AS-BUILT PLAN

WKE

PROJECT ID: 3180-10-70

COUNTY: RACINE

JUL 07
ORDER OF SECTION 2 SHEETS

Project Overview
Typical Sections
Construction Details
Intersections
Interchanges
Contour Maps
Cross Section Matchline
Erosion Control & Drainage
Storm Sewer and Utilities
Planting
Signing
Lighting
Traffic Signals
Pavement Marking
Traffic Control and Construction Staging
Fencing
Alignment

TOTAL: 552

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

BURLINGTON BYPASS

STH 83 (SOUTH) TO STH 36/83 (NORTH)

PAVING
STH 11
RACINE COUNTY

STATE PROJECT NUMBER
3180-10-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3180-10-70		

PROJECT MANAGER:
ANDY SMIEJA
PROJECT LEADER:
DAVID BARBER
PROJECT PERSONNEL:
CASEY WIERZCHOWSKI
JOEL NINMAN
JUSTIN KUTSCHENREUTER
MARY FLYNN
MATT SMITH
STARTED: 9/21/07
COMPLETED: 7/23/09
AMT: $ 11,536,235.65

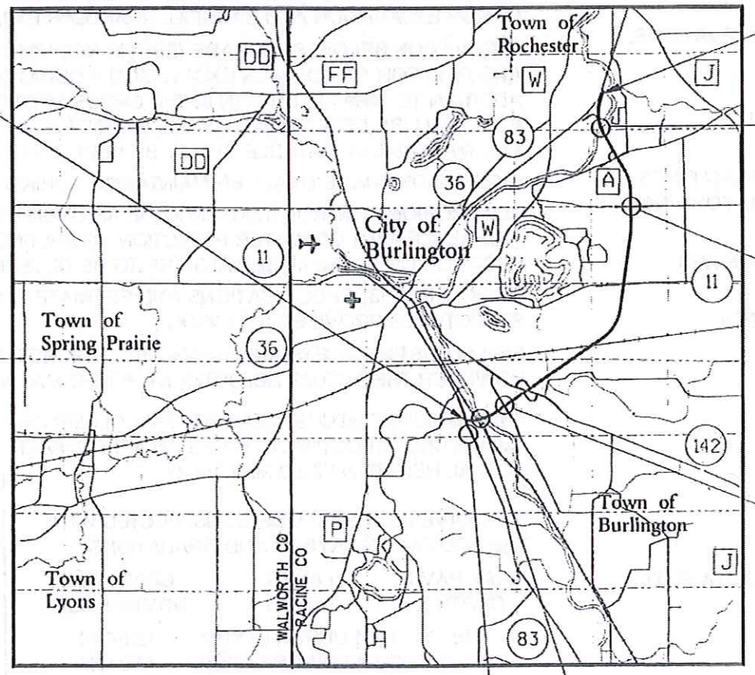
PRIME: PAYNE & DOLAN, INC.
SUBS: BARRICADE FLASHER SERVICE, INC.
CENTURY FENCE CO.
CROWLEY CONSTRUCTION CORP.
GEO TEST, INC.
H. JAMES & SONS, INC.
HI-BOOM ERECTING, INC.
INTERSTATE TREE LANDSCAPE CO.
JAMES PETERSON & SONS CO.
KRAEMER, INC.
LUNDA CONSTRUCTION CO.
MID-STATE CONCRETE CUTTING CO.
ONEIDA ERECTING, INC.
PERMA SIGN, DBA
PLATT CONSTRUCTION, INC.
PRO ELECTRIC, INC.
QC TECH
RDLW, LLC
RSV ENGINEERING, INC.

BEGIN PROJECT 3180-10-70
STA 1123+04.94
Y = 160,916.322
X = 511,388.888

END PROJECT 3180-10-70
STA. 1415+00.00

EXCEPTION TO NET LENGTH
STA 1389+25.86 TO
STA 1393+75.19





N

T-3-N

T-2-N

STRUCTURE B-51-101

STRUCTURE B-51-95

STRUCTURE C-51-22

EXCEPTION TO NET LENGTH
STA 1132+40.55 TO
STA 1142+88.62

DESIGN DESIGNATION

ADT	(2003)	=	5650 - 8100
ADT	(2026)	=	7500 - 10150
DHV	(2026)	=	870 - 1177
D.		=	62 - 38
T.		=	10%
DESIGN SPEED		=	60 MPH
ESALS		=	1,357,800-2,263,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	
EXISTING RIGHT OF WAY		GRADE ELEVATION	
PROPOSED OR NEW R/W LINE			
SLOPE INTERCEPT		CULVERT (Profile View)	
REFERENCE LINE		UTILITIES	
EXISTING CULVERT		ELECTRIC	E
PROPOSED CULVERT (Box or Pipe)		FIBER OPTIC	FO
COMBUSTIBLE FLUIDS	CAUTION	GAS	G
		SANITARY SEWER	SAN
MARSH AREA		STORM SEWER	SS
		TELEPHONE	T
WOODED OR SHRUB AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 5.246 MI. (RURAL)

COORDINATES AND BEARINGS ON THIS PLAN ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE COUNTY, NAD 83 (91)). ALL PLAN DISTANCES ARE GROUND LENGTH. THE VERTICAL DATUM IS NGVD 29.

ORIGINAL PLANS PREPARED BY
STH 83 (SOUTH) TO STH 11
KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
53211-6668

WISCONSIN
TIMOTHY M. FLYNN
E-34114
PORT WASHINGTON
WISCONSIN
PROFESSIONAL ENGINEER

DATE: 4/24/07 (Signature)
DATE: (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WisDOT / Kapur & Associates Inc.
Designer	Kapur & Associates Inc.
Project Manager	Andy Smieja
District Examiner	
District Supervisor	Mark Klipstein
C.O. Examiner	Carl Wayanowski

APPROVED FOR DISTRICT OFFICE
DATE: 4/24/07 (Signature)

E

GENERAL NOTES

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

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

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

THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS SUPERELEVATION WHEN SUPERELEVATION IS GREATER THAN 4%. IF SUPERELEVATION IS LESS THAN OR EQUAL TO 4% THEN LOW SIDE SHOULDER SLOPE IS 4%. HIGH SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS SUPERELEVATION.

WHEN THE QUANTITY OF HMA PAVEMENT OR BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.
INLET GRATE ELEVATIONS REFERRED TO ON INLET NOTES ARE GUTTER FLOW LINE ELEVATIONS.

REINFORCED CONCRETE APRON ENDWALLS AND ADJOINING TWO SECTIONS OF CONCRETE PIPE SHALL BE TIED TOGETHER AS SHOWN ON THE STANDARD DETAIL DRAWINGS AND AS LOCATED IN THE MISCELLANEOUS QUANTITIES. JOINT TIES SHALL BE INCIDENTAL ITEMS INCLUDED IN THE COST OF THE CONCRETE PIPE.

JOINT TIES FOR CONCRETE PIPES SHALL BE REQUIRED FOR ALL JOINTS OF CROSS DRAIN PIPES INSTALLED IN EXCAVATED MARSH SECTIONS. MARSH EXCAVATION SHALL EXTEND BEYOND THE END OF ALL CULVERT PIPE INSTALLATIONS.

CURB HEIGHTS AT THE END OF CURB AND GUTTER SHALL BE TAPERED FROM 0 TO 6-INCHES IN 3'-6".

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE LINE. CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE.

ALL RADII ARE MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.

EXISTING DRIVEWAYS AND FIELD ENTRANCES SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL SHALL NOT BE PERMITTED IN WETLANDS.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF SALVAGED TOPSOIL WHERE REQUIRED.

WHEN PORTIONS OF EXISTING ASPHALTIC SURFACES ARE TO BE REMOVED TO ACCOMMODATE NEW CONSTRUCTION, THE LINE OF SUCH REMOVAL SHALL BE NEATLY DELINEATED WITH A SAW CUT JOINT THROUGH THE ASPHALTIC SURFACE SO THAT REMOVAL OF THE ASPHALT SHALL BE ACCOMPLISHED WITHOUT DAMAGE TO REMAINING PORTIONS. THE LOCATION OF SAW JOINTS AND THE AMOUNT REMOVED AT SIDE ROADS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

SIGNS TO BE MOVED SHALL BE STORED AND PROTECTED BY THE CONTRACTOR, FREE FROM DAMAGE, UNTIL SUCH TIME AS THEY ARE RE-INSTALLED.

TOWN OWNED STREET SIGNS SHALL BE INSPECTED FOR DAMAGE OR DEFECT BY THE ENGINEER BEFORE RELOCATION.

ALL CROSS-SECTIONS ARE BASED ON PLANIMETRIC DATA. AREAS BEYOND LIMITS OF PLANIMETRIC DATA HAVE BEEN SUPPLEMENTED WITH FIELD SHOT CROSS-SECTIONS AND TOPO.

MARSH EXCAVATION IS NOT USED TO BALANCE YARDAGE.

EXISTING ROADWAY CORES OVERLAYING AREAS OF MARSH EXCAVATION CAN BE SALVAGED AND USED IN THE CONSTRUCTION OF EMBANKMENTS.

THE EXPANDED FILL INCLUDES THE FILL EXPANDED BY 1.20, EBS EXPANDED BY 1.25 MARSH EXCAVATION AND BACKFILL GRANULAR EXPANDED BY 1.5.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS MEASURED AND PAID FOR AS COMMON EXCAVATION. ADDITIONAL AREAS OF EBS MAY BE REQUIRED IN ADDITION TO WHAT IS SHOWN IN THE CROSS-SECTIONS. THE LOCATIONS OF THIS ADDITIONAL EBS SHALL BE DETERMINED BY THE ENGINEER. IF THE ENGINEER DETERMINES THAT THE EBS MATERIAL IS SUITABLE, IT MAY BE USED AS FILL OUTSIDE THE 1:1 SLOPES.

EXISTING DRAINAGE SHALL BE MAINTAINED DURING EXCAVATION OPERATIONS.

ALL EROSION CONTROL ITEMS INCLUDE AN UNDISTRIBUTED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.

DESIGN; PLANS, SPECIFICATIONS AND ESTIMATE FOR BRIDGE STRUCTURES PROVIDED BY WISDOT.

FOR ADJUSTING INLETS AND MANHOLES, 6-INCHES OF ADJUSTMENT RINGS ARE TYPICAL, HOWEVER THE ACTUAL ADJUSTMENT HEIGHT MAY VARY. SEE DRAINAGE TABLE.

THE "REQUIRED ADJUSTMENT DEPTH" COLUMN SHOWN IN THE MISCELLANEOUS QUANTITIES TABLE "ADJUSTING STRUCTURES" GIVES AN APPROXIMATE ADJUSTMENT HEIGHT. ACTUAL HEIGHT IN FIELD MAY VARY

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

TOTAL PAV'T DEPTH	LAYER DEPTH	GRADATION NOMINAL SIZE
4 IN	1-3/4 UPPER LAYER	12.5 MM
	2-1/4 LOWER LAYER	19.0 MM
5 IN	2 UPPER LAYER	12.5 MM
	3 LOWER LAYER	19.0 MM
6-1/4 IN	1-3/4 UPPER LAYER	12.5 MM
	2-1/4 MIDDLE LAYER	19.0 MM
	2-1/4 LOWER LAYER	19.0 MM
8-3/4 IN	2-1/2 UPPER LAYER	12.5 MM
	3 MIDDLE LAYER	19.0 MM
	3-1/4 LOWER LAYER	19.0 MM

DESIGN INDEX

SHEET NO.	TO SHEET NO.	TITLE
	TO	GEN. NOTES, UTILITIES, STANDARD ABBREVIATIONS AND SDD'S
	TO	PROJECT OVERVIEW
	TO	TYPICAL SECTIONS
	TO	CONSTRUCTION DETAILS
	TO	REMOVAL DETAILS
	TO	INTERSECTION / PAVING DETAILS
	TO	EROSION CONTROL
	TO	DRAINAGE SYSTEM DETAILS
	TO	PERMANENT SIGNING DETAILS
	TO	PAVEMENT MARKING DETAILS
	TO	TRAFFIC SIGNAL PLAN
	TO	TRAFFIC CONTROL / CONSTRUCTION STAGING
	TO	DETOUR PLAN
	TO	ALIGNMENT OVERVIEW
	TO	ALIGNMENT DIAGRAMS
	TO	SIGN DETAILS

PROJECT NUMBER: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	GENERAL NOTES & INDEX	SCALE: N/A	SHEET NO: 2 E

UTILITY COMPANIES

LARRY HUBER
ANR PIPELINE CO
W3925 PIPELINE LANE
EDEN WI 53019 0316
(920) 477-2235 Ext. 13

MIKE JOHNSON
TDS TELECOM
20875 CROSSROADS CIRCLE
WAUKESHA WI 53186
(262) 754-3052

STEVE CRAMER
TIME WARNER CABLE
1320 N DR MARTIN LUTHER KING JR DR
MILWAUKEE WI 53212
(414) 277-4045

ANDY MADSEN
AT&T
301 E. MILWAUKEE AVE
JANESVILLE WI 53545
(608) 755-5586

DAN SANDE
WE ENERGIES (ELEC & GAS)
333 W EVERETT STREET A279
MILWAUKEE WI 53203
(414) 221-4578

ANDY EBERHARDT
ATC MANAGEMENT INC.
N19 W23993 RIDGEVIEW PKWY W
WAUKESHA WI 53187-0047
(262) 506-6864

LARRY GOBEL
CITY OF BURLINGTON DPW
824 MILWAUKEE AVE
BURLINGTON WI 53105
(262) 763-2060

ADELHEID STREIF
TOWN OF BURLINGTON
32288 BUSHNELL RD
BURLINGTON WI 53105
(262) 763-3070

BETTY NOVY
TOWN OF ROCHESTER
PO BOX 352
ROCHESTER WI 53167
(262) 534-5742

DIGGERS HOTLINE

Toll Free (800) 242-8511
Milwaukee Area (414) 259-1181
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

RAILROADS

JIM KRIEGER
ENGR. PUBLIC WORKS
CANADIAN PACIFIC RAILWAY COMPANY
501 MARQUETTE AVE., SUITE 635
MINNEAPOLIS, MN 55402
TELEPHONE: (612) 904-5994

TERRY LEE
MGR-ENGR'G SRVC'S
CANADIAN NATIONAL RAILROAD CO.
MIDWEST DIVISION
1625 DEPOT STREET
STEVENS POINT, WI 54481
PHONE: (715) 345-2503

OTHER

DNR LIAISON (RACINE CO.)

MS.JOANNE KLINE
DEPT OF NATURAL RESOURCES
SOUTHEAST DISTRICT
2300 N DR MARTIN LUTHER KING JR DR
MILWAUKEE WI 53212
(414) 263-8756

CECIL MEHRING
RACINE COUNTY ENGINEERING
14200 WASHINGTON AVENUE
STURTEVANT WI 53177
(800) 522-6240

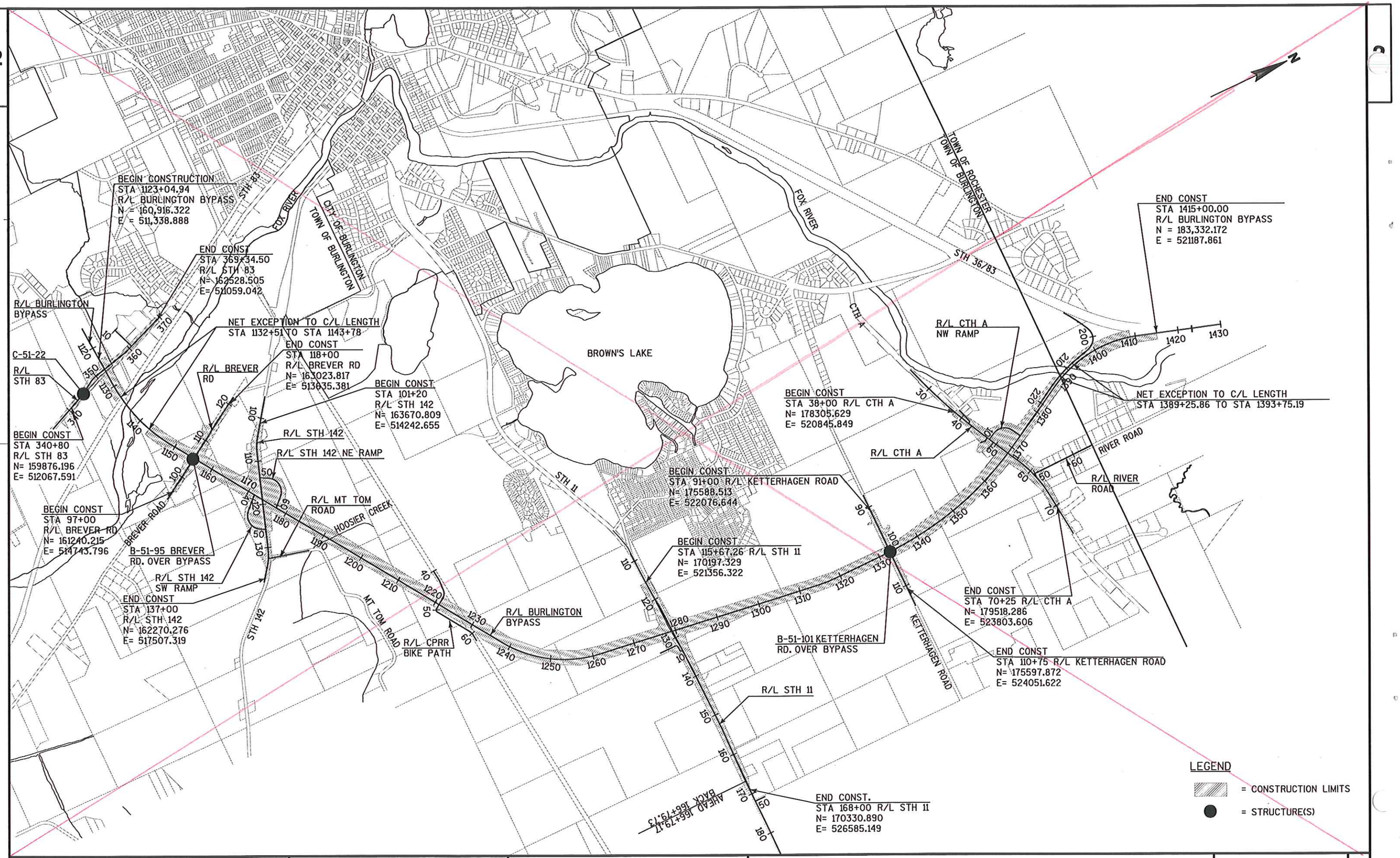
STANDARD ABBREVIATIONS

ADT	AVERAGE DAILY TRAFFIC
AGG	AGGREGATE
AH	AHEAD
ASPH	ASPHALTIC
BASEAGG	BASE AGGREGATE
BEG	BEGIN
BK	BACK
BM	BENCH MARK
C & G	CURB AND GUTTER
CB	CATCH BASIN
CL OR C/L	CENTER LINE
CNRR	CANADIAN NATIONAL RAILWAY COMPANY
CONC	CONCRETE
CONST	CONSTRUCT OR CONSTRUCTION
CP	CULVERT PIPE
CPBP	CANADIAN PACIFIC BIKE PATH
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRR	CANADIAN PACIFIC RAILWAY COMPANY
CTH	COUNTY TRUNK HIGHWAY
CWT	HUNDRED WEIGHT
CY	CUBIC YARD
D	DEGREE OF CURVE
DELV	DELIVERED
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DISCH	DISCHARGE
DWY	DRIVE WAY
E	EASTING COORDINATE
EA	EACH
EB	EAST BOUND
EBS	EXCAVATION BELOW SUBGRADE
ECP	EROSION CONTROL PLAN
ELEC	ELECTRIC(AL), ELEC CABLE
ELEV	ELEVATION
EOTL	EDGE OF TRAVELED LANE
ESALS	EQUIVALENT SINGLE AXEL LOADS
ESMT	EASEMENT
ETR	EXISTING TO REMAIN
EW	ENDWALL
EXC	EXCAVATION
F/L, FL	FLOW LINE
FE	FIELD ENTRANCE
FT	FOOT (FEET)
G	GAS
H	HOUSE
HYD	HYDRANT
I	INTERSECTION ANGLE
ID	INSIDE DIAMETER
INL	INLET
INST	INSTALLED
INV	INVERT
IP	IRON PIPE
K	RATE OF VERTICAL CURVATURE
L	LENGTH OF CURVE
LC	LONG CHORD OF CURVE
LF	LINEAR FOOT(FEET)
MES	MOVE EXISTING SIGN
MGAL	1000 GALLONS
MH	MANHOLE
ML	MATCH LINE
MP	MARKER POST
N	NORTHING COORDINATE
NB	NORTH BOUND
NC	NORMAL CROWN OR NO CHANGE
NE	NORTHEAST
NW	NORTHWEST
PAVT	PAVEMENT
PACS	PIPE ARCH CURRUGATED STEEL
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
R	RADIUS OR RANGE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RD	ROAD
RDWY	ROADWAY
REL	RELOCATE
REM	REMAINING
REQD	REQUIRED
S/L	SURVEY LINE
SALV	SALVAGED
SAN	SANITARY
SB	SOUTH BOUND
SDD	STANDARD DETAIL DRAWINGS
SE	SUPERELEVATION OR SOUTHEAST
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
STH	STATE TRUNK HIGHWAY
STRCT	STRUCTURE
SW	SOUTHWEST
SY	SQUARE YARD
T	(TRUCKS) PERCENT OF
TEL	TELEPHONE
TL OR T/L	TRANSIT LINE
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
UG	UNDERGROUND (CABLE)
VCL	VERTICAL CURVE LENGTH
VOL	VOLUME
VPC	VERTICAL POINT OF CURVATURE
VPCC	VERTICAL POINT OF COMPOUND CURVE
VPI	VERTICAL POINT OF INTERSECTION
VPRC	VERTICAL POINT OF REVERSE CURVE
VPT	VERTICAL POINT OF TANGENCY
WB	WEST BOUND
X	LATERAL GRID COORDINATE
Y	LONGITUDINAL GRID COORDINATE
YD	YARD

2

PROJECT NUMBER: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	GENERAL UTILITIES AND ABBREVIATIONS	SCALE: N/A	SHEET NO: 3 E

FILE NAME: E:\DOT2\948Burl\948rac\design\dgn\60%\details\948General Notes.ppt ORIGINATOR: LISA FLYNN ORIG. DATE: JULY 10, 2003 PLOTTED DATE: 3/8/2007 9:43 AM



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 4	E

2

REVISION DATE: 6/15/07
REVISION NOTE: REVISIONS INCLUDE ADDITION OF CTH A SE RAMP, ACCELERATION & DECELERATRION LANE ALONG EB BYPASS FOR CTH A SE RAMP, ACCELERATION LANE ALONG WB BYPASS FOR CTH A NW RAMP AND REMOVAL OF EB BYPASS LEFT TURN LANE AT CTH NW RAMP.

BEGIN CONSTRUCTION
STA 1123+04.94
R/L BURLINGTON BYPASS
N = 160,916.322
E = 511,338.888

END CONST
STA 369+34.50
R/L STH 83
N= 162528.505
E= 511059.042

R/L BURLINGTON BYPASS

C-51-22

R/L STH 83

BEGIN CONST
STA 340+80
R/L STH 83
N= 159876.196
E= 512067.591

BEGIN CONST
STA 97+00
R/L BREVER RD
N= 161240.215
E= 514743.796

B-51-95 BREVER RD. OVER BYPASS

R/L BREVER RD

NET EXCEPTION TO C/L LENGTH
STA 1132+51 TO STA 1143+78

END CONST
STA 118+00
R/L BREVER RD
N= 163023.817
E= 513635.381

BEGIN CONST
STA 101+20
R/L STH 142
N= 163670.809
E= 514242.655

R/L STH 142

R/L STH 142 NE RAMP

R/L STH 142 SW RAMP

END CONST
STA 137+00
R/L STH 142
N= 162270.276
E= 517507.319

R/L MT TOM ROAD

R/L CPRR BIKE PATH

R/L BURLINGTON BYPASS

BROWN'S LAKE

FOX RIVER

CITY OF BURLINGTON

TOWN OF BURLINGTON

TOWN OF ROCHESTER

STH 36/83

CTH A

STH 11

HOOSIER CREEK

MT TOM ROAD

BREVER ROAD

STH 142

BEGIN CONST
STA 38+00 R/L CTH A
N= 178305.629
E= 520845.849

R/L CTH A NW RAMP

R/L CTH A

BEGIN CONST
STA 91+00 R/L KETTERHAGEN ROAD
N= 175588.513
E= 522076.644

BEGIN CONST
STA 115+67.26 R/L STH 11
N= 170197.329
E= 521356.322

B-51-101 KETTERHAGEN RD. OVER BYPASS

R/L STH 11

AHEAD 166+79.17
BACK 166+79.73

END CONST.
STA 168+00 R/L STH 11
N= 170330.890
E= 526585.149

END CONST
STA 1415+00.00
R/L BURLINGTON BYPASS
N = 183,332.172
E = 521187.861

NET EXCEPTION TO C/L LENGTH
STA 1389+25.86 TO STA 1393+75.19

RIVER ROAD

R/L RIVER ROAD

R/L CTH A SE RAMP

END CONST
STA 70+25 R/L CTH A
N= 179518.286
E= 523803.606

END CONST
STA 110+75 R/L KETTERHAGEN ROAD
N= 175597.872
E= 524051.622

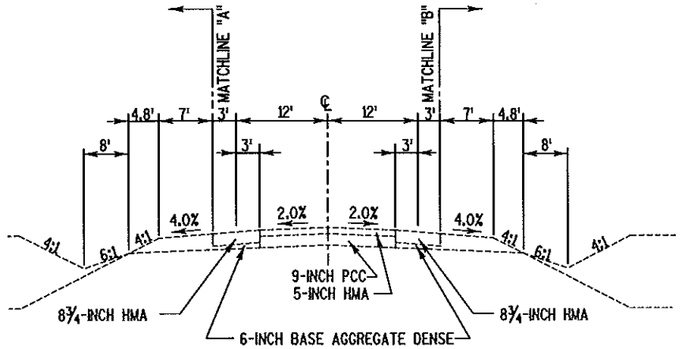
KETTERHAGEN ROAD

LEGEND

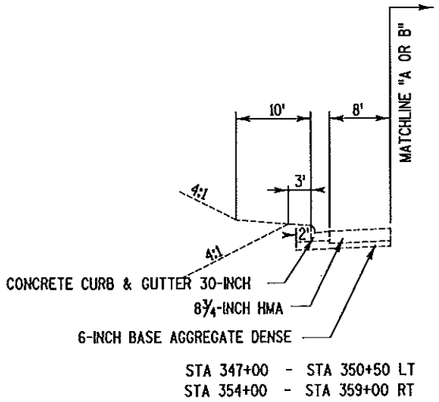
= CONSTRUCTION LIMITS

= STRUCTURE(S)

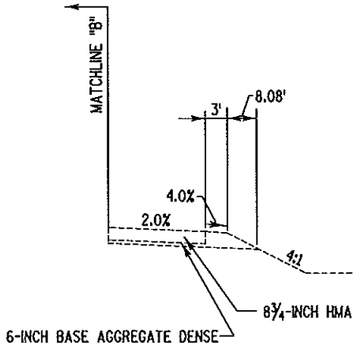
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 4A	E



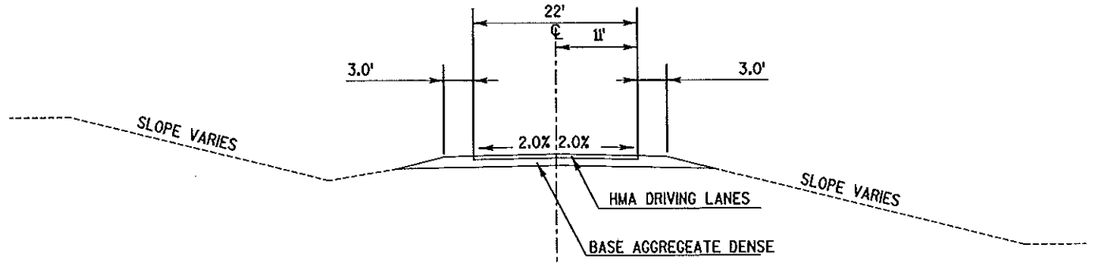
TYPICAL EXISTING SECTION
STA 344+85 - STA 369+34.50 STH 83



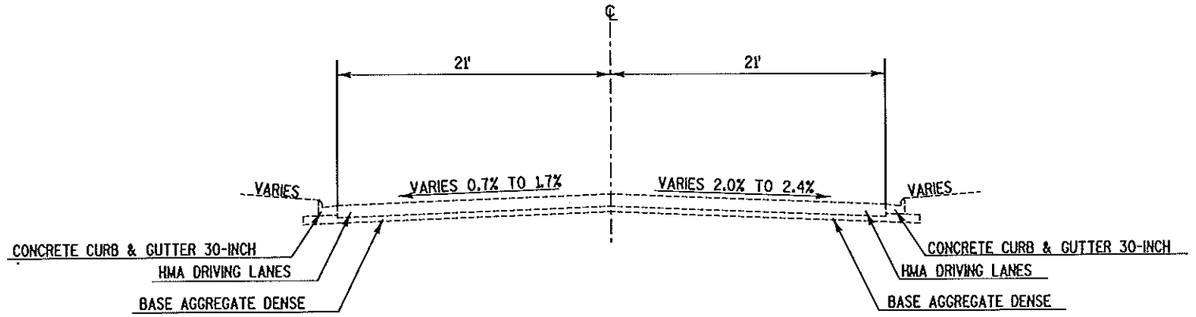
STA 347+00 - STA 350+50 LT
STA 354+00 - STA 359+00 RT



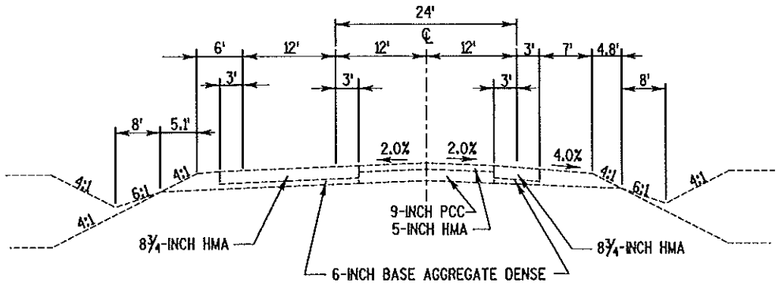
STA 349+00 - STA 353+84 RT



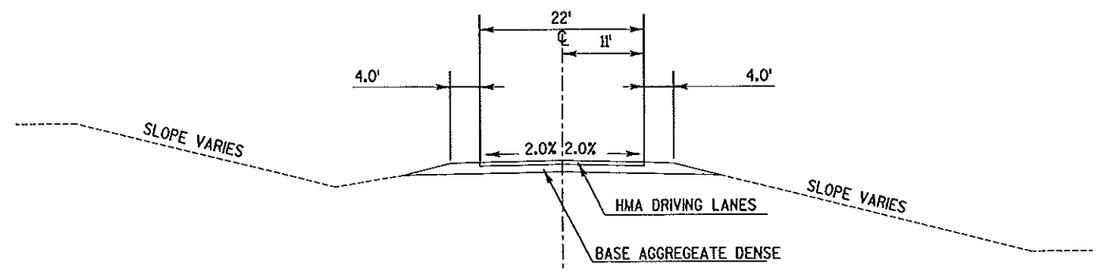
TYPICAL EXISTING SECTION
STA 97+00 - STA 118+00 BREVER ROAD



TYPICAL EXISTING SECTION
STA 14+12 - STA 15+02 HIDDEN BREEK LANE



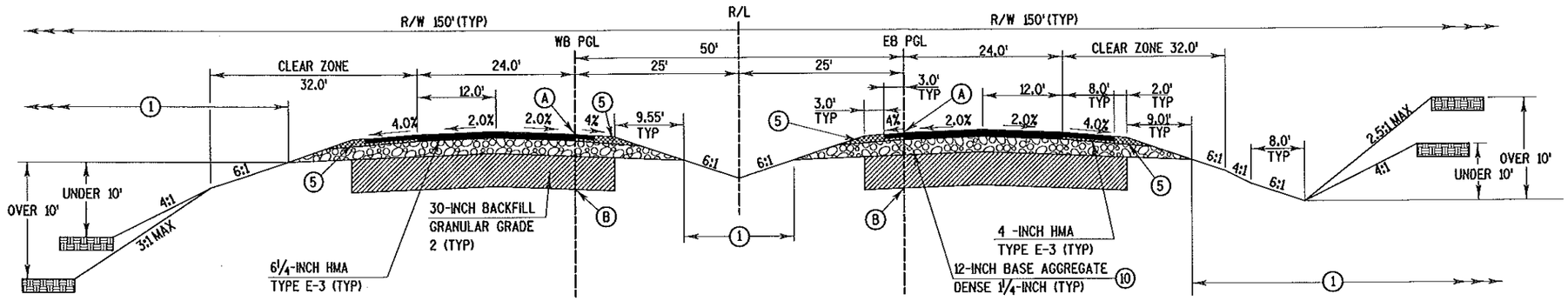
TYPICAL EXISTING SECTION
STA 340+80 - STA 344+85 STH 83



TYPICAL EXISTING SECTION
STA 91+00 - STA 110+75 KETTERHAGEN ROAD

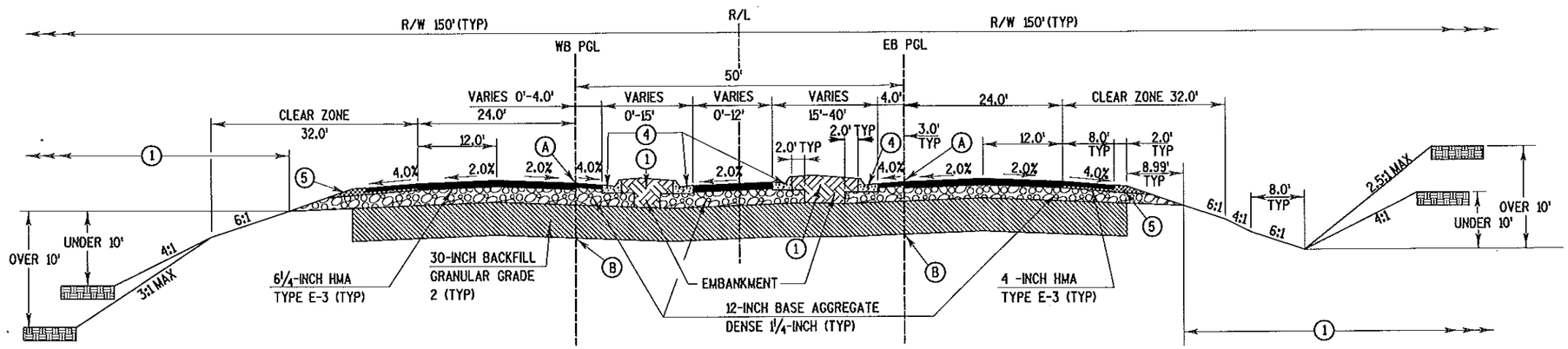
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EXISTING TYPICAL SECTIONS	NOT TO SCALE	SHEET 5 E

TYPICAL SECTIONS SHOWN ON THIS SHEET REPRESENT STATION RANGES REQUIRING COMPLETE CONSTRUCTION



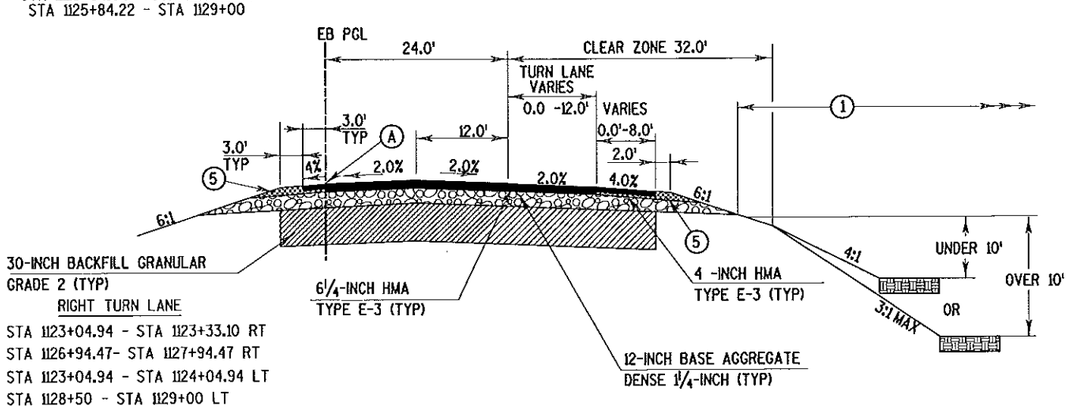
TYPICAL FINISHED SECTION - BURLINGTON PYPASS

STA 1154+00 - STA 1156+00
STA 1326+00 - STA 1334+00



TYPICAL FINISHED SECTION - BURLINGTON PYPASS

STA 1123+04.94 - STA 1125+15.84
STA 1125+84.22 - STA 1129+00



STA 1123+04.94 - STA 1123+33.10 RT
STA 1126+94.47- STA 1127+94.47 RT
STA 1123+04.94 - STA 1124+04.94 LT
STA 1128+50 - STA 1129+00 LT

NOTES:

(1) = 4-INCH SALVAGED TOPSOIL FERTILIZER MULCH & SEED
SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

(4) = CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D

(5) = BASE AGGREGATE DENSE 3/4-INCH ONLY NEEDS TO BE PLACED ON TOP 3-INCHES OF FINISHED SHOULDER.
ENTIRE SHOULDER IS ESTIMATED AS BASE AGGREGATE DENSE 3/4-INCH IN QUANTITIES.
BASE AGGREGATE DENSE 3/4-INCH IS TO BE PLACED FLUSH WITH PAVED SURFACE.

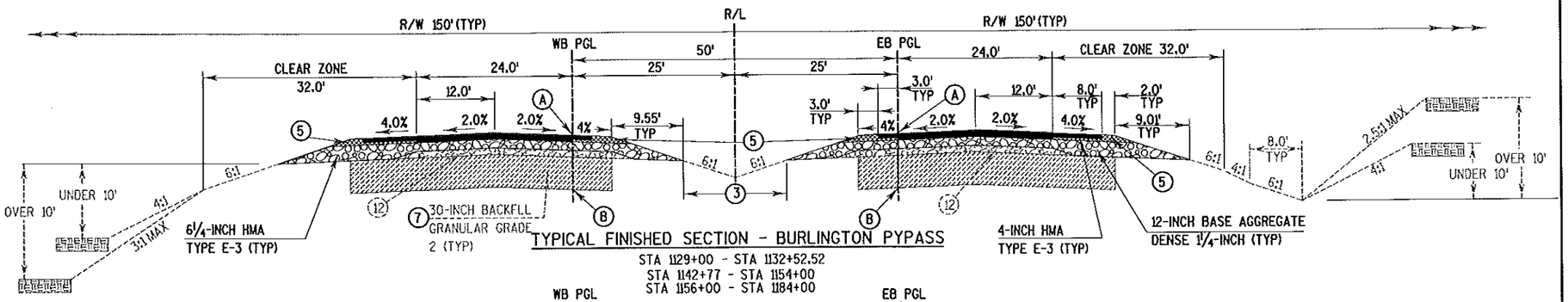
(10) = FOR STA 1326+00 - STA 1334+00,
BASE AGGREGATE DENSE 1-1/4-INCH
DEPTH IS 9 1/2-INCHES.

(A) = POINT REFERRED TO ON PROFILE ℄ R/L OR PGL

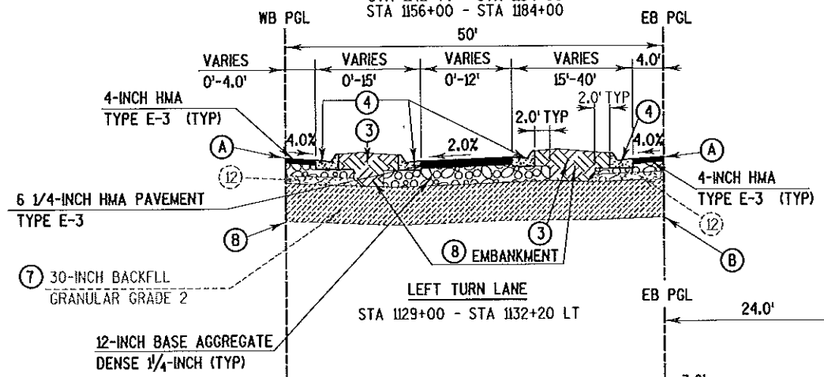
(B) = POINT REFERRED TO ON CROSS-SECTION ℄ R/L OR PGL

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TYPICAL SECTIONS	NOT - SCALE	SHEET 6	E

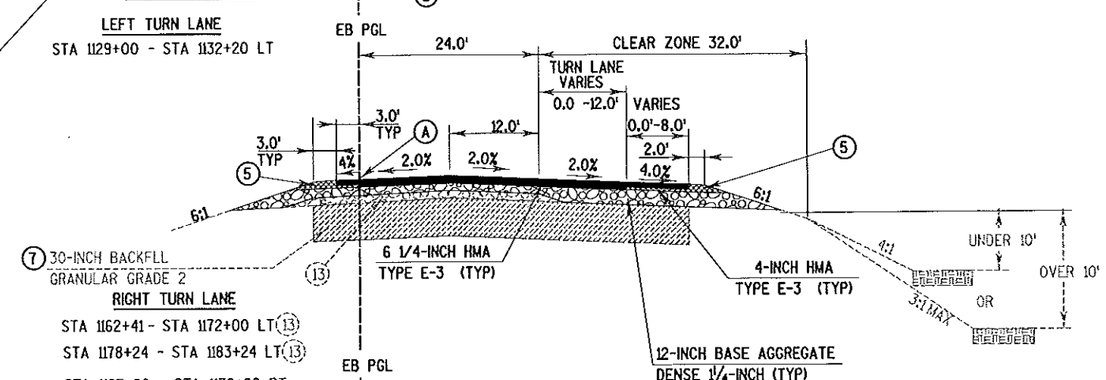
TYPICAL SECTIONS SHOWN ON THIS SHEET REPRESENT STATION RANGES WHERE GRADING, GRANULAR MATERIAL & FINISHING OUTSIDE OF THE SUBGRADE SHOULDER POINTS WAS COMPLETED UNDER A PREVIOUS PROJECT.



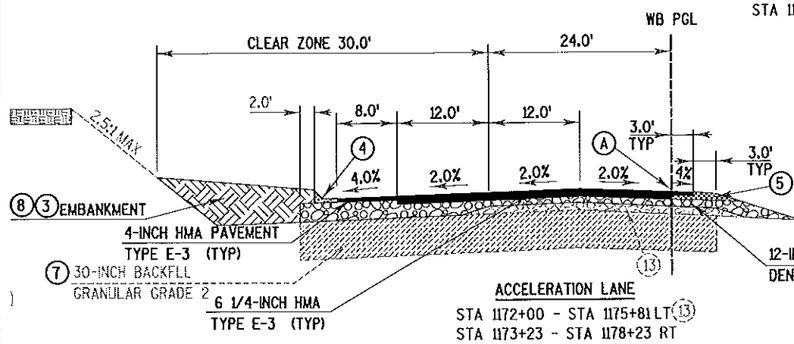
TYPICAL FINISHED SECTION - BURLINGTON PYPASS
STA 1129+00 - STA 1132+52.52
STA 1142+77 - STA 1154+00
STA 1156+00 - STA 1184+00



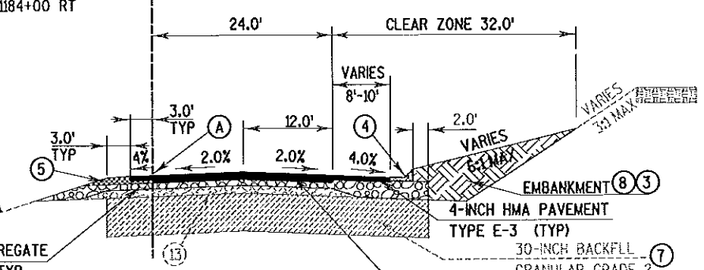
LEFT TURN LANE
STA 1129+00 - STA 1132+20 LT



RIGHT TURN LANE
STA 1162+41 - STA 1172+00 LT (13)
STA 1178+24 - STA 1183+24 LT (13)
STA 1165+80 - STA 1170+80 RT
STA 1178+23 - STA 1184+00 RT



ACCELERATION LANE
STA 1172+00 - STA 1175+81 LT (13)
STA 1173+23 - STA 1178+23 RT



CURB & GUTTER SHOULDER
STA 1159+50 - STA 1164+50 RT
STA 1171+45 - STA 1172+56 RT
STA 1176+48 - STA 1177+50 LT (13)

NOTES:

(3) = 4-INCH TOPSOIL FERTILIZER MULCH & SEED
SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

(4) = CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D

(5) = BASE AGGREGATE DENSE 3/4-INCH ONLY NEEDS TO BE PLACED ON TOP 3-INCHES OF FINISHED SHOULDER. ENTIRE SHOULDER IS ESTIMATED AS BASE AGGREGATE DENSE 3/4-INCH IN QUANTITIES. BASE AGGREGATE DENSE 3/4-INCH IS TO BE PLACED FLUSH WITH PAVED SURFACE.

(6) = SEE CROSS-SECTIONS FOR SPECIFIC R/W DIMENSIONS.

(7) = PLACED UNDER PREVIOUS PROJECT

(8) = EMBANKMENT REQ'D BEHIND CURB & GUTTER

(12) = A 30'X 6" STRIP OF BASE AGGREAGATE DENSE 1-1/4-INCH WAS PLACED FROM STA 1127+00 TO STRCT. B-51-93 ON THE EB ROADWAY AND FROM STA 1127+00 TO STRCT. B-51-94 ON THE WB ROADWAY IN A PREVIOUS PROJECT

(13) = A 30'X 6" STRIP OF BASE AGGREAGATE DENSE 1-1/4-INCH WAS PLACED FROM STRCT. B-51-94 TO STA 1154+00; FROM STA 1156+00 TO STA 1326+00; AND FROM STA 1334+00 TO STA 1372+00 ON THE WB ROADWAY IN A PREVIOUS PROJECT.

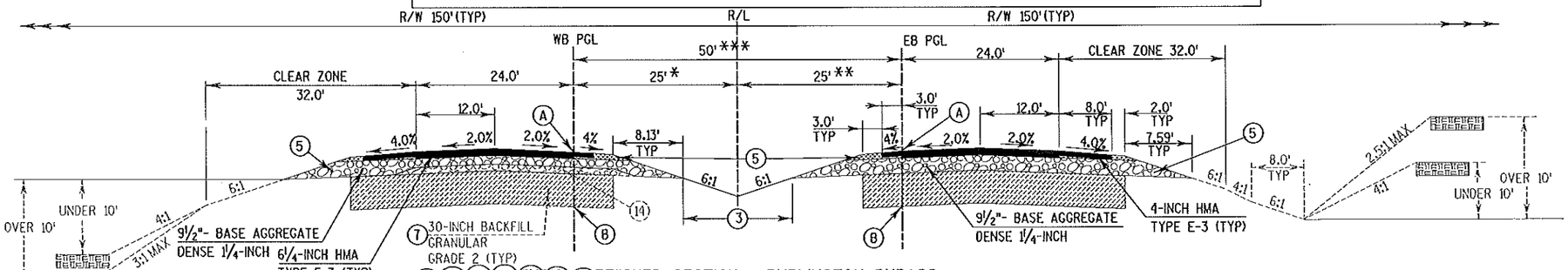
(A) = POINT REFERRED TO ON PROFILE ℄ R/L OR PGL

(B) = POINT REFERRED TO ON CROSS-SECTION ℄ R/L OR PGL

NOTE: ALL WORK COMPLETED UNDER PREVIOUS PROJECTS IS SHOWN AS DASHED LINES UNLESS OTHERWISE NOTED. ALL DISTURBED AREAS SHALL BE MULCHED, SEEDED AND FERTILIZED. THIS WORK WILL BE SHOWN AS UNDISTRIBUTED IN THE MISCELLANEOUS QUANTITIES.

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TYPICAL SECTIONS	NOT - SCALE	SHEET 7	E

TYPICAL SECTIONS SHOWN ON THIS SHEET REPRESENT STATION RANGES WHERE GRADING, GRANULAR MATERIAL & FINISHING OUTSIDE OF THE SUBGRADE SHOULDER POINTS WAS COMPLETED UNDER A PREVIOUS PROJECT.



TYPICAL FINISHED SECTION - BURLINGTON PYPASS

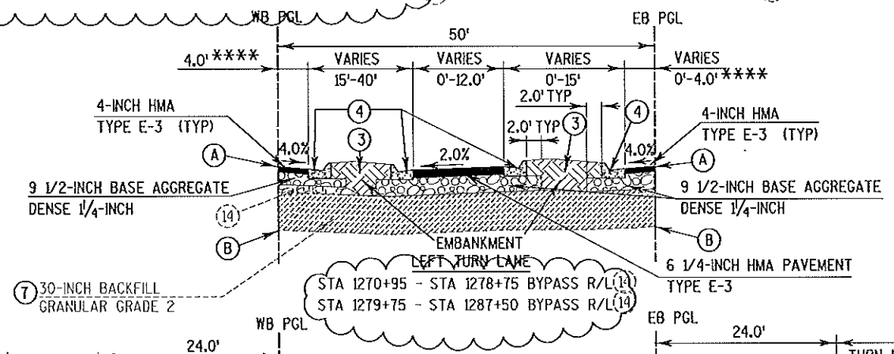
STA 1184+00 - STA 1326+00 BYPASS R/L (14)
STA 1334+00 - STA 1358+55.36 WB PGL (14)
STA 1334+00 - STA 1357+44.16 EB PGL

STA 1379+09.15 - STA 1381+21.00 WB PGL (14)
STA 1378+00 - STA 1389+61.53 EB PGL
STA 1400+61.61 - STA 1404+67.69 WB PGL (14)

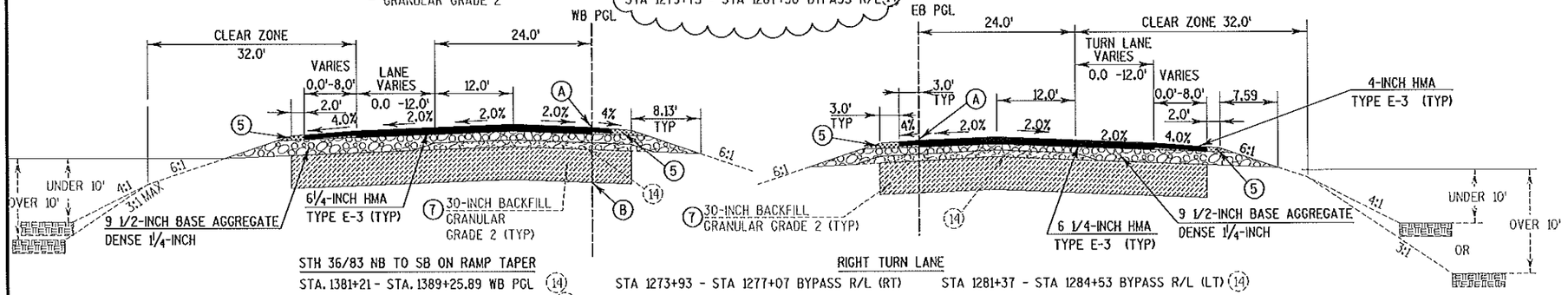
STA 1394+12.88 - STA 1404+95.00 EB PGL

STA 1405+66.53 - STA 1409+00 WB PGL (14)

STA 1409+95.00 - STA 1415+00 EB PGL

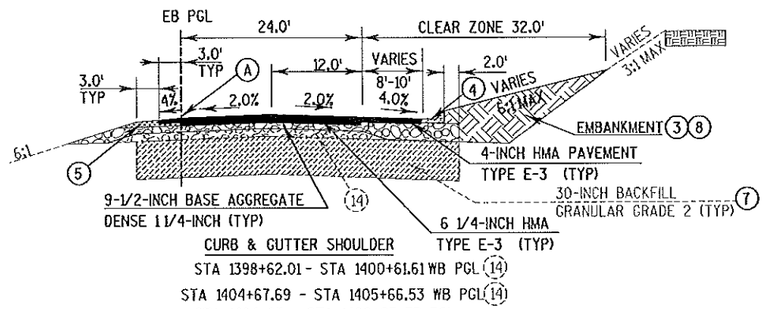


STA 1270+95 - STA 1278+75 BYPASS R/L (14)
STA 1279+75 - STA 1287+50 BYPASS R/L (14)



STH 36/83 NB TO SB ON RAMP TAPER
STA. 1381+21 - STA. 1389+25.89 WB PGL (14)
STA. 1393+25.11 - STA. 1398+62.01 WB PGL (14)

RIGHT TURN LANE
STA 1273+93 - STA 1277+07 BYPASS R/L (RT)
STA 1281+37 - STA 1284+53 BYPASS R/L (LT) (14)



STA 1398+62.01 - STA 1400+61.61 WB PGL (14)
STA 1404+67.69 - STA 1405+66.53 WB PGL (14)
STA 1404+95 - STA 1409+95 EB PGL

* VARIES 25'-29' STA 1393+40 - STA 1408+50

** VARIES 25'-43' STA 1385+00 - STA 1389+80
VARIES 32'-55' STA 1393+40 - STA 1408+50

*** VARIES 50'-68' STA 1385+00 - STA 1389+80
VARIES 57'-84' STA 1393+40 - STA 1408+50

**** VARIES 0'-6' STA 1365+05 - STA 1372+00

NOTES:

(3) = 4-INCH TOPSOIL FERTILIZER MULCH & SEED
SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

(4) = CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D

(5) = BASE AGGREGATE DENSE 3/4-INCH ONLY NEEDS TO BE PLACED ON TOP 3-INCHES OF FINISHED SHOULDER. ENTIRE SHOULDER IS ESTIMATED AS BASE AGGREGATE DENSE 3/4-INCH IN QUANTITIES. BASE AGGREGATE DENSE 3/4-INCH IS TO BE PLACED FLUSH WITH PAVED SURFACE.

(6) = SEE CROSS-SECTIONS FOR SPECIFIC R/W DIMENSIONS.

(7) = PLACED UNDER PREVIOUS PROJECT

(8) = EMBANKMENT REQ'D BEHIND CURB & GUTTER

(14) = A 30'X 6" STRIP OF BASE AGGREAGATE DENSE 1-1/4-INCH WAS PLACED FROM STRCT. B-51-94 TO STA 1154+00; FROM STA 1156+00 TO STA 1326+00; FROM STA 1334+00 TO STA 1372+00; FROM STA 1378+00 TO STRCT. B-51-102; AND FROM STRCT.B-51-102 TO STA 1409+00 ON THE WB ROADWAY IN A PREVIOUS PROJECT.

(A) = POINT REFERRED TO ON PROFILE @ R/L OR PGL

(B) = POINT REFERRED TO ON CROSS-SECTION @ R/L OR PGL

NOTE: ALL WORK COMPLETED UNDER PREVIOUS PROJECTS IS SHOWN AS DASHED LINES UNLESS OTHERWISE NOTED. ALL DISTURBED AREAS SHALL BE MULCHED, SEEDED AND FERTILIZED. THIS WORK WILL BE SHOWN AS UNDISTRIBUTED IN THE MISCELLANEOUS QUANTITIES.

REVISION DATE: 6/15/07

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TYPICAL SECTIONS	NOT - SCALE	SHEET 8A	E

NOTES:

(1) = 4-INCH SALVAGED TOPSOIL FERTILIZER MULCH & SEED
SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

(3) = 4-INCH TOPSOIL FERTILIZER MULCH & SEED
SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

(4) = CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D

(5) = BASE AGGREGATE DENSE 3/4-INCH ONLY NEEDS TO BE PLACED ON TOP 3-INCHES OF FINISHED SHOULDER. ENTIRE SHOULDER IS ESTIMATED AS BASE AGGREGATE DENSE 3/4-INCH IN QUANTITIES. BASE AGGREGATE DENSE 3/4-INCH IS TO BE PLACED FLUSH WITH PAVED SURFACE.

(7) = PLACED UNDER PREVIOUS PROJECT

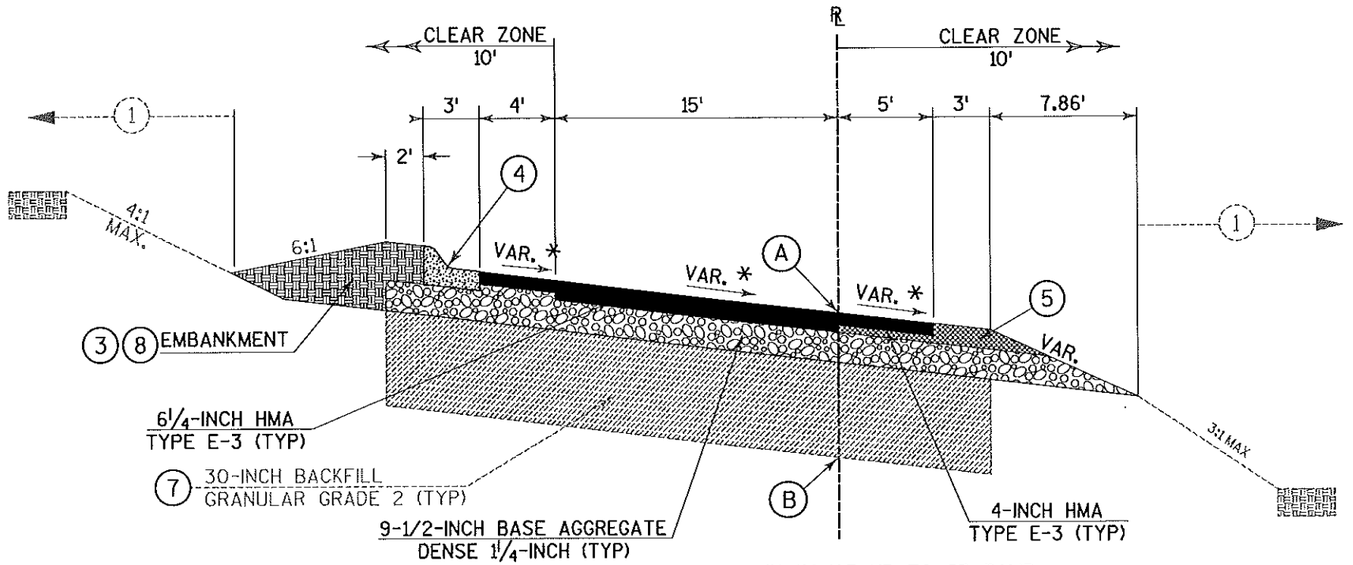
(A) = POINT REFERRED TO ON PROFILE ℄ R/L OR PGL

(B) = POINT REFERRED TO ON CROSS-SECTION ℄ R/L OR PGL

NOTE: ALL WORK COMPLETED UNDER PREVIOUS PROJECTS IS SHOWN AS DASHED LINES UNLESS OTHERWISE NOTED. ALL DISTURBED AREAS SHALL BE MULCHED, SEEDED AND FERTILIZED. THIS WORK WILL BE SHOWN AS UNDISTRIBUTED IN THE MISCELLANEOUS QUANTITIES.

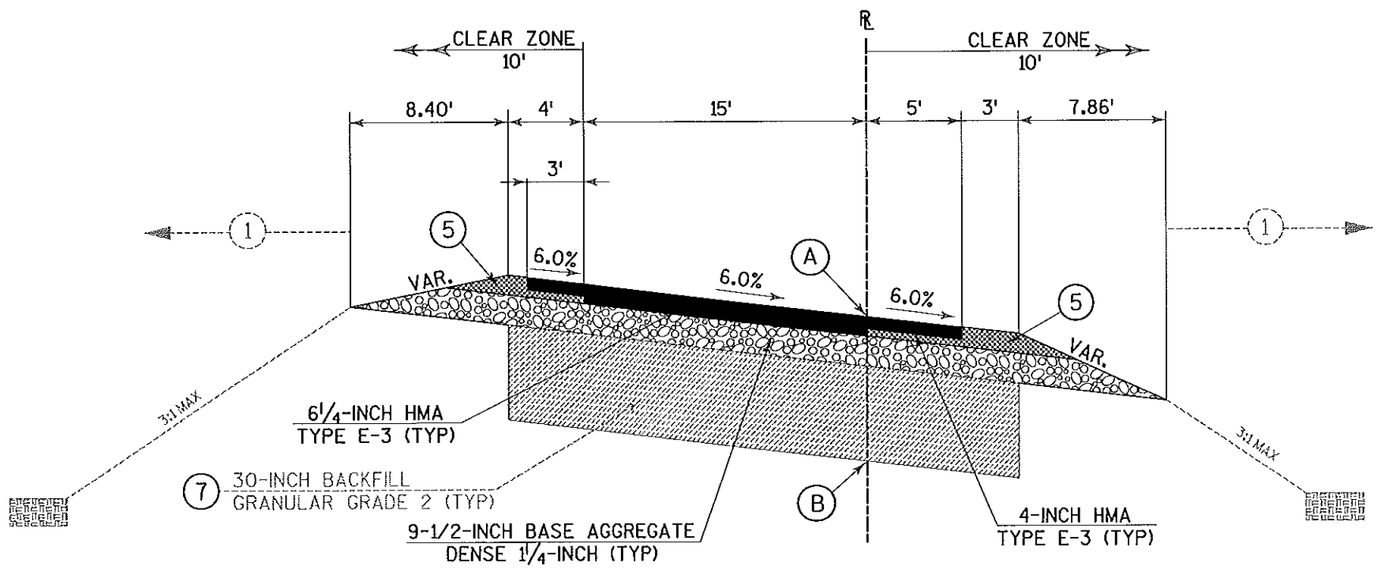
FROM STATION 203+50 TO 221+05.09 ℞ STH 36/83 NB TO SB RAMP, SEE MAINLINE TYPICAL SECTIONS.

TYPICAL SECTIONS SHOWN ON THIS SHEET REPRESENT STATION RANGES WHERE GRADING, GRANULAR MATERIAL & FINISHING OUTSIDE OF THE SUBGRADE SHOULDER POINTS WAS COMPLETED UNDER A PREVIOUS PROJECT.



* = SEE CROSS-SECTIONS FOR CROSS SLOPES, PLAN & PROFILE SHEETS FOR SUPERELEVATION TABLES & PAVING DETAIL SHEETS FOR ELEVATIONS AND POINT TABLES.

TYPICAL FINISHED SECTION - STH 36/83 NB TO SB RAMP
STA 195+85 - STA 198+00 R/L STH 36/83 NB TO SB RAMP
STA 201+50 - STA 203+50 R/L STH 36/83 NB TO SB RAMP

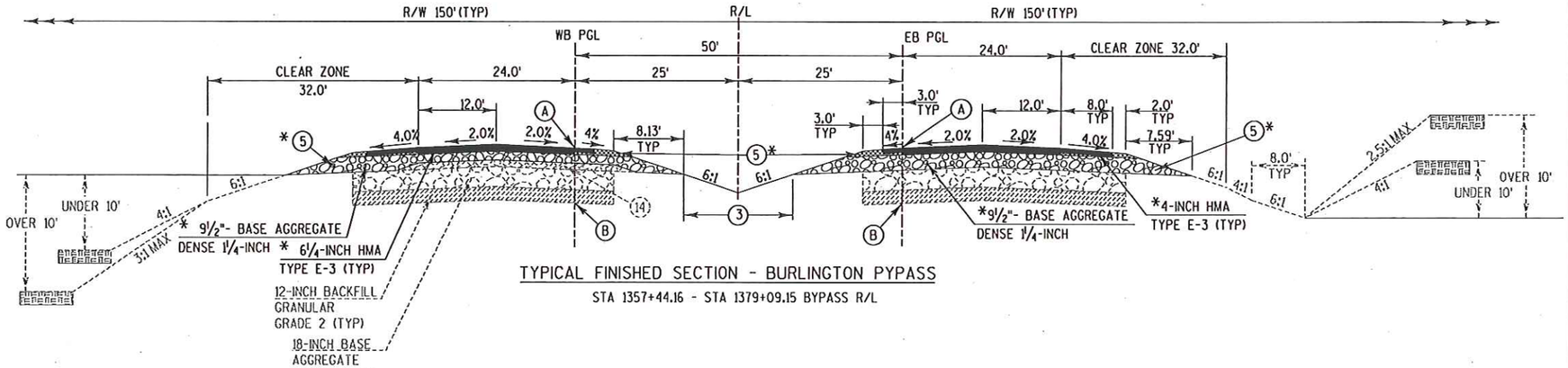


TYPICAL FINISHED SECTION - STH 36/83 NB TO SB RAMP
STA 198+00 - STA 201+50 R/L STH 36/83 NB TO SB RAMP

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TYPICAL SECTIONS	NOT - SCALE	SHEET 10	E

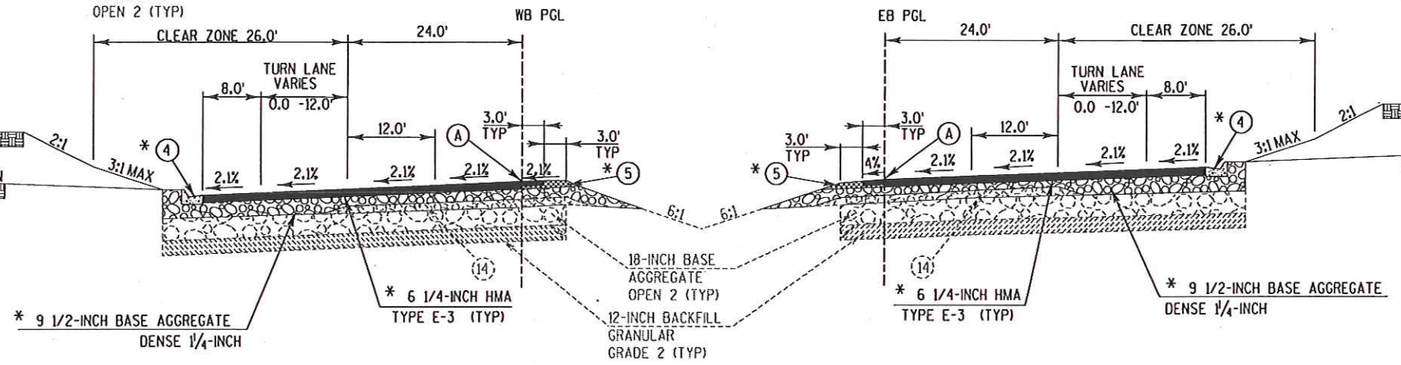
REVISION SUBMITTAL DATE 06/28/07

TYPICAL SECTIONS SHOWN ON THIS SHEET REPRESENT STATION RANGES WHERE GRADING, GRANULAR MATERIAL & FINISHING OUTSIDE OF THE SUBGRADE SHOULDER POINTS WAS COMPLETED UNDER A PREVIOUS PROJECT.



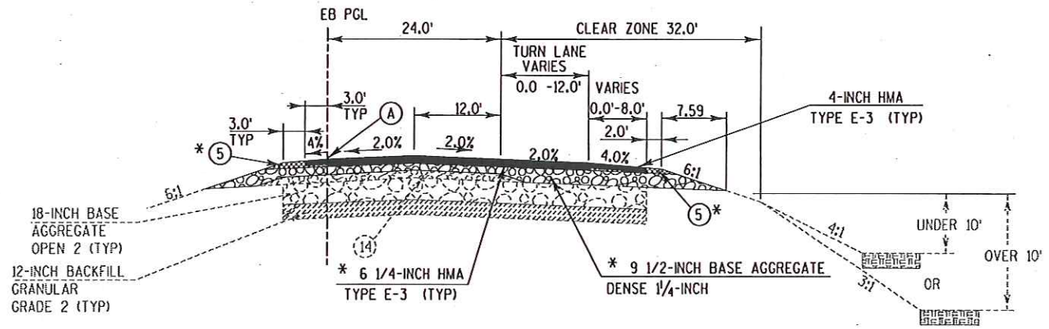
TYPICAL FINISHED SECTION - BURLINGTON PYPASS

STA 1357+44.16 - STA 1379+09.15 BYPASS R/L



ACCELERATION/DECELERATION LANE (WITH CURB & GUTTER)

STA 1364+85.24 - STA 1369+60.08 R/L BYPASS (RT)
STA 1367+50.00 - STA 1369+50.00 R/L BYPASS (LT)



ACCELERATION/DECELERATION LANE

STA 1357+44.16 - STA 1362+44.15 BYPASS R/L (RT)
STA 1369+60.08 - STA 1378+00.00 BYPASS R/L (RT)
STA 1358+55.36 - STA 1367+50.00 BYPASS R/L (LT)
STA 1374+44.15 - STA 1379+09.15 BYPASS R/L (LT) (TURN LANE CURRENTLY GRADED)

NOTES:

(3) = 4-INCH TOPSOIL FERTILIZER MULCH & SEED SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

(4) = CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D

(5) = BASE AGGREGATE DENSE 3/4-INCH ONLY NEEDS TO BE PLACED ON TOP 3-INCHES OF FINISHED SHOULDER. ENTIRE SHOULDER IS ESTIMATED AS BASE AGGREGATE DENSE 3/4-INCH IN QUANTITIES. BASE AGGREGATE DENSE 3/4-INCH IS TO BE PLACED FLUSH WITH PAVED SURFACE.

(6) = SEE CROSS-SECTIONS FOR SPECIFIC R/W DIMENSIONS.

(14) = A 30'X 6" STRIP OF BASE AGGREAGATE DENSE 1-1/4-INCH IS CURRENTLY IN PLACE FROM STA 1334+00 TO STA 1372+00; AND FROM STA 1378+00 TO STRCT. B-51-102 ON THE WB ROADWAY.

(A) = POINT REFERRED TO ON PROFILE ℄ R/L OR PGL

(B) = POINT REFERRED TO ON CROSS-SECTION ℄ R/L OR PGL

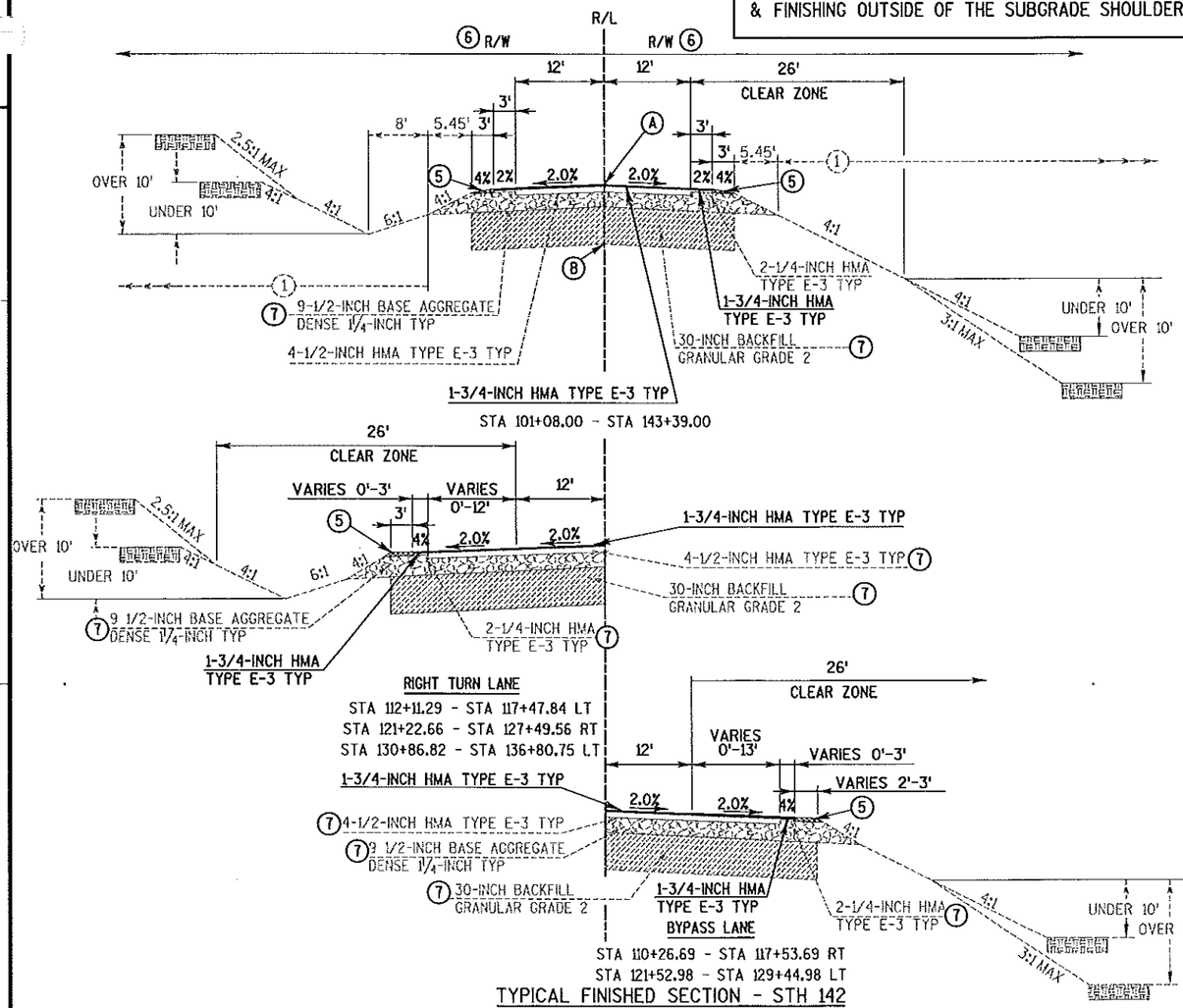
NOTE: ALL WORK CURRENTLY IN PLACE IS SHOWN AS DASHED LINES UNLESS OTHERWISE NOTED. ALL DISTURBED AREAS SHALL BE MULCHED, SEEDED AND FERTILIZED. THIS WORK WILL BE SHOWN AS UNDISTRIBUTED IN THE MISCELLANEOUS QUANTITIES.

* = TO BE PLACED IN PROJECT 3180-10-70.

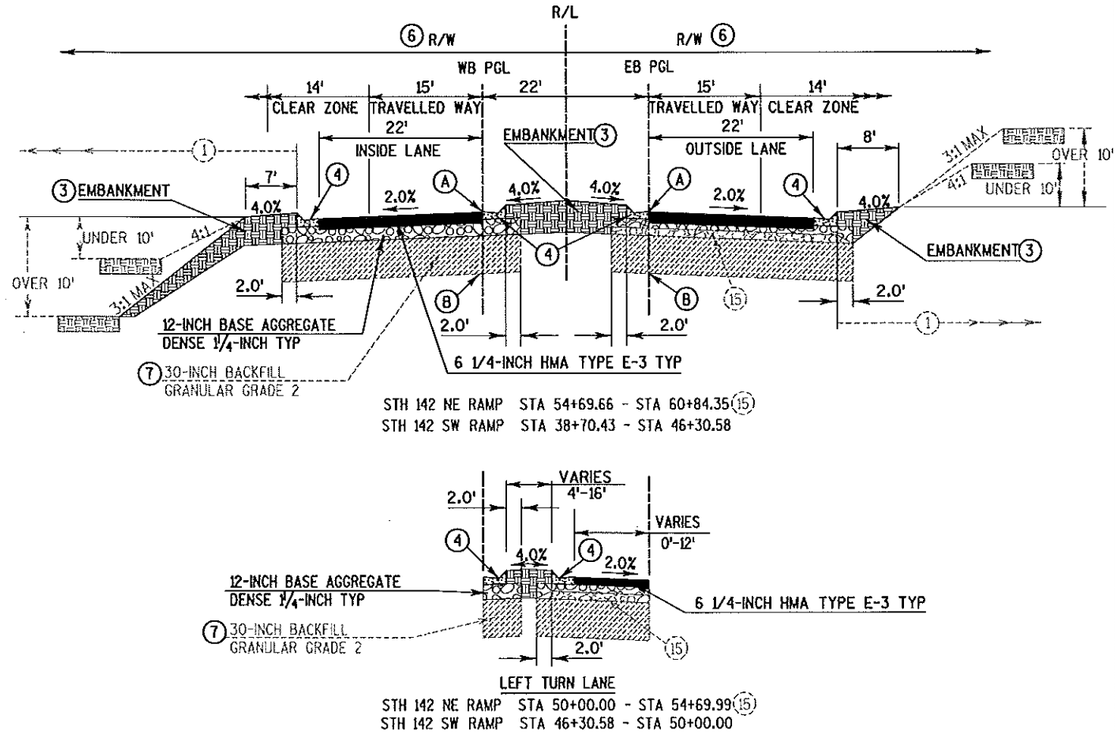
REVISION DATE: 6/15/07
REVISION NOTE: SHEET 020303_ts3.dgn HAS BEEN REPLACED BY SHEET 020303b_ts3.dgn

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TYPICAL SECTIONS	NOT - SCALE	SHEET 9A	E

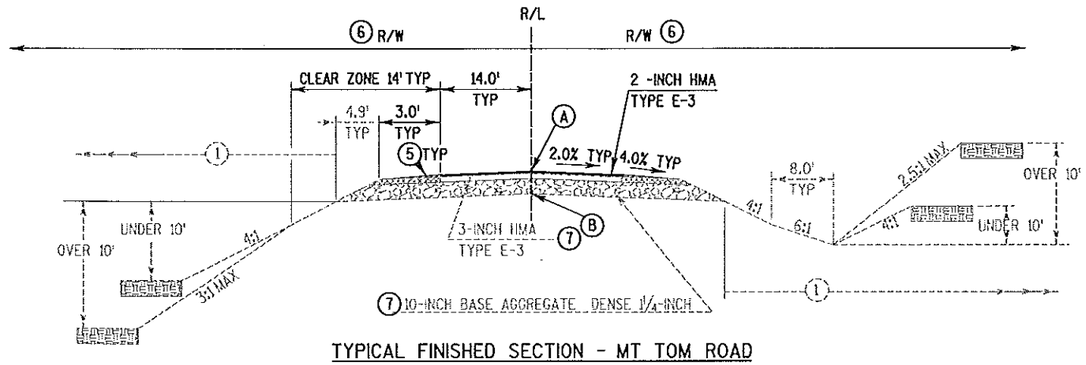
TYPICAL SECTIONS SHOWN ON THIS SHEET REPRESENT STATION RANGES WHERE GRADING, GRANULAR MATERIAL & FINISHING OUTSIDE OF THE SUBGRADE SHOULDER POINTS WAS COMPLETED UNDER A PREVIOUS PROJECT.



TYPICAL FINISHED SECTION - STH 142



TYPICAL FINISHED SECTION - STH 142 RAMPS



TYPICAL FINISHED SECTION - MT TOM ROAD

STA 100+02.08 - STA 104+25

NOTES:

① = 4-INCH SALVAGED TOPSOIL FERTILIZER MULCH & SEED
SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

③ = 4-INCH TOPSOIL FERTILIZER MULCH & SEED
SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

④ = CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D

⑤ = BASE AGGREGATE DENSE 3/4-INCH ONLY NEEDS TO BE PLACED ON TOP 3-INCHES OF FINISHED SHOULDER. ENTIRE SHOULDER IS ESTIMATED AS BASE AGGREGATE DENSE 3/4-INCH IN QUANTITIES. BASE AGGREGATE DENSE 3/4-INCH IS TO BE PLACED FLUSH WITH PAVED SURFACE.

⑥ = SEE CROSS-SECTIONS FOR SPECIFIC R/W DIMENSIONS.

⑦ = PLACED UNDER PREVIOUS PROJECT

Ⓐ = POINT REFERRED TO ON PROFILE ℄ R/L OR PGL

Ⓑ = POINT REFERRED TO ON CROSS-SECTION ℄ R/L OR PGL

⑮ = A 30'X 6" STRIP OF BASE AGGREAGATE DENSE 1-1/4-INCH WAS PLACED FROM STA 51+20 TO STA 60+10 ON THE OUTSIDE ROADWAY OF THE STH 142 NE RAMP IN A PREVIOUS PROJECT

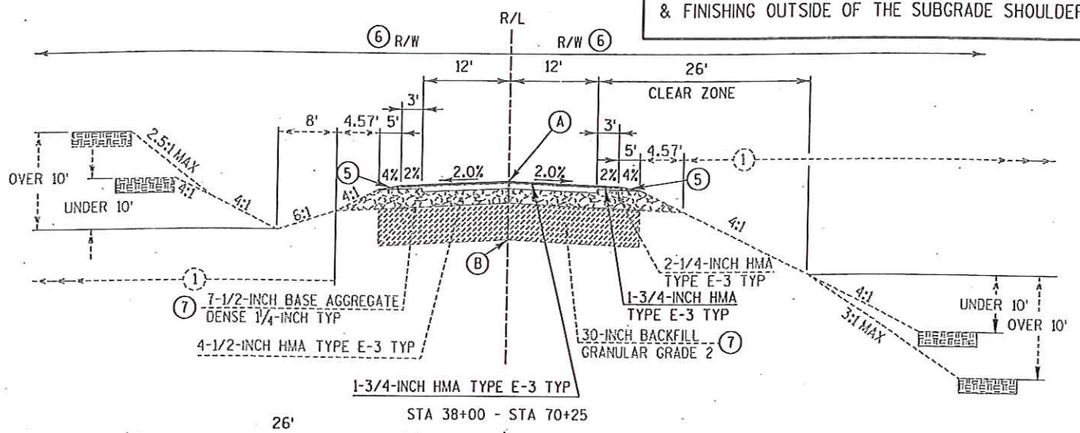
NOTE: ALL WORK COMPLETED UNDER PREVIOUS PROJECTS IS SHOWN AS DASHED LINES UNLESS OTHERWISE NOTED. ALL DISTURBED AREAS SHALL BE MULCHED, SEEDED AND FERTILIZED. THIS WORK WILL BE SHOWN AS UNDISTRIBUTED IN THE MISCELLANEOUS QUANTITIES.

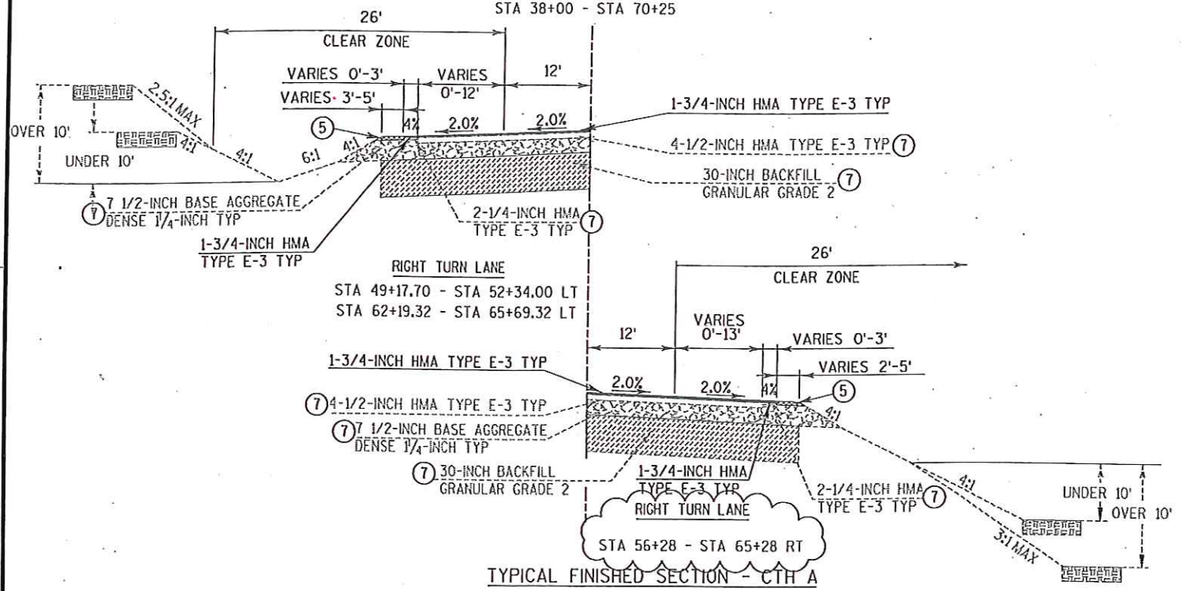
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TYPICAL SECTIONS	NOT TO SCALE	SHEET 11	E

REVISION SUBMITTAL DATE 06/28/07

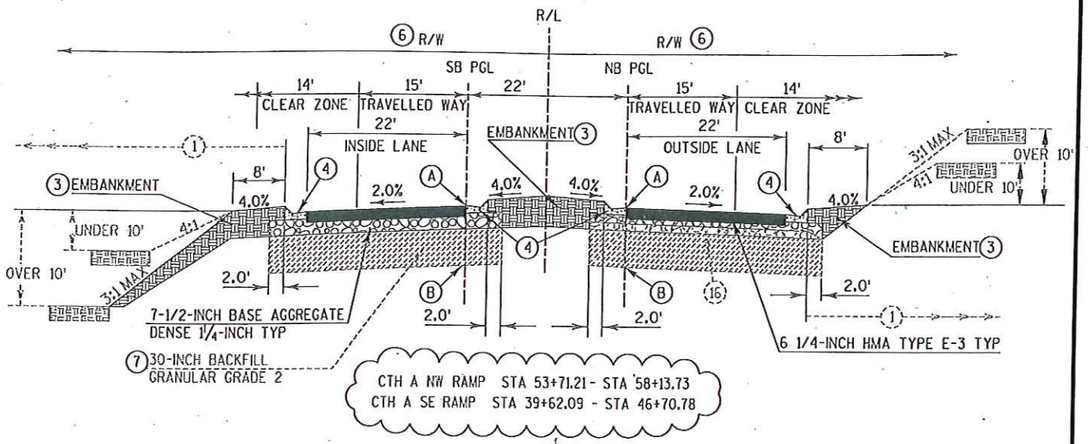
TYPICAL SECTIONS SHOWN ON THIS SHEET REPRESENT STATION RANGES WHERE GRADING, GRANULAR MATERIAL & FINISHING OUTSIDE OF THE SUBGRADE SHOULDER POINTS WAS COMPLETED UNDER A PREVIOUS PROJECT.

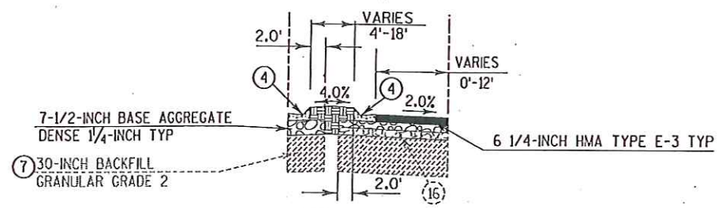
REVISION DATE: 6/15/07



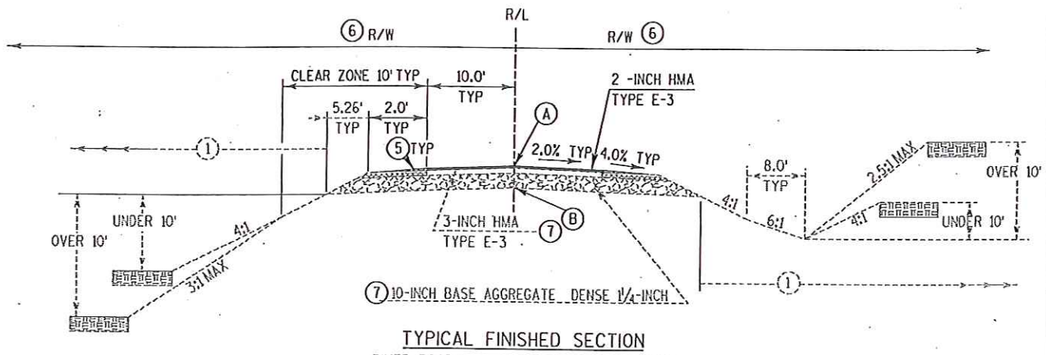


TYPICAL FINISHED SECTION - CTH A





TYPICAL FINISHED SECTION - CTH A RAMPS



TYPICAL FINISHED SECTION
RIVER ROAD STA 49+62.51 - STA 52+00.00
OLD CTH A STA 48+00.00 - STA 50+00.00

NOTES:

(1) = 4-INCH SALVAGED TOPSOIL FERTILIZER MULCH & SEED
SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

(3) = 4-INCH TOPSOIL FERTILIZER MULCH & SEED
SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

(4) = CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D

(5) = BASE AGGREGATE DENSE 3/4-INCH ONLY NEEDS TO BE PLACED ON TOP 3-INCHES OF FINISHED SHOULDER. ENTIRE SHOULDER IS ESTIMATED AS BASE AGGREGATE DENSE 3/4-INCH IN QUANTITIES. BASE AGGREGATE DENSE 3/4-INCH IS TO BE PLACED FLUSH WITH PAVED SURFACE.

(6) = SEE CROSS-SECTIONS FOR SPECIFIC R/W DIMENSIONS.

(7) = PLACED UNDER PREVIOUS PROJECT

(A) = POINT REFERRED TO ON PROFILE @ R/L OR PGL

(B) = POINT REFERRED TO ON CROSS-SECTION @ R/L OR PGL

(16) = A 30'X 6" STRIP OF BASE AGGREAGATE DENSE 1-1/4-INCH WAS PLACED FROM STA 51+00 TO STA 58+25.74 ON THE OUTSIDE ROADWAY OF THE CTH A NW RAMP IN A PREVIOUS PROJECT

NOTE: ALL WORK COMPLETED UNDER PREVIOUS PROJECTS IS SHOWN AS DASHED LINES UNLESS OTHERWISE NOTED. ALL DISTURBED AREAS SHALL BE MULCHED, SEEDED AND FERTILIZED. THIS WORK WILL BE SHOWN AS UNDISTRIBUTED IN THE MISCELLANEOUS QUANTITIES.

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TYPICAL SECTIONS	NOT TO SCALE	SHEET 12A	E

FILE NAME : s:\dot\dot_se\04081\design\dgn\plan\amendment updates\upd-10\10-rsa-updates-plan-set\020306_ts2.dgn PLOT DATE : 6/28/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

2

NOTES:

(1) = 4-INCH SALVAGED TOPSOIL FERTILIZER MULCH & SEED SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

(4) = CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D

(5) = BASE AGGREGATE DENSE 3/4-INCH ONLY NEEDS TO BE PLACED ON TOP 3-INCHES OF FINISHED SHOULDER. ENTIRE SHOULDER IS ESTIMATED AS BASE AGGREGATE DENSE 3/4-INCH IN QUANTITIES. BASE AGGREGATE DENSE 3/4-INCH IS TO BE PLACED FLUSH WITH PAVED SURFACE.

(7) = PLACED UNDER PREVIOUS PROJECT

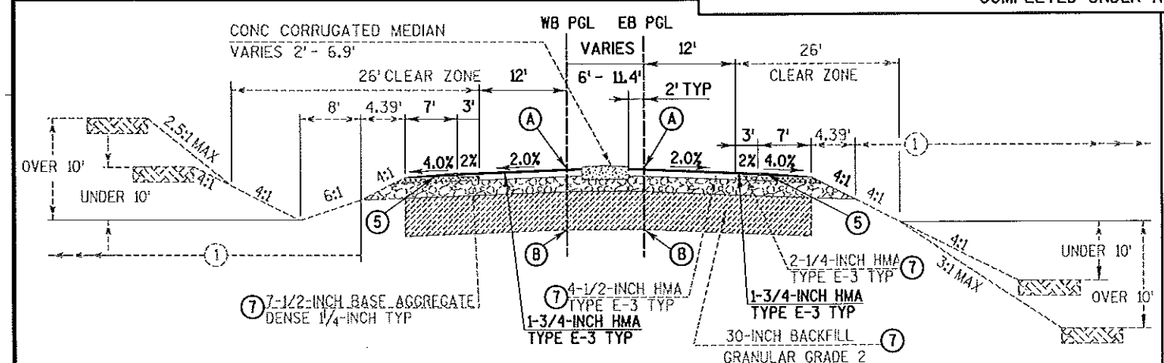
(9) = SEE PAVING DETAILS FOR CROWN PLACEMENT IN GORE.

(A) = POINT REFERRED TO ON PROFILE ℄ R/L OR PGL

(B) = POINT REFERRED TO ON CROSS-SECTION ℄ R/L OR PGL

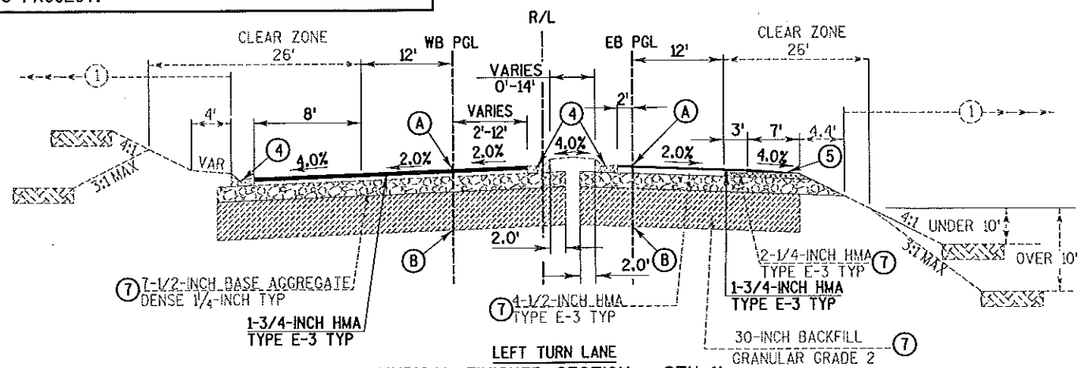
NOTE: ALL WORK COMPLETED UNDER PREVIOUS PROJECTS IS SHOWN AS DASHED LINES UNLESS OTHERWISE NOTED. ALL DISTURBED AREAS SHALL BE MULCHED, SEEDED AND FERTILIZED. THIS WORK WILL BE SHOWN AS UNDISTRIBUTED IN THE MISCELLANEOUS QUANTITIES.

TYPICAL SECTIONS SHOWN ON THIS SHEET REPRESENT STATION RANGES WHERE ONLY SURFACE PAVING AND TOP 1-3/4-INCH OF BASE AGGREGATE DENSE 3/4-INCH ARE REQUIRED. ALL OTHER WORK WAS COMPLETED UNDER A PREVIOUS PROJECT.



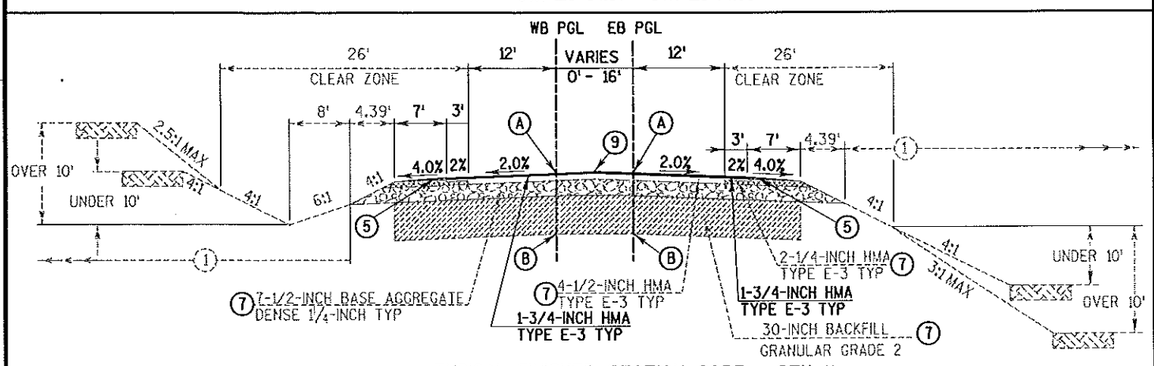
TYPICAL FINISHED SECTION CONCRETE CORRUGATED MEDIAN - STH 11

STA 120+64.97 - STA 121+74.08



TYPICAL FINISHED SECTION - STH 11

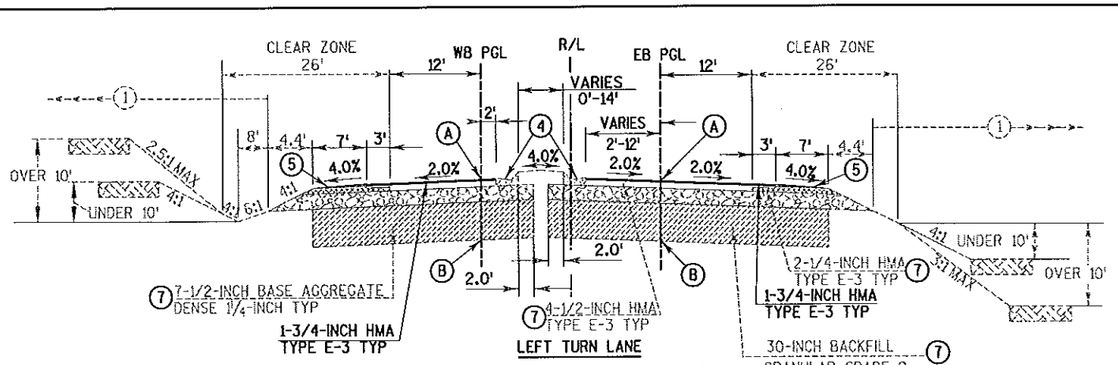
STA 129+12.25 - STA 133+03.64 LT



TYPICAL FINISHED SECTION GORE - STH 11

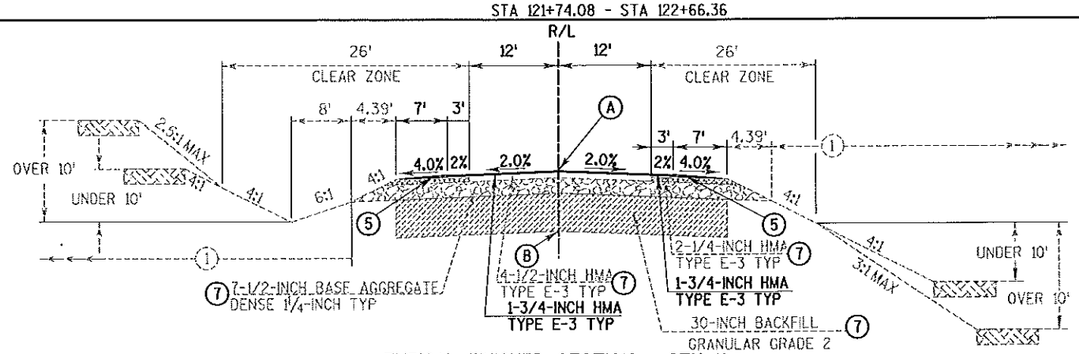
STA 118+02.75 - STA 120+64.97

STA 121+74.08 - STA 122+66.36



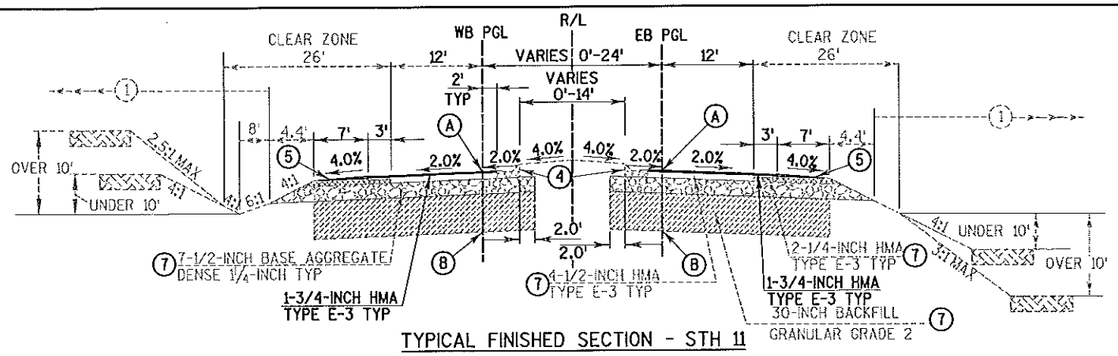
TYPICAL FINISHED SECTION - STH 11

STA 124+98.47 - STA 127+52.78 RT



TYPICAL FINISHED SECTION - STH 11

STA 115+67.26 - STA 118+02.75



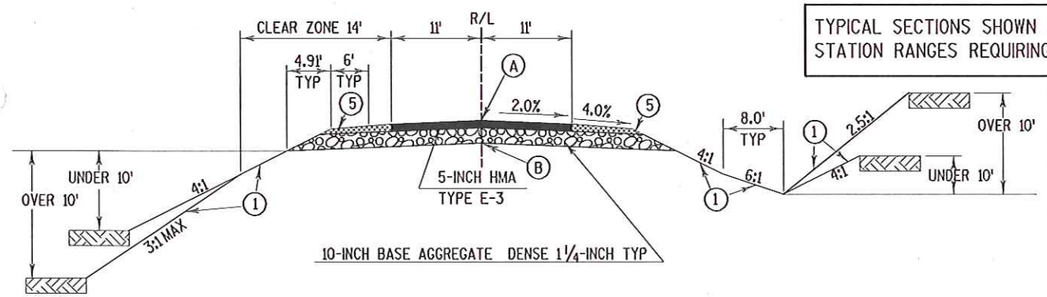
TYPICAL FINISHED SECTION - STH 11

STA 122+66.36 - STA 124+98.47

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TYPICAL SECTIONS	NOT TO SCALE	SHEET 14	E

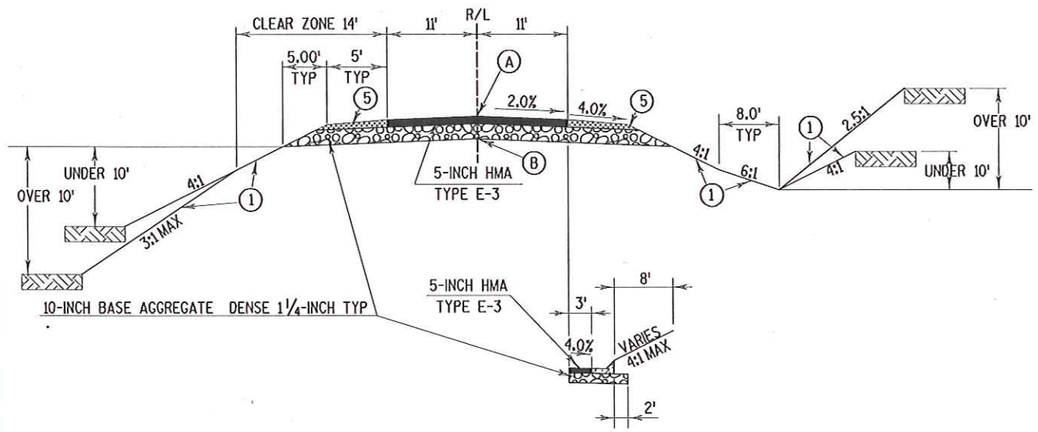
2

TYPICAL SECTIONS SHOWN ON THIS SHEET REPRESENT STATION RANGES REQUIRING COMPLETE CONSTRUCTION



TYPICAL FINISHED SECTION

STA 97+00.00 - STA 118+00.00 BREVER ROAD



STA 91+26.00 - STA 93+29.50 LT
STA 91+45.00 - STA 93+70.50 RT

TYPICAL FINSIHED SECTION

STA 91+00.00 - STA 110+75 KETTERHAGEN ROAD

NOTES:

(1) = 4-INCH SALVAGED TOPSOIL FERTILIZER MULCH & SEED
SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

(4) = SEE TABLE

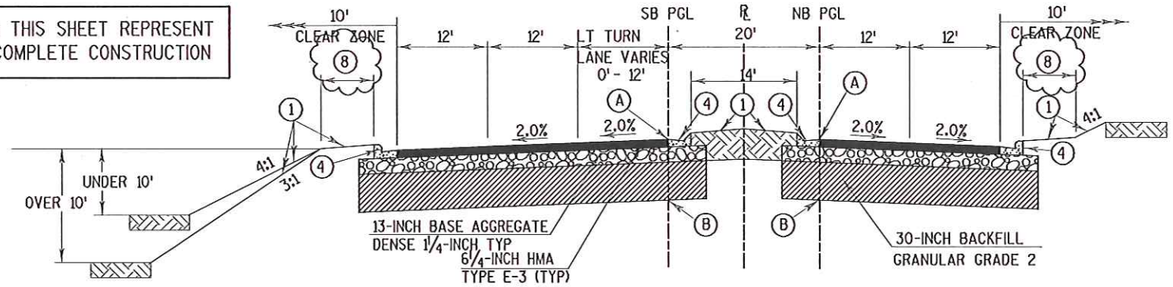
(5) = BASE AGGREGATE DENSE 3/4-INCH ONLY NEEDS TO BE PLACED ON TOP 3-INCHES OF FINISHED SHOULDER.
ENTIRE SHOULDER IS ESTIMATED AS BASE AGGREGATE DENSE 3/4-INCH IN QUANTITIES.
BASE AGGREGATE DENSE 3/4-INCH IS TO BE PLACED FLUSH WITH PAVED SURFACE.

(8) = TERRACE WIDTH VARIES SEE TABLE

(A) = POINT REFERRED TO ON PROFILE @ R/L OR PGL

(B) = POINT REFERRED TO ON CROSS-SECTION @ R/L OR PGL

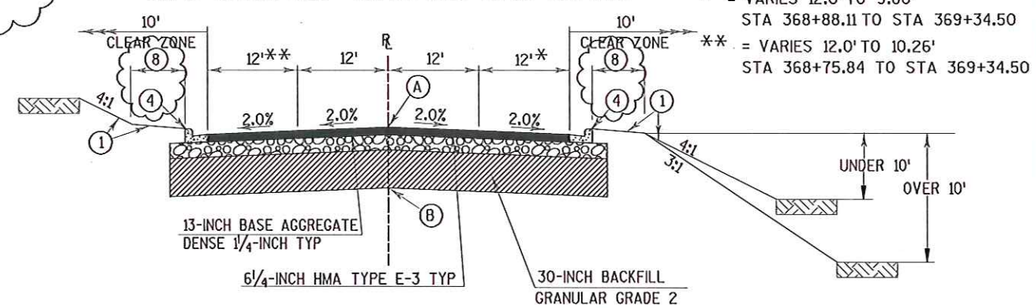
STATION TO STATION	LOCATION	CONCRETE CURB & GUTTER TYPE	TERRACE WIDTH FT
344+00 - 347+93.28	RT	TYPE-D 30-INCH	7.5
344+00 - 349+93	LT	TYPE-D 30-INCH	7.5
347+93.28 - 355+91	RT	6-INCH MOUNTABLE 36-INCH TYPE D	7.0
349+93 - 355+05.27	LT	6-INCH MOUNTABLE 36-INCH TYPE D	7.0
348+79.59 - 350+38.44	MEDIAN	TYPE-D 30-INCH	NA
350+38.44 - 354+33.10	MEDIAN	6-INCH MOUNTABLE 36-INCH TYPE D	NA
354+33.10 - 357+18.44	MEDIAN	TYPE-D 30-INCH	NA
355+05.27 - 369+34.50	LT	TYPE-D 30-INCH	7.5
355+917 - 369+34.50	RT	TYPE-D 30-INCH	7.5
INTERSECTION PORKCHOP ISLANDS		6-INCH MOUNTABLE 36-INCH TYPE D	NA



TYPICAL URBAN 4-LANE DIVIDED SECTION

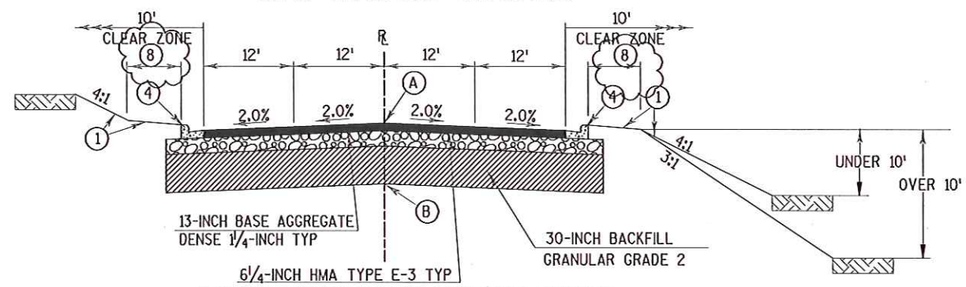
STH 83 STA 347+93.28 - STA 360+26.36
STH 83 STA 349+24.00 - STA 351+68.00 RT (LT TURN LANE)
STH 83 STA 353+33.00 - STA 355+83.00 LT (LT TURN LANE)

REVISION DATE: 11-09-07



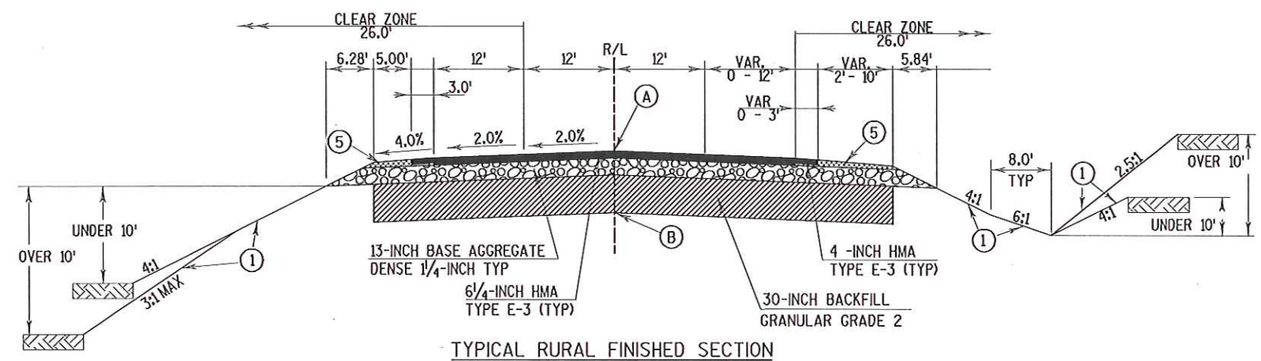
* = VARIES 12.0' TO 9.80'
STA 368+88.11 TO STA 369+34.50
** = VARIES 12.0' TO 10.26'
STA 368+75.84 TO STA 369+34.50

STH 83 STA 361+24.50 - STA 369+34.50



TYPICAL URBAN 4-LANE UNDIVIDED SECTION

STH 83 STA 344+00.00 - STA 347+93.28
STH 83 STA 360+26.36 - STA 361+24.50



TYPICAL RURAL FINISHED SECTION

STH 83 STA 340+80.00 - STA 344+00

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TYPICAL SECTIONS	NOT - SCALE	SHEET 13A	E

TYPICAL SECTIONS SHOWN ON THIS SHEET REPRESENT STATION RANGES WHERE ONLY SURFACE PAVING AND TOP 1-3/4-INCH OF BASE AGGREGATE DENSE 3/4-INCH ARE REQUIRED. ALL OTHER WORK WAS COMPLETED UNDER A PREVIOUS PROJECT.

NOTES:

(1) = 4-INCH SALVAGED TOPSOIL FERTILIZER MULCH & SEED
SEE EROSION CONTROL PLAN FOR SPECIAL CONSIDERATIONS.

(4) = CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D

(5) = BASE AGGREGATE DENSE 3/4-INCH ONLY NEEDS TO BE PLACED ON TOP 3-INCHES OF FINISHED SHOULDER.
ENTIRE SHOULDER IS ESTIMATED AS BASE AGGREGATE DENSE 3/4-INCH IN QUANTITIES.
BASE AGGREGATE DENSE 3/4-INCH IS TO BE PLACED FLUSH WITH PAVED SURFACE.

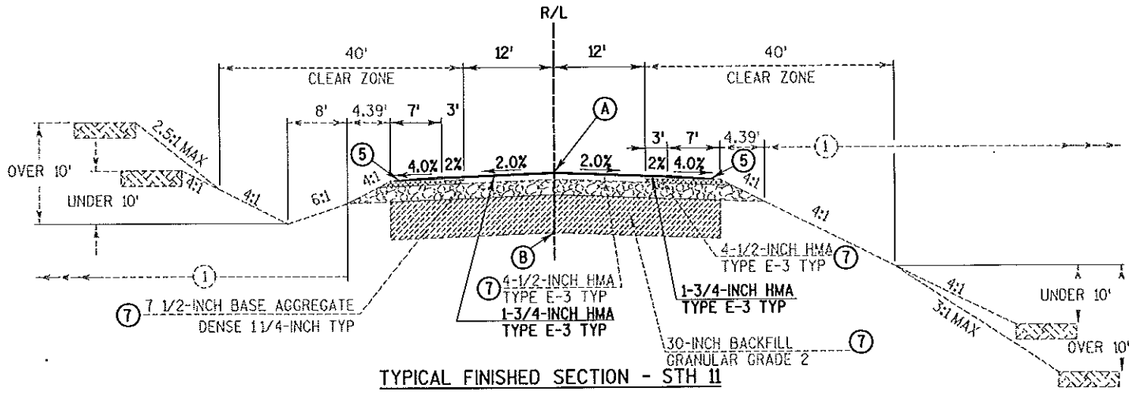
(7) = PLACED UNDER PREVIOUS PROJECT

(A) = POINT REFERRED TO ON PROFILE ℄ R/L OR PGL

(B) = POINT REFERRED TO ON CROSS-SECTION ℄ R/L OR PGL

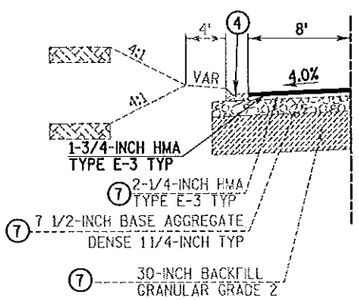
(9) = SEE PAVING DETAILS FOR CROWN PLACEMENT IN GORE.

NOTE: ALL WORK COMPLETED UNDER PREVIOUS PROJECTS IS SHOWN AS DASHED LINES UNLESS OTHERWISE NOTED. ALL DISTURBED AREAS SHALL BE MULCHED, SEEDED AND FERTILIZED. THIS WORK WILL BE SHOWN AS UNDISTRIBUTED IN THE MISCELLANEOUS QUANTITIES.

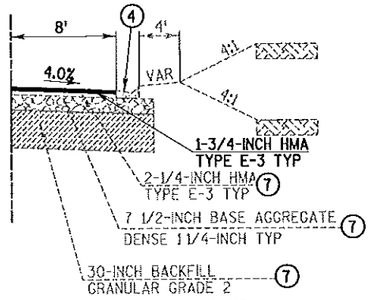


TYPICAL FINISHED SECTION - STH 11

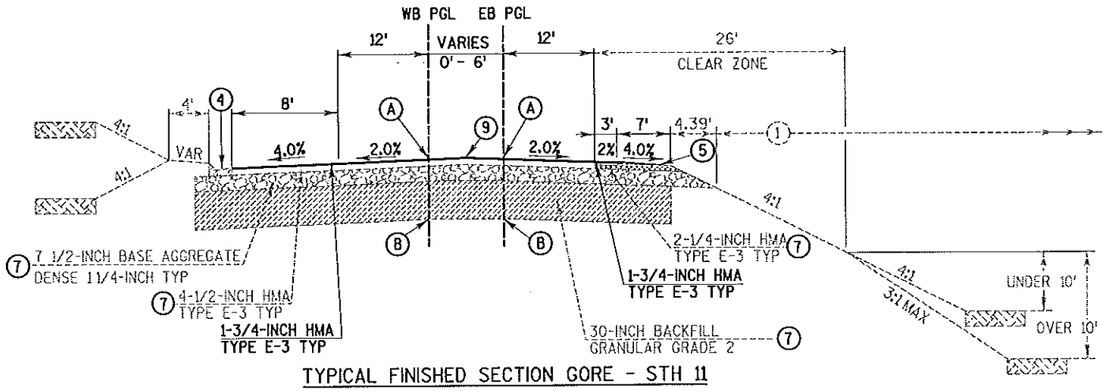
STA 139+33.47 - STA 166+00



STA 139+33.47 - STA 142+00 LT.



STA 161+00 - STA 168+00 RT.

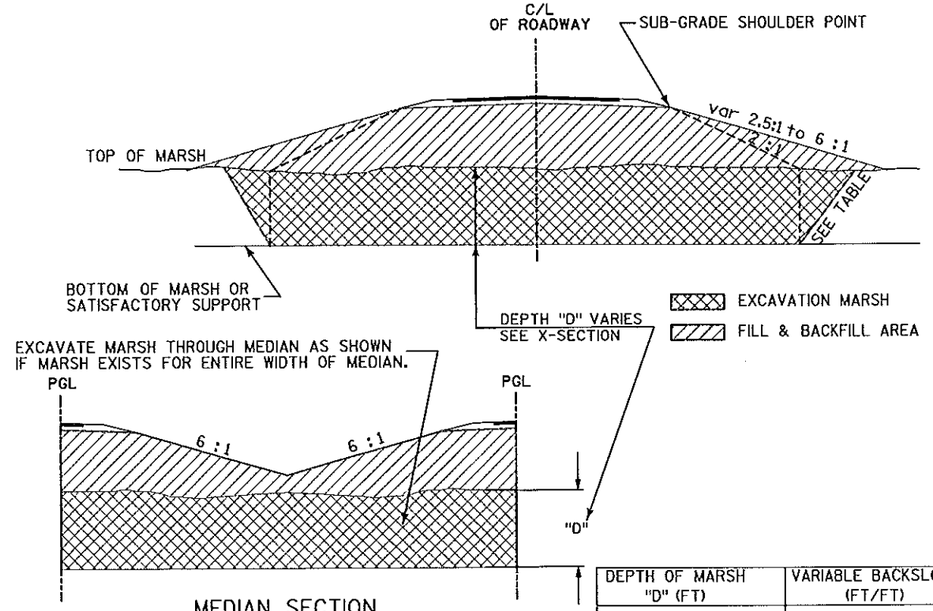


TYPICAL FINISHED SECTION GORE - STH 11

STA 136+56 - STA 139+33.47

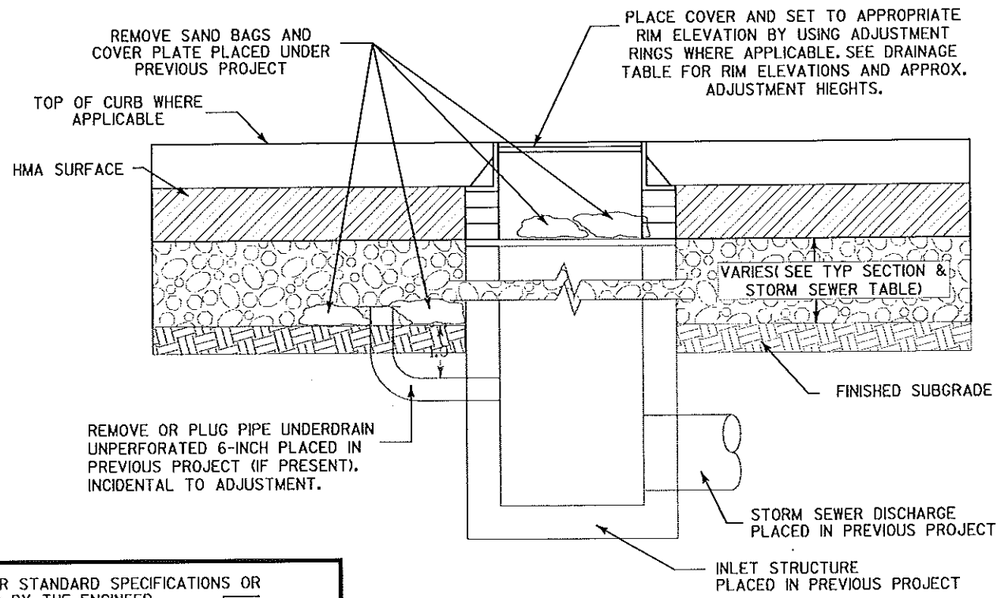
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TYPICAL SECTIONS	NOT TO SCALE	SHEET 15	E

2



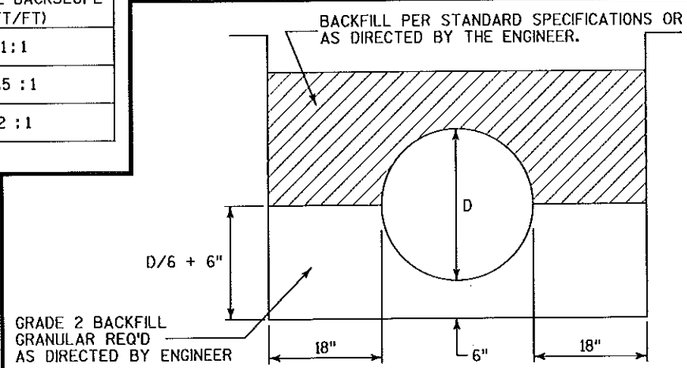
DEPTH OF MARSH "D" (FT)	VARIABLE BACKSLOPE (FT/FT)
0 TO 8	1:1
8 TO 12	1.5 :1
12 +	2 :1

EXCAVATION MARSH TYPICAL SECTION

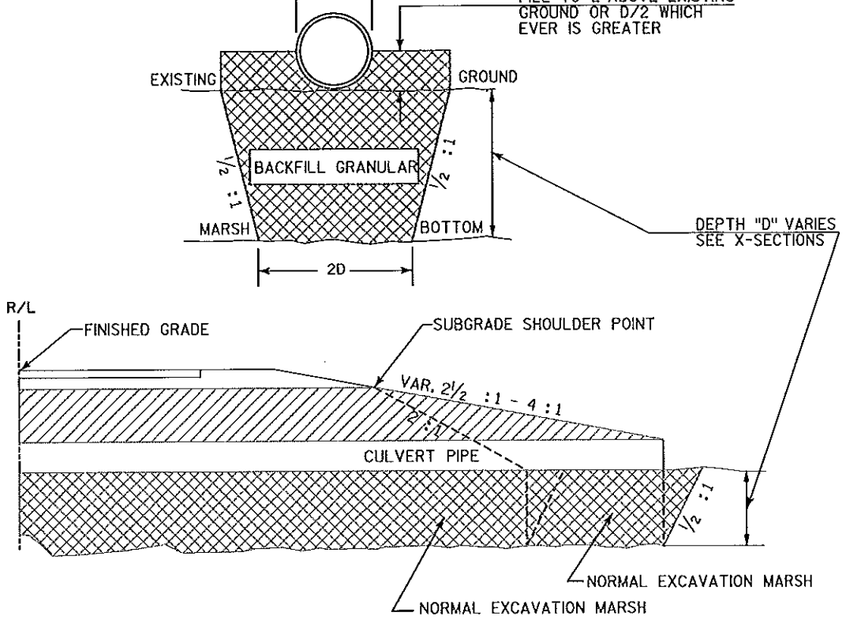


ADJUST INLET OR MANHOLE

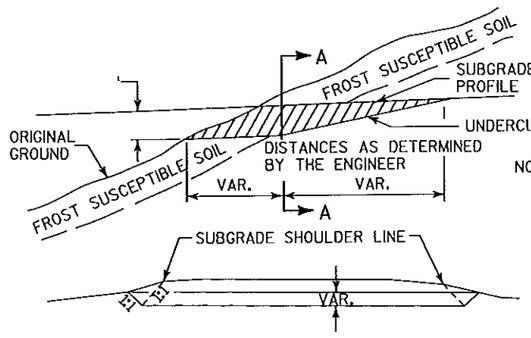
SEE STORM SEWER DETAILS FOR LOCATIONS.



BACKFILL GRANULAR, CROSS DRAIN CULVERT PIPES



EXCAVATION MARSH AT CULVERTS



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

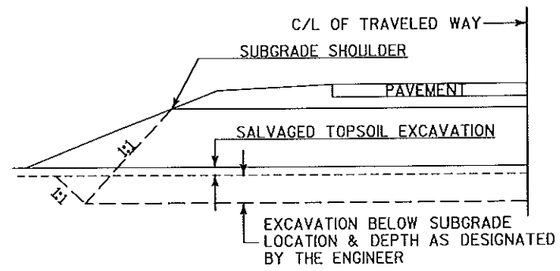
NOTE: EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

E.B.S. AREA TO BE BACKFILLED WITH ACCEPTABLE MATERIAL.

BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED.

EXCAVATION BELOW SUBGRADE AT CUTS



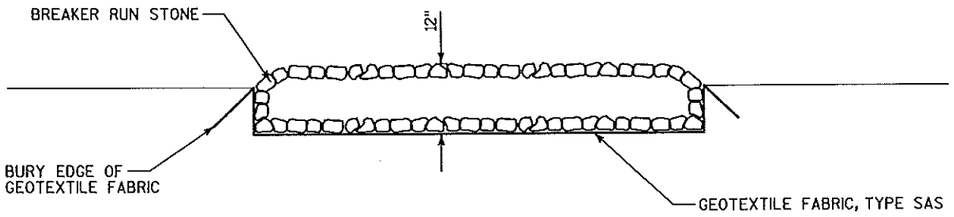
EXCAVATION BELOW SUBGRADE

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 16	E

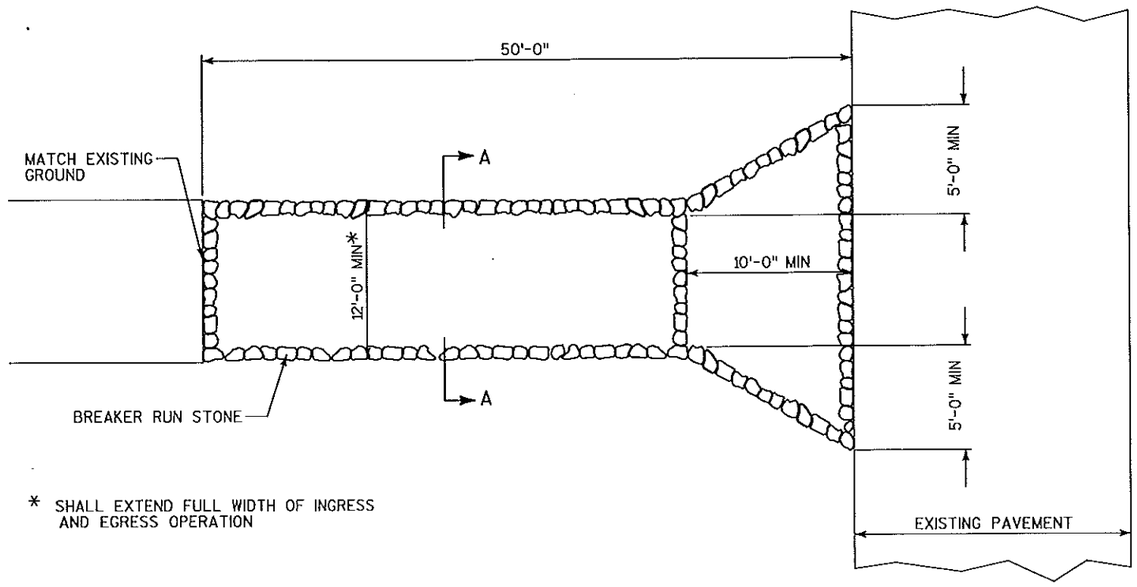
FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021001_cd.dgn
PLOT DATE : 03/08/2007
PLOT BY : wally.w
PLOT NAME :
PLOT SCALE : -
WISDOT/CADDS SHEET 42

NOTE:

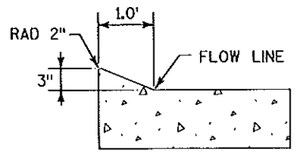
1) TRACKING MATS SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER.



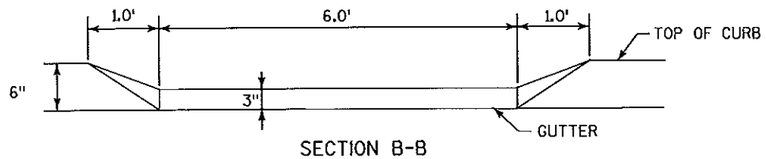
SECTION A-A



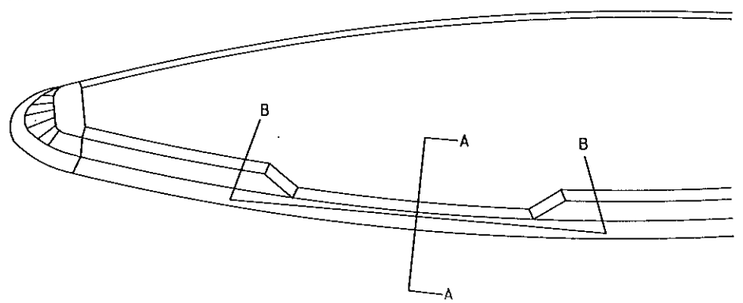
TRACKING MAT DETAIL FOR CONSTRUCTION EGRESS POINTS



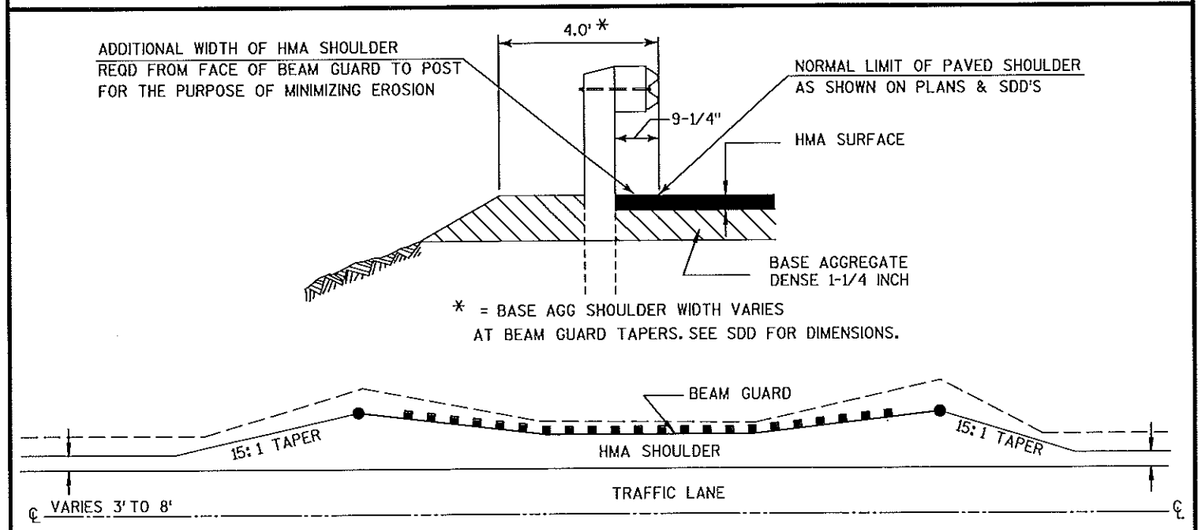
SECTION A-A



SECTION B-B

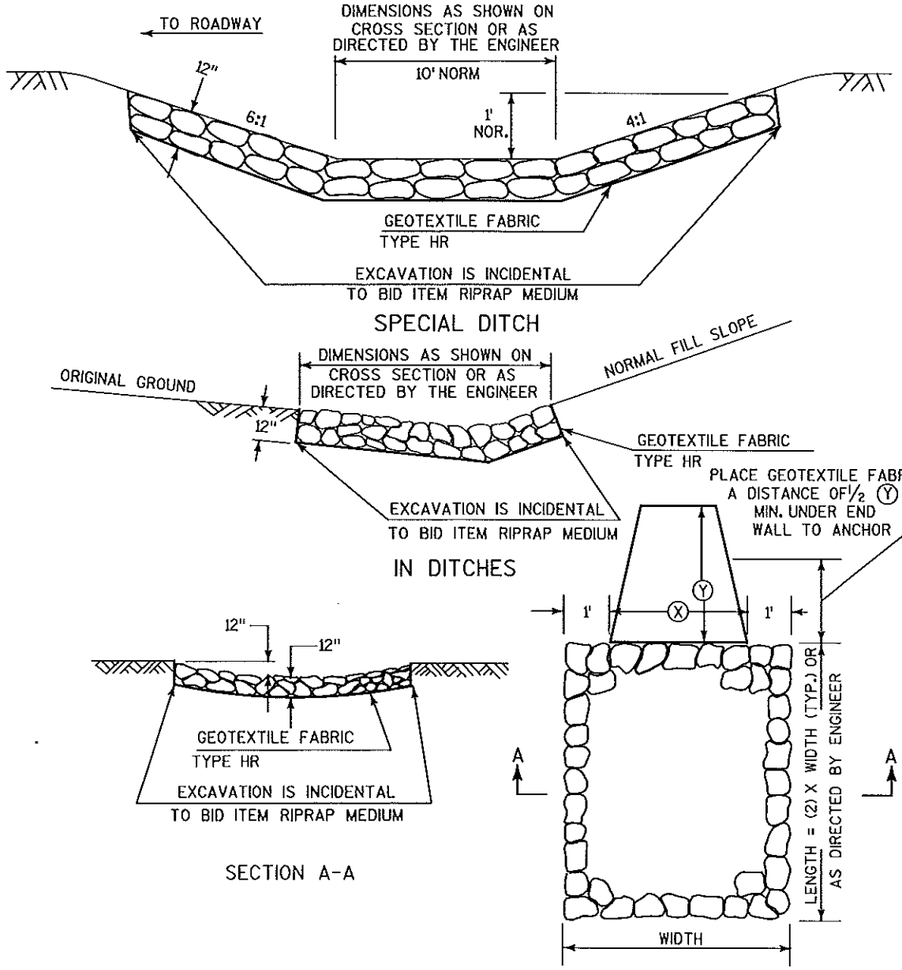


MAINTENANCE RAMP



ASPHALTIC SHOULDER AT BEAM GUARD

2



SPECIAL DITCH

IN DITCHES

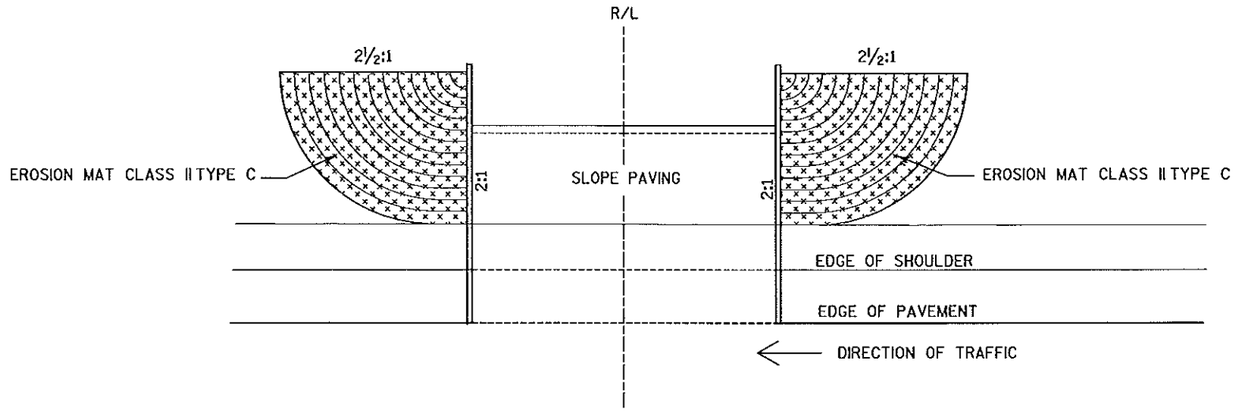
SECTION A-A

SEE SDD 8-F-1-11 "APRON ENDWALLS FOR CULVERT PIPE" FOR ENDWALL DIMENSIONS.

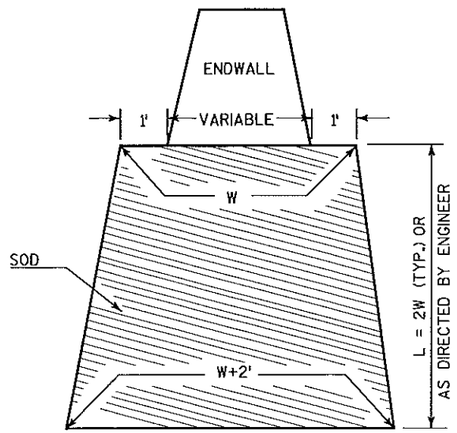
(Y) = REFER TO DIMENSION "B" FOR REINFORCED CONCRETE ENDWALLS AND DIMENSION "L" FOR METAL APRON ENDWALLS

(X) = REFER TO DIMENSION "E"+(2)"T" FOR REINFORCED CONCRETE ENDWALLS AND DIMENSION "W"+(2)"A" FOR METAL APRON ENDWALLS

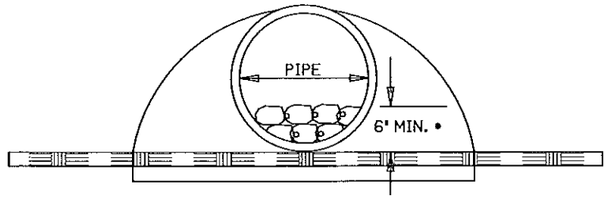
TREATMENT AT CULVERTS
RIPRAP LIGHT AND GEOTEXTILE FABRIC



DETAIL OF EROSION CONTROL AT STRUCTURE SLOPES
BREVER ROAD AND KETTERHAGEN ROAD

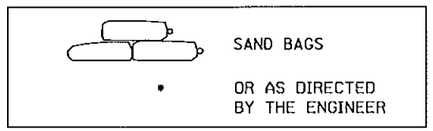


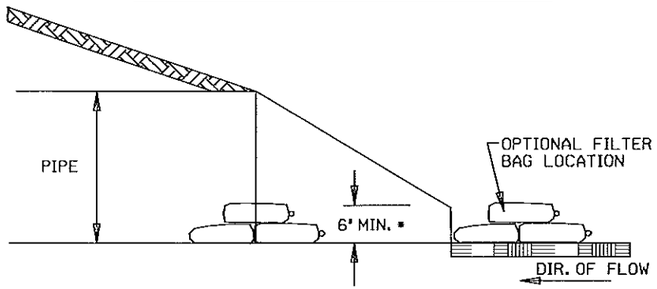
SOD TREATMENT AT CULVERTS



END VIEW

KEY

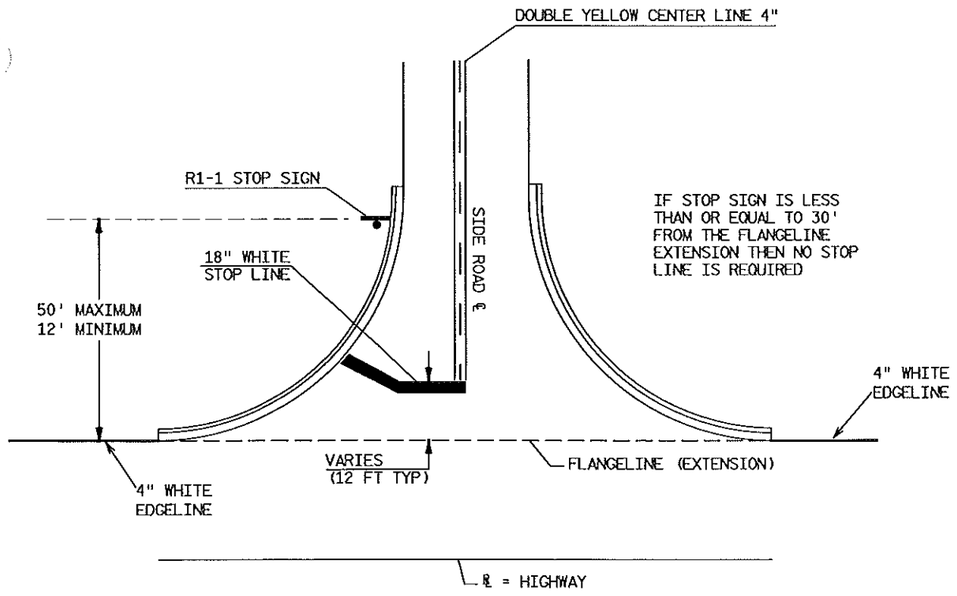




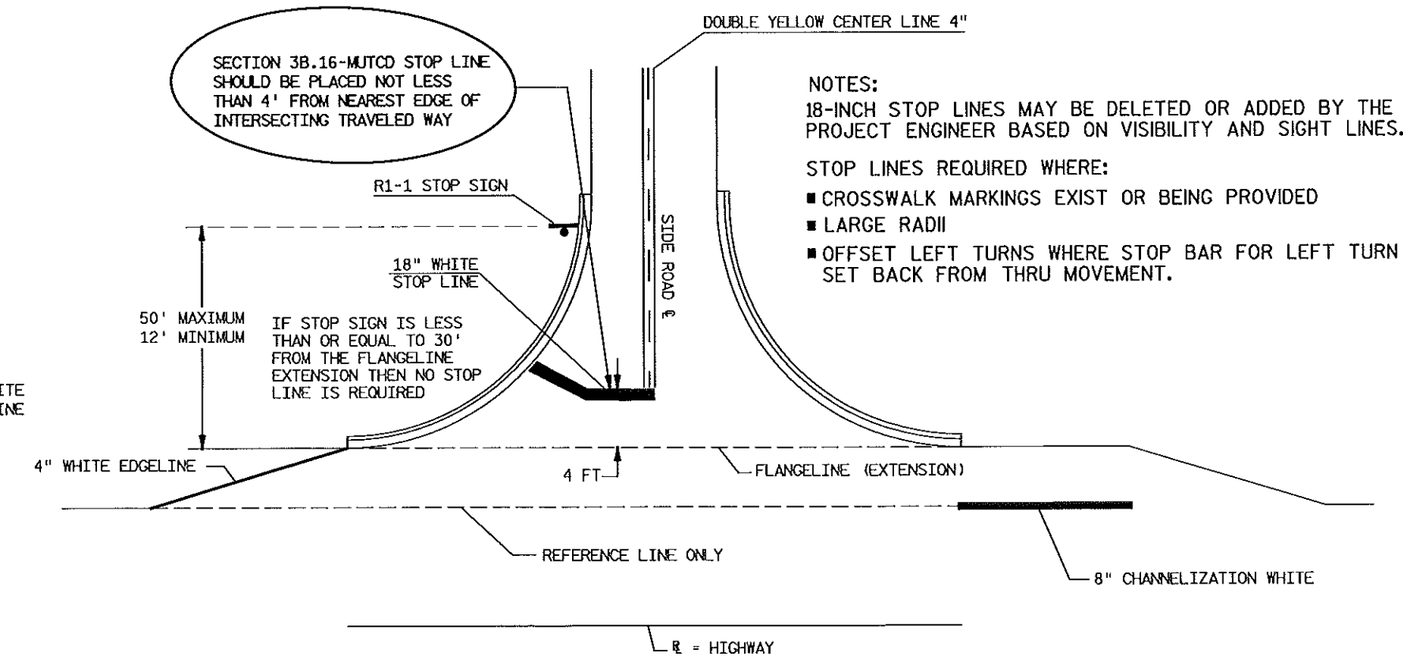
SIDE VIEW

CULVERT PIPE DITCH CHECK
(TO BE PLACED BY ENGINEERS RECOMMENDATION ONLY)

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 18	E



TYPICAL PAVEMENT MARKING FOR SIDEROADS

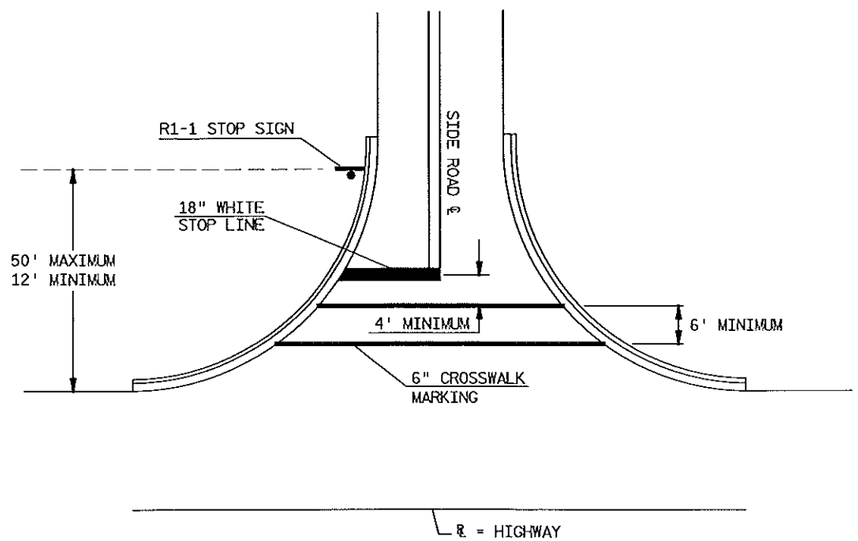


NOTES:
18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

STOP LINES REQUIRED WHERE:

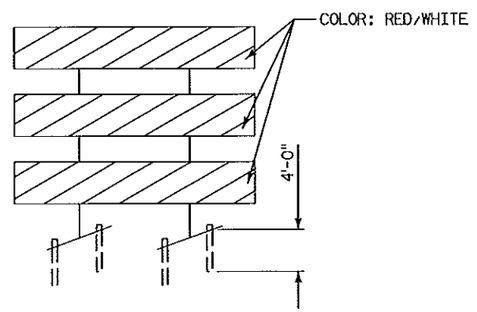
- CROSSWALK MARKINGS EXIST OR BEING PROVIDED
- LARGE RADII
- OFFSET LEFT TURNS WHERE STOP BAR FOR LEFT TURN IS SET BACK FROM THRU MOVEMENT.

TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE

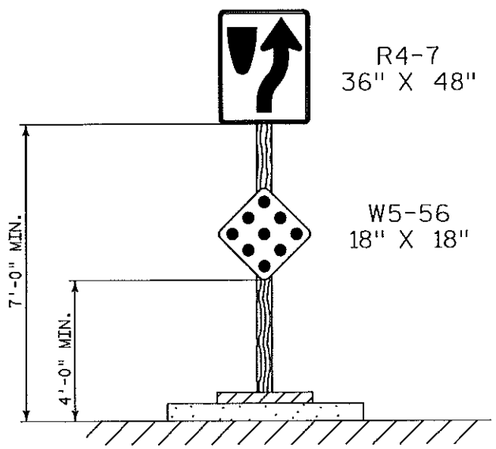


TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

INSTALL 4 - STEEL ANCHORS AT POSITION SHOWN. DRIVE ANCHORS TO DEPTH OF 4-FT. ATTACH ANCHORS TO BARRICADE SUPPORTS. CORE HOLE IN SUPPORT AND FASTEN WITH BOLT.

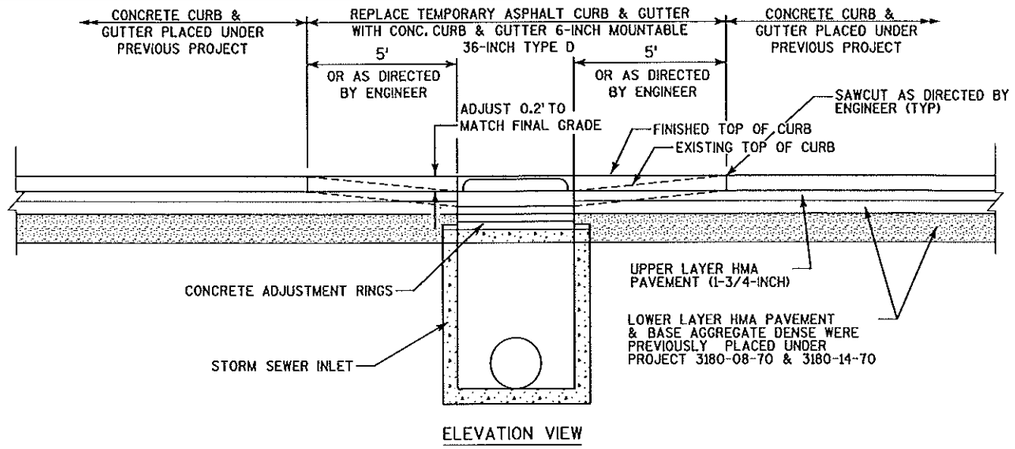


TRAFFIC CONTROL PERMANENT
BARRICADE TYPE III DETAIL



TYPICAL INSTALLATION FOR
TRANSITION TO DIVIDED HIGHWAY
OR OTHER SPECIAL NEEDS AREAS

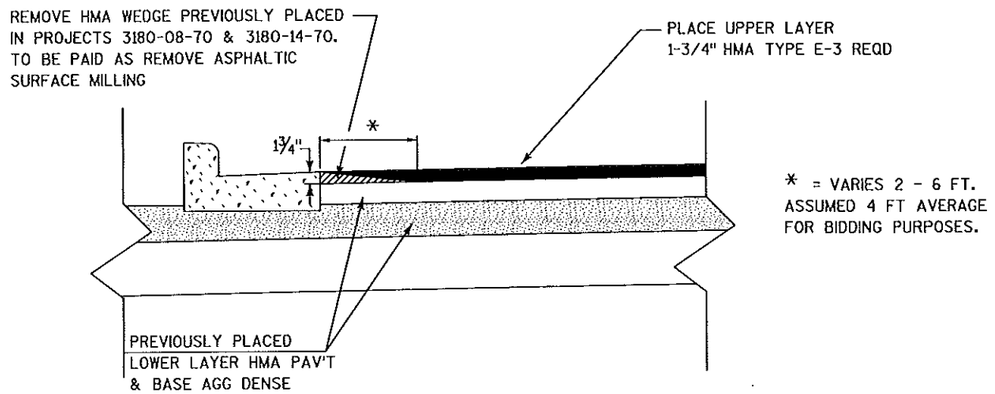
2



ELEVATION VIEW

ADJUSTING INLETS IN PAVED AREAS - STH 11

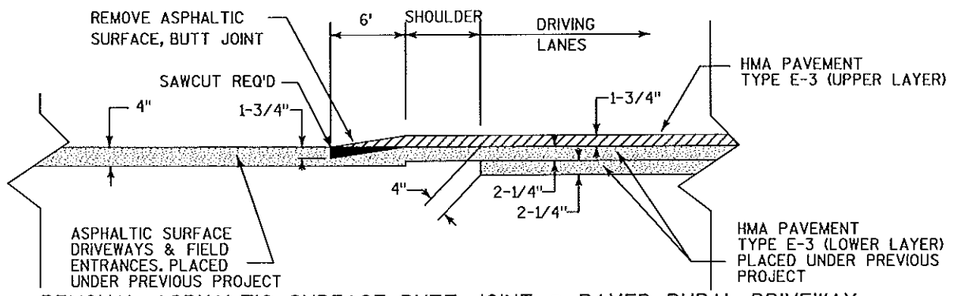
SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS



HMA WEDGE REMOVAL @ GUTTER FLANGE

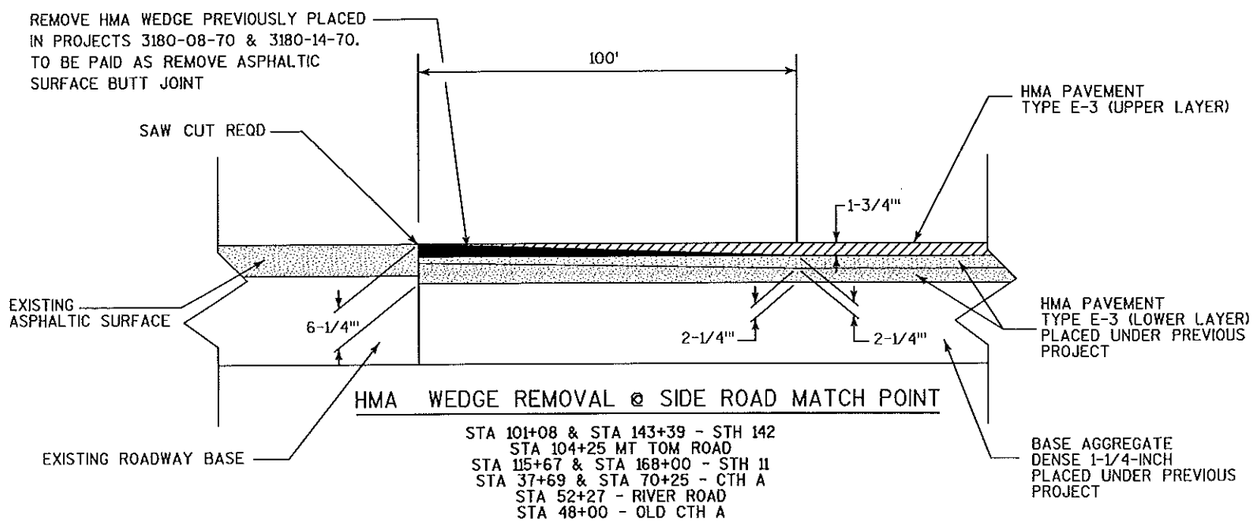
@ STH 142 (INCLUDING RAMPS), STH 11 AND CTH A (INCLUDING RAMP)
SEE INTERSECTION AND INTERCHANGE DETAILS

NOTE: THIS IS LABELED AS Ⓤ
IN THE INTERSECTION/PAVING DETAILS.



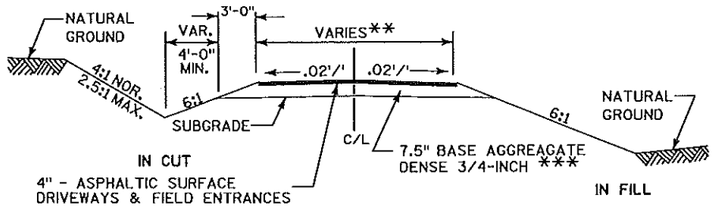
REMOVAL ASPHALTIC SURFACE BUTT JOINT @ PAVED RURAL DRIVEWAY

AT ALL PAVED DRIVEWAYS ON
STH 142, STH 11 AND CTH A



HMA WEDGE REMOVAL @ SIDE ROAD MATCH POINT

STA 101+08 & STA 143+39 - STH 142
STA 104+25 MT TOM ROAD
STA 115+67 & STA 168+00 - STH 11
STA 37+69 & STA 70+25 - CTH A
STA 52+27 - RIVER ROAD
STA 48+00 - OLD CTH A

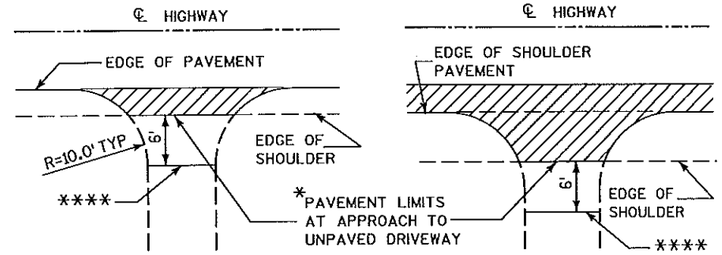


** = MATCH EXISTING WIDTH 35' MAX 12' MIN (COMMERCIAL)
24' MAX 12' MIN (NON-COMMERCIAL)

*** = BASE AGGREGATE DENSE 3/4-INCH ONLY NEEDS TO BE PLACED ON TOP 4-INCHES OF UNPAVED DRIVEWAY. ENTIRE DRIVEWAY IS ESTIMATED AS BASE AGGREGATE DENSE 3/4-INCH IN QUANTITIES. CONTRACTOR MAY USE BASE AGGREGATE DENSE 1-1/4-INCH FOR LOWER 3.5".

**** = TAPER BASE AGGREGATE 3/4-INCH FROM TOP OF FINISHED PAVED SURFACE TO FINISHED BASE AGGREGATE SURFACE FOR OVERLAID DRIVEWAYS. LABELLED AS (T) IN THE INTERSECTION/PAVING DETAILS.

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE

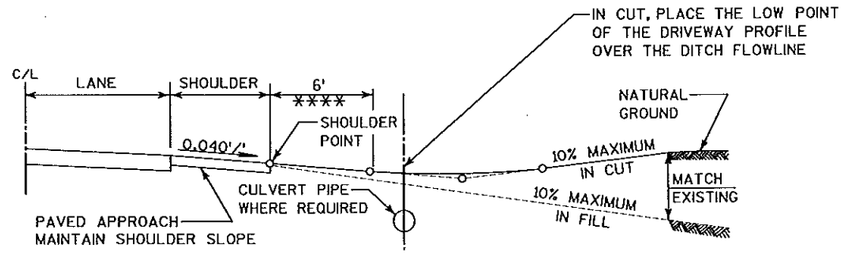


*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW

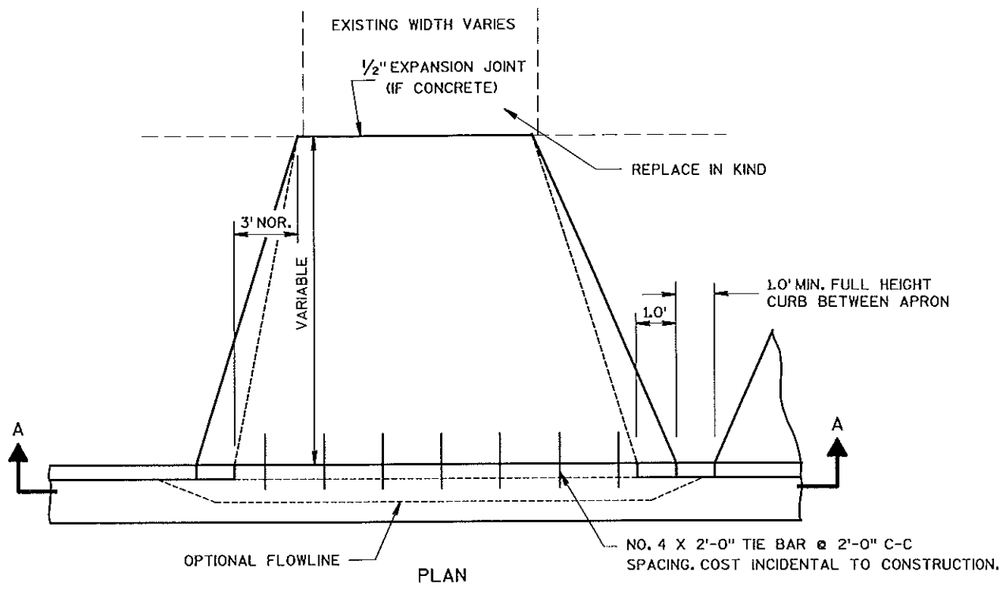
PLAN VIEW (PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL



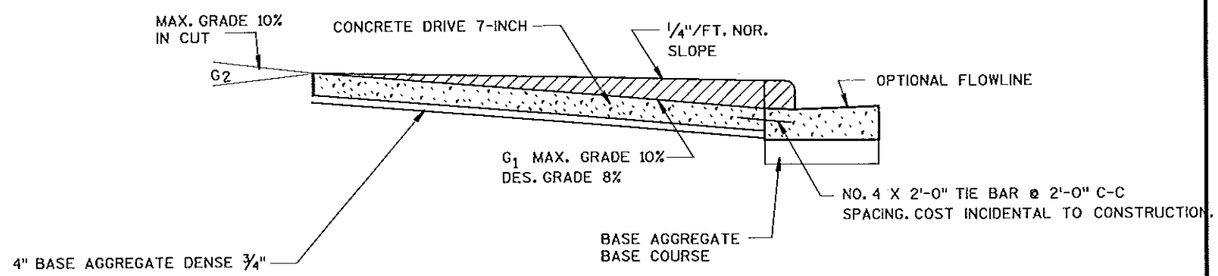
TYPICAL DRIVEWAY PROFILES

TYPICAL DRIVEWAY PROFILES



PLAN

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G_1 & G_2 EXTENDED IN FILLS, MAX. 15%

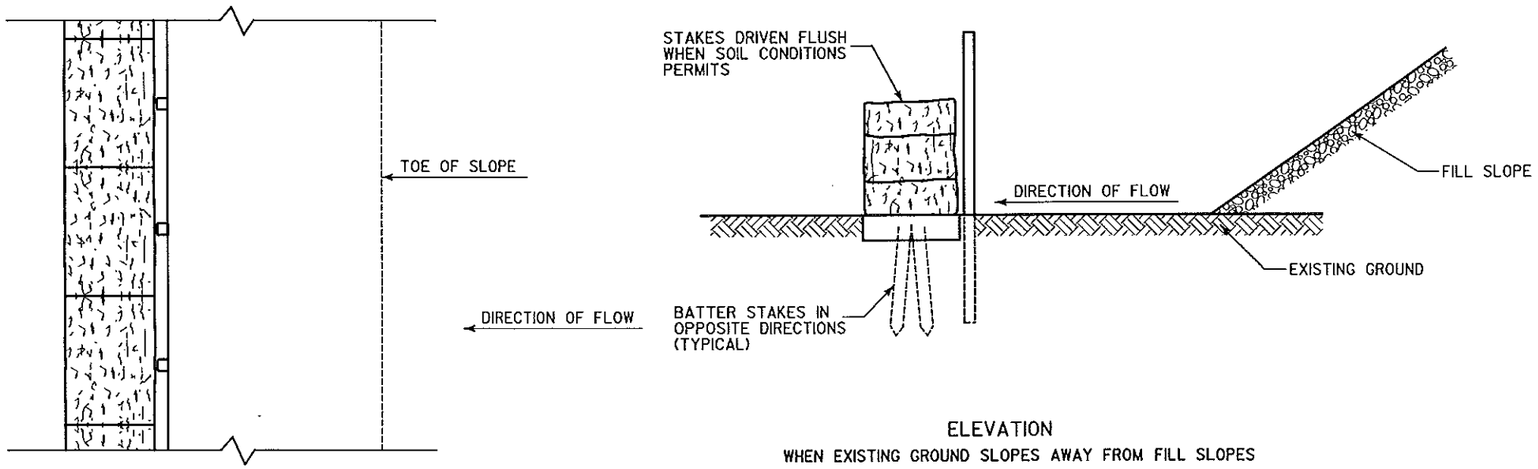


PROFILE

URBAN DRIVEWAY DETAIL

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 21	E

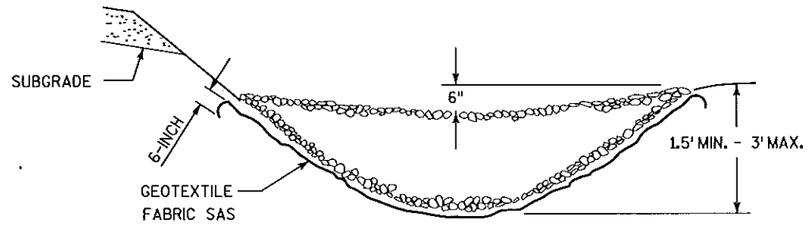
2



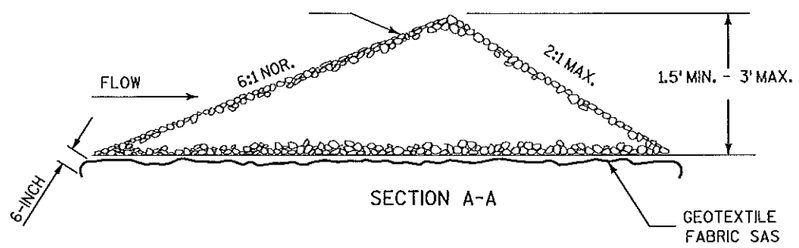
ELEVATION
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPES

PLAN VIEW

SILT FENCE IN FRONT OF EROSION BALES DETAIL

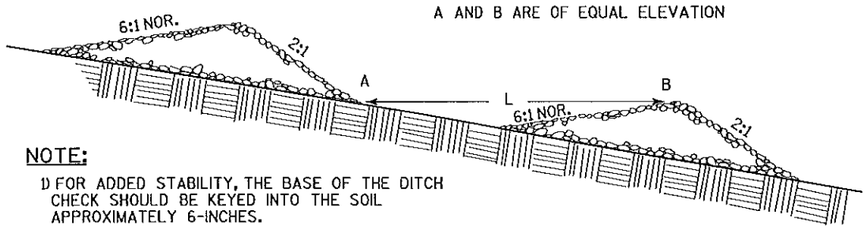


CROSS SECTIONAL VIEW



SECTION A-A

L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION



NOTE:

1) FOR ADDED STABILITY, THE BASE OF THE DITCH CHECK SHOULD BE KEYED INTO THE SOIL APPROXIMATELY 6-INCHES.

STONE OR ROCK DITCH CHECK

NOTES:

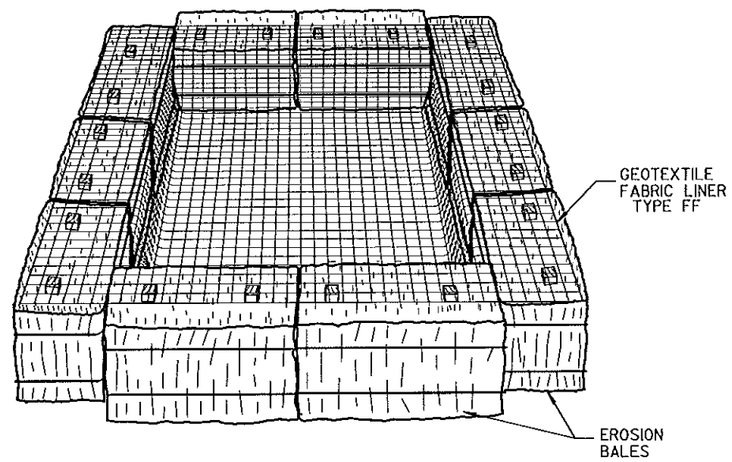
1. CONTRACTOR SHALL PUMP WATER FOR DETENTION POND DEWATERING INTO TEMPORARY SETTLING BASIN PRIOR TO DISCHARGE.
2. BASIN SHALL BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE PROJECT SITE.
3. SIZE TO BE DETERMINED BY THE ENGINEER IN THE FIELD BASED UPON WATER QUANTITY AND QUALITY.
4. GEOTEXTILE FABRIC SHALL BE REPLACED AS NEEDED. USED GEOTEXTILE FABRIC AND SEDIMENTS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE PROJECT SITE AND AT NO COST TO THE DEPARTMENT.
5. TEMPORARY SETTLING BASINS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM DEWATERING.

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

EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.
SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.

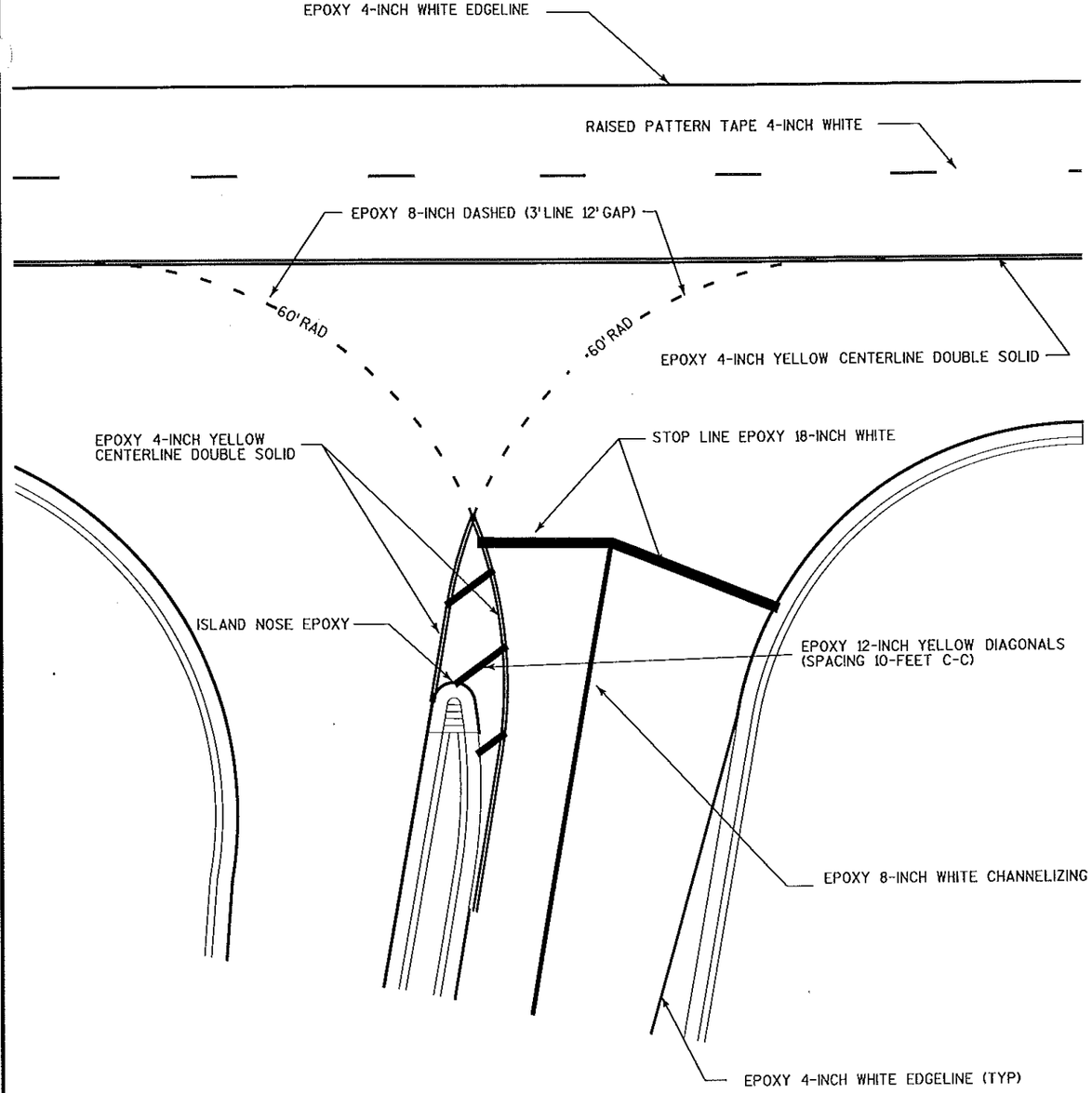
$\frac{800\ C.F.}{1.5\ FT.} = 533\ S.F.$

USE A 30 FT. X 27 FT. BASIN



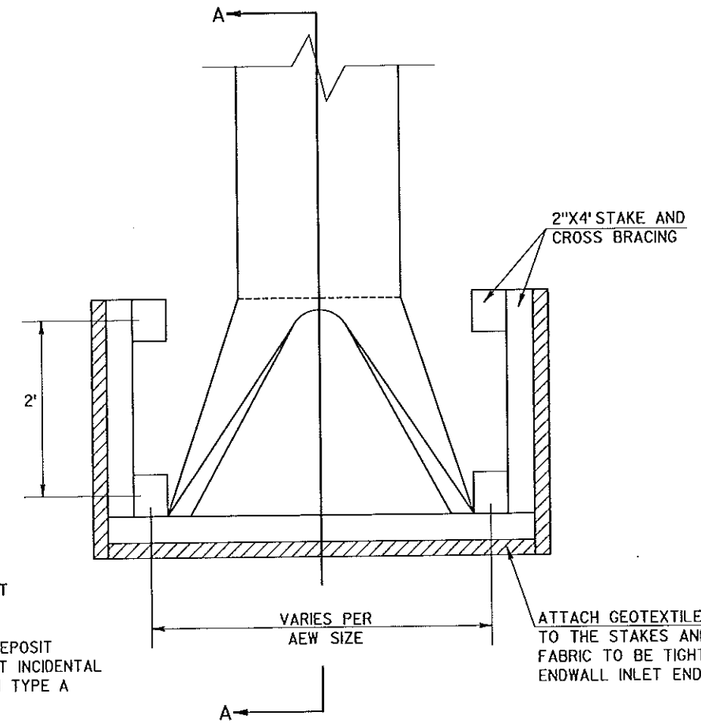
TEMPORARY SETTLING BASIN

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 22	E



TYPICAL PAVEMENT MARKING FOR JUG-HANDLE RAMP TERMINI AT SIDEROAD

STH 142 / STH 142 NE RAMP INTERSECTION
STH 142 / STH 142 SW RAMP INTERSECTION
CTH A / CTH A NW RAMP INTERSECTION



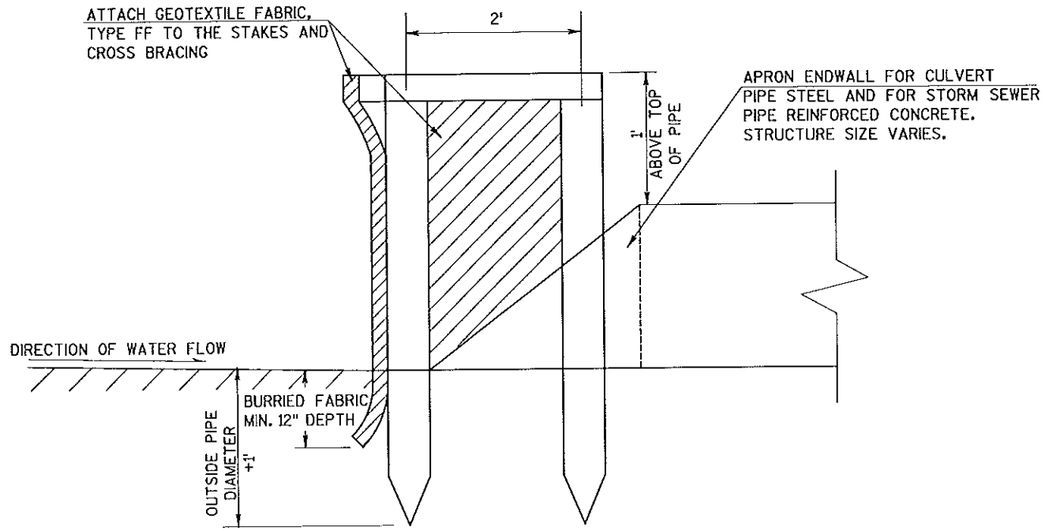
NOTES:

1.) ITEM TO BE PAID AS INLET PROTECTION TYPE A

2.) MAINTENANCE, SEDIMENT DEPOSIT REMOVAL, AND REPLACEMENT INCIDENTAL TO ITEM INLET PROTECTION TYPE A

INLET PROTECTION TYPE A FOR AEW

REFER TO EROSION CONTROL PLAN FOR LOCATIONS

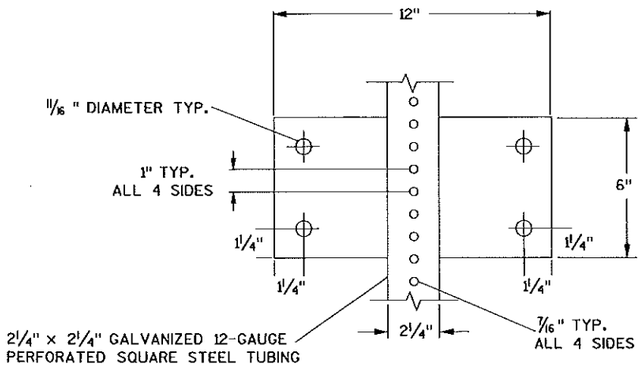


SECTION A-A

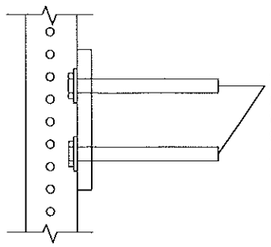
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 23	E

2

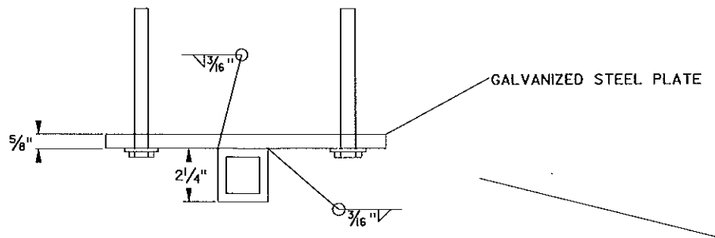
MOUNTING DETAILS FOR SIGNS MOUNTED TO BARRIER WITH TYPE "G" RAIL



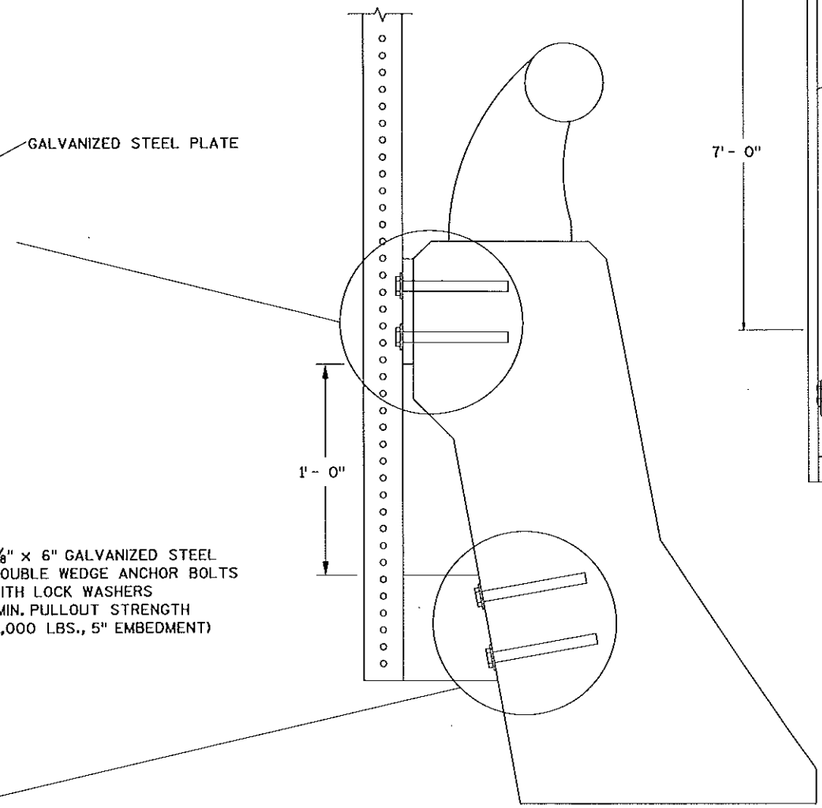
SIDE VIEW

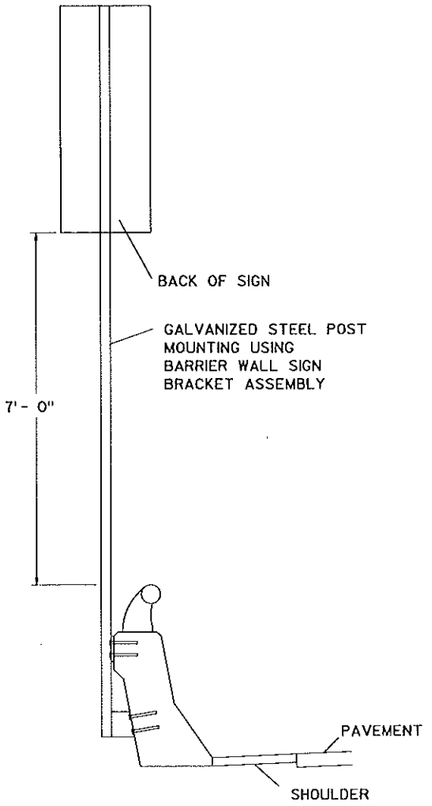


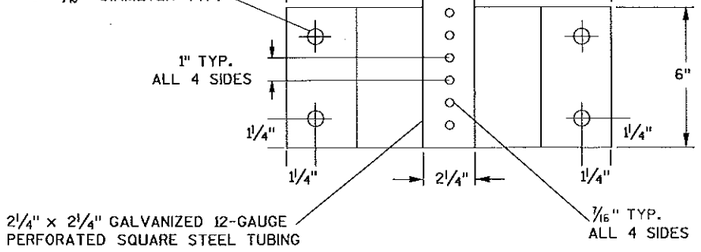
ELEVATION VIEW



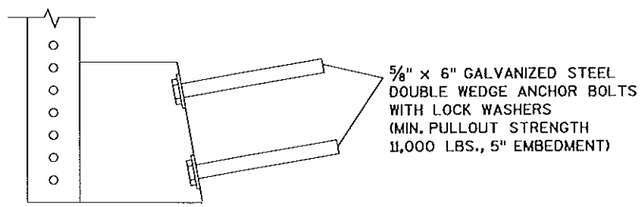
PLAN VIEW



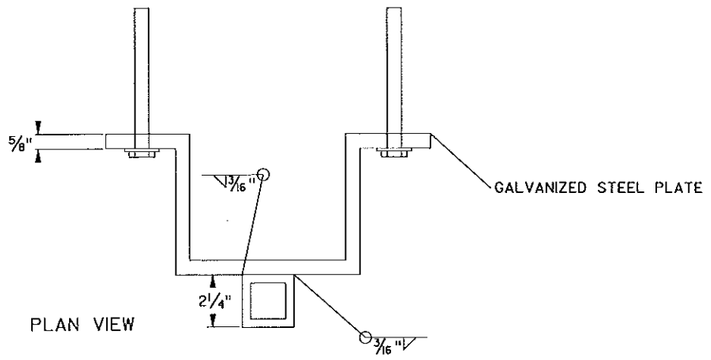




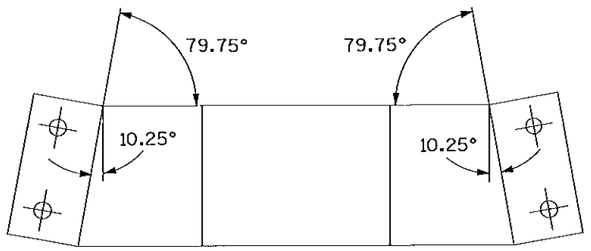
SIDE VIEW



ELEVATION VIEW



PLAN VIEW



STEEL PLATE BEFORE BENDING TO BRACKET SHAPE

NOTES
1) ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION
2) ALL MATERIAL TO BE APPROVED BY ENGINEER BEFORE INSTALLATION
3) SEE SIGN PLATE A4-8 FOR BOLT REQUIREMENTS.

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CONSTRUCTION DETAIL	SHEET 24	E

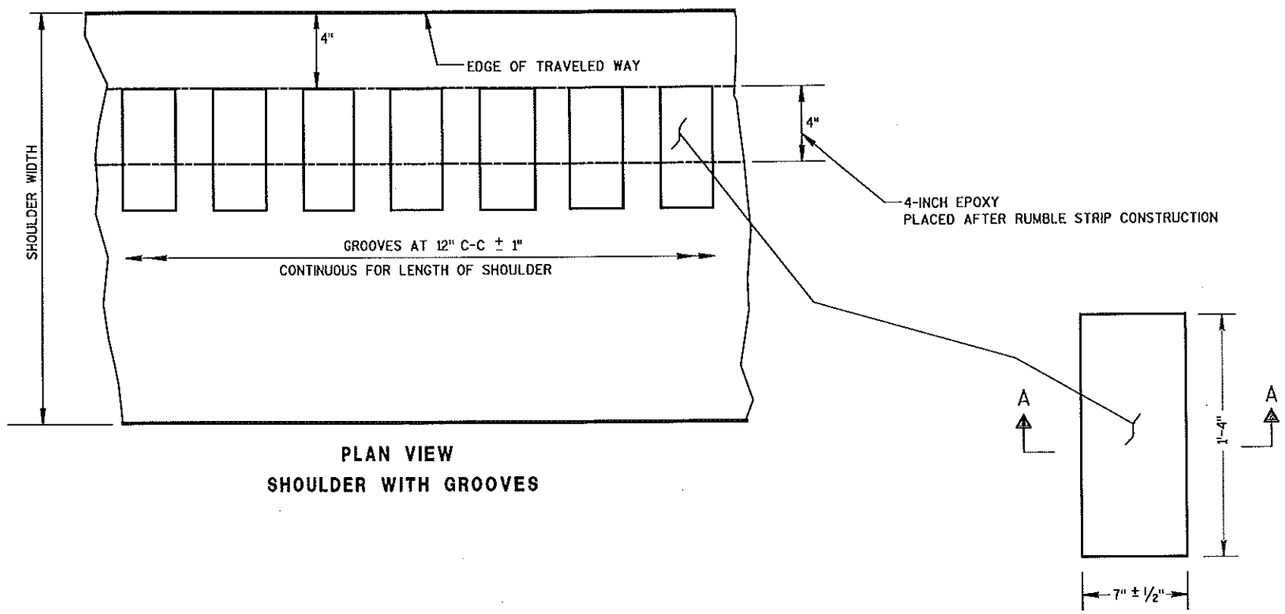
FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021012_cd.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

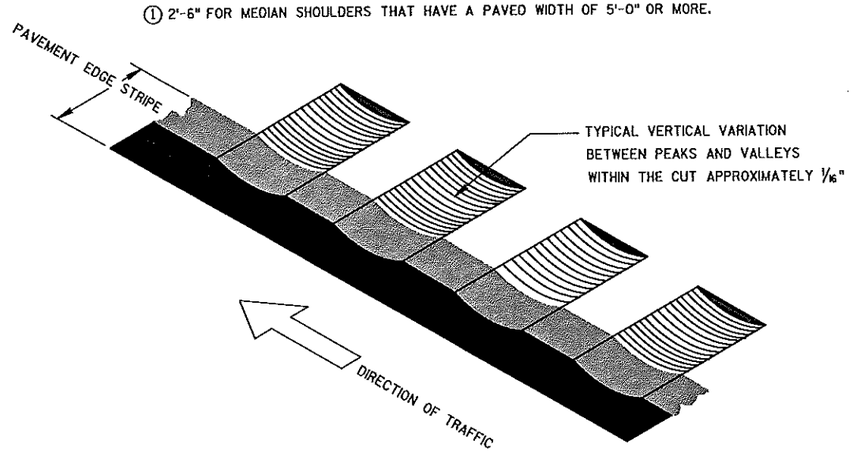
RUMBLE STRIPS ON EXPRESSWAYS
DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES OR TURN LANE TAPERS. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

① 2'-6" FOR MEDIAN SHOULDERS THAT HAVE A PAVED WIDTH OF 5'-0" OR MORE.



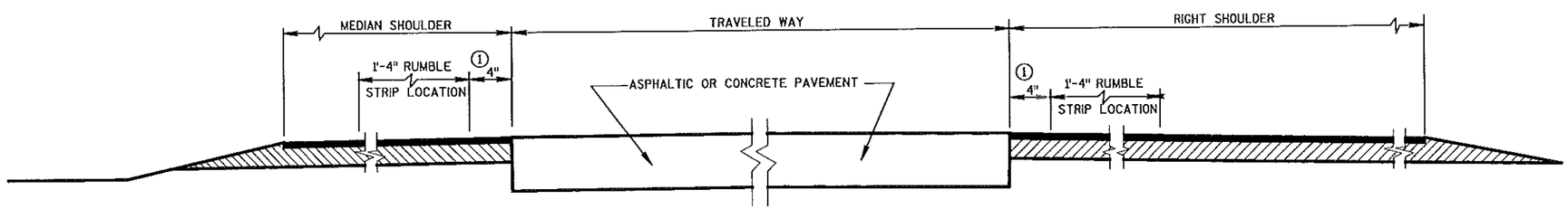
PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

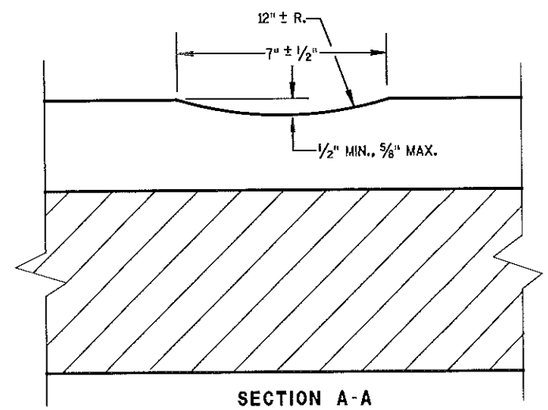


ISOMETRIC

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



SECTION VIEW



SECTION A-A

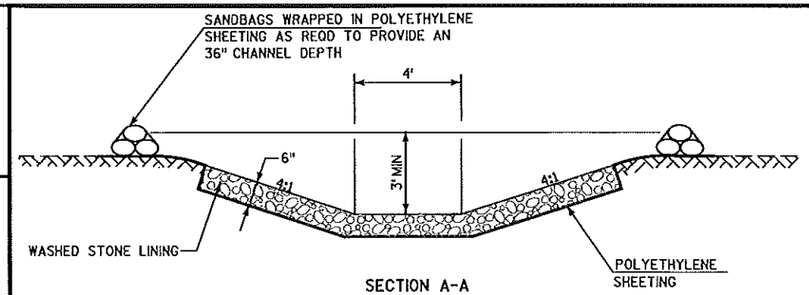
TYPICAL LOCATIONS OF ASPHALTIC SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)

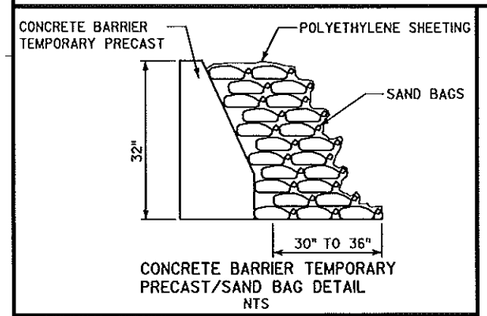
ASPHALTIC SHOULDER RUM››BLE STRIP, MILLING

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CONSTRUCTION DETAIL	SHEET 25	E

2



SECTION A-A
NTS



CONCRETE BARRIER TEMPORARY PRECAST/SAND BAG DETAIL
NTS

N

INSTALL SANDBAGS WRAPPED IN POLYETHYLENE SHEETING ALONG STREAM BANK TO FACILITATE CONSTRUCTION OF THE TEMPORARY DIVERSION CHANNEL WITHOUT DISTURBING THE STREAM. THE LAST 20' TO THE STREAM BANK TO BE BUILT BEFORE MARCH 1 OR AFTER MAY 15.

SANDBAGS WRAPPED IN POLYETHYLENE SHEETING IN RIVER CHANNEL TO TOP OF BANK TO BE INSTALLED AFTER DIVERSION CHANNEL CONSTRUCTED

CONCRETE BARRIER TEMPORARY PRECAST TO PROVIDE STRUCTURE BEHIND SANDBAG DIKE SEE DETAIL

CONSTRUCT TEMPORARY DIVERSION CHANNEL

GAS MAIN TO BE RELOCATED PRIOR TO CONSTRUCTION . NEW LOCATION MUST BE CONFIRMED.

TEMPORARY DEWATERING BASIN TO BE BUILT INSIDE ULTIMATE SLOPE INTERCEPT LIMITS BEFORE MARSH EXCAVATION.

INVERT PIPE 754.5
CHANNEL BOTTOM 755.5

PILING STEEL SHEET TEMPORARY TIE INTO EXISTING EMBANKMENT

SLOPE INTERCEPT (TYP)

WETLAND BOUNDRY

1, 72" TEMPORARY CULVERT PIPE-INVERT 1 FOOT BELOW CHANNEL BOTTOM

EXISTING SINGLE 6'X 6' BOX CULVERT

20'

INVERT PIPE 753.4
CHANNEL BOTTOM 754.4

WETLAND BOUNDRY

SANDBAGS WRAPPED IN POLYETHYLENE SHEETING TO HEIGHT OF 4 FEET

CONCRETE BARRIER TEMPORARY PRECAST TO PROVIDE STRUCTURE BEHIND SANDBAG DIKE SEE DETAIL

INSTALL SANDBAGS WRAPPED IN POLYETHYLENE SHEETING ALONG STREAM BANK TO FACILITATE CONSTRUCTION OF THE TEMPORARY DIVERSION CHANNEL WITHOUT DISTURBING THE STREAM. OPEN ONCE TEMPORARY CHANNEL IS COMPLETED

SANDBAGS WRAPPED IN POLYETHYLENE SHEETING IN RIVER CHANNEL TO TOP OF BANK TO BE INSTALLED AFTER DIVERSION CHANNEL CONSTRUCTED

SLOPE INTERCEPT (TYP)

R/W

NOTE:

STH 83 WILL BE CLOSED TO THROUGH TRAFFIC. USE SINGLE LANE CLOSURE DURING THE INSTALLATION AND REMOVAL OF TEMPORARY CULVERT PIPES TO MAINTAIN PROPERTY ACCESS.

1) NO IN STREAM CONSTRUCTION ALLOWED APRIL 1 TO JUNE 1

2) STOCKPILE SOIL EXCAVATED FROM TEMPORARY DIVERSION CHANNEL FOR USE IN RESTORATION OF CHANNEL. DO NOT STOCKPILE IN UNDISTURBED WETLANDS.

3) STA 139+50 TO STA 142+00 APPROXIMATE LIMITS OF EMBANKMENT TO BE CONSTRUCTED AFTER COMPLETION OF BOX CULVERT.

TEMPORARY DIVERSION CHANNEL DETAIL
SCALE 1" = 40'

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CONSTRUCTION DETAIL	SHEET 26	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021014_cd.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

LEGEND:

= REMOVE PAVEMENT

(1) ADJUST MANHOLE - TO BE DONE BY MUNICIPALITY

(2) ADJUST VALVE BOX - TO BE DONE BY MUNICIPALITY

(3) RELOCATION TO BE DONE PRIOR TO CONSTRUCTION. COORDINAYE WITH MUNICIPALITY AND FIELD VERIFY.

(4) ADJUST MANHOLE - NON PARTICIPATING ITEM

N

R/L BURLINGTON BYPASS

R/L STH 83

R/L HIDDEN CREEK LANE

REMOVE EXISTING RETAINING WALL.

REMOVE CURB & GUTTER

+66 28.87'LT

REMOVE CURB & GUTTER

BEGIN REMOVE PAVEMENT STA 340+80.00 R/L STH 83

REMOVING SMALL PIPE CULVERTS 1-24"X38' CMCP

+32 14.39' RT

+57 14.26' RT

+69.94 40.64' RT

350

340

345

355

360

365

370

OBLITERATE EXISTING ROADWAY SAWCUT REQUIRED

+02 68.92'LT

REMOVE CURB & GUTTER

REMOVE STORM SEWER 18-INCH 1-18"X55' SSPRC

+60 0.92'RT

+17 11.44'RT

+76.05 23.27'RT

+10.92 56.71'RT

+62.02 21.77'LT

REMOVE CURB & GUTTER

+12.10 61.45'LT

REMOVING SMALL PIPE CULVERTS 1-15"X44' CP

REMOVING SMALL PIPE CULVERTS 1-15"X33' CP

REMOVE STORM SEWER 18-INCH 1-18"X65' SSPRC

+00 6.69'RT

REMOVE INLET

REMOVE STORM SEWER 15-INCH 1-15"X63' SSPRC

REMOVING SMALL PIPE CULVERTS 1-18"X57' CMCP

REMOVE STORM SEWER 15-INCH 1-15"X56' SSPRC

REMOVING SMALL PIPE CULVERTS 1-18"X34"X54' RCHECP

REMOVING SMALL PIPE CULVERTS 1-18"X35' CPRC

+02 59.56'RT

REMOVE INLET

+15 21.72'RT

REMOVE CURB & GUTTER

REMOVE CURB & GUTTER

REMOVING SMALL PIPE CULVERTS 1-15"X28"X72' RCHECP

REMOVE MANHOLE

REMOVE STORM SEWER 18-INCH 1-18"X33' SSPRC

REMOVE STORM SEWER 24-INCH 1-24"X83' SSPRC (PARTIAL)

END REMOVE PAVEMENT STA 369+34.50 R/L STH 83

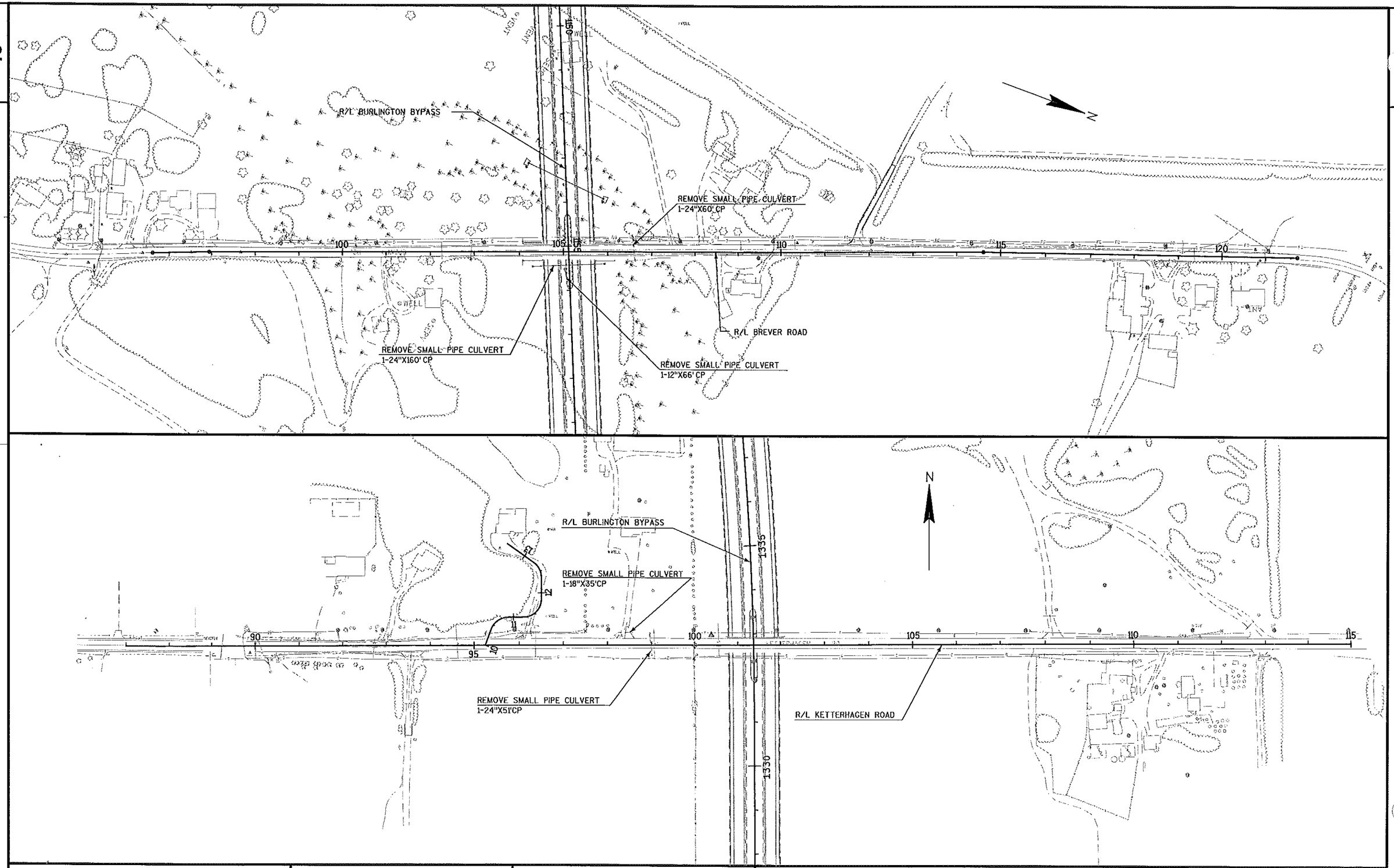
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	REMOVALS AND ADJUSTMENTS: STH 83	SHEET 27	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021021_RM.dgn

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

2



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	REMOVALS : BREVER ROAD & KETTERHAGEN ROAD	SHEET 28	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021022_RM.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

LEGEND:

Ⓐ = CONCRETE MEDIAN SLOPED NOSE

Ⓑ = CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D

Ⓔ = STEEL THRIE BEAM STRUCTURE APPROACH

Ⓕ = STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

Ⓖ = ASPHALTIC FLUME

Ⓗ = CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 30-INCH TYPE D

Ⓙ = CLASS A STEEL PLATE BEAM GUARD END TREATMENT WITH ANCHORAGE TYPE 2

Ⓚ = STEEL PLATE BEAM GUARD, CLASS A BULLNOSE INSTALLATION

Ⓛ = PLACED IN PREVIOUS PROJECT

Ⓜ = CONCRETE BARRIER, SINGLE FACED (32-INCH)

Ⓝ = CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D

Ⓟ = MAINTENANCE RAMP

Ⓠ = CONCRETE CORRUGATED MEDIAN

Ⓡ = STEEL THRIE BEAM BULLNOSE TERMINAL

Ⓢ = STEEL THRIE BEAM

Ⓣ = DRIVE CONSTRUCTED UNDER PREVIOUS PROJECT. OVER-LAY PAVED PORTION OF DRIVE. ADJUST PROFILE SO BASE AGGREGATE DENSE 3/4-INCH IS FLUSH WITH FINISHED HMA SURFACE. SEE TYPICAL DRIVEWAY PROFILES CONSTRUCTION DETAIL.

Ⓤ = DRIVE CONSTRUCTED UNDER PREVIOUS PROJECT. REMOVE ASPHALTIC SURFACE BUTT JOINT (SEE DETAIL).

Ⓥ = DRIVE CONSTRUCTED UNDER PREVIOUS PROJECT. OVER-LAY ENTIRE DRIVE.

= GRADED UNDER PREVIOUS PROJECT

= HMA BASE LAYER PLACED UNDER PREVIOUS PROJECT. ONLY HMA SURFACE LAYER REQ'D.

= HMA WEDGE REMOVAL AT SIDEROAD MATCH POINT AND BRIDGES

= GRADING AND PAVING COMPLETED UNDER PREVIOUS PROJECT.

= STEEL PLATE BEAM GUARD

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: LEGEND AND GENERAL NOTES	SHEET 29	E

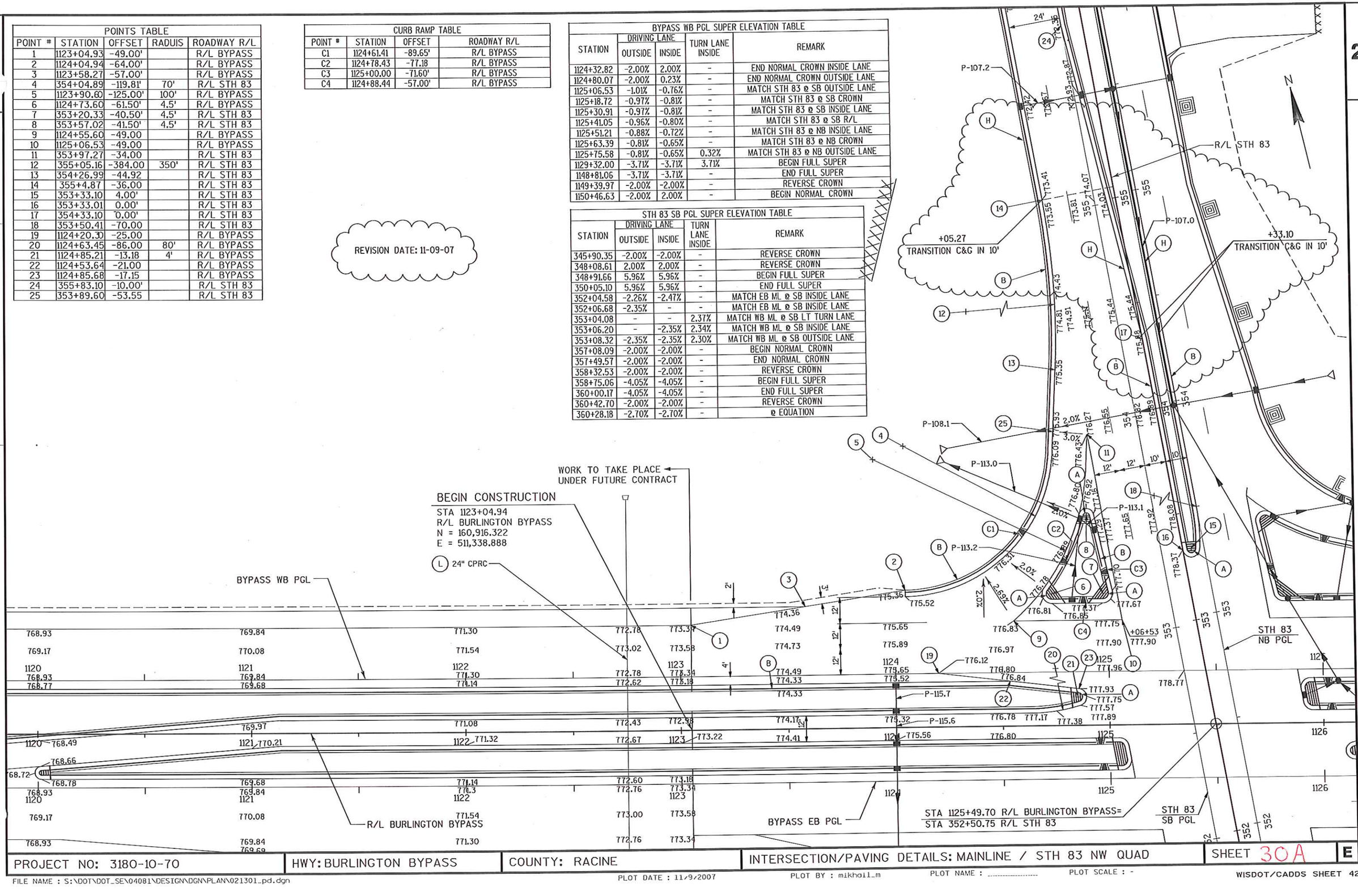
POINTS TABLE				
POINT #	STATION	OFFSET	RADUIS	ROADWAY R/L
1	1123+04.93	-49.00'		R/L BYPASS
2	1124+04.94	-64.00'		R/L BYPASS
3	1123+58.27	-57.00'		R/L BYPASS
4	354+04.89	-119.81'	70'	R/L STH 83
5	1123+90.60	-125.00'	100'	R/L BYPASS
6	1124+73.60	-61.50'	4.5'	R/L BYPASS
7	353+20.33	-40.50'	4.5'	R/L STH 83
8	353+57.02	-41.50'	4.5'	R/L STH 83
9	1124+55.60	-49.00		R/L BYPASS
10	1125+06.53	-49.00		R/L BYPASS
11	353+97.27	-34.00		R/L STH 83
12	355+05.16	-384.00	350'	R/L STH 83
13	354+26.99	-44.92		R/L STH 83
14	355+4.87	-36.00		R/L STH 83
15	353+33.10	4.00'		R/L STH 83
16	353+33.01	0.00'		R/L STH 83
17	354+33.10	0.00'		R/L STH 83
18	353+50.41	-70.00		R/L STH 83
19	1124+20.30	-25.00		R/L BYPASS
20	1124+63.45	-86.00	80'	R/L BYPASS
21	1124+85.21	-13.18	4'	R/L BYPASS
22	1124+53.64	-21.00		R/L BYPASS
23	1124+85.68	-17.15		R/L BYPASS
24	355+83.10	-10.00'		R/L STH 83
25	353+89.60	-53.55		R/L STH 83

CURB RAMP TABLE			
POINT #	STATION	OFFSET	ROADWAY R/L
C1	1124+61.41	-89.65'	R/L BYPASS
C2	1124+78.43	-77.18	R/L BYPASS
C3	1125+00.00	-71.60'	R/L BYPASS
C4	1124+88.44	-57.00'	R/L BYPASS

REVISION DATE: 11-09-07

BYPASS WB PGL SUPER ELEVATION TABLE				
STATION	DRIVING LANE		TURN LANE INSIDE	REMARK
	OUTSIDE	INSIDE		
1124+32.82	-2.00%	2.00%	-	END NORMAL CROWN INSIDE LANE
1124+80.07	-2.00%	0.23%	-	END NORMAL CROWN OUTSIDE LANE
1125+06.53	-1.01%	-0.76%	-	MATCH STH 83 ℄ SB OUTSIDE LANE
1125+18.72	-0.97%	-0.81%	-	MATCH STH 83 ℄ SB CROWN
1125+30.91	-0.97%	-0.81%	-	MATCH STH 83 ℄ SB INSIDE LANE
1125+41.05	-0.96%	-0.80%	-	MATCH STH 83 ℄ SB R/L
1125+51.21	-0.88%	-0.72%	-	MATCH STH 83 ℄ NB INSIDE LANE
1125+63.39	-0.81%	-0.65%	-	MATCH STH 83 ℄ NB CROWN
1125+75.58	-0.81%	-0.65%	0.32%	MATCH STH 83 ℄ NB OUTSIDE LANE
1129+32.00	-3.71%	-3.71%	3.71%	BEGIN FULL SUPER
1148+81.06	-3.71%	-3.71%	-	END FULL SUPER
1149+39.97	-2.00%	-2.00%	-	REVERSE CROWN
1150+46.63	-2.00%	2.00%	-	BEGIN NORMAL CROWN

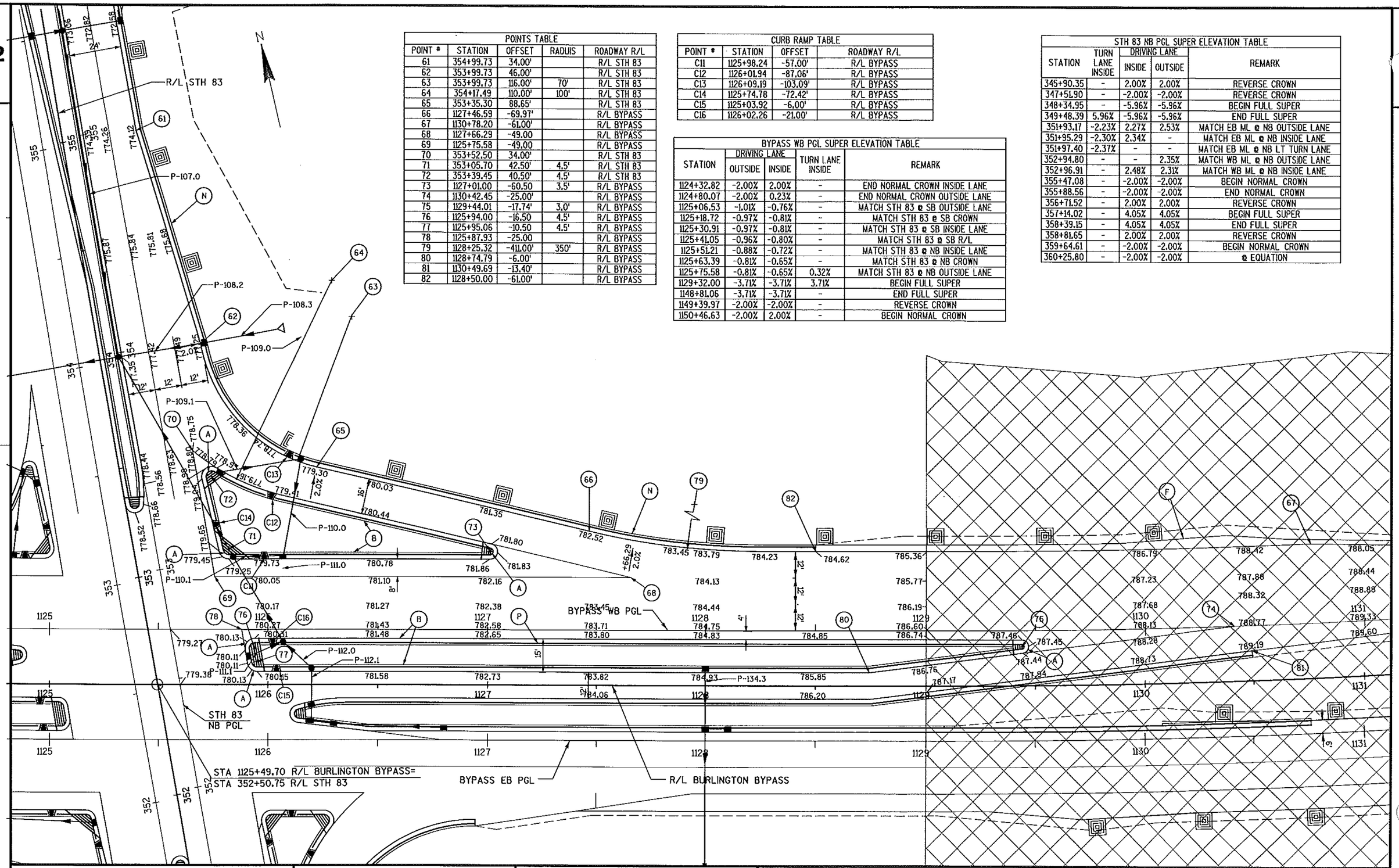
STH 83 SB PGL SUPER ELEVATION TABLE				
STATION	DRIVING LANE		TURN LANE INSIDE	REMARK
	OUTSIDE	INSIDE		
345+90.35	-2.00%	-2.00%	-	REVERSE CROWN
348+08.61	2.00%	2.00%	-	REVERSE CROWN
348+91.66	5.96%	5.96%	-	BEGIN FULL SUPER
350+05.10	5.96%	5.96%	-	END FULL SUPER
352+04.58	-2.26%	-2.47%	-	MATCH EB ML ℄ SB INSIDE LANE
352+06.68	-2.35%	-	-	MATCH EB ML ℄ SB INSIDE LANE
353+04.08	-	-	2.37%	MATCH WB ML ℄ SB LT TURN LANE
353+06.20	-	-2.35%	2.34%	MATCH WB ML ℄ SB INSIDE LANE
353+08.32	-2.35%	-2.35%	2.30%	MATCH WB ML ℄ SB OUTSIDE LANE
357+08.09	-2.00%	-2.00%	-	BEGIN NORMAL CROWN
357+49.57	-2.00%	-2.00%	-	END NORMAL CROWN
358+32.53	-2.00%	-2.00%	-	REVERSE CROWN
358+75.06	-4.05%	-4.05%	-	BEGIN FULL SUPER
360+00.17	-4.05%	-4.05%	-	END FULL SUPER
360+42.70	-2.00%	-2.00%	-	REVERSE CROWN
360+28.18	-2.70%	-2.70%	-	℄ EQUATION



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE / STH 83 NW QUAD	SHEET 30A	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021301_pd.dgn
PLOT DATE : 11/9/2007
PLOT BY : mikhail_m
PLOT NAME : .....
PLOT SCALE : -
WISDOT/CADDS SHEET 42

2



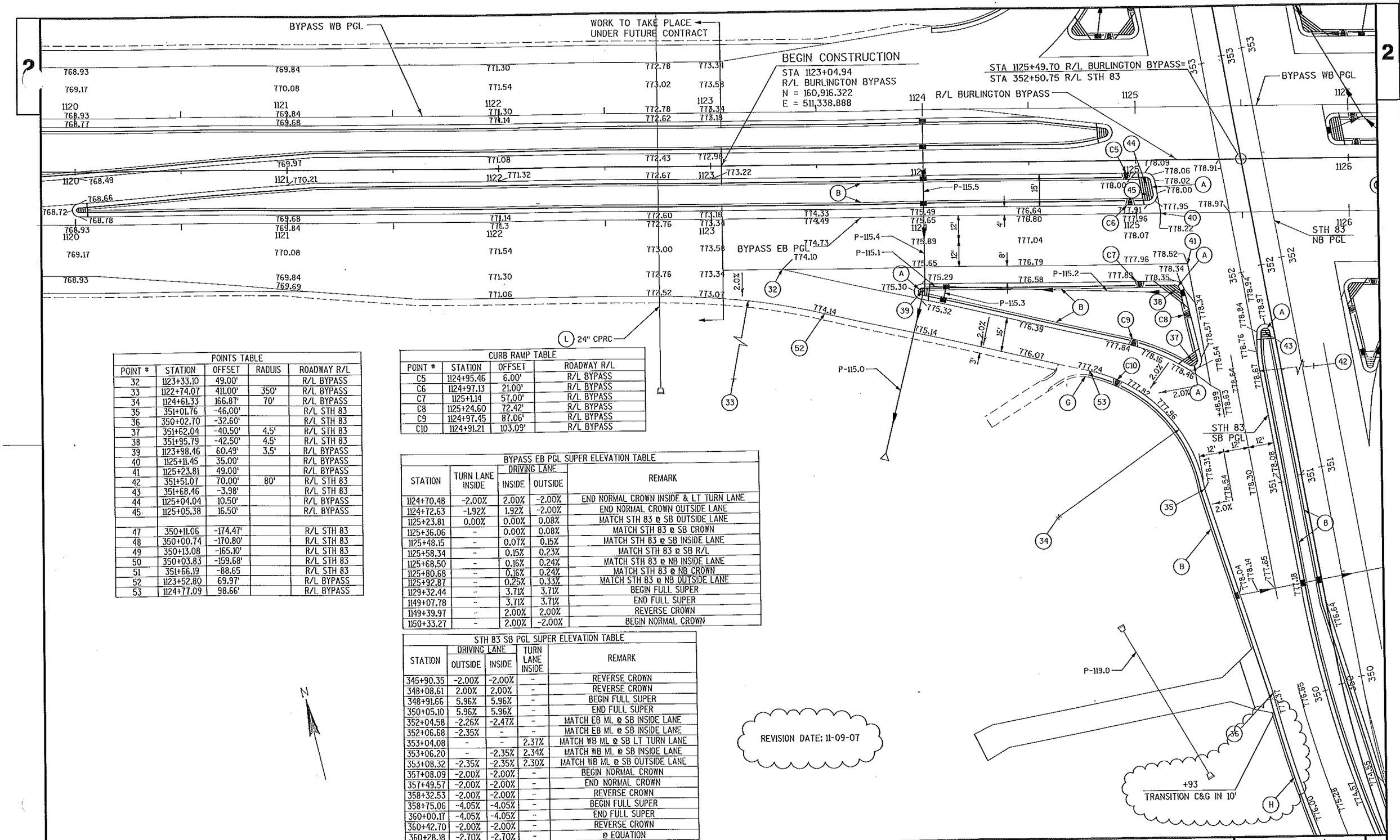
POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
61	354+99.73	34.00'		R/L STH 83
62	353+99.73	46.00'		R/L STH 83
63	353+99.73	116.00'	70'	R/L STH 83
64	354+17.49	110.00'	100'	R/L STH 83
65	353+35.30	88.65'		R/L STH 83
66	1127+46.59	-69.97'		R/L BYPASS
67	1130+78.20	-61.00'		R/L BYPASS
68	1127+66.29	-49.00		R/L BYPASS
69	1125+75.58	-49.00		R/L BYPASS
70	353+52.50	34.00'		R/L STH 83
71	353+05.70	42.50'	4.5'	R/L STH 83
72	353+39.45	40.50'	4.5'	R/L STH 83
73	1127+01.00	-60.50	3.5'	R/L BYPASS
74	1130+42.45	-25.00'		R/L BYPASS
75	1129+44.01	-17.74'	3.0'	R/L BYPASS
76	1125+94.00	-16.50	4.5'	R/L BYPASS
77	1125+95.06	-10.50	4.5'	R/L BYPASS
78	1125+87.93	-25.00		R/L BYPASS
79	1128+25.32	-411.00'	350'	R/L BYPASS
80	1128+74.79	-6.00'		R/L BYPASS
81	1130+49.69	-13.40'		R/L BYPASS
82	1128+50.00	-61.00'		R/L BYPASS

CURB RAMP TABLE			
POINT #	STATION	OFFSET	ROADWAY R/L
C11	1125+98.24	-57.00'	R/L BYPASS
C12	1126+01.94	-87.06'	R/L BYPASS
C13	1126+09.19	-103.09'	R/L BYPASS
C14	1125+74.78	-72.42'	R/L BYPASS
C15	1125+03.92	-6.00'	R/L BYPASS
C16	1126+02.26	-21.00'	R/L BYPASS

BYPASS WB PGL SUPER ELEVATION TABLE				
STATION	DRIVING LANE		TURN LANE INSIDE	REMARK
	OUTSIDE	INSIDE		
1124+32.82	-2.00%	2.00%	-	END NORMAL CROWN INSIDE LANE
1124+80.07	-2.00%	0.23%	-	END NORMAL CROWN OUTSIDE LANE
1125+06.53	-1.01%	-0.76%	-	MATCH STH 83 ℄ SB OUTSIDE LANE
1125+18.72	-0.97%	-0.81%	-	MATCH STH 83 ℄ SB CROWN
1125+30.91	-0.97%	-0.81%	-	MATCH STH 83 ℄ SB INSIDE LANE
1125+41.05	-0.96%	-0.80%	-	MATCH STH 83 ℄ SB R/L
1125+51.21	-0.88%	-0.72%	-	MATCH STH 83 ℄ NB INSIDE LANE
1125+63.39	-0.81%	-0.65%	-	MATCH STH 83 ℄ NB CROWN
1125+75.58	-0.81%	-0.65%	0.32%	MATCH STH 83 ℄ NB OUTSIDE LANE
1129+32.00	-3.71%	-3.71%	3.71%	BEGIN FULL SUPER
1148+81.06	-3.71%	-3.71%	-	END FULL SUPER
1149+39.97	-2.00%	-2.00%	-	REVERSE CROWN
1150+46.63	-2.00%	2.00%	-	BEGIN NORMAL CROWN

STH 83 NB PGL SUPER ELEVATION TABLE				
STATION	TURN LANE INSIDE	DRIVING LANE		REMARK
		INSIDE	OUTSIDE	
345+90.35	-	2.00%	2.00%	REVERSE CROWN
347+51.90	-	-2.00%	-2.00%	REVERSE CROWN
348+34.95	-	-5.96%	-5.96%	BEGIN FULL SUPER
349+48.39	5.96%	-5.96%	-5.96%	END FULL SUPER
351+93.17	-2.23%	2.27%	2.53%	MATCH EB ML ℄ NB OUTSIDE LANE
351+95.29	-2.30%	2.34%	-	MATCH EB ML ℄ NB INSIDE LANE
351+97.40	-2.37%	-	-	MATCH EB ML ℄ NB LT TURN LANE
352+94.80	-	-	2.35%	MATCH WB ML ℄ NB OUTSIDE LANE
352+96.91	-	2.48%	2.31%	MATCH WB ML ℄ NB INSIDE LANE
355+47.08	-	-2.00%	-2.00%	BEGIN NORMAL CROWN
355+88.56	-	-2.00%	-2.00%	END NORMAL CROWN
356+71.52	-	2.00%	2.00%	REVERSE CROWN
357+14.02	-	4.05%	4.05%	BEGIN FULL SUPER
358+39.15	-	4.05%	4.05%	END FULL SUPER
358+81.65	-	2.00%	2.00%	REVERSE CROWN
359+64.61	-	-2.00%	-2.00%	BEGIN NORMAL CROWN
360+25.80	-	-2.00%	-2.00%	℄ EQUATION

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE / STH 83 NE QUAD	SHEET 32	E



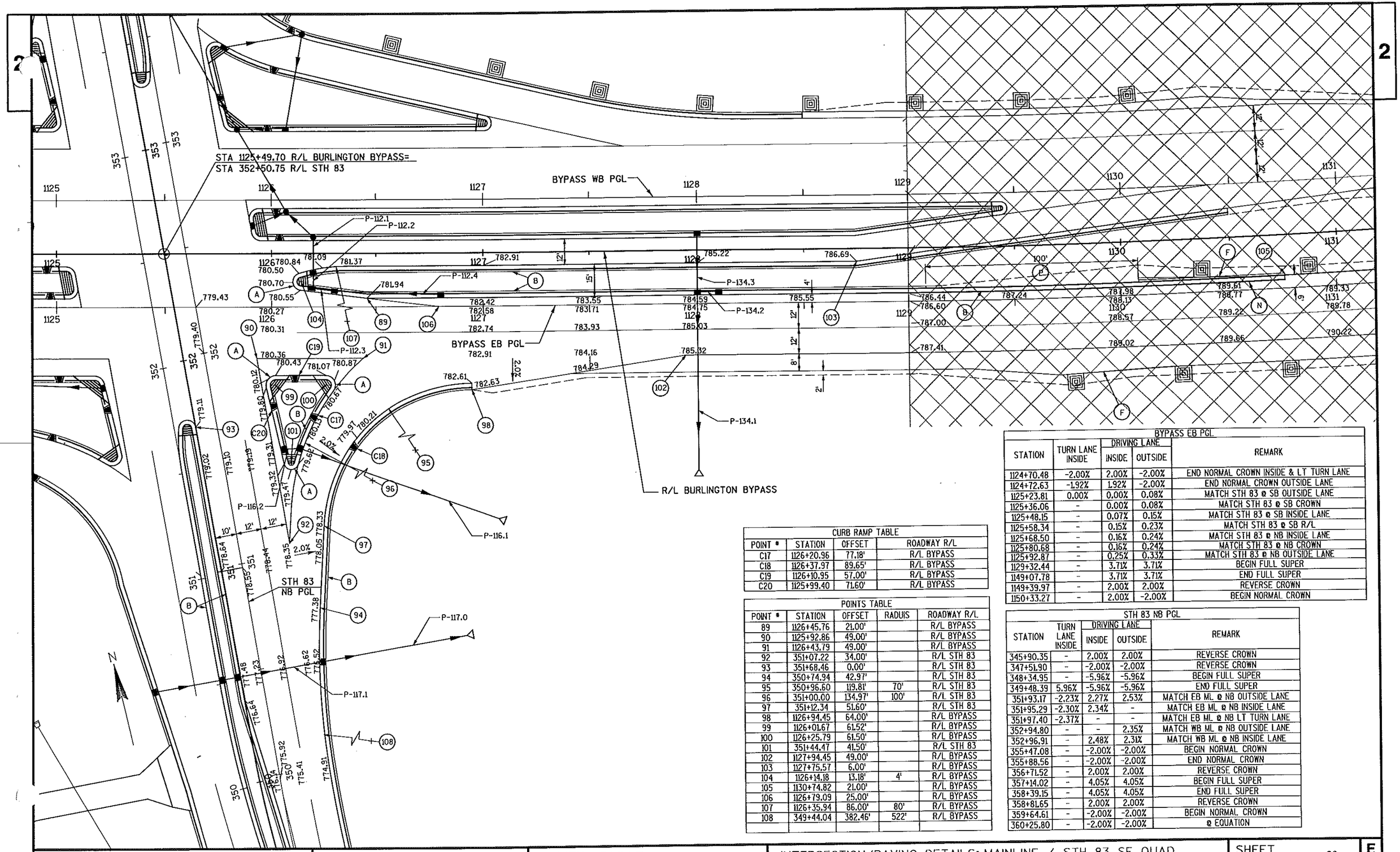
POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
32	1123+33.10	49.00'		R/L BYPASS
33	1122+74.07	411.00'	350'	R/L BYPASS
34	1124+61.33	166.87'	70'	R/L BYPASS
35	351+01.76	-46.00'		R/L STH 83
36	350+02.70	-32.60'		R/L STH 83
37	351+62.04	-40.50'	4.5'	R/L STH 83
38	351+95.79	-42.50'	4.5'	R/L STH 83
39	1123+98.46	60.49'	3.5'	R/L BYPASS
40	1125+11.45	35.00'		R/L BYPASS
41	1125+23.81	49.00'		R/L BYPASS
42	351+51.07	70.00'	80'	R/L STH 83
43	351+68.46	-3.98'		R/L STH 83
44	1125+04.04	10.50'		R/L BYPASS
45	1125+05.38	16.50'		R/L BYPASS
47	350+11.06	-174.47'		R/L STH 83
48	350+00.74	-170.80'		R/L STH 83
49	350+13.08	-165.10'		R/L STH 83
50	350+03.83	-159.68'		R/L STH 83
51	351+66.19	-88.65		R/L STH 83
52	1123+52.80	69.97'		R/L BYPASS
53	1124+77.09	98.66'		R/L BYPASS

CURB RAMP TABLE			
POINT #	STATION	OFFSET	ROADWAY R/L
C5	1124+95.46	6.00'	R/L BYPASS
C6	1124+97.13	21.00'	R/L BYPASS
C7	1125+1.14	57.00'	R/L BYPASS
C8	1125+24.60	72.42'	R/L BYPASS
C9	1124+97.45	87.06'	R/L BYPASS
C10	1124+91.21	103.09'	R/L BYPASS

BYPASS EB PGL SUPER ELEVATION TABLE				
STATION	TURN LANE INSIDE	DRIVING LANE		REMARK
		INSIDE	OUTSIDE	
1124+70.48	-2.00%	2.00%	-2.00%	END NORMAL CROWN INSIDE & LT TURN LANE
1124+72.63	-1.92%	1.92%	-2.00%	END NORMAL CROWN OUTSIDE LANE
1125+23.81	0.00%	0.00%	0.08%	MATCH STH 83 @ SB OUTSIDE LANE
1125+36.06	-	0.00%	0.08%	MATCH STH 83 @ SB CROWN
1125+48.15	-	0.07%	0.15%	MATCH STH 83 @ SB INSIDE LANE
1125+58.34	-	0.15%	0.23%	MATCH STH 83 @ SB R/L
1125+68.50	-	0.16%	0.24%	MATCH STH 83 @ NB INSIDE LANE
1125+80.68	-	0.16%	0.24%	MATCH STH 83 @ NB CROWN
1125+92.87	-	0.25%	0.33%	MATCH STH 83 @ NB OUTSIDE LANE
1129+32.44	-	3.71%	3.71%	BEGIN FULL SUPER
1149+07.78	-	3.71%	3.71%	END FULL SUPER
1149+39.97	-	2.00%	2.00%	REVERSE CROWN
1150+33.27	-	2.00%	-2.00%	BEGIN NORMAL CROWN

STH 83 SB PGL SUPER ELEVATION TABLE				
STATION	DRIVING LANE		TURN LANE INSIDE	REMARK
	OUTSIDE	INSIDE		
345+90.35	-2.00%	-2.00%	-	REVERSE CROWN
348+08.61	2.00%	2.00%	-	REVERSE CROWN
348+91.66	5.96%	5.96%	-	BEGIN FULL SUPER
350+05.10	5.96%	5.96%	-	END FULL SUPER
352+04.58	-2.26%	-2.47%	-	MATCH EB ML @ SB INSIDE LANE
352+06.68	-2.35%	-	-	MATCH EB ML @ SB INSIDE LANE
353+04.08	-	-	2.37%	MATCH WB ML @ SB LT TURN LANE
353+06.20	-	-2.35%	2.34%	MATCH WB ML @ SB INSIDE LANE
353+08.32	-2.35%	-2.35%	2.30%	MATCH WB ML @ SB OUTSIDE LANE
357+08.09	-2.00%	-2.00%	-	BEGIN NORMAL CROWN
357+49.57	-2.00%	-2.00%	-	END NORMAL CROWN
358+32.53	-2.00%	-2.00%	-	REVERSE CROWN
358+75.06	-4.05%	-4.05%	-	BEGIN FULL SUPER
360+00.17	-4.05%	-4.05%	-	END FULL SUPER
360+42.70	-2.00%	-2.00%	-	REVERSE CROWN
360+28.18	-2.70%	-2.70%	-	@ EQUATION

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE / STH 83 SW QUAD	SHEET 31A	E



CURB RAMP TABLE			
POINT #	STATION	OFFSET	ROADWAY R/L
C17	1126+20.96	77.18'	R/L BYPASS
C18	1126+37.97	89.65'	R/L BYPASS
C19	1126+10.95	57.00'	R/L BYPASS
C20	1125+99.40	71.60'	R/L BYPASS

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
89	1126+45.76	21.00'		R/L BYPASS
90	1125+92.86	49.00'		R/L BYPASS
91	1126+43.79	49.00'		R/L BYPASS
92	351+07.22	34.00'		R/L STH 83
93	351+68.46	0.00'		R/L STH 83
94	350+74.94	42.97'		R/L STH 83
95	350+96.60	119.81'	70'	R/L STH 83
96	351+00.00	134.97'	100'	R/L STH 83
97	351+12.34	51.60'		R/L STH 83
98	1126+94.45	64.00'		R/L BYPASS
99	1126+01.67	61.52'		R/L BYPASS
100	1126+25.79	61.50'		R/L BYPASS
101	351+44.47	41.50'		R/L STH 83
102	1127+94.45	49.00'		R/L BYPASS
103	1127+75.57	6.00'		R/L BYPASS
104	1126+14.18	13.18'	4'	R/L BYPASS
105	1130+74.82	21.00'		R/L BYPASS
106	1126+79.09	25.00'		R/L BYPASS
107	1126+35.94	86.00'	80'	R/L BYPASS
108	349+44.04	382.46'	522'	R/L BYPASS

BYPASS EB PGL				
STATION	TURN LANE INSIDE	DRIVING LANE INSIDE	DRIVING LANE OUTSIDE	REMARK
1124+70.48	-2.00%	2.00%	-2.00%	END NORMAL CROWN INSIDE & LT TURN LANE
1124+72.63	-1.92%	1.92%	-2.00%	END NORMAL CROWN OUTSIDE LANE
1125+23.81	0.00%	0.00%	0.08%	MATCH STH 83 ℄ SB OUTSIDE LANE
1125+36.06	-	0.00%	0.08%	MATCH STH 83 ℄ SB CROWN
1125+48.15	-	0.07%	0.15%	MATCH STH 83 ℄ SB INSIDE LANE
1125+58.34	-	0.15%	0.23%	MATCH STH 83 ℄ SB R/L
1125+68.50	-	0.16%	0.24%	MATCH STH 83 ℄ NB INSIDE LANE
1125+80.68	-	0.16%	0.24%	MATCH STH 83 ℄ NB CROWN
1125+92.87	-	0.25%	0.33%	MATCH STH 83 ℄ NB OUTSIDE LANE
1129+32.44	-	3.71%	3.71%	BEGIN FULL SUPER
1149+07.78	-	3.71%	3.71%	END FULL SUPER
1149+39.97	-	2.00%	2.00%	REVERSE CROWN
1150+33.27	-	2.00%	-2.00%	BEGIN NORMAL CROWN

STH 83 NB PGL				
STATION	TURN LANE INSIDE	DRIVING LANE INSIDE	DRIVING LANE OUTSIDE	REMARK
345+90.35	-	2.00%	2.00%	REVERSE CROWN
347+51.90	-	-2.00%	-2.00%	REVERSE CROWN
348+34.95	-	-5.96%	-5.96%	BEGIN FULL SUPER
349+48.39	5.96%	-5.96%	-5.96%	END FULL SUPER
351+93.17	-2.23%	2.27%	2.53%	MATCH EB ML ℄ NB OUTSIDE LANE
351+95.29	-2.30%	2.34%	-	MATCH EB ML ℄ NB INSIDE LANE
351+97.40	-2.37%	-	-	MATCH EB ML ℄ NB LT TURN LANE
352+94.80	-	-	2.35%	MATCH WB ML ℄ NB OUTSIDE LANE
352+96.91	-	2.48%	2.31%	MATCH WB ML ℄ NB INSIDE LANE
355+47.08	-	-2.00%	-2.00%	BEGIN NORMAL CROWN
355+88.56	-	-2.00%	-2.00%	END NORMAL CROWN
356+71.52	-	2.00%	2.00%	REVERSE CROWN
357+14.02	-	4.05%	4.05%	BEGIN FULL SUPER
358+39.15	-	4.05%	4.05%	END FULL SUPER
358+81.65	-	2.00%	2.00%	REVERSE CROWN
359+64.61	-	-2.00%	-2.00%	BEGIN NORMAL CROWN
360+25.80	-	-2.00%	-2.00%	℄ EQUATION

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE / STH 83 SE QUAD	SHEET 33	E

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
110	342+83.01	19.61'		R/L STH 83
111	342+81.70	54.59'	35'	R/L STH 83
112	343+78.77	53.23'	30'	R/L STH 83
113	343+84.90	23.43'		R/L STH 83
114	344+00.00	24.00'		R/L STH 83
115	344+00.00	-24.00'		R/L STH 83
116	347+28.14	64.00'	40'	R/L STH 83
117	350+38.44	0.26'		R/L STH 83
118	346+46.54	44.00'	20'	R/L STH 83
119	347+93.28	0.00'		R/L STH 83
120	348+79.59	0.73'	3'	R/L STH 83
121	349+24.24	6.00'		R/L STH 83

STH 83 R/L SUPER ELEVATION TABLE					
STATION	SB DRIVING LANE		NB DRIVING LANE		REMARK
	OUTSIDE	INSIDE	INSIDE	OUTSIDE	
340+80.00	-1.90%	-1.90%	-2.30%	-	MATCH EXISTING
341+50.00	-2.00%	-2.00%	-2.00%	-2.00%	BEGIN NORML CROWN
343+25.49	-2.00%	-2.00%	-2.00%	-2.00%	END NORMAL CROWN
344+09.39	-2.00%	-2.00%	2.00%	2.00%	REVERSE CROWN
344+92.44	-5.96%	-5.96%	5.96%	5.96%	BEGIN FULL SUPER
345+07.29	-5.96%	-5.96%	5.96%	5.96%	END FULL SUPER
345+90.35	-2.00%	-2.00%	2.00%	2.00%	REVERSE CROWN
SEE STH 83 NB & SB PGL SE TABLES					
360+26.99	-2.70%	-2.70%	-2.00%	-2.00%	℄ EQUATION
360+41.51	-2.00%	-2.00%	-2.00%	-2.00%	NORMAL CROWN

STH 83 NB PGL SUPER ELEVATION TABLE				
STATION	TURN LANE INSIDE	DRIVING LANE		REMARK
		INSIDE	OUTSIDE	
345+90.35	-	2.00%	2.00%	REVERSE CROWN
347+51.90	-	-2.00%	-2.00%	REVERSE CROWN
348+34.95	-	-5.96%	-5.96%	BEGIN FULL SUPER
349+48.39	5.96%	-5.96%	-5.96%	END FULL SUPER
351+93.17	-2.23%	2.27%	2.53%	MATCH EB ML ℄ NB OUTSIDE LANE
351+95.29	-2.30%	2.34%	-	MATCH EB ML ℄ NB INSIDE LANE
351+97.40	-2.37%	-	-	MATCH EB ML ℄ NB LT TURN LANE
352+94.80	-	-	2.35%	MATCH WB ML ℄ NB OUTSIDE LANE
352+96.91	-	2.48%	2.31%	MATCH WB ML ℄ NB INSIDE LANE
355+47.08	-	-2.00%	-2.00%	BEGIN NORMAL CROWN
355+88.56	-	-2.00%	-2.00%	END NORMAL CROWN
356+71.52	-	2.00%	2.00%	REVERSE CROWN
357+14.02	-	4.05%	4.05%	BEGIN FULL SUPER
358+39.15	-	4.05%	4.05%	END FULL SUPER
358+81.65	-	2.00%	2.00%	REVERSE CROWN
359+64.61	-	-2.00%	-2.00%	BEGIN NORMAL CROWN
360+25.80	-	-2.00%	-2.00%	℄ EQUATION

STH 83 SB PGL SUPER ELEVATION TABLE				
STATION	DRIVING LANE		TURN LANE INSIDE	REMARK
	OUTSIDE	INSIDE		
345+90.35	-2.00%	-2.00%	-	REVERSE CROWN
348+08.61	2.00%	2.00%	-	REVERSE CROWN
348+91.66	5.96%	5.96%	-	BEGIN FULL SUPER
350+05.10	5.96%	5.96%	-	END FULL SUPER
352+04.58	-2.26%	-2.47%	-	MATCH EB ML ℄ SB INSIDE LANE
352+06.68	-2.35%	-	-	MATCH EB ML ℄ SB INSIDE LANE
353+04.08	-	-	2.37%	MATCH WB ML ℄ SB LT TURN LANE
353+06.20	-	-2.35%	2.34%	MATCH WB ML ℄ SB INSIDE LANE
353+08.32	-2.35%	-2.35%	2.30%	MATCH WB ML ℄ SB OUTSIDE LANE
357+08.09	-2.00%	-2.00%	-	BEGIN NORMAL CROWN
357+49.57	-2.00%	-2.00%	-	END NORMAL CROWN
358+32.53	-2.00%	-2.00%	-	REVERSE CROWN
358+75.06	-4.05%	-4.05%	-	BEGIN FULL SUPER
360+00.17	-4.05%	-4.05%	-	END FULL SUPER
360+42.70	-2.00%	-2.00%	-	REVERSE CROWN
360+28.18	-2.70%	-2.70%	-	℄ EQUATION

BEGIN CONSTRUCTION
STA 340+80 R/L STH 83
N= 159876.196
E= 512067.591

R/L STH 83

REVISION DATE: 11-09-07

STA 343+33.61
CONST PE (HMA)
MATCH 53.57' RT

C-51-22 EXTEND
EXISTING BOX CULVERT

STA 1125+49.69 R/L STH 83=
NB PGL = SB PGL

STA 346+89.22
CONST PE (BASE AGG)
SKEW 12°24'42"LHF
MATCH 105.4' RT

+93.28
TRANSITION C&G IN 10'

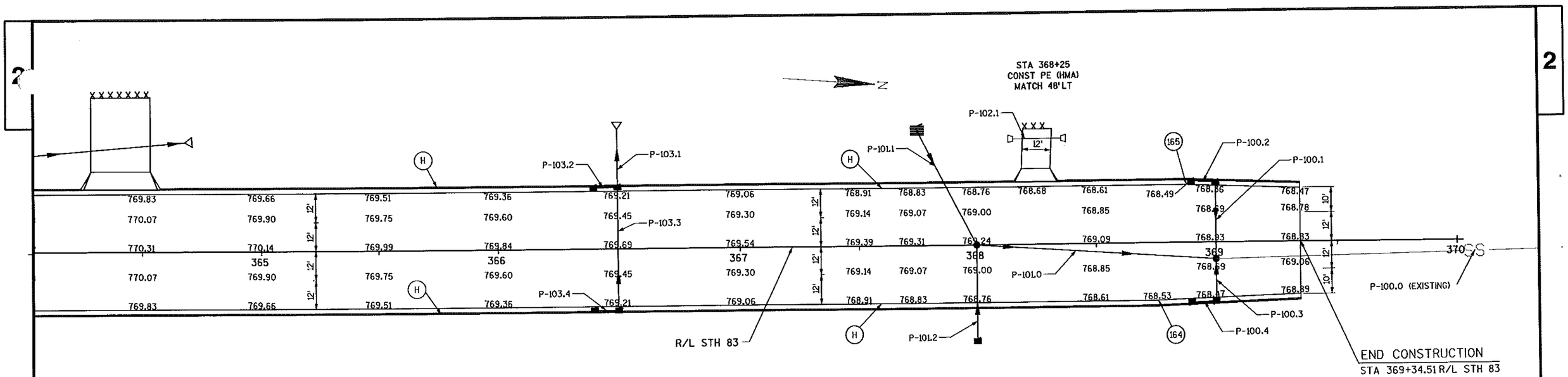
+38.44
TRANSITION C&G IN 10'

STA 350+09
CONST PE (BASE AGG)
MATCH 173.52' LT

STH 83 SB PGL

STH 83 NB PGL

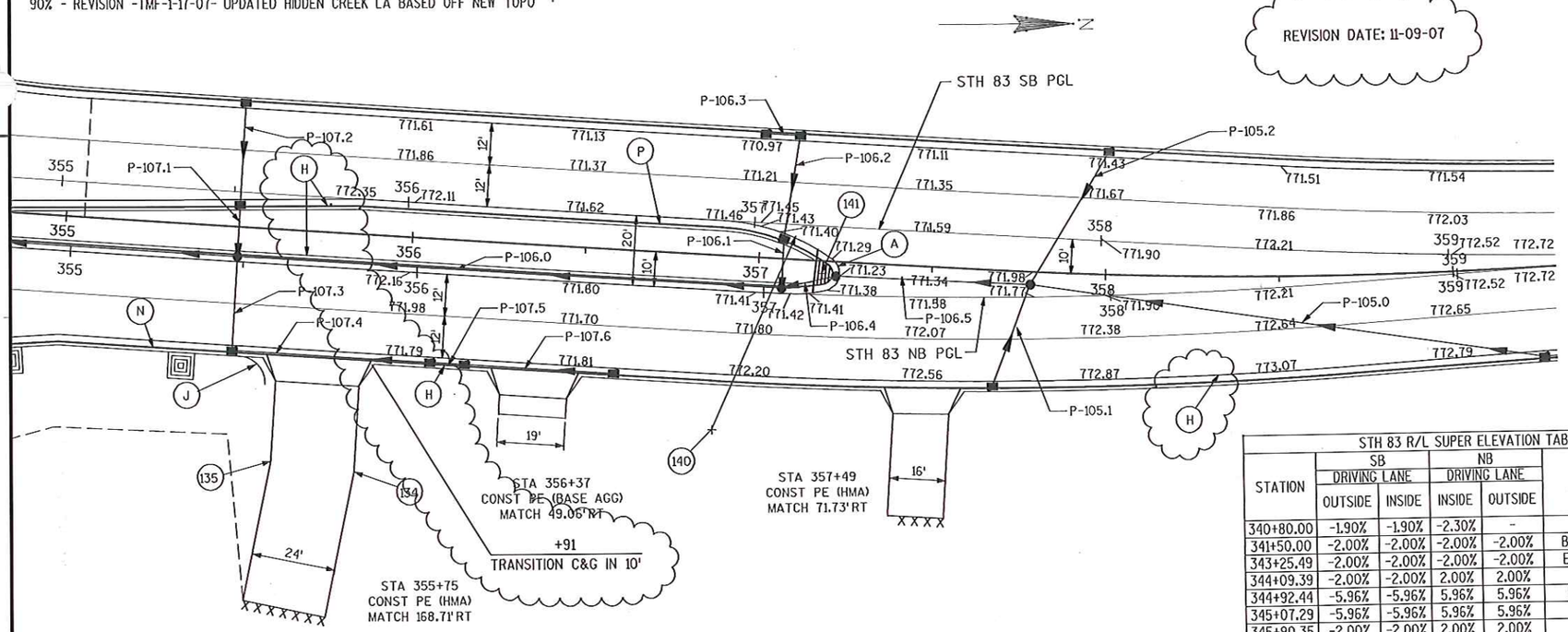
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: STH 83	SHEET 34A	E



POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
164	368+75.84	24.00'		R/L STH 83
165	368+88.11	-24.00'		R/L STH 83

90% - REVISION -TMF-1-17-07- UPDATED HIDDEN CREEK LA BASED OFF NEW TOPO

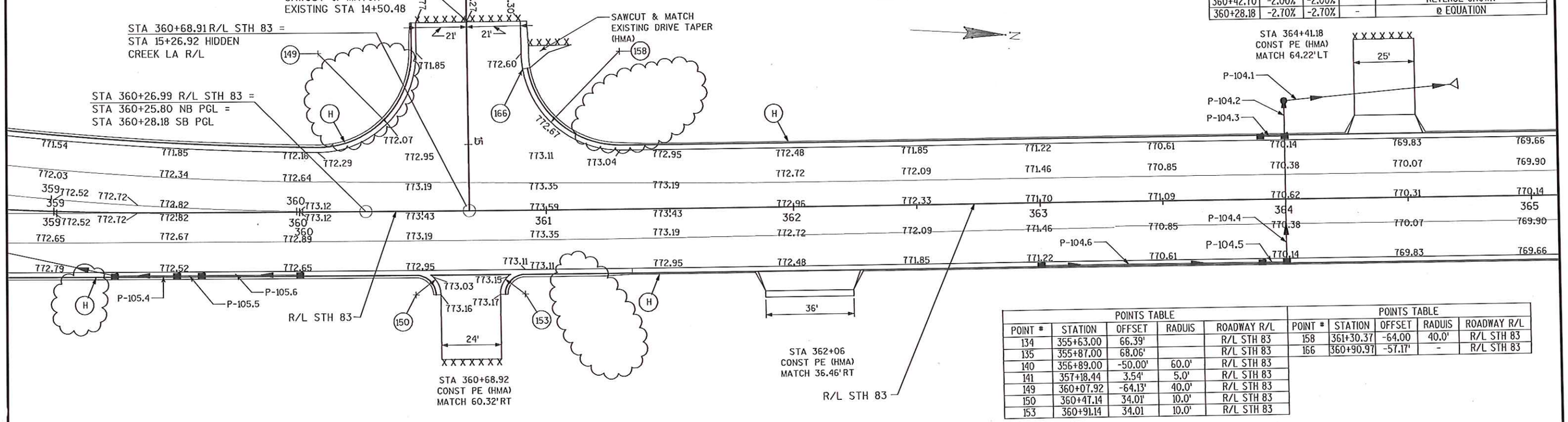
REVISION DATE: 11-09-07



STH 83 NB PGL SUPER ELEVATION TABLE				
STATION	TURN LANE INSIDE	DRIVING LANE		REMARK
		INSIDE	OUTSIDE	
345+90.35	-	2.00%	2.00%	REVERSE CROWN
347+51.90	-	-2.00%	-2.00%	REVERSE CROWN
348+34.95	-	-5.96%	-5.96%	BEGIN FULL SUPER
349+48.39	5.96%	-5.96%	-5.96%	END FULL SUPER
351+93.17	-2.23%	2.27%	2.53%	MATCH EB ML & NB OUTSIDE LANE
351+95.29	-2.30%	2.34%	-	MATCH EB ML & NB INSIDE LANE
351+97.40	-2.37%	-	-	MATCH EB ML & NB LT TURN LANE
352+94.80	-	-	2.35%	MATCH WB ML & NB OUTSIDE LANE
352+96.91	-	2.48%	2.31%	MATCH WB ML & NB INSIDE LANE
355+47.08	-	-2.00%	-2.00%	BEGIN NORMAL CROWN
355+88.56	-	-2.00%	-2.00%	END NORMAL CROWN
356+71.52	-	2.00%	2.00%	REVERSE CROWN
357+14.02	-	4.05%	4.05%	BEGIN FULL SUPER
358+39.15	-	4.05%	4.05%	END FULL SUPER
358+81.65	-	2.00%	2.00%	REVERSE CROWN
359+64.61	-	-2.00%	-2.00%	BEGIN NORMAL CROWN
360+25.80	-	-2.00%	-2.00%	& EQUATION

STH 83 R/L SUPER ELEVATION TABLE					
STATION	SB DRIVING LANE		NB DRIVING LANE		REMARK
	OUTSIDE	INSIDE	INSIDE	OUTSIDE	
340+80.00	-1.90%	-1.90%	-2.30%	-	MATCH EXISTING
341+50.00	-2.00%	-2.00%	-2.00%	-2.00%	BEGIN NORML CROWN
343+25.49	-2.00%	-2.00%	-2.00%	-2.00%	END NORMAL CROWN
344+09.39	-2.00%	-2.00%	2.00%	2.00%	REVERSE CROWN
344+92.44	-5.96%	-5.96%	5.96%	5.96%	BEGIN FULL SUPER
345+07.29	-5.96%	-5.96%	5.96%	5.96%	END FULL SUPER
345+90.35	-2.00%	-2.00%	2.00%	2.00%	REVERSE CROWN
SEE STH 83 NB & SB PGL SE TABLES					
360+26.99	-2.70%	-2.70%	-2.00%	-2.00%	& EQUATIION
360+41.51	-2.00%	-2.00%	-2.00%	-2.00%	NORMAL CROWN

STH 83 SB PGL SUPER ELEVATION TABLE				
STATION	DRIVING LANE		TURN LANE INSIDE	REMARK
	OUTSIDE	INSIDE		
345+90.35	-2.00%	-2.00%	-	REVERSE CROWN
348+08.61	2.00%	2.00%	-	REVERSE CROWN
348+91.66	5.96%	5.96%	-	BEGIN FULL SUPER
350+05.10	5.96%	5.96%	-	END FULL SUPER
352+04.58	-2.26%	-2.47%	-	MATCH EB ML & SB INSIDE LANE
352+06.68	-2.35%	-	-	MATCH EB ML & SB INSIDE LANE
353+04.08	-	-	2.37%	MATCH WB ML & SB LT TURN LANE
353+06.20	-	-2.35%	2.34%	MATCH WB ML & SB INSIDE LANE
353+08.32	-2.35%	-2.35%	2.30%	MATCH WB ML & SB OUTSIDE LANE
357+08.09	-2.00%	-2.00%	-	BEGIN NORMAL CROWN
357+49.57	-2.00%	-2.00%	-	END NORMAL CROWN
358+32.53	-2.00%	-2.00%	-	REVERSE CROWN
358+75.06	-4.05%	-4.05%	-	BEGIN FULL SUPER
360+00.17	-4.05%	-4.05%	-	END FULL SUPER
360+42.70	-2.00%	-2.00%	-	REVERSE CROWN
360+28.18	-2.70%	-2.70%	-	& EQUATION



POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
134	355+63.00	66.39'		R/L STH 83
135	355+87.00	68.06'		R/L STH 83
140	356+89.00	-50.00'	60.0'	R/L STH 83
141	357+18.44	3.54'	5.0'	R/L STH 83
149	360+07.92	-64.13'	40.0'	R/L STH 83
150	360+47.14	34.01'	10.0'	R/L STH 83
153	360+91.14	34.01	10.0'	R/L STH 83

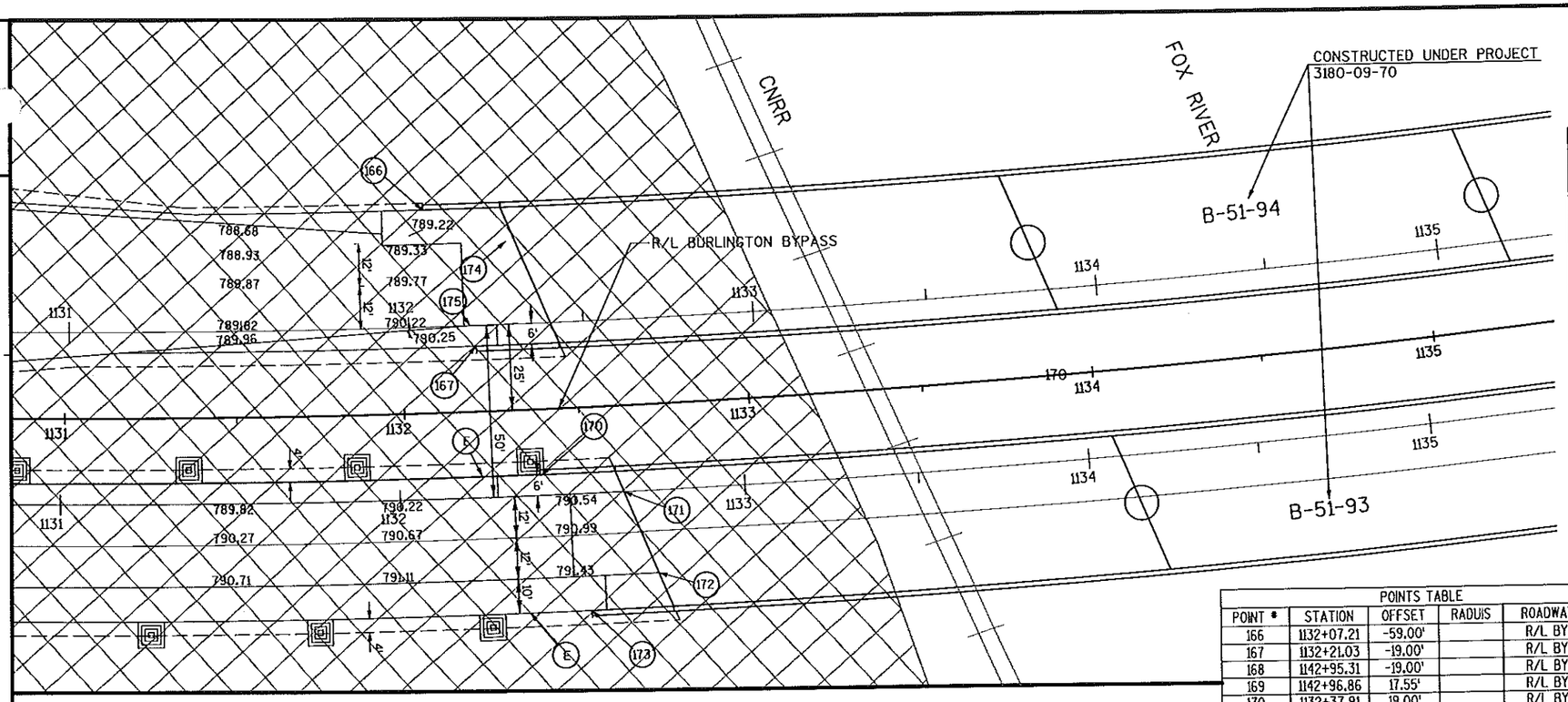
POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
158	361+30.37	-64.00	40.0'	R/L STH 83
166	360+90.97	-57.17'	-	R/L STH 83

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: STH 83	SHEET 35A	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021306_pd.dgn

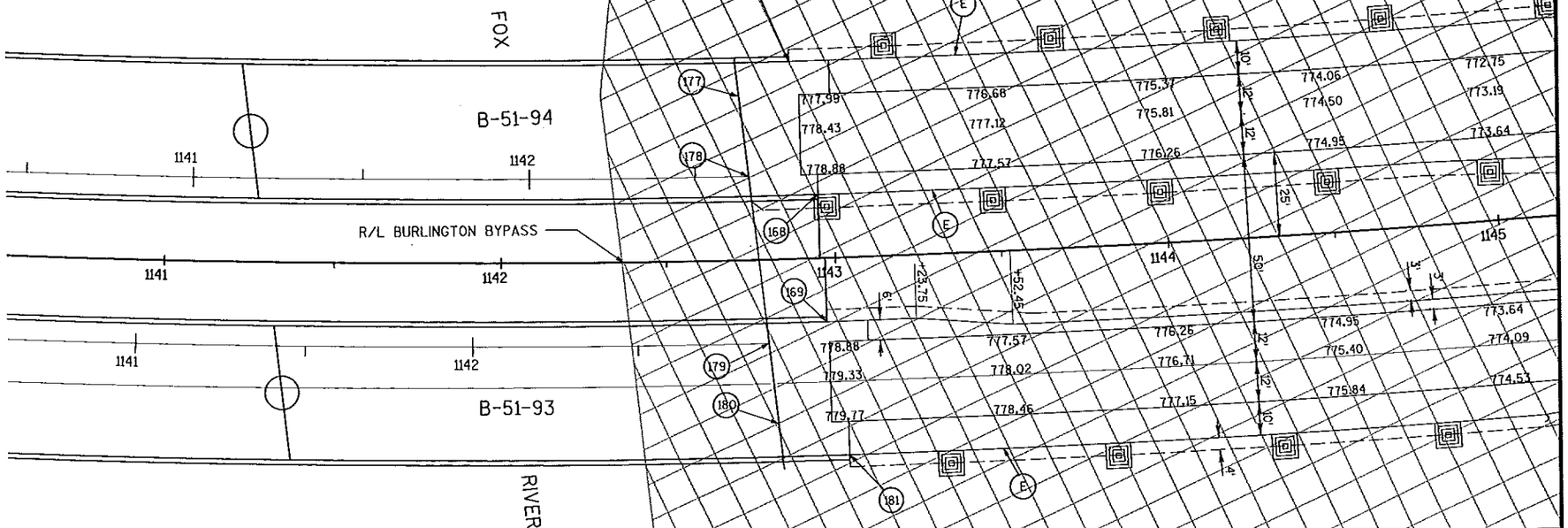
PLOT DATE : 11/9/2007 PLOT BY : mikhail_m PLOT NAME : ---------- PLOT SCALE : -

WISDOT/CADDS SHEET 42



BYPASS EB PGL SUPER ELEVATION TABLE				
STATION	TURN LANE INSIDE	DRIVING LANE INSIDE	DRIVING LANE OUTSIDE	REMARK
1124+70.48	-2.00%	2.00%	-2.00%	END NORMAL CROWN INSIDE & LT TURN LANE
1124+72.63	-1.92%	1.92%	-2.00%	END NORMAL CROWN OUTSIDE LANE
1125+23.81	0.00%	0.00%	0.08%	MATCH STH 83 @ SB OUTSIDE LANE
1125+36.06	-	0.00%	0.08%	MATCH STH 83 @ SB CROWN
1125+48.15	-	0.07%	0.15%	MATCH STH 83 @ SB INSIDE LANE
1125+58.34	-	0.15%	0.23%	MATCH STH 83 @ SB R/L
1125+68.50	-	0.16%	0.24%	MATCH STH 83 @ NB INSIDE LANE
1125+80.68	-	0.16%	0.24%	MATCH STH 83 @ NB CROWN
1125+92.87	-	0.25%	0.33%	MATCH STH 83 @ NB OUTSIDE LANE
1129+32.44	-	3.71%	3.71%	BEGIN FULL SUPER
1149+07.78	-	3.71%	3.71%	END FULL SUPER
1149+39.97	-	2.00%	2.00%	REVERSE CROWN
1150+33.27	-	2.00%	-2.00%	BEGIN NORMAL CROWN

POINTS TABLE					POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L	POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
166	1132+07.21	-59.00'		R/L BYPASS	174	1132+30.56	-49.00'		R/L BYPASS
167	1132+21.03	-19.00'		R/L BYPASS	175	1132+21.03	-19.00'		R/L BYPASS
168	1142+95.31	-19.00'		R/L BYPASS	176	1142+87.45	-59.00'		R/L BYPASS
169	1142+96.86	17.55'		R/L BYPASS	177	1142+72.01	-49.00'		R/L BYPASS
170	1132+37.91	19.00'		R/L BYPASS	178	1142+76.61	-25.00'		R/L BYPASS
171	1132+62.09	25.00'		R/L BYPASS	179	1142+79.53	25.00'		R/L BYPASS
172	1132+71.15	49.00'		R/L BYPASS	180	1142+81.84	49.00'		R/L BYPASS
173	1132+51.26	59.00'		R/L BYPASS	181	1143+02.49	59.00'		R/L BYPASS



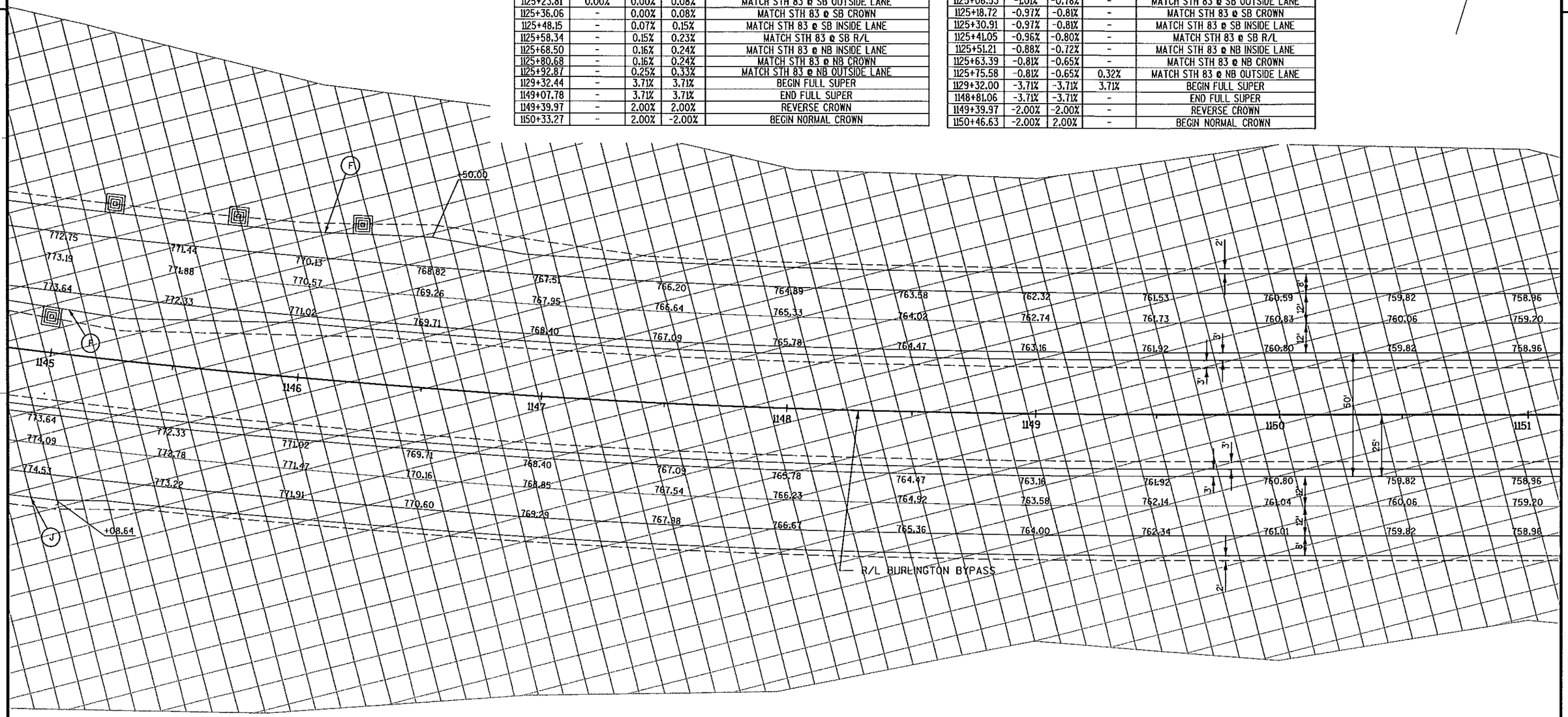
BYPASS WB PGL SUPER ELEVATION TABLE				
STATION	DRIVING LANE OUTSIDE	DRIVING LANE INSIDE	TURN LANE INSIDE	REMARK
1124+32.82	-2.00%	2.00%	-	END NORMAL CROWN INSIDE LANE
1124+80.07	-2.00%	0.23%	-	END NORMAL CROWN OUTSIDE LANE
1125+06.53	-1.01%	-0.76%	-	MATCH STH 83 @ SB OUTSIDE LANE
1125+18.72	-0.97%	-0.81%	-	MATCH STH 83 @ SB CROWN
1125+30.91	-0.97%	-0.81%	-	MATCH STH 83 @ SB INSIDE LANE
1125+41.05	-0.96%	-0.80%	-	MATCH STH 83 @ SB R/L
1125+51.21	-0.88%	-0.72%	-	MATCH STH 83 @ NB INSIDE LANE
1125+63.39	-0.81%	-0.65%	-	MATCH STH 83 @ NB CROWN
1125+75.58	-0.81%	-0.65%	0.32%	MATCH STH 83 @ NB OUTSIDE LANE
1129+32.00	-3.71%	-3.71%	3.71%	BEGIN FULL SUPER
1148+81.06	-3.71%	-3.71%	-	END FULL SUPER
1149+39.97	-2.00%	-2.00%	-	REVERSE CROWN
1150+46.63	-2.00%	2.00%	-	BEGIN NORMAL CROWN

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE	SHEET 37 E

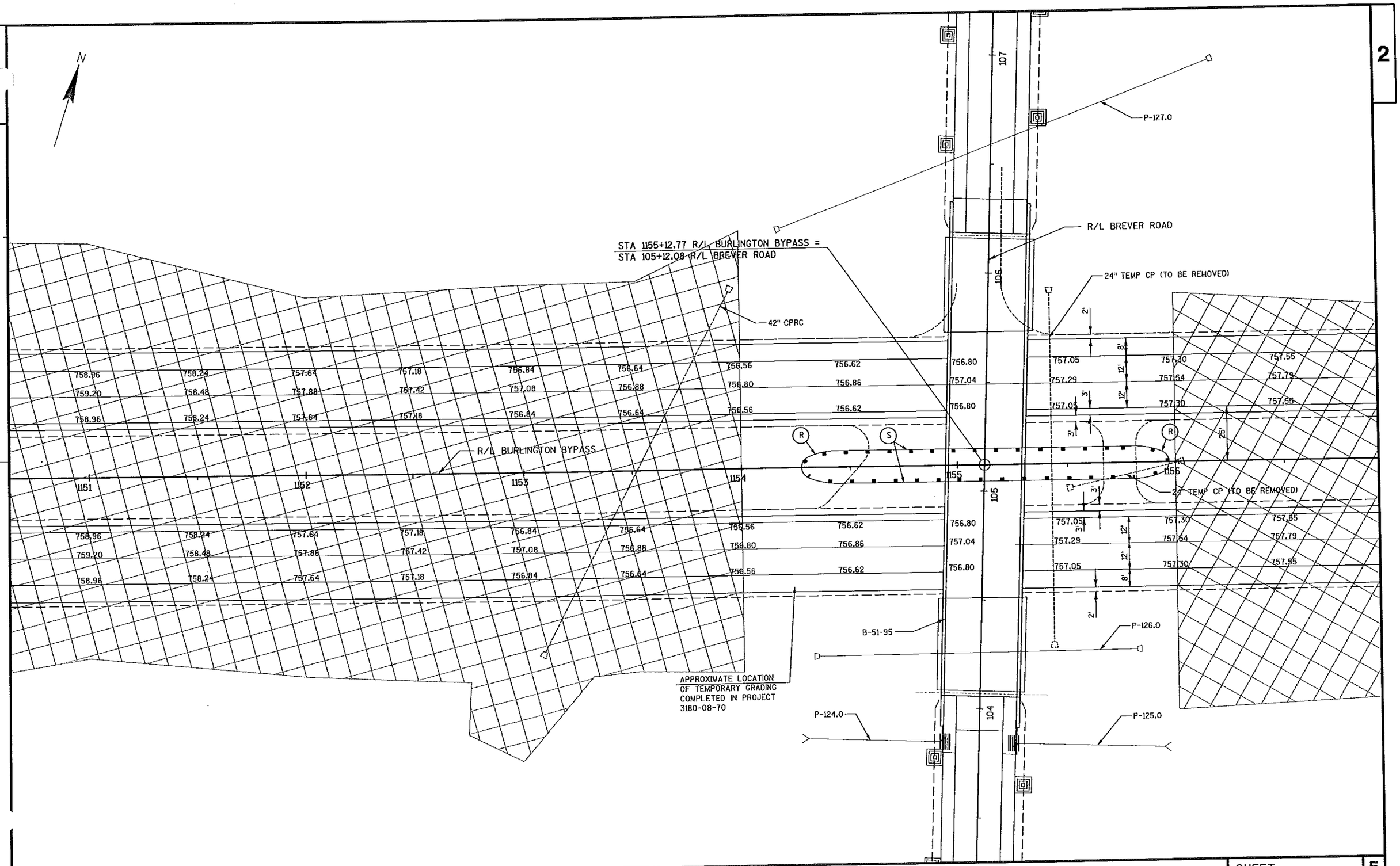
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BYPASS EB PGL SUPER ELEVATION TABLE				
STATION	TURN LANE INSIDE	DRIVING LANE		REMARK
		INSIDE	OUTSIDE	
1124+70.48	-2.00%	2.00%	-2.00%	END NORMAL CROWN INSIDE & LT TURN LANE
1124+72.63	-1.92%	1.92%	-2.00%	END NORMAL CROWN OUTSIDE LANE
1125+23.81	0.00%	0.00%	0.08%	MATCH STH 83 @ SB OUTSIDE LANE
1125+36.06	-	0.00%	0.08%	MATCH STH 83 @ SB CROWN
1125+48.15	-	0.07%	0.15%	MATCH STH 83 @ SB INSIDE LANE
1125+58.34	-	0.15%	0.23%	MATCH STH 83 @ SB R/L
1125+68.50	-	0.16%	0.24%	MATCH STH 83 @ NB INSIDE LANE
1125+80.68	-	0.16%	0.24%	MATCH STH 83 @ NB CROWN
1125+92.87	-	0.25%	0.33%	MATCH STH 83 @ NB OUTSIDE LANE
1129+32.44	-	3.71%	3.71%	BEGIN FULL SUPER
1149+07.78	-	3.71%	3.71%	END FULL SUPER
1149+39.97	-	2.00%	2.00%	REVERSE CROWN
1150+33.27	-	2.00%	-2.00%	BEGIN NORMAL CROWN

BYPASS WB PGL SUPER ELEVATION TABLE				
STATION	DRIVING LANE		TURN LANE INSIDE	REMARK
	OUTSIDE	INSIDE		
1124+32.82	-2.00%	2.00%	-	END NORMAL CROWN INSIDE LANE
1124+80.07	-2.00%	0.23%	-	END NORMAL CROWN OUTSIDE LANE
1125+06.53	-1.01%	-0.76%	-	MATCH STH 83 @ SB OUTSIDE LANE
1125+18.72	-0.97%	-0.81%	-	MATCH STH 83 @ SB CROWN
1125+30.91	-0.97%	-0.81%	-	MATCH STH 83 @ SB INSIDE LANE
1125+41.05	-0.96%	-0.80%	-	MATCH STH 83 @ SB R/L
1125+51.21	-0.88%	-0.72%	-	MATCH STH 83 @ NB INSIDE LANE
1125+63.39	-0.81%	-0.65%	-	MATCH STH 83 @ NB CROWN
1125+75.58	-0.81%	-0.65%	0.32%	MATCH STH 83 @ NB OUTSIDE LANE
1129+32.00	-3.71%	-3.71%	3.71%	BEGIN FULL SUPER
1148+81.06	-3.71%	-3.71%	-	END FULL SUPER
1149+39.97	-2.00%	-2.00%	-	REVERSE CROWN
1150+46.63	-2.00%	2.00%	-	BEGIN NORMAL CROWN



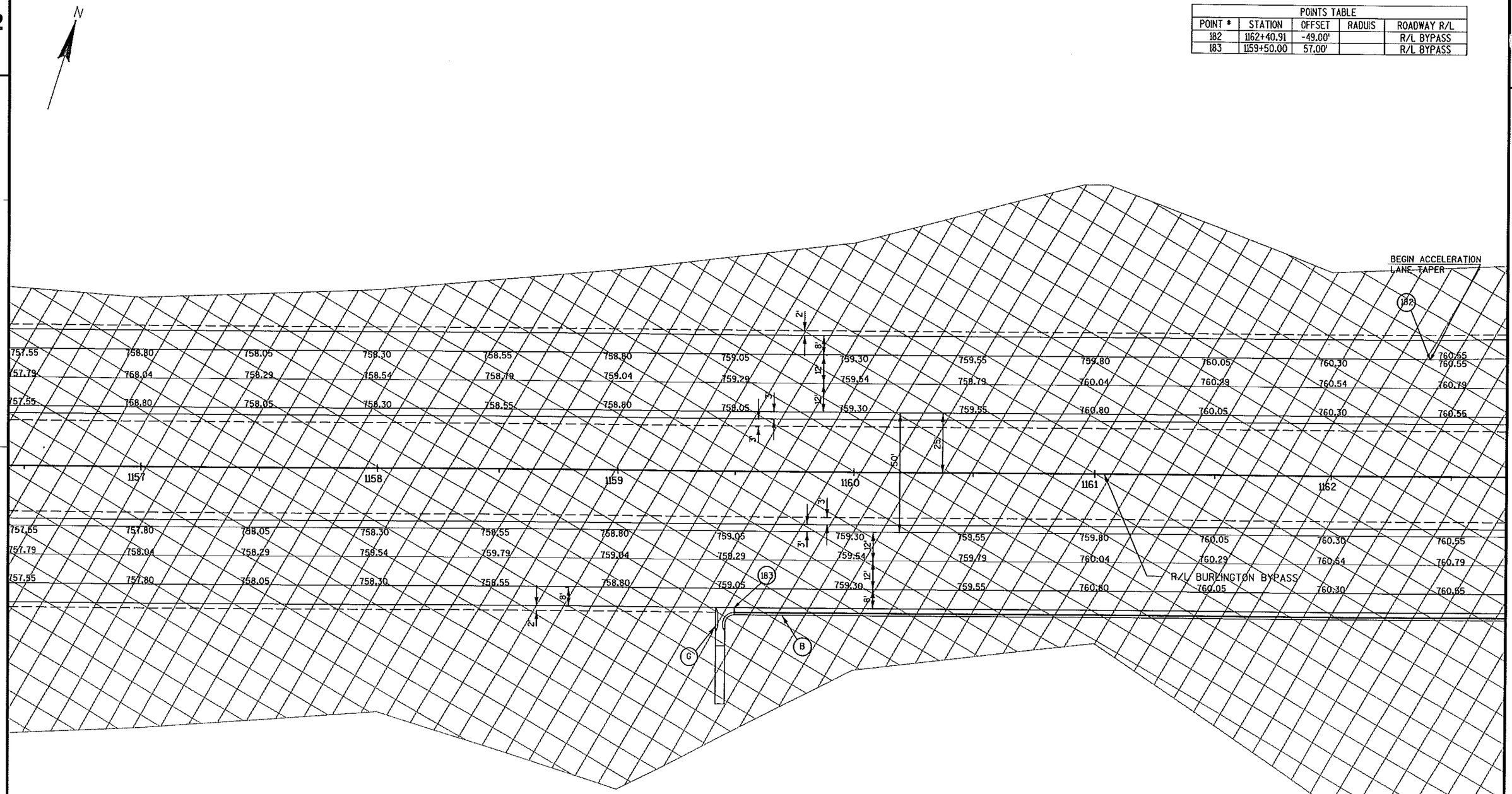
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE	SHEET 38	E



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE	SHEET 39	E

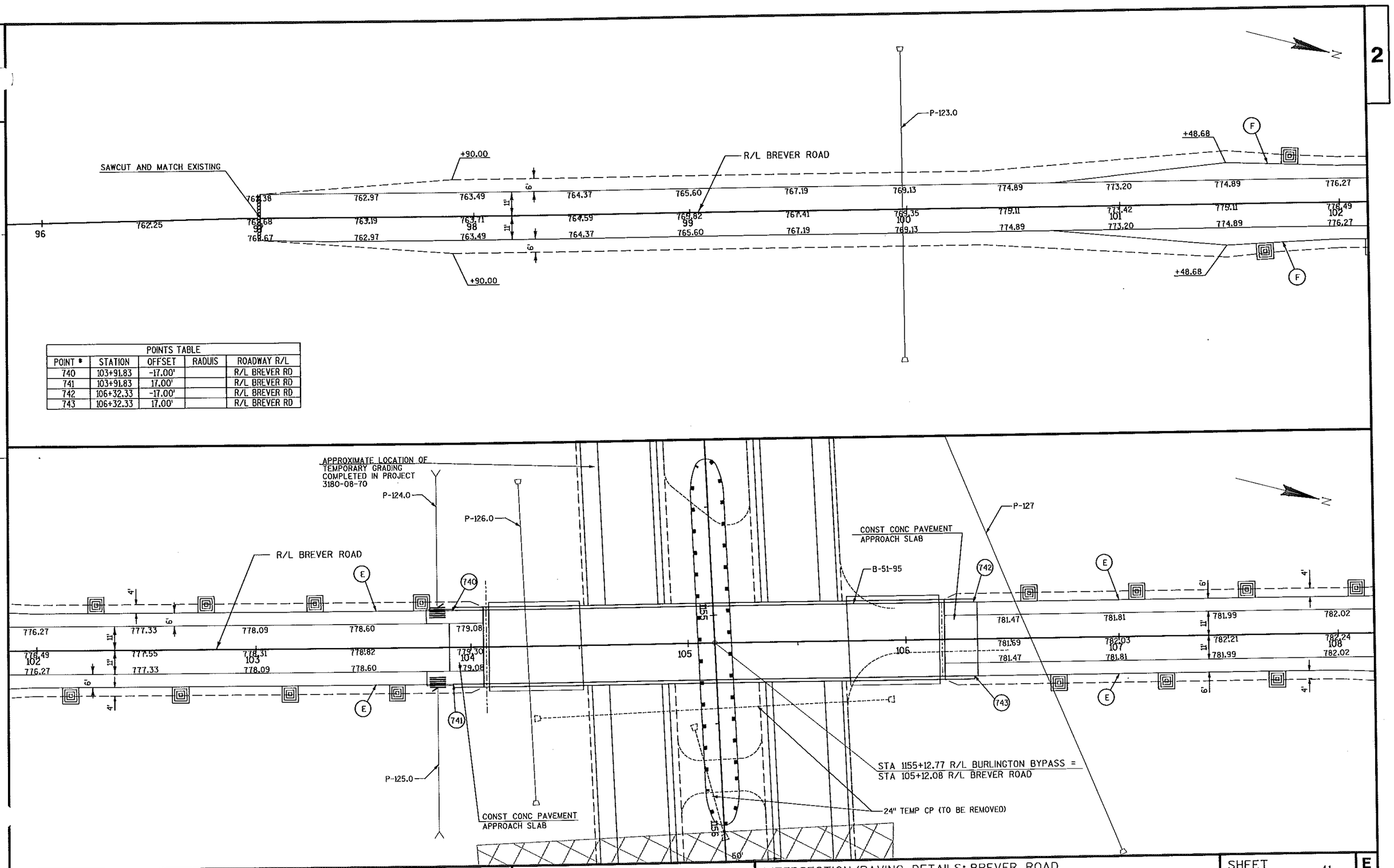
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POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
182	1162+40.91	-49.00'		R/L BYPASS
183	1159+50.00	57.00'		R/L BYPASS



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE	SHEET 40	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021310_pd.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -



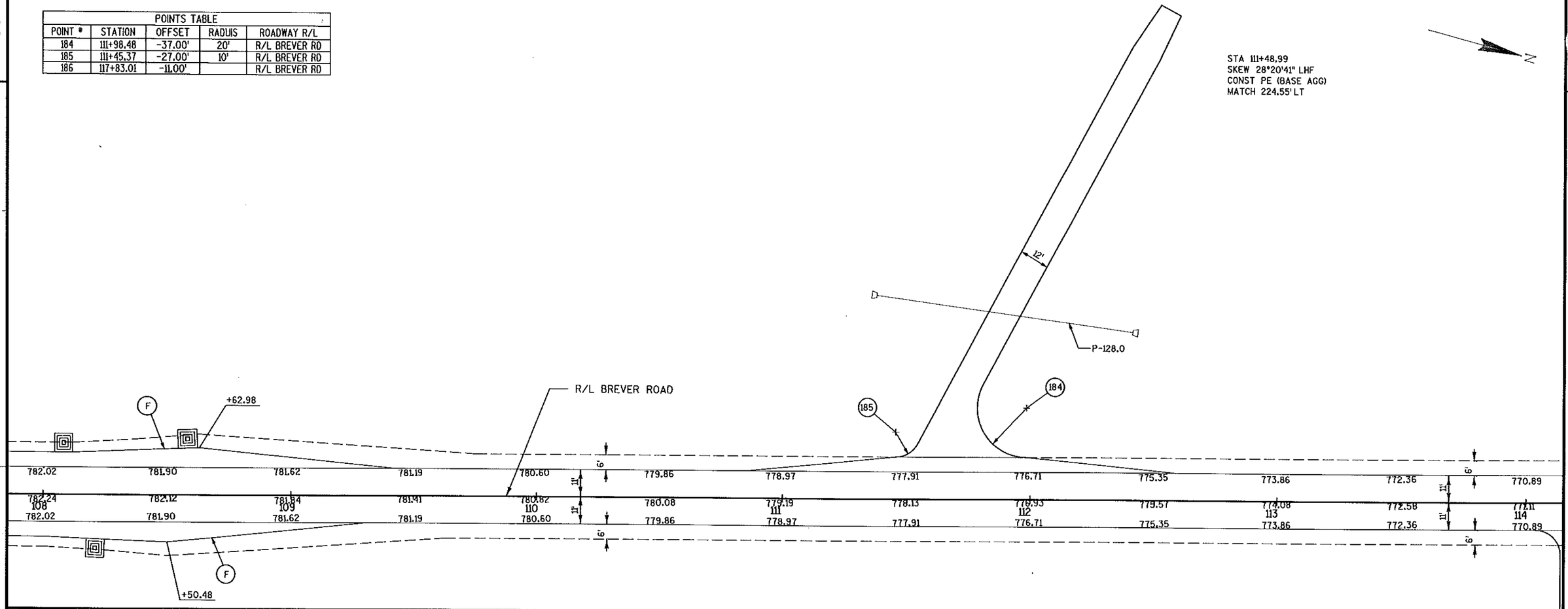
POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
740	103+91.83	-17.00'		R/L BREVER RD
741	103+91.83	17.00'		R/L BREVER RD
742	106+32.33	-17.00'		R/L BREVER RD
743	106+32.33	17.00'		R/L BREVER RD

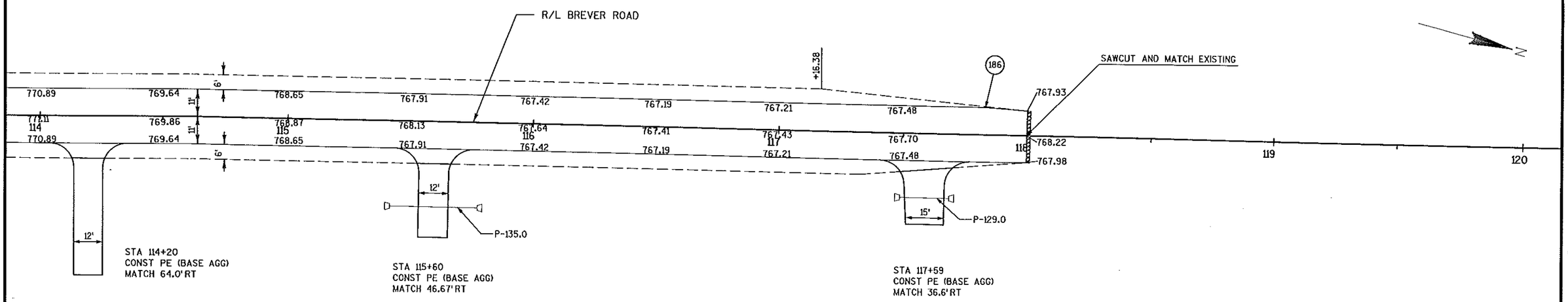
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: BREVER ROAD	SHEET 41 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021311_pd.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

2

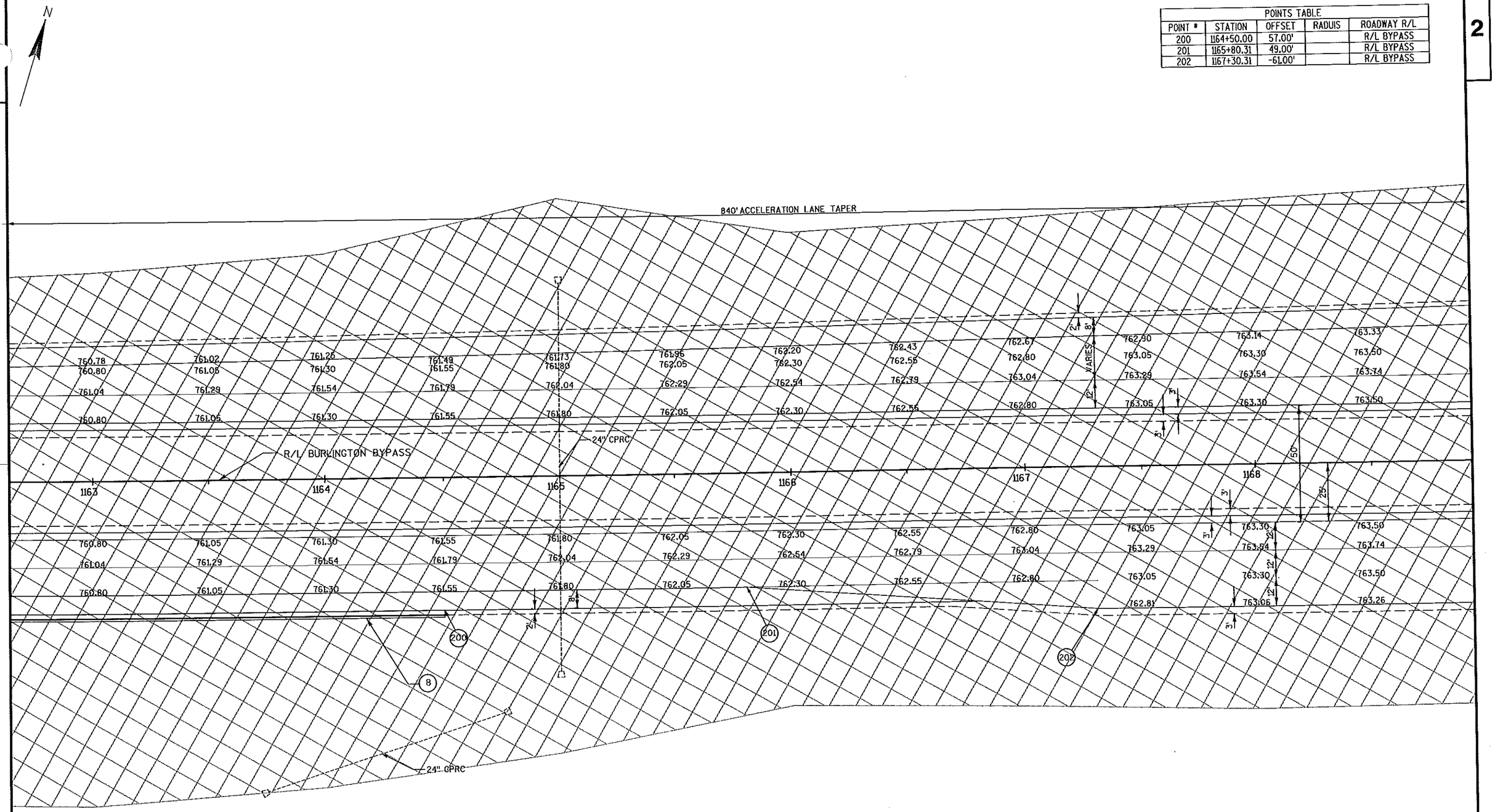
POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
184	111+98.48	-37.00'	20'	R/L BREVER RD
185	111+45.37	-27.00'	10'	R/L BREVER RD
186	117+83.01	-11.00'		R/L BREVER RD





PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: BREVER ROAD	SHEET 42	E

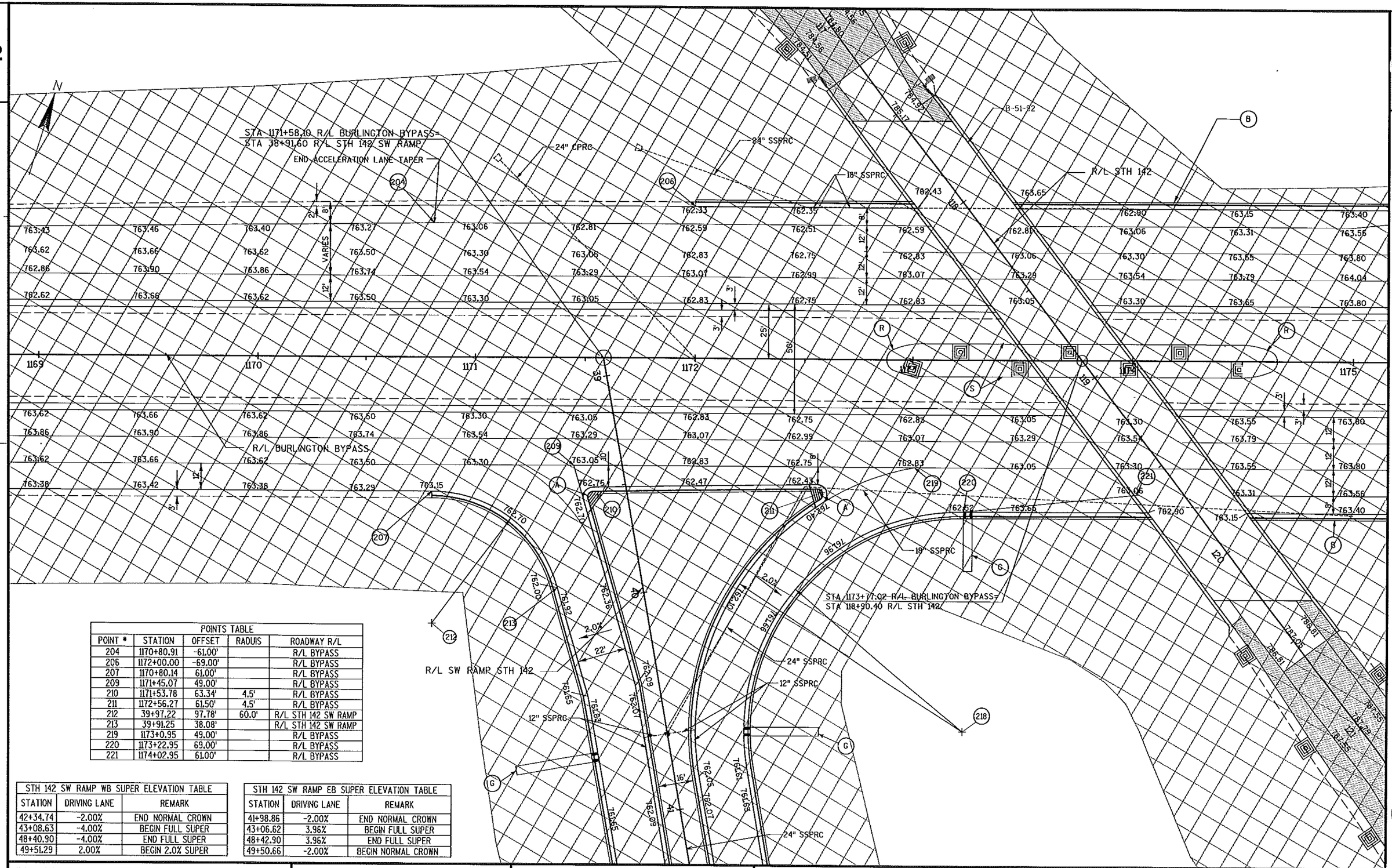
POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
200	1164+50.00	57.00'		R/L BYPASS
201	1165+80.31	49.00'		R/L BYPASS
202	1167+30.31	-61.00'		R/L BYPASS



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE	SHEET 43	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021313_pd.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

2



POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
204	1170+80.91	-61.00'		R/L BYPASS
206	1172+00.00	-69.00'		R/L BYPASS
207	1170+80.14	61.00'		R/L BYPASS
209	1171+45.07	49.00'		R/L BYPASS
210	1171+53.78	63.34'	4.5'	R/L BYPASS
211	1172+56.27	61.50'	4.5'	R/L BYPASS
212	39+97.22	97.78'	60.0'	R/L STH 142 SW RAMP
213	39+91.25	38.08'		R/L STH 142 SW RAMP
219	1173+0.95	49.00'		R/L BYPASS
220	1173+22.95	69.00'		R/L BYPASS
221	1174+02.95	61.00'		R/L BYPASS

STH 142 SW RAMP WB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
42+34.74	-2.00%	END NORMAL CROWN
43+08.63	-4.00%	BEGIN FULL SUPER
48+40.90	-4.00%	END FULL SUPER
49+51.29	2.00%	BEGIN 2.0% SUPER

STH 142 SW RAMP EB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
41+98.86	-2.00%	END NORMAL CROWN
43+06.62	3.96%	BEGIN FULL SUPER
48+42.90	3.96%	END FULL SUPER
49+50.66	-2.00%	BEGIN NORMAL CROWN

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE	SHEET 44 E

STH 142 NE RAMP EB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
50+50.00	2.00%	END 2.0% SUPER
51+50.00	-2.00%	BEGIN NORMAL CROWN
51+89.78	-2.00%	END NORMAL CROWN
52+27.17	-4.00%	BEGIN FULL SUPER
57+59.44	-4.00%	END FULL SUPER
57+96.83	-2.00%	BEGIN NORMAL CROWN

STH 142 NE RAMP WB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
51+17.40	-2.00%	END NORMAL CROWN
52+25.16	3.96%	BEGIN FULL SUPER
57+61.44	3.96%	END FULL SUPER
58+69.20	-2.00%	BEGIN NORMAL CROWN

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
222	1175+0.91	-61.00'		R/L BYPASS
223	1175+80.91	-69.00'		R/L BYPASS
224	1176+02.91	-49.00'		R/L BYPASS
225	1175+80.91	-169.00'	100'	R/L BYPASS
230	59+63.53	-38.08'		R/L STH 142 NE RAMP
231	1176+47.59	-61.50'	4.5'	R/L BYPASS
232	1177+50.08	-63.34'	4.5'	R/L BYPASS
233	1177+58.78	-49.00'		R/L BYPASS
234	1178+23.72	-121.00'		R/L BYPASS
235	1178+23.72	-60.00	60'	R/L BYPASS
237	1178+22.95	61.00'		R/L BYPASS
238	1178+22.95	69.00'		R/L BYPASS

R/L NE RAMP
STH 142

12" SSPRC

R/L BURLINGTON BYPASS

840' ACCELERATION LANE TAPER

STA 1177+45.76 R/L BURLINGTON BYPASS=
STA 60+63.19 R/L STH 142 NE RAMP

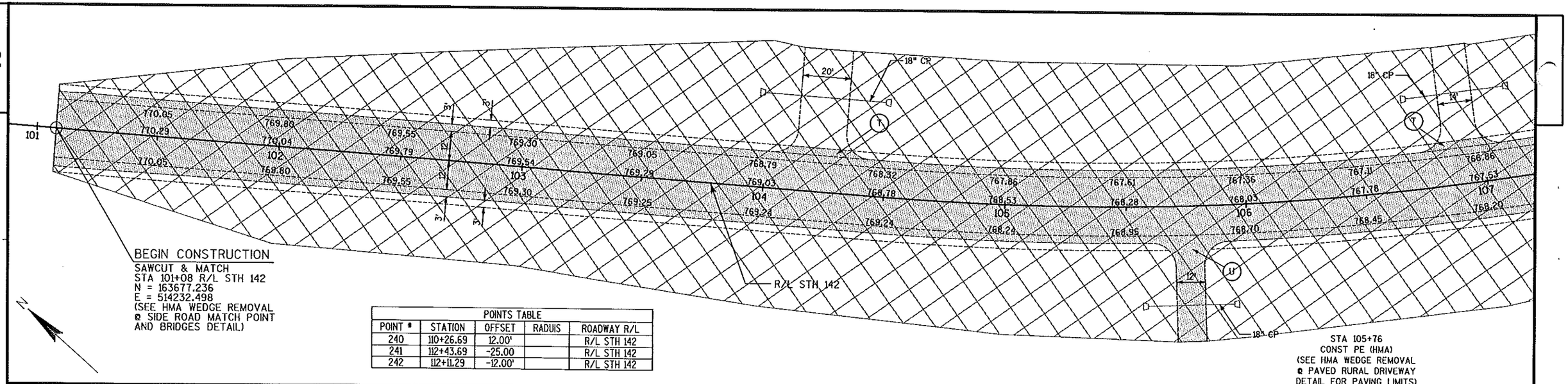
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE	SHEET 45	E

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

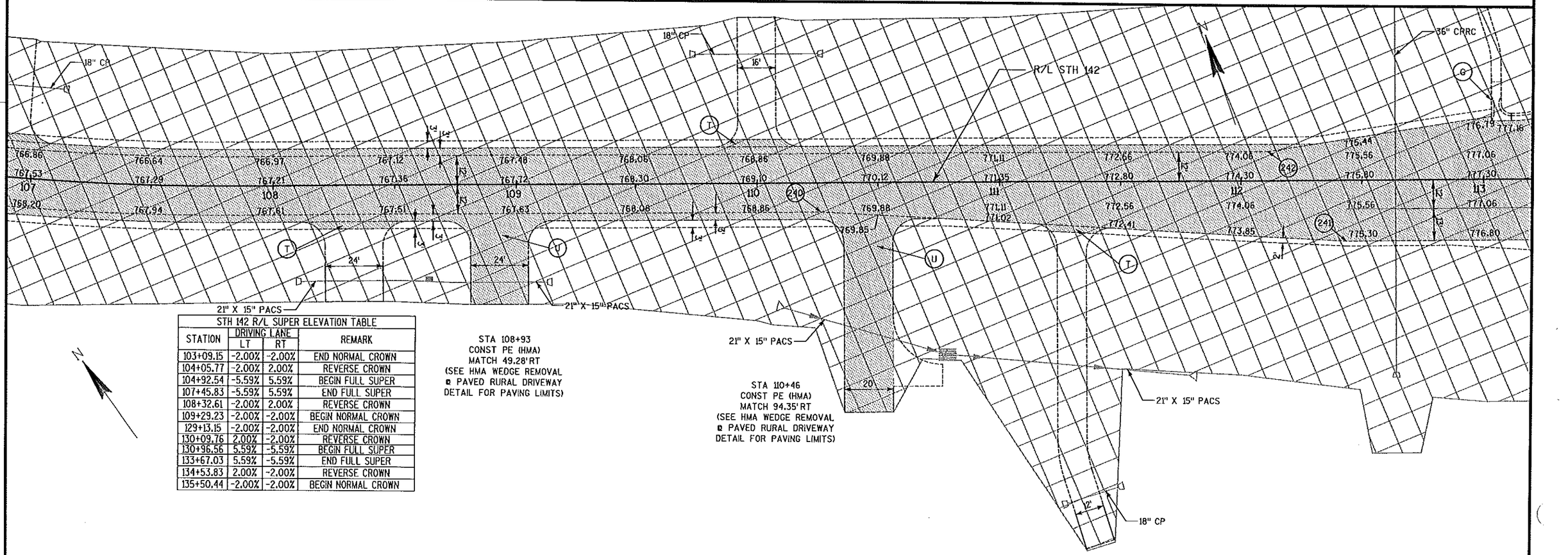
WISDOT/CADDS SHEET 42

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021315_pd.dgn

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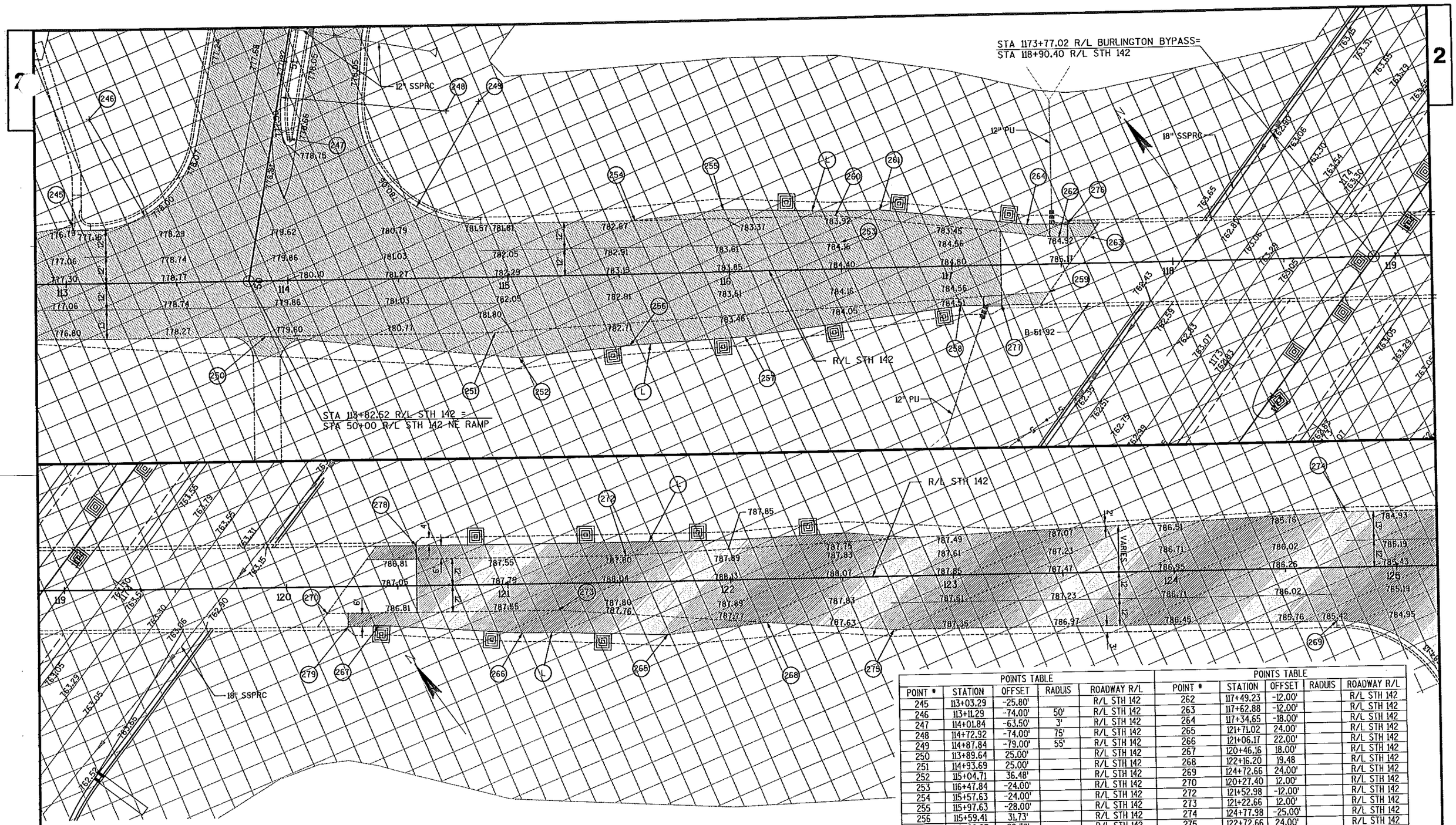


POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
240	110+26.69	12.00'		R/L STH 142
241	112+43.69	-25.00		R/L STH 142
242	112+11.29	-12.00'		R/L STH 142



STH 142 R/L SUPER ELEVATION TABLE			
STATION	DRIVING LANE LT	DRIVING LANE RT	REMARK
103+09.15	-2.00%	-2.00%	END NORMAL CROWN
104+05.77	-2.00%	2.00%	REVERSE CROWN
104+92.54	-5.59%	5.59%	BEGIN FULL SUPER
107+45.83	-5.59%	5.59%	END FULL SUPER
108+32.61	-2.00%	2.00%	REVERSE CROWN
109+29.23	-2.00%	-2.00%	BEGIN NORMAL CROWN
129+13.15	-2.00%	-2.00%	END NORMAL CROWN
130+09.76	2.00%	-2.00%	REVERSE CROWN
130+96.56	5.59%	-5.59%	BEGIN FULL SUPER
133+67.03	5.59%	-5.59%	END FULL SUPER
134+53.83	2.00%	-2.00%	REVERSE CROWN
135+50.44	-2.00%	-2.00%	BEGIN NORMAL CROWN

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: STH 142	SHEET 46	E



POINTS TABLE					POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L	POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
245	113+03.29	-25.80'		R/L STH 142	262	117+49.23	-12.00'		R/L STH 142
246	113+11.29	-74.00'	50'	R/L STH 142	263	117+62.88	-12.00'		R/L STH 142
247	114+01.84	-63.50'	3'	R/L STH 142	264	117+34.65	-18.00'		R/L STH 142
248	114+72.92	-74.00'	75'	R/L STH 142	265	121+71.02	24.00'		R/L STH 142
249	114+87.84	-79.00'	55'	R/L STH 142	266	121+06.17	22.00'		R/L STH 142
250	113+89.64	25.00'		R/L STH 142	267	120+46.16	18.00'		R/L STH 142
251	114+93.69	25.00'		R/L STH 142	268	122+16.20	19.48		R/L STH 142
252	115+04.71	36.48'		R/L STH 142	269	124+72.66	24.00'		R/L STH 142
253	116+47.84	-24.00'		R/L STH 142	270	120+27.40	12.00'		R/L STH 142
254	115+57.63	-24.00'		R/L STH 142	272	121+52.98	-12.00'		R/L STH 142
255	115+97.63	-28.00'		R/L STH 142	273	121+22.66	12.00'		R/L STH 142
256	115+59.41	31.73'		R/L STH 142	274	124+77.98	-25.00'		R/L STH 142
257	116+06.27	29.38'		R/L STH 142	275	122+72.66	24.00'		R/L STH 142
258	117+03.53	18.00'		R/L STH 142	276	117+53.40	-18.00'		R/L STH 142
259	117+44.45	12.46'		R/L STH 142	277	117+22.27	18.00'		R/L STH 142
260	116+47.59	-26.00		R/L STH 142	278	120+58.53	-18.00'		R/L STH 142
261	116+68.00	-26.00		R/L STH 142	279	120+27.40	18.00'		R/L STH 142

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: STH 142	SHEET 47	E

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : - WISDOT/CADDS SHEET 42

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021317_pd.dgn

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STA 125+77.98 R/L STH 142 =
STA 50+00 R/L STH 142 SW RAMP

R/L SW RAMP STH 142

R/L STH 142

12" SSPRC

R/L MT TOM RD

18" CP

24" CPRC

STA 132+99
CONST PE (HMA)
MATCH 110' RT

STA 132+54.26 R/L STH 142 =
STA 100+02.08 R/L MT TOM ROAD

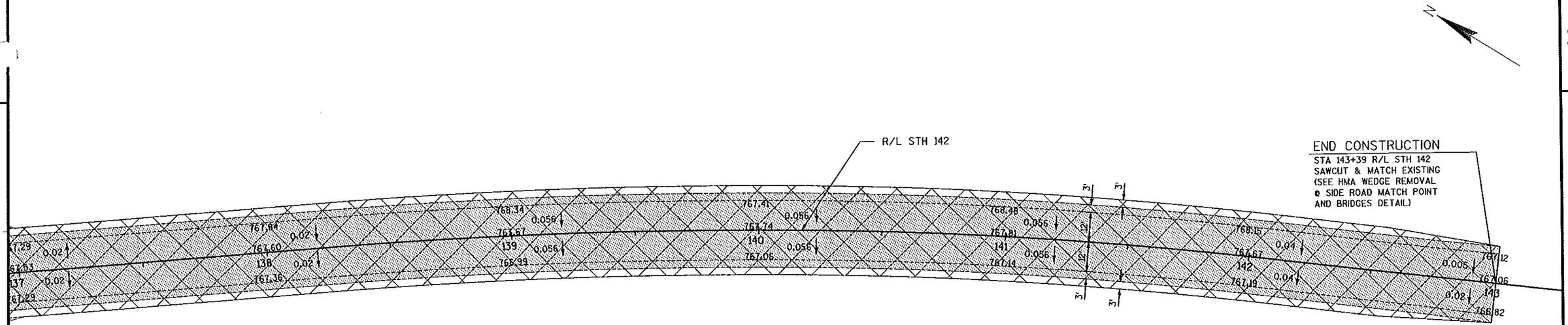
STH 142 R/L SUPER ELEVATION TABLE			
STATION	DRIVING LANE LT	DRIVING LANE RT	REMARK
103+09.15	-2.00%	-2.00%	END NORMAL CROWN
104+05.77	-2.00%	2.00%	REVERSE CROWN
104+92.54	-5.59%	5.59%	BEGIN FULL SUPER
107+45.83	-5.59%	5.59%	END FULL SUPER
108+32.61	-2.00%	2.00%	REVERSE CROWN
109+29.23	-2.00%	-2.00%	BEGIN NORMAL CROWN
129+13.15	-2.00%	-2.00%	END NORMAL CROWN
130+09.76	2.00%	-2.00%	REVERSE CROWN
130+96.56	5.59%	-5.59%	BEGIN FULL SUPER
133+67.03	5.59%	-5.59%	END FULL SUPER
134+53.83	2.00%	-2.00%	REVERSE CROWN
135+50.44	-2.00%	-2.00%	BEGIN NORMAL CROWN

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
291	124+72.68	79.00'	55'	R/L STH 142
292	124+97.59	75.00'	75'	R/L STH 142
293	125+58.66	63.50'	3'	R/L STH 142
294	126+49.21	74.00'	50'	R/L STH 142
295	126+57.21	24.00'		R/L STH 142
297	125+99.96	65.40'		R/L STH 142
299	127+49.56	12.00'		R/L STH 142
300	127+27.98	-25.00'		R/L STH 142
302	129+44.98	-12.00'		R/L STH 142
303	130+86.82	-12.00'		R/L STH 142
304	131+11.90	-15.00'		R/L STH 142
305	131+84.78	-27.00'		R/L STH 142
306	131+84.78	-64.00'	40'	R/L STH 142
307	133+12.92	-94.00'	70'	R/L STH 142
308	133+20.75	-24.59'		R/L STH 142
309	135+30.75	-24.00'		R/L STH 142
311	136+80.75	-12.00'		R/L STH 142

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: STH 142	SHEET 48 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021318_pd.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

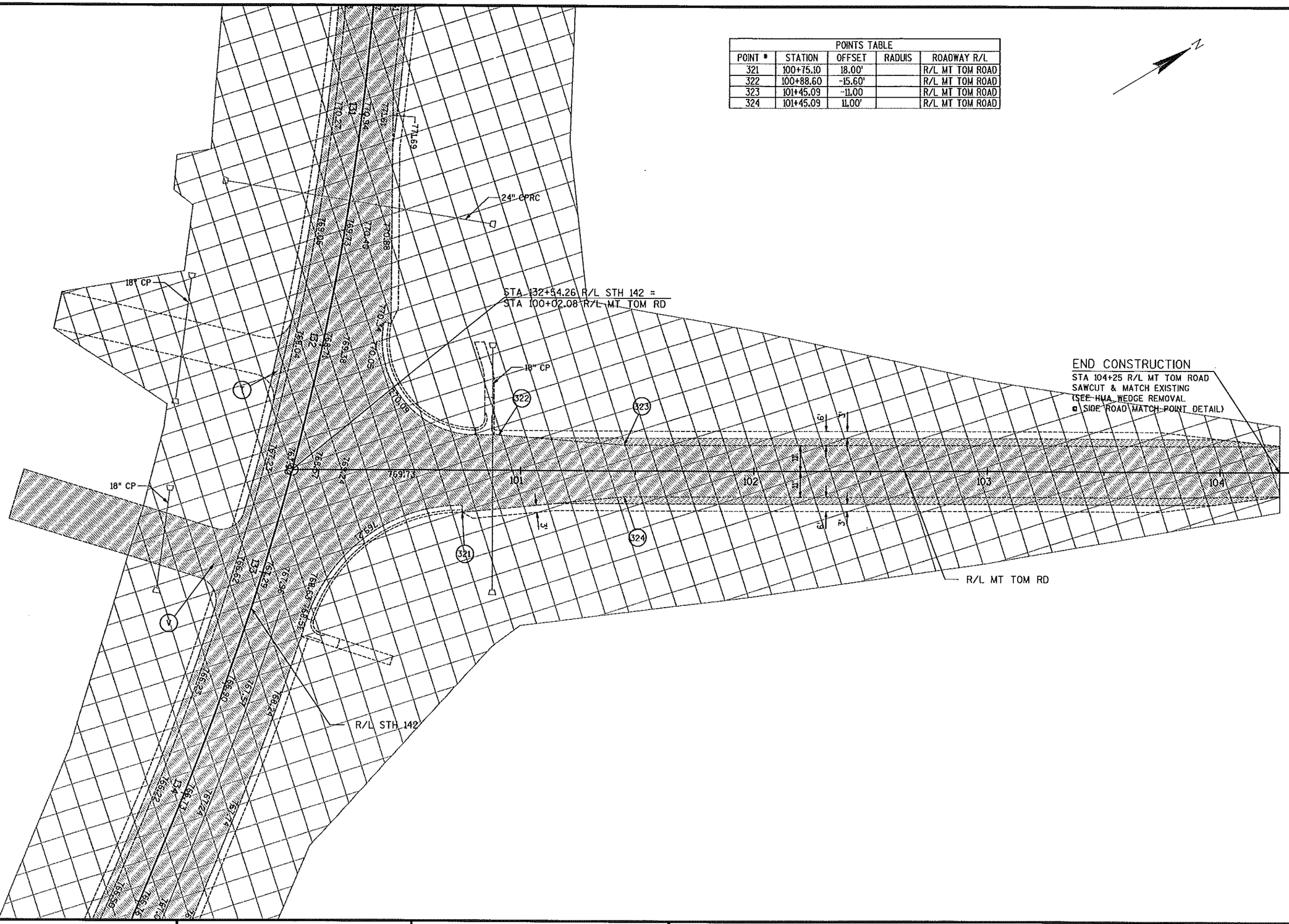
WISDOT/CADDS SHEET 42



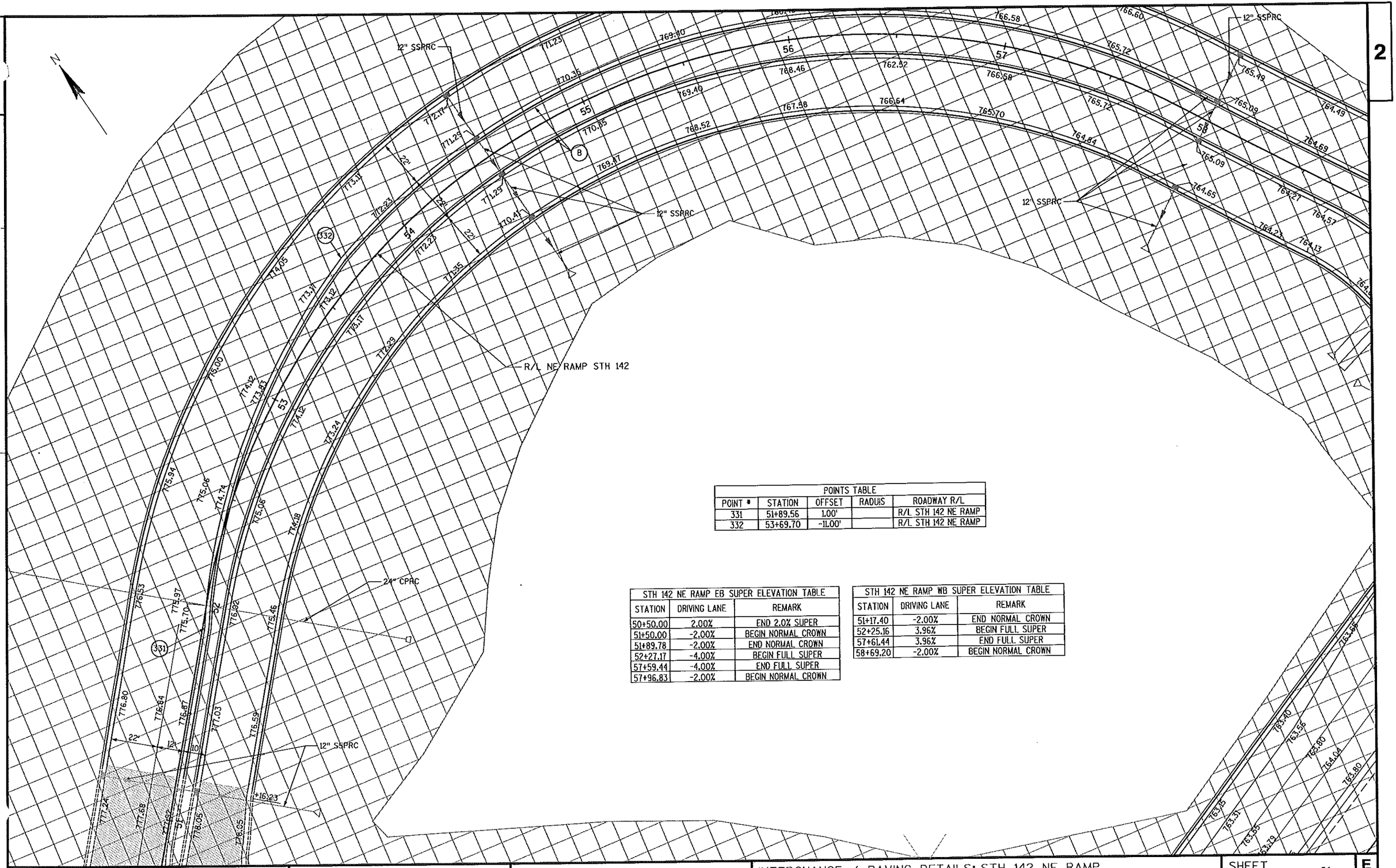
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: STH 142	SHEET 49	E

2

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
321	100+75.10	18.00'		R/L MT TOM ROAD
322	100+88.60	-15.60'		R/L MT TOM ROAD
323	101+45.09	-11.00		R/L MT TOM ROAD
324	101+45.09	11.00'		R/L MT TOM ROAD



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAILS: MT TOM ROAD	SHEET 50	E



2

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
331	51+89.56	1.00'		R/L STH 142 NE RAMP
332	53+69.70	-11.00'		R/L STH 142 NE RAMP

STH 142 NE RAMP EB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
50+50.00	2.00%	END 2.0% SUPER
51+50.00	-2.00%	BEGIN NORMAL CROWN
51+89.78	-2.00%	END NORMAL CROWN
52+27.17	-4.00%	BEGIN FULL SUPER
57+59.44	-4.00%	END FULL SUPER
57+96.83	-2.00%	BEGIN NORMAL CROWN

STH 142 NE RAMP WB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
51+17.40	-2.00%	END NORMAL CROWN
52+25.16	3.96%	BEGIN FULL SUPER
57+61.44	3.96%	END FULL SUPER
58+69.20	-2.00%	BEGIN NORMAL CROWN

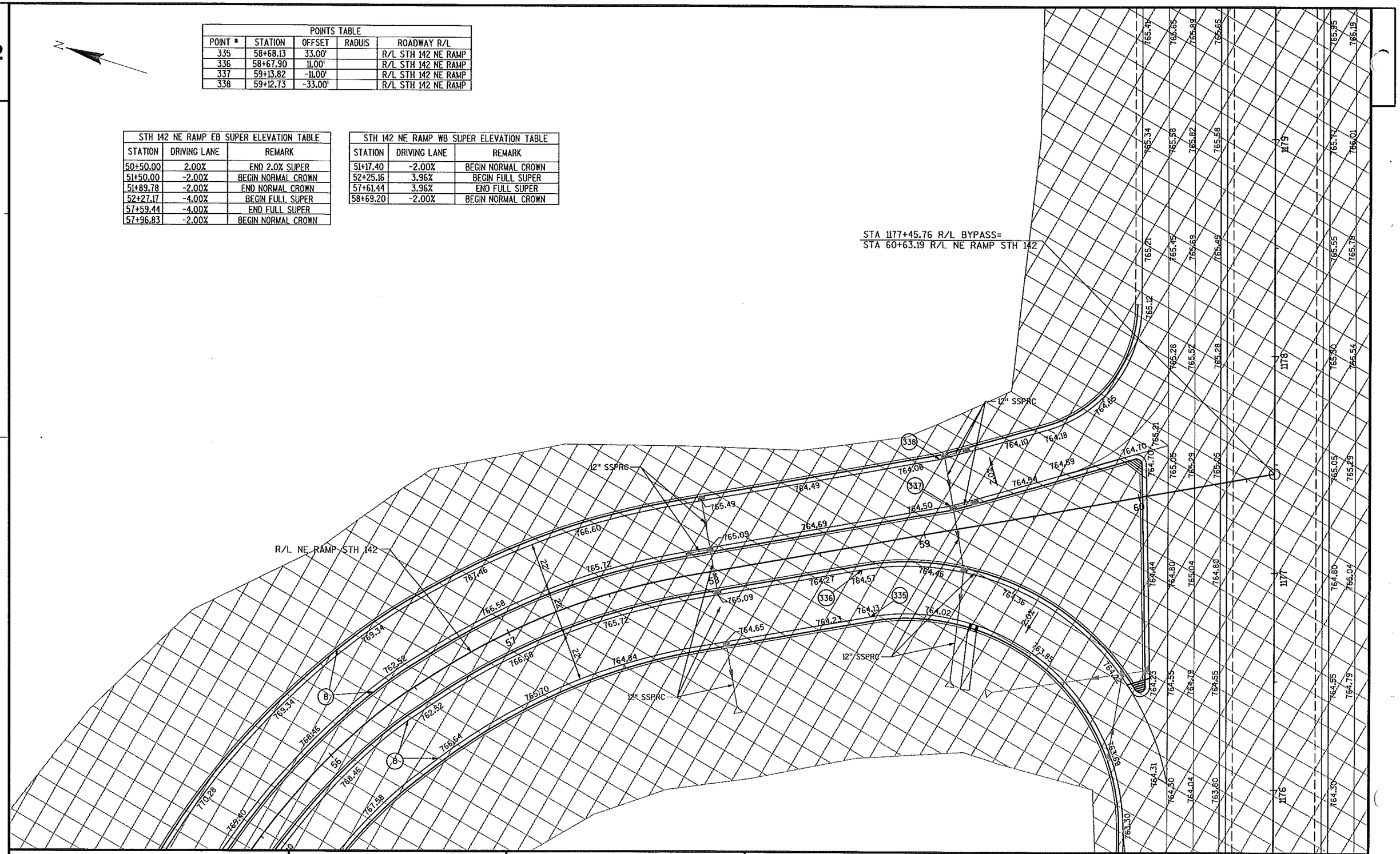
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAILS: STH 142 NE RAMP	SHEET 51	E

2

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
335	58+68.13	33.00'		R/L STH 142 NE RAMP
336	58+67.90	11.00'		R/L STH 142 NE RAMP
337	59+13.82	-11.00'		R/L STH 142 NE RAMP
338	59+12.73	-33.00'		R/L STH 142 NE RAMP

STH 142 NE RAMP EB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
50+50.00	2.00%	END 2.0% SUPER
51+50.00	-2.00%	BEGIN NORMAL CROWN
51+89.78	-2.00%	END NORMAL CROWN
52+27.17	-4.00%	BEGIN FULL SUPER
57+59.44	-4.00%	END FULL SUPER
57+96.83	-2.00%	BEGIN NORMAL CROWN

STH 142 NE RAMP WB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
51+17.40	-2.00%	BEGIN NORMAL CROWN
52+25.16	3.96%	BEGIN FULL SUPER
57+61.44	3.96%	END FULL SUPER
58+69.20	-2.00%	BEGIN NORMAL CROWN



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAILS: STH 142 NE RAMP	SHEET 52	E

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
340	40+40.96	11.00'		R/L STH 142 SW RAMP
341	40+42.05	33.00'		R/L STH 142 SW RAMP
342	40+86.88	-11.00'		R/L STH 142 SW RAMP
343	40+86.65	-33.00'		R/L STH 142 SW RAMP

N

24" SSPRC

R/L SW RAMP STH 142

12" SSPRC

24" SSPRC

24" SSPRC

12" SSPRC

24" SSPRC

12" SSPRC

STA 117+58.10 R/L BYPASS=
STA 38+91.60 R/L SW RAMP STH 142

R/L BURLINGTON BYPASS

STH 142 SW RAMP EB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
41+98.86	-2.00%	END NORMAL CROWN
43+06.62	3.96%	BEGIN FULL SUPER
48+42.90	3.96%	END FULL SUPER
49+50.66	-2.00%	BEGIN NORMAL CROWN

STH 142 SW RAMP WB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
42+34.74	-2.00%	END NORMAL CROWN
43+08.63	-4.00%	BEGIN FULL SUPER
48+40.90	-4.00%	END FULL SUPER
49+51.29	2.00%	BEGIN 2.0% SUPER

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAILS: STH 142 SW RAMP	SHEET 53	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021322_pd.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

2

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
347	49+03.91	-35.00		R/L STH 142 SW RAMP
348	48+83.91	-33.00'		R/L STH 142 SW RAMP
349	48+10.59	-1.00'		R/L STH 142 SW RAMP
351	46+30.49	11.00'		R/L STH 142 SW RAMP

STH 142 SW RAMP WB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
42+34.74	-2.00%	END NORMAL CROWN
43+08.63	-4.00%	BEGIN FULL SUPER
48+40.90	-4.00%	END FULL SUPER
49+51.29	2.00%	BEGIN 2.0% SUPER

STH 142 SW RAMP EB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
41+98.86	-2.00%	END NORMAL CROWN
43+06.62	3.96%	BEGIN FULL SUPER
48+42.90	3.96%	END FULL SUPER
49+50.66	-2.00%	BEGIN NORMAL CROWN

R/L SW RAMP STH 142

R/L STH 142

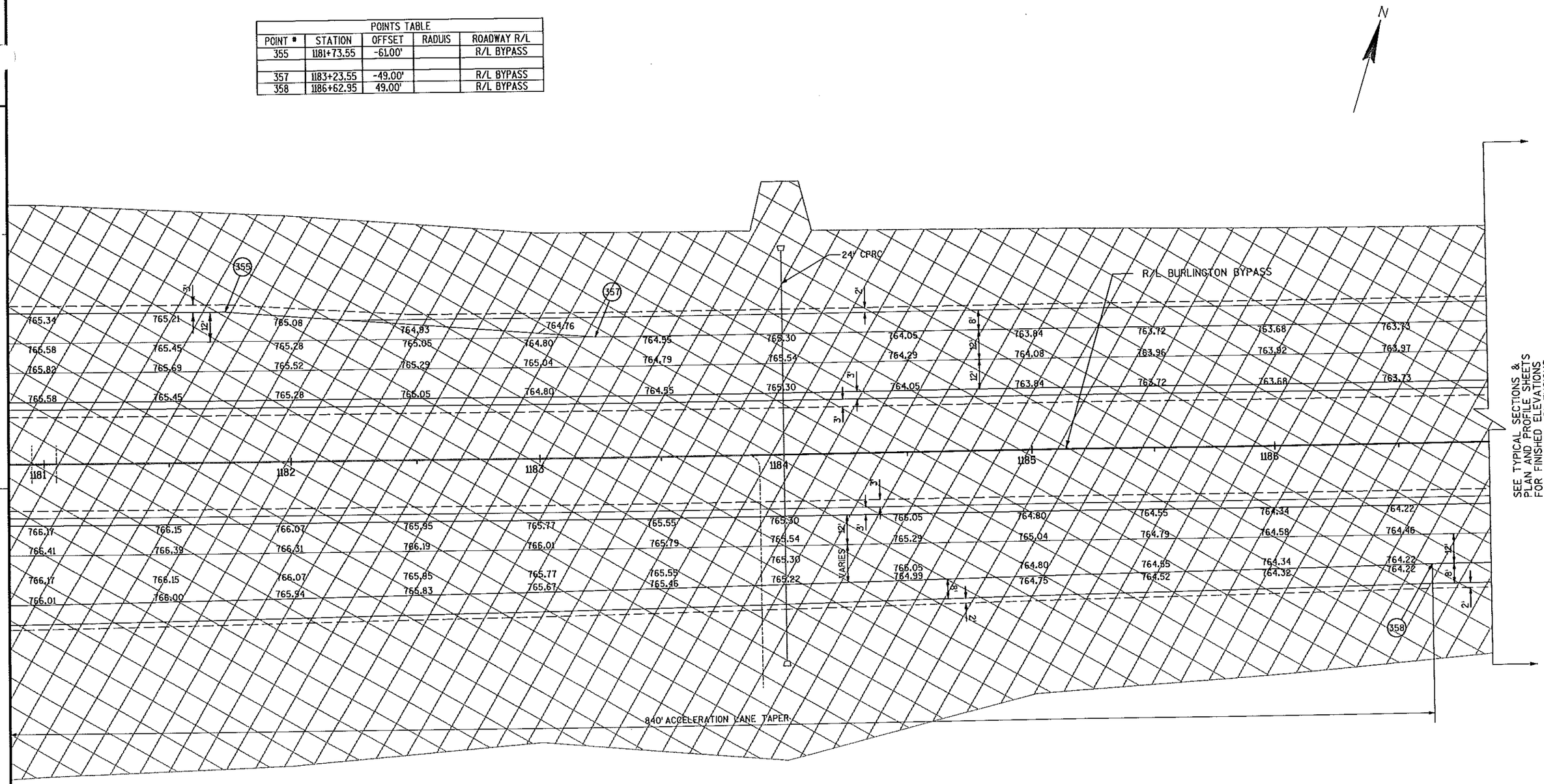
STA 125+77.98 R/L STH 142 =
STA 50+00 R/L STH 142 SW RAMP

12" SSPRC

12" SSPRC

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAILS: STH 142 SW RAMP	SHEET 54 E

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
355	1181+73.55	-61.00'		R/L BYPASS
357	1183+23.55	-49.00'		R/L BYPASS
358	1186+62.95	49.00'		R/L BYPASS



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAILS: MAINLINE	SHEET 55	E

PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021324_pd.dgn

WISDOT/CADDS SHEET 42

2

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
360	1270+95.45	25.00'		R/L BYPASS
362	1271+70.22	16.00'		R/L BYPASS
363	1272+82.88	-18.00'		R/L BYPASS
364	1272+45.95	25.00'		R/L BYPASS
365	1273+71.06	18.00'	3'	R/L BYPASS
366	1273+92.67	49.00'		R/L BYPASS
367	1274+82.96	-6.00'		R/L BYPASS
368	1274+83.45	6.00'		R/L BYPASS
370	1275+42.67	61.00'		R/L BYPASS

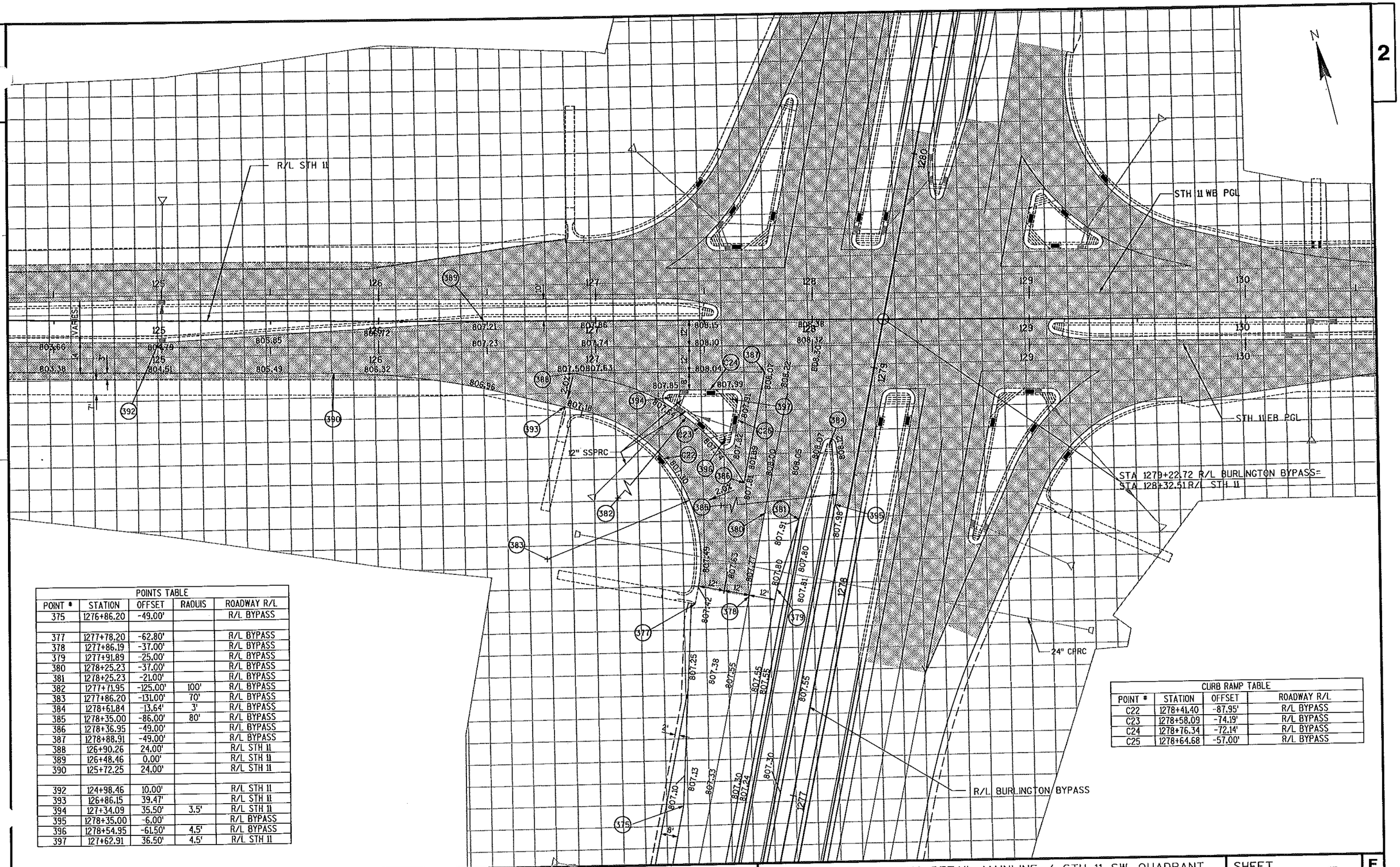
SEE TYPICAL SECTIONS & PLAN AND PROFILE SHEETS FOR FINISHED ELEVATIONS AND ROADWAY DIMENSIONS

24" CPRC

R/L BURLINGTON BYPASS

12" SSPRC

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAIL: MAINLINE	SHEET 56	E



POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
375	1276+86.20	-49.00'		R/L BYPASS
377	1277+78.20	-62.80'		R/L BYPASS
378	1277+86.19	-37.00'		R/L BYPASS
379	1277+91.89	-25.00'		R/L BYPASS
380	1278+25.23	-37.00'		R/L BYPASS
381	1278+25.23	-21.00'		R/L BYPASS
382	1277+71.95	-125.00'	100'	R/L BYPASS
383	1277+86.20	-131.00'	70'	R/L BYPASS
384	1278+61.84	-13.64'	3'	R/L BYPASS
385	1278+35.00	-86.00'	80'	R/L BYPASS
386	1278+36.95	-49.00'		R/L BYPASS
387	1278+88.91	-49.00'		R/L BYPASS
388	126+90.26	24.00'		R/L STH 11
389	126+48.46	0.00'		R/L STH 11
390	125+72.25	24.00'		R/L STH 11
392	124+98.46	10.00'		R/L STH 11
393	126+86.15	39.47'		R/L STH 11
394	127+34.09	35.50'	3.5'	R/L STH 11
395	1278+35.00	-6.00'		R/L BYPASS
396	1278+54.95	-61.50'	4.5'	R/L BYPASS
397	127+62.91	36.50'	4.5'	R/L STH 11

CURB RAMP TABLE			
POINT #	STATION	OFFSET	ROADWAY R/L
C22	1278+41.40	-87.95'	R/L BYPASS
C23	1278+58.09	-74.19'	R/L BYPASS
C24	1278+76.34	-72.14'	R/L BYPASS
C25	1278+64.68	-57.00'	R/L BYPASS

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAIL: MAINLINE / STH 11 SW QUADRANT	SHEET 57	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021327_pd.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

2

STH 11 WB PGL

STH 11 EB PGL

STA 1279+22.72 R/L BURLINGTON BYPASS=
STA 128+32.51 R/L STH 11

R/L STH 11

R/L BURLINGTON BYPASS

12" SSPRC

12" SSPRC

24" CPRC

STH 11 EB PGL SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
129+32.75	-0.58%	MATCH RT TURN LANE
130+30	-2.00%	END NORMAL CROWN
131+26	2.00%	BEGIN FULL SUPER
131+82	2.00%	END FULL SUPER
132+78	-2.00%	BEGIN NORMAL CROWN

CURB RAMP TABLE			
POINT #	STATION	OFFSET	ROADWAY R/L
C26	1278+78.86'	21.00'	R/L BYPASS
C27	1278+76.13	6.00'	R/L BYPASS
C28	1279+03.97	72.32'	R/L BYPASS
C29	1278+85.41	57.00'	R/L BYPASS
C30	1278+85.60	78.23'	R/L BYPASS
C31	1278+77.60	93.53'	R/L BYPASS

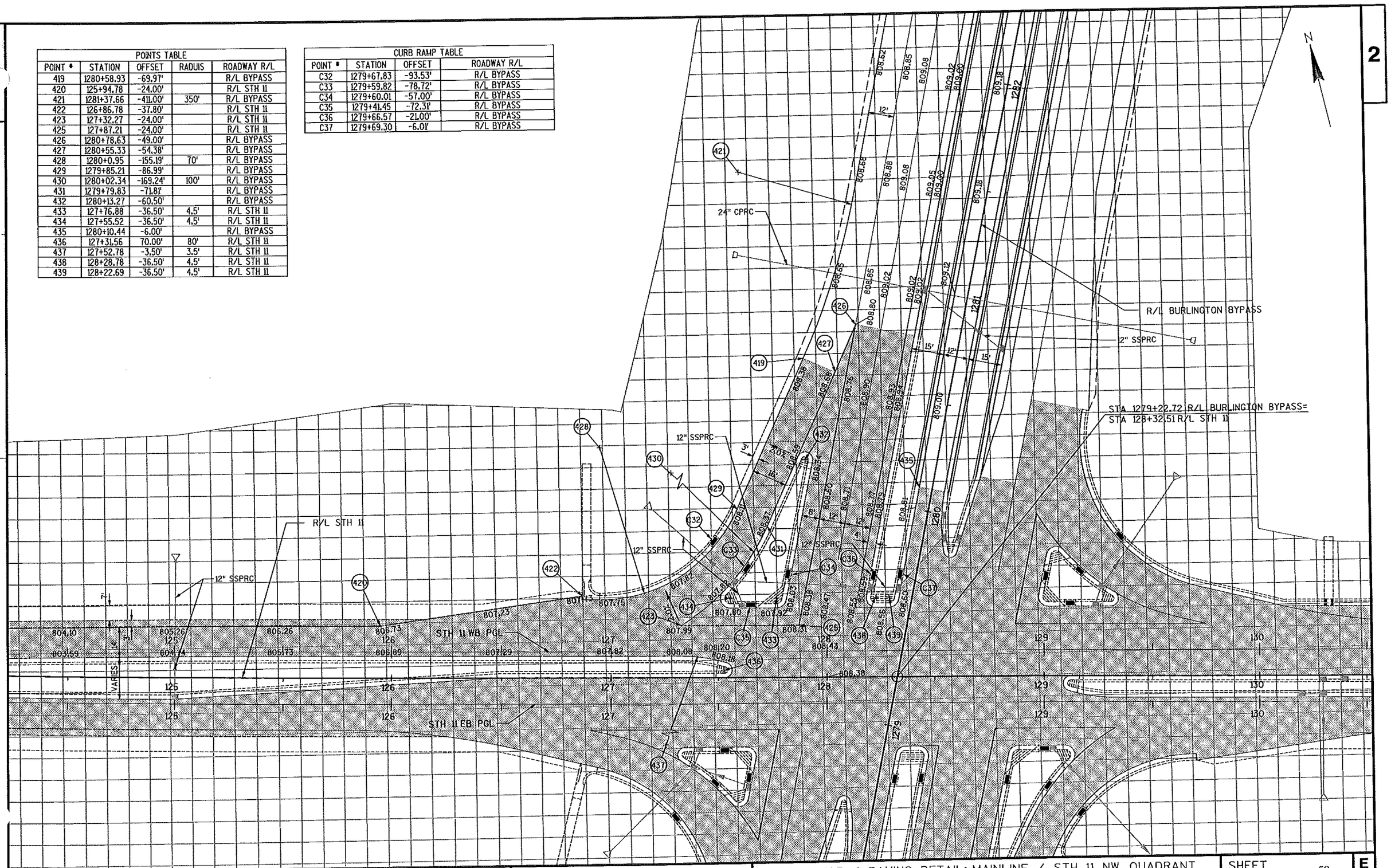
POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
400	1277+7.78	411.0'	350'	R/L BYPASS
401	1277+66.80	49.00'		R/L BYPASS
402	1277+90.11	54.38'		R/L BYPASS
403	1278+52.43	85.19'		R/L BYPASS
404	128+77.80	24.00'		R/L STH 11
405	129+32.75	24.00'		R/L STH 11
406	128+88.14	36.50'	4.5'	R/L STH 11
407	129+09.49	36.50'	4.5'	R/L STH 11
408	1278+32.17	60.50'	3.5'	R/L BYPASS
409	1278+43.10	169.24'	100'	R/L BYPASS
410	129+70.60	38.98'		R/L STH 11
411	1277+86.51	69.97'		R/L STH 11
412	130+70.24	24.00'		R/L STH 11
413	128+36.22	36.49'		R/L STH 11
414	128+42.32	36.49'		R/L STH 11
415	1278+35.00	6.00'		R/L BYPASS
416	1278+44.48	155.20'	100'	R/L BYPASS
417	129+33.46	-70.00	3.5'	R/L STH 11
418	129+12.25	3.50'	80'	R/L STH 11

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAIL: MAINLINE / STH 11 SE QUADRANT	SHEET 58	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021328_pd.dgn PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
419	1280+58.93	-69.97'		R/L BYPASS
420	125+94.78	-24.00'		R/L STH 11
421	1281+37.66	-411.00'	350'	R/L BYPASS
422	126+86.78	-37.80'		R/L STH 11
423	127+32.27	-24.00'		R/L STH 11
425	127+87.21	-24.00'		R/L STH 11
426	1280+78.63	-49.00'		R/L BYPASS
427	1280+55.33	-54.38'		R/L BYPASS
428	1280+0.95	-155.19'	70'	R/L BYPASS
429	1279+85.21	-86.99'		R/L BYPASS
430	1280+02.34	-169.24'	100'	R/L BYPASS
431	1279+79.83	-71.81'		R/L BYPASS
432	1280+13.27	-60.50'		R/L BYPASS
433	127+76.88	-36.50'	4.5'	R/L STH 11
434	127+55.52	-36.50'	4.5'	R/L STH 11
435	1280+10.44	-6.00'		R/L BYPASS
436	127+31.56	70.00'	80'	R/L STH 11
437	127+52.78	-3.50'	3.5'	R/L STH 11
438	128+28.78	-36.50'	4.5'	R/L STH 11
439	128+22.69	-36.50'	4.5'	R/L STH 11

CURB RAMP TABLE			
POINT #	STATION	OFFSET	ROADWAY R/L
C32	1279+67.83	-93.53'	R/L BYPASS
C33	1279+59.82	-78.72'	R/L BYPASS
C34	1279+60.01	-57.00'	R/L BYPASS
C35	1279+41.45	-72.31'	R/L BYPASS
C36	1279+66.57	-21.00'	R/L BYPASS
C37	1279+69.30	-6.01'	R/L BYPASS



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAIL: MAINLINE / STH 11 NW QUADRANT	SHEET 59	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021329_pd.dgn
PLOT DATE : 03/08/2007
PLOT BY : wally_w
PLOT NAME :
PLOT SCALE : -
WISDOT/CADDS SHEET 42

2

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
441	130+16.29	0.00'		R/L STH 11
442	128+87.00	-24.00'		R/L STH 11
443	129+74.76	-24.00'		R/L STH 11
445	1280+8.48	49.00'		R/L BYPASS
446	1280+59.23	131.00'	70'	R/L BYPASS
447	1280+73.47	125.00'	100'	R/L BYPASS
448	1280+59.24	61.00'		R/L BYPASS
449	1280+59.23	37.00'		R/L BYPASS
450	129+33.46	-70.00'	80'	R/L STH 11
454	130+85.77	-24.00'		R/L STH 11
455	129+71.09	-41.27'		R/L STH 11
456	130+11.36	-32.00'		R/L STH 11
457	129+02.11	-36.50'	4.5'	R/L STH 11
458	1279+90.48	61.50'	4.5'	R/L BYPASS
459	129+30.92	-35.50'	3.5'	R/L STH 11
461	1281+59.20	49.00'		R/L BYPASS
462	1280+53.54	25.00'		R/L BYPASS
463	1280+20.20	21.00'		R/L BYPASS
464	1280+10.44	6.00'		R/L BYPASS

CURB RAMP TABLE			
POINT #	STATION	OFFSET	ROADWAY R/L
C38	1280+04.04	87.95'	R/L BYPASS
C39	1279+87.34	74.19'	R/L BYPASS
C40	1279+80.77	57.00'	R/L BYPASS
C41	1279+69.11	72.15'	R/L BYPASS

R/L BURLINGTON BYPASS

STA 1279+22.72 R/L BURLINGTON BYPASS=
STA 128+32.51 R/L STH 11

24" CPRC

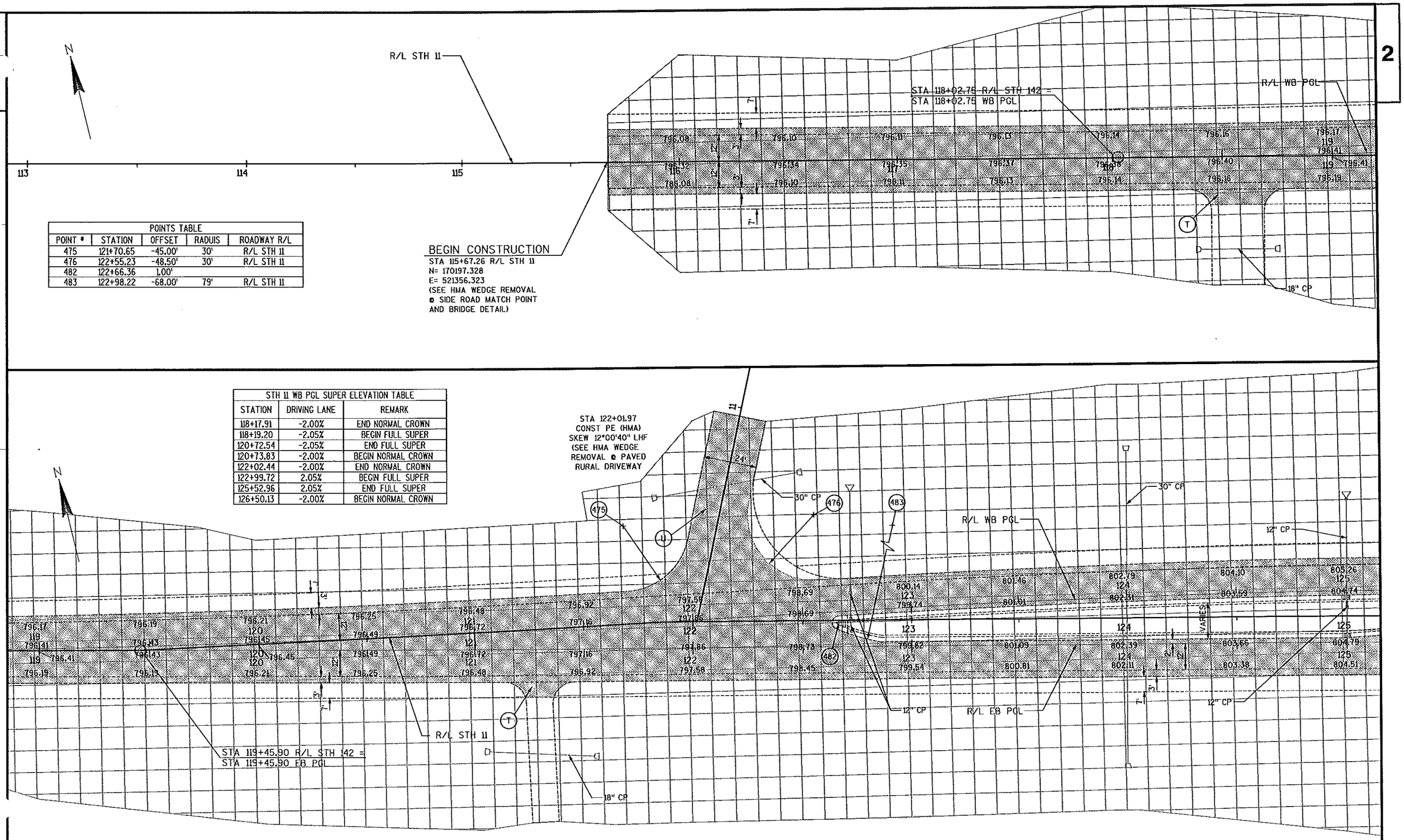
12" SSPRC

STH 11 WB PGL

STH 11 EB PGL

R/L STH 11

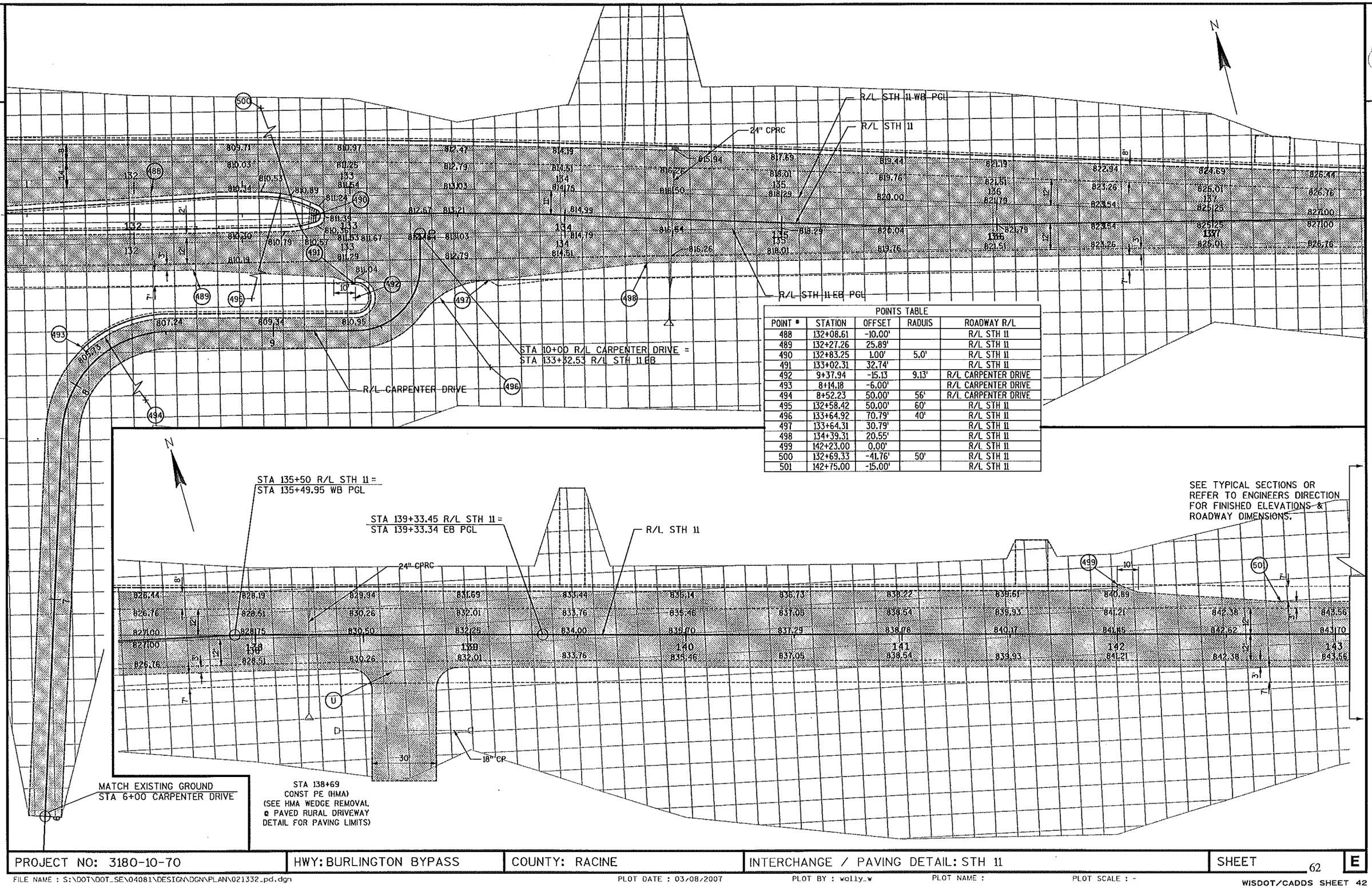
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAIL: MAINLINE / STH 11 NE QUADRANT	SHEET 60 E



POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
475	121+70.65	-45.00'	30'	R/L STH 11
476	122+55.23	-48.50'	30'	R/L STH 11
482	122+66.36	1.00'		
483	122+98.22	-68.00'	79'	R/L STH 11

STH 11 WB PGL SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
118+17.91	-2.00%	END NORMAL CROWN
118+19.20	-2.05%	BEGIN FULL SUPER
120+72.54	-2.05%	END FULL SUPER
120+73.83	-2.00%	BEGIN NORMAL CROWN
122+02.44	-2.00%	END NORMAL CROWN
122+99.72	2.05%	BEGIN FULL SUPER
125+52.96	2.05%	END FULL SUPER
126+50.13	-2.00%	BEGIN NORMAL CROWN

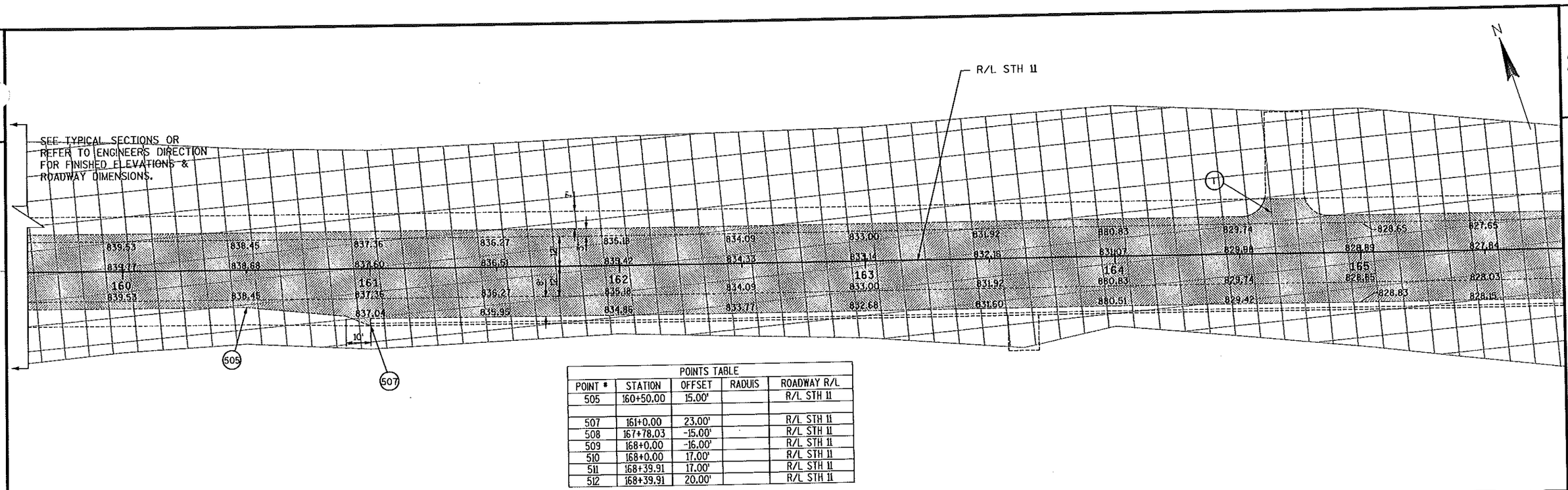
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAIL: STH 11	SHEET 61 E



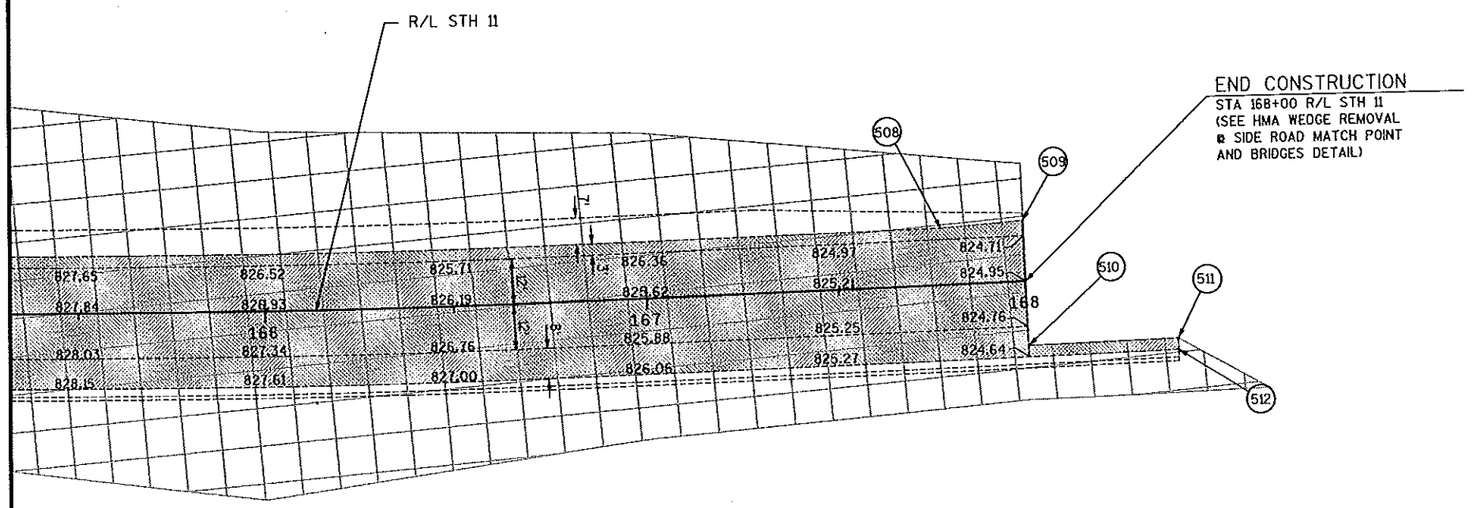
POINTS TABLE

POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
488	132+08.61	-10.00'		R/L STH 11
489	132+27.26	25.89'		R/L STH 11
490	132+83.25	1.00'	5.0'	R/L STH 11
491	133+02.31	32.74'		R/L STH 11
492	9+37.94	-15.13	9.13'	R/L CARPENTER DRIVE
493	8+14.18	-6.00'		R/L CARPENTER DRIVE
494	8+52.23	50.00'	56'	R/L CARPENTER DRIVE
495	132+58.42	50.00'	60'	R/L STH 11
496	133+64.92	70.79'	40'	R/L STH 11
497	133+64.31	30.79'		R/L STH 11
498	134+39.31	20.55'		R/L STH 11
499	142+23.00	0.00'		R/L STH 11
500	132+69.33	-41.76'	50'	R/L STH 11
501	142+75.00	-15.00'		R/L STH 11

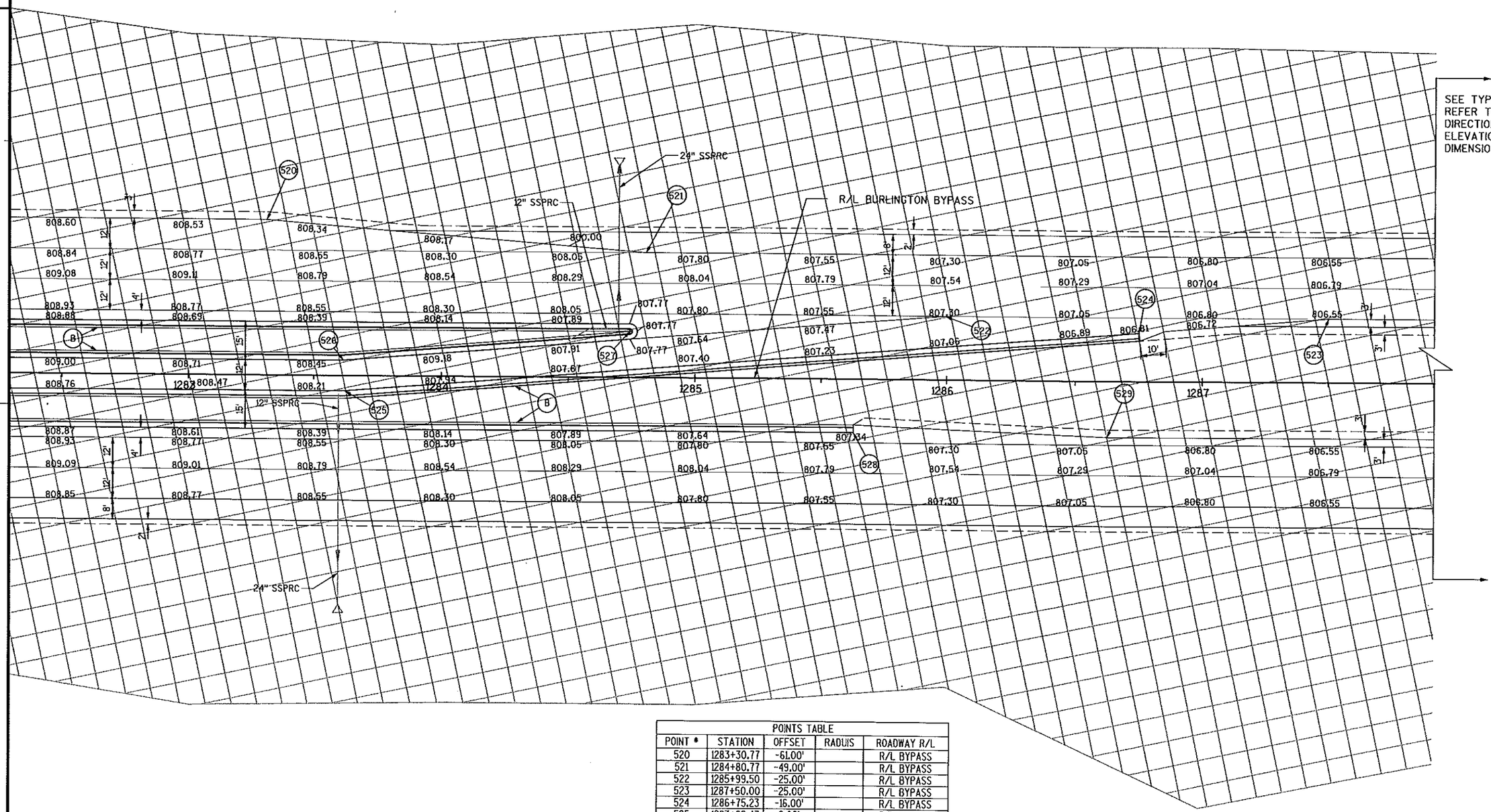
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAIL: STH 11	SHEET 62 E



POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
505	160+50.00	15.00'		R/L STH 11
507	161+0.00	23.00'		R/L STH 11
508	167+78.03	-15.00'		R/L STH 11
509	168+0.00	-16.00'		R/L STH 11
510	168+0.00	17.00'		R/L STH 11
511	168+39.91	17.00'		R/L STH 11
512	168+39.91	20.00'		R/L STH 11



STH 11 R/L SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	LT	RT	
151+08	-2.00%	-2.00%	END NORMAL CROWN
152+15	2.00%	-2.00%	REVERSE CROWN
152+80	4.40%	-4.40%	BEGIN FULL SUPER
153+02	4.40%	-4.40%	END FULL SUPER
153+67	2.00%	-2.00%	REVERSE CROWN
154+74	-2.00%	-2.00%	BEGIN NORMAL CROWN
164+55	-2.00%	-2.00%	END NORMAL CROWN
165+62	-2.00%	2.00%	REVERSE CROWN
166+27	-4.40%	4.40%	BEGIN FULL SUPER
166+40	-4.40%	4.40%	END FULL SUPER
167+05(2)	-2.00%	2.00%	REVERSE CROWN
168+12(2)	-2.00%	-2.00%	BEGIN NORMAL CROWN

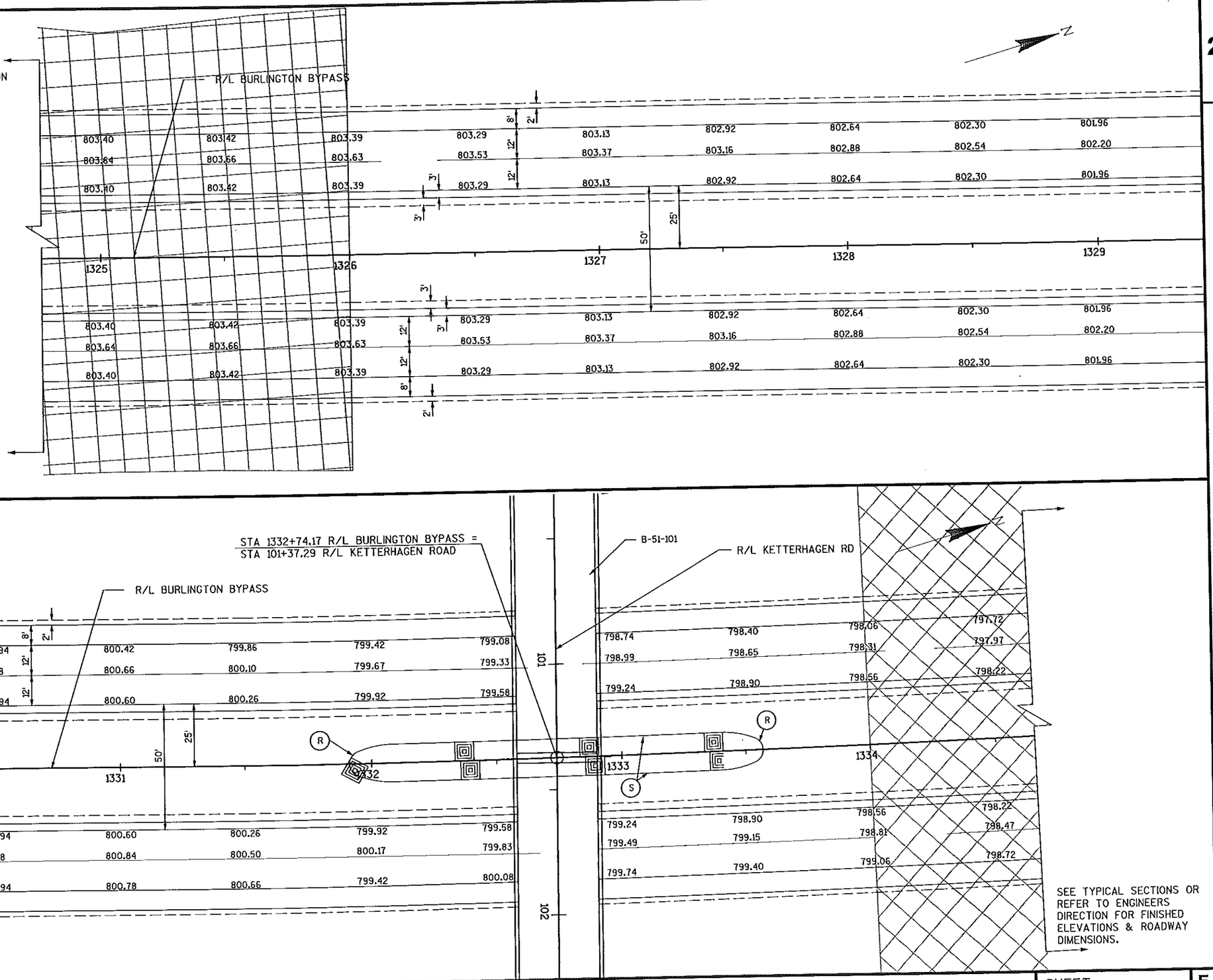


POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
520	1283+30.77	-61.00'		R/L BYPASS
521	1284+80.77	-49.00'		R/L BYPASS
522	1285+99.50	-25.00'		R/L BYPASS
523	1287+50.00	-25.00'		R/L BYPASS
524	1286+75.23	-16.00'		R/L BYPASS
525	1283+62.47	6.00'		R/L BYPASS
526	1283+61.73	-6.00'		R/L BYPASS
527	1284+74.37	-18.00'	3'	R/L BYPASS
528	1285+62.71	21.00'		R/L BYPASS
529	1286+62.71	22.00'		R/L BYPASS

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAIL: MAINLINE	SHEET 64 E

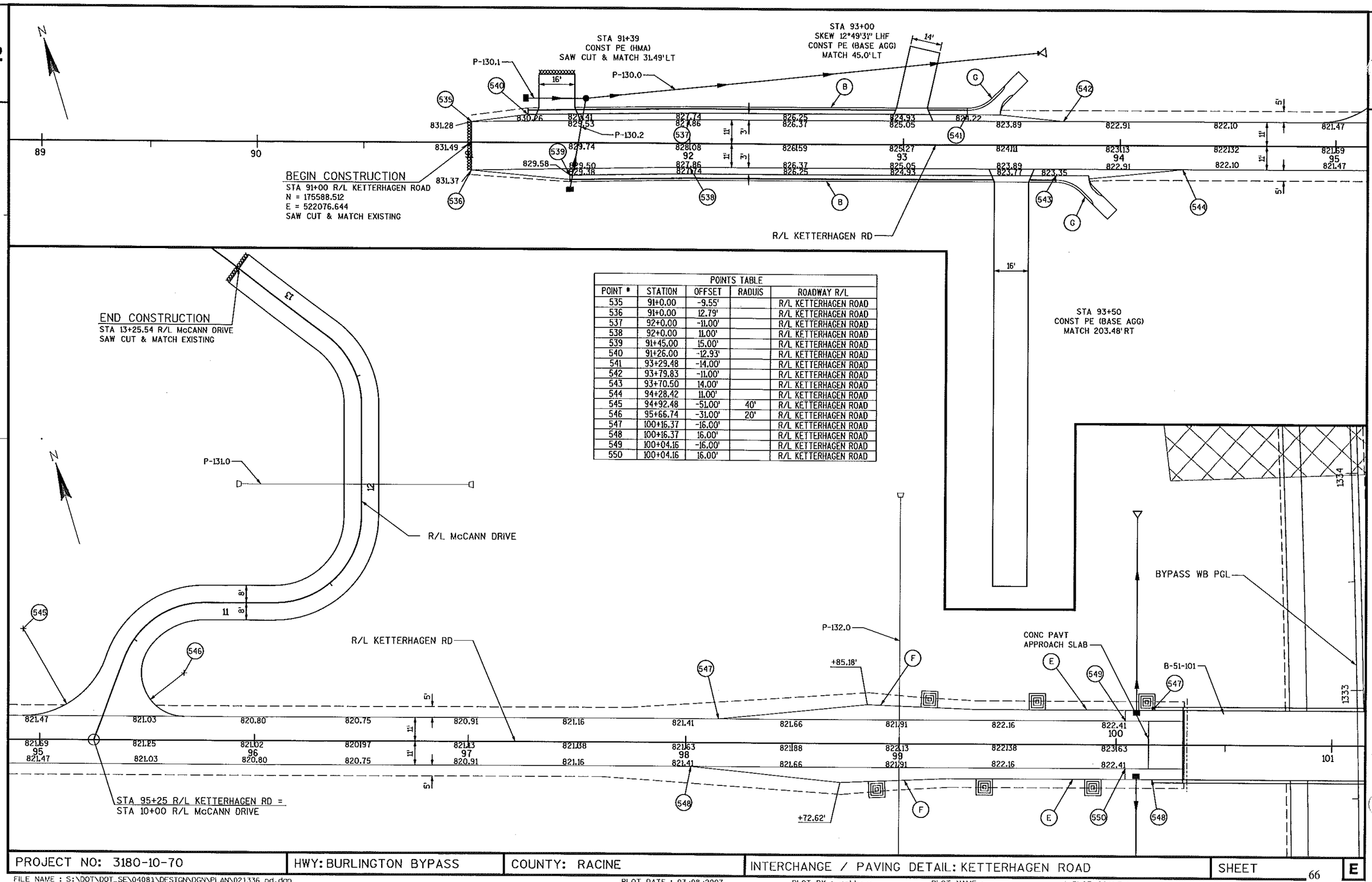
SEE TYPICAL SECTIONS OR REFER TO ENGINEERS DIRECTION FOR FINISHED ELEVATIONS & ROADWAY DIMENSIONS.

BYPASS R/L SUPER ELEVATION TABLE					
STATION	SB DRIVING LANE		NB DRIVING LANE		REMARK
	OUTSIDE	INSIDE	INSIDE	OUTSIDE	
1330+60.00	-2.00%	2.00%	2.00%	-2.00%	END NORMAL CROWN
1331+67.00	-2.00%	-2.00%	2.00%	2.00%	REVERSE CROWN
1331+70.00	-2.10%	-2.10%	2.10%	2.10%	BEGIN FULL SUPER
1369+85.00	-2.10%	-2.10%	2.10%	2.10%	END FULL SUPER
1369+88.00	-2.00%	-2.00%	2.00%	2.00%	REVERSE CROWN
1370+95.00	-2.00%	2.00%	2.00%	-2.00%	BEGIN NORMAL CROWN



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAIL: MAINLINE	SHEET 65 E

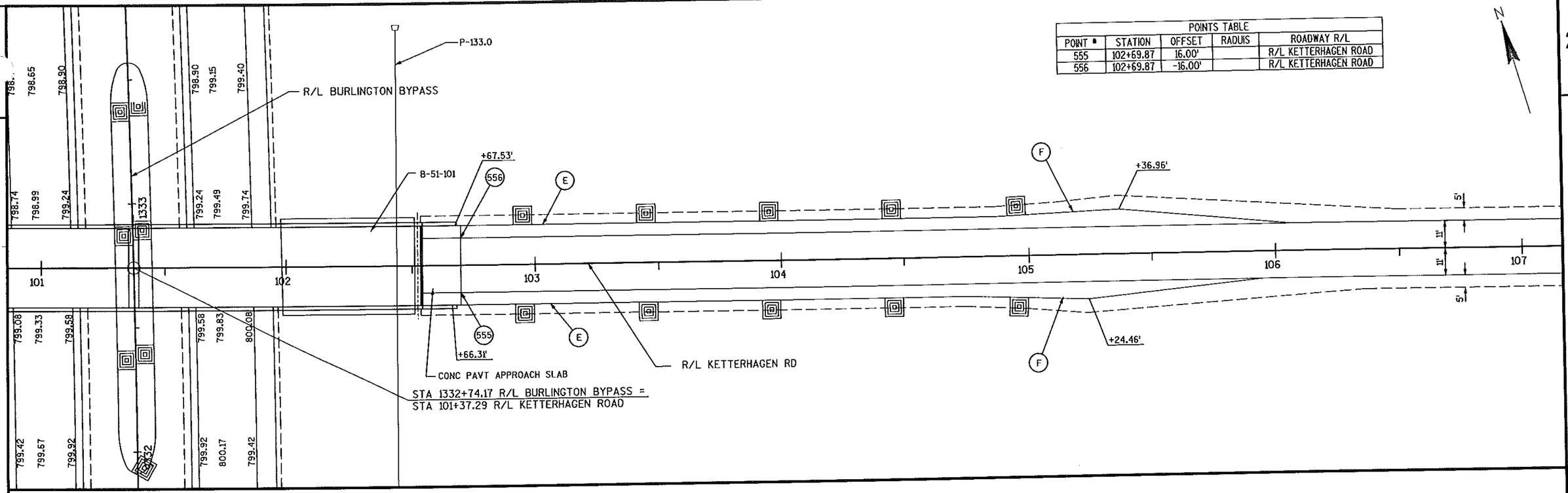
FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021335_pd.dgn
PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

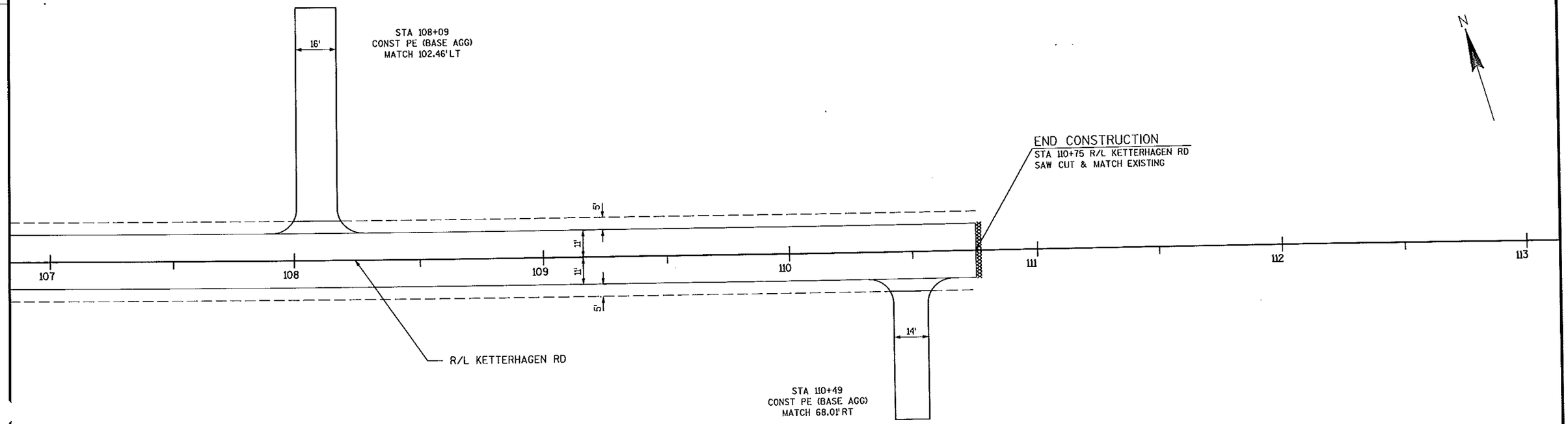


POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
535	91+0.00	-9.55'		R/L KETTERHAGEN ROAD
536	91+0.00	12.79'		R/L KETTERHAGEN ROAD
537	92+0.00	-11.00'		R/L KETTERHAGEN ROAD
538	92+0.00	11.00'		R/L KETTERHAGEN ROAD
539	91+45.00	15.00'		R/L KETTERHAGEN ROAD
540	91+26.00	-12.93'		R/L KETTERHAGEN ROAD
541	93+29.48	-14.00'		R/L KETTERHAGEN ROAD
542	93+79.83	-11.00'		R/L KETTERHAGEN ROAD
543	93+70.50	14.00'		R/L KETTERHAGEN ROAD
544	94+28.42	11.00'		R/L KETTERHAGEN ROAD
545	94+92.48	-51.00'	40'	R/L KETTERHAGEN ROAD
546	95+66.74	-31.00'	20'	R/L KETTERHAGEN ROAD
547	100+16.37	-16.00'		R/L KETTERHAGEN ROAD
548	100+16.37	16.00'		R/L KETTERHAGEN ROAD
549	100+04.16	-16.00'		R/L KETTERHAGEN ROAD
550	100+04.16	16.00'		R/L KETTERHAGEN ROAD

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAIL: KETTERHAGEN ROAD	SHEET 66 E

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
555	102+69.87	16.00'		R/L KETTERHAGEN ROAD
556	102+69.87	-16.00'		R/L KETTERHAGEN ROAD





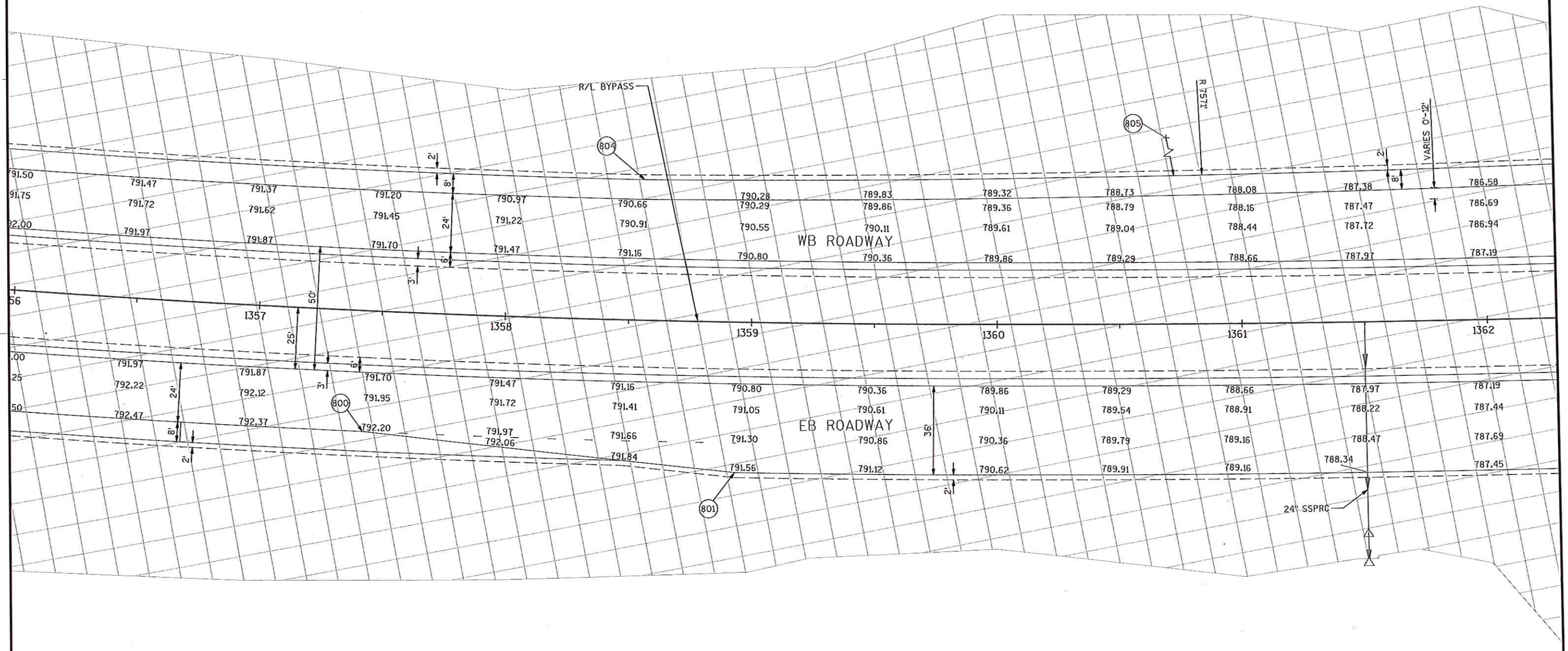
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAIL: KETTERHAGAN ROAD	SHEET 67	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021337_pd.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

BYPASS EB R/L SUPER ELEVATION TABLE				
STATION	ROADWAY	INSIDE LANE RATE %	OUTSIDE LANE RATE %	REMARK
1330+60	EB BYPASS	-2.0%	-2.0%	END NC
1331+15	EB BYPASS	-2.0%	FLAT	ZERO SE
1331+67	EB BYPASS	-2.0%	+2.0%	RC
1331+70	EB BYPASS	-2.1%	+2.1%	BEGIN FS
1369+85	EB BYPASS	-2.1%	+2.1%	END FS
1369+88	EB BYPASS	-2.0%	+2.0%	RC
1370+40	EB BYPASS	-2.0%	FLAT	ZERO SUPER
1370+95	EB BYPASS	-2.0%	-2.0%	END NC

BYPASS WB R/L SUPER ELEVATION TABLE				
STATION	ROADWAY	INSIDE LANE RATE %	OUTSIDE LANE RATE %	REMARK
1330+60	EB BYPASS	-2.0%	-2.0%	END NC
1331+15	EB BYPASS	FLAT	-2.0%	ZERO SE
1331+67	EB BYPASS	+2.0%	-2.0%	RC
1331+70	EB BYPASS	+2.1%	-2.1%	BEGIN FS
1369+85	EB BYPASS	+2.1%	-2.1%	END FS
1369+88	EB BYPASS	+2.0%	-2.0%	RC
1370+40	EB BYPASS	FLAT	-2.0%	ZERO SUPER
1370+95	EB BYPASS	-2.0%	-2.0%	END NC

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
800	1357+44.16	49.00'		R/L BYPASS
801	1358+94.15	61.00'		R/L BYPASS
804	1358+55.36	-57.00'		R/L BYPASS
805	1330+52.63	-7590.37'	7591'	R/L BYPASS



REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 021338_PD.DGN, 021339_PD.DGN & 021340_PD.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAVE BEEN ELIMINATED AND REPLACED WITH SHEETS 021361PD.DGN, 021362_PD.DGN, 021363_PD.DGN, 021364_PD.DGN & 021364B_PD.DGN.

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE	SHEET 67B	E

REVISION SUBMITTAL DATE 06/28/07

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
802	1362+44.15	61.00'		R/L BYPASS
803	40+43.07	113.00'	80'	R/L CTH A SE RAMP
807	1364+85.24	69.00'		R/L BYPASS
820	40+43.07	113.00'	80'	R/L CTH A SE RAMP
821	40+43.07	33.00'		R/L CTH A SE RAMP
822	39+64.12	-64.96'	4.5'	R/L CTH A SE RAMP
823	39+66.39	6.5'	4.5'	R/L CTH A SE RAMP
824	40+70.76	-133.00'	100'	R/L CTH A SE RAMP
825	40+70.76	-133.00'	122'	R/L CTH A SE RAMP
826	40+70.76	-33.00'		R/L CTH A SE RAMP

CTH A SE RAMP R/L SUPER ELEVATION TABLE			
STATION	SB LANE RATE %	NB LANE RATE %	REMARK
42+37.11	-2.0%	-2.0%	END NC
42+73.59	-2.0%	FLAT	ZERO SE
43+10.07	-2.0%	+2.0%	RC
43+46.15	-4.0%	+4.0%	BEGIN SE
47+58.66	-4.0%	+4.0%	END SE
47+94.74	-2.0%	+2.0%	RC
48+31.22	-2.0%	FLAT	ZERO SE
48+67.70	-2.0%	-2.0%	BEGIN NC

R/L BYPASS
24" SSPRC
12" SSPRC
12" SSPRC
12" SSPRC
24" CPRC
12" SSPRC
12" SSPRC
R/L CTH A SE RAMP
SB ROADWAY
NB ROADWAY
WB ROADWAY
EB ROADWAY
STA 1363+55.11 R/L BURLINGTON BYPASS =
STA 39+02.09 R/L CTH A SE RAMP
2' 10' VARIES 24'-26' 50' 24' 12' 2' 25' 3' 6"

REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 021338 PD.DGN, 021339 PD.DGN & 021340 PD.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAVE BEEN ELIMINATED AND REPLACED WITH SHEETS 021361 PD.DGN, 021362 PD.DGN, 021363 PD.DGN, 021364 PD.DGN & 021364B PD.DGN.

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE/CTH A SE RAMP	SHEET 67B	E

FILE NAME : s:\dot\dot_se\04081\design\dgn\plan\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\021362_pd.dgn
PLOT DATE : 6/28/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : - WISDOT/CADDS SHEET 42

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
806	1366+94.47	-70.93'		R/L BYPASS
806B	1367+50.00	-69.00'		R/L BYPASS
807	1364+85.24	69.00'		R/L BYPASS
808	1365+85.24	61.00'		R/L BYPASS
809	1369+50.00	-69.00'		R/L BYPASS
817	1369+60.08	69.00'		R/L BYPASS

REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 021338_PD.DGN, 021339_PD.DGN & 021340_PD.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAVE BEEN ELIMINATED AND REPLACED WITH SHEETS 021361_PD.DGN, 021362_PD.DGN, 021363_PD.DGN, 021364_PD.DGN & 021364B_PD.DGN.

R/L BURLINGTON BYPASS

WB ROADWAY

EB ROADWAY

STA 1368+39.15 R/L BURLINGTON BYPASS =
STA 53+37.92 R/L CTH A NW RAMP

R/L CTH A

B-51-98

12" PU

12" PU

24" SSPRC

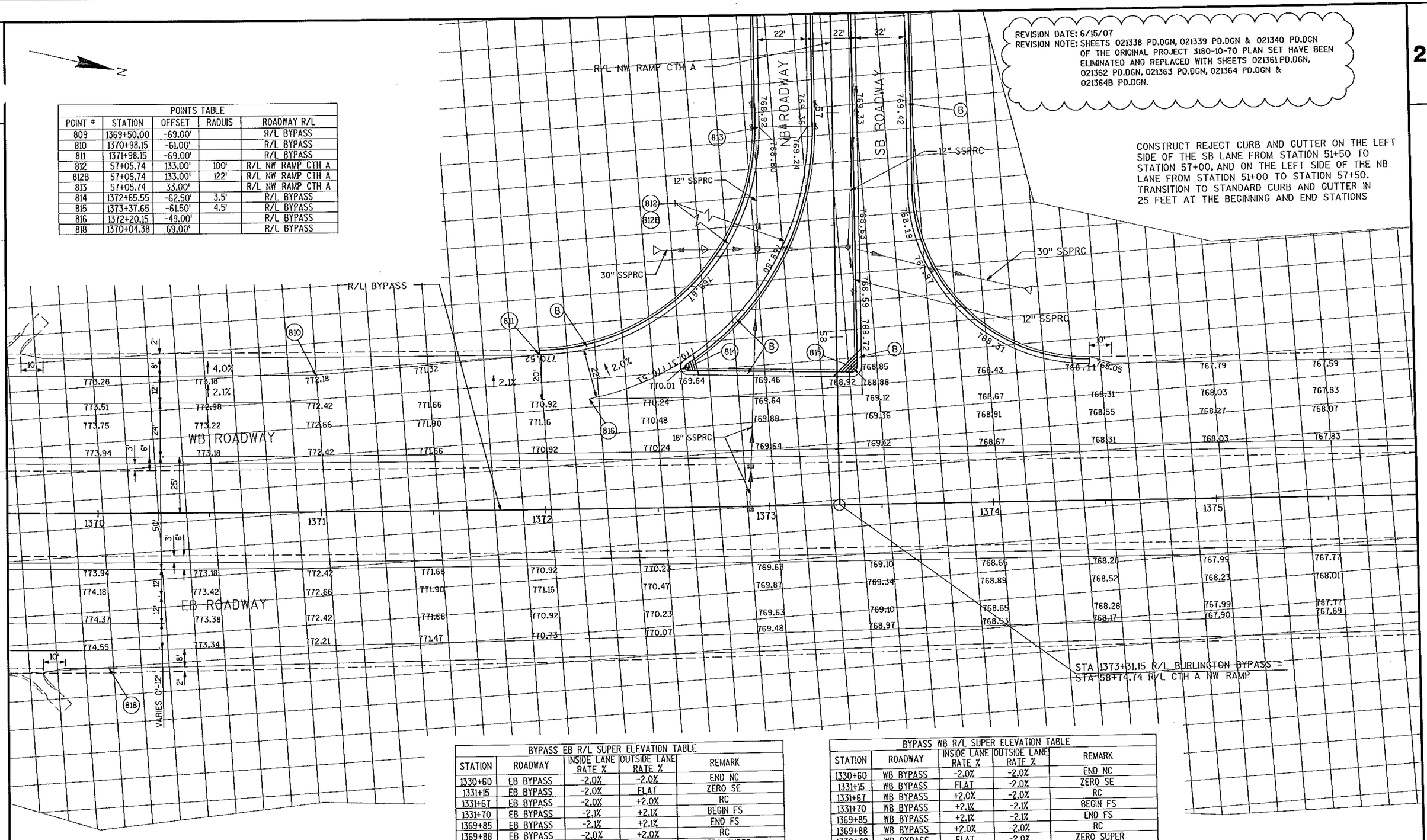
30" SSPRC

12" SSPRC

BYPASS EB R/L SUPER ELEVATION TABLE				
STATION	ROADWAY	INSIDE LANE RATE %	OUTSIDE LANE RATE %	REMARK
1330+60	EB BYPASS	-2.0%	-2.0%	END NC
1331+15	EB BYPASS	-2.0%	FLAT	ZERO SE
1331+67	EB BYPASS	-2.0%	+2.0%	RC
1331+70	EB BYPASS	-2.1%	+2.1%	BEGIN FS
1369+85	EB BYPASS	-2.1%	+2.1%	END FS
1369+88	EB BYPASS	-2.0%	+2.0%	RC
1370+40	EB BYPASS	-2.0%	FLAT	ZERO SUPER
1370+95	EB BYPASS	-2.0%	-2.0%	END NC

BYPASS WB R/L SUPER ELEVATION TABLE				
STATION	ROADWAY	INSIDE LANE RATE %	OUTSIDE LANE RATE %	REMARK
1330+60	WB BYPASS	-2.0%	-2.0%	END NC
1331+15	WB BYPASS	FLAT	-2.0%	ZERO SE
1331+67	WB BYPASS	+2.0%	-2.0%	RC
1331+70	WB BYPASS	+2.1%	-2.1%	BEGIN FS
1369+85	WB BYPASS	+2.1%	-2.1%	END FS
1369+88	WB BYPASS	+2.0%	-2.0%	RC
1370+40	WB BYPASS	FLAT	-2.0%	ZERO SUPER
1370+95	WB BYPASS	-2.0%	-2.0%	END NC

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE	SHEET 68A	E



POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
809	1369+50.00	-69.00'		R/L BYPASS
810	1370+98.15	-61.00'		R/L BYPASS
811	1371+98.15	-69.00'		R/L BYPASS
812	57+05.74	133.00'	100'	R/L NW RAMP CTH A
812B	57+05.74	133.00'	122'	R/L NW RAMP CTH A
813	57+05.74	33.00'		R/L NW RAMP CTH A
814	1372+65.55	-62.50'	3.5'	R/L BYPASS
815	1373+37.65	-61.50'	4.5'	R/L BYPASS
816	1372+20.15	-49.00'		R/L BYPASS
818	1370+04.38	69.00'		R/L BYPASS

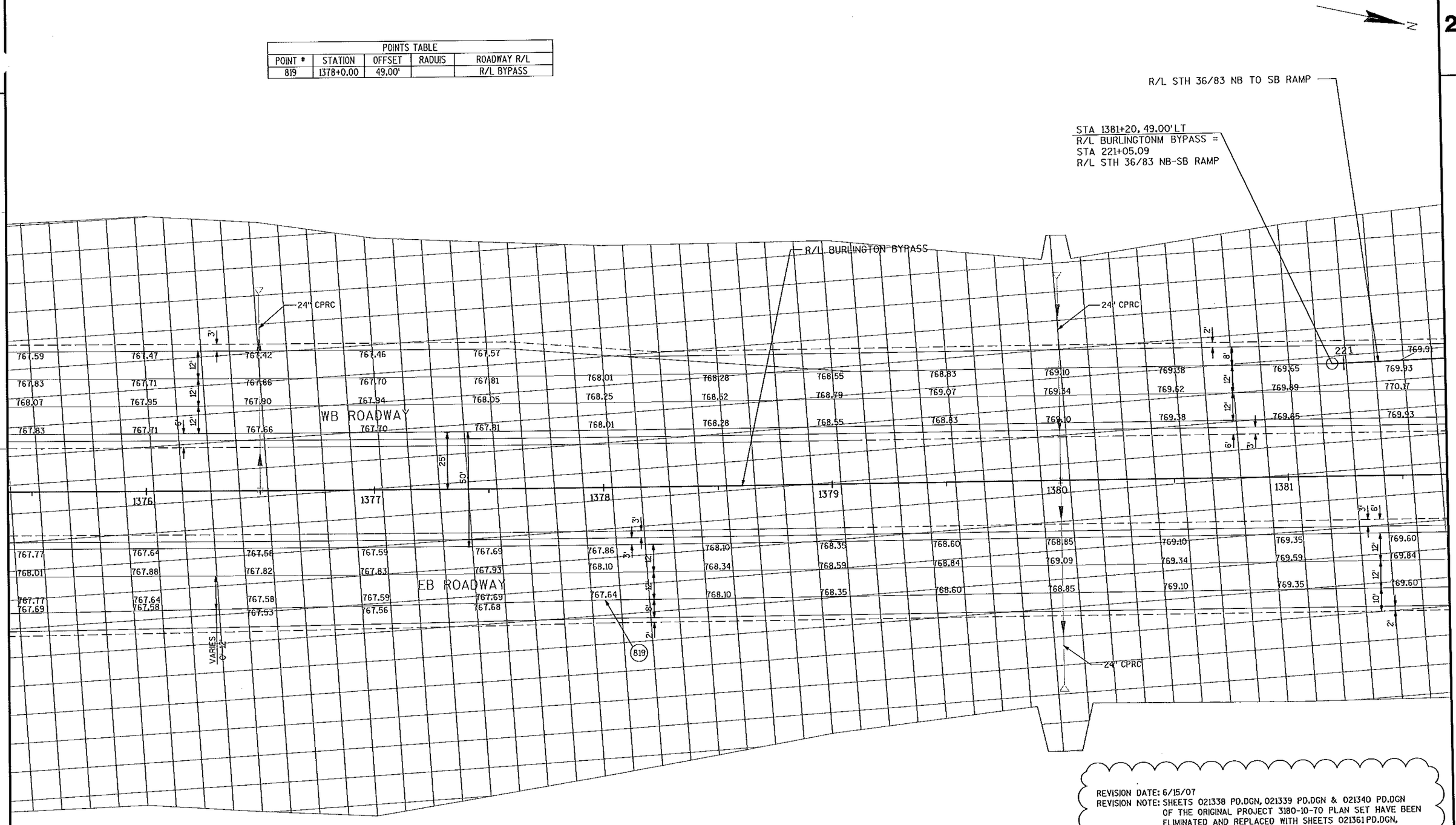
REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 021338 PD.DGN, 021339 PD.DGN & 021340 PD.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAVE BEEN ELIMINATED AND REPLACED WITH SHEETS 021361PD.DGN, 021362 PD.DGN, 021363 PD.DGN, 021364 PD.DGN & 021364B PD.DGN.

CONSTRUCT REJECT CURB AND GUTTER ON THE LEFT SIDE OF THE SB LANE FROM STATION 51+50 TO STATION 57+00, AND ON THE LEFT SIDE OF THE NB LANE FROM STATION 51+00 TO STATION 57+50. TRANSITION TO STANDARD CURB AND GUTTER IN 25 FEET AT THE BEGINNING AND END STATIONS

BYPASS EB R/L SUPER ELEVATION TABLE				
STATION	ROADWAY	INSIDE LANE RATE %	OUTSIDE LANE RATE %	REMARK
1330+60	EB BYPASS	-2.0%	-2.0%	END NC
1331+15	EB BYPASS	-2.0%	FLAT	ZERO SE
1331+67	EB BYPASS	-2.0%	+2.0%	RC
1331+70	EB BYPASS	-2.1%	+2.1%	BEGIN FS
1369+85	EB BYPASS	-2.1%	+2.1%	END FS
1369+88	EB BYPASS	-2.0%	+2.0%	RC
1370+40	EB BYPASS	-2.0%	FLAT	ZERO SUPER
1370+95	EB BYPASS	-2.0%	-2.0%	END NC

BYPASS WB R/L SUPER ELEVATION TABLE				
STATION	ROADWAY	INSIDE LANE RATE %	OUTSIDE LANE RATE %	REMARK
1330+60	WB BYPASS	-2.0%	-2.0%	END NC
1331+15	WB BYPASS	FLAT	-2.0%	ZERO SE
1331+67	WB BYPASS	+2.0%	-2.0%	RC
1331+70	WB BYPASS	+2.1%	-2.1%	BEGIN FS
1369+85	WB BYPASS	+2.1%	-2.1%	END FS
1369+88	WB BYPASS	+2.0%	-2.0%	RC
1370+40	WB BYPASS	FLAT	-2.0%	ZERO SUPER
1370+95	WB BYPASS	-2.0%	-2.0%	END NC

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
819	1378+0.00	49.00'		R/L BYPASS



REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 021338 PD.DGN, 021339 PD.DGN & 021340 PD.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAVE BEEN ELIMINATED AND REPLACED WITH SHEETS 021361 PD.DGN, 021362 PD.DGN, 021363 PD.DGN, 021364 PD.DGN & 021364B PD.DGN.

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE	SHEET 70A	E

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
600	41+60.32	-24.30'	28'	R/L CTH A
601	41+70.62	-32.00'	15'	R/L CTH A
602	42+68.60	-77.00'	60'	R/L CTH A
603	41+67.31	-9.11'	62'	R/L CTH A

N

BEGIN CONSTRUCTION
STA 48+00 R/L OLD CTH A
N = 178481.695
E = 521039.954
(SEE HMA WEDGE REMOVAL
@ SIDE ROAD MATCH POINT
AND BRIDGES DETAIL)

BEGIN CONSTRUCTION
STA 37+69 R/L CTH A
N = 178292.912
E = 520817.577
(SEE HMA WEDGE REMOVAL
@ SIDE ROAD MATCH POINT
AND BRIDGES DETAIL)

R/L OLD CTH A

R/L CTH A

24" CP

18" CP

STA 42+06.96 R/L CTH A =
STA 50+00 R/L OLD CTH A

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: CTH A	SHEET 71	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021341_pd.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

2

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
605	51+75.08	1.00'		R/L CTH A NW RAMP
606	44+43.00	12.00'		R/L CTH A
608	46+60.00	25.00'		R/L CTH A
609	46+26.60	-12.00'		R/L CTH A
611	47+26.67	-27.00'		R/L CTH A
612	49+10.00	25.00'		R/L CTH A
613	47+26.67	-74.00'	50'	R/L CTH A
614	49+17.70	-99.00'	75'	R/L CTH A
615	50+58.15	6.10'	3'	R/L CTH A NW RAMP
616	50+74.93	-64.00'	75'	R/L CTH A NW RAMP
617	50+75.08	76.00'	75'	R/L CTH A NW RAMP
618	49+17.70	-24.00'		R/L CTH A

CTH A NW RAMP NB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
50+92.00	-2.00%	END NORMAL CROWN
52+00.16	-4.00%	BEGIN FULL SUPER
56+18.81	-4.00%	END FULL SUPER
57+44(2)	-2.00%	BEGIN NORMAL CROWN

CTH A NW RAMP SB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
50+92.00	-2.00%	END NORMAL CROWN
52+01.84	4.00%	BEGIN FULL SUPER
56+51.19	4.00%	END FULL SUPER
57+44(2)	-2.00%	BEGIN NORMAL CROWN

CONSTRUCT REJECT CURB AND GUTTER ON THE LEFT SIDE OF THE WB LANE FROM STATION 51+50 TO STATION 57+00, AND ON THE LEFT SIDE OF THE EB LANE FROM STATION 51+00 TO STATION 57+50. TRANSITION TO STANDARD CURB AND GUTTER IN 25 FEET AT THE BEGINNING AND END STATIONS.

R/L CTH A NW RAMP

R/L CTH A

24" CP

18" CP

24" CPRC

24" SSPRC

24" SSPRC

24" SSPRC

STA 48+09.59 R/L CTH A =
STA 50+00 R/L CTH A NW RAMP

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: CTH A	SHEET 72	E

2

N

CTH A R/L SUPER ELEVATION TABLE			
STATION	DRIVING LANE LT	DRIVING LANE RT	REMARK
55+56	-2.00%	-2.00%	END NORMAL CROWN
56+52	2.00%	-2.00%	REVERSE CROWN
56+58	3.50%	-3.50%	BEGIN FULL SUPER
67+03	3.50%	-3.50%	END FULL SUPER
67+39	2.00%	-2.00%	REVERSE CROWN
68+35	-2.00%	-2.00%	BEGIN NORMAL CROWN

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
636	57+36.00	12.00'		R/L CTH A
638	59+53.00	25.00'		R/L CTH A
639	62+03.00	25.00'		R/L CTH A
640	59+66.68	-12.00'		R/L CTH A
642	60+66.71	-27.53'		R/L CTH A
643	60+60.48	-74.07'	50'	R/L CTH A
644	51+67.65	10.00'		R/L RIVER ROAD
645	50+87.65	18.00'		R/L RIVER ROAD
646	50+18.39	-18.00'		R/L RIVER ROAD
647	51+67.65	-10.00'		R/L RIVER ROAD

END CONSTRUCTION
STA 52+25 R/L RIVER ROAD
(SEE HMA WEDGE REMOVAL
@ SIDE ROAD MATCH POINT
AND BRIDGES DETAIL)

R/L RIVER ROAD

R/L CTH A

18" CP

STA 61+02.51 R/L CTH A =
STA 49+62.51 R/L RIVER ROAD

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: CTH A	SHEET 74	E

CTH A R/L SUPER ELEVATION TABLE			
STATION	DRIVING LANE LT	DRIVING LANE RT	REMARK
55+56	-2.00%	-2.00%	END NORMAL CROWN
56+52	2.00%	-2.00%	REVERSE CROWN
56+58	3.50%	-3.50%	BEGIN FULL SUPER
67+03	3.50%	-3.50%	END FULL SUPER
67+39	2.00%	-2.00%	REVERSE CROWN
68+35	-2.00%	-2.00%	BEGIN NORMAL CROWN

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
625	50+85.00	18.00'		R/L CTH A
626	50+85.00	-24.00'		R/L CTH A
627	51+93.37	-15.95'		R/L CTH A
628	51+93.37	13.66'		R/L CTH A
629	54+78.09	12.00'		R/L CTH A
630	54+78.09	-12.00'		R/L CTH A

STA 1368+39.15 R/L BURLINGTON BYPASS =
STA 53+31.92 R/L CTH A NW RAMP

REVISION DATE: 6/15/07
REVISION NOTE: FOR AREA WITHIN REVISION CLOUD, REFER TO SHEETS 021363_PD.DGN & 021364_PD.DGN.

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: CTH A	SHEET 73 A	E

FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\021343_pd10.dgn PLOT DATE : 6/13/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : - WISDOT/CADDS SHEET 42

REVISION DATE: 6/15/07
REVISION NOTE: SHEET 021344_PD.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN ELIMINATED AND REPLACED WITH THIS SHEET (021367_PD.DGN)

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
827	46+70.58	11.00'		R/L CTH A SE RAMP
828	47+83.00	2.28'		R/L CTH A SE RAMP
828B	48+24.00	-4.0'		R/L CTH A SE RAMP
829	43+35.33	-286.11'	311'	R/L CTH A SE RAMP
830	49+40.97	-6.04'	3'	R/L CTH A SE RAMP
831	49+23.97	-76.00'	75'	R/L CTH A SE RAMP
832	49+24.27	64.00'	75'	R/L CTH A SE RAMP
833	49+24.77	83.00'	50'	R/L CTH A SE RAMP
833B	49+24.77	33.00'		R/L CTH A SE RAMP
834	49+74.74	84.49'		R/L CTH A SE RAMP
835	49+72.83	-110.93'		R/L CTH A SE RAMP
835B	48+97.89	-108.00'	75'	R/L CTH A SE RAMP
835C	48+97.89	-33.00'		R/L CTH A SE RAMP
836	56+28.21	12.00'		R/L CTH A
837	57+90.57	25.00'		R/L CTH A
838	56+60.20	15.23'		R/L CTH A

CTH A SE RAMP R/L SUPER ELEVATION TABLE			
STATION	NB LANE RATE %	SB LANE RATE %	REMARK
42+37.11	-2.0%	-2.0%	END NC
42+73.59	-2.0%	FLAT	ZERO SE
43+10.07	-2.0%	+2.0%	RC
43+46.15	-4.0%	+4.0%	BEGIN SE
47+58.66	-4.0%	+4.0%	END SE
47+94.74	-2.0%	+2.0%	RC
48+31.22	-2.0%	FLAT	ZERO SE
48+67.70	-2.0%	-2.0%	BEGIN NC

END CONSTRUCTION
STA 52+25 R/L RIVER ROAD
(SEE HMA WEDGE REMOVAL @ SIDE ROAD MATCH POINT AND BRIDGES DETAIL)

R/L RIVER ROAD

STA 61+02.51 R/L CTH A =
STA 50+00.00 R/L CTH A SE RAMP =
STA 49+62.51 R/L RIVER ROAD

R/L CTH A

+0.00'

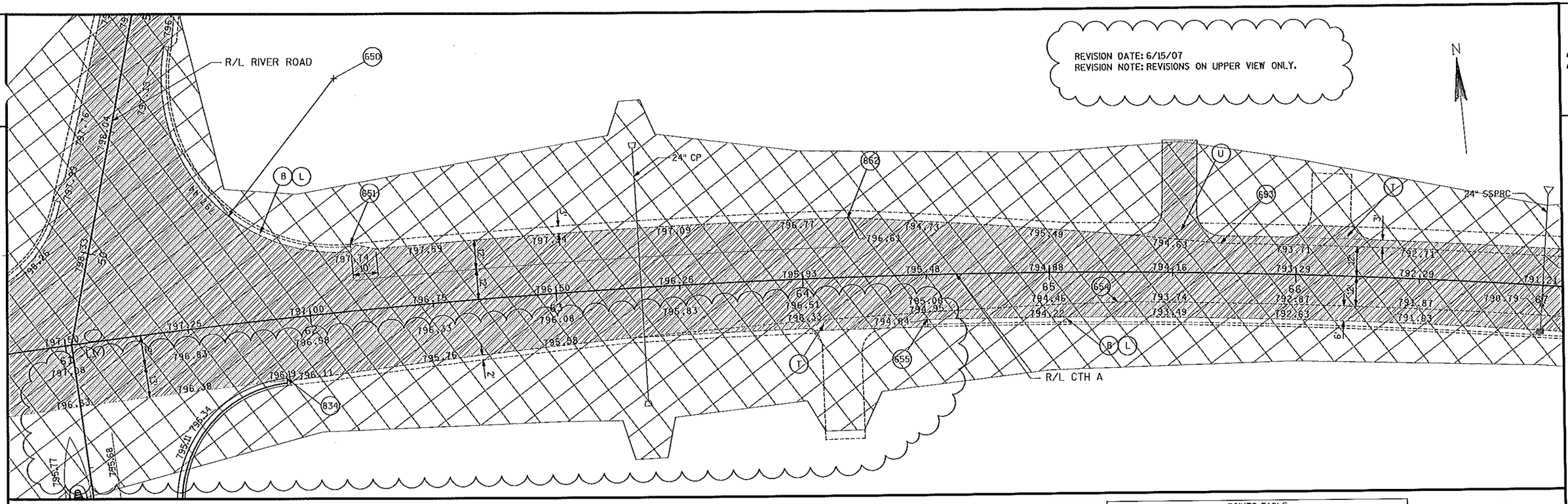
2.0%
+67.70

2.0%

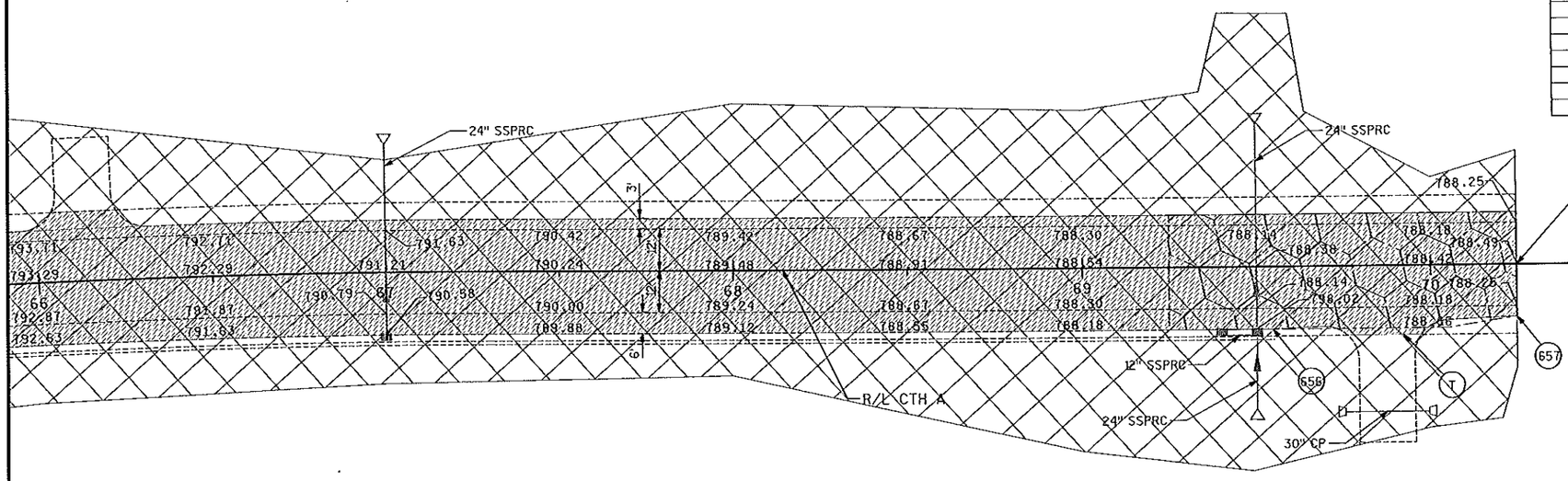
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: CTH A	SHEET 74A	E

FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\021367_pd.dgn
PLOT DATE : 6/13/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

REVISION DATE: 6/15/07
REVISION NOTE: REVISIONS ON UPPER VIEW ONLY.



POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
650	62+19.15	-94.00'	70'	R/L CTH A
651	62+19.15	-27.00'		R/L CTH A
652	64+19.32	-24.00'		R/L CTH A
653	65+69.32	-12.00'		R/L CTH A
654	65+28.00	12.00'		R/L CTH A
655	64+50.00	18.00'		R/L CTH A
656	69+55.00	18.00'		R/L CTH A
657	70+25.00	15.00'		R/L CTH A
839	49+74.74	84.49'		R/L CTH A SE RAMP



END CONSTRUCTION
STA 70+25 R/L CTH A
(SEE HMA WEDGE REMOVAL
@ SIDE ROAD MATCH POINT
AND BRIDGES DETAIL)

71 72

CTH A R/L SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	LT	RT	
55+56	-2.00%	-2.00%	END NORMAL CROWN
56+52	2.00%	-2.00%	REVERSE CROWN
56+58	3.50%	-3.50%	BEGIN FULL SUPER
67+03	3.50%	-3.50%	END FULL SUPER
67+39	2.00%	-2.00%	REVERSE CROWN
68+35	-2.00%	-2.00%	BEGIN NORMAL CROWN

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERCHANGE / PAVING DETAIL: CTH A	SHEET 75A	E

FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\021345_pd10.dgn PLOT DATE : 6/13/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

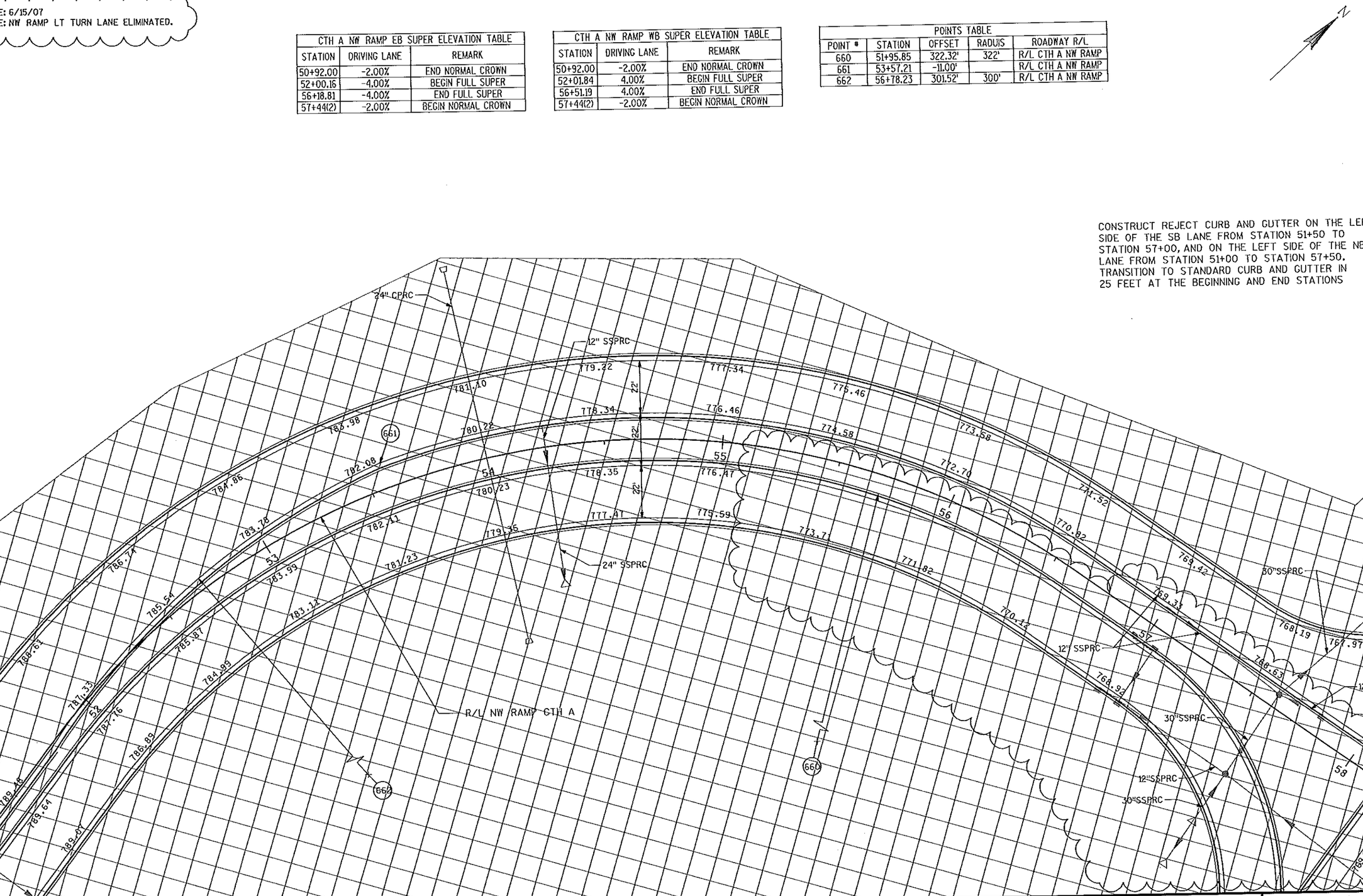
2

REVISION DATE: 6/15/07
REVISION NOTE: NW RAMP LT TURN LANE ELIMINATED.

CTH A NW RAMP EB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
50+92.00	-2.00%	END NORMAL CROWN
52+00.16	-4.00%	BEGIN FULL SUPER
56+18.81	-4.00%	END FULL SUPER
57+44(2)	-2.00%	BEGIN NORMAL CROWN

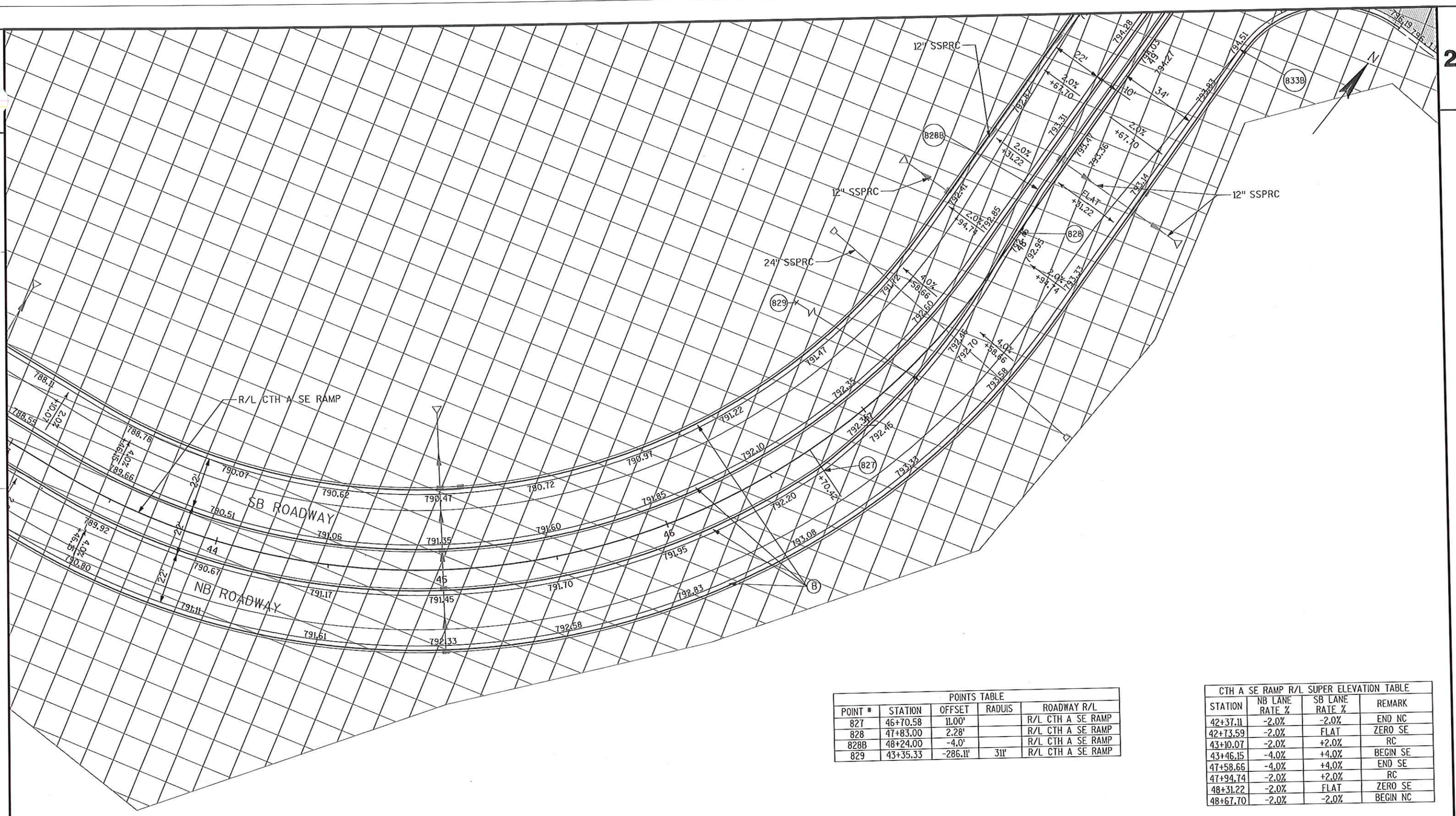
CTH A NW RAMP WB SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
50+92.00	-2.00%	END NORMAL CROWN
52+01.84	4.00%	BEGIN FULL SUPER
56+51.19	4.00%	END FULL SUPER
57+44(2)	-2.00%	BEGIN NORMAL CROWN

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
660	51+95.85	322.32'	322'	R/L CTH A NW RAMP
661	53+57.21	-11.00'		R/L CTH A NW RAMP
662	56+78.23	301.52'	300'	R/L CTH A NW RAMP



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: CTH A NW RAMP	SHEET 76 A	E

FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\021346_pd10.dgn
PLOT DATE : 6/13/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42



POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
827	46+70.58	11.00'		R/L CTH A SE RAMP
828	47+83.00	2.28'		R/L CTH A SE RAMP
828B	48+24.00	-4.0'		R/L CTH A SE RAMP
829	43+35.33	-286.11'	311'	R/L CTH A SE RAMP

CTH A SE RAMP R/L SUPER ELEVATION TABLE			
STATION	NB LANE RATE %	SB LANE RATE %	REMARK
42+37.11	-2.0%	-2.0%	END NC
42+73.59	-2.0%	FLAT	ZERO SE
43+10.07	-2.0%	+2.0%	RC
43+46.15	-4.0%	+4.0%	BEGIN SE
47+58.66	-4.0%	+4.0%	END SE
47+94.74	-2.0%	+2.0%	RC
48+31.22	-2.0%	FLAT	ZERO SE
48+67.70	-2.0%	-2.0%	BEGIN NC

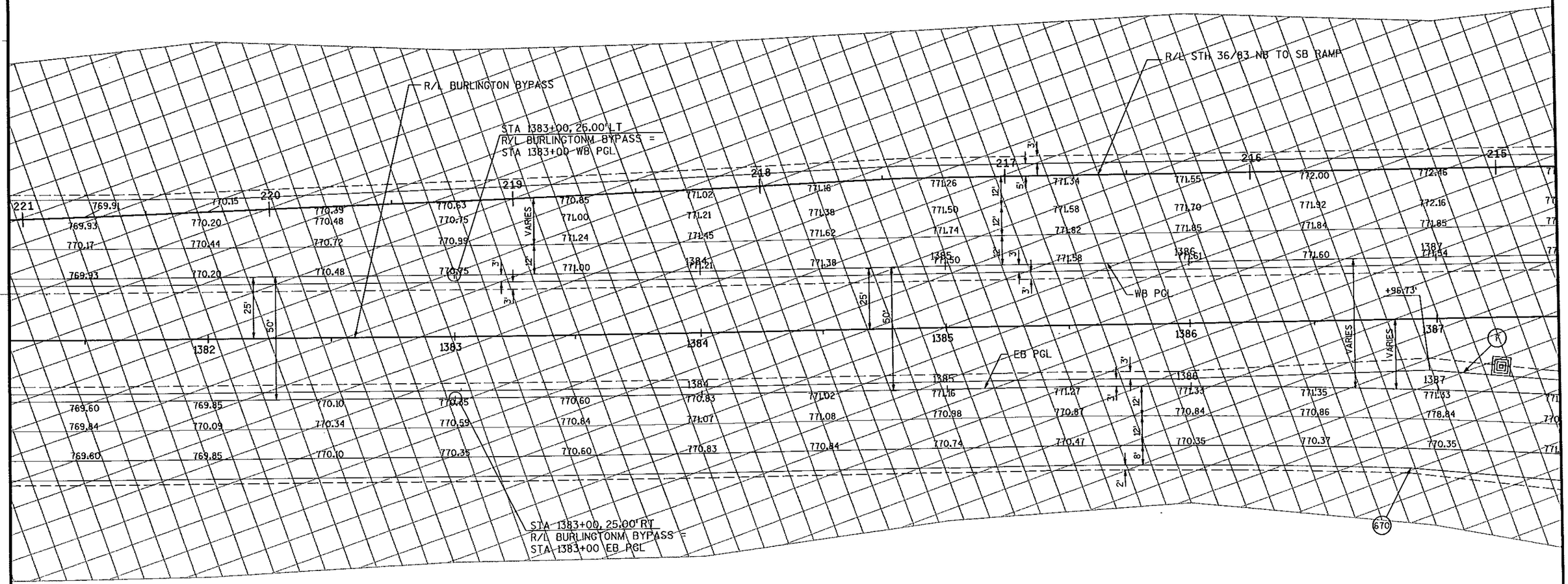
REVISION DATE: 6/15/07
REVISION NOTE: THIS IS A NEW SHEET REQUIRED FOR CONSTRUCTION OF CTH A SE RAMP

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: CTH A SE RAMP	SHEET 76B	E

BYPASS EB PGL SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	INSIDE	OUTSIDE	
1384+10	2.00%	-2.00%	END NORMAL CROWN
1385+14	-2.00%	-2.00%	REVERSE CROWN
1385+70	-4.10%	-4.10%	BEGIN FULL SUPER
1411+75	-4.10%	-4.10%	END FULL SUPER
1412+71(2)	-2.00%	-2.00%	REVERSE CROWN
1413+75(2)	2.00%	-2.00%	END NORMAL CROWN

BYPASS WB PGL SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	INSIDE	OUTSIDE	
1385+80	2.00%	-2.00%	END NORMAL CROWN
1336+86	-2.00%	-2.00%	REVERSE CROWN
1387+50	-4.50%	-4.50%	BEGIN FULL SUPER
1410+55	-4.50%	-4.50%	END FULL SUPER
1411+19(2)	-2.00%	-2.00%	REVERSE CROWN
1412+25(2)	2.00%	-2.00%	END NORMAL CROWN

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
670	1386+88.32	60.55'		R/L BYPASS



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS: MAINLINE	SHEET 77	E

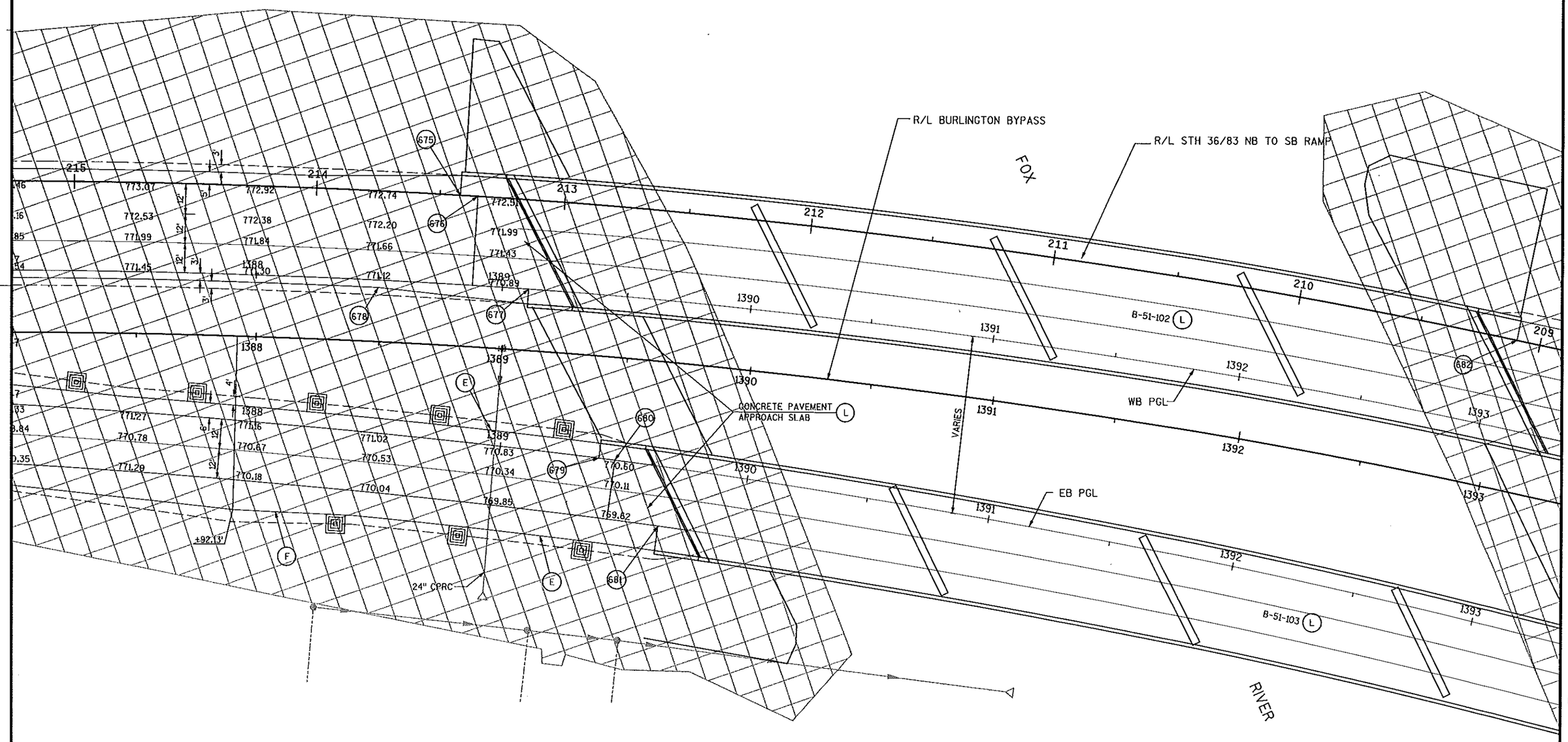
FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021347_pd.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : - WISDOT/CADDS SHEET 42

2

BYPASS EB PGL SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	INSIDE	OUTSIDE	
1384+10	2.00%	-2.00%	END NORMAL CROWN
1385+14	-2.00%	-2.00%	REVERSE CROWN
1385+70	-4.10%	-4.10%	BEGIN FULL SUPER
1411+75	-4.10%	-4.10%	END FULL SUPER
1412+71(2)	-2.00%	-2.00%	REVERSE CROWN
1413+75(2)	2.00%	-2.00%	END NORMAL CROWN

BYPASS WB PGL SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	INSIDE	OUTSIDE	
1385+80	2.00%	-2.00%	END NORMAL CROWN
1336+86	-2.00%	-2.00%	REVERSE CROWN
1387+50	-4.50%	-4.50%	BEGIN FULL SUPER
1410+55	-4.50%	-4.50%	END FULL SUPER
1411+19(2)	-2.00%	-2.00%	REVERSE CROWN
1412+25(2)	2.00%	-2.00%	END NORMAL CROWN

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
675	1388+79.69	-60.81'		R/L BYPASS
676	1388+86.56	-60.81'		R/L BYPASS
677	1389+08.82	-24.79'		R/L BYPASS
678	1388+48.85	-21.84'		R/L BYPASS
679	1389+41.97	41.11		R/L BYPASS
680	1389+48.37	41.39'		R/L BYPASS
681	1389+68.24	66.27'		R/L BYPASS
682	1393+02.86	-60.71'		R/L BYPASS



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS:MAINLINE/STH 36/83 NB TO SB RAMP	SHEET 78	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021348_pd.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

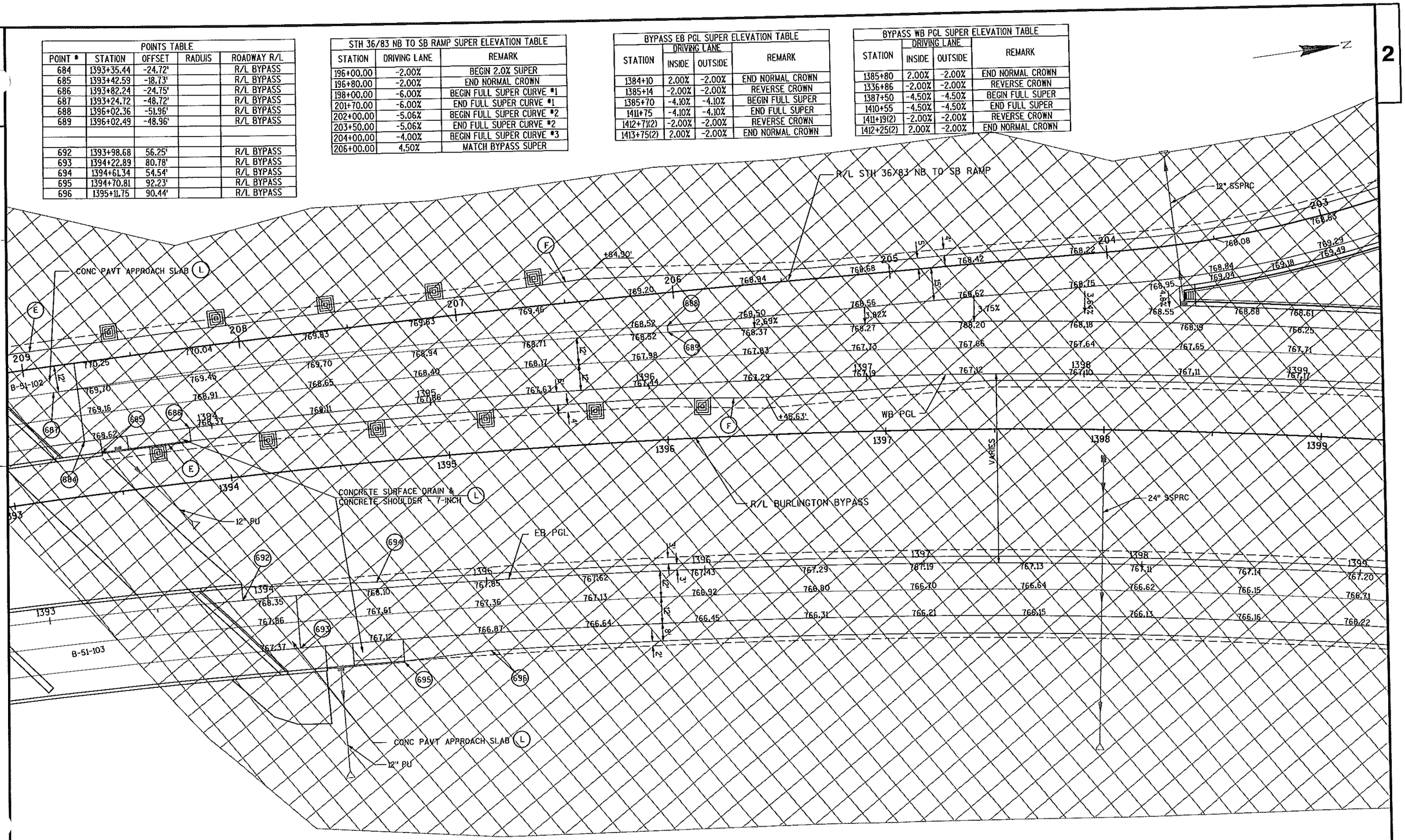
WISDOT/CADDS SHEET 42

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
684	1393+35.44	-24.72'		R/L BYPASS
685	1393+42.59	-18.73'		R/L BYPASS
686	1393+82.24	-24.75'		R/L BYPASS
687	1393+24.72	-48.72'		R/L BYPASS
688	1396+02.36	-51.96'		R/L BYPASS
689	1396+02.49	-48.96'		R/L BYPASS
692	1393+98.68	56.25'		R/L BYPASS
693	1394+22.89	80.78'		R/L BYPASS
694	1394+61.34	54.54'		R/L BYPASS
695	1394+70.81	92.23'		R/L BYPASS
696	1395+11.75	90.44'		R/L BYPASS

STH 36/83 NB TO SB RAMP SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
196+00.00	-2.00%	BEGIN 2.0% SUPER
196+80.00	-2.00%	END NORMAL CROWN
198+00.00	-6.00%	BEGIN FULL SUPER CURVE #1
201+70.00	-6.00%	END FULL SUPER CURVE #1
202+00.00	-5.06%	BEGIN FULL SUPER CURVE #2
203+50.00	-5.06%	END FULL SUPER CURVE #2
204+00.00	-4.00%	BEGIN FULL SUPER CURVE #3
206+00.00	4.50%	MATCH BYPASS SUPER

BYPASS EB PGL SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	INSIDE	OUTSIDE	
1384+10	2.00%	-2.00%	END NORMAL CROWN
1385+14	-2.00%	-2.00%	REVERSE CROWN
1385+70	-4.10%	-4.10%	BEGIN FULL SUPER
1411+75	-4.10%	-4.10%	END FULL SUPER
1412+71(2)	-2.00%	-2.00%	REVERSE CROWN
1413+75(2)	2.00%	-2.00%	END NORMAL CROWN

BYPASS WB PGL SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	INSIDE	OUTSIDE	
1385+80	2.00%	-2.00%	END NORMAL CROWN
1336+86	-2.00%	-2.00%	REVERSE CROWN
1387+50	-4.50%	-4.50%	BEGIN FULL SUPER
1410+55	-4.50%	-4.50%	END FULL SUPER
1411+19(2)	-2.00%	-2.00%	REVERSE CROWN
1412+25(2)	2.00%	-2.00%	END NORMAL CROWN



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS:MAINLINE/STH 36/83 NB TO SB RAMP	SHEET 79	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021349_pd.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : - WISDOT/CADDS SHEET 42

2

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
700	1398+33.14	-66.01'		R/L BYPASS
701	1398+33.82	-57.34'		R/L BYPASS
702	201+50.07	-19.00'		R/L STH 36/83 NB-SB RAMP
703	1400+50.00	-57.84'		R/L BYPASS
704	201+36.22	-19.37'		R/L STH 36/83 NB-SB RAMP

STH 36/83 NB TO SB RAMP SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
196+00.00	-2.00%	BEGIN 2.0% SUPER
196+80.00	-2.00%	END NORMAL CROWN
198+00.00	-6.00%	BEGIN FULL SUPER CURVE #1
201+70.00	-6.00%	END FULL SUPER CURVE #1
202+00.00	-5.06%	BEGIN FULL SUPER CURVE #2
203+50.00	-5.06%	END FULL SUPER CURVE #2
204+00.00	-4.00%	BEGIN FULL SUPER CURVE #3
206+00.00	4.50%	MATCH BYPASS SUPER

BYPASS WB PGL SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	INSIDE	OUTSIDE	
1385+80	2.00%	-2.00%	END NORMAL CROWN
1336+86	-2.00%	-2.00%	REVERSE CROWN
1387+50	-4.50%	-4.50%	BEGIN FULL SUPER
1410+55	-4.50%	-4.50%	END FULL SUPER
1411+19(2)	-2.00%	-2.00%	REVERSE CROWN
1412+25(2)	2.00%	-2.00%	END NORMAL CROWN

BYPASS EB PGL SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	INSIDE	OUTSIDE	
1384+10	2.00%	-2.00%	END NORMAL CROWN
1385+14	-2.00%	-2.00%	REVERSE CROWN
1385+70	-4.10%	-4.10%	BEGIN FULL SUPER
1411+75	-4.10%	-4.10%	END FULL SUPER
1412+71(2)	-2.00%	-2.00%	REVERSE CROWN
1413+75(2)	2.00%	-2.00%	END NORMAL CROWN

R/L STH 36/83 NB TO SB RAMP
R/L STH 36/83 NB RAMP
R/L BURLINGTON BYPASS
WB PGL
EB PGL
54" CPRC
30" CPRC
12" SSPRC
24" SSPRC
B-51-113
VARIES

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS:MAINLINE/STH 36/83 NB TO SB RAMP	SHEET 80	E

BEGIN CONSTRUCTION
STA 196+00 R/L STH 36/83 NB-SB RAMP
N = 181837.571
E = 520258.018
MATCH EXISTING

R/L STH 36/83 NB RAMP

R/L STH 36/83 NB TO SB RAMP

STH 36/83 NB TO SB RAMP SUPER ELEVATION TABLE		
STATION	DRIVING LANE	REMARK
196+00.00	-2.00%	BEGIN 2.0% SUPER
196+80.00	-2.00%	END NORMAL CROWN
198+00.00	-6.00%	BEGIN FULL SUPER CURVE #1
201+70.00	-6.00%	END FULL SUPER CURVE #1
202+00.00	-5.06%	BEGIN FULL SUPER CURVE #2
203+50.00	-5.06%	END FULL SUPER CURVE #2
204+00.00	-4.00%	BEGIN FULL SUPER CURVE #3
206+00.00	4.50%	MATCH BYPASS SUPER

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
707	196+0.00	-19.00'		R/L STH 36/83 NB-SB RAMP
708	198+0.00	-19.00'		R/L STH 36/83 NB-SB RAMP
709	198+71.94	-18.00'		R/L STH 36/83 NB-SB RAMP

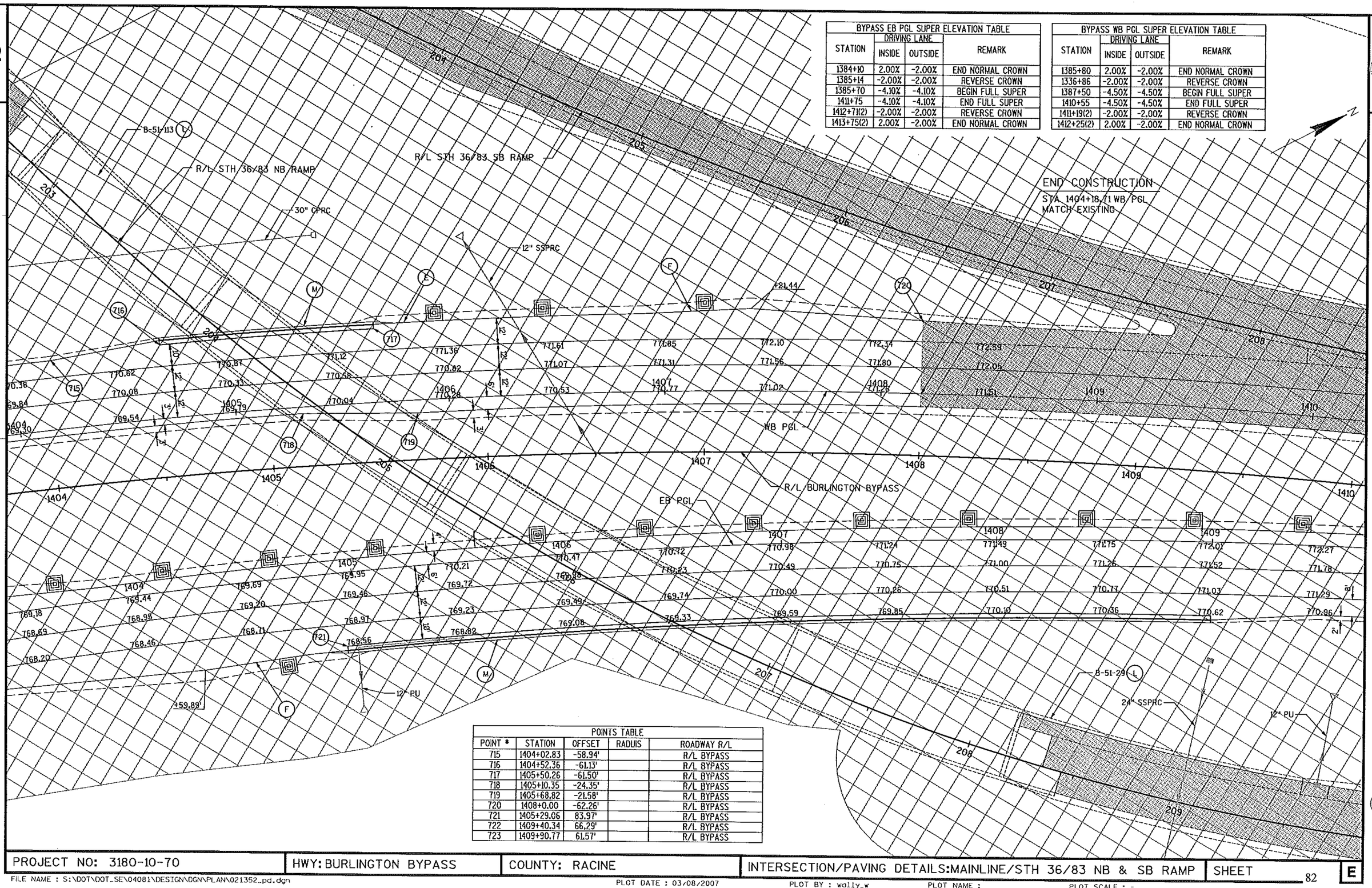
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS:STH 36/83 NB RAMP AND NB TO SB RAMP	SHEET 81	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021351_pd.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

2

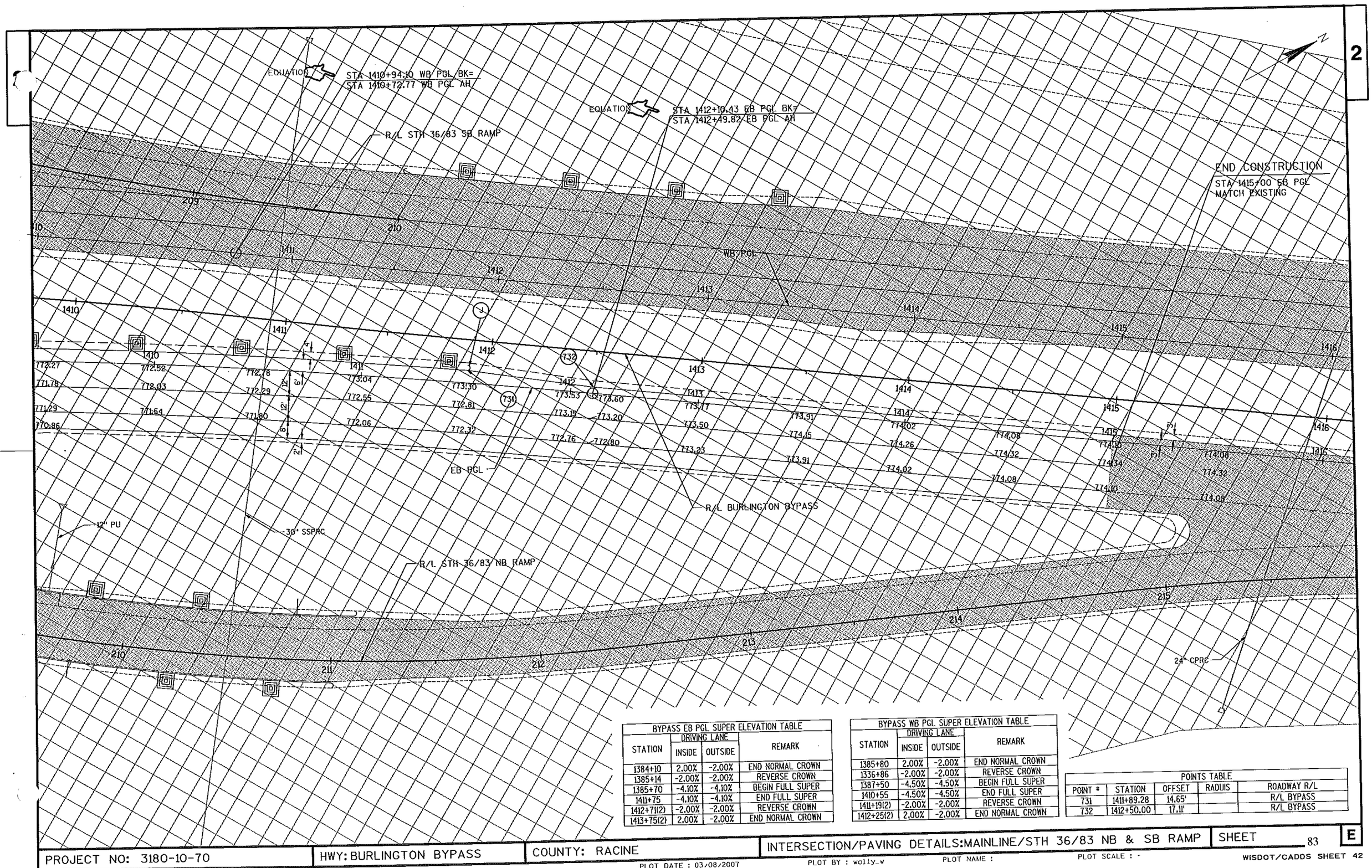
BYPASS EB PGL SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	INSIDE	OUTSIDE	
1384+10	2.00%	-2.00%	END NORMAL CROWN
1385+14	-2.00%	-2.00%	REVERSE CROWN
1385+70	-4.10%	-4.10%	BEGIN FULL SUPER
1411+75	-4.10%	-4.10%	END FULL SUPER
1412+71(2)	-2.00%	-2.00%	REVERSE CROWN
1413+75(2)	2.00%	-2.00%	END NORMAL CROWN

BYPASS WB PGL SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	INSIDE	OUTSIDE	
1385+80	2.00%	-2.00%	END NORMAL CROWN
1336+86	-2.00%	-2.00%	REVERSE CROWN
1387+50	-4.50%	-4.50%	BEGIN FULL SUPER
1410+55	-4.50%	-4.50%	END FULL SUPER
1411+19(2)	-2.00%	-2.00%	REVERSE CROWN
1412+25(2)	2.00%	-2.00%	END NORMAL CROWN



POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
715	1404+02.83	-58.94'		R/L BYPASS
716	1404+52.36	-61.13'		R/L BYPASS
717	1405+50.26	-61.50'		R/L BYPASS
718	1405+10.35	-24.35'		R/L BYPASS
719	1405+68.82	-21.58'		R/L BYPASS
720	1408+0.00	-62.26'		R/L BYPASS
721	1405+29.06	83.97'		R/L BYPASS
722	1409+40.34	66.29'		R/L BYPASS
723	1409+90.77	61.57'		R/L BYPASS

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS:MAINLINE/STH 36/83 NB & SB RAMP	SHEET 82	E



BYPASS EB PGL SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	INSIDE	OUTSIDE	
1384+10	2.00%	-2.00%	END NORMAL CROWN
1385+14	-2.00%	-2.00%	REVERSE CROWN
1385+70	-4.10%	-4.10%	BEGIN FULL SUPER
1411+75	-4.10%	-4.10%	END FULL SUPER
1412+71(2)	-2.00%	-2.00%	REVERSE CROWN
1413+75(2)	2.00%	-2.00%	END NORMAL CROWN

BYPASS WB PGL SUPER ELEVATION TABLE			
STATION	DRIVING LANE		REMARK
	INSIDE	OUTSIDE	
1385+80	2.00%	-2.00%	END NORMAL CROWN
1386+86	-2.00%	-2.00%	REVERSE CROWN
1387+50	-4.50%	-4.50%	BEGIN FULL SUPER
1410+55	-4.50%	-4.50%	END FULL SUPER
1411+19(2)	-2.00%	-2.00%	REVERSE CROWN
1412+25(2)	2.00%	-2.00%	END NORMAL CROWN

POINTS TABLE				
POINT #	STATION	OFFSET	RADIUS	ROADWAY R/L
731	1411+89.28	14.65'		R/L BYPASS
732	1412+50.00	17.11'		R/L BYPASS

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	INTERSECTION/PAVING DETAILS:MAINLINE/STH 36/83 NB & SB RAMP	SHEET 83	E

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\021353_pd.dgn

2

N

SWITCH

SEE TEMPORARY DIVERSION CHANNEL DETAIL FOR ADDITIONAL INFORMATION.

SLOPE INTERCEPT (TYP)

R/L STH 83

R/L BURLINGTON BYPASS

24" CPRC TO BE PLACED IN FUTURE PROJECT

P-115.0

P-117.3

P-119.0

P-118.5

P-117.1

C-51-22

P-118.2

P-113.0

P-108.1

340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355

P-122.2

P-122.0

P-121.0

P-120.0

P-118.0

SLOPE INTERCEPT (TYP)

P-117.0

P-116.1

P-108.3

P-134.1

R/L BURLINGTON BYPASS

SLOPE INTERCEPT (TYP)

SLOPE INTERCEPT (TYP)

LEGEND

EROSION CONTROL ITEMS SHOWN HALF TONED ARE PLACED UNDER PREVIOUS PROJECT

- TEMPORARY DITCH CHECK
- DETENTION AREA
- WETLAND
- SOD
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- A — INLET PROTECTION TYPE A FOR ENDWALL
- RIPRAP LIGHT
- ROCK OR STONE DITCH CHECK
- EROSION BALE, BARRIER

- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- SILT FENCE
- DIRECTION OF FLOW

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EROSION CONTROL - STH 83	SHEET 84	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022001_ec.dgn

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

R/L HIDDEN CREEK LANE

SLOPE INTERCEPT (TYP)

R/L STH 83

P-107.2

P-106.2

P-107.3

P-107.6

P-104.1

P-104.4

P-103.1

P-103.3

P-101.1

P-102.1

P-100.1

P-101.0

P-101.2

SLOPE INTERCEPT (TYP)

BLDG

BLDG

HSE

LEGEND

EROSION CONTROL ITEMS SHOWN HALF TONED ARE PLACED UNDER PREVIOUS PROJECT

- TEMPORARY DITCH CHECK
- DETENTION AREA
- WETLAND
- SOD
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- INLET PROTECTION TYPE A FOR ENDWALL
- RIPRAP LIGHT
- ROCK OR STONE DITCH CHECK
- EROSION BALE, BARRIER
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- SILT FENCE
- DIRECTION OF FLOW

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EROSION CONTROL - STH 83	SHEET 85	E

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022002_ec.dgn

2

N

R/L BURLINGTON BYPASS

42" CPRC

R/L BREVER ROAD

SLOPE INTERCEPT (TYP)

P-123.0

P-124.0

P-125.0

SLOPED PAVEMENT CRUSHED AGGREGATE
SEE BRIDGE PLANS

P-126.0

SLOPE INTERCEPT (TYP)

94 95 96 97 98 99 100 101 102 103 104 105 106

151 152 153 154 155 156 157 158 159

LEGEND

EROSION CONTROL ITEMS
SHOWN HALF TONED ARE
PLACED UNDER PREVIOUS PROJECT

- TEMPORARY DITCH CHECK
- DETENTION AREA
- WETLAND
- SOD
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- A — INLET PROTECTION TYPE A FOR ENDWALL
- RIPRAP LIGHT
- ROCK OR STONE DITCH CHECK
- EROSION BALE, BARRIER
- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- SILT FENCE
- DIRECTION OF FLOW

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EROSION CONTROL - BREVER ROAD	SHEET 86 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022003_ec.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

N

42" CPRC

P-127.0

SLOPED PAVEMENT CRUSHED AGGREGATE
SEE BRIDGE PLANS

SLOPE INTERCEPT (TYP)

P-128.0

R/L BREVER ROAD

SLOPE INTERCEPT (TYP)

R/L BURLINGTON BYPASS

P-135.0

P-129.0

LEGEND

EROSION CONTROL ITEMS
SHOWN HALF TONED ARE
PLACED UNDER PREVIOUS PROJECT

- TEMPORARY DITCH CHECK
- DETENTION AREA
- WETLAND
- SOD
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- INLET PROTECTION TYPE A FOR ENDWALL
- RIPRAP LIGHT
- ROCK OR STONE DITCH CHECK
- EROSION BALE, BARRIER
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- SILT FENCE
- DIRECTION OF FLOW

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EROSION CONTROL - BREVER ROAD	SHEET 87	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022004_ec.dgn

PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

2

R/L SW RAMP STH 142

24" SSPRC

24" CPRC

12" SSPRC

R/L BURLINGTON BYPASS

24" CPRC

36" CPRC

R/L STH 142

24" SSPRC

12" PU

12" SSPRC

12" PU

24" CPRC

12" SSPRC

12" SSPRC

12" SSPRC

12" SSPRC

R/L NE RAMP STH 142

WELL

LEGEND

EROSION CONTROL ITEMS SHOWN HALF TONED ARE PLACED UNDER PREVIOUS PROJECT

- TEMPORARY DITCH CHECK
- DETENTION AREA
- WETLAND
- SOD
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- INLET PROTECTION TYPE A FOR ENDWALL
- RIPRAP LIGHT
- ROCK OR STONE DITCH CHECK
- EROSION BALE, BARRIER
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- SILT FENCE
- DIRECTION OF FLOW

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EROSION CONTROL - STH 142 INTERCHANGE	SHEET 88	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022005_ec.dgn

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

LEGEND

EROSION CONTROL ITEMS SHOWN HALF TONED ARE PLACED UNDER PREVIOUS PROJECT.

- TEMPORARY DITCH CHECK
- DETENTION AREA
- WETLAND
- SOD
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- INLET PROTECTION TYPE A FOR ENDWALL
- RIPRAP LIGHT
- ROCK OR STONE DITCH CHECK
- EROSION BALE, BARRIER
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- SILT FENCE
- DIRECTION OF FLOW

R/L STH 11

R/L BURLINGTON BYPASS

12" SSPRC

24" CPRC

FO

1271 1272 1273 1274 1275 1276 1277 1278 1279 1281 1282 1283 1284 1285 1286

4 5 6 7 8

126 127 128 129 130 131 132 133

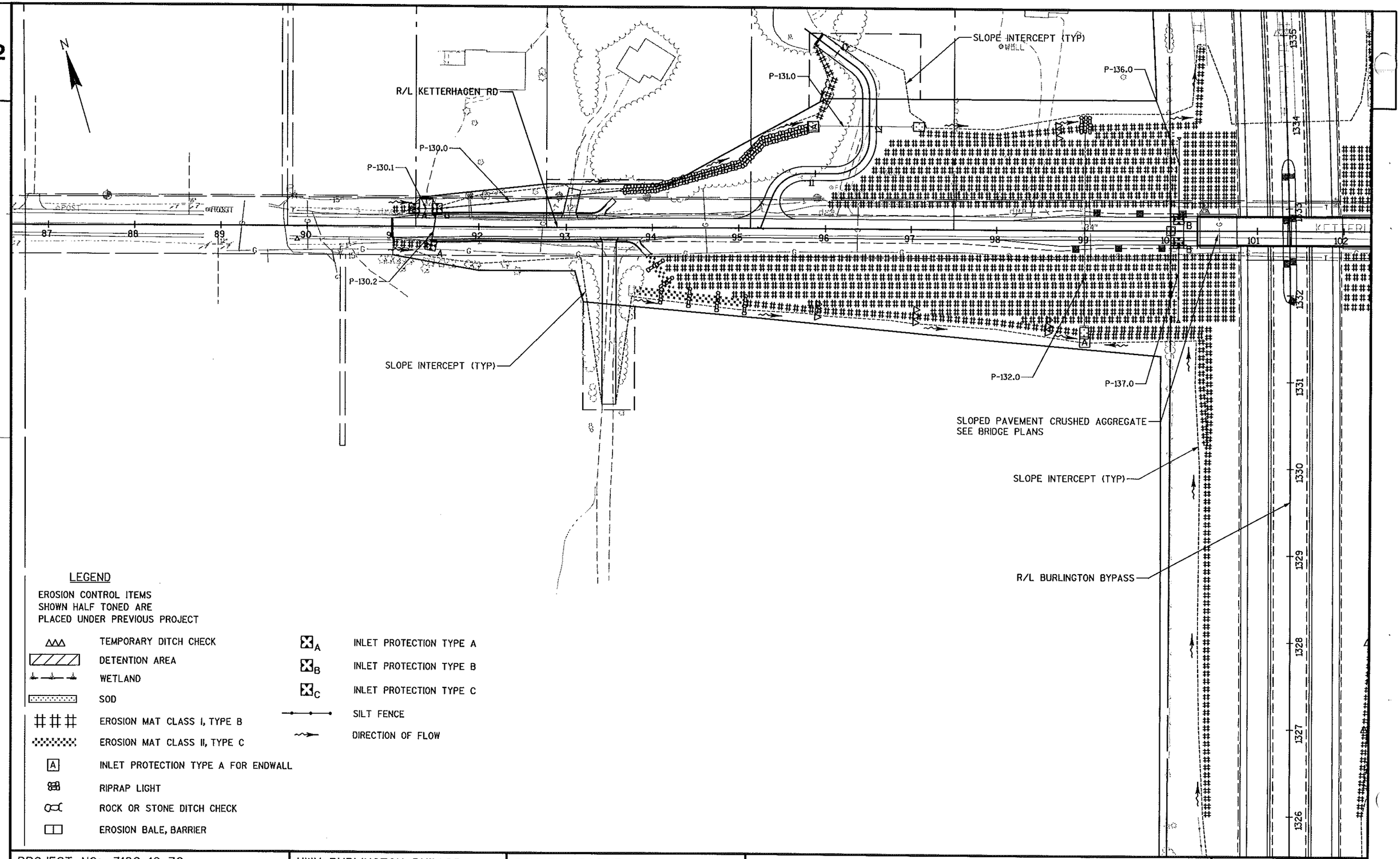
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EROSION CONTROL - STH 11 / BYPASS	SHEET 89	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022006_ec.dgn

PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

2



LEGEND

EROSION CONTROL ITEMS
SHOWN HALF TONED ARE
PLACED UNDER PREVIOUS PROJECT

- TEMPORARY DITCH CHECK
- DETENTION AREA
- WETLAND
- SOD
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- INLET PROTECTION TYPE A FOR ENDWALL
- RIPRAP LIGHT
- ROCK OR STONE DITCH CHECK
- EROSION BALE, BARRIER
- $\boxtimes_A$ INLET PROTECTION TYPE A
- $\boxtimes_B$ INLET PROTECTION TYPE B
- $\boxtimes_C$ INLET PROTECTION TYPE C
- SILT FENCE
- DIRECTION OF FLOW

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EROSION CONTROL - KETTERHAGEN ROAD / BYPASS	SHEET 90 E

1324 1325 1326 1327 1328 1329 1330 1331 1332 1333 1334 1335

KETTERHAGEN RD

SLOPE INTERCEPT (TYP)

P-133.0

SLOPED PAVEMENT CRUSHED AGGREGATE
SEE BRIDGE PLANS

SLOPE INTERCEPT (TYP)

SLOPE INTERCEPT (TYP)

R/L KETTERHAGEN RD

RUINS

RUINS

LEGEND

EROSION CONTROL ITEMS
SHOWN HALF TONED ARE
PLACED UNDER PREVIOUS PROJECT

- TEMPORARY DITCH CHECK
- DETENTION AREA
- WETLAND
- SOD
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- A — INLET PROTECTION TYPE A FOR ENDWALL
- RIPRAP LIGHT
- ROCK OR STONE DITCH CHECK
- EROSION BALE, BARRIER
- $\boxtimes_A$ — INLET PROTECTION TYPE A
- $\boxtimes_B$ — INLET PROTECTION TYPE B
- $\boxtimes_C$ — INLET PROTECTION TYPE C
- SILT FENCE
- DIRECTION OF FLOW

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EROSION CONTROL - KETTERHAGEN ROAD / BYPASS	SHEET 91 E

REVISION DATE: 6/15/07
REVISION NOTE: SHEET 022009_EC.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN ELIMINATED AND REPLACED WITH SHEET 022011_EC.DGN

30"SSPRC
12"SSPRC
24"CPRC
R/L CTH A NW RAMP
R/L BURLINGTON BYPASS
R/L CTH A
36"SSPRC
CTH C
12"SSPRC
12"SSPRC
12"SSPRC
12"SSPRC
24"CPRC
R/L CTH A SE RAMP
12"SSPRC
VENT
VENT
POST
POST
POST
POST
55
50
40

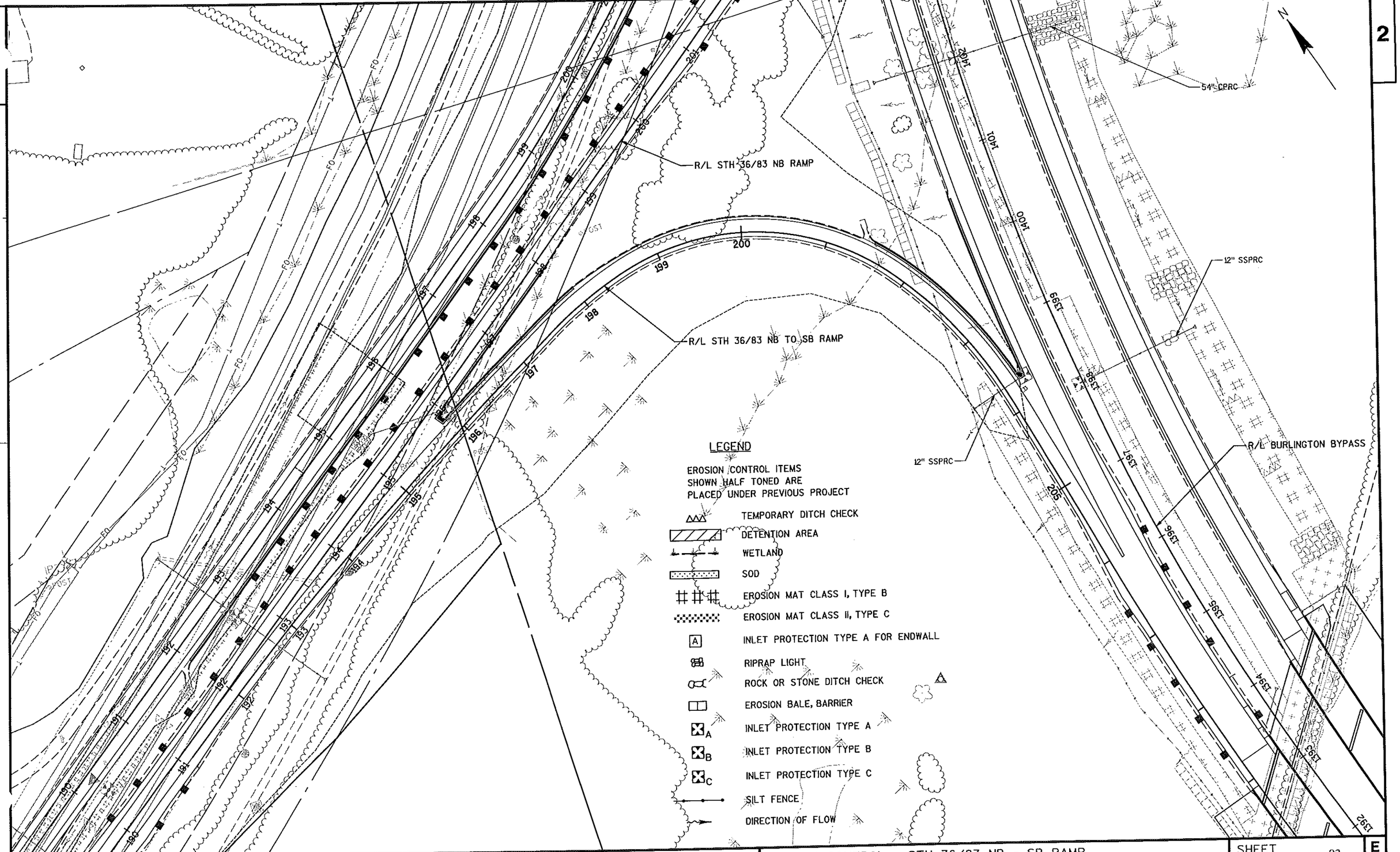
LEGEND

EROSION CONTROL ITEMS
SHOWN HALF TONED ARE
PLACED UNDER PREVIOUS PROJECT

- TEMPORARY DITCH CHECK
- WETLAND
- SOD
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- RIPRAP MEDIUM
- ROCK OR STONE DITCH CHECK
- EROSION BALE, BARRIER
- [A] INLET PROTECTION TYPE A FOR ENDWALL
- [A]A INLET PROTECTION TYPE A
- [A]B INLET PROTECTION TYPE B
- [A]C INLET PROTECTION TYPE C
- SILT FENCE
- DIRECTION OF FLOW

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EROSION CONTROL: CTH A / BYPASS	SHEET 92A	E

FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\022011_ec.dgn
PLOT DATE : 6/13/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EROSION CONTROL - STH 36/83 NB - SB RAMP	SHEET 93	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022010_ec.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

2

LEGEND:

= GRADED UNDER PREVIOUS PROJECT

= HMA BASE LAYER PLACED UNDER PREVIOUS PROJECT. ONLY HMA SURFACE LAYER REQ'D.

= GRADING AND PAVING COMPLETED UNDER PREVIOUS PROJECT

= MANHOLE

= INLET

= STORM SEWER PIPE

= STORM SEWER PIPE WITH ENDWALL

= PIPE WITH ENDWALL

= PIPE UNDERDRAIN UNPERFORATED 6-INCH

= DIRECTION OF FLOW

= APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH

(XXX.X) = PROPOSED STRUCTURE NUMBER

* = STRUCTURE CONSTRUCTED UNDER PREVIOUS PROJECT. REMOVE COVER PLATE, PLACE PROPOSED COVER AND ADJUSTEMNT RINGS.

(A) = ADJUST INLET OR MH & REPLACE TEMPORARY HMA CURB WITH CONCRETE CURB & GUTTER, 6-INCH, MOUNTABLE, 36-INCH, TYPE "D".

NOTE: ALL PREVIOUSLY CONSTRUCTED ROADWAY FACILITIES SHOWN AS DASHED LINES.

ALL PREVIOUSLY CONSTRUCTED DRAINAGE FACILITIES SHOWN AS SHADED.

2

R/L STH 83

341 342 343 344 345

P-122.2

122.4 122.3

WELL

P-119.0

119.1 119.0

STA 347+93.28 STH 83 =
STH 83 NB PGL =
STH 83 SB PGL

PROPOSED C-51-22 EXTENTION

EXISTING C-51-22

R/L STH 83

345 346 347 348 348

SB PGL STH 83

NB PGL STH 83

349 349 349 350 350

P-122.1 P-122.0 P-121.0 P-120.3 P-120.2 P-120.1 P-120.0 P-118.6 P-118.5 P-118.4 P-118.3 P-118.2 P-118.1 P-118.0 P-117.4 P-117.3 P-117.2 P-117.1 P-117.0

122.2 122.1 122.0 121.0 121.1 120.3 120.1 120.2 120.0 118.6 118.5 118.4 118.3 118.2 118.1 118.0 117.4 117.3 117.2 117.1 117.0

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: STH 83	SHEET 95 E

PLOT DATE : 03/08/2007 PLOT BY : wally..w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

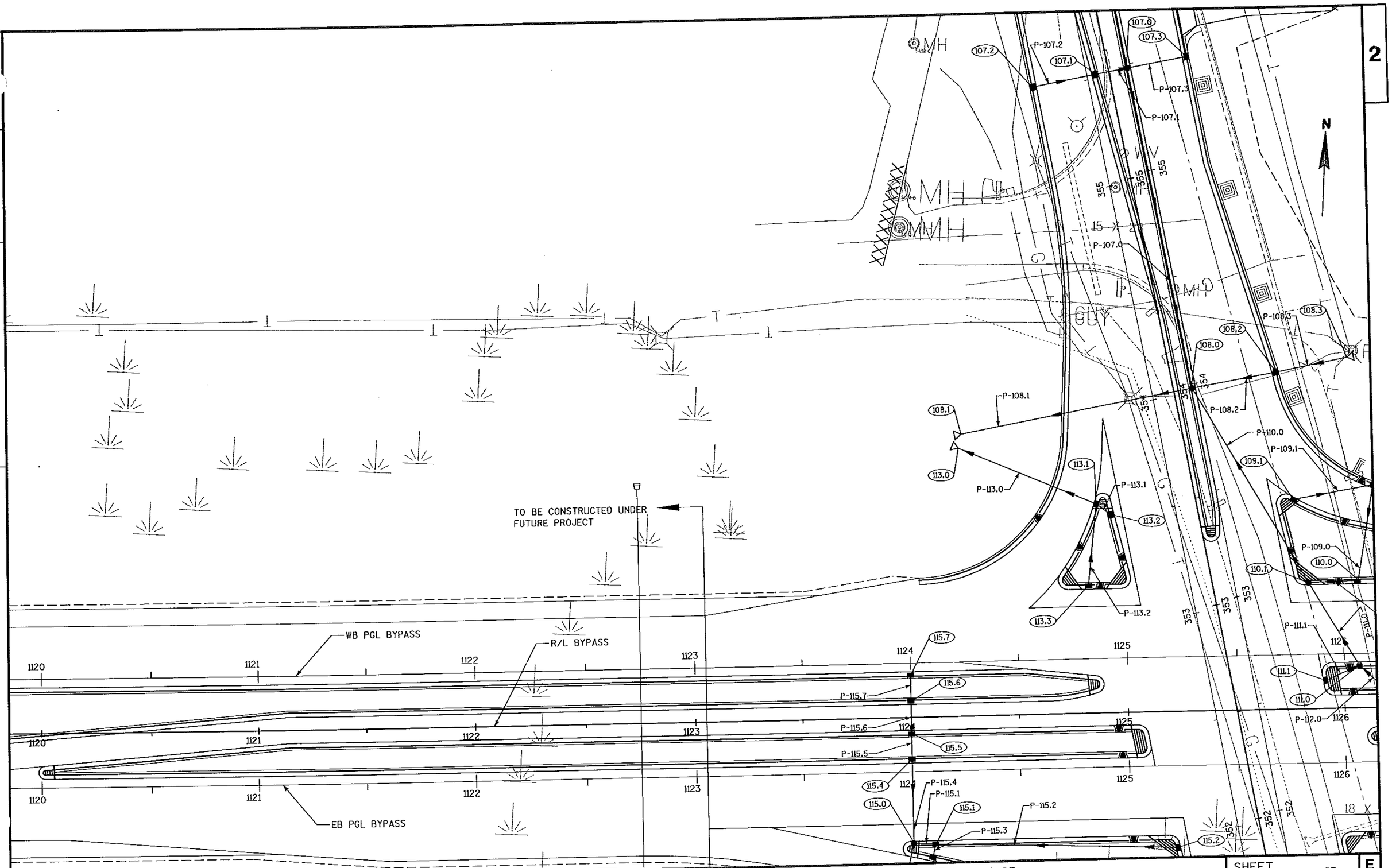
FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022501_ss.dgn

2

WB PGL BYPASS
R/L BYPASS
EB PGL BYPASS
1120
1121
1122
1123
1124
1125
1126
TO BE CONSTRUCTED UNDER FUTURE PROJECT
R/L STH 83
R/L SB PGL STH 83
R/L NB PGL STH 83
P-113.2
113.3
P-109.0
110.1
110.0
P-110
P-111.0
P-111.1
111.1
111.0
P-112.0
P-115.7
115.7
115.6
P-115.6
P-115.5
115.5
115.4
P-115.4
P-115.1
115.1
115.0
P-115.2
115.2
P-115.3
115.3
P-115.0
114.0
P-116.2
116.2
116.1
P-117.1
117.2
P-117.2
117.3
P-117.3
117.4
119.0
P-119.0
119.1
353
352
351
350
18"X
N

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: STH 83	SHEET 96	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022502_ss.dgn
PLOT DATE : 03/08/2007
PLOT BY : wally_w
PLOT NAME :
PLOT SCALE : -



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: STH 83	SHEET 97	E

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

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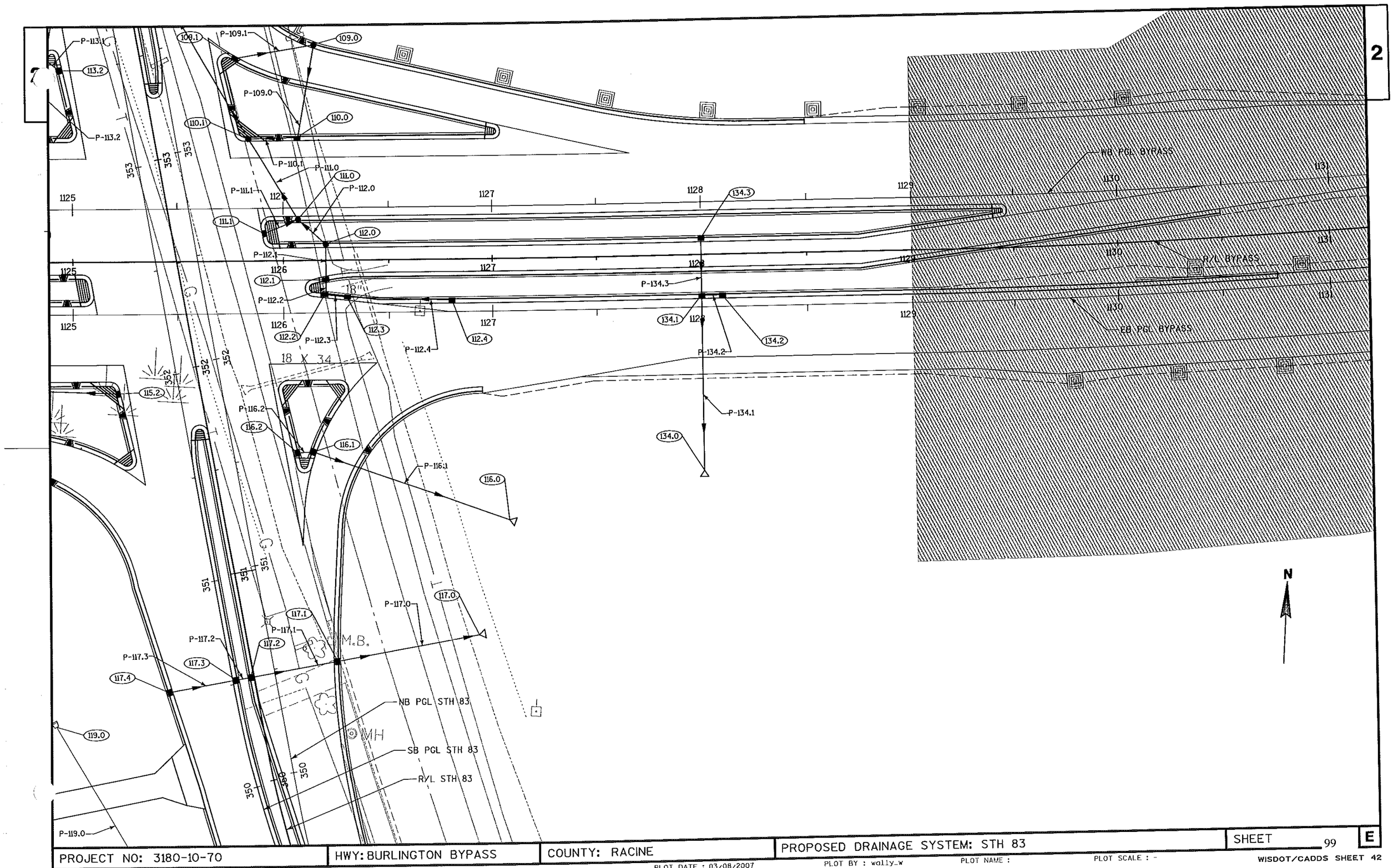
2

N

107.3
107.0
P-107.3
P-107.1
107.1
355
355
355
15 X 24
P-107.0
108.3
108.2
108.0
POST
P-108.3
354
354
355
P-108.2
P-110.0
113.1
P-109.1
109.1
P-113.1
109.0
113.2
P-109.0
110.0
110.1
P-113.2
P-110.1
113.3
353
353
353
P-111.0
P-111.1
111.0
P-112.0
1125
1126
1127
1128
134.3
1129
1130
1131
WB PGL BYPASS
111.1
112.0
R/L BYPASS
P-112.1
1125
1126
1127
1128
1129
1130
1131
112.1
P-112.2
P-134.3
1125
1126
112.3
1127
134.1
1128
1129
1130
1131
112.2
P-112.3
112.4
134.2
P-112.4
EB PGL BYPASS
P-134.2
18 X 34
352
352
352
115.2
P-134.1

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: STH 83	SHEET 98	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022504_ss.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: STH 83	SHEET 99 E

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022505_ss.dgn

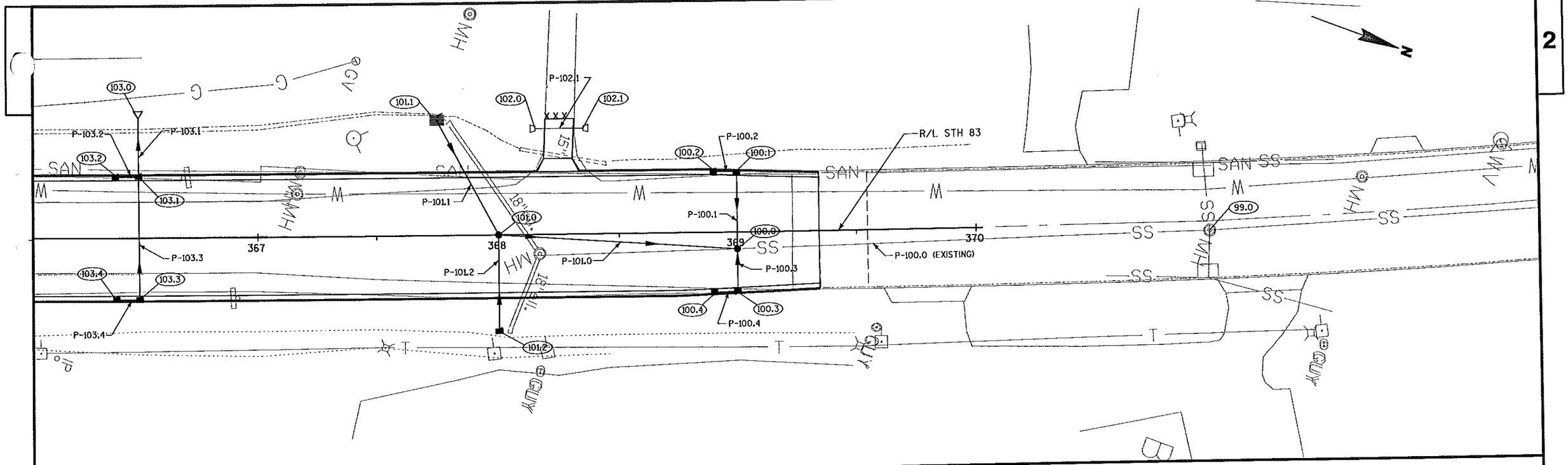
2

SB PGL STH 83
R/L STH 83
NB PGL STH 83
STA 360+28.18 SB PGL =
STA 360+25.80 NB PGL =
STA 360+26.99 R/L

R/L STH 83

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: STH 83	SHEET 100	E

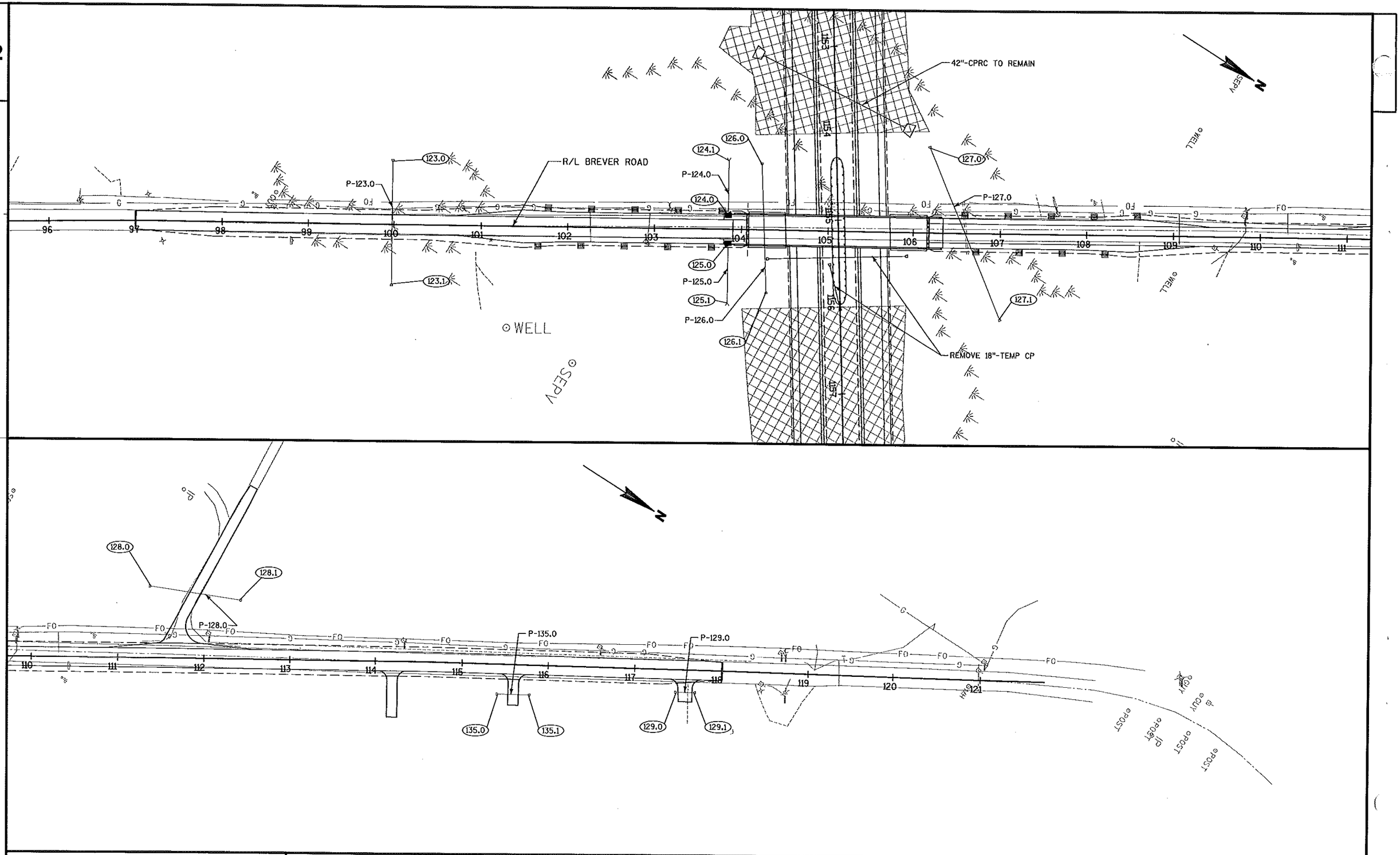
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PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42



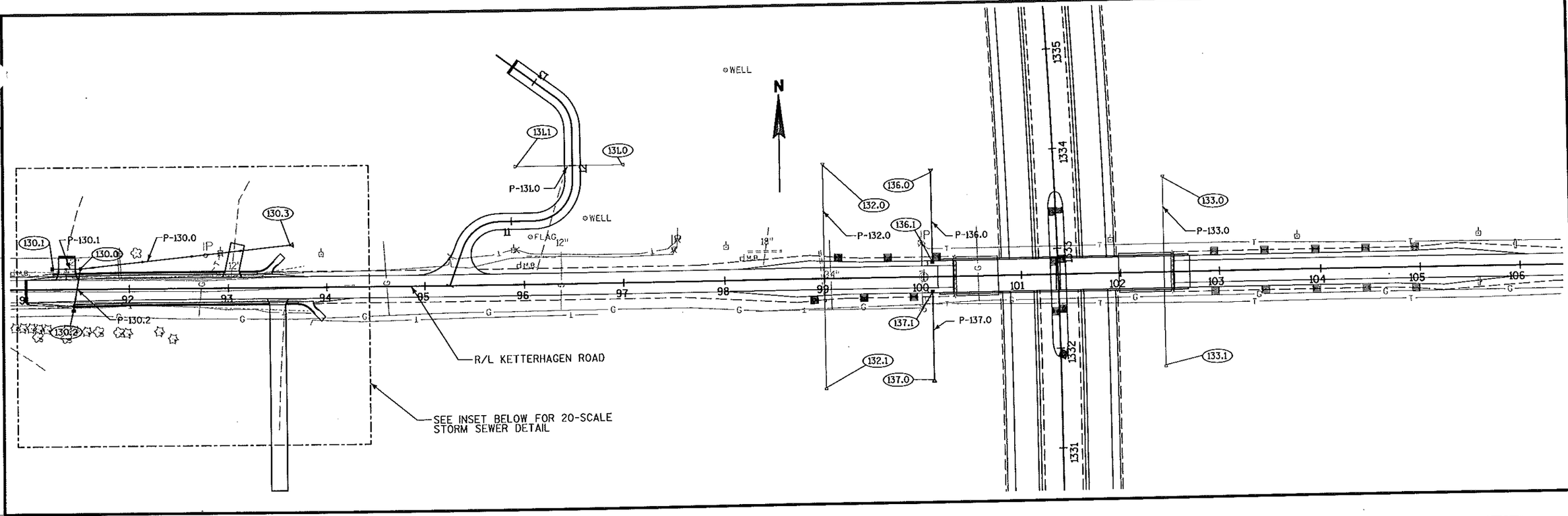
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: STH 83	SHEET 101 E

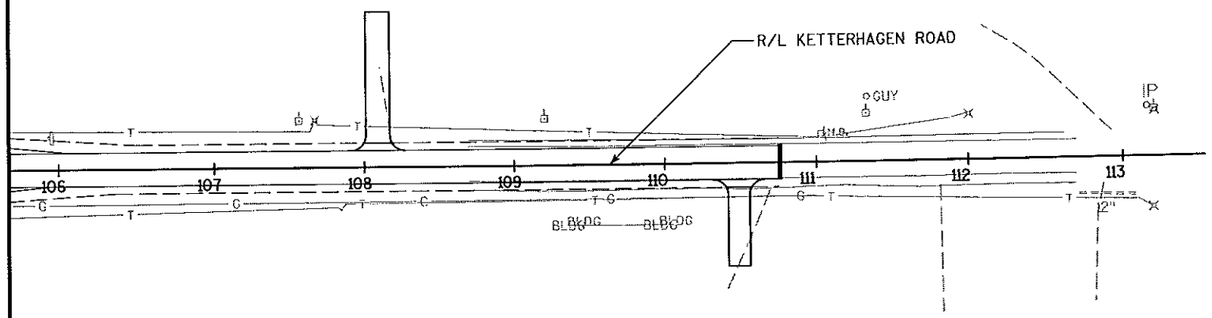
FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022507_ss.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

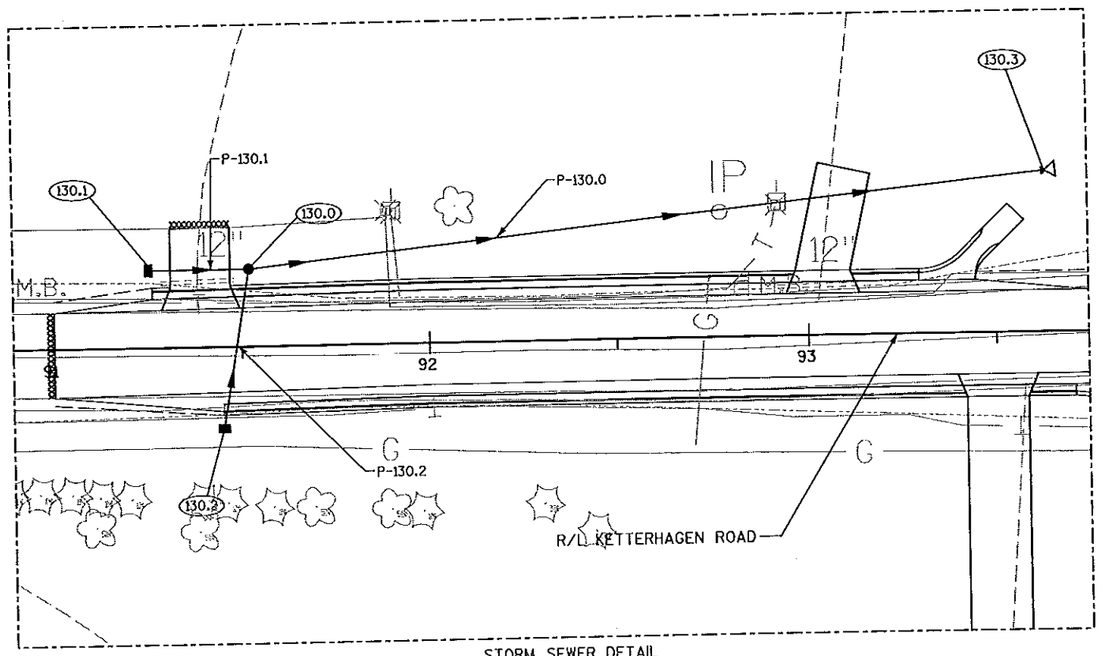
2



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: BREVER ROAD	SHEET 102 E







STORM SEWER DETAIL
SCALE 1" = 20'-0"

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: KETTERHAGEN ROAD	SHEET 103	E

2

N

R/L STH 142 NE RAMP

24" CPRC

R/L BURLINGTON BYPASS

24" SSPRC

36" CPRC

18" SSPRC

R/L STH 142

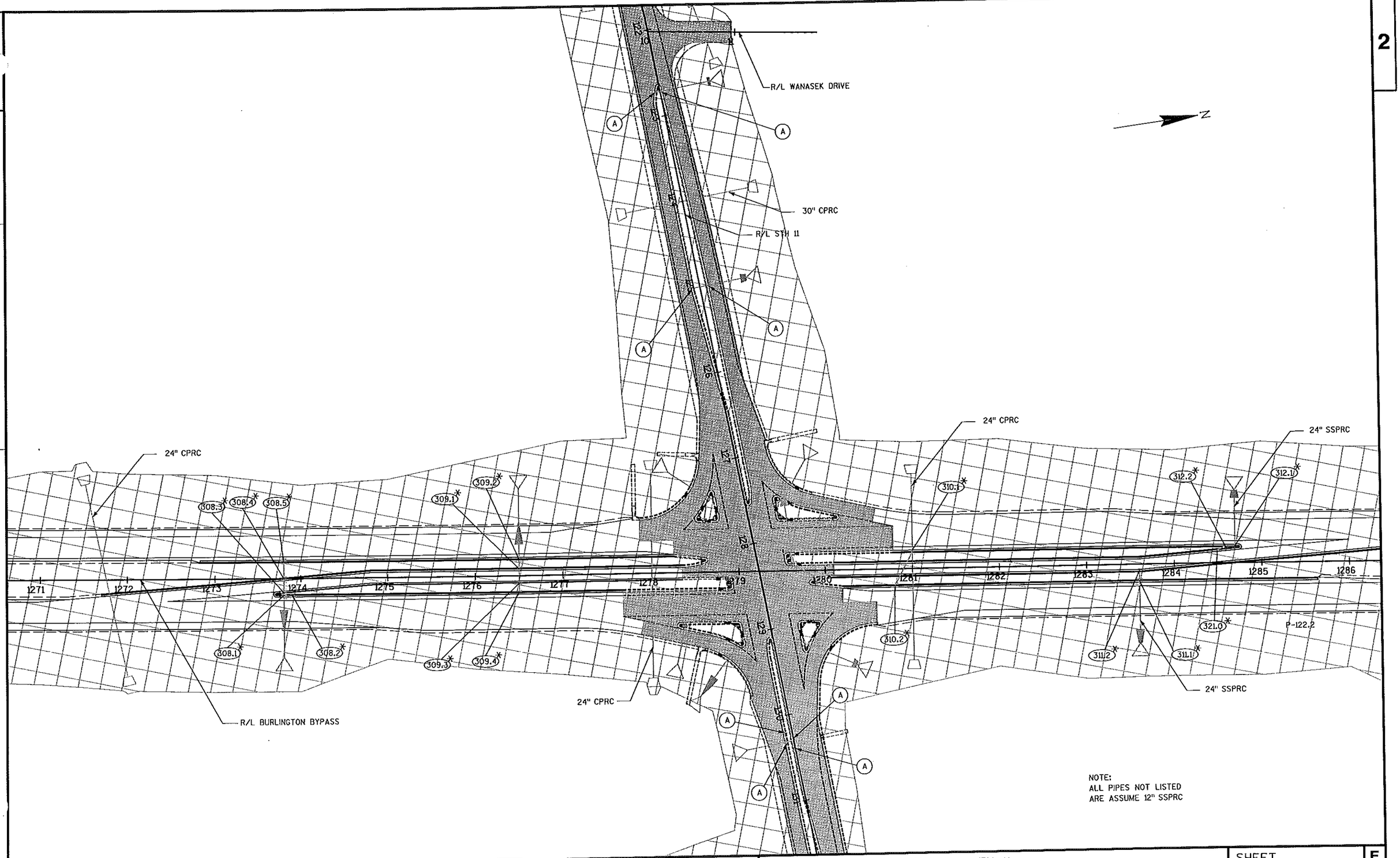
R/L STH 142 SW RAMP

NOTE:
ALL PIPES NOT LISTED
ARE ASSUME 12" SSPRC

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACIQUE	PROPOSED DRAINAGE SYSTEM: STH 142	SHEET 104	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022510_ss.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

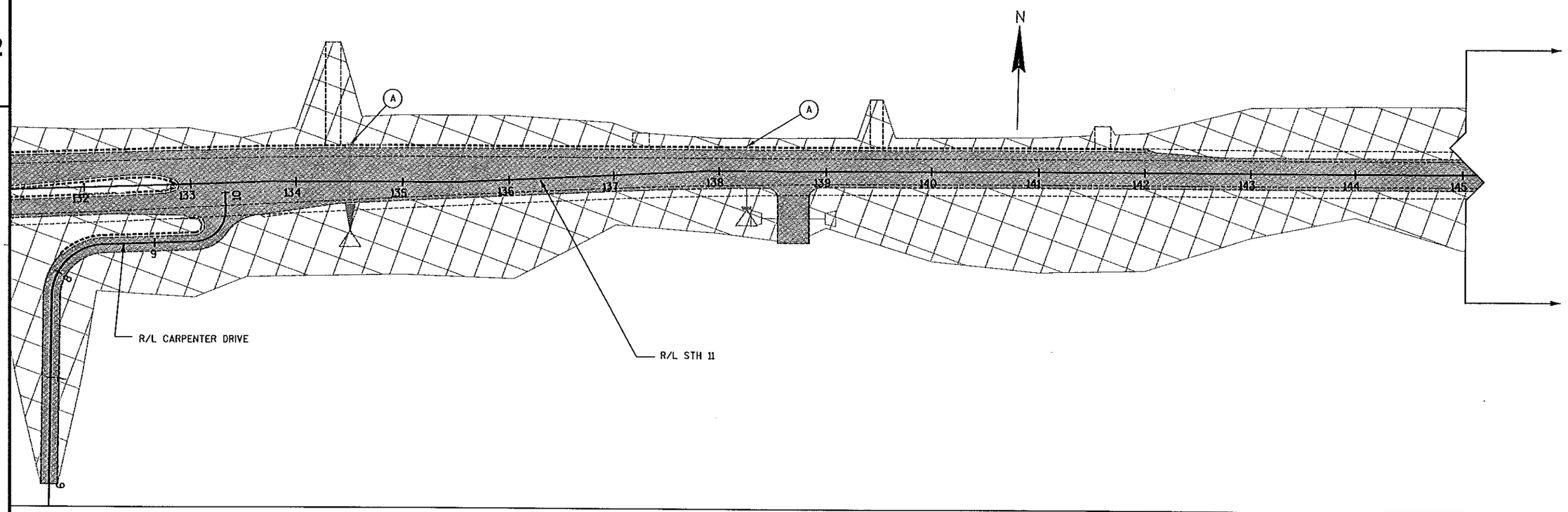


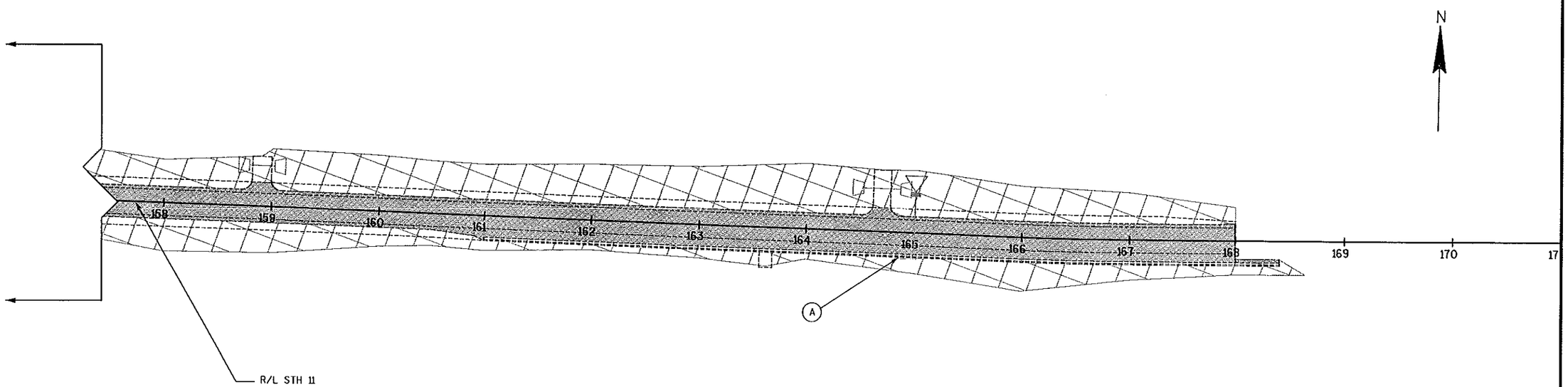
NOTE:
ALL PIPES NOT LISTED
ARE ASSUME 12" SSPRC

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: STH 11	SHEET 105	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022511_ss.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

2





PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: STH 11	SHEET 106	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\022512_ss.dgn PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

2

NOTE:
ALL PIPES NOT LISTED
ARE ASSUME 12" SSPRC

N

R/L STH 36/83 SB RAMP

R/L STH 36/83 NB TO SB RAMP

R/L STH 36/83 NB RAMP

54" CPRC

30" CPRC

24" SSPRC

R/L BURLINGTON BYPASS

54" CPRC

24" SSPRC

324.0*

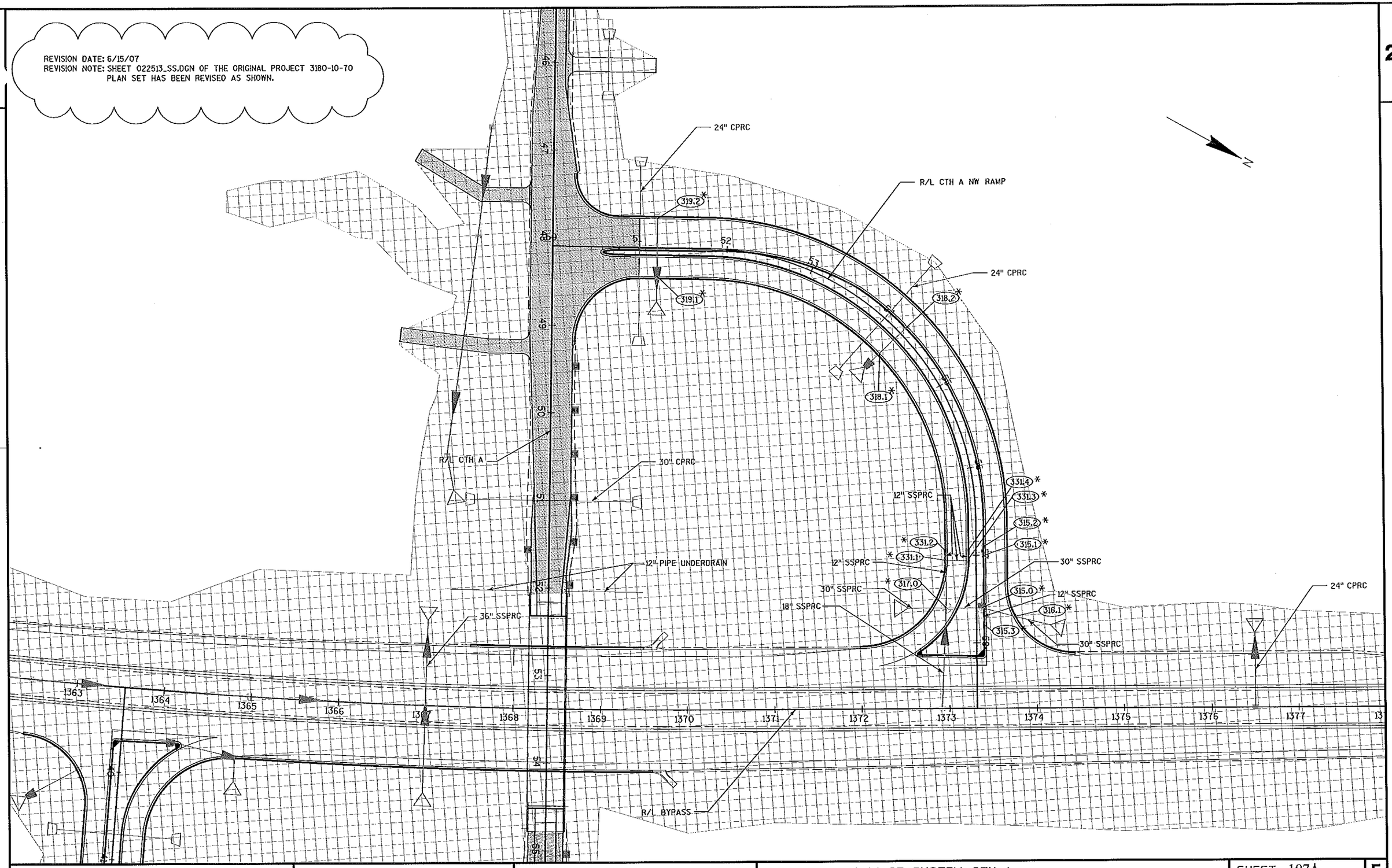
323.0*

320.1*

320.2*

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: BYPASS	SHEET 108 E

REVISION DATE: 6/15/07
REVISION NOTE: SHEET 022513_SS.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN REVISED AS SHOWN.



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: CTH A	SHEET 107A	E

2

R/L CTH A

R/L BYPASS

36" SSPRC

24" SSPRC

12" SSPRC

24" CPRC

R/L CTH A SE RAMP

P403.0

N

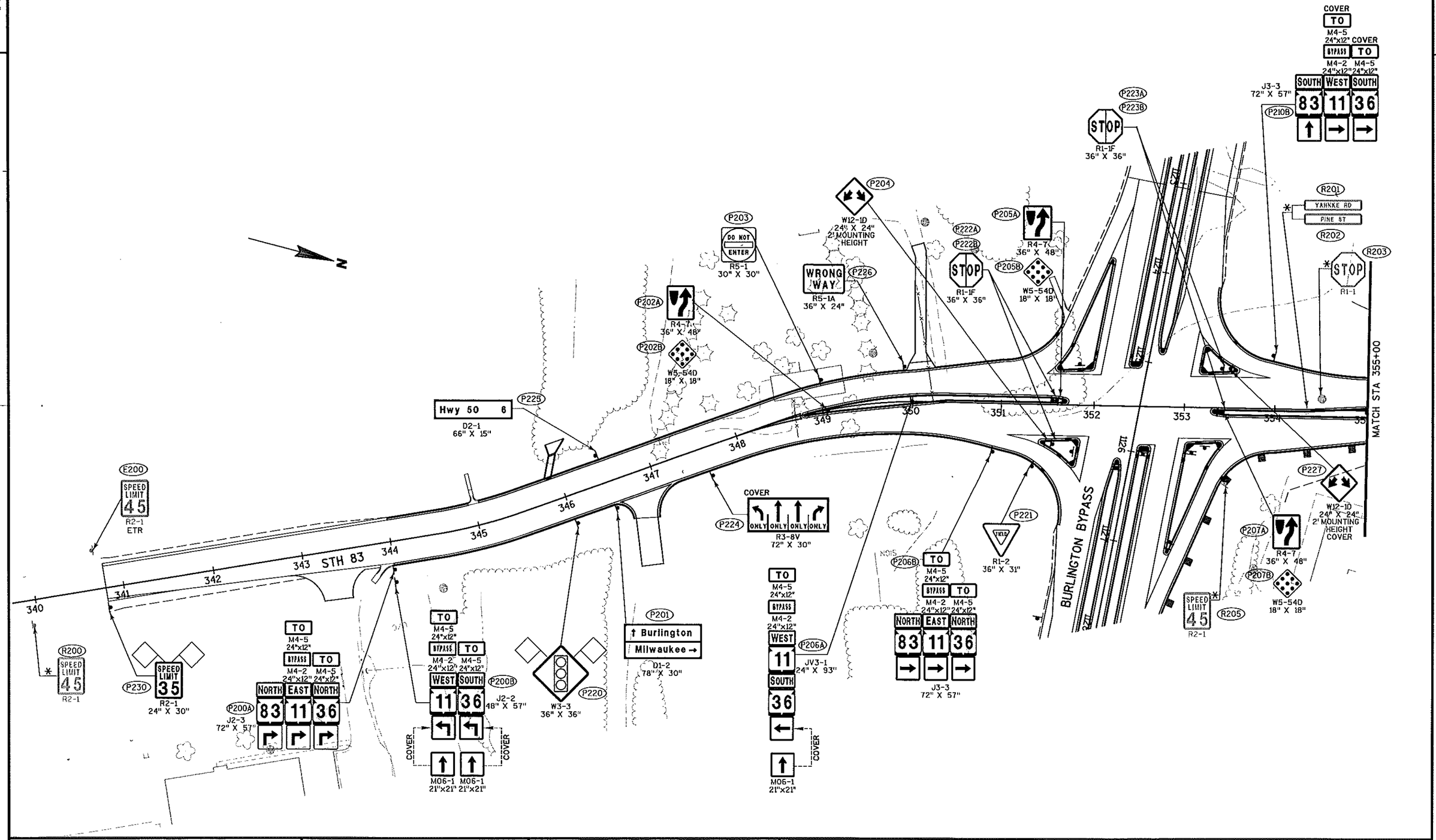
REVISION DATE: 6/15/07
REVISION NOTE: THIS IS A NEW SHEET TO BE INSERTED PRIOR TO SHEET 022513_SS10.DGN

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PROPOSED DRAINAGE SYSTEM: CTH A	SHEET 107B	E

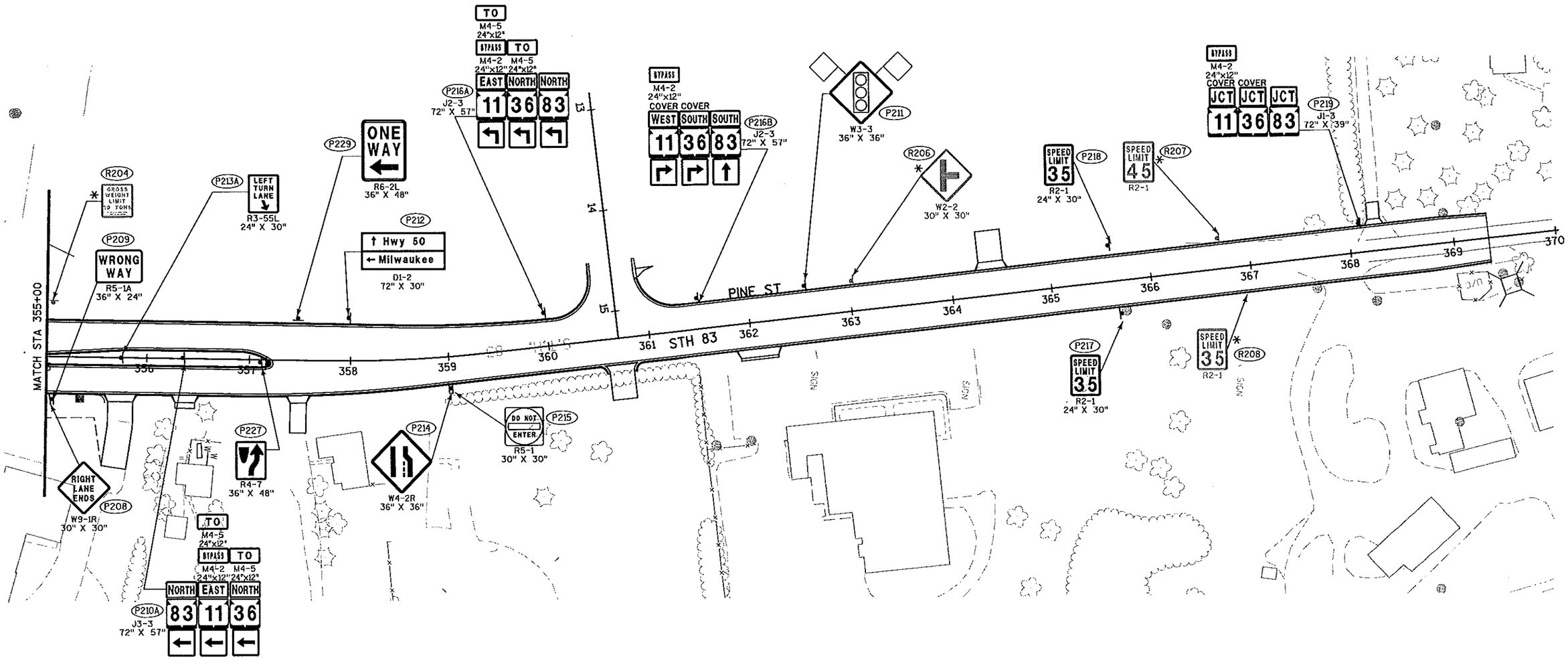
FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\022515_ss.dgn PLOT DATE : 6/13/2007 PLOT BY : wally_w PLOT NAME : ---------- PLOT SCALE : - WISDOT/CADDS SHEET 42

LEGEND:

◀	EXISTING SIGN
◀	PROPOSED SIGN
(P100)	PROPOSED SIGN NUMBER
(R100)	REMOVED SIGN NUMBER
(E100)	EXISTING SIGN NUMBER
(M100)	MOVED EXISTING SIGN NUMBER
*	SIGN TO BE REMOVED
24" X 30"	SIGN SIZE
ETR	EXISTING SIGN TO REMAIN
EAT	ENERGY ABSORBING TERMINAL
COVER	SIGN TO BE COVERED



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 110	E



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 111	E

2

N

ONE WAY
R6-2L
36" X 48"
P099

DO NOT ENTER
R5-1
36" X 36"
PLACE ON SIGNAL POLE
P100A

DO NOT ENTER
R5-1
36" X 36"
PLACE ON SIGNAL POLE
P100B

PINE STREET

354

353

352

351

350

STH 83

P113
R1-2
36" X 31"

P102A
STOP
R1-1
36" X 36"
PLACE ON SIGNAL POLE

P102B
STOP
R1-1
36" X 36"
PLACE ON SIGNAL POLE

P101
W12-1D
24" X 24"
2' MOUNTING HEIGHT

TO M4-5 30"x15" | TO M4-5 30"x15"
WEST 11 | SOUTH 36
P093
J3-2
72" X 81"
COVER COVER
M06-1 36"x36" | M06-1 36"x36"

P095
Pine St
M1-94
60" X 21"

P094
Burlington →
D1-1
96" X 21"

P107
SPEED LIMIT 55
R2-1
36" X 48"
P106B

P108
WRONG WAY
R5-1A
42" X 30"

P108
LEFT TURN LANE
R3-5SL
36" X 48"

1123 1124 1125 1126 1127 1128 1129 1130 1131 1132 1133 1134 1135 1136 1137 113

BURLINGTON BYPASS

MATCH STA 1138+00

ONE WAY
R6-2L
36" X 48"
P057

ONE WAY
R6-2L
36" X 48"
P098

P103
SOUTH 83
J3-1
36" X 81"

P104
R4-7
36" X 48"

P105
COVER COVER
NORTH 83 | NORTH 36 | EAST 11
J4-3
108" X 51"

LEFT TURN LANE
R3-5SL
36" X 48"
P097

P096
Milwaukee 36
D2-1
108" X 21"

P106A
SPEED LIMIT 55
R2-1
36" X 48"

P109
SOUTH 83 | TO 50
J3-2
72" X 81"

FOX RIVER

SIGN

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 112 E

N

MATCH STA 1138+00

1139 1140 1141 1142 1143 1144 1145 1146 1147 1148 1149 1150 1151 1152 115

MATCH STA 1153+00

BURLINGTON BYPASS

P091
BE PREPARED TO STOP
W20-7b
48" X 48"

P110B
J3-2
72" X 81"
TO TO
M4-5 30"x15" M4-5 30"x15"
WEST SOUTH
11 36
COVER COVER
M05-1R 36"x36" M05-1R 36"x36"

P111B
W3-3
36" X 36"

P112B
SPEED LIMIT 55
R2-1
36" X 48"

P112A
SPEED LIMIT 55
R2-1
36" X 48"

RIDESHARE INFO
www.rideshare.wi.gov
96x54
SEE DETAIL

P092
BE PREPARED TO STOP
W20-7b
48" X 48"

EMERGENCY STOPPING ONLY
R8-7
48x36

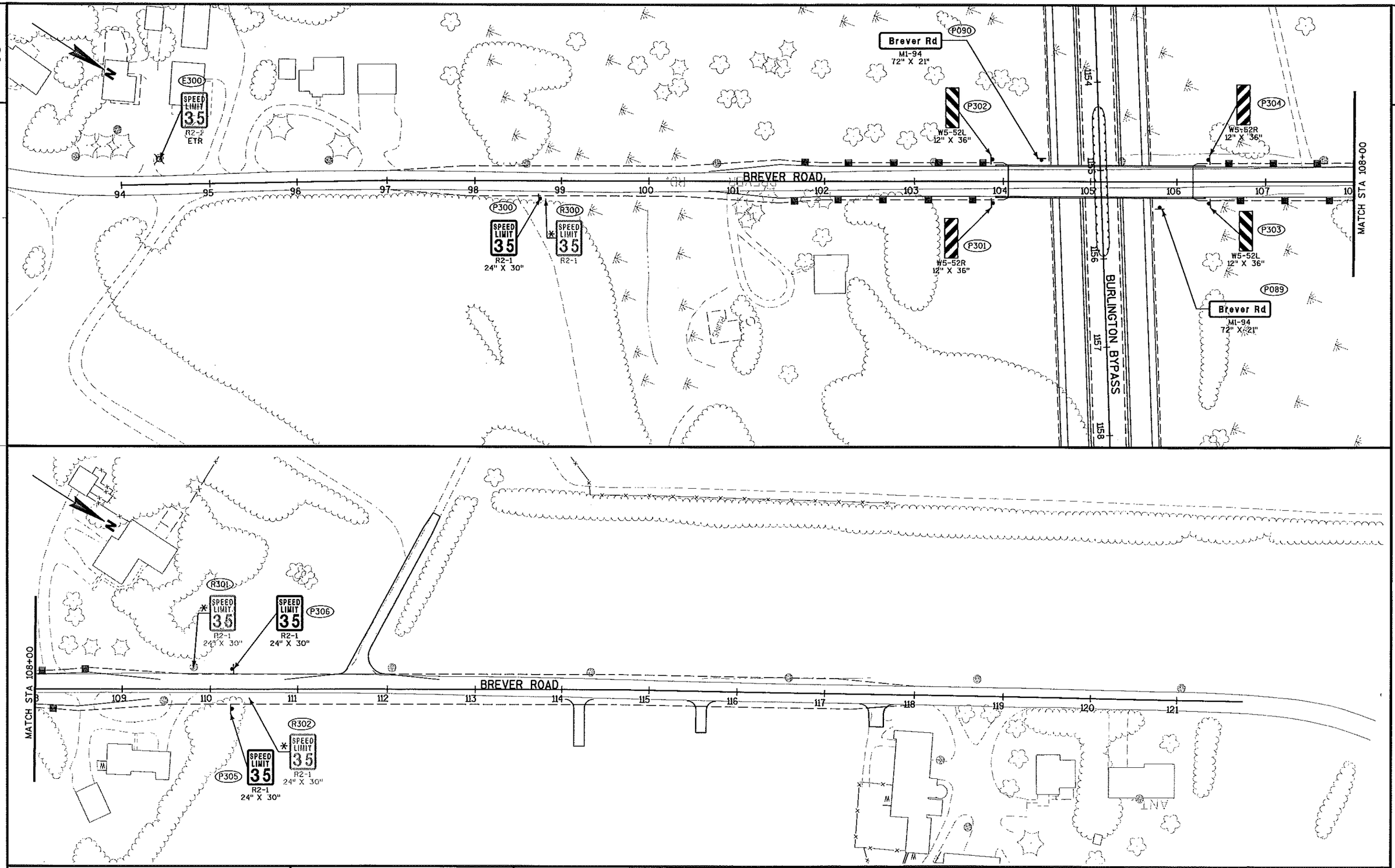
P110A
J2-2
72" X 81"
SOUTH TO
83 50

P111A
W3-3
36" X 36"

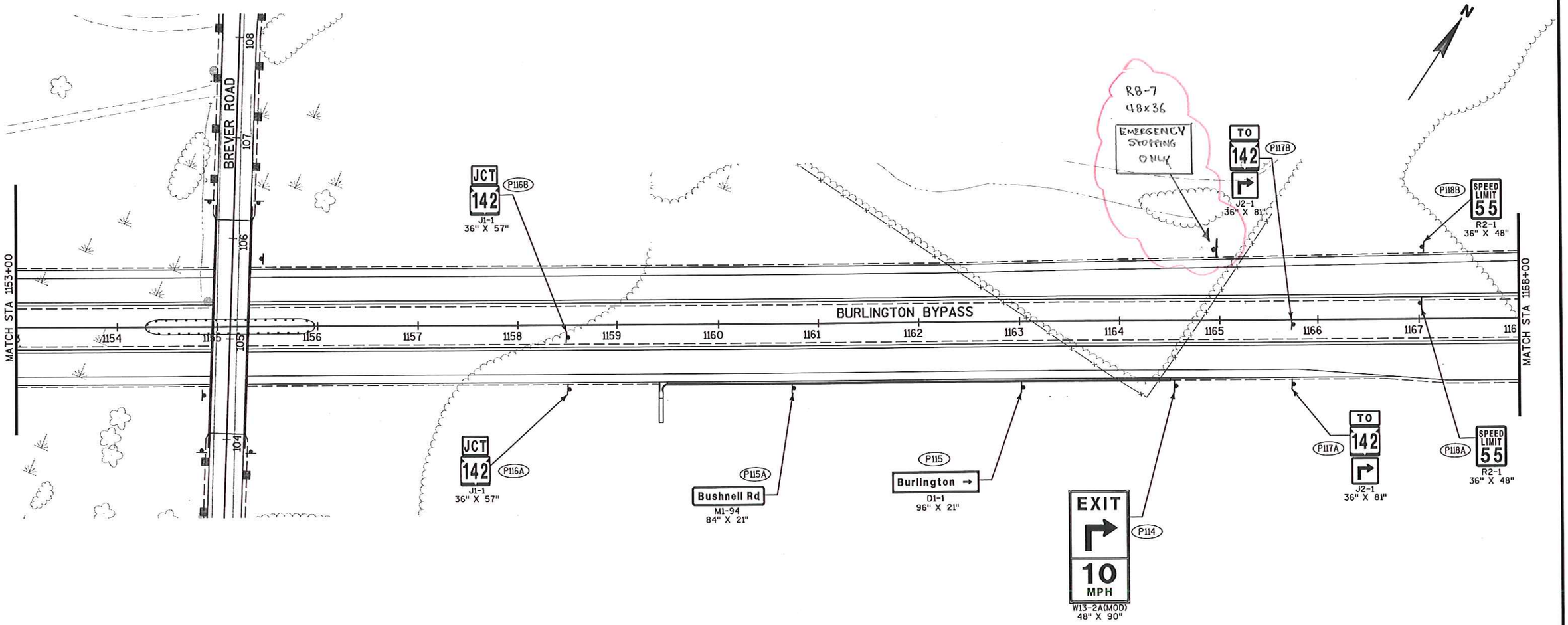
RIDESHARE INFO CALL 1-800-455-POOL
D12-2A
60x42

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 113	E

2

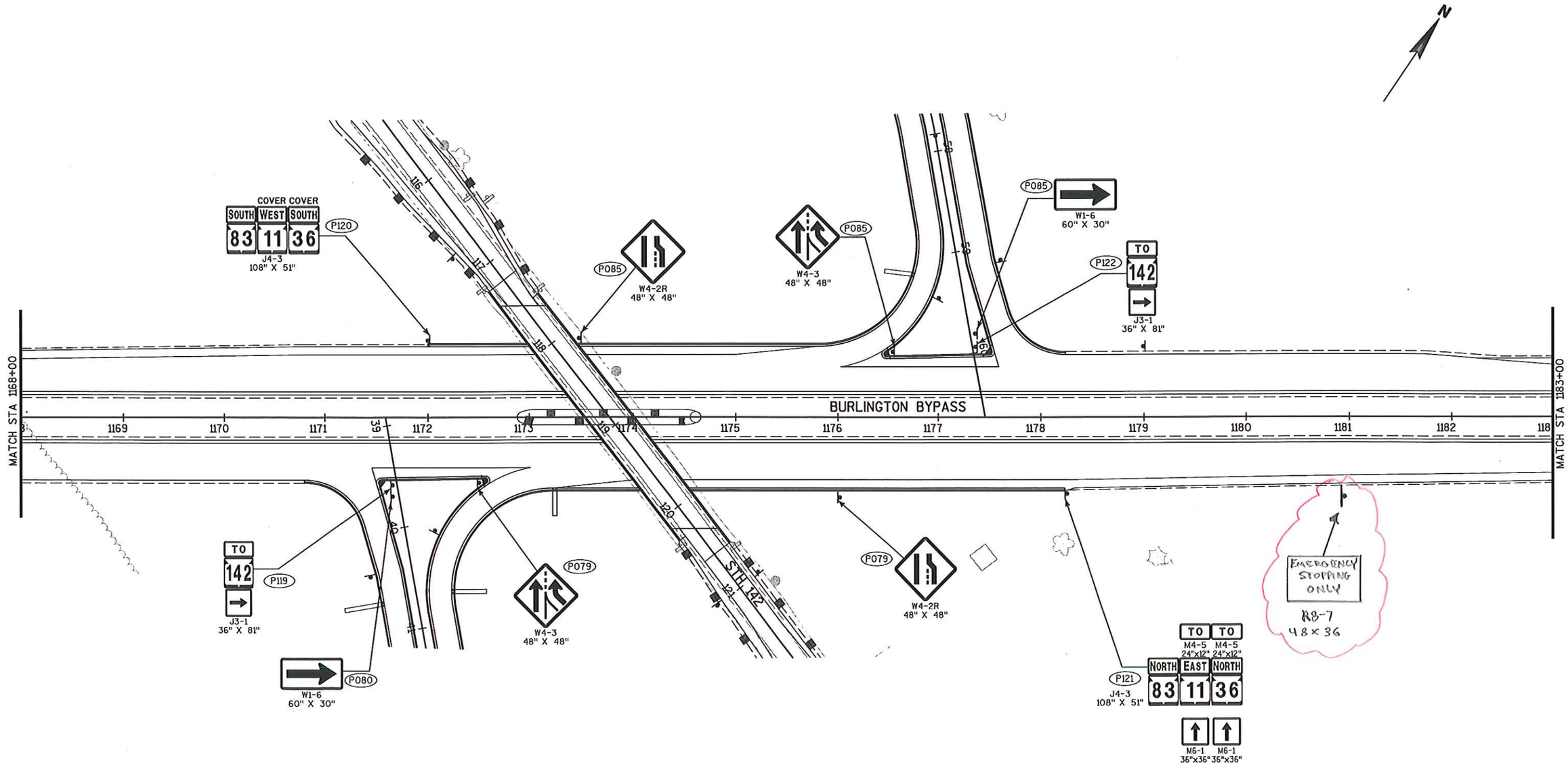


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 114	E



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 115	E

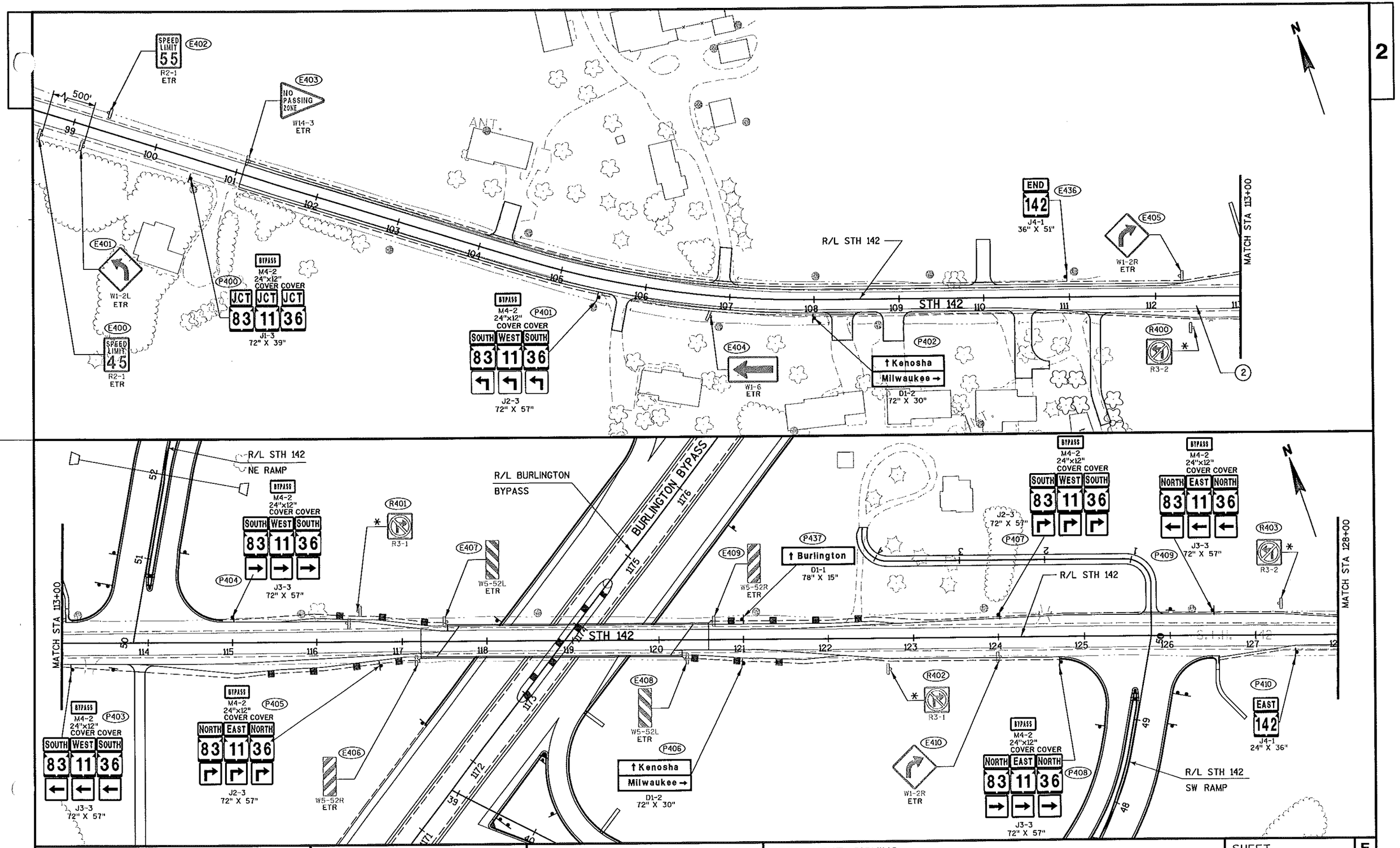
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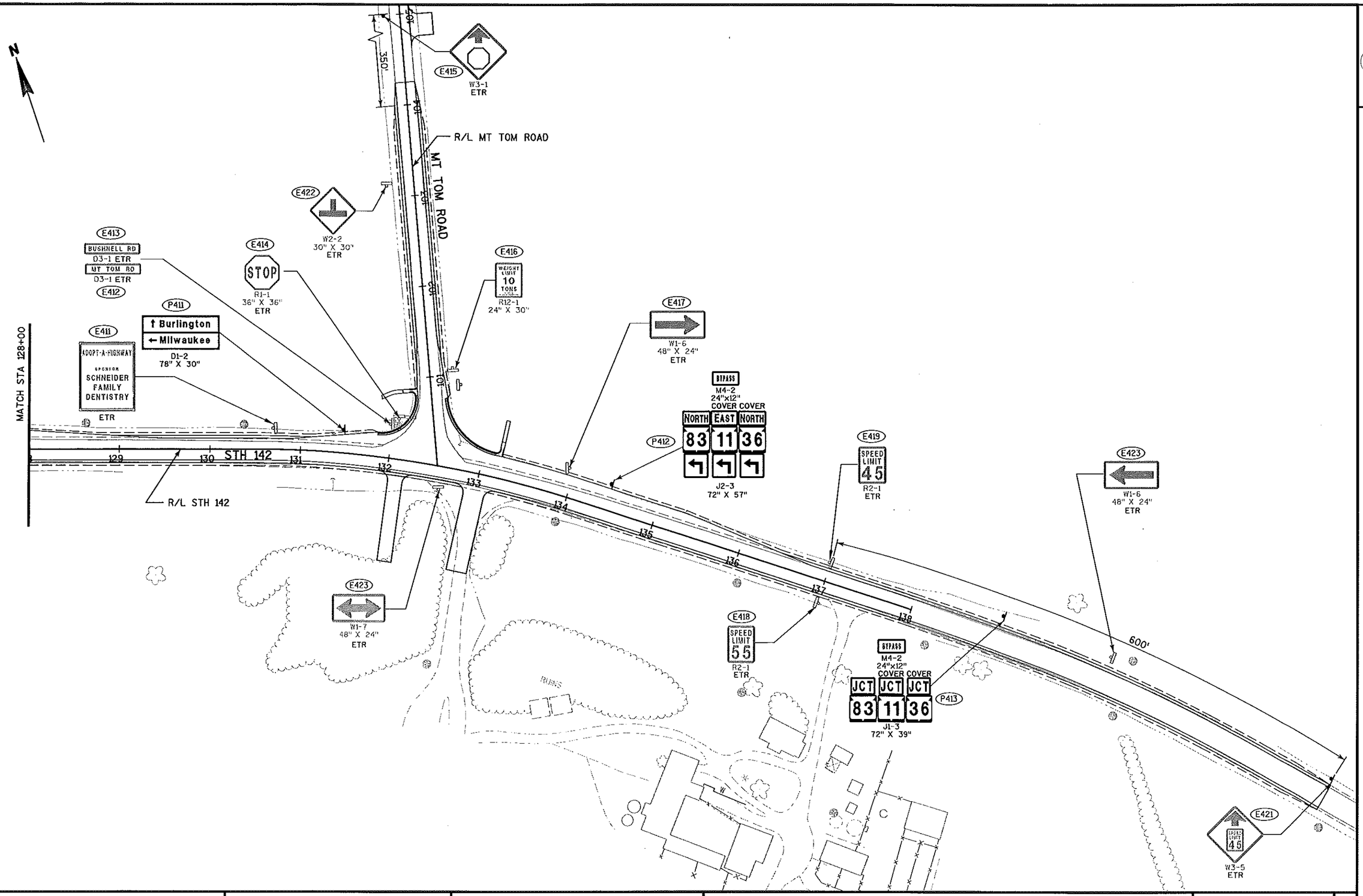
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 116 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\023207_ps.dgn PLOT DATE : 04/25/2007 PLOT BY : USER1 PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 117	E



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 118	E

P421 Burlington → / ← Kenosha D1-2 96" X 36"

P422A EAST 142 J2-1 24" X 57"

P422B EAST 142 J2-1 24" X 57"

P439 W1-6 48" X 24"

P424 RAMP 25 M.P.H. W13-3 36" X 48"

P423A W1-1R 36" X 36"

P423B 10 M.P.H. W013-1 24" X 24"

P441 W4-6 48" X 48"

P420 WRONG WAY R5-1A 36" X 24"

P438 W1-6 48" X 24"

P419B W1-60 (MOD) 36" X 36"

P419A 25 M.P.H. W13-1 18" X 18"

P416 DO NOT ENTER R5-1 30" X 30"

P418 STOP R1-1 36" X 36"

P415 STOP R1-1 36" X 36"

P417 R4-7 24" X 30"

P414 EAST 142 J3-1 24" X 57"

P442 W1-7 48" X 24"

P425 RAMP 25 M.P.H. W13-3 36" X 48"

P443 W4-6 48" X 48"

P426A W1-1R 36" X 36"

P426B 10 M.P.H. W013-1 24" X 24"

P444 W1-6 48" X 24"

P427B EAST 142 J2-1 24" X 57"

P427A EAST 142 J2-1 24" X 57"

P428 ← Burlington / Kenosha → D1-2 96" X 36"

P429 WRONG WAY R5-1A 36" X 24"

P445 W1-6 48" X 24"

P435 DO NOT ENTER R5-1 30" X 30"

P433 STOP R1-1 36" X 36"

P434 EAST 142 J3-1 24" X 57"

P446 W1-7 48" X 24"

P431 R4-7 24" X 30"

P430A W1-60 (MOD) 36" X 36"

P430B 25 M.P.H. W13-1 18" X 18"

P432 STOP R1-1 36" X 36"

STH 142 NE RAMP

BURLINGTON BYPASS

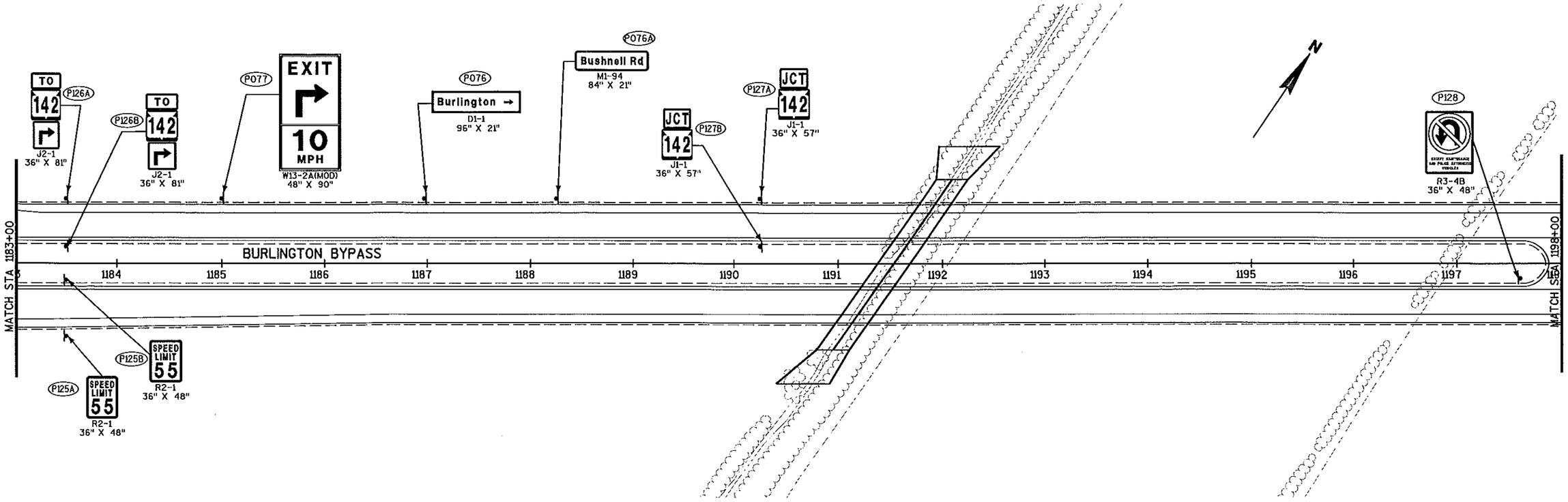
STH 142

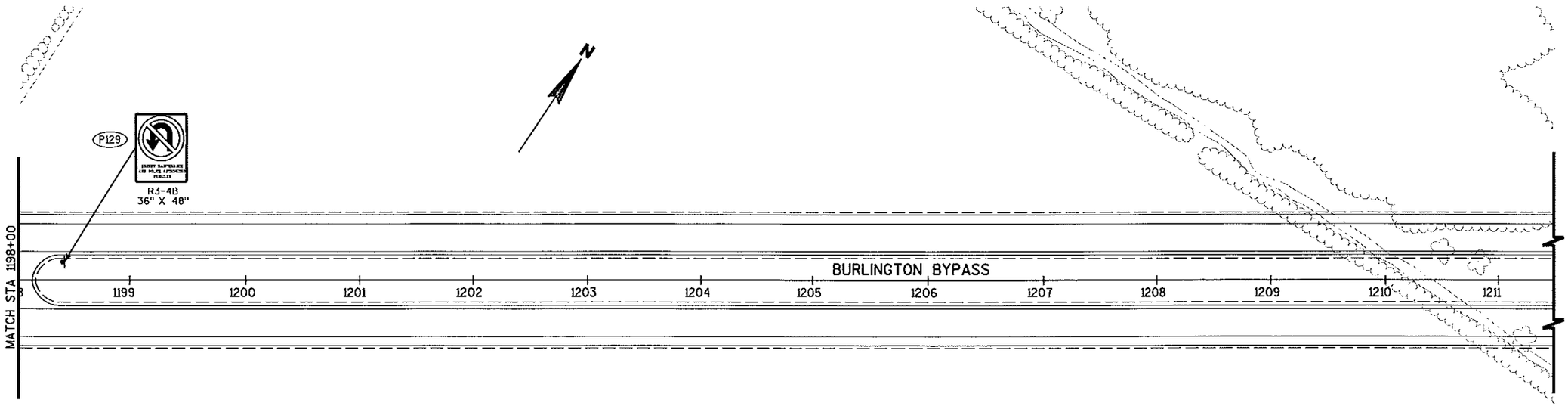
STH 142 SW RAMP

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 119	E

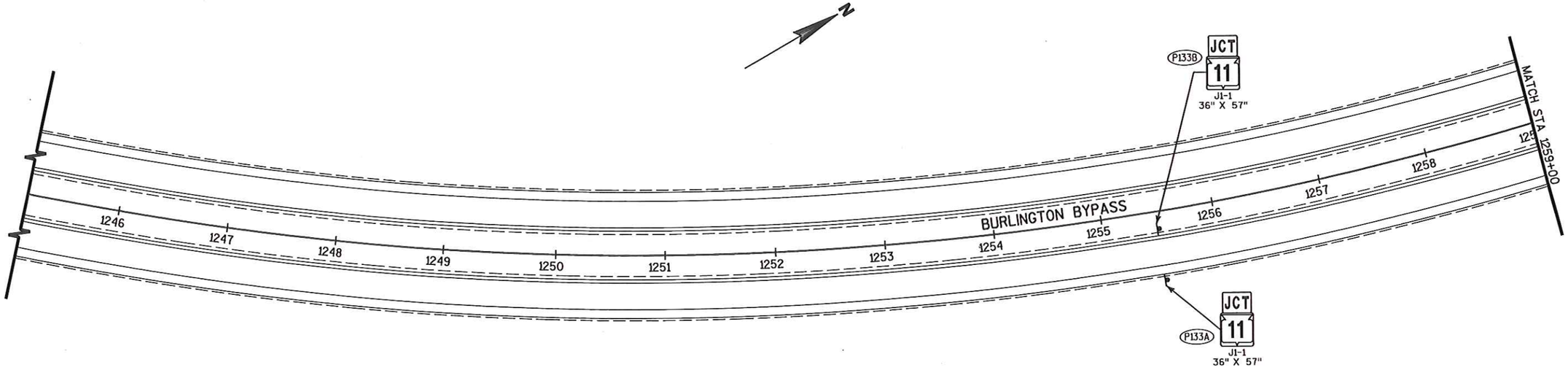
FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\023210_ps.dgn PLOT DATE : 04/25/2007 PLOT BY : USER1 PLOT NAME : PLOT SCALE : -

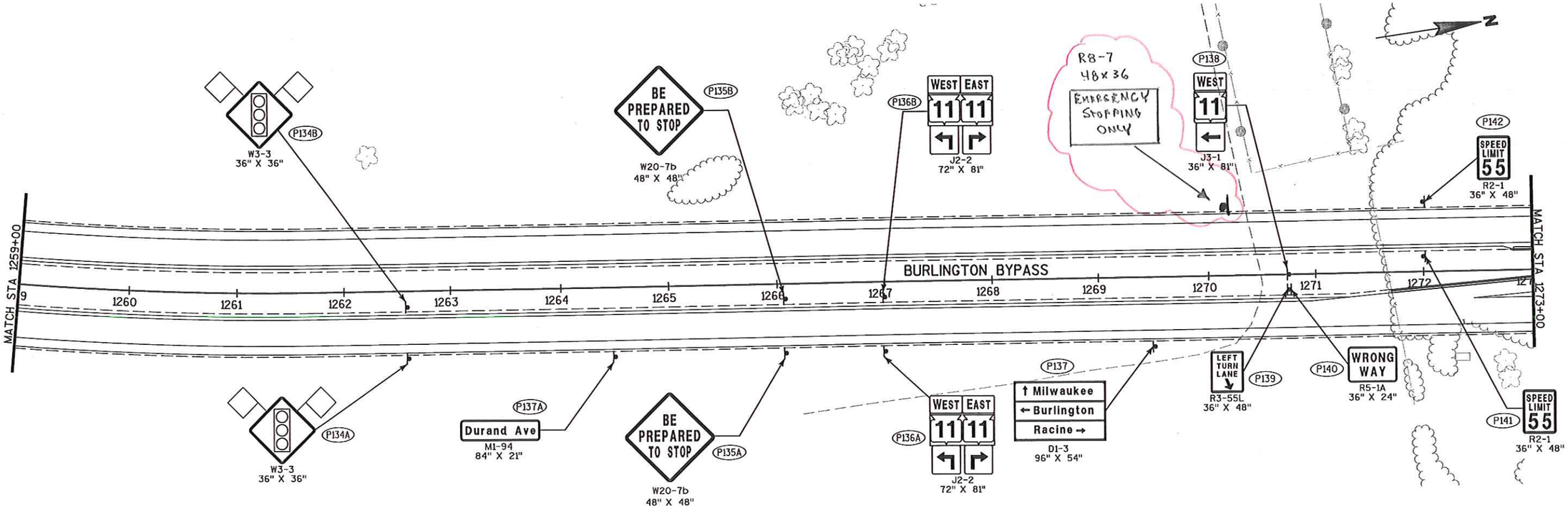
WISDOT/CADDS SHEET 42



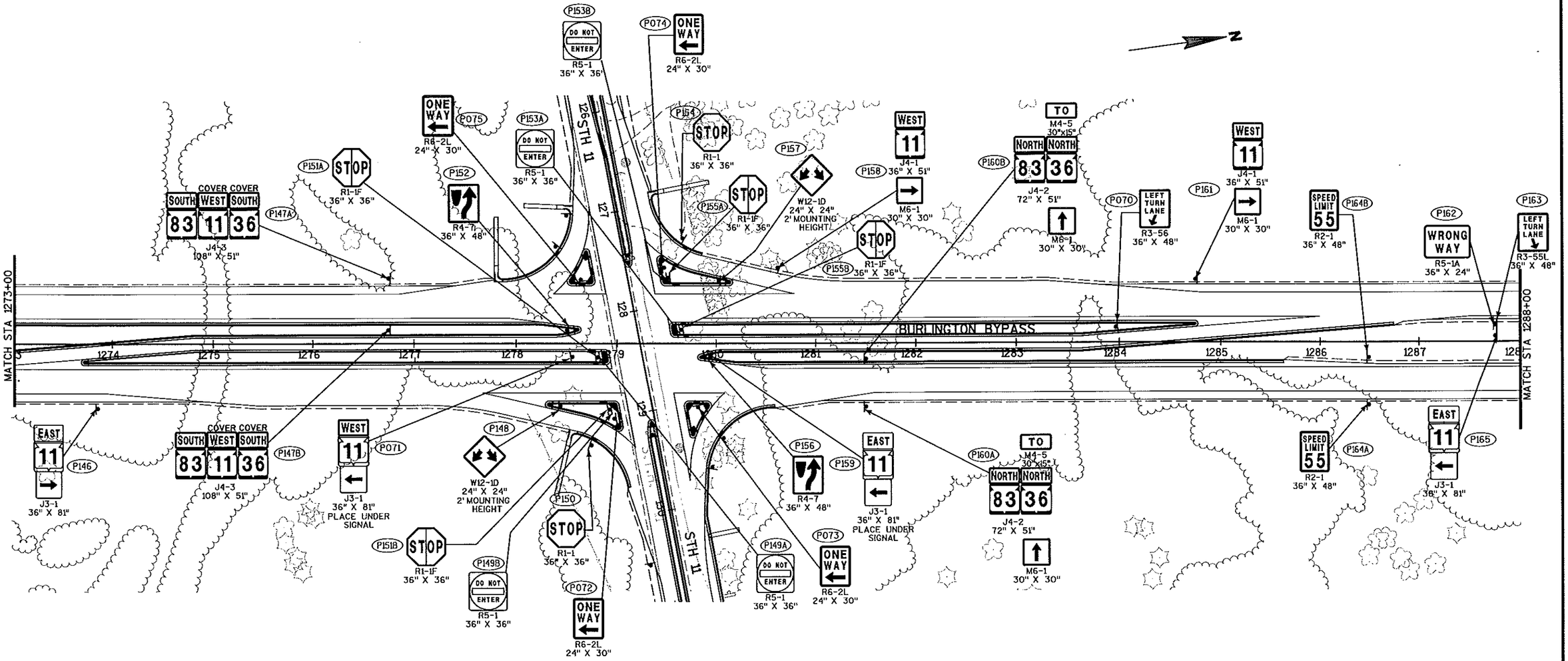


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 120	E

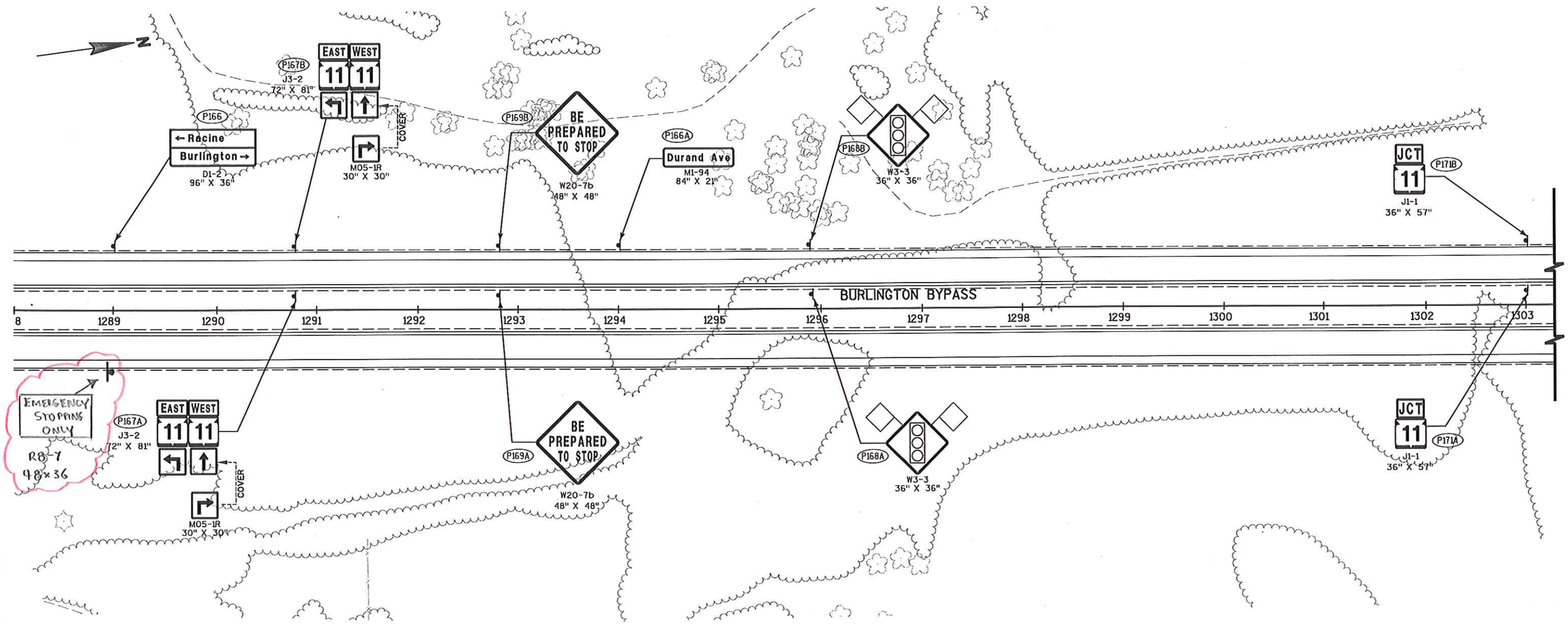




PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 121	E



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 122	E



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 123	E

2

N

E500 NO PASSING ZONE W14-3 ETR

E501 W1-2L ETR

E502 W6-1 ETR

E503 W6-3 ETR

R/L STH 11

TO M4-5 24"x12" | TO M4-5 24"x12" | TO M4-5 24"x12"
NORTH 36 | SOUTH 36 | EAST 11
J3-3 72" X 57"
P502A

E504 DO NOT ENTER R5-1 ETR

E507 WRONG WAY R5-1A ETR

E516 WEST 11 J4-1 ETR

R500 R3-2

STH 11

111 112 113 114 115 116 117 118 119 120 121 122 123 124

MATCH STA 125+00

BYPASS M4-2 24"x12" COVER COVER
JCT 83 | JCT 11 | JCT 36
J1-3 72" X 39"
P500

BYPASS M4-2 24"x12"
TO M4-5 24"x12" | TO M4-5 24"x12" | TO M4-5 24"x12"
NORTH 36 | SOUTH 36 | WEST 11
J3-3 72" X 57"
P502B

P501 W3-3 36" X 36"

P503 ↑ Racine ← Milwaukee D12 72" X 30"

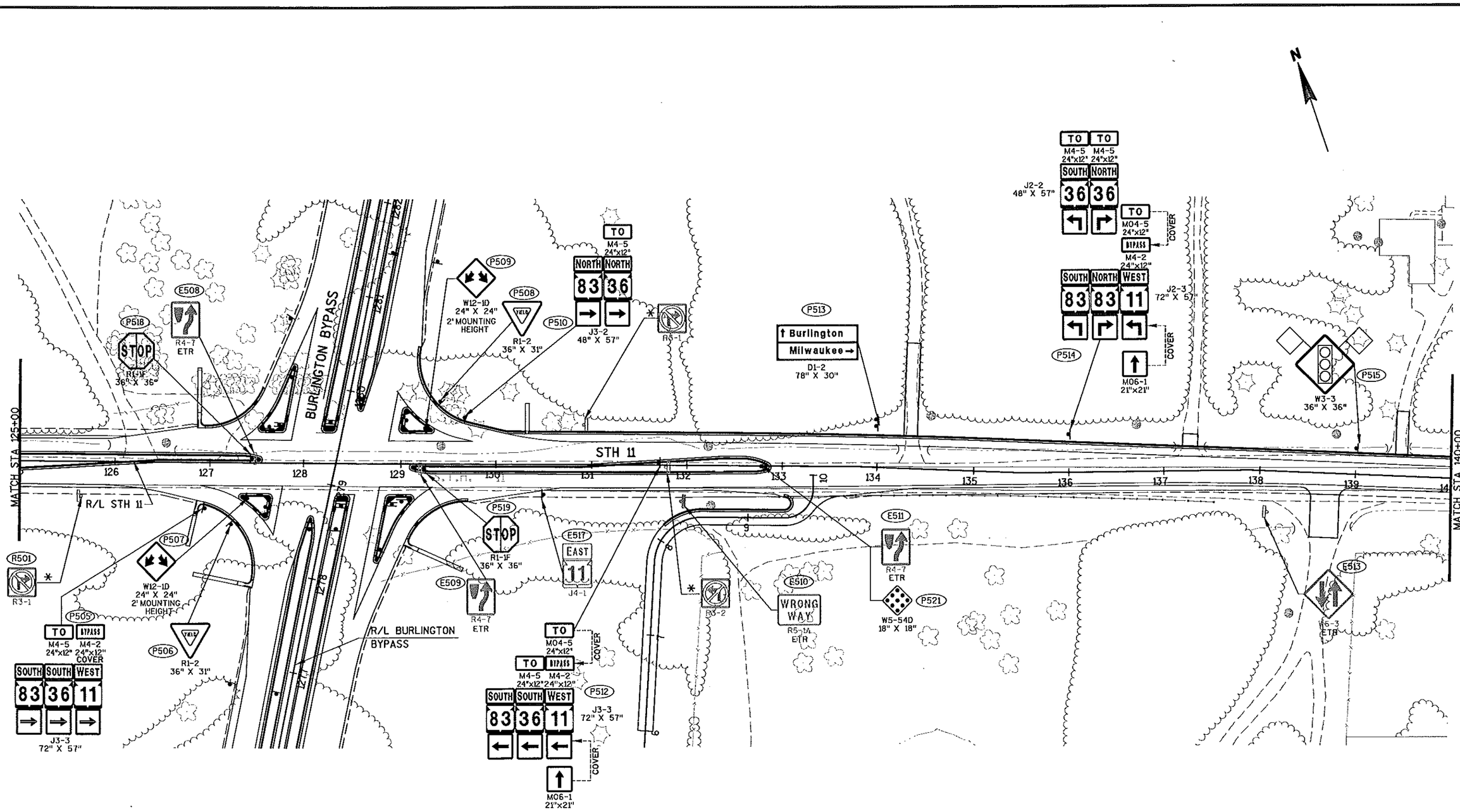
E505 ETR

P520 W5-54D 18" X 18"

R504 SPEED LIMIT 45 R2-1

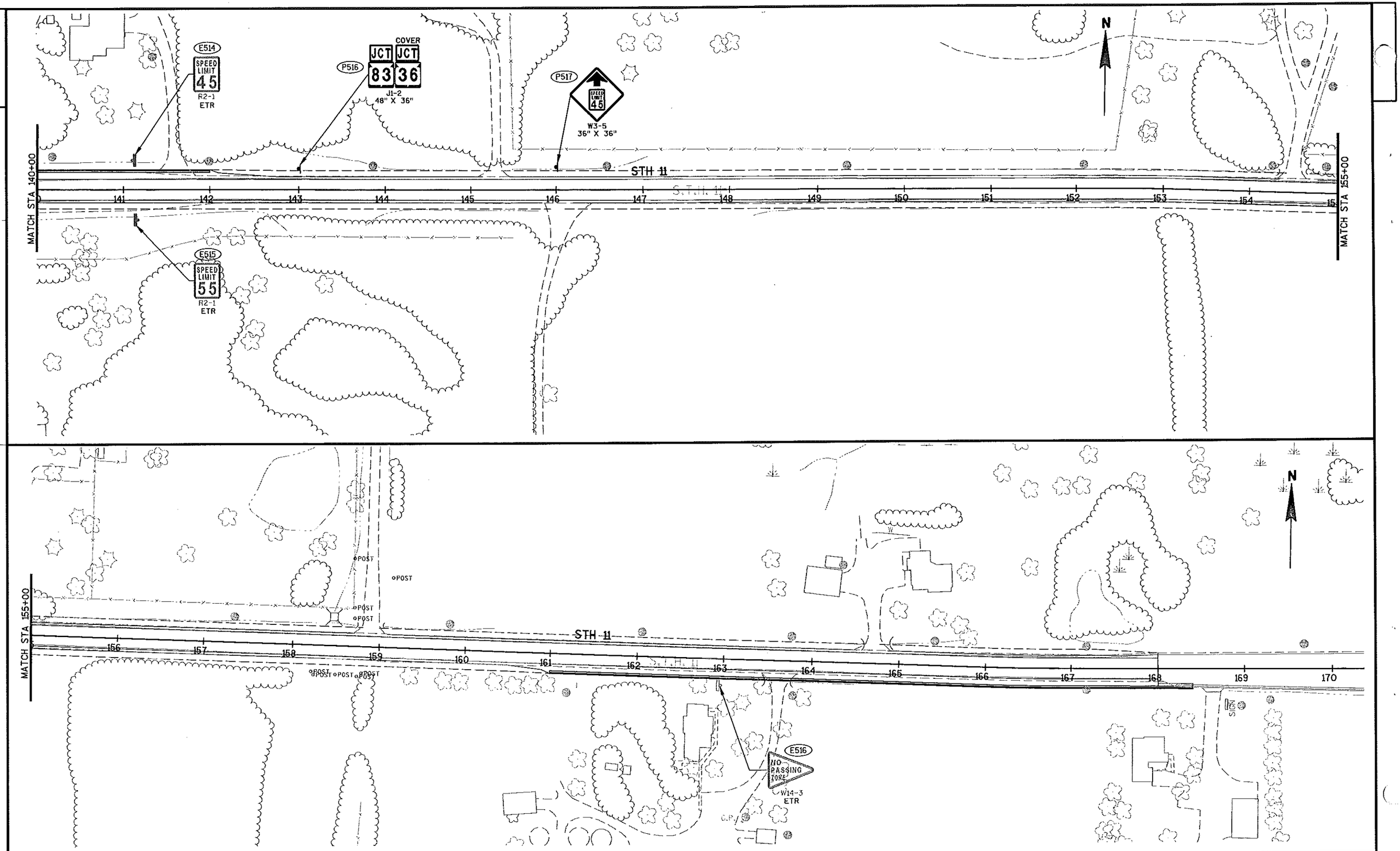
P504 TO M4-5 24"x12" J3-2 48" X 57"
NORTH 36 | NORTH 83

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 124	E



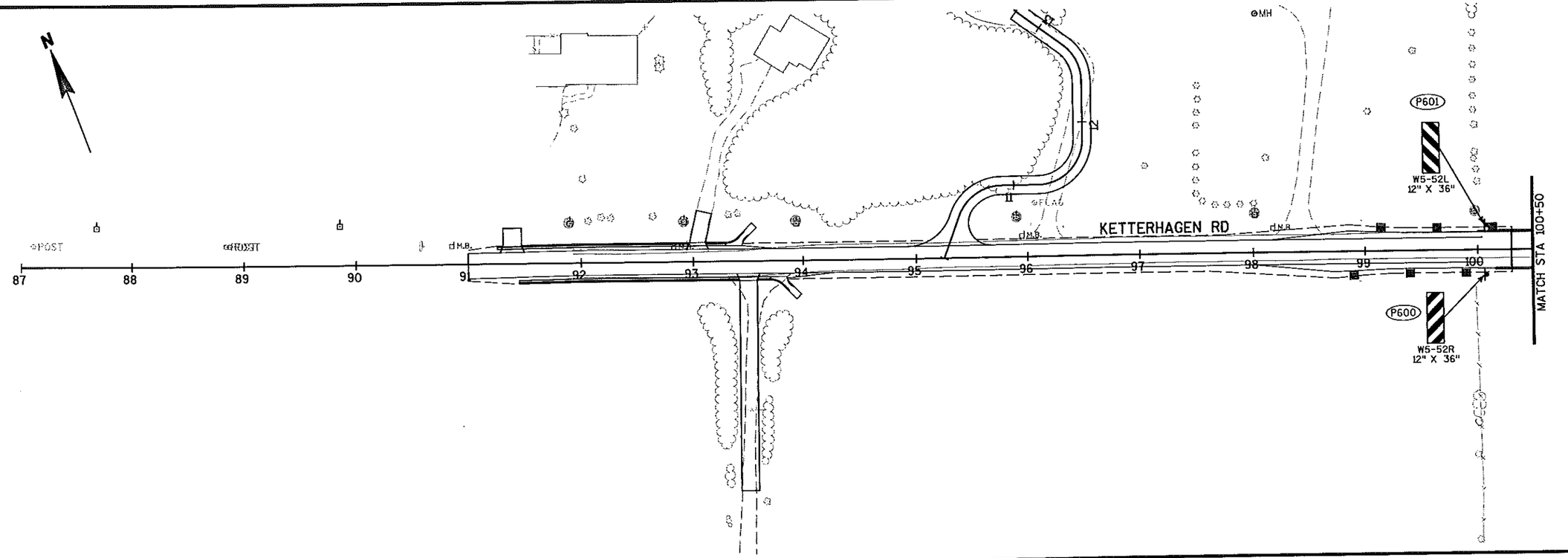
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 125	E

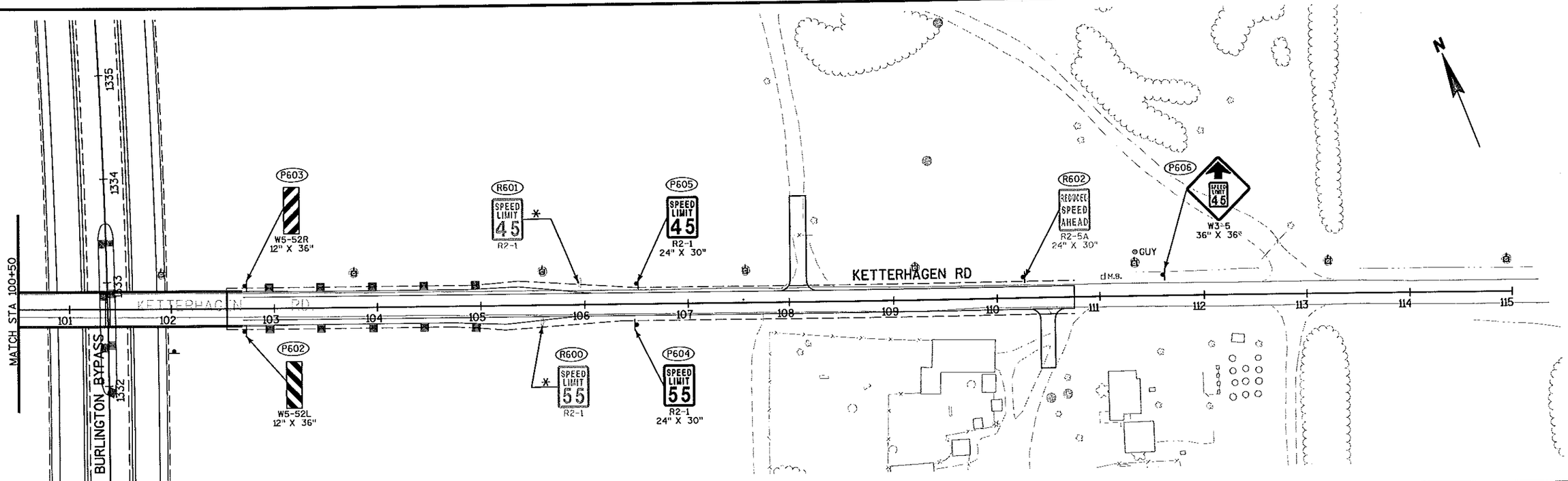
2



PROJECT NO: 3180-08-70, 3180-14-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 126	E

2





PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 128	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\023219_ps.dgn
PLOT DATE : 04/25/2007 PLOT BY : USER1 PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

2

REVISION DATE: 6/15/07
REVISION NOTE: SHEET 023218_PS.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN REVISED AS SHOWN.

N

KETTERHAGEN RD

BURLINGTON BYPASS

1331 1332 1333 1334

P069
Ketterhagen Rd
M1-94
108" X 21"

P176E
W4-3
36" X 36"

MATCH STA 1365+00

1364 1363 1362 1361 1360 1359 1358 1357 1356 1355 1354 1353 1352 1351

D12-2a
60x42
RIDESHARE
INFO CALL
1-800-455-POOL

96x54
SEE DETAIL
RIDESHARE
INFO
www.rideshore.wigov

P176B
TO COUNTY A
J2-1
36" X 81"

P176C
TO COUNTY A
J2-1
36" X 81"

P176D
W1-6
48" X 24"

P176A
TO COUNTY A
J2-1
36" X 81"

P175C
EXIT
10
MPH
W13-2A MOD
48" X 90"

P068
Burlington →
D1-1
96" X 21"

P175B
JCT COUNTY A
J1-1
36" X 57"

P175A
JCT COUNTY A
J1-1
36" X 57"

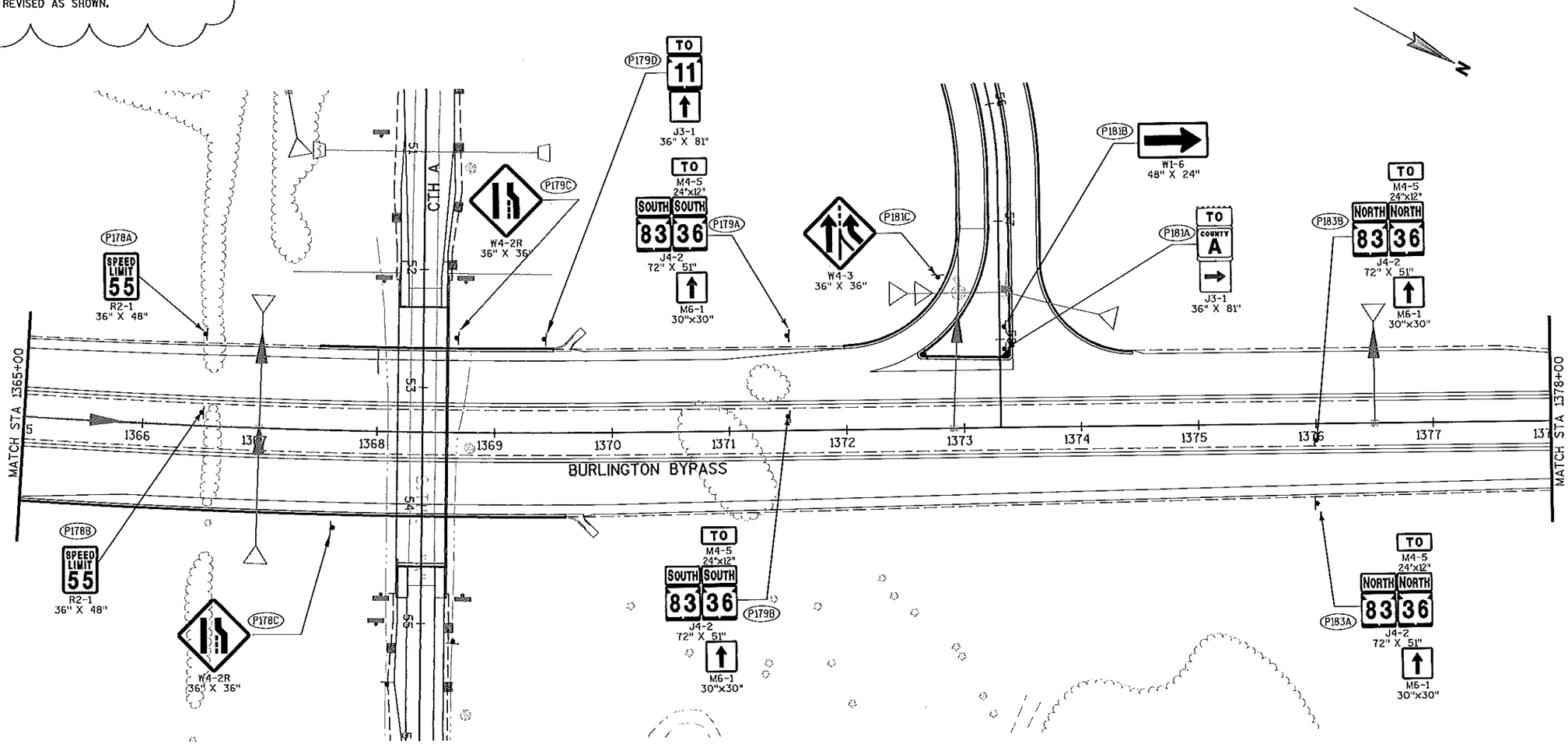
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 127A	E

FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\023218_ps10.dgn PLOT DATE : 6/13/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

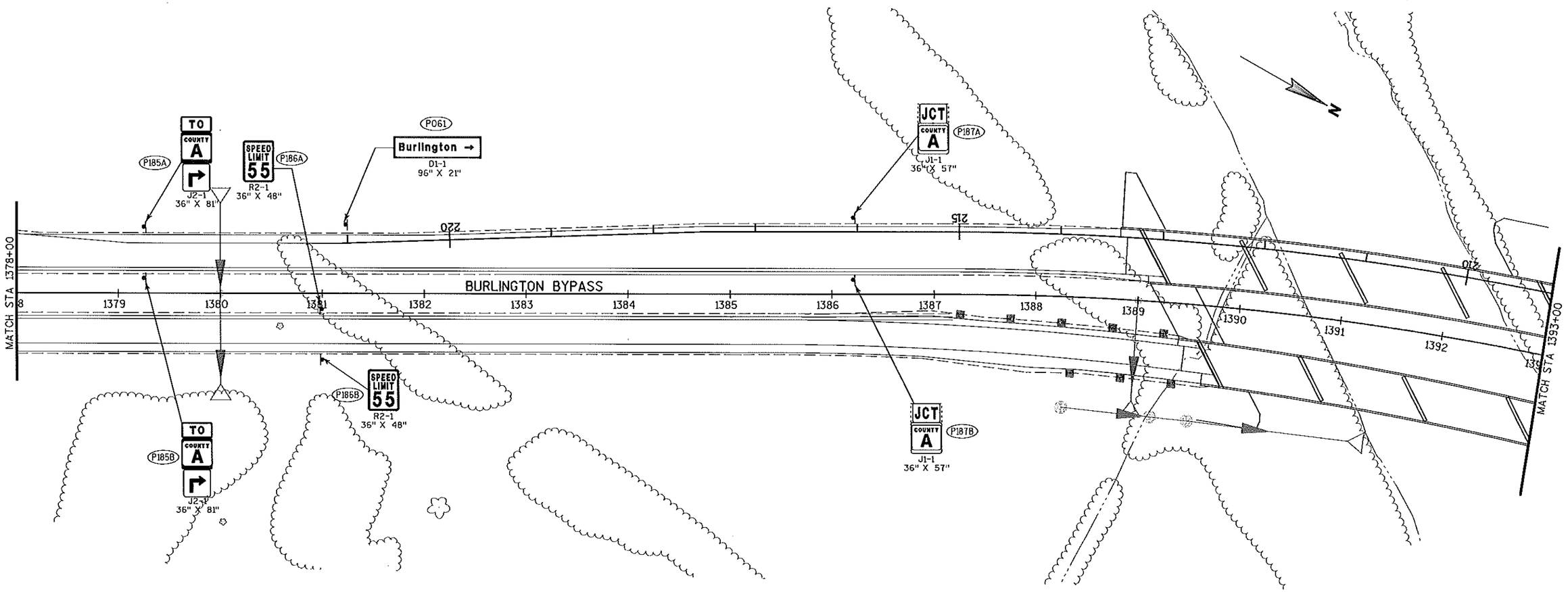
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REVISION DATE: 6/15/07
REVISION NOTE: SHEET 023220_PS.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN REVISED AS SHOWN.



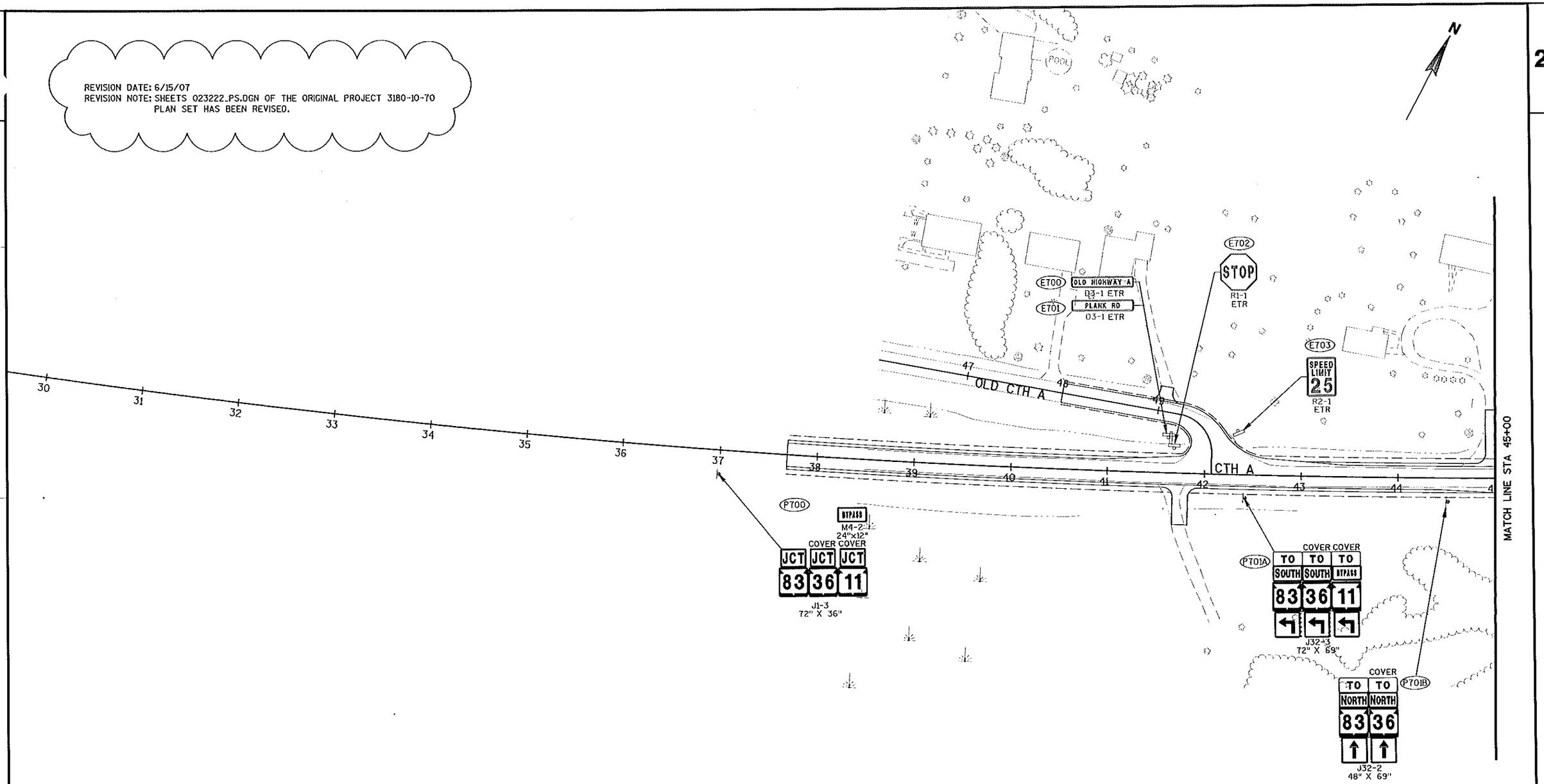
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 129A	E

REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 023221_PS.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN REVISED AS SHOWN.



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 130A	E

REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 023222_PS.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN REVISED.



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 131A	E

FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\023222_ps10.dgn PLOT DATE : 6/13/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

2

N

REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 023223_PS.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN REVISED

CTH A NW RAMP

BURLINGTON BYPASS

CTH A

MATCH LINE STA 45+00

MATCH LINE STA 60+00

P702 — W1-6 48" X 24"

P702B — Burlington → D1-1 96" X 21"

P721 — W1-6 48" X 24"

P712B — EAST COUNTY A | WEST COUNTY A — J2-2 48" X 57"

P712A — EAST COUNTY A | WEST COUNTY A — J2-2 48" X 57"

P713 — COVER COVER TO SOUTH TO SOUTH TO BYPASS 83 36 11 — J33-3 72" X 69"

P707 — COVER COVER TO SOUTH TO SOUTH TO BYPASS 83 36 11 — J33-3 72" X 69"

P709 — EAST COUNTY A | WEST COUNTY A — J3-2 48" X 57"

P708 — STOP R1-1 36" X 36"

P710 — STOP R1-1 36" X 36"

E705 — TOWN OF BURLINGTON PARKING REGULATIONS NO PARKING ON ANY ROADWAY ON RIGHT OF WAY 2 AM TO 6 AM — ETR

E707 — W5-52L ETR

E709 — W5-52R ETR

P717 — COVER COVER TO SOUTH TO SOUTH TO BYPASS 83 36 11 — J33-3 72" X 69"

P720 — W2-2 30" X 30"

P703 — WEST COUNTY A — J4-1 24" X 36"

P705 — R4-7 24" X 30"

P706 — EAST COUNTY A — J4-1 24" X 36"

E704 — W1-2R ETR

E706 — W5-52R ETR

E708 — W5-52L ETR

E710 — W2-2 ETR

P735 — COVER TO NORTH TO NORTH 83 36 — J32-2 48" X 69"

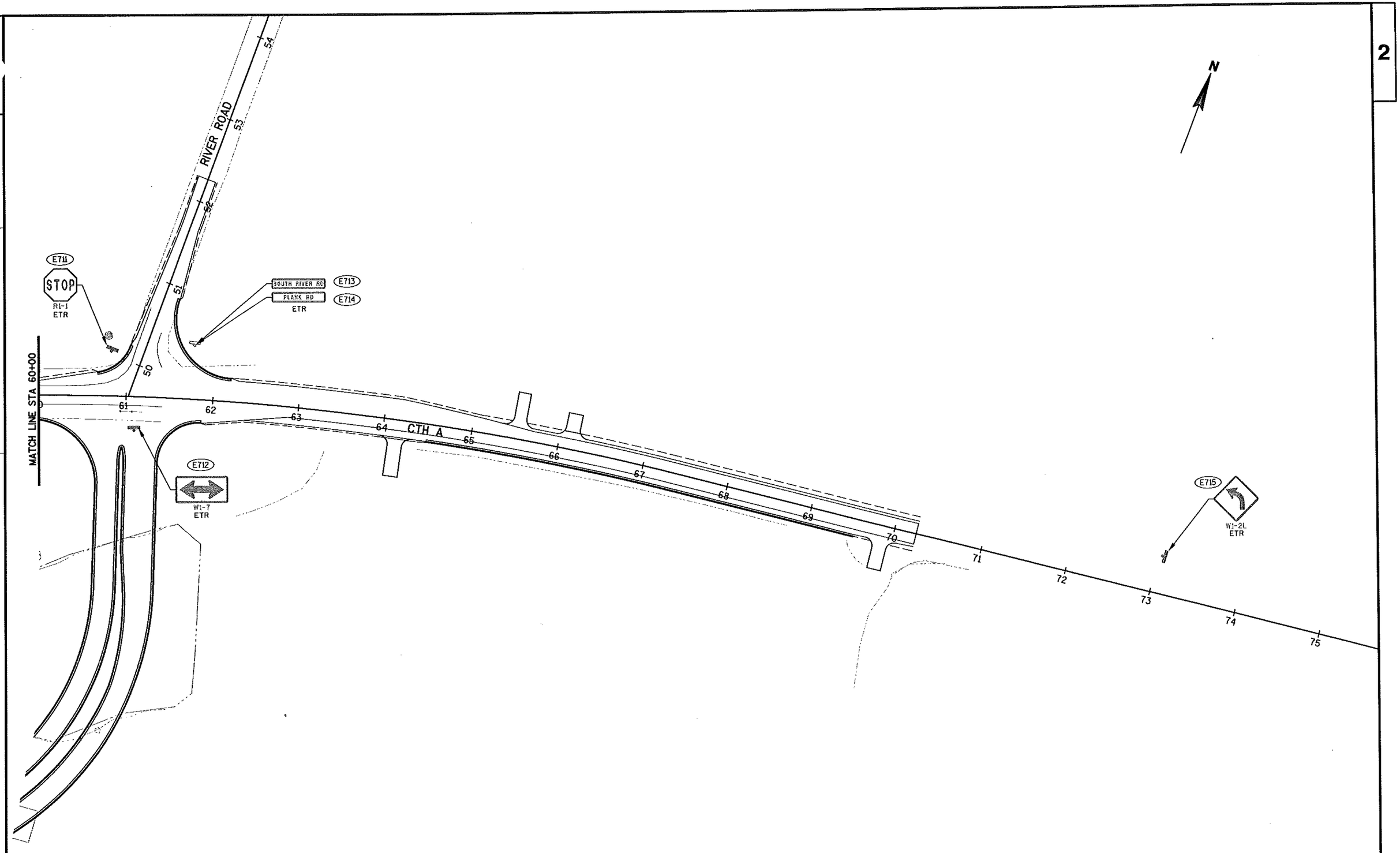
P736 — COVER TO NORTH TO NORTH 83 36 — J33-2 48" X 69"

P704A — COVER COVER TO SOUTH TO SOUTH TO BYPASS 83 36 11 — J33-3 72" X 69"

P722 — W1-7 48" X 24"

P704B — COVER TO NORTH TO NORTH 83 36 — J32-2 48" X 69"

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 132A	E



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 133	E

2

E800 NORTH COUNTY W ETR

E801 SOUTH COUNTY W ETR

SIGNS TYPE I
REMOVE EXISTING COVERING

170 171 172 173 174 175 176 177 178 179 180 181 182 183 184

STH 36/83

S.T.H. 36/83

MATCH STA 184+00

COVER

36 83 South
TO 11 BYPASS
1/2 MILE
ONLY

S-51-16
COVER SIGN TYPE I
REMOVE EXISTING COVERING
AND REPLACE COVER AS SHOWN

BIKE PATH

SIGN

E802 SPEED LIMIT 45 ETR

P800 R3-4B 36" X 48"

E803 SPEED LIMIT 45 ETR

185 186 187 188 189 190 191 192 193 194 195 196 197 198 199

MATCH STA 184+00

MATCH STA 199+00

STH 36/83 SB RAMP

STH 36/83 NB RAMP

STH 36/83 NB TO SB RAMP

P804A W1-2L 36" X 36"

P804B 50 M.P.H. W13-1 24" X 24"

P802A EXIT 25 MPH W13-2A(MOD) 48" X 90"

P802B RIGHT LANE 48" X 36" (YELLOW)

P803A W1-13R 36" X 36"

P803B 25 M.P.H. W013-1 24" X 24"

S-51-14
COVER SIGN TYPE I
REMOVE EXISTING COVERING
AND REPLACE COVER AS SHOWN

COVER

36 83 North
Rochester
Waterford
50 MPH

36 83 South
TO 11 BYPASS
Elkhorn
25 MPH
RAMP ONLY

P801A EXIT E5-1 60" X 48"

P801B 25 MPH E13-1 60" X 24"

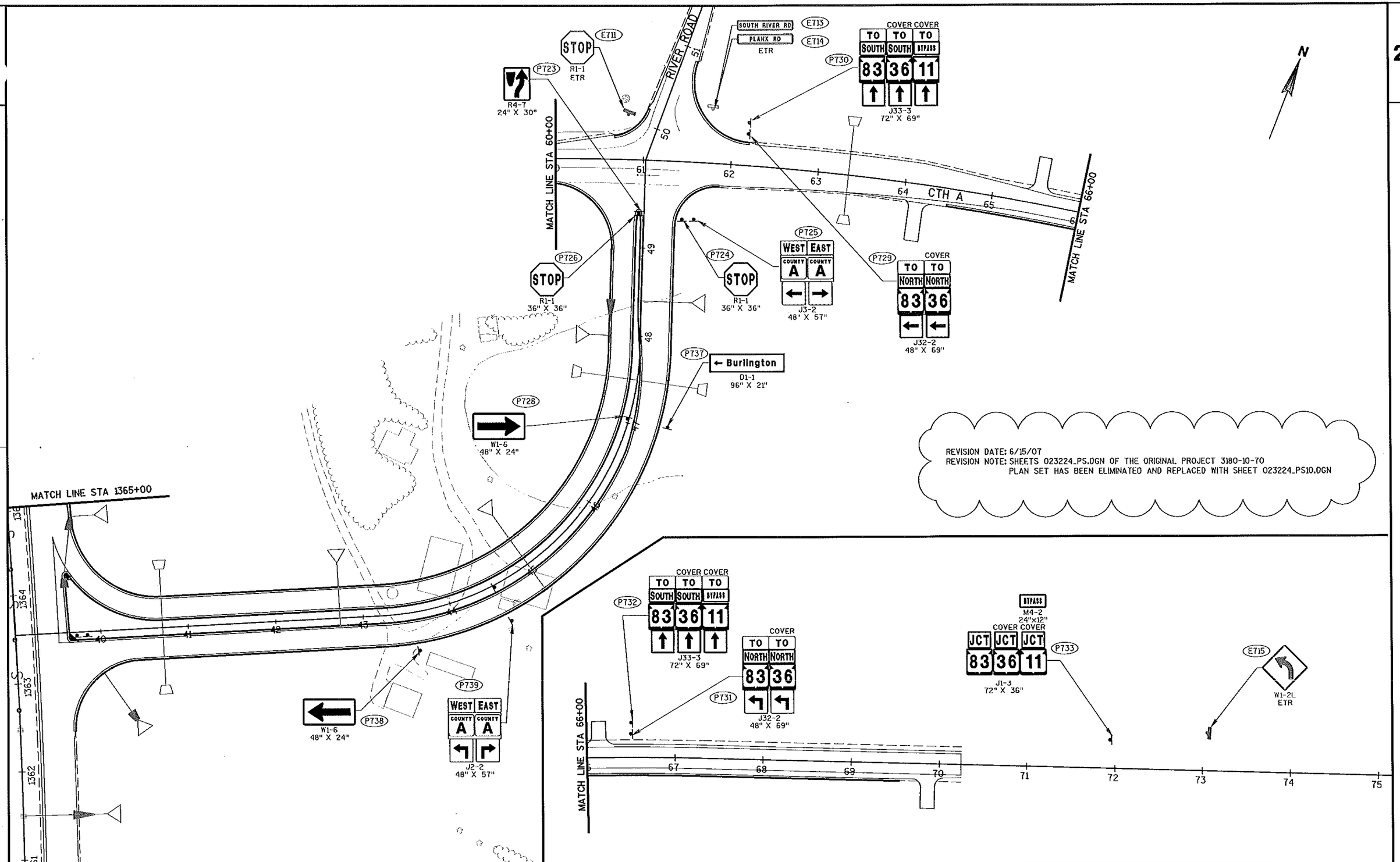
P805A

P805B W1-8 24" X 30"

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 134	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\023225_ps.dgn PLOT DATE : 04/25/2007 PLOT BY : USER1 PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

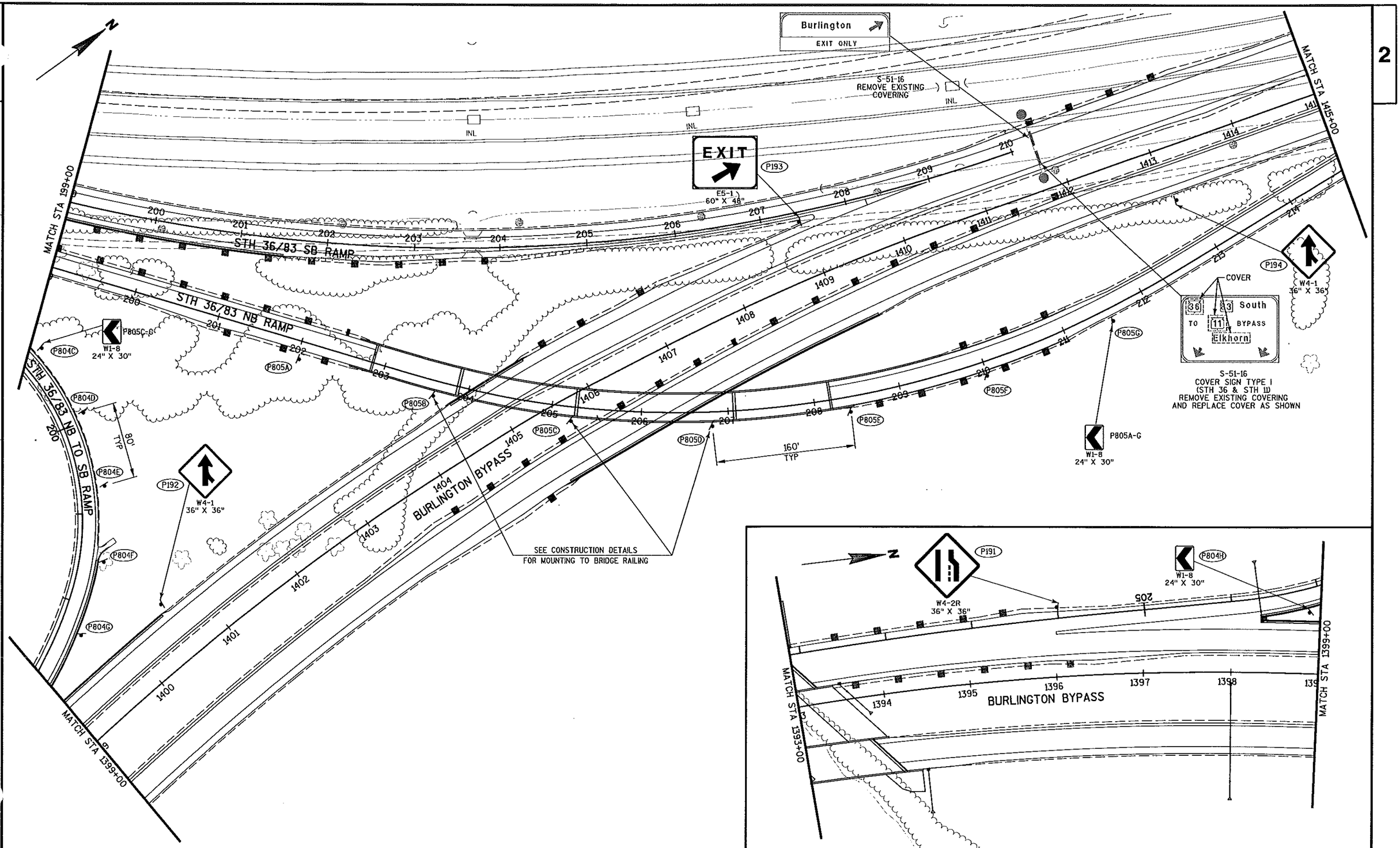


REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 023224_PS.DGN OF THE ORIGINAL PROJECT 3180-10-70
PLAN SET HAS BEEN ELIMINATED AND REPLACED WITH SHEET 023224_PS10.DGN

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 133A	E

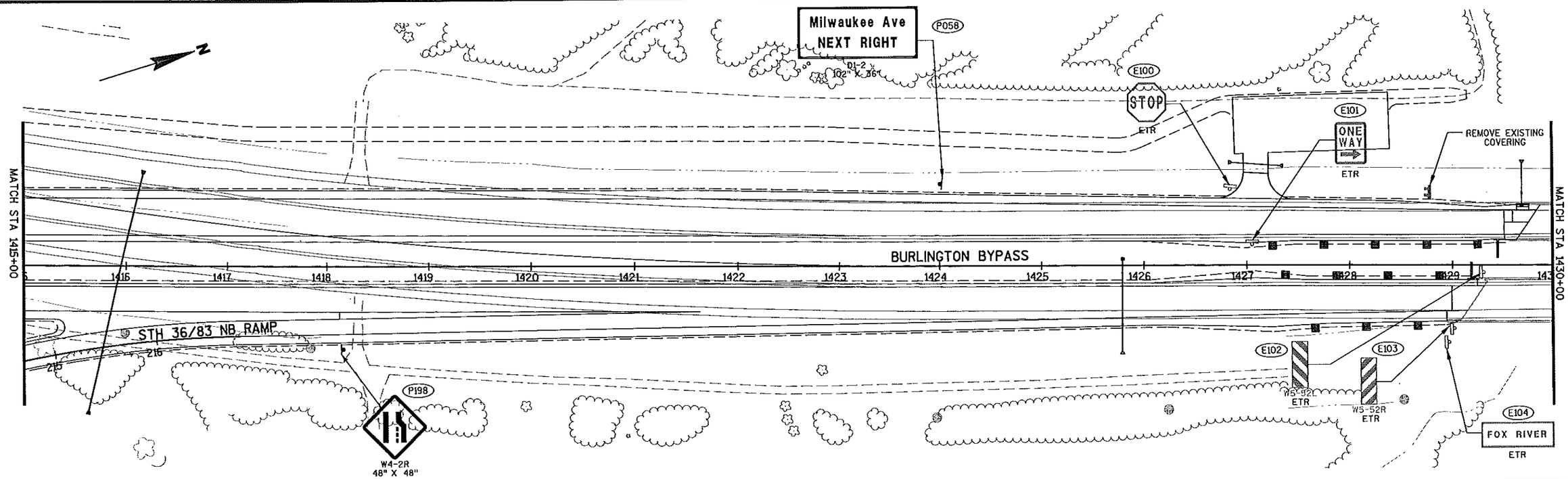
FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\023228_ps.dgn PLOT DATE : 6/13/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

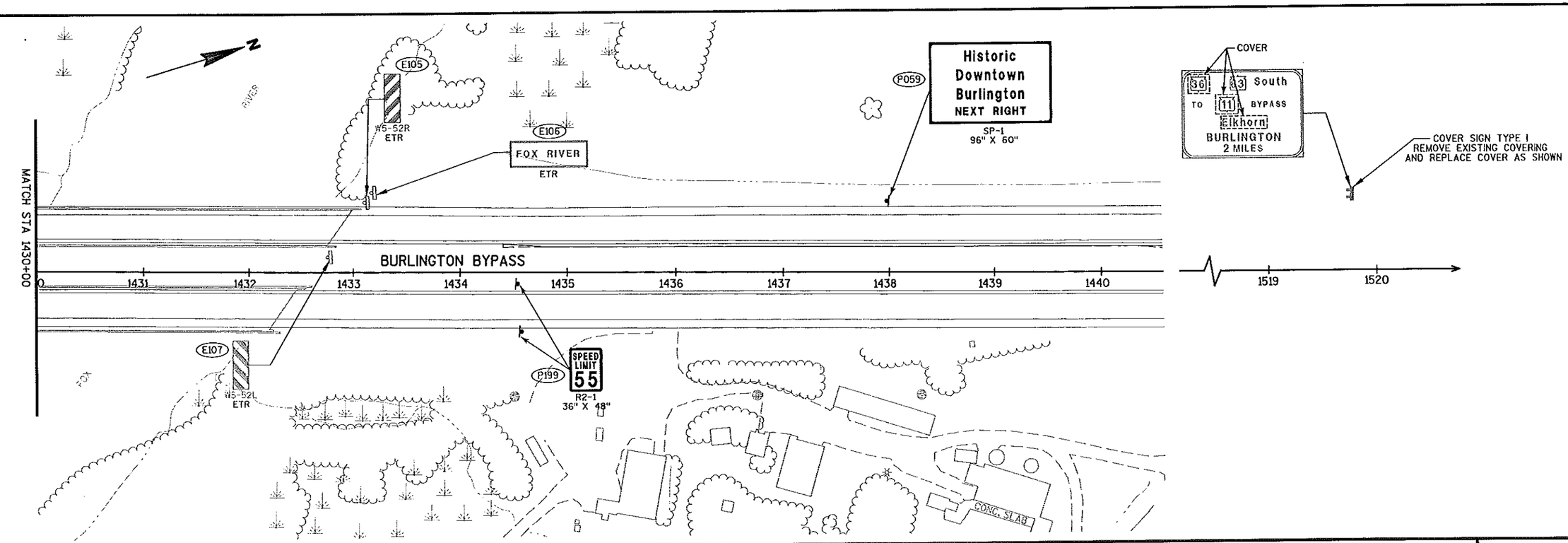
WISDOT/CADDS SHEET 42



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 135 E

2





PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET 136	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\023227_ps.dgn
PLOT DATE : 04/25/2007 PLOT BY : USER1 PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- (XX) MONOTUBE POLE, XX' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. (414) 266-1170
3. ALL LUMINAIRES ARE 150 HPS UNLESS OTHERWISE NOTED.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN
5. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

N

SPEED LIMIT 35 MPH

SPEED LIMIT 55 MPH

SPEED LIMIT 55 MPH

SPEED LIMIT 35 MPH

PINE ST

STH 11/36

STH 11/36/83

STH 83

3 TURNS EA. 4-6'X20'

3 TURNS EA. 2-6'X20'

2-6'X20' 3 TURNS EA.

40' ARM

245' TO NEAR RIGHT SIGNAL 6'X20' 3 TURNS

245' TO NEAR RIGHT SIGNAL 22 6'X20' 3 TURNS

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12 PB13 PB15 PB16 PB17 PB18 PB19 PB20 PB22 PB23 PB24 PB25

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB10 SB11 SB12 SB13 SB14 SB15 SB16 SB17 SB19 SB20 SB21 SB22

CB1

STRUCTURE #S

SB4 = S-51-1105
SB10 = S-51-1106
SB13 = S-51-1107
SB2 = S-51-1108

- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
- YIELD SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 11/36/83 & STH 83/PINE ST
BURLINGTON
RACINE COUNTY

SIGNAL NO. S993 CONTROLLER TYPE: EPAC

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED Date 2/7/07 Mike M. Debestelc for REGION TRAFFIC ENGINEER

APPROVED Date 5/13/08 Joanna L. Bush STATE TRAFFIC ENGINEER

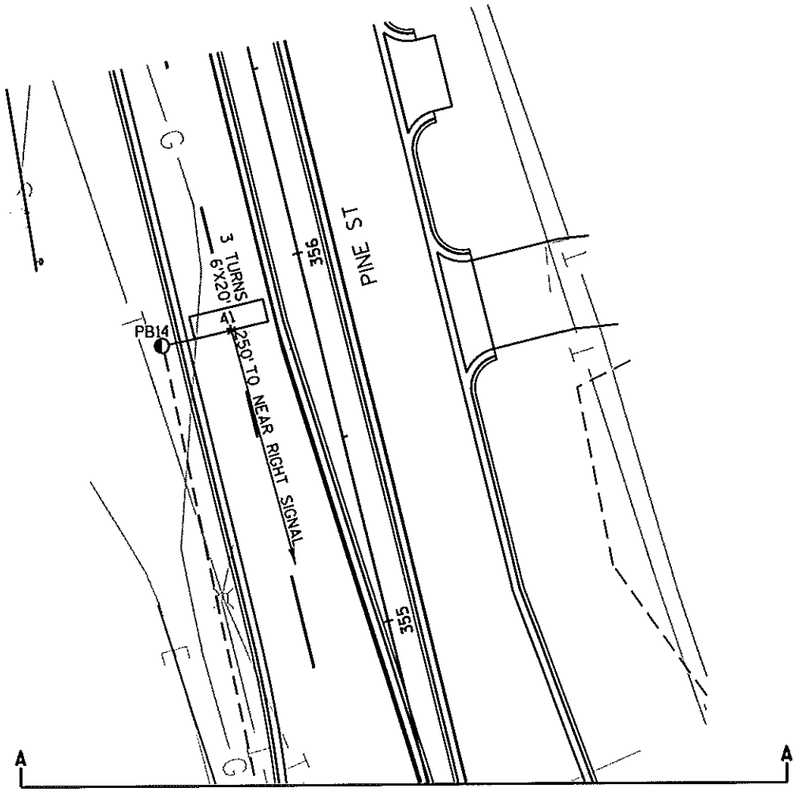
REGION CONTACT: J. HAUG
DESIGNED BY: B. WENFURT
REVISED BY:

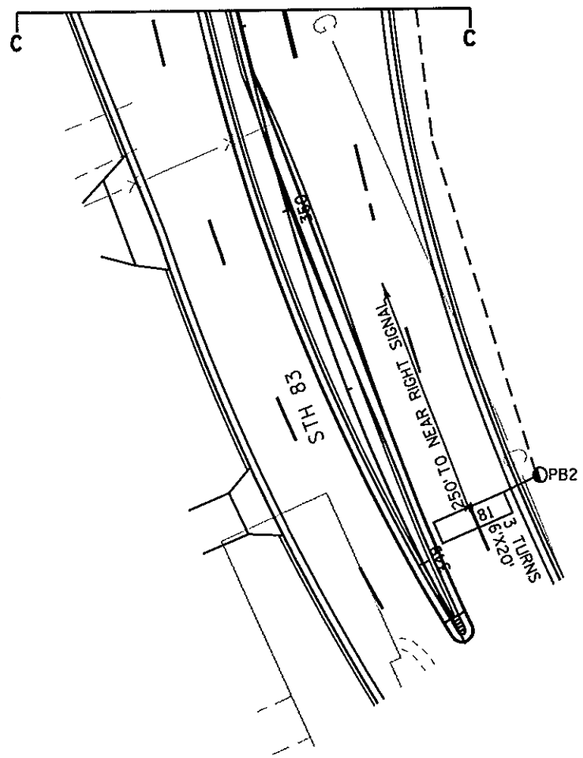
PAGE 1 OF 4

PROJECT NO: 3180-10-70	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET 137A	E

PLOT DATE : 07-FEB-2007 13:45 PLOT BY : DOTBGW PLOT NAME : PLOT SCALE : 40:1 WISDOT/CADDS SHEET 42

1 of 7 sheets





N

2

TRAFFIC CONTROL SIGNAL
STH 11/36/83 & STH 83/PINE ST
BURLINGTON
RACINE COUNTY

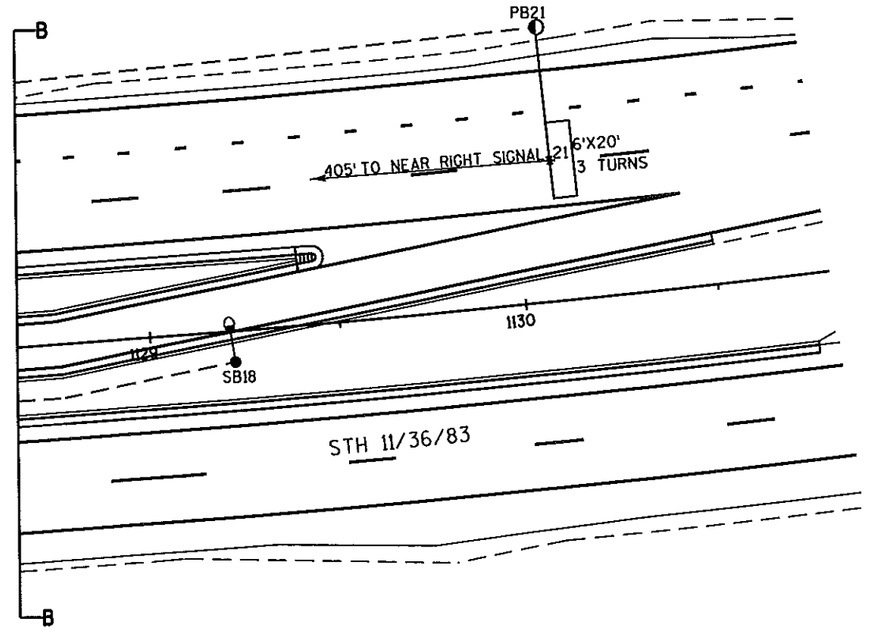
SIGNAL NO. S993

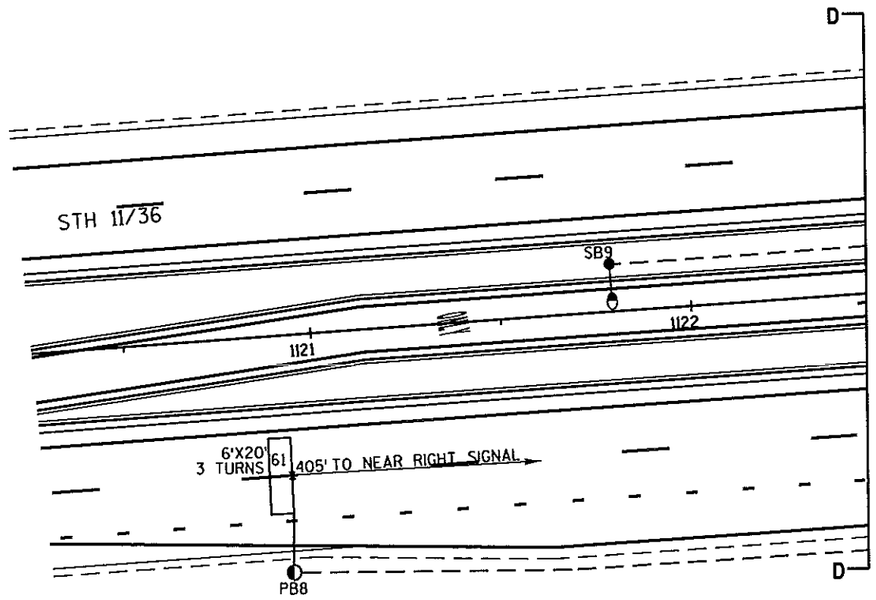
REGION CONTACT: J. HAUG
DESIGNED BY: B. WEINFURT
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 3180-10-70	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : j:\projects\d2_31801083\Sig\993\s993.dgn
PLOT DATE : 21-FEB-2007 09:23 PLOT BY : DOTBGW PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42





N

2

TRAFFIC CONTROL SIGNAL
STH 11/36/83 & STH 83/PINE ST
BURLINGTON
RACINE COUNTY

SIGNAL NO. S993

REGION CONTACT: J. HAUG
DESIGNED BY: B. WERFLERT
REVISED BY:

PAGE 3 OF 4

PROJECT NO: 3180-10-70	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : J:\projects\d2_31801083\Sig\993\s993.dgn
PLOT DATE : 21-FEB-2007 09:23 PLOT BY : DOTBGW PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO **	Ø2 R/W	Ø2 CLEAR TO **	Ø3 R/W	Ø3 CLEAR TO **	Ø4 R/W	Ø4 CLEAR TO **	FLASH
		NOT USED			NOT USED		NOT USED			
Ø1										
Ø2	6,7,8,9,10			G	Y R			R	R R	R
Ø3										
Ø4	14,15,16			R	R R			G	Y R	R
Ø5										
Ø6	1,2,3,4,5			R	R R			R	R R	R
Ø7										
Ø8	11,12,13			R	R R			R	R R	R
Ø2P	19,20			*	DW DW			DW	DW DW	
Ø4P	23,24			DW	DW DW			*	DW DW	
Ø6P	17,18			DW	DW DW			DW	DW DW	
Ø8P	21,22			DW	DW DW			DW	DW DW	

RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO **	Ø6 R/W	Ø6 CLEAR TO **	Ø7 R/W	Ø7 CLEAR TO **	Ø8 R/W	Ø8 CLEAR TO **
		NOT USED			NOT USED		NOT USED		
Ø1									
Ø2	6,7,8,9,10			R	R R			R	R R
Ø3									
Ø4	14,15,16			R	R R			R	R R
Ø5									
Ø6	1,2,3,4,5			G	Y R			R	R R
Ø7									
Ø8	11,12,13			R	R R			G	Y R
Ø2P	19,20			DW	DW DW			DW	DW DW
Ø4P	23,24			DW	DW DW			DW	DW DW
Ø6P	17,18			*	DW DW			DW	DW DW
Ø8P	21,22			DW	DW DW			*	DW DW

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2	6	4,8
3		
4	8	2,6
5		
6	2	4,8
7		
8	4	2,6

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	FUTURE									6'X20'	3
12	FUTURE									6'X20'	3
21	1	X			2	2				6'X20'	3
22	1	X			2	2				6'X20'	3
41	2			X		4			X	6'X20'	3
42	3	X			4	4				6'X20'	3
43	3	X			4	4				6'X20'	3
44	4	X			4	4				6'X20'	3
45	4	X			4	4				6'X20'	3
46	5	X			4	4				6'X20'	3
47	5	X			4	4				6'X20'	3
51	FUTURE									6'X20'	3
52	FUTURE									6'X20'	3
61	6	X			6	6				6'X20'	3
62	6	X			6	6				6'X20'	3
81	7			X		8			X	6'X20'	3
82	8	X			8	8				6'X20'	3
83	8	X			8	8				6'X20'	3
84	9	X			8	8				6'X20'	3
85	9	X			8	8				6'X20'	3
86	10	X			8	8				6'X20'	3
87	10	X			8	8				6'X20'	3

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY Y / N	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN.	
3				
4		8		
5				
6	X	2	MIN.	
7				
8		4		

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

GENERAL NOTES:

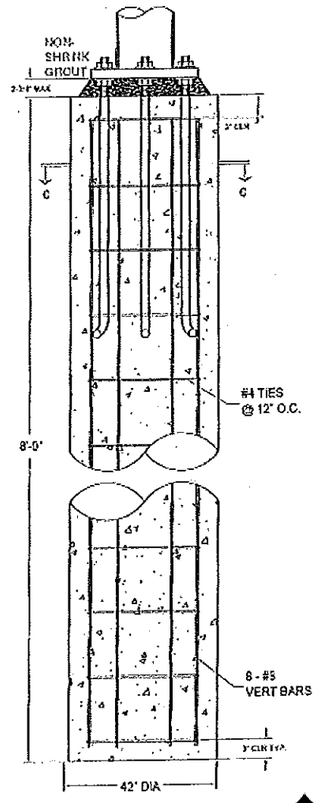
1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)

STH 11/36/83 & STH 83/PINE ST
BURLINGTON
RACINE COUNTY

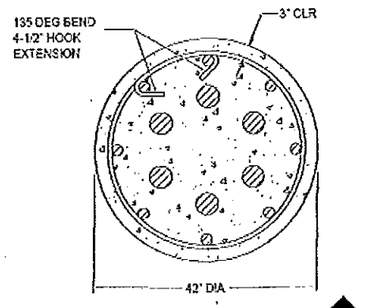
SIGNAL NO. S993

CONTROLLER TYPE: EPAC

DATE 2/07 PAGE NO. 4 OF 4



FOUNDATION



SECTION C - C

NOTES:

FOUNDATION

1. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3500 PSI AT 28 DAYS. CONCRETE USED IN JOINT SEALING SHALL CONTAIN 5 - 7 SACKS OF CEMENT PER CUBIC YARD AND HAVE A MAXIMUM WATER/CEMENT RATIO OF 0.6. SLUMP OF CONCRETE SHALL BE LIMITED IN ACCORDANCE WITH THE BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE, ACI 318, LATEST EDITION. FOUNDATION INSTALLATION SHALL BE IN ACCORDANCE WITH SECTION 1 "STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF STEEL FOUNDATIONS", LATEST EDITION.

2. ALL CONCRETE REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 60. ALL REINFORCING DETAILS SHALL CONFORM TO MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES, ACI 315, LATEST EDITION, UNLESS DETAILED OTHERWISE ON THE DRAWING.

3. MINIMUM CONCRETE COVER FOR TIES/REINFORCING STEEL IS:
   A. CONCRETE CAST AGAINST AND EXPOSED TO EARTH: 3" MIN.
   B. EXPOSED TO EARTH BUT PLACED IN FORMS: 2" MIN.
   C. SURFACES EXPOSED TO WEATHER: 1.5" MIN.

4. SEE POLE DRAWING FOR ANCHOR BOLT QUANTITY, SIZE, LENGTH, BOLT CIRCLE & ORIENTATION.

5. EFFECTIVE SOIL DENSITY = 140 PCF, SOIL TO CONCRETE (LOAD) FRICTION = 30 DEGREES, WATER TABLE IS ASSUMED TO BE BELOW BOTTOM OF FOUNDATION.

6. FOUNDATION WAS DESIGNED USING ASSUMED GROUND SLOPE NOT EXCEEDING 3H:1V. CONTRACTOR SHALL CONTACT ENGINEER IF ANY DEVIATION WILL EFFECT FIELD TO CONSTRUCTION.

7. FOUNDATION WAS DESIGNED FOR THE FOLLOWING SERVICE LOADS:

MOMENT (MX)	46500 FT-LBS
MOMENT (MY)	24000 FT-LBS
TORSION	25000 FT-LBS
SHEAR	1400 LBS
AXIAL	5000 LBS

CONCRETE BASE TYPE 9 MONOTUBE

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TRAFFIC SIGNAL BASE DETAIL	SHEET: 139A	E

FILE NAME: PLOT DATE: PLOT BY: PLOT NAME: PLOT SCALE : 1:1

STH 11/36/83 & STH 83/PINE ST
SIGNAL # 993

PROJECT ID: 3180-10-70
INTERSECTION: STH 11/36/83 & 83 & PINE

REVISED 2/9/07

Signal Wire Color Coding			
BLK - black	RED - red	GRN - green	
WHT - white	BLU - blu	ORG - orange	

CB1 TO	AWG 14 FEEDER	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR						D/WALK	WALK	BUTTON	OTHER
				RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>				
SB1	12	11	8	RED	ORG	GRN							
		18	6							BLK	BLU		
		BUTTON	6									WHT/BLK	
SB2	12	2	6	RED	ORG	GRN							
		3	6	RED	ORG	GRN							
		21	8							BLK	BLU		
		BUTTON	8									WHT/BLK	
SB4	12	15	4	RED	ORG	GRN							
		16	4	RED	ORG	GRN							
		17	6							BLK	BLU		
		BUTTON	6									WHT/BLK	
SB5	12	1	6	RED	ORG	GRN							
		24	4							BLK	BLU		
		BUTTON	4									WHT/BLK	
SB6	12	10	2	RED	ORG	GRN							
		BUTTON	4									WHT/BLK	
SB7	12	4	6	RED	ORG	GRN							
SB10	12	7	2	RED	ORG	GRN							
		8	2	RED	ORG	GRN							
		23	4							BLK	BLU		
		BUTTON	4									WHT/BLK	
SB11	12	14	4	RED	ORG	GRN							
		20	2							BLK	BLU		
		BUTTON	2									WHT/BLK	
SB13	12	12	8	RED	ORG	GRN							
		13	8	RED	ORG	GRN							
		19	2							BLK	BLU		
		BUTTON	2									WHT/BLK	
SB14	12	6	2	RED	ORG	GRN							
		22	8							BLK	BLU		
		BUTTON	8									WHT/BLK	
SB15	12	5	6	RED	ORG	GRN							
		BUTTON	8									WHT/BLK	
SB16	12	9	2	RED	ORG	GRN							

Equipment grounding conductor 10 AWG Green

From	To
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB20
SB20	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB21
SB21	SB12
SB12	SB13
SB13	SB14
SB14	SB22
SB22	SB15
SB15	SB16
SB16	SB17
SB17	SB18
SB18	SB19
SB19	CB1

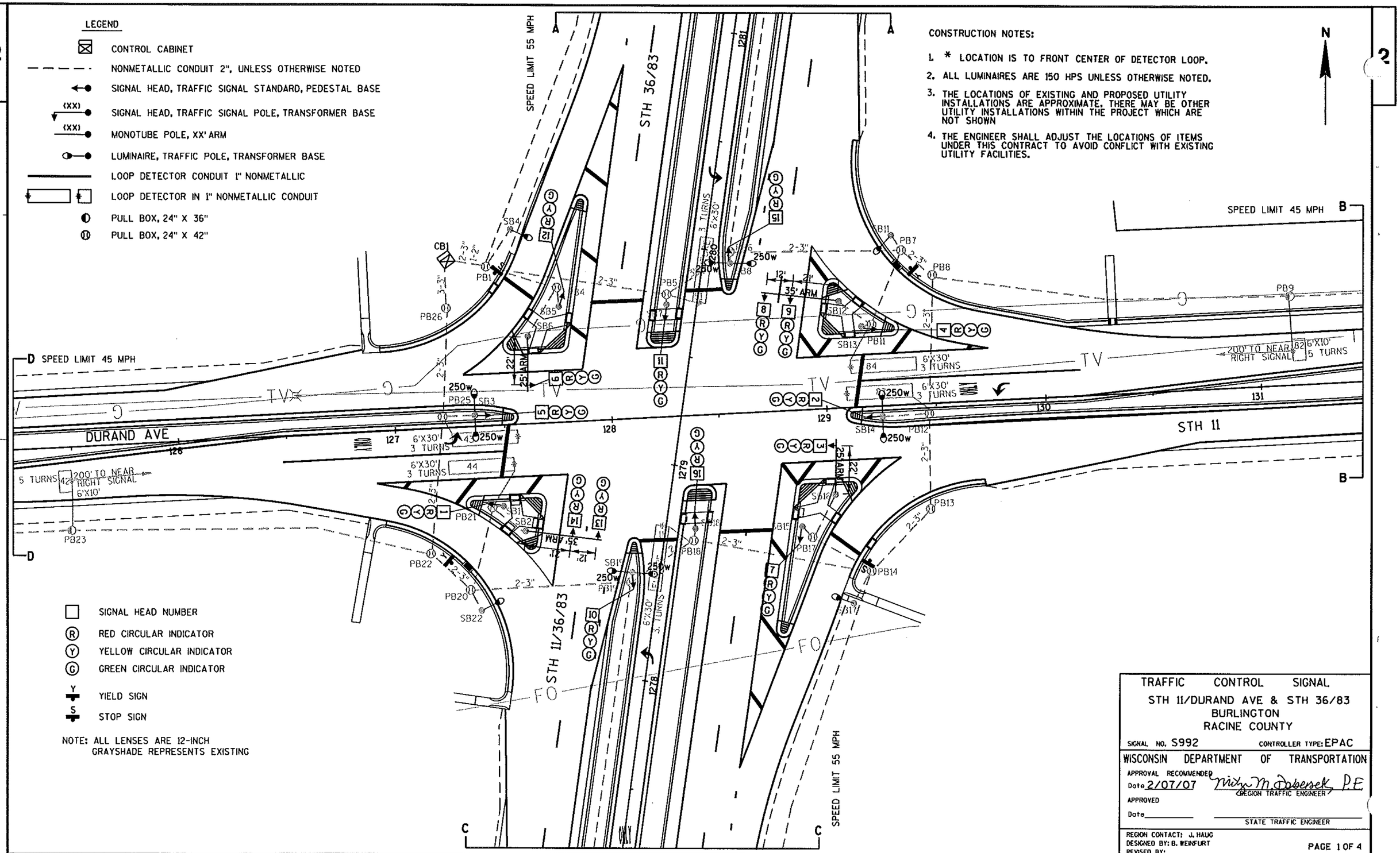
Pull Box Bonding Jumper 10 AWG

From	To
CB1	PB1
SB1	PB3
SB3	PB4
SB20	PB5
SB20	PB6
SB4	PB9
SB6	PB10
SB7	PB11
SB21	PB12
SB10	PB13
SB10	PB15
SB12	PB16
SB12	PB17
SB22	PB18
SB22	PB19
SB13	PB22
SB15	PB23
SB16	PB24
CB1	PB25

Lighting OF 12

From	To
CB1	SB3
SB3	SB20
SB20	SB7
SB7	SB8
SB8	SB9
SB7	SB21
CB1	SB19
SB19	SB16
SB16	SB17
SB17	SB18
SB16	SB22
SB22	SB12

*Ensure the grounded conductor in the feeder cable and the pole cables are both 12"
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
'Other' column may include shadow box sign



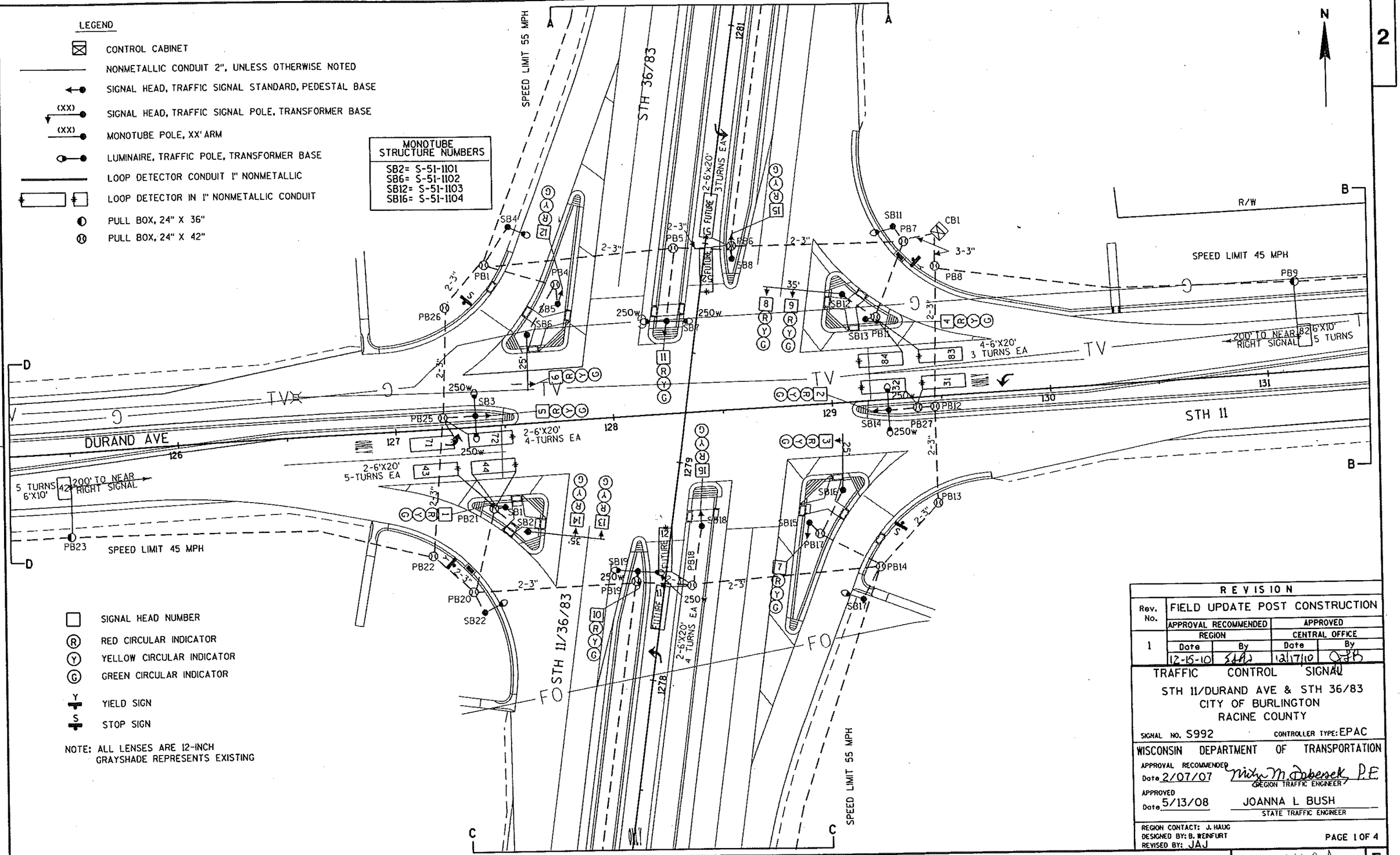
PROJECT NO: 3180-10-70	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : j:\projects\d2_31801083\Sig\992\s992.dgn PLOT DATE : 21-FEB-2007 09:20 PLOT BY : DOTBGW PLOT NAME : PLOT SCALE : 40:1

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- (XX) MONOTUBE POLE, XX' ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

MONOTUBE STRUCTURE NUMBERS
SB2= S-51-1101
SB6= S-51-1102
SB12= S-51-1103
SB16= S-51-1104



- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- Y YIELD SIGN
- S STOP SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

REVISION				
Rev. No.	FIELD UPDATE POST CONSTRUCTION			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
	Date	By	Date	By
1	12-15-10	SHH	12/17/10	SJB

TRAFFIC CONTROL SIGNAL

STH 11/DURAND AVE & STH 36/83
CITY OF BURLINGTON
RACINE COUNTY

SIGNAL NO. S992 CONTROLLER TYPE: EPAC

WISCONSIN DEPARTMENT OF TRANSPORTATION

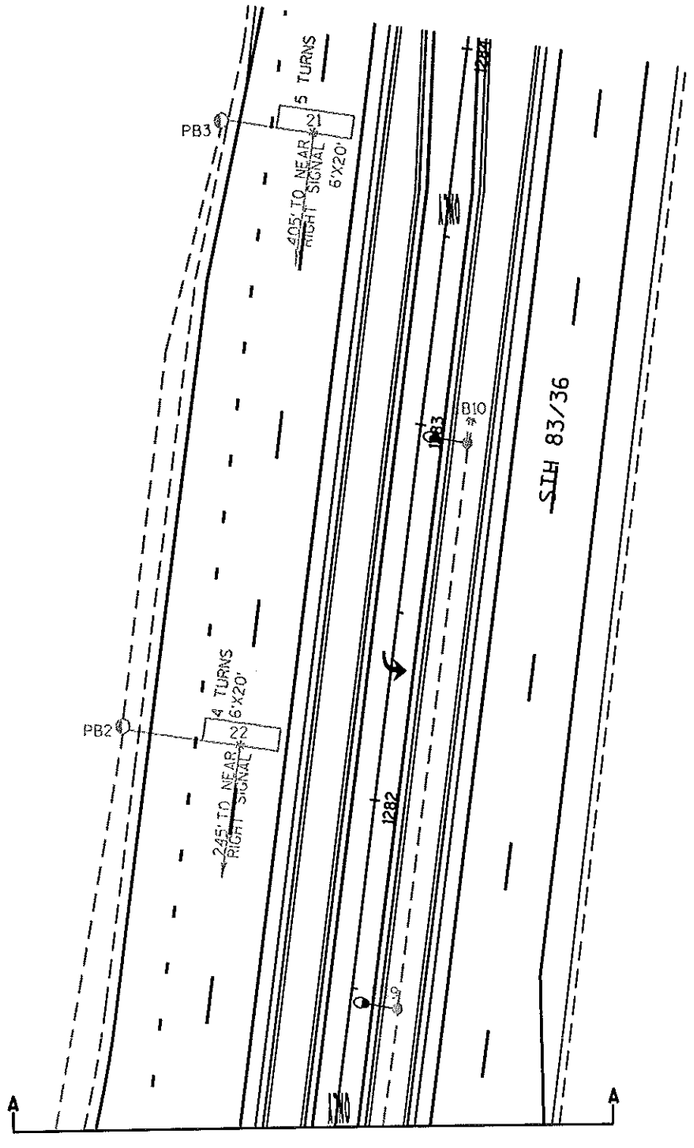
APPROVAL RECOMMENDED
Date 2/07/07 Mitchell M Zoberski, P.E.
REGION TRAFFIC ENGINEER

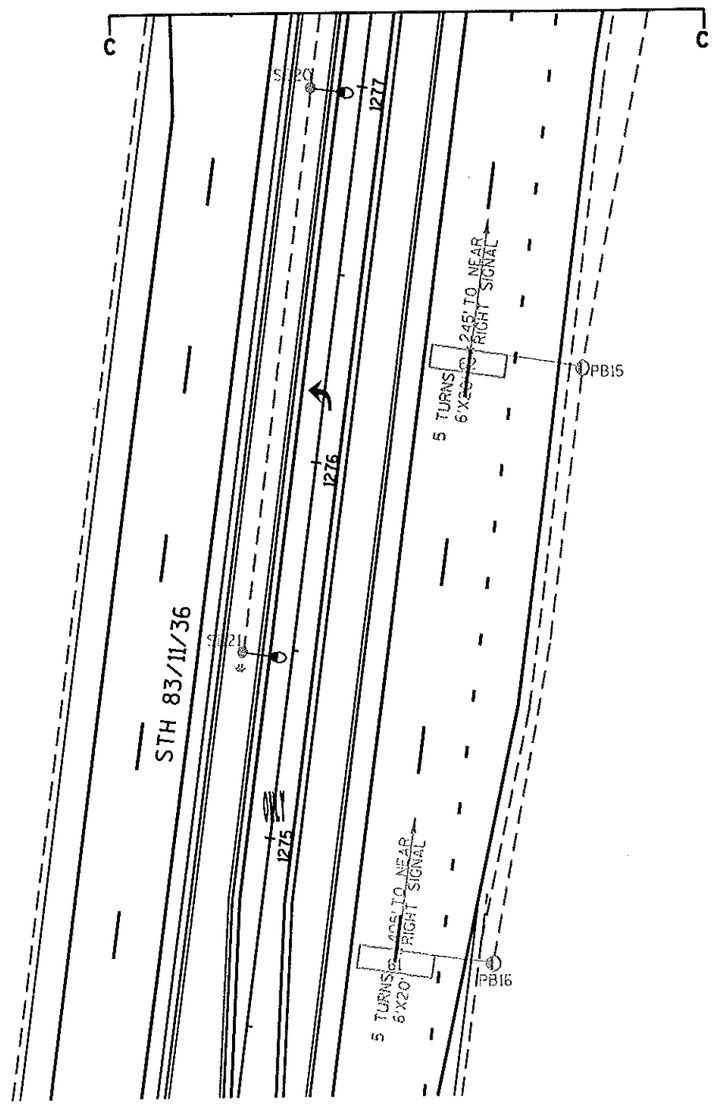
APPROVED
Date 5/13/08 JOANNA L. BUSH
STATE TRAFFIC ENGINEER

REGION CONTACT: J. HAUG
DESIGNED BY: B. WERNFURT
REVISED BY: JAJ

PAGE 1 OF 4

PROJECT NO:	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET 142A	E





N

TRAFFIC CONTROL SIGNAL
STH 11/DURAND AVE & STH 36/83
BURLINGTON
RACINE COUNTY

SIGNAL NO. S992

REGION CONTACT: J. HAUG
DESIGNED BY: B.WERNFURT
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 3180-10-70	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET E

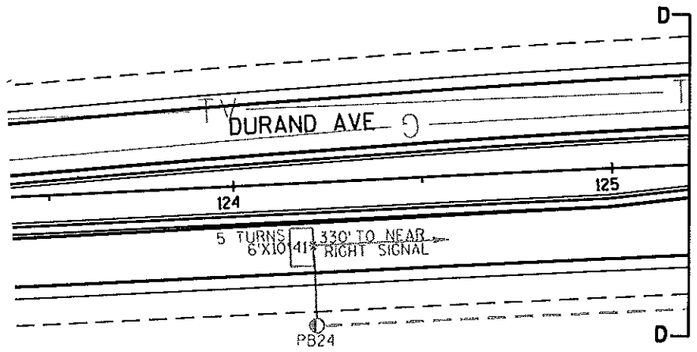
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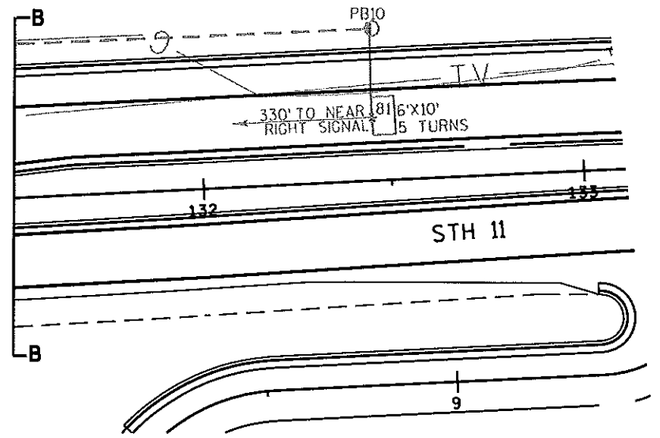
FILE NAME : J:\projects\d2_31801083\Sig\992\s992.dgn

WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
STH 11/DURAND AVE & STH 36/83
BURLINGTON
RACINE COUNTY

SIGNAL NO. S992

REGION CONTACT: J. HAUG
DESIGNED BY: B.WERNFURT
REVISED BY:

PAGE 3 OF 4

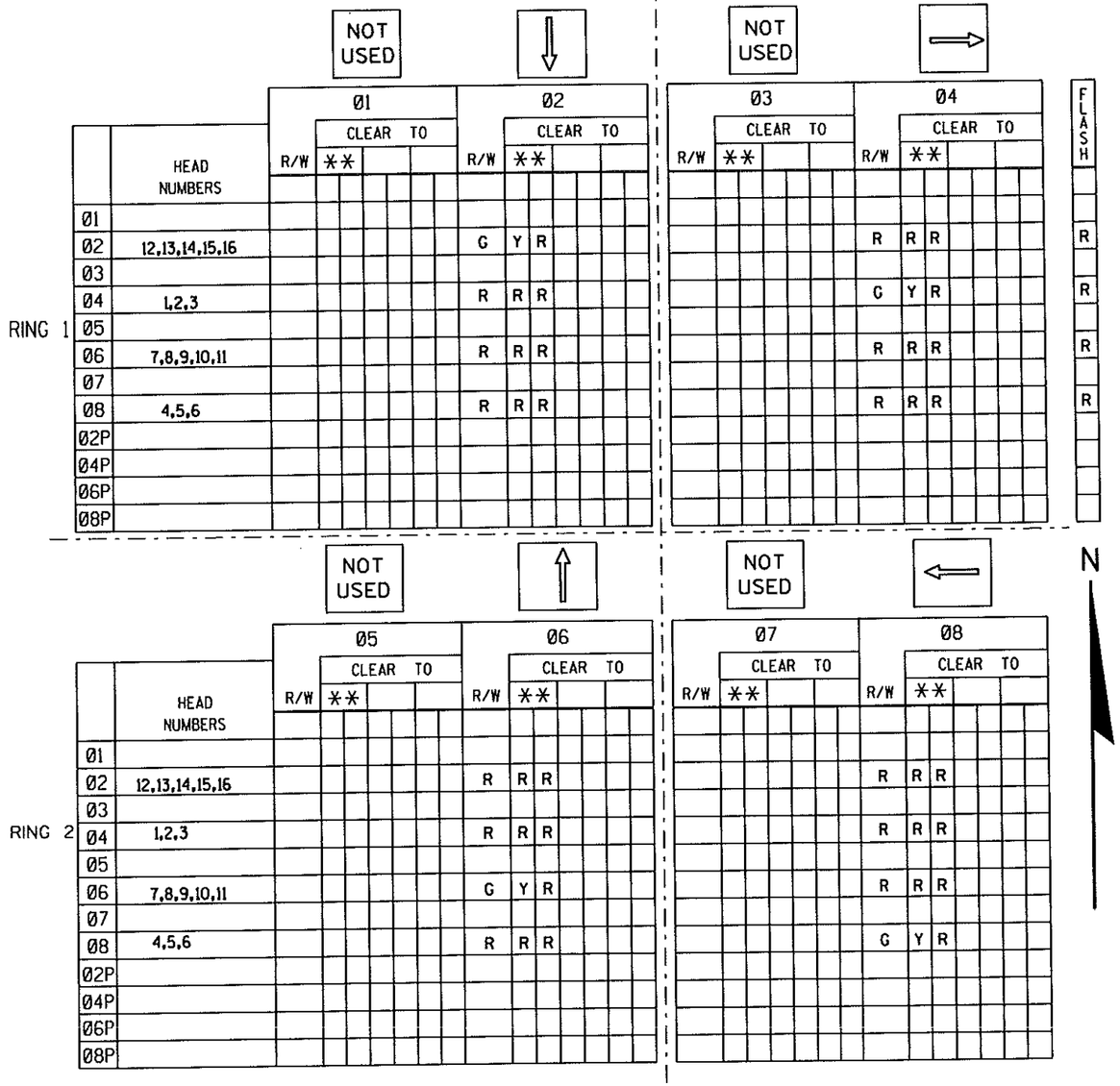
PROJECT NO: 3180-10-70	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : j:\projects\d2_31801083\Sig\992\s992.dgn

PLOT DATE : 21-FEB-2007 09:20 PLOT BY : DOTBGW PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION



** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	FUTURE									3	6'X30'
21	1	X			2	2				5	6'X20'
22	1	X			2	2				4	6'X20'
41	2			X		4			X	5	6'X10'
42	2			X		4			X	5	6'X10'
43	3	X			4	4				3	6'X30'
44	3	X			4	4				3	6'X30'
51	FUTURE									3	6'X30'
61	4	X			6	6				5	6'X20'
62	4	X			6	6				5	6'X20'
81	5			X		8			X	5	6'X10'
82	5			X		8			X	5	6'X10'
83	6	X			8	8				3	6'X30'
84	6	X			8	8				3	6'X30'

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN.	
3				
4		8		
5				
6	X	2	MIN.	
7				
8		4		

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2	6	4,8
3		
4	8	2,6
5		
6	2	4,8
7		
8	4	2,6

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)

STH 11/DURAND AVE & STH 36/83
BURLINGTON
RACINE COUNTY

SIGNAL NO. S992

CONTROLLER TYPE: EPAC

DATE 2/07 PAGE NO. 4 OF 4

PROJECT NO: 3180-10-70 | HWY: STH 11 | COUNTY: RACINE | SEQUENCE OF OPERATIONS | SHEET E

FILE NAME : J:\projects\d2_31801083\Sig\992\s992.dgn
PLOT DATE : 21-FEB-2007 09:20 PLOT BY : DOTBGW PLOT NAME : PLOT SCALE : 40.000373:1
WISDOT/CADDS SHEET 42

PROJECT ID: 3180-10-70
INTERSECTION: STH 11/Durand & STH 36/83

REVISED 2/7/07

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blu	ORG - orange

CB1 TO	AWG 14 FEEDER	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR									
				RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	D/WALK	WALK	BUTTON	OTHER
SB5	12	12	2	RED	ORG	GRN							
SB6	12	6	8	RED	ORG	GRN							
SB7	12	11	6	RED	ORG	GRN							
SB8	12	15	2	RED	ORG	GRN							
SB12	12	8	6	RED	ORG	GRN							
		9	6	RED	ORG	GRN							
SB13	12	4	8	RED	ORG	GRN							
SB14	12	2	4	RED	ORG	GRN							
SB15	12	7	6	RED	ORG	GRN							
SB16	12	3	4	RED	ORG	GRN							
SB18	12	16	2	RED	ORG	GRN							
SB19	12	10	6	RED	ORG	GRN							
SB2	12	13	2	RED	ORG	GRN							
		14	2	RED	ORG	GRN							
SB1	12	1	4	RED	ORG	GRN							
SB3	12	5	8	RED	ORG	GRN							

Equipment grounding conductor 10 AWG Green	
From	To
CB1	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	SB16
SB16	SB17
SB17	SB18
SB18	SB19
SB19	SB20
SB20	SB21
SB21	SB22
SB22	SB2
SB2	SB1
SB1	CB1

Pull Box Bonding Jumper 10 AWG	
From	To
CB1	PB1
SB6	PB4
SB7	PB5
SB8	PB6
SB11	PB7
SB11	PB8
SB12	PB11
SB14	PB12
SB17	PB13
SB17	PB14
SB16	PB17
SB18	PB18
SB19	PB19
SB22	PB20
SB22	PB22
SB2	PB21
SB3	PB25
CB1	PB26

Lighting UF 12 w/ground	
From	To
CB1	SB4
SB4	SB8
SB8	SB9
SB9	SB10
SB8	SB11
SB11	SB14
CB1	SB3
SB3	SB22
SB22	SB19
SB19	SB20
SB20	SB21
SB19	SB17

•Ensure the grounded conductor in the feeder cable and the pole cables are both 12'
•At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
'Other' column may include shadow box sign

CATEGORY 0010

PROJECT NO: 3180-10-70	HWY: STH 11	COUNTY: RACINE	TRAFFIC SIGNAL CABLE ROUTING	SHEET E

LEGEND:

(1) EPOXY 4-INCH WHITE EDGELINE
(2) EPOXY 4-INCH WHITE SKIPS (12-1/2' LINE 37-1/2' GAP)
(3) EPOXY 8-INCH WHITE CHANNELIZATION
(4) ISLAND NOSE EPOXY
(5) EPOXY 12-INCH YELLOW DIAGONALS
(6) EPOXY 4-INCH YELLOW CENTERLINE DOUBLE SOLID
(7) EPOXY 4-INCH YELLOW EDGE LINE SINGLE SOLID
(8) EPOXY 4-INCH YELLOW CENTERLINE SKIPS (12-1/2' LINE 37-1/2' GAP)
(9) STOPLINE EPOXY 18-INCH WHITE
(11) PAVEMENT MARKING RAISED PATTERN TAPE 4-INCH (WHITE)
(12) EPOXY 8-INCH DASHED (3' LINE 12' GAP)
(13) EPOXY 8-INCH DASHED (5' LINE 5' GAP)
(14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE
(15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW
(16) WORD EPOXY
(17) ARROWS EPOXY TYPE 2
(18) EPOXY 12-INCH WHITE DIAGONALS
(19) PAVEMENT MARKING YIELD LINE EPOXY 18-INCH
(20) DELINEATOR POST STEEL WITH DELINEATOR (WHITE)
(21) DELINEATOR POST STEEL WITH DELINEATOR (YELLOW)
(22) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH
* TO BE PLACED IN FUTURE PROJECT

2

NOTE: SEE SIGNAL PLANS
FOR STOP LINE LOCATIONS

STH 83

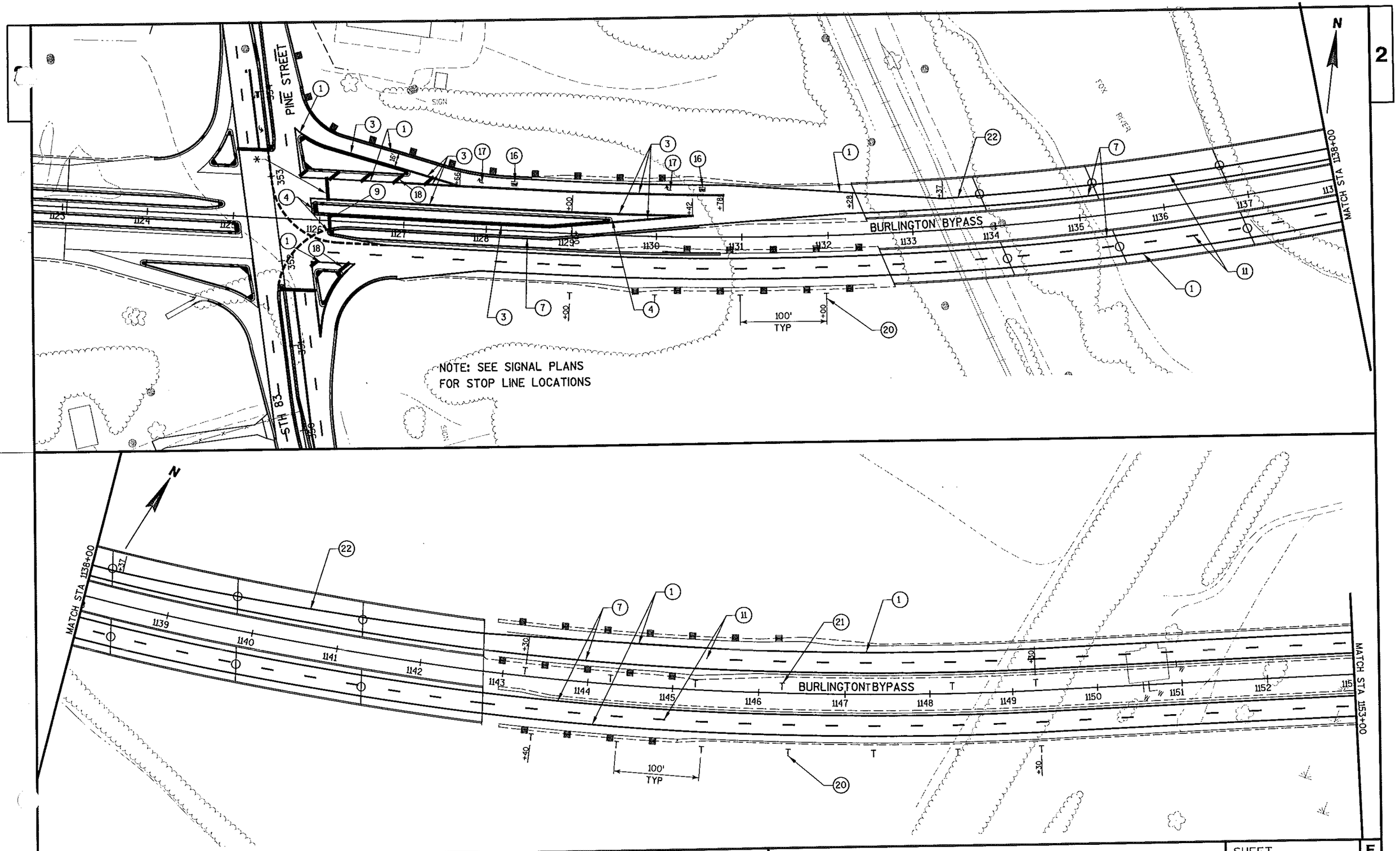
BURLINGTON BYPASS

PINE ST

MATCH STA 355+00

MATCH STA 355+00

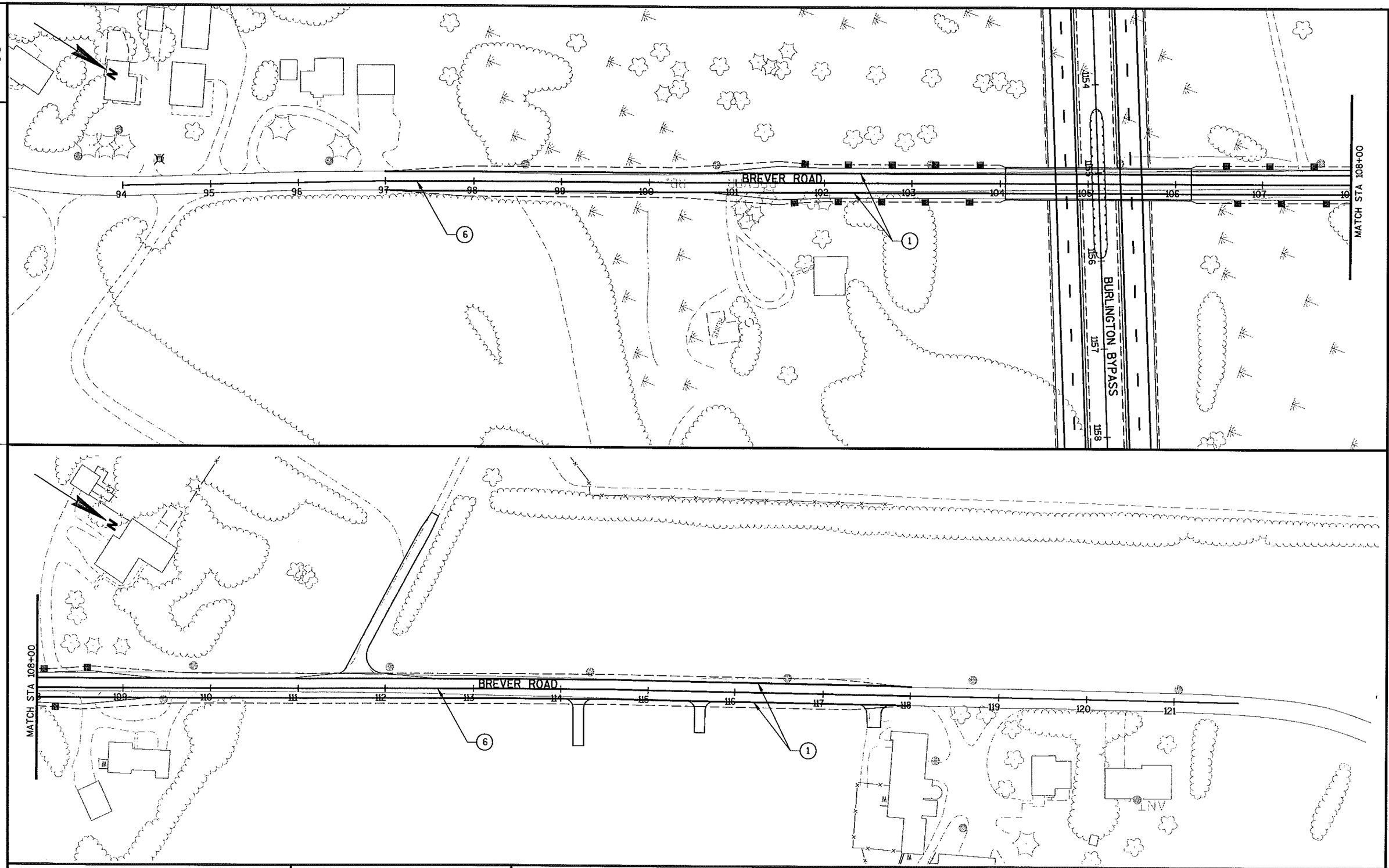
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 148	E



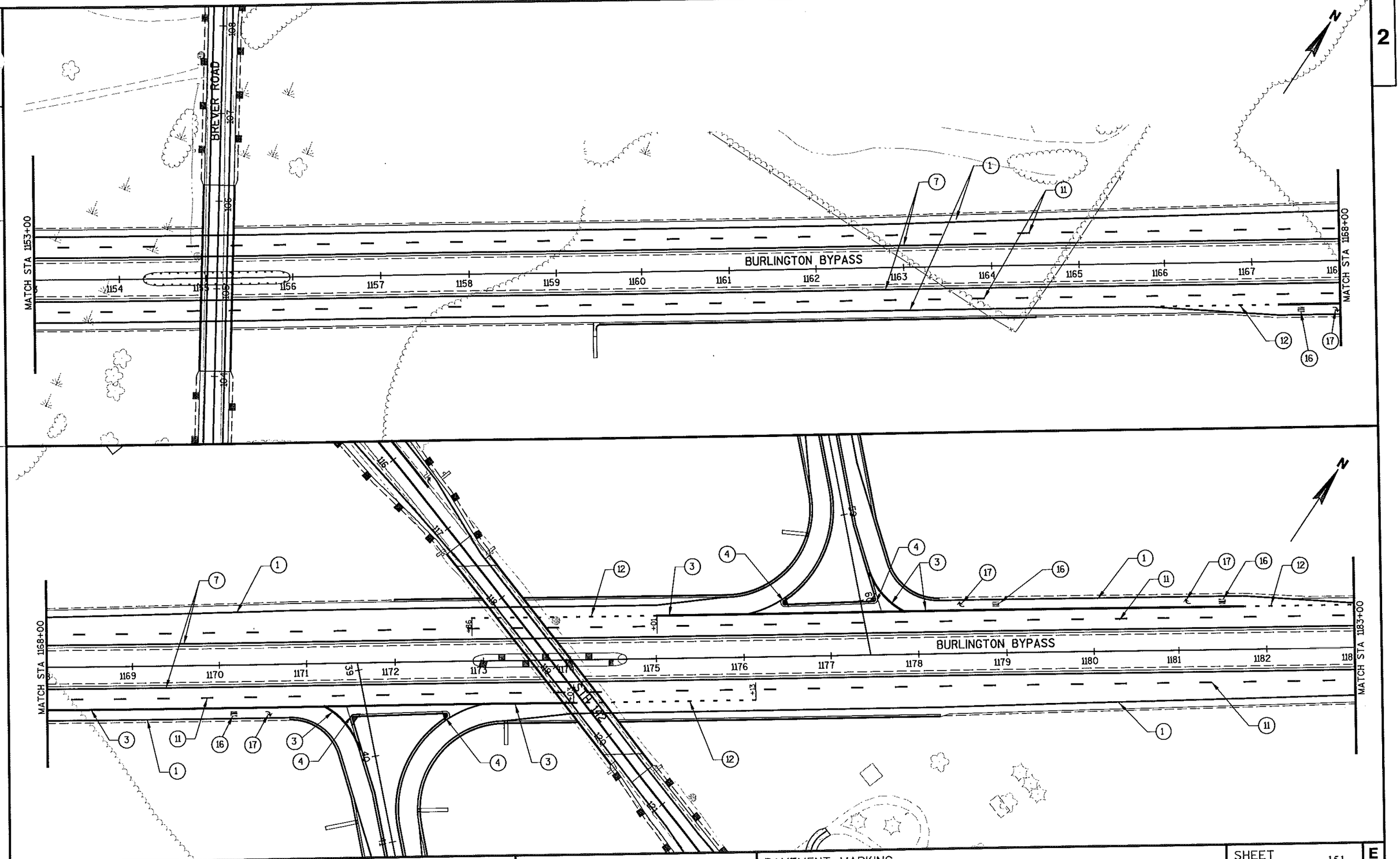
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FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\024502_pm.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

2



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 150	E

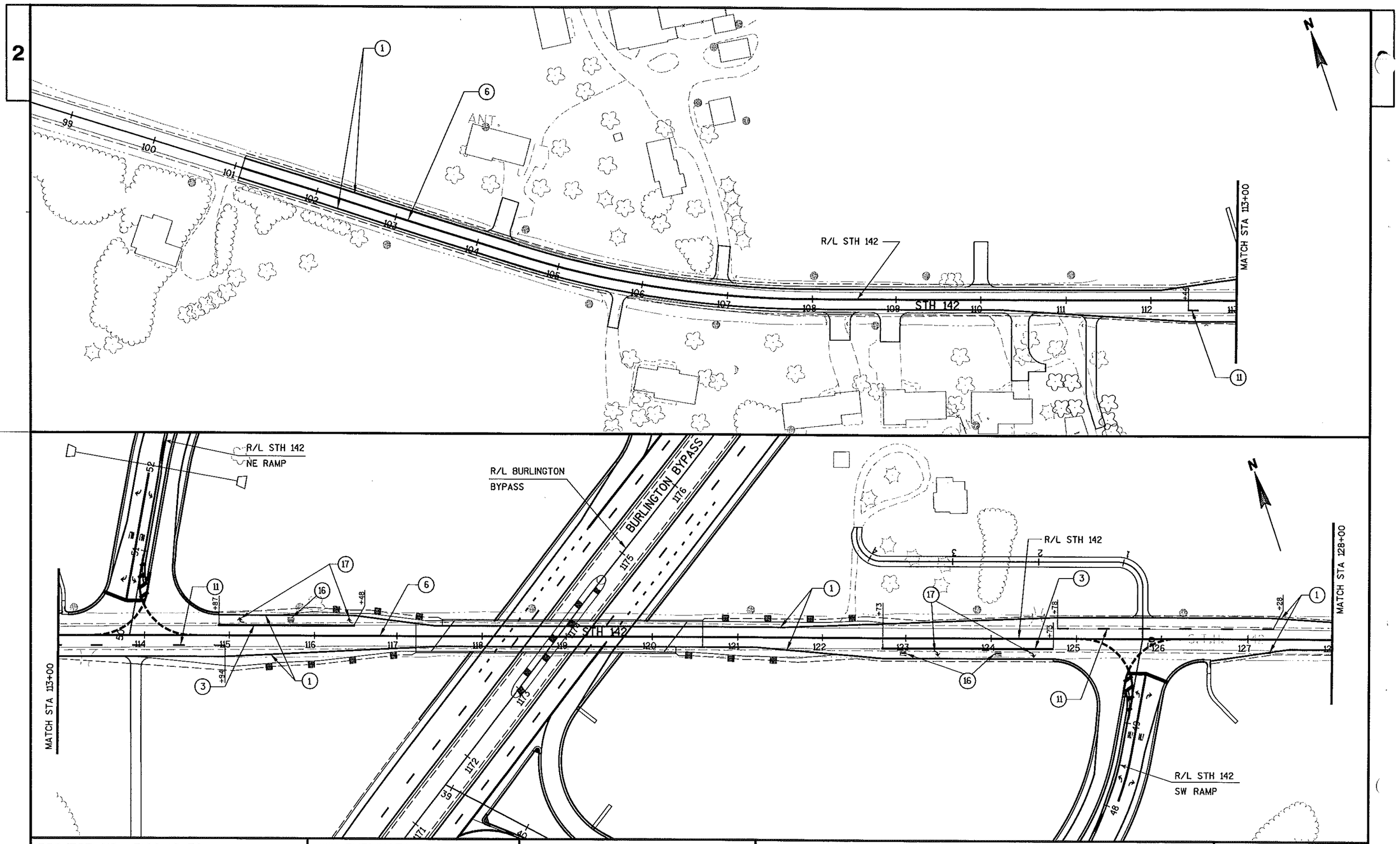


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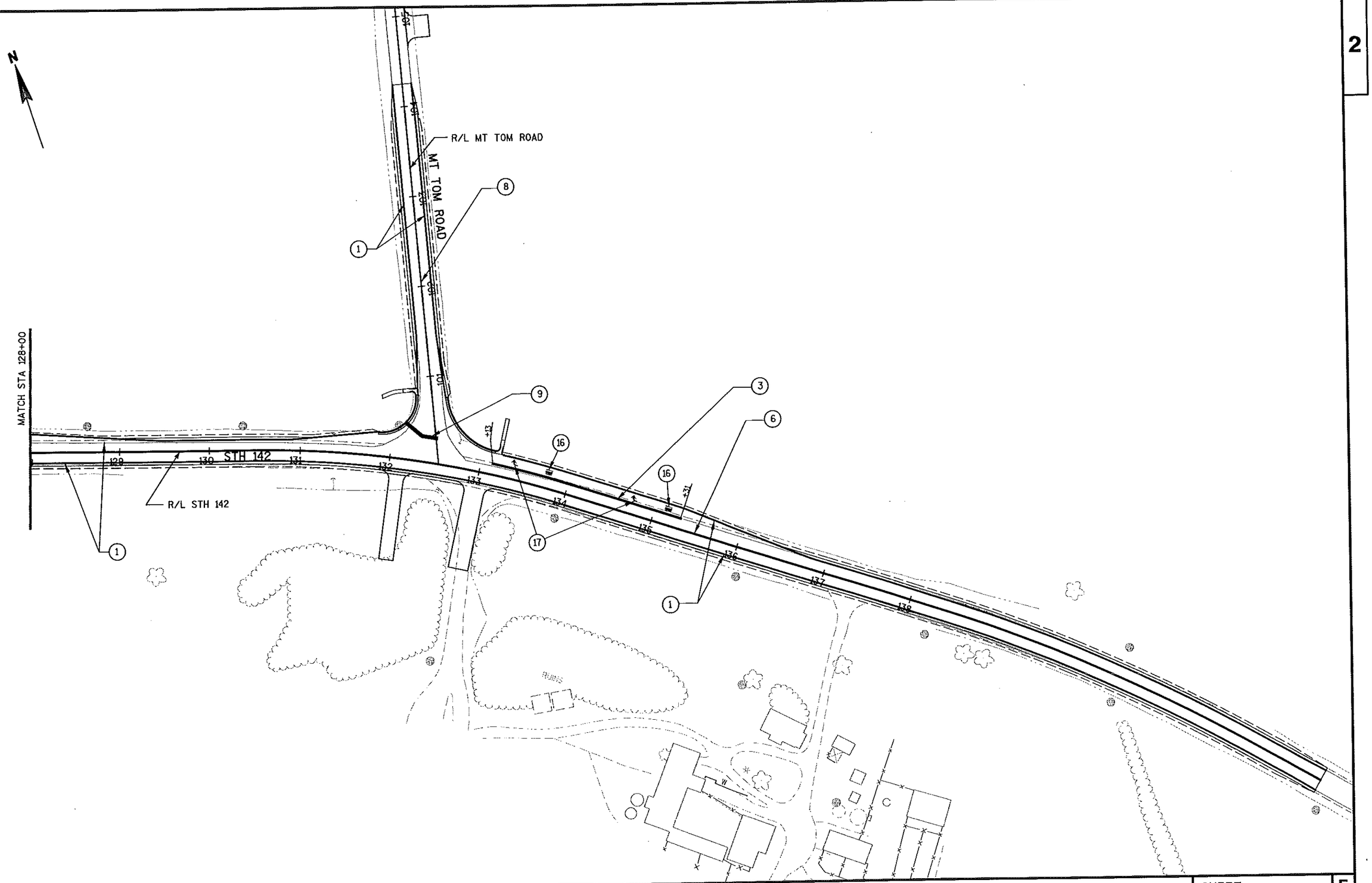
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PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42



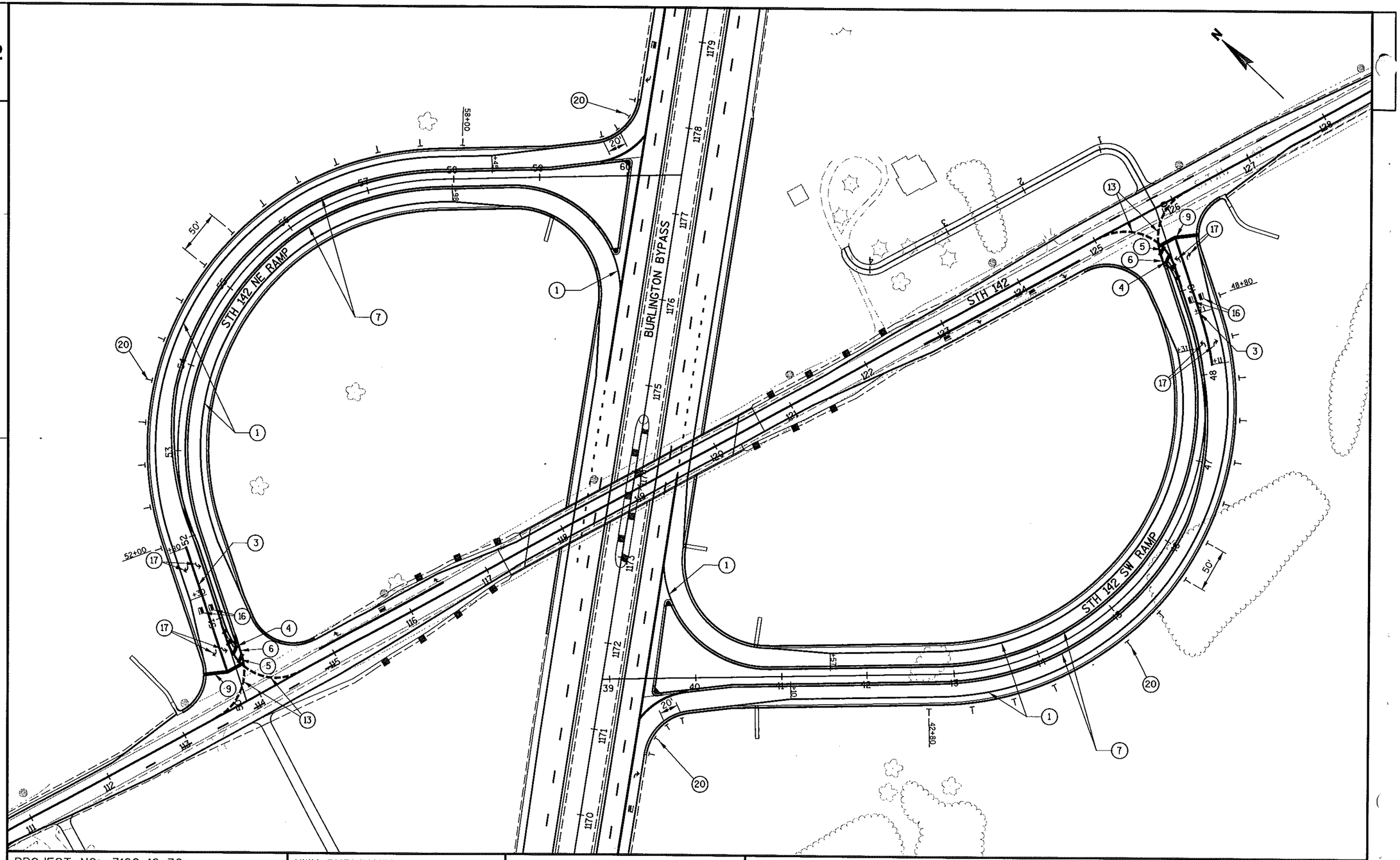
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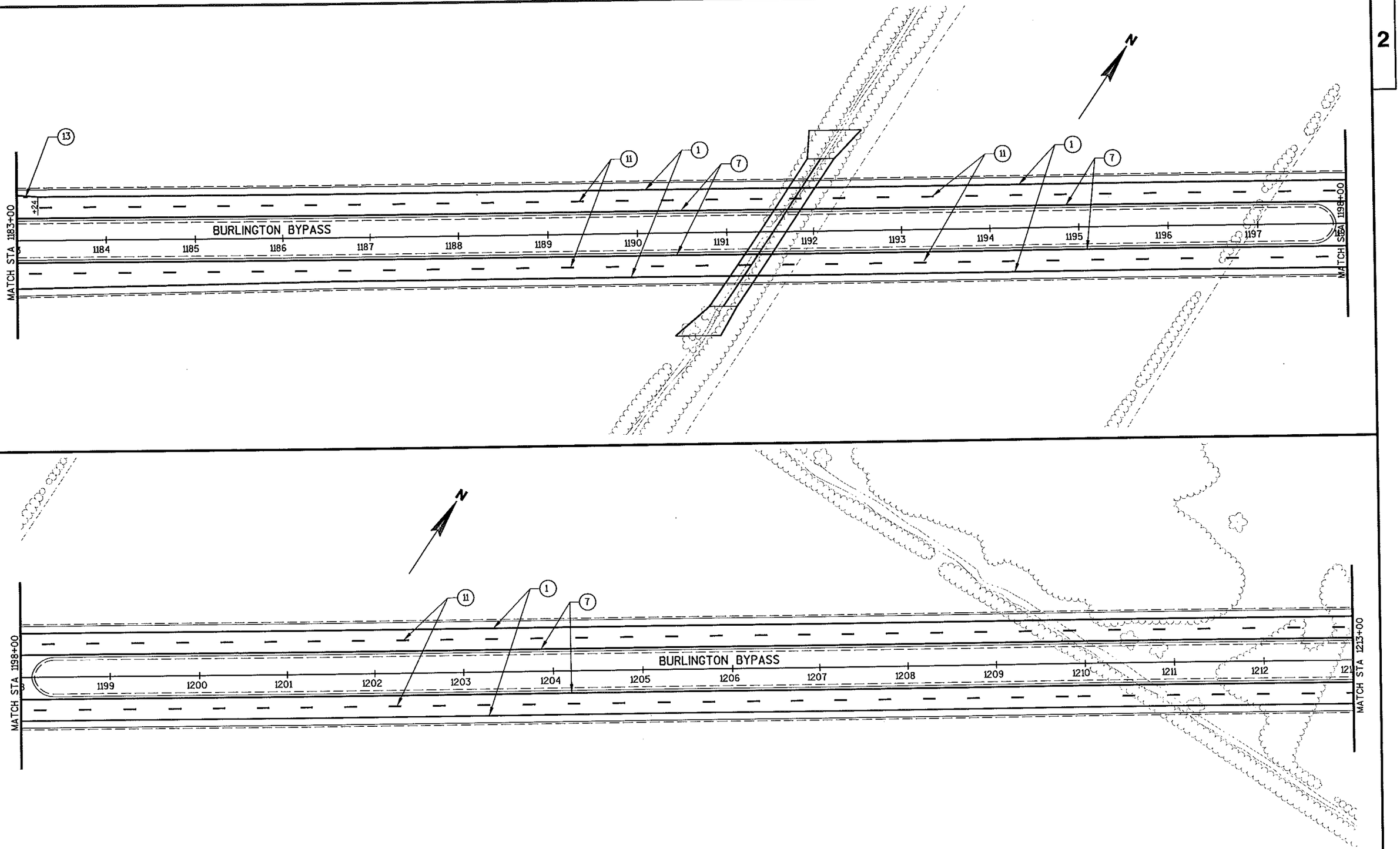
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WISDOT/CADDS SHEET 42

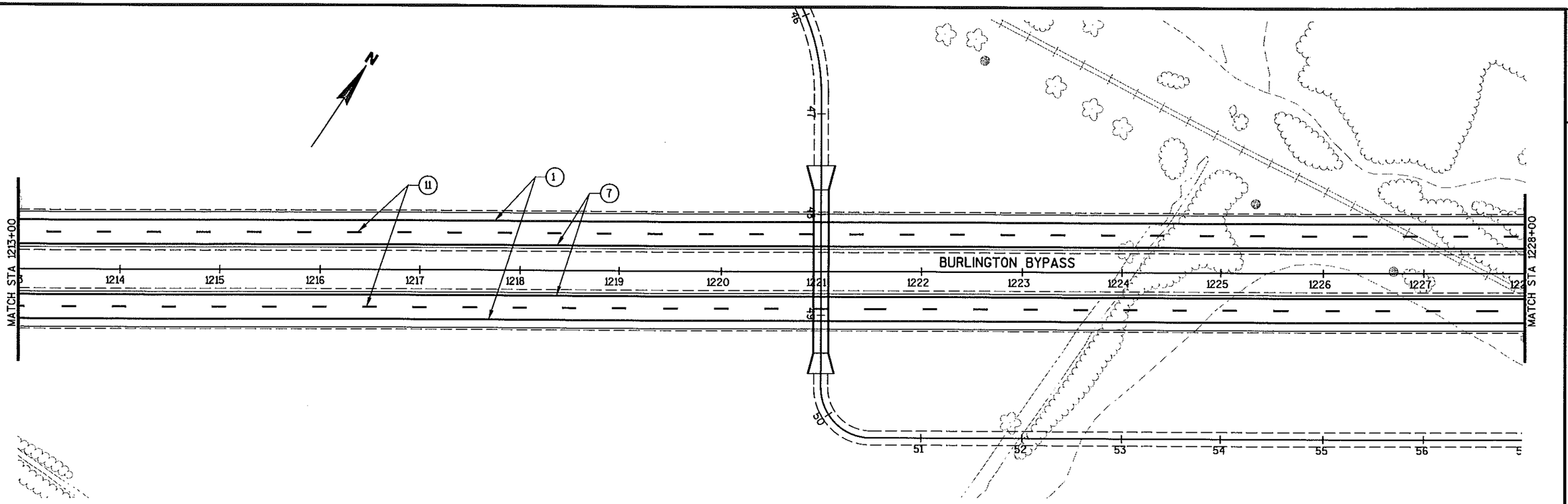
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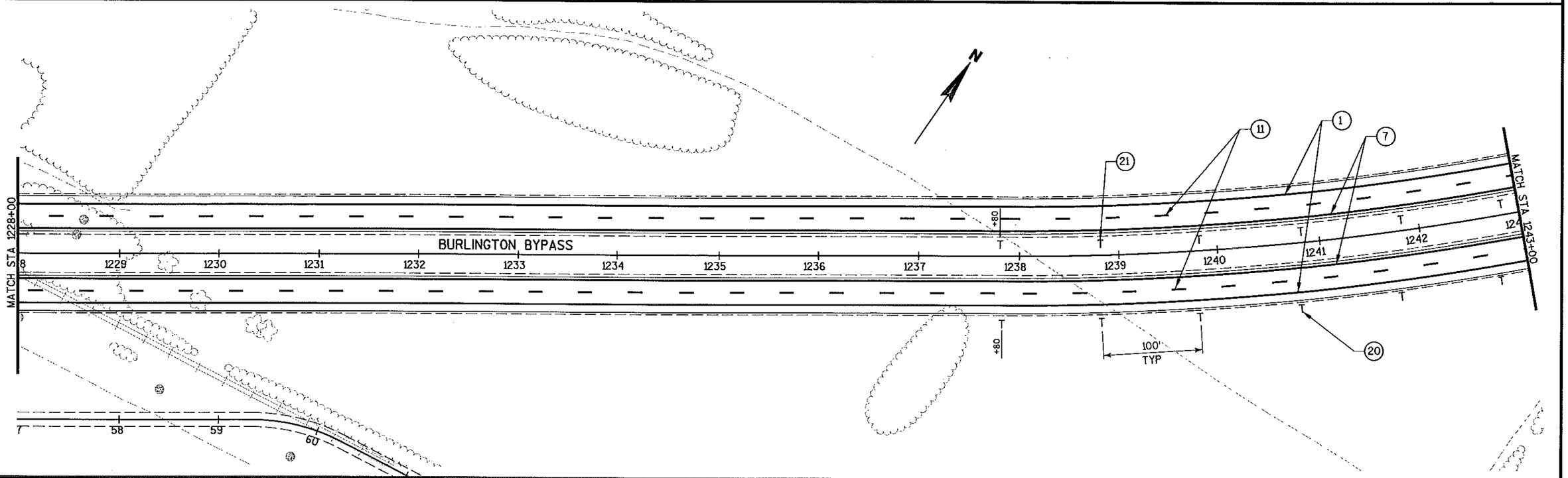


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 154	E



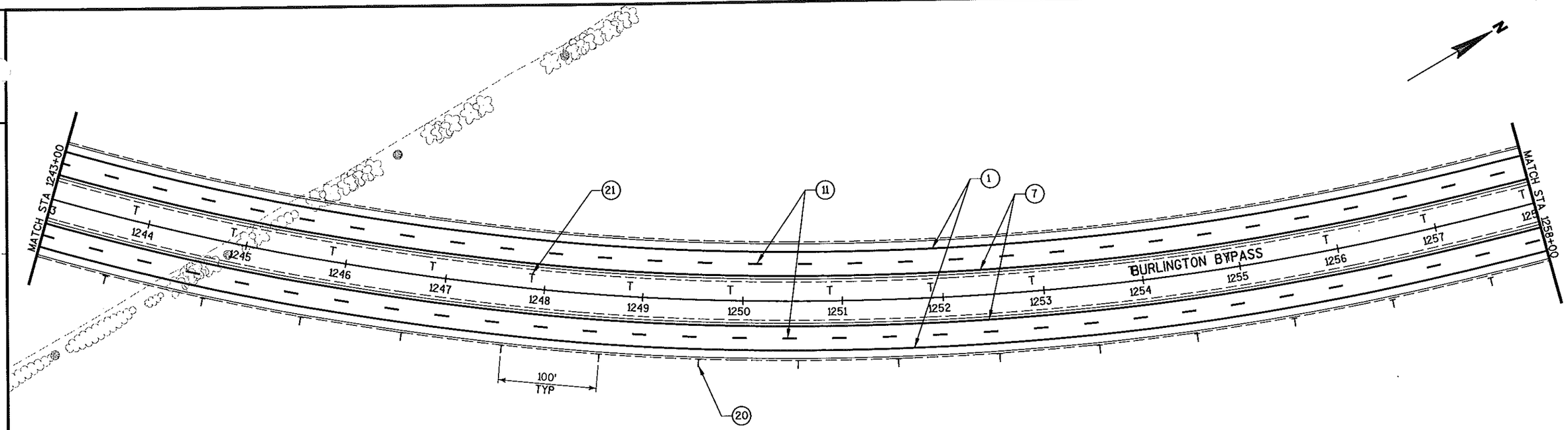
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 155	E

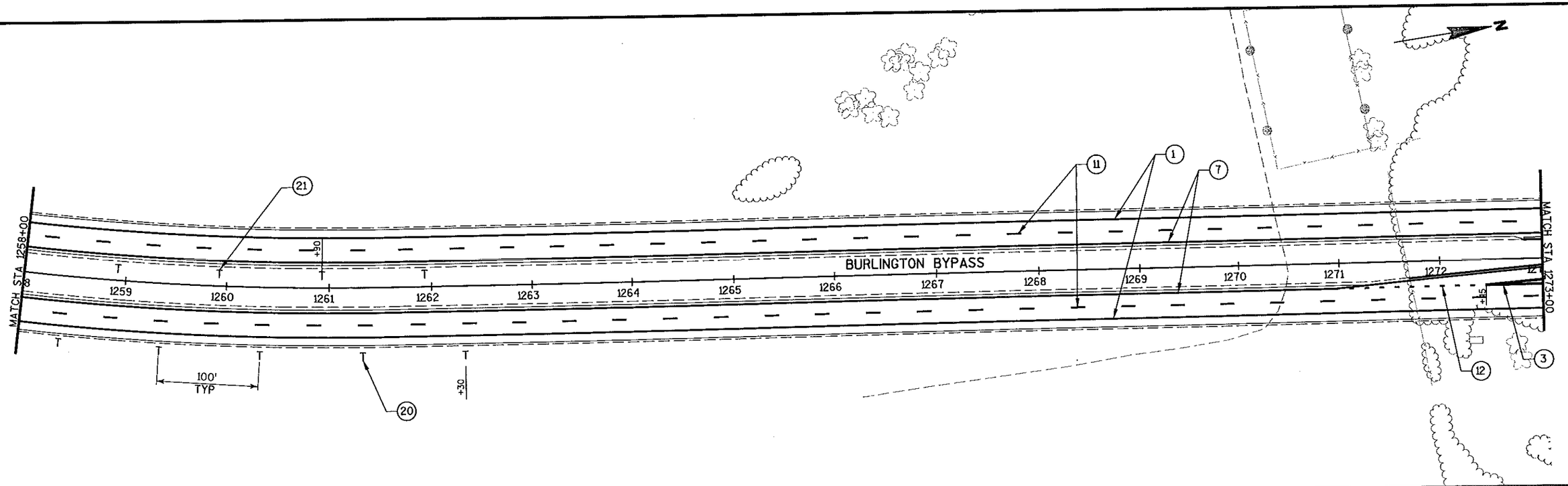




PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 156	E

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PLOT DATE : 03/08/2007
PLOT BY : wally_w
PLOT NAME :
PLOT SCALE : -
WISDOT/CADDS SHEET 42

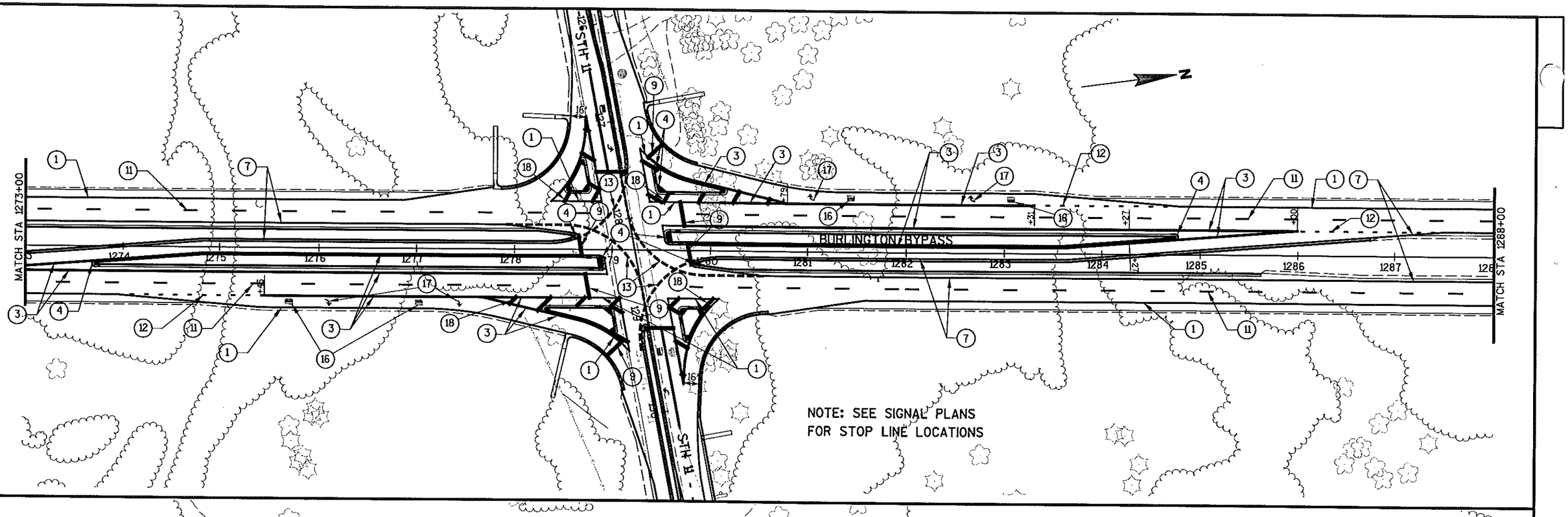


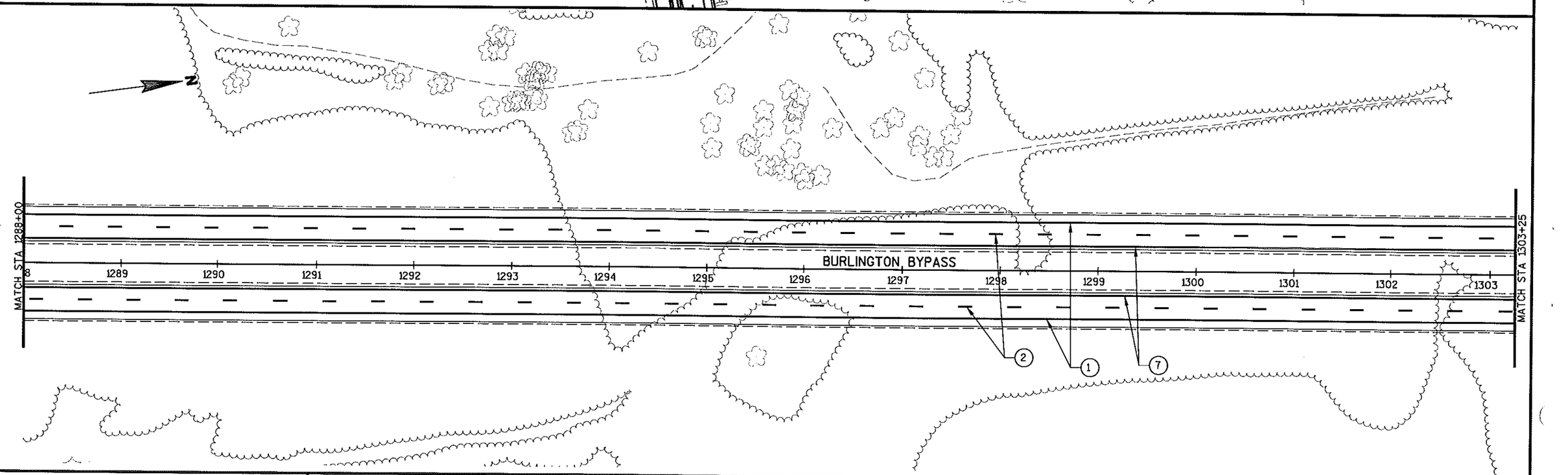


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 157	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\024510_pm.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

2

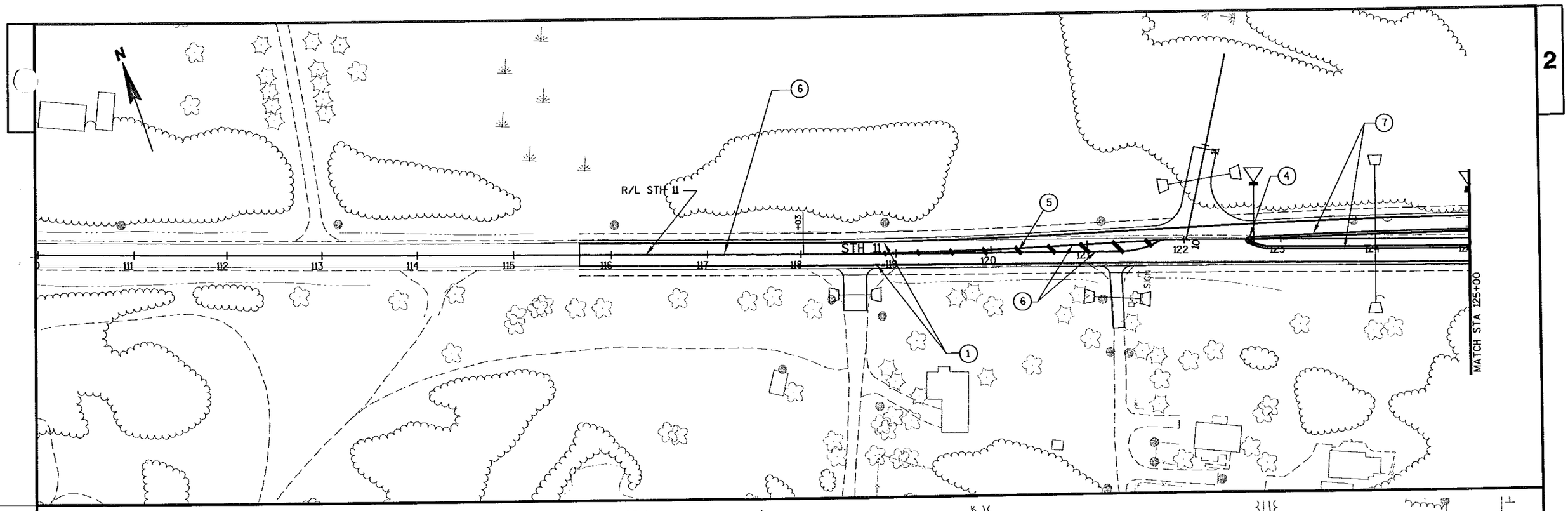


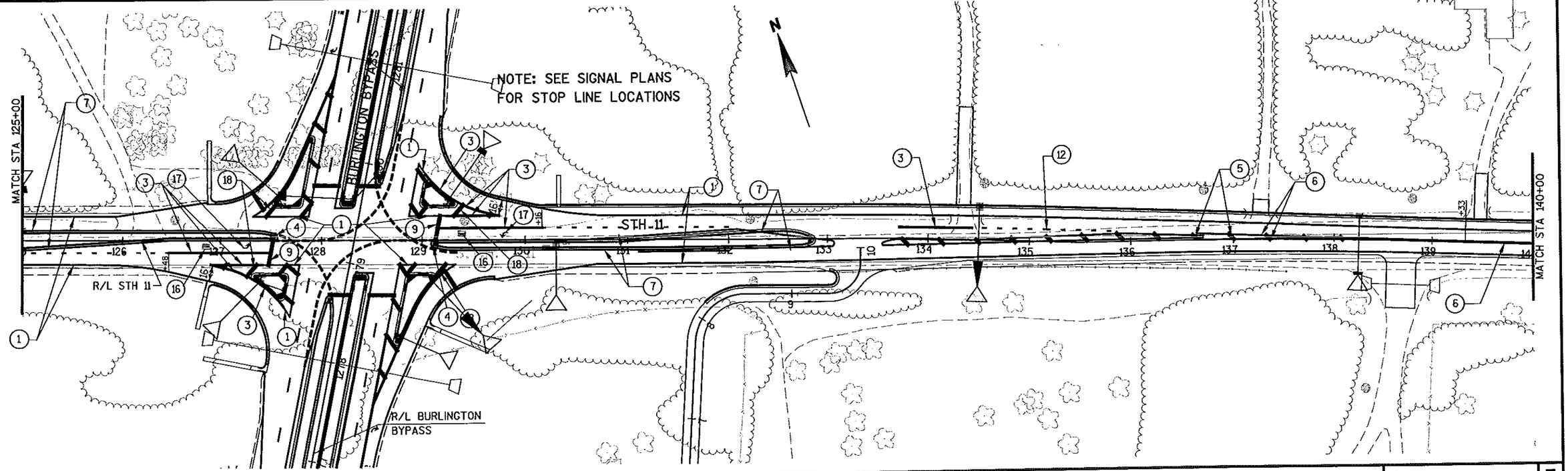


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 158	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\024511_pm.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42





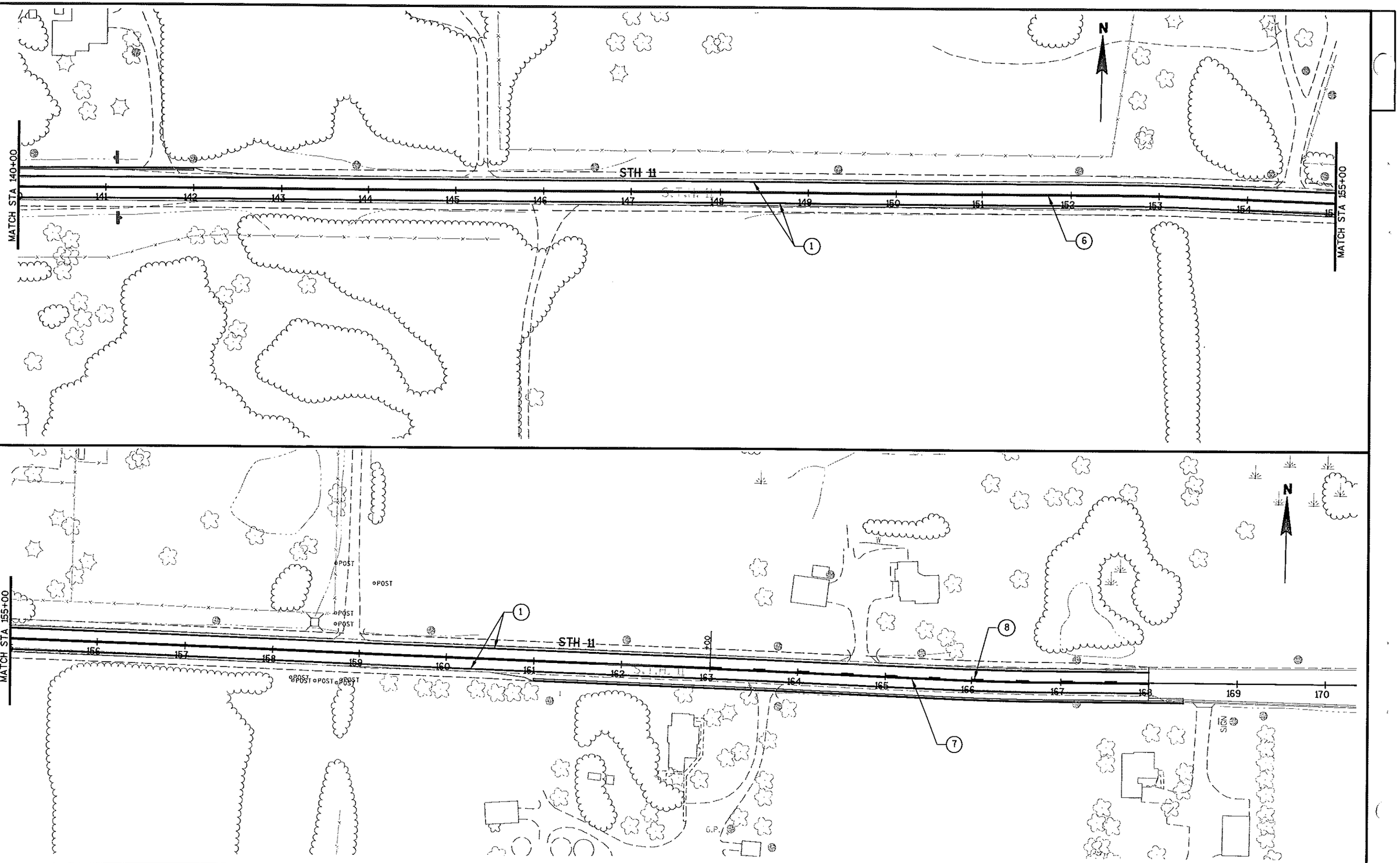
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 159	E

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\024512_pm.dgn

WISDOT/CADDS SHEET 42

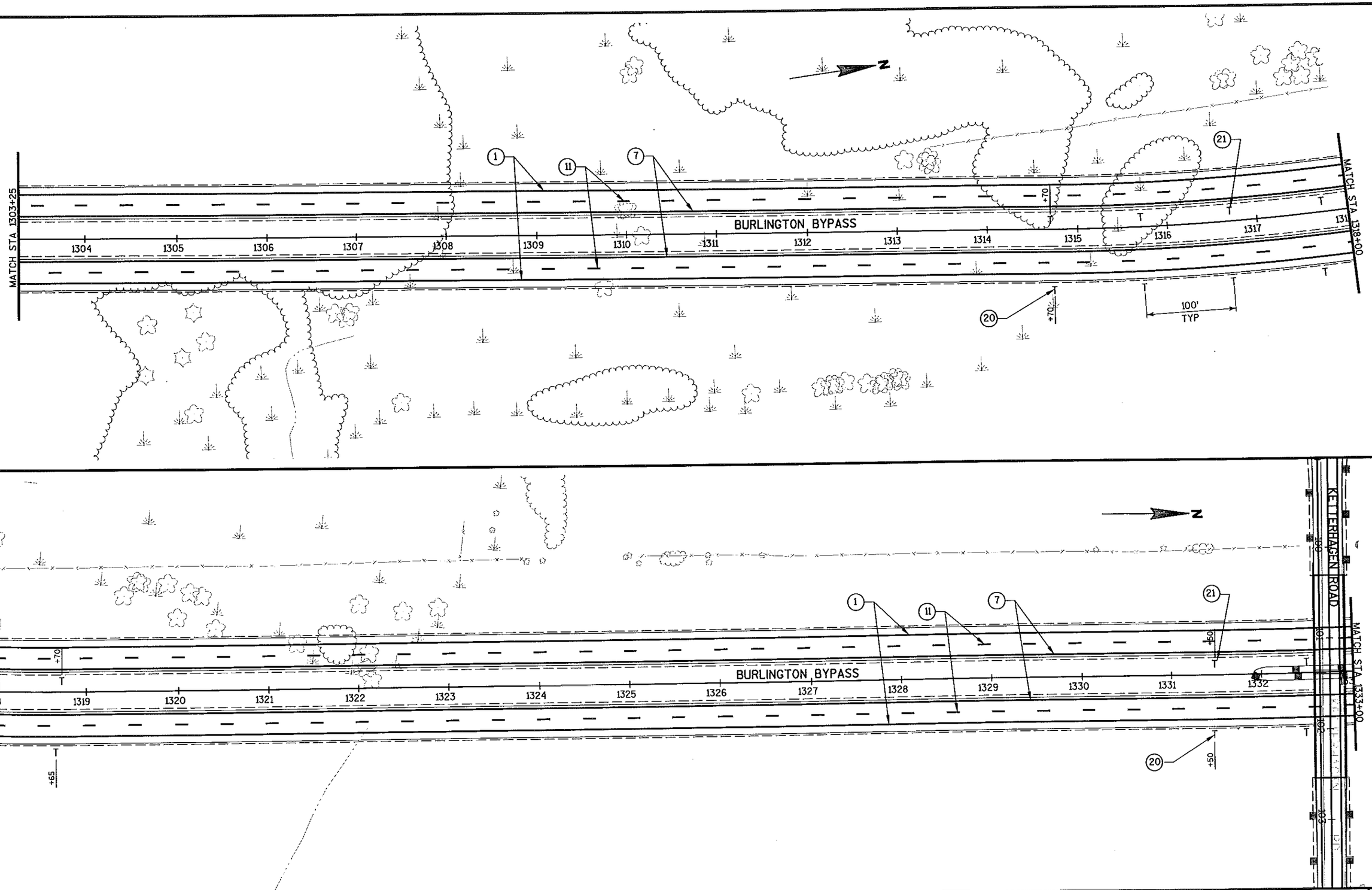
2



PROJECT NO: 3180-08-70, 3180-14-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 160 E

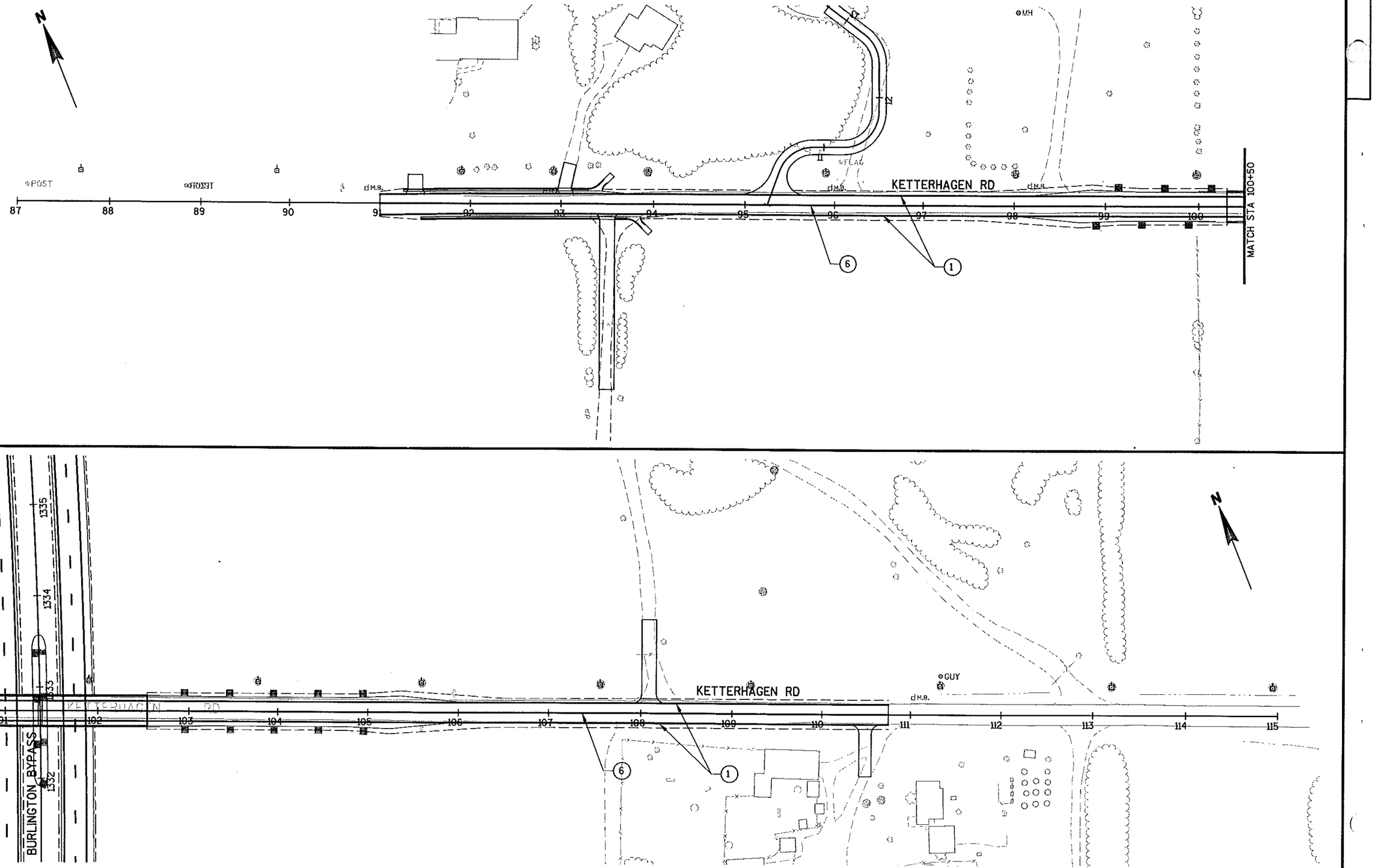
FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\024513_pm.dgn PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 161	E

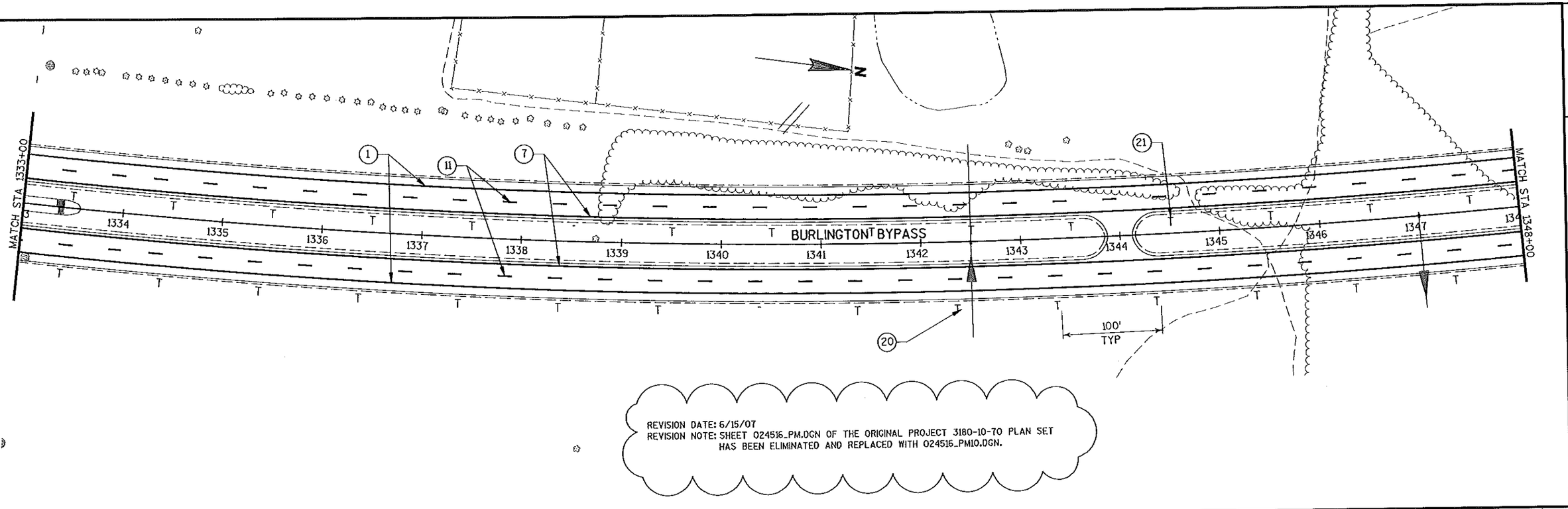
2



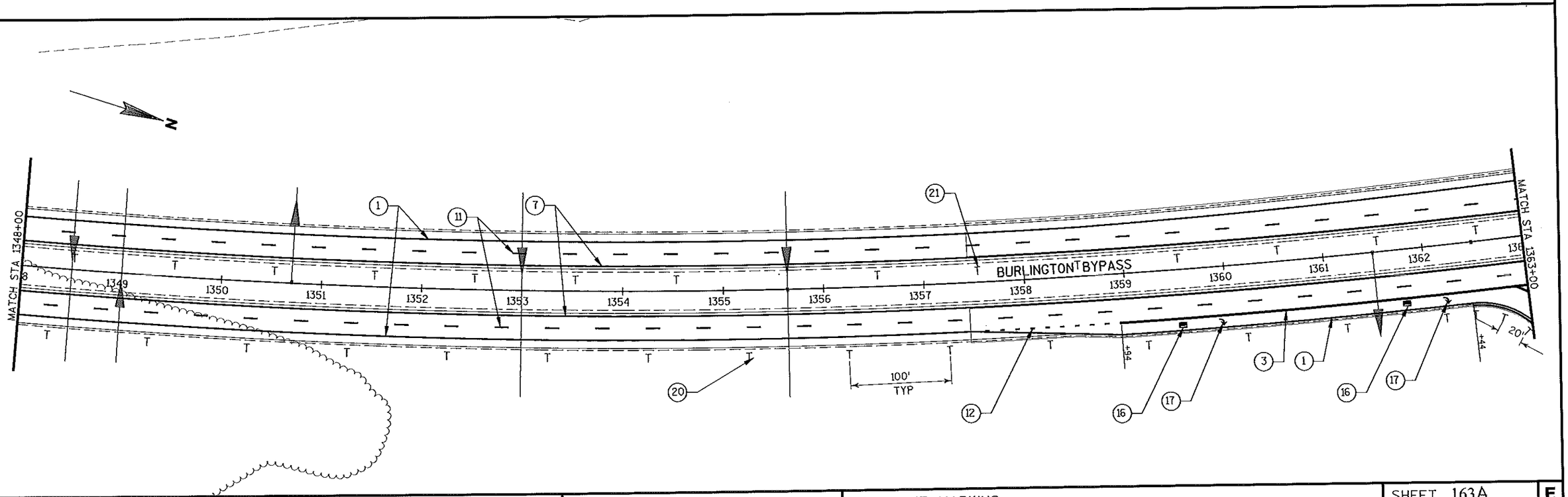
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 162 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\024515_pm.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

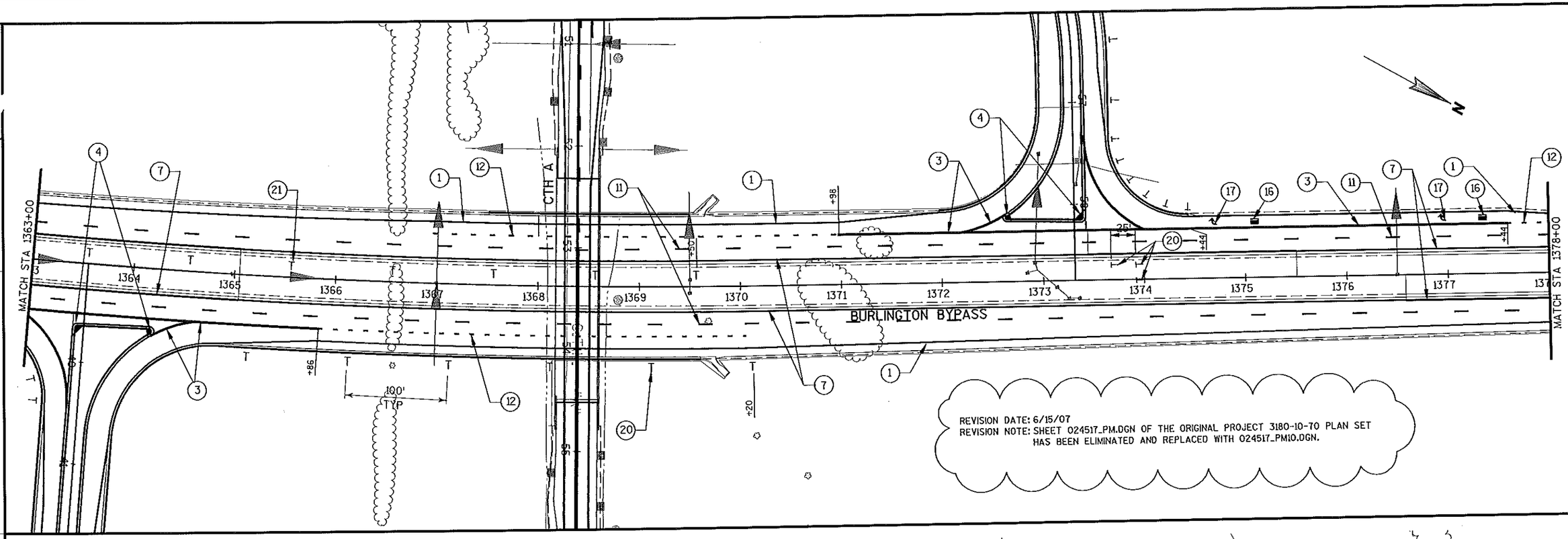


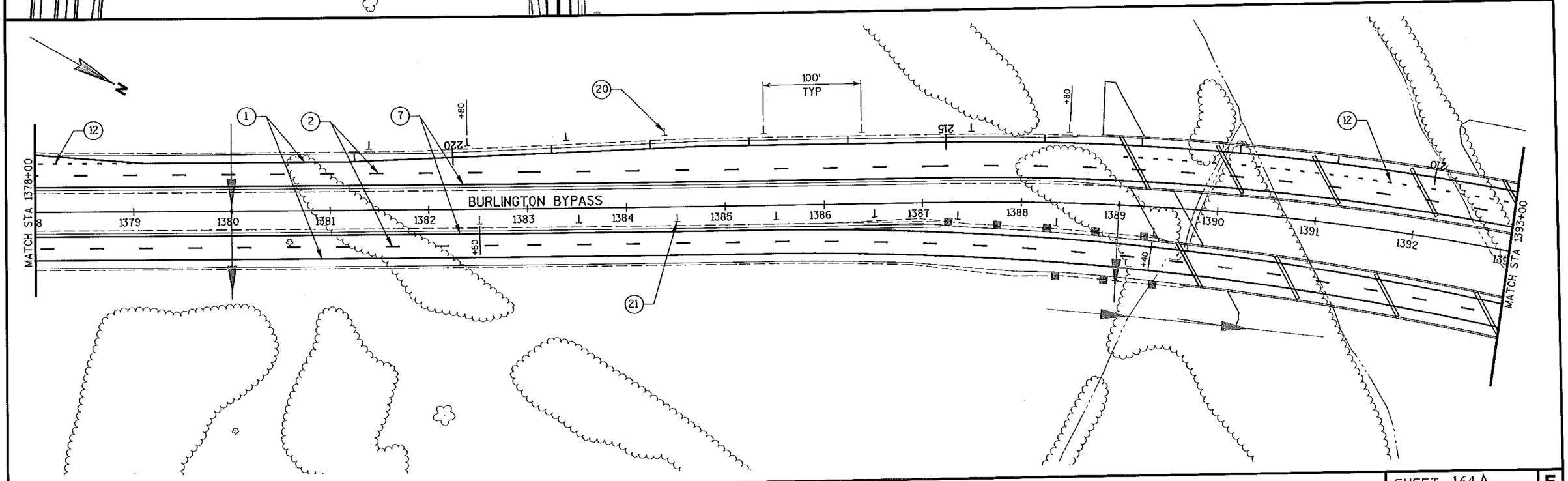
REVISION DATE: 6/15/07
REVISION NOTE: SHEET 024516_PM.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN ELIMINATED AND REPLACED WITH 024516_PM10.DGN.



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 163A	E

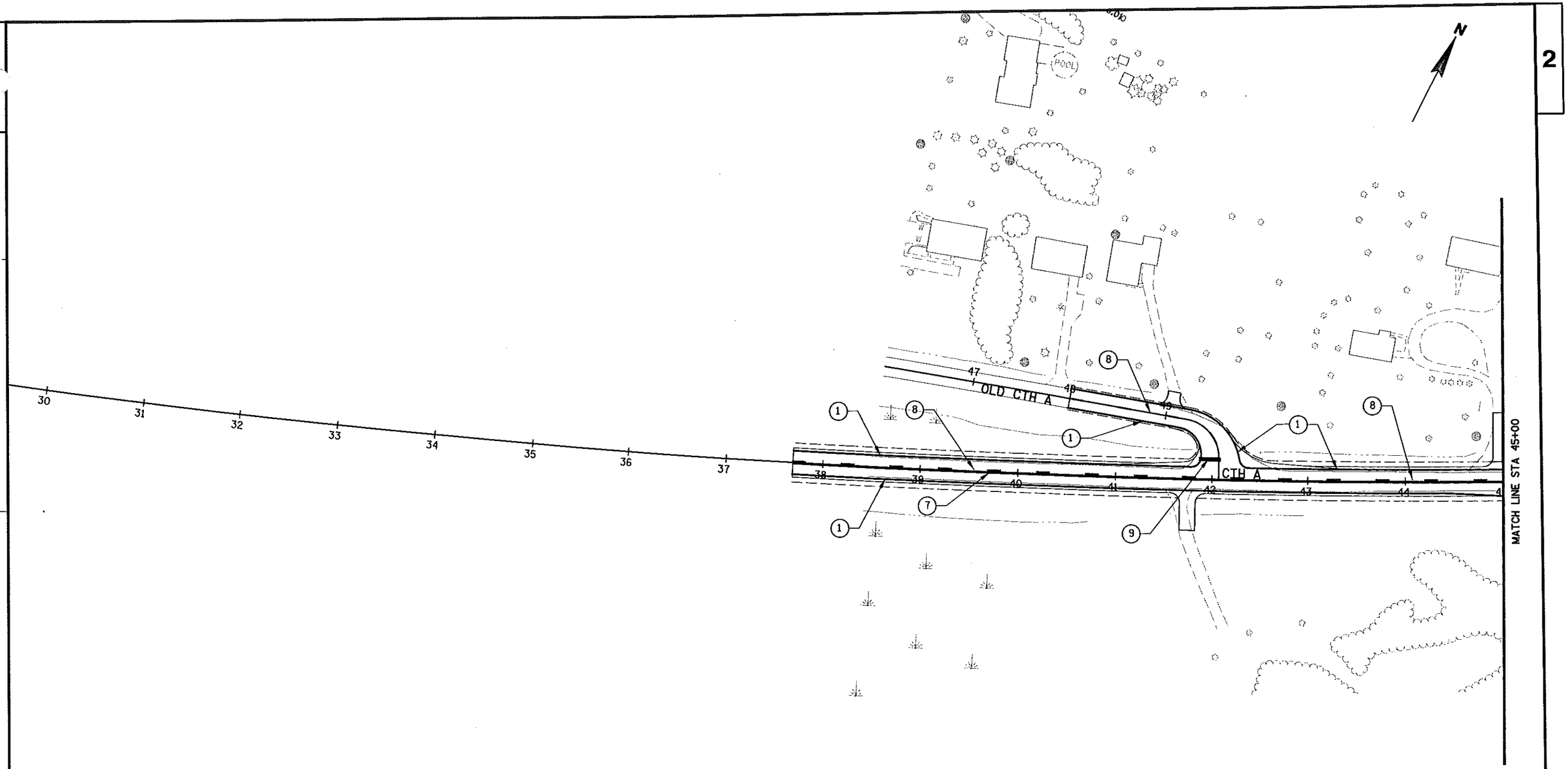
2





PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 164A	E

FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\024517_pm10.dgn PLOT DATE : 6/13/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : - WISDOT/CADDS SHEET 42



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 165 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\024518_pm.dgn

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

REVISION DATE: 6/15/07
REVISION NOTE: SHEET 024519_PM.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN ELIMINATED AND REPLACED WITH 024519_PM10.DGN.

CTH A NW RAMP

CTH A

BURLINGTON BYPASS

MATCH LINE STA 45+00

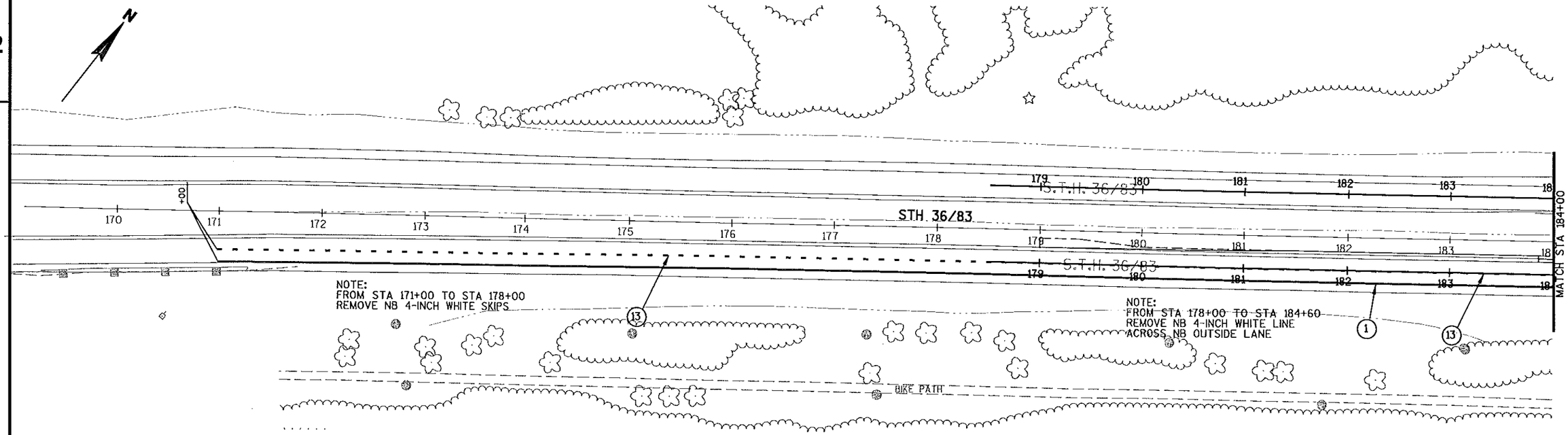
MATCH LINE STA 60+00

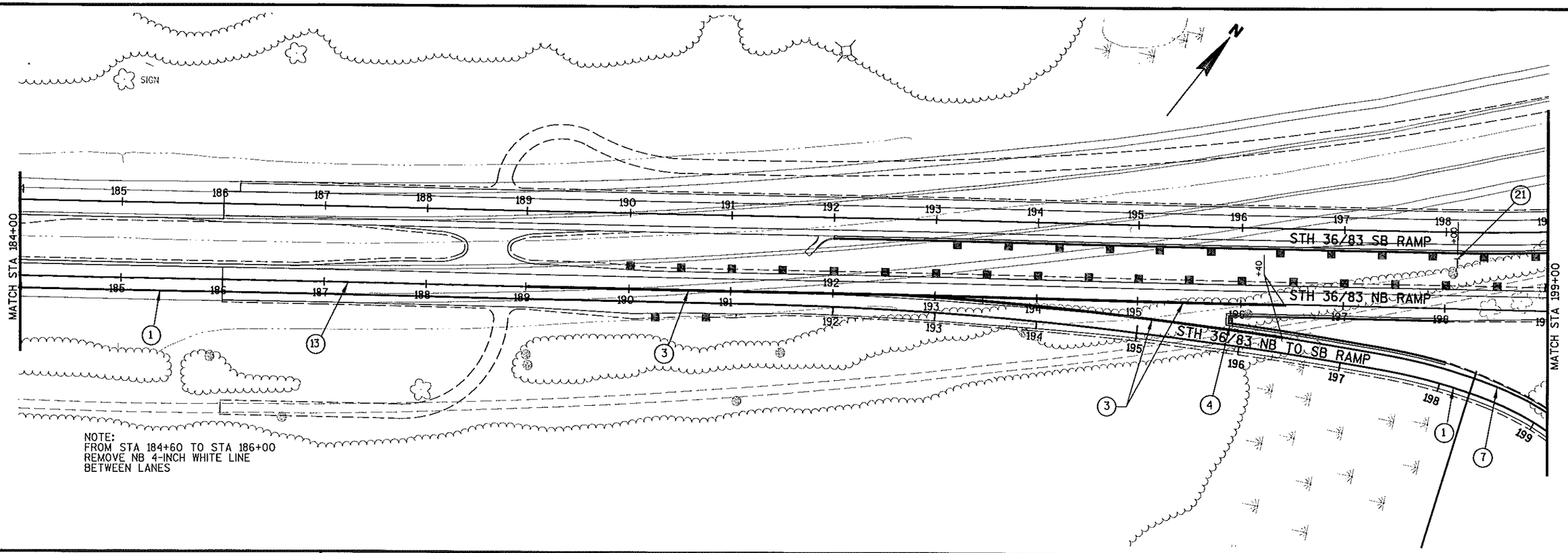
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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 166A	E

FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\024519_pm10.dgn PLOT DATE : 6/13/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : - WISDOT/CADDS SHEET 42

2





PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 168	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\024521_pm.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 024520_PM.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN ELIMINATED AND REPLACED WITH SHEET 024524_PM.DGN..

N

RIVER ROAD

MATCH LINE STA 60+00

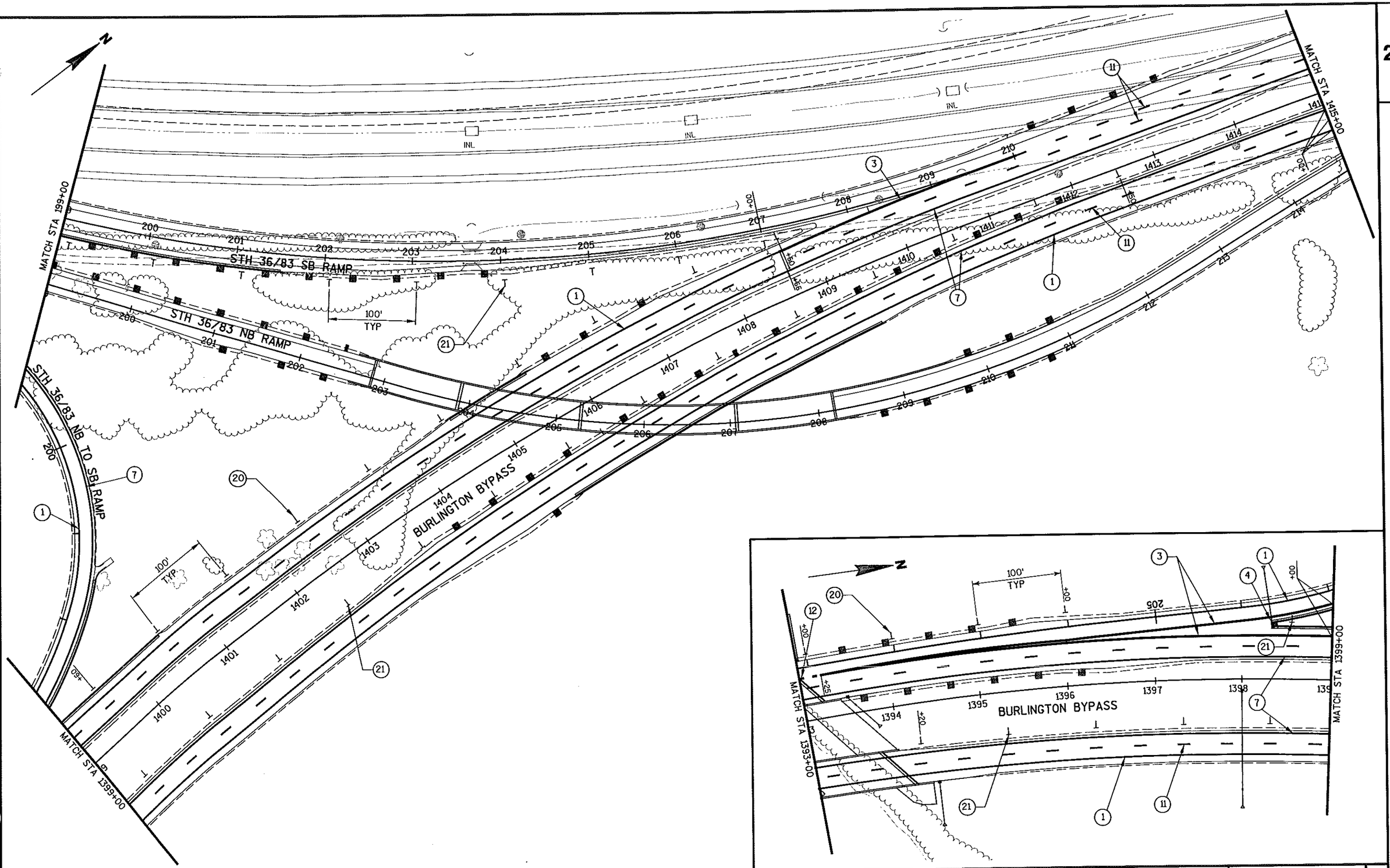
CTH A

CTH A SE RAMP

+00

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 167A	E

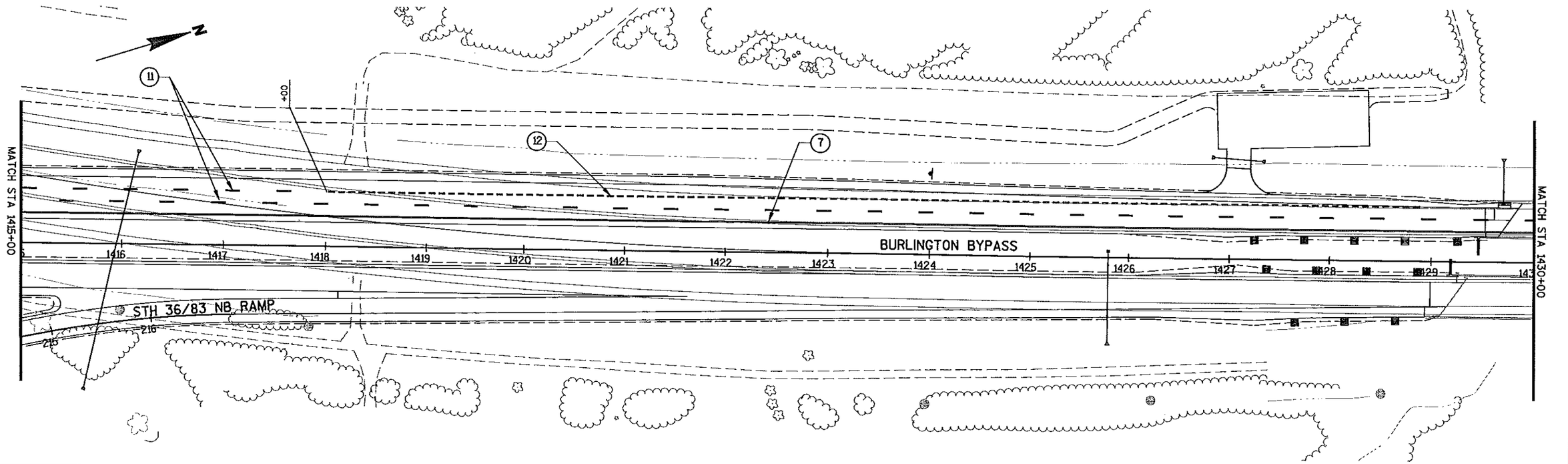
FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\024524_pm.dgn PLOT DATE : 6/13/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : - WISDOT/CADDS SHEET 42

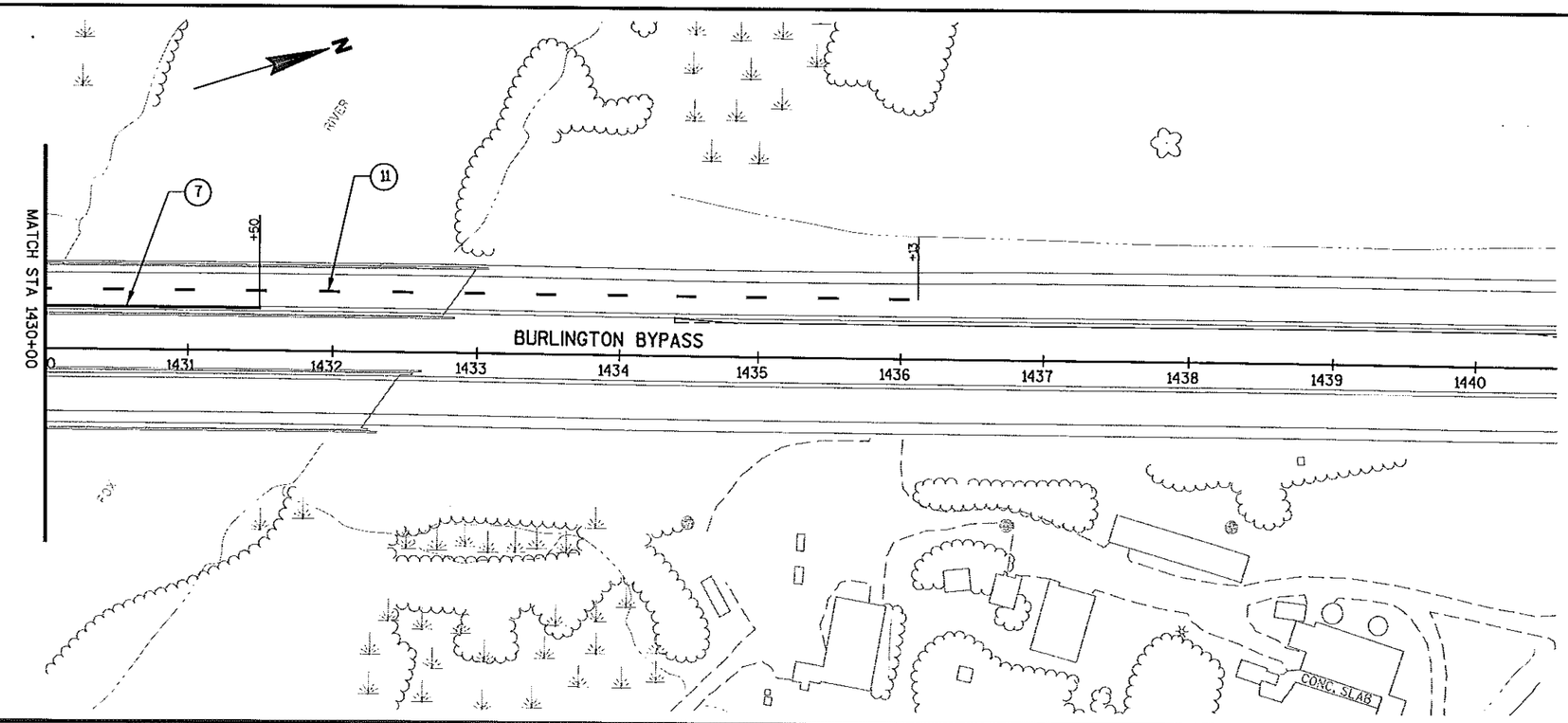


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 169	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\024522_pm.dgn
PLOT DATE : 03/08/2007
PLOT BY : wally_w
PLOT NAME :
PLOT SCALE : -
WISDOT/CADDS SHEET 42

2





PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PAVEMENT MARKING	SHEET 170	E

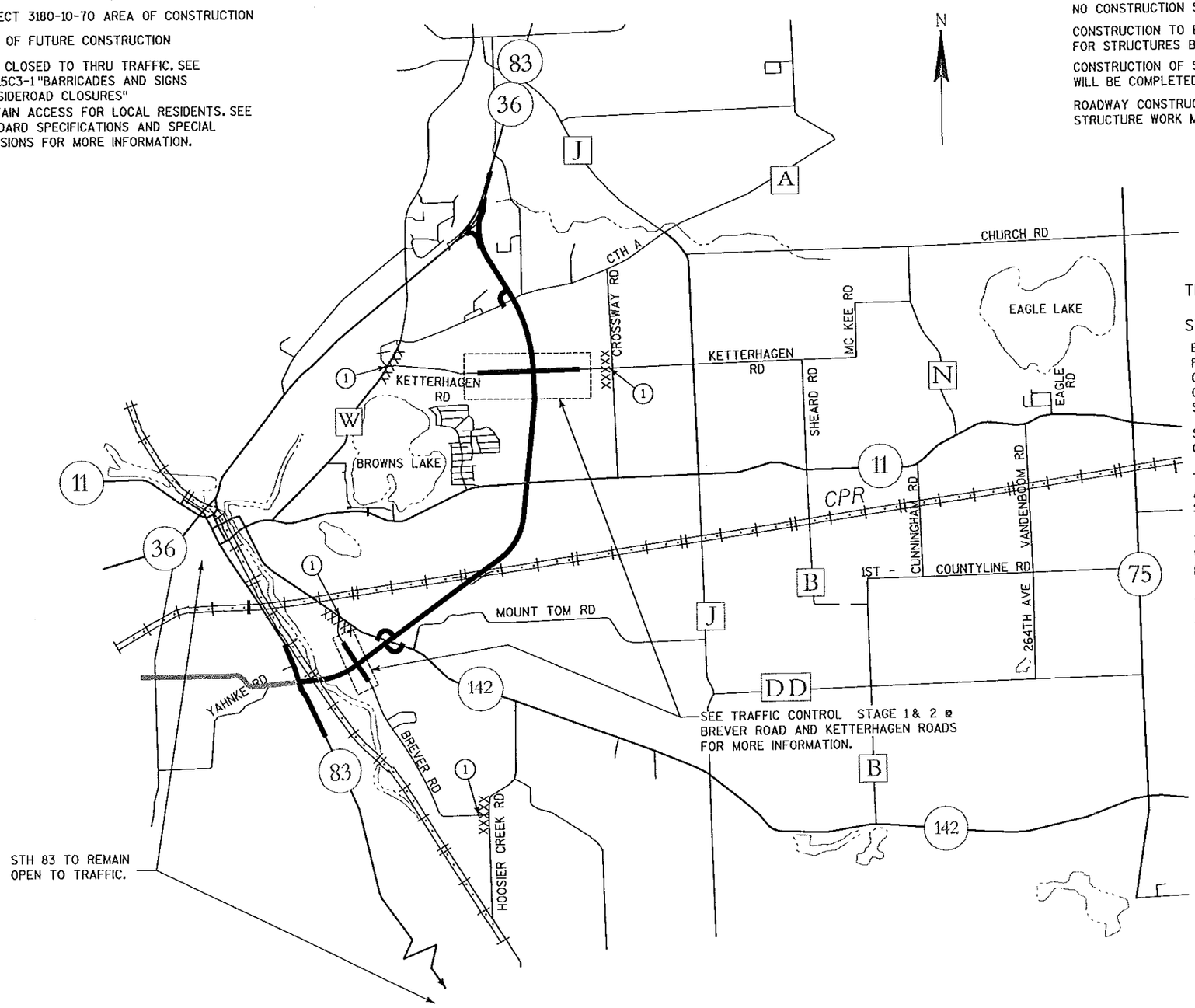
LEGEND

PROJECT 3180-10-70 AREA OF CONSTRUCTION

AREA OF FUTURE CONSTRUCTION

XXXXX ROAD CLOSED TO THRU TRAFFIC. SEE SDD 15C3-1 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"

(1) MAINTAIN ACCESS FOR LOCAL RESIDENTS. SEE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR MORE INFORMATION.



WORK ZONE:

STAGE 1:

NO CONSTRUCTION STH 83, STH 142, STH 11, OR CTH A.

CONSTRUCTION TO BEGIN IN FALL OF 2007 WITH PLACEMENT OF EMBANKMENTS FOR STRUCTURES B-51-95 ON BREVER ROAD AND B-51-101 ON KETTERHAGEN ROAD.

CONSTRUCTION OF STH 36/83, STH 36/83 NB RAMP AND STH 36/83 SB RAMP WILL BE COMPLETED UNDER PROJECT 3180-09-70 IN FALL OF 2007.

ROADWAY CONSTRUCTION SUSPENDED FOR WINTER SEASON LATE IN FALL OF 2007. STRUCTURE WORK MAY BEGIN FOR B-51-95 & B-51-101.

TRAFFIC:

STAGE 1:

BREVER ROAD WILL CLOSED TO THRU TRAFFIC AT STH 142 AND HOOSIER CREEK ROAD. KETTERHAGEN ROAD WILL BE CLOSED TO THRU TRAFFIC AT CTH W AND CROSSWAY ROAD. BOTH BREVER AND KETTERHAGEN ROADS CANNOT BE CLOSED UNTIL THE COMPLETIONS OF PROJECTS 3180-08-70 AND 3180-14-70 AND STH 11 IS OPEN TO TRAFFIC.

STH 83 WILL REMAIN OPEN TO TRAFFIC DURING STAGE 1 CONSTRUCTION. CONSTRUCTION ON STH 83 IS TO BEGIN IN THE SPRING OF 2008.

TRAFFIC CONTROL PLACED UNDER PROJECT 3180-08-70 WILL BE MAINTAINED AND REMOVED AT THE COMPLETION OF PROJECT 3180-10-70. SEE TRAFFIC CONTROL STAGE 1& 2 @ STH 142 & CTH A.

TRAFFIC CONTROL PLACED UNDER PROJECT 3180-08-70 & 3180-14-70 WILL BE MAINTAINED AND REMOVED AT THE COMPLETION OF PROJECT 3180-10-70. SEE TRAFFIC CONTROL STAGE 1& 2 @ STH 11.

TRAFFIC CONTROL PLACED UNDER PROJECT 3180-09-70 WILL BE MAINTAINED AND REMOVED AT THE COMPLETION OF PROJECT 3180-10-70. DRUMS PLACED UNDER PROJECT 3180-09-70 WILL BE REMOVED BY THAT PROJECTS CONTRACTOR AND REPLACED WITH CONCRETE BARRIER AND CRASH CUSHIONS BY THE CONTRACTOR OF PROJECT 3180-10-70. COORDINATION BETWEEN THE TWO CONTRACTORS IS REQUIRED. SEE TRAFFIC CONTROL STAGE 1& 2 @ STH 36/83 INTERCHANGE.

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1	SHEET 171	E

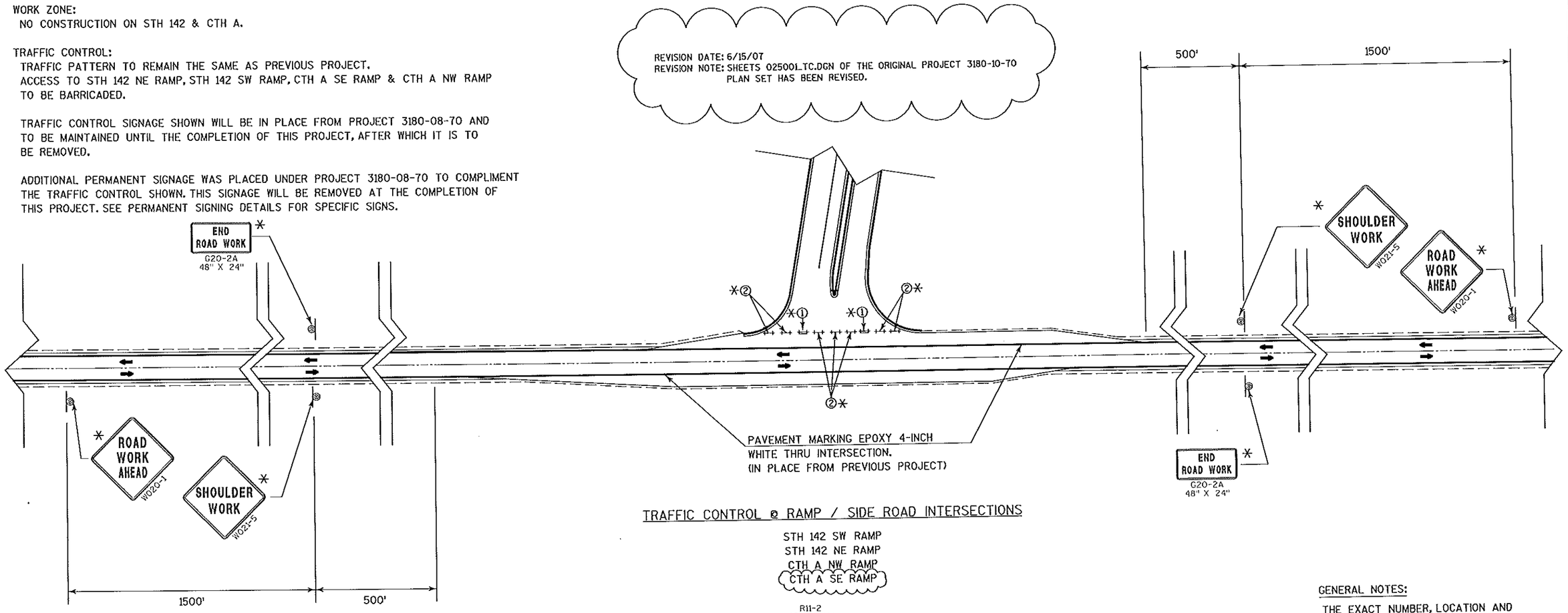
WORK ZONE:
NO CONSTRUCTION ON STH 142 & CTH A.

TRAFFIC CONTROL:
TRAFFIC PATTERN TO REMAIN THE SAME AS PREVIOUS PROJECT.
ACCESS TO STH 142 NE RAMP, STH 142 SW RAMP, CTH A SE RAMP & CTH A NW RAMP TO BE BARRICADED.

TRAFFIC CONTROL SIGNAGE SHOWN WILL BE IN PLACE FROM PROJECT 3180-08-70 AND TO BE MAINTAINED UNTIL THE COMPLETION OF THIS PROJECT, AFTER WHICH IT IS TO BE REMOVED.

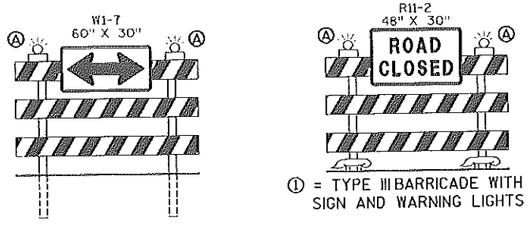
ADDITIONAL PERMANENT SIGNAGE WAS PLACED UNDER PROJECT 3180-08-70 TO COMPLIMENT THE TRAFFIC CONTROL SHOWN. THIS SIGNAGE WILL BE REMOVED AT THE COMPLETION OF THIS PROJECT. SEE PERMANENT SIGNING DETAILS FOR SPECIFIC SIGNS.

REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 025001_TC.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN REVISED.



TRAFFIC CONTROL @ RAMP / SIDE ROAD INTERSECTIONS

STH 142 SW RAMP
STH 142 NE RAMP
CTH A NW RAMP
CTH A SE RAMP



③= TYPE III PERMANENT BARRICADE WITH SIGN AND WARNING LIGHTS

① = TYPE III BARRICADE WITH SIGN AND WARNING LIGHTS

② = TYPE III BARRICADE ONLY

④= TYPE III PERMANENT BARRICADE ONLY

LEGEND:

- = TYPE III BARRICADE (8-FOOT EQUIVALENT) WITH / WITHOUT SIGN
- (A) = WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
- = POST MOUNTED SIGN
- = SIGN ON PORTABLE SUPPORT
- = FLEXIBLE TUBULAR MARKERS @ 25-FOOT SPACING
- = DIRECTION OF TRAFFIC FLOW
- = DRUM WITH WARNING LIGHT TYPE C
- = DRUM
- = CONCRETE BARRIER TEMPORARY PRECAST
- = ARROW BOARD
- MB = MESSAGE BOARD
- CC = CRASH CUSHION
- = PLACED UNDER PREVIOUS PROJECT

GENERAL NOTES:

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

LEGEND:

- = TYPE III BARRICADE (8-FOOT EQUIVALENT) WITH / WITHOUT SIGN
- Ⓐ = WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
- = POST MOUNTED SIGN
- = SIGN ON PORTABLE SUPPORT
- ⊙ ⊙ ⊙ = FLEXIBLE TUBULAR MARKERS @ 25-FOOT SPACING
- = DIRECTION OF TRAFFIC FLOW
- = DRUM WITH WARNING LIGHT TYPE C
- = DRUM
- = CONCRETE BARRIER TEMPORARY PRECAST
- = ARROW BOARD
- MB = MESSAGE BOARD
- CC = CRASH CUSHION
- * = PLACED UNDER PREVIOUS PROJECT

R11-2 48" X 30" — ROAD CLOSED

① = TYPE III BARRICADE WITH SIGN AND WARNING LIGHTS

② = TYPE III BARRICADE ONLY

④ = TYPE III PERMANENT BARRICADE ONLY

W1-7 60" X 30"

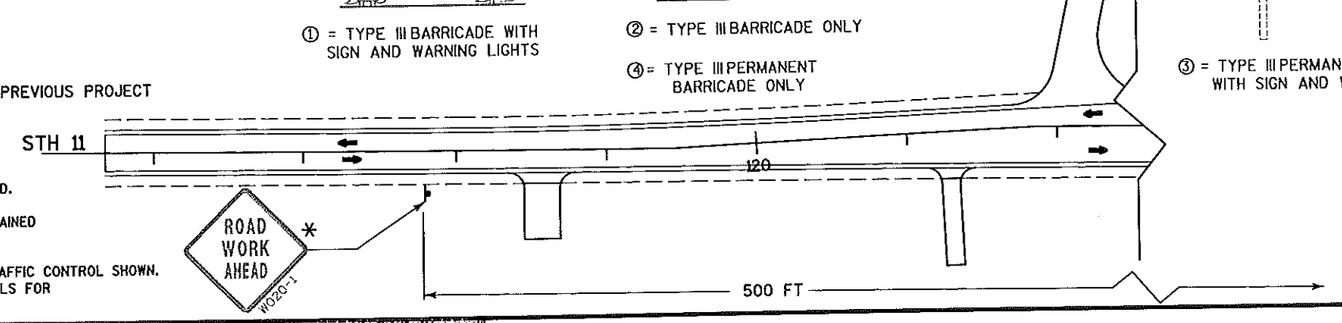
③ = TYPE III PERMANENT BARRICADE WITH SIGN AND WARNING LIGHTS

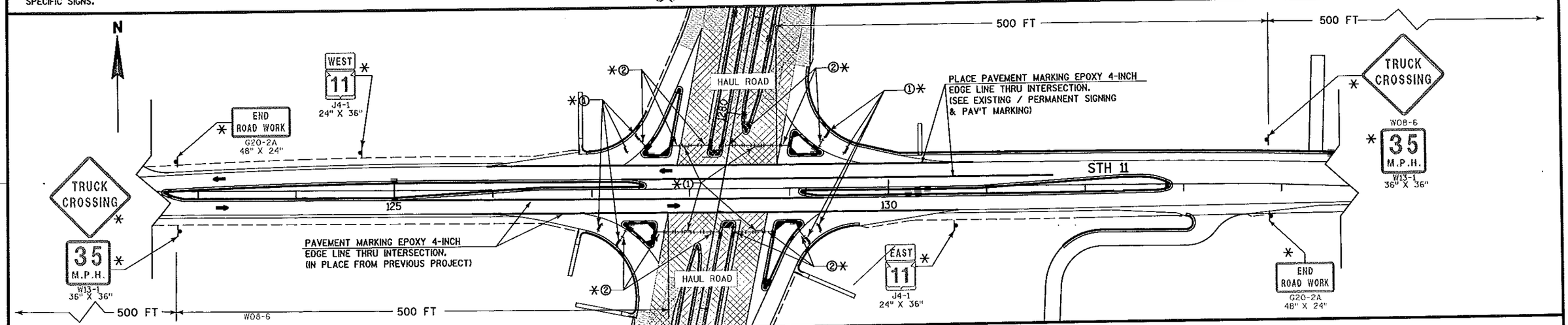
WORK ZONE:
NO CONSTRUCTION ON STH 11.

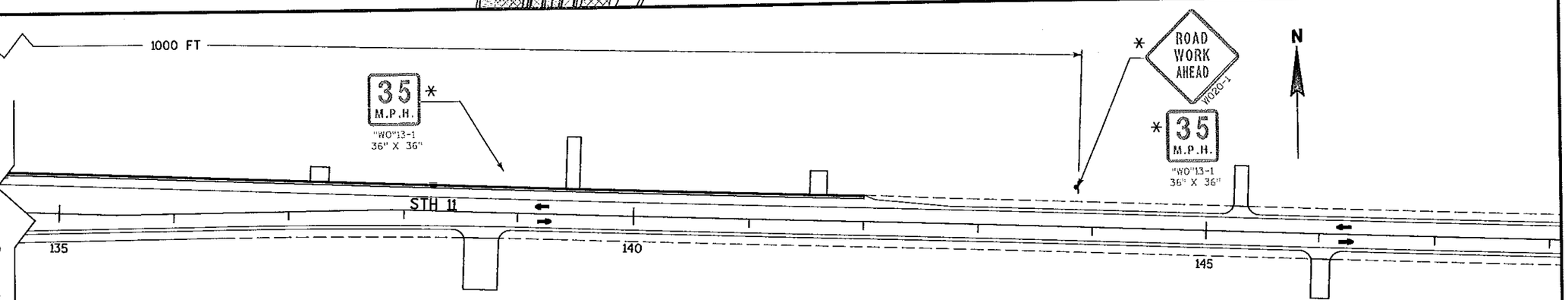
TRAFFIC CONTROL:
TRAFFIC PATTERN TO REMAIN THE SAME AS PREVIOUS PROJECT. ACCESS TO BYPASS TO BE BARRICADED.

TRAFFIC CONTROL SIGNAGE SHOWN WILL BE IN PLACE FROM PROJECT 3180-08/14-70 AND TO BE MAINTAINED UNTIL THE COMPLETION OF THIS PROJECT, AFTER WHICH IT IS TO BE REMOVED.

ADDITIONAL PERMANENT SIGNAGE WAS PLACED UNDER PROJECT 3180-08/14-70 TO COMPLIMENT THE TRAFFIC CONTROL SHOWN. THIS SIGNAGE WILL BE REMOVED AT THE COMPLETION OF THIS PROJECT. SEE PERMANENT SIGNING DETAILS FOR SPECIFIC SIGNS.







GENERAL NOTES:

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TRAFFIC CONTROL: STAGE 1 & 2 @ STH 11	SHEET 173 E

2

ROAD WORK 1 MILE W20-1

RIGHT LANE CLOSED 1/2 MILE W20-5

RIGHT LANE CLOSED 1500 FT W20-5

W04-2R

45 M.P.H. W013-1 36" X 36"

SOUTH COUNTY W

NORTH COUNTY W

COVER SIGNS TYPE 1 (SEE PERMINENT SIGNING DETAILS)

NORTH COUNTY W

SOUTH COUNTY W

WORK ZONE:
NO CONSTRUCTION ON STH 36/83, BURLINGTON BYPASS AND STH 36/83 NB-SB RAMP CLOSED TO ACCESS.

TRAFFIC CONTROL (AS SHOWN):
TRAFFIC WAS PLACED UNDER PROJECT 3180-09-70. TRAFFIC CONTROL DRUMS PLACED IN PROJECT 3180-09-70 TO BE REPLACED WITH CONCRETE BARRIER AND CRASH CUSHIONS UNDER CURRENT PROJECT. COORDINATION BETWEEN PROJECTS REQUIRED. EXISTING AND PROPOSED TRAFFIC CONTROL TO BE MAINTAINED UNDER PROJECT 3180-10-70. TRAFFIC CONTROL TO BE REMOVED AT COMPLETION OF PROJECT 3180-10-70.

MB

1/2 MILE 2600' 1025'

NORTH 36 83

575'

S-51-16 COVER SIGNS TYPE I (SEE PERMANENT SIGNING DETAILS)

CC

GENERAL NOTES:

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

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

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

BIKE PATH

LEGEND:

= TYPE III BARRICADE (8-FOOT EQUIVALENT) WITH / WITHOUT SIGN
= WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
= POST MOUNTED SIGN
= SIGN ON PORTABLE SUPPORT
= FLEXIBLE TUBULAR MARKERS @ 25-FOOT SPACING
= DIRECTION OF TRAFFIC FLOW
= DRUM WITH WARNING LIGHT TYPE C
= DRUM
= CONCRETE BARRIER TEMPORARY PRECAST
= ARROW BOARD
MB = MESSAGE BOARD
CC = CRASH CUSHION
= PLACED UNDER PREVIOUS PROJECT

JCT COUNTY W

W5-52L 12" X 36"

TEMPORARY PAINTED EDGE LINE IN PLACE FROM PROJECT 3180-09-70.

SPEED LIMIT 45 R2-1 # 36" X 48"

SPEED LIMIT 45 W3-5 # 36" X 36"

S-51-14 COVER SIGNS TYPE I (SEE PERMINENT SIGNING DETAILS)

5' CLEAR

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1& 2 @ STH 36/83 INTERCHANGE	SHEET 174 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\025004_tc.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

WORK ZONE:
NO CONSTRUCTION ON STH 36/83, BURLINGTON BYPASS AND STH 36/83 NB-SB RAMP CLOSED TO ACCESS.

TRAFFIC CONTROL (AS SHOWN):
TRAFFIC WAS PLACED UNDER PROJECT 3180-09-70. TRAFFIC CONTROL DRUMS PLACED IN PROJECT3180-09-70 TO BE REPLACED WITH CONCRETE BARRIER AND CRASH CUSHIONS UNDER CURRENT PROJECT. COORDINATION BETWEEN PROJECTS REQUIRED. EXISTING AND PROPOSED TRAFFIC CONTROL TO BE MAINTAINED UNDER PROJECT 3180-10-70. TRAFFIC CONTROL TO BE REMOVED AT COMPLETION OF PROJECT 3180-10-70.

END ROAD WORK *
G20-2A
48" X 24"

5' CLEAR

TEMPORARY PAINTED EDGE LINE IN PLACE FROM PROJECT 3180-09-70.

LEGEND:

- = TYPE III BARRICADE (8-FOOT EQUIVALENT) WITH / WITHOUT SIGN
- = WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
- = POST MOUNTED SIGN
- = SIGN ON PORTABLE SUPPORT
- = FLEXABLE TUBULAR MARKERS @ 25-FOOT SPACING
- = DRUM WITH WARNING LIGHT TYPE C
- = DRUM
- = CONCRETE BARRIER TEMPORARY PRECAST
- = DIRECTION OF TRAFFIC FLOW
- = ARROW BOARD
- CC = DIRECTION OF TRAFFIC FLOW
- * = PLACED UNDER PREVIOUS PROJECT

GENERAL NOTES:

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1& 2 @ STH 36/83 INTERCHANGE	SHEET 175	E

2

WORK ZONE:
NO CONSTRUCTION ON STH 36/83, BURLINGTON BYPASS AND STH 36/83 NB-SB RAMP CLOSED TO ACCESS.

TRAFFIC CONTROL (AS SHOWN):
TRAFFIC WAS PLACED UNDER PROJECT 3180-09-70. TRAFFIC CONTROL DRUMS PLACED IN PROJECT3180-09-70 TO BE REPLACED WITH CONCRETE BARRIER AND CRASH CUSHIONS UNDER CURRENT PROJECT. COORDINATION BETWEEN PROJECTS REQUIRED. EXISTING AND PROPOSED TRAFFIC CONTROL TO BE MAINTAINED UNDER PROJECT 3180-10-70. TRAFFIC CONTROL TO BE REMOVED AT COMPLETION OF PROJECT 3180-10-70.

GENERAL NOTES:

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

S-51-15
COVER SIGNS TYPE I
(SEE PERMINENT
SIGNING DETAIL)

W01-2R

45
M.P.H.
W013-1
36" X 36"

17' CLEAR

FO

205 206 207 208 209 210

1407 1408 1409 1410 1411 1412 1413 1414 1415 1416 1417 1418 1419 1420 1421

206 207 208 209 210 211 212 213 214 215 216

POST

LEGEND:

= TYPE III BARRICADE (8-FOOT EQUIVALENT) WITH / WITHOUT SIGN
= WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
= POST MOUNTED SIGN
= SIGN ON PORTABLE SUPPORT
= FLEXABLE TUBULAR MARKERS @ 25-FOOT SPACING
= DRUM WITH WARNING LIGHT TYPE C
= DRUM
= CONCRETE BARRIER TEMPORARY PRECAST
= DIRECTION OF TRAFFIC FLOW
= ARROW BOARD
CC = DIRECTION OF TRAFFIC FLOW
= PLACED UNDER PREVIOUS PROJECT

FOR PLACEMENT OF BARRICADES AND SIGNS, SEE SDD FOR "BARRICADE AND SIGNS FOR MAINLINE CLOSURES" STA 1415+00 EB BYPASS

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1 & 2 @ STH 36/83 INTERCHANGE	SHEET 176 E

LEGEND:

= TYPE III BARRICADE (8-FOOT EQUIVALENT) WITH / WITHOUT SIGN

= WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)

= POST MOUNTED SIGN

= SIGN ON PORTABLE SUPPORT

= FLEXIBLE TUBULAR MARKERS @ 25-FOOT SPACING

= DRUM WITH WARNING LIGHT TYPE C

= DRUM

= CONCRETE BARRIER TEMPORARY PRECAST

= DIRECTION OF TRAFFIC FLOW

= ARROW BOARD

CC = CRASH CUSHIN

X = PLACED UNDER PREVIOUS PROJECT

GENERAL NOTES:

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

WORK ZONE:
NO CONSTRUCTION ON STH 36/83, BURLINGTON BYPASS AND STH 36/83 NB-SB RAMP CLOSED TO ACCESS.

TRAFFIC CONTROL (AS SHOWN):
TRAFFIC WAS PLACED UNDER PROJECT 3180-09-70. TRAFFIC CONTROL DRUMS PLACED IN PROJECT3180-09-70 TO BE REPLACED WITH CONCRETE BARRIER AND CRASH CUSHIONS UNDER CURRENT PROJECT. COORDINATION BETWEEN PROJECTS REQUIRED/EXISTING AND PROPOSED TRAFFIC CONTROL TO BE MAINTAINED UNDER PROJECT 3180-10-70. TRAFFIC CONTROL TO BE REMOVED AT COMPLETION OF PROJECT 3180-10-70.

NOTE:
SEE SEPARATE SHEETS FOR CONSTRUCTION STAGING LEGEND & NOTES, AND FOR TYPICAL SECTIONS.

COVER SIGNS TYPE I (SEE PERMINENT SIGNING DETAILS)

FOX RIVER

END ROAD WORK G20-2A 48" X 24"

STOP DIVIDED HIGHWAY

DEAD END

N. River Rd
Milwaukee Ave

DO NOT ENTER

ONE WAY

WRONG WAY

1 MILE 575' 1025' 2600' 3100'

LEFT LANE CLOSED 1500 FT W20-5

LEFT LANE CLOSED 1/2 MILE W20-5

ROAD WORK 1 MILE W20-1

45 M.P.H. W013-1 36" X 36"

W04-2L

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1& 2 @ STH 36/83 INTERCHANGE	SHEET 177	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\025007_tc.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : - WISDOT/CADDS SHEET 42

2

WORK ZONE:

STAGE 1:
PLACE ABUTTMENT EMBANKMENT PRIOR TO SUSPENDING CONSTRUCTION FOR WINTER.
ABUTTMENT WORK FOR STRUCTURE B-51-95 TO BEGIN.

STAGE 2:
FINISH CONSTRUCTION OF BREVER ROAD.

R/L BREVER ROAD

TRAFFIC:

STAGE 1:
PREPARE ROAD CLOSURE FOR SUSPENTION OF ROADWAY CONSTRUCTION OVER WINTER. ADD ADDITIONAL ROAD CLOSURES AS SHOWN. PAVED ACCESS TO LAST PRIVATE ACCESS PRIOR TO STRUCTURE B-51-95 MUST BE MAINTAINED THRU WINTER CLOSURE. LEAVE EXISTING BREVER ROAD UNDISTURBED OR USE TEMPORARY ASPHALTIC PAVEMENT TO PROVIDE PAVED ACCESS TO LOCAL RESIDIENTS THRU WINTER SUSPENSION.

STAGE 2:
MOVE ROAD CLOSURE TO END OF CONSTRUCTION LIMITS. PROVIDE ACCESS TO LOCAL RESIDENTS. PAVED ACCESS NOT REQUIRED.

ALL TRAFFIC CONTROL IS TO BE REMOVED AFTER COMPLETION OF BREVER ROAD CONSTRUCTION AND ROAD IS READY TO BE OPENED TO TRAFFIC.

LEGEND

- PROJECT 3180-10-70 STAGE 2 AREA OF CONSTRUCTION
- PROJECT 3180-10-70 STAGE 3 AREA OF CONSTRUCTION
- XXXXX ROAD CLOSED TO THRU TRAFFIC. SEE SDD 15C3-1 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
- (2) ROAD CLOSURE LOCATION, STAGE 1. ROAD CLOSURE SHOWN IS IN ADDITION TO WHAT IS SHOWN IN TRAFFIC CONTROL STAGE 1. ACCESS TO LOCAL RESIDENTS NOT REQUIRED.
- (3) ROAD CLOSURE LOCATION, STAGE 2 ROAD CLOSURE SHOWN IS IN ADDITION TO WHAT IS SHOWN IN TRAFFIC CONTROL STAGE 1. ACCESS TO LOCAL RESIDENTS REQUIRED. PAVED ACCESS NOT REQUIRED.

N

WORK ZONE:

STAGE 1:
PLACE ABUTTMENT EMBANKMENT PRIOR TO SUSPENDING CONSTRUCTION FOR WINTER.
ABUTTMENT WORK FOR STRUCTURE B-51-101 TO BEGIN.

STAGE 2:
FINISH CONSTRUCTION OF KETTERHAGEN ROAD.

TRAFFIC:

STAGE 1:
PREPARE ROAD CLOSURE FOR SUSPENSION OF ROADWAY CONSTRUCTION OVER WINTER. ADD ADDITIONAL ROAD CLOSURES AS SHOWN. PAVED ACCESS TO LAST PRIVATE ACCESS PRIOR TO STRUCTURE B-51-101 MUST BE MAINTAINED THRU WINTER CLOSURE. LEAVE EXISTING KETTERHAGEN ROAD UNDISTURBED OR USE TEMPORARY ASPHALTIC PAVEMENT TO PROVIDE PAVED ACCESS THRU WINTER SUSPENSION.

STAGE 2:
MOVE ROAD CLOSURE TO END OF CONSTRUCTION LIMITS. PROVIDE ACCESS TO LOCAL RESIDENTS. PAVED ACCESS NOT REQUIRED.

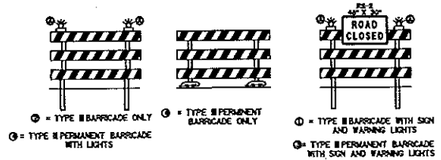
ALL TRAFFIC CONTROL IS TO BE REMOVED AFTER COMPLETION OF KETTERHAGEN ROAD CONSTRUCTION AND ROAD IS READY TO BE OPENED TO TRAFFIC.

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TRAFFIC CONTROL: STAGE 1 & 2 @ BREVER & KETTERHAGEN ROADS	SHEET 178	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\025009_tc.dgn
PLOT DATE : 03/08/2007
PLOT BY : wally_w
PLOT NAME :
PLOT SCALE : -
WISDOT/CADDS SHEET 42

LEGEND

- AREA OF CONSTRUCTION STAGE 3A
- AREA OF CONSTRUCTION STAGE 3B
- XXXXX ROAD CLOSED TO THRU TRAFFIC. SEE SDD 15C3-1 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
- DRUM 50' SPACING (TYP)
- TYPE III BARRICADE (8-FOOT EQUIVALENT) WITH / WITHOUT SIGN
- (A) WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
- POST MOUNTED SIGN



NOTE: DRUMS SHOWN FOR ESTIMATION PURPOSES. ACTUAL PLACEMENT OF DRUMS TO BE CONFIRMED BY ENGINEER IN FIELD.

WORK ZONE:

STAGE 2A:
SPRING 2008, BEGIN CONSTRUCTION OF STH 83 FROM HIDDEN CREEK LANE TO CONSTRUCTION LIMITS AT STA 369+34.50. WORK TO BE COMPLETED BY JUNE 1, 2008 WITH EXCEPTION OF FINISHED SURFACE FINISHED PAVEMENT MARKING AND SIGNING.

PLACE TEMPORARY DIVERSION CHANNEL WITH TEMPORARY 72" CULVERT PIPE. TEMPORARY DIVERSION CHANNEL TO BE IN PLACE PRIOR TO APRIL 1ST 2008. NO INSTREAM CONSTRUCTION ALLOWED APRIL 1, 2008 TO JUNE 1,2008.

STAGE 2B:
AFTER JUNE1, 2008 CONSTRUCTION OF THE EXTENSION OF C-51-22 TO BEGIN.

CONSTRUCT THE REMAINING PORTIONS OF STH 83 NOT CONSTRUCTED IN STAGE 3A. ROADWAY CONSTRUCTION IN STAGE 3B MAY COINCIDE WITH ROADWAY CONSTRUCTION IN STAGE 3A.

TRAFFIC:

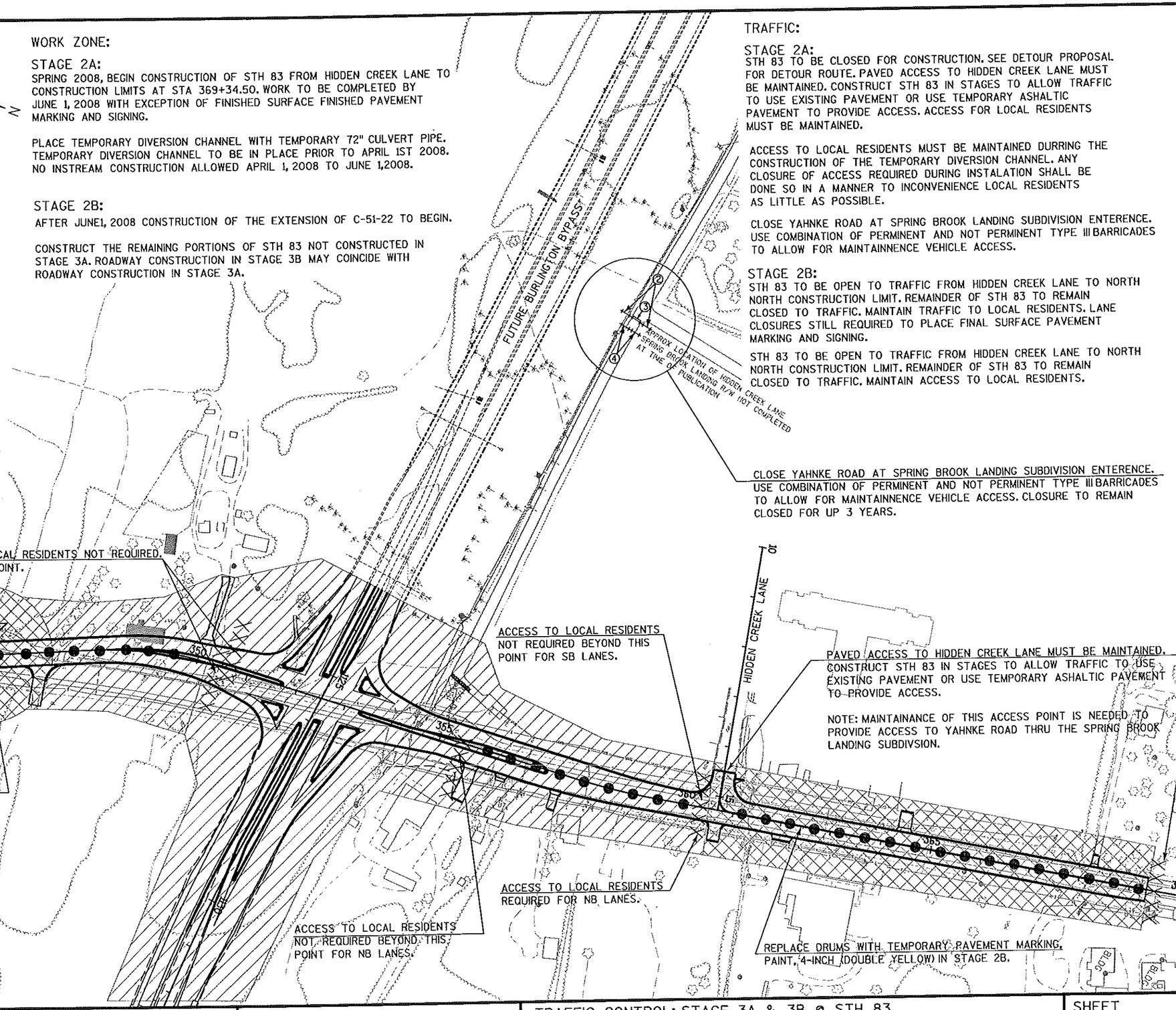
STAGE 2A:
STH 83 TO BE CLOSED FOR CONSTRUCTION. SEE DETOUR PROPOSAL FOR DETOUR ROUTE. PAVED ACCESS TO HIDDEN CREEK LANE MUST BE MAINTAINED. CONSTRUCT STH 83 IN STAGES TO ALLOW TRAFFIC TO USE EXISTING PAVEMENT OR USE TEMPORARY ASHALTIC PAVEMENT TO PROVIDE ACCESS. ACCESS FOR LOCAL RESIDENTS MUST BE MAINTAINED.

ACCESS TO LOCAL RESIDENTS MUST BE MAINTAINED DURRING THE CONSTRUCTION OF THE TEMPORARY DIVERSION CHANNEL. ANY CLOSURE OF ACCESS REQUIRED DURING INSTALATION SHALL BE DONE SO IN A MANNER TO INCONVENIENCE LOCAL RESIDENTS AS LITTLE AS POSSIBLE.

CLOSE YAHNKE ROAD AT SPRING BROOK LANDING SUBDIVISION ENTERENCE. USE COMBINATION OF PERMINENT AND NOT PERMINENT TYPE III BARRICADES TO ALLOW FOR MAINTAINNENCE VEHICLE ACCESS.

STAGE 2B:
STH 83 TO BE OPEN TO TRAFFIC FROM HIDDEN CREEK LANE TO NORTH NORTH CONSTRUCTION LIMIT. REMAINDER OF STH 83 TO REMAIN CLOSED TO TRAFFIC. MAINTAIN TRAFFIC TO LOCAL RESIDENTS. LANE CLOSURES STILL REQUIRED TO PLACE FINAL SURFACE PAVEMENT MARKING AND SIGNING.

STH 83 TO BE OPEN TO TRAFFIC FROM HIDDEN CREEK LANE TO NORTH NORTH CONSTRUCTION LIMIT. REMAINDER OF STH 83 TO REMAIN CLOSED TO TRAFFIC. MAINTAIN ACCESS TO LOCAL RESIDENTS.



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TRAFFIC CONTROL: STAGE 3A & 3B @ STH 83	SHEET 179	E

2

STAGE 2
WORK ZONE:
BYPASS & STH 83 WILL BE CLOSED FOR CONSTRUCTION.

TRAFFIC CONTROL:
STH 83 & BYPASS CLOSED, FOLLOW DETOUR.

STAGE 3
WORK ZONE:
PLACEMENT OF PERMANENT TRAFFIC CONTROL.

TRAFFIC CONTROL (AS SHOWN):
BYPASS & STH 83 OPEN TO TRAFFIC.
WB BYPASS TRAFFIC REDUCED TO ONE LANE.
ACCESS TO BURLINGTON BYPASS WEST WILL BE BARRICADED AT INTERSECTION.

GENERAL NOTES:

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

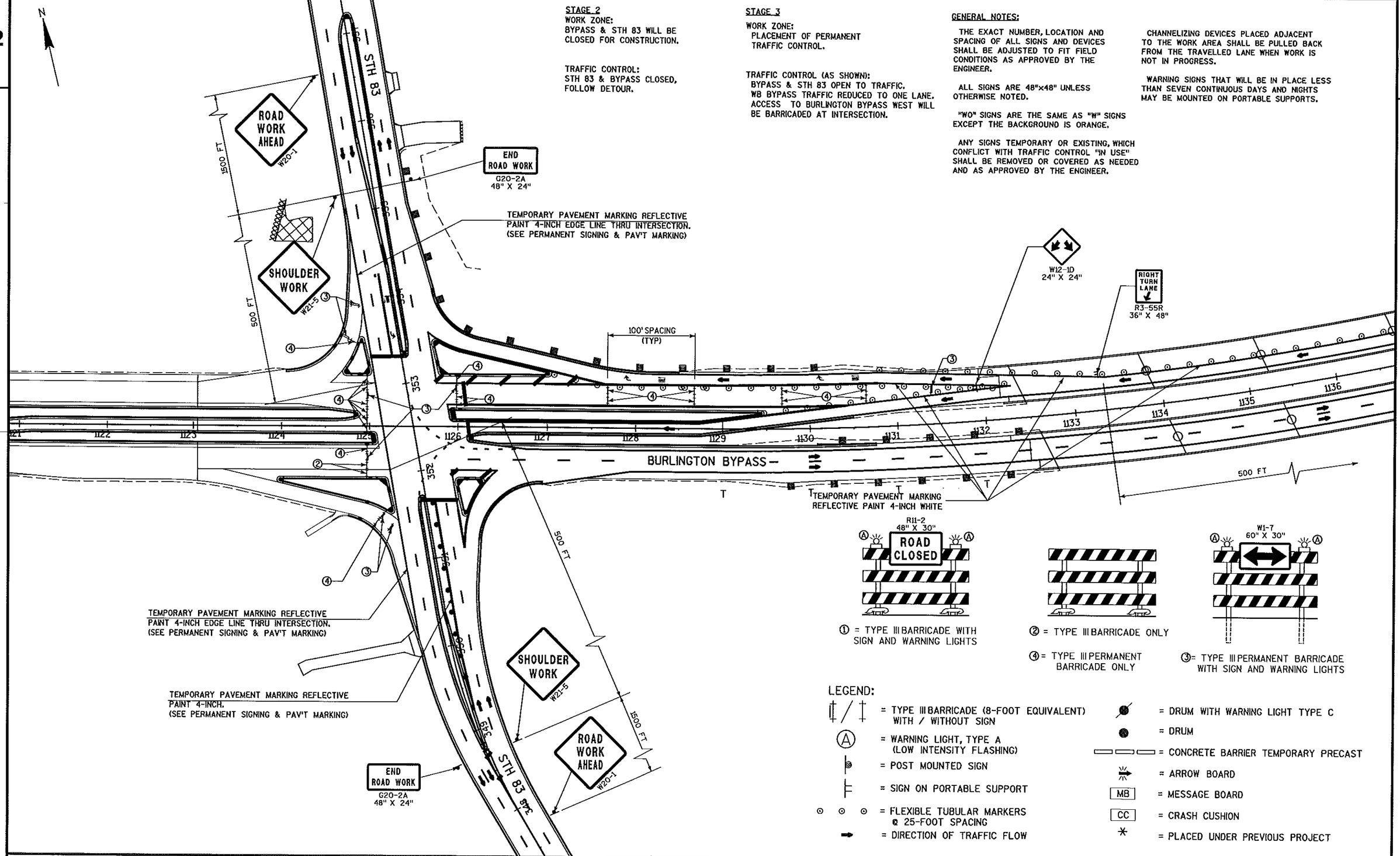
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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



① = TYPE III BARRICADE WITH SIGN AND WARNING LIGHTS

② = TYPE III BARRICADE ONLY

④ = TYPE III PERMANENT BARRICADE ONLY

③ = TYPE III PERMANENT BARRICADE WITH SIGN AND WARNING LIGHTS

LEGEND:

= TYPE III BARRICADE (8-FOOT EQUIVALENT) WITH / WITHOUT SIGN
= WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
= POST MOUNTED SIGN
= SIGN ON PORTABLE SUPPORT
= FLEXIBLE TUBULAR MARKERS @ 25-FOOT SPACING
= DIRECTION OF TRAFFIC FLOW
= DRUM WITH WARNING LIGHT TYPE C
= DRUM
= CONCRETE BARRIER TEMPORARY PRECAST
= ARROW BOARD
MB = MESSAGE BOARD
CC = CRASH CUSHION
= PLACED UNDER PREVIOUS PROJECT

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3 @ BYPASS / STH 83 INTERSECTION	SHEET 180 E

GENERAL NOTES:

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

STAGE 1 THRU 3

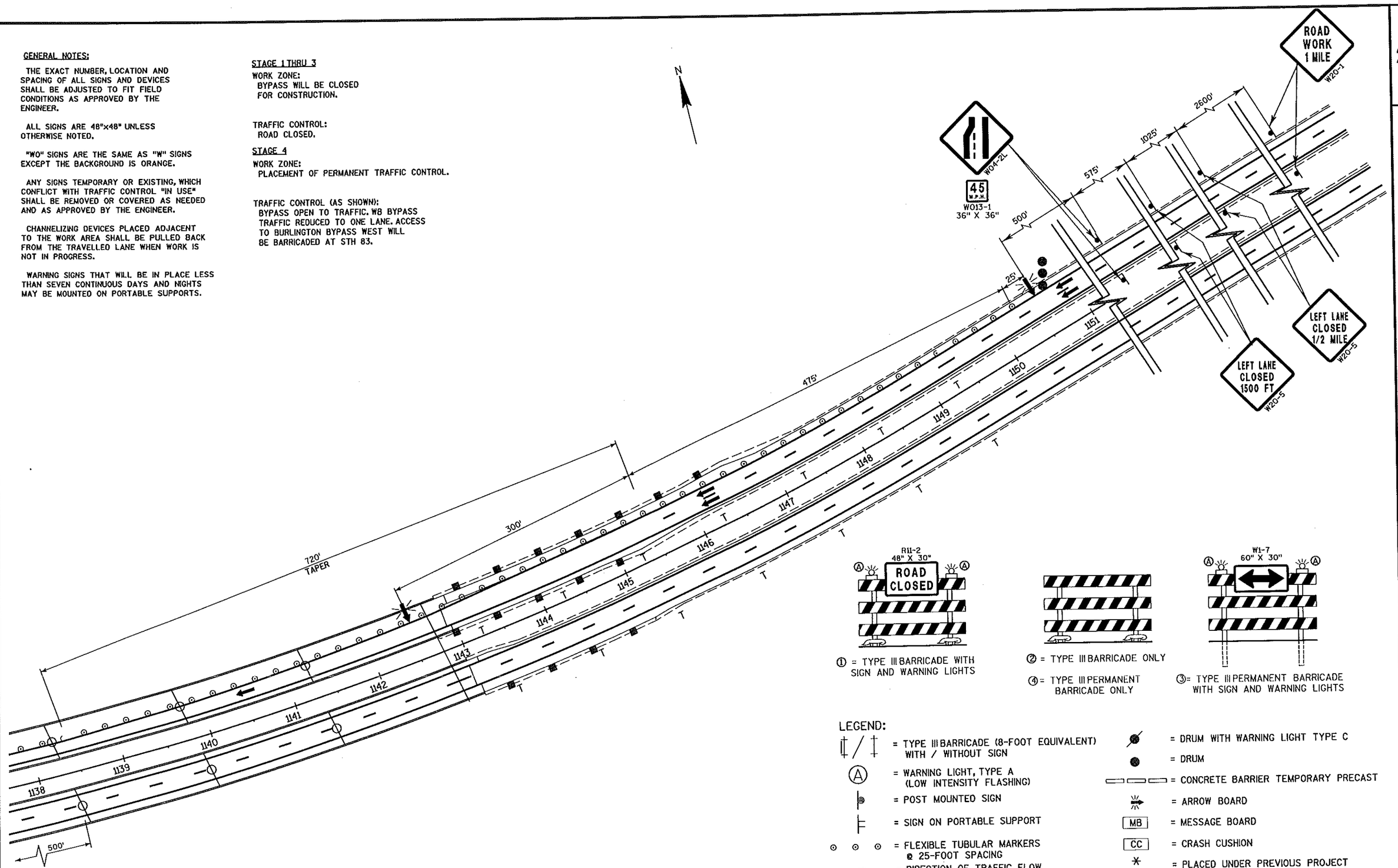
WORK ZONE:
BYPASS WILL BE CLOSED FOR CONSTRUCTION.

TRAFFIC CONTROL:
ROAD CLOSED.

STAGE 4

WORK ZONE:
PLACEMENT OF PERMANENT TRAFFIC CONTROL.

TRAFFIC CONTROL (AS SHOWN):
BYPASS OPEN TO TRAFFIC. WB BYPASS TRAFFIC REDUCED TO ONE LANE. ACCESS TO BURLINGTON BYPASS WEST WILL BE BARRICADED AT STH 83.



① = TYPE III BARRICADE WITH SIGN AND WARNING LIGHTS

② = TYPE III BARRICADE ONLY

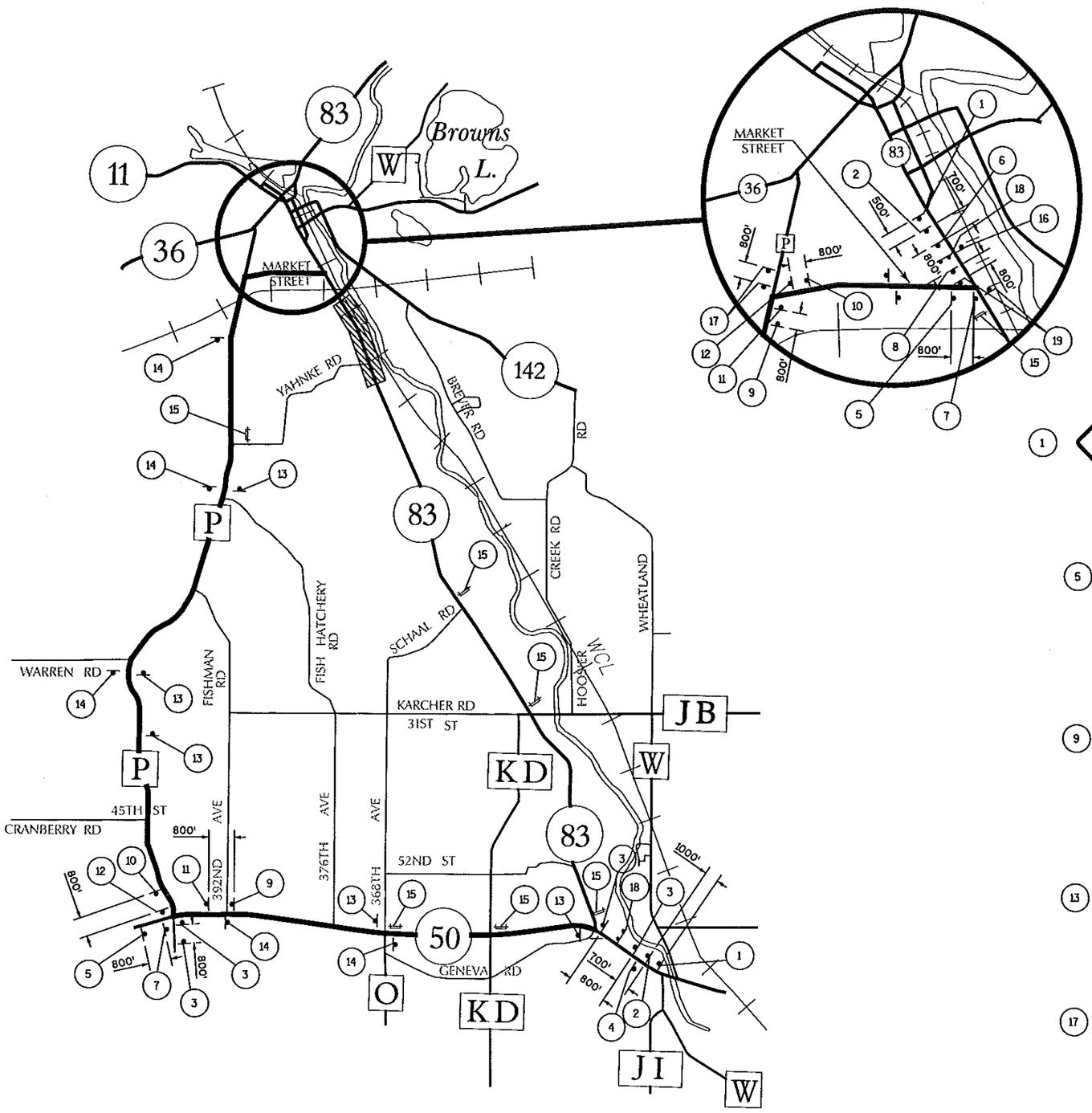
④ = TYPE III PERMANENT BARRICADE ONLY

③ = TYPE III PERMANENT BARRICADE WITH SIGN AND WARNING LIGHTS

LEGEND:

= TYPE III BARRICADE (8-FOOT EQUIVALENT) WITH / WITHOUT SIGN
= WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
= POST MOUNTED SIGN
= SIGN ON PORTABLE SUPPORT
= FLEXIBLE TUBULAR MARKERS @ 25-FOOT SPACING
= DIRECTION OF TRAFFIC FLOW
= DRUM WITH WARNING LIGHT TYPE C
= DRUM
= CONCRETE BARRIER TEMPORARY PRECAST
= ARROW BOARD
MB = MESSAGE BOARD
CC = CRASH CUSHION
= PLACED UNDER PREVIOUS PROJECT

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	TRAFFIC CONTROL STAGE 3 @ BYPASS MAINLINE	SHEET 181	E



GENERAL NOTES:

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE PROVISED DETOUR ROUTE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.

LEGEND

- SIGN ON FIXED SUPPORT
- TYPE III BARRICADE WITH SIGN, 8' LONG WITH TWO TYPE A WARNING LIGHTS
- FIXED MESSAGE SIGN(S) ON WOOD POST SUPPORTS
- DETOUR ROUTE
- WORK ZONE

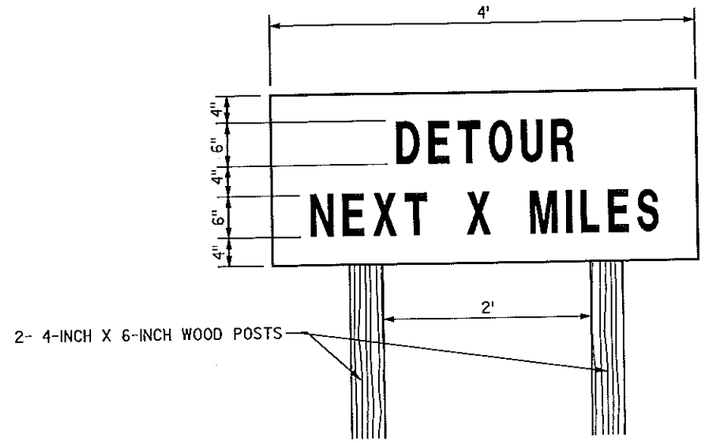
1. DETOUR AHEAD W20-2; 83 M1-6 24" X 24"
2. DETOUR AHEAD W20-2; 83 M1-6 24" X 24"
3. DETOUR M04-8 24" X 12"; NORTH M03-1 24" X 12"; 83 M1-6 24" X 24"; ↑ M6-1 21" X 21"
4. END DETOUR M04-8A 24" X 18"; SOUTH M03-3 24" X 12"; 83 M1-6 24" X 24"
5. DETOUR M04-8 24" X 12"; NORTH M03-1 24" X 12"; 83 M1-6 24" X 24"; ↰ M5-1L 21" X 21"
6. DETOUR M04-8 24" X 12"; SOUTH M03-3 24" X 12"; 83 M1-6 24" X 24"; ↱ M5-1R 21" X 21"
7. DETOUR M04-8 24" X 12"; NORTH M03-1 24" X 12"; 83 M1-6 24" X 24"; ← M6-1 21" X 21"
8. DETOUR M04-8 24" X 12"; SOUTH M03-3 24" X 12"; 83 M1-6 24" X 24"; → M6-1 21" X 21"
9. DETOUR M04-8 24" X 12"; NORTH M03-1 24" X 12"; 83 M1-6 24" X 24"; ↱ M5-1R 21" X 21"
10. DETOUR M04-8 24" X 12"; SOUTH M03-3 24" X 12"; 83 M1-6 24" X 24"; ↰ M5-1L 21" X 21"
11. DETOUR M04-8 24" X 12"; NORTH M03-1 24" X 12"; 83 M1-6 24" X 24"; → M6-1 21" X 21"
12. DETOUR M04-8 24" X 12"; SOUTH M03-3 24" X 12"; 83 M1-6 24" X 24"; ← M6-1 21" X 21"
13. DETOUR M04-8 24" X 12"; NORTH M03-1 24" X 12"; 83 M1-6 24" X 24"
14. DETOUR M04-8 24" X 12"; SOUTH M03-3 24" X 12"; 83 M1-6 24" X 24"
15. ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60" X 30"
16. END DETOUR M04-8A 24" X 18"; NORTH M03-1 24" X 12"; 83 M1-6 24" X 24"
17. DETOUR M04-8 24" X 12"; SOUTH M03-3 24" X 12"; 83 M1-6 24" X 24"; ↑ M6-1 21" X 21"
18. DETOUR NEXT X MILES 48" X 24" FIXED MESSAGE SIGN NUMBER
19. STOP R1-1 36" X 36"

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	DETOUR ROUTE	SHEET 182 E

FIXED MESSAGE SIGNS (DETAIL SHEETS)

GENERAL NOTES:

1. ALL SIGNS TO HAVE STANDARD REFLECTIVE SHEETING - REFERENCE "WISDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," LATEST EDITION.
2. AFTER SIGN HAVE BEEN LOCATED IN THE FIELD, BUT BEFORE INSTALLATION, THE SIGNING AND MARKING SUPERVISOR SHALL VERIFY EACH SIGN LOCATION.
3. ALL SIGNS TO BE MOUNTED ON WOODEN POST SUPPORTS (4"x6"). THE NUMBER OF POSTS REQUIRED FOR EACH LAYOUT IS SHOWN.
4. SIGNS OF THIS SHEET TO BE PAID UNDER THE ITEM "FIXED MESSAGE SIGN".
5. SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND.
6. ALL SIGNS SHALL HAVE CAPITAL LETTERS AND NUMERALS:
   12" CAPS SHALL BE SERIES "D"
   6" CAPS SHALL BE SERIES "C"
7. BEGIN XXX XX SIGNS SHALL BE SEPARATE PANELS, BUT SHALL BE CONSIDERED AS PART OF THE SIGN AND SHOULD BE REMOVED OR COVERED AFTER THEIR EFFECTIVE DATE, THE MONTH AND DAY SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD.
8. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER FOR REVIEW PRIOR TO MANUFACTURING.
9. SIGN BASE MATERIAL SHALL BE ACCORDING TO SECTION 637.2.1.2.
10. SIGN TO BE IN PLACE 10 DAYS PRIOR TO CONSTRUCTION.



FIXED MESSAGE SIGN STH 83

NOTES: FIXED MESSAGE SIGNS

1. CONTRACTOR SHOULD LOCATE FIXED MESSAGE SIGNS A MINIMUM OF 400' FROM ANY EXISTING TYPE "I" SIGN.
2. ALL FIXED MESSAGE SIGNS SHALL BE BLACK NON REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND.
3. SEE FIXED MESSAGE SIGNS AND SPECIAL MESSAGE SIGNS LAYOUT SHEETS FOR MORE INFORMATION.
4. COVER DETOUR SIGNING WHEN NOT IN USE. INCIDENTAL TO WORK ZONE TRAFFIC CONTROL SIGNING.
5. SIGNS TO BE PLACED 10 DAYS PRIOR TO CONSTRUCTION.

2

MATCH LINE
STA 1290+00

R/L STH 11

R/L CARPENTER DR

R/L BURLINGTON BYPASS

N = 170299.70
E = 520351.04

N = 170341.26
E = 525661.81

N = 165006.26
E = 515098.87

N = 165022.40
E = 520388.52

R/L CPBP

N = 165006.35
E = 515166.76

R/L STH 142

R/L STH 142
NE RAMP

R/L BURLINGTON
BYPASS

N = 165022.64
E = 520412.91

R/L MT TOM ROAD

N = 165022.40
E = 520388.52

R/L BREVER ROAD

R/L HIDDEN
CREEK LANE

R/L BURLINGTON BYPASS

R/L STH 142
SW RAMP

BEGIN PROJECT 3180-10-70
STA 1123+04.94

NET EXCEPTION TO C/L LENGTH
STA 1132+51 - STA 1143+78

N = 159748.93
E = 515095.93

R/L STH 83

N = 159799.49
E = 509856.48

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT OVERVIEW: STH 83 (SOUTH) - STH 11	SHEET 184	E

REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 027201_AD.DGN OF THE ORIGINAL PROJECT 3180-10-70 PLAN SET HAS BEEN REVISED.

N = 170299.700
E = 520351.040

N = 175580.375
E = 520323.175

N = 180875.280
E = 520270.610

N = 186085.672
E = 520191.801

R/L CTH A

R/L OLD CTH A

R/L STH 36/83 NB TO SB RAMP

R/L BYPASS WB

R/L STH 36/83 SB RAMP

R/L BIKE TRAIL

R/L CTH A NW RAMP

R/L BYPASS EB

R/L BYPASS

R/L STH 36/83 NB RAMP

END PROJECT
3180-10-70
STA 1415+00.00

MATCH LINE STA 1290+00

R/L BYPASS

R/L KETTERHAGEN RD

R/L McCANN DRIVEWAY

R/L RIVER RD

R/L CTH A SE RAMP

N

N = 170341.262
E = 525661.812

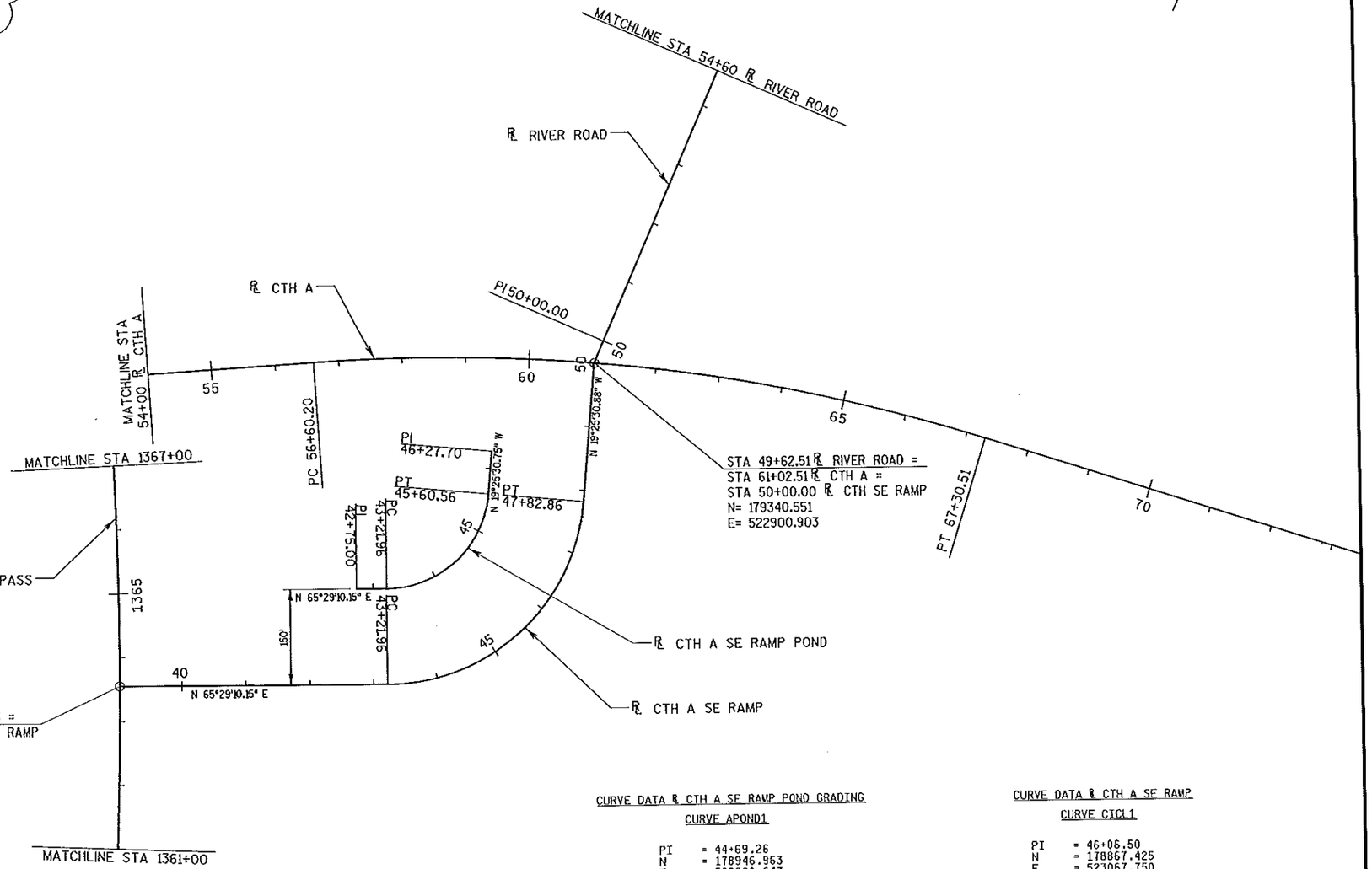
N = 175605.383
E = 525609.205

N = 180869.720
E = 525546.540

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT OVERVIEW: STH 11 - STH 36/83 RAMPS	SHEET 185A	E

FILE NAME : s:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\Amendment Updates\upd-10\10-RSA-UPDATES-PLAN-SET\027201_ad10.dgn
PLOT DATE : 6/13/2007
PLOT BY : wally_w
PLOT NAME :
PLOT SCALE : -
WISDOT/CADDS SHEET 42

REVISION DATE: 6/15/07
REVISION NOTE: SHEETS 027214_AD.DGN IS THE NEW ADDITIONAL SHEET.



CURVE DATA ℄ CTH A SE RAMP POND GRADING

CURVE APOND1

PI = 44+69.26
N = 178946.963
E = 522880.647
DELTA = -84°54'40.89"
D = 35°35'14.79"
TAN = 147.30'
L = 238.60'
R = 161.0'
PC = 43+21.96
PT = 45+60.56
DB = N 65°29'10.15" E
DA = N 19°25'30.75" W
SE MAX = NA
SE TRANS (T) = NA
LENGTH OF RUNOFF (L) = NA

CURVE DATA ℄ CTH A SE RAMP

CURVE CICL1

PI = 46+06.50
N = 178867.425
E = 523067.750
DELTA = -84°54'41.03"
D = 18°25'23.09"
TAN = 284.54'
L = 460.90'
R = 311.0'
PC = 43+21.96
PT = 47+82.86
DB = N 65°29'10.15" E
DA = N 19°25'30.88" W
SE MAX = 3.50%
SE TRANS (T) = 132'
LENGTH OF RUNOFF (L) = 84'

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 185B	E

CURVE DATA R/L STH 83

CURVE SDCL1

PI = 345+00.00
N = 160260.245
E = 511897.573
DELTA = 10°18'19"
D = 10°29'37"
TAN = 49.23'
L = 98.20'
R = 546.00'
PC = 344+50.77
PT = 345+48.97
DB = N 23°52'44" W
DA = N 34°11'03" W
SE MAX = 5.95%
SE TRANS (T) = 163'
LENGTH OF RUNOFF (L) = 122'

CURVE SDCL2

PI = 349+21.11
N = 160808.820
E = 511660.822
DELTA = 20°39'02"
D = 10°29'37"
TAN = 99.47'
L = 196.79'
R = 546.00'
PC = 348+21.63
PT = 350+18.42
DB = N 34°11'03" W
DA = N 13°32'01" W
SE MAX = 5.95%
SE TRANS (T) = 163'
LENGTH OF RUNOFF (L) = 122'

CURVE DATA R/L STH 83 NB

CURVE SDNB1

PI = 348+92.75
N = 160585.363
E = 511676.754
DELTA = 20°39'02"
D = 10°29'37"
TAN = 99.47'
L = 196.79'
R = 546.00'
PC = 347+93.28
PT = 349+90.07
DB = N 34°11'03" W
DA = N 13°32'01" W
SE MAX = 5.95%
SE TRANS (T) = 163'
LENGTH OF RUNOFF (L) = 122'

CURVE DATA R/L STH 83 SB

CURVE SDSB1

PI = 349+49.46
N = 160632.276
E = 511644.891
DELTA = 20°39'02"
D = 10°29'37"
TAN = 99.47'
L = 196.79'
R = 546.00'
PC = 348+49.99
PT = 350+46.78
DB = N 34°11'03" W
DA = N 13°32'01" W
SE MAX = 5.95%
SE TRANS (T) = 163'
LENGTH OF RUNOFF (L) = 122'

CURVE DATA R/L STH 83

CURVE SDCL3

PI = 358+57.12
N = 161520.942
E = 511441.277
DELTA = 7°14'30"
D = 3°59'54"
TAN = 90.68'
L = 181.11'
R = 1433.00'
PC = 357+66.44
PT = 359+47.56
DB = N 13°32'01" W
DA = N 20°46'30" W
SE MAX = 4.10%
SE TRANS (T) = 126'
LENGTH OF RUNOFF (L) = 85'

CURVE DATA R/L STH 83 NB

CURVE SDNB2

PI = 357+76.71
N = 161446.871
E = 511469.392
DELTA = 7°14'32"
D = 3°59'54"
TAN = 90.69'
L = 181.13'
R = 1433.00'
PC = 356+86.02
PT = 358+67.15
DB = N 13°32'01" W
DA = N 20°46'32" W
SE MAX = 4.10%
SE TRANS (T) = 126'
LENGTH OF RUNOFF (L) = 85'

CURVE DATA R/L STH 83 SB

CURVE SDSB2

PI = 359+37.74
N = 161595.207
E = 511413.116
DELTA = 7°14'32"
D = 3°59'54"
TAN = 90.69'
L = 181.13'
R = 1433.00'
PC = 358+47.05
PT = 360+28.18
DB = N 13°32'01" W
DA = N 20°46'32" W
SE MAX = 4.10%
SE TRANS (T) = 126'
LENGTH OF RUNOFF (L) = 85'

MATCHLINE STA 1115+00

N 86°28'03" E

R/L BURLINGTON BYPASS

STA 1125+39.54 R/L BURLINGTON BYPASS=
STA 352+52.50 STH 83 SB PGL

STA 1125+49.70 R/L BURLINGTON BYPASS=
STA 352+50.75 R/L STH 83
N = 160931.402
E = 511583.177

STH 83 SB PGL

STA 347+93.28 R/L STH 83 =
STA 347+93.28 NB PGL =
STA 347+93.28 SB PGL

STH 83 NB PGL

STA 1125+59.85 R/L BURLINGTON BYPASS=
STA 352+48.98 STH 83 NB PGL

N = 160503.074
E = 511732.643

PC 1128+99.48

MATCHLINE STA 1131+00

MATCHLINE STA 340+00 R/L STH 83

N 23°52'44" W

N 34°11'03" W

100°00'04"

N 13°32'01" W

PI 10+00.00

N 60°50'55" E

R/L HIDDEN CREEK LANE

90°22'35"

N 20°46'30" W

R/L STH 83

STA 15+26.92 R/L HIDDEN CREEK LN=
STA 360+68.91 R/L STH 83
N = 161719.192
E = 511366.070

STA 360+26.99 R/L STH 83 =
STA 360+25.80 NB PGL =
STA 360+28.18 SB PGL

N = 161679.995
E = 511380.949

N = 162592.044
E = 511034.938

MATCHLINE STA 340+00 R/L STH 83

N 23°52'44" W

R/L STH 83

N = 158432.123
E = 512706.881

BENCH MARKS

NO.	STATION	OFFSET	ROADWAY	DESCRIPTION	ELEV.
BM7	357+99.67	65.83' RT	STH 83	NW COR BOTTOM STEP HSE#6025	776.56

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 186 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\027202_dd.dgn

PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

N = 163344.153
E = 513442.746

BM2

PI 121+73.80

120

N 31°01'15" W

115

PI 114+60.94

MATCHLINE STA 114+00
R/L BREVER RD

N

MATCHLINE STA 114+00
R/L BREVER RD

R/L BREVER RD

110

STA 1155+12.77 R/L BURLINGTON BYPASS=
STA 105+12.08 R/L BREVER RD
N = 161928.747
E = 514313.216

MATCHLINE STA 1162+00

1160

N 55°50'55" E

1155

105

87°52'07"

N 32°01'12" W

100

PI 96+94.62

PI 95+61.08

N = 161123.812
E = 514819.612

N 33°07'13" W

PT 1149+21.38

BACK 1149+14.02
AHEAD 1149+27.38

BYPASS WB PGL

1150

AHEAD 1149+27.38
BACK 1149+40.74

PT 1149+40.74

R/L BURLINGTON BYPASS

BYPASS WB PGL

1145

1145

1145

MAWB11

1140

1140

1140

MATCHLINE STA 1136+00

BYPASS EB PGL

MACL10

MAEB11

NET EXCEPTION TO C/L LENGTH
STA 1132+51 TO STA 1143+78

BM7

ALIGNMENTS FOR THE CNRR EAST & WEST TRACK C/L's, ARE GENERATED FROM A BEST FIT ALIGNMENT OF FIELD VERIFIED TOP OF RAIL SHOTS. THE ALIGMENT DATA SHOWN IS NOT REPRESENTATIVE OF AS-BUILT PLANS.

NET EXCEPTION TO C/L LENGTH
STA 1132+51 TO STA 1143+78

MATCHLINE STA 1136+00

1135

1135

1135

STA 1133+37.72 R/L BURLINGTON BYPASS=
STA 103+47.96 C/L CNRR EAST TRACK
N = 161005.126
E = 512367.173

CNRR1

CNRR2

110

105

100

110

105

100

BYPASS WB PGL

R/L BURLINGTON BYPASS

BYPASS EB PGL

STA 1133+21.69 R/L BURLINGTON BYPASS=
STA 103+47.96 C/L CNRR WEST TRACK
N = 161002.335
E = 512351.389

MATCHLINE STA 1131+00

CURVE DATA BYPASS EB PGL

CURVE MAEB 11

PI = 1139+45.11
N = 160992.429
E = 512977.484
DELTA = 30°37'08"
D = 1°30'00"
TAN = 1045.63'
L = 2041.26'
R = 3819.72
PC = 1128+99.48
PT = 1149+40.47
DB = N 86°28'03" W
DA = N 55°50'55" W
SE MAX = 3.71%
SE TRANS (T) = 152'
LENGTH OF RUNOFF (L) = 99'

CURVE DATA BYPASS WB PGL

CURVE MAWB 11

PI = 1139+31.42
N = 161041.491
E = 512960.742
DELTA = 30°37'08"
D = 1°31'12"
TAN = 1031.95'
L = 2014.54'
R = 3769.72
PC = 1128+99.48
PT = 1149+27.38
DB = N 86°28'03" W
DA = N 55°50'55" W
SE MAX = 3.71%
SE TRANS (T) = 152'
LENGTH OF RUNOFF (L) = 99'

CURVE DATA R/L BYPASS

CURVE MACL10

PI = 1139+38.27
N = 161016.960
E = 512969.113
DELTA = 30°37'08"
D = 1°30'36"
TAN = 1038.79'
L = 2027.90'
R = 3794.72
PC = 1128+99.48
PT = 1149+27.38
DB = N 86°28'03" W
DA = N 55°50'55" W
SE MAX = 3.71%
SE TRANS (T) = 152'
LENGTH OF RUNOFF (L) = 99'

CURVE DATA R/L CNRR

CURVE CNRR1

PI = 101+76.17
N = 160862.692
E = 512451.394
DELTA = 2°53'59"
D = 0°49'24"
TAN = 176.17'
L = 352.26'
R = 6960.13
PC = 100+00
PT = 103+52.26
DB = N 33°29'55" W
DA = N 30°35'55" W

CURVE CNRR2

PI = 101+76.55
N = 160854.730
E = 512438.676
DELTA = 2°53'59"
D = 0°49'17"
TAN = 176.55'
L = 353.02'
R = 6975.13
PC = 100+00
PT = 103+53.02
DB = N 33°29'55" W
DA = N 30°35'55" W

BENCH MARKS

NO.	STATION	OFFSET	ROADWAY	DESCRIPTION	ELEV.
BM2	91+86.18	30.48' RT	STH 142	RAILROAD SPIKE PP* 75-5107	773.44
BM7	357+99.67	65.83' RT	STH 83	NW COR BOTTOM STEP HSE*6025	776.56

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 187	E

2

CURVE DATA R/L NE RAMP

CURVE AFCL1

PI = 56+24.98
N = 163685.676
E = 515672.469
DELTA = 107°21'23"
D = 18°25'23"
TAN = 423.04'
L = 582.73'
R = 311.00
PC = 52+01.94
PT = 56+24.98
DB = N 28°29'32" E
DA = S 44°09'05" E
SE MAX = 4.00%
SE TRANS (T) = 110'
LENGTH OF RUNOFF (L) = 73'

BENCH MARKS

NO.	STATION	OFFSET	ROADWAY	DESCRIPTION	ELEV.
BM2	91+86.18	30.48' RT	STH 142	RAILROAD SPIKE PP* 75-5107	773.44
BM19	132+07.02	35.45' LT	STH 142	RAILROAD SPIKE PP* E56-17021	762.93
BM3	110+92.35	33.88' LT	MT TOM RD	RAILROAD SPIKE WEST SIDE OF 39" OAK	760.94

R/L NE RAMP STH 142

MATCHLINE STA 109+00 R/L STH 142

S 71°30'28" E

110

99°00'00"

R/L STH 142

PC 52+01.94

N 28°29'32" E

AFCL1

55

PT 57+84.67

S 44°09'05" E

STA 1173+77.02 R/L BURLINGTON BYPASS=
STA 118+90.40 R/L STH 142
N = 162975.305
E = 515855.991

STA 113+82.52 R/L STH 142 =
STA 50+00.00 R/L NE RAMP STH 142
N = 163136.394
E = 515374.332

PI 50+00.00

115

120

52°38'37"

80°00'00"

STA 1171+58.10 R/L BURLINGTON BYPASS=
STA 38+91.60 R/L SW RAMP STH 142
N = 162852.404
E = 515674.818

170

PI 38+91.60

R/L BURLINGTON BYPASS

165

N 55°50'55" E

MATCHLINE STA 1162+00

40

S 44°09'05" E

PC 42+83.40

45

DFCL1

R/L SW RAMP STH 142

125

81°00'00"

STA 125+77.98 R/L STH 142=
STA 50+00.00 R/L SW RAMP STH 142
N = 162757.220
E = 516508.067

S 71°30'28" E

PI 50+00.00

N 28°29'32" E

PT 48+66.12

130

PC 130+51.52

SFCL2

CURVE DATA R/L SW RAMP

CURVE DFCL1

PI = 47+06.43
N = 162267.760
E = 516242.397
DELTA = 107°21'22"
D = 18°25'23"
TAN = 423.04'
L = 582.73'
R = 311.00
PC = 42+83.40
PT = 48+66.12
DB = S 44°09'05" E
DA = N 28°29'32" E
SE MAX = 4.00%
SE TRANS (T) = 110'
LENGTH OF RUNOFF (L) = 73'

1185

1180

N 55°50'55" E

MATCHLINE STA 1189+00

80°00'00"

60

PI 60+63.19

STA 1177+45.76 R/L BURLINGTON BYPASS=
STA 60+63.19 R/L NE RAMP STH 142
N = 163182.309
E = 516161.143

N

BM3

N = 163436.780
E = 517365.206

PI 109+39.48

N 13°43'33" E

105

R/L MT TOM ROAD

75°07'55"

BM19

STA 132+54.27 R/L STH 142 =
STA 100+02.08 R/L MT TOM RD
N = 162526.146
E = 517142.782

PI 100+02.08

CURVE DATA R/L STH 142

CURVE SFCL 2

PI = 132+33.29
N = 162549.373
E = 517129.535
DELTA = 17°57'50"
D = 4°58'56"
TAN = 181.77'
L = 360.56'
R = 1150.00
PC = 130+51.52
PT = 134+12.07
DB = S 71°30'28" E
DA = S 53°32'38" E
SE MAX = 5.59%
SE TRANS (T) = 182'
LENGTH OF RUNOFF (L) = 134'

PT 134+12.07

135

S 53°32'38" E

PI 138+00.01

BM2

95

S 54°24'01" E

100

105

R/L STH 142

PI 95+00.00

N = 164031.164
E = 513738.130

PC 104+47.51

SFCL1

PT 107+90.87

MATCHLINE STA 109+00 R/L STH 142

S 71°30'28" E

CURVE DATA R/L STH 142

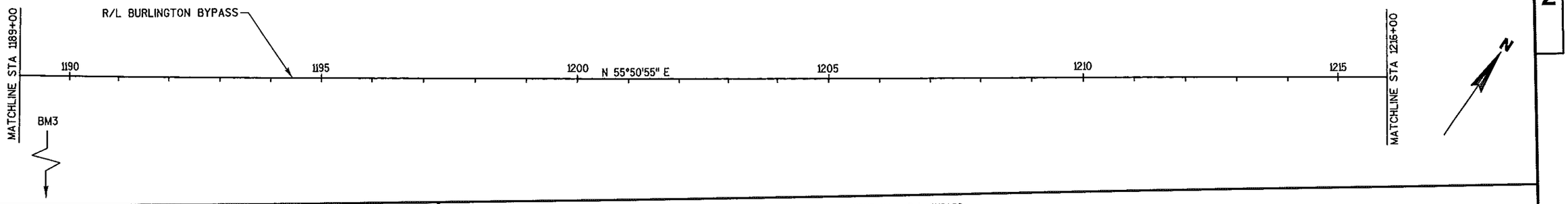
CURVE SFCL 1

PI = 106+20.48
N = 163378.915
E = 514649.194
DELTA = 17°06'26"
D = 4°58'56"
TAN = 172.97'
L = 343.37'
R = 1150.00
PC = 104+47.51
PT = 107+90.87
DB = S 54°24'01" E
DA = S 71°30'28" E
SE MAX = 5.59%
SE TRANS (T) = 182'
LENGTH OF RUNOFF (L) = 134'

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 188	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\027204_ad.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42



CURVE DATA R/L CPBP

CURVE XLCL13

PI = 42+43.55
N = 165869.016
E = 519258.366
DELTA = 08°56'39"
D = 28°38'40"
TAN = 15.64'
L = 31.22'
R = 200.03
PC = 42+27.91
PT = 42+59.13
DB = N 83°04'01" E
DA = S 87°59'20" E

CURVE DATA R/L CPBP

CURVE XLCL14

PI = 45+93.82
N = 165856.720
E = 519608.487
DELTA = 53°50'13"
D = 28°38'51"
TAN = 101.55'
L = 187.93'
R = 200.00
PC = 44+92.28
PT = 46+80.20
DB = S 87°59'20" E
DA = S 34°09'06" E

CURVE DATA R/L CPBP

CURVE XLCL15

PI = 50+21.61
N = 165490.153
E = 519857.151
DELTA = 90°00'01"
D = 114°35'30"
TAN = 50.00'
L = 78.54'
R = 50.00
PC = 49+71.61
PT = 50+50.15
DB = S 34°09'06" E
DA = N 55°50'55" E

CURVE DATA R/L CPBP

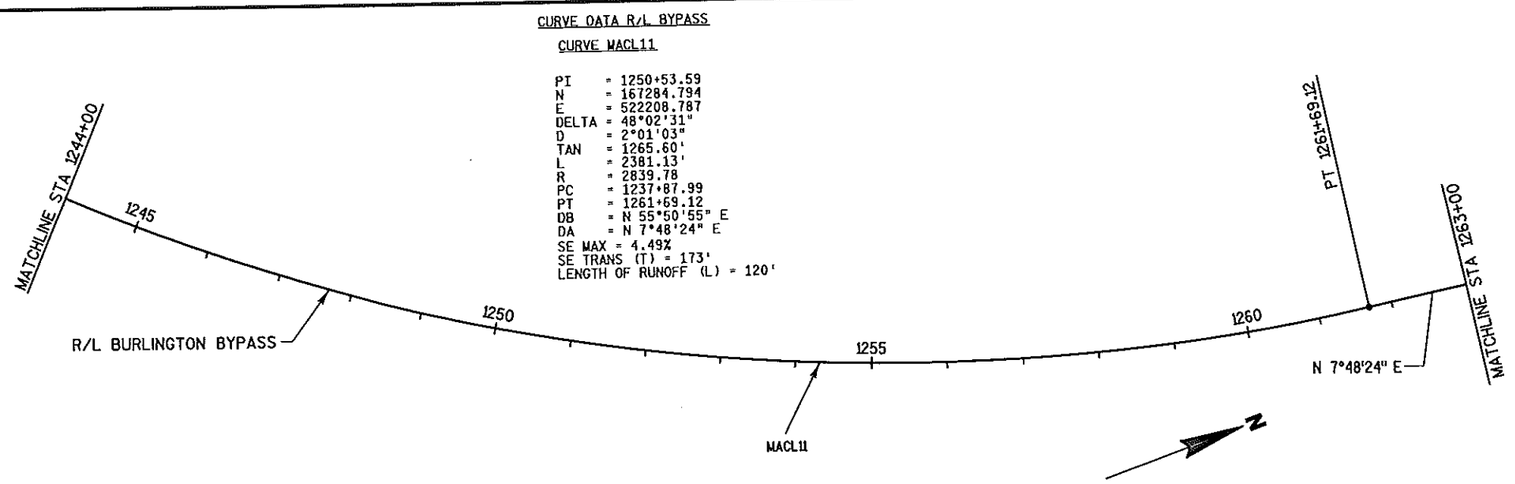
CURVE XLCL16

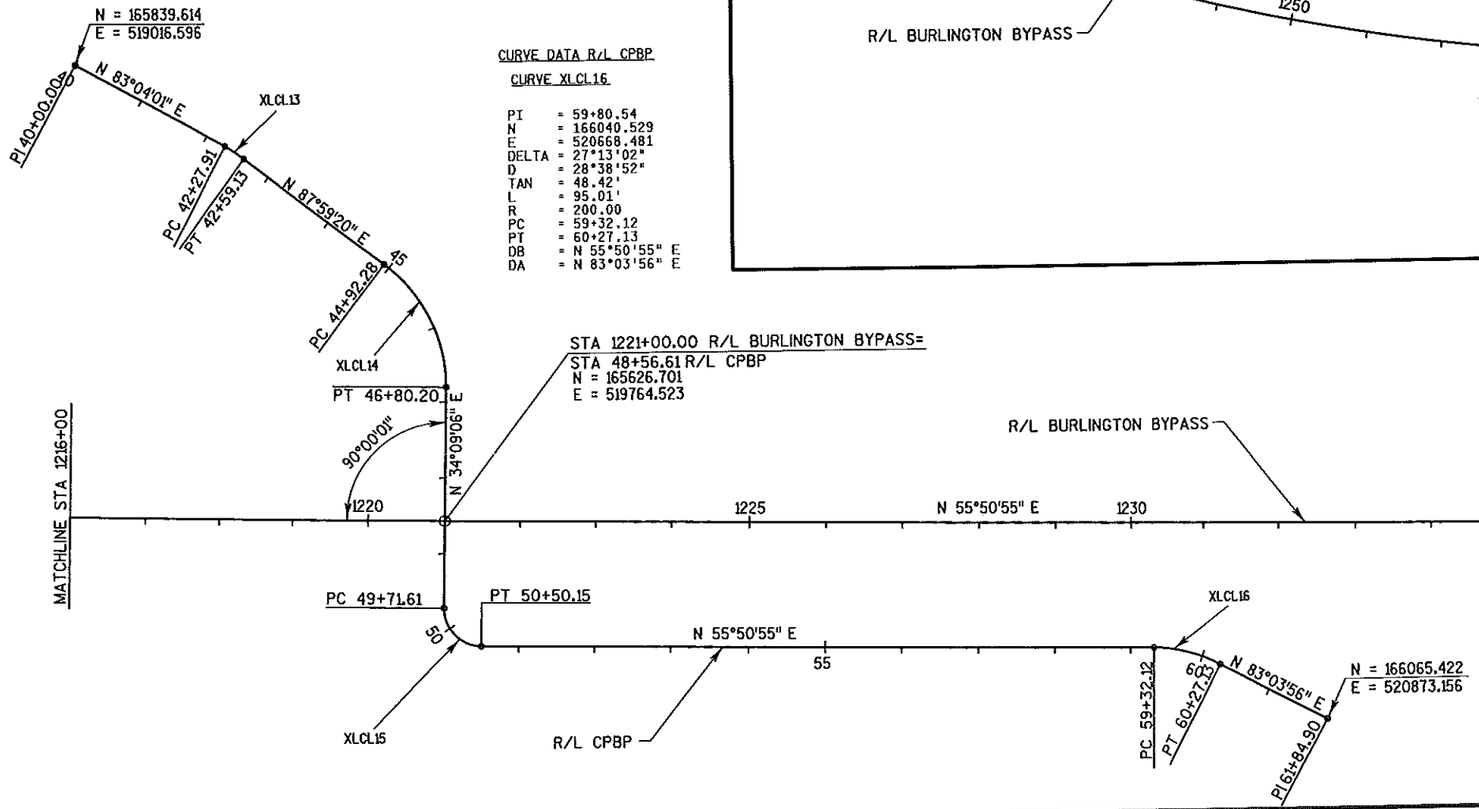
PI = 59+80.54
N = 166040.529
E = 520668.481
DELTA = 27°13'02"
D = 28°38'52"
TAN = 48.42'
L = 95.01'
R = 200.00
PC = 59+32.12
PT = 60+27.13
DB = N 55°50'55" E
DA = N 83°03'56" E

CURVE DATA R/L BYPASS

CURVE MACL11

PI = 1250+53.59
N = 167284.794
E = 522208.787
DELTA = 48°02'31"
D = 2°01'03"
TAN = 1265.60'
L = 2381.13'
R = 2839.78
PC = 1237+87.99
PT = 1261+69.12
DB = N 55°50'55" E
DA = N 7°48'24" E
SE MAX = 4.49%
SE TRANS (T) = 173'
LENGTH OF RUNOFF (L) = 120'

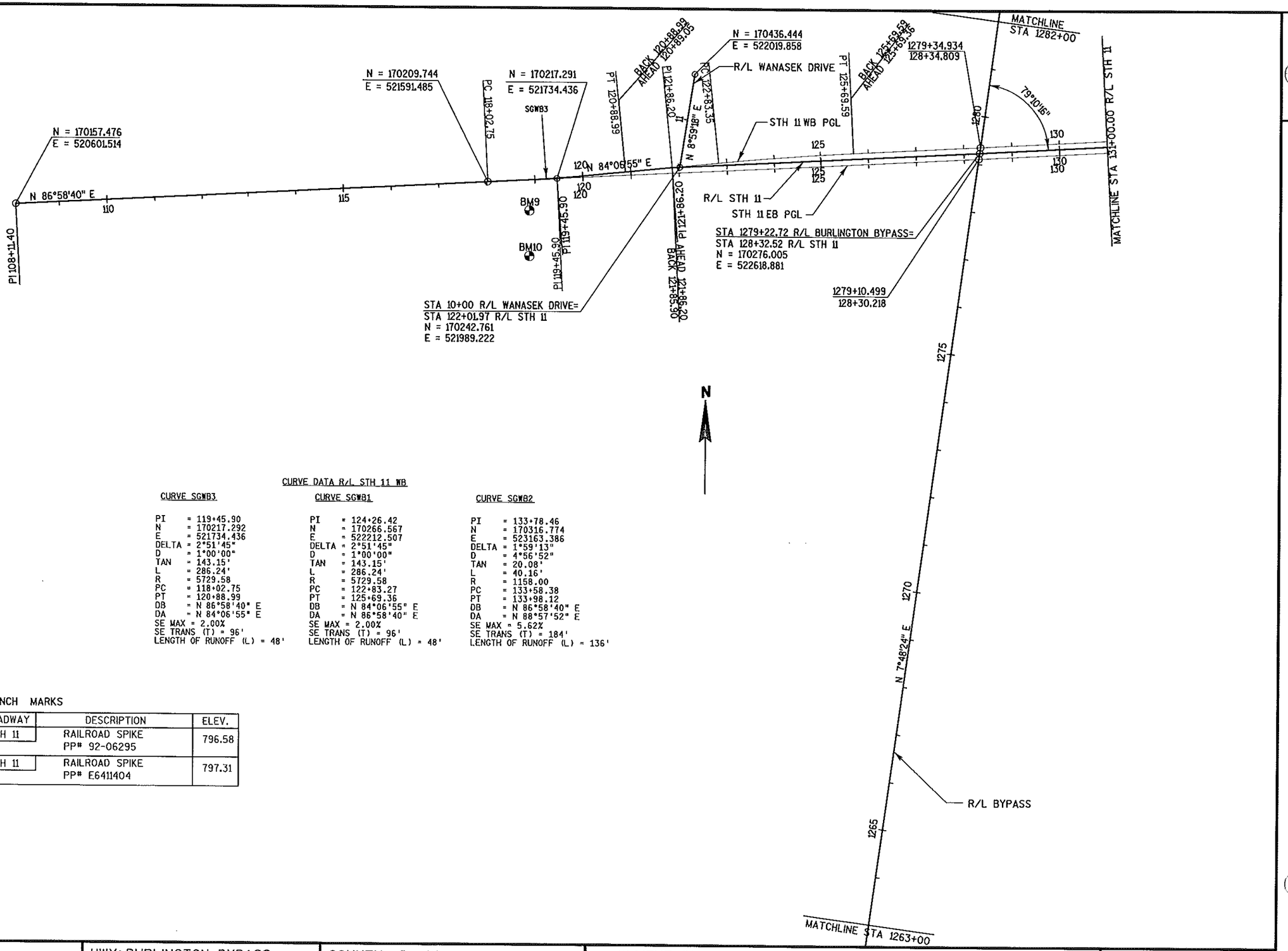




BENCH MARKS

NO.	STATION	OFFSET	ROADWAY	DESCRIPTION	ELEV.
BM3	110+92.35	33.88' LT	STH 142	RAILROAD SPIKE WEST SIDE OF 39" OAK	760.94

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 189	E



CURVE DATA R/L STH 11 WB

CURVE SGWB3

PI = 119+45.90
N = 170217.292
E = 521734.436
DELTA = 2°51'45"
D = 1°00'00"
TAN = 143.15'
L = 286.24'
R = 5729.58
PC = 118+02.75
PT = 120+88.99
OB = N 86°58'40" E
OA = N 84°06'55" E
SE MAX = 2.00%
SE TRANS (T) = 96'
LENGTH OF RUNOFF (L) = 48'

CURVE SGWB1

PI = 124+26.42
N = 170266.567
E = 522212.507
DELTA = 2°51'45"
D = 1°00'00"
TAN = 143.15'
L = 286.24'
R = 5729.58
PC = 122+83.27
PT = 125+69.36
OB = N 84°06'55" E
OA = N 86°58'40" E
SE MAX = 2.00%
SE TRANS (T) = 96'
LENGTH OF RUNOFF (L) = 48'

CURVE SGWB2

PI = 133+78.46
N = 170316.774
E = 523163.386
DELTA = 1°59'13"
D = 4°56'52"
TAN = 20.08'
L = 40.16'
R = 1158.00
PC = 133+58.38
PT = 133+98.12
OB = N 86°58'40" E
OA = N 88°57'52" E
SE MAX = 5.62%
SE TRANS (T) = 184'
LENGTH OF RUNOFF (L) = 136'

BENCH MARKS

NO.	STATION	OFFSET	ROADWAY	DESCRIPTION	ELEV.
BM9	118+85.49	63.96'RT	STH 11	RAILROAD SPIKE PP# 92-06295	796.58
BM10	118+80.90	158.56'RT	STH 11	RAILROAD SPIKE PP# E6411404	797.31

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 190	E

CURVE DATA R/L STH 11 EB

CURVE SGEB1

PI = 131+54.32
N = 170280.989
E = 522940.872
DELTA = 0°52'32"
D = 1°00'00"
TAN = 43.78'
L = 87.56'
R = 5729.58'
PC = 131+10.54
PT = 131+98.10
DB = N 86°58'40" E
DA = N 86°06'08" E
SE MAX = RC
SE TRANS (T) = 48'
LENGTH OF RUNOFF (L) = 96'

CURVE SGEB2

PI = 137+90.25
N = 170324.218
E = 523575.328
DELTA = 2°51'45"
D = 1°00'00"
TAN = 143.15'
L = 286.24'
R = 5729.58'
PC = 136+47.09
PT = 139+33.34
DB = N 86°06'08" E
DA = N 88°57'52" E
SE MAX = RC
SE TRANS (T) = 48'
LENGTH OF RUNOFF (L) = 96'

CURVE DATA R/L STH 11 WB

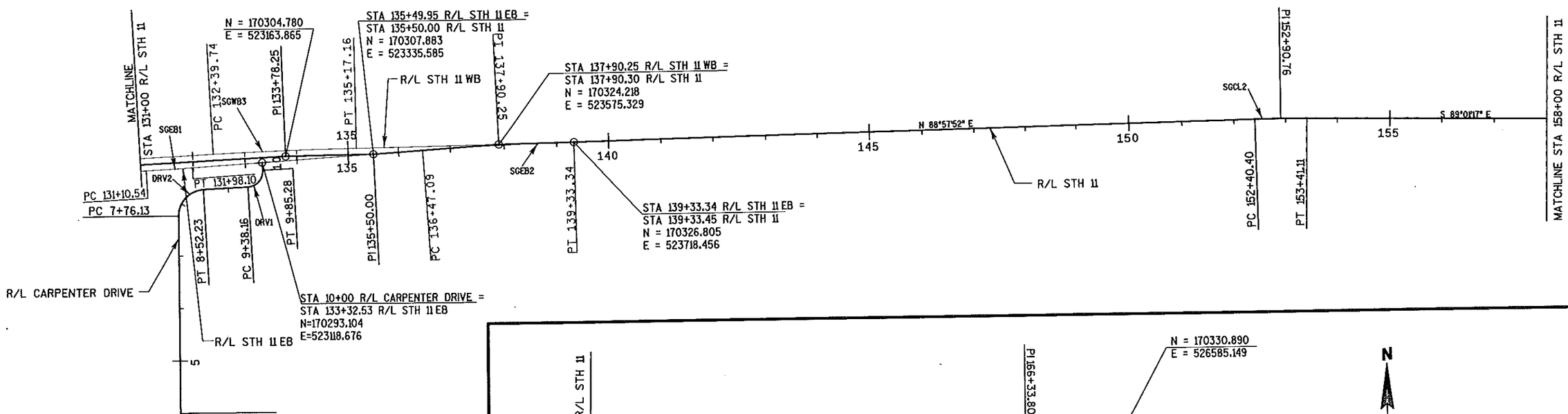
CURVE SGWB3

PI = 133+78.46
N = 170316.774
E = 523163.437
DELTA = 1°59'13"
D = 0°42'58"
TAN = 138.72'
L = 277.41'
R = 8000.00'
PC = 132+39.73
PT = 135+17.15
DB = N 86°58'40" E
DA = N 88°57'52" E
SE MAX = RC
SE TRANS (T) = 106'
LENGTH OF RUNOFF (L) = 53'

CURVE DATA R/L STH 11

CURVE SGCL2

PI = 152+90.76
N = 170351.333
E = 525075.541
DELTA = 2°00'51"
D = 1°59'59"
TAN = 50.36'
L = 100.72'
R = 2865.00
PC = 152+40.40
PT = 153+41.12
DB = N 88°57'52" E
DA = S 89°01'17" E
SE MAX = 4.44%
SE TRANS (T) = 172'
LENGTH OF RUNOFF (L) = 119'



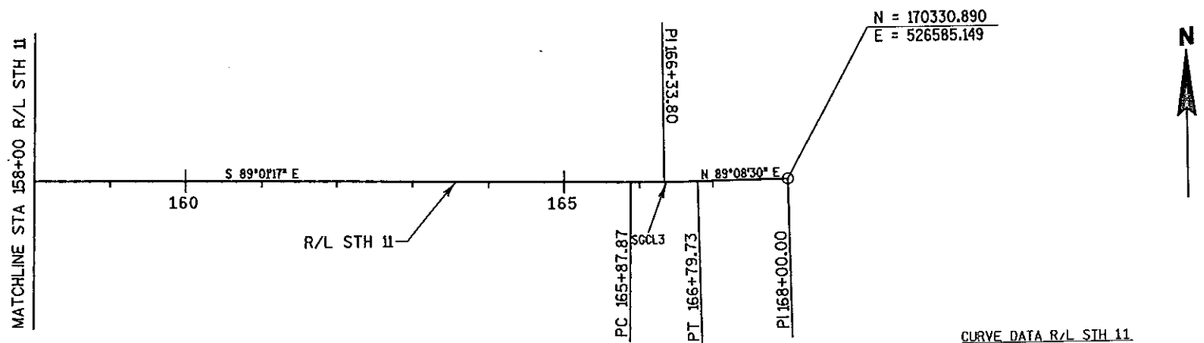
CURVE DATA R/L CARPENTER DRIVE

CURVE DRV1

PI = 9+68.16
N = 170248.444
E = 523121.034
DELTA = 90°0'0"
D = 190°59'10"
TAN = 30.00'
L = 47.12'
R = 30.00'
PC = 9+38.16
PT = 9+85.28
DB = N 86°58'40" E
DA = N 3°01'20" W
SE MAX = NC
SE TRANS (T) = 0'
LENGTH OF RUNOFF (L) = 0'

CURVE DRV2

PI = 8+23.75
N = 170239.821
E = 522957.714
DELTA = 87°12'08"
D = 114°35'30"
TAN = 47.62'
L = 76.10'
R = 50.00'
PC = 7+76.13
PT = 8+52.23
DB = N 0°13'28" W
DA = N 86°58'40" E
SE MAX = NC
SE TRANS (T) = 0'
LENGTH OF RUNOFF (L) = 0'



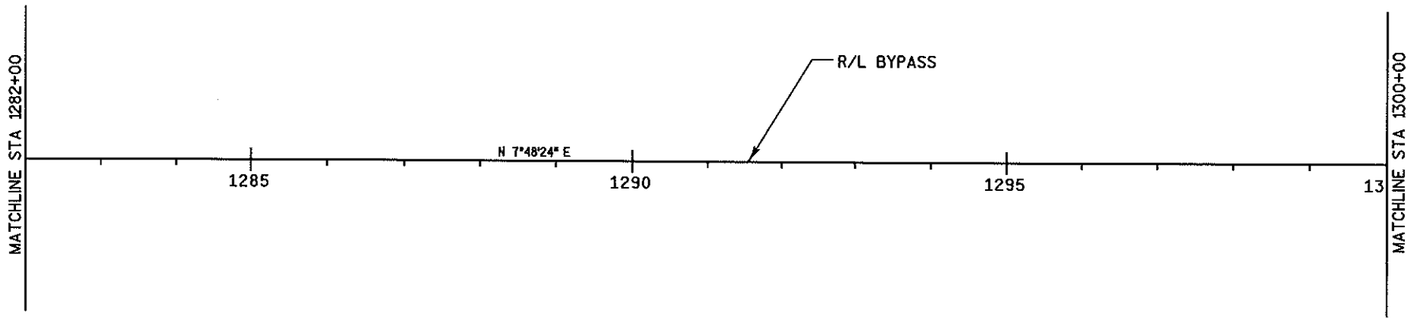
CURVE DATA R/L STH 11

CURVE SGCL3

PI = 166+33.80
N = 170328.392
E = 526418.402
DELTA = 1°50'13"
D = 1°50'13"
TAN = 45.93'
L = 91.85'
R = 2865.00
PC = 165+87.87
PT = 166+79.73
DB = S 89°01'17" E
DA = N 89°08'30" E
SE MAX = 4.44%
SE TRANS (T) = 172'
LENGTH OF RUNOFF (L) = 119'

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 191	E

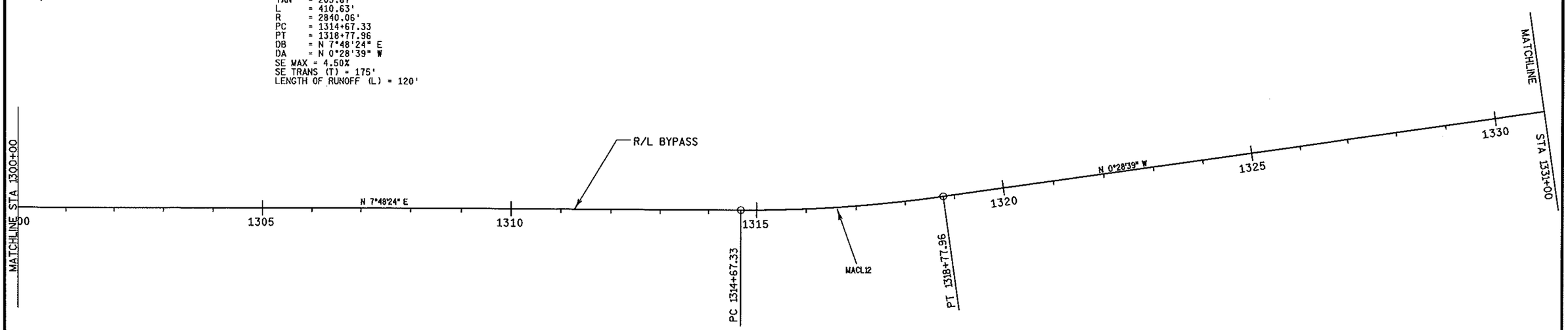
FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\027207_cd.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42



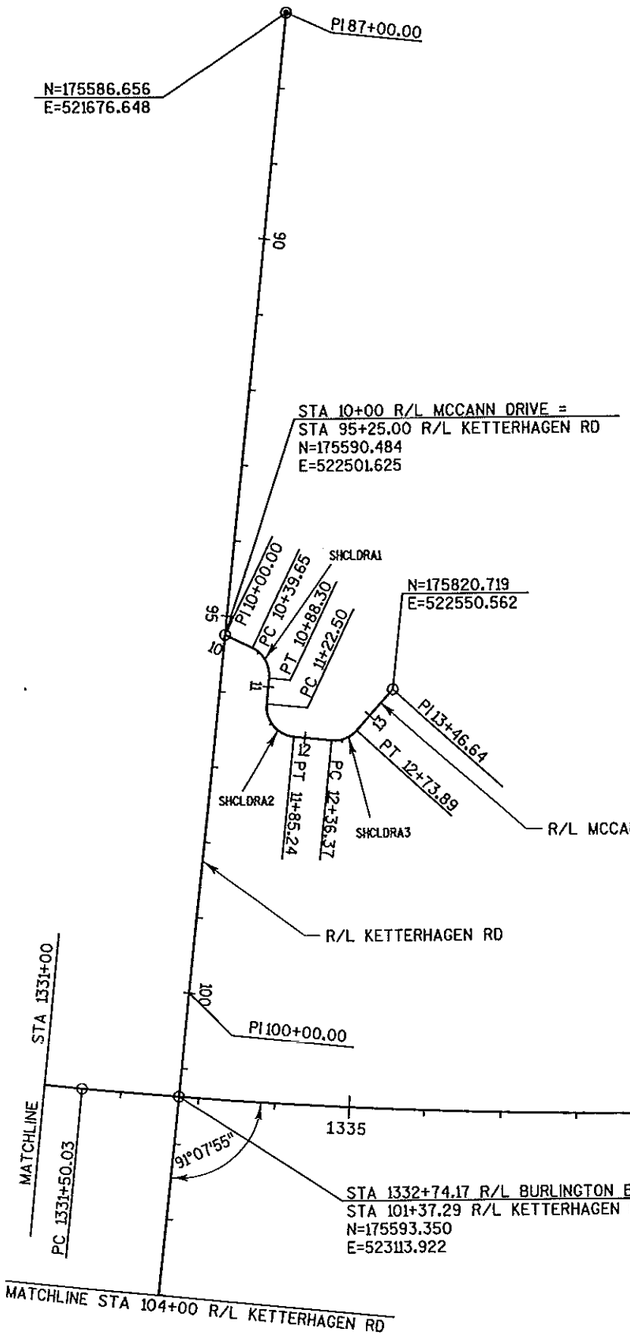
CURVE DATA R/L BYPASS

CURVE MACL12

PI = 1316+73.01
N = 173991.538
E = 523128.281
DELTA = 8°17'03"
D = 2°01'03"
TAN = 205.67'
L = 410.63'
R = 2840.06'
PC = 1314+67.33
PT = 1318+77.96
DB = N 7°48'24" E
DA = N 0°28'39" W
SE MAX = 4.50%
SE TRANS (T) = 175'
LENGTH OF RUNOFF (L) = 120'



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 192	E



CURVE DATA R/L MCCANN DRIVE

CURVE SHCLDRA1

PI = 10+67.51
N = 175654.016
E = 522524.452
DELTA = 69°49'42"
D = 143°32'25"
TAN = 27.86'
L = 48.65'
R = 39.92'
PC = 10+39.65
PT = 10+88.30
OB = N 19°45'48" E
DA = N 89°35'29" E

CURVE DATA R/L MCCANN DRIVE

CURVE SHCLDRA2

PI = 11+62.44
N = 175654.743
E = 522626.450
DELTA = -89°58'02"
D = 143°23'24"
TAN = 39.94'
L = 62.74'
R = 39.96'
PC = 11+22.50
PT = 11+85.24
DB = N 89°35'31" E
DA = N 0°22'31" W

CURVE DATA R/L MCCANN DRIVE

CURVE SHCLDRA3

PI = 12+56.65
N = 175766.083
E = 522625.857
DELTA = -53°54'31"
D = 143°39'35"
TAN = 20.28'
L = 37.53'
R = 39.88'
PC = 12+36.37
PT = 12+73.89
OB = N 0°08'32" W
DA = N 54°03'03" W

CURVE DATA R/L BYPASS

CURVE MACL13

PI = 1351+19.11
N = 177438.241
E = 523099.557
DELTA = 28°54'18"
D = 0°45'00"
TAN = 1969.09'
L = 3854.29'
R = 7640.00'
PC = 1331+50.03
PT = 1370+04.32
DB = N 0°28'39" W
DA = N 29°22'57" W
SE MAX = 2.10%
SE TRANS (T) = 110'
LENGTH OF RUNOFF (L) = 55'

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 193	E

2

CURVE DATA R/L CTH A

CURVE SICL1

PI = 36+60.71
N = 178212.834
E = 520732.056
DELTA = 9°24'01"
D = 0°30'00"
TAN = 942.15'
L = 1880.06'
R = 11459.16'
PC = 27+18.56
PT = 45+98.62
DB = N 71°07'44" E
DA = N 61°43'43" E
SE MAX = NC
SE TRANS (T) = 0'
LENGTH OF RUNOFF (L) = 0'

CURVE DATA R/L OLD CTH A

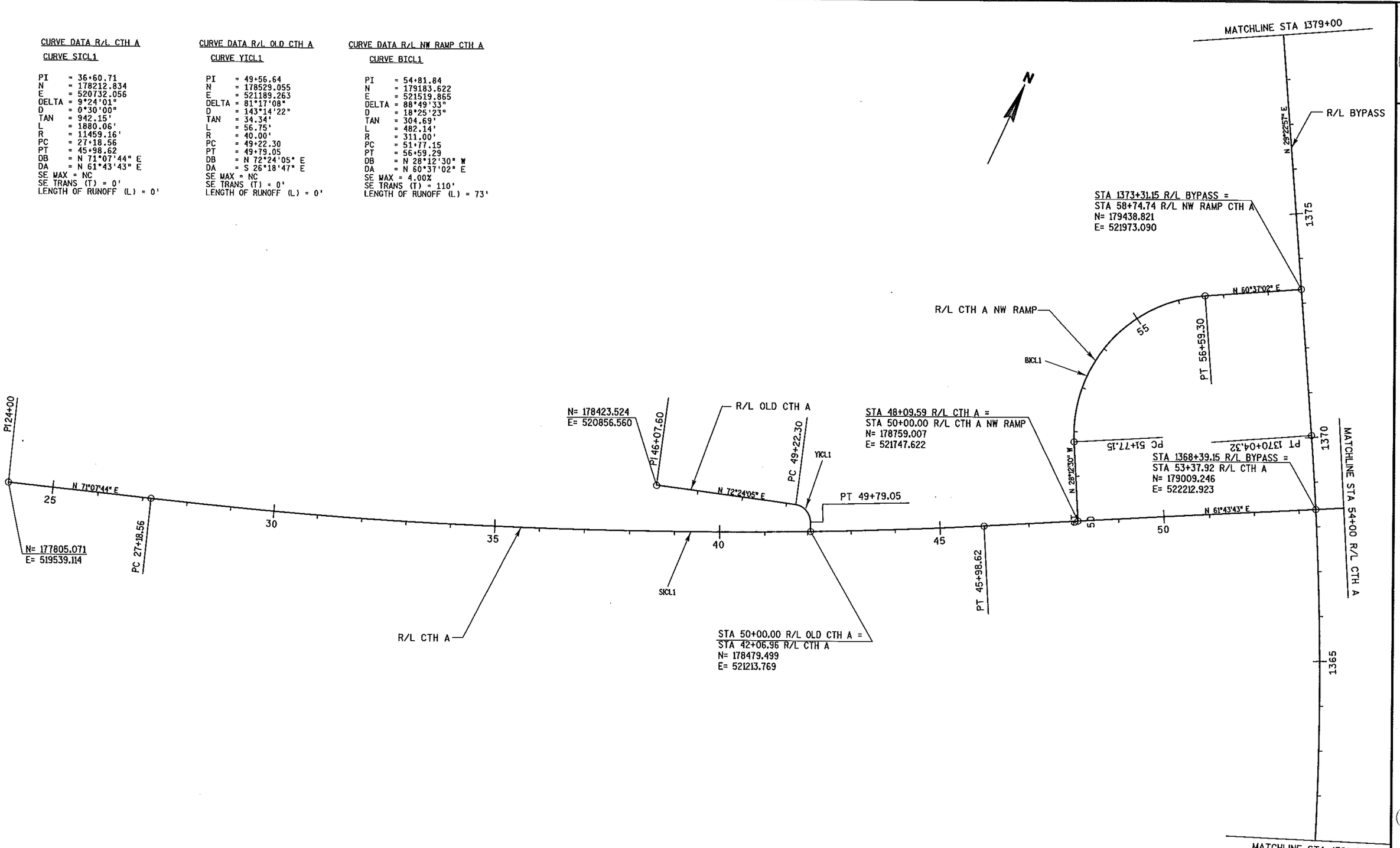
CURVE YICL1

PI = 49+56.64
N = 178529.055
E = 521189.263
DELTA = 81°17'08"
D = 143°14'22"
TAN = 34.34'
L = 56.75'
R = 40.00'
PC = 49+22.30
PT = 49+79.05
DB = N 72°24'05" E
DA = S 26°18'47" E
SE MAX = NC
SE TRANS (T) = 0'
LENGTH OF RUNOFF (L) = 0'

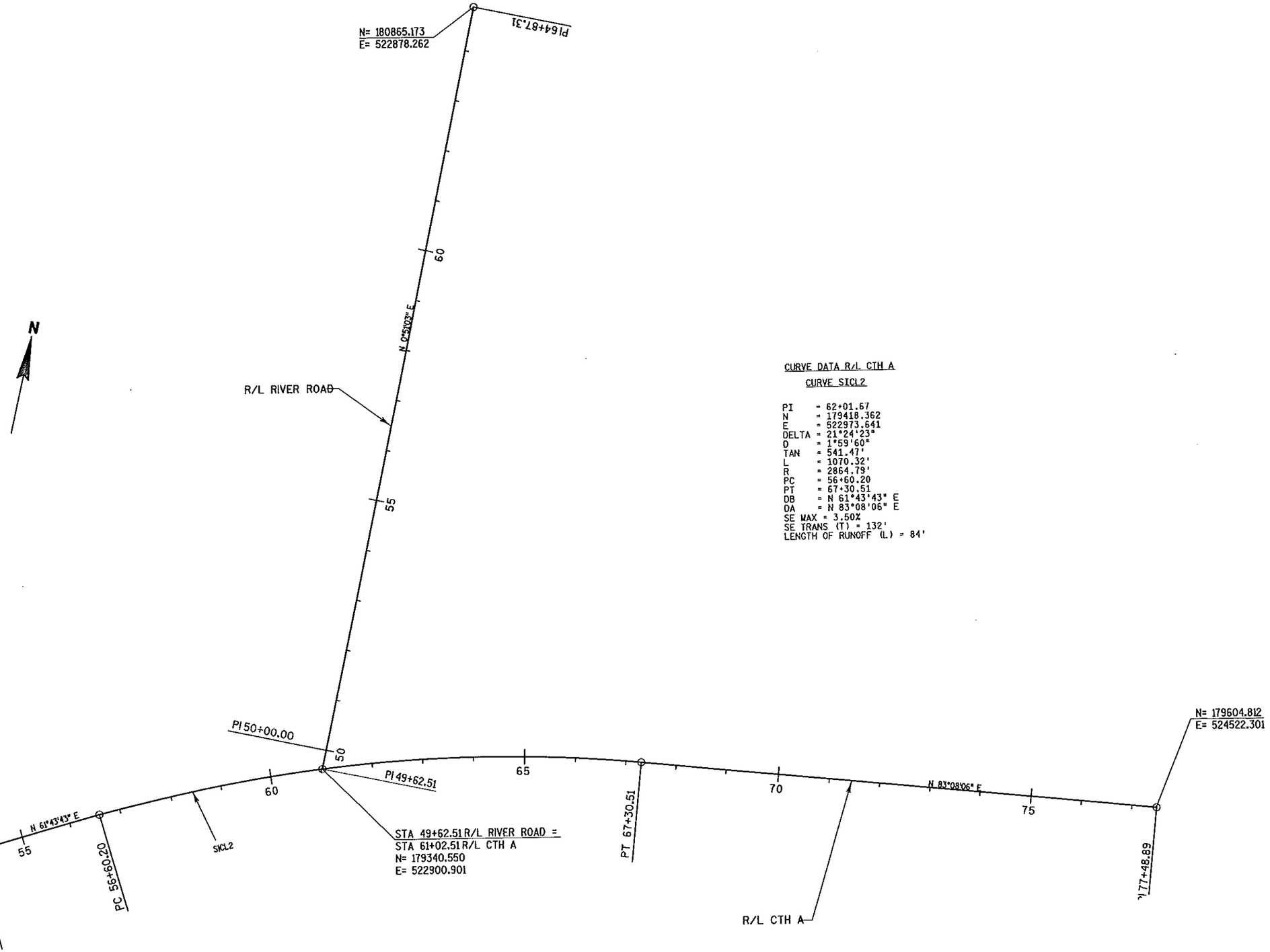
CURVE DATA R/L NW RAMP CTH A

CURVE BICL1

PI = 54+81.84
N = 179183.622
E = 521519.865
DELTA = 88°49'33"
D = 18°25'23"
TAN = 304.69'
L = 482.14'
R = 311.00'
PC = 51+77.15
PT = 56+59.29
DB = N 28°12'30" W
DA = N 60°37'02" E
SE MAX = 4.00%
SE TRANS (T) = 110'
LENGTH OF RUNOFF (L) = 73'



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 194	E



CURVE DATA R/L CTH A

CURVE SICL2

PI = 62+01.67
N = 179418.362
E = 522973.641
DELTA = 21°24'23"
D = 1°59'60"
TAN = 541.47'
L = 1070.32'
R = 2864.79'
PC = 56+60.20
PT = 67+30.51
DB = N 61°43'43" E
DA = N 83°08'06" E
SE MAX = 3.50%
SE TRANS (T) = 132'
LENGTH OF RUNOFF (L) = 84'

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 195 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\027211_ad.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42

2

CURVE DATA R/L STH 36/83 NB TO SB RAMP

CURVE CKRL4

PI = 194+29.00
N = 181759.426
E = 520104.365
DELTA = 9°05'20"
D = 1°25'53"
TAN = 318.12'
L = 634.91'
R = 4002.44'
PC = 191+10.88
PT = 197+45.79
DB = N 53°04'18" E
DA = N 62°09'38" E
SE MAX = 2.00%

CURVE CKRL5

PI = 197+98.75
N = 181932.717
E = 520432.493
DELTA = 11°12'00"
D = 10°36'34"
TAN = 52.95'
L = 105.57'
R = 540.05'
PC = 197+45.79
PT = 198+51.36
DB = N 62°09'38" E
DA = N 73°21'38" E
SE MAX = 6.00%
SE TRANS (T) = 65'
LENGTH OF RUNOFF (L) = 0'

CURVE CKRL6

PI = 200+45.94
N = 182003.597
E = 520669.657
DELTA = 70°33'47"
D = 20°50'05"
TAN = 194.58'
L = 338.68'
R = 275.00'
PC = 198+51.36
PT = 201+90.04
DB = N 73°21'38" E
DA = S 36°04'35" E
SE MAX = 6.00%
SE TRANS (T) = 25'
LENGTH OF RUNOFF (L) = 0'

CURVE CKRL7

PI = 202+91.40
N = 181764.409
E = 520843.926
DELTA = 22°29'42"
D = 11°14'28"
TAN = 101.36'
L = 200.11'
R = 509.70'
PC = 201+90.04
PT = 203+90.15
DB = S 36°04'35" E
DA = S 13°34'54" E
SE MAX = 5.06%
SE TRANS (T) = 60'
LENGTH OF RUNOFF (L) = 0'

CURVE CKRL8

PI = 207+17.52
N = 181347.667
E = 520944.604
DELTA = 3°41'11"
D = 1°05'07"
TAN = 169.87'
L = 339.63'
R = 5278.82'
PC = 205+47.65
PT = 208+87.28
DB = S 13°34'54" E
DA = S 17°16'04" E
SE MAX = 3.00%
SE TRANS (T) = 50'
LENGTH OF RUNOFF (L) = 0'

CURVE CKRL9

PI = 212+00.40
N = 180886.438
E = 521087.977
DELTA = 12°06'53"
D = 1°56'30"
TAN = 313.13'
L = 623.92'
R = 2950.79'
PC = 208+87.28
PT = 215+11.20
DB = S 17°16'04" E
DA = S 29°22'57" E
SE MAX = 4.50%
SE TRANS (T) = 50'
LENGTH OF RUNOFF (L) = 0'

CURVE DATA R/L BYPASS

CURVE MACL14

PI = 1399+56.96
N = 181726.855
E = 520684.770
DELTA = 46°46'59"
D = 1°59'59"
TAN = 1239.29'
L = 2339.32'
R = 2865.00'
PC = 1387+17.67
PT = 1410+56.99
DB = N 29°22'57" W
DA = N 17°24'02" E
SE MAX = NC
SE TRANS (T) = 0'
LENGTH OF RUNOFF (L) = 0'

CURVE DATA BYPASS EB PGL

CURVE MAEB16

PI = 1399+53.15
N = 181735.799
E = 520708.424
DELTA = 46°47'29"
D = 1°45'00"
TAN = 1416.52'
L = 2673.80'
R = 3274.04'
PC = 1385+36.63
PT = 1412+10.43
DB = N 29°22'57" W
DA = N 17°24'32" E
SE MAX = 4.10%
SE TRANS (T) = 162'
LENGTH OF RUNOFF (L) = 110'

CURVE DATA BYPASS WB PGL

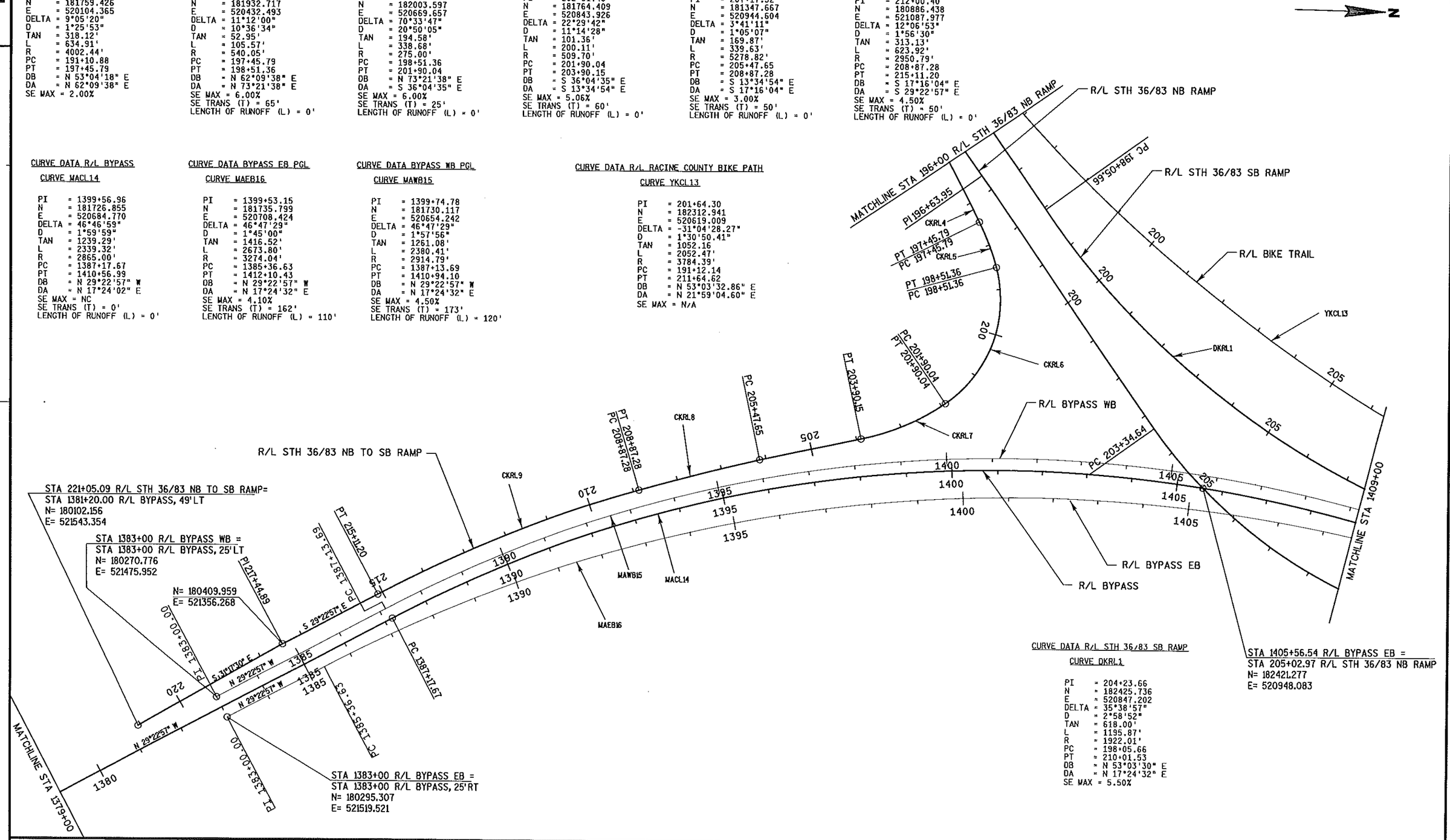
CURVE MAWB15

PI = 1399+74.78
N = 181730.117
E = 520654.242
DELTA = 46°47'29"
D = 1°57'56"
TAN = 1261.08'
L = 2380.41'
R = 2914.79'
PC = 1387+13.69
PT = 1410+94.10
DB = N 29°22'57" W
DA = N 17°24'32" E
SE MAX = 4.50%
SE TRANS (T) = 173'
LENGTH OF RUNOFF (L) = 120'

CURVE DATA R/L RACINE COUNTY BIKE PATH

CURVE YKCL13

PI = 201+64.30
N = 182312.941
E = 520619.009
DELTA = -31°04'28.27"
D = 1°30'50.41"
TAN = 1052.16
L = 2052.47'
R = 3784.39'
PC = 191+12.14
PT = 211+64.62
DB = N 53°03'32.86" E
DA = N 21°59'04.60" E
SE MAX = N/A



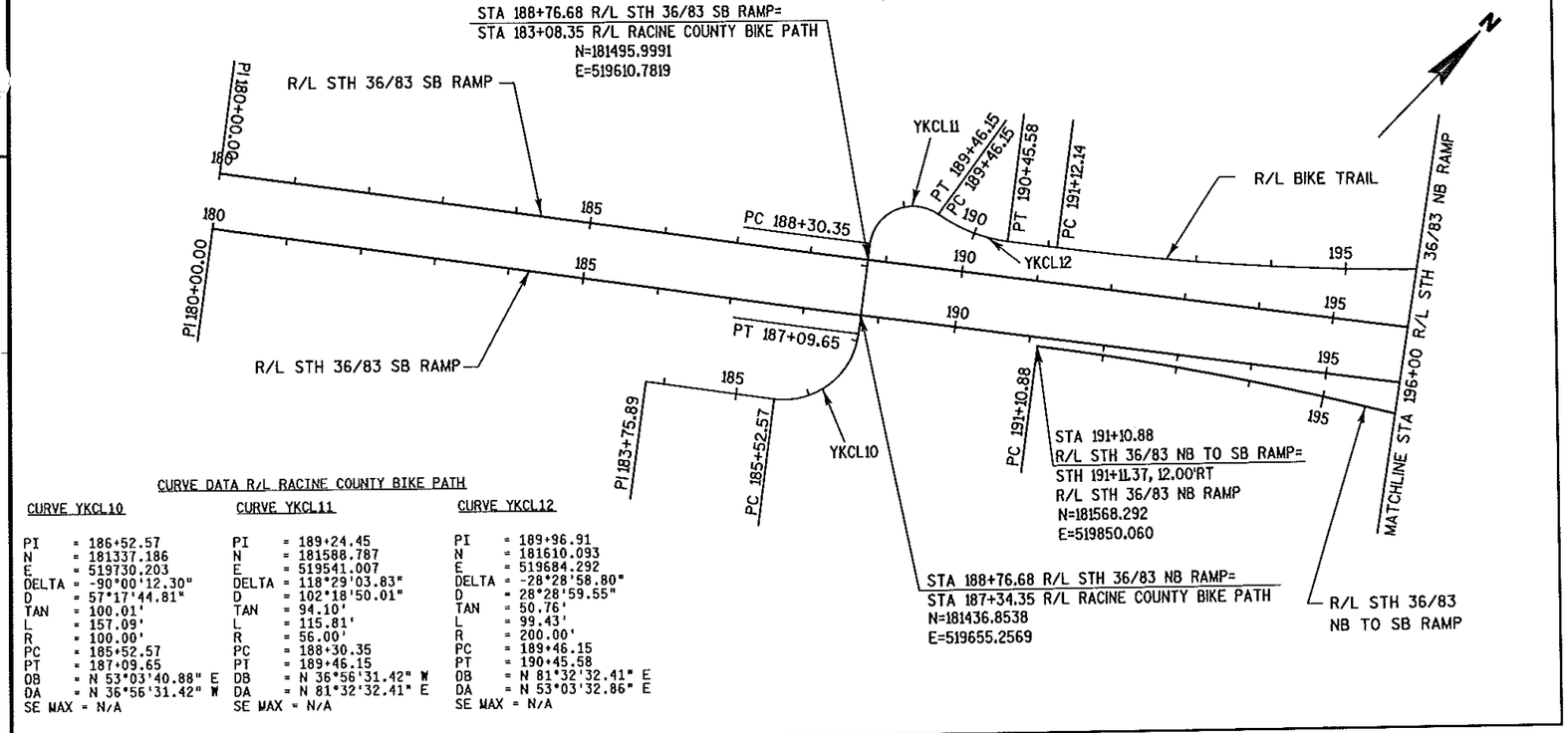
CURVE DATA R/L STH 36/83 SB RAMP

CURVE DKRL1

PI = 204+23.66
N = 182425.736
E = 520847.202
DELTA = 35°38'57"
D = 2°58'52"
TAN = 618.00'
L = 1195.87'
R = 1922.01'
PC = 198+05.66
PT = 210+01.53
DB = N 53°03'30" E
DA = N 17°24'32" E
SE MAX = 5.50%

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 196	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\027212_ad.dgn
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 42



CURVE DATA R/L RACINE COUNTY BIKE PATH

CURVE YKCL10

PI	= 186+52.57
N	= 181337.186
E	= 519730.203
DELTA	= -90°00'12.30"
D	= 57°17'44.81"
TAN	= 100.01'
L	= 157.09'
R	= 100.00'
PC	= 185+52.57
PT	= 187+09.65
OB	= N 53°03'40.88" E
DA	= N 36°56'31.42" W
SE MAX	= N/A

CURVE YKCL11

PI	= 189+24.45
N	= 181588.787
E	= 519541.007
DELTA	= 118°29'03.83"
D	= 102°18'50.01"
TAN	= 94.10'
L	= 115.81'
R	= 56.00'
PC	= 188+30.35
PT	= 189+46.15
OB	= N 36°56'31.42" W
DA	= N 81°32'32.41" E
SE MAX	= N/A

CURVE YKCL12

PI	= 189+96.91
N	= 181610.093
E	= 519684.292
DELTA	= -28°28'58.80"
D	= 28°28'59.55"
TAN	= 50.76'
L	= 99.43'
R	= 200.00'
PC	= 189+46.15
PT	= 190+45.58
OB	= N 81°32'32.41" E
DA	= N 53°03'32.86" E
SE MAX	= N/A

CURVE DATA R/L RACINE COUNTY BIKE PATH

CURVE YKCL14

PI	= 214+78.60
N	= 183579.739
E	= 521130.432
DELTA	= -4°34'27.65"
D	= 11°27'32.96"
TAN	= 19.97'
L	= 39.92'
R	= 500.00'
PC	= 214+58.63
PT	= 214+98.55
DB	= N 21°59'04.60" E
DA	= N 17°24'36.95" E
SE MAX	= N/A

CURVE YKCL15

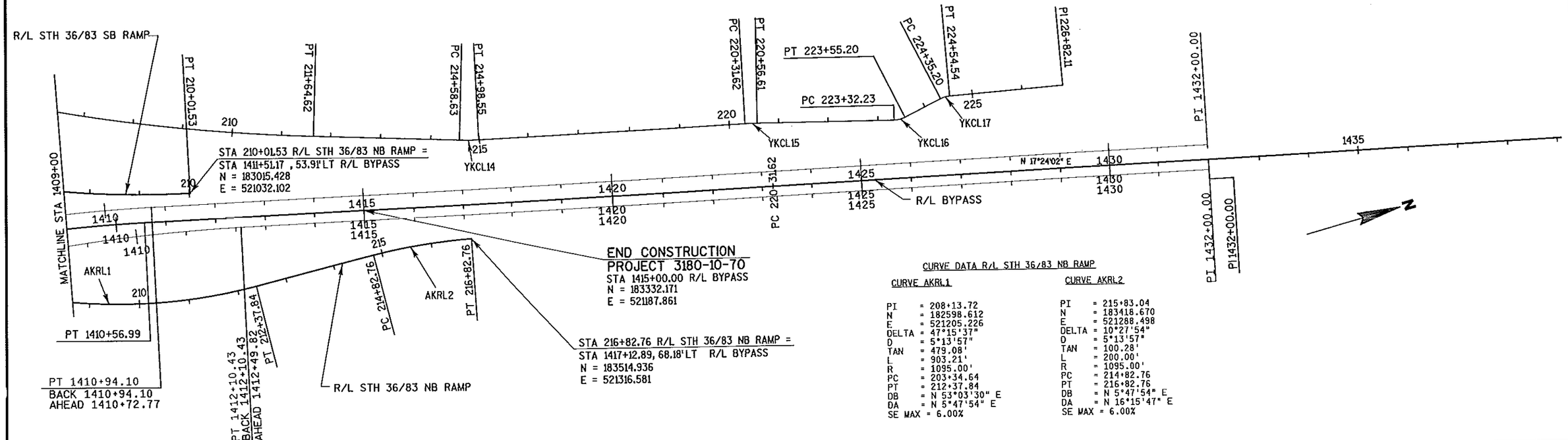
PI	= 220+44.11
N	= 184119.367
E	= 521299.648
DELTA	= 2°17'29.02"
D	= 9°10'02.37"
TAN	= 12.50'
L	= 25.00'
R	= 625.00'
PC	= 220+31.62
PT	= 220+56.61
DB	= N 17°24'36.95" E
DA	= N 19°42'05.97" E
SE MAX	= N/A

CURVE YKCL16

PI	= 223+43.92
N	= 184401.626
E	= 521400.720
DELTA	= -26°19'00.61"
D	= 114°35'29.61"
TAN	= 11.69'
L	= 22.97'
R	= 50.00'
PC	= 223+32.23
PT	= 223+55.20
DB	= N 19°42'05.97" E
DA	= N 6°36'54.77" W
SE MAX	= N/A

CURVE YKCL17

PI	= 224+44.99
N	= 184502.434
E	= 521389.029
DELTA	= 22°09'50.11"
D	= 114°35'29.61"
TAN	= 9.79'
L	= 19.34'
R	= 50.00'
PC	= 224+35.20
PT	= 224+54.54
DB	= N 6°36'54.77" W
DA	= N 15°32'55.34" E
SE MAX	= N/A



CURVE DATA R/L STH 36/83 NB RAMP

CURVE AKRL1

PI	= 208+13.72
N	= 182598.612
E	= 521205.226
DELTA	= 47°15'37"
D	= 5°13'57"
TAN	= 479.08'
L	= 903.21'
R	= 1095.00'
PC	= 203+34.64
PT	= 212+37.84
DB	= N 53°03'30" E
DA	= N 5°47'54" E
SE MAX	= 6.00%

CURVE AKRL2

PI	= 215+83.04
N	= 183418.670
E	= 521288.498
DELTA	= 10°27'54"
D	= 5°13'57"
TAN	= 100.28'
L	= 200.00'
R	= 1095.00'
PC	= 214+82.76
PT	= 216+82.76
DB	= N 5°47'54" E
DA	= N 16°15'47" E
SE MAX	= 6.00%

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	ALIGNMENT DIAGRAM	SHEET 197	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\027213_ad.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

DATE 07MAY07

E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	3180-10-70 QUANTITY
0010	201.0105	CLEARING	STA	42.000	42.000
0020	201.0205	GRUBBING	STA	42.000	42.000
0030	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	12.000	12.000
0040	203.0200	REMOVING OLD STRUCTURE (STATION) 01. 345+72.97	LS	1.000	1.000
0050	204.0100	REMOVING PAVEMENT	SY	7,612.000	7,612.000
0060	204.0115	REMOVING ASPHALTIC SURFACE BUTT JOINTS	SY	4,040.000	4,040.000
0070	204.0120	REMOVING ASPHALTIC SURFACE MILLING	SY	2,918.000	2,918.000
0080	204.0150	REMOVING CURB & GUTTER	LF	1,174.000	1,174.000
0090	204.0210	REMOVING MANHOLES	EACH	1.000	1.000
0100	204.0220	REMOVING INLETS	EACH	3.000	3.000
0110	204.0245	REMOVING STORM SEWER (SIZE) 01. 15-INCH	LF	119.000	119.000
0120	204.0245	REMOVING STORM SEWER (SIZE) 02. 18-INCH	LF	153.000	153.000
0130	204.0245	REMOVING STORM SEWER (SIZE) 03. 36-INCH	LF	84.000	84.000
0140	204.9060.S	REMOVING (ITEM DESCRIPTION) 01. RETAINING WALL	EACH	1.000	1.000
0150	205.0100	EXCAVATION COMMON	CY	45,286.000	45,286.000
0160	205.0400	EXCAVATION MARSH	CY	1,068.000	1,068.000
0170	205.9006.S	GRADING SHAPING & FINISHING FOR BARRIER TERMINALS	EACH	13.000	13.000
0180	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 01. B-51-101	LS	1.000	1.000
0190	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 02. B-51-95	LS	1.000	1.000
0200	206.2000	EXCAVATION FOR STRUCTURES CULVERTS (STRUCTURE) 01. C-51-22	LS	1.000	1.000
0210	208.0100	BORROW	CY	350,609.000	350,609.000
0220	209.0100	BACKFILL GRANULAR	CY	41,579.000	41,579.000
0230	210.0100	BACKFILL STRUCTURE	CY	594.000	594.000
0240	211.0500	PREPARE FOUNDATION FOR BASE AGGREGATE	STA	609.000	609.000
0250	213.0100	FINISHING ROADWAY (PROJECT) 01. 3180-10-70	EACH	1.000	1.000
0260	214.0100	OBLITERATING OLD ROAD	STA	1.000	1.000
0270	301.0100.S	QMP BASE AGGREGATE	TON	271,320.000	271,320.000
0280	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	72,190.000	72,190.000
0290	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	201,222.000	201,222.000
0300	311.0110	BREAKER RUN	TON	1,000.000	1,000.000
0310	415.0070	CONCRETE PAVEMENT 7-INCH	SY	38.000	38.000
0320	415.2000.S	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	400.000	400.000
0330	415.3000.S	QMP CONCRETE PAVEMENT	DAY	2.000	2.000
0340	416.0050	CONCRETE PAVEMENT APPROACH SLAB	SY	152.000	152.000
0350	416.0170	CONCRETE DRIVEWAY 7-INCH	SY	203.000	203.000
0360	416.0610	PAVEMENT TIES	EACH	40.000	40.000
0370	416.1010	CONCRETE SURFACE DRAINS	CY	64.000	64.000
0380	455.0115	ASPHALTIC MATERIAL PG64-22	TON	3,691.000	3,691.000
0390	455.0120	ASPHALTIC MATERIAL PG64-28	TON	2,006.000	2,006.000
0400	455.0605	TACK COAT	GAL	13,021.000	13,021.000
0410	460.1103	HMA PAVEMENT TYPE E-3	TON	89,984.000	89,984.000
0420	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	57,599.000	57,599.000
0430	460.2500.S	QMP HMA PAVEMENT NUCLEAR DENSITY	TON	89,984.000	89,984.000
0440	460.3000	QMP HMA MIXTURE	TON	89,984.000	89,984.000
0450	465.0105	ASPHALTIC SURFACE	TON	2,971.000	2,971.000
0460	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	548.000	548.000
0470	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	981.000	981.000

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ESTIMATE OF QUANTITIES

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	3180-10-70 QUANTITY
0480	465.0315	ASPHALTIC FLUMES	SY	179.000	179.000
0490	465.0400	ASPHALTIC SHOULDER RUMBLE STRIP	LF	104,893.000	104,893.000
0500	502.0100	CONCRETE MASONRY BRIDGES	CY	936.000	936.000
0510	502.0400.S	INCENTIVE STRENGTH CONCRETE STRUCTURES	DOL	908.000	908.000
0520	502.3200	PROTECTIVE SURFACE TREATMENT	SY	1,976.000	1,976.000
0530	502.6105	MASONRY ANCHORS TYPE S 5/8-INCH	EACH	22.000	22.000
0540	503.0155	PRESTRESSED GIRDER TYPE I 54W-INCH	LF	2,158.000	2,158.000
0550	504.0100	CONCRETE MASONRY CULVERTS	CY	36.000	36.000
0560	505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	9,350.000	9,350.000
0570	505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	LB	3,970.000	3,970.000
0580	505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	144,510.000	144,510.000
0590	505.0610	BAR STEEL REINFORCEMENT HS COATED CULVERTS	LB	380.000	380.000
0600	506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	30.000	30.000
0610	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 01. B-51-101	EACH	16.000	16.000
0620	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 02. B-51-95	EACH	16.000	16.000
0630	511.2110	PILING STEEL DELIVERED AND DRIVEN HP 12-INCH X 53 LB	LF	2,410.000	2,410.000
0640	511.2120	PILING STEEL DELIVERED AND DRIVEN HP 14-INCH X 73 LB	LF	1,620.000	1,620.000
0650	512.1000	PILING STEEL SHEET TEMPORARY	SF	3,570.000	3,570.000
0660	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	51.000	51.000
0670	520.0118	CULVERT PIPE CLASS III 18-INCH	LF	58.000	58.000
0680	520.0124	CULVERT PIPE CLASS III 24-INCH	LF	410.000	410.000
0690	520.0318	CULVERT PIPE CLASS IV 18-INCH	LF	137.000	137.000
0700	520.0624	CULVERT PIPE CLASS V 24-INCH	LF	423.000	423.000
0710	520.1018	APRON ENDWALLS FOR CULVERT PIPE 18-INCH	EACH	6.000	6.000
0720	520.1024	APRON ENDWALLS FOR CULVERT PIPE 24-INCH	EACH	14.000	14.000
0730	520.4072	CULVERT PIPE TEMPORARY 72-INCH	LF	110.000	110.000
0740	522.0524	CULVERT PIPE REINFORCED CONCRETE CLASS V 24-INCH	LF	176.000	176.000
0750	522.1012	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	EACH	9.000	9.000
0760	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	2.000	2.000
0770	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	6.000	6.000
0780	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	1,620.000	1,620.000
0790	601.0554	CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D	LF	148.000	148.000
0800	601.0558	CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D	LF	28,603.000	28,603.000
0810	602.0405	CONCRETE SIDEWALK 4-INCH	SF	200.000	200.000
0820	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	80.000	80.000
0830	603.0105	CONCRETE BARRIER SINGLE-FACED 32-INCH	LF	509.000	509.000
0840	603.0500	CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR FURNISHED & DELIVERED	LF	5,840.000	5,840.000
0850	603.0801	CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR INSTALLED	LF	5,840.000	5,840.000
0860	604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	745.000	745.000
0870	606.0100	RIPRAP LIGHT	CY	634.000	634.000
0880	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	2,040.000	2,040.000

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E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	3180-10-70 QUANTITY
0890	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	405.000	405.000
0900	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	720.000	720.000
0910	608.0412	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH	LF	42.000	42.000
0920	608.0424	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH	LF	168.000	168.000
0930	611.0201	MANHOLES TYPE 1	EACH	9.000	9.000
0940	611.0210	MANHOLES TYPE 3	EACH	13.000	13.000
0950	611.0301	INLETS TYPE 1	EACH	7.000	7.000
0960	611.0302	INLETS TYPE 2	EACH	2.000	2.000
0970	611.0303	INLETS TYPE 3	EACH	126.000	126.000
0980	611.0305	INLETS TYPE 8	EACH	4.000	4.000
0990	611.0530	MANHOLE COVERS TYPE J	EACH	7.000	7.000
1000	611.0606	INLET COVERS TYPE B	EACH	10.000	10.000
1010	611.0609	INLET COVERS TYPE B-A	EACH	1.000	1.000
1020	611.0624	INLET COVERS TYPE H	EACH	9.000	9.000
1030	611.0627	INLET COVERS TYPE HM	EACH	113.000	113.000
1040	611.0636	INLET COVERS TYPE HM-S	EACH	8.000	8.000
1050	611.0639	INLET COVERS TYPE H-S	EACH	4.000	4.000
1060	611.0642	INLET COVERS TYPE MS	EACH	6.000	6.000
1070	611.0654	INLET COVERS TYPE V	EACH	3.000	3.000
1080	611.8110	ADJUSTING MANHOLE COVERS	EACH	15.000	15.000
1090	611.8115	ADJUSTING INLET COVERS	EACH	68.000	68.000
1100	612.0106	PIPE UNDERDRAIN 6-INCH	LF	176.000	176.000
1110	612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	100.000	100.000
1120	612.0212	PIPE UNDERDRAIN UNPERFORATED 12-INCH	LF	309.000	309.000
1130	612.0700	DRAIN TILE EXPLORATION	LF	5,600.000	5,600.000
1140	614.0115	ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2	EACH	3.000	3.000
1150	614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	8.000	8.000
1160	614.0200	STEEL THRIE BEAM STRUCTURE APPROACH	LF	391.400	391.400
1170	614.0220.S	STEEL THRIE BEAM BULL NOSE TERMINAL	EACH	6.000	6.000
1180	614.0230.S	STEEL THRIE BEAM	LF	400.000	400.000
1190	614.0305	STEEL PLATE BEAM GUARD CLASS A	LF	5,700.000	5,700.000
1200	614.0370	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL	EACH	20.000	20.000
1210	614.0605	MARKER POSTS RIGHT-OF-WAY	EACH	226.000	226.000
1220	614.0620.S	MARKER POSTS CULVERT END FLEXIBLE	EACH	43.000	43.000
1230	614.0905	CRASH CUSHIONS TEMPORARY	EACH	2.000	2.000
1240	616.0404	FENCE CHAIN LINK SALVAGED 4-FT	LF	22.000	22.000
1250	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 3180-10-70	EACH	1.000	1.000
1260	619.1000	MOBILIZATION	EACH	1.000	1.000
1270	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	2,033.000	2,033.000
1280	621.0100	LANDMARK REFERENCE MONUMENTS	EACH	22.000	22.000
1290	623.0200	DUST CONTROL SURFACE TREATMENT	SY	331,752.000	331,752.000
1300	624.0100	WATER	MGAL	2,712.000	2,712.000
1310	625.0100	TOPSOIL	SY	13,804.000	13,804.000
1320	625.0500	SALVAGED TOPSOIL	SY	89,457.000	89,457.000
1330	627.0200	MULCHING	SY	246,500.000	246,500.000
1340	628.1104	EROSION BALES	EACH	881.000	881.000
1350	628.1504	SILT FENCE	LF	5,536.000	5,536.000

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ESTIMATE OF QUANTITIES

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	3180-10-70 QUANTITY
1360	628.1520	SILT FENCE MAINTENANCE	LF	5,536.000	5,536.000
1370	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	10.000	10.000
1380	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	15.000	15.000
1390	628.2004	EROSION MAT CLASS I TYPE B	SY	49,700.000	49,700.000
1400	628.2027	EROSION MAT CLASS II TYPE C	SY	2,100.000	2,100.000
1410	628.5505	POLYETHYLENE SHEETING	SY	2,534.000	2,534.000
1420	628.7005	INLET PROTECTION TYPE A	EACH	67.000	67.000
1430	628.7010	INLET PROTECTION TYPE B	EACH	16.000	16.000
1440	628.7015	INLET PROTECTION TYPE C	EACH	67.000	67.000
1450	628.7504	TEMPORARY DITCH CHECKS	LF	800.000	800.000
1460	628.7550	CULVERT PIPE DITCH CHECKS	EACH	10.000	10.000
1470	628.7560.S	STONE OR ROCK DITCH CHECKS	CY	265.000	265.000
1480	629.0205	FERTILIZER TYPE A	CWT	1.000	1.000
1490	629.0210	FERTILIZER TYPE B	CWT	170.000	170.000
1500	630.0120	SEEDING MIXTURE NO. 20	LB	3,050.000	3,050.000
1510	630.0130	SEEDING MIXTURE NO. 30	LB	2,400.000	2,400.000
1520	630.0300	SEEDING BORROW PIT	LB	370.000	370.000
1530	631.1000	SOD LAWN	SY	1,100.000	1,100.000
1540	631.1100	SOD EROSION CONTROL	SY	300.000	300.000
1550	633.0100	DELINEATOR POSTS STEEL	EACH	276.000	276.000
1560	633.0500	DELINEATORS	EACH	276.000	276.000
1570	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	150.000	150.000
1580	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	161.000	161.000
1590	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	66.000	66.000
1600	634.0620	POSTS WOOD 4X6-INCH X 20-FT	EACH	18.000	18.000
1610	634.0622	POSTS WOOD 4X6-INCH X 22-FT	EACH	5.000	5.000
1620	634.0814	POSTS TUBULAR STEEL 2X2-INCH X 14-FT	EACH	3.000	3.000
1630	637.0202	SIGNS REFLECTIVE TYPE II	SF	4,866.000	4,866.000
1640	638.2602	REMOVING SIGNS TYPE II	EACH	21.000	21.000
1650	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	21.000	21.000
1660	642.5401	FIELD OFFICE TYPE D	EACH	1.000	1.000
1670	642.6001	FIELD LABORATORY	EACH	1.000	1.000
1680	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01. 3180-10-70	DAYS	427.000	427.000
1690	643.0300	TRAFFIC CONTROL DRUMS	DAYS	15,881.000	15,881.000
1700	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAYS	41,366.000	41,366.000
1710	643.0453	TRAFFIC CONTROL BARRICADES PERMANENT TYPE III	EACH	28.000	28.000
1720	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	111.000	111.000
1730	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	111.000	111.000
1740	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAYS	16,840.000	16,840.000
1750	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAYS	3,003.000	3,003.000
1760	643.0900	TRAFFIC CONTROL SIGNS	DAYS	41,364.000	41,364.000
1770	643.0905.S	TRAFFIC CONTROL COVERING SIGNS	EACH	20.000	20.000
1780	643.1050.S	TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE	DAY	854.000	854.000
1790	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAYS	29,455.000	29,455.000
1800	645.0111	GEOTEXTILE FABRIC TYPE DF SCHEDULE A	SY	148.000	148.000
1810	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	986.000	986.000
1820	645.0140	GEOTEXTILE FABRIC TYPE SAS	SY	600.000	600.000
1830	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	179,200.000	179,200.000
1840	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	9,590.000	9,590.000

CLEARING & GRUBBING

STATION	STATION	OFFSET	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
345+00.00	347+00.00	RT	STH 83	2	2
345+00.00	347+00.00	LT	STH 83	2	2
347+00.00	350+00.00	LT	STH 83	3	3
351+00.00	352+00.00	LT	STH 83	1	1
359+00.00	362+00.00	RT	STH 83	3	3
367+00.00	370+00.00	LT	STH 83	3	3
97+00.00	99+00.00	RT	BREVER RD	2	2
98+00.00	99+00.00	LT	BREVER RD	1	1
101+00.00	103+00.00	RT	BREVER RD	2	2
101+00.00	104+00.00	LT	BREVER RD	3	3
106+00.00	107+00.00	LT	BREVER RD	1	1
106+00.00	107+00.00	RT	BREVER RD	1	1
107+00.00	109+00.00	RT	BREVER RD	2	2
108+00.00	111+00.00	LT	BREVER RD	3	3
109+00.00	111+00.00	RT	BREVER RD	2	2
112+00.00	113+00.00	RT	BREVER RD	1	1
93+00.00	94+00.00	RT	KETTERHAGEN RD	1	1
94+00.00	95+00.00	LT	KETTERHAGEN RD	1	1
97+00.00	98+00.00	LT	KETTERHAGEN RD	1	1
99+00.00	100+00.00	LT	KETTERHAGEN RD	1	1
107+00.00	109+00.00	RT	KETTERHAGEN RD	2	2
10+00.00	14+00.00	LT	McCAAN DRIVE	4	4
TOTAL				42	42

REMOVING RETAINING WALL

STATION	STATION	OFFSET	LOCATION	204.9060.S.01 REMOVING RETAINING WALL EA
347+57.00	TO 350+10.00	RT	STH 83	1
TOTAL				1

REMOVING MANHOLES & INLETS

STATION	OFFSET	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
347+40	15' RT	STH 83		1
348+00	25' RT	STH 83		1
356+20	42' RT	STH 83		1
368+17	8' RT	STH 83	1	
TOTAL			1	3

REMOVING SMALL PIPE CULVERTS

STATION	OFFSET	LOCATION	SIZE INCH	203.0100 REMOVING SMALL PIPE CULVERTS EACH
343+34	RT	STH 83	18	1
346+89	RT	STH 83	24	1
351+88	RT	STH 83	18	1
352+22	RT	STH 83	18X34	1
354+86	LT	STH 83	15X28	1
364+41	LT	STH 83	15	1
368+25	LT	STH 83	15	1
106+60	C/L	BREVER RD	24	1
		BREVER RD	24	2
98+41	LT	KETTERHAGEN RD	18	1
99+98	C/L	KETTERHAGEN RD	24	1
TOTAL				12

REMOVING PAVEMENT

STATION	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY
340+80.00	TO 369+34.51	STH 83	7612
TOTAL			7612

OBLITERATING ROADWAY

STATION	STATION	LOCATION	214.0100 OBLITERATING ROADWAY STA
102+54	102+94	YAHNKE ROAD	1
TOTAL			1

REMOVING STORM SEWER

STATION	OFFSET	LOCATION	204.0245.01 REMOVING STORM SEWER 15-INCH LF	204.0245.02 REMOVING STORM SEWER 18-INCH LF	204.0245.03 REMOVING STORM SEWER 36-INCH LF
347+69	RT	STH 83	63		
347+94	RT	STH 83	56		
356+20	RT	STH 83		55	
367+98	LT	STH 83		65	
368+10	RT	STH 83		33	
368+42	RT	STH 83			84
TOTAL			119	153	84

REMOVING CURB & GUTTER

STATION	STATION	OFFSET	LOCATION	204.0150 REMOVING CURB & GUTTER LF
346+93.00	TO 350+70.00	RT	STH 83	364
354+17.00	TO 354+66.00	C/L	STH 83	68
355+02.00	TO 355+60.00	C/L	STH 83	106
14+76.05	TO 15+10.92	RT	HIDDEN CREEK LANE	52
14+62.02	TO 15+12.10	LT	HIDDEN CREEK LANE	73
354+02.00	TO 359+15.00	RT	STH 83	511
TOTAL				1174

FINISHING ROADWAY

PROJECT	LOCATION	213.0100 FINISHING ROADWAY EACH
3180-10-70	ALL ROADWAYS	1
TOTAL		1

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

REMOVING ASPHALTIC SURFACE

STATION		STATION	OFFSET	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING DRIVE WEDGE REMOVAL SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING GUTTER WEDGE REMOVAL SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
100+08.00	TO	101+08.00	C/L	STH 142			333
		105+76.00	RT	STH 142	9		
		108+93.00	RT	STH 142	17		
		110+46.00	RT	STH 142	15		
116+22.00	TO	117+22.00	C/L	STH 142			333
120+59.00	TO	121+59.00	C/L	STH 142			333
		132+99.00	RT	STH 142	16		
142+39.00	TO	143+39.00	C/L	STH 142			333
50+24.00		51+20.00	LT & RT	STH 142 NE RAMP		163	
49+03.84	TO	49+76.00	LT & RT	STH 142 SW RAMP		163	
100+24.81	TO	100+80.61	LT & RT	MT TOM RD		71	
103+25.00	TO	104+25.00	C/L	MT TOM RD			244
115+26.67	TO	116+26.67		STH 11			333
		122+01.97	LT	STH 11	17		
		133+32.53	RT	STH 11	43		
		138+69.00	RT	STH 11	21		
167+00.00	TO	168+00.00		STH 11			333
115+26.67	TO	168+00.00	LT & RT	STH 11		1880	
37+69.00	TO	38+69.00	C/L	CTH A			333
		49+25.00	RT	CTH A	12		
51+16.00	TO	52+16.00	C/L	CTH A			333
54+68.00	TO	55+68.00	C/L	CTH A			333
		57+90.00	LT	CTH A	12		
		65+53.00	LT	CTH A	11		
69+25.00	TO	70+25.00	C/L	CTH A			333
64+50.00	TO	70+05.00	RT	CTH A		247	
48+00.00	TO	49+00.00	C/L	OLD CTH A			244
50+24.00	TO	51+00.00	LT & RT	CTH A NW RAMP		139	
49+88.00	TO	50+88.00	LT & RT	RIVER RD		82	
51+00.00	TO	52+00.00	RC/LT	RIVER RD			222
TOTAL					173	2745	4040

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

EARTHWORK SUMMARY PROJECT ID 3180-10-70

STATION	LOCATION	"A" CUT CY	"B" EBS CY	"C" 205.0100 EXCAVATION COMMOM CY	"D" 205.0400 EXCAVATION MARSH CY	"E" USABLE EXCAVATION CY	"F" EMBANKMENT EXPANDED CY	"G" 208.0100 "-"BORROW / "+" WASTE CY	"H" 209.0100 BACKFILL GRANULAR EXPANDED (MARSH) CY	"I" 209.0100 BACKFILL GRANULAR EXPANDED (PAVEMENT) CY	"J" SPV.0035.01 QMP SUBGRADE CY
1124+00. - 1334+00.	EB BYPASS	5129	2008	7137	0	5129	63981	-58852	0	10048	76037
1124+00. - 1334+00.	WB BYPASS	2103	1688	3791	0	2103	53936	-51833	0	10968	66591
1435+00. - 1455+00.	STH 83	22841	0	22841	0	22841	25304	-2463	0	18952	44256
97+00. - 118+00.	BREVER ROAD	1310	2135	3445	1068	1310	111644	-110334	1611	0	115390
91+00. - 110+75.	KETTERHAGEN ROAD	3504	4519	8023	0	3504	122645	-119141	0	0	127164
10+00. - 13+25.54	MCCANN DRIVE	48	0	48	0	48	8035	-7987	0	0	8035
UNDISTRIBUTED	SUBGRADE PREP	0	0	0	0	0	5000	-5000	0	0	5000
TOTAL		34936	10350	45286	1068	34936	385545	-350609	1611	39968	437474

NOTES:

"A" = *TOTAL RAW VOLUME OF **"CUT"** FROM ASSOCIATED ROADWAY'S EARTHWORK SUMMARY SHEETS*

"B" = *TOTAL RAW VOLUME OF **"EBS"** FROM ASSOCIATED ROADWAY'S EARTHWORK SUMMARY SHEETS*

"C" = ***CUT** ("A") + **EBS** ("B")*

"D" = *TOTAL RAW VOLUME OF **"EXCAVATION MARSH"** FROM ASSOCIATED ROADWAY'S EARTHWORK SUMMARY SHEETS*

"E" = ***EXCAVATION COMMON** ("C") - **EXCAVATION EBS** ("B")*

"F" = *TOTAL RAW VOLUME OF **"EMBANKMENT EXPANDED"** FROM ASSOCIATED ROADWAY'S EARTHWORK SUMMARY SHEETS*

"G" = ***USABLE EXCAVATION** ("E") - **EMBANKMENT EXPANDED** ("F")*

"H" = *TOTAL RAW VOLUME OF **"BACKFILL GRANULAR EXPANDED (MARSH)"** FROM ASSOCIATED ROADWAY'S EARTHWORK SUMMARY SHEETS*

"I" = *TOTAL RAW VOLUME OF **"BACKFILL GRANULAR EXPANDED (PAVEMENT)"** FROM ASSOCIATED ROADWAY'S EARTHWORK SUMMARY SHEETS*

"J" = ***EXCAVATION COMMON** ("C") - **"-"BORROW/"+"WASTE** ("G") + **SELECT BORROW** ("H") + **BACKFILL GRANULAR** ("I")*

* ADDITION QUANTITIES ELSEWHERE

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

* = DENOTES ADDITIONAL QUANTITIES CAN BE FOUND ELSEWHERE.

AGGREGATE ITEMS

ROADWAY	LOCATION	301.0100.S* QMP BASE AGGREGATE TON	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120* BASE AGGREGATE DENSE 1-1/4-INCH TON	311.0110 BREAKER RUN TON	623.0200 DUST CONTROL SURFACE TREATMENT SY	624.0100 WATER MGAL
BYPASS MAINLINE	STA 1123+04.94 TO B-51-93 EB	3975	486	3490			
	STA 1123+04.94 TO B-51-94 WB	5533	448	5086			
	STRUCT. B-51-93 TO 1184+00 EB	20481	6263	14219			
	STRUCT. B-51-94 TO 1184+00 WB	20806	6217	14590			
	STA 1184+00 TO STA 1277+67 EB	36424	11587	24837			
	STA 1277+67 TO EOTL STH 11 EB	3	3				
	STA 1184+00 TO STA 1277+86 WB	35538	11582	23956			
	STA 1277+86 TO EOTL STH 11 WB						
	STH 11 INTERSECTION						
	EOTL STH 11 TO STA 1280+59 EB						
	STA 1280+59 TO STA 1226+00 EB	17229	5445	11784			
	EOTL STH 11 TO STA 1280+10 WB	3	3				
	STA 1280+10 TO STA 1226+00 WB	17846	5350	12497			
	STA 1226+00 TO STA 1383+00 EB	22853	6622	16231			
	STA 1226+00 TO STA 1383+00 WB	21476	6574	14903			
	STA 1383+00 TO STRUCT. B-51-102	2797	858	1940			
	STA 1383+00 TO STRUCT. B-51-103	2570	766	1805			
	STRUCT. B-51-102 TO STA 1415+00	7430	1494	5937			
	STRUCT. B-51-103 TO STA 1408+00	7181	2115	5067			
	UNDISTIBUTED				1000	228402	2221
	SUBTOTAL	222145	65813	156342	1000	228402	2221
STH 83	STA 340+80 TO EOTL BYPASS	7828	679	7149			
	EOTL BYPASS TO STA 369+34.51	10605		10605			
	STH 83 DRIVES	287	23	264			
	UNDISTIBUTED					18587	187
	SUBTOTAL	18720	702	18018		18587	187
BREVER ROAD	STA 97+00 TO STRUCT. B-51-95	2141	560	1582			
	STRUCT. B-51-95 TO STA 118+00	3562	1206	2357			
	BREVER RD DRIVES	33	17	17			
	UNDISTIBUTED					6199	57
	SUBTOTAL	5736	1783	3956		6199	57
STH 142	STA 101+08 TO STRUCT. B-51-92	106	106				
	STRUCT. B-51-92 TO STA 143+39	157	157				
	STH 142 DRIVES	28	28				
STH 142 NE RAMP	EOTL STH 142 TO EOTL BYPASS	5796		5796			
STH 142 SW RAMP	EOTL BYPASS TO EOTL STH 142	6035		6035			
MT TOM ROAD	EOTL STH 142 TO STA 104+25	28	28				
	UNDISTIBUTED					29532	122
	SUBTOTAL	12150	319	11831		29532	122
STH 11	STA 115+57.26 TO STA 126+94.78	211	211				
	STA 129+70.24 TO STA 168+39.91	532	532				
	STH 11 DRIVES	325	325				
	UNDISTIBUTED					20769	11
	SUBTOTAL	1068	1068			20769	11

CONTINUED ON NEXT SHEET

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

* = DENOTES ADDITIONAL QUANTITIES CAN BE FOUND ELSEWHERE.

CONTINUED

AGGREGATE ITEMS

ROADWAY	LOCATION	301.0100.S* QMP BASE AGGREGATE TON	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120* BASE AGGREGATE DENSE 1-1/4-INCH TON	311.0110 BREAKER RUN TON	623.0200 DUST CONTROL SURFACE TREATMENT SY	624.0100 WATER MGAL
KETTERHAGEN ROAD	STA 91+00 TO B-51-101	2584	594	1991			
	B-51-101 TO STA 110+75	2413	666	1747			
	MCCANN DRIVE	557	176	382			
	KETTERHAGEN DRIVES	43	18	26			
	UNDISTIBUTED					6311	56
	SUBTOTAL	5597	1454	4146		6311	56
CTH A	STA 37+69 TO STRUCT. B-51-98	132	132				
	STRUCT. B-51-98 TO STA 70+25	89	89				
	CTH A DRIVES	234	234				
CTH A NW RAMP	EOTL CTH A TO EOTL BYPASS	3248		3248			
OLD CTH A	STA 48+00 TO EOTL CTH A	1	1				
	OLD CTH A DRIVES	103	103				
RIVER ROAD	EOTL CTH A TO STA 52+25	11	11				
	UNDISTIBUTED					19896	38
	SUBTOTAL	3818	570	3248		19896	38
STH 36/83 NB TO SB RAMP	STA 196+00 TO STA 203+68	1956	481	1475			
	UNDISTIBUTED					2055	20
	SUBTOTAL	1956	481	1475		2055	20
	TOTALS	**271190**	**72190**	**199016**	**1000**	**331752**	**2712**

CONCRETE DRIVEWAY 7-INCH

STATION		LOCATION	416.0170 CONCRETE DRIVEWAY 7-INCH SY
350+09	LT	STH 83	26
355+75	RT	STH 83	23
356+37	RT	STH 83	19
357+49	RT	STH 83	16
362+06	LT	STH 83	35
364+41	LT	STH 83	23
368+25	LT	STH 83	9
91+39	LT	KETTERHAGEN	18
93+00	LT	KETTERHAGEN	16
93+50	RT	KETTERHAGEN	18
TOTAL			203

CONCRETE PAVEMENT APPROACH SLAB, PAVEMENT, AND SURFACE DRAINS

STATION	OFFSET	LOCATION	301.0100* QMP BASE AGGREGATE TON	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	415.0070 CONCRETE PAVEMENT 7-INCH SY	415.2000.S INCENTIVE STRENGHT CONCRETE PAVEMENT DOL	415.3000.S QMP CONCRETE PAVEMENT DAYS	416.0050 CONCRETE PAVEMENT APPROACH SLAB SY	416.1010 CONCRETE SURFACE DRAINS CY
103+79.63 - 104+05.93	LT	BREVER ROAD	9	9					17
103+79.63 - 104+05.93	RT	BREVER ROAD	9	9					17
103+90.17 - 104+05.93	C/L	BREVER ROAD	20	20				38	
106+18.33 - 106+34.00	LT	BREVER ROAD	5	5	10	100.00	0.5		
106+18.33 - 106+34.00	RT	BREVER ROAD	5	5	10	100.00	0.5		
106+18.33 - 106+34.00	C/L	BREVER ROAD	20	20				38	
100+04.16 - 100+30.37	LT	KETTERHAGEN ROAD	7	7					15
100+04.16 - 100+30.37	RT	KETTERHAGEN ROAD	7	7					15
100+14.70 - 100+30.37	C/L	KETTERHAGEN ROAD	20	20				38	
102+54.21 - 102+69.88	LT	KETTERHAGEN ROAD	4	4	9	100.00	0.5		
102+54.21 - 102+69.88	RT	KETTERHAGEN ROAD	4	4	9	100.00	0.5		
102+54.21 - 102+69.88	CL	KETTERHAGEN ROAD	20	20				38	
TOTAL			130	130	38	400.00	2.0	152	64

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

PAVEMENT ITEMS

ROADWAY	LOCATION	455.0115 ASPHALTIC MATERIAL PG64-22 TON	455.0120 ASPHALTIC MATERIAL PG64-28 TON	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	460.1103 HMA PAVEMENT TYPE E-3 TON	460.2000 INCENTIVE DENSITY HMA PAVEMENT DOL	460.2500.S QMP HMA PAVEMENT NUCLEAR DENSITY TON	460.3000 QMP HMA MIXURE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
BYPASS MAINLINE	STA 1123+04.94 TO B-51-93 EB	54	24	165		1231	$788	1231	1231	
	STA 1123+04.94 TO B-51-94 WB	88	36	269		1952	$1,249	1952	1952	
	STRUCT. B-51-93 TO 1184+00 EB	245	110	751		5626	$3,601	5626	5626	
	STRUCT. B-51-94 TO 1184+00 WB	247	111	756		5668	$3,628	5668	5668	
	STA 1184+00 TO STA 1277+67 EB	523	239	1604		12090	$7,738	12090	12090	
	STA 1277+67 TO EOTL STH 11 EB		6	23		90	$58	90	90	
	STA 1184+00 TO STA 1277+86 WB	503	232	1541		11645	$7,453	11645	11645	
	STA 1277+86 TO EOTL STH 11 WB		6	21		82	$52	82	82	
	STH 11 INTERSECTION		4	14		54	$35	54	54	
	EOTL STH 11 TO STA 1280+59 EB		6	21		81	$52	81	81	
	STA 1280+59 TO STA 1226+00 EB	246	114	753		5692	$3,643	5692	5692	
	EOTL STH 11 TO STA 1280+10 WB		6	21		84	$54	84	84	
	STA 1280+10 TO STA 1226+00 WB	262	119	802		6026	$3,857	6026	6026	
	STA 1226+00 TO STA 1383+00 EB	331	152	1015		7653	$4,898	7653	7653	
	STA 1226+00 TO STA 1383+00 WB	316	144	969		7291	$4,667	7291	7291	
	STA 1383+00 TO STRUCT. B-51-102	37	18	111		844	$540	844	844	
	STA 1383+00 TO STRUCT. B-51-103	42	19	129		952	$609	952	952	
	STRUCT. B-51-102 TO STA 1415+00	113	54	347		2640	$1,690	2640	2640	
	STRUCT. B-51-103 TO STA 1408+00	98	46	299		2267	$1,451	2267	2267	
	SUBTOTAL	3105	1446	9611		71968	$46,063	71968	71968	
STH 83	STA 340+80 TO EOTL BYPASS	117	47	356		2577	$1,650	2577	2577	
	EOTL BYPASS TO STA 369+34.51	173	69	530		3823	$2,447	3823	3823	
	STH 83 DRIVES			14						127
	SUBTOTAL	290	116	900		6400	$4,097	6400	6400	127
BREVER ROAD	STA 97+00 TO STRUCT. B-51-95			52	597					
	STRUCT. B-51-95 TO STA 118+00			83	950					9
	BREVER RD DRIVES			1						
	SUBTOTAL			136	1547					9
STH 142	STA 101+08 TO STRUCT. B-51-92		43	166		668	$428	668	668	
	STRUCT. B-51-92 TO STA 143+39		58	229		918	$588	918	918	
	STH 142 DRIVES			11						41
STH 142 NE RAMP	EOTL STH 142 TO EOTL BYPASS	92	36	282		2020	$1,293	2020	2020	
STH 142 SW RAMP	EOTL BYPASS TO EOTL STH 142	96	38	293		2102	$1,346	2102	2102	
MT TOM ROAD	EOTL STH 142 TO STA 104+25		9	35		138	$89	138	138	
	SUBTOTAL	188	184	1016		5846	$3,744	5846	5846	41
STH 11	STA 115+57.26 TO STA 126+94.78		28	111		445	$285	445	445	
	STA 129+70.24 TO STA 168+39.91		96	378		1520	$973	1520	1520	
	STH 11 DRIVES			32						127
	SUBTOTAL		124	521		1965	$1,258	1965	1965	127

CONTINUED ON NEXT PAGE

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CONTINUED

PAVEMENT ITEMS

ROADWAY	LOCATION	455.0115 ASPHALTIC MATERIAL PG64-22 TON	455.0120 ASPHALTIC MATERIAL PG64-28 TON	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	460.1103 HMA PAVEMENT TYPE E-3 TON	460.2000 INCENTIVE DENSITY HMA PAVEMENT DOL	460.2500.S QMP HMA PAVEMENT NUCLEAR DENSITY TON	460.3000 QMP HMA MIXURE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
KETTERHAGEN ROAD	STA 91+00 TO B-51-101			66	756					
	B-51-101 TO STA 110+75			59	668					
	MCCANN DRIVE			15						172
	KETTERHAGEN DRIVES			2						13
	SUBTOTAL			142	1424					185
CTH A	STA 37+69 TO STRUCT. B-51-98		38	147		591	$379	591	591	
	STRUCT. B-51-98 TO STA 70+25		42	165		662	$424	662	662	
	CTH A DRIVES			15						58
CTH A NW RAMP	EOTL CTH A TO EOTL BYPASS	80	32	246		1763	$1,129	1763	1763	
OLD CTH A	STA 48+00 TO EOTL CTH A		4	13		51	$33	51	51	
	OLD CTH A DRIVES			1						1
RIVER ROAD	EOTL CTH A TO STA 52+25		6	24		96	$61	96	96	
	SUBTOTAL	80	122	611		3163	$2,026	3163	3163	59
STH 36/83 NB TO SB RAMP	STA 196+00 TO STA 203+68	28	14	84		642	$411	642	642	
	SUBTOTAL	28	14	84		642	$411	642	642	
	TOTALS	**3691**	**2006**	**13021**	**2971**	**89984**	**57599**	**89984**	**89984**	**548**

PAVEMENT TIES

STATION	OFFSET	LOCATION	416.0610 PAVEMENT TIES EACH
B-51-95			
103+90.17 - 104+05.93	LT	BREVER ROAD	5
103+90.17 - 104+05.93	RT	BREVER ROAD	5
106+18.33 - 106+34.00	LT	BREVER ROAD	5
106+18.33 - 106+34.00	RT	BREVER ROAD	5
SUBTOTAL			20
B-51-101			
100+14.70 - 100+30.37	LT	KETTERHAGEN ROAD	5
100+14.70 - 100+30.37	RT	KETTERHAGEN ROAD	5
102+54.21 - 102+69.88	LT	KETTERHAGEN ROAD	5
102+54.21 - 102+69.88	RT	KETTERHAGEN ROAD	5
SUBTOTAL			20
TOTAL			40

ASPHALTIC FLUMES

STATION	OFFSET	LOCATION	465.0315 ASPHALTIC FLUMES SY
343+85	RT	STH 83	20
345+00	LT	STH 83	19
351+69	LT	STH 83	41
93+37	LT	KETTERHAGEN RD	20
93+78	RT	KETTERHAGEN RD	20
1374+83	LT	BYPASS	18
1375+16	RT	BYPASS	21
201+43	LT	STH 36/83 NB-SB RAMP	20
TOTAL			179

ASPHALTIC SURFACE TEMPORARY

STATION - STATION	LOCATION	LENGTH FT	WIDTH FT	DEPTH PAV'T IN	DEPTH AGG IN	305.0120* BASE AGGREGATE DENSE 1-1/4-INCH TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
360+48 - 369+35	STH 83	932	20	3	6	794	375
111+20 - 118+00	BREVER ROAD	680	20	3	6	579	274
91+00 - 96+00	KETTERHAGEN RD	500	20	3	6	426	201
107+50 - 110+75	KETTERHAGEN RD	325	20	3	6	277	131
TOTAL						2076	981

* ADDITIONAL QUANTITY LISTED ELSEWHERE.

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

ASPHALTIC SURFACE RUMBLE STRIP

STATION	SHOULDER	LOCATION	465.0400 ASPHALTIC SURFACE RUMBLE STRIP LF
1125+88 - 1129+44	MEDIAN	WB BYPASS	356
1126+79 - 1132+26	MEDIAN	EB BYPASS	549
1127+94 - 1132+56	OUTSIDE	EB BYPASS	466
1131+76 - 1132+18	MEDIAN	WB BYPASS	41
1142+96 - 1277+92	MEDIAN	WB BYPASS	13,472
1143+00 - 1175+01	OUTSIDE	WB BYPASS	3,193
1143+02 - 1165+80	OUTSIDE	EB BYPASS	2,286
1143+09 - 1270+95	MEDIAN	EB BYPASS	12,811
1174+03 - 1273+93	OUTSIDE	EB BYPASS	10,033
1183+23 - 1276+86	OUTSIDE	WB BYPASS	9,319
1273+71 - 1278+91	MEDIAN	EB BYPASS	520
1279+52 - 1284+74	MEDIAN	WB BYPASS	522
1280+54 - 1365+05	MEDIAN	EB BYPASS	8,466
1281+59 - 1389+67	OUTSIDE	EB BYPASS	10,837
1284+81 - 1371+48	OUTSIDE	WB BYPASS	8,634
1287+50 - 1373+00	MEDIAN	WB BYPASS	8,534
1368+02 - 1373+42	MEDIAN	EB BYPASS	541
1373+61 - 1389+09	MEDIAN	WB BYPASS	1,550
1374+96 - 1389+41	MEDIAN	EB BYPASS	1,444
1379+09 - 1388+80	OUTSIDE	WB BYPASS	974
1393+85 - 1411+50	MEDIAN	WB BYPASS	1,762
1393+99 - 1423+00	MEDIAN	EB BYPASS	2,872
1394+70 - 1415+33	OUTSIDE	EB BYPASS	2,020
1398+35 - 1408+98	OUTSIDE	WB BYPASS	1,083
190+11 - 209+10	OUTSIDE	NB TO SB RAMP	1,794
195+85 - 203+70	MEDIAN	NB TO SB RAMP	814
TOTAL			104,893

MARKER POSTS CULVERT END FLEXIBLE

LOCATION	614.0620.S MARKER POSTS CULVERT END FLEXIBLE EACH
SEE DRAINAGE TABLE FOR LOCATIONS	43
TOTAL	43

DRAINAGE TABLE QUANTITY SUMMARY

BID ITEM #	ITEM NAME	UNIT	QUANTITY
	STRUCTURES		
611.0201	Manholes Type 1	EACH	9
611.0210	Manholes Type 3	EACH	13
611.0301	Inlets Type 1	EACH	7
611.0302	Inlets Type 2	EACH	2
611.0303	Inlets Type 3	EACH	126
611.0305	Inlets Type 8	EACH	4
	COVERS		
611.0530	Manhole Covers Type J	EACH	7
611.0606	Inlet Covers Type B	EACH	10
611.0609	Inlet Covers Type B-A	EACH	1
611.0624	Inlet Covers Type H	EACH	9
611.0627	Inlet Covers Type HM	EACH	113
611.0636	Inlet Covers Type HM-S	EACH	8
611.0639	Inlet Covers Type H-S	EACH	4
611.0642	Inlet Covers Type MS	EACH	6
611.0654	Inlet Covers Type V	EACH	3
	PIPES		
608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	2040
608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	405
608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	720
520.0118	Culvert Pipe Class III 18-Inch	LF	58
520.0124	Culvert Pipe Class III 24-Inch	LF	410
608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	42
608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	168
520.0318	Culvert Pipe Class IV 18-Inch	LF	137
522.0524	Culvert Pipe Reinforced Concrete Class V 24-Inch	LF	176
520.0624	Culvert Pipe Class V 24-Inch	LF	423
612.0212	Pipe Underdrain Unperforated 12-Inch	LF	309
	ENDWALLS		
522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	9
522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	2
522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	6
SPV.0060.02	Apron Endwalls for Underdrain Reinforced Concrete 12-Inch	EACH	4
520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	6
520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	14
	ADJUSTING		
611.8110	Adjusting Manhole Covers	EACH	6
611.8115	Adjusting Inlet Covers	EACH	68

STRUCTURES

STRCT #	ROADWAY	LOCATION		STRCT TYPE - COVER TYPE	PROP GRND ELEV OR RIM ELEVATION	BOTT INV ELEV	TOP OF STRUCTURE ELEVATION	STRUCTURE DEPTH	INLET PROTECTION TYPE	NOTES
99.0	STH 83	370+96.50	3.8' RT	MH3-J	768.25	760.57	767.00	6.43	NA	B,D,J
100.0	STH 83	369+00.00	7.0' RT	MH3-J	768.79	761.63	767.54	5.91	B	B,D,
100.1	STH 83	369+00.00	25.0' LT	INL3-H-S	768.36	763.90	767.36	3.46	C	A,B,F,
100.2	STH 83	368+90.00	25.4' LT	INL3-H-S	768.36	764.10	767.36	3.26	C	A,B,F,
100.3	STH 83	369+00.00	24.6' RT	INL3-H-S	768.47	764.10	767.47	3.37	C	A,B,F,
100.4	STH 83	368+90.00	25.0' RT	INL3-H-S	768.47	764.30	767.47	3.17	C	A,B,F,
101.0	STH 83	368+00.00	.0' RT	MH3-J	769.24	762.20	767.99	5.79	B	B,D,
101.1	STH 83	367+75.00	47.7' LT	INL8-MS	765.18	762.60	765.18	2.58	A	B,C,
101.2	STH 83	368+00.00	40.0' RT	INL8-MS	766.55	763.50	766.55	3.05	A	B,C,
102.0	STH 83	368+15.49	44.0' LT	EW	768.95	766.43	NA	NA	SEE EC	G,O
102.1	STH 83	368+35.51	43.8' LT	EW	768.95	766.53	NA	NA	SEE EC	G,O
103.0	STH 83	366+50.00	49.7' LT	EW	764.34	764.34	NA	NA	SEE EC	G,O
103.1	STH 83	366+50.00	25.5' LT	INL3-H	769.21	764.47	768.21	3.74	C	A,B,F,
103.2	STH 83	366+40.00	25.5' LT	INL3-H	769.24	764.77	768.24	3.47	C	A,B,F,
103.3	STH 83	366+50.00	25.5' RT	INL3-H	769.21	764.81	768.21	3.40	C	A,B,F,
103.4	STH 83	366+40.00	25.5' RT	INL3-H	769.24	765.06	768.24	3.18	C	A,B,F,
104.0	STH 83	364+67.93	45.4' LT	EW	765.41	765.41	NA	NA	SEE EC	G,O
104.1	STH 83	364+00.00	39.8' LT	MH1-MS	769.00	765.61	769.00	3.39	A	B,C,P,Q
104.2	STH 83	364+00.00	25.5' LT	INL3-H	770.14	765.65	769.14	3.49	C	A,B,F,
104.3	STH 83	363+90.00	25.5' LT	INL3-H	770.22	765.95	769.22	3.27	C	A,B,F,
104.4	STH 83	364+00.00	25.5' RT	INL3-H	770.14	765.92	769.14	3.22	C	A,B,F,
104.5	STH 83	363+90.00	25.5' RT	INL3-H	770.22	766.00	769.22	3.22	C	A,B,F,
104.6	STH 83	363+00.00	25.5' RT	INL3-H	771.22	767.05	770.22	3.17	C	A,B,F,
105.0	STH 83	357+78.26	3.7' RT	MH3-J	771.77	766.27	770.52	4.25	B	A,B,F,
105.1	STH 83	357+69.00	33.2' RT	INL3-HM	772.67	768.44	771.67	3.23	C	A,B,F,
105.2	STH 83	358+00.00	35.5' LT	INL3-HM	771.43	767.26	770.43	3.17	C	A,B,F,
105.3	STH 83	359+25.00	25.7' RT	INL3-HM	772.67	767.72	771.67	3.95	C	A,B,F,
105.4	STH 83	359+50.00	25.5' RT	INL3-HM-S	772.52	767.97	771.52	3.55	C	A,B,F,
105.5	STH 83	359+60.00	25.5' RT	INL3-HM-S	772.47	768.17	771.47	3.30	C	A,B,F,
105.6	STH 83	360+00.00	25.5' RT	INL3-HM	772.64	768.47	771.64	3.17	C	A,B,F,
106.0	STH 83	357+07.00	8.4' RT	MH3-HM	771.41	765.86	770.41	4.55	C	A,B,F,P,R
106.1	STH 83	357+07.00	5.7' LT	INL3-HM	771.39	766.31	770.39	4.08	C	A,B,F,
106.2	STH 83	357+10.00	35.5' LT	INL3-HM-S	770.98	766.55	769.98	3.43	C	A,B,F,
106.3	STH 83	357+00.00	35.5' LT	INL3-HM-S	770.97	766.75	769.97	3.22	C	A,B,F,
106.4	STH 83	357+22.40	4.1' RT	MH3-B	771.23	765.94	769.90	3.96	B	A,B,E,P,S
107.0	STH 83	355+50.00	8.5' RT	INL3-HM	772.87	765.31	771.87	6.56	C	A,B,F,
107.1	STH 83	355+50.00	6.3' LT	INL3-HM	772.42	766.20	771.42	5.22	C	A,B,F,
107.2	STH 83	355+50.00	35.5' LT	INL3-HM	773.06	765.70	772.06	6.36	C	A,B,F,
107.3	STH 83	355+50.00	35.5' RT	INL3-HM	772.58	766.78	771.58	4.80	C	A,B,F,
107.4	STH 83	356+07.00	35.5' RT	INL3-HM-S	771.77	767.17	770.77	3.60	C	A,B,F,
107.5	STH 83	356+17.00	35.5' RT	INL3-HM-S	771.77	767.37	770.77	3.40	C	A,B,F,
107.6	STH 83	356+60.00	35.5' RT	INL3-HM	771.85	767.67	770.85	3.18	C	A,B,F,
108.0	STH 83	354+00.00	8.5' RT	MH3-HM	777.34	764.46	776.34	11.88	C	A,B,F,P,S
108.1	STH 83	354+00.00	106.0' LT	EW	763.92	763.92	NA	NA	SEE EC	G,O
108.2	STH 83	354+00.00	47.5' RT	INL3-HM	777.25	764.80	776.25	11.45	C	A,B,F,

CONTINUED

STRUCTURES

STRCT #	ROADWAY	LOCATION		STRCT TYPE - COVER TYPE	PROP GRND ELEV OR RIM ELEVATION	BOTT INV ELEV	TOP OF STRUCTURE ELEVATION	STRUCTURE DEPTH	INLET PROTECTION TYPE	NOTES
108.3	STH 83	354+00.00	83.0' RT	EW	764.97	764.97	NA	NA	SEE EC	G,O
109.0	BYPASS	1126+15.00	102.4' LT	MH1-HM	779.14	774.10	778.14	4.04	C	A,B,F,P,S,
109.1	BYPASS	1125+77.70	96.3' LT	INL1-B	778.96	774.40	777.63	3.23	B	G,O
110.0	BYPASS	1126+07.00	58.5' LT	INL3-HM	780.10	773.77	779.10	5.33	C	A,B,F,
110.1	BYPASS	1125+84.00	58.0' LT	MH3-B	779.65	757.16	778.32	21.16	B	A,B,E,P,S
111.0	BYPASS	1126+07.00	19.5' LT	MH1-HM	780.24	757.49	779.24	21.75	C	A,B,F,P,S
111.1	BYPASS	1125+91.10	12.9' LT	INL1-B	780.11	775.60	778.78	3.18	B	A,B,E,
112.0	BYPASS	1126+19.03	7.8' LT	MH1-HM	780.91	774.83	779.91	5.08	C	A,B,F,P,S
112.1	BYPASS	1126+20.00	9.1' RT	INL3-HM	780.97	776.10	779.97	3.87	C	A,B,F,
112.2	BYPASS	1126+20.00	16.4' RT	INL3-HM	780.71	776.35	779.71	3.36	C	A,B,F,
112.3	BYPASS	1126+30.00	17.3' RT	INL3-HM	780.93	776.65	779.93	3.28	C	A,B,F,
112.4	BYPASS	1126+80.00	19.5' RT	INL3-HM	781.96	777.75	780.96	3.21	C	A,B,F,
113.0	BYPASS	1124+24.43	123.3' LT	EW	763.92	763.92	NA	NA	SEE EC	G,O
113.1	STH 83	354+56.30	44.6' LT	INL1-B	776.68	772.08	775.35	3.27	B	A,B,E,
113.2	STH 83	354+50.00	39.1' LT	MH1-HM	777.29	772.80	776.29	3.49	C	A,B,F,P,S
113.3	BYPASS	1124+83.00	58.5' LT	INL3-HM	777.29	773.10	776.29	3.19	C	A,B,F,
114.0	BYPASS	1123+80.50	135.9' RT	EW	762.93	762.63	NA	NA	SEE EC	G,O
115.0	BYPASS	1124+00.00	58.0' RT	MH3-B	775.29	769.00	773.96	4.96	B	A,B,E,P,S
115.1	BYPASS	1124+10.00	58.5' RT	INL3-HM	775.75	771.20	774.75	3.55	C	A,B,F,
115.2	BYPASS	1125+21.50	62.6' RT	INL1-B	778.34	773.16	777.01	3.85	B	A,B,E,
115.3	BYPASS	1124+08.50	64.9' RT	INL3-HM	775.65	771.40	774.65	3.25	C	A,B,F,
115.4	BYPASS	1124+00.00	19.5' RT	INL3-HM	775.49	770.27	774.49	4.22	C	A,B,F,
115.5	BYPASS	1124+00.00	7.5' RT	INL3-HM	775.56	770.61	774.56	3.95	C	A,B,F,
115.6	BYPASS	1124+00.00	7.5' LT	INL3-HM	775.32	771.01	774.32	3.31	C	A,B,F,
115.7	BYPASS	1124+00.00	19.5' LT	INL3-HM	775.52	771.35	774.52	3.17	C	A,B,F,

NOTES:

- **A** RIM ELEVATION = FLANGE ELEVATION
- **B** OFFSET TO CENTER OF STRUCTURE
- **C** TOP OF STRUCTURE ELEVATION = RIM ELEVATION. RIM SUPRESS 2" INTO TOP OF STRUCTURE OR LID.
- **D** TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 9" CASTING - 6" ADJUSTMENT RINGS).
- **E** TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 10" CASTING - 6" ADJUSTMENT RINGS).
- **F** TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 6" CASTING - 6" ADJUSTMENT RINGS).
- **G** STATION & OFFSET FOR ENDWALLS IS MEASURED AT END OF ENDWALL.
- **H** PIPE JOINT TIES ARE NOT A PAY ITEM. FOR INFORMATION ONLY.
- **I** SEE SDD FOR CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES.
- **J** EXISTING PIPE TO REMAIN
- **K** STRUCTURE AND COVER PLATE PLACED IN PREVIOUS PROJECT. REMOVE COVER PLATE,PLACE COVER AND RINGS AND SET TO FINAL PLAN RIM ELEVATION. REMOVAL AND DISPOSAL OF COVER PLATE IS INCIDENTAL TO ADJUSTMENT OF INLET OR MANHOLE.
- **N** INLET PLACED AS REVISION TO 3180-08-70 PROJECT DURING CONSTRUCTION.
- **O** MARKER POST CULVERT END FLEXABLE REQUIRED.
- **P** STRUCTURE REQUIRES FLAT SLAB TOP.
- **Q** PROVIDE OPENING IN FLAT SLAB TOP TO ACCOMMODATE A SINGLE INLET COVER TYPE "MS".
- **R** 3'0" OPENING REQUIRED ON FLAT SLAB TOP TO ACCOMMODATE INLET COVER.
- **S** 2'0" OPENING REQUIRED ON FLAT SLAB TOP TO ACCOMMODATE INLET COVER.

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

QUNTITY BREAKDOWN SHOWN ON NEXT 4 SHHETS. QUANTITIES SHOWN IN THE DRAINAGE TABLE QUANTITY SUMMARY

CONTINUED

STRUCTURES

STRCT #	ROADWAY	LOCATION		STRCT TYPE - COVER TYPE	PROP GRND ELEV OR RIM ELEVATION	BOTT INV ELEV	TOP OF STRUCTURE ELEVATION	STRUCTURE DEPTH	INLET PROTECTION TYPE	NOTES
116.0	STH 83	351+00.93	133.3' RT	EW	765.36	765.36	NA	NA	SEE EC	G,O
116.1	STH 83	351+50.00	46.6' RT	INL3-HM	779.79	774.90	778.79	3.89	C	A,B,F,
116.2	STH 83	351+51.00	39.1' RT	INL3-HM	779.31	775.10	778.31	3.21	C	A,B,F,
117.0	STH 83	351+50.00	108.6' RT	EW	761.50	761.50	NA	NA	SEE EC	G,O
117.1	STH 83	351+50.00	39.4' RT	INL3-HM	776.38	771.00	775.38	4.38	C	A,B,F,
117.2	STH 83	351+50.00	1.5' LT	INL3-HM	777.48	772.70	776.48	3.78	C	A,B,F,
117.3	STH 83	351+50.00	8.7' LT	INL3-HM	777.18	772.90	776.18	3.28	C	A,B,F,
117.4	STH 83	351+50.00	40.7' LT	INL3-HM	778.00	773.80	777.00	3.20	C	A,B,F,
118.0	STH 83	348+81.12	89.8' RT	EW	759.96	759.96	NA	NA	SEE EC	G,O
118.1	STH 83	348+85.00	29.5' RT	INL3-HM	771.24	766.90	770.24	3.34	C	A,B,F,
118.2	STH 83	348+95.60	30.1' RT	INL3-HM	771.53	767.30	770.53	3.23	C	A,B,F,
118.3	STH 83	348+86.00	2.6' RT	INL3-HM	772.67	768.20	771.67	3.47	C	A,B,F,
118.4	STH 83	348+86.00	1.1' LT	INL3-HM	772.68	768.40	771.68	3.28	C	A,B,F,
118.5	STH 83	348+96.00	1.6' LT	INL3-HM	772.97	768.80	771.97	3.17	C	A,B,F,
118.6	STH 83	348+85.20	28.1' LT	INL3-HM	774.10	769.90	773.10	3.20	C	A,B,F,
119.0	STH 83	350+43.56	96.4' LT	EW	773.67	764.16	NA	NA	SEE EC	G,O
119.1	STH 83	349+75.86	71.1' LT	EW	773.67	768.71	NA	NA	SEE EC	G,O
120.0	STH 83	347+28.20	79.4' RT	EW	757.31	757.31	NA	NA	SEE EC	G,O
120.1	STH 83	347+28.20	25.5' RT	INL3-HM	767.68	762.19	766.68	4.49	C	A,B,F,
120.2	STH 83	347+38.20	25.5' RT	INL3-HM	767.90	762.39	766.90	4.51	C	A,B,F,
120.3	STH 83	346+88.00	25.0' RT	INL3-B-A	766.97	762.47	765.64	3.17	B	A,B,E,
121.0	STH 83	346+30.82	81.2' RT	EW	761.53	755.95	NA	NA	SEE EC	G,O
121.1	STH 83	347+12.03	77.2' RT	EW	761.53	757.11	NA	NA	SEE EC	G,O
122.0	STH 83	346+00.00	71.2' RT	EW	755.65	755.65	NA	NA	SEE EC	G,O
122.1	STH 83	346+00.00	25.5' RT	INL3-HM-S	766.14	760.70	765.14	4.44	C	A,B,F,
122.2	STH 83	345+90.00	25.5' RT	INL3-HM-S	766.11	761.90	765.11	3.21	C	A,B,F,
122.3	STH 83	343+59.35	44.7' RT	EW	766.03	762.79	NA	NA	SEE EC	G,O
122.4	STH 83	343+11.29	44.7' RT	EW	766.03	763.03	NA	NA	SEE EC	G,O
123.0	BREVER ROAD	99+98.00	72.9' LT	EW	769.27	750.94	NA	NA	SEE EC	G,O
123.1	BREVER ROAD	99+98.00	68.4' RT	EW	769.27	752.42	NA	NA	SEE EC	G,O
124.0	BREVER ROAD	103+84.62	16.1' LT	INL1-V	778.69	774.35	777.36	3.01	B	B,E,I,
124.1	BREVER ROAD	103+84.62	80.6' LT	EW	755.71	755.71	NA	NA	SEE EC	G,O
125.0	BREVER ROAD	103+84.62	16.1' RT	INL1-V	778.69	774.35	777.36	3.01	B	B,E,I,
125.1	BREVER ROAD	103+84.62	87.4' RT	EW	753.00	753.00	NA	NA	SEE EC	G,O
126.0	BREVER ROAD	104+22.53	75.0' LT	EW	765.31	751.67	NA	NA	SEE EC	G,O
126.1	BREVER ROAD	104+29.14	71.3' RT	EW	765.31	752.60	NA	NA	SEE EC	G,O
127.0	BREVER ROAD	106+18.33	97.6' LT	EW	781.76	750.10	NA	NA	SEE EC	G,O
127.1	BREVER ROAD	107+00.00	98.2' RT	EW	781.76	750.52	NA	NA	SEE EC	G,O
128.0	BREVER ROAD	111+37.60	82.1' LT	EW	770.71	757.84	NA	NA	SEE EC	G,O
128.1	BREVER ROAD	112+41.11	67.6' LT	EW	770.71	759.18	NA	NA	SEE EC	G,O
129.0	BREVER ROAD	117+48.92	25.9' RT	EW	767.14	764.91	NA	NA	SEE EC	G,O
129.1	BREVER ROAD	117+69.01	25.9' RT	EW	767.14	765.25	NA	NA	SEE EC	G,O
130.0	KETTERHAGEN ROAD	91+52.00	20.5' LT	MH3-J	830.10	824.80	828.85	4.05	B	B,D,
130.1	KETTERHAGEN ROAD	91+25.00	20.5' LT	INL8-MS	829.14	826.00	829.14	3.14	A	B,C,
130.2	KETTERHAGEN ROAD	91+45.00	21.5' RT	INL8-MS	829.45	826.40	829.45	3.05	A	B,C,

QUANTITIES SHOWN IN THE DRAINAGE TABLE QUANTITY SUMMARY

CONTINUED

STRUCTURES

STRCT #	ROADWAY	LOCATION		STRCT TYPE - COVER TYPE	PROP GRND ELEV OR RIM ELEVATION	BOTT INV ELEV	TOP OF STRUCTURE ELEVATION	STRUCTURE DEPTH	INLET PROTECTION TYPE	NOTES
130.3	KETTERHAGEN ROAD	93+62.79	42.5' LT	EW	815.06	815.06	NA	NA	SEE EC	G,O
131.0	PRIVATE DRIVE	12+00.00	50.0' RT	EW	807.28	794.00	NA	NA	SEE EC	G,O
131.1	PRIVATE DRIVE	12+00.00	56.8' LT	EW	807.28	794.94	NA	NA	SEE EC	G,O
132.0	KETTERHAGEN ROAD	99+00.00	113.7' LT	EW	822.13	791.35	NA	NA	SEE EC	G,O
132.1	KETTERHAGEN ROAD	99+00.00	109.4' RT	EW	822.13	792.50	NA	NA	SEE EC	G,O
133.0	KETTERHAGEN ROAD	102+43.64	95.0' LT	EW	823.84	790.66	NA	NA	SEE EC	G,O
133.1	KETTERHAGEN ROAD	102+43.64	93.0' RT	EW	823.84	791.60	NA	NA	SEE EC	G,O
134.0	BYPASS	1128+00.00	102.6' RT	EW	775.00	775.00	NA	NA	SEE EC	G,O
134.1	BYPASS	1128+00.00	19.5' RT	INL3-HM	784.59	780.00	783.59	3.59	C	A,B,F,
134.2	BYPASS	1128+10.00	19.5' RT	INL3-HM	784.82	780.30	783.82	3.52	C	A,B,F,
134.3	BYPASS	1128+00.00	7.5' LT	INL3-HM	784.93	780.64	783.93	3.29	C	A,B,F,
135.0	BREVER ROAD	115+42.30	34.4' RT	EW	765.82	763.56	NA	NA	SEE EC	G,O
135.1	BREVER ROAD	115+77.66	34.4' RT	EW	765.82	764.18	NA	NA	SEE EC	G,O
136.0	KETTERHAGEN ROAD	101+09.17	111.6' LT	EW	791.94	791.94	NA	NA	SEE EC	G,O
136.1	KETTERHAGEN ROAD	101+09.17	15.1' LT	INL1-V	822.22	817.88	820.89	3.01	B	B,E,I,
137.0	KETTERHAGEN ROAD	101+09.17	105.4' RT	EW	794.00	794.00	NA	NA	SEE EC	G,O
137.1	KETTERHAGEN ROAD	101+09.17	15.1' RT	MH1-V	822.22	817.71	820.89	3.18	B	B,E,I,

NOTES:

- **A** RIM ELEVATION = FLANGE ELEVATION
- **B** OFFSET TO CENTER OF STRUCTURE
- **C** TOP OF STRUCTURE ELEVATION = RIM ELEVATION. RIM SUPRESS 2" INTO TOP OF STRUCTURE OR LID.
- **D** TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 9" CASTING - 6" ADJUSTMENT RINGS).
- **E** TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 10" CASTING - 6" ADJUSTMENT RINGS).
- **F** TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 6" CASTING - 6" ADJUSTMENT RINGS).
- **G** STATION & OFFSET FOR ENDWALLS IS MEASURED AT END OF ENDWALL.
- **H** PIPE JOINT TIES ARE NOT A PAY ITEM. FOR INFORMATION ONLY.
- **I** SEE SDD FOR CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES.
- **J** EXISTING PIPE TO REMAIN
- **K** STRUCTURE AND COVER PLATE PLACED IN PREVIOUS PROJECT. REMOVE COVER PLATE,PLACE COVER AND RINGS AND SET TO FINAL PLAN RIM ELEVATION. REMOVAL AND DISPOSAL OF COVER PLATE IS INCIDENTAL TO ADJUSTMENT OF INLET OR MANHOLE.
- **N** INLET PLACED AS REVISION TO 3180-08-70 PROJECT DURING CONSTRUCTION.
- **O** MARKER POST CULVERT END FLEXABLE REQUIRED.
- **P** STRUCTURE REQUIRES FLAT SLAB TOP.
- **Q** PROVIDE OPENING IN FLAT SLAB TOP TO ACCOMMODATE A SINGLE INLET COVER TYPE "MS".
- **R** 3'0" OPENING REQUIRED ON FLAT SLAB TOP TO ACCOMMODATE INLET COVER.
- **S** 2'0" OPENING REQUIRED ON FLAT SLAB TOP TO ACCOMMODATE INLET COVER.

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

PIPES

PIPE#	LOCATION FROM	TO	TYPE-DIA (INCHES)	CLASS	FILL HEIGHT FT	PLAN LENGTH FT	PIPE LENGTH FT	ELEVATION INV.	DIS.	PLAN SLOPE %	JOINT TIES EACH	NOTES
P100.0	100.0	99.0	SSPRC-24	III	5.43	197	189.19	761.63	760.57	-0.56%	NA	J
P100.1	100.1	100.0	SSPRC-12	III	5.99	32	26.83	763.90	763.70	-0.75%	0	H
P100.2	100.2	100.1	SSPRC-12	III	3.29	10	5.50	764.10	764.00	-1.82%	0	H
P100.3	100.3	100.0	SSPRC-12	III	5.99	18	12.43	764.10	763.70	-3.22%	0	H
P100.4	100.4	100.3	SSPRC-12	III	3.20	10	5.50	764.30	764.20	-1.82%	0	H
P101.0	101.0	100.0	SSPRC-24	III	4.91	101	92.95	762.20	761.73	-0.51%	0	H
P101.1	101.1	101.0	SSPRC-18	III	5.33	54	48.32	762.60	762.30	-0.62%	0	H
P101.2	101.2	101.0	SSPRC-18	III	5.33	40	34.40	763.50	763.30	-0.58%	0	H
P102.0	102.1	102.0	CP-18	III	1.02	15	20.02	766.53	766.43	-0.50%	0	H
P103.1	103.1	103.0	SSPRC-12	III	3.57	19	22.70	764.47	764.34	-0.57%	0	H
P103.2	103.2	103.1	SSPRC-12	III	3.57	10	5.50	764.77	764.57	-3.64%	0	H
P103.3	103.3	103.1	SSPRC-12	III	3.57	51	48.00	764.81	764.57	-0.50%	0	H
P103.4	103.4	103.3	SSPRC-12	III	3.23	10	5.50	765.06	764.91	-2.73%	0	H
P104.1	104.1	104.0	SSPRC-12	III	2.22	63	65.67	765.61	765.41	-0.30%	0	H
P104.2	104.2	104.1	SSPRC-12	III	3.32	15	10.30	765.65	765.61	-0.39%	0	H
P104.3	104.3	104.2	SSPRC-12	III	3.32	10	5.50	765.95	765.70	-4.55%	0	H
P104.4	104.4	104.2	SSPRC-12	III	3.32	51	48.00	765.92	765.70	-0.46%	0	H
P104.5	104.5	104.4	SSPRC-12	III	3.05	10	5.50	766.00	765.97	-0.55%	0	H
P104.6	104.6	104.5	SSPRC-12	III	3.05	90	85.50	767.05	766.05	-1.17%	0	H
P105.0	105.3	105.0	SSPRC-12	III	4.33	150	143.88	767.72	766.37	-0.94%	0	H
P105.1	105.1	105.0	SSPRC-12	III	4.33	32	25.89	768.44	766.37	-7.99%	0	H
P105.2	105.2	105.0	SSPRC-12	III	4.33	45	39.16	767.26	766.37	-2.27%	0	H
P105.4	105.4	105.3	SSPRC-12	III	3.78	26	20.90	767.97	767.82	-0.72%	0	H
P105.5	105.5	105.4	SSPRC-12	III	3.38	10	5.50	768.17	768.07	-1.82%	0	H
P105.6	105.6	105.5	SSPRC-12	III	3.13	40	35.50	768.47	768.27	-0.56%	0	H
P106.0	106.0	107.0	SSPRC-24	III	5.31	157	150.83	765.86	765.41	-0.30%	0	H
P106.1	106.1	106.0	SSPRC-12	III	4.38	14	8.83	766.31	766.26	-0.57%	0	H
P106.2	106.2	106.1	SSPRC-12	III	3.91	30	27.00	766.55	766.41	-0.52%	0	H
P106.3	106.3	106.2	SSPRC-12	III	3.26	10	5.50	766.75	766.65	-1.82%	0	H
P106.4	106.4	106.0	SSPRC-24	III	3.30	16	8.67	765.94	765.91	-0.35%	0	H
P106.5	105.0	106.4	SSPRC-24	III	3.25	56	48.57	766.27	765.99	-0.58%	0	H
P107.0	107.0	108.0	SSPRC-24	III	10.63	150	143.83	765.31	764.56	-0.52%	0	H
P107.1	107.1	107.0	SSPRC-12	III	6.39	15	10.80	766.20	765.41	-7.31%	0	H
P107.2	107.2	107.1	SSPRC-12	III	6.19	30	26.20	765.70	766.30	2.29%	0	H
P107.3	107.3	107.0	SSPRC-12	III	6.39	27	23.00	766.78	765.41	-5.96%	0	H
P107.4	107.4	107.3	SSPRC-12	III	4.63	57	52.50	767.17	766.88	-0.55%	0	H
P107.5	107.5	107.4	SSPRC-12	III	3.43	10	5.50	767.37	767.27	-1.82%	0	H
P107.6	107.6	107.5	SSPRC-12	III	3.23	43	38.50	767.67	767.47	-0.52%	0	H
P108.1	108.0	108.1	SSPRC-24	III	10.63	102	104.23	764.46	763.92	-0.52%	0	H
P108.2	108.2	108.0	SSPRC-24	III	10.63	39	33.83	764.80	764.56	-0.71%	0	H
P108.3	108.3	108.2	SSPRC-24	III	10.20	29	32.80	764.97	764.80	-0.52%	8	H
P109.0	110.0	109.0	SSPRC-12	III	5.16	45	40.55	773.87	774.10	0.57%	0	H
P109.1	109.1	109.0	SSPRC-12	III	3.87	38	33.76	774.40	774.20	-0.59%	0	H
P110.0	110.1	108.0	SSPRC-24	IV	20.24	105	96.92	757.16	764.56	7.64%	0	H

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CONTINUED

PIPES

PIPE#	LOCATION FROM	TO	TYPE-DIA (INCHES)	CLASS	FILL HEIGHT FT	PLAN LENGTH FT	PIPE LENGTH FT	ELEVATION INV.	DIS.	PLAN SLOPE %	JOINT TIES EACH	NOTES
P110.1	110.0	110.1	SSPRC-12	IV	21.32	24	17.30	773.77	773.65	-0.69%	0	H
P111.0	111.0	110.1	SSPRC-24	IV	20.50	45	38.68	757.49	757.26	-0.59%	0	H
P111.1	111.1	111.0	SSPRC-12	IV	21.58	18	13.20	775.60	774.38	-9.24%	0	H
P112.0	112.0	111.0	SSPRC-24	IV	20.50	18	12.70	774.83	774.38	-3.54%	0	H
P112.1	112.1	112.0	SSPRC-12	III	4.91	17	12.60	776.10	775.83	-2.14%	0	H
P112.2	112.2	112.1	SSPRC-12	III	3.70	8	4.30	776.35	776.20	-3.49%	0	H
P112.3	112.3	112.2	SSPRC-12	III	3.19	11	5.60	776.65	776.45	-3.57%	0	H
P112.4	112.4	112.3	SSPRC-12	III	3.11	50	45.50	777.75	776.75	-2.20%	0	H
P113.0	113.1	113.0	SSPRC-12	III	3.43	63	68.00	772.08	763.92	-12.00%	0	H
P113.1	113.2	113.1	SSPRC-12	III	3.43	9	4.40	772.80	772.18	-14.09%	0	H
P113.2	113.3	113.1	SSPRC-12	III	3.43	38	34.15	773.10	772.18	-2.69%	0	H
P115.0	115.0	114.0	SSPRC-18	III	4.58	75	76.63	769.00	762.63	-8.31%	0	H
P115.1	115.1	115.0	SSPRC-12	III	5.12	10	4.08	771.20	770.60	-14.70%	0	H
P115.2	115.2	115.1	SSPRC-12	III	4.01	112	107.55	773.16	771.30	-1.73%	0	H
P115.3	115.3	115.1	SSPRC-12	III	3.38	7	3.50	771.40	771.30	-2.86%	0	H
P115.4	115.4	115.0	SSPRC-12	III	5.12	39	33.33	770.27	769.50	-2.31%	0	H
P115.5	115.5	115.4	SSPRC-12	III	4.05	12	9.00	770.61	770.37	-2.67%	0	H
P115.6	115.6	115.5	SSPRC-12	III	3.78	15	12.00	771.01	770.71	-2.50%	0	H
P115.7	115.7	115.6	SSPRC-12	III	3.14	12	9.00	771.35	771.11	-2.67%	0	H
P116.1	116.1	116.0	SSPRC-12	III	3.72	94	98.00	774.90	765.36	-9.73%	0	H
P116.2	116.2	116.1	SSPRC-12	III	3.72	8	4.60	775.10	775.00	-2.17%	0	H
P117.0	117.1	117.0	SSPRC-12	III	4.21	63	67.40	771.00	761.50	-14.09%	0	H
P117.1	117.2	117.1	SSPRC-12	III	4.21	41	37.90	772.70	771.10	-4.22%	0	H
P117.2	117.3	117.2	SSPRC-12	III	3.61	8	4.20	772.90	772.80	-2.38%	0	H
P117.3	117.4	117.3	SSPRC-12	III	3.11	32	29.00	773.80	773.00	-2.76%	0	H
P118.0	118.1	118.0	SSPRC-12	III	3.17	55	58.80	766.90	759.96	-11.80%	0	H
P118.1	118.2	118.1	SSPRC-12	III	3.17	10	5.50	767.30	767.00	-5.45%	0	H
P118.2	118.3	118.1	SSPRC-12	III	3.30	27	24.00	768.20	767.00	-5.00%	0	H
P118.3	118.4	118.3	SSPRC-12	III	3.30	4	0.70	768.40	768.30	-14.29%	0	H
P118.4	118.5	118.4	SSPRC-12	III	3.11	10	5.50	768.80	768.50	-5.45%	0	H

CONT. ON NEXT PAGE

NOTES:

A RIM ELEVATION = FLANGE ELEVATION
B OFFSET TO CENTER OF STRUCTURE
C TOP OF STRUCTURE ELEVATION = RIM ELEVATION. RIM SUPRESS 2" INTO TOP OF STRUCTURE OR LID.
D TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 9" CASTING - 6" ADJUSTMENT RINGS).
E TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 10" CASTING - 6" ADJUSTMENT RINGS).
F TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 6" CASTING - 6" ADJUSTMENT RINGS).
G STATION & OFFSET FOR ENDWALLS IS MEASURED AT END OF ENDWALL.
H PIPE JOINT TIES ARE NOT A PAY ITEM. FOR INFORMATION ONLY.
I SEE SDD FOR CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES.
J EXISTING PIPE TO REMAIN
K STRUCTURE AND COVER PLATE PLACED IN PREVIOUS PROJECT. REMOVE COVER PLATE,PLACE COVER AND RINGS AND SET TO FINAL PLAN RIM ELEVATION. REMOVAL AND DISPOSAL OF COVER PLATE IS INCIDENTAL TO ADJUSTMENT OF INLET OR MANHOLE.
N INLET PLACED AS REVISION TO 3180-08-70 PROJECT DURING CONSTRUCTION.
O MARKER POST CULVERT END FLEXABLE REQUIRED.
P STRUCTURE REQUIRES FLAT SLAB TOP.
Q PROVIDE OPENING IN FLAT SLAB TOP TO ACCOMMODATE A SINGLE INLET COVER TYPE "MS".
R 3'0" OPENING REQUIRED ON FLAT SLAB TOP TO ACCOMMODATE INLET COVER.
S 2'0" OPENING REQUIRED ON FLAT SLAB TOP TO ACCOMMODATE INLET COVER.

QUANTITIES SHOWN IN THE DRAINAGE TABLE QUANTITY SUMMARY

CONTINUED

PIPES

PIPE #	LOCATION FROM	TO	TYPE-DIA (INCHES)	CLASS	FILL HEIGHT FT	PLAN LENGTH FT	PIPE LENGTH FT	ELEVATION INV.	ELEVATION DIS.	PLAN SLOPE %	JOINT TIES EACH	NOTES
P118.5	118.6	118.4	SSPRC-12	III	3.11	27	24.00	769.90	768.50	-5.83%	0	H
P119.0	119.1	119.0	CP-24	III	7.51	72	78.06	768.71	764.16	-5.83%	0	H
P120.0	120.1	120.0	SSPRC-12	III	4.32	48	52.40	762.19	757.31	-9.31%	0	H
P120.1	120.2	120.1	SSPRC-12	III	4.34	10	5.50	762.39	762.29	-1.82%	0	H
P120.2	120.3	120.1	SSPRC-12	III	4.32	41	35.60	762.47	762.29	-0.51%	0	H
P121.0	121.1	121.0	SSPRC-24	III	3.33	70	81.26	757.11	755.95	-1.43%	8	H
P122.0	122.1	122.0	SSPRC-12	III	4.27	40	44.20	760.80	755.65	-11.65%	0	H
P122.1	122.2	122.1	SSPRC-12	III	4.27	10	5.50	761.90	760.80	-20.00%	0	H
P122.2	122.4	122.3	CP-18	III	1.74	43	48.00	763.03	762.79	-0.50%	0	H
P123.0	123.1	123.0	CP-18	IV	16.83	137	141.25	752.42	750.94	-1.05%	0	H
P124.0	124.0	124.1	PU-12	--	3.34	59	63.02	774.35	755.71	-29.58%	0	H
P125.0	125.0	125.1	PU-12	--	3.34	66	69.85	774.35	753.00	-30.57%	0	H
P126.0	126.1	126.0	CP-24	III	11.64	140	146.43	752.60	751.67	-0.64%	0	H
P127.0	127.1	127.0	CP-24	V	29.66	206	212.19	750.52	750.10	-0.20%	0	H
P128.0	128.1	128.0	CP-24	III	10.87	98	104.53	759.18	757.84	-1.28%	0	H
P129.0	129.1	129.0	CP-24	--	0.23	14	20.07	765.25	764.91	-1.69%	0	H
P130.0	130.0	130.3	SSPRC-18	III	3.59	167	169.24	824.80	815.06	-5.76%	0	H
P130.1	130.1	130.0	SSPRC-18	III	3.59	26	20.42	826.00	824.90	-5.39%	0	H
P130.2	130.2	130.0	SSPRC-18	III	3.59	43	36.95	826.40	824.90	-4.06%	0	H
P131.0	131.1	131.0	CP-24	III	11.28	100	106.75	794.94	794.00	-0.88%	0	H
P132.0	132.1	132.0	CP-24	V	28.78	217	223.06	792.50	791.35	-0.52%	0	H
P133.0	133.1	133.0	CPRC-24	V	30.93	176	188.00	791.60	790.66	-0.50%	8	H
P134.1	134.1	134.0	SSPRC-12	III	3.42	78	81.60	780.00	775.00	-6.13%	0	H
P134.2	134.2	134.1	SSPRC-12	III	3.42	10	5.50	780.30	780.10	-3.64%	0	H
P134.3	134.3	134.1	SSPRC-12	III	3.42	27	24.00	780.64	780.10	-2.25%	0	H
P135.0	135.1	135.0	CP-18	--	0.76	31	35.36	764.18	763.56	-1.75%	0	H
P136.0	136.1	136.0	PU-12	--	3.34	95	99.17	817.88	791.94	-26.16%	0	H
P137.0	137.1	137.0	PU-12	--	3.51	89	91.69	817.71	794.00	-25.86%	0	H

QUANTITIES SHOWN IN THE DRAINAGE TABLE QUANTITY SUMMARY

CONCRETE MEDIAN SLOPED NOSE

STATION	OFFSET	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
1123+98	RT	BYPASS	43
1124+76	LT	BYPASS	60
1124+85	LT	BYPASS	50
1124+98	LT	BYPASS	80
1125+06	RT	BYPASS	98
1125+17	RT	BYPASS	85
1125+83	LT	BYPASS	85
1125+95	LT	BYPASS	98
1126+02	RT	BYPASS	60
1126+14	RT	BYPASS	60
1126+26	RT	BYPASS	80
1127+01	LT	BYPASS	43
1129+44	LT	BYPASS	39
1171+54	RT	BYPASS	70
1172+56	RT	BYPASS	55
1176+48	LT	BYPASS	55
1177+50	LT	BYPASS	70
1273+71	RT	BYPASS	39
1284+74	LT	BYPASS	39
1368+05	RT	BYPASS	39
1372+96	LT	BYPASS	70
1373+38	RT	BYPASS	70
1373+64	LT	BYPASS	70
1398+38	LT	BYPASS	65
348+30	CL	STH 83	40
351+44	RT	STH 83	49
351+62	LT	STH 83	60
351+68	CL	STH 83	50
353+33	CL	STH 83	50
353+39	LT	STH 83	60
353+57	RT	STH 83	49
357+18	CL	STH 83	62
358+96	CL	STH 83	40
58+66	CL	CTH A NW RAMP	50
TOTAL			2033

NOTES:

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C TOP OF STRUCTURE ELEVATION = RIM ELEVATION. RIM SUPRESS 2" INTO TOP OF STRUCTURE OR LID.

D TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 9" CASTING - 6" ADJUSTMENT RINGS).

E TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 10" CASTING - 6" ADJUSTMENT RINGS).

F TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 6" CASTING - 6" ADJUSTMENT RINGS).

G STATION & OFFSET FOR ENDWALLS IS MEASURED AT END OF ENDWALL.

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I SEE SDD FOR CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES.

J EXISTING PIPE TO REMAIN

K STRUCTURE AND COVER PLATE PLACED IN PREVIOUS PROJECT. REMOVE COVER PLATE,PLACE COVER AND RINGS AND SET TO FINAL PLAN RIM ELEVATION. REMOVAL AND DISPOSAL OF COVER PLATE IS INCIDENTAL TO ADJUSTMENT OF INLET OR MANHOLE.

N INLET PLACED AS REVISION TO 3180-08-70 PROJECT DURING CONSTRUCTION.

O MARKER POST CULVERT END FLEXABLE REQUIRED.

P STRUCTURE REQUIRES FLAT SLAB TOP.

Q PROVIDE OPENING IN FLAT SLAB TOP TO ACCOMMODATE A SINGLE INLET COVER TYPE "MS".

R 3'0" OPENING REQUIRED ON FLAT SLAB TOP TO ACCOMMODATE INLET COVER.

S 2'0" OPENING REQUIRED ON FLAT SLAB TOP TO ACCOMMODATE INLET COVER.

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

ADJUSTING STRUCTURES

STRCT #	ROADWAY	LOCATION		STRCT TYPE - COVER TYPE	PROP GRND ELEV OR RIM ELEVATION	EXISTING TOP OF STRUCTURE ELEVATION	REQ'D ADJUSTMENT DEPTH (FT)	INLET PROTECTION TYPE	STRUCTURE ID FROM 3180-08-70, 3180-14-70 & 3180-09-70	NOTES
300.1	BYPASS	1172+50.00	70.5' LT	MH1-HM	762.32	761.33	0.49	C	6.1	K
300.2	BYPASS	1172+60.00	70.5' LT	INL3-HM	762.35	761.35	0.50	C	6.2	K
300.3	BYPASS	1174+00.00	70.5' LT	INL3-HM	762.90	761.91	0.49	C	6.3	K
301.1	STH 142 SW RAMP	40+65.00	9.5' RT	INL3-HM	762.04	761.05	0.49	C	22.1	K
301.2	STH 142 SW RAMP	40+75.00	9.5' RT	INL3-HM	762.04	761.05	0.49	C	22.2	K
301.3	STH 142 SW RAMP	40+65.00	11.4' LT	INL3-HM	762.01	761.01	0.50	C	22.3	K
301.4	STH 142 SW RAMP	40+75.00	10.1' LT	INL3-HM	762.01	761.02	0.49	C	22.4	K
301.5	BYPASS	1172+50.00	59.5' RT	MH3-HM	762.43	761.28	0.65	C	22.5	K
301.6	BYPASS	1175+00.00	70.5' RT	INL3-HM	763.40	761.25	1.65	C	22.6	K
302.1	STH 142 SW RAMP	42+70.00	9.5' RT	INL3-HM	764.57	763.57	0.50	C	21.1	K
302.2	STH 142 SW RAMP	42+80.00	9.5' RT	INL3-HM	764.83	763.84	0.49	C	21.2	K
302.3	STH 142 SW RAMP	42+70.00	34.5' RT	INL3-HM	764.98	763.91	0.57	C	21.3	K
302.4	STH 142 SW RAMP	42+70.00	9.5' LT	INL3-HM	764.57	763.57	0.50	C	21.4	K
302.5	STH 142 SW RAMP	42+70.00	34.5' LT	INL3-HM	764.13	763.13	0.50	C	21.5	K
303.1	STH 142 SW RAMP	45+50.00	34.5' LT	INL3-HM	771.81	770.82	0.49	C	23.1	K
303.2	STH 142 SW RAMP	45+50.00	9.5' LT	INL3-HM	772.69	771.70	0.49	C	23.2	K
303.3	STH 142 SW RAMP	45+50.00	9.5' RT	INL3-HM	772.69	771.70	0.49	C	23.3	K
303.4	STH 142 SW RAMP	45+50.00	34.5' RT	INL3-HM	773.57	772.57	0.50	C	23.4	K
304.1	BYPASS	1176+55.00	58.6' LT	INL3-HM	764.26	763.17	0.59	C	25.1	K
304.2	BYPASS	1176+54.50	69.1' LT	INL3-HM	764.22	763.22	0.50	C	25.2	K
304.3	BYPASS	1176+14.70	76.5' LT	INL3-HM	763.69	762.69	0.50	C	25.3	K
305.1	STH 142 NE RAMP	59+15.00	18.7' RT	INL3-HM	764.43	763.46	0.47	C	26.1	K
305.3	STH 142 NE RAMP	59+15.00	9.6' LT	INL3-HM	764.49	763.50	0.49	C	26.3	K
305.4	STH 142 NE RAMP	59+25.00	10.6' LT	INL3-HM	764.49	763.50	0.49	C	26.4	K
305.5	STH 142 NE RAMP	59+15.00	34.7' LT	INL3-HM	764.05	763.06	0.49	C	26.5	K
305.6	STH 142 NE RAMP	59+25.00	35.7' LT	INL3-HM	764.05	763.06	0.49	C	26.6	K
306.1	STH 142 NE RAMP	58+00.00	34.5' RT	INL3-HM	764.65	763.66	0.49	C	27.1	K
306.2	STH 142 NE RAMP	58+00.00	9.5' RT	INL3-HM	765.09	764.10	0.49	C	27.2	K
306.3	STH 142 NE RAMP	58+00.00	9.5' LT	INL3-HM	765.09	764.10	0.49	C	27.3	K
306.4	STH 142 NE RAMP	57+90.00	9.5' LT	INL3-HM	765.20	764.21	0.49	C	27.4	K
306.5	STH 142 NE RAMP	58+00.00	34.5' LT	INL3-HM	765.49	764.49	0.50	C	27.5	K
307.1	STH 142 NE RAMP	54+50.00	34.5' RT	INL3-HM	770.41	769.42	0.49	C	28.1	K
307.2	STH 142 NE RAMP	54+50.00	9.5' RT	INL3-HM	771.29	770.30	0.49	C	28.2	K
307.3	STH 142 NE RAMP	54+50.00	9.5' LT	INL3-HM	771.29	770.30	0.49	C	28.3	K
307.4	STH 142 NE RAMP	54+50.00	34.5' LT	INL3-HM	772.17	771.17	0.50	C	28.4	K
308.1	BYPASS	1273+80.00	19.5' RT	INL3-HM	805.62	804.57	0.55	C	14.1	K
308.2	BYPASS	1273+90.00	19.5' RT	INL3-HM	805.67	804.62	0.55	C	14.2	K
308.3	BYPASS	1273+80.00	15.8' RT	INL3-HM	805.91	804.93	0.48	C	14.3	K
308.4	BYPASS	1273+80.00	.7' RT	INL3-HM	805.70	804.71	0.49	C	14.4	K
308.5	BYPASS	1273+80.00	19.5' LT	INL3-HM	805.61	804.57	0.54	C	14.5	K
309.1	BYPASS	1276+50.00	19.5' LT	INL3-HM	807.03	806.04	0.49	C	15.1	K
309.2	BYPASS	1276+50.00	7.5' LT	INL3-HM	807.05	806.06	0.49	C	15.2	K
309.3	BYPASS	1276+50.00	7.5' RT	INL3-HM	807.15	806.11	0.54	C	15.3	K
309.4	BYPASS	1276+50.00	19.5' RT	INL3-HM	807.02	806.03	0.49	C	15.4	K
310.1	BYPASS	1281+00.00	19.5' LT	MH1-HM	809.02	808.03	0.49	C	30.1	K

CONTINUED

ADJUSTING STRUCTURES

STRCT #	ROADWAY	LOCATION		STRCT TYPE - COVER TYPE	PROP GRND ELEV OR RIM ELEVATION	EXISTING TOP OF STRUCTURE ELEVATION	REQ'D ADJUSTMENT DEPTH (FT)	INLET PROTECTION TYPE	STRUCTURE ID FROM 3180-08-70, 3180-14-70 & 3180-09-70	NOTES
310.2	BYPASS	1280+80.00	19.5' RT	INL3-HM	808.98	807.99	0.49	C	30.3	K
311.1	BYPASS	1283+60.00	19.5' RT	INL3-HM	808.34	807.34	0.50	C	259.1	K
311.2	BYPASS	1283+60.00	7.5' RT	INL3-HM	808.15	807.16	0.49	C	259.2	K
312.1	BYPASS	1284+70.00	19.5' LT	INL3-HM	807.87	806.79	0.58	C	260.1	K
312.2	BYPASS	1284+60.00	19.5' LT	INL3-HM	807.92	806.84	0.58	C	260.2	K
313.1	BYPASS	1369+50.00	7.5' RT	INL3-HM	773.80	772.80	0.50	C	262.1	K
313.2	BYPASS	1369+40.00	7.5' LT	INL3-HM	773.95	772.95	0.50	C	262.2	K
314.0	BYPASS	1372+92.00	17.5' LT	INL3-HM	769.44	768.49	0.45	C	267	K
314.1	BYPASS	1372+94.00	10.6' LT	MH1-J	769.02	768.00	0.27	B	267.1	K
314.2	BYPASS	1372+84.00	8.3' LT	INL3-HM	769.12	768.09	0.53	C	267.2	K
314.3	BYPASS	1373+25.00	17.5' RT	INL3-HM	769.12	768.12	0.50	C	267.3	K
314.4	BYPASS	1373+35.00	17.5' RT	INL3-HM	769.01	767.92	0.59	C	267.4	K
315.0	CTH A NW RAMP	57+60.00	6.0' LT	MH3-J	769.19	767.80	0.64	B	264	K
315.1	CTH A NW RAMP	57+00.00	9.5' LT	INL3-HM	769.33	768.33	0.50	C	264.1	K
315.2	CTH A NW RAMP	56+90.00	9.5' LT	INL3-HM	769.57	768.57	0.50	C	264.2	K
315.3	CTH A NW RAMP	57+80.00	2.5' LT	INL3-HM	768.74	767.68	0.56	C	264.3	K
316.1	CTH A NW RAMP	57+70.00	43.2' LT	INL3-HM	767.97	766.97	0.50	C	263.1	K
317.0	CTH A NW RAMP	57+60.00	34.5' RT	MH3-HM	768.66	767.21	0.95	C	265	K
317.1	CTH A NW RAMP	57+50.00	34.5' RT	INL3-HM	768.62	767.25	0.87	C	265.1	K
318.1	CTH A NW RAMP	54+25.00	34.5' RT	INL3-HM	778.41	777.41	0.50	C	268.1	K
318.2	CTH A NW RAMP	54+25.00	9.5' LT	INL3-HM	779.28	778.28	0.50	C	268.2	K
319.1	CTH A NW RAMP	51+20.00	34.5' RT	INL3-HM	790.21	789.33	0.38	C	269.1	K
319.2	CTH A NW RAMP	51+20.00	34.5' LT	INL3-HM	790.74	789.64	0.60	C	269.2	K
320.1	EB BYPASS	1405+00.00	34.5' RT	INL2-B	768.56	767.26	0.47	C	305.1	K
320.2	EB BYPASS	1405+50.00	34.5' RT	INL2-B	768.82	767.52	0.47	C	305.2	K
321.0	BYPASS	1284+50.00	14.5' LT	INL3-HM	807.91	806.91	0.50	C	260.3	K,N
322.0	BYPASS	1373+12.32	6.0' RT	INL3-HM	769.05	768.05	0.50	C	267.5	K,N,
323.0	STH 36/83 NB TO SB RAMP	203+67.96	26.8' LT	INL1-B	768.55	767.22	0.50	B	402	K,N
324.0	STH 36/83 NB TO SB RAMP	196+00.00	20.5' LT	INL3-HM	794.91	793.91	0.50	C	301.3	K,N,

NOTES:

- **A** RIM ELEVATION = FLANGE ELEVATION
- **B** OFFSET TO CENTER OF STRUCTURE
- **C** TOP OF STRUCTURE ELEVATION = RIM ELEVATION. RIM SUPRESS 2" INTO TOP OF STRUCTURE OR LID.
- **D** TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 9" CASTING - 6" ADJUSTMENT RINGS).
- **E** TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 10" CASTING - 6" ADJUSTMENT RINGS).
- **F** TOP OF STRUCTURE ELEVATION BASED ON (RIM ELEVATION - 6" CASTING - 6" ADJUSTMENT RINGS).
- **G** STATION & OFFSET FOR ENDWALLS IS MEASURED AT END OF ENDWALL.
- **H** PIPE JOINT TIES ARE NOT A PAY ITEM. FOR INFORMATION ONLY.
- **I** SEE SDD FOR CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES.
- **J** EXISTING PIPE TO REMAIN
- **K** STRUCTURE AND COVER PLATE PLACED IN PREVIOUS PROJECT. REMOVE COVER PLATE,PLACE COVER AND RINGS AND SET TO FINAL PLAN RIM ELEVATION. REMOVAL AND DISPOSAL OF COVER PLATE IS INCIDENTAL TO ADJUSTMENT OF INLET OR MANHOLE.
- **N** INLET PLACED AS REVISION TO 3180-08-70 PROJECT DURING CONSTRUCTION.
- **O** MARKER POST CULVERT END FLEXABLE REQUIRED.
- **P** STRUCTURE REQUIRES FLAT SLAB TOP.
- **Q** PROVIDE OPENING IN FLAT SLAB TOP TO ACCOMMODATE A SINGLE INLET COVER TYPE "MS".
- **R** 3'0" OPENING REQUIRED ON FLAT SLAB TOP TO ACCOMMODATE INLET COVER.
- **S** 2'0" OPENING REQUIRED ON FLAT SLAB TOP TO ACCOMMODATE INLET COVER.

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

QUANTITIES SHOWN IN THE DRAINAGE TABLE QUANTITY SUMMARY

CONCRETE CURB & GUTTER

STATION	LOCATION	RDWY	601.0554 CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D LF	601.0558 CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB, GUTTER AND CURB & GUTTER LF
1123+05 - 1130+50	MEDIAN	EB BYPASS	--	1,264	--	1,264
1130+08 - 1130+75	MEDIAN	EB BYPASS	67	--	--	67
1123+05 - 1129+44	MEDIAN	WB BYPASS	--	1,102	--	1,102
1127+47 - 1128+50	LT	WB BYPASS	81	--	--	81
1171+54 - 1172+56	RT	EB BYPASS	--	122	--	122
1173+23 - 1178+23	RT	EB BYPASS	--	500	--	500
1172+00 - 1175+81	LT	WB BYPASS	--	381	--	381
1176+48 - 1177+50	LT	WB BYPASS	--	122	--	122
1273+71 - 1278+35	MEDIAN	EB BYPASS	--	869	--	869
1280+10 - 1286+75	MEDIAN	EB BYPASS	--	1,208	--	1,208
1271+70 - 1278+35	MEDIAN	WB BYPASS	--	1,208	--	1,208
1280+10 - 1284+74	MEDIAN	WB BYPASS	--	869	--	869
1368+05 - 1373+38	MEDIAN	EB BYPASS	--	1,096	--	1,096
1373+65 - 1375+08	MEDIAN	EB BYPASS	--	156	--	156
1365+80 - 1372+96	MEDIAN	WB BYPASS	--	1,334	--	1,334
1373+65 - 1374+75	MEDIAN	WB BYPASS	--	120	--	120
1398+34 - 1400+50	LT	WB BYPASS	--	216	--	216
344+00 - 344+94	LT	STH 83	--	94	--	94
344+00 - 351+66	RT	STH 83	--	814	--	814
345+06 - 351+66	LT	STH 83	--	687	--	687
346+89	DRIVE RT	STH 83	--	68	--	68
348+80 - 351+68	MEDIAN	STH 83	--	601	--	601
351+44 - 351+81	ISLAND RT	STH 83	--	127	--	127
351+62 - 352+17	ISLAND LT	STH 83	--	310	--	310
352+84 - 353+39	ISLAND RT	STH 83	--	310	--	310
353+20 - 353+57	ISLAND LT	STH 83	--	127	--	127
352+77 - 361+25	RT	STH 83	--	961	--	961
353+36 - 360+49	LT	STH 83	--	787	--	787
353+33 - 357+18	MEDIAN	STH 83	--	801	--	801
360+69	DRIVE RT	STH 83	--	20	--	20
360+85 - 361+25	LT	STH 83	--	75	--	75
361+25 - 369+35	LT	STH 83	--	--	810	810
361+25 - 369+35	RT	STH 83	--	--	810	810
50+11 - 60+17	LT	STH 142 NE RAMP	--	1,113	--	1,113
50+42 - 59+67	RT	STH 142 NE RAMP	--	1,890	--	1,890
50+66 - 60+01	MEDIAN	STH 142 NE RAMP	--	981	--	981
39+38 - 49+89	RT	STH 142 SW RAMP	--	1,158	--	1,158
39+54 - 49+34	MEDIAN	STH 142 SW RAMP	--	1,978	--	1,978
39+88 - 49+58	LT	STH 142 SW RAMP	--	1,026	--	1,026
91+26 - 93+29	LT	KETTERHAGEN RD	--	203	--	203
91+45 - 93+71	RT	KETTERHAGEN RD	--	226	--	226
50+24 - 58+14	LT	CTH A NW RAMP	--	915	--	915

CONTINUED

CONCRETE CURB & GUTTER

STATION	LOCATION	RDWY	601.0554 CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D LF	601.0558 CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB, GUTTER AND CURB & GUTTER LF
50+24 - 58+14	RT	CTH A NW RAMP	--	810	--	810
50+58 - 58+06	MEDIAN	CTH A NW RAMP	--	1,517	--	1,517
196+00 - 198+00	LT	STH 36/83 NB-SB RAMP	--	200	--	200
201+50 - 203+68	LT	STH 36/83 NB-SB RAMP	--	237	--	237
TOTAL			148	28,603	1,620	30,371

CONCRETE SIDEWALK 4-INCH

RDWY	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
STH 83	SW QUADRANT	10	8
	SW ISLAND	30	8
	EB LT TURN LANE	20	8
	NW QUADRANT	10	8
	NW ISLAND	30	8
	NE QUADRANT	10	8
	NE ISLAND	30	8
	WB LT TURN LANE	20	8
	SE QUADRANT	10	8
	SE ISLAND	30	8
TOTAL		200	80

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CONCRETE BARRIER, TEMPORARY CONCRETE BARRIER AND CRASH CUSHIONS

STATION	LOCATION	RDWY	603.0800 CONCRETE BARRIER SINGLE FACED 32-INCH LF	*603.0500 CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR FURNSHED AND DELIVERED LF	*603.0801 CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EA
174+00 - 201+30	LT	STH 36/83 NB RAMP		2730	2730	1
207+00 - 210+50	LT	STH 36/83 SB RAMP		350	350	
1412+00 - 1439+00	RT	WB BYPASS		2,700	2,700	1
1404+52 - 1405+50	LT	WB BYPASS	98			
1405+29 - 1409+40	RT	WB BYPASS	411			
TOTAL			509	5,780	5,780	2

* = ADDITIONAL QUANTITIES LISTED ELSEWHERE

DRAINTILE EXPLORATION

STATION	STATION	OFFSET	LOCATION	612.0700 DRAINTILE EXPLORATION LF
1154+00.00	1156+00.00	LT	BYPASS	200.0
1154+00.00	1156+00.00	RT	BYPASS	200.0
1326+00.00	1334+00.00	LT	BYPASS	800.0
1326+00.00	1334+00.00	RT	BYPASS	800.0
98+50.00	104+00.00	LT	BREVER RD	550.0
98+50.00	104+00.00	RT	BREVER RD	550.0
106+00.00	108+00.00	LT	BREVER RD	200.0
106+00.00	108+00.00	RT	BREVER RD	200.0
94+00.00	100+00.00	LT	KETTERHAGEN RD	600.0
94+00.00	100+00.00	RT	KETTERHAGEN RD	600.0
102+50.00	107+00.00	LT	KETTERHAGEN RD	450.0
102+50.00	107+00.00	RT	KETTERHAGEN RD	450.0
			TOTAL	5600.0

HAUL ROAD

LOCATION	618.0100 MAINTENANCE AND REPAIR OF HAUL ROAD
PROJECT 3180-10-70	1
	1

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

BEAM GUARD

LOCATION	OFFSET	RDWY	614.0115 ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 EACH	614.0020 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0220.S STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230.S STEEL THRIE BEAM LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0370 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL EACH
STH 83 NE QUADRANT	LT	WB BYPASS	1	0.0			612.5	1.0
B-51-93 APPROACH	RT	EB BYPASS	0	20.6			237.5	1.0
B-51-93 APPROACH	MEDIAN	EB BYPASS	0	20.6			162.5	1.0
B-51-93 DEPARTURE	RT	EB BYPASS	1	20.6			187.5	0.0
B-51-94 APPROACH	LT	WB BYPASS	0	20.6			287.5	1.0
B-51-94 APPROACH	MEDIAN	WB BYPASS	0	20.6			162.5	1.0
B-51-95 PIERS	MEDIAN	BYPASS	0	0.0	2.0	125.0	350.0	0.0
B-51-98 PIERS	MEDIAN	BYPASS	0	0.0	2.0	150.0	375.0	0.0
B-51-101 PIERS	MEDIAN	BYPASS	0	0.0	2.0	125.0	450.0	0.0
B-51-103 APPROACH	MEDIAN	EB BYPASS	0	20.6			100.0	1.0
B-51-103 APPROACH	RT	EB BYPASS	0	20.6			175.0	1.0
B-51-102 APPROACH	LT	WB BYPASS	0	20.6			300.0	1.0
B-51-102 APPROACH	MEDIAN	WB BYPASS	0	20.6			237.5	1.0
STA 1403+63.73 - STA 1411+89.29	LT	EB BYPASS	1	0.0			775.0	1.0
STA 1404+59.87 - STA 1405+29.03	RT	EB BYPASS	0	20.6			0.0	1.0
STA 1405+50.26 - STA 1407+21.44	LT	WB BYPASS	0	20.6			100.0	1.0
B-51-95 SOUTH APPROACH	LT	BREVER RD	0	20.6			175.0	1.0
B-51-95 SOUTH APPROACH	RT	BREVER RD	0	20.6			175.0	1.0
B-51-95 NORTH APPROACH	LT	BREVER RD	0	20.6			162.5	1.0
B-51-95 NORTH APPROACH	RT	BREVER RD	0	20.6			150.0	1.0
B-51-101 WEST APPROACH	LT	KETTERHAGEN RD	0	20.6			62.5	1.0
B-51-101 WEST APPROACH	RT	KETTERHAGEN RD	0	20.6			75.0	1.0
B-51-101 EAST APPROACH	LT	KETTERHAGEN RD	0	20.6			200.0	1.0
B-51-101 EAST APPROACH	RT	KETTERHAGEN RD	0	20.6			187.5	1.0
TOTAL			3	391.4	6.0	400.0	5700.0	20.0

GRADING SHAPING & FINISHING FOR BARRIER TERMINALS

STATION	LOCATION	TERMINAL TYPE	POST # FOR LOCATION REFERENCE	REQUIRED[1] FILL CY	SALVAGED[1] TOPSOIL SY	FERTILIZER[1] TYPE B CWT	SEEDING[1] LBS	MULCHING[1] SY	205.9006.S GRADING, SHAPING & FINISHING FOR BARRIER TERMINALS EACH
1173+05	BYPASS MEDIAN	BULLNOSE	5	70	102	0.07	2.89	102	1
1174+49	BYPASS MEDIAN	BULLNOSE	5	70	102	0.07	2.89	102	1
1129+71	BYPASS EB RDWY OUTSIDE	EAT	1	12	36	0.02	1.02	36	1
1130+09	BYPASS EB RDWY MEDIAN	EAT	1	12	36	0.02	1.02	36	1
1145+28	BYPASS WB RDWY MEDIAN	EAT	1	12	36	0.02	1.02	36	1
1146+49	BYPASS WB RDWY OUTSIDE	EAT	1	12	36	0.02	1.02	36	1
1396+97	BYPASS EB RDWY MEDIAN	EAT	1	12	36	0.02	1.02	36	1
1387+90	BYPASS EB RDWY OUTSIDE	EAT	1	12	36	0.02	1.02	36	1
1395+66	BYPASS WB RDWY OUTSIDE	EAT	1	12	36	0.02	1.02	36	1
1396+46	BYPASS WB RDWY MEDIAN	EAT	1	12	36	0.02	1.02	36	1
1403+63	BYPASS EB RDWY MEDIAN	EAT	1	12	36	0.02	1.02	36	1
1404+58	BYPASS EB RDWY OUTSIDE	EAT	1	12	36	0.02	1.02	36	1
1407+22	BYPASS WB RDWY OUTSIDE	EAT	1	12	36	0.02	1.02	36	1
TOTAL				272	600	0.36	17	600	13

[1] ITEMS FOR INFORMATION ONLY

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

MARKER POSTS RIGHT OF WAY

RIGHT-OF-WAY PLAT SHEET NUMBER	POINT NUMBERS	614.0605 MARKER POSTS RIGHT OF WAY EACH
4.13	8301-8304	4
	8202	1
	8205	1
	21402	1
	20402	1
	21501-21503	3
	20501-20502	2
	20505	1
	20508	1
	6902-6905	4
	6804-6805	2
	21810-21811	2
	21807	1
	21802-21803	2
	21501-21503	3
4.14	18601	1
	3005	1
	3006	1
	18602-18603	2
	6506	1
	6401	1
	6601	1
	4902	1
	6711-6712	2
	6707-6708	2
	18801	1
	6706	1
	6709-6710	2
	3004	1
	7003	1
4.15	18607	1
	6201-6204	4
	6102	1
	6104	1
	5904	1
	5804	1

RIGHT-OF-WAY PLAT SHEET NUMBER	POINT NUMBERS	614.0605 MARKER POSTS RIGHT OF WAY EACH
4.15 (cont'd)	5304	1
	5301-5302	2
	5502	1
	5002-5003	2
	5506	1
4.16	4225-4229	5
	3034	1
	4401-4402	2
	4501-4502	2
	4701-4702	2
	4244	1
	4801-4803	3
	4806-4807	2
	4210	1
	4212-4215	4
	4217-4219	3
4.17	3035	1
	3037-3038	2
	4002	1
	3007	1
	4104	1
	4238	1
4.18	3802	1
	3810	1
	3803	1
	3008	1
	3508	1
	3503-3504	2
	3506	1
	3812	1
	3807	1
	3811	1
	3808	1
4.19	3010	1
	3012	1
	3014	1

RIGHT-OF-WAY PLAT SHEET NUMBER	POINT NUMBERS	614.0605 MARKER POSTS RIGHT OF WAY EACH
4.19 (cont'd)	3040	1
	3206	1
	3016	1
	3015	1
	3205	1
	3039	1
	3013	1
	3011	1
	3009	1
4.20	17403-17404	2
	2306-2307	2
	3041	1
	3017	1
	2310-2311	2
	2201	1
	2203	1
	3203-3204	2
	3207-3211	5
4.21	3018-3019	2
	2001-2002	2
	2105-2106	2
	3020	1
	3042	1
4.22	1606	1
	1600-1601	2
	1504	1
	1301	1
	3023	1
	1203-1205	3
	2102-2104	3
	3021-3022	2
	2003-2007	5
4.23	3029	1
	3027	1
	3024-3025	2
	1302	1

RIGHT-OF-WAY PLAT SHEET NUMBER	POINT NUMBERS	614.0605 MARKER POSTS RIGHT OF WAY EACH
4.23 (cont'd)	1304-1305	2
	21001	1
	3026	1
	3028	1
4.24	510-515	6
	502-503	2
	522-523	2
	531	1
	20313	1
	21004	1
	3030-3031	2
	21002	1
	21006	1
	1107-1108	2
	1103-1104	2
	1101	1
4.25	20201-20203	3
	602	1
	21101	1
	20312	1
	21014	1
	21009	1
	20313	1
4.26	501	1
	3032-3033	2
	517-518	2
4.27	108	1
	15802	1
	402	1
	311	1
4.28	303-310	8
	111	1
	103	1
	109	1
TOTAL		226

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

RESTORATION

STATION	OFFSET	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	631.1000 SOD LAWN SY	629.0210 FERTILIZER TYPE B CWT	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0130 SEEDING MIXTURE NO. 30 LB	630.0300 SEEDING BORROW PIT LB
1123+94 - 1132+50	RT	BYPASS		4,406	5,246		3.60		143.39	15.41	
1123+94 - 1132+50	LT	BYPASS		2,575	3,039		2.08		83.06	8.52	
1123+94 - 1125+00	MEDIAN	BYPASS		386	386		0.26		10.57		
1126+00 - 1132+50	MEDIAN	BYPASS	1,852		2,233		1.54		50.63	6.99	
1142+79 - 1178+24	MEDIAN	BYPASS			7,445		5.11			136.55	
1142+87 - 1172+00	LT	BYPASS			3,262		2.25			59.85	
1143+02 - 1170+80	RT	BYPASS			2,917		2.01			53.50	
1178+24 - 1270+95	MEDIAN	BYPASS			20,767		14.50			380.93	
1178+24 - 1277+86	LT	BYPASS			10,500		7.22			191.87	
1178+24 - 1277+86	RT	BYPASS			10,500		7.22			191.87	
1270+95 - 1278+86	MEDIAN	BYPASS	2,045		2,045		1.41		55.91		
1279+59 - 1287+50	MEDIAN	BYPASS	2,015		2,015		1.38		55.07		
1280+59 - 1326+00	LT	BYPASS			4,768		3.27			87.46	
1280+59 - 1326+00	RT	BYPASS			4,768		3.27			87.46	
1287+50 - 1326+00	MEDIAN	BYPASS			8,624		5.92			158.19	
1326+00 - 1334+00	LT	BYPASS		2,739	3,590		2.46		97.84	15.41	
1326+00 - 1334+00	RT	BYPASS		4,422	5,262		3.62		143.82	15.41	
1326+00 - 1334+00	MEDIAN	BYPASS		2,234	4,027		2.77		110.07	32.87	
1334+00 - 1372+48	LT	BYPASS			4,040		2.78			74.11	
1334+00 - 1374+44	RT	BYPASS			4,246		2.91			77.89	
1334+00 - 1365+05	MEDIAN	BYPASS			6,955		4.77			127.58	
1365+05 - 1375+30	MEDIAN	BYPASS	2,125		2,125		1.46		58.09		
1374+44 - 1388+82	LT	BYPASS			1,510		1.04			27.69	
1374+44 - 1389+78	RT	BYPASS			1,611		1.10			29.54	
1375+30 - 1389+24	MEDIAN	BYPASS			3,123		2.15			57.28	
1393+55 - 1415+00	MEDIAN	BYPASS			4,805		3.30			88.14	
1394+69 - 1405+30	RT	BYPASS			1,114		0.76			20.44	
1400+50 - 1404+50	LT	BYPASS			420		0.28			7.70	
1405+50 - 1408+96	LT	BYPASS			363		0.25			6.67	
1409+40 - 1415+00	RT	BYPASS			588		0.40			10.79	
340+80 - 351+50	RT	STH 83		5,747	5,908		4.05		161.50	2.97	
340+80 - 351+50	LT	STH 83		6,302	6,537		4.49		178.70	4.31	
340+80 - 351+50	MEDIAN	STH 83	437			437		0.36			
352+50 - 369+35	RT	STH 83		4,367	4,367		3.00		119.36		
352+50 - 369+35	LT	STH 83		5,255	5,255		3.61		143.65		
352+50 - 369+35	MEDIAN	STH 83	663			663		0.64			
97+00 - 104+06	RT	BREVER RD		3,698	4,102		2.81		112.14	7.40	
97+00 - 104+06	LT	BREVER RD		3,901	4,305		2.95		117.67	7.40	
106+18 - 118+00	RT	BREVER RD		6,756	7,432		5.25		203.65	12.39	
106+18 - 118+00	LT	BREVER RD		7,966	8,642		5.93		236.71	12.39	

CONTINUED ON NEXT PAGE

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CONTINUED

RESTORATION

STATION	OFFSET	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	631.1000 SOD LAWN SY	629.0210 FERTILIZER TYPE B CWT	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0130 SEEDING MIXTURE NO. 30 LB	630.0300 SEEDING BORROW PIT LB
101+08 - 117+54	LT	STH 142			1,056		0.73			19.38	
101+08 - 117+54	RT	STH 142			1,056		0.73			19.38	
120+27 - 143+39	LT	STH 142			1,484		1.01			27.21	
120+27 - 143+39	RT	STH 142			1,484		1.01			27.21	
50+24 - 60+14	LT	STH 142 NE RAMP			924		0.63			16.95	
50+24 - 59+65	RT	STH 142 NE RAMP			769		0.52			14.09	
50+70 - 60+03	MEDIAN	STH 142 NE RAMP	1,888		1,888		1.30		51.61		
39+40 - 49+86	RT	STH 142 SW RAMP			977		0.68			17.91	
39+52 - 49+30	MEDIAN	STH 142 SW RAMP	1,949		1,949		1.34		53.30		
39+90 - 49+55	LT	STH 142 SW RAMP			789		0.55			14.46	
100+75 - 104+25	RT	MT TOM RD			201		0.14			3.67	
100+91 - 104+25	LT	MT TOM RD			191		0.13			3.50	
115+67 - 126+85	RT	STH 11			574		0.39			10.53	
115+67 - 126+85	LT	STH 11			574		0.39			10.53	
129+71 - 133+02	RT	STH 11			170		0.12			3.11	
133+65 - 161+00	RT	STH 11			1,404		0.96			25.75	
142+00 - 168+00	LT	STH 11			1,335		0.92			24.48	
91+00 - 100+34	LT	KETTERHAGEN RD		8,296	8,831		6.10		242.40	9.79	
91+00 - 100+34	RT	KETTERHAGEN RD		7,892	8,425		5.85		230.30	9.79	
102+51 - 110+75	LT	KETTERHAGEN RD		6,385	6,857		4.71		187.42	8.65	
102+51 - 110+75	RT	KETTERHAGEN RD		6,130	6,601		4.53		180.44	8.65	
37+69 - 52+32	LT	CTH A			785		0.53			14.40	
37+69 - 52+32	RT	CTH A			785		0.53			14.40	
54+52 - 70+25	LT	CTH A			844		0.58			15.48	
54+52 - 64+50	RT	CTH A			536		0.37			9.82	
48+00 - 49+79	LT	OLD CTH A			102		0.07			1.87	
48+00 - 49+79	RT	OLD CTH A			102		0.07			1.87	
50+24 - 58+14	LT	CTH A NW RAMP			737		0.50			13.52	
50+24 - 58+14	RT	CTH A NW RAMP			737		0.50			13.52	
50+62 - 58+06	MEDIAN	CTH A NW RAMP	830		830		0.57		22.70		
50+18 - 52+00	LT	RIVER RD			104		0.08			1.90	
50+88 - 52+00	RT	RIVER RD			64		0.04			1.18	
196+00 - 204+10	RT	STH 36/83 NB-SB RAMP			747		0.51			14.00	
198+00 - 201+35	LT	STH 36/83 NB-SB RAMP			329		0.23			6.02	
UNDISTRIBUTED		BORROW PIT			13,417		9.50				370.00
TOTAL			13,804	89,457	246,500	1,100	170.00	1.00	3,050.00	2,400.00	370.00

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

EROSION CONTROL

STATION	OFFSET	LOCATION	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.2027 EROSION MAT CLASS II TYPE C SY	628.7504 TEMPORARY DITCH CHECKS LF	631.1100 SOD EROSION CONTROL SY	SPV.0060.04 EROSION CONTROL FILTER BAGS EA	*SPV.0180.01 GEOTEXTILE FABRIC TYPE FF SY
340+80 - 352+00	LT	STH 83		278	278	1,006	93	96	21		
340+80 - 352+00	RT	STH 83	40	170	170	1,109		80	42		
353+00 - 369+35	LT	STH 83		526	526	748	67		21		
353+00 - 369+35	RT	STH 83		889	889	152			11		
97+00 - 104+50	LT	BREVER RD	215	762	762	1,105					
97+00 - 104+50	RT	BREVER RD				1,673	392	144			
106+00 - 118+00	LT	BREVER RD		536	536	5,909			21		
106+00 - 118+00	RT	BREVER RD	106	605	605	5,026			68		
99+00 - 100+50	LT	KETTERHAGEN RD				5,051		16	21		
99+00 - 100+50	RT	KETTERHAGEN RD				6,474	244	48	11		
102+00 - 110+75	LT	KETTERHAGEN RD		356	356	4,425	389	64			
102+00 - 110+75	RT	KETTERHAGEN RD		307	307	4,500	459	84			
1326+00 - 1334+00	LT	BYPASS				1,001					
1326+00 - 1334+00	RT	BYPASS				1,547		108	19		
UNDISTRIBUTED			140	1,107	1,107	9,974	456	160	65	250	400
TOTAL			501	5,536	5,536	49,700	2,100	800	300	250	400

LANDMARK REFERENCE MONUMENTS

STATION	LOCATION	RDWY	621.0100 LANDMARK REFERENCE MONUMENTS EACH
1128+99.48	PC	BYPASS R/L	1
1149+27.38	PT	BYPASS R/L	1
1237+87.99	PC	BYPASS R/L	1
1261+69.12	PT	BYPASS R/L	1
1316+73.01	PI	BYPASS R/L	1
1331+50.03	PC	BYPASS R/L	1
1370+04.32	PT	BYPASS R/L	1
1387+17.67	PC	BYPASS R/L	1
1410+56.99	PT	BYPASS R/L	1
345+00.00	PI	STH 83 R/L	1
349+21.11	PI	STH 83 R/L	1
358+57.12	PI	STH 83 R/L	1
106+20.48	PI	STH 142 R/L	1
132+33.29	PI	STH 142 R/L	1
140+24.74	PI	STH 142 R/L	1
119+45.90	PI	STH 11 R/L	1
121+86.20	PI	STH 11 R/L	1
133+78.25	PI	STH 11 R/L	1
135+50.00	PI	STH 11 R/L	1
137+90.30	PI	STH 11 R/L	1
152+90.76	PI	STH 11 R/L	1
166+33.80	PI	STH 11 R/L	1
TOTAL			22

INLET PROTECTION TYPE A FOR ENDWALLS

STRCT #	STATION	OFFSET	LOCATION	628.7005 * INLET PROTECTION TYPE A EACH
122.4	343+11.29	44.7' RT	STH 83	1
120.0	347+28.20	79.4' RT	STH 83	1
121.1	347+12.03	77.2' RT	STH 83	1
119.1	349+75.86	71.1' LT	STH 83	1
108.3	354+00.00	83.0' RT	STH 83	1
104.0	364+67.93	45.4' LT	STH 83	1
101.1	367+75.00	47.7' LT	STH 83	1
101.2	368+00.00	40.0' RT	STH 83	1
123.1	99+98.00	68.4' RT	BREVER ROAD	1
126.1	104+29.14	71.3' RT	BREVER ROAD	1
127.1	107+00.00	98.2' RT	BREVER ROAD	1
128.1	112+41.11	67.6' LT	BREVER ROAD	1
135.1	115+77.66	34.4' RT	BREVER ROAD	1
129.1	117+69.01	25.9' RT	BREVER ROAD	1
130.1	91+25.00	20.5' LT	KETTERHAGEN ROAD	1
130.2	91+45.00	21.5' RT	KETTERHAGEN ROAD	1
131.1	12+00.00	56.8' LT	PRIVATE DRIVE	1
132.1	99+00.00	109.4' RT	KETTERHAGEN ROAD	1
133.1	102+43.64	93.0' RT	KETTERHAGEN ROAD	1
TOTAL				19

* QUANTITIES LISTED ELSEWHERE

FIELD FACILITIES

LOCATION	642.5401 FIELD OFFICE TYPE D EACH	642.6001 FIELD LABORATORY EACH
PROJECT 3180-10-70	1	1
TOTAL	1	1

MOBILIZATIONS

LOCATION	619.1000 MOBILIZATION EACH	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT 3180-70-10	1		
UNDISTRIBUTED		10	15
	1	10	15

INLET PROTECTION

PROJECT 3180-10-70	628.7005 * INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7550 CULVERT PIPE DITCH CHECK EACH
SEE DRAINAGE TABLE FOR LOCATIONS	48	16	67	
UNDISTRIBUTED				10
TOTAL	48	16	67	10

* QUANTITIES LISTED ELSEWHERE

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

TEMPORARY STREAM DIVERSION

	512.1000	520.4072	*603.0500	*603.0801	628.1104*	628.5505	650.6000*	SPV.0060.05	SPV.0105.03	*SPV.0180.01	SPV.0195.01
	PILING SHEET STEEL TEMPORARY	CULVERT PIPE TEMPORARY 72-INCH	CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR FURNISHED AND DELIVERED	CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR INSTALLED	EROSION BALES	POLYETHYLENE SHEETING	CONSTRUCTION STAKING PIPE CULVERTS	SAND BAGS	TEMPORARY DIVERSION CHANNEL	FABRIC TYPE FF	WASHED STONE
	SF	LF	LF	LF	EA	SY	EA	EA	LS	SY	TONS
BOX CULVERT EXTENSION	3570	110	60	60	380	2534	1	2040	1	1440	18
TOTAL	**3570**	**110**	**60**	**60**	**380**	**2534**	**1**	**2040**	**1**	**1440**	**18**

* QUANTITIES LISTED ELSEWHERE

RIPRAP MEDIUM AND GEOTEXTILE FABRIC TYPE HR

STATION		STATION	OFFSET	STRCT#	PIPE TYPE / SIZE	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
	-		RT	122.0	SSPRC-12	STH 83	14.7	11.3
	-		RT	120.0	SSPRC-12	STH 83	14.7	11.3
	-		RT	118.0	SSPRC-12	STH 83	14.7	11.3
	-		RT	117.0	SSPRC-12	STH 83	14.7	11.3
	-		RT	114.0	SSPRC-18	BYPASS	22.7	15.3
	-		RT	116.0	SSPRC-12	STH 83	14.7	11.3
	-		RT	134.0	SSPRC-12	BYPASS	14.7	11.3
	-		LT	113.0	SSPRC-12	STH 83	14.7	11.3
	-		LT	108.1	SSPRC-24	STH 83	33.7	20.6
	-		LT	104.0	SSPRC-12	STH 83	14.7	11.3
	-		LT	103.0	SSPRC-12	STH 83	14.7	11.3
	-		LT	123.0	CP-18	BREVER RD	31.0	19.2
102+50.00	-	103+00.00	RT		DITCH	STH 83	58.4	157.0
	-		LT	124.1	PU-12	BREVER RD	14.7	11.3
	-		RT	125.1	PU-12	BREVER RD	14.7	11.3
	-		LT	126.0	CP-24	BREVER RD	45.8	25.9
	-		LT	127.0	CP-24	BREVER RD	45.8	25.9
93+62.79	-	95+93.27	LT		DITCH	KETTERHAGEN RD	134.4	422.0
	-		LT	132.0	CP-24	SB RAMP	45.8	25.9
1333+65.74	-	1334+12.72	RT		DITCH	BYPASS	54.8	150.2
						TOTAL	634	986

STONE OR ROCK DITCH CHECKS & GEOTEXTILE FABRIC SAS

STATION		STATION	OFFSET	LOCATION	COUNT	628.7560S STONE OR ROCK DITCH CHECKS CY	645.0140 GEOTEXTILE FABRIC TYPE SAS SY
94+00.00	-	95+00.00	RT	KETTERHAGEN RD	6.0	66	150
105+25.00	-	108+25.00	RT	KETTERHAGEN RD	10.0	111	250
105+25.00	-	107+75.00	LT	KETTERHAGEN RD	8.0	88	200
				TOTAL		265	600

DELINEATOR POSTS STEEL & DELINEATORS

STATION		STATION	LOCATION	ROADWAY	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATORS WHITE EACH	YELLOW EACH
1129+00	-	1132+00	RT	EB BYPASS	4	4	
1143+40	-	1149+50	RT	EB BYPASS	7	7	
1143+30	-	1149+50	RT	WB BYPASS	7		7
52+00	-	60+00	LT	STH 142 NE RAMP	19	19	
39+50	-	48+80	RT	STH 142 SW RAMP	19	19	
1237+80	-	1262+30	RT	EB BYPASS	26	26	
1237+80	-	1262+30	RT	WB BYPASS	26		26
1314+70	-	1318+65	RT	EB BYPASS	5	5	
1314+70	-	1318+70	RT	WB BYPASS	5	5	
1331+50	-	1370+20	RT	EB BYPASS	40	40	
1331+50	-	1369+50	RT	WB BYPASS	39		39
51+50	-	58+00	LT	CTH A NW RAMP	19	19	
1382+50	-	1389+40	LT	EB BYPASS	8		8
1394+20	-	1412+50	LT	EB BYPASS	19		19
1398+50	-	1408+60	LT	WB BYPASS	11	11	
206+00	-	209+00	RT	STH 36/83 NB TO SB RAMP	4	4	
213+80	-	220+80	RT	STH 36/83 NB TO SB RAMP	8	8	
198+00	-	207+00	RT	STH 36/83 SB RAMP	10		10
					276	167	109

PERMANENT SIGNING

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS WOOD 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
P057	R6-2L	36 X 48	1						12.00				
P060A	W2-2	36 X 36	1						9.00				
P060B	W2-2	36 X 36	1						9.00				SEE DETAIL
P061	D1-1	96 X 21	2						14.00				MODIFIED
P062	R10-11F	30 X 36	1						7.50				
P063	R6-2L	24 X 30	1						5.00				2' MOUNTING HEIGHT
P064	W12-1	24 X 24	1						4.00				
P065	R1-2	36 X 31	1						3.88				
P066	R3-56	36 X 48		1					12.00				
P067A	W2-2	36 X 36	1						9.00				
P067B	W2-2	36 X 36	1						9.00				SEE DETAIL
P068	D1-1	96 X 21	2						14.00				SEE DETAIL
P069	M1-94	108 X 21	2						15.75				
P070	R3-56	36 X 48		1					12.00				
P071	J3-1	36 X 81			1								Place Assembly Under Signal P071
	M1-6	36 X 36							9.00				ASSEMBLY "11" P071
	M3-4	30 X 15							3.13				ASSEMBLY "WEST" P071
	M6-1	30 X 30							6.25				ASSEMBLY LT ARROW P071
P072	R6-2L	24 X 30	1						5.00				
P073	R6-2L	24 X 30	1						5.00				
P074	R6-2L	24 X 30	1						5.00				
P075	R6-2L	24 X 30	1						5.00				
P076	D1-1	96 X 21	2						14.00				SEE DETAIL
P076A	M1-94	84 X 21	2						12.25				SEE DETAIL
P077	W13-2A	48 X 90				1			30.00				10 MPH Modified for Right Turn
P078	W4-2R	48 X 48		1					16.00				
P079	W4-3	48 X 48		1					16.00				
P080	W1-6	60 X 30	1						12.50				
P083	W1-6	60 X 30	1						12.50				
P084	W4-3	48 X 48		1					16.00				
P085	W4-2R	48 X 48		1					16.00				
P088	J2-2	72 X 81			2								Double Post Assembly P088
	M1-6	36 X 36							9.00				ASSEMBLY "83" P088
	M1-6	36 X 36							9.00				ASSEMBLY "50" P088
	M3-4	30 X 15							3.13				ASSEMBLY "SOUTH" P088
	M3-3	30 X 15							3.13				ASSEMBLY "TO" P088
	M5-1L	30 X 30							6.25				ASSEMBLY LT TURN ARROW P088
	M5-1L	30 X 30							6.25				ASSEMBLY LT TURN ARROW P088
P089	M1-94	72 X 21	2						10.50				SEE DETAIL
P090	M1-94	72 X 21	2						10.50				SEE DETAIL
P091	W20-7b	48 X 48		1					16.00				
P092	W20-7b	48 X 48		1					16.00				
P093	J3-2	72 X 81			2								Double Post Assembly P093
	M1-6	36 X 36							9.00				ASSEMBLY "11" P093
	M1-6	36 X 36							9.00				ASSEMBLY "36" P093
	M3-4	30 X 15							3.13				ASSEMBLY "WEST" P093
	M3-3	30 X 15							3.13				ASSEMBLY "SOUTH" P093
	M6-1	30 X 30							6.25				ASSEMBLY FORWARD ARROW P093
	M6-1	30 X 30							6.25				ASSEMBLY FORWARD ARROW P093
	MO6-1	30 X 30							6.25				ORANGE TEMP RT ARROW P093
	MO6-1	30 X 30							6.25				ORANGE TEMP RT ARROW P093
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P093
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P093
P094	D1-1	96 X 21						1	14.00				SEE DETAIL
P095	M1-94	60 X 21						1	8.75				SEE DETAIL
P096	D1-1	108 X 21	2						15.75				SEE DETAIL
P097	R3-56	36 X 48		1					12.00				
P098	R6-2L	36 X 48		1					12.00				

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
P099	R6-2L	36 X 48		1					12.00				
P100A	R5-1	36 X 36							9.00				PLACE ON SIGNAL POLE
P100B	R5-1	36 X 36							9.00				PLACE ON SIGNAL POLE
P101	W12-1D	24 X 24	1						4.00				2' MOUNTING HEIGHT
P102A	R1-1F	36 X 36	1						9.00				PLACE ON SIGNAL POLE
P102B	R1-1F	36 X 36	1						9.00				PLACE ON SIGNAL POLE
P103	J3-1	36 X 81			1								Single Post Assembly P103
	M1-6	36 X 36							9.00				ASSEMBLY "83" P103
	M3-3	30 X 15							3.13				ASSEMBLY "south" P103
	M6-1	30 X 30							6.25				ASSEMBLY RIGHT ARROW P103
P104	R4-7	36 X 48	1						12.00				P103
P105	J4-3	36 X 51		1									Single Post Assembly P105
	M1-6	36 X 36							9.00				ASSEMBLY "83" P105
	M1-6	36 X 36							9.00			9.00	ASSEMBLY "36" P105 COVER
	M1-6	36 X 36							9.00			9.00	ASSEMBLY "11" P105 COVER
	M3-1	30 X 15							3.13				ASSEMBLY "NORTH" P105
	M3-1	30 X 15							3.13			3.13	ASSEMBLY "NORTH" P105 COVER
	M3-2	30 X 15							3.13			3.13	ASSEMBLY "EAST" P105 COVER
P106A	R2-1	36 X 48		1					12.00				
P106B	R2-1	36 X 48		1					12.00				
P107	R5-1A	42 X 30		1					8.75				
P108	R3-55L	36 X 48							12.00				P107
P109	J3-2	72 X 81		1									Double Post Assembly P109
	M1-6	36 X 36							9.00				ASSEMBLY "83" P109
	M1-6	36 X 36							9.00				ASSEMBLY "50" P109
	M3-3	30 X 15							3.13				ASSEMBLY "SOUTH" P109
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P109
	M6-1	30 X 30							6.25				ASSEMBLY LT ARROW P109
	M6-1	30 X 30							6.25				ASSEMBLY LT ARROW P109
P110A	J2-2	72 X 81		1									Double Post Assembly P110A
	M1-6	36 X 36							9.00				ASSEMBLY "83" P110A
	M1-6	36 X 36							9.00				ASSEMBLY "50" P110A
	M3-3	30 X 15							3.13				ASSEMBLY "SOUTH" P110A
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P110A
	M5-1L	30 X 30							6.25				ASSEMBLY LT TURN ARROW P110A
	M5-1L	30 X 30							6.25				ASSEMBLY LT TURN ARROW P110A
P110B	J2-2	72 X 81				2							Double Post Assembly P110B
	M1-6	36 X 36							9.00				ASSEMBLY "11" P110B
	M1-6	36 X 36							9.00				ASSEMBLY "36" P110B
	M3-4	30 X 15							3.13				ASSEMBLY "WEST" P110B
	M3-3	30 X 15							3.13				ASSEMBLY "SOUTH" P110B
	M6-1	30 X 30							6.25				ASSEMBLY FORWARD ARROW P110B
	M6-1	30 X 30							6.25				ASSEMBLY FORWARD ARROW P110B
	MO5-1R	30 X 30							6.25				ORANGE TEMP RT TURN ARROW P110B
	MO5-1R	30 X 30							6.25				ORANGE TEMP RT TURN ARROW P110B
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P110B
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P110B
P111A	W3-3	36 X 36	1						9.00				16" X 16" FLAGS REQD
P111B	W3-3	36 X 36	1						9.00				16" X 16" FLAGS REQD
P112A	R2-1	36 X 48		1					12.00				
P112B	R2-1	36 X 48		1					12.00				
P113	R1-2	36 X 31	1						3.88				
P114	W13-2A	48 X 90					1		30.00				10 MPH Modified for Right Turn
P115	D1-1	96 X 21	2						14.00				SEE DETAIL
P115A	M1-94	84 X 21	2						12.25				SEE DETAIL
P116A	J1-1	36 X 57		1									Single Post Assembly P116A
	M1-6	36 X 36							9.00				ASSEMBLY "142" P116A
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P116A
P116B	J1-1	36 X 57		1									Single Post Assembly P116B
	M1-6	36 X 36							9.00				ASSEMBLY "142" P116B

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P116A
P117A	J2-1	36 X 81			1								Single Post Assembly P117A
	M1-6	36 X 36							9.00				ASSEMBLY "142" P117A
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P117A
	M5-1R	30 X 30							6.25				ASSEMBLY RT TURN ARROW P117A
P117B	J2-1	36 X 81			1								Single Post Assembly P117B
	M1-6	36 X 36							9.00				ASSEMBLY "142" P117B
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P117B
	M5-1R	30 X 30							6.25				ASSEMBLY RT TURN ARROW P117B
P118A	R2-1	36 X 48		1					12.00				
P118B	R2-1	36 X 48		1					12.00				
P119	J3-1	36 X 81			1								Single Post Assembly P119
	M1-6	36 X 36							9.00				ASSEMBLY "142" P119
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P119
	M6-1	30 X 30							6.25				ASSEMBLY RT ARROW P119
P120	J4-3	108 X 51			1								Triple Post Assembly P120
	M1-6	36 X 36							9.00				ASSEMBLY "83" P120
	M1-6	36 X 36							9.00			9.00	ASSEMBLY "11" P120 COVER
	M1-6	36 X 36							9.00			9.00	ASSEMBLY "36" P120 COVER
	M3-3	30 X 15							3.13				ASSEMBLY "SOUTH" P120
	M3-4	30 X 15							3.13			3.13	ASSEMBLY "WEST" P120 COVER
	M3-3	30 X 15							3.13			3.13	ASSEMBLY "SOUTH" P120 COVER
P121	J4-3	108 X 51				3							Triple Post Assembly P121
	M1-6	36 X 36							9.00				ASSEMBLY "83" P121
	M1-6	36 X 36							9.00				ASSEMBLY "11" P121
	M1-6	36 X 36							9.00				ASSEMBLY "36" P121
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P121
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P121
	M3-1	30 X 15							3.13				SEPARATE SIGN "NORTH" P121
	M3-2	30 X 15							3.13				SEPARATE SIGN "EAST" P121
	M3-1	30 X 15							3.13				SEPARATE SIGN "NORTH" P121
	M6-1	30 X 30							6.25				SEPARATE SIGN FORWARD ARROW P121
	M6-1	30 X 30							6.25				SEPARATE SIGN FORWARD ARROW P121
P122	J3-1	36 X 81			1								Single Post Assembly P122
	M1-6	36 X 36							9.00				ASSEMBLY "142" P122
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P122
	M6-1	30 X 30							6.25				ASSEMBLY RT ARROW P122
P125A	R2-1	36 X 48		1					12.00				
P125B	R2-1	36 X 48		1					12.00				
P126A	J2-1	36 X 81			1								Single Post Assembly P126A
	M1-6	36 X 36							9.00				ASSEMBLY "142" P126A
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P126A
	M5-1R	30 X 30							6.25				ASSEMBLY RT TURN ARROW P126A
P126B	J2-1	36 X 81			1								Single Post Assembly P126B
	M1-6	36 X 36							9.00				ASSEMBLY "142" P126B
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P126B
	M5-1R	30 X 30							6.25				ASSEMBLY RT TURN ARROW P126B
P127A	J1-1	36 X 57			1								Single Post Assembly P127A
	M1-6	36 X 36							9.00				ASSEMBLY "142" P127A
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P127A
P127B	J1-1	36 X 57			1								Single Post Assembly P127B
	M1-6	36 X 36							9.00				ASSEMBLY "142" P127B
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P127B
P128	R3-4B	36 X 48	1						12.00				
P129	R3-4B	36 X 48	1						12.00				
P133A	J1-1	36 X 57			1								Single Post Assembly P133A
	M1-6	36 X 36							9.00				ASSEMBLY "11" P133A
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P133A
P133B	J1-1	36 X 57			1								Single Post Assembly P133B
	M1-6	36 X 36							9.00				ASSEMBLY "11" P133B

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P116A
P117A	J2-1	36 X 81			1								Single Post Assembly P117A
	M1-6	36 X 36							9.00				ASSEMBLY "142" P117A
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P117A
	M5-1R	30 X 30							6.25				ASSEMBLY RT TURN ARROW P117A
P117B	J2-1	36 X 81			1								Single Post Assembly P117B
	M1-6	36 X 36							9.00				ASSEMBLY "142" P117B
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P117B
	M5-1R	30 X 30							6.25				ASSEMBLY RT TURN ARROW P117B
P118A	R2-1	36 X 48		1					12.00				
P118B	R2-1	36 X 48		1					12.00				
P119	J3-1	36 X 81			1								Single Post Assembly P119
	M1-6	36 X 36							9.00				ASSEMBLY "142" P119
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P119
	M6-1	30 X 30							6.25				ASSEMBLY RT ARROW P119
P120	J4-3	108 X 51			1								Triple Post Assembly P120
	M1-6	36 X 36							9.00				ASSEMBLY "83" P120
	M1-6	36 X 36							9.00			9.00	ASSEMBLY "11" P120 COVER
	M1-6	36 X 36							9.00			9.00	ASSEMBLY "36" P120 COVER
	M3-3	30 X 15							3.13				ASSEMBLY "SOUTH" P120
	M3-4	30 X 15							3.13			3.13	ASSEMBLY "WEST" P120 COVER
	M3-3	30 X 15							3.13			3.13	ASSEMBLY "SOUTH" P120 COVER
P121	J4-3	108 X 51				3							Triple Post Assembly P121
	M1-6	36 X 36							9.00				ASSEMBLY "83" P121
	M1-6	36 X 36							9.00				ASSEMBLY "11" P121
	M1-6	36 X 36							9.00				ASSEMBLY "36" P121
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P121
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P121
	M3-1	30 X 15							3.13				SEPARATE SIGN "NORTH" P121
	M3-2	30 X 15							3.13				SEPARATE SIGN "EAST" P121
	M3-1	30 X 15							3.13				SEPARATE SIGN "NORTH" P121
	M6-1	30 X 30							6.25				SEPARATE SIGN FORWARD ARROW P121
	M6-1	30 X 30							6.25				SEPARATE SIGN FORWARD ARROW P121
P122	J3-1	36 X 81			1								Single Post Assembly P122
	M1-6	36 X 36							9.00				ASSEMBLY "142" P122
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P122
	M6-1	30 X 30							6.25				ASSEMBLY RT ARROW P122
P125A	R2-1	36 X 48		1					12.00				
P125B	R2-1	36 X 48		1					12.00				
P126A	J2-1	36 X 81			1								Single Post Assembly P126A
	M1-6	36 X 36							9.00				ASSEMBLY "142" P126A
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P126A
	M5-1R	30 X 30							6.25				ASSEMBLY RT TURN ARROW P126A
P126B	J2-1	36 X 81			1								Single Post Assembly P126B
	M1-6	36 X 36							9.00				ASSEMBLY "142" P126B
	M4-5	30 X 15							3.13				ASSEMBLY "TO" P126B
	M5-1R	30 X 30							6.25				ASSEMBLY RT TURN ARROW P126B
P127A	J1-1	36 X 57			1								Single Post Assembly P127A
	M1-6	36 X 36							9.00				ASSEMBLY "142" P127A
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P127A
P127B	J1-1	36 X 57			1								Single Post Assembly P127B
	M1-6	36 X 36							9.00				ASSEMBLY "142" P127B
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P127B
P128	R3-4B	36 X 48	1						12.00				
P129	R3-4B	36 X 48	1						12.00				
P133A	J1-1	36 X 57			1								Single Post Assembly P133A
	M1-6	36 X 36							9.00				ASSEMBLY "11" P133A
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P133A
P133B	J1-1	36 X 57			1								Single Post Assembly P133B
	M1-6	36 X 36							9.00				ASSEMBLY "11" P133B

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P133B
P134A	W3-3	36 X 36		1					9.00				16" X 16" FLAGS REQD
P134B	W3-3	36 X 36		1					9.00				16" X 16" FLAGS REQD
P135A	W20-7b	48 X 48		1					16.00				
P135B	W20-7b	48 X 48		1					16.00				
P136A	J2-2	72 X 81		1									Double Post Assembly P136A
	M1-6	36 X 36							9.00				ASSEMBLY "11" P136A
	M1-6	36 X 36							9.00				ASSEMBLY "11" P136A
	M3-4	30 X 15							3.13				ASSEMBLY "WEST" P136A
	M3-2	30 X 15							3.13				ASSEMBLY "EAST" P136A
	M5-1L	30 X 30							6.25				ASSEMBLY LT TURN ARROW P136A
	M5-1R	30 X 30							6.25				ASSEMBLY RT TURN ARROW P136A
P136B	J2-2	72 X 81		1									Double Post Assembly P136B
	M1-6	36 X 36							9.00				ASSEMBLY "11" P136B
	M1-6	36 X 36							9.00				ASSEMBLY "11" P136B
	M3-4	30 X 15							3.13				ASSEMBLY "WEST" P136B
	M3-2	30 X 15							3.13				ASSEMBLY "EAST" P136B
	M5-1L	30 X 30							6.25				ASSEMBLY LT TURN ARROW P136B
	M5-1R	30 X 30							6.25				ASSEMBLY RT TURN ARROW P136B
P137	D1-3	96 X 54		2					36.00				SEE DETAIL
P137A	M1-94	84 X 21		2					12.25				SEE DETAIL
P138	J3-1	36 X 81		1									Single Post Assembly P138
	M1-6	36 X 36							9.00				ASSEMBLY "11" P138
	M3-4	30 X 15							3.13				ASSEMBLY "WEST" P138
	M6-1	30 X 30							6.25				ASSEMBLY LT ARROW P138
P139	R3-55L	36 X 48		1					12.00				P139
P140	R5-1A	36 X 24							6.00				
P141	R2-1	36 X 48		1					12.00				
P142	R2-1	36 X 48		1					12.00				
P146	J3-1	36 X 81		1									Single Post Assembly P146
	M1-6	36 X 36							9.00				ASSEMBLY "11" P146
	M3-2	30 X 15							3.13				ASSEMBLY "EAST" P146
	M6-1	30 X 30							6.25				ASSEMBLY RT ARROW P146
P147A	J4-3	108 X 51		1									Triple Post Assembly P147A
	M1-6	36 X 36							9.00				ASSEMBLY "83" P147A
	M1-6	36 X 36							9.00	9.00			ASSEMBLY "11" P147A COVER
	M1-6	36 X 36							9.00	9.00			ASSEMBLY "36" P147A COVER
	M3-3	30 X 15							3.13				ASSEMBLY "SOUTH" P147A
	M3-4	30 X 15							3.13	3.13			ASSEMBLY "WEST" P147A COVER
	M3-3	30 X 15							3.13	3.13			ASSEMBLY "SOUTH" P147A COVER
P147B	J4-3	108 X 51		1									Triple Post Assembly P147B
	M1-6	36 X 36							9.00				ASSEMBLY "83" P147B
	M1-6	36 X 36							9.00	9.00			ASSEMBLY "11" P147B COVER
	M1-6	36 X 36							9.00	9.00			ASSEMBLY "36" P147B COVER
	M3-3	30 X 15							3.13				ASSEMBLY "SOUTH" P147B
	M3-4	30 X 15							3.13	3.13			ASSEMBLY "WEST" P147B COVER
	M3-3	30 X 15							3.13	3.13			ASSEMBLY "SOUTH" P147B COVER
P148	W12-1D	24 X 24	1						4.00				
P149A	R5-1	36 X 36	1						9.00				
P149B	R5-1	36 X 36	1						9.00				
P150	R1-1	36 X 36	1						9.00				P149A
P151A	R1-1F	36 X 36							9.00				P149B
P151B	R1-1F	36 X 36							9.00				
P152	R4-7	36 X 48	1						12.00				
P153A	R5-1	36 X 36	1						9.00				
P153B	R5-1	36 X 36	1						9.00				
P154	R1-1	36 X 36	1						9.00				P153A
P155A	R1-1F	36 X 36							9.00				P153B
P155B	R1-1F	36 X 36							9.00				

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
P156	R4-7	36 X 48	1						12.00				Single Post Assembly P158
P157	W12-1D	24 X 24	1						4.00				ASSEMBLY "11" P158
P158	J4-1	36 X 81		1									
	M1-6	36 X 36							9.00				ASSEMBLY "WEST" P158
	M3-4	30 X 15							3.13				SEPARATE SIGN RT ARROW P158
	M6-1	30 X 30							6.25				Place Assembly Under Signal P159
P159	J3-1	36 X 81											
	M1-6	36 X 36							9.00				ASSEMBLY "11" P159
	M3-2	30 X 15							3.13				ASSEMBLY "EAST" P159
	M6-1	30 X 30							6.25				ASSEMBLY LT ARROW P159
P160A	J4-2	72 X 51		1									Double Post Assembly P160A
	M1-6	36 X 36							9.00				ASSEMBLY "83" P160A
	M1-6	36 X 36							9.00				ASSEMBLY "36" P160A
	M3-1	30 X 15							3.13				ASSEMBLY "NORTH" P160A
	M3-1	30 X 15							3.13				ASSEMBLY "NORTH" P160A
	M4-5	30 X 15							3.13				Separate Sign "TO" P160A
	M3-3	30 X 15							3.13				SEPARATE SIGN FORWARD ARROW P160A
P160B	J4-2	72 X 51		1									Double Post Assembly P160B
	M1-6	36 X 36							9.00				ASSEMBLY "83" P160B
	M1-6	36 X 36							9.00				ASSEMBLY "36" P160B
	M3-1	30 X 15							3.13				ASSEMBLY "NORTH" P160B
	M3-1	30 X 15							3.13				ASSEMBLY "NORTH" P160B
	M4-5	30 X 15							3.13				Separate Sign "TO" P160B
	M3-3	30 X 15							3.13				SEPARATE SIGN FORWARD ARROW P160B
P161	J4-1	36 X 81		1									Single Post Assembly P161
	M1-6	36 X 36							9.00				ASSEMBLY "11" P161
	M3-4	30 X 15							3.13				ASSEMBLY "WEST" P161
	M6-1	30 X 30							6.25				SEPARATE SIGN RT ARROW P158
P162	R5-1A	36 X 24							6.00				P163
P163	R3-55L	36 X 48		1					12.00				
P164A	R2-1	36 X 48		1					12.00				
P164B	R2-1	36 X 48		1					12.00				
P165	J3-1	36 X 81											
	M1-6	36 X 36							9.00				Single Post Assembly P165
	M3-2	30 X 15							3.13				ASSEMBLY "11" P165
	M6-1	30 X 30							6.25				ASSEMBLY "EAST" P165
P166	D1-2	96 X 96	2						64.00				ASSEMBLY LT ARROW P165
P166A	M1-94	84 X 21	2						12.25				SEE DETAIL
P167A	J2-2	72 X 81			2								SEE DETAIL
	M1-6	36 X 36							9.00				Double Post Assembly P167A
	M1-6	36 X 36							9.00				ASSEMBLY "11" P167A
	M3-2	30 X 15							3.13				ASSEMBLY "11" P167A
	M3-4	30 X 15							3.13				ASSEMBLY "EAST" P167A
	M4-5	30 X 15							3.13				ASSEMBLY "WEST" P167A
	M3-3	30 X 15							3.13				ASSEMBLY LT TURN ARROW P167A
	M3-3	30 X 15							3.13				ASSEMBLY FORWARD ARROW P167A
P167B	J2-2	72 X 81			2								ORANGE TEMP RT TURN ARROW P167A
	M1-6	36 X 36							9.00				Double Post Assembly P167B
	M1-6	36 X 36							9.00				ASSEMBLY "11" P167B
	M3-2	30 X 15							3.13				ASSEMBLY "11" P167B
	M3-4	30 X 15							3.13				ASSEMBLY "EAST" P167B
	M5-1L	30 X 15							3.13				ASSEMBLY "WEST" P167B
	M6-1	30 X 15							3.13				ASSEMBLY LT TURN ARROW P167B
	M05-1R	30 X 15							3.13				ASSEMBLY FORWARD ARROW P167B
P168A	W3-3	36 X 36		1					9.00				ORANGE TEMP RT TURN ARROW P167B
P168B	W3-3	36 X 36		1					9.00				16" X 16" FLAGS REQD
P169A	W20-7b	48 X 48		1					16.00				16" X 16" FLAGS REQD
P169B	W20-7b	48 X 48		1					16.00				
P171A	J2-2	36 X 57		1									
	M1-6	36 X 36							9.00				Single Post Assembly P171A
													ASSEMBLY "11" P171A

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P171A
P171B	J2-2	36 X 57		1									Single Post Assembly P171B
	M1-6	36 X 36							9.00				ASSEMBLY "11" P171B
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P171B
P175A	J1-1	36 X 57		1									Single Post Assembly P175A
	M1-6	36 X 36							9.00				ASSEMBLY "A" P175A
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P175A
P175B	J1-1	36 X 57		1									Single Post Assembly P175B
	M1-6	36 X 36							9.00				ASSEMBLY "A" P175B
	M2-1	30 X 21							4.38				ASSEMBLY "JCT" P175B
P176A	J2-1	36 X 81			1								Single Post Assembly P176A
	M1-6	36 X 36							9.00				ASSEMBLY "A" P176A
	M4-5	30 X 15							3.13				Separate Sign "TO" P176A
	M5-1L	30 X 15							3.13				ASSEMBLY LT TURN ARROW P176A
P176B	J2-1	36 X 81			1								Single Post Assembly P176B
	M1-6	36 X 36							9.00				ASSEMBLY "A" P176B
	M4-5	30 X 15							3.13				Separate Sign "TO" P176B
	M5-1L	30 X 15							3.13				ASSEMBLY LT TURN ARROW P176B
P177A	J3-1	36 X 81					1						Single Post Assembly P177A
	M1-6	36 X 36							9.00				ASSEMBLY "A" P177A
	M4-5	30 X 15							3.13				Separate Sign "TO" P177A
	M6-1	30 X 15							3.13				ASSEMBLY LT ARROW P177A
P177B	R3-55L	36 X 48							12.00				P177A
P178A	R2-1	36 X 48		1					12.00				
P178B	R2-1	36 X 48		1					12.00				
P179A	J4-2	72 X 51			2								Double Post Assembly P179A
	M1-6	36 X 36							9.00				ASSEMBLY "83" P179A
	M1-6	36 X 36							9.00				ASSEMBLY "36" P179A
	M3-3	30 X 15							3.13				ASSEMBLY "SOUTH" P179A
	M3-3	30 X 15							3.13				ASSEMBLY "SOUTH" P179A
	M6-1	30 X 15							3.13				SEPARATE SIGN FORWARD ARROW P179A
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P179A
P179B	J4-2	72 X 51			2								Double Post Assembly P179B
	M1-6	36 X 36							9.00				ASSEMBLY "83" P179B
	M1-6	36 X 36							9.00				ASSEMBLY "36" P179B
	M3-3	30 X 15							3.13				ASSEMBLY "SOUTH" P179B
	M3-3	30 X 15							3.13				ASSEMBLY "SOUTH" P179B
	M6-1	30 X 15							3.13				SEPARATE SIGN FORWARD ARROW P179B
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P179B
P180A	J3-1	36 X 81			1								Single Post Assembly P180A
	M1-6	36 X 36							9.00				ASSEMBLY "A" P180A
	M4-5	30 X 15							3.13				Separate Sign "TO" P180A
	M6-1	30 X 15							3.13				ASSEMBLY LT ARROW P180A
P180B	R4-7	36 X 48							12.00				P180A
P180C	R4-7	36 X 48							12.00				
P181	J3-1	36 X 81			1								Single Post Assembly P181
	M1-6	36 X 36							9.00				ASSEMBLY "A" P181
	M4-5	30 X 15							3.13				Separate Sign "TO" P181
	M6-1	30 X 15							3.13				ASSEMBLY RT ARROW P181
P182A	R5-1	36 X 36	1						9.00				
P182B	R5-1	36 X 36	1						9.00				
P183A	J4-2	72 X 51			2								Double Post Assembly P183A
	M1-6	36 X 36							9.00				ASSEMBLY "83" P183A
	M1-6	36 X 36							9.00				ASSEMBLY "36" P183A
	M3-1	30 X 15							3.13				ASSEMBLY "NORTH" P183A
	M3-1	30 X 15							3.13				ASSEMBLY "NORTH" P183A
	M6-1	30 X 15							3.13				SEPARATE SIGN FORWARD ARROW P183A
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P183A
P183B	J4-2	72 X 51			2								Double Post Assembly P183B
	M1-6	36 X 36							9.00				ASSEMBLY "83" P183B

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
	M1-6	36 X 36							9.00				ASSEMBLY "36" P183B
	M3-1	30 X 15							3.13				ASSEMBLY "NORTH" P183B
	M3-1	30 X 15							3.13				ASSEMBLY "NORTH" P183B
	M6-1	30 X 15							3.13				SEPARATE SIGN FORWARD ARROW P183B
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P183B
P184A	R5-1A	36 X 24							6.00				P185A
P184B	R5-1A	36 X 24							6.00				P185B
P185A	J2-1	36 X 81			1								Single Post Assembly P185A
	M1-6	36 X 36							9.00				ASSEMBLY "A" P185A
	M4-5	30 X 15							3.13				Separate Sign "TO" P185A
	M5-1R	30 X 15							3.13				ASSEMBLY RT TURN ARROW P185A
P185B	J2-1	36 X 81			1								Single Post Assembly P185B
	M1-6	36 X 36							9.00				ASSEMBLY "A" P185B
	M4-5	30 X 15							3.13				Separate Sign "TO" P185B
	M5-1R	30 X 15							3.13				ASSEMBLY RT TURN ARROW P185B
P186A	R2-1	36 X 48		1					12.00				
P186B	R2-1	36 X 48		1					12.00				
P187A	J1-1	36 X 81			1								Single Post Assembly P187A
	M1-6	36 X 36							9.00				ASSEMBLY "A" P187A
	M2-1	30 X 21							4.38				Separate Sign "JCT" P187A
P187B	J1-1	36 X 81			1								Single Post Assembly P187B
	M1-6	36 X 36							9.00				ASSEMBLY "A" P187B
	M2-1	30 X 21							4.38				Separate Sign "JCT" P187B
P191	W4-2R	36 X 36		1					9.00				
P192	W4-1	36 X 36		1					9.00				
P193	E5-1	60 X 48	2						20.00				
P194	W4-1	36 X 36		1					9.00				
P198	W4-2R	48 X 48		1					16.00				
E100	EXIST	0 0											Existing Sign to Remain
E101	EXIST	0 0											Existing Sign to Remain
E102	EXIST	0 0											Existing Sign to Remain
E103	EXIST	0 0											Existing Sign to Remain
E104	EXIST	0 0											Existing Sign to Remain
E105	EXIST	0 0											Existing Sign to Remain
E106	EXIST	0 0											Existing Sign to Remain
E107	EXIST	0 0											Existing Sign to Remain
P199A	R2-1	36 X 48		1					12.00				
P199B	R2-1	36 X 48		1					12.00				
R200	R2-1	0 0								1	1		
E200	EXIST	0 0											Existing Sign to Remain
P200A	J2-3	72 X 57			2	1							Triple Post Assembly P200A
	M1-6	24 X 24							4.00				ASSEMBLY "83" P200A
	M1-6	24 X 24							4.00				ASSEMBLY "11" P200A
	M1-6	24 X 24							4.00				ASSEMBLY "36" P200A
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P200A
	M3-2	24 X 12							2.00				ASSEMBLY "EAST" P200A
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P200A
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P200A
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P200A
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P200A
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P200A
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P200A
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P200A
P200B	J2-2	48 X 57				1	1						Double Post Assembly P200B
	M1-6	24 X 24							4.00				ASSEMBLY "11" P200B
	M1-6	24 X 24							4.00				ASSEMBLY "36" P200B
	M3-4	24 X 12							2.00				ASSEMBLY "WEST" P200B
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P200B
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P200B
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P200B

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
	MO6-1	21 X 21							3.06				ORANGE TEMP LT ARROW P200B
	MO6-1	21 X 21							3.06				ORANGE TEMP LT ARROW P200B
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P200B
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P200B
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P200B
P201	D1-2	78 X 30	2						16.25				SEE DETAIL
P202A	R4-7	36 X 48		1					12.00				P202A
P202B	W5-54	18 X 18							2.25				
P203	R5-1	30 X 30	1						6.25				
P204	W12-1D	24 X 24	1						4.00				
P205A	R4-7	36 X 48							12.00				P222A
P205B	W5-54	18 X 18							2.25				P222A
P206A	JV3-1	48 X 57						1					Single Vertical Post Assembly P206A
	M1-6	24 X 24							4.00				ASSEMBLY "11" P206A
	M1-6	24 X 24							4.00				ASSEMBLY "36" P206A
	M3-4	24 X 12							2.00				ASSEMBLY "WEST" P206A
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P206A
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P206A
	MO6-1	21 X 21							3.06				ORANGE TEMP FORWARD ARROW P206A
	M4-5	30 X 15							3.13				SEPARATE SIGN "TO" P206A
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P206A
P206B	J3-3	72 X 57			2	1							Triple Post Assembly P206B
	M1-6	24 X 24							4.00				ASSEMBLY "83" P206B
	M1-6	24 X 24							4.00				ASSEMBLY "11" P206B
	M1-6	24 X 24							4.00				ASSEMBLY "36" P206B
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P206B
	M3-2	24 X 12							2.00				ASSEMBLY "EAST" P206B
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P206B
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P206B
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P206B
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P206B
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P206B
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P206B
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P206B
P207B	W5-54	18 X 18							2.25				P223B
P208	W9-1R	30 X 30	1						6.25				P208
P209	R5-1A	36 X 24							6.00				
P210A	J3-3	72 X 57			2	1							Triple Post Assembly P210A
	M1-6	24 X 24							4.00				ASSEMBLY "11" P210A
	M1-6	24 X 24							4.00				ASSEMBLY "36" P210A
	M1-6	24 X 24							4.00				ASSEMBLY "83" P210A
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P210A
	M3-2	24 X 12							2.00				ASSEMBLY "EAST" P210A
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P210A
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P210A
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P210A
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P210A
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P210A
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P210A
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P210A
P210B	J3-3	72 X 57			2	1							Triple Post Assembly P210B
	M1-6	24 X 24							4.00				ASSEMBLY "83" P210B
	M1-6	24 X 24							4.00	4.00			ASSEMBLY "11" P210B COVER
	M1-6	24 X 24							4.00	4.00			ASSEMBLY "36" P210B COVER
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P210B
	M3-4	24 X 12							2.00	2.00			ASSEMBLY "WEST" P210B COVER
	M3-3	24 X 12							2.00	2.00			ASSEMBLY "SOUTH" P210B COVER
	M6-1	21 X 21							3.06				ASSEMBLY FORWARD ARROW P210B
	M6-1	21 X 21							3.06	3.06			ASSEMBLY RT ARROW P210B COVER
	M6-1	21 X 21							3.06	3.06			ASSEMBLY RT ARROW P210B COVER

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
	M4-5	24 X 12							2.00			2.00	SEPARATE SIGN "TO" P210B COVER
	M4-5	24 X 12							2.00			2.00	SEPARATE SIGN "TO" P210B COVER
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P210B
P211	W3-3	36 X 36		1					9.00				16" X 16" FLAGS REQD
P212	D1-2	72 X 30	2						15.00				SEE DETAIL
P213A	R3-55L	24 X 30	1										
P214	W4-2R	36 X 36		1					5.00				
P215	R5-1	30 X 30							9.00				
P216A	J2-3	72 X 57			2	1			6.25				P214
	M1-6	24 X 24											Triple Post Assembly P216A
	M1-6	24 X 24							4.00				ASSEMBLY "11" P216A
	M1-6	24 X 24							4.00				ASSEMBLY "36" P216A
	M3-2	24 X 12							4.00				ASSEMBLY "83" P216A
	M3-1	24 X 12							2.00				ASSEMBLY "EAST" P216A
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P216A
	M5-1L	21 X 21							2.00				ASSEMBLY "NORTH" P216A
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P216A
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P216A
	M4-5	24 X 12							3.06				ASSEMBLY LT TURN ARROW P216A
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P216A
	M4-2	24 X 12							2.00				SEPARATE SIGN "TO" P216A
P216B	J2-3	72 X 57			2	1			2.00				SEPARATE SIGN "BY-PASS" P216A
	M1-6	24 X 24											Triple Post Assembly P216B
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P216B COVER
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P216B COVER
	M3-4	24 X 12							4.00				ASSEMBLY "83" P216B
	M3-3	24 X 12							2.00			2.00	ASSEMBLY "WEST" P216B COVER
	M3-3	24 X 12							2.00			2.00	ASSEMBLY "SOUTH" P216B COVER
	M5-1R	21 X 21							2.00				ASSEMBLY "SOUTH" P216B
	M5-1R	21 X 21							3.06			3.06	ASSEMBLY RT TURN ARROW P216B COVER
	M6-1	21 X 21							3.06			3.06	ASSEMBLY RT TURN ARROW P216B COVER
	M4-2	24 X 12							3.06				ASSEMBLY FORWARD ARROW P216B
P217	R2-1	24 X 30		1					2.00				SEPARATE SIGN "BY-PASS" P216B
P218	R2-1	24 X 30		1					5.00				
P219	J1-3	72 X 39		2	1				5.00				
	M1-6	24 X 24											Triple Post Assembly P219
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P219 COVER
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P219 COVER
	M2-1	30 X 21							4.00				ASSEMBLY "83" P219
	M2-1	30 X 21							4.38			4.38	ASSEMBLY "JCT" P219 COVER
	M2-1	30 X 21							4.38			4.38	ASSEMBLY "JCT" P219 COVER
	M4-2	24 X 12							4.38				ASSEMBLY "JCT" P219
P220	W3-3	36 X 36		1					2.00				SEPARATE SIGN "BY-PASS" P219
P221	R1-2	36 X 31	1						9.00				16" X 16" FLAGS REQD
P222A	R1-1F	36 X 36		1					3.88				
P222B	R1-1F	36 X 36							9.00				
P223A	R1-1F	36 X 36							9.00				Mount to Signal Pole
P223B	R1-1F	36 X 36		1					9.00				Mount to Signal Pole
P224	R3-8V	72 X 30	1						9.00				
P225	D1-1	66 X 15	2						15.00				
P226	R5-1A	36 X 24	1						6.88				SEE DETAIL
P227	W12-1D	24 X 24	1						6.00				
P228	R4-7	36 X 48		1					4.00			4.00	2' MOUNTING HEIGHT. COVER SIGN
P229	R6-2L	36 X 48		1					12.00				
P230	R2-1	24 X 30	1						12.00				
R201	EXIST	0 0							5.00				
R202	EXIST	0 0								1	1		16" X 16" FLAGS REQD
R203	R1-1	0 0											
R204	EXIST	0 0								1	1		
R205	R2-1	0 0								1	1		
										1	1		

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
R206	W2-2	0 X 0								1	1		
R207	R2-1	0 X 0								1	1		
R208	R2-1	0 X 0								1	1		
E300	EXIST	0 X 0											Existing Sign to Remain
P300	R2-1	24 X 30	1						5.00				
P301	W5-52R	12 X 36	1						3.00				
P302	W5-52L	12 X 36	1						3.00				
P303	W5-52L	12 X 36	1						3.00				
P304	W5-52R	12 X 36	1						3.00				
P305	R2-1	24 X 30	1						5.00				
P306	R2-1	24 X 30	1						5.00				
R300	R2-1	0 X 0								1	1		
R301	R2-1	0 X 0								1	1		
R302	R2-1	0 X 0											Triple Post Assembly P400
P400	J1-3	72 X 39	3										ASSEMBLY "83" P400
	M1-6	24 X 24							4.00				ASSEMBLY "11" P400 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P400 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "JCT" P400
	M2-1	21 X 15							2.19				ASSEMBLY "JCT" P400 Cover
	M2-1	21 X 15							2.19			2.19	ASSEMBLY "JCT" P400 Cover
	M2-1	21 X 15							2.19			2.19	SEPARATE SIGN "BY-PASS" P400
	M4-2	24 X 12							2.00				Triple Post Assembly P401
P401	J2-3	72 X 57		3									ASSEMBLY "83" P401
	M1-6	24 X 24							4.00				ASSEMBLY "11" P401 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P401 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "SOUTH" P401
	M3-3	24 X 12							2.00				ASSEMBLY "WEST" P401 Cover
	M3-4	24 X 12							2.00			2.00	ASSEMBLY "SOUTH" P401Cover
	M3-3	24 X 12							2.00			2.00	ASSEMBLY LT TURN ARROW P401
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P401 Cover
	M5-1L	21 X 21							3.06			3.06	ASSEMBLY LT TURN ARROW P401 Cover
	M5-1L	21 X 21							3.06			3.06	SEPARATE SIGN "BY-PASS" P400
	M4-2	24 X 12							2.00				SEE DETAIL
P402	D1-2	72 X 30	2						15.00				Triple Post Assembly P403
P403	J3-3	72 X 57		3									ASSEMBLY "83" P403
	M1-6	24 X 24							4.00				ASSEMBLY "11" P403 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P403 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "SOUTH" P403
	M3-3	24 X 12							2.00				ASSEMBLY "WEST" P403 Cover
	M3-4	24 X 12							2.00			2.00	ASSEMBLY "SOUTH" P403Cover
	M3-3	24 X 12							2.00			2.00	ASSEMBLY LT ARROW P403
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P403 Cover
	M6-1	21 X 21							3.06			3.06	ASSEMBLY LT ARROW P403 Cover
	M6-1	21 X 21							3.06			3.06	SEPARATE SIGN "BY-PASS" P403
	M4-2	24 X 12							2.00				Triple Post Assembly P404
P404	J3-3	72 X 57		3									ASSEMBLY "83" P404
	M1-6	24 X 24							4.00				ASSEMBLY "11" P404 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P404 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "SOUTH" P404
	M3-3	24 X 12							2.00				ASSEMBLY "WEST" P404 Cover
	M3-4	24 X 12							2.00			2.00	ASSEMBLY "SOUTH" P404Cover
	M3-3	24 X 12							2.00			2.00	ASSEMBLY RT ARROW P404
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P404 Cover
	M6-1	21 X 21							3.06			3.06	ASSEMBLY RT ARROW P404 Cover
	M6-1	21 X 21							3.06			3.06	SEPARATE SIGN "BY-PASS" P404
	M4-2	24 X 12							2.00				Triple Post Assembly P405
P405	J2-3	72 X 57		3									ASSEMBLY "83" P405
	M1-6	24 X 24							4.00				ASSEMBLY "11" P405 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P405 Cover
	M1-6	24 X 24							4.00			4.00	

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P405
	M3-2	24 X 12							2.00			2.00	ASSEMBLY "EAST" P405 Cover
	M3-1	24 X 12							2.00			2.00	ASSEMBLY "NORTH" P405 COVER
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P405
	M5-1R	21 X 21							3.06			3.06	ASSEMBLY RT TURN ARROW P405 Cover
	M5-1R	21 X 21							3.06			3.06	ASSEMBLY RT TURN ARROW P405 Cover
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P405
P406	D1-2	72 X 30	2						15.00				SEE DETAIL
P407	J2-3	72 X 57		3									Triple Post Assembly P407
	M1-6	24 X 24							4.00				ASSEMBLY "83" P407
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P407 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P407 Cover
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P407
	M3-4	24 X 12							2.00			2.00	ASSEMBLY "WEST" P407 Cover
	M3-3	24 X 12							2.00			2.00	ASSEMBLY "SOUTH" P407Cover
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P407
	M5-1R	21 X 21							3.06			3.06	ASSEMBLY RT TURN ARROW P407 Cover
	M5-1R	21 X 21							3.06			3.06	ASSEMBLY RT TURN ARROW P407 Cover
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P407
P408	J3-3	72 X 57		3									Triple Post Assembly P408
	M1-6	24 X 24							4.00				ASSEMBLY "83" P408
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P408 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P408 Cover
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P408
	M3-2	24 X 12							2.00			2.00	ASSEMBLY "EAST" P408 Cover
	M3-1	24 X 12							2.00			2.00	ASSEMBLY "NORTH" P408 Cover
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P408
	M6-1	21 X 21							3.06			3.06	ASSEMBLY RT ARROW P408 COVER
	M6-1	21 X 21							3.06			3.06	ASSEMBLY RT ARROW P408 COVER
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P408
P409	J3-3	72 X 57			3								Triple Post Assembly P409
	M1-6	24 X 24							4.00				ASSEMBLY "83" P409
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P409 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P409 Cover
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P409
	M3-2	24 X 12							2.00			2.00	ASSEMBLY "EAST" P409 Cover
	M3-1	24 X 12							2.00			2.00	ASSEMBLY "NORTH" P409 Cover
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P409
	M6-1	21 X 21							3.06			3.06	ASSEMBLY LT ARROW P409 Cover
	M6-1	21 X 21							3.06			3.06	ASSEMBLY LT ARROW P409 Cover
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P409
P410	J4-1	24 X 36		1									Single Post Assembly P410
	M1-6	24 X 24							4.00				ASSEMBLY "142" P410
	M3-4	24 X 12							2.00				ASSEMBLY "EAST" P410
P411	D1-2	78 X 30		2					16.25				SEE DETAIL
P412	J2-3	72 X 57		3									Triple Post Assembly P412
	M1-6	24 X 24							4.00				ASSEMBLY "83" P412
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P412 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P412 Cover
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P412
	M3-2	24 X 12							2.00			2.00	ASSEMBLY "EAST" P412 Cover
	M3-1	24 X 12							2.00			2.00	ASSEMBLY "NORTH" P412 Cover
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P412
	M5-1L	21 X 21							3.06			3.06	ASSEMBLY LT TURN ARROW P412 Cover
	M5-1L	21 X 21							3.06			3.06	ASSEMBLY LT TURN ARROW P412 Cover
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P412
P413	J1-3	72 X 39	3										Triple Post Assembly P413
	M1-6	24 X 24							4.00				ASSEMBLY "83" P413
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P413 Cover
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P413 Cover

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PERMANENT SIGNING (CONTINUED)

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	M2-1	21 X 15							2.19				ASSEMBLY "JCT" P413
	M2-1	21 X 15							2.19			2.19	ASSEMBLY "JCT" P413 Cover
	M2-1	21 X 15							2.19			2.19	ASSEMBLY "JCT" P413 Cover
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P413
P414	J3-1	24 X 57		1									Single Post Assembly P414
	M1-6	24 X 24							4.00				ASSEMBLY "142" P414
	M3-2	24 X 12							2.00				ASSEMBLY "EAST" P414
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P414
P415	R1-1	36 X 36	1						9.00				
P416	R5-1	30 X 30	1						6.25				
P417	R4-7	24 X 30	1						5.00				P417
P418	R1-1	36 X 36							9.00				MODIFIED
P419A	W1-60	36 X 36		1					9.00				P419A
P419B	W13-1	18 X 18							2.25				
P420	R5-1A	36 X 24	1						6.00				
P421	D1-2	96 X 36	2						24.00				SEE DETAIL
P422A	J2-1	24 X 57		1									Single Post Assembly P422A
	M1-6	24 X 24							4.00				ASSEMBLY "142" P422A
	M3-2	24 X 12							2.00				ASSEMBLY "EAST" P422A
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P422A
P422B	J2-1	24 X 57		1									Single Post Assembly P422B
	M1-6	24 X 24							4.00				ASSEMBLY "142" P422B
	M3-2	24 X 12							2.00				ASSEMBLY "EAST" P422B
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P422B
P423A	W1-1R	36 X 36		1					9.00				10 MPH P423A
P423B	W13-1	24 X 24							4.00				
P424	W13-3	36 X 48		1					12.00				
P425	W13-3	36 X 48		1					12.00				
P426A	W1-1R	36 X 36		1					9.00				10 MPH P426A
P426B	W13-1	24 X 24							4.00				
P427A	J2-1	24 X 57		1									Single Post Assembly P427A
	M1-6	24 X 24							4.00				ASSEMBLY "142" P427A
	M3-2	24 X 12							2.00				ASSEMBLY "EAST" P427A
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P427A
P427B	J2-1	24 X 57		1									Single Post Assembly P427B
	M1-6	24 X 24							4.00				ASSEMBLY "142" P427B
	M3-2	24 X 12							2.00				ASSEMBLY "EAST" P427B
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P427B
P428	D1-2	96 X 36	2						24.00				
P429	R5-1A	36 X 24	1						6.00				
P430A	W1-60	36 X 36		1					9.00				MODIFIED
P430B	W13-1	18 X 18							2.25				P430A
P431	R4-7	24 X 30	1						5.00				
P432	R1-1	36 X 36							9.00				P431
P433	R1-1	36 X 36	1						9.00				
P434	J3-1	24 X 57		1									Single Post Assembly P434
	M1-6	24 X 24							4.00				ASSEMBLY "142" P434
	M3-2	24 X 12							2.00				ASSEMBLY "EAST" P434
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P434
P435	R5-1	30 X 30	1						6.25				
P436	J4-1	36 X 51		1									Single Post Assembly P436
	M1-6	36 X 36							9.00				ASSEMBLY "142" P436
	M4-6	30 X 15							3.13				ASSEMBLY "END" P436
P437	D1-1	78 X 15		2					8.13				SEE DETAIL
P438	W1-6	48 X 24	1						8.00				Angle Toward Traffic
P439	W1-6	48 X 24	1						8.00				Angle Toward Traffic
P440A	W13-1	24 X 24							4.00				10 mph P440B
P440B	W1-1R	36 X 36		1					9.00				
P441	W4-6	48 X 48			1				16.00				
P442	W1-7	48 X 24		1					8.00				

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
P443	W4-6	48 X 48			1				16.00				
P444	W1-60	48 X 24	1						8.00				Angle Toward Traffic
P445	W1-60	48 X 24	1						8.00				Angle Toward Traffic
P446	W1-7	48 X 24		1					8.00				
E400	EXIST	0 0											Existing Sign to Remain
E401	EXIST	0 0											Existing Sign to Remain
E402	EXIST	0 0											Existing Sign to Remain
E403	EXIST	0 0											Existing Sign to Remain
E404	EXIST	0 0											Existing Sign to Remain
E405	EXIST	0 0											Existing Sign to Remain
E406	EXIST	0 0											Existing Sign to Remain
E407	EXIST	0 0											Existing Sign to Remain
E408	EXIST	0 0											Existing Sign to Remain
E409	EXIST	0 0											Existing Sign to Remain
E410	EXIST	0 0											Existing Sign to Remain
R401	R3-1	0 0								1	1		
R402	R3-1	0 0								1	1		
R403	R3-2	0 0								1	1		
E411	EXIST	0 0											Existing Sign to Remain
E412	EXIST	0 0											Existing Sign to Remain
E413	EXIST	0 0											Existing Sign to Remain
E414	EXIST	0 0											Existing Sign to Remain
E415	EXIST	0 0											Existing Sign to Remain
E416	EXIST	0 0											Existing Sign to Remain
E417	EXIST	0 0											Existing Sign to Remain
E418	EXIST	0 0											Existing Sign to Remain
E419	EXIST	0 0											Existing Sign to Remain
E420	EXIST	0 0											Existing Sign to Remain
E421	EXIST	0 0											Existing Sign to Remain
E422	EXIST	0 0											Existing Sign to Remain
E423	EXIST	0 0											Existing Sign to Remain
P500	J1-2	48 X 39											Double Post Assembly P500
	M1-6	24 X 24							4.00				ASSEMBLY "83" P500
	M1-6	24 X 24							4.00				ASSEMBLY "36" P500 COVER
	M1-6	24 X 24							4.00				ASSEMBLY "11" P500 COVER
	M2-1	21 X 15							2.19				ASSEMBLY "JCT" P500
	M2-1	21 X 15							2.19				ASSEMBLY "JCT" P500 COVER
	M2-1	21 X 15							2.19				ASSEMBLY "JCT" P500 COVER
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P500
P501	W3-3	36 X 36		1					9.00				16" X 16" FLAGS REQD
P502A	J3-3	72 X 57		2									Triple Post Assembly P502A
	M1-6	24 X 24							4.00				ASSEMBLY "36" P502A
	M1-6	24 X 24							4.00				ASSEMBLY "36" P502A
	M1-6	24 X 24							4.00				ASSEMBLY "11" P502A
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P502A
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P502A
	M3-2	24 X 12							2.00				ASSEMBLY "EAST" P502A
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P502A
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P502A
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P502A
	M6-1	21 X 21							3.06				ASSEMBLY FORWARD ARROW P502A
	MO4-5	24 X 12							2.00				SEPARATE SIGN "TO" P502A
	MO4-5	24 X 12							2.00				SEPARATE SIGN "TO" P502A
	MO4-5	24 X 12							2.00				SEPARATE SIGN "TO" P502A
P502B	J3-3	72 X 57		2									Triple Post Assembly P502B
	M1-6	24 X 24							4.00				ASSEMBLY "83" P502B
	M1-6	24 X 24							4.00				ASSEMBLY "83" P502B
	M1-6	24 X 24							4.00				ASSEMBLY "11" P502B
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P502B
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P502B

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
	M3-4	24 X 12							2.00				ASSEMBLY "WEST" P502B
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P502B
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P502B
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P502B
	MO4-5	24 X 12							2.00				SEPARATE SIGN "TO" P502B
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P502B
P503	D1-2	72 X 30	2						15.00				SEE DETAIL
P504	J3-2	48 X 57		2									Double Post Assembly P504
	M1-6	24 X 24							4.00				ASSEMBLY "36" P504
	M1-6	24 X 24							4.00				ASSEMBLY "83" P504
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P504
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P504
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P504
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P504
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P504
P505	J3-3	72 X 57		2									Triple Post Assembly P505
	M1-6	24 X 24							4.00				ASSEMBLY "83" P505
	M1-6	24 X 24							4.00				ASSEMBLY "36" P505
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P505 COVER
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P505
	M3-3	24 X 12							2.00			2.00	ASSEMBLY "WEST" P505 COVER
	M3-4	24 X 12							3.06				ASSEMBLY RT ARROW P505
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P505
	M6-1	21 X 21							3.06			3.06	ASSEMBLY RT ARROW P505 COVER
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P505
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P505
P506	R1-2	36 X 31	1						3.88				
P507	W12-1D	24 X 24	1						4.00				
P508	R1-2	36 X 31	1						3.88				
P509	W12-1D	24 X 24	1						4.00				
P505	J3-2	48 X 57		2									Double Post Assembly P505
	M1-6	24 X 24							4.00				ASSEMBLY "83" P505
	M1-6	24 X 24							4.00				ASSEMBLY "36" P505
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P505
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P505
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P505
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P505
	MO4-5	24 X 12							2.00				ORANGE TEMP "TO" P505
P510	J3-2	48 X 57		2									Triple Post Assembly P512
	M1-6	24 X 24							4.00				ASSEMBLY "83" P510
	M1-6	24 X 24							4.00				ASSEMBLY "36" P510
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P510
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P510
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P510
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P510
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P510
P512	J3-3	72 X 57		2									Triple Post Assembly P512
	M1-6	24 X 24							4.00				ASSEMBLY "83" P512
	M1-6	24 X 24							4.00				ASSEMBLY "36" P512
	M1-6	24 X 24							4.00				ASSEMBLY "11" P512
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P512
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P512
	M3-4	24 X 12							2.00				ASSEMBLY "WEST" P512
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P512
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P512
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P512
	MO6-1	21 X 21							3.06				ORANGE TEMP FORWARD ARROW P512
	MO4-5	24 X 12							2.00				ORANGE TEMP "TO" P512
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P512

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
P513	D1-2	78 X 30	2						16.25				SEE DETAIL
P514	J2-3	48 X 57			1		2						Double Post Assembly P514
	M1-6	24 X 24							4.00				ASSEMBLY "36" P514
	M1-6	24 X 24							4.00				ASSEMBLY "36" P514
	M3-1	24 X 12							2.00				ASSEMBLY "SOUTH" P514
	M3-3	24 X 12							2.00				ASSEMBLY "NORTH" P514
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P514
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P514
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P514
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P514
	J3-3	72 X 57											Triple Post Assembly P514
	M1-6	24 X 24							4.00				ASSEMBLY "83" P514
	M1-6	24 X 24							4.00				ASSEMBLY "83" P514
	M1-6	24 X 24							4.00				ASSEMBLY "11" P514
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P514
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P514
	M3-4	24 X 12							2.00				ASSEMBLY "WEST" P514
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P514
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P514
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P514
	MO6-1	21 X 21							3.06				ORANGE TEMP FORWARD ARROW P514
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P514
	MO4-5	24 X 12							2.00				ORANGE TEMP "TO" P514
P515	W3-3	36 X 36		1					9.00				16" X 16" FLAGS REQD
P516	J1-2	48 X 36	2										Double Post Assembly P516
	M1-6	24 X 24							4.00				ASSEMBLY "83" P516
	M1-6	24 X 24							4.00				ASSEMBLY "36" P516
	M2-1	24 X 12							2.00				ASSEMBLY "JCT" P516
	M2-1	24 X 12							2.00				ASSEMBLY "JCT" P516
P517	W3-5	36 X 36		1					9.00				
P518	R1-1F	36 X 36	1						9.00				
P519	R1-1F	36 X 36	1						9.00				
P520	W5-54	18 X 18							2.25				E505
P521	W5-54	18 X 18							2.25				E511
E500	EXIST	0 0											Existing Sign to Remain
E501	EXIST	0 0											Existing Sign to Remain
E502	EXIST	0 0											Existing Sign to Remain
E503	EXIST	0 0											Existing Sign to Remain
E504	EXIST	0 0											Existing Sign to Remain
E505	EXIST	0 0											Existing Sign to Remain
E507	EXIST	0 0											Existing Sign to Remain
E508	EXIST	0 0											Existing Sign to Remain
E509	EXIST	0 0											Existing Sign to Remain
E510	EXIST	0 0											Existing Sign to Remain
E511	EXIST	0 0											Existing Sign to Remain
E513	EXIST	0 0											Existing Sign to Remain
E514	EXIST	0 0											Existing Sign to Remain
E515	EXIST	0 0											Existing Sign to Remain
E516	EXIST	0 0											Existing Sign to Remain
E517	EXIST	0 0											Existing Sign to Remain
R500	R3-2	0 0								1	1		
R501	R3-1	0 0								1	1		
R502	R3-1	0 0								1	1		
R503	R3-2	0 0								1	1		
R504	R4-7	0 0								1	1		
P600	W5-52R	12 X 36	1						3.00				
P601	W5-52L	12 X 36	1						3.00				
P602	W5-52L	12 X 36	1						3.00				
P603	W5-52R	12 X 36	1						3.00				

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UNLESS OTHERWISE NOTED

PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
P604	R2-1	24 X 30	1						5.00				
P605	R2-1	24 X 30	1						5.00				
P606	W3-5	36 X 36		1					9.00				
R600	R2-1	0 0								1	1		
R601	R2-1	0 0								1	1		
R602	R2-5A	0 0								1	1		
P700	J1-3	72 X 36	3										Triple Post Assembly P700
	M1-6	24 X 24							4.00				ASSEMBLY "83" P700
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P700 COVER
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P700 COVER
	M2-1	21 X 15							2.19				ASSEMBLY "JCT" P700
	M2-1	21 X 15							2.19			2.19	ASSEMBLY "JCT" P700 COVER
	M2-1	21 X 15							2.19			2.19	ASSEMBLY "JCT" P700 COVER
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P700
P701	J2-3	72 X 57		3									Triple Post Assembly P701
	M1-6	24 X 24							4.00				ASSEMBLY "83" P701
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P701 COVER
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P701 COVER
	M4-5	24 X 12							2.00				ASSEMBLY "TO" P701
	M4-5	24 X 12							2.00			2.00	ASSEMBLY "TO" P701 COVER
	M4-5	24 X 12							2.00			2.00	ASSEMBLY "TO" P701 COVER
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P701
	M5-1L	21 X 21							3.06			3.06	ASSEMBLY LT TURN ARROW P701 COVER
	M5-1L	21 X 21							3.06			3.06	ASSEMBLY LT TURN ARROW P701 COVER
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P701
E700	EXIST	0 0											Existing Sign to Remain
E701	EXIST	0 0											Existing Sign to Remain
E702	EXIST	0 0											Existing Sign to Remain
E703	EXIST	0 0											Existing Sign to Remain
P702	W1-6	48 X 24	1						8.00				Angle Toward Traffic
P702B	D1-1	96 X 21	2						14.00				SEE DETAIL
P703	J4-1	24 X 36	1										Single Post Assembly P703
	M1-6	24 X 24							4.00				ASSEMBLY "A" P703
	M3-4	24 X 12							2.00				ASSEMBLY "WEST" P703
P704	J3-3	72 X 57		3									Triple Post Assembly P704
	M1-6	24 X 24							4.00				ASSEMBLY "83" P704
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P704 COVER
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P704 COVER
	M4-5	24 X 12							2.00				ASSEMBLY "TO" P704
	M4-5	24 X 12							2.00			2.00	ASSEMBLY "TO" P704 COVER
	M4-5	24 X 12							2.00			2.00	ASSEMBLY "TO" P704 COVER
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P704
	M6-1	21 X 21							3.06			3.06	ASSEMBLY LT ARROW P704 COVER
	M6-1	21 X 21							3.06			3.06	ASSEMBLY LT ARROW P704 COVER
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P704
P705	R4-7	24 X 30	1						5.00				Single Post Assembly P706
P706	J4-1	24 X 36	1										ASSEMBLY "A" P706
	M1-6	24 X 24							4.00				ASSEMBLY "EAST" P706
	M3-2	24 X 12							2.00				Triple Post Assembly P707
P707	J3-3	72 X 57		3									ASSEMBLY "83" P707
	M1-6	24 X 24							4.00				ASSEMBLY "36" P707 COVER
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P707 COVER
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "TO" P707
	M4-5	24 X 12							2.00				ASSEMBLY "TO" P707 COVER
	M4-5	24 X 12							2.00			2.00	ASSEMBLY "TO" P707 COVER
	M4-5	24 X 12							2.00			2.00	ASSEMBLY "TO" P707 COVER
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P707
	M6-1	21 X 21							3.06			3.06	ASSEMBLY RT ARROW P707 COVER
	M6-1	21 X 21							3.06			3.06	ASSEMBLY RT ARROW P707 COVER
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P707

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PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
P708	R1-1	36 X 36	1						9.00				
P709	J3-2	48 X 57		3									Triple Post Assembly P709
	M1-6	24 X 24							4.00				ASSEMBLY "A" P709
	M1-6	24 X 24							4.00				ASSEMBLY "A" P709
	M3-2	21 X 15							2.19				ASSEMBLY "EAST" P709
	M3-4	21 X 15							2.19				ASSEMBLY "WEST" P709
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P709
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P709
P710	R1-1	36 X 36							9.00				P705
P711A	J3-3	72 X 57		3									Triple Post Assembly P711A
	M1-6	24 X 24							4.00				ASSEMBLY "83" P711A
	M1-6	24 X 24							4.00				ASSEMBLY "36" P711A
	M1-6	24 X 24							4.00				ASSEMBLY "11" P711A
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P711A
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P711A
	M4-5	24 X 12							2.00				ASSEMBLY "TO" P711A
	M4-5	24 X 12							2.00				ASSEMBLY "TO" P711A
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P711A
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P711A
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P711A
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P711A
P711B	J2-2	48 X 57			2								Double Post Assembly P711B
	M1-6	24 X 24							4.00				ASSEMBLY "83" P711B
	M1-6	24 X 24							4.00				ASSEMBLY "36" P711B
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P711B
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P711B
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P711B
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P711B
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P711B
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P711B
P712A	J2-2	48 X 57		2									Double Post Assembly P712A
	M1-6	24 X 24							4.00				ASSEMBLY "A" P712A
	M1-6	24 X 24							4.00				ASSEMBLY "A" P712A
	M3-2	21 X 15							2.19				ASSEMBLY "EAST" P712A
	M3-4	21 X 15							2.19				ASSEMBLY "WEST" P712A
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P712A
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P712A
P712B	J2-2	48 X 57											Double Post Assembly ON P711A
	M1-6	24 X 24							4.00				ASSEMBLY "A" P712B
	M1-6	24 X 24							4.00				ASSEMBLY "A" P712B
	M3-2	21 X 15							2.19				ASSEMBLY "EAST" P712B
	M3-4	21 X 15							2.19				ASSEMBLY "WEST" P712B
	M5-1L	21 X 21							3.06				ASSEMBLY LT TURN ARROW P712B
	M5-1R	21 X 21							3.06				ASSEMBLY RT TURN ARROW P712B
P713A	J3-3	72 X 57			3								Triple Post Assembly P713A
	M1-6	24 X 24							4.00				ASSEMBLY "83" P713A
	M1-6	24 X 24							4.00				ASSEMBLY "36" P713A
	M1-6	24 X 24							4.00				ASSEMBLY "11" P713A
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P713A
	M3-3	24 X 12							2.00				ASSEMBLY "SOUTH" P713A
	M4-5	24 X 12							2.00				ASSEMBLY "TO" P713A
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P713A
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P713A
	M6-1	21 X 21							3.06				ASSEMBLY RT ARROW P713A
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P713A
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P713A
P713B	JV1-3	24 X 114			3								Triple Post Assembly P713B
	M1-6	24 X 24							4.00				ASSEMBLY "83" P713B
	M1-6	24 X 24							4.00				ASSEMBLY "36" P713B
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P713B

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE IN	634.0614 POSTS WOOD 4x6-Inch x 14 Ft EACH	634.0616 POSTS POSTS 4x6-Inch x 16 Ft EACH	634.0618 POSTS WOOD 4x6-Inch x 18 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	634.0622 POSTS WOOD 4x6-Inch x 22 Ft EACH	634.0814 POSTS TUBULAR STEEL 2x2-Inch x 14 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORT EACH	SPV.0165.03 COVER SIGNS TYPE II SF	SHARED POST # OR REMARKS
	M3-1	24 X 12							2.00				ASSEMBLY "NORTH" P713B
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P713B
	M6-1	21 X 21							3.06				ASSEMBLY LT ARROW P713B
	M4-5	24 X 12							2.00				SEPARATE SIGN "TO" P713B
P714	R1-1	36 X 36	1						9.00				
P715	R1-1	36 X 36	1						9.00				P715
P716	R4-7	24 X 30							5.00				Triple Post Assembly P714
P717	J3-3	72 X 57		3									ASSEMBLY "83" P714
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P717 COVER
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P717 COVER
	M1-6	24 X 24							4.00				ASSEMBLY "TO" P717
	M4-5	24 X 12							2.00			2.00	ASSEMBLY "TO" P717 COVER
	M4-5	24 X 12							2.00			2.00	ASSEMBLY "TO" P717 COVER
	M4-5	24 X 12							2.00				ASSEMBLY RT TURN ARROW P717
	M5-1R	21 X 21							3.06			3.06	ASSEMBLY RT TURN ARROW P717 COVER
	M5-1R	21 X 21							3.06			3.06	ASSEMBLY RT TURN ARROW P717 COVER
	M5-1R	21 X 21							3.06				SEPARATE SIGN "BY-PASS" P717
	M4-2	24 X 12							2.00				16" FLAGS REQUIRED
P718A	W3-1	36 X 36	1						9.00				16" FLAGS REQUIRED
P718B	W3-1	36 X 36	1						9.00				
P719	J3-2	72 X 36	3										Triple Post Assembly P719
	M1-6	24 X 24							4.00				ASSEMBLY "83" P719
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "36" P719 COVER
	M1-6	24 X 24							4.00			4.00	ASSEMBLY "11" P719 COVER
	M2-1	21 X 15							2.19				ASSEMBLY "JCT" P719
	M2-1	21 X 15							2.19			2.19	ASSEMBLY "JCT" P719 COVER
	M2-1	21 X 15							2.19			2.19	ASSEMBLY "JCT" P719 COVER
	M4-2	24 X 12							2.00				SEPARATE SIGN "BY-PASS" P719
P720	W2-2	30 X 30	1						6.25				
P721	W1-6	48 X 24	1						8.00				Angle Toward Traffic
P722	W1-7	48 X 24	1						8.00				
E704	EXIST	0 0											Existing Sign to Remain
E705	EXIST	0 0											Existing Sign to Remain
E706	EXIST	0 0											Existing Sign to Remain
E707	EXIST	0 0											Existing Sign to Remain
E708	EXIST	0 0											Existing Sign to Remain
E709	EXIST	0 0											Existing Sign to Remain
E710	EXIST	0 0											Existing Sign to Remain
E711	EXIST	0 0											Existing Sign to Remain
E712	EXIST	0 0											Existing Sign to Remain
E713	EXIST	0 0											Existing Sign to Remain
E714	EXIST	0 0											Existing Sign to Remain
E715	EXIST	0 0											
P800A	R3-4B	36 X 48	1						12.00				
P800B	R3-4B	36 X 48	1						12.00				
P801A	E5-1	60 X 48			2				20.00				25 MPH P801A
P801B	E13-1	60 X 24							10.00				MODIFY
P802A	W13-2A	48 X 90					1		30.00				P802A
P802B	D1-2	48 X 36							12.00				25 MPH
P803A	W1-13R	48 X 48			1				16.00				P803A
P803B	W13-1	24 X 24							4.00				50 MPH
P804A	W1-2	36 X 36			1				9.00				P804A
P804B	W13-1	24 X 24							4.00				Existing Sign to Remain
E800	EXIST	0 0											Existing Sign to Remain
E801	EXIST	0 0											Existing Sign to Remain
E802	EXIST	0 0											Existing Sign to Remain
E803	EXIST	0 0											
		TOTAL	150	159	66	16	5	3	4,800	21	21	446	

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

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TRAFFIC CONTROL

LOCATION	STAGE	DAYS DURATION	643.0300 TRAFFIC CONTROL DRUMS NUMBER	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NUMBER	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	643.0422.S TRAFFIC CONTROL BARRICADES PERMANENT TYPE III EA	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NUMBER	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS NUMBER	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	643.0900 TRAFFIC CONTROL SIGNS NUMBER	643.0900 TRAFFIC CONTROL SIGNS DAYS
STH 36/83 INTERCHANGE	ALL	427		0	5	2135		6	2562	7	2989	21	8967
CTH A	ALL	427		0	9	3843		2	854		0	8	3416
KETTERHAGEN ROAD	1	122		0	8	976		4	488		0	6	732
	2	305		0	12	3660		6	1830		0	7	2135
STH 11	ALL	427		0	34	14518		12	5124		0	33	14091
STH 142	ALL	427		0	18	7686		4	1708		0	16	6832
BREVER ROAD	1	122		0	8	976		4	488		0	6	732
	2	305		0	12	3660		6	1830		0	7	2135
STH 83	1	0	0	0	0	0		0	0		0	0	0
	2A	121	52	6292	8	968		4	484		0	6	726
	2B	184	52	9568	16	2944		8	1472		0	8	1472
BYPASS AT STH 83 *	3	7	3	21	0	0	28	0	0	2	14	18	126
TOTAL				15881		41366	28		16840		3003		41364

* = Stage 3 is the placing of permanent traffic control prior to opening up the east half of the bypass. One week is assumed from completion of permanent traffic control to project 3180-10-70 completion and sign off. Contractor for Project 3180-11-70 will assume surveillance and maintenance responsibilities after sign off of project 3180-10-70.

TRAFFIC CONTROL SURVEILLANCE & MAINTANENCE

LOCATION	643.0200 TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE DAYS
PROJECT 3180-10-70	427
	427

REMOVING PAVEMENT MARKING

STATION	LOCATION	646.0600 REMOVING PAVEMENT MARKING LF	DESCRIPTION
171+00 - 178+00	STH 36/83 NB RAMP	175	WHITE SKIP (12.5' LINE W/ 37.5' SPACE)
178+00 - 184+60	STH 36/83 NB RAMP	660	WHITE EDGELINE ACROSS OUTSIDE LANE
184+60 - 186+00	STH 36/83 NB RAMP	140	WHITE EDGELINE BETWEEN LANES
TOTAL		975	

TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE

LOCATION	LOCATION	NO. OF DEVICES	SERVICE DAY PERIODS	643.1050.S TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE DAYS
STH 36/83 (NB)	SOUTH OF CTH W	1	427	427
BYPASS (WB)	EAST OF CTH J	1	427	427
PROJECT 3180-10-70 TOTAL				854

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES

STATION - STATION	LOCATION	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR BASES EACH
1127+00 - 1150+25	BYPASS	111	111
		111	111

TRAFFIC CONTROL DETOUR SIGNS

LOCATION	DAYS DURATION	643.3000 DETOUR SIGNS NUMBER	DETOUR SIGNS DAYS
STH 83	215	137	29,455
PROJECT 3180-10-70 TOTAL		137	29,455

TRAFFIC CONTROL COVERING SIGNS

LOCATION	643.0905.S TRAFFIC CONTROL COVERING SIGNS EACH
PROJECT 3180-10-70 UNDISTRIBUTED	20
PROJECT 3180-10-70 TOTAL	20

PAVEMENT MARKING

STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE) LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH (YELLOW) LF	646.0406 PAVEMENT MARKING SAME DAY EPOXY 4-INCH (YELLOW) LF	646.0821.S PAVEMENT MARKING RAISED PATTERN TAPE 4-INCH (WHITE) LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH (WHITE) LF	647.0166 PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE) EACH	647.0356 PAVEMENT MARKING WORDS EPOXY (WHITE) EACH	647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW) EACH	647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF	647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF
340+80 - 355+00	STH 83	2,988	2,229			176	1	1	70	6		8
355+00 - 369+35	STH 83	3,276	2,870							3		9
1125+93 - 1138+00	BYPASS	2,871	2,805		604	734			40	6	80	
1138+00 - 1153+00	BYPASS	3,000	3,000		750							
97+00 - 108+00	BREVER ROAD	2,200		2,200								
108+00 - 118+00	BREVER ROAD	2,000		2,000								
1153+00 - 1168+00	BYPASS	3,030	3,000		750	70	1	1				
1168+00 - 1183+00	BYPASS	2,540	3,000		750	1,485	3	3		4		
101+08 - 113+00	STH 142	2,398		2,384								
113+00 - 128+00	STH 142	2,745		3,000		360	4	3				
128+00 - 143+39	STH 142	2,942		3,078		219	2	2				
100+00 - 104+25	MT TOM ROAD	848		99					36			
50+00 - 60+63	STH 142 NE RAMP	2,096	1,936			150	4	2	45	1		
38+92 - 50+00	STH 142 SW RAMP	2,186	2,029			152	4	2	45	1		
1183+00 - 1198+00	BYPASS	3,005	3,000		750							
1198+00 - 1213+00	BYPASS	3,000	3,000		750							
1213+00 - 1228+00	BYPASS	3,000	3,000		750							
1228+00 - 1243+00	BYPASS	3,000	3,000		750							
1243+00 - 1258+00	BYPASS	3,000	3,000		750							
1258+00 - 1273+00	BYPASS	3,030	3,000		750	108						
1273+00 - 1288+00	BYPASS	4,409	3,859		698	1,336	4	4	128	12	140	
1288+00 - 1303+00	BYPASS	3,000	300		750							
115+67 - 125+00	STH 11	1,866		1,866						1		25
125+00 - 140+00	STH 11	2,871		3,967		487	2	2	48	9	110	73
140+00 - 155+00	STH 11	3,000		3,000								
155+00 - 168+00	STH 11	2,600		2,225								
1303+00 - 1318+00	BYPASS	3,000	3,000		750							
1318+00 - 1333+00	BYPASS	3,000	3,000		750							
91+00 - 100+50	KETTERHAGEN ROAD	1,900		1,900								
100+50 - 110+75	KETTERHAGEN ROAD	2,050		2,050								
1333+00 - 1348+00	BYPASS	3,000	3,000		750							
1348+00 - 1363+00	BYPASS	3,000	3,000		750					4		
1363+00 - 1378+00	BYPASS	3,361	3,427		750	672						
1378+00 - 1393+00	BYPASS	3,022	3,000		750	81						
37+69 - 45+00	CTH A	1,401		914								
48+00 - 50+00	OLD CTH A	389		45					19			
45+00 - 60+00	CTH A	2,887		2,400		175	2	2				
50+00 - 58+75	CTH A NW RAMP	1,726	1,551			244	6	4	68	2		
60+00 - 70+25	CTH A	1,954		1,339		200	2	2				
49+63 - 52+27	RIVER ROAD	534		63					29			
171+00 - 184+00	STH 36/83 NB RAMP	1,300				260						
184+00 - 199+00	STH 36/83 NB RAMP	869				840				1		
192+69 - 199+00	STH 36/83 NB TO SB RAMP	631	265			371						
199+00 - 203+00	STH 36/83 NB TO SB RAMP	400	422							1		
1393+00 - 1399+00	BYPASS	1,194	1,193		300	1,178						
1399+00 - 1415+00	BYPASS	2,638	3,000		800	290						
1415+00 - 1430+00	BYPASS	245	1,500		750							
1436+13 - 1464+10	BYPASS	153	150									
TOTAL		109,600	69,600	32,600	15,200	9,590	35	28	528	51	330	115

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3

3

TEMPORARY PAVEMENT MARKING

STATION	LOCATION	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE LF	YELLOW LF
349+25 - 351+65	STH 83	--	240
350+01 - 355+05	STH 83	505	--
1130+42 - 1132+27	BYPASS	183	--
1130+78 - 1132+27	BYPASS	147	--
1132+31 - 1133+37	BYPASS	105	--
1141+40 - 1148+00	BYPASS	660	--
TOTAL		1,600	240

CONSTRUCTION STAKING

STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER SYSTEM LF	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.6500.01 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) LS	650.6500.02 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) LS	650.6500.03 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) LS	650.7500 CONSTRUCTION STAKING BARRIER WALL LF	650.9900 CONSTRUCTION STAKING INITIAL LAYOUT LF
1123+94 - 1132+66	BYPASS		506	872						506
1143+04 1154+00				1096						
1154+00 - 1156+00	BYPASS		200	200						200
1156+00 - 1278+35	BYPASS			12235						
1280+10 - 1326+00	BYPASS			4590						
1326+00 - 1334+00	BYPASS		800	800						800
1334+00 - 1389+48	BYPASS			5548						
1393+34 - 1404+52	BYPASS			1118						
1404+52 - 1405+50	BYPASS			98					98	
1405+29 - 1409+40	BYPASS			350					411	
1409+00 - 1415+00	BYPASS			600						
340+80 - 369+35	STH 83	22	2855	2855						2855
97+00 - 118+00	BREVER ROAD	2	2100	2100	3					2100
51+20 - 60+17	STH 142 NE RAMP			897						
39+38 - 49+04	STH 142 SW RAMP			966						
91+00 - 110+75	KETTERHAGEN ROAD	5	1975	1975	2					1975
51+00 - 58+14	CTH A NW RAMP			714						
196+00 - 203+70	STH 36/83 NB-SB RAMP			770						
C-51-22	STH 83					1				
B-51-95	BREVER ROAD						1			
B-51-101	KETTERHAGEN ROAD							1		
TOTAL		29	8436	37784	5	1	1	1	509	8436

SAWCUTS

STATION	OFFSET	LOCATION	690.0100 SAWING EXISTING PAVEMENT LF	690.0200 SAWING CONCRETE PAVEMENT FULL DEPTH LF
102+54	C/L	YAHNKE ROAD	49	
340+80	C/L	STH 83	18	25
343+34	RT	STH 83	34	--
355+75	RT	STH 83	24	--
357+49	RT	STH 83	16	--
360+69	RT	STH 83	24	--
362+06	RT	STH 83	37	--
364+41	LT	STH 83	25	--
368+25	LT	STH 83	12	--
369+35	C/L	STH 83	20	25
14+50	C/L	HIDDEN CREEK LANE	42	5
14+60	LT	HIDDEN CREEK LANE	18	--
97+00	C/L	BREVER RD	22	--
118+00	C/L	BREVER RD	22	--
101+08	C/L	STH 142	30	
143+39	C/L	STH 142	30	--
104+25	C/L	MT TOM RD	22	--
115+67	C/L	STH 11	30	--
168+00	C/L	STH 11	34	--
168+00 - 168+40	RT	STH 11	40	--
91+00	C/L	KETTERHAGEN RD	22	--
91+39	LT	KETTERHAGEN RD	16	--
110+75	C/L	KETTERHAGEN RD	22	--
13+26	C/L	MCCAAN DRIVE	16	--
37+69	C/L	CTH A	30	--
70+25	C/L	CTH A	30	--
48+00	C/L	OLD CTH A	22	--
52+25	C/L	RIVER RD	20	--
TOTAL			678	55

COVER SIGNS TYPE 1

STATION	LOCATION	SPV.0060.03 COVER SIGNS TYPE I EACH	DESCRIPTION	NOTE
171+00	STH 36/83	1	SIGN BRIDGE S-51-16	REMOVE EXISTING COVERING. COVER STH 36 & STH 11 SHIELDS
173+00	STH 36/83	1	TYPE 1 SIGN	REMOVE EXISTING COVERING
191+00	STH 36/83	1	SIGN BRIDGE S-51-14 (RT SIGN)	REMOVE EXISTING COVERING. COVER STH 36 & STH 11 SHIELDS & "ELKHORN"
1411+75	BYPASS	1	SIGN BRIDGE S-51-15 (RT SIGN)	REMOVE EXISTING COVERING
1411+75	BYPASS	1	SIGN BRIDGE S-51-15 (LT SIGN)	REMOVE EXISTING COVERING. COVER STH 36 & STH 11 SHIELDS & "ELKHORN"
1428+77	BYPASS	1	TYPE 1 SIGN	REMOVE EXISTING COVERING. COVER STH 36 & STH 11 SHIELDS & "ELKHORN"
1519+77	BYPASS	1	TYPE 1 SIGN	REMOVE EXISTING COVERING. COVER STH 36 & STH 11 SHIELDS & "ELKHORN"
TOTAL		7		

TEST ROLLING

STATION - STATION	LOCATION	SPV.0170.01 TEST ROLLING STA	211.0500 PREPARE FOUNDATION FOR BASE AGGREGATE STA
1123+94 - 1132+66	BYPASS EB & WB	17	17
1143+04 - 1278+35	BYPASS EB & WB	271	271
1280+10 - 1389+48	BYPASS EB & WB	219	219
1393+34 - 1415+00	BYPASS EB & WB	43	43
340+80 - 369+35	STH 83	29	
97+00 - 118+00	BREVER RD	21	
51+20 - 60+17	STH 142 NE RAMP EB & WB	18	18
39+38 - 49+04	STH 142 SW RAMP EB & WB	19	19
91+00 - 110+75	KETTERHAGEN ROAD	20	
51+00 - 58+14	CTH A NW RAMP NB & SB	14	14
196+00 - 203+70	STH 36/83 NB-SB RAMP	8	8
TOTAL		679	609

NOTE: ALL QUANTITES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

NOTE: THIS TABLE IS FOR INFORMATION ONLY

TRAFFIC SIGNAL FACES, 3-12 INCH VERTICAL, LED MODULES•
TRAFFIC SIGNAL LENS, ARROW SHIELD•
BACKPLATES, 3 SECTION, 12-INCH SIGNAL FACES•
PEDESTRIAN SIGNAL FACES, 12-INCH, LED MODULES•

SIG. HEAD NO.	SIG. BASE NO.	3-12" VERT. EACH	BCKPLT 3-SEC. EACH	PED. FACE EACH
1	SB5	1	1	
2	SB2	1	1	
3	SB2	1	1	
4	SB7	1	1	
5	SB15	1	1	
6	SB14	1	1	
7	SB10	1	1	
8	SB10	1	1	
9	SB16	1	1	
10	SB6	1	1	
11	SB1	1	1	
12	SB13	1	1	
13	SB13	1	1	
14	SB11	1	1	
15	SB4	1	1	
16	SB4	1	1	
17	SB4			1
18	SB1			1
19	SB13			1
20	SB11			1
21	SB2			1
22	SB14			1
23	SB10			1
24	SB5			1
TOTAL		16	16	8

• INCIDENTAL TO ITEM "TRAFFIC SIGNALS & INTERSECTION LIGHTING, STH 11/36/83 & STH 83"

SPV.0105.01 TRAFFIC SIGNALS & INTERSECTION LIGHTING L.S.
LOCATION
STH 11/36/83 & STH 83
RACINE COUNTY 1

SUMMARY OF STATE FURNISHED MATERIALS

EACH	DESCRIPTION
1	TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE
6	PEDESTAL BASES
11	TRANSFORMER BASES, STANDARD, 11 1/2" BOLT CIRCLE
2	POLES, TYPE 3
2	POLES, TYPE 4
6	POLES, TYPE 5
6	TRAFFIC SIGNAL STANDARDS, ALUMINUM, 13'
10	TRAFFIC SIGNAL FACES, 3-12" VERTICAL, LED MODULES•
16	BACKPLATES, 3 SECTION, 12" SIGNAL FACES
8	PEDESTRIAN SIGNAL FACES, 12", LED MODULES•
11	PEDESTRIAN PUSH BUTTONS
1	TRAFFIC SIGNAL MOUNTING HARDWARE, (STH 11/36/83 & STH 83)
6	LUMINAIRES, UTILITY, 150 W
8	LUMINAIRES, UTILITY, 250 W
14	LUMINAIRE ARMS, SINGLE MEMBER, 4.53" CLAMP, 6'

NOTE: THIS TABLE IS FOR INFORMATION ONLY

PEDESTAL BASES•
TRANSFORMER BASES, BREAKAWAY, 11 1/2 INCH BOLT CIRCLE•
POLES, TYPE 3
POLES, TYPE 4
POLES, TYPE 5
POLES, 20-FOOT MONOTUBE
TRAFFIC SIGNAL STANDARDS, ALUMINUM, 13-FOOT•
40-FOOT MONOTUBE ARM
LUMINAIRES, UTILITY, 150 W•
LUMINAIRES, UTILITY, 250 W•
LUMINAIRE ARMS, SINGLE MEMBER, 4 1/2-INCH CLAMP, 6-FOOT•
PEDESTRIAN PUSH BUTTONS•

SIG. BASE NO.	PED. BASE EACH	TRANS. BASE EACH	POLE TYPE 3 EACH	POLE TYPE 4 EACH	POLE TYPE 5 EACH	20-FOOT POLE MONO EACH	13-FOOT STAND. EACH	40-FOOT MONO ARM EACH	LUMIN. 150 W EACH	LUMIN. 250 W EACH	ARM 6-FOOT EACH	PUSH BUTTON EACH
SB1	1						1					1
SB2						1		1				1
SB3		1		1						2	2	
SB4						1		1				1
SB5	1						1					1
SB6	1						1					1
SB7		1	1							2	2	
SB8		1			1				1		1	
SB9		1			1				1		1	
SB10						1		1				1
SB11	1						1					1
SB12		1		1						2	2	1
SB13						1		1				1
SB14	1						1					1
SB15	1						1					1
SB16		1	1							2	2	
SB17		1			1				1		1	
SB18		1			1				1		1	
SB19		1			1				1		1	
SB20		1			1				1		1	
TOTAL	6	10	2	2	6	4	6	4	6	8	14	11

• INCIDENTAL TO ITEM "TRAFFIC SIGNALS & INTERSECTION LIGHTING, STH 11/36/83 & STH 83"

652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH

LOC.	TO	LOC.	NONMET. 2-INCH	NONMET. 3-INCH
CBI		PBI	34.00	68.00
PBI		PB2	213.00	
PBI		PB3	35.00	
PB3		SBI	13.00	
PB3		SB2	28.00	
PBI		PB4		146.00
PB4		SB3	16.00	
PB4		PB5		120.00
PB5		PB6		120.00
PB6		PB7	206.00	
PB7		PB8	162.00	
PB6		PB9		76.00
PB9		SB4	68.00	
PB9		SB5	45.00	
PB9		PBI0		108.00
PBI0		SB6	40.00	
PBI0		PBII		56.00
PBII		SB7	26.00	
PBII		SB8	124.00	
SB8		SB9	152.00	
PBII		PBI2		146.00
PBI2		PBI3		58.00
PBI3		PBI4	216.00	
PBI3		PBI5	36.00	
PBI5		SBI0	25.00	
PBI5		SBII	12.00	
PBI3		PBI6		146.00
PBI6		PBI7	23.00	
PBI7		SBI2	9.00	
PBI6		PBI8		116.00
PBI8		PBI9		87.00
PBI9		PB20	227.00	
PB20		PB21	162.00	
PBI9		PB22		80.00
PB22		SBI3	55.00	
PB22		SBI4	32.00	
PB22		PB23		114.00
PB23		SBI5	34.00	
PB23		PB24		56.00
PB24		SBI7	128.00	
SBI7		SBI8	152.00	
PB24		SBI6	24.00	
PB24		PB25		136.00
PB25		CBI		60.00
		TOTAL	2297	1693

SUMMARY OF ITEMS FOR TRAFFIC DETECTOR LOOPS

ITEM		QTY.	
652.0800	CONDUIT LOOP DETECTOR	1624	LF
655.0700	LOOP DETECTOR LEAD IN CABLE	6847	LF
655.0800	LOOP DETECTOR WIRE	4187	LF

NOTE: THIS TABLE IS FOR INFORMATION ONLY

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	LOCATION•	SIZE (FT)x(FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	CONDUIT LOOP DETECT L.F.	LEAD IN CABLE L.F.	LOOP DETECT WIRE L.F.
11	PBII	STH 11/36, 1124+67.0', C/L	6'X20'	3	ASPHALT	A	65	352	182
12	PBII	STH 11/36, 1124+95.5', C/L	6'X20'	3	ASPHALT	A	77	352	208
21	PB21	STH 11/36/83, 1130+8.0', 37.0' LT	6'X20'	3	ASPHALT	A	104	605	285
22	PB20	STH 11/36/83, 1128+48.0', 37.0' LT	6'X20'	3	ASPHALT	A	96	445	280
41	PBI4	PINE ST, 355+85.5', 22.0' LT	6'X20'	3	ASPHALT	A	72	604	176
42	PBI5	PINE ST, 353+54.5', 28.0' LT	6'X20'	3	ASPHALT	A	69	425	188
43	PBI5	PINE ST, 353+26.5', 28.0' LT	6'X20'	3	ASPHALT	A	66	425	186
44	PBI5	PINE ST, 353+53.0', 17.0' LT	6'X20'	3	ASPHALT	A	78	425	206
45	PBI5	PINE ST, 353+25.0', 17.0' LT	6'X20'	3	ASPHALT	A	77	425	206
46	PBI7	PINE ST, 353+51.0', 5.5' LT	6'X20'	3	ASPHALT	A	61	340	174
47	PBI7	PINE ST, 353+23.0', 6.0' LT	6'X20'	3	ASPHALT	A	61	340	174
51	PB23	STH 11/36/83, 1126+25.0', 0.5' RT	6'X20'	3	ASPHALT	A	64	126	181
52	PB23	STH 11/36/83, 1125+97.0', 0.5' RT	6'X20'	3	ASPHALT	A	78	126	208
61	PB8	STH 11/36, 1120+92.0', 37.0' RT	6'X20'	3	ASPHALT	A	84	602	188
62	PB7	STH 11/36, 1122+52.0', 37.5' RT	6'X20'	3	ASPHALT	A	73	442	196
81	PB2	STH 83, 349+16.0', 17.0' RT	6'X20'	3	ASPHALT	A	62	257	176
82	PB3	STH 83, 351+43.0', 28.0' RT	6'X20'	3	ASPHALT	A	85	80	190
83	PB3	STH 83, 351+71.0', 28.0' RT	6'X20'	3	ASPHALT	A	65	80	182
84	PB3	STH 83, 351+45.0', 17.5' RT	6'X20'	3	ASPHALT	A	77	80	206
85	PB3	STH 83, 351+73.0', 17.0' RT	6'X20'	3	ASPHALT	A	77	80	205
86	PB4	STH 83, 351+47.0', 6.0' RT	6'X20'	3	ASPHALT	A	63	118	172
87	PB4	STH 83, 351+75.0', 6.0' RT	6'X20'	3	ASPHALT	A	70	118	178
						TOTAL	1624	6847	4187

• LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

A= LOOP DECTECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)

653.0135	PULL BOXES STEEL 24X36-INCH
653.0140	PULL BOXES STEEL 24X42-INCH

PULL BOX NO.	LOCATION•	24"x36" EACH	24"x42" EACH
PB1	STH 83, 351+25.0', 63.0' RT		1
PB2	STH 83, 349+9.0', 37.0' RT	1	
PB3	STH 83, 351+54.0', 43.5' RT		1
PB4	STH 83, 351+48.0', 5.0' LT		1
PB5	STH 83, 351+34.0', 62.0' LT		1
PB6	STH 36/11, 1124+54.0', 102.0' RT		1
PB7	STH 36/11, 1122+51.0', 68.0' RT	1	
PB8	STH 36/11, 1120+91.0', 63.0' RT	1	
PB9	STH 36/11, 1124+54.0', 66.0' RT		1
PB10	STH 36/11, 1124+53.0', 13.0' RT		1
PB11	STH 36/11, 1124+53.0', 14.0' LT		1
PB12	PINE ST, 353+52.0', 85.0' LT		1
PB13	PINE ST, 353+72.0', 66.0' LT		1
PB14	PINE ST, 355+85.0', 41.0' LT	1	
PB15	PINE ST, 353+46.0', 44.0' LT		1
PB16	PINE ST, 353+69.0', 5.0' RT		1
PB17	PINE ST, 353+48.0', 5.0' RT		1
PB18	PINE ST, 353+69.0', 61.0' RT		1
PB19	PINE ST, 353+42.0', 94.0' RT		1
PB20	STH 11/36/83, 1128+48.0', 69.0' LT	1	
PB21	STH 11/36/83, 1130+8.0', 73.0' LT	1	
PB22	STH 11/36/83, 1126+32.0', 69.0' LT		1
PB23	STH 11/36/83, 1126+40.0', 14.0' LT		1
PB24	STH 11/36/83, 1126+44.0', 13.0' RT		1
PB25	STH 11/36/83, 1126+61.0', 78.0' RT		1
	TOTAL	6	19

• FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

654.0101	CONCRETE BASES, TYPE 1
654.0102	CONCRETE BASES, TYPE 2
654.0105	CONCRETE BASES, TYPE 5
654.0217	CONCRETE BASES, TYPE 9 SPECIAL
SPV.0060.01	MONO TUBE BASE

SIGNAL BASE NO.	LOCATION•	TYPE 1 EACH	TYPE 2 EACH	TYPE 5 EACH	TYPE 9 SPECIAL EACH	MONO TUBE BASE
SB1	STH 83, 351+66.0', 42.0' RT	1				
SB2	STH 83, 351+72.0', 54.0' RT					1
SB3	STH 83, 351+63.0', 4.5' LT			1		
SB4	STH 83, 351+82.0', 55.0' LT					1
SB5	STH 11/36, 1124+97.0', 62.5' RT	1				
SB6	STH 11/36, 1124+91.0', 14.0' RT	1				
SB7	STH 11/36, 1124+79.0', 13.0' LT		1			
SB8	STH 11/36, 1123+38.0', 12.0' LT			1		
SB9	STH 11/36, 1121+79.0', 12.5' LT			1		
SB10	STH 11/36, 1124+83.0', 67.0' LT					1
SB11	PINE ST, 353+35.5', 42.0' LT	1				
SB12	PINE ST, 353+40.0', 4.5' RT		1			
SB13	PINE ST, 353+20.0', 52.0' RT					1
SB14	STH 11/36/83, 1126+3.0', 63.0' LT	1				
SB15	STH 11/36/83, 1126+8.5', 13.0' LT	1				
SB16	STH 11/36/83, 1126+21.0', 13.0' RT		1			
SB17	STH 11/36/83, 1127+71.0', 14.0' RT			1		
SB18	STH 11/36/83, 1129+22.0', 8.0' RT			1		
SB19	PINE ST, 351+52.0', 88.0' RT			1		
SB20	STH 11/36, 1124+43.0', 97.0' RT			1		
SB21	STH 11/36, 1124+38.0', 77.0' LT			1		
SB22	STH 11/36/83, 1126+69.0', 94.0' LT			1		
CB1	STH 83, 351+38.0', 93.0' RT				1	
	TOTAL	6	3	9	1	4

• FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

656.0200	ELECTRICAL SERVICE, METER BREAKER PEDESTAL, STH 11/36/83 & STH 83

LOCATION•	METER L.S.
STH 83, 351+38.0', 93.0' RT	1
TOTAL	1

• FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN TH FIELD

655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG
655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG
655.0305	CABLE TYPE UF 2-12 AWG GROUNDED

LOC.	To	LOC.	12-14 AWG	10 AWG	UF 2-12
CB1		SB1	120	120	
CB1		SB2	133		
CB1		SB4	412		
CB1		SB5	389		
CB1		SB6	452		
CB1		SB7	455		
CB1		SB10	656		
CB1		SB11	643		
CB1		SB13	291		
CB1		SB14	269		
CB1		SB15	198		
CB1		SB19		52	52
SB19		SB16		138	138
SB16		SB17		176	176
SB17		SB18		159	159
SB16		SB22			257
SB22		SB12			227
CB1		SB3			160
SB3		SB20			201
SB20		SB7			224
SB7		SB8		164	174
SB8		SB9		172	172
SB7		SB21			150
SB1		SB2		64	
SB2		SB3		204	
SB3		SB4		308	
SB4		SB5		136	
SB5		SB20		175	
SB20		SB6		195	
SB6		SB7		134	
SB9		SB10		350	
SB10		SB11		59	
SB11		SB12		201	
SB12		SB13		290	
SB13		SB14		110	
SB14		SB22		152	
SB22		SB15		224	
SB15		SB16		120	
CB1		SB18		411	
SB18		SB19		394	
CB1		PB1		43	
SB1		PB3		22	
SB3		PB4		26	
SB20		PB5		102	
SB20		PB6		37	
SB4		PB9		78	
SB6		PB10		49	
SB7		PB11		36	
SB21		PB12		38	
SB10		PB13		83	
SB10		PB15		34	
SB12		PB16		39	
SB12		PB17		18	
SB22		PB18		74	
SB22		PB19		126	
SB13		PB22		64	
SB15		PB23		42	
SB16		PB24		33	
CB1		PB25		28	
TOTAL			4018	5480	2090

655.0220	CABLE TRAFFIC SIGNAL 4-14 AWG
655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG
655.0610	ELECTRICAL WIRE LIGHTING 12 AWG

LOC.	To	LOC.	4-14 AWG	5-14 AWG	12 AWG
SB1		HEAD 11		19	
		HEAD 18	17		
SB2		HEAD 2		62	
		HEAD 3		50	
		HEAD 21	17		
SB3		LUMINAIRES			288
SB4		HEAD 15		62	
		HEAD 16		50	
		HEAD 17	17		
SB5		HEAD 1		19	
		HEAD 24	17		
SB6		HEAD 10		19	
SB7		HEAD 4		19	
		LUMINAIRES			288
SB8		LUMINAIRE			117
SB9		LUMINAIRE			117
SB10		HEAD 7		62	
		HEAD 8		50	
		HEAD 23	17		
SB11		HEAD 14		19	
		HEAD 20	17		
SB12		LUMINAIRES			288
SB13		HEAD 12		62	
		HEAD 13		50	
		HEAD 19	17		
SB14		HEAD 6		19	
		HEAD 22	17		
SB15		HEAD 5		19	
SB16		HEAD 9		19	
		LUMINAIRES			288
SB17		LUMINAIRE			117
SB18		LUMINAIRE			117
SB19		LUMINAIRE			117
SB20		LUMINAIRE			117
SB21		LUMINAIRE			117
SB22		LUMINAIRE			117
TOTAL			136	600	2088

SPV.0105.02 TRAFFIC SIGNALS & INTERSECTION LIGHTING

LOCATION L.S.
1

SUMMARY OF STATE FURNISHED MATERIALS

EACH	DESCRIPTION
1	TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE
6	PEDESTAL BASES
12	TRANSFORMER BASES, STANDARD, 11 1/2" BOLT CIRCLE
4	POLES, TYPE 4
8	POLES, TYPE 5
6	TRAFFIC SIGNAL STANDARDS, ALUMINUM, 13' POLES, 20-FOOT MONOTUBE
4	25-FOOT MONOTUBE ARM
2	35-FOOT MONOTUBE ARM
16	TRAFFIC SIGNAL FACES, 3-12" VERTICAL, LED MODULES•
16	BACKPLATES, 3 SECTION, 12" SIGNAL FACES
1	TRAFFIC SIGNAL MOUNTING HARDWARE, STH 11 & STH 36/83
8	LUMINAIRES, UTILITY, 150 W
8	LUMINAIRES, UTILITY, 250 W
16	LUMINAIRE ARMS, SINGLE MEMBER, 4.53" CLAMP, 6'

NOTE: THIS TABLE IS FOR INFORMATION ONLY

PEDESTAL BASES•
TRANSFORMER BASES, BREAKAWAY, 11 1/2 INCH BOLT CIRCLE•
POLES, TYPE 4
POLES, TYPE 5
POLES, 20-FOOT MONOTUBE
TRAFFIC SIGNAL STANDARDS, ALUMINUM, 13-FOOT•
25-FOOT MONOTUBE ARM
35-FOOT MONOTUBE ARM
LUMINAIRES, UTILITY, 150 W•
LUMINAIRES, UTILITY, 250 W•
LUMINAIRE ARMS, SINGLE MEMBER, 4 1/2-INCH CLAMP, 6-FOOT•
PEDESTRIAN PUSH BUTTONS•

SIG. BASE NO.	PED. BASE EACH	TRANS. BASE EACH	POLE TYPE 4 EACH	POLE TYPE 5 EACH	13-FOOT STAND. EACH	20-FOOT POLE MONO EACH	25-FOOT MONO ARM EACH	35-FOOT MONO ARM EACH	LUMIN. 150 W EACH	LUMIN. 250 W EACH	ARM 6-FOOT EACH
SB1	1				1						
SB2						1		1			
SB3		1	1							2	2
SB4		1		1					1		1
SB5	1				1						
SB6						1	1				
SB7	1				1						
SB8		1	1							2	2
SB9		1		1					1		1
SB10		1		1					1		1
SB11		1		1					1		1
SB12						1		1			
SB13	1				1						
SB14		1	1							2	2
SB15	1				1						
SB16						1	1				
SB17		1		1					1		1
SB18	1				1						
SB19		1	1							2	2
SB20		1		1					1		1
SB21		1		1					1		1
SB22		1		1					1		1
TOTAL	6	12	4	8	6	4	2	2	8	8	16

• INCIDENTAL TO ITEM "TRAFFIC SIGNALS & INTERSECTION LIGHTING,STH 11 & STH 36/83"

NOTE: THIS TABLE IS FOR INFORMATION ONLY

TRAFFIC SIGNAL FACES 3-12 INCH VERTICAL, LED MODULES•
BACKPLATES, 3 SECTION, 12-INCH SIGNAL FACES•

SIG. HEAD NO.	SIG. BASE NO.	3-12" VERT. EACH	BCKPLT 3-SEC. EACH
1	SB1	1	1
2	SB14	1	1
3	SB16	1	1
4	SB13	1	1
5	SB3	1	1
6	SB6	1	1
7	SB15	1	1
8	SB12	1	1
9	SB12	1	1
10	SB19	1	1
11	SB7	1	1
12	SB5	1	1
13	SB2	1	1
14	SB2	1	1
15	SB8	1	1
16	SB18	1	1
TOTAL		16	16

• INCIDENTAL TO ITEM "TRAFFIC SIGNALS & INTERSECTION LIGHTING, STH 11 & STH 36/83"

655.0700 LOOP DETECTOR LEAD IN CABLE	5052	LF
655.0800 LOOP DETECTOR WIRE	3388	LF

NOTE: THIS TABLE IS FOR INFORMATION ONLY

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	LOCATION•	SIZE (FT)x(FT)	LEAD IN CABLE L.F.	LOOP DETECT WIRE L.F.
11	PB18	STH 36/83, 1278+65.6', 1.0' LT	6x30	282	240
21	PB3	STH 36/83, 1283+86.0', 38.0' LT	6x10	430	290
22	PB2	STH 36/83, 1282+26.0', 37.0' LT	6x10	267	252
41	PB24	STH 11, 124+18.0', 16.5' LT	6x20	444	190
42	PB23	STH 11, 125+48.0', 15.0' RT	6x20	316	200
43	PB25	STH 11, 127+56.0', 5.5' RT	6x30	85	234
44	PB21	STH 11, 127+53.5', 18.0' RT	6x30	213	256
51	PB5	STH 36/83, 1279+81', C/L	6x30	117	242
61	PB16	STH 36/83, 1274+75.0', 37.0' RT	6x10	760	292
62	PB15	STH 36/83, 1276+35.0', 37.0' RT	6x10	600	302
81	PB10	STH 11, 132+47.5', 17.0' LT	6x20	545	196
82	PB9	STH 11, 131+17.5', 16.0' LT	6x20	414	200
83	PB11	STH 11, 129+12.0', 19.0' LT	6x30	312	238
84	PB12	STH 11, 129+9.5', 6.5' LT	6x30	267	256
		TOTAL		5052	3388

• LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

656.0200 ELECTRICAL SERVICE, METER BREAKER PEDESTAL, STH 11 & STH 36/83

LOCATION•	METER L.S.
STATE ST., 127+28.0', 76.0' LT	1
TOTAL	1

• FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN TH FIELD

655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG
655.0610 ELECTRICAL WIRE LIGHTING 12 AWG

LOC.	To	LOC.	5-14 AWG	12 AWG
SB4		LUMINAIRE		117
SB5		12	19	
SB6		6	45	
SB7		11	19	
SB8		15	19	
		LUMINAIRE		288
SB9		LUMINAIRE		117
SB10		LUMINAIRE		117
SB11		LUMINAIRE		117
SB12		8	50	
		9	50	
SB13		4	19	
SB14		2	19	
		LUMINAIRE		288
SB15		7	19	
SB16		3	45	
SB17		LUMINAIRE		117
SB18		16	19	
SB19		10	19	
		LUMINAIRE		288
SB20		LUMINAIRE		117
SB21		LUMINAIRE		117
SB22		LUMINAIRE		117
SB2		13	50	
		14	50	
SB1		1	19	
SB3		5	19	
		LUMINAIRE		288
TOTAL			480	2088

655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG
655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG
655.0305 CABLE TYPE UF 2-12 AWG GROUNDED

LOC.	To	LOC.	12-14 AWG	10 AWG	UF 2-12
CB1		SB4			63
CB1		SB5	101		
CB1		SB6	120		
CB1		SB7	148		
CB1		SB8	199		
CB1		SB12	360		
CB1		SB13	344		
CB1		SB14	421		
CB1		SB15	520		
CB1		SB16	538		
CB1		SB18	374		
CB1		SB19	323		
CB1		SB1	289		
CB1		SB2	304		
CB1		SB3	127		127
SB3		SB22			168
SB4		SB8			202
SB4		SB5		104	
SB5		SB6		62	
SB6		SB7		207	
SB7		SB8		85	
SB8		SB9		176	176
SB9		SB10		151	151
SB8		SB11			133
SB11		SB14			167
SB10		SB11		424	
SB11		SB12		106	
SB12		SB13		51	
SB13		SB14		215	
SB14		SB15		213	
SB15		SB16		57	
SB16		SB17		113	
SB17		SB18		141	
SB18		SB19		86	
SB19		SB17			195
SB19		SB22		131	131
SB19		SB20		175	175
SB20		SB21		160	160
SB22		SB2		111	
SB2		SB1		52	
SB1		SB3		217	
SB3		CB1		127	
CB1		PB1		28	
SB6		PB4		38	
SB7		PB5		15	
SB8		PB6		16	
SB11		PB7		18	
SB11		PB8		52	
SB12		PB11		31	
SB14		PB12		32	
SB17		PB13		81	
SB17		PB14		27	
SB16		PB17		35	
SB18		PB18		16	
SB19		PB19		15	
SB22		PB20		21	
SB22		PB22		61	
SB2		PB21		21	
SB3		PB25		25	
CB1		PB26		32	
TOTAL			4168	3728	1848

CATEGORY : 0070
ADJUSTING MANHOLE COVERS

STATION	OFFSET	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH
345+30	LT	STH 83	1
348+94	RT	STH 83	1
354+46	RT	STH 83	1
354+97	LT	STH 83	1
355+15	RT	STH 83	1
360+85	LT	STH 83	1
363+05	LT	STH 83	1
367+16	LT	STH 83	1
367+18	LT	STH 83	1
TOTAL			9

CATEGORY : 0070
PERMANENT SIGNING

SIGN #	SIGN CODE	SIGN SIZE IN	634.0616 POSTS WOOD 4x6-Inch x 16 Ft EACH	634.0620 POSTS WOOD 4x6-Inch x 20 Ft EACH	637.0202 SIGNS REFLECTIVE TYPE II SF	SHARED POST # OR REMARKS
P058	D1-2	102 X 36	2		25.50	SEE DETAIL
P059	SP-1	96 X 60		2	40.00	SEE DETAIL
		TOTAL	2	2	66	

NOTE: ALL QUANTITES ARE CATEGORY 0070 UNLESS OTHERWISE NOTED

The most current Right of Way information should be viewed in DOTView using the Real Estate project ID. The plat information contained in this as-built plan may not be the final record.

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
3180-08-20	4.1	
FEDERAL PROJECT NUMBER		

PLAT OF RIGHT-OF-WAY REQUIRED FOR
BURLINGTON BYPASS STH 11
SPRING VALLEY ROAD TO STH 36
STH 11 WALWORTH CO./RACINE CO.

CONSTRUCTION PROJECT NUMBER
3180-08-70

CONVENTIONAL ABBREVIATIONS

ACCESS FULL	AP	LENGTH OF CURVE
ACCESS RIGHTS	AR	LONG CHORD
ACRES	AC.	LONG CHORD BEARING
AHEAD	AH	MONUMENT
AND OTHERS	et al.	OUTLOT
BACK	BK	PAGE
BARN	B	PROPERTY LINE
CENTERLINE	℄	QUIT CLAIM DEED
CENTRAL ANGLE OR DELTA	DELTA	RADIUS
CERTIFIED SURVEY MAP	CSM	REFERENCE LINE
COMMERCIAL	C	RIGHT-OF-WAY
CONSTRUCTION PERMIT	CP	SECTION
CORNER	COR.	SECTION LINE
DEED	(D)	SEVERED
DEGREE OF CURVE	D	SHED
DIST. BETWEEN 1/4 CORNERS	(DIST)	STATION
DOCUMENT	DOC.	TANGENT
EASEMENT	EASE.	TEMPORARY LIMITED EASEMENT
ESTATE	EST	TRANSIT LINE
GARAGE	G	VOLUME
HOUSE	H	
LAND CONTRACT	LC	

L	
LCH	
LCB	
MON.	
OL	
P.	
PL	
QCD	
R.	
℄	
R/W	
SEC.	
S/L	
SEV.	
S	
STA.	
TAN	
TLE	
L	
V.	

CONVENTIONAL SYMBOLS

BRIDGE		STATE LINE, COUNTY LINE, TOWN/RANGE LINE
BUILDING		SECTION LINE
		QUARTER LINE
FOUND 1" IRON PIPE/PIN UNLESS NOTED	⊔	SIXTEENTH LINE
R/W MONUMENT	o	PROPOSED REFERENCE LINE
R/W STANDARD	▲	
GAS PUMP ISLAND	G.P.	EXISTING CENTERLINE
WELL	oWELL	PROPOSED R/W LINE
SEPTIC PUMP	oSP	EXISTING R/W LINE
SEPTIC TANK	oST	PROPERTY LINE
SEPTIC VENT	oSEPV	LOT & TIE LINES
SIGN	SIGN	SLOPE INTERCEPTS
		EXISTING EASEMENT
FEE (HATCHING)		CORPORATE LIMITS
		NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY ACQUISITION)
PERMANENT LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)
PARALLEL OFFSET		

CONVENTIONAL UTILITY SYMBOLS

		COMPENSABLE		NON-COMPENSABLE
WATER	POWER POLE	●	OR	○
GAS	TELEPHONE POLE	⌀	OR	⌀
TELEPHONE	LIGHT POLE	*	OR	*
OVERHEAD TRANSMISSION LINES	UTILITY PEDESTAL	(LABEL)×	OR	×
ELECTRIC				
CABLE TELEVISION	ELECTRIC TOWER	☒	OR	☒
FIBER OPTIC				
SANITARY SEWER				
STORM SEWER				

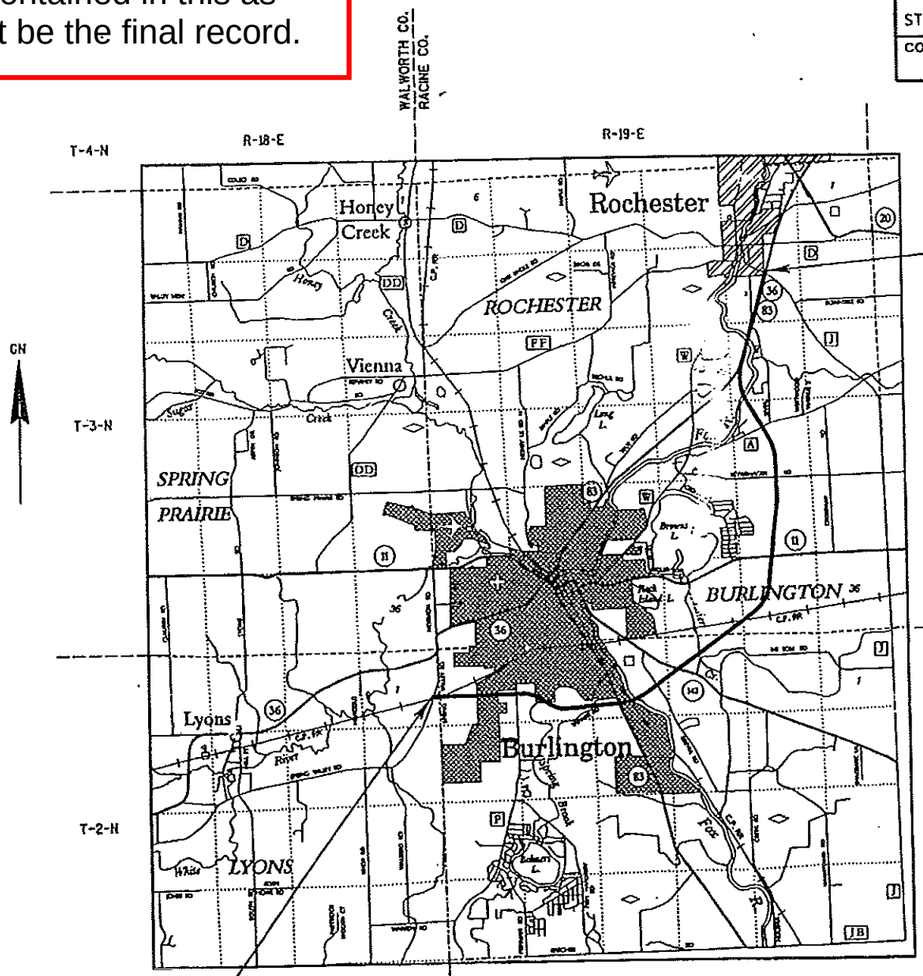
NOTES

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 83(91). ALL PLAT DISTANCES ARE GROUND LENGTH.

THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WHERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

RIGHT OF WAY MONUMENT ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER, BY WISCONSIN D.O.T. DISTRICT 2 SURVEY.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.



END RELOCATION ORDER
STA 1476+90.59
405.47' NORTH AND 211.03' EAST OF THE CENTER SECTION 11-3-19

BEGIN RELOCATION ORDER
STA 995+00.00
499.48' SOUTH AND 504.31' WEST OF THE WEST 1/4 CORNER OF SEC. 6-2-19

LAYOUT
SCALE 0 1 MILE

TOTAL NET LENGTH OF CENTERLINE = 9.127 MI. RURAL

ORIGINAL PLANS PREPARED BY
KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

6/20/01 (Date) (Signature)

REVISION DATE
MAY 23, 2003
FEBRUARY 27, 2004
DEC. 7, 2004
AUG. 5, 2005
SEPT. 7, 2006

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR DISTRICT OFFICE
DATE: June 23, 2001 (Signature)

199 E

FILE NAME : e:\DOT2\948Bur1\948roc\survey\DGN\948RRA01.dgn PLOT DATE : 01/19/2004

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

(C) CALCULATED

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED		TOTAL ACRES	R/W REQUIRED NEW ACRES	R/W REQUIRED EXISTING ACRES	R/W REQUIRED TOTAL ACRES	TOTAL REMAIN ACRES	HE PERM. ACRES	TLE TEMP. ACRES	PLE PERM. ACRES	PARCEL NUMBER
1	4.7	ROTH	FEE		1.26	1.13	0.13	1.26					1
2	4.7	ROTH	FEE		15.59	15.59		15.59					2
3(3)	4.7	B.R. AMON & SONS	FEE, TLE		12.50	6.33		6.33	6.17		2.80		3
4(3)	4.9	ANTON AND LUCILLE L. WEHNER	FEE	(C)	26.548	25.666	0.882	26.548					4
5(3)	4.9	LARRY W. AND LINDA M. HUDSON	FEE	(C)	0.527	0.375	0.152	0.527					5
6(3)	4.9	WILLIAM R. AND MARY ALICE WEHNER	FEE	(C)	2.848	2.417	0.431	2.848					6
7(3)	4.9	WILLIAM E. AND AUDREY A. KERKMAN	FEE	(C)	0.454	0.341	0.113	0.454					7
8(3)	4.9	KENNETH F. AND KEVIN H. KLINE	FEE	(C)	0.307	0.230	0.077	0.307					8
9(3)	4.9	ALBERT J. SCHMIDT	FEE	(C)	0.388	0.289	0.099	0.388					9
10(3)	4.9	DOUGLAS J. AND MARY LYNN LOIS	FEE	(C)	0.589	0.459	0.130	0.589					10
11(3)	4.9, 4.11	HENRY J. VOELKERING, SR.	FEE	(C)	32.973	13.274	0.443	13.717	19.256				11
12(3)	4.12	GERALD J. AND LOIS L. CRAMER	FEE, AR		25	5.808	0.231	6.039	19				12
13(2)	4.12	JOSEPH E. AND CECILIA FRANCKOWIAK	FEE		3.63	3.496	0.134	3.63					13
14(2)	4.12	REGINA BILITZ	FEE		0.68	0.567	0.113	0.68					14
15(2)	4.12	GERALD J. AND LOIS L. CRAMER, VENDOR; JEFFREY S. CRAMER, PURCHASER	FEE		0.85	0.783	0.067	0.85					15
16(3)	4.13	THE ZUBROD FAMILY TRUST	FEE, TLE	(C)	1.695	0.502		0.502	1.193		0.01		16
17(2)	4.14	J. W. PETERS & SONS, INC.	FEE	(C)	17.194	8.394		8.394	8.800				17
18(2)	4.14	J. W. PETERS & SONS, INC.	FEE	(C)	0.817	0.610	0.207	0.817					18
19(2)	4.14	JAY AGEN	FEE, TLE	(C)	10.779	3.656	0.978	4.634	6.145		0.06		19
20(2)	4.22, 4.23	MICHAEL D. AND JANICE J. MCCANN	FEE, AR		9.14	6.21	0.19	6.40	2.74				20
21(2)	4.27, 4.28	ROBERT W. AND BARBARA J. HAGENSICK	FEE		57.14	57.14		57.14					21
22(3)	4.7	WISCONSIN DEPARTMENT OF NATURAL RESOURCES	HE, TLE		VAST				VAST	1.99	0.97		22
23(3)	4.7, 4.8	VIVIAN GEORGE	FEE, HE, AR, TLE		95.4	8.68		8.68	86.7	0.26	1.77		23
24(3)	4.8	J.W. PETERS & SONS, INC.	FEE, HE, TLE		80.82	8.33		8.33	72.49	0.78	3.39		24
25(3)	4.9	MELVIN BURMEISTER	TLE								0.23		25
26(4)	4.9	DOUGLAS J. AND MARY LYNN LOIS	TLE								0.02		26
27(5)	4.9	MICHAEL P. & TAMARA J. URICK	FEE, TLE		0.95	0.04	0.35	0.39	0.56		0.17		27
28(3)	4.9	ROBERT & EVELYN GAST	FEE, TLE		0.75	0.05	0.23	0.28	0.47		0.15		28
29(3)	4.9	ROBERT AHLER	FEE, TLE		5.56	0.11	0.15	0.26	5.30		0.05		29
30(4)	4.8, 4.9, 4.10	BALL-FOSTER GLASS CONTAINER CO.,L.L.C.,	FEE, AR,TLE		65.88	3.11	1.02	4.13	61.75		0.87		30
31(3)	4.9	RICHARD G. GROSSERT	TLE								0.51		31
32(6)	4.9, 4.11	JEROME L. & SUSAN P. ERICKSON	FEE, TLE		40.69	0.87		0.87	39.82		0.09		32
33(3)	4.9	CHARLES M. ROBERS	TLE								0.14		33
34(3)	4.9	JOSEPH F. & CORY A. BUSCH	FEE	(C)	1.85	0.85	0.43	1.28	0.57				34
35(3)	4.10	LAVELLE INDUSTRIES, INC.	FEE, TLE		10.94	0.20	0.35	0.55	10.39		0.05		35
36(3)	4.10	BRENDA I. LONG	TLE	(C)	0.72						0.003		36
37(4)	4.10, 4.11	JAMES J. & SUZANNE E. HUGHES	FEE, AR, TLE		110.39	11.60	0.24	11.84	98.55		0.21		37
38(3)	4.10	SHARON A. SMITH	FEE	(C)	3.28	3.12	0.16	3.28					38
39(5)	4.11, 4.12	BUCK TRAIL ARCHERS, INC.	FEE, AR, TLE		61.37	11.54	0.03	11.57	49.80		0.38		39
40(3)	4.12	JEAN HENNING	FEE, TLE		0.47	0.02	0.08	0.10	0.37		0.01		40
41(3)	4.12	JAMES E. CRAMER	FEE, TLE	(C)	0.56	0.02	0.08	0.10	0.46		0.03		41
42(3)	4.12	ROBERT A. QUAST	FEE, TLE		0.46	0.02	0.08	0.10	0.36		0.01		42
43(3)	4.12	EDWARD J. & KAREN REILLY	FEE		1.24	0.14	0.13	0.27	0.97				43
44(6)	4.12	BARRY M. & LAURA F. PROCTOR	FEE		1.00	0.20		0.20	0.80				44
45(3)	4.12	IRMA DUNN, ALSO KNOWN AS IRMGARD DUNN	FEE		1.00	0.05	0.12	0.17	0.83				45
46(3)	4.12	FRANCIS B. & HELEN M. SCHAEFER	FEE		0.93	0.10	0.16	0.26	0.67				46
47(3)	4.12, 4.13	THE RICHARD E. & KAREN J. ZUBROD FAMILY TRUST	FEE, AR, TLE		21.17	11.48	0.27	11.75	9.42		0.28		47
48(5)	4.13	ROBERT S. BADAME & ROSEMARY C. RUSSELL	FEE	(C)	41.13	0.63		0.63	40.50				48
49(4)	4.13	JANICE E. & WILLIAM A. GREETER	FEE, AR, TLE		4.70	0.62		0.62	4.08		0.32		49
50(5)	4.13	MCWAN VENTURES, L.L.P.	FEE, AR		30.73	0.02	0.06	0.08	30.65				50

4

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50

REVISION DATE	DATE JUNE 22, 2001	SCALE, FEET	HWY: STH 11	STATE R/W PROJECT NUMBER 3180-08-20	PLAT SHEET NO: 4.2	
AUG. 5, 2005 SEPT. 7, 2006 MAY 23, 2003 FEB. 27, 2004 DEC. 7, 2004			COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3180-08-70	PS&E SHEET NO: 256	E

FILE NAME : e:\DOT2\948Burl\948roc\survey\DGN\948RRA02.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 60

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

(C) CALCULATED

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED		TOTAL ACRES	R/W REQUIRED NEW ACRES	R/W REQUIRED EXISTING ACRES	R/W REQUIRED TOTAL ACRES	TOTAL REMAIN ACRES	TLE TEMP. ACRES	PLE PERM. ACRES	PARCEL NUMBER
51(3)	4.13	GALESBURG II, LLC	FEE, AR, TLE		5.80	0.88		0.88	4.92	0.11		51
52(3)	4.13	DENNIS P. TULLY	TLE							0.03		52
53(3)	4.13	LEE ENTERPRISES-PLYMOUTH, LLC	TLE							0.02		53
54(4)	4.13	KSM DEVELOPMENT, LLC	FEE, AR, PLE, TLE		2.82	0.23		0.23	2.59	0.21	0.01	54
55(5)	4.13	PHYLLIS WEINBORN	FEE, AR	(C)	6.60	4.77		4.77	1.83			55
56(3)	4.13	THE ZUBROD FAMILY TRUST	AR									56
57(3)	4.13	PACKINGING CORPORATION OF AMERICA	FEE		14.00	0.18		0.18	13.82			57
58(5)	4.13	CANADIAN NATIONAL RAILWAY COMPANY	HE		VAST	0.74		0.74	VAST			58
59(3)	4.13	WARRENVILLE CORP.	FEE		10.00	0.21		0.21	9.79			59
60(4)	4.14	BERNARD C. & TAMARA L. BREVER	FEE		31.10	0.62		0.62	30.48			60
61(3)	4.14, 4.15	J.W. PETERS & SONS INC.	FEE, TLE		43.39	7.63	0.06	7.69	35.70	0.31		61
62(5)	4.14	KAREN L. DUBINSKY	FEE, TLE		1.32	0.01	0.04	0.05	1.27	0.01		62
63(5)	4.14, 4.16	BURLINGTON CONSERVATION CLUB. INC.	FEE, AR	(C)	23.68	3.48		3.48	20.20			63
64(3)	4.15	WARRENVILLE CORP.	FEE, TLE		117.35	0.61	0.68	1.29	116.06	0.18		64
65(3)	4.15	JOSEPH W. & GAIL M. KETTERHAGEN	FEE, TLE		23.76	2.03	0.50	2.53	21.23	0.01		65
66(5)	4.15	JOSEPH W. & GAIL M. KETTERHAGEN	FEE, TLE	(C)	7.74	0.19	0.21	0.40	7.34	0.05		66
67(3)	4.15	STEVE WILSON RADDATZ	FEE		1.00	0.04	0.12	0.16	0.84			67
68(3)	4.15	RAYMOND J. & NANCY J. MEYERS	FEE		0.80	0.09	0.12	0.21	0.59			68
69(5)	4.15	ROSS KATZMAN	FEE	(C)	0.91	0.08	0.10	0.18	0.73			69
70(3)	4.15	DANIEL R. & SHARON A. MEYERHOFER	FEE		0.56	0.06	0.08	0.14	0.42			70
71(3)	4.15	ROMAN A. KETTERHAGEN & VERENA S. KETTERHAGEN	FEE, TLE		0.86	0.14	0.11	0.25	0.61	0.12		71
72(3)	4.15, 4.17	ECKERT et al.	FEE, AR		107.98	3.51	0.21	3.72	104.26			72
73(3)	4.15	THE DONALD ECKERT & ROSELLA ECKERT REVOCABLE TRUST	FEE		1.32	0.23	0.26	0.49	0.83			73
74(3)	4.15	LESLIE J & JANET ECKERT	FEE		1.11	0.17	0.15	0.32	0.79			74
75(5)	4.15, 4.16, 4.17	THE ECKERT FAMILY TRUST	FEE, AR, PLE, TLE	(C)	71.93	33.35	2.58	35.93	36.00	0.46	0.01	75
76(4)	4.16	THE ECKERT FAMILY TRUST	FEE, AR, TLE		2.76	0.56		0.56	2.20	0.43		76
77(4)	4.16	THE ECKERT FAMILY TRUST	FEE, AR, TLE		1.14	0.32		0.32	0.82	0.21		77
78(5)	4.16	TIMOTHY P. & JOAN M. WARREN	FEE	(C)	76.85	0.21	0.33	0.54	76.31			78
79(5)	4.16, 4.17	RALPH L. & MARY P. RICE	FEE, AR	(C)	223.36	9.53	0.59	10.12	213.24			79
80(3)	4.17	CHRISTOPHER J. & ALEID ALLEN	FEE, AR		33.43	1.64		1.64	31.79			80
81(5)	4.18	BARBARA J. CONDRAD	FEE, AR		31.85	12.58		12.58	19.27			81
82(4)	4.18	WISCONSIN DEPARTMENT OF NATURAL RESOURCES	HE,TLE		VAST	1.70		1.70	VAST	2.31		82
83(4)	4.18, 4.19	WARRENVILLE CORP.	FEE, AR		308.66	11.42		11.42	297.24			83
84(3)	4.19, 4.20	JAMES L. CARPENTER	FEE, AR, TLE		113.90	22.82	3.62	26.44	87.46	0.41		84
85(5)	4.13	GALESBURG II, LLC	TLE							0.02		85
86(3)	4.28	COUNTY OF RACINE, WISCONSIN	TLE							0.21		86
87(3)	4.20	JOSEPHINE HRIBAR, ALSO KNOWN AS JOSEPHINE GEROVAC	TLE							0.04		87
88(3)	4.20	THE MATTHEW S. BECKER REVOCABLE	FEE		37.22	0.11	0.22	0.33	36.89			88
89(3)	4.20, 4.21	WANASEK INVESTMENTS, LLP	FEE, AR, TLE		80.00	18.35	1.33	19.68	60.32	0.22		89
90(5)	4.20, 4.21, 4.22	THOMAS P. & LOU ANN CORRIGAN	FEE, AR, TLE	(C)	135.00	19.10	0.77	19.87	115.13	0.67		90
91(4)	4.21, 4.22	KURT B. & JULIE A. PETRIE	FEE, AR, TLE		142.91	3.57	0.68	4.25	138.66	0.17		91
92(5)	4.22	GHULAM & PAMELA J. MURTAZA	FEE		1.14	0.03	0.11	0.14	1.00			92
93(4)	4.22	RICK A. & KAREN J. TORRES	FEE, TLE		3.80	0.15	0.18	0.33	3.47	0.02		93
94(4)	4.22	MICHAEL D. AND JANICE J. MCCANN	FEE, TLE		3.80	0.59	0.18	0.77	3.03	0.23		94
95(3)	4.22, 4.23	THOMAS E. COLEMAN	FEE, AR, TLE		40.00	8.17	0.80	8.97	31.03	0.05		95
96(5)	4.23, 4.24, 4.25	ARTHUR A. & EILEEN NABER	FEE, AR, TLE		55.63	11.22		11.22	44.41	0.79		96
97(5)	4.23, 4.24	ARTHUR A. & EILEEN NABER	FEE		106.44	3.48	2.09	5.57	100.87			97
98(3)	4.24	VERNON A. & HELEN M. BROOK	FEE, TLE		0.77	0.19		0.19	0.58	0.10		98
99(3)	4.24	WAYNE H. & RONDA L. KENNEDY	FEE, AR, TLE		2.90	0.58		0.58	2.32	0.11		99
100(5)	4.24	THE JANTE FAMILY TRUST	FEE	(C)	4.16	2.10	2.06	4.16	0.00			100

4

LEVELS ON • 1,2,3,4,
9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,
45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

REVISION DATE	DATE: FEB. 27, 2004	SCALE: FEET	HWY: STH 11	STATE R/W PROJECT NUMBER 3180-08-20	PLAT SHEET NO: 4.3	
DEC. 7, 2004 AUG. 5, 2005 SEPT. 7, 2006			COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3180-08-70	PS&E SHEET NO: 257	E

FILE NAME : e:\DOT2\948Bur1\948rac\survey\DGN\948RR#03.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 60

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

(C) CALCULATED

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED NEW ACRES	R/W REQUIRED EXISTING ACRES	R/W REQUIRED TOTAL ACRES	TOTAL REMAIN ACRES	TLE TEMP. ACRES	PLE PERM. ACRES	PARCEL NUMBER
101(S)	4.24, 4.26	THE JANTE FAMILY TRUST	FEE, AR, TLE	85.22	20.06	2.17	22.23	62.99	0.05		101
102(S)	4.24	THE FLOYD D. & MARY E. WOLFE DECLARATION OF TRUST	FEE, TLE	0.46	0.05		0.05	0.41	0.05		102
103(S)	4.25	KENNETH L. & AGNES M. CAMPBELL	FEE, PLE	1.13	0.12		0.12	1.01		0.01	103
104(S)	4.25	GAVIN M. & LAURA M. GILLESPIE	FEE	2.77	0.08	0.35	0.43	2.34			104
105(S)	4.25	PAUL J. & PATRICIA A. NABER	FEE, PLE	36.80	0.04		0.04	36.76		0.02	105
106(S)	4.25	PAUL J. & PATRICIA A. NABER	PLE							0.04	106
107(S)	4.27	IVAR H. BJERGA	FEE	11.89	0.65		0.65	11.24			107
108(S)	4.27	THE ORDER OF FRANCISCAN FATHERS	FEE, AR	10.00	0.23		0.23	9.77			108
109(S)	4.27, 4.28	WE ENERGIES	HE, TLE	VAST	5.50		5.50	VAST	1.00		109
110(O)		ELIMINATED									110
111(O)		ELIMINATED									111
112(O)		ELIMINATED									112
113(S)	4.16	THE DONALD ECKERT & ROSELLA ECKERT REVOCABLE TRUST	FEE	0.92	0.22		0.22	0.70			113
114(S)	4.16	THE DONALD ECKERT & ROSELLA ECKERT REVOCABLE TRUST	FEE	1.23	0.50		0.50	0.73			114
115(O)	4.18	JOHN O. HUNTRESS JR. & LESLIE HUNTRESS HOPKINS	FEE	26.92	0.08		0.08	26.84			115
200(S)	4.7, 4.10, 4.12, 4.13, 4.20, 4.23, 4.24	SBC	CONVEYANCE OF RIGHTS								
201(S)	4.7, 4.9, 4.12, 4.13, 4.15, 4.16, 4.18-4.20, 4.22, 4.27, 4.28	WE ENERGIES (ELECTRIC)	CONVEYANCE OF RIGHTS								
202(S)	4.10, 4.12, 4.20	WE ENERGIES (GAS)	CONVEYANCE OF RIGHTS								
203(S)	4.9, 4.10, 4.15, 4.16	TDS TELECOM	CONVEYANCE OF RIGHTS								
204(S)	4.20	TIME WARNER CABLE	CONVEYANCE OF RIGHTS								
206(S)	4.13	CITY OF BURLINGTON	CONVEYANCE OF RIGHTS								
207(S)	4.18, 4.27, 4.28	AMERICAN TRANSMISSION COMPANY, L.L.C.	CONVEYANCE OF RIGHTS								

4

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

REVISION DATE
DEC. 7, 2004
AUG. 5, 2005
SEPT. 7, 2006

DATE FEB. 27, 2004

SCALE, FEET

HWY: STH 11

COUNTY: RACINE

STATE R/W PROJECT NUMBER 3180-08-20

CONSTRUCTION PROJECT NUMBER 3180-08-70

PLAT SHEET NO: 4.4

PS&E SHEET NO: 258

E

FILE NAME : e:\DOT2\948Bur1\948roc\survey\DGN\948RRA04.dgn

PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 60

WALWORTH

RANGE 18 EAST
RANGE 19 EAST

RACINE

CITY OF BURLINGTON

TOWN OF BURLINGTON

TOWN OF SPRING PRAIRIE

COUNTY

COUNTY

N

WISCONSIN D.N.R.
(VACANT CORRIDOR NOT ABANDONED)

MARKET ST.

CTH P

SPRING VALLEY ROAD

SPRING BROOK

STH 11 BYPASS

YAHNKE RD.

BREWER RD.

STH 83

STH 142

FOX RIVER

C.M.&S.P.R.R.

C.P.R.R.

HOOSIER CREEK

MT. TOM ROAD

TOWN 3 NORTH
TOWN 2 NORTH

BEGIN RELOCATION ORDER
STA 995+00.00
N= 161,880.06
E= 498,809.68

995 1000 1050 1100 1150 1200

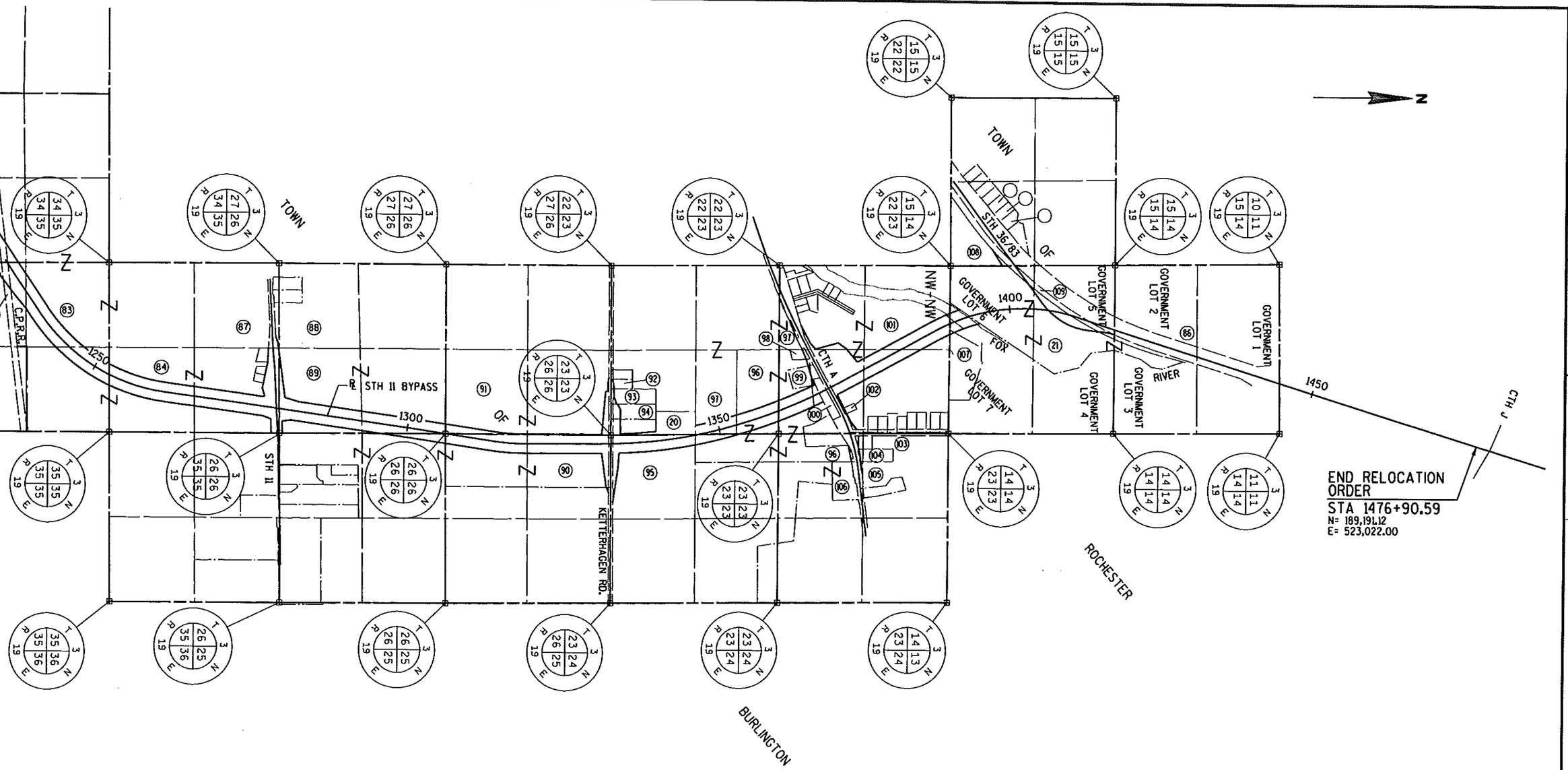
4

LEVELS ON - 1,2,3,4,
1,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,

REVISION DATE: AUG. 5, 2005; MAY 23, 2003; SEPT. 7, 2006; FEB. 27, 2004; DEC. 7, 2004	DATE JUNE 22, 2001	SCALE, FEET 0 800 1600	HWY: STH 11	STATE R/W PROJECT NUMBER 3180-08-20	PLAT SHEET NO: 4.5
	GRID FACTOR		COUNTY: RACINE/WALWORTH	CONSTRUCTION PROJECT NUMBER 3180-08-70	PS&E SHEET NO: 259 E

WISDOT/CADDS SHEET 75

FILE NAME : e:\DOT2\948Bur1\948rac\survey\DGN\948RRW05.dgn PLOT DATE : 12/14/2006



4

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30, 32,33,34,35,36,37,38,39,40,41, 43,44,45,46,47,48, 49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

REVISION DATE AUG. 5, 2005 MAY 23, 2003 SEPT. 7, 2006 FEB. 27, 2004 DEC. 7, 2004	DATE JUNE 22, 2001 GRID FACTOR	SCALE, FEET 0 800 1600	HWY: STH 11 COUNTY: RACINE	STATE R/W PROJECT NUMBER 3180-08-20 CONSTRUCTION PROJECT NUMBER 3180-08-70	PLAT SHEET NO: 4.6 PS&E SHEET NO: 260	E

FILE NAME : e:\DOT2\948Burl\948roc\survey\DGN\948RRM06.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 75

℄ CURVE DATA STH 83

PI	= 345+00.00
N	= 160,260.24
E	= 511,897.57
DELTA	= 10°19'19"
D	= 10°29'37"
TAN	= 49.23'
LCH	= 98.07'
LCB	= N29°01'53"W
L	= 98.20'
R	= 546.00'
PC	= 344+50.77
PT	= 345+48.97

℄ CURVE DATA STH 83

PI	= 349+21.11
N	= 160,608.82
E	= 511,660.82
DELTA	= 20°39'02"
D	= 10°29'37"
TAN	= 99.47'
LCH	= 195.73'
LCB	= N23°51'32"W
L	= 196.79
R	= 546.00'
PC	= 348+21.63
PT	= 350+18.42

℄ CURVE DATA STH 83

PI	= 358+57.22
N	= 161,521.04
E	= 511,441.25
DELTA	= 7°14'30"
D	= 3°59'54"
TAN	= 90.68'
LCH	= 180.99'
LCB	= N17°09'15"W
L	= 181.11'
R	= 1433.00'
PC	= 357+66.44
PT	= 359+47.56

℄ CURVE DATA STH 11 BYPASS

PI	= 1139+38.27
N	= 161,016.96
E	= 512,969.11
DELTA	= 30°37'08"
D	= 1°30'36"
TAN	= 1038.79'
LCH	= 2003.86'
LCB	= N71°09'29"E
L	= 2027.90'
R	= 3794.72'
PC	= 1128+99.48
PT	= 1149+27.38

℄ CURVE C35 DATA STH 83

PI	= 349+75.92, 63.85'
N	= 160,684.36
E	= 511,709.82
DELTA	= 6°12'45"
D	= 1°30'00"
TAN	= 207.29'
LCH	= 413.97'
LCB	= N20°46'22"W
L	= 414.17'
R	= 3819.72'
PC	= 347+52.13, 45.89'
PT	= 351+87.68, 50.37'

℄ CURVE C36 DATA STH 83

PI	= 358+20.44, 5.66'
N	= 161,486.66
E	= 511,454.32
DELTA	= 3°06'31"
D	= 1°00'00"
TAN	= 155.47'
LCH	= 310.82'
LCB	= N19°13'15"W
L	= 310.86'
R	= 5729.58'
PC	= 356+65.77, 15.84'
PT	= 359+75.57

C37 CURVE DATA

L	= 316.78'
R	= 3644.72'
LCH	= 316.68'
LCB	= N83°56'40"E

C38 CURVE DATA

L	= 464.87'
R	= 3944.72'
LCH	= 464.60'
LCB	= S83°05'30"W

C39 CURVE DATA

L	= 107.19'
R	= 3644.72'
LCH	= 107.19'
LCB	= N80°38'41"E

C40 CURVE DATA

L	= 106.99'
R	= 3944.72'
LCH	= 106.99'
LCB	= N78°56'17"E

C41 CURVE DATA

L	= 66.91'
R	= 3644.72'
LCH	= 66.91'
LCB	= N79°16'37"E

C42 CURVE DATA

L	= 154.17'
R	= 6979.93'
LCH	= 154.17'
LCB	= N31°05'49"W

C43 CURVE DATA

L	= 189.73'
R	= 6879.93'
LCH	= 189.72'
LCB	= S31°15'16"E

C44 CURVE DATA

L	= 129.13'
R	= 6979.93'
LCH	= 129.12'
LCB	= S32°15'35"E

C45 CURVE DATA

L	= 102.92'
R	= 3944.72'
LCH	= 102.92'
LCB	= N77°24'52"E

C50 CURVE DATA

L	= 31.91'
R	= 3944.72'
LCH	= 31.91
LCB	= N78°23'35"E

CAST IRON MON./BRASS CAP
N= 159,799.49
E= 509,856.48

TOWN OF BURLINGTON

MATCH LINE 1118+00 SEE SHEET 4.12

MS-SW

(47) ZUBROD — LANDLOCKED PARCEL 2.90 AC.

(50) McWAN VENTURES ACCESS PROVIDED THRU HIDDEN CREEK LANE

McWAN VENTURES REMAINING LAND 0.018 ACRES

ROAD TO BE OBLITERATED

YAHNKE ROAD

CITY OF BURLINGTON

LOT 2 CSM 2069 V.6, P.332

LOT 1 CSM 2069 V.6, P.332

LOT 1 CSM 1999 V.6, P.115

LOT 2 CSM 1097 V.3, P.237

LOT 1 CSM 1097 V.3, P.237

(85) GALESBURG II, LLC

(51) GALESBURG II, LLC — LIFT STATION

(49) GREETER

(200) SBC

PARCEL 16, 47, 49 V.226, P.98 DOC.331134 V.279, P.473 DOC.375772	PARCEL 51 V.2771, P.364 DOC.1630213	PARCEL 56 V.226, P.98 DOC.331134 V.279, P.473 DOC.375772 V.329, P.259 DOC.422104	PARCEL 85 V.2762, P.849 DOC.1627027
PARCEL 48 V.226, P.98 DOC.331135	PARCEL 57 V.335, P.347 DOC.426479		

(16) ZUBROD — 1.695 ACRES PURCHASED PER DOC. 1976681 6/10/04

(201) WE ENERGIES (ELECTRIC)

PARCEL 51 V.2771, P.364 DOC.1630213	PARCEL 16 V.329, P.259 DOC.422104	PARCEL 57 V.2535, P.575 DOC.1538399
PARCEL 55 V.2271, P.364 DOC.1630213 V.329, P.259 DOC.422104 V.1017, P.59 DOC.853353	PARCEL 59 V.329, P.259 DOC.422104 V.1017, P.57 DOC.853352	PARCEL 85 V.2762, P.849 DOC.1627027

SLOPE INTERCEPT ℄ PT 351+87.68 50.37'

(206) CITY OF BURLINGTON PARCEL 51

(48) BADAME

(57) PACKAGING CORP.

(56) ZUBROD

16.5' WIDE ACCESS EASEMENT V.359, P.217 DOC.442422 TO JOHN PRASCH OR HIS HEIRS

LOT 4 CSM 1097 V.3, P.237

(55) WEINBORN — LANDLOCKED PARCEL 1.05 AC. DOC. 20565536 10/28/05

(55) WEINBORN — LANDLOCKED PARCEL 0.78 AC DOC. 20565536 10/28/05

(58) WARRENVILLE CORP.

(59) WARRENVILLE CORP.

(52) TULLY — DRIVEWAY PERMIT OBTAINED MARCH 2006 (OPPOSITE HIDDEN CREEK LANE)

(53) LEE ENTERPRISES

(54) KSM DEVELOPMENT, LLC

ACQUIRED BY 03-20

℄ STH 11 BYPASS STA. 1125+49.70

℄ STH 83: STA. 352+50.75

℄ STH 83: STA. 360+68.92

℄ HIDDEN CREEK LN.: STA. 15+26.91 N= 161,119.19 E= 511,366.07

℄ PT 351+87.68 50.37'

℄ PC 347+52.13 45.89'

PC 348+21.63

PT 345+48.97

PC 344+50.77

PC 1128+99.48

PT 1149+27.38

PT 359+75.57

PC 356+65.77 15.84'

PC 1128+99.48

PT 1149+27.38

PT 345+00.00

℄ = ℞ STH 83

℄ = ℞ 344+50.77

S/L = ℞ 339+72.32

℄ TRACKS 1133+36.11

DRAINAGE EASEMENT

10' ELECTRIC EASE.

20' ELECTRIC EASE.

5' ELECTRIC EASE.

30' SANITARY EASE.

12' UTILITY EASE.

TLE SLOPES & DRIVE

TLE DRIVE

TLE SLOPES

TLE DRAINAGE

CANADIAN NATIONAL RAILWAY COMPANY

RIVER

FOX

NE-SW

SE-SW

SW-SE

NW-SE

DETAIL NOT TO SCALE

NOTE: PARCEL 59 HAS LANDS IN SECTION 9, WHICH ARE SOUTH OF PARCELS 55 - 57 AND SOUTH OF THE BYPASS. THOSE LANDS IN SECTION 9 DO NOT HAVE A RECORDED ACCESS THROUGH PARCELS 55 - 57 TO PARCEL 59 WHICH IS NORTH OF THE BYPASS.

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 1983(91). ALL PLAT DISTANCES ARE GROUND LENGTH.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON THE PROJECT WERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
YAHNKE ROAD	TOWN RECORDS, BOOK 2, P.65	66'	1863
STH 83	R/W PROJECT 2241-03-20	VARIES	1993

NOTE: ℞ = ℄ OF PROPOSED MEDIAN

CAST IRON MON./BRASS CAP
N= 159,774.21
E= 512,476.20

CAST IRON MON./BRASS CAP
N= 162,399.12
E= 512,476.92

MATCHLINE = FOX RIVER SEE SHEET 4.14

REVISION DATE SEPT. 7, 2006 FEB. 27, 2004 DEC. 7, 2004 AUG. 5, 2005	DATE MAY 23, 2003 GRID FACTOR	SCALE, FEET 0 100 200	HWY: STH 11 COUNTY: RACINE	STATE R/W PROJECT NUMBER 3180-08-20 CONSTRUCTION PROJECT NUMBER 3180-08-70	PLAT SHEET NO: 4.13 PS&E SHEET NO: 261	E

WISDOT/CADDS SHEET 75

FILE NAME : e:\DOT2\948Bur1\948rac\survey\DGN\948RRW13.dgn

PLOT DATE : 12/14/2006

LEVELS ON - 3,4,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45

C39 CURVE DATA TOTAL NORTH R/W		C40 CURVE DATA TOTAL SOUTH R/W		C41 CURVE DATA		C45 CURVE DATA		C46 CURVE DATA		C47 CURVE DATA		C48 CURVE DATA		C49 CURVE DATA	
L	= 1947.74'	L	= 2108.06'	L	= 66.91'	L	= 102.92'	L	= 252.57'	L	= 1205.92'	L	= 700.48'	L	= 155.44'
R	= 3644.72'	R	= 3944.72'	R	= 3644.72'	R	= 3944.72'	R	= 3944.72'	R	= 3644.72'	R	= 3944.72'	R	= 6879.93'
LCH	= 1924.65'	LCH	= 2083.07'	LCH	= 66.91'	LCH	= 102.92'	LCH	= 252.53'	LCH	= 1200.43'	LCH	= 699.56'	LCH	= 155.43'
LCB	= N71°09'29"E	LCB	= N71°09'29"E	LCB	= N79°16'37"E	LCB	= N77°24'52"W	LCB	= S69°56'05"W	LCB	= N65°19'38"E	LCB	= S63°00'48"W	LCB	= N32°41'28"E

CAST IRON MON./ BRASS CAP
N= 162,399.12
E= 512,476.92

℄ CURVE DATA STH 11 BYPASS

PI	= 1139+38.27
N	= 161,016.96
E	= 512,969.11
DELTA	= 30°37'08"
D	= 1°30'36"
TAN	= 1038.79'
LCH	= 2003.86'
LCB	= N71°09'29"E
L	= 2027.90'
R	= 3794.72'
PC	= 1128+99.48
PT	= 1149+27.38

C11 CURVE DATA

DELTA	= 2°04'40"
D	= 1°27'09"
TAN	= 71.53'
L	= 143.05'
R	= 3944.72'
LCH	= 143.04'
LCB	= S56°53'15"W

CAST IRON MON./ BRASS CAP
N= 159,774.21
E= 512,476.20

CAST IRON MON./ BRASS CAP
N= 162,376.81
E= 515,118.01

CAST IRON MON./ BRASS CAP
N= 159,748.93
E= 515,095.93

BREVER RD. ALIGNMENT DETAIL N.T.S.

NOTE:
EXISTING BREVER ROAD ESTABLISHED FROM EXISTING PAVEMENT CENTERLINE. NO TOWN ROAD RECORD OF PURCHASED R/W COULD BE FOUND.

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
BREVER ROAD	CSM No. 1358, V. 4, P. 250 (SOUTH 1/2)	33'	1988
BREVER ROAD	STATE STATUTE 80.01(2)	66'	NONE

BEARING BASIS:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 1983(91). ALL PLAT DISTANCES ARE GROUND LENGTH.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON THE PROJECT WERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

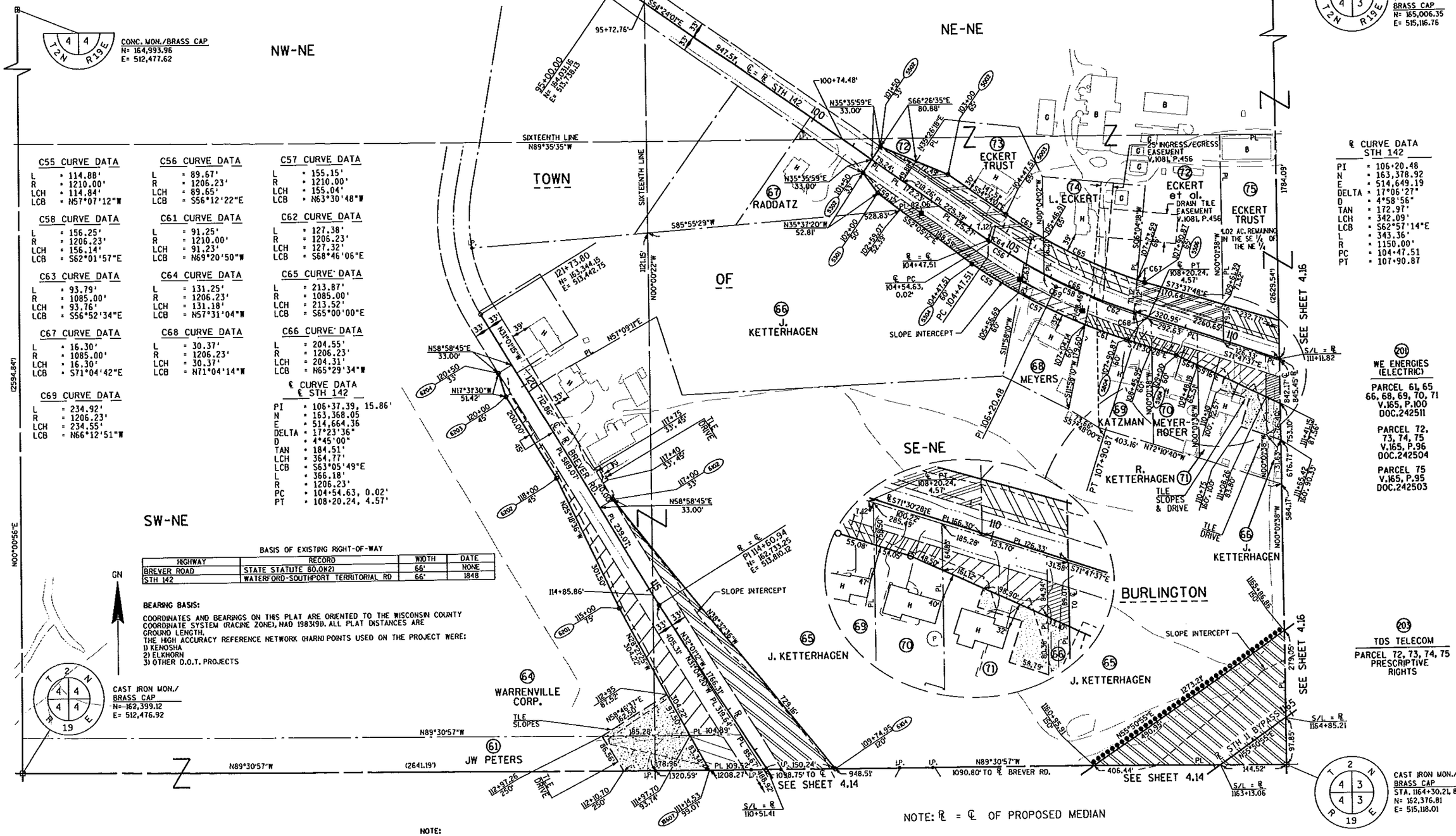
NOTE: ℞ = ℄ OF PROPOSED MEDIAN

REVISION DATE SEPT. 7, 2006 FEB. 27, 2004 DEC. 7, 2004 AUG. 5, 2005	DATE MAY 23, 2003	SCALE, FEET 0 100 200	HWY: STH 11	STATE R/W PROJECT NUMBER 3180-08-20	PLAT SHEET NO: 4.14
	GRID FACTOR		COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3180-08-70	PS&E SHEET NO: 262 E

LEVELS ON - 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62

FILE NAME : e:\DOT2\948Burl\948roc\survey\DGN\948RRW14.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 75


CONC. MON./BRASS CAP
N= 164,993.96
E= 512,477.62
NW-NE
NE-NE
CONC. MON./BRASS CAP
N= 165,006.35
E= 515,116.76
95+00.00
N= 164,431.16
E= 513,738.53
95+72.76'
S58°24'01"E
947.51' ℄ ℄ STH 142
100+74.48'
N35°35'59"E
33.00'
S66°26'35"E
80.88'
103+00
85°
101+50
35°
N35°26'18"E
N35°35'59"E
33.00'
101+50
35°
SIXTEENTH LINE
N89°35'35"W
TOWN
OF
SIXTEENTH LINE
N00°00'22"W
1321.15'
121+73.80
N= 163,344.15
E= 513,442.75
585°55'29"W
N35°37'20"W
52.81'
102+00
50°
102+59.07
52.35'
528.83'
℄ PC
104+54.63,
0.02'
℄ = ℄
104+47.51
℄ PT
108+20.24,
4.57'
S73°37'48"E
110.64'
SLOPE INTERCEPT
PC 104+47.51
105+56.65
51°58'10"W
105+46.83
65°
N00°04'02"W
105+47.51
65°
N00°01'38"W
105+56.87
65°
107+56.87
65°
107+72.59
65°
108+20.24,
4.57'
S73°37'48"E
110.64'
105+56.87
65°
N00°01'38"W
105+56.29
65°
N00°01'38"W
105+56.29
65°
N00°01'38"W
105+56.29

CONC. MON./BRASS CAP
N= 165,006.35
E= 515,116.76

T2N R19E 4 3

SEE SHEET 4.17

WITNESS CORNER
CONC. MON./BRASS CAP
N= 164,999.40
E= 517,760.60

N00°13'51"W
19.76'

T2N R19E 3 3
(NOT SET)

N89°46'00"E
SIXTEENTH LINE

PL

SLOPE INTERCEPT

75 ECKERT TRUST
7.16 AC. REMAINING
NORTHWEST OF BYPASS
IN THE SW 1/4 OF THE NW 1/4
AND THE SE 1/4 OF THE NW 1/4

TOWN

285.68'

N53°46'57"W
398.37'

N55°50'55"E
1016.43'

PL 537.63'

1186+63.68

1188+40.60
150'

1188+86.75
150'

1185

1180

1175

1170

1784.09'

S/L = ℄
111+11.82

℄ STH 142 NE RAMP

S73°37'48"E
232.33'

78.33'

N84°11'20"W

SEE SHEET 4.15

SW-NW

PL 89.07'

1023.44'

115 ℄ STH 142 S71°30'28"E

℄ STH 142 S71°41'37"E

24.42'

103.53'

35.23'

130.08'

76.40'

457.05'

186.48'

S64°59'16"E

TILE SLOPES

TILE DRAINAGE

676.71'

753.31'

S64°59'16"E
2260.65'

120

1316.06'

℄ PI
121+36.28
2.00°
℄ BYPASS=
STA. 1173+77.02
℄ STH 142 OVERPASS=
STA. 118+90.40

℄ STH 142 SW RAMP

S66°30'52"W
28.63'

TILE DRIVE

75 ECKERT TRUST
2.25 AC. REMAINING
WEST OF BYPASS
IN THE SW 1/4 OF
THE NW 1/4

N00°01'38"W (2629.54')

M55°50'55"E
500.22'

M55°50'55"E
236.12'

1655+86.86
150'

S/L = ℄
1164+85.21

75 ECKERT TRUST
LANDLOCKED PARCEL
2.74 AC.

SLOPE INTERCEPT

S55°50'55"W

527.62'

2719.05'

N45°30'43"W
434.20'

N89°45'09"E 772.66' PL

63 BURLINGTON CONSERV. CLUB

NW-SW

896.36'

PL 306.43'

SEE SHEET 4.14

SEE SHEET 4.15

CAST IRON MON./
BRASS CAP
N= 162,376.81
E= 515,118.01

CAST IRON MON./
BRASS CAP
N= 159,748.93
E= 515,095.93

N00°28'53"E
(2627.98')

GN

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 1983(91). ALL PLAT DISTANCES ARE GROUND LENGTH.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON THE PROJECT WERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
STH 142	WATERFORD-SOUTHPORT ; TERRITORIAL RD.	66'	1848
MT. TOM ROAD	TOWN ROAD RECORD FOUND BOOK NO. 2 P.25	66'	1856

NOTE: ℞ = ℄ OF PROPOSED MEDIAN

OF

PARCEL 1 REMAINING
0.82 AC.

75 ECKERT TRUST
10.99 AC. REMAINING
SOUTHWEST OF BYPASS
IN THE SE 1/4 OF THE NW 1/4
AND THE SW 1/4 OF THE NW 1/4

SE-NW

N71°12'21"W

TILE SLOPES & DRIVE

SLOPE INTERCEPT

77 ECKERT TRUST
CSM K015
V.3, P.44
DOC.1107328

76 ECKERT TRUST
2.20 AC.
REMAINING

113 ECKERT TRUST
0.70 AC.
REMAINING

114 ECKERT TRUST
0.74 AC.
REMAINING

℄ PC
130+57.98
2.89°

N89°38'50"W
110.29'

℄ CURVE DATA
STH 142

PI	= 132+33.29
N	= 162,549.37
E	= 517,129.54
DELTA	= 17°57'50"
D	= 4°58'56"
TAN	= 181.77'
LCH	= 359.08'
LCB	= S62°31'33"E
L	= 360.56'
R	= 1150.00'
PC	= 130+51.52
PT	= 134+12.07

C74 CURVE DATA

L	= 196.38'
R	= 1206.23'
LCH	= 196.16'
LCB	= S66°32'18"E

C75 CURVE DATA

L	= 175.38'
R	= 1206.23'
LCH	= 175.23'
LCB	= S57°42'33"E

C76 CURVE DATA

L	= 159.39'
R	= 1239.23'
LCH	= 159.28'
LCB	= N67°31'03"W

C77 CURVE DATA

L	= 572.87'
R	= 350.00'
LCH	= 511.03'
LCB	= S79°19'37"E

℄ CURVE DATA
℄ STH 142

PI	= 132+44.17, 12.37'
N	= 162,541.85
E	= 517,139.72
DELTA	= 17°39'31"
D	= 4°45'00"
TAN	= 187.37'
LCH	= 370.29'
LCB	= S62°22'23"E
L	= 371.76'
R	= 1206.23'
PC	= 130+57.98, 2.89'
PT	= 134+30.33, ℄

℄ STH 142=
STA. 132+54.27
℄ MT. TOM ROAD=
STA. 100+02.08

℄ MOUNT TOM RD.

937.40'

33' 33'

105

32.75'

S76°16'27"E
33.00'

103+50
33'

30.02'

6.99'

N71°12'21"W

N18°47'39"E

S80°02'18"E
101.12'

S71°10'49"E
150.00'

N13°43'33"E

S04°18'49"W

S41°34'26"E

℄ PT = ℞
134+30.33

S/L = ℞
135+04.48

79 RICE

℄ STH 142

N36°27'22"E
33.00'

78 WARRENVILLE

BURLINGTON

℄ STH 142

140

(2630.92')

2651.15'

N00°13'51"E

N00°04'12"W
(2635.64')

201 WE ENERGIES (ELECTRIC)
PARCEL 75
V.165, P.96
DOC.242504

PARCEL 75, 76, 77, 113, 114
V.165, P.95
DOC.242503

PARCEL 78
V.165, P.94
DOC.242502

203 TDS TELECOM
PARCEL 75, 76, 77, 113, 114
PRESCRIPTIVE RIGHTS

T2N R19E 3 3 3 3 19

CAST IRON MON./
BRASS CAP
N= 162,388.28
E= 517,771.11

T2N R19E 3 3 10 10 19

CAST IRON MON./
BRASS CAP
N= 159,752.64
E= 517,774.34

T2N R19E 4 3 4 3 19

T2N R19E 4 3 9 10 19

DETAIL
NOT TO SCALE

4

REVISION DATE	DATE FEB. 27, 2004	SCALE, FEET	HWY: STH 11	STATE R/W PROJECT NUMBER 3180-08-20	PLAT SHEET NO: 4.16	
DEC. 7, 2004 AUG. 5, 2005 SEPT. 7, 2006	GRID FACTOR	0 100 200	COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3180-08-70	PS&E SHEET NO: 264	E

FILE NAME : e:\DOT2\948Burl\948rac\survey\DGN\948RRM16.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 75

LEVELS ON - 3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

CONC. MON./BRASS CAP
N= 165,006.35
E= 515,116.76

T2N R19E 4 3

S04°30'00"W (2622.80')
S89°43'14"W

951.25'

SEE MATCH LINE

SE-SW

T3N R19E 34 34 (NOT SET)

3" PIPE /BRASS CAP
N= 167,652.79
E= 517,725.47

T3N R19E 34 34 34 34

N00°18'21"W (2615.68')

WITNESS CORNER
CONC. MON./BRASS CAP
N= 165,039.14
E= 517,739.42

N00°18'21"W
20.00'

S89°55'46"W
20.99'

863.73'
842.74'
809.74'

TOWN

C78 CURVE DATA
L = 373.79'
R = 327.10'
LCH = 373.39'
LCB = N35°07'36"E

WITNESS CORNER
CONC. MON./BRASS CAP
N= 164,999.40
E= 517,760.60

N00°13'51"W
19.76'

T2N R19E 3 3 (NOT SET)

SEE MATCH LINE

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

2295.22'
N83°04'48"E
PL
95'

SW-SE

80 ALLEN
LANDLOCKED PARCEL
31.79 AC.

72 ECKERT et al.
ACCESS TO BREVER ROAD

NE-NW

S00°02'44"W
561.07'

℄ HOOSIER CREEK

ROAD TO BE OBLITERATED

75 ECKERT TRUST
LANDLOCKED PARCEL
6.87 AC.

569.09'
PL
546.81'

TOWN OF BURLINGTON ROAD

1110.42'

℄ HOOSIER CREEK

79 RICE
LANDLOCKED PARCEL
5.08 AC.

S89°55'46"W 12628.00'

OF

SLOPE INTERCEPT

1185+00 150'
1189+22.70 150'
1191+82.83 150'
1195+00 150'
1205+00 150'
1207+98.15 150'
1213+52.55 150'

463.98'

N55°50'55"E 807.25'
535.08'
975.81'
554.04'

SEE SHEET 4.16

SEE SHEET 4.18

SIXTEENTH LINE

PL 460.77'
PL 535.37'
PL 310.47'
N00°25'03"W (2630.91')

1212+52.39

CAST IRON MON./BRASS CAP
N= 165,022.40
E= 520,388.52

T3N R19E 34 35

1186+63.68

PL 537.63'
S89°46'00"W
157.25'
130.06'
87.75'

181.35'
PL 362.70'

S/L = ℄
1196+82.06

PL 361.53'
100.05'
PL 361.53'

39.77'

℄ STH 11 BYPASS

8860.61'

1190 1195 1200 1205 1210

N55°50'55"E
535.14'
537.19'
N55°50'55"E

S/L = ℄
1210+20.22

1620.97'

150'

39.77'

75 ECKERT TRUST
2.25 AC. REMAINING SOUTHEAST OF BYPASS IN THE NE 1/4 OF THE NW 1/4

2610.32'
33'
1881.05'

1195+18.19 150'
1196+00.35 150'

1205+00 150'

SLOPE INTERCEPT

℄ MT. TOM ROAD

446.19'
SIXTEENTH LINE

1296.37'
33'
33'

33' TOWN OF BURLINGTON ROAD

N00°13'51"W

72 ECKERT et al.
LANDLOCKED PARCEL
0.13 AC.

SE-NW

79 RICE
25.50 AC. REMAINING SOUTHEAST OF BYPASS IN THE NW 1/4 OF THE NE 1/4

NW-NE

BURLINGTON

1212+41.93 150'

S89°25'49"W
24.39'

SIXTEENTH LINE

T2N R19E 3 2

CONC. MON./BRASS CAP
N= 165,022.64
E= 520,412.91

39.67 AC. REMAINING SOUTHEAST OF BYPASS IN THE NE 1/4 OF THE NE 1/4

NE-NE

T2N R19E 3 3 3 3

CAST IRON MON./BRASS CAP
N= 162,388.28
E= 517,771.11

GN

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
MT. TOM ROAD	TOWN ROAD RECORD BOOK NO. 2 P.25	66'	1856
TOWN OF BURLINGTON RD.	TOWN ROAD RECORD V.2402 P.365	33'	1928
TOWN OF BURLINGTON RD.	AFFIDAVIT V.2402 P.363	33'	1994

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 1983(91). ALL PLAT DISTANCES ARE GROUND LENGTH.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON THE PROJECT WERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

NOTE: ℄ = ℄ OF PROPOSED MEDIAN

4

REVISION DATE DEC. 7, 2004 AUG. 5, 2005 SEPT. 7, 2006	DATE: FEB. 27, 2004	SCALE, FEET 0 100 200	HWY: STH 11	STATE R/W PROJECT NUMBER 3180-08-20	PLAT SHEET NO: 4.17
	GRID FACTOR		COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3180-08-70	PS&E SHEET NO: 265 E

WISDOT/CADDS SHEET 75

FILE NAME : e:\DOT2\948Burl\948roc\survey\DGN\948RRW17.dgn PLOT DATE : 12/14/2006

LEVELS ON - 3,4,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

GN

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 1983(91). ALL PLAT DISTANCES ARE GROUND LENGTH.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON THE PROJECT WERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
STH 11	TERRITORIAL ROAD: RACINE-BURLINGTON	66'	1846
STH 11	FEDERAL AID PROJECT NO. 439-C	VARIES	1930

NOTE: ℄ = ℄ OF PROPOSED MEDIAN

MATCH LINE SEE SHEET 4.21

TOWN

SW-SW

SE-SW

SW-SE

OF

NW-NW

NE-NW

NW-NE

BURLINGTON

CORRIGAN

(88) MATTHEW BECKER TRUST

(89) WANASEK INVESTMENTS

(89) WANASEK INVESTMENTS
LANDLOCKED PARCEL
3.94 AC.

(90) CORRIGAN

(87) HRIBAR

(84) CARPENTER
15.65 AC. REMAINING
WEST OF BYPASS IN THE
NE ¼ OF THE NW ¼

(84) CARPENTER
9.05 AC. REMAINING
EAST OF BYPASS IN THE
NE ¼ OF THE NW ¼

(200) SBC
PARCEL 84
V.2281, P.148
DOC.1429466
PARCEL 88
V.147, P.266
DOC.222651

(201) WE ENERGIES (ELECTRIC)
PARCEL 90
PRESCRIPTIVE RIGHTS

(202) WE ENERGIES (GAS)
PARCEL 90
PRESCRIPTIVE RIGHTS
PARCEL 88
V.969, P.324
DOC.832701

CONC. MON./BRASS CAP
N= 170,299.70
E= 520,351.04

CAST IRON MON./BRASS CAP
N= 172,944.54
E= 522,987.05

CAST IRON MON./BRASS CAP
STA. 132+23.15, 24.77' LT.
N= 170,321.33
E= 523,007.67

CONC. MON./D.O.T. ALUM. CAP
STA. 158+77.11, 0.05' RT.
N= 170,341.26
E= 525,661.81

CAST IRON MON./BRASS CAP
N= 167,678.81
E= 523,014.62

℄ CURVE DATA
STH 11

PI	= 133+78.25
N	= 170,304.78
E	= 523,163.86
DELTA	= 1°59'13"
D	= 4°59'59"
TAN	= 19.87'
LCH	= 39.74'
LCB	= N87°58'16"E
L	= 39.74'
R	= 1146.00'
PC	= 133+58.38
PT	= 133+98.12

PROJECT MATCHLINE SEE R/W PROJECT 3180-14-20

MATCH LINE SEE SHEET 4.19

SLOPE INTERCEPT

INGRESS/EGRESS EASEMENT V.836, P.130

INGRESS/EGRESS EASEMENT V.1639, P.69 DOC. 403726 FOR PARCEL 83

15' GAS EASEMENT

TLE SLOPES

TLE DRIVE

SIXTEENTH LINE S00°19'03"E

SIXTEENTH LINE S00°20'01"E

S00°28'00"E

N00°27'01"W

N00°09'03"W

℄ BYPASS= STA. 1279+22.72

℄ STH 11= STA. 128+32.51

℄ STH 11 BYPASS

℄ STH 11

1285

1280

1275

1289+00 150'

1287+80 150', 170'

1286+60 150', 170'

1282+50 150

1280+30.36 182.42'

1281+75.40 150'

1280+34.70 186.25'

1279+65.32

1277+10.03 160.30'

1278+55.33 180'

1277+27.42 150'

1276+70.04 150'

1289+10 150', 165'

1289+00 150'

1133+78.25

1135+00

1137+21.53

1138+00

1139+00

1140+00

1141+00

1142+00

1143+00

1144+00

1145+00

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1598+00

1599+00

1600+00

1601+00

1602+00

1603+00

1604+00

1605+00

1606+00

1607+00

1608+00

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2056+00

2057+00

2058+00

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2060+00

2061+00

2062+00

LEVELS ON : 3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

REVISION DATE DEC. 7, 2004 AUG. 5, 2005 SEPT. 7, 2006	DATE FEB. 27, 2004	SCALE, FEET 0 100 200	HWY: STH 11	STATE R/W PROJECT NUMBER 3180-08-20	PLAT SHEET NO: 4.20	
	GRID FACTOR		COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3180-08-70	PS&E SHEET NO: 268	E

FILE NAME : e:\DOT2\948Burl\948roc\survey\DGN\948RRW20.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 75

SE-SW

TOWN

NE-SW

CONC. MON./BRASS CAP
N= 172,936.19
E= 520,337.98

T 3 N R 19 E — 27 26 / 27 26

N89°49'10"E
(2649.09')

SE-NW

DETAIL
N.T.S.

(89) WANASEK INVESTMENTS

SIXTEENTH LINE
N88°21'08"E

1294+00
150'

OF

SLOPE INTERCEPT

1303+00
150'

2345.16'

MATCH LINE
SEE SHEET 4.20
1290+00

80

N07°48'24"E
1292+86.22

1295

℄ BYPASS

1300

5298.21'

S07°48'24"W

℄ 153.78'

1423.26'

470.00'

15'

N00°27'01"W
(2623.29')

1594.76'

71.34'

1305

PL 1028.53'

(2623.29')

N00°13'31"W

PL 2648.17'

1310

1315

1319+50.24

1320

N00°28'39"W 1272.07'

MATCH LINE
SEE SHEET 4.22
1320+50

(89) WANASEK INVESTMENTS
LANDLOCKED PARCEL
3.93 AC.

TLE
SLOPES

1293+80
150'
1293.18'

1295+98.58
150'
1295.18'

1296+70
150'
1296.18'

1298+00
150'
1298.18'

N07°48'24"E

35'

665.00'

N07°48'24"E

1868.68'

1302+32.35
150'
1302.18'

TLE
SLOPES

SLOPE INTERCEPT

150'

PC 1314+67.33
20RC

C96

PI 1316+73.01

PT 1318+77.96
20RC

1318+77.96
150'

N00°28'39"W
1252.04'

S00°28'39"E

SIXTEENTH LINE
N88°33'22"E

SW-SE

NW-SE

SW-NE

CAST IRON MON./BRASS CAP
N= 170,321.33
E= 523,007.67

T 3 N R 19 E — 35 26 / 35 26

℄ CURVE DATA
BYPASS

PI	= 1316+73.01
N	= 173,991.54
E	= 523,128.28
DELTA	= 8°17'03"
D	= 2°01'03"
TAN	= 205.67'
LCH	= 410.27'
LCB	= N03°39'52"E
L	= 410.63'
R	= 2840.06'
PC	= 1314+67.33
PT	= 1318+77.96

CAST IRON MON./BRASS CAP
STA. 1306+16.53, 2.29 RT.
N= 172,944.54
E= 522,987.05

T 3 N R 19 E — 26 26 / 26 26

N89°52'03"E
(2652.72')

(90) CORRIGAN

BURLINGTON

C95 CURVE DATA

L	= 388.94'
R	= 2690.06'
LCH	= 388.60'
LCB	= N03°39'52"E

C96 CURVE DATA

L	= 432.32'
R	= 2990.06'
LCH	= 431.94'
LCB	= S03°39'52"W

CAST IRON MON./BRASS CAP
N= 172,963.57
E= 525,639.70

T 3 N R 19 E — 26 25 / 26 25

CONC. MON./BRASS CAP
N= 175,592.69
E= 522,976.63

T 3 N R 19 E — 23 23 / 26 26

4

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 1983(91). ALL PLAT DISTANCES ARE GROUND LENGTH.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON THE PROJECT WERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

GN

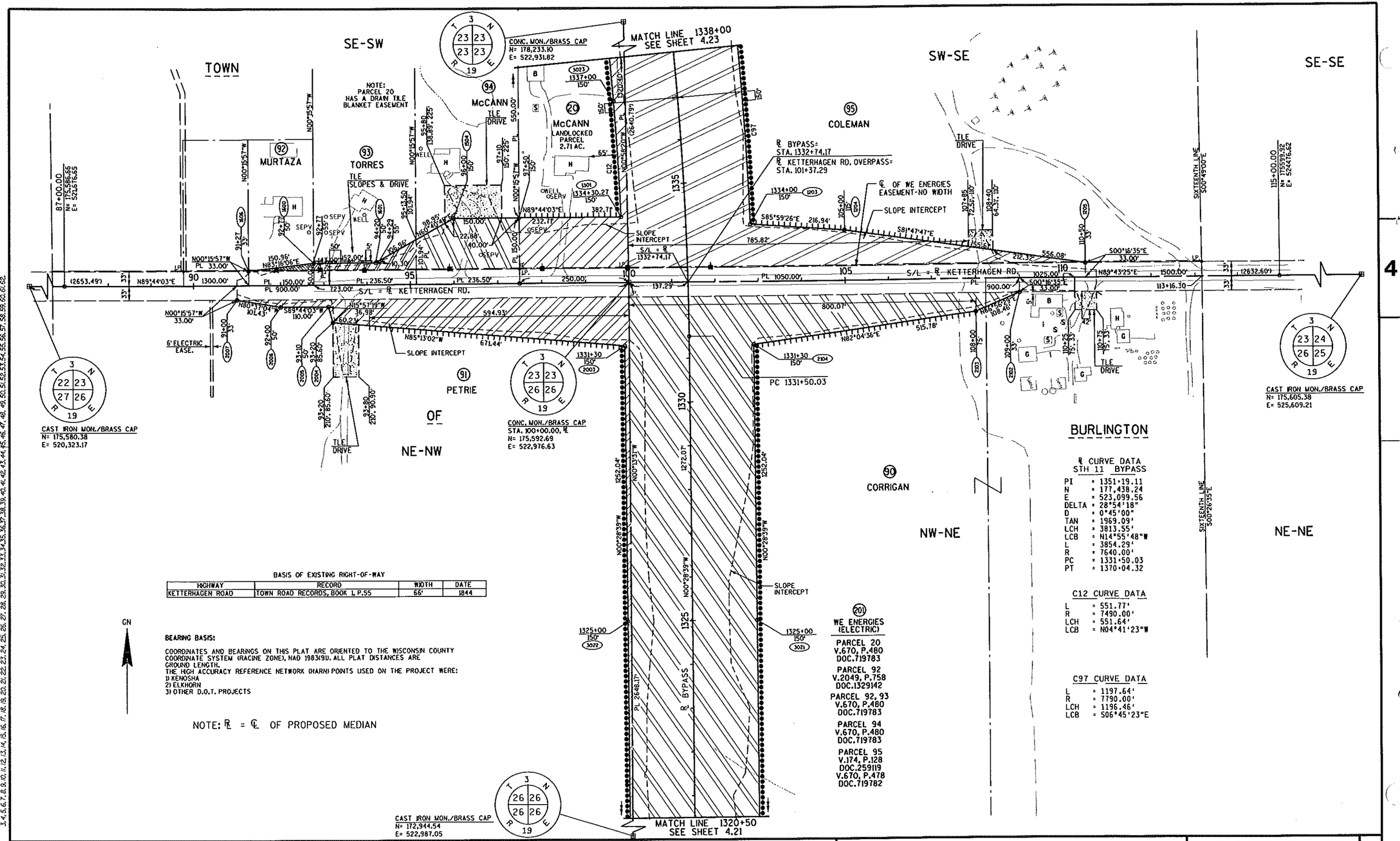
NOTE: ℞ = ℄ OF PROPOSED MEDIAN

REVISION DATE DEC. 7, 2004 AUG. 5, 2005 SEPT. 7, 2006	DATE FEB. 27, 2004 GRID FACTOR	SCALE, FEET 0 100 200	HWY: STH 11 COUNTY: RACINE	STATE R/W PROJECT NUMBER 3180-08-20 CONSTRUCTION PROJECT NUMBER 3180-08-70	PLAT SHEET NO: 4.21 PS&E SHEET NO: 269	E

FILE NAME : e:\DOT2\948Burl\948rac\survey\DGN\948RR#21.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 75

LEVELS ON - 3,4,5
9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,



℄ CURVE DATA
STH 11 BYPASS

PI	= 1351+19.11
N	= 177,438.24
E	= 523,099.56
DELTA	= 28°54'18"
D	= 0°45'00"
TAN	= 1969.09'
LCH	= 3813.55'
LCB	= N14°55'48"W
L	= 3854.29'
R	= 7640.00'
PC	= 1331+50.03
PT	= 1370+04.32

C12 CURVE DATA

L	= 551.77'
R	= 7490.00'
LCH	= 551.64'
LCB	= N04°41'23"W

C97 CURVE DATA

L	= 1197.64'
R	= 7790.00'
LCH	= 1196.46'
LCB	= S06°45'23"E

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
KETTERHAGEN ROAD	TOWN ROAD RECORDS, BOOK 1, P.55	66'	1844

GN

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 1983(91). ALL PLAT DISTANCES ARE GROUND LENGTH.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON THE PROJECT WERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

NOTE: ℄ = ℄ OF PROPOSED MEDIAN

REVISION DATE SEPT. 7, 2006 FEB. 27, 2004 DEC. 7, 2004 AUG. 5, 2005	DATE MAY 23, 2003 GRID FACTOR	SCALE, FEET 0 100 200	HWY: STH 11 COUNTY: RACINE
STATE R/W PROJECT NUMBER 3180-08-20 CONSTRUCTION PROJECT NUMBER 3180-08-70	PLAT SHEET NO: 4.22 PS&E SHEET NO: 270	E	

FILE NAME : e:\DOT2\948Burl\948roc\survey\DGN\948RR#22.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 75

LEVELS ON : 3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

GN

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 1983(91). ALL PLAT DISTANCES ARE GROUND LENGTH.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON THE PROJECT WERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

NOTE: ℞ = ℄ OF PROPOSED MEDIAN

MATCH LINE 1356+00
SEE SHEET 4.24

T 3 N
R 23 23 E
23 23
19

CONC. MON./BRASS CAP
N= 178,233.10
E= 522,931.82

NOTE: CENTER OF SECTION 23-3-19 WAS ADJUSTED 4.16' WEST IN 1978 BY RACINE COUNTY SURVEYOR.

1355+00 150' 3028

1355+00 150' 3029

(96) A. NABER

N89°50'34"E PL

297.01'

1352+44.76 155.01'

(96) A. NABER

1353+28.42 150'

PI 1351+19.11

1350+00 150' 3027

SLOPE INTERCEPT

NW-SW

NE-SW

NW-SE

TOWN

(97) A. NABER

660.20'

257.65'

1350+00 150' 3026

33' TELEPHONE EASE.

S/L = ℞ 1346+67.68

1346+33.96 150' 3001

OF

SIXTEENTH LINE N89°48'23"E

PL

1346+79.10 362.89'

LP. N89°48'23"E PL 358.45'

141.14' LP.

PL 164.68'

1346+03.69

1345+74.58 150'

SIXTEENTH LINE N89°49'00"E

1346+05.99 11.60'

1344+00 150' 3025

ACQUIRED FOR STORM WATER RETENTION BASIN

SLOPE INTERCEPT

(200) SBC

PARCEL 20
V.483,P.97
DOC.542102

PARCEL 96
BLANKET EASEMENT
V.345, P.603
DOC.433309

PARCEL 97
V.483,P.99
DOC.542103

SW-SW

SE-SW

(20) McCANN

620.75' PL

N00°15'57"W

POND

PL 1320.40' (26640.79')

(95) COLEMAN

BURLINGTON

SW-SE

1340+31.24 462.75' 3004

S89°44'03"W

314.89' LP. PL 124.73'

S89°44'03"W

PL 190.16'

1339+93.09 150' 3002

1339+00 150' 3024

1340+15.74 338.89'

(20) McCANN LANDLOCKED PARCEL 2.712 AC.

N00°15'57"W 550.00' PL

S00°58'20"E

150'

150'

CONC. MON./BRASS CAP
N= 175,592.69
E= 522,976.63

T 3 N
R 23 23 E
26 26
19

MATCH LINE 1338+00
SEE SHEET 4.22

℞ CURVE DATA
STH 11 BYPASS

PI	= 1351+19.11
N	= 177,438.24
E	= 523,099.56
DELTA	= 28°54'18"
D	= 0°45'00"
TAN	= 1969.09'
LCH	= 3813.55'
LCB	= N14°55'48"W
L	= 3854.29'
R	= 7640.00'
PC	= 1331+50.03
PT	= 1370+04.32

C12 CURVE DATA

L	= 551.77'
R	= 7490.00'
LCH	= 551.64'
LCB	= N04°41'23"W

NOTE:
PARCEL 20 HAS A DRAIN TILE BLANKET EASEMENT

C97 CURVE DATA

L	= 1197.64'
R	= 7790.00'
LCH	= 1196.46'
LCB	= S06°45'23"E

C98 CURVE DATA

L	= 1300.46'
R	= 7490.00'
LCH	= 1298.83'
LCB	= N21°47'18"W

C99 CURVE DATA

L	= 2141.91'
R	= 7790.00'
LCH	= 2135.17'
LCB	= S19°02'16"E

C113 CURVE DATA

L	= 680.82'
R	= 7490.00'
LCH	= 680.59'
LCB	= N14°12'37"W

4

LEVELS ON - 3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

REVISION DATE SEPT. 7, 2006 FEB. 27, 2004 DEC. 7, 2004 AUG. 5, 2005	DATE MAY 23, 2003 GRID FACTOR	SCALE, FEET 0 100 200	HWY: STH 11 COUNTY: RACINE	STATE R/W PROJECT NUMBER 3180-08-20 CONSTRUCTION PROJECT NUMBER 3180-08-70	PLAT SHEET NO: 4.23 PS&E SHEET NO: 271	E

FILE NAME : e:\DOT2\948Burl\948rac\survey\DGN\948RR#23.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 75

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
CTH A	RACINE COUNTY R/W PROJECT S1442(1)	VARIES	1960
SOUTH RIVER ROAD	RACINE COUNTY R/W PROJECT S1442(1)	99'	1960
SOUTH RIVER ROAD	TOWN ROAD RECORD - BOOK 1, P. 181	66'	1850

℄ CURVE DATA BYPASS

PI	= 1351+19.11
N	= 177,438.24
E	= 523,099.56
DELTA	= 28°54'18"
D	= 0°45'00"
TAN	= 1969.09'
LCH	= 3813.55'
LCB	= N14°55'48"W
L	= 3854.29'
R	= 7640.00'
PC	= 1331+50.03
PT	= 1370+04.32

℄ CURVE DATA CTH A

PI	= 36+60.71
N	= 178,212.83
E	= 520,732.06
DELTA	= 9°24'01"
D	= 0°30'00"
TAN	= 942.15'
LCH	= 1877.95'
LCB	= N66°25'43"E
L	= 1880.06'
R	= 11459.16'
PC	= 27+18.56
PT	= 45+98.62

℄ CURVE DATA CTH A

PI	= 62+01.67
N	= 179,418.36
E	= 522,973.64
DELTA	= 21°24'23"
D	= 2°00'00"
TAN	= 541.47'
LCH	= 1064.10'
LCB	= N72°25'54"E
L	= 1070.31'
R	= 2864.79'
PC	= 56+60.20
PT	= 67+30.51

C90 CURVE DATA		C91 CURVE DATA		C92 CURVE DATA		C93 CURVE DATA	
L	= 990.13'	L	= 152.88'	L	= 26.83'	L	= 110.22'
R	= 11459.16'	R	= 2864.79'	R	= 11509.16'	R	= 11459.16'
LCH	= 989.82'	LCH	= 152.86'	LCH	= 26.83'	LCH	= 110.22'
LCB	= N64°12'14"E	LCB	= N63°15'26"E	LCB	= N66°02'18"E	LCB	= S62°00'15"W

C98 CURVE DATA		C99 CURVE DATA		C100 CURVE DATA		C101 CURVE DATA	
L	= 1300.46'	L	= 2141.91'	L	= 165.05'	L	= 302.32'
R	= 7490.00'	R	= 7790.00'	R	= 11509.16'	R	= 11499.16'
LCH	= 1298.83'	LCH	= 2135.17'	LCH	= 165.04'	LCH	= 302.31'
LCB	= S21°47'18"E	LCB	= S19°02'16"E	LCB	= N65°33'40"E	LCB	= N63°23'48"E

C102 CURVE DATA		C103 CURVE DATA		C104 CURVE DATA		C105 CURVE DATA	
L	= 201.06'	L	= 184.29'	L	= 302.38'	L	= 459.58'
R	= 11519.16'	R	= 11539.16'	R	= 5729.58'	R	= 2864.79'
LCH	= 201.06'	LCH	= 184.29'	LCH	= 302.35'	LCH	= 459.09'
LCB	= N64°39'00"E	LCB	= N62°11'10"E	LCB	= N74°10'31"E	LCB	= S66°19'28"W

C106 CURVE DATA		C107 CURVE DATA		C108 CURVE DATA		C109 CURVE DATA	
L	= 100.19'	L	= 459.58'	L	= 356.64'	L	= 246.48'
R	= 2904.79'	R	= 2864.79'	R	= 2964.79'	R	= 1909.86'
LCH	= 100.19'	LCH	= 459.09'	LCH	= 356.43'	LCH	= 246.31'
LCB	= S63°47'52"W	LCB	= N66°19'29"E	LCB	= S59°24'01"W	LCB	= S66°39'52"W

C110 CURVE DATA		C111 CURVE DATA		C112 CURVE DATA		C113 CURVE DATA	
L	= 100.17'	L	= 146.31'	L	= 103.07'	L	= 280.87'
R	= 1909.86'	R	= 1909.86'	R	= 7790.00'	R	= 2964.79'
LCH	= 100.16'	LCH	= 146.27'	LCH	= 103.07'	LCH	= 280.76'
LCB	= N68°51'32"E	LCB	= N65°09'42"E	LCB	= S29°00'11"E	LCB	= S60°07'57"W

C114 CURVE DATA		C115 CURVE DATA		C116 CURVE DATA	
L	= 152.12'	L	= 879.92'	L	= 150.26'
R	= 5729.58'	R	= 11459.16'	R	= 5729.58'
LCH	= 152.12'	LCH	= 879.70'	LCH	= 150.26'
LCB	= S73°25'26"W	LCB	= N64°28'46"E	LCB	= N74°56'09"E

SEE SHEET 4.26

SEE SHEET 4.25

TOWN

SW-NW

OF

SE-NW

NW-SW

NE-SW

SLOPE INTERCEPT

℄ CTH A RAMP

℄ OLD CTH A

℄ = ℄ CTH A

℄ CTH A= STA. 61+02.51

℄ RIVER RD.= STA. 49+62.51 N= 179,340.55 E= 522,900.90

℄ STH 11 BYPASS= STA. 1368+39.15

℄ CTH A OVERPASS= STA. 53+37.91

SIXTEENTH LINE N00°39'39"W

JANTE
+/- 31.23 AC. REMAINING WEST OF BYPASS

JANTE
3L76 AC. REMAINING EAST OF BYPASS

WOLFE

JANTE

A. NABER

KENNEDY

BROOK

A. NABER

BURLINGTON

A. NABER

DETAIL N.T.S.

DETAIL N.T.S.

CONC. MON./ BRASS CAP
N= 180,875.28
E= 520,270.61

SBC

PARCEL 96, 99, 101 BLANKET EASEMENT V.345, P.603 DOC.433309

CONC. MON./ BRASS CAP
N= 180,865.42
E= 522,897.26

CONC. MON./BRASS CAP
STA. 1358+55.80, 333.76 RT.
N= 178,233.10
E= 522,931.82

CONC. MON./ BRASS CAP
N= 178,227.55
E= 520,296.96

CAST IRON MON./ BRASS CAP
N= 175,580.38
E= 520,323.17

CONC. MON./BRASS CAP
N= 175,592.69
E= 522,976.63

NOTE: CENTER OF SECTION 23-3-19 WAS ADJUSTED 4.16' WEST IN 1978 BY RACINE COUNTY SURVEYOR.

NOTE: ℄ OF RIVER ROAD WAS ESTABLISHED HOLDING A 19° PARALLEL OFFSET WEST OF THE EAST LINE OF THE NW 1/4 OF SECTION 23 AS IT EXISTED IN 1960. CENTER OF SECTION 23-3-19 WAS ADJUSTED 4.16' WEST IN 1978 BY RACINE COUNTY SURVEYOR.

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 1983(90). ALL PLAT DISTANCES ARE GROUND LENGTH.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON THE PROJECT WERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

NOTE: ℄ = ℄ OF PROPOSED MEDIAN

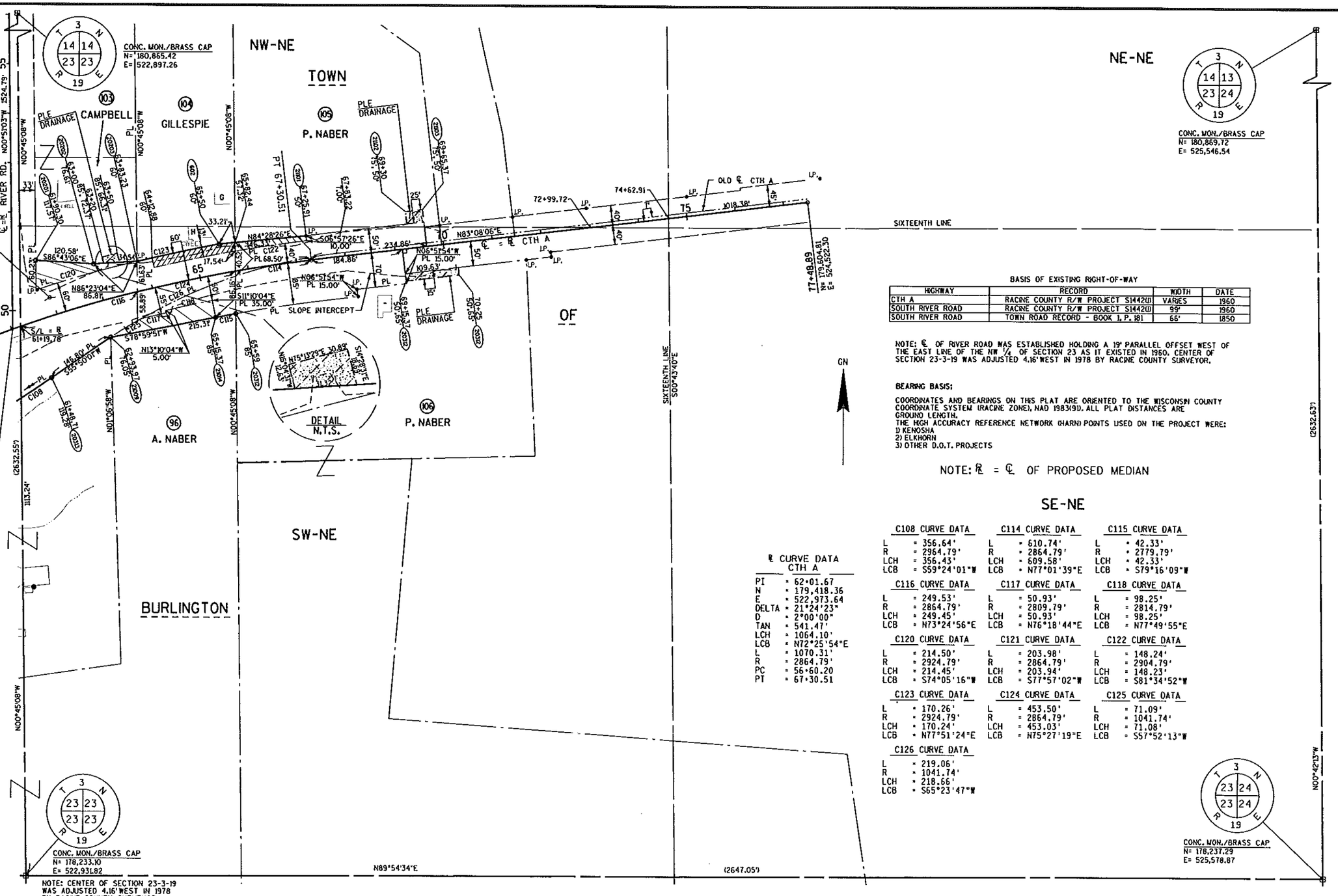
MATCH LINE 1356+00 SEE SHEET 4.23

REVISION DATE	DATE FEB. 27, 2004	SCALE, FEET	HWY: STH 11	STATE R/W PROJECT NUMBER 3180-08-20	PLAT SHEET NO: 4.24	
DEC. 7, 2004 AUG. 5, 2005 SEPT. 7, 2006	GRID FACTOR	0 100 200	COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3180-08-70	PS&E SHEET NO: 272	E

FILE NAME : e:\DOT2\948Burl\948rac\survey\DGN\948RRW24.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 75

LEVELS ON - 3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62



BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
CTH A	RACINE COUNTY R/W PROJECT S1442(1)	VARIES	1960
SOUTH RIVER ROAD	RACINE COUNTY R/W PROJECT S1442(1)	99'	1960
SOUTH RIVER ROAD	TOWN ROAD RECORD - BOOK 1, P. 181	66'	1850

NOTE: ℄ OF RIVER ROAD WAS ESTABLISHED HOLDING A 19' PARALLEL OFFSET WEST OF THE EAST LINE OF THE NW 1/4 OF SECTION 23 AS IT EXISTED IN 1960. CENTER OF SECTION 23-3-19 WAS ADJUSTED 4.16' WEST IN 1978 BY RACINE COUNTY SURVEYOR.

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 1983(91). ALL PLAT DISTANCES ARE GROUND LENGTH.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON THE PROJECT WERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

NOTE: ℞ = ℄ OF PROPOSED MEDIAN

SE-NE

℄ CURVE DATA
CTH A

PI	= 62+01.67
N	= 179,418.36
E	= 522,973.64
DELTA	= 21°24'23"
D	= 2°00'00"
TAN	= 541.47'
LCH	= 1064.10'
LCB	= N72°25'54"E
L	= 1070.31'
R	= 2864.79'
PC	= 56+60.20
PT	= 67+30.51

C108 CURVE DATA
L = 356.64'
R = 2964.79'
LCH = 356.43'
LCB = S59°24'01"W

C114 CURVE DATA
L = 610.74'
R = 2864.79'
LCH = 609.58'
LCB = N77°01'39"E

C115 CURVE DATA
L = 42.33'
R = 2779.79'
LCH = 42.33'
LCB = S79°16'09"W

C116 CURVE DATA
L = 249.53'
R = 2864.79'
LCH = 249.45'
LCB = N73°24'56"E

C117 CURVE DATA
L = 50.93'
R = 2809.79'
LCH = 50.93'
LCB = N76°18'44"E

C118 CURVE DATA
L = 98.25'
R = 2814.79'
LCH = 98.25'
LCB = N77°49'55"E

C120 CURVE DATA
L = 214.50'
R = 2924.79'
LCH = 214.45'
LCB = S74°05'16"W

C121 CURVE DATA
L = 203.98'
R = 2864.79'
LCH = 203.94'
LCB = S77°57'02"W

C122 CURVE DATA
L = 148.24'
R = 2904.79'
LCH = 148.23'
LCB = S81°34'52"W

C123 CURVE DATA
L = 170.26'
R = 2924.79'
LCH = 170.24'
LCB = N77°51'24"E

C124 CURVE DATA
L = 453.50'
R = 2864.79'
LCH = 453.03'
LCB = N75°27'19"E

C125 CURVE DATA
L = 71.09'
R = 1041.74'
LCH = 71.08'
LCB = S57°52'13"W

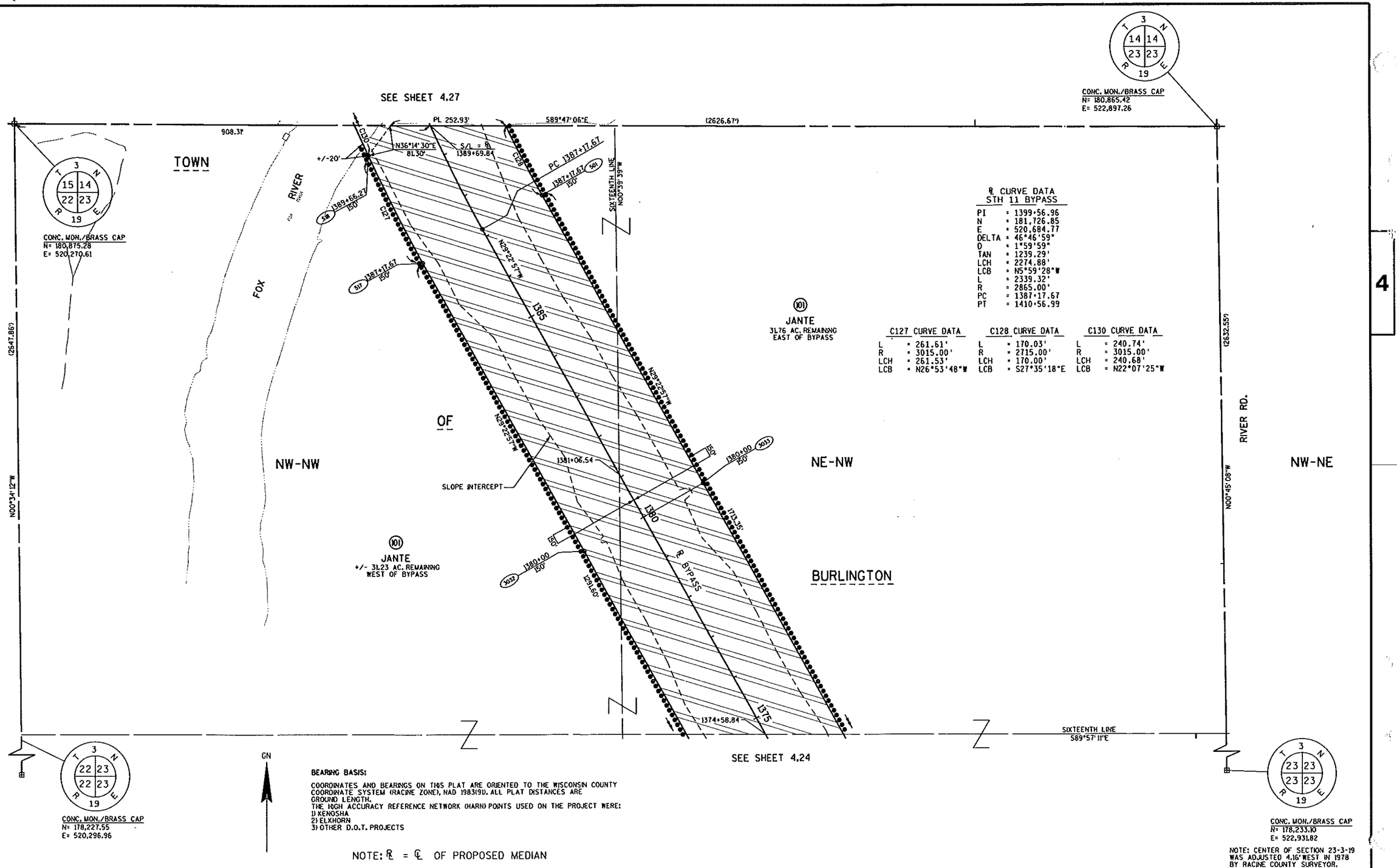
C126 CURVE DATA
L = 219.06'
R = 1041.74'
LCH = 218.66'
LCB = S65°23'47"W

REVISION DATE DEC. 7, 2004 AUG. 5, 2005 SEPT. 7, 2006	DATE FEB. 27, 2004 GRID FACTOR	SCALE, FEET 0 100 200	HWY: STH 11 COUNTY: RACINE	STATE R/W PROJECT NUMBER 3180-08-20 CONSTRUCTION PROJECT NUMBER 3180-08-70	PLAT SHEET NO: 4.25 PS&E SHEET NO: 273 E

FILE NAME : e:\DOT2\948Burl\948roc\survey\DGN\948RR#25.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 75

LEVELS ON : 3,4,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62



4

REVISION DATE DEC. 7, 2004 AUG. 5, 2005 SEPT. 7, 2006	DATE FEB. 27, 2004 GRID FACTOR	SCALE, FEET 0 100 200	HWY: STH 11 COUNTY: RACINE	STATE R/W PROJECT NUMBER 3180-08-20 CONSTRUCTION PROJECT NUMBER 3180-08-70	PLAT SHEET NO: 4.26 PS&E SHEET NO: 274 E

FILE NAME : e:\DOT2\948Burl\948roc\survey\DGN\948RR#26.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 75

LEVELS ON - 3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
STH 36	RW PROJECT T 064-(32)	VARIES	1965
STH 36	RW PROJECT 2240-07-20	VARIES	1994

GN

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 1983(91). ALL PLAT DISTANCES ARE GROUND LENGTH.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON THE PROJECT WERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

NOTE: ℞ = ℄ OF PROPOSED MEDIAN

℞ CURVE DATA STH 11 BYPASS

PI	= 1399+56.96
N	= 181,726.85
E	= 520,684.77
DELTA	= 46°46'59"
D	= 1°59'59"
TAN	= 1239.29'
LCH	= 2274.88'
LCB	= N5°59'28"W
L	= 2339.32'
R	= 2865.00'
PC	= 1387+17.67
PT	= 1410+56.99

℞ CURVE 14 DATA STH 36/83

PI	= 1405+42.60, 46.80'
N	= 182,413.24
E	= 520,899.88
DELTA	= 35°38'54"
D	= 1°00'00"
TAN	= 1842.24'
LCH	= 3507.62'
LCB	= N35°13'29"E
L	= 3564.84'
R	= 5729.58'
PC	= 1397+01.03, 1560.10'
PT	= 1423+77.57, ℞

℞ CURVE DATA N.B. STH 36/83

PI	= 208+13.72
N	= 182,598.61
E	= 521,205.23
DELTA	= 47°15'37"
D	= 5°13'57"
TAN	= 479.08'
LCH	= 877.82'
LCB	= N29°25'42"E
L	= 903.20'
R	= 1095.00'
PC	= 203+34.64
PT	= 212+37.84

C13 CURVE DATA

L	= 2880.04'
R	= 5779.65'
LCH	= 2850.33'
LCB	= N29°13'13"E

C129 CURVE DATA

L	= 237.41'
R	= 2715.00'
LCH	= 237.33'
LCB	= S23°17'21"E

C130 CURVE DATA

L	= 240.74'
R	= 3015.00'
LCH	= 240.68'
LCB	= N22°07'25"W

C131 CURVE DATA

L	= 276.12'
R	= 2715.00'
LCH	= 276.00'
LCB	= N17°52'15"W

C132 CURVE DATA

L	= 584.03'
R	= 3015.00'
LCH	= 583.11'
LCB	= N14°17'12"W

C133 CURVE DATA

L	= 1029.15'
R	= 2715.00'
LCH	= 1023.00'
LCB	= N04°05'52"W

C134 CURVE DATA

L	= 341.66'
R	= 5779.65'
LCH	= 341.61'
LCB	= N45°11'22"E

C135 CURVE DATA

L	= 2226.31'
R	= 5779.65'
LCH	= 2212.57'
LCB	= S32°27'39"W

C136 CURVE DATA

L	= 3291.48'
R	= 5839.58'
LCH	= 3248.08'
LCB	= N33°32'52"E

C141 CURVE DATA

L	= 225.01'
R	= 5839.58'
LCH	= 225.00'
LCB	= N53°02'56"E

C140 CURVE DATA

L	= 651.21'
R	= 5779.65'
LCH	= 650.67'
LCB	= S50°05'53"W

MATCH LINE SEE SHEET 1405+00 4.28

NE-SE

TOWN

CONC. MON./BRASS CAP
N= 183,506.98
E= 520,228.79

GOVERNMENT LOT 5

SIXTEENTH LINE

(21) HAGENSICK

GUY WIRE ANCHOR EASEMENT

℞ BYPASS

SLOPE INTERCEPT

CAMELBACK 26 FARMS SUBDIVISION

DRAINAGE EASEMENT

℞ BIKE PATH

℞ S.B. STH 36/83 RAMP

℞ STH 36

℞ N.B. STH 36/83

PI 1399+56.96

PI 1395+53.95
N= 181,590.00
E= 520,294.48

WE ENERGIES

HIGHWAY EASEMENT

(109) FRANSISCAN FATHERS

GOVERNMENT LOT 6

RIVER

GOVERNMENT LOT 7

FOX

ROCHESTER

(107) BJERGA

LOT 2 CSM 1154 V.3, P.385 DOC.1203688

(201) WE ENERGIES (ELECTRIC)
PARCEL 109 V.942, P.325 DOC.821299
PARCEL 21 BLANKET EASEMENT V.454, P.41 DOC.517780

(207) ATC
PARCEL 109 V.3142, P.638 DOC.1763588
PARCEL 21 V.2660, P.157 DOC.1588583

SE-SE

OF

CONC. MON./BRASS CAP
N= 180,875.28
E= 520,270.61

CONC. MON./BRASS CAP
N= 180,865.42
E= 522,897.26

CONC. MON./BRASS CAP
N= 180,859.92
E= 517,639.35

NE-NE

SEE SHEET 4.26

REVISION DATE SEPT. 7, 2006 FEB. 27, 2004 DEC. 7, 2004 AUG. 5, 2005	DATE MAY 23, 2003 GRID FACTOR N/A	SCALE, FEET 0 100 200	HWY: STH 11 COUNTY: RACINE	STATE R/W PROJECT NUMBER 3180-08-20 CONSTRUCTION PROJECT NUMBER 3180-08-70	PLAT SHEET NO: 4.27 PS&E SHEET NO: 275	E

WISDOT/CADDS SHEET 75

FILE NAME : e:\DOT2\948Burl\948roc\survey\DGN\948RRM27.dgn PLOT DATE : 12/14/2006

N00°54'37"W (2632.03')

2578.96' N00°49'18"W

1289.48'

NOTE: ℄ = ℄ OF PROPOSED MEDIAN

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
STH 36	RW PROJECT 1 064-(32)	VARIES	NOV. 5, 1965
STH 36	RW PROJECT 2240-07-20	VARIES	JUN. 28, 1994

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (RACINE ZONE), NAD 1983(91), ALL PLAT DISTANCES ARE GROUND LENGTH.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON THE PROJECT WERE:
1) KENOSHA
2) ELKHORN
3) OTHER D.O.T. PROJECTS

CONC. MON./BRASS CAP
N= 180,875.28
E= 520,270.61

CONC. MON./BRASS CAP
N= 183,506.98
E= 520,228.79

CONC. MON./BRASS CAP
N= 186,085.67
E= 520,191.80

NOTE:
PARCEL 21 HAS 3
ACCESS EASEMENTS
V.1683, P.349 DOC. 1129245(WDOT)
V.2464, PG.575 DOC. 1508836(WDOT)
V2464, PG.579 DOC. 1508368(WDOT)

(20) WE ENERGIES (ELECTRIC)
PARCEL 109
PRESCRIPTIVE RIGHTS
PARCEL 21
BLANKET EASEMENT
V.454, PG.41
DOC. 517780
PARCEL 86
V.2637, P.556
DOC. 1579776

(20) ATC
PARCEL 109
V.3142, P.593
DOC.1763585
V.3142, P.638
DOC.1763588
PARCEL 21
V.2660, P.157
DOC.1588583

GOVERNMENT LOT 5

GOVERNMENT LOT 2

N89°54'07"W 1013.31'

S89°45'27"W 1280.93'

TOWN

ROCHESTER

℄ CURVE DATA STH 11 BYPASS

PI	= 1399+56.96
N	= 181,726.85
E	= 520,684.77
DELTA	= 46°46'59"
D	= 1°59'59"
TAN	= 1239.29'
LCH	= 2274.88'
LCB	= N5°59'28"W
L	= 2339.32'
R	= 2865.00'
PC	= 1387+17.67
PT	= 1410+56.99

℄ CURVE DATA N.B. STH 36/83

PI	= 208+13.72
N	= 182,598.61
E	= 521,205.23
DELTA	= 47°15'37"
D	= 5°13'57"
TAN	= 479.08'
LCH	= 877.82'
LCB	= N29°25'42"E
L	= 903.21'
R	= 1095.00'
PC	= 203+34.64
PT	= 212+37.84

℄ CURVE DATA N.B. STH 36/83

PI	= 215+83.04
N	= 183,418.67
E	= 521,288.50
DELTA	= 10°27'54"
D	= 5°13'57"
TAN	= 100.28'
LCH	= 199.72'
LCB	= N11°01'50"E
L	= 200.00'
R	= 1095.00'
PC	= 214+82.76
PT	= 216+82.76

℄ CURVE 14 DATA STH 36/83

PI	= 1405+42.60, 46.80'
N	= 182,413.24
E	= 520,899.88
DELTA	= 35°38'54"
D	= 1°00'00"
TAN	= 1842.24'
LCH	= 3507.62'
LCB	= N35°13'29"E
L	= 3564.84'
R	= 5729.58'
PC	= 1397+01.03, 1560.10'
PT	= 1423+77.57, ℄

C13 CURVE DATA

L	= 2880.04'
R	= 5779.65'
LC	= 2850.33'
LCB	= N29°13'13"E

C135 CURVE DATA

L	= 2226.31'
R	= 5779.65'
LCH	= 2212.57'
LCB	= S32°27'39"W

C136 CURVE DATA

L	= 3291.48'
R	= 5839.58'
LCH	= 3248.08'
LCB	= N32°32'52"E

OF

MATCH LINE SEE SHEET 4.27

1405+00

150'

110'

MEDIAN ℄ EASE.

VARIES

PL

205

ACCESS EASEMENT

SLOPE INTERCEPT

℄ BIKE PATH

℄ STH 36

℄ BYPASS

℄ N.B. STH 36/83

1410

C136

C135

C13

C14

210

(20) WE ENERGIES

1415

S/L=℄ 1416+81.37

N17°24'02"E 1322.25'

1420

215

PI 1396+73.01

SLOPE INTERCEPT

PT 1410+56.99

(21) HAGENSICK

PT 212+37.84

PC 214+82.76

GUY WIRE ANCHOR EASEMENT

N05°41'54"E 244.92

S07°30'43"E 379.91'

S49°22'26"E 304.47'

S14°15'22"E 418.18'

S33°28'08"W 197.65'

PL

GOVERNMENT LOT 5

FOX RIVER

GOVERNMENT LOT 4

CONC. MON./BRASS CAP
N= 183,502.46
E= 522,868.53

S18°21'04"W 441.89'

GUY WIRE ANCHOR EASEMENT

GOVERNMENT LOT 2

N15°33'42"E 623.24'

N17°24'02"E

S55°43'02"W 210.30'

S07°57'01"W 167.87'

N16°07'31"E 550.87'

N14°56'40"E 418.34'

S19°32'17"E 323.76'

S22°41'08"E 15.53'

346.61'

PL

ELECTRIC EASE. V2637., P.556 DOC. 1579776

(86) RACINE COUNTY

TLE SLOPES

30'

300.00'

150'

110'

68.04'

END RELOCATION ORDER
STA. 1476+90.59
N= 189,191.12
E= 523,022.00

℄ PT = ℄ 1423+79.24

1425 ℄ = ℄ STH 36

1430 N17°24'02"E

4

REVISION DATE SEPT. 7, 2006 FEB. 27, 2004 DEC. 7, 2004 AUG. 5, 2005	DATE MAY 23, 2003 GRID FACTOR	SCALE, FEET 0 100 200	HWY: STH 11 COUNTY: RACINE	STATE R/W PROJECT NUMBER 3180-08-20 CONSTRUCTION PROJECT NUMBER 3180-08-70	PLAT SHEET NO: 4.28 PS&E SHEET NO: 276	E

FILE NAME : e:\DOT2\948Bur1\948rac\survey\DGN\948RRW28.dgn PLOT DATE : 12/14/2006

WISDOT/CADDS SHEET 75

LEVELS ON - 3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21, 23,24,25,26,27,28,29, 31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

LEGEND:

- TO BE CONSTRUCTED UNDER FUTURE PROJECT
- PREVIOUSLY GRADED UNDER PROJECT I.D. 3180-08-70,3180-14-70 & 3180-09-70
- PREVIOUSLY GRADED AND BASE LEVELS PAVED UNDER PROJECT I.D. 3180-08-70,3180-14-70 & 3180-09-70. COMPLETE UNDER CURRENT PROJECT.

N

CAUTION

STA 1125+49.70 R/L BYPASS=
STA 352+50.75 R/L STH 83

BEGIN PROJECT
STA 1123+04.94 R/L BYPASS

YAHNKE RD

STH 83

CN RR

FOX RIVER

R/W

WETLAND BOUNDARY (TYP)

FOR BYPASS SUPER ELEVATION DATA (EB & WB), SEE PAVING DETAILS

STRUCTURE B-51-94
CONSTRUCTED UNDER PROJECT
3180-09-70

STRUCTURE B-51-94 REQD
7-SPAN 72W" PRESTRESSED GIRDER
40' CLEAR ROADWAY
SKEW 13° RHF

R/L BURLINGTON

MATCH LINE STA 1141+00

STRUCTURE B-51-93 REQD
7-SPAN 72W" PRESTRESSED GIRDER
40' CLEAR ROADWAY
SKEW 13° RHF

STRUCTURE B-51-93
CONSTRUCTED UNDER PROJECT
3180-09-70

5

5

CONSTRUCTED UNDER FUTURE PROJECT

PROJECT 3180-10-70
GRADING, PAVING & COMPLETION

GRADING UNDER PROJECT 3180-08-70

LEGEND:

- EBS
- MARSH EXCAVATION
- WORK PREFORMED UNDER PREVIOUS PROJECT SHOWN AS SHADED.

VPI STA 1115+60.00
VPI EL771.71

VPC STA 1117+00.00
VPC EL769.59

VPC 600.00
K = 171.84

-4.06 %

VPI STA 1120+00.00
VPI EL766.40

VPI STA 1123+00.00
VPI EL765.34

+2.31%

ULTIMATE PROFILE ON R/L BURLINGTON BYPASS

VPC STA 1127+05.00
VPC EL782.70

VPI STA 1134+76.00
VPI EL800.50

1134+26.85
791.04

PROPOSED PROFILE ON R/L BYPASS=
BYPASS EB PGL = BYPASS WB PGL

B-51-93

K = 312.24
VCL 1540.00

B-51-94

EXISTING GROUND ON WB MEDIAN EDGE OF PAVT

EXISTING GROUND ON EB MEDIAN EDGE OF PAVT

PROPOSED ELEVATION
EXISTING EB ELEVATION
EXISTING WB ELEVATION

805.0 / 795.0 / 785.0 / 775.0 / 765.0 / 755.0 / 745.0 / 735.0

1115	1120	1125	1130	1135	1140
771.71	768.68 / 769.24	770.65	767.58 / 768.58	769.59	765.99 / 765.39
768.81	762.40 / 762.37	768.59	762.37 / 761.84	768.93	761.84 / 761.84
769.84	761.89 / 762.84	771.30	761.84 / 762.59	773.34	764.50 / 762.86
775.65	765.37 / 764.82	777.96	765.96 / 765.97	780.27	764.00 / 764.12
782.58	768.74 / 767.13	784.75	776.42 / 773.47	786.60	788.13
789.33	790.22	790.79	791.03	790.96	790.56
789.85	788.81	787.46	785.78	783.79	

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PLAN & PROFILE: MAINLINE STA 1115+00 - STA 1141+00	SHEET 277	E

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 40

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\050101_PP.dgn

NOTE:

* EXISTING DRAINTILE OUTFALL IN THIS LOCATION, AS POINTED OUT BY PROPERTY OWNER.

N

MATCH LINE STA 1141+00

R/W

STRUCTURE B-51-95

CAUTION

EXISTING DRAINTILE OUTFALL*

STA 1155+12.47 R/L BYPASS=
STA 105+12.08 R/L BREVER RD

STA 1161+75
REMOVE EXISTING FENCE

R/L BURLINGTON BYPASS

EXISTING DRAINTILE OUTFALL*

SLOPE INTERCEPT

MATCH LINE STA 1168+00

SLOPE INTERCEPT

STA 1153+52.20
27.5° LHF SKEW
1-42"X94' CPRC REQD
1-42"X92' CPRC REQD
2-APRON EW REQD

STA 1153+52.20, 0.0' RT
1-MH TYPE 3 REQD
2-COVERS TYPE MS REQD

WETLAND BOUNDARY (TYP)

FOX RIVER

FOR BYPASS SUPER ELEVATION DATA (EB & WB) SEE PAVING DETAILS

R/L BREVER RD

R/L BURLINGTON

STA 1155+43
1-24"X82' TEMP CP REQD
2-APRON EW REQD

STA 1155+75, 5.5' RT
1-24"X50' TEMP CP REQD
2-APRON EW REQD

STA 1165+00
1-24"X174' CPRC REQD
2-APRON EW REQD

LEGEND:

- TO BE CONSTRUCTED UNDER FUTURE PROJECT
- PREVIOUSLY GRADED UNDER PROJECT I.D. 3180-08-70,3180-14-70 & 3180-09-70
- PREVIOUSLY GRADED AND BASE LEVELS PAVED UNDER PROJECT I.D. 3180-08-70,3180-14-70 & 3180-09-70. COMPLETE UNDER CURRENT PROJECT.

5

795.0 / 785.0 / 775.0 / 765.0 / 755.0 / 745.0 / 735.0 / 725.0

VCL 600.00
K = 192.29

VPC STA 1149+00.00
VPC EL 763.15

VPT STA 1155+00.00
VPT EL 756.80

ULTIMATE PROFILE ON R/L BURLINGTON BYPASS
GRADING PERFORMED UNDER PROJECT 3180-08-70

K = 312.24
VCL 1540.00

VPT STA 1142+45.00
VPT EL 780.32

12.62 %

B-51-93

B-51-94

STA 1148+28
END EBS
DEPTH 1.0'

STA 1142+50
BEGIN EBS
DEPTH 1.0'

STA 1151+24
BEGIN EXCAVATION MARSH
DEPTH VARIES 0 - 4.3'

VPI STA 1152+00.00
VPI EL 755.30

1153+90.50
756.56

STA 1153+52.20
27.5° LHF SKEW
1-42"X94' CPRC REQD
1-42"X92' CPRC REQD
1-MH TYPE 3 REQD

STA 1155+43
1-24"X82' TEMP CP REQD
2-APRON EW REQD

EXISTING WB ELEVATION
EXISTING EB ELEVATION
PROPOSED ELEVATION

GRADING PERFORMED UNDER PROJECT 3180-08-70

PROPOSED PROFILE ON R/L BYPASS

EXISTING GROUND ON WB MEDIAN EDGE OF PAVT.

EXISTING GROUND ON EB MEDIAN EDGE OF PAVT.

INTERIM PROFILE ON R/L BURLINGTON BYPASS

STA 1159+54
END EBS
DEPTH 2.5'

STA 1158+82
BEGIN EBS
DEPTH 2.5'

STA 1158+82
END EXCAVATION MARSH
DEPTH VARIES 0 - 4.3'

STA 1151+83
BEGIN EBS
DEPTH 2.5'

STA 1167+00
END EBS
DEPTH 2.5'

STA 1165+00
1-24"X174' CPRC REQD

STA 1167+00
BEGIN EBS
DEPTH 1.0'

+0.50%

-0.50%

VPC STA 1167+95.00
VPC EL 763.27

LEGEND:

- EBS
- MARSH EXCAVATION

WORK PREFORMED UNDER PREVIOUS PROJECT SHOWN AS SHADED.

785.78 / 783.79 / 781.47 / 778.88 / 776.26 / 773.64 / 771.02 / 768.40 / 765.78 / 763.16 / 760.80 / 758.96 / 757.64 / 756.84 / 749.49 / 750.06 / 756.56 / 754.34 / 755.72 / 756.80 / 756.04 / 756.34 / 757.30 / 757.80 / 758.30 / 758.80 / 759.30 / 759.80 / 760.30 / 760.80 / 761.30 / 761.80 / 762.30 / 762.80 / 763.30

1140 / 1145 / 1150 / 1155 / 1160 / 1165

STATE PROJECT NUMBER: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACIAL	PLAN & PROFILE: MAINLINE STA 1141+00 - STA 1168+00	SHEET NO: 278 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\050102_pp.dgn | PLOT DATE : 03/08/2007 | PLOT BY : wally_w | ORG DATE : | Originator : KAPUR AND ASSOCIATES | PLOT SCALE : -

WISDOT/CADDS SHEET 40

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

STA 1311+00
1-24"x83' CPRC REQD
1-INLET TYPE 10 MOD. REQD
3-INLET COVERS TYPE MS REQD

STA 1311+00
MATCH LINE

R/W

PLE

SLOPE INTERCEPT
R.L. BYPASS

BURLINGTON BYPASS

1315
1320
1325
1330

STA 1313+00
1-30"x175' CPRC REQD
1-INLET TYPE 9 REQD
2-INLET COVERS TYPE MS REQD

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT

STA 1321+50
1-36"x179.5' CPRC REQD
2-APRON EW REQD
1-INLET TYPE 9 REQD
2-INLET COVERS TYPE MS REQD

FOR BYPASS SUPER ELEVATION
DATA (EB & WB), SEE PAVING DETAILS

KETTERHAGEN RD

N

STA 1332+74.17 R/L BURLINGTON BYPASS=
STA 101+37.29 R/L KETTERHAGEN RD

R/W

1335
1340

STA 1341+00
MATCH LINE

SLOPE INTERCEPT

LEGEND:

TO BE CONSTRUCTED UNDER FUTURE PROJECT

PREVIOUSLY GRADED UNDER PROJECT I.D. 3180-08-70,3180-14-70 & 3180-09-70

PREVIOUSLY GRADED AND BASE LEVELS PAVED UNDER PROJECT I.D. 3180-08-70,3180-14-70 & 3180-09-70. COMPLETE UNDER CURRENT PROJECT.

5

LEGEND:

EBS

MARSH EXCAVATION

WORK PREFORMED UNDER PREVIOUS PROJECT SHOWN AS SHADED.

VCL 200.00
K = 370.91
VPC STA 1312+00.00
VPC EL797.90
VPI STA 1313+00.00
VPI EL797.90
VPT STA 1314+00.00
VPT EL797.84

VPC STA 1323+25.00
VPC EL802.83
1325+08.17
EL803.42
STA 1325+46.10
EL805.42

K = 410.04
VCL 500.00
VPI STA 1325+75.00
VPI EL804.17

VPT STA 1328+25.00
VPT EL802.47

PROPOSED PROFILE ON EB & WB MEDIAN EDGE OF PAVT.

GRADING PERFORMED UNDER PROJECT 3180-08-70

+0.54 %

-0.68 %

STA 1313+00
1-30"x175' CPRC REQD

STA 1311+00
1-24"x83' CPRC REQD

STA 1317+00
END EXCAVATION MARSH
DEPTH VARIES

STA 1320+00
BEGIN EXCAVATION MARSH
DEPTH VARIES

STA 1321+50
1-36"x179.5' CPRC REQD

STA 1324+00
END EXCAVATION MARSH
DEPTH VARIES

EXISTING GROUND ON WB MEDIAN EDGE OF PAVT

EXISTING GROUND ON EB MEDIAN EDGE OF PAVT

STA 1330+00
BEGIN EBS
DEPTH 2.0'

STA 1334+00
BEGIN EBS
DEPTH 1.0'

STA 1336+00
END EBS
DEPTH 2.0'

EXISTING WB ELEVATION
EXISTING EB ELEVATION
PROPOSED ELEVATION

835.0
825.0
815.0
805.0
795.0
785.0
775.0
765.0

797.30 797.30 797.43 797.84 798.38 798.92 799.46 800.00 800.54 801.07 801.61 802.15 802.69 803.16 803.40 798.24 798.38 803.39 798.77 798.87 803.13 797.39 797.93 802.64 796.95 797.30 801.96 795.47 796.49 801.28 795.02 795.44 800.60 794.69 795.53 799.92 796.52 796.77 799.24 795.51 795.76 798.56 797.88 797.20 796.52 795.84 795.16 794.48 793.80

1315 1320 1325 1330 1335 1340

STATE PROJECT NUMBER: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PLAN & PROFILE: MAINLINE STA 1311+00 - STA 1341+00	SHEET NO: 279	E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\050108_pp.DGN
PLOT DATE : 03/08/2007
PLOT BY : wally_w
ORG DATE :
Originator : KAPUR AND ASSOCIATES
PLOT SCALE : -
WISDOT/CADDS SHEET 40

LEGEND:

TO BE CONSTRUCTED UNDER FUTURE PROJECT

PREVIOUSLY GRADED UNDER PROJECT I.D. 3180-08-70,3180-14-70 & 3180-09-70

PREVIOUSLY GRADED AND BASE LEVELS PAVED UNDER PROJECT I.D. 3180-08-70,3180-14-70 & 3180-09-70. COMPLETE UNDER CURRENT PROJECT.

STA 345+72.79
EXISTING 6'X 6'X 85' CONC BOX CULVERT
STRUCTURE C-51-22

STA 345+72.79
EXTEND EXIST CONC BOX CULVERT
STRUCTURE C-51-22
EXTEND 28.0'LT
REMOVE AND REPLACE
EXISTING LT ENDWALL

SLOPE INTERCEPT

BEGIN CONSTRUCTION
STA 340+80, R/L STH 83
N= 159,876.196
E= 512,067.591

STH 83 R/L

STA 343+33.61
CONST PE (HMA)
MATCH 53.57'RT

STA 346+89.22
SKEW 12°24'22" LHF
CONST PE (BASE AGG)
MATCH 105.4'RT

STH 83 NB PGL

STA 125+49.70 R/L BYPASS=
STA 352+50.75 R/L STH 83

BYPASS EB PGL

BYPASS EB R/L

WETLAND BOUNDARY (TYP)

STA 350+09
CONST PE (BASE AGG)
MATCH 173.72'LT

STH 83 SB PGL

BYPASS WB PGL

STH 11 BYPASS

YAHNKE RD

CAUTION

HIDDEN CREEK LA

STA 364+41.18
CONST PE (HMA)
MATCH 64.22'LT

STA 368+25
CONST PE (HMA)
MATCH 48.0'LT

END CONSTRUCTION
STA 369+34.51, R/L STH 83
N = 162528.505
E = 511059.043

STA 355+75
CONST PE (HMA)
MATCH 108.71'RT

STA 356+37
CONST PE (BASE AGG)
MATCH 49.06'RT

STA 357+49
CONST PE (HMA)
MATCH 71.73'RT

STA 360+68.92
CONST PE (HMA)
MATCH 60.32'RT

STA 362+06
CONST PE (HMA)
MATCH 36.46'RT

STA 15+26.92 R/L HIDDEN CREEK LA=
STA 360+68.91 R/L STH 83

LEGEND:

EBS

MARSH EXCAVATION

WORK PREFORMED UNDER PREVIOUS PROJECT SHOWN AS SHADED.

PROPOSED PROFILE ON STH 83 SB PGL
VCL 300.00
K = 74.30

EXISTING PROFILE ON STH 83 SB PGL

PROPOSED PROFILE ON STH 83 R/L

EXISTING PROFILE ON STH 83 R/L

STA 344+50 R/L=
STA 344+50 NB PGL=
STA 344+50 SB PGL

PROPOSED PROFILE ON STH 83 NB PGL
VCL 300.00
K = 74.30

EXISTING PROFILE ON STH 83 NB PGL

EXISTING ELEVATION
PROPOSED ELEVATION

STA 354+00
1-24"x153.3' CP REQD

STA 360+26.99 R/L=
STA 360+25.80 NB PGL=
STA 360+28.18 SB PGL

PROPOSED PROFILE ON STH 83 R/L

EXISTING PROFILE ON STH 83 R/L

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS
COUNTY: RACINE	PAN & PROFILE: STH 83 STA 340+80 - STA 364+50
SHEET 280	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\050110_pp.dgn
PLOT DATE : 03/08/2007
PLOT BY : wally.w
PLOT NAME :
PLOT SCALE : -
WISDOT/CADDS SHEET 46

BEGIN CONSTRUCTION
STA 97+00, R/L BREVER RD
N= 161,240.215
E= 514,743.795

PROPOSED STRUCTURE
B-51-0095

CAUTION

R/W

BREVER RD

TLE

STEEL PLATE BEAM GUARD
CLASS A REQD

R/L BYPASS

BURLINGTON BYPASS

R/L BURLINGTON BYPASS

STA 155+12.77 R/L BYPASS=
STA 105+12.08 R/L BREVER RD

STA 111+48.99
CONST PE (BASE AGG)
MATCH 224.55' LT

R/L BREVER RD

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT

STA 114+20.00
CONST FE (BASE AGG)
MATCH 64.00' RT

STA 115+60
CONST FE (BASE AGG)
MATCH 46.67' RT

STA 117+59
CONST PE (BASE AGG)
MATCH 36.60' RT

END CONSTRUCTION
STA 118+00, R/L BREVER RD
N= 163023.823
E= 513635.377

LEGEND:
- TO BE CONSTRUCTED UNDER FUTURE PROJECT
- PREVIOUSLY GRADED UNDER PROJECT I.D. 3180-08-70,3180-14-70 & 3180-09-70
- PREVIOUSLY GRADED AND BASE LEVELS PAVED UNDER PROJECT I.D. 3180-08-70,3180-14-70 & 3180-09-70. COMPLETE UNDER CURRENT PROJECT.

LEGEND:
- EBS
- MARSH EXCAVATION

WORK PREFORMED UNDER PREVIOUS PROJECT SHOWN AS SHADED.

FIELD VERIFIED
EXISTING CROWN PROFILE

VPOT STA 97+00.00
VPOT EL762.81

VPC STA 97+55.00
VPC EL 763.23

VCL 240.00
K = 70.19

VPT STA 99+95.00
VPT EL 769.14

VPC STA 100+60.00
VPC EL 771.85

VPI STA 101+90.00
VPI EL 777.28

VPT STA 103+20.00
VPT EL 778.53

VPC STA 106+30.00
VPC EL 781.51

VPI STA 109+50.00
VPI EL 784.58

VPT STA 112+70.00
VPT EL 774.98

VPC STA 113+75.00
VPC EL 771.83

VCL 420.00
K = 98.80

VPT STA 117+95.00
VPT EL 768.16

VPOT STA 118+00.00
VPOT EL 768.22

PROPOSED PROFILE
R/L BREVER ROAD

+0.76 %
+4.17 %
+0.96 %
-4.00
+1.25 %

VPI STA 98+75.00
VPI EL 764.13

K = 80.91
VCL 260.00

K = 161.59
VCL 640.00

B-51-0095
107+85.22
782.26

116+70.39
767.38

VPI STA 115+85.00
VPI EL 765.53

EXISTING GROUND ON
R/L BREVER ROAD

FIELD VERIFIED
CROWN ELEVATION

CROWN 762.81
CROWN 768.22

STA 98+50
BEGIN EBS
DEPTH 2.0'

STA 100+00
END EBS
DEPTH 2.0'

STA 100+00
1-18"x132' CP REQD

STA 103+37
BEGIN MARSH
DEPTH 2.0'

STA 104+25.90
1-24"x130' CPRC REQD

STA 104+40
END MARSH
DEPTH 2.0'

STA 105+80
BEGIN MARSH
DEPTH 2.0'

STA 106+35
END MARSH
BEGIN EBS
DEPTH 2.0'

STA 106+59.00
22°39'52" RHF SKEW
1-42"x178' CP REQD

STA 107+75
END EBS
DEPTH 2.0'

EXISTING ELEVATION
PROPOSED ELEVATION

| | | |

STA 91+39
CONST PE (HMA)
MATCH 31.49 LT

STA 93+00
SKEW 12°49'31" LHF
CONST PE (BASE AGG)
MATCH 45.00 LT

STA 12+00
R/L MCCANN DRIVE

STEEL PLATE BEAM
GUARD CLASS A REQD

R/L MCCANN DRIVE

R/L BURLINGTON BYPASS

PROPOSED STRUCTURE
B-51-0101

SLOPE INTERCEPT

STA 108+09,
CONST PE (BASE AGG)
MATCH 102.46' LT

END CONSTRUCTION
STA 110+75.00 R/L KETTERHAGEN RD
N= 175,597.873
E= 524,051.622

N

CAUTION

TLE

R/W

KETTERHAGEN RD

90 95 100 105 110 115

BEGIN CONSTRUCTION
STA 91+00 R/L KETTERHAGEN RD
N= 175,588.512
E= 522,076.644

LEGEND:

TO BE CONSTRUCTED UNDER FUTURE PROJECT

PREVIOUSLY GRADED UNDER PROJECT I.D. 3180-08-70,3180-14-70 & 3180-09-70

PREVIOUSLY GRADED AND BASE LEVELS PAVED UNDER PROJECT I.D. 3180-08-70,3180-14-70 & 3180-09-70. COMPLETE UNDER CURRENT PROJECT.

SLOPE INTERCEPT

STA 93+50
CONST PE (BASE AGG)
MATCH 203.48' RT

STA 101+37.29 R/L KETTERHAGEN RD=
STA 1332+74.17 R/L BYPASS

BURLINGTON BYPASS

1330

STEEL PLATE BEAM
GUARD CLASS A REQD

R/L KETTERHAGEN RD

STA 110+49,
CONST PE (BASE AGG)
MATCH 68.01' RT

5

LEGEND:

EBS

MARSH EXCAVATION

WORK PREFORMED UNDER PREVIOUS PROJECT SHOWN AS SHADED.

VCL 300.00
K = 160.04

VCL 250.00
K = 127.91

VCL 230.00
K = 113.01

VCL 100.00
K = 170.45

VPC STA 91+50.00
VPC EL 825.49

VPOT STA 91+46.00
VPOT EL 825.66

VPI STA 93+00.00
VPI EL 824.50

VPT/VPC STA 94+50.00
VPT/VPC EL 822.32

VPT STA 97+00.00
VPT EL 821.13

PROPOSED PROFILE ON
R/L KETTERHAGEN RD

+0.50%

-3.33%

EXISTING GROUND ON
R/L KETTERHAGEN RD

B-51-0101

VPI STA 95+75.00
VPI EL 820.50

STA 96+50
BEGIN EBS
DEPTH 2.0'

STA 104+20
END EBS
DEPTH 2.0'

EXISTING ELEVATION
PROPOSED ELEVATION

VPC STA 106+60.00
VPC EL 825.93

VPI STA 107+75.00
VPI EL 826.50

VPT STA 108+90.00
VPT EL 825.41

VPC STA 109+50.00
VPC EL 830.93

VPI STA 110+00.00
VPI EL 832.20

VPT STA 110+50.00
VPT EL 835.76

VPOT STA 110+75.00
VPOT EL 834.54

+2.53%

+3.12%

827.71 827.91
822.38 825.20
814.72 823.12
807.80 821.69
802.50 821.02
799.80 821.13
798.30 821.63
797.80 822.13
797.83 822.63
797.99 823.13
798.88 823.63
800.21 824.13
802.01 824.63
804.56 825.13
808.37 825.63
813.01 826.20
819.81 827.49
827.88 829.67
832.35 832.27
835.38
837.54

860.0 850.0 840.0 830.0 820.0 810.0 800.0 790.0

90 95 100 105 110

MCCANN DRIVE R/L PROFILE

VPI STA 10+11.71
VPI EL 821.180
VPI STA 10+17.03
VPI EL 820.960
VPC STA 10+17.03
VPC EL 820.960
VPI STA 10+42.03
VPI EL 819.925
VPT STA 10+67.03
VPT EL 817.925

-2.31%

-8.00%

K = 12.95
VCL 50.00

VPOT STA 10+00.00
VPOT EL 821.450

K = 13.56
VCL 100.00

-0.63%

VPC STA 12+25.00
VPC EL 805.287
VPI STA 12+75.00
VPI EL 801.287
VPT STA 13+25.54
VPOT EL 800.970
VPT STA 13+25.00
VPT EL 800.973

830 820 810 800 790 780 770

860.0 850.0 840.0 830.0 820.0 810.0 800.0 790.0

806.34 821.45
799.16 815.28
796.89 807.28
799.43 801.36

10 11 12 13

STATE PROJECT NUMBER: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PLAN & PROFILE: KETTERHAGEN RD STA 91+00 - STA 110+75	SHEET NO: 282	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\050112_pp.dgn
PLOT DATE : 03/08/2007
PLOT BY : wally_w
ORG DATE :
Originator : KAPUR AND ASSOCIATES
PLOT SCALE : -

WISDOT/CADDS SHEET 40

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

Standard Detail Drawing List

08A5-16A	INLET COVERS TYPE A, H, A-S, & H-S
08A5-16B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A5-16C	INLET COVERS TYPE F, HM, HM-S, S, V, HM-GJ, & HM-GJ-S
08A5-17D	INLET COVER, TYPE Z MANHOLE COVERS, TYPE K, J, J-S, J-H, J-H-S, L & M
08B6-4	MANHOLES TYPE 1
08B7-4	MANHOLES TYPE 2 & 3
08C1-5	INLETS TYPE 1, 2, 3 & 4
08C5-2	INLETS TYPE 8, 9, 10, AND 11
08D1-14	CONCRETE CURB, CONCRETE CURB AND GUTTER & PAVEMENT TIES
08D4-3	CONCRETE SURFACE DRAIN & ASPHALTIC FLUME
08D5-11A	CURB RAMPS TYPES 1 AND 1-A
08D5-11B	CURB RAMPS TYPES 2 AND 3
08D5-11C	CURB RAMPS TYPE 4A
08D5-11D	CURB RAMPS TYPE 4B
08D5-11E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E4-2	SOD OR MASONRY AND SOD DITCH CHECKS
08E8-3	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E9-6	SILT FENCE
08E10-2	INLET PROTECTION TYPE A, B, C AND D
08F1-11	APRON ENDWALLS FOR CULVERT PIPE
08F4-5	JOINT TIES FOR CONCRETE PIPE
08F5-1	CLASS "B" BEDDING FOR CULVERT PIPE OR STORM SEWER
08F6-4	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
09A1-12A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A1-12B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
09B2-7	CONDUIT
09B4-9	PULL BOX
09C2-4	CONCRETE BASES, TYPES 1, 2 & 5
09C3-2	TRANSFORMER/PEDESTAL BASES
09C6-4	CONCRETE CONTROL CABINET BASE, TYPE 9
09D1-3	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D2-2	SIGNAL OR LIGHTING CONTROL CABINET
09E1-6A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E1-6D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E1-4G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E3-2	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E6-2	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E7-3	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09F8-3	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
09F15-3B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
11A1-3	MAINTENANCE CROSSOVER FOR FREEWAYS
11B2-2	CONCRETE MEDIAN NOSE
12A3-8	NAME PLATE (STRUCTURES)
13A3-4	CONCRETE PAVEMENT SHOULDERS
13B2-4	CONCRETE PAVEMENT APPROACH SLAB
13C1-11	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES
14B7-11A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B7-11B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B7-11C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B7-11D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B7-11E	CONCRETE BARRIER TEMPORARY PRECAST, 10'-0"
14B7-11F	CONCRETE BARRIER TEMPORARY PRECAST, 10'-0"
14B15-5A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-5B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B16-3A	CLASS "A" STEEL PLATE BEAM GUARD END TREATMENT WITH ANCHORAGE, TYPE 2
14B16-3B	CLASS "A" STEEL PLATE BEAM GUARD END TREATMENT WITH ANCHORAGE, TYPE 2
14B18-5A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B18-5B	STEEL PLATE BEAM GUARD, CLASS "A" AT MEDIAN APPROACH TO BRIDGES
14B20-6A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-6B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END AND VERTICAL FACED PARAPETS
14B22-3A	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B22-3B	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B24-4A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-4B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-4C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B26-1A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-1B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-1C	STEEL THRIE BEAM BULLNOSE TERMINAL

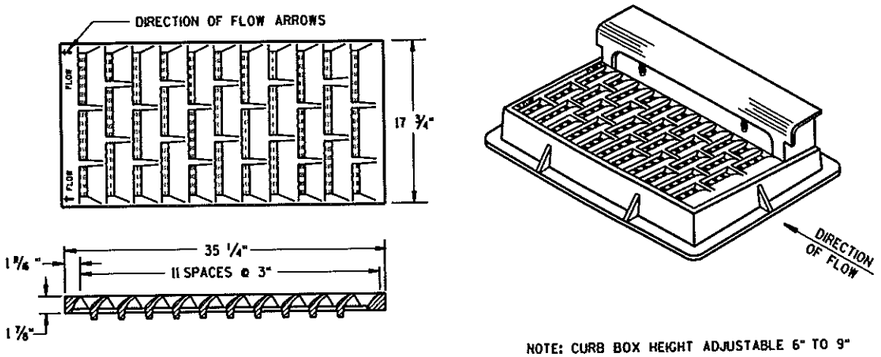
6

Standard Detail Drawing List

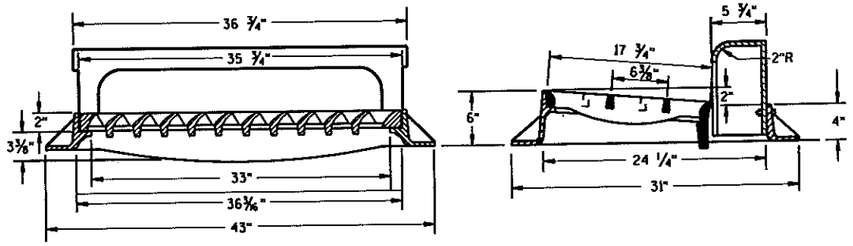
14B26-1D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-1E	STEEL THRIE BEAM BULLNOSE TERMINAL
15A1-10	MARKER POST FOR RIGHT-OF-WAY
15A2-6	DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR
15A3-1	MARKER POSTS, FLEXIBLE, FOR CULVERT END
15A6-1	DELINEATOR LAYOUT
15B3-11A	CHAIN LINK FENCE
15B3-11B	CHAIN LINK FENCE
15C2-4A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C2-4B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C2-4C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C3-1	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C4-1	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C6-5	SIGNING & MARKING FOR TWO LANE BRIDGES
15C7-8A	PAVEMENT MARKING SYMBOLS
15C7-8B	PAVEMENT MARKING WORDS
15C8-10A	PAVEMENT MARKING (MAINLINE)
15C8-10B	PAVEMENT MARKING (INTERSECTIONS)
15C8-10D	PAVEMENT MARKING (LEFT TURN LANE)
15C8-10E	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C8-10F	PAVEMENT MARKING (RAMPS & GORES)
15C10-8A	WET WEATHER MARKINGS WET REFLECTIVE TAPE (MAINLINE)
15C11-5	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-3	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-1	MEDIAN ISLAND MARKING
15D12-2	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
15D29-1	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
16A1-6	LANDMARK REFERENCE MONUMENTS AND COVERS

6

NOTE:
GRATE IS REVERSIBLE.



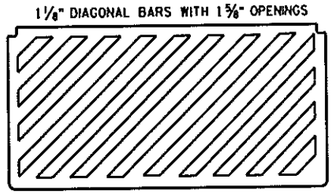
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

(APPROXIMATE WEIGHT 422 LBS.)
FRAME..... 175 LBS.
GRATE..... 138 LBS.
CURB BOX..... 109 LBS.

1⅛" DIAGONAL BARS WITH 1⅝" OPENINGS



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 ¼" X 17 ¾" X 2")
(APPROXIMATE WEIGHT 172 LBS.)
GRATE..... 172 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

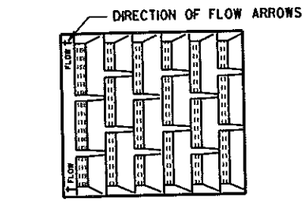
GENERAL NOTES

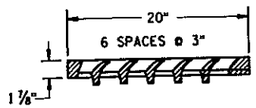
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

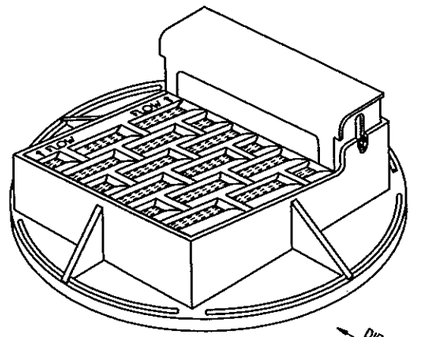
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

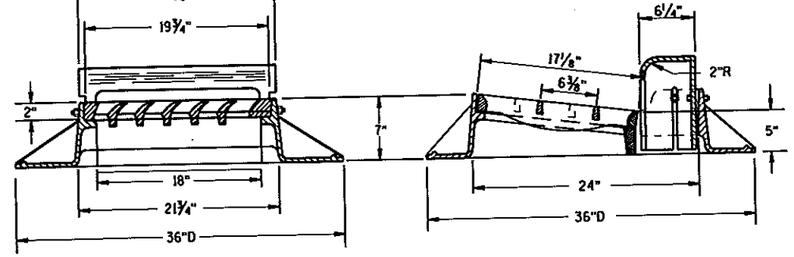






NOTE: CURB BOX ADJUSTABLE 4" TO 9"

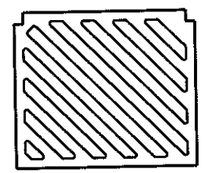
NOTE:
GRATE IS REVERSIBLE.



TYPE "A"

(APPROXIMATE WEIGHT 325 LBS.)
FRAME..... 157 LBS.
GRATE..... 84 LBS.
CURB BOX..... 84 LBS.

1" DIAGONAL BARS WITH 1½" OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 ¾" X 17" X 1⅞")
GRATE..... 84 LBS.

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

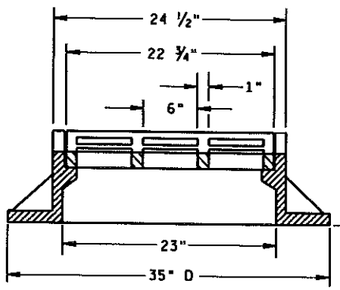
INLET COVERS
TYPE A, H, A-S, & H-S

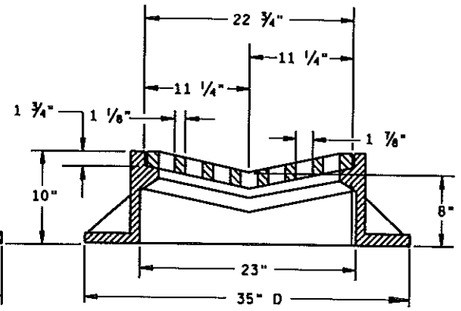
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

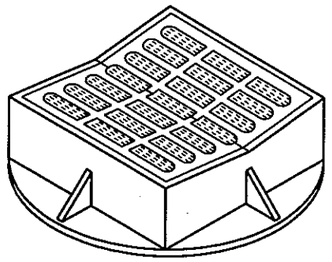
APPROVED
10/1/99
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 A 5-16a



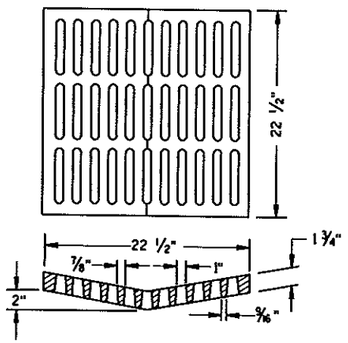




TYPE "B"

(APPROXIMATE WEIGHT 395 LBS.)

FRAME..... 285 LBS.
GRATE..... 110 LBS.

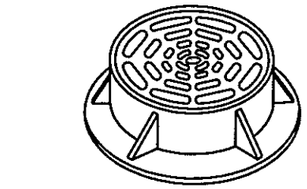


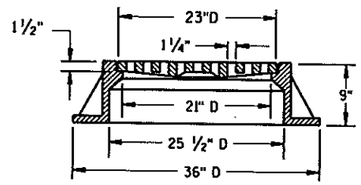
ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 125 LBS.)
GRATE..... 125 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE





TYPE "C"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME..... 235 LBS.
GRATE..... 105 LBS.

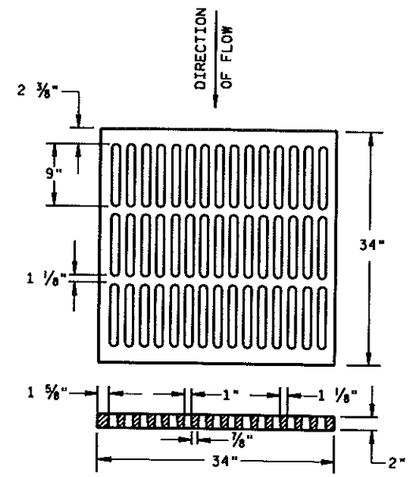
GENERAL NOTES

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.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

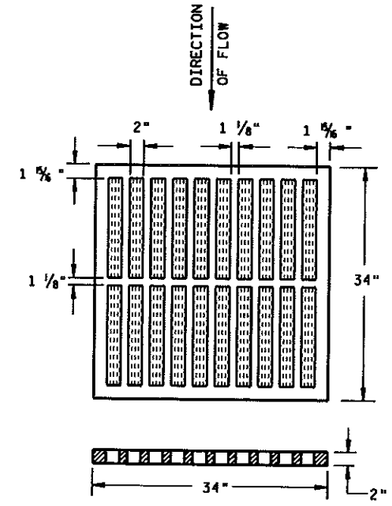


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 365 LBS.)
GRATE..... 365 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

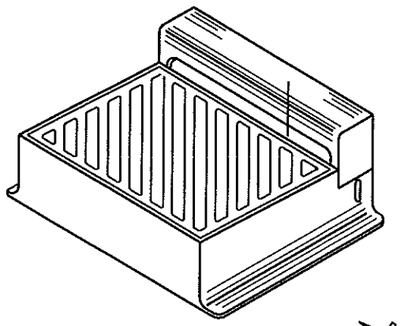


TYPE "MS"

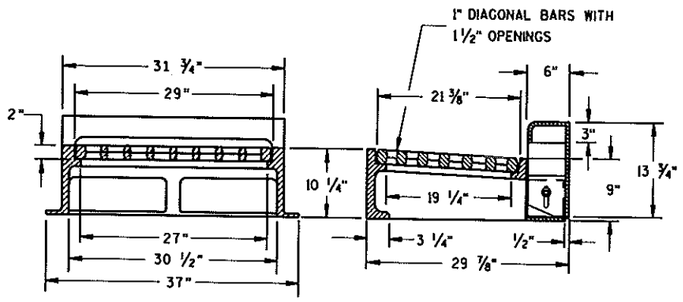
(APPROXIMATE GRATE WEIGHT 270 LBS.)
GRATE..... 270 LBS.

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 670 LBS.)

FRAME..... 360 LBS.
GRATE..... 160 LBS.
CURB BOX..... 150 LBS.

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

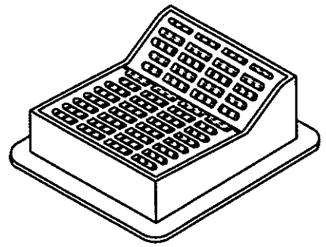
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

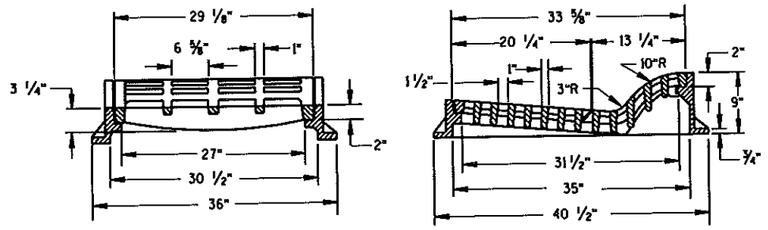
APPROVED
10/4/99
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CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 A 5-16b

S.D.D. 8 - 5-16b

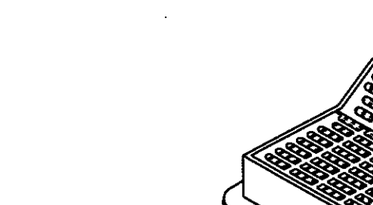


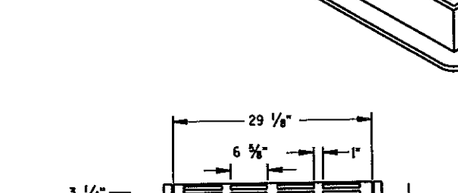


TYPE "F"

(APPROXIMATE WEIGHT 645 LBS.)
FRAME.....300 LBS.
GRATE.....165 LBS.
GRATE.....180 LBS.

USE WITH CONCRETE CURB & GUTTER, 36 INCH.

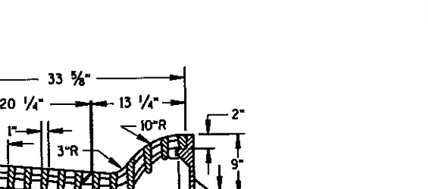




TYPE "S"

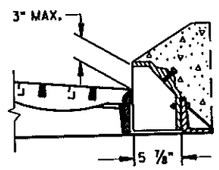
(APPROXIMATE WEIGHT 334 LBS.)
FRAME.....165 LBS.
GRATE.....169 LBS.





TYPE "V"

(APPROXIMATE WEIGHT 405 LBS.)
FRAME.....270 LBS.
GRATE.....130 LBS.
SAFETY BAR.....5 LBS.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

(APPROXIMATE WEIGHT 79 LBS.)
CURB BOX.....79 LBS.

USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

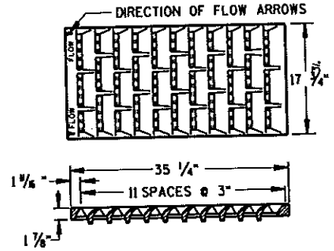
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

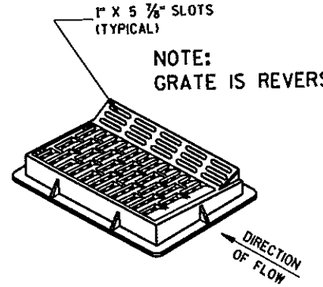
GENERAL NOTES

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.

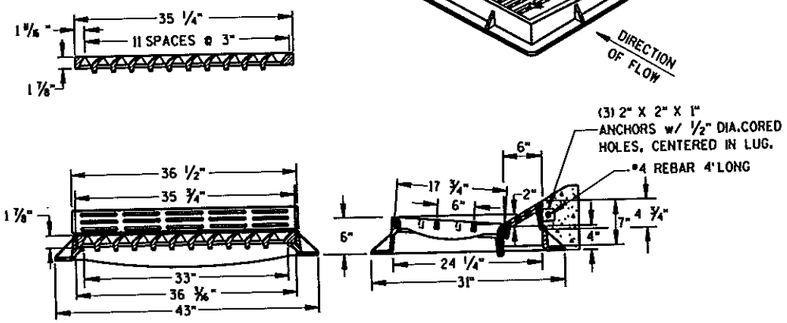
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





NOTE:
GRATE IS REVERSIBLE.



TYPE "HM"

(APPROXIMATE WEIGHT 375 LBS.)
FRAME.....175 LBS.
GRATE.....138 LBS.
CURB BOX.....62 LBS.

USE WITH 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

INLET COVERS
TYPE F, HM, HM-S, S, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

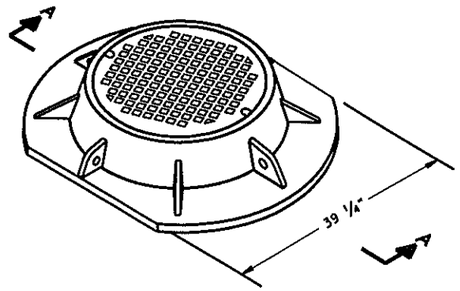
APPROVED
10/1/99
DATE

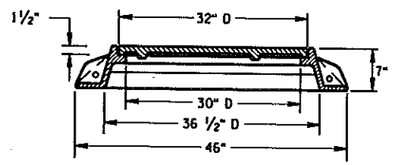
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 A 5-16c



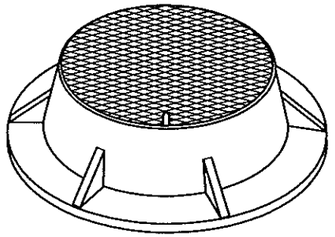


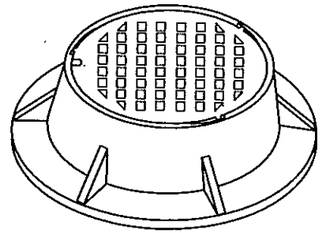
SECTION A-A

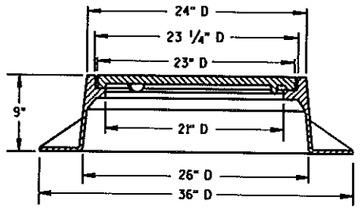
TYPE "K"

(APPROXIMATE WEIGHT 415 LBS.)

FRAME.....210 LBS.
LID.....205 LBS.



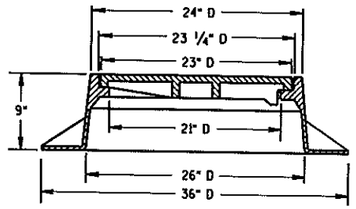




TYPE "J"

(APPROXIMATE WEIGHT 250 LBS.)

FRAME.....135 LBS.
LID.....115 LBS.



TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID

(APPROXIMATE WEIGHT 245 LBS.)

FRAME.....145 LBS.
LID.....100 LBS.

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

GENERAL NOTES

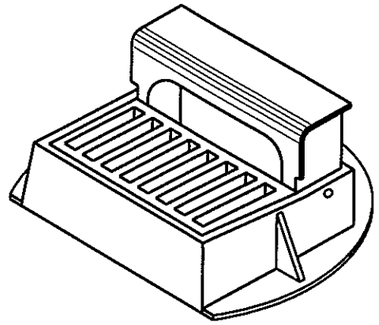
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

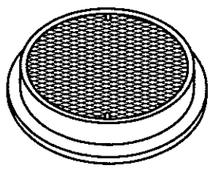
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

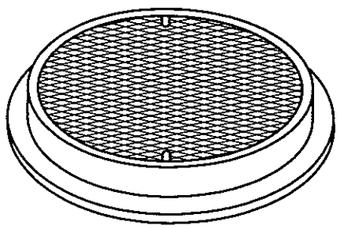
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

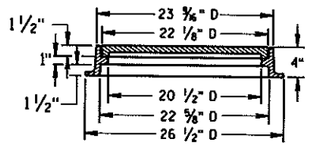
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

(1) MANUFACTURER MAY PROVIDE ADDITIONAL SEALS OR GASKETS.





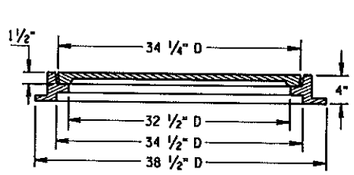




TYPE "L"

(APPROXIMATE WEIGHT 145 LBS.)

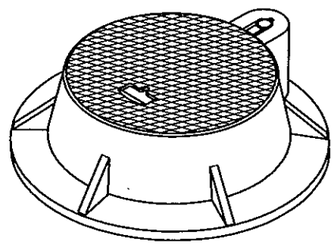
FRAME.....75*
LID.....70*

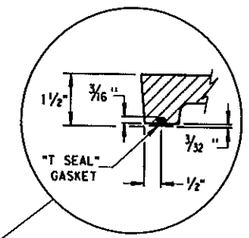


TYPE "M"

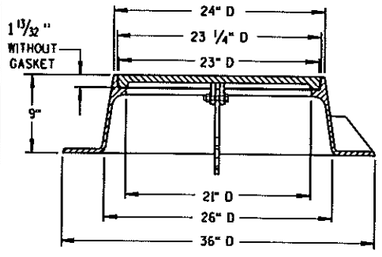
(APPROXIMATE WEIGHT 385 LBS.)

FRAME.....125*
LID.....260*





"T SEAL" GASKET DETAIL



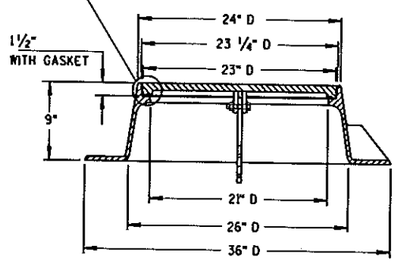
TYPE "J" HINGED

LID WITHOUT "T SEAL" GASKET

(APPROXIMATE WEIGHT 310 LBS.)

FRAME.....190 LBS.
LID.....120 LBS.

(NOTED AS TYPE J-H ON THE DRAINAGE TABLE)



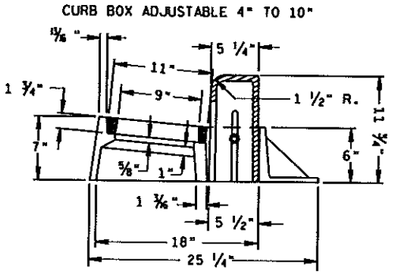
TYPE "J" HINGED-SPECIAL (1)

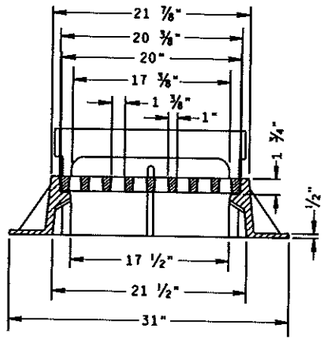
LID WITH "T SEAL" GASKET

(APPROXIMATE WEIGHT 310 LBS.)

FRAME.....190 LBS.
LID.....120 LBS.

(NOTED AS TYPE J-S-H ON THE DRAINAGE TABLE)





INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME.....198 LBS.
GRATE.....50 LBS.
CURB BOX.....92 LBS.

INLET COVER, TYPE Z
MANHOLE COVERS, TYPE
K, J, J-S, J-H, J-H-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05
DATE
FHWA

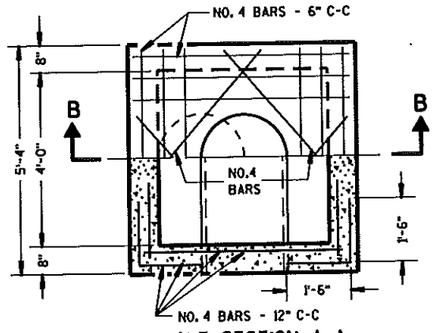
CHIEF ROADWAY DEVELOPMENT ENGINEER

6

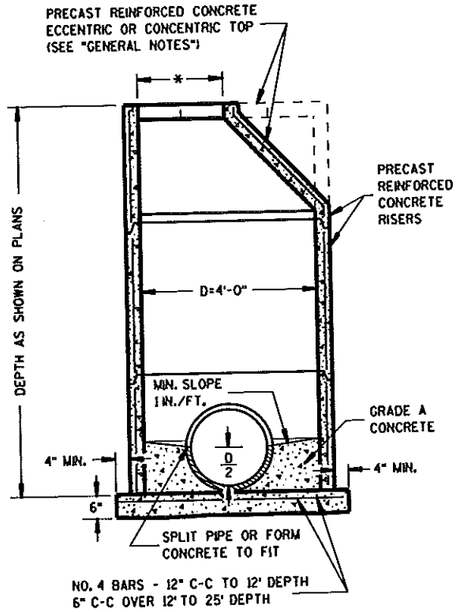
S.D.D. 8 A 5-17d

6

S.D.D. 8 A 5-17d



HALF SECTION A-A



PRECAST REINFORCED CONCRETE

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.

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 I-C", "CATCH BASINS I-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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 CONFORMING TO AASHTO M 199 SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT.

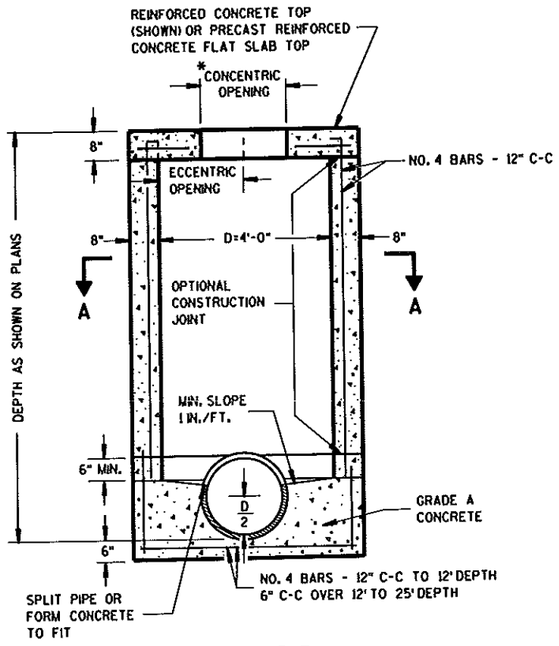
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.

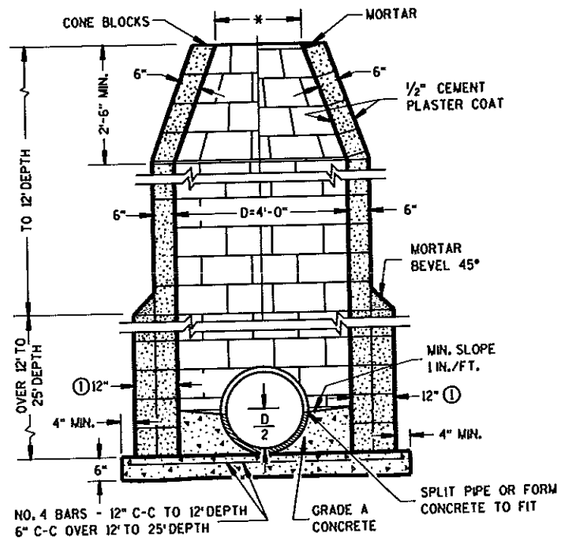
ALL PRECAST INLET UNITS AND MANHOLES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

* USE 2'-0" DIAMETER OPENING WITH TYPE "C", "L" AND "J" COVERS, OR 3'-0" DIAMETER WITH TYPE "K" AND "M" COVERS.

① 2 COURSES 6" BLOCK.



SECTION B-B
REINFORCED CONCRETE



CONCRETE BLOCK

MANHOLES TYPE 1

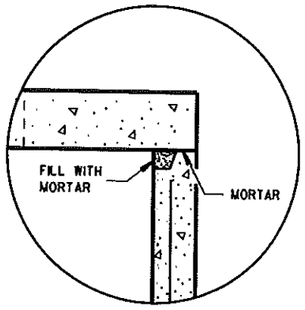
MANHOLES TYPE 1	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 9/9/05 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

6

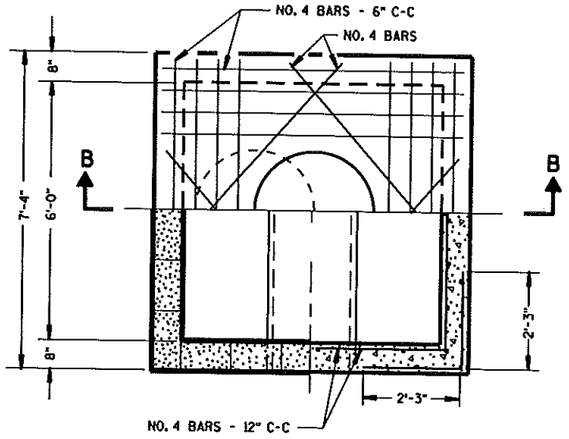
6

S.D.D. 8 B 6-4

S.D.D. 8 B 6-4



DETAIL "A"



HALF 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.

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 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

STEPS CONFORMING TO AASHTO M 199 SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

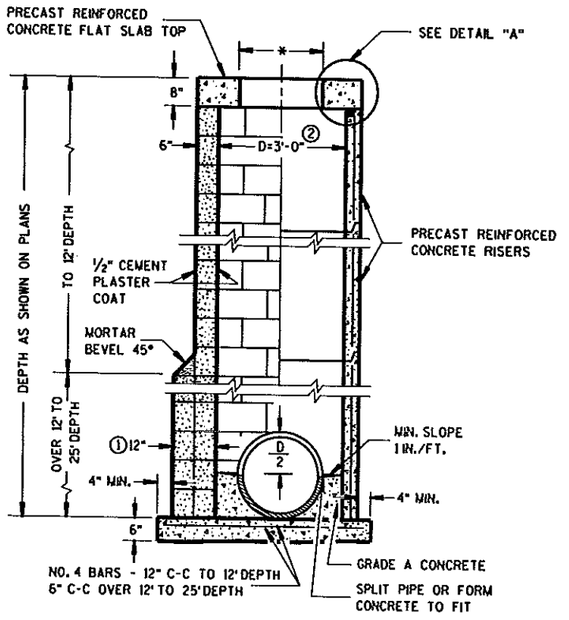
PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS AND MANHOLES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

* USE 2'-0" DIAMETER OPENING WITH TYPE "C", "L" AND "J" COVERS, OR 3'-0" DIAMETER WITH TYPE "K" AND "M" COVERS.

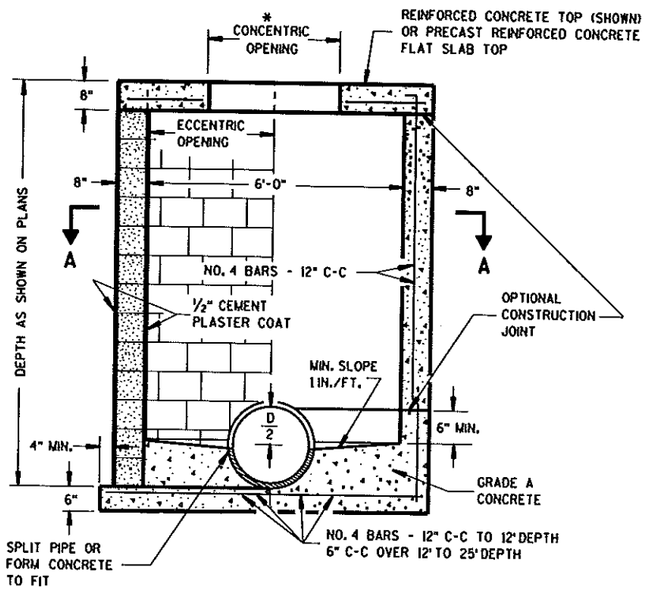
① 2 COURSES 6" BLOCK.

② WHEN CONNECTING PIPES ARE 24" OR LARGER THE PRECAST MANHOLES MAY BE INCREASED TO 42" DIAMETER.



CONCRETE BLOCK ② PRECAST REINFORCED CONCRETE

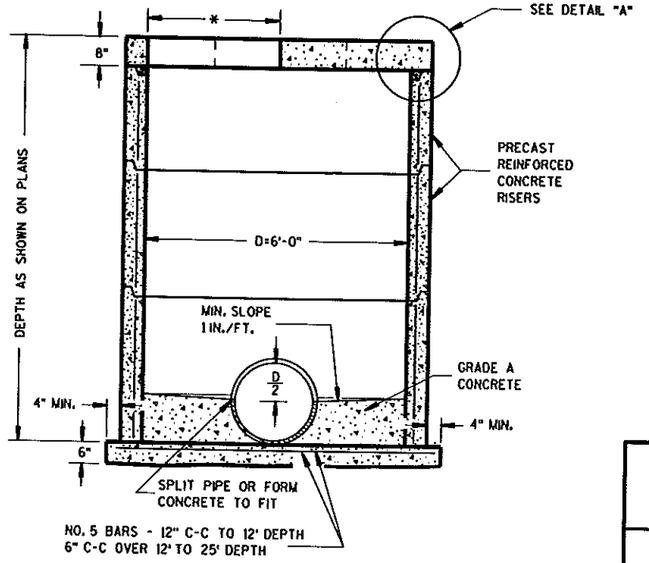
MANHOLES TYPE 2



SECTION B-B

CONCRETE BLOCK REINFORCED CONCRETE

MANHOLES TYPE 3



PRECAST REINFORCED CONCRETE

MANHOLES TYPE 2 & 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 9/9/05 DATE — /S/ Jerry H. Zogg, ROADWAY STANDARDS DEVELOPMENT ENGINEER

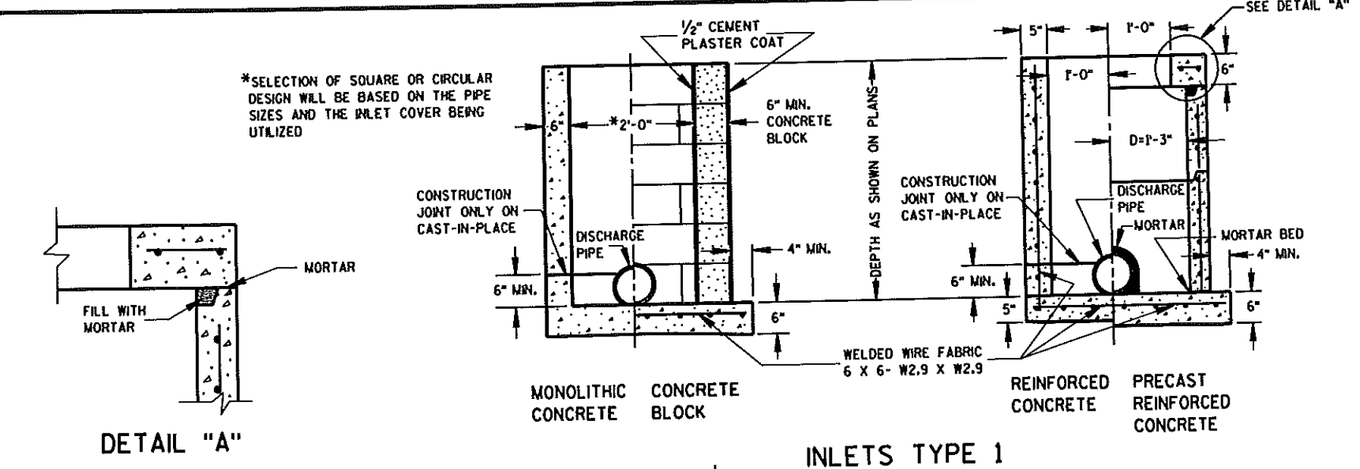
FHWA

6

S.D.D. 8 B 7-4

6

S.D.D. 8 B 7-4



INLETS TYPE 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.

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 PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

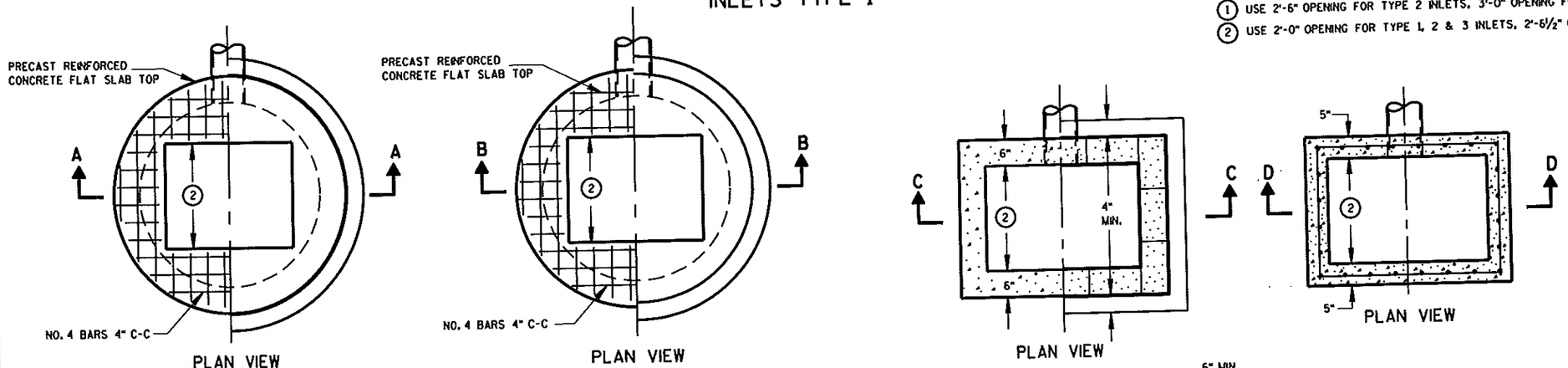
PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

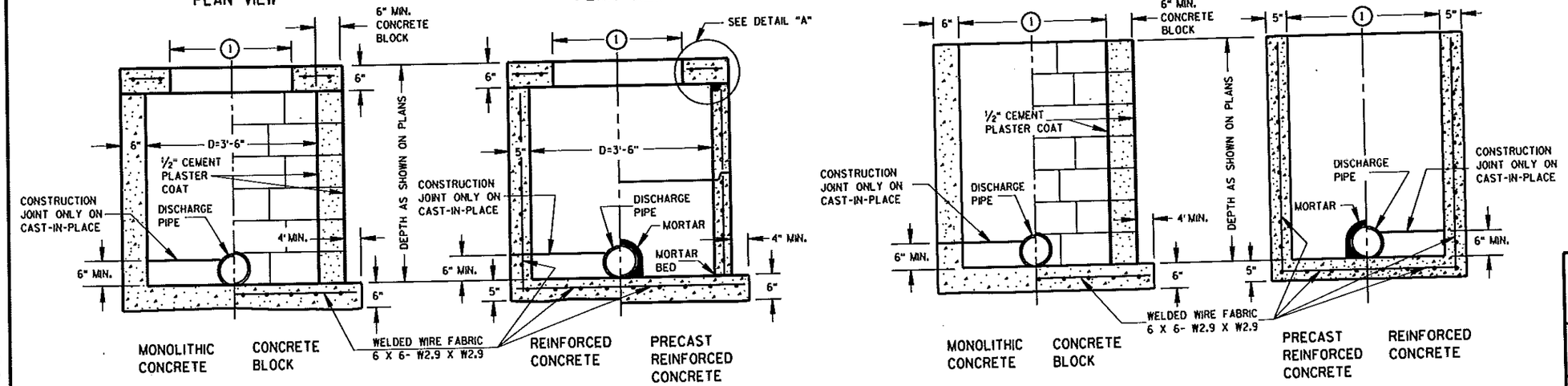
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

(1) USE 2'-6" OPENING FOR TYPE 2 INLETS, 3'-0" OPENING FOR TYPE 3 INLETS, AND 2'-11" FOR TYPE 4 INLETS.

(2) USE 2'-0" OPENING FOR TYPE 1, 2 & 3 INLETS, 2'-6½" OPENING FOR TYPE 4 INLETS.





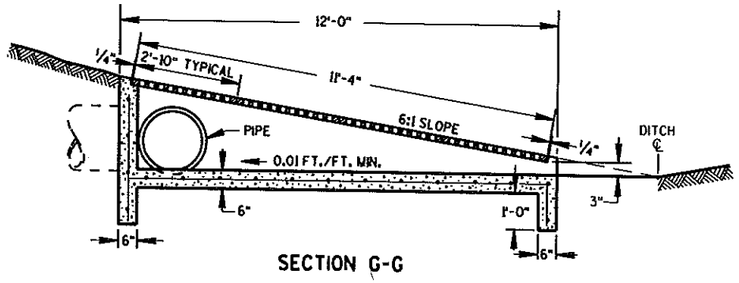
INLETS TYPE 2, 3 & 4

INLETS TYPE 1, 2, 3 & 4

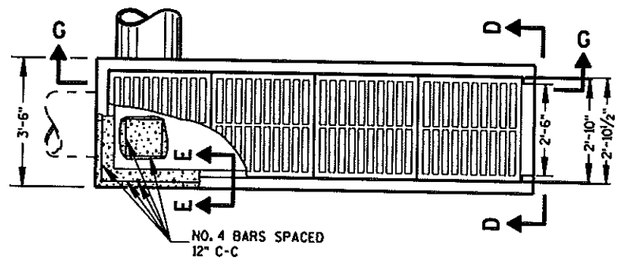
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 8/26/94 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 C 1-5



SECTION G-G



PLAN VIEW

GENERAL NOTES

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

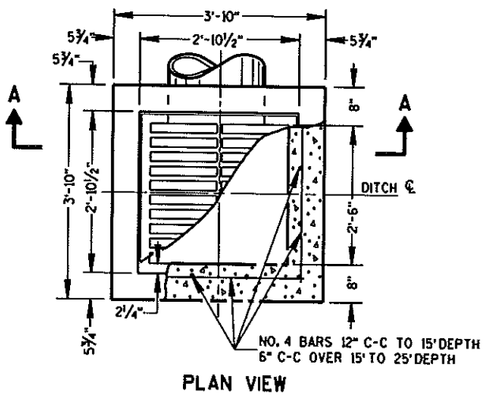
DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

PRECAST REINFORCED CONCRETE INLET UNITS, IF USED, SHALL CONFORM TO THE REQUIREMENTS OF THE CATCH BASINS, MANHOLES AND INLETS SECTION OF THE STANDARD SPECIFICATIONS. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A CORRECTED LIST OF SIZES IS FURNISHED BY THE ENGINEER.

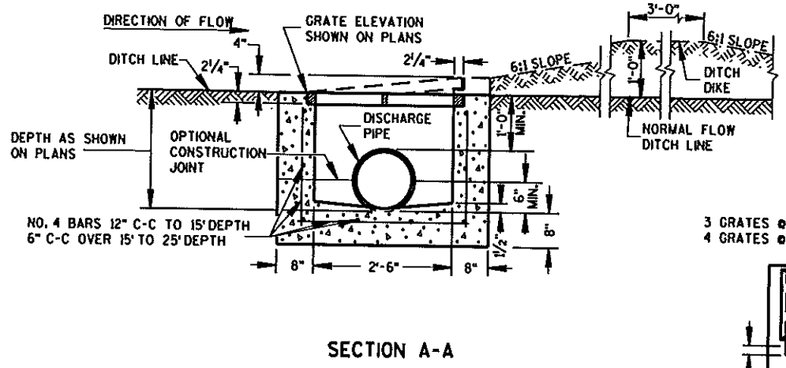
ALL INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 8-MS", ETC. THIS DESIGNATION IS INTERPRETED TO MEAN THAT THE NUMBER, OR FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER OR IRON CASTING TO BE USED THEREWITH TO COMPRISE THE COMPLETE UNIT.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

REINFORCED CONCRETE INLET TYPE 11

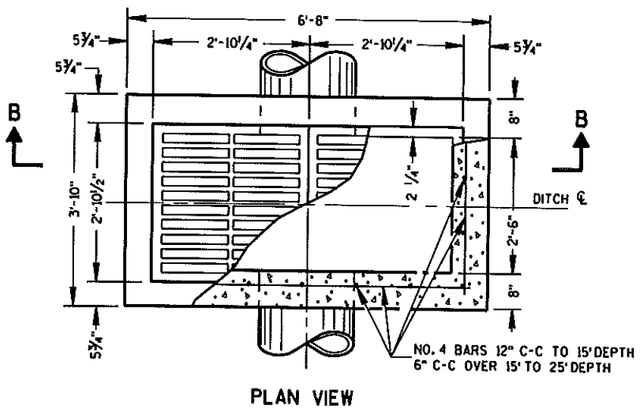


PLAN VIEW

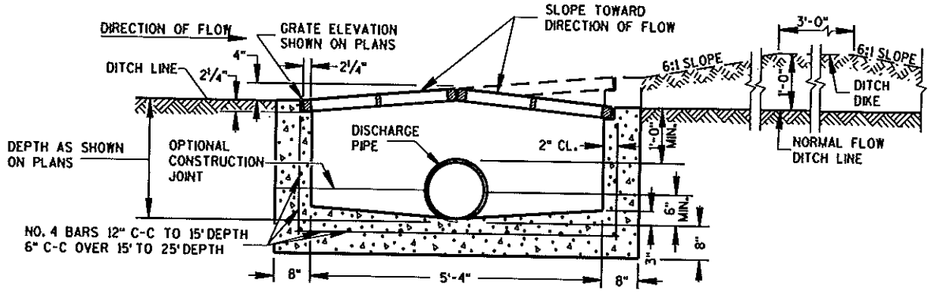


SECTION A-A

REINFORCED CONCRETE INLET TYPE 8

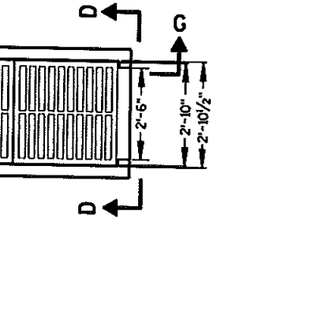


PLAN VIEW

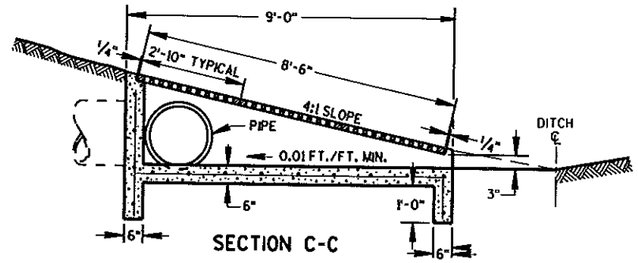


SECTION B-B

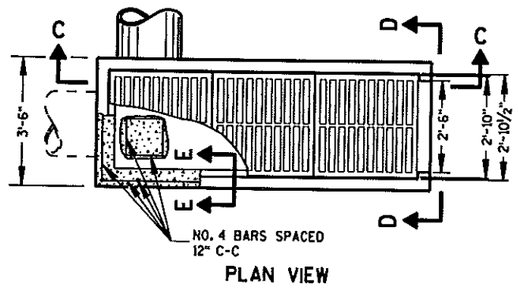
REINFORCED CONCRETE INLET TYPE 9



SECTION D-D

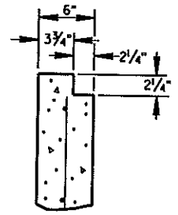


SECTION C-C



PLAN VIEW

REINFORCED CONCRETE INLET TYPE 10



SECTION E-E

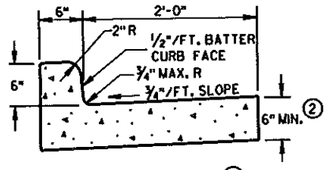
INLETS TYPE 8, 9, 10 AND 11

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

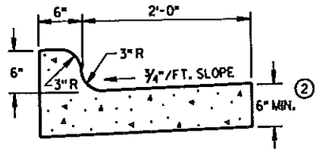
APPROVED
8/10/94
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 C 5-2

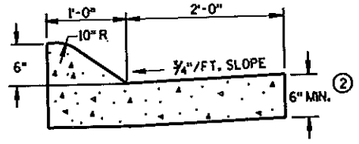
S.D.D. 6 5-2



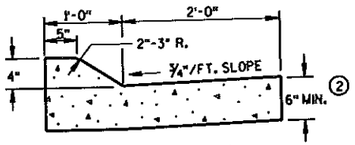
TYPES A & D ①



TYPES K & L ①



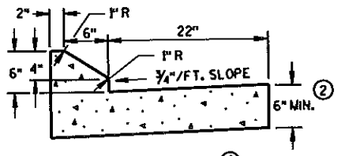
(6" MOUNTABLE CURB)



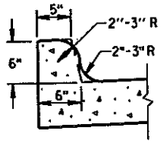
(4" MOUNTABLE CURB)

TYPES A & D ①

CONCRETE CURB & GUTTER 36"

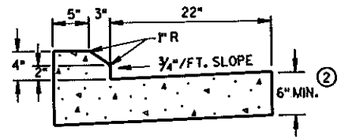


TYPES G & J ①



OPTIONAL CURB SHAPE

FOR TYPES K & L ①



4" MOUNTABLE CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS 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 & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

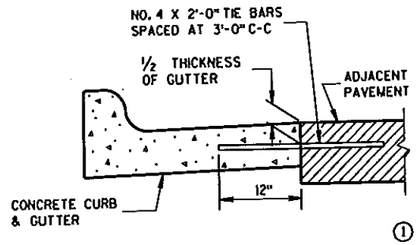
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

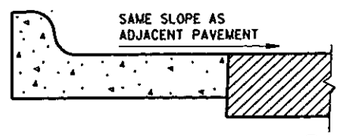
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.

② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

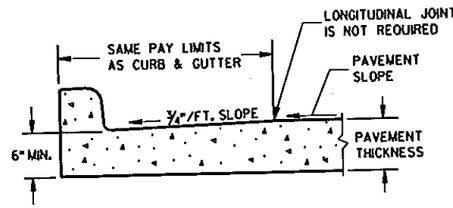
③ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



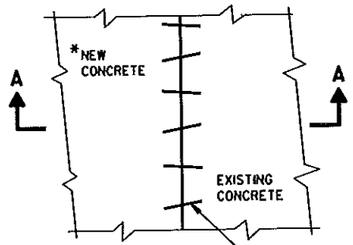
① TYPICAL TIE BAR LOCATION



③ REVERSE SLOPE GUTTER
(TYPICAL FOR ALL CURB & GUTTER TYPES)

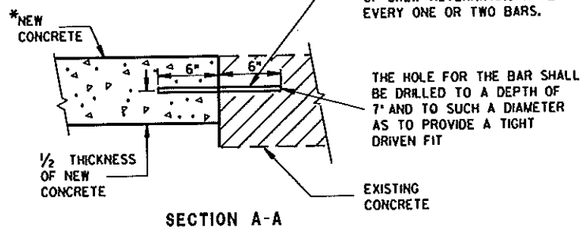


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



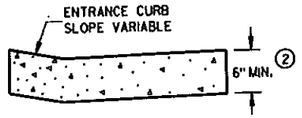
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

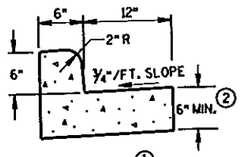


SECTION A-A

PAVEMENT TIES

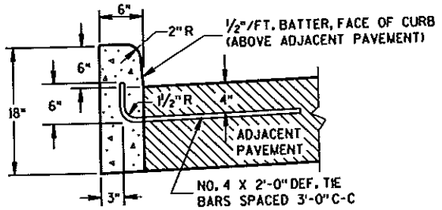


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

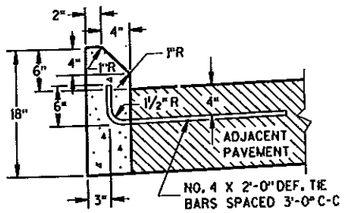


① TYPES A & D

CONCRETE CURB & GUTTER 18"

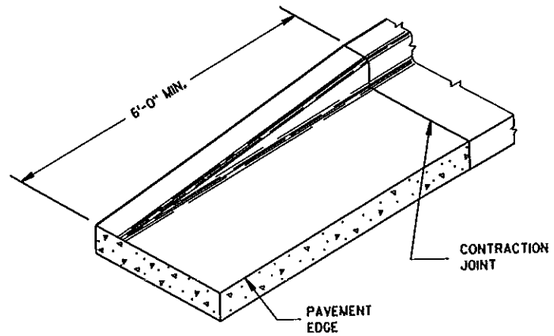


① TYPES A & D



① TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 6-7-06 (DATE)
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 D 1-14

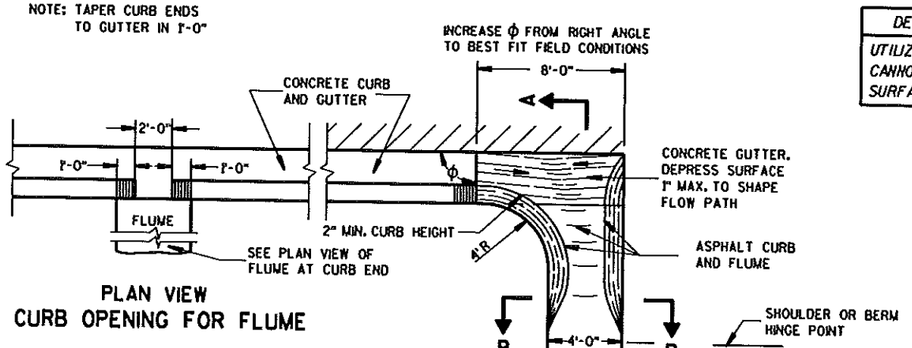
6

6

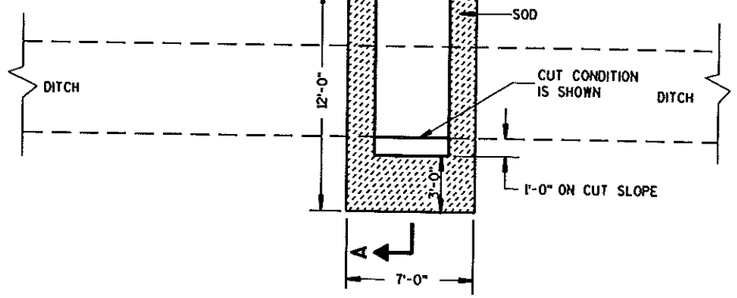
S.D.D. 8 D 1-14

ASPHALTIC FLUME

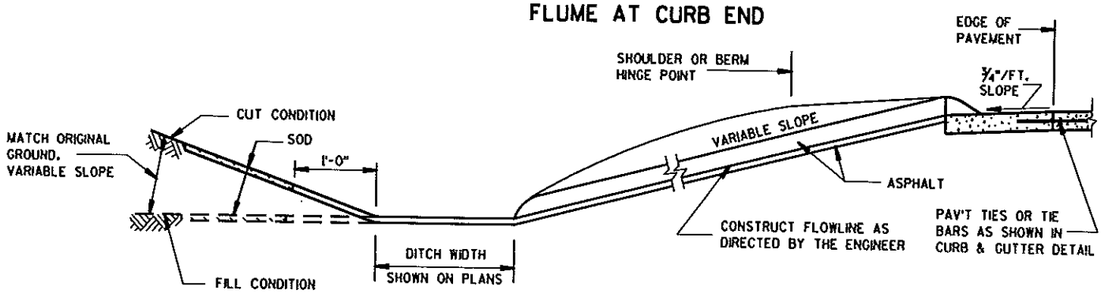
NOTE: TAPER CURB ENDS TO GUTTER IN 1'-0"



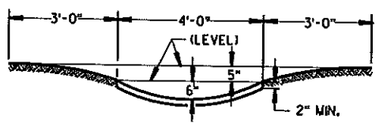
PLAN VIEW
CURB OPENING FOR FLUME



PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

DESIGN NOTES: (WILL NOT APPEAR IN CONTRACT PLANS)

UTILIZE INLETS WHERE STORM WATER VOLUME AND VELOCITY CANNOT BE ACCOMODATED EFFECTIVELY WITH A FLUME OR SURFACE DRAIN.

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.

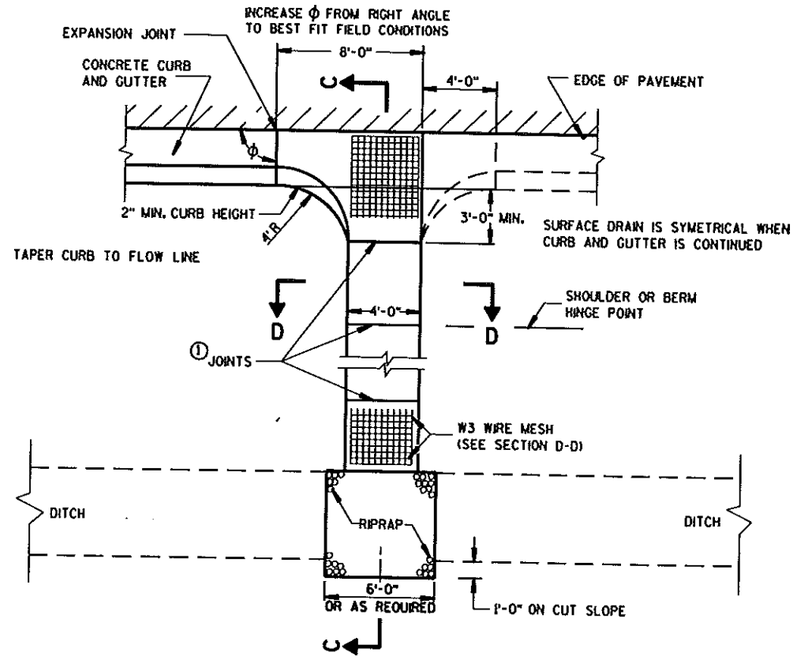
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

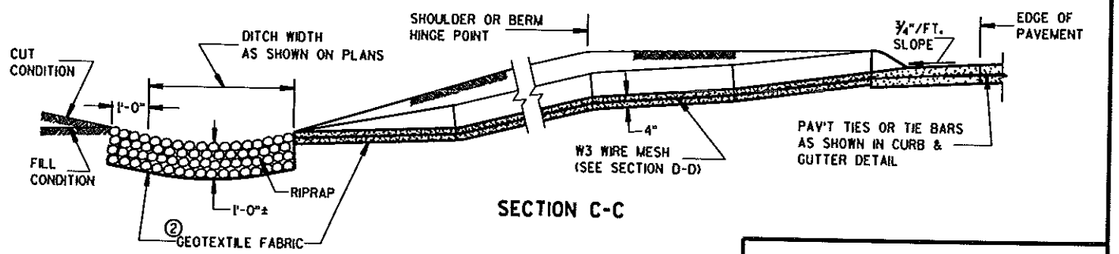
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

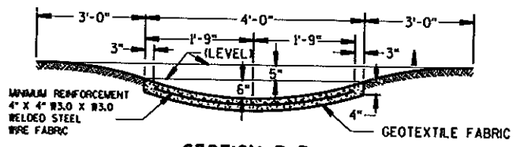
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAIN & ASPHALTIC FLUME

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/23/89
DATE
FHWA

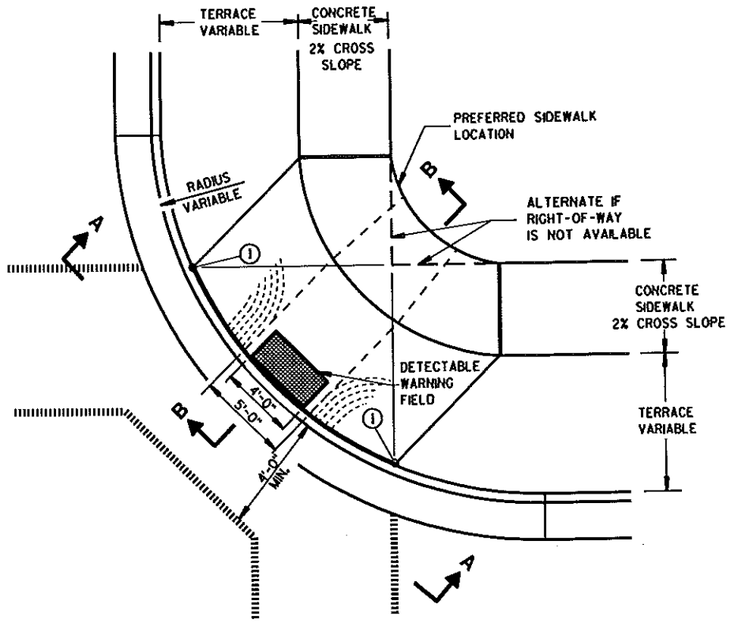
STATE DESIGN ENGINEER FOR HWYS

S.D.D. 8 D 4-3

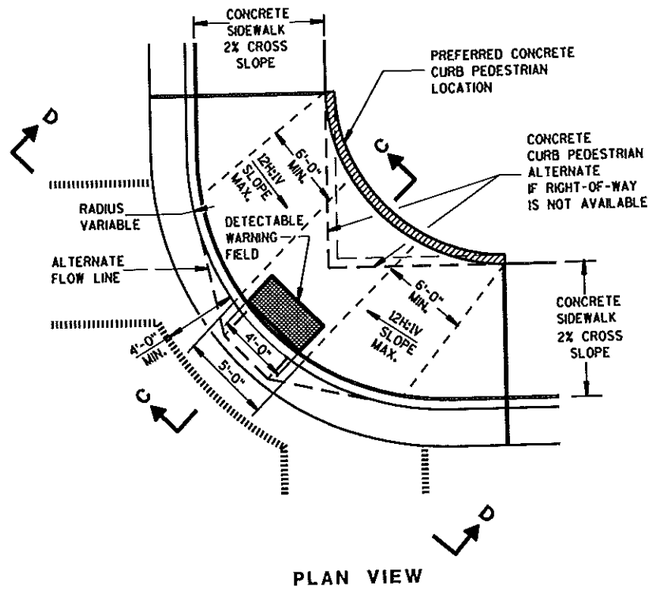
6

S.D.D. 8 D 4-3

6



PLAN VIEW
TYPE 1 RAMP
(CENTER OF CORNER RADIUS)



PLAN VIEW
TYPE 1-A RAMP
(NO TERRACE)

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.

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

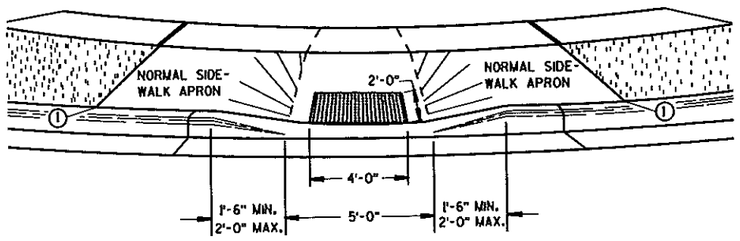
SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

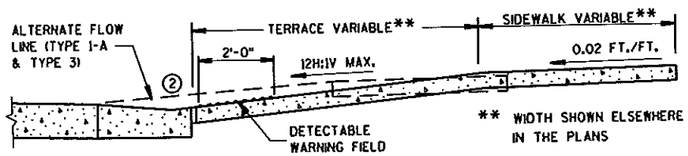
(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

LEGEND

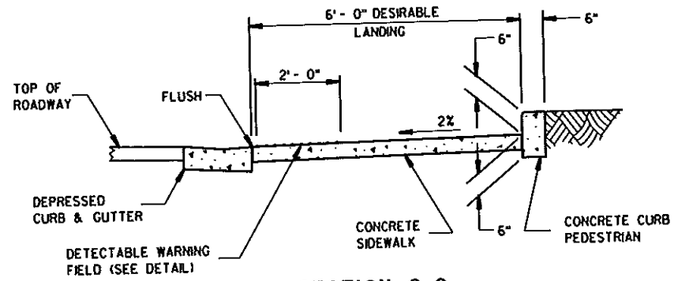
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



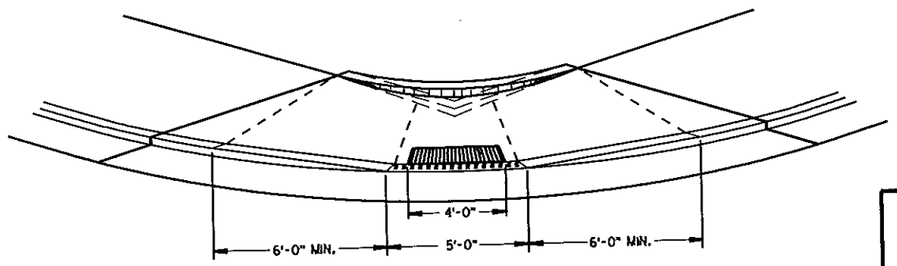
VIEW A-A



SECTION B-B



SECTION C-C



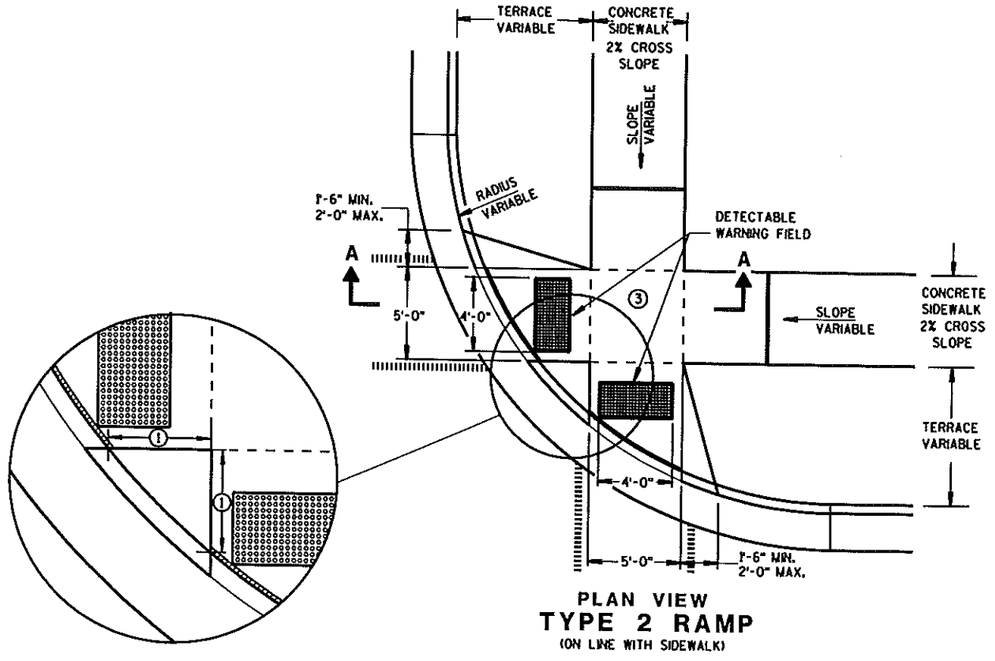
VIEW D-D

CURB RAMPS
TYPES 1 AND 1-A

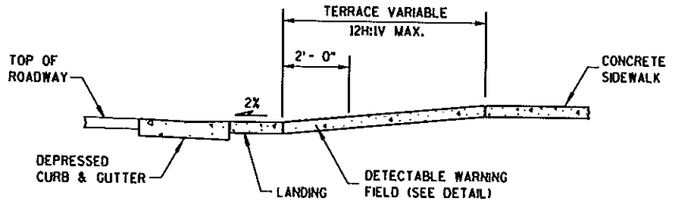
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

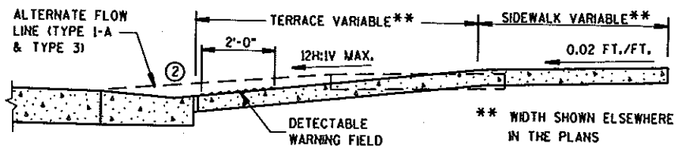
S.D.D. 8 D 5-11a



PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

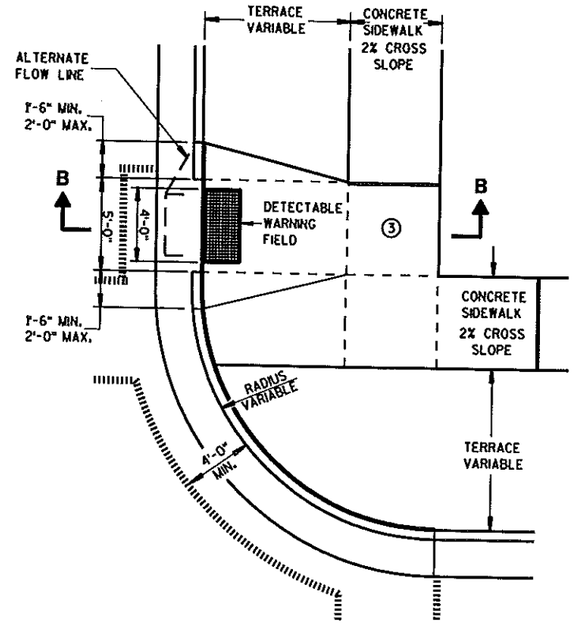
(1) WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

(3) PROVIDE LANDING AT TOP OF RAMP WITH NO MORE THAN 2% SLOPE IN ANY DIRECTION.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

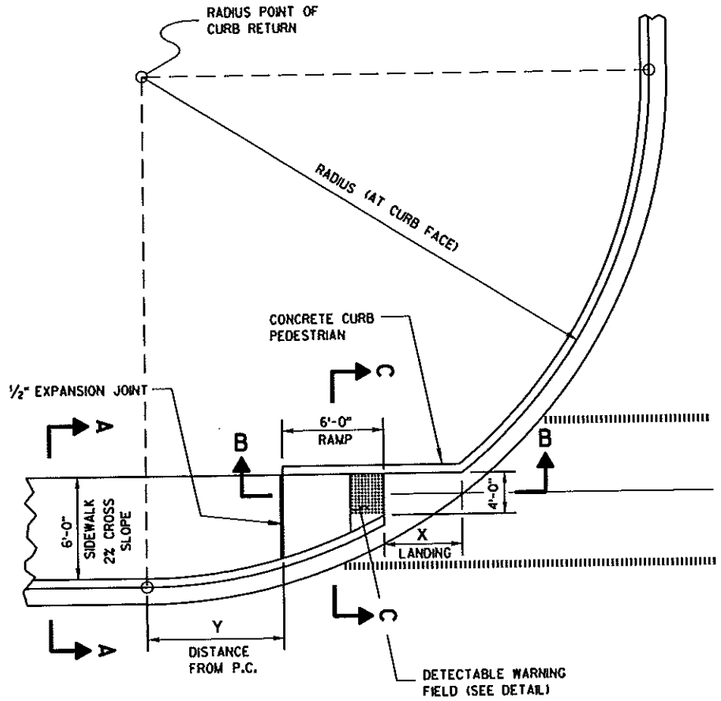
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 5-11b

6

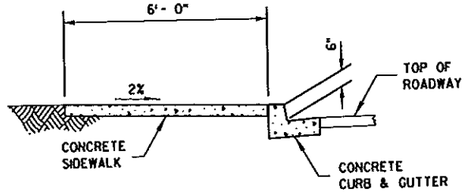
S.D.D. 8 D 5-11b



CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

INTERMEDIATE RADII CAN BE INTERPOLATED



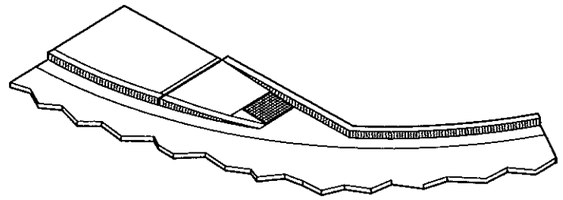
SECTION A-A

GENERAL NOTES

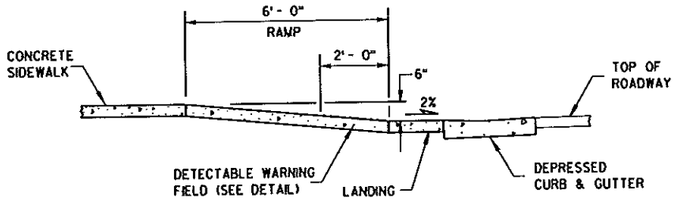
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

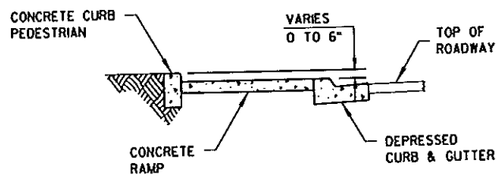
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.



ISOMETRIC VIEW



SECTION B-B



SECTION C-C

LEGEND

- ——— ½" EXPANSION JOINT-SIDEWALK
- - - - CONTRACTION JOINT FIELD LOCATED
- ||||||||||||| PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A

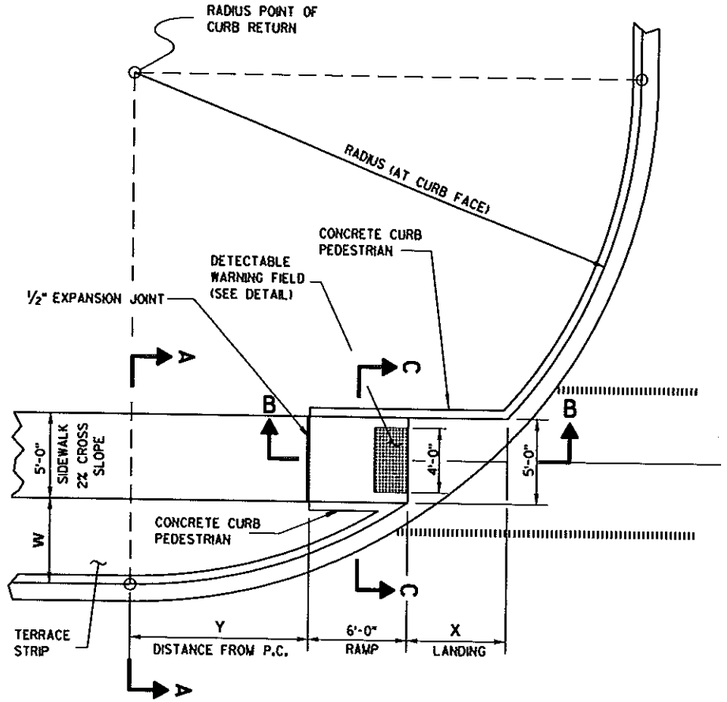
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 5-11c

6

S.D.D. 8 D 5-11c



CURB RAMP TYPE 4B
PLAN VIEW

GENERAL NOTES

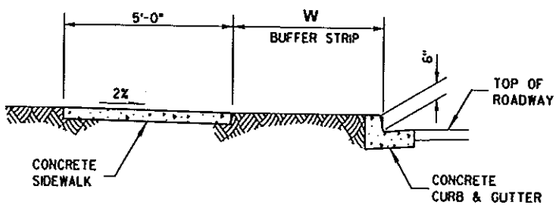
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

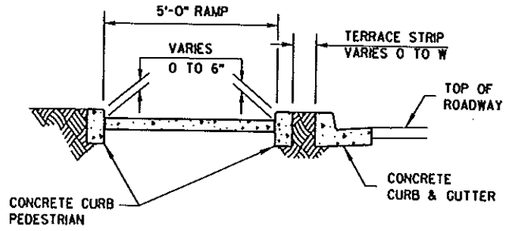
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-1¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"
70 FEET	12'-2¾"	14'-3¼"	11'-¼"	17'-4"	10'-1"	19'-11¾"	9'-3¾"	22'-4¼"	8'-8¼"	24'-6¼"
80 FEET	13'-2"	15'-8½"	11'-10½"	18'-11¾"	10'-10¾"	21'-10"	10'-1"	24'-4¾"	9'-5"	26'-8¾"
90 FEET	14'-½"	17'-½"	12'-8¼"	20'-6½"	11'-7¾"	23'-7"	10'-9¾"	26'-3¾"	10'-1¼"	28'-9½"
100 FEET	14'-10½"	18'-3¾"	13'-5½"	22'-0"	12'-4¼"	25'-2¾"	11'-5¾"	28'-1½"	10'-9"	30'-9"

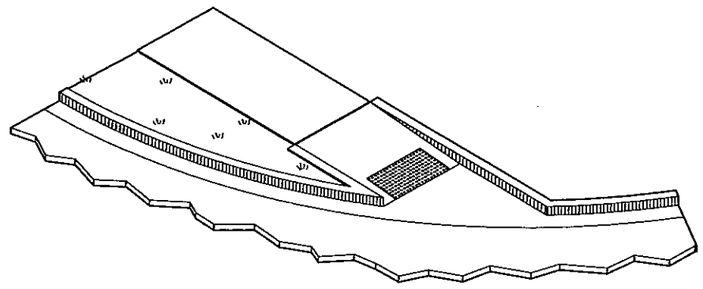
INTERMEDIATE RADII CAN BE INTERPOLATED



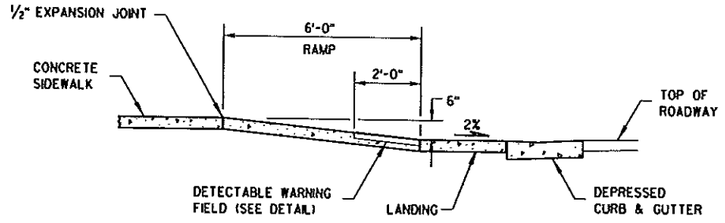
SECTION A-A



SECTION C-C



ISOMETRIC VIEW



SECTION B-B

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4B

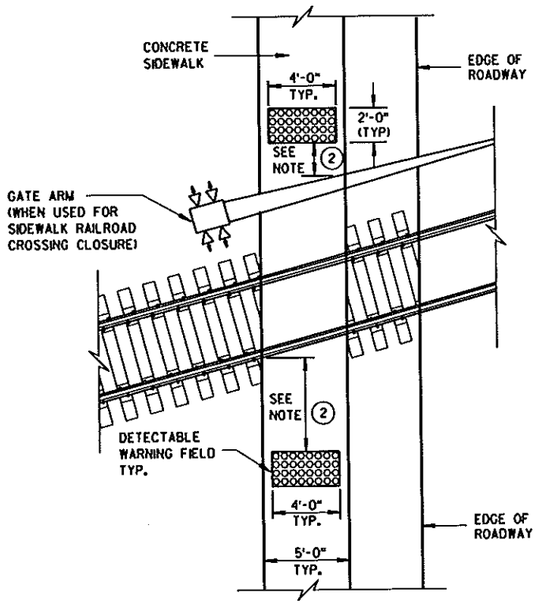
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

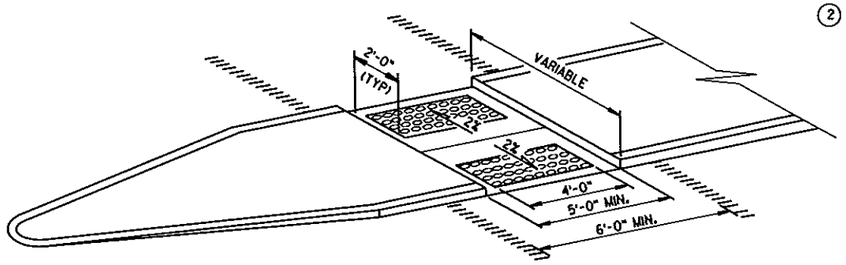
S.D.D. 8 D 5-11d

6

S.D.D. 8 D 5-11d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

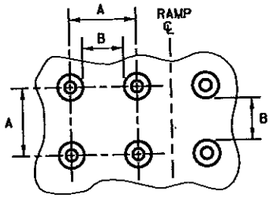
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1 FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

LEGEND

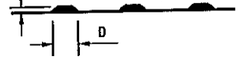
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



PLAN VIEW

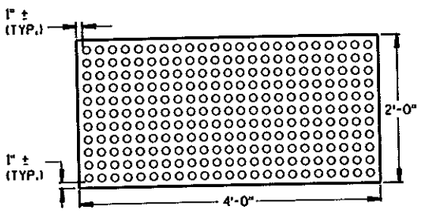
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



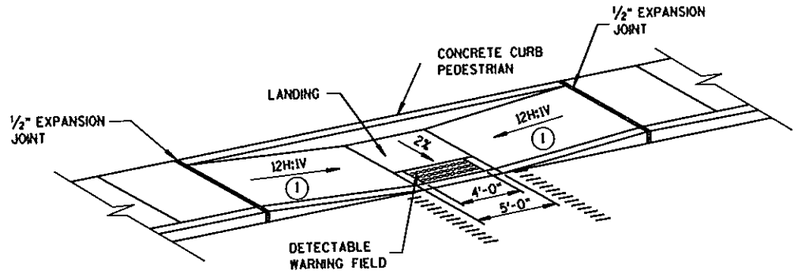
ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

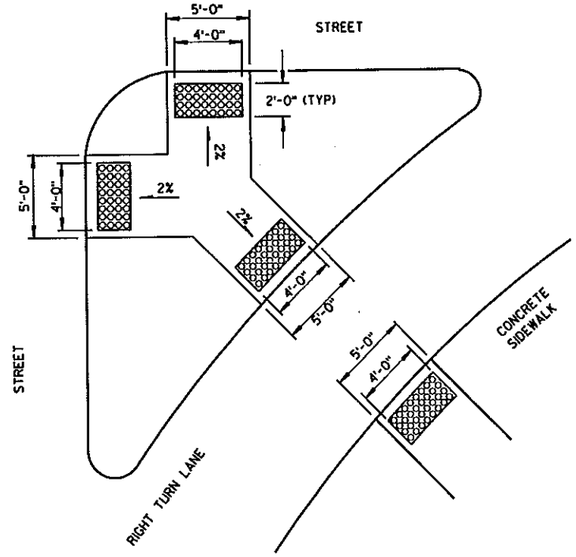


PLAN VIEW

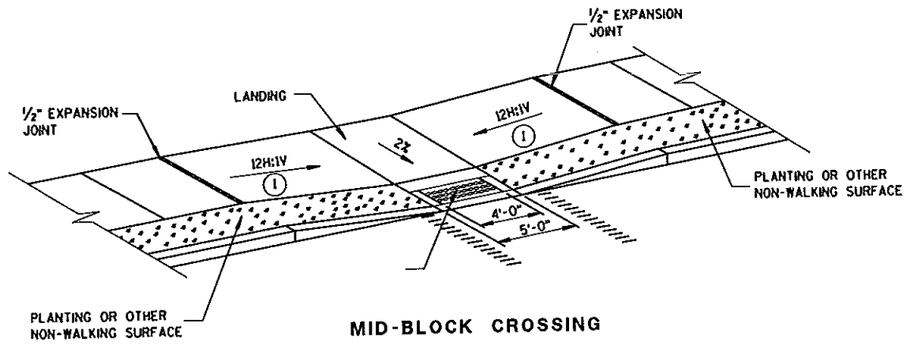
DETECTABLE WARNING FIELD (TYPICAL)



MID-BLOCK CROSSING
TYPE 7A



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

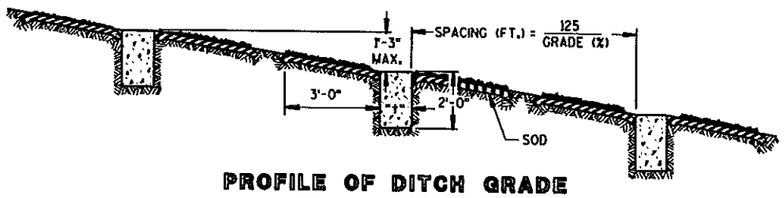
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

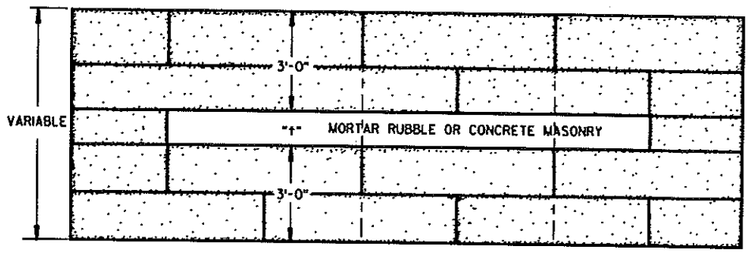
APPROVED
9/9/05 (DATE)
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 D 5-11e

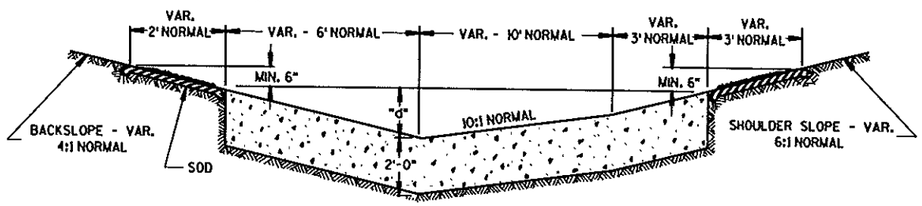


PROFILE OF DITCH GRADE

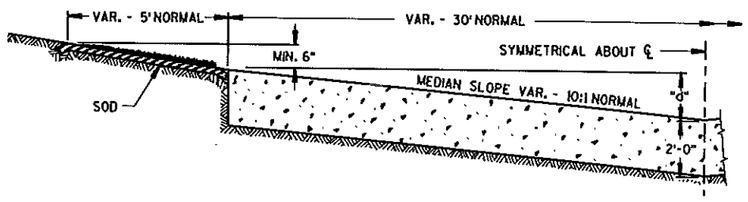


PLAN VIEW SHOWING MASONRY AND SOD

"t" - MASONRY THICKNESS SHALL BE 0'-9" FOR CONCRETE AND 1'-0" FOR MORTAR RUBBLE.



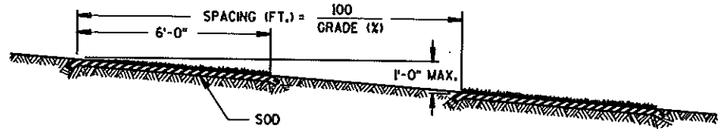
SIDE DITCH CROSS SECTION



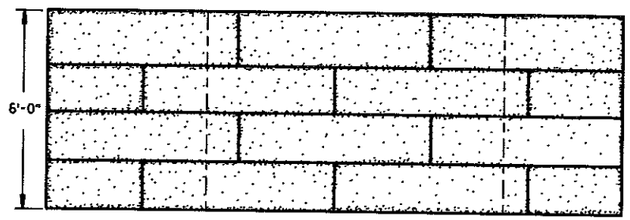
MEDIAN DITCH CROSS SECTION

"d" - THE MINIMUM DEPTH OF THE MASONRY PORTION OF THE DITCH CHECKS SHALL BE EQUAL TO THE MAXIMUM DEPTH OF FLOW. THE NORMAL "d" WILL BE 1'-6".

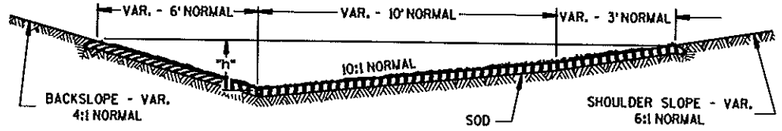
MASONRY AND SOD DITCH CHECKS



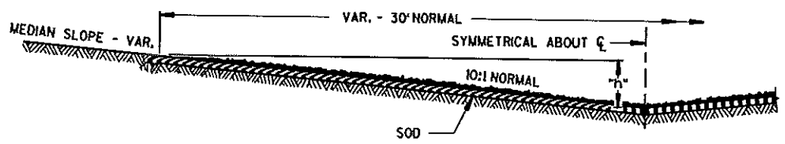
PROFILE OF DITCH GRADE



PLAN VIEW SHOWING SOD



SIDE DITCH CROSS SECTION



MEDIAN DITCH CROSS SECTION

"h" - THE MINIMUM HEIGHT OF DITCH TO BE SODDED SHALL BE EQUAL TO THE MAXIMUM DEPTH OF FLOW PLUS 6". THE NORMAL "h" WILL BE 1'-6".

SOD DITCH CHECKS

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.

ALTERNATE DESIGNS FOR DITCH CHECKS, OF THE MATERIAL OR COMBINATION OF MATERIALS SHOWN HEREON, MAY BE USED UPON WRITTEN PERMISSION OF THE ENGINEER.

SOD STRIPS FOR DITCH CHECKS MAY BE PLACED EITHER TRANSVERSELY OR LONGITUDINALLY TO THE DIRECTION OF WATER FLOW.

SOD OR MASONRY AND SOD DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 9/7/71 DATE — H. J. Dunnicliff, STATE HIGHWAY ENGINEER

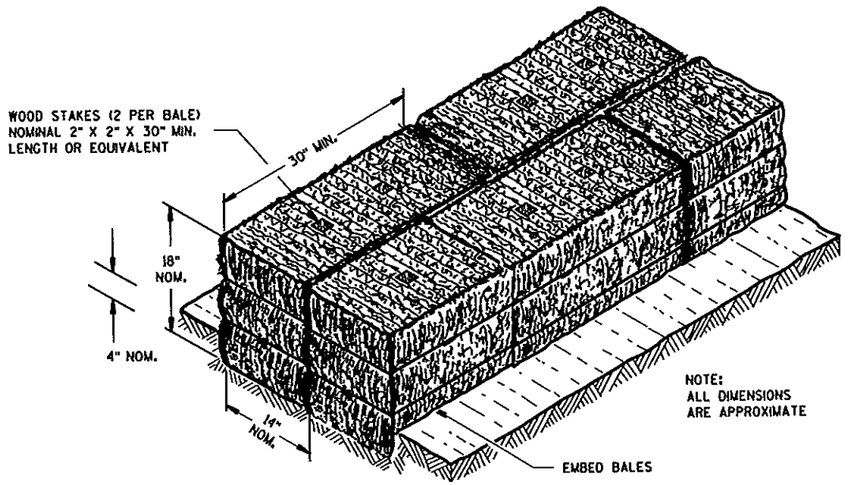
FHWA

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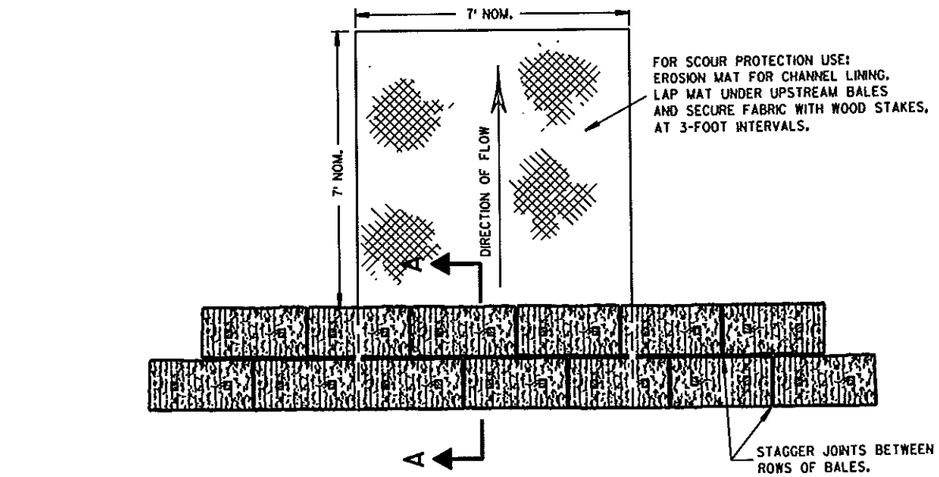
S.D.D. 8 E 4-2

6

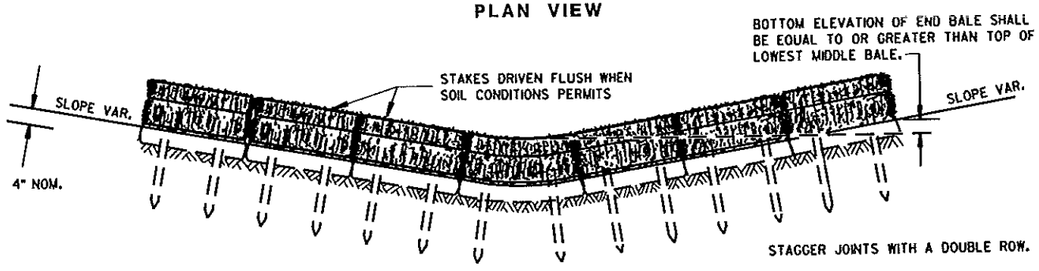
S.D.D. 8 E 4-2



SECTION A-A



PLAN VIEW



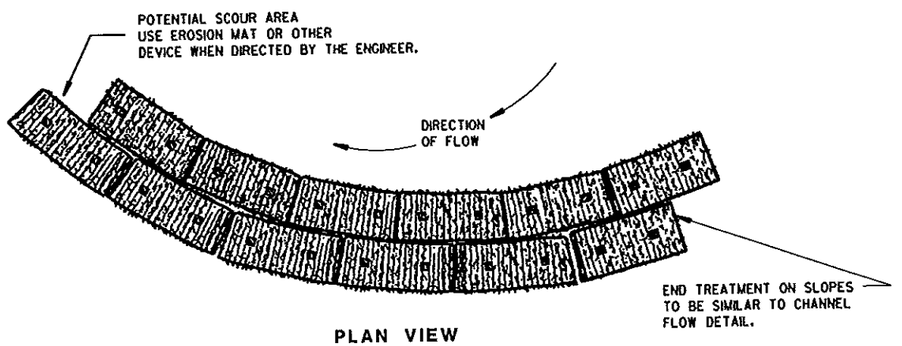
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

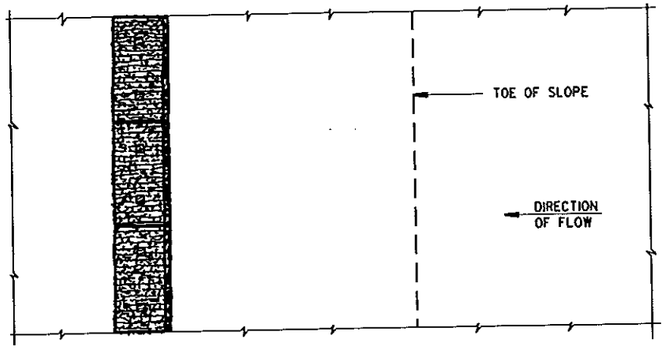
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

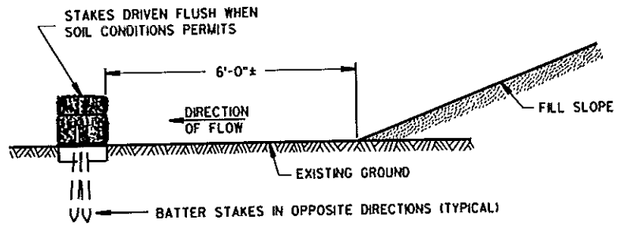


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

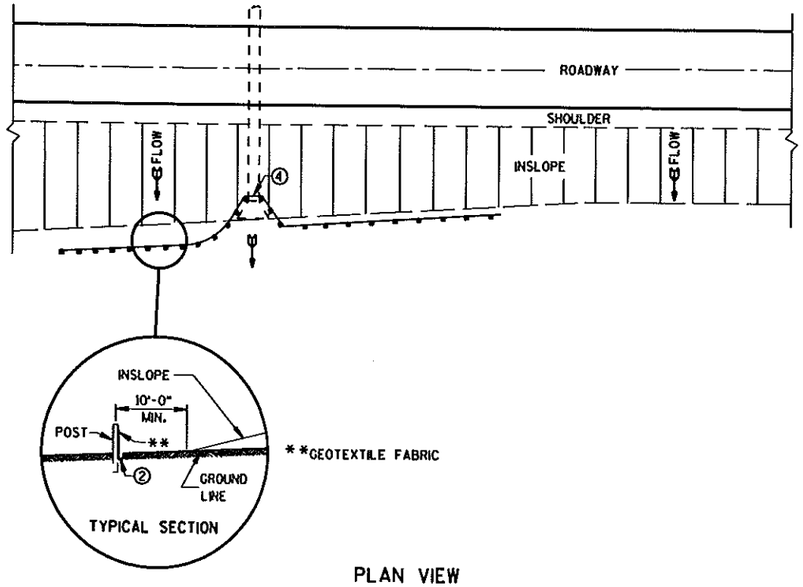
APPROVED 6/04/02 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

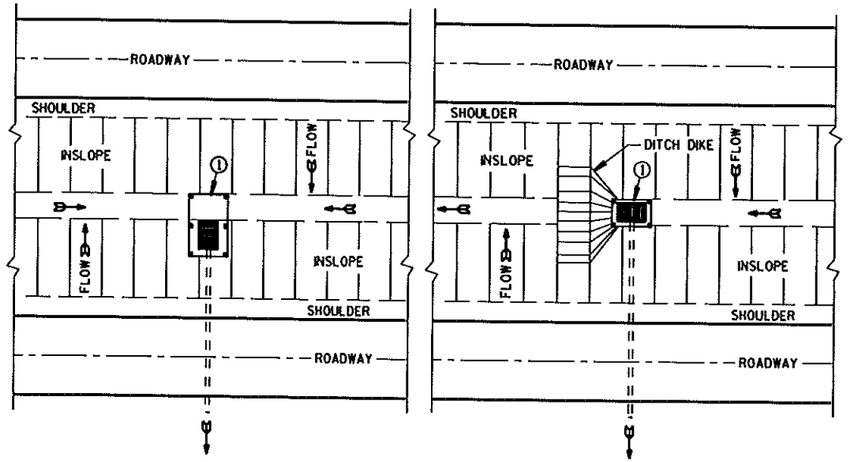
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

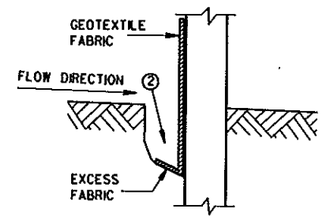
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

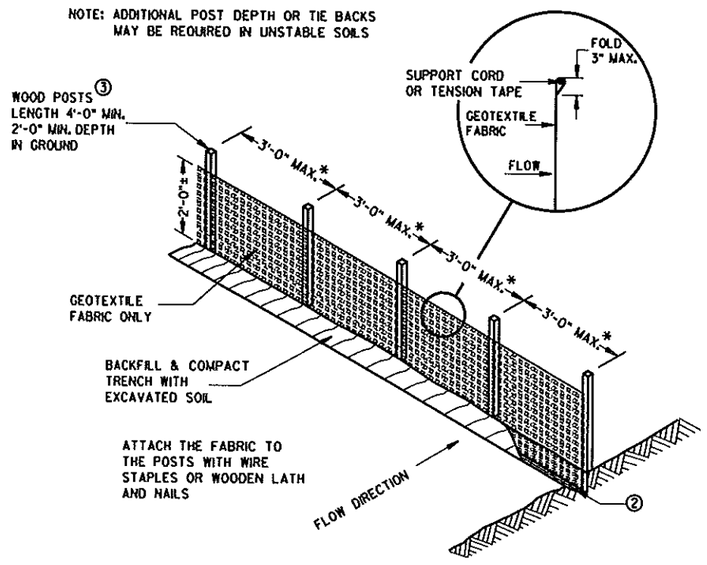
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

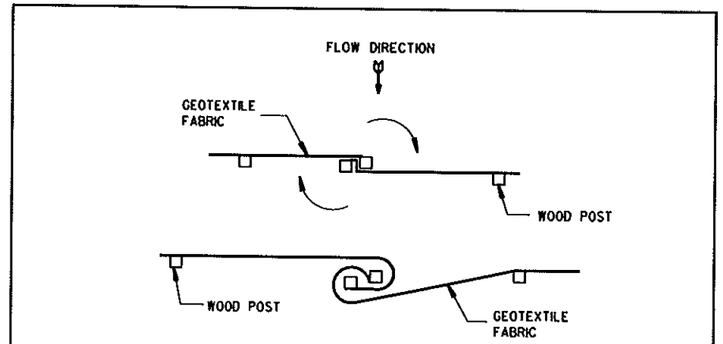


TRENCH DETAIL

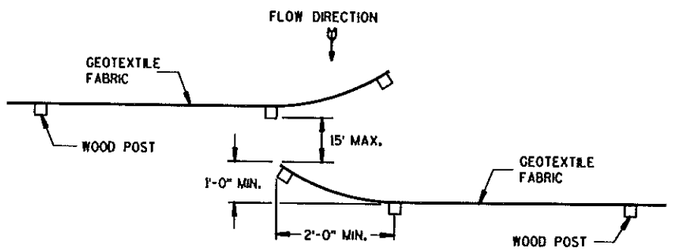


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

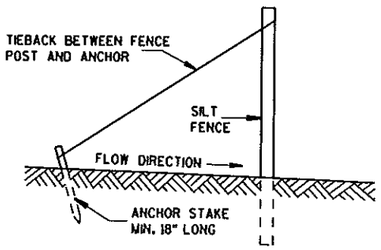


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

6

SILT FENCE

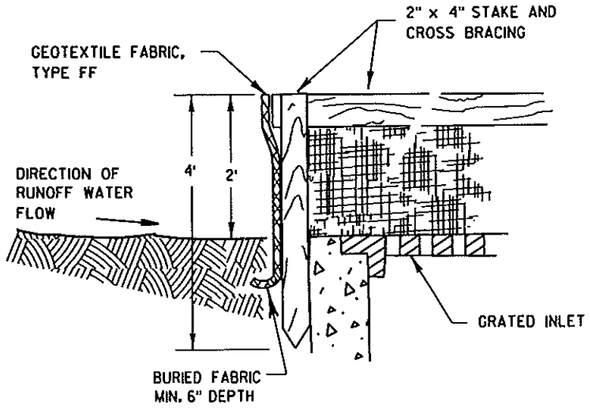
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

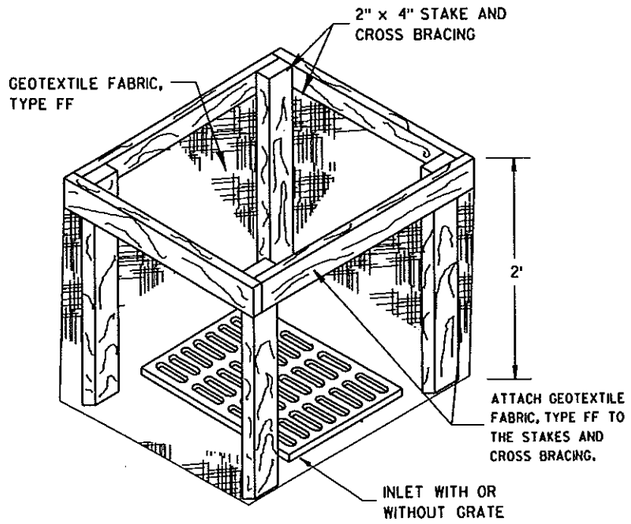
APPROVED
4-29-05
DATE
FHWA

CHIEF ROADWAY DEVELOPMENT ENGINEER

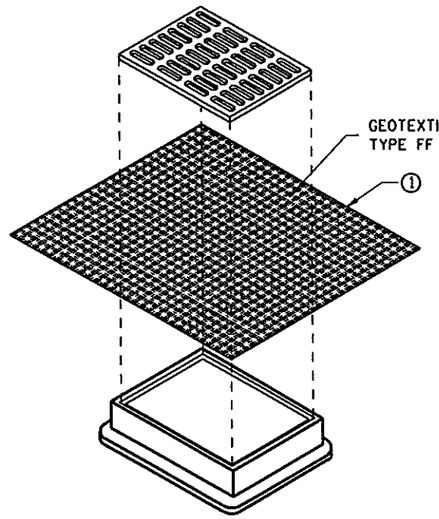
S.D.D. 8 E 9-6

S.D.D. 8 E 9-6



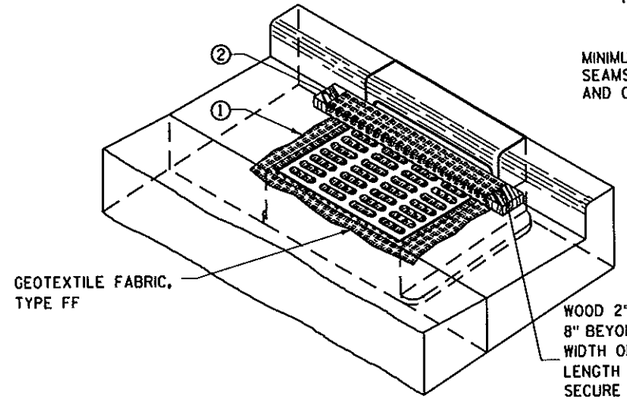


INLET PROTECTION, TYPE A

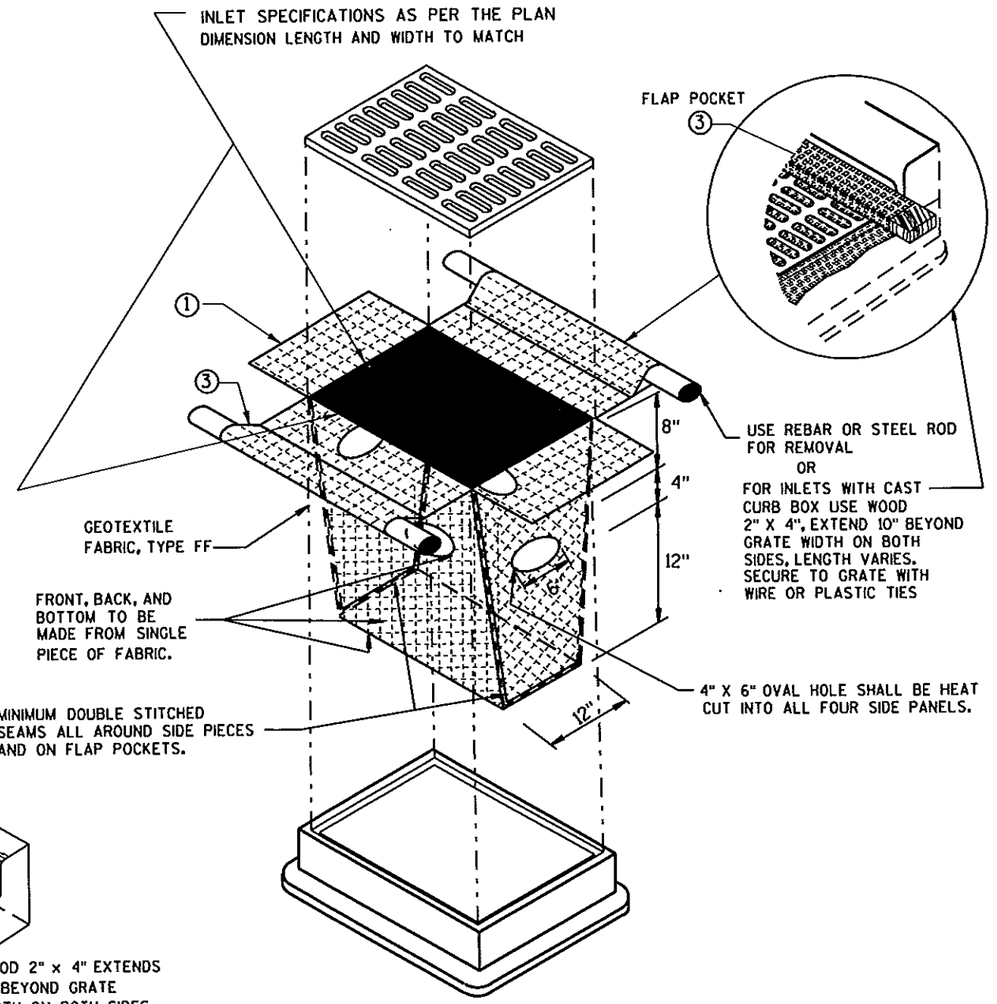


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
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APPROVED
10/16/02
DATE
FHWA

CHIEF ROADWAY DEVELOPMENT ENGINEER

6

S.D.D. E 10-2

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

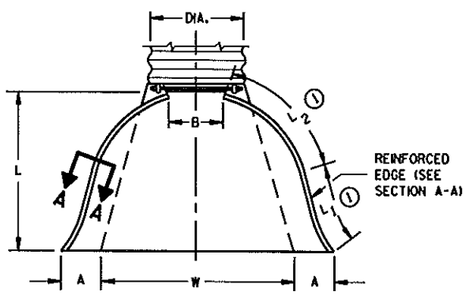
PIPE DIA. (IN.)	MIN. THICK. (inches) STEEL	MIN. THICK. (inches) ALUM.	DIMENSIONS (inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L_1 ①	L_2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 7/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

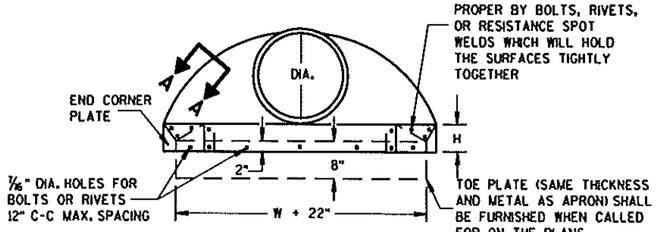
REINFORCED CONCRETE APRON ENDWALLS

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

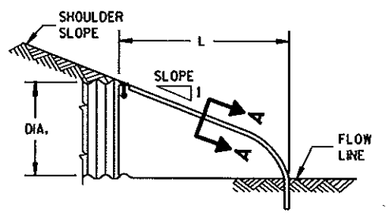
*MINIMUM
**MAXIMUM



PLAN VIEW

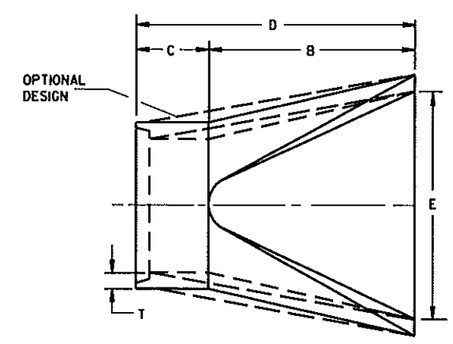


END VIEW

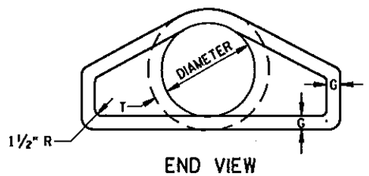


SIDE ELEVATION

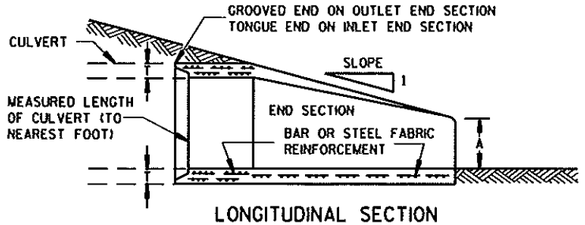
METAL ENDWALLS



PLAN

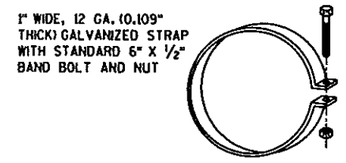


END VIEW



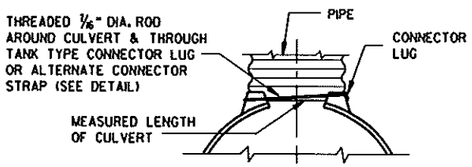
LONGITUDINAL SECTION

CONCRETE ENDWALLS

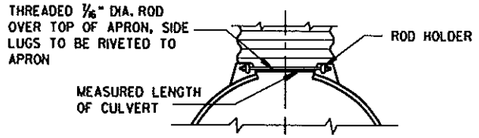


ALTERNATE FOR TYPE 1 CONNECTION

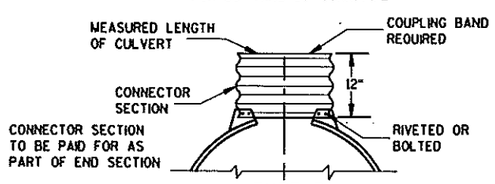
END SECTION CONNECTOR STRAP



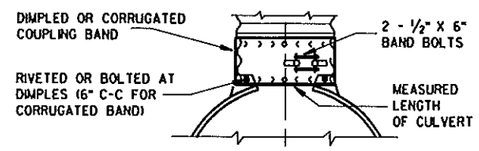
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

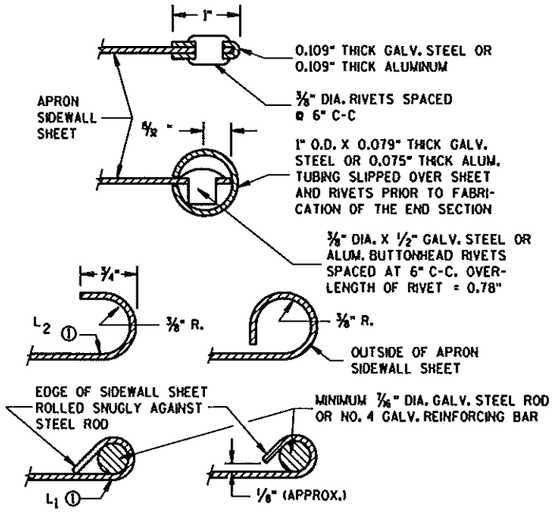
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 11/30/94 DATE

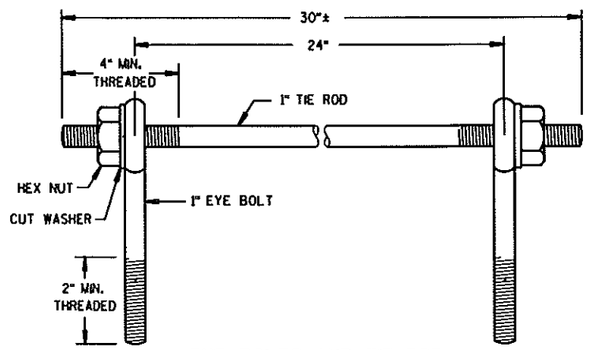
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

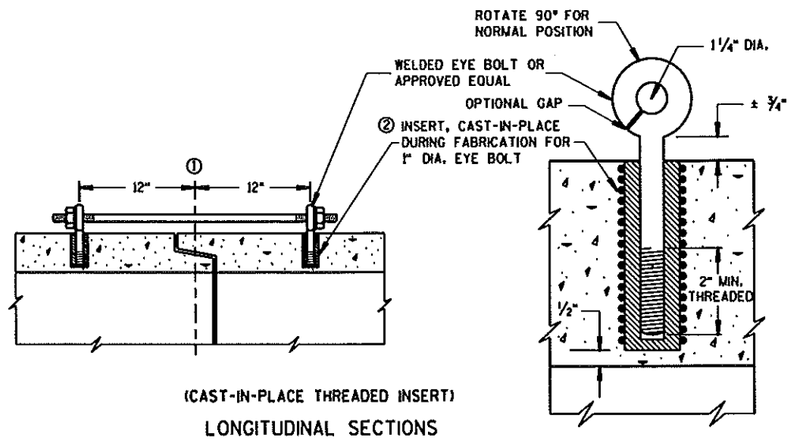
6

S.D.D. 8 F 1-11

S.D.D. 8 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

CONCRETE CULVERT PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED ON THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES. UNLESS OTHERWISE STATED IN THE CONTRACT THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE CULVERT PIPE AS INDICTED ON THE PLANS AND BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO CULVERT PIPE, REINFORCED CONCRETE CULVERT PIPE, OR REINFORCED CONCRETE PIPE CATTLE PASS.

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

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

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

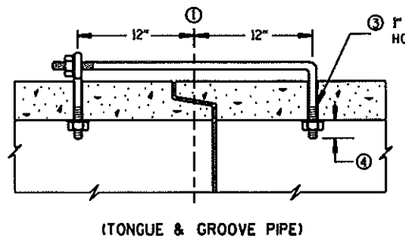
③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12" FROM ℄ OF TONGUE AND GROOVE.

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

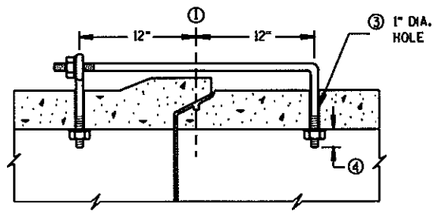
⑤ ROD DIAMETER + 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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



(TONGUE & GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

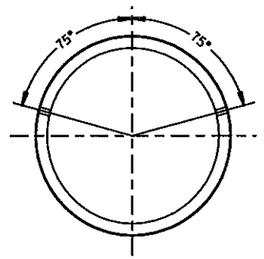
EYE BOLT DIMENSION TABLE

PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 ½"	6 ¼"
30"	5"	7"
36"	5 ½"	7"
42"	6"	
48"	6 ½"	
60"	7 ½"	
66"	8"	

ADJUSTABLE TIE ROD TABLE

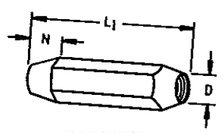
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	⅝	⅝	5	½
66-84	¾	¾	5	½
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES

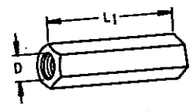


PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



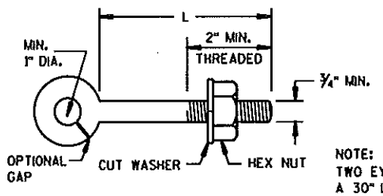
TAPERED



PLAIN

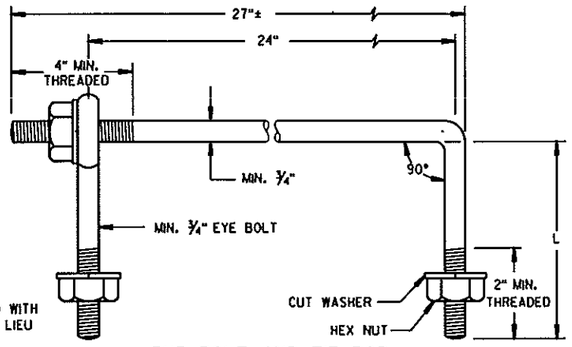
RIGHT AND LEFT THREADS

SLEEVE NUTS



EYE BOLT

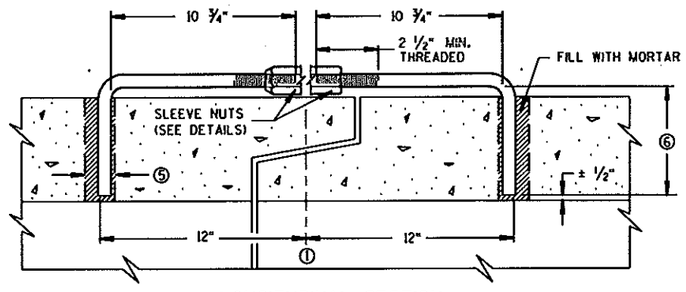
NOTE:
TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

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

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



LONGITUDINAL SECTION

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

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)

DESIGN NOTE:
THE NUMBER OF PIPE TIES REQUIRED SHOULD BE INCLUDED ON THE MISCELLANEOUS QUANTITIES SHEET WITH THE CULVERT PIPE LISTING.

NOTE:
DESIGN NOTE WILL NOT APPEAR ON THE CONTRACT PLAN.

JOINT TIES FOR CONCRETE PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/18/92
DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

6

S.D.D. 8 F 4-5

6

S.D.D. 8 F 4-5

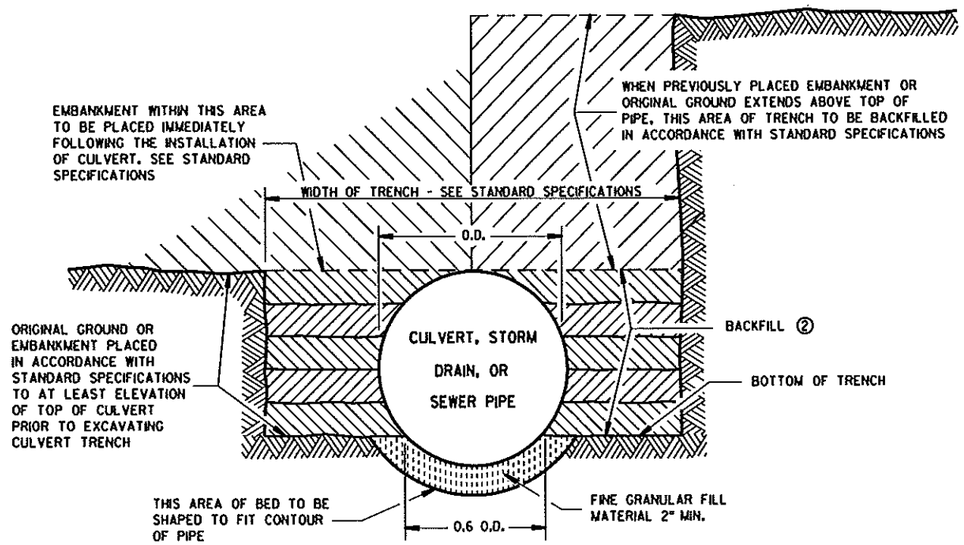
GENERAL NOTES

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

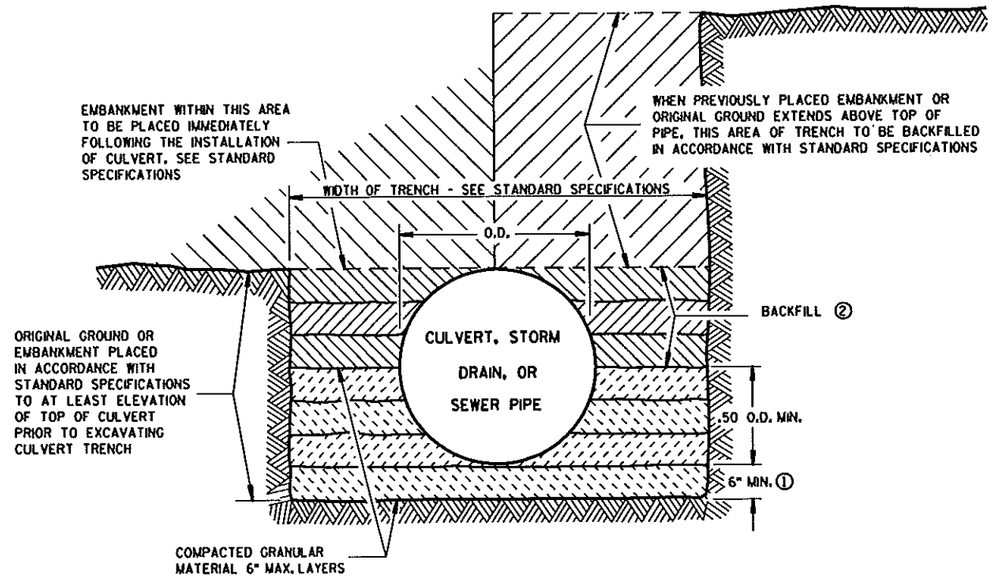
THE SHAPED SUBGRADE WITH GRANULAR FOUNDATION IS AN EQUAL ALTERNATE TO THE GRANULAR FOUNDATION EXCEPT WHERE ROCK IS ENCOUNTERED.

① WHERE ROCK, HARD PAN OR FRAGMENTED MATERIAL IS ENCOUNTERED, THE TRENCH SHALL BE EXCAVATED BELOW THE BOTTOM OF THE PIPE AN AMOUNT EQUAL TO ½ INCH PER FOOT OF PROPOSED EMBANKMENT ABOVE THE TOP OF THE PIPE, BUT NOT LESS THAN 6 INCHES.

② TRENCH SHALL BE BACKFILLED AS REQUIRED BY STANDARD SPECIFICATIONS; SECTION 520 FOR PIPE CULVERTS AND SECTION 607 FOR STORM SEWERS.



SHAPED SUBGRADE WITH GRANULAR FOUNDATION



GRANULAR FOUNDATION

CLASS "B" BEDDING

CLASS "B" BEDDING FOR CULVERT PIPE OR STORM SEWER	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4/7/83 DATE FHWA	D. L. Strand CHIEF DESIGN ENGINEER

6

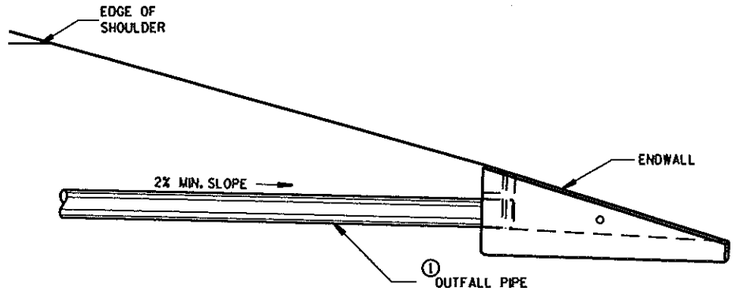
6

S.D.D. 8 F 5-1

S.D.D. 8 5-1

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5¼	9	8	32	36	11	2⅜	6½	4
6	8	14	7¼	11	10	42	44	13	3⅝	8½	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

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.

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

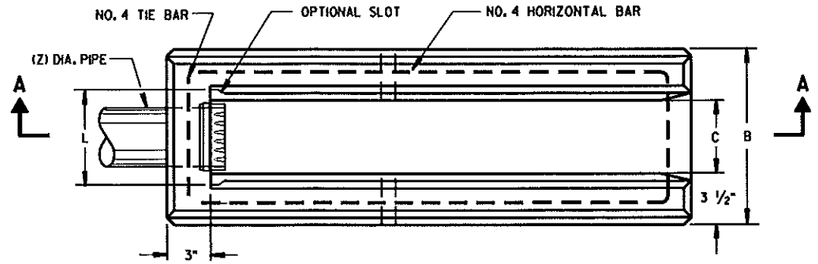
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

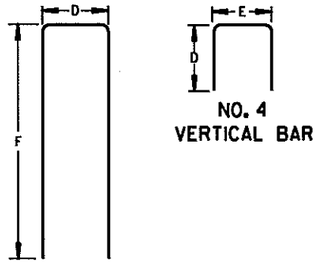
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

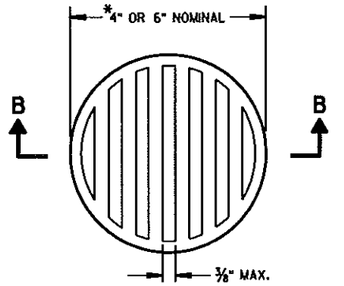
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

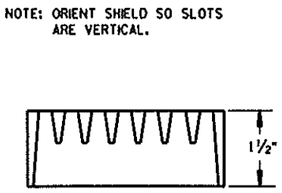


PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

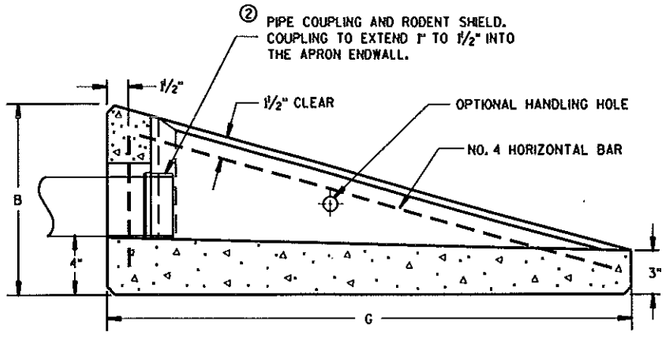




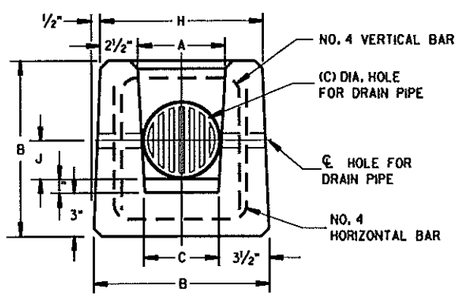
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

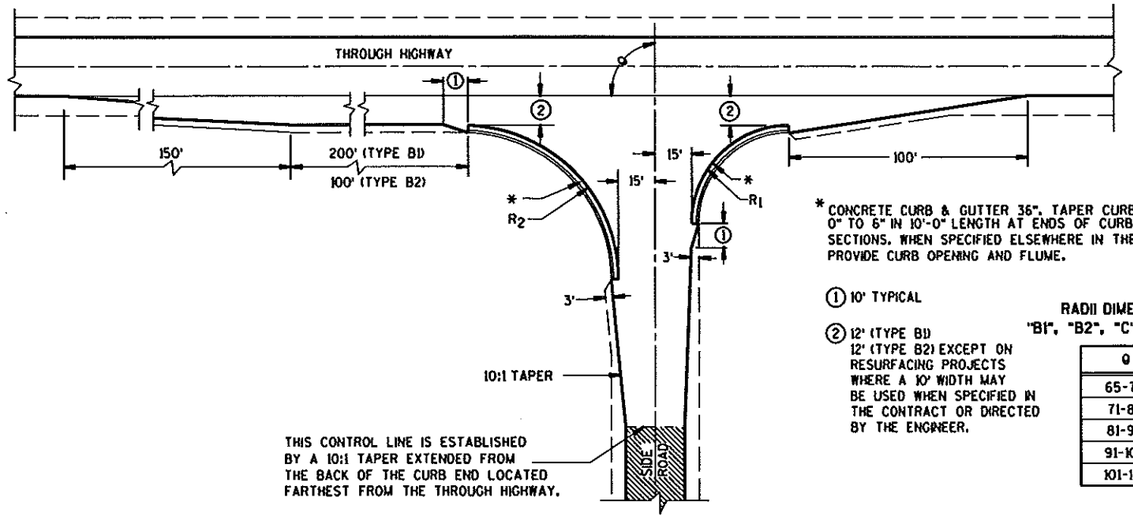
REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3/10/98 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 6-4



TYPE "B1" AND "B2"

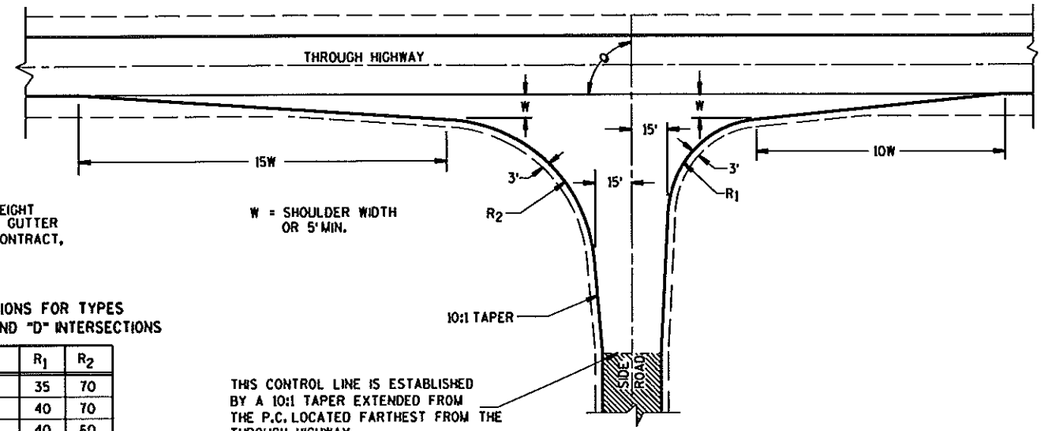
* CONCRETE CURB & GUTTER 36", TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL

② 12' (TYPE B1)
12' (TYPE B2) EXCEPT ON RESURFACING PROJECTS WHERE A 10' WIDTH MAY BE USED WHEN SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

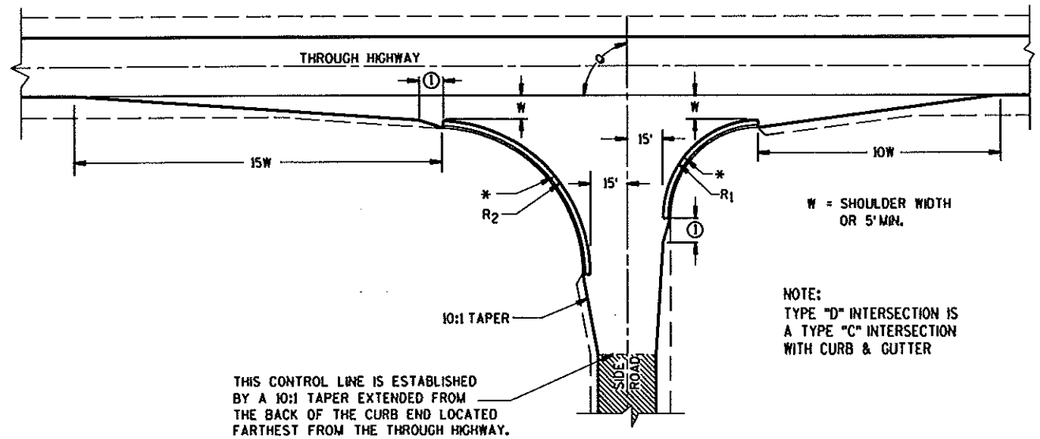
RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

Q	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



W = SHOULDER WIDTH OR 5' MIN.

TYPE "C"



W = SHOULDER WIDTH OR 5' MIN.

NOTE:
TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB & GUTTER

TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

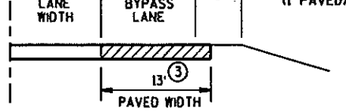
SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

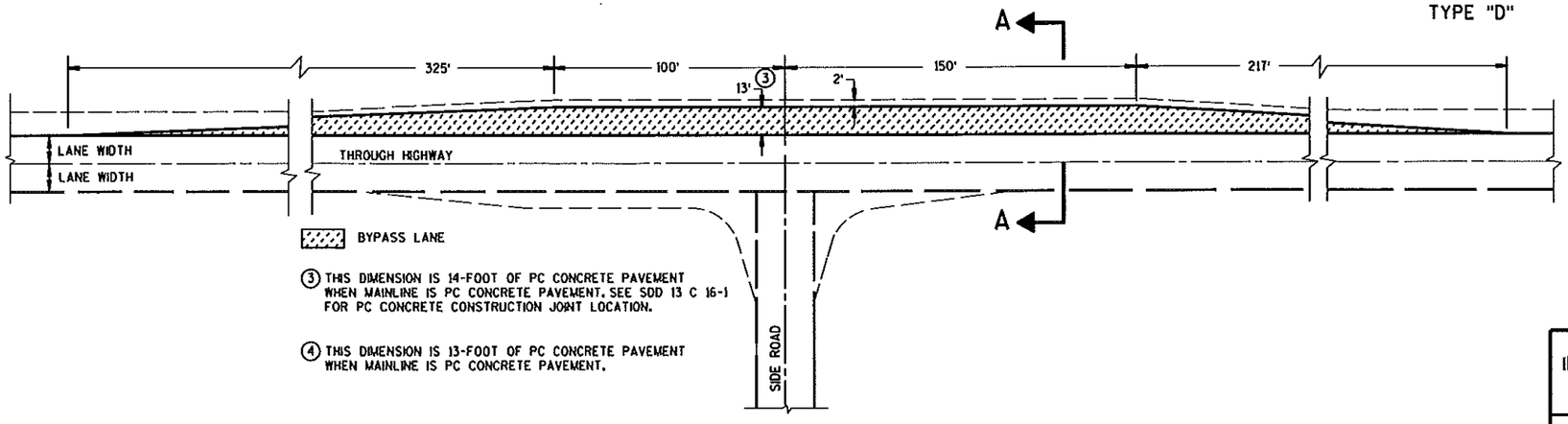
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING SURFACE



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



③ THIS DIMENSION IS 14-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT. SEE SDD 13 C 16-1 FOR PC CONCRETE CONSTRUCTION JOINT LOCATION.

④ THIS DIMENSION IS 13-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT.

TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

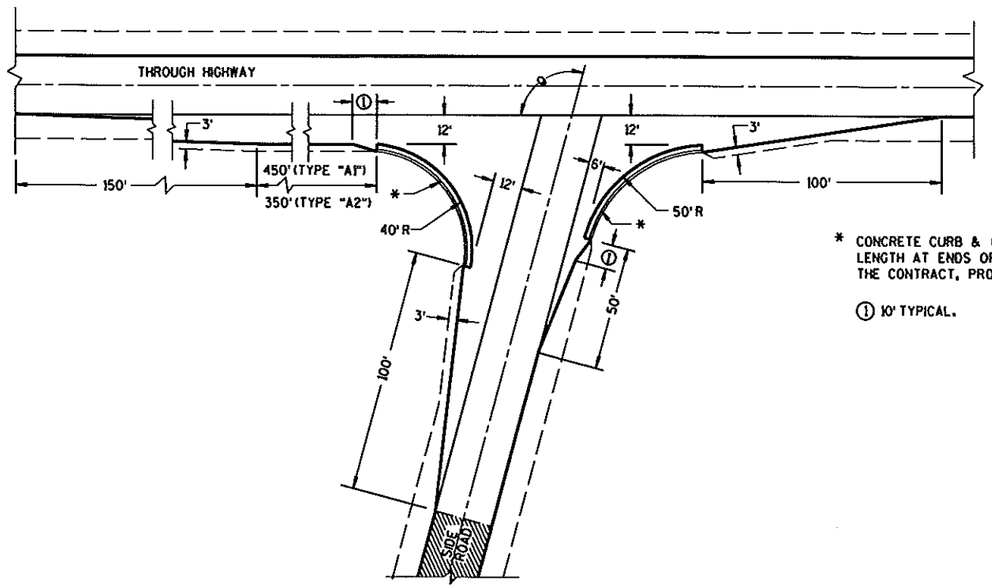
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 9 A 1-12a

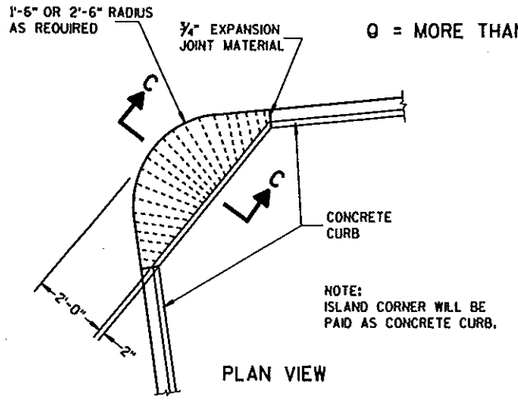
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S.D.D. 9 A 1-12a

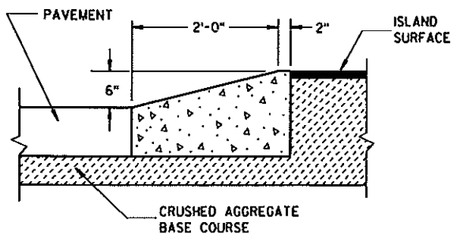


θ = MORE THAN 80°

EXISTING SURFACE



PLAN VIEW



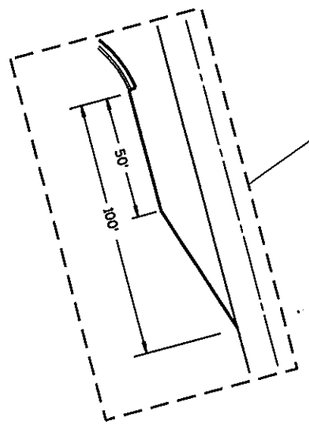
SECTION C-C

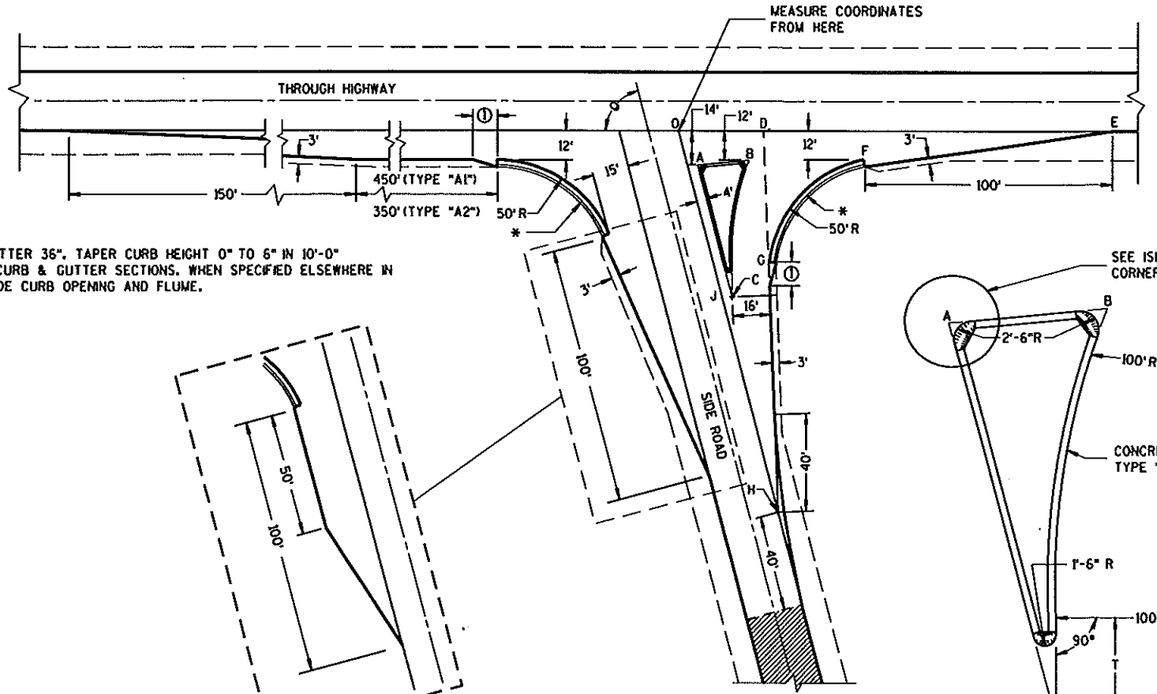
ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

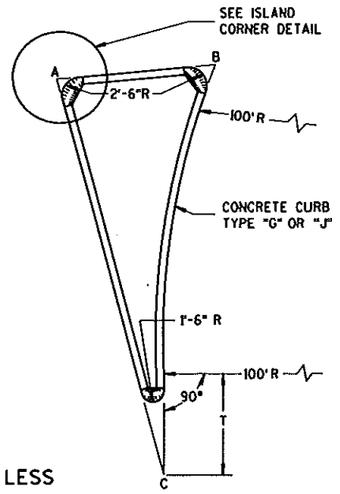
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL.





θ = ACUTE ANGLES 80° OR LESS



SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	84.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

AT-GRADE SIDE ROAD
INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

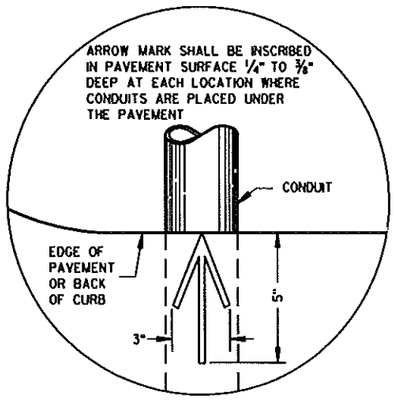
APPROVED
12/17/02
DATE
FHWA

CHIEF, ROADWAY DEVELOPMENT ENGINEER

6

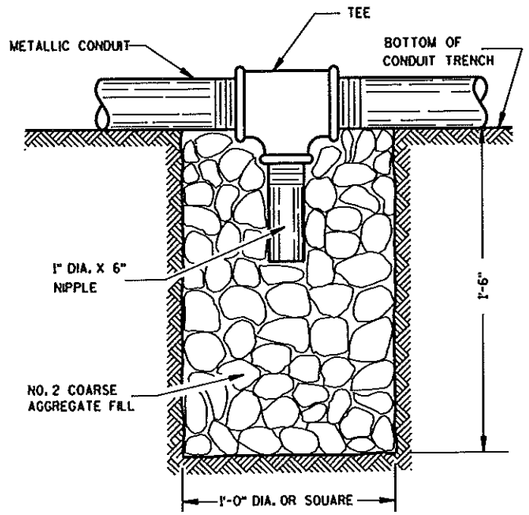
S.D.D. A 1-12b

S.D.D. 9 A 1-12b



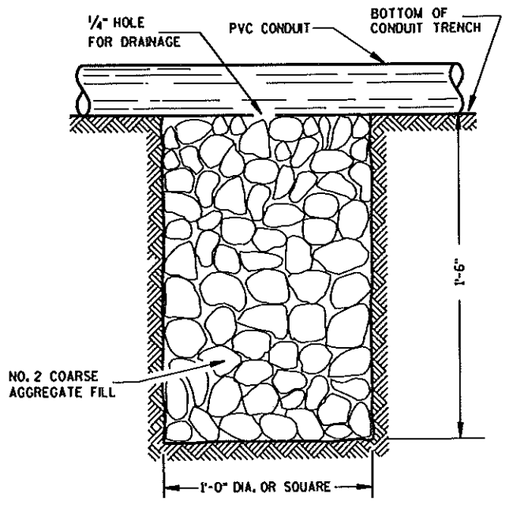
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

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.

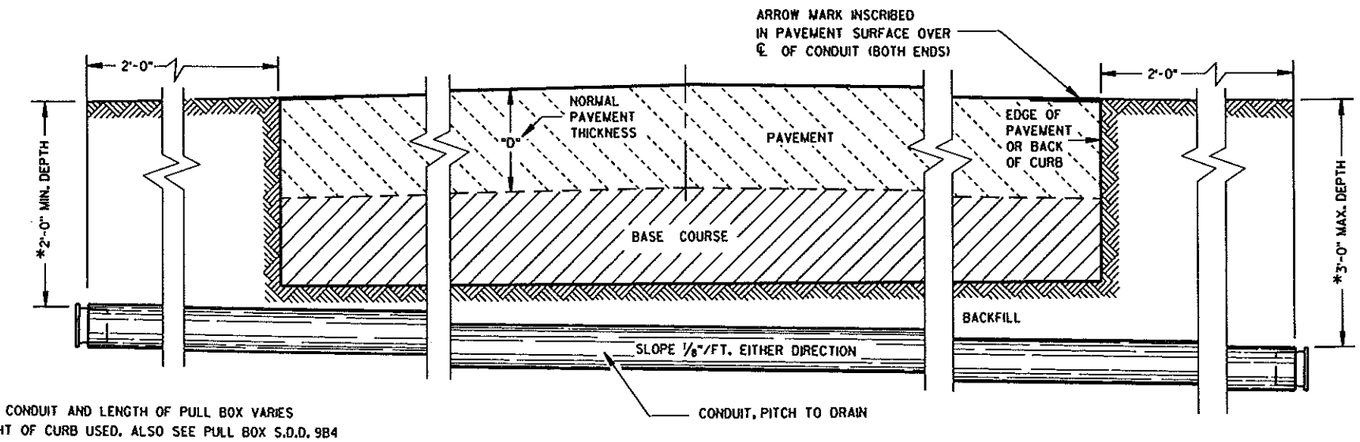
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.L.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.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/23/03 DATE

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

FHWA

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S.D.D. 9 B 2-7

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. THE MECHANICAL CONNECTION (INSIDE AND OUTSIDE) TO THE PULL BOX, SHALL BE TOTALLY AND PERMANENTLY SEALED WITH A SILICONE OR RUBBERIZED CAULKING COMPOUND AS APPROVED BY THE ENGINEER.

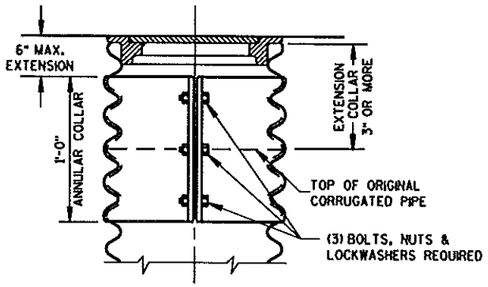
GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

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

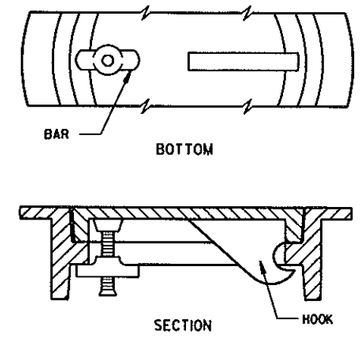
S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

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.

IF PULL BOX EQUIPMENT GROUNDING IS REQUIRED USING AN EQUIPMENT GROUNDING ELECTRODE IN EACH PULL BOX, THE EQUIPMENT GROUNDING ELECTRODE SHALL BE 5/8" X 8'-0", COPPERCLAD AND BE EXOTHERMICALLY WELDED TO A #4 AWG, COPPER, STRANDED WIRE (BARE OR GREEN INSULATED). THE #4 AWG WIRE SHALL BE 4 FEET IN LENGTH, NEATLY COILED, TAPED AND AVAILABLE FOR USE WHEN REQUIRED.

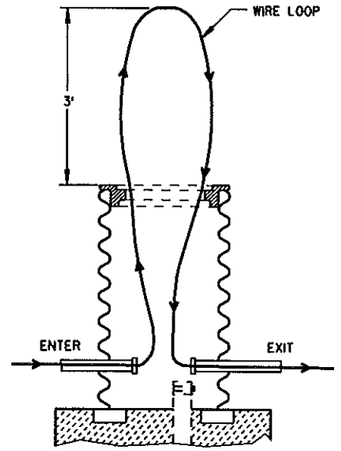


CORRUGATED PIPE EXTENDER

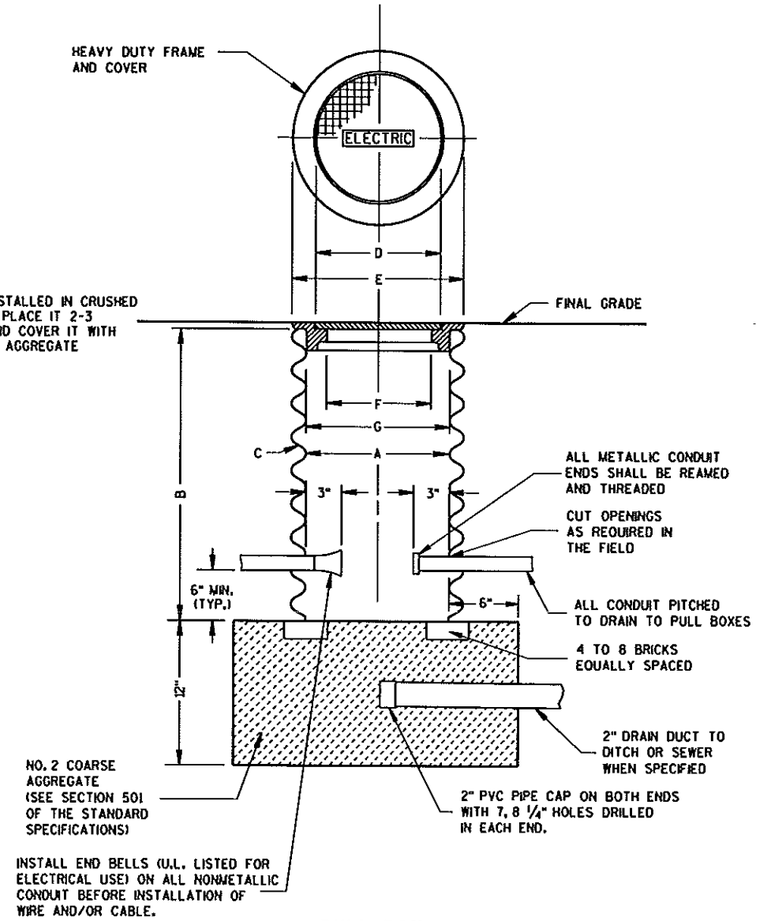


ALTERNATE COVER (LOCKING)

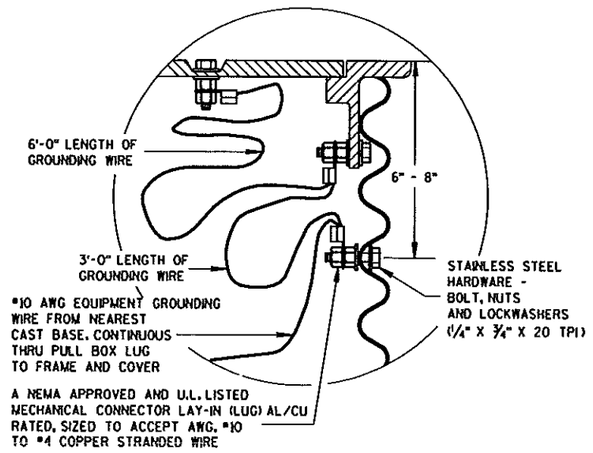
TIGHTENING BAR TYPE



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

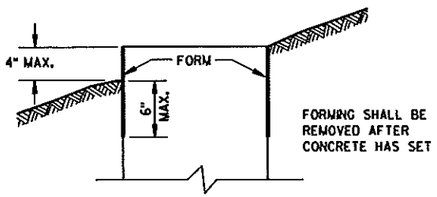
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/27/06 — DATE
/S/ Bolu Ananthanarayanan — STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

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S.D.D. 9 B 4-9



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
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

GENERAL NOTES

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 AS 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.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X 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 NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC 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 1FOOT 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 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES 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 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL PER SECTION 5.17.6.3, AASHTO 2001 4TH EDITION STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS.

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 BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

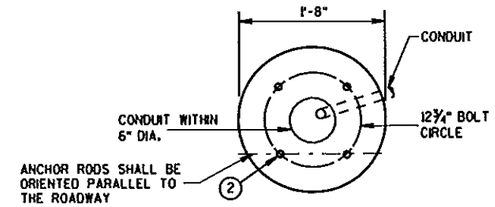
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

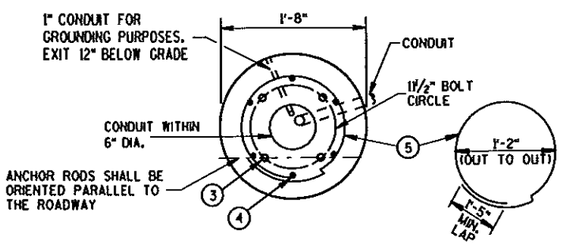
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

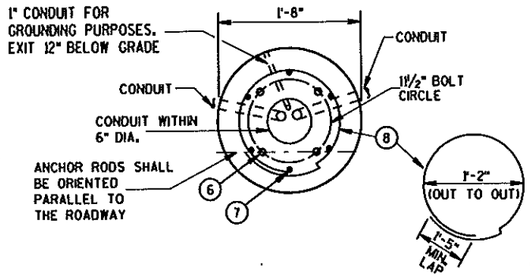
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

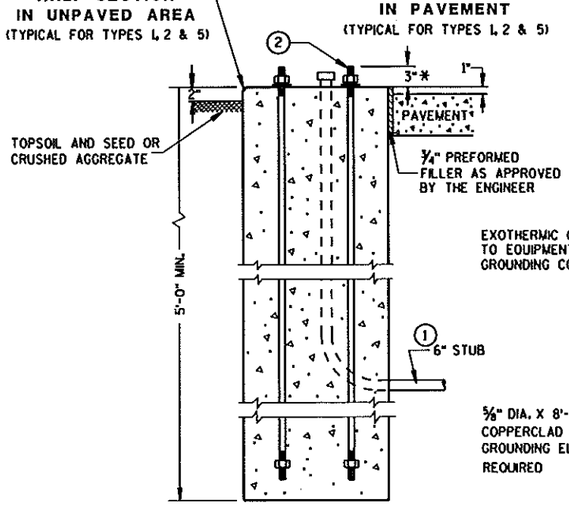
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

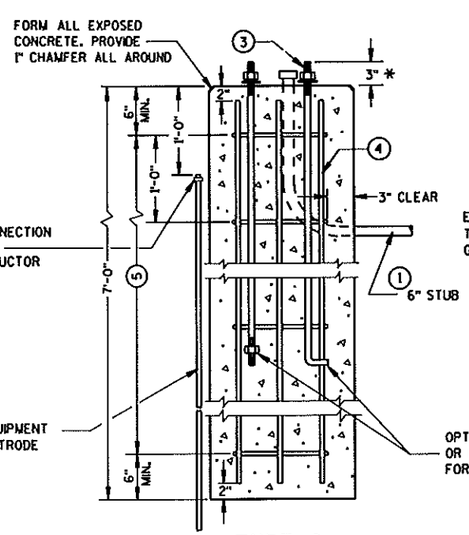




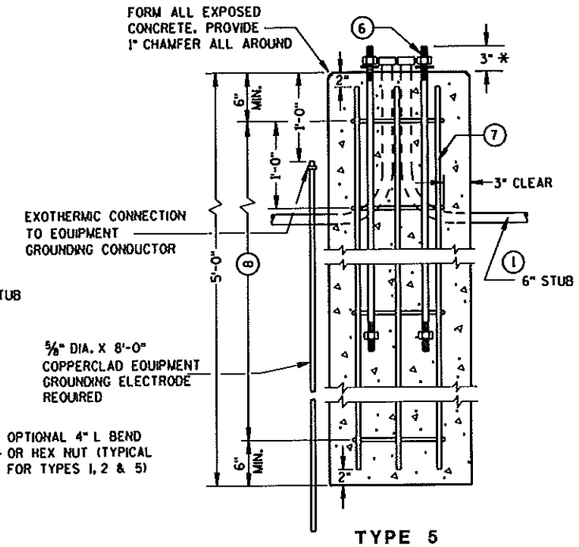




TYPE 1



TYPE 2



TYPE 5

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 1/12/05 DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 C 2-4

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S.D.D. 9 C 2-4

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, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

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 AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

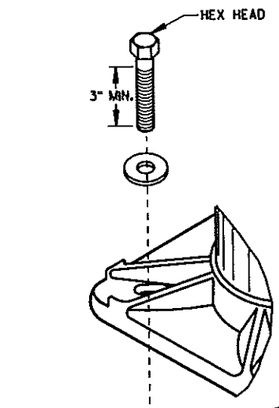
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

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.

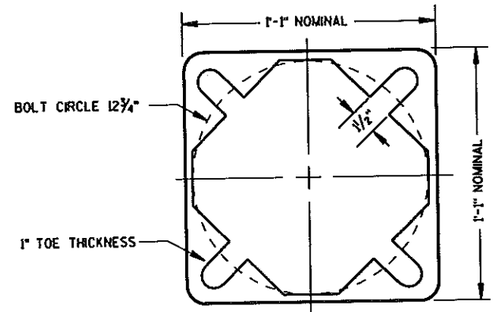
PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

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 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

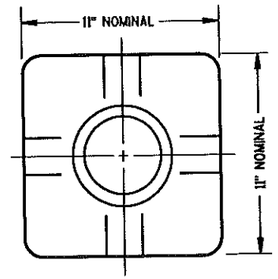
THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



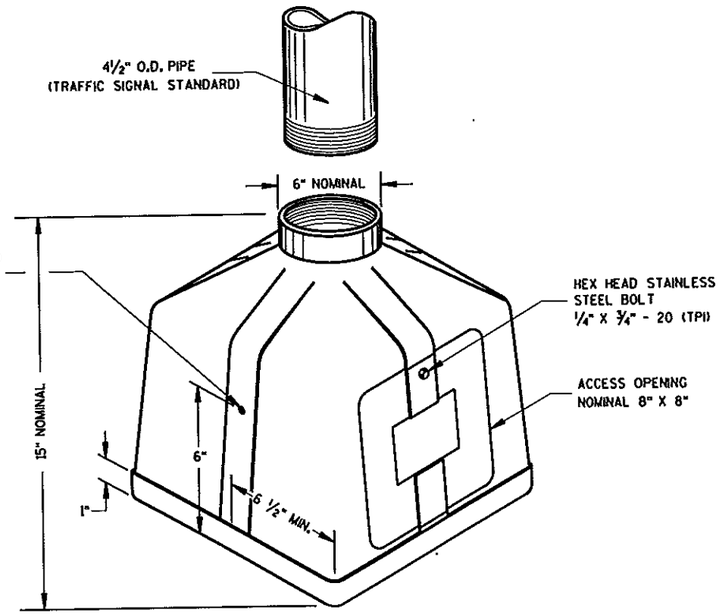
ISOMETRIC VIEW



BOTTOM VIEW
(PEDESTAL BASE)

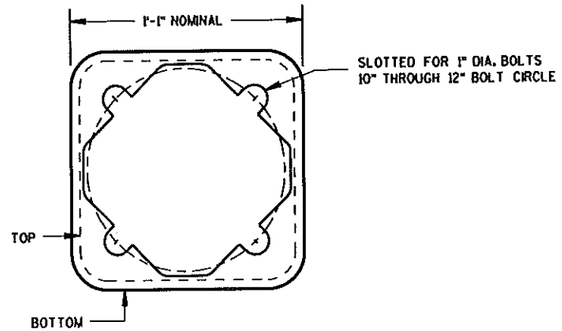


TOP VIEW
(PEDESTAL BASE)

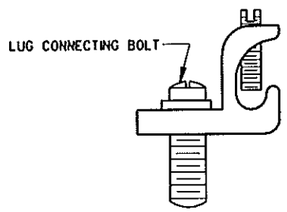


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

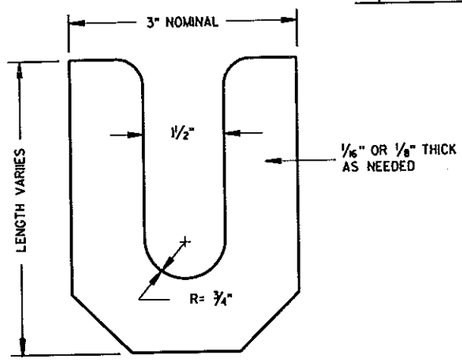


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

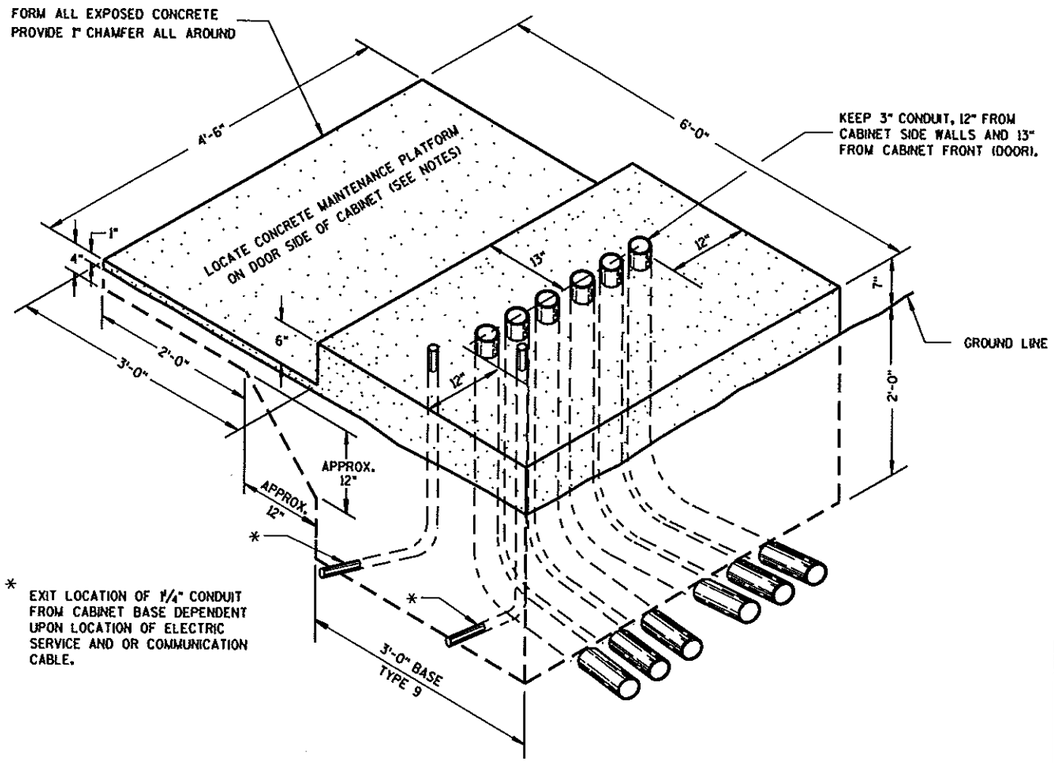


LEVELING SHIM

TRANSFORMER/PEDESTAL BASES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/21/96 DATE	STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA	

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S.D.D. 9 C 3-2

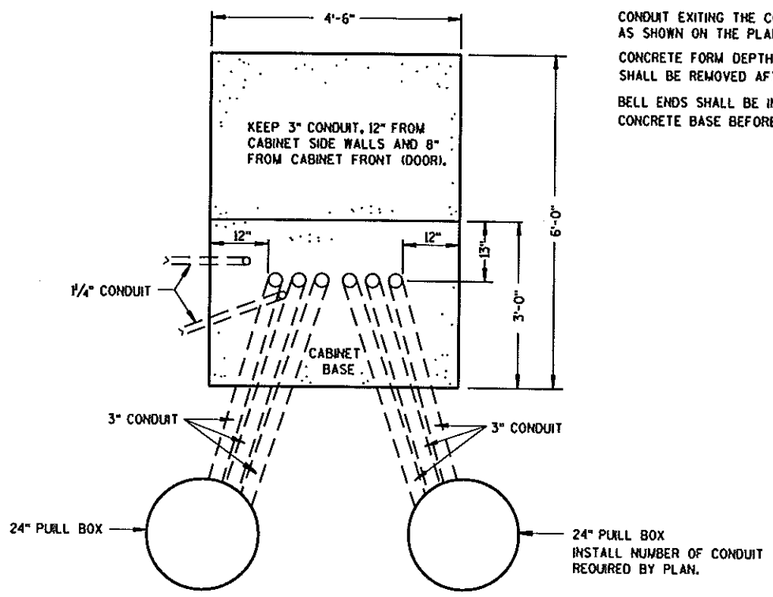


* EXIT LOCATION OF 1¼" CONDUIT FROM CABINET BASE DEPENDENT UPON LOCATION OF ELECTRIC SERVICE AND OR COMMUNICATION CABLE.

ISOMETRIC VIEW

TYPE 9

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

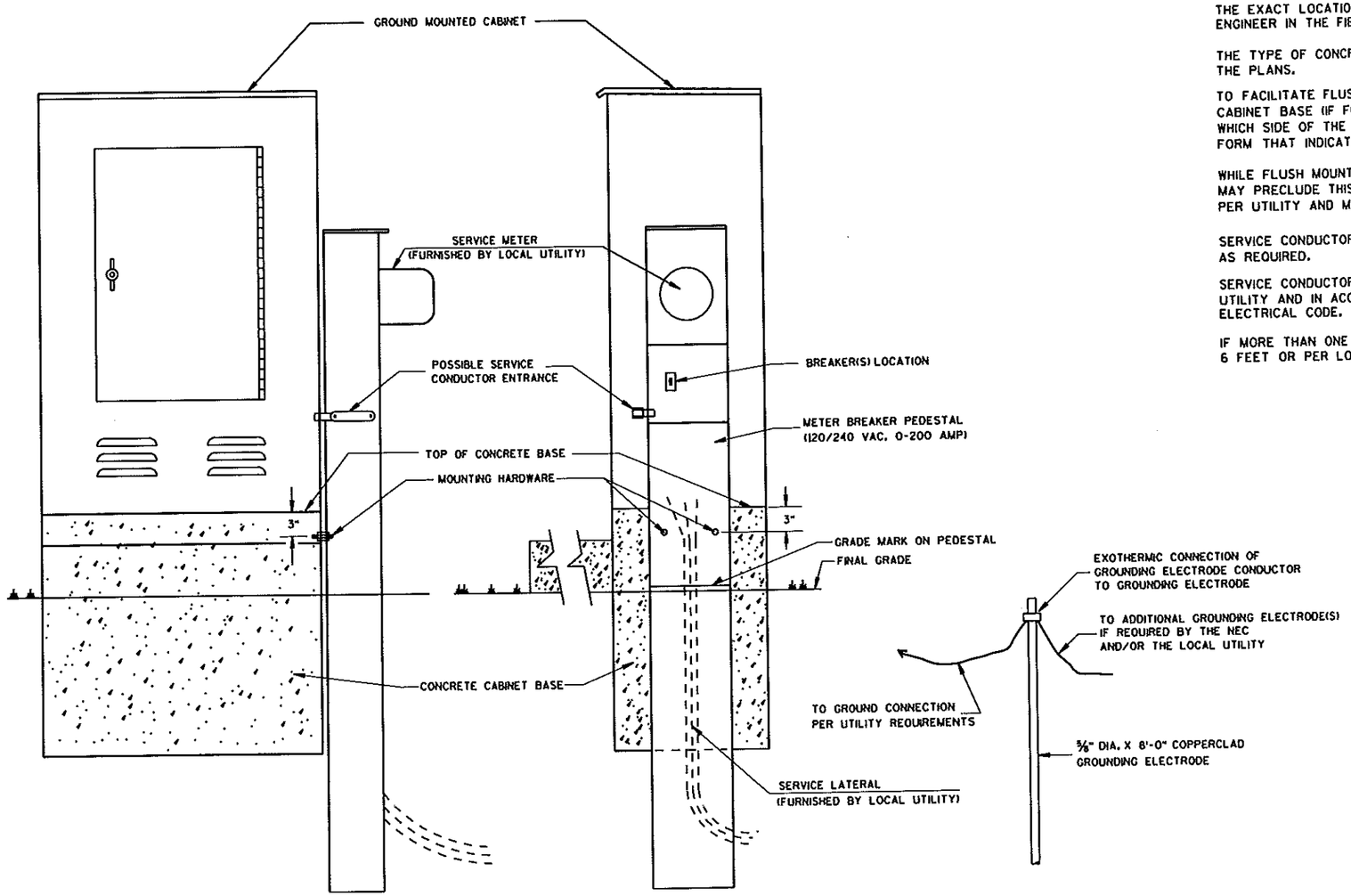
CONCRETE CONTROL CABINET BASE, TYPE 9	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/7/06 DATE	/S/ Balu Ananthanarayanan STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA	

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S.D.D. 9 C 6-4

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S.D.D. 9 C 6-4



TYPICAL CABINET SERVICE INSTALLATION

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.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

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.

6

6

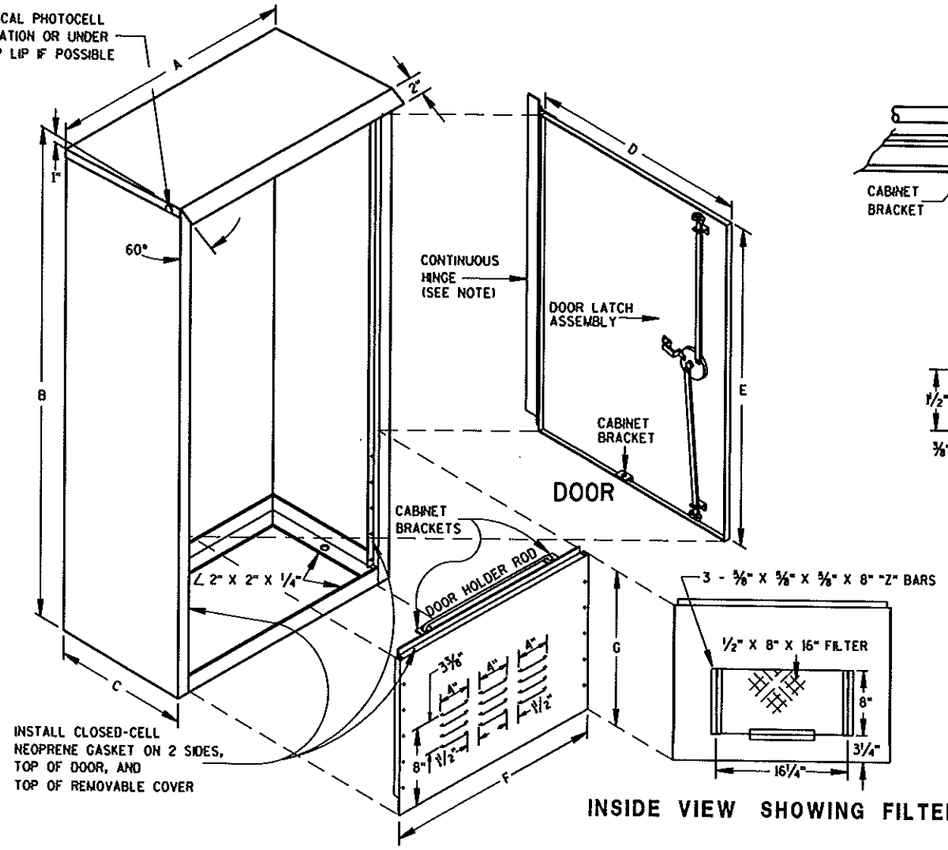
CABINET SERVICE INSTALLATION
(METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 1/12/05 DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

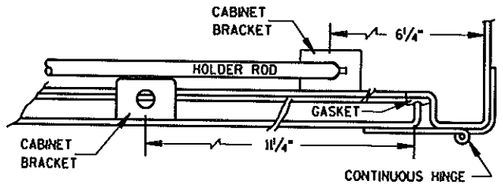
S.D.D. 9 D 1-3

S.D. 9 D 1-3

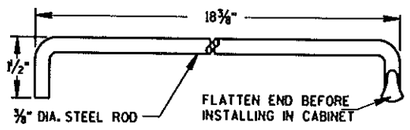


INSIDE VIEW SHOWING FILTER

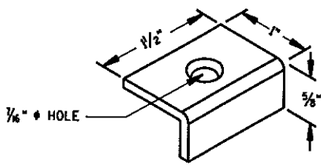
REMOVABLE COVER



HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET

MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

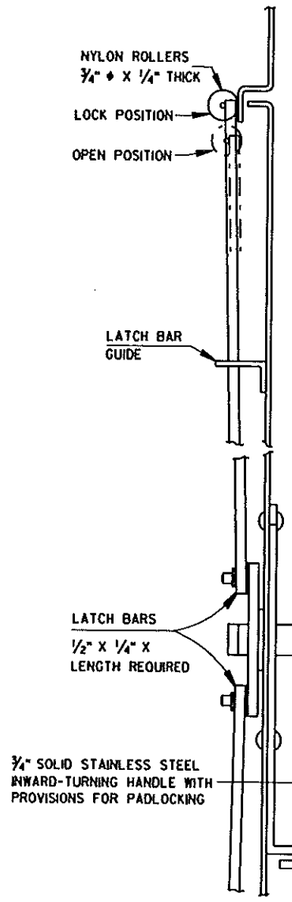
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

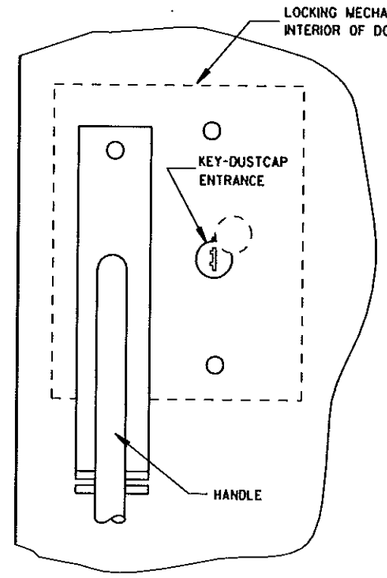
CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE AN APPROVED TYPE.

DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.

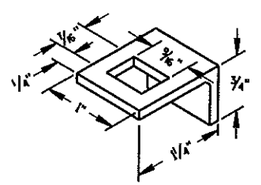


SIDE VIEW



FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL OR LIGHTING CONTROL CABINET

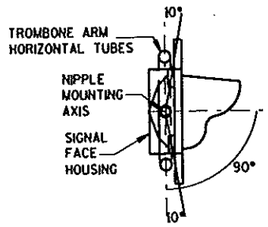
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

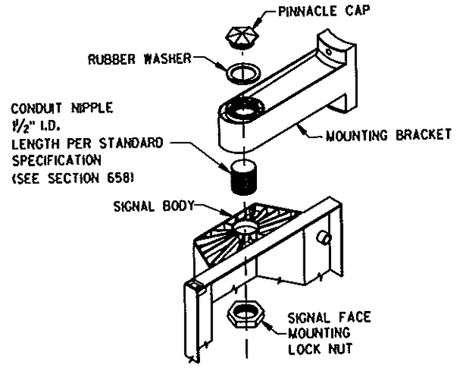
S.D.D. 9 D 2-2

S.D.D. 9 D 2-2



SECTION A-A

(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1.) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) 1/4" X 3/4" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2.) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3.) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.

(4.) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5.) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.

(6.) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7.) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1/2 INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).

(8.) VERTICAL STRUT (ADJUSTABLE), ONE (1) SET SCREW (1/4" X 3/4" LONG - 20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

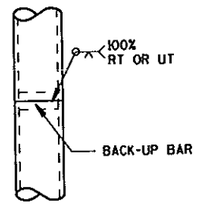
(9.) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10.) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

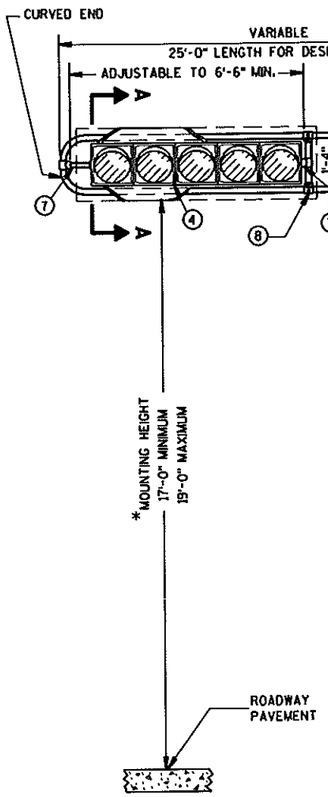
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

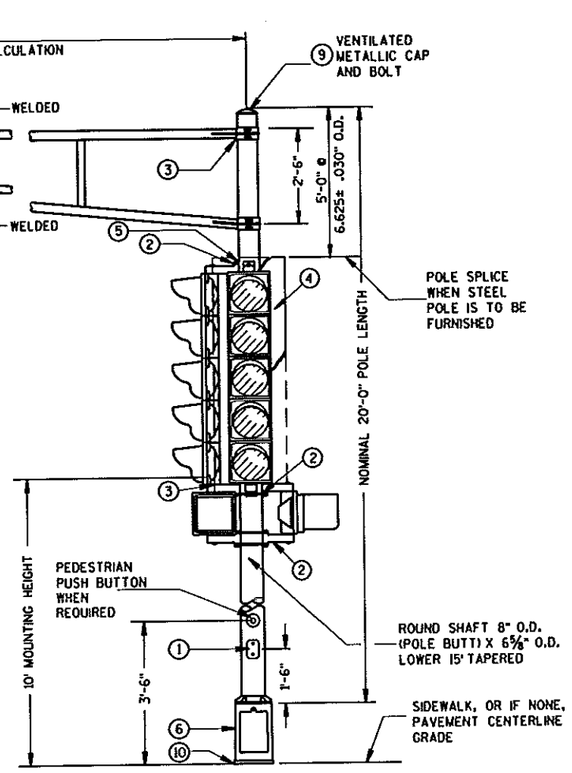
FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

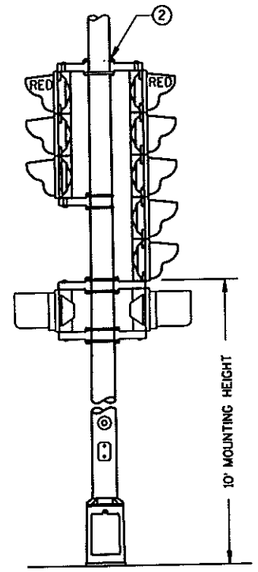


POLE SPLICE DETAIL

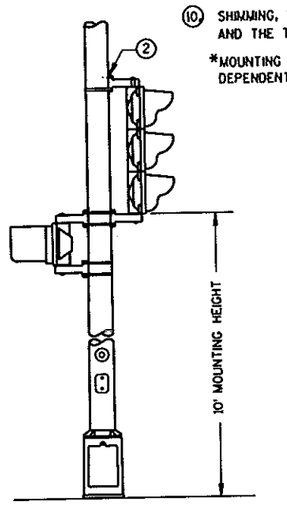




(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

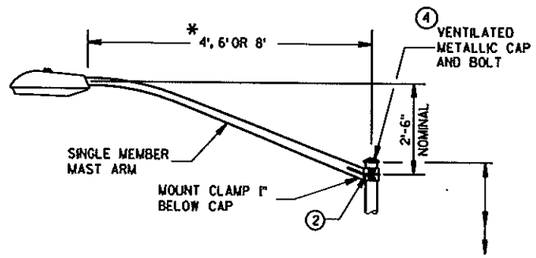
TYPE 2 POLE MOUNTING CONFIGURATION

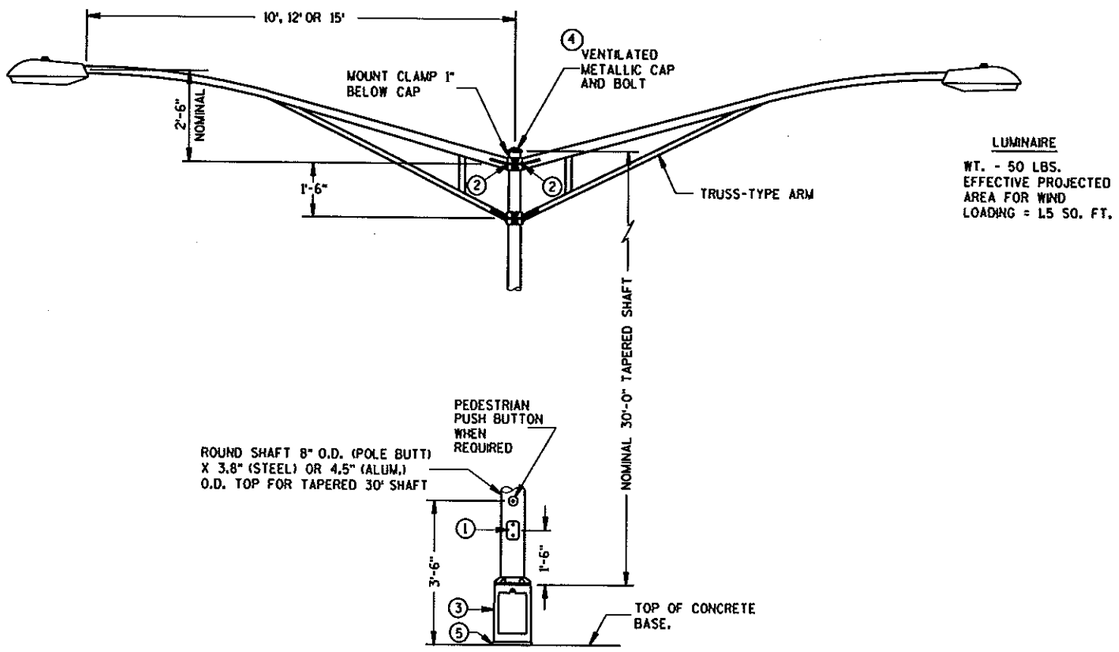
POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

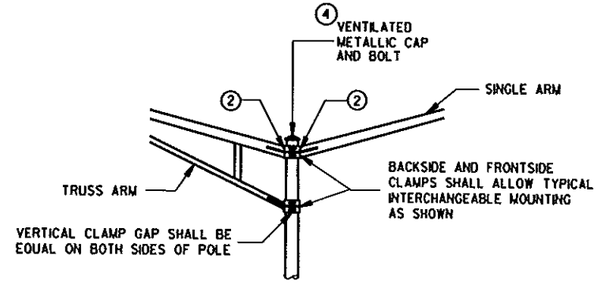
S.D.D. 9 E 1-6a

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

GENERAL NOTES

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

ALL TYPE 5 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 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER, THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE 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 & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
3. CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
4. FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
5. SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

6

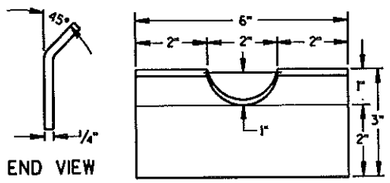
S.D.D. 9 E 1-6d

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

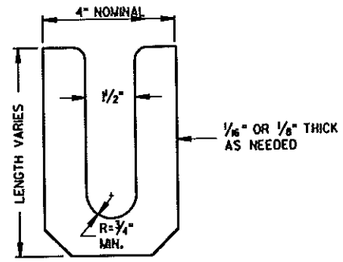
S.D.D. 9 E 1-6d



FRONT VIEW

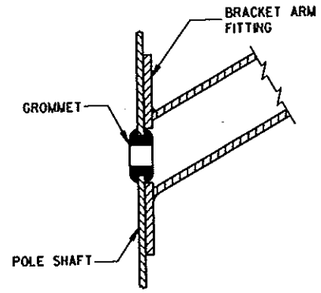
RECTANGULAR CLAMP SHIM

(4 TO A SET)

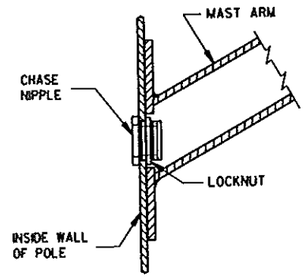


LEVELING SHIM (15)

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.

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

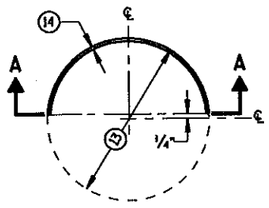
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

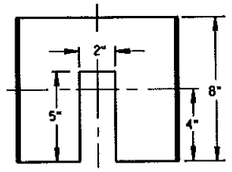
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15) 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.



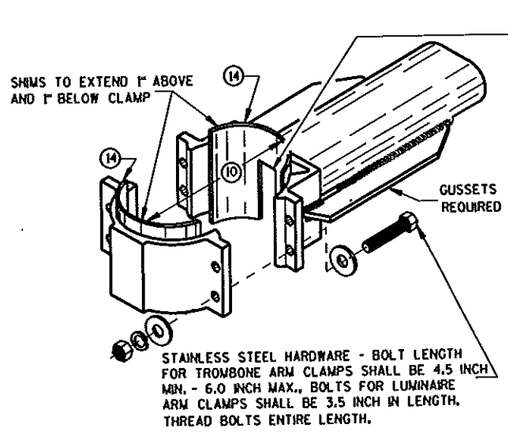
PLAN VIEW



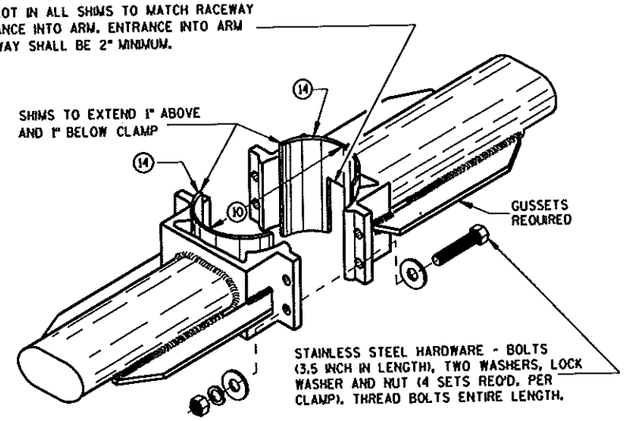
SECTION A-A

CIRCULAR CLAMP SHIM

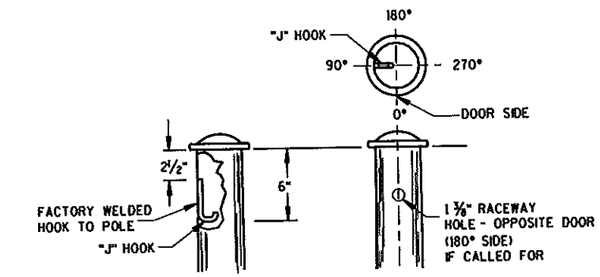
(2 TO A SET)



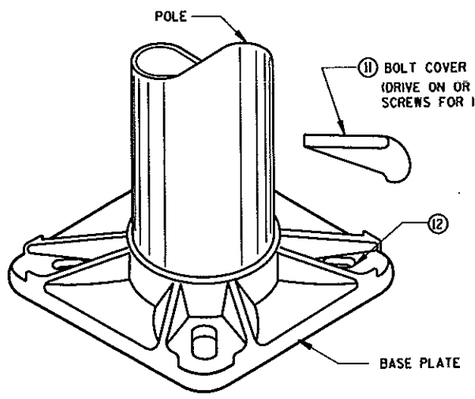
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



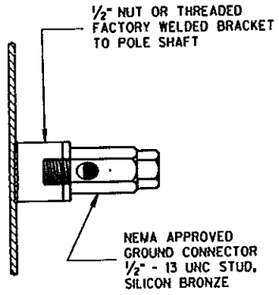
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

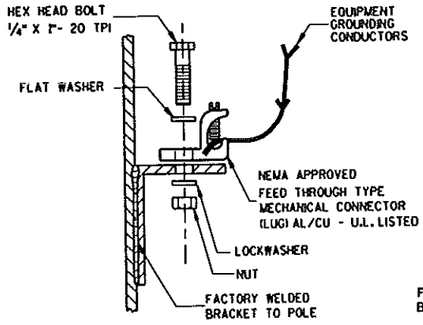


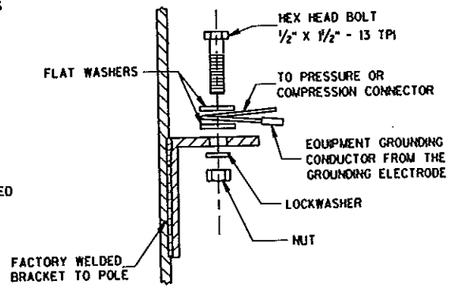
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

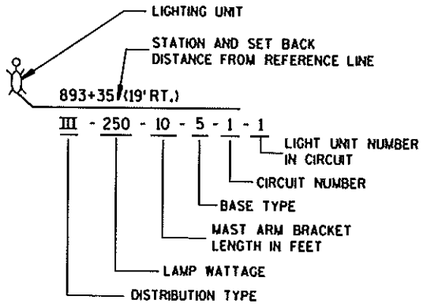
HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

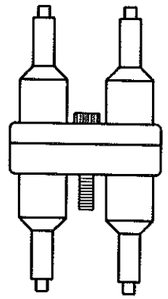
APPROVED 3/5/01 DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

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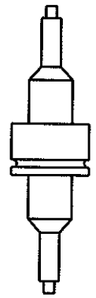
S.D.D. 9 E 1-4g



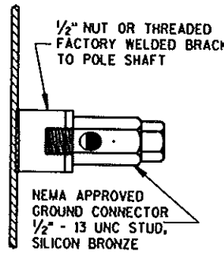
LIGHTING UNIT CODE
(TYPICAL)

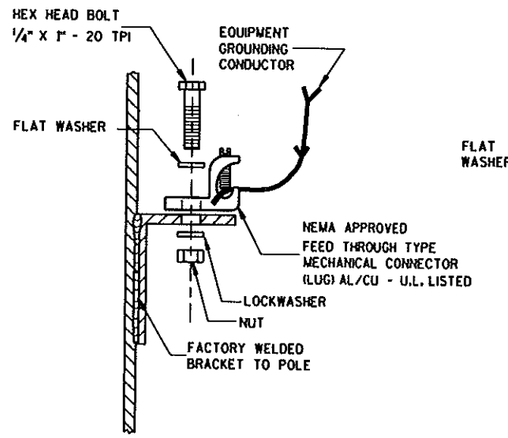


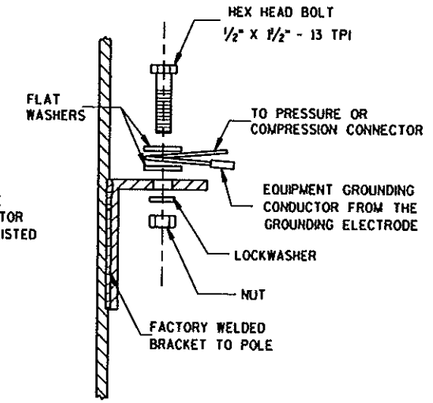
DETAIL "A"
DOUBLE POLE



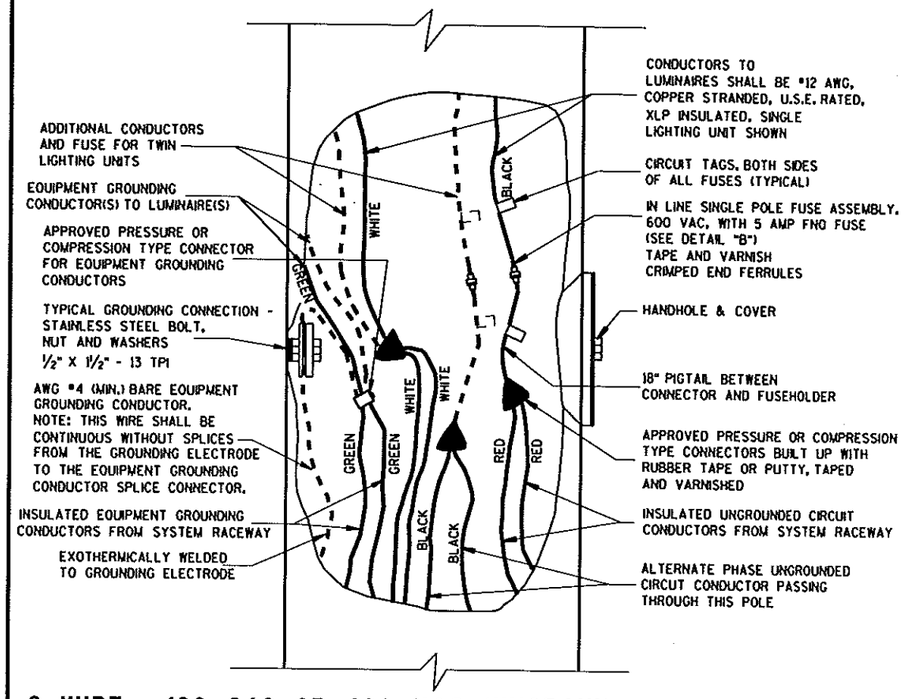
DETAIL "B"
SINGLE POLE



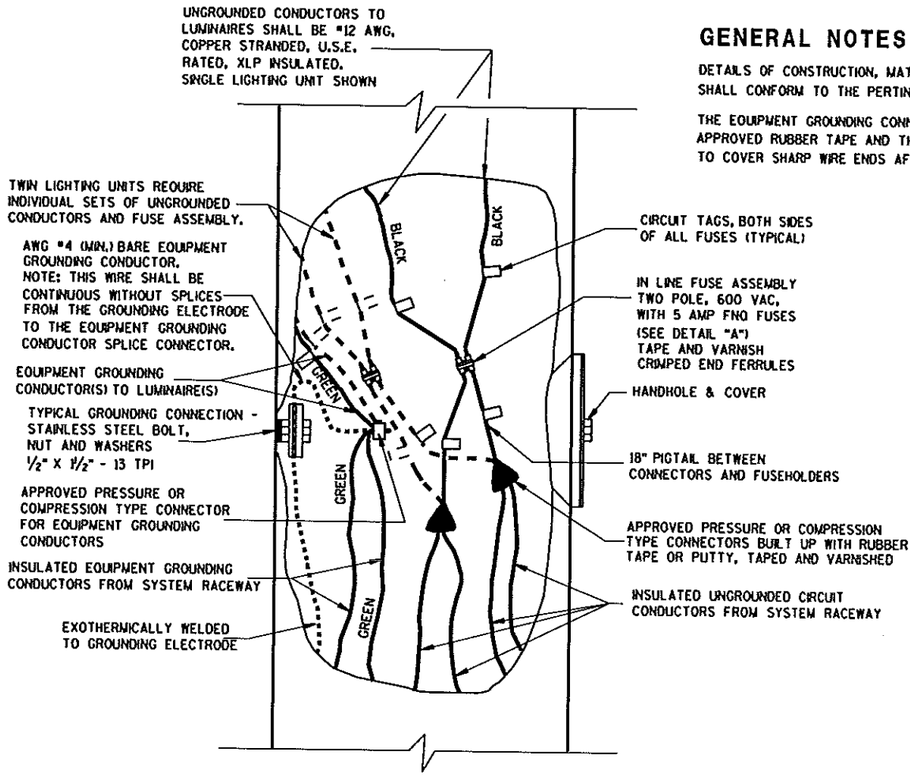




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

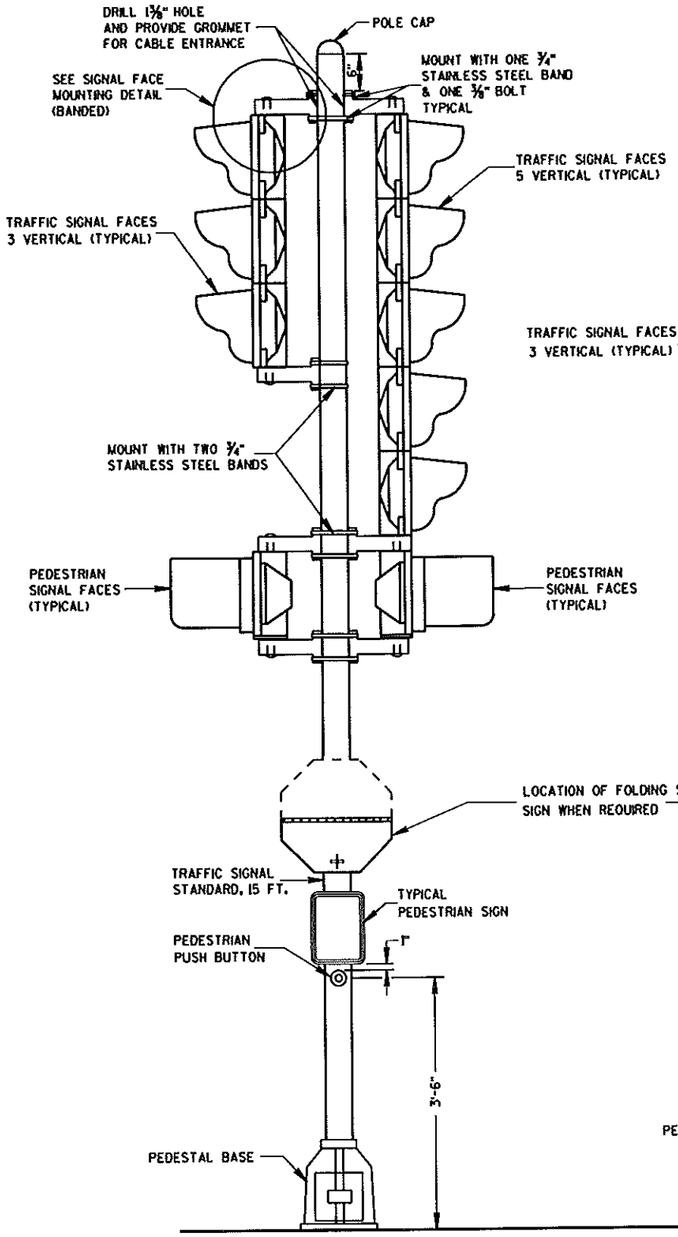
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10/21/96
DATE
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FHWA

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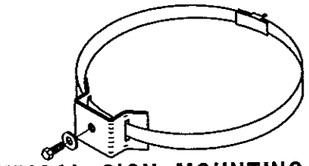
S.D.D. 9 E 3-2

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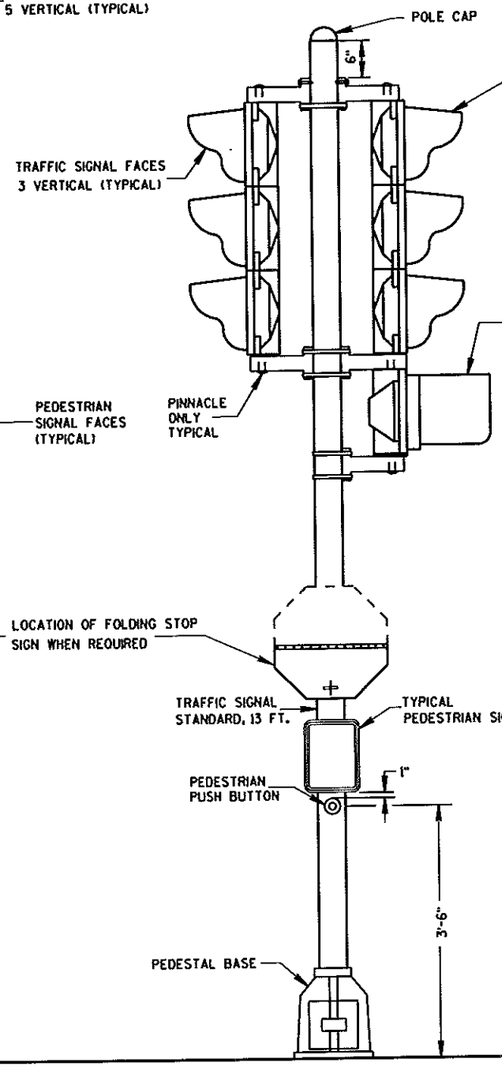
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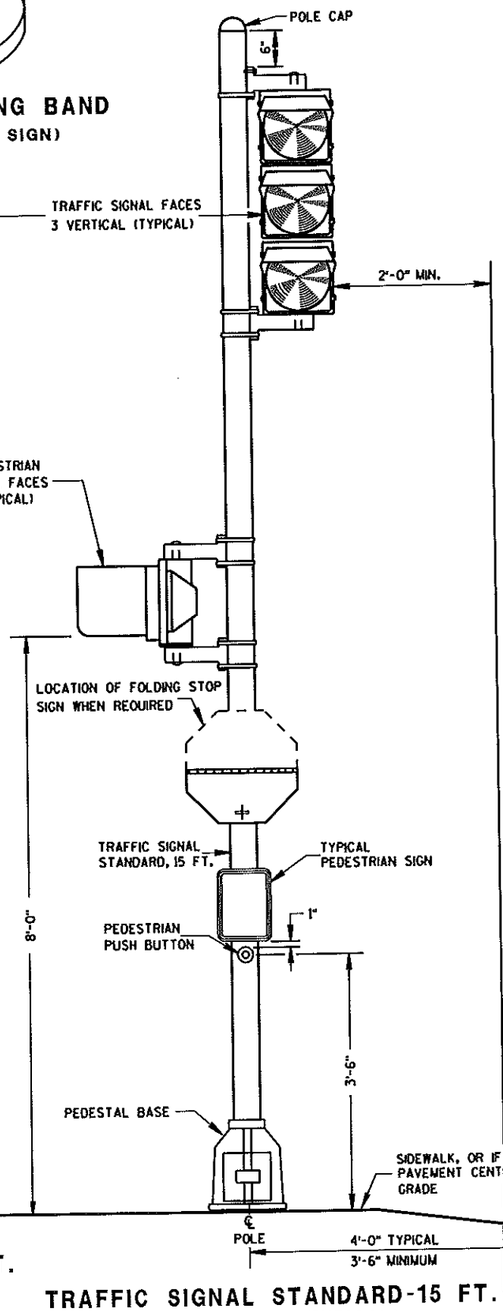
TRAFFIC SIGNAL STANDARD-15 FT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-13 FT.



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

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.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE L

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

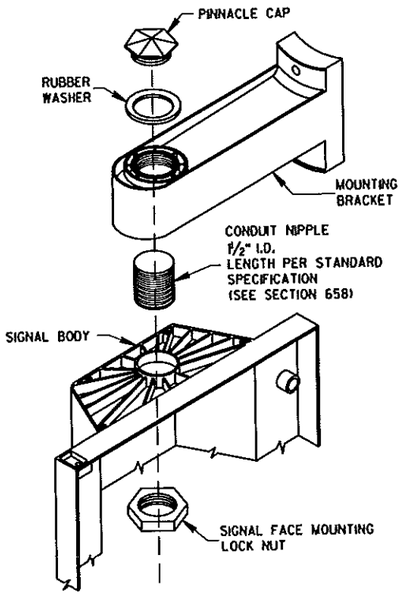
POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE DISTRICT TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS (TYPICAL)
13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

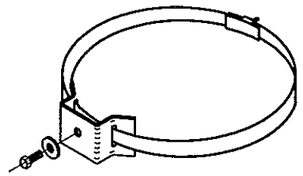
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5/26/05 — DATE
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FHWA

S.D. 9 E 6-2

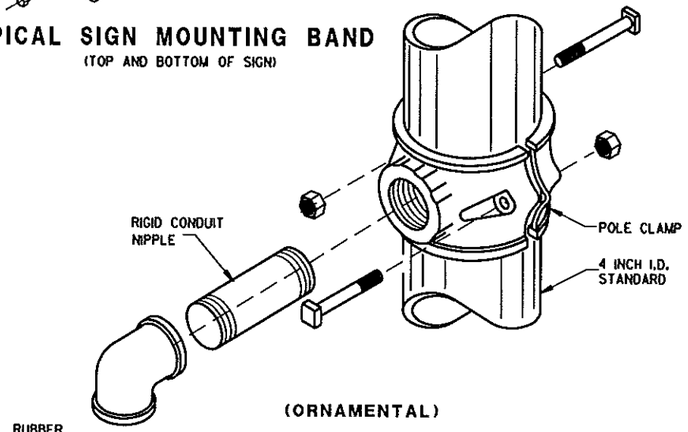
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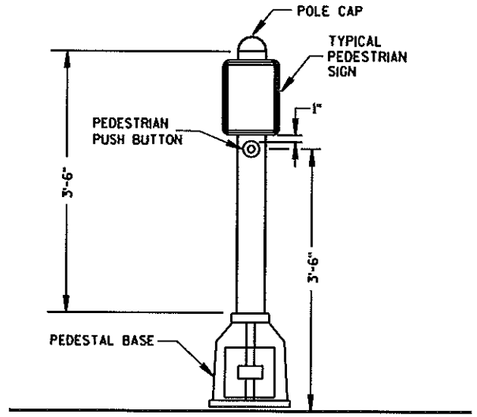
S.D. 9 E 6-2



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

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.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

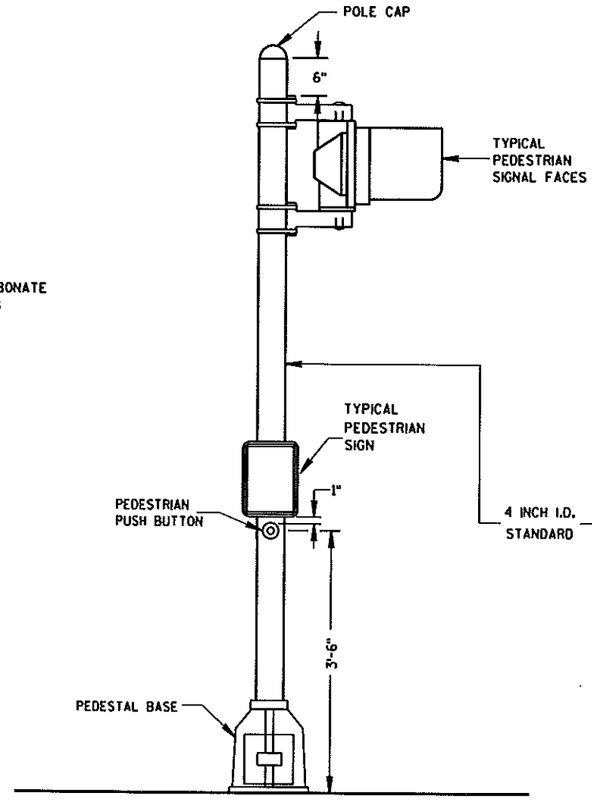
FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

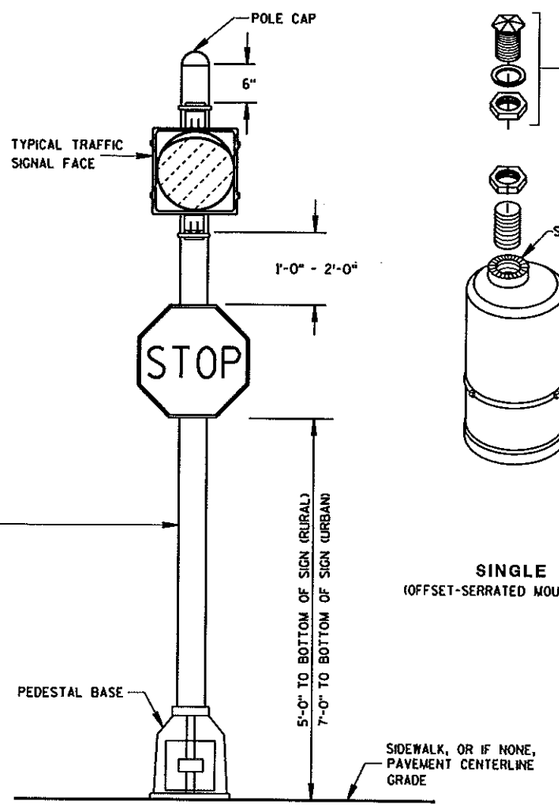
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

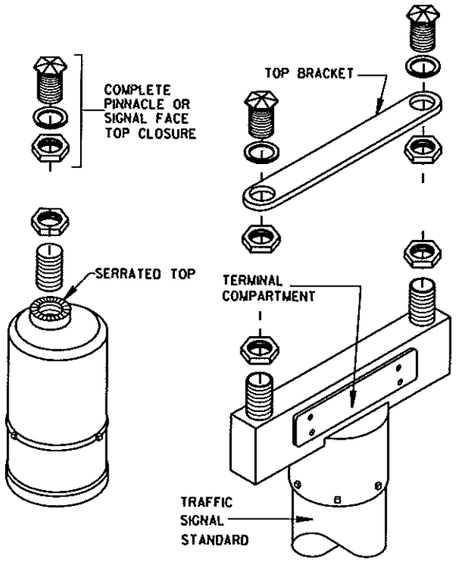
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

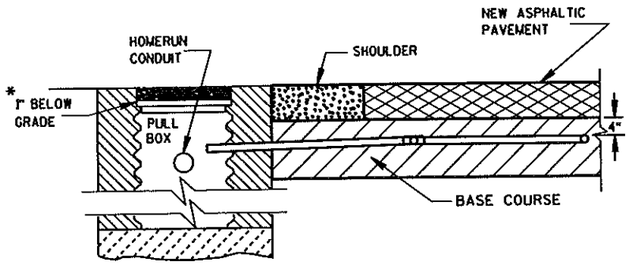
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S.D.D. 9 E 7-3

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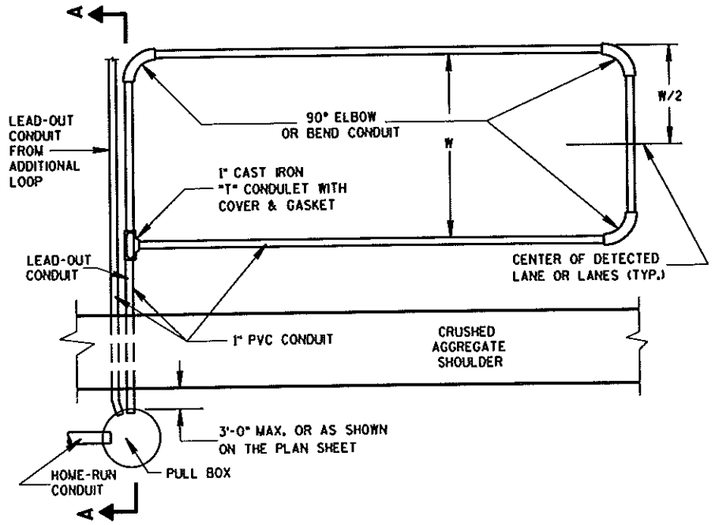
S.D.D. 9 E 7-3



SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

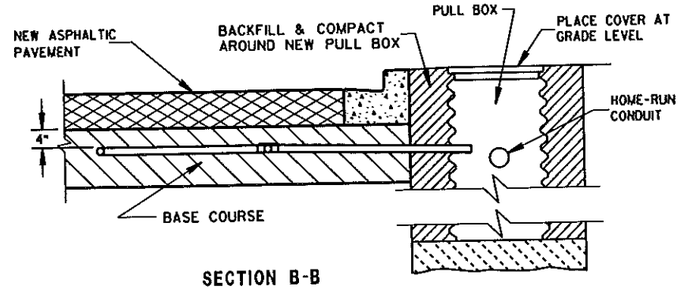
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

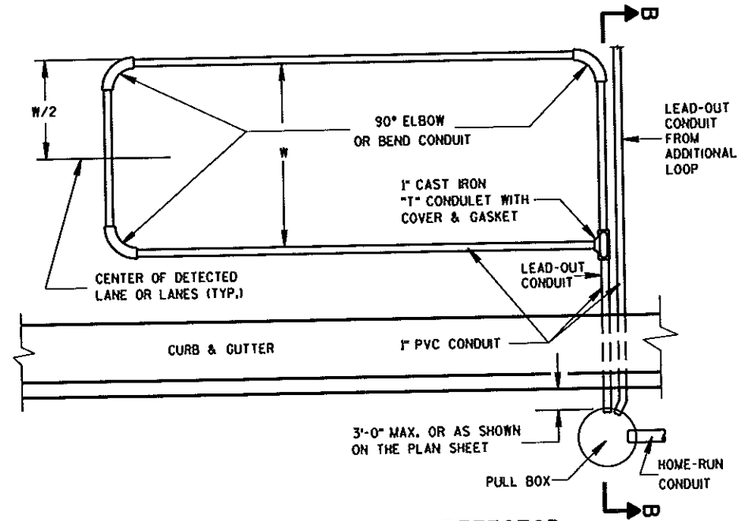
SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

DRIVE A 1½" MAX. PK NAIL INTO THE NEW ASPHALTIC PAVEMENT AND DIRECTLY ABOVE THE CONDULET AFTER THE FINAL LAYER OF NEW ASPHALTIC PAVEMENT IS COMPLETELY INSTALLED, IF REQUIRED BY THE DISTRICT TRAFFIC SECTION.



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)

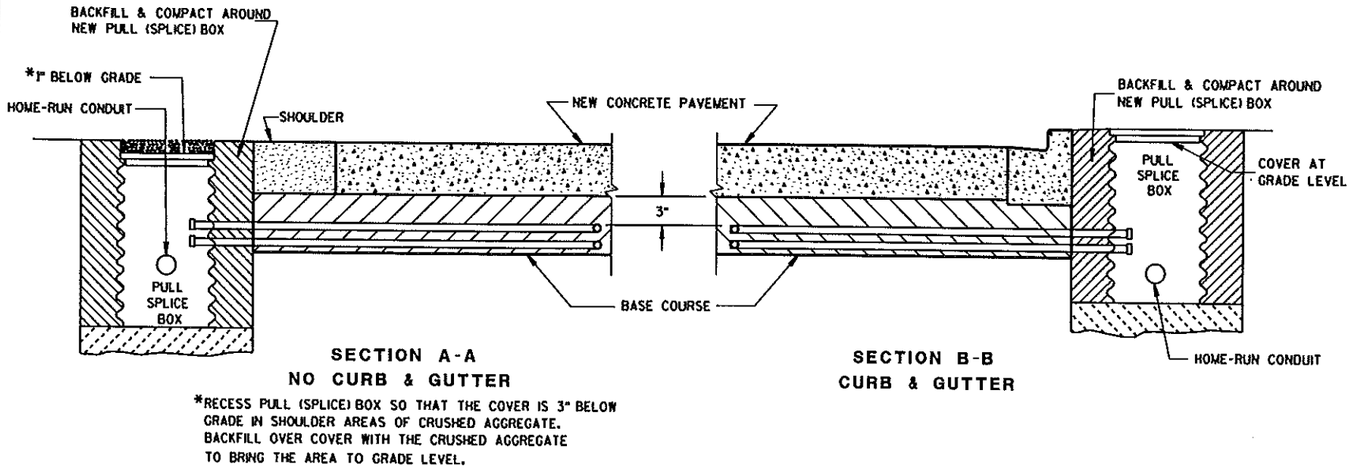
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/7/06 — DATE
/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

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S.D.D. 9 F 8-3



SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

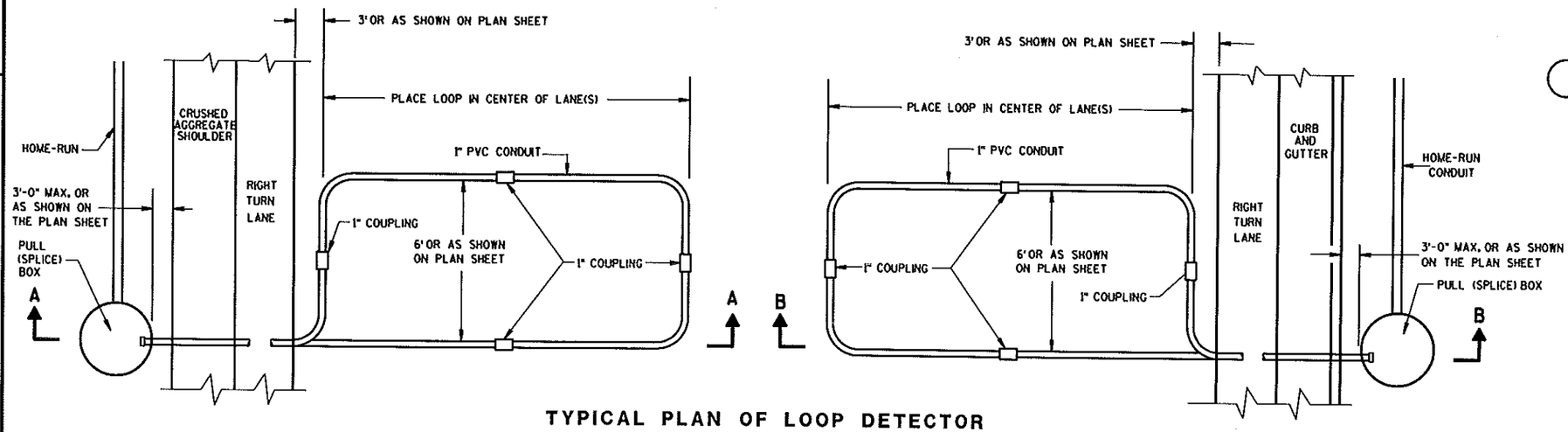
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

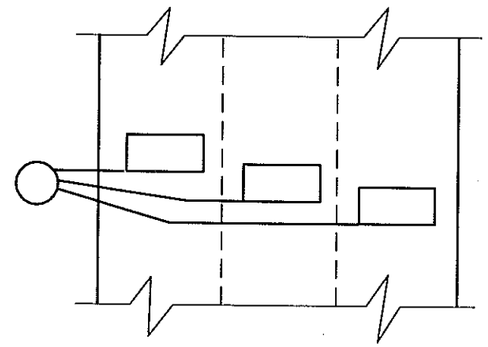
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

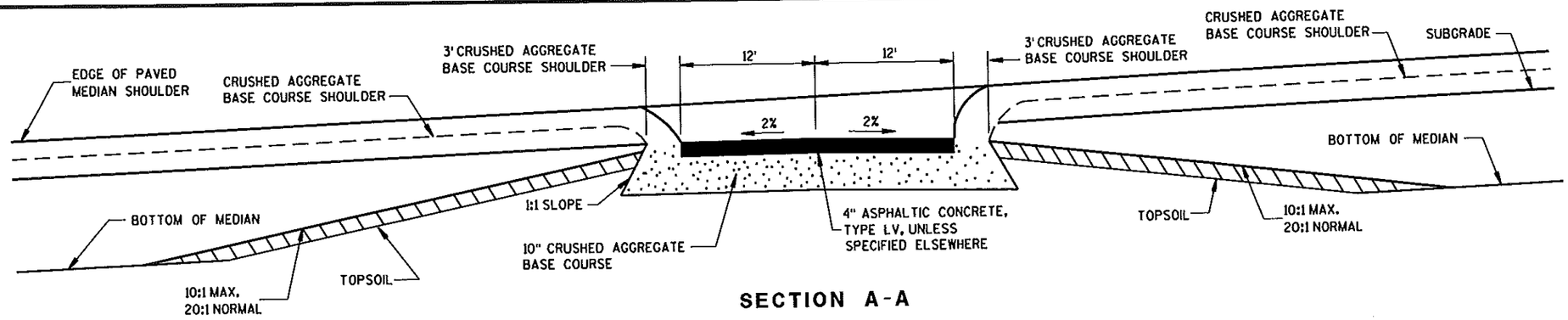
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FHWA

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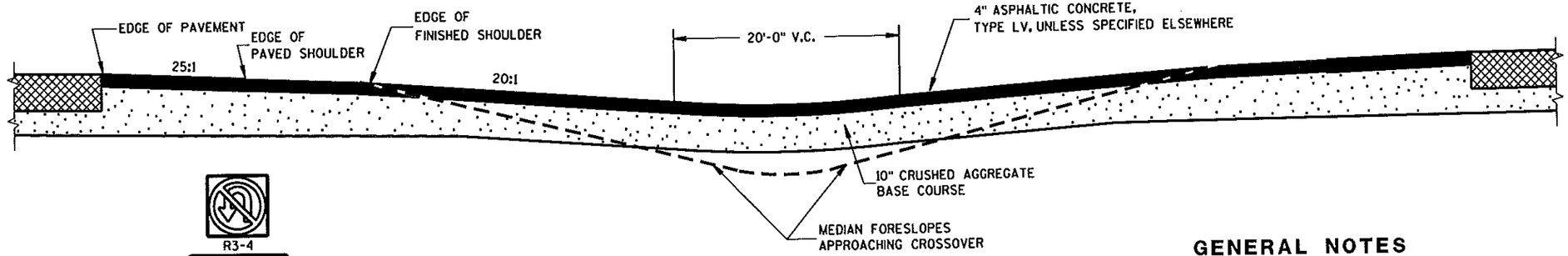
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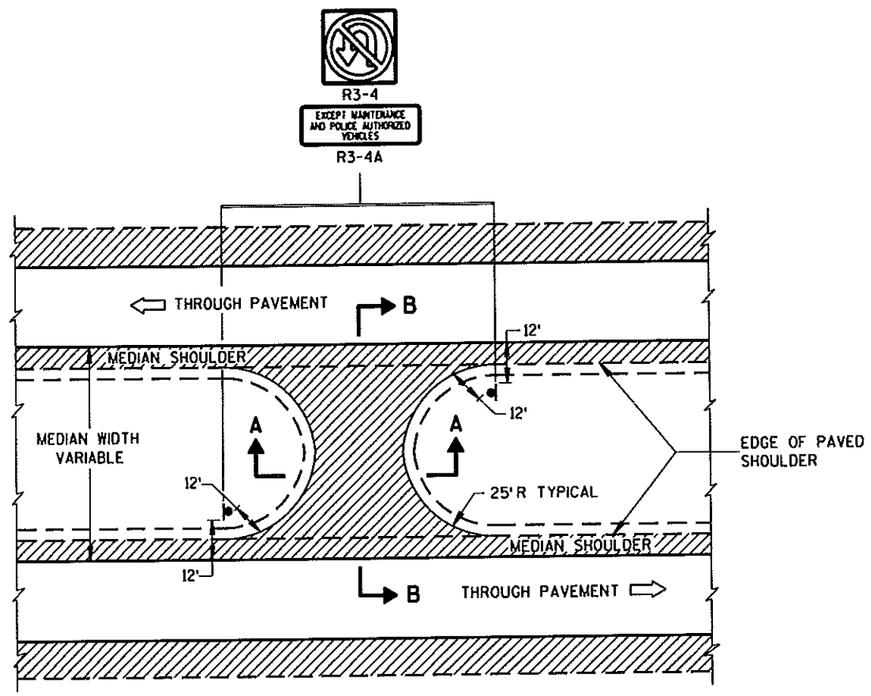
S.D.D. 9 F 15-3b



SECTION A-A



SECTION B-B



PLAN VIEW

GENERAL NOTES

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

INSTALL SIGNS R3-4 AND R3-4A IN LOCATION SHOWN.

SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

MAINTENANCE CROSSOVER FOR FREEWAYS

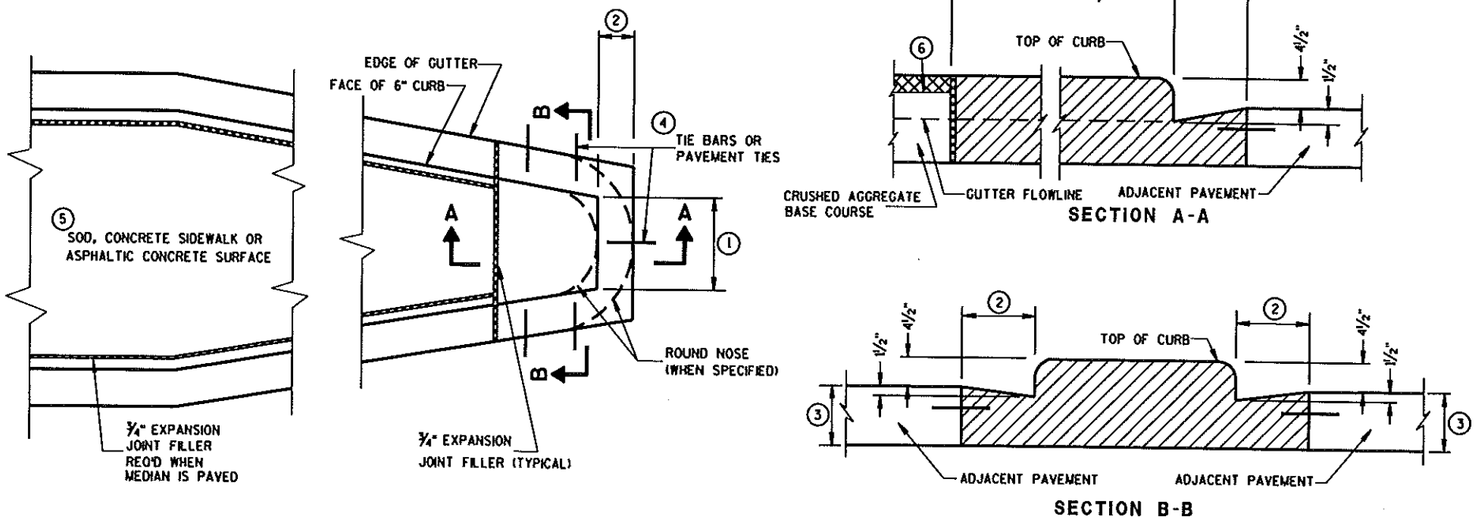
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1/6/98
DATE
FHWA

CHIEF ROADWAY DEVELOPMENT ENGINEER

6

S.D.D. 11A 1-3



CONCRETE MEDIAN BLUNT NOSE DETAIL

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.

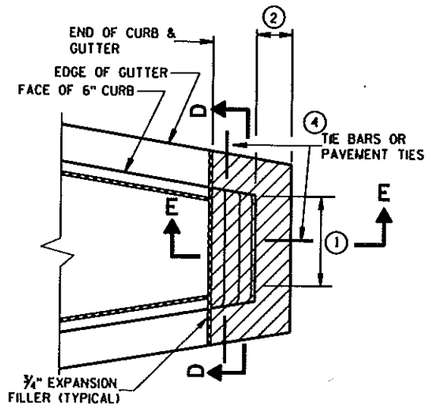
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

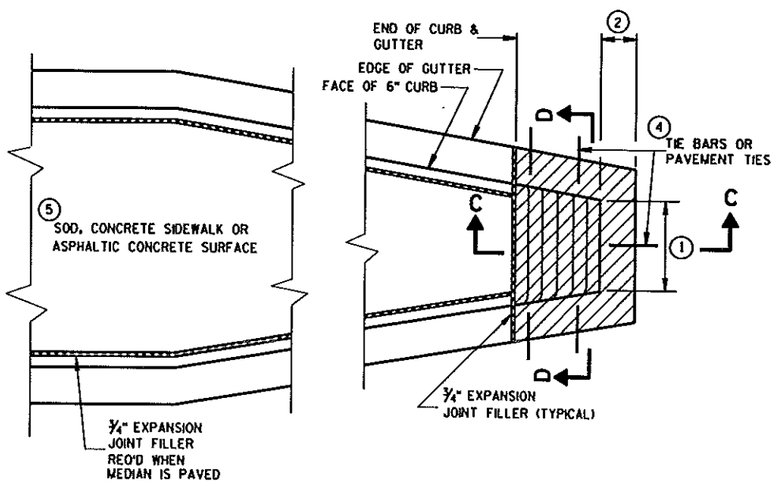
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

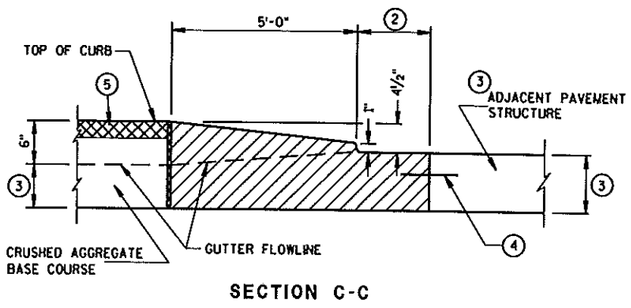
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

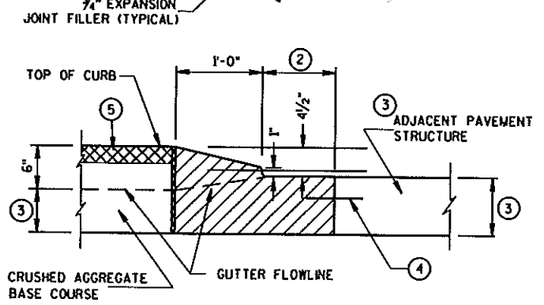
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



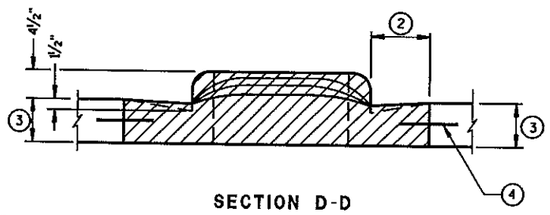


CONCRETE MEDIAN SLOPED NOSE TYPE 1





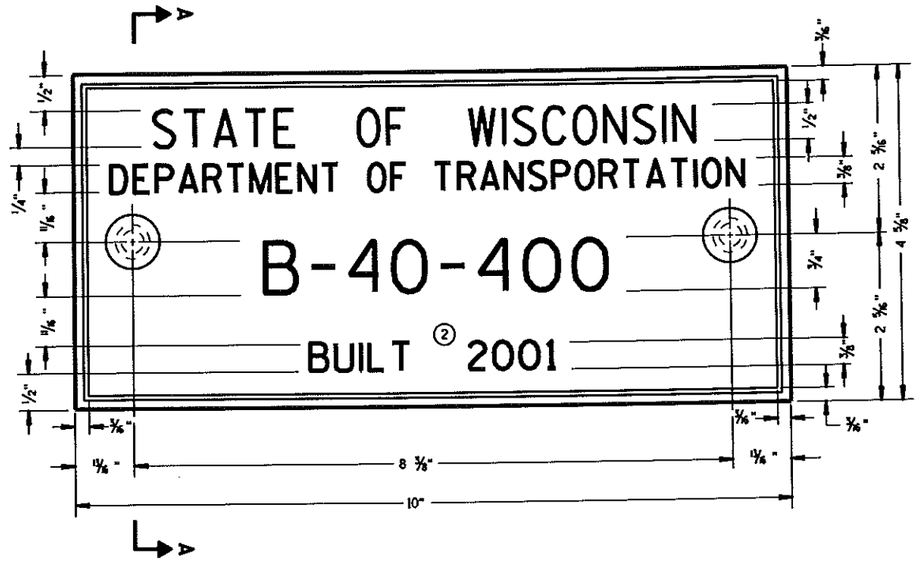
CONCRETE MEDIAN SLOPED NOSE TYPE 2



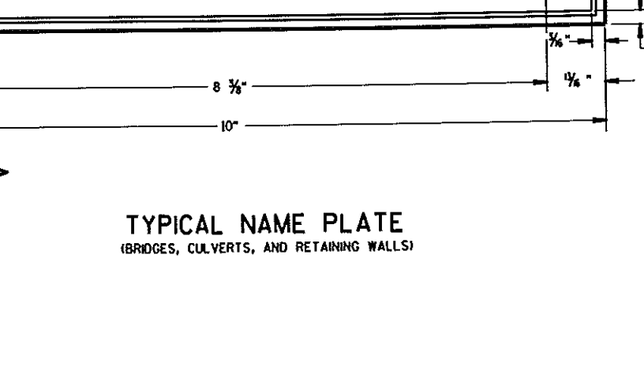
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/06 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

S.D.D. 11B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

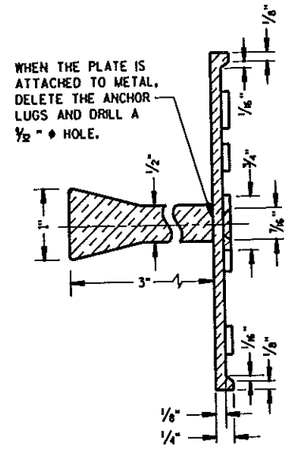
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 506.2.4 OF THE STANDARD SPECIFICATIONS.

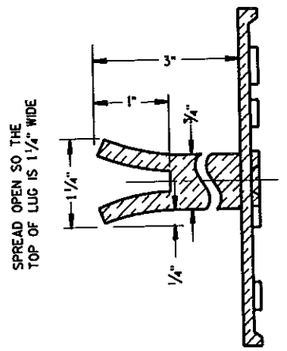
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

① EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

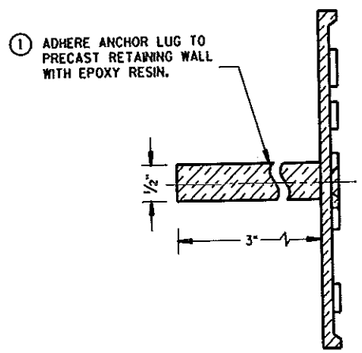
② REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/28/04 DATE FHWA	Lisa Woods CHIEF STRUCTURAL DEVELOPMENT ENGINEER

6

S.D.D. 12 A 3-8

PAVEMENT TYPE OF TRAFFIC LANES	TIE BAR SPACING	SHOULDER JOINT SPACING
NON-REINFORCED	30"	MATCH JOINT SPACING OF ADJACENT TRAFFIC LANE
REINFORCED	30"	20' AND MATCH JOINT SPACING OF ADJACENT TRAFFIC LANE
CONTINUOUSLY REINFORCED	30"	15' FOR 6' TO 10' WIDE SHOULDERS
CONTINUOUSLY REINFORCED	36"	12' FOR 3' WIDE SHOULDERS

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.

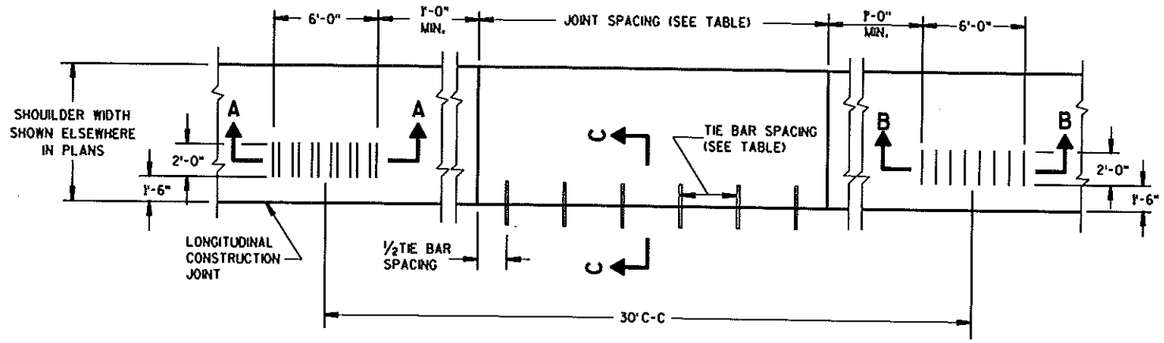
CORRUGATIONS SHALL BE PERPENDICULAR TO THE PAVEMENT EDGE.

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

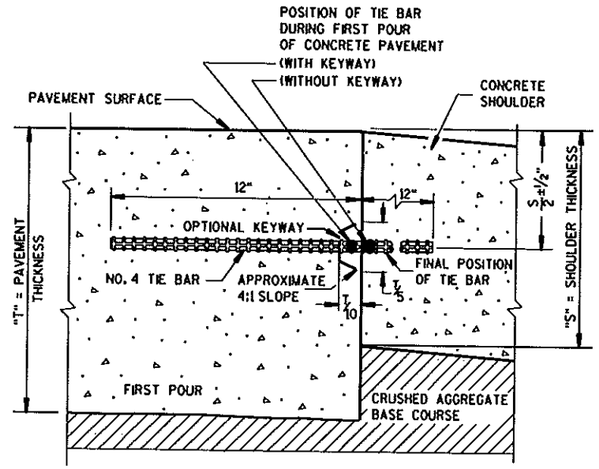
THE SHOULDER PAVEMENT SHALL RECEIVE A FINISH WITH AN ARTIFICIAL TURF DRAG IN CONFORMANCE WITH SUBSECTION 415.5.9.6.2 OF THE STANDARD SPECIFICATIONS

TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

**SAWED CORRUGATIONS SHALL NOT BE USED UNLESS SPECIFIED ELSEWHERE IN THIS CONTRACT.

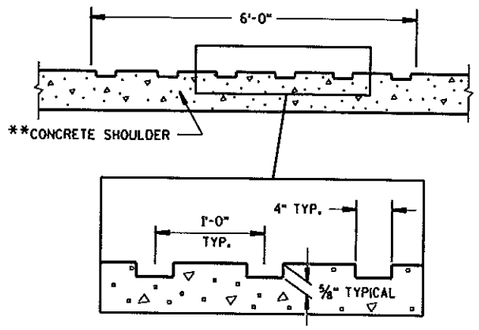


PLAN VIEW OF CONCRETE SHOULDER

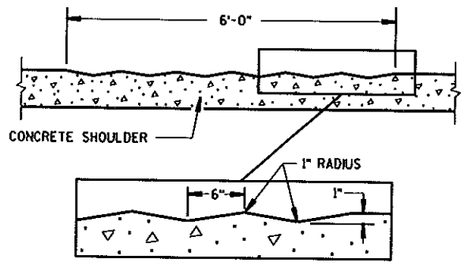


SECTION C-C

LONGITUDINAL CONSTRUCTION JOINT



** SECTION A-A (SAWED)



SECTION B-B (FORMED)

CORRUGATION DETAIL

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 9/8/03 DATE — Bill Ducket PAVEMENT ENGINEER

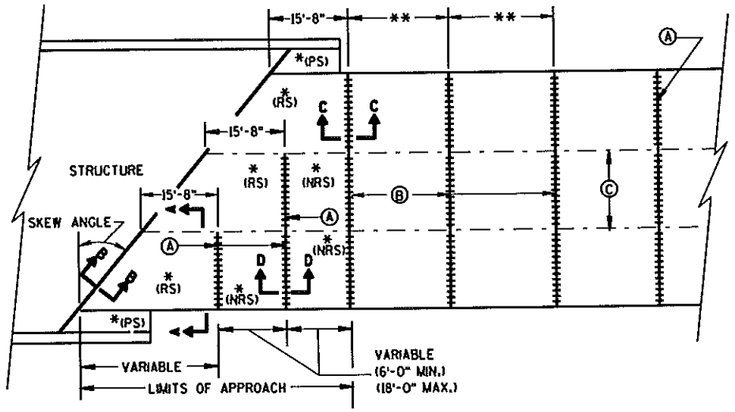
FHWA

6

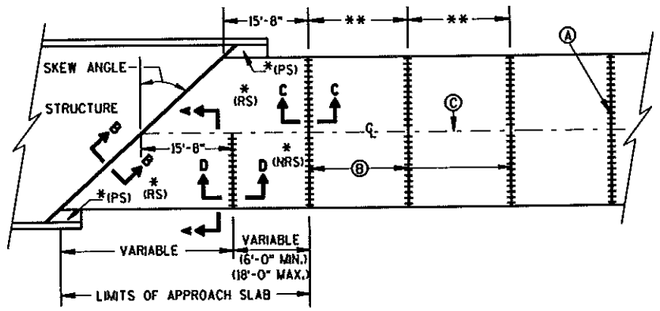
S.D.D. 13 A 3-4

6

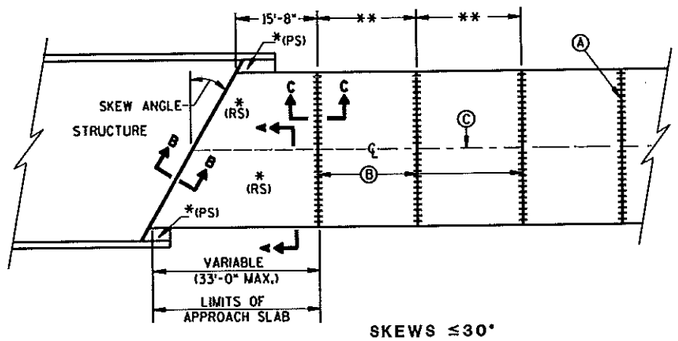
S.D.D. 13 A 3-4



SKEWED PAVEMENT
MORE THAN 2 LANES



SKEWS >30°
(PAVEMENT WIDTH ≤30')



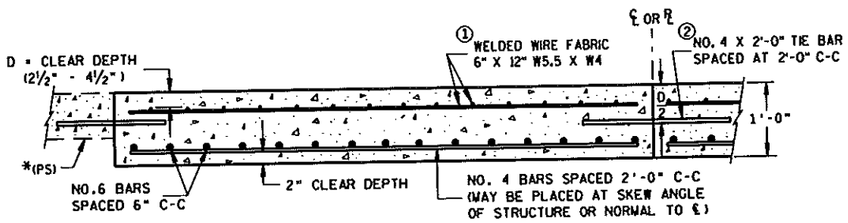
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

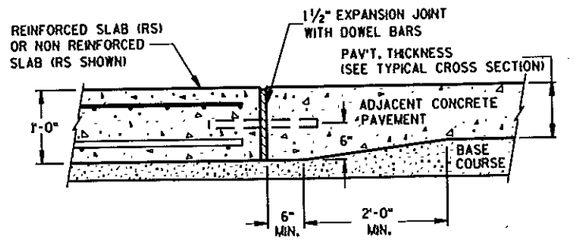
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN (SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C11 & SDD 13C12)

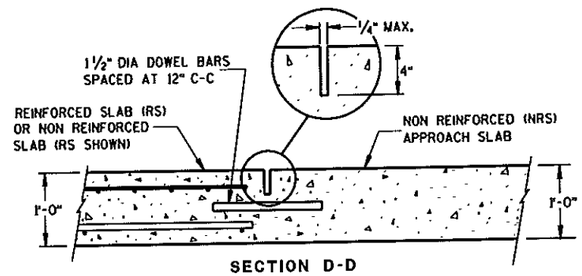
(A) STANDARD CONTRACTION JOINT NORMAL OR SKEWED TO ℄ OR ℄
(B) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL OR SKEWED TO ℄ OR ℄
(C) STANDARD LONGITUDINAL JOINT AND TIE BARS.



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

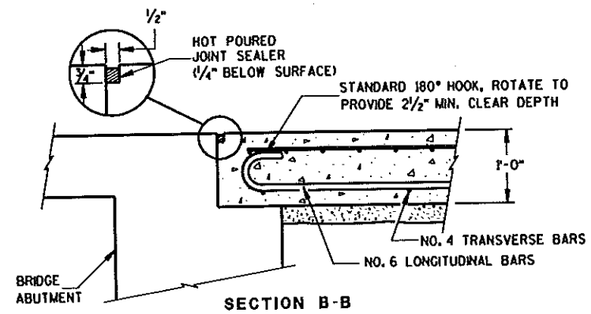
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

DOWEL BARS ARE NOT REQUIRED WHEN THE APPROACH SLAB ABUTS AN ASPHALT PAVEMENT OVER BASE COURSE.

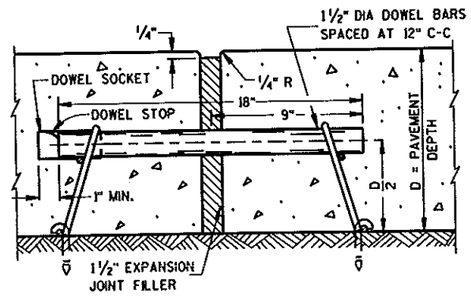
SPLICING OF NO. 6 BARS IN THE APPROACH SLAB IS PERMITTED FOR SKEWED STRUCTURES ONLY. SPLICES SHALL BE STAGGERED, WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP SHALL BE 20 INCHS.

① NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS MAY BE USED FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② TIE BARS BETWEEN REINFORCED SLABS MAY BE OMITTED WHERE SLAB REINFORCEMENT EXTEND ACCROSS THE CENTERLINE OR REFERENCE LINE.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



EXPANSION JOINT

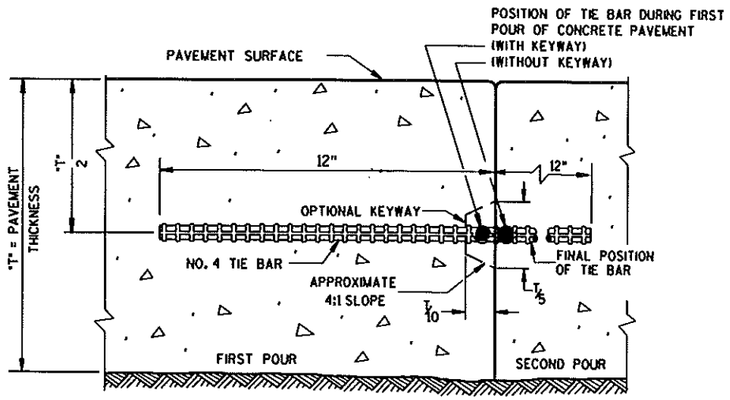
CONCRETE PAVEMENT
APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

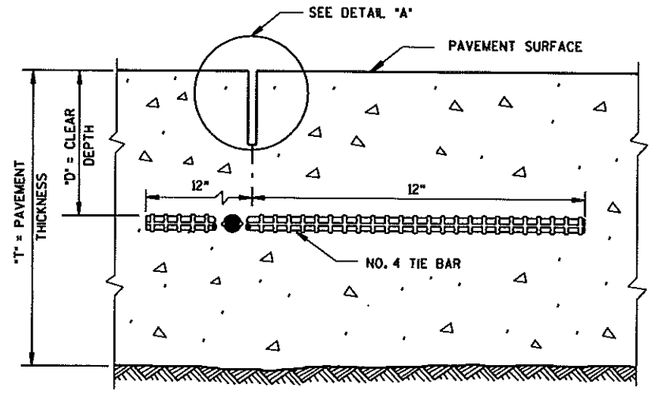
APPROVED
10/14/99
DATE
CHIEF PAVEMENTS & RESEARCH ENGINEER
FHWA

6

S.D.D. 13 B 2-4



CONSTRUCTION JOINT



SAWED JOINT

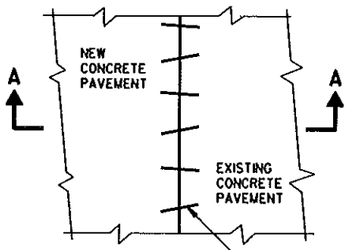
DETAIL "A"

GENERAL NOTES

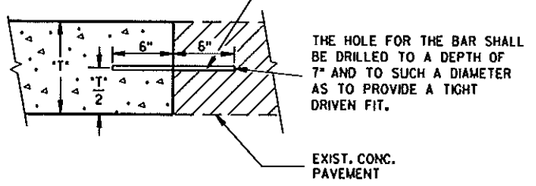
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

TIE BAR SPACINGS ARE VALID ONLY FOR PAVEMENT WIDTHS IN THE TABLE. FOR WIDER PAVEMENTS, TIED CONCRETE SHOULDERS OR RAMPS, THE TIE BAR SPACING SHALL BE AS SHOWN ON THE PLANS.



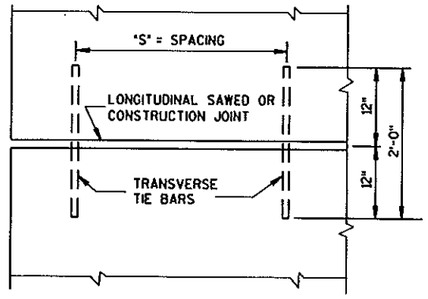
PLAN VIEW



SECTION A-A

PAVEMENT TIES

PAVEMENT THICKNESS "T"	CLEAR DEPTH "D"	SAW CUT GROOVE "G"	MAXIMUM TIE BAR SPACING "S"	
			PAVEMENT WIDTH	
			24' OR 26'	30'
6, 6 ½"	3"±½"	2"	48"	42"
7, 7 ½"	3 ¼"±1"	2 ¼"	45"	36"
8, 8 ½"	3 ¾"±1"	2 ½"	39"	30"
9, 9 ½"	4 ¼"±1"	3"	33"	27"
10, 10 ½"	4 ¾"±1"	3 ¼"	30"	24"
11, 11 ½"	5 ¼"±1"	3 ¾"	27"	21"
12"	5 ¾"±1"	4	24"	21"



PLAN VIEW

SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

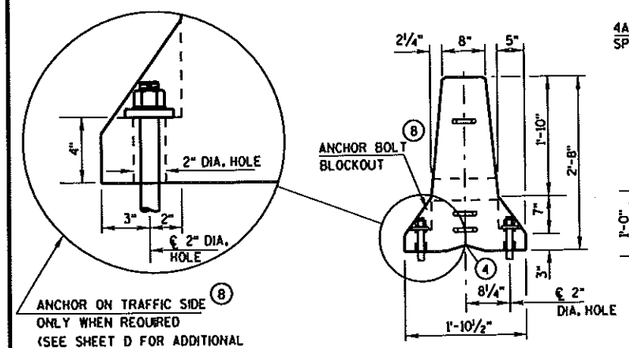
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/06/02
DATE
Bill Duckett
PAVEMENT ENGINEER
FHWA

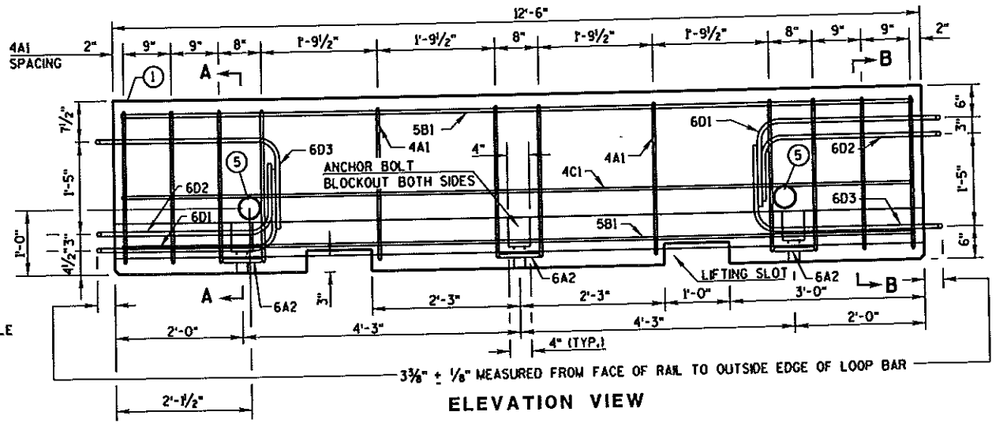
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S.D.D. 13 C 1-11

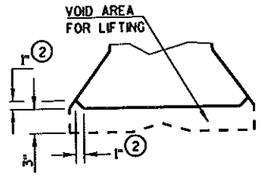
S.D.D. 13 C 1-11



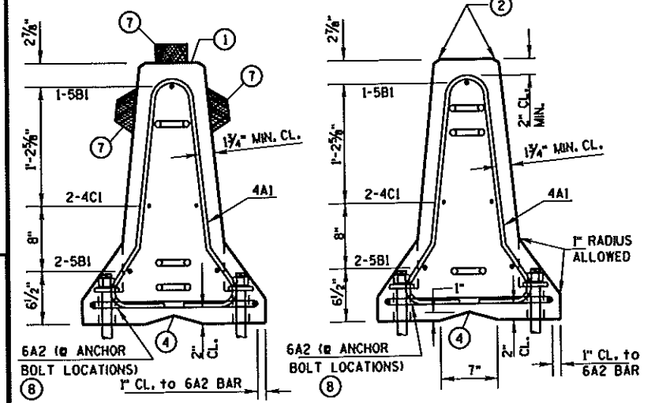
END VIEW



ELEVATION VIEW

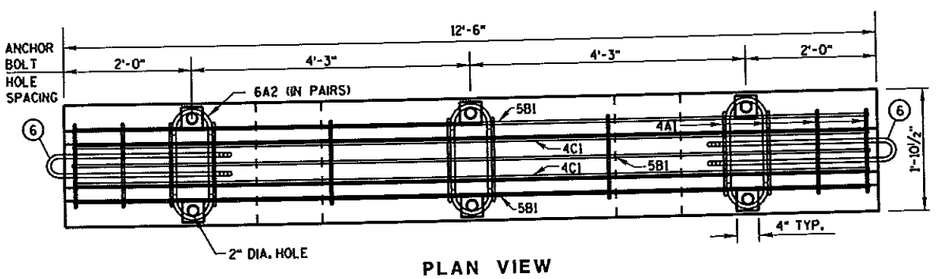


DETAIL "B"
LIFTING SLOT DETAIL



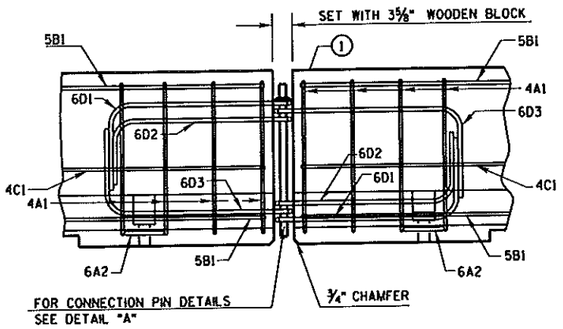
SECTION A-A
(STIRRUP PLACEMENT)

SECTION B-B
(STIRRUP PLACEMENT)

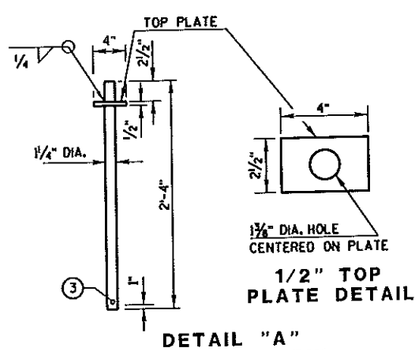


PLAN VIEW

DETAILS OF BARRIER SECTION



DETAILS OF BARRIER CONNECTION



1/2" TOP PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))

GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-1I(a) THRU 14B7-1I(d).

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.

THIS STANDARD DETAIL DRAWING CONSISTS OF 6 SHEETS, 14B7-1I(a) THRU 14B7-1I(f).

DETAILS AND REQUIREMENTS FOR THE FABRICATION AND INSTALLATION OF CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" (CBTP12.5) ARE SHOWN ON 4 SHEETS, 14B7-1I(a) THRU 14B7-1I(d)

DETAILS AND REQUIREMENTS FOR CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" (CBTP10.0) ARE SHOWN ON 2 SHEETS, 14B7-1I(e) THRU 14B7-1I(f). CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" (CBTP10.0) MAY BE USED UNTIL MAY 31, 2013, BUT ONLY IF ALL THE FOLLOWING CONDITIONS ARE MET:

THE CBTP10.0 WAS MANUFACTURED BEFORE JUNE 1, 2003.
THE CBTP10.0 MEETS ALL THE REQUIREMENTS OF STANDARD DETAIL DRAWINGS 14B7-1I(e) AND 14B7-1I(f).
THE CBTP10.0 IS IN GOOD CONDITION.

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" (CBTP10.0) IN ANY SINGLE RUN OR INSTALLATION.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY STAMPING OR FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE CBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

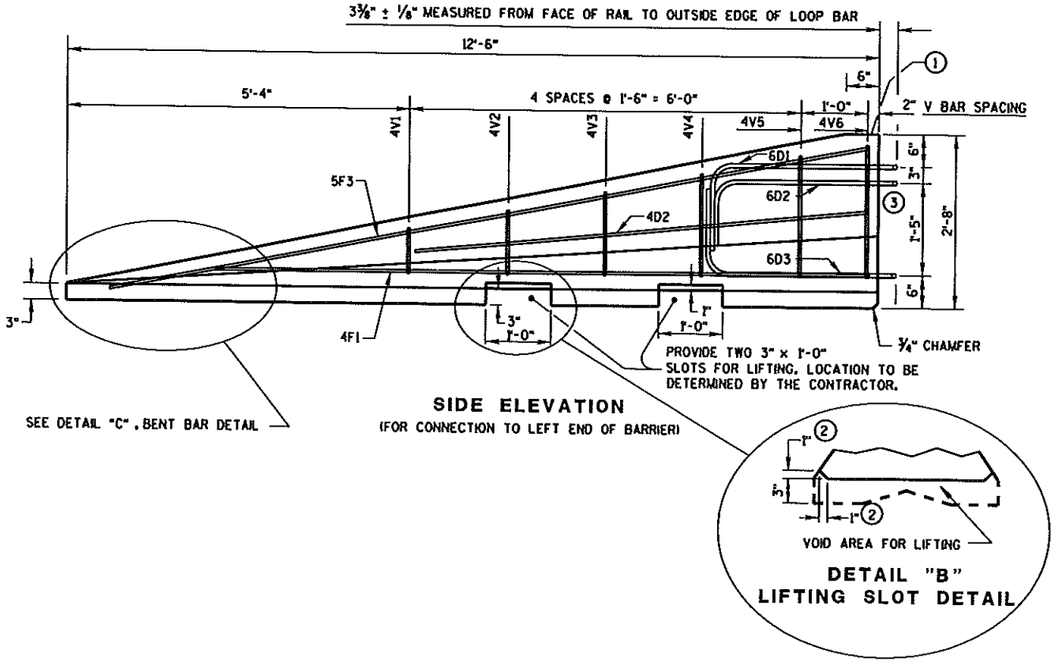
(8) SEE SHEET D FOR ANCHORING CRITERIA.

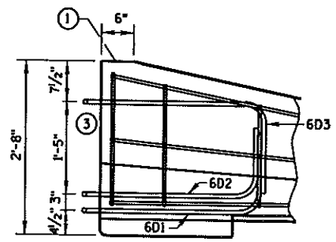
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 7-11a





SIDE ELEVATION

LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

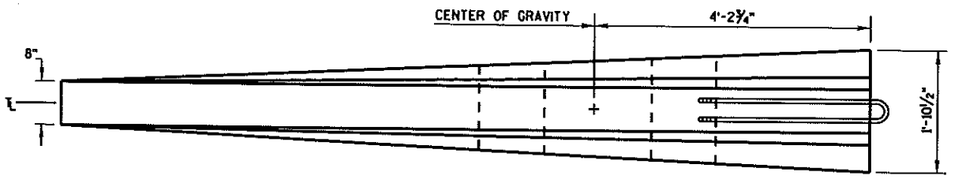
GENERAL NOTES

THE GENERAL NOTES ON SHEET 14B7-11(a) APPLY TO THIS SHEET.

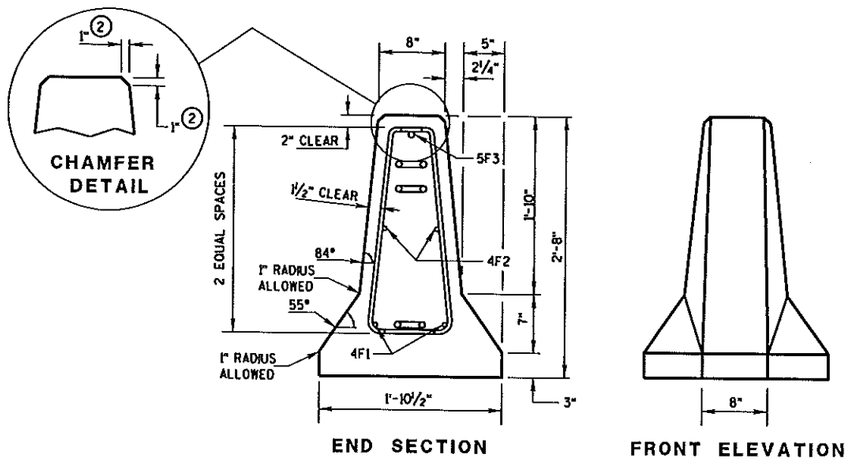
(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY STAMPING OR FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

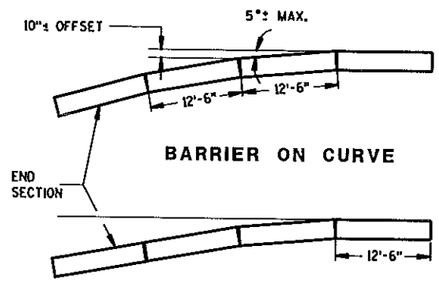


PLAN VIEW



END SECTION

FRONT ELEVATION



FLARE AT BARRIER END

POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	10:1
45 OR GREATER	15:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 7-11b

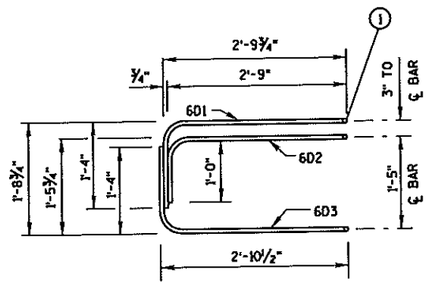
6

S.D.D. 14 B 7-11b

BARRIER TAPER SECTION BILL OF MATERIALS

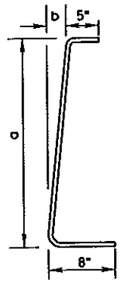
(PER 12'-6" BARRIER TAPER SECTION)

BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY

DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

GENERAL NOTES

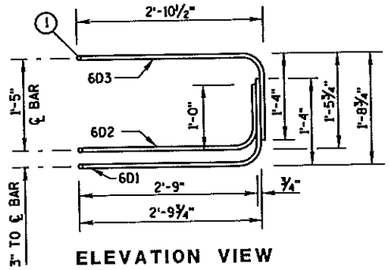
THE GENERAL NOTES ON SHEET 14B7-11(a) APPLY TO THIS SHEET.

① NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

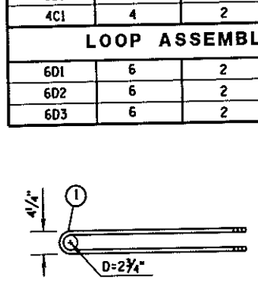
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

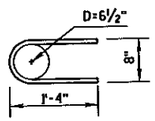
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



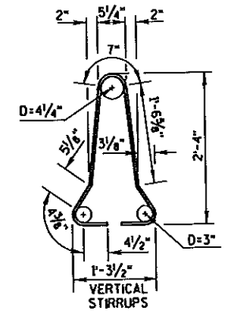
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



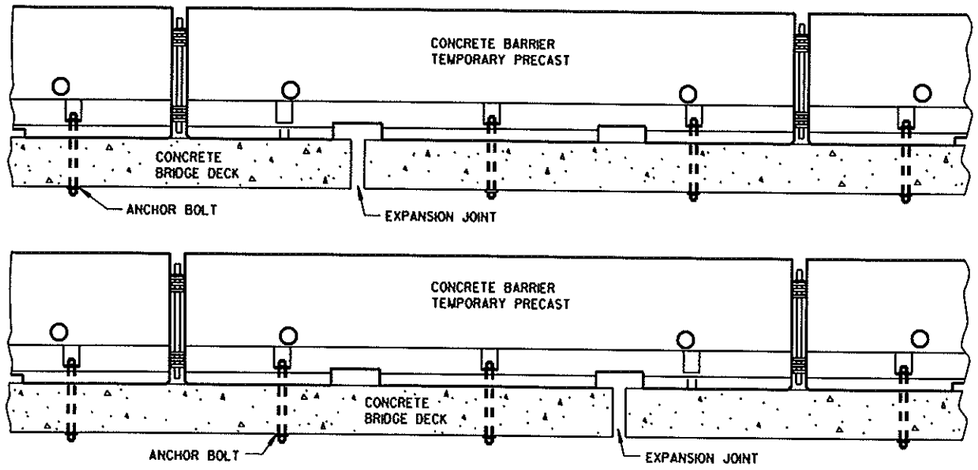
4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

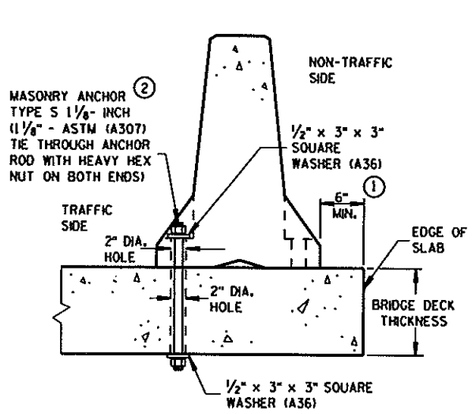
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 7-11c



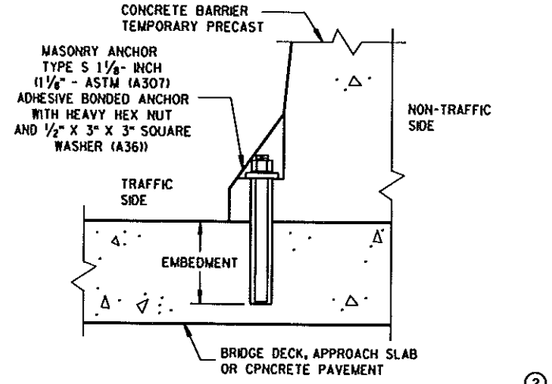
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



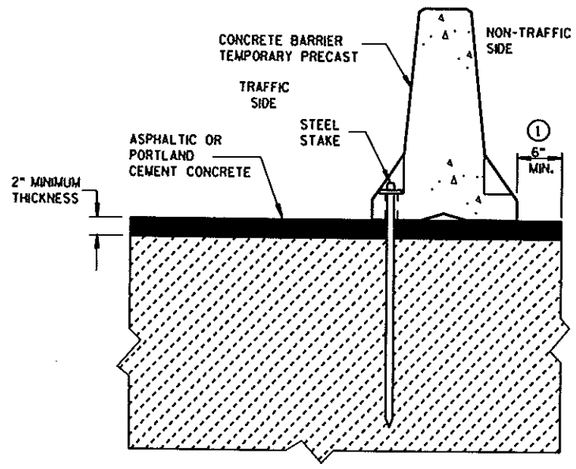
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



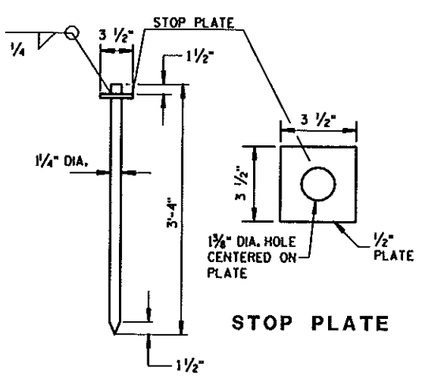
REMOVABLE ADHESIVE BONDED ANCHOR (2) INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

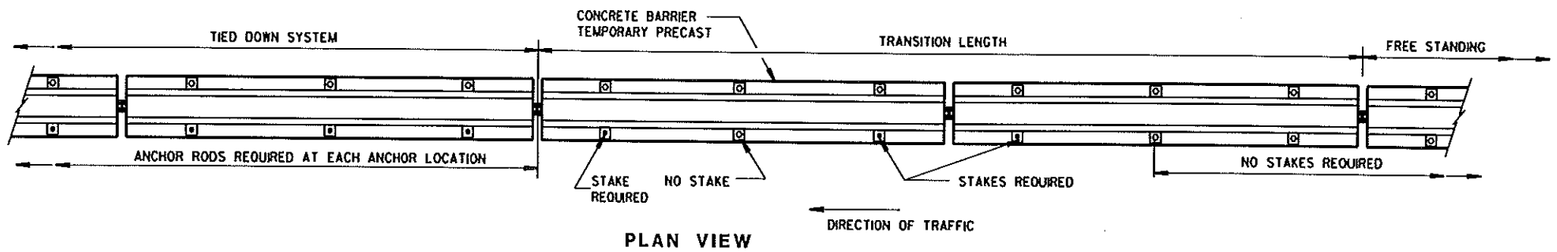
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

STEEL STAKE

(A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

GENERAL NOTES

THE GENERAL NOTES ON SHEET 14B7-1(Ka) APPLY TO THIS SHEET.

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

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

(2) ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALL ANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-24-06
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

6

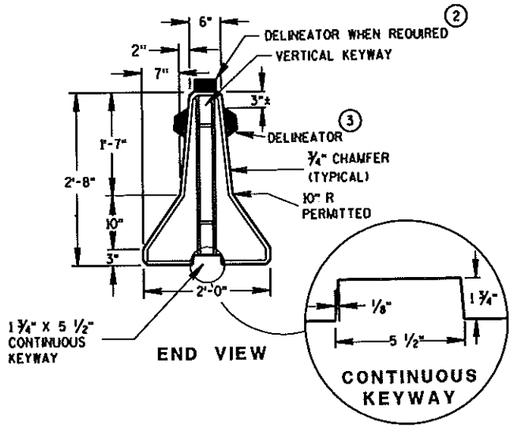
S.D.D. 14 B 7-11d

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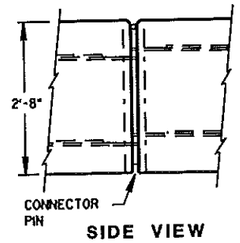
S.D.D. 14 B 7-11d

DESCRIPTION	SIZE	NO. REQ'D	LENGTH
TOP CONNECTOR WIRE ROPE (1)	½"	2	6'-0"
BOTTOM CONN. WIRE ROPE (1)	½"	2	6'-0"
TOP CONNECTOR STEEL BAR	NO. 4	1	9'-0"
BOTTOM CONN. STEEL BAR	NO. 4	1	9'-0"
STEEL CONNECTING PIN	1¼" DIA.	1	2'-6"
BOTTOM TIE BARS	NO. 4	5	1'-8"
VERTICAL STEEL BAR	NO. 4	10	2'-1"
HORIZONTAL STEEL BAR	NO. 5	4	9'-4"

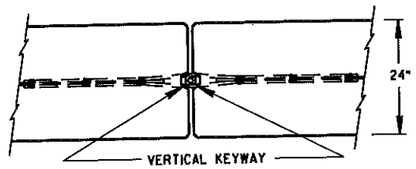
BILL OF MATERIALS



END VIEW

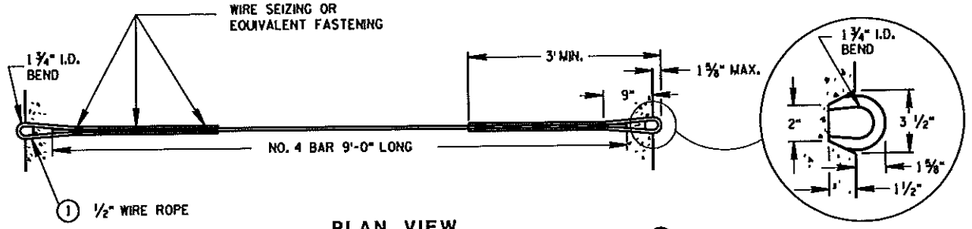


SIDE VIEW



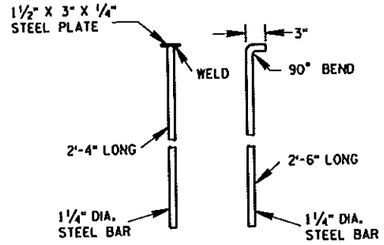
PLAN VIEW

PIN & LOOP CONNECTION DETAILS

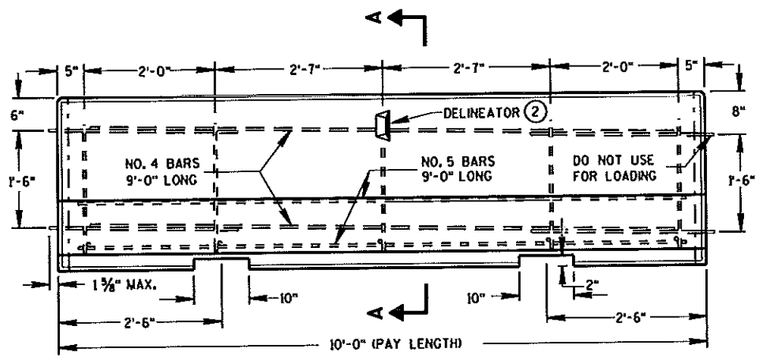


PLAN VIEW

TOP & BOTTOM CONNECTOR ASSEMBLY (1)

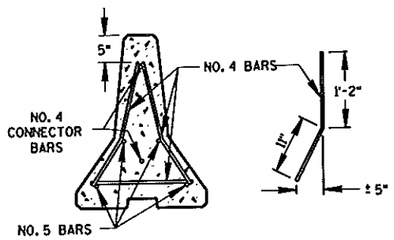


ALTERNATE CONNECTING PINS



SIDE VIEW

LOCATION OF REINFORCEMENT STEEL



SECTION A-A

BAR STEEL REINFORCEMENT

GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-1l(e) AND 14B7-1l(f).

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.

THIS STANDARD DETAIL DRAWING CONSISTS OF 6 SHEETS, 14B7-1l(a) THRU 14B7-1l(f).

DETAILS AND REQUIREMENTS FOR THE FABRICATION AND INSTALLATION OF CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" (CBTP12.5) ARE SHOWN ON 4 SHEETS, 14B7-1l(a) THRU 14B7-1l(d).

DETAILS AND REQUIREMENTS FOR CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" (CBTP10.0) ARE SHOWN ON 2 SHEETS, 14B7-1l(e) THRU 14B7-1l(f). CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" (CBTP10.0) MAY BE USED UNTIL MAY 31, 2013, BUT ONLY IF ALL THE FOLLOWING CONDITIONS ARE MET:

- THE CBTP10.0 WAS MANUFACTURED BEFORE JUNE 1, 2003.
- THE CBTP10.0 MEETS ALL THE REQUIREMENTS OF STANDARD DETAIL DRAWINGS 14B7-1l(e) AND 14B7-1l(f).
- THE CBTP10.0 IS IN GOOD CONDITION.

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" (CBTP10.0) IN ANY SINGLE RUN OR INSTALLATION.

PLACE BARRIER ON PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

DO NOT ANCHOR CONCRETE BARRIER TEMPORARY PRECAST 10'-0".

BARRIERS SHALL BE REINFORCED WITH EITHER BAR STEEL REINFORCEMENT AS DETAILED ON THIS DRAWING OR WELDED STEEL WIRE FABRIC ADEQUATE TO ASSURE SAFE HANDLING STRENGTH.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN.

WIRE ROPE SHALL BE ZINC-COATED 6 X 19 CLASS 2 IWRC WITH A MINIMUM BREAKING STRENGTH OF 20,000 LBS. AND SHALL CONFORM TO FEDERAL SPECIFICATION RR-W-410. THE ZINC COATING SHALL CONFORM TO TABLE II OF THE FEDERAL SPECIFICATIONS.

DELINEATORS SHALL CONFORM TO SECTION 633 OF THE STANDARD SPECIFICATIONS EXCEPT THE SHAPE SHALL BE AS SHOWN ON THIS DRAWING. ALTERNATIVE SHAPES MAY BE USED WHEN APPROVED BY THE ENGINEER. CONCRETE SURFACE PREPARATION, ADHESIVE AND METHOD OF APPLICATION SHALL BE AS RECOMMENDED BY THE DELINEATOR MANUFACTURER. THE COLOR OF REFLECTORS SHALL BE YELLOW WHEN LOCATED TO THE LEFT OF TRAFFIC AND WHITE WHEN LOCATED TO THE RIGHT OF TRAFFIC. MAXIMUM SPACING SHALL BE 20 FEET.

CONCRETE BARRIER TEMPORARY PRECAST, 10'-0", WHETHER UN-RESTRAINED OR RESTRAINED, SHALL NOT BE USED IF THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 8 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF.

(1) CONNECTOR ASSEMBLIES MAY, AT THE CONTRACTORS OPTION, BE FORMED FROM A CONTINUOUS SECTION OF ½ INCH WIRE ROPE (16'-6" MIN. LENGTH). THE NO 4 CONNECTOR STEEL BARS MAY THEN BE OMITTED.

(2) TOP MOUNTED DELINEATORS SHALL BE PROVIDED IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON CURVED ALIGNMENT LONGER THAN 200 FT.

(3) BARRIERS USED TO SEPARATE OPPOSING TRAFFIC SHALL HAVE DELINEATORS ON BOTH SIDES. TOP MOUNTED DELINEATORS SHALL BE DOUBLE FACED FOR THIS CONDITION.

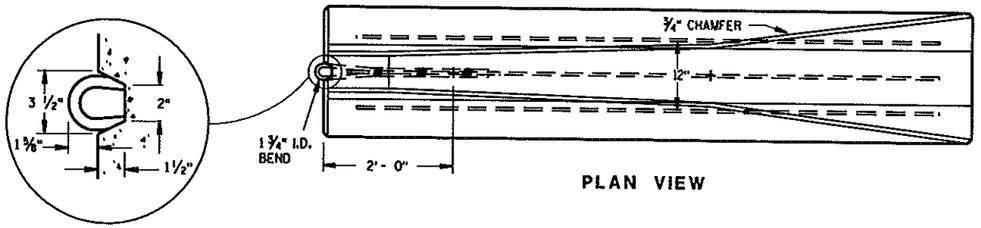
CONCRETE BARRIER TEMPORARY PRECAST, 10'-0"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

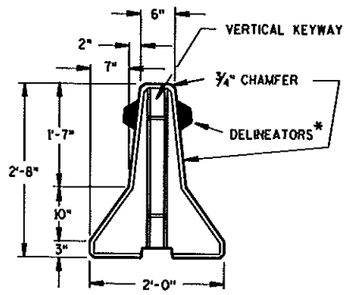
6

S.D.D. B 7-11e

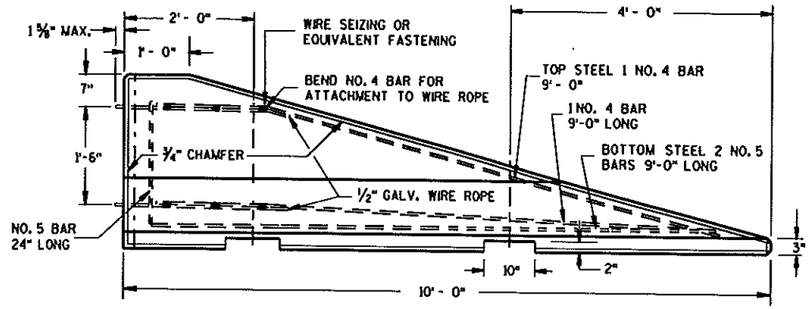
S.D.D. 14 B 7-11e



PLAN VIEW

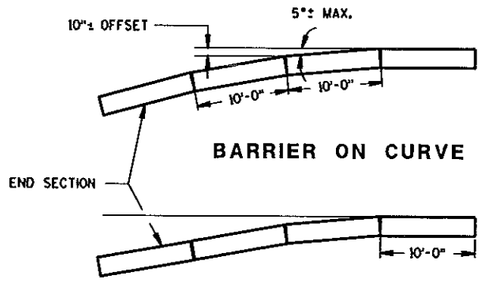


END VIEW



SIDE VIEW

END SECTION FOR TEMPORARY PRECAST CONCRETE BARRIER



POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	10:1
45 OR GREATER	15:1

GENERAL NOTES

THE GENERAL NOTES ON SHEET 14B7- 1(e) APPLY TO THIS SHEET.

* WHEN BARRIERS ARE USED TO SEPARATE OPPOSING TRAFFIC, DELINEATORS ARE REQUIRED ON BOTH SIDES.

CONCRETE BARRIER TEMPORARY PRECAST, 10'-0"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/24/06 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14B 7-11f

6

S.D.D. 14B 7-11f

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

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

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

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

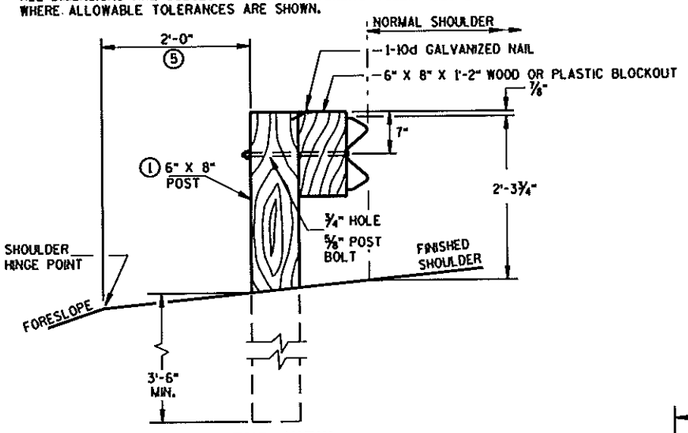
(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

(5) WHEN SPECIFIED IN THE PLANS, THE SHOULDER HINGE POINT MAY BE BETWEEN THE FRONT FACE OF THE POST AND 2 FEET BEHIND THE BACK OF THE POST. IF EXISTING CONDITIONS DO NOT PERMIT THE DESIRABLE EARTHWORK, INCREASE POST DEPTH TO PROVIDE A MINIMUM EMBEDMENT OF 4'-6" WHERE THE SHOULDER HINGE POINT IS LOCATED BETWEEN THE FRONT FACE OF THE POST AND 2 FEET BEHIND THE BACK OF THE POST.

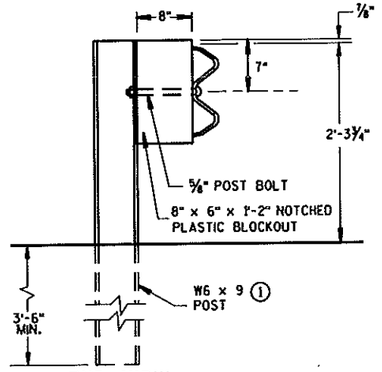
(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN THE HOLE. BACKFILL WITH MATERIAL EXCAVATED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

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

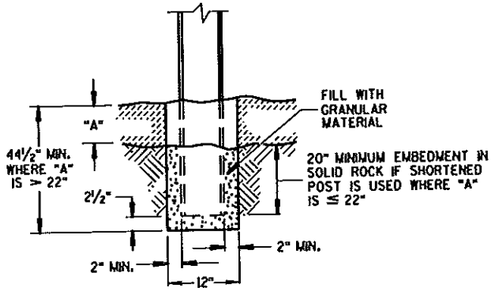
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



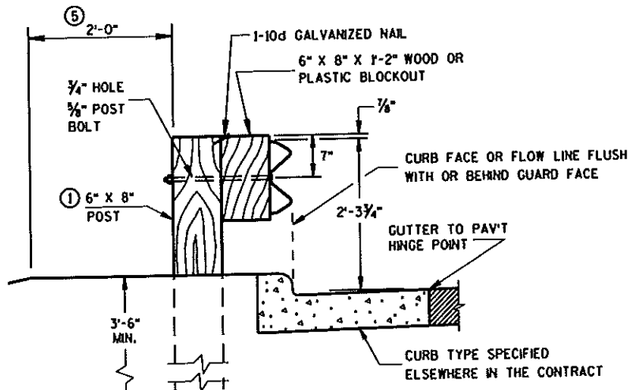
END VIEW
LOCATED ALONG A ROADWAY SHOULDER



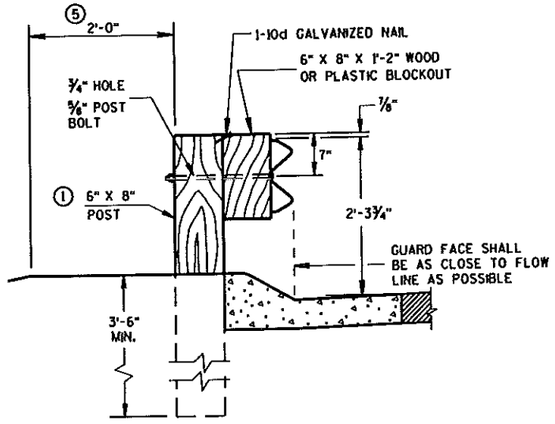
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE



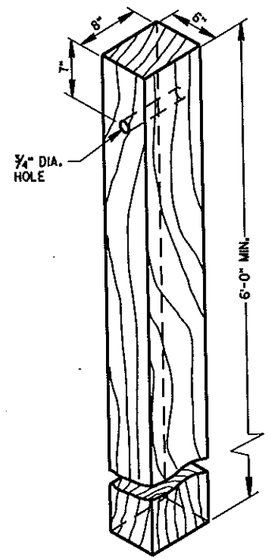
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



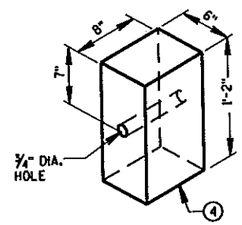
END VIEW
LOCATED ALONG A CURBED ROADWAY



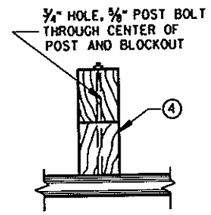
END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY



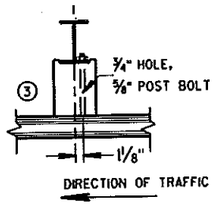
WOOD POST
(6"X8") NOMINAL



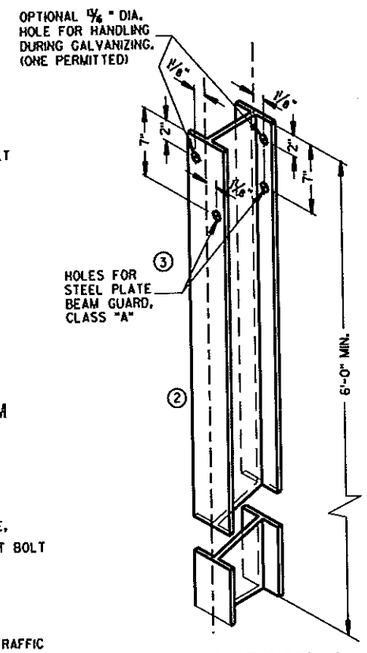
WOOD OR PLASTIC
BLOCKOUT FOR WOOD POSTS



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM

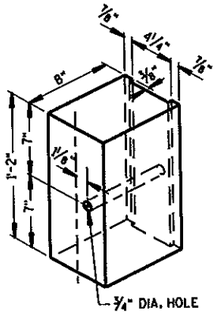


PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



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

ALL HOLES 15/16" DIAMETER EXCEPT AS NOTED



TYPICAL NOTCHED PLASTIC (1)
BLOCKOUT FOR STEEL POSTS

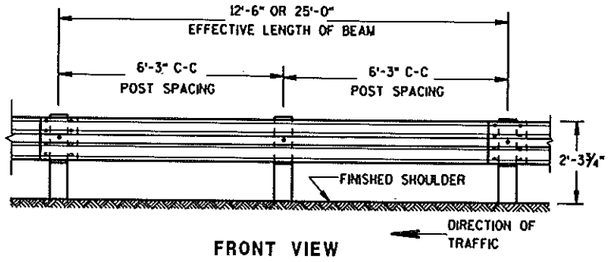
STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

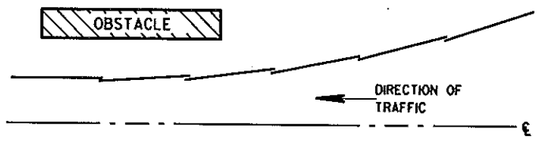
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

6

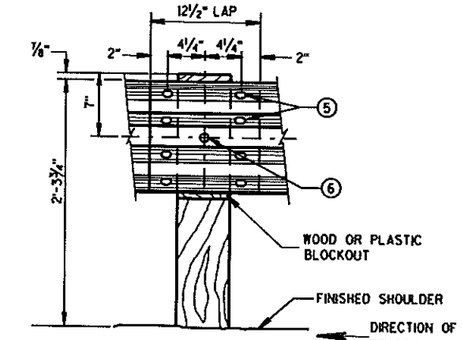
S.D.D. 14 B 15-5a



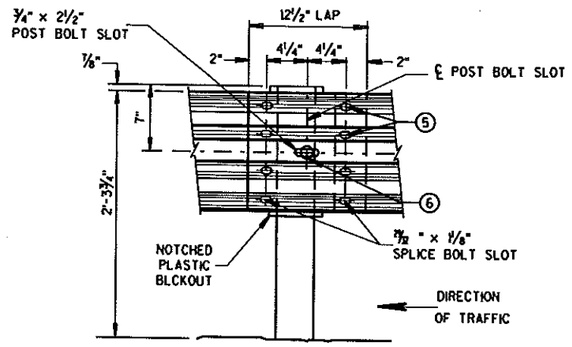
FRONT VIEW



PLAN VIEW
BEAM LAPPING DETAIL



FRONT VIEW
BEAM SPLICE AT WOOD POST
AND POST MOUNTING DETAIL

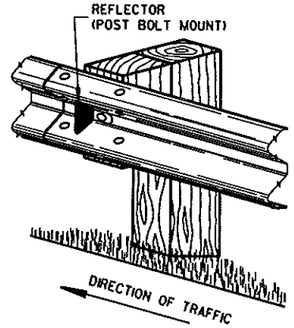


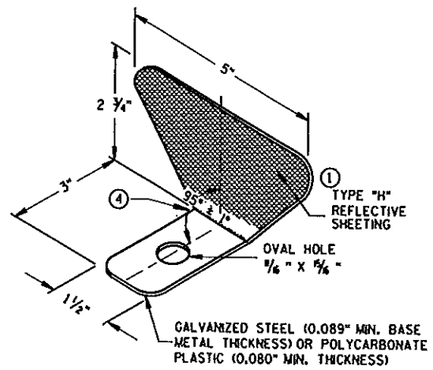
FRONT VIEW
BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

REFLECTOR SPACING ②

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50'C-C	1	3
	> 200'	100'C-C	1	
TWO WAY TRAFFIC	< 200'	25'C-C	1 ③	6
	> 200'	50'C-C	1	
TWO WAY TRAFFIC	< 200'	50'C-C	2	3
	> 200'	100'C-C	2 ④	





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ①

GENERAL NOTES

① PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.

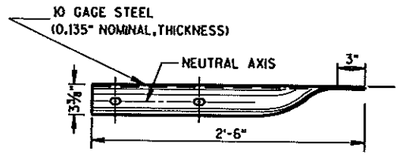
② DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

③ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

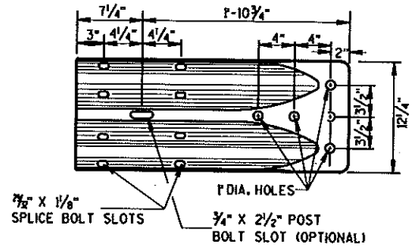
④ PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

⑤ 8 - ⅝" ø X 1¼" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

⑥ ⅝" ø X 1'-6" BUTTON HEAD BOLT AND AND RECESS NUT WITH ROUND WASHER UNDER NUT.



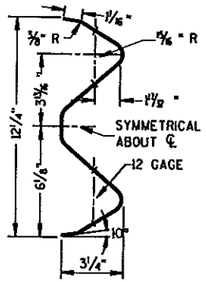
PLAN VIEW



FRONT VIEW

W BEAM TERMINAL CONNECTOR

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



SECTION THRU W BEAM

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

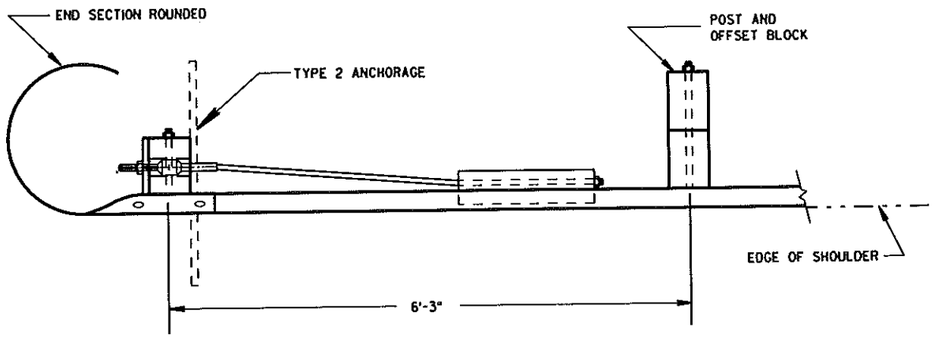
APPROVED
10/23/06 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

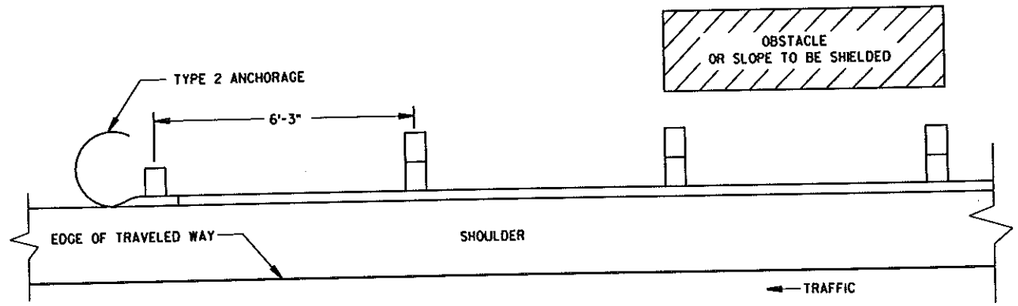
S.D.D. 14 B 15-5b

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S.D.D. 14 B 15-5b

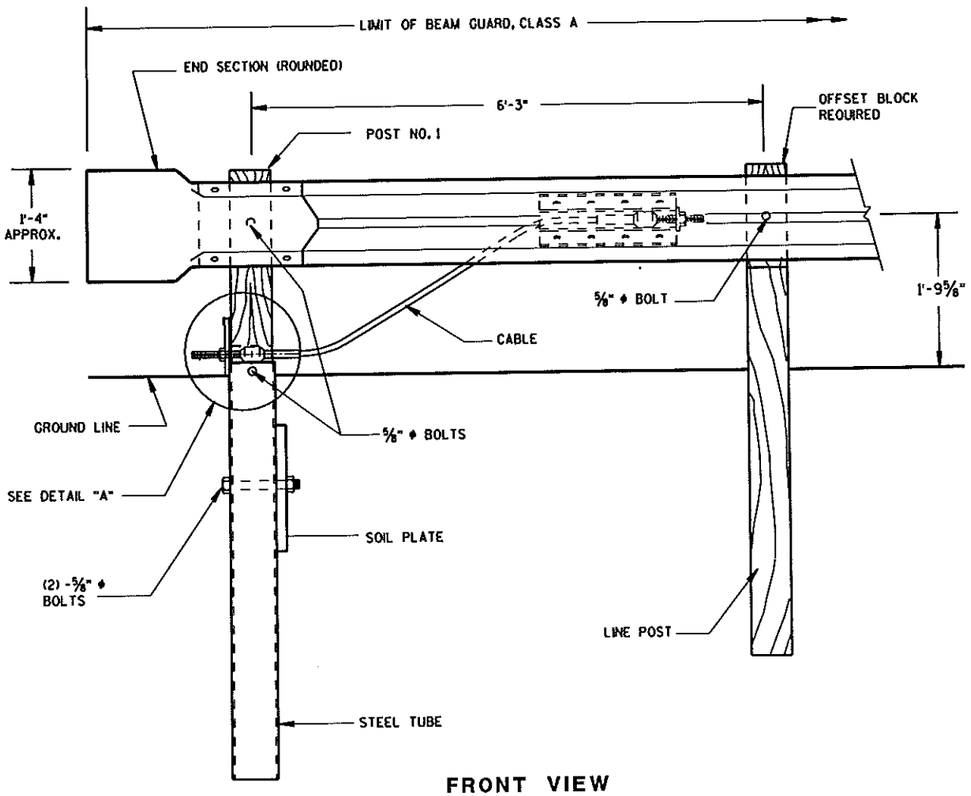


PLAN VIEW



PLAN VIEW

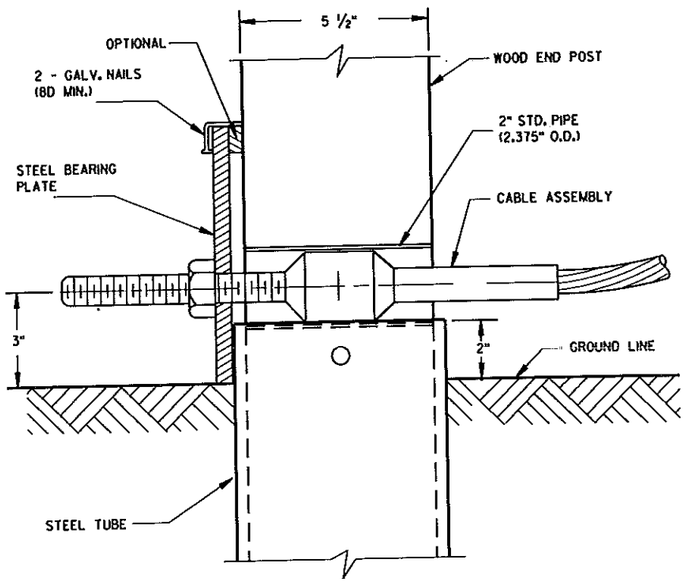
BEAM GUARD WITH TYPE 2 ANCHORAGE EXIT END - ONE WAY TRAFFIC



FRONT VIEW

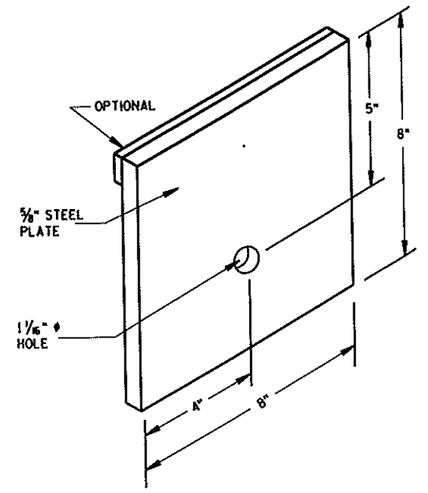
END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"

POST NO. 1



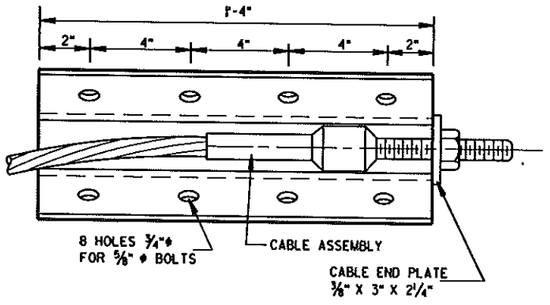
STEEL BEARING PLATE

CLASS "A" STEEL PLATE BEAM GUARD END TREATMENT WITH ANCHORAGE, TYPE 2

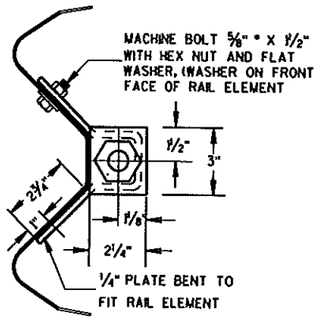
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 16-3a

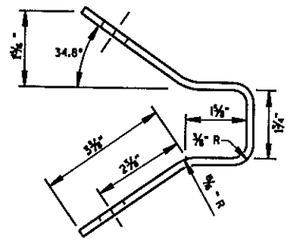


FRONT VIEW

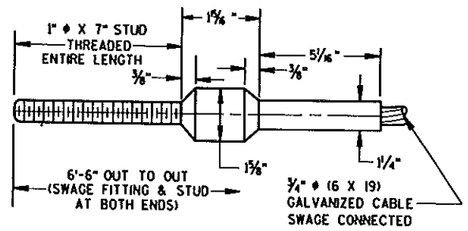


END VIEW

ANCHOR PLATE DETAIL



END VIEW OF BRACKET



CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP A MINIMUM BREAKING STRENGTH OF 40,000 LB (TIGHTEN UNTIL TAUT)

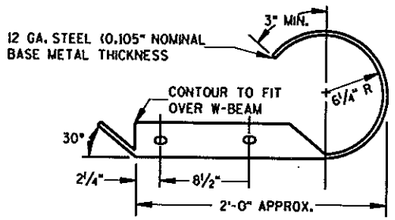
GENERAL NOTES

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

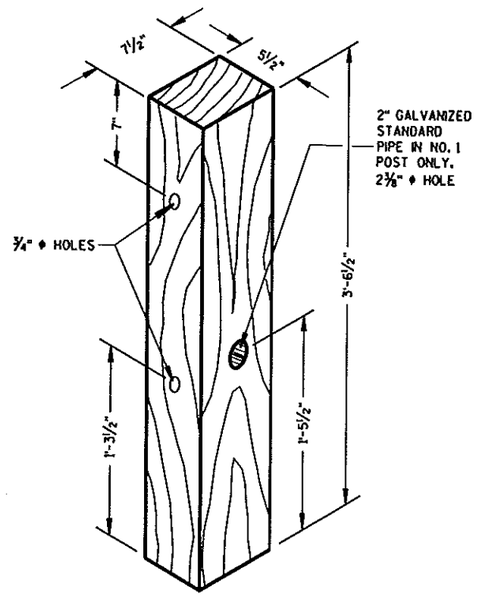
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

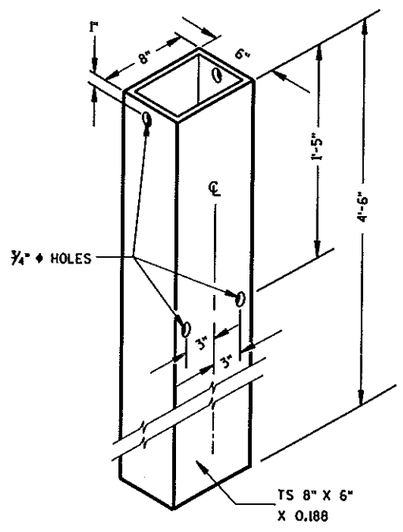
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

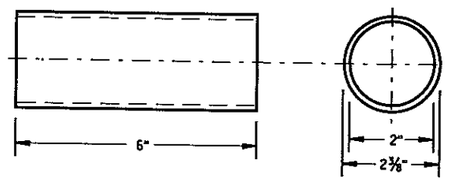


WOOD BREAKAWAY POST



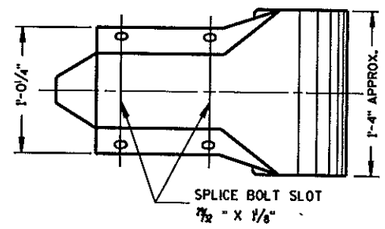
STEEL TUBE

STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500

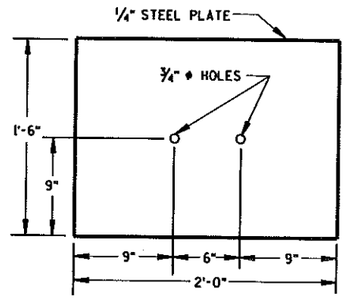


BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"



FRONT VIEW
W BEAM END SECTION ROUNDED



SOIL PLATE

CLASS "A" STEEL PLATE BEAM GUARD END TREATMENT WITH ANCHORAGE, TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

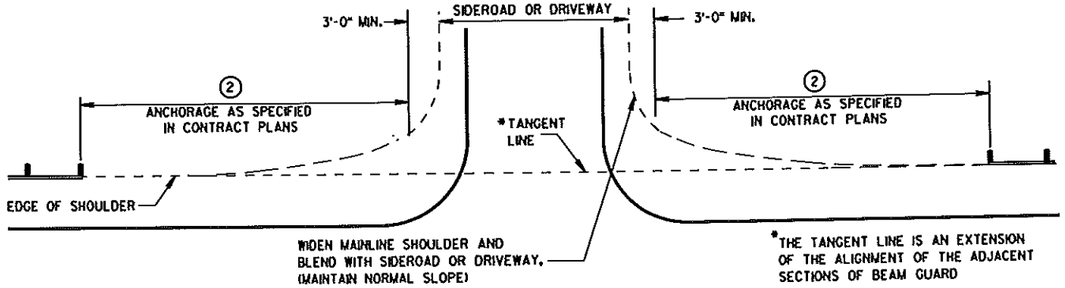
APPROVED 2/19/99 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 B 16-3b

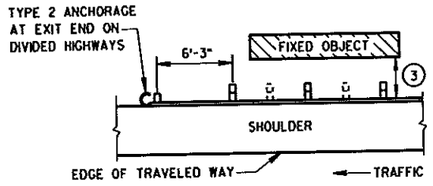
S.D.D. 14 B 16-3b

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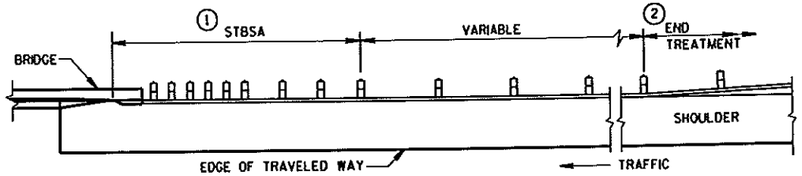
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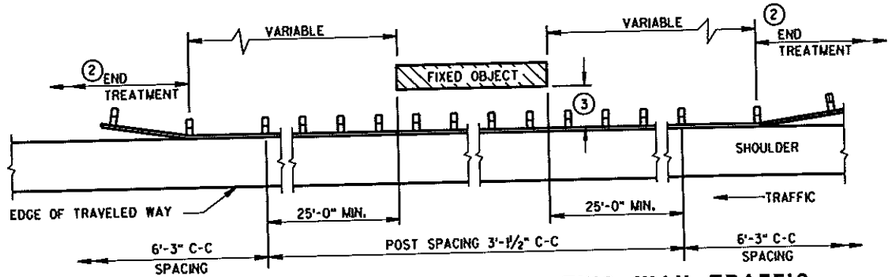
BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

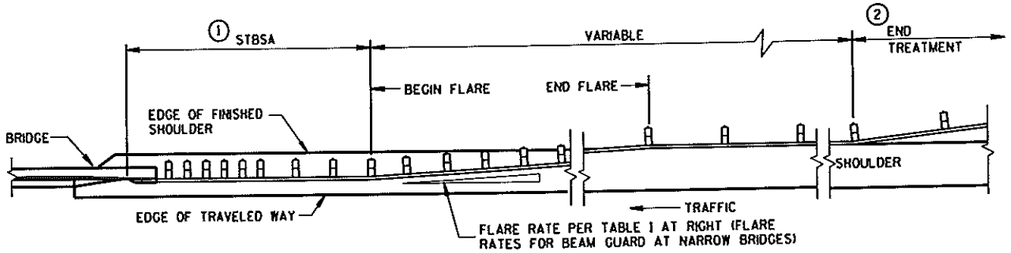


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OSBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES

(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

① STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE SDD 14B20.

② USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

③

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-23-06 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

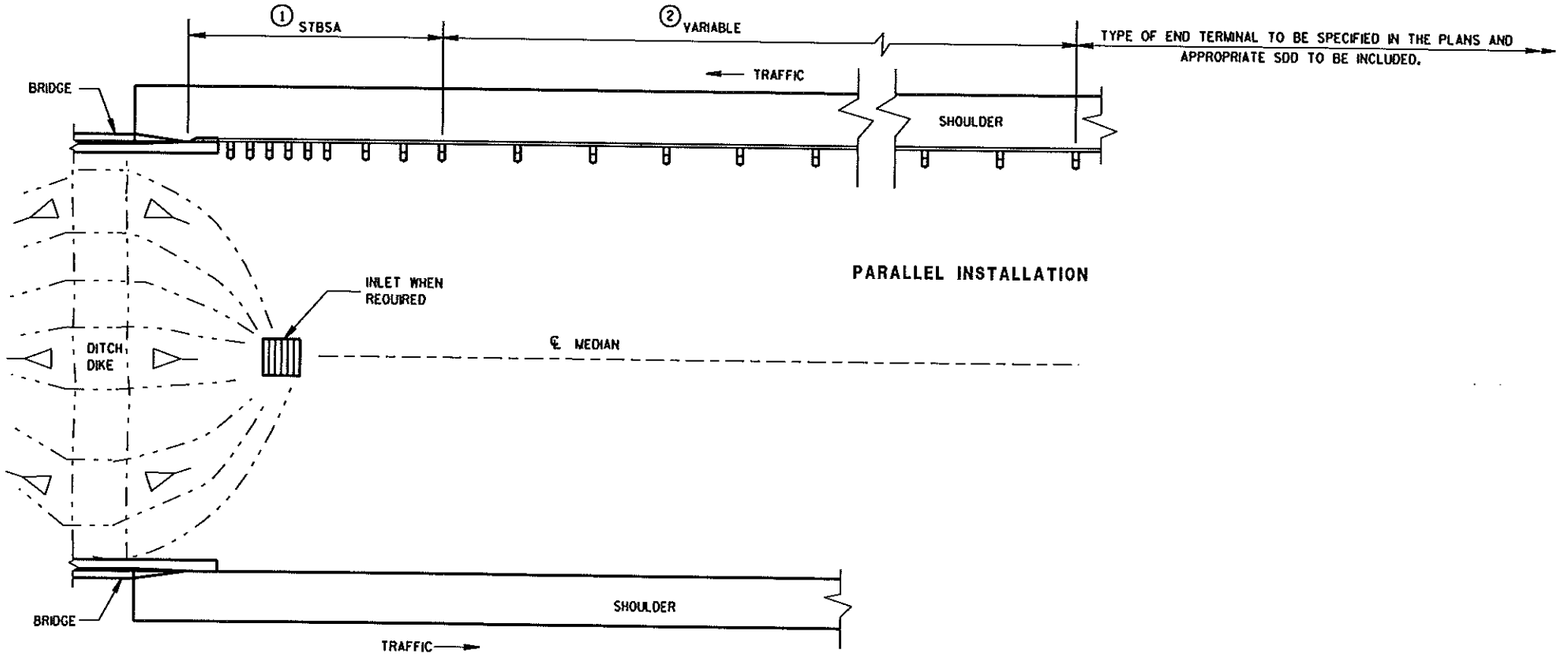
S.D.D. 14 B 18-5a

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S.D.D. 14 B 18-5a

GENERAL NOTES

1. (1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE SDD 14B20.
2. (2) LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.



PARALLEL INSTALLATION

BEAM GUARD AT MEDIAN APPROACH TO BRIDGES

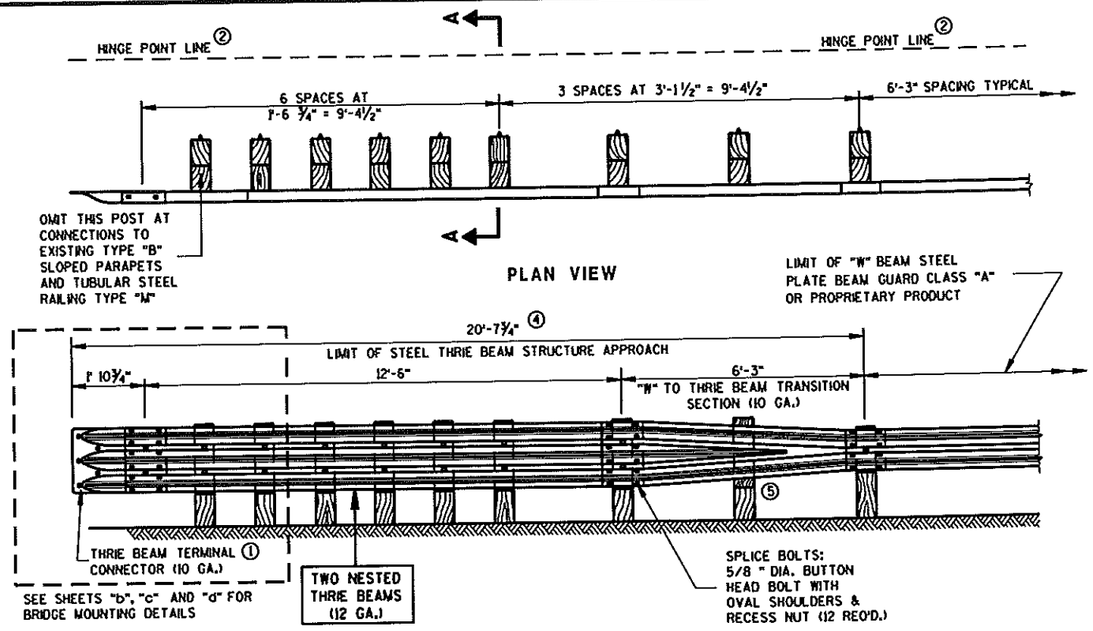
STEEL PLATE BEAM GUARD, CLASS "A" AT MEDIAN APPROACH TO BRIDGES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 10-23-06 DATE — /S/ Jerry H. Zogg, ROADWAY STANDARDS DEVELOPMENT ENGINEER FHWA

6

S.D.D. 14 B 18-5b

6

S.D.D. 14 B 18-5b



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.

FURNISH AND CONSTRUCT THRIE BEAM STRUCTURAL APPROACH ACCORDING TO THE REQUIREMENTS OF SECTION 614 OF THE STANDARD SPECIFICATIONS. THRIE BEAM SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M180, CLASS "A", TYPE 2.

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

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.

IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN THE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATELY. (SEE SDD 14 B 15-4a).

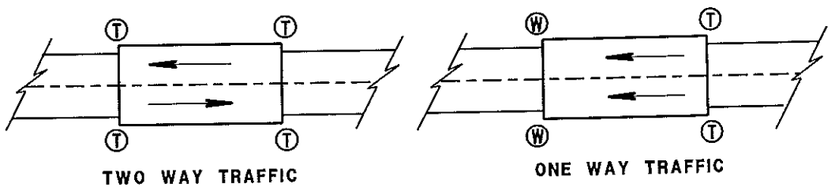
① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F-1554, GRADE 55. NUTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-563 DH.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.

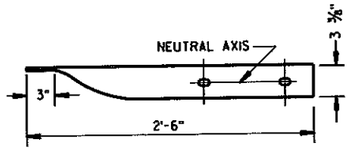
⑤ DO NOT ATTACH POST IN "W" TO THRIE BEAM TRANSITION SECTION.

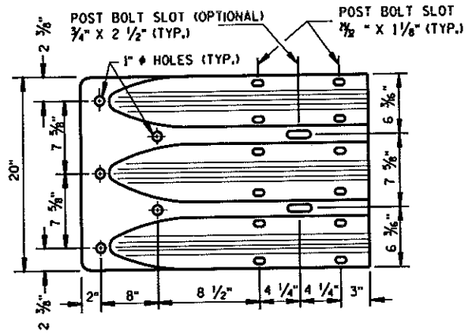


Ⓣ THRIE BEAM CONNECTION

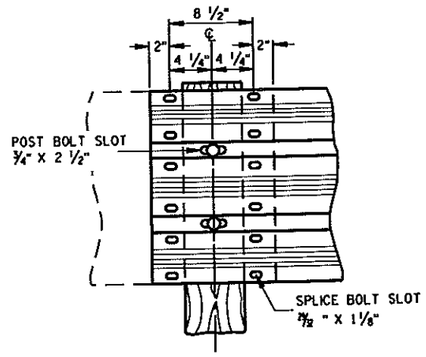
Ⓦ W-BEAM CONNECTION WHEN REQUIRED

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

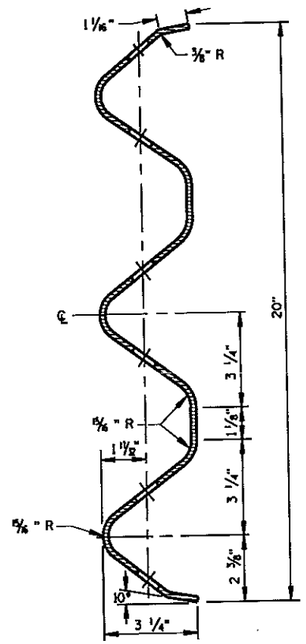




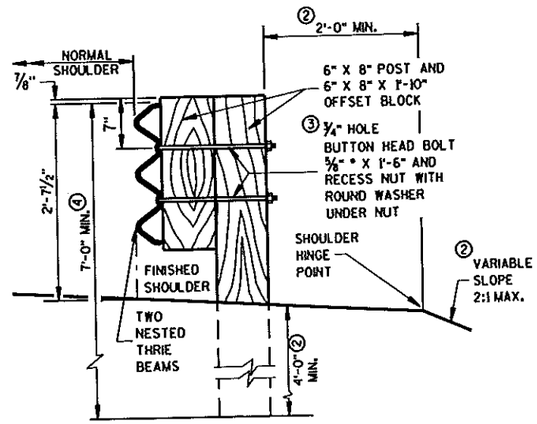
THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE



SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION A-A

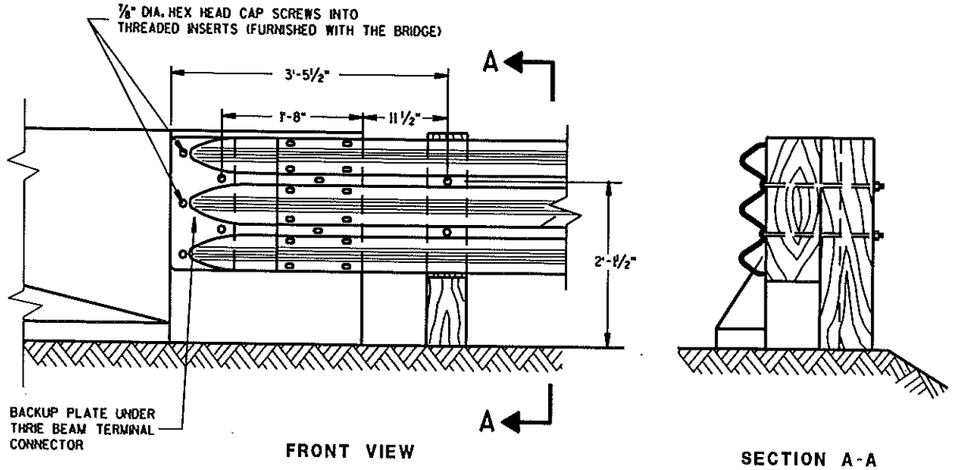
STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 20-6a

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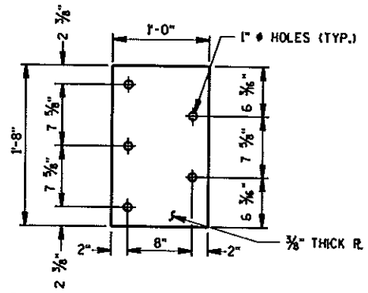
S.D.D. 14 B 20-6a



FRONT VIEW

SECTION A-A

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



② BACKUP PLATE DETAIL
(USE ONLY AT BRIDGE PARAPET CONNECTIONS)

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, PLATES, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 325, AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

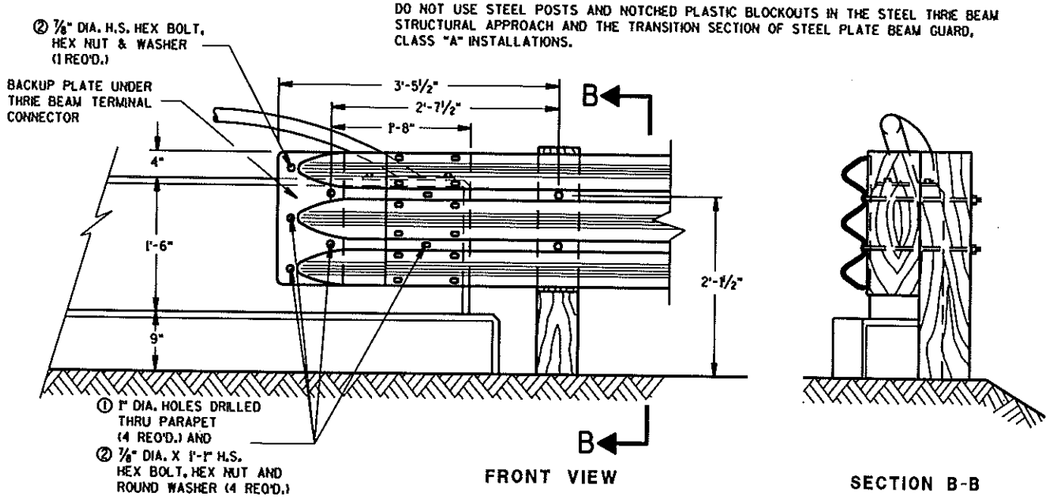
① INCLUDE THE PAYMENT FOR DRILLING BOLT HOLES THROUGH THE PARAPET, AND THE BACKUP PLATE AND ALL BOLTS, NUTS AND WASHERS IN THE ITEM "STEEL THRIE BEAM STRUCTURAL APPROACH".

② EACH BOLT AT THE BACK FACE OF THE PARAPET REQUIRES A HARDENED ROUND STEEL WASHER WITH A 2 ¼" O.D. X 5/32 " THICK.

③ 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 ½".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

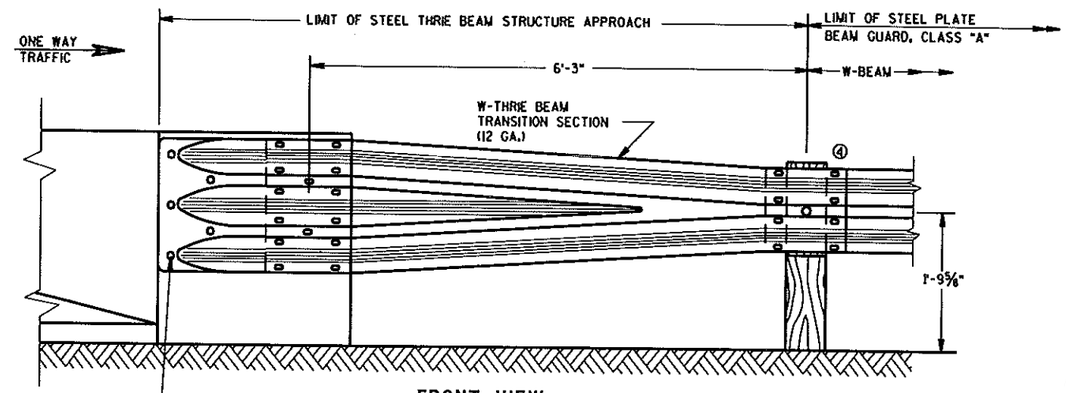
DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



FRONT VIEW

SECTION B-B

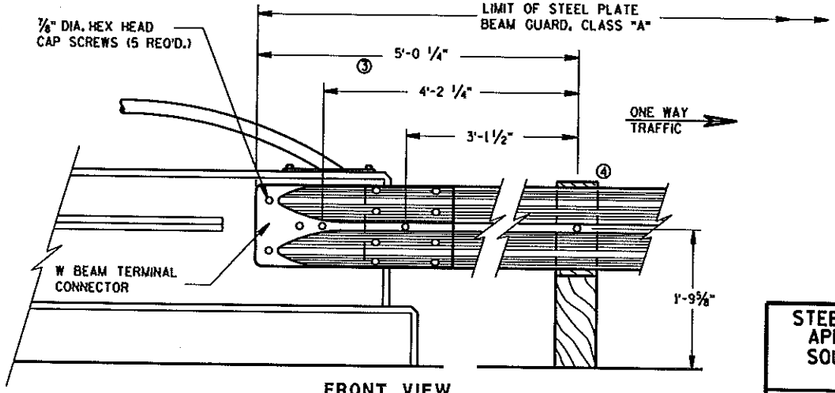
THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

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



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

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

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END AND VERTICAL FACED PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-12-04
DATE
FHWA

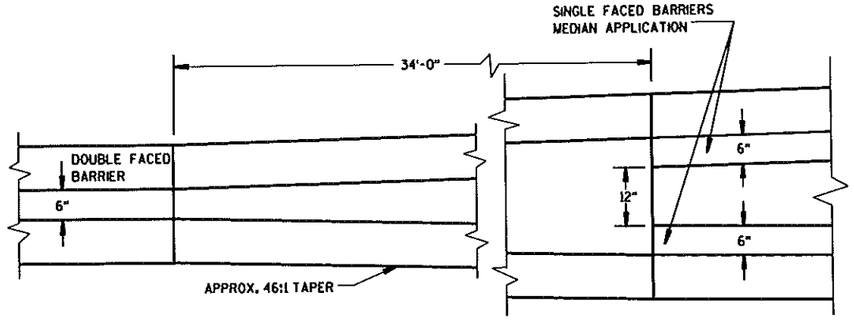
CHIEF ROADWAY DEVELOPMENT ENGINEER

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S.D.D. 14 B 20-6b

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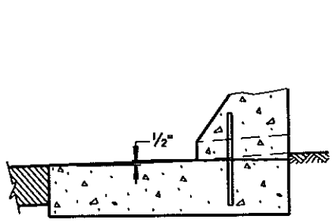
S.D.D. 14 B 20-6b



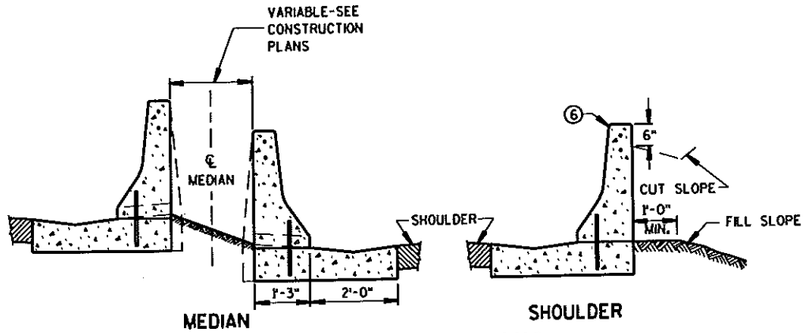
PLAN VIEW

TRANSITION DETAILS OF DOUBLE FACED TO SINGLE FACED CONCRETE MEDIAN BARRIER

(FOOTINGS ARE NOT SHOWN)

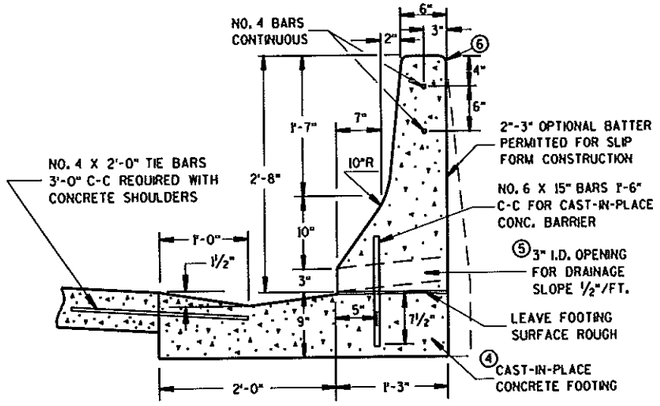


HIGH SIDE
CONCRETE BARRIER DETAIL

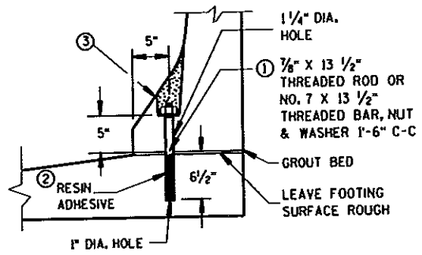


MEDIAN SHOULDER

TYPICAL APPLICATIONS



SECTION VIEW



ANCHORAGE DETAIL FOR
PRECAST CONCRETE ALTERNATE

GENERAL NOTES

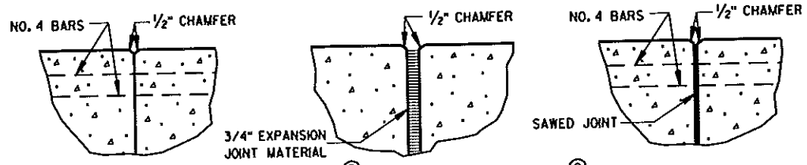
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

PRECAST UNITS SHALL BE FIRMLY BUTTED TOGETHER IN A CONTINUOUS LINE AND BE INTERCONNECTED BY VERTICAL MALE-FEMALE SHEAR CONNECTORS FORMED IN THE BARRIER ENDS.

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. THREADED RODS SHALL MEET THE REQUIREMENTS OF ASTM A572, GRADE 50, AND BE THREADED A MINIMUM LENGTH OF 2 1/2 INCHES AT THE TOP AND 6 1/2 INCHES AT THE BOTTOM. NO. 7 REINFORCEMENT BARS SHALL MEET THE REQUIREMENTS OF AASHTO M31, GRADE 60 AND BE THREADED A MINIMUM LENGTH OF 2 1/2 INCHES AT THE TOP. THE THREADED ROD OR NO. 7 REINFORCEMENT BAR, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153. NUTS SHALL BE TORQUED TO 300 FOOT POUNDS.
2. THE RESIN ADHESIVE SHALL BE MADE BY AN APPROVED MANUFACTURER AND CERTIFIED TO PROVIDE A PULLOUT STRENGTH OF 19,000 POUNDS FOR THE ANCHORS AND CONCRETE EMBEDMENT SHOWN.
3. BLOCKED OUT OPENINGS SHALL BE FILLED WITH A COMMERCIAL NON-SHRINK GROUT AFTER BARRIER IS INSTALLED.
4. BARRIER SHALL BE INSTALLED ON A CONCRETE SHOULDER INSTEAD OF THE CONCRETE FOOTING WHEN SPECIFIED OR SHOWN ELSEWHERE IN CONTRACT.
5. OPENINGS FOR DRAINAGE SHALL BE PLACED AT LOW POINTS OF VERTICAL CURVES OR WHERE DIRECTED BY THE ENGINEER.
6. 3/4-INCH BEVEL OR 1-INCH RADIUS (TYPICAL).
7. NO. 4 BARS SHALL BE CONTINUED THROUGH CONSTRUCTION JOINTS.
8. EXPANSION JOINTS SHALL BE PLACED AT EXISTING EXPANSION JOINTS IN THE PAVEMENT AND AT STRUCTURES. SEE REINFORCEMENT AT BARRIER END DETAIL.
9. 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.



7 CONSTRUCTION JOINT 8 EXPANSION JOINT 9 CONTRACTION JOINT

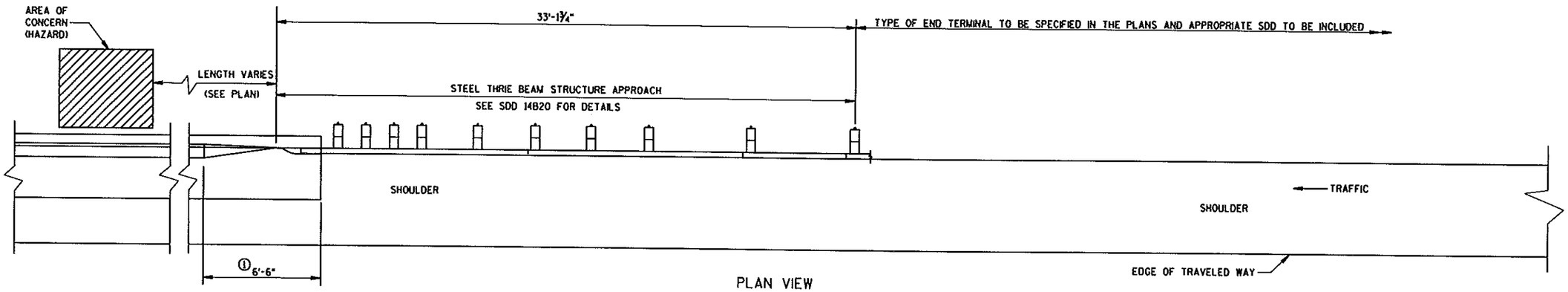
JOINT DETAILS

CONCRETE BARRIER,
SINGLE-FACED
(WITH ANCHORAGE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

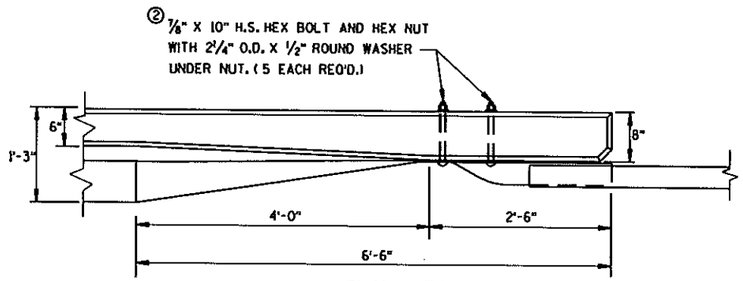
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S.D.D. 14 B 22-3a

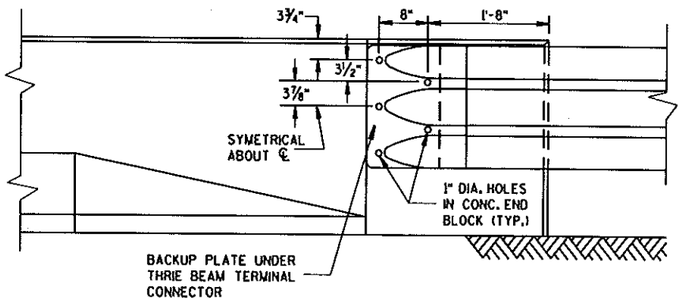


PLAN VIEW

TRANSITION TO STEEL PLATE BEAM GUARD AND END TERMINAL

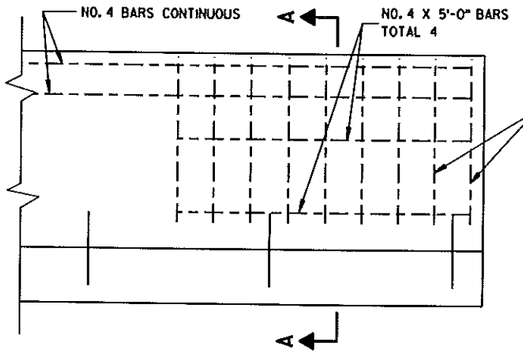


PLAN VIEW

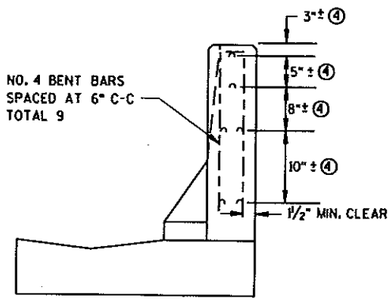


FRONT VIEW

CONCRETE BARRIER TRANSITION TO THRIE BEAM

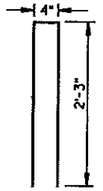


FRONT VIEW



SECTION A-A

③ REINFORCEMENT AT BARRIER END



BENT BAR DETAIL

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 HIGH STRENGTH BOLTS SHALL MEET REQUIREMENTS OF ASTM A325.

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.

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.

CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/8/00
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 22-3b

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S.D.D. 1 22-3b

BILL OF MATERIALS

NOTE NO.	QTY.	DESCRIPTION
①	4	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	4	STEEL TUBE: TS 8" X 6" X 0.188", 4'-6" LONG
③	4	SOIL PLATE: 2'-0" X 1'-6" X ¼"
④	4	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	6	WOOD OFFSET BLOCKS: 6"X 8" X 1'-2"
⑥	1	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	1	BEARING PLATE
⑧	1	BCT CABLE ASSEMBLY
⑨	1	CABLE ANCHOR BOX
⑩	1	STRUT & YOKE
⑪	1	STEEL PLATE BEAM, END PANEL 12 GA. 13'-6½" LONG FOR SKT-350, ET-2000 AND ET-2000 PLUS
⑫	3	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	1	ET-2000/ET-2000 PLUS GUARDRAIL EXTRUDER OR SKT-350 IMPACT HEAD: AS FURNISHED BY MANUFACTURER
⑭	1	REFLECTIVE SHEETING: 18" X 18"

GENERAL NOTES

Ⓐ USE 3:1 OR FLATTER SLOPE FOR INSTALLATION ON EXISTING HIGHWAYS.

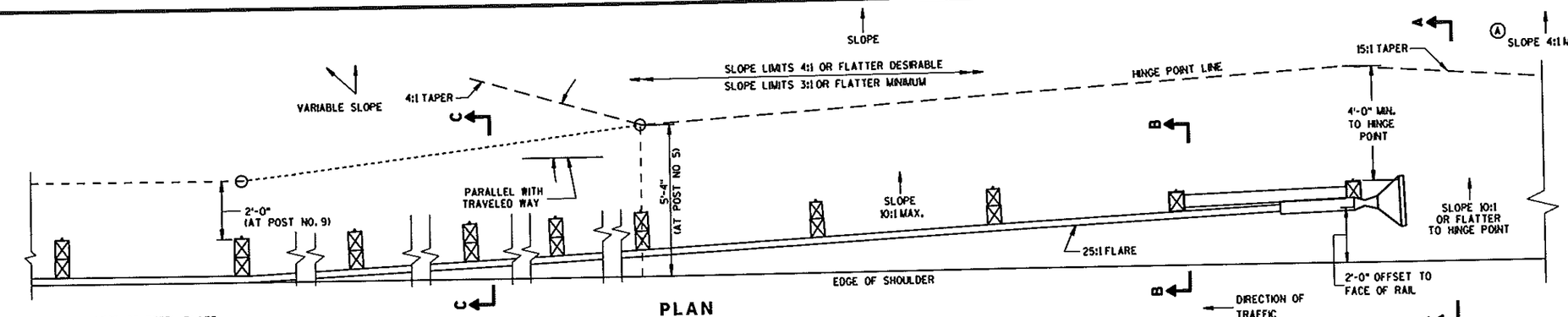
Ⓑ DO NOT ATTACH GUARDRAIL TO POST BLOCKS AT POSTS NO. 3, 5 & 7.

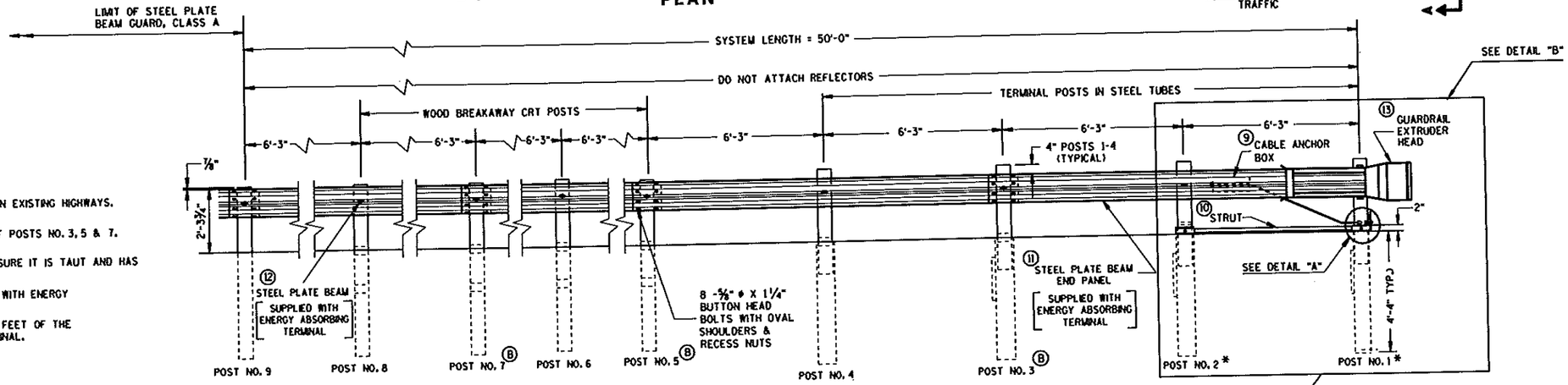
Ⓒ AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

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

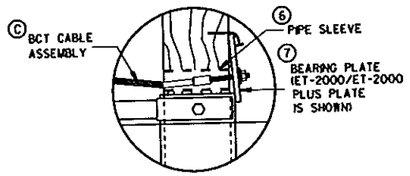
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

*DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

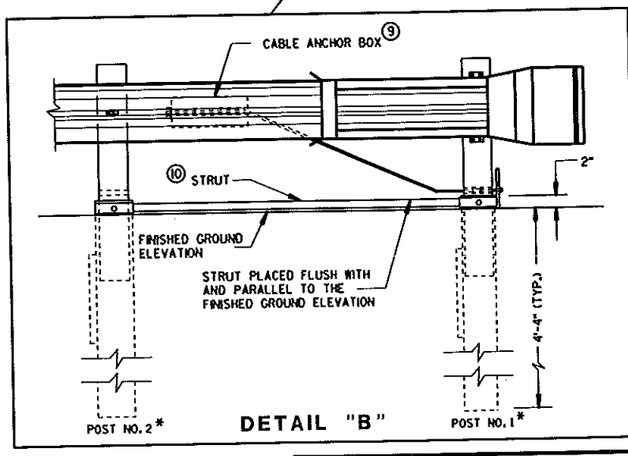




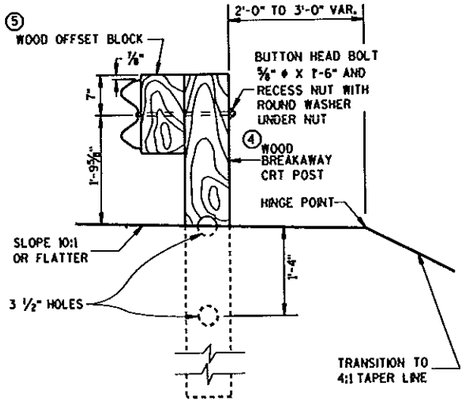
ELEVATION



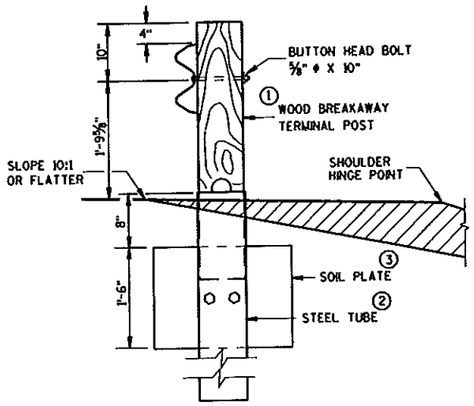
DETAIL "A"



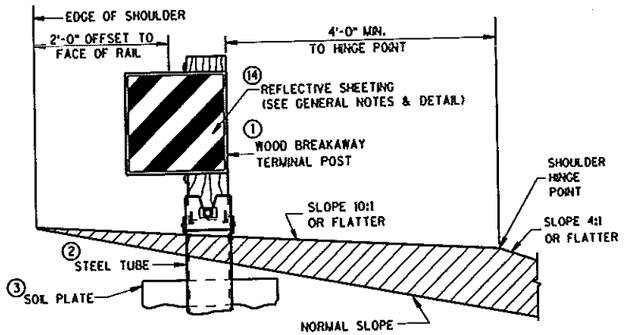
DETAIL "B"



SECTION C-C
TYPICAL AT POST NOS. 4, 6, 8



SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

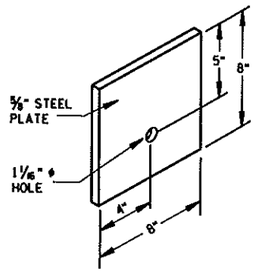
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 24-4a

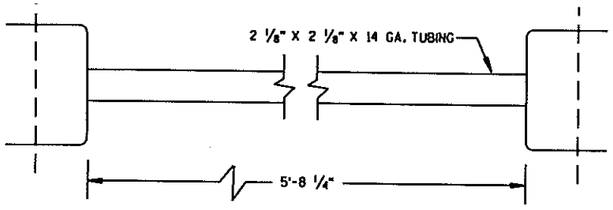
S.D.D. 14 B 24-4a

6

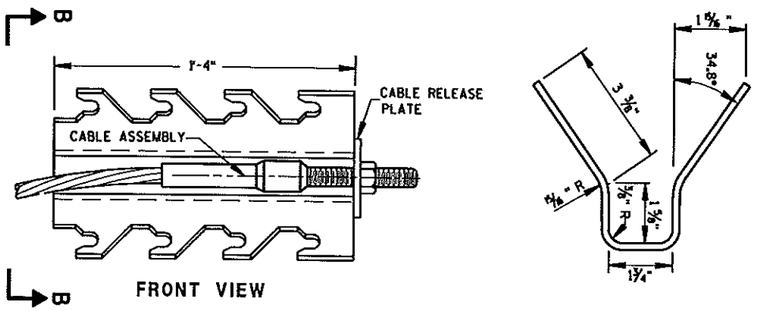
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STEEL BEARING PLATE (SKT-350)

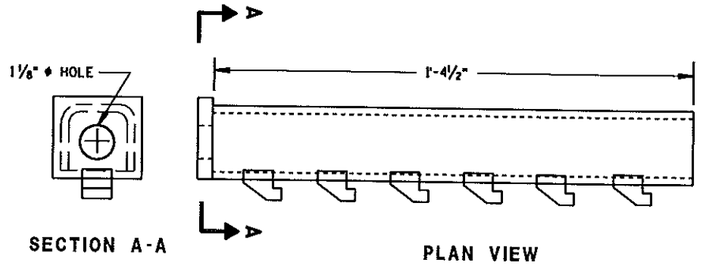


STRUT DETAIL (SKT-350)

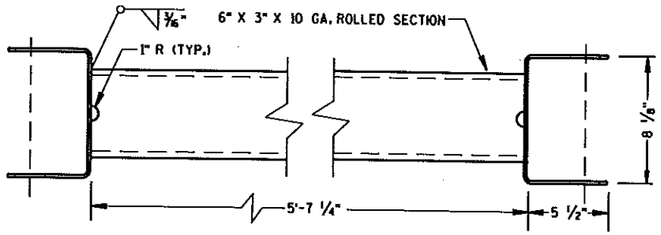


CABLE ANCHOR BOX (SKT-350)

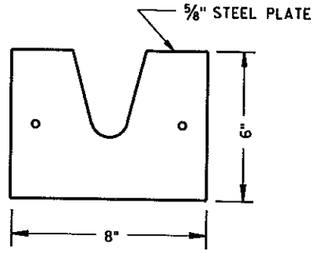
(SKT-350)



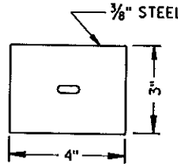
CABLE ANCHOR BOX (ET-2000/ET-2000 PLUS)



STRUT DETAIL (ET-2000/ET-2000 PLUS)

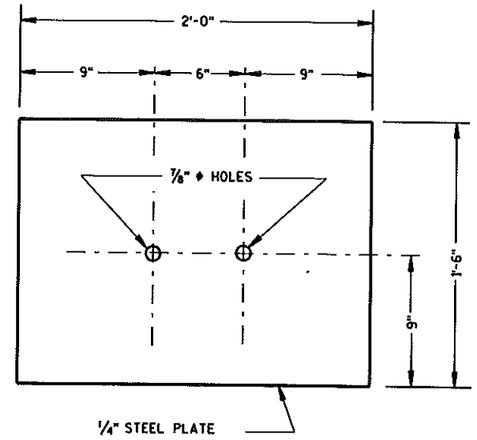


STEEL BEARING PLATE
(ET-2000/ET-2000 PLUS)



BEARING PLATE WASHER
(ET-2000/ET-2000 PLUS)

(ET-2000/ET-2000 PLUS)



SOIL PLATE
(SKT-350, ET-2000/ET-2000 PLUS)

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

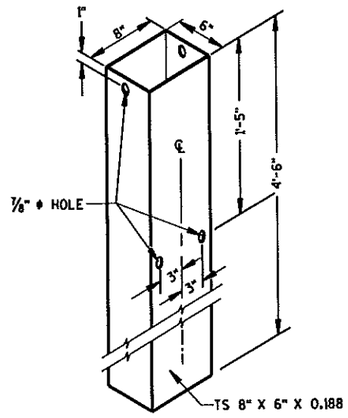
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

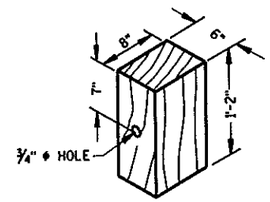
S.D.D. 14 B 24-4b

6

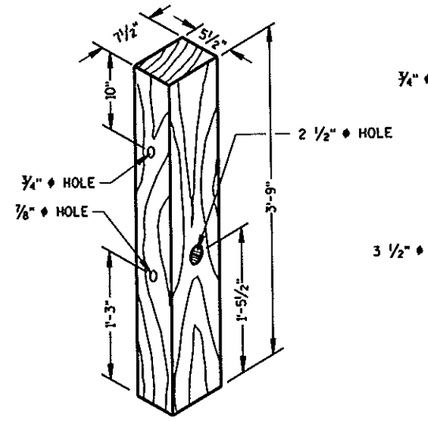
S.D.D. 14 B 24-4b



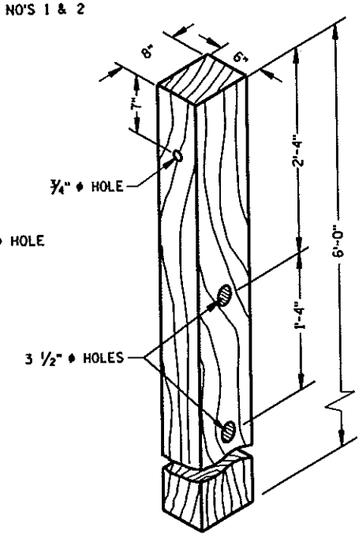
STEEL TUBE
(POSTS NO. 1-4
THE STEEL TUBE SHALL CONFORM
TO REQUIREMENTS OF ASTM A500



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

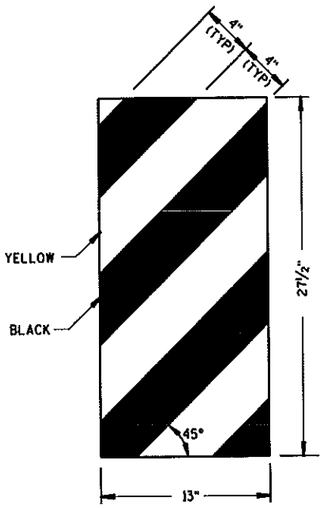


TERMINAL POST
(POSTS NO. 1-4

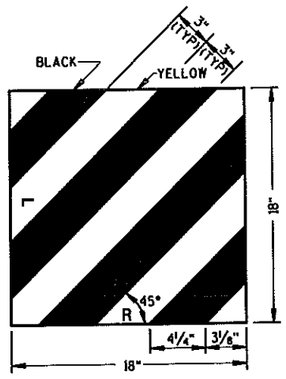


CRT POST
(POSTS NO'S 5-8

WOOD BREAKAWAY POSTS



ET-2000 PLUS ONLY



ET-2000 AND SKT-350

REFLECTIVE SHEETING DETAILS

GENERAL NOTES

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

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL SHALL BE EITHER THE EXTRUDER TERMINAL (ET-2000), OR THE SEQUENTIAL KINKING TERMINAL (SKT-350). THE CONTRACTOR SHALL NOT INTERMIX PROPRIATERY PRODUCT MATERIALS.

STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, WHICH SHALL INCLUDE HARDWARE, STEEL PLATE BEAM GUARD, POSTS, REFLECTIVE SHEETING AND INSTALLATION AS SHOWN.

REFLECTIVE SHEETING - SHALL CONFORM TO ASTM SPECIFICATION D4956-94, REFLECTIVE SHEETING TYPE III, BACKING CLASS 4, PERFORMANCE REQUIREMENT TYPE III. THE MESSAGE AND LINES SHALL BE APPLIED TO THE SIGNS BY THE SILK SCREEN STENCIL PROCESS USING A BLACK OR DARK STENCIL PASTE AS A TYPE APPROVED BY THE MANUFACTURER OF THE FACE MATERIAL TO WHICH IT IS TO BE APPLIED. MESSAGE UNITS CUT FROM NONREFLECTIVE SHEETING AND APPLIED TO THE SIGN FACE ARE NOT ACCEPTABLE. AFTER THE APPROACH END OF THE STEEL PLATE BEAM GUARD INSTALLATION IS COMPLETE, CLEAN THE AREA WHERE THE REFLECTIVE SHEETING WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION. ONCE CLEAN, APPLY REFLECTIVE SHEETING DIRECTLY TO THE STEEL PLATE BEAM GUARD AS SHOWN. THE CONTRACTOR SHALL TURN OVER THE MANUFACTURERS WARRANTY FOR THE REFLECTIVE SHEETING TO THE DEPARTMENT FOR POTENTIAL DEALING WITH THE MANUFACTURER. PAYMENT OF REFLECTIVE SHEETING IS INCIDENTAL TO STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL.

WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

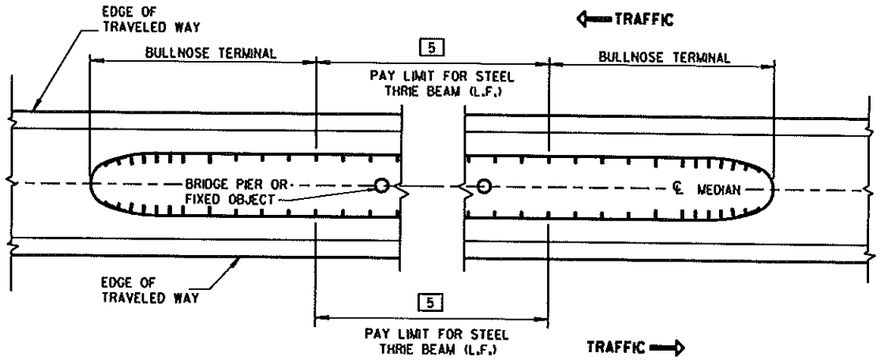
STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-25-03
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 24-4c



MEDIAN HAZARD PROTECTION

GENERAL NOTES

THIS DRAWING CONSISTS OF 5 SHEETS 14B26-1a-e). THESE GENERAL NOTES APPLY TO ALL SHEETS.

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

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

ALTERNATE HARDWARE DESIGNS WILL BE CONSIDERED FOR APPROVAL PROVIDED THEIR CONNECTION DETAILS, FOR THE PURPOSE OF MAINTENANCE SUBSTITUTIONS, ARE COMPATIBLE WITH THE DETAILS OF THIS STANDARD AND THEIR OPERATING CHARACTERISTICS ARE SIMILAR TO THOSE OF THE HARDWARE SHOWN IN THIS STANDARD.

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

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

ALL THRIE BEAM SHALL BE 12-GAUGE.

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

[2] SLOTTED THRIE BEAM RAIL NO. 2, 12'-6", SHOP BEND TO R=34'-2". (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, 12'-6". (POST 8 TO POST 10 & POST 10 TO POST 12)

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

① U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

② NOSE CABLE W/SWAGED END BUTTONS.

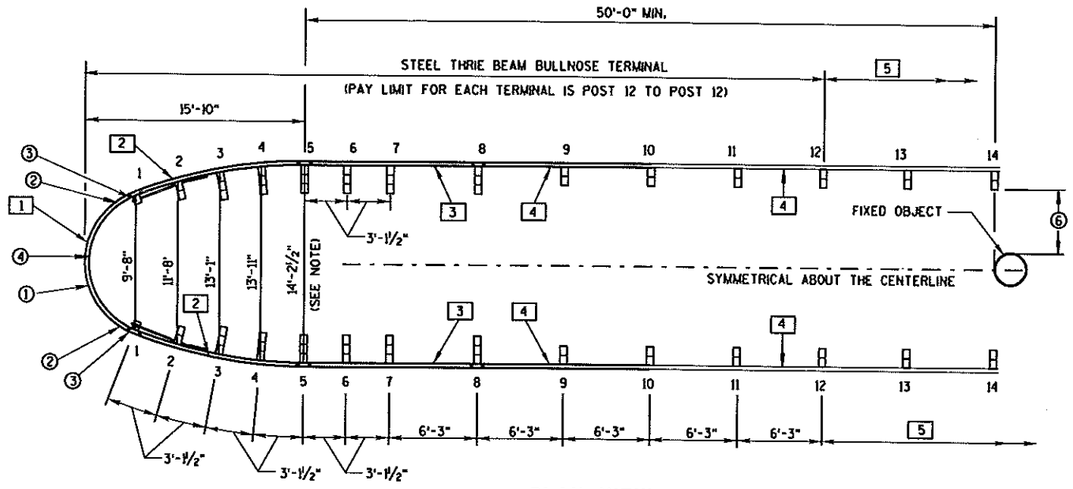
③ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

④ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

⑤ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

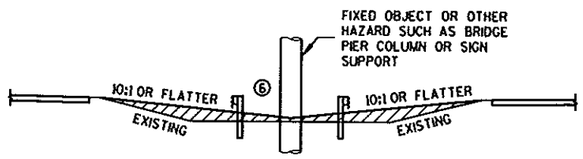
⑥ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

NOTE: MEASUREMENTS ARE FROM BACK OF RAIL TO BACK OF RAIL.

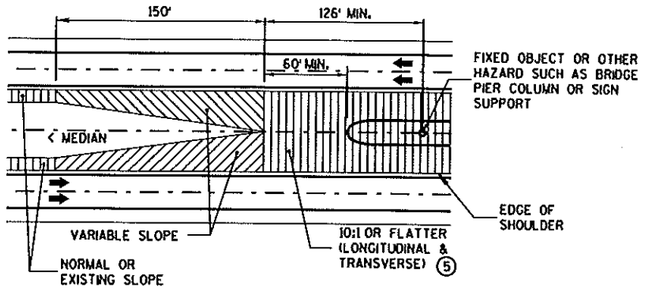


PLAN VIEW

TYPICAL BULLNOSE LAYOUT

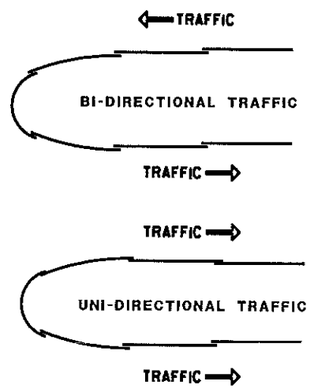


MEDIAN GRADING SECTION



PLAN VIEW

GRADING AT BULLNOSE



GUARDRAIL LAPPING DETAIL

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 26-1a

6

S.D.D. 14 B 26-1a

TABLE - SHY LINE DISTANCES *

POSTED SPEED	SHY LINE OFFSET (FEET)
25	3.6
30	4.1
35	4.6
40	5.6
45	6.6
50	7.2
55	7.9
65	9.2

* SOURCE: TABLE 5.5 AASHTO ROASISDE DESIGN GUIDE 2002

GENERAL NOTES

THE GENERAL NOTES ON SDD 14B26-1a APPLY TO THIS SHEET.

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

[2] SLOTTED THRIE BEAM RAIL NO. 2, 12'-6", SHOP BEND TO R=34'-2". (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, 12'-6". (POST 8 TO POST 10 & POST 10 TO POST 12)

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

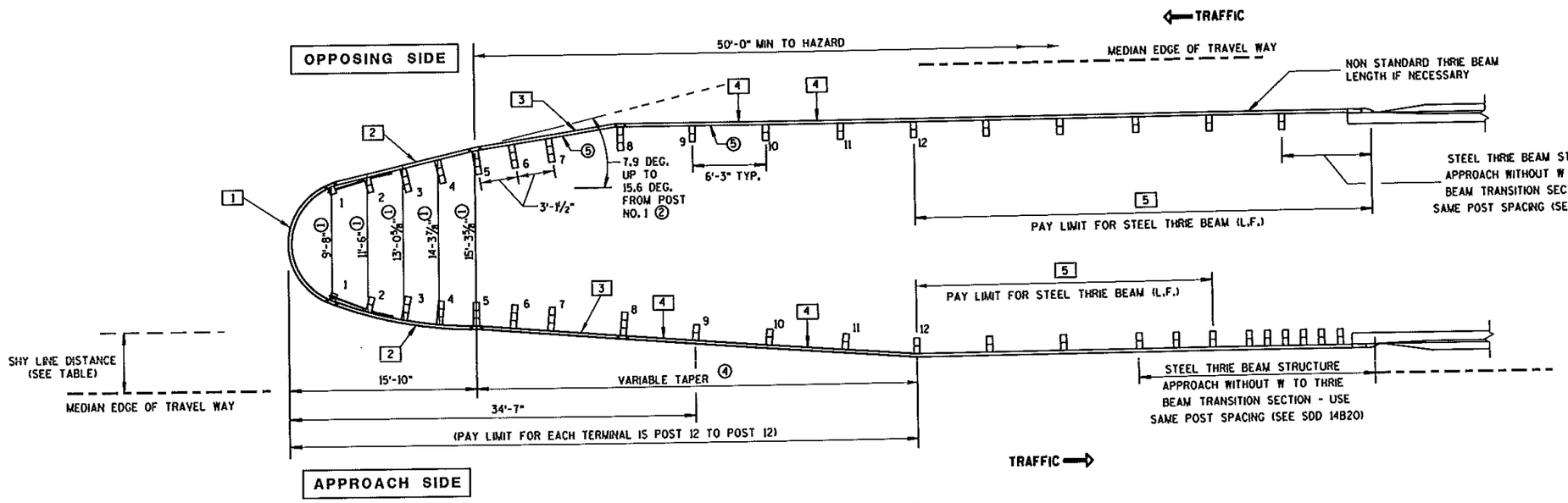
① POST SPACINGS ACROSS THE BARRIER ARE MEASURED AS PERPENDICULAR DISTANCE ACROSS THE BARRIER FROM THE CENTER OF THE POST.

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

③ THRIE BEAM BULLNOSE. SEE SDD 14B26-1a FOR DETAILS.

④ FOR MEDIANS WIDER THAN 14'-2½", BEFORE TAPERING THE APPROACH SIDE, TAPER THE OPPOSING SIDE AS SHOWN ON THE BULLNOSE DESIGN DETAIL. APPROACH TAPER SHOULD NOT EXCEED 1:25 IF THE BARRIER IS WITHIN THE SHY LINE (SEE TABLE) OR 1:15 IF IT IS OUTSIDE. USE APPROACH SIDE TAPER ON BOTH SIDES AT LOCATIONS WITH UNI-DIRECTIONAL TRAFFIC, SUCH AS INTERCHANGE RAMP GORE AREAS.

⑤ THRIE BEAM MAY BE SHOP BENT UP TO 18" IN A 12'-6" LENGTH (APPROX. 6.9 DEGREES), ADJUST BENDS TO FIT BULLNOSE TO SITE. SLOTTED RAIL NO. 2 ON OPPOSING SIDE MAY BE USED STRAIGHT OR NORMAL (SHOP BEND TO 34'-2" RADIUS.



PLAN VIEW

WIDENED BULLNOSE DESIGN ③

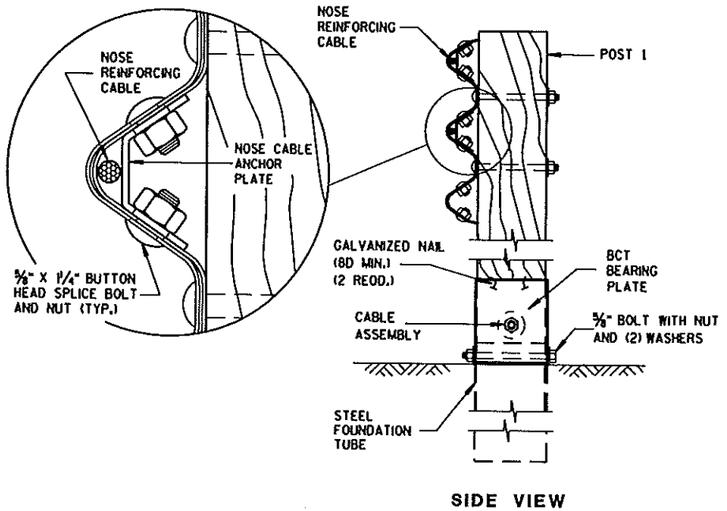
(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

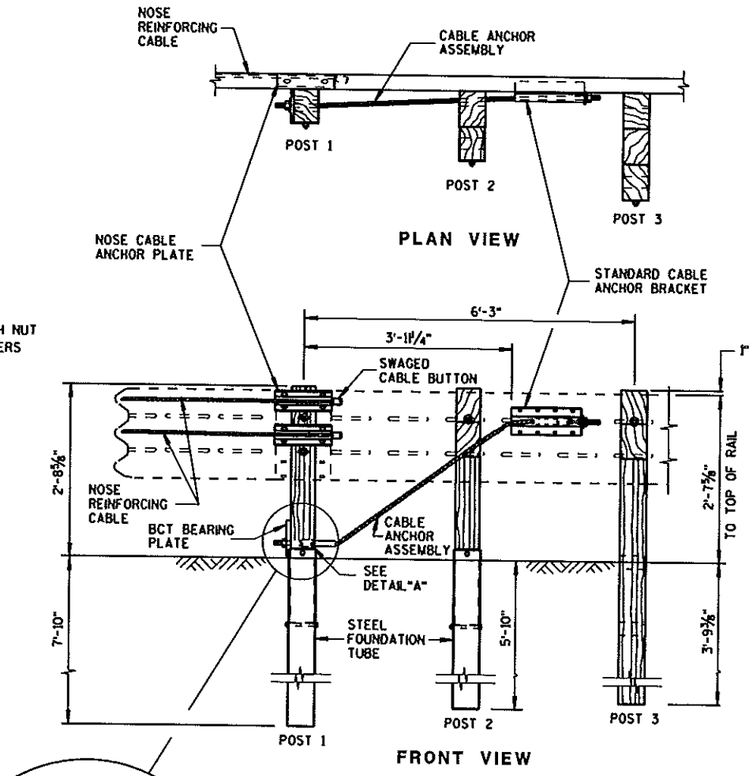
6

S.D.D. 14 B 26-1b



SIDE VIEW

NOSE CABLE ASSEMBLY



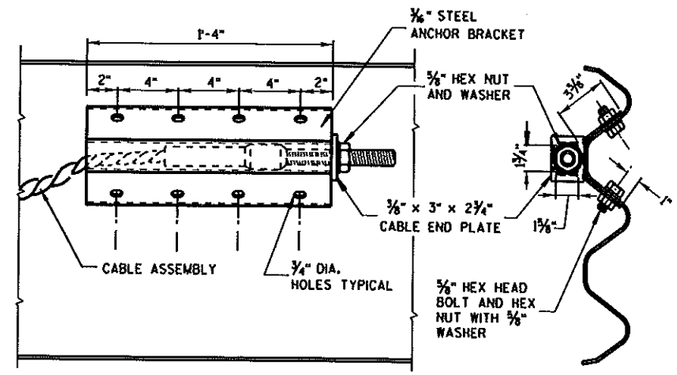
PLAN VIEW

FRONT VIEW

CABLE ANCHOR AND BRACKET ASSEMBLY

GENERAL NOTES

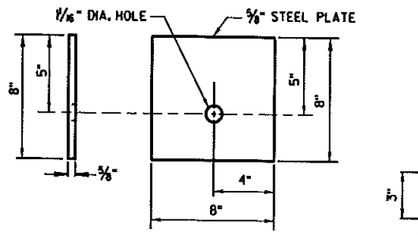
THE GENERAL NOTES ON SDD 14B26-1a APPLY TO THIS SHEET.



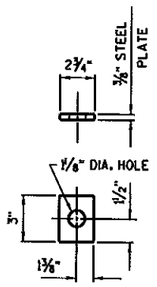
FRONT VIEW

END VIEW

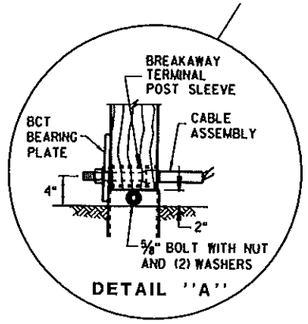
DETAILS OF CABLE ANCHOR BRACKET



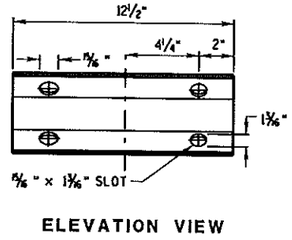
BCT BEARING PLATE



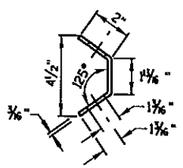
CABLE END PLATE



DETAIL "A"



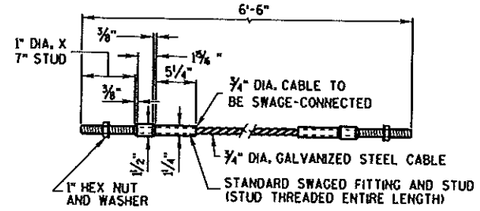
ELEVATION VIEW



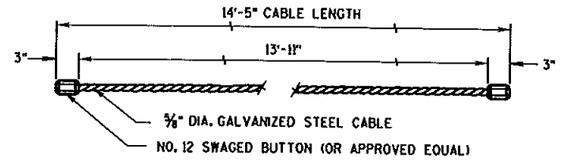
END VIEW

NOSE CABLE ANCHOR PLATE

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



DETAILS OF CABLE ANCHOR ASSEMBLY



NOSE REINFORCING CABLE

STEEL THRIE BEAM BULLNOSE TERMINAL

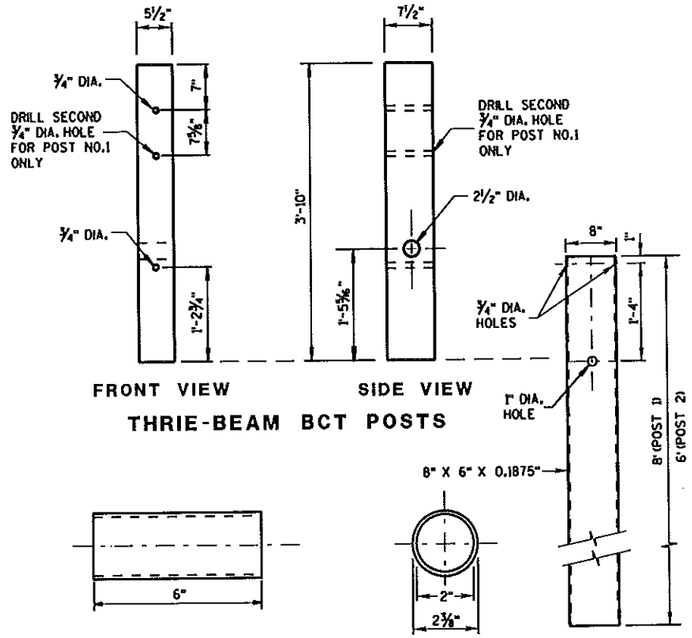
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 26-1c

6

S.D.D. 14 B 26-1c

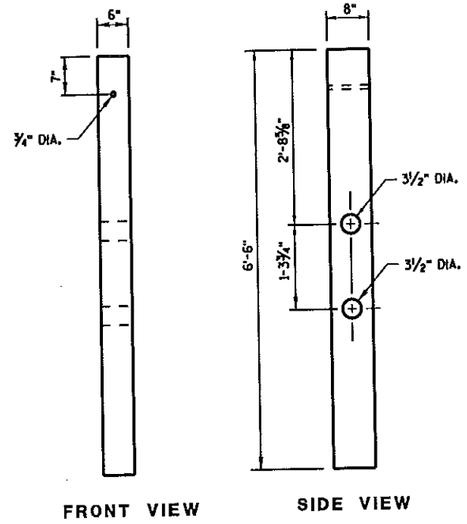


FRONT VIEW SIDE VIEW

THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

STEEL FOUNDATION TUBE

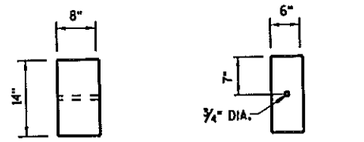


FRONT VIEW SIDE VIEW

THRIE-BEAM CRT WOOD POSTS

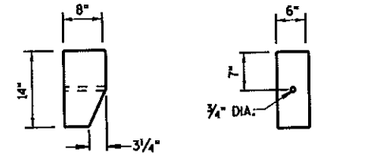
GENERAL NOTES

THE GENERAL NOTES ON SDD 14B26-1a APPLY TO THIS SHEET.



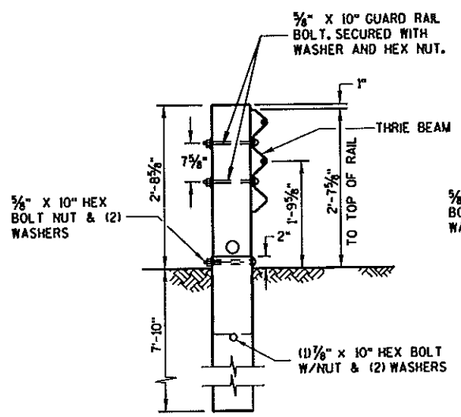
SIDE VIEW FRONT VIEW

STANDARD WOOD BLOCK



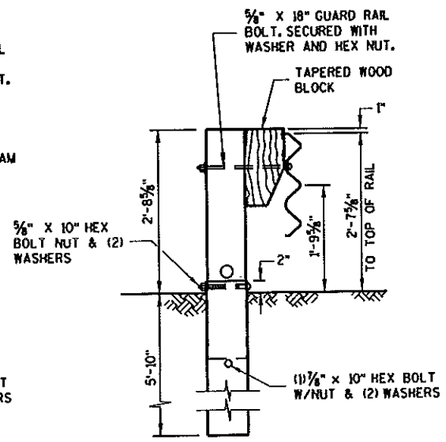
SIDE VIEW FRONT VIEW

TAPERED WOOD BLOCK



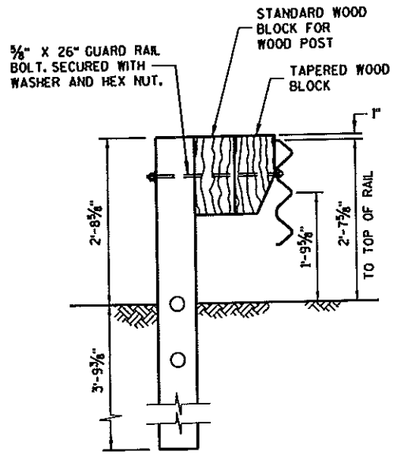
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



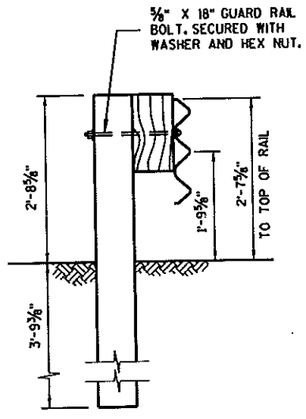
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



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

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



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

POST NO. 9,10,11,& 12
(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

STEEL THRIE BEAM BULLNOSE TERMINAL

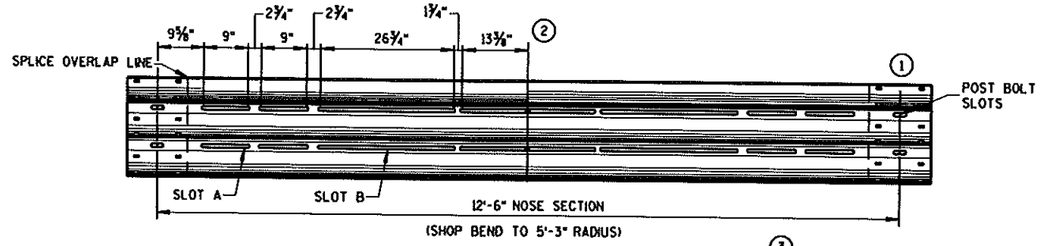
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 26-1d

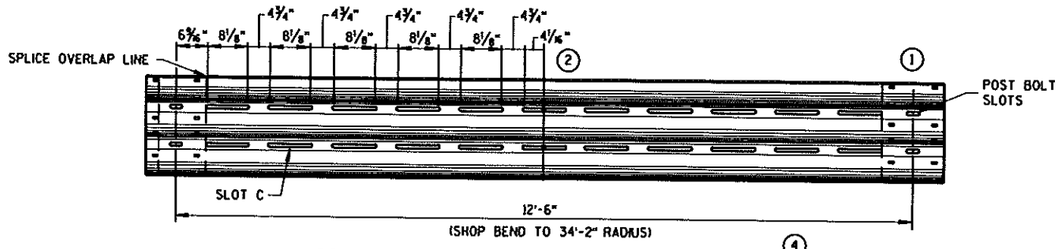
S.D.D. 14 B 26-1d

6

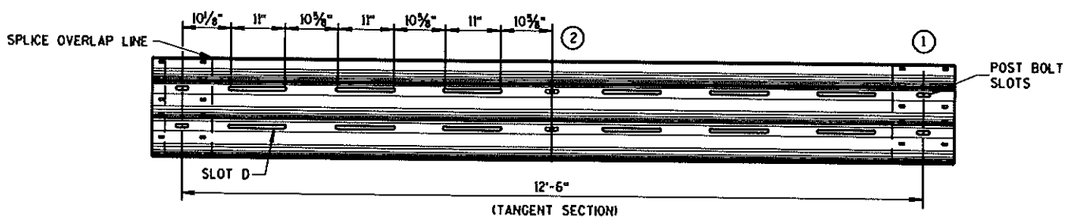
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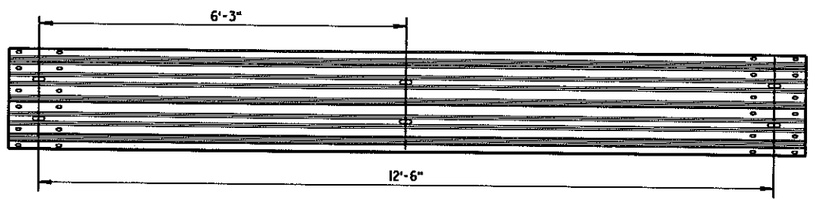
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAIL NO. 2 (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



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

GENERAL NOTES

THE GENERAL NOTES ON SDSD 14B26-1a APPLY TO THIS SHEET.

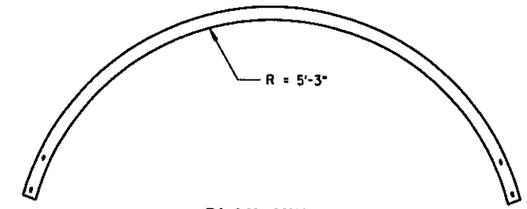
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

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

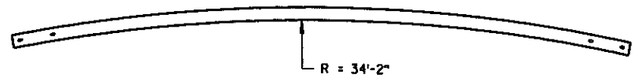
(4) SLOTTED THRIE BEAM RAIL NO. 2, 12'-6", SHOP BEND TO R=34'-2".

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



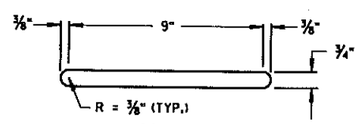
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

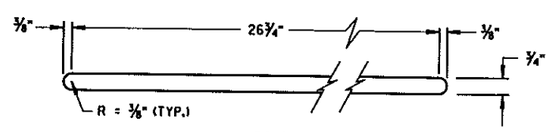


PLAN VIEW

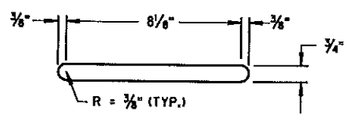
SLOTTED THRIE BEAM RAIL NO. 2



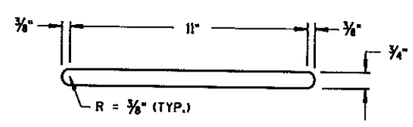
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

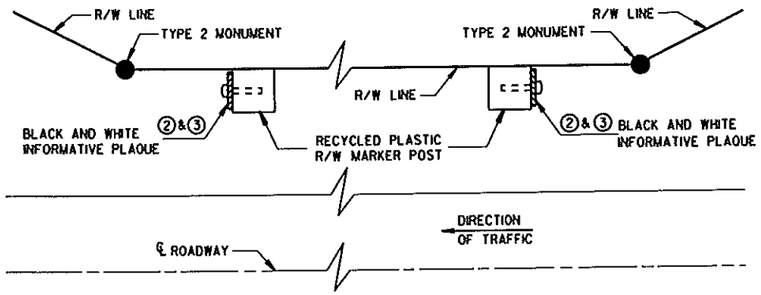
10-5-06
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

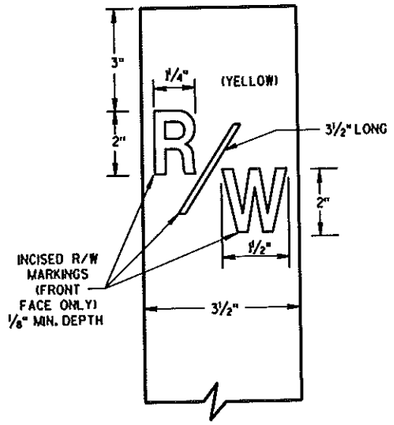
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S.D.D. 14 B 26-1e

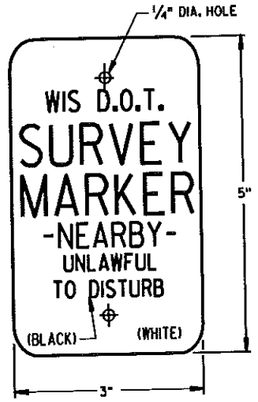


PLAN VIEW

TYPICAL LOCATION ②



RECYCLED PLASTIC RIGHT-OF-WAY MARKER POST FRONT FACE



INFORMATIVE PLAQUE ③

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.

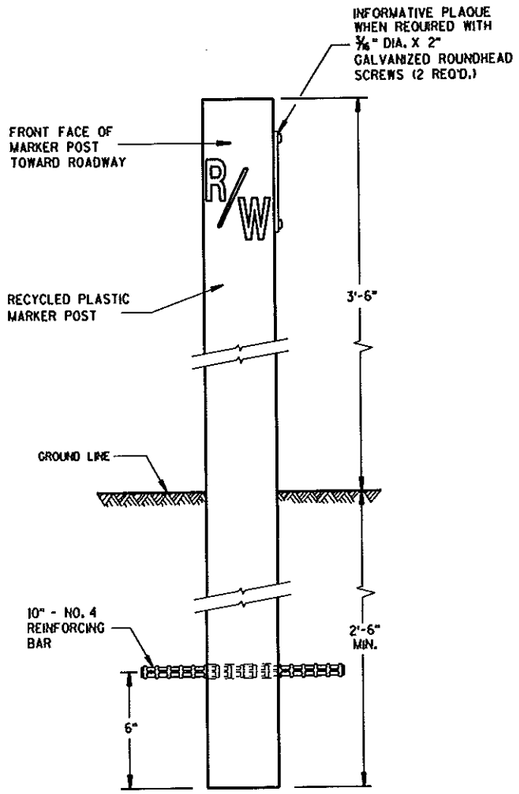
① POSTS SHALL BE ANCHORED AND SET INTO EXCAVATED HOLES AS ILLUSTRATED OR MAY BE DRIVEN AND ANCHORED INTO THE GROUND BY ALTERNATE DEVICES APPROVED BY THE ENGINEER.

② A MARKER POST FOR RIGHT-OF-WAY SHALL BE PLACED ADJACENT TO EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

③ INFORMATIVE PLAQUES WILL BE FURNISHED BY THE DEPARTMENT OF TRANSPORTATION AND BE PLACED ON THE SIDE OF THE POST FACING THE TYPE 2 MONUMENT.

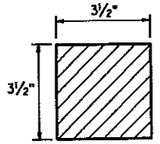
④ IN AREAS OF SOLID ROCK, DRILL A 1½" MIN. BORE HOLE INTO THE ROCK TO A DEPTH OF 12". CUT THE POST SO THAT A LENGTH OF 3'-6" PROTRUDES ABOVE THE GROUND. DRILL A ⅝" PILOT HOLE 1 FOOT INTO THE BOTTOM OF THE POST. DRIVE A 2 FOOT PIECE OF NO. 6 REINFORCING BAR INTO THE POST. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH EPOXY, CONCRETE CEMENT OR EQUIVALENT. PLACE THE POST WITH THE EXTENDED REINFORCING BAR INTO THE BORE HOLE WITH ADHESIVE. DEPENDING ON THE STABILITY OF THE ROCK, DEPTH OF THE BORE HOLE AND REINFORCING BAR MAY BE INCREASED AT THE DIRECTION OF THE ENGINEER.

MARKING & SIGNING DETAILS

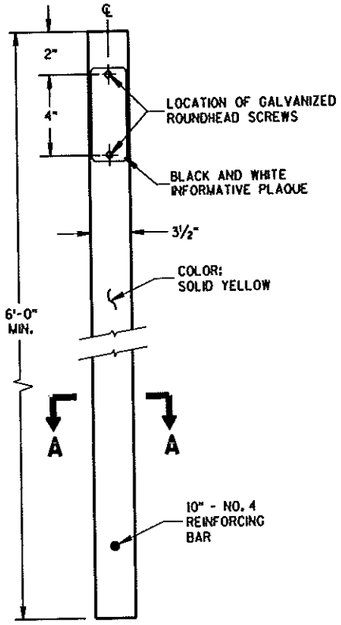


FRONT VIEW

TYPICAL INSTALLATION ①

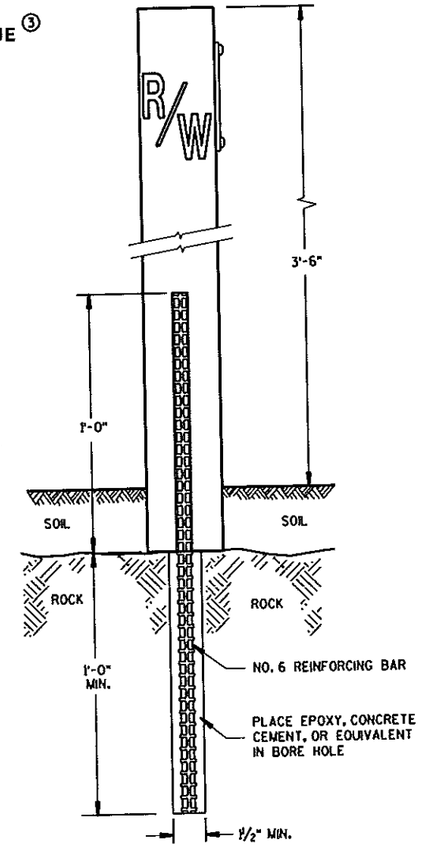


SECTION A-A



SIDE VIEW

STANDARD RECYCLED PLASTIC MARKER POST



FRONT VIEW

ROCK INSTALLATION ④

MARKER POST FOR RIGHT-OF-WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

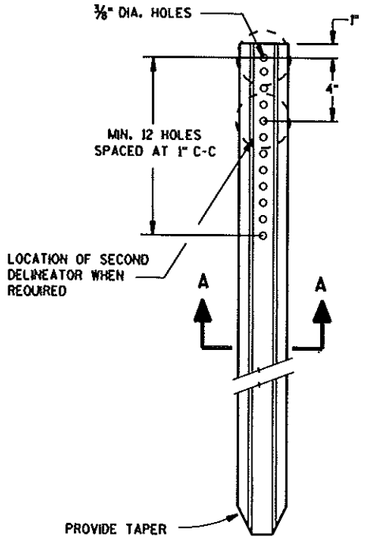
APPROVED
8/24/06 — DATE
/S/ K. G. Brockmon — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

6

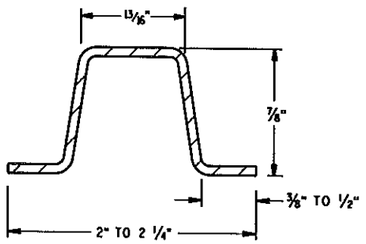
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S.D.D. - A 1-10

S.D.D. 15 A 1-10

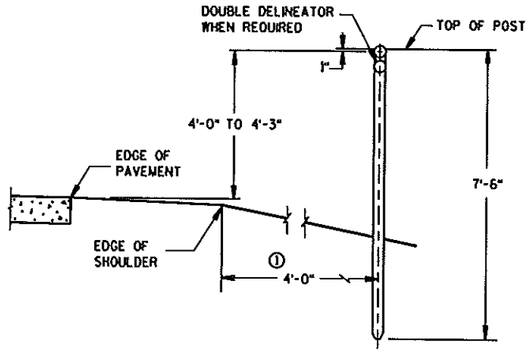


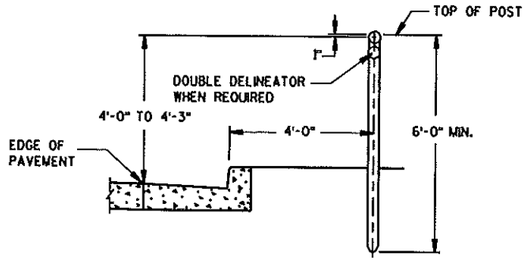
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



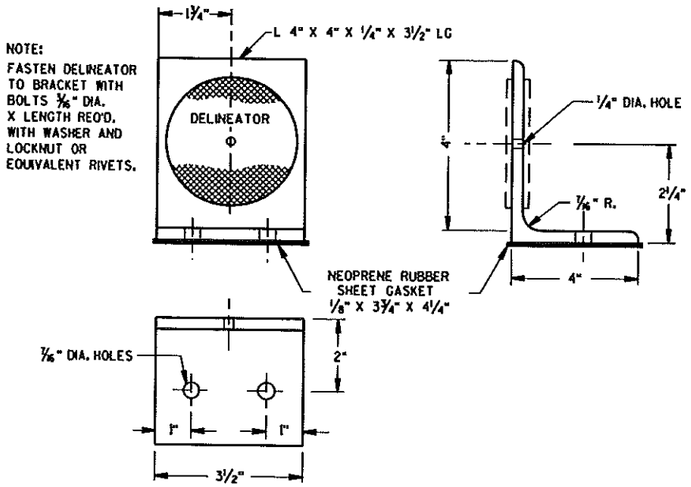


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

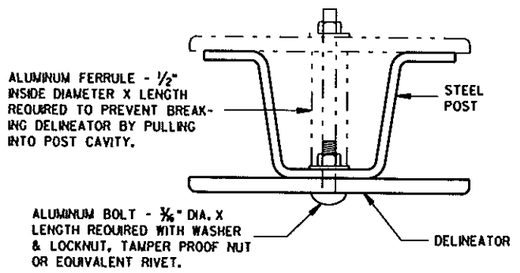
GENERAL NOTES

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

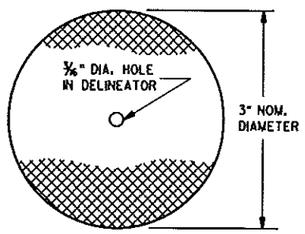
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



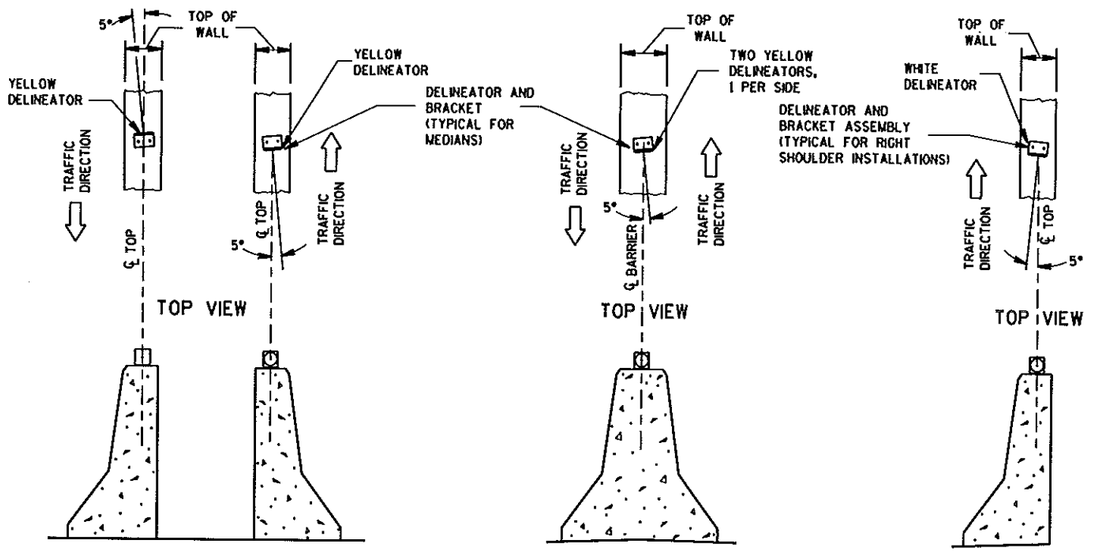
DELINEATOR BRACKET



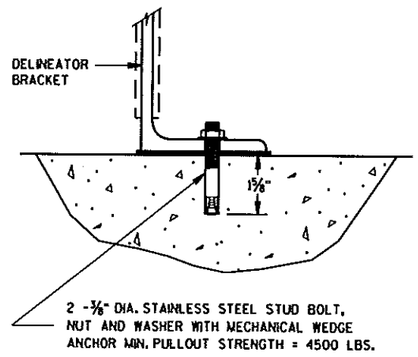
MOUNTING DETAIL FOR DELINEATOR



DELINEATOR



LOCATION AND AIMING DETAILS FOR DELINEATORS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 2/19/04 DATE
FHWA

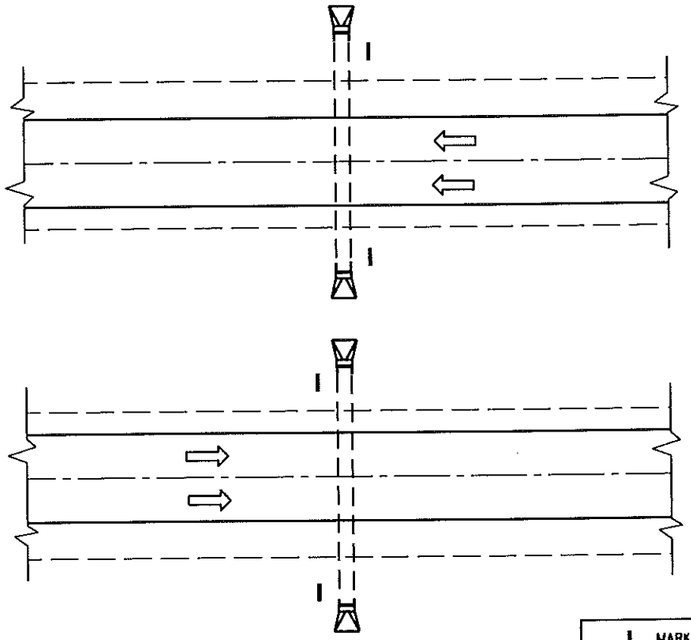
Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

6

S.D.D. 15 A 2-6

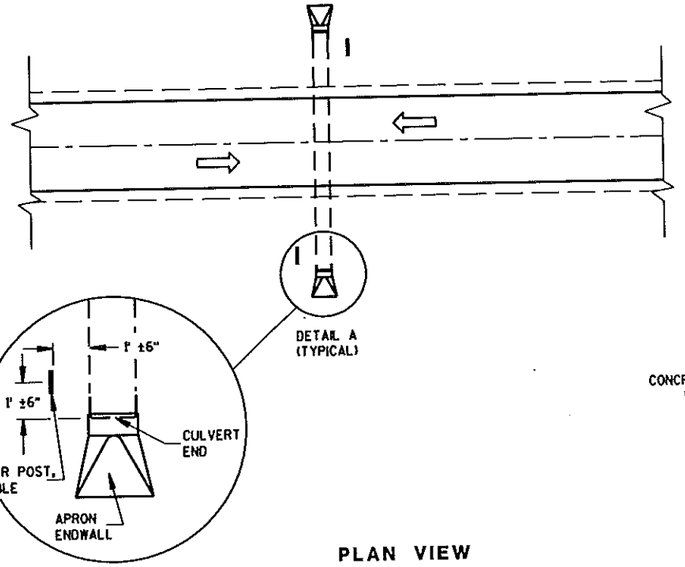
GENERAL NOTES

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



PLAN VIEW

DIVIDED HIGHWAY



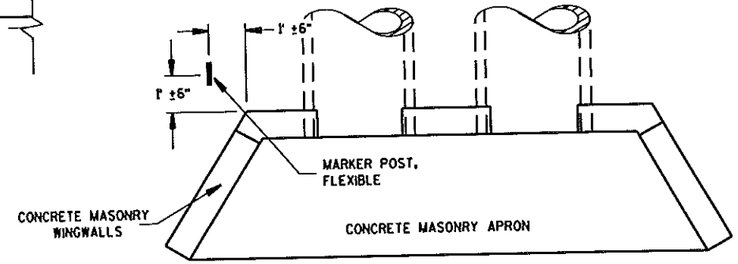
DETAIL A
(TYPICAL)

PLAN VIEW

UNDIVIDED HIGHWAY

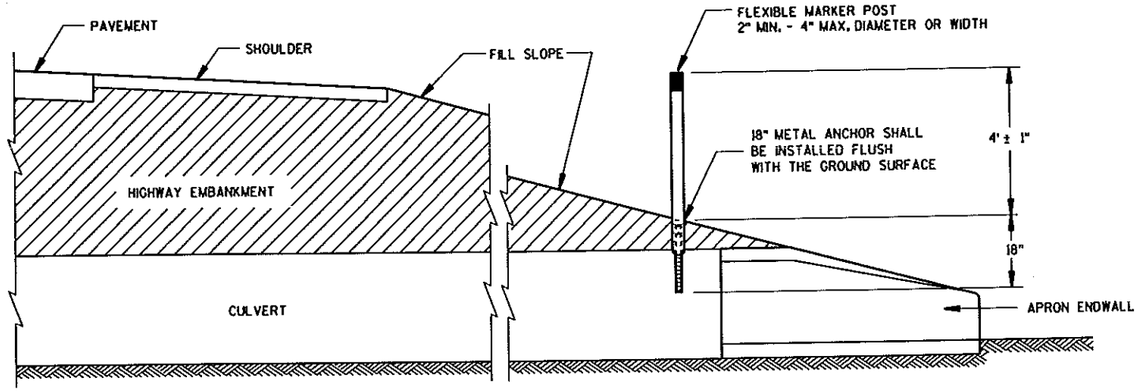
	MARKER POST, FLEXIBLE
	DIRECTION OF TRAFFIC FLOW

FLEXIBLE MARKER POST LOCATION



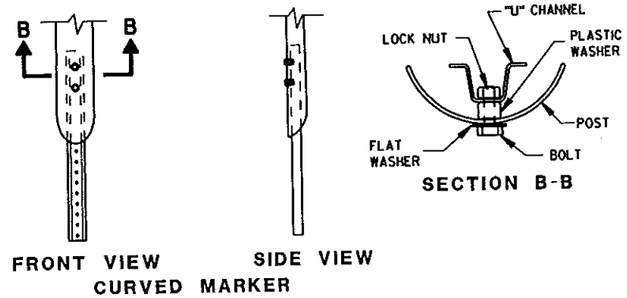
PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

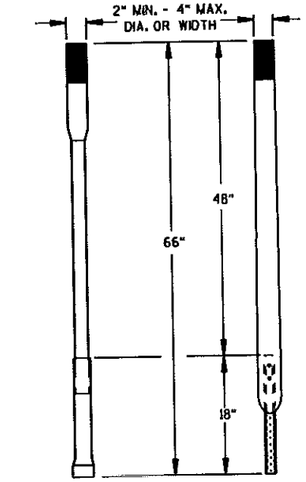


CROSS SECTION

FLEXIBLE MARKER POST



FLEXIBLE MARKER POST ANCHORS



ALTERNATE 1 ALTERNATE 2

FLEXIBLE MARKER POST

MARKER POST, FLEXIBLE, FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/98
DATE
FHWA

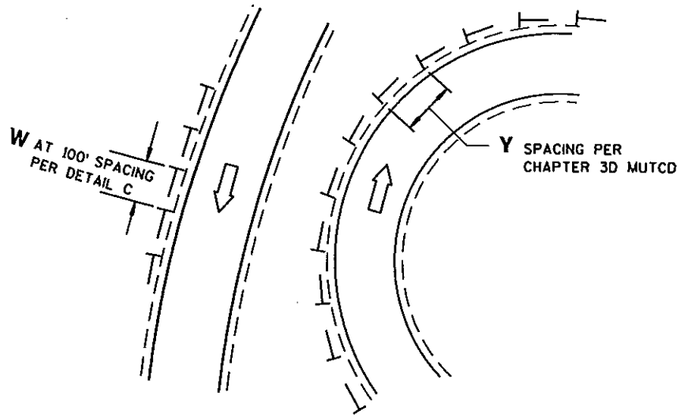
CHIEF ROADWAY DEVELOPMENT ENGINEER

6

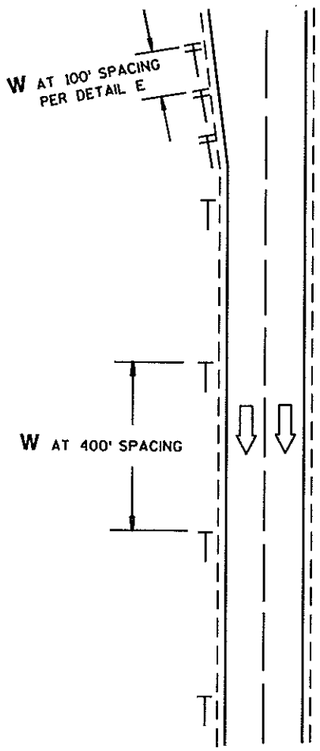
S.D.D. 15 A 3-1

GENERAL NOTES

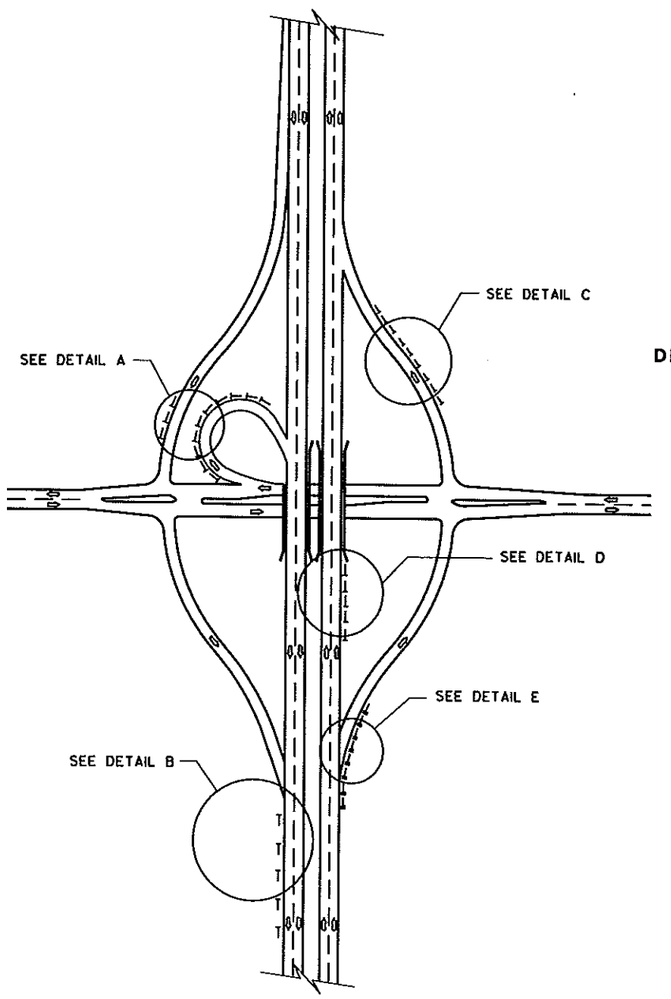
* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



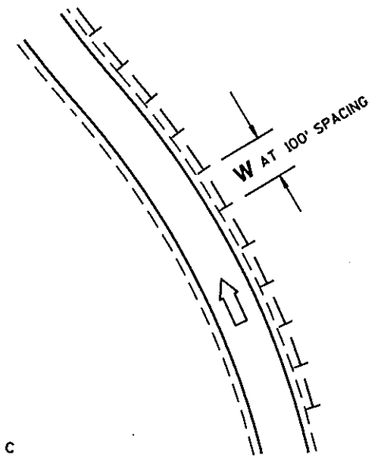
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



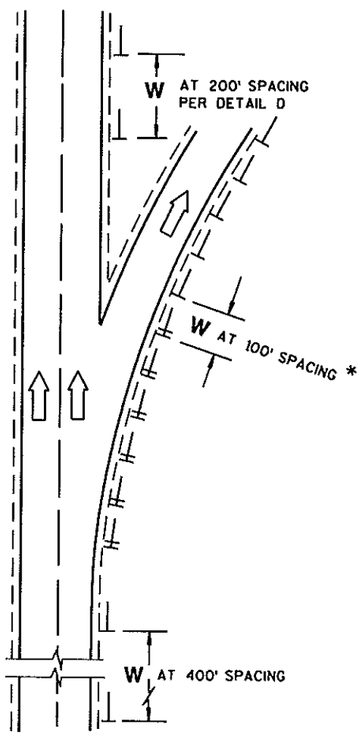
DETAIL B
DELINEATOR LAYOUT
ALONG MAINLINE



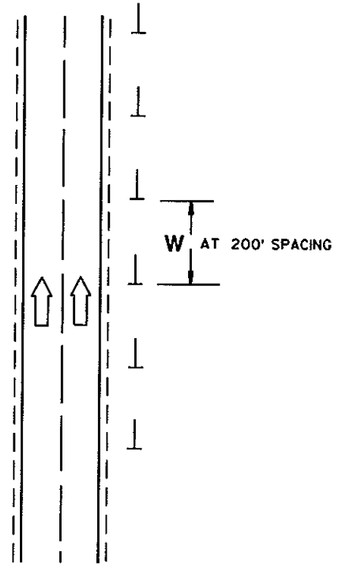
DELINEATOR LAYOUT



DETAIL C
DELINEATOR LAYOUT ALONG RAMP



DETAIL E
DELINEATOR LAYOUT FOR ACCELERATION
- DECELERATION LANES AND TAPERS AT RAMPS



DETAIL D
DELINEATOR LAYOUT
BETWEEN INTERCHANGE RAMPS

LEGEND

- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW

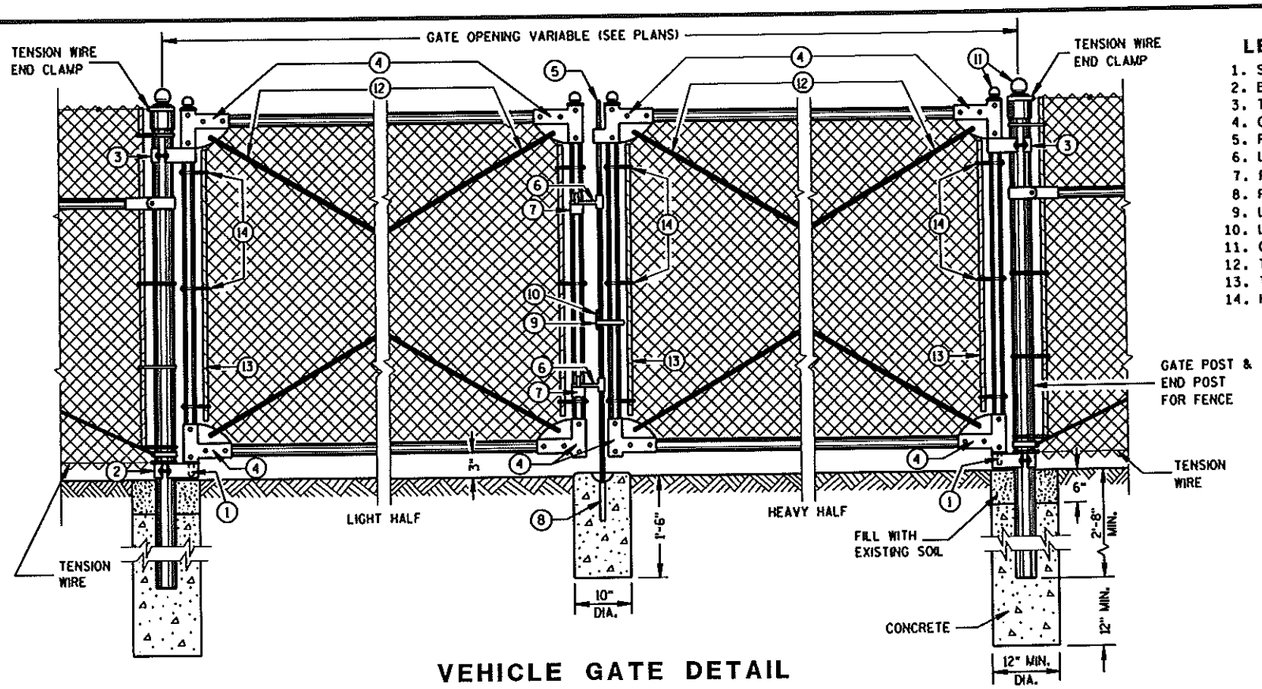
DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

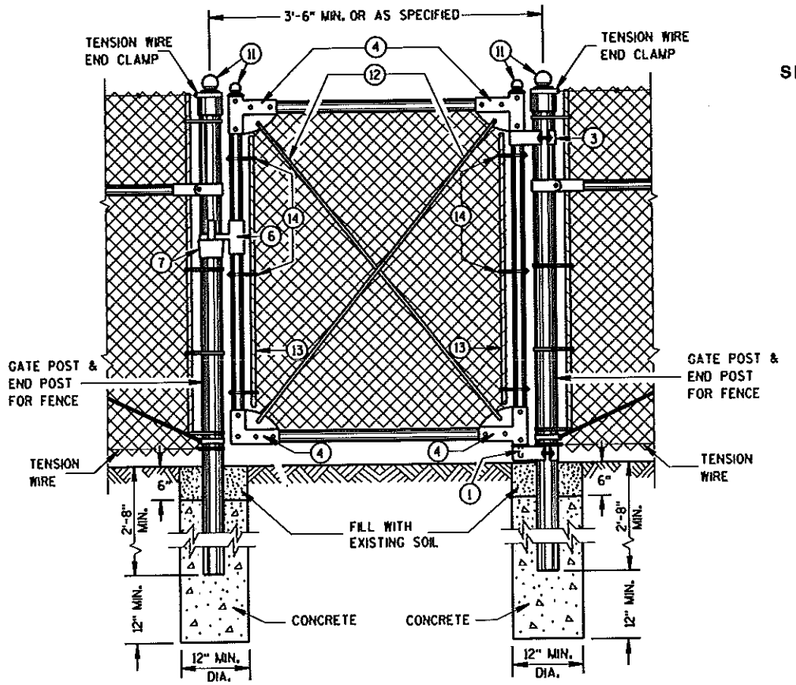
APPROVED 3/28/05 DATE
Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

S.D.D. 15 A 6-1



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

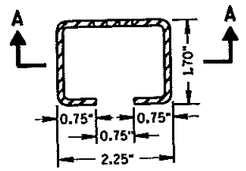
1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. CORNER ELBOW
5. PLUNGER ROD
6. LATCH FORK
7. FORK CATCH
8. PLUNGER ROD CATCH
9. LOCK KEEPER GUIDE
10. LOCK KEEPER
11. ORNAMENTAL TOPS
12. TRUSS RODS
13. TENSION BAR
14. HOOK BOLTS

GENERAL NOTES

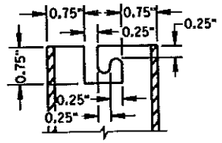
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. DETAILS NOT COVERED BY ANY OF THE ABOVE SHALL CONFORM TO THE MANUFACTURERS SPECIFICATIONS.

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.

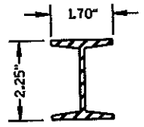


TOP VIEW

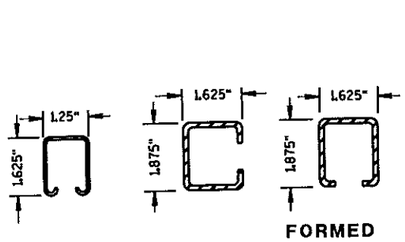


SECTION A-A

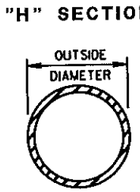
ALTERNATIVE POST TOP



"H" SECTION



FORMED



ROUND

CROSS SECTIONS OF POSTS AND RAILS

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR FENCE POSTS AND RAILS

USE	FENCE HT. FEET	SHAPE	OUTSIDE DIMENSIONS INCHES	WEIGHT LBS./L.F.
TERMINAL POSTS **	6 AND LESS	ROUND	2.375	3.65
	6 AND LESS	*ROUND	2.375	3.12
	OVER 6	ROUND	2.875	5.79
	OVER 6	*ROUND	2.875	4.64
	ALL HEIGHTS	FORMED	3.5 X 3.5	5.14
LINE POSTS	6 AND LESS	ROUND	1.90	2.72
		*ROUND	1.90	2.28
		"H" SECTION	2.25 X 1.70	3.26
		FORMED	1.875 X 1.625	1.65
	OVER 6	ROUND	2.375	3.65
		*ROUND	2.375	3.12
		"H" SECTION	2.25 X 1.70	3.26
		FORMED	1.875 X 1.625	2.28
BRACE RAIL		ROUND	1.66	2.27
		*ROUND	1.66	1.84
		FORMED	1.625 X 1.25	1.35

* HIGH STRENGTH STEEL

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

GATE FRAME MEMBERS, SIZE AND WEIGHT

GATE FABRIC HEIGHT (FEET)	OUTSIDE DIMENSION (INCHES)	WEIGHT LBS./L.F.
6 OR LESS		
Round	1.66	2.27
Round	1.66	*1.84
Rectangular	1.50	1.84
OVER 6		
Round	1.90	2.72
Round	1.90	*2.28
Rectangular	2.00	2.52
INTERIOR BRACING		
Round	1.66	2.27
Round	1.66	*1.84
Rectangular	1.50	1.84

* HIGH STRENGTH STEEL

GATE POST SIZE AND WEIGHT

GATE LEAF WIDTH (FEET)	POST SIZE (INCHES)	
	OUTSIDE DIAMETER (INCHES)	WEIGHT LBS./L.F.
6 AND UNDER	2.875	5.79
	2.875	*4.64
OVER 6 TO 12	4.00	9.10
	4.00	*8.65
OVER 12 TO 18	6.62	18.97
	6.62	*18.02

* HIGH STRENGTH STEEL

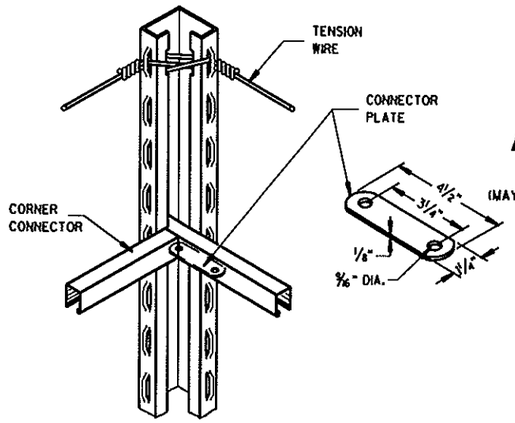
CHAIN LINK FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

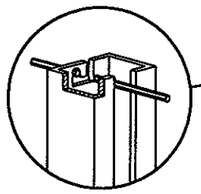
S.D.D. B 3-11a

S.D.D. 15 B 3-11a



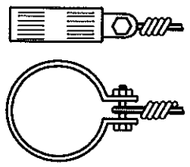
BRACE RAIL CORNER CONNECTION

ROLL FORMED POST

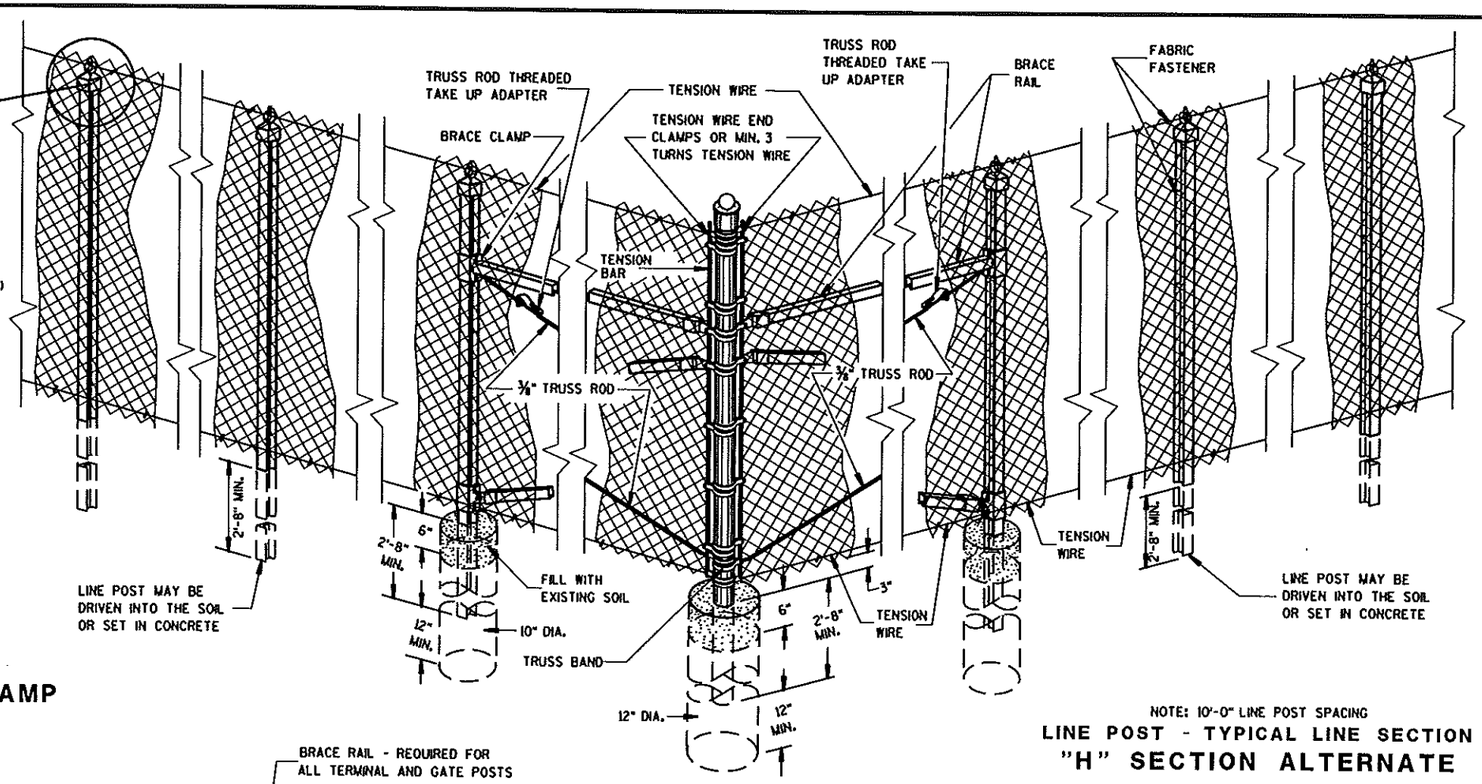


ALTERNATIVE POST TOP

(MAY BE USED INSTEAD OF LOOP CAP)



TENSION WIRE END CLAMP



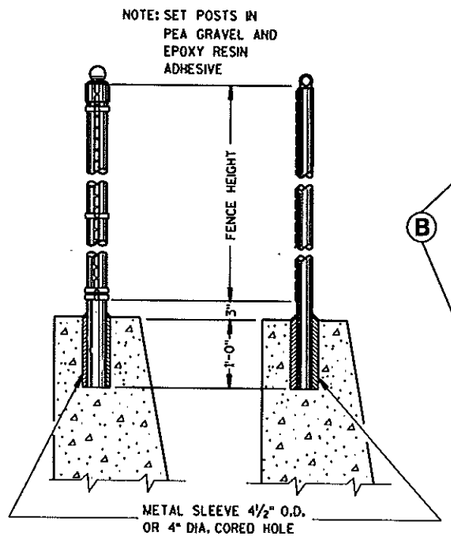
NOTE: 10'-0" LINE POST SPACING

LINE POST - TYPICAL LINE SECTION

"H" SECTION ALTERNATE

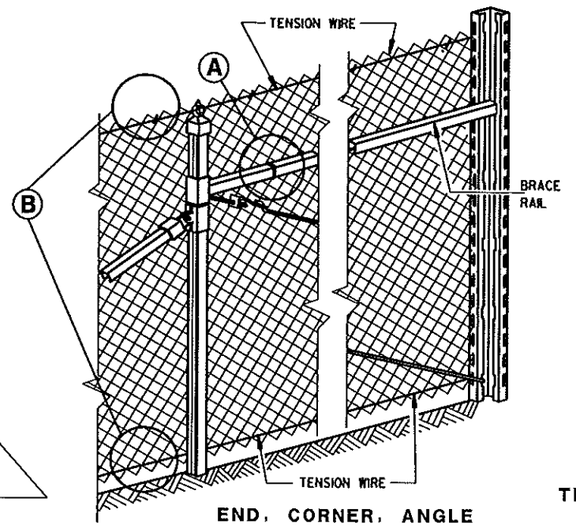
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS

PIPE ALTERNATE

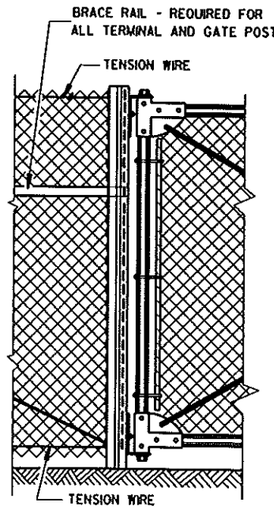


END POST & CORNER POST **LINE POST**

DETAILS OF FENCE ON WALL



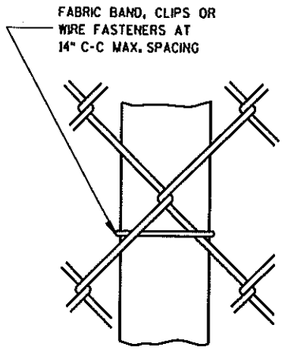
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



TERMINAL OR GATE POST

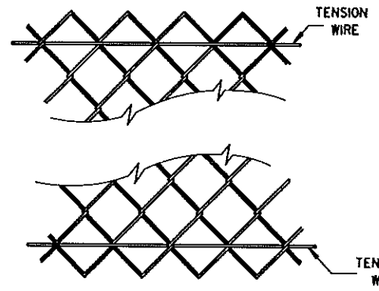
ROLL FORMED ALTERNATE

NOTE: DETAILS OF FOOTINGS ARE SHOWN ON THE PIPE ALTERNATE DETAIL



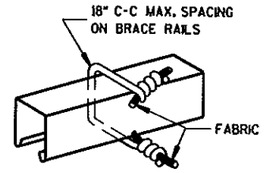
LINE POST

FABRIC FASTENER



SELVAGES

Ⓑ



BRACE RAIL

FABRIC FASTENER

Ⓐ

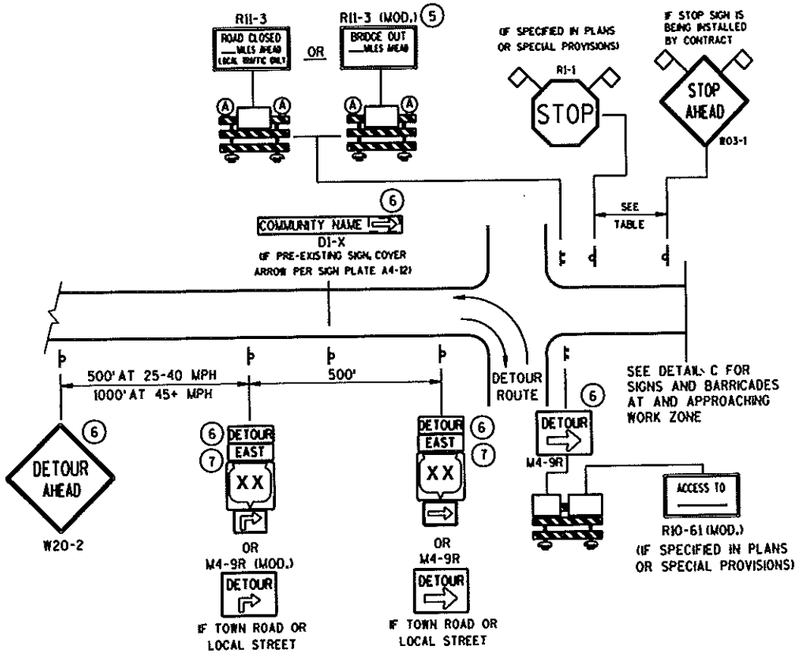
CHAIN LINK FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/26/05 /S/ Beth Connestra
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

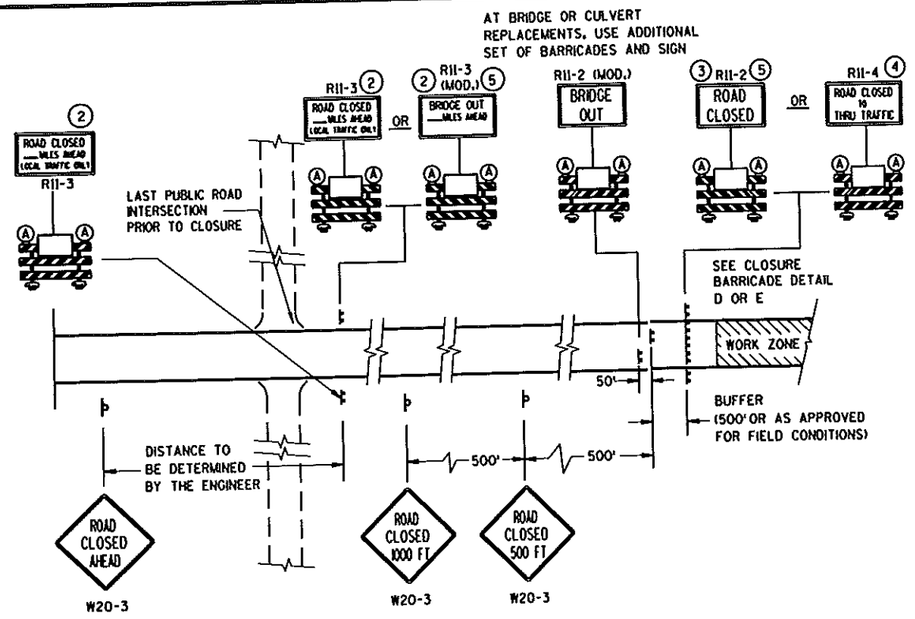
S.D.D. 15 B 3-11b



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

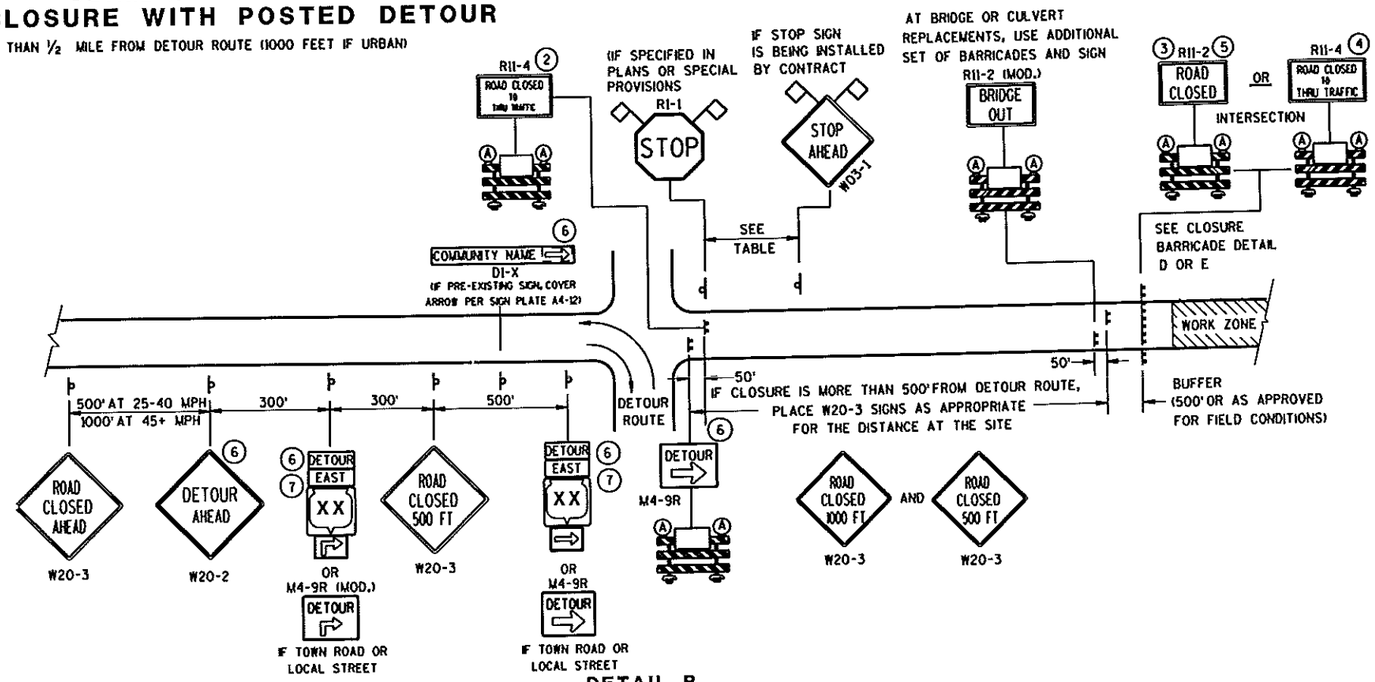


DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-4b
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

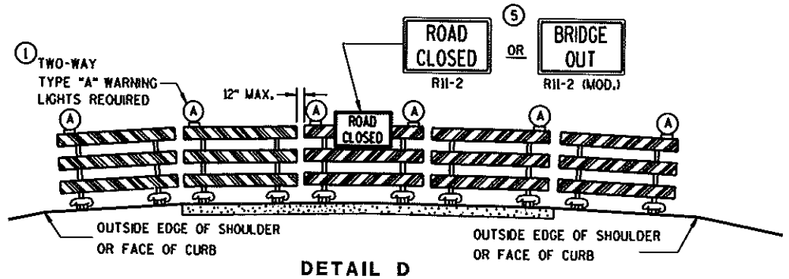
LEGEND

- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

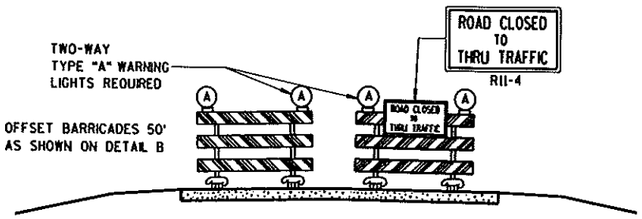
S.D.D. 15 C 2-4a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

GENERAL NOTES

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

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

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/15/03
DATE
Thomas N. Nottoh for
CHIEF SIGNS AND MARKING ENGINEER
FHWA

6
S.D.D. 15 C 2-4b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

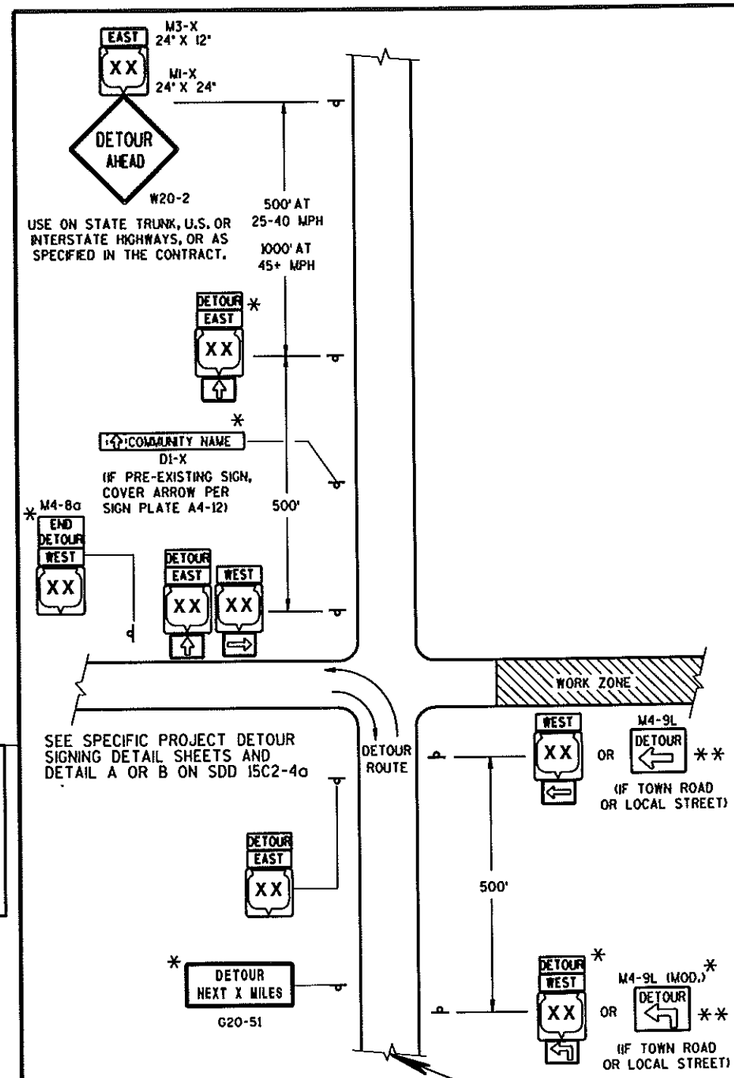
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

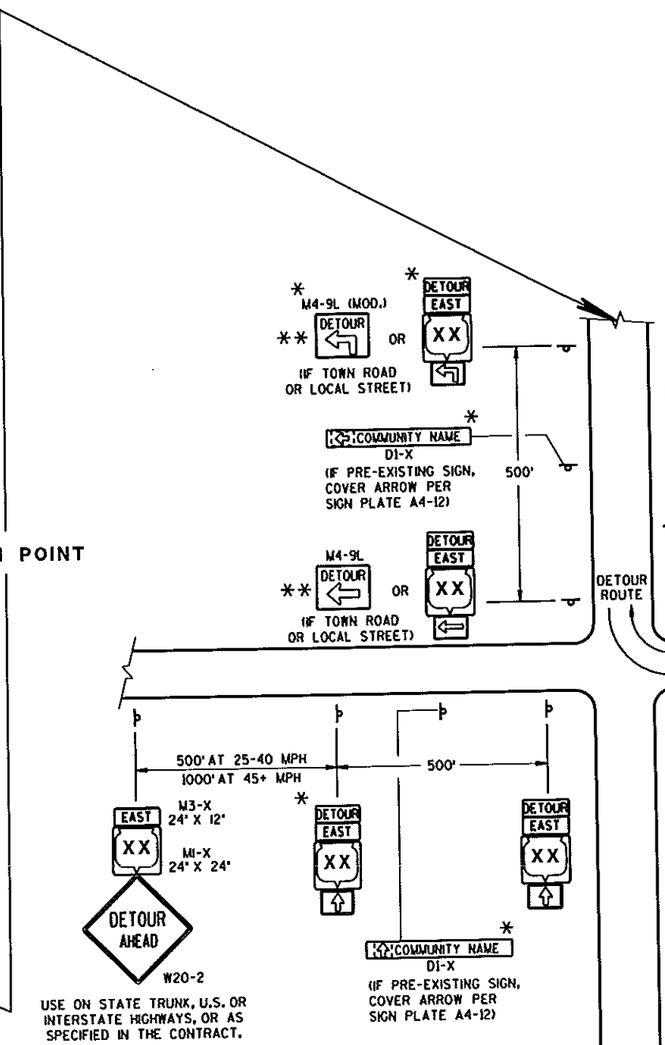
M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
M4-9 SHALL BE 30" X 24".
M4-8a SHALL BE 24" X 18".
G20-51 SHALL BE 60" X 24".
W20-2 SHALL BE 48" X 48".
D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

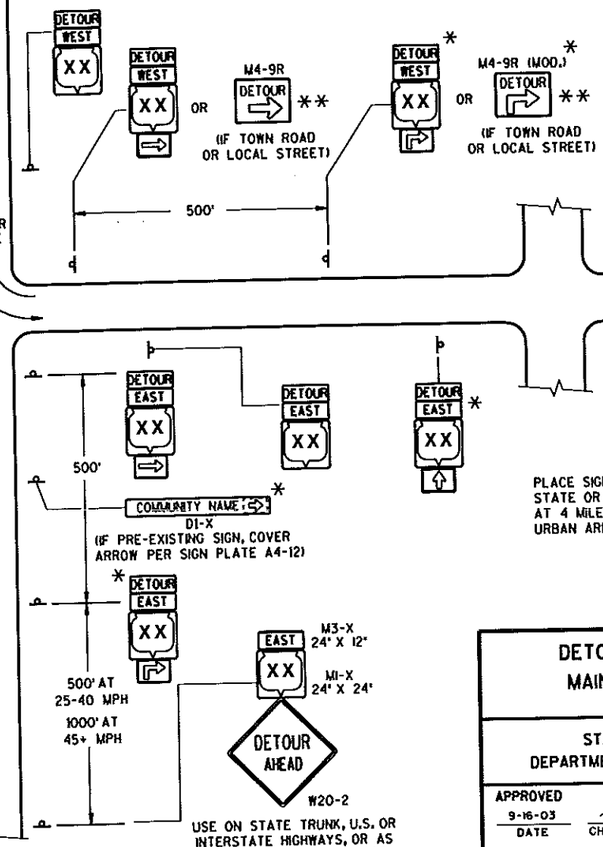
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



MATCH POINT





LEGEND

- POST MOUNTED SIGN
- WORK ZONE
- DETOUR EAST M3-X / M4-8
- XX M1-4 OR COUNTY XX M1-5A OR XX M1-6
- M05-1 OR M06-1 OR M06-1

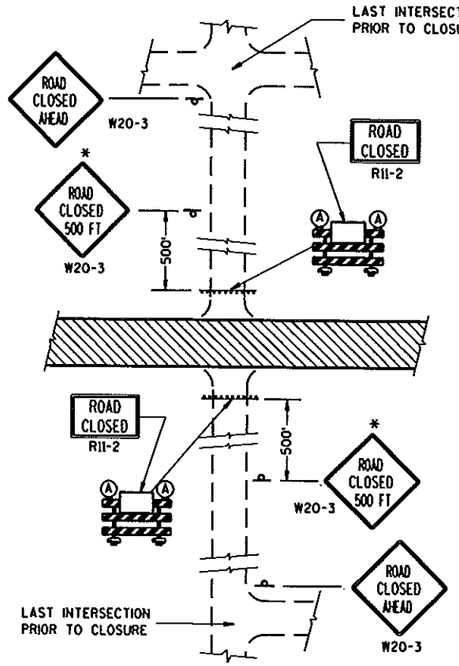
DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

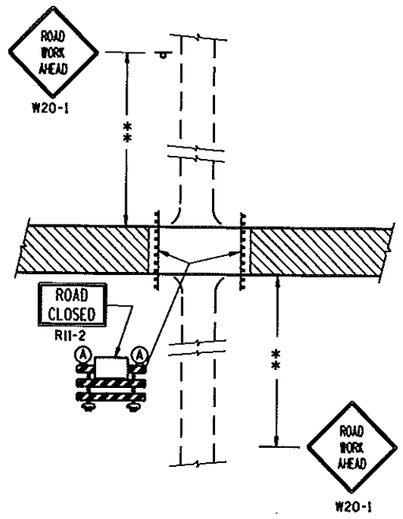
APPROVED
9-16-03 DATE
Thomas N. Nottbohm for CHIEF SIGNS AND MARKING ENGINEER
FHWA

S.D.D. 15 C 2-4c



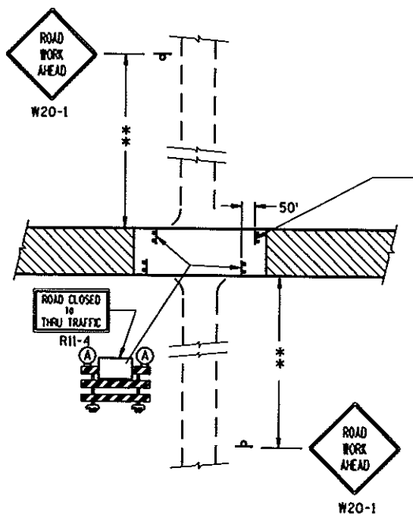
DETAIL 1

(NO ACCESS TO PROJECT)



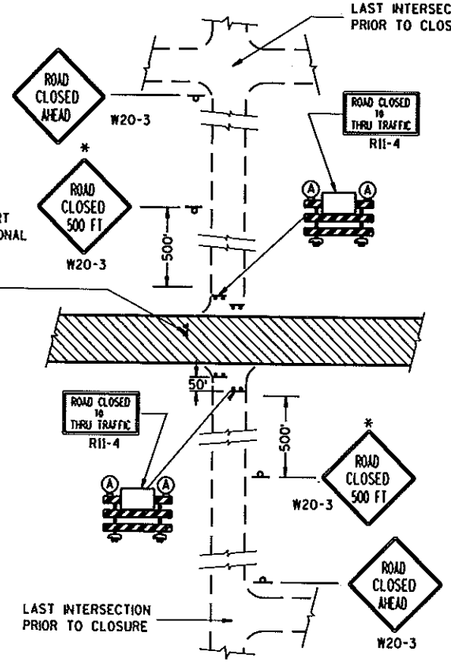
DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

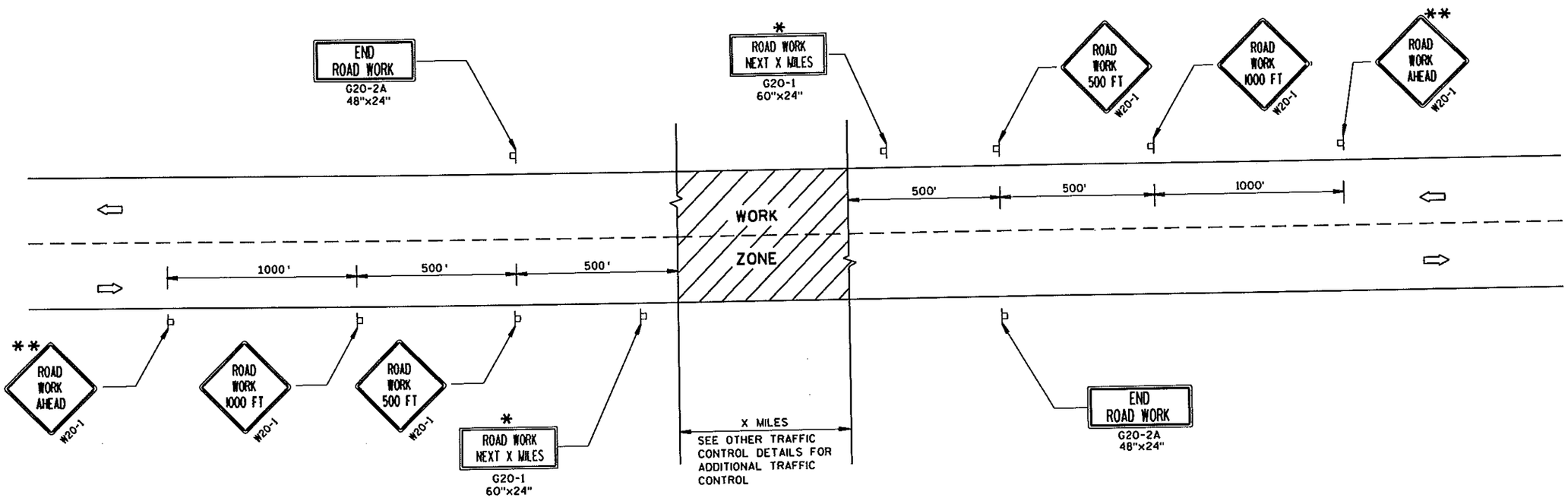
APPROVED
9-16-03
DATE
Thomas N. Nottbohm for
CHIEF SIGNS AND MARKING ENGINEER
FHWA

6

S.D.D. 15 C 3-1

6

S.D.D. 15 C 3-1



GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

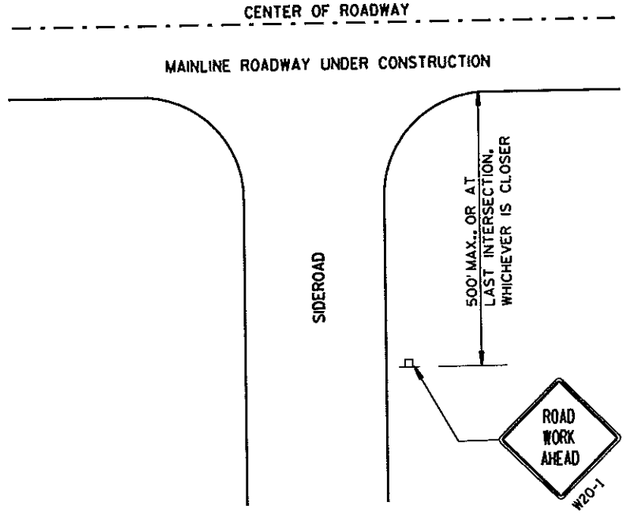
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

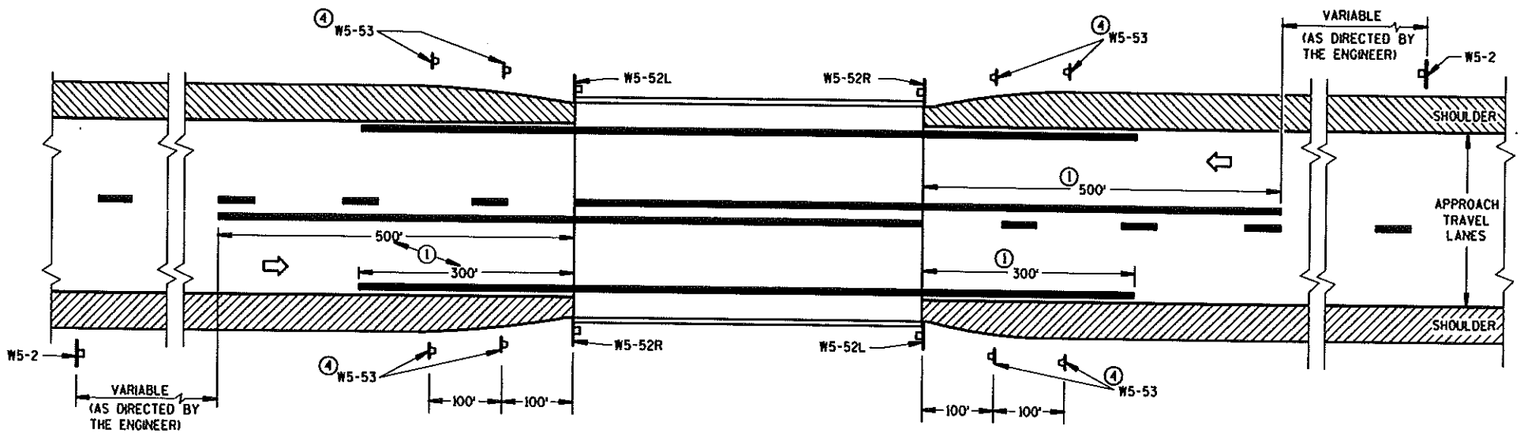
POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL.
ADVANCE WARNING SIGNS
45 M.P.H. OR GREATER
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

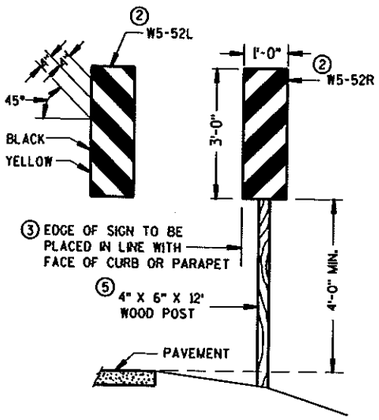
APPROVED
5/23/00
DATE
Chester J. Seyer
CHIEF SIGNS AND MARKING ENGINEER
FHWA

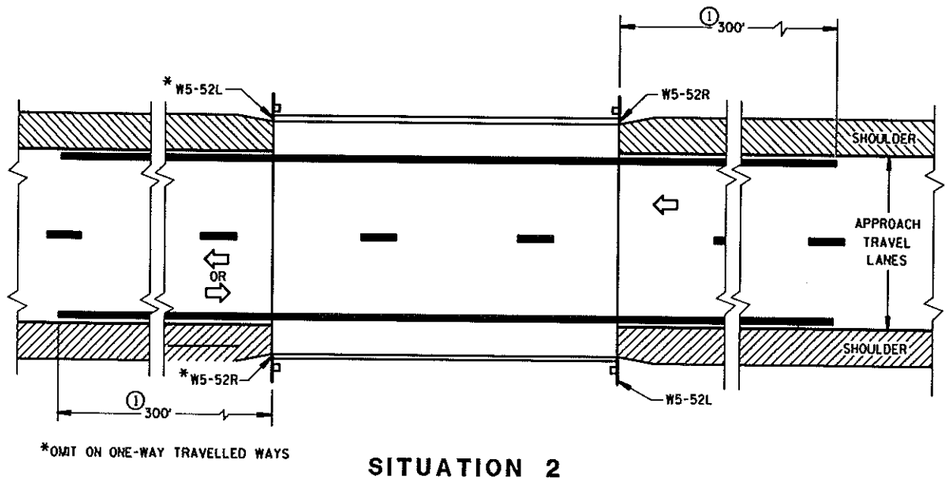


SITUATION 1

WARRANTING CRITERION:

BRIDGE WIDTH IS AT LEAST 18 FEET BUT LESS THAN 24 FEET



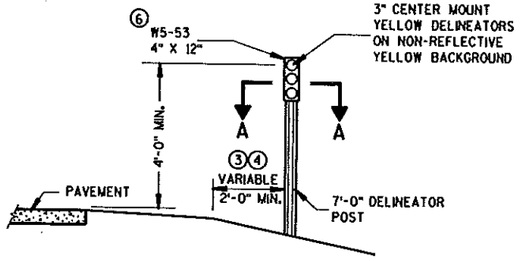


*OMIT ON ONE-WAY TRAVELLED WAYS

SITUATION 2

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS LESS THAN 6 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.



OBJECT MARKER PLACEMENT

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.

PAVEMENT MARKING SHOWN ON THIS DRAWING IS NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. WHEN SPECIFIED, PAVEMENT MARKING SHALL CONFORM TO THIS DRAWING AND OTHER CONTRACT REQUIREMENTS.

① MINIMUM DISTANCE UNLESS OTHERWISE SHOWN ON THE PLAN.

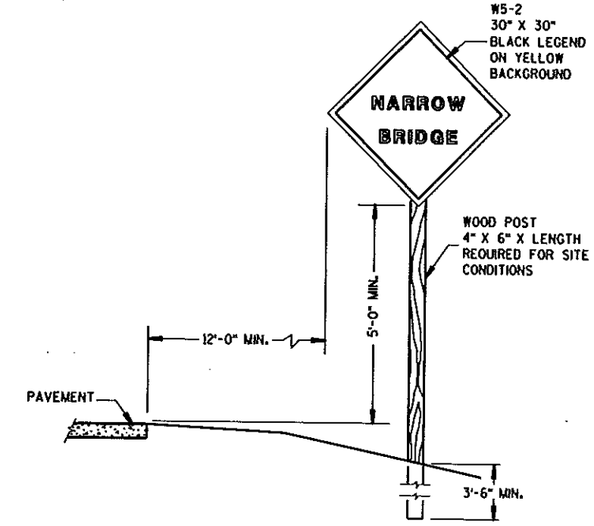
② FACE OF OBJECT MARKERS W5-52R AND W5-52L SHALL BE COVERED WITH TYPE H REFLECTIVE SHEETING.

③ LOCATE OBJECT MARKER POST(S) BEHIND GUARDRAIL WHEN PRESENT.

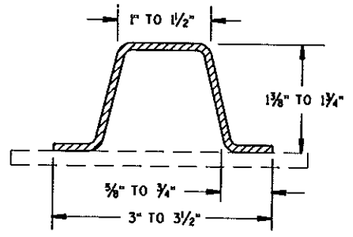
④ OBJECT MARKERS (W5-53) SHALL BE LOCATED ALONG A LINE FLARED AWAY FROM THE BRIDGE CORNER TO DELINEATE THE NARROWING OF THE SHOULDER OR BERM.

⑤ A 12 FOOT DELINEATOR POST MAY BE USED INSTEAD OF A WOOD POST.

⑥ NON-BID ITEM, INCIDENTAL TO OTHER ITEMS.



SIGN PLACEMENT



SECTION A-A

(MINIMUM WEIGHT 1.9 LBS. PER FT. AFTER GALVANIZING)

SIGNING & MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/5/06 — DATE
/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

S.D.D. 15 C 6-5

6

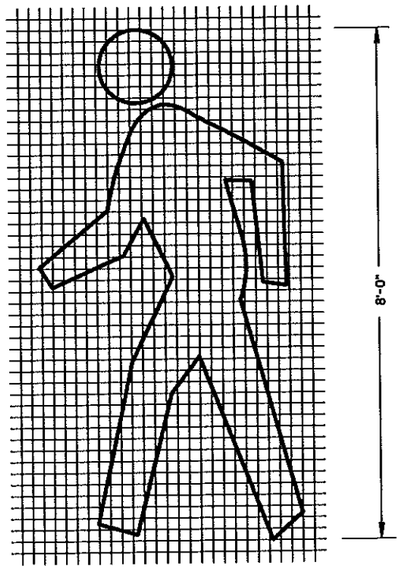
S.D.D. 15 C 6-5

GENERAL NOTES

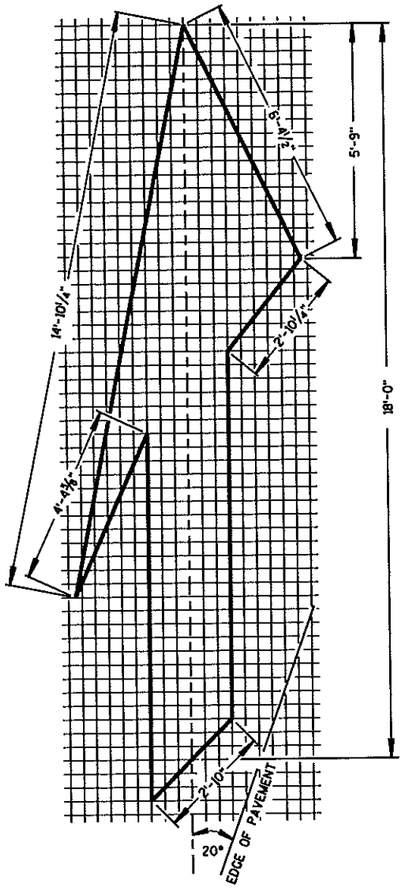
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

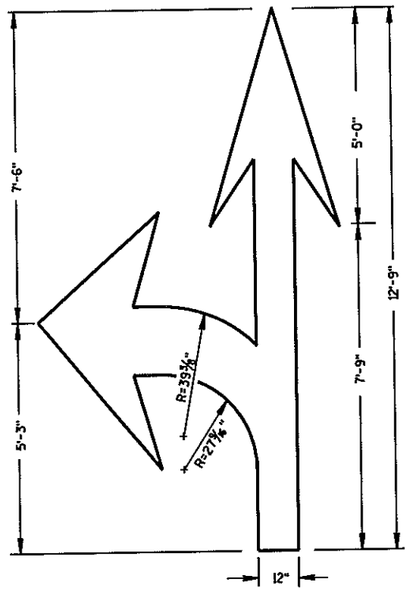
A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.



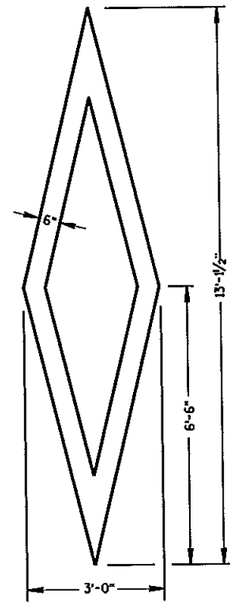
PEDESTRIAN SYMBOL



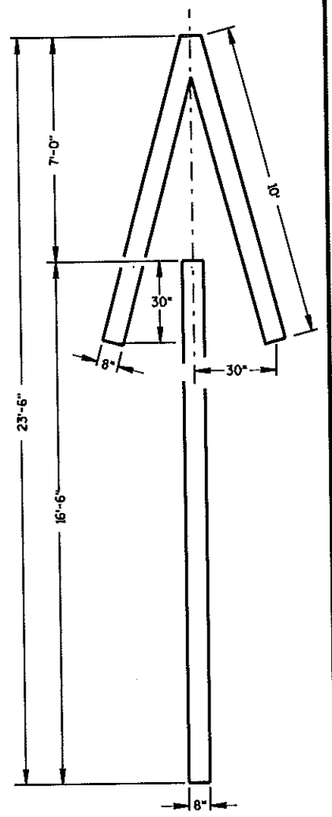
TYPE 5 LANE DROP ARROW



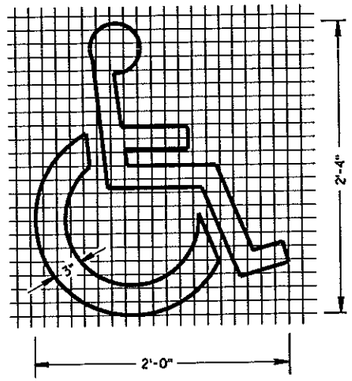
TYPE 3

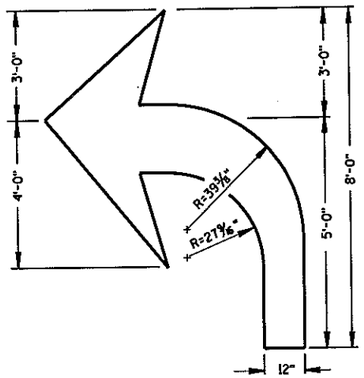


PREFERENTIAL LANE SYMBOL

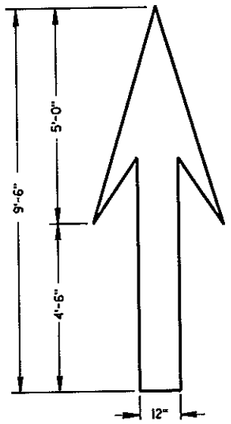


TYPE 4





TYPE 2



TYPE 1

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

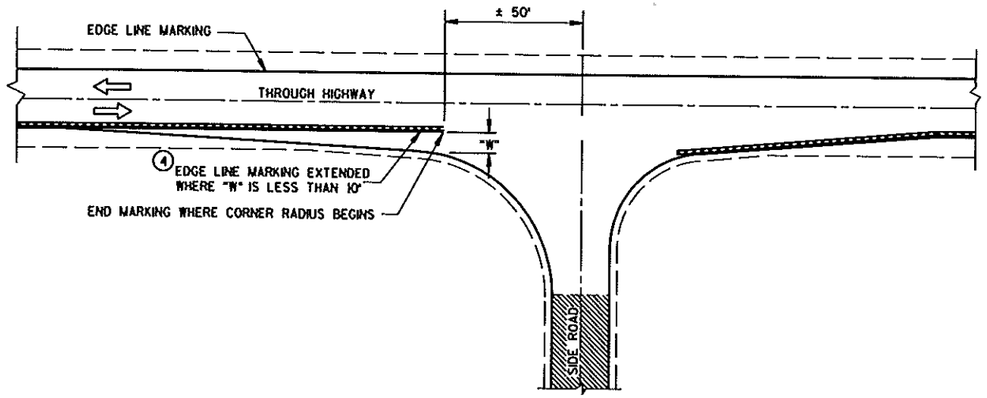
APPROVED 2/22/05 DATE
Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN
FHWA

S.D.D. 15 C 7-8a

S.D.D. 15 C 7-8a

6

6



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED 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 ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

④ LOCATE THE EDGE LINE ALONG THE TAPER WHERE "W" IS 10' OR MORE.

⑤ THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

⑥ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

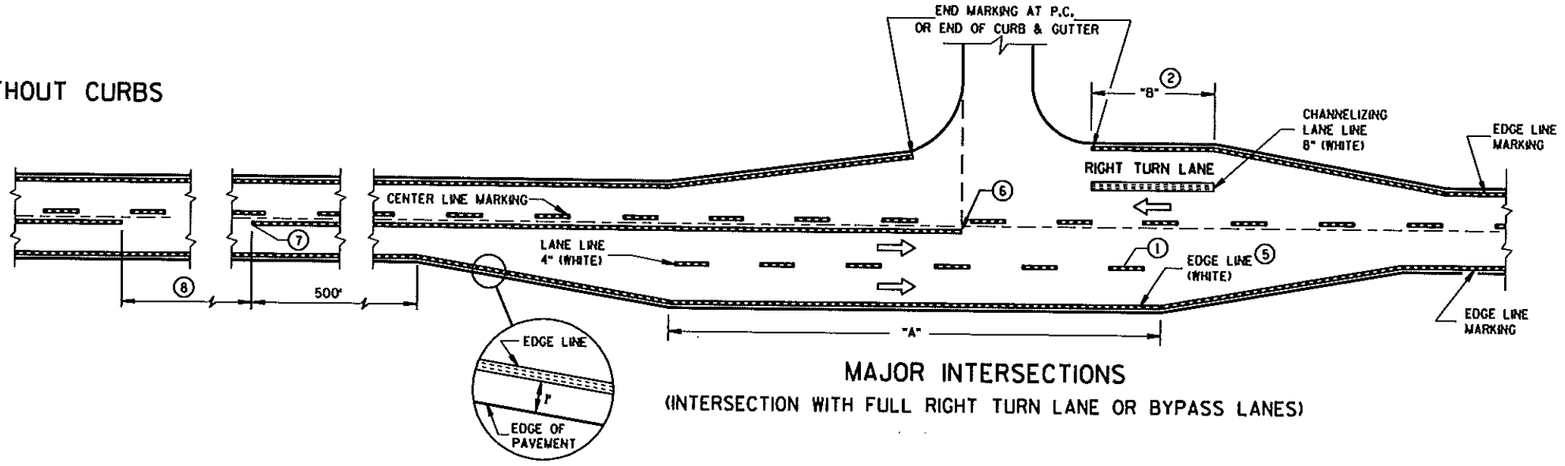
⑦ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

⑧ IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

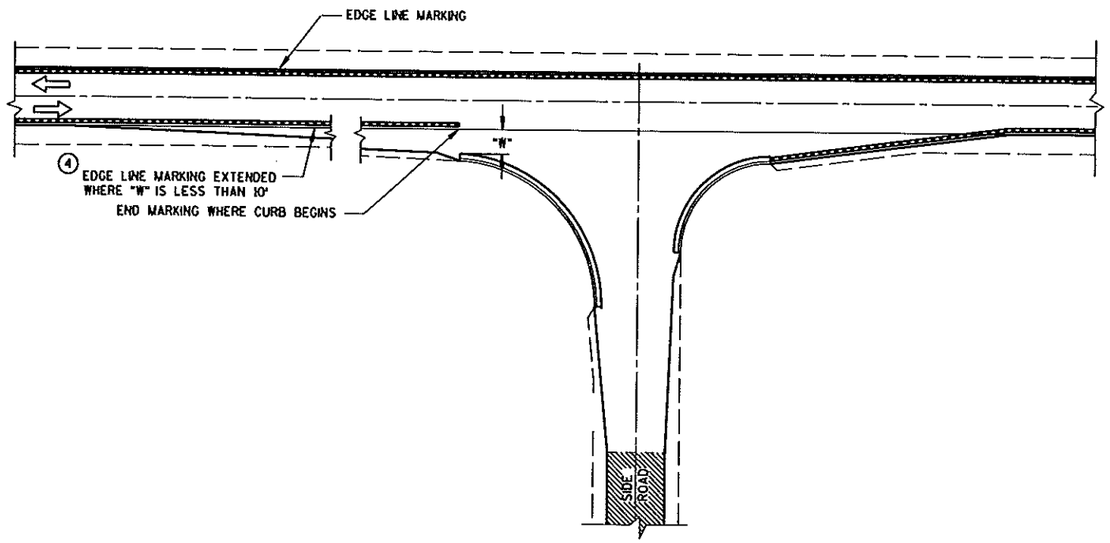
ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

⑧

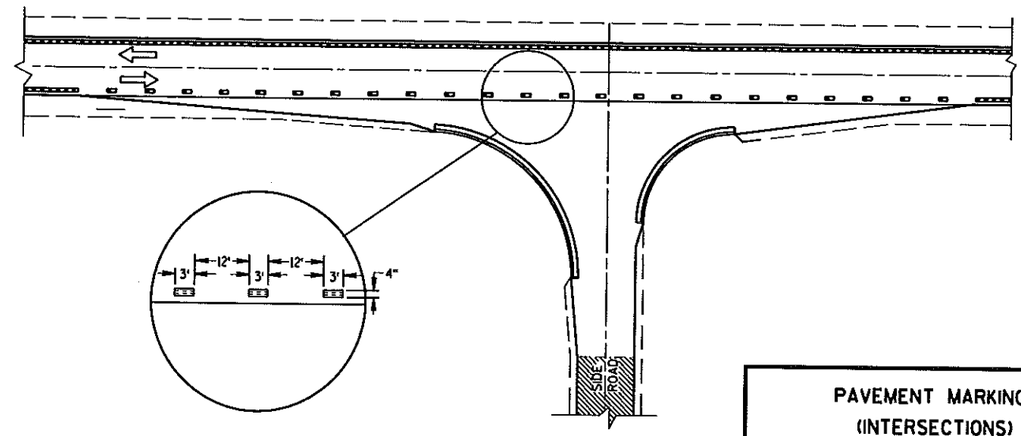
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



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



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/15/05
DATE
Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN
FHWA

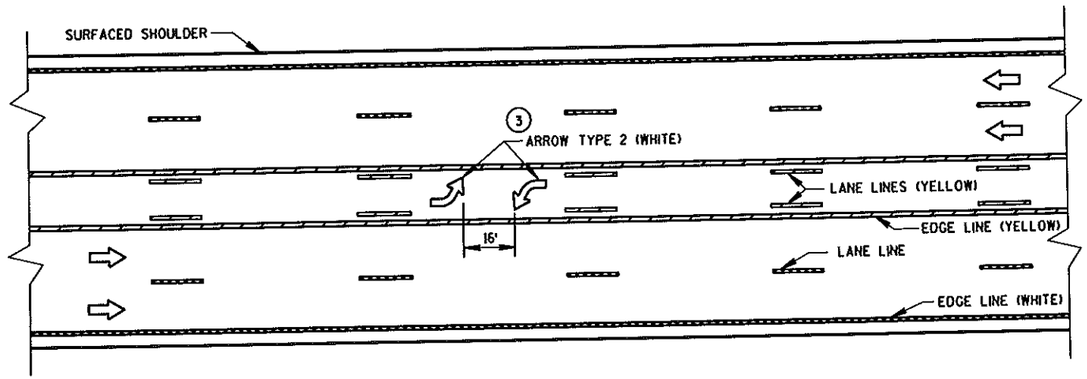
6

S.D.D. 15 C 8-10b

6

S.D.D. 15 C 8-10b

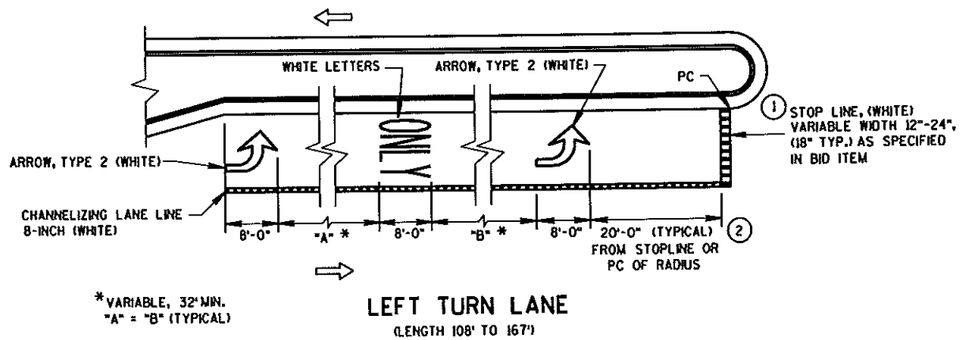
NOTE:
ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



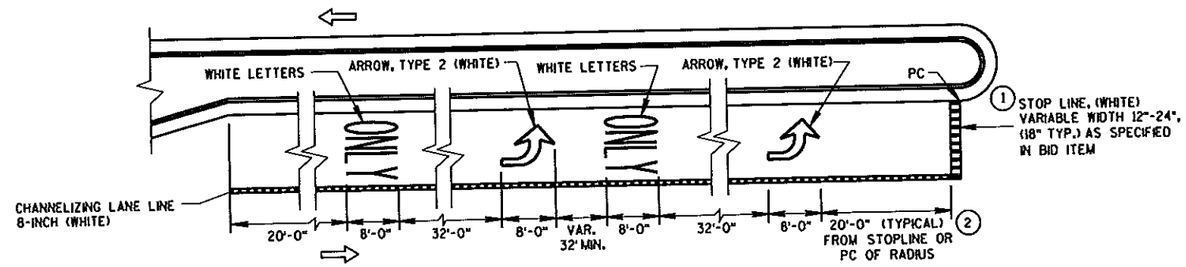
TWO WAY LEFT TURN LANE

NOTES:

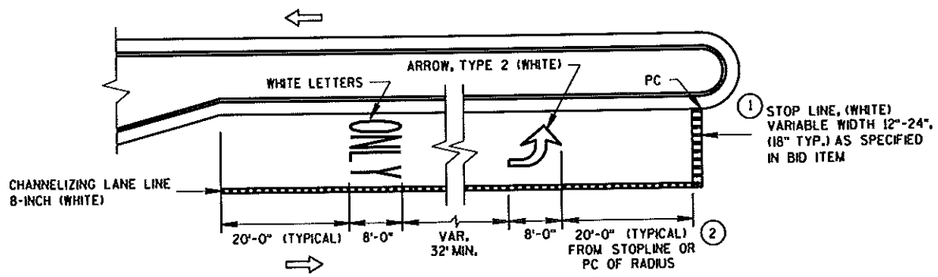
1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES, AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400'OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.



LEFT TURN LANE
(LENGTH 108' TO 167')



LEFT TURN LANE
(LENGTH OVER 167')

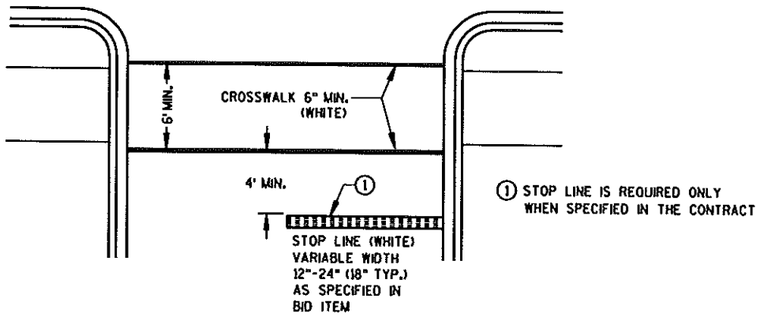


LEFT TURN LANE
(LENGTH UNDER 108')

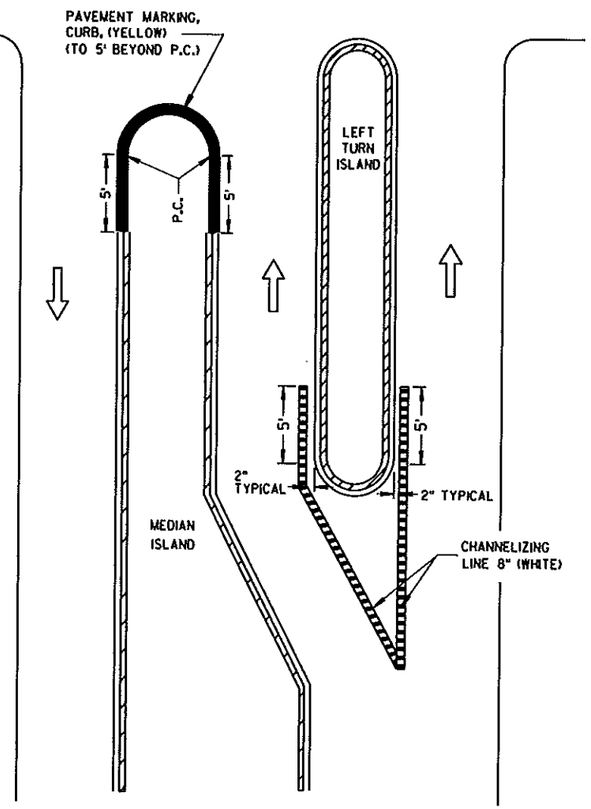
PAVEMENT MARKING (LEFT TURN LANE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8/1/05 DATE	/S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER OF DESIGN
FHWA	

6

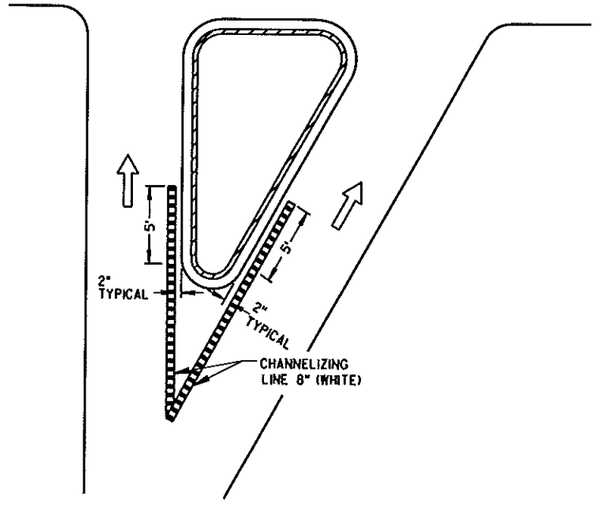
S.D.D. 15 C 8-10d



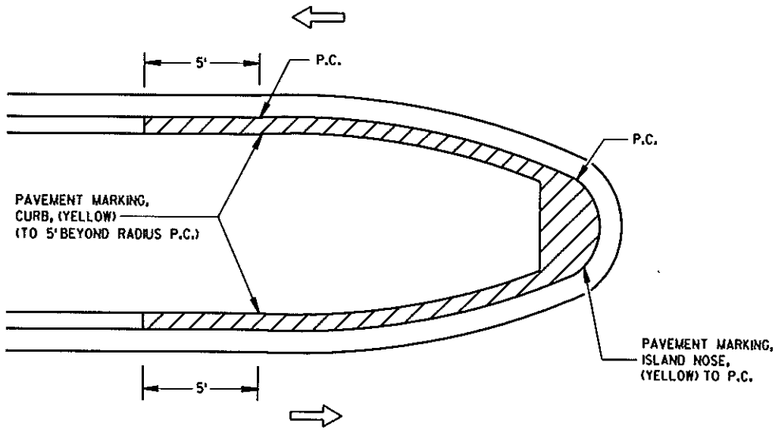
STOP LINE AND CROSSWALK



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



MEDIAN ISLAND WITH SLOPED NOSE

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

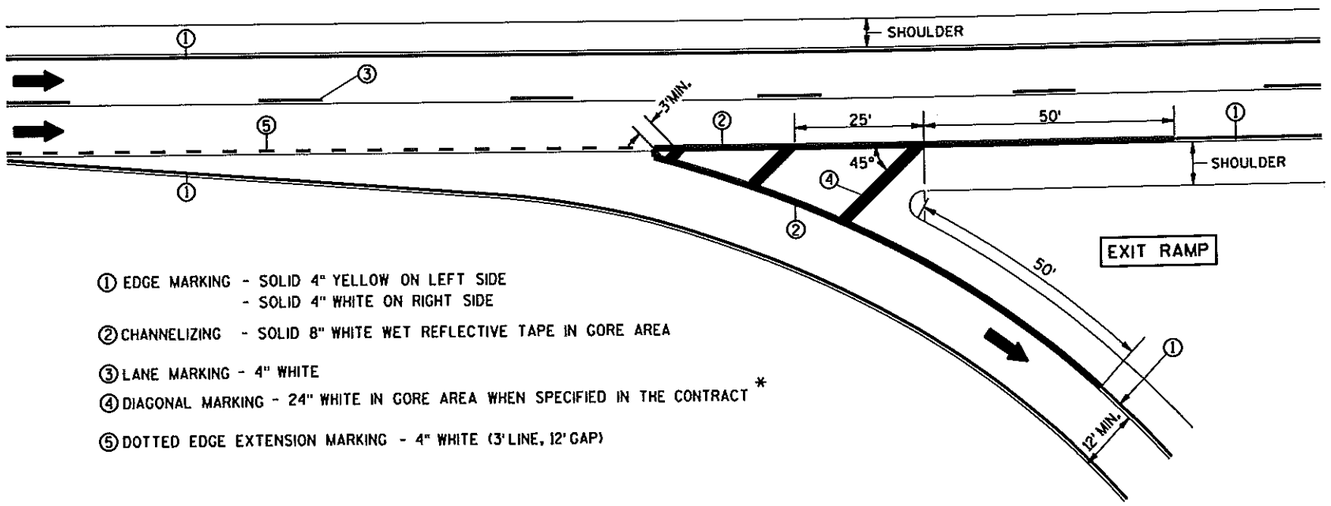
PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 1-16-03 DATE — Deborah K. Kogl for CHIEF SIGNS AND MARKING ENGINEER — FHWA

6

S.D.D. 15 C 8-10e

6

S.D.D. 15 C 8-10e



① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN GORE AREA

③ LANE MARKING - 4" WHITE

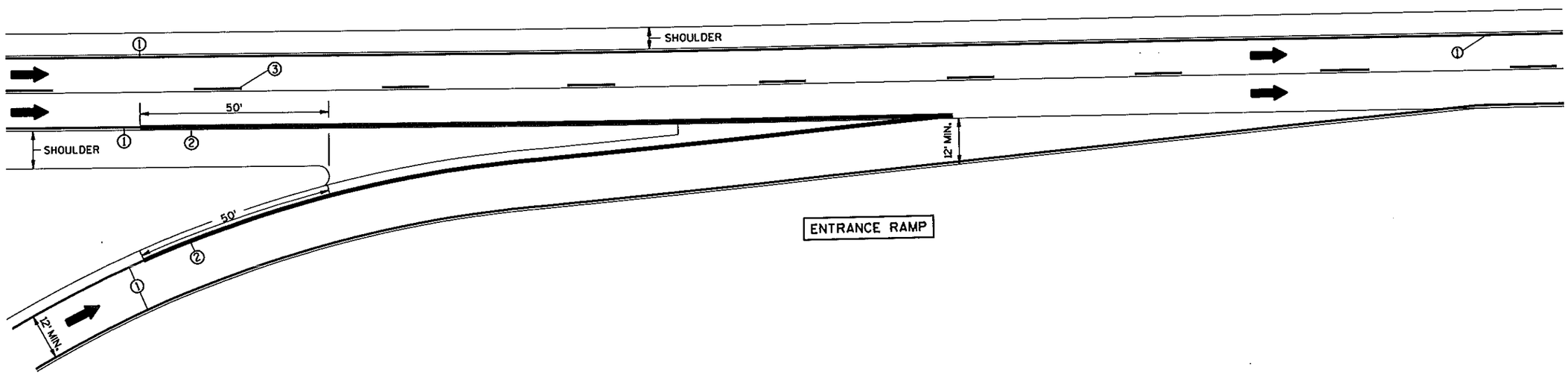
④ DIAGONAL MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *

⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 12' GAP)

NOTES:

1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

*REFER TO DESIGN NOTES.



6

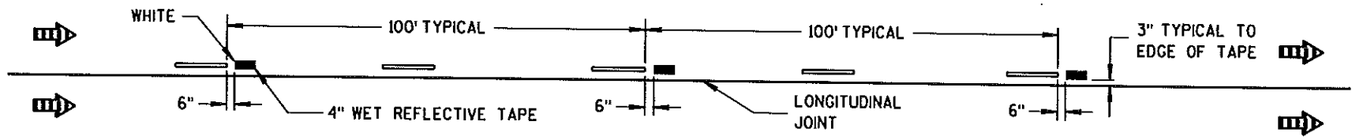
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S.D.D. 15 C 8-10f

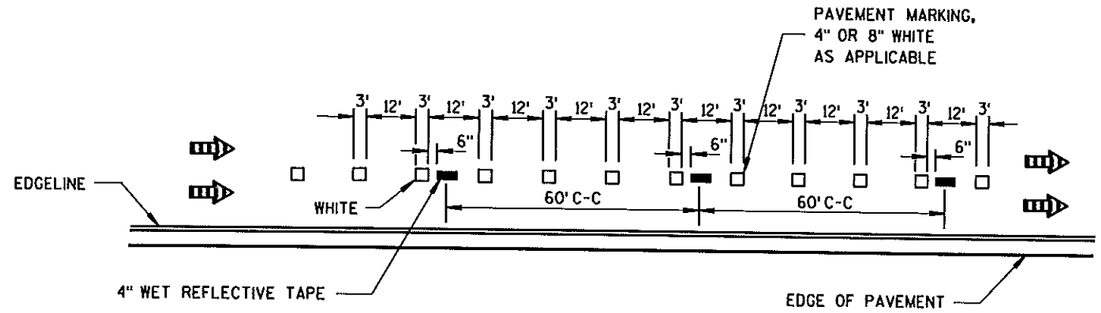
S.D.D. 15 C 8-10f

PAVEMENT MARKING
(RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



LANE LINE



DROP LANE DETAIL

TYPICAL GROOVED WET REFLECTIVE TAPE PLACEMENT

LEGEND

- LANE LINE MARKINGS
- 2.0' LENGTH OF WET REFLECTIVE TAPE
- DIRECTION OF TRAFFIC
- PAVEMENT ARROW

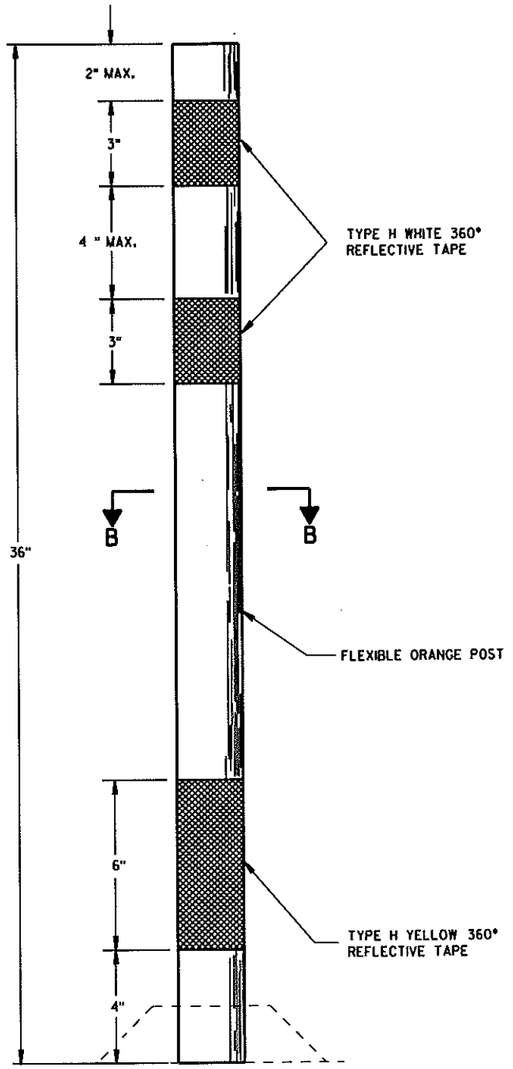
WET WEATHER MARKINGS WET REFLECTIVE TAPE (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8/30/05 DATE FHWA	/S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER OF DESIGN

6

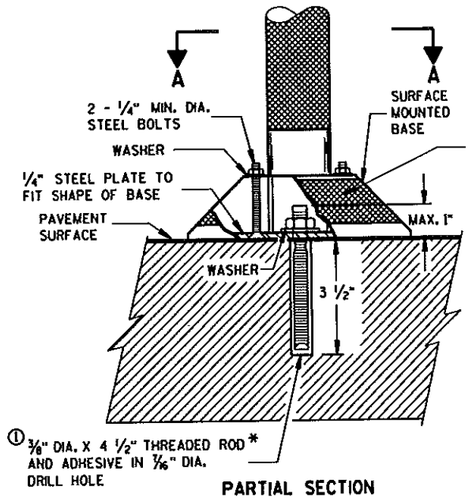
S.D.D. 15 C 10-8a

6

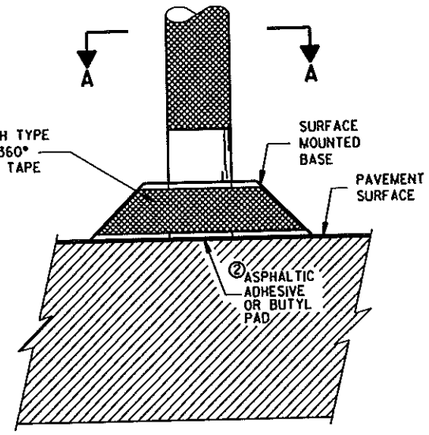
S.D.D. 15 C 10-8a



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

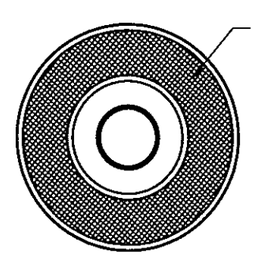
GENERAL NOTES

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

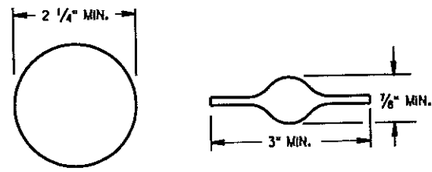
SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

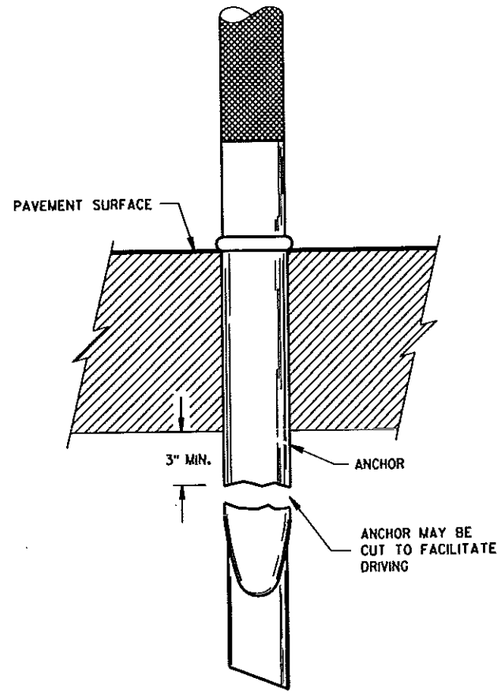
② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

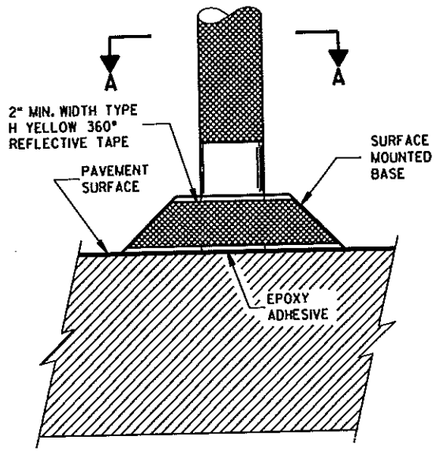


SECTION A-A
SURFACE MOUNTED BASE



SECTION B-B
ALTERNATIVE SHAPES





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 2/17/94 DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

S.D.D. 15 C 11-5

6

TWO-LANE ROADWAY

SYMBOLS

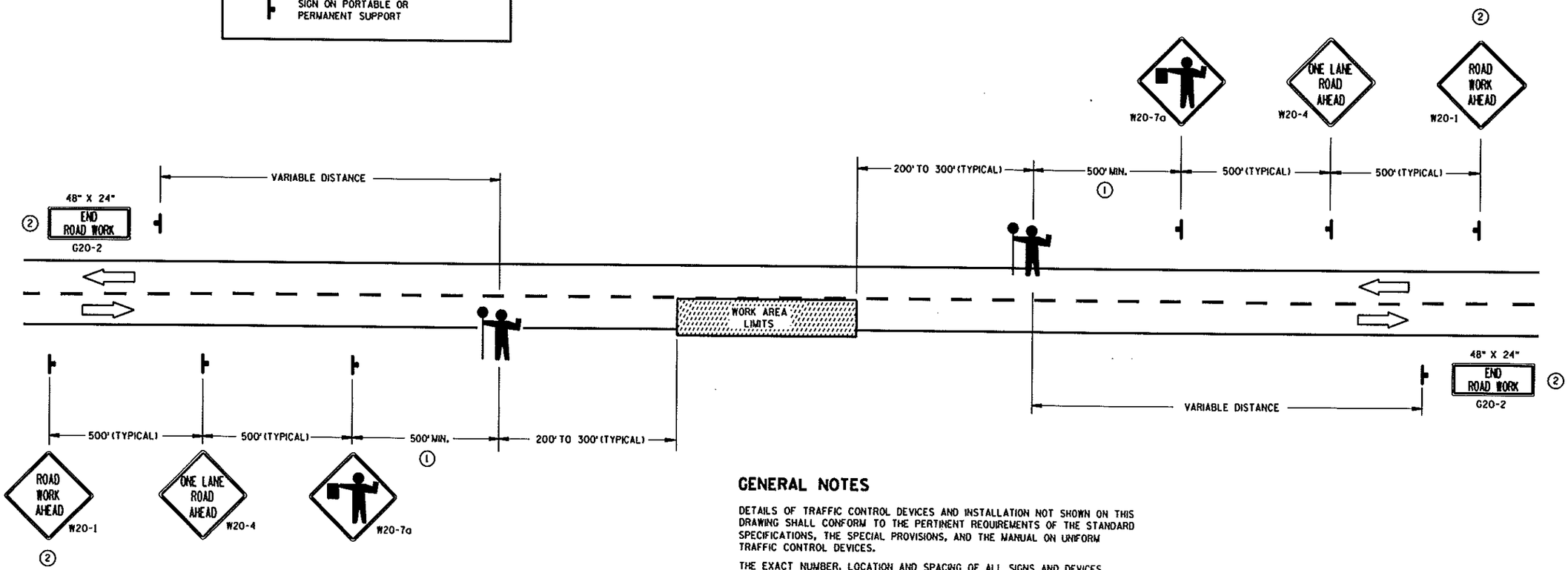
WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT

BE PREPARED TO STOP
W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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.

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, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

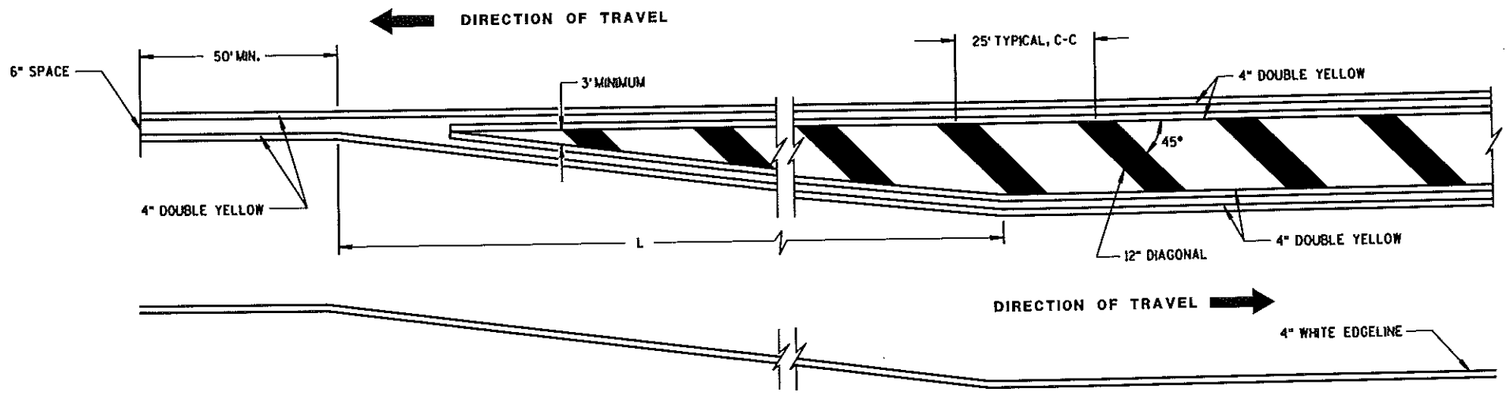
APPROVED
9/5/06 — DATE
/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

S.D.D. 15 C 12-3

6

S.D.D. 15 C 12-3



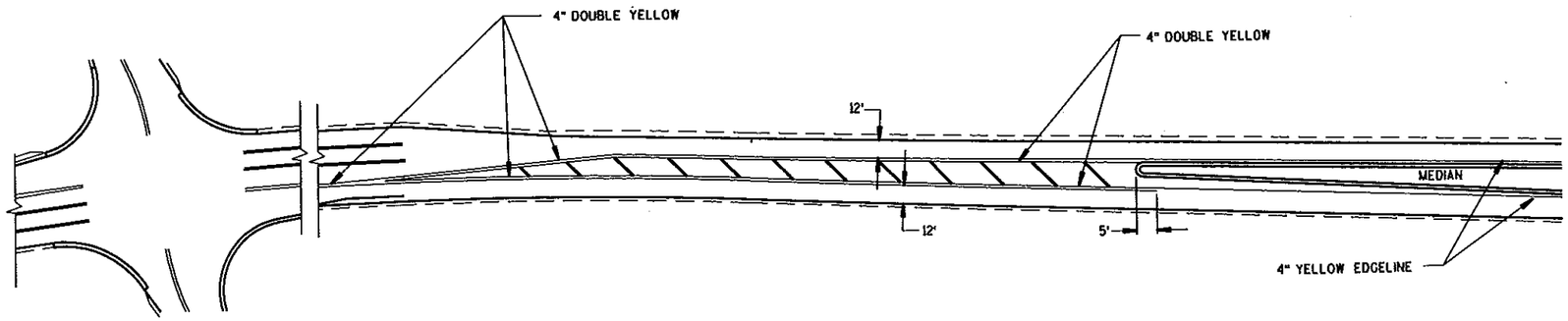
MEDIAN ISLAND DETAIL

GENERAL NOTE

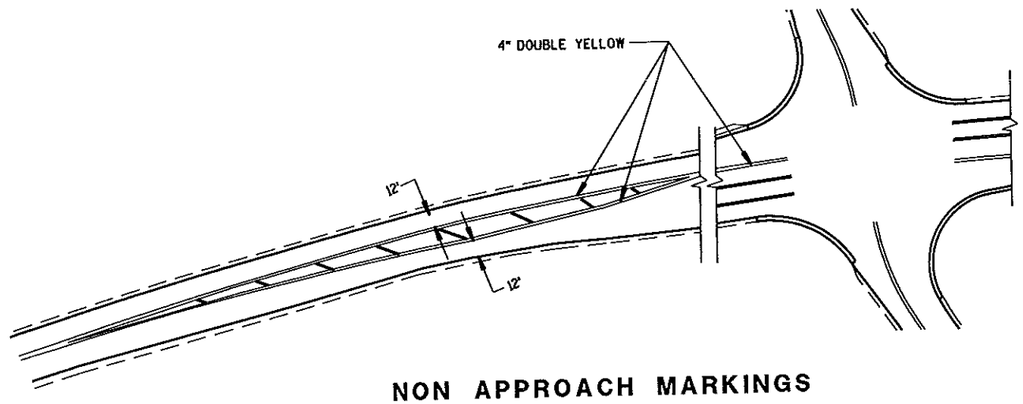
DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

MINIMUM SHIFTING TAPER LENGTH TABLE

POSTED SPEED (S)	TAPER LENGTH (L)
25	100'
30	100'
35	125'
40	165'
45	270'
50	300'
55	330'
65	390'



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3-17-03
DATE
Deborah K. Kozel for
CHIEF SIGNS AND MARKING ENGINEER
FHWA

6

S.D.D. 15 C 18-1

6

S.D.D. 15 C 18-1

LEGEND

- POST WITH ATTACHED SIGN
- POST WITH ATTACHED SIGN IN DRUM
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- ARROW BOARD
- 8' TYPE III BARRICADE
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC

GENERAL NOTES :

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

① CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

GENERAL NOTES CONTINUED:

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

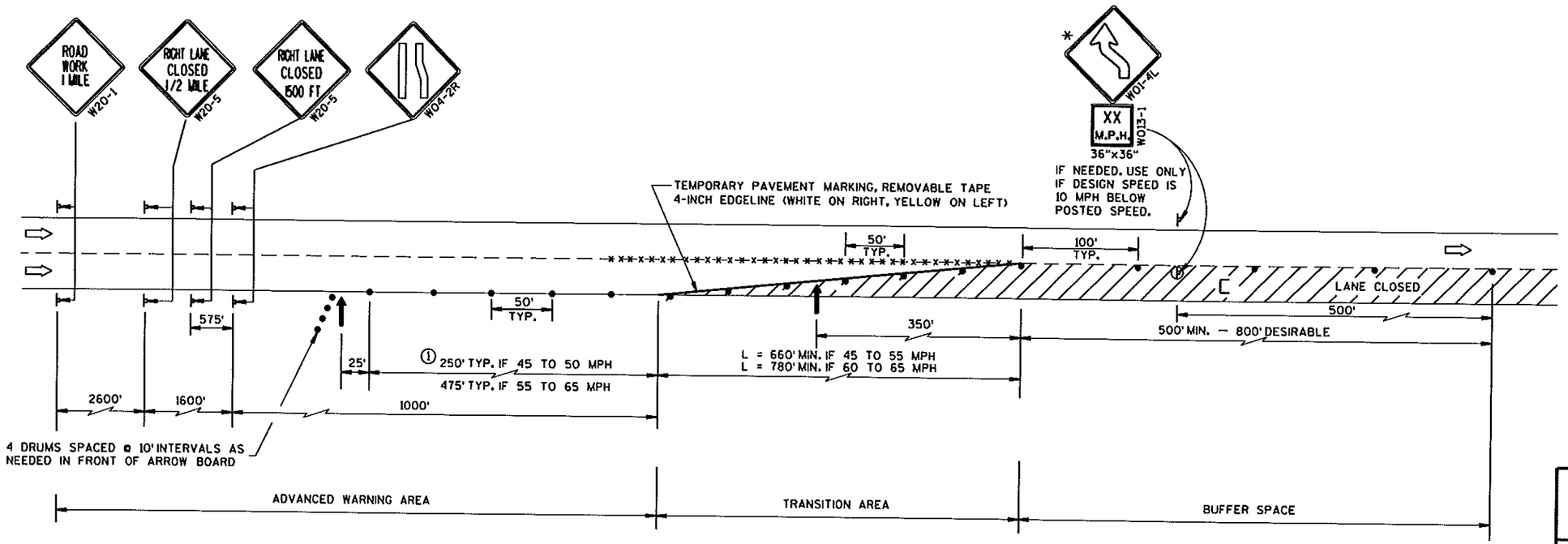
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

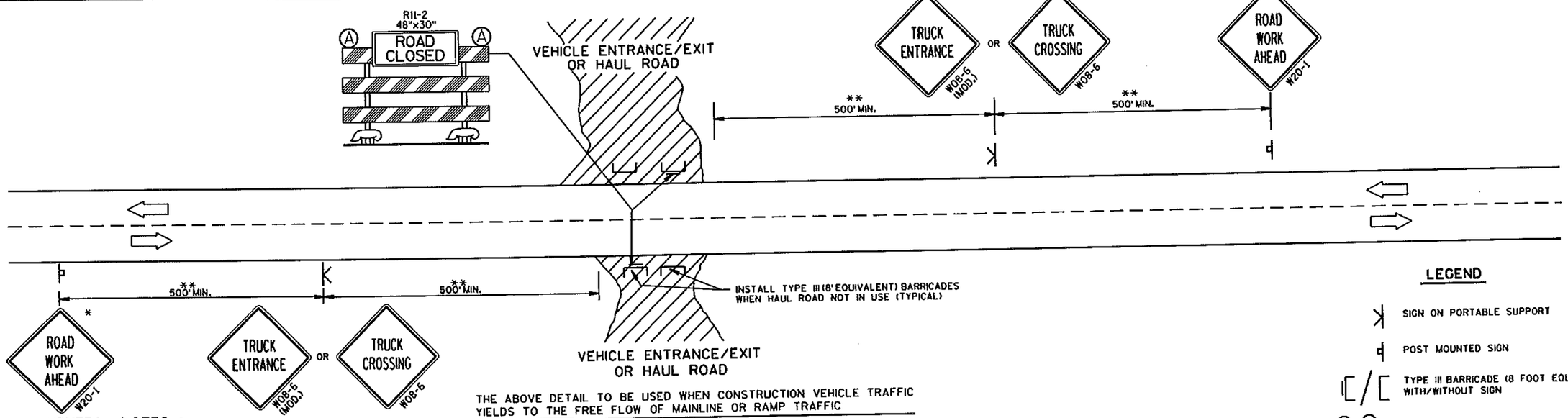
APPROVED
8-7-95
DATE
for DIRECTOR, OFFICE OF TRAFFIC
FHWA

6

6

S.D.D. 15 D 12-2

S.D.D. 15 D 12-2



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON PORTABLE SUPPORT
- POST MOUNTED SIGN
- TYPE III BARRICADE (8 FOOT EQUIVALENT) WITH/WITHOUT SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) WARNING LIGHT, TYPE A, (LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC FLOW

GENERAL NOTES :

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS ORDERED BY THE ENGINEER.

** 500' SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350'. FOR 25-30 MPH, USE 200'.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

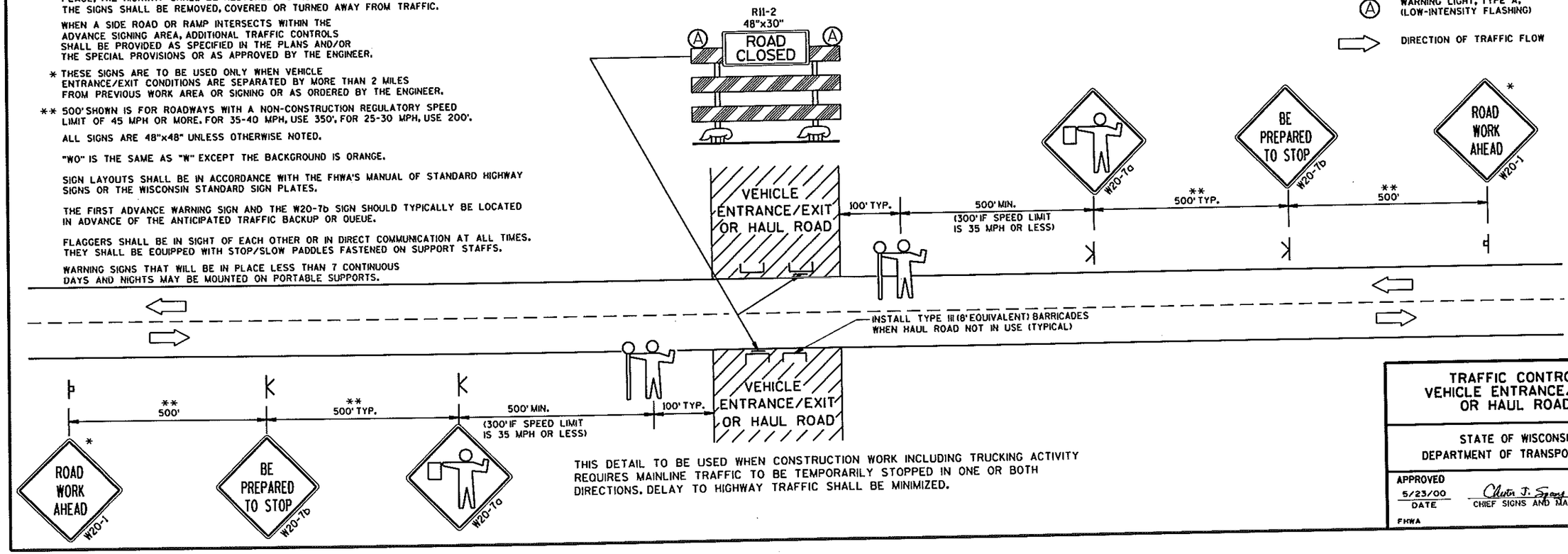
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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.

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



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE

Chester J. Gray
CHIEF SIGNS AND MARKING ENGINEER

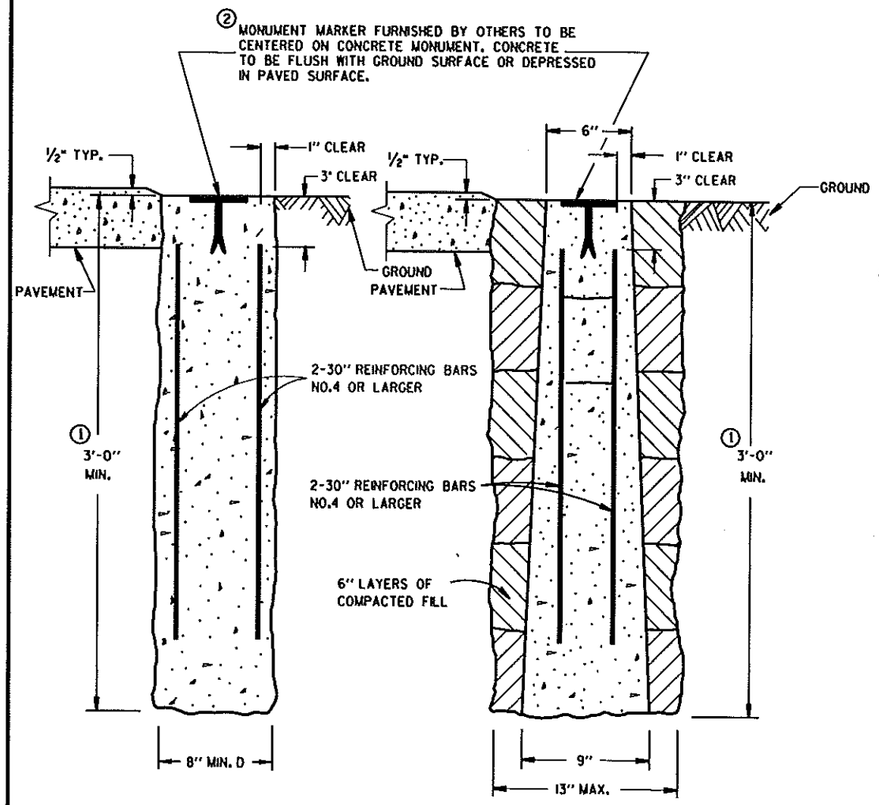
FHWA

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S.D.D. 15 D 29-1

6

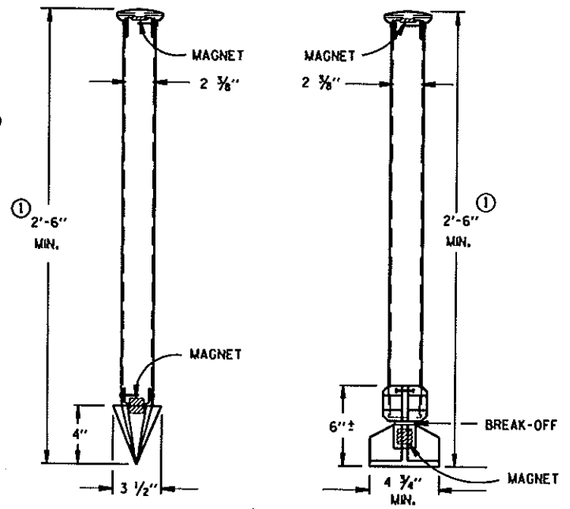
S.D.D. 15 D 29-1



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C DRIVE-IN MONUMENT

TYPE D BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

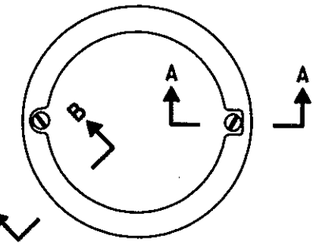
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

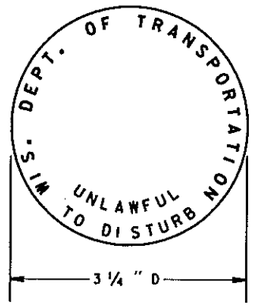
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

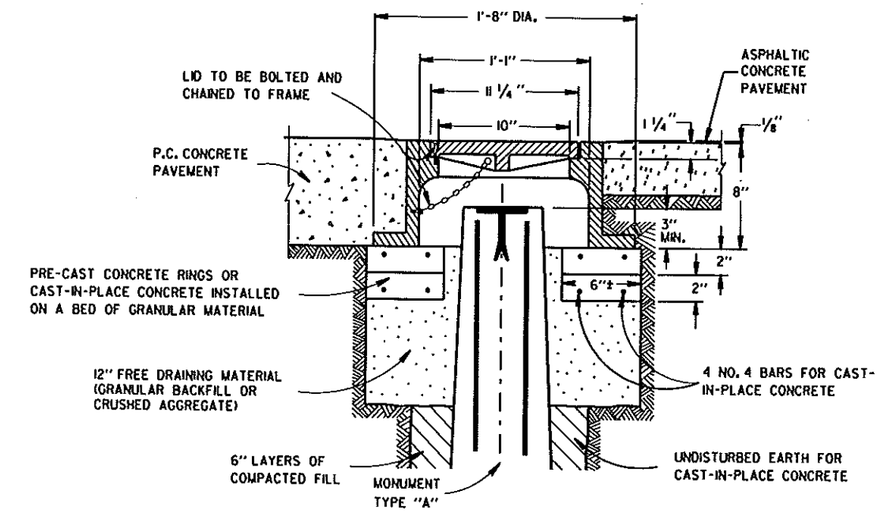
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW

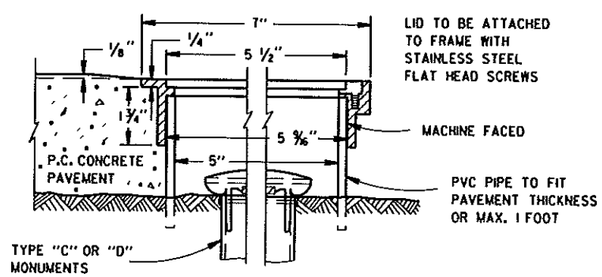


② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

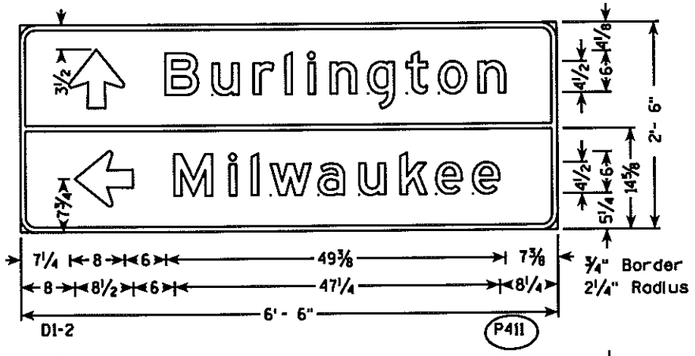
LANDMARK REFERENCE MONUMENTS AND COVERS

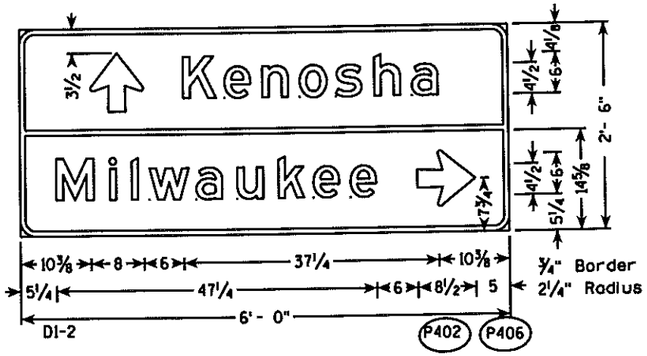
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

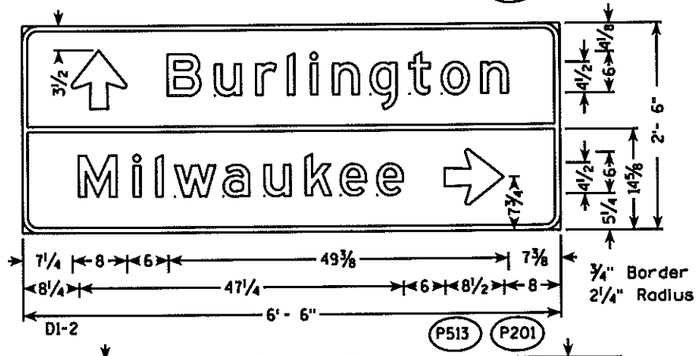
APPROVED 9/22/99 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

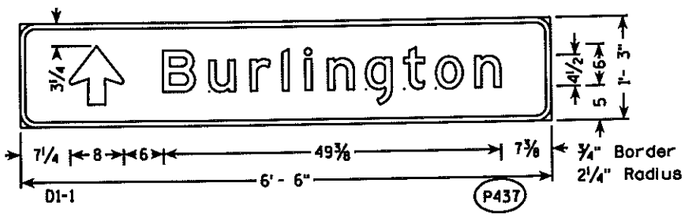
S.D.D. 16 A 1-6

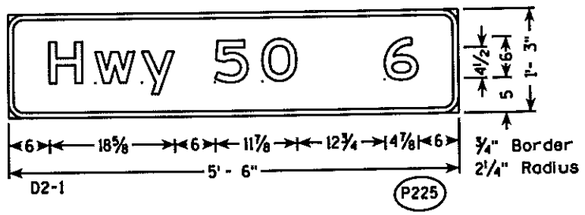
S.D.D. 16 A 1-6

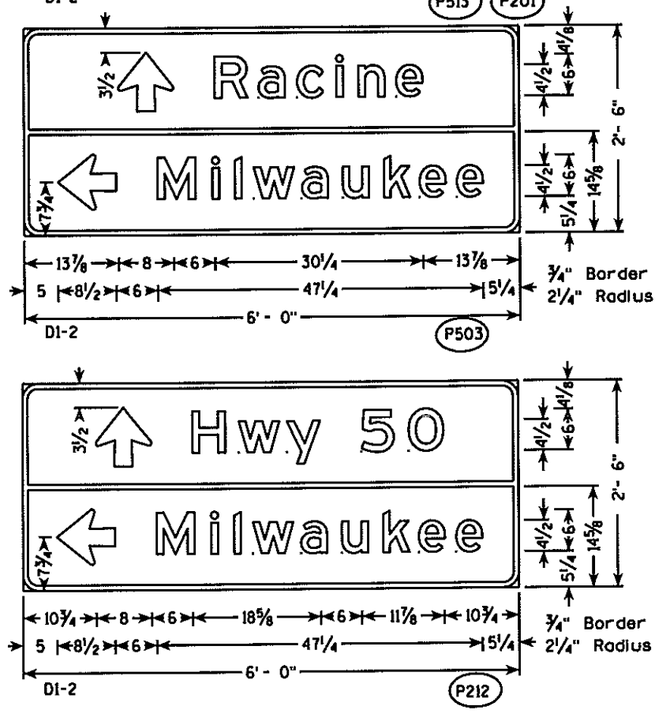


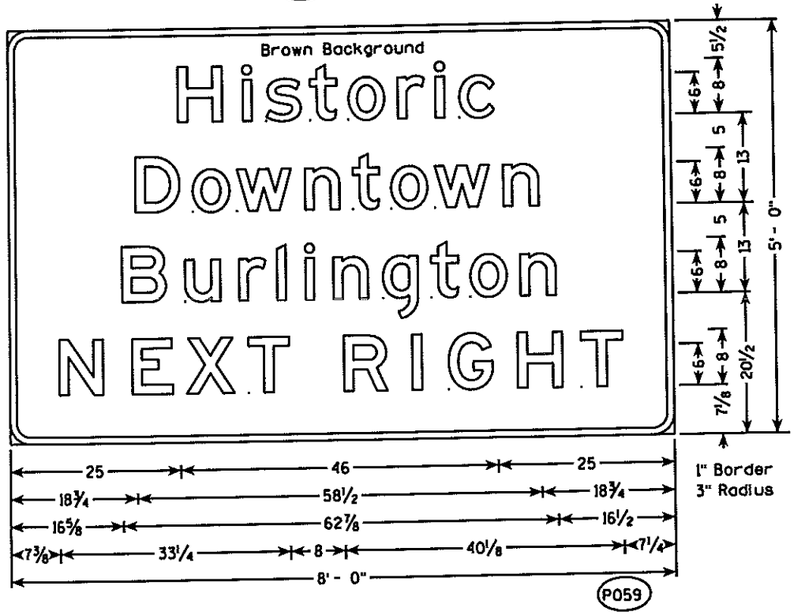












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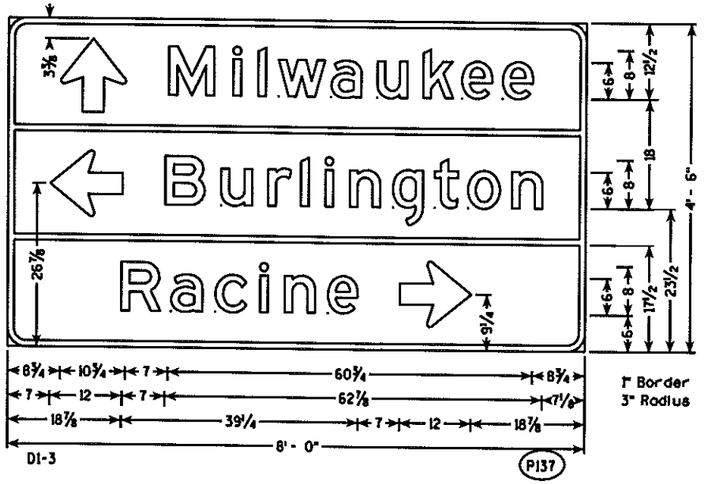
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green except as noted
   Message - White
3. Message Series - E

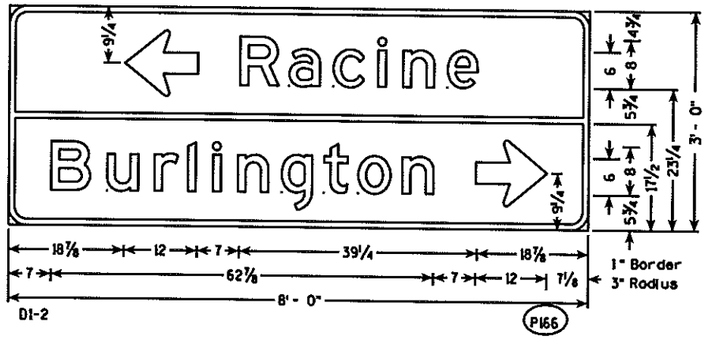
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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 381	E

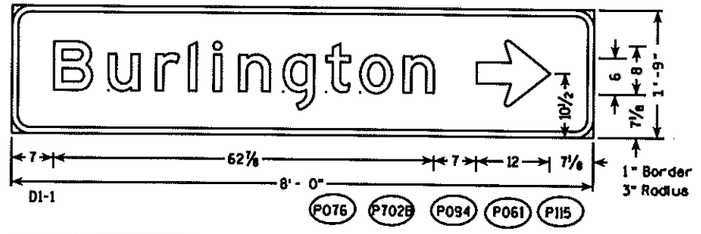
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PLOT DATE : 20-APR-2007 11:02 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 21.986250:1.000000 WISDOT/CADDS SHEET 42

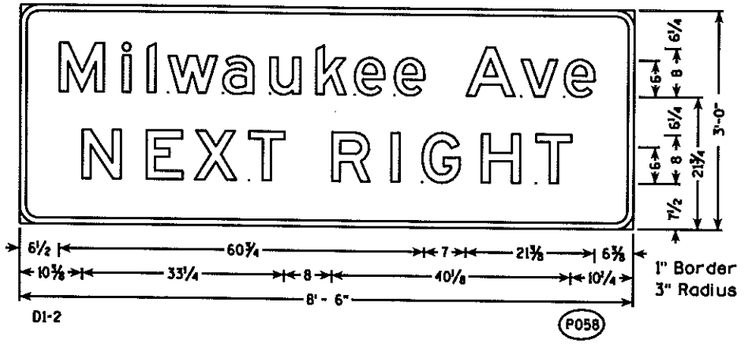


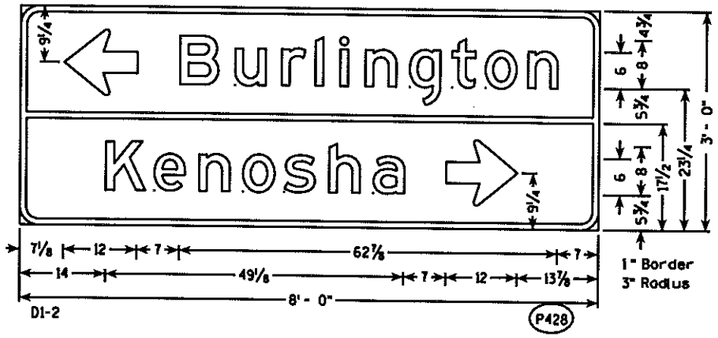


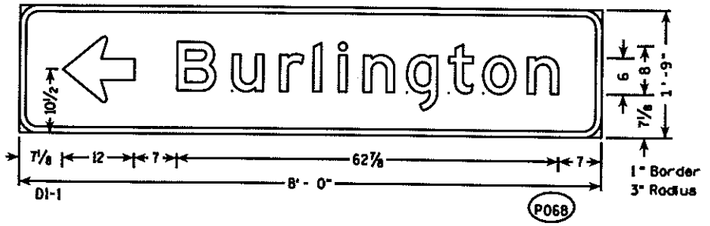
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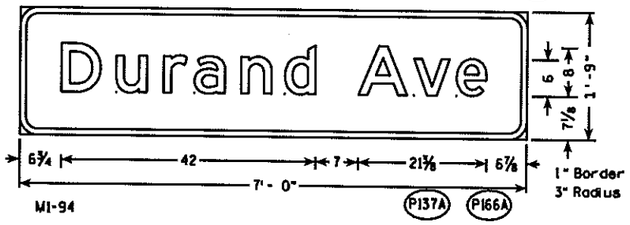
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
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   Message - White
3. Message Series - E

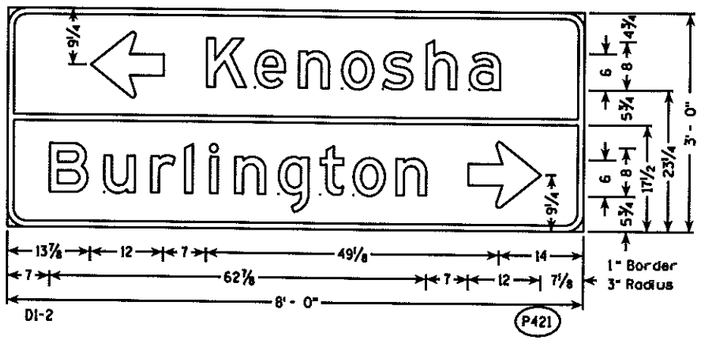


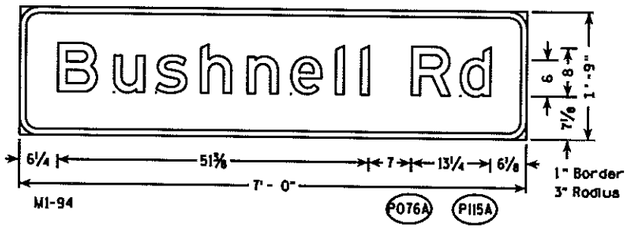


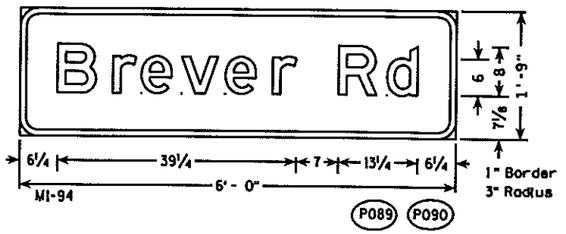


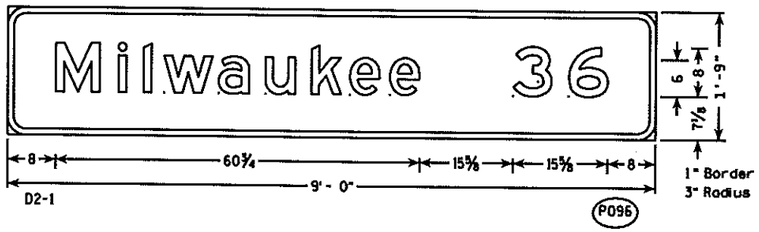


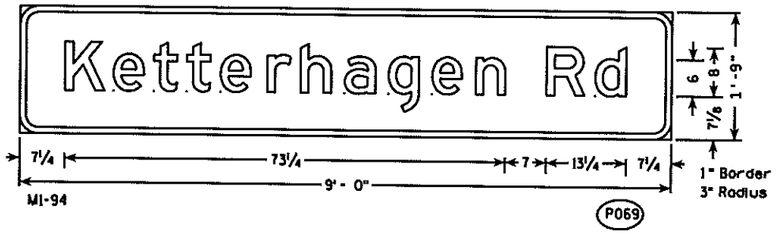


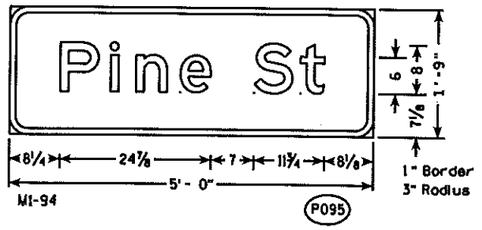




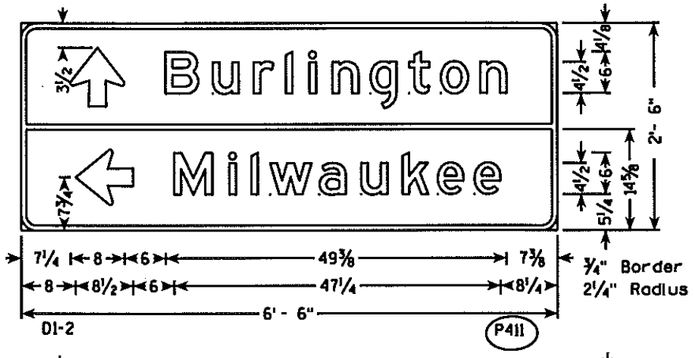


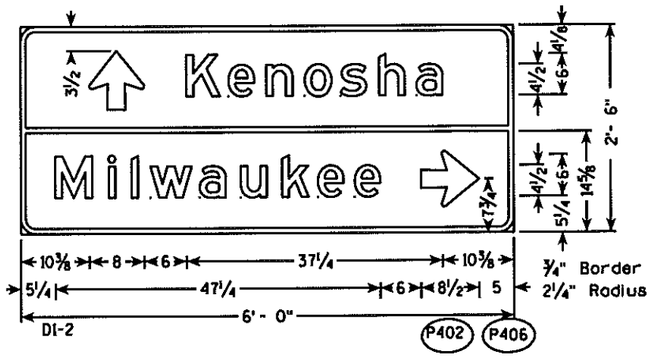


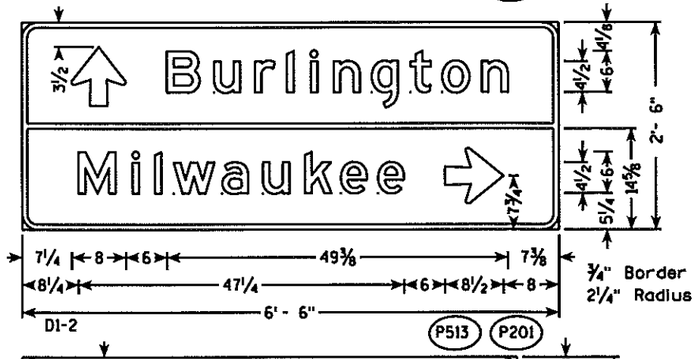


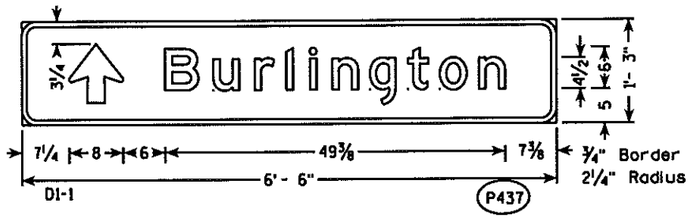


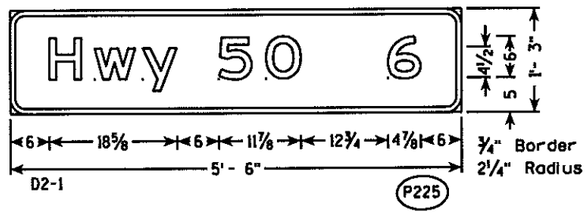
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 382	E

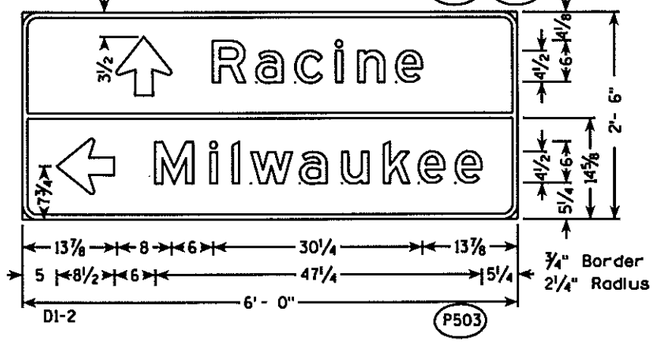


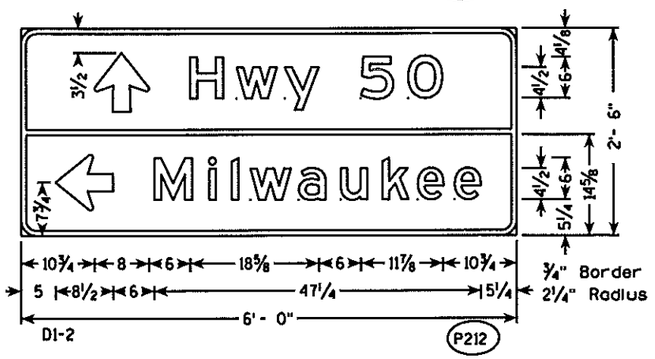


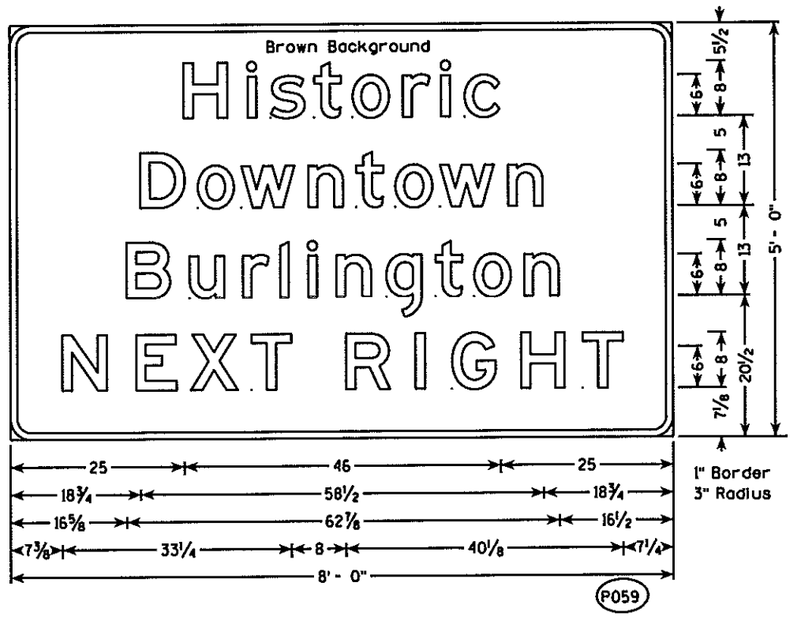












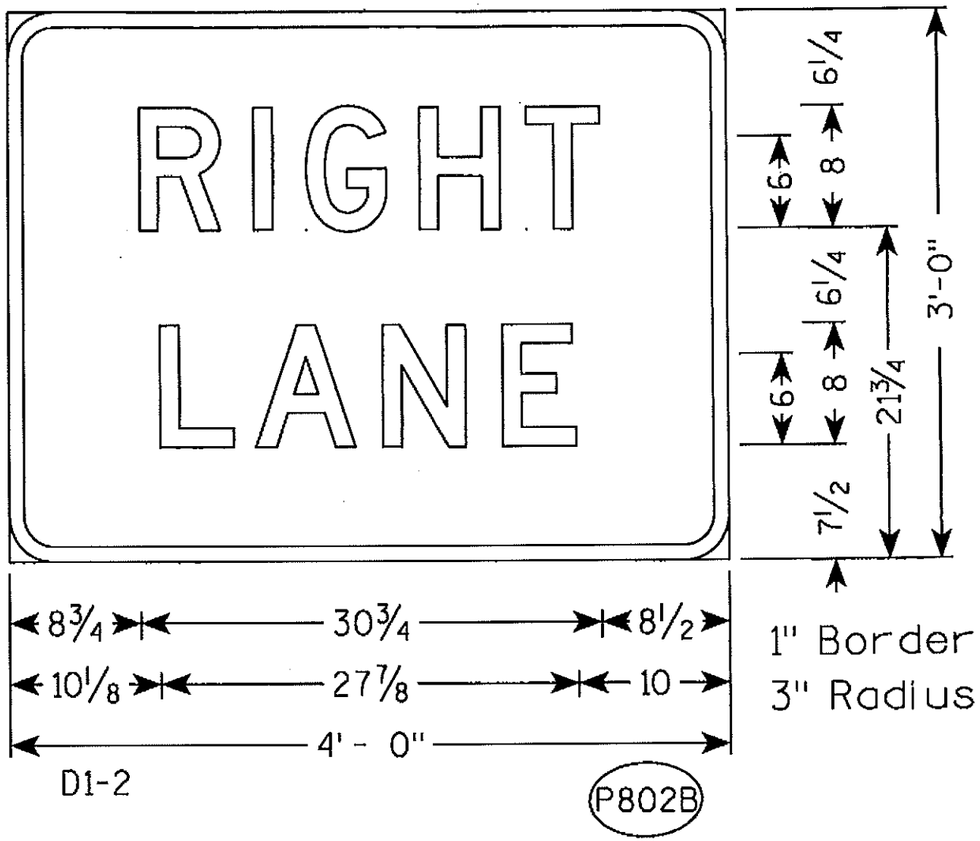
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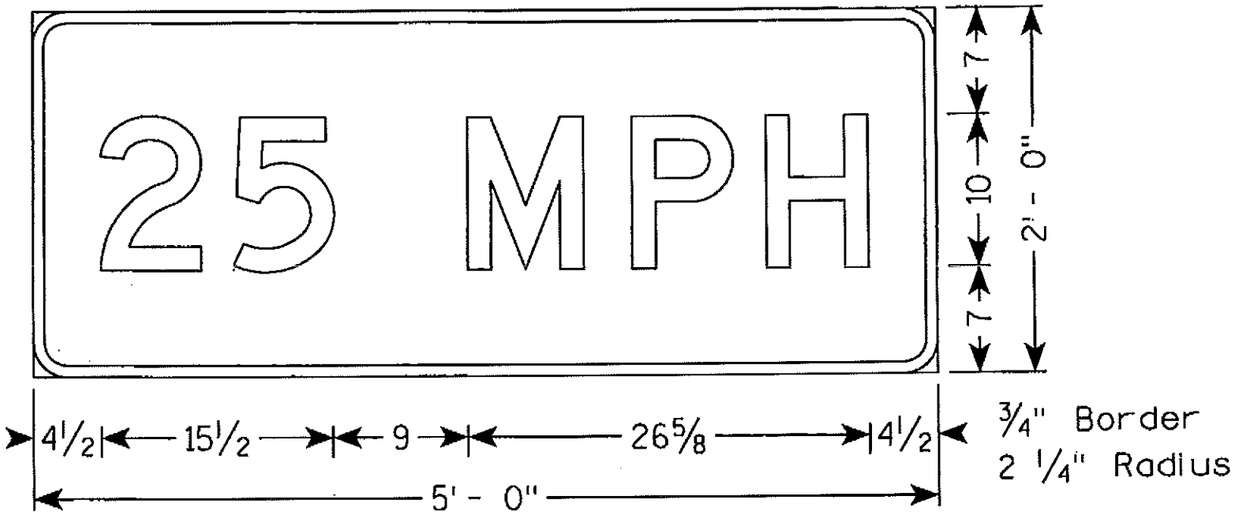
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green except as noted
   Message - White
3. Message Series - E

7

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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 384	E

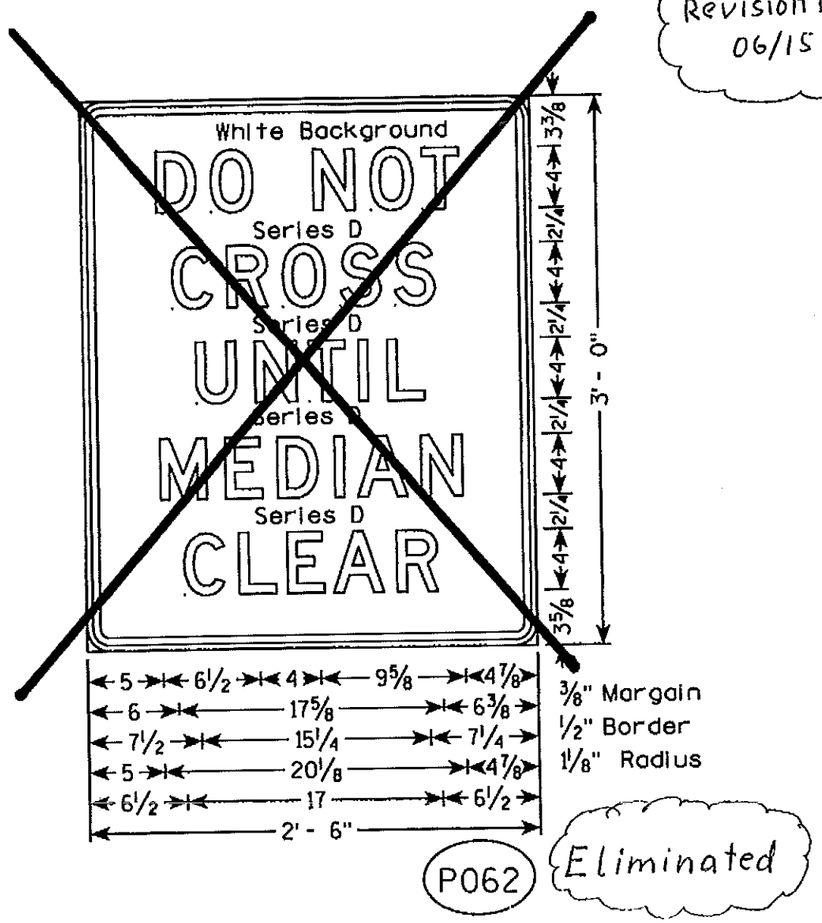




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1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
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   Message - Black
3. Message Series - D

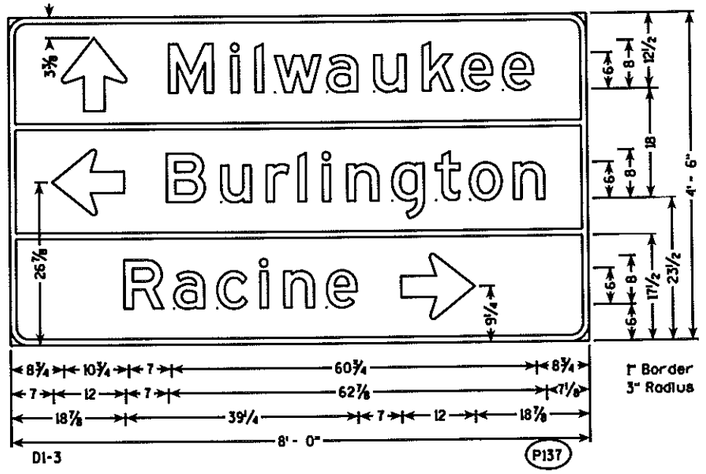
Revision Date: 06/15/07

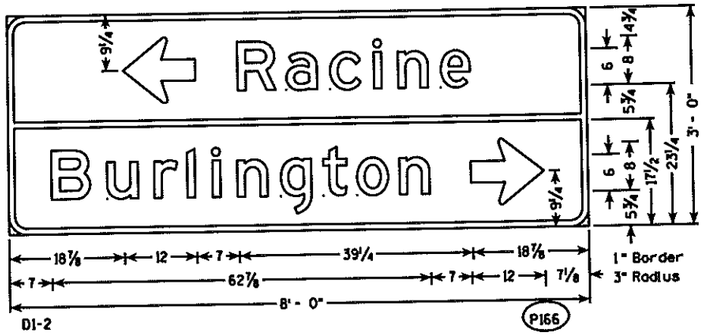


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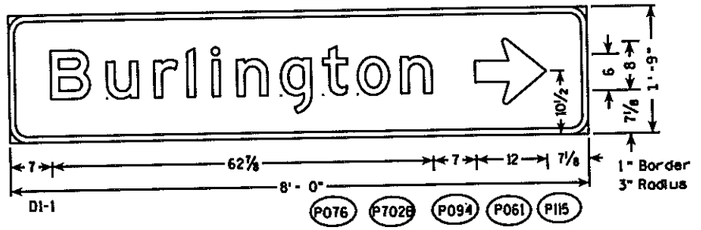
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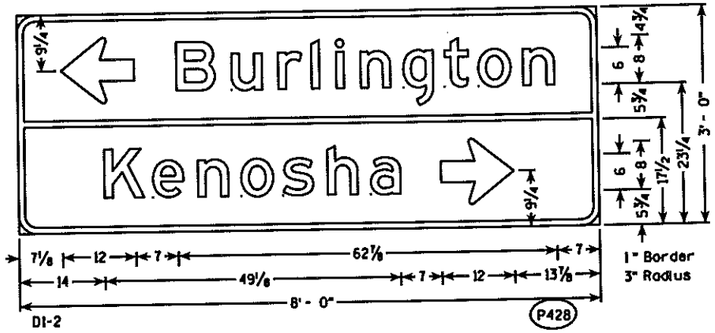


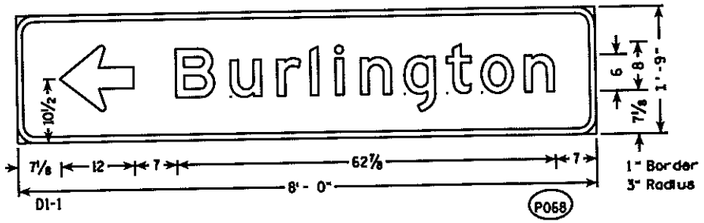


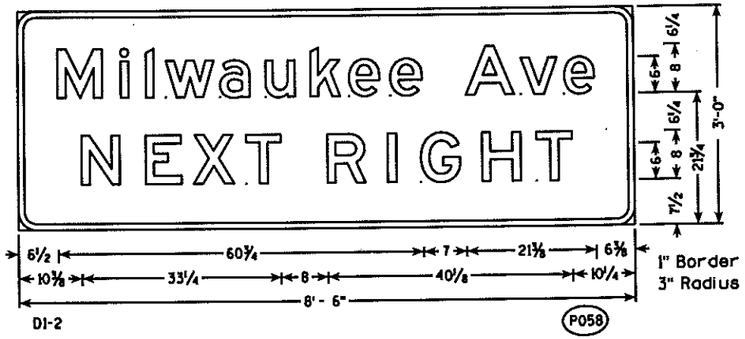
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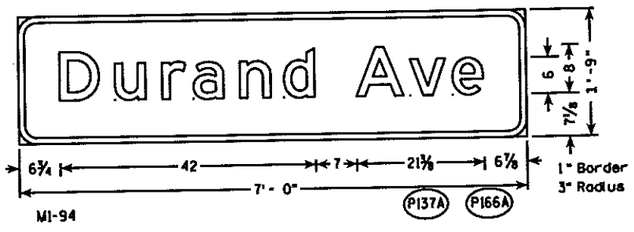
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E

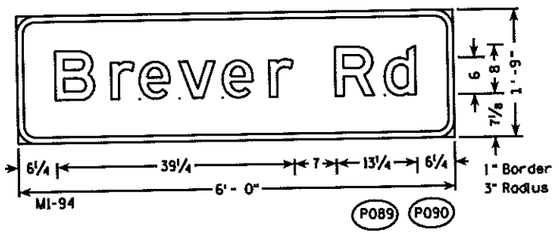


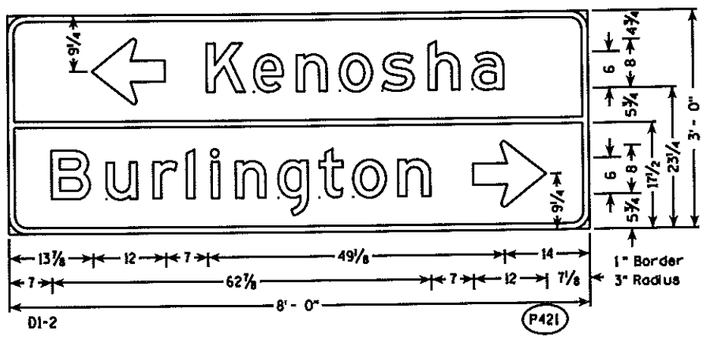


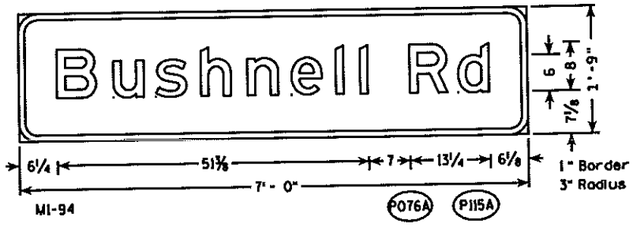


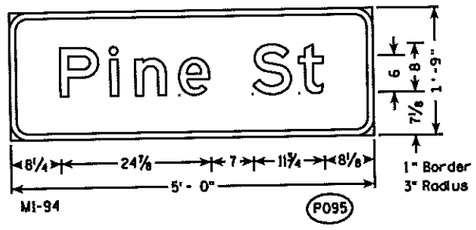


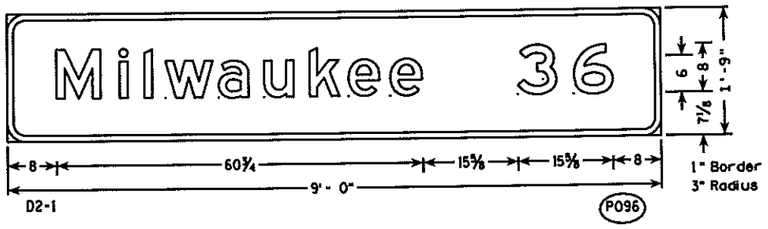


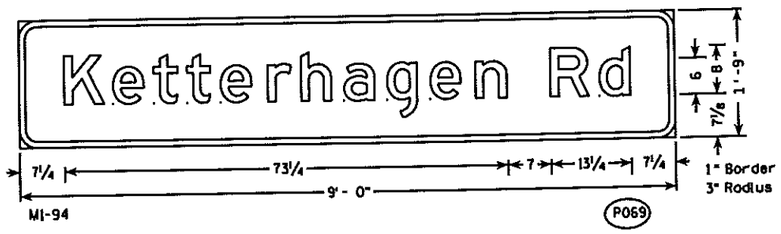








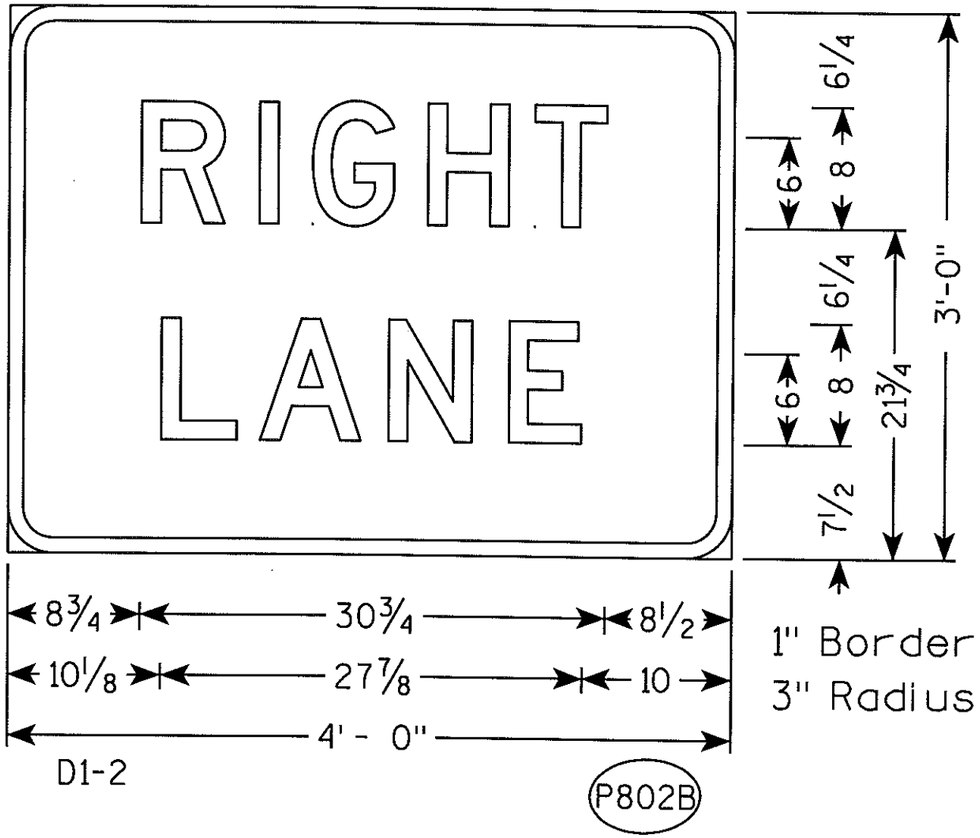




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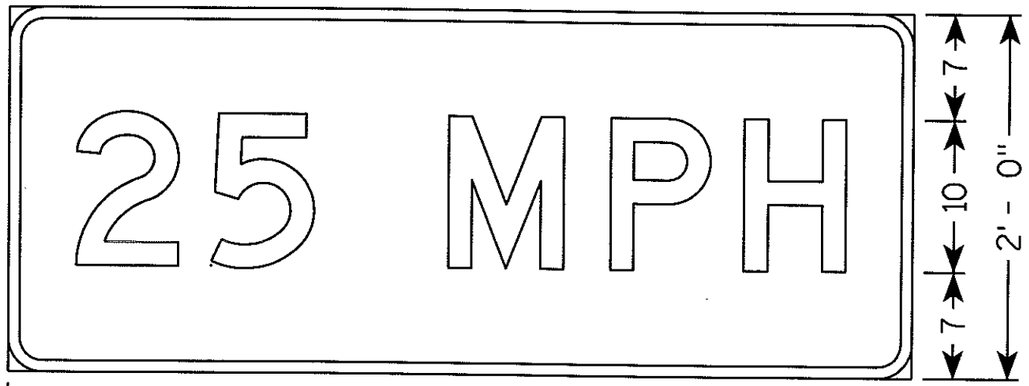
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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 385	E



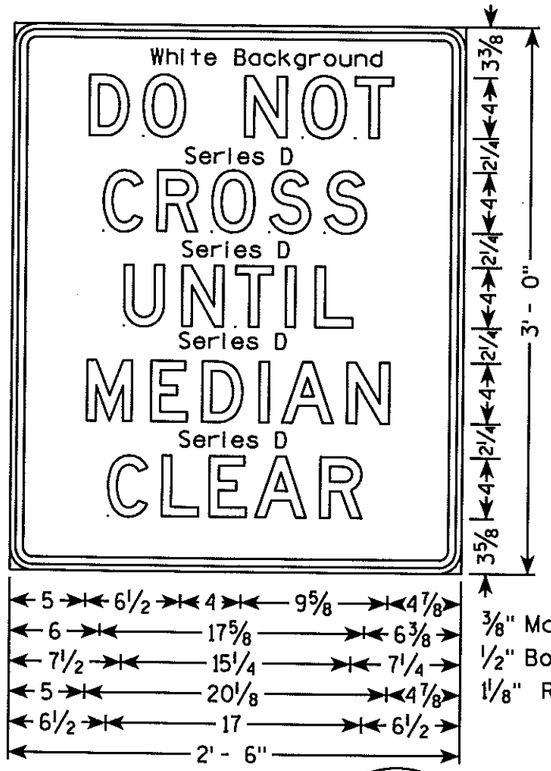
D1-2

P802B



NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow except as noted
   Message - Black
3. Message Series - D



P062

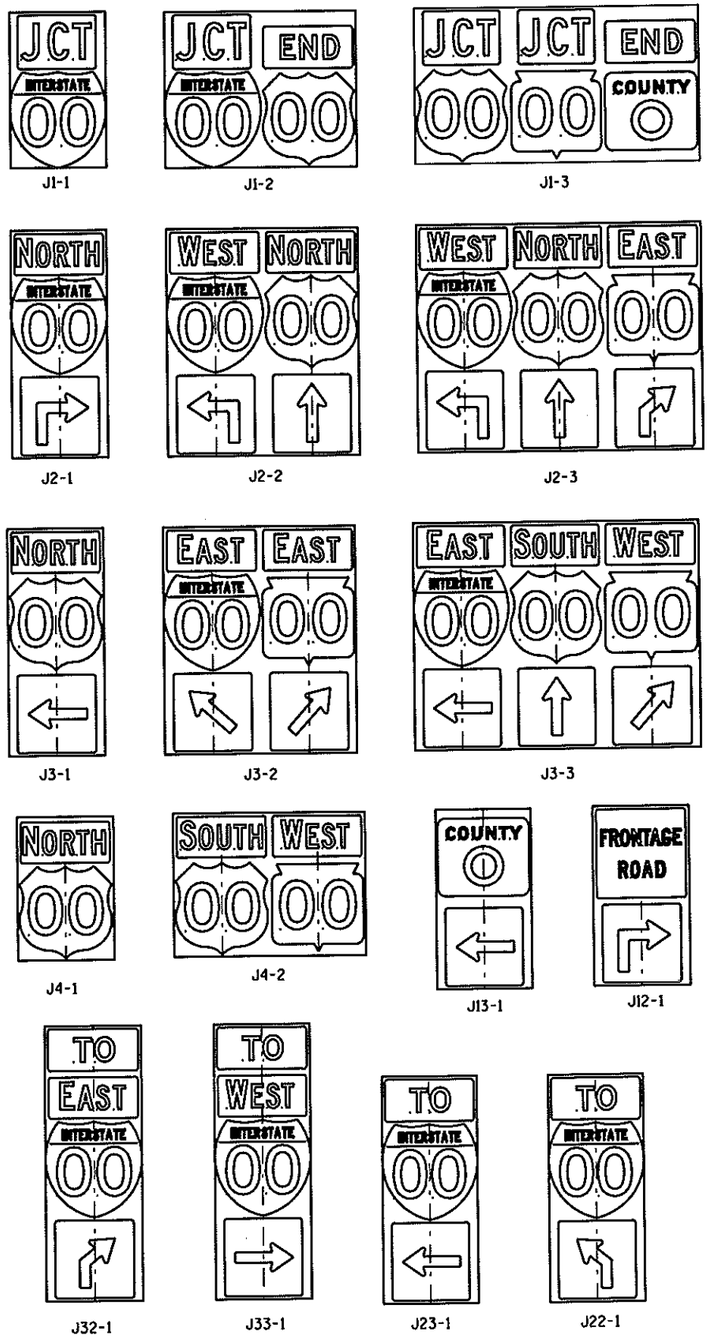
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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 386	E

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PLOT DATE : 20-APR-2007 11:03 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 9.993750:1.000000
WISDOT/CADDS SHEET 42

TYPICAL ASSEMBLIES



NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square since base material is plywood.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker heads that are same size. If the route marker heads are different size use multiple piece component.

ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/26/05 PLATE NO. A2-1S.4

SHEET NO: 387 E

PROJECT NO:

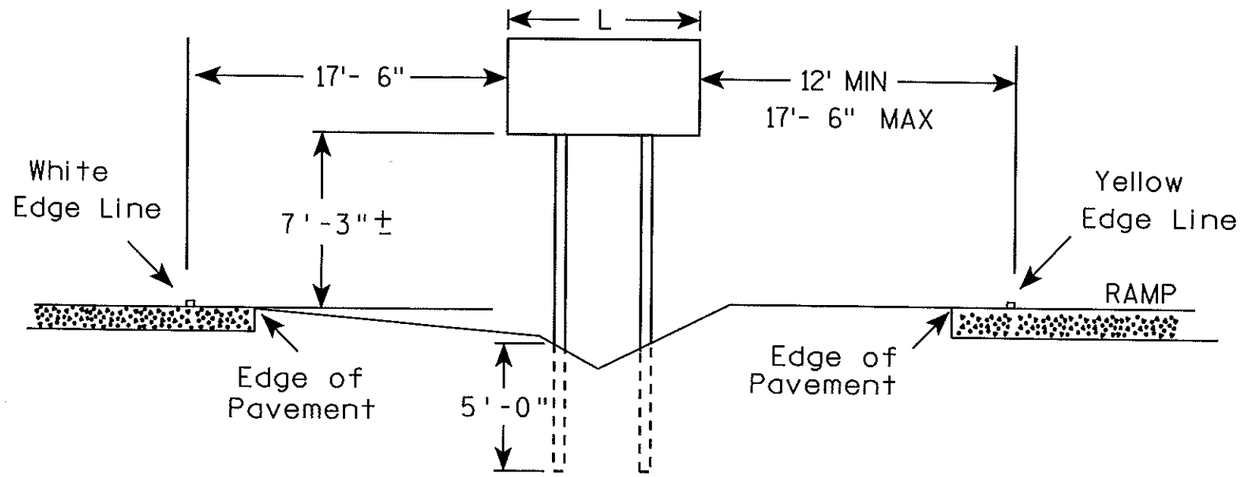
FILE NAME : C:\Users\Projects\tr_stdplate\A21S.DGN

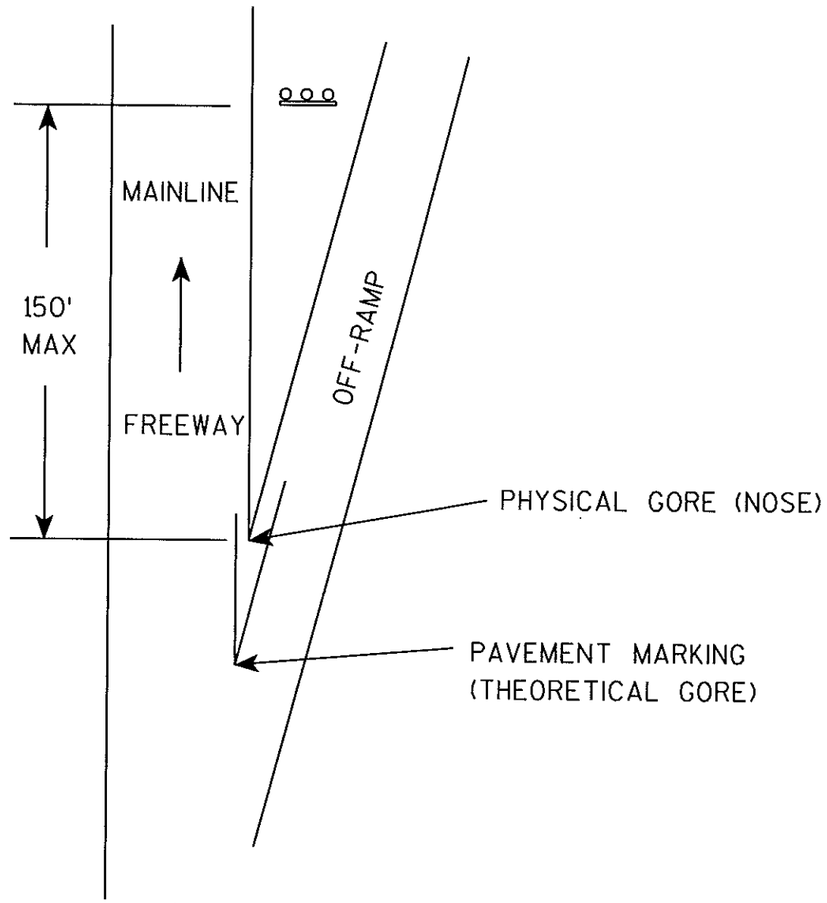
PLOT DATE : 28-SEP-2005 07:13 PLOT BY : DOTDZK PLOT NAME :

WISDOT/CADDS SHEET 42

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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 9 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

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TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

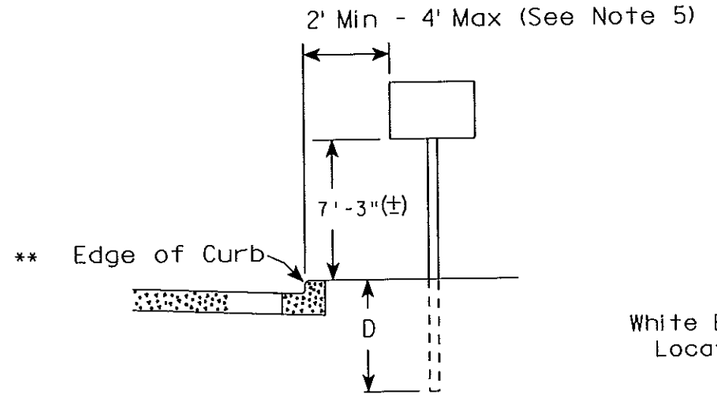
APPROVED Chester J Spang
for State Traffic Engineer

DATE 4/4/00 PLATE NO. A4-2.2

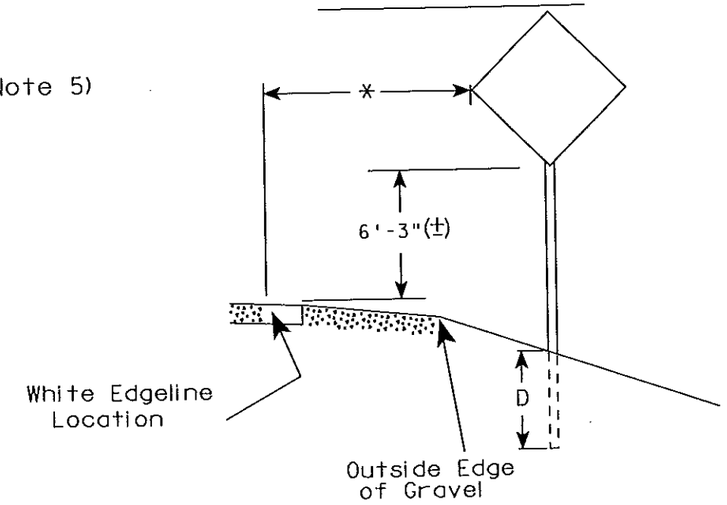
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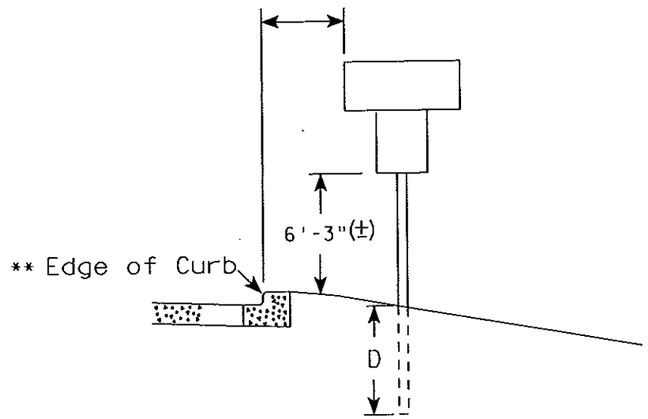
SHEET NO: 388 E

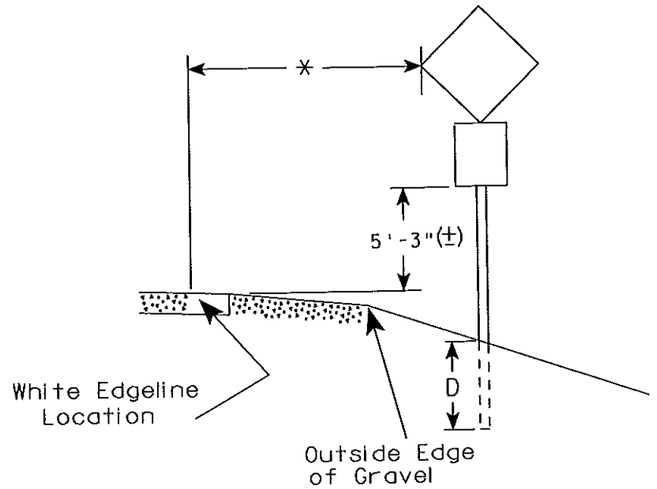
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically where there is sidewalk adjacent to the roadway or parking is permitted. This same criteria applies to mountable curb as well and measurement shall be taken from flow line.

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

GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
3. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
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 stop signs (R1-1F) 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 (W1-8A), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

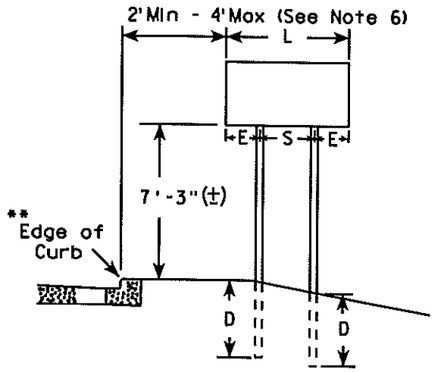
DATE 10/25/05 PLATE NO. A4-3.13

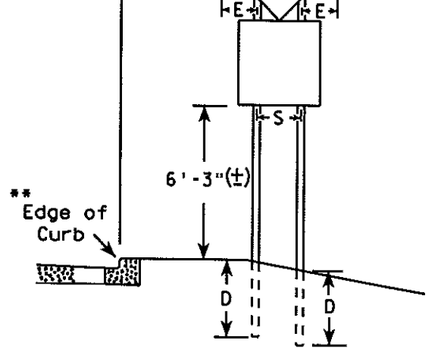
7

7

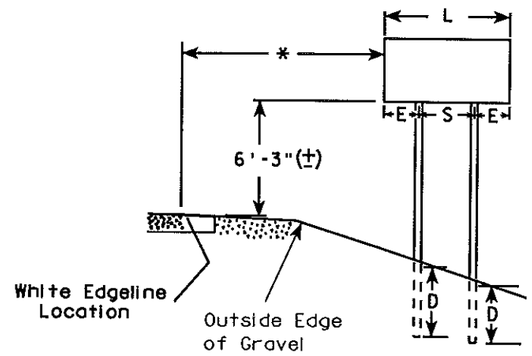
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 389 | E

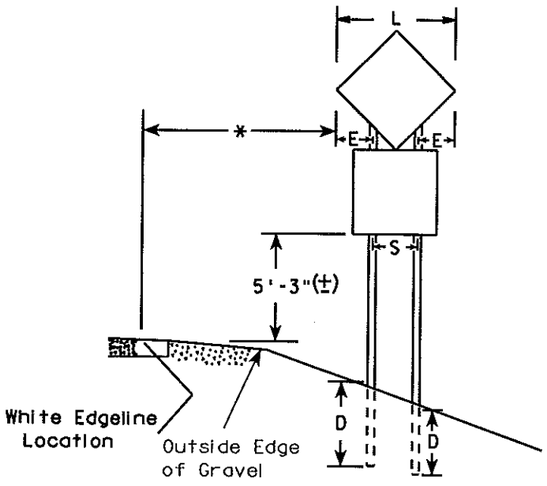
URBAN AREA

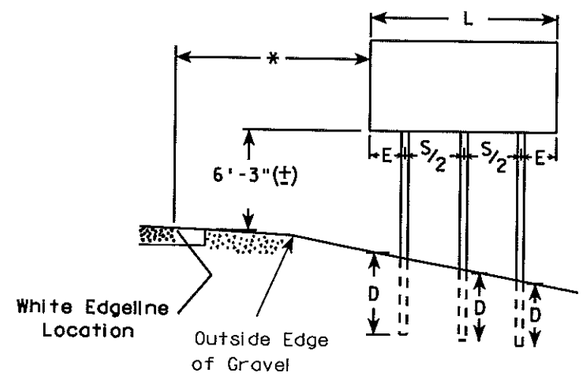




RURAL AREA (See Note 3)







DIAMOND SHAPED SIGNS		
L	S	E
Less than 60"	20"	L/2 - 10
60"--72"	32"	L/2 - 16
Greater than 72"	3 L/5	L/5

SIGN SHAPE OTHER THAN DIAMOND (Two Post Installations)		
L	S	E
Less than 60"	L-24"	12"
60" or more	3 L/5	L/5

GENERAL NOTES

1. For 3 post installations, spacing is S/2 and S must be greater than 7'-0".
2. For 4 post installations, spacing is S/3 and S must be greater than 10'-6".
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. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) 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 (W1-8A), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) 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 where there is sidewalk adjacent to the roadway or parking is permitted. This same criteria applies to mountable curb as well and measurement shall be from the flow line.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

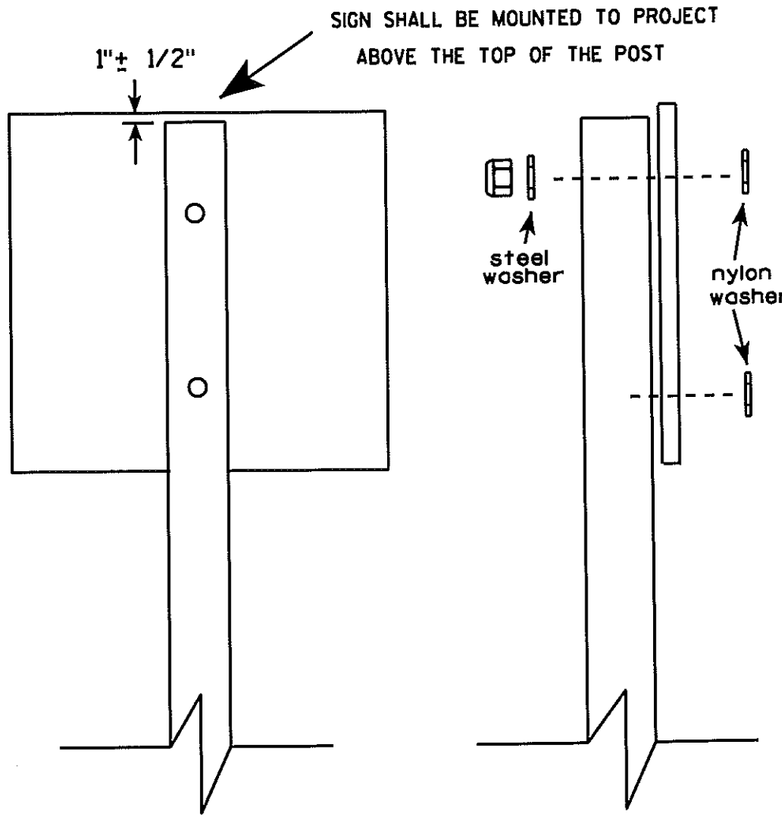
TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

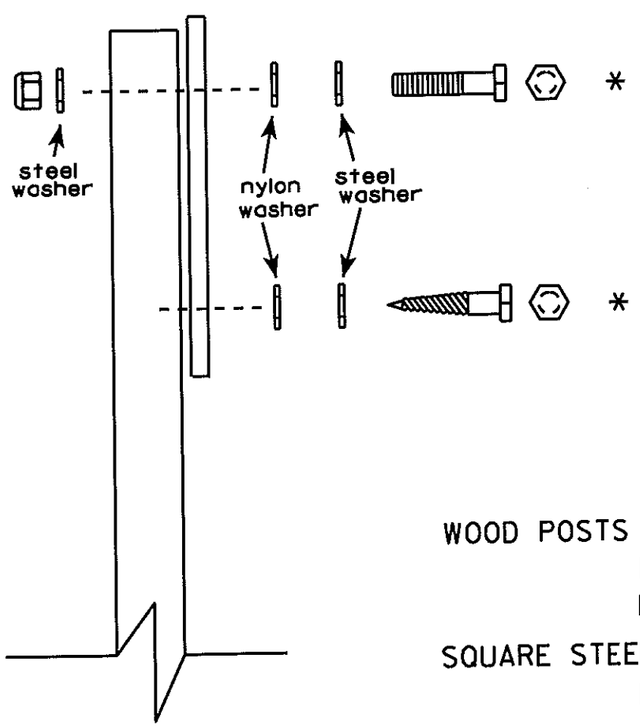
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/17/05 PLATE NO. A4-4.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 390	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

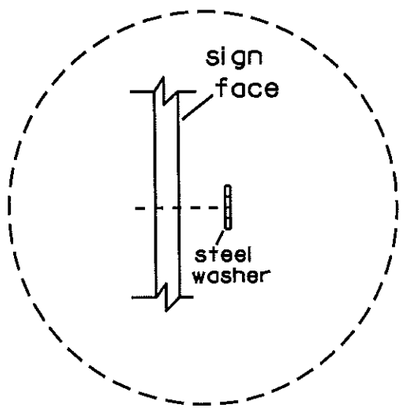
a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/30/06 PLATE NO. A4-8.6

SHEET NO: 391 E

PROJECT NO:

PLOT DATE : 08-JAN-2007 14:00 PLOT BY : DOTSJA

WISDOT/CADDS SHEET 42

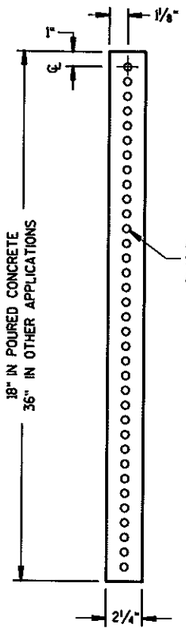
FILE NAME : C:\Users\Projects\tr_stdplate\A48.DGN

7

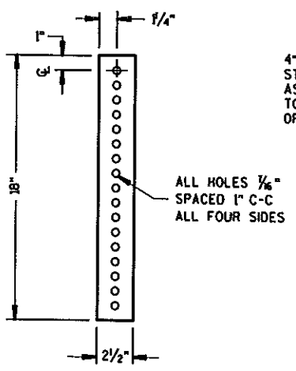
7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

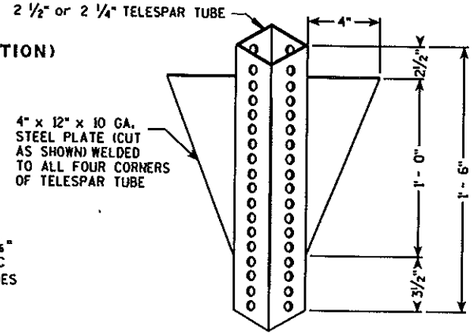
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



2 1/2" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH
(FOR POURED CONCRETE INSTALLATION)

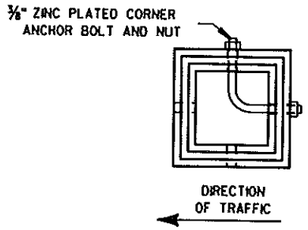


2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH
(FOR ALL INSTALLATIONS, EXCEPT POURED CONCRETE)

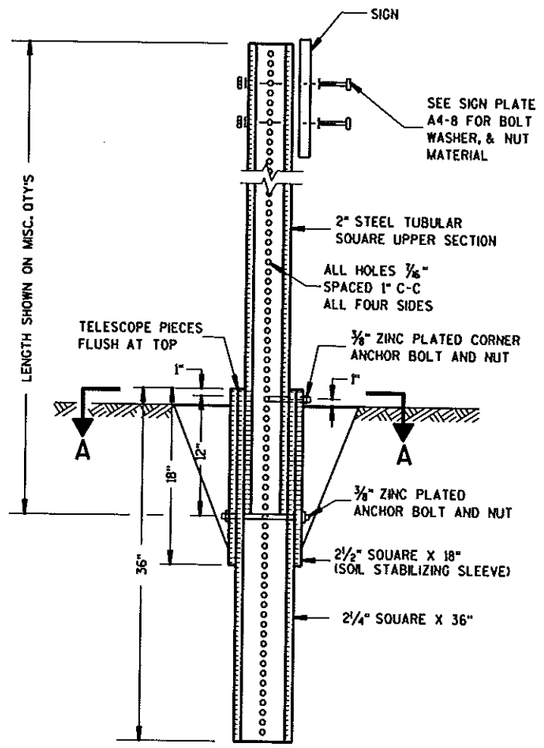


Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

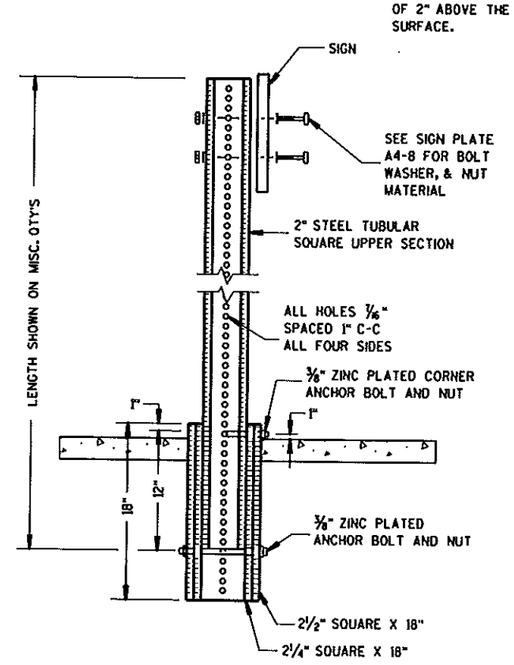


SECTION A-A



DETAIL OF TUBULAR STEEL SIGN POST
(IN OTHER INSTALLATIONS)

NOTE:
BOTH THE ANCHOR SECTION AND OUTER SLEEVE SHALL BE LEFT A MAXIMUM OF 2" ABOVE THE SURFACE.



DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE)

7

7

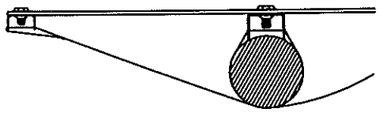
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

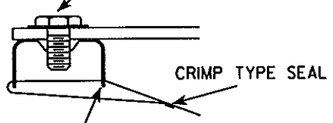
APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 5/17/06 PLATE NO. A4-9.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 392	E

BRACE BANDING

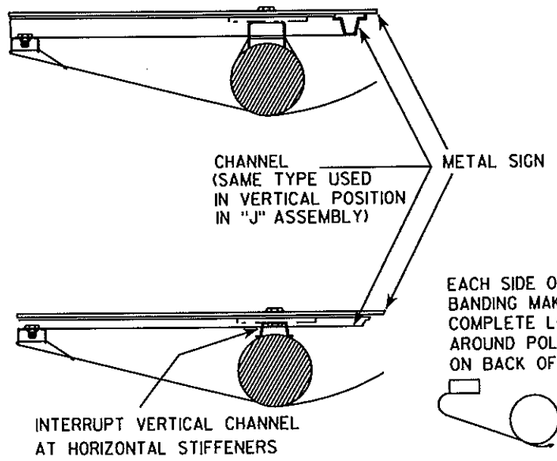


DETAIL C
CADMIUM PLATED STEEL BOLT
THROUGH BLACK BORDER



DETAIL C

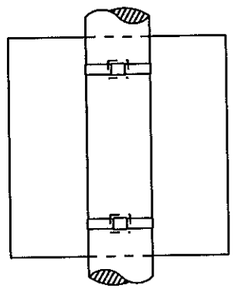


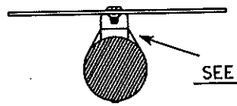


EACH SIDE OF BRACE
BANDING MAKES ONE
COMPLETE LOOP
AROUND POLE-SEAL
ON BACK OF POLE

BRACKET BANDING

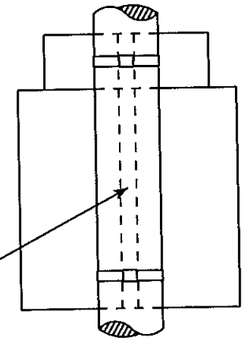
SINGLE SIGN



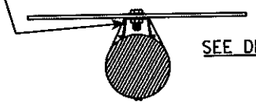


SEE DETAIL A

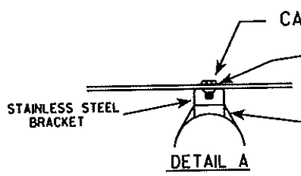
"J" ASSEMBLY

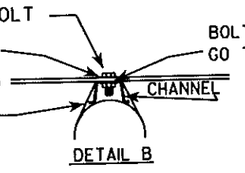


CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



SEE DETAIL B

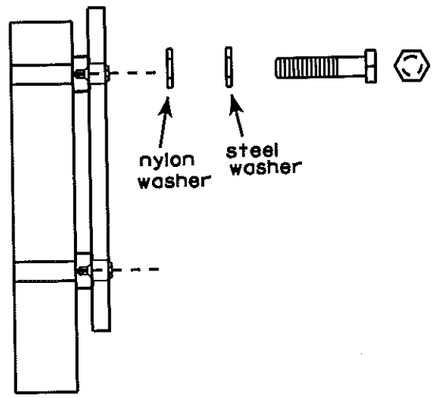




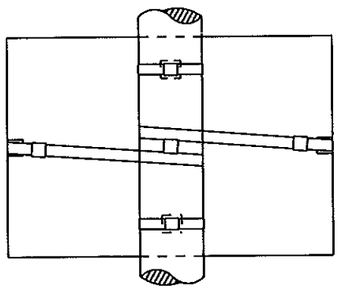
GENERAL NOTES

1. Signs 4' or greater in width shall have one brace band installed at the center of the sign.
2. Signs 3' or greater in height shall have three bracket bands installed. Signs less than 3' in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

WASHER PLACEMENT

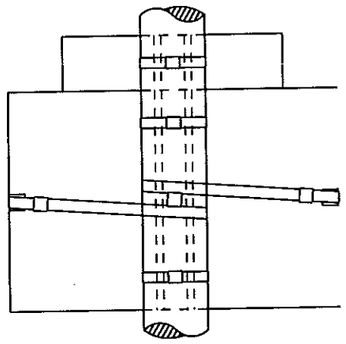


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS



BRACE BANDING

BRACE BANDING SHALL BE TIGHTENED FIRMLY BUT NOT SO TIGHT AS TO APPRECIABLY CURVE FACE OF SIGN.



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

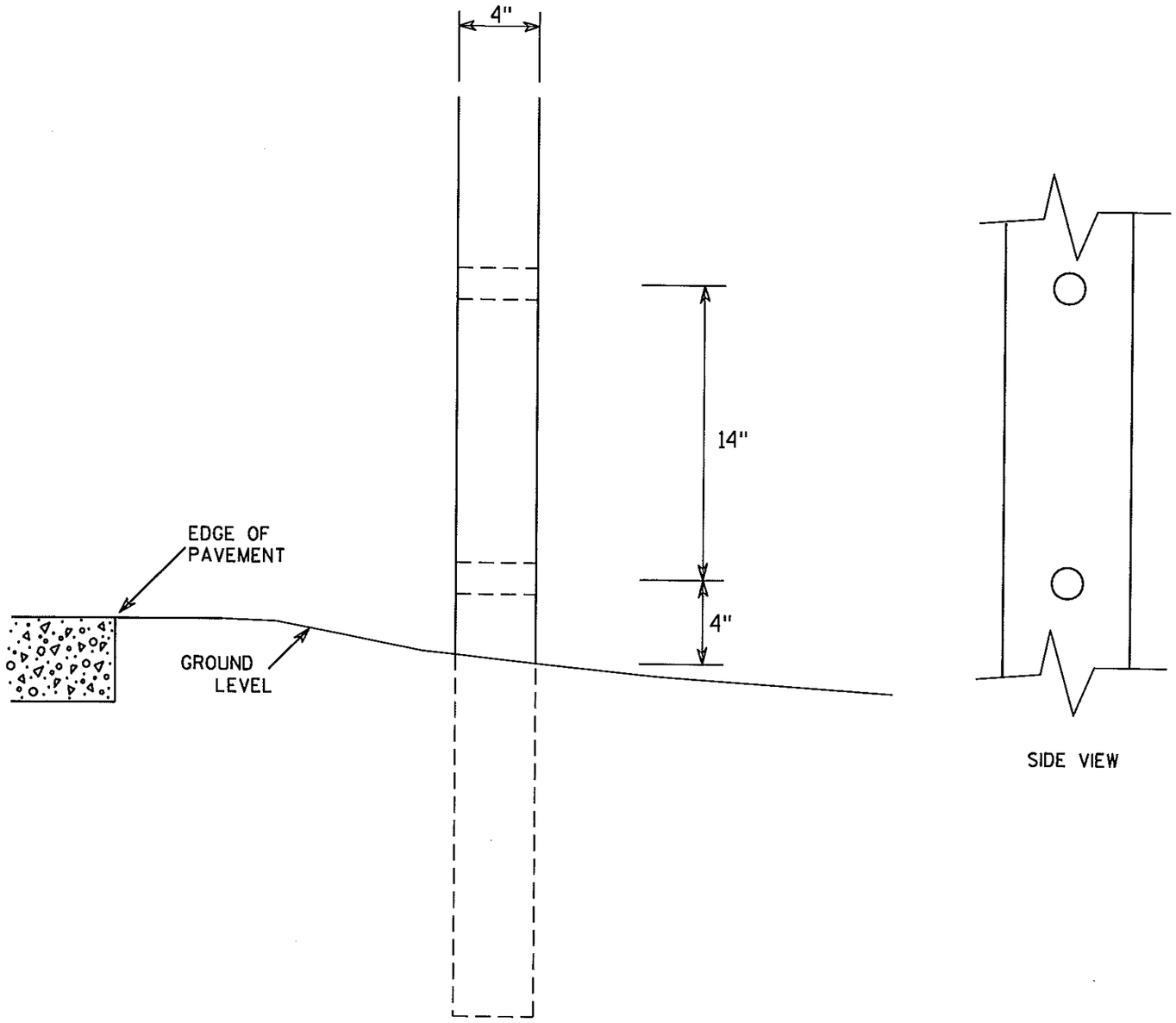
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/08/05 PLATE NO. A5-9.2

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 393 | E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

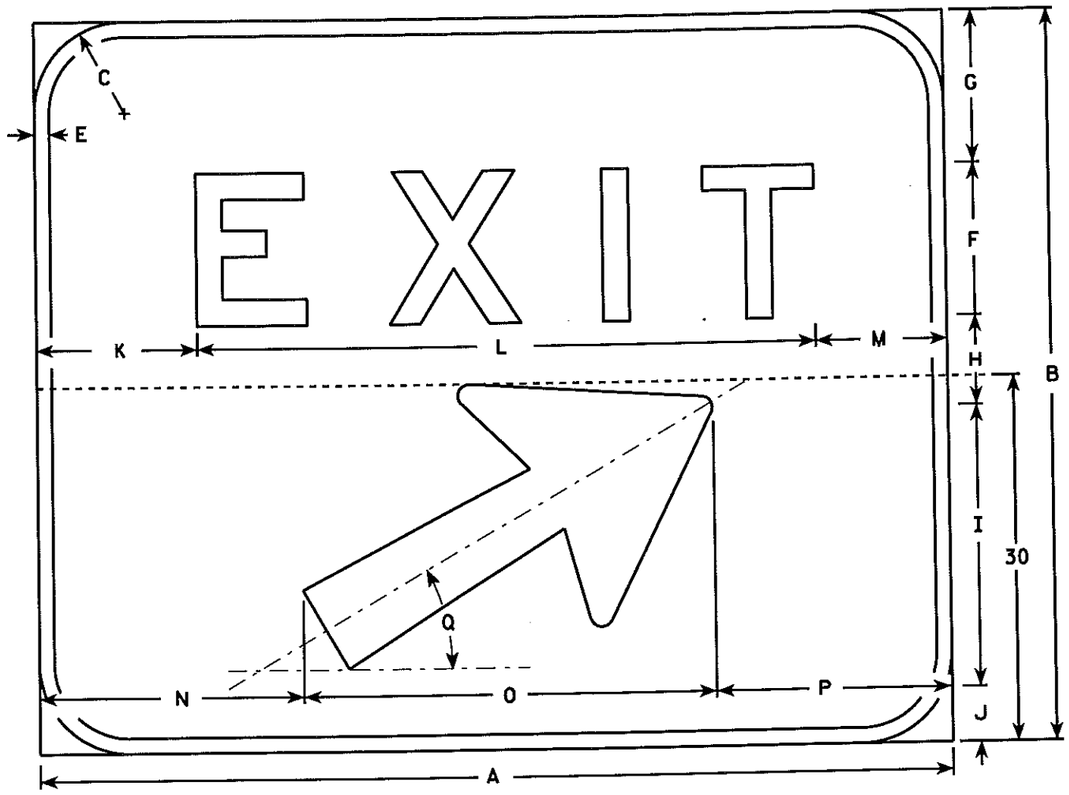
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 394	E



E5-1

NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but borders shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces for the 72 x 60 size as shown on the detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. As per the Standard Spec's, this sign shall not have a vertical joint.

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	1500 mm X 1200 mm
5	1800 mm X 1500 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2																												
3																											20.0	1.80
4	60	48	6		1	10	10	5 7/8	18 1/2	3 5/8	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°										30.0	2.70
5	72	60	6		1	12	12	10	18 1/2	7 1/2	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°											

STANDARD SIGN
E5 - 1

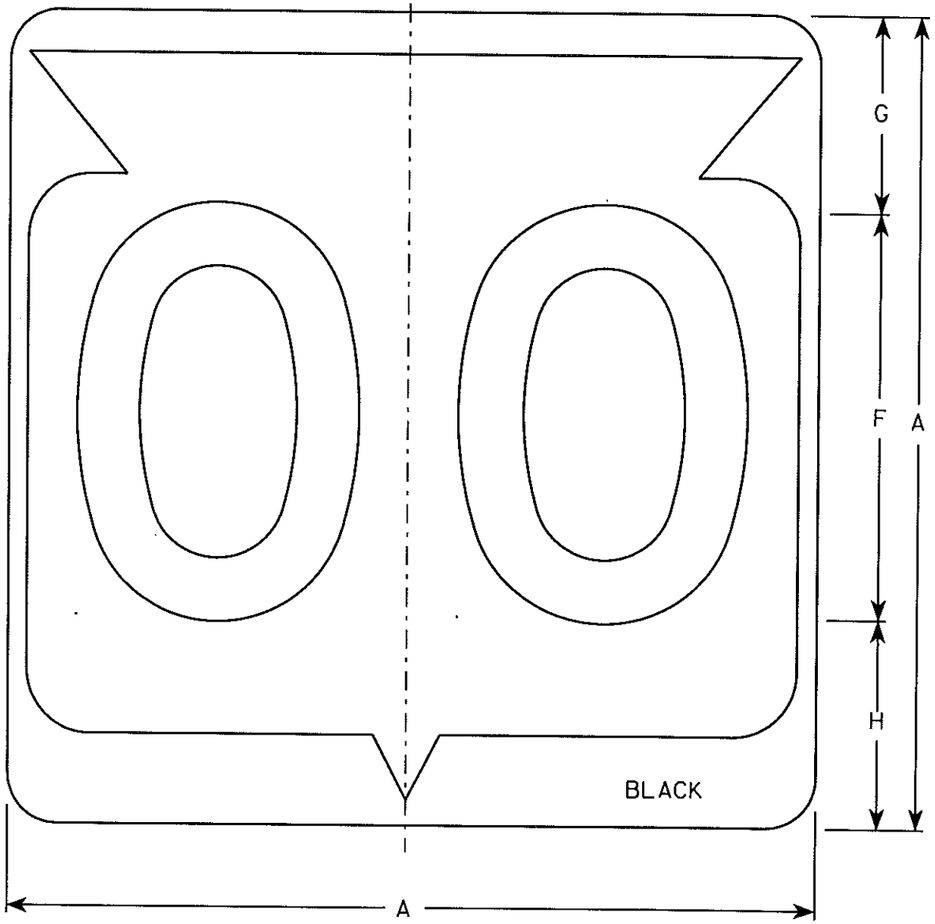
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong for State Traffic Engineer

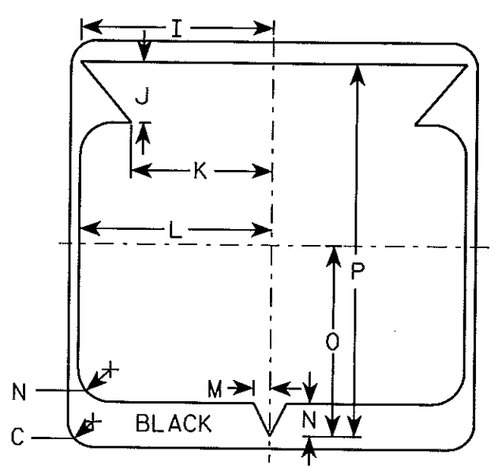
DATE 6/22/00 PLATE NO. E5-1.8

SHEET NO: 395 E

PROJECT NO: HWY: COUNTY:



M1-6



NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   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. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8												
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											4.0	.36
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
																											9.0	.81

STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

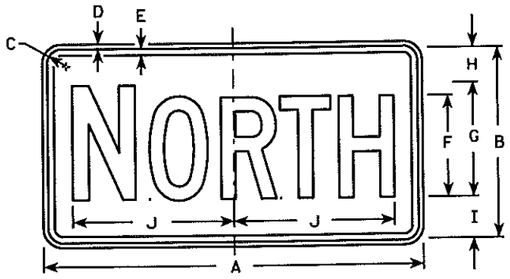
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 396	E

FILE NAME : C:\Users\Projects\tr_stdplate\M16.DGN PLOT DATE : 13-OCT-2005 14:55 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 6.715871:1.000000

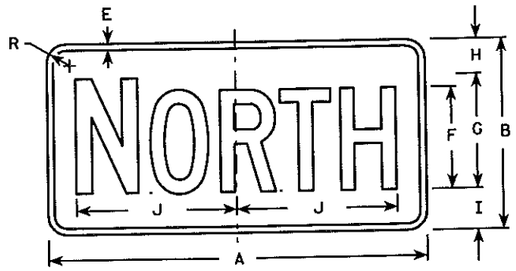
WISDOT/CADDS SHEET 42

7

7



M3-1
MK3-1
MO3-1



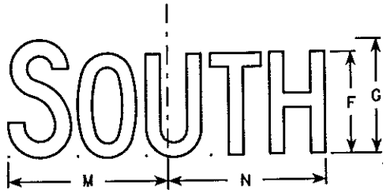
MB3-1
MG3-1
MM3-1*
MN3-1



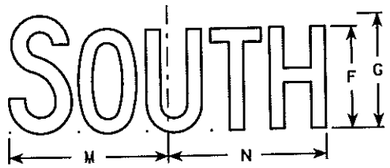
M3-2
MK3-2
MO3-2



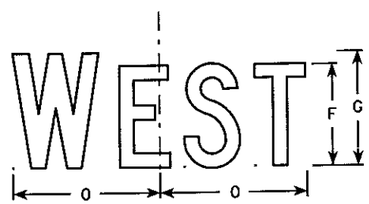
MB3-2
MG3-2
MM3-2*
MN3-2



M3-3
MK3-3
MO3-3



MB3-3
MG3-3
MM3-3*
MN3-3



M3-4
MK3-4
MO3-4



MB3-4
MG3-4
MM3-4*
MN3-4

NOTES

1. All Signs Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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 - Type H Reflective (Detour or temporary signs - Reflective)
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White - Type H Reflective (Detour or temporary signs - Reflective)
   MG3-1 thru MG3-4 Background - Green
   Message - White - Type H Reflective
   MK3-1 thru MK3-4 Background - Green
   Message - White - Type H Reflective
   MM3-1 thru MM3-4 Background - White - Type H Reflective
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White - Type H Reflective
   MO3-1 thru MO3-4 Background - Orange - Reflective
   Message - Black
6. Border shall be omitted on MM series.
7. Note the first letter of each direction is larger than the remainder of the message.

* See Note 6

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 300 mm
3	750 mm X 375 mm
4	750 mm X 375 mm
5	750 mm X 375 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																											2.00	0.18
2	24	12	1 1/8	3/8	1/2	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									3.13	0.28
3	30	15	1 1/8	3/8	1/2	8	9	2 3/4	3 1/4	12 3/4	10 3/8	11 1/8	12 5/8	12 1/2	11 5/8			1 1/2									3.13	0.28
4	30	15	1 1/8	3/8	1/2	8	9	2 3/4	3 1/4	12 3/4	10 3/8	11 1/8	12 5/8	12 1/2	11 5/8			1 1/2									3.13	0.28
5	30	15	1 1/8	3/8	1/2	8	9	2 3/4	3 1/4	12 3/4	10 3/8	11 1/8	12 5/8	12 1/2	11 5/8			1 1/2									3.13	0.28

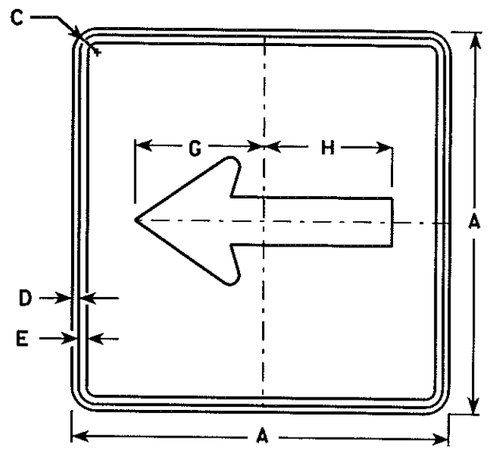
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

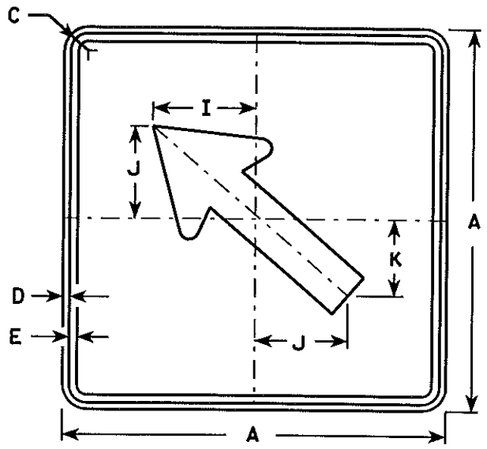
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M3-1.10

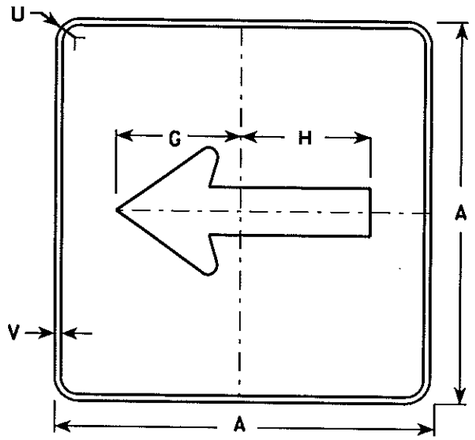
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 397 | E



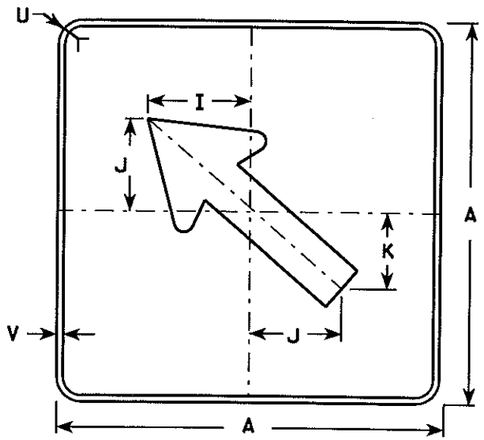
M6-1
MK6-1
MM6-1 (See Note 5)
MO6-1
MR6-1



M6-2
MK6-2
MM6-2 (See Note 5)
MO6-2
MR6-2



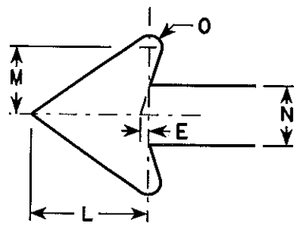
MB6-1
MG6-1
MN6-1



MB6-2
MG6-2
MN6-2

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB6-1 and MB6-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG6-1 and MG6-2 Background - Green Message - White - Type H Reflective
   MK6-1 and MK6-2 Background - Green Message - White - Type H Reflective
   MM6-1 and MM6-2 Background - White - Type H Reflective Message - Green
   MN6-1 and MN6-2 Background - Brown Message - White - Type H Reflective
   MO6-1 and MO6-2 Background - Orange - Reflective Message - Black
   MR6-1 and MR6-2 Background - Brown Message - Yellow - Type H Reflective
5. Border shall be omitted on MM series.



Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56

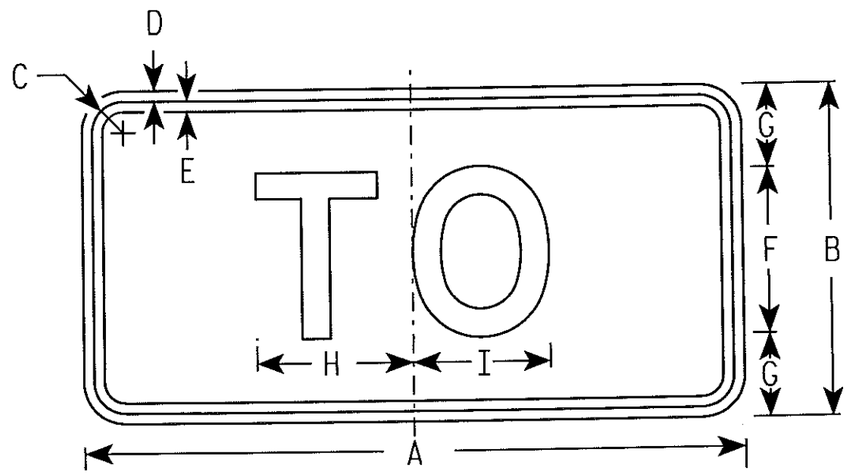
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

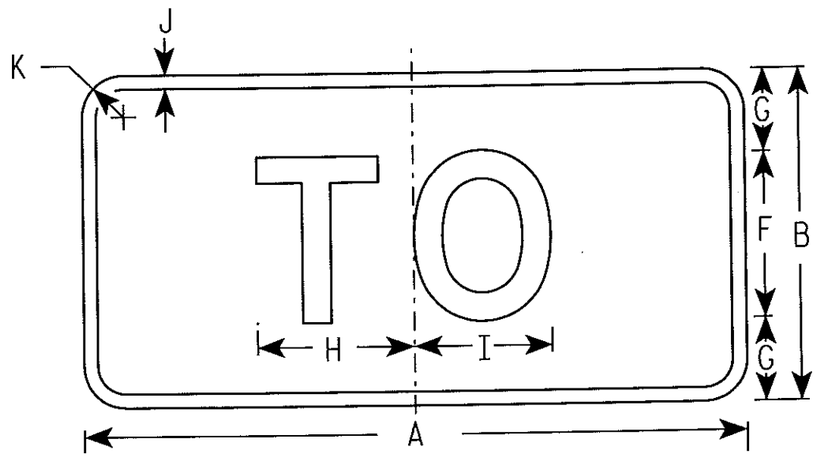
APPROVED Chester J Spay for State Traffic Engineer

DATE 3/20/02 PLATE NO. M6-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 398 | E



M4-5
MK4-5
MM4-5 *See Note 6



MB4-5
MG4-5
MN4-5

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black
   MB4-5 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG4-5 Background - Green
   Message - White - Type H Reflective
   MK4-5 Background - Green
   Message - White - Type H Reflective
   MM4-5 Background - White - Type H Reflective
   Message - Green
   MN4-5 Background - Brown
   Message - White - Type H Reflective
6. Border shall be omitted on MM series.

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 300 mm
3	750 mm X 375 mm
4	750 mm X 375 mm
5	750 mm X 375 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																											2.00	0.18
2	24	12	1 1/8	3/8	3/8	6	3	5 5/8	5	1/2	1 1/2																3.13	0.28
3	30	15	1 3/8	3/8	1/2	8	3 1/2	7 1/2	6 5/8	1/2	1 1/2																3.13	0.28
4	30	15	1 3/8	3/8	1/2	8	3 1/2	7 1/2	6 5/8	1/2	1 1/2																3.13	0.28
5	30	15	1 3/8	3/8	1/2	8	3 1/2	7 1/2	6 5/8	1/2	1 1/2																3.13	0.28

STANDARD SIGN
M4-5

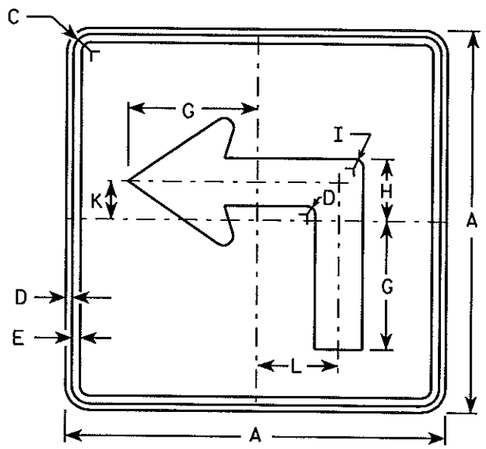
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spay for State Traffic Engineer

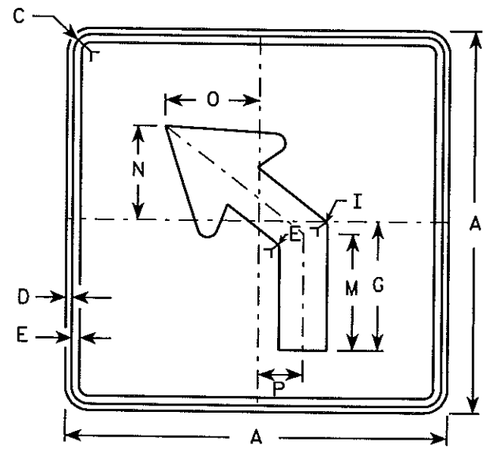
DATE 3/20/02 PLATE NO. M4-5.4

SHEET NO: 399 E

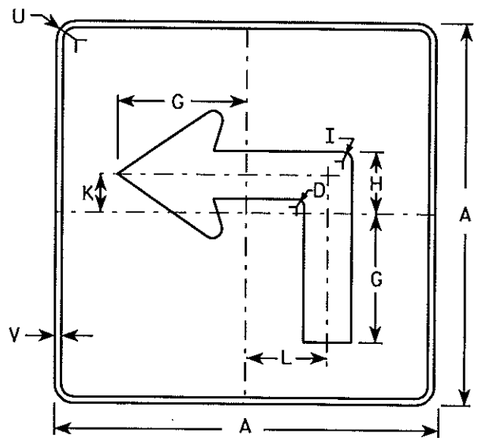
PROJECT NO: | HWY: | COUNTY:



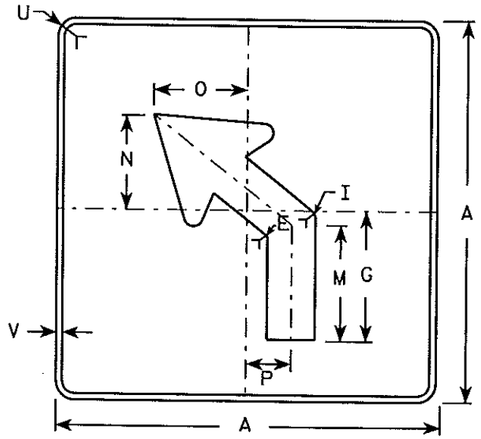
M5-1L
MK5-1L
MM5-1L (See Note 7)
MO5-1L
MR5-1L



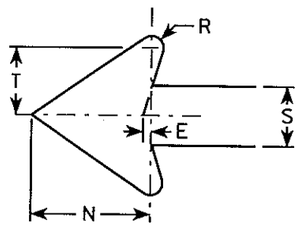
M5-2L
MK5-2L
MM5-2L (See Note 7)
MO5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB5-1 and MB5-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG5-1 and MG5-2 Background - Green Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective Message - Green
   MN5-1 and MN5-2 Background - Brown Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Reflective Message - Black
   MR5-1 and MR5-2 Background - Brown Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.
7. Border shall be omitted on MM series.

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
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	0.28
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	0.56
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	0.56
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	0.56

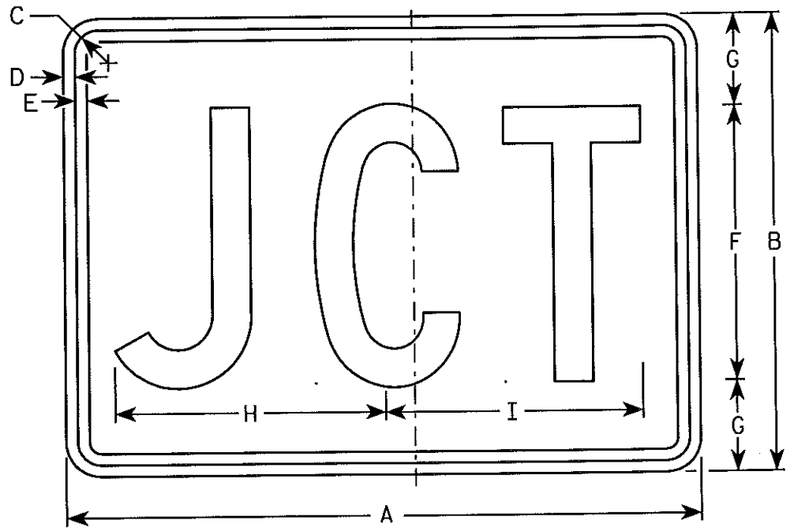
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

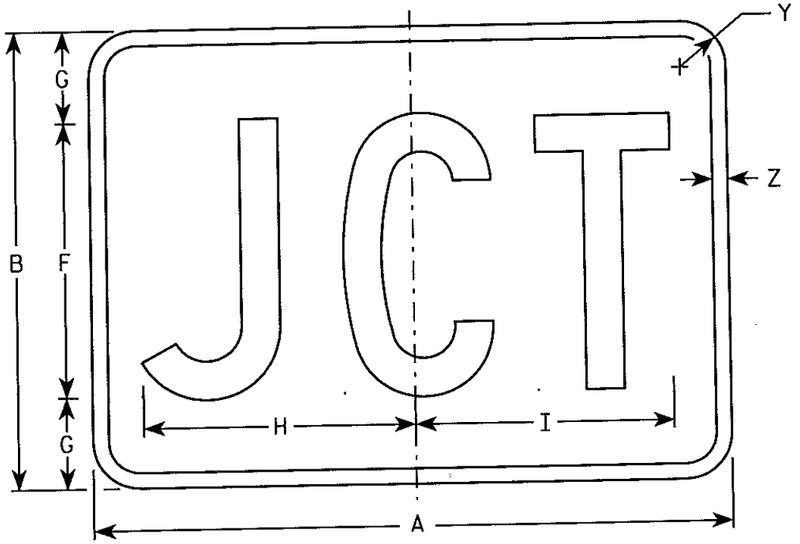
DATE 2/03/03 PLATE NO. M5-1.10

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 400	E



M2-1
MK2-1
MM2-1*
MR2-1

*See Note 6



MB2-1
MG2-1
MN2-1

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB2-1 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG2-1 Background - Green
   Message - White - Type H Reflective
   MK2-1 Background - Green
   Message - White - Type H Reflective
   MM2-1 Background - White - Type H Reflective
   Message - Green
   MN2-1 Background - Brown
   Message - White - Type H Reflective
   MR2-1 Background - Brown
   Message - Yellow - Type H Reflective
6. Border shall be omitted on MM2-1.

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 375 mm
3	750 mm X 525 mm
4	750 mm X 525 mm
5	750 mm X 525 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																									1 ½	½	2.20	0.20
2	21	15	1 ⅛	⅜	⅜	9	3	8 ⅞	8 ⅝																1 ½	½	4.40	0.20
3	30	21	1 ⅛	⅜	⅜	13	4	12 ⅞	12 ⅜																1 ½	½	4.40	0.20
4	30	21	1 ⅛	⅜	⅜	13	4	12 ⅞	12 ⅜																1 ½	½	4.40	0.20
5	30	21	1 ⅛	⅜	⅜	13	4	12 ⅞	12 ⅜																1 ½	½	4.40	0.20

STANDARD SIGN
M2-1

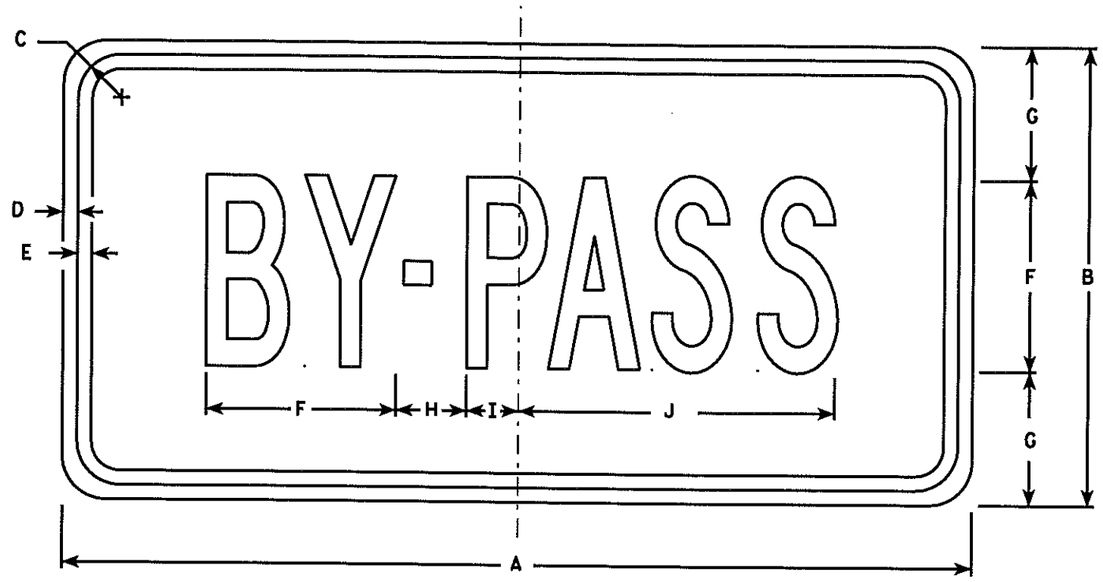
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/20/02 PLATE NO. M2-1.9

SHEET NO: 401 E

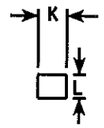
PROJECT NO: HWY: COUNTY:



M4-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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.



Hyphen

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 300 mm
3	750 mm X 375 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	12	1 1/8	3/8	3/8	5	3 1/2	1 7/8	1 3/8	8 3/8	3/4	5/8															2.0	0.18
3	30	15	1 1/8	3/8	1/2	7	4	2 5/8	2	11 3/4	1	7/8															3.13	0.28
4																												
5																												

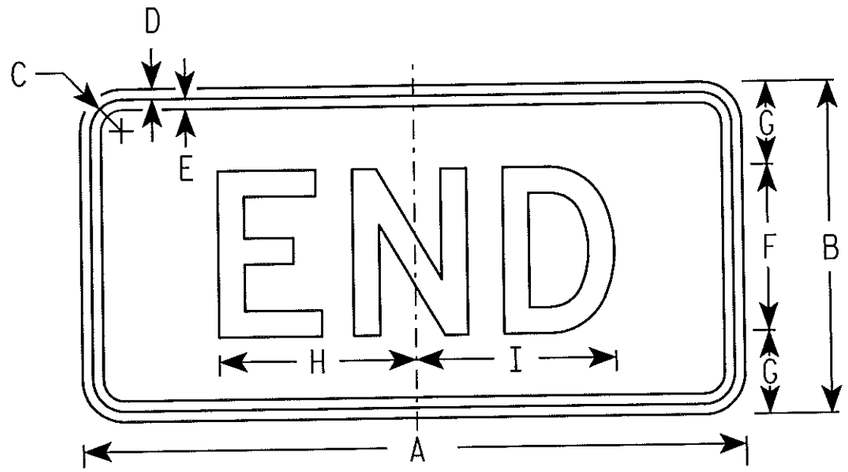
STANDARD SIGN
M4-2

WISCONSIN DEPT OF TRANSPORTATION

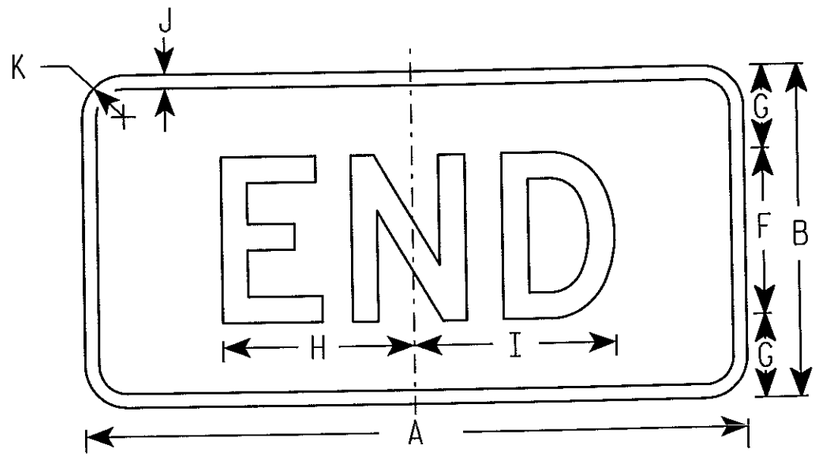
APPROVED Chester J Spong for State Traffic Engineer

DATE 1/15/02 PLATE NO. M4-2.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 402	E



M4-6
MK4-6
MM4-6 *See Note 6
MR4-6



MB4-6
MG4-6
MN4-6

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-6 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black

   MB4-6 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)

   MG4-6 Background - Green
   Message - White - Type H Reflective

   MK4-6 Background - Green
   Message - White - Type H Reflective

   MM4-6 Background - White - Type H Reflective
   Message - Green

   MN4-6 Background - Brown
   Message - White - Type H Reflective

   MR4-6 Background - Brown
   Message - Yellow - Type H Reflective
6. Border shall be omitted on MM series.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 300 mm
3	750 mm X 375 mm
4	750 mm X 375 mm
5	750 mm X 375 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																											2.00	0.18
2	24	12	1 1/8	3/8	3/8	6	3	7	7 1/4	1/2	1 1/2																3.13	0.28
3	30	15	1 1/8	3/8	1/2	8	3 1/2	9 1/4	9 3/4	1/2	1 1/2																3.13	0.28
4	30	15	1 1/8	3/8	1/2	8	3 1/2	9 1/4	9 3/4	1/2	1 1/2																3.13	0.28
5	30	15	1 1/8	3/8	1/2	8	3 1/2	9 1/4	9 3/4	1/2	1 1/2																3.13	0.28

STANDARD SIGN
M4-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M4-6.5

SHEET NO: 403 E

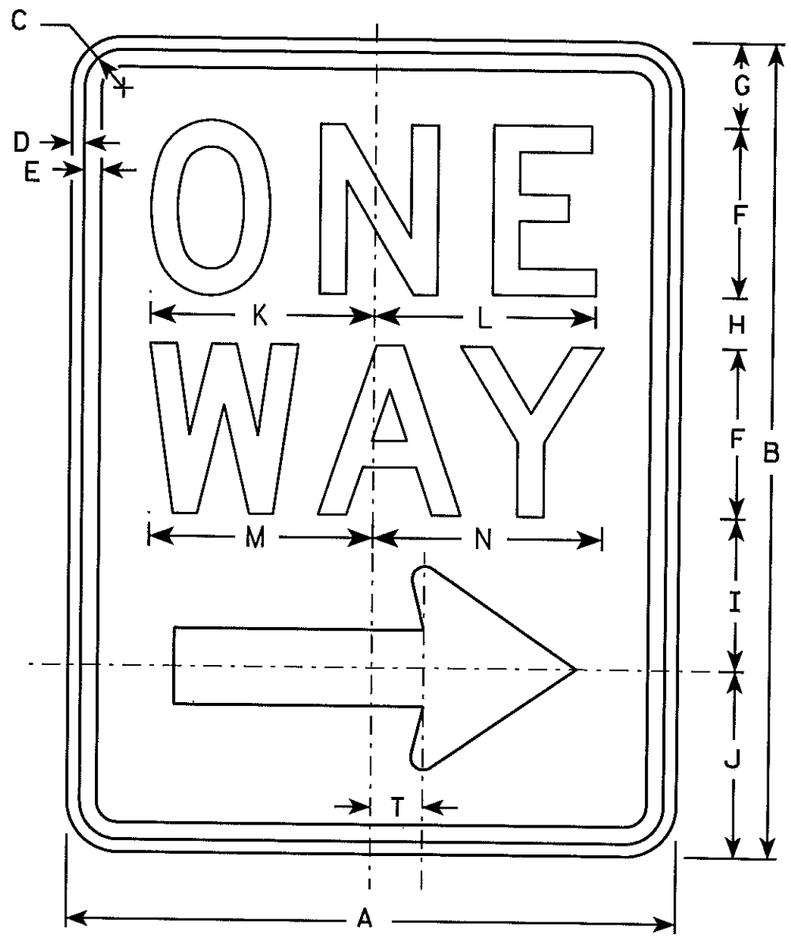
PROJECT NO: HWY: COUNTY:

PLOT DATE : 14-OCT-2005 11:18 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 5.464098:1.000000 WISDOT/CADDS SHEET 42

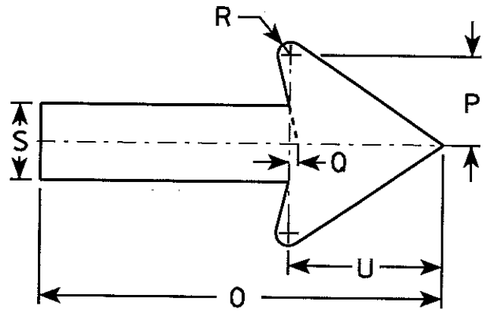
FILE NAME : C:\Users\Projects\tr_stdplate\M46.DGN

7

7



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.

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	900 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	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						3.0	0.27
2	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						5.0	0.45
3	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						5.0	0.45
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						12.0	1.08
5	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						12.0	1.08

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/05 PLATE NO. R6-2.7

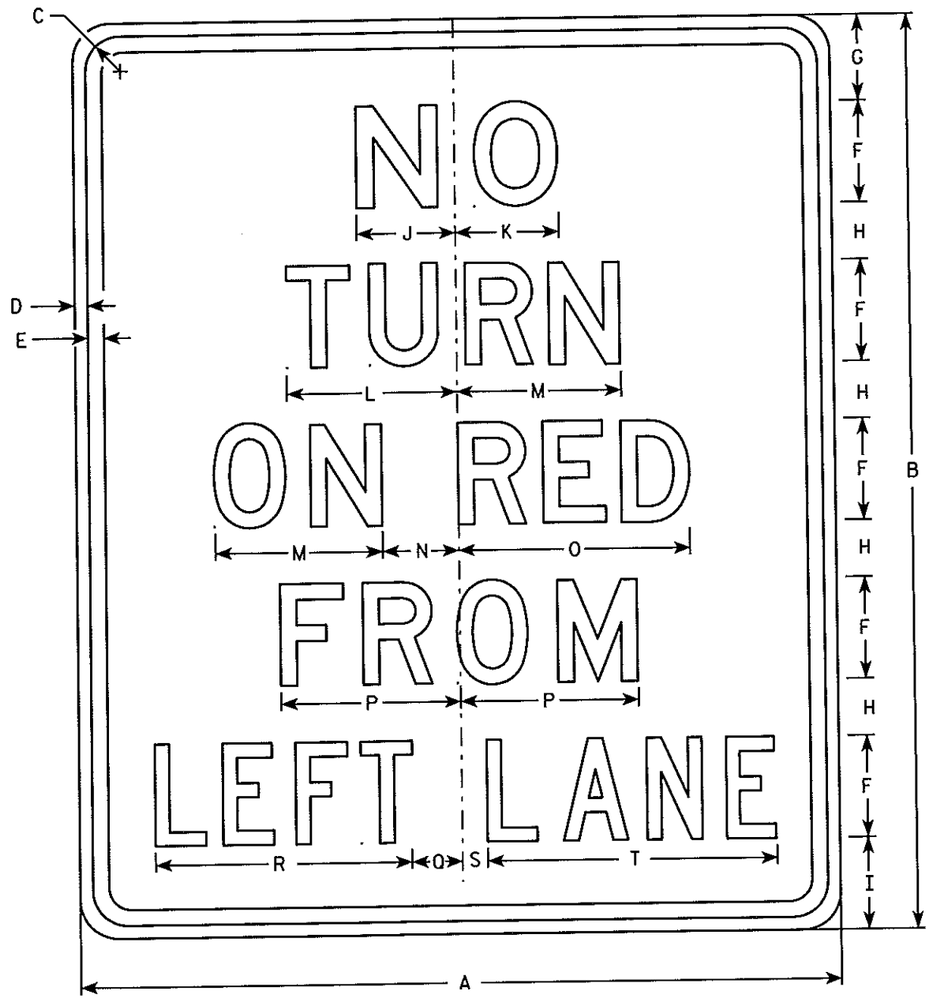
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 404	E

FILE NAME : C:\Users\Projects\tr_stdplate\R62.DGN PLOT DATE : 18-OCT-2005 14:22 PLOT BY : DOTSJA PLOT NAME : PLOT SCALE : 4.469282:1.000000

WISDOT/CADDS SHEET 42

7

7



R10-11F

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 - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series E.
   Lines 2, 3 and 4 are Series D.
   Line 5 is Series C.

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m 2
1																												
2	30	36	1 3/8	1/2	5/8	4	3 3/8	2 1/4	3 5/8	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	7	2	10	1	11 1/2							7.5	.68
3																												
4																												
5																												

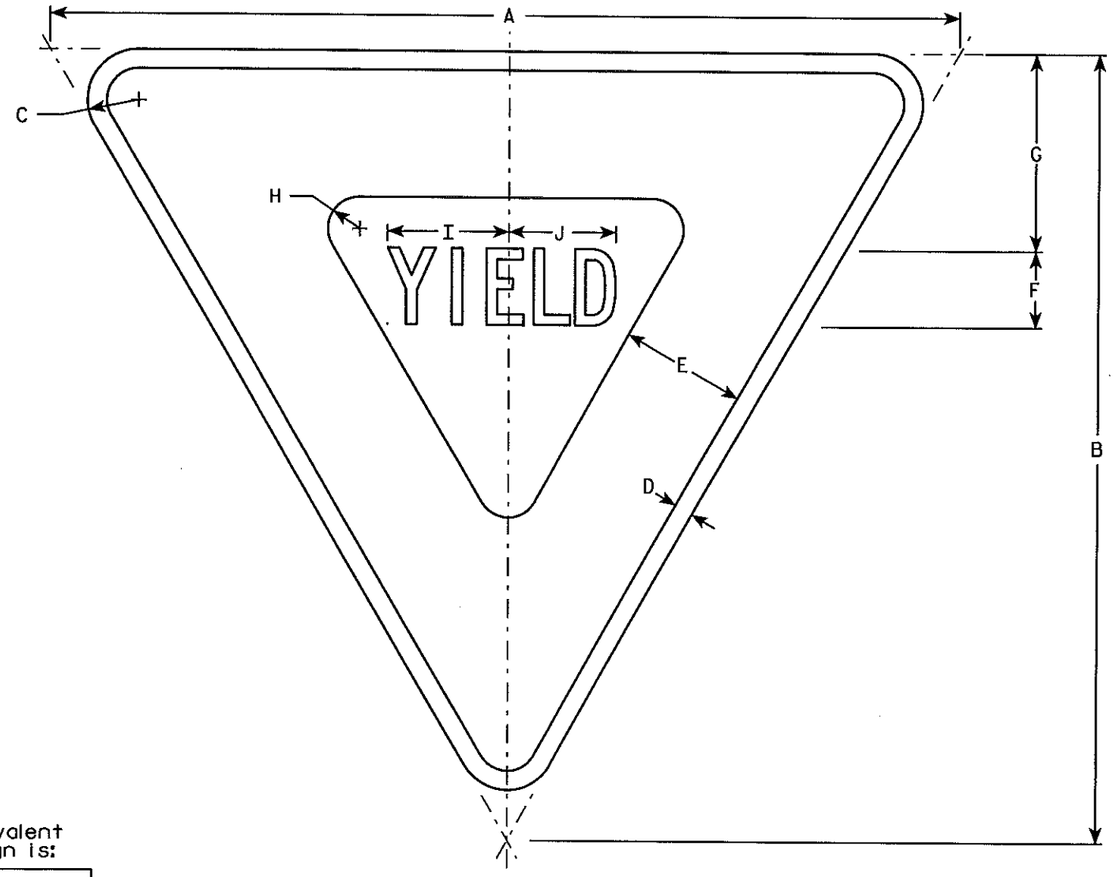
STANDARD SIGN
R10-11F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 2/12/02 PLATE NO. R10-11F.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 405 | E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 650 mm
2	900 mm X 775 mm
3	
4	1200 mm X 1050 mm
5	1500 mm X 1300 mm
6	600 mm X 525 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71	0.24
2	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88	0.35
3																												
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00	0.63
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83	0.98
6	24	21	1 1/2	3/8	3	2	4 3/4	7/8	3 1/4	3																	1.75	0.16

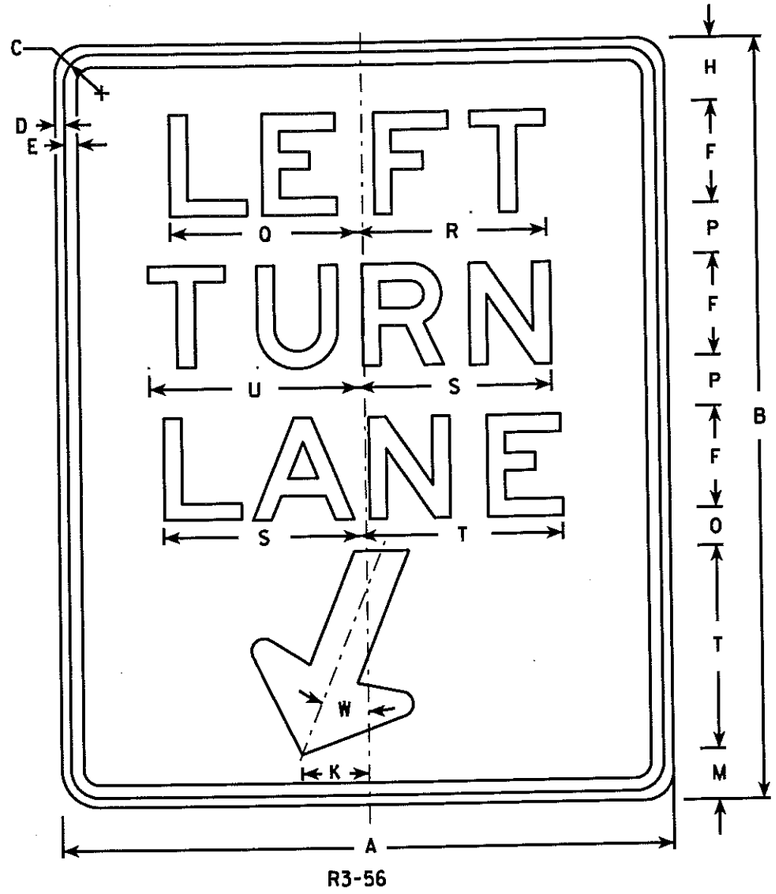
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spay
for State Traffic Engineer

DATE 2/03/98 PLATE NO. R1-2.10

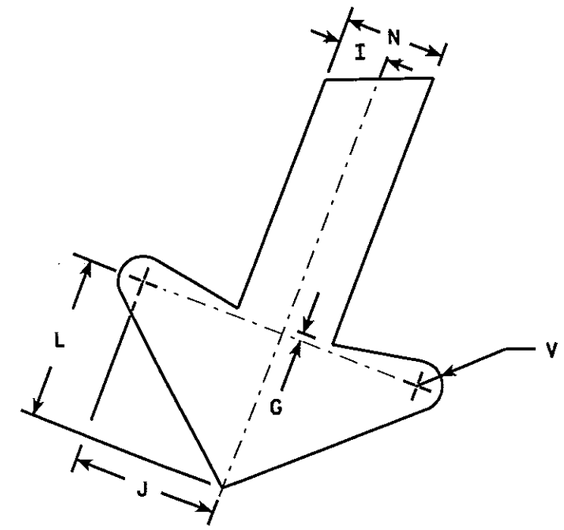
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 406 | E



R3-56

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.



ARROW DETAIL

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	24	30	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	2	1 1/2	2	7 1/4	7 1/2	7 5/8	8	8 1/8	1/2	22°				5.0	0.45
3	36	48	1 3/4	1/2	5/8	6	3/8	4 1/4	1 1/2	4 1/4	4	4 7/8	3 1/4	3	3	3 3/4	10 7/8	11 1/4	11 1/2	12	12 1/4	3/4	22°				12.0	1.08
4																												
5																												

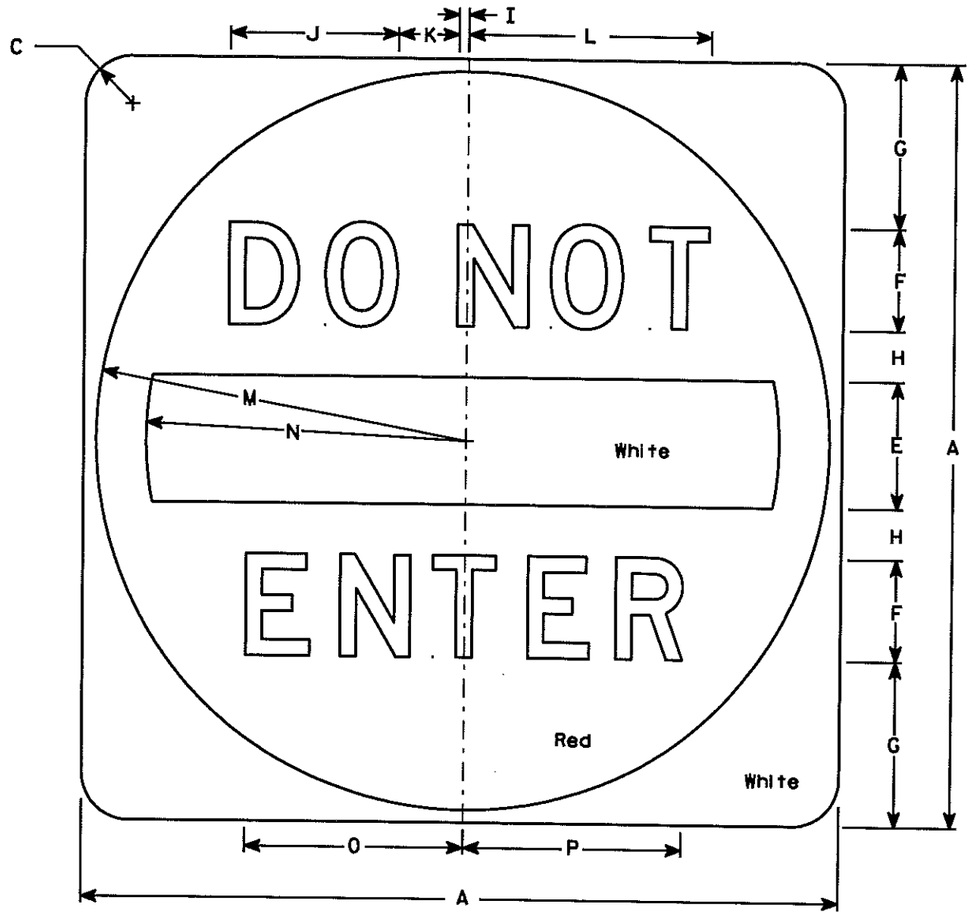
STANDARD SIGN
R3-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/05 PLATE NO. R3-56.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 407 | E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26	0.56
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0	0.81
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0	0.81
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0	1.44

STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

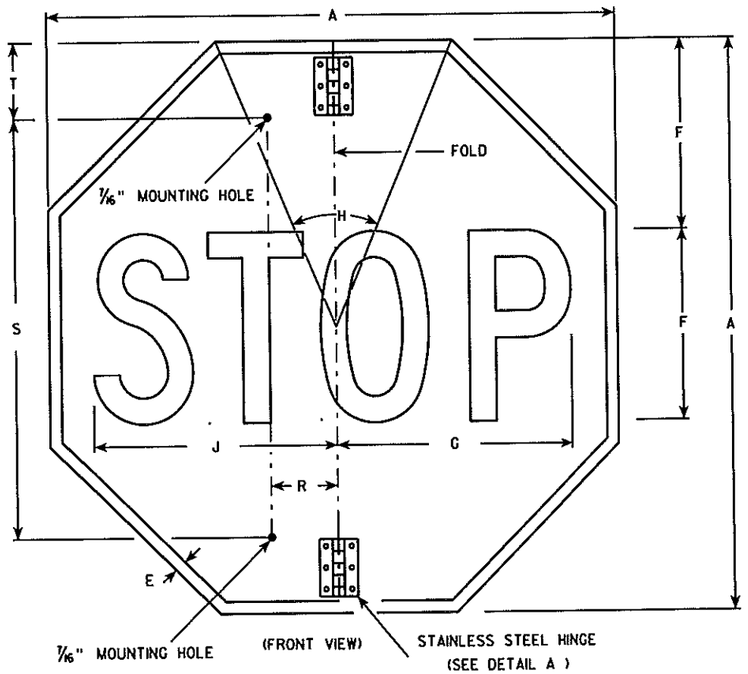
APPROVED Matthew R Rauch
for State Traffic Engineer

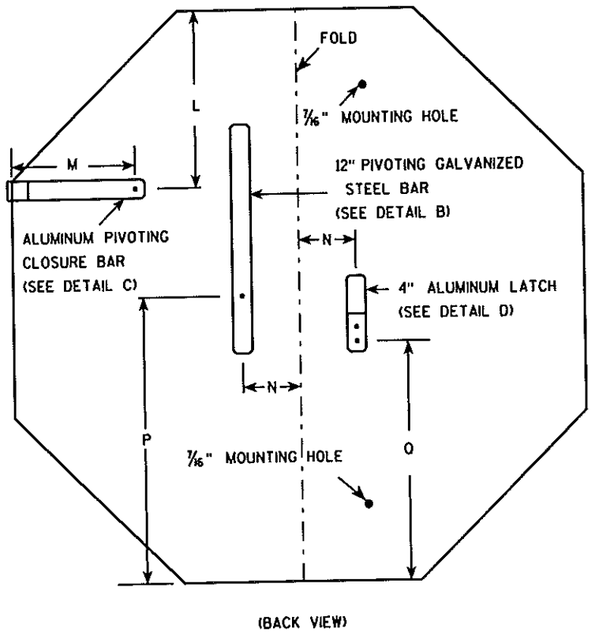
DATE 7/05/05 PLATE NO. R5-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 408 | E

7

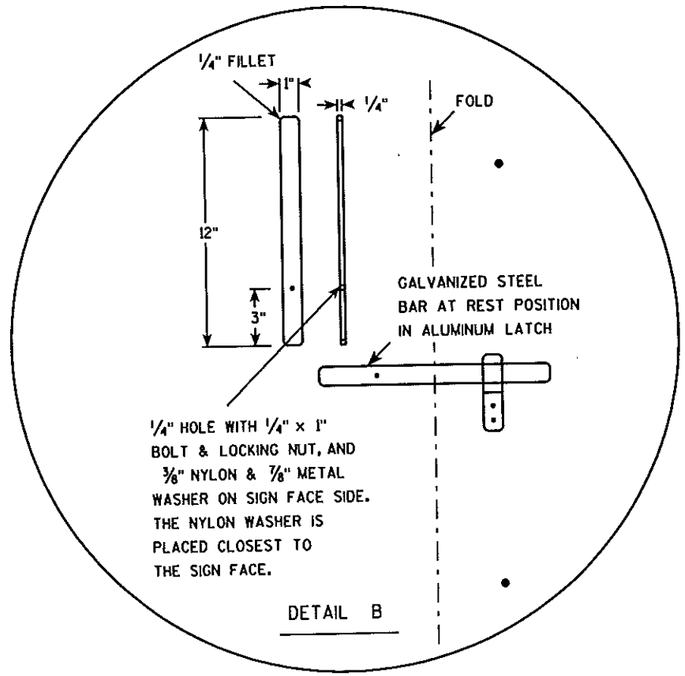
7



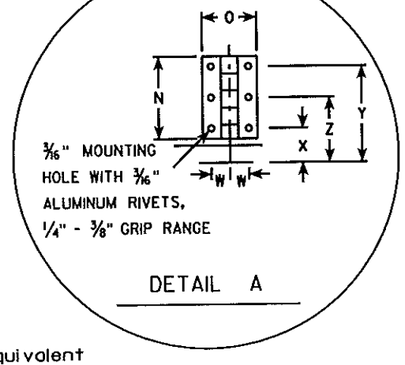


NOTES

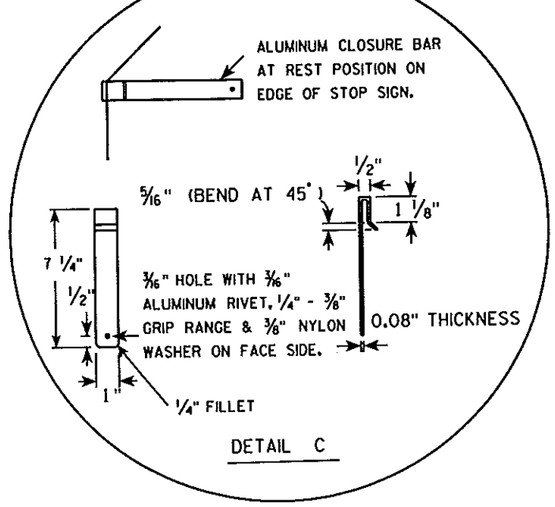
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



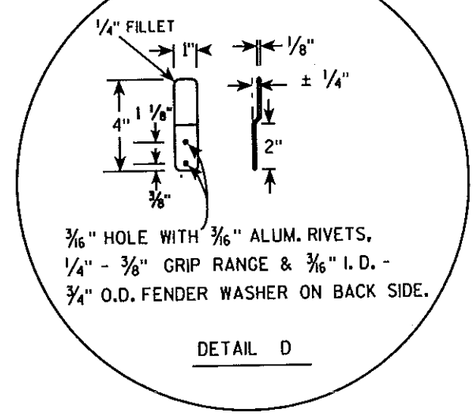
DETAIL B



DETAIL A



DETAIL C



DETAIL D

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 750 mm
3	900 mm X 900 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18	0.48
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46	0.69
4																												
5																												

STANDARD SIGN
R1-1F

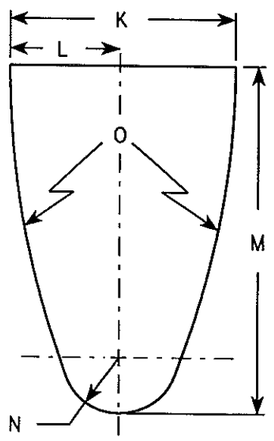
WISCONSIN DEPT OF TRANSPORTATION

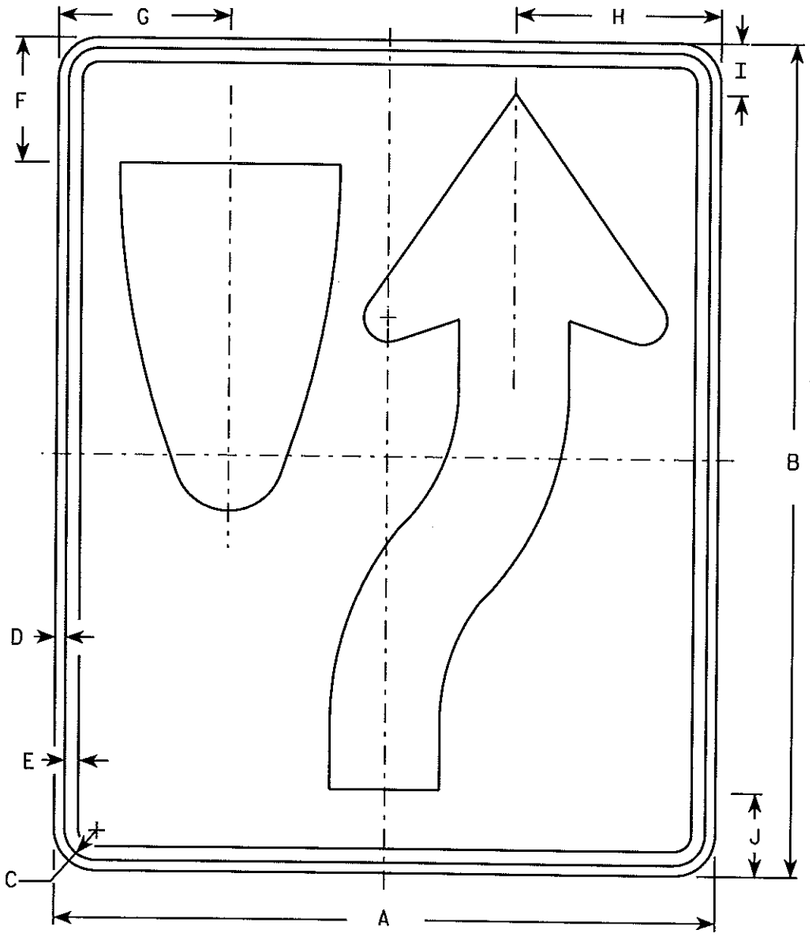
APPROVED Chester J Spagg
for State Traffic Engineer

DATE 2/18/00 PLATE NO. R1-1F.2

SHEET NO: 409 E

PROJECT NO: HWY: COUNTY:

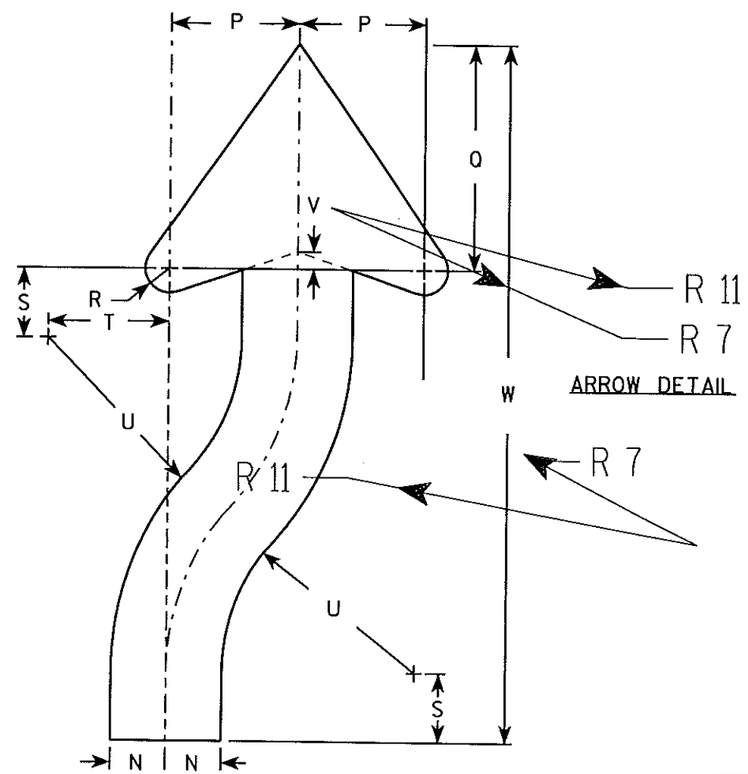




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	900 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0	.27
2	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0	.45
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0	1.08
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0	1.08
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0	1.08

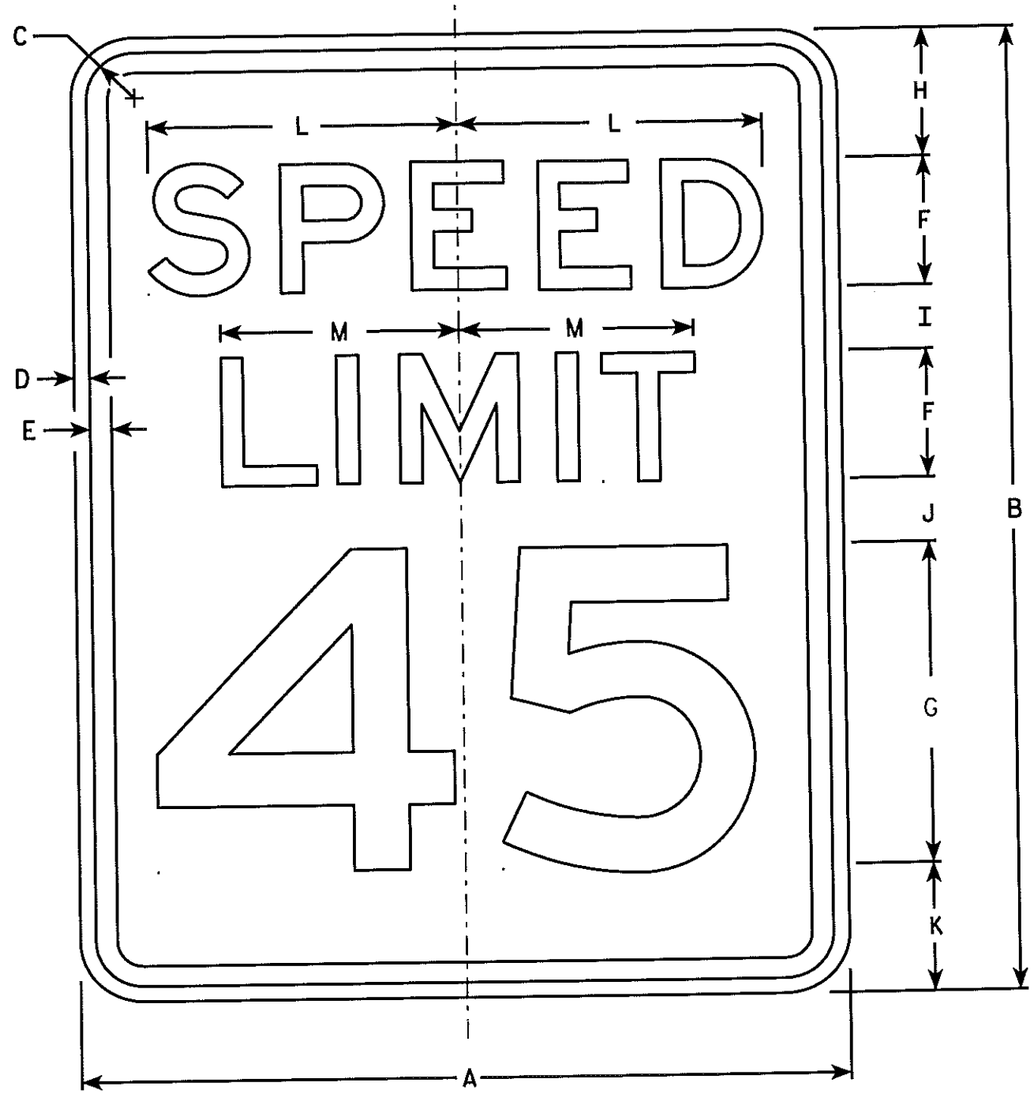
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Sprague for State Traffic Engineer

DATE 2/6/02 PLATE NO. R4-7.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 410 | E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	1200 mm X 1500 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0	.28
2	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	.46
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0	1.11
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0	1.11
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	1.86

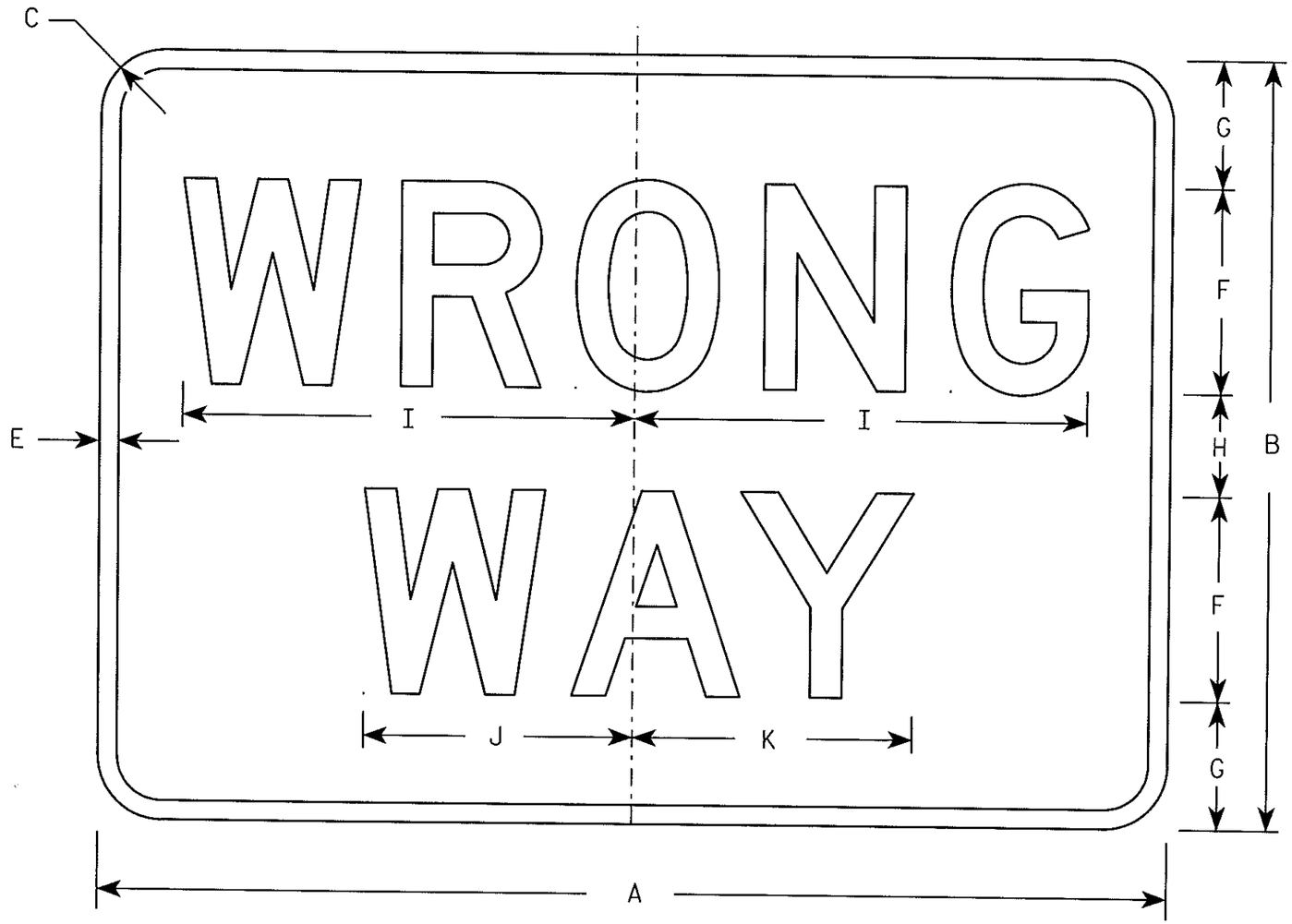
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/05/05 PLATE NO. R2-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 411 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - 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.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 450 mm
2	900 mm X 600 mm
3	1050 mm X 750 mm
4	1050 mm X 750 mm
5	1050 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75	0.34
2	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00	0.54
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75	0.79
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75	0.79
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75	0.79

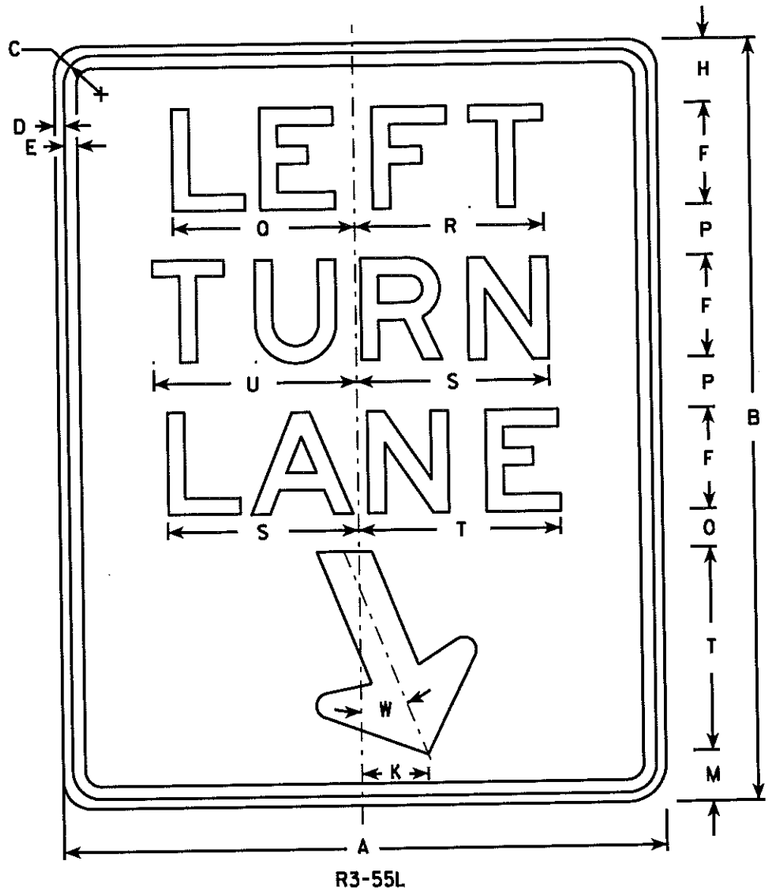
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

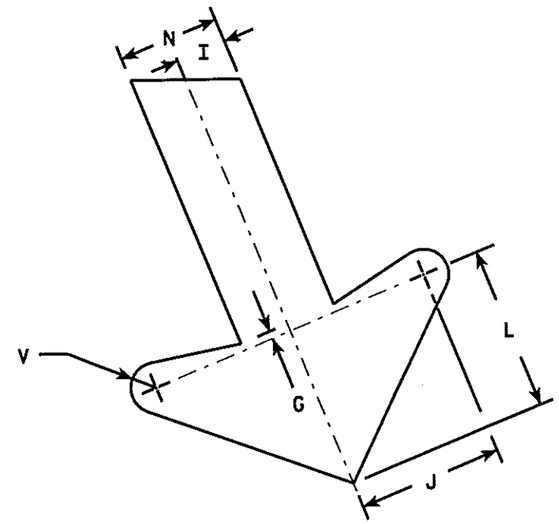
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/24/02 PLATE NO. R5-1A.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 412 | E



R3-55L



ARROW DETAIL

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.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																											5.0	0.45
2	24	30	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	2	1 1/2	2	7 1/4	7 1/2	7 5/8	8	8 1/8	1/2	22°				12.0	1.08
3	36	48	1 3/4	1/2	5/8	6	3/8	4 1/4	1 1/2	4 1/4	4	4 7/8	3 1/4	3	3	3 3/4	10 7/8	11 1/4	11 1/2	12	12 1/4	3/4	22°					
4																												
5																												

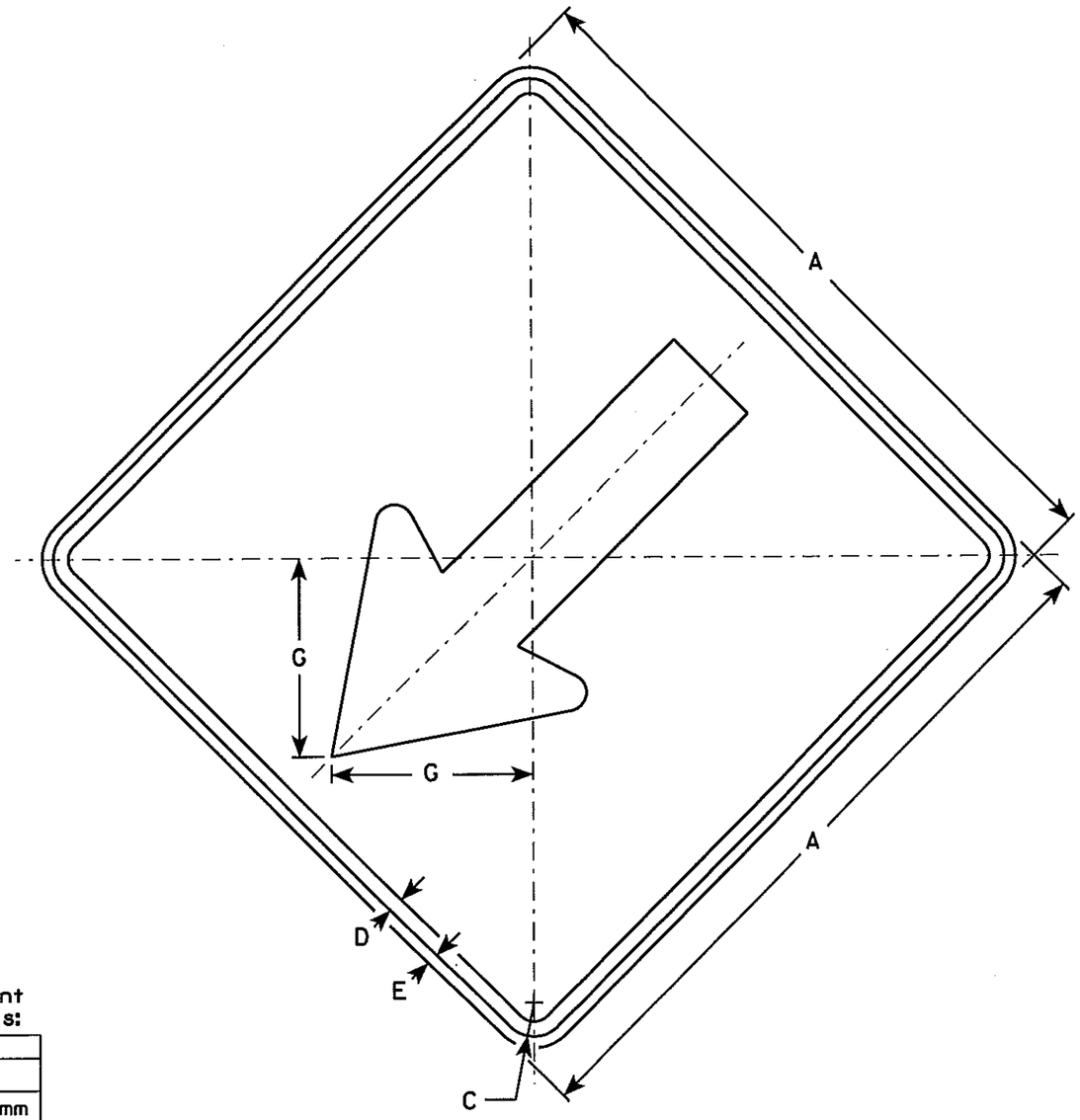
STANDARD SIGN
R3-55L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/05/05 PLATE NO. R3-55L.6

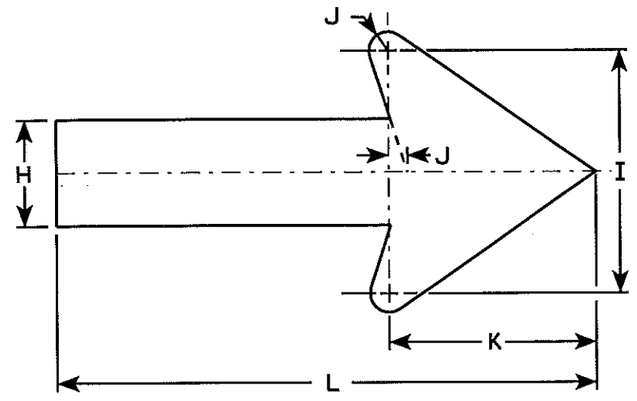
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 413 | E



W12-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	750 mm X 750 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	24		1 1/8	1/2	3/8		6 5/8	3 1/2	8	5/8	7	18															4	.36
3	30		1 3/8	5/8	1/2		8 1/4	4 3/8	10	3/4	8 3/4	22 3/8															6.25	.56
4	36		1 3/4	3/4	5/8		10 3/8	5 1/2	12 1/2	1	11	27 7/8															9.0	0.81
5	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16	1.44

STANDARD SIGN
W12-1

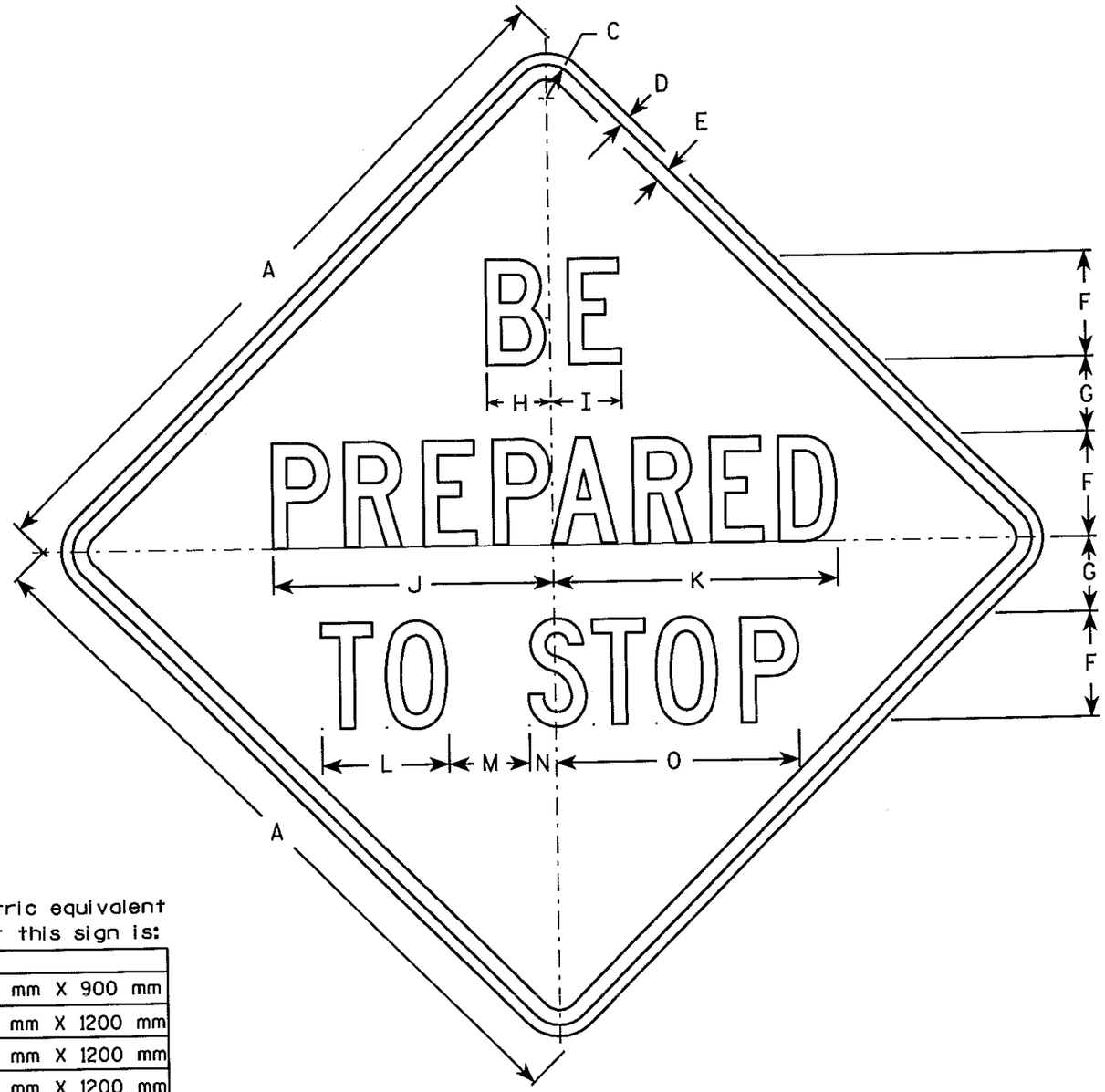
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/06 PLATE NO. W12-1.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 418	E

FILE NAME : C:\Users\Projects\tr_stdplate\W121.DGN PLOT DATE : 14-MAR-2006 15:46 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 4.996881:1.000000 WISDOT/CADDS SHEET 42



W20-7b

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 900 mm
2	1200 mm X 1200 mm
3	1200 mm X 1200 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 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 m 2
1	36		1 5/8	5/8	3/4	5	3 1/2	3	3 3/8	13 3/8	13 1/2	6	3 7/8	1 1/4	11 5/8												9.0	.81
2	48		2 1/4	3/4	1	7	5	4 1/4	4 3/4	18 3/4	19	8 1/2	5 3/8	1 3/4	16 1/4												16.0	1.44
3	48		2 1/4	3/4	1	7	5	4 1/4	4 3/4	18 3/4	19	8 1/2	5 3/8	1 3/4	16 1/4												16.0	1.44
4	48		2 1/4	3/4	1	7	5	4 1/4	4 3/4	18 3/4	19	8 1/2	5 3/8	1 3/4	16 1/4												16.0	1.44
5	48		2 1/4	3/4	1	7	5	4 1/4	4 3/4	18 3/4	19	8 1/2	5 3/8	1 3/4	16 1/4												16.0	1.44

STANDARD SIGN
W20-7b

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spay for State Traffic Engineer

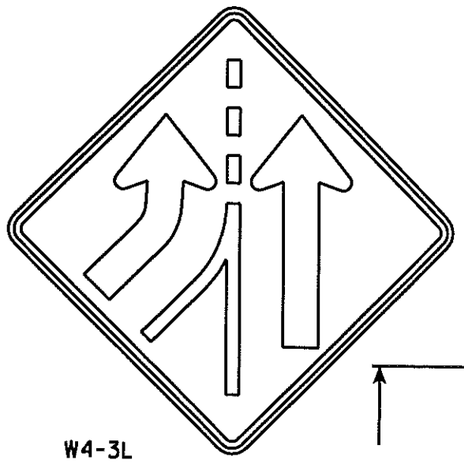
DATE 5/30/97 PLATE NO. W20-7b.2

STATE PROJECT NUMBER: | HWY: | COUNTY: | SHEET NO: 419 | E

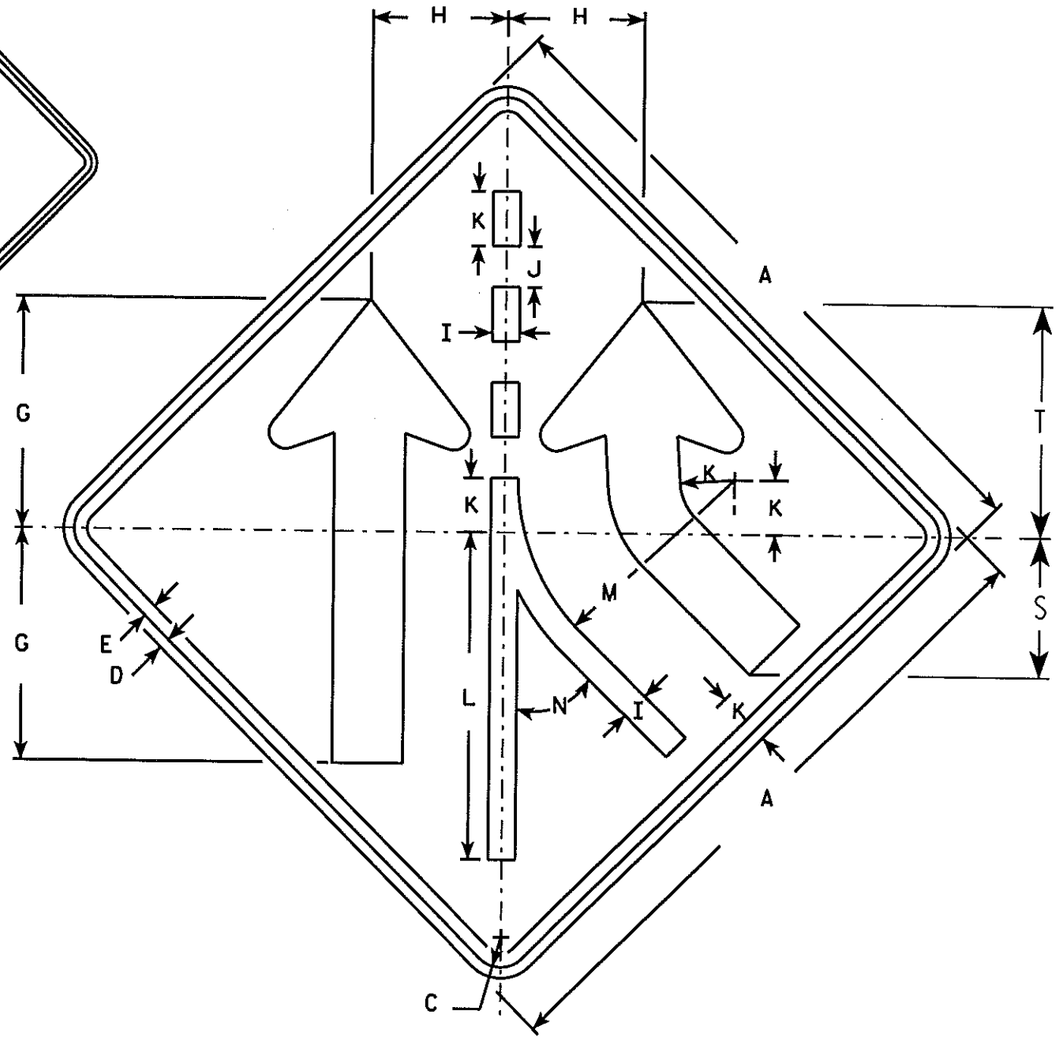
57,58,59,60, 62,63
LEVELS ON - 1,2,5,10,

7

7



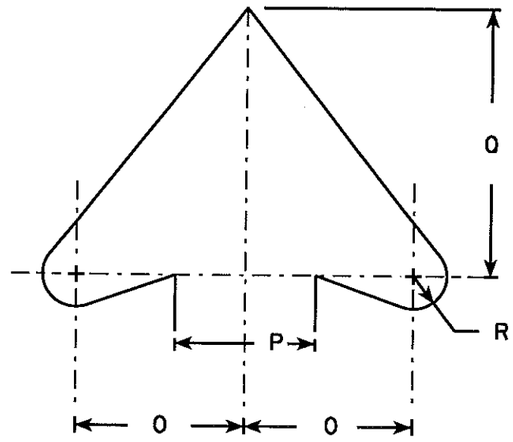
W4-3L



W4-3R

NOTES

1. Sign is Type II - Type H 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.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

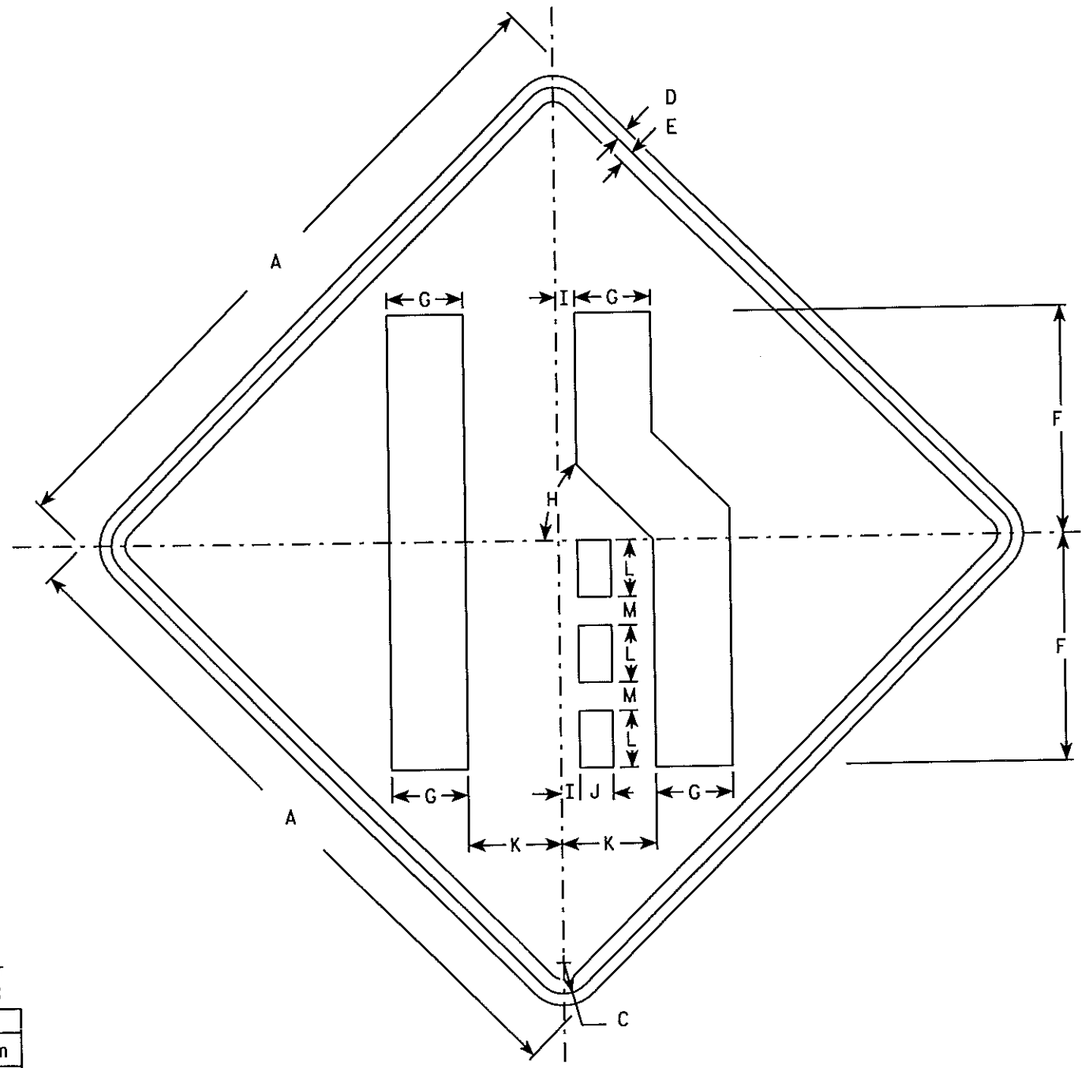
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	30		1 3/8	1/2	5/8		10 5/8	6 1/4	1 1/4	1 7/8	2 1/2	15	9 7/8	45°	3 7/8	3 1/4	6 1/8	3/4	6 3/8	10 5/8							6.25	0.56
2	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0	0.81
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	1.44
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	1.44

STANDARD SIGN
W4-3

WISCONSIN DEPT OF TRANSPORTATION
APPROVED Matthew R Rauch for State Traffic Engineer
DATE 03/17/06 PLATE NO. W4-3.6

PROJECT NO:

SHEET NO: 420 E



W4-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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. W4-2L is the same as W4-2R except the message is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	1200 mm X 1200 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	1/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25	0.56
2	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0	0.81
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0	1.44
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0	1.44
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0	1.44

STANDARD SIGN
W4-2

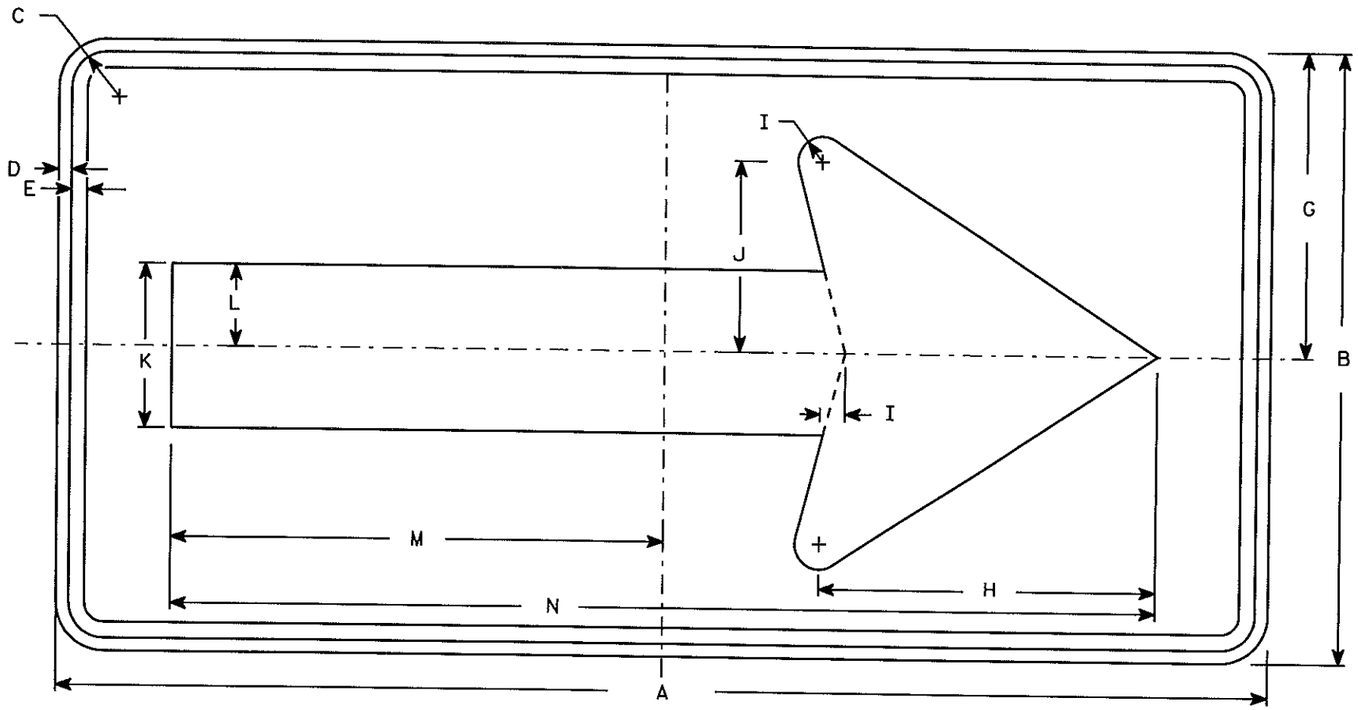
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/08/05 PLATE NO. W4-2.11

PROJECT NO:

SHEET NO: 421 E



W1-6

NOTES

1. Sign is Type II - Type H 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.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1500 mm X 750 mm
4	1500 mm X 750 mm
5	2400 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5	0.41
2	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0	0.72
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5	1.13
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5	1.13
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0	2.88

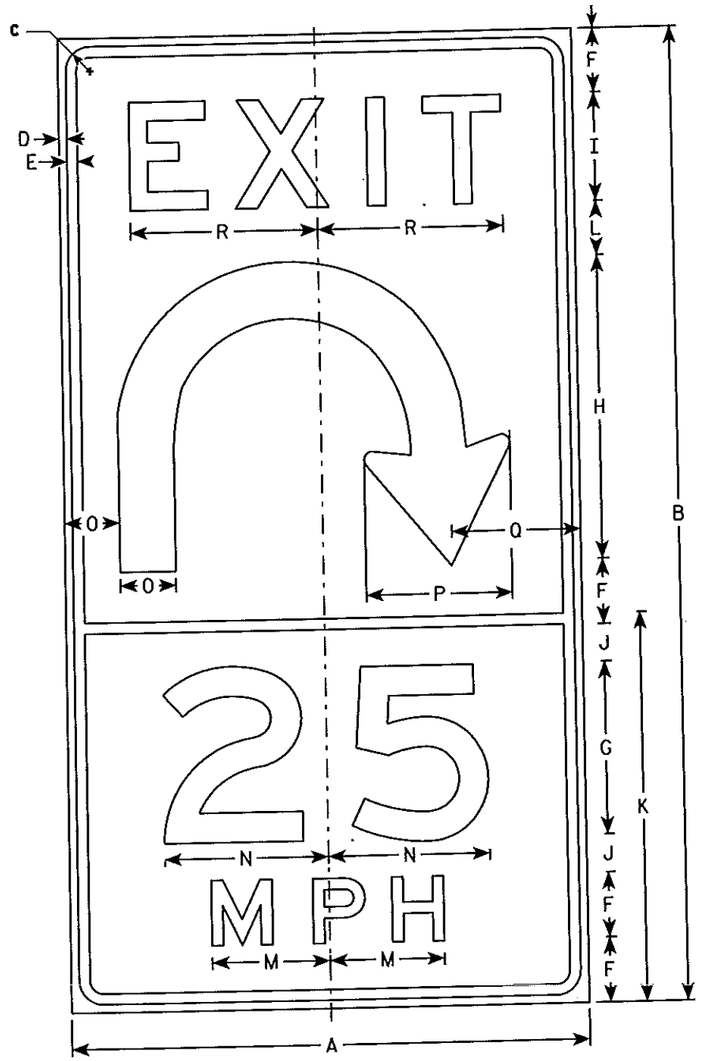
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spange for State Traffic Engineer

DATE 1/18/97 PLATE NO. W1-6.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 422 | 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 - Yellow
   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.

Metric equivalent for this sign is:

SIZE	
1	
2	1200 mm X 2250 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																											30	2.7
2	48	90	2 1/4	3/4	1	6	16	28	10	3 1/2	36	5	10 3/4	15	5 1/4	13 5/8	12	17 3/8										
3																												
4																												
5																												

STANDARD SIGN
W13-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/06 PLATE NO. W13.2A1

SHEET NO: 423 E

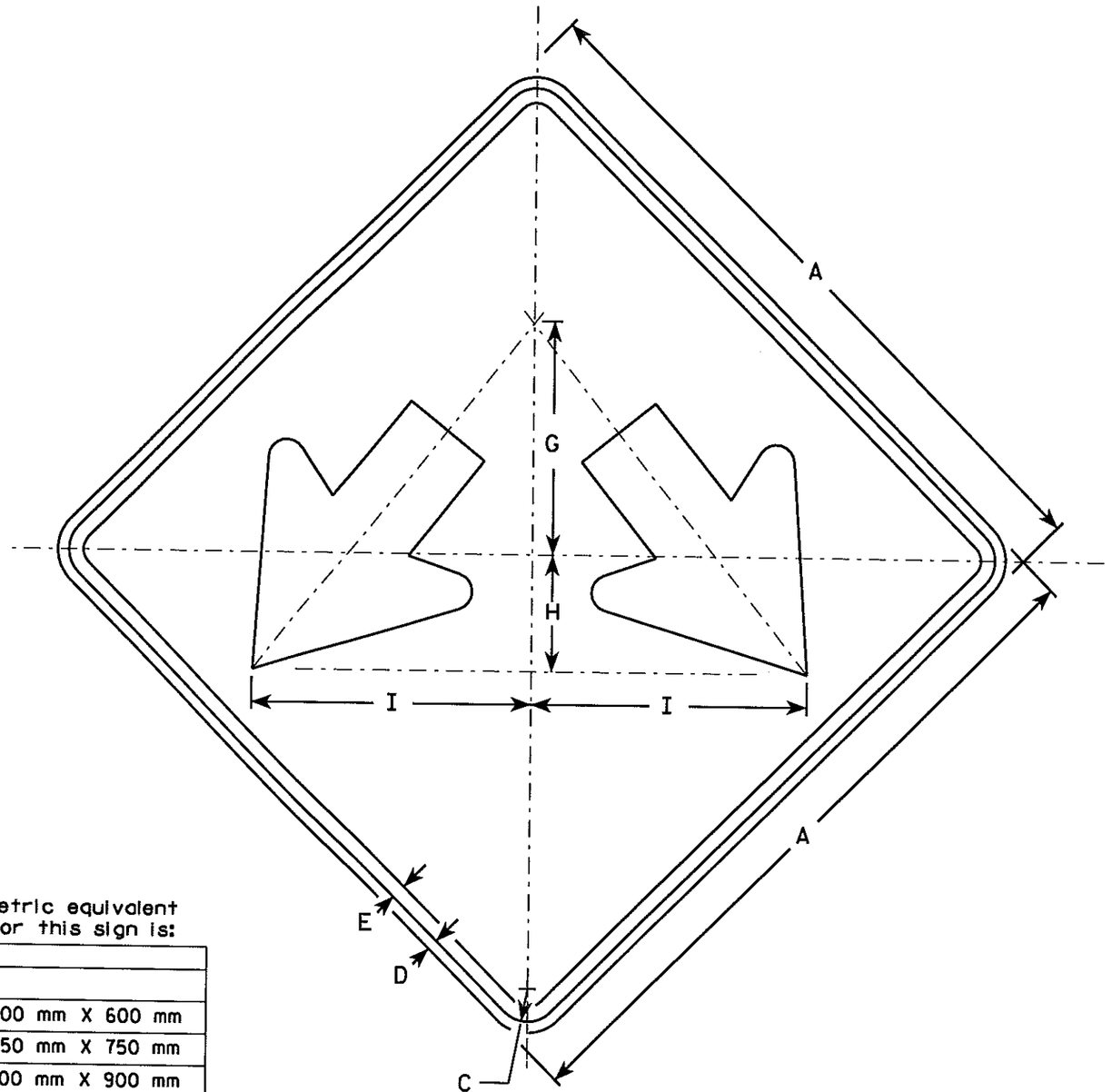
PROJECT NO: | HWY: | COUNTY:

PLOT DATE : 24-MAR-2006 10:14 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 13.991250:1.000000 WISDOT/CADDS SHEET 42

FILE NAME : C:\Users\Projects\tr_stdplate\W132A.DGN

7

7



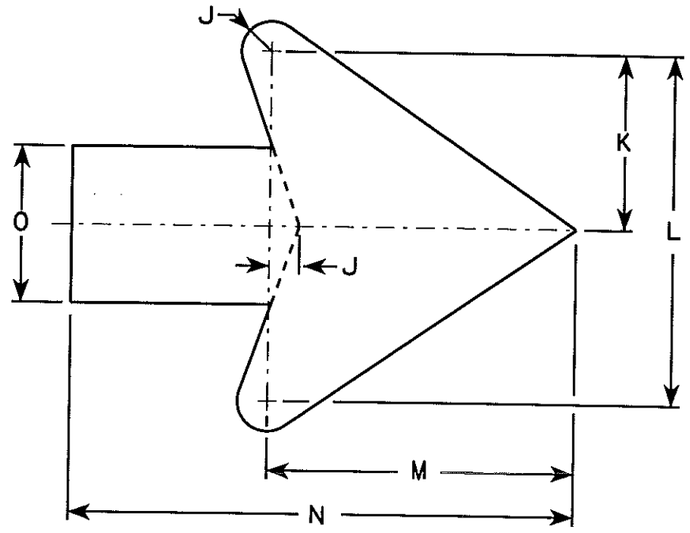
W12-1D

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	750 mm X 750 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

NOTES

1. Sign is Type II - Type H 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.



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.	Area sq. m
1																												
2	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0	0.36
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25	0.56
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0	0.81
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0	1.44

STANDARD SIGN
W12-1D

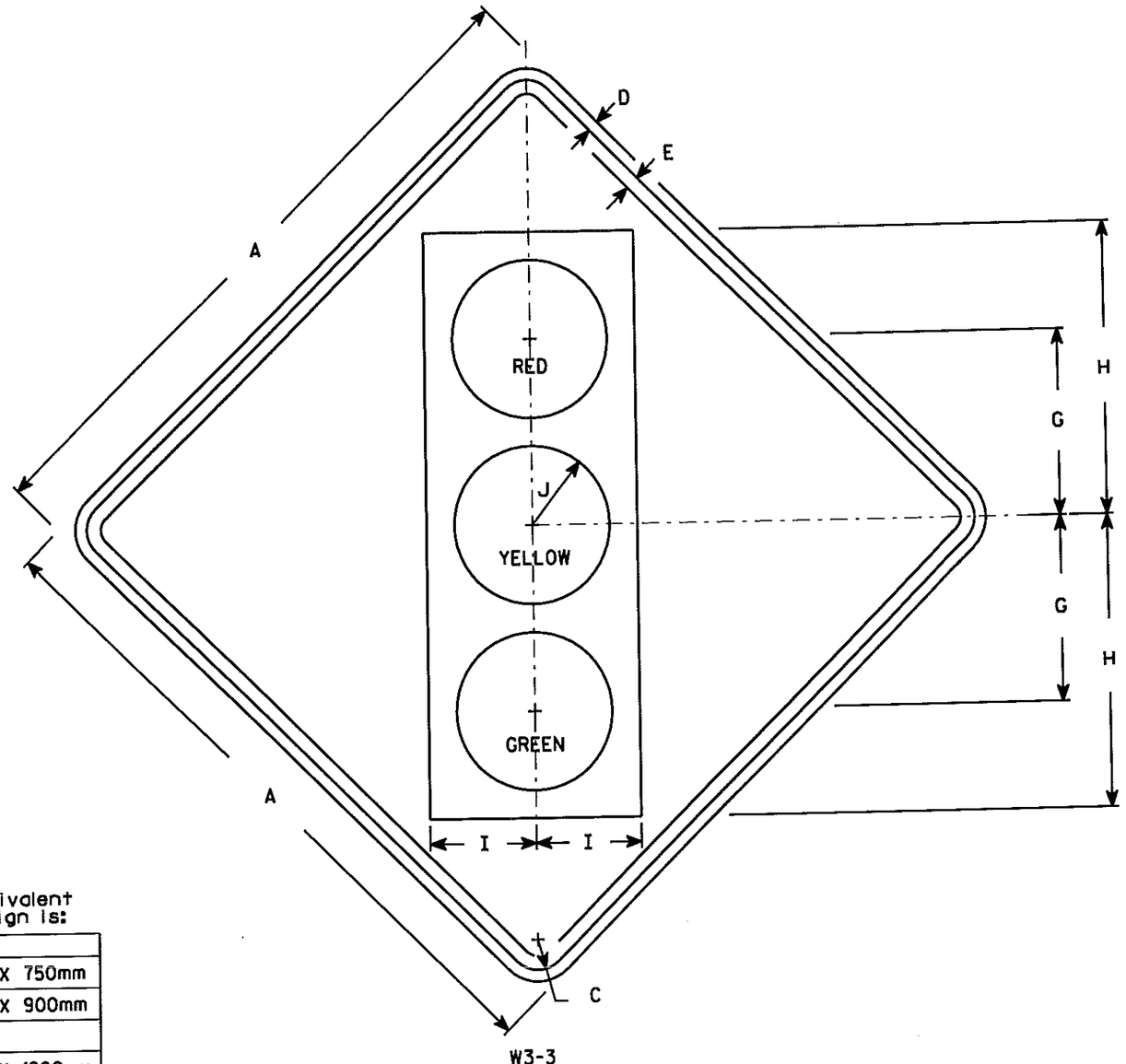
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/06 PLATE NO. W12-1D.13

PROJECT NO: | HWY: | COUNTY:

SHEET NO: 424 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 - Yellow
   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. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

Metric equivalent for this sign is:

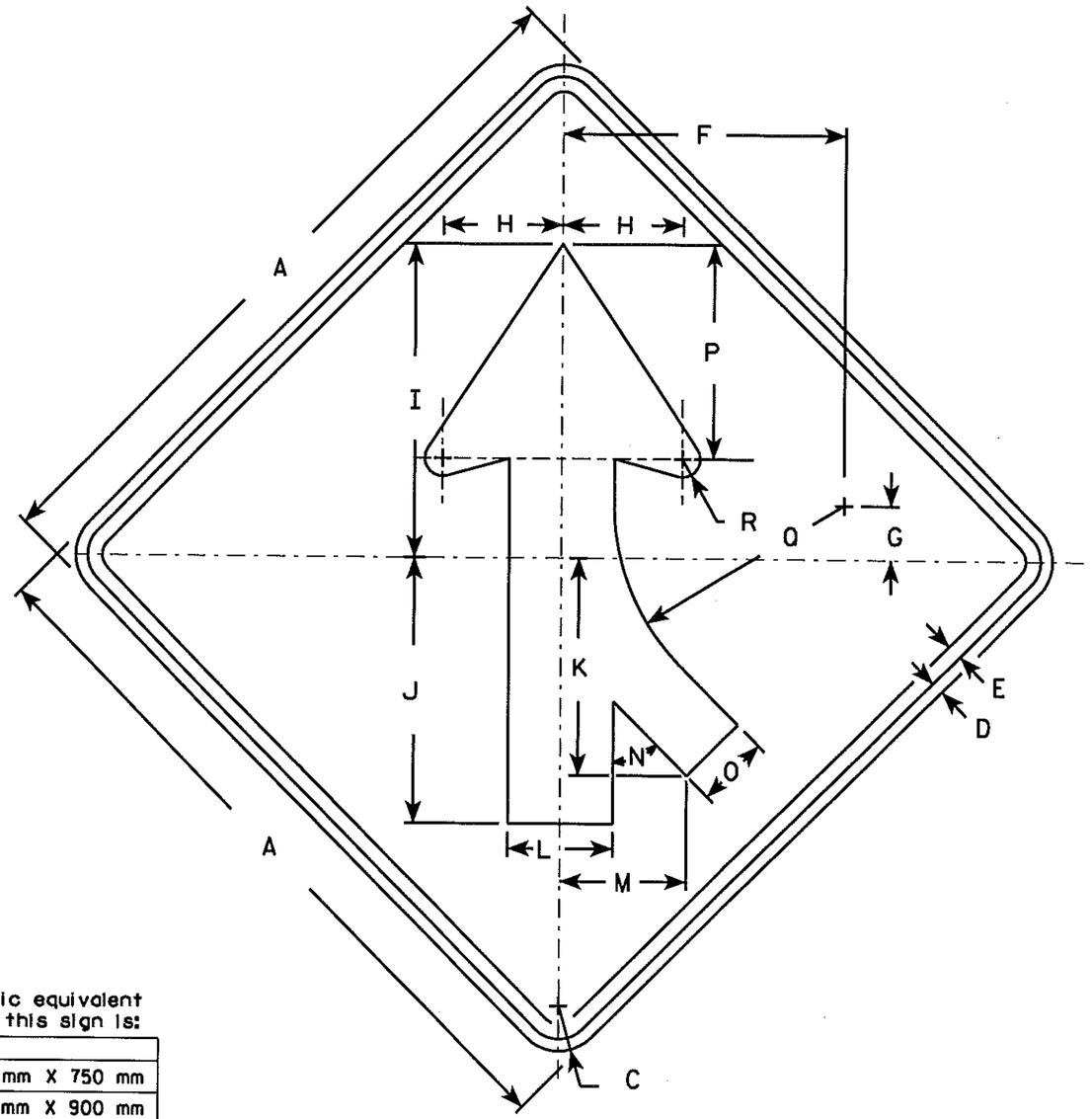
SIZE	
1	750mm X 750mm
2	900mm X 900mm
3	
4	1200mm X 1200mm
5	1200mm X 1200mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25	0.56
2	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0	0.81
3																											16.0	1.44
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0	1.44
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																		

STANDARD SIGN
W3-3
WISCONSIN DEPT OF TRANSPORTATION
APPROVED Matthew R Rauch for State Traffic Engineer
DATE 12/15/05 PLATE NO. W3-3.9

SHEET NO: 425 E

PROJECT NO: | HWY: | COUNTY:



W4-1R

NOTES

1. Sign is Type II - Type H 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. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30		1 3/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25	0.56
2	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0	0.81
3	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0	0.81
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0	1.44
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0	1.44

STANDARD SIGN
W4-1

WISCONSIN DEPT OF TRANSPORTATION

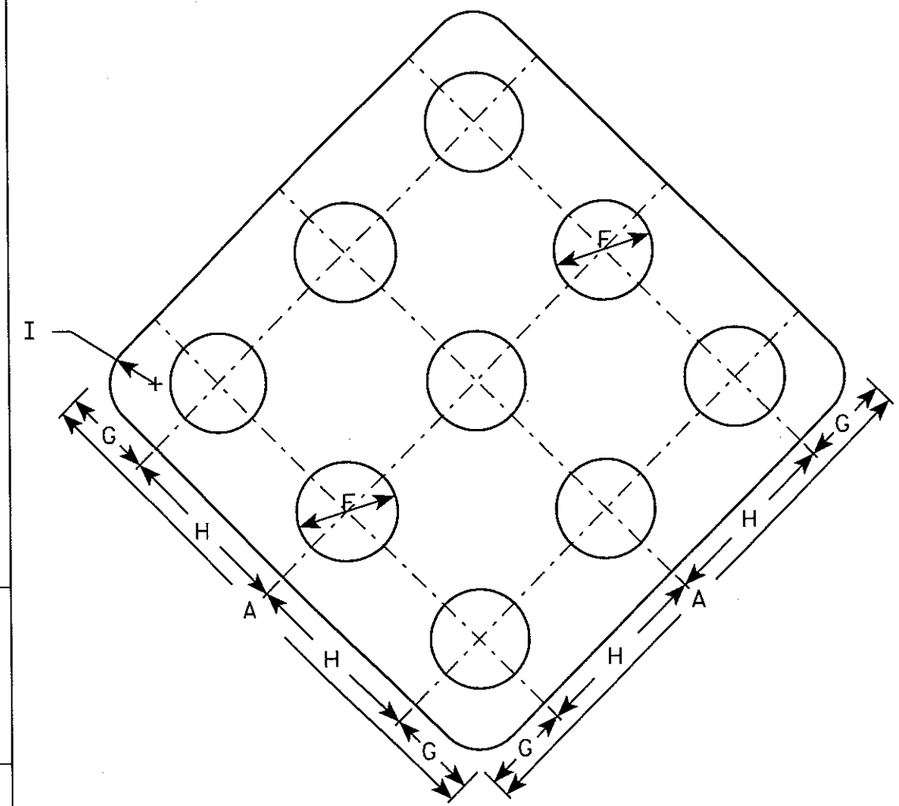
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/29/05 PLATE NO. W4-1.12

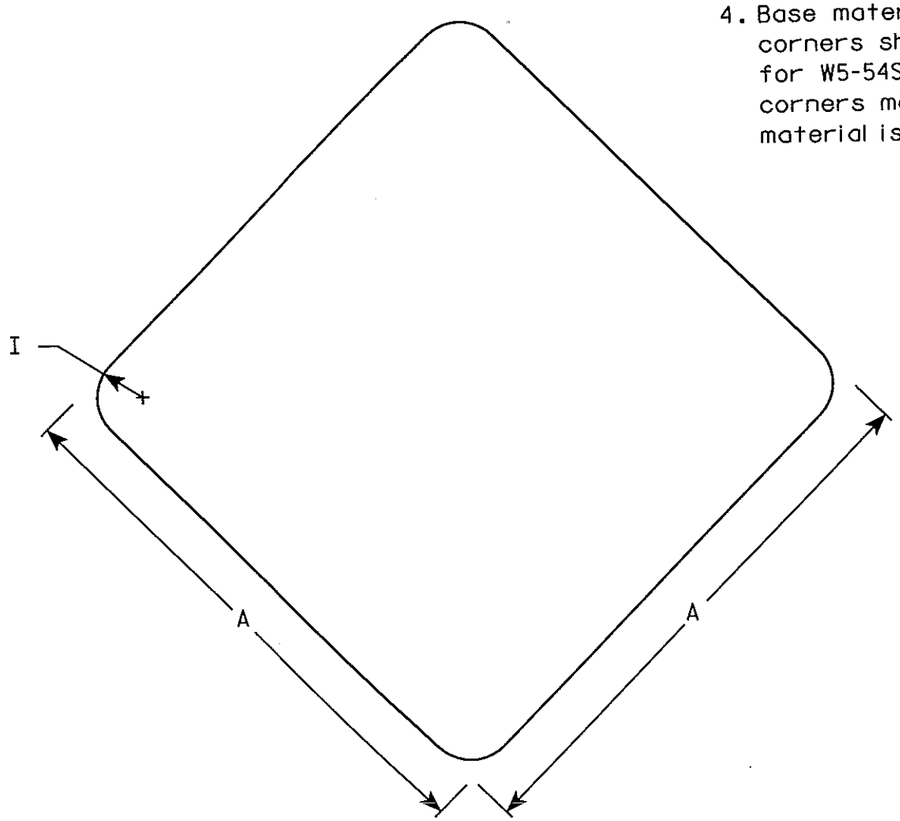
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 426 | E

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 3
3. W5-54D Message Units are 3" center mount Yellow delineators as per 633.2.3
4. Base material for W5-54D shall be metal and corners shall be rounded. Base material for W5-54S may be plywood or metal and corners may be square or rounded when material is plywood but rounded when metal.



W5-54D



W5-54S

Metric equivalent for this sign is:

SIZE	
1	300 mm X 300 mm
2	450 mm X 450 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	12					3 1/4	2	4	1																		1.0	0.09
2	18					3 1/4	3	6	1 1/2																		2.25	0.20
3																												
4																												
5																												

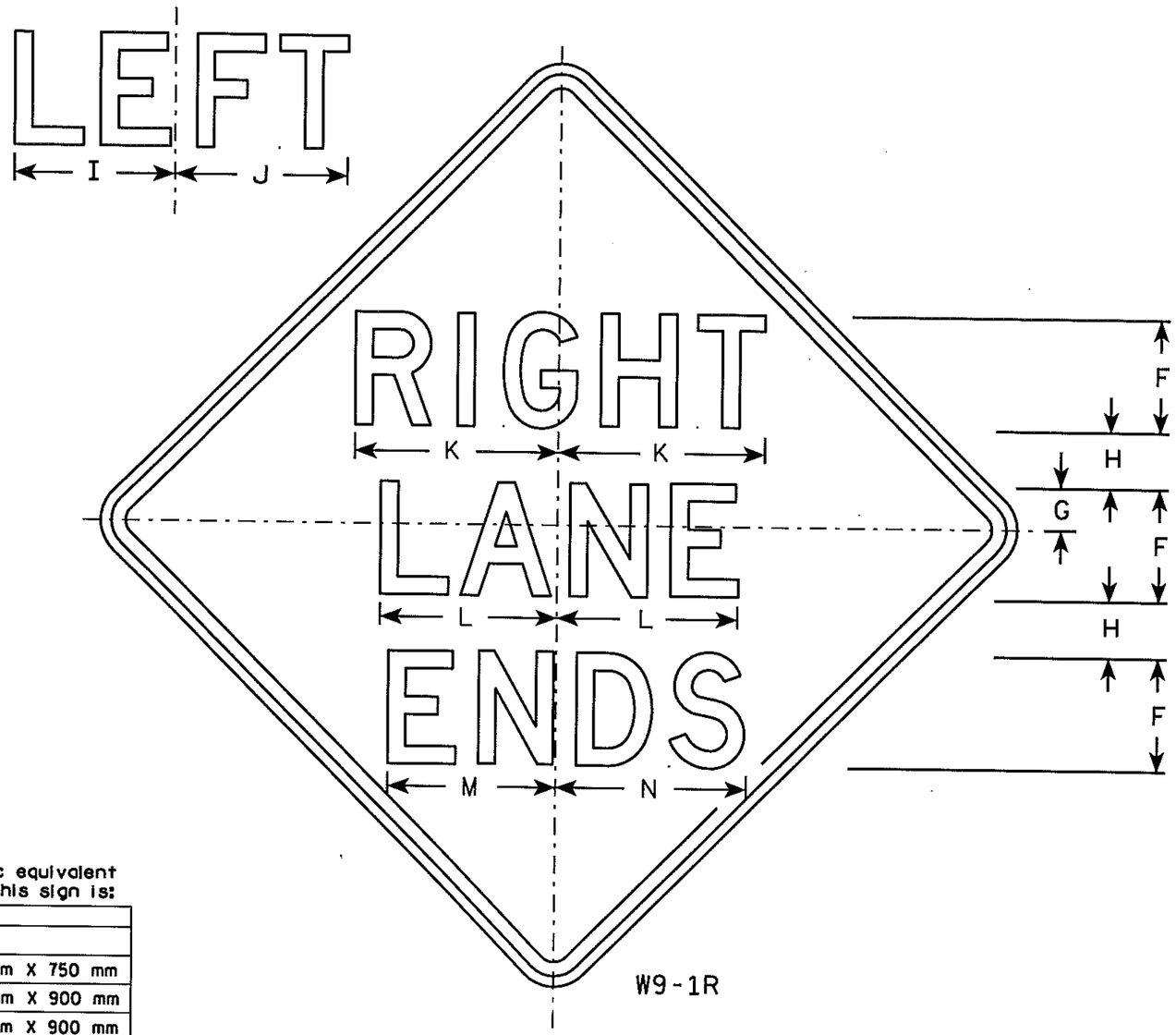
STANDARD SIGN
W5-54D & W5-54S

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spacy for State Traffic Engineer

DATE 01/15/02 PLATE NO. W5-54.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 427 | E



W9-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. W9-1L same as W9-1R except the word Left replaces Right.

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8														
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													6.25	0.56
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0	0.81
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													9.0	0.81
																											16.0	1.44

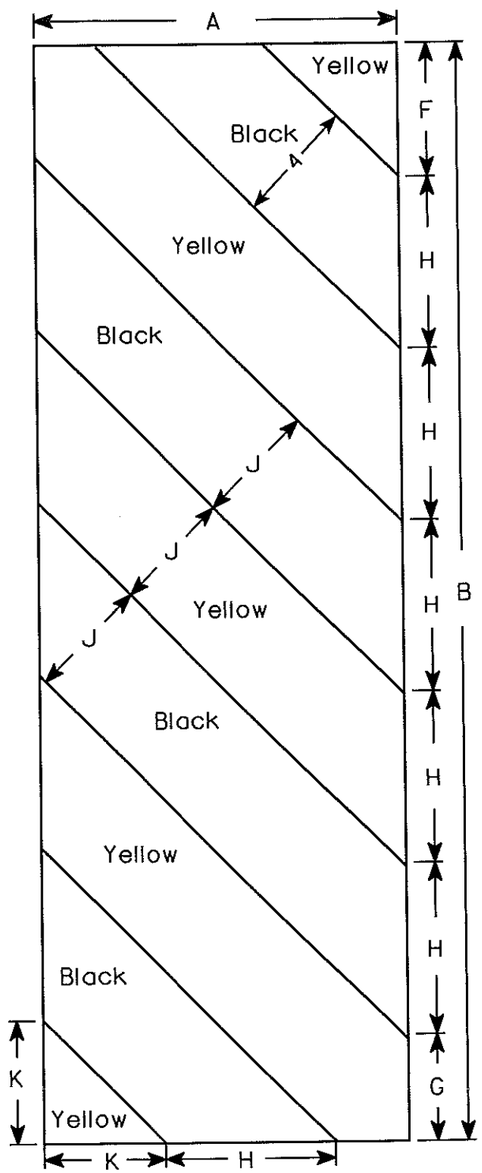
STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

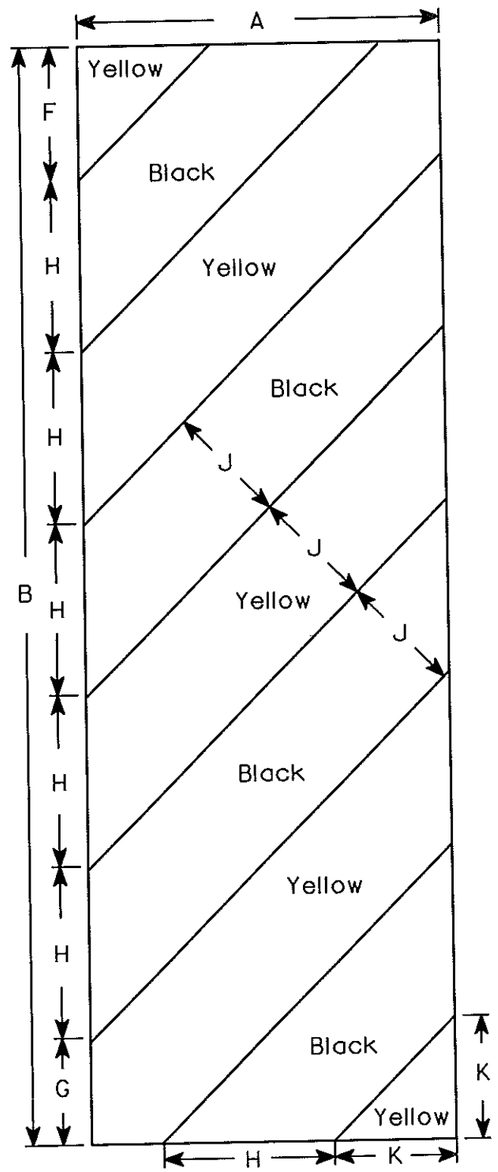
APPROVED Chesta J Spang for State Traffic Engineer

DATE 01/16/02 PLATE NO. W9-1.6

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 428	E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type H 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. Alternate colors of stripes as shown.

Metric equivalent for this sign is:

SIZE	
1	
2	300 mm X 900 mm
3	450 mm X 1350 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0	0.27
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75	0.61
4																												
5																												

STANDARD SIGN
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 8/13/97 PLATE NO. W5-52.7

SHEET NO: 429 E

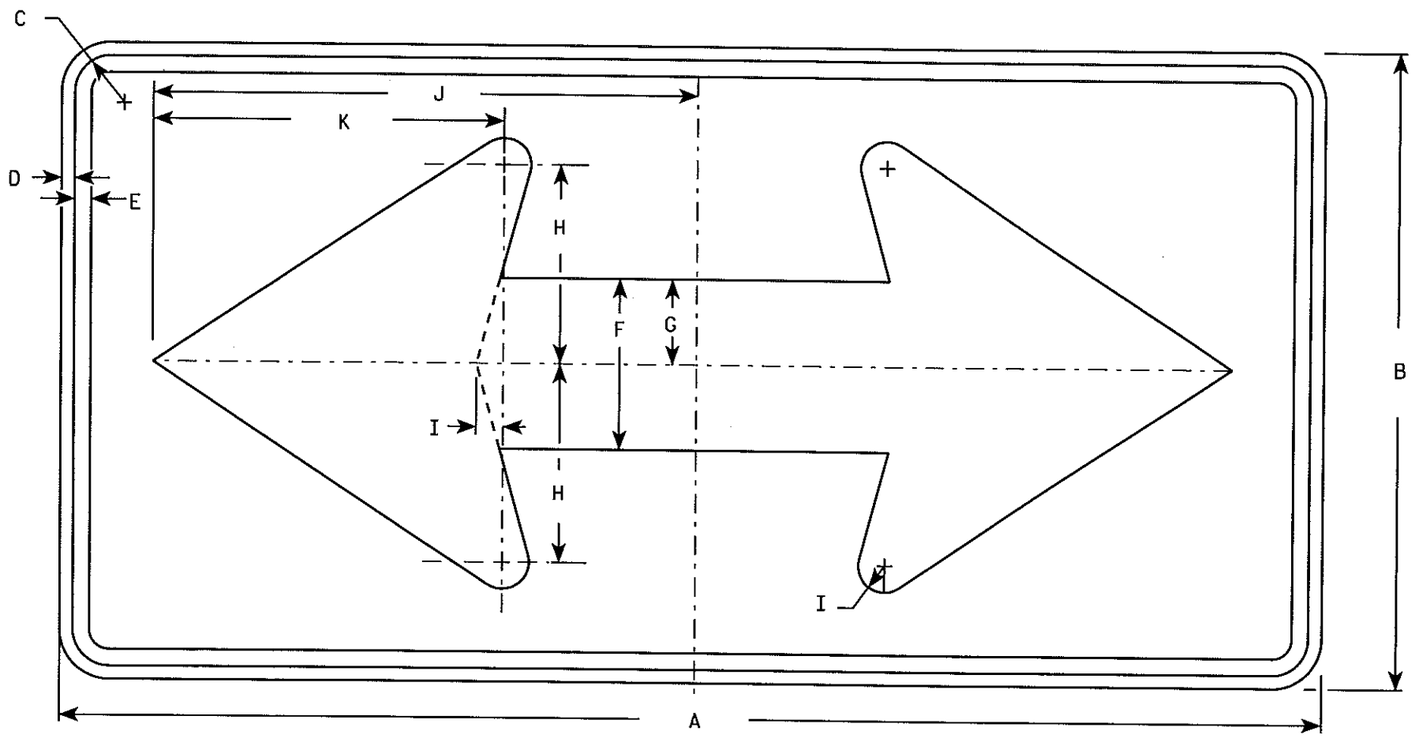
PROJECT NO: HWY: COUNTY:

PLOT DATE : 05-OCT-2005 14:12 PLOT BY : DIT.JPH PLOT NAME : PLOT SCALE : 4.967363:1.000000 WISDOT/CADDS SHEET 42

FILE NAME : C:\Users\Projects\tr_stdplate\W552.DGN

7

7



W1-7

NOTES

1. Sign is Type II - Type H 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.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1500 mm X 750 mm
4	1500 mm X 750 mm
5	2400 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5	0.41
2	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0	0.72
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5	1.13
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5	1.13
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0	2.88

STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 8/20/97 PLATE NO. W1-7.6

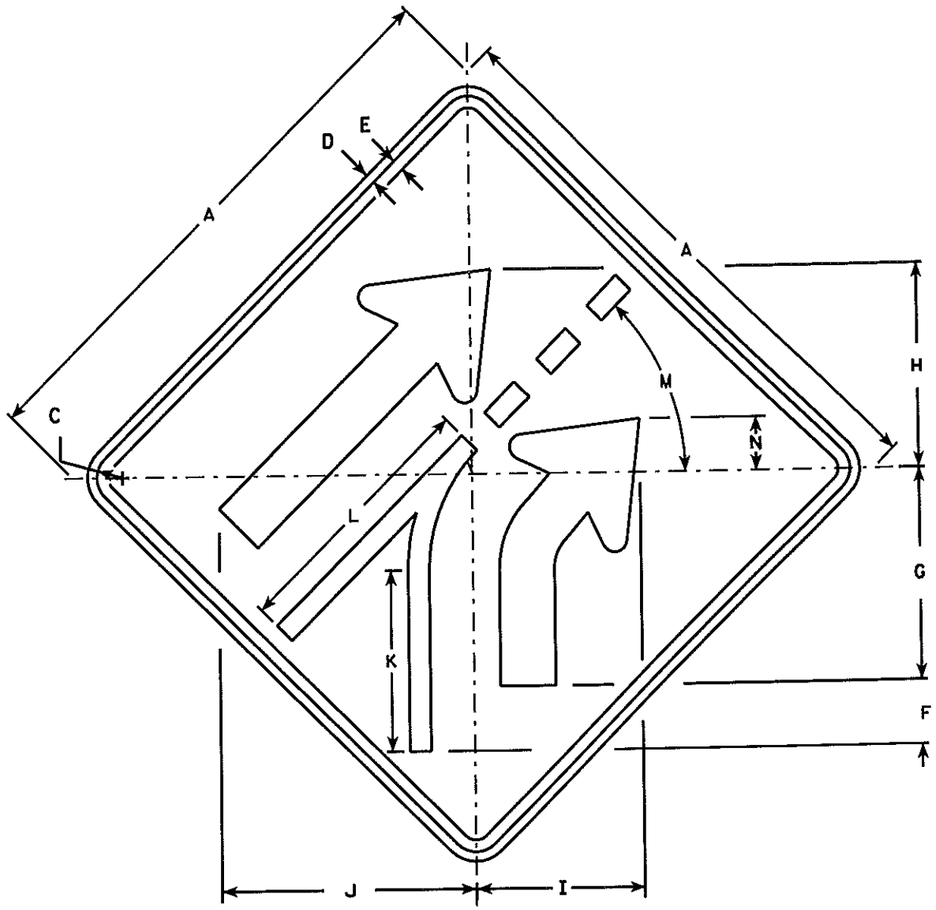
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 430 | E

FILE NAME : C:\Users\Projects\tr_stdplate\W17.DGN PLOT DATE : 05-OCT-2005 11:43 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 5.722397:1.000000

WISDOT/CADDS SHEET 42

7

7



W4-6

NOTES

1. Sign is Type II - Type H 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.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	30		1 3/8	1/2	5/8	3 3/8	11 1/4	10 3/4	9	13 1/2	9 1/2	14	45°	2 7/8													6.25	0.56
2	36		1 5/8	5/8	3/4	4	13 1/2	13	10 7/8	16 1/4	11 1/2	16 7/8	45°	3 3/8													9.0	0.81
3																											16.0	1.44
4	48		2 1/4	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0	1.44
5	48		2 1/4	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2														

* Scale and Rotate W4-3 and make modifications.

STANDARD SIGN
W4-6

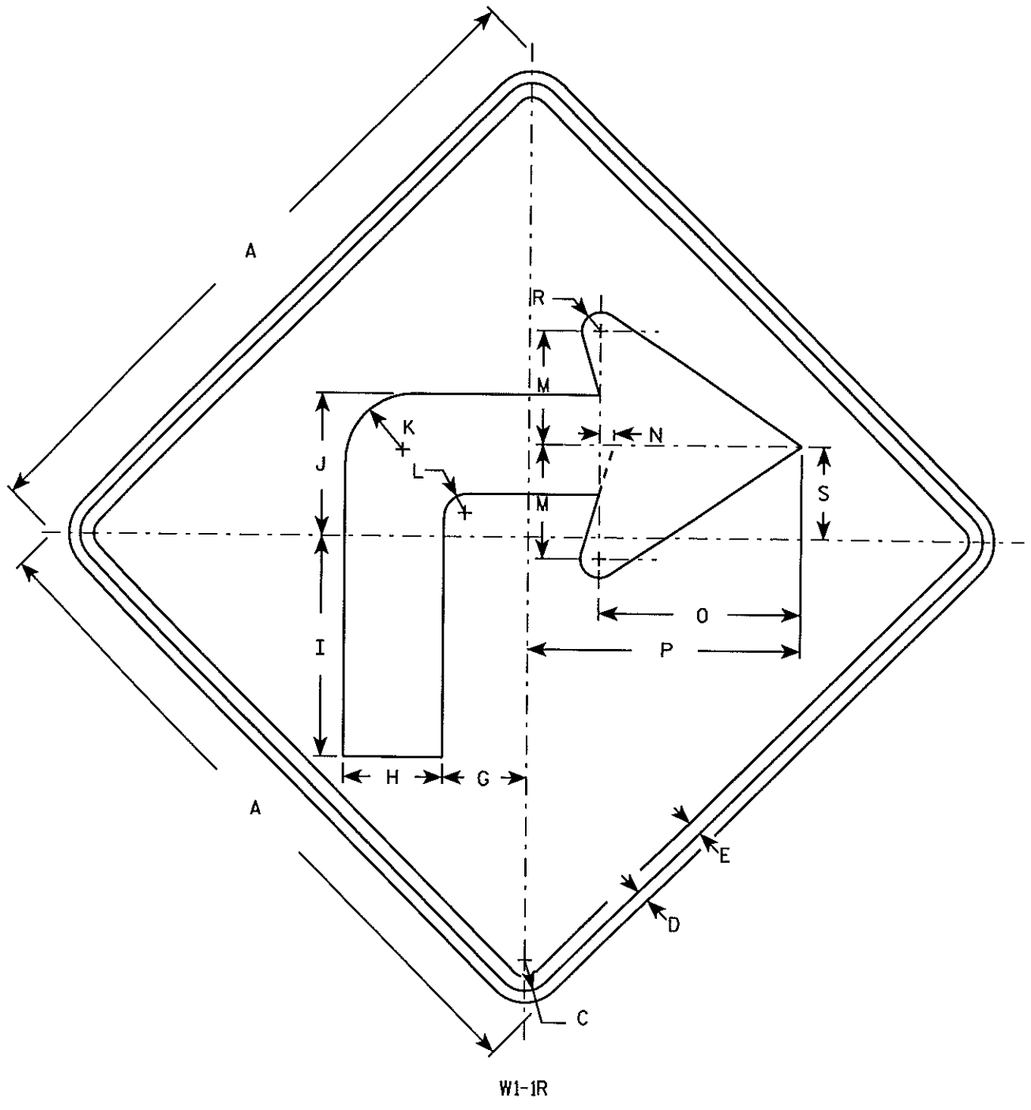
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/05 PLATE NO. W4-6.1

SHEET NO: 431 E

PROJECT NO:



W1-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-1L is the same as W1-1R except the arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	900 mm X 900 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2		3	3 1/2	7 3/4	5	2 1/2	7/8	4	1/2	7	9 1/2		5/8	3 1/4								4.0	0.36
2	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0	0.81
3	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0	0.81
4	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0	1.44
5	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0	1.44

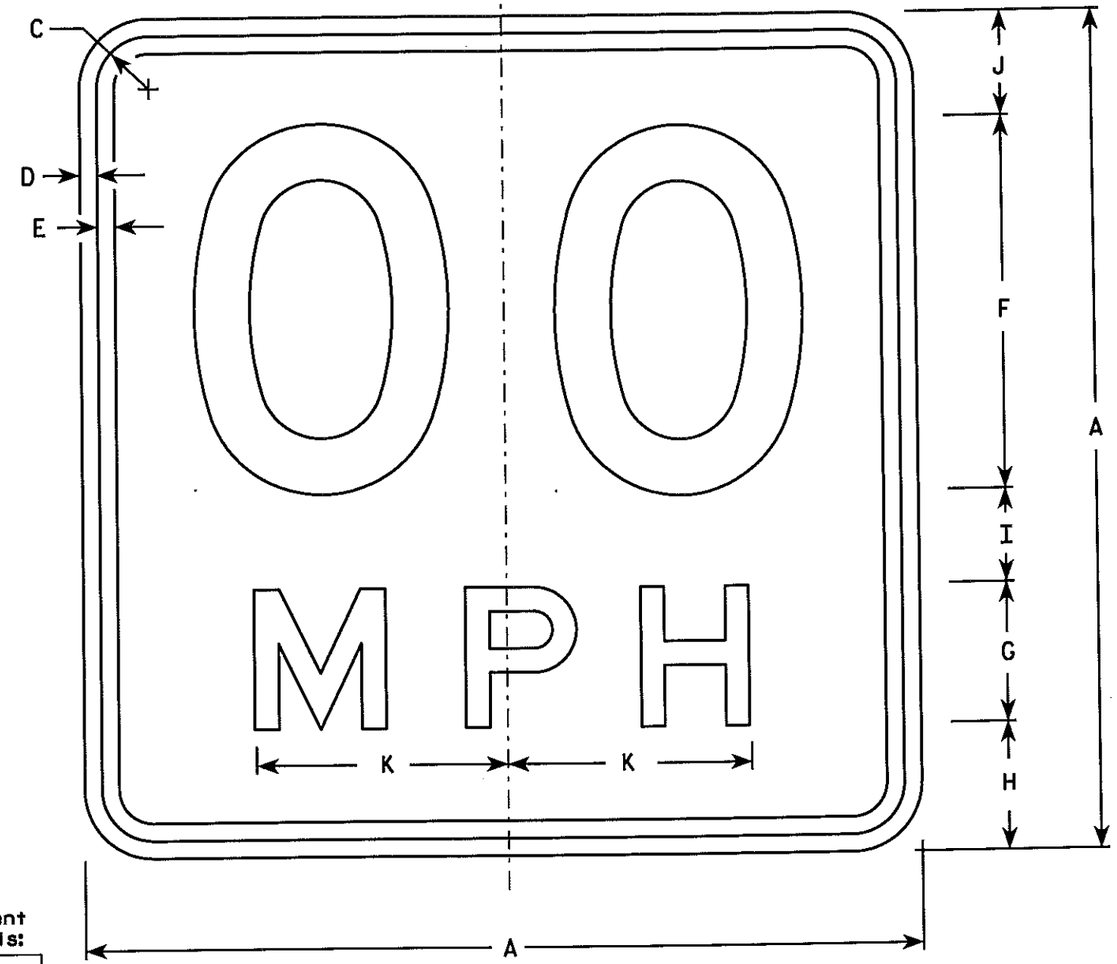
STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/05 PLATE NO. W1-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 432 | E



W13-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

Metric equivalent for this sign is:

SIZE	
1	450 mm X 450 mm
2	450 mm X 450 mm
3	600 mm X 600 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25	0.20
2*	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25	0.20
2*	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00	0.36
3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00	0.36
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00	0.81
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00	0.81

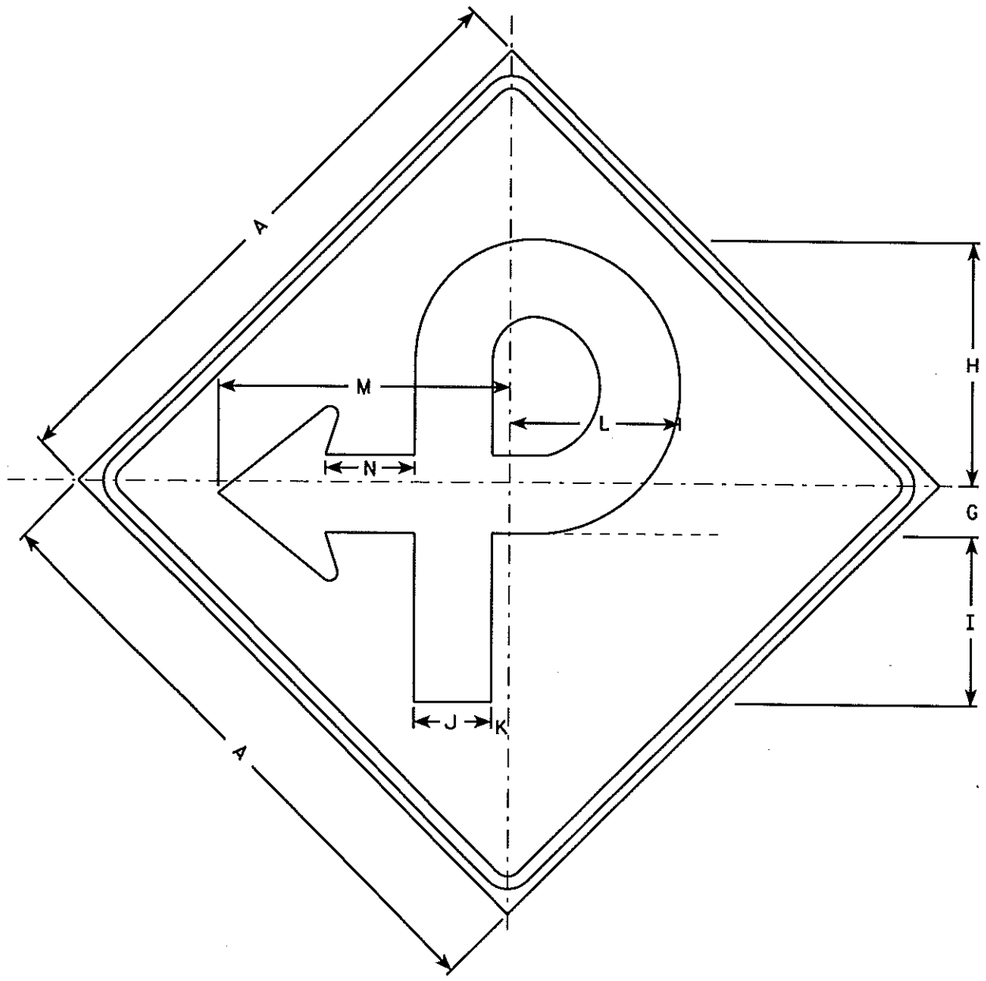
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/05/06 PLATE NO. W13-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 433 | E



W1-60

NOTES

1. Sign is Type II - Type H 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.

Metric equivalent for this sign is:

SIZE	
1	
2	900 mm X 900 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	36		1 5/8	5/8	3/4		3	14 3/8	10	4 5/8	1	10	17 1/4	5 1/4													9.0	0.81
3	36		1 5/8	5/8	3/4		3	14 3/8	10	4 5/8	1	10	17 1/4	5 1/4													9.0	0.81
4	48		2 1/4	3/4	1		4	19 1/8	13 1/4	6 1/8	1 3/8	13 3/8	23	7 1/8													16.0	1.44
5	48		2 1/4	3/4	1		4	19 1/8	13 1/4	6 1/8	1 3/8	13 3/8	23	7 1/8													16.0	1.44

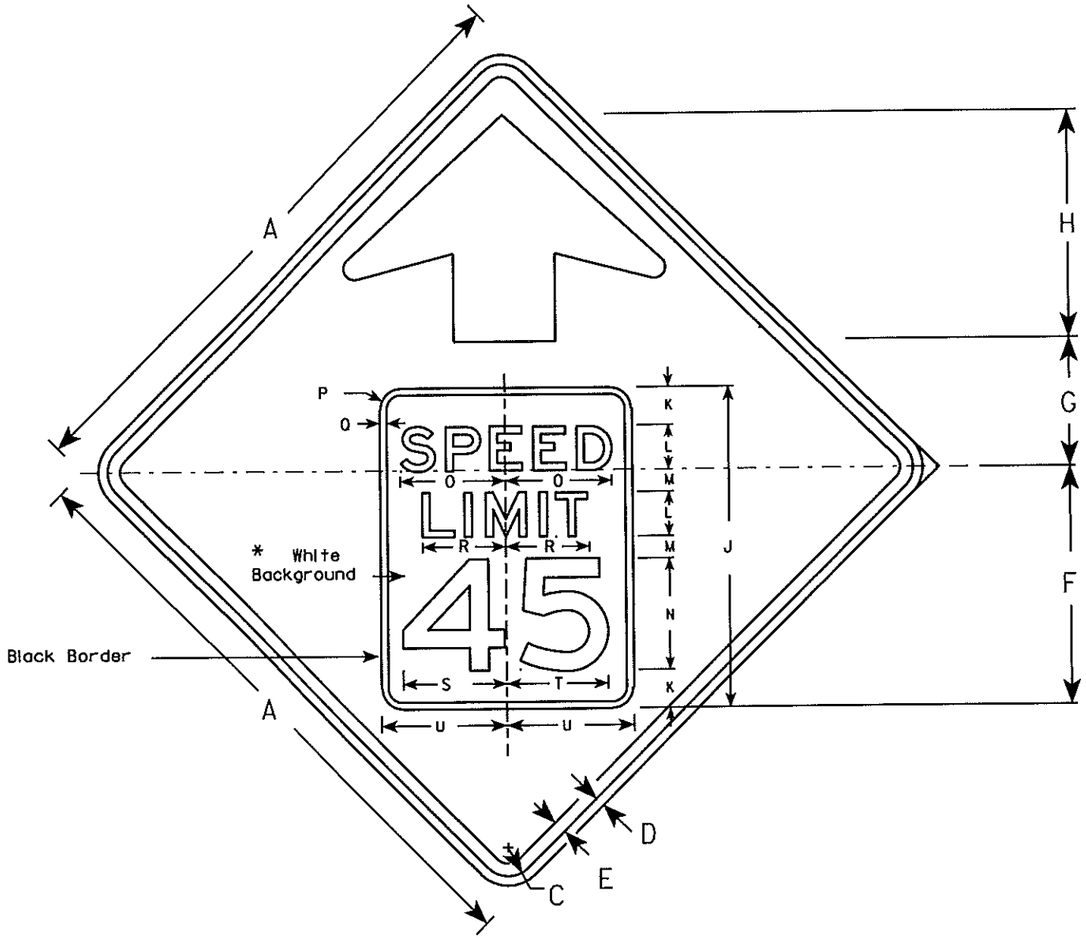
STANDARD SIGN
W1-60

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/28/03 PLATE NO. W1-60.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 434	E

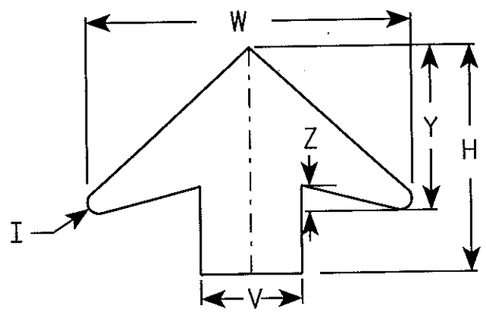


W3-5

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	900 mm X 900 mm
3	1200 mm X 1200 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 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																												
2	36		1 5/8	5/8	3/4	14 1/8	7 1/2	13 1/2	5/8	19	2 1/4	2 5/8	1 3/8	6 1/2	6 1/4	1 1/2	3/8	4 7/8	6 1/4	6	7 1/2	6	19 1/4		9 3/4	1 5/8	9.0	0.81
3	36		1 5/8	5/8	3/4	14 1/8	7 1/2	13 1/2	5/8	19	2 1/4	2 5/8	1 3/8	6 1/2	6 1/4	1 1/2	3/8	4 7/8	6 1/4	6	7 1/2	6	19 1/4		9 3/4	1 5/8	9.0	0.81
4	48		2 1/4	3/4	1	18 3/4	10 1/8	17 7/8	7/8	25 1/4	3	3 1/2	1 3/4	8 3/4	8 3/8	1 5/8	1/2	6 5/8	8 1/4	8	10	8	25 5/8		13	2	16.0	1.44
5	48		2 1/4	3/4	1	18 3/4	10 1/8	17 7/8	7/8	25 1/4	3	3 1/2	1 3/4	8 3/4	8 3/8	1 5/8	1/2	6 5/8	8 1/4	8	10	8	25 5/8		13	2	16.0	1.44

STANDARD SIGN
W3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

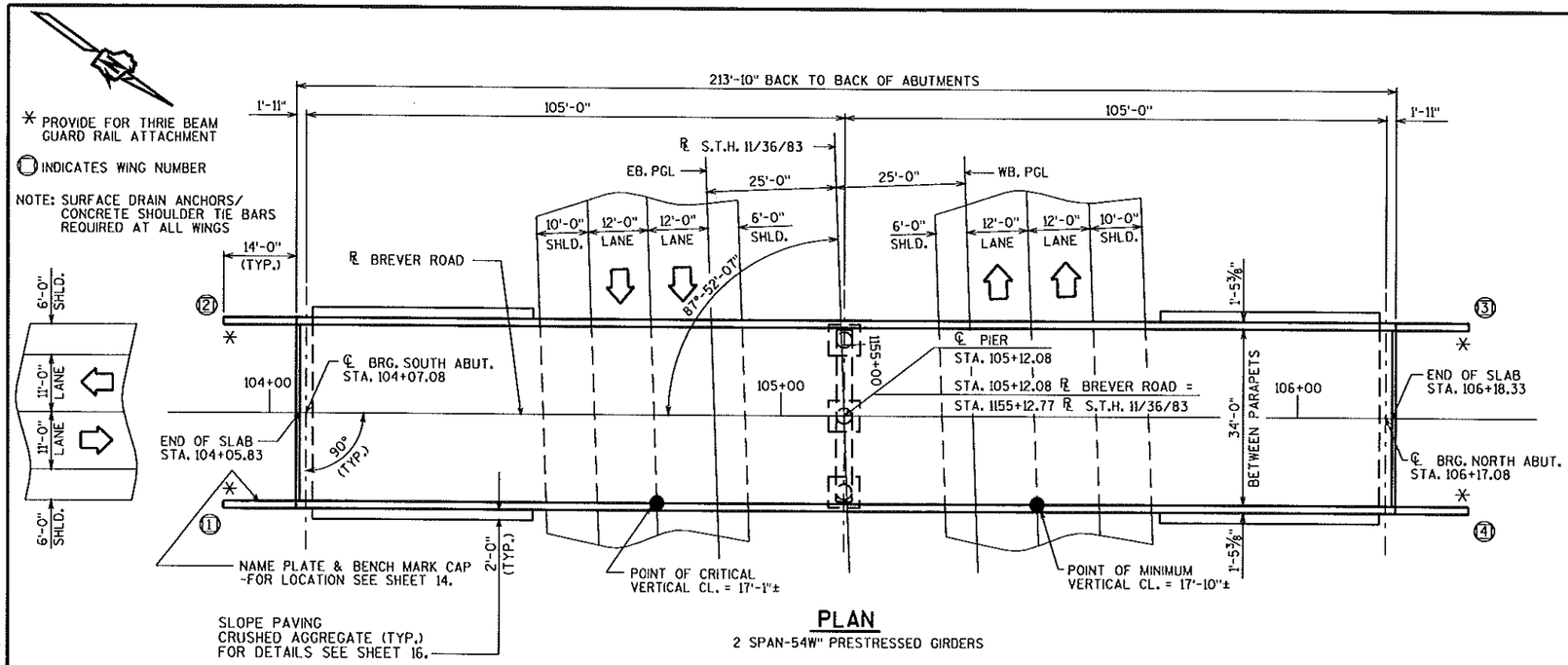
DATE 2/18/04 PLATE NO. W3-5.1

PROJECT NO:

SHEET NO: 435 E

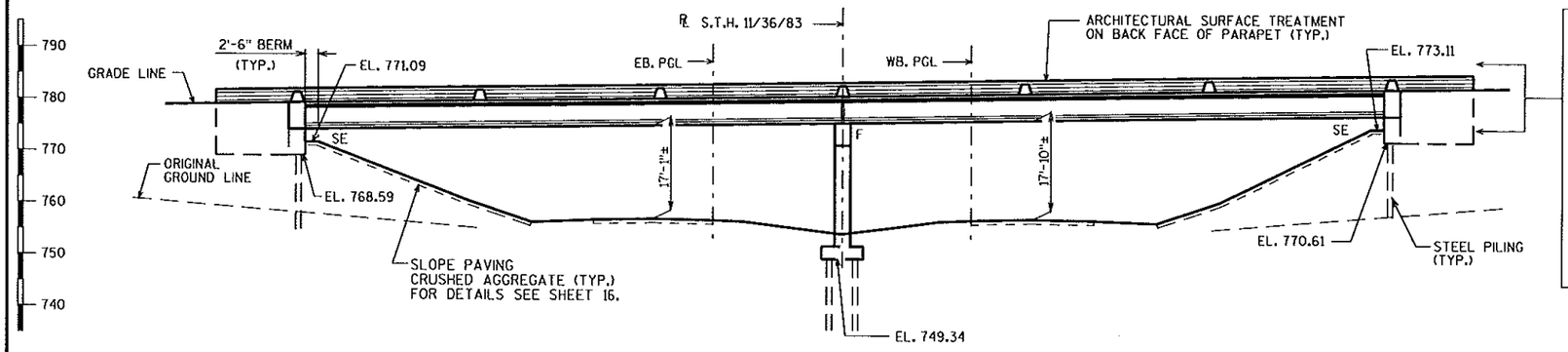
STATE PROJECT NUMBER

3180-10-70



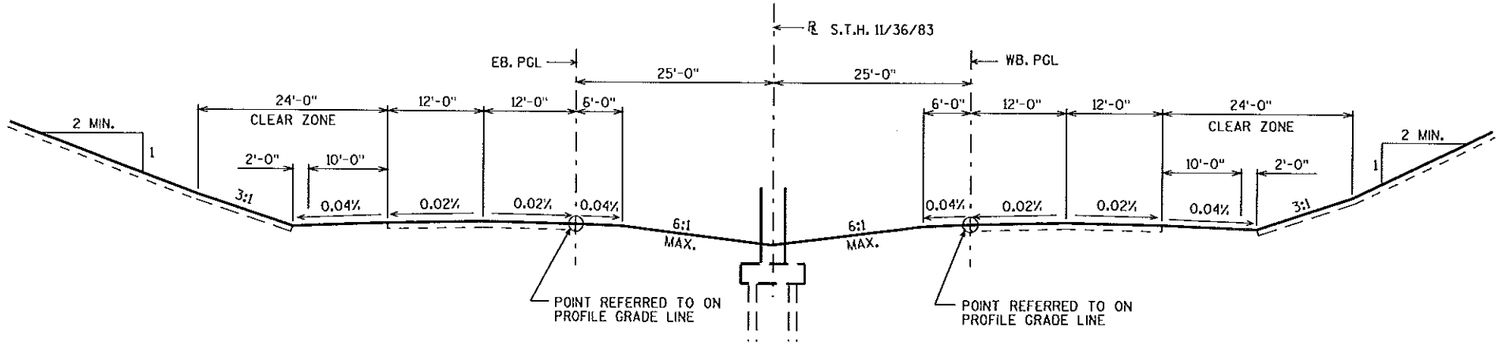
PLAN

2 SPAN-54W" PRESTRESSED GIRDERS



ELEVATION

NORMAL TO S.T.H. 11/36/83



TYPICAL SECTION THRU S.T.H. 11/36/83

DESIGN DATA

LIVE LOAD:

DESIGN RATING; HS-25
INVENTORY RATING; HS-30
OPERATIONAL RATING; HS-51
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 250 KIPS.

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY SLAB— f'c = 4,000 P.S.I. ALL OTHER— f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
54W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 9,000 P.S.I.
STRANDS- 0.6" ϕ WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

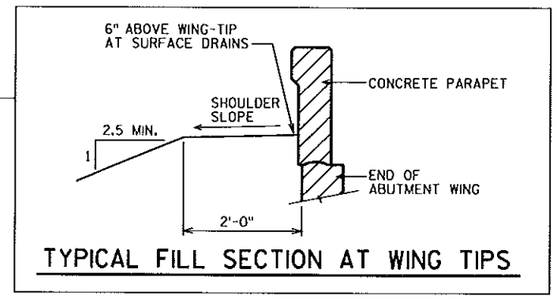
FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 12X53 STEEL PILING DRIVEN TO A MINIMUM BEARING VALUE OF 70 TONS PER PILE. ESTIMATED 60'-0" LONG.

PIER TO BE SUPPORTED ON HP 14X73 STEEL PILING DRIVEN TO A MINIMUM BEARING VALUE OF 95 TONS PER PILE. ESTIMATED 40'-0" LONG.

TRAFFIC VOLUME

BREVER ROAD	S.T.H. 11/36/83
A.D.T.=667 (2020)	A.D.T.=8,500 (2026)
R.D.S.=50 M.P.H.	R.D.S.=60 M.P.H.



TYPICAL FILL SECTION AT WING TIPS

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WEST ABUTMENT DETAILS
6. EAST ABUTMENT
7. EAST ABUTMENT DETAILS
8. PIER
9. SUPERSTRUCTURE
10. SUPERSTRUCTURE DETAILS
11. 54W" PRESTRESSED GIRDER DETAILS
12. 54W" PRESTRESSED GIRDER DETAILS
13. STEEL DIAPHRAGM
14. SLOPED FACE PARAPET LF
15. ARCHITECTURAL SURFACE TREATMENT
16. SLOPE PAVING AND CONDUIT DETAILS

BRIDGE OFFICE CONTACT = DAVID R. GENSON (608) 266-8491

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

APPROVED William C Dreher SDR 4-18-07
CHIEF STRUCTURAL DESIGN ENGINEER DATE

STRUCTURE B-51-95

BREVER ROAD OVER S.T.H. 11/36/83

COUNTY RACINE	TOWN ~~CITY/VILLAGE~~ BURLINGTON
DESIGN SPEC. AASHTO STD. SPEC. 2003	LOAD HS-25 / CONST. SPEC. 2003
DESIGNED BY AMJ / DESIGN CK'D. DRG	DRAWN BY AMW / PLANS CK'D. DRG

GENERAL PLAN

SHEET 1 OF 16

436

I.D. 3180-10-00P

DATE: OCT. 2006

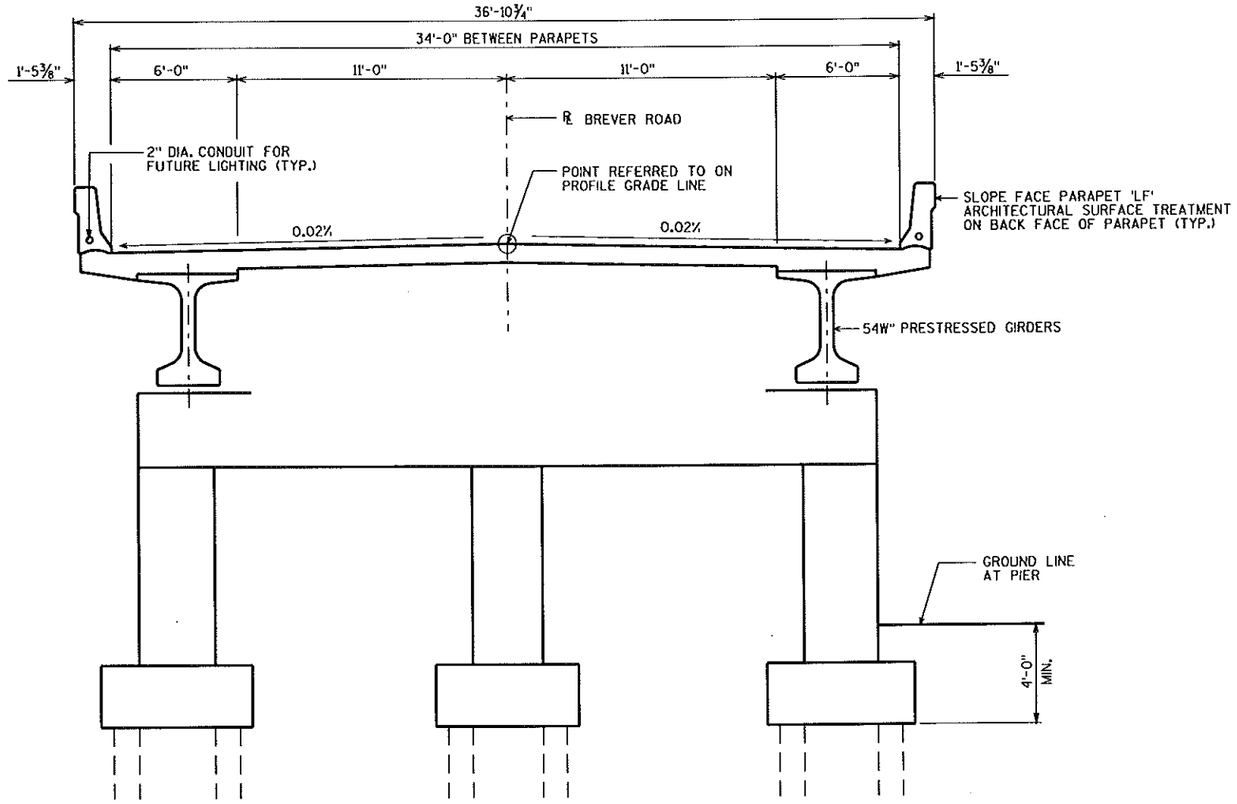
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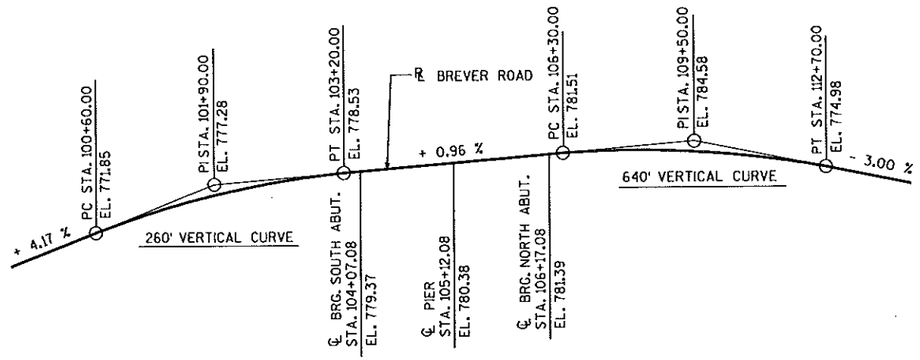
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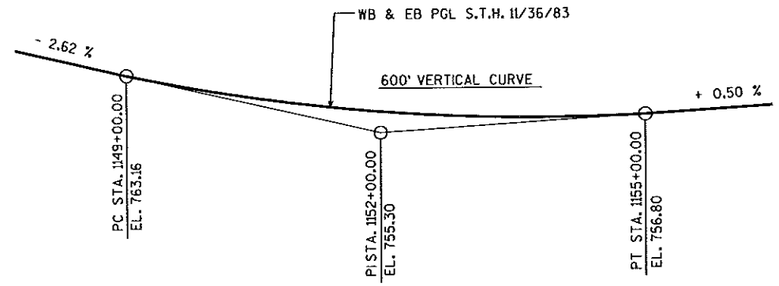
3180-10-70



CROSS SECTION THRU ROADWAY LOOKING NORTH



PROFILE GRADE LINE BREVER ROAD



WB & EB PROFILE GRADE LINE S.T.H. 11/36/83

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	NORTH ABUT.	PIER	TOTALS
EXCAVATION FOR STRUCTURES BRIDGES B-51-95	LS	—	—	—	—	1
BACKFILL STRUCTURE	CY	—	145	145	—	290
CONCRETE MASONRY BRIDGES	CY	332	42	42	56	472
PROTECTIVE SURFACE TREATMENT	SY	990	—	—	—	990
PRESTRESSED GIRDER TYPE I 54W-INCH	LF	1,054	—	—	—	1054
BAR STEEL REINFORCEMENT HS BRIDGES	LB	—	1,745	1,745	1,260	4,750
BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	59,140	2,330	2,330	8,860	72,660
BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	15	—	—	—	15
STEEL DIAPHRAGMS B-51-95	EACH	16	—	—	—	16
PILING STEEL DELIVERED AND DRIVEN HP 12-INCH X 53 LB	LF	—	540	540	—	1,080
PILING STEEL DELIVERED AND DRIVEN HP 14-INCH X 73 LB	LF	—	—	—	720	720
RUBBERIZED MEMBRANE WATERPROOFING	SY	—	10	10	—	20
SLOPE PAVING CRUSHED AGGREGATE	SY	—	185	215	—	400
PIPE UNDERDRAIN 6-INCH	LF	—	45	45	—	90
PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	—	25	25	—	50
ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	—	2	2	—	4
GEOTEXTILE FABRIC TYPE DF (SCHEDULE A)	SY	—	38	38	—	76
CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	430	30	30	—	490
ARCHITECTURAL SURFACE TREATMENT	SF	660	45	45	—	750
CONCRETE STAINING	SF	330	22	22	—	374
NON-BID ITEMS						
FILLER	SIZE	—	—	—	—	½" & ¾"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE AND THE FRONT FACE AND THE TOP OF THE PARAPET INCLUDING PARAPETS ON ABUTMENT WINGS.

CONCRETE FOR ABUTMENT AND PIER DIAPHRAGMS SHALL BE PLACED WITH THE DECK CONCRETE. NO OPTIONAL CONSTRUCTION JOINT WILL BE PERMITTED.

AT ABUTMENTS HP 14 X 73 STEEL PILING MAY BE USED IN LIEU OF HP 12 X 53 STEEL PILING. PAYMENT SHALL BE BASED ON BID PRICE FOR THE HP 12 X 53 STEEL PILING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

DRAWN BY AMW | PLANS CK'D. DRG

CROSS SECTION & QUANTITIES

SHEET 2

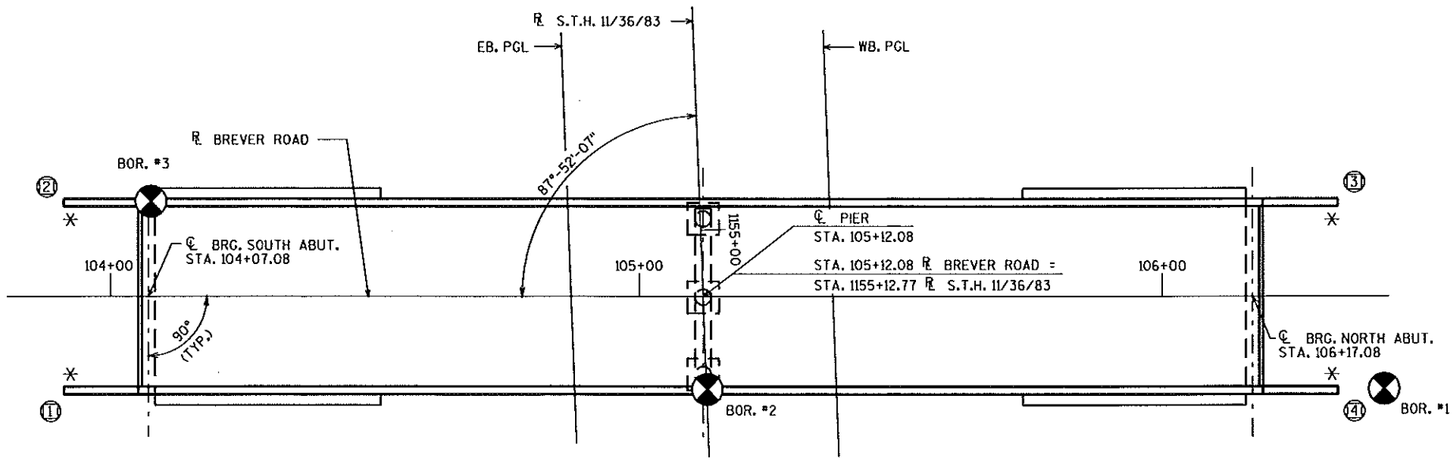
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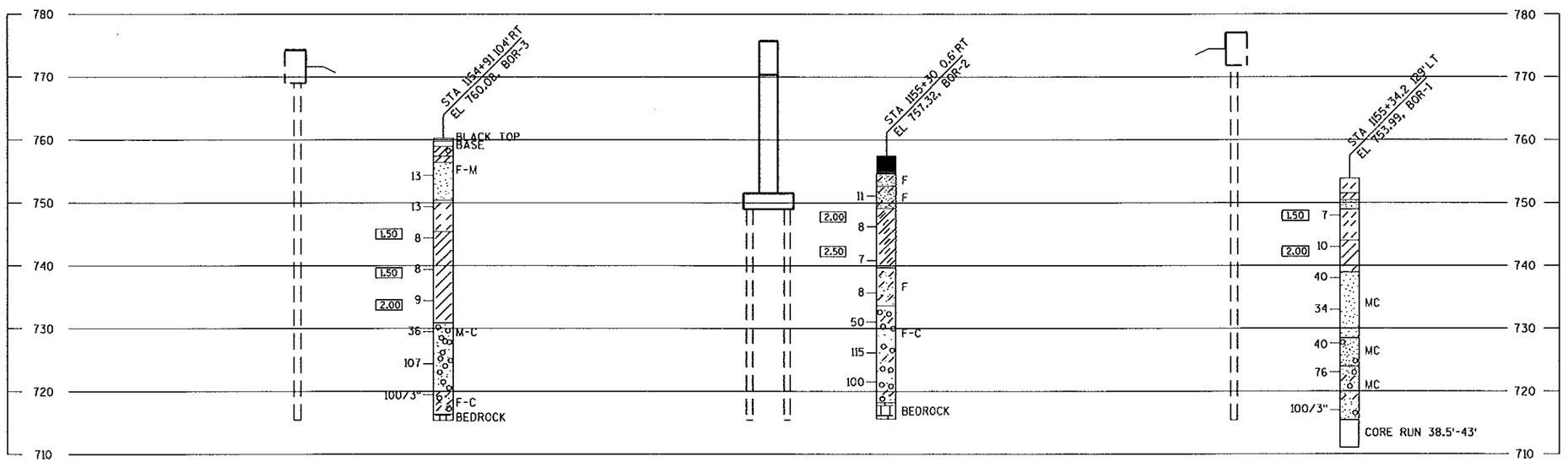
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BREVER ROAD OVER STH 11/36/83
BURLINGTON BYPASS



NOTE: BORING STATIONING IS TAKEN ALONG THE ℄ OF S.T.H. 11/36/83



STATE PROJECT NUMBER

3180-10-70

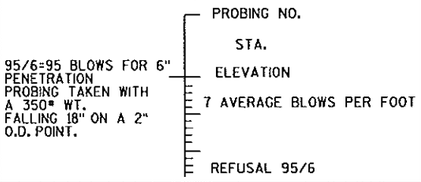
ABBREVIATIONS

F— FINE M— MEDIUM C— COARSE
WS— WEATHERED SO— SOUND

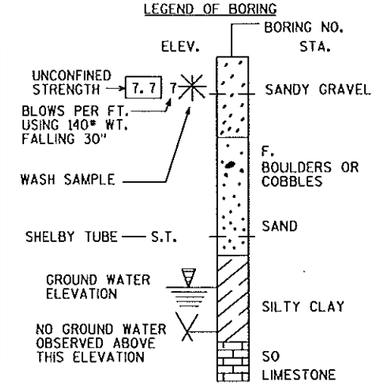
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

DRAWN BY BJE/RIES | PLANS C&D. DRG

SUBSURFACE EXPLORATION

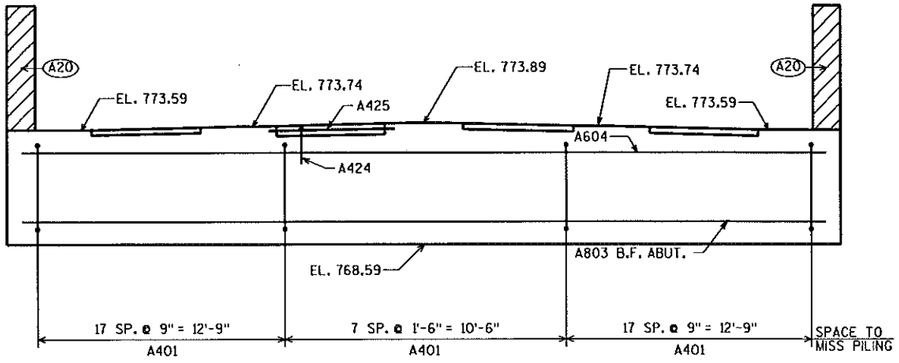
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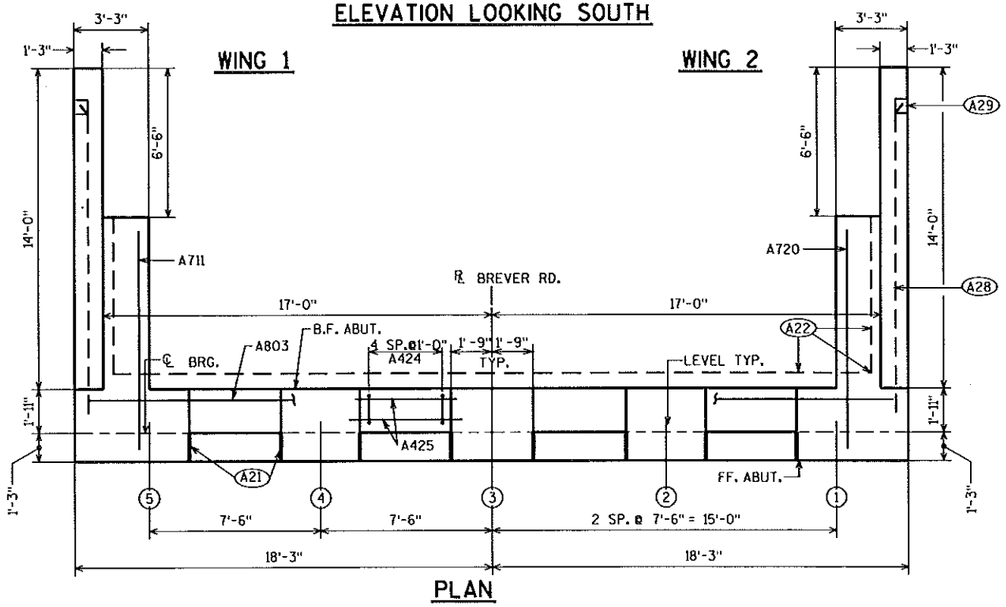
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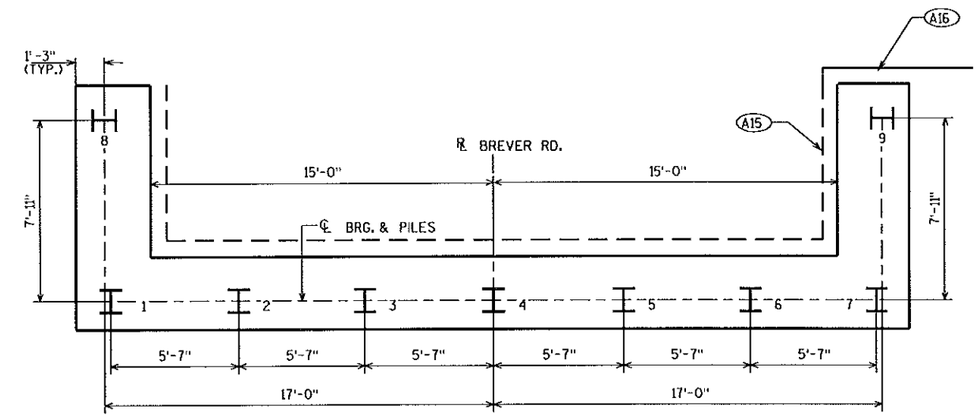
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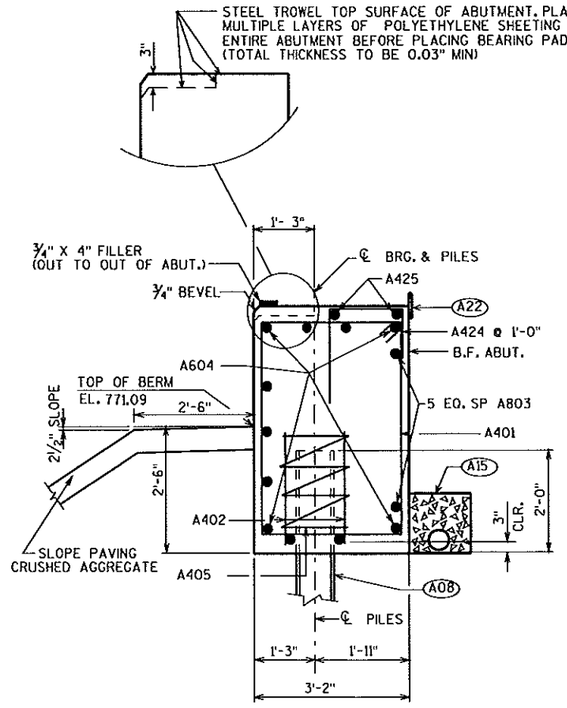
ELEVATION LOOKING SOUTH



PLAN



PILE PLAN



SECTION THRU BODY

(A08) SUPPORT ABUTMENT ON HP 12 X 53 STEEL PILING, ESTIMATED 60'-0" LONG & DRIVEN TO A MIN. BRG. VALUE OF 70 TONS PER PILE.

(A15) PIPE UNDERDRAINS, 6 INCH, SLOPE 0.5% MIN. TO DRAIN. ENCLOSED IN 1'-6" X 1'-6" AREA OF SIZE 1 COARSE AGGREGATE (INCLUDED IN UNDERDRAIN BID ITEM) WRAPPED IN GEOTEXTILE FABRIC, TYPE DF (SCHEDULE A), WITH 1'-6" OVERLAP.

(A16) PIPE UNDERDRAIN, 6 INCH, UNPERFORATED. TO SUITABLE DRAINAGE.

(A20) 1/2" FILLER (INCLUDED IN WING LENGTH):SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A21) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A22) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING **SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.**

(A28) 2" CONDUIT FOR DETAILS SEE SHT. 16

(A29) 8" X 8" X 6" DEEP BOX OUT AT CONDUIT TERMINATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

DRAWN BY AMJ | PLANS CK'D. DRG

SOUTH ABUTMENT

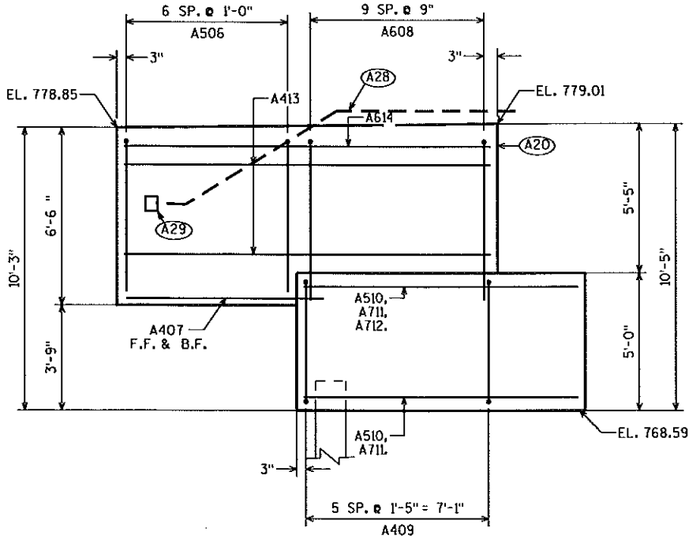
SHEET 4

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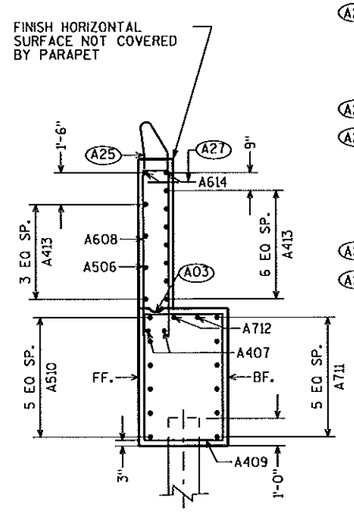
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8

TUE AUG 29 14:04:29 2006*
B-51-95



WING 1 ELEVATION



WING 1 SECTION

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 × 6, (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A20) 1/2" FILLER (INCLUDED IN WING LENGTH):SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER, (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A25) FOR PPT. BARS & DIMENSION SEE PARAPET SHT.

(A27) A426 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

(A28) 2" CONDUIT FOR DETAILS SEE SHT. 16

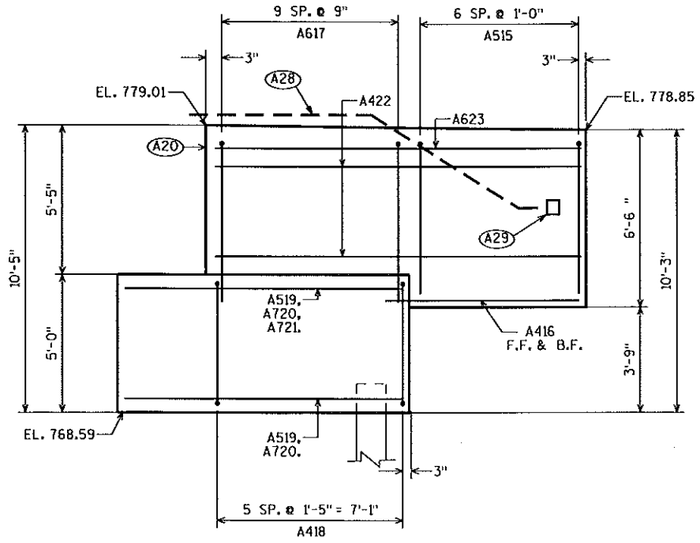
(A29) 8" X 8" X 6" DEEP BOX OUT AT CONDUIT TERMINATION.

STATE PROJECT NUMBER

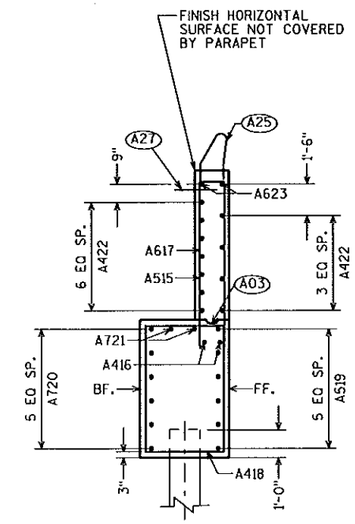
3180-10-70

BILL OF BARS

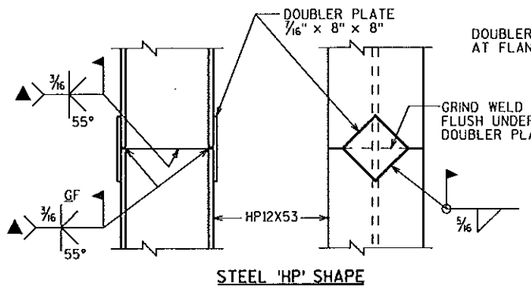
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A401		42	14'-10"	X		BODY-STIRRUPS
A402		14	2'-3"			PILES- 2 PER PILE
A803		6	36'-2"			BODY-HORIZONTAL
A604		11	36'-2"			BODY-HORIZONTAL
A405		7	28'-0"	X		PILES-1 PER PILE
A506	X	7	13'-0"	X		WING 1-VERTICAL
A407	X	2	7'-8"			WING 1-HORIZONTAL
A608	X	10	15'-0"	X		WING 1-VERTICAL
A409	X	6	15'-6"	X		WING 1-STIRRUP
A510	X	6	10'-4"			WING 1-HORIZONTAL
A711	X	6	10'-4"			WING 1-HORIZONTAL
A712	X	2	10'-4"			WING 1-HORIZONTAL
A413	X	11	13'-8"			WING 1-HORIZONTAL
A614	X	2	13'-8"			WING 1-HORIZONTAL
A515	X	7	13'-0"	X		WING 2-VERTICAL
A416	X	2	7'-8"			WING 2-HORIZONTAL
A617	X	10	15'-0"	X		WING 2-VERTICAL
A418	X	6	15'-6"	X		WING 2-STIRRUP
A519	X	6	10'-4"			WING 2-HORIZONTAL
A720	X	6	10'-4"			WING 2-HORIZONTAL
A721	X	2	10'-4"			WING 2-HORIZONTAL
A422	X	11	13'-8"			WING 2-HORIZONTAL
A623	X	2	13'-8"			WING 2-HORIZONTAL
A424	X	20	4'-0"	X		BTWN. BEAM SEATS
A425	X	8	6'-0"			HORIZ.-BTWN. BEAM SEATS
A426	X	28	2'-0"			SURFACE DRAIN ANCHORS



WING 2 ELEVATION



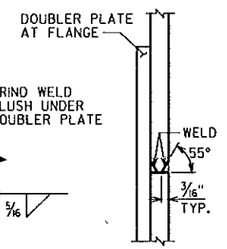
WING 2 SECTION



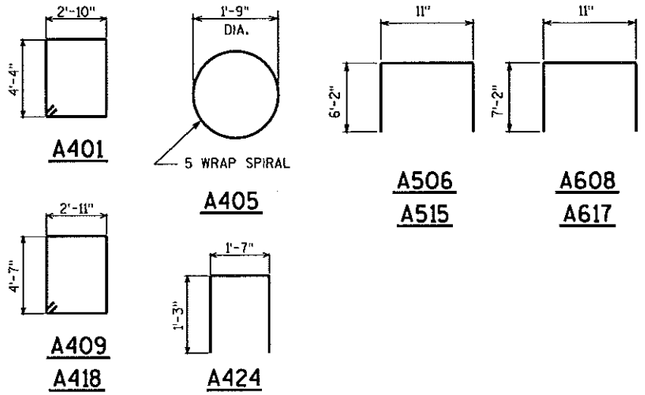
STEEL 'HP' SHAPE

▲ SEE HP WELD DETAIL

PILE SPLICE DETAIL
HP 12" PILES



HP WELD DETAIL



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

DRAWN BY AMJ | PLANS CK'D. DRG

SOUTH ABUTMENT DETAILS

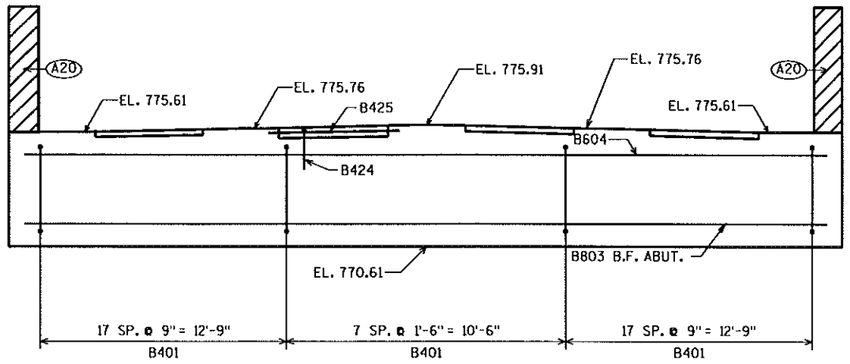
SHEET 5

440

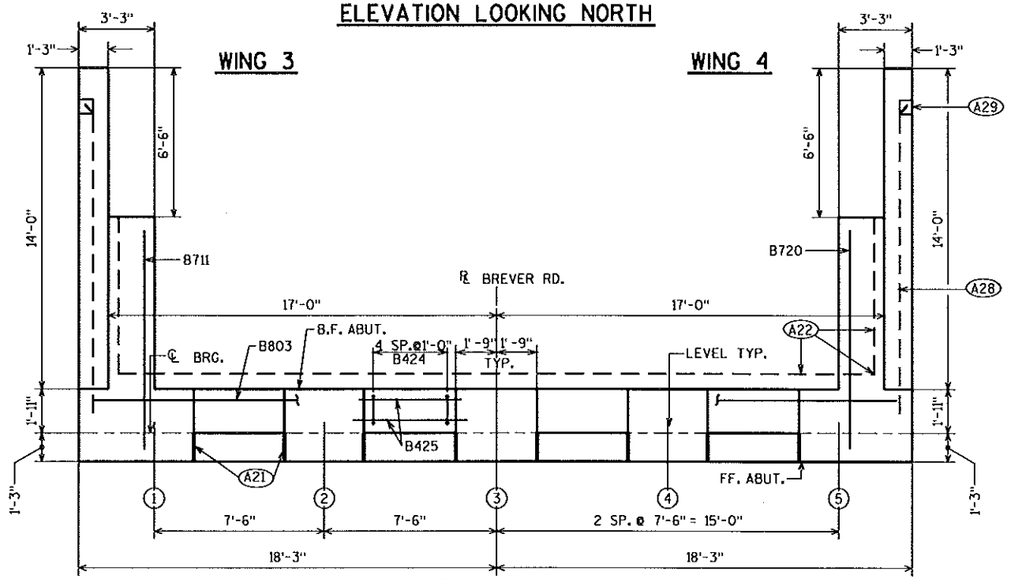
TUE AUG 29 14:04:41 2006*
B-51-95

STATE PROJECT NUMBER

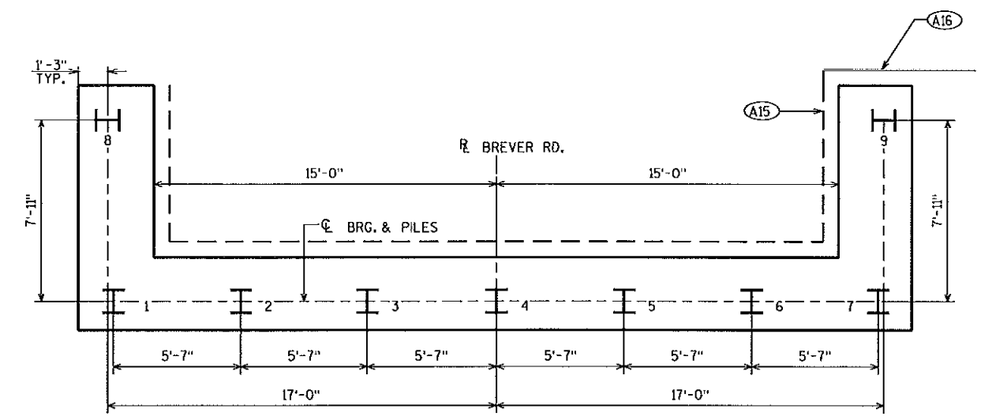
3180-10-70



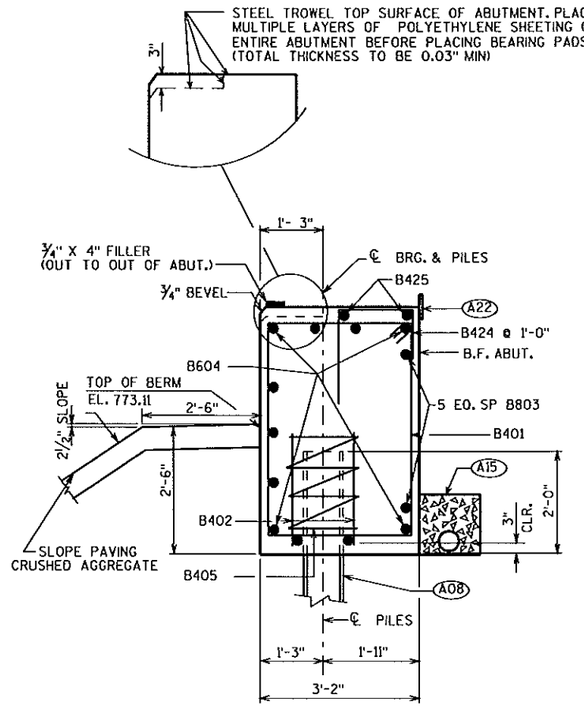
ELEVATION LOOKING NORTH



PLAN



PILE PLAN



SECTION THRU BODY

(A08) SUPPORT ABUTMENT ON HP 12 X 53 STEEL PILING, ESTIMATED 60'-0" LONG & DRIVEN TO A MIN. BRG. VALUE OF 70 TONS PER PILE.

(A15) PIPE UNDERDRAINS, 6 INCH. SLOPE 0.5% MIN. TO DRAIN. ENCLOSED IN 1'-6" X 1'-6" AREA OF SIZE 1 COARSE AGGREGATE (INCLUDED IN UNDERDRAIN BID ITEM) WRAPPED IN GEOTEXTILE FABRIC, TYPE DF (SCHEDULE A), WITH 1'-6" OVERLAP.

(A16) PIPE UNDERDRAIN, 6 INCH, UNPERFORATED. TO SUITABLE DRAINAGE.

(A20) 1/2" FILLER (INCLUDED IN WING LENGTH); SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER, (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A21) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A22) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING **SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.**

(A28) 2" CONDUIT FOR DETAILS SEE SHT. 16

(A29) 8" X 8" X 6" DEEP BOX OUT AT CONDUIT TERMINATION.

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DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

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NORTH ABUTMENT

SHEET 6

441

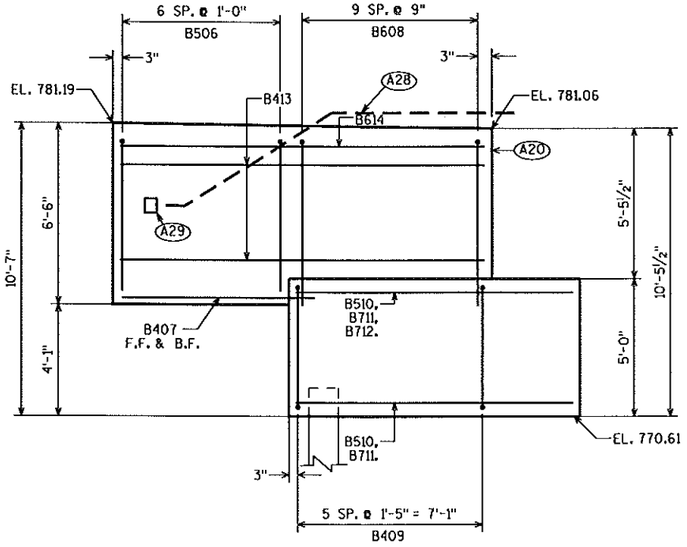
TUE AUG 29 14:04:51 2006*
B-51-95

8

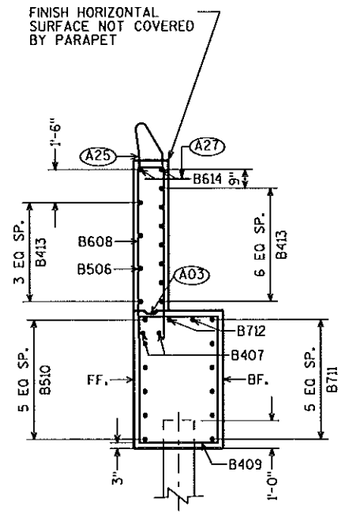
8

STATE PROJECT NUMBER

3180-10-70



WING 3 ELEVATION



WING 3 SECTION

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A20) 1/2" FILLER (INCLUDED IN WING LENGTH):SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A25) FOR PPT. BARS & DIMENSION SEE PARAPET SHT.

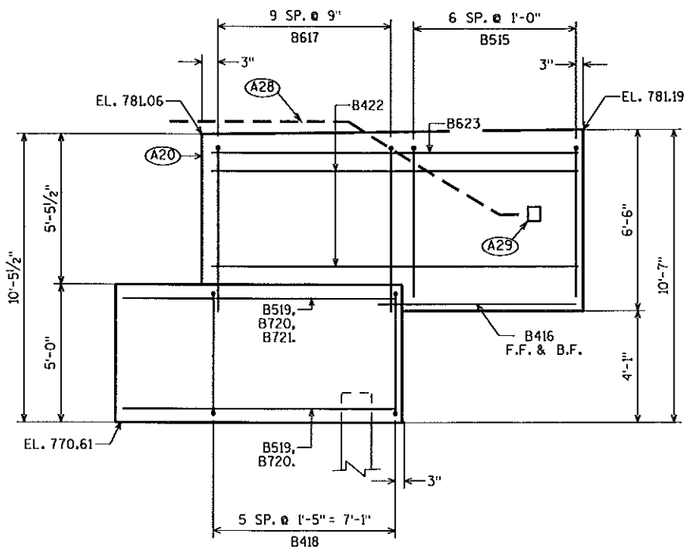
(A27) B426 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

(A28) 2" CONDUIT FOR DETAILS SEE SHT. 16

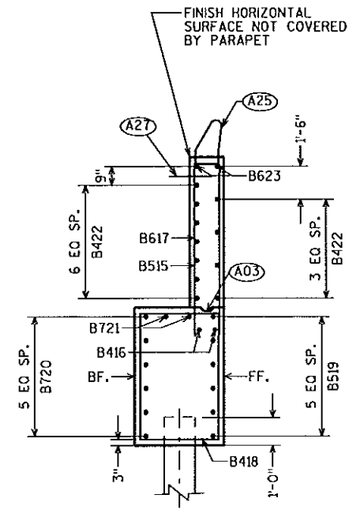
(A29) 8" X 8" X 6" DEEP BOX OUT AT CONDUIT TERMINATION.

BILL OF BARS

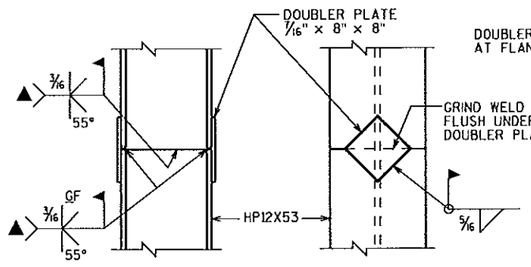
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B401		42	14'-10"	X		BODY-STIRRUPS
B402		14	2'-3"			PILES- 2 PER PILE
B803		6	36'-2"			BODY-HORIZONTAL
B604		11	36'-2"			BODY-HORIZONTAL
B405		7	28'-0"	X		PILES-1 PER PILE
B506	X	7	13'-0"	X		WING 3-VERTICAL
B407	X	2	7'-8"			WING 3-HORIZONTAL
B608	X	10	15'-0"	X		WING 3-VERTICAL
B409	X	6	15'-6"	X		WING 3-STIRRUP
B510	X	6	10'-4"			WING 3-HORIZONTAL
B711	X	6	10'-4"			WING 3-HORIZONTAL
B712	X	2	10'-4"			WING 3-HORIZONTAL
B413	X	11	13'-8"			WING 3-HORIZONTAL
B614	X	2	13'-8"			WING 3-HORIZONTAL
B515	X	7	13'-0"	X		WING 4-VERTICAL
B416	X	2	7'-8"			WING 4-HORIZONTAL
B617	X	10	15'-0"	X		WING 4-VERTICAL
B418	X	6	15'-6"	X		WING 4-STIRRUP
B519	X	6	10'-4"			WING 4-HORIZONTAL
B720	X	6	10'-4"			WING 4-HORIZONTAL
B721	X	2	10'-4"			WING 4-HORIZONTAL
B422	X	11	13'-8"			WING 4-HORIZONTAL
B623	X	2	13'-8"			WING 4-HORIZONTAL
B424	X	20	4'-0"	X		BTWN. BEAM SEATS
B425	X	8	6'-0"			HORIZ.-BTWN. BEAM SEATS
B426	X	28	2'-0"			SURFACE DRAIN ANCHORS



WING 4 ELEVATION



WING 4 SECTION

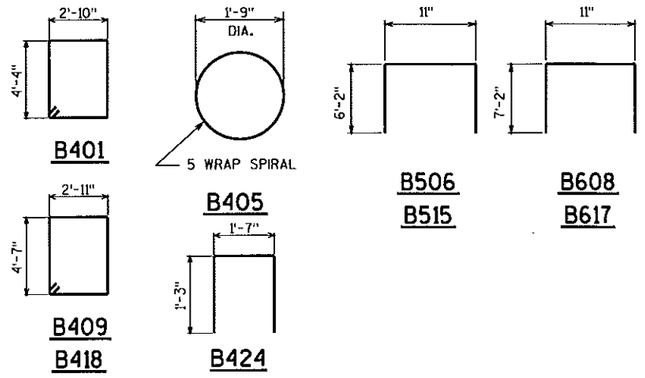


STEEL 'HP' SHAPE

HP WELD DETAIL

▲ SEE HP WELD DETAIL

PILE SPLICE DETAIL
HP 12" PILES



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NORTH ABUTMENT DETAILS

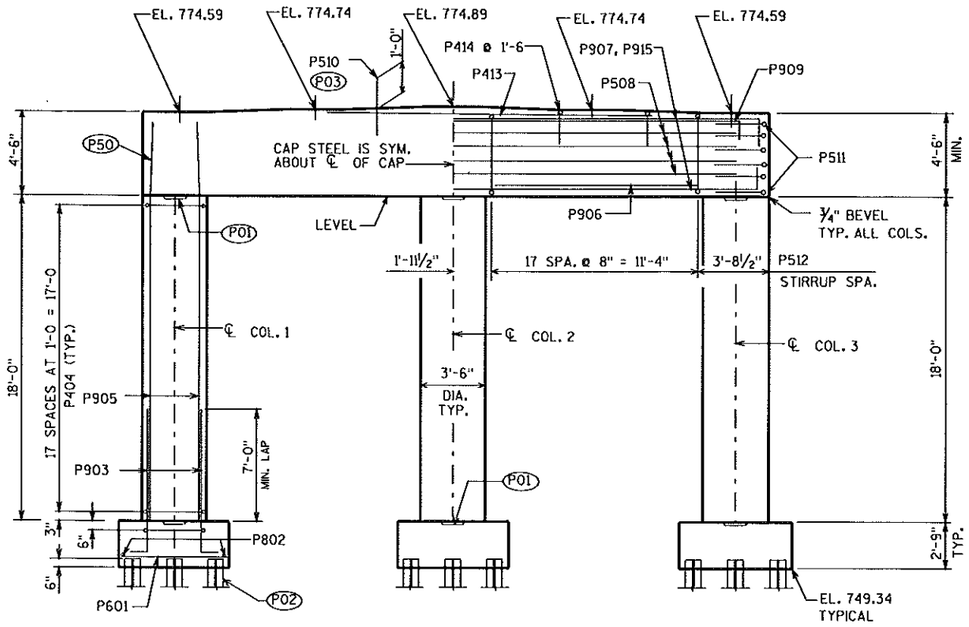
SHEET 7

442

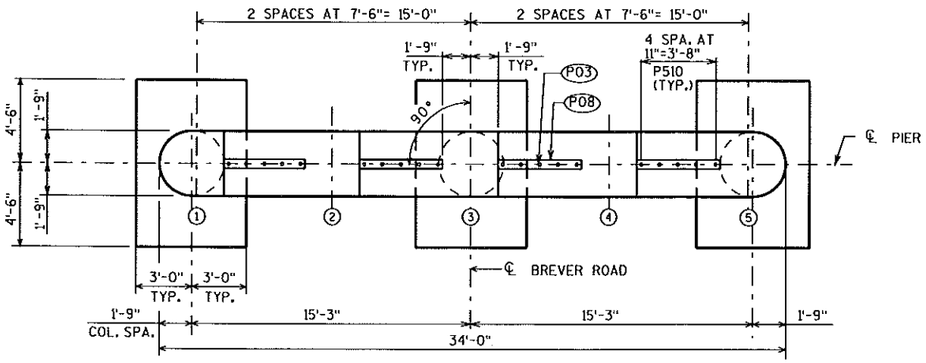
TUE AUG 29 14:05:04 2006*
B-51-95

STATE PROJECT NUMBER

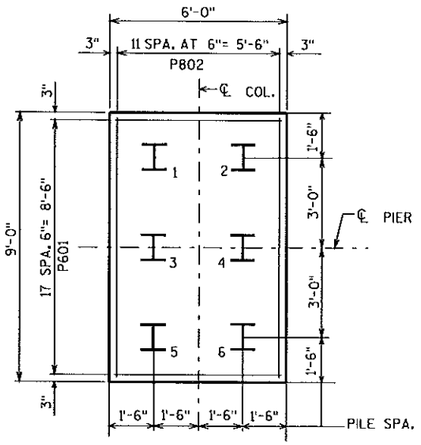
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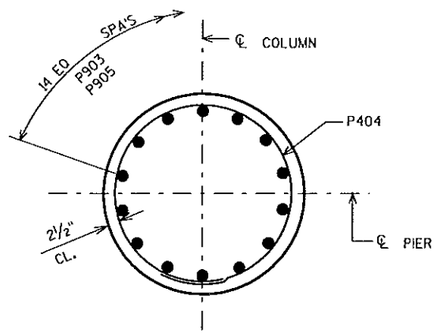
ELEVATON LOOKING NORTH



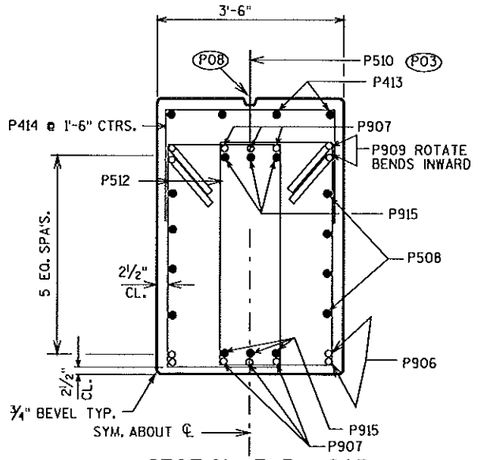
PLAN



TYPICAL FOOTING PLAN

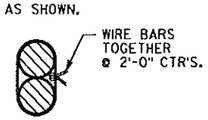


SECTION THRU COLUMN

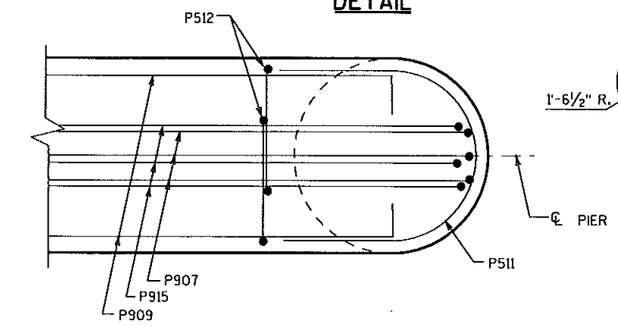


SECTION THRU CAP

HORIZ. BARS ARE EQUALLY SPACED AS SHOWN.



BUNDLING DETAIL



PARTIAL PLAN OF CAP END

BILL OF BARS

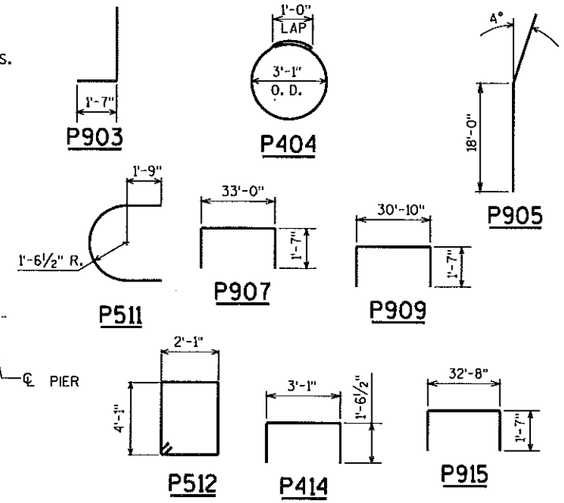
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BUNDLE	LOCATION
P601		54	5-6			FOOTINGS
P802		36	8-6			FOOTINGS
P903	X	42	11-0	X		FTG. & COL.--DOWELS
P404	X	57	10-8	X		FTG. & COL.--HOOPS
P905	X	42	22-0	X		COLUMNS VERT.
P906	X	8	13-0		X	CAP BOTT. -- EXTERIOR
P907	X	6	35-8	X	X	CAP TOP & BOT. INTERIOR
P508	X	8	30-6			CAP SIDES
P909	X	4	33-6	X	X	CAP TOP EXTERIOR
P510	X	20	2-0			CAP TOP --DOWELS
P511	X	12	8-4	X		CAP ENDS
P512	X	72	13-0	X		CAP STIRRUPS
P413	X	4	18-0			CAP @ UNDER GIRS. 2 THRU 4
P414	X	13	6-0	X		CAP @ UNDER GIRS. 2 THRU 4
P915	X	6	35-4	X	X	CAP TOP & BOT. INTERIOR

STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS



(P01) 1'-3" X 1'-3" X 2" CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY. TYP. ALL COL'S.

(P02) SUPPORT PIER ON HP 14 x 73 STEEL PILING, ESTIMATED 40'-0" LONG, & DRIVEN TO A MIN. BRG. VALUE OF 95 TONS PER PILE.

(P03) P510 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P08) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.

(P50) ORIENT VERTICAL COLUMN BARS TO FACILITATE PLACEMENT OF CAP REINFORCEMENT.

NO.	DATE	REVISION	BY

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STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

DRAWN BY RIES | PLANS CK'D. DRG

PIER

SHEET 8

443

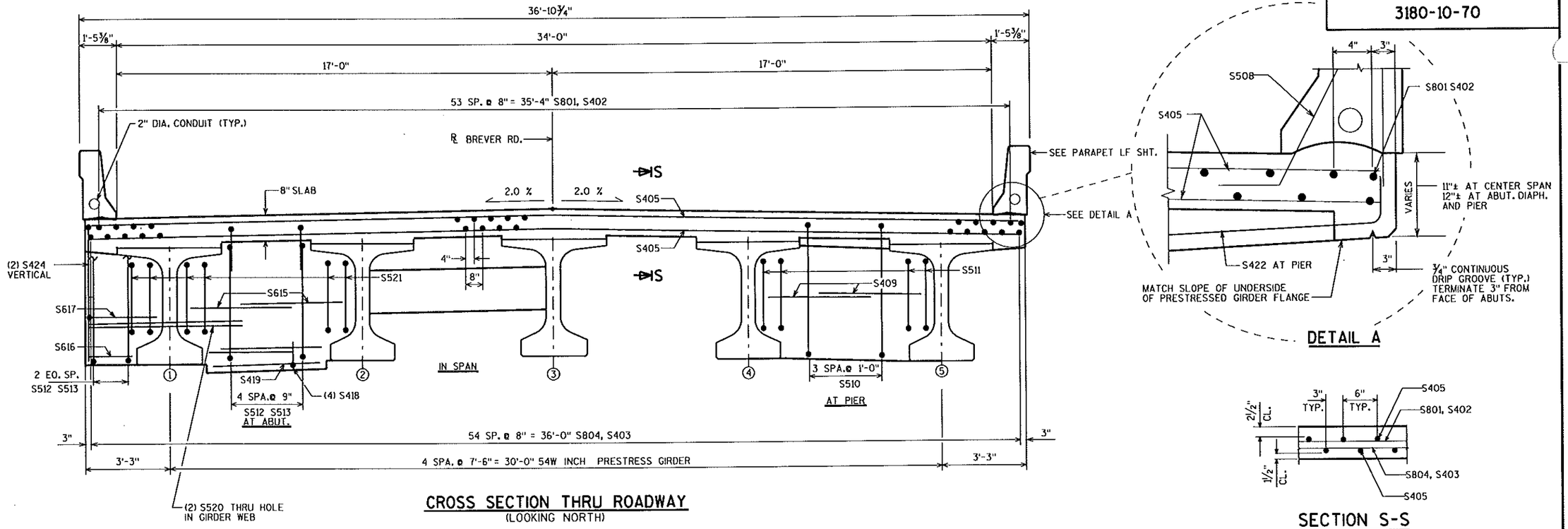
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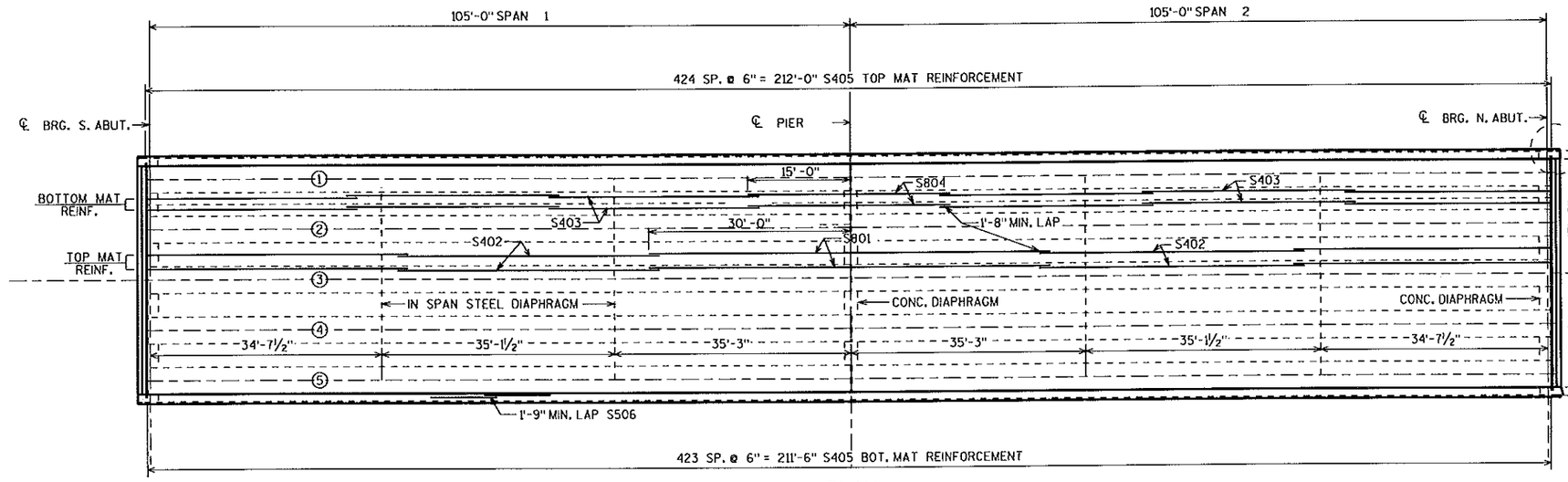
STATE PROJECT NUMBER
3180-10-70



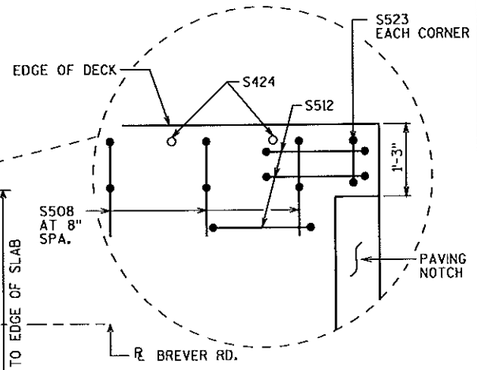
CROSS SECTION THRU ROADWAY
(LOOKING NORTH)

DETAIL A

SECTION S-S



PLAN



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

DRAWN BY	AMJ	PLANS CK'D.	DRG

SUPERSTRUCTURE

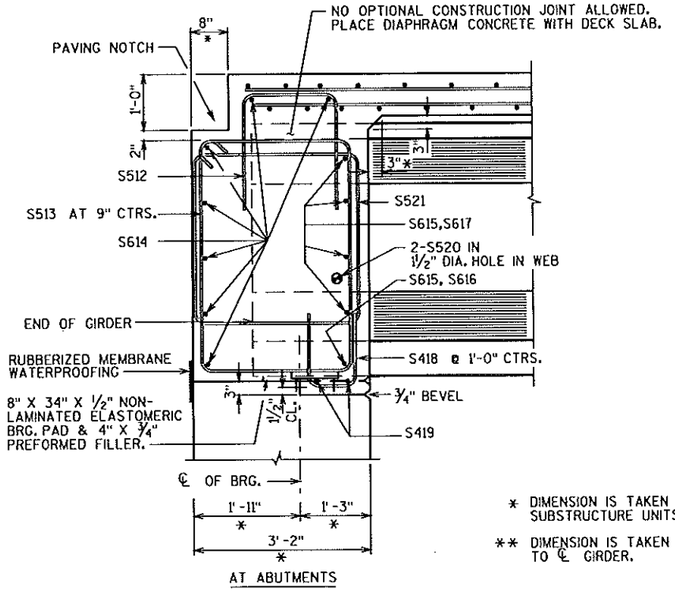
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THU AUG 10 11:45:08 2006*
8-51-95

STATE PROJECT NUMBER

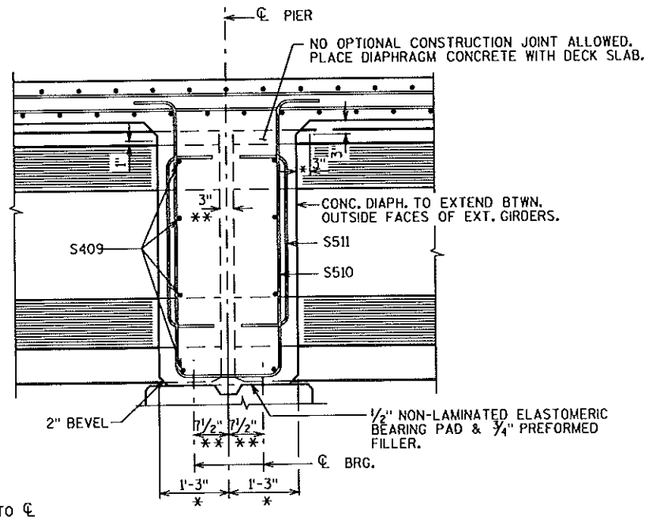
3180-10-70



PART LONGIT. SECTION

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

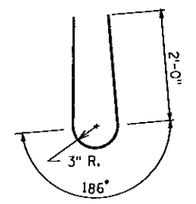
** DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.



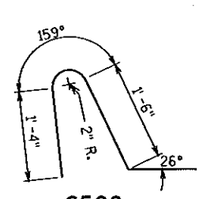
AT PIER DIAPHRAGM

BILL OF BARS

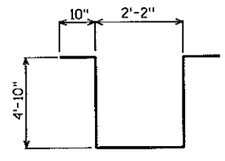
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S801	X	56	60'-0"			LONGITUDINAL CONTINUITY TOP
S402	X	224	40'-0"			LONGITUDINAL TOP
S403	X	330	32'-0"			LONGITUDINAL BOTTOM
S804	X	55	30'-0"			LONGITUDINAL CONTINUITY BOTTOM
S405	X	849	36'-2"			TRANSVERSE TOP AND BOTTOM
S506	X	60	37'-0"			PARAPET LF
S507	X	642	4'-10"	X		PARAPET LF
S508	X	638	4'-2"	X		PARAPET LF
S409	X	64	4'-0"			PIER DIAPHRAGM
S510	X	16	13'-0"	X		PIER DIAPHRAGM
S511	X	32	6'-3"	X		PIER DIAPHRAGM
S512	X	52	5'-9"	X		ABUT. DIAPHRAGM
S513	X	52	14'-8"	X		ABUT. DIAPHRAGM
S614	X	14	36'-2"			ABUT. DIAPHRAGM
S615	X	80	4'-0"			ABUT. DIAPHRAGM
S616	X	4	1'-8"			ABUT. DIAPHRAGM
S617	X	16	6'-0"	X		ABUT. DIAPHRAGM
S418	X	32	3'-3"	X		ABUT. DIAPHRAGM
S419	X	16	3'-8"			ABUT. DIAPHRAGM
S520	X	20	6'-0"			ABUT. DIAPHRAGM
S521	X	40	12'-0"	X		ABUT. DIAPHRAGM
S422	X	2	3'-6"	X		AT PIER BTWN. EXTERIOR GIRD. FLANGES
S523	X	4	5'-7"	X		PARAPET LF EACH CORNER
S424	X	8	5'-0"			ABUT. DIAPHRAGM VERT.



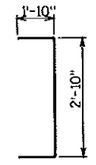
S507



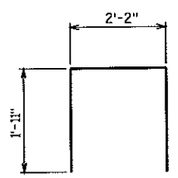
S508



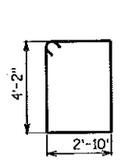
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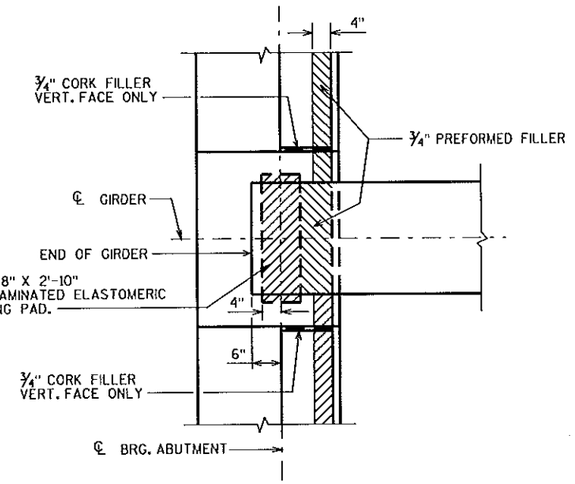
S511



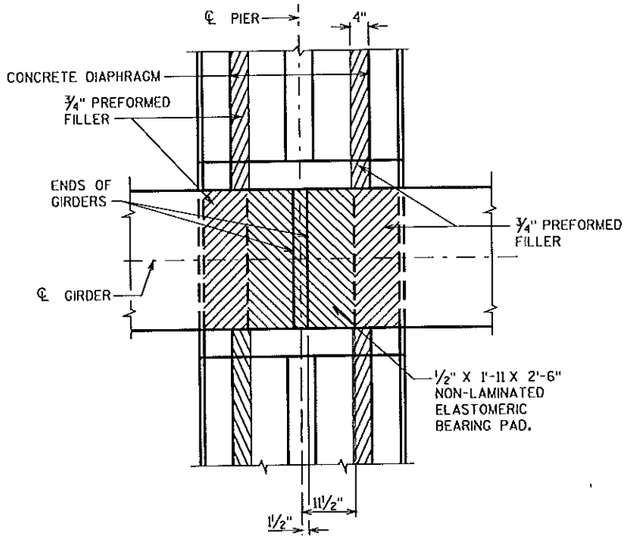
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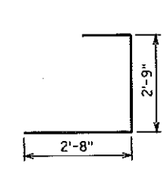


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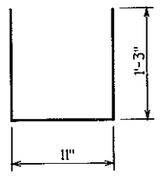


BEARING PAD DETAIL

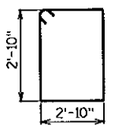




S617



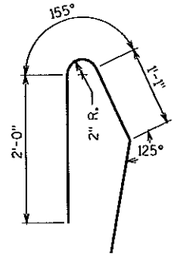
S418



S521



S422



S523

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

DRAWN BY AMJ | PLANS C&D. DRG

SUPERSTRUCTURE DETAILS

SHEET 10

445

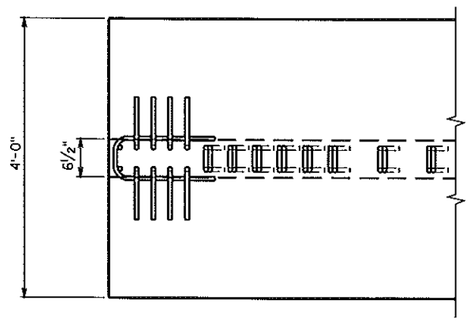
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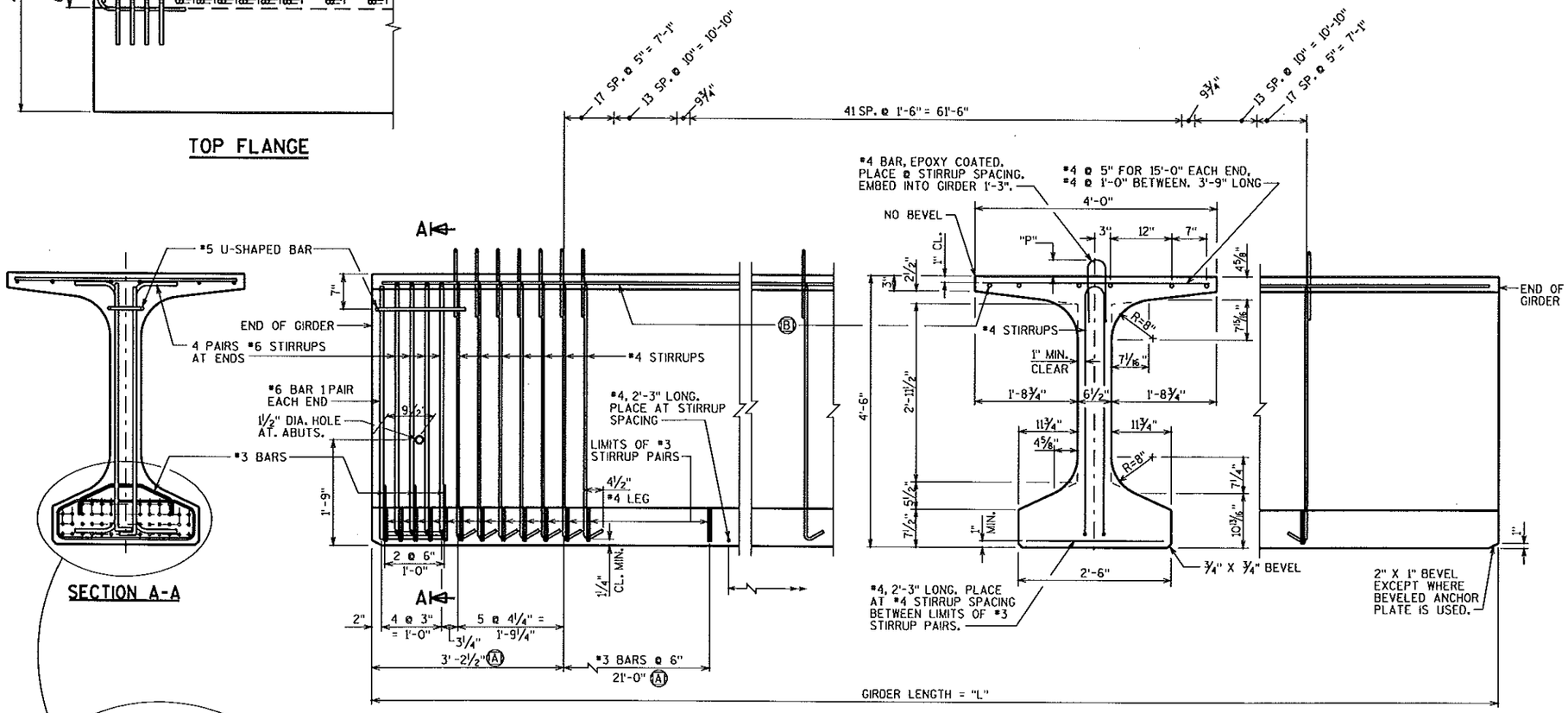
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STATE PROJECT NUMBER

3180-10-70



TOP FLANGE

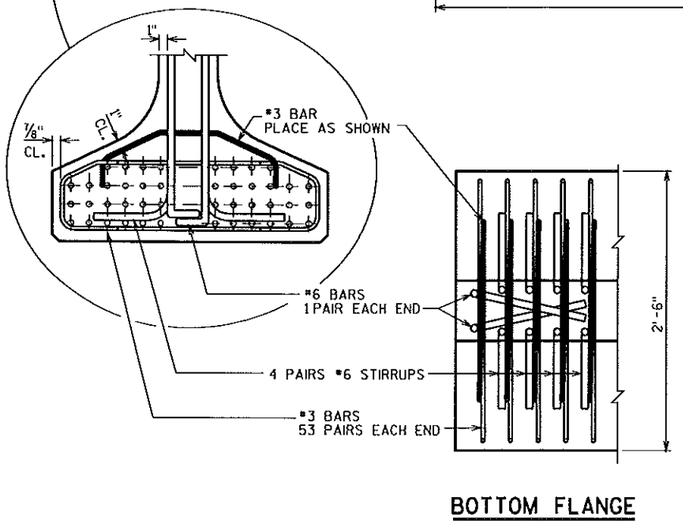


SECTION A-A

SIDE VIEW & TYP. SECTION IN SPAN

(A) DETAIL TYP. AT EACH END

(B) 6 *6 BARS, FULL LENGTH, MIN. LAP = 2'-11"



BOTTOM FLANGE

GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE SLAB, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 15" OF THE TOP FLANGE.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

PRESTRESSING STRANDS SHALL BE 0.6"ϕ - 7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI AND SHALL BE FLUSH WITH THE ENDS OF THE GIRDER.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS, SEE "STEEL DIAPHRAGM" SHEET.

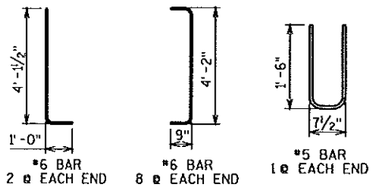
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR *4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE *4 STIRRUPS, 2 OPTIONS ARE AVAILABLE:

1. USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.
2. USE ASTM A615, GRADE 40 REINFORCEMENT AND A MODIFIED STIRRUP SPACING SUBMITTED TO AND APPROVED BY THE STRUCTURES DEVELOPMENT SECTION.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ASTM A497.



* MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	CONC. STRGTH. f'c (P.S.I.)	"P"	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) *	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) *
1	105'-4½"	0.40	0.70	1.00	1.15	1.20	9000	7	0.60	——	——	——	——	——	——	32	5820
2	105'-4½"	0.40	0.70	1.00	1.15	1.20	9000	7	0.60	——	——	——	——	——	——	32	5820

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

DRAWN BY AMJ | PLANS CK'D. DRG

54W" PRESTRESSED GIRDER DETAILS

SHEET 11

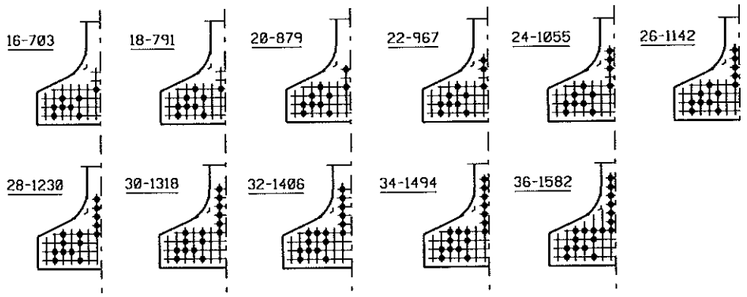
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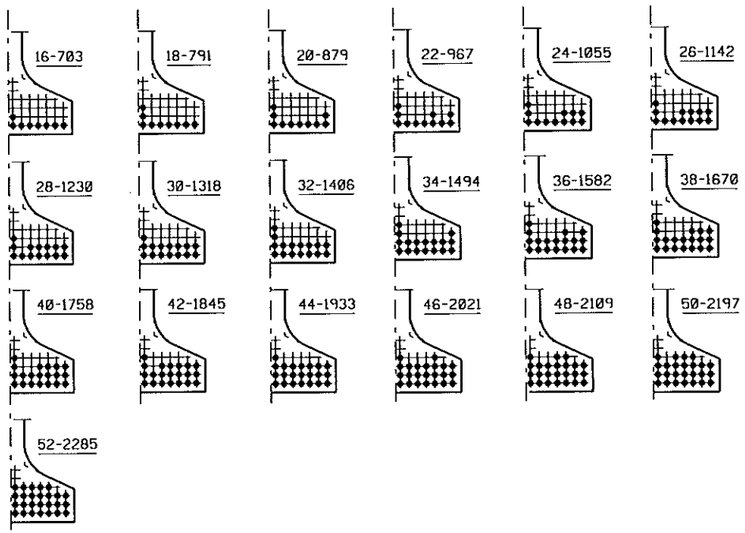
STATE PROJECT NUMBER

3180-10-70



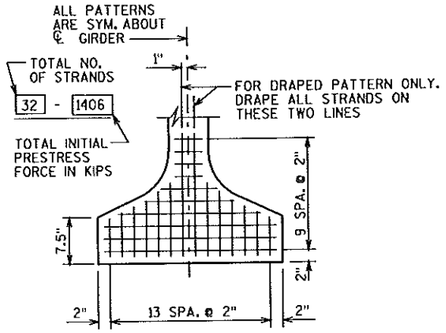
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"ϕ STRANDS

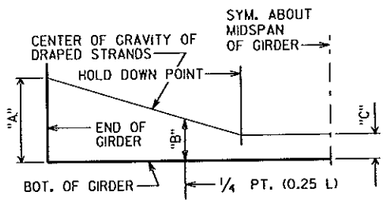


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

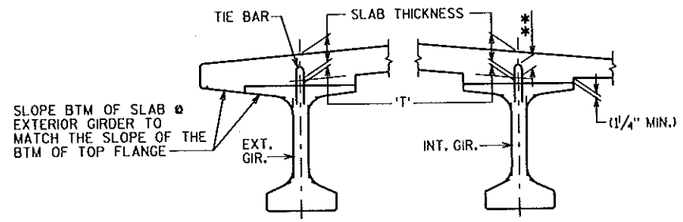
0.6"ϕ STRANDS



TYP. STRAND PATTERN



DRAPED STRAND PROFILE



SLAB HAUNCH DETAIL

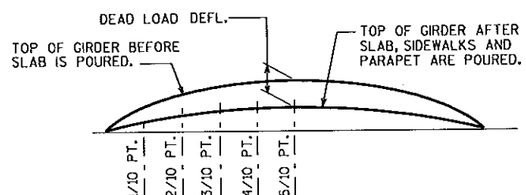
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN, THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM

TOP OF DECK ELEVATIONS

	S. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER 1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	N. ABUT.
GIR. 1	779.07	779.17	779.27	779.37	779.47	779.57	779.67	779.77	779.87	779.97	780.07	780.17	780.28	780.38	780.48	780.58	780.68	780.78	780.88	780.98	781.08
GIR. 2	779.22	779.32	779.42	779.52	779.62	779.72	779.82	779.92	780.02	780.12	780.22	780.32	780.43	780.53	780.63	780.73	780.83	780.93	781.03	781.13	781.23
GIR. 3	779.37	779.47	779.57	779.67	779.77	779.87	779.97	780.07	780.17	780.27	780.37	780.47	780.58	780.68	780.78	780.88	780.98	781.08	781.18	781.28	781.38
GIR. 4	779.22	779.32	779.42	779.52	779.62	779.72	779.82	779.92	780.02	780.12	780.22	780.32	780.43	780.53	780.63	780.73	780.83	780.93	781.03	781.13	781.23
GIR. 5	779.07	779.17	779.27	779.37	779.47	779.57	779.67	779.77	779.87	779.97	780.07	780.17	780.28	780.38	780.48	780.58	780.68	780.78	780.88	780.98	781.08

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

DRAWN BY AMJ | PLANS CK'D. DRG

54W" PRESTRESSED GIRDER DETAILS

SHEET 12

447

C54W
2-06

8

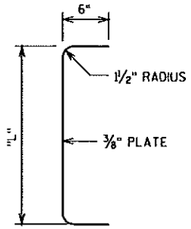
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STATE PROJECT NUMBER

3180-10-70

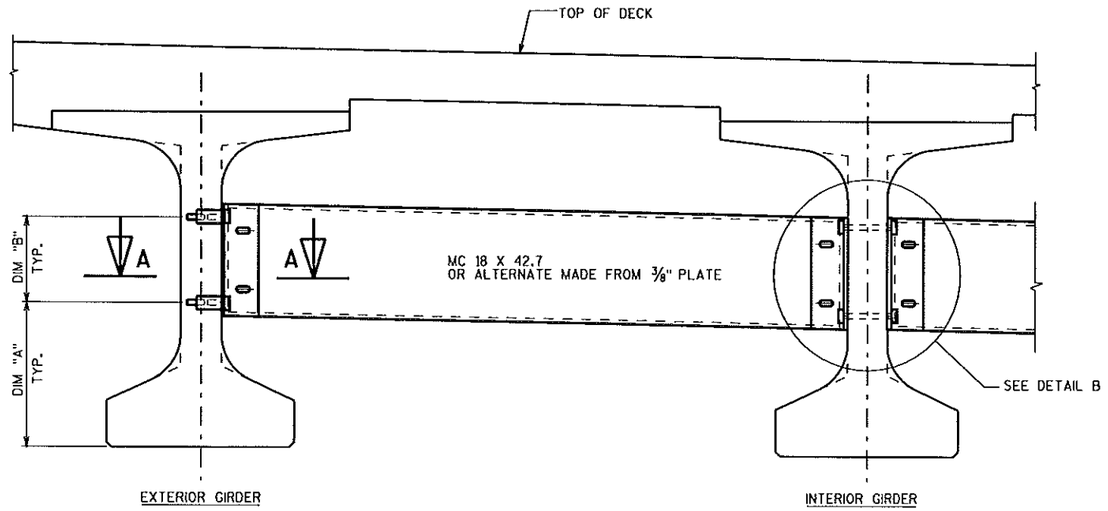
TABLE

GIRDER HEIGHT	DIM. "A"	DIM. "B"	DIM. "L"	* DIM. "X"
54W"	1'-9 1/8"	1'-5 7/8"	1'-9 1/2"	4 1/4"



SECTION THRU ALTERNATE DIAPHRAGM

*DIM "X" = 2½" FOR ALTERNATE PLATE DIAPHRAGM



PART TRANSVERSE SECTION AT DIAPHRAGM

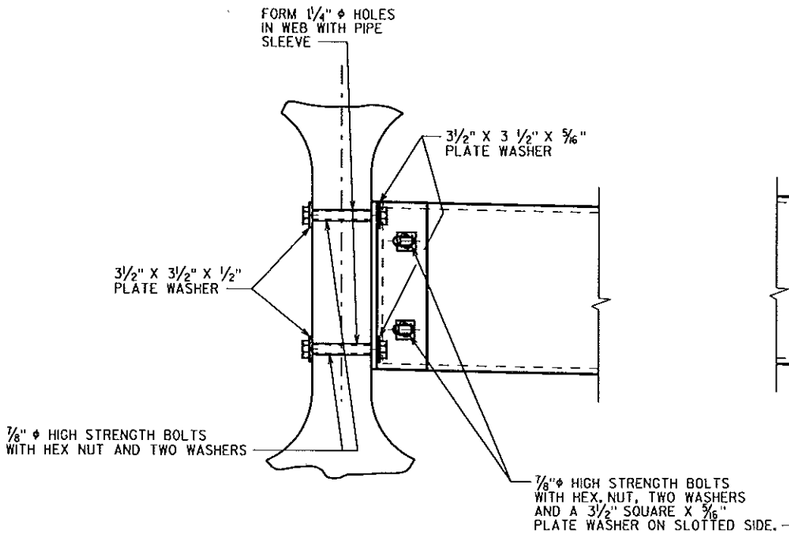
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS STRUCTURE", EACH.

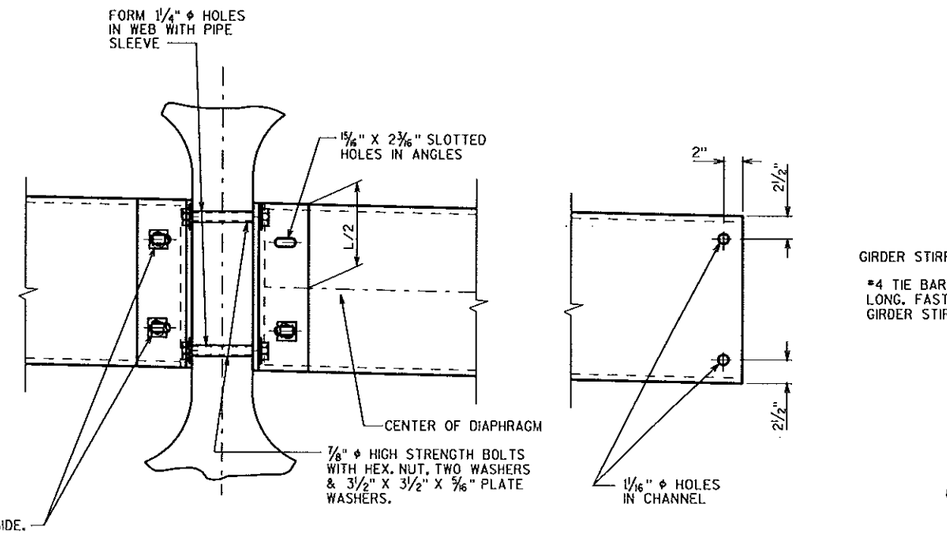
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

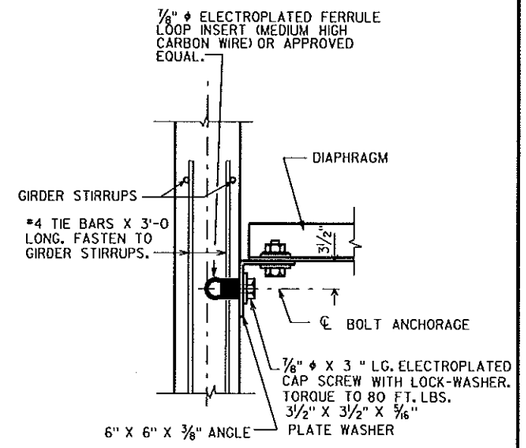


(FOR STAGGERED DIAPHRAGM)



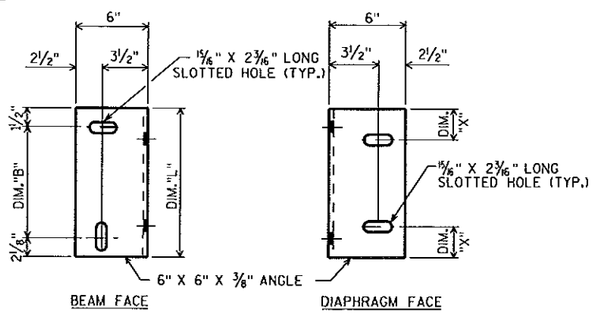
(FOR CONTINUOUS LINE OF DIAPHRAGMS)

DETAIL B



SECT. A-A

(FOR EXTERIOR ATTACHMENT)



DIAPHRAGM SUPPORT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

DRAWN BY AMJ | PLANS CK'D. DRG

STEEL DIAPHRAGM

SHEET 13

448

THU AUG 10 11:45:01 2006 STDIA

SCALE =

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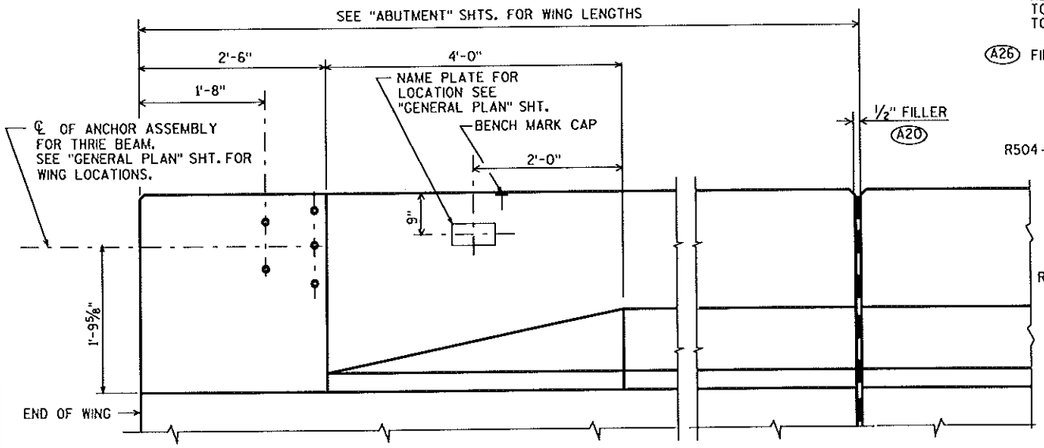
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STATE PROJECT NUMBER

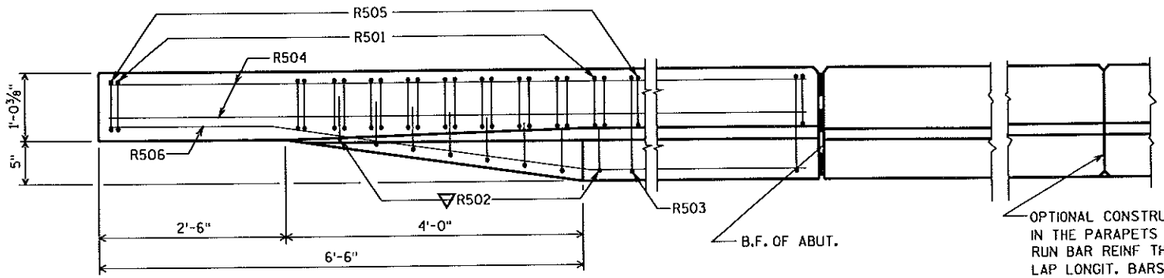
3180-10-70

(A20) WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, ADHERE FILLER TO A 1/8" THICK PLASTIC OR ZINC PLATE CUT TO MATCH PARAPET SHAPE OR USE AN ALTERNATIVE METHOD TO STIFFEN FILLER AS APPROVED BY THE ENGINEER.

(A26) FINISH CONCRETE NOT COVERED BY THE PARAPET.

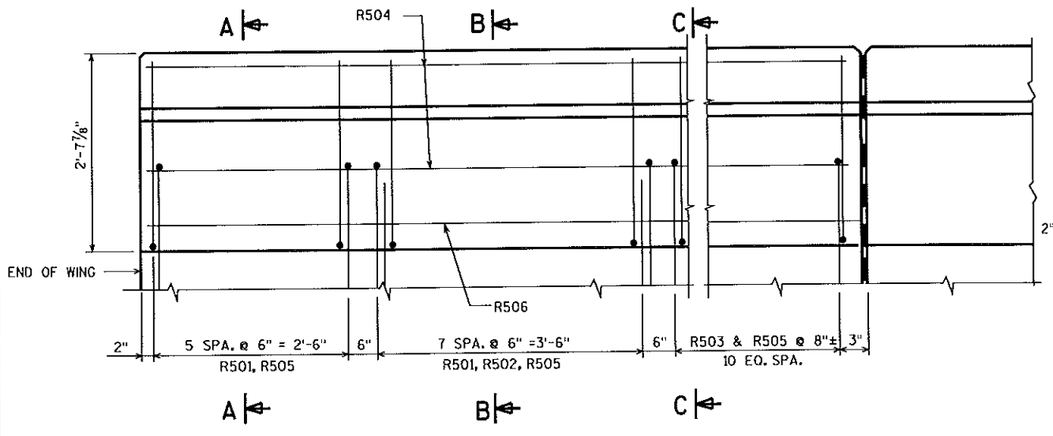


INSIDE ELEVATION

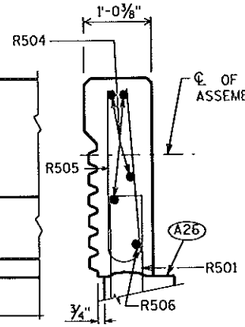


PLAN

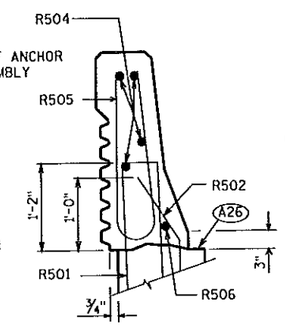
▽R502 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R502 BARS CORRECTLY ALONG TRANSITION OF PARAPET.



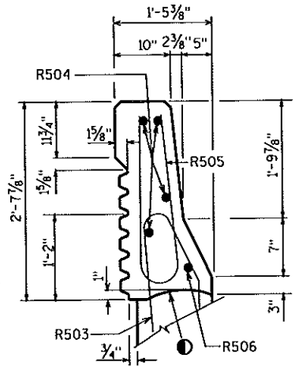
OUTSIDE ELEVATION



SECTION A



SECTION B

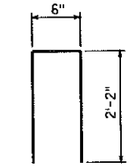


SECTION C

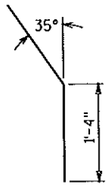
BILL OF BARS

FOR ABUTMENT PARAPETS

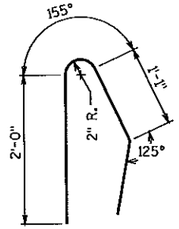
BAR MARK	COAT	SOUTH ABUT.	NORTH ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	28	28	4-7	X		PARAPET VERT.
R502	X	16	16	2-4	X		PARAPET VERT.
R503	X	22	22	4-7	X		PARAPET VERT.
R504	X	8	8	13'-7"			PARAPET HORIZ.
R505	X	50	50	4-10	X		PARAPET VERT.
R506	X	2	2	13'-7"	X		PARAPET HORIZ.



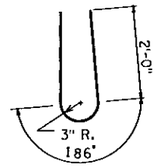
R501



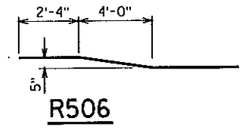
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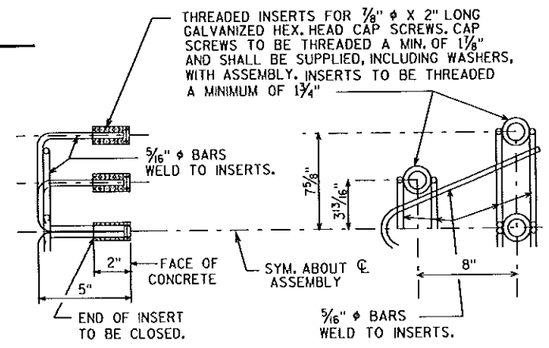
R503



R505

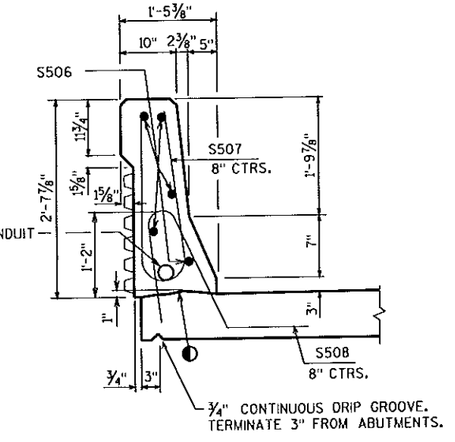


R506



DETAIL OF GALVANIZED ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.



SECTION THRU PARAPET ON BRIDGE

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

DRAWN BY AMJ | PLANS CK'D. DRG

SLOPED FACE PARAPET LF

SHEET 14

449

FILE= 92PPTSP.DGN
SCALE = 1.00666
2-04

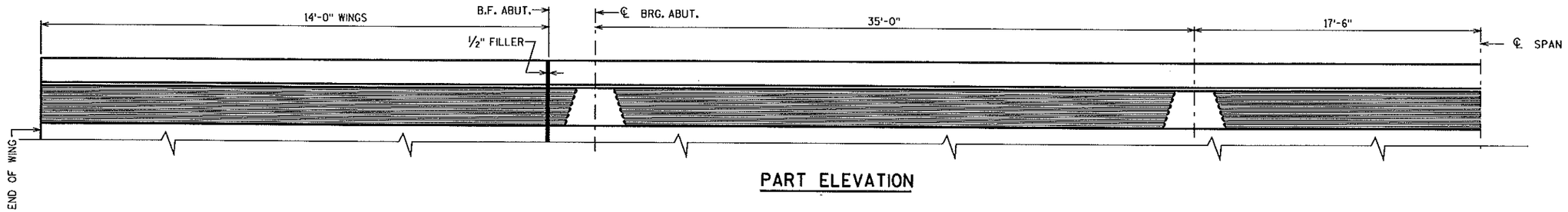
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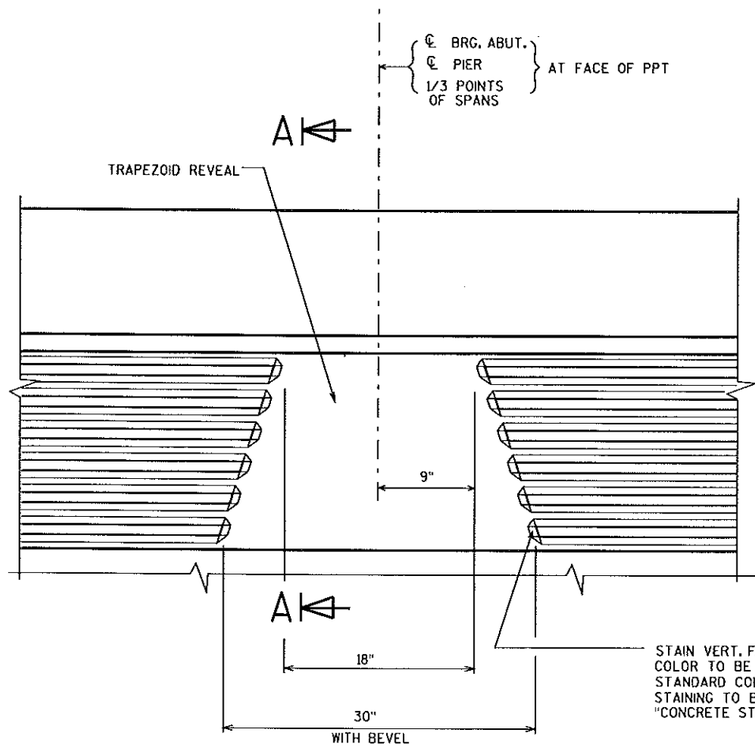
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STATE PROJECT NUMBER

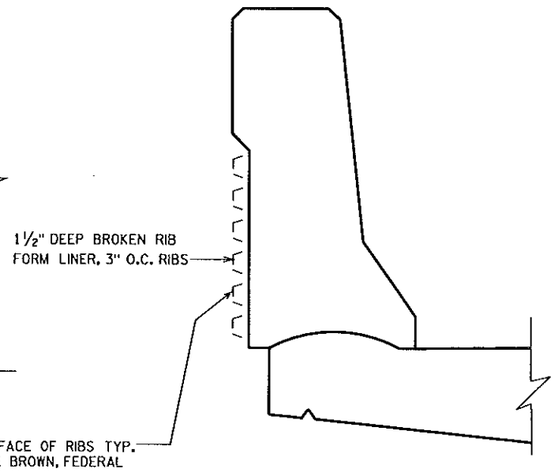
3180-10-70



PART ELEVATION



DETAIL OF REVEAL



SECTION A-A

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

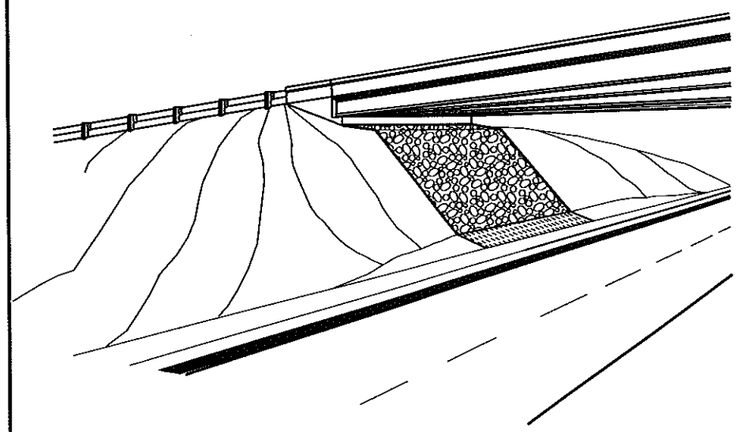
DRAWN BY AMJ | PLANS CK'D. DRG

ARCHITECTURAL SURFACE TREATMENT

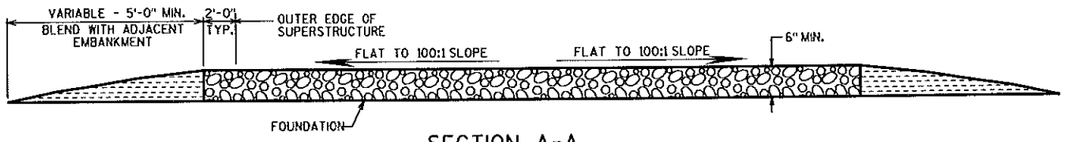
SHEET 15

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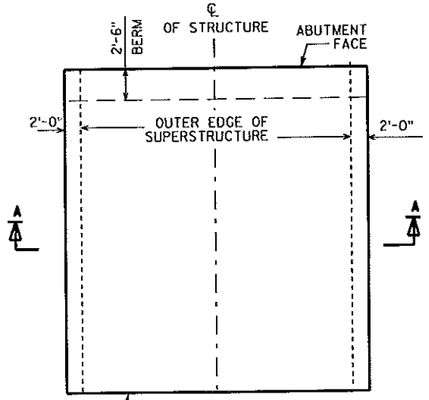
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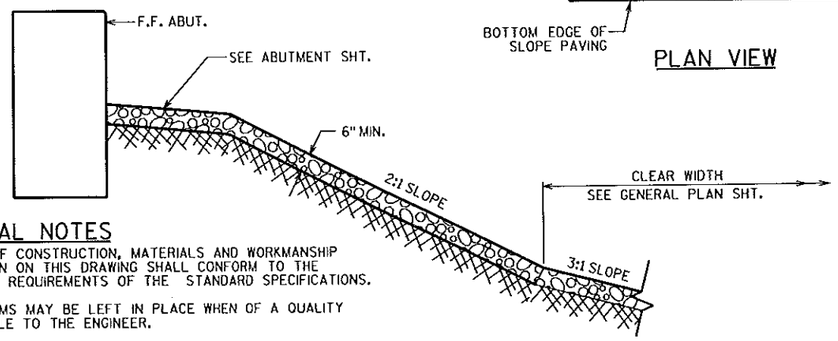
SLOPE PAVING UNDER STRUCTURES



SECTION A-A



PLAN VIEW

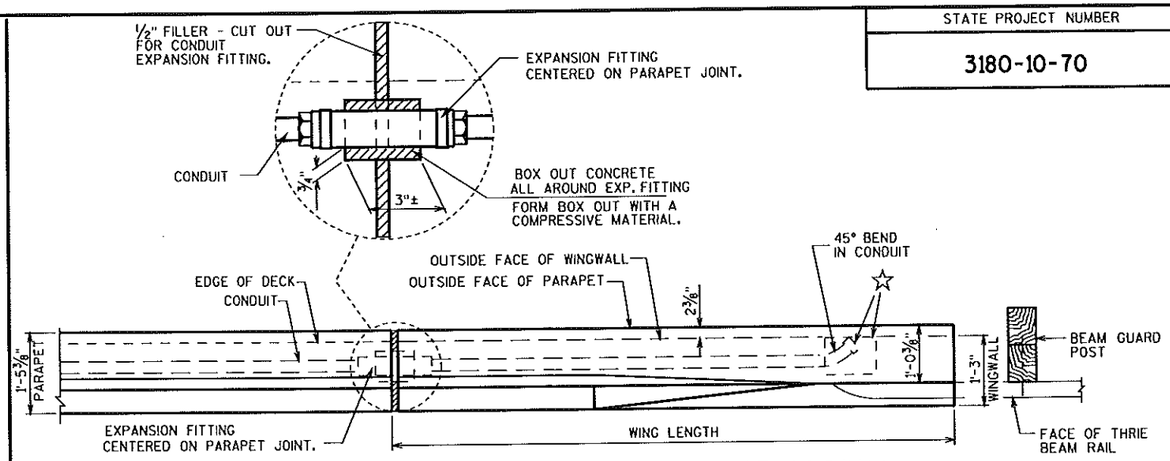


GENERAL NOTES

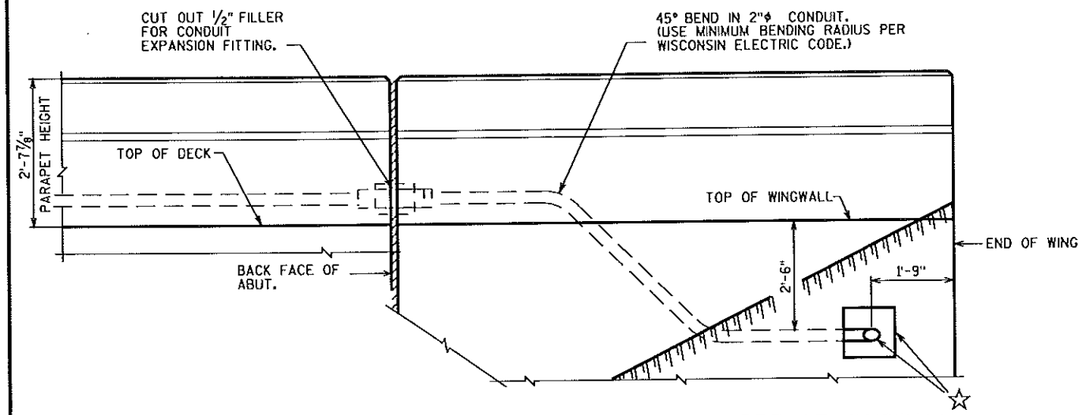
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

STANDARD CROSS SECTION



PLAN OF PARAPET AT WINGWALL



OUTSIDE ELEVATION OF PARAPET AT WINGWALL

NOTES

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
O-Z/GEDNEY TYPE DX-200 - 1½" TOTAL (±¾") LONGITUDINAL & LATERAL CONDUIT MOVEMENT.

EXPANSION FITTINGS, CONDUIT BENDS AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH".

PROVIDE A #12 AWG STRANDED COPPER PULL WIRE END TO END OF CONDUIT. (SEE SECTION 652.3.1.1 OF THE STANDARD SPECS.) TO BE INCIDENTAL TO "CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH".

WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. LISTED FOR ELECTRICAL USE SHALL BE USED. NO ALUMINUM CONDUIT OR FITTINGS TO BE ALLOWED.

☆ 8" X 8" X 6" DEEP BOX OUT AT TERMINATION OF CONDUIT. CAP END OF CONDUIT WITH A REMOVAL PVC CONDUIT CAP. DRILL A DRAIN HOLE IN CAP AT THE LOW POINT.

STATE PROJECT NUMBER

3180-10-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-95

DRAWN BY AMJ | PLANS CK'D. DRG

SLOPE PAVING AND CONDUIT DETAILS

SHEET 16

451

SCALE =

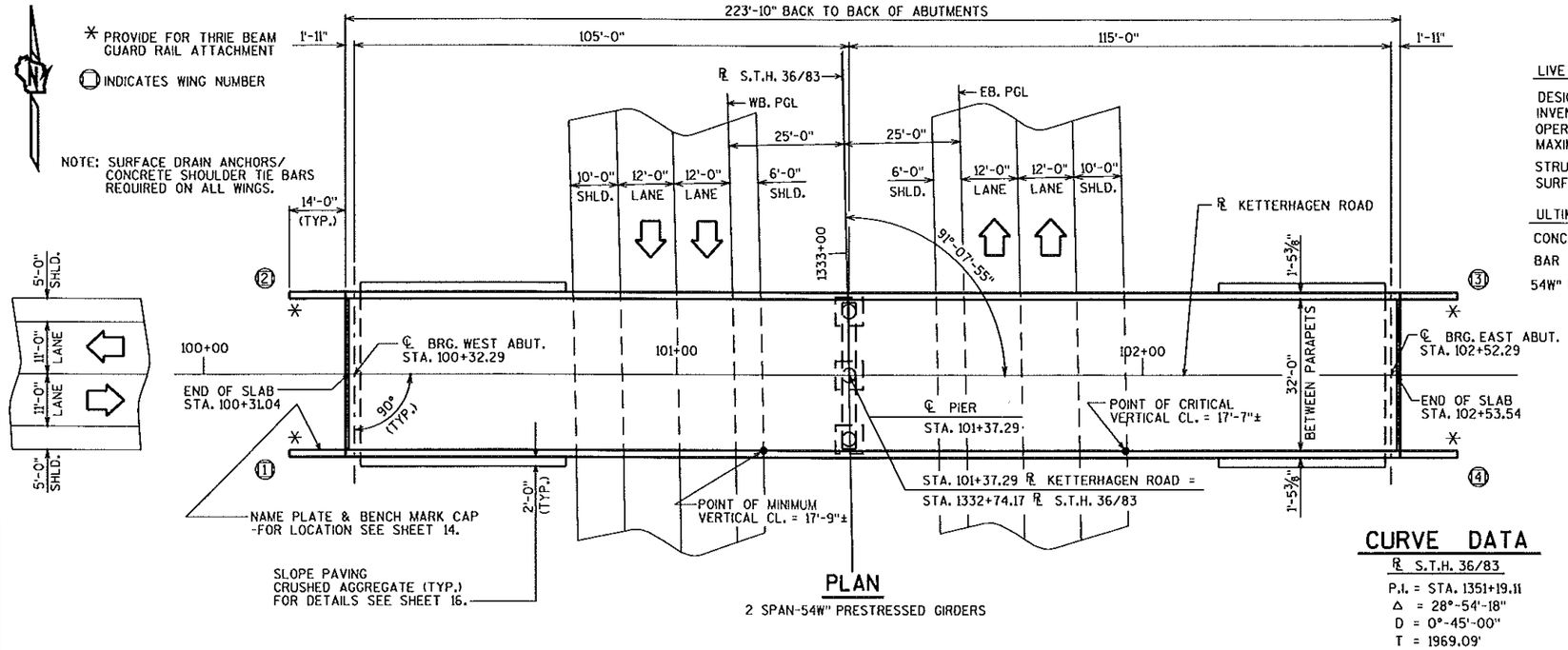
8

8

2-05

STATE PROJECT NUMBER

3180-10-70



PLAN

2 SPAN-54W" PRESTRESSED GIRDERS

DESIGN DATA

LIVE LOAD:

DESIGN RATING; HS-25
INVENTORY RATING; HS-29
OPERATIONAL RATING; HS-50
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 250 KIPS.

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY SLAB — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.

54W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 9,000 P.S.I.
STRANDS- 0.6" ϕ WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 12X53 STEEL PILING DRIVEN TO A MINIMUM BEARING VALUE OF 70 TONS PER PILE. ESTIMATED 70'-0" LONG.

PIER TO BE SUPPORTED ON HP 14X73 STEEL PILING DRIVEN TO A MINIMUM BEARING VALUE OF 95 TONS PER PILE. ESTIMATED 50'-0" LONG.

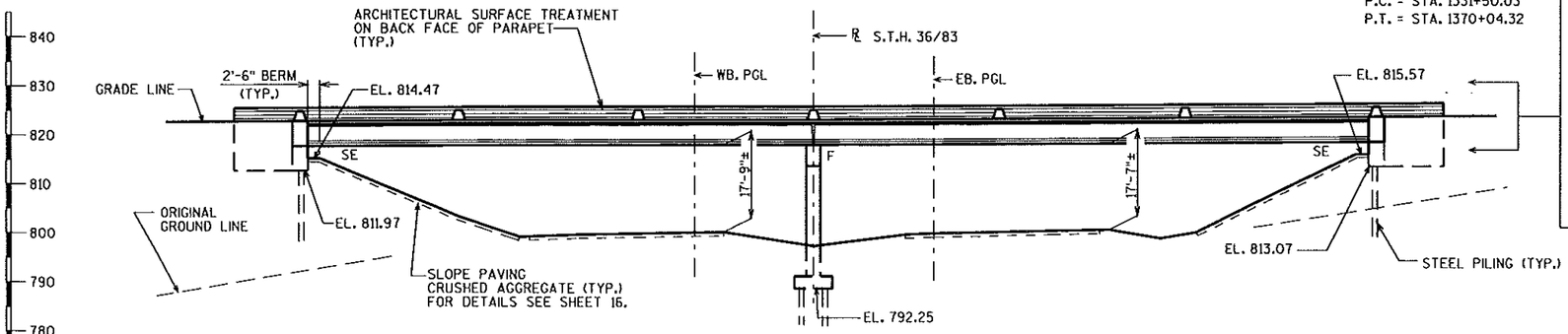
CURVE DATA

℄ S.T.H. 36/83

P.I. = STA. 1351+19.11
Δ = 28°-54'-18"
D = 0°-45'-00"
T = 1969.09'
L = 3854.29'
R = 7640.00'
S.E. = 0.021%
P.C. = STA. 1331+50.03
P.T. = STA. 1370+04.32

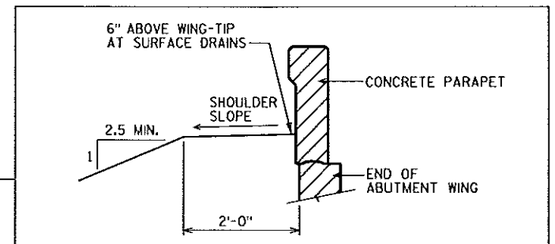
TRAFFIC VOLUME

KETTERHAGEN ROAD	S.T.H. 36/83
A.D.T.=460 (2020)	A.D.T.=7,100 (2026)
R.D.S.=50 M.P.H.	R.D.S.=60 M.P.H.

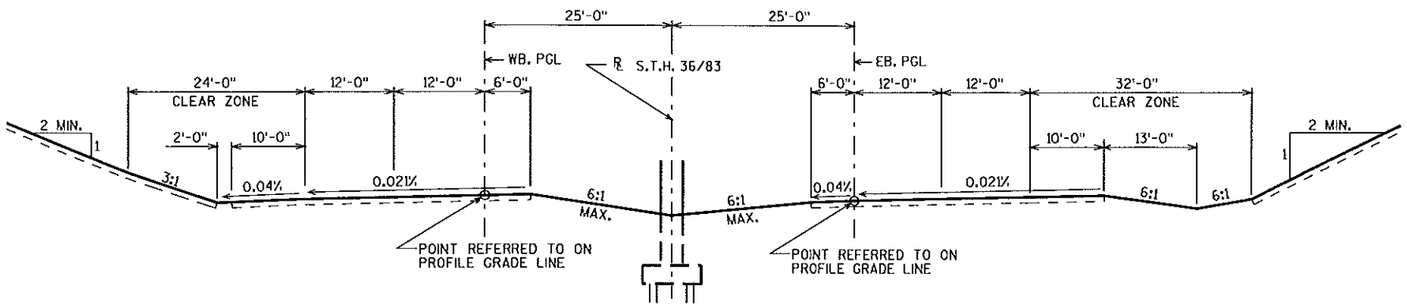


ELEVATION

NORMAL TO S.T.H. 36/83



TYPICAL FILL SECTION AT WING TIPS



TYPICAL SECTION THRU S.T.H. 36/83

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WEST ABUTMENT DETAILS
6. EAST ABUTMENT
7. EAST ABUTMENT DETAILS
8. PIER
9. SUPERSTRUCTURE
10. SUPERSTRUCTURE DETAILS
11. 54W" PRESTRESSED GIRDER DETAILS
12. 54W" PRESTRESSED GIRDER DETAILS
13. STEEL DIAPHRAGM
14. SLOPED FACE PARAPET LF
15. ARCHITECTURAL SURFACE TREATMENT
16. SLOPE PAVING AND CONDUIT DETAILS

BRIDGE OFFICE CONTACT = DAVID R. GENSON (608) 266-8491

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

APPROVED William C Dreher SDR 4-18-07
CHIEF STRUCTURAL DESIGN ENGINEER DATE

STRUCTURE B-51-101

KETTERHAGEN ROAD OVER S.T.H. 36/83

COUNTY	TOWN/CITY/VILLAGE
RACINE	BURLINGTON

DESIGN SPEC.	LOAD	CONST. SPEC.
AASHTO STD. SPEC. 2003	HS-25	2003

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
AMJ	DGR	AMW	DRG

GENERAL PLAN

SHEET 1 OF 16

452

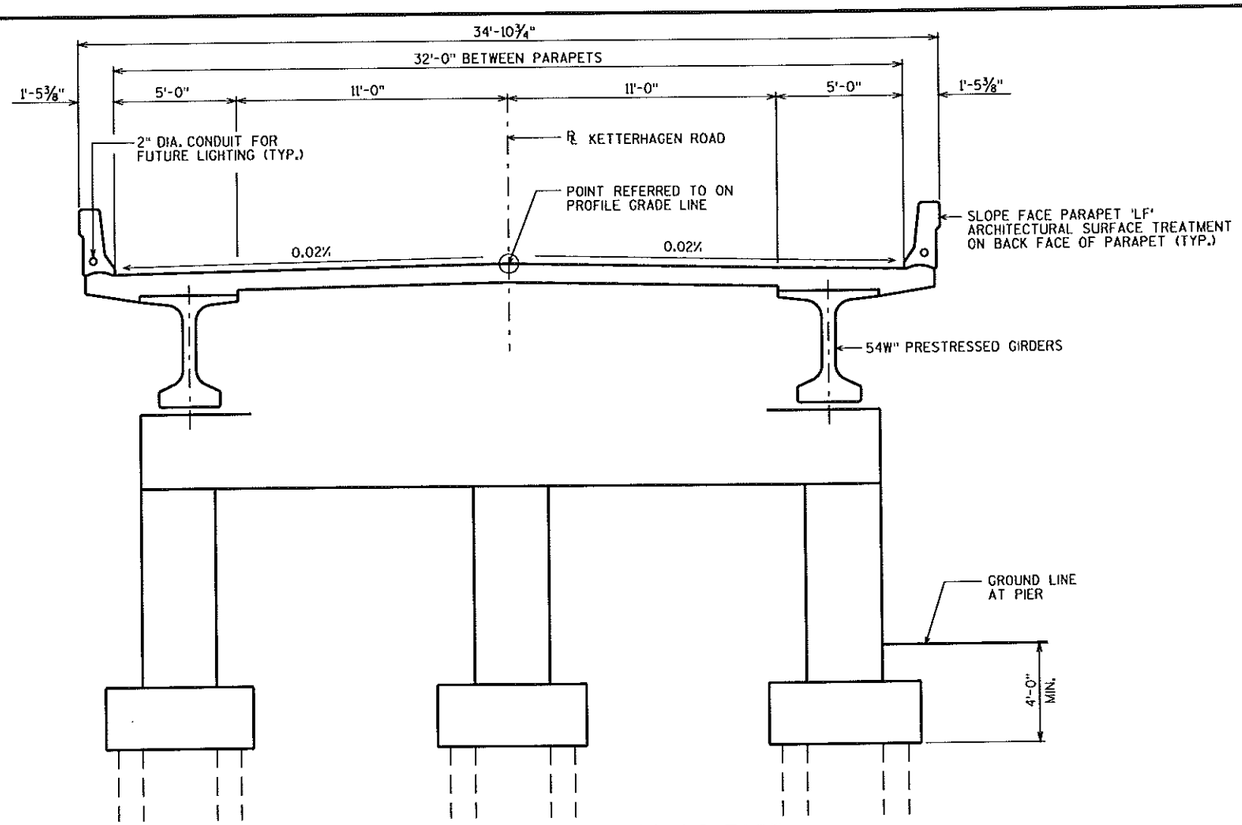
I.D. 3180-10-00T

DATE: OCT. 2006

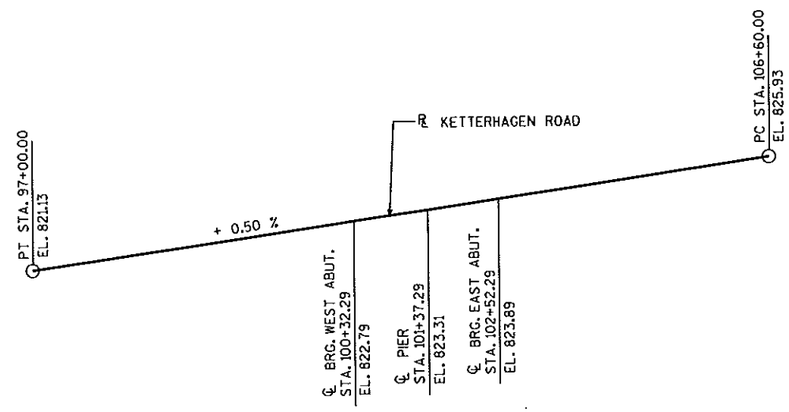
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STATE PROJECT NUMBER

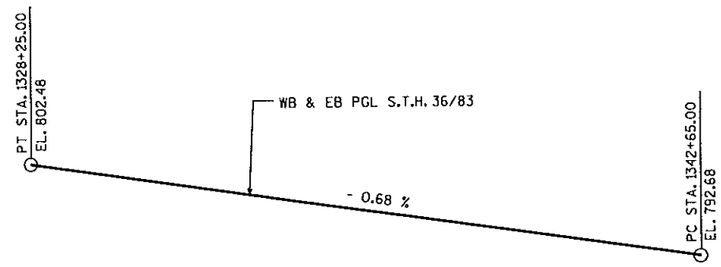
3180-10-70



CROSS SECTION THRU ROADWAY LOOKING EAST



PROFILE GRADE LINE KETTERHAGEN ROAD



WB & EB PROFILE GRADE LINE S.T.H. 36/83

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	WEST ABUT.	EAST ABUT.	PIER	TOTALS
EXCAVATION FOR STRUCTURES BRIDGES B-51-101	LS	——	——	——	——	1
BACKFILL STRUCTURE	CY	——	137	137	——	274
CONCRETE MASONRY BRIDGES	CY	326	41	41	56	464
PROTECTIVE SURFACE TREATMENT	SY	986	——	——	——	986
PRESTRESSED GIRDER TYPE I 54W-INCH	LF	1,104	——	——	——	1104
BAR STEEL REINFORCEMENT HS BRIDGES	LB	——	1,660	1,680	1,260	4,600
BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	58,320	2,335	2,335	8,860	71,850
BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	15	——	——	——	15
STEEL DIAPHRAGMS B-51-101	EACH	16	——	——	——	16
PILING STEEL DELIVERED AND DRIVEN HP 12-INCH X 53 LB	LF	——	630	700	——	1330
PILING STEEL DELIVERED AND DRIVEN HP 14-INCH X 73 LB	LF	——	——	——	900	900
RUBBERIZED MEMBRANE WATERPROOFING	SY	——	10	10	——	20
SLOPE PAVING CRUSHED AGGREGATE	SY	——	175	170	——	345
PIPE UNDERDRAIN 6-INCH	LF	——	43	43	——	86
PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	——	25	25	——	50
ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	——	2	2	——	4
GEOTEXTILE FABRIC TYPE DF (SCHEDULE A)	SY	——	36	36	——	72
CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	450	30	30	——	510
ARCHITECTURAL SURFACE TREATMENT	SF	690	45	45	——	780
CONCRETE STAINING	SF	345	22	22	——	389
NON-BID ITEMS						
FILLER	SIZE	——	——	——	——	½" & ¾"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE AND THE FRONT FACE AND THE TOP OF THE PARAPET INCLUDING ABUTMENT WINGS.

CONCRETE FOR ABUTMENT AND PIER DIAPHRAGMS SHALL BE PLACED WITH THE DECK CONCRETE. NO OPTIONAL CONSTRUCTION JOINT WILL BE PERMITTED.

AT ABUTMENTS HP 14 X 73 STEEL PILING MAY BE USED IN LIEU OF HP 12 X 53 STEEL PILING. PAYMENT SHALL BE BASED ON BID PRICE FOR THE HP 12 X 53 STEEL PILING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

DRAWN BY AMW | PLANS CK'D. DRG

CROSS SECTION & QUANTITIES

SHEET 2

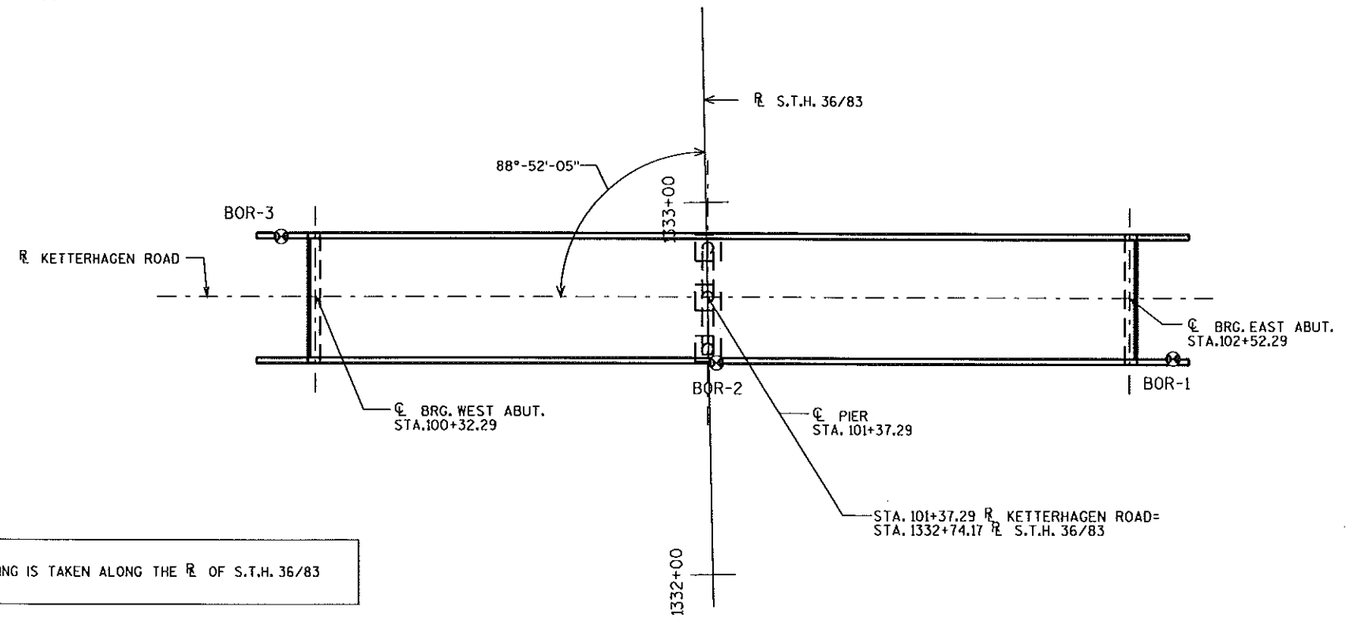
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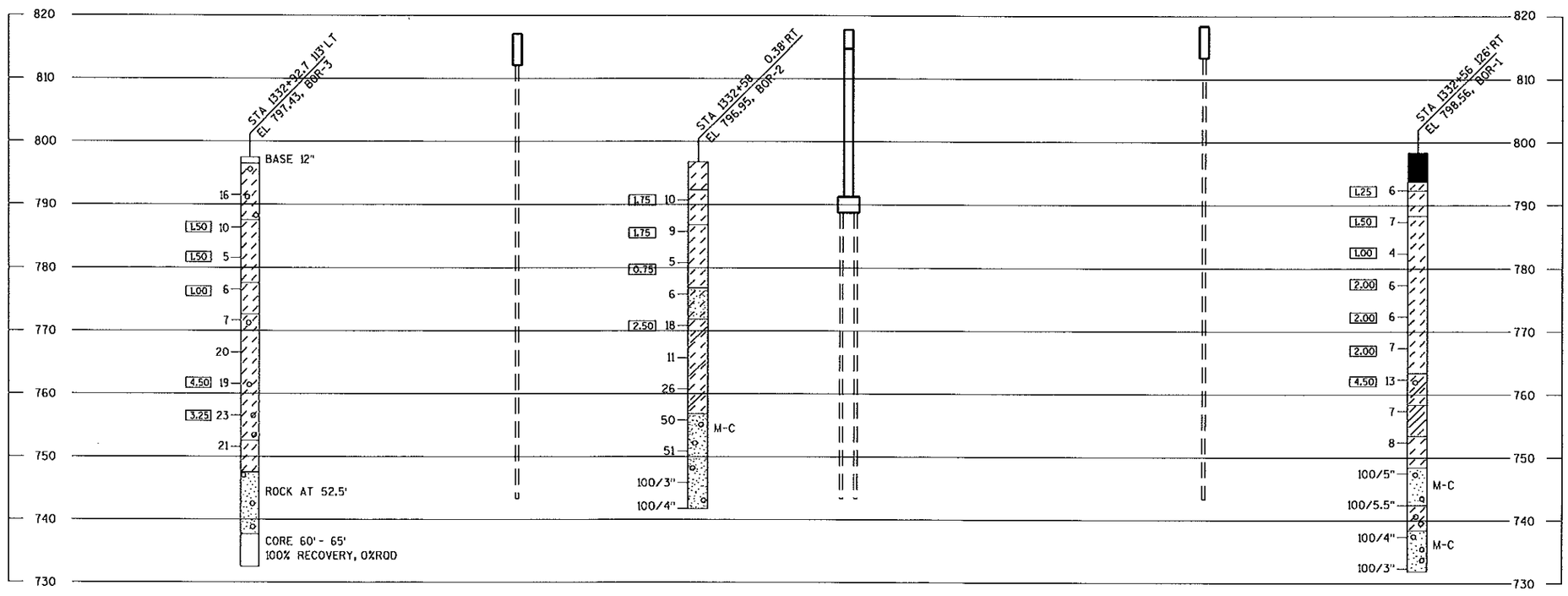
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KETTERHAGEN ROAD OVER STH 36/83
BURLINGTON BYPASS



NOTE: BORING STATIONING IS TAKEN ALONG THE ℄ OF S.T.H. 36/83



STATE PROJECT NUMBER

3180-10-70

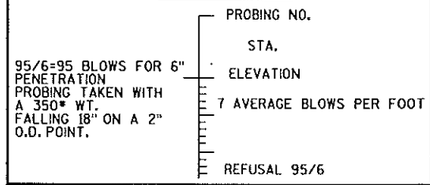
ABBREVIATIONS

F— FINE M— MEDIUM C— COARSE
WS— WEATHERED SO — SOUND

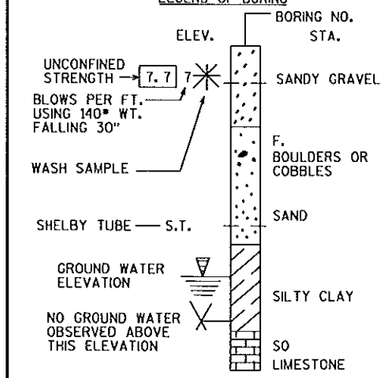
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

DRAWN BY EJL/RIES | PLANS CK'D. DRG

SUBSURFACE EXPLORATION

SHEET 3
454

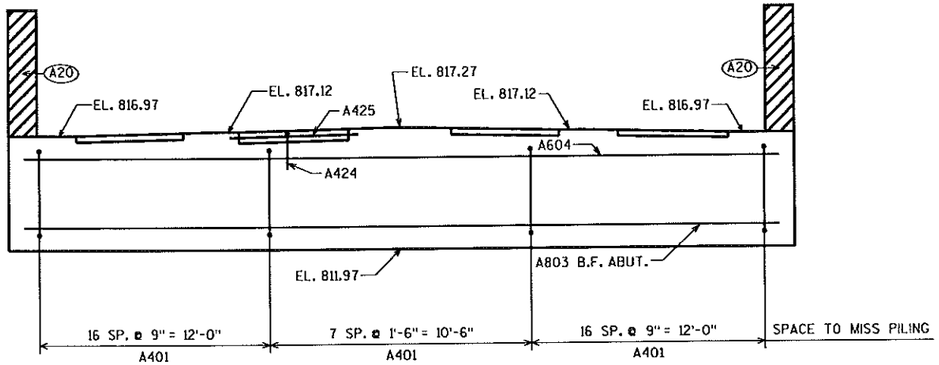
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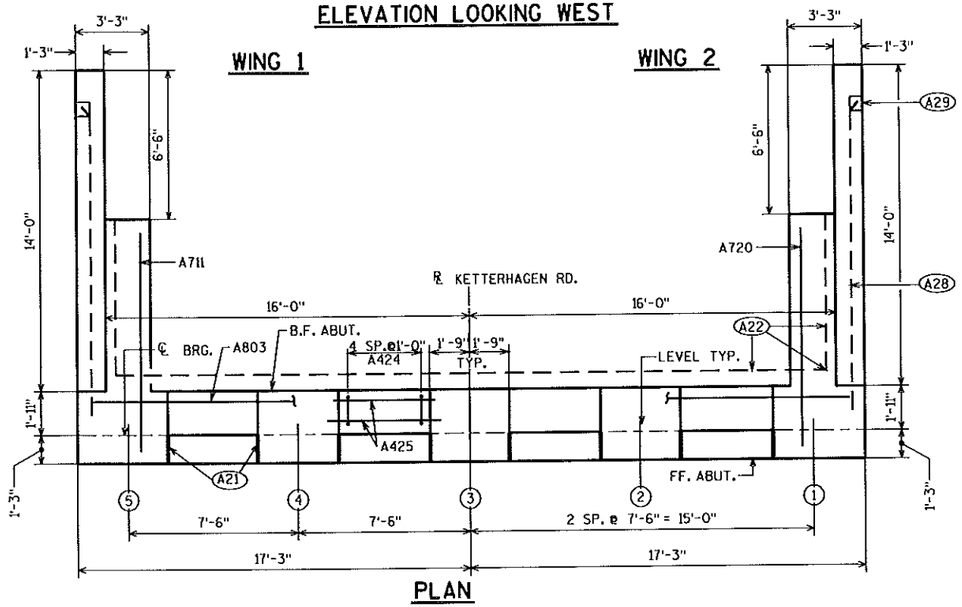
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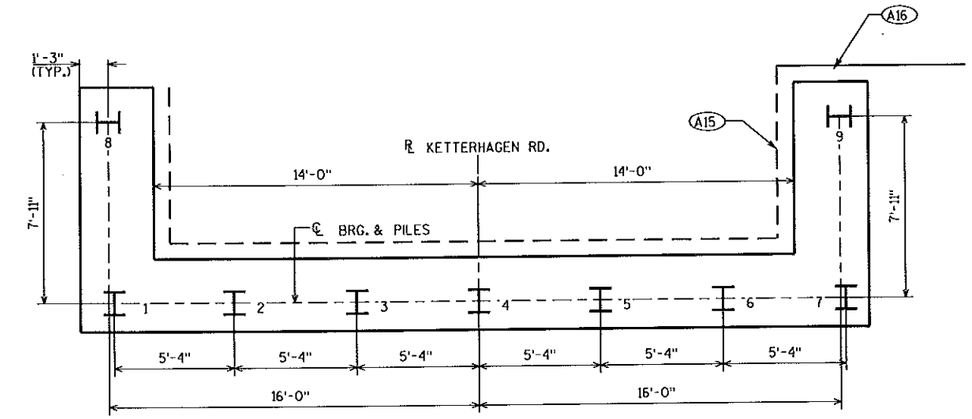
3180-10-70



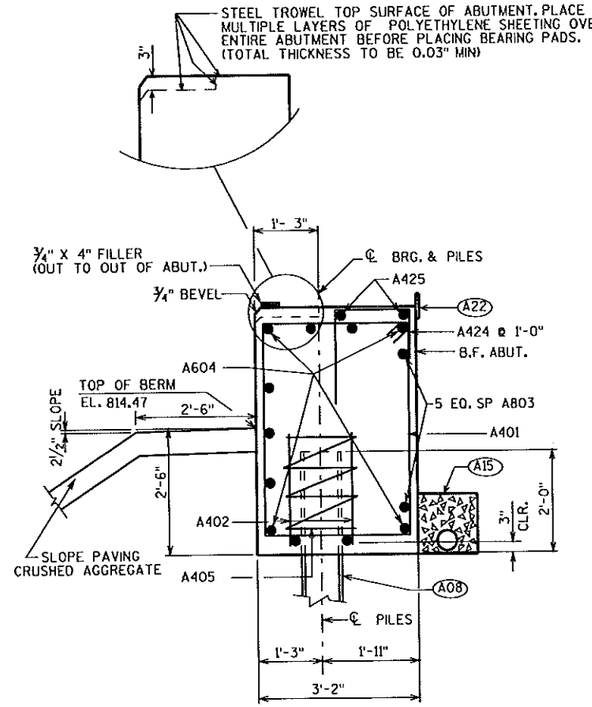
ELEVATION LOOKING WEST



PLAN



PILE PLAN



SECTION THRU BODY

(A08) SUPPORT ABUTMENT ON HP 12 X 53 STEEL PILING, ESTIMATED 70'-0" LONG & DRIVEN TO A MIN. BRG. VALUE OF 70 TONS PER PILE.

(A15) PIPE UNDERDRAINS, 6 INCH. SLOPE 0.5% MIN. TO DRAIN. ENCLOSED IN 1'-6" X 1'-6" AREA OF SIZE 1 COARSE AGGREGATE (INCLUDED IN UNDERDRAIN BID ITEM) WRAPPED IN GEOTEXTILE FABRIC, TYPE DF (SCHEDULE A), WITH 1'-6" OVERLAP.

(A16) PIPE UNDERDRAIN, 6 INCH, UNPERFORATED. TO SUITABLE DRAINAGE.

(A20) 1/2" FILLER (INCLUDED IN WING LENGTH):SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A21) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A22) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING **SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.**

(A28) 2" CONDUIT FOR DETAILS SEE SHT. 16

(A29) 8" X 8" X 6" DEEP BOX OUT AT CONDUIT TERMINATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

DRAWN BY AMJ | PLANS CK'D. DRG

WEST ABUTMENT

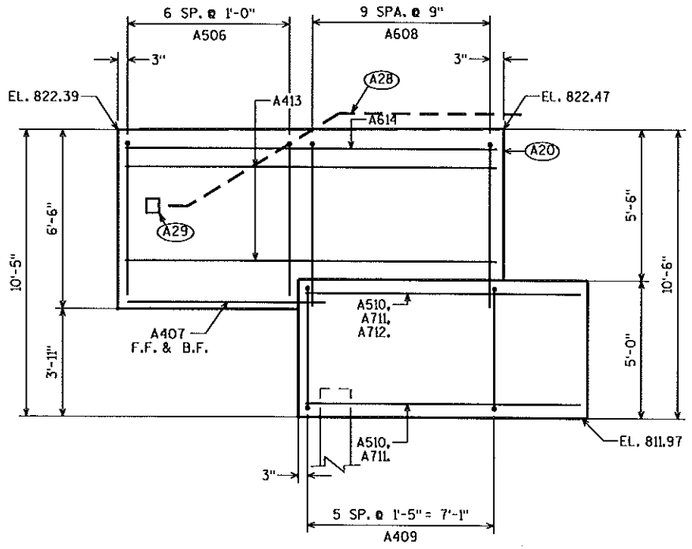
SHEET 4

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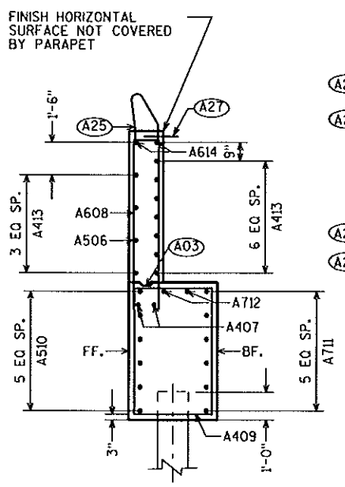
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8

TUE SEP 12 16:19:14 2006*
B-51-101



WING 1 ELEVATION



WING 1 SECTION

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A20) 1/2" FILLER (INCLUDED IN WING LENGTH) SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A25) FOR PPT. BARS & DIMENSION SEE PARAPET SHT.

(A27) A426 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

(A28) 2" CONDUIT FOR DETAILS SEE SHT. 16

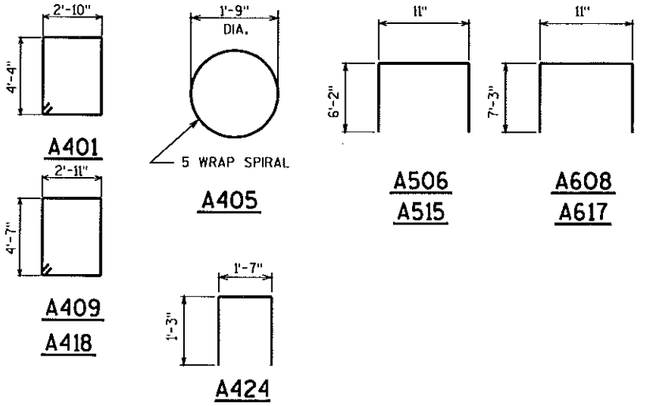
(A29) 8" X 8" X 6" DEEP BOX OUT AT CONDUIT TERMINATION.

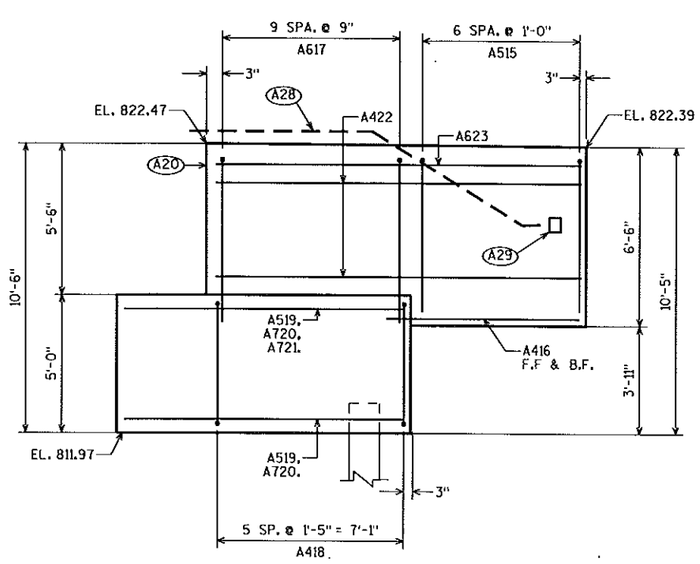
STATE PROJECT NUMBER

3180-10-70

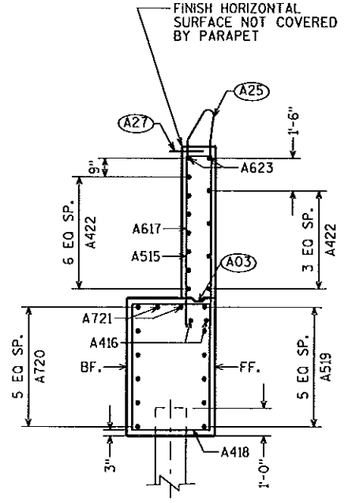
BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A401		40	14'-10"	X		BODY-STIRRUPS
A402		14	2'-3"			PILES- 2 PER PILE
A803		6	34'-2"			BODY-HORIZONTAL -B.F.
A604		11	34'-2"			BODY-HORIZONTAL
A405		7	28'-0"	X		PILES-1 PER PILE
A506	X	7	13'-0"	X		WING 1-VERTICAL
A407	X	2	7'-8"			WING 1-HORIZONTAL
A608	X	10	15'-2"	X		WING 1-VERTICAL
A409	X	6	15'-6"	X		WING 1-STIRRUP
A510	X	6	10'-4"			WING 1-HORIZONTAL
A711	X	6	10'-4"			WING 1-HORIZONTAL
A712	X	2	10'-4"			WING 1-HORIZONTAL
A413	X	11	13'-8"			WING 1-HORIZONTAL
A614	X	2	13'-8"			WING 1-HORIZONTAL
A515	X	7	13'-0"	X		WING 2-VERTICAL
A416	X	2	7'-8"			WING 2-HORIZONTAL
A617	X	10	15'-2"	X		WING 2-VERTICAL
A418	X	6	15'-6"	X		WING 2-STIRRUP
A519	X	6	10'-4"			WING 2-HORIZONTAL
A720	X	6	10'-4"			WING 2-HORIZONTAL
A721	X	2	10'-4"			WING 2-HORIZONTAL
A422	X	11	13'-8"			WING 2-HORIZONTAL
A623	X	2	13'-8"			WING 2-HORIZONTAL
A424	X	20	4'-0"	X		BTWN. BEAM SEATS
A425	X	8	6'-0"			HORIZ. BTWN. BEAM SEATS
A426	X	28	2'-0"			SURFACE DRAIN ANCHORS

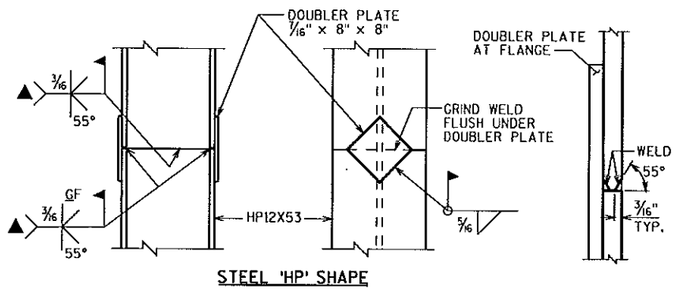




WING 2 ELEVATION



WING 2 SECTION



STEEL 'HP' SHAPE

▲ SEE HP WELD DETAIL

PILE SPLICE DETAIL
HP 12" PILES

HP WELD DETAIL

NO.	DATE	REVISION	BY

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STRUCTURE B-51-101

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WEST ABUTMENT DETAILS

SHEET 5

456

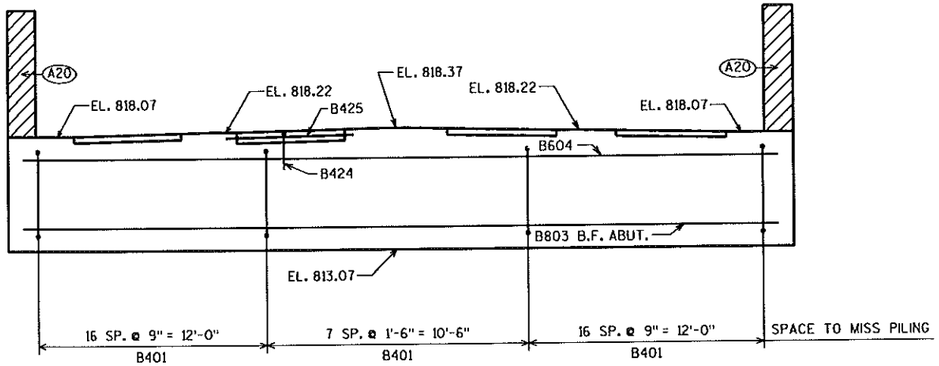
TUE SEP 12 16:19:24 2006*
B-51-101

8

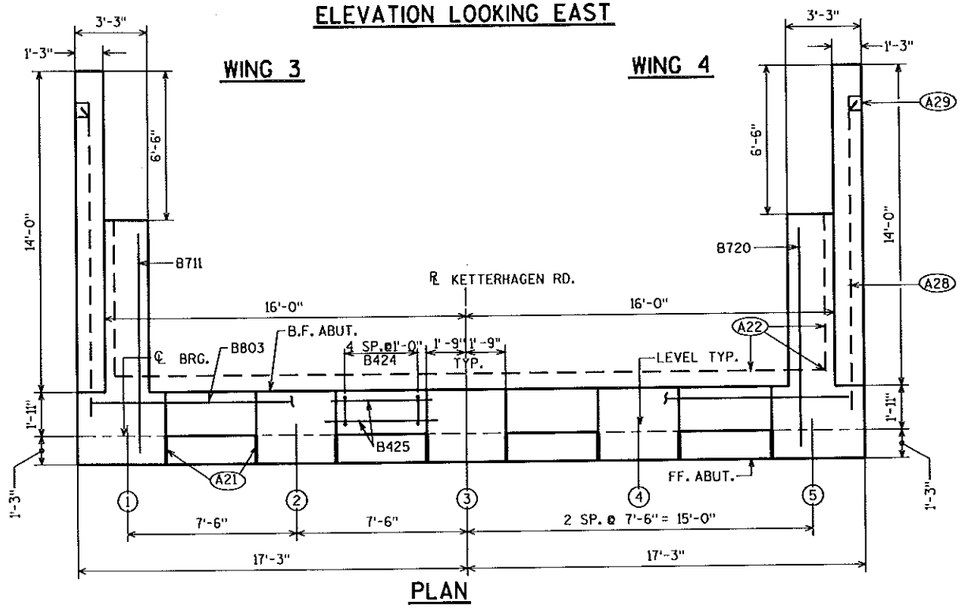
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STATE PROJECT NUMBER

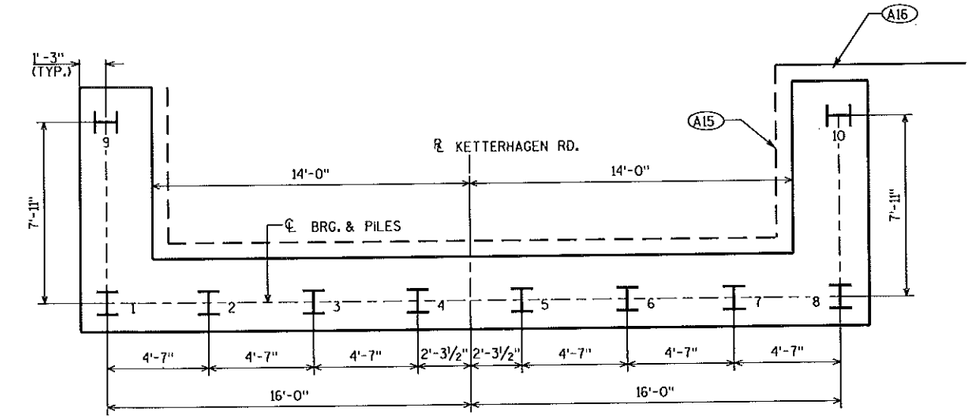
3180-10-70



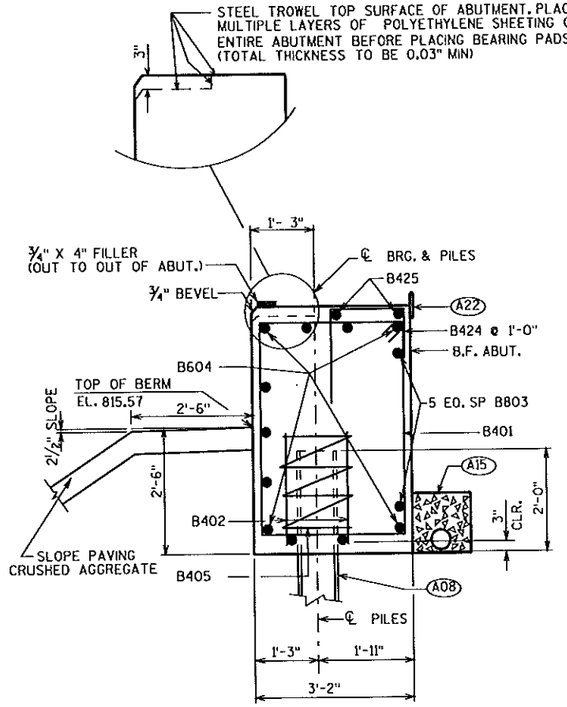
ELEVATION LOOKING EAST



PLAN



PILE PLAN



SECTION THRU BODY

(A08) SUPPORT ABUTMENT ON HP 12 X 53 STEEL PILING, ESTIMATED 70'-0" LONG & DRIVEN TO A MIN. BRG. VALUE OF 70 TONS PER PILE.

(A15) PIPE UNDERDRAINS, 6 INCH, SLOPE 0.5% MIN. TO DRAIN, ENCLOSED IN 1'-6" X 1'-6" AREA OF SIZE 1 COARSE AGGREGATE (INCLUDED IN UNDERDRAIN BID ITEM) WRAPPED IN GEOTEXTILE FABRIC, TYPE DF (SCHEDULE A), WITH 1'-6" OVERLAP.

(A16) PIPE UNDERDRAIN, 6 INCH, UNPERFORATED. TO SUITABLE DRAINAGE.

(A20) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER, (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A21) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A22) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING **SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.**

(A28) 2" CONDUIT FOR DETAILS SEE SHT. 16

(A29) 8" X 8" X 6" DEEP BOX OUT AT CONDUIT TERMINATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

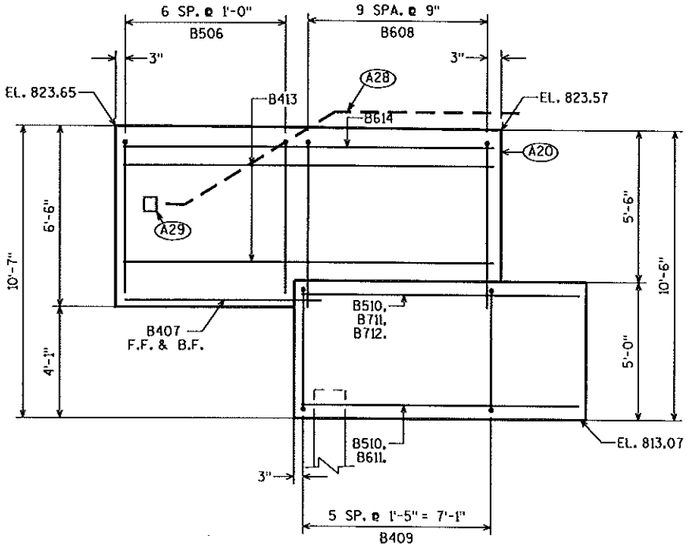
DRAWN BY AMJ | PLANS CK'D. DRG

EAST ABUTMENT

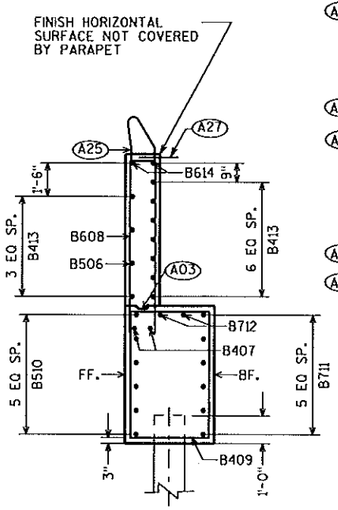
SHEET 6

457

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B-51-101



WING 3 ELEVATION



WING 3 SECTION

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 × 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A20) 1/2" FILLER (INCLUDED IN WING LENGTH):SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A25) FOR PPT. BARS & DIMENSION SEE PARAPET SHT.

(A27) B426 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

(A28) 2" CONDUIT FOR DETAILS SEE SHT. 16

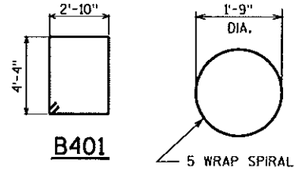
(A29) 8" X 8" X 6" DEEP BOX OUT AT CONDUIT TERMINATION.

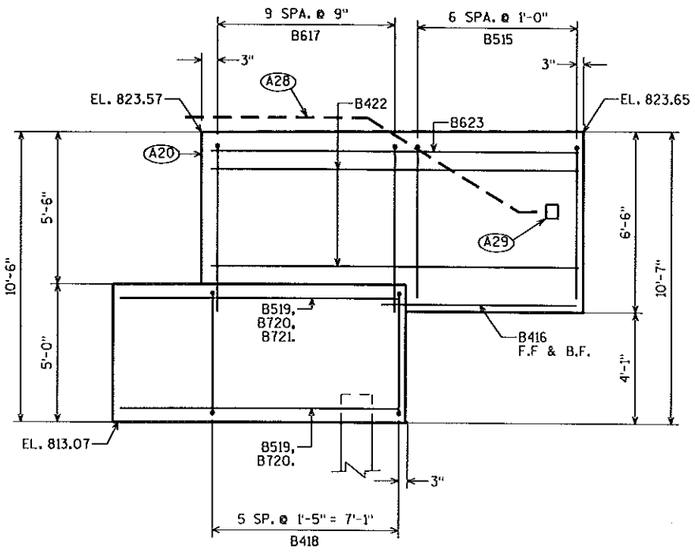
STATE PROJECT NUMBER

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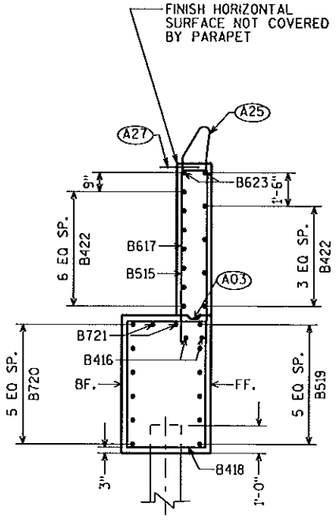
BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B401		40	14'-10"	X		BODY-STIRRUPS
B402		16	2'-3"			PILES- 2 PER PILE
B803		6	34'-2"			BODY-HORIZONTAL-B.F.
B604		11	34'-2"			BODY-HORIZONTAL
B405		8	28'-0"	X		PILES-1 PER PILE
B506	X	7	13'-0"	X		WING 3-VERTICAL
B407	X	2	7'-8"			WING 3-HORIZONTAL
B608	X	10	15'-3"	X		WING 3-VERTICAL
B409	X	6	15'-6"	X		WING 3-STIRRUP
B510	X	6	10'-4"			WING 3-HORIZONTAL
B711	X	6	10'-4"			WING 3-HORIZONTAL
B712	X	2	10'-4"			WING 3-HORIZONTAL
B413	X	11	13'-8"			WING 3-HORIZONTAL
B614	X	2	13'-8"			WING 3-HORIZONTAL
B515	X	7	13'-0"	X		WING 4-VERTICAL
B416	X	2	7'-8"			WING 4-HORIZONTAL
B617	X	10	15'-3"	X		WING 4-VERTICAL
B418	X	6	15'-6"	X		WING 4-STIRRUP
B519	X	6	10'-4"			WING 4-HORIZONTAL
B720	X	6	10'-4"			WING 4-HORIZONTAL
B721	X	2	10'-4"			WING 4-HORIZONTAL
B422	X	11	13'-8"			WING 4-HORIZONTAL
B623	X	2	13'-8"			WING 4-HORIZONTAL
B424	X	20	4'-0"	X		BTWN. BEAM SEATS
B425	X	8	6'-0"			HORIZ. BTWN. BEAM SEATS
B426	X	28	2'-0"			SURFACE DRAIN ANCHORS

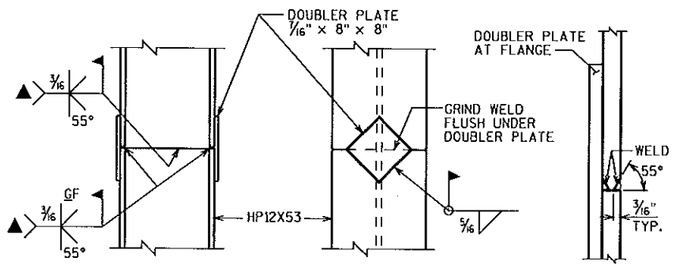




WING 4 ELEVATION



WING 4 SECTION



STEEL 'HP' SHAPE

HP WELD DETAIL

▲ SEE HP WELD DETAIL

PILE SPLICE DETAIL
HP 12" PILES

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

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EAST ABUTMENT DETAILS

SHEET 7

458

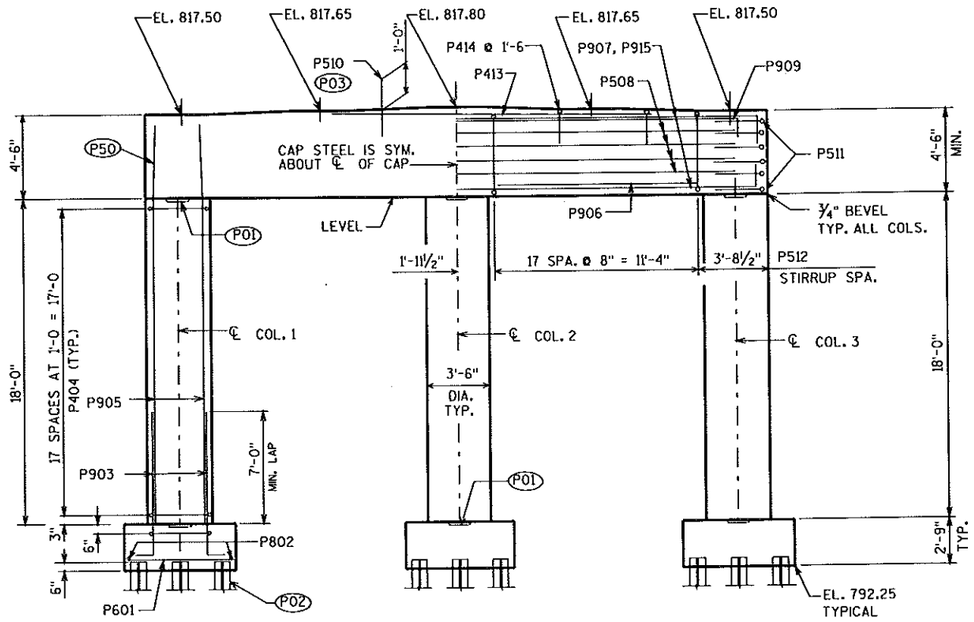
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B-51-101

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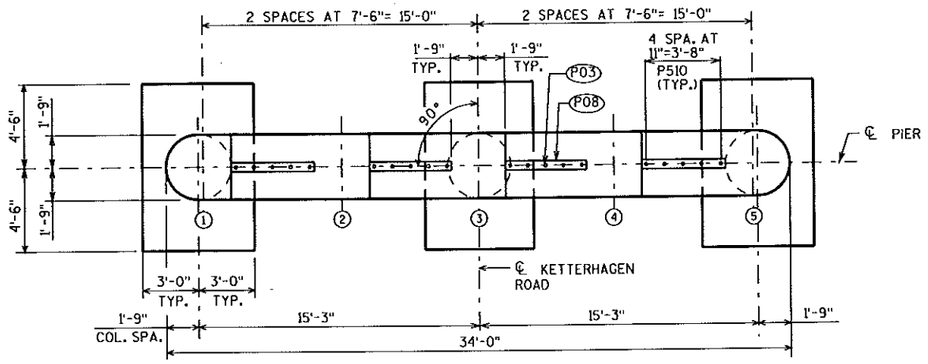
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STATE PROJECT NUMBER

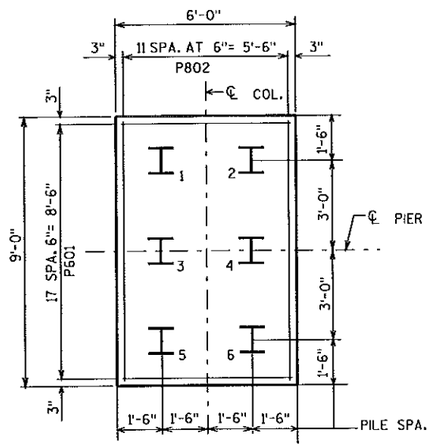
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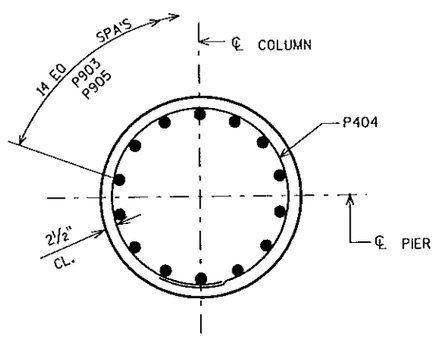
ELEVATON LOOKING NORTH



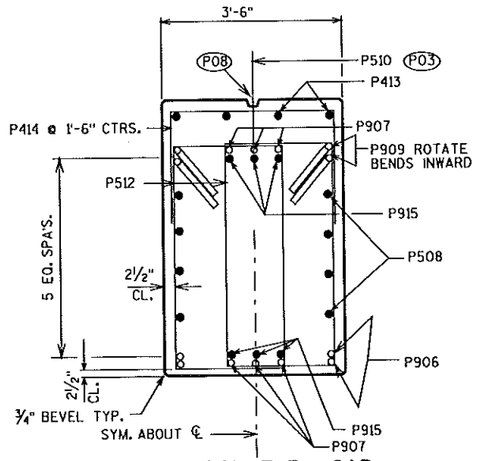
PLAN



TYPICAL FOOTING PLAN



SECTION THRU COLUMN



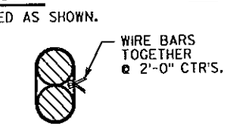
SECTION THRU CAP

HORIZ. BARS ARE EQUALLY SPACED AS SHOWN.

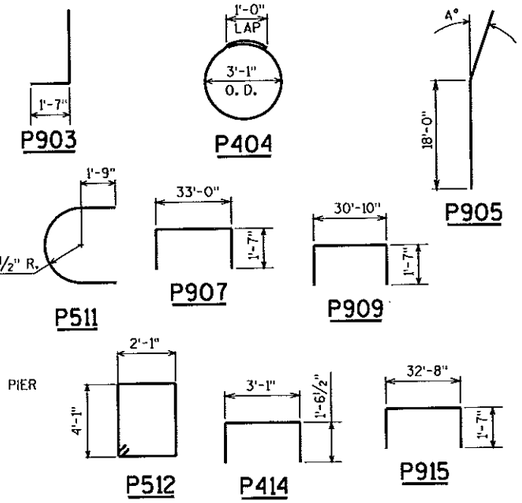
BILL OF BARS

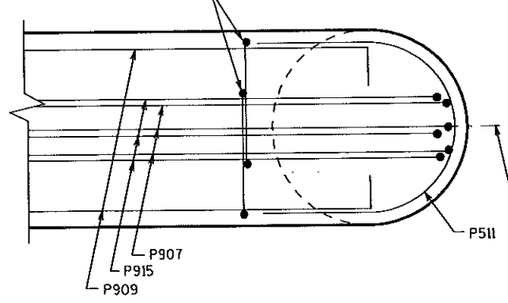
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BUNDLE	LOCATION
P601		54	5-6			FOOTINGS
P802		36	8-6			FOOTINGS
P903	X	42	11-0	X		FTG. & COL.--DOWELS
P404	X	57	10-8	X		FTG. & COL.--HOOPS
P905	X	42	22-0	X		COLUMNS VERT.
P906	X	8	13-0		X	CAP BOTT. -- EXTERIOR
P907	X	6	35-8	X	X	CAP TOP & BOT. INTERIOR
P508	X	8	30-6			CAP SIDES
P909	X	4	33-6	X	X	CAP TOP EXTERIOR
P510	X	20	2-0			CAP TOP --DOWELS
P511	X	12	8-4	X		CAP ENDS
P512	X	72	13-0	X		CAP STIRRUPS
P413	X	4	18-0			CAP @ UNDER GIRS. 2 THRU 4
P414	X	13	6-0	X		CAP @ UNDER GIRS. 2 THRU 4
P915	X	6	35-4	X	X	CAP TOP & BOT. INTERIOR

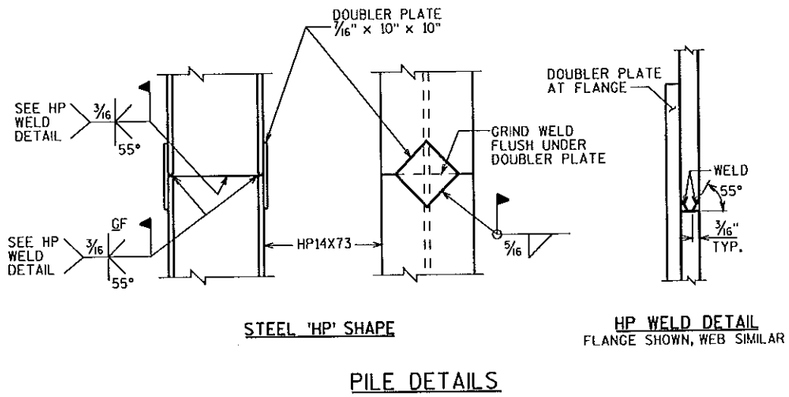


BUNDLING DETAIL





PARTIAL PLAN OF CAP END



STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

(P01) 1'-3" X 1'-3" X 2" CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY. TYP. ALL COL'S.

(P02) SUPPORT PIER ON HP 14 x 73 STEEL PILING, ESTIMATED 50'-0" LONG. & DRIVEN TO A MIN. BRG. VALUE OF 95 TONS PER PILE.

(P03) P510 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P08) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.

(P50) ORIENT VERTICAL COLUMN BARS TO FACILITATE PLACEMENT OF CAP REINFORCEMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

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PIER

SHEET 8

459

SCALE = 4

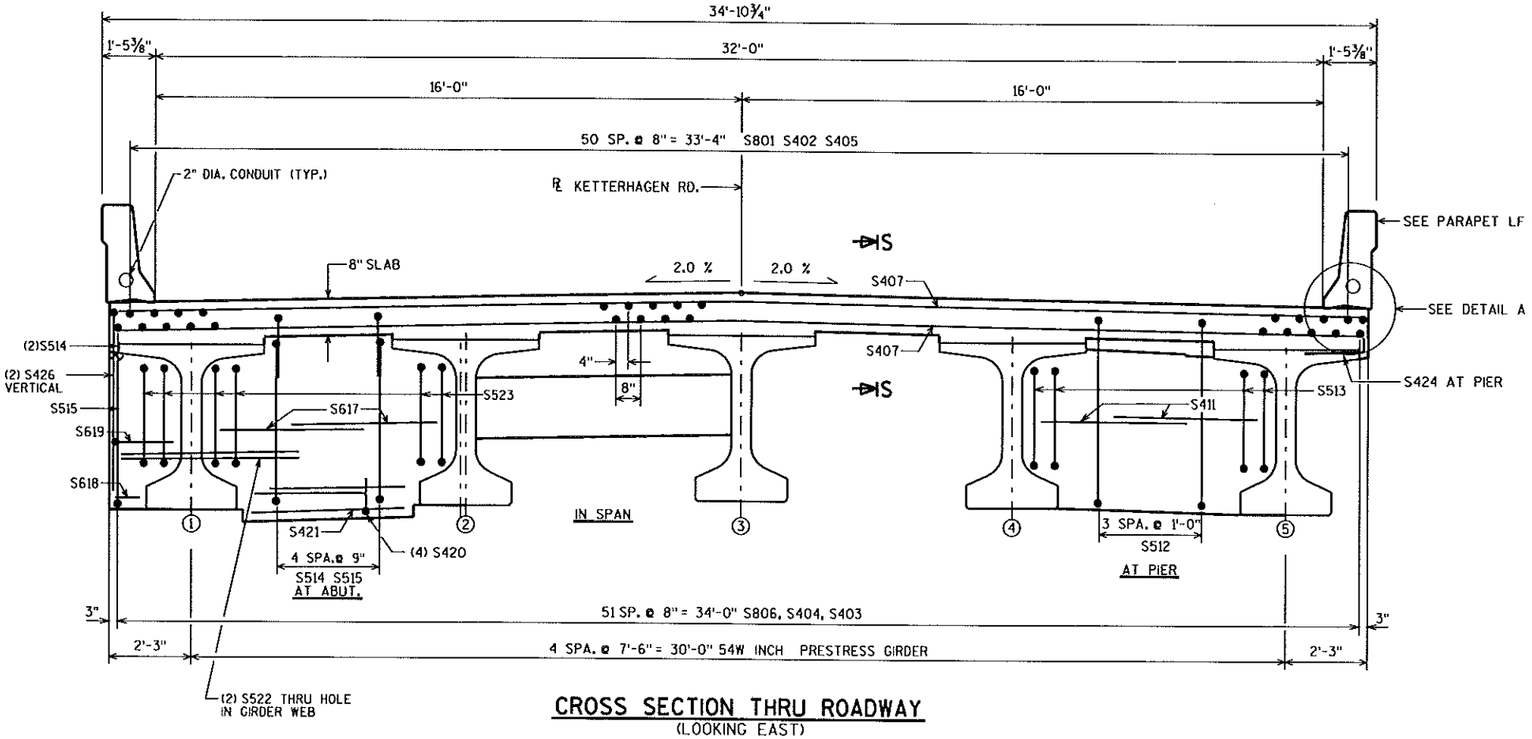
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8

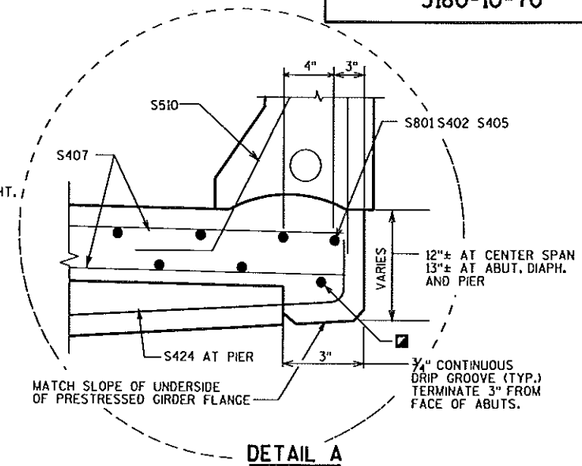
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STATE PROJECT NUMBER

3180-10-70

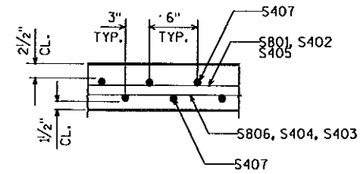


CROSS SECTION THRU ROADWAY
(LOOKING EAST)

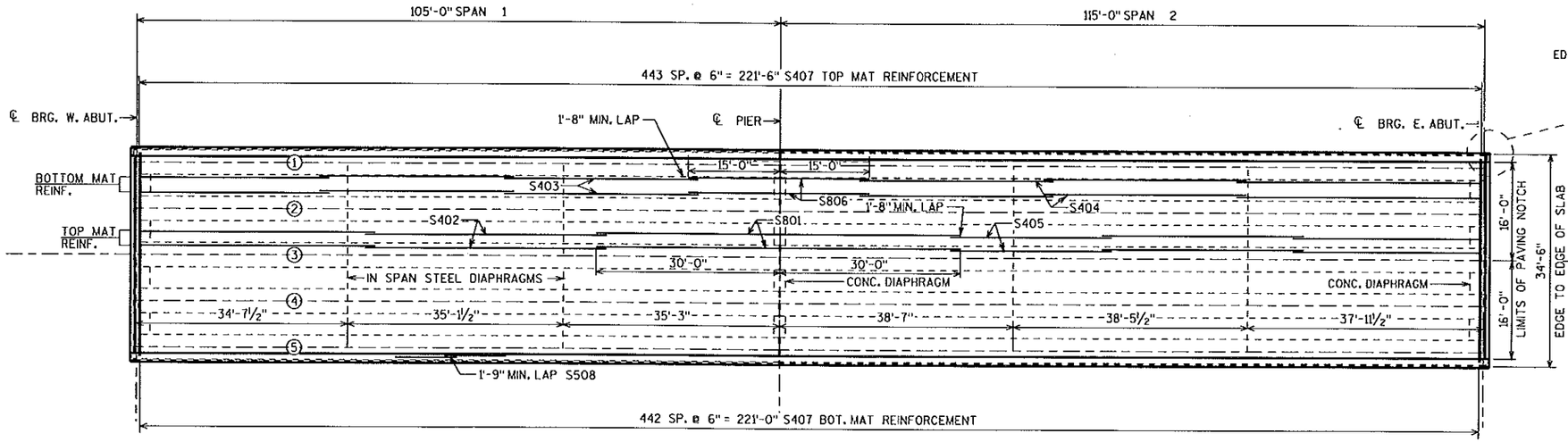


DETAIL A

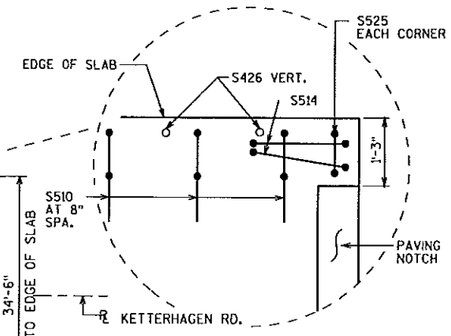
TIE TO SUPPORT RODS FOR FALSEWORK OVERHANG BRACKETS



SECTION S-S



PLAN



8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

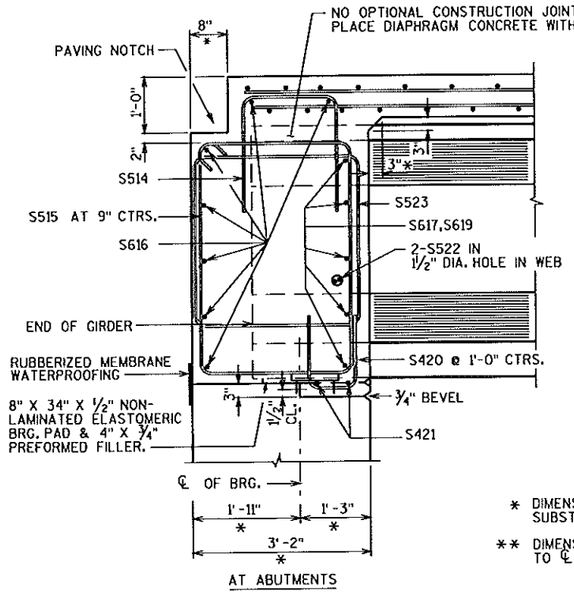
DRAWN BY AMJ | PLANS CK'D. DRG

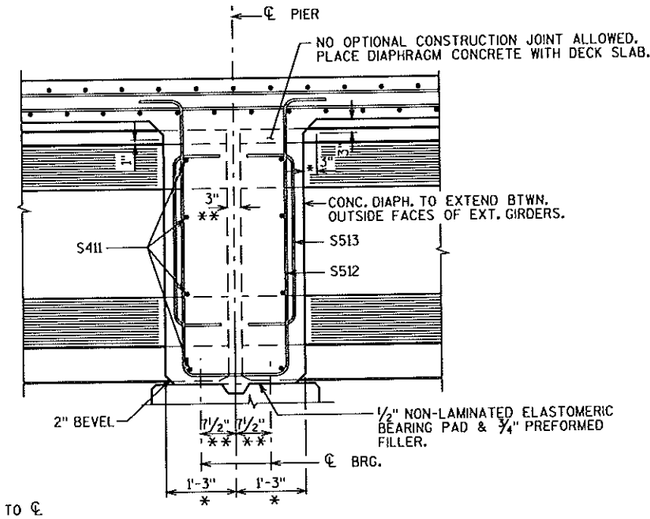
SUPERSTRUCTURE

SHEET 9

460

MON AUG 14 09:34:31 2006*
B-51-101





* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.

PART LONGIT. SECTION

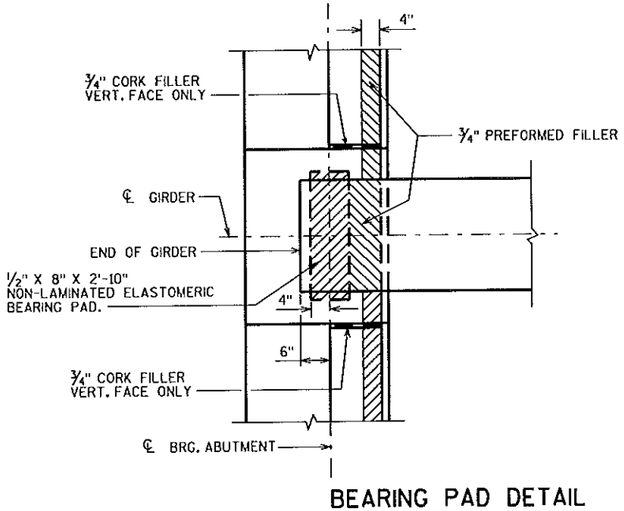
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STATE PROJECT NUMBER

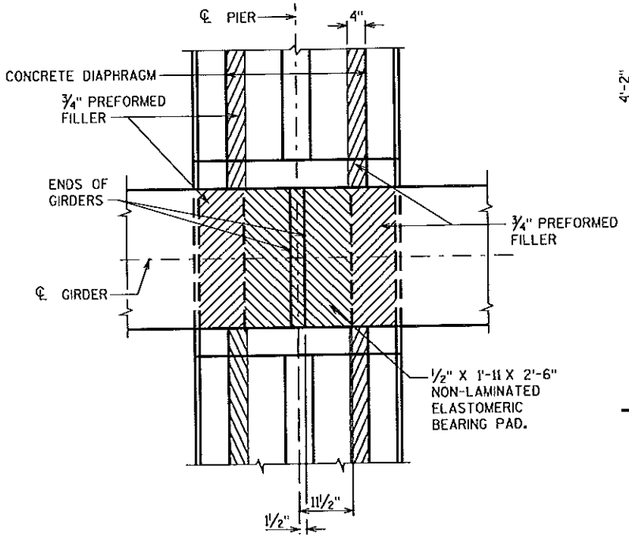
3180-10-70

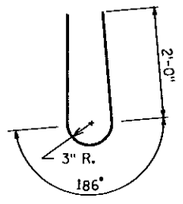
BILL OF BARS

BAR MARK	COAT.	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S801	X	53	60'-0"			LONGITUDINAL CONTINUITY TOP
S402	X	106	40'-0"			LONGITUDINAL TOP SPAN 1
S403	X	156	32'-0"			LONGITUDINAL BOTTOM SPAN 1
S404	X	156	35'-0"			LONGITUDINAL BOTTOM SPAN 2
S405	X	159	30'-0"			LONGITUDINAL TOP SPAN 1
S806	X	52	30'-0"			LONGITUDINAL CONTINUITY BOTTOM
S407	X	887	34'-2"			TRANSVERSE TOP AND BOTTOM
S508	X	60	38'-6"			PARAPET LF
S509	X	672	4'-10"	X		PARAPET LF
S510	X	668	4'-2"	X		PARAPET LF
S411	X	64	4'-0"			PIER DIAPHRAGM
S512	X	16	13'-0"	X		PIER DIAPHRAGM
S513	X	32	6'-3"	X		PIER DIAPHRAGM
S514	X	48	5'-9"	X		ABUT. DIAPHRAGM
S515	X	44	14'-8"	X		ABUT. DIAPHRAGM
S616	X	14	34'-2"			ABUT. DIAPHRAGM
S617	X	80	4'-0"			ABUT. DIAPHRAGM
S618	X	4	8"			ABUT. DIAPHRAGM
S619	X	16	5'-0"	X		ABUT. DIAPHRAGM
S420	X	32	3'-3"	X		ABUT. DIAPHRAGM
S421	X	16	3'-8"			ABUT. DIAPHRAGM
S522	X	20	6'-0"			ABUT. DIAPHRAGM
S523	X	40	12'-0"	X		ABUT. DIAPHRAGM
S424	X	2	3'-6"	X		AT PIER BTWN. EXTERIOR GIRD. FLANGES
S525	X	4	5'-7"	X		PARAPET LF EACH CORNER
S426	X	8	5'-0"			ABUT. DIAPHRAGM VERT.

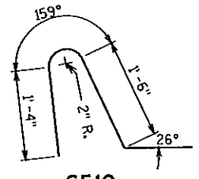


BEARING PAD DETAIL

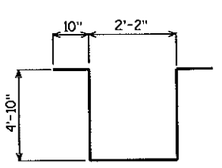




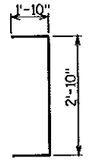
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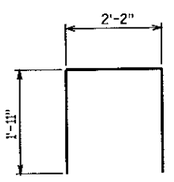
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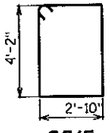
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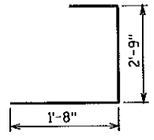
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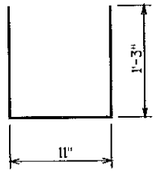
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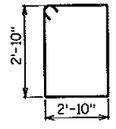
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S619



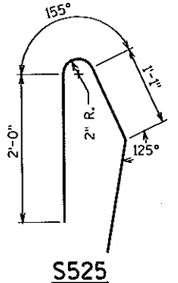
S420



S523



S424



S525

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

DRAWN BY AMJ | PLANS CK'D. DRG

SUPERSTRUCTURE DETAILS

SHEET 10

461

SCALE = 1.3333

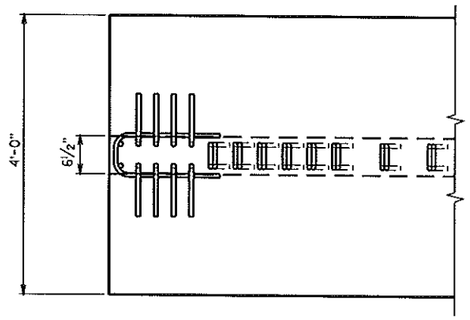
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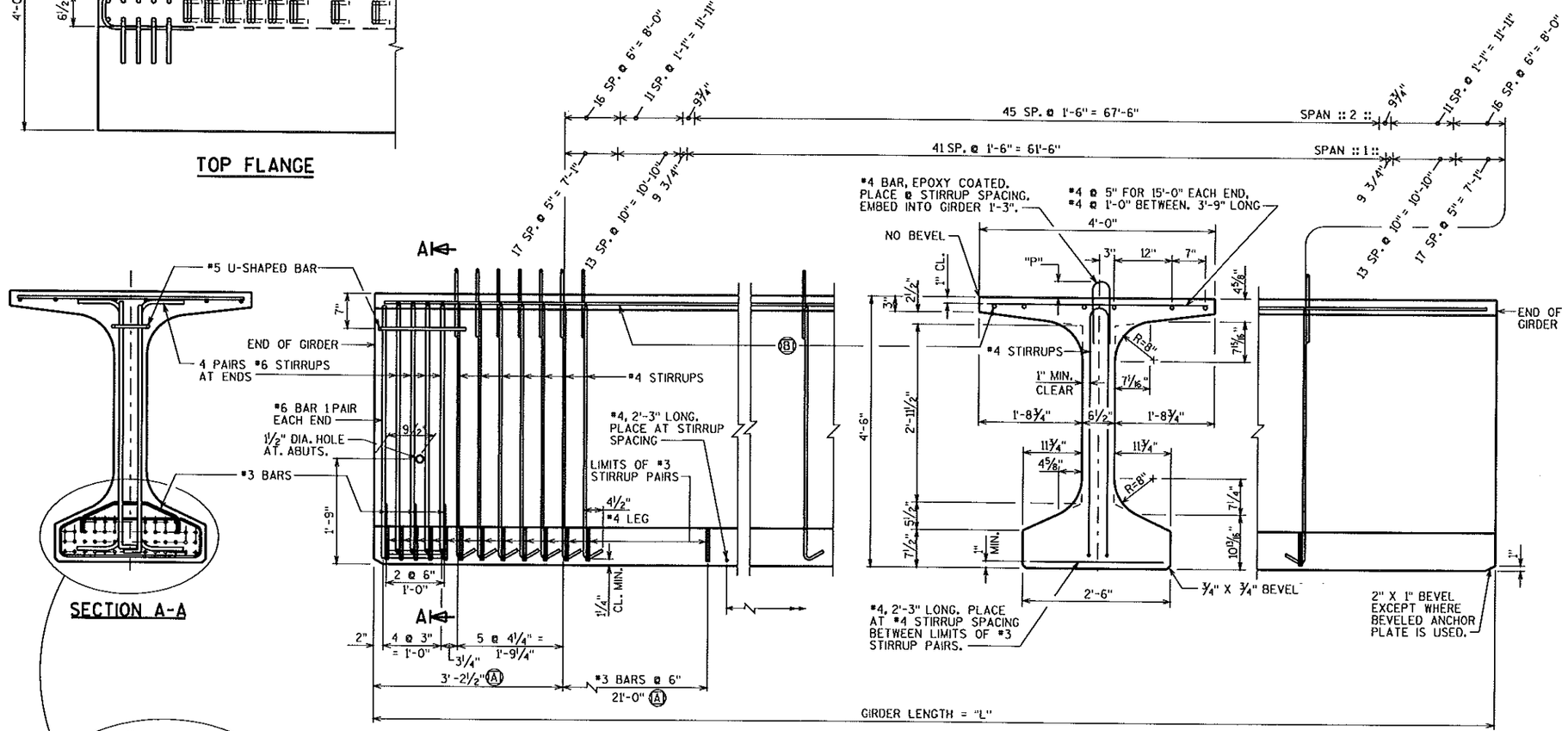
MON AUG 14 09:34:13 2006

STATE PROJECT NUMBER

3180-10-70



TOP FLANGE



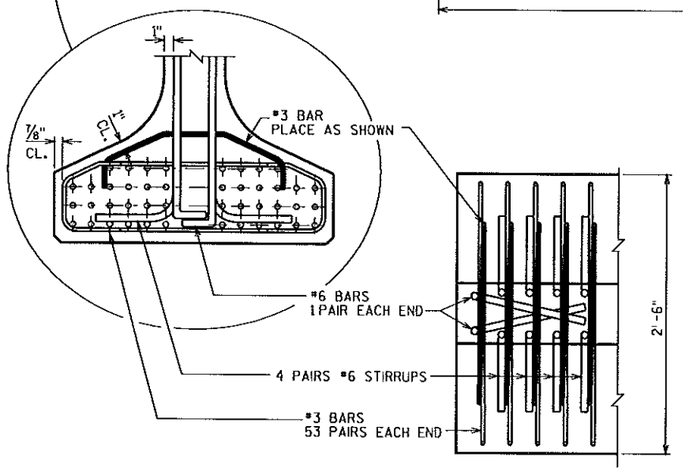
SECTION A-A

SIDE VIEW & TYP. SECTION IN SPAN

(A) DETAIL TYP. AT EACH END

(B) 6 * BARS, FULL LENGTH, MIN. LAP =

(SPAN 1) 6 *6, 2'-11" MIN. LAP
(SPAN 2) 6 *4, 1'-11" MIN. LAP



BOTTOM FLANGE

GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE SLAB, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 15" OF THE TOP FLANGE.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

PRESTRESSING STRANDS SHALL BE 0.6"ϕ - 7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI AND SHALL BE FLUSH WITH THE ENDS OF THE GIRDER.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS, SEE "STEEL DIAPHRAGM" SHEET.

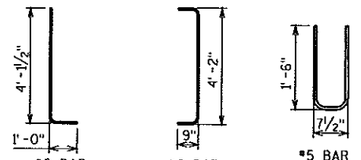
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR *4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE *4 STIRRUPS, 2 OPTIONS ARE AVAILABLE:

1. USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.
2. USE ASTM A615, GRADE 40 REINFORCEMENT AND A MODIFIED STIRRUP SPACING SUBMITTED TO AND APPROVED BY THE STRUCTURES DEVELOPMENT SECTION.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ASTM A497.



* MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	CONC. STRGTH. f'c (P.S.I.)	"P"	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) *	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) *
1	105-4½"	0.40	0.75	1.00	1.20	1.25	9000	7	0.60	———	———	———	———	———	———	32	5820
2	115-4½"	0.55	1.05	1.45	1.70	1.80	9000	6	0.60	36	5500	49.00	16.00	19.00	5.00	———	———

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

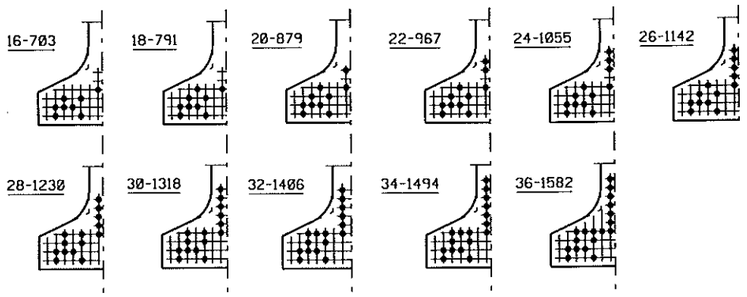
DRAWN BY AMJ | PLANS CK'D. DRG

54W" PRESTRESSED GIRDER DETAILS

SHEET 11
462

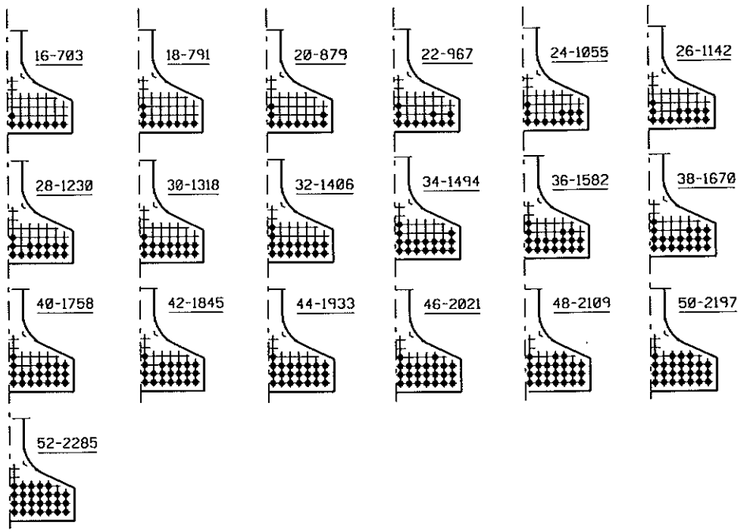
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MON AUG 14 09:34:17 2006 8-06



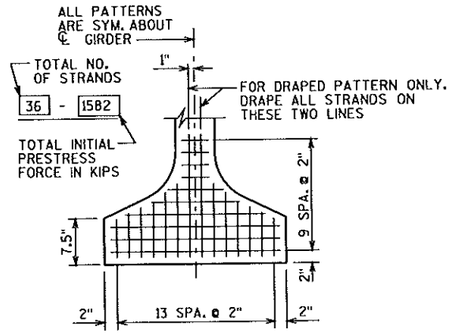
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"ϕ STRANDS

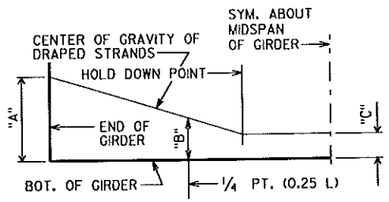


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

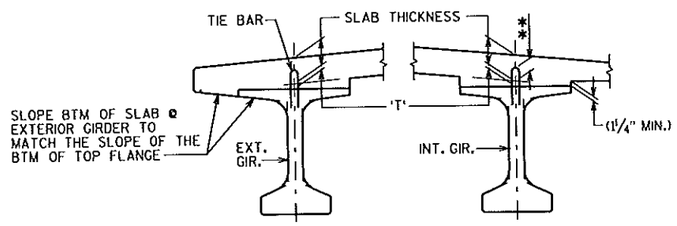
0.6"ϕ STRANDS



TYP. STRAND PATTERN



DRAPED STRAND PROFILE



SLAB HAUNCH DETAIL

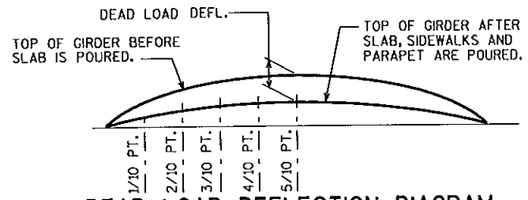
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR.

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM

TOP OF DECK ELEVATIONS

	W. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER 1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	E. ABUT.
GIR. 1	822.49	822.54	822.60	822.65	822.70	822.75	822.81	822.86	822.91	822.96	823.02	823.07	823.13	823.19	823.25	823.30	823.36	823.42	823.48	823.53	823.59
GIR. 2	822.64	822.69	822.75	822.80	822.85	822.90	822.96	823.01	823.06	823.11	823.17	823.22	823.28	823.34	823.40	823.45	823.51	823.57	823.63	823.68	823.74
GIR. 3	822.79	822.84	822.90	822.95	823.00	823.05	823.11	823.16	823.21	823.26	823.32	823.37	823.43	823.49	823.55	823.60	823.66	823.72	823.78	823.83	823.89
GIR. 4	822.64	822.69	822.75	822.80	822.85	822.90	822.96	823.01	823.06	823.11	823.17	823.22	823.28	823.34	823.40	823.45	823.51	823.57	823.63	823.68	823.74
GIR. 5	822.49	822.54	822.60	822.65	822.70	822.75	822.81	822.86	822.91	822.96	823.02	823.07	823.13	823.19	823.25	823.30	823.36	823.42	823.48	823.53	823.59

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

DRAWN BY AMJ | PLANS CK'D. DRG

54W" PRESTRESSED GIRDER DETAILS

SHEET 12
463

8

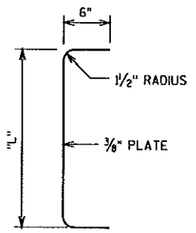
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G5/W
2-06

STATE PROJECT NUMBER
3180-10-70

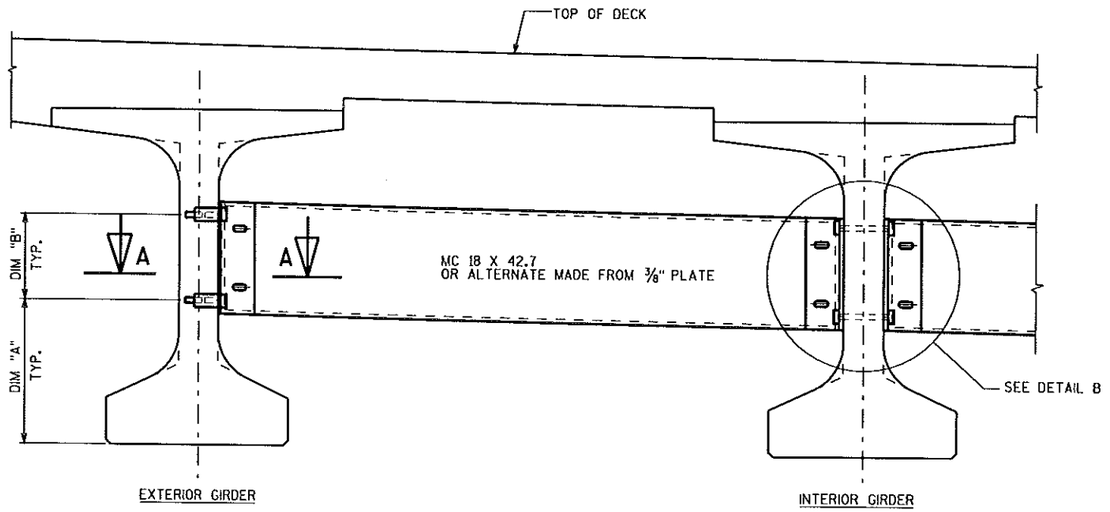
TABLE

GIRDER HEIGHT	DIM. "A"	DIM. "B"	DIM. "L"	* DIM. "X"
54W"	1'-9 1/8"	1'-5 7/8"	1'-9 1/2"	4 1/4"



SECTION THRU ALTERNATE DIAPHRAGM

*DIM "X" = 2½" FOR ALTERNATE PLATE DIAPHRAGM



PART TRANSVERSE SECTION AT DIAPHRAGM

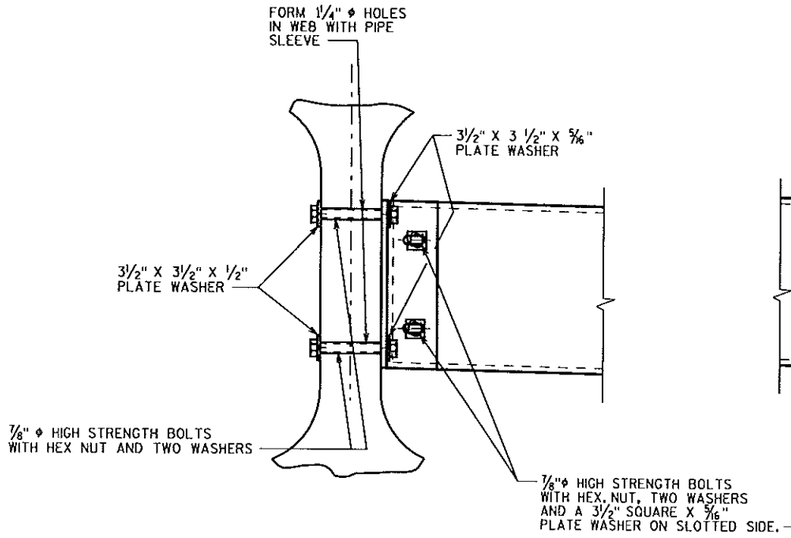
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS STRUCTURE", EACH.

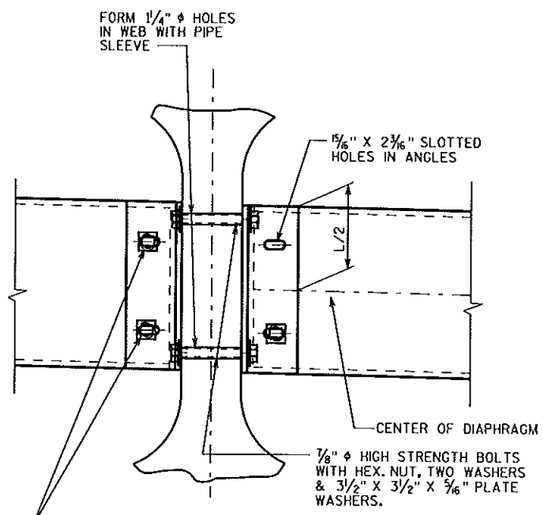
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

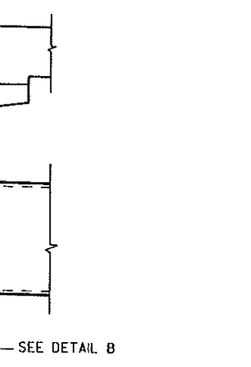
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.



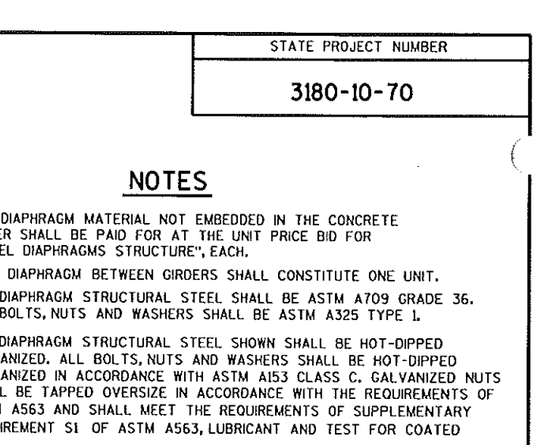
(FOR STAGGERED DIAPHRAGM)



(FOR CONTINUOUS LINE OF DIAPHRAGMS)

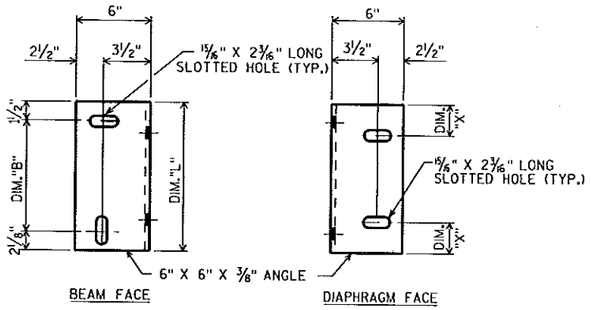


DETAIL B



SECT. A-A

(FOR EXTERIOR ATTACHMENT)



DIAPHRAGM SUPPORT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

DRAWN BY AMJ | PLANS CK'D. DRG

STEEL DIAPHRAGM

SHEET 13

464

8

8

SCALE =

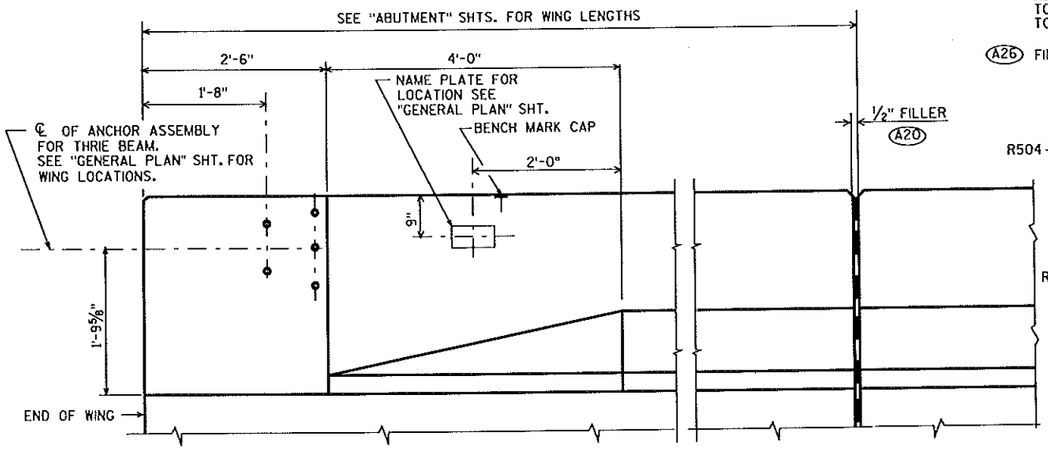
MON AUG 14 09:34:24 2006 STDIA

STATE PROJECT NUMBER

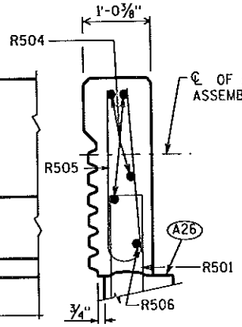
3180-10-70

(A20) WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, ADHERE FILLER TO A 1/8" THICK PLASTIC OR ZINC PLATE CUT TO MATCH PARAPET SHAPE OR USE AN ALTERNATIVE METHOD TO STIFFEN FILLER AS APPROVED BY THE ENGINEER.

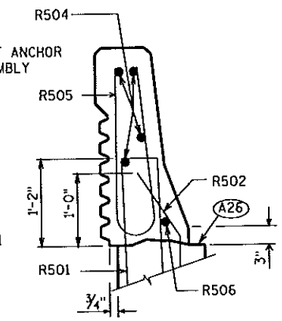
(A26) FINISH CONCRETE NOT COVERED BY THE PARAPET.



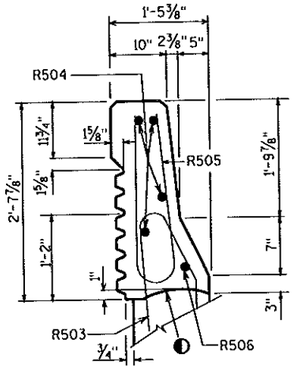
INSIDE ELEVATION



SECTION A



SECTION B

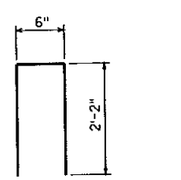


SECTION C

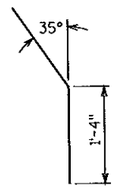
BILL OF BARS

FOR ABUTMENT PARAPETS

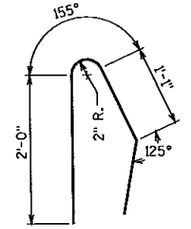
BAR MARK	COAT	WEST ABUT.	EAST ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	28	28	4-7	X		PARAPET VERT.
R502	X	16	16	2-4	X		PARAPET VERT.
R503	X	22	22	4-7	X		PARAPET VERT.
R504	X	8	8	13'-7"			PARAPET HORIZ.
R505	X	50	50	4-10	X		PARAPET VERT.
R506	X	2	2	13'-7"	X		PARAPET HORIZ.



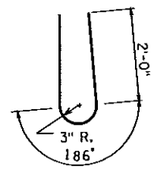
R501



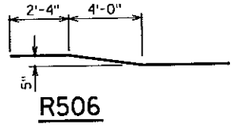
R502



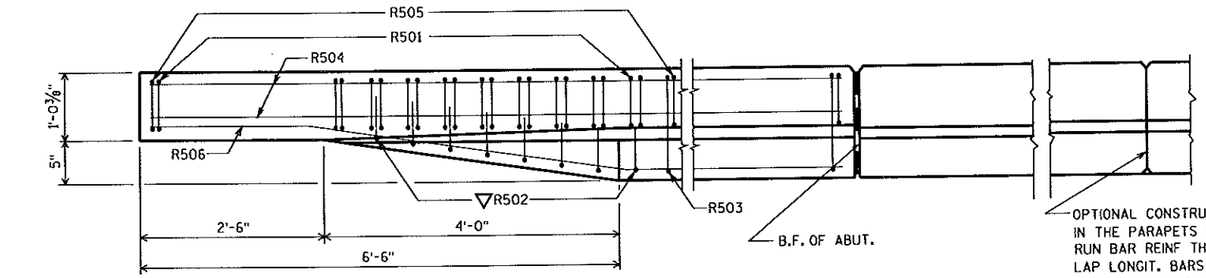
R503



R505



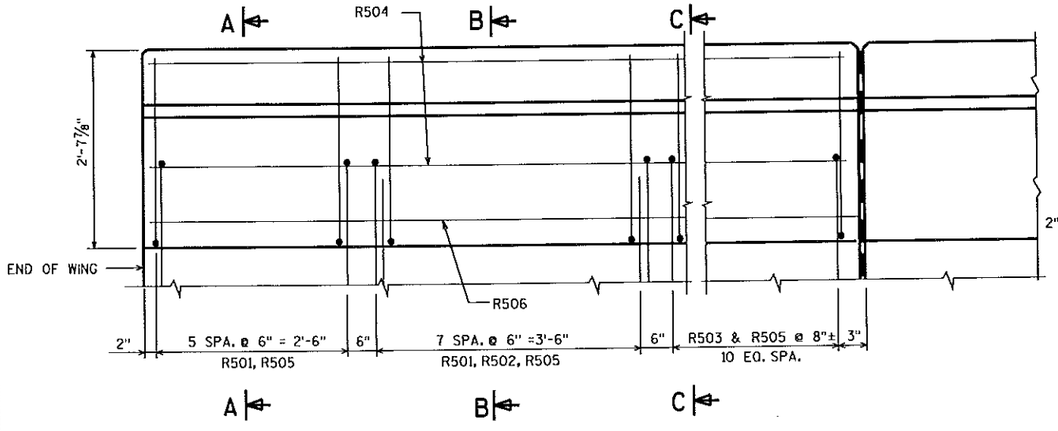
R506



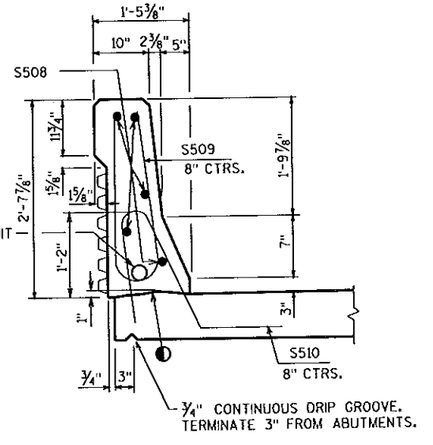
PLAN

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9" MIN. JOINT SPACING OF 80'-0" DEFINE CONST. JOINT WITH A 3/4" 'V' GROOVE.

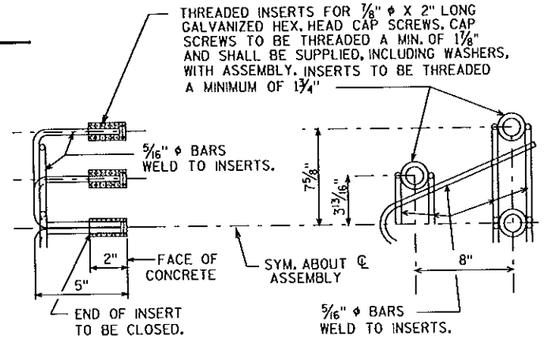
▽R502 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R502 BARS CORRECTLY ALONG TRANSITION OF PARAPET.



OUTSIDE ELEVATION



SECTION THRU PARAPET ON BRIDGE



DETAIL OF GALVANIZED ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

DRAWN BY AMJ | PLANS CK'D. DRG

SLOPED FACE PARAPET LF

SHEET 14

465

8

8

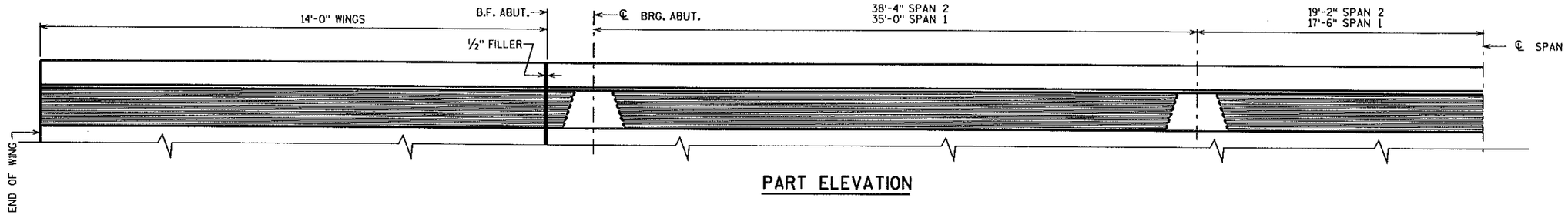
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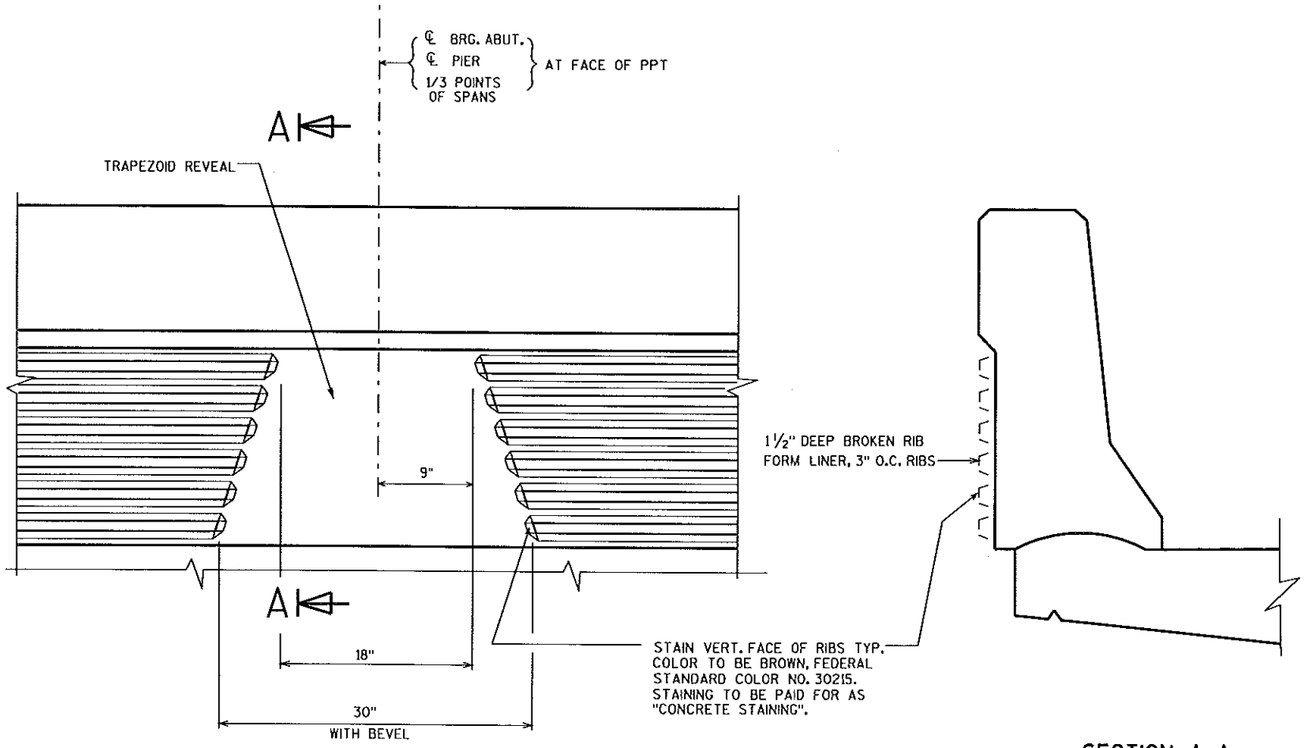
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2-04

STATE PROJECT NUMBER
3180-10-70



PART ELEVATION



DETAIL OF REVEAL

SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

DRAWN BY	AMJ	PLANS CK'D.	DRG

ARCHITECTURAL SURFACE TREATMENT

SHEET 15

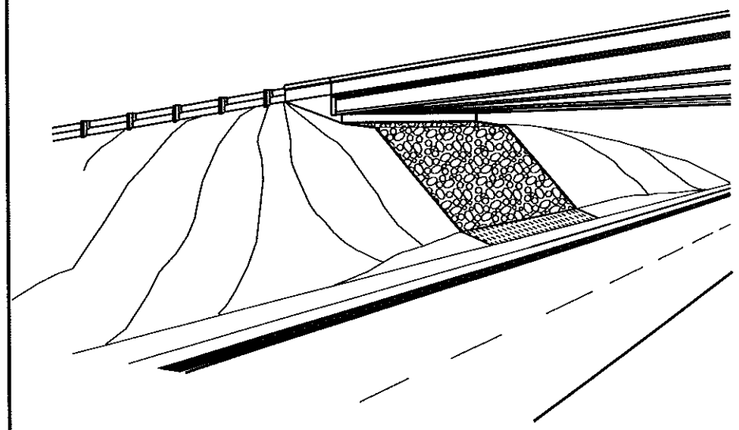
466

8

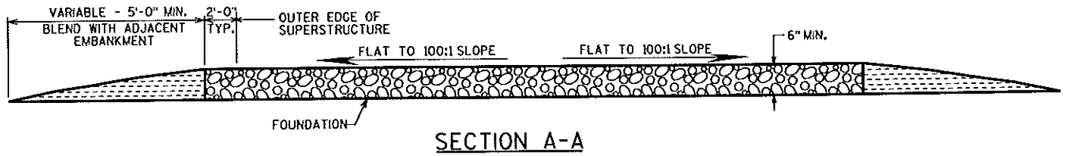
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STATE PROJECT NUMBER

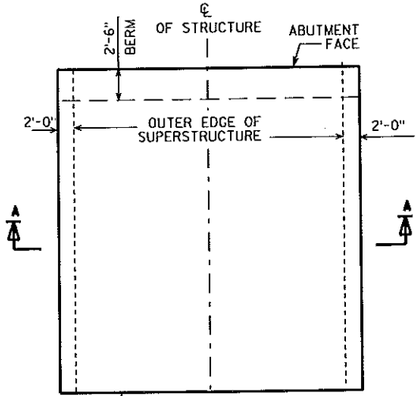
3180-10-70



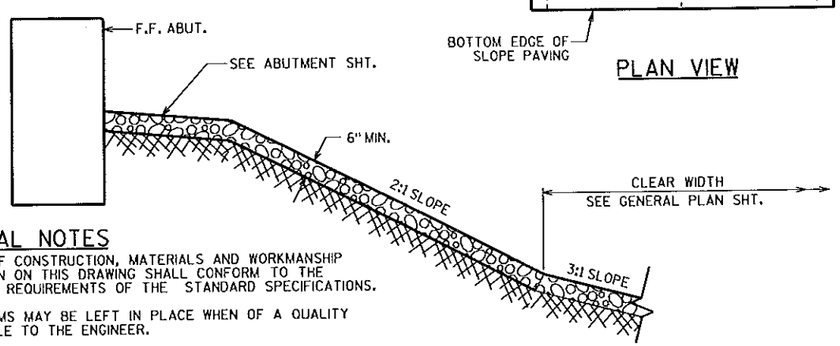
SLOPE PAVING UNDER STRUCTURES



SECTION A-A



PLAN VIEW

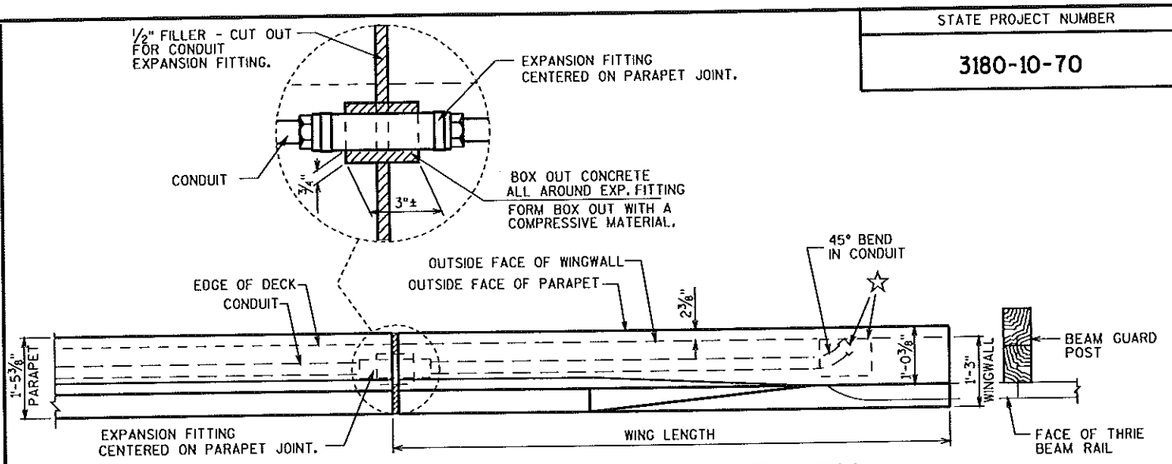


STANDARD CROSS SECTION

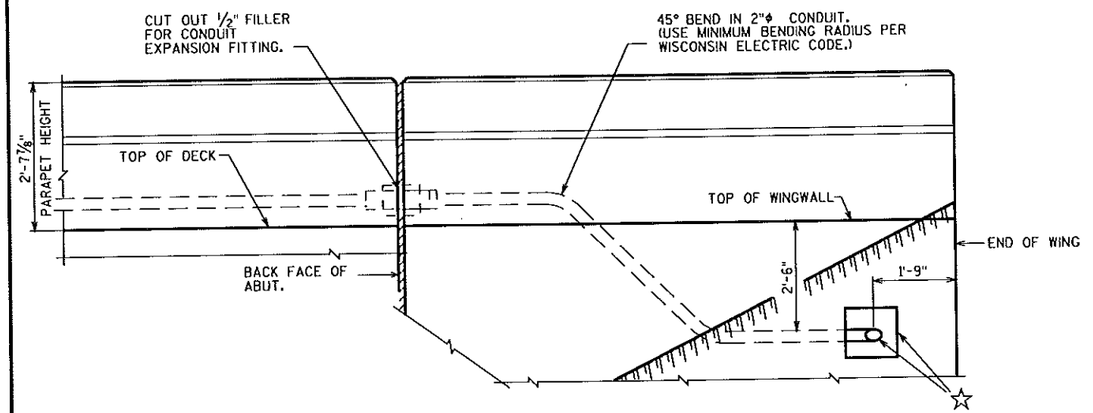
GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.



PLAN OF PARAPET AT WINGWALL



OUTSIDE ELEVATION OF PARAPET AT WINGWALL

NOTES

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
O-Z/GEDNEY TYPE DX-200 - 1½" TOTAL (±¾") LONGITUDINAL & LATERAL CONDUIT MOVEMENT.

EXPANSION FITTINGS, CONDUIT BENDS AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH".

PROVIDE A #12 AWG STRANDED COPPER PULL WIRE END TO END OF CONDUIT. (SEE SECTION 652.3.1.1 OF THE STANDARD SPECS.) TO BE INCIDENTAL TO "CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH".

WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. LISTED FOR ELECTRICAL USE SHALL BE USED. NO ALUMINUM CONDUIT OR FITTINGS TO BE ALLOWED.

☆ 8" X 8" X 6" DEEP BOX OUT AT TERMINATION OF CONDUIT. CAP END OF CONDUIT WITH A REMOVAL PVC CONDUIT CAP. DRILL A DRAIN HOLE IN CAP AT THE LOW POINT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-51-101

DRAWN BY AMJ | PLANS CK'D. DRG

SLOPE PAVING AND CONDUIT DETAILS

SHEET 16

467

SCALE =

2-05

8

8

STATE PROJECT NUMBER
3180-10-70

△ SEE CORNER DETAILS

** 1'-6"

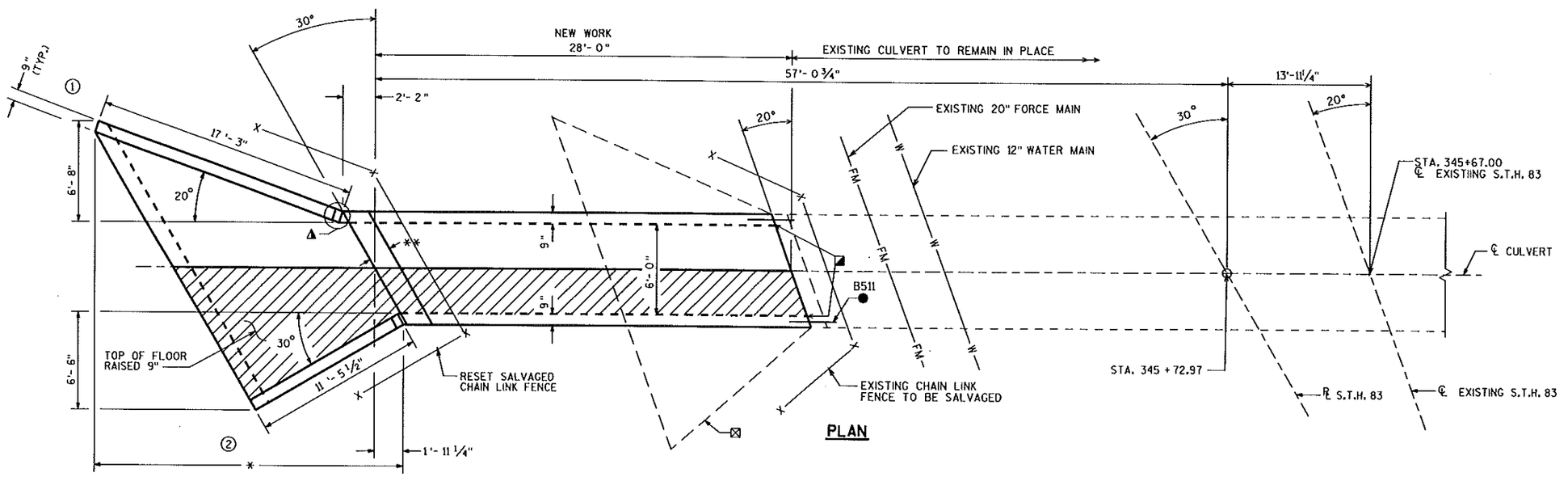
* BUILD APRON AND END OF BOX LEVEL

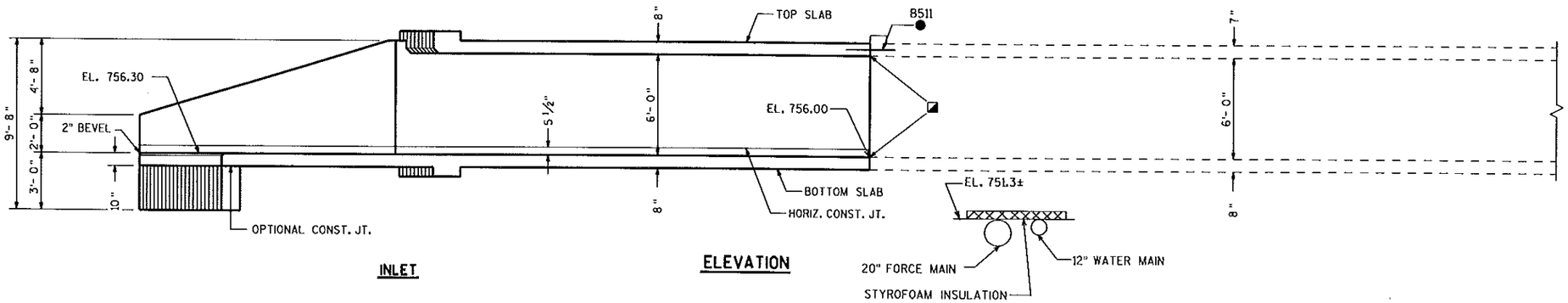
◪ INSIDE WALLS TO MATCH EXISTING (TYP.)

⊠ REMOVE EXISTING APRON AND WINGS. EXTEND EXISTING BAR STEEL REINFORCEMENT IN BOTTOM SLAB 2'-0" INTO NEW WORK.

○ INDICATES WING NUMBER

● CONCRETE MASONRY ANCHORS, TYPE S (EPOXY ANCHORED), 5/8-INCH , EMBED 1'-3" INTO SOUND CONCRETE AND SPACE AT 1'-0" CENTERS. (TYP. IN ALL WALLS AND TOP SLAB).





LIST OF DRAWINGS

1. LAYOUT
2. INLET EXTENSION
3. APRON DETAILS
4. DETAILS
5. SUBSURFACE EXPLORATION

DESIGN DATA

LIVELOAD: HS20
EARTHLOAD: DESIGNED FOR 3.0 FT. OF FILL.
STRENGTH DESIGN METHOD:
CONCRETE MASONRY, GRADE A-FA ——— f'_c = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60000 P.S.I.

TRAFFIC VOLUME

S.T.H. 83
A.D.T. = 5,700 (2026)
R.D.S. = 40 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEMS

REMOVING OLD STRUCTURE, STA. 345 + 72.97	1	L.S.
EXCAVATION FOR STRUCTURES, CULVERTS, C-51-22	1	L.S.
CONCRETE MASONRY, CULVERTS	36	C.Y.
MASONRY ANCHORS TYPE S 5/8-INCH	22	EACH
BAR STEEL REINFORCEMENT HS CULVERTS	3,970	LBS.
BAR STEEL REINFORCEMENT HS COATED CULVERTS	380	LBS.
BACKFILL STRUCTURE	30	C.Y.
RUBBERIZED MEMBRANE WATERPROOFING	11	S.Y.
FENCE CHAIN LINK SALVAGED 4 FT.	22	L.F.

NON-BID ITEMS

FILLER	3/4" SIZE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS SHOWN OR NOTED OTHERWISE.
THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.
ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION WITHIN THE LENGTH OF THE CULVERT.
THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.
PLACE A 18" (MIN.) WIDE SHEET OF RUBBERIZED MEMBRANE WATERPROOFING ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

BRIDGE CONTACT PERSON: DAVE GENSON (608)-266-8491

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

APPROVED William C Dukes SDR 4-18-07
CHIEF STRUCTURAL DESIGN ENGINEER DATE

STRUCTURE C-51-22

S.T.H. 83 OVER DRAINAGE WAY

COUNTY RACINE	TOWN ~~CITY/VILLAGE~~ BURLINGTON	
DESIGN SPEC. AASHTO STD. SPEC. 2003	LOAD HS-20	CONST. SPEC. 2003
DESIGNED BY RIES / DESIGN CK'D. DRG	DRAWN BY RIES	PLANS CK'D. DRG

LAYOUT

SHEET 1 OF 5
468

I.D. 3180-10-00AE
DATE: DEC. 2004

FILE= SCALE = 4

8

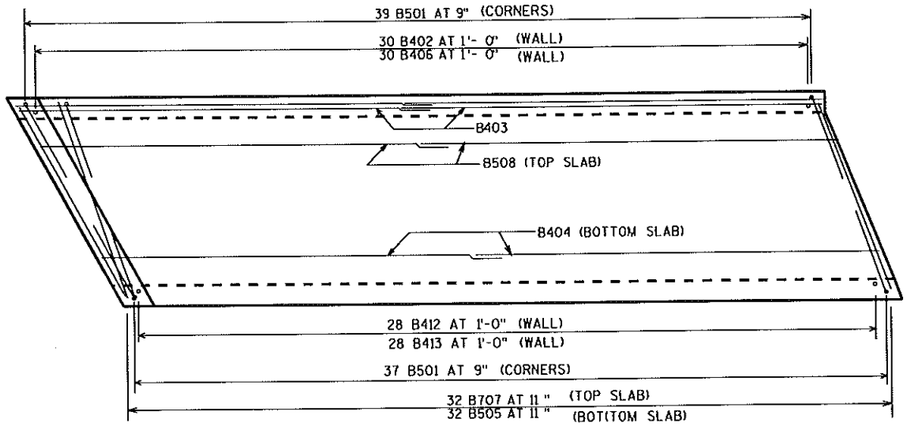
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STATE PROJECT NUMBER
3180-10-70

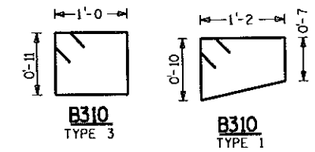
BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501	152	7-6	3-3	NO	CORNERS
B402	30	2-0	NO	NO	WALL-DOWELS VERT.
B403	56	15-0	NO	NO	TOP&BOTTOM SLAB & WALL
B404	8	15-0	NO	NO	BOTTOM SLAB LONGIT.
B505	32	7-6	NO	NO	BOTTOM SLAB TRANS.
B406	30	6-0	NO	NO	WALL VERT.
B707	32	7-6	NO	NO	TOP SLAB TRANS.
B508	12	15-0	NO	NO	TOP SLAB LONGIT.
B709	8	8-0	NO	NO	HEADERS HORIZ.
B310	20	4-3	YES	NO	HEADER STIRRUPS VERT.
B511	22	3-3	NO	NO	MASONRY ANCHORS
B412	28	2-6	NO	NO	WALL-DOWELS-VERT.
B413	28	5-6	NO	NO	WALL-VERT.

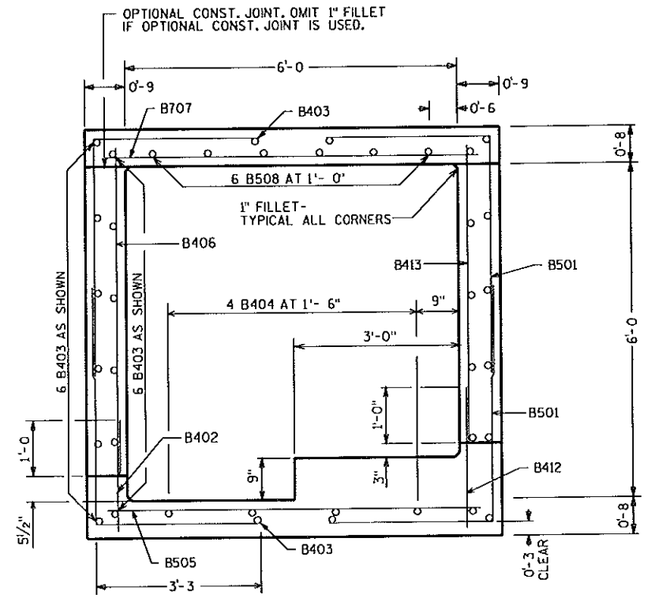


PLAN VIEW OF PANEL

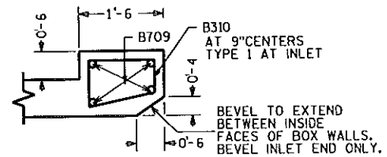


B310
TYPE 3

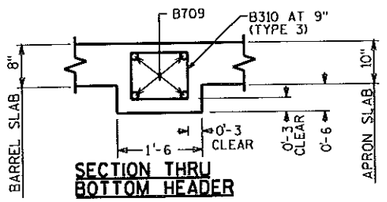
B310
TYPE 1



TYPICAL SECTION THRU BOX



SECTION THRU TOP HEADER



SECTION THRU BOTTOM HEADER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-51-22

DRAWN BY RIES | PLANS CK'D. DRG

BOX DETAILS

SHEET 2

469

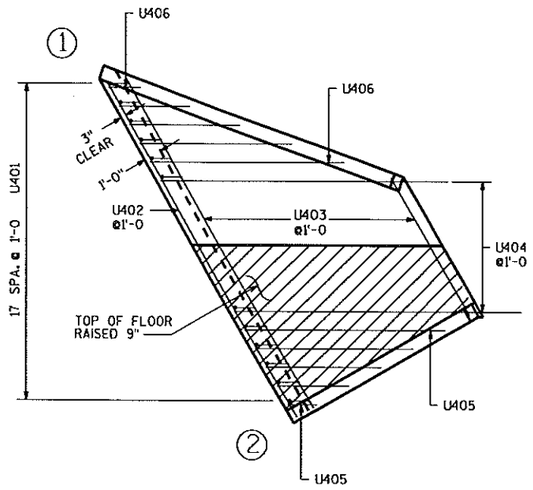
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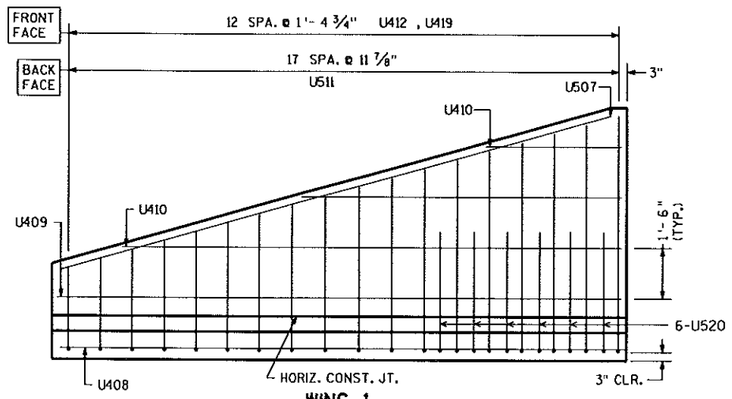
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STATE PROJECT NUMBER

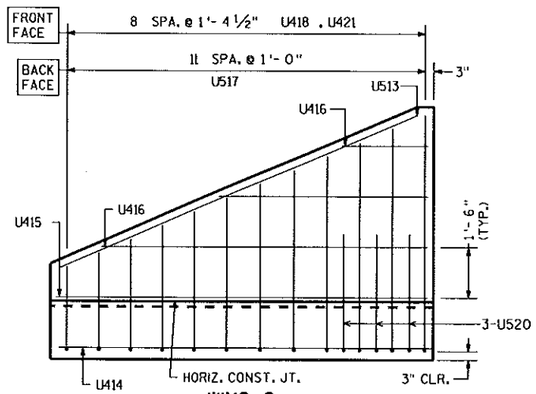
3180-10-70



APRON REINF.

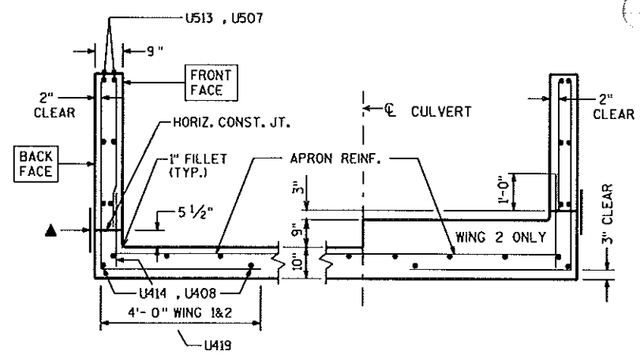


WING 1



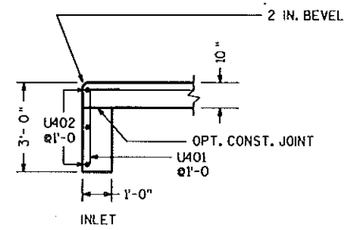
WING 2

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).



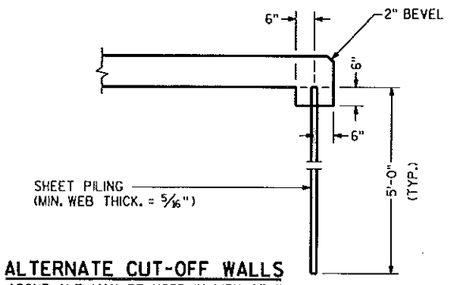
SECTION THRU WINGS

AT RIGHT ANGLES TO WING WALLS



CUT-OFF WALLS

SECTION THRU THE WALLS



ALTERNATE CUT-OFF WALLS

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-51-22

DRAWN BY RIES | PLANS CK'D. DRG

APRON DETAILS

SHEET 3

470

8

8

FILE=
SCALE = 4

STATE PROJECT NUMBER

3180-10-70

BILL OF BARS

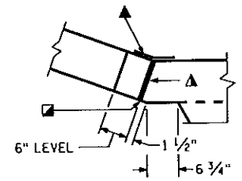
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		18	3 - 6	1 - 0		INLET APRON AND CUTOFF WALL
U402		3	20 - 6			INLET APRON AND CUTOFF WALL
U403		11	14 - 6		*	" APRON
U404		8	15 - 6			" APRON
U405		5	6 - 2		*	" APRON
U406		5	6 - 1		*	" APRON
U507		2	17 - 5			WING 1 -HORIZONTAL - BOTH FACES
U408		2	17 - 6			WING " -HORIZONTAL -APRON BOTT. SLAB
U409		2	16 - 11			WING " -HORIZONTAL - BOTH FACES
U410		6	9 - 6		*	WING " -HORIZONTAL - BOTH FACES
U511	X	18	8 - 7	4 - 0	*	WING " -VERTICAL - BACK FACE
U412		13	3 - 7		*	WING " -VERTICAL - FRONT FACE
U513		2	11 - 11			WING 2 -HORIZONTAL - BOTH FACES
U414		2	11 - 9			WING " -HORIZONTAL -APRON BOTT. SLAB
U415		2	11 - 2			WING " -HORIZONTAL - BOTH FACES
U416		6	6 - 2		*	WING " -HORIZONTAL - BOTH FACES
U517	X	12	8 - 7	4 - 0	*	WING " -VERTICAL - BACK FACE
U418		8	3 - 5		*	WING " -VERTICAL - FRONT FACE
U419	X	13	2 - 0			WING 1 - DOWELS - FRONT FACE
U520	X	9	8 - 0	4 - 0		WINGS 1 AND 2-VERTICAL-BACKFACE
U421	X	9	2 - 6			WING 2 - DOWELS - FRONT FACE

* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

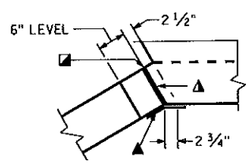
BAR SERIES TABLE --- BUNDLE AND TAG EACH SERIES SEPARATELY

BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
U403	1 SERIES OF 11	8 - 6 TO 20 - 6
U405	1 SERIES OF 5	1 - 6 TO 10 - 9
U406	1 SERIES OF 5	1 - 9 TO 10 - 5
U410	2 SERIES OF 3	4 - 1 TO 14 - 11
U511	1 SERIES OF 18	6 - 3 TO 10 - 11
U412	1 SERIES OF 13	1 - 3 TO 5 - 11
U416	2 SERIES OF 3	2 - 7 TO 9 - 9
U517	1 SERIES OF 12	6 - 3 TO 10 - 11
U418	1 SERIES OF 8	1 - 4 TO 5 - 6



▲ ¾" FILLER TYPICAL. EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WING.

CORNER 1



1" BEVEL TYPICAL ◪

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.

CORNER 2

CORNER DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-51-22

DRAWN BY RIES | PLANS CK'D. DRG

DETAILS

SHEET 4

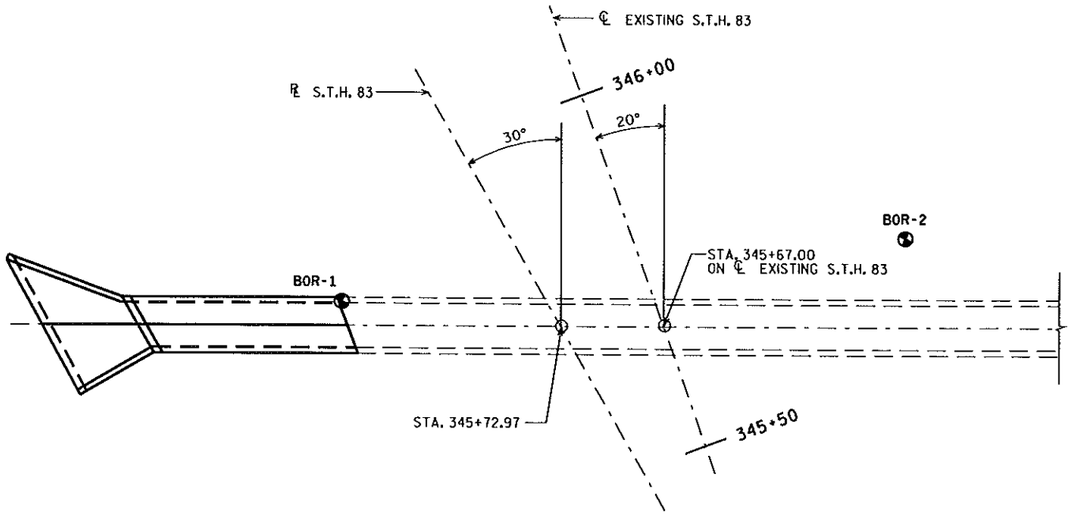
471

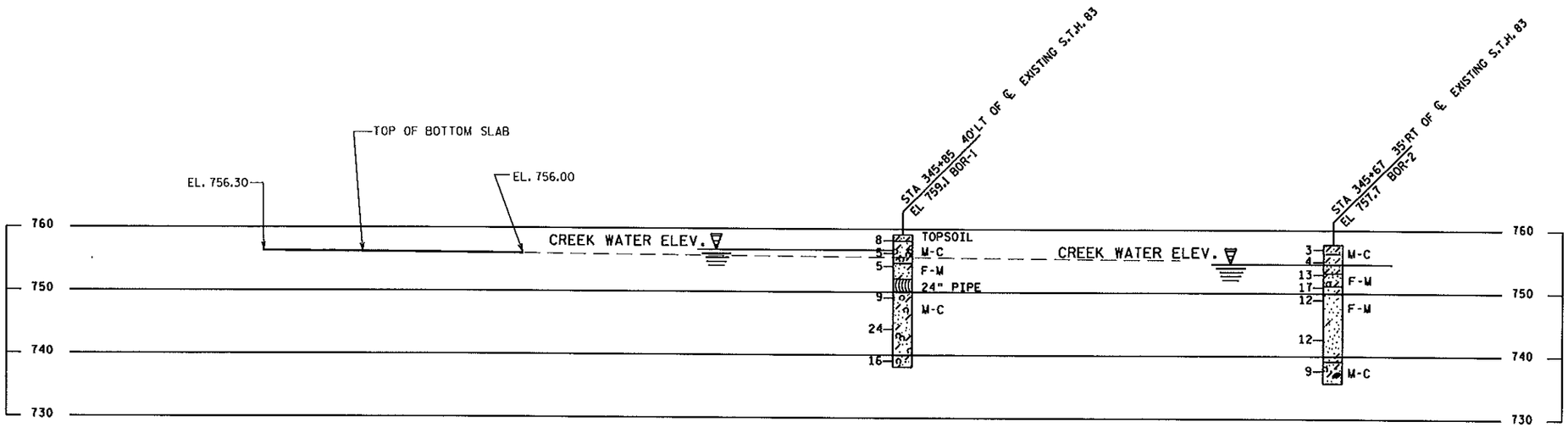
FILE=
SCALE = 4

8

8

STH 83 (Pine St.), Burlington - So. Cty. line, Racine Cty.





STATE PROJECT NUMBER

3180-10-70

ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING

PROBING NO.
STA.
ELEVATION
7 AVERAGE BLOWS PER FOOT
REFUSAL 95/6

95/6=95 BLOWS FOR 6" PENETRATION PROBING TAKEN WITH A 350# WT. FALLING 18" ON A 2" O.D. POINT.

LEGEND OF BORING

BORING NO.
ELEV.
STA.
UNCONFINED STRENGTH → 7.7 7
BLOWS PER FT. USING 140# WT. FALLING 30"
WASH SAMPLE
SANDY GRAVEL
F. BOULDERS OR COBBLES
SAND
SHELBY TUBE — S.T.
GROUND WATER ELEVATION
SILTY CLAY
NO GROUND WATER OBSERVED ABOVE THIS ELEVATION
SO LIMESTONE

UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-51-22

DRAWN BY BJ/RIES | PLANS CK'D. DRG

SUBSURFACE EXPLORATION

SHEET 5
472

FILE=
SCALE = 10

8

8

EARTHWORK SUMMARY
EASTBOUND BYPASS

STATION	AREA					INCREMENTAL VOLUME				CUMMULATIVE VOLUME				MASS HAUL
	CUT	EBS	EMBANKMENT	TOTAL EMBANKMENT	BACKFILL GRANULAR (PAVEMENT)	CUT	EBS	TOTAL EMBANKMENT EXPANDED	BACKFILL GRANULAR EXPANDED (PAVEMENT)	CUT	EBS	TOTAL EMBANKMENT EXPANDED	BACKFILL GRANULAR EXPANDED (PAVEMENT)	
	SF	SF	SF	SF	SF	CY	CY	CY	CY	CY	CY	CY	CY	CY
1124+00.	8		1234	1234	220									
						15		7150	1125	15		7150	1125	-7135
1125+00.			1983	1983	286			5979	1015	15		13128	2140	-13113
1126+00.			707	707	171			4730	649	15		17859	2789	-17844
1127+00.			1421	1421	121			4448	501	15		22307	3290	-22292
1128+00.			580	580	104									
						81		3875	471	96		26182	3761	-26086
1129+00.	44		1164	1164	108									
						102		4294	503	199		30476	4264	-30278
1130+00.	11		769	769	119									
						21		3492	519	220		33968	4784	-33749
1131+00.			803	803	115									
								8077	511	220		42046	5295	-41826
1132+00.			2832	2832	115									
								5571	195	220		47617	5490	-47397
1132+38.09			3750	3750	115									
								4091	114	220		51708	5604	-51488
1132+66.63			2700	2700	65									
						STA 1123+94 TO STA 1154+00 - PAVING ONLY								
1154+00.	7		258	258	100									
						270		1295	445	490		53003	6049	-52513
1155+00.	138		325	325	100									
						959		722	445	1449		53725	6493	-52276
1156+00.	380				100									
						STA 1156+00 TO STA 1326+00 - PAVING ONLY								
1326+00.	1		124	124	100									
						82		527	445	1530		54252	6938	-52722
1327+00.	43		113	113	100									
						315		589	445	1845		54841	7382	-52996
1328+00.	127		152	152	100									
						664		667	445	2509		55508	7827	-52999
1329+00.	231		148	148	100									
						849	251	1004	445	3358	251	56512	8271	-53154
1330+00.	227	135	163	298	100									
						788	506	1451	445	4146	757	57963	8716	-53817
1331+00.	198	138	206	344	100									
						367	506	2017	445	4513	1263	59981	9161	-55468
1332+00.		136	417	553	100									
						78	412	2456	444	4591	1675	62437	9605	-57846
1333+00.	42	87	456	543	100									
						539	333	1544	444	5129	2008	63981	10048	-58852
1334+00.	249	93	52	144	100									
TOTAL						**5129**	**2008**	**63981**	**10048**					

PROJECT NUMBER: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EARTHWORK SUMMARY	SHEET NO: 473 E

FILE NAME: S:\DOT\DOT_SE\04081\WORK FOR 09\ESTIMATES\04081_EW_09.ppt ORIGINATOR: JUSTIN M. ARNDT ORIG. DATE: FEBRUARY 27, 2006 PLOTTED DATE: 3/8/2007 9:52 AM

EARTHWORK SUMMARY
WESTBOUND BYPASS

STATION	AREA					INCREMENTAL VOLUME				CUMMULATIVE VOLUME				MASS HAUL
	CUT	EBS	EMBANKMENT	TOTAL EMBANKMENT	BACKFILL GRANULAR (PAVEMENT)	CUT	EBS	TOTAL EMBANKMENT EXPANDED	BACKFILL GRANULAR EXPANDED (PAVEMENT)	CUT	EBS	TOTAL EMBANKMENT EXPANDED	BACKFILL GRANULAR EXPANDED (PAVEMENT)	
	SF	SF	SF	SF	SF	CY	CY	CY	CY	CY	CY	CY	CY	CY
1124+00.	40		588	588	121									
						75		2497	643	75		2497	643	-2422
1125+00.			535	535	169									
								5563	1001	75		8060	1644	-7985
1126+00.			1968	1968	282									
								8413	1133	75		16473	2777	-16398
1127+00.			1818	1818	228									
								5415	910	75		21888	3687	-21813
1128+00.			619	619	181									
								2610	803	75		24498	4490	-24423
1129+00.			556	556	180									
						49		1595	761	124		26093	5251	-25969
1130+00.	26		162	162	163									
						216		2420	640	340		28513	5891	-28173
1131+00.	90		927	927	126									
						304		8516	501	644		37029	6392	-36385
1132+00.	74		2906	2906	100									
						80		3455	131	724		40484	6523	-39760
1132+38.09	40		1176	1176	55									
STA 1123+94 TO STA 1154+00 - PAVING ONLY														
1154+00.	3		295	295	100									
						110		1938	442	834		42422	6965	-41588
1155+00.	56		577	577	99									
						284		1711	442	1118		44133	7408	-43015
1156+00.	97		193	193	100									
STA 1156+00 TO STA 1326+00 - PAVING ONLY														
1326+00.	9		163	163	100									
						61		624	446	1178		44757	7853	-43579
1327+00.	24		118	118	100									
						100		562	445	1278		45319	8299	-44040
1328+00.	30		135	135	100									
						106		618	445	1384		45937	8743	-44553
1329+00.	27		143	143	100									
						94	231	953	445	1478	231	46890	9188	-45411
1330+00.	24	125	156	280	100									
						111	463	1256	445	1589	694	48145	9632	-46556
1331+00.	36	125	149	274	100									
						69	442	1824	445	1658	1136	49969	10078	-48311
1332+00.	1	114	423	537	100									
						104	311	2470	445	1762	1448	52439	10523	-50677
1333+00.	55	55	513	568	100									
						341	240	1497	445	2103	1688	53936	10968	-51833
1334+00.	129	75	25	100	100									
TOTAL						**2103**	**1688**	**53936**	**10968**					

EARTHWORK SUMMARY
STH 83

STATION	AREA					INCREMENTAL VOLUME				CUMMULATIVE VOLUME				MASS HAUL
	CUT	EBS	EMBANKMENT	TOTAL EMBANKMENT	BACKFILL GRANULAR (PAVEMENT)	CUT	EBS	TOTAL EMBANKMENT EXPANDED	BACKFILL GRANULAR EXPANDED (PAVEMENT)	CUT	EBS	TOTAL EMBANKMENT EXPANDED	BACKFILL GRANULAR EXPANDED (PAVEMENT)	
	SF	SF	SF	SF	SF	CY	CY	CY	CY	CY	CY	CY	CY	CY
340+80.	211				128									
						180			121	180			121	180
341+00.	276				144									
						510			321	690			442	690
341+50.	275				145									
						529			322	1219			764	1219
342+00.	296				145									
						573			322	1792			1086	1792
342+50.	323				145									
						577			321	2369			1408	2369
343+00.	301				144									
						649			314	3018			1722	3018
343+50.	400				139									
						680		29	315	3697		29	2037	3669
344+00.	334		26	26	145									
						575		66	322	4273		94	2360	4178
344+50.	287		33	33	145									
						498		109	322	4770		203	2682	4568
345+00.	251		64	64	145									
						451		188	322	5222		391	3004	4831
345+50.	237		104	104	145									
						507		318	322	5729		708	3326	5021
346+00.	311		182	182	145									
						548		414	322	6278		1122	3649	5155
346+50.	281		191	191	145									
						295		453	315	6572		1575	3964	4997
347+00.	37		216	216	139									
						186		364	315	6758		1939	4279	4819
347+50.	165		112	112	145									
						420		207	322	7179		2146	4601	5033
348+00.	289		74	74	145									
						597		176	331	7776		2322	4932	5454
348+50.	356		84	84	153									
						578		254	347	8354		2575	5280	5779
349+00.	269		145	145	160									
						371		486	357	8725		3062	5637	5664
349+50.	132		293	293	162									
						146		1260	367	8871		4321	6004	4550
350+00.	26		840	840	169									
						44		2450	417	8916		6771	6420	2144
350+50.	22		1365	1365	206									
						20		3465	504	8936		10237	6924	-1301
351+00.			1754	1754	247									
								4660	672	8936		14897	7596	-5961
351+50.			2440	2440	358									

PROJECT NUMBER: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	EARTHWORK SUMMARY	SHEET NO: 475 E

FILE NAME: S:\DOT\DOT_SE\04081\WORK FOR 09\ESTIMATES\04081_EW_09.ppt ORIGINATOR: JUSTIN M. ARNDT ORIG. DATE: FEBRUARY 27, 2006 PLOTTED DATE: 3/8/2007 9:52 AM

EARTHWORK SUMMARY
STH 83 (CONTINUED)

STATION	AREA					INCREMENTAL VOLUME				CUMMULATIVE VOLUME				MASS HAUL
	CUT	EBS	EMBANKMENT	TOTAL EMBANKMENT	BACKFILL GRANULAR (PAVEMENT)	CUT	EBS	TOTAL EMBANKMENT EXPANDED	BACKFILL GRANULAR EXPANDED (PAVEMENT)	CUT	EBS	TOTAL EMBANKMENT EXPANDED	BACKFILL GRANULAR EXPANDED (PAVEMENT)	
	SF	SF	SF	SF	SF	CY	CY	CY	CY	CY	CY	CY	CY	CY
						BURLINGTON BYPASS								
353+50.			1804	1804	348									
						24		3316	660	8960		18212	8256	-9252
354+00.	26		1180	1180	246									
						24		2224	498	8984		20437	8754	-11453
354+50.			822	822	202									
								1423	417	8984		21860	9171	-12876
355+00.			459	459	173									
						6		808	380	8990		22668	9552	-13679
355+50.	6		268	268	169									
						72		474	366	9062		23142	9917	-14080
356+00.	72		158	158	160									
						261		216	355	9323		23358	10273	-14036
356+50.	210		36	36	160									
						468		47	355	9790		23406	10628	-13615
357+00.	295		6	6	159									
						604		7	390	10394		23413	11018	-13019
357+50.	357				192									
						678			393	11071		23413	11411	-12341
358+00.	375				162									
						711			358	11783		23413	11770	-11630
358+50.	393				160									
						739			355	12522		23413	12125	-10891
359+00.	405				159									
						720		0	344	13242		23413	12469	-10171
359+50.	373		0	0	150									
						661		8	329	13903		23421	12797	-9518
360+00.	341		7	7	146									
						949		27	421	14852		23448	13218	-8596
360+50.	683		17	17	233									
						890		51	443	15741		23499	13662	-7758
361+00.	278		29	29	166									
						464		98	343	16205		23597	14004	-7391
361+50.	224		59	59	143									
						412		110	317	16617		23707	14321	-7090
362+00.	221		41	41	143									
						409		120	317	17026		23827	14638	-6801
362+50.	221		67	67	143									
						415		137	317	17441		23964	14954	-6523
363+00.	227		56	56	143									
						426		107	317	17867		24070	15271	-6203

FILE NAME: S:\DOT\DOT_SE\04081\WORK FOR 09\ESTIMATES\04081_EW_09.ppt ORIGINATOR: JUSTIN M. ARNDT ORIG. DATE: FEBRUARY 27, 2006 PLOTTED DATE: 3/8/2007 9:52 AM

EARTHWORK SUMMARY
STH 83 (CONTINUED)

STATION	AREA					INCREMENTAL VOLUME				CUMMULATIVE VOLUME				MASS HAUL
	CUT	EBS	EMBANKMENT	TOTAL EMBANKMENT	BACKFILL GRANULAR (PAVEMENT)	CUT	EBS	TOTAL EMBANKMENT EXPANDED	BACKFILL GRANULAR EXPANDED (PAVEMENT)	CUT	EBS	TOTAL EMBANKMENT EXPANDED	BACKFILL GRANULAR EXPANDED (PAVEMENT)	
	SF	SF	SF	SF	SF	CY	CY	CY	CY	CY	CY	CY	CY	CY
363+50.	233		40	40	143									
						433		93	317	18300		24163	15588	-5863
364+00.	234		43	43	143									
						440		80	317	18740		24243	15905	-5503
364+50.	241		28	28	143									
						418		89	317	19158		24332	16221	-5174
365+00.	210		51	51	143									
						377		137	317	19535		24469	16538	-4934
365+50.	198		72	72	143									
						377		166	317	19912		24635	16855	-4722
366+00.	210		77	77	143									
						407		161	317	20319		24796	17172	-4477
366+50.	229		68	68	143									
						443		144	317	20762		24940	17488	-4178
367+00.	249		62	62	143									
						458		123	317	21220		25063	17805	-3843
367+50.	245		48	48	143									
						443		100	317	21662		25163	18122	-3501
368+00.	233		42	42	143									
						439		78	317	22101		25241	18439	-3140
368+50.	241		29	29	143									
						453		50	313	22554		25291	18752	-2737
369+00.	248		17	17	139									
						288		13	200	22841		25304	18952	-2463
369+34.51	202				122									
TOTAL						**22841**		**25304**	**18952**					

AREA CALCULATIONS			BACKFILL GRANULAR (SF)	=	**AREA** INPUT
CUT (SF)	=	**"UNCLASS"** + **"SELLECT BORROW CUT"** (FROM CAICE OUTPUT)	SELECT BORROW (SF)	=	**"SELECT BORROW CUT"** + **"SELLECT BORROW FILL"** (FROM CAICE OUTPUT)
EBS (SF)	=	**AREA** INPUT	**VOLUME CALCULATIONS**		
EXCAVATION MARSH (SF)	=	**AREA** INPUT	TOTAL EMBANKMENT EXPANDED (CY)	=	(("**EBS** (CY)" X 1.25) + ("**EMBANKMENT** (CY)" X 1.2))
EMBANKMENT (SF)	=	**"EMBANKMENT"** (FROM CAICE OUTPUT) [NON-MARSH AREAS]; **"EMBANKMENT"** (FROM CAICE OUTPUT) - **AREA** INPUT [MARSH AREAS];	BACKFILL GRANULAR EXPANDED (CY)	=	**"BACKFILL GRANULAR** (CY)" X 1.5
TOTAL EMBANKMENT (SF)	=	**"EBS"** + **"EMBANKMENT"**	SELECT BORROW EXPANDED (CY)	=	**"SELECT BORROW** (CY)" X 1.2

9

EARTHWORK SUMMARY
BREVER ROAD

STATION	AREA						INCREMENTAL VOLUME					CUMMULATIVE VOLUME					MASS HAUL
	CUT	EBS	EXCAVATION MARSH	EMBANKMENT	TOTAL EMBANKMENT	BACKFILL GRANULAR (MARSH)	CUT	EBS	EXCAVATION MARSH	TOTAL EMBANKMENT EXPANDED	BACKFILL GRANULAR EXPANDED (MARSH)	CUT	EBS	EXCAVATION MARSH	TOTAL EMBANKMENT EXPANDED	BACKFILL GRANULAR EXPANDED (MARSH)	
	SF	SF	SF	SF	SF	SF	CY	CY	CY	CY	CY	CY	CY	CY	CY	CY	CY
97+00.				7	7												
							49	264		512		49	264		512		-463
98+00.	26	143		75	217												
							49	590		2560		98	854		3072		-2974
99+00.		176		746	922												
								326		5225		98	1180		8297		-8199
100+00.				1422	1422												
										6896		98	1180		15193		-15095
101+00.				1681	1681												
										7763		98	1180		22956		-22858
102+00.				1812	1812												
										4173		98	1180		27128		-27030
102+50.				1943	1943												
							24			4247		122	1180		31375		-31253
103+00.	26			1879	1879												
							159		382	7516	579	282	1180	382	38891	579	-38610
103+84.62	75		244	2118	2118	247											
							68		213	1972	322	350	1180	595	40863	901	-40513
104+05.83	99		299	2066	2066	299											
									STRUCTURE B-51-95								
106+18.33	8		313	3250	3250	313											
							46	339	474	12409	710	396	1518	1068	53272	1611	-52876
107+00.	22	224		3355	3579												
							33	412		8112		429	1930	1068	61384	1611	-60955
107+50.	14	221		3482	3703												
							38	205		7511		467	2135	1068	68895	1611	-68427
108+00.	28			3047	3047												
							130			11874		598	2135	1068	80768	1611	-80171
109+00.	42			2296	2296												
							176			9084		773	2135	1068	89852	1611	-89079
110+00.	53			1792	1792												
							124			7827		897	2135	1068	97679	1611	-96782
111+00.	14			1731	1731												
							36			6526		933	2135	1068	104206	1611	-103273
112+00.	5			1206	1206												
							25			4110		959	2135	1068	108316	1611	-107358
113+00.	8			643	643												
							43			2049		1002	2135	1068	110365	1611	-109364
114+00.	15			279	279												
							70			827		1072	2135	1068	111192	1611	-110120
115+00.	23			93	93												
							66			301		1138	2135	1068	111494	1611	-110355
116+00.	13			42	42												
							57			124		1196	2135	1068	111618	1611	-110422
117+00.	18			13	13												
							101			25		1297	2135	1068	111643	1611	-110346
117+85.	46																
							13			1		1310	2135	1068	111644	1611	-110334
118+00.				2	2												
TOTAL							**1310**	**2135**	**1068**	**111644**	**1611**						

9

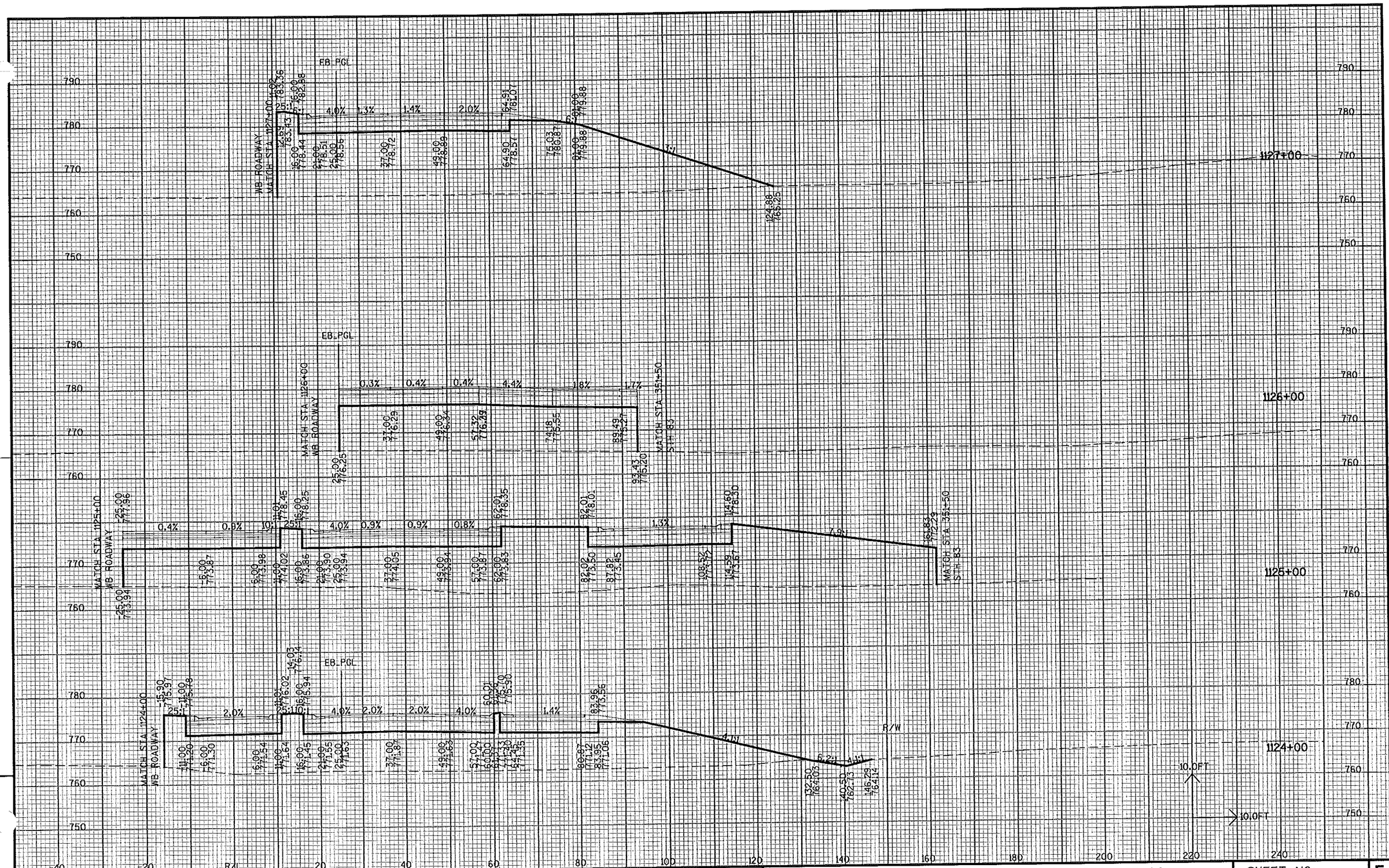
EARTHWORK SUMMARY
KETTERHAGEN ROAD

STATION	AREA				INCREMENTAL VOLUME			CUMMULATIVE VOLUME			MASS HAUL
	CUT	EBS	EMBANKMENT	TOTAL EMBANKMENT	CUT	EBS	TOTAL EMBANKMENT EXPANDED	CUT	EBS	TOTAL EMBANKMENT EXPANDED	
	SF	SF	SF	SF	CY	CY	CY	CY	CY	CY	CY
91+00.	32				84		0	84		0	84
91+45.	69		0	0	173		0	257		0	256
92+00.	101		0	0	187		291	443		291	152
93+00.			131	131	37		1775	481		2066	-1585
94+00.	20		668	668	65		4966	546		7032	-6486
95+00.	15		1566	1566	32		5041	579		12073	-11494
95+75.27	8		1447	1447	9		1634	587		13707	-13119
96+00.	11		1525	1525	31	204	5680	618	204	19387	-18769
96+74.94	12	147	1732	1879	47	156	2519	665	360	21906	-21241
97+00.	89	189	2442	2631	227	730	12803	892	1090	34709	-33817
98+00.	33	205	2909	3114	231	797	14881	1124	1887	49590	-48466
99+00.	92	225	3339	3564	391	892	17019	1515	2778	66609	-65094
100+09.17	102	216	3217	3433	104	175	3346	1619	2953	69955	-68336
100+31.04	155	216	3219	3435	STRUCTURE B-51-101						
102+53.54	513	217	2860	3077	614	373	6363	2233	3327	76318	-74085
103+00.	200	217	2851	3068	483	797	13875	2715	4124	90193	-87477
104+00.	61	213	2945	3158	209	395	12433	2924	4519	102626	-99701
105+00.	52		2428	2428	141		9208	3066	4519	111834	-108768
106+00.	25		1716	1716	87		6194	3153	4519	118028	-114875
107+00.	23		1072	1072	83		3422	3236	4519	121450	-118214
108+00.	22		468	468	41		1118	3277	4519	122567	-119290
109+00.			35	35	102		77	3379	4519	122645	-119266
110+00.	55				125			3504	4519	122645	-119141
110+75.	35										
TOTAL					**3504**	**4519**	**122645**				

9

EARTHWORK SUMMARY
MCCANN DRIVE

STATION	AREA			INCREMENTAL VOLUME		CUMMULATIVE		MASS HAUL
	CUT	EMBANKMENT	TOTAL EMBANKMENT	CUT	TOTAL EMBANKMENT EXPANDED	CUT	TOTAL EMBANKMENT EXPANDED	
	SF	SF	SF	CY	CY	CY	CY	CY
10+68.15		1332	1332					
					1797		1797	-1797
11+00.		1207	1207					
					2807		4604	-4604
11+50.		1320	1320					
				19	2048	19	6652	-6633
12+00.	21	523	523					
				19	951	39	7602	-7564
12+50.		332	332					
					411	39	8014	-7975
13+00.		38	38					
				10	21	48	8035	-7987
13+25.54	20							
TOTAL				**48**	**8035**			



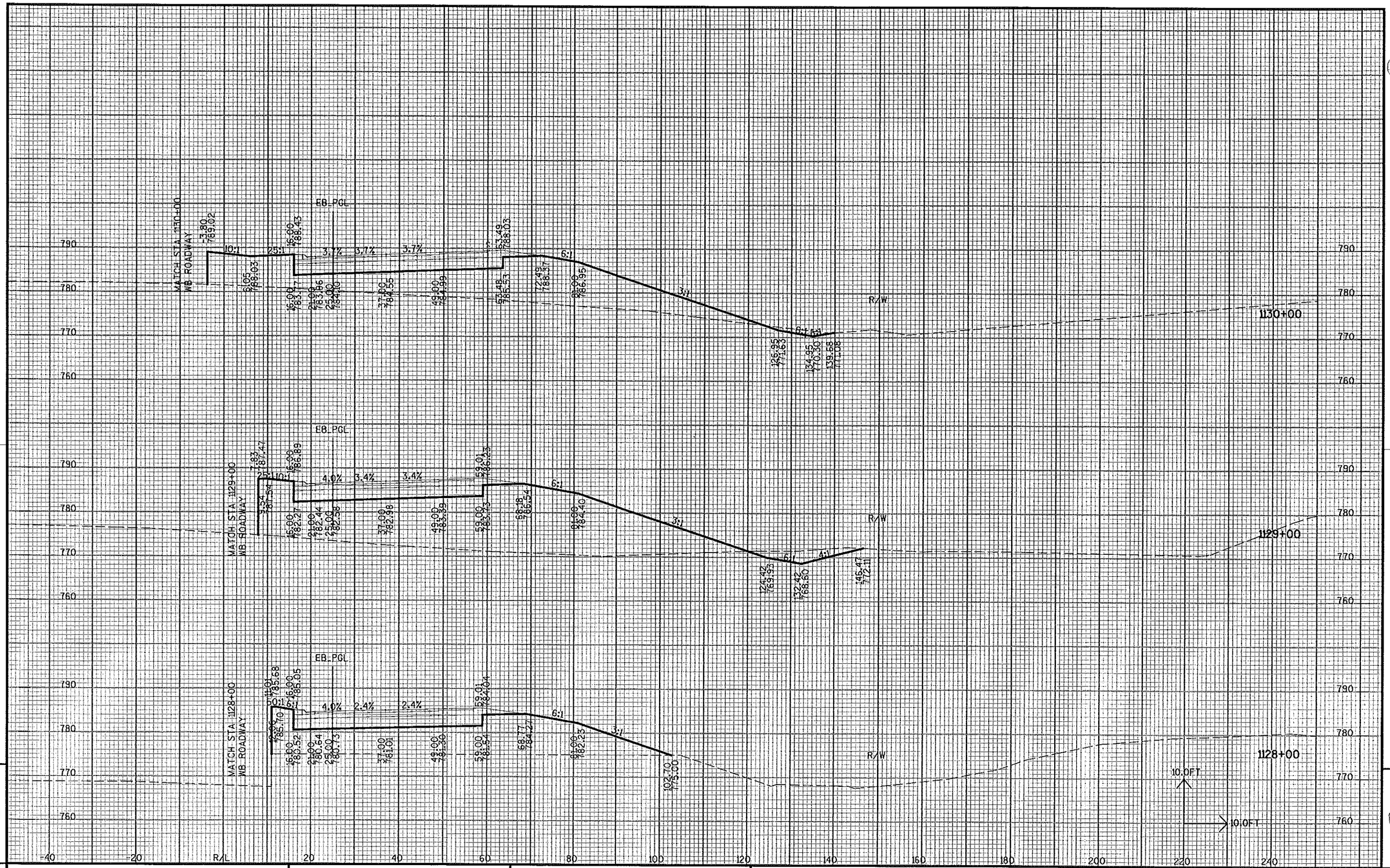
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE EB STATION 1124+00 - STA 1127+00	SHEET NO: 481 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090201_XS10_M_EB.DGN

PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

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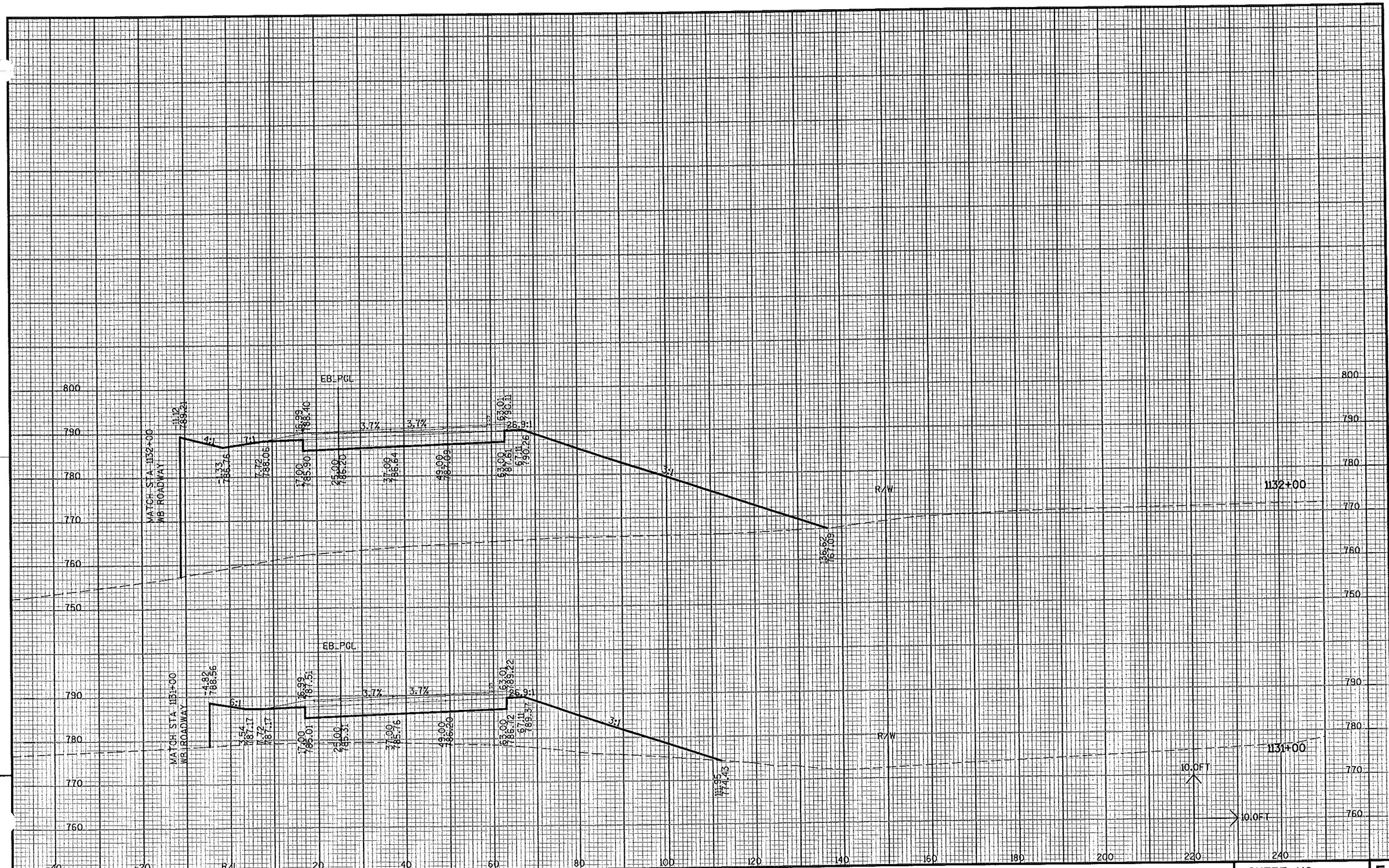


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE EB STATION 1128+00 - STA 1130+00	SHEET NO: 482 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090201_XS10_MLEB.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21



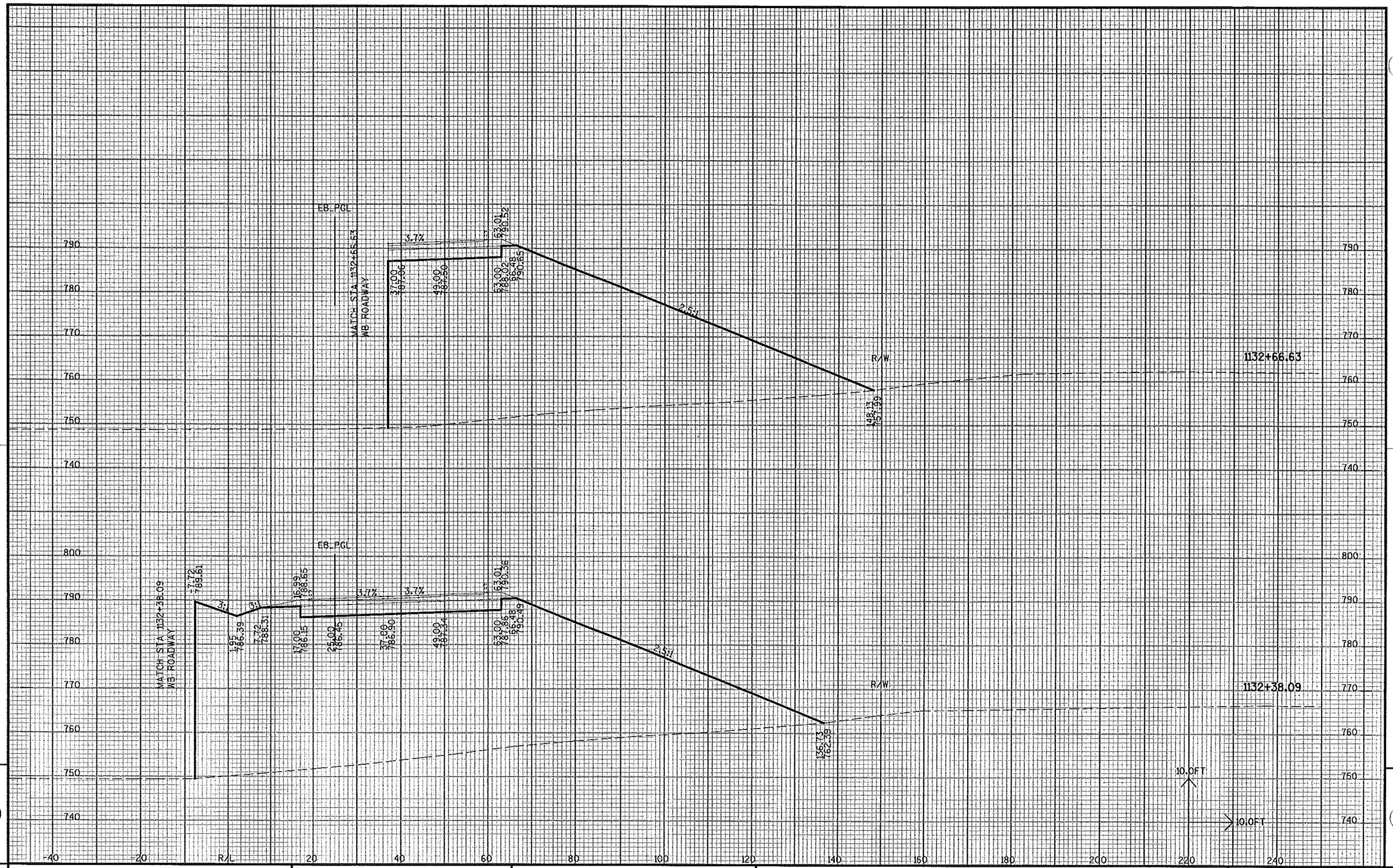
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE EB STATION 1131+00 - STA 1132+00	SHEET NO: 483 E

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FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090201_XS10_MLEB.DGN

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

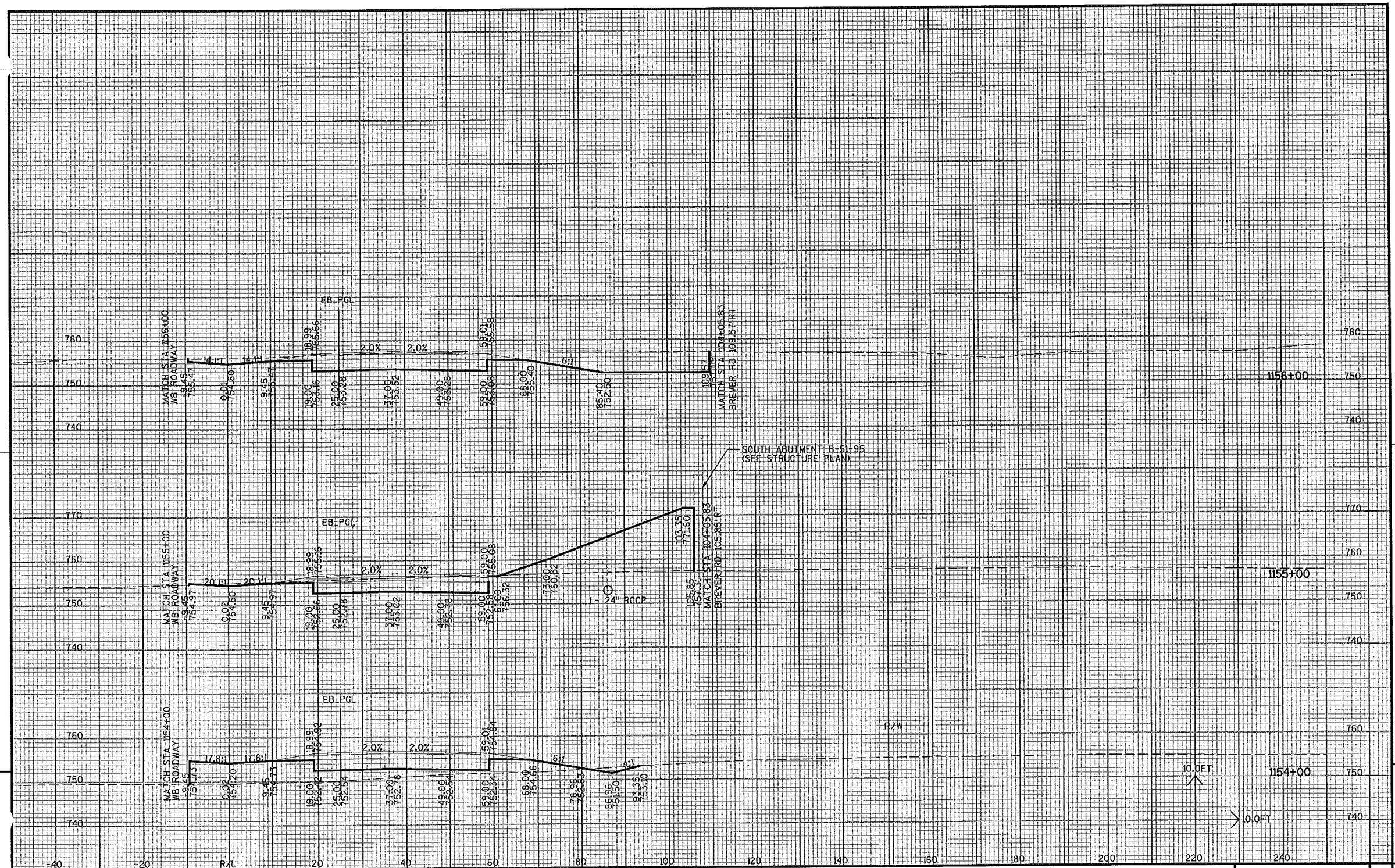


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE EB STATION 1132+38.09 - STA 1132+66.63	SHEET NO: 484	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090201_XS10_MLEB.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

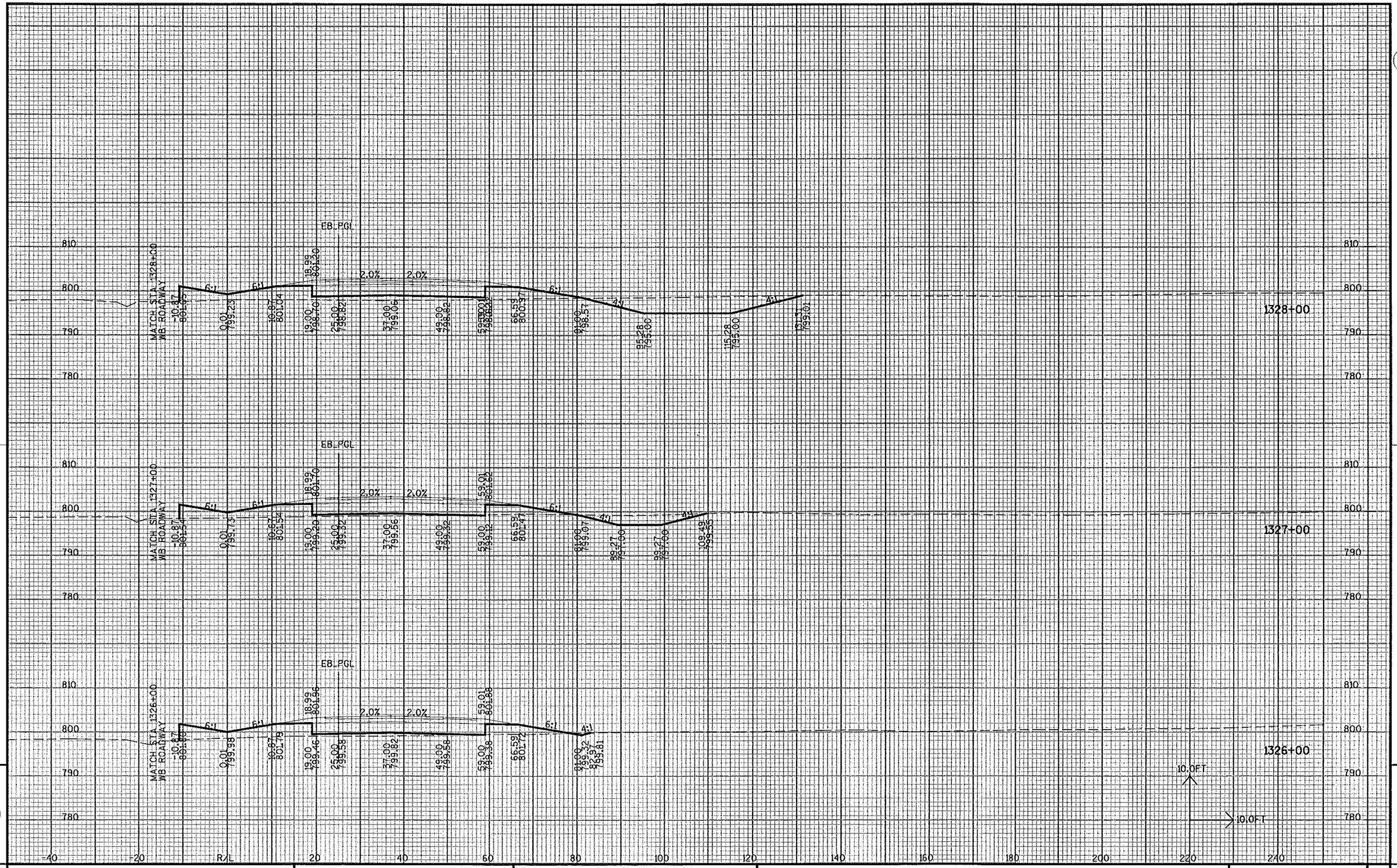
WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE EB STA 1154+00 TO STA 1156+00	SHEET NO: 485	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090201_XS10_MLEB.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

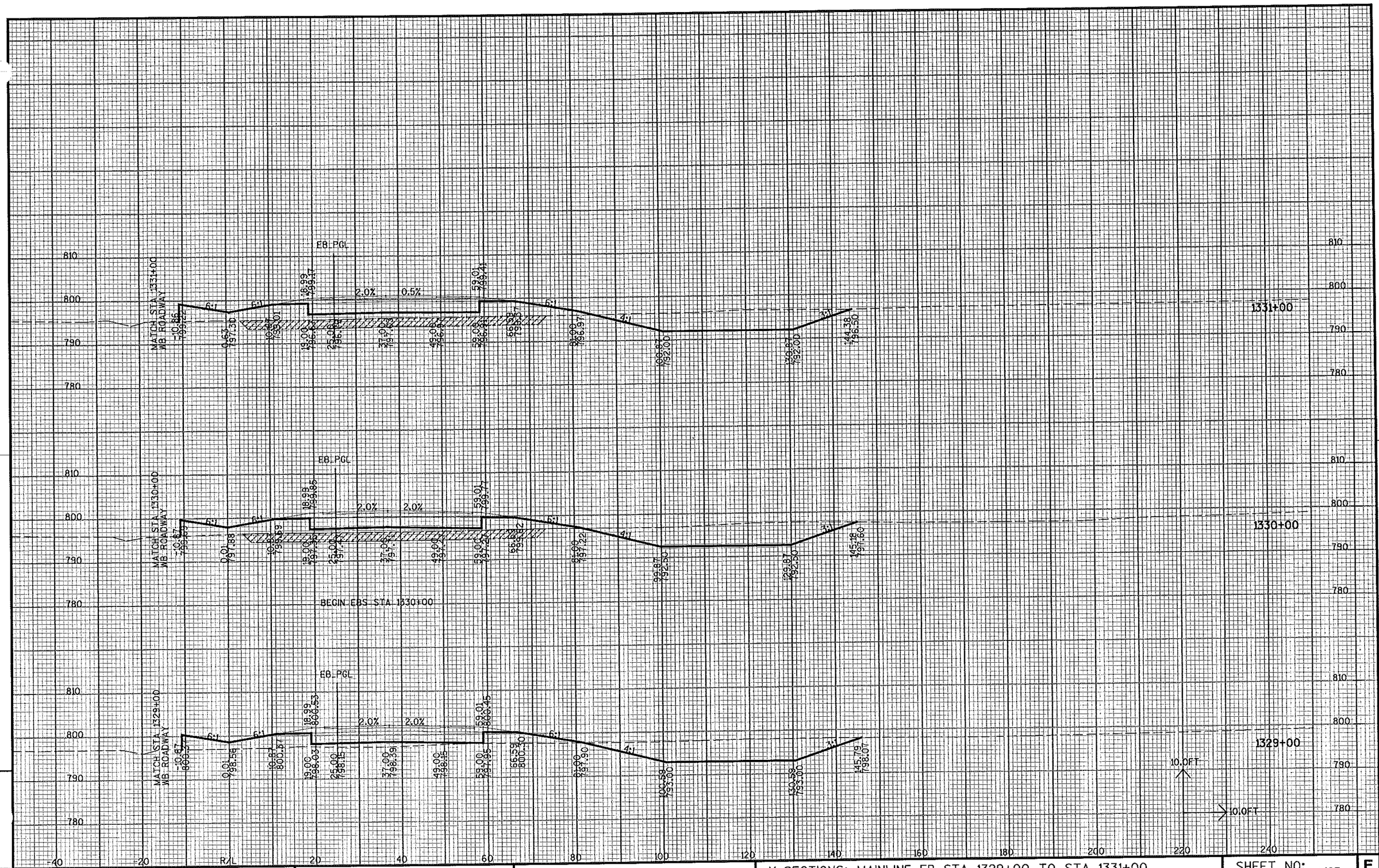


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE EB STA 1326+00 TO STA 1328+00	SHEET NO: 486	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090201_XS10_MLEB.DGN PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

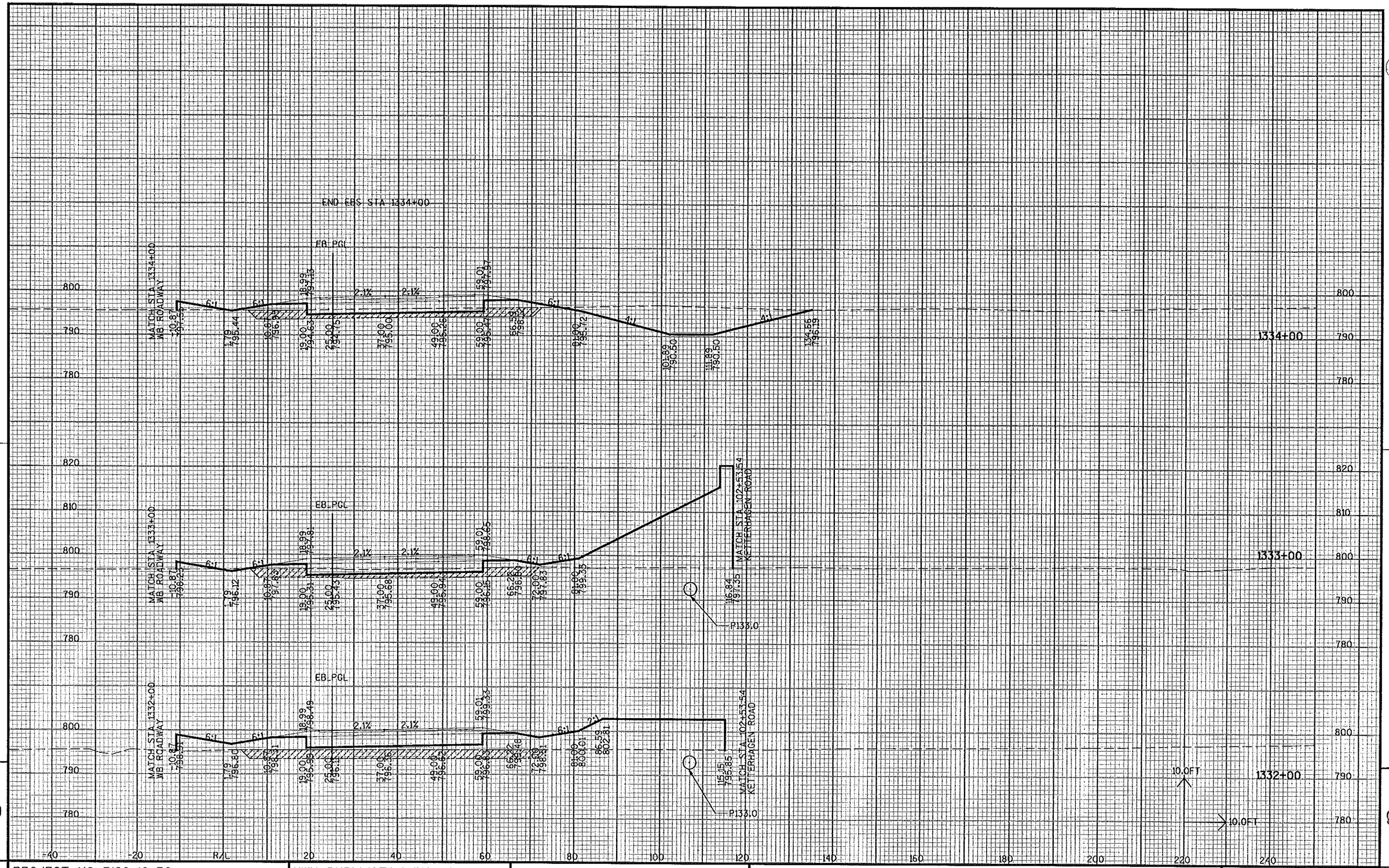


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE EB STA 1329+00 TO STA 1331+00	SHEET NO: 487 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090201_XS10_MLEB.DGN
PLOT DATE : 03/08/2007
PLOT BY : wolly_w
PLOT NAME :
PLOT SCALE : -

WISDOT/CADDS SHEET 21

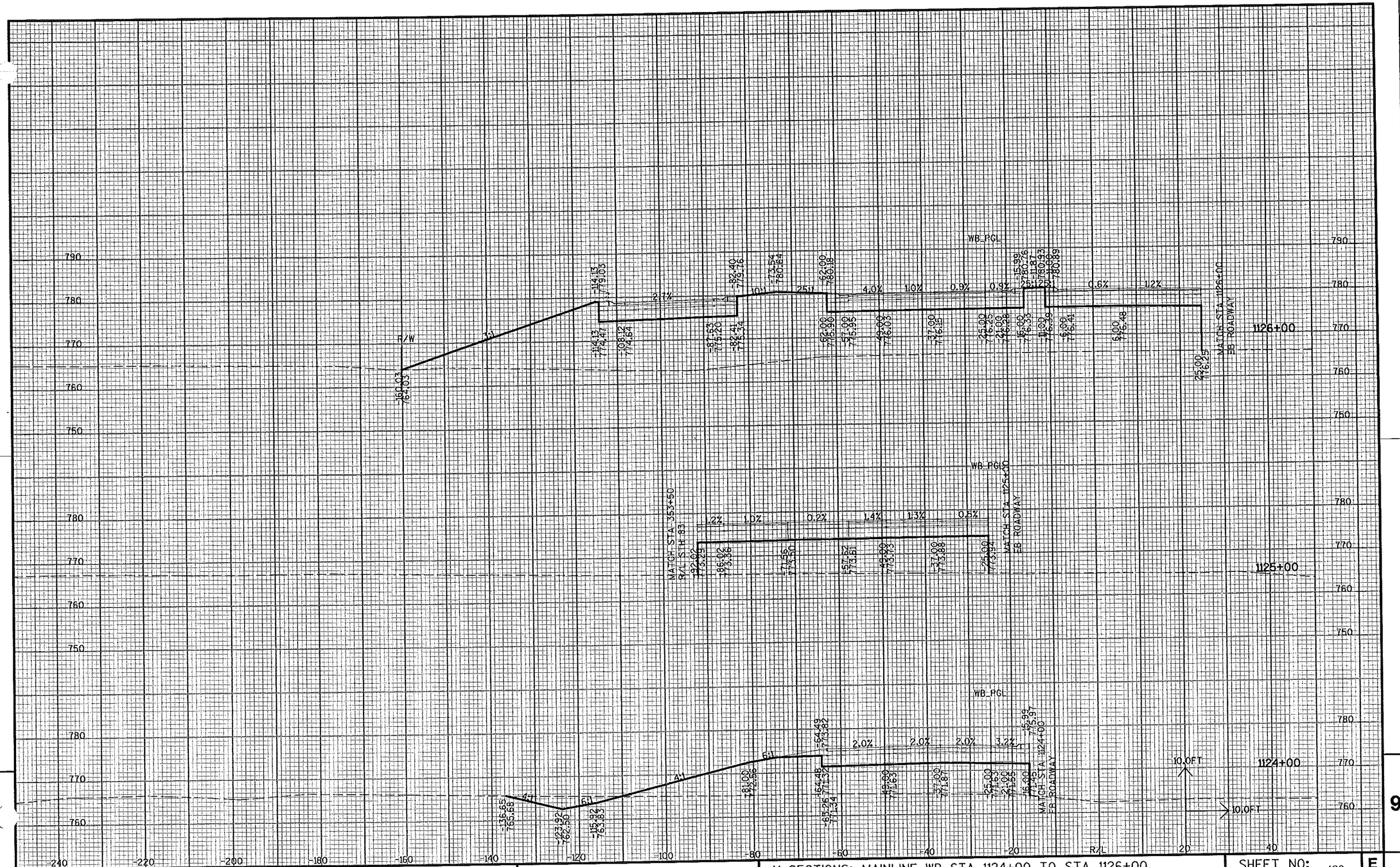
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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE EB STA 1332+00 TO STA 1334+00	SHEET NO: 488 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090201_XS10_MLEB.DGN
PLOT DATE : 03/08/2007
PLOT BY : wally_w
PLOT NAME :
PLOT SCALE : -
WISDOT/CADDS SHEET 21

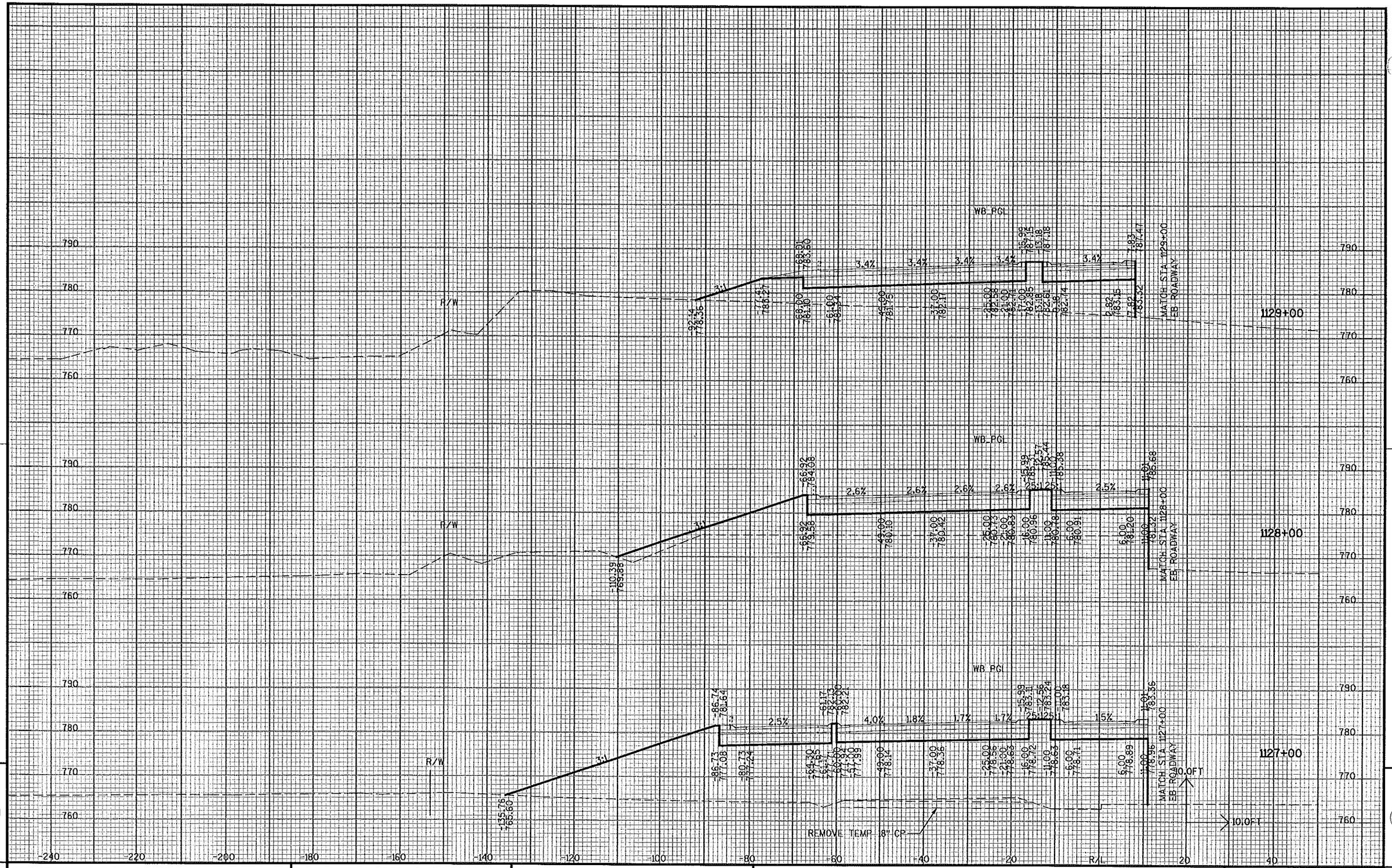
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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE WB STA 1124+00 TO STA 1126+00	SHEET NO: 489 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090202_XS10_ML_WB.DGN
PLOT DATE : 03/08/2007
PLOT BY : wally_w
PLOT NAME :
PLOT SCALE : -
WISDOT/CADDS SHEET 21

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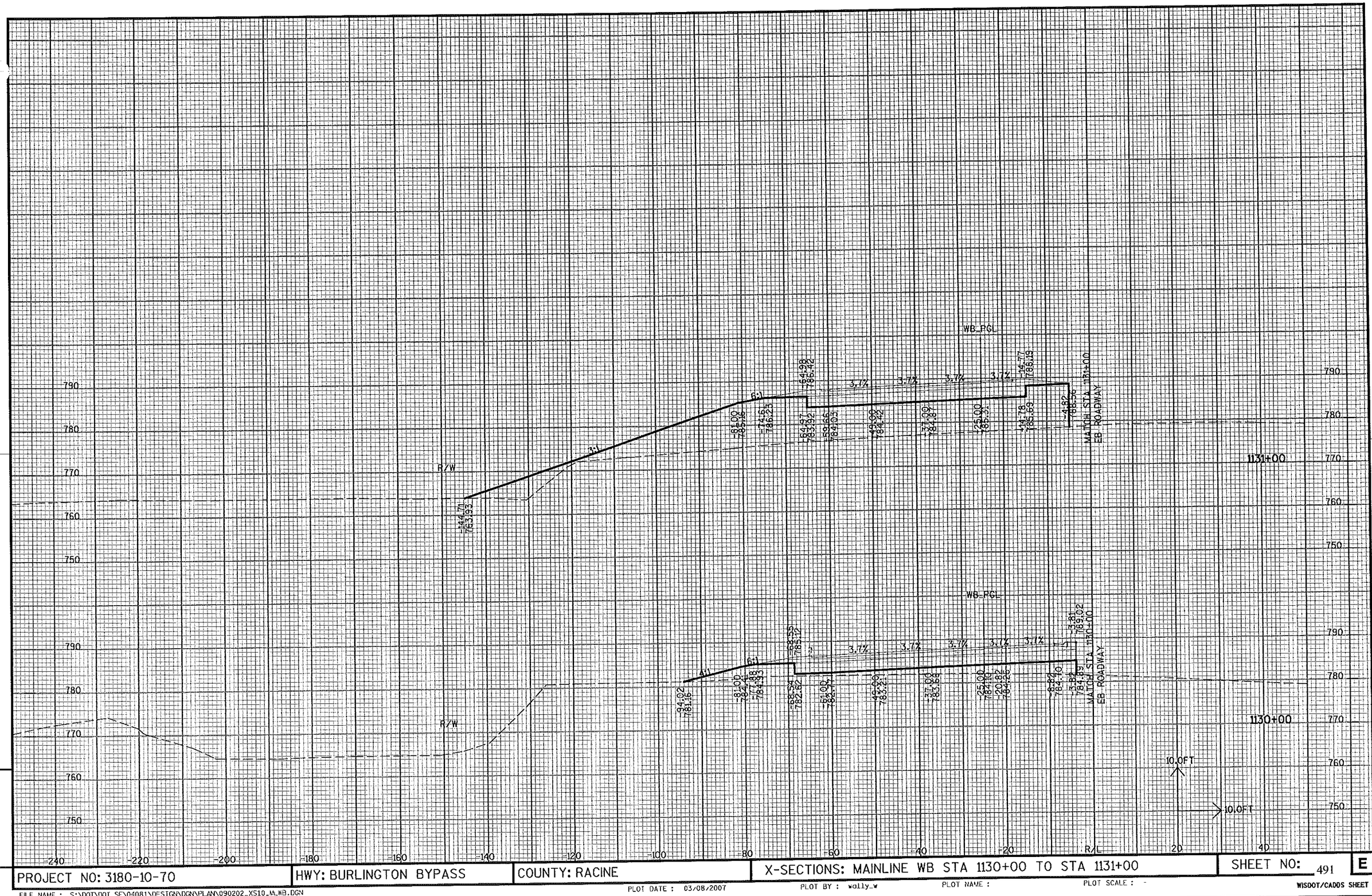


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE WB STA 1127+00 TO STA 1129+00	SHEET NO: 490	E

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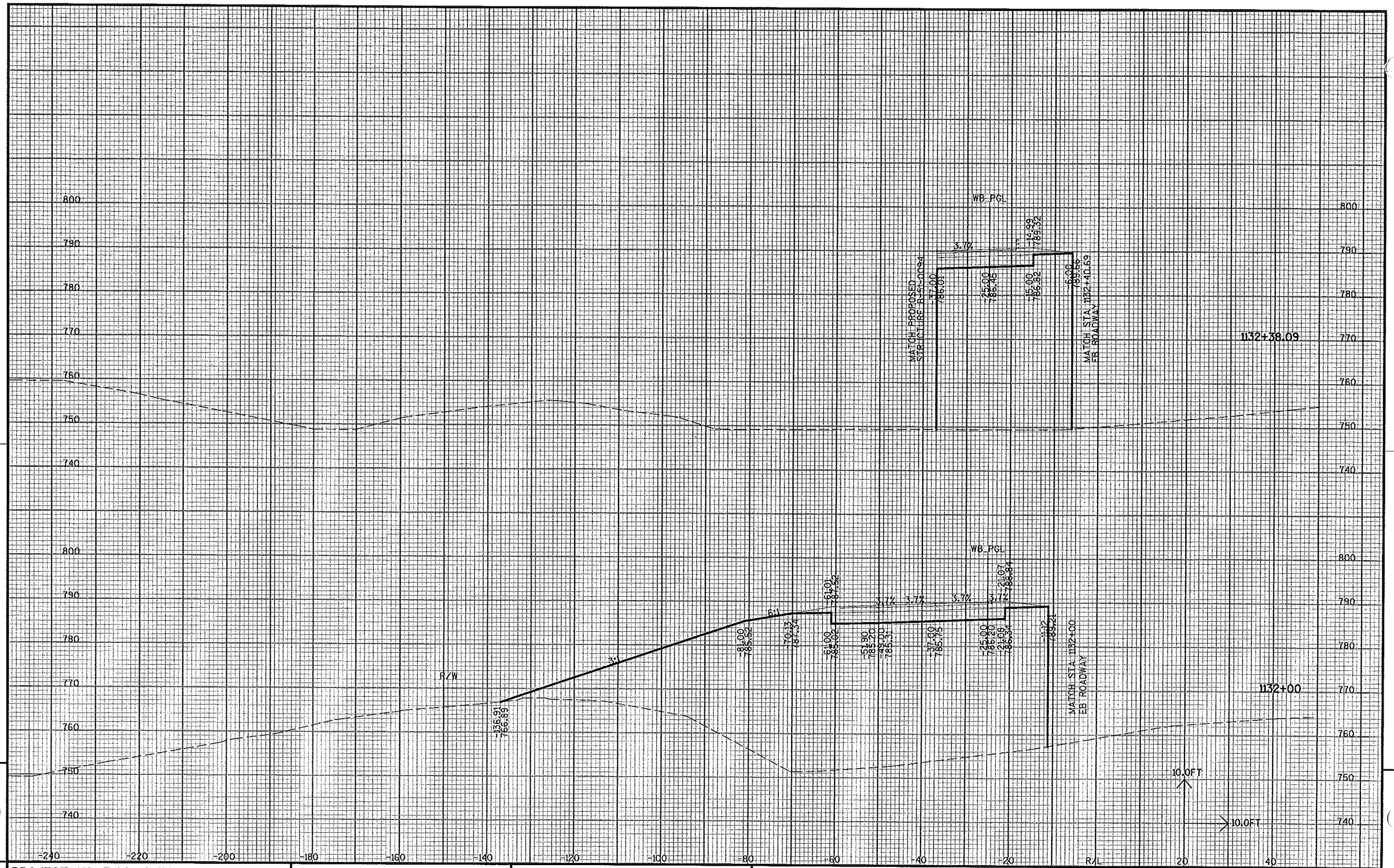
WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE WB STA 1130+00 TO STA 1131+00	SHEET NO: 491	E

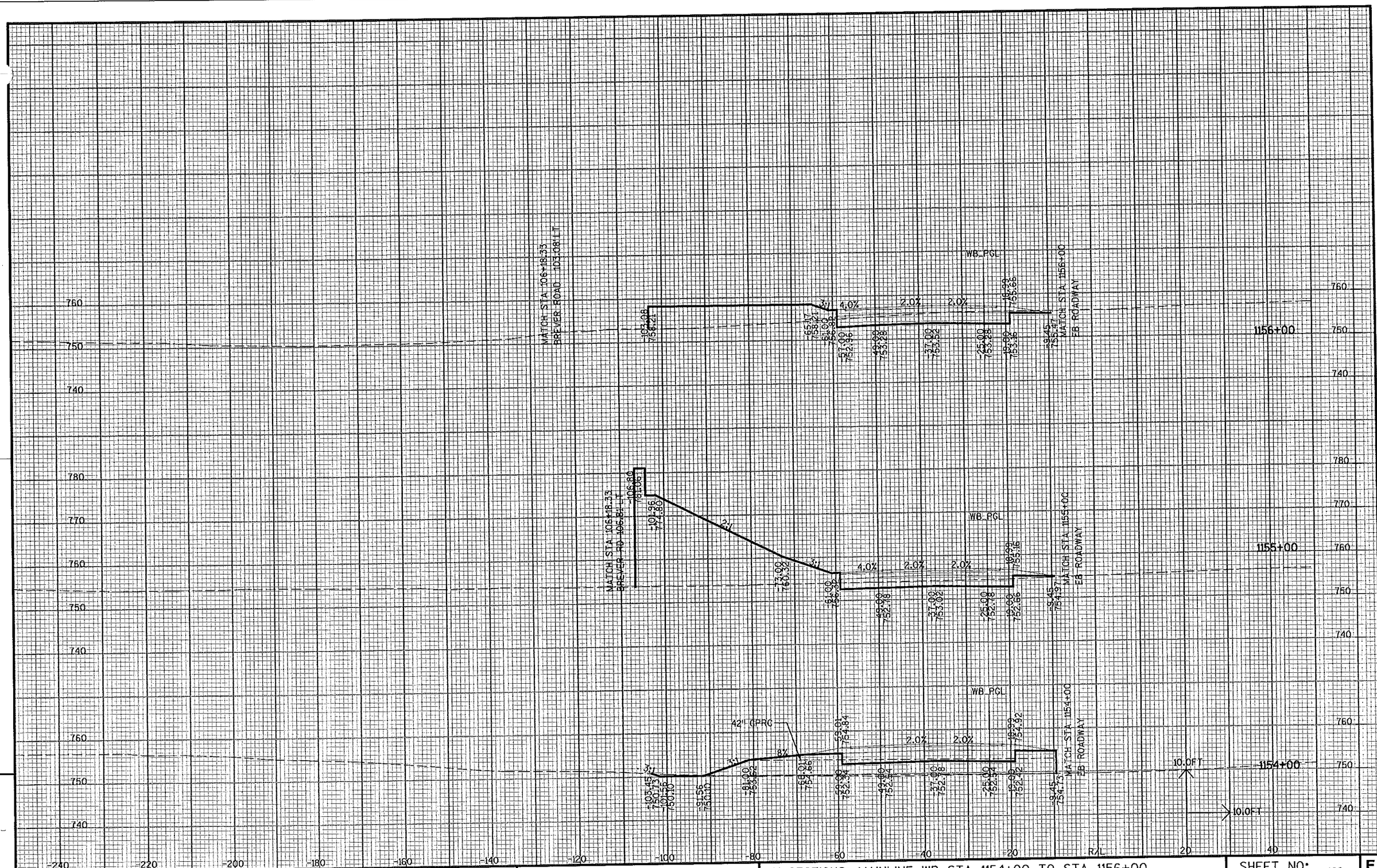
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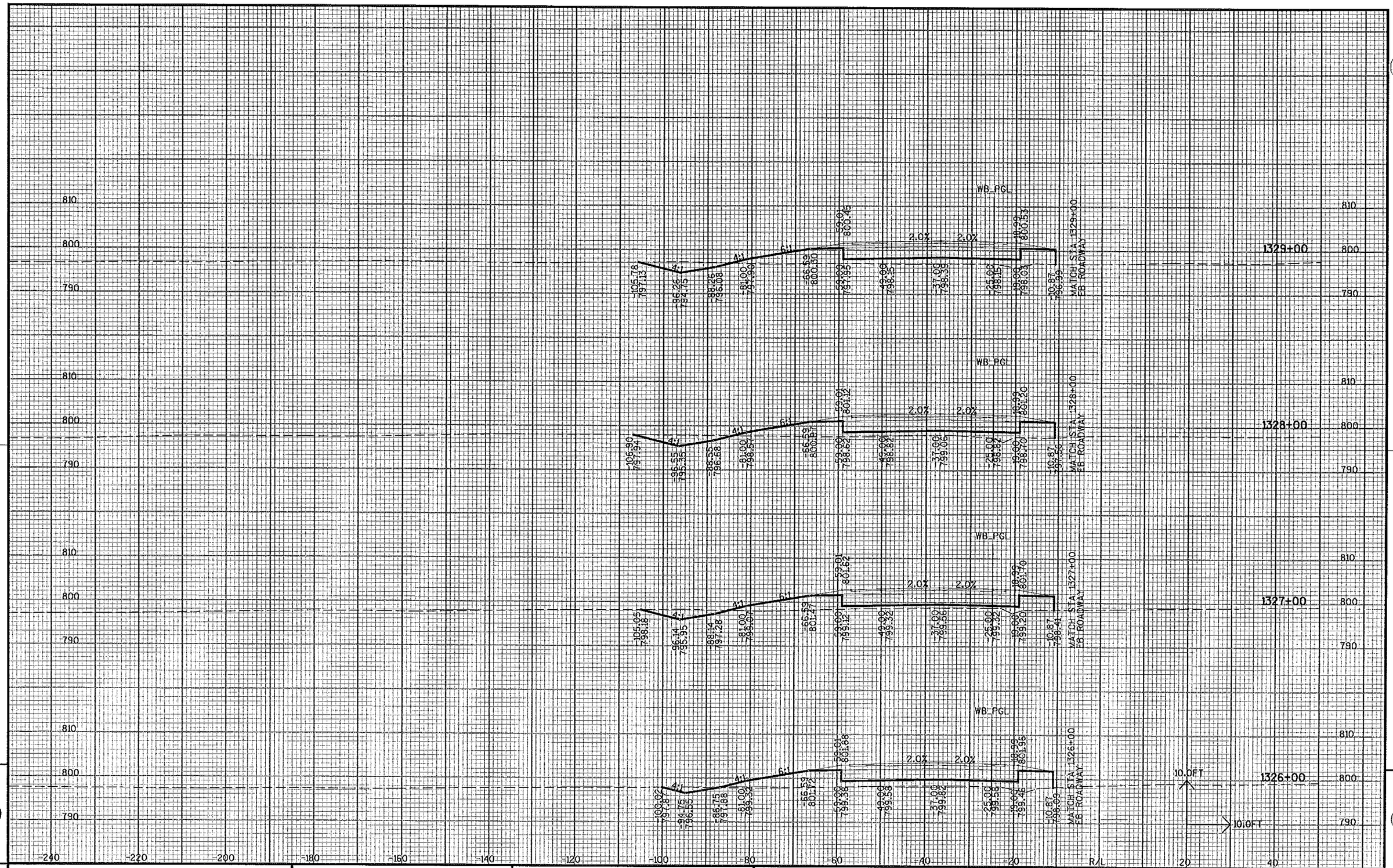
PROJECT NO: 3180-10-70 | HWY: BURLINGTON BYPASS | COUNTY: RACINE | X-SECTIONS: MAINLINE WB STA 1132+00 TO STA 1132+38.09 | SHEET NO: 492 | E



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE WB STA 1154+00 TO STA 1156+00	SHEET NO: 493 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090202_XS10_MLWB.DGN
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 21

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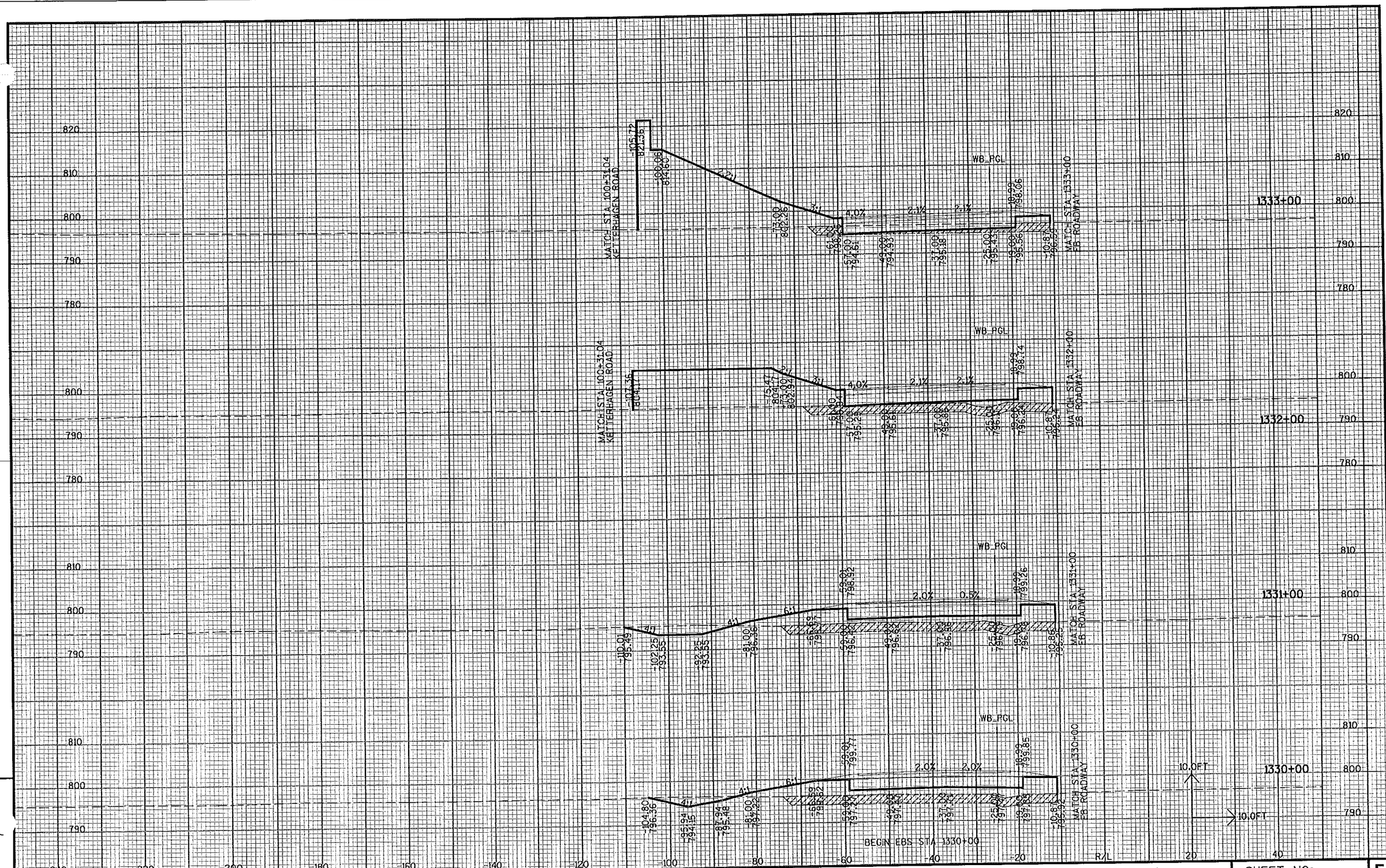


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE WB STA 1326+00 TO STA 1329+00	SHEET NO: 494	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090202_XS10_ML_WB.DGN PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

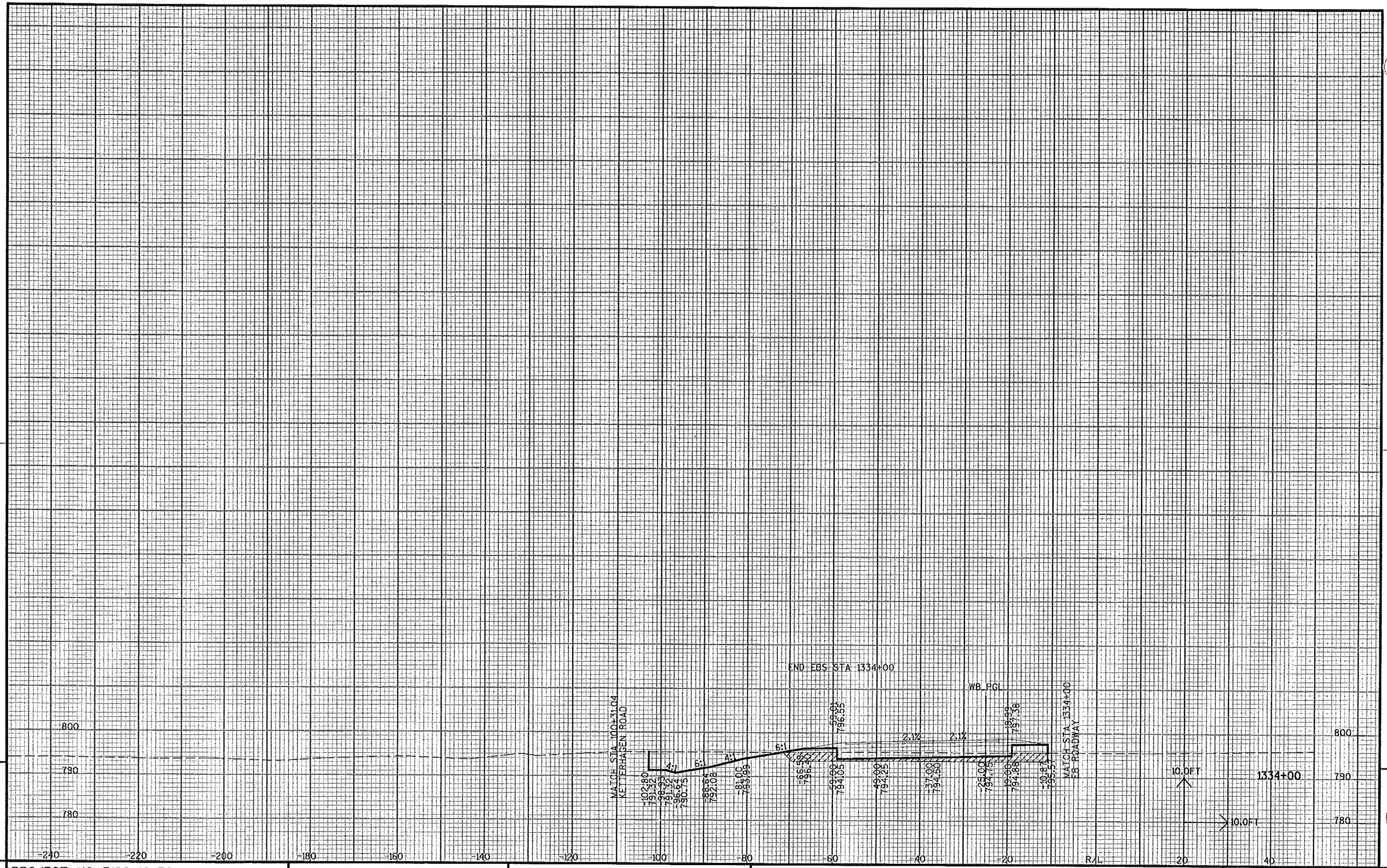
WISDOT/CADDS SHEET 21



9

PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE WB STA 1330+00 TO STA 1333+00	SHEET NO: 495	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090202_XS10_MLWB.DGN
PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 21

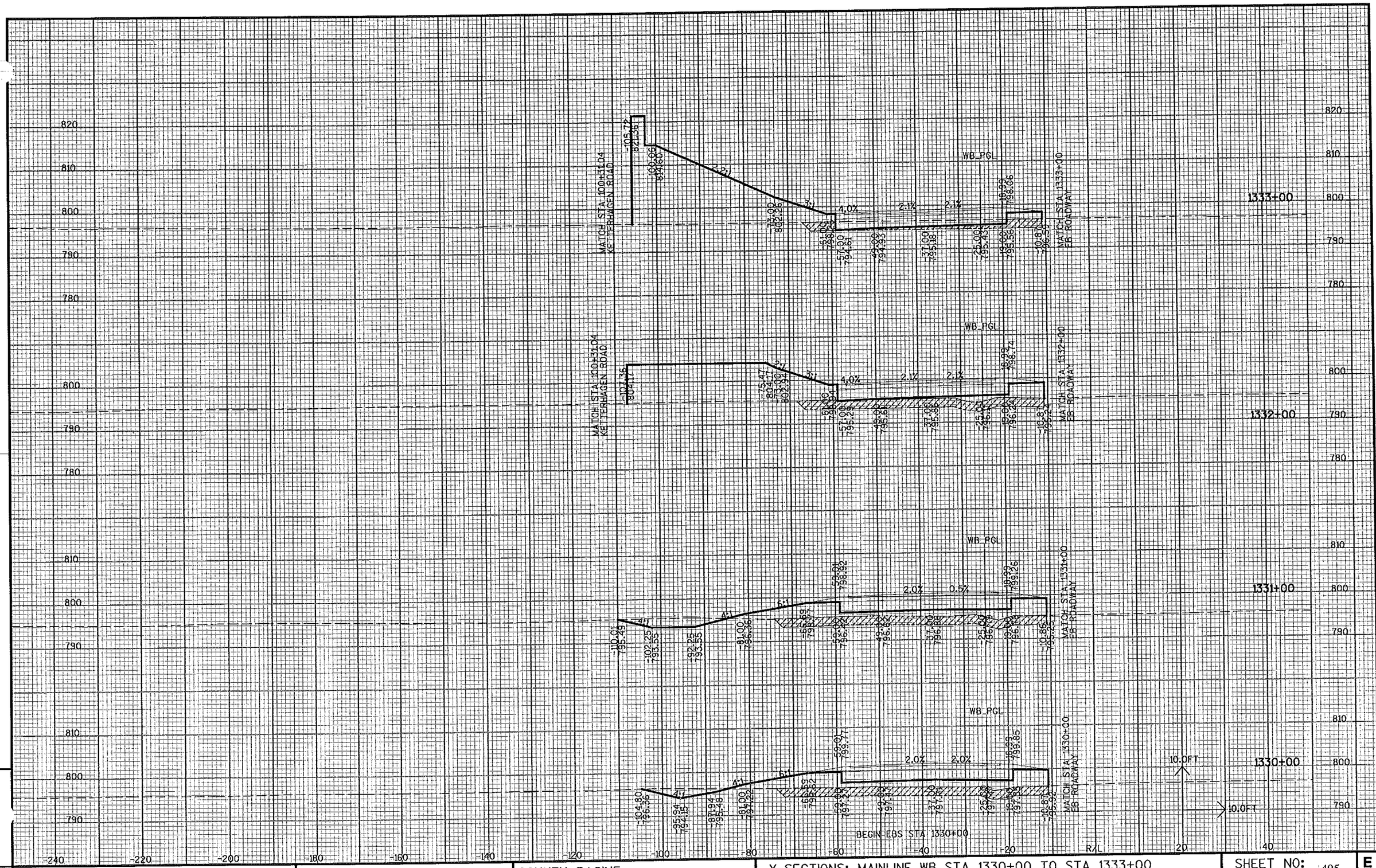


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE WB STA 1334+00	SHEET NO: 496	E

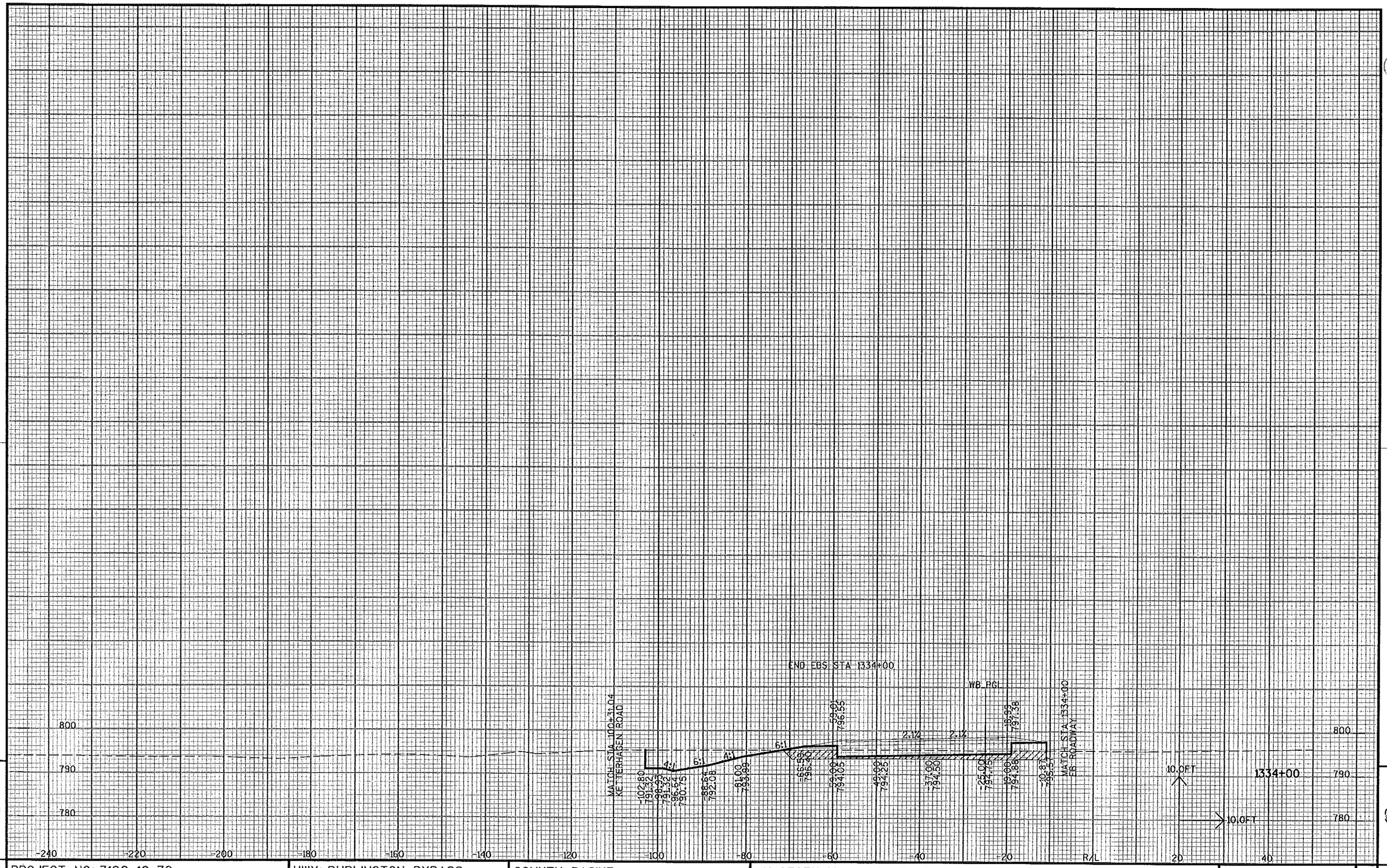
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WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE WB STA 1330+00 TO STA 1333+00	SHEET NO: 495	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090202_XS10_MLWB.DGN
PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 21

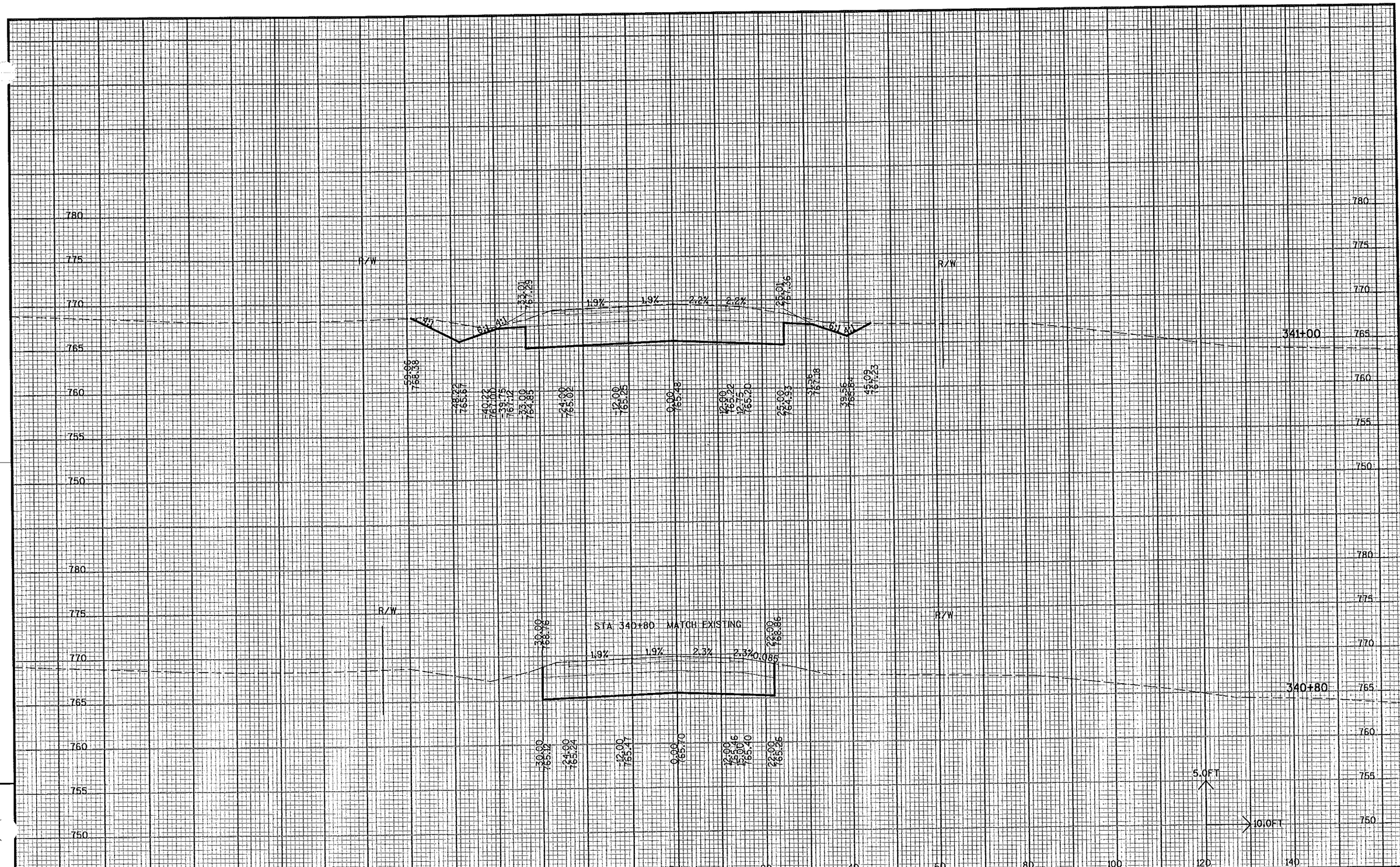


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MAINLINE WB STA 1334+00	SHEET NO: 496 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090202_XS10_ML_WB.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

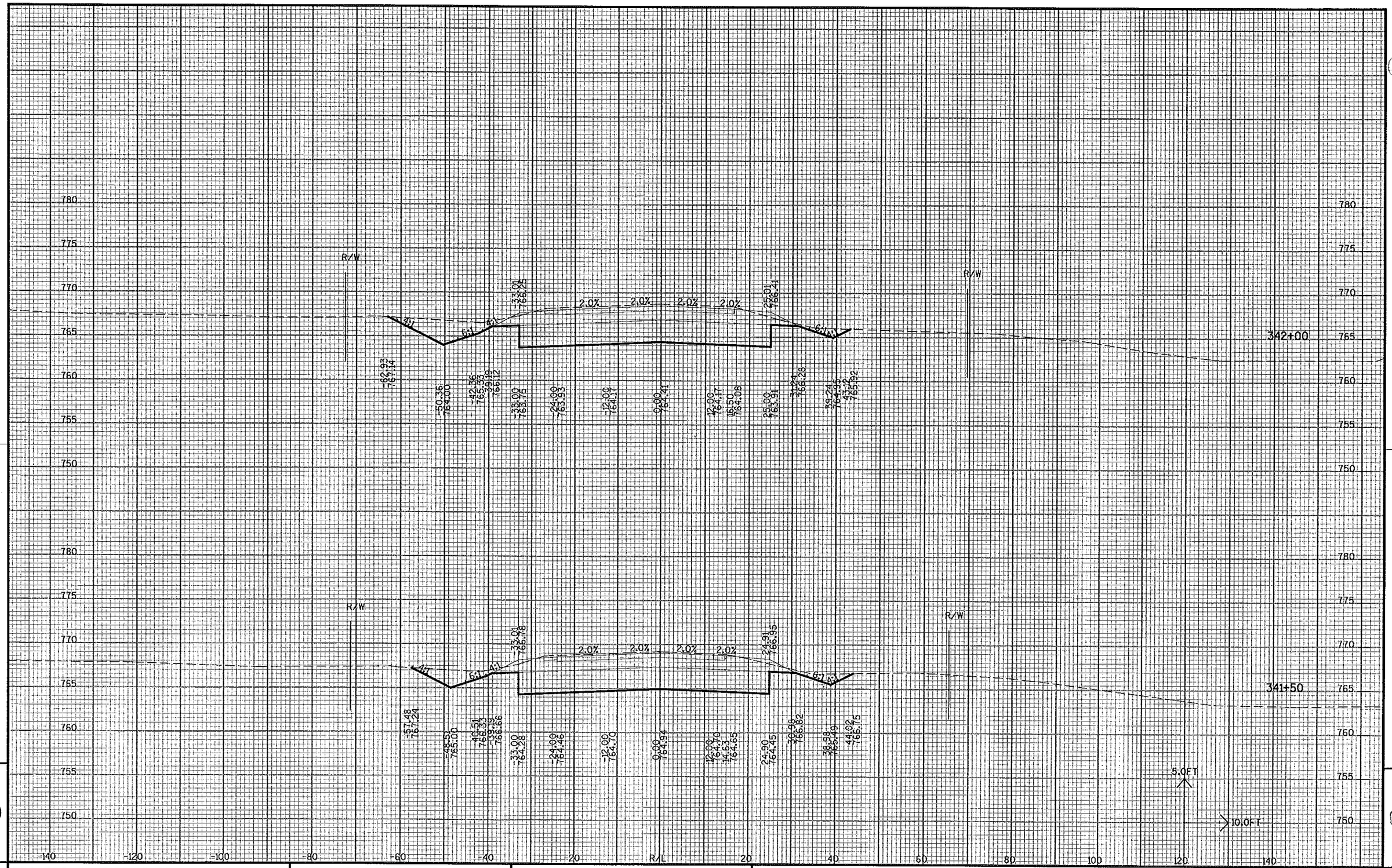


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 304+80 TO STA 341+00	SHEET NO: 497 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

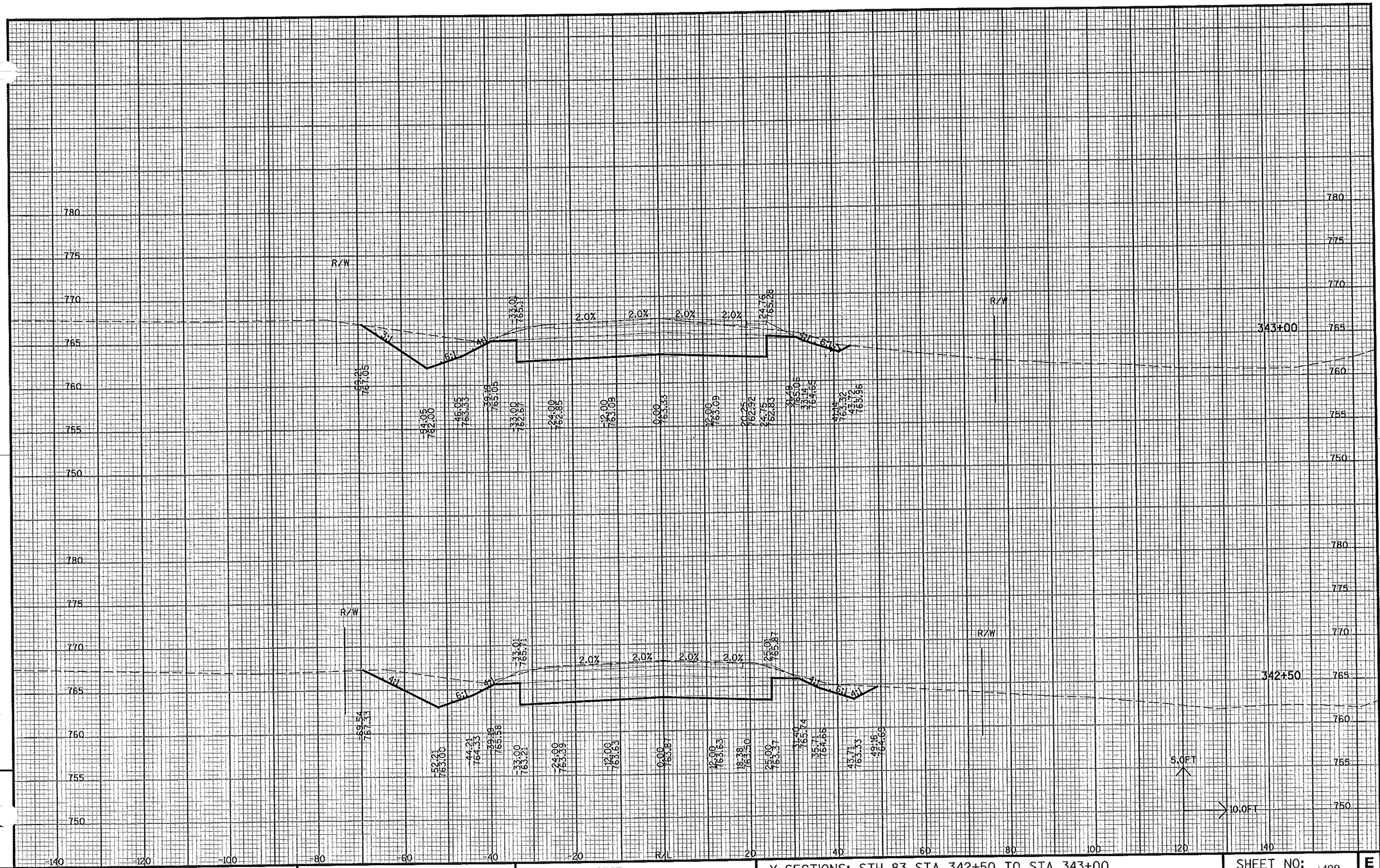


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA. 341+50 TO STA 342+00	SHEET NO: 498	E

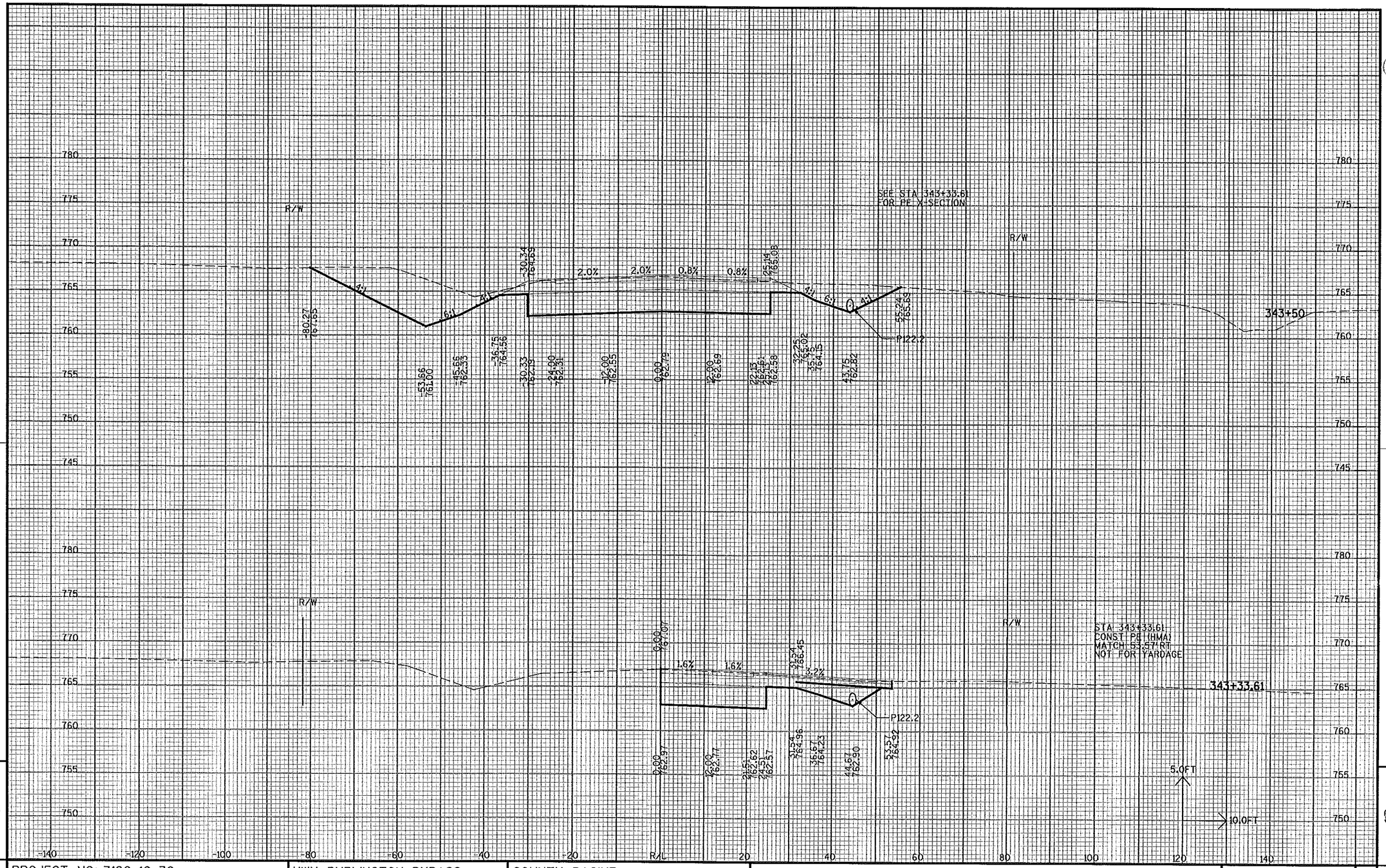
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WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 342+50 TO STA 343+00	SHEET NO: 499	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN
PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 21

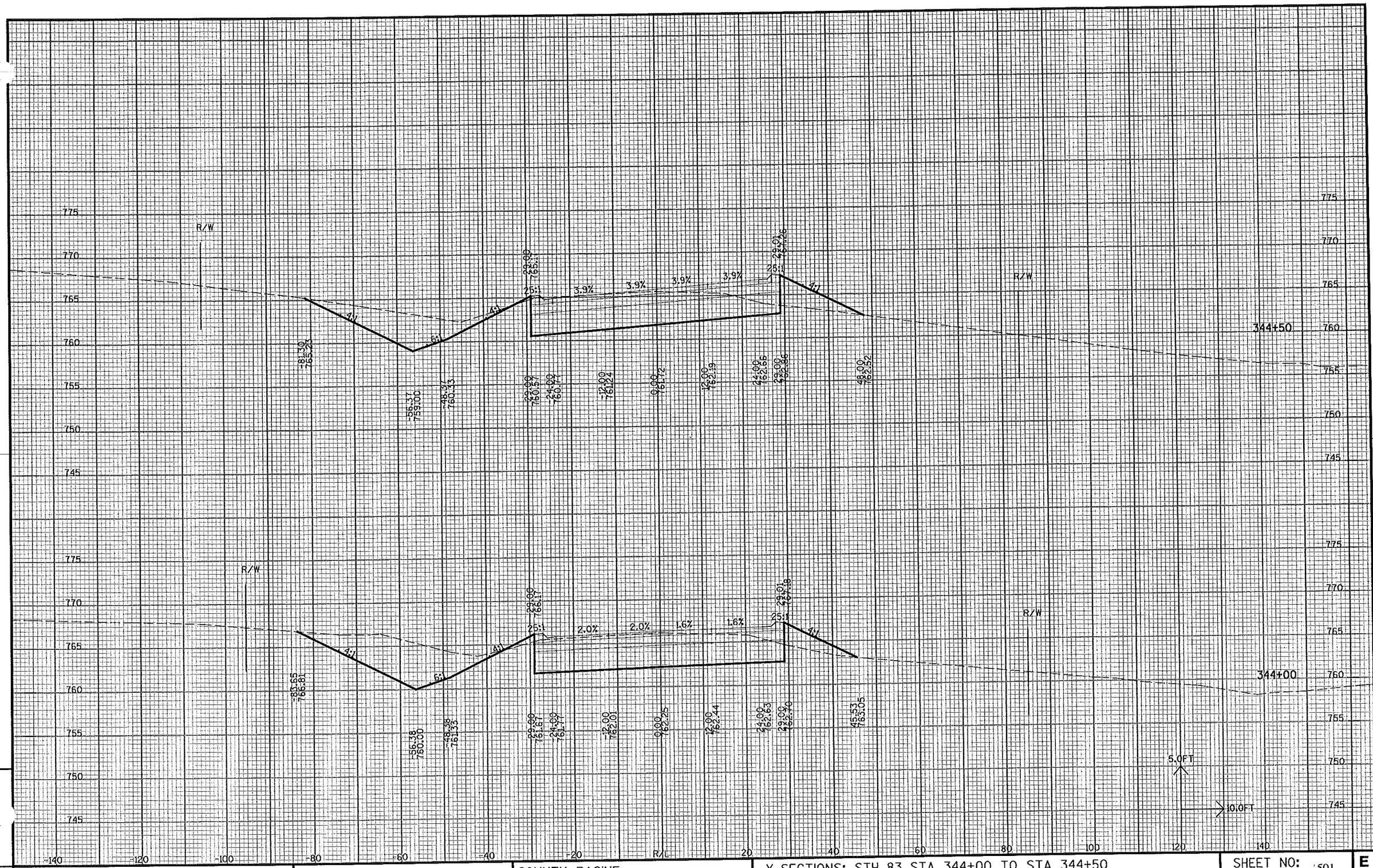


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 343+33.61 TO STA 343+50	SHEET NO: 500	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

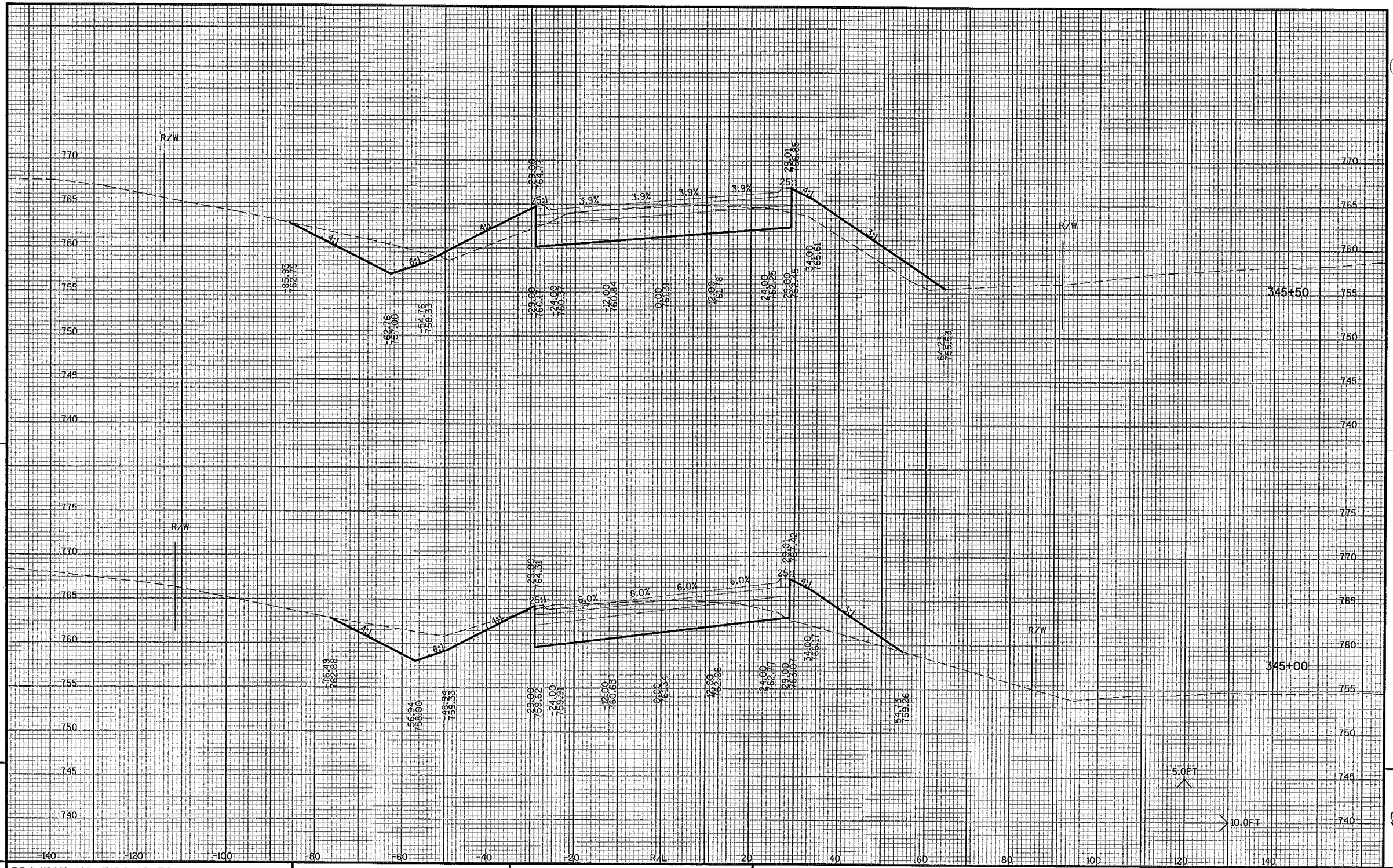
WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 344+00 TO STA 344+50	SHEET NO: 501 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 21

9

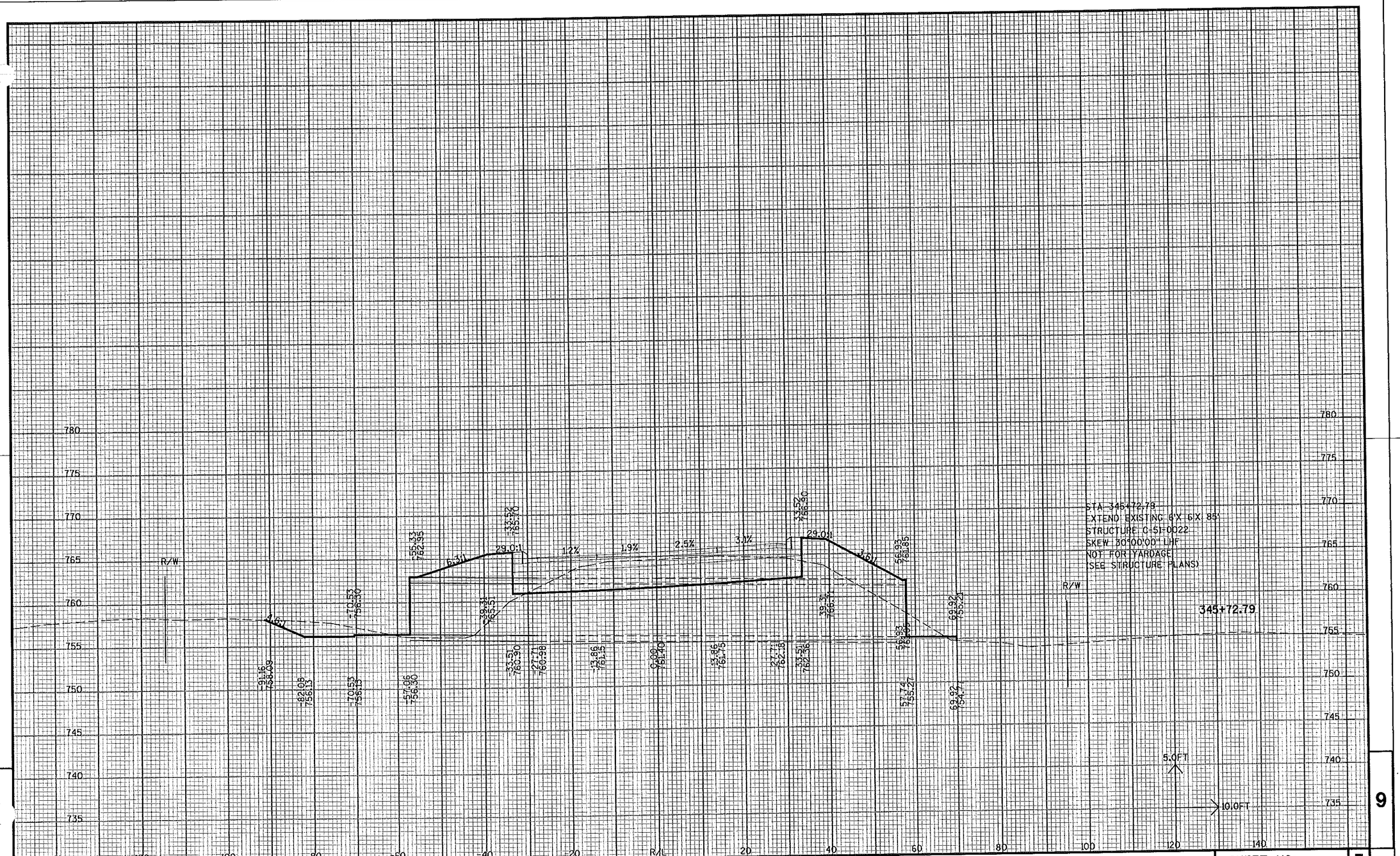


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 345+00 TO STA 345+50	SHEET NO: 502	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21



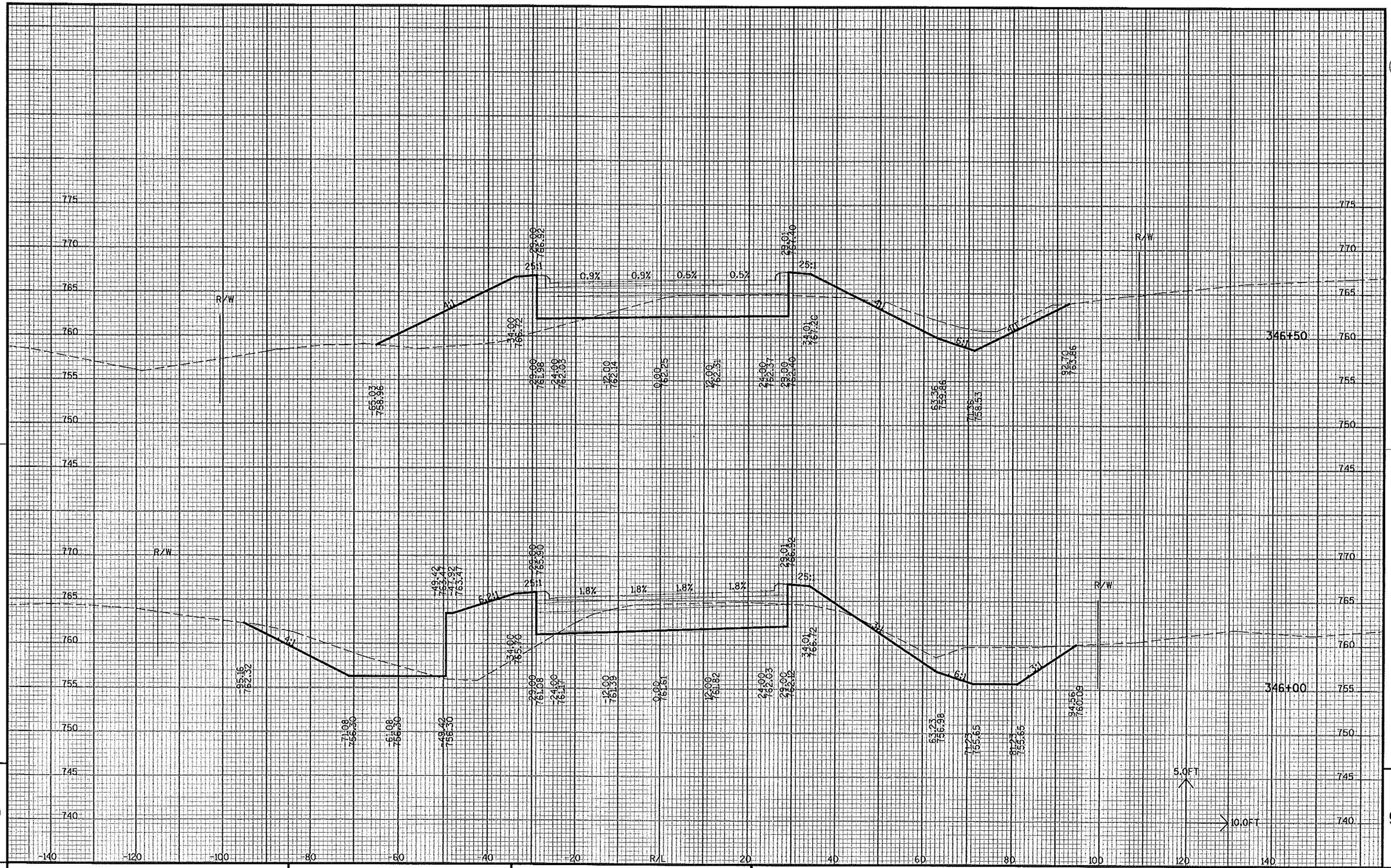
PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 345+72.79	SHEET NO: 503	E

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PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

WISDOT/CADOS SHEET 21

9

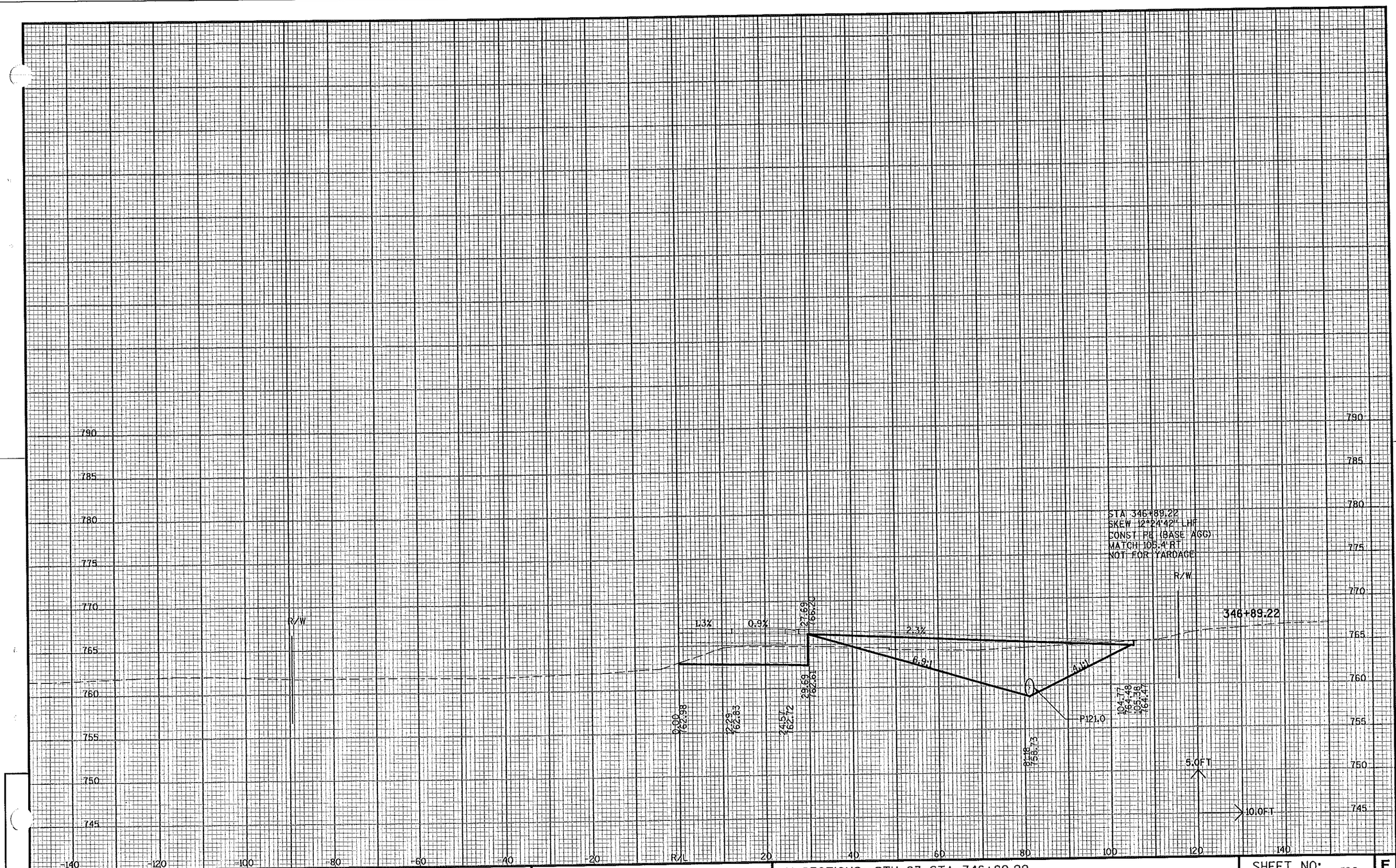


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 346+00 TO STA 346+50	SHEET NO: 504	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

9



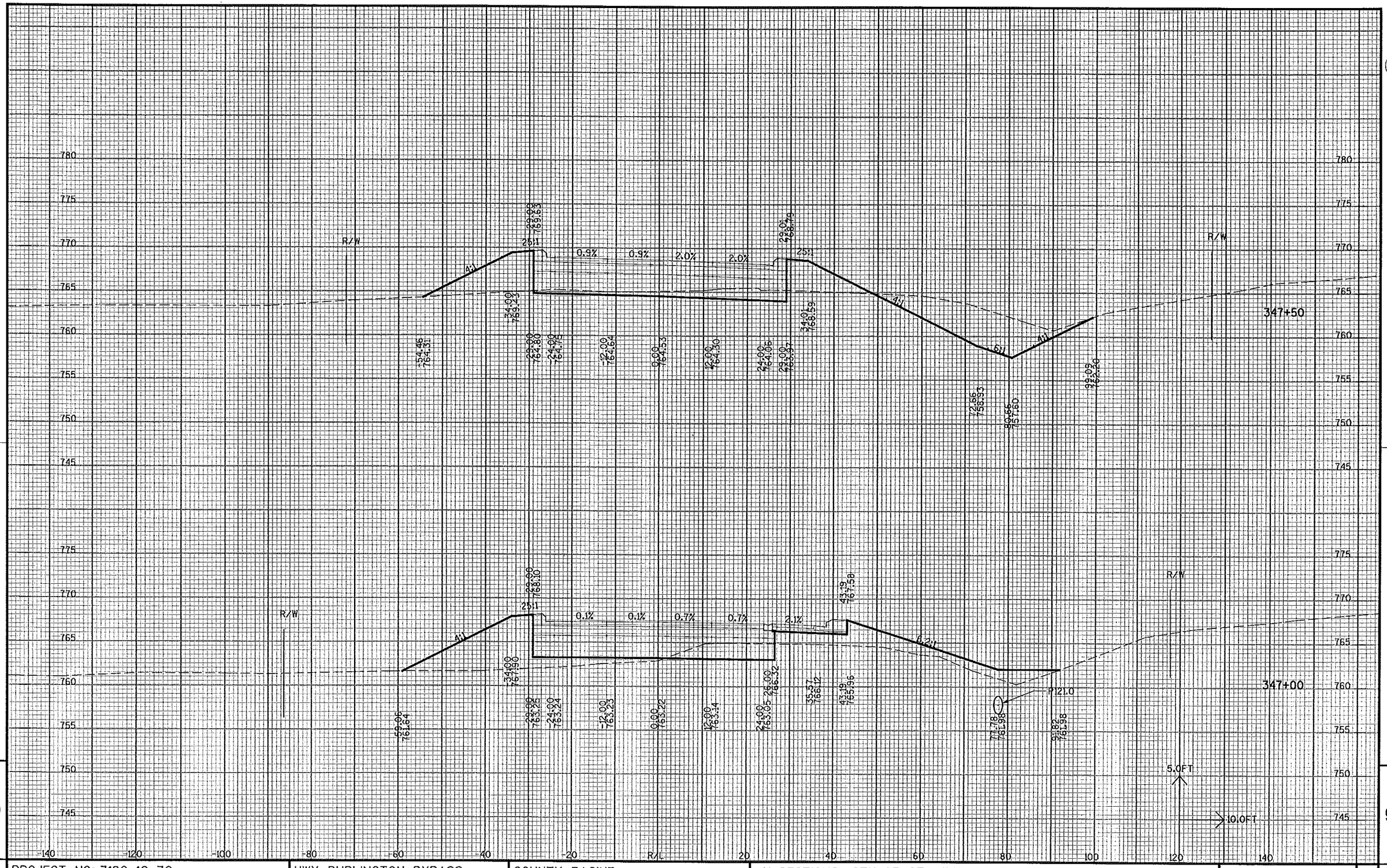
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PROJECT NO: 3180-10-70 | HWY: BURLINGTON BYPASS | COUNTY: RACINE | X-SECTIONS: STH 83 STA 346+89.22 | SHEET NO: 505 | E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

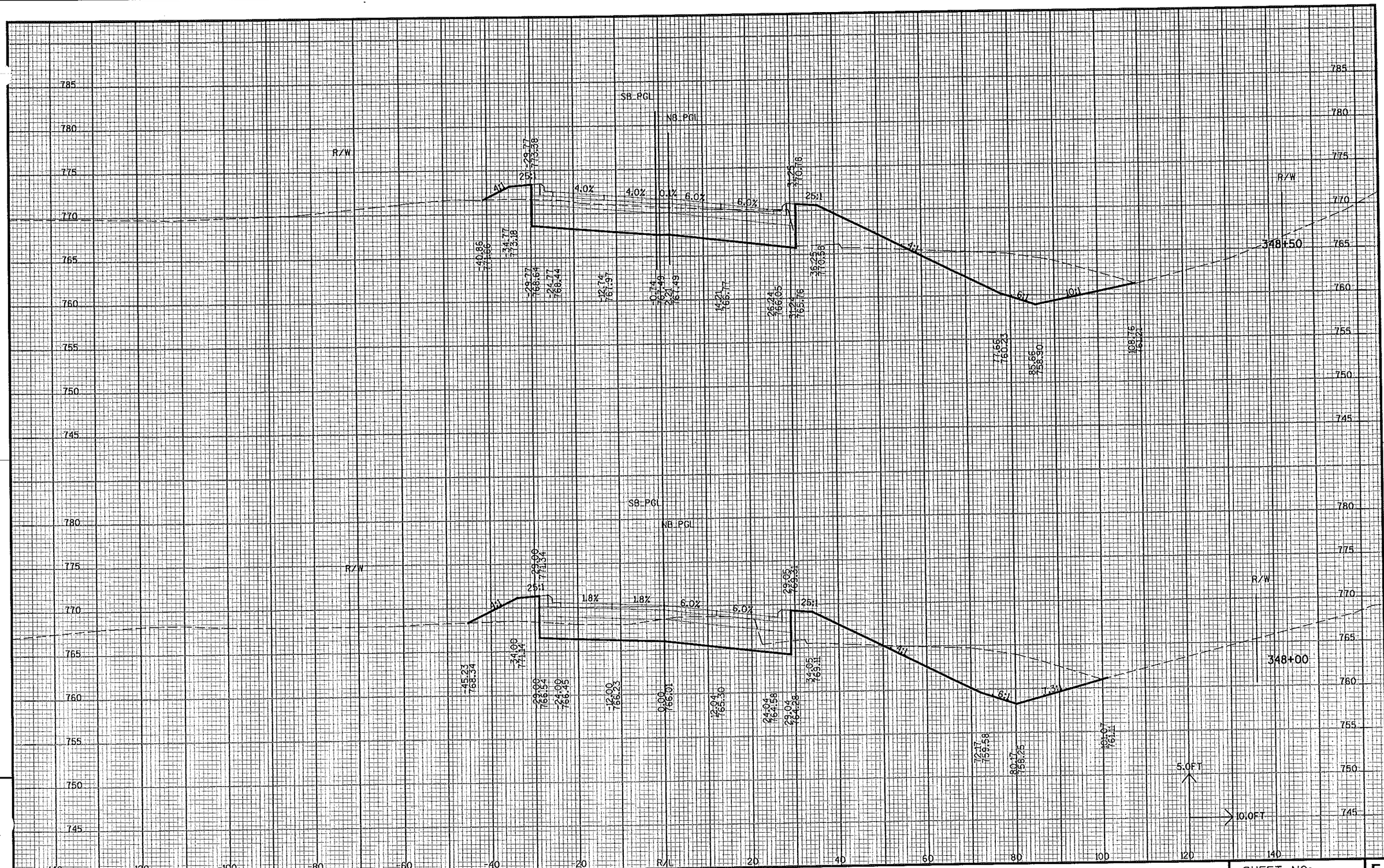


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 347+00 TO STA 347+50	SHEET NO: 506	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADOS SHEET 21

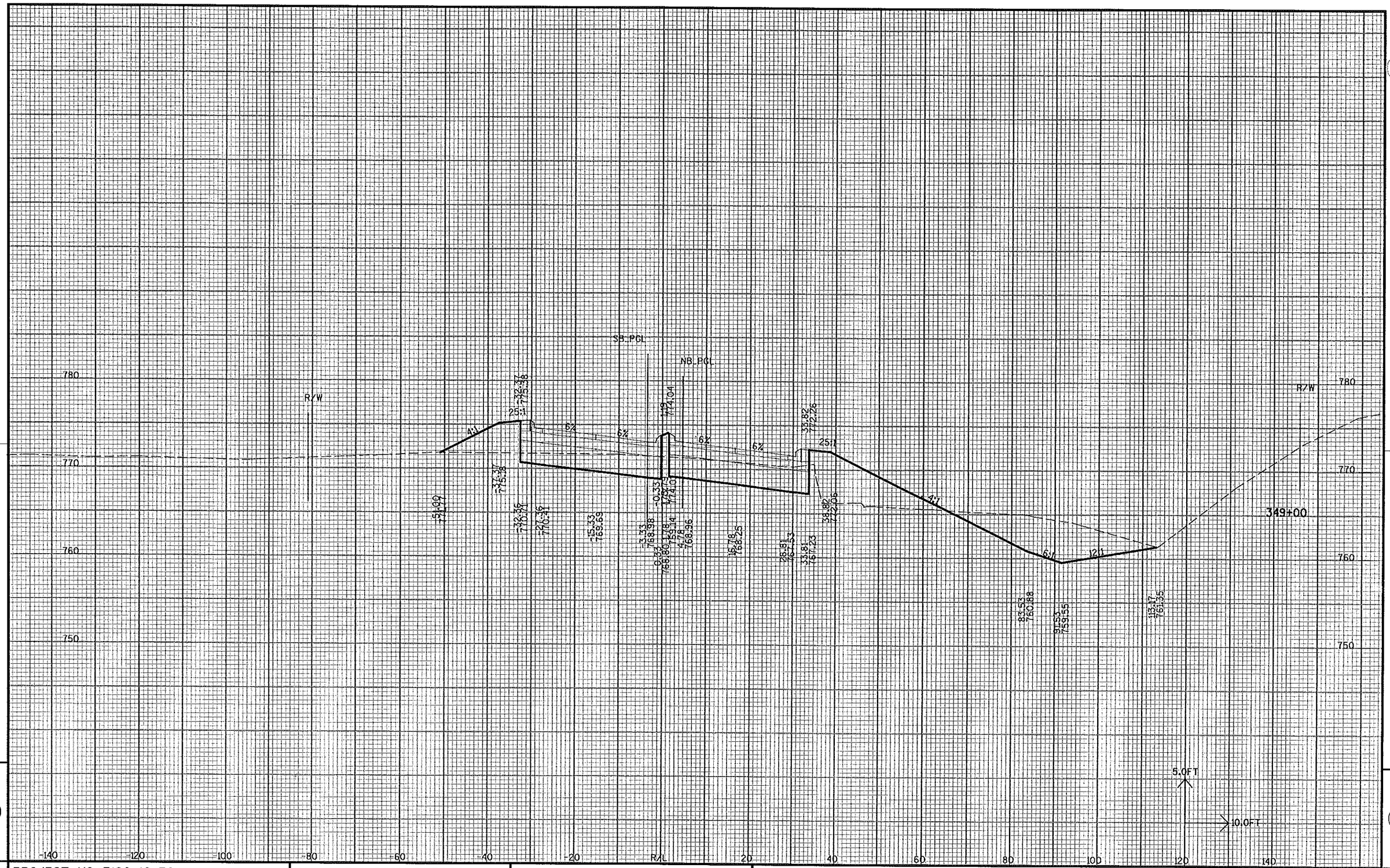


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 348+00 TO STA 348+50	SHEET NO: 507 E

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FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

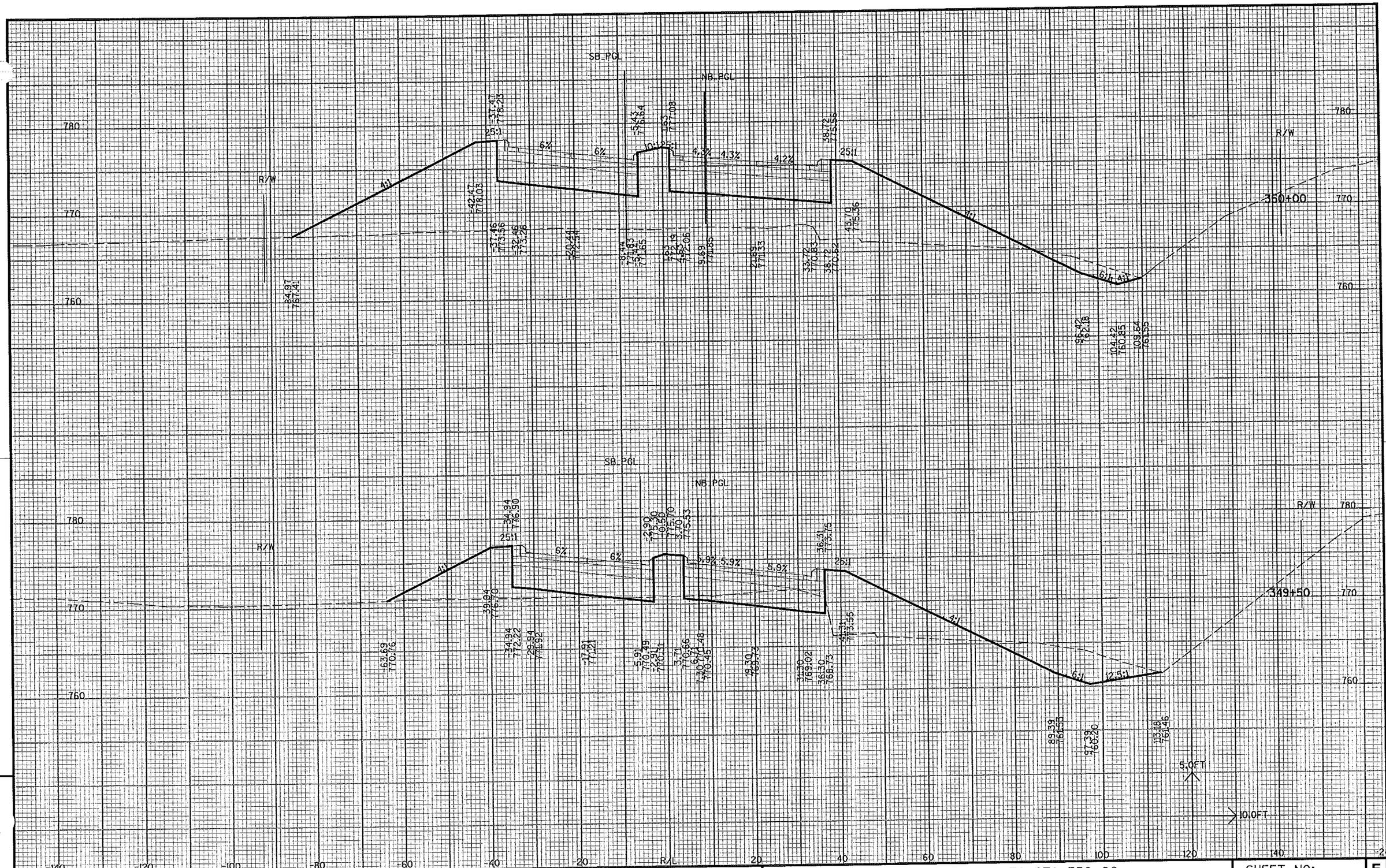


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 349+00	SHEET NO: 508 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

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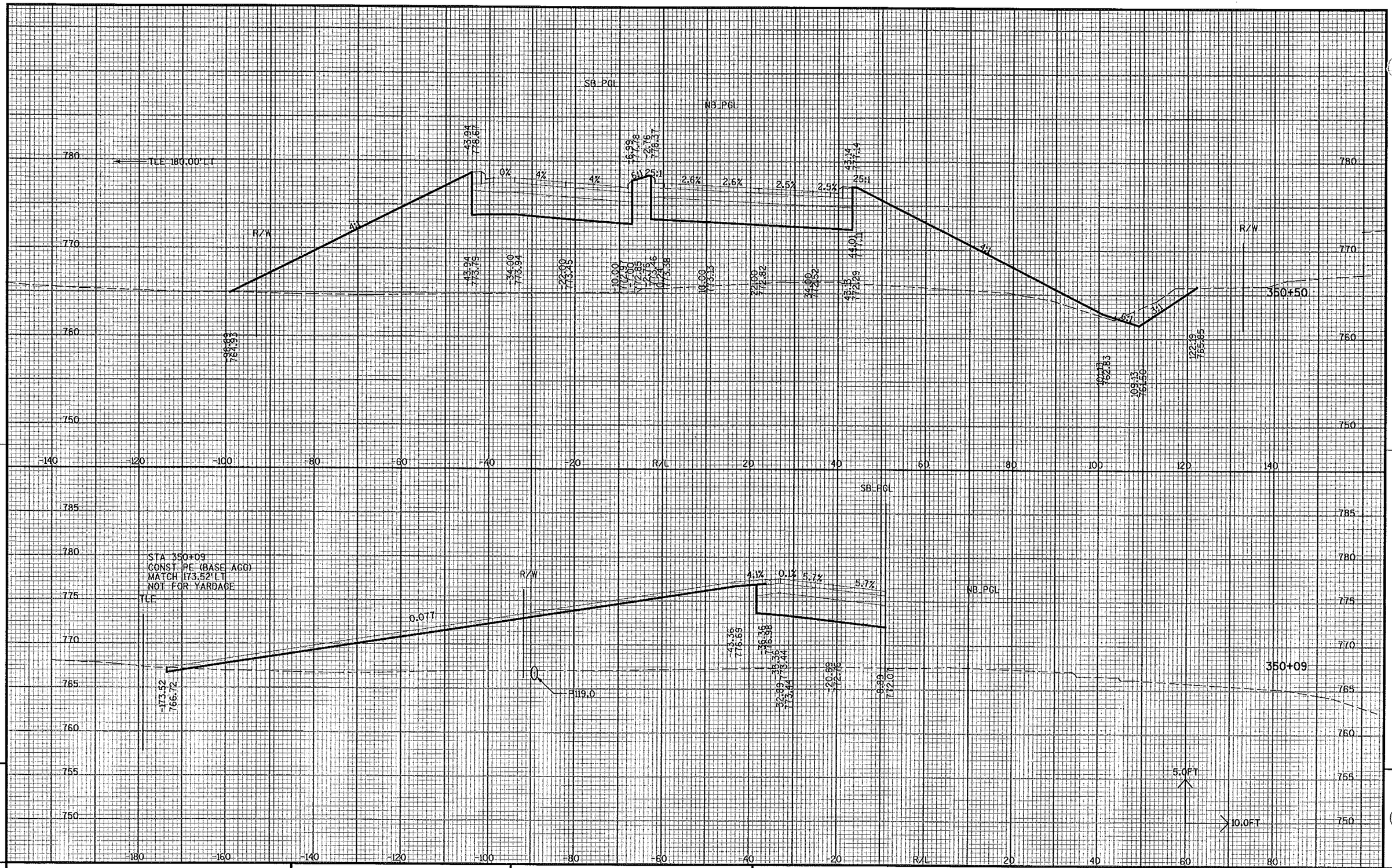


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 349+50 TO STA 350+00	SHEET NO: 509 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

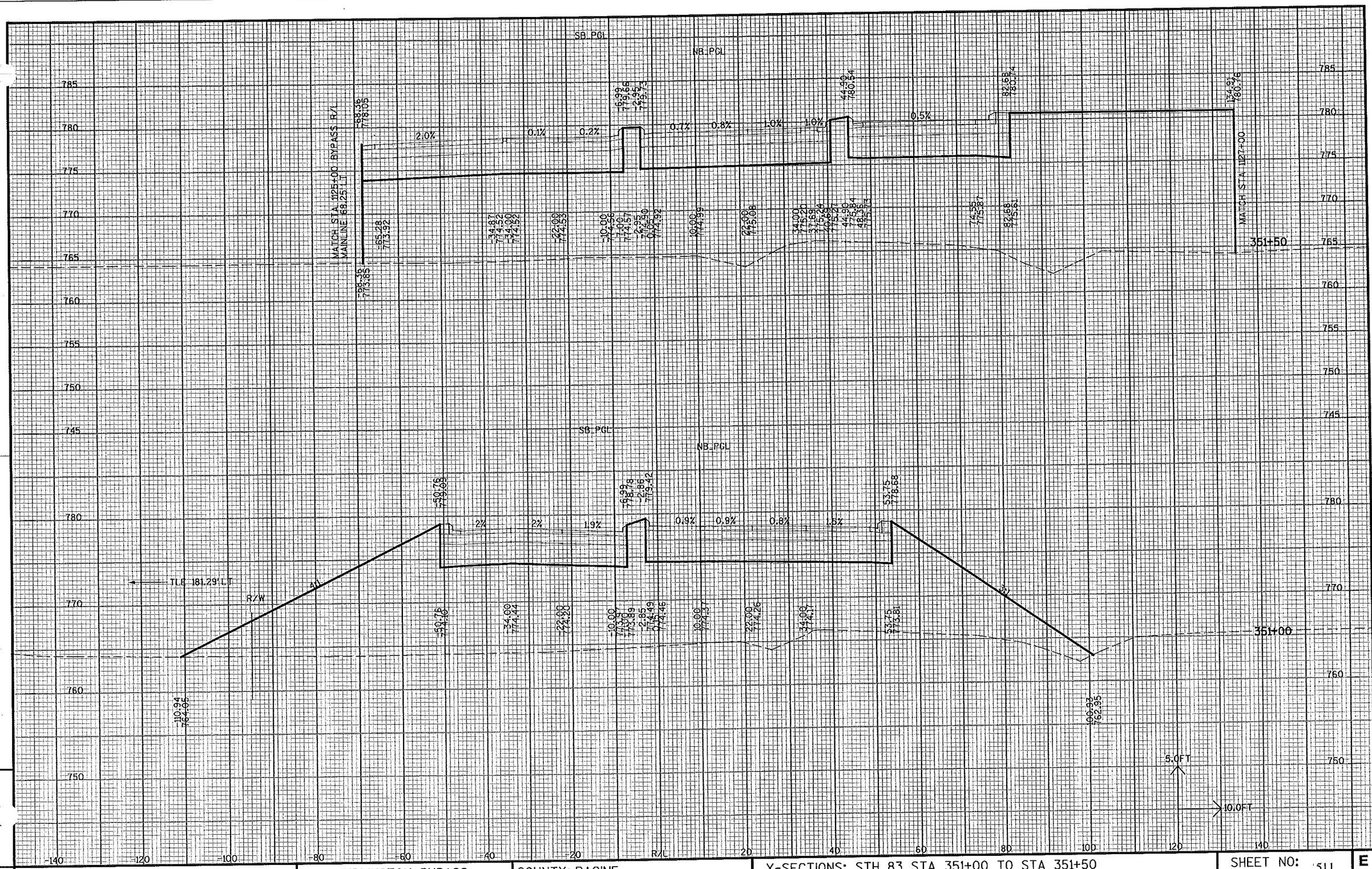


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 350+09 TO STA 350+50	SHEET NO: 510 E

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FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

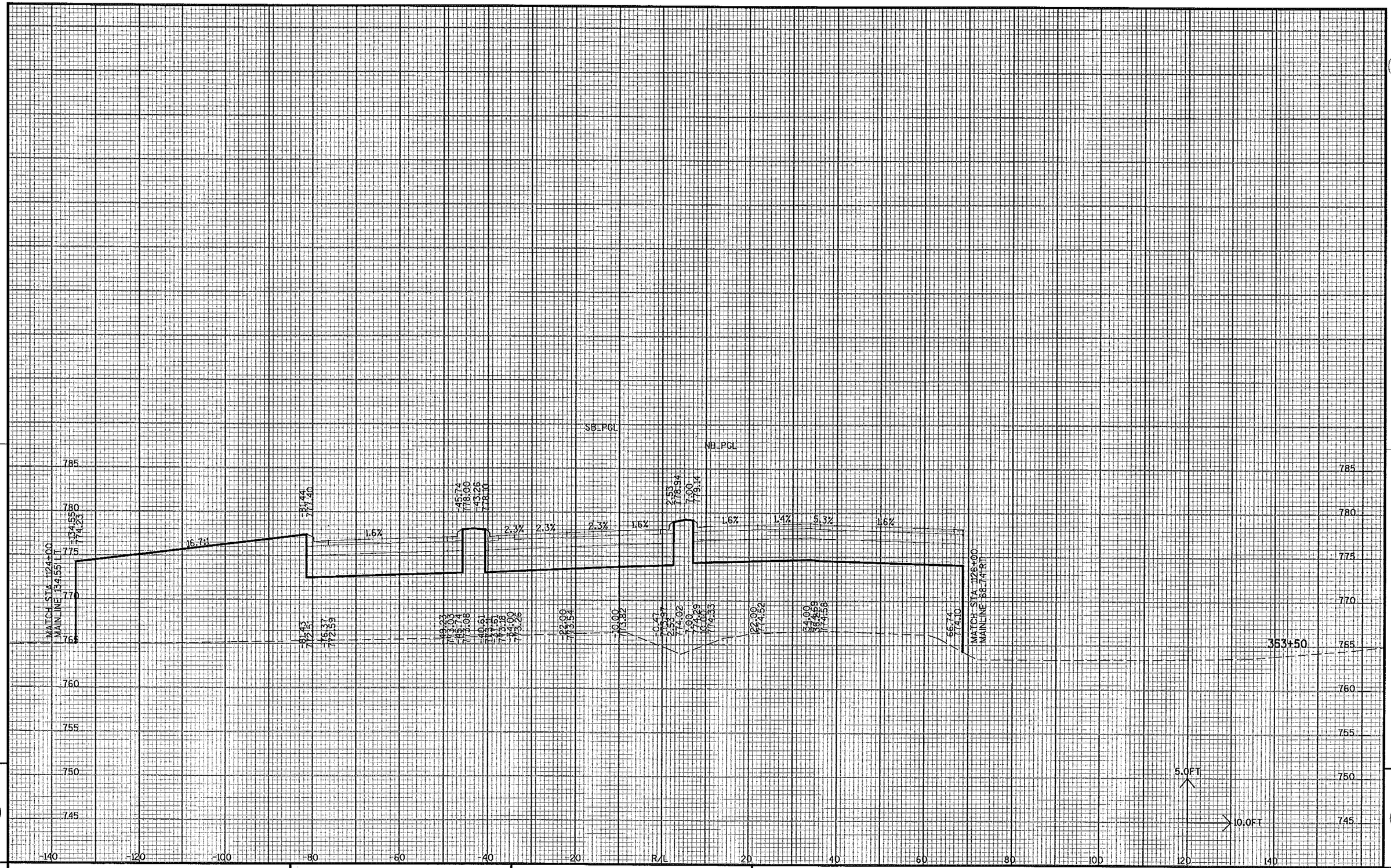
WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 351+00 TO STA 351+50	SHEET NO: 511	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN
PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 21

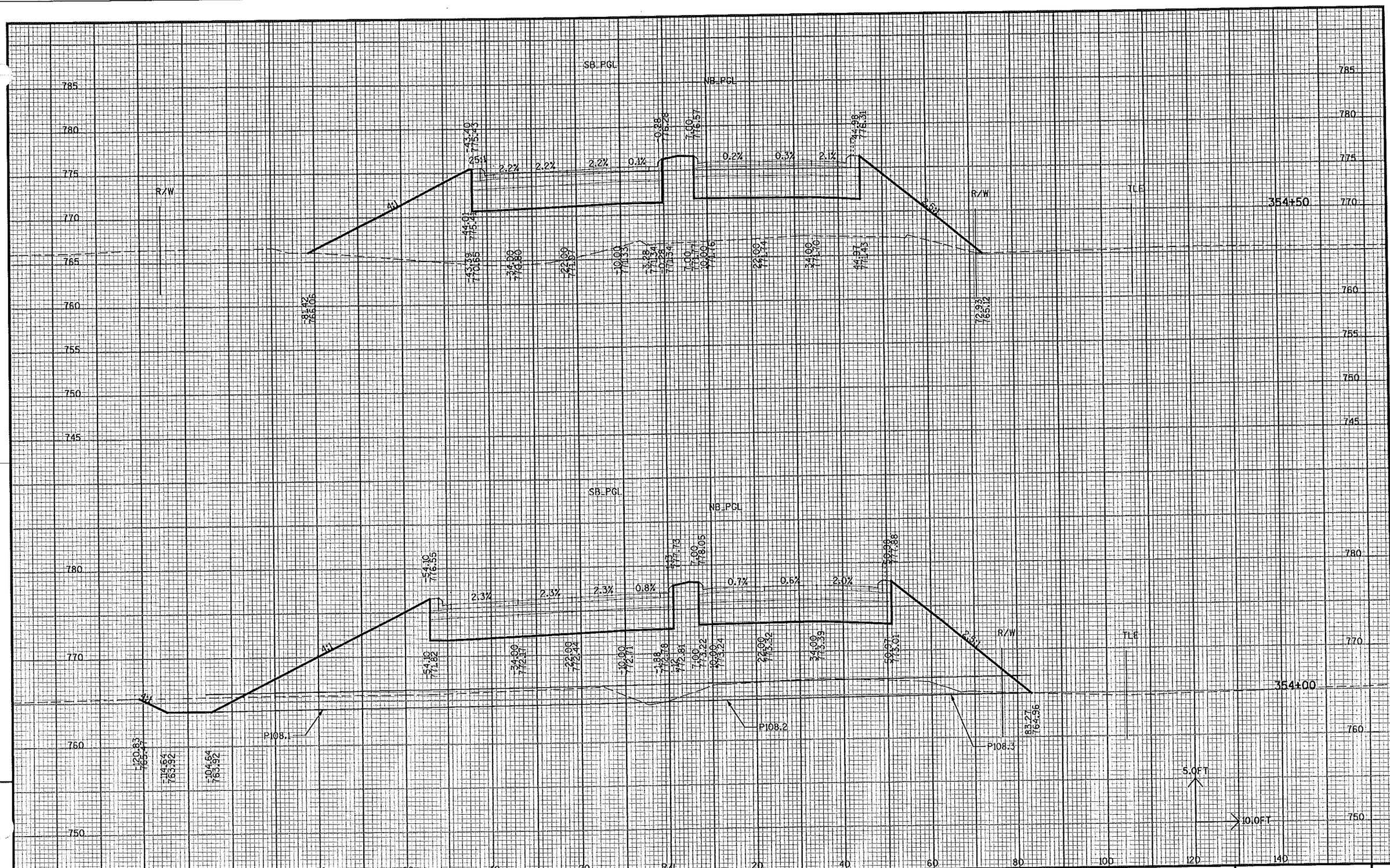
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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 353+50	SHEET NO: 512 E

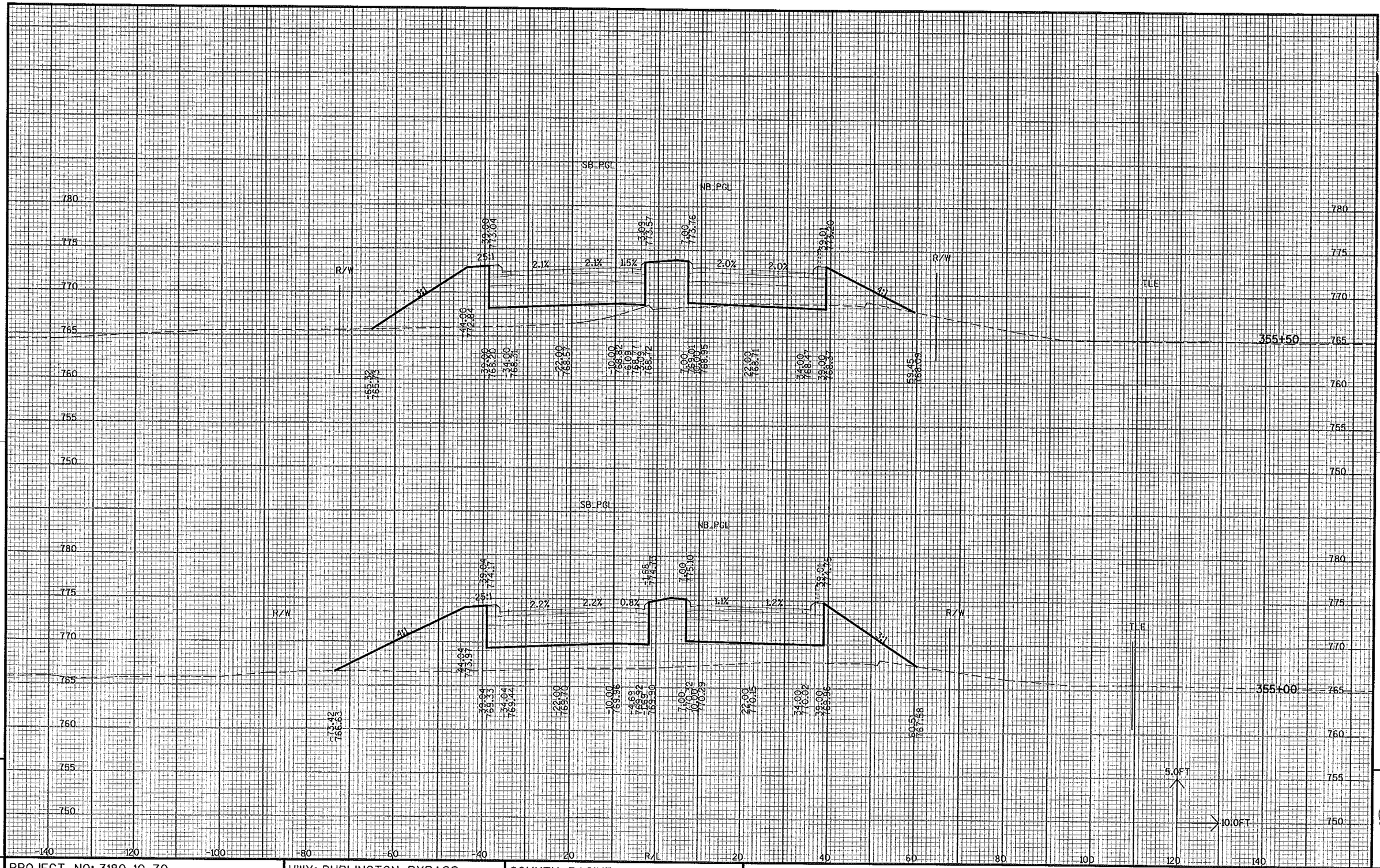
FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 354+00 TO STA 354+50	SHEET NO: 513 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN
PLOT DATE : 03/08/2007
PLOT BY : wally_w
PLOT NAME :
PLOT SCALE : -
WISDOT/CADDS SHEET 21

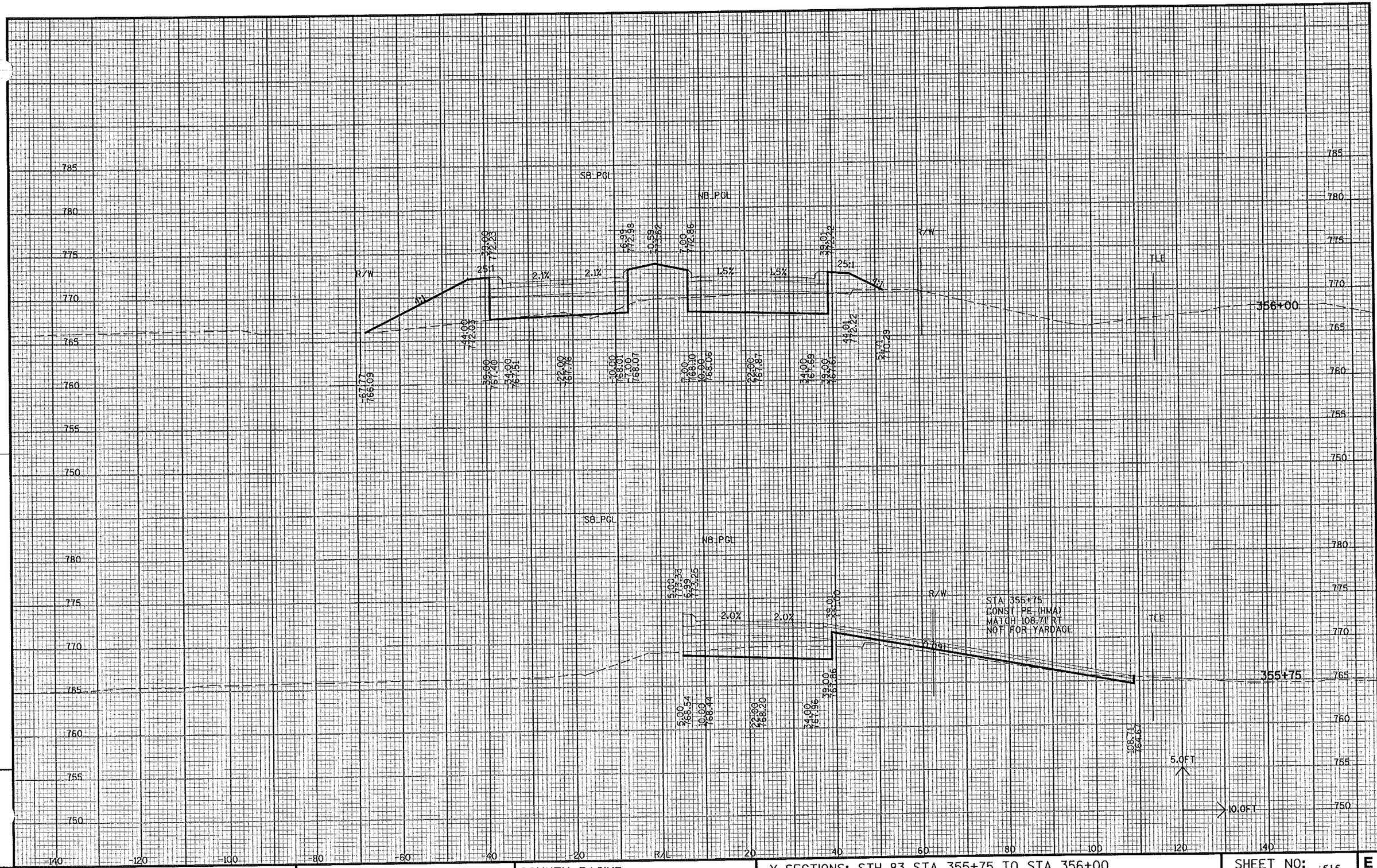


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 355+00 TO STA 355+50	SHEET NO: 514 E

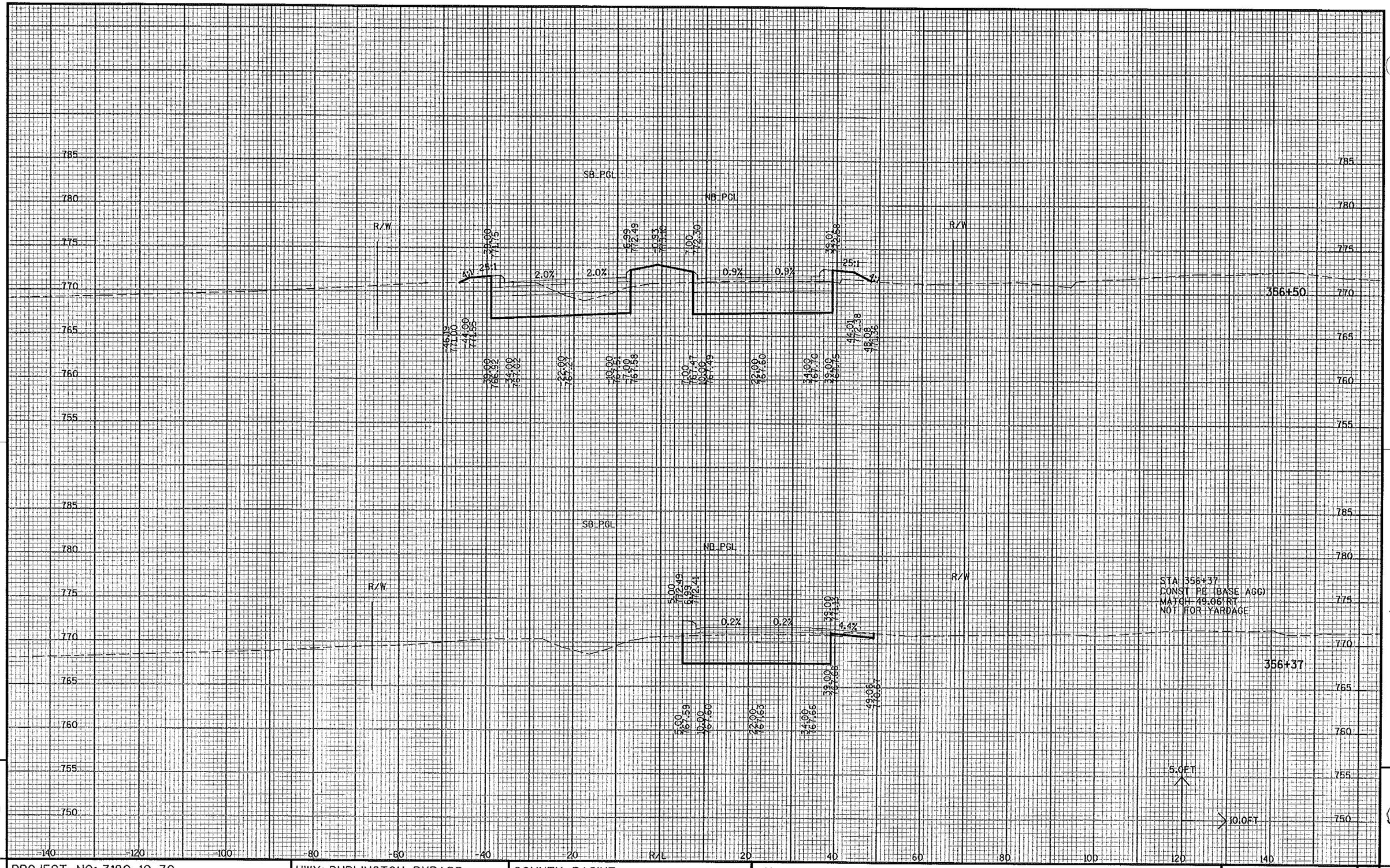
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WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 355+75 TO STA 356+00	SHEET NO: 515	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 21

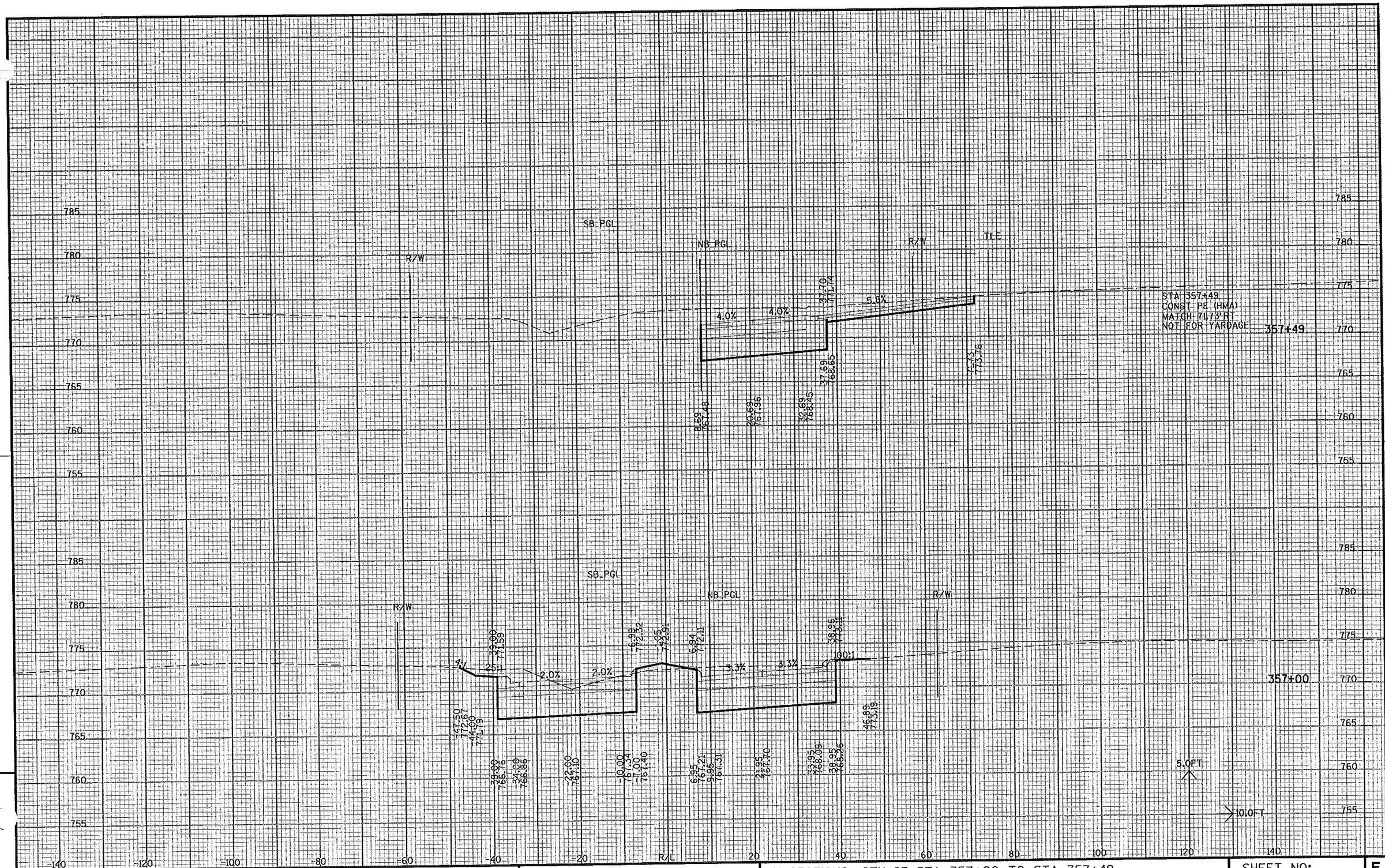


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 356+37 TO STA 356+50	SHEET NO: 516	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

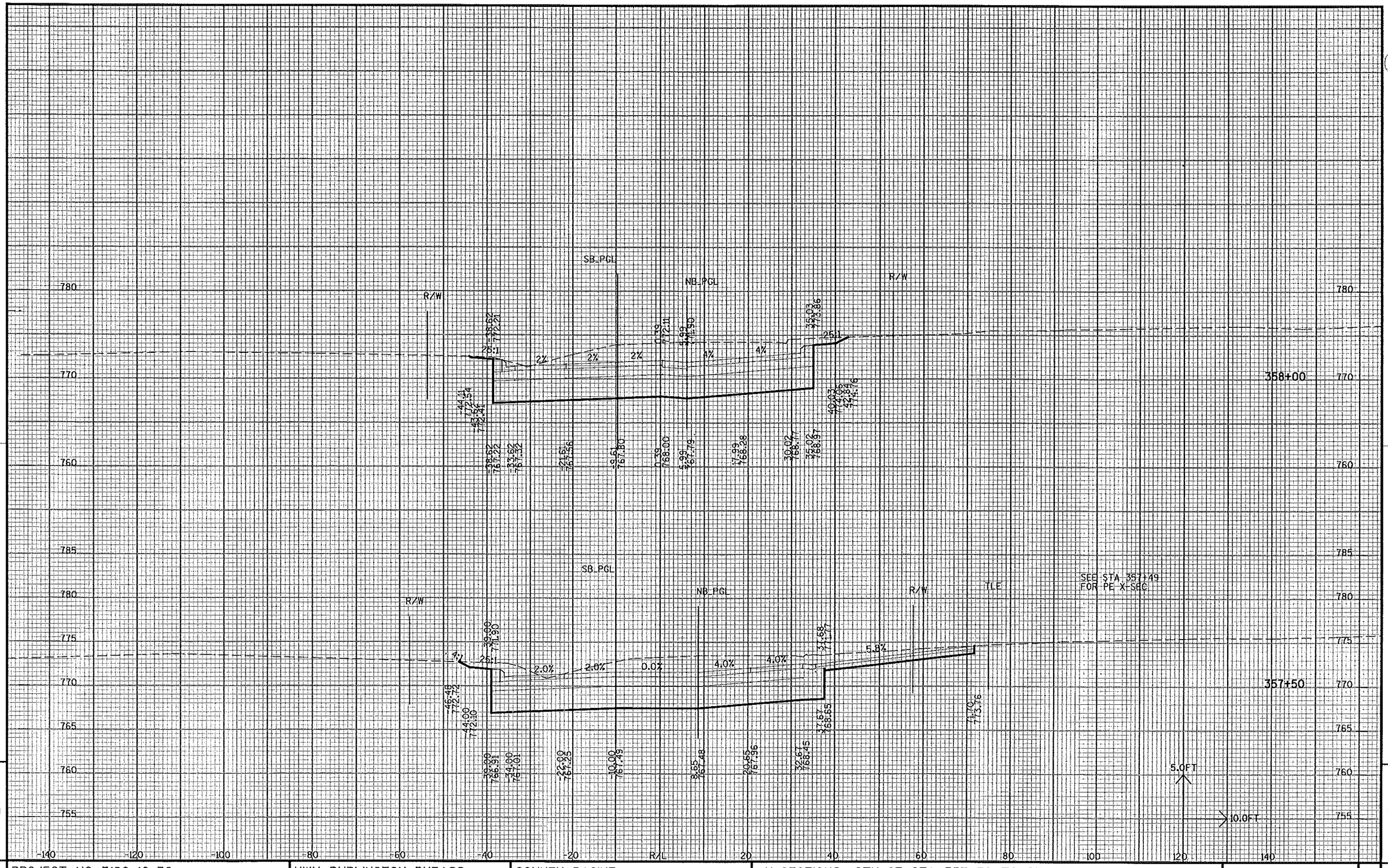


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 357+00 TO STA 357+49	SHEET NO: 517	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADOS SHEET 21

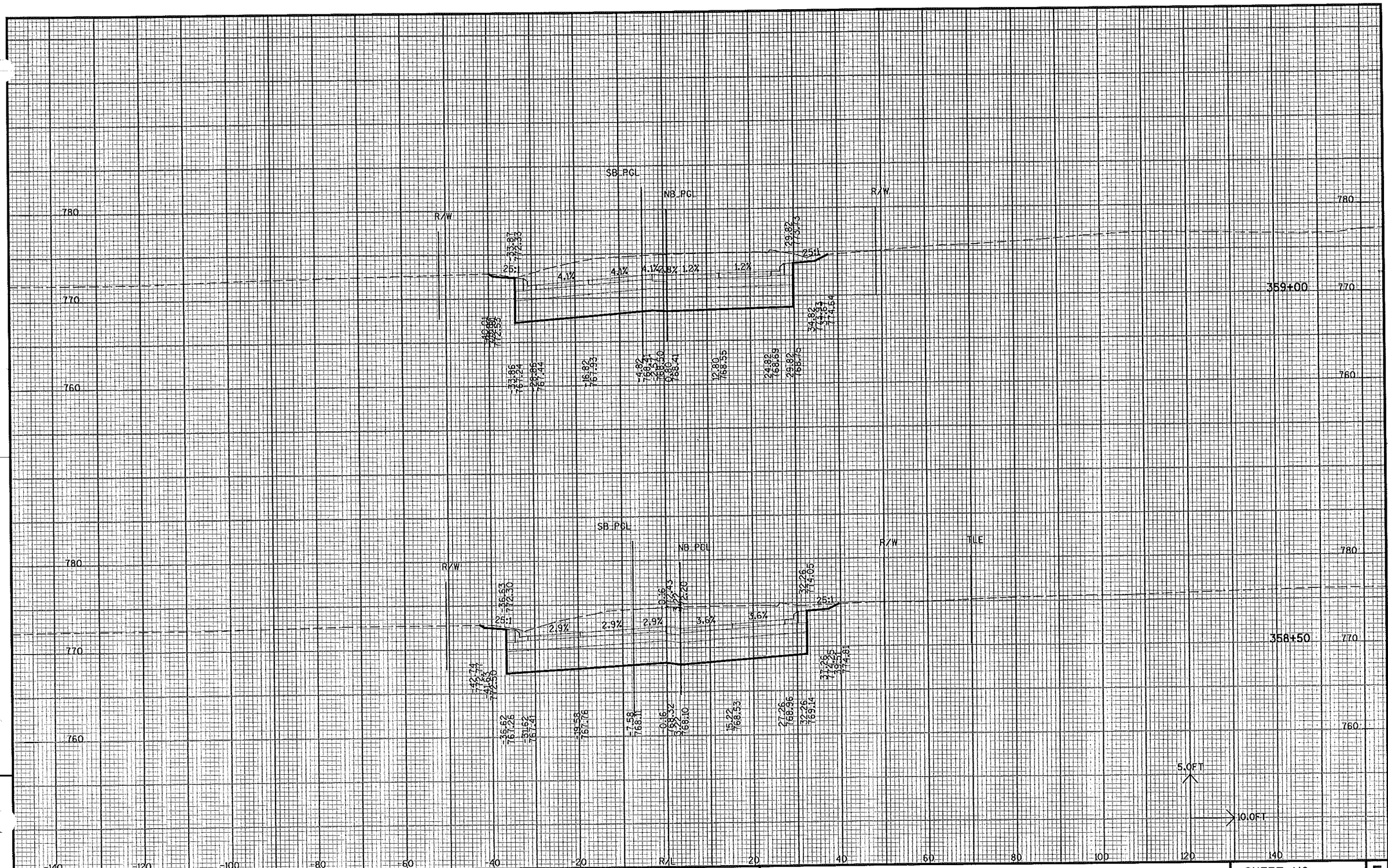


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 357+50 TO STA 358+00	SHEET NO: 518 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

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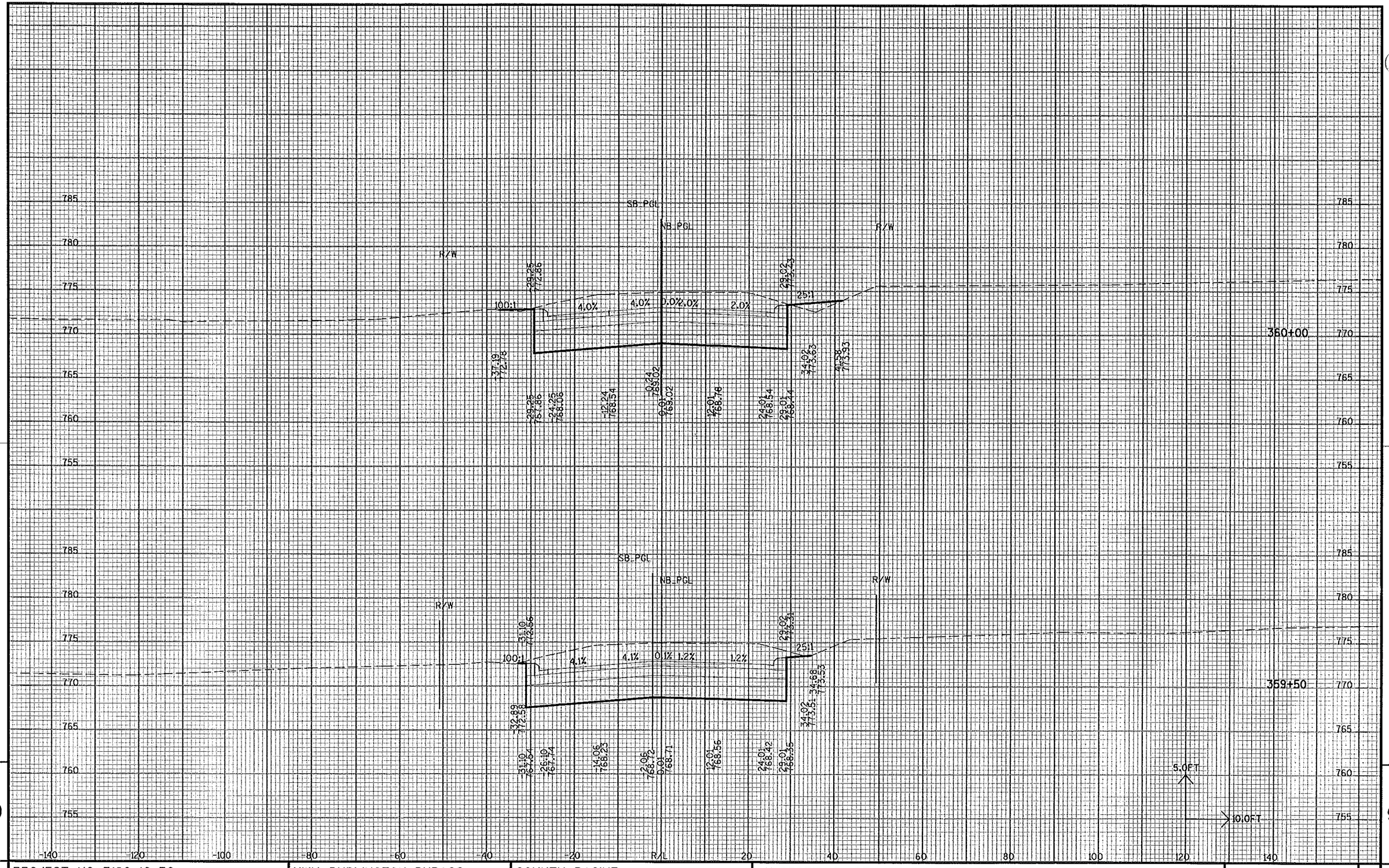


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 358+50 TO STA 359+00	SHEET NO: 519 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN

PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

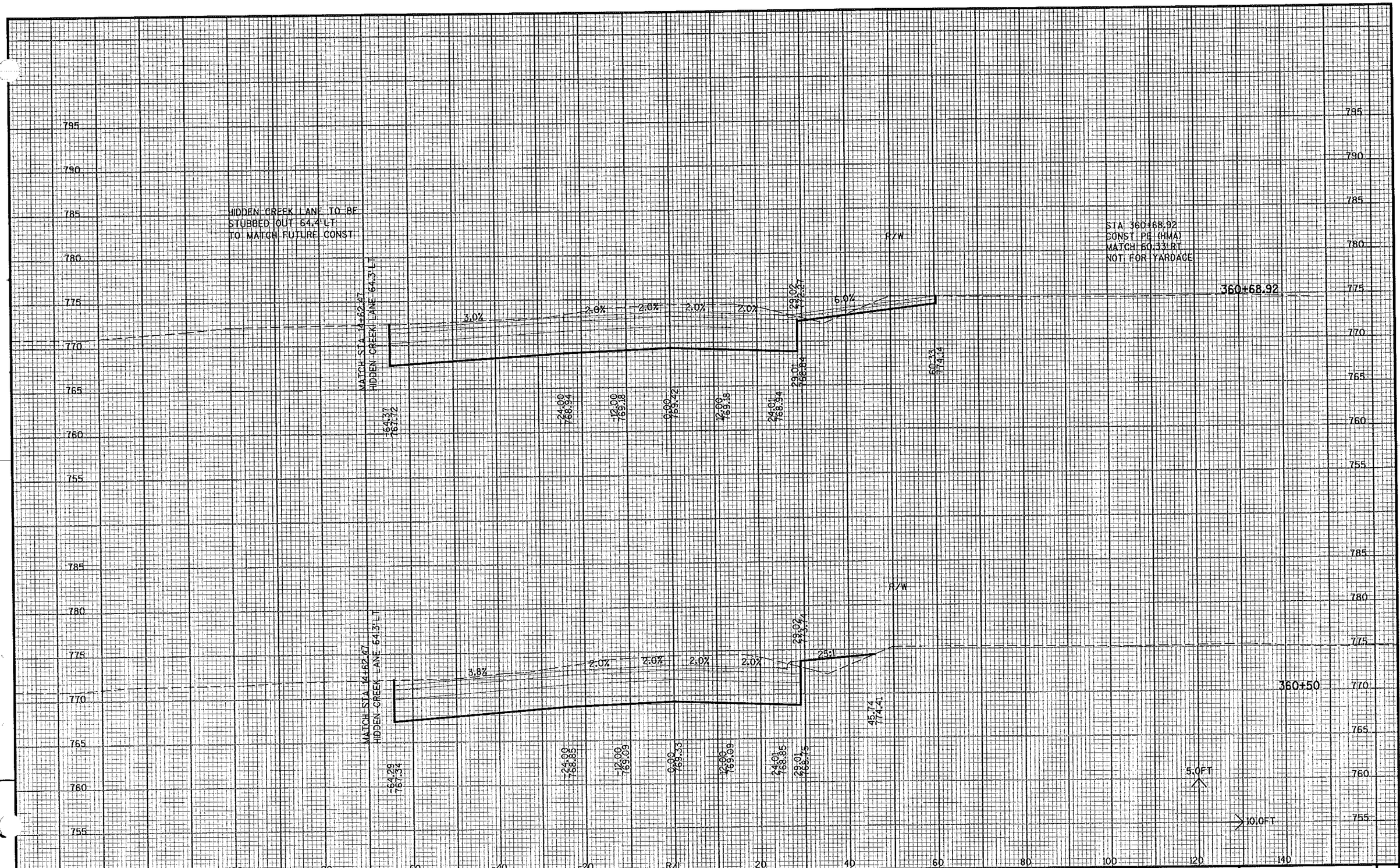


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 359+50 TO STA 360+00	SHEET NO: 520 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

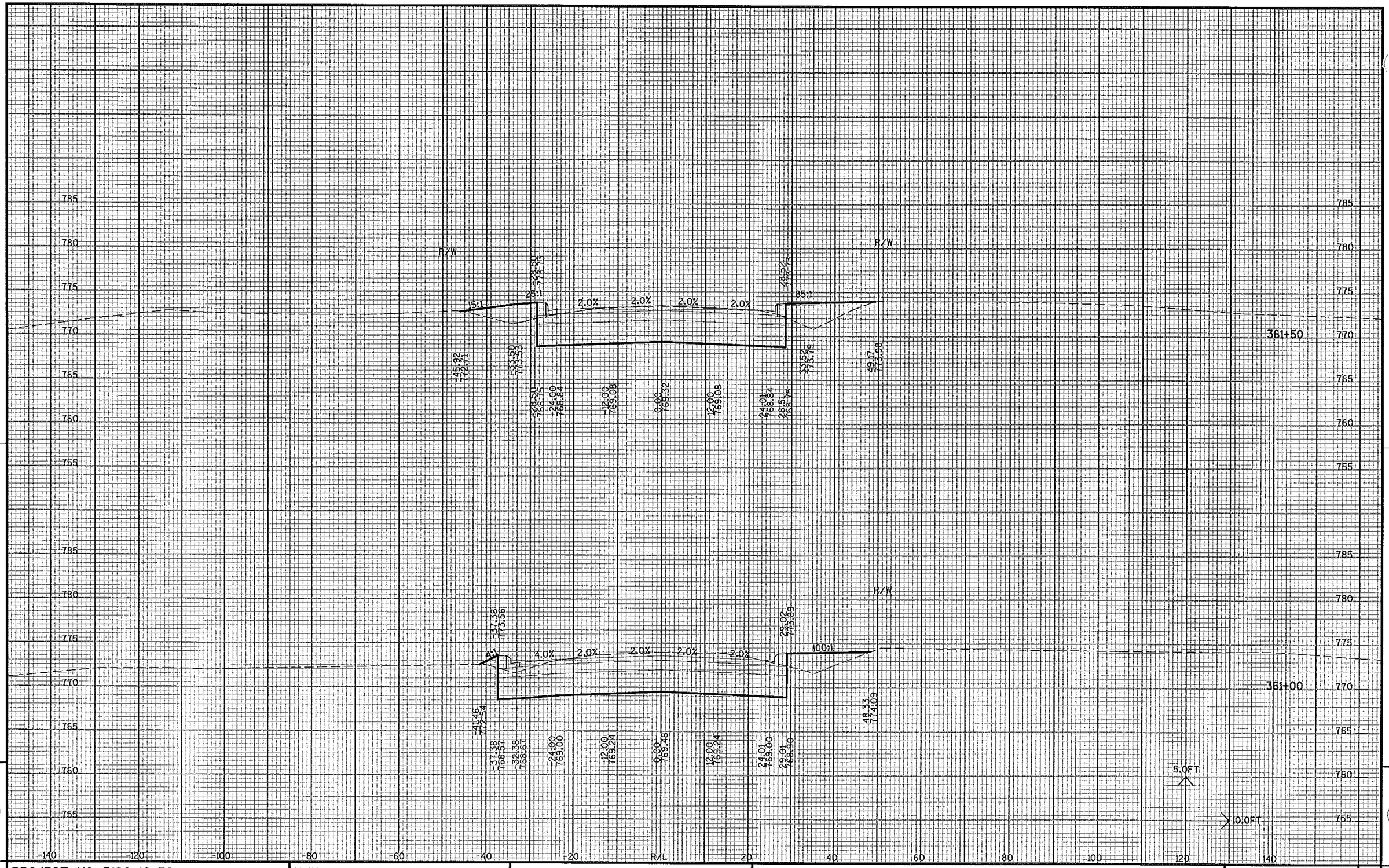
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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 360+50 TO STA 360+68.92	SHEET NO: 521 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN
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WISDOT/CADDS SHEET 21

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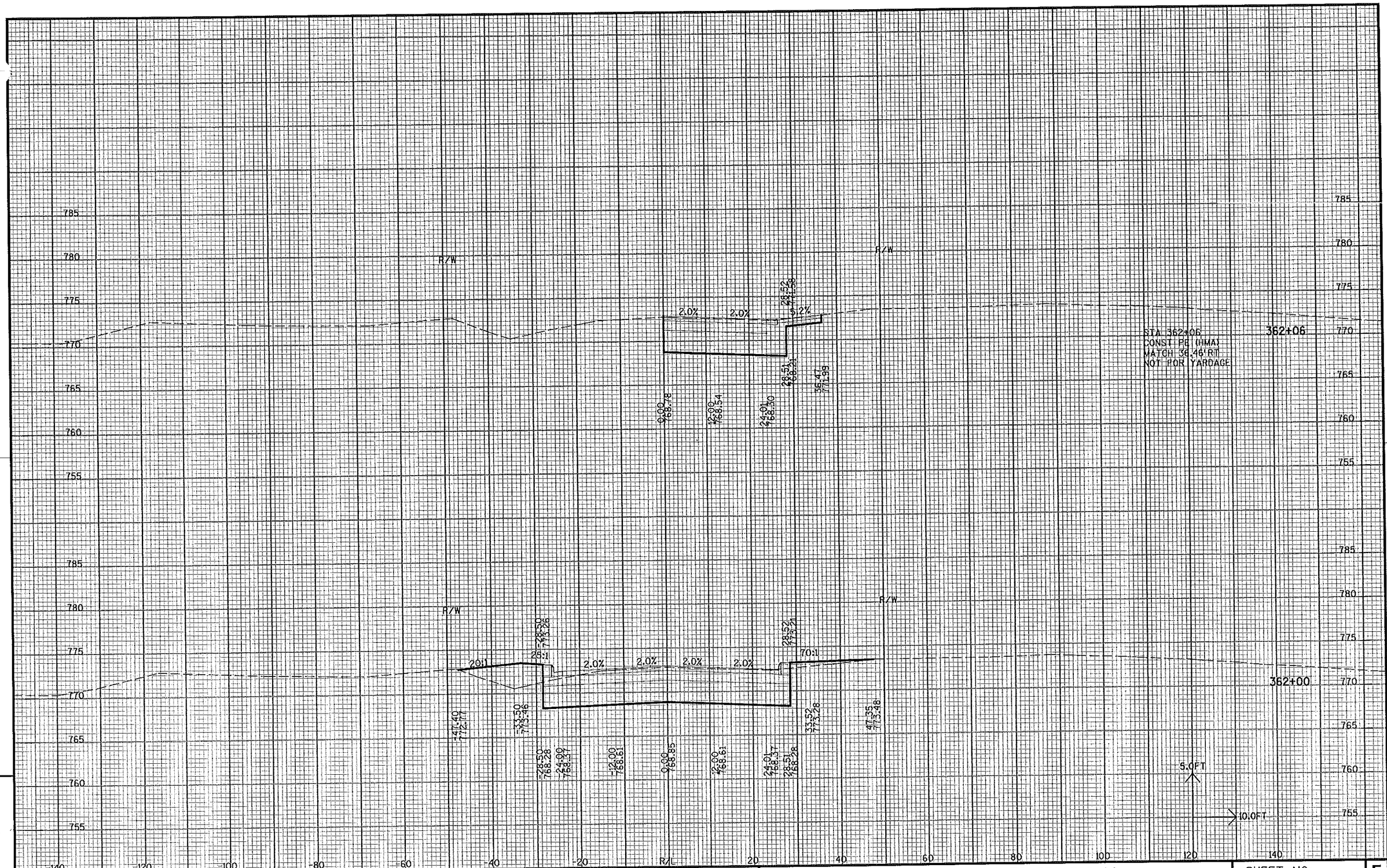


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 361+00 TO STA 361+50	SHEET NO: 522	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21



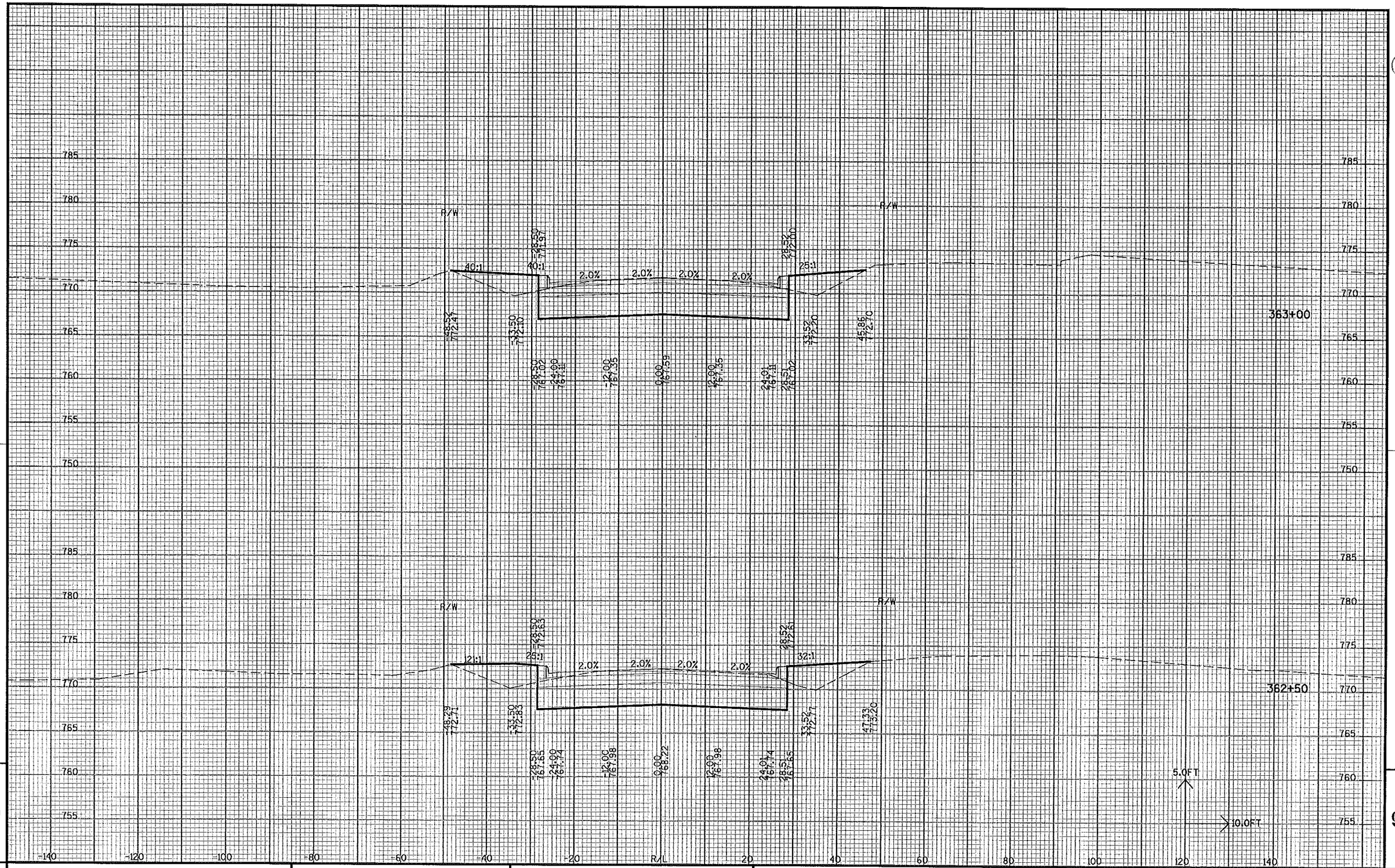
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FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN

PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

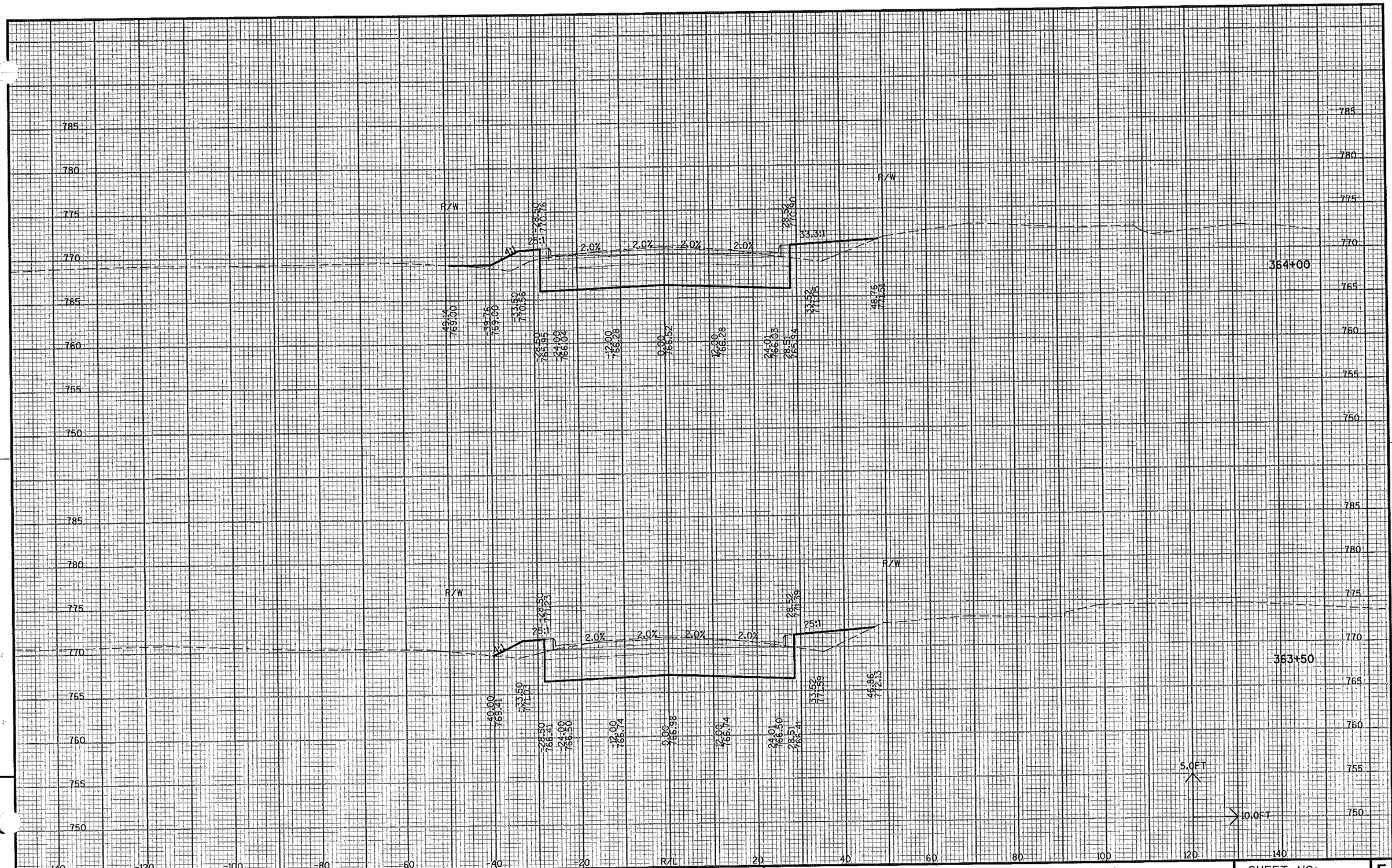


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 362+50 TO STA 363+00	SHEET NO: 524 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN
PLOT DATE : 03/08/2007
PLOT BY : wally_w
PLOT NAME :
PLOT SCALE : -

WISDOT/CADDS SHEET 21

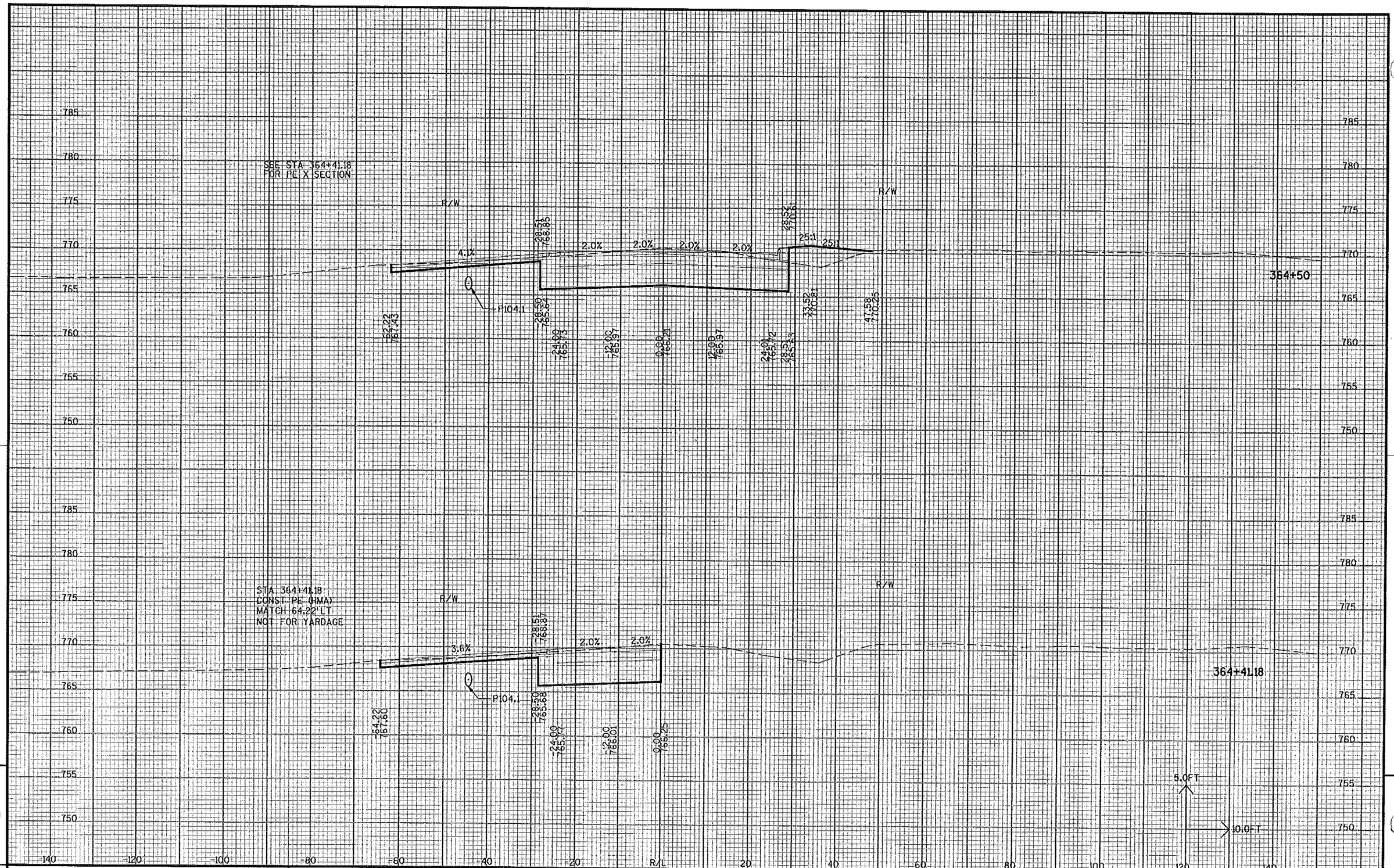
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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 363+50 TO STA 364+00	SHEET NO: 525 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN
PLOT DATE : 03/08/2007 PLOT BY : wolly.w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 21

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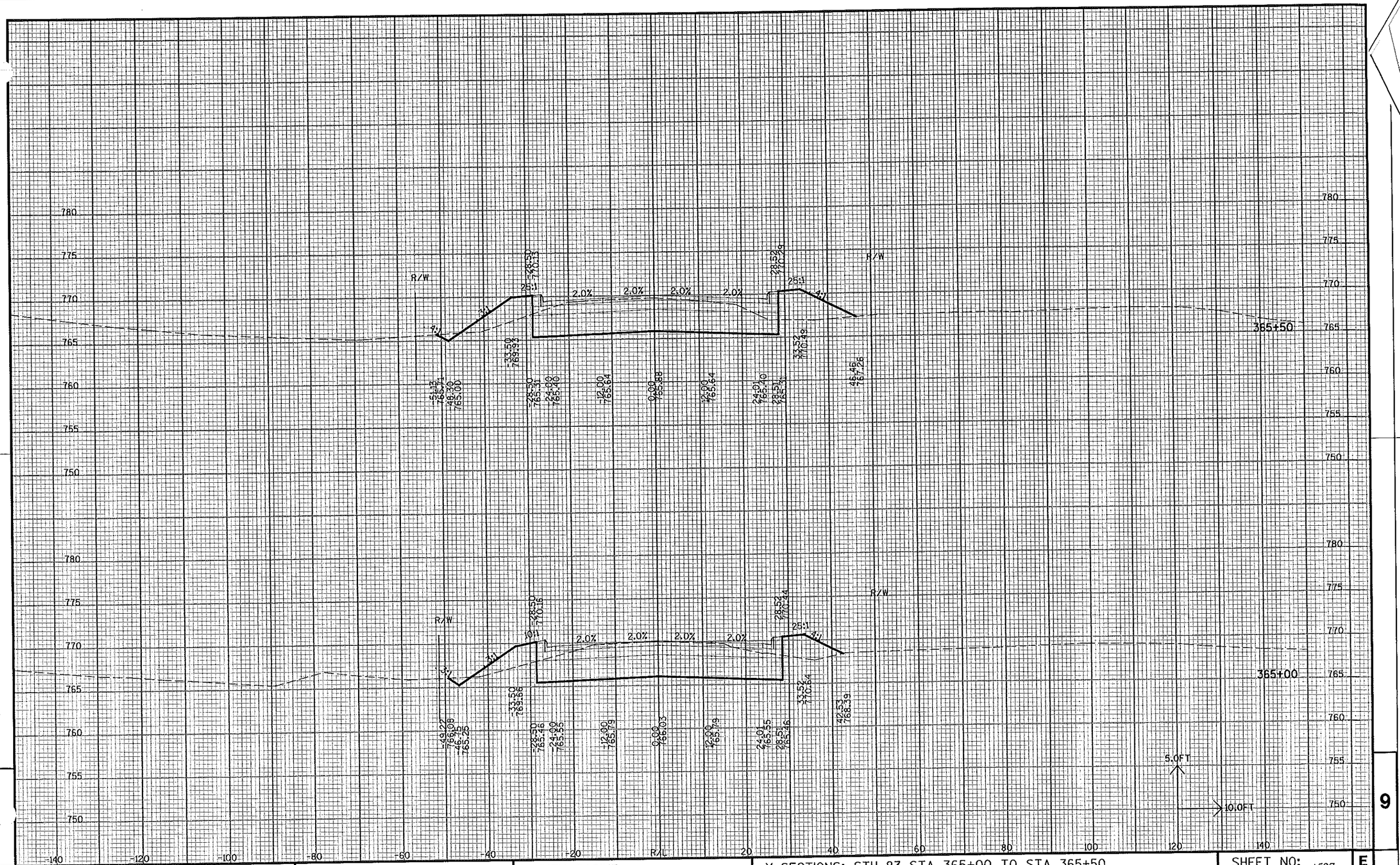


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 364+41.18 TO STA 364+50	SHEET NO: 526	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

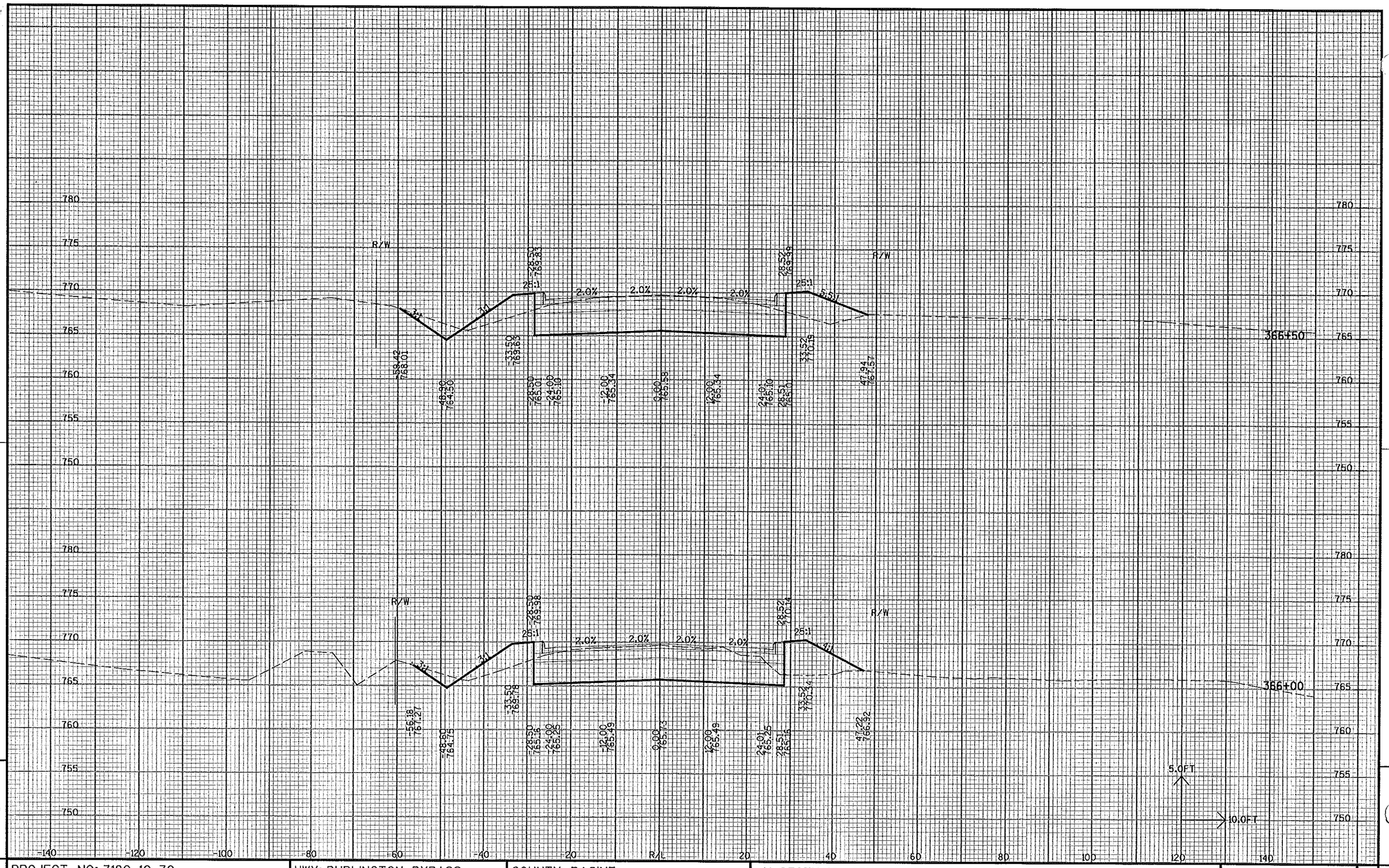
WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 365+00 TO STA 365+50	SHEET NO: 527 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN
PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -
WISDOT/CADDS SHEET 21

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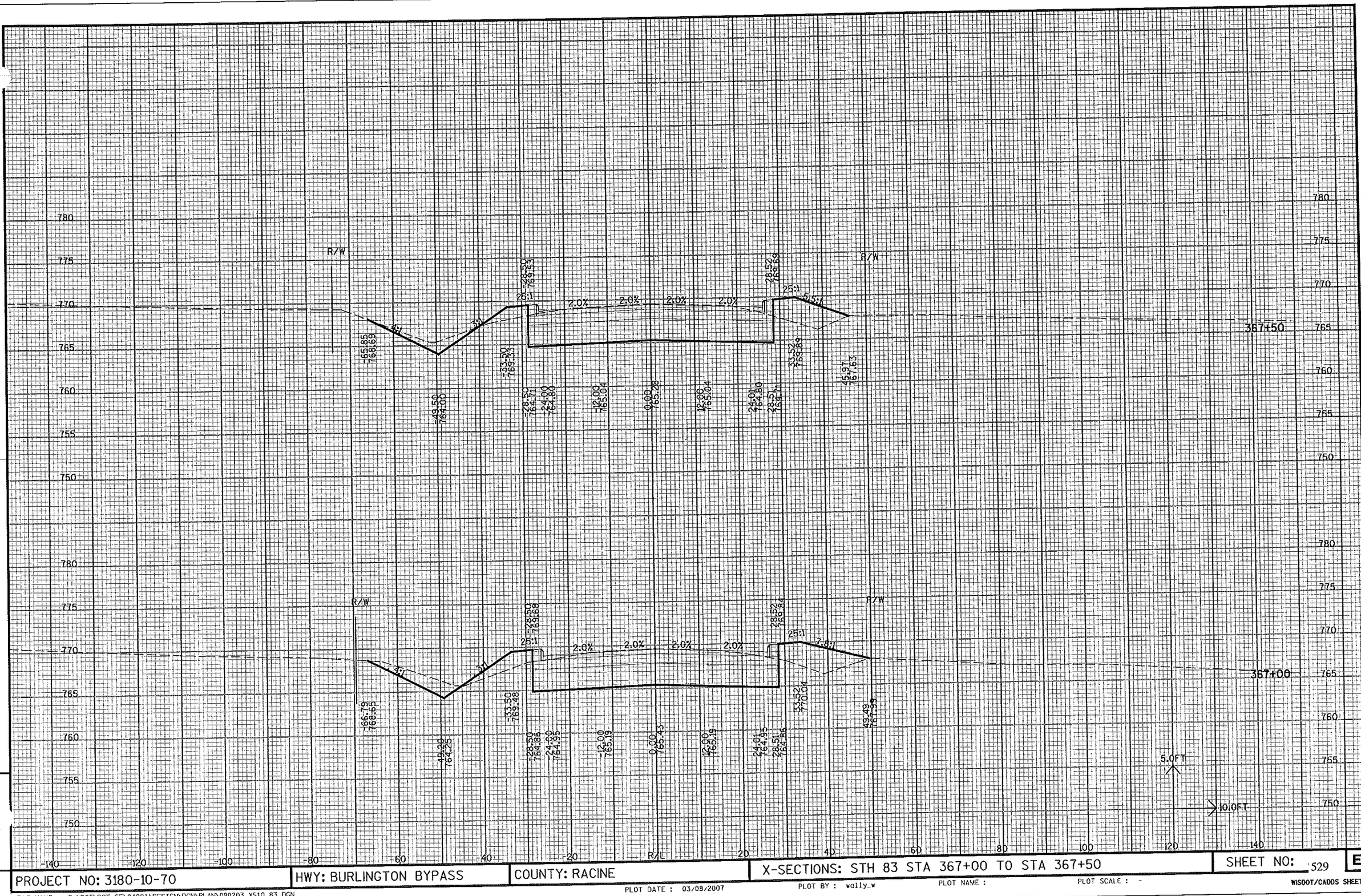


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 366+00 TO STA 366+50	SHEET NO: 528	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

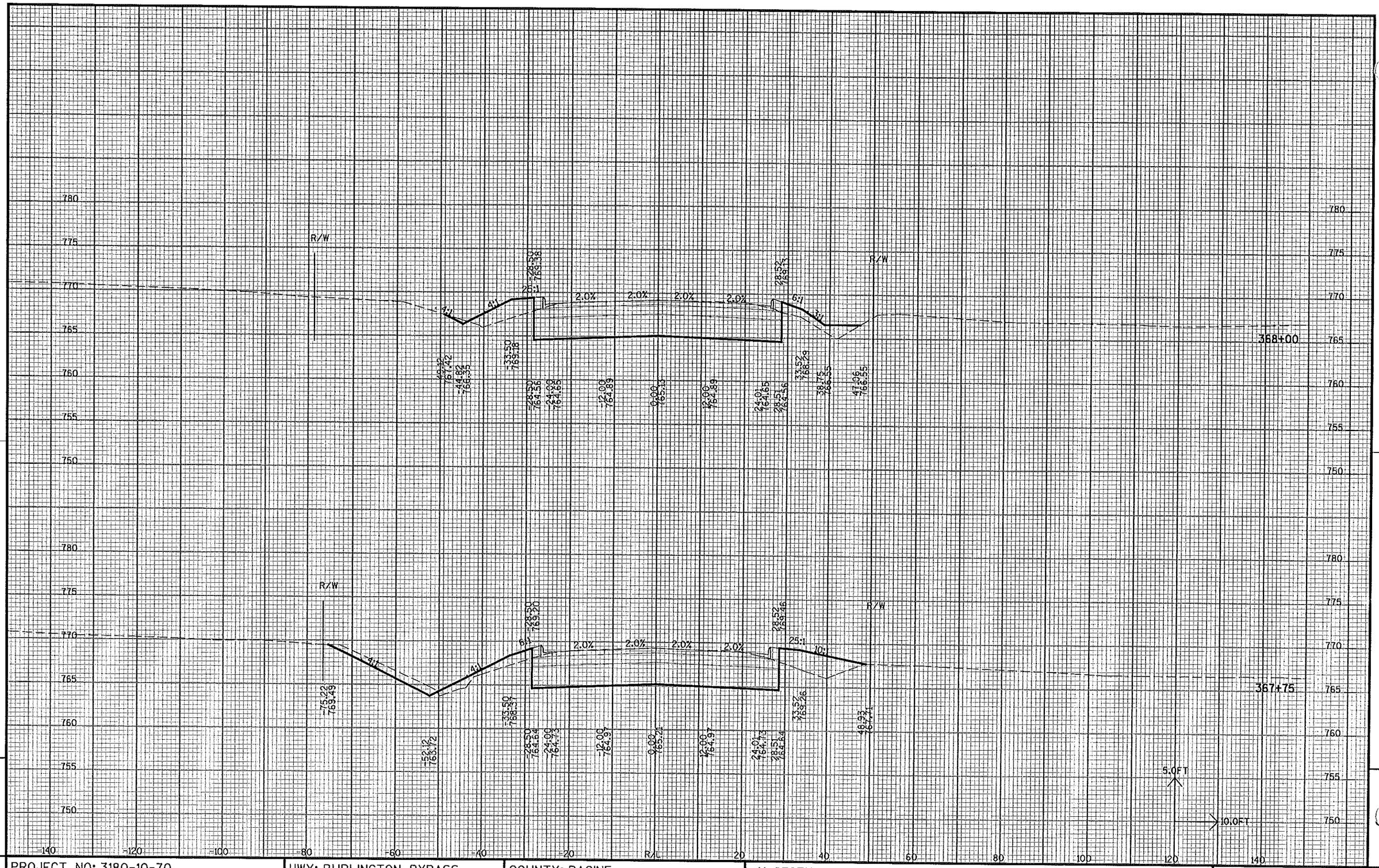
WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 367+00 TO STA 367+50	SHEET NO: 529 E

9

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN
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WISDOT/CADDS SHEET 21

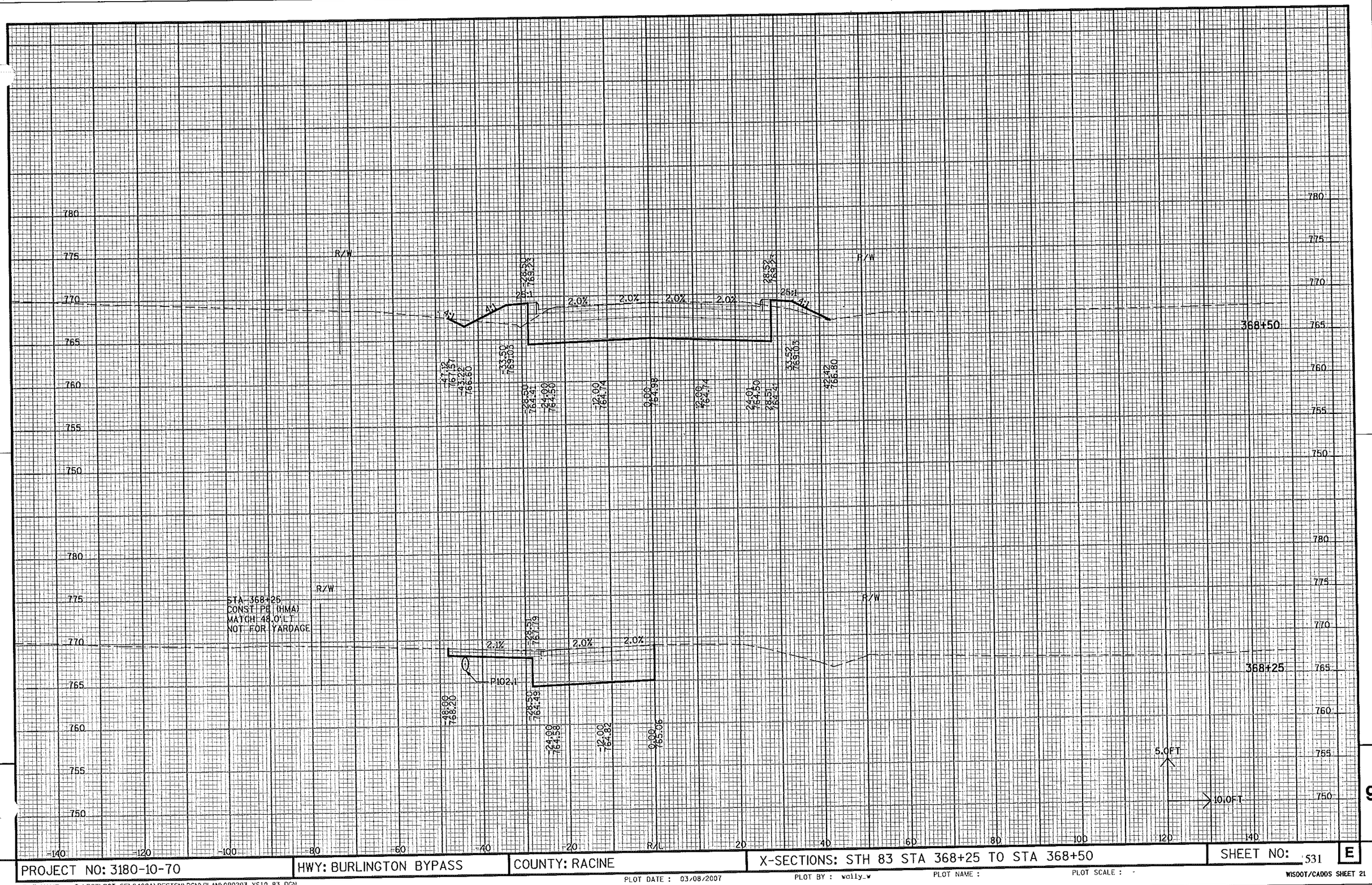


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACIQUE	X-SECTIONS: STH 83 STA 367+75 TO STA 368+00	SHEET NO: 530 E

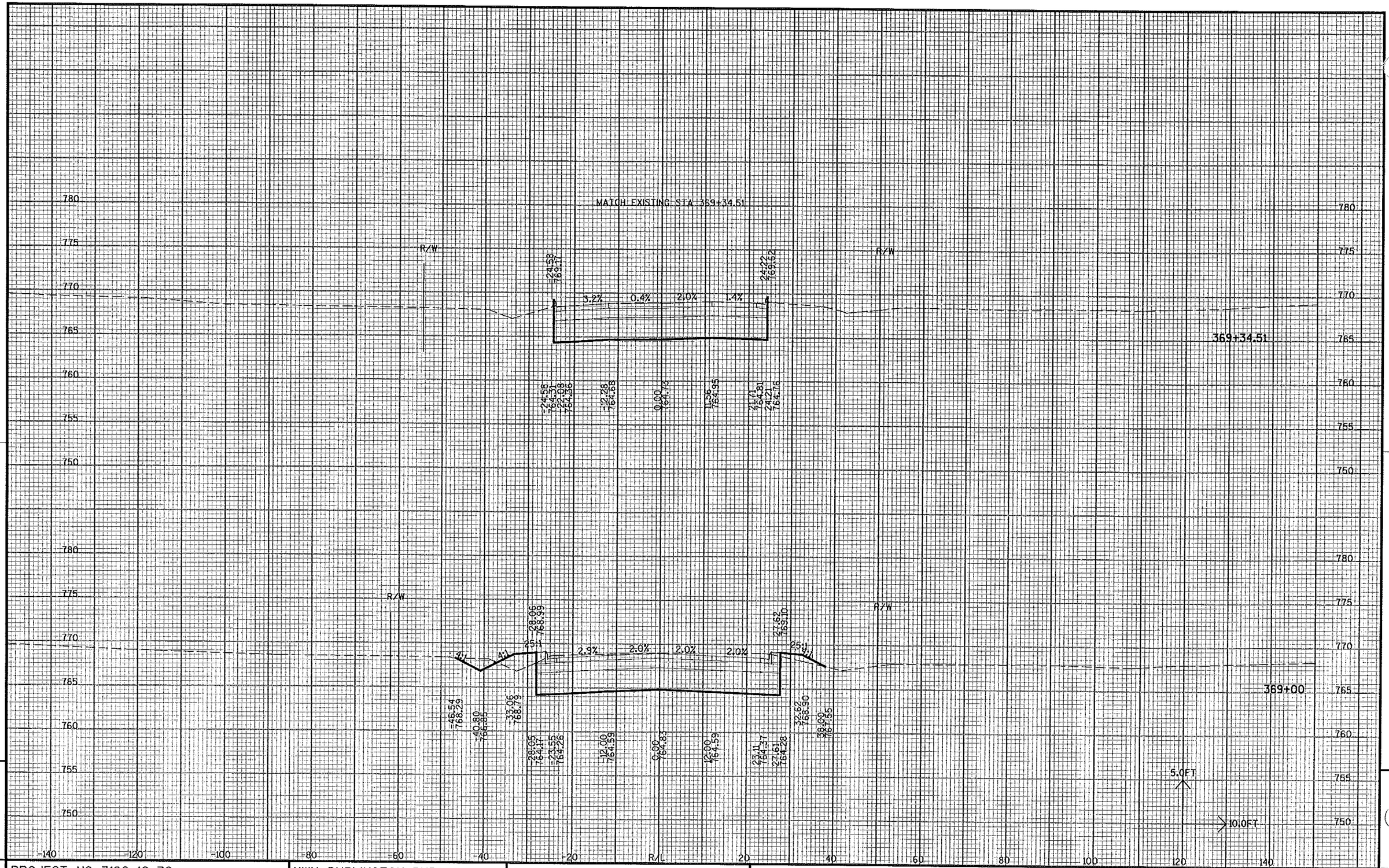
FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 368+25 TO STA 368+50	SHEET NO: 531 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN
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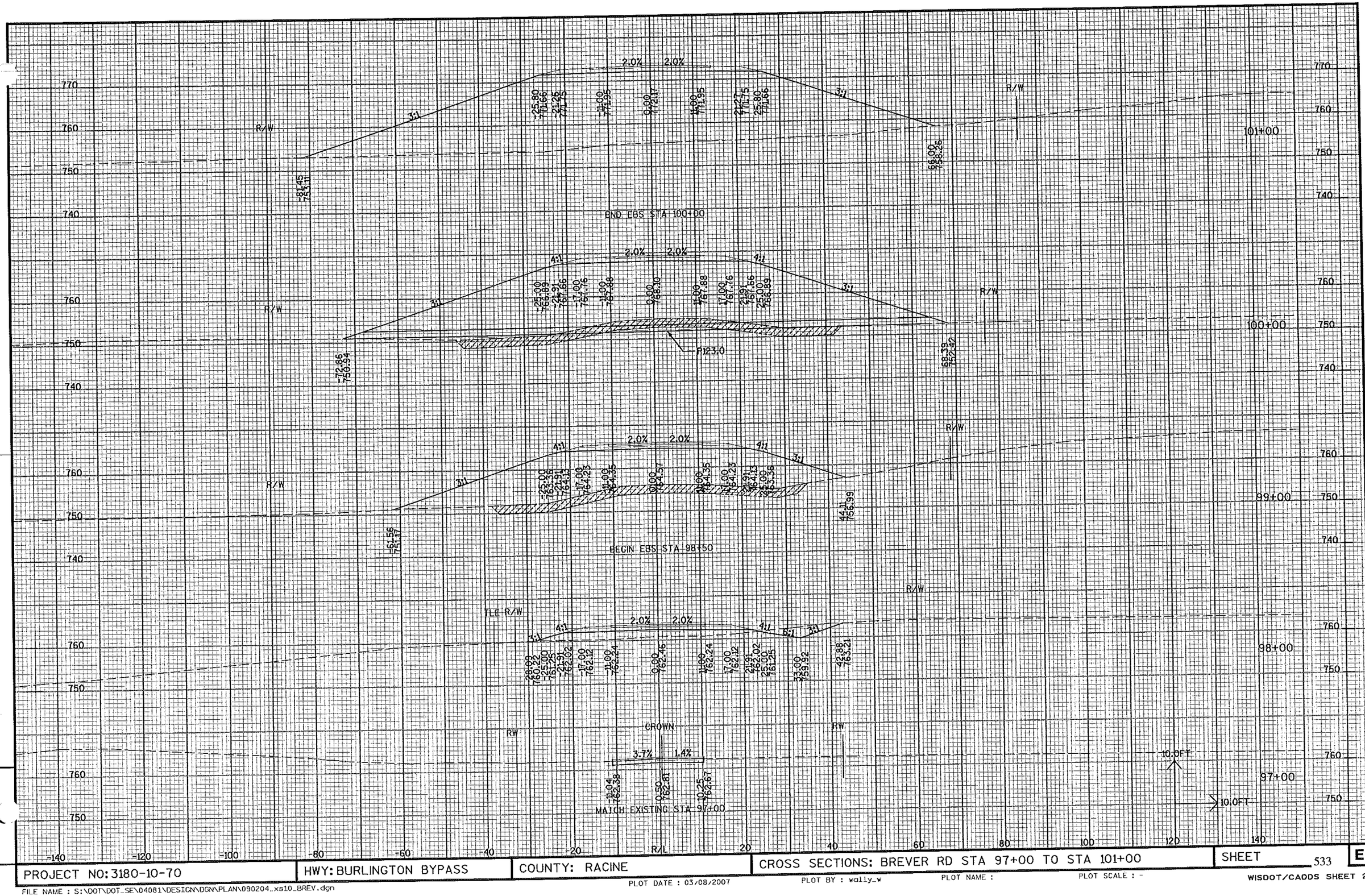


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: STH 83 STA 369+00 TO STA 369+34.51	SHEET NO: 532 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090203_XS10_83.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADOS SHEET 21

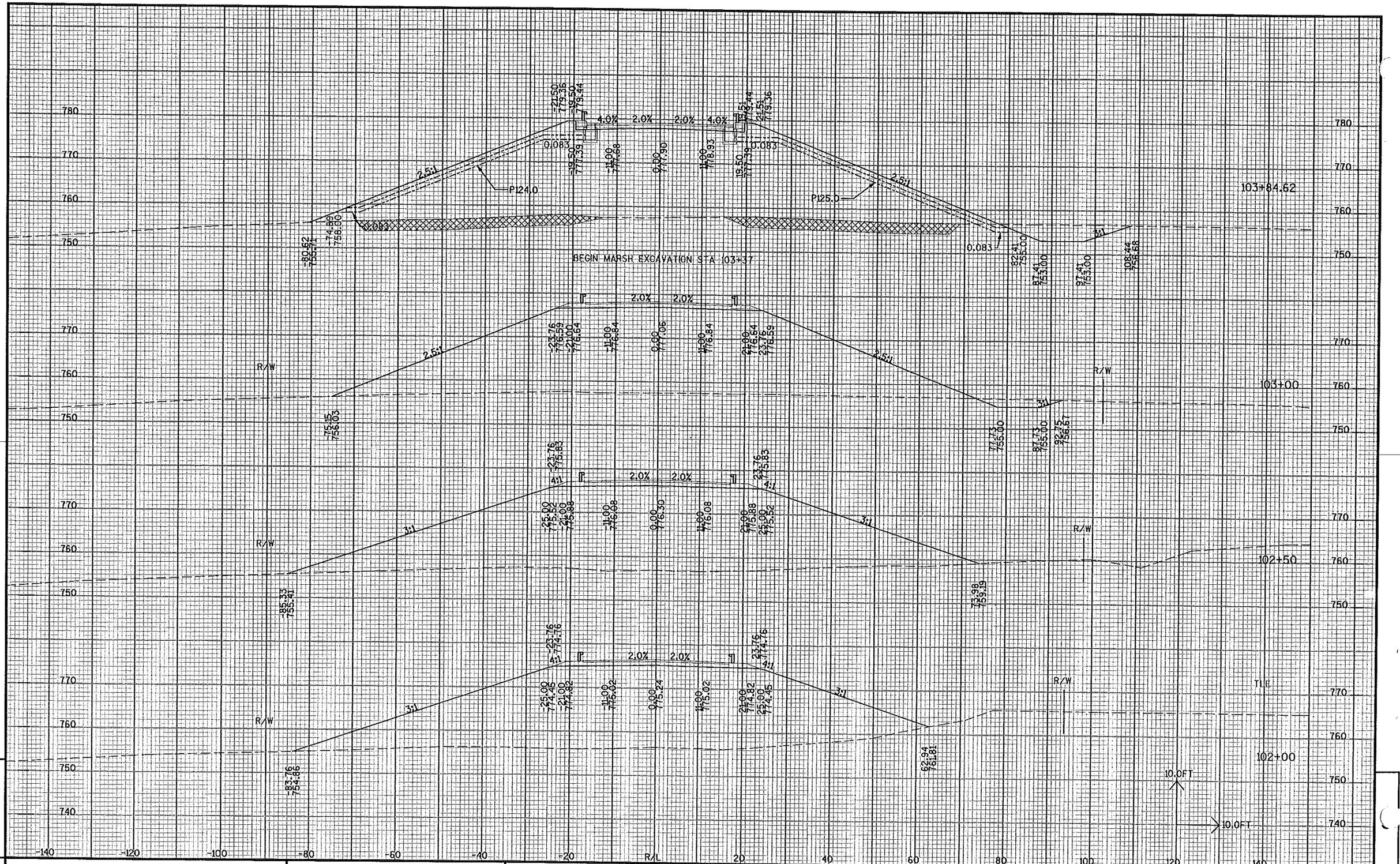


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CROSS SECTIONS: BREVER RD STA 97+00 TO STA 101+00	SHEET 533 E

9

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090204_xs10_BREV.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

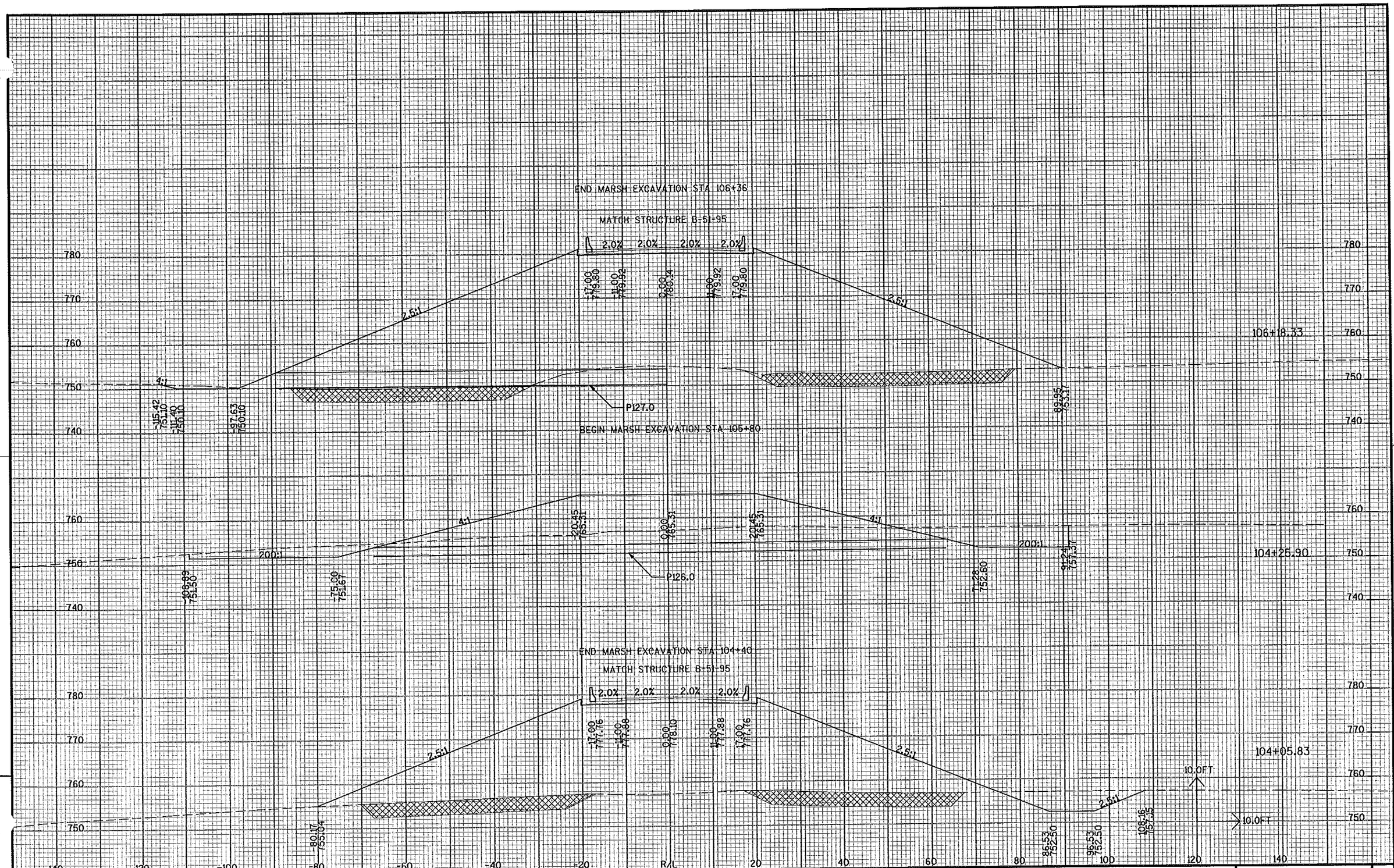


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CROSS SECTIONS: BREVER RD STA 102+00 TO STA 103+84.62	SHEET 534	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090204_xs10_BREV.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

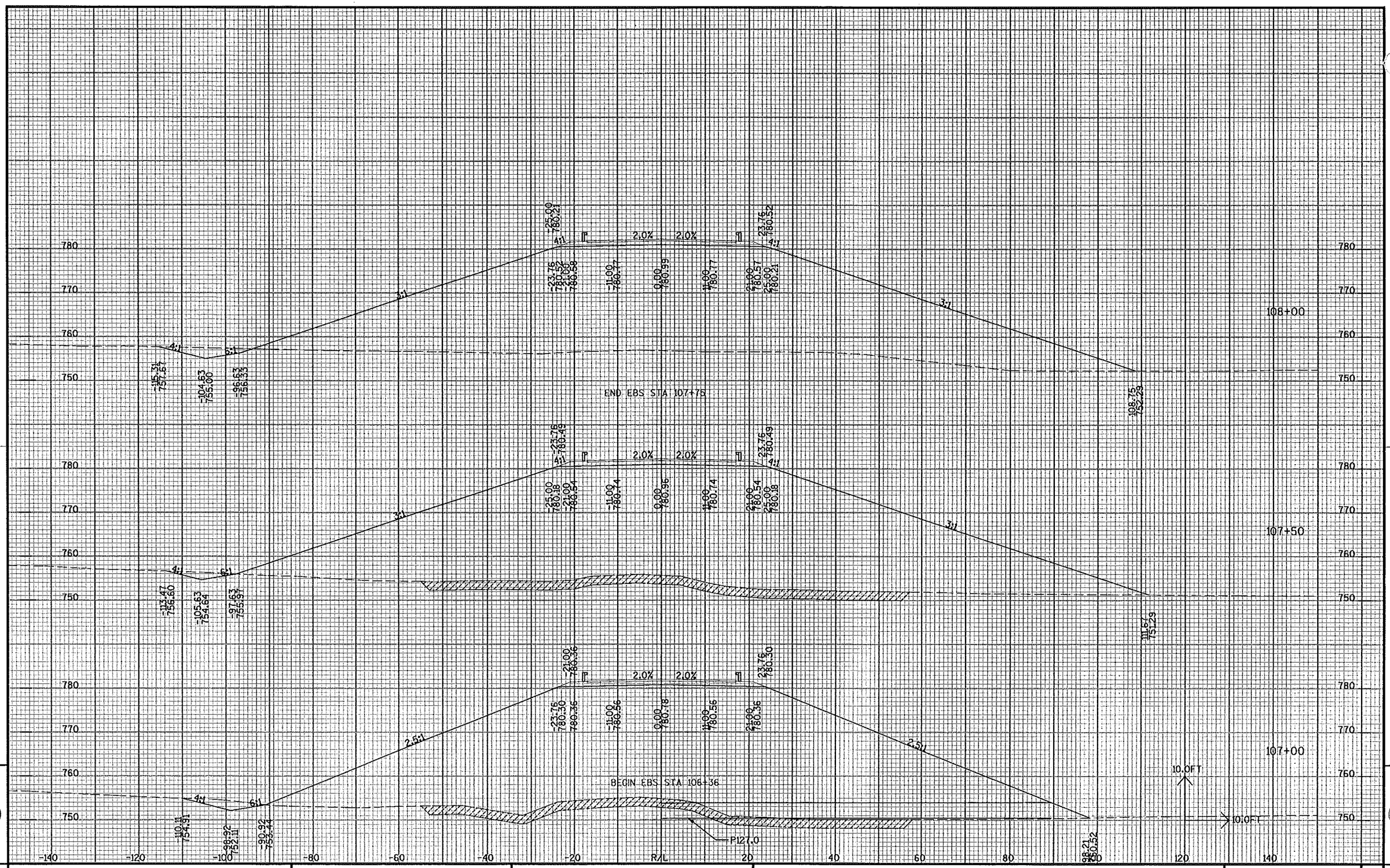
WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CROSS SECTIONS: BREVER RD STA 104+05.83 TO STA 106+18.33	SHEET 535	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090204_xs10_BREV.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : - WISDOT/CADDS SHEET 21

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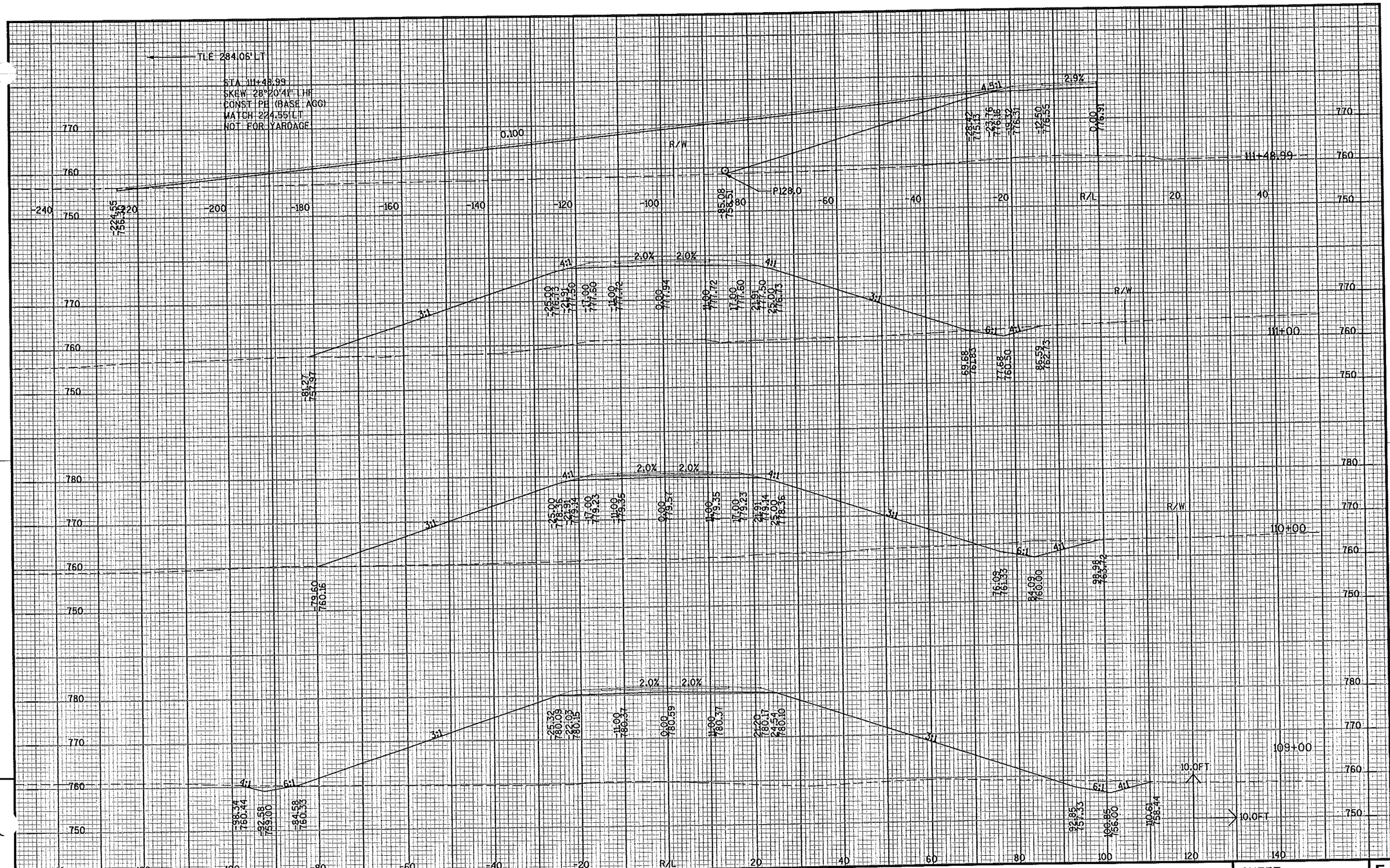


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CROSS SECTIONS: BREVER RD STA 107+00 TO STA 108+00	SHEET 536	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090204_xs10_BREV.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

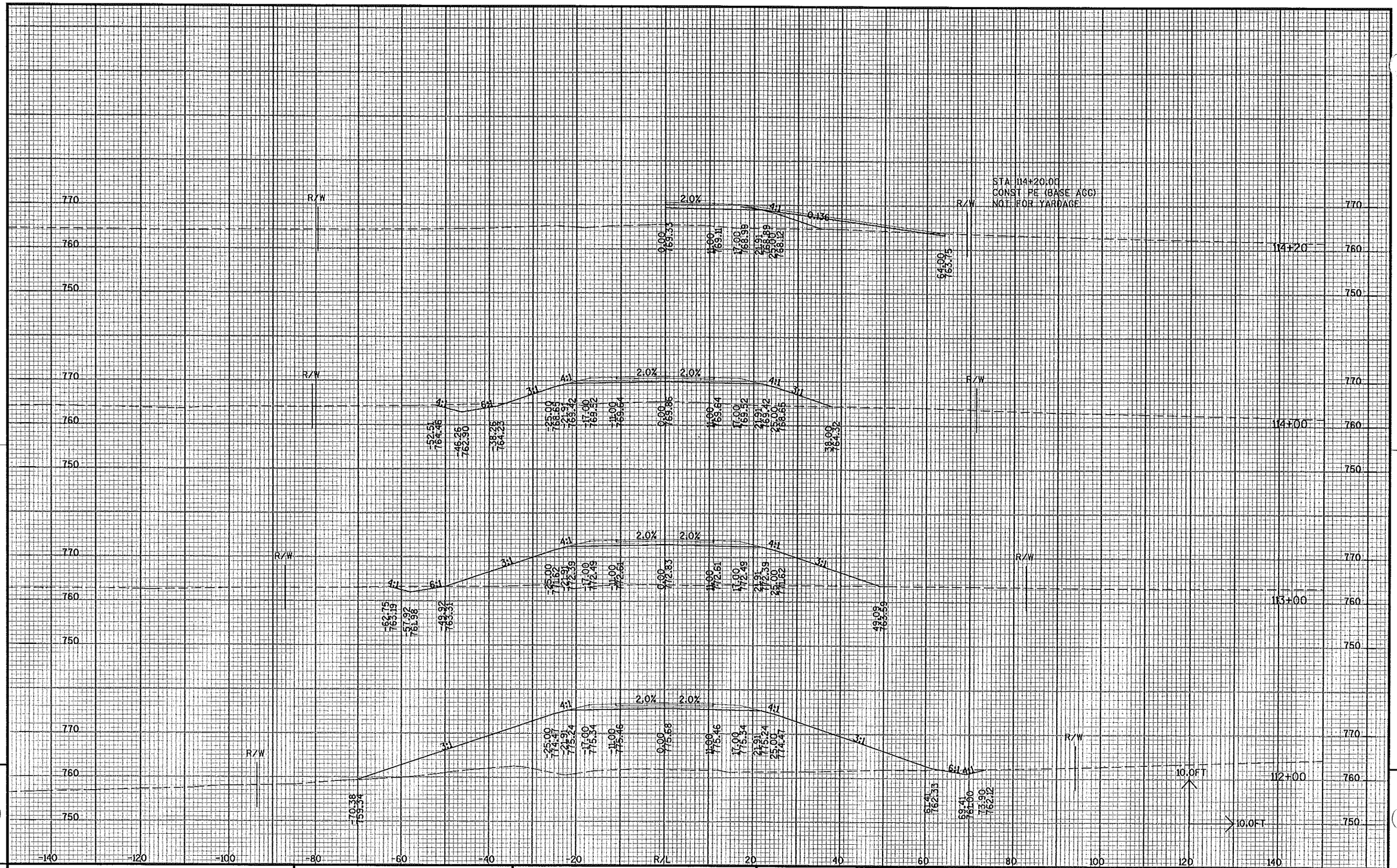
WISDOT/CADDS SHEET 21



PROJECT NO: 3180-10-70 | HWY: BURLINGTON BYPASS | COUNTY: RACINE | CROSS SECTIONS: BREVER RD STA 109+00 TO STA 111+48.99 | SHEET 537 | E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090204_xs10_BREV.dgn | PLOT DATE : 03/08/2007 | PLOT BY : wally_w | PLOT NAME : | PLOT SCALE : - | WISDOT/CADDS SHEET 21

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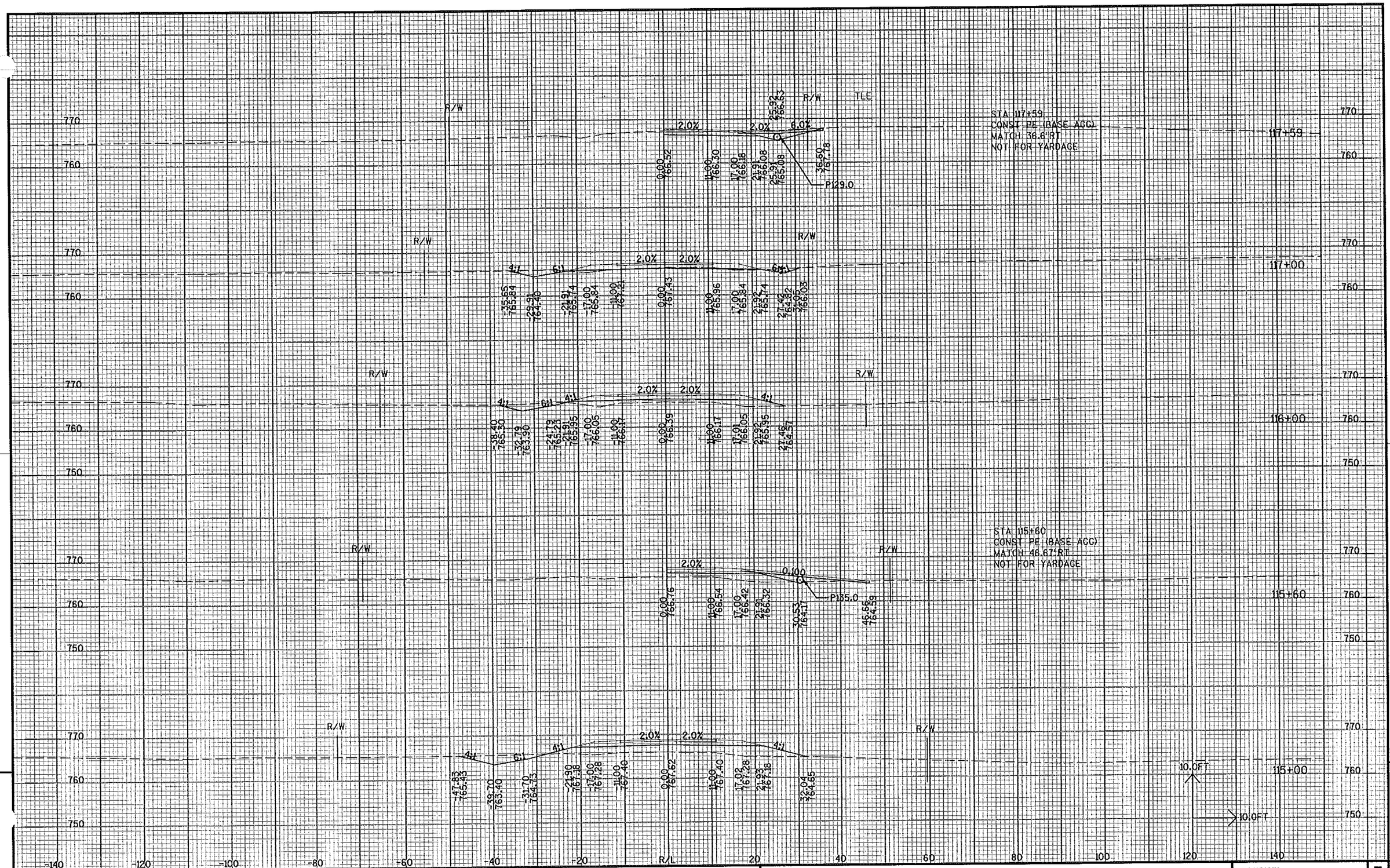


PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CROSS SECTIONS: BREVER RD STA 112+00 TO STA 114+20	SHEET 538 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090204_xs10_BREV.dgn PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

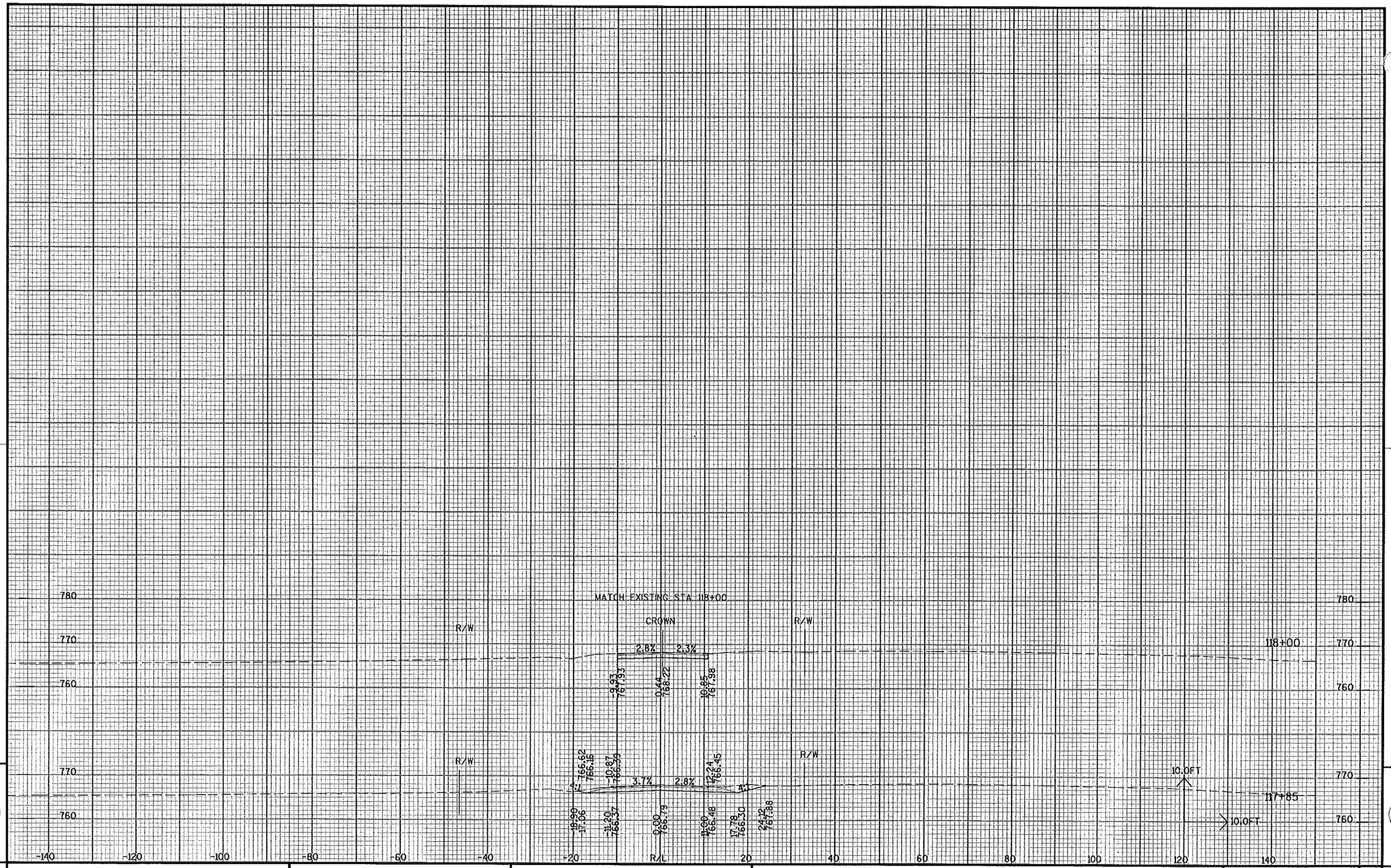
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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CROSS SECTIONS: BREVER RD STA 115+00 TO STA 117+59	SHEET 539	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090204_xs10_BREV.dgn PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

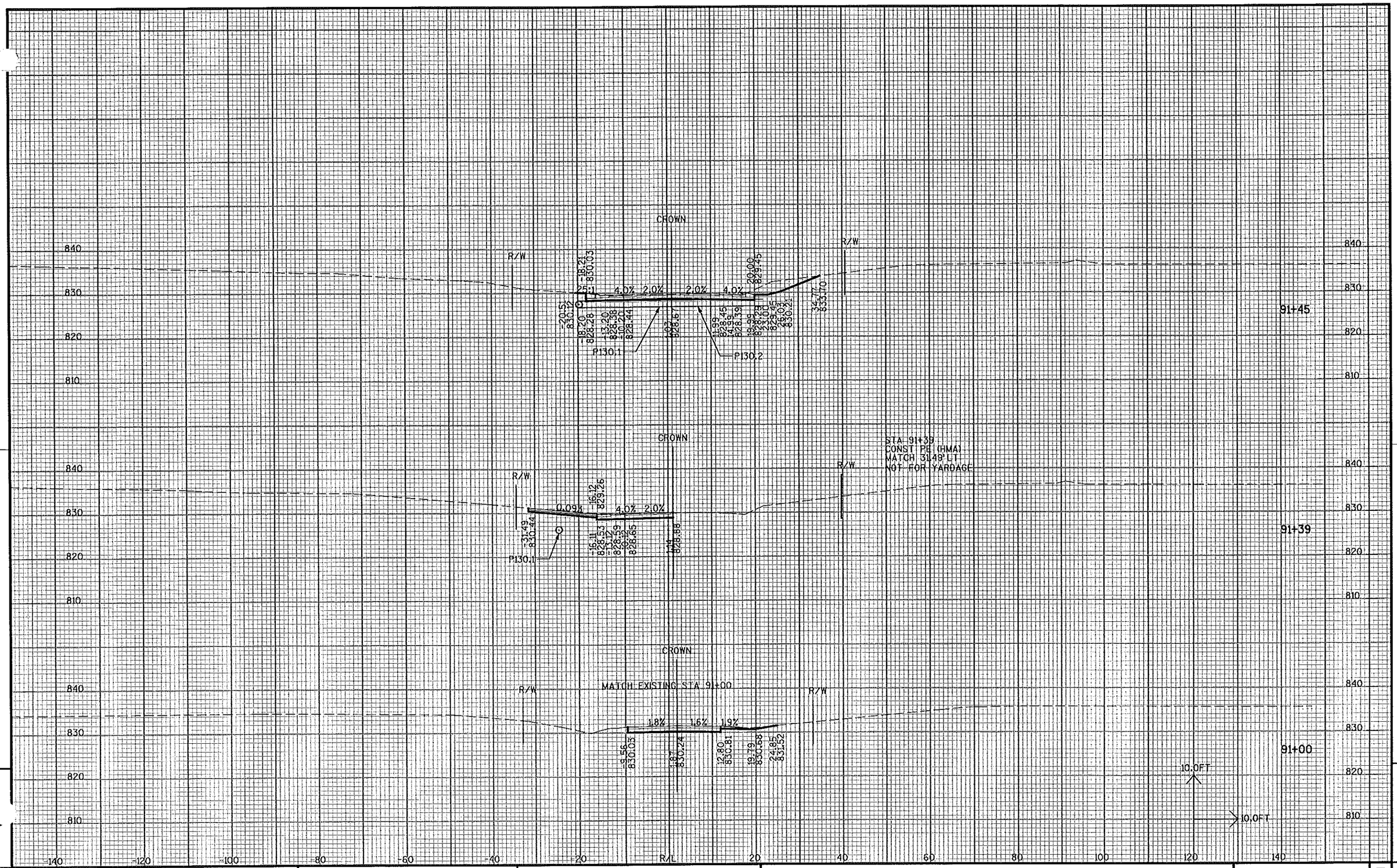


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PROJECT NO: 3180-10-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	CROSS SECTIONS: BREVER RD STA 117+85 TO STA 118+00	SHEET 540	E

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WISDOT/CADDS SHEET 21

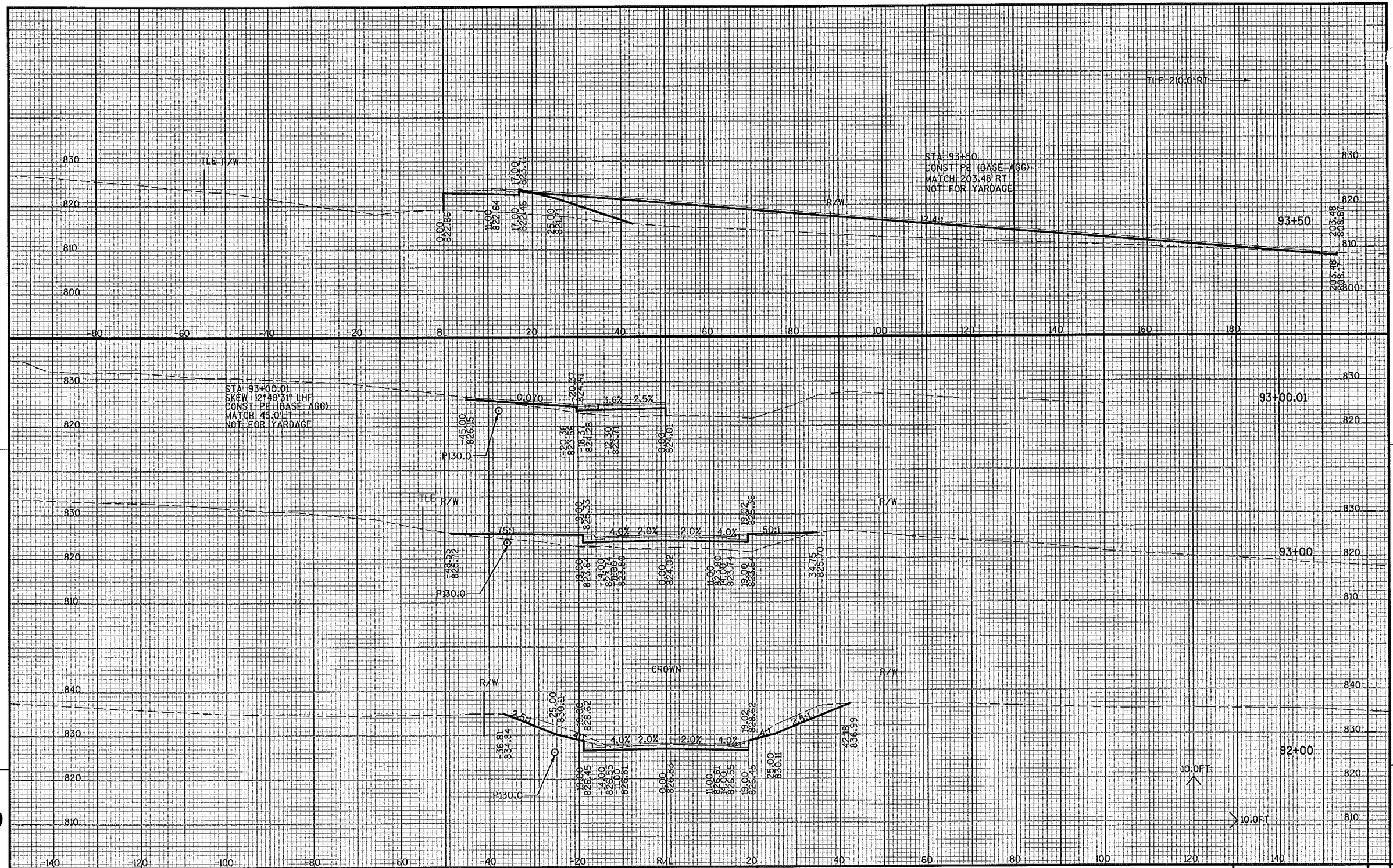


PROJECT NO: 3180-09-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: KETTERHAGEN ROAD STA 91+00 - STA 110+75	SHEET NO: 541	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090205_XS10_KETT.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

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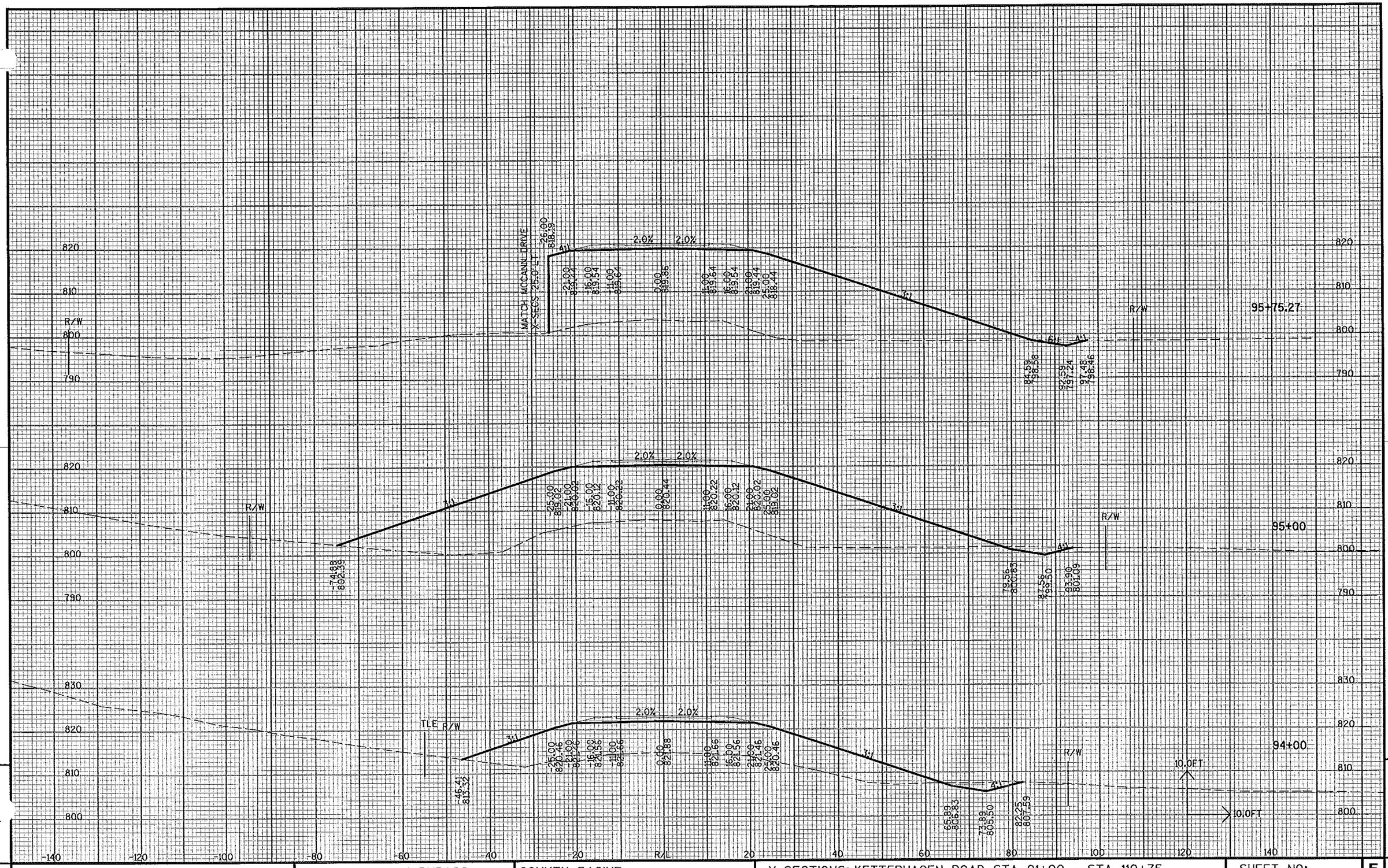


PROJECT NO: 3180-09-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: KETTERHAGEN ROAD STA 91+00 - STA 110+75	SHEET NO: 542	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090205_XS10_KETT.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

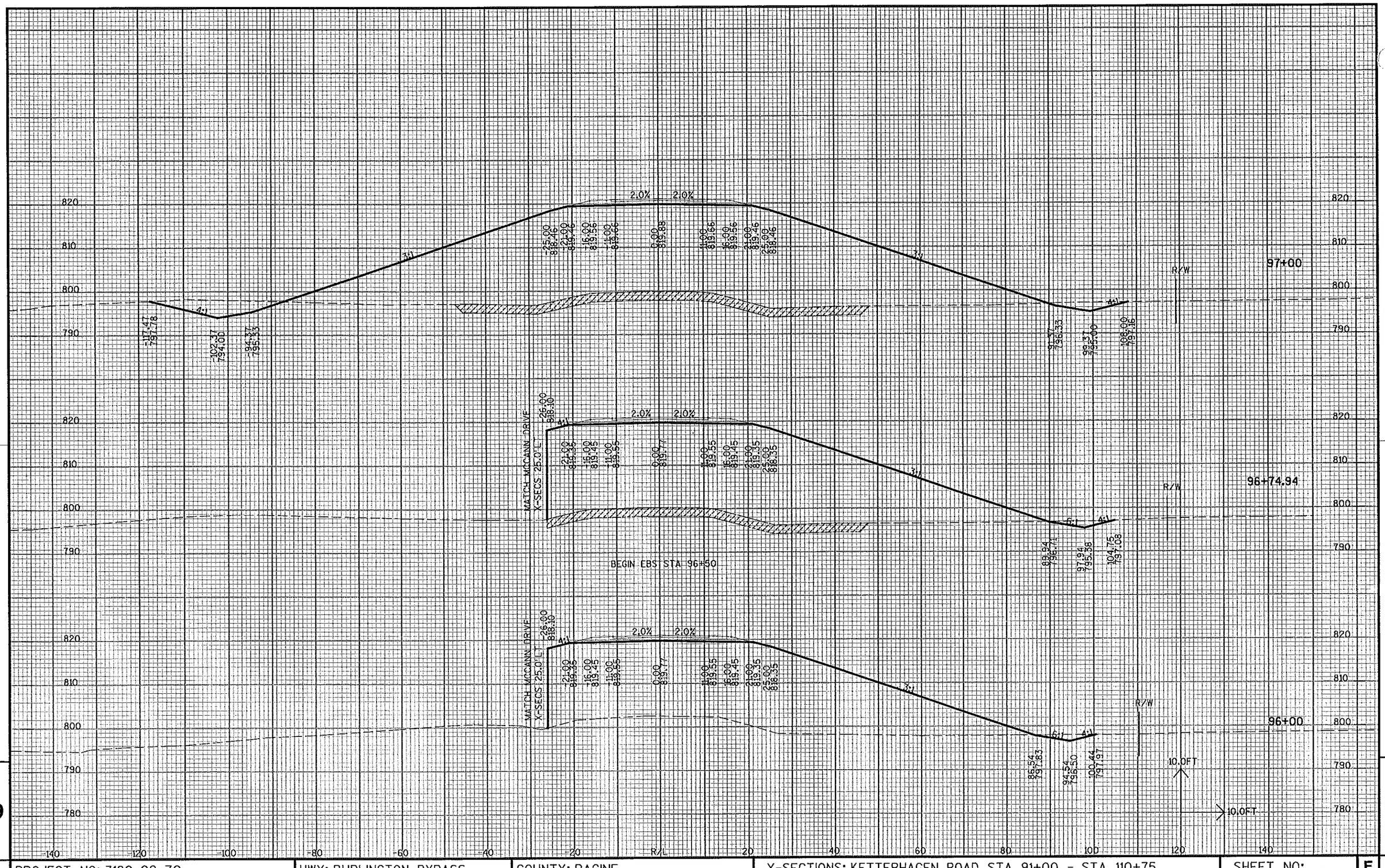
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PROJECT NO: 3180-09-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: KETTERHAGEN ROAD STA 91+00 - STA 110+75	SHEET NO: 543 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090205_XS10_KETT.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : - WISDOT/CADDS SHEET 21

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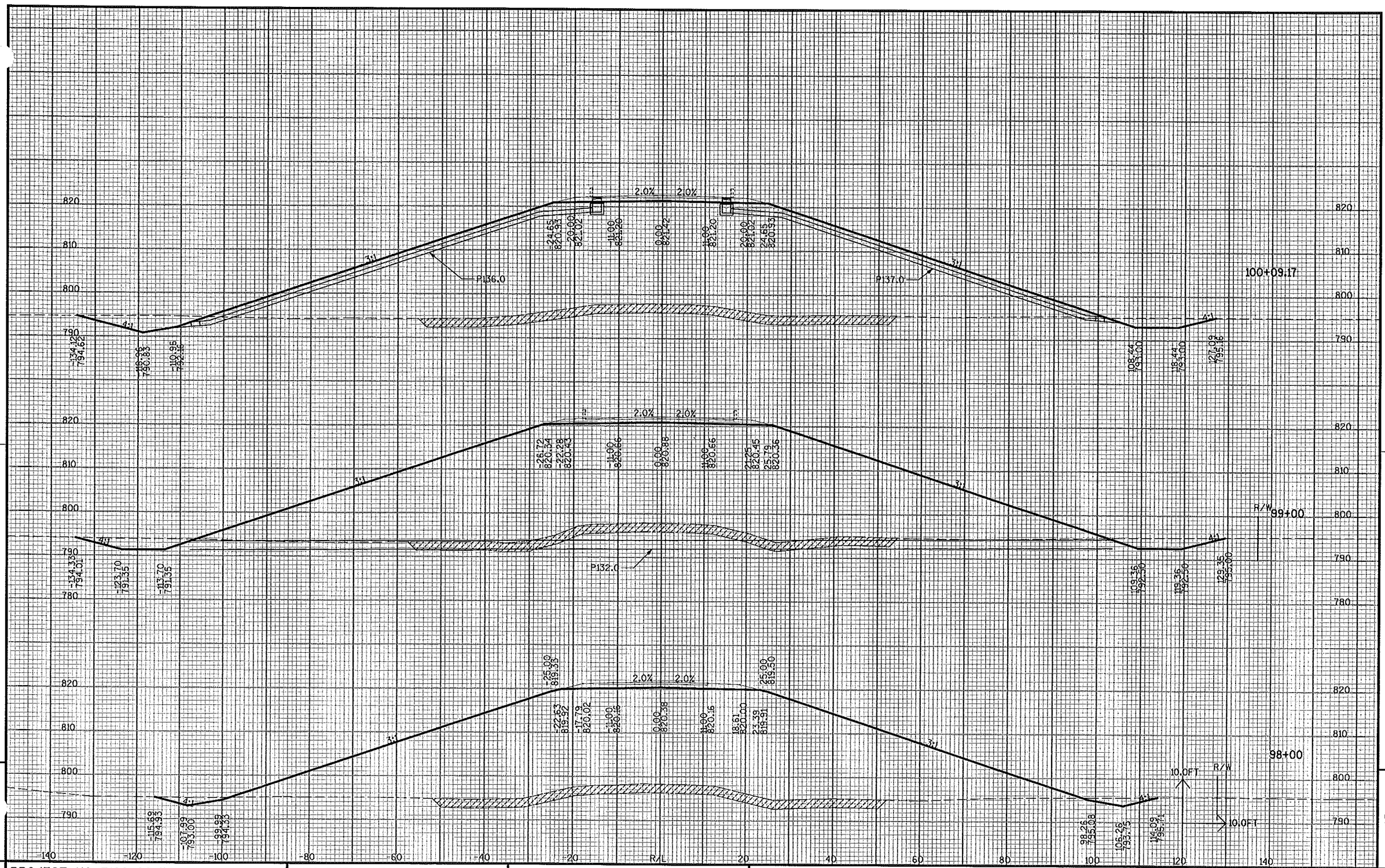


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PROJECT NO: 3180-09-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: KETTERHAGEN ROAD STA 91+00 - STA 110+75	SHEET NO: 544	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090205_XS10_KETT.DGN PLOT DATE : 03/08/2007 PLOT BY : wolly_w PLOT NAME : PLOT SCALE : -

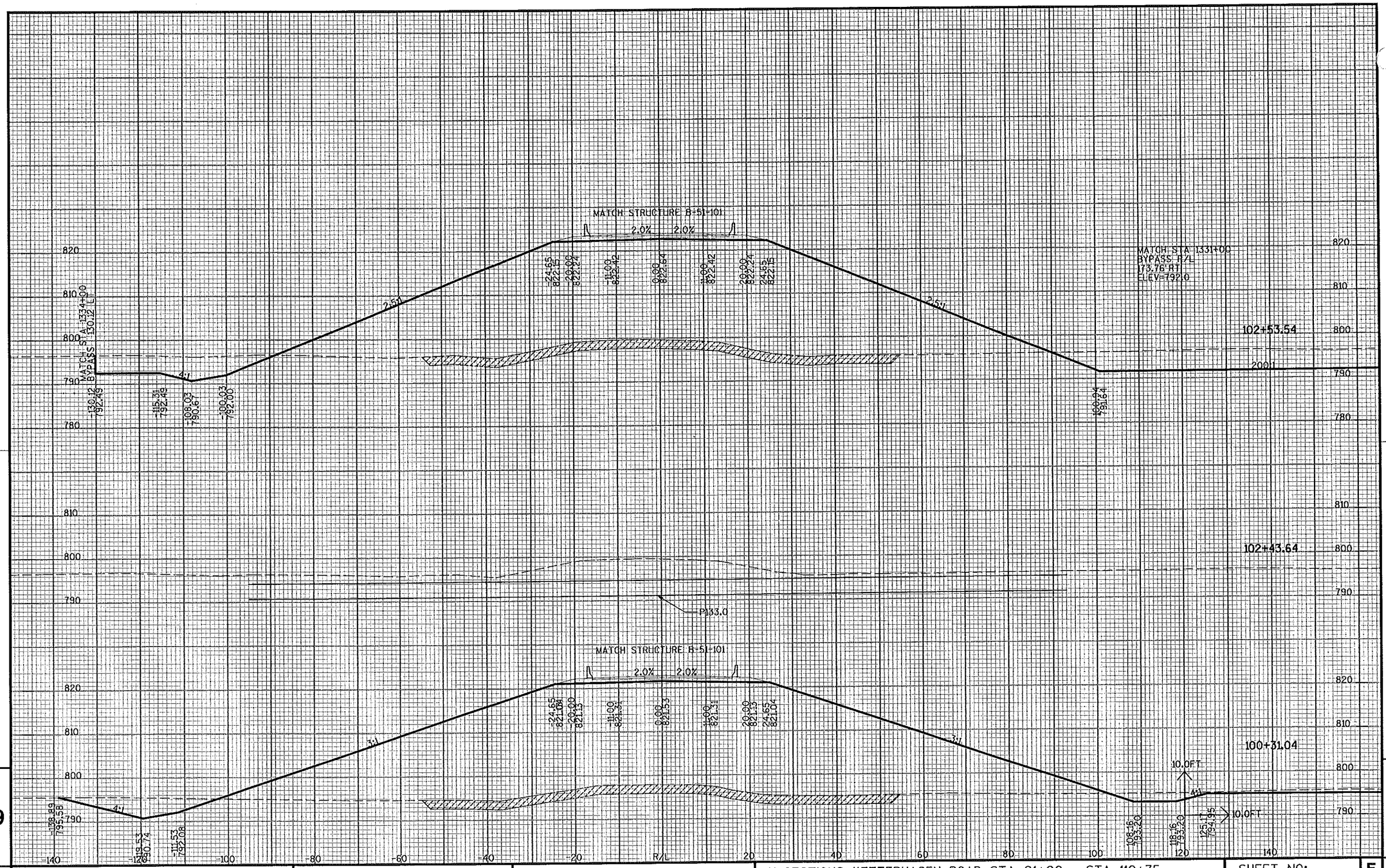
WISDOT/CADDS SHEET 21



PROJECT NO: 3180-09-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: KETTERHAGEN ROAD STA 91+00 - STA 110+75	SHEET NO: 545 E

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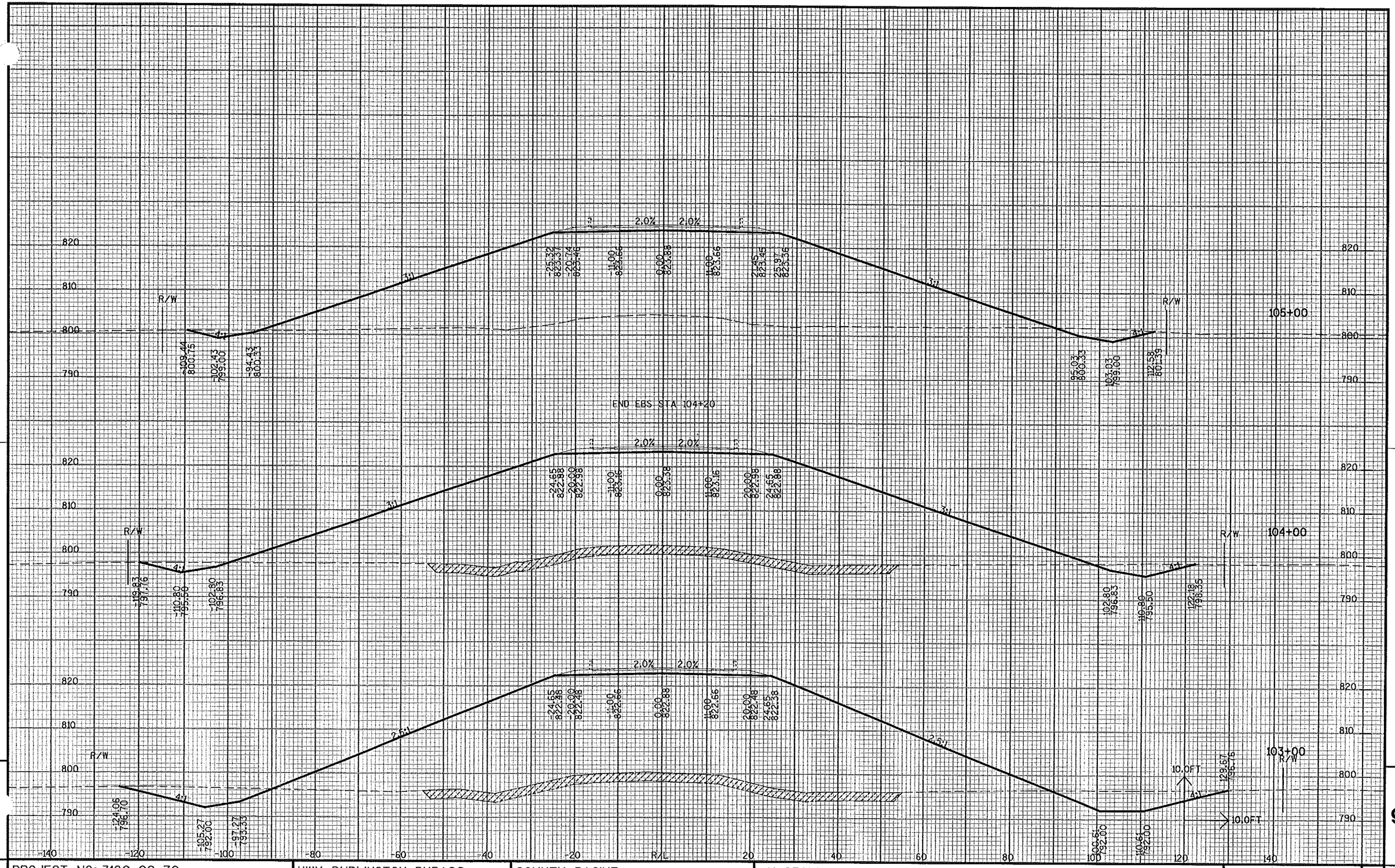
WISDOT/CADDS SHEET 21



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PROJECT NO: 3180-09-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: KETTERHAGEN ROAD STA 91+00 - STA 110+75	SHEET NO: 546	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090205_XS10_KETT.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : - WISDOT/CADDS SHEET 21

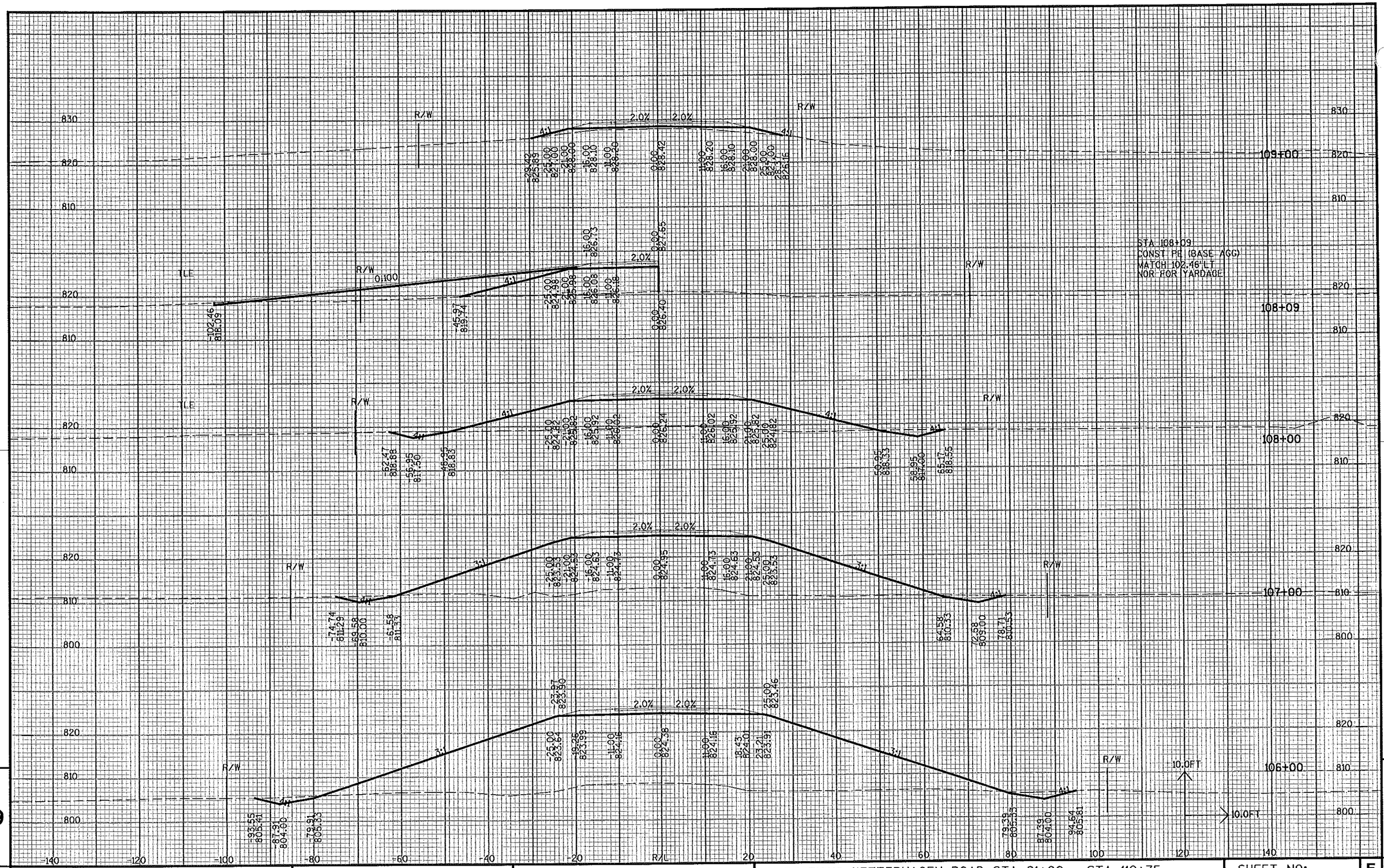


PROJECT NO: 3180-09-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: KETTERHAGEN ROAD STA 91+00 - STA 110+75	SHEET NO: 547	E

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FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090205_XS10_KETT.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

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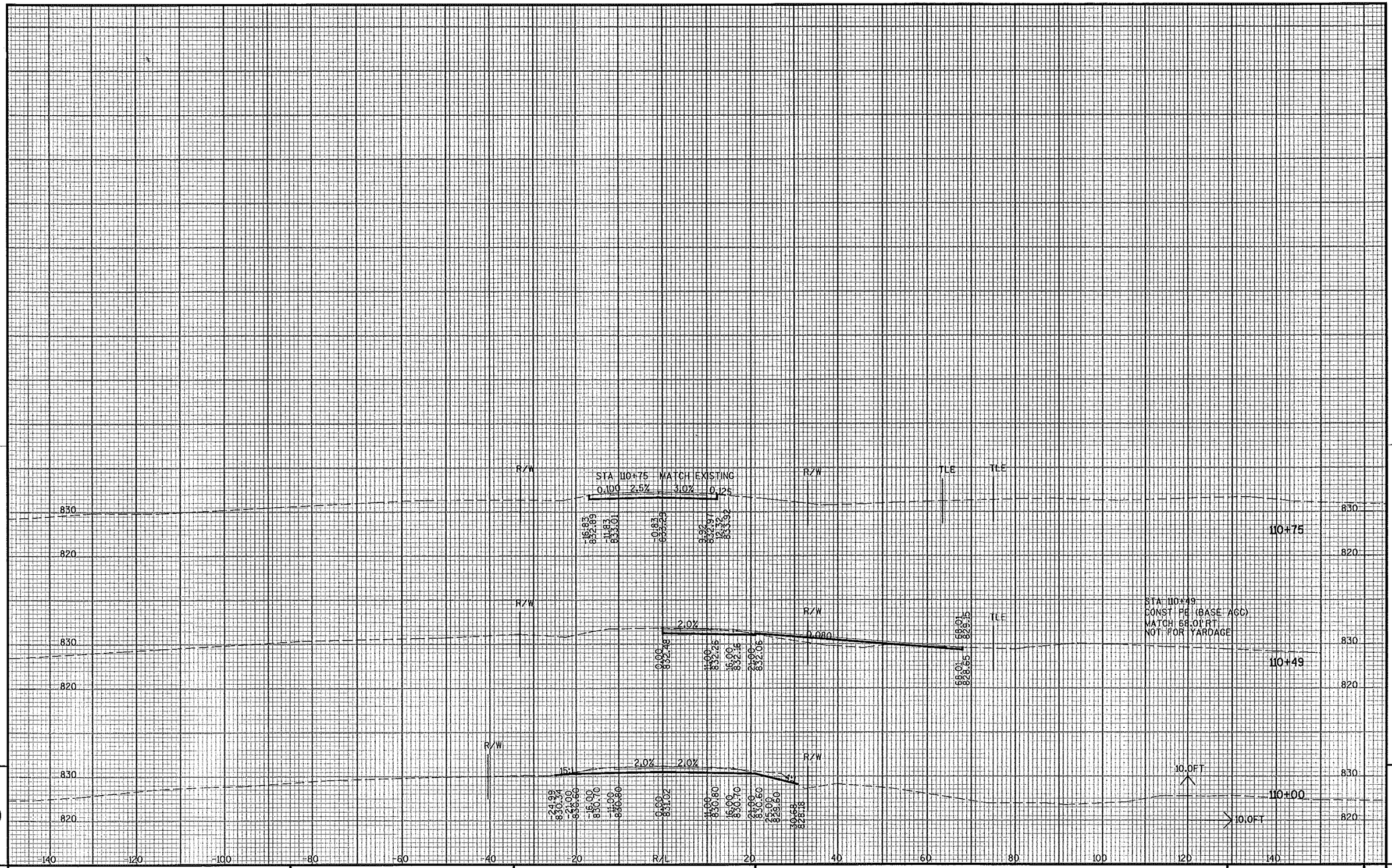


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PROJECT NO: 3180-09-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: KETTERHAGEN ROAD STA 91+00 - STA 110+75	SHEET NO: 548	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090205_XS10_KETT.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

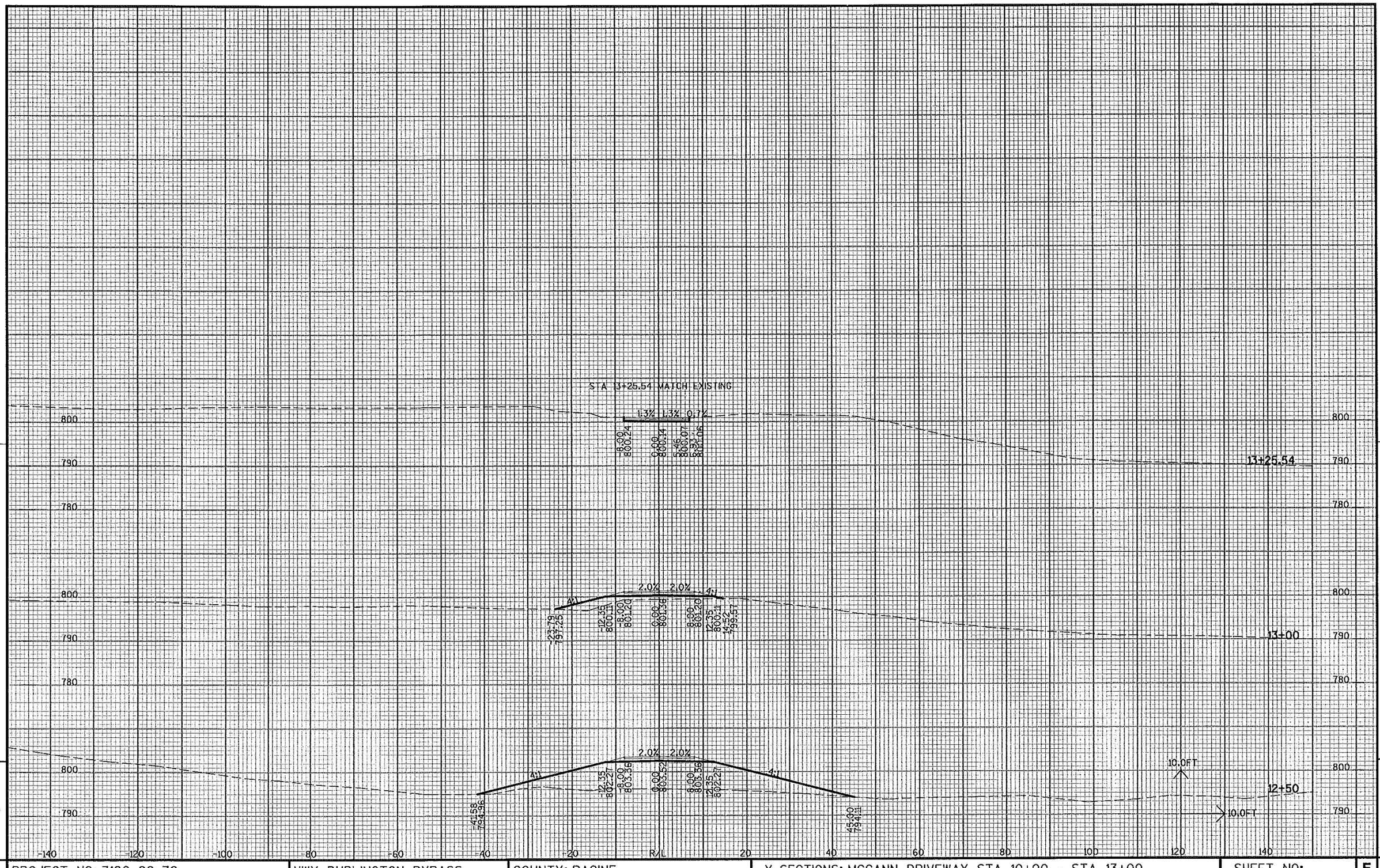


PROJECT NO: 3180-09-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: KETTERHAGEN ROAD STA 91+00 - STA 110+75	SHEET NO: 549 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090205_XS10_KETT.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

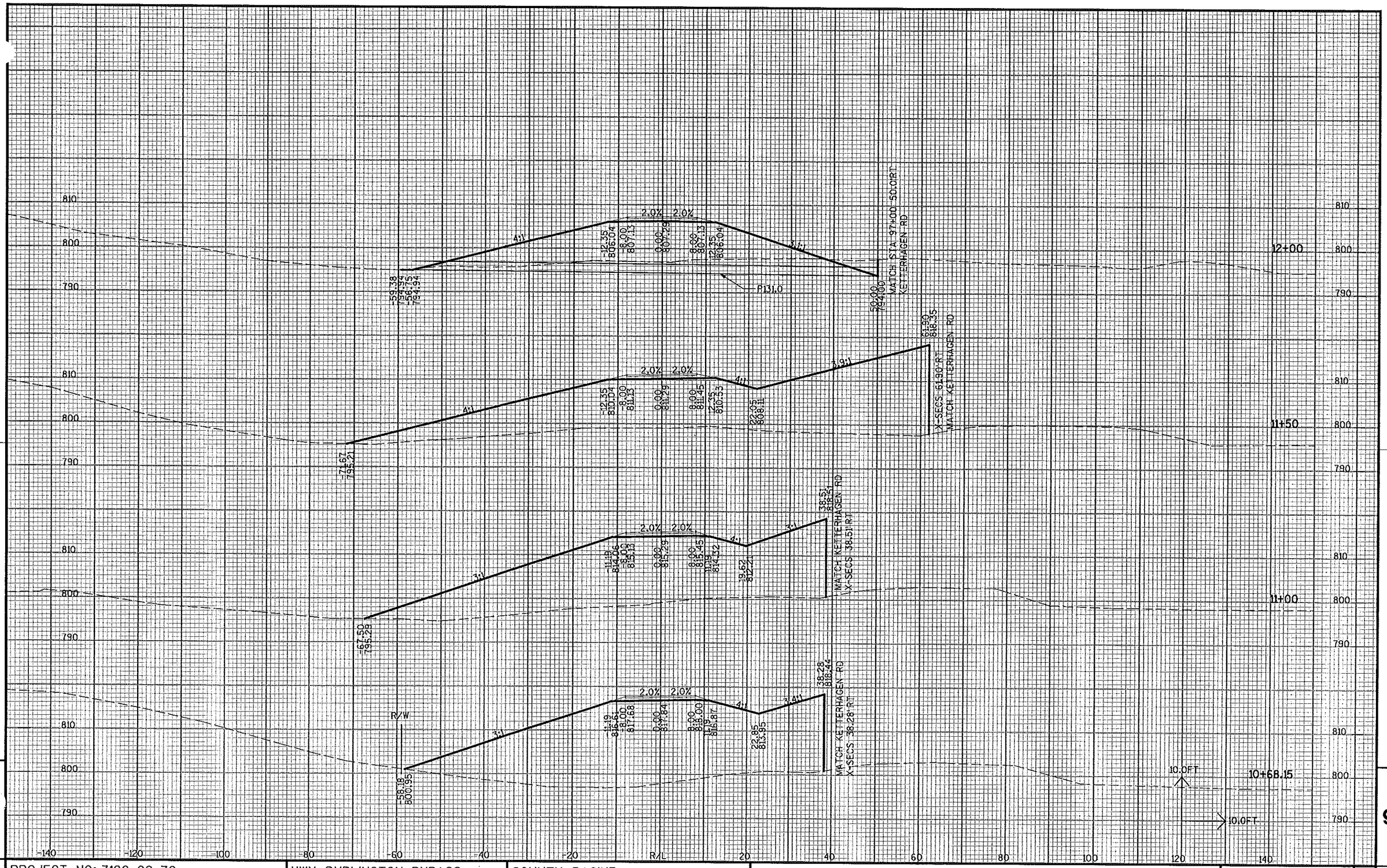
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PROJECT NO: 3180-09-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MCCANN DRIVEWAY STA 10+00 - STA 13+00	SHEET NO: 550	E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090206_XS10_MCCANN.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21



PROJECT NO: 3180-09-70	HWY: BURLINGTON BYPASS	COUNTY: RACINE	X-SECTIONS: MCCANN DRIVEWAY STA 10+00 - STA 13+00	SHEET NO: 551 E

FILE NAME : S:\DOT\DOT_SE\04081\DESIGN\DGN\PLAN\090206_XS10_MCCANN.DGN PLOT DATE : 03/08/2007 PLOT BY : wally_w PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 21

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Wisconsin Department of Transportation

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