

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
WEST BROWN DEER ROAD
91ST ST. TO KILDEER CT.
STH 100
MILWAUKEE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2151-00-70	STP 034(20)	I

Sheet No.	Title
Sheet No. 2-2.16	Typical Sections and Details
Sheet No. 3-3.1	Estimate of Quantities
Sheet No. 3A-3V	Miscellaneous Quantities
Sheet No. _____	Right of Way Plot
Sheet No. 5-5.11	Plan and Profile
Sheet No. 6-6.14	Standard Detail Drawings
Sheet No. _____	Sign Plates
Sheet No. _____	Structure Plans
Sheet No. _____	Computer Earthwork Data
Sheet No. _____	Cross Sections

TOTAL SHEETS = 70

DESIGN DESIGNATION

A.D.T.	1992	=	39,000
A.D.T.	2015	=	58,000
D.H.V.		=	
D.		=	
T.		=	
DESIGN SPEED		=	
ESALS		=	

CONVENTIONAL SIGNS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
SURVEY LINE

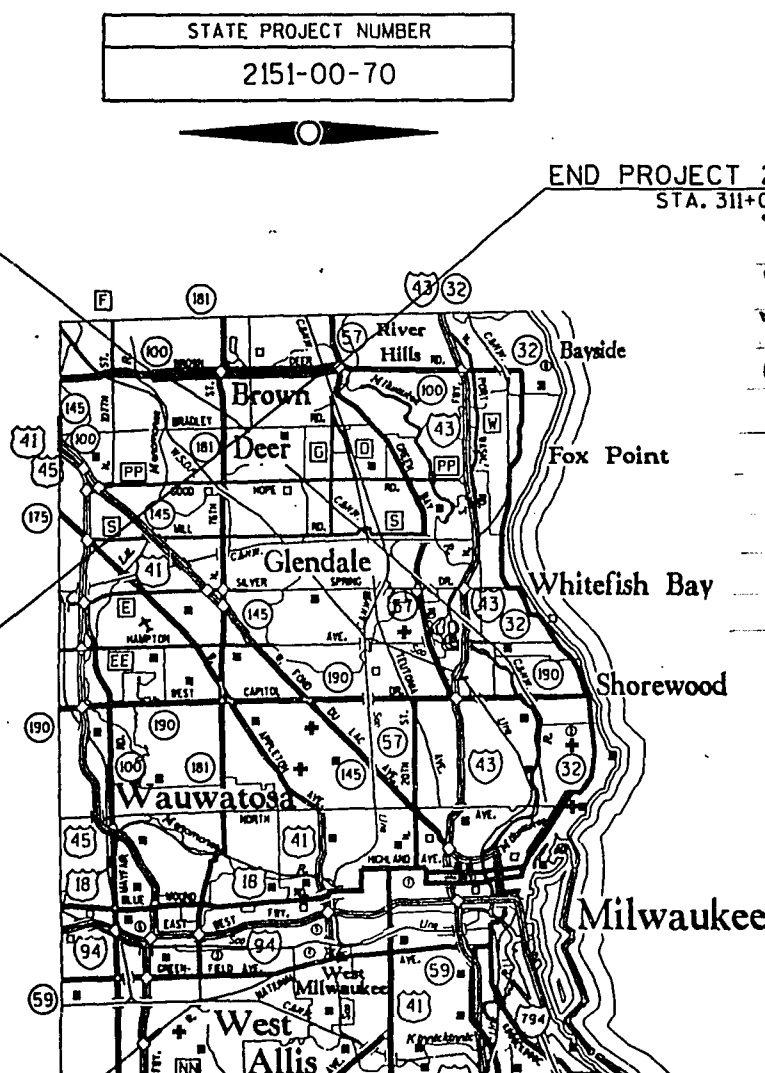
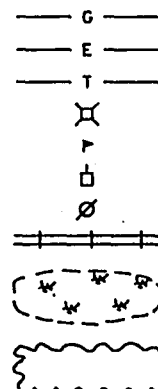
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE

EXISTING CULVERT
PROPOSED CULVERT
(Box or Pipe)
CULVERT (Profile View)

COMBUSTIBLE FLUIDS



UNDERGROUND UTILITIES
GAS
ELECTRIC
TELEPHONE OR TELEGRAPH
SERVICE PEDESTAL
CABLE MARKER
POWER POLE
TELEPHONE POLE
RAILROAD
MARSH AREA
WOODED OR SHRUB AREA



BEGIN PROJECT 2151-00-00
STA. 133+20

END PROJECT 2151-00-00
STA. 311+00

STA. 285+38.41 TO STA. 285+78.41
EXCEPTION TO NET C LENGTH
AT WISC. CENTRAL LTD. R.R. TRACKS

PROJECT MANAGER: GERALD R. MUELLER

BEGIN PROJECT: 4-12-95 END PROJECT: 9E25-95

DIARY NUMBER: 95010

CONTRACTOR: JAMES CAPE & SONS - STORM SEWER & CONCRETE

SUB. CONTRS: PAYNE AND DOLAN - ASPHALT

CENTURY FENCE - PAINT MARKING

THE KUEHNE CO. INC. - MONUMENTS, LANDSCAPING & BENCH GUARDS

CONCOR CO - DIAMOND SAWING

BARRICADE FLASHER SVC - TRAFFIC CONTROL

DATE: 11/11/2011 11:11:11 AM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor

Designer A. J. W

District Engineer _____

District Supervisor **D. E. R**

Bio: Dr. Jorgensen

TEG

APPROVED FOR DISTRICT OFFICE

1945

DATE: 8-22-94 *[Signature]*

Signature

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DATE: 8/31/94 *ashtw*

15, 1961

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WISDOT/CARDS SHEET 100

STANDARD DETAIL DRAWINGS

8A5 - 9C	INLET COVER TYPE F
8D5 - 8	CURB RAMPS
8M1 - 8	CONC. GUTTER, C & G AND PAVEMENT TIES
8M3 - 4	MANHOLES, MANHOLE AND INLET COVERS
13C1 - 9	CONCRETE PAVEMENT - LONGIT. JTS.& PAVEMENT TIES
13C14 - 1	CONCRETE BASE PATCHING
13C15 - 2	CONCRETE BASE COURSE (DOWELED)
15C8 - 5B	PAVEMENT MARKING (LEFT TURN LANE)
15C8 - 5C	PAVEMENT MARKING (ISLAND, STOPLINE & CROSSWALK)
15C8 - 5D	PAVEMENT MARKING (RAMPS AND GORES)
15C9 - 2	PAVEMENT MARKING DETAILS FOR RR - HIGHWAY GRADE CROSSINGS
16A1 - 5	LANDMARK REFERENCE MONUMENTS AND COVERS
15C8 - 5A	PAVEMENT MARKING
15C7 - 4A	PAVEMENT MARKING SYMBOLS
13B1 - 3	PAVEMENT DETAILS FOR R.R. APPROACH

GENERAL NOTES

ALL ASPHALTIC CONCRETE PAVEMENT AS NOTED ON THE PLAN SHALL BE ASPHALTIC CONCRETE PAVEMENT, TYPE HV.

THE QUANTITY OF ASPHALTIC CONCRETE PAVEMENT IS MEASURED BY THE TON. THE THICKNESS SHOWN ON THE PLAN IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION AS DIRECTED BY THE ENGINEER.

ASPHALTIC CONCRETE LAYER THICKNESS.
BINDER 1 3/4-INCH
SURFACE 1 3/4-INCH
TOTAL = 3-INCHES

ALL COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM, SOUTH ZONE.

THE LOCATIONS OF UTILITIES, AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

ALL CONCRETE SHALL BE REMOVED IN SUCH A MANNER AS TO AVOID DISTURBANCE OF EXISTING BASE COURSE.

DOWEL BARS AND PAVEMENT TIES WHICH REQUIRE DRILLING ARE PAID FOR SEPARATELY UNDER THOSE BID ITEMS.

THE ENGINEER SHALL DETERMINE THE EXACT LOCATION AND LIMITS OF ALL REPAIRS TO THE EXISTING CONCRETE PAVEMENT AT THE TIME OF CONSTRUCTION.

MISCELLANEOUS REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALT SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER.

UTILITIES

WISCONSIN ELECTRIC POWER CO.
620 S. 76 TH ST.
WEST ALLIS, WI 53214
WILLIAM CUMMINS
(414) 221-4161

WARNER CABLE
1610 N. 2ND ST.
MILWAUKEE, WI 53212
TOM KERNER
(414) 277-4176

U.S. SPRINT
1614 E. BEVERLY RD.
SHOREWOOD, WI 53211
HOWARD BROWN
(414) 962-7520 (HOME)
557-0648 (PAGER)

WISCONSIN BELL INC.
11425 W. LAKE PARK DR.,
SUITE 900
ROD HOLLOWAY
(414) 678-5864

CITY OF MILWAUKEE
841 N. BROADWAY
MILWAUKEE, WI 53202
SANDRA RATZ
(414) 278-2433

WISC. DEPT. OF TRANSPORTATION
TRAFFIC SIGNALS
KEITH WOODS
(414) 257-8988

WISCONSIN GAS CO.
5400 N. GREEN BAY RD.
GLENDALE, WI 53209
GREG NEVINSKI
(414) 291-7000/EXT. 5141

MILWAUKEE METRO
SEWERAGE DISTRICT
123 N. 25 TH ST.
MILWAUKEE, WI 53233
JIM WILFRATH
(414) 344-3930

VILLAGE OF BROWN DEER
4800 WEST GREEN BROOK DR.
BROWNDEER, WI 53223
RICHARD HALFMAN
(414) 357-0141

WISCONSIN CENTRAL LTD.
P.O. BOX 348
STEVENS POINT, WI 54481
RICHARD D. BERRY
(715) 345-2504



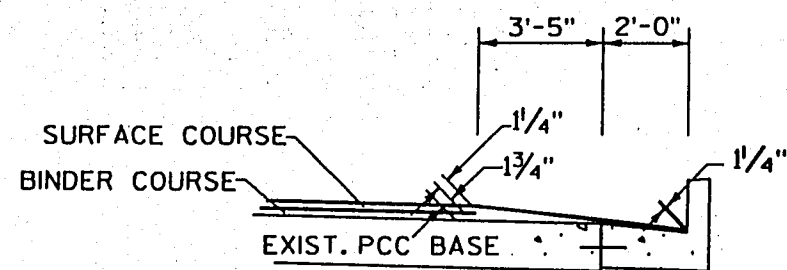
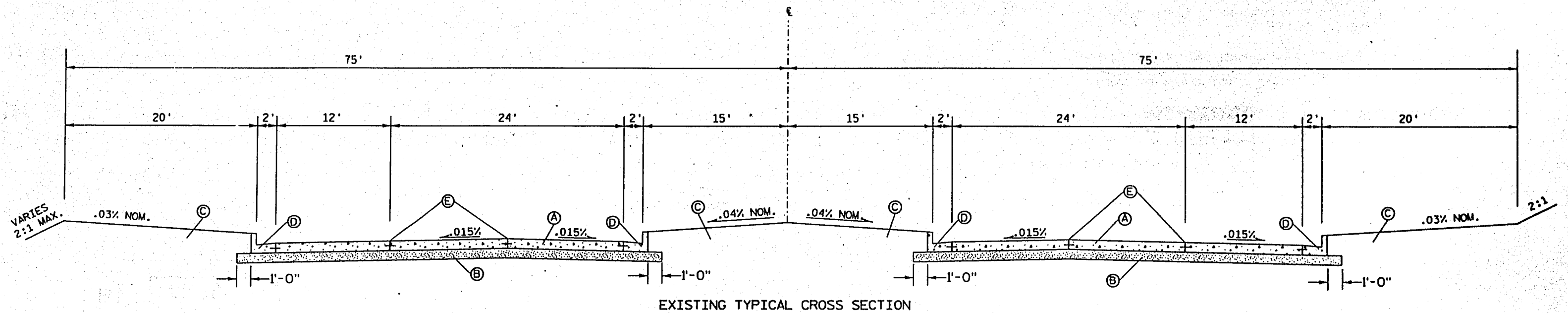
TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE

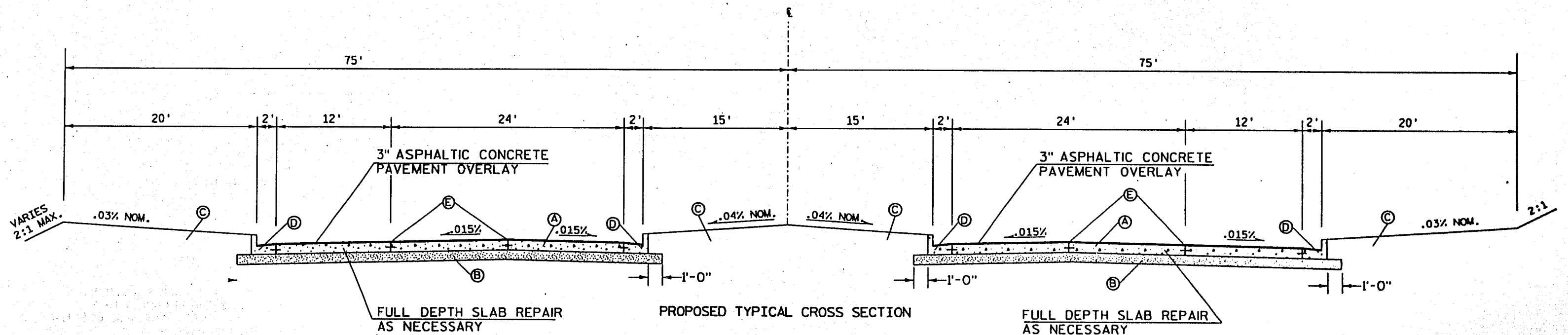
TOLL FREE 1-800-242-8511
MILWAUKEE AREA (414) 259-1181
TELEFAX (414) 259-0947
TDD (For hearing impaired) 1-800-542-2289

WIS. STATUTE 182.0175 (1974)
REQUIRES MIN. OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE.

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



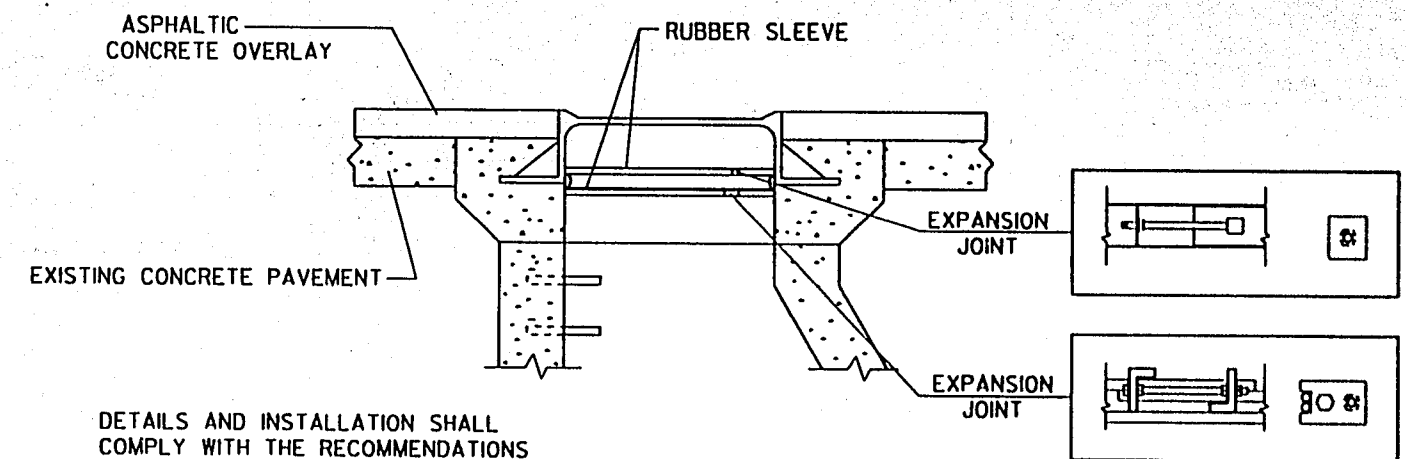
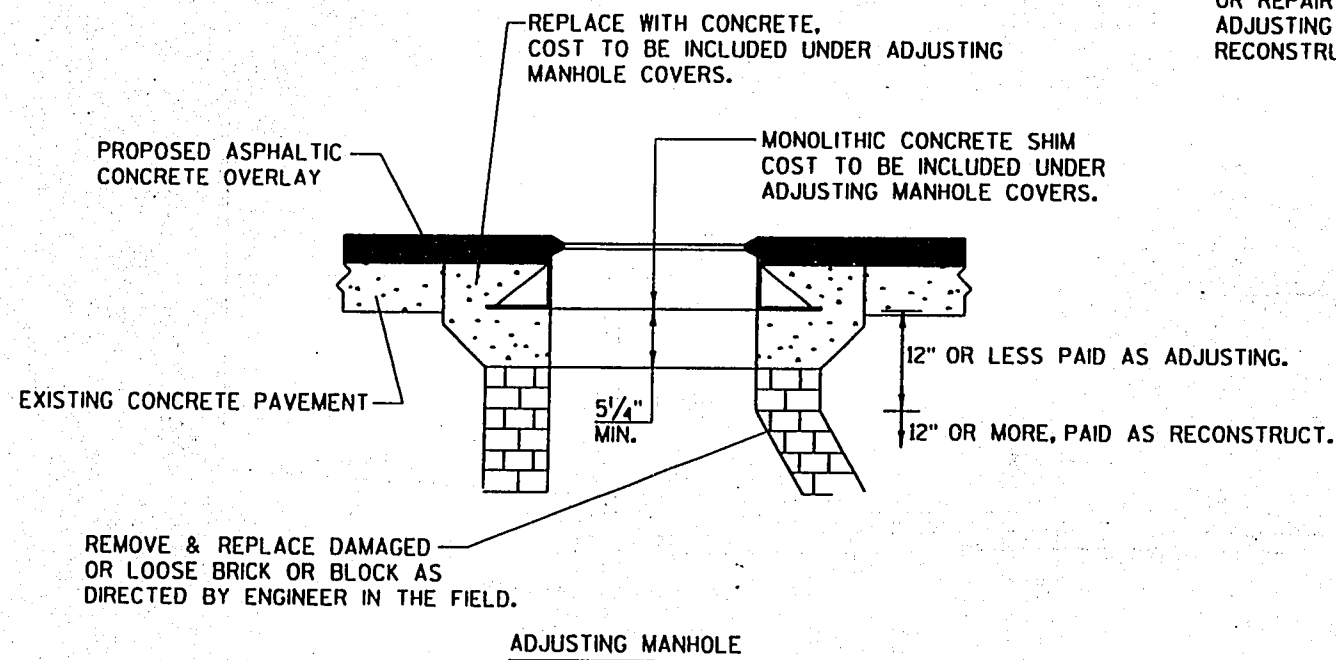
- (A) 9" REINFORCED CONCRETE PAVEMENT
- (B) 6" MIN. CRUSHED AGGREGATE BASE COURSE
- (C) 3" TOPSOIL, FERTILIZING AND SEED. MULCH ALL SEEDING
- (D) TYPE A-1 CONCRETE CURB AND CUTTER
7" NOR. CURB FACE, MEDIAN
6" NOR. CURB FACE, OUTER
- (E) LONGITUDINAL JOINT, EITHER SAWED OR CONSTRUCTION JOINT



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

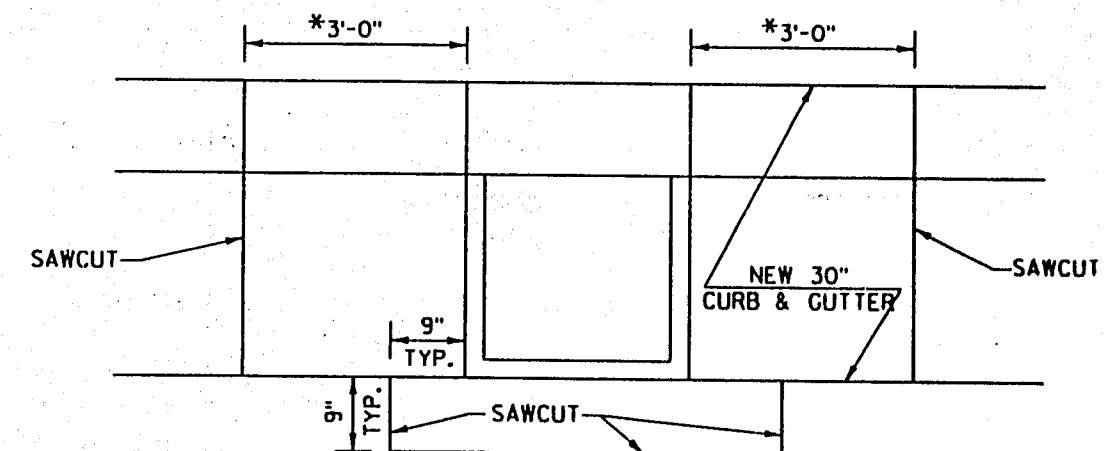
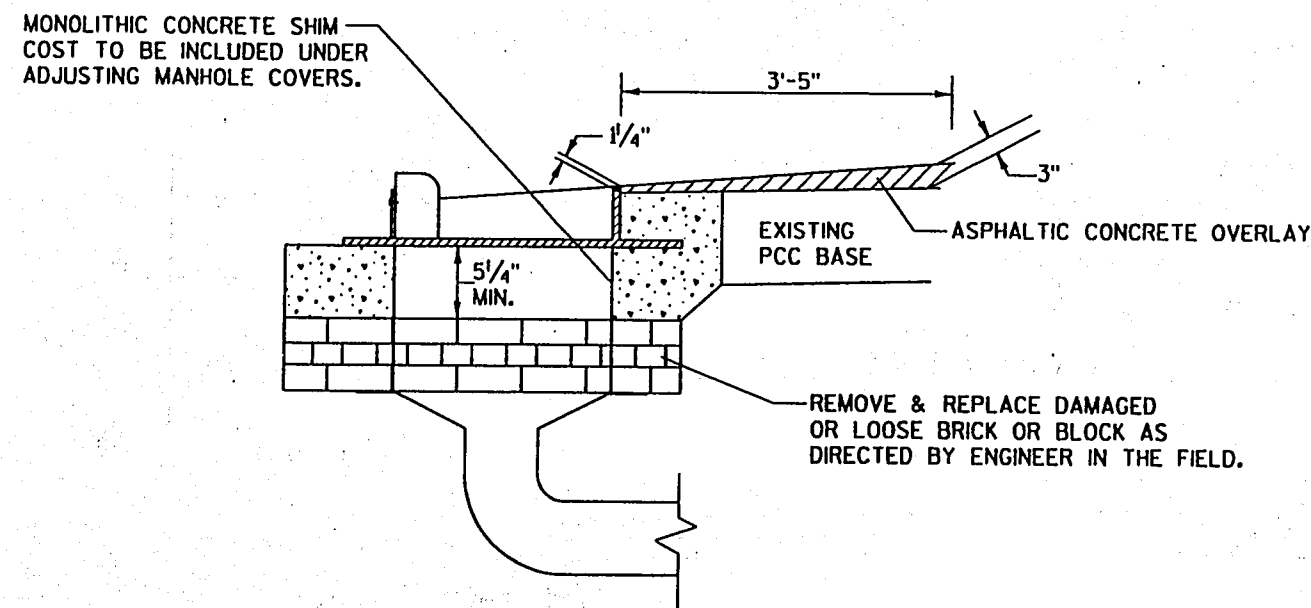
1. INLETS & MANHOLES TO BE RAISED AFTER LOWER ASPHALT CONCRETE LAYERS ARE PLACED (BEFORE SURFACE LAYER)

2. WHEN NEW COVERS ARE PLACED, THE FIRST 6" OF ADJUSTMENT OR REPAIRING SHALL BE INCLUDED IN THE COST OF THE NEW COVER. ANY ADJUSTMENT OR REPAIR OF BRICKWORK BETWEEN 6" & 12" WILL BE PAID AS ADJUSTING COVERS. ADJUSTMENTS GREATER THAN 12" WILL BE PAID AS RECONSTRUCTION.



DETAILS AND INSTALLATION SHALL COMPLY WITH THE RECOMMENDATIONS OF THE MANUFACTURES.

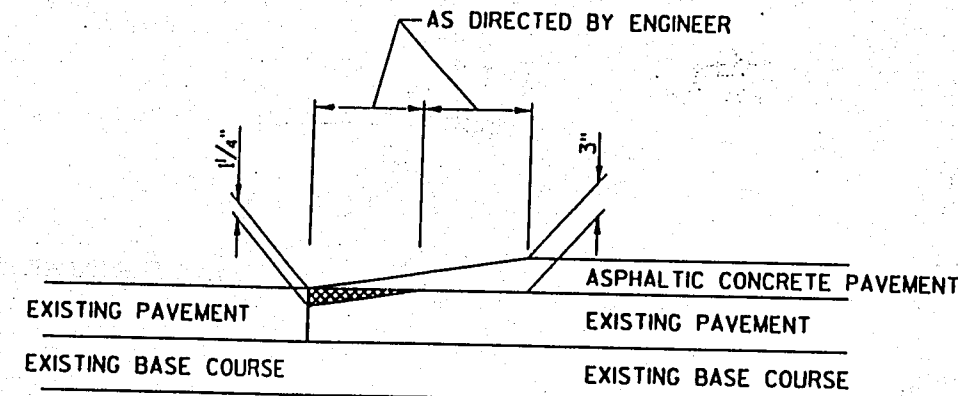
SANITARY MANHOLE SEALS



*REMOVE 3'-0" CURB & GUTTER MIN. OR TO THE NEAREST JOINT 6'-0" MAX. UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

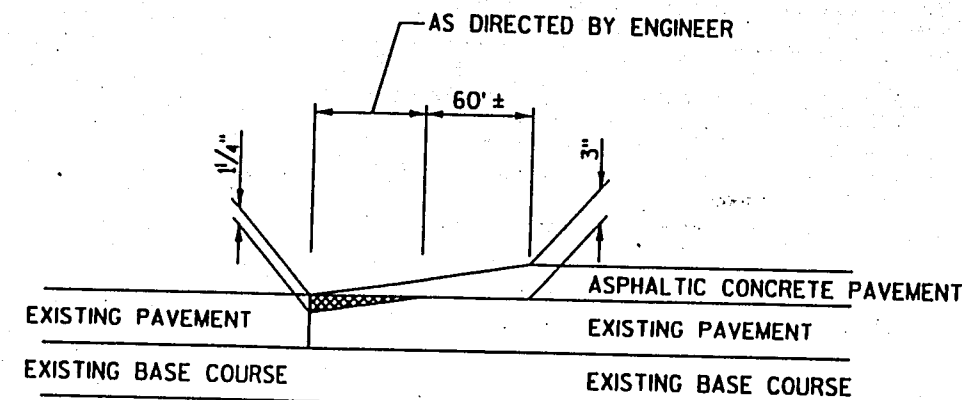
ADJUSTING INLET

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



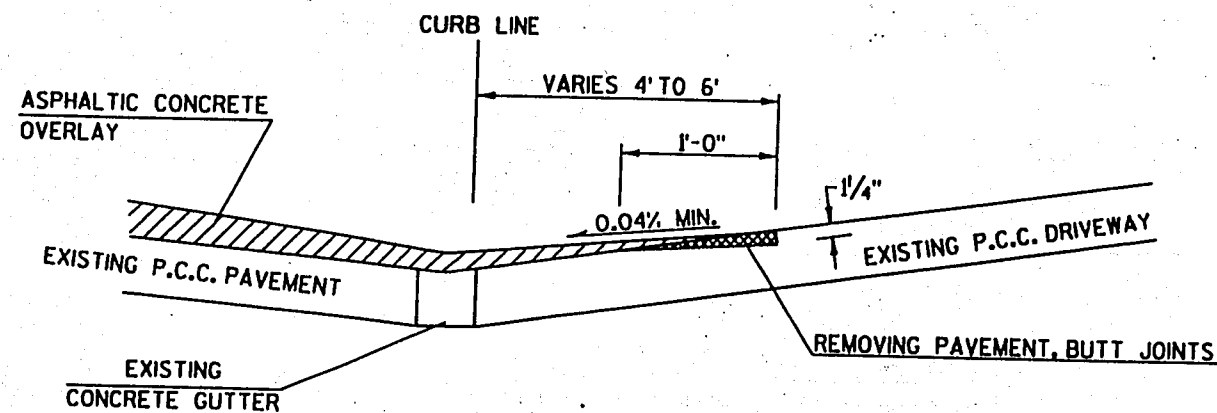
REMOVING PAVEMENT, BUTT JOINTS OR
REMOVING ASPHALT SURFACE, BUTT JOINTS

BUTT JOINT DETAIL
SIDEROADS

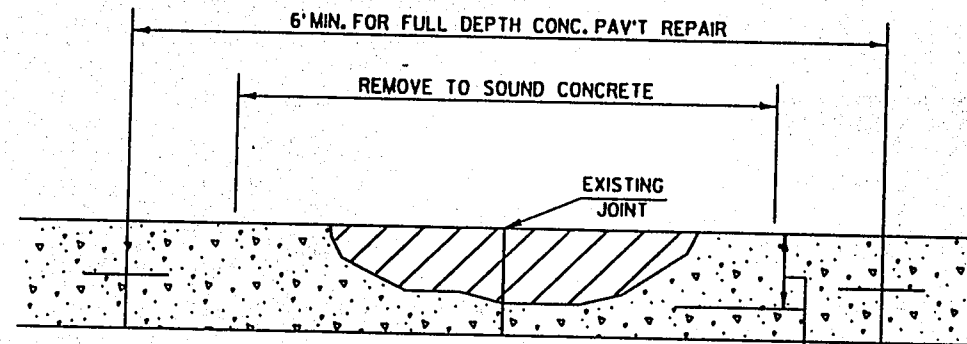


REMOVING PAVEMENT, BUTT JOINTS OR
REMOVING ASPHALT SURFACE, BUTT JOINTS

BUTT JOINT DETAIL



BUTT JOINT AT CONCRETE DRIVEWAY



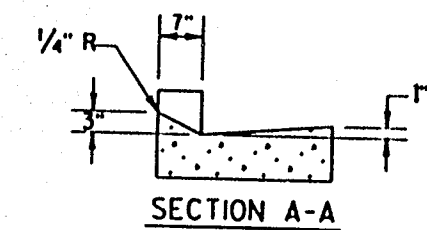
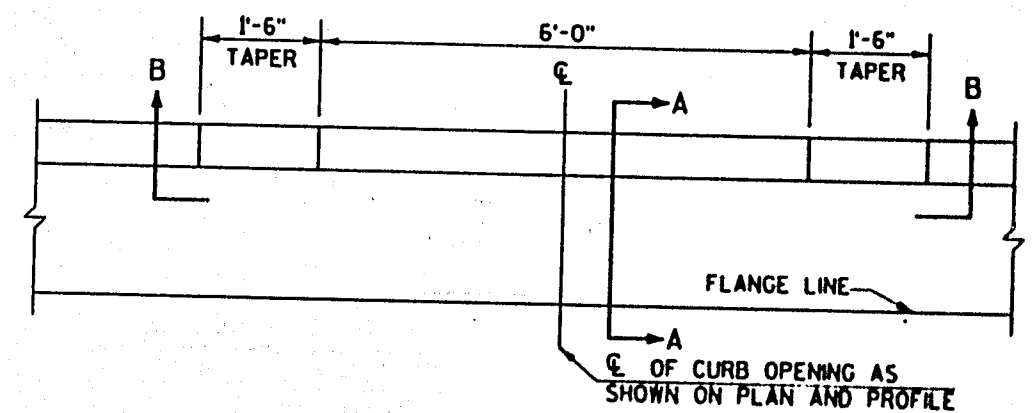
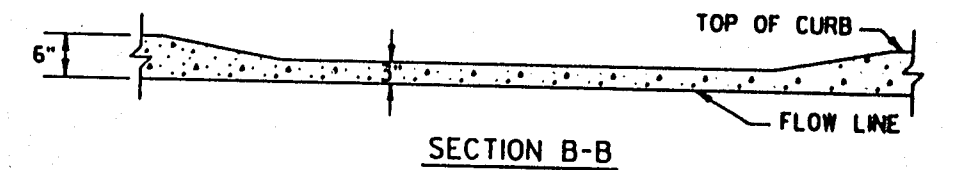
REMOVAL GREATER THAN
4" IN DEPTH TO BE PAID
FOR AS "BASE PATCHING,
CONCRETE"

REMOVAL OF LESS THAN 4" IN
DEPTH TO BE INCLUDED IN ITEM
OF "JOINT AND CRACK REPAIR"

JOINT AND CRACK REPAIR DETAIL

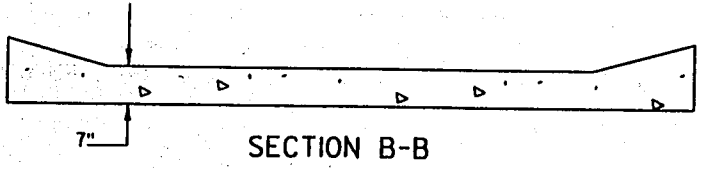
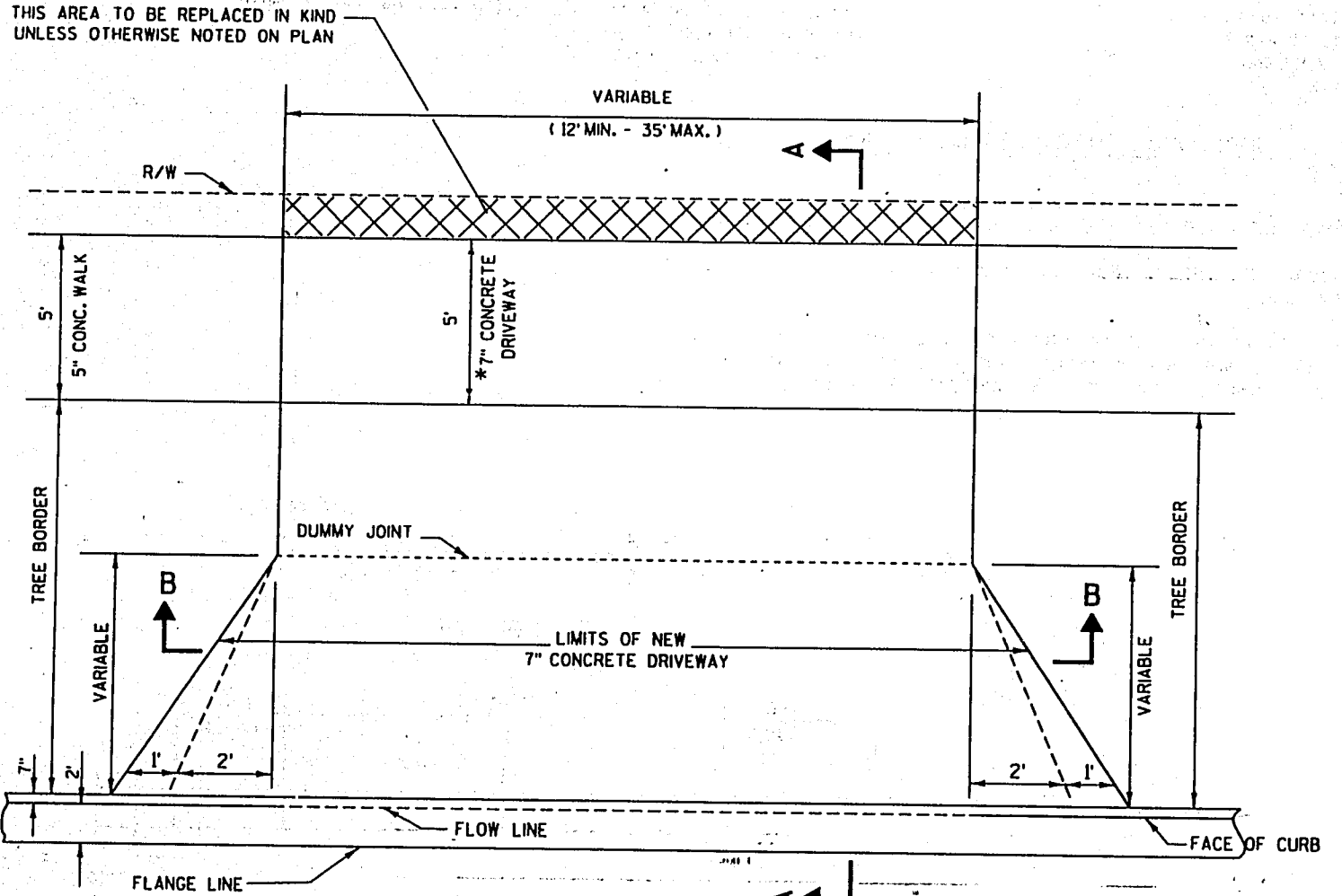
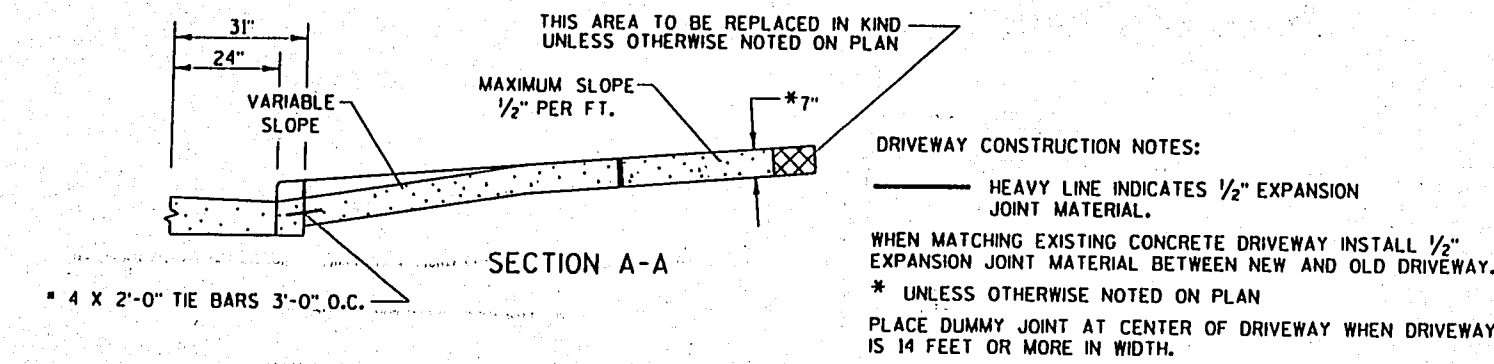
NOTE:

1. REMOVAL OF 4" OR LESS TO BE PAID AS JOINT AND CRACK REPAIR.
2. REMOVAL OF MORE THAN 4" SHALL BE FULL DEPTH AND PAID AS BASE PATCHING.
3. IN ALL AREAS OF JOINT OR CRACK REPAIR, REMOVE ASPHALTIC MATERIAL AND/OR LOOSE AND DETERIORATED CONCRETE, CLEAN AND REPLACE WITH BITUMINOUS CONCRETE, PAVEMENT AS DIRECTED BY ENGINEER.

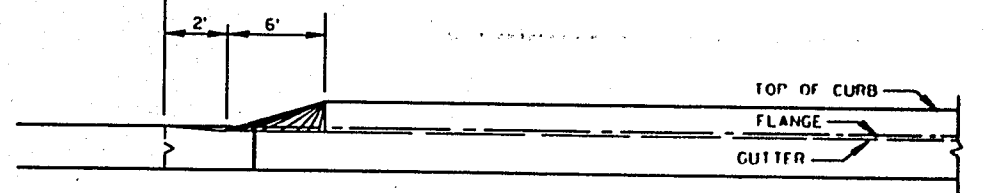
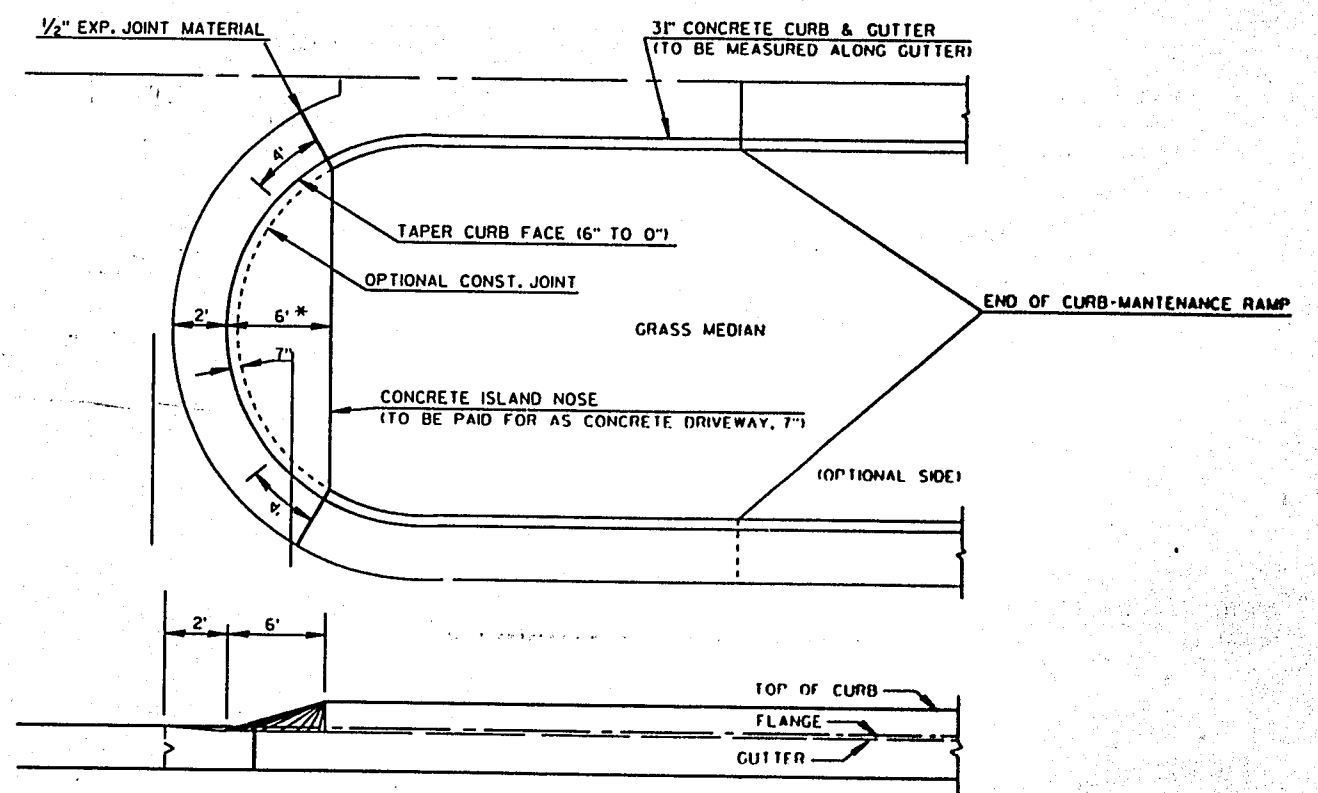
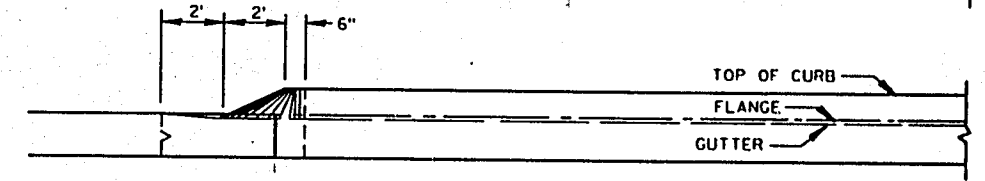
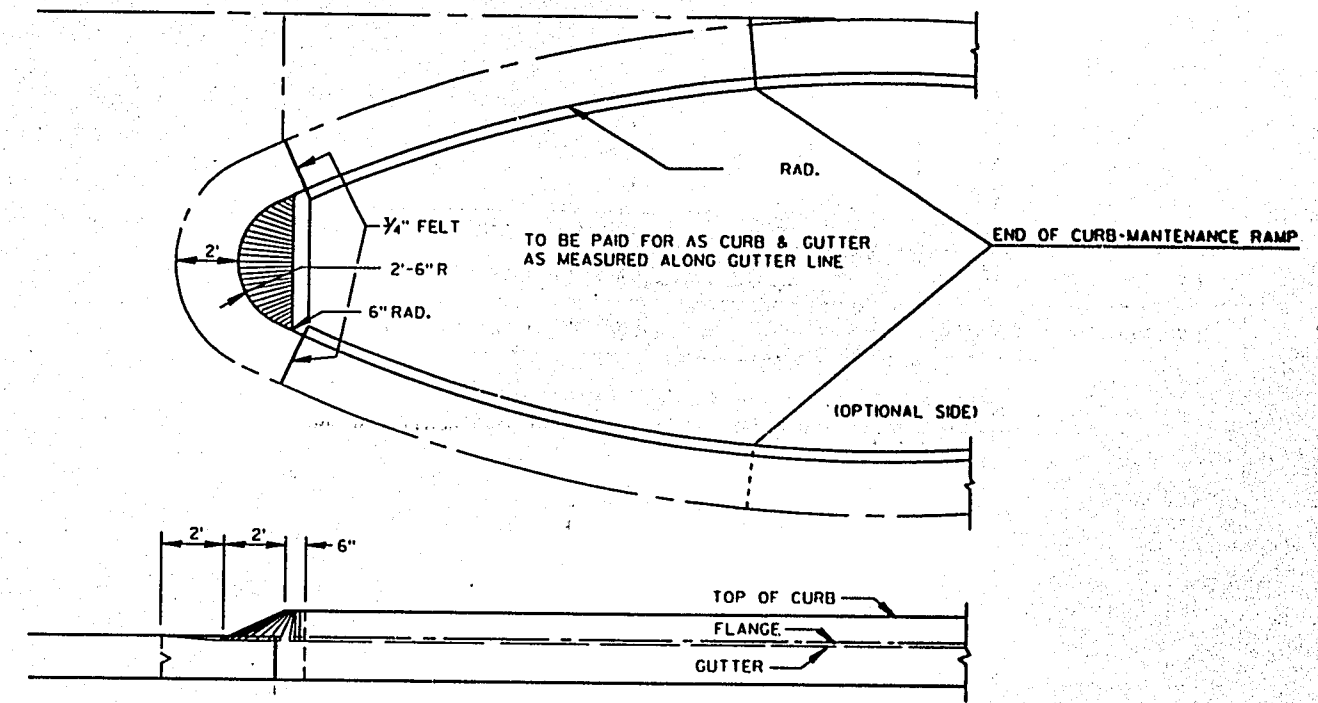


MEDIAN MAINTENANCE OPENING

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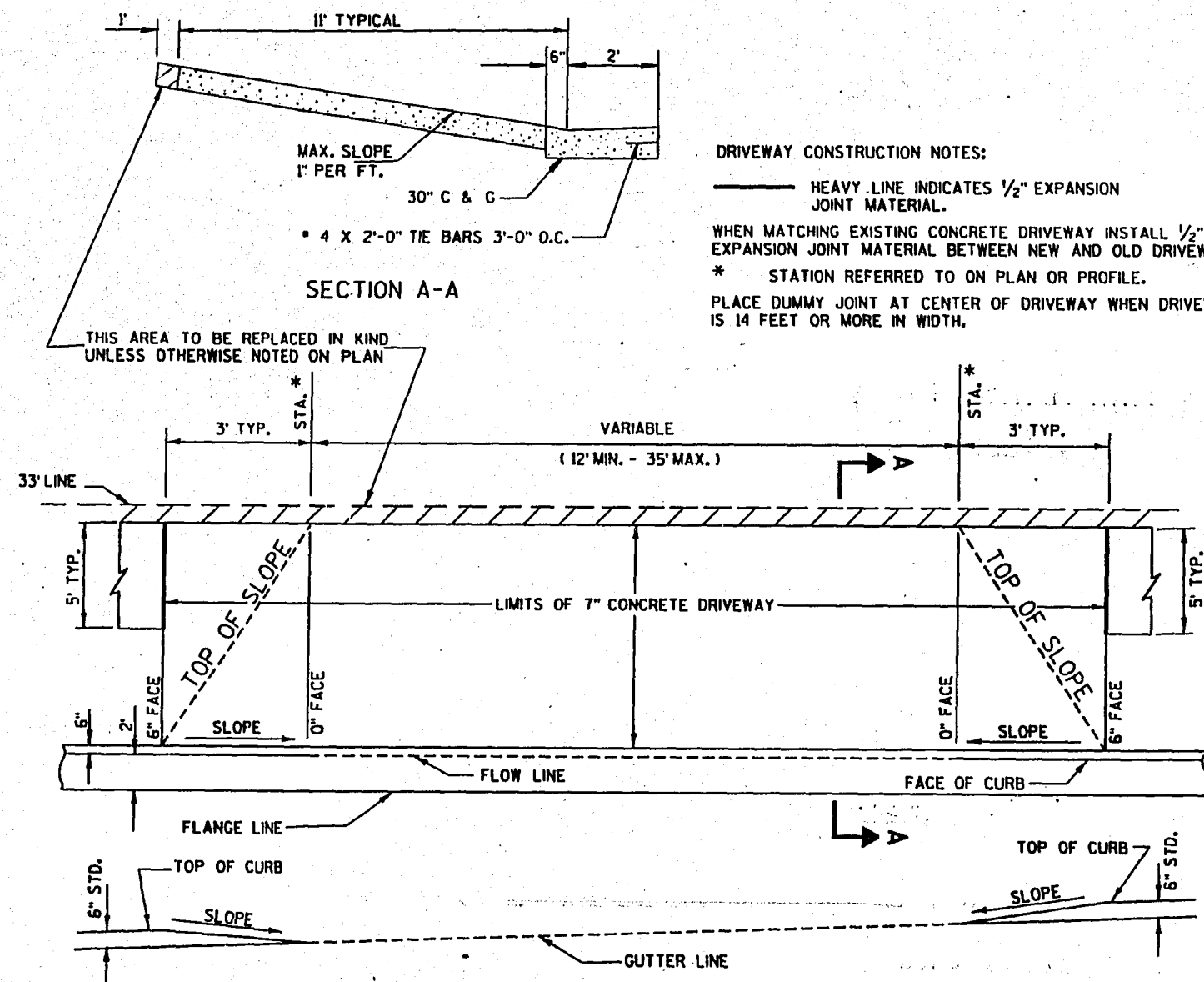


FLARED CONCRETE DRIVEWAY
TYPE 1



DETAIL OF LARGE MEDIAN NOSE
(TO BE USED FOR 6' AND GREATER ISLAND NOSE RADII)

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



DRIVEWAY CONSTRUCTION NOTES:

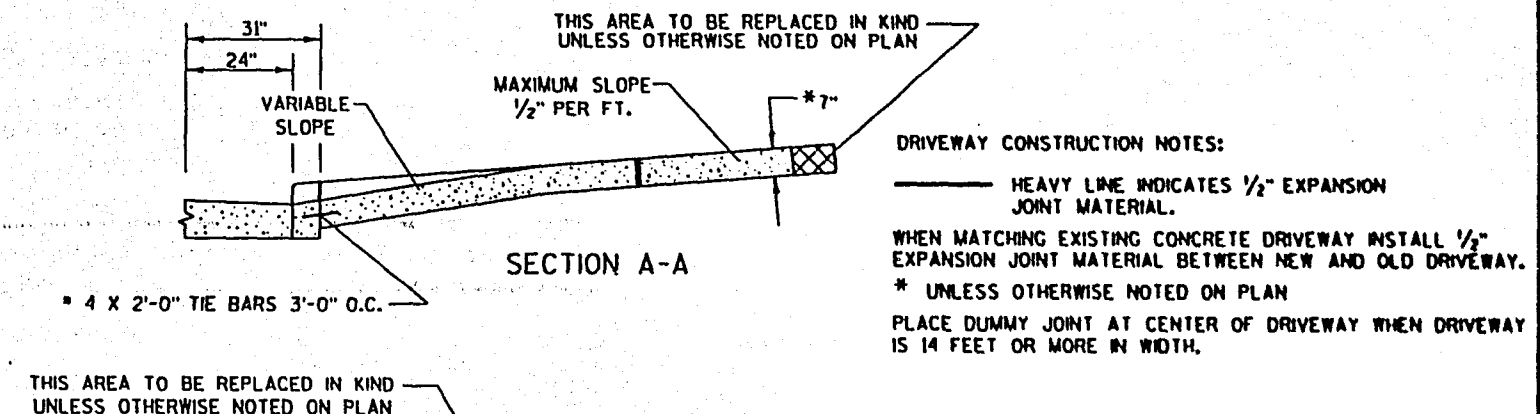
HEAVY LINE INDICATES 1/2" EXPANSION JOINT MATERIAL.

WHEN MATCHING EXISTING CONCRETE DRIVEWAY INSTALL 1/2" EXPANSION JOINT MATERIAL BETWEEN NEW AND OLD DRIVEWAY.

* STATION REFERRED TO ON PLAN OR PROFILE.

PLACE DUMMY JOINT AT CENTER OF DRIVEWAY WHEN DRIVEWAY IS 14 FEET OR MORE IN WIDTH.

DEPRESSED CONCRETE DRIVEWAY
COMMERCIAL ENTRANCES



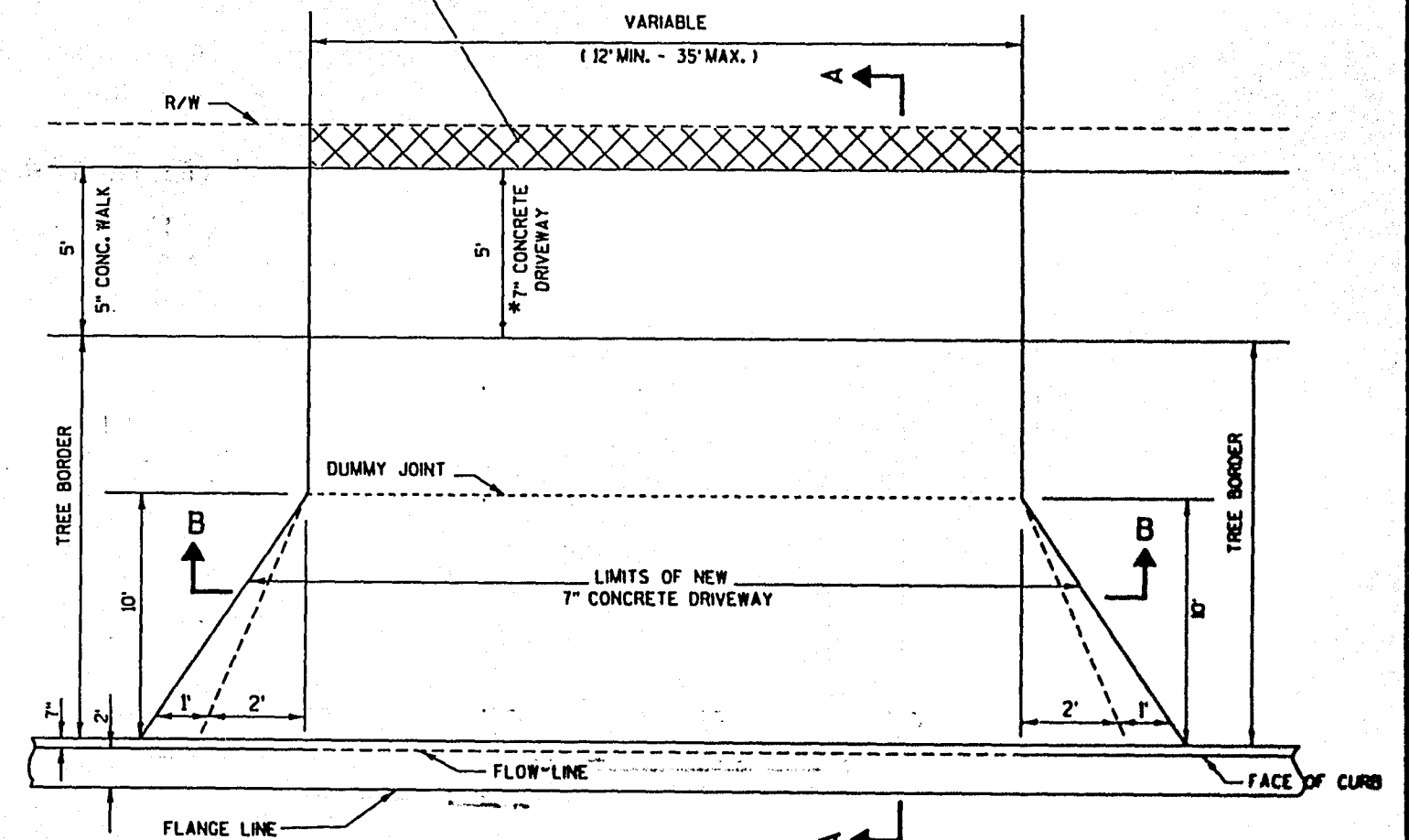
DRIVEWAY CONSTRUCTION NOTES:

HEAVY LINE INDICATES 1/2" EXPANSION JOINT MATERIAL.

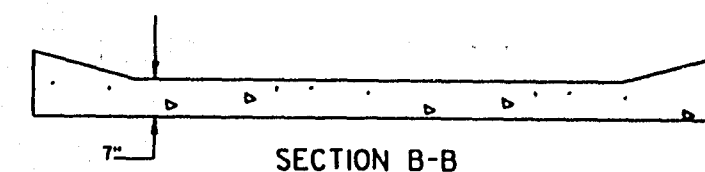
WHEN MATCHING EXISTING CONCRETE DRIVEWAY INSTALL 1/2" EXPANSION JOINT MATERIAL BETWEEN NEW AND OLD DRIVEWAY.

* UNLESS OTHERWISE NOTED ON PLAN

PLACE DUMMY JOINT AT CENTER OF DRIVEWAY WHEN DRIVEWAY IS 14 FEET OR MORE IN WIDTH.



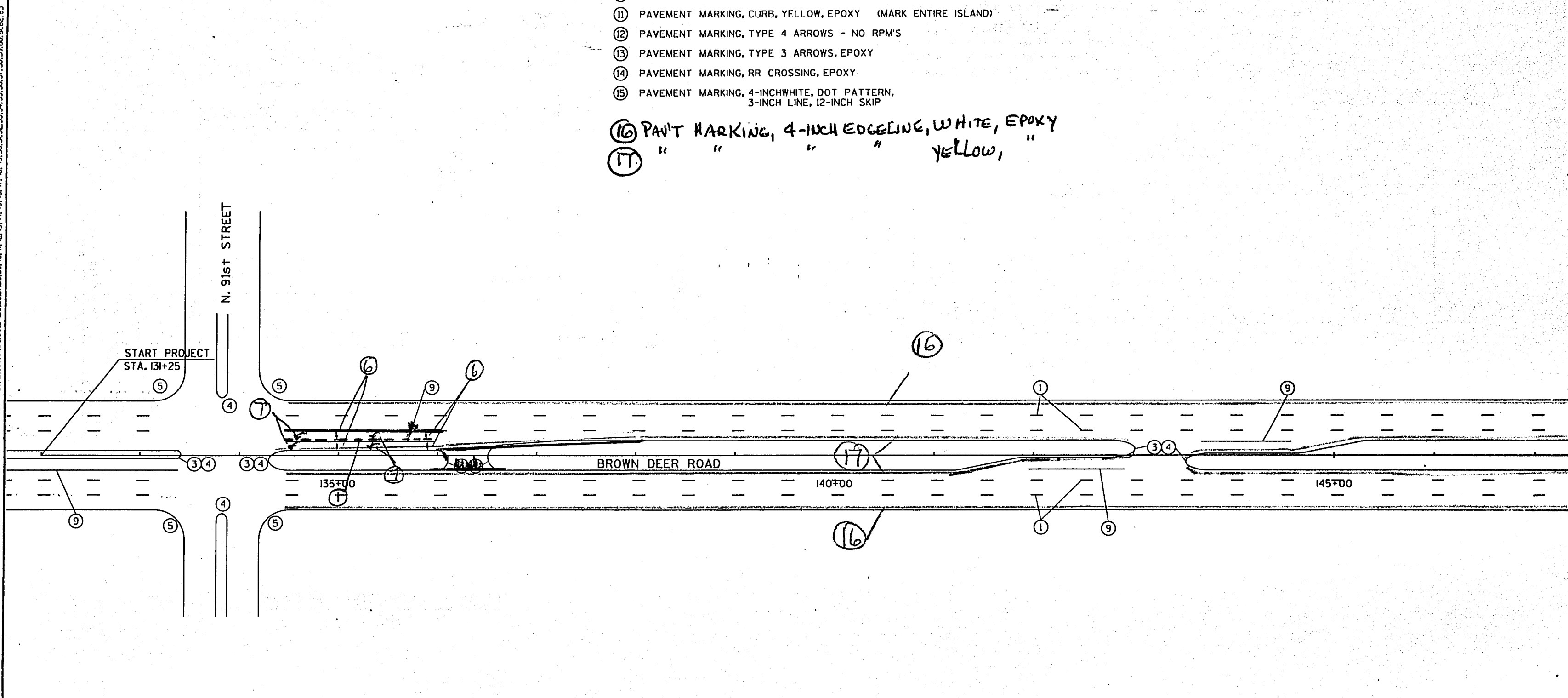
FLARED CONCRETE DRIVEWAY
TYPE 2

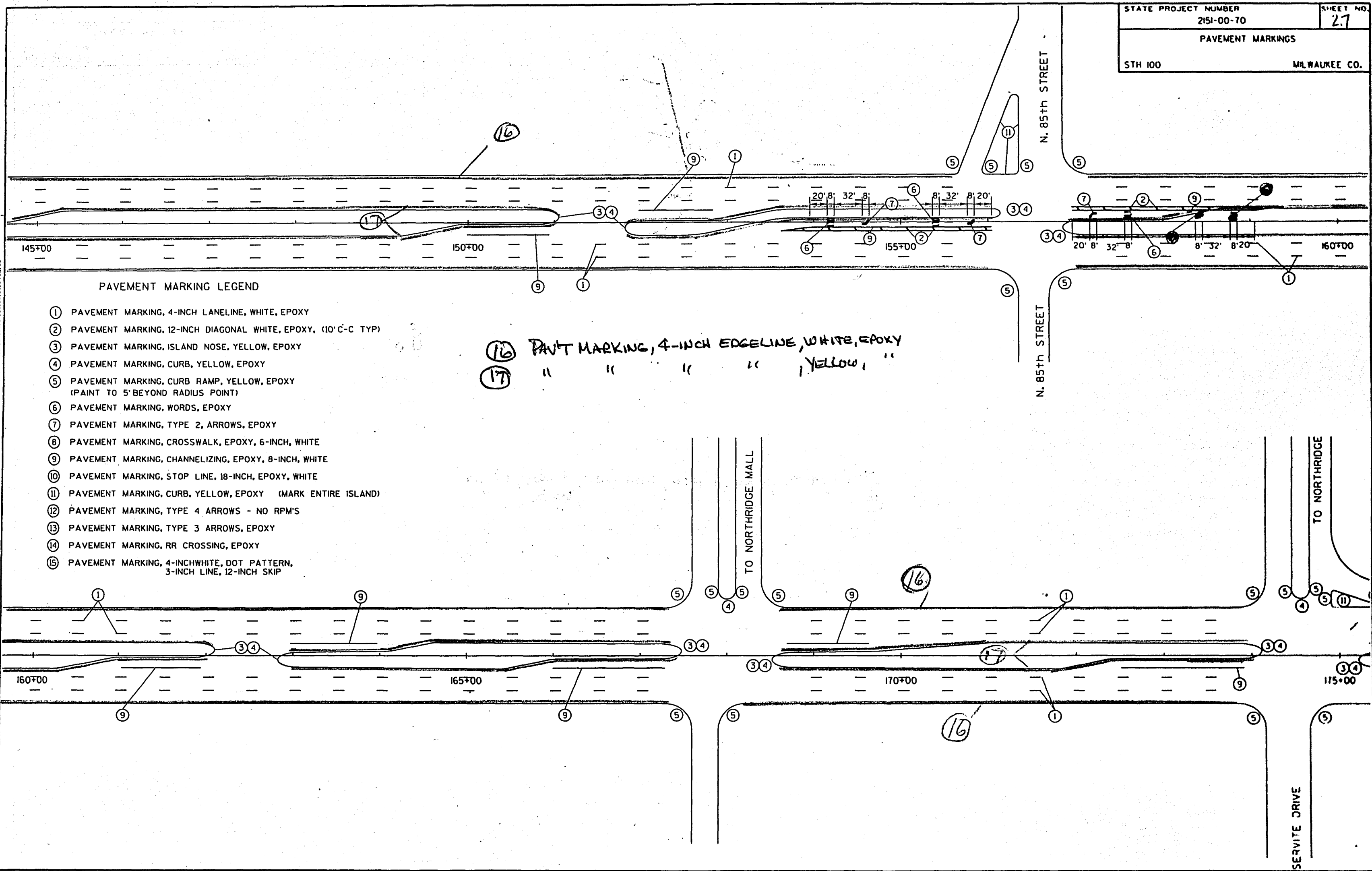


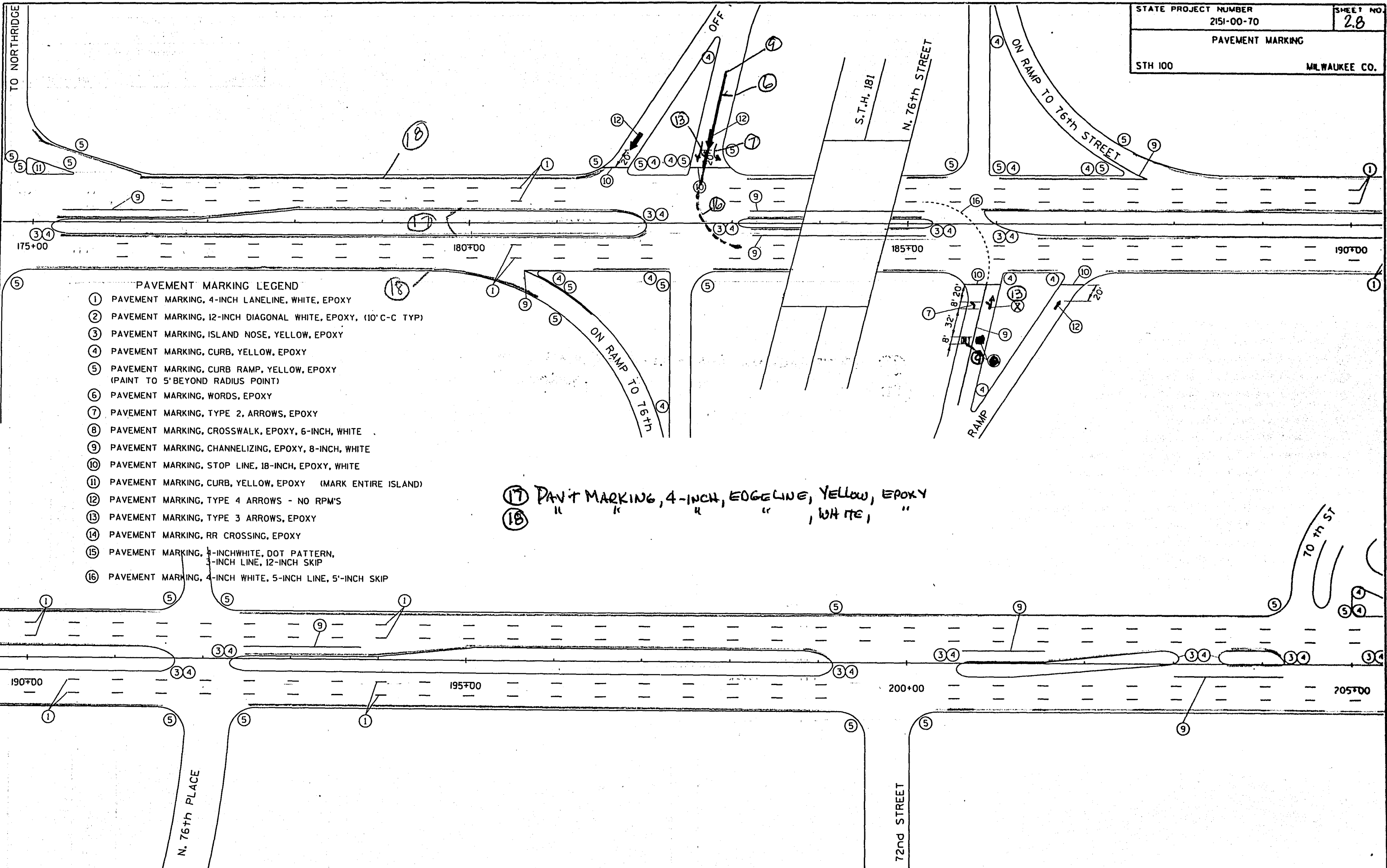
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

- ① PAVEMENT MARKING, 4-INCH LANELINE, WHITE, EPOXY
- ② PAVEMENT MARKING, 12-INCH DIAGONAL WHITE, EPOXY, (10' C-C TYP)
- ③ PAVEMENT MARKING, ISLAND NOSE, YELLOW, EPOXY
- ④ PAVEMENT MARKING, CURB, YELLOW, EPOXY
- ⑤ PAVEMENT MARKING, CURB RAMP, YELLOW, EPOXY
(PAINT TO 5' BEYOND RADIUS POINT)
- ⑥ PAVEMENT MARKING, WORDS, EPOXY
- ⑦ PAVEMENT MARKING, TYPE 2, ARROWS, EPOXY
- ⑧ PAVEMENT MARKING, CROSSWALK, EPOXY, 6-INCH, WHITE
- ⑨ PAVEMENT MARKING, CHANNELIZING, EPOXY, 8-INCH, WHITE
- ⑩ PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY, WHITE
- ⑪ PAVEMENT MARKING, CURB, YELLOW, EPOXY (MARK ENTIRE ISLAND)
- ⑫ PAVEMENT MARKING, TYPE 4 ARROWS - NO RPM'S
- ⑬ PAVEMENT MARKING, TYPE 3 ARROWS, EPOXY
- ⑭ PAVEMENT MARKING, RR CROSSING, EPOXY
- ⑮ PAVEMENT MARKING, 4-INCH WHITE, DOT PATTERN,
3-INCH LINE, 12-INCH SKIP

- (16) PAINT MARKING, 4-INCH EDGELINE, WHITE, EPOXY
(17) " " " " YELLOW, "

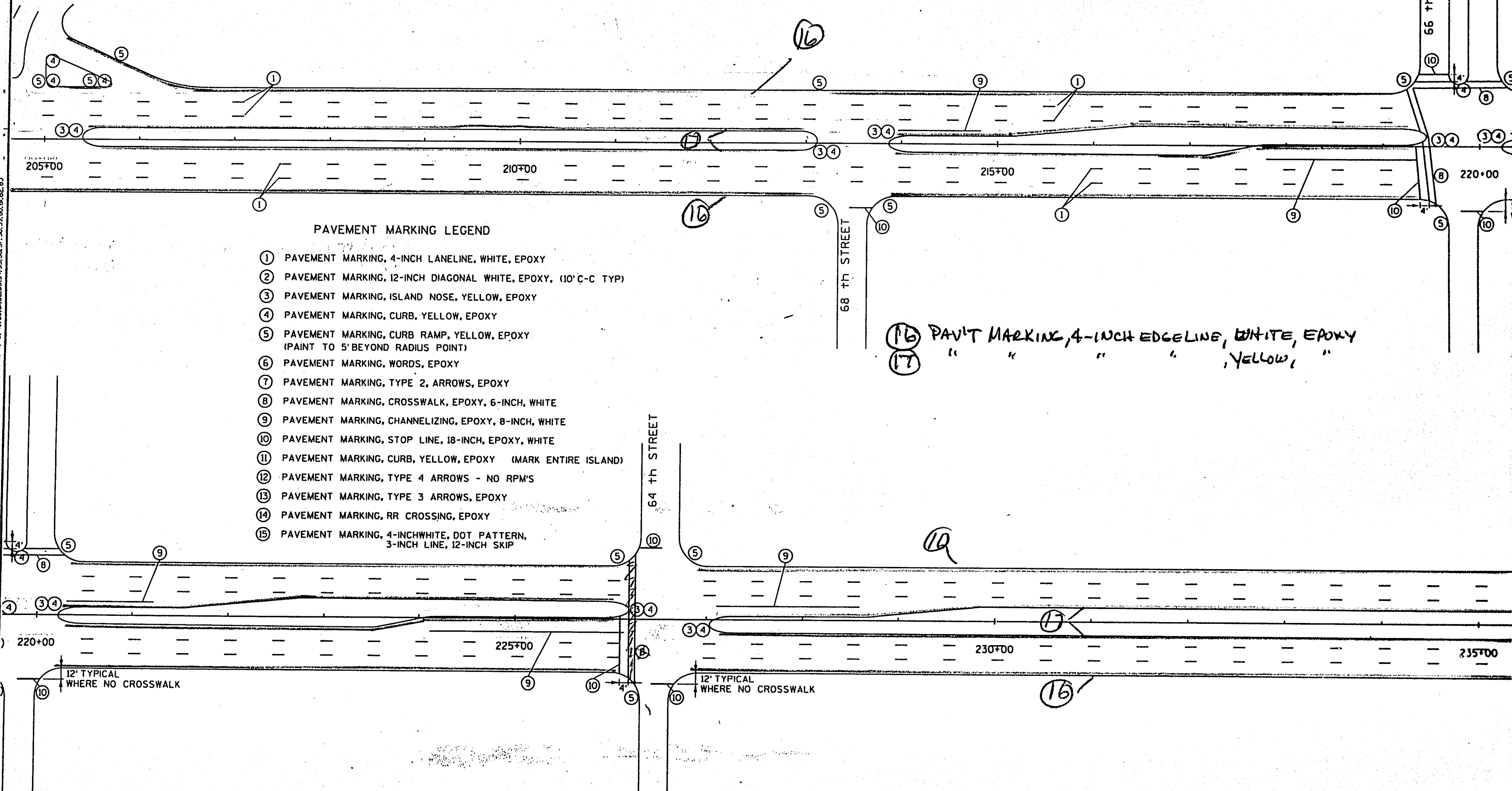


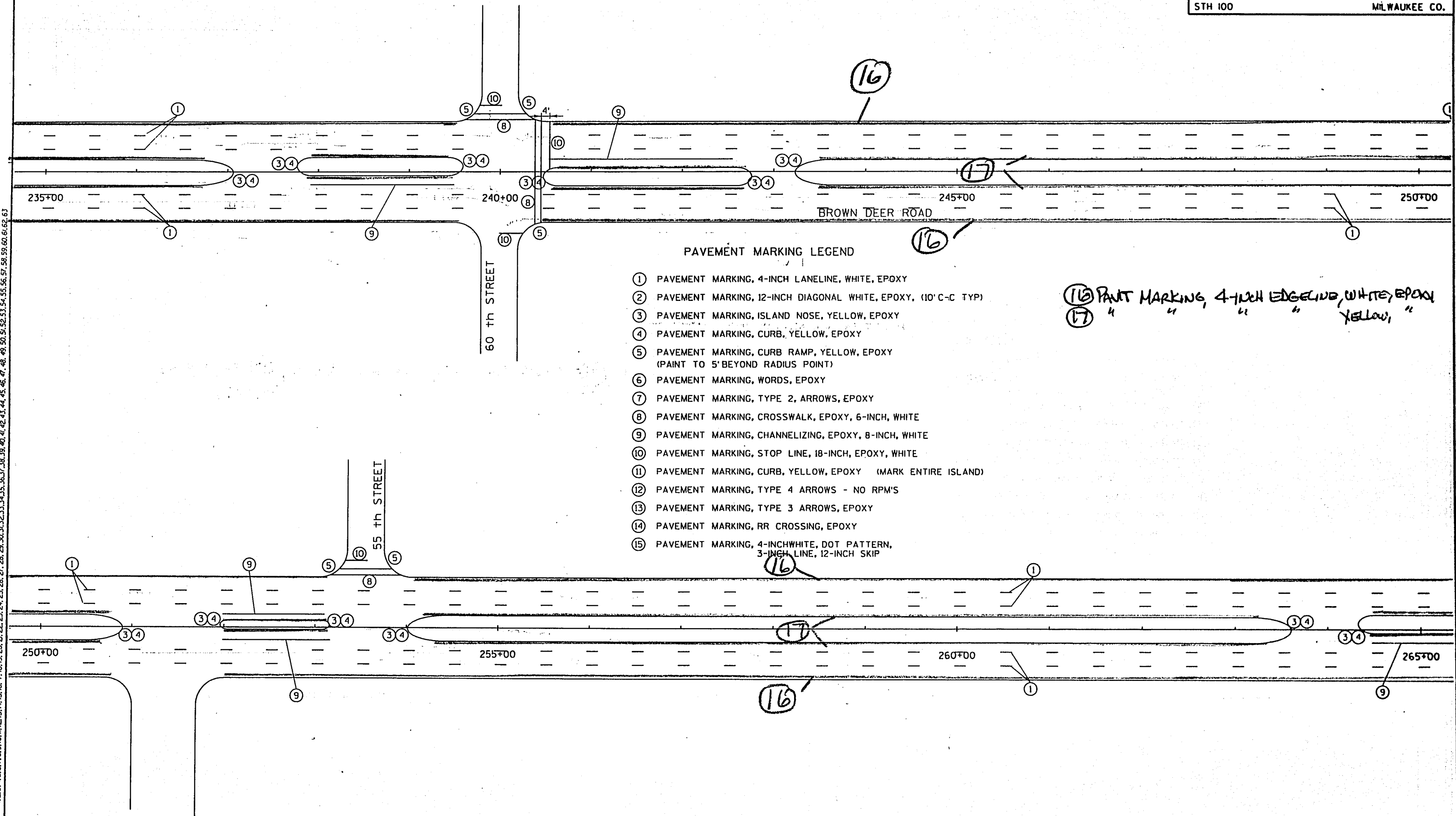




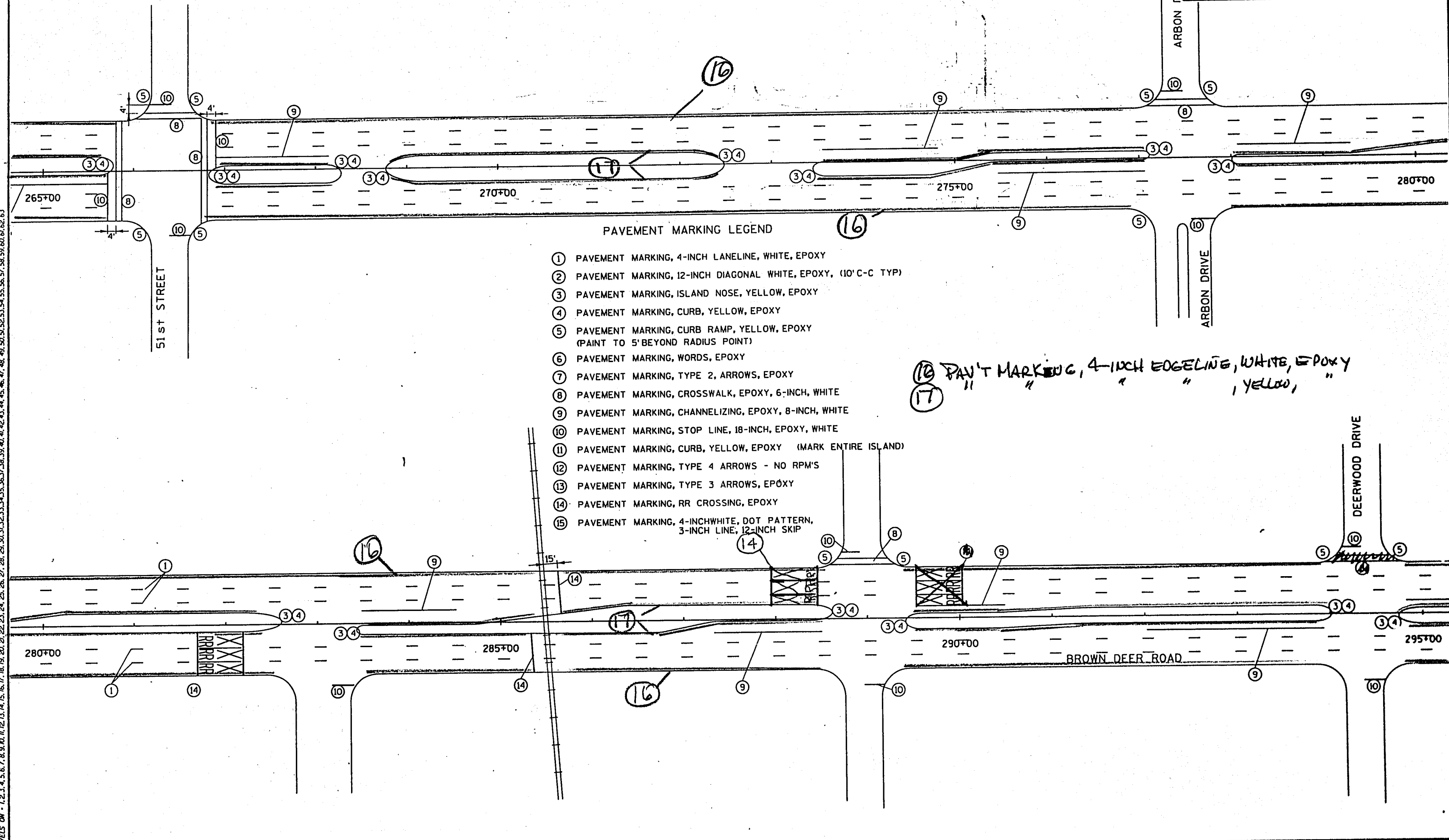
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LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63





LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,7,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



- # PAVEMENT MARKING LEGEND
- ① PAVEMENT MARKING, 4-INCH LANELINE, WHITE, EPOXY
 - ② PAVEMENT MARKING, 12-INCH DIAGONAL WHITE, EPOXY, (10' C-C TYP)
 - ③ PAVEMENT MARKING, ISLAND NOSE, YELLOW, EPOXY
 - ④ PAVEMENT MARKING, CURB, YELLOW, EPOXY
 - ⑤ PAVEMENT MARKING, CURB RAMP, YELLOW, EPOXY
(PAINT TO 5' BEYOND RADIUS POINT)
 - ⑥ PAVEMENT MARKING, WORDS, EPOXY
 - ⑦ PAVEMENT MARKING, TYPE 2, ARROWS, EPOXY
 - ⑧ PAVEMENT MARKING, CROSSWALK, EPOXY, 6-INCH, WHITE
 - ⑨ PAVEMENT MARKING, CHANNELIZING, EPOXY, 8-INCH, WHITE
 - ⑩ PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY, WHITE
 - ⑪ PAVEMENT MARKING, CURB, YELLOW, EPOXY (MARK ENTIRE ISLAND)
 - ⑫ PAVEMENT MARKING, TYPE 4 ARROWS - NO RPM'S
 - ⑬ PAVEMENT MARKING, TYPE 3 ARROWS, EPOXY
 - ⑭ PAVEMENT MARKING, RR CROSSING, EPOXY
 - ⑮ PAVEMENT MARKING, 4-INCH WHITE, DOT PATTERN,
3-INCH LINE, 12-INCH SKIP

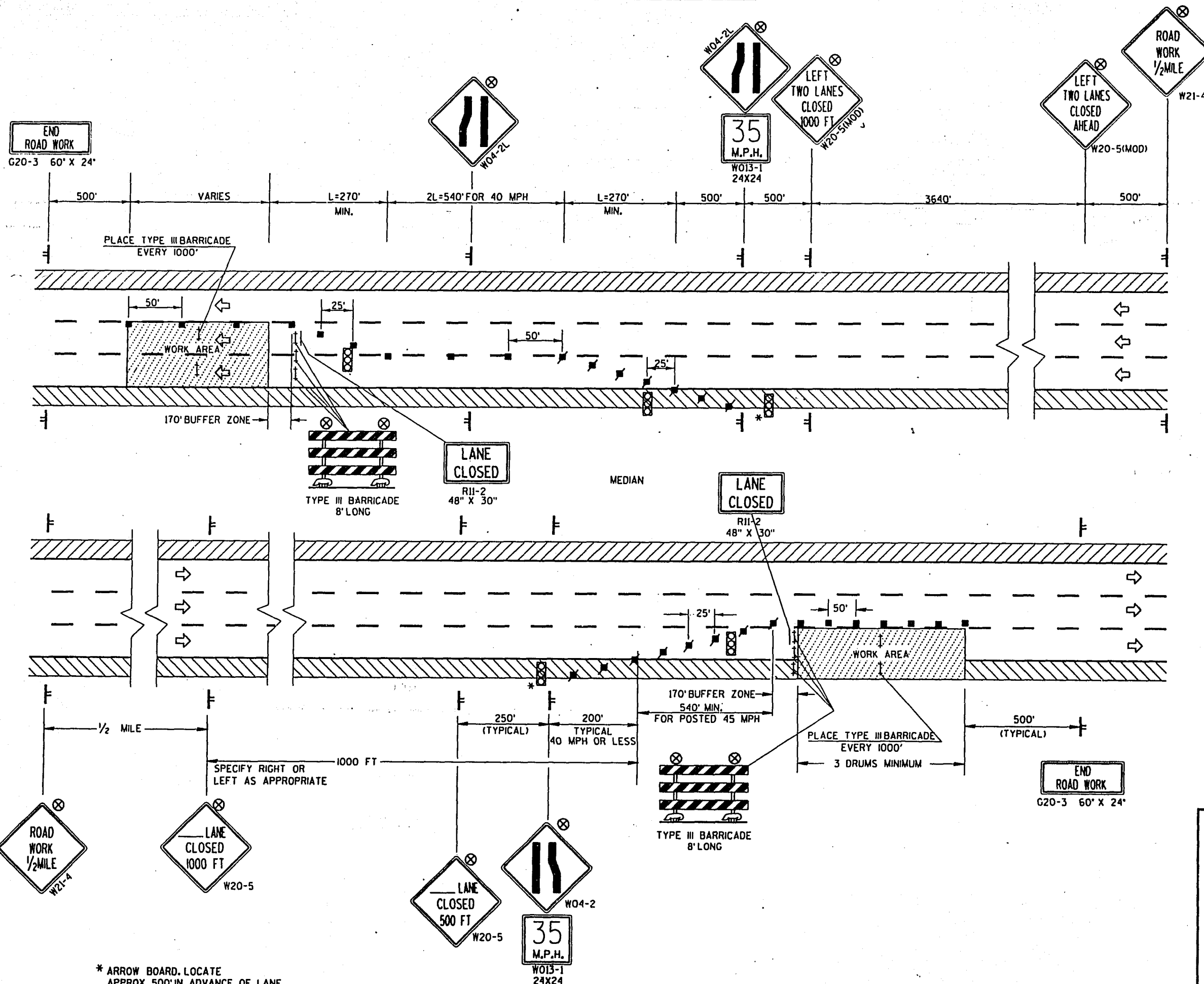
(16) PAV'T MARKING, 4-INCH EDGE LINE, WHITE, EPOXY
(17) " " " " " , YELLOW, "



- (1) PAVEMENT MARKING, 4-INCH LANE LINE, WHITE, EPOXY
- (2) PAVEMENT MARKING, 12-INCH DIAGONAL WHITE, EPOXY, (10' C-C TYP)
- (3) PAVEMENT MARKING, ISLAND NOSE, YELLOW, EPOXY
- (4) PAVEMENT MARKING, CURB, YELLOW, EPOXY
- (5) PAVEMENT MARKING, CURB RAMP, YELLOW, EPOXY
(PAINT TO 5' BEYOND RADIUS POINT)
- (6) PAVEMENT MARKING, WORDS, EPOXY
- (7) PAVEMENT MARKING, TYPE 2, ARROWS, EPOXY
- (8) PAVEMENT MARKING, CROSSWALK, EPOXY, 6-INCH, WHITE
- (9) PAVEMENT MARKING, CHANNELIZING, EPOXY, 8-INCH, WHITE
- (10) PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY, WHITE
- (11) PAVEMENT MARKING, CURB, YELLOW, EPOXY (MARK ENTIRE ISLAND)
- (12) PAVEMENT MARKING, TYPE 4 ARROWS - NO RPM'S
- (13) PAVEMENT MARKING, TYPE 3 ARROWS, EPOXY
- (14) PAVEMENT MARKING, RR CROSSING, EPOXY
- (15) PAVEMENT MARKING, 4-INCH WHITE, DOT PATTERN,
3-INCH LINE, 12-INCH SKIP
- (16) PAVEMENT MARKING, 4-INCH WHITE, 5-INCH LINE, 5'-INCH SKIP
- (17) " " " * EDGE LINE, YELLOW, EPOXY
- (18) " " " " " , WHITE, "

$$\begin{array}{ccc} \textcircled{3} & \textcircled{4} & \\ 310^{\circ}00 & - & 311^{\circ}00 \end{array}$$

TYPICAL TWO-LANE CLOSURE



GENERAL NOTES FOR TRAFFIC CONTROL

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

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

FOR NIGHTTIME OPERATION ALL ADVANCE SIGNS SHALL HAVE A TYPE "A" FLASHING LIGHT.

DURING HOURS OF DARKNESS, TYPE "C" (STEADY BURN) LIGHTS SHALL BE PROVIDED ON ALL CHANNELIZING DEVICES. BARRICADES SHIELDING AN ISOLATED HAZARD, SHALL BE EQUIPPED WITH TYPE "A" (LOW-INTENSITY FLASHING) LIGHTS.

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

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

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SPECIAL APPLICATION NOTES

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER, UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

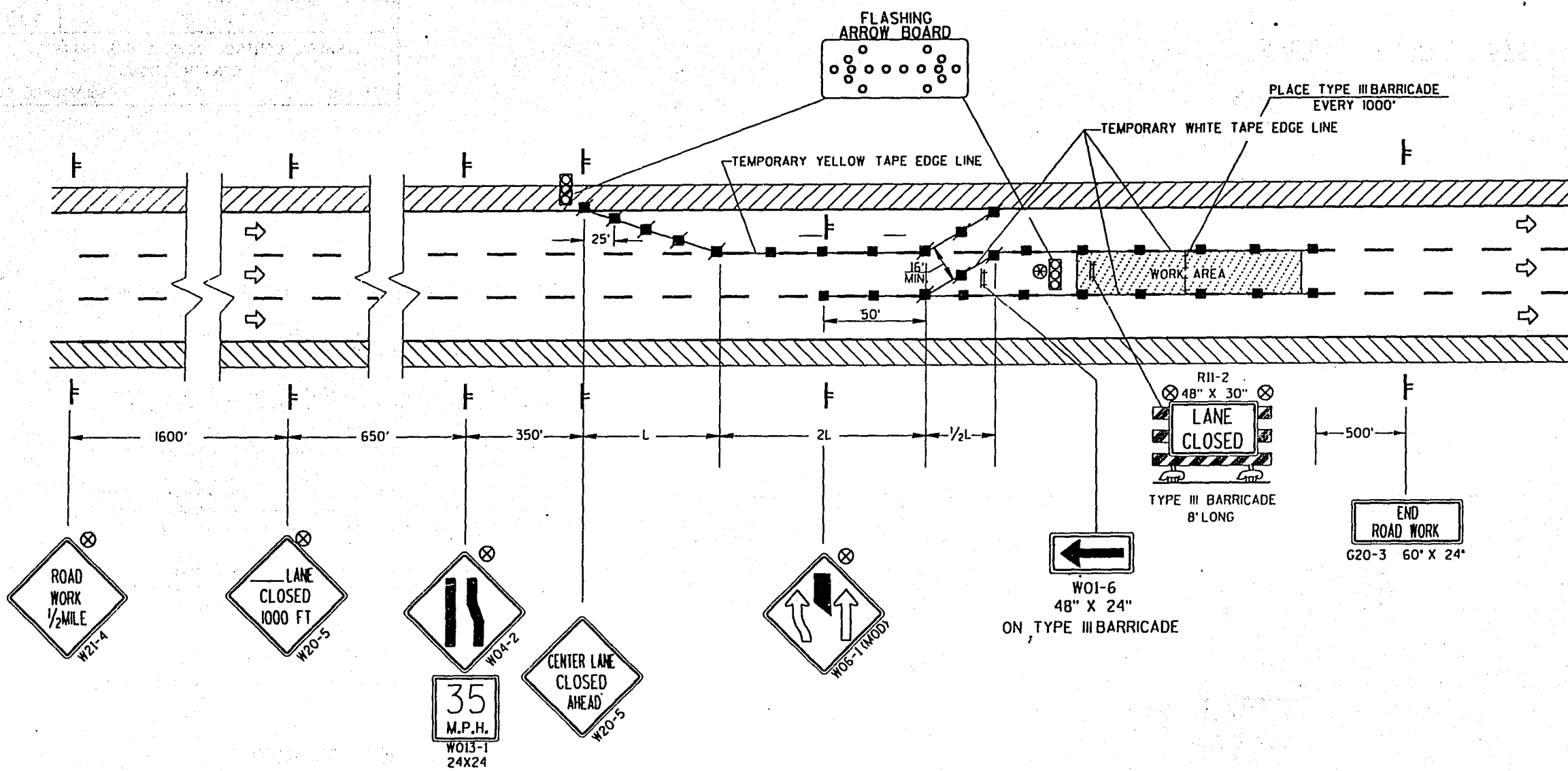
ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL ARROWBOARDS AND DEVICES REMOVED BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

LEGEND

- ⊢ SIGN ON TEMPORARY SUPP.
- ⊢ TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT, IN TAPERS ONLY.
- TRAFFIC CONTROL DRUM
- ⊢ ARROW BOARD
- ⊢ TYPE A FLASHING LIGHT

TYPICAL ONE-LANE CLOSURE

* ARROW BOARD. LOCATE APPROX. 500' IN ADVANCE OF LANE TAPER OR POSITION FOR OPTIMUM VISIBILITY.



INTERIOR LANE CLOSURE

⊗ THIS ARROW BOARD IS TO FLASH IN THE DOUBLE HEADED MODE

LEGEND

- ⊗ SIGN ON TEMPORARY SUPP.
- ⊗ TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT, IN TAPERS ONLY.
- TRAFFIC CONTROL DRUM
- ⊗ ARROW BOARD
- ⊗ TYPE A FLASHING LIGHT

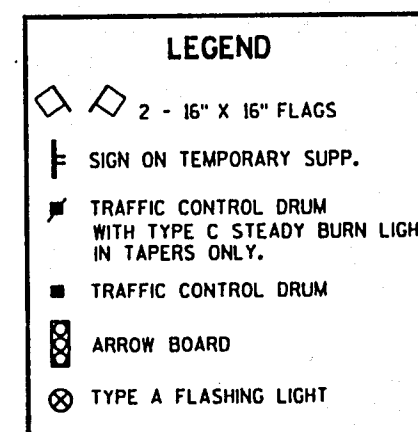
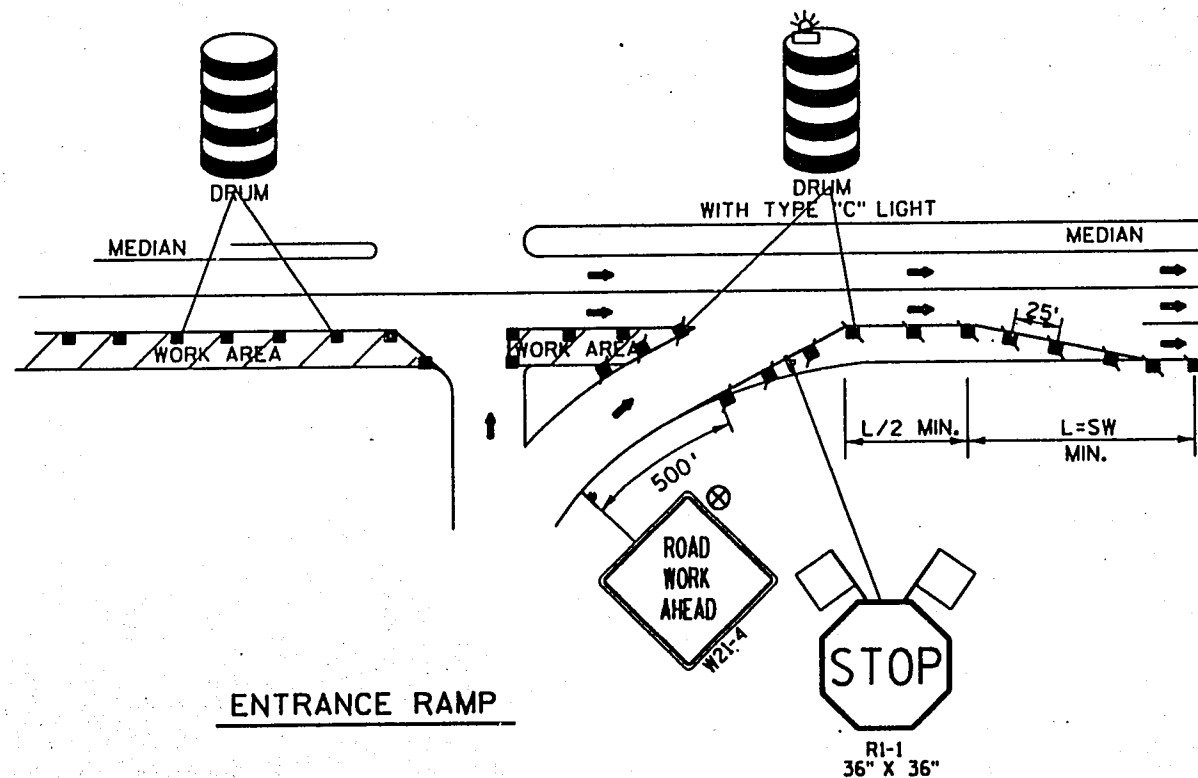
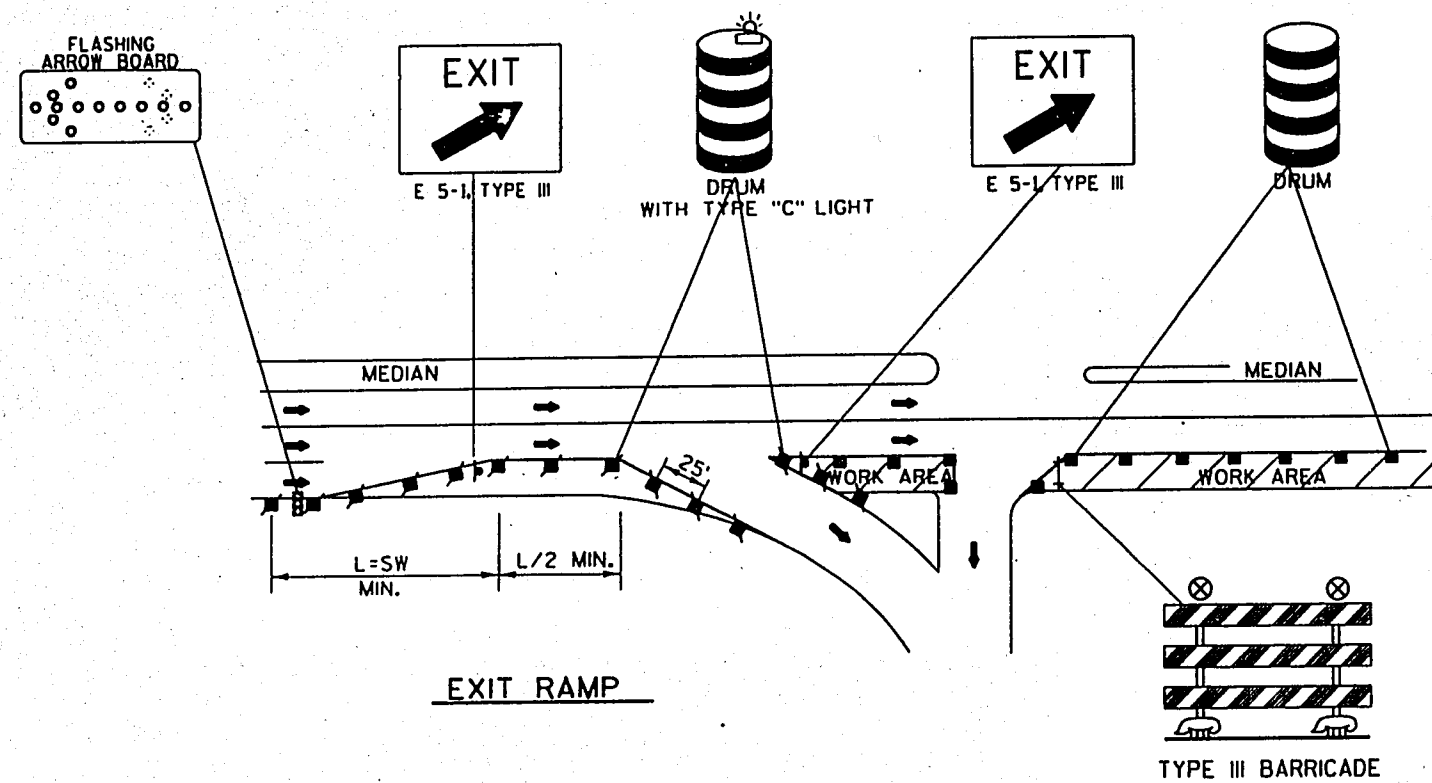
$L = W \times S$

L = TAPER LENGTH IN FEET

W = WIDTH OF OFFSET IN FEET

S = EXISTING OPERATING SPEED IN M.P.H.

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



$L = W \times S$

L = TAPER LENGTH IN FEET

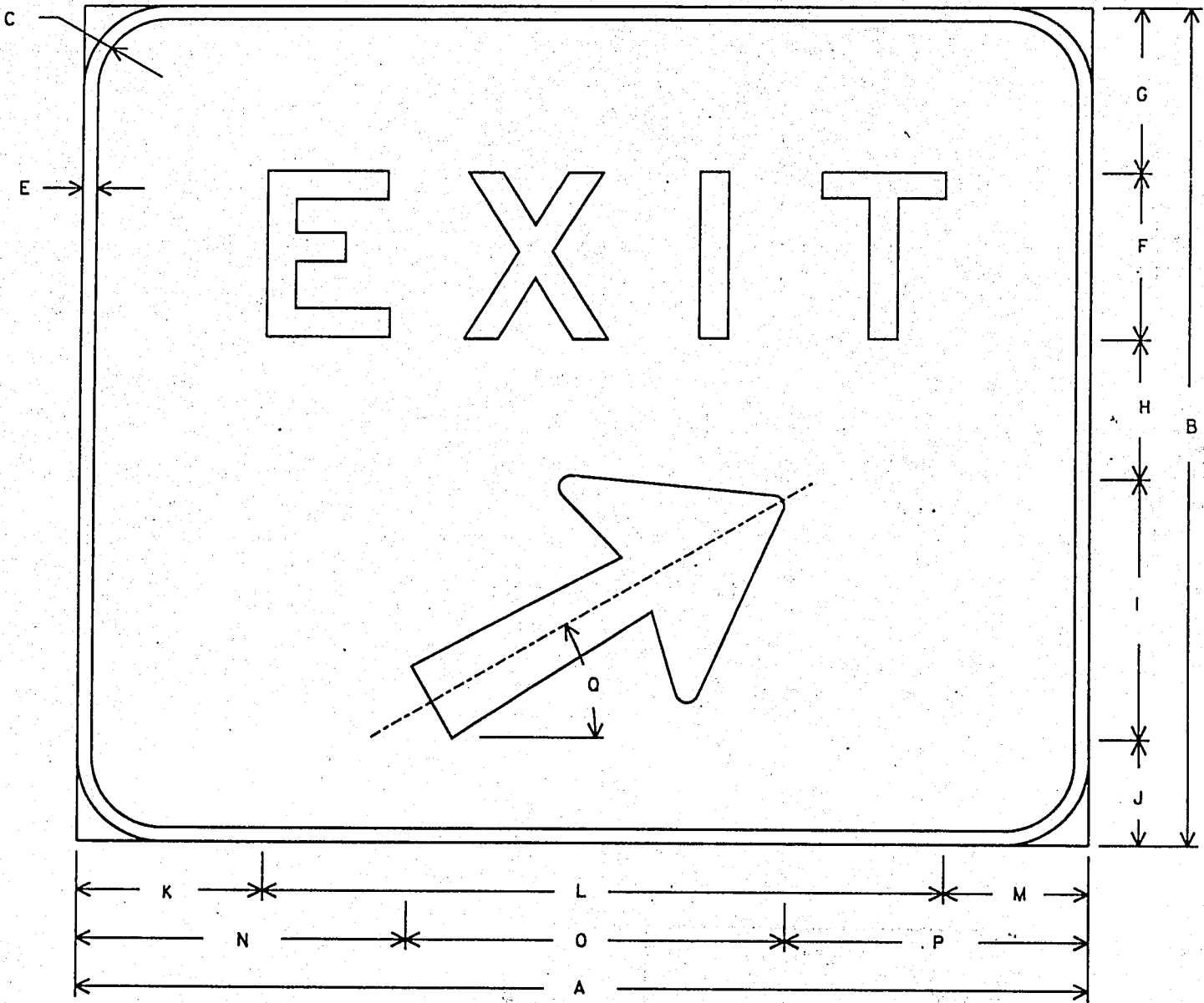
W = WIDTH OF OFFSET IN FEET

S = EXISTING OPERATING SPEED IN M.P.H.

NOTE: SEE TYPICAL ONE-LANE CLOSURE FOR LOCATION OF ADVANCE WARNING SIGNS.

NOTES

1. Sign is Type III - Type H reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
Background - Green
Message - White
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.
6. Arrow is interstate Type "A".
7. As per the Standard Spec's, this sign shall not have a vertical joint.



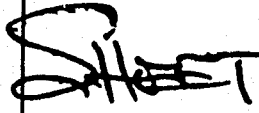
	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
Standard	2																											
Oversize	3																											
Expway	4	60	48	6		1	10	10	5 7/8	18 1/2	3 5/8	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°										20.0
Freeway	5	72	60	6		1	12	12	10	18 1/2	7 1/2	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°										30.0

DATE DRAWN 1-7-87	DATE REDRAWN
DATE REVISED 12-15-92	
STANDARD SIGN E5 - 1	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>[Signature]</i> State Traffic Engineer
DATE 12/11/92	PLATE NO. E5-15

DATE 09/13/94

ESTIMATE OF QUANTITIES

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	2151-00-70 QUANTITY
20401	REMOVING PAVEMENT	S.Y.	4,701.20	4,701.20
20405	REMOVING CURB AND GUTTER	L.F.	3,140.00	3,140.00
20406	REMOVING CONCRETE SIDEWALK	S.Y.	187.60	187.60
20418	REMOVING PAVEMENT, BUTT JOINTS	S.Y.	3,554.50	3,554.50
21301	FINISHING ROADWAY	L.S.	1.00	1.00
30822	SPECIAL-HIGH-EARLY-S TRENTH BASE PATCHING, CONCRETE	S.Y.	17,678.70	17,678.70
40204	ASPHALTIC MATERIAL FOR TACK COAT	GAL.	10,460.00	10,460.00
40501	ASPHALTIC MATERIAL FOR PLANT MIXES	TON	1,894.00	1,894.00
40712	ASPHALTIC CONCRETE PAVEMENT, TYPE HV	TON	31,564.00	31,564.00
41531	CONCRETE DRIVEWAY	S.Y.	1,542.30	1,542.30
41571	PAVEMENT TIES	EACH	1,559.00	1,559.00
41572	DOWEL BARS	EACH	33,256.00	33,256.00
60124	CONCRETE CURB AND GUTTER, 31-INCH	L.F.	2,071.00	2,071.00
60205	CONCRETE SIDEWALK, 5-INCH	S.F.	5,160.00	5,160.00
61128	RECONSTRUCTING MANHOLES	EACH	4.00	4.00
61129	RECONSTRUCTING INLETS	EACH	90.00	90.00
61174	INLET COVERS, TYPE W	EACH	44.00	44.00
61182	ADJUSTING MANHOLE COVERS	EACH	67.00	67.00
61183	ADJUSTING INLET COVERS	EACH	185.00	185.00
61910	MOBILIZATION	L.S.	1.00	1.00
62101	LANDMARK REFERENCE MONUMENTS	EACH	3.00	3.00
62111	LANDMARK REFERENCE MONUMENTS AND CAST IRON COVERS	EACH	1.00	1.00
64201	FIELD OFFICE, TYPE A	L.S.	1.00	1.00
64301	TRAFFIC CONTROL	L.S.	1.00	1.00
64310	TRAFFIC CONTROL, ARROW BOARDS	DAYS	360.00	360.00
64313	TRAFFIC CONTROL, DRUMS	DAYS	12,000.00	12,000.00
64317	TRAFFIC CONTROL, BARRICADES, TYPE II	DAYS	7,200.00	7,200.00




ITEM	ITEM DESCRIPTION	UNIT	TOTAL	2151-00-70 QUANTITY
64318	TRAFFIC CONTROL, BARRICADES, TYPE III	DAYS	960.00	960.00
64321	TRAFFIC CONTROL, WARNING LIGHTS, TYPE A	DAYS	12,000.00	12,000.00
64323	TRAFFIC CONTROL, WARNING LIGHTS, TYPE C	DAYS	1,440.00	1,440.00
64326	TRAFFIC CONTROL, SIGNS	DAYS	6,000.00	6,000.00
64406	PAVEMENT MARKING, EPOXY, 4-INCH	L.F.	18,150.00	18,150.00
64414	PAVEMENT MARKING, CHANNELIZING, EPOXY, 8-INCH	L.F.	8,200.00	8,200.00
64419	PAVEMENT MARKING, RAILROAD CROSSINGS, EPOXY	EACH	6.00	6.00
64437	PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH	L.F.	875.00	875.00
64457	PAVEMENT MARKING, CROSSWALK, EPOXY, 6-INCH	L.F.	2,100.00	2,100.00
64472	PAVEMENT MARKING, ARROWS, EPOXY, TYPE 2	EACH	7.00	7.00
64473	PAVEMENT MARKING, ARROWS, EPOXY, TYPE 3	EACH	1.00	1.00
64474	PAVEMENT MARKING, ARROWS, EPOXY, TYPE 4	EACH	6.00	6.00
64479	PAVEMENT MARKING, WORDS, EPOXY	EACH	7.00	7.00
64484	TEMPORARY PAVEMENT MARKING	L.F.	17,424.00	17,424.00
64490	PAVEMENT MARKING, DIAGONAL, EPOXY, 12-INCH	L.F.	1,000.00	1,000.00
64493	PAVEMENT MARKING, CURB RAMP, EPOXY	L.F.	876.00	876.00
64495	PAVEMENT MARKING, CURB, EPOXY	L.F.	5,860.00	5,860.00
64496	PAVEMENT MARKING, ISLAND NOSE, EPOXY	S.F.	2,930.00	2,930.00
64602	SAWING CONCRETE PAVEMENT, FULL DEPTH	L.F.	55,958.00	55,958.00
90001	S.H.E.S. CONCRETE BASE COURSE, 9-INCH	S.Y.	4,104.90	4,104.90
90003	SANITARY MANHOLE SEALS	EACH	20.00	20.00
90398	JOINT AND CRACK REPAIR	L.F.	28,000.00	28,000.00
90402	QUALITY MANAGEMENT PROGRAM, ASPHALTIC MIXTURE	TON	31,564.00	31,564.00

Handwritten signature and number 3.1

**BASE PATCHING & JOINT/CRACK REPAIR

WESTBOUND (100 FT. EAST OF KILDEER)				SPEC. HES BASE PATCH CONCRETE (S.Y.)*	SPEC. HES CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT TIES (EA.)*	SAWING CONC. PAV'MT. FULL DEPTH (L.F.)*	REMARKS
LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)						
STARTING @ 311+00									
310+10	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
309+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
309+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
309+10	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
308+70	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
308+25	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
308+10	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
307+50	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
307+10	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
304+15	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
304+15	C	8.0	12.0	10.7	0.0	16.0	0.0	24.0	
304+10	R	12.0	15.0	20.0	0.0	20.0	0.0	48.0	RAMP
303+60	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
303+20	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
303+00	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
302+75	L	8.0	12.0	10.7	0.0	16.0	0.0	24.0	
302+50	LC	10.0	24.0	26.7	0.0	32.0	0.0	48.0	
302+40	X-OVER	6.0	15.0	10.0	0.0	20.0	0.0	48.0	
301+90	LT. TURN-LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
301+50	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
301+25	LT. TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
301+00	LT. TURN-LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
300+40	LT. TURN-LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
300+15	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
300+00	LT. TURN	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
300+00	LC	12.0	24.0	32.0	0.0	32.0	0.0	48.0	
299+60	LT. TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
299+30	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
299+30	C	10.0	12.0	13.3	0.0	16.0	0.0	24.0	
299+00	L	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
298+90	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
298+75	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
298+30	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
298+20	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
298+00	L	10.0	12.0	13.3	0.0	16.0	0.0	24.0	
297+90	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
297+60	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
297+40	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
297+20	LT. TURN-LC	6.0	28.0	18.7	0.0	36.0	0.0	72.0	
297+00	LT. TURN	6.0	6.0	4.0	0.0	8.0	0.0	24.0	
296+90	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
296+80	LT. TURN	6.0	8.0	5.3	0.0	10.0	0.0	24.0	
296+65	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
296+50	LT. TURN-LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
296+30	LT. TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
296+30	C	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
296+10	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
295+75	LT. TURN-L	20.0	24.0	0.0	53.3	32.0	14.0	48.0	
295+75	C	25.0	12.0	0.0	33.3	16.0	18.0	24.0	
295+75	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
295+25	LT. TURN	20.0	12.0	0.0	26.7	16.0	14.0	24.0	
295+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
294+75	LT. TURN	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
294+75	L	12.0	12.0	16.0	0.0	16.0	0.0	24.0	
294+75	C	20.0	12.0	0.0	26.7	16.0	14.0	24.0	
294+75	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
294+40	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
294+20	X-OVER-LCR	6.0	51.0	34.0	0.0	68.0	0.0	120.0	
293+75	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
293+75	CR	10.0	24.0	26.7	0.0	32.0	0.0	48.0	

WESTBOUND (100 FT. EAST OF KILDEER)				SPEC. HES BASE PATCH CONCRETE (S.Y.)*	SPEC. HES CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT TIES (EA.)*	SAWING CONC. PAV'MT. FULL DEPTH (L.F.)*	REMARKS
LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)						
STARTING @ 311+00									
293+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
292+75	L	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
292+75	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
292+25	LC	20.0	24.0	0.0	53.3	32.0	14.0	48.0	
292+20	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
291+65	LT. TURN-LCR	20.0	41.0	0.0	91.1	54.0	14.0	96.0	
291+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
291+20	LT. TURN	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
291+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
290+80	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
290+60	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
290+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
290+25	LT. TURN-CR	15.0	36.0	60.0	0.0	48.0	0.0	72.0	
290+25	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
290+00	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
289+65	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
289+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
289+40	X-OVER	6.0	15.0	10.0	0.0	20.0	0.0	48.0	
289+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
289+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
288+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
288+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
288+00	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
287+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
287+40	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
287+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
286+75	LCR	15.0	36.0	60.0	0.0	48.0	0.0	72.0	
286+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
284+90	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
284+70	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
284+25	LT. TURN-LCR	20.0	48.0	0.0	106.7	64.0	14.0	96.0	
283+80	LT. TURN	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
283+80	LCR	15.0	36.0	60.0	0.0	48.0	0.0	72.0	
283+25	X-OVER-LCR	6.0	51.0	34.0	0.0	68.0	0.0	120.0	
283+10	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
282+65	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
282+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
282+50	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
282+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
282+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
281+70	LCR	15.0	36.0	60.0	0.0	48.0	0.0	72.0	
281+15	L	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
281+15	C	10.0	12.0	13.3	0.0	16.0	0.0	24.0	
281+15	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
280+70	LT. TURN	6.0	6.0	4.0	0.0	8.0	0.0	24.0	
280+70	LCR	20.0	36.0	0.0	80.0	48.0	14.0	72.0	
280+25	LCR	20.0	36.0	0.0	80.0	48.0	14.0	72.0	
279+75	LT. TURN-LCR	20.0	48.0	0.0	106.7	64.0	14.0	96.0	
279+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
279+20	LT. TURN-LT.	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
279+20	CR	15.0	24.0	40.0	0.0	32.0	0.0	24.0	
278+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
278+40	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
278+20	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
278+20	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
277+75	L	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
277+75	C	12.0	12.0	16.0	0.0	16.0	0.0	24.0	
277+75	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
277+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
277+30	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	

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

**BASE PATCHING & JOINT/CRACK REPAIR

WESTBOUND
(100 FT. EAST OF KILDEER)

LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	SPEC. HES BASE PATCH CONCRETE (S.Y.)*	SPEC. HES CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT TIES (EA.)*	SAWING CONC. PAV'MT. FULL DEPTH (L.F.)*	REMARKS
STARTING @ 311+00									
277+30	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
277+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
276+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
276+20	LCR	12.0	36.0	48.0	0.0	48.0	0.0	72.0	
275+80	R	20.0	12.0	0.0	26.7	16.0	14.0	24.0	
275+60	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
275+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
274+65	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
274+65	R	12.0	12.0	16.0	0.0	16.0	0.0	24.0	
274+20	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
274+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
273+65	L	10.0	12.0	13.3	0.0	16.0	0.0	24.0	
273+65	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
273+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
273+25	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0	
272+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
272+50	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
272+20	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
272+20	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0	
272+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
271+60	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
271+60	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0	
271+30	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0	
271+20	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
271+00	L	8.0	12.0	10.7	0.0	16.0	0.0	24.0	
271+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
270+70	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
270+70	CR	12.0	24.0	32.0	0.0	32.0	0.0	48.0	
270+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
270+25	L	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
270+25	CR	20.0	24.0	0.0	53.3	32.0	14.0	48.0	LOOPS
269+75	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	LOOPS
269+75	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0	
269+60	LT. TURN-LCR	6.0	40.0	26.7	0.0	50.0	0.0	96.0	
269+20	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
268+65	LT. TURN-LCR	15.0	48.0	80.0	0.0	64.0	0.0	96.0	
268+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
268+20	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
267+60	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
267+30	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
266+80	LT. TURN-LCR	6.0	51.0	34.0	0.0	68.0	0.0	120.0	
266+50	LT. TURN-LCR	6.0	51.0	34.0	0.0	68.0	0.0	120.0	
266+30	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
266+20	LR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
266+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
265+65	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
265+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
265+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
265+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
264+70	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
264+70	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
264+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
264+25	R	12.0	12.0	16.0	0.0	16.0	0.0	24.0	
263+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
263+60	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
263+25	LC	15.0	24.0	40.0	0.0	32.0	0.0	48.0	
263+25	R	10.0	12.0	13.3	0.0	16.0	0.0	24.0	
263+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
262+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
262+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	

WESTBOUND
(100 FT. EAST OF KILDEER)

LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	SPEC. HES BASE PATCH CONCRETE (S.Y.)*	SPEC. HES CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT TIES (EA.)*	SAWING CONC. PAV'MT. FULL DEPTH (L.F.)*	REMARKS
STARTING @ 311+00									
261+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
261+55	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
261+25	L	10.0	12.0	13.3	0.0	16.0	0.0	24.0	
261+25	CR	20.0	24.0	0.0	53.3	32.0	14.0	48.0	
261+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
260+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
260+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
260+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
260+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
259+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
259+10	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
258+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
258+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
258+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
257+75	LCR	15.0	36.0	60.0	0.0	48.0	0.0	72.0	
257+50	C	8.0	12.0	10.7	0.0	16.0	0.0	24.0	
257+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
257+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
256+60	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
256+60	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0	
256+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
256+00	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
255+60	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
255+60	R	12.0	12.0	16.0	0.0	16.0	0.0	24.0	
255+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
254+65	L	20.0	12.0	0.0	26.7	16.0	0.0	24.0	
254+65	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
254+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
254+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
253+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
253+40	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
253+00	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
252+75	LT. TURN	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
252+75	L	10.0	12.0	13.3	0.0	16.0	0.0	24.0	
252+75	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0	
252+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
252+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
252+10	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
251+75	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
251+40	X-OVER-LCR	6.0	51.0	34.0	0.0	68.0	0.0	120.0	
251+10	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
251+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
250+65	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
250+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
250+25	CR	12.0	24.0	32.0	0.0	32.0	0.0	48.0	
250+20	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
250+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
249+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
249+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
249+25	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
249+25	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0	
248+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
248+40	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
248+20	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
247+80	C	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
247+80	R	20.0	12.0	0.0	26.7	16.0	0.0	24.0	
247+30	LCR	12.0	36.0	48.0	0.0	48.0	0.0	72.0	
247+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
246+70	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
246+70	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0	

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

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

WESTBOUND
(100 FT. EAST OF KILDEER)

LOCATION LANE LENGTH WIDTH
(STA.) LT./C/RT. (FT.) (FT.)

STARTING @ 311+00

SPEC. HES
BASE PATCH
CONCRETE
(S.Y.)*

SPEC. HES
CONC. BASE CRS.
9 IN.
(S.Y.)*

DOWEL BARS
(EA.)*

PAV'MT TIES
(EA.)*

SAWING CONC.
PAV'MT.
FULL DEPTH
(L.F.)*

REMARKS

246+20	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
246+20	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
245+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
245+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
244+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
244+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
243+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
243+40	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
243+25	C	20.0	12.0	0.0	26.7	16.0	14.0	24.0	
243+25	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
243+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
242+60	LT. TURN-LCR	20.0	48.0	0.0	106.7	64.0	14.0	96.0	
242+30	LT. TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
242+30	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
241+65	C	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
241+35	R	50.0	12.0	0.0	66.7	16.0	38.0	24.0	
241+35	C	25.0	12.0	0.0	33.3	16.0	18.0	24.0	
241+35	LT. TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
240+60	LT. TURN-LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
240+60	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
240+05	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
239+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
239+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
239+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
238+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
238+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
238+25	LR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
238+25	C	12.0	12.0	16.0	0.0	16.0	0.0	24.0	
238+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
237+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
237+25	R	50.0	12.0	0.0	66.7	16.0	38.0	24.0	
237+15	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
236+65	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
236+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
236+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
235+70	LR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
235+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
235+35	L	10.0	12.0	13.3	0.0	16.0	0.0	24.0	
235+35	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0	
234+65	L	10.0	12.0	13.3	0.0	16.0	0.0	24.0	APPROACH TO BOX
234+50	CR	25.0	24.0	0.0	66.7	32.0	18.0	48.0	APPROACH TO BOX
234+20	L	12.0	12.0	16.0	0.0	16.0	0.0	24.0	APPROACH TO BOX
234+00	CR	30.0	24.0	0.0	80.0	32.0	22.0	48.0	APPROACH TO BOX
233+80	L	12.0	12.0	16.0	0.0	16.0	0.0	24.0	
233+70	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
233+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
232+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
232+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
232+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
232+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
231+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
231+35	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
231+20	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
231+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
230+65	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
230+65	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0	
230+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
230+00	L	20.0	12.0	0.0	26.7	16.0	14.0	24.0	
230+00	C	25.0	12.0	0.0	33.3	16.0	18.0	24.0	
229+30	LT. TURN-LC	6.0	30.0	20.0	0.0	40.0	0.0	72.0	

**BASE PATCHING & JOINT/CRACK REPAIR

WESTBOUND
(100 FT. EAST OF KILDEER)

LOCATION LANE LENGTH WIDTH
(STA.) LT./C/RT. (FT.) (FT.)

STARTING @ 311+00

SPEC. HES
BASE PATCH
CONCRETE
(S.Y.)*

SPEC. HES
CONC. BASE CRS.
9 IN.
(S.Y.)*

DOWEL BARS
(EA.)*

PAV'MT TIES
(EA.)*

SAWING CONC.
PAV'MT.
FULL DEPTH
(L.F.)*

REMARKS

229+30	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
228+80	LT. TURN-LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
228+80	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
228+60	LT. TURN-LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
228+25	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
227+65	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
227+35	LT. TURN-C	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
227+35	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
227+00	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
226+65	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
226+45	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
226+20	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
226+00	R	8.0	12.0	10.7	0.0	16.0	0.0	24.0	
225+75	L	10.0	12.0	13.3	0.0	16.0	0.0	24.0	
225+75	CR	20.0	24.0	0.0	53.3	32.0	14.0	48.0	
225+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
224+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
224+60	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
224+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
224+00	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
223+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
223+50	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
223+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
223+00	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
222+80	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
222+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
222+20	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
221+60	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
221+00	C	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
220+80	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
220+60	CR	12.0	24.0	32.0	0.0	32.0	0.0	48.0	
220+20	X-OVER-LCR	6.0	51.0	34.0	0.0	68.0	0.0	120.0	
219+90	X-OVER-LCR	6.0	51.0	34.0	0.0	68.0	0.0	120.0	
219+70	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
219+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
219+30	LCR	20.0	36.0	0.0	80.0	48.0	14.0	72.0	
218+65	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
218+30	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
217+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
217+60	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
217+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
216+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
216+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
215+20	LT. TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
215+00	LT. TURN-C	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
214+80	LT. TURN	6.0	12.0	8.0	0.0	16.0	0.0	24.0	BOX APPROACH
214+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	BOX APPROACH
214+20	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	BOX APPROACH
214+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
213+70	CR	10.0	24.0	26.7	0.0	32.0	0.0	48.0	
213+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
213+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
212+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
212+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
212+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
211+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
211+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
210+70	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
209+75	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
209+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	

STATE PROJECT NUMBER 2151-00-70	SHEET NO. 30
MISCELLANEOUS QUANTITIES	
STH 100	MR. WAUKEE CO.

**BASE PATCHING & JOINT/CRACK REPAIR

WESTBOUND
(100 FT. EAST OF KILDEER)

LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	SPEC. HES BASE PATCH CONCRETE (S.Y.)*	SPEC. HES CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT TIES (EA.)*	SAWING CONC. PAV'MT. FULL DEPTH (L.F.)*	REMARKS
STARTING @ 311+00									
208+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
208+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
208+00	LCR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
207+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
207+50	L	30.0	12.0	0.0	40.0	16.0	22.0	24.0	
206+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
205+60	X-OVER-LCR	6.0	42.0	28.0	0.0	56.0	0.0	96.0	
204+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
203+50	R	10.0	12.0	13.3	0.0	16.0	0.0	24.0	
203+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
203+25	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
203+00	L	20.0	12.0	0.0	26.7	16.0	14.0	24.0	
203+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
201+50	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
200+80	R	25.0	12.0	0.0	33.3	16.0	18.0	24.0	
200+60	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
200+30	X-OVER	6.0	15.0	10.0	0.0	20.0	0.0	48.0	
199+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
198+70	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
198+20	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
198+20	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
197+80	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
197+60	L	20.0	12.0	0.0	26.7	16.0	14.0	24.0	
197+20	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
195+60	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
194+60	R	20.0	12.0	0.0	26.7	16.0	14.0	24.0	
194+40	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
194+00	LT. TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
193+90	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
193+50	LR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
193+00	LT. TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
192+60	LT. TURN-C	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
192+20	X-OVER-LCR	6.0	60.0	40.0	0.0	80.0	0.0	120.0	
191+50	C	8.0	12.0	10.7	0.0	16.0	0.0	24.0	
190+70	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
190+70	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
189+25	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
189+25	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
187+70	L	25.0	12.0	0.0	33.3	16.0	18.0	24.0	
187+70	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
187+70	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
187+20	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
186+40	C	20.0	12.0	0.0	26.7	16.0	14.0	24.0	
186+30	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
186+10	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
185+80	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
185+20	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
183+80	LT. TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
183+25	LT. TURN-LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
182+90	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
182+60	X-OVER	6.0	15.0	10.0	0.0	20.0	0.0	48.0	
182+10	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
181+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
180+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
180+40	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
180+10	R	8.0	12.0	10.7	0.0	16.0	0.0	24.0	
180+10	L	40.0	12.0	0.0	53.3	16.0	30.0	24.0	
180+15	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
179+80	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
179+40	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	

WESTBOUND
(100 FT. EAST OF KILDEER)

LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	SPEC. HES BASE PATCH CONCRETE (S.Y.)*	SPEC. HES CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT TIES (EA.)*	SAWING CONC. PAV'MT. FULL DEPTH (L.F.)*	REMARKS
STARTING @ 311+00									
179+30	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
178+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
178+40	LR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
178+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
178+05	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
177+90	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
177+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
177+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
177+30	LT. TURN	6.0	8.0	5.3	0.0	10.0	0.0	24.0	
177+30	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
177+15	CR	20.0	24.0	0.0	53.3	32.0	14.0	48.0	
177+05	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
176+70	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
176+40	LT. TURN-R	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
176+20	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
175+80	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
175+35	LT. TURN-LCR	6.0	51.0	34.0	0.0	68.0	0.0	120.0	
175+00	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
174+35	LT. TURN-LCR	6.0	41.0	27.3	0.0	54.0	0.0	96.0	
174+25	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
173+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
173+60	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
173+20	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
172+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
172+00	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
172+00	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0	
171+90	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
171+25	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
171+20	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
171+00	R	30.0	12.0	0.0	40.0	28.0	22.0	24.0	
170+85	LT. TURN-C	6.0	15.0	10.0	0.0	20.0	0.0	48.0	
170+00	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
169+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
169+50	R	30.0	12.0	0.0	40.0	16.0	22.0	24.0	
169+25	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
168+80	L	12.0	12.0	16.0	0.0	16.0	0.0	24.0	
168+75	LT. TURN	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
168+15	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
167+80	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
167+35	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
167+00	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
166+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
166+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
166+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
165+75	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
165+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
164+15	LT. TURN-CR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
163+80	LT. TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
162+80	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
162+75	LT. TURN-CR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
162+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
162+00	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
161+60	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
161+50	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
161+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
161+00	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
160+75	R	25.0	12.0	0.0	33.3	16.0	18.0	24.0	
160+70	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
160+40	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
159+75	R	20.0	12.0	0.0	26.7	16.0	14.0	24.0	

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

**BASE PATCHING & JOINT/CRACK REPAIR

WESTBOUND
(100 FT. EAST OF KILDEER)

LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	SPEC. HES BASE PATCH CONCRETE (S.Y.)*	SPEC. HES CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT TIES (EA.)*	SAWING CONC. PAV'MT. FULL DEPTH (L.F.)*	REMARKS
STARTING @ 311+00									
159+75	C	10.0	12.0	13.3	0.0	16.0	0.0	24.0	
159+70	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
159+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
157+60	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
157+20	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
157+15	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
156+25	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
156+25	X-OVER	10.0	15.0	16.7	0.0	20.0	0.0	48.0	
156+20	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
155+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
155+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
154+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
154+50	LR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
154+25	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
154+20	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
153+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
153+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
152+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
151+85	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
151+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
151+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
150+65	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
150+20	CR	12.0	24.0	32.0	0.0	32.0	0.0	48.0	
149+80	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
149+65	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
148+75	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
148+70	R	20.0	12.0	0.0	26.7	16.0	14.0	24.0	
148+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
147+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
146+90	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
146+75	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
146+55	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
146+40	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
145+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
145+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
145+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
144+25	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
144+20	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
142+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
142+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
142+20	R	20.0	12.0	0.0	26.7	16.0	14.0	24.0	
141+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
141+40	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
141+30	C	20.0	12.0	0.0	26.7	16.0	14.0	24.0	
141+30	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
140+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0	
140+35	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
140+35	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0	
139+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
138+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	

WESTBOUND
(100 FT. EAST OF KILDEER)

LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	SPEC. HES BASE PATCH CONCRETE (S.Y.)*	SPEC. HES CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT TIES (EA.)*	SAWING CONC. PAV'MT. FULL DEPTH (L.F.)*	REMARKS
STARTING @ 311+00									
138+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
138+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
137+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
137+50	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
136+70	C	25.0	12.0	0.0	33.3	16.0	18.0	24.0	
136+60	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
135+75	LCR	12.0	36.0	48.0	0.0	48.0	0.0	72.0	
135+35	LT. TURN-CR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
134+35	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0	
134+10	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
133+80	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0	
133+35	MED.-LCR	6.0	44.0	29.3	0.0	58.0	0.0	96.0	
133+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0	
START OF JOB									
UNDISTRIBUTED		0.0	0.0	0.0	0.0	0.0	0.0	3000.0	

WESTBOUND TOTALS	9458.0	2057.8	17708.0	702.0	29952.0
	SPEC. HES BASE PATCH CONCRETE (S.Y.)*	SPEC. HES CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)	PAV'MT.TIES (EA.)	SAW CONC. PAV'MT. FULL DEPTH (L.F.)*

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.

** THE ENGINEER IN THE FIELD SHOULD UTILIZE JOINT AND CRACK REPAIR
IN LIEU OF BASE PATCHING WHEREVER FEASIBLE.

**BASE PATCHING & JOINT/CRACK REPAIR

EASTBOUND									REMARKS	EASTBOUND								
LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	SPECIAL HES BASE PATCH CONCRETE (S.Y.)*	SPECIAL HES CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT. TIES (EA.)*	SAWING CONC. PAV'MT. FULL DEPTH (L.F.)*		LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	SPECIAL HES BASE PATCH CONCRETE (S.Y.)*	SPECIAL HES CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT. TIES (EA.)*	SAWING CONC. PAV'MT. FULL DEPTH (L.F.)*
133+00	LT. TURN C	6.0	24.0	16.0	0.0	32.0	0.0	48.0		158+00	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
133+00	LR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		159+75	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
133+30	LT. - LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0		159+75	R	8.0	12.0	10.7	0.0	16.0	0.0	24.0
133+40	LT.	6.0	12.0	8.0	0.0	16.0	0.0	24.0		160+20	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
133+45	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		160+25	C	8.0	12.0	10.7	0.0	16.0	0.0	24.0
133+70	TURN LANE	6.0	15.0	10.0	0.0	20.0	0.0	36.0		160+25	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
134+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0		160+65	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
134+00	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0		161+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
134+25	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0		161+75	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
134+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		161+85	LT. TURN - LT	6.0	24.0	16.0	0.0	32.0	0.0	48.0
134+65	L	12.0	12.0	16.0	0.0	16.0	0.0	24.0		162+00	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
134+75	RC	6.0	24.0	16.0	0.0	32.0	0.0	48.0		162+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
135+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		162+50	LR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
135+80	CR	6.0	24.0	16.0	0.0	32.0	0.0	72.0		162+75	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
136+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		163+00	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
136+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		164+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
137+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		164+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
137+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		164+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
138+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		164+85	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
138+35	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		165+35	LT. TURN-LCR	6.0	41.0	27.3	0.0	54.0	0.0	82.0
138+50	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0		165+85	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
138+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		166+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
139+25	L	10.0	12.0	13.3	0.0	16.0	0.0	24.0		166+20	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0
139+25	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0		166+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
139+30	C	12.0	12.0	16.0	0.0	16.0	0.0	24.0		167+25	LT. TURN	6.0	12.0	8.0	0.0	16.0	0.0	24.0
139+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		167+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
139+65	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		168+80	CR	10.0	24.0	26.7	0.0	32.0	0.0	48.0
140+00	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0		169+80	C	12.0	12.0	16.0	0.0	16.0	0.0	24.0
140+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		169+80	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
140+40	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0		169+85	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
140+90	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0		170+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
141+30	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		171+65	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
141+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0		172+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
142+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0		172+75	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
142+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		173+20	LT. TURN	6.0	12.0	8.0	0.0	16.0	0.0	24.0
142+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		173+80	LT. TURN-CR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
144+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		174+00	LT. TURN-LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0
144+20	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		174+25	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
144+40	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		174+80	X - OVER	6.0	15.0	10.0	0.0	20.0	0.0	24.0
144+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		175+00	R	10.0	12.0	13.3	0.0	16.0	0.0	24.0
145+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		175+75	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
145+35	CR	10.0	24.0	26.7	0.0	32.0	0.0	48.0		176+15	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
146+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		176+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
146+60	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		176+75	R	12.0	12.0	16.0	0.0	16.0	0.0	24.0
147+00	C	10.0	12.0	13.3	0.0	16.0	0.0	24.0		176+80	C	12.0	12.0	16.0	0.0	16.0	0.0	24.0
147+25	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0		176+85	L	10.0	12.0	13.3	0.0	16.0	0.0	24.0
147+50	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0		177+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
148+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		177+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
148+95	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		177+90	R	8.0	12.0	10.7	0.0	16.0	0.0	24.0
149+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		178+25	L	20.0	12.0	0.0	26.7	16.0	14.0	24.0
150+80	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		178+30	R	8.0	12.0	10.7	0.0	16.0	0.0	24.0
151+75	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0		180+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
152+00	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0		181+10	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
153+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		181+25	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
153+35	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0		181+40	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
154+30	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		182+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
155+85	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0		182+85	LT. TURN	6.0	12.0	8.0	0.0	16.0	0.0	24.0
156+00	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0		183+30	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
156+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0		183+80	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0
156+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0		185+80	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0

**BASE PATCHING & JOINT/CRACK REPAIR

EASTBOUND		SPECIAL HES BASE PATCH		SPECIAL HES CONC. BASE CRS.		SAWING CONC. PAV'MT.		REMARKS
LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	CONCRETE (S.Y.)*	9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT. TIES (EA.)*	
185+80	LT. TURN LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0
186+10	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
186+40	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
187+00	L	12.0	12.0	16.0	0.0	16.0	0.0	24.0
187+40	C	10.0	12.0	13.3	0.0	16.0	0.0	24.0
187+40	R	8.0	12.0	10.7	0.0	16.0	0.0	24.0
188+50	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
188+75	C	10.0	12.0	13.3	0.0	16.0	0.0	24.0
189+10	L	20.0	12.0	0.0	26.7	16.0	14.0	24.0
189+20	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
189+35	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
189+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
189+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
190+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
190+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
190+75	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
190+85	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
191+75	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
192+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
192+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
193+00	R	100.0	12.0	0.0	133.3	64.0	78.0	24.0
193+25	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
193+75	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
193+80	R	10.0	12.0	13.3	0.0	16.0	0.0	24.0
194+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
195+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
195+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
196+75	LC	15.0	24.0	40.0	0.0	32.0	0.0	48.0
196+75	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
197+10	R	20.0	12.0	0.0	26.7	16.0	14.0	24.0
197+15	C	10.0	12.0	13.3	0.0	16.0	0.0	24.0
198+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
198+80	L	6.0	24.0	16.0	0.0	32.0	0.0	48.0
199+75	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
199+75	CR	10.0	24.0	26.7	0.0	32.0	0.0	48.0
200+00	LR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
200+20	R	40.0	12.0	0.0	53.3	16.0	30.0	24.0
200+20	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
200+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
201+35	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
202+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
203+10	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
203+20	LT. TURN-LT.	6.0	24.0	16.0	0.0	32.0	0.0	48.0
203+30	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
203+50	MEDIAN TURN AROUND IN ASPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0
204+60	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
205+30	R	50.0	12.0	0.0	66.7	16.0	38.0	24.0
205+75	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
206+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
206+40	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
206+90	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
207+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
207+80	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
208+35	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
208+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
208+80	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
208+80	C	12.0	12.0	16.0	0.0	16.0	0.0	24.0
208+80	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
209+50	R	12.0	12.0	16.0	0.0	16.0	0.0	24.0
209+75	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0

EASTBOUND		SPECIAL HES BASE PATCH		SPECIAL HES CONC. BASE CRS.		SAWING CONC. PAV'MT.		REMARKS
LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	CONCRETE (S.Y.)*	9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT. TIES (EA.)*	
209+85	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
210+50	L	10.0	12.0	13.3	0.0	16.0	0.0	24.0
210+85	C	20.0	12.0	0.0	26.7	16.0	14.0	24.0
210+85	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
211+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
211+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
211+60	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
212+20	L	35.0	12.0	0.0	46.7	16.0	26.0	24.0
212+20	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
212+40	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
212+85	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
213+25	LC	20.0	24.0	0.0	53.3	32.0	14.0	48.0
213+80	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
214+35	LC	50.0	24.0	0.0	133.3	32.0	38.0	48.0
214+35	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
214+80	LCR	12.0	36.0	48.0	0.0	48.0	0.0	72.0 OVER BOX CULVERT
215+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
215+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
215+65	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
215+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
216+30	CR	10.0	24.0	26.7	0.0	32.0	0.0	48.0
216+75	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
217+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
218+25	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0
218+40	LEFT TURN-LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0
218+80	LEFT TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0
219+20	LEFT TURN-CR	6.0	36.0	24.0	0.0	48.0	0.0	72.0 LOOP DETECTOR
219+40	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
219+50	LEFT TURN	35.0	12.0	0.0	46.7	16.0	26.0	24.0
219+60	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
219+60	C	15.0	12.0	20.0	0.0	16.0	0.0	24.0
219+60	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
219+90	CR	12.0	24.0	32.0	0.0	32.0	0.0	48.0
220+25	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
220+35	X-OVER	6.0	8.0	5.3	0.0	10.0	0.0	24.0
220+50	LCR	6.0	40.0	26.7	0.0	52.0	0.0	96.0
221+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
221+80	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
222+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
222+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
222+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
223+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
223+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
223+80	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
223+80	R	10.0	12.0	13.3	0.0	16.0	0.0	24.0
224+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
224+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
224+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
224+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
224+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
225+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
225+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
225+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
225+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
226+20	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
226+30	R	10.0	12.0	13.3	0.0	16.0	0.0	24.0
226+35	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
226+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
226+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
227+00	X-OVER	6.0	6.0	4.0	0.0	8.0	0.0	24.0

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

**BASE PATCHING & JOINT/CRACK REPAIR

EASTBOUND		SPECIAL HES BASE PATCH		SPECIAL HES CONC. BASE CRS.		SAWING CONC. PAV'MT.		REMARKS
LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	CONCRETE (S.Y.)*	9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT. TIES (EA.)*	
227+35	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
227+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
227+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
228+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
229+50	LR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
229+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
229+85	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
230+20	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
230+35	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
230+40	C	8.0	12.0	10.7	0.0	16.0	0.0	24.0
230+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
230+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
231+35	LCR	12.0	36.0	48.0	0.0	48.0	0.0	72.0
231+50	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
231+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
232+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
232+25	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
232+50	CR	12.0	24.0	32.0	0.0	32.0	0.0	48.0
232+75	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
232+75	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
232+75	R	10.0	12.0	13.3	0.0	16.0	0.0	24.0
232+80	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
233+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
233+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
233+35	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
233+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
233+85	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
234+00	LCR	15.0	36.0	60.0	0.0	48.0	0.0	72.0
234+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
234+50	R	25.0	12.0	0.0	33.3	16.0	18.0	24.0
234+70	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
234+90	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
235+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
235+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
236+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
236+70	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
237+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
237+50	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
237+70	LT. TURN	6.0	12.0	8.0	0.0	16.0	0.0	24.0
237+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
238+90	R	20.0	12.0	0.0	26.7	16.0	14.0	24.0
239+20	LT. TURN LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0
239+35	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
239+40	LEFT TURN-L	6.0	41.0	27.3	0.0	54.0	0.0	96.0
240+50	CR	30.0	24.0	0.0	80.0	32.0	22.0	48.0
240+60	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
241+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
241+30	R	20.0	12.0	0.0	26.7	16.0	14.0	24.0
241+35	C	10.0	12.0	13.3	0.0	16.0	0.0	24.0
241+70	LC	15.0	24.0	40.0	0.0	32.0	0.0	48.0
241+70	R	10.0	12.0	13.3	0.0	16.0	0.0	24.0
242+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
242+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
242+70	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
242+80	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
243+50	R	50.0	12.0	0.0	66.7	16.0	38.0	24.0
243+50	LC	12.0	24.0	32.0	0.0	32.0	0.0	48.0
244+20	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
244+20	C	20.0	12.0	0.0	26.7	16.0	14.0	24.0
244+20	R	100.0	12.0	0.0	133.3	16.0	78.0	24.0

EASTBOUND		SPECIAL HES BASE PATCH		SPECIAL HES CONC. BASE CRS.		SAWING CONC. PAV'MT.		REMARKS
LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	CONCRETE (S.Y.)*	9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT. TIES (EA.)*	
244+50	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
245+00	C	30.0	12.0	0.0	40.0	16.0	22.0	24.0
245+20	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
245+40	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
246+00	LC	15.0	24.0	40.0	0.0	32.0	0.0	48.0
246+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
247+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
247+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
247+85	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
248+15	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
248+35	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
248+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
249+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
249+30	LCR	15.0	36.0	60.0	0.0	48.0	0.0	72.0
249+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
250+00	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
250+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
250+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
250+70	LR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
250+70	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
250+90	C	20.0	12.0	0.0	26.7	16.0	14.0	24.0
251+00	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
251+40	X-OVER LCR	6.0	51.0	34.0	0.0	68.0	0.0	120.0
251+80	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
251+80	R	20.0	12.0	0.0	26.7	16.0	14.0	24.0
252+80	LT. TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0
253+20	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
253+30	LT. TURN	15.0	12.0	20.0	0.0	16.0	0.0	24.0
253+30	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
253+75	X-OVER	6.0	15.0	10.0	0.0	20.0	0.0	48.0
253+75	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0
254+20	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
254+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
255+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
255+20	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
255+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
255+80	R	12.0	12.0	16.0	0.0	16.0	0.0	24.0
257+20	L	8.0	12.0	10.7	0.0	16.0	0.0	24.0
257+75	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
258+30	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0
258+65	LCR	18.0	36.0	72.0	0.0	48.0	0.0	72.0
259+20	L	20.0	12.0	0.0	26.7	16.0	14.0	24.0
259+35	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
259+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
260+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
260+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
260+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
261+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
261+35	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
261+85	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
262+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
262+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
262+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
263+10	L	10.0	12.0	13.3	0.0	16.0	0.0	24.0
263+15	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
263+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
263+80	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
263+80	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0
264+30	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
264+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0

**BASE PATCHING & JOINT/CRACK REPAIR

EASTBOUND		SPECIAL HES		SPECIAL HES		SAWING CONC.		REMARKS
LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	BASE PATCH CONCRETE (S.Y.)*	CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT. TIES (EA.)*	
264+80	CR	15.0	24.0	40.0	0.0	32.0	0.0	48.0
265+25	C	8.0	12.0	10.7	0.0	16.0	0.0	24.0
265+25	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
265+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
265+80	CR	20.0	24.0	0.0	53.3	32.0	14.0	48.0
265+90	LT. TURN-LT.	6.0	24.0	16.0	0.0	32.0	0.0	48.0
266+05	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
266+40	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
266+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
266+70	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
266+85	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
267+35	LCR	6.0	30.0	20.0	0.0	40.0	0.0	72.0
267+80	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
268+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
268+20	LC	6.0	18.0	12.0	0.0	24.0	0.0	48.0
268+20	R	10.0	12.0	13.3	0.0	16.0	0.0	24.0
268+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
268+65	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
269+00	L	6.0	6.0	4.0	0.0	8.0	0.0	24.0
269+00	C	50.0	12.0	0.0	66.7	16.0	38.0	24.0
269+00	R	100.0	12.0	0.0	133.3	16.0	78.0	24.0
269+75	L	6.0	6.0	4.0	0.0	8.0	0.0	24.0
269+75	CR	12.0	24.0	32.0	0.0	32.0	0.0	48.0
270+45	C	20.0	12.0	0.0	26.7	16.0	14.0	24.0
270+35	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
270+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
271+35	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
271+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
271+65	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
271+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
272+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
272+75	LCR	12.0	36.0	48.0	0.0	48.0	0.0	72.0
273+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
273+30	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
273+60	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
273+85	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
273+90	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
274+25	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
274+25	R	25.0	12.0	0.0	33.3	16.0	18.0	24.0
274+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
275+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
276+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
276+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
276+50	LR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
276+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
277+30	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
277+55	CR	8.0	24.0	21.3	0.0	32.0	0.0	48.0
277+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
278+80	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
278+80	CR	20.0	24.0	0.0	53.3	32.0	14.0	48.0
279+25	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
279+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
280+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
280+75	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
280+75	CR	10.0	24.0	26.7	0.0	32.0	0.0	48.0
281+00	CR	10.0	24.0	26.7	0.0	32.0	0.0	48.0
281+20	L	12.0	12.0	16.0	0.0	16.0	0.0	24.0
281+25	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
281+80	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0
282+30	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0

EASTBOUND		SPECIAL HES		SPECIAL HES		SAWING CONC.		REMARKS
LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	BASE PATCH CONCRETE (S.Y.)*	CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT. TIES (EA.)*	
282+50	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
282+75	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
283+25	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
283+30	X-OVER	6.0	15.0	10.0	0.0	20.0	0.0	48.0
283+50	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
283+80	LR	15.0	24.0	40.0	0.0	32.0	0.0	48.0
283+80	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
284+30	L	15.0	12.0	20.0	0.0	16.0	0.0	24.0
284+30	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
284+75	L	20.0	12.0	0.0	26.7	16.0	14.0	24.0
284+75	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
285+00	ASPH.RR-APP.	0.0	0.0	0.0	0.0	0.0	0.0	0.0 THRU 286+50
286+70	L	15.0	12.0	20.0	0.0	16.0	0.0	24.0
286+70	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
287+00	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
287+25	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
287+30	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
287+60	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
288+25	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
288+35	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
288+60	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
289+25	X-OVER-LCR	6.0	51.0	34.0	0.0	68.0	0.0	120.0
289+80	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
290+20	R	12.0	12.0	16.0	0.0	16.0	0.0	24.0
290+30	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
291+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
291+20	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
291+40	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
291+80	LT. TURN-LCR	6.0	40.0	26.7	0.0	64.0	0.0	96.0
292+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
292+70	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
292+80	LT. TURN-LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0
293+30	LT. TURN-LCR	6.0	48.0	32.0	0.0	50.0	0.0	96.0
293+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
293+80	LT. TURN-LCR	6.0	48.0	32.0	0.0	64.0	0.0	96.0
294+15	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
294+50	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
294+60	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
294+70	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
294+90	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
295+25	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
295+30	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
295+90	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
296+30	CR	6.0	24.0	16.0	0.0	32.0	0.0	48.0
296+50	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
296+70	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
297+00	LCR	6.0	36.0	24.0	0.0	48.0	0.0	72.0
297+25	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
297+40	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
297+75	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
297+90	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
298+00	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
298+20	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
298+80	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
299+15	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
299+40	LEFT TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0
299+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
299+70	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
299+90	LT. TURN-LC	6.0	36.0	24.0	0.0	48.0	0.0	72.0
300+00	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0

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

**BASE PATCHING & JOINT/CRACK REPAIR

EASTBOUND		SPECIAL HES		SPECIAL HES		SAWING CONC.		REMARKS
LOCATION (STA.)	LANE LT./C/RT.	LENGTH (FT.)	WIDTH (FT.)	BASE PATCH CONCRETE (S.Y.)*	CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BARS (EA.)*	PAV'MT. TIES (EA.)*	
300+30	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
300+50	LT. TURN-L	6.0	24.0	16.0	0.0	32.0	0.0	48.0
300+50	C	10.0	12.0	13.3	0.0	16.0	0.0	24.0
301+00	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
301+50	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
301+90	C	15.0	12.0	20.0	0.0	16.0	0.0	24.0
302+00	LT. TURN	6.0	12.0	8.0	0.0	16.0	0.0	24.0
302+00	L	12.0	12.0	16.0	0.0	32.0	0.0	48.0
302+25	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
302+40	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
302+40	X-OVER	6.0	15.0	10.0	0.0	32.0	0.0	48.0
302+75	LC	6.0	24.0	16.0	0.0	32.0	0.0	48.0
303+00	LC	6.0	24.0	16.0	0.0	16.0	0.0	24.0
304+15	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
304+50	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
305+30	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
305+75	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
306+00	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
307+15	R	15.0	12.0	20.0	0.0	16.0	0.0	24.0
307+20	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
307+30	L	15.0	12.0	20.0	0.0	16.0	0.0	24.0
307+50	L	6.0	12.0	8.0	0.0	16.0	0.0	24.0
310+60	R	6.0	12.0	8.0	0.0	16.0	0.0	24.0
310+65	C	6.0	12.0	8.0	0.0	16.0	0.0	24.0
310+70	L	6.0	12.0	8.0	0.0	16.0	0.0	0.0
311+00	ENDED 100 FT. E. OF KILDEER	0.0	0.0	0.0	0.0	0.0	0.0	2380.0
UNDISTRIBUTED		0.0	0.0	0.0	0.0	0.0	0.0	

JOINT & CRACK REPAIR (L.F.)
UNDISTRIBUTED 28000.0

EASTBOUND TOTALS		8120.7	1546.7	15184.0	758.0	25394.0
		SPECIAL HES BASE PATCH CONCRETE (S.Y.)*	SPECIAL HES CONC. BASE CRS. 9 IN. (S.Y.)*	DOWEL BAR (EA.)	PAV'MT. TIES (EA.)	SAW CONC. PAV'MT. FULL DEPTH (L.F.)*

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.
** THE ENGINEER IN THE FIELD SHOULD UTILIZE JOINT AND CRACK REPAIR IN LIEU OF BASE PATCHING WHEREVER FEASIBLE.

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

STORM SEWER

STRUCTURE NUMBER	LOCATION (MAINLINE)	LOCATION INLET	MANHOLE	DEPTH (FT.)	FRAME/GRATE TYPE	NEW COVER (EACH)	ADJUST (EACH)	RECONSTRUCT (EACH)	REMARKS
1	131+15	EB/MED.	1	4.2	W		1		
2	131+50	EB/MED.	1	4.2	W		1		
3	134+35	EB/MED.	1	3.5	W				1
4	136+20	EB/MED.	1	4	W				1 CHIMNEY & BODY
5	136+60	EB/MED.	1	4.5	W				1 CHIMNEY & BODY
6	139+50	EB/MED.	1	4.5	W	1	1		1 CHIMNEY
7	142+50	EB/MED.	1	3.5	W				1
8	142+50	EB/MED.	1	4.2	W				1
9	145+50	EB/MED.	1	4.5	W		1		
10	148+50	EB/MED.	1	4	W	1	1		1 FRAME CRACKED
11	150+90	EB/MED.	1	3.5	W		1		
12	151+50	EB/MED.	1	3.5	W		1		
13	154+50	EB/MED.	1	3	W				1
14	157+50	EB/MED.	1	4	W	1	1		1 GRATE CRACKED
15	160+50	EB/MED.	1	4.5	W		1		
16	161+85	EB/MED.	1	5.5	W	1	1		1 FRAME CRACKED
17	163+50	EB/MED.	1	4.5	W	1			1 CURB BOX BROKEN
18A	167+00	EB/MED.	1	NA	O		1		1 SEWER
18	167+30	EB/MED.	1	4.5	W				1
19	162+00	EB/MED.	1	5.5	W		1		1
20	167+00	EB/MED.	1	5	O		1		1 SEWER
21	170+00	EB/MED.	1	6	W	1	1		1 BAD FRAME & CURB BOX
22	173+00	EB/MED.	1	6	W				1
23A	174+50	EB/MED.	1	NA	O		1		1 SEWER
23	175+90	EB/MED.	1	4.8	W		1		1
24	178+05	EB/MED.	1	4.5	W	1	1		1 FRAME CRACKED
25	186+70	EB/MED.	1						1 MIS
26	186+20	EB/MED.	1						1 TELEPHONE
27	186+20	EB/MED.	1						1 TELEPHONE
28	186+20	*1 LANE	1						1 TELEPHONE
29	189+05	*1 LANE	1	10	O		1		1 SEWER
30	193+25	EB/MED.	1	2.8	W		1		
31	195+00	EB/MED.	1	3	W		1		1
32	194+20	EB/MED.	1						1 TELEPHONE
33	199+80	EB/MED.	1	3.9	W				1
34	200+35	EB/MED.	1						1 TELEPHONE
35	203+20	EB/MED.	1	2	W	1			1 GRATE BROKEN
36	203+20	EB/MED.	1	6	O		1		1 SEWER
37	206+00	EB/MED.	1	2.8	W	1			1 FRAME CRACKED
38	206+80	EB/MED.	1						1 TELEPHONE
39	208+75	EB/MED.	1	2.5	W	1	1		1 CRACKED FRAME
40	211+50	EB/MED.	1	4	W		1		
41	211+75	EB/MED.	1	3.5	W		1		
42	213+70	EB/MED.	1						1 TELEPHONE
43	216+50	EB/MED.	1	4.5	W				1
44	219+50	EB/MED.	1	4.3	W				1
45	219+50	EB/MED.	1	4	W		1		
46	221+90	EB/MED.	1						1 TELEPHONE
47	223+00	EB/MED.	1	4	W		1		
48	226+10	EB/MED.	1	5	W		1		
49	226+10	EB/MED.	1	4.8	W		1		
50	229+00	EB/MED.	1	3.8	W	1			1 CRACKED FRAME
51	230+45	EB/MED.	1						1 TELEPHONE
52	231+75	EB/MED.	1	4.3	W	1			1 FRAME CRACKED
53	233+85	EB/MED.	1	4.2	W	1	1		1 FRAME BROKEN
54	236+25	EB/MED.	1	3.8	W		1		
55	237+20	EB/MED.	1	4.3	W	1			1 CHIMNEY BAD-CRACKED FRAME
56	237+65	EB/MED.	1	4	W				1 CHIMNEY BAD
57	240+00	*1 LANE	1						1 TELEPHONE
58	240+65	EB/MED.	1	6.5	W		1		1 CHIMNEY BAD
59	243+40	EB/MED.	1	3	W		1		
60	246+00	EB/MED.	1	3.5	W		1		
61	248+30	EB/MED.	1						1 TELEPHONE
62	249+00	EB/MED.	1	4.5	W		1		1 CHIMNEY BAD
63	256+15	EB/MED.	1	5.4	W	1	1		1 CHIMNEY BAD
64	257+20	*1 LANE							1 TELEPHONE
65	259+15	EB/MED.	1	5	W	1	1		1 CHIMNEY BAD
66	262+15	EB/MED.	1	5	W		1		1 CHIMNEY BAD
67	264+10	EB/MED.	1	5.5	W		1		
68	266+05	EB/MED.	1	5.5	W		1		
69	266+60	EB/MED.	1	NA	O		1		1 CHIMNEY BAD - SEWER
70	266+65	*1 LANE EB	1						1 TELEPHONE
71	267+00	*1 LANE EB	1						1 TELEPHONE

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

STORM SEWER

STRUCTURE NUMBER	LOCATION (MAINLINE)	LOCATION INLET	DEPTH (FT.)	FRAME/GRATE TYPE	NEW COVER (EACH)	ADJUST (EACH)	RECONSTRUCT (EACH)	REMARKS
72	269+50	EB/MED.	1	15	W	1		1 CHIMNEY BAD
73	270+00	EB/MED.	1	15	W	1		1 CHIMNEY BAD
74	270+40	*2 LANE EB	1	NA	O		1	FRAME BROKEN - SEWER
75	274+20	*2 LANE EB	1	NA	O		1	SEWER
76	277+50	EB/MED.	1	4.7	W		1	
77	277+45	EB/MED.	1	6.5	W		1	
78	277+55	*2 LANE EB	1	NA	O		1	SEWER
79	279+00	EB/MED.	1	7	W	1	1	CHIMNEY BAD
80	281+50	EB/MED.	1	8.4	W		1	CHIMNEY BAD
81	278+50	EB/MED.	1	8	O		1	SEWER
82	283+70	EB/MED.	1	6.5	W		1	
83	285+75	EB/MED.	1	4.3	W		1	CHIMNEY BAD
84	287+25	EB/MED.	1	4.4	W		1	CHIMNEY BAD
85	294+00	EB/MED.	1	4.9	W		1	
86	300+35	*1 LANE EB	1	NA	O		1	SEALED SHUT - SEWER
87	301+05	*1 LANE EB	1	NA	O		1	SEALED SHUT - SEWER
88	304+60	EB/MED.	1	4	W		1	
89	307+20	EB/MED.	1	4.5	W		1	
90	307+40	*1 LANE EB	1	NA	NA		1	SEALED SHUT - SEWER
91	310+75	EB/MED.	1	4.7	W		1	
92	310+75	WB/MED.	1	4.1	W		1	
93	307+20	WB/MED.	1	4	W		1	
94	304+75	WB/MED.	1	4	W		1	
95	297+20	WB/MED.	1	3.3	W		1	
96	293+80	WB/MED.	1	5	W		1	
97	290+00	WB/MED.	1	4	W		1	
98	287+25	WB/MED.	1	4.3	W		1	
99	285+75	WB/MED.	1	4	W		1	
100	283+45	WB/MED.	1	NA	NA		1	
101	281+50	WB/MED.	1	4.5	W		1	
102	279+00	WB/MED.	1	3.5	W		1	
103	278+50	WB/MED.	1	NA	O		1	SEWER-BROKEN FRAME
104	277+50	WB/MED.	1	3.3	W		1	
105	276+50	WB/MED.	1	4.6	W		1	CHIMNEY BAD
106	269+50	WB/MED.	1	5.1	W	1		CHIMNEY BAD
107	269+20	WB/MED.	1	4.2	W		1	
108	266+70	WB/MED.	1	NA	NA		1	SEWER
109	266+05	WB/MED.	1	3.7	W		1	CHIMNEY BAD
110	264+10	WB/MED.	1	4.2	W		1	
111	262+15	WB/MED.	1	3.9	W		1	
112	259+15	WB/MED.	1	3	W		1	
113	256+15	WB/MED.	1	4.2	W	1	1	BROKEN FRAME
114	253+25	WB/MED.	1	3.2	W		1	
115	249+00	WB/MED.	1	3.5	W		1	
116	246+00	WB/MED.	1	4.3	W		1	
117	243+40	WB/MED.	1	3.6	W		1	
118	240+65	WB/MED.	1	7	W		1	
119	239+75	WB/MED.	1	NA	O		1	MIS
120	236+25	WB/MED.	1	4	W	1	1	BROKEN FRAME
121	233+85	WB/MED.	1	4.6	W	1		1 CHIMNEY BAD-BROKEN FRAME
122	231+75	WB/MED.	1	4.6	W		1	
123	229+00	WB/MED.	1	4	W	1		1 BROKEN FRAME
124	226+10	WB/MED.	1	6.5	W		1	
125	223+00	WB/MED.	1	5.5	W	1	1	BROKEN FRAME
126	219+50	WB/MED.	1	5.7	W		1	1 CHIMNEY BAD
127	216+50	WB/MED.	1	5.7	W		1	
128	213+75	WB/MED.	1	NA	NA		1	MIS
129	213+55	WB/MED.	1	NA	O		1	MIS
130	213+05	WB/MED.	1	NA	O		1	MIS
131	211+25	WB/MED.	1	6.5	W		1	CHIMNEY BAD
132	211+00	WB/MED.	1	4.5	W		1	
133	209+00	WB/MED.	1	4	W		1	
134	206+20	WB/MED.	1	4.5	W		1	
135	207+50	WB/MED.	1	NA	NA		1	MIS
136	204+50	WB/MED.	1	3.5	W		1	
137	202+20	WB/MED.	1	4.5	W		1	
138	202+00	WB/MED.	1	NA	NA		1	MIS
139	201+00	WB/MED.	1	4	W		1	
140	200+75	*1 LANE WB	1	NA	NA		1	FIRE AND POLICE
141	199+40	WB/MED.	1	NA	W		1	
142	197+55	WB/MED.	1	NA	O		1	MIS
143	196+55	WB/MED.	1	NA	O		1	FIRE AND POLICE
144	195+00	WB/MED.	1	4.2	W		1	
145	193+25	WB/MED.	1	2.5	W		1	

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

STORM SEWER

STRUCTURE NUMBER	LOCATION (MAINLINE)	LOCATION INLET	MAN-HOLE	DEPTH (FT.)	FRAME/GRATE TYPE	NEW COVER (EACH)	ADJUST (EACH)	RECONSTRUCT (EACH)	REMARKS
146	192+00	WB/MED.	1	NA	0				MIS
147	191+45	*1 LANE WB	1	NA	0				FIRE AND POLICE
148A	187+25	*2 LANE WB	1	NA	0		1		SEWER
148	187+50	*1 LANE WB	1	NA	0				BES
149	186+25	*1 LANE WB	1	NA	0				BES
150	183+80	*1 LANE WB	1	NA	0				BES
151	182+05	*1 LANE WB	1	NA	0				FIRE AND POLICE
152	180+20	*1 LANE WB	1	NA	0				BES
153	178+05	WB/MED.	1	NA	NA		1		PLUGGED
154	176+20	*1 LANE WB	1	NA	0				BES
155	176+10	*1 LANE WB	1	NA	0				FIRE AND POLICE
156	176+00	WB/MED.	1	4	NA		1		SEWER
157	176+00	WB/MED.	1	NA	0		1		
158	174+15	WB/MED.	1	4.4	W		1		
159	173+00	WB/MED.	1	4.6	NA		1		
160	172+05	*1 LANE WB	1	NA	NA		1		BES
161	170+00	WB/MED.	1	4.1	NA				
162	170+00	WB/MED.	1	NA	0		1		SEWER
163	169+50	*1 LANE WB	1	NA	0				FIRE AND POLICE
164	161+90	*1 LANE WB	1	NA	0				BES
165	167+00	WB/MED.	1	3.3	F		1		
166	163+80	*1 LANE WB	1	NA	F				BES
167	163+50	WB/MED.	1	3.8	F		1		
168	162+80	WB/MED.	1	NA	F				FIRE AND POLICE
169	161+70	WB/MED.	1	4	F		1		
170	160+50	WB/MED.	1	4.1	FW		1		
171	159+80	*1 LANE WB		NA	NA				BES
172	157+50	GORE	1	4.4	XQ		1		
173	156+30	*1 LANE WB	1	NA	0				FIRE AND POLICE
174	156+20	WB/MED.	1	4.2	W		1		
175	154+50	WB/MED.	1	4.5	W		1		
176	151+50	WB/MED.	1	4.4	X		1		PLUGGED
177	151+30	*1 LANE WB	1	NA	0				TELEPHONE
178	148+50	WB/MED.	1	4.2	W		1		
179	145+50	WB/MED.	1	4.2	W		1		
180	142+50	WB/MED.	1	4.1	W				
181	139+50	WB/MED.	1	4.3	W		1		
182	134+00	*1 LANE WB	1	NA	0				FIRE AND POLICE
183	310+50	WB/RT.	1	4.5	W		1		
184	307+20	WB/RT.	1	4.5	W		1		
185	302+75	WB/RT.	1	5.1	W		1		
186	302+50	WB/RT.	1	4.8	W		1		CHIMNEY BAD
187	301+00	WB/RT.	1	3.8	W				1 CHIMNEY BAD
188	300+45	WB/RT.	1	4	W				CHIMNEY BAD
189	299+30	WB/RT.	1	3.8	NA		1		
190	294+00	WB/RT.	1	5.5	W		1		
191	290+00	WB/RT.	1	4.5	W		1		
192	287+25	WB/RT.	1	4.4	W		1		
193	285+75	WB/RT.	1	4.5	W		1		
194	284+00	WB/RT.	1	4.4	W		1		
195	281+50	WB/RT.	1	4.6	W		1		
196	278+25	WB/RT.	1	NA	W		1		
197	278+00	WB/RT.	1	NA	W		1		
198	276+50	WB/RT.	1	4.2	W		1		
199	269+50	WB/RT.	1	5.4	W	1			1 BROKEN FRAME
200	269+20	WB/RT.	1	5	W		1		
201	266+55	WB/RT.	1	NA	W				
202	266+30	WB/RT.	1	4.1	W		1		
203	264+10	WB/RT.	1	4.4	W		1		
204	262+15	WB/RT.	1	4	W		1		
205	259+15	WB/RT.	1	3.4	W		1		
206	256+15	WB/RT.	1	3.8	W		1		
207	253+50	WB/RT.	1	NA	W		1		
208	251+25	WB/RT.	1	5.2	W		1		
209	249+00	WB/RT.	1	5.5	W	1	1		CHIMNEY BAD-CRACKED FRAME
210	246+00	WB/RT.	1	5.5	W		1		
211	243+00	WB/RT.	1	6.4	W	1	1		1 CHIMNEY BAD-BROKEN FRAME
212A	240+70	WB/RT.	1	NA	0		1		SEWER
212	240+60	WB/RT.	1	4.7	W	1	1		CHIMNEY BAD
213	237+30	WB/RT.	1	5.3	W		1		
214	236+25	WB/RT.	1	5.2	W		1		CHIMNEY BAD

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

STORM SEWER

STRUCTURE NUMBER	LOCATION (MAINLINE)	LOCATION	INLET MANHOLE	DEPTH (FT.)	FRAME/GRATE TYPE	NEW COVER (EACH)	ADJUST (EACH)	RECONSTRUCT (EACH)	REMARKS
215	233+25	WB/RT.	1	6	W				1
216	231+75	WB/RT.	1	6.1	W				1
217	229+00	WB/RT.	1	6.8	W				1
218	226+25	WB/RT.	1	8	W	1			1 FRAME BROKEN
219	223+00	WB/RT.	1	8.4	W	1	1		CHIMNEY BAD-BROKEN FRAME
220A	219+70	WB/RT.	1	NA	O		1		SEWER
220	219+60	WB/RT.	1	10.8	W		1		1
221	219+30	WB/RT.	1	8	W		1		CHIMNEY BAD
222	216+50	WB/RT.	1	8.1	W		1		1
223	211+25	WB/RT.	1	5	W		1		1
224	211+20	*3 LANE WB	1	6.9	O		1		SEWER
225	211+00	WB/RT.	1	4.8	W		1		1
226	209+05	WB/RT.	1	4.6	W		1		1
227	209+05	*3 LANE WB	1	5.2	O		1		SEWER
228	206+20	*3 LANE WB	1	5.2	O		1		SEWER
229	206+18	*3 LANE WB	1	4.6	O		1		REBUILT BY MILW. CO.-SEWER
230	206+00	WB/RT.	1	4.4	W		1		1
231	203+55	*3 LANE WB	1	4.8	O		1		CHIMNEY BAD - SEWER
232	203+50	WB/RT.	1	4.5	W		1		1
233	204+75	WB/RT.	1	4.3	W		1		REBUILT BY MILW. CO.-SEWER
234	200+80	WB/RT.	1	4.7	W	1	1		CHIMNEY BAD-BROKEN FRAME
235	200+85	*3 LANE WB	1	5.1	O		1		CHIMNEY BAD - SEWER
236	195+00	WB/RT.	1	4.6	W	1	1		BROKEN FRAME
237	195+00	*3 LANE WB	1	5.3	O		1		CHIMNEY BAD - SEWER
238	191+50	WB/RT.	1	4	W		1		REBUILT BY MILW. CO.-SEWER
239	191+50	*3 LANE WB	1	5.7	O		1		CHIMNEY BAD - SEWER
240	190+15	WB/RT.	1	1.9	W		1		1
241	190+15	*3 LANE WB	1	5.3	O		1		SEWER
242	189+00	*3 LANE WB	1	7.5	O		1		SEWER
243	186+00	WB/RT.	1	6.5	W		1		1
244	184+75	WB/RT.	1	4.9	W		1		1
245	184+25	WB/RT.	1	4.1	W		1		1
246	183+75	WB/RT.	1	4.5	W		1		1
247	182+50	RAMP	1	7	O		1		SEWER
248	182+30	WB/RT.	1	5.1	W		1		1 CHIMNEY BAD
249	181+50	WB/RT.	1	6	W	1	1		BROKEN FRAME
250	178+30	WB/RT.	1	6.1	W		1		1
251	176+25	RAMP	1	5.5	W		1		1
252	175+10	WB/RT.	1	7.3	O		1		SEWER
253	173+00	WB/RT.	1	4.3	W		1		1
254	170+00	WB/RT.	1	4.2	W	1	1		1 BROKEN FRAME
255	168+20	WB/RT.	1	9	O		1		CHIMNEY BAD - SEWER
256	167+00	WB/RT.	1	4.7	W		1		1
257	163+50	WB/RT.	1	6.5	W		1		CHIMNEY BAD
258	160+50	WB/RT.	1	6	W		1		1
259	157+50	WB/RT.	1	5.4	W		1		1
260	156+70	WB/RT.	1	NA	O		1		CHIMNEY BAD - SEWER
261	156+30	WB/RT.	1	5.7	W	1	1		1 BROKEN FRAME
262	155+55	WB/RT.	1	4.8	W	1	1		BROKEN FRAME
263	154+50	WB/RT.	1	5.5	W		1		1
264	151+50	WB/RT.	1	6	W		1		1
265	148+50	WB/RT.	1	5.6	W		1		1
266	145+50	WB/RT.	1	4.8	W		1		1
267	142+50	WB/RT.	1	4.7	W		1		CHIMNEY BAD
268	139+50	WB/RT.	1	5.1	W		1		1
269	136+50	EB/RT.	1	5.5	W		1		1
270	134+35	91ST ST.	1	5	O		1		SEWER
271	134+10	91ST ST.	1	8.3	O		1		SEWER
272	133+25	91ST ST.	1	NA	O		1		SEWER
273	131+35	EB/RT.	1	7	O		1		SEWER
274	130+80	EB/RT.	1	3.4	W		1		1
275	130+80	EB/RT.	1	3.5	W		1		1
276	133+25	91ST ST.	1	10	O		1		SEWER
277	134+50	EB/RT.	1	4.3	W		1		1
278	134+25	91ST ST.	1	NA	O		1		TELEPHONE
279	136+40	EB/RT.	1	5	W		1		CHIMNEY BAD
280	136+50	EB/RT.	1	10	O		1		SEWER
281	139+50	EB/RT.	1	6	W		1		1
282	142+50	EB/RT.	1	6	W		1		CHIMNEY BAD
283	145+50	EB/RT.	1	8.5	W		1		1
284	145+00	*3 LANE	1	5.8	O		1		CRACKED FRAME - SEWER
285	148+50	EB/RT.	1	7.5	W		1		1

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

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

STORM SEWER

STRUCTURE NUMBER	LOCATION (MAINLINE)	LOCATION INLET	MANHOLE	DEPTH (FT.)	FRAME/GRATE TYPE	NEW COVER (EACH)	ADJUST (EACH)	RECONSTRUCT (EACH)	REMARKS
286	151+50	EB/RT.	1	8.3	W			1	
287	154+50	EB/RT.	1	7.6	W			1	
288	157+50	EB/RT.	1	7	W			1	
289	157+75	EB/RT.	1	15	O			1	1 CHIMNEY BAD - SEWER
290	160+50	EB/RT.	1	15	W			1	1 CHIMNEY BAD
291	161+85	EB/RT.	1	15	W		1	1	1 BROKEN FRAME
292	163+50	EB/RT.	1	10	W			1	
293	167+00	EB/RT.	1	4.8	W			1	
294	168+00	EB/RT.	1	14	O			1	SEWER
295	168+40	EB/RT.	1	5.2	O			1	CHIMNEY BAD - SEWER
296	170+00	EB/RT.	1	5	W			1	
297	170+80	EB/RT.	1	8.3	W			1	
298	173+00	EB/RT.	1	8	W			1	
299	174+15	EB/RT.	1	NA	W			1	
300	174+50	EB/RT.	1	5.7	O			1	SEWER
301	175+90	EB/RT.	1	5.5	W			1	
302	176+50	EB/RT.	1	9	W			1	CHIMNEY BAD
303	177+25	*3 LANE	1	4.6	O			1	CHIMNEY BAD - SEWER
304	178+25	EB/RT.	1	4.3	W			1	
305	178+25	*3 LANE	1	4.6	O			1	CHIMNEY BAD - SEWER
306A	180+50	RAMP	1	NA	W			1	
306	180+50	*3 LANE	1	5.2	O			1	CHIMNEY BAD - SEWER
307	182+25	EB/RT.	1	6.5	W			1	
308	183+75	EB/RT.	1	4	W		1	1	BROKEN FRAME
309	183+25	EB/RT.	1	3.1	W			1	CHIMNEY BAD
310	183+75	EB/RT.	1	2.8	W			1	
311	185+75	*3 LANE	1	5.8	O			1	SEWER
312	186+60	*3 LANE	1	15	O			1	1 CHIMNEY BAD - SEWER
313	186+75	EB/RT.	1	4.3	W			1	
314	187+15	*3 LANE	1	15	O			1	1 CHIMNEY BAD - SEWER
315	190+15	EB/RT.	1	1.6	W			1	CHIMNEY BAD
316	191+50	*3 LANE	1	6.5	O			1	CHIMNEY BAD - SEWER
317	192+50	*3 LANE	1	5.5	O			1	CHIMNEY BAD - SEWER
318	192+50	EB/RT.	1	1.8	W			1	
319	195+00	EB/RT.	1	4.5	W			1	
320	195+00	*3 LANE	1	6	O			1	CHIMNEY BAD - SEWER
321	197+15	*3 LANE	1	6.2	O			1	CHIMNEY BAD - SEWER
322	199+75	EB/RT.	1	4.1	W			1	
323	199+75	*3 LANE	1	4.9	O			1	CHIMNEY BAD - SEWER
324	200+50	*3 LANE	1	6.3	O			1	CHIMNEY BAD - SEWER
325	203+15	EB/RT.	1	6	W			1	
326	203+15	*3 LANE	1	7	O			1	CHIMNEY BAD - SEWER
327	203+50	*3 LANE	1	13	O			1	CHIMNEY BAD - SEWER
328	206+00	EB/RT.	1	4.6	W			1	
329	206+00	*3 LANE	1	9	O			1	CHIMNEY BAD - SEWER
330	206+85	*3 LANE	1	13.5	O			1	CHIMNEY BAD - SEWER
331	208+75	EB/RT.	1	4.5	W			1	
332	208+75	*3 LANE	1	9	O			1	SEWER
333	209+50	*3 LANE	1	10	O			1	SEWER-BROKEN FRAME (SAN)
334	211+50	EB/RT.	1	4.1	W			1	
335	211+50	*3 LANE	1	7	O			1	BROKEN FRAME - SEWER
336	211+75	EB/RT.	1	4.1	W			1	
337	213+00	*3 LANE	1	NA	O			1	NEW SANITARY - SEWER
338	213+30	*3 LANE	1	NA	O			1	NEW SANITARY - SEWER
339	213+40	*3 LANE	1	NA	O			1	NEW SANITARY - SEWER
340	213+75	*3 LANE	1	NA	O			1	NEW SANITARY - SEWER
341	216+50	EB/RT.	1	3.7	W			1	CHIMNEY BAD
342	219+70	EB/RT.	1	3.4	W			1	
343	222+00	66TH ST.	1	8	O			1	SEWER
344	222+90	EB/RT.	1	3.6	W		1	1	1 BROKEN FRAME
345	226+25	EB/RT.	1	4	W			1	CHIMNEY BAD
346	226+50	64TH ST.	1	10	O			1	SEWER
347	229+00	EB/RT.	1	3.1	W			1	
348	231+75	EB/RT.	1	3.7	W		1	1	1 BROKEN FRAME
349	233+85	EB/RT.	1	4.1	W		1	1	BROKEN FRAME
350	236+25	EB/RT.	1	3	W			1	

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

STORM SEWER

STATE PROJECT NUMBER	2151-00-70	SHEET NO.	38
MISCELLANEOUS QUANTITIES			
STH 100	MILWAUKEE CO.		

STRUCTURE NUMBER	LOCATION (MAINLINE)	LOCATION INLET MANHOLE	DEPTH (FT.)	FRAME/GRATE TYPE	NEW COVER (EACH)	ADJUST (EACH)	RECONSTRUCT (EACH)	REMARKS
351	237+30	EB/RT.	1	3.6	W		1	
352	240+50	EB/RT.	1	5	W		1	
353	241+25	EB/RT.	1	4	W		1	CHIMNEY BAD
354	243+40	EB/RT.	1	NA	W		1	CHIMNEY BAD
355	246+00	EB/RT.	1	4	W		1	
356	249+00	EB/RT.	1	3.9	W		1	
357	252+05	EB/RT.	1	4	W		1	
358	256+15	EB/RT.	1	5.1	W		1	
359	259+15	EB/RT.	1	5.2	W	1	1	1 BROKEN FRAME
360	262+15	EB/RT.	1	4.7	W		1	
361	263+25	EB/RT.	1	6	W	1		1 CHIMNEY BAD-BROKEN FRAME
362	264+10	EB/RT.	1	6	W		1	CHIMNEY BAD
363	266+25	EB/RT.	1	8	W		1	CHIMNEY BAD
364	266+65	*2 LANE	1	NA	O		1	SEWER
365	269+25	EB/RT.	1	3.3	W		1	
366	269+50	EB/RT.	1	3.6	W		1	CHIMNEY BAD
367	275+50	EB/RT.	1	6	W		1	CHIMNEY BAD
368	278+40	*2 LANE	1	NA	O		1	SEALED - SEWER
369	279+00	EB/RT.	1	3.4	W		1	
370	281+50	EB/RT.	1	3.6	W		1	
371	283+50	EB/RT.	1	3.9	W		1	
372	283+60	*3 LANE	1	NA	O		1	WEPCO
373	283+70	*3 LANE	1	NA	O		1	SEALED - SEWER
374	285+20	EB/RT.	1	7	W		1	
375	285+75	EB/RT.	1	6	W		1	
376	287+00	EB/RT.	1	5.6	W		1	
377	290+85	EB/RT.	1	4	W		1	
378	291+85	EB/RT.	1	4.5	W		1	CHIMNEY BAD
379	294+00	EB/RT.	1	4.4	W		1	1 CHIMNEY BAD
380	296+45	EB/RT.	1	3.6	W		1	1 CHIMNEY BAD
381	299+50	EB/RT.	1	3.5	W		1	
382	300+45	EB/RT.	1	3.3	W		1	
383	301+00	EB/RT.	1	4.1	W		1	
384	304+15	EB/RT.	1	4.8	W		1	
385	307+10	EB/RT.	1	3.3	W		1	
386	310+50	EB/RT.	1	4.6	W		1	

TOTAL = 275 115 44 252 94

INLET MANHOLE FRAME/GRATE TYPE NEW COVER (EACH) ADJUST (EACH) RECONSTRUCT (EACH)

STRUCTURE NR	LOCATION STA	LOC	INL	M.H.	ADJ	RECON	REMARKS
150A	176+00	WB/RT					
307A	182+40	WB/RT					
243A	185+30	RAMP					
383C	303+00	WB/RT					
114A	252+50	WB/RT					
326A	263+00	*3 LANE					
157A	176+27	WB/RAMP					
307B	182+30	RAMP					
321A	198+00	*3 LANE					
189B	299+28	WB/RAMP					
383A	302+20	WB/RT					
383B	302+40	WB/RT					
381A	299+10	WB/RT					
189A	299+00	WB/RT					
189B	299+20	WB/RT					
291A	162+50	WB/RT					
291B	163+00	WB/RT					
294A	168+20	WB/RT					
294B	168+60	"					
300A	175+00	"					SANITARY
300B	174+70	"					
300C	174+70	"					
300D	175+20	"					
300E	175+20	"					
310A	185+50	"					
250A	178+25	WB/RT					SANITARY
69A	266+75	"					
230A	204+30	"					
285A	149+30	WB/RT					SANITARY

SANITARY MANHOLE SEALS (NON-PARTICIPATING)		
GROUP CODE		EACH
020	UNDISTRIBUTED	15
030	UNDISTRIBUTED	5

CONCRETE INTERSECTIONS/SIDE ROADS

STATION	LENGT (FT.)	WIDTH (FT.)	AREA (S.Y.)	SAW CUTS FULL DEPTH (L.F.)*	SPEC. HES CONCRETE BASE COURSE 9 INCH (S.Y.)*	SPEC. HES BASE PATCHING CONCRETE (S.Y.)*	DOWEL BARS (EACH)*	PAVEMENT TIES (EACH)*
155+91 LT.	19.0	24.0	50.7	24.0	0.0	50.7	32.0	0.0
162+40 RT.	20.0	33.0	73.3	33.0	73.3	0.0	44.0	14.0
167+70 LT.	26.0	27.0	78.0	50.0	78.0	0.0	36.0	19.0
168+00 RT.	20.0	50.0	111.1	35.0	111.1	0.0	66.0	14.0
168+26 LT.	26.0	27.0	78.0	55.0	78.0	0.0	36.0	19.0
174+40 LT.	6.0	34.0	22.7	50.0	0.0	22.7	45.0	0.0
174+80 LT.	22.0	20.0	48.9	60.0	48.9	0.0	26.0	15.0
219+90 RT.	12.0	20.0	26.7	50.0	0.0	26.7	26.0	0.0
226+74 RT.	25.0	40.0	111.1	35.0	111.1	0.0	53.0	18.0
TOTAL = 600.4 392.0 500.4 100.0 364.0 99.0								

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ASPHALTIC PAVING

LOCATION	ASPH. MATERIAL FOR TACK COAT	ASPH. CONCRETE PAVEMENT - TYPE HV
STA - STA	(GAL.)	(TON)
133+20 - 161+00	1752	5256
161+00 - 190+00	1810	5431
190+00 - 222+50	1808	5423
222+50 - 251+00	1690	5067
251+00 - 281+00	1660	4979
281+00 - 311+00	1678	5036
DRIVEWAYS/INT'S.	62	372
TOTAL = 10460 31564		

**ASPHALT QUANTITIES BASED ON A DENSITY OF 120 LBS./SQ. YD./IN.

**TACK COAT QUANTITIES BASED ON THE APPLICATION RATE OF 0.03 GAL./SQ. YD.

CONCRETE DRIVEWAYS
REMOVING PAVEMENT - BUTT JOINTS

LOCATION** (STA.)	LENGTH (FT.)	WIDTH (FT.)	AREA* (S.Y.)
132+93, RT.	30.0	5.0	16.7
135+60, LT.	33.0	5.0	18.3
136+35, LT.	36.0	5.0	20.0
137+65, RT.	33.0	5.0	18.3
138+00, LT.	40.0	5.0	22.2
138+90, RT.	36.0	5.0	20.0
139+95, RT.	36.0	5.0	20.0
140+00, RT.	36.0	5.0	20.0
140+40, LT.	40.0	5.0	22.2
143+35, LT.	38.0	5.0	21.1
144+85, RT.	36.0	5.0	20.0
145+35, LT.	44.0	5.0	24.4
146+80, LT.	32.0	5.0	17.8
148+25, LT.	32.0	5.0	17.8
149+00, LT.	45.0	5.0	25.0
149+35, RT.	42.0	5.0	23.3
151+40, RT.	46.0	5.0	25.6
151+50, LT.	40.0	5.0	22.2
157+52, RT.	34.0	5.0	18.9
158+05, LT.	40.0	5.0	22.2
159+95, LT.	36.0	5.0	20.0
162+80, LT.	40.0	5.0	22.2
164+10, RT.	32.0	5.0	17.8
164+40, LT.	36.0	5.0	20.0
166+58, LT.	44.0	5.0	24.4
169+90, LT.	40.0	5.0	22.2
171+35, LT.	30.0	5.0	16.7
171+97, LT.	32.0	5.0	17.8
172+08, RT.	36.0	5.0	20.0
174+20, LT.	36.0	5.0	20.0
178+25, LT.	35.0	5.0	19.4
191+84, LT.	34.0	5.0	18.9
192+50, LT.	24.0	5.0	13.3
193+10, LT.	28.0	5.0	15.6
193+38, RT.	24.0	5.0	13.3
203+20, RT.	34.0	5.0	18.9
204+10, RT.	36.0	5.0	20.0
206+60, RT.	26.0	5.0	14.4
207+85, RT.	28.0	5.0	15.6
207+90, LT.	28.0	5.0	15.6
208+25, RT.	32.0	5.0	17.8
210+12, LT.	26.0	5.0	14.4
211+05, RT.	36.0	5.0	20.0
211+40, LT.	35.0	5.0	19.4
213+38, LT.	32.0	5.0	17.8
216+10, RT.	14.0	5.0	7.8
216+40, LT.	50.0	5.0	27.8
216+70, RT.	20.0	5.0	11.1
221+00, RT.	20.0	5.0	11.1
223+75, LT.	34.0	5.0	18.9
231+00, LT.	34.0	5.0	18.9
236+75, LT.	22.0	5.0	12.2
238+50, LT.	22.0	5.0	12.2
242+40, LT.	25.0	5.0	13.9
243+00, LT.	30.0	5.0	16.7
247+50, LT.	36.0	5.0	20.0
249+65, LT.	32.0	5.0	17.8
251+80, LT.	20.0	5.0	11.1
264+00, RT.	36.0	5.0	20.0
264+85, RT.	36.0	5.0	20.0
265+65, RT.	36.0	5.0	20.0
268+90, LT.	36.0	5.0	20.0
274+90, LT.	42.0	5.0	23.3
282+95, LT.	34.0	5.0	18.9
284+20, LT.	34.0	5.0	18.9
286+90, LT.	28.0	5.0	15.6
TOTAL = 1227.8			

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

** FINAL DETERMINATION OF EXACT LOCATION
SHOULD BE DETERMINED BY THE ENGINEER IN THE FIELD.STATE PROJECT NUMBER
2151-00-70SHEET NO.
30MISCELLANEOUS
QUANTITIES

STH 100

MILWAUKEE CO.

REMOVING PAVEMENT

DESCRIPTION	SPECIAL HES CONC. BASE CRS. 9 IN. (S.Y.)	REMOVING PAVEMENT (S.Y.)
BASE PATCHING/JOINT REPAIR W/B	2057.8	2057.8
BASE PATCHING/JOINT REPAIR E/B	1546.7	1546.7
CONCRETE INTERSECTIONS/SIDE ROADS	500.4	500.4
CONCRETE DRIVEWAYS	0	396.3
UNDISTRIBUTED (NOSE MEDIAN ETC.)	0	200
TOTAL = 4104.9 4701.2		

LANDMARK REFERENCE MONUMENTS
WITNESS MONUMENTS
LOCATION WITNESS MONUMENTS WITH IRON COVERS

(STA)	(EA)	(EA)
133+82	3	1
TOTAL = 3 1		

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

BUTT JOINTS - CONCRETE
(REMOVING PAVEMENT - BUTT JOINTS)

LOCATION** (STA.)	OFFSET (FT.)	WIDTH (FT.)	LENGTH (FT.)	AREA (S.Y.)*	REMARKS
133+20	0.0	106.0	15.0	176.7	BEGINNING OF PROJECT
133+80	53 FT. LT.	140.0	6.0	93.3	FLANGELINE @ NORTH EDGE OF INTERSECTION
133+80	53 FT. RT.	105.0	6.0	70.0	FLANGELINE @ SOUTH EDGE OF INTERSECTION
156+52	76 FT. LT.	40.0	10.0	44.4	SOUTH SIDE OF INTERSECTION
156+55	73 FT. RT.	50.0	10.0	55.6	SOUTH EDGE OF SIDEWALK
174+90	65 FT. RT.	46.0	10.0	51.1	NORTH SIDE OF INTERSECTION
175+75	70 FT. LT.	20.0	10.0	22.2	SOUTH ON SERVITE DR.
175+90	65 FT. LT.	18.0	10.0	20.0	RT. TURN OFF RAMP
180+72	72 FT. RT.	20.0	10.0	20.0	WB OFF RAMP TO SERVITE DR.
181+80	96 FT. LT.	20.0	10.0	22.2	RT. TURN OFF RAMP TO 76 TH ST.
182+42	86 FT. RT.	25.0	10.0	27.8	ON RAMP TO BROWND EER RD. (WEST)
182+60	105 FT. LT.	24.0	10.0	26.7	OFF RAMP THRU-WAY FROM 76 TH ST. (SOUTH)
185+62	58 FT. RT.	23.0	10.0	25.6	OFF RAMP THRU-WAY FROM 76 TH ST. (NORTH)
186+00	106 FT. LT.	24.0	10.0	26.7	OFF RAMP THRU-WAY FROM 76 TH ST. (SOUTH)
186+26	88 FT. RT.	20.0	10.0	22.2	OFF RAMP THRU-WAY FROM 76 TH ST. (NORTH)
187+75	100 FT. LT.	20.0	10.0	22.2	OFF RAMP FROM 76 TH ST. TO EB BROWND EER
192+00	84 FT. RT.	35.0	10.0	38.9	OFF RAMP FROM BROWND EER RD. TO NB 76 TH ST.
199+90	76 FT. RT.	37.0	10.0	41.1	MATCH 2 FT. SOUTH ON 76 TH PL.
204+46	114 FT. LT.	26.0	10.0	28.9	MATCH 25 FT. BEHIND CURB FACE ON 72 ND ST.
204+95	113 FT. LT.	26.0	10.0	28.9	OFF RAMP FROM 70 TH ST.
206+15	68 FT. LT.	18.0	10.0	20.0	ON RAMP FROM 70 TH ST.
213+62	68 FT. RT.	26.0	10.0	20.0	WB OFFRAMP TO 76 TH ST.
219+60	78 FT. LT.	35.0	10.0	28.9	68 TH ST.
220+30	78 FT. LT.	37.0	10.0	38.9	PARK PLAZA CT.
240+00	73 FT. LT.	40.0	10.0	41.1	PARK PLAZA CT.
240+04	90 FT. RT.	46.0	10.0	44.4	60 TH ST. - NORTH
252+00	86 FT. RT.	35.0	10.0	51.1	60 TH ST. - SOUTH
254+05	78 FT. LT.	40.0	10.0	38.9	56 TH ST. - SOUTH
				44.4	55 TH ST. - NORTH

BUTT JOINTS - CONCRETE
(REMOVING PAVEMENT - BUTT JOINTS)

LOCATION** (STA.)	OFFSET (FT.)	WIDTH (FT.)	LENGTH (FT.)	AREA (S.Y.)*	REMARKS
266+65	80 FT. RT.	42.0	10.0	46.7	51 ST ST. - SOUTH
266+65	82 FT. LT.	40.0	10.0	44.4	51 ST ST. - NORTH
273+90	54 FT. RT.	60.0	10.0	66.7	MATCH @ FLANGELINE
278+40	102 FT. LT.	40.0	10.0	44.4	ARBON DR. - NORTH
278+40	54 FT. RT.	110.0	6.0	73.3	ARBON DR. - SOUTH
282+90	55 FT. RT.	50.0	6.0	33.3	(MATCH FLANGE LINE)
285+33	32 FT. LT.	38.0	15.0	63.3	MATCH @ FLANGELINE
285+75	32 FT. LT.	38.0	15.0	63.3	RAILROAD X - ING (W.C. RAILROAD)
285+38	32 FT. RT.	36.0	15.0	60.0	RAILROAD X - ING (W.C. RAILROAD)
285+80	32 FT. RT.	36.0	15.0	60.0	RAILROAD X - ING (W.C. RAILROAD)
289+15	82 FT. RT.	30.0	10.0	33.3	
289+35	85 FT. LT.	40.0	10.0	44.4	
294+30	75 FT. LT.	40.0	10.0	44.4	DEERWOOD DR.
294+40	85 FT. RT.	35.0	10.0	38.9	
297+90	66 FT. RT.	20.0	10.0	22.2	OFF RAMP
298+80	52 FT. LT.	20.0	10.0	22.2	
299+10	50 FT. LT.	20.0	10.0	22.2	
299+20	43 FT. RT.	20.0	6.0	13.3	MATCH @ FLANGELINE
302+35	52 FT. LT.	25.0	10.0	27.8	
302+45	40 FT. RT.	30.0	6.0	20.0	MATCH @ FLANGELINE
302+75	60 FT. RT.	20.0	10.0	22.2	
303+70	63 FT. LT.	20.0	10.0	22.2	
309+90	58 FT. LT.	100.0	6.0	66.7	MATCH @ FLANGELINE
309+90	74 FT. RT.	32.0	15.0	53.3	KILDEER CT.
311+00	25 FT. RT.	38.0	15.0	63.3	END OF PROJECT
311+00	40 FT. LT.	48.0	15.0	80.0	END OF PROJECT

TOTAL = 2326.7

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.

** LOCATIONS (STA.) ARE LOCATED WITH RESPECT TO THE MAINLINE - CENTER OF BUTT JOINT.

** LOCATIONS OF BUTT JOINTS SHOWN ON PLAN ARE APPROXIMATE. FINAL DETERMINATION OF EXACT LOCATION SHOULD BE DETERMINED BY THE ENGINEER IN THE FIELD.

CURB & GUTTER REPLACEMENT			
LOCATION (STA.)	LT./RT.	CONCRETE CURB & GUTTER REMOVAL (L.F.)*	CONCRETE CURB & GUTTER 31-INCH (L.F.)*
EASTBOUND			
133+25	LT.	6	6
136+55	LT.	6	6
139+50	LT.	8	8
139+80	RT.	6	6
141+00	LT.	6	6
143+25	RT.	6	6
143+70	RT.	6	6
147+40	RT.	6	6
151+25	LT.	6	6
155+70	RT.	10	10
157+10	RT.	20	20
160+20	LT.	10	10
163+50	LT.	8	8
166+95	RT.	8	8
171+50	RT.	8	8
173+00	RT.	10	10
175+30	LT.	15	15
175+20	RT.	15	15
176+50	RT.	15	15
186+00	LT.	15	15
195+00	RT.	10	10
199+75	LT.	10	10
202+95	MED.	0	38
203+40	MED.	0	38
203+40	LT.	6	6
203+80	LT.	6	6
205+50	LT.	6	6
210+00	LT.	8	8
216+75	LT.	6	6
219+75	LT.	6	6
237+70	LT.	6	6
243+35	RT.	20	20
247+20	LT.	6	6
253+30	LT.	8	8
267+20	RT.	8	8
269+40	RT.	30	30
285+35	LT.	6	6
289+00	LT.	8	8
298+90	RT.	15	15
299+90	RT.	150	150
303+20	RT.	10	10
307+25	RT.	20	20
TOTAL =		535	611

CURB & GUTTER REPLACEMENT			
LOCATION (STA.)	LT./RT.	CONCRETE CURB & GUTTER REMOVAL (L.F.)*	CONCRETE CURB & GUTTER 31-INCH (L.F.)*
WESTBOUND			
308+50	RT.	6	6
305+80	LT.	6	6
302+90	RT.	8	8
301+00	RT.	12	12
300+40	RT.	60	60
297+50	LT.	6	6
280+50	RT.	35	35
270+25	RT.	25	25
269+95	LT.	10	10
268+80	RT.	6	6
259+20	LT.	10	10
254+55	LT.	12	12
253+25	LT.	10	10
251+20	LT.	6	6
247+25	LT.	8	8
239+55	RT.	15	15
236+20	RT.	12	12
235+30	RT.	15	15
235+00	RT.	6	6
225+60	LT.	6	6
212+00	RT.	100	100
209+00	RT.	10	10
207+55	RT.	15	15
204+50	LT.	6	6
202+00	LT.	20	20
180+00	LT.	40	40
175+70	RT.	6	6
173+00	RT.	6	6
171+00	RT.	20	20
169+50	RT.	10	10
167+20	RT.	25	25
162+80	RT.	6	6
160+50	LT.	10	10
142+50	LT.	10	10
TOTAL =		558	558
TOTAL (EASTBOUND & WESTBOUND)		1093	1169

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

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

MAINTENANCE RAMPS			
LOCATION (STA.)	CURB & GUTTER REMOVAL (L.F.)*	SAWCUT FULL DEPTH (L.F.)*	
133+22 CL **	5	2.5	
134+42 LT. **	10	2.5	
136+00 LT. **	5	2.5	
136+64 LT. **	5	2.5	
142+95 RT. **	5	2.5	
143+75 RT. **	0	0	
150+95 RT. **	5	2.5	
151+90 LT. **	5	2.5	
156+05 RT. **	10	2.5	
157+00 RT. **	10	2.5	
162+40 RT. **	10	2.5	
163+20 LT. **	5	2.5	
167+65 RT. **	5	2.5	
168+90 LT. **	5	2.5	
174+38 RT. **	0	0	
175+60 LT. **	0	0	
182+15 LT. **	5	2.5	
183+15 RT. **	10	2.5	
185+05 LT. **	10	2.5	
186+00 LT. **	5	2.5	
191+54 LT. **	5	2.5	
192+40 LT. **	5	2.5	
199+50 LT. **	5	2.5	
200+30 LT. **	5	2.5	
202+85 RT. **	5	2.5	
203+52 RT. **	5	2.5	
204+08 RT. **	5	2.5	
205+84 RT. **	5	2.5	
207+65 RT. **	5	2.5	
208+30 RT. **	5	0	
213+12 RT. **	5	2.5	
214+00 LT. **	5	2.5	
219+45 RT. **	5	2.5	
220+56 LT. **	5	2.5	
226+20 RT. **	5	2.5	
227+20 LT. **	5	2.5	
237+20 RT. **	0	0	
237+85 RT. **	5	2.5	
239+55 RT. **	10	2.5	

MAINTENANCE RAMPS			
LOCATION (STA.)	CURB & GUTTER REMOVAL (L.F.)*	SAWCUT FULL DEPTH (L.F.)*	
240+60 LT. **	5	2.5	
242+65 LT. **	5	2.5	
243+35 LT. **	0	0	
250+85 LT. **	5	2.5	
252+45 LT. **	10	2.5	
253+55 RT. **	5	2.5	
254+50 RT. **	5	2.5	
264+10 RT. **	5	2.5	
264+80 RT. **	5	2.5	
266+10 RT. **	5	2.5	
267+20 LT. **	5	2.5	
268+65 LT. **	5	2.5	
269+00 LT. **	5	2.5	
273+70 LT. **	5	2.5	
274+10 LT. **	5	2.5	
277+90 RT. **	5	2.5	
278+80 LT. **	5	2.5	
282+45 RT. **	5	2.5	
283+35 LT. **	5	2.5	
288+65 RT. **	5	2.5	
289+80 LT. **	5	2.5	
293+80 RT. **	5	2.5	
294+80 LT. **	5	2.5	
298+95 RT. **	0	0	
299+70 RT. **	5	2.5	
301+85 RT. **	5	2.5	
302+65 RT. **	0	0	
308+95 RT. **	5	2.5	
310+00 RT. **	10	5	
TOTAL =		350	152.5

* ADDITIONAL ITEMS LISTED ELSEWHERE.

** FINAL DETERMINATION OF THE EXACT LOCATIONS SHALL BE BY THE ENGINEER IN THE FIELD.

** MAINTENANCE RAMPS CAN BE INCORPORATED INTO MEDIAN NOSE REPAIR AS THE RADIUS IS GREATER THAN 6 FT.

CONCRETE DRIVEWAYS			
STATION	LENGTH (FT.)	WIDTH (FT.)	CONCRETE DRIVEWAY, 7-INCH (S.Y.)*
135+25 RT.	26.0	6.0	17.3
136+05 RT.	24.0	6.0	16.0
136+40 RT.	15.0	15.0	25.0
143+35 RT.	26.0	15.0	43.3
146+90 RT.	12.0	15.0	20.0
147+20 RT.	12.0	13.0	17.3
171+75 RT.	12.0	9.0	12.0
172+90 LT.	12.0	29.0	38.7
208+10 RT.	5.0	5.0	2.8
224+10 RT.	13.0	16.0	23.1
244+65 RT.	19.0	30.0	63.3
251+41 LT.	5.0	11.0	6.1
267+40 RT.	26.0	27.0	78.0
268+40 RT.	10.0	30.0	33.3

TOTAL = 396.3

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

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

SNOWFLOWABLE ISLAND NOSES

LOCATION (STA.)	CONCRETE CURB & GUTTER 31-INCH ($< 6'$ RADII) (L.F.)*	CONCRETE DRIVEWAY, 7" CURB & GUTTER ($> 6'$ RADII) (S.Y.)*	CONCRETE REMOVAL (L.F.)*	SAWING CONCRETE PAVEMENT FULL DEPTH (L.F.)*	REMARKS
133+32	0	22	25	0	REMOVE PAVED AREA INSIDE NOSE (6' X 10' = 6.7 C.Y.) - UNDISTRIBUTED
134+30	25	0	25	0	REMOVE PAVED AREA INSIDE NOSE
143+10	15	0	15	0	
143+60	28	0	28	0	
151+08	0	22	22	0	
151+80	22	0	22	0	
162+55	0	22	30	0	
163+05	20	0	20	0	
167+80	0	22	13	0	
168+80	0	22	15	0	
174+50	0	22	40	0	
175+45	0	22	32	0	MEDIAN FOR RT. TURN LANE EB OFF RAMP @ 76 TH ST.
180+80	20	0	20	0	
182+25	18	0	18	0	
183+02	10	0	10	0	
185+17	10	0	10	0	
185+90	25	0	25	0	
188+03	18	0	18	0	WB OFF RAMP @ 76 TH ST.
191+68	0	35	14	0	
192+30	17	0	17	0	
199+60	0	22	18	0	
200+20	0	22	19	0	
202+95	0	35	30	0	REPLACE EXISTING MEDIAN NOSE
203+40	0	35	30	0	REPLACE EXISTING MEDIAN NOSE
204+20	0	35	11	0	
205+64	16	0	16	5	
206+10	6	0	6	0	OFF RAMP MEDIAN TO 76 TH ST.
207+75	12	0	12	0	
208+30	12	0	12	0	
213+25	12	0	12	0	
213+90	12	0	12	0	
219+56	0	22	12	2.5	
220+45	0	22	12	2.5	
226+30	14	0	14	5	
227+03	23	0	23	0	
237+30	0	79	23	0	
237+70	0	35	14	0	
239+60	23	0	23	0	
240+40	0	22	23	0	
242+75	0	35	20	5	
243+15	0	79	28	0	
250+95	14	0	14	5	
252+30	15	0	15	0	
253+10	9	0	9	2.5	
254+40	21	0	21	2.5	
264+25	0	35	25	2.5	
264+65	0	22	28	2.5	
266+20	0	22	16	2.5	
267+10	0	22	18	2.5	
268+60	0	35	23	0	
269+00	0	22	19	2.5	
273+70	0	22	19	2.5	
274+15	0	22	13	0	
277+90	0	22	13	5	
278+70	0	22	17	2.5	
282+60	0	22	16	0	
283+25	0	22	13	2.5	
288+75	6	0	6	0	
289+60	0	22	15	2.5	
294+05	0	22	14	0	
294+70	0	22	18	2.5	
297+90	8	0	8	2.5	MEDIAN OFF RAMP
299+10	0	79	47	0	
299+55	18	0	18	0	
301+95	11	0	11	0	
302+50	0	79	50	2.5	
303+70	18	0	18	2.5	MEDIAN OFF RAMP
TOTAL *	478	1146	1273	67.5	

* ADDITIONAL QUANTITIES ARE LISTED ELSEWHERE

STATE PROJECT NUMBER 2151-00-70	SHEET NO. 30
MISCELLANEOUS QUANTITIES	
STH 100	MILWAUKEE CO.

LOCATION** STA.	DESCRIPTION	TYPE	CONCRETE CURB & GUTTER REMOVAL (L.F.)*	CONCRETE CURB & GUTTER 31-INCH (L.F.)*	CONCRETE SIDEWALK - 5 IN. (S.F.)	REMOVING CONCRETE SIDEWALK (S.Y.)
167+80	NW QUADRANT	1	18	18	220	8.2
168+60	NE QUADRANT	1	18	18	220	8.2
174+60	SW QUADRANT	2	25	25	300	10.0
174+60	NW QUADRANT	2	25	25	300	10.0
175+50	MED. ISLAND - WEST	1	18	18	220	8.2
175+70	MED. ISLAND - NORTH	1	18	18	220	8.2
175+80	NE QUADRANT	1	18	18	220	8.2
181+75	NW QUADRANT	1	18	18	220	8.2
182+00	MED. ISLAND - WEST	1	18	18	220	8.2
182+45	MED. ISLAND - EAST	1	18	18	220	8.2
182+75	NE QUADRANT	1	18	18	220	8.2
185+75	NW QUADRANT	1	18	18	220	8.2
186+05	MED. ISLAND - WEST	1	18	18	220	8.2
187+90	MED. ISLAND - EAST	1	18	18	220	8.2
188+00	NE QUADRANT	1	18	18	220	8.2
	(WB OFFRAMP TO 76 TH ST.)					
204+60	MED. ISLAND - WEST	1	18	18	220	8.2
	(WB OFFRAMP TO 76 TH ST.)					
204+70	MED. ISLAND - NORTH	1	18	18	220	8.2
	(WB OFFRAMP TO 76 TH ST.)					
240+50	NE QUADRANT	1	18	18	220	8.2
240+50	SE QUADRANT	1	18	18	220	8.2
266+30	SW QUADRANT	1	18	18	220	8.2
266+30	NW QUADRANT	2	25	25	300	10.0
	(51 ST ST.)					
267+00	NE QUADRANT	2	25	25	300	10.0
	(51 ST ST.)					
TOTAL *		18 (TYPE 1) 4 (TYPE 2)	424	424	5160	187.6

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.

** THE EXACT TYPE AND LOCATION OF THE CURB RAMPS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

TRAFFIC CONTROL**		
DESCRIPTION	UNIT	QUANTITY
ARROW BOARDS	DAYS	360
DRUMS	DAYS	12000
BARRICADES, TYPE II	DAYS	7200
BARRICADES, TYPE III	DAYS	960
WARNING LIGHTS, TYPE A	DAYS	12000
WARNING LIGHTS, TYPE C	DAYS	1440
SIGNS	DAYS	6000

** ALL QUANTITIES ARE BASED ON A 120 WORKING DAY CONTRACT.

PAVEMENT MARKING

LOCATION (STA./STREET)	4 IN. WHITE LANELINE L.F.	12 IN. DIAGONAL WHITE L.F.	ISLAND NOSE YELLOW S.F.	CURB & GUTTER YELLOW L.F.	CURB RAMP YELLOW L.F.	WORDS WHITE EA.	TYPE 2 ARROWS EA.	TYPE 3 ARROWS EA.	TYPE 4 ARROWS EA.	6 IN. CROSSWALK WHITE L.F.	8 IN. CHANNELIZING WHITE L.F.	18 IN. STOPLINE WHITE L.F.	CURB YELLOW ENTIRE ISLAND L.F.	RR CROSSINGS WHITE EA.	4 IN. WHITE DOT PATTERN - 3 FT. LINE 12 FT. SKIP L.F.	4 IN. WHITE PATTERN - 5 FT. LINE, 5 FT. GAP L.F.
133+20 - 311+00	18060.0															
91 ST ST.			60.0		180.0							280.0				
85 TH ST.		600.0	40.0		100.0	4.0	4.0					960.0	240.0			
MALL ENTRANCE (STA 168+00)			80.0		240.0							320.0				
SERVITE DR.			80.0		200.0							300.0				
RAMPS @ 76 TH ST.			240.0		540.0	144.0	2.0	2.0	3.0			820.0	100.0	80.0		15.0
76 TH PL.			80.0		120.0	24.0						140.0				
72 ND ST.			120.0		160.0	36.0						160.0				
70 TH ST.			60.0		170.0	48.0						200.0				
68 TH ST.			120.0		180.0	36.0						180.0	20.0			
66 TH ST.			100.0		150.0	36.0				520.0	380.0	100.0				
64 TH ST.			110.0		140.0	36.0				220.0	380.0	100.0				
60 TH ST.			80.0		160.0	36.0				300.0	380.0	70.0				
55 TH ST.			200.0		220.0	24.0				100.0	240.0	25.0				
51 ST ST.			120.0		160.0	36.0				660.0	260.0	110.0				
ARBON DR.			80.0		120.0	36.0				140.0	260.0	40.0				
289+00			80.0		160.0	24.0				80.0	280.0	40.0				
285+00												80.0		3.0		
283+00			80.0		160.0						120.0	20.0				
DEERWOOD DR.			80.0		120.0	24.0				80.0	260.0	50.0				
STH 57 RAMPS		400.0	160.0		380.0	48.0	1.0	1.0	1.0	3.0	1400.0	80.0			60.0	15.0
KILLDEER CT.			80.0		120.0						200.0	40.0				
MEDIAN CROSSOVERS (ALL)			880.0		1760.0						680.0					
TOTAL =	18060.0	1000.0	2930.0		5540.0	876.0	7.0	7.0	1.0	6.0	2100.0	8200.0	875.0	320.0	6.0	30.0

TEMPORARY PAVEMENT MARKING

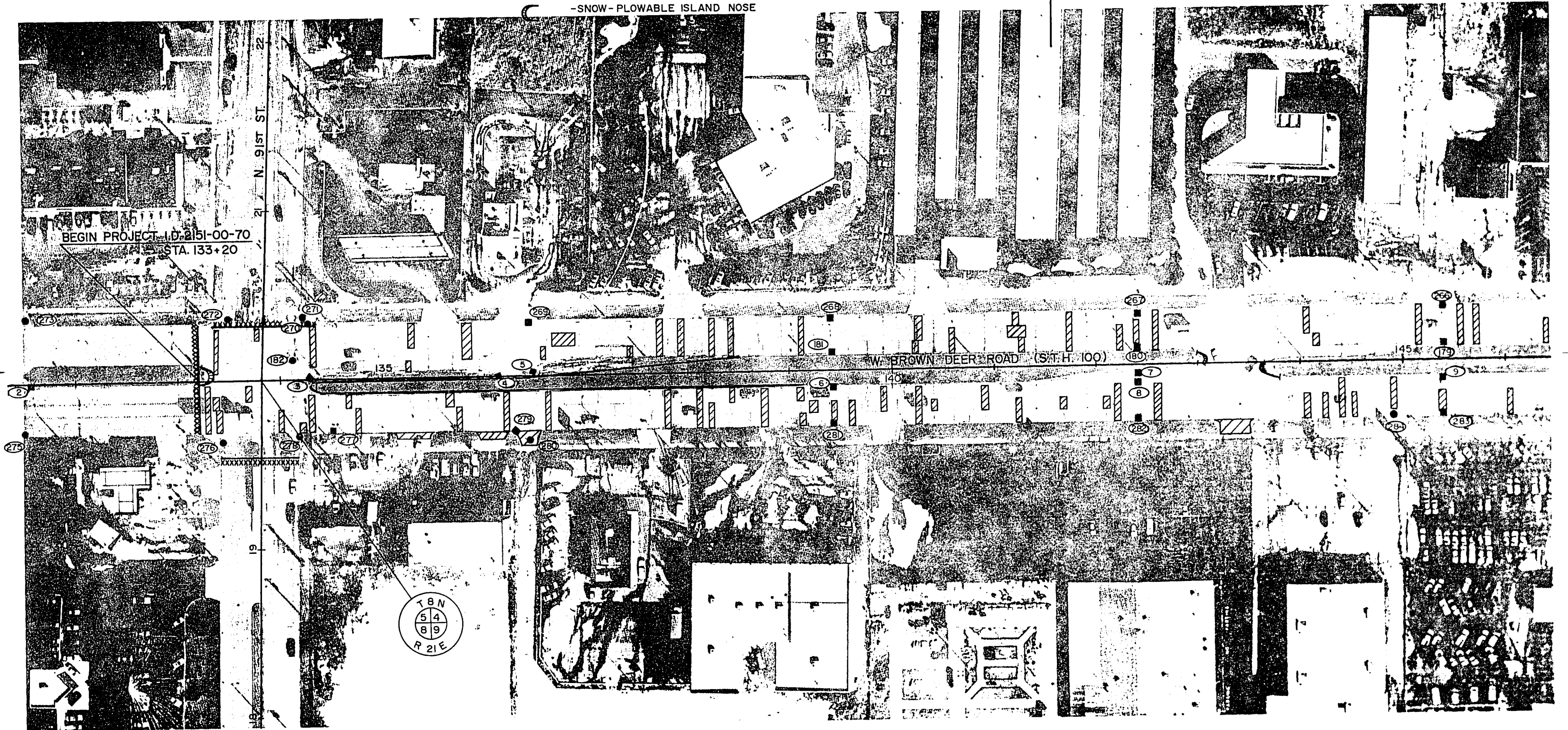
LOCATION	L.F.
EASTBOUND	8712.0
WESTBOUND	8712.0
TOTAL =	17424.0

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

LEGEND

- - MANHOLE
- - INLET
- ▨ - BASE PATCHING, CONCRETE / CONCRETE BASE REPLACEMENT
- ▩ - REMOVE & REPLACE DRIVEWAY
- xxxxxxx - REMOVING PAVEMENT, BUTT JOINTS
- ⌒ - SNOW - PLOWABLE ISLAND NOSE

N



BEGIN PROJECT I.D. 2151-00-70

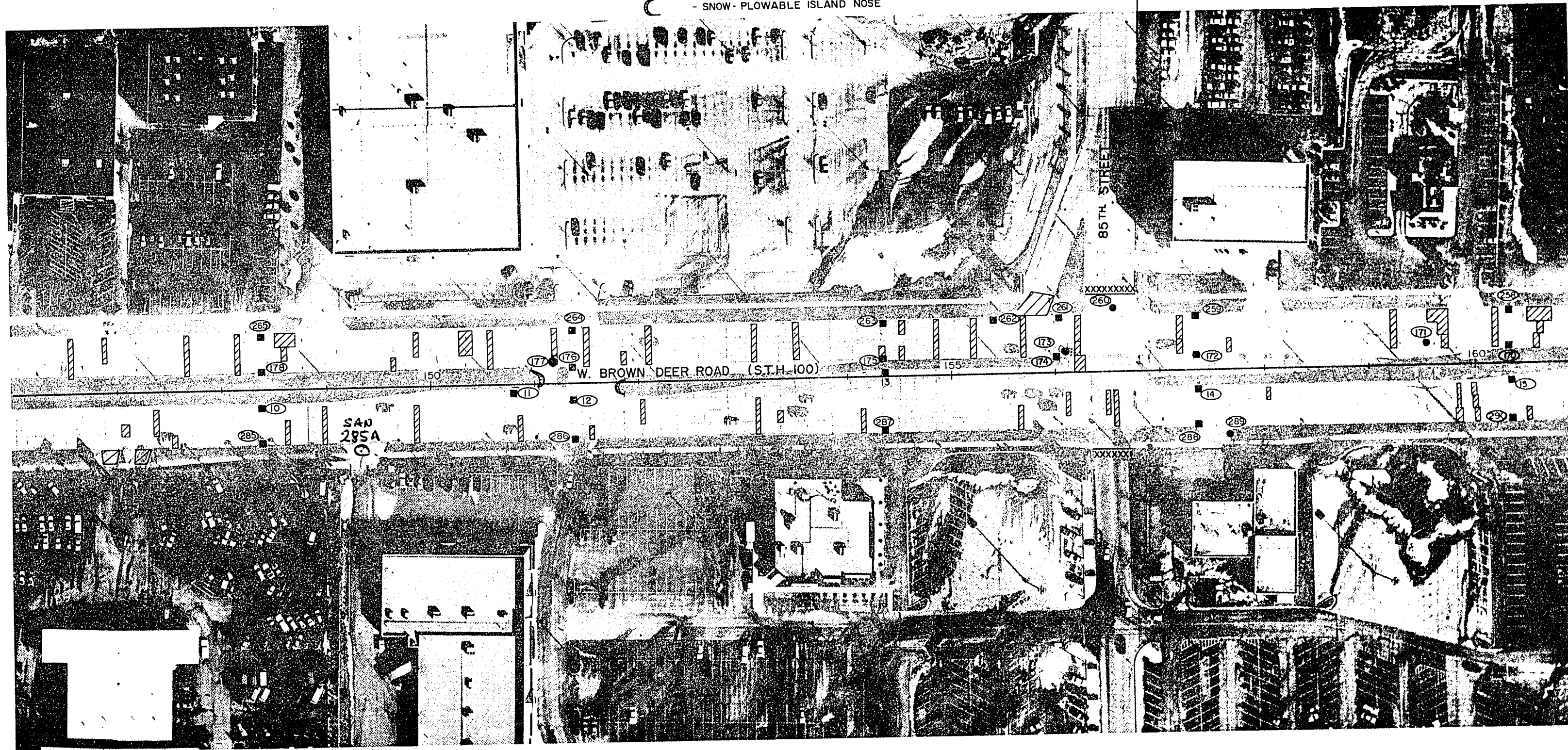
STA. 133+20

W. BROWN DEER ROAD (S.H. 100)

xxxxxxx

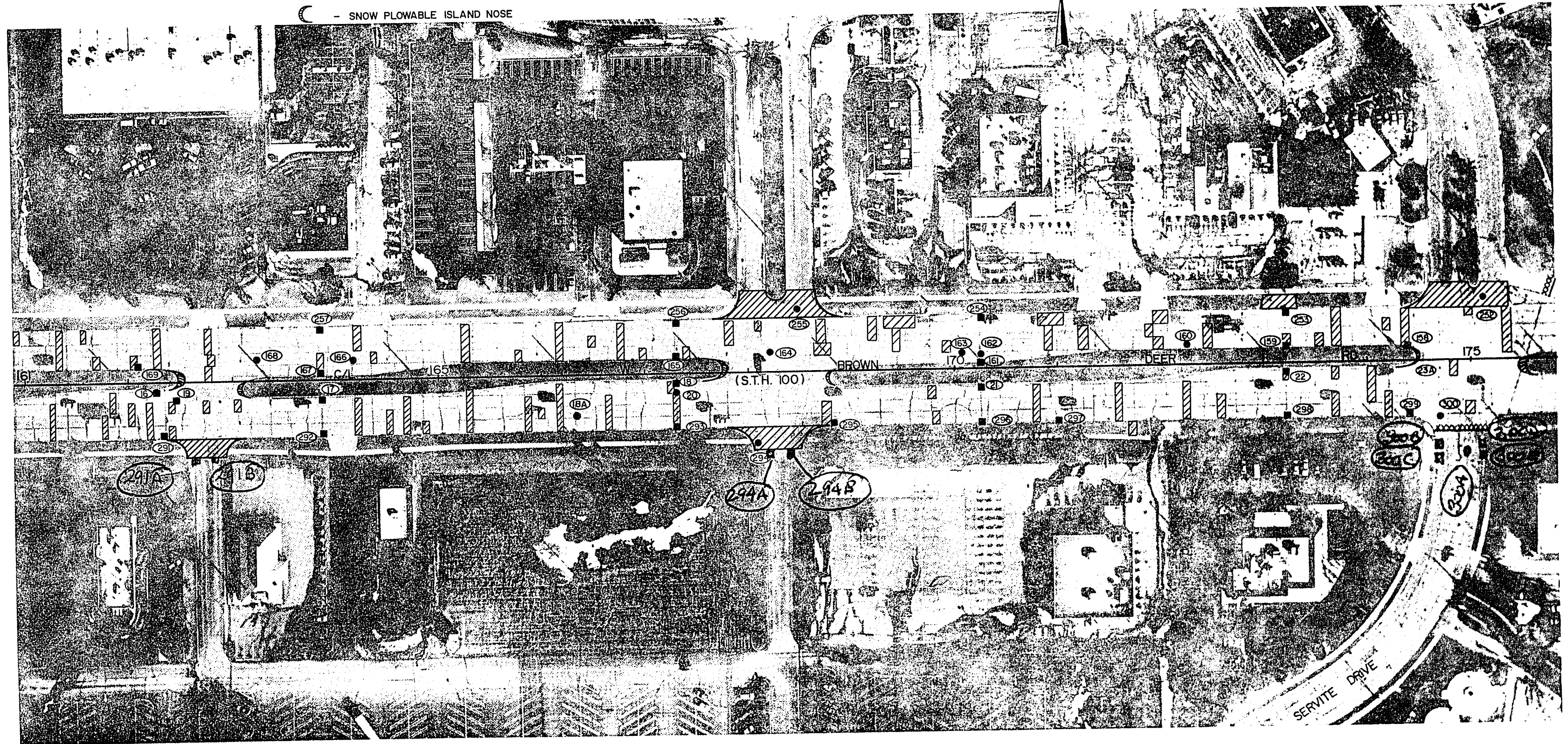
LEGEND

- - MANHOLE
- - INLET
- ▨ - BASE PATCHING, CONCRETE / CONCRETE BASE REPLACEMENT
- ▧ - REMOVE & REPLACE DRIVEWAY
- XXXXXXX - REMOVING PAVEMENT, BUTT JOINTS
- ⌒ - SNOW - FLOWABLE ISLAND NOSE

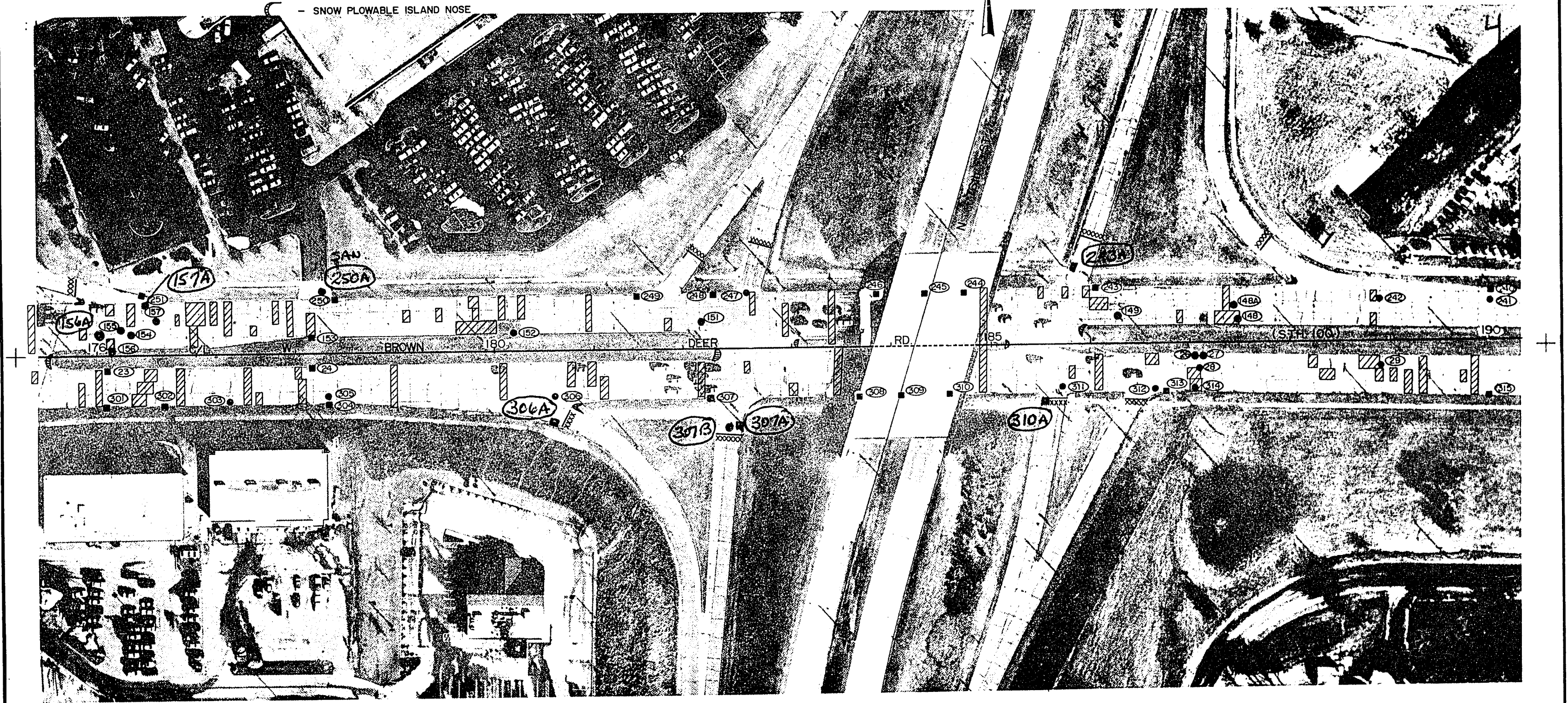


- LEGEND**
- - MANHOLE
 - - INLET
 - ▨ - BASE PATCHING CONCRETE/CONCRETE BASE REPLACEMENT
 - ▧ - REMOVE & REPLACE DRIVEWAY
 - XXXX - REMOVING PAVEMENT, BUTT JOINTS
 - ⌒ - SNOW PLOWABLE ISLAND NOSE

STATE PROJECT NUMBER	SHEET NO
2151-00-70	5.2
WEST BROWN DEER ROAD	
STH 100	MILWAUKEE CO

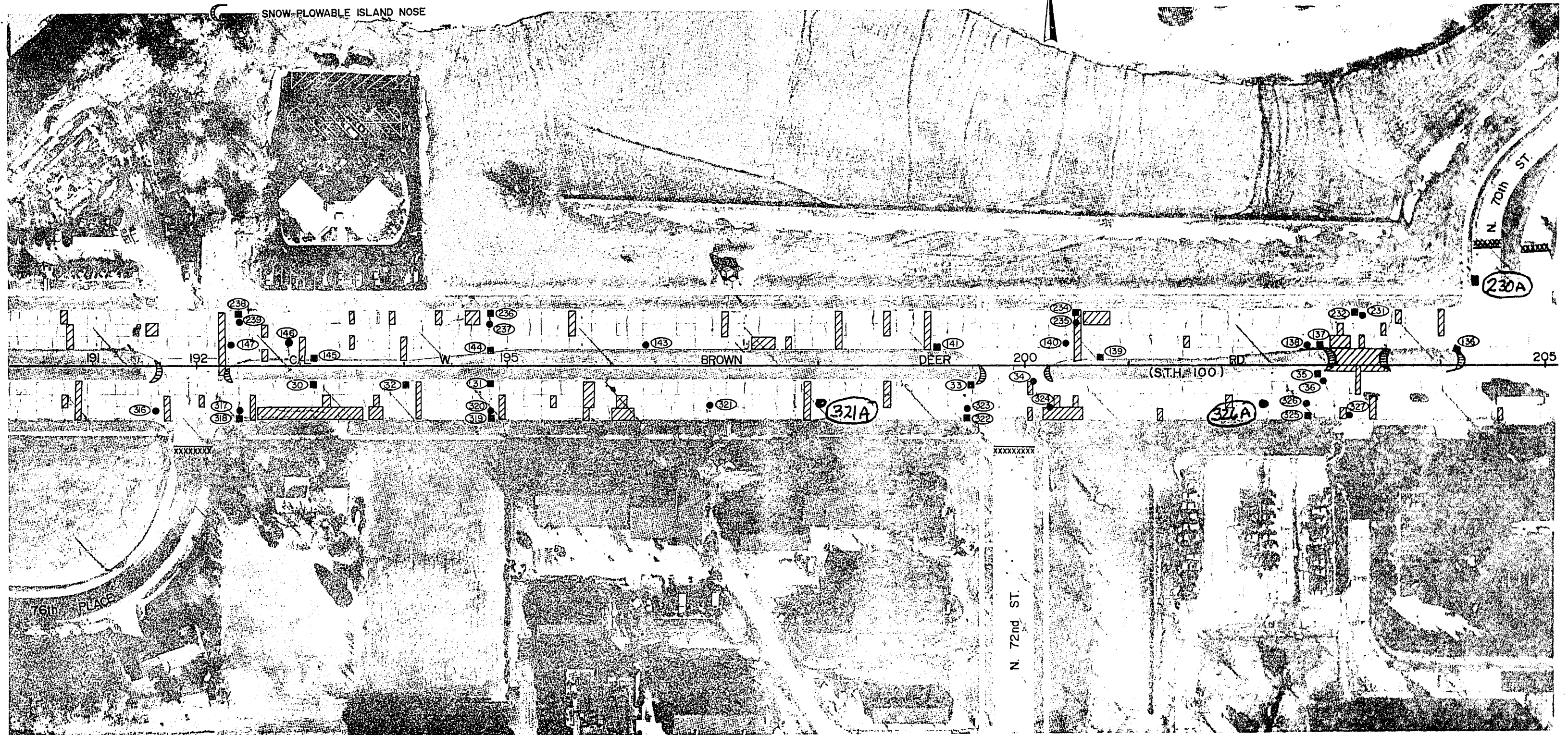


- LEGEND**
- - MANHOLE
 - - INLET
 - ▨ - BASE PATCHING CONCRETE/CONCRETE BASE REPLACEMENT
 - ▧ - REMOVE & REPLACE DRIVEWAY
 - XXXX - REMOVING PAVEMENT, BUTT JOINTS
 - ⤿ - SNOW PLOWABLE ISLAND NOSE



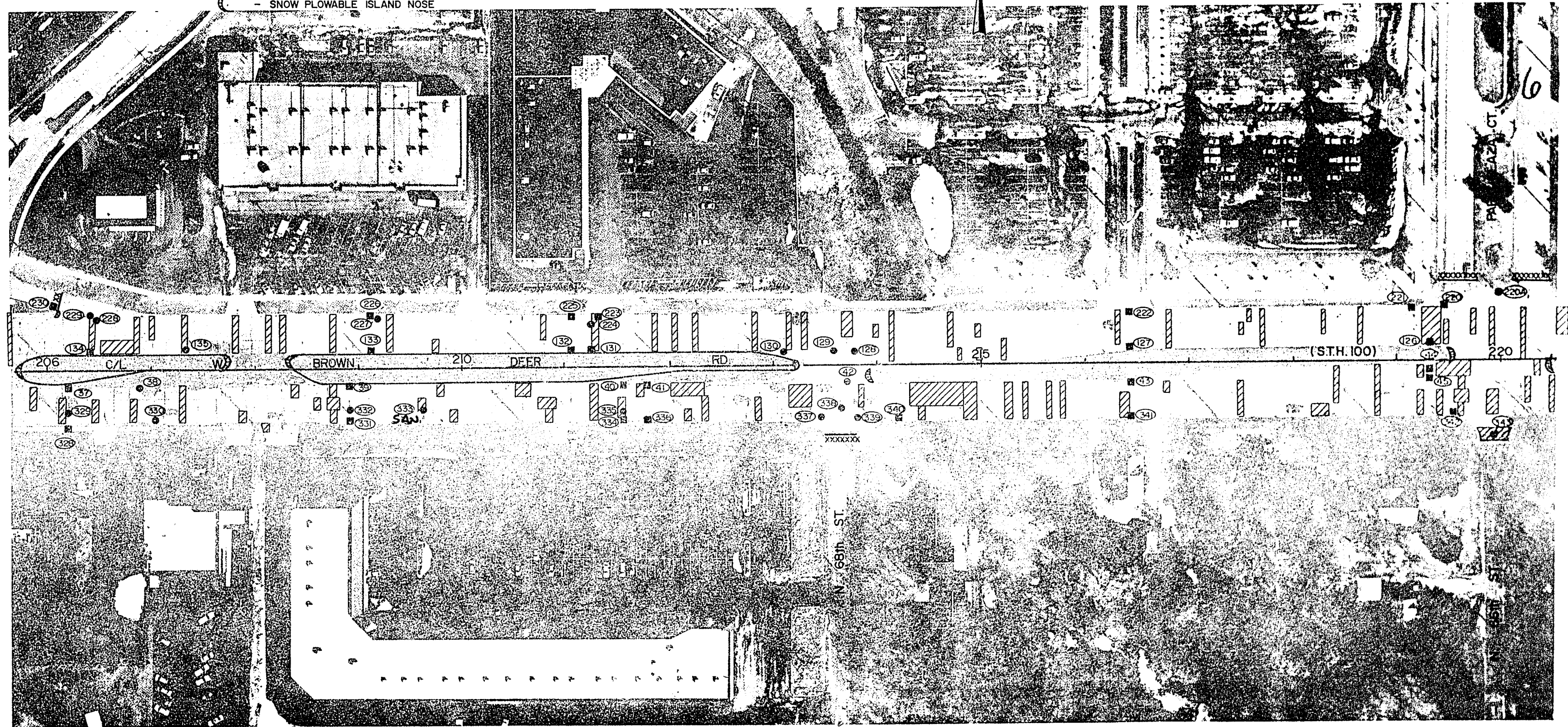
- LEGEND**
- - MANHOLE
 - - INLET
 - ▨ - BASE PATCHING CONCRETE/CONCRETE BASE REPLACEMENT
 - ▧ - REMOVE & REPLACE DRIVEWAY
 - XXXX - REMOVING PAVEMENT, BUTT JOINTS
 - ⤵ - SNOW-PLOWABLE ISLAND NOSE

STATE PROJECT NUMBER	SHEET NO
2151-00-70	5,4
WEST BROWN DEER ROAD	
STH 100	MILWAUKEE CO



- LEGEND**
- - MANHOLE
 - - INLET
 - ▨ - BASE PATCHING CONCRETE/CONCRETE BASE REPLACEMENT
 - ▧ - REMOVE & REPLACE DRIVEWAY
 - XXXX - REMOVING PAVEMENT, BUTT JOINTS
 - ⌒ - SNOW PLOWABLE ISLAND NOSE

STATE PROJECT NUMBER	SHEET NO
2151-00-70	5.5
WEST BROWN DEER ROAD	
S T H 100	MILWAUKEE CO.



LEGEND

- - MANHOLE
- - INLET
- ▨ - BASE PATCHING CONCRETE/CONCRETE BASE REPLACEMENT
- ▧ - REMOVE & REPLACE DRIVEWAY
- XXXX - REMOVING PAVEMENT, BUTT JOINTS
- ⌒ - SNOW PLOWABLE ISLAND NOSE

STATE PROJECT NUMBER

2151-00-70

SHEET NO

5.6

WEST BROWN DEER ROAD

STH 100

MILWAUKEE CO



- LEGEND**
- - MANHOLE
 - - INLET
 - ▨ - BASE PATCHING CONCRETE/CONCRETE BASE REPLACEMENT
 - ▧ - REMOVE & REPLACE DRIVEWAY
 - XXXX - REMOVING PAVEMENT, BUTT JOINTS
 - ⌒ - SNOW PLOWABLE ISLAND NOSE

STATE PROJECT NUMBER	SHEET NO
2151-00-70	5.7
WEST BROWN DEER ROAD	
STH 100	MILWAUKEE CO



- LEGEND
- - MANHOLE
 - - INLET
 - ▨ - BASE PATCHING CONCRETE/CONCRETE BASE REPLACEMENT
 - ▧ - REMOVE & REPLACE DRIVEWAY
 - XXXX - REMOVING PAVEMENT, BUTT JOINTS
 - ⌒ - SNOW-PLOWABLE ISLAND NOSE

STATE PROJECT NUMBER	SHEET NO
2151-00-70	5.8
WEST BROWN DEER ROAD	
S TH 100	MILWAUKEE CO



- LEGEND**
- - MANHOLE
 - - INLET
 - ▨ - BASE PATCHING CONCRETE/CONCRETE BASE REPLACEMENT
 - ▧ - REMOVE & REPLACE DRIVEWAY
 - XXXX - REMOVING PAVEMENT, BUTT JOINTS
 - ⌒ - SNOW PLOWABLE ISLAND NOSE



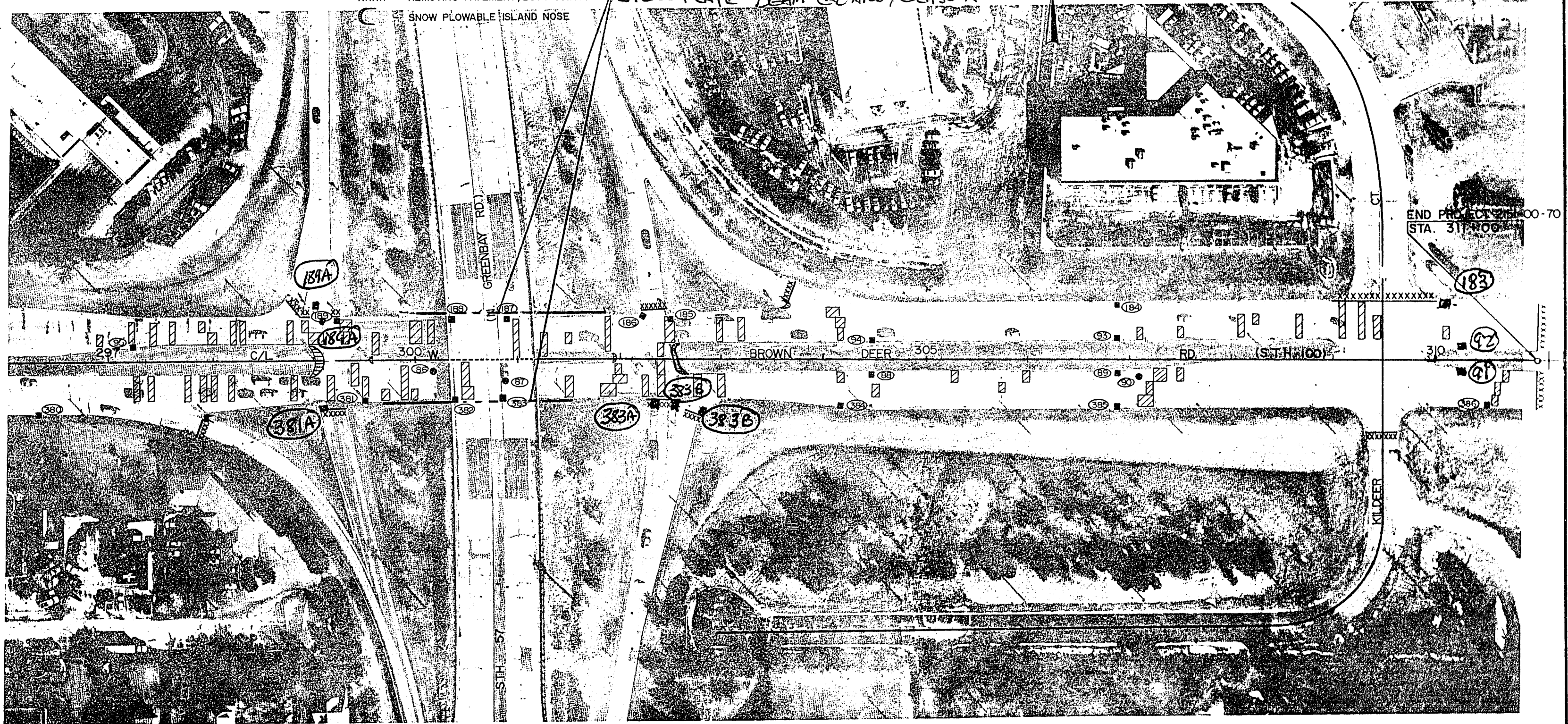
- LEGEND**
- - MANHOLE
 - - INLET
 - ▨ - BASE PATCHING CONCRETE/CONCRETE BASE REPLACEMENT
 - ▧ - REMOVE & REPLACE DRIVEWAY
 - XXXX - REMOVING PAVEMENT, BUTT JOINTS
 - ⌒ - SNOW PLOWABLE ISLAND NOSE

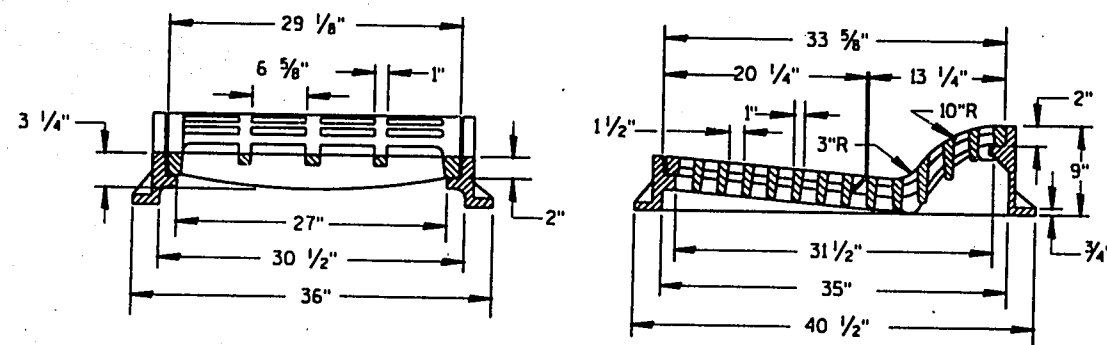
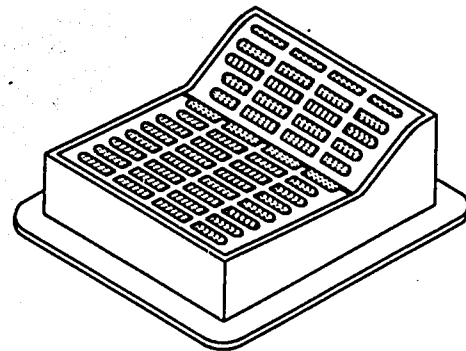
STATE PROJECT NUMBER	SHEET NO
2151-00-70	5.10
WEST BROWN DEER ROAD	
STH 100	MILWAUKEE CO



- LEGEND
- - MANHOLE
 - - INLET
 - ▨ - BASE PATCHING CONCRETE/CONCRETE BASE REPLACEMENT
 - ▧ - REMOVE & REPLACE DRIVEWAY
 - XXXX - REMOVING PAVEMENT, BUTT JOINTS
 - ⌒ - SNOW PLOWABLE ISLAND NOSE

STATE PROJECT NUMBER	SHEET NO
2154-00-70	5.11
WEST BROWN DEER ROAD	
STH 100	MILWAUKEE CO





TYPE "F"

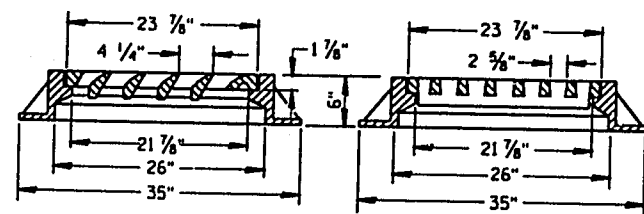
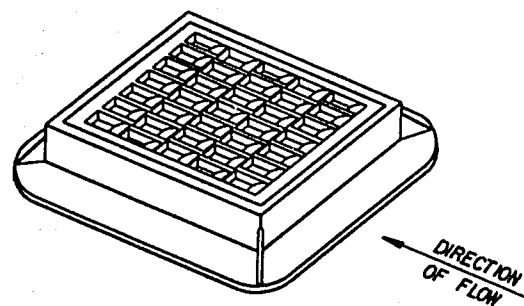
(APPROXIMATE WEIGHT 830 LBS.)

FRAME.....485 LBS.

GRATE.....165 LBS.

GRATE.....180 LBS.

USE WITH CONCRETE CURB & GUTTER, 36 INCH.

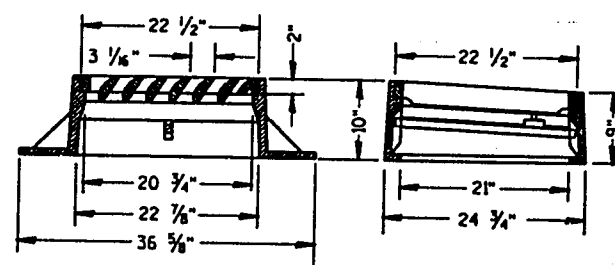
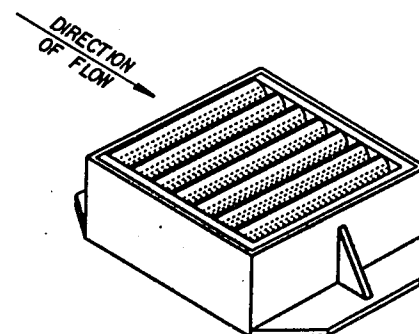


TYPE "S"

(APPROXIMATE WEIGHT 400 LBS.)

FRAME.....245 LBS.

GRATE.....155 LBS.



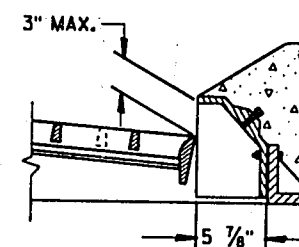
TYPE "V"

(APPROXIMATE WEIGHT 405 LBS.)

FRAME.....270 LBS.

GRATE.....130 LBS.

SAFETY BAR.....5 LBS.

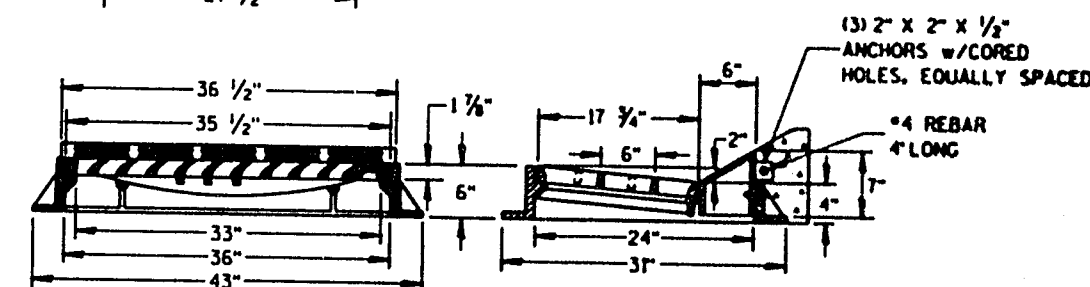
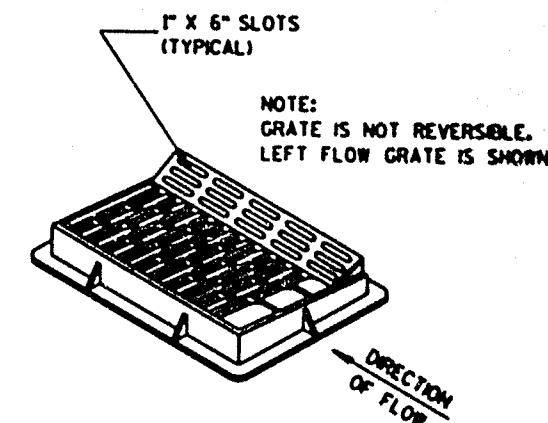
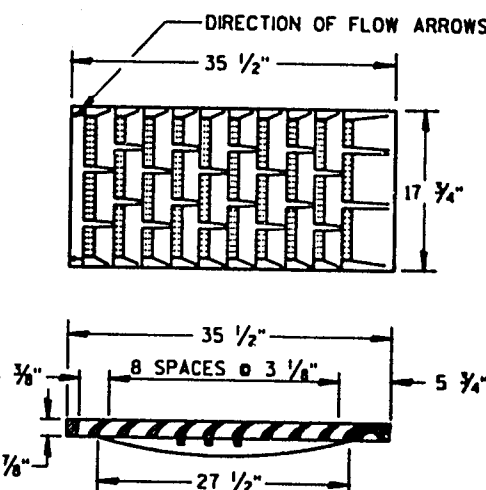


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

(APPROXIMATE WEIGHT 60 LBS.)

CURB BOX.....60 LBS.

USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTE AS TYPE HM-GJ ON DRAINAGE TABLE



TYPE "HM"

(APPROXIMATE WEIGHT 420 LBS.)

FRAME.....195 LBS.

GRATE.....135 LBS.

CURB BOX.....90 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
NOTE AS TYPE HM-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.

INLET COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

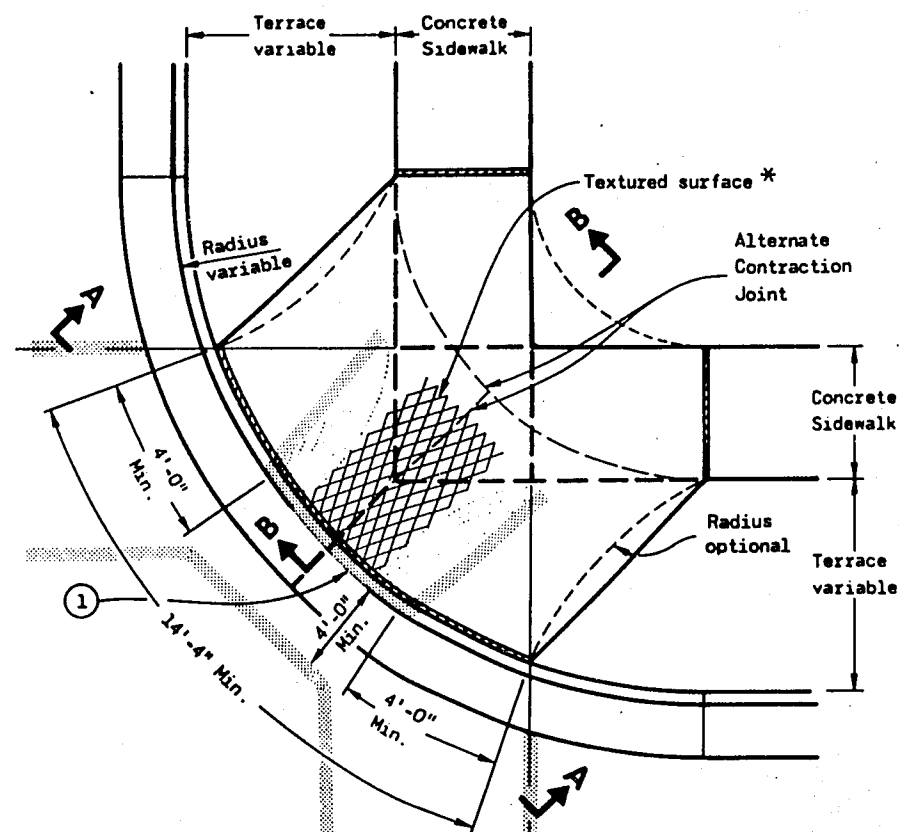
1/25/91

DATE

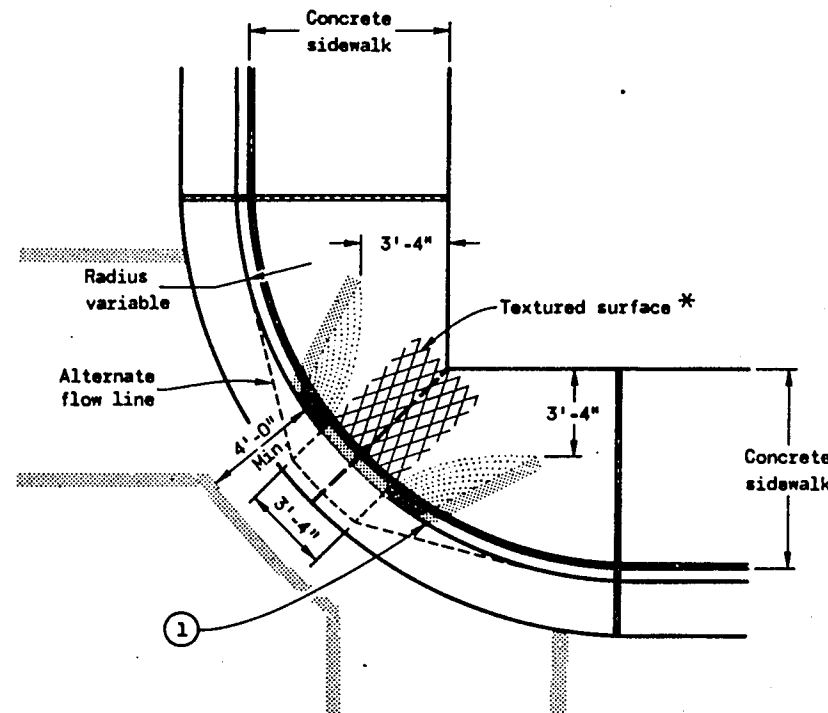
STATE DESIGN ENGINEER FOR HWY'S

FHWA

16

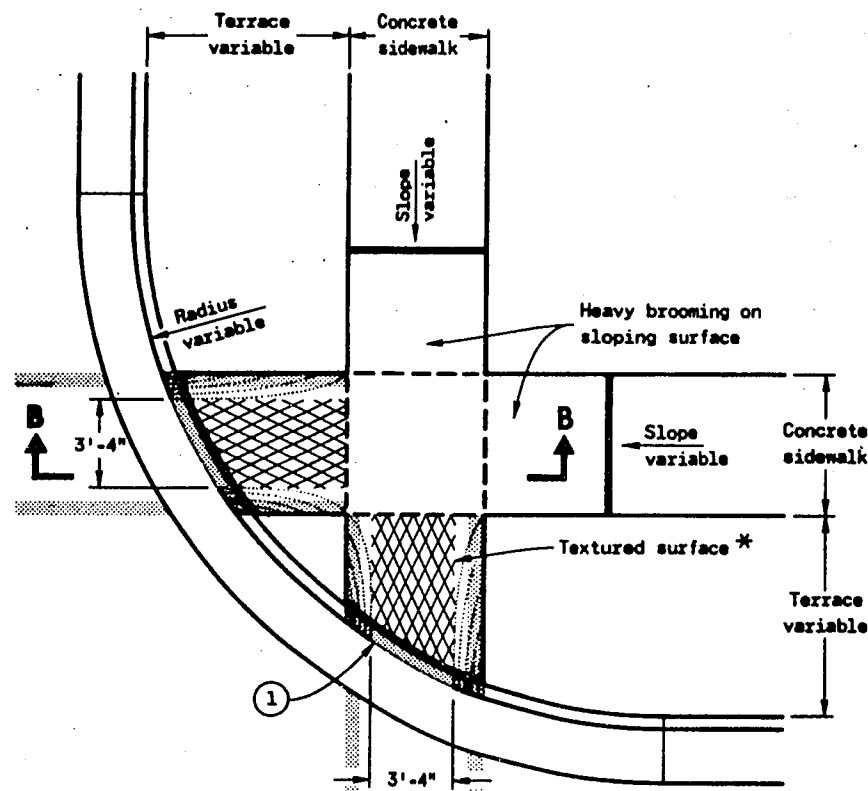


PLAN VIEW
TYPE 1 RAMP
(CENTER OF CORNER RADIUS)

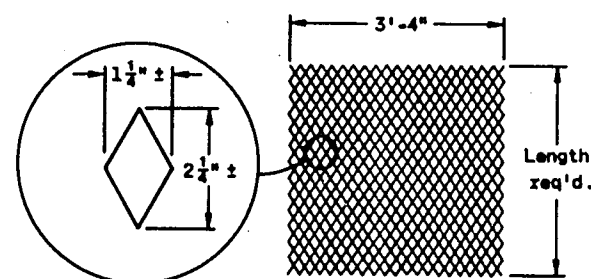


PLAN VIEW
TYPE 1-A RAMP
(NO TERRACE)

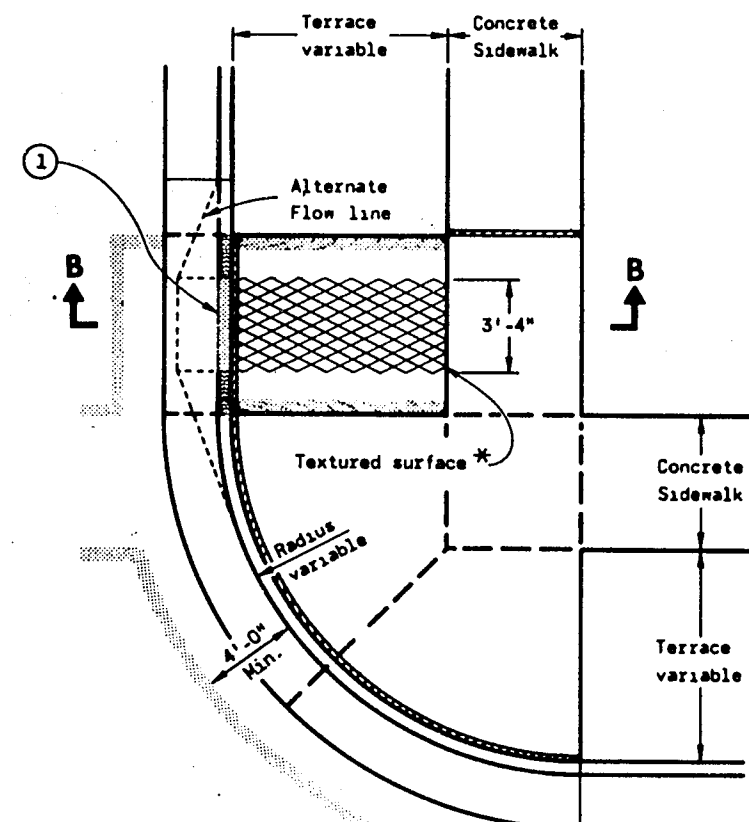
$\frac{1}{2}$ " ——— EXPANSION JOINTS - SIDEWALK
 - - - CONTRACTION JOINTS
 Location of joints may be varied from those shown to better fit site conditions and/or local government preference.



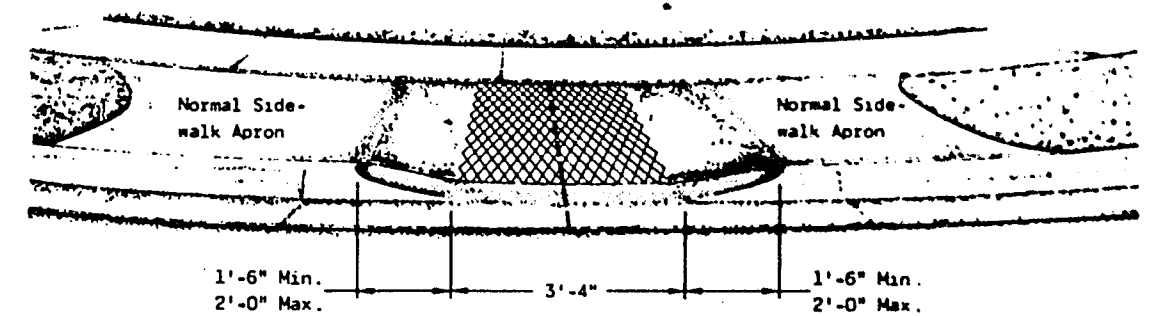
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)



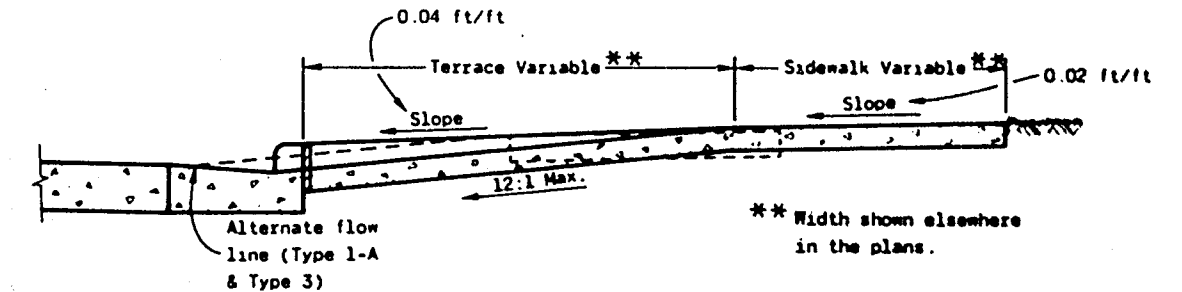
DETAIL OF DIAMOND PATTERN *



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)



VIEW A-A



SECTION B-B

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 12:1 or flatter. When necessary, the sidewalk elevation may be lowered to meet the high point on the ramp.

Type 1 or Type 1-A Ramps shall have a normal sidewalk apron and curb on both sides of ramp.

Curb ramps shall be measured and paid for as Concrete Sidewalk and Concrete Curb and Gutter.

Surface texturing shall consist of linear impressions approximately $\frac{1}{8}$ inch to $\frac{1}{4}$ inch in depth and width, oriented to provide a uniform pattern of diamond shapes measuring approximately $1\frac{1}{2}$ inches in width by $2\frac{1}{4}$ inches in length, with the length being parallel to the direction of pedestrian movement. This surface texture may be achieved by impressing and removing a piece of expanded metal regular industrial mesh into the surface of the ramp while the concrete is in a plastic state.

① The ramp shall be bordered on both sides and on the curb line with a 4 inch wide yellow stripe or with brick of a contrasting color. Normally the paint stripe alternate will be used. The municipality or the department will apply this striping unless otherwise specified in the contract.

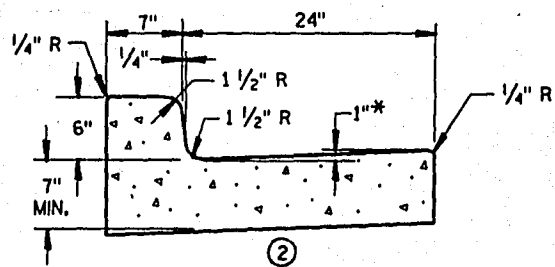
If a municipality requires the brick alternate, special details and provisions are shown elsewhere in the plans.

CURB RAMPS

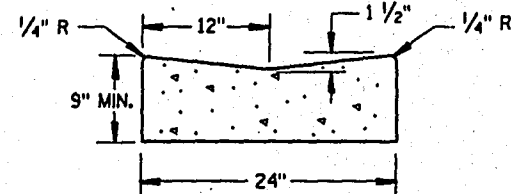
State of Wisconsin
Department of Transportation

APPROVED
10-23-84
DATE

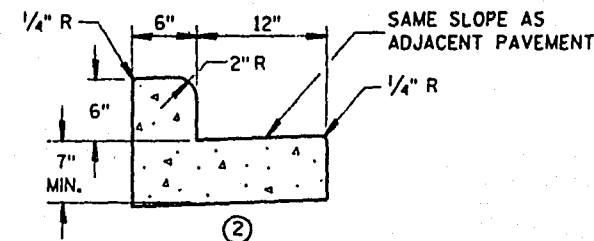
[Signature]
CHIEF DESIGN ENGINEER



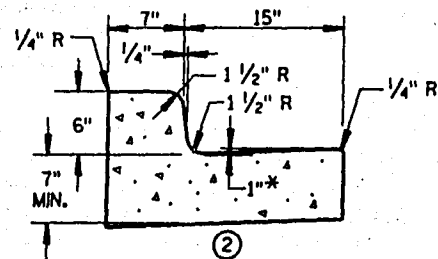
① CONCRETE CURB & GUTTER 31"



① CONCRETE GUTTER 24"

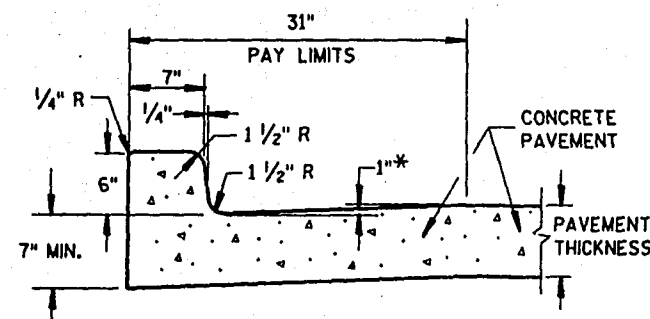


① CONCRETE CURB & GUTTER 18"

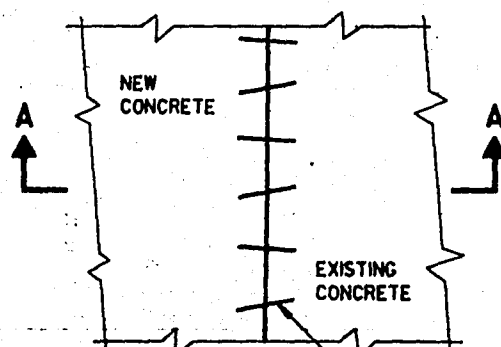


① CONCRETE CURB & GUTTER 22"

* TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.

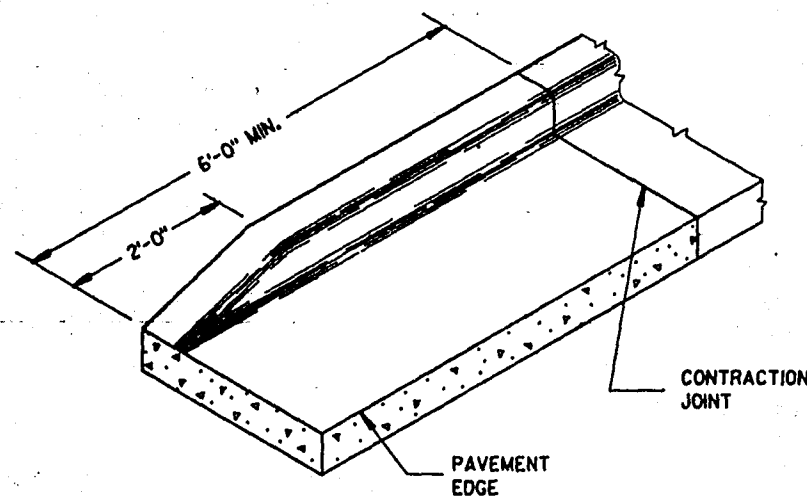


INTEGRAL CURB & GUTTER ALTERNATE 31"

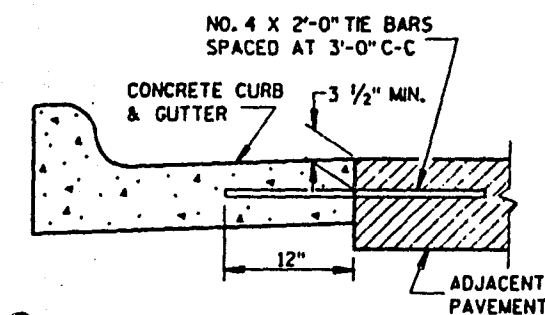


PLAN VIEW

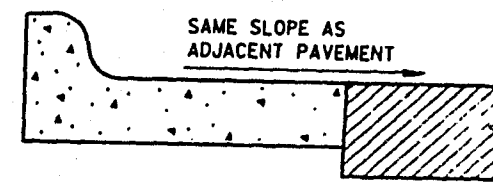
EXISTING AND NEW CONCRETE MAY BE CURB & GUTTER, SURFACE DRAIN, PAVEMENT OR OTHER CONCRETE STRUCTURE.



END SECTION CURB & GUTTER



① TYPICAL TIE BAR LOCATION



③ HIGH SIDE SECTION
(TYPICAL FOR ALL CURB & GUTTER)

GENERAL NOTES

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

SEALANT IS NOT REQUIRED IN THE JOINTS OF CONCRETE GUTTER OR CONCRETE CURB & GUTTER EXCEPT AS REQUIRED FOR INTEGRAL GUTTER.

PAVEMENT TIES ARE REQUIRED, WHEN INCLUDED IN THE CONTRACT, WHERE CONCRETE GUTTER, OR CONCRETE CURB AND GUTTER OR CONCRETE PAVEMENT IS PLACED ADJACENT TO EXISTING CONCRETE.

DEFORMED BARS USED AS TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SPECIFIED IN THE CONTRACT, INTEGRAL CURB MAY BE BUILT AS AN ALTERNATE TO CURB AND GUTTER 31".

INTEGRAL CURB SHALL BE MEASURED AND PAID FOR AS CURB AND GUTTER.

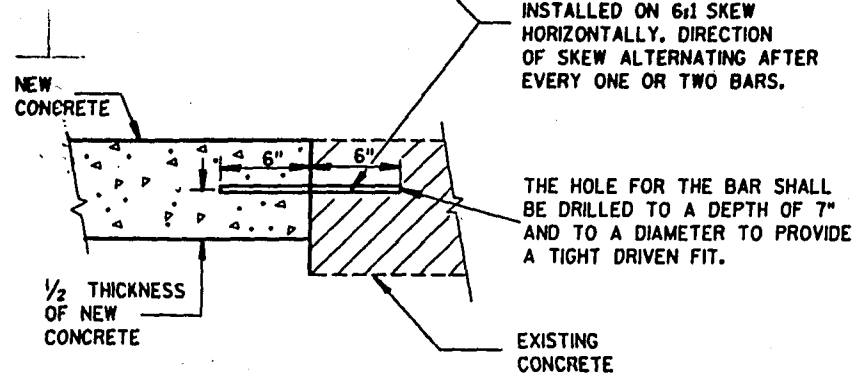
INTEGRAL CURB DOES NOT REQUIRE TIE BARS OR A LONGITUDINAL CONSTRUCTION JOINT.

PAVEMENT JOINTS SHALL BE EXTENDED THROUGH INTEGRAL CURB & GUTTER. JOINTS IN INTEGRAL GUTTER SHALL HAVE THE SAME DIMENSIONS AS THE JOINTS IN THE ADJACENT PAVEMENT. JOINTS IN INTEGRAL CURB SHALL BE 1/8" WIDE.

JOINTS IN INTEGRAL CURB & GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME SEALANT SPECIFIED FOR THE PAVEMENT JOINT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB & GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE TWO FEET BEHIND THE BACK OF CURBS.

- ① WHEN PLACED ADJACENT TO NEW CONCRETE TIE BARS ARE REQUIRED FOR CURB AND GUTTER 31", 22", 18" AND CONCRETE GUTTER 24".
- 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 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION WILL BE NOTED IN THE PLAN.



SECTION A-A
PAVEMENT TIES

NO. 6 X 12" DEF. BARS SPACED 3'-0" C-C, INSTALLED ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING AFTER EVERY ONE OR TWO BARS.

THE HOLE FOR THE BAR SHALL BE DRILLED TO A DEPTH OF 7" AND TO A DIAMETER TO PROVIDE A TIGHT DRIVEN FIT.

EXISTING CONCRETE

CONCRETE GUTTER, CURB AND
GUTTER AND PAVEMENT TIES
(For Optional Use in Milwaukee Co. Only)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-23-86
DATE
STATE DESIGN ENGINEER FOR HWYS
FWHA

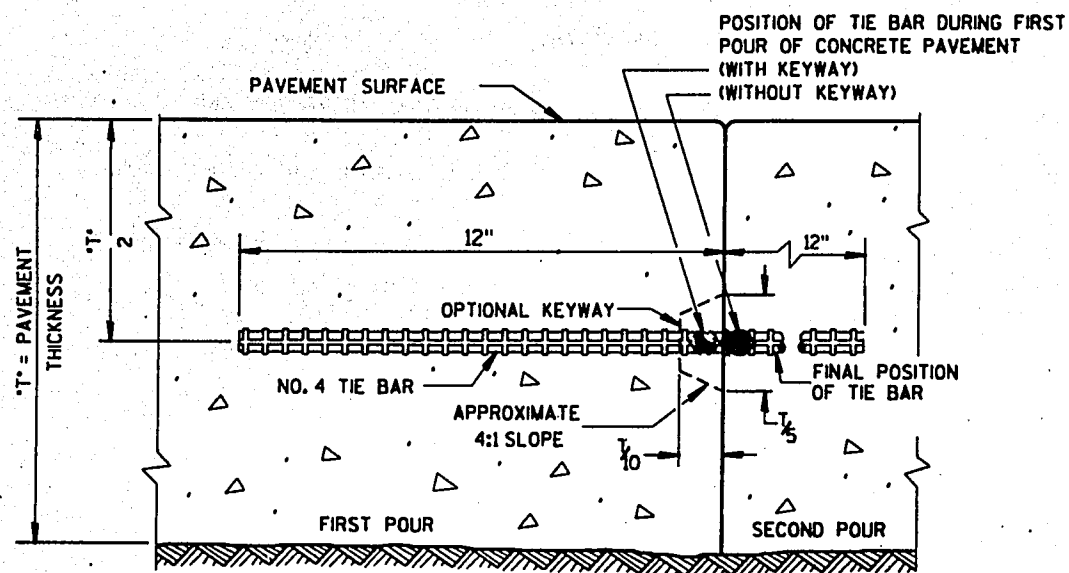
TYPE "R"

SHOWING SPECIAL GRATE NO. 1
(To be noted as R-1 in Drainage Table)

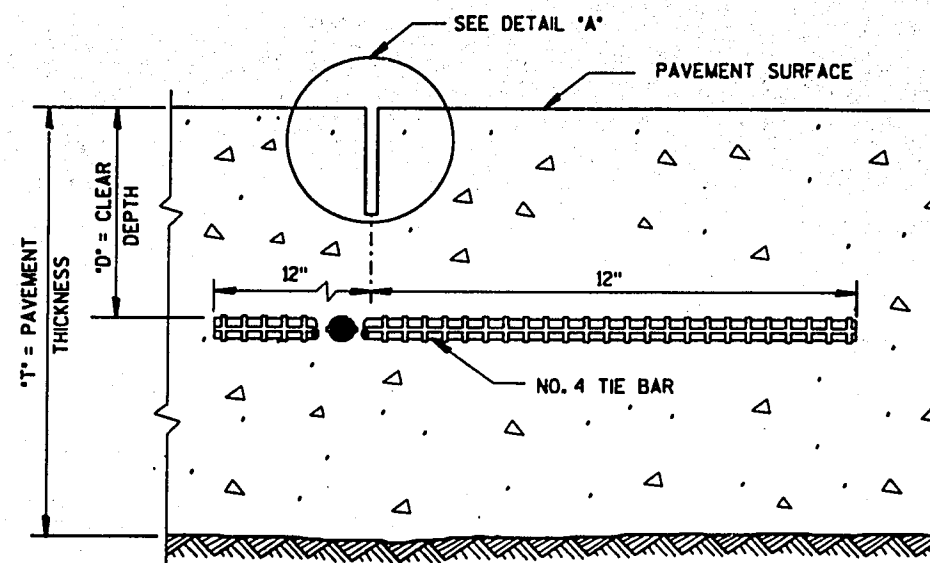
Frame.....	245 Lbs.
Curb.....	120 Lbs.
Grate.....	150 Lbs.

(Approx. Weight - 515 Lbs.)

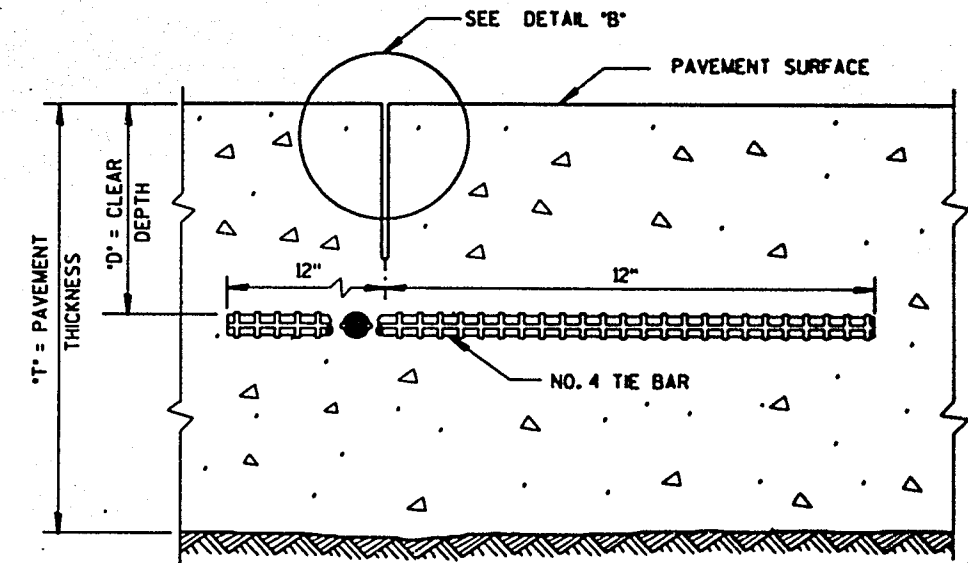
Direction of flow



CONSTRUCTION JOINT



SAWED JOINT



RIBBON JOINT

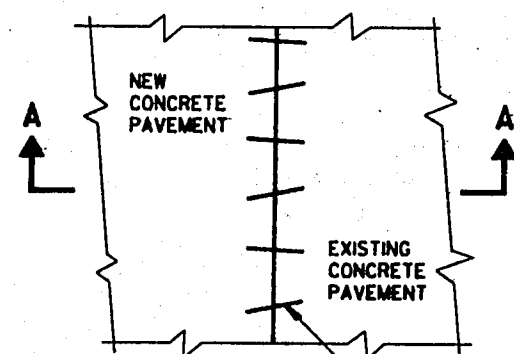
GENERAL NOTES

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

DETAILS "A" AND "B" ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

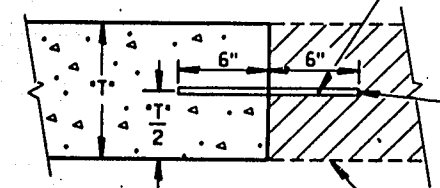
LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

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

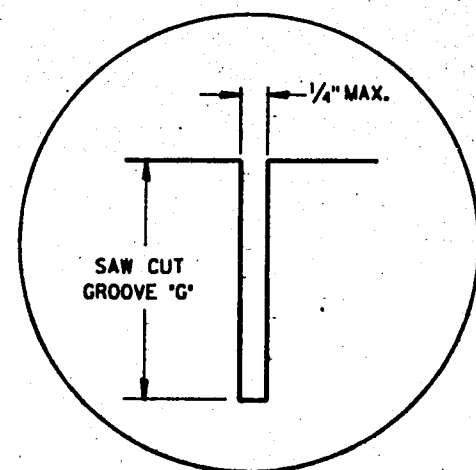
NO. 6 TIE BARS SPACED 3'-0" C-C, INSTALLED ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING AFTER EVERY ONE OR TWO BARS.



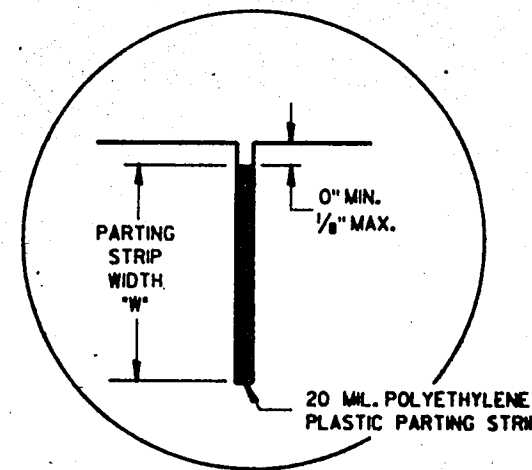
THE HOLE FOR THE BAR SHALL BE DRILLED TO A DEPTH OF 7" AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

EXIST. CONC. PAVEMENT

SECTION A-A
PAVEMENT TIES

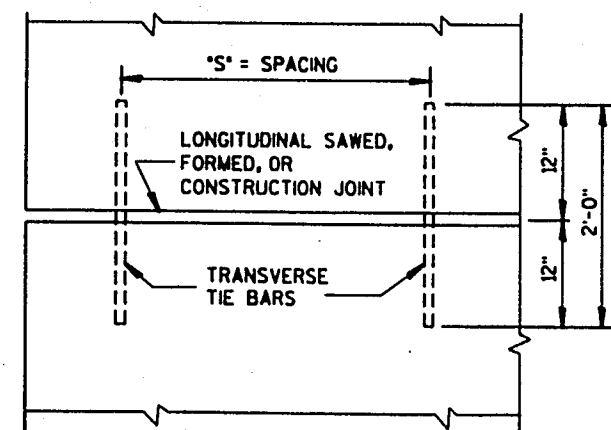


DETAIL "A"



DETAIL "B"

PAVEMENT THICKNESS "T"	CLEAR DEPTH "D"	SAW CUT GROOVE "G"	MAXIMUM TIE BAR SPACING "S"		PARTING STRIP WIDTH "W"
			PAVEMENT WIDTH 24' OR 26'	30'	
6"	3" ± 1/2"	1 1/2"	48"	42"	2"
7"	3 1/4" ± 1"	1 3/4"	45"	36"	2 1/4"
8"	3 3/4" ± 1"	2"	39"	30"	2 1/2"
9"	4 1/4" ± 1"	2 1/4"	33"	27"	3"
10"	4 3/4" ± 1"	2 1/2"	30"	24"	3 1/4"
11"	5 1/4" ± 1"	2 3/4"	27"	21"	3 3/4"
12"	5 3/4" ± 1"	3"	24"	21"	4"



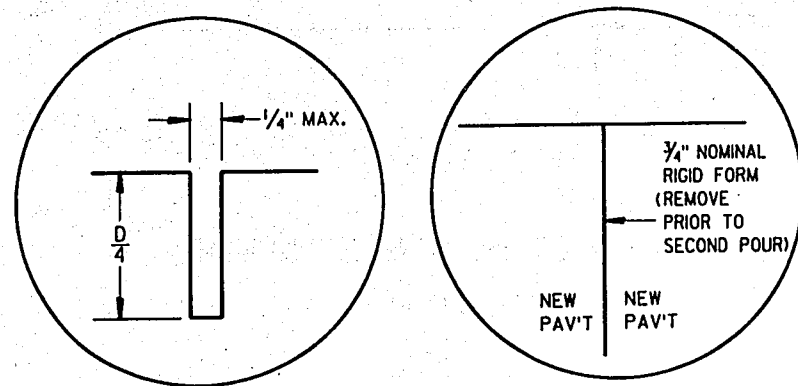
PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

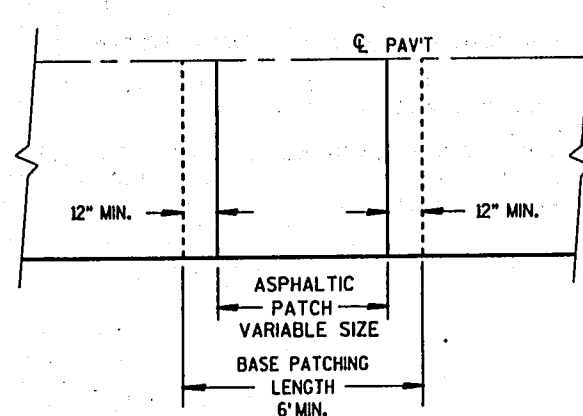
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/16/92
DATE

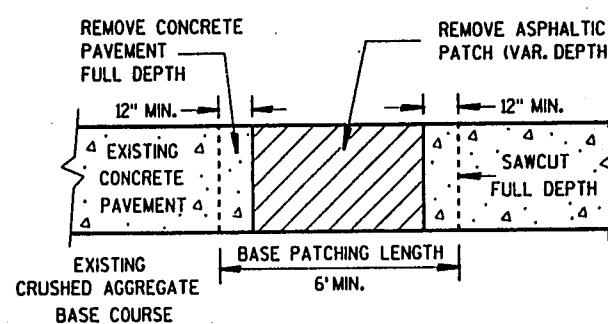
STATE DESIGN ENGINEER FOR HWYS
FWHA



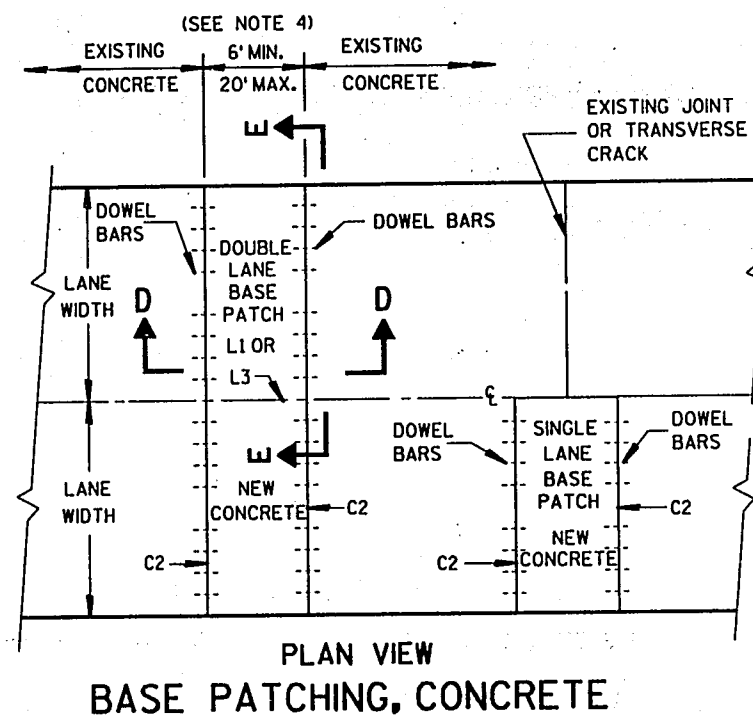
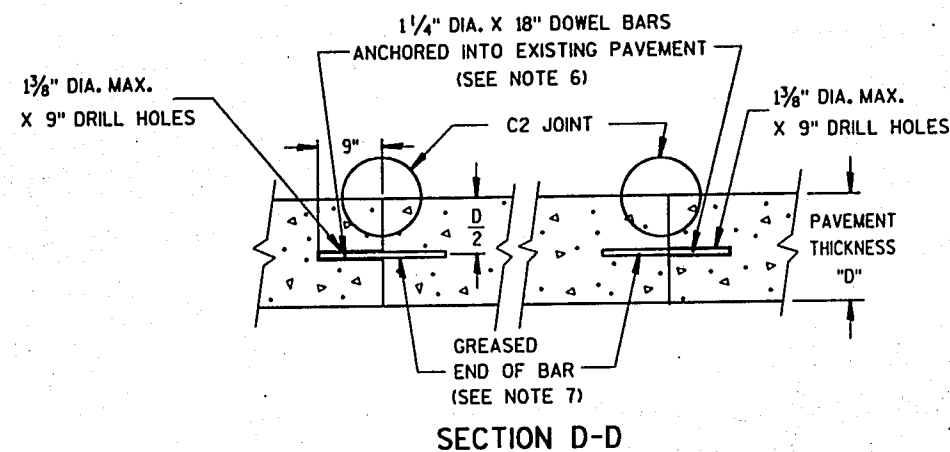
L1
L3
LONGITUDINAL JOINTS



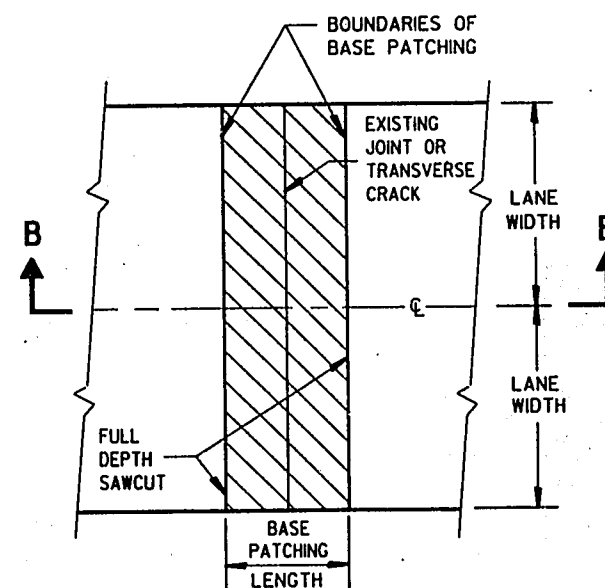
PLAN VIEW



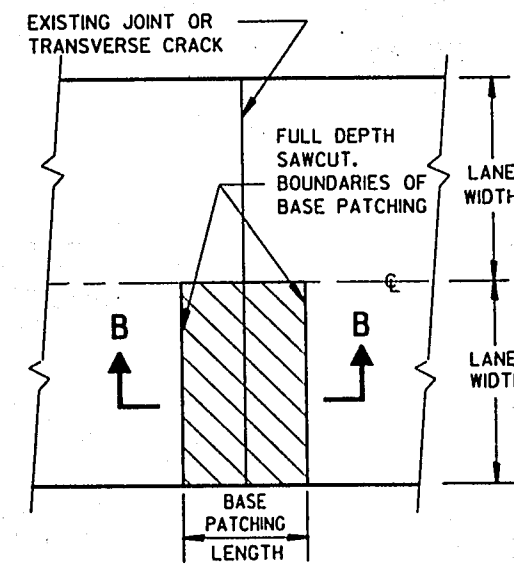
CROSS SECTION
PATCH REMOVAL



PLAN VIEW
BASE PATCHING, CONCRETE



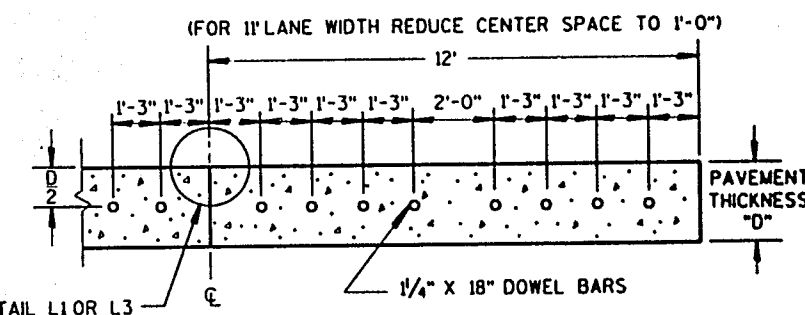
PLAN VIEW
(DOUBLE LANE BASE PATCHING)
FULL DEPTH CONCRETE PAVEMENT REMOVAL



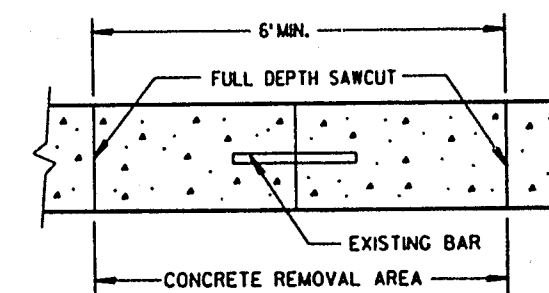
PLAN VIEW
(SINGLE LANE BASE PATCHING)
FULL DEPTH CONCRETE PAVEMENT REMOVAL

GENERAL NOTES

1. DOWEL BARS SHALL BE COATED IN CONFORMANCE WITH SUBSECTION 505.2.6 OF THE STANDARD SPECIFICATIONS.
2. DOWEL BARS SHALL BE INSTALLED PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.
3. THE C2 JOINTS MAY BE SKEWED (30 DEGREES MAX.) AS DIRECTED BY THE ENGINEER TO FIT THE SKEW OF THE CRACK OR JOINT TO BE BASE PATCHED.
4. CONCRETE BASE PATCHING SIZES AND LOCATIONS ARE SHOWN ELSEWHERE IN THE CONTRACT.
5. THE PREPARATION OF FOUNDATION FOR CONCRETE BASE PATCHING SHALL BE IN ACCORDANCE WITH SUBSECTION 211.4.4 OF THE STANDARD SPECIFICATIONS.
6. DOWEL BARS SHALL BE ANCHORED INTO DRILL HOLES WITH AN APPROVED EPOXY GROUT.
7. THE FREE END OF DOWEL BARS SHALL RECEIVE A THIN UNIFORM COATING OF GREASE.



SECTION E-E
DOWEL BAR SPACING ABUTTING EXISTING PAVEMENT



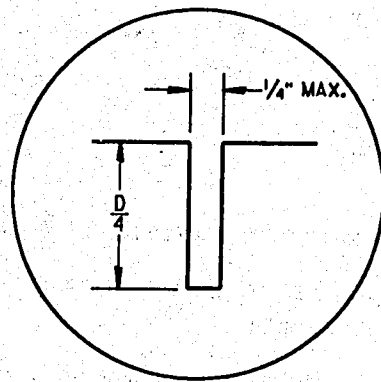
SECTION B-B

CONCRETE BASE PATCHING
(DOWELED)

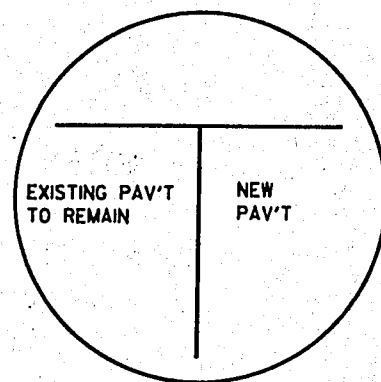
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/19/12
DATE

STATE DESIGN ENGINEER FOR HWYS
FHWA

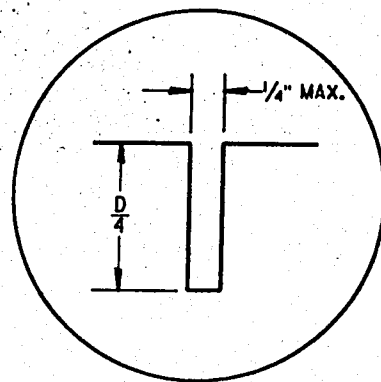


C1

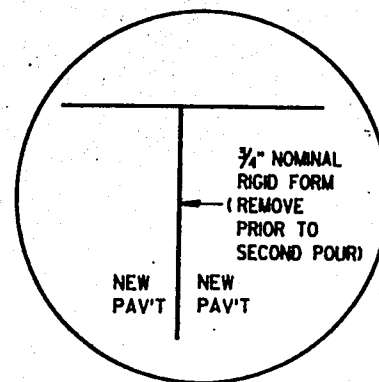


C2

TRANSVERSE JOINTS

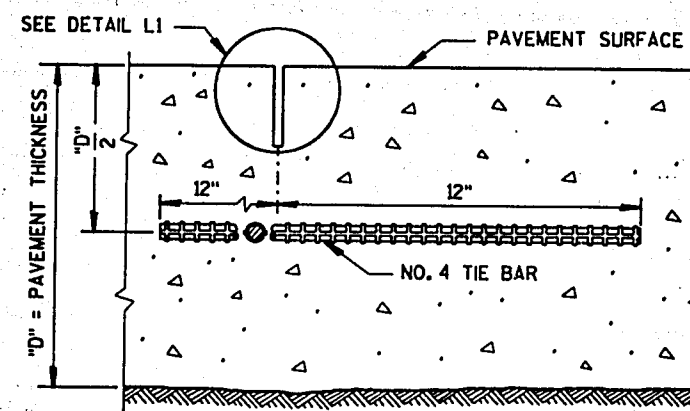


L1

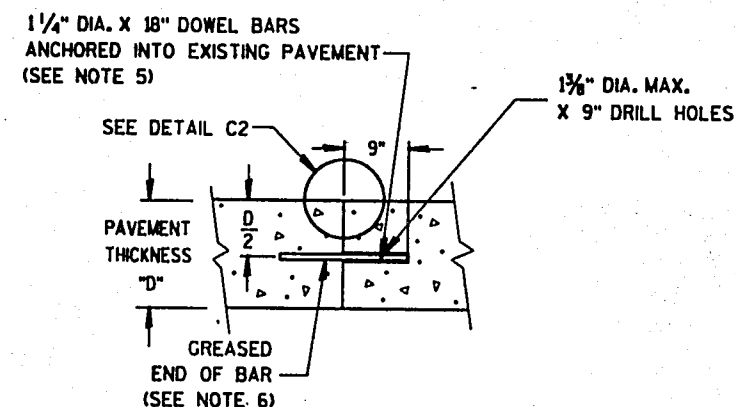


L3

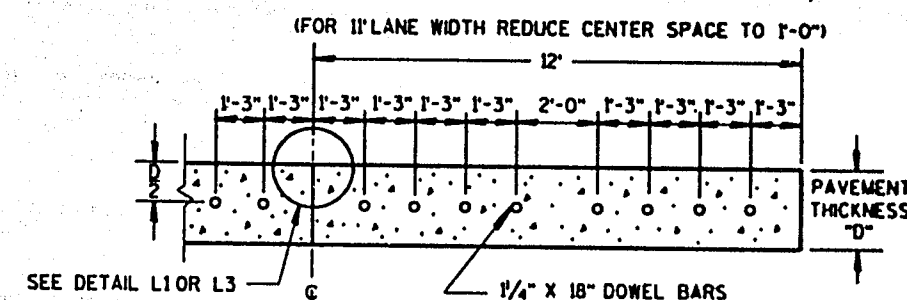
LONGITUDINAL JOINTS



SECTION C-C
SAWED JOINT

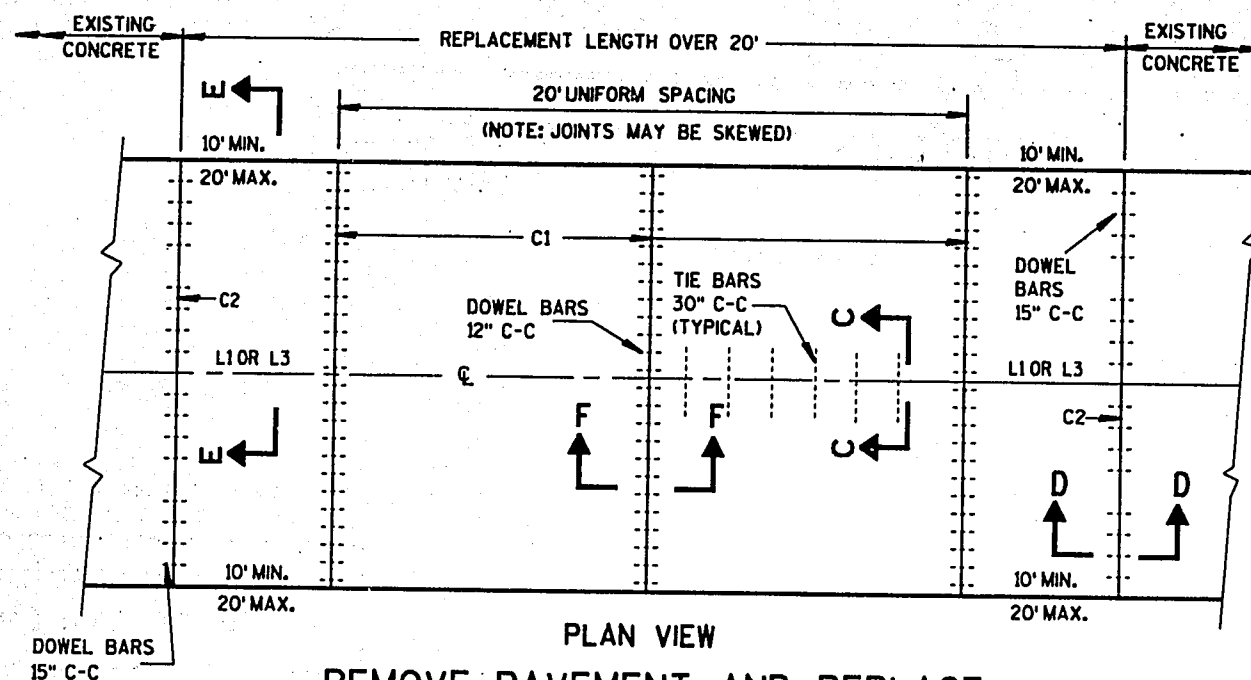


SECTION D-D

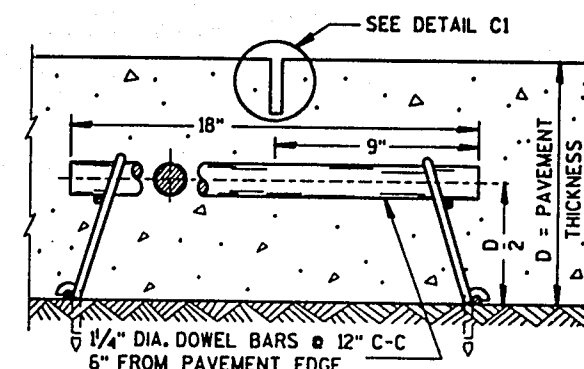


SECTION E-E

DOWEL BAR SPACING ABUTTING EXISTING PAVEMENT



PLAN VIEW
REMOVE PAVEMENT AND REPLACE
AS CONCRETE BASE COURSE



SECTION F-F
CONTRACTION JOINT

GENERAL NOTES

1. TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS. DOWEL BARS SHALL BE COATED IN CONFORMANCE WITH SUBSECTION 505.2.6 OF THE STANDARD SPECIFICATIONS.
2. DOWEL BARS SHALL BE INSTALLED PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.
3. THE C2 JOINTS MAY BE SKEWED (30 DEGREES MAX.) AS DIRECTED BY THE ENGINEER TO FIT THE SKEW OF THE CRACK OR JOINT TO BE REPLACED.
4. CONCRETE REPLACEMENT SIZES AND LOCATIONS ARE SHOWN ELSEWHERE IN THE CONTRACT.
5. DOWEL BARS SHALL BE ANCHORED INTO DRILL HOLES WITH AN APPROVED EPOXY GROUT.
6. THE FREE END OF DOWEL BARS SHALL RECEIVE A THIN UNIFORM COATING OF GREASE.

CONCRETE BASE COURSE
(DOWELED)

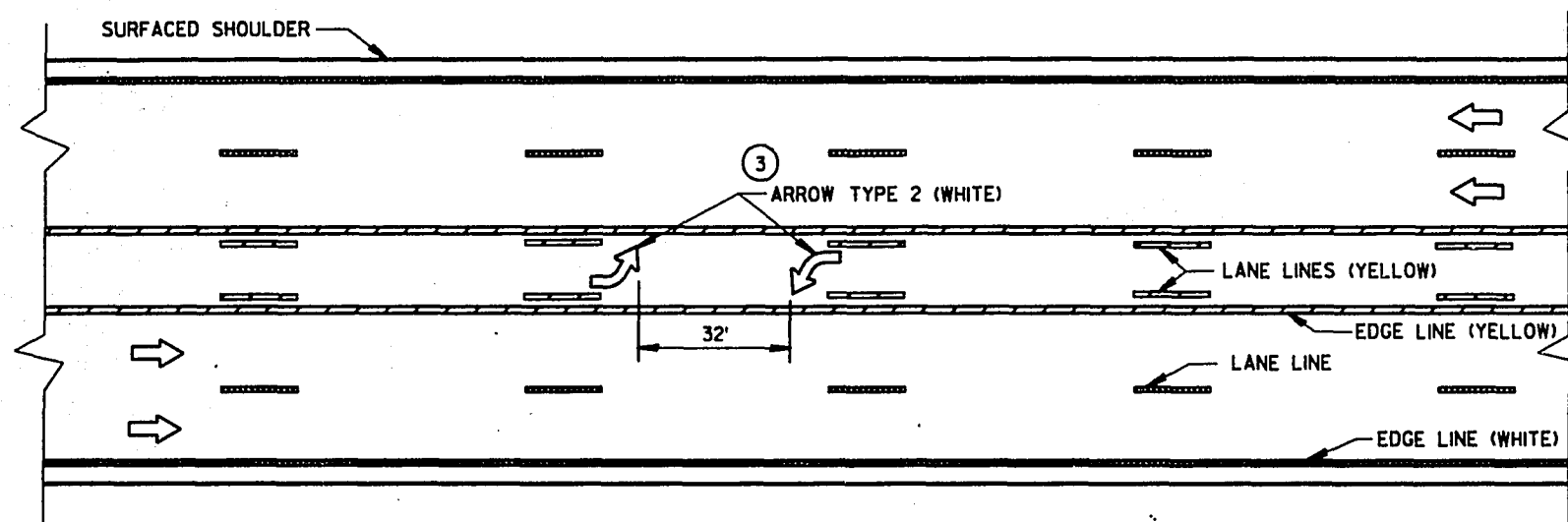
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/11/91
DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

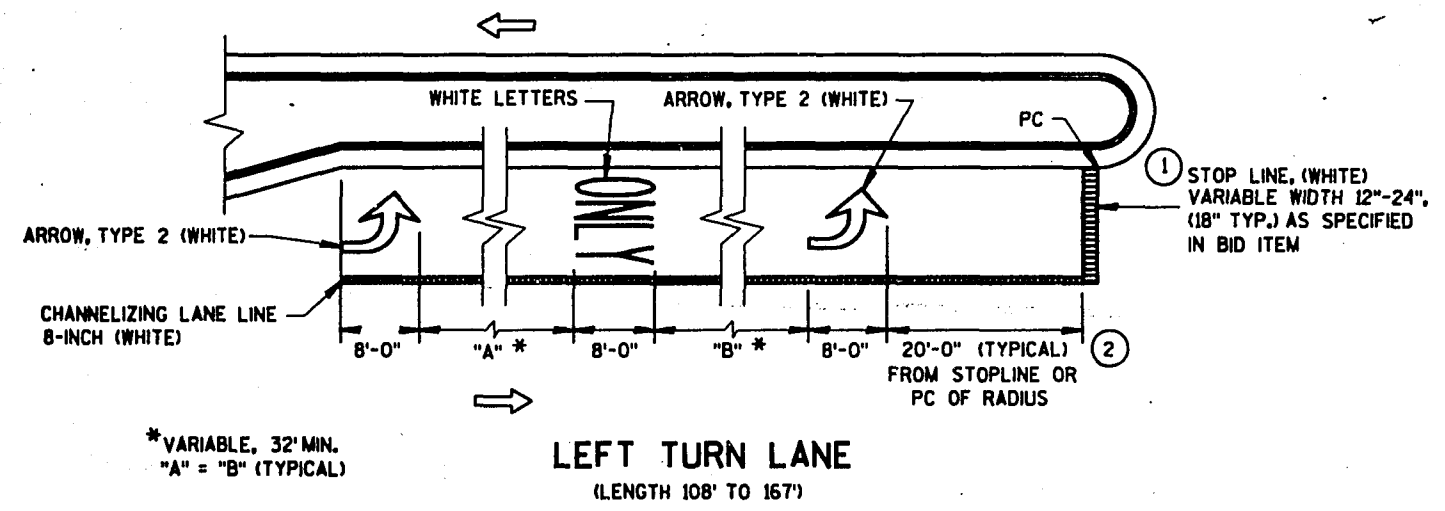
NOTE:
ARROW SYMBOL (→)
SHOWS DIRECTION OF TRAVEL



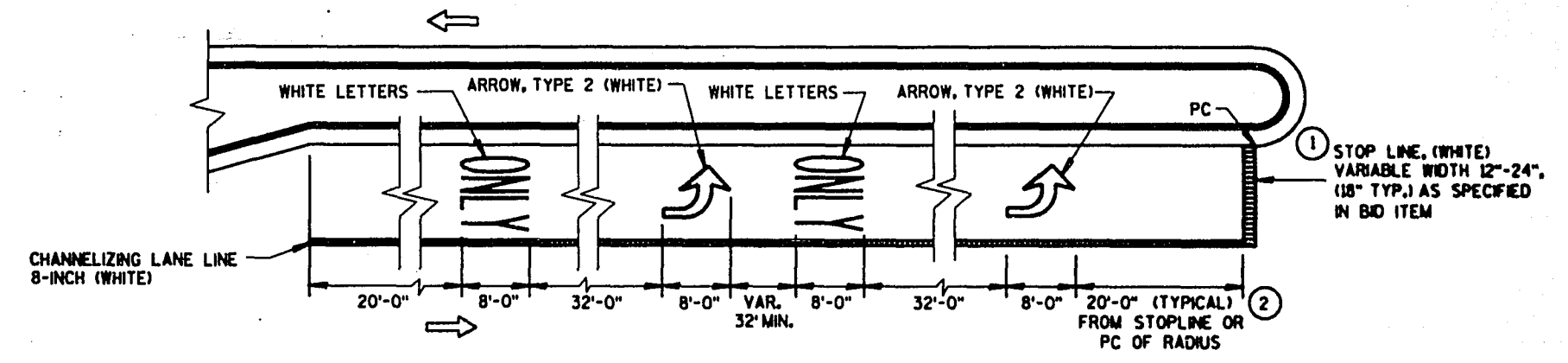
TWO WAY LEFT TURN LANE

NOTES:

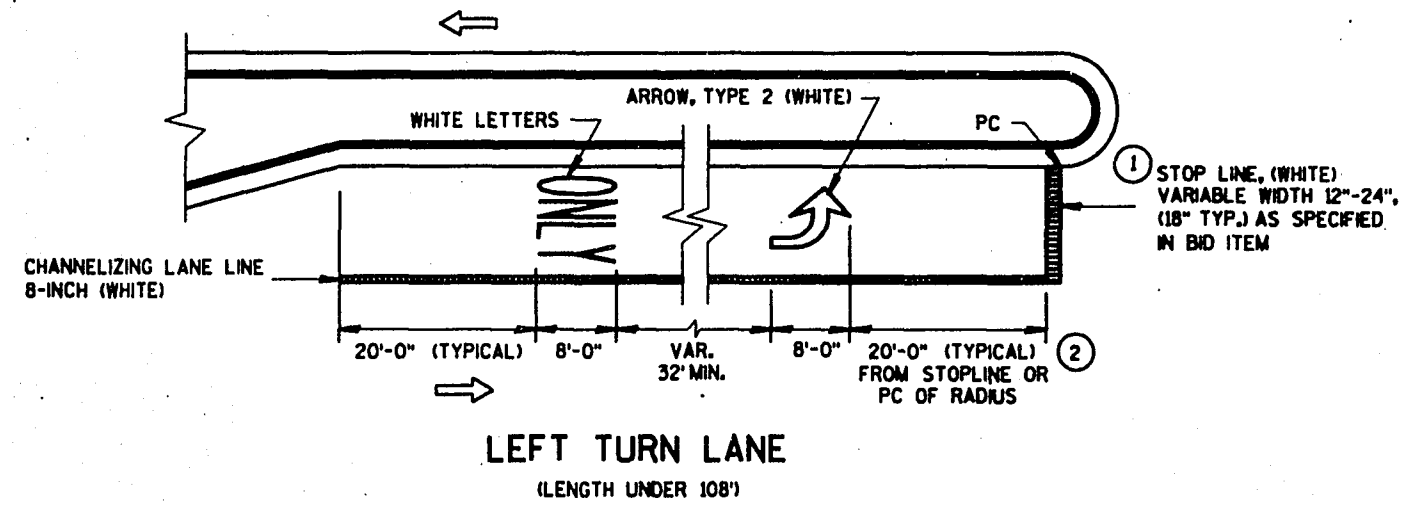
- ① STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DISTANCE MAY BE ADJUSTED TO ACCOMMODATE SHORT LEFT TURN LANES, AS APPROVED BY THE ENGINEER.
- ③ A SET OF ARROWS IS REQUIRED EVERY 400' OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.



LEFT TURN LANE
(LENGTH 108' TO 167')



LEFT TURN LANE
(LENGTH OVER 167')

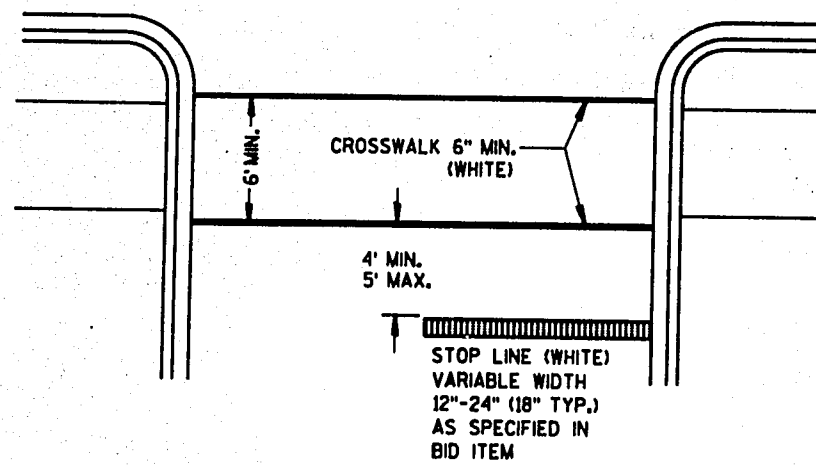


LEFT TURN LANE
(LENGTH UNDER 108')

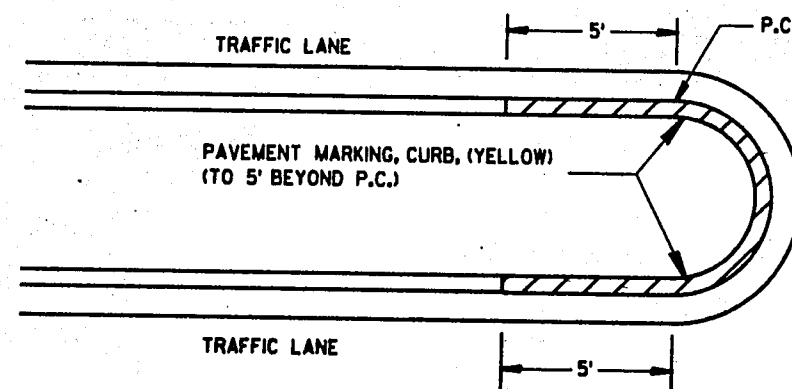
NOTE:
SDD 15 C 8-5a AND SDD 15 C 7 IS REQUIRED
WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.

PAVEMENT MARKING
(LEFT TURN LANE)

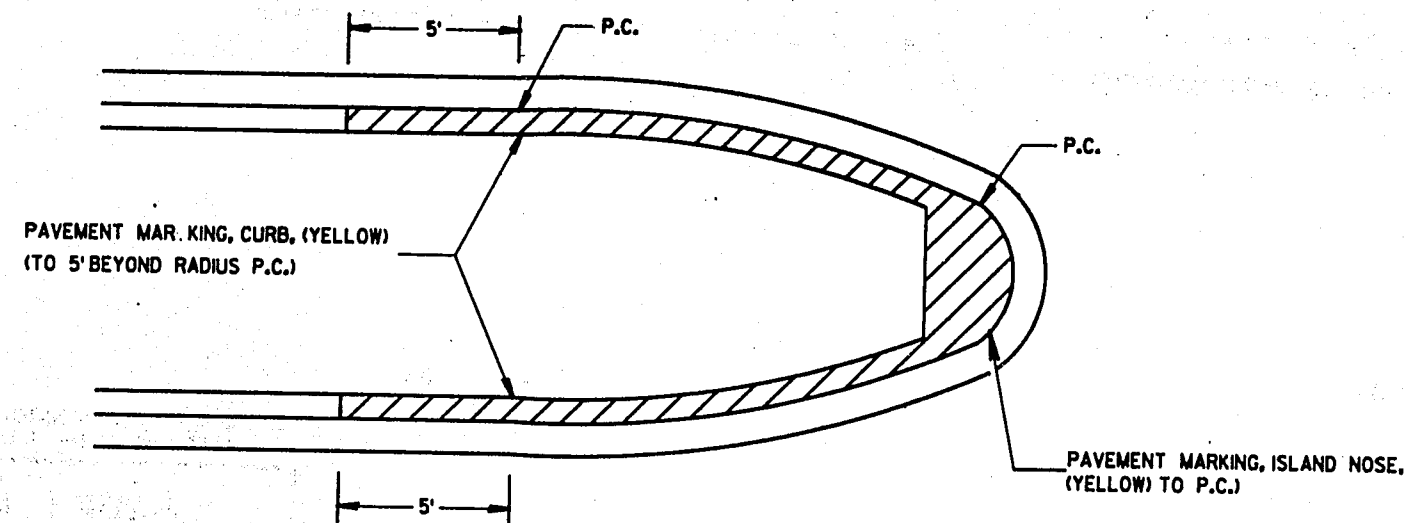
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



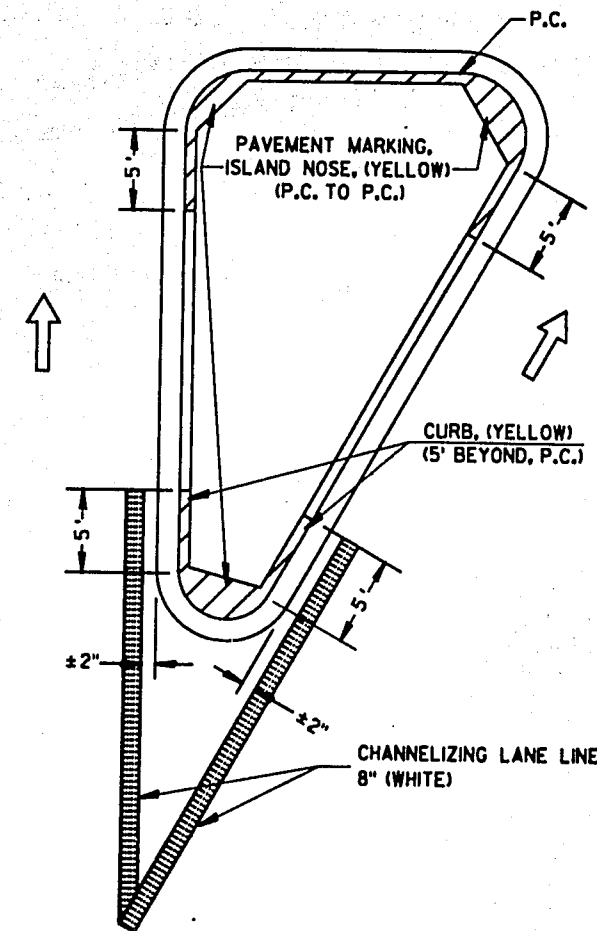
STOP LINE AND CROSSWALK



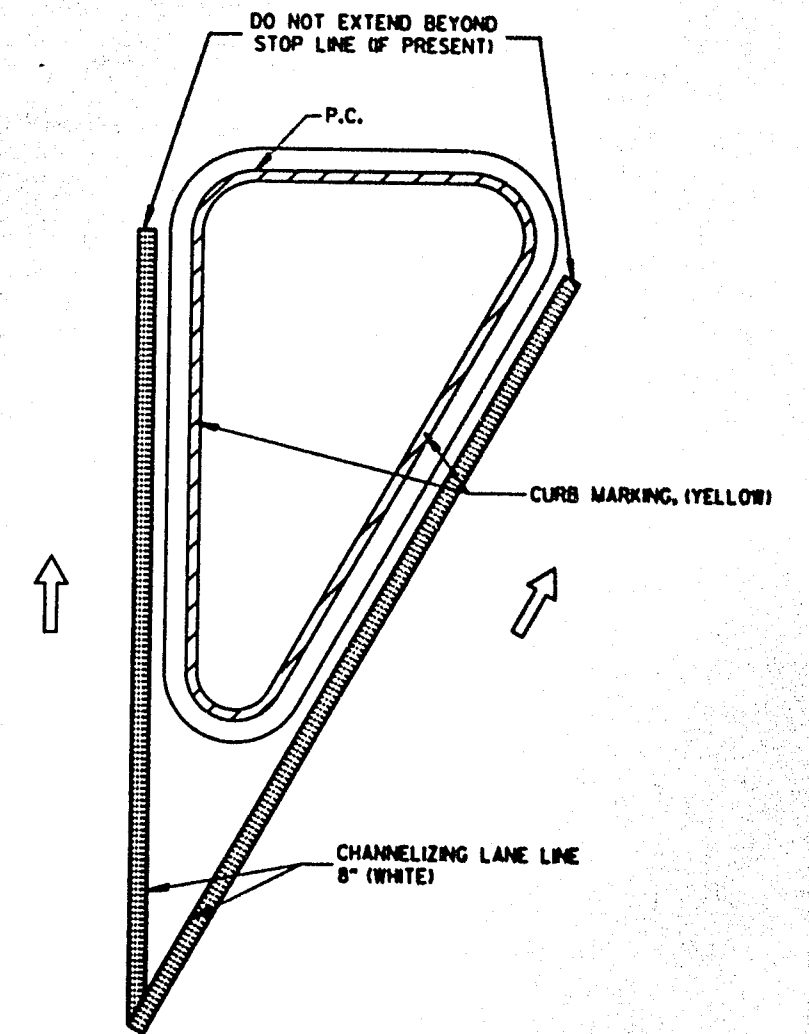
MEDIAN CURB



BULLET NOSE ISLAND



LARGE ISLAND
(GREATER THAN 50' PERIMETER OR ANY SIDE
GREATER THAN 25' BETWEEN CURVES)



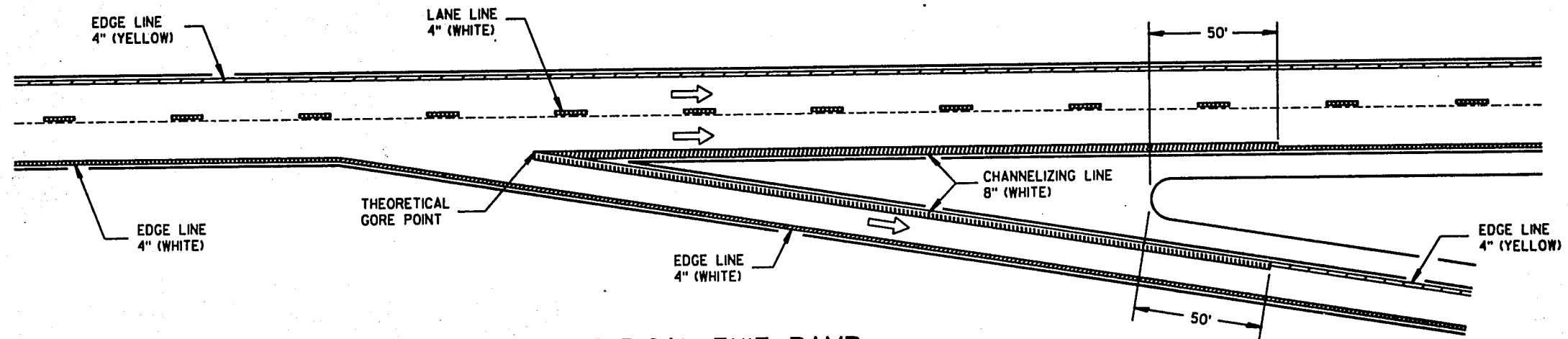
SMALL ISLAND
(LESS THAN 50' PERIMETER OR ANY SIDE
LESS THAN 25' BETWEEN CURVES)

NOTE:
ARROW SYMBOL (→)
SHOWS DIRECTION OF TRAVEL

NOTE:
SDD 15 C 8-5a IS REQUIRED WHEN THIS DRAWING
IS CALLED FOR IN THE PLANS.

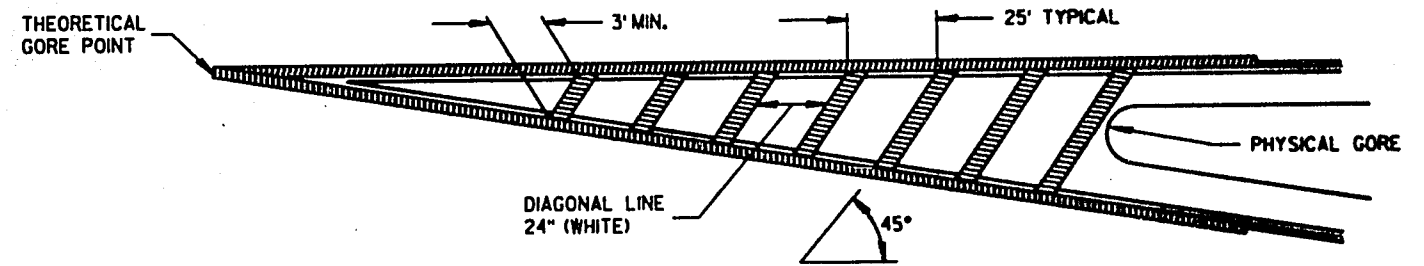
**PAVEMENT MARKING
(ISLANDS, STOP LINE &
CROSS WALK**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

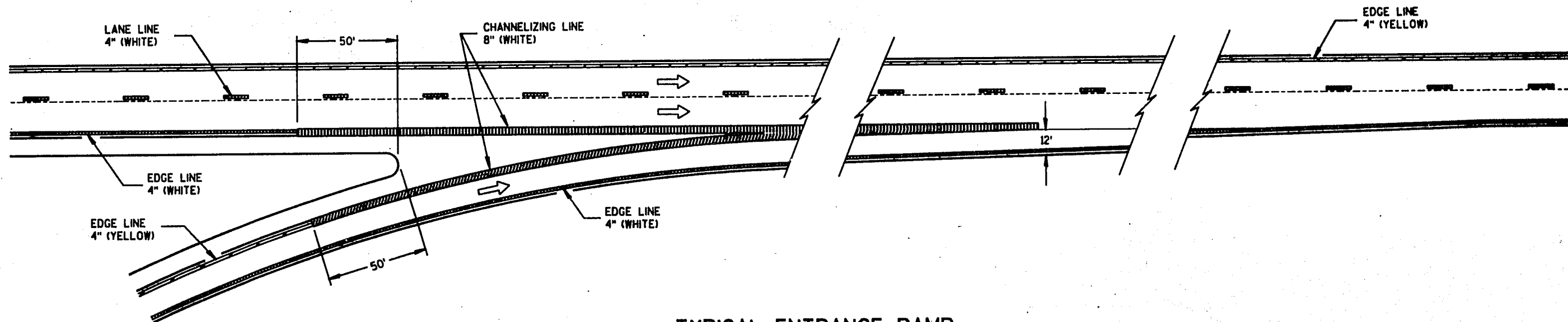


TYPICAL EXIT RAMP

NOTE:
ARROW SYMBOL (→)
SHOWS DIRECTION OF TRAVEL



CROSS-HATCH LINES AT
EXIT RAMP GORES WHEN REQUIRED

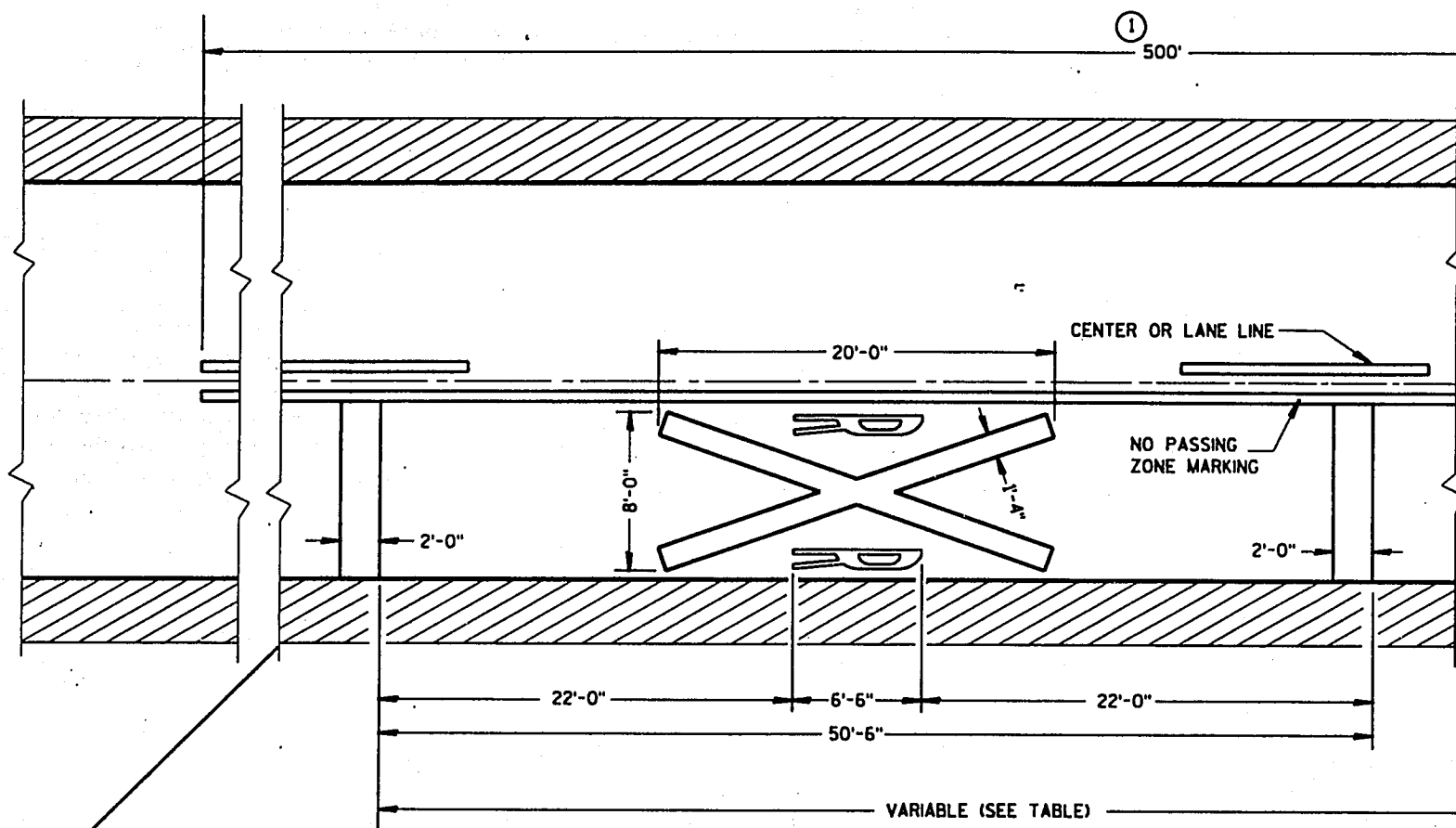


TYPICAL ENTRANCE RAMP

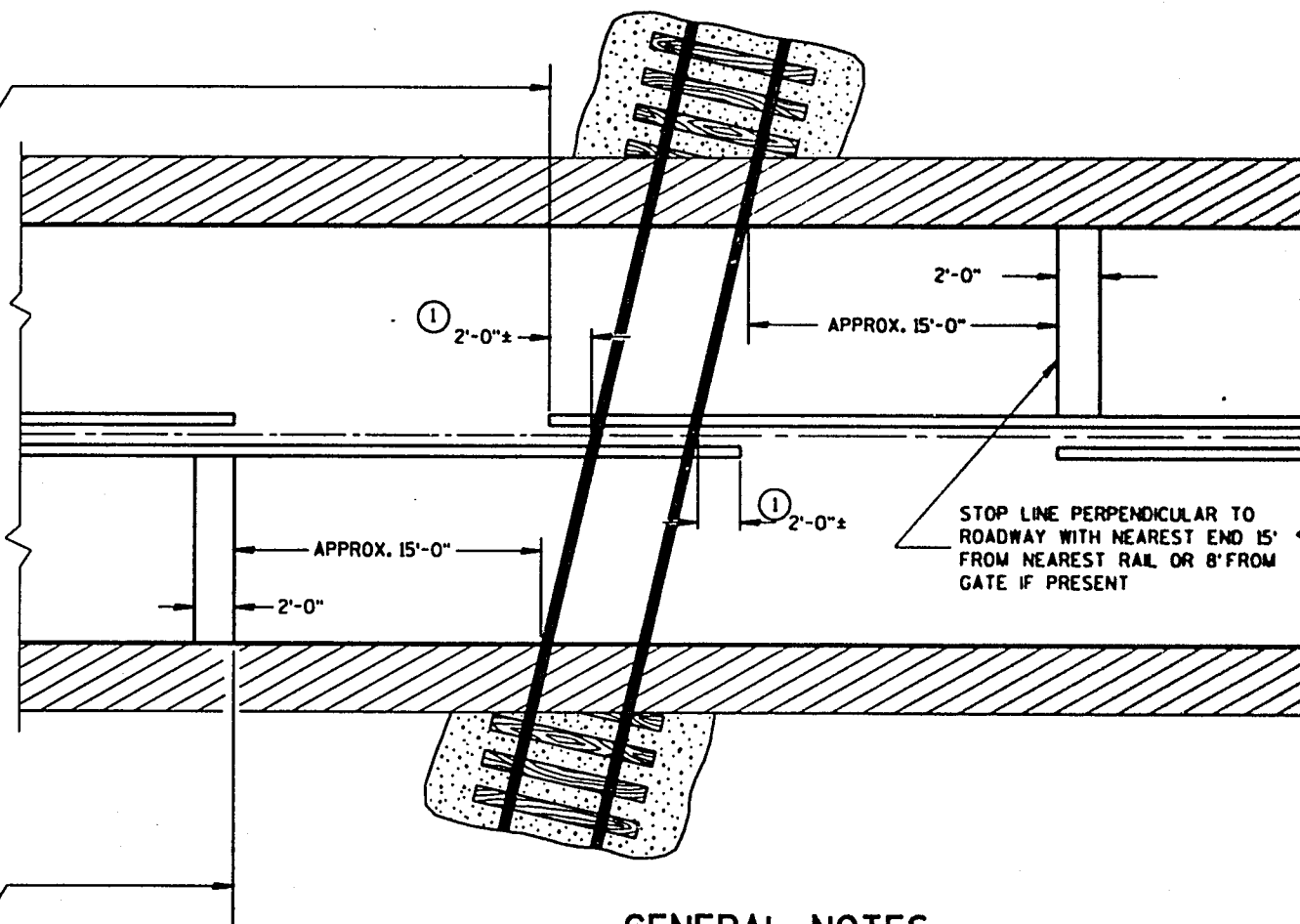
NOTE:
SDD 15 C 8-5a IS REQUIRED WHEN THIS DRAWING
IS CALLED FOR IN THE PLANS.

PAVEMENT MARKING
(RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PAVEMENT MARKING



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.

THE DISTANCE FROM THE RAILROAD CROSSING MARKING TO THE NEAREST TRACK WILL VARY ACCORDING TO THE APPROACH SPEED AND THE SIGHT DISTANCE OF THE VEHICULAR TRAFFIC. DIMENSIONS SHOWN IN THE TABLE SHALL BE USED UNLESS OTHERWISE SHOWN ON THE PLANS.

A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.

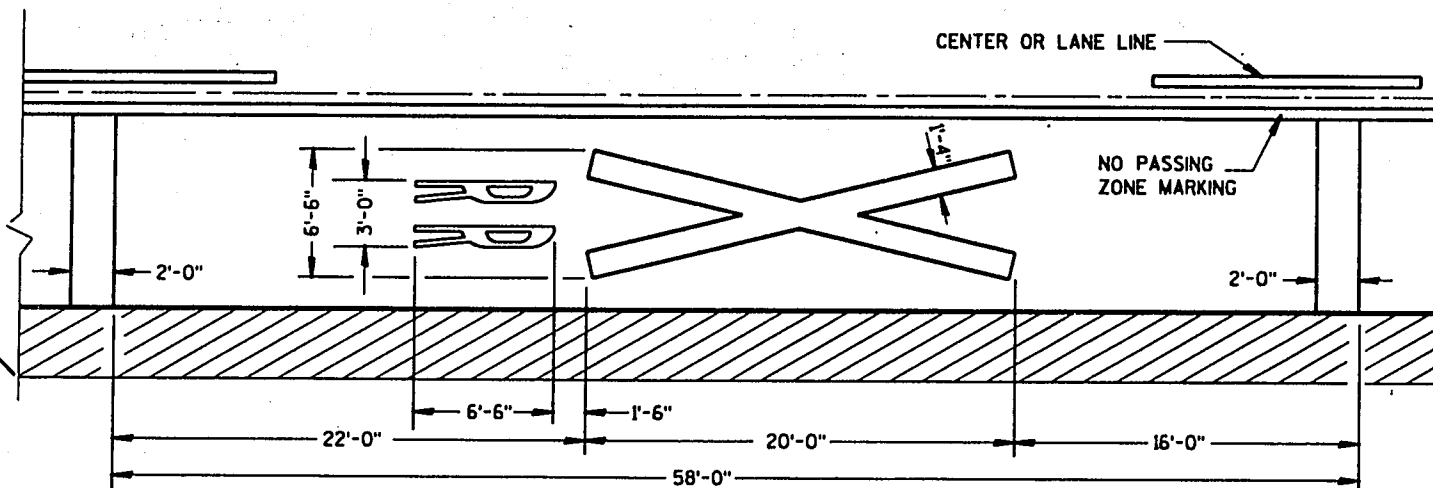
ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE. ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH THE "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" (ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION).

TRANSVERSE BANDS AND R X R SYMBOL ARE REFLECTIVE WHITE. SOLID LONGITUDINAL LINE IS REFLECTIVE YELLOW ON BIDIRECTIONAL TRAVELED WAYS AND IS OMITTED ON UNIDIRECTIONAL TRAVELED WAYS. DASHED LONGITUDINAL LINE IS REFLECTIVE YELLOW WHEN IT IS BETWEEN LANES OF TRAFFIC MOVING IN OPPOSITE DIRECTIONS AND REFLECTIVE WHITE WHEN IT IS BETWEEN LANES OF TRAFFIC MOVING IN THE SAME DIRECTION.

CENTER OR LANE LINES AND NO PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

① MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO PASSING ZONE MARKINGS.

Posted Speed (M.P.H.)	Variable Dimension (Feet)
25	150
30	200
35	250
40	325
45	400
50	475
55	550



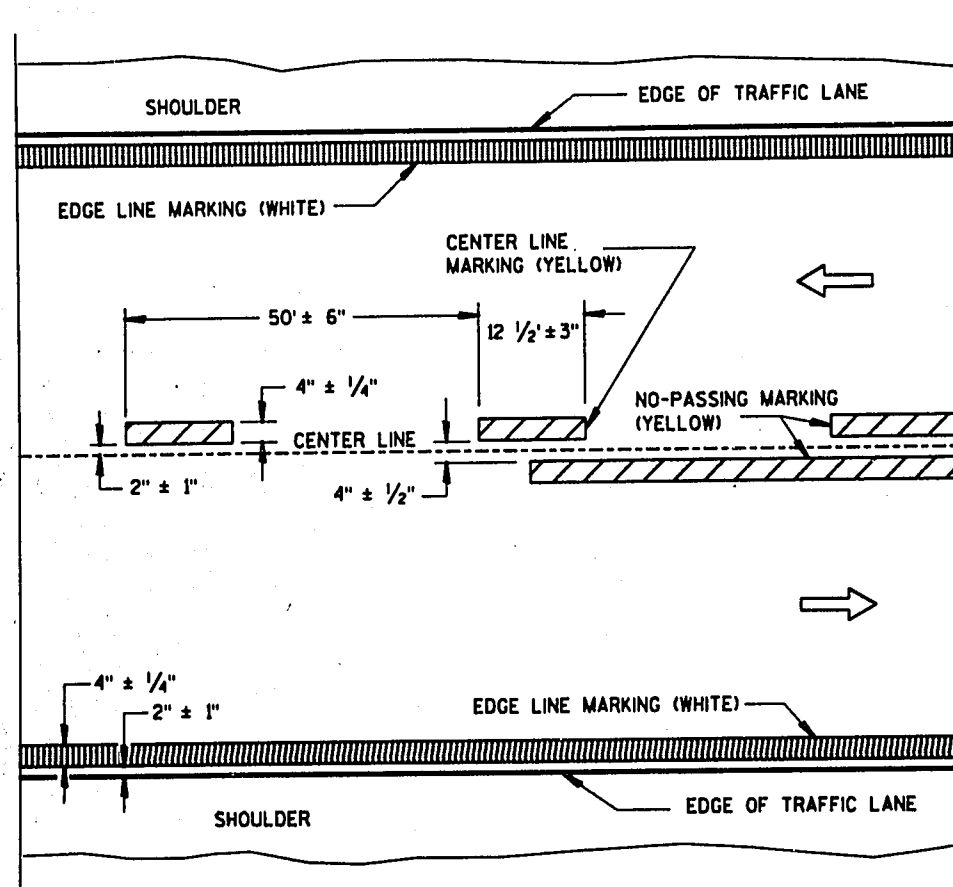
ALTERNATE PAVEMENT MARKING

PAVEMENT MARKING DETAILS
FOR RAILROAD-HIGHWAY
GRADE CROSSINGS

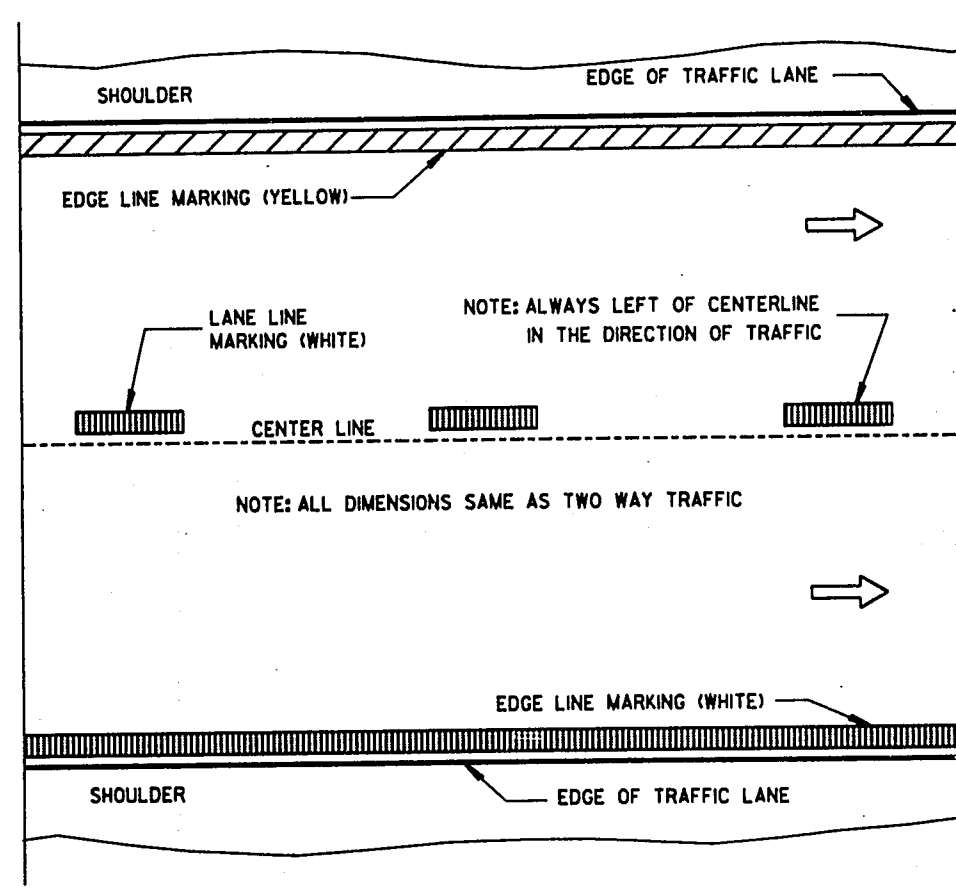
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/7/92
DATE

STATE TRAFFIC ENGINEER FOR THIS
FHWA



TWO WAY TRAFFIC

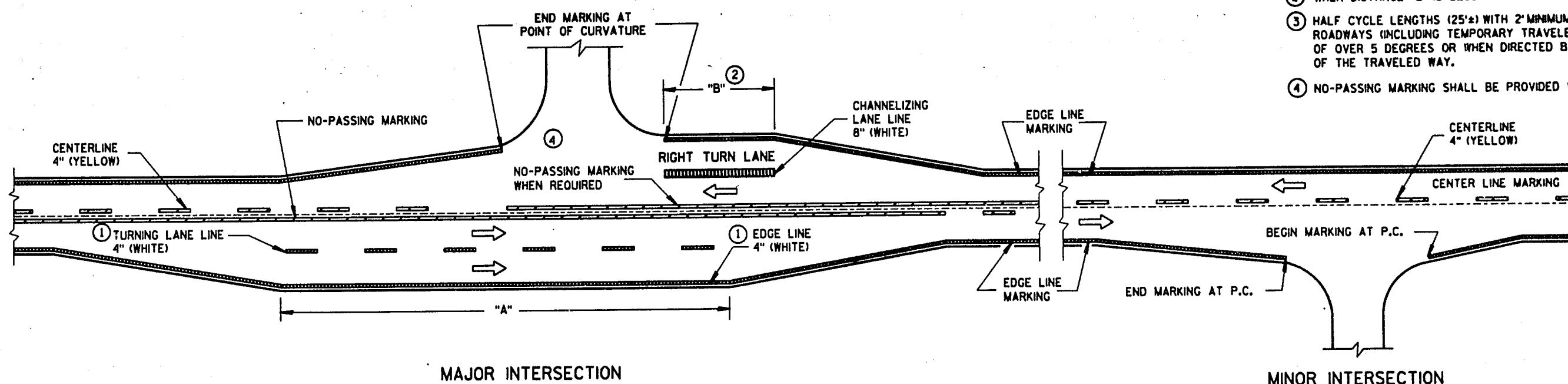


ONE WAY TRAFFIC

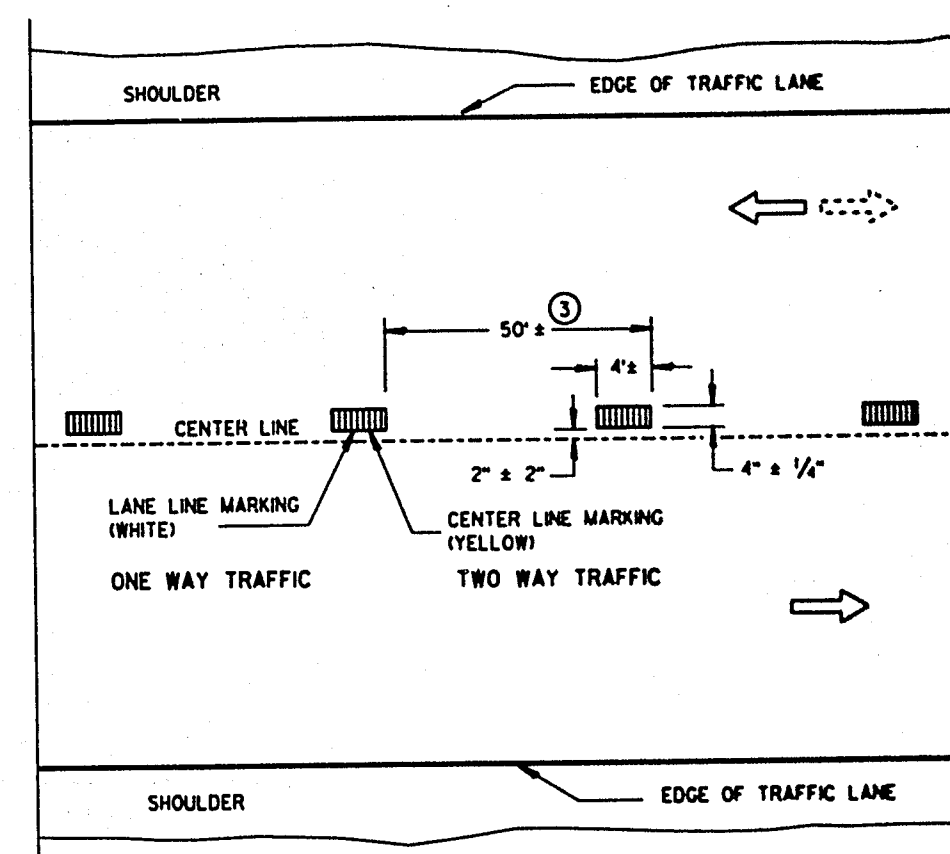
PERMANENT PAVEMENT MARKING

(SHOWS CYCLE FOR PERMANENT CENTER LINE MARKING)

NOTE:
ARROW SYMBOL ()
SHOWS DIRECTION OF TRAVEL



TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS



TEMPORARY PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE MARKING)

GENERAL NOTES

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

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT TURNING LANE MARKING.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ HALF CYCLE LENGTHS (25') WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ④ NO-PASSING MARKING SHALL BE PROVIDED WHERE SIGHT DISTANCE IS DEFICIENT.

NOTE:
THIS DRAWING CONSISTS OF UP TO FOUR
SHEETS. SHEET 5a MAY BE USED ALONE
OR SUPPLEMENTED BY SHEET 5b, SHEET
5c AND/OR SHEET 5d AS APPLICABLE

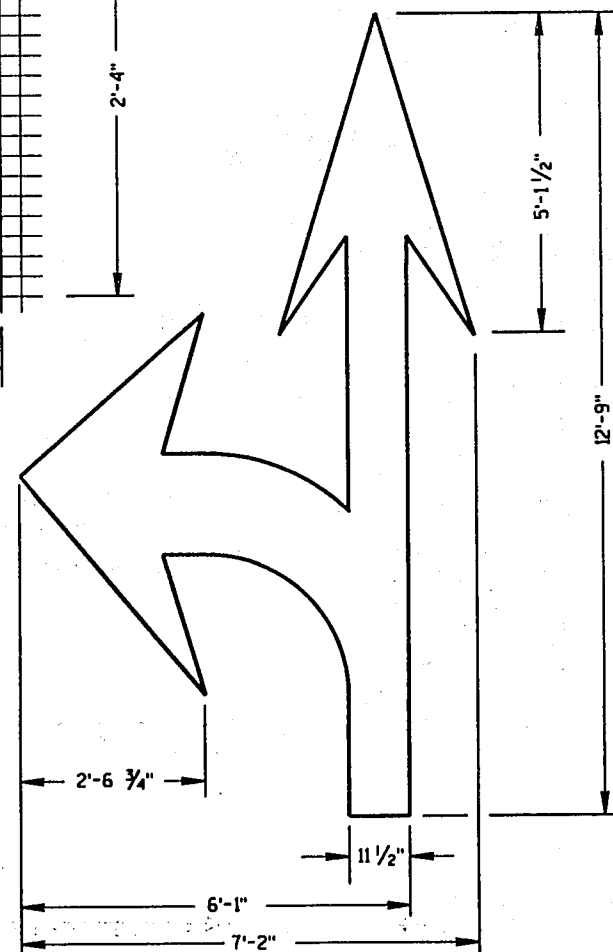
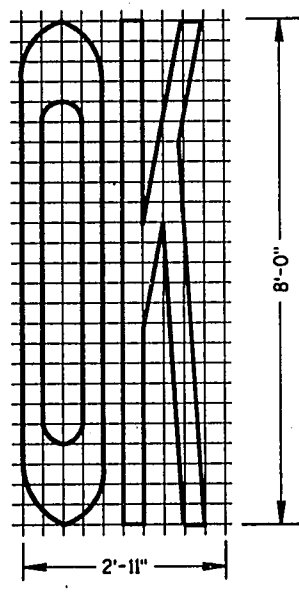
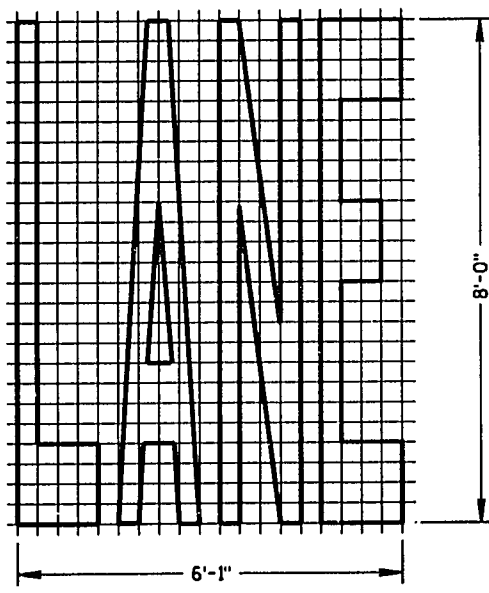
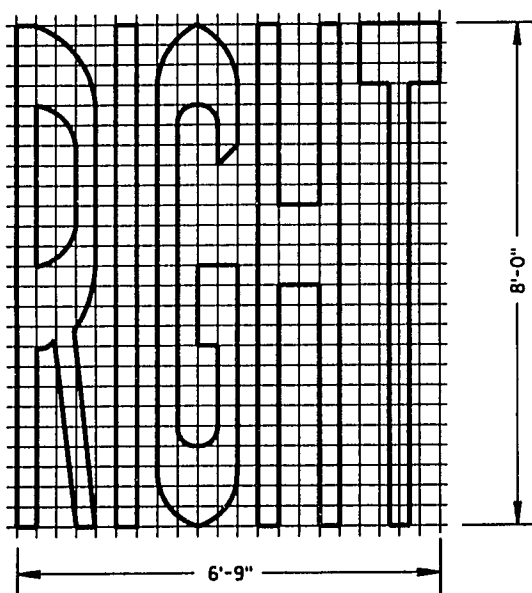
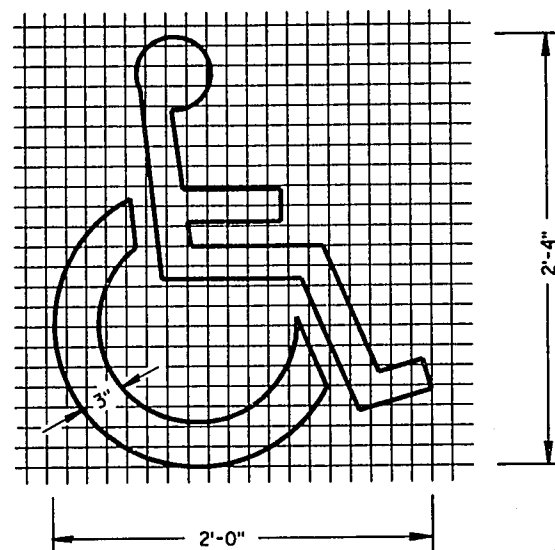
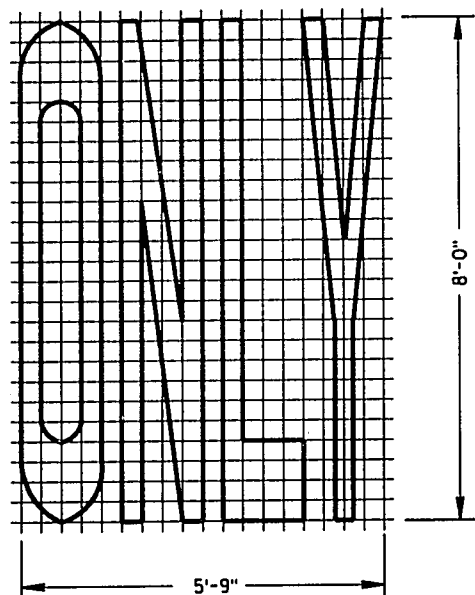
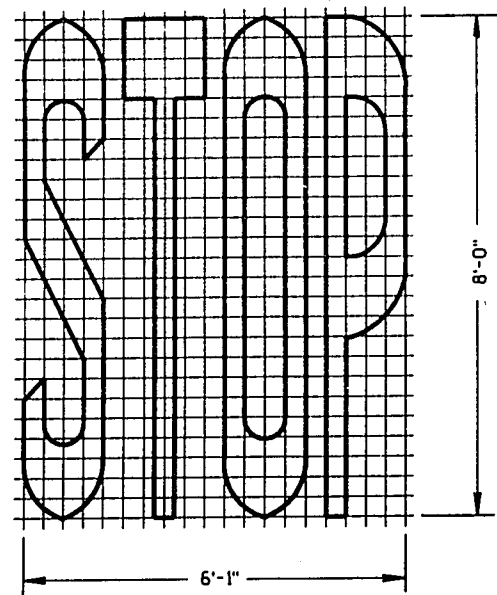
PAVEMENT MARKING (MAINLINE & INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

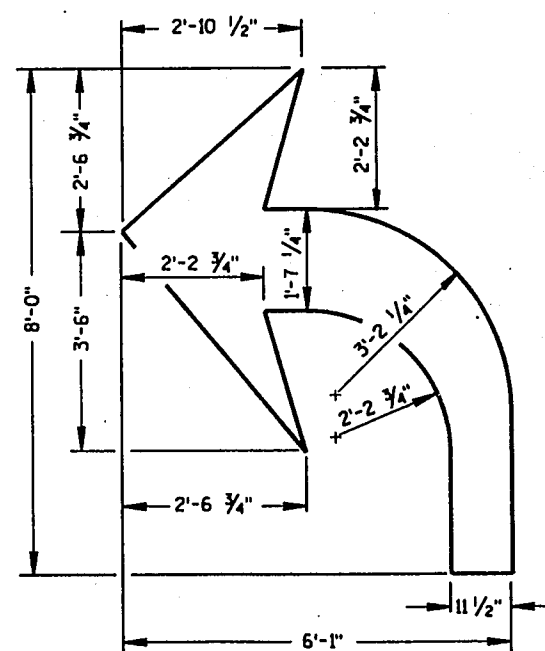
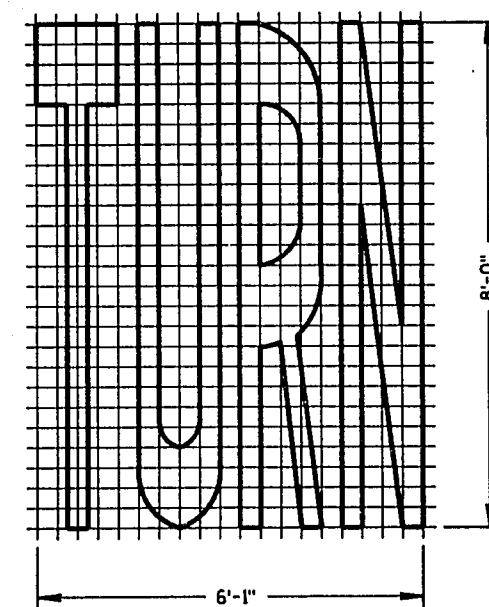
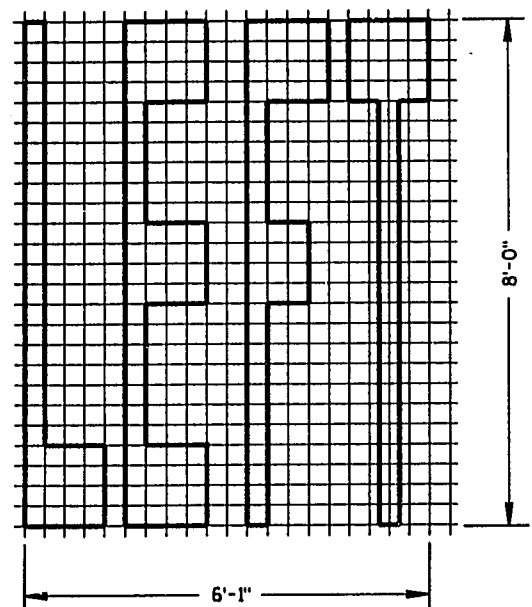
APPROVED
7/20/9
DATE

Peter F. Roush
STATE TRAFFIC ENGINEER FOR NEW YORK

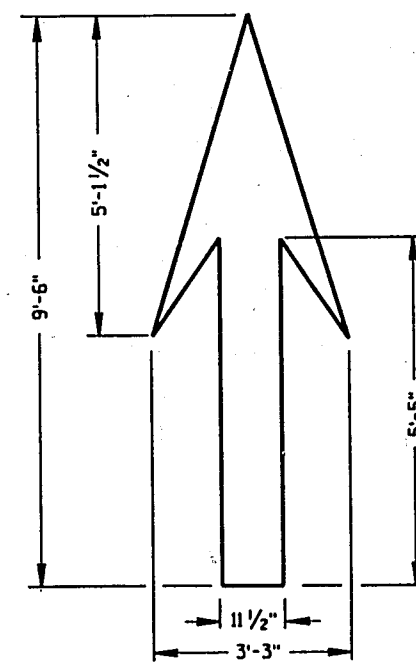
1. F.W.



TYPE 3



TYPE 2



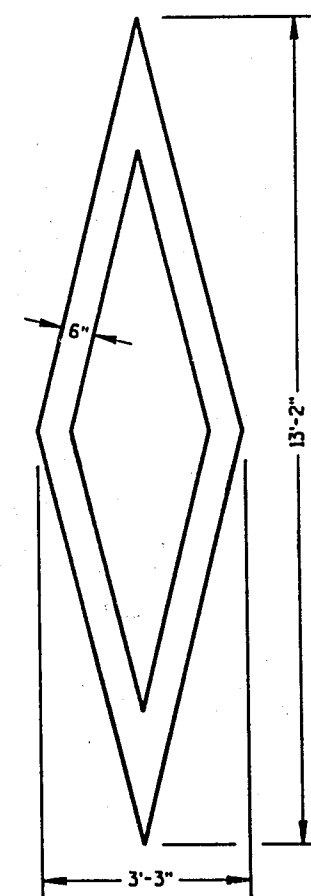
TYPE 1

GENERAL NOTES

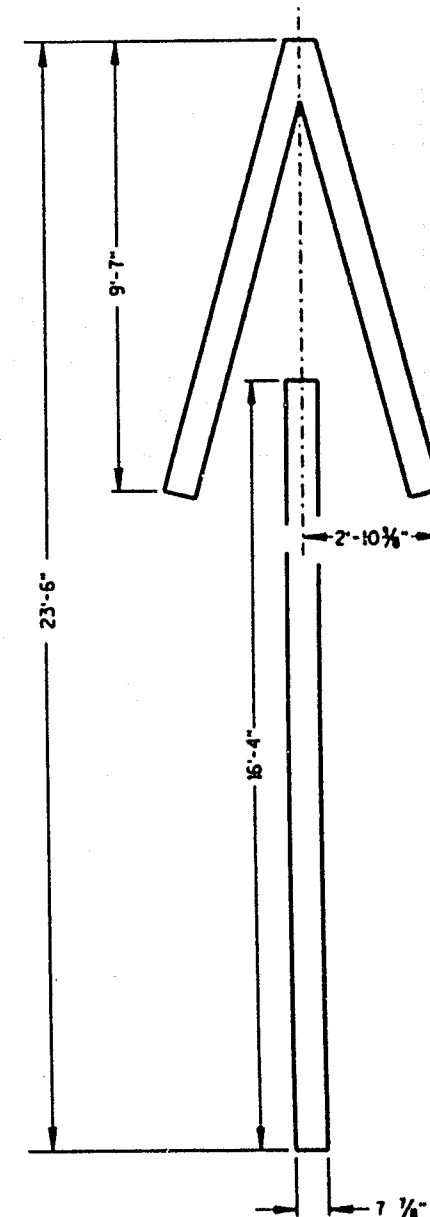
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.



PREFERENTIAL
LANE SYMBOL



TYPE 4

PAVEMENT MARKING SYMBOLS

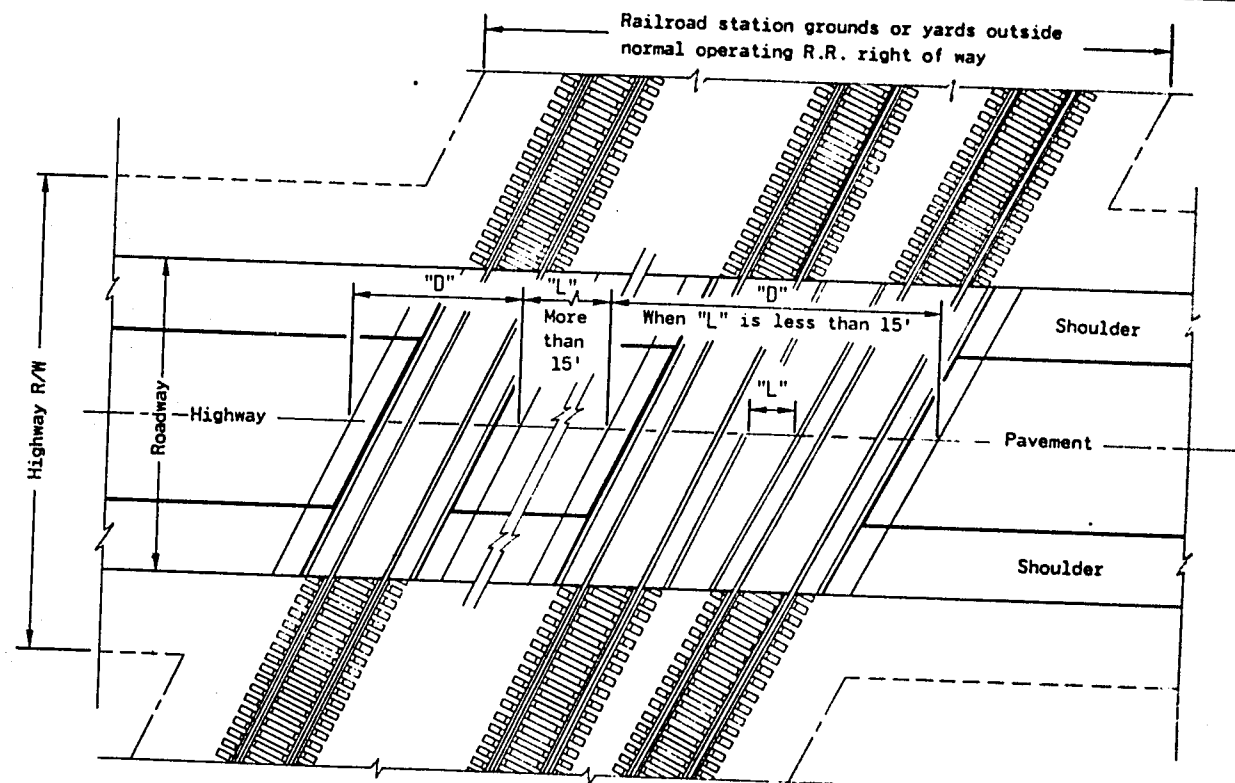
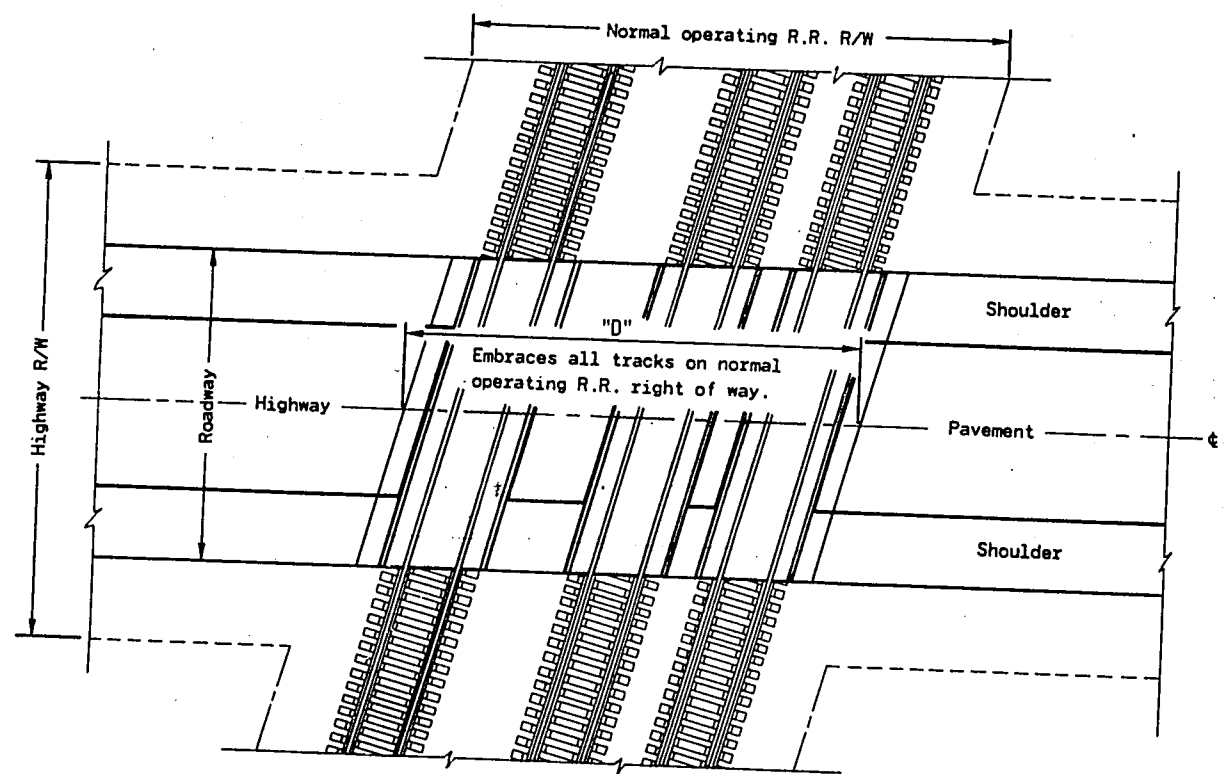
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE

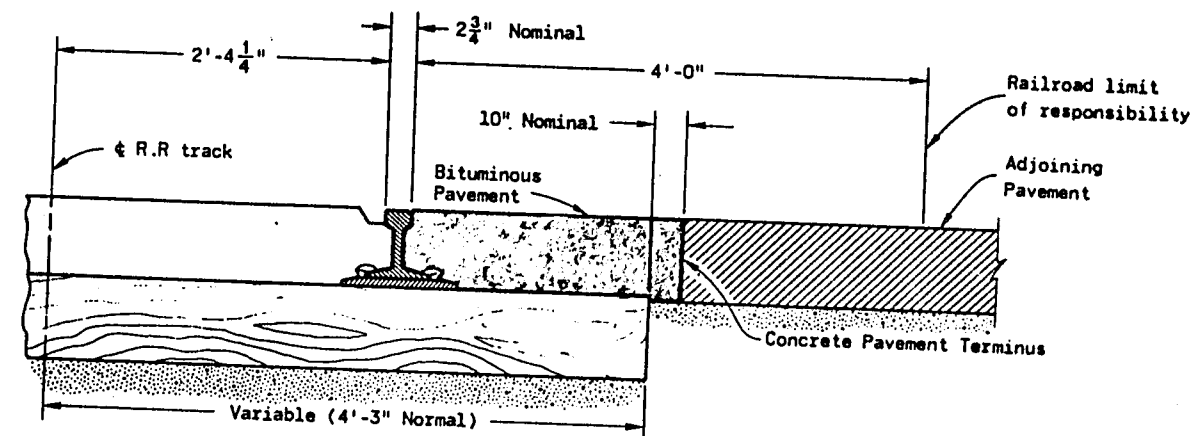
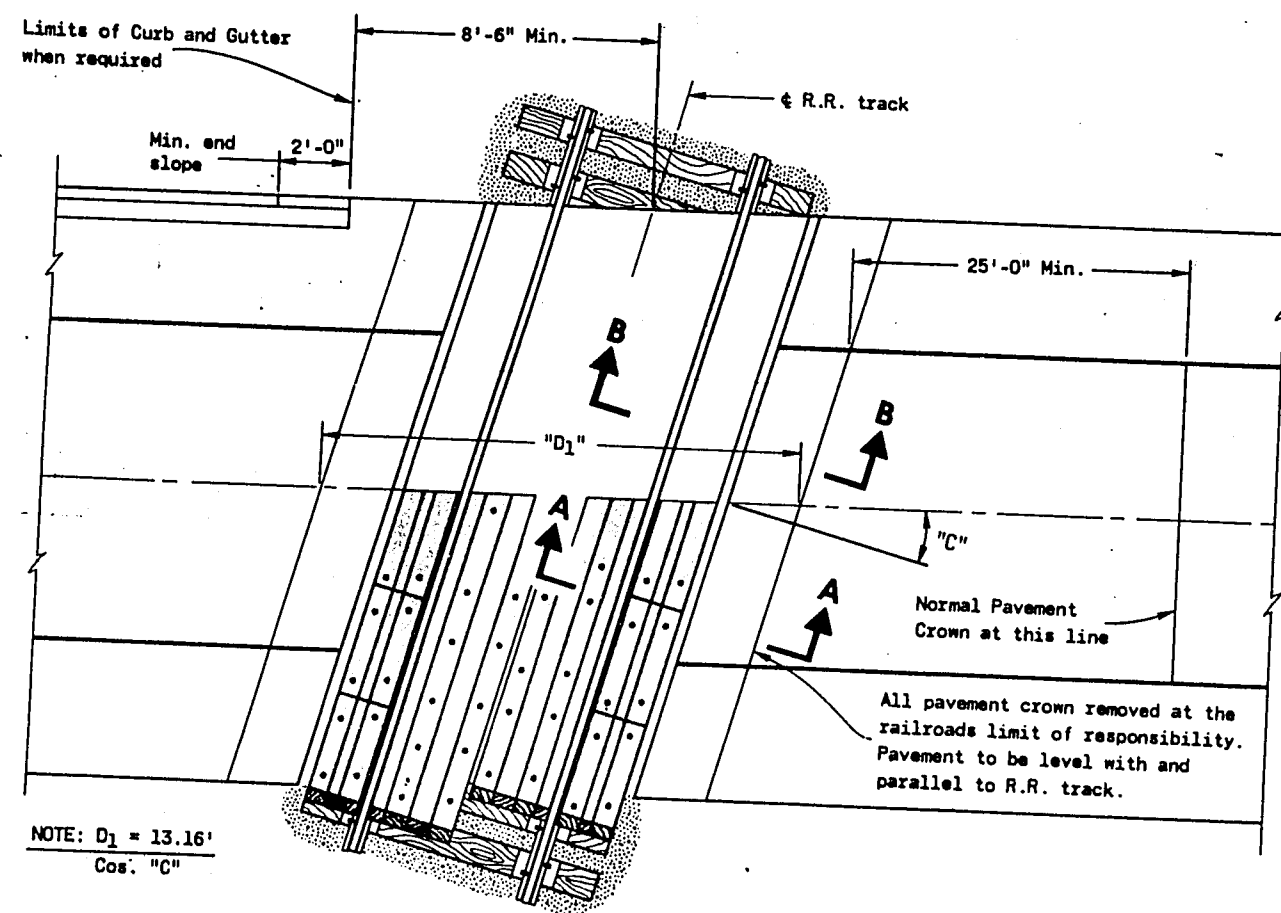
6-29-94
DATE

FWRA

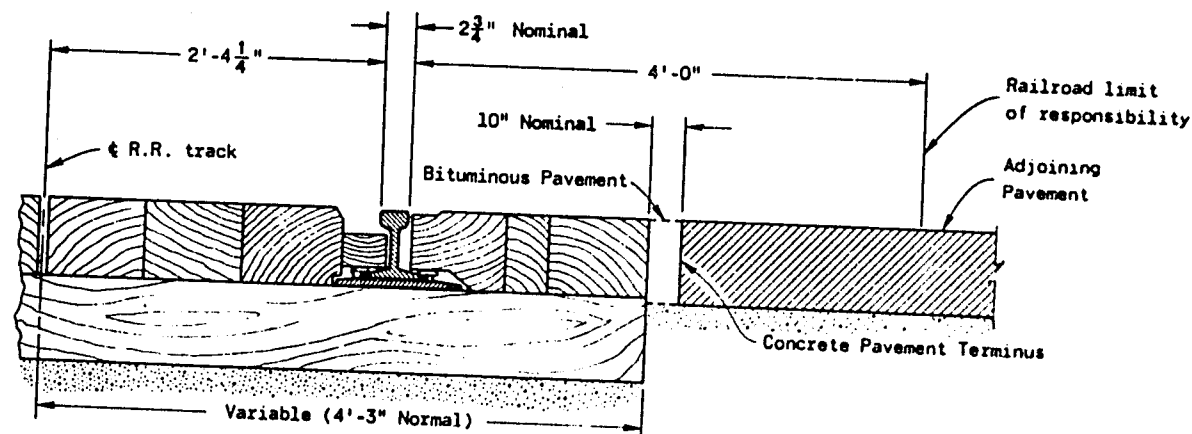
Charles J. Spang, Inc.
STATE TRAFFIC ENGINEER FOR WISCONSIN



TYPICAL TYPES OF RAILROAD GRADE CROSSINGS
SHOWING THE RAILROAD'S LIMIT OF RESPONSIBILITY
AND MEASUREMENT DETAILS



SECTION B-B



SECTION A-A

RAILROAD APPROACH CONSTRUCTION DETAILS

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.

"D" & "D1" = Exception to net length of ϵ . Paving or surfacing and shoulder material within limits designated by "D" or "D1" to be at expense of railroad company. Trackage to industrial sites to be treated same as trackage to R.P. station grounds or yards outside of normal operating R/W.

Modular crossings shall be installed in accordance with the Manufacturer's Specifications.

PAVEMENT DETAILS FOR RAILROAD APPROACH

State of Wisconsin
Department of Transportation
Division of Transportation Facilities

APPROVED
6-18-84
DATE

[Signature]
CHIEF DESIGN ENGINEER