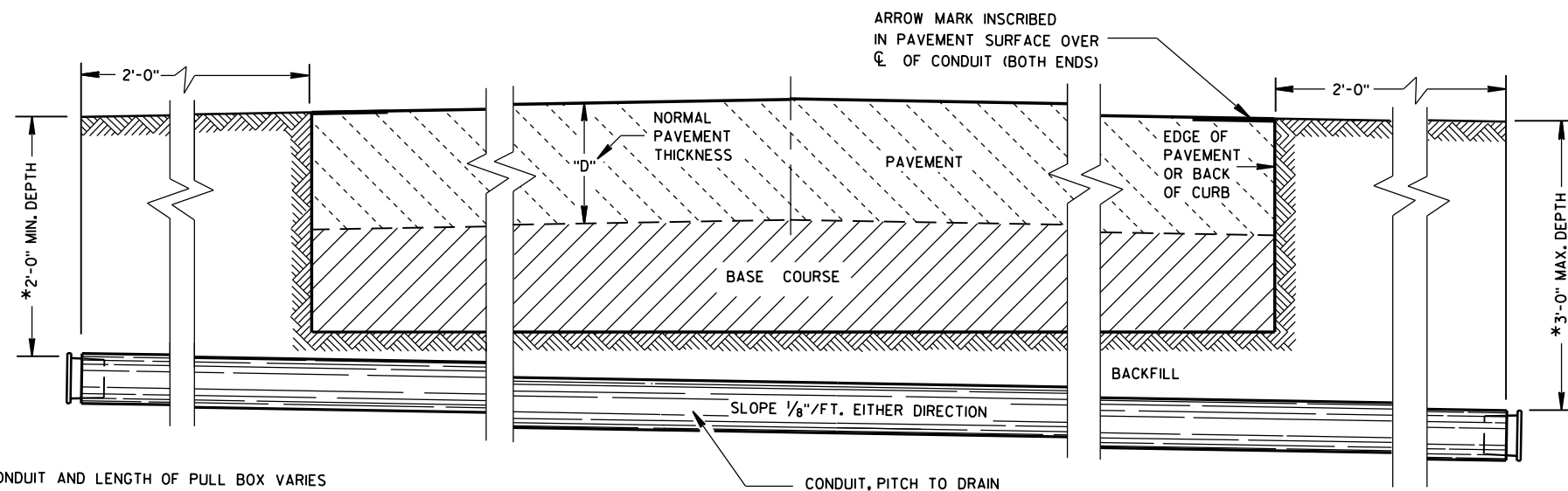
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGINEER



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 ENGINEER
FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

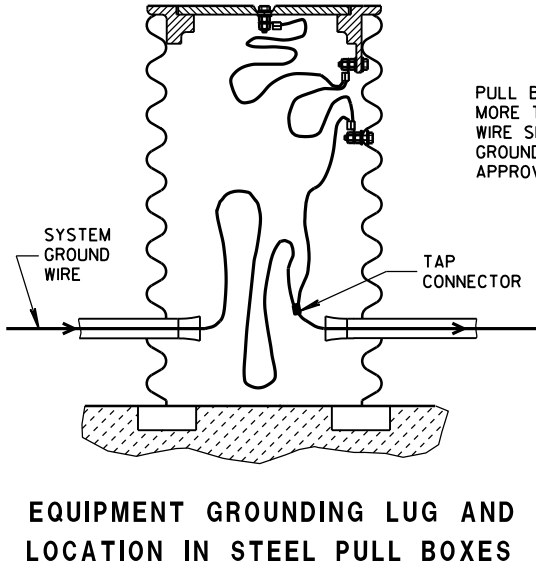
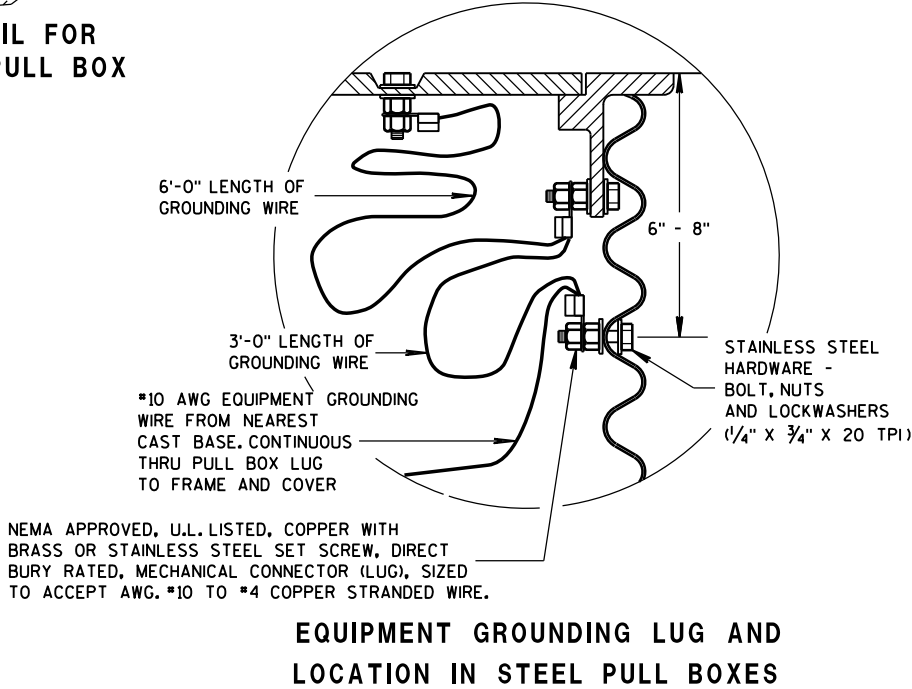
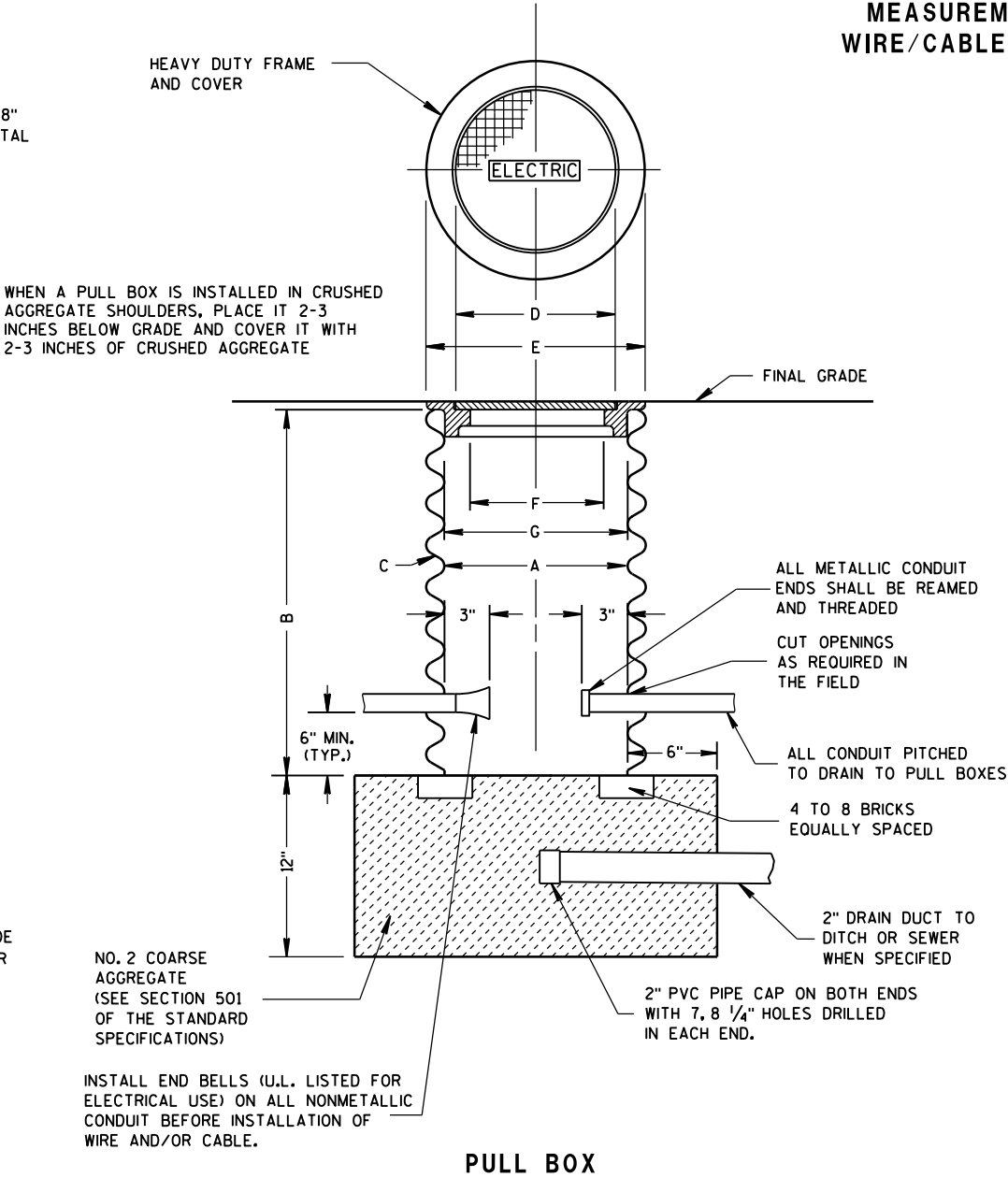
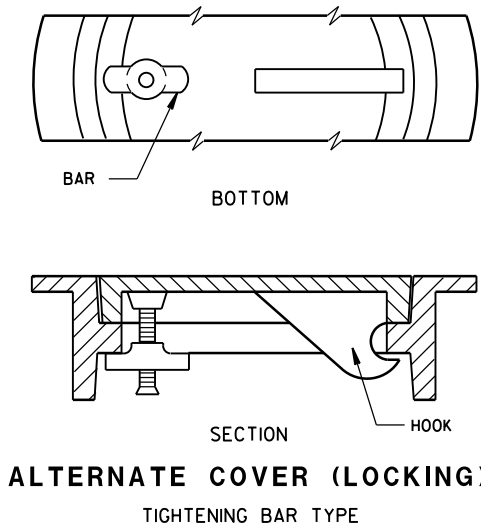
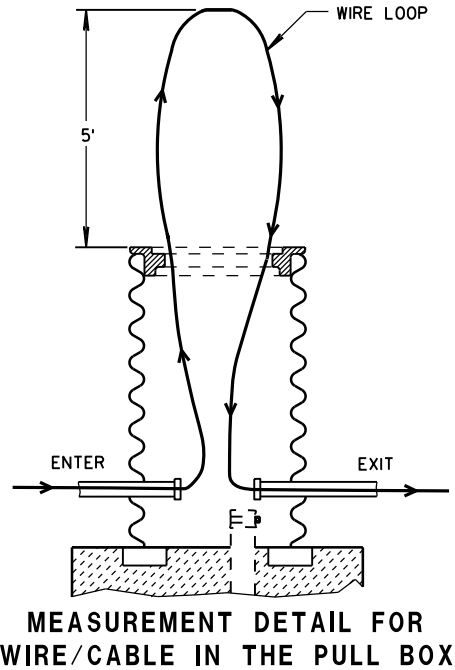
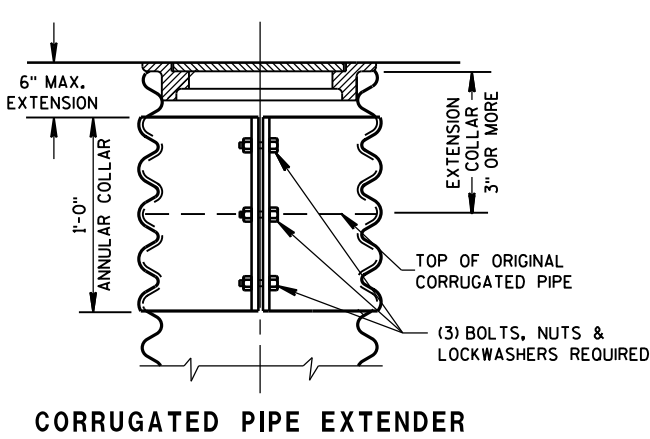
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

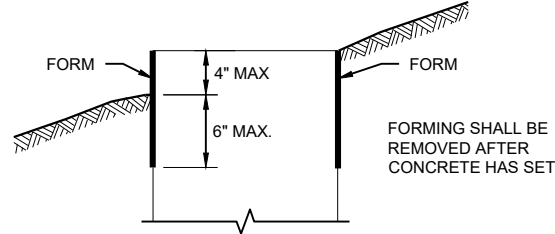
ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept. 2014 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER
FHWA	

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.

GENERAL NOTES

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.

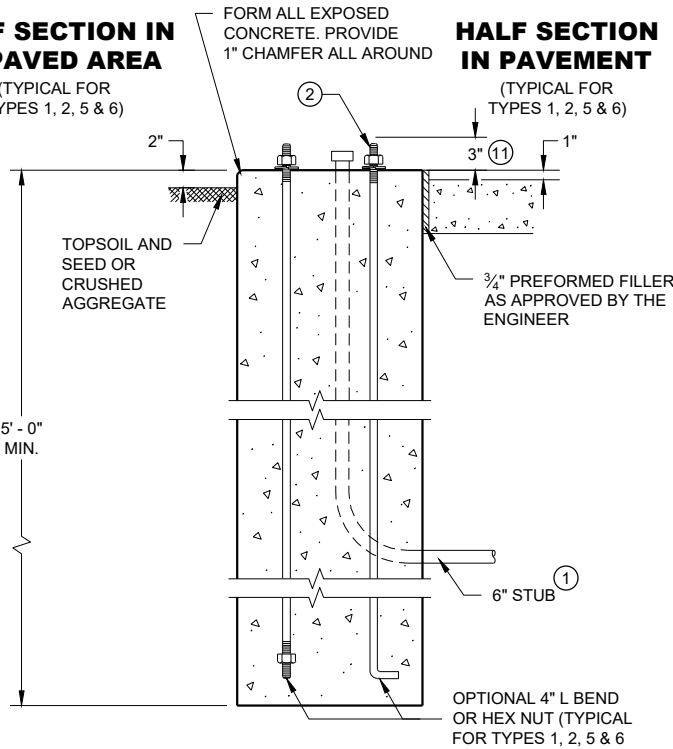
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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).

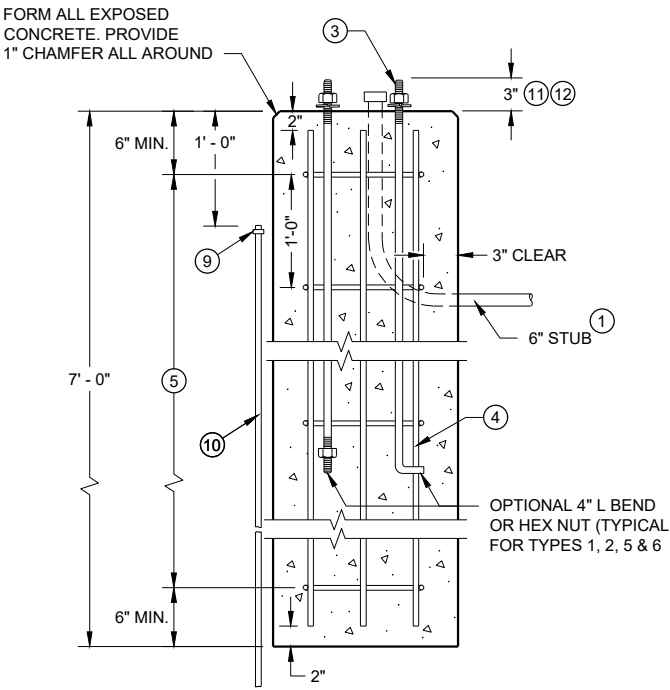
- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.
- 2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.
- 3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.
- 4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.
- 5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.
- 6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.
- 7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.
- 8 (5) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.
- 9 EXOTHERMIC CONNECTION TO EQUIPMENT GROUNDING CONDUCTOR
- 10 5/8" DIA. X 8' - 0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED
- 11 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.
- 12 FOR NON - BREAKAWAY INSTALLATIONS, 4 1/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA



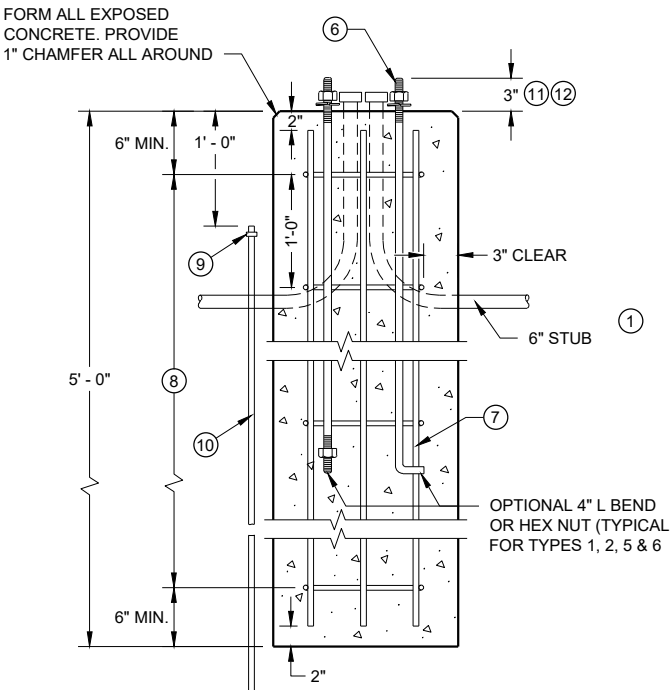
TYPE 1

HALF SECTION IN PAVEMENT

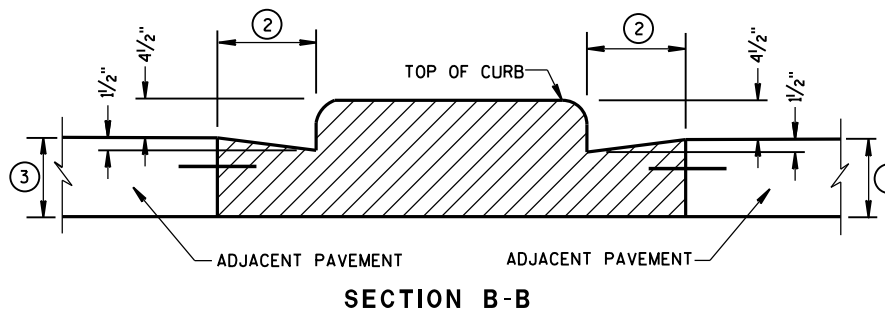
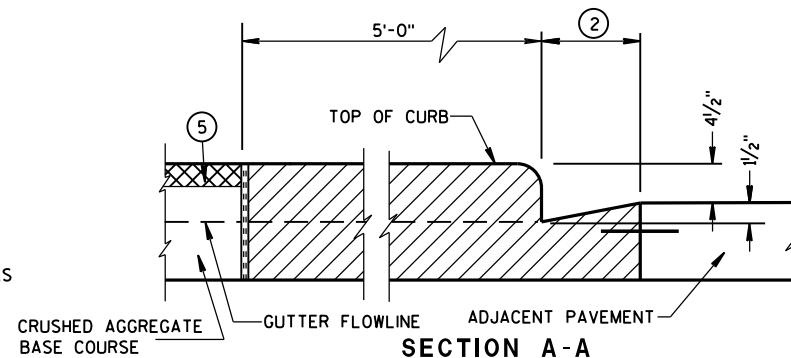
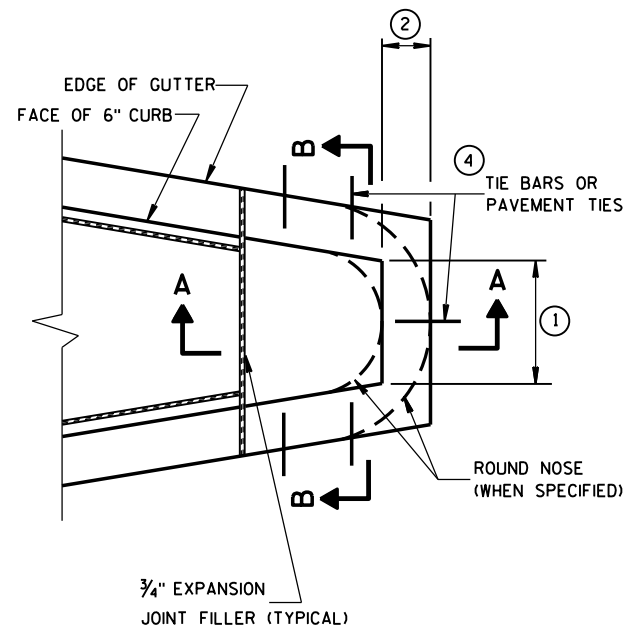
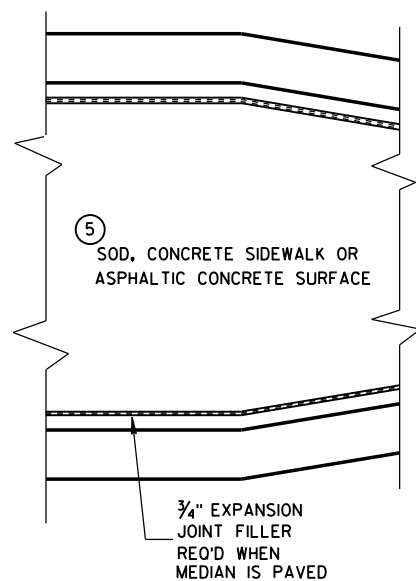


TYPE 2

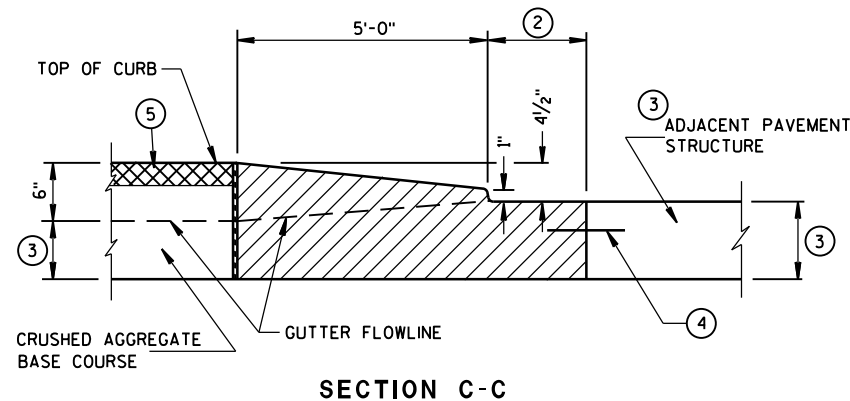
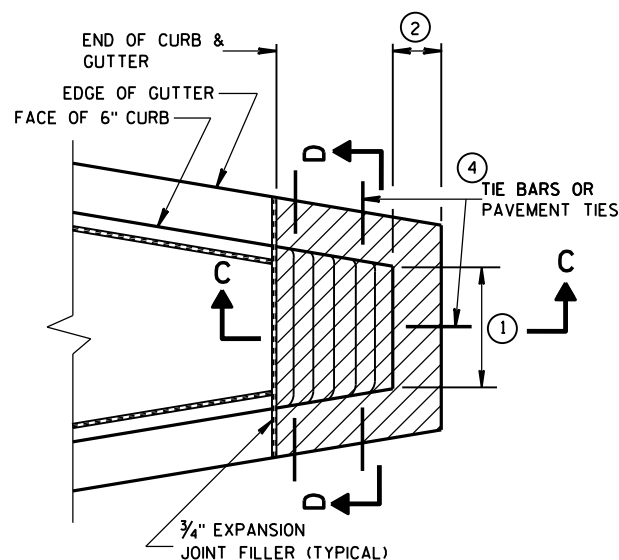
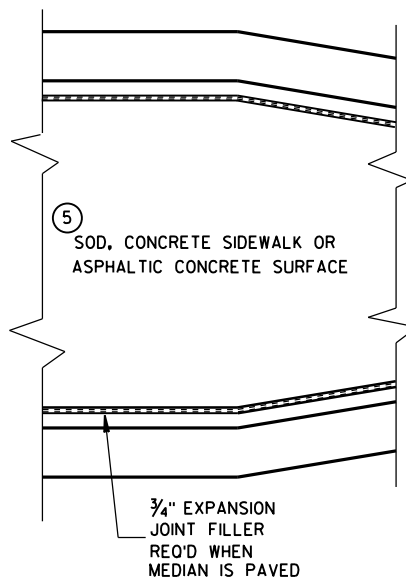
CONCRETE BASES



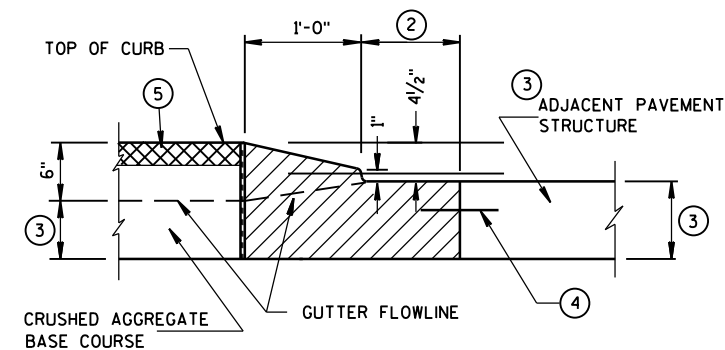
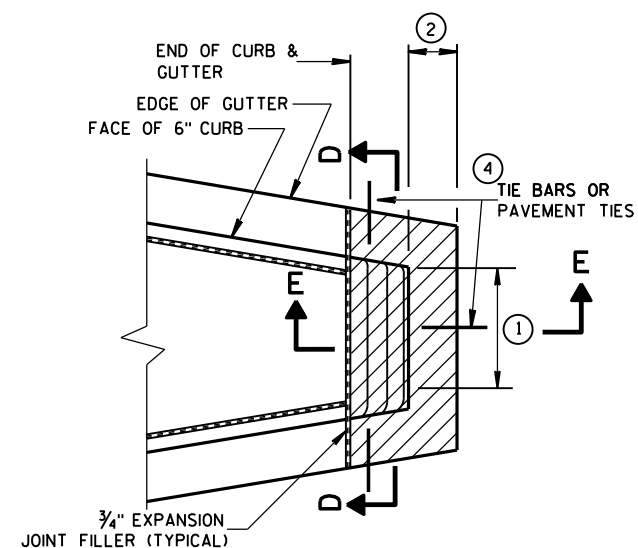
TYPE 5 & 6



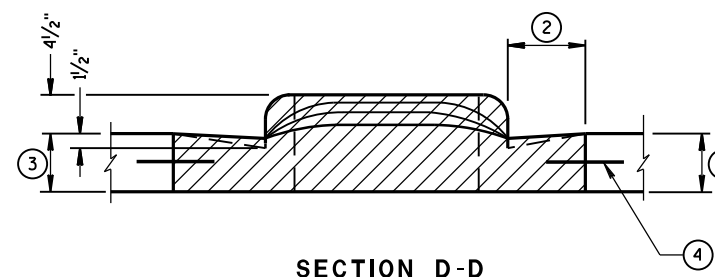
CONCRETE MEDIAN BLUNT NOSE DETAIL



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 DEVELOPMENT
ENGINEER

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

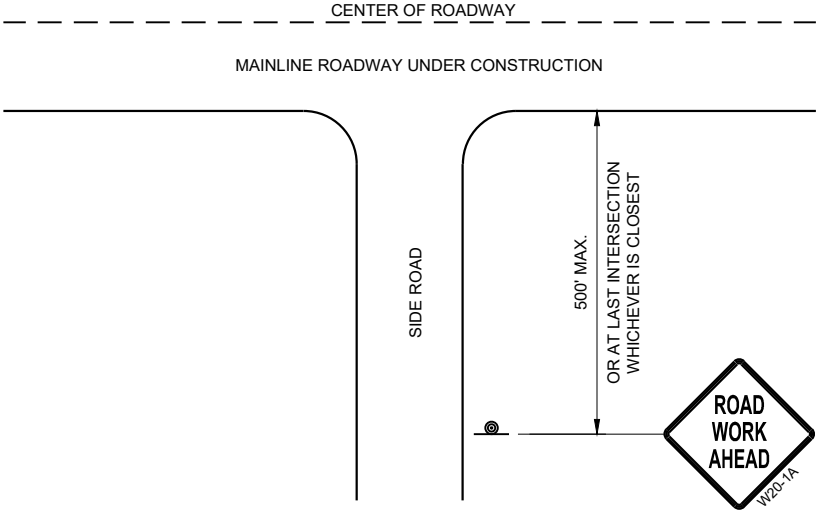
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

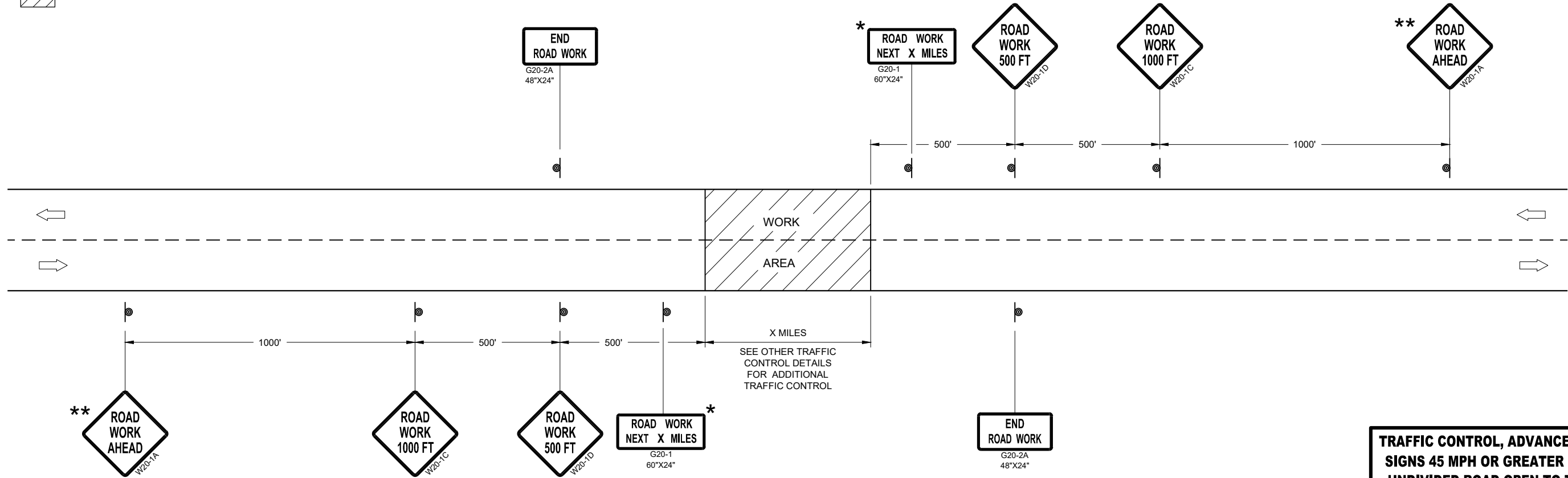
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

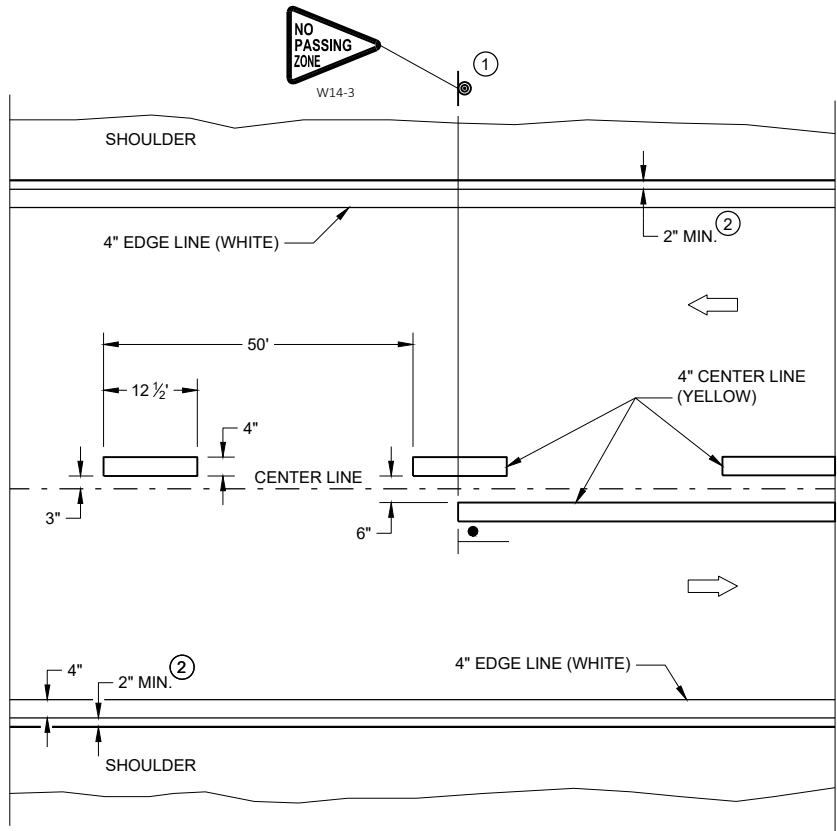


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

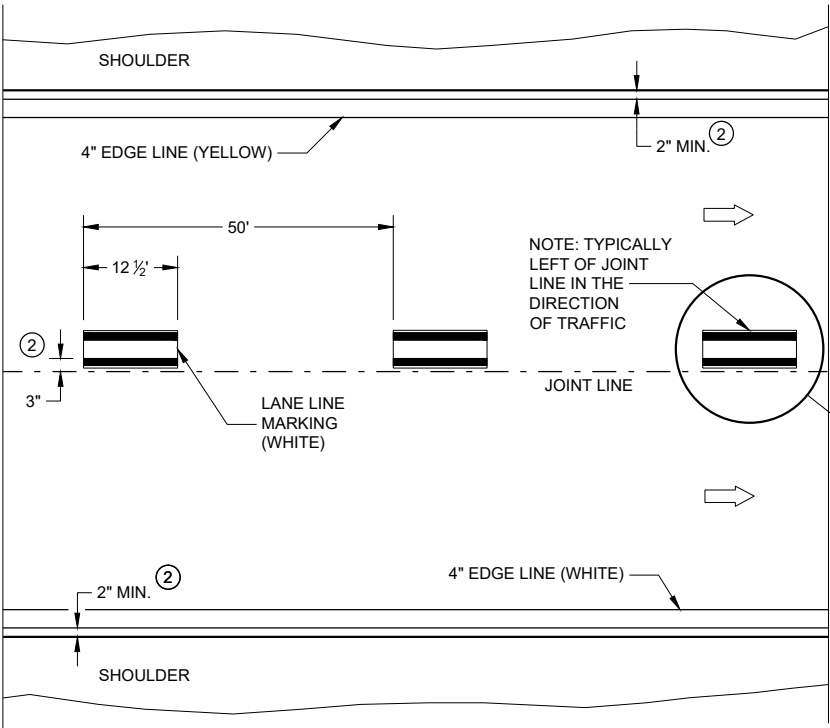
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

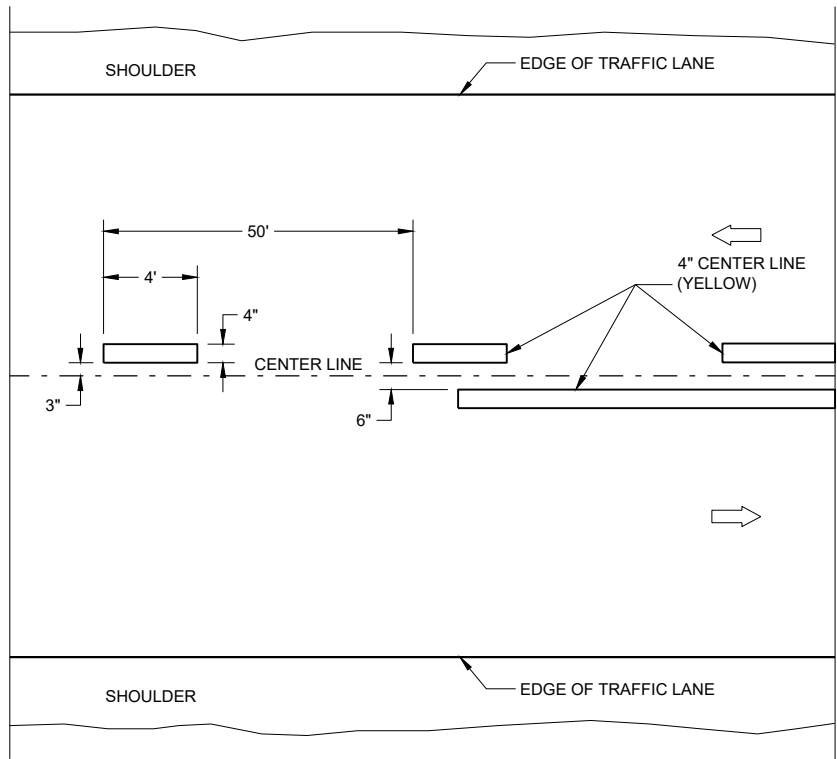


TWO WAY TRAFFIC

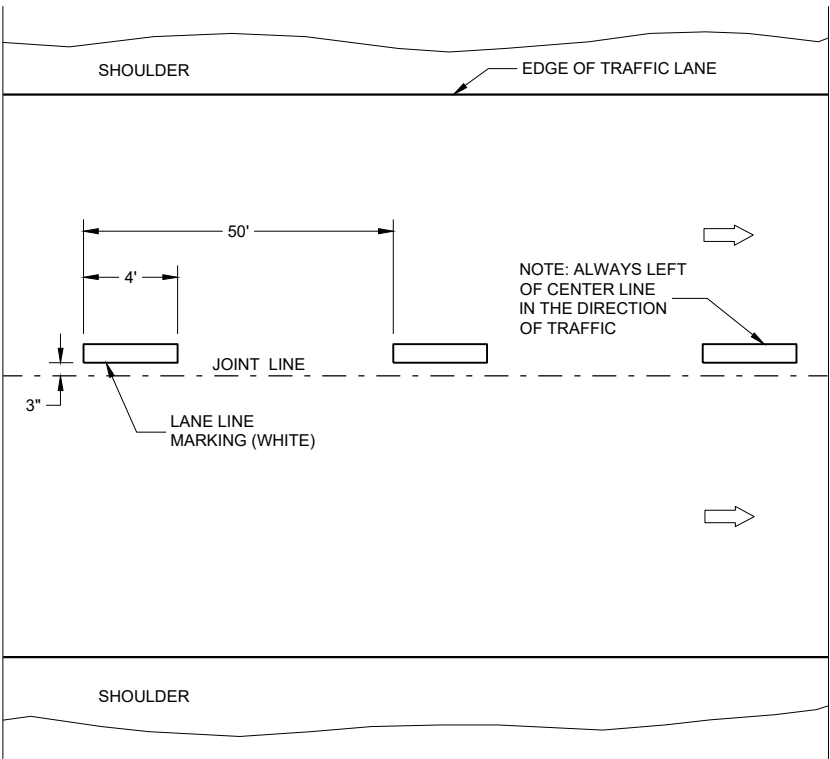


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

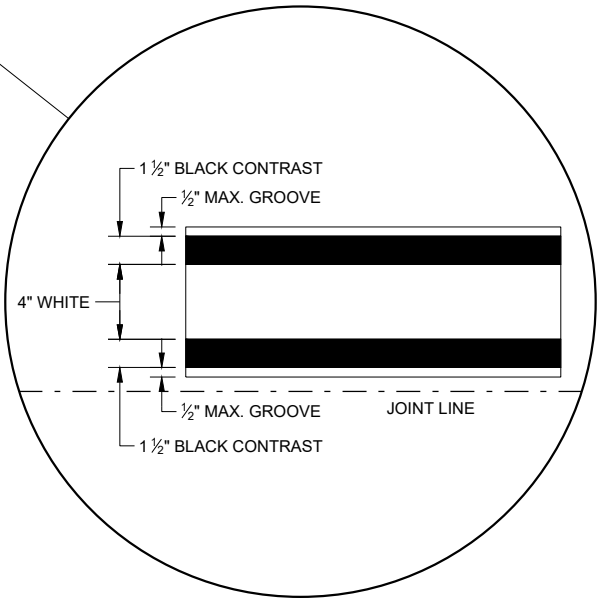
GENERAL NOTES

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

- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

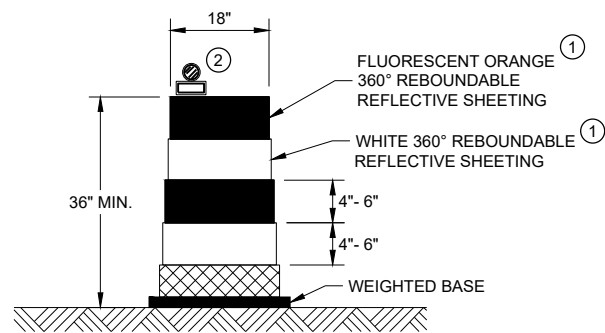
- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC



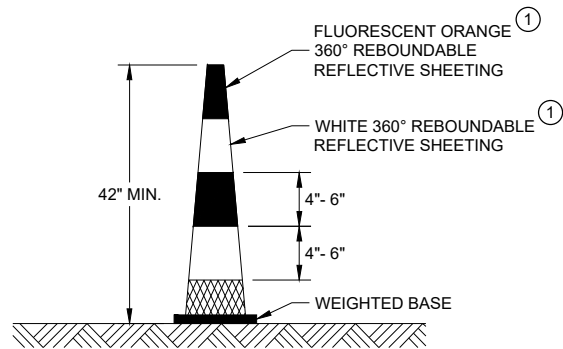
LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Matthew Rauch
STATEWIDE SIGNING AND MARKING
ENGINEER
FHWA

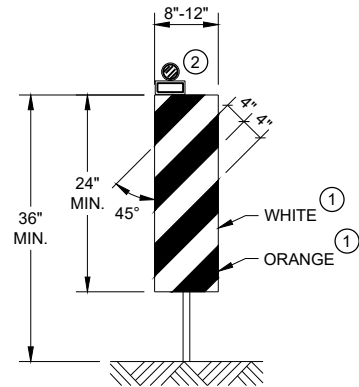


DRUM



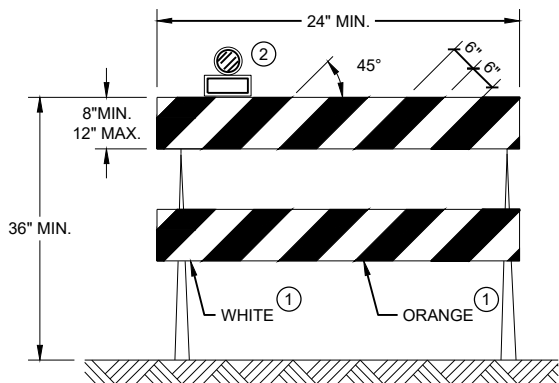
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



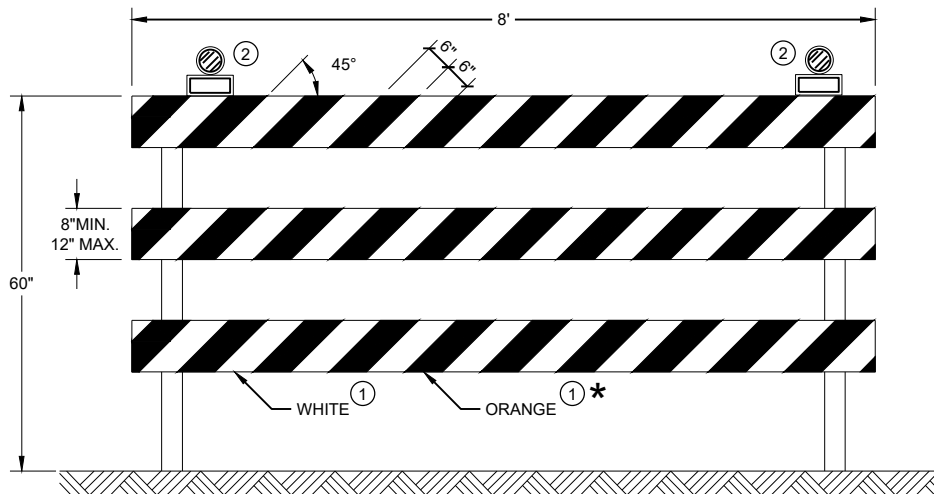
VERTICAL PANEL

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

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.

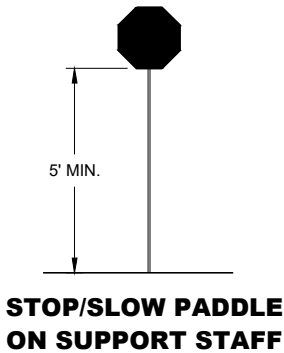
③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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.

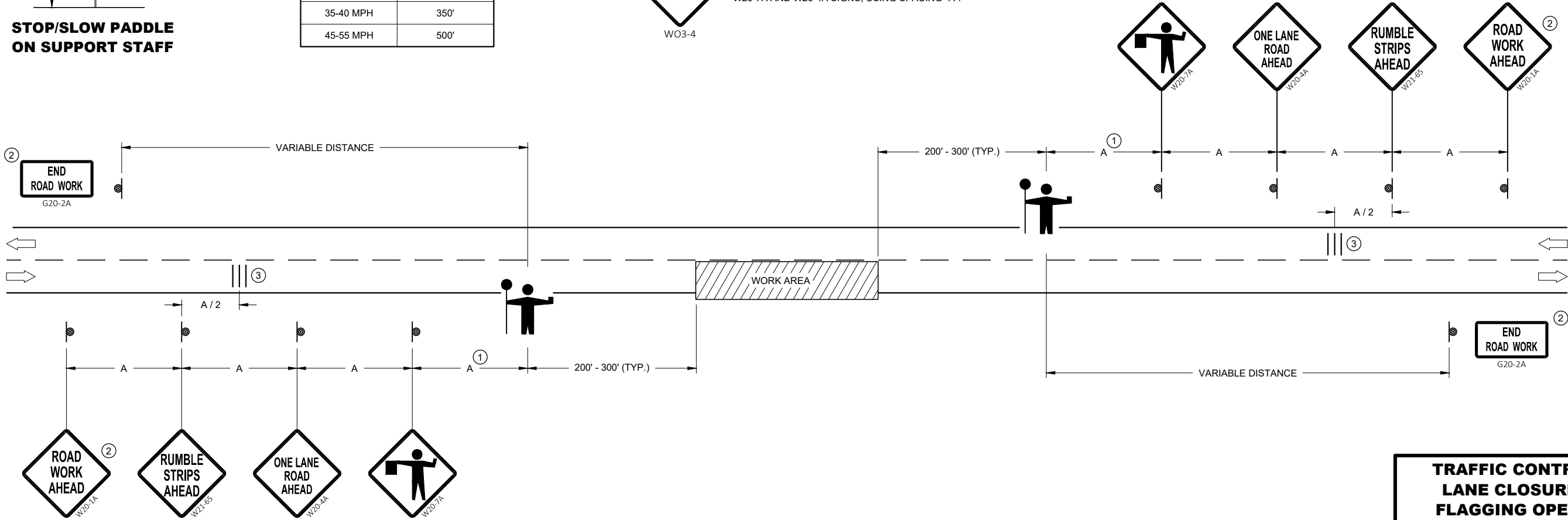


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

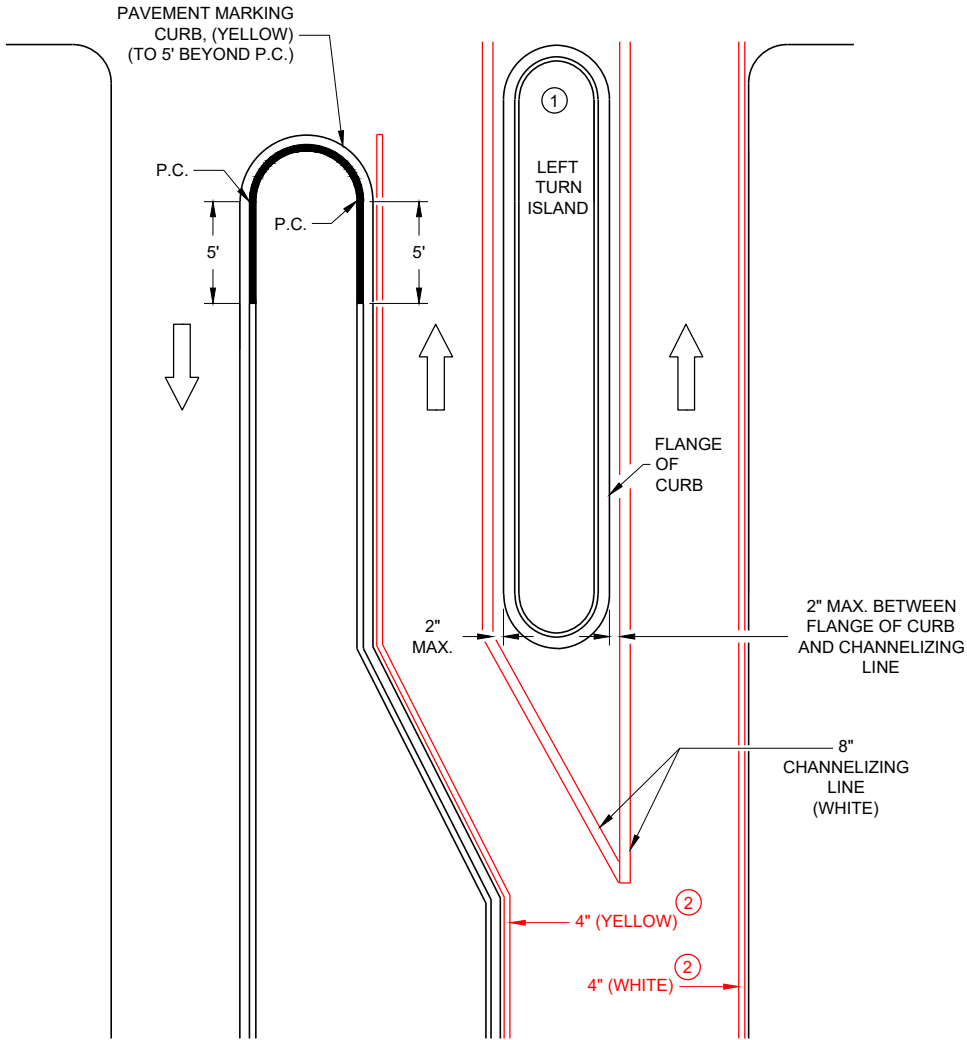
**TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



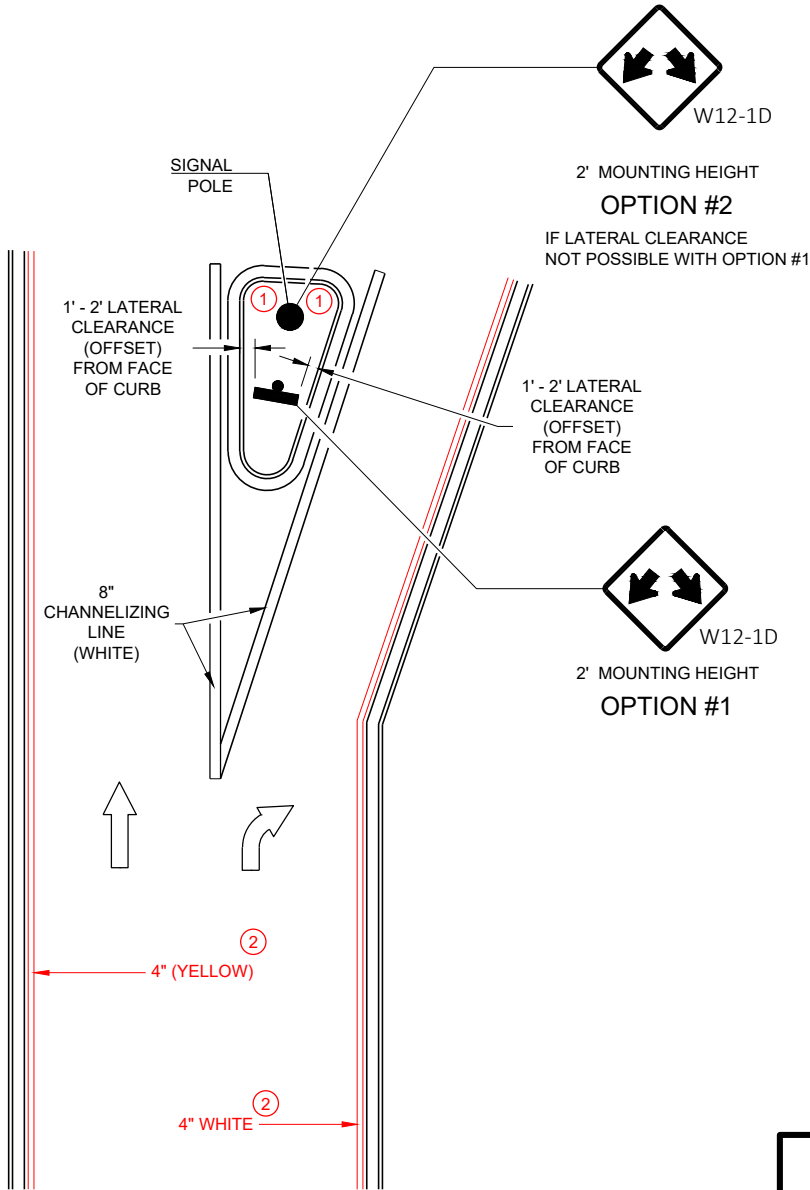
LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

- ① MARK CURB NOSES YELLOW.
- ② MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

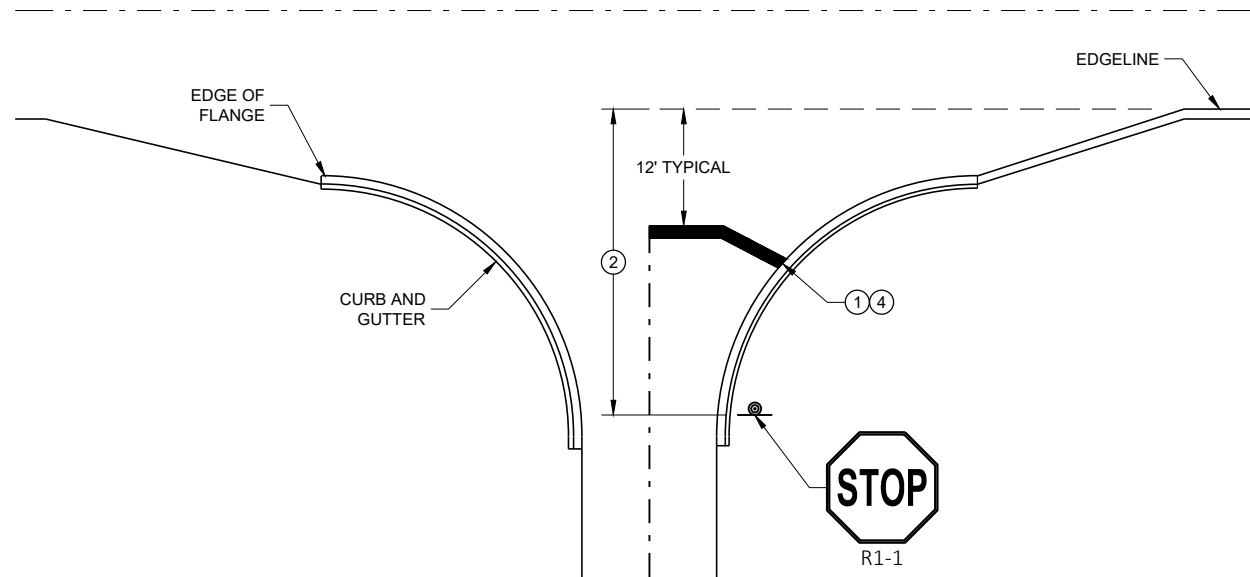
DOUBLE ARROW
WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

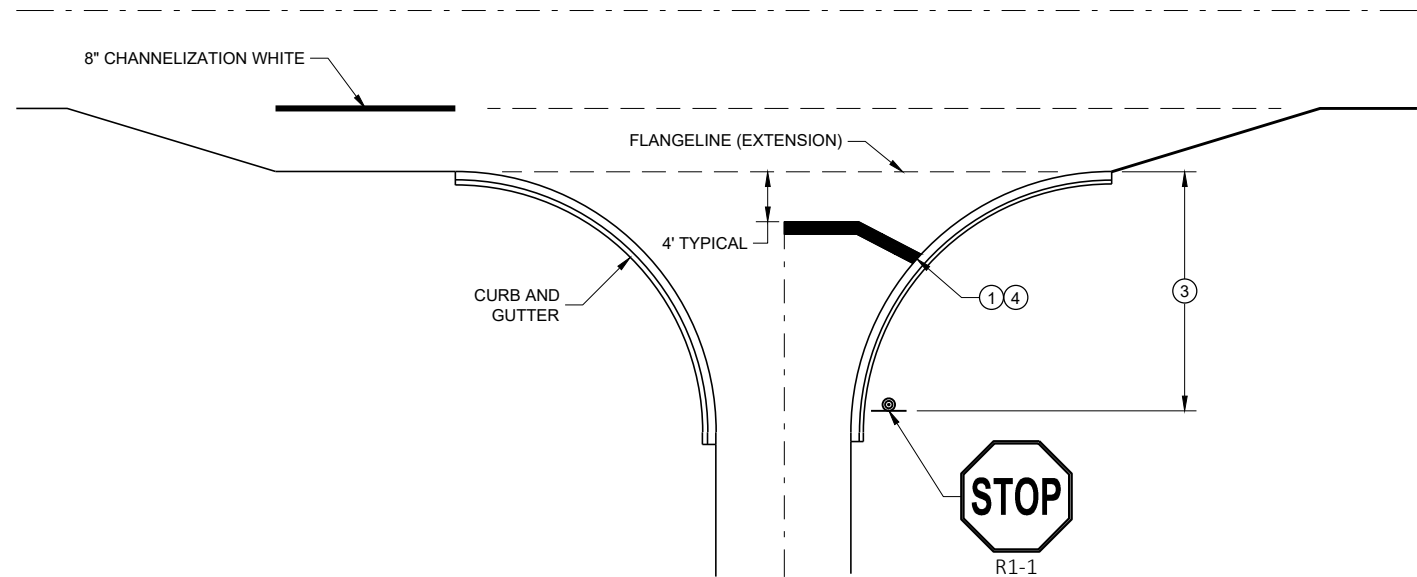
APPROVED
7/2018
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING
ENGINEER

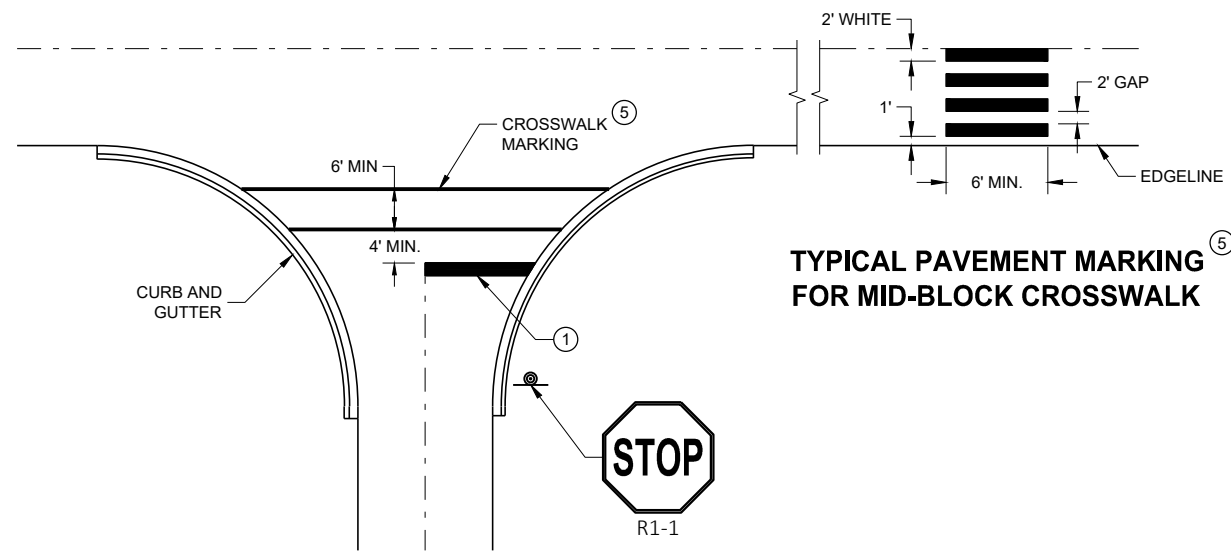
FHWA



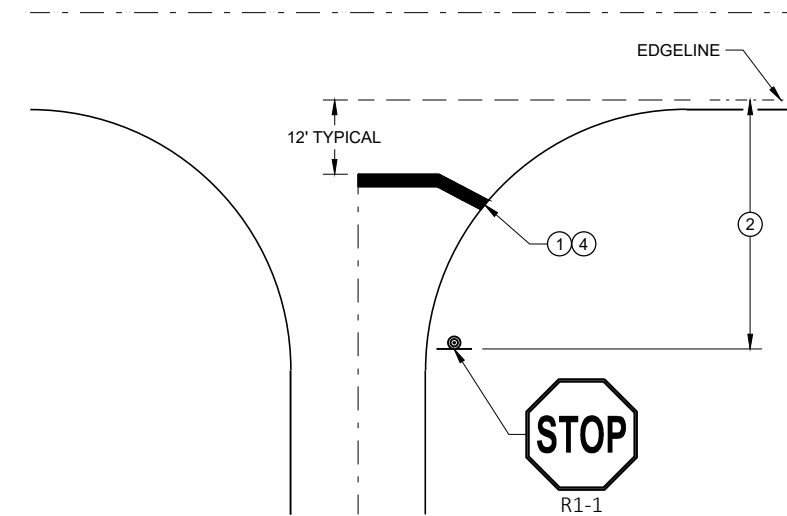
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

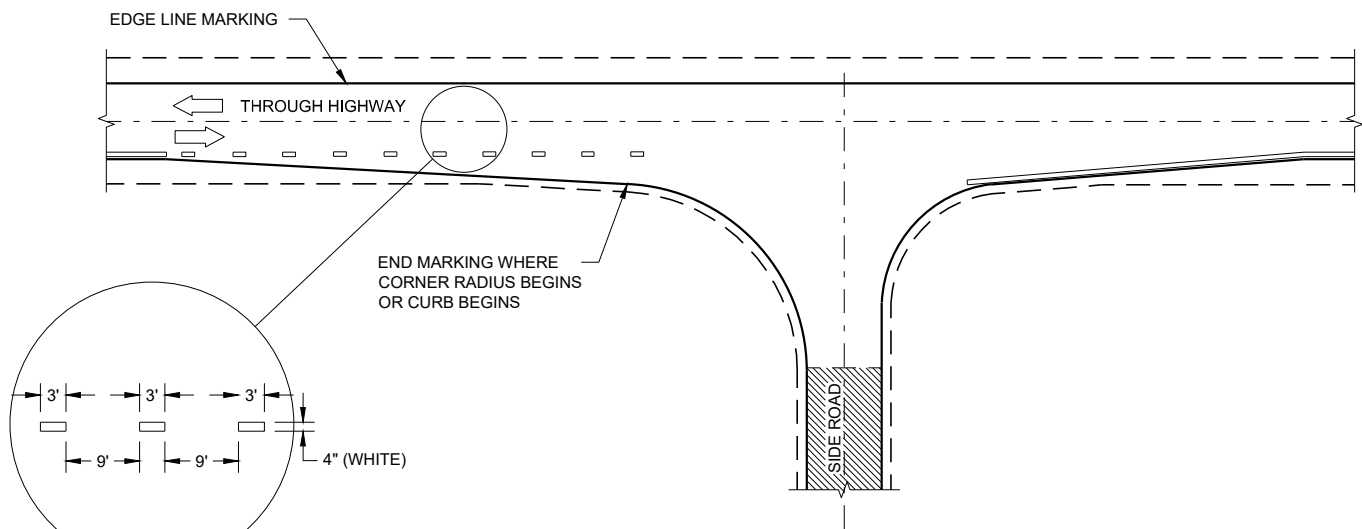
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGE LINE LOCATION.

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGE LINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.

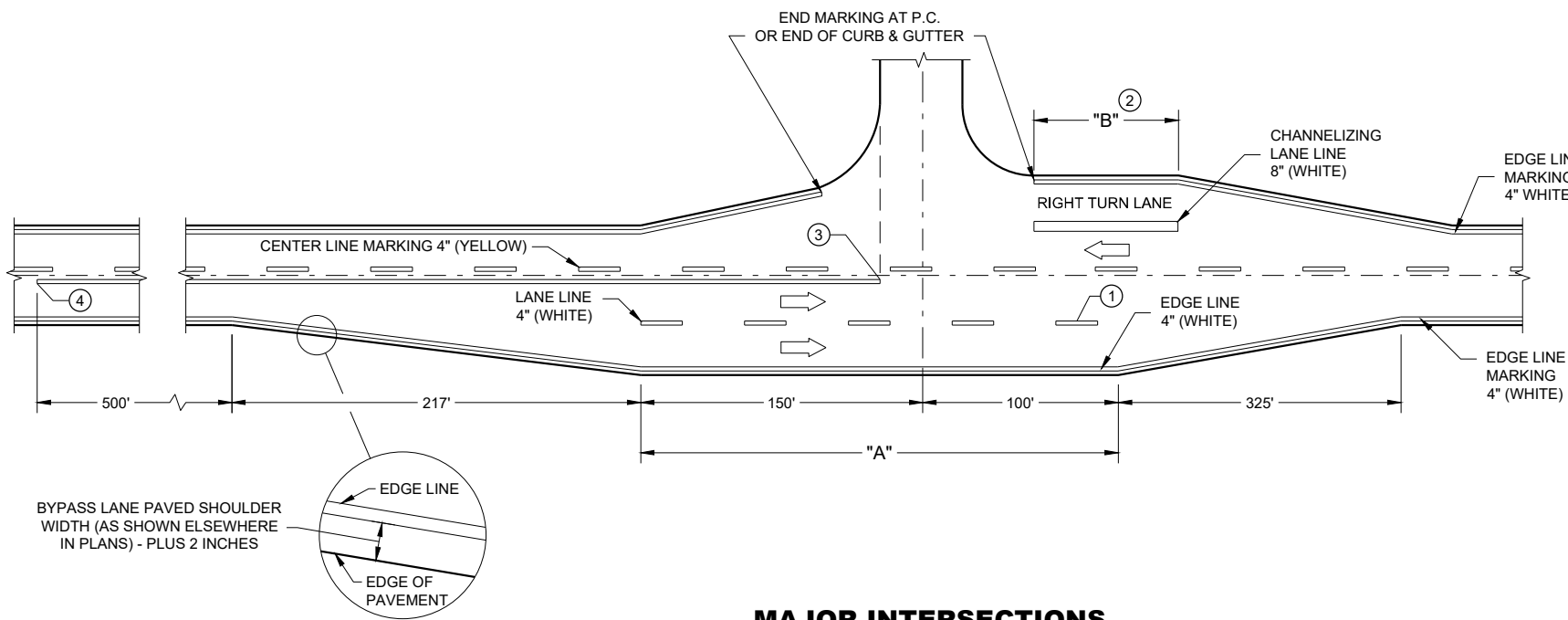
STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER
FHWA



MINOR INTERSECTION



MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

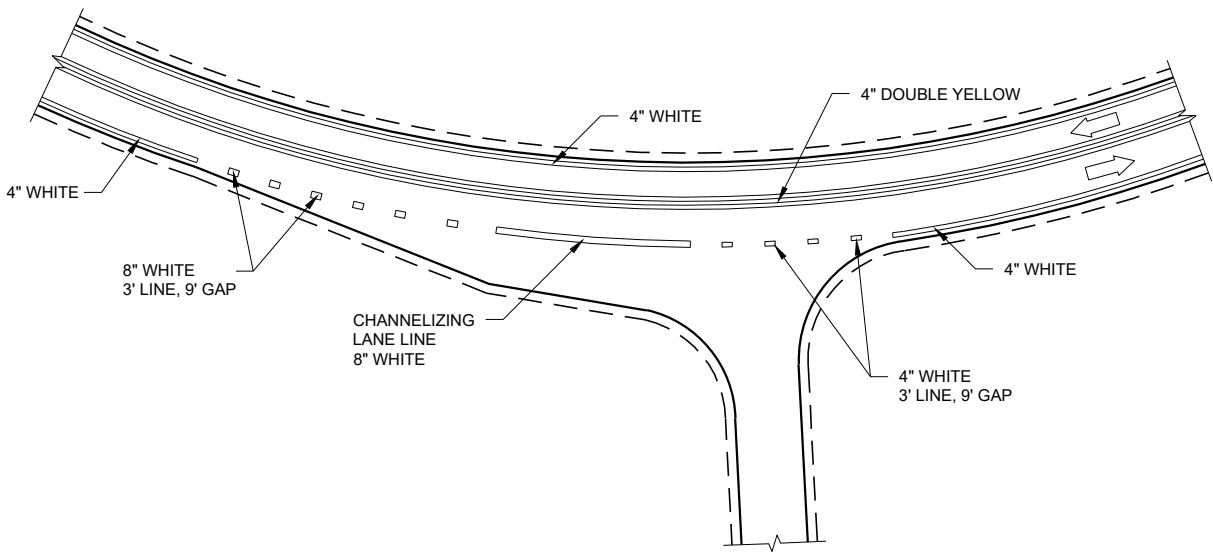
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF TRAFFIC
-  WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"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.

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

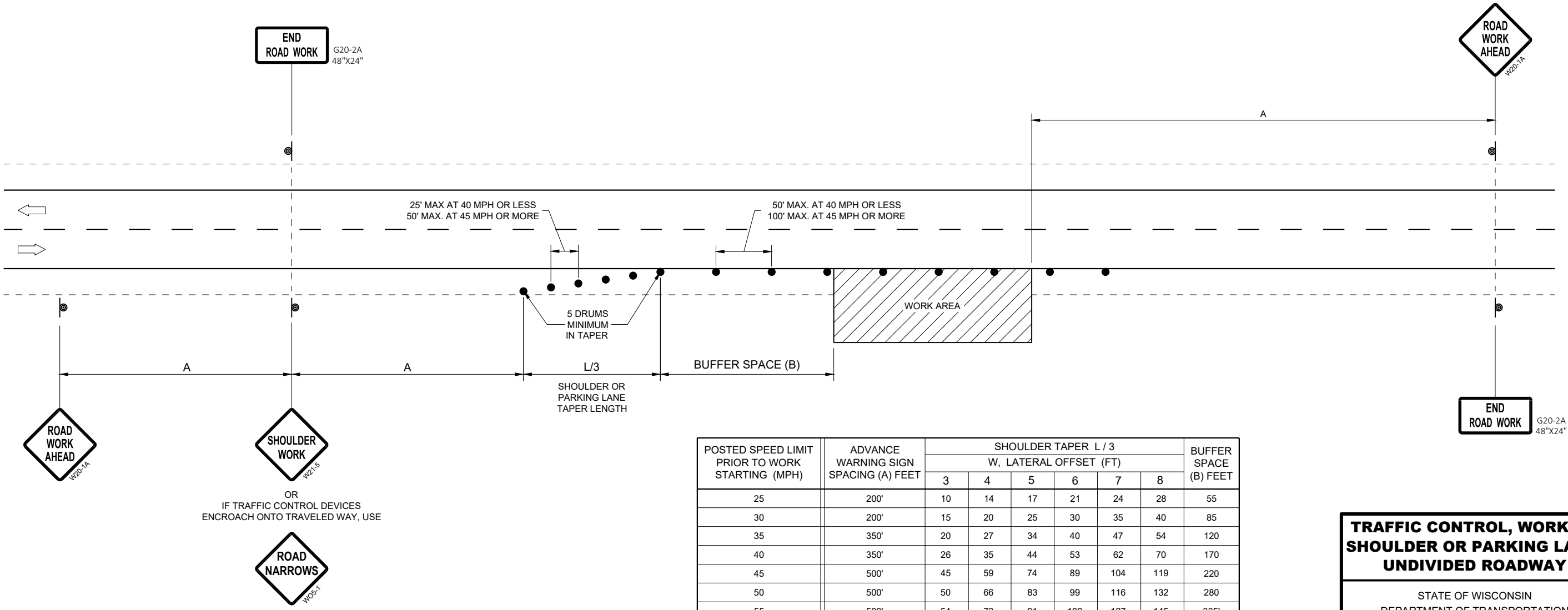
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

6

SDD 15D28 - 04



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

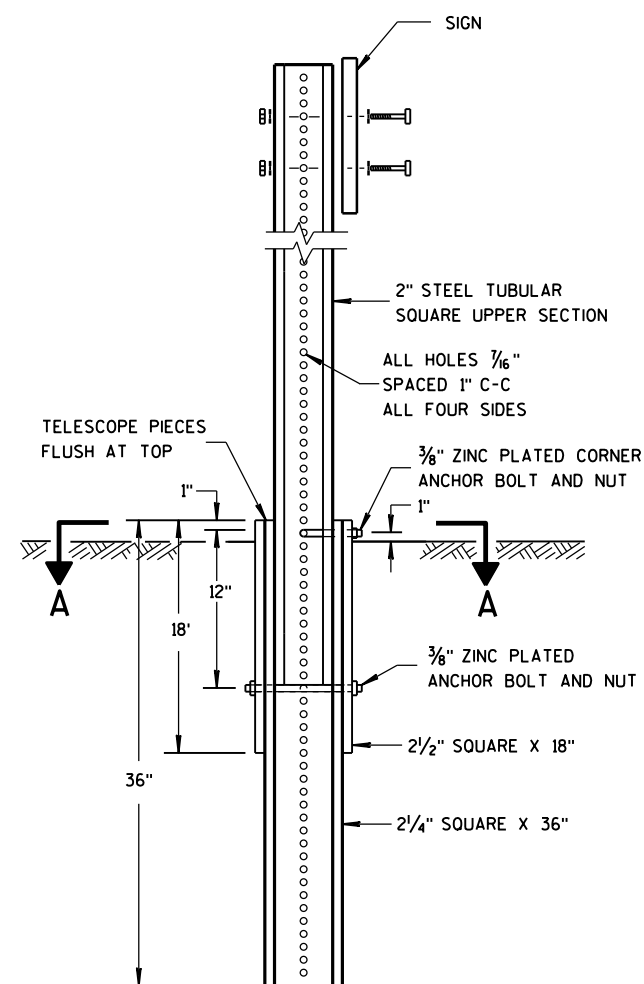
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

FHWA

6

SDD 15D28 - 04



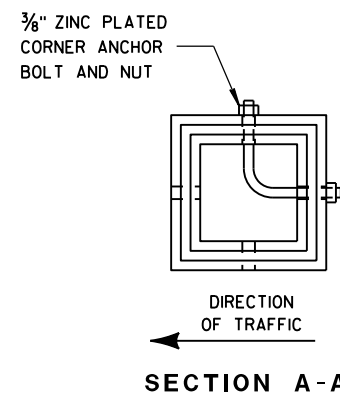
**DETAIL OF TUBULAR
STEEL SIGN POST**

TUBULAR STEEL POSTS

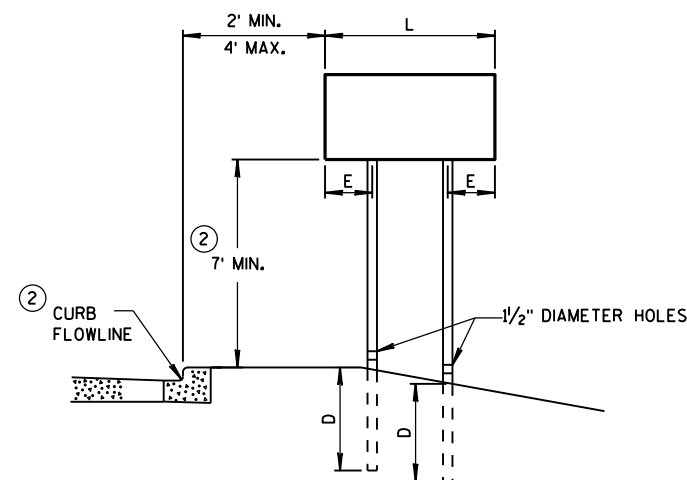
AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

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

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



SECTION A-A

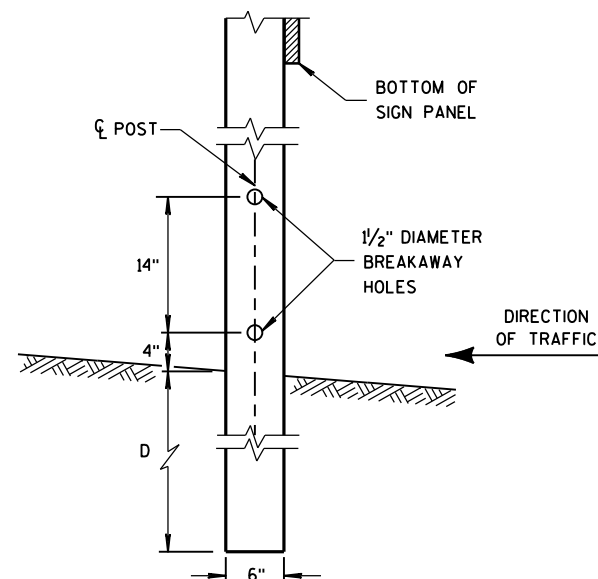


URBAN AREA

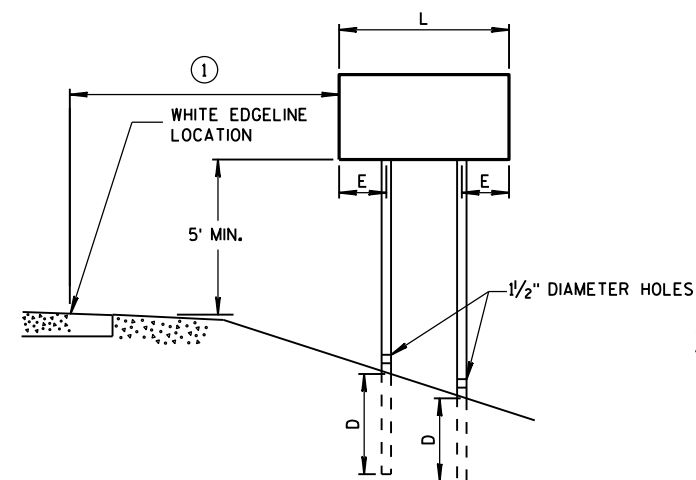
POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

**WOOD POST
EMBEDMENT DEPTH**

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



**4"x6" WOOD POST
MODIFICATION**



RURAL AREA

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

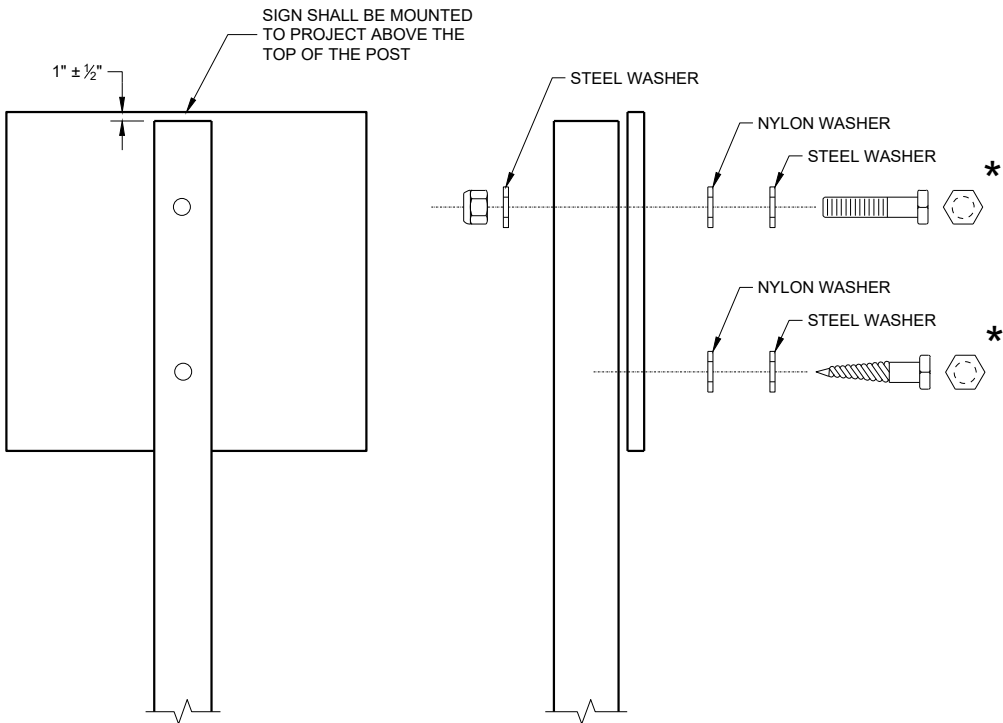
SEE NOTE ③

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.

**TEMPORARY TRAFFIC CONTROL
SIGN MOUNTING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 - 3/8" x 3"
MACHINE BOLTS - 5/16" x 6 1/2" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - 3/8" x 3 1/4" LENGTH W/NUTS
RIVETS - 3/32" (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 1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1 1/4" O.D. x 3/8" 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 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

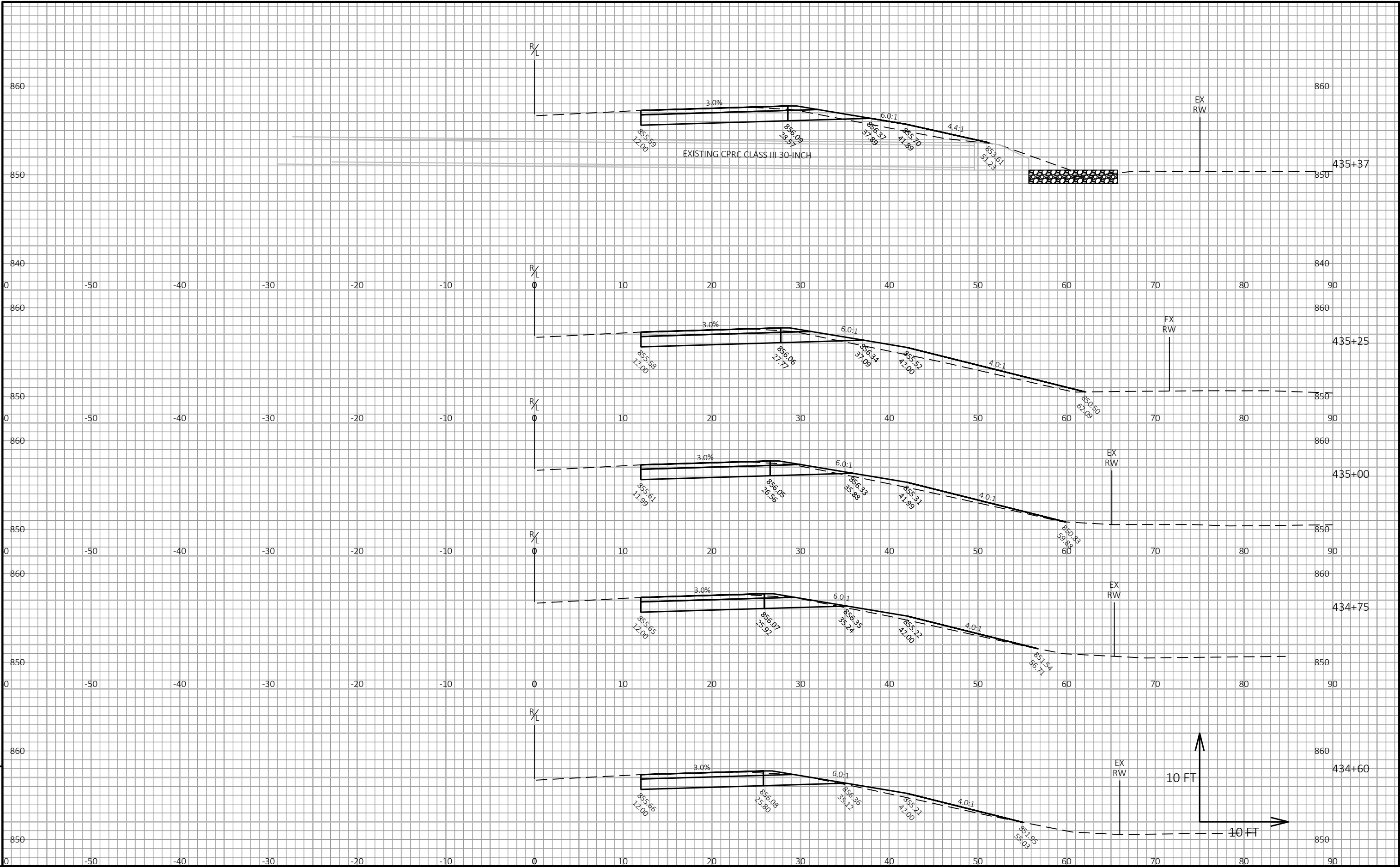
REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
43459.93	0.00	30	2	0	0	0	0	0
43475.00	15.07	30	2	17	1	17	1	16
43500.00	25.00	30	4	28	3	45	5	40
43525.00	25.00	31	11	28	7	73	14	59
43550.00	25.00	31	16	29	12	102	30	72
43575.00	25.00	31	28	29	20	131	56	75
43600.00	25.00	30	36	28	30	159	95	64
43625.00	25.00	36	18	31	25	190	127	63
TOTALS				190	98			

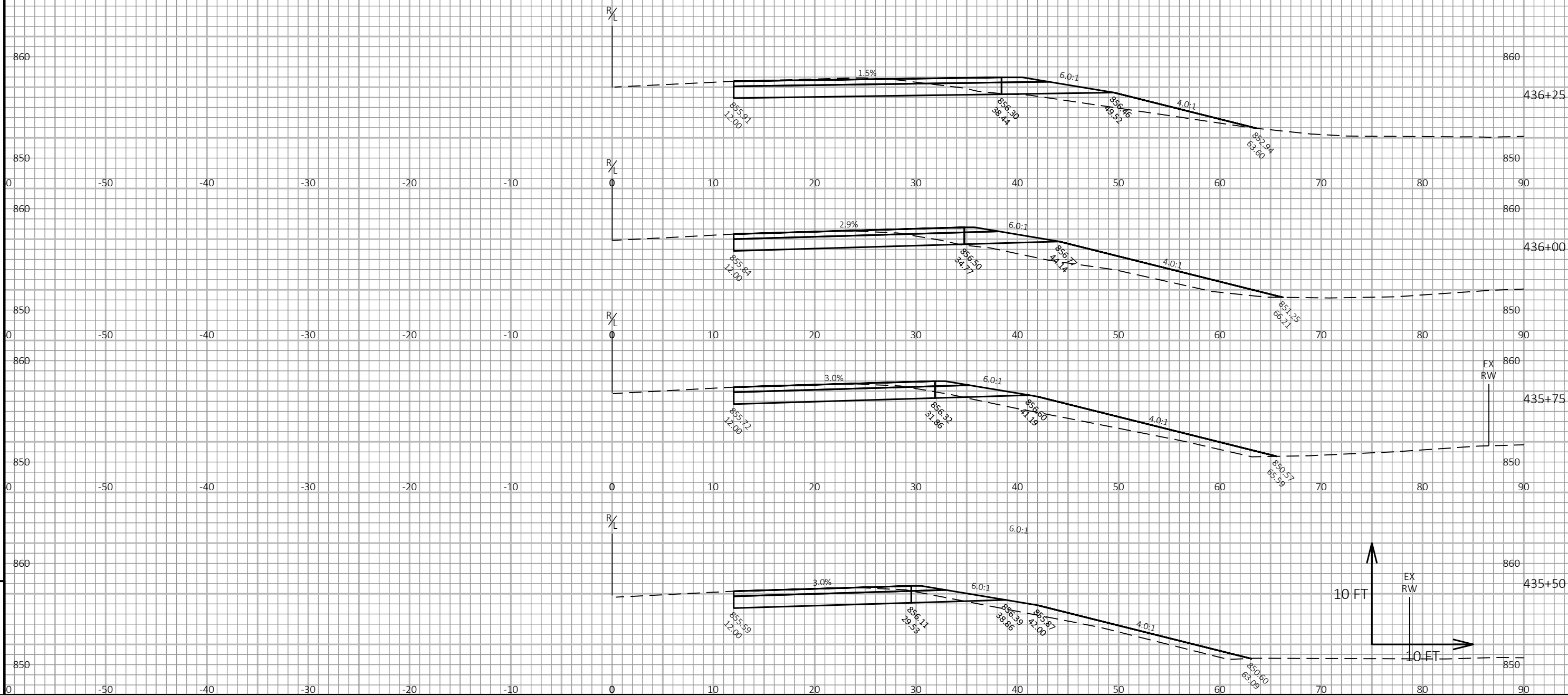
USH 53/STH 95 - CURB RETURN

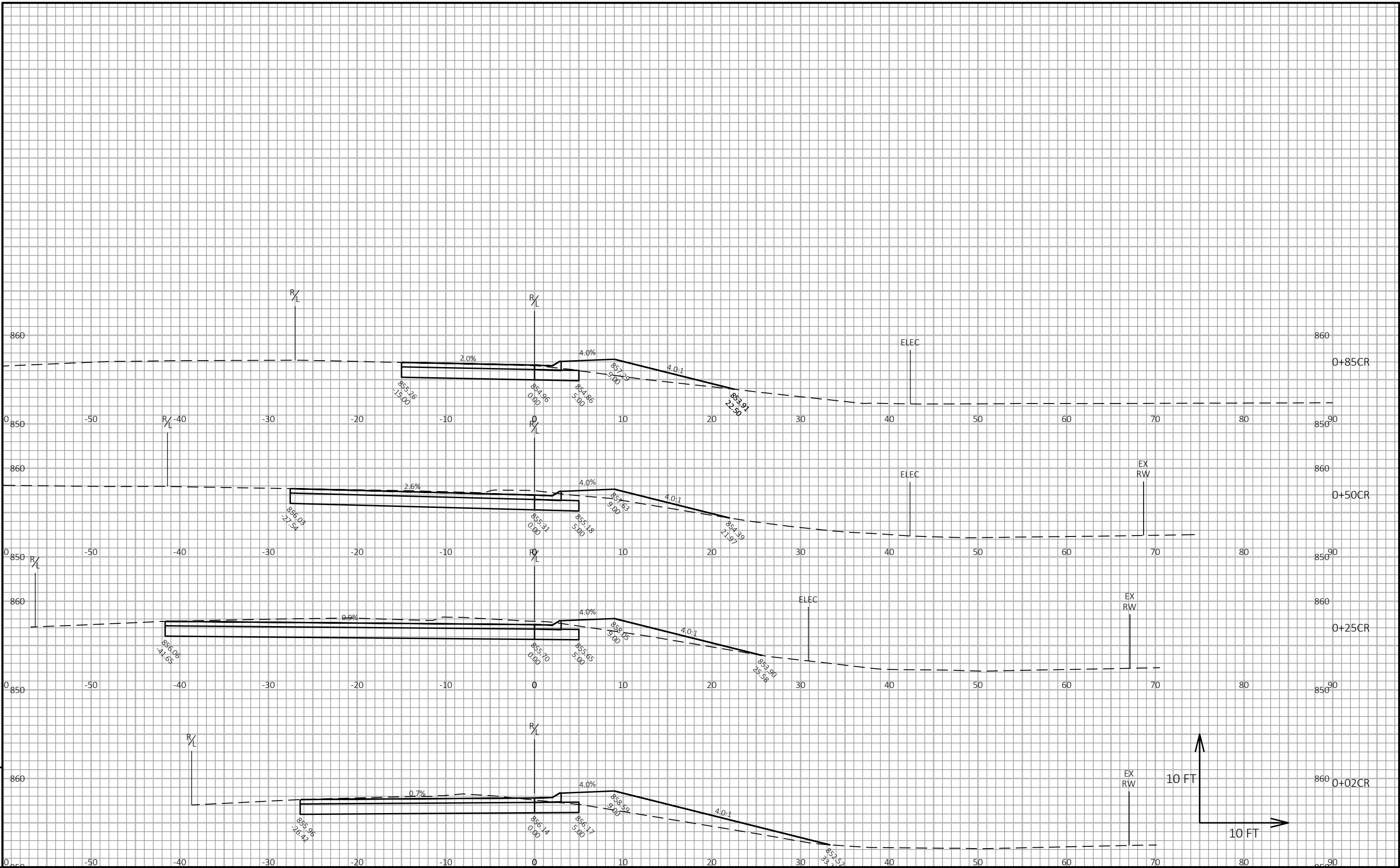
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
00+02.5	2.50	0.00	56	28	0	0	0	0	0
00+25	25.00	22.50	96	21	63	21	63	27	36
00+50	50.00	25.00	58	13	71	16	134	48	86
00+75	75.00	25.00	34	15	43	13	177	65	112
00+84.675	84.67	9.67	32	17	12	6	189	73	116
TOTALS					189	56			

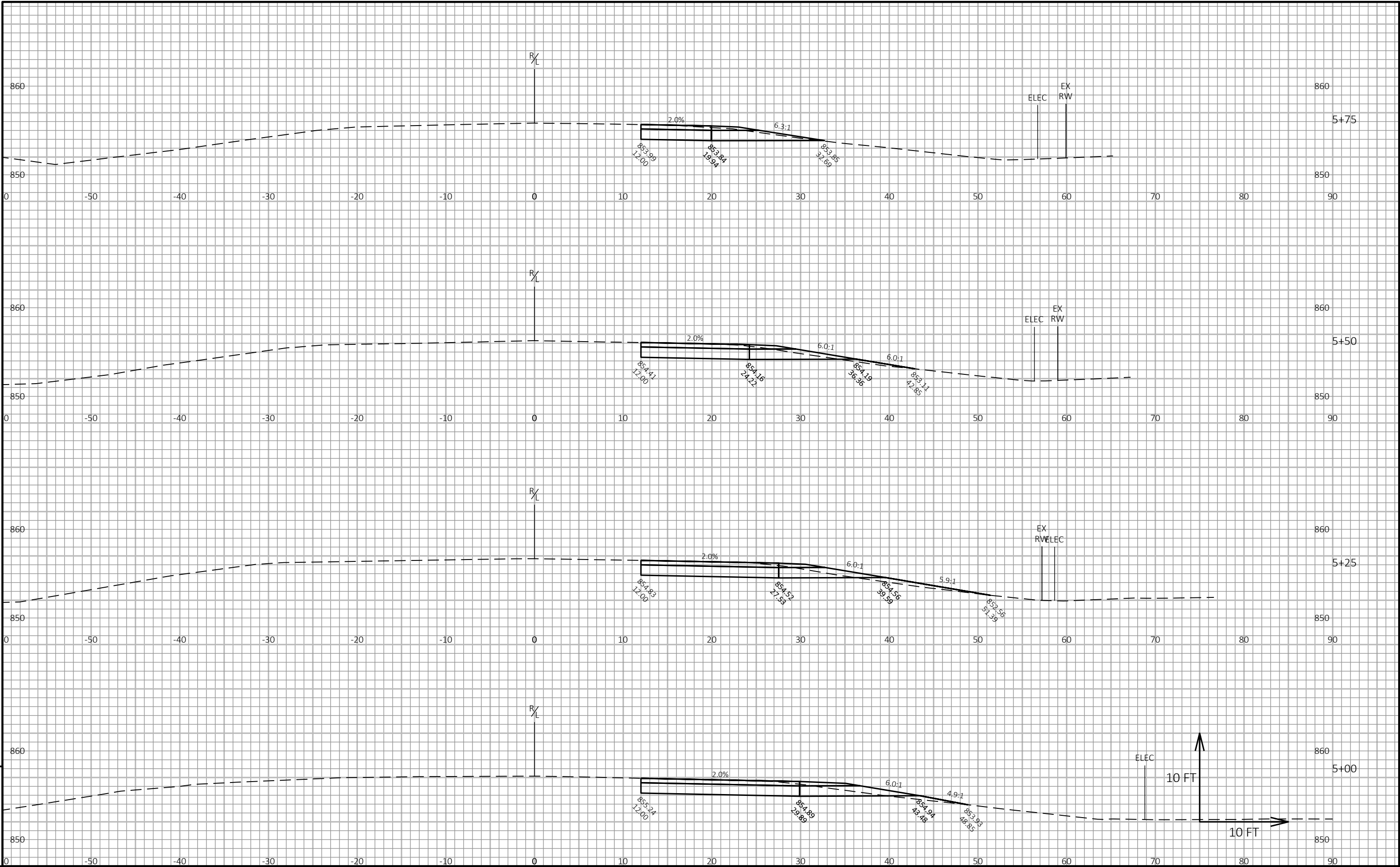
STH 95

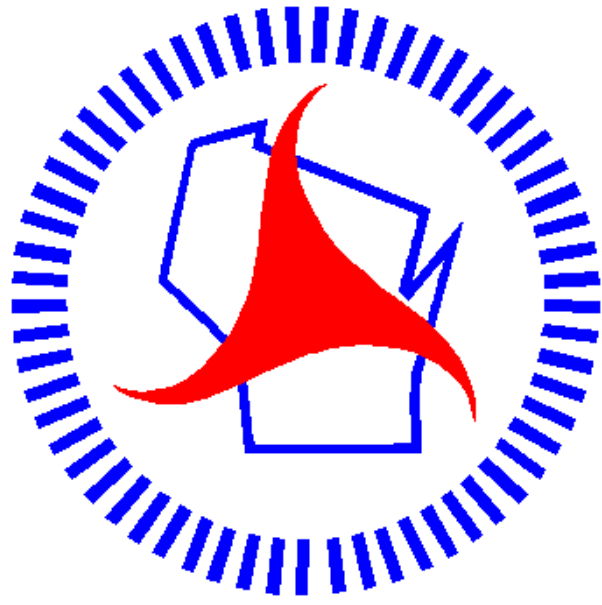
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
05+25	525.00	0.00	32	11	0	0	0	0	0
05+50	550.00	25.00	28	4	28	7	28	9	19
05+75	575.00	25.00	23	0	23	2	51	12	39
05+98.07	598.07	23.07	22	0	19	0	70	12	58
TOTALS					70	9			











Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

<http://www.dot.wisconsin.gov>